WKE

JULY 2019

ORDER OF SHEETS

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

TOTAL SHEETS = 604

PROJECT ID: 1320-23-70
WITH: 1320-23-73

COUNTY: RACINE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1320-23-70		
1320-23-73		

STH 11, EFR TO WISCONN VALLEY WAY

EFR TO WISCONN VALLEY WAY

STH 11

RACINE COUNTY

STATE PROJECT NUMBER
1320-23-70

STH 11, WISCONN VALLEY WAY TO CTH H

WISCONN VALLEY WAY TO CTH H

STH 11

RACINE COUNTY

STATE PROJECT NUMBER
1320-23-73



05

DESIGN DESIGNATION

A.A.D.T.	=	16,920 (2018)
A.A.D.T.	=	59,200 (2038)
D.H.V.	=	9,515
D.D.	=	50/50
T.	=	16.8%
DESIGN SPEED	=	50 MPH
ESALS	=	12,000,000

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

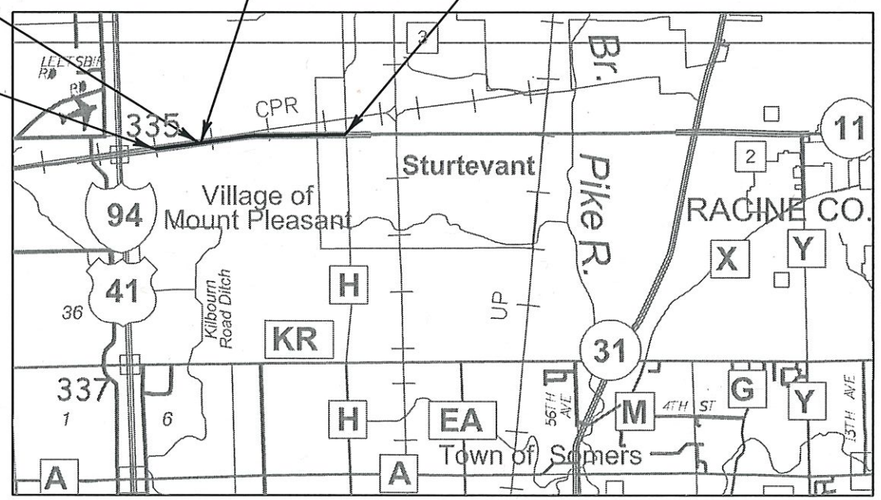
- ELECTRIC (E)
- FIBER OPTIC (FO)
- GAS (G)
- SANITARY SEWER (SAN)
- STORM SEWER (SS)
- TELEPHONE (T)
- WATER (W)
- UTILITY PEDESTAL
- POWER POLE
- TELEPHONE POLE

END PROJECT 1320-23-70
STA 176+50.00

BEGIN PROJECT 1320-23-70
STA 150+00.00
X=595,623.97
Y=174,993.04

BEGIN PROJECT 1320-23-73
STA 176+50.00
X=598,255.58
Y=175,304.04

END PROJECT 1320-23-73
STA 234+00.00



N

T-3-N

T-2-N

R-22-E

LAYOUT
SCALE 0 0.6 MI.

NET LENGTH OF CENTERLINE PROJECT 1320-23-70 = 0.502 MI.
NET LENGTH OF CENTERLINE PROJECT 1320-23-73 = 1.089 MI.
TOTAL NET LENGTH OF CENTERLINE = 1.591 MI.

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF NAVD 88 (1991)

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), RACINE COUNTY, NAD 1983 (1997)

WISCONSIN
PRASAD S. NARAYAN
E-26170
BROOKFIELD, WI.
PROFESSIONAL ENGINEER

4/1/19 (Date) Prasad Narayan (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	KAPUR & ASSOCIATES
Designer	KAPUR & ASSOCIATES
Project Manager	STEVE HOFF
Regional Examiner	
Regional Supervisor	MANOJOY NAG

APPROVED FOR THE DEPARTMENT
DATE: 4/1/19 Steve Hoff (Signature)

E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\010101_TI.dgn PLOT DATE : 3/21/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:7040

WISDOT/CADDS SHEET 10

2

GENERAL NOTES

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

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

TEMPORARY STORAGE OF ANY EXCAVATED MATERIAL WILL NOT BE PERMITTED IN WETLAND AREAS.

FERTILIZER SHALL NOT BE USED WITHIN 20 FEET OF NAVIGABLE WATERWAYS OR WETLANDS.

CROSS SECTIONS SHOWN INCLUDE THE THICKNESS OF TOPSOIL WHERE REQUIRED. TOPSOIL SHALL BE PLACED A MINIMUM OF 6 INCHES IN DEPTH.

TOPSOIL SHALL NOT BE PLACED UNTIL APPROVED BY ENGINEER.

RE-TOPSOIL OF GRADED AREAS, AS DESIGNATED BY THE ENGINEER, IMMEDIATELY AFTER GRADING IS COMPLETED WITHIN THOSE AREAS. SEED, FERTILIZE, AND EROSION MAT TOP-SOILED AREAS, AS DESIGNATED BY THE ENGINEER, WITHIN FIVE (5) CALENDAR DAYS AFTER PLACEMENT OF TOPSOIL.
IF GRADED AREAS ARE LEFT EXPOSED FOR MORE THAN (14) CALENDAR DAYS, SEED THOSE AREAS WITH TEMPORARY SEED AND MULCH.

STOCKPILE EXCESS MATERIAL OR SPOILS ON UPLAND AREAS AWAY FROM WETLANDS, FLOODPLAINS AND WATERWAYS. STOCKPILED SOIL SHALL BE PROTECTED AGAINST EROSION. IF STOCKPILED MATERIAL IS LEFT FOR MORE THAN FOURTEEN (14) CALENDAR DAYS, SEED THE STOCKPILE WITH TEMPORARY SEED AND MULCH.

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

ALL HOLES OR OPENINGS BELOW SUBGRADE RESULTING FROM ABANDONMENT OR REMOVAL OF EXISTING STRUCTURES WILL BE FILLED WITH COMPACTED BACKFILL GRANULAR GRADE 1 UNLESS REGULATIONS REQUIRED OTHERWISE. BACKFILL GRANULAR GRADE 1 IS INCIDENTAL TO THE REMOVAL ITEM.

PRIOR TO ORDERING DRAINAGE PIPES AND STRUCTURES, THE CONTRACTOR SHALL VERIFY INVERT AND RIM ELEVATIONS IN THE PLAN WITH THE ENGINEER.

CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE LINE, UNLESS NOTED OTHERWISE.

CURB AND GUTTER JOINT SPACING SHALL MATCH ADJACENT PAVEMENT.

1/2-INCH FELT EXPANSION JOINT MATERIAL IS REQUIRED BETWEEN BACK OF CURB AND FRONT OF CONCRETE SIDEWALK OR DRIVEWAY APRON.

EXISTING DRIVEWAYS AND FIELD ENTRANCES SHALL BE RESTORED IN KIND AS DIRECTED BY THE ENGINEER IN THE FIELD AND AT THE LOCATION DETERMINED BY THE ENGINEER.

BROKEN CONCRETE CONTAINING RE-BAR SHALL NOT BE USED AS RIPRAP.

TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

SIGNS TO BE MOVED SHALL BE STORED AND PROTECTED BY THE CONTRACTOR, FREE FROM DAMAGE, UNTIL SUCH TIME AS THEY ARE RE-INSTALLED.

REFER TO SPECIAL PROVISIONS FOR EROSION CONTROL REQUIREMENTS.

CONSTRUCT HMA PAVEMENT WITH THE FOLLOWING LAYERS AND GRADATIONS:

ASPHALT DRIVEWAYS

5-INCH HMA PAVEMENT
2.5" UPPER LAYER ASPHALTIC SURFACE
2.5" LOWER LAYER ASPHALTIC SURFACE

TEMPORARY PAVEMENT

5-INCH HMA PAVEMENT
5" UPPER LAYER ASPHALTIC SURFACE TEMPORARY

4-INCH HMA PAVEMENT
4" UPPER LAYER ASPHALTIC SURFACE TEMPORARY

DESIGN INDEX

GENERAL NOTES AND UTILITY CONTACTS
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
CURB RAMP DETAILS
REMOVAL PLAN
PLAN DETAILS
PAVING GRADES
ITS PLAN
EROSION CONTROL
STORM SEWER
SIGING PLAN
LIGHTING
TRAFFIC SIGNAL PLAN
PAVEMENT MARKING
STAGE CONSTRUCTION
TRAFFIC CONTROL
CONTROL AND BENCHMARKS
ALIGNMENT PLAN

UTILITY CONTACTS

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pete.kruzela@charter.com
wis.engineering@charter.com

VILLAGE OF MOUNT PLEASANT - SEWER
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RACINE WATER WORKS COMMISSION
CHAD REGALIA
800 CENTER STREET, ROOM 227
RACINE, WI 53403
PHONE: (262) 497-4611
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VILLAGE OF STURTEVANT - SEWER
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STURTEVANT, WI 53177
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seitzj@sturtevant-wi.gov

WE ENERGIES - ELECTRIC
SEND ALL CORRESPONDENCE TO:
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MILWAUKEE, WI 53203
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CELL: 414-460-7190
Nicole.Smullen@we-energies.com

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WEST ALLIS, WI 53214
OFFICE: (414) 944-5758
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andy.doerflinger@we-energies.com

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WISDOT - LIGHTING
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433 W. ST. PAUL AVENUE
SUITE 300
MILWAUKEE, WI 53203
PHONE: (414) 225-3723
jeffrey.madson@dot.wi.gov

WISDOT - ELECTRICAL FIELD UNIT
DENNIS CAULEY
935 S. 60TH STREET
WEST ALLIS, WI 53214
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STATE AGENCIES

WISCONSIN DEPARTMENT OF TRANSPORTATION
LACI KAZAN - ENVIRONMENTAL ANALYST AND
REVIEW SPECIALIST
141 NW BARSTOW STREET
WAUKESHA, WI 53187-0798
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laci.kazan@dot.wi.gov

WISCONSIN DEPARTMENT OF NATURAL RESOURCES
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DNR SERVICE CENTER
2300 N. MARTIN LUTHER KING JR.
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WISCONSIN DEPARTMENT OF TRANSPORTATION
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WISCONSIN DEPARTMENT OF TRANSPORTATION
STEVE HOFF, PROJECT MANAGER
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MINNEAPOLIS, MN 55402
PHONE: (612) 330-4555
Jim_krieger@cpr.ca

MOUNT PLEASANT, VILLAGE OF
MARK BENISH
8700 CAMPUS DRIVE
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PHONE: (262) 664-7844
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RACINE COUNTY - DPW
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STURTEVANT, VILLAGE OF
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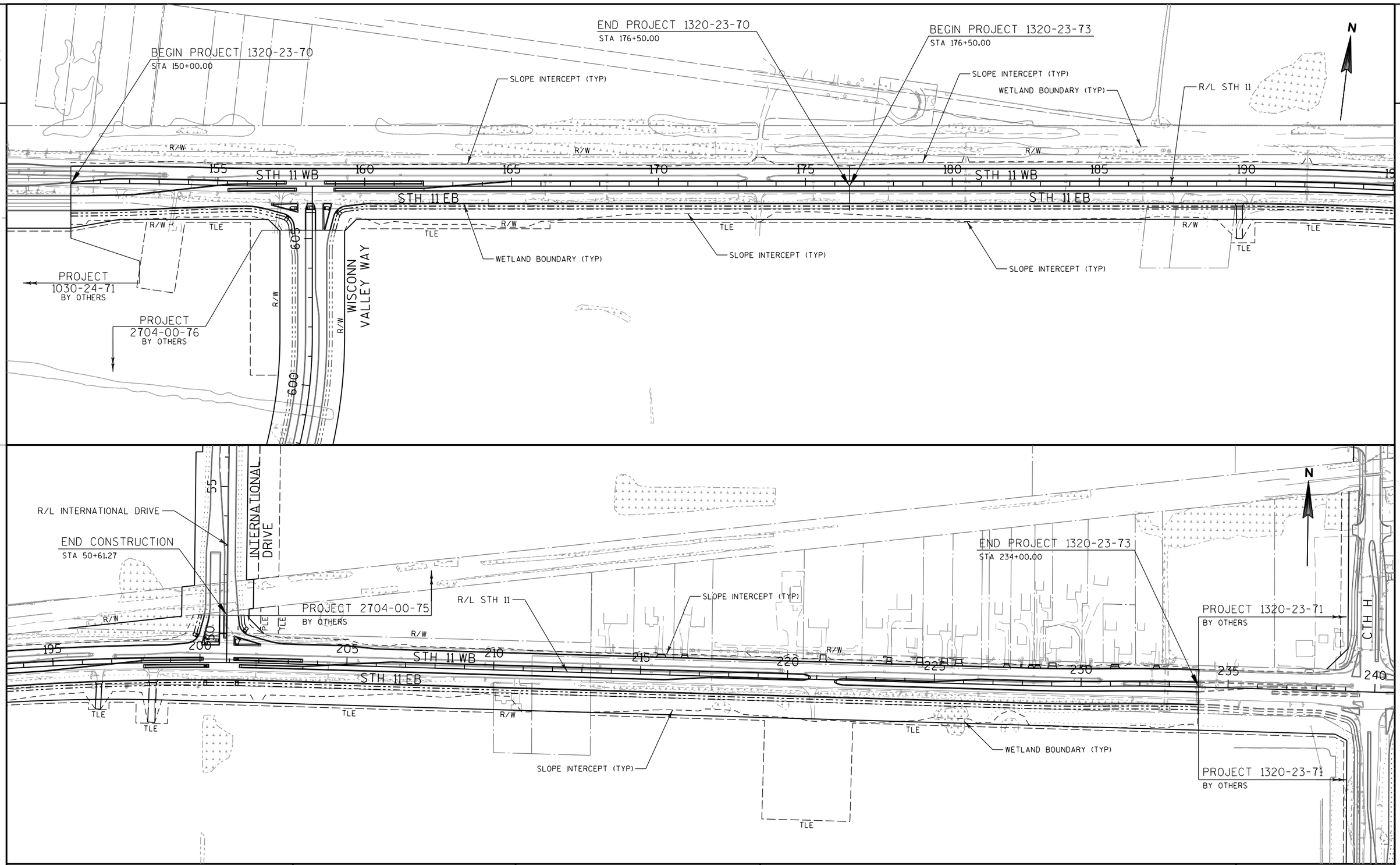
TO OBTAIN LOCATION OF PARTICIPANTS' UNDERGROUND
FACILITIES BEFORE YOU DIG IN WISCONSIN

WIS. STATUTE 182.0175 (1974) REQUIRES MIN. OF 3 WORK
DAYS NOTICE BEFORE YOU EXCAVATE.

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

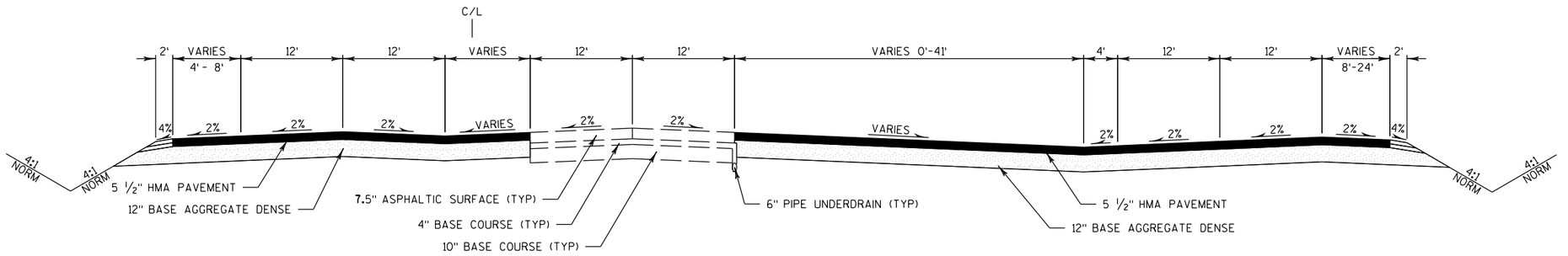
STANDARD ABBREVIATIONS

<	ANGLE
ADT	AVERAGE DAILY TRAFFIC
AC	ACRE
AE, AEW	APRON ENDWALL
AGG	AGGREGATE
AH	AHEAD
ASPH	ASPHALTIC
BC	BACK OF CURB
BF	BACK FACE
BIT	EXISTING BITUMINOUS
BM	BENCH MARK
BEG	BEGIN
BK	BACK
C & G	CURB AND GUTTER
CABC	CRUSHED AGGREGATE BASE COURSE
CB	CATCH BASIN
CMCP	CORRUGATED METAL CULVERT PIPE
CMP	CORRUGATED METAL PIPE
CP	CULVERT PIPE
CY	CUBIC YARD
CL OR C/L	CENTER LINE
CO	COUNTY
CONC	CONCRETE
CONST	CONSTRUCTION
CR	CREEK
CTH	COUNTY TRUNK HIGHWAY
CWT	HUNDRED WEIGHT
D	DEGREE OF CURVE
△	DELTA
DHV	DESIGN HOUR VOLUME
DIA	DIAMETER
DISCH	DISCHARGE
E	EAST
EA	EACH
EB	EASTBOUND
EBS	EXCAVATION BELOW SUBGRADE
EL, ELEV	ELEVATION
ELEC	ELECTRIC(AL), ELEC CABLE
EMB	EMBANKMENT
ESALS	EQUIVALENT SINGLE AXEL LOADS
ESMT	EASEMENT
EW	ENDWALL
EXC	EXCAVATION
EXIST	EXISTING BITUMINOUS
EXP	EXPANSION
FC	FACE OF CURB
FE	FIELD ENTRANCE
FF	FACE TO FACE
F/L, FL	FLOW LINE
FERT	FERTILIZER
FHWA	FEDERAL HIGHWAY
FT	FOOT (FEET)
G	GAS
GN	GRID NORTH
H	HOUSE
HMA	HOT MIX ASPHALT
HORZ	HORIZONTAL
HP	HIGH POINT
HR	HANDICAP RAMP
HYD	HYDRANT
I	INTERSECTION ANGLE
ID	INSIDE DIAMETER
INL	INLET
INTER	INTERSECTION
INV	INVERT
IP	IRON PIPE
JT	JOINT
K	RATE OF VERTICAL CURVATURE
L	LENGTH OF CURVE
LB	POUND
LC	LONG CHORD OF CURVE
LP	LOW POINT
LF	LINEAR FOOT(FEET)
LHF	LEFT HAND FORWARD
LS	LUMP SUM
LT	LEFT
M	MARSH
MATL	MATERIAL
MP	MARKER POST
MAX	MAXIMUM
MGAL	1000 GALLONS
MH	MANHOLE
MIN	MINIMUM
ML OR M/L	MATCH LINE
N	NORTH
NB	NORTHBOUND
NC	NORMAL CROWN OR NO CHANGE
NO	NUMBER
NW OR N/W	NORMAL WATER
OBLIT	OBLITERATE
OD	OUTSIDE DIAMETER
PAVT	PAVEMENT
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVE
PE	PRIVATE ENTRANCE
PGL	PROFILE GRADE LINE
PI	POINT OF INTERSECTION
PL	PROPERTY LINE
PLE	PERMANENT LIMITED EASEMENT
PRC	POINT OF REVERSE CURVE
PROJ	PROJECT
PSI	POUNDS PER SQUARE INCH
PT	POINT OF TANGENCY
PVC	POLYVINYL CHLORIDE
PAV'T	PAVEMENT
PCC	PORTLAND CEMENT CONCRETE
R	RADIUS OR RANGE
RC	REVERSE CURVE
RCCP	REINFORCED CONCRETE CULVERT PIPE
RCHECP	REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CULVERT PIPE
RCPSS	REINFORCED CONCRETE PIPE STORM SEWER
RHF	RIGHT HAND FORWARD
R/L	REFERENCE LINE
R/W	RIGHT OF WAY
RD	ROAD
RDWY	ROADWAY
REL	RELOCATE
REM	REMAINING
REQD	REQUIRED
RO	RUN OFF LENGTH
RT	RIGHT
RW	RETAINING WALL
S	SOUTH
SALV	SALVAGED
SAN	SANITARY
SB	SOUTHBOUND
SDD	STANDARD DETAIL DRAWINGS
SE	SUPERELEVATION
SEC	SECTION
SF	SQUARE FOOT (FEET)
S/L	SURVEY LINE
SHLDR	SHOULDER(S)
SHR	SHRINKAGE
SPECS	SPECIFICATIONS
SS	STORM SEWER
STA	STATION
STH	STATE TRUNK HIGHWAY
STR	STRUCTURE
SW	SIDEWALK
SY	SQUARE YARD
TAN	TANGENT
TEL	TELEPHONE
T	(TRUCKS) PERCENT OF
TC	TOP OF CURB
TAN	TANGENT
TEMP	TEMPORARY
TL OR T/L	TRANSIT LINE
TLE	TEMPORARY LIMITED EASEMENT
TYP	TYPICAL
UG	UNDERGROUND (CABLE)
UNCL	UNCLASSIFIED
VAR	VARIABLE
VCL	VERTICAL CURVE LENGTH
VPC	VERTICAL POINT OF CURVATURE
VPCC	VERTICAL POINT OF COMPOUND CURVE
VPI	VERTICAL POINT OF INTERSECTION
VPRC	VERTICAL POINT OF REVERSE CURVE
VPT	VERTICAL POINT OF TANGENCY
VLV	VALVE
VOL	VOLUME
W	WEST
WB	WESTBOUND
WV	WATER VALVE
X	EASTING OR EAST GRID COORDINATE
Y	NORTHING OR NORTH GRID COORDINATE
YD	YARD



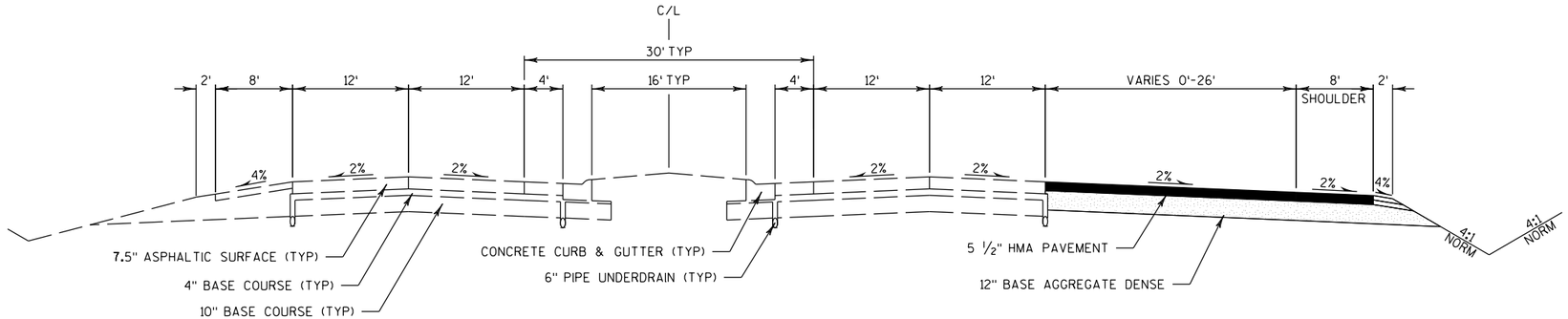
PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	PROJECT OVERVIEW: STH 11	SHEET 4	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202373\020201_po.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:300
WISDOT/CADDS SHEET 42



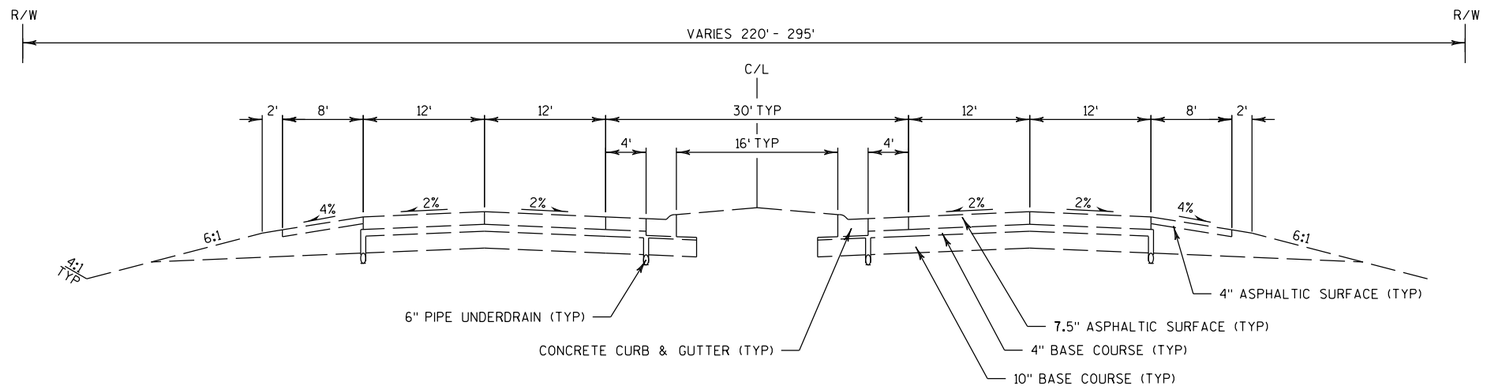
STH 11 TYPICAL EXISTING SECTION

(WIDENING CONSTRUCTED BY PROJECT 1030-24-71)
STA 150+00 - STA 153+38



STH 11 TYPICAL EXISTING SECTION

(WIDENING CONSTRUCTED BY PROJECT 1030-24-71)
STA 153+38 - STA 163+15

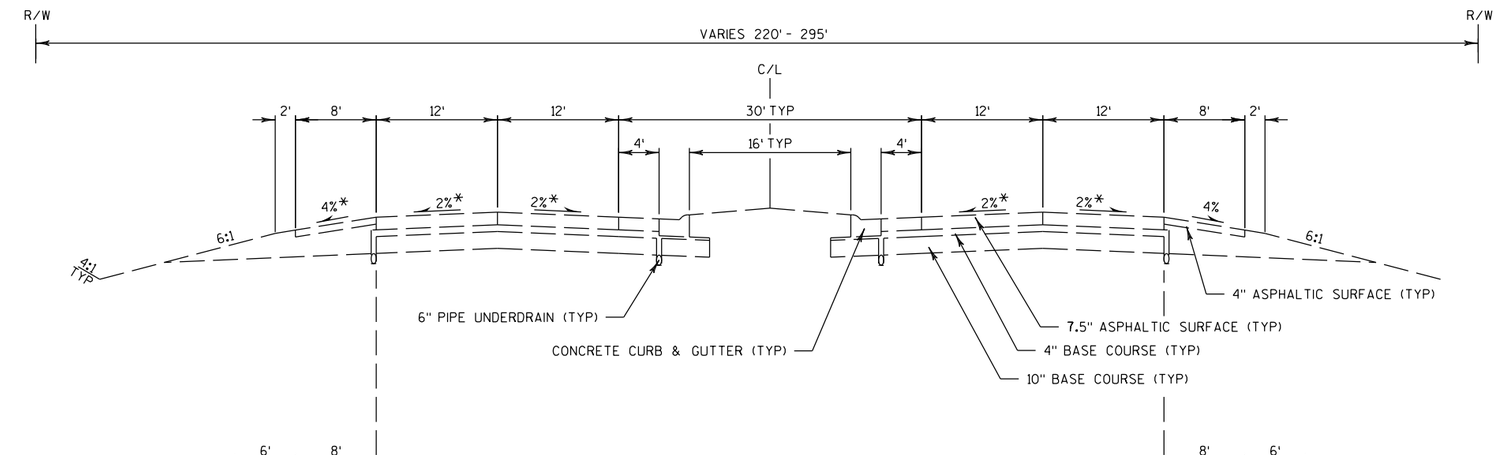


STH 11 TYPICAL EXISTING SECTION

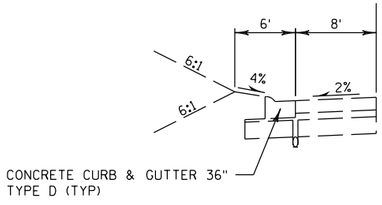
STA 163+15 - STA 176+50

PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	TYPICAL SECTIONS	SHEET 5	E

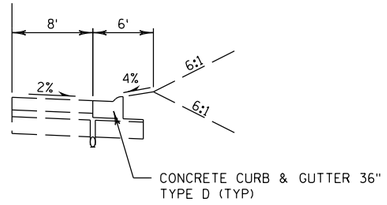
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* SUPERELEVATION, MAX 2.5%



STA 205+26 - STA 235+00

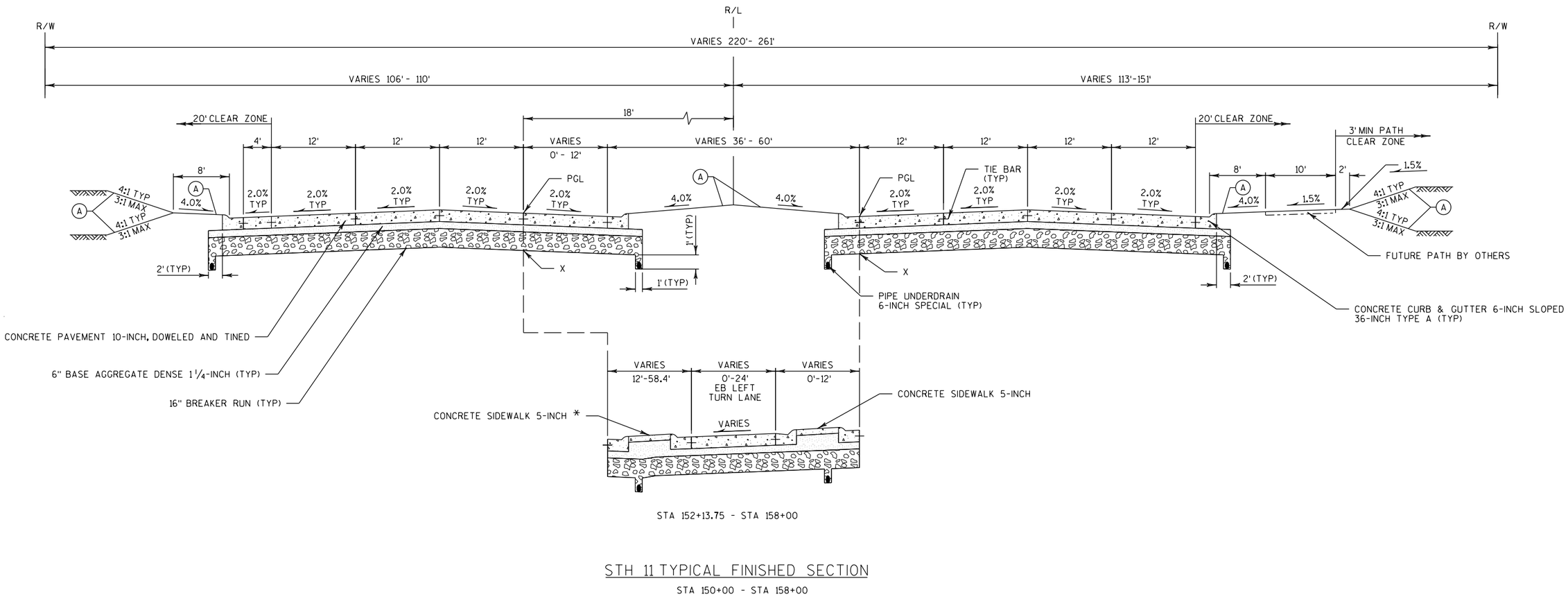


STA 208+70 - STA 212+64

STH 11 TYPICAL EXISTING SECTION

STA 176+50 - STA 234+00

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	TYPICAL SECTIONS	SHEET 6	E



STA 152+13.75 - STA 158+00

STH 11 TYPICAL FINISHED SECTION

STA 150+00 - STA 158+00

NOTES:

1) CROSS SLOPE VARIES AT INTERSECTIONS.

2) REFER TO PAVING GRADES FOR CROSS SLOPE TRANSITION LOCATIONS THROUGH INTERSECTIONS.

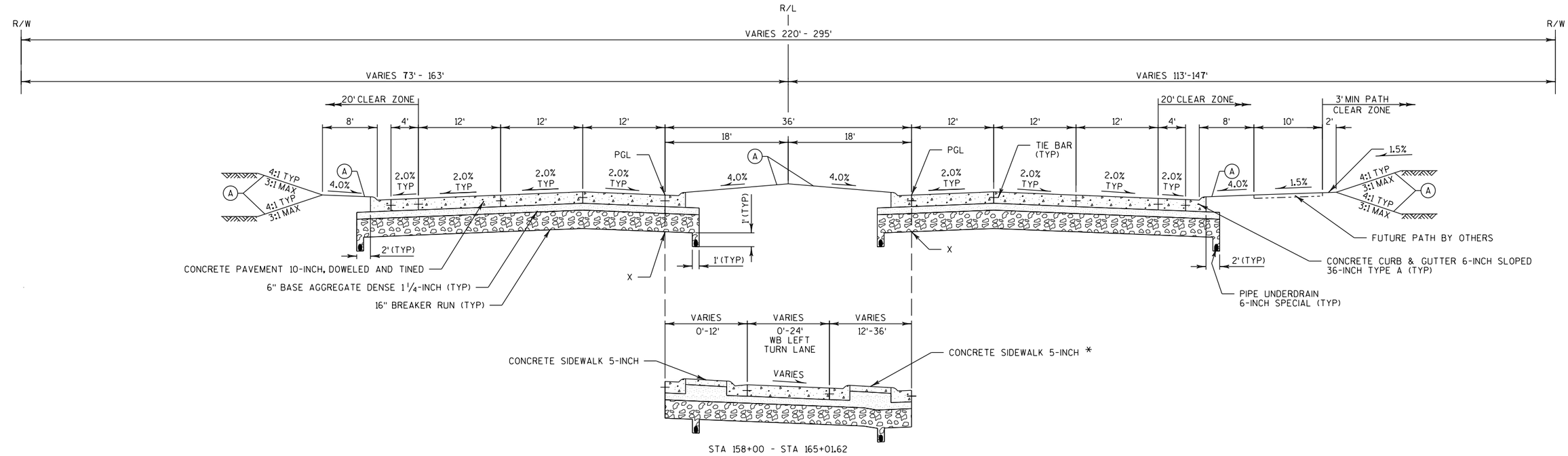
3) PLACE PIPE UNDERDRAIN 6-INCH SPECIAL FOR 50' UPSTREAM OF INLETS. SEE CONSTRUCTION DETAILS

*USE (A) WHEN MEDIAN IS WIDER THAN 12 FEET.

(A) TOPSOIL SPECIAL, FERTILIZER, SEED, AND EROSION MAT

X = POINT REFERENCED ON CROSS SECTIONS
PGL = POINT REFERRED TO ON PROFILE

PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	TYPICAL SECTIONS	SHEET 7	E



STA 158+00 - STA 165+01.62

STH 11 TYPICAL FINISHED SECTION

STA 158+00 - STA 176+50

NOTES:

1) CROSS SLOPE VARIES AT INTERSECTIONS.

2) REFER TO PAVING GRADES FOR CROSS SLOPE TRANSITION LOCATIONS THROUGH INTERSECTIONS.

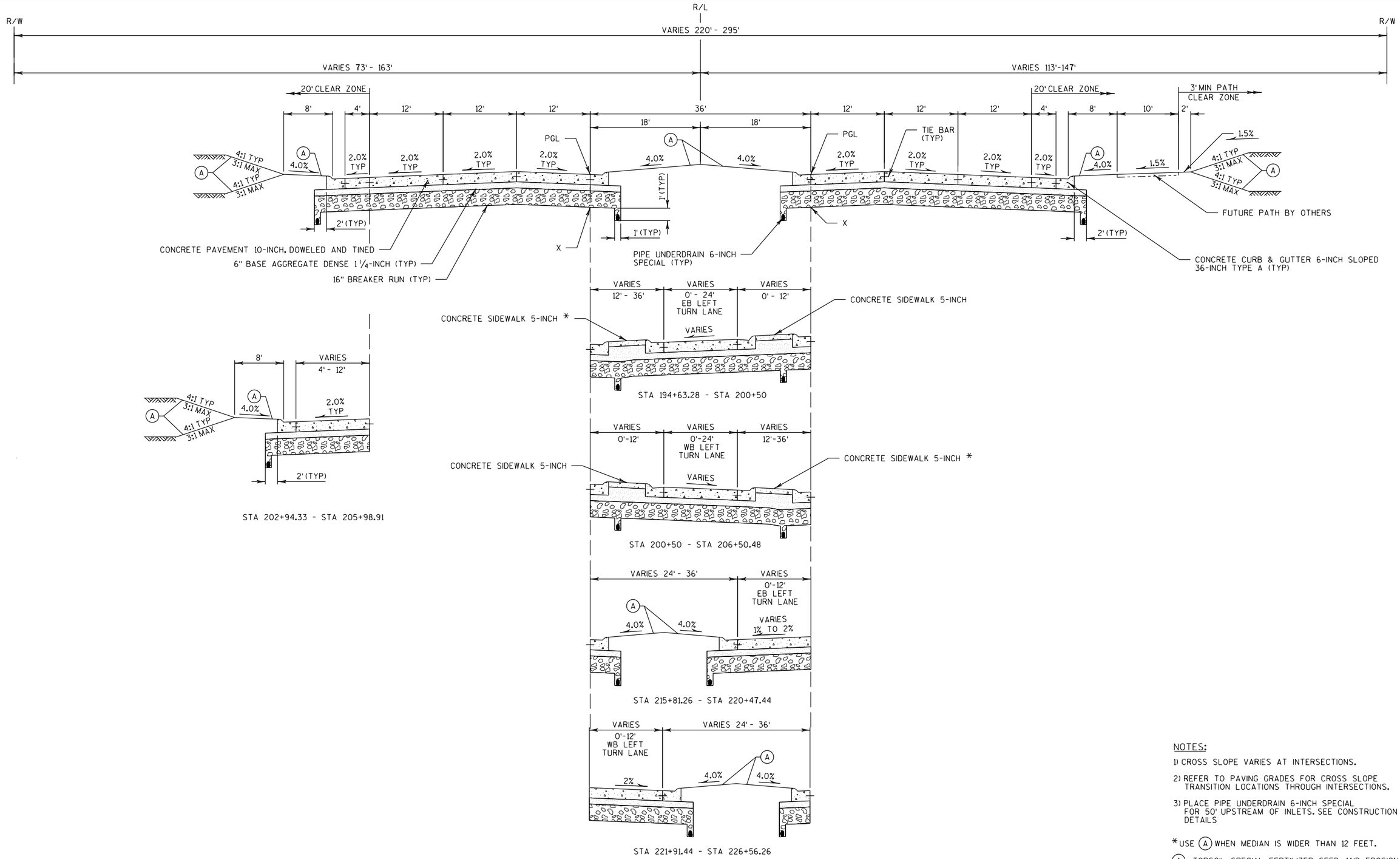
3) PLACE PIPE UNDERDRAIN 6-INCH SPECIAL FOR 50' UPSTREAM OF INLETS. SEE CONSTRUCTION DETAILS

*USE (A) WHEN MEDIAN IS WIDER THAN 12 FEET.

(A) TOPSOIL SPECIAL, FERTILIZER, SEED, AND EROSION MAT

X = POINT REFERENCED ON CROSS SECTIONS
PGL = POINT REFERRED TO ON PROFILE

PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	TYPICAL SECTIONS	SHEET 8	E



STH 11 TYPICAL FINISHED SECTION

STA 176+50 - STA 234+00

NOTES:

1) CROSS SLOPE VARIES AT INTERSECTIONS.

2) REFER TO PAVING GRADES FOR CROSS SLOPE TRANSITION LOCATIONS THROUGH INTERSECTIONS.

3) PLACE PIPE UNDERDRAIN 6-INCH SPECIAL FOR 50' UPSTREAM OF INLETS. SEE CONSTRUCTION DETAILS

*USE (A) WHEN MEDIAN IS WIDER THAN 12 FEET.

(A) TOPSOIL SPECIAL, FERTILIZER, SEED, AND EROSION MAT

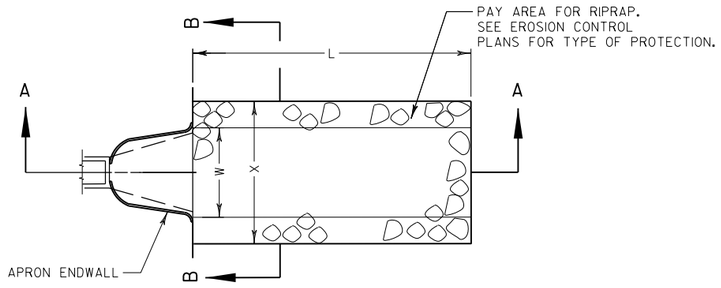
X = POINT REFERENCED ON CROSS SECTIONS
PGL = POINT REFERRED TO ON PROFILE

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	TYPICAL SECTIONS	SHEET 9	E

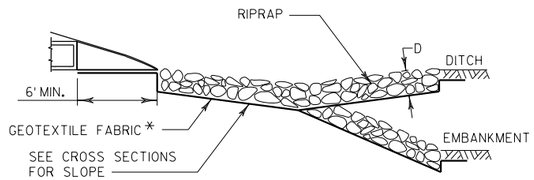
RUNOFF COEFFICIENT TABLE

	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: HMA												
ASPHALT	.70 - .95											
CONCRETE	.80 - .95											
BRICK	.70 - .80											
DRIVES, WALKS	.75 - .85											
ROOFS	.75 - .95											
GRAVEL ROADS, SHOULDERS	.40 - .60											

TOTAL PROJECT AREA = 37.58 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 37.58 ACRES



PLAN VIEW



SECTION A-A

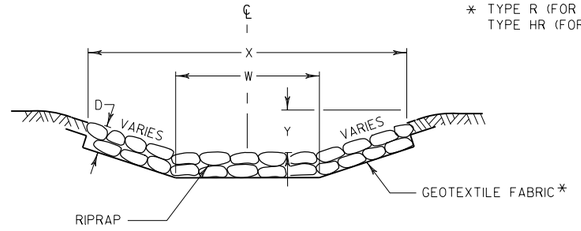
L = 3 x W (NOR) OR 10' MIN
OR AS INDICATED IN THE PLANS
OR AS DIRECTED BY THE ENGINEER

D = 12" FOR RIPRAP LIGHT
18" FOR RIPRAP MEDIUM
24" FOR RIPRAP HEAVY

X = W+2' FOR TYPICAL CULVERT
DISCHARGE INTO DITCH
W+5' FOR CULVERT DISCHARGE
DOWN EMBANKMENT SLOPE

Y = 0' FOR TYPICAL CULVERT
DISCHARGE INTO DITCH
12" FOR CULVERT DISCHARGE
DOWN EMBANKMENT SLOPE

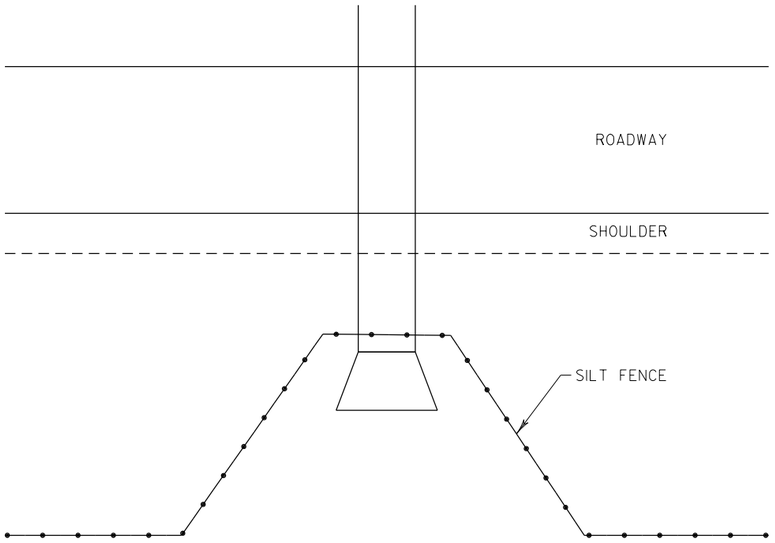
* TYPE R (FOR RIPRAP LIGHT ONLY)
TYPE HR (FOR RIPRAP HEAVY AND MEDIUM ONLY)



SECTION B-B

RIPRAP AND GEOTEXTILE FABRIC DETAIL AT APRON ENDWALLS

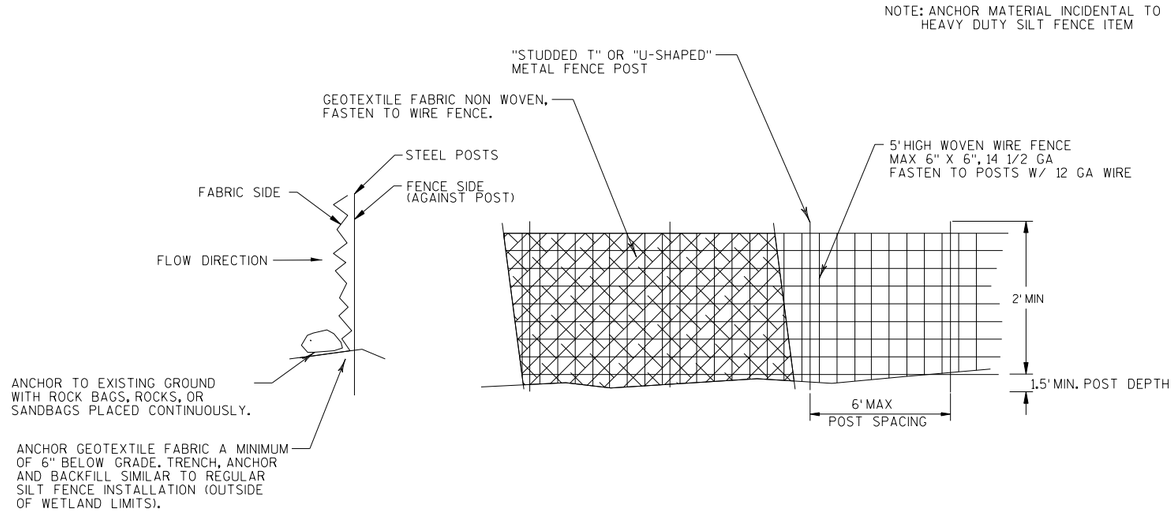
SEE EROSION CONTROL PLAN FOR LOCATIONS



NOTE

SEE SILT FENCE SDD FOR ADDITIONAL INFORMATION.

TYPICAL SILT FENCE DETAIL AT PIPE INLET



HEAVY DUTY SILT FENCE

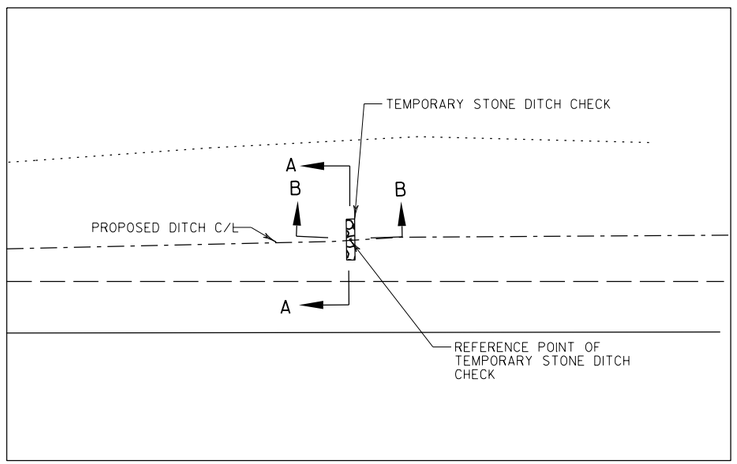
GENERAL NOTES

STONE DITCH CHECKS MUST BE INSTALLED WITH THE CENTER LOWER THAN THE SIDES FORMING A WEIR (SEE SECTION A-A).

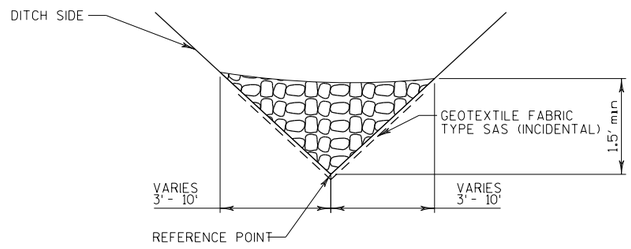
STONE DITCH CHECKS SHALL HAVE A MINIMUM TOP WIDTH OF 2-FT MEASURED IN THE DIRECTION OF FLOW WITH MAXIMUM SLOPES OF 2:1 ON THE UPSLOPE AND 2:1 ON THE DOWN SLOPE SIDE.

STONE DITCH CHECKS SHALL BE CONSTRUCTED OF A WELL-GRADED LIGHT RIPRAP MATERIAL.

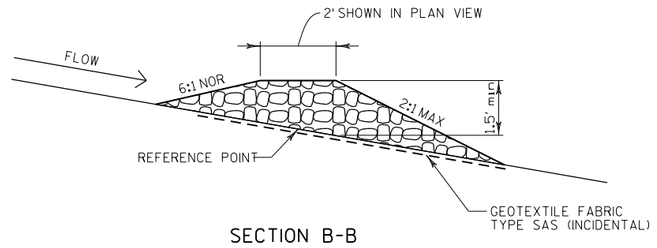
STONE DITCH CHECKS IDENTIFIED IN STORM SEWER PLAN ARE PERMANENT AND SHALL NOT BE REMOVED UPON COMPLETION OF CONSTRUCTION.



PLAN VIEW



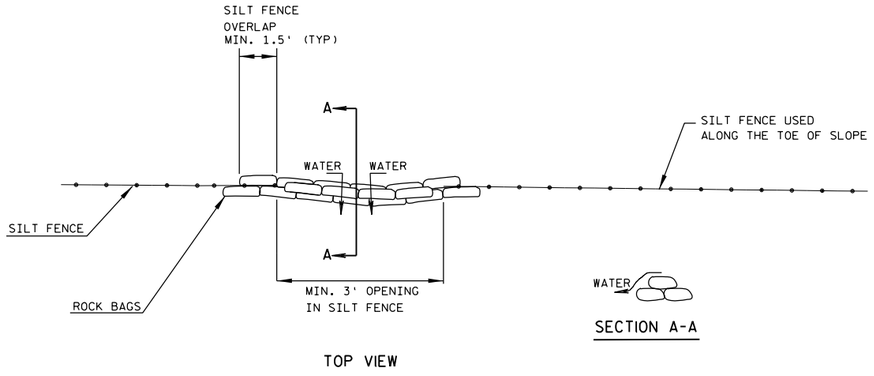
SECTION A-A



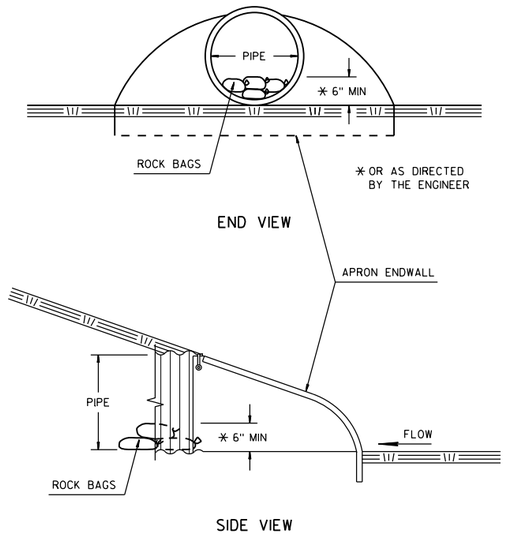
SECTION B-B

TEMPORARY STONE DITCH CHECKS

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	CONSTRUCTION DETAILS	SHEET 11	E



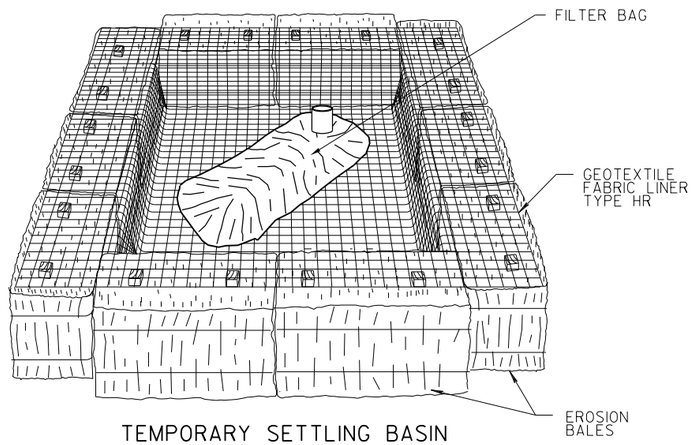
ROCK BAGS USED FOR SILT FENCE RELIEF DETAIL



CULVERT PIPE CHECKS

ESTIMATED BAG SIZE = 18" X 12" X 6"	
PIPE SIZE	ESTIMATED NUMBER OF BAGS
12"	1
15"	2
18"	2
24"	3
30"	5
36"	7
42"	7
48"	10
54"	10
60"	13
66"	14
72"	16
13"X17"	2
19"X30"	5
24"X38"	7
29"X45"	10
34"X53"	10
38"X60"	13
48"X76"	18

ROCK BAGS



TEMPORARY SETTLING BASIN

ALL MATERIALS REQUIRED FOR TEMPORARY SETTLING BASIN ARE INCIDENTAL TO CONTRACT

(SIZE TO BE DETERMINED IN FIELD AS INDICATED BELOW:)

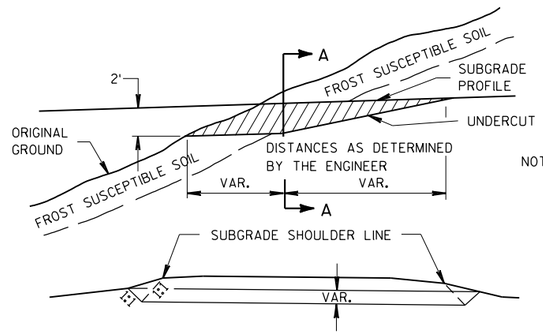
STORAGE VOLUME (C.F.) = 16 X GPM (PUMP RATE)

EXAMPLE:
CONTRACTOR INDICATES PUMP CAPABLE OF 50 GPM
HEIGHT OF BALES = 1.5 FT.

SOLUTION:
SV (C.F.) = 16 X 50
SV = 800 C.F.

$\frac{800 \text{ C.F.}}{1.5 \text{ FT.}}$ = 533 S.F.

USE A 20 FT. X 27 FT. BASIN



SECTION A-A

CROSS SECTION SHOWING UNDERCUT

EXCAVATION BELOW SUBGRADE AT CUTS

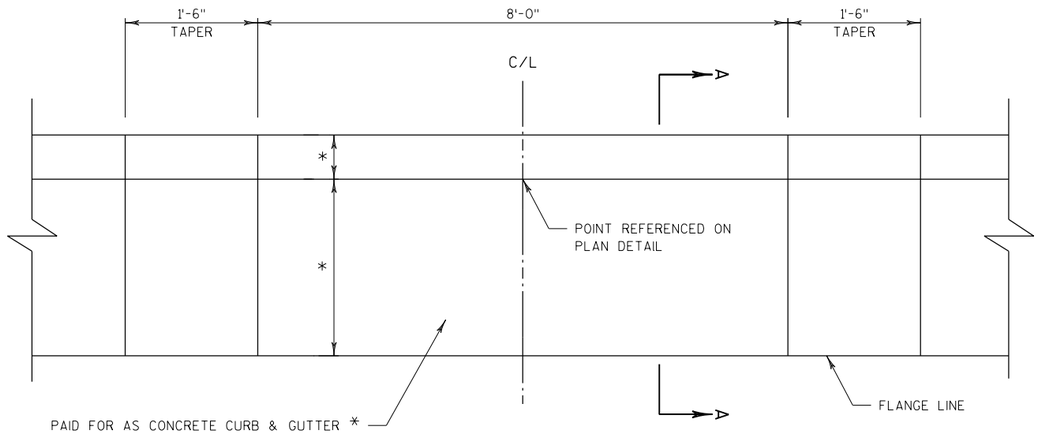
NOTE: EXACT LOCATIONS AND EXTENT OF E.B.S. SECTIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

E.B.S. AREA TO BE BACKFILLED WITH ITEM "EBS BACKFILL"

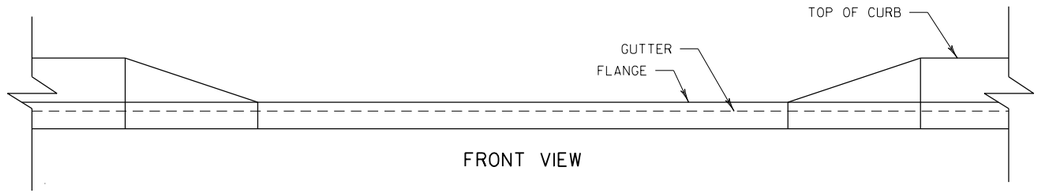
BACKFILL MUST BE HOMOGENEOUS WITH ADJOINING FILL MATERIAL.

THE FILL SECTION WITHIN 100' OF THE MOUTH OF THE CUT MUST BE KEPT 2' BELOW SUBGRADE UNTIL E.B.S. IS COMPLETED.

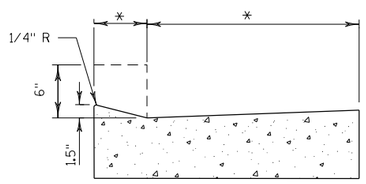
2



PLAN VIEW



FRONT VIEW



SECTION A-A

* TYPE AND DIMENSIONS TO MATCH ADJACENT CURB AND GUTTER.

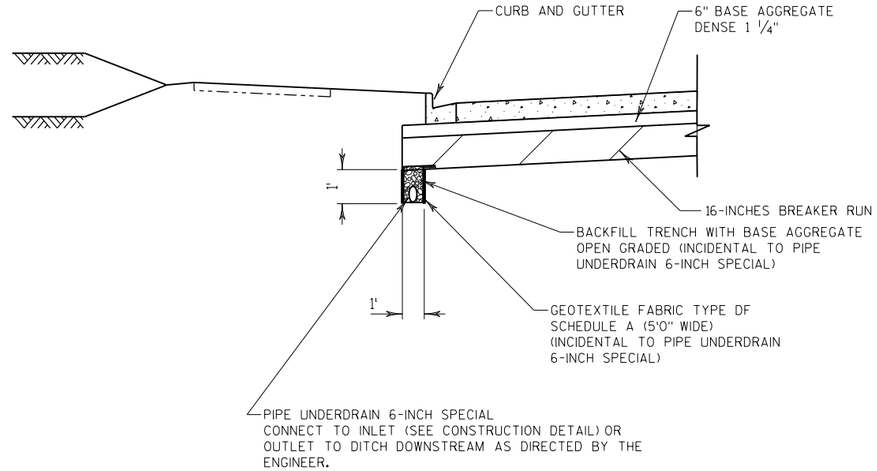
MAINTENANCE OPENING

LOCATIONS SHOWN ON PLAN DETAILS

NOTES

1) PLACE PIPE UNDERDRAIN 6-INCH SPECIAL WITHIN 50' UPSTREAM OF INLETS.

2) ADJUST LATERAL LOCATION OF PIPE UNDERDRAIN AS NECESSARY TO AVOID CONFLICTS WITH THE STORM SEWER.



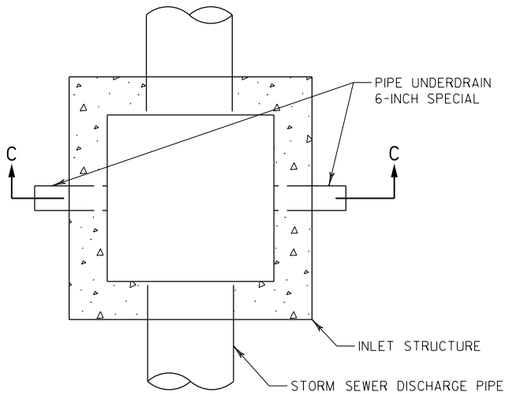
PIPE UNDERDRAIN

NOTES

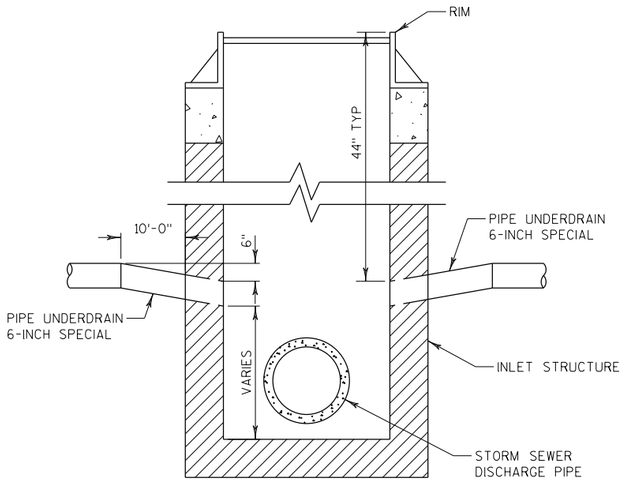
1) PROVIDE 6" DIA. OPENINGS FOR UNDERDRAIN PIPE A MINIMUM OF 44" BELOW THE RIM ELEVATION.

2) SEE TYPICAL SECTIONS AND CONSTRUCTION DETAIL FOR PIPE UNDERDRAIN LOCATIONS.

3) CONNECTION TO INLET OR MANHOLE IS INCIDENTAL TO THE PIPE UNDERDRAIN 6-INCH SPECIAL BID ITEM.



PLAN VIEW



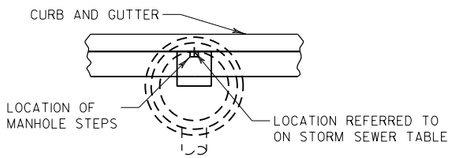
SECTION C-C

UNDERDRAIN OUTFALL AT INLET

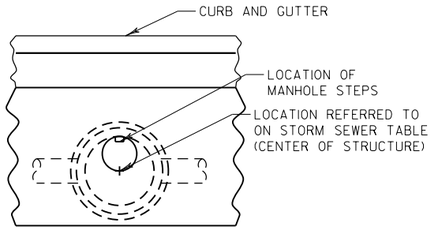
PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	CONSTRUCTION DETAILS	SHEET 13	E

2

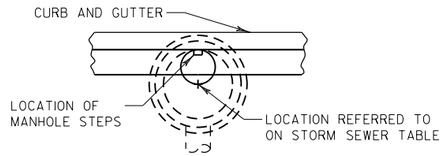
NOTE
1) LOCATION OF STRUCTURE MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
2) LOCATION AND SIZE OF STRUCTURE COVER OPENING DEPENDS ON TYPE OF CASTING. CASTING TYPES ARE SHOWN ON THE STORM SEWER TABLE.



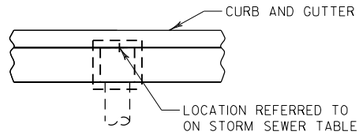
MANHOLE WITH INLET COVER IN CURB AND GUTTER



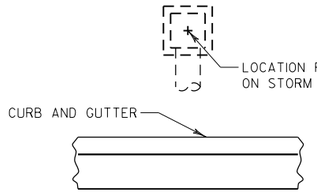
MANHOLE NOT IN CURB AND GUTTER



MANHOLE IN CURB AND GUTTER



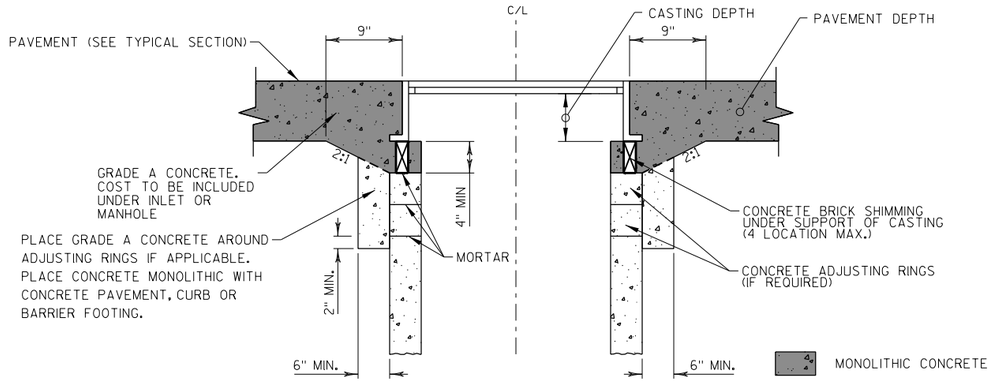
INLET IN CURB AND GUTTER



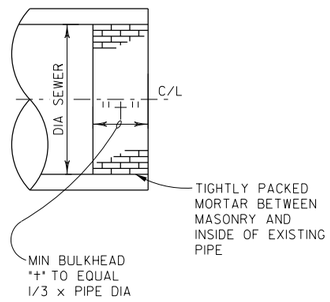
INLET NOT IN CURB AND GUTTER

STRUCTURE LOCATION DETAIL

NOTES
(1) PROVIDE MONOLITHIC CONCRETE SHIMMING FOR FINAL ADJUSTMENT OF DRAINAGE STRUCTURES LOCATED WITHIN THE CONCRETE CURB & GUTTER.

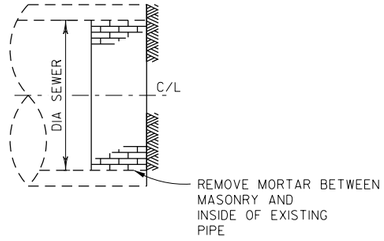


MONOLITHIC CONCRETE SHIMMING DETAIL

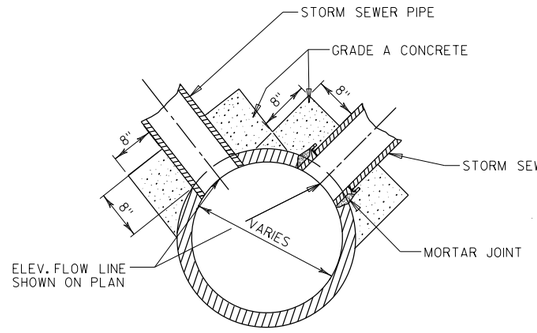


BULKHEAD PIPE MASONRY

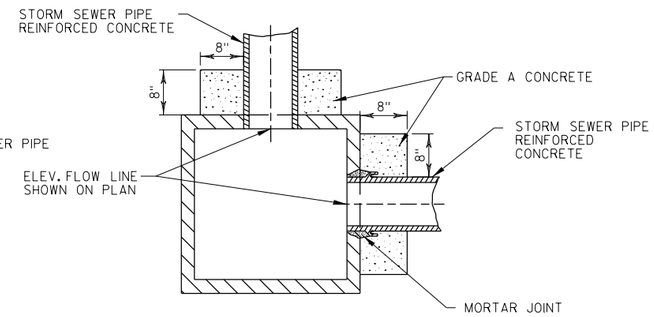
ITEM TO BE PAID FOR UNDER ITEM "SEALING PIPES"



REMOVING BULKHEAD

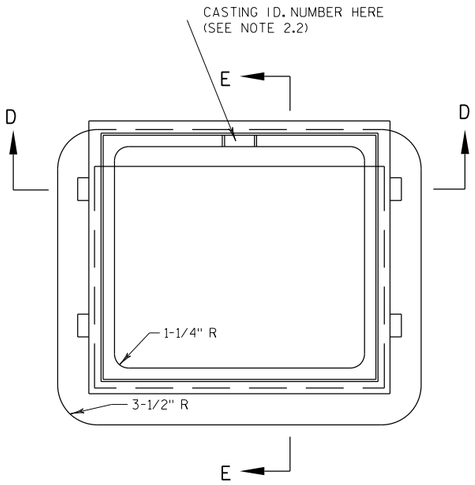


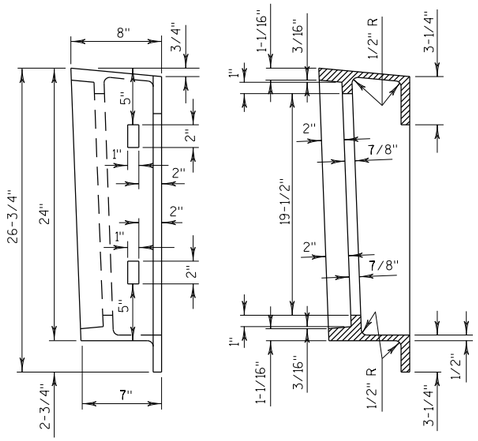
AT MANHOLE
INCIDENTAL TO NEW STRUCTURE AND NEW PIPE ITEMS



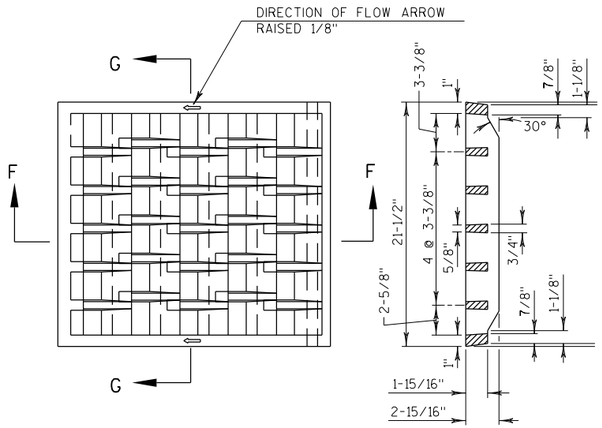
AT STORM SEWER INLET
INCIDENTAL TO NEW STRUCTURE AND NEW PIPE ITEMS

STORM SEWER CONNECTION DETAIL



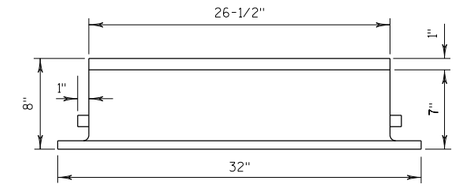


SECTION E-E

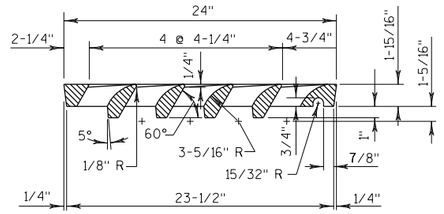


GRATE

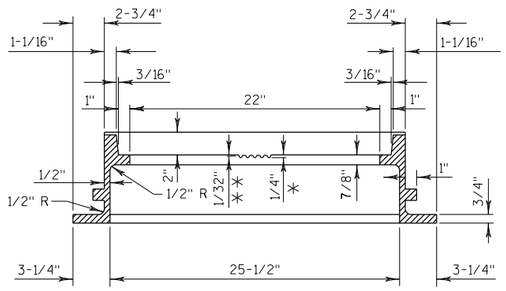
SECTION G-G



FRAME



SECTION F-F



SECTION D-D

✳ DEPRESSION FOR LETTERS

✳✳ CLEARANCE FROM TOP OF LETTERS TO FACE OF SEAT

GENERAL NOTES

1. ALL EDGES ARE TO BE GROUND.

2. ALL CASTINGS SHALL BEAR THE FOLLOWING IDENTIFICATION MARKS IN THE FORM OF LEGIBLE LETTERS OR NUMERALS RAISED 1/8":

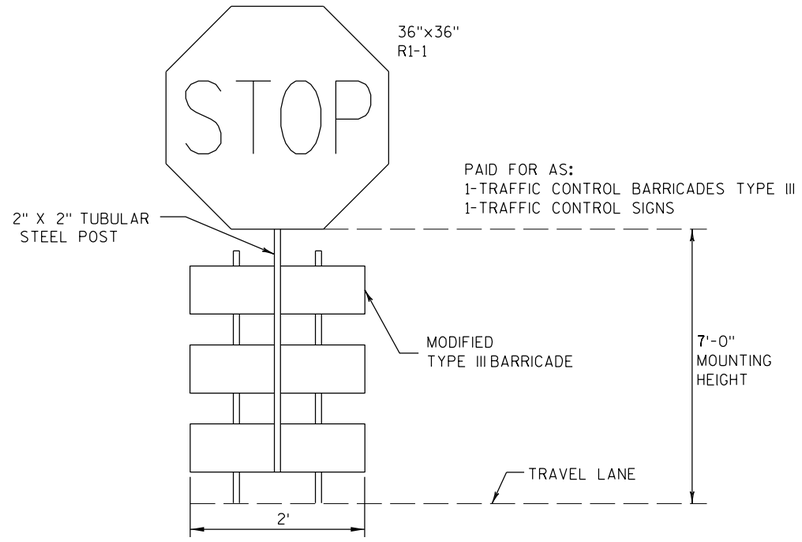
   ON THE FRAME
   1. ON THE UPPER FACE OF THE FLANGE IN 1 INCH HIGH LETTERS THE INITIALS OR MONOGRAM OF THE FOUNDRY, THE YEAR MADE AND THE SERIAL NUMBER OF THE INDIVIDUAL CASTING.

   2. ON THE SEAT OF THE FRAME IN 1 INCH HIGH LETTERS, THE CASTING IDENTIFICATION NUMBER (M.S.51).

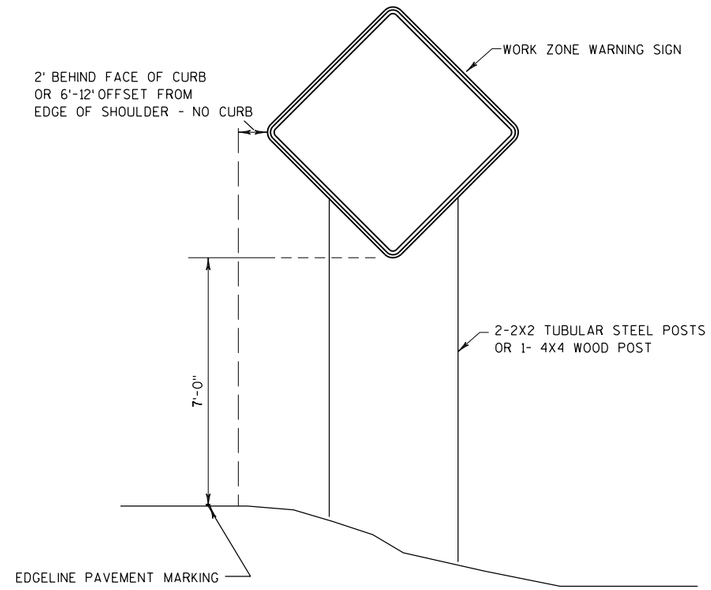
   ON THE GRATE
   1. ON THE UPPER SIDE OF THE GRATE IN 1 INCH HIGH LETTERS, THE INITIALS OR MONOGRAM OF THE FOUNDRY, THE YEAR MADE, THE CASTING IDENTIFICATION NUMBER (M.S.57) AND THE SERIAL NUMBER OF THE INDIVIDUAL CASTING.

CASTING - TYPE 57

LID-145 LBS., FRAME-204 LBS.



TEMPORARY STOP SIGN



TYPICAL TEMPORARY TRAFFIC CONTROL DETAIL
MOUNTING ON FIXED SUPPORT

LONG TERM
7 DAYS OR MORE

NOTES:

STRIP TOPSOIL FROM ROADWAY FOUNDATION. REPLACE WITH ROADWAY EMBANKMENT.

THE TOPSOIL THICKNESS MAY BE INCREASED TO 12" OR AS DIRECTED BY THE ENGINEER TO UTILIZE EXCESS TOPSOIL.
TOPSOIL PLACED THICKER THAN 6" WILL BE PAID FOR UNDER THE ROADWAY EMBANKMENT BID ITEM.

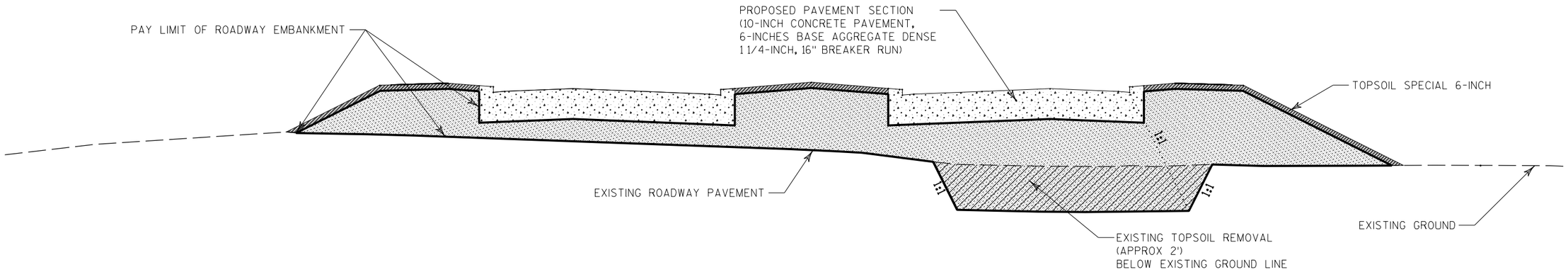
IN AREAS REQUIRING 2' OF FILL OR LESS, EBS EXCAVATION SPECIAL BELOW TOPSOIL LAYER AS DIRECTED BY THE ENGINEER, REPLACE WITH EBS BACKFILL SPECIAL.

EXISTING TOPSOIL DEPTH IS APPROXIMATELY 2 FEET.

LEGEND

ROADWAY EMBANKMENT LIMITS

TOPSOIL REMOVAL



TOPSOIL REMOVAL DETAIL

LEGEND

(PXXX) DENOTES SIGN NUMBER

GENERAL NOTES

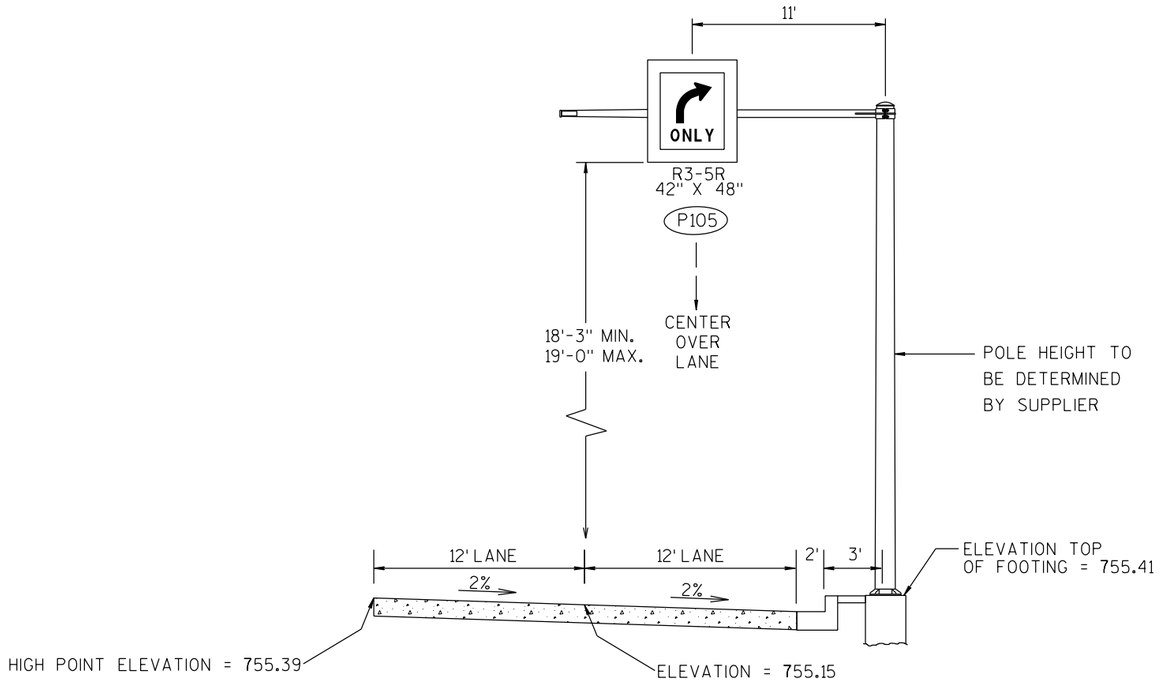
1. DRAWING NOT TO SCALE.

2. DESIGN ACCORDING TO AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS". 6TH EDITION & INTERIM REVISIONS FATIGUE CATEGORY 1 CANTILEVERS.

3. THE SIGN STRUCTURE SHALL BE DESIGNED TO SUPPORT THE SIGNS SHOWN.

4. WIND VELOCITY PER WISDOT STANDARD SPECIFICATIONS.

5. BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CLEAR UNLESS DETAILED OTHERWISE.



OVERHEAD SIGN SUPPORT DETAIL
S-51-258
STH 11 EASTBOUND AT WISCONN VALLEY WAY
STA 150+25
SEE SIGNING PLAN

NOTE, CONTRACTOR SHALL:

1. SUBMIT SHOP DRAWINGS OF OVERHEAD SIGN SUPPORT. FOOTING IS INCIDENTAL TO OVERHEAD SIGN SUPPORT.

2. PROVIDE DESIGN CALCULATIONS.

3. SHOW SIGNS ON SHOP DRAWINGS.

4. I.D. PLAQUE INCIDENTAL TO OVERHEEAD SIGN SUPPORT PER STANDARD SPEC 641.3.1.4

5. 6 ANCHOR RODS MINIMUM PER STANDARD DETAIL DRAWING. DESIGN STRUCTURE BASE PLATE CONNECTION TO ACCOMMODATE.

6. REFER TO SIGN PLATE A4-7.4 FOR ATTACHMENT OF SIGNS TO OVERHEAD SIGN SUPPORT.

7. INSTALL SIGNS OR SIGN BLANKS ON OVERHEAD SIGN SUPPORT AT THE TIME OF ERECTION AS SPECIFIED IN STANDARD SPEC 641.3.1.4.

NOTE: W5X3.7 IBEAMS FOR MOUNTING SIGNS ARE INCIDENTAL TO TYPE II SIGNS

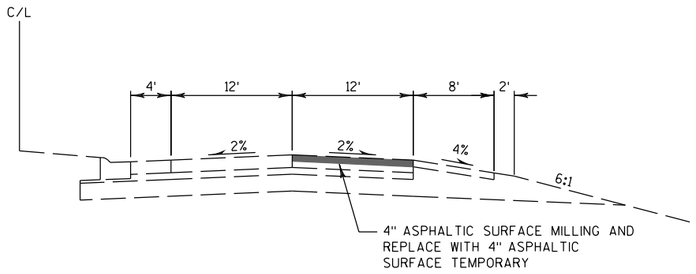
NOTE: FOOTINGS SHALL BE PER STANDARD DETAIL DRAWING, "36-INCH DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE". FOOTINGS ARE INCIDENTAL TO OVERHEAD SIGN SUPPORT.

NOTES:

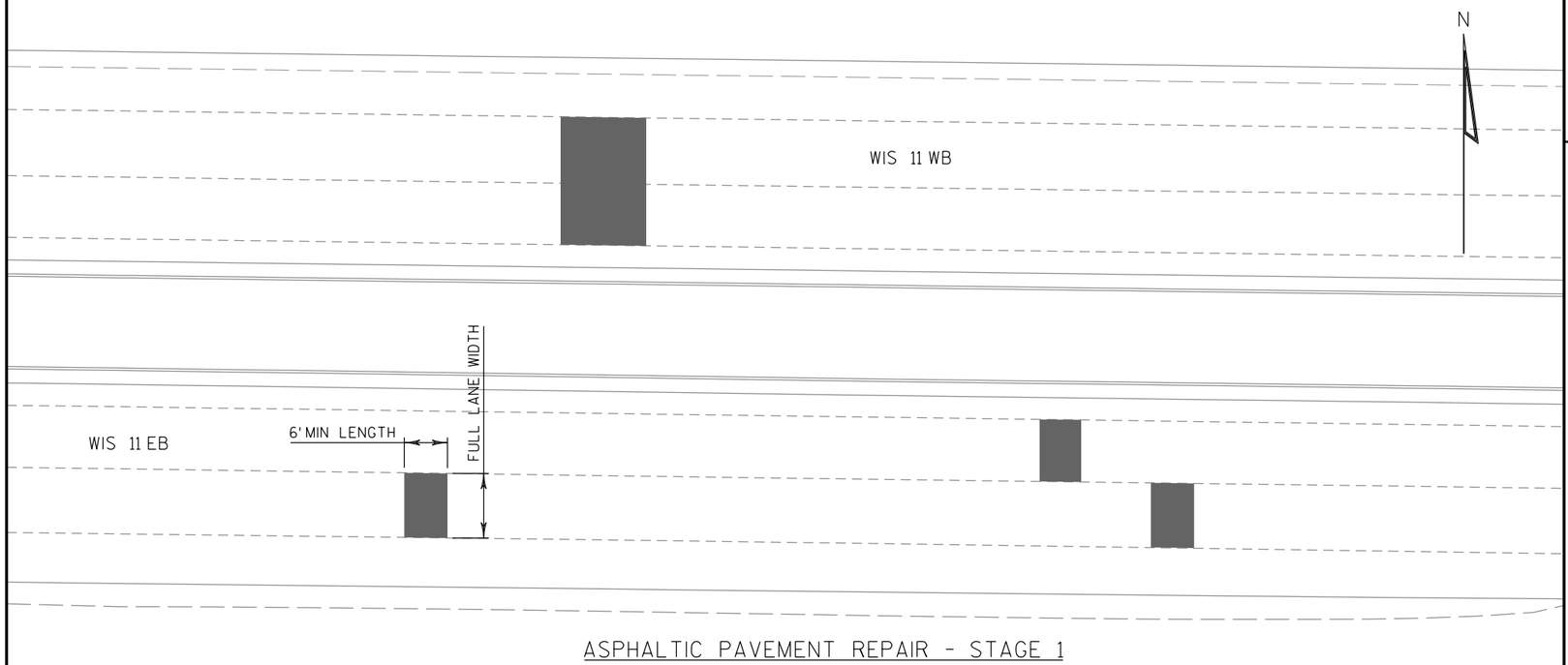
1) LOCATION OF PAVEMENT REPAIRS ARE AS DIRECTED BY THE ENGINEER.

2) PAVEMENT REPAIRS MUST BE FULL LENGTH WIDTH.

3) PAVEMENT REPAIRS MUST BE 6' MINIMUM IN LENGTH.

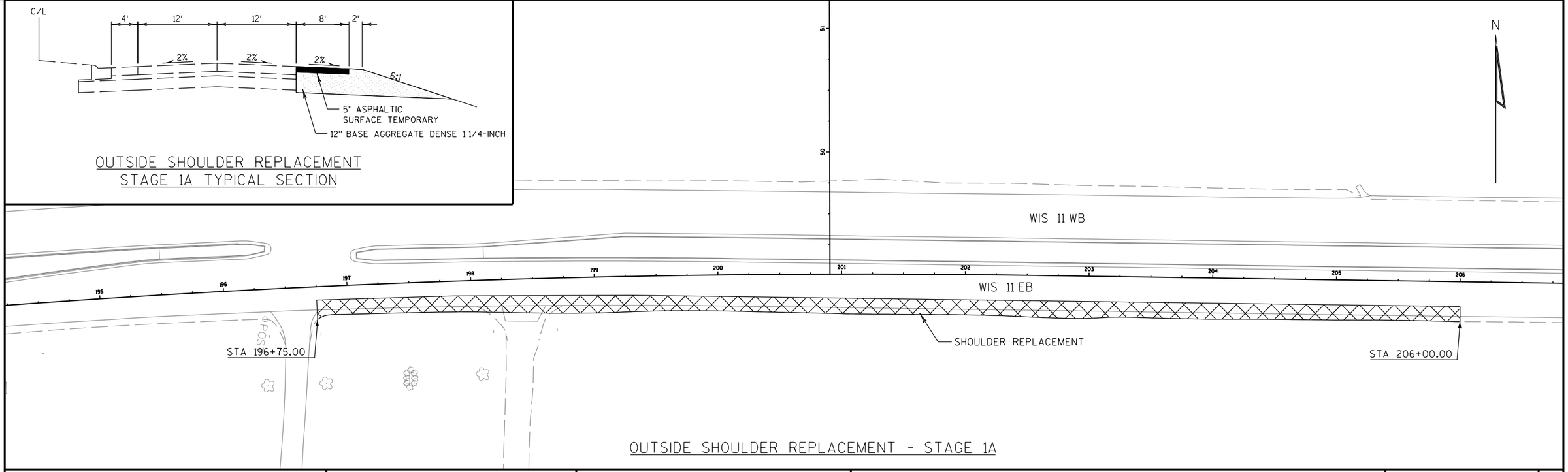


ASPHALTIC PAVEMENT REPAIR - STAGE 1 TYPICAL SECTION



ASPHALTIC PAVEMENT REPAIR - STAGE 1

OUTSIDE SHOULDER REPLACEMENT
STAGE 1A TYPICAL SECTION



OUTSIDE SHOULDER REPLACEMENT - STAGE 1A

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	CONSTRUCTION DETAILS	SHEET 18	E

2

N

STA 193+77.84
-40.76
EX EL=754.08

STA 193+77.90
-37.73

WIS 11 WB

MATCH EXISTING PAVEMENT

STA 196+14.25
-40.15
EX EL=755.54

R=1099'

STA 196+16.67
-25.20
EX EL=755.41

STA 194+12.15
-37.80

STA 195+07.62
-27.24

STA 195+49.36
-26.09
EX EL=754.95

193 194 195 196 197 198

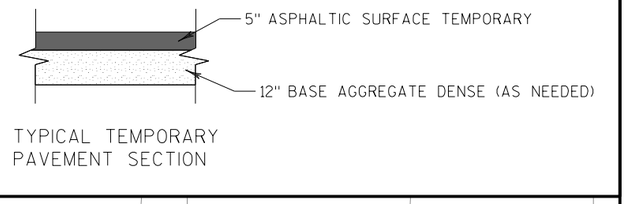
STA 195+07.87
-24.15
EX EL=754.78

WIS 11 EB

R/L WIS 11

POST

PLAN VIEW - TEMPORARY PAVEMENT PLACED IN STAGE 1B



TYPICAL TEMPORARY
PAVEMENT SECTION

POST

POST

POST

STA 220+78.36
-24.03
EX EL=752.50

WIS 11 WB

STA 221+66.06
-24.48
EX EL=751.58

STA 221+66.31
-20.24

STA 221+58.41
-24.01
EX EL=751.65

R=1099'

STA 222+06.00
-12.34

STA 222+23.57
-12.29

219 220 221 222 223 224

STA 220+75.94
-9.47
EX EL=752.82

WIS 11 EB

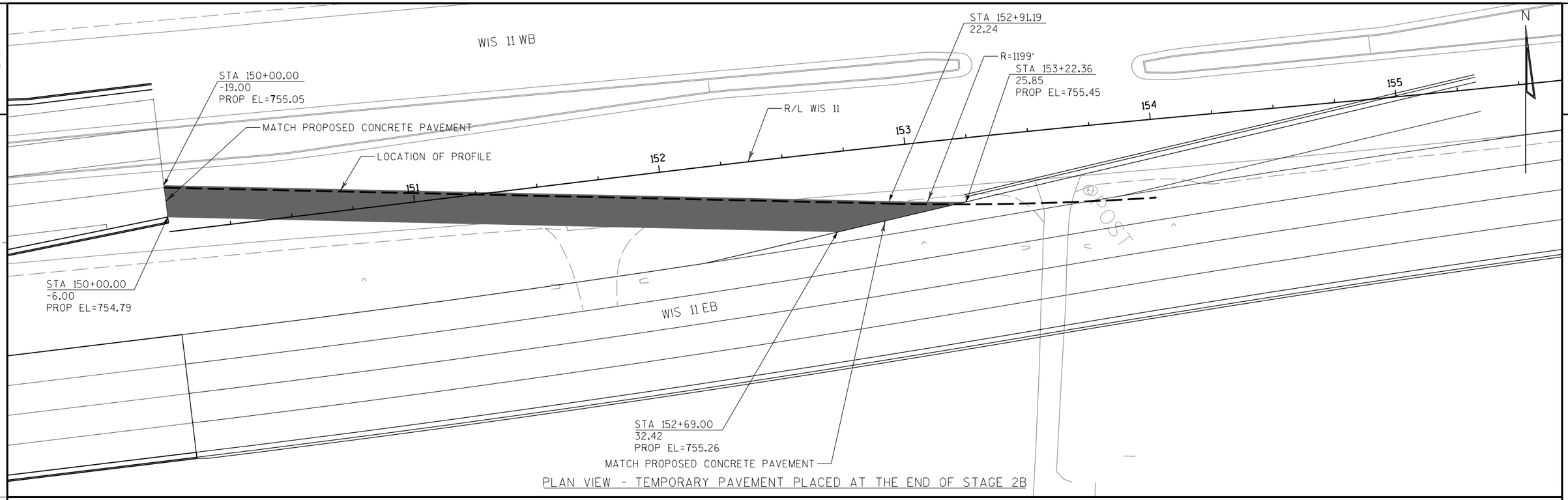
R/L WIS 11

MATCH EXISTING PAVEMENT

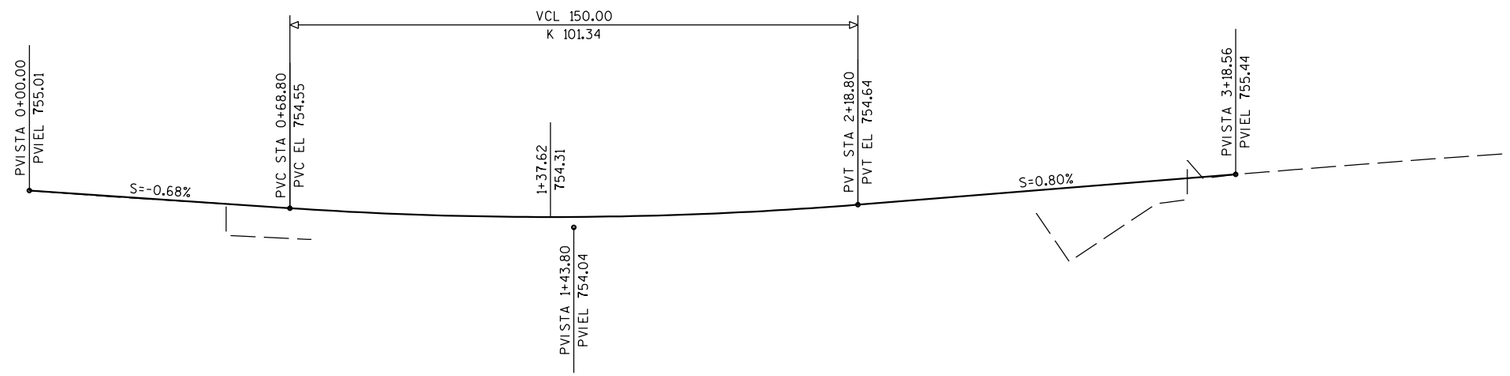
STA 222+23.70
-9.33
EX EL=751.16

PLAN VIEW - TEMPORARY PAVEMENT PLACED IN STAGE 1B

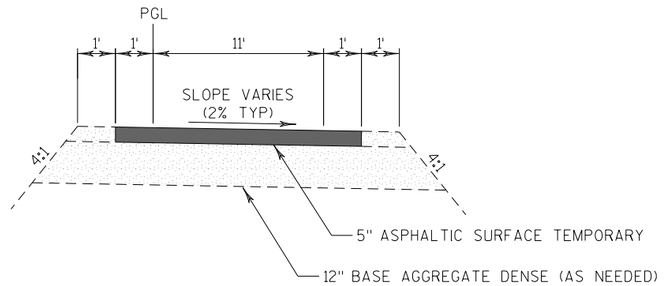
PROJECT NO:1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	CONSTRUCTION DETAILS	SHEET 19	E



PLAN VIEW - TEMPORARY PAVEMENT PLACED AT THE END OF STAGE 2B

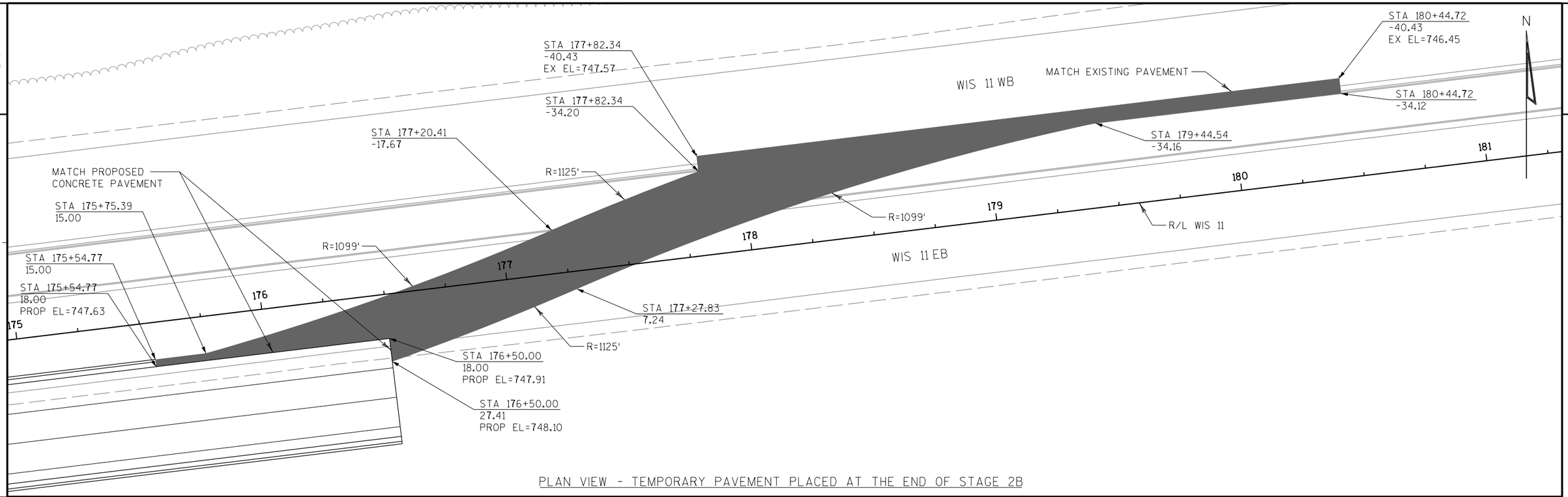


PROFILE VIEW

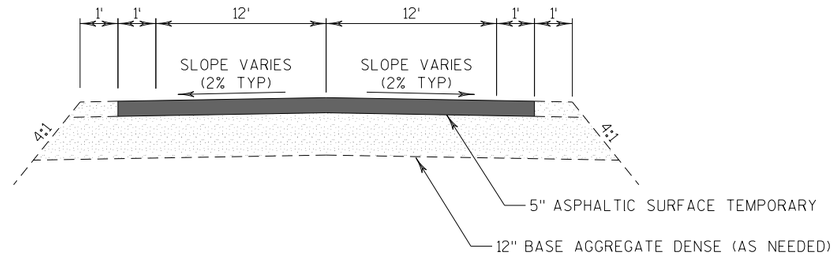


TYPICAL SECTION

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	CONSTRUCTION DETAILS	SHEET 20	E



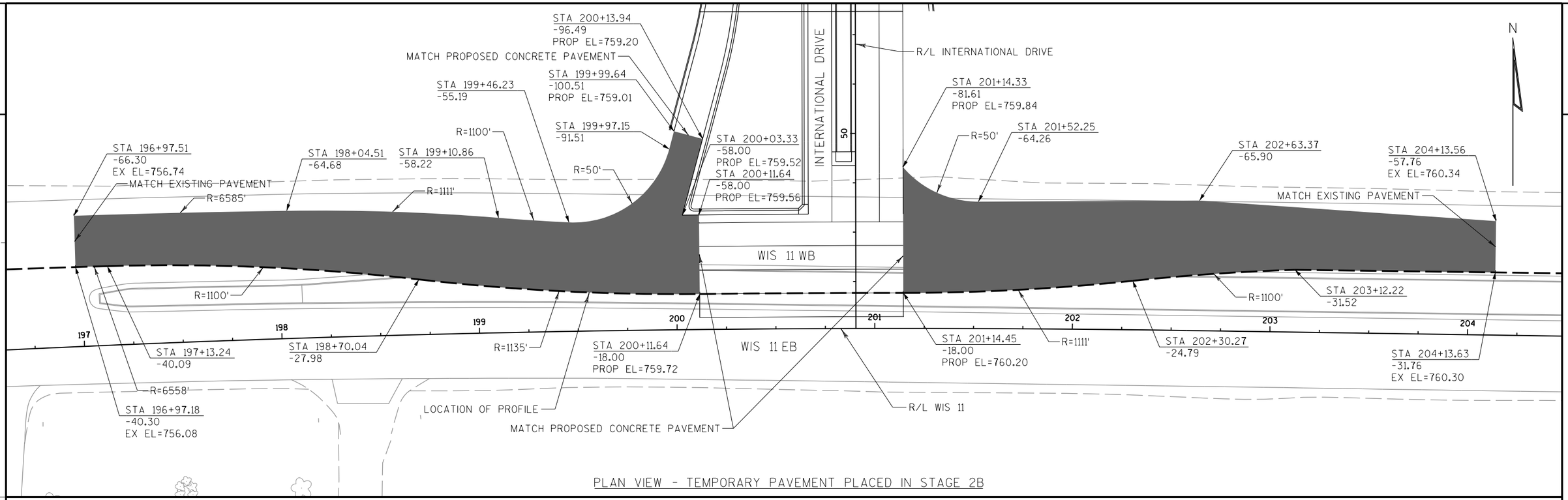
PLAN VIEW - TEMPORARY PAVEMENT PLACED AT THE END OF STAGE 2B



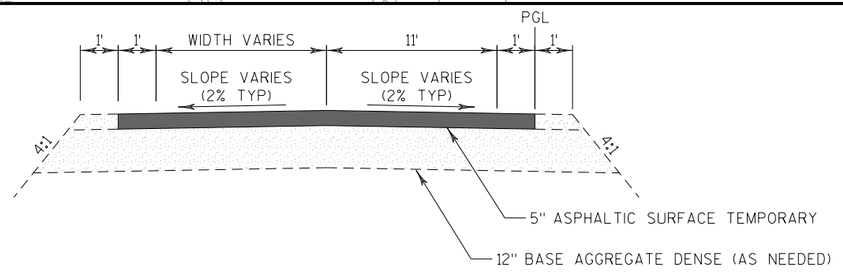
TYPICAL SECTION

PROJECT NO:1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	CONSTRUCTION DETAILS	SHEET 21	E

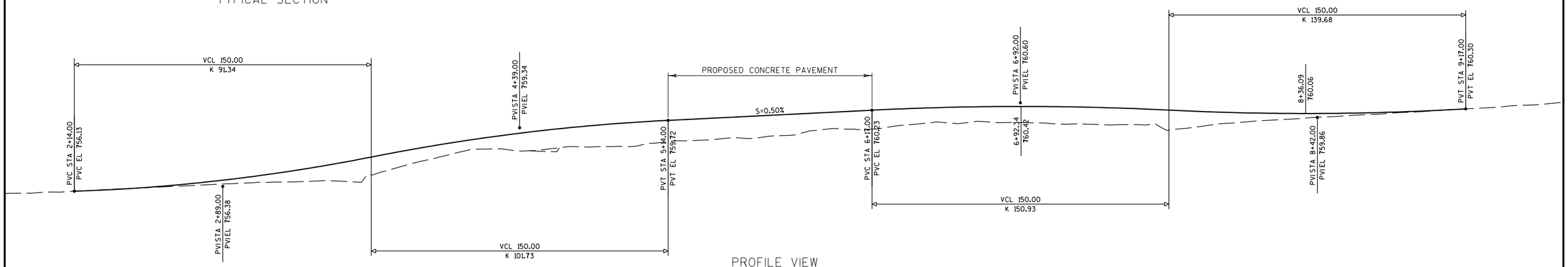
2



PLAN VIEW - TEMPORARY PAVEMENT PLACED IN STAGE 2B

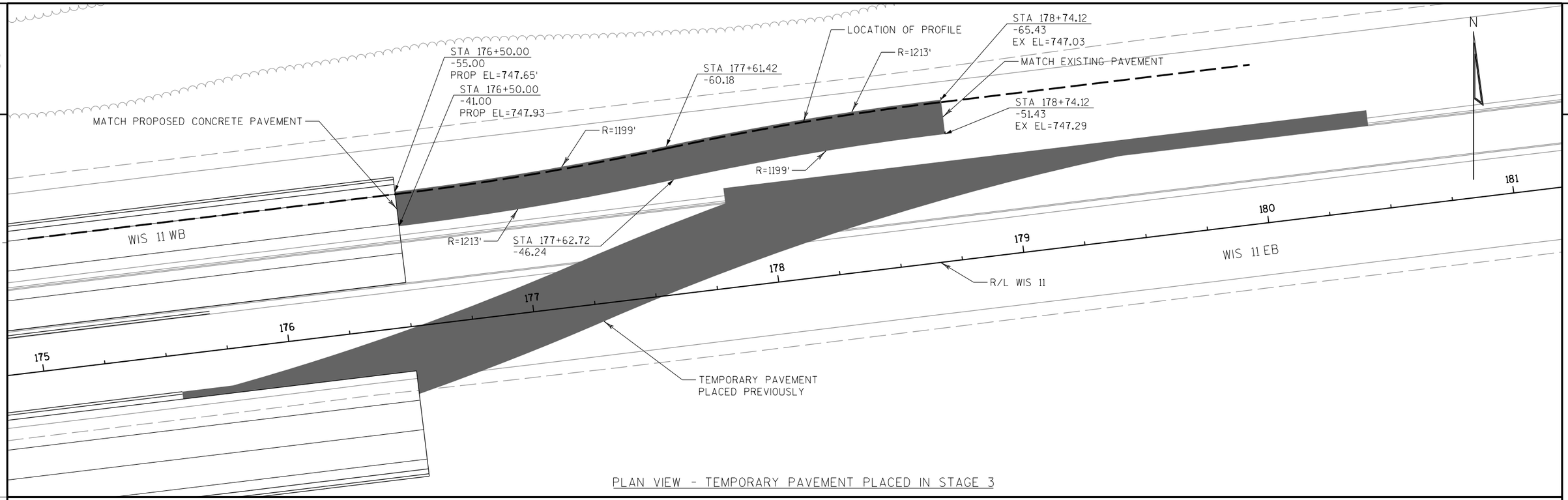


TYPICAL SECTION

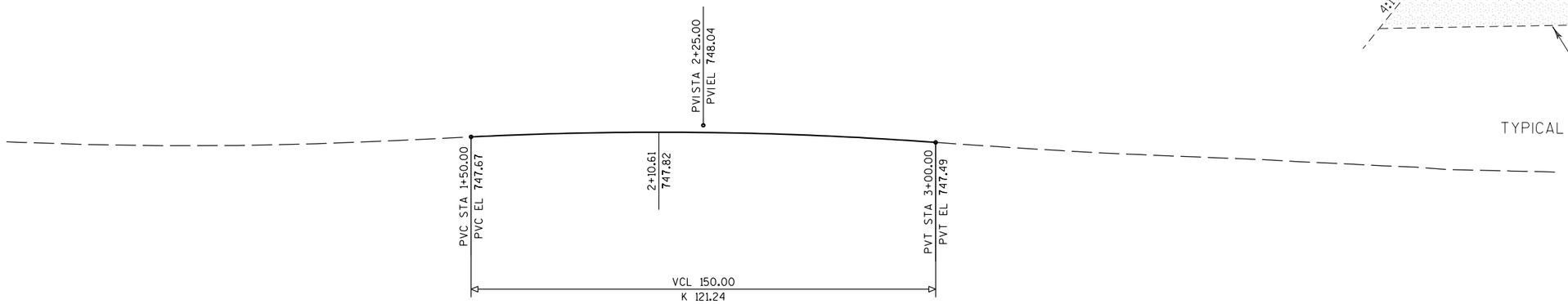


PROFILE VIEW

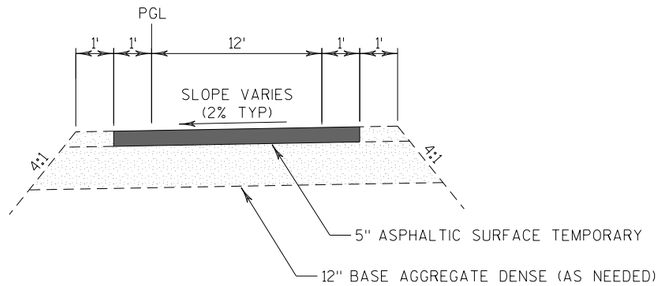
PROJECT NO:1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	CONSTRUCTION DETAILS	SHEET 22	E



PLAN VIEW - TEMPORARY PAVEMENT PLACED IN STAGE 3

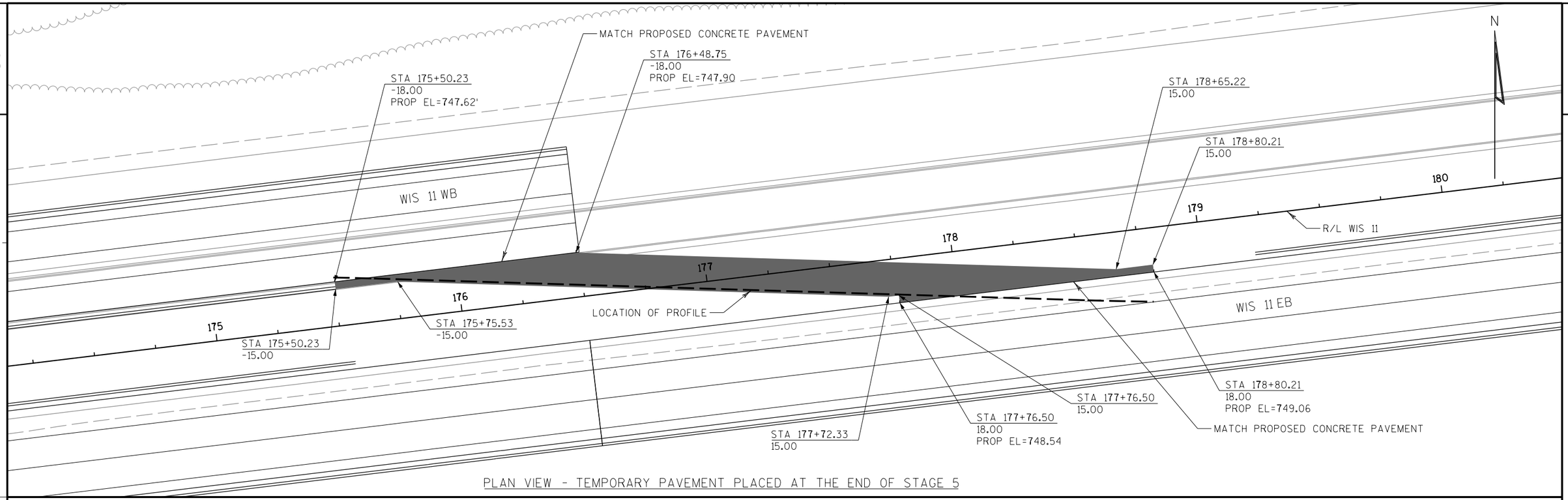


PROFILE VIEW

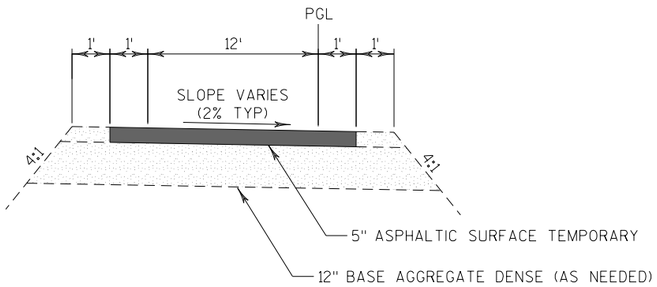


TYPICAL SECTION

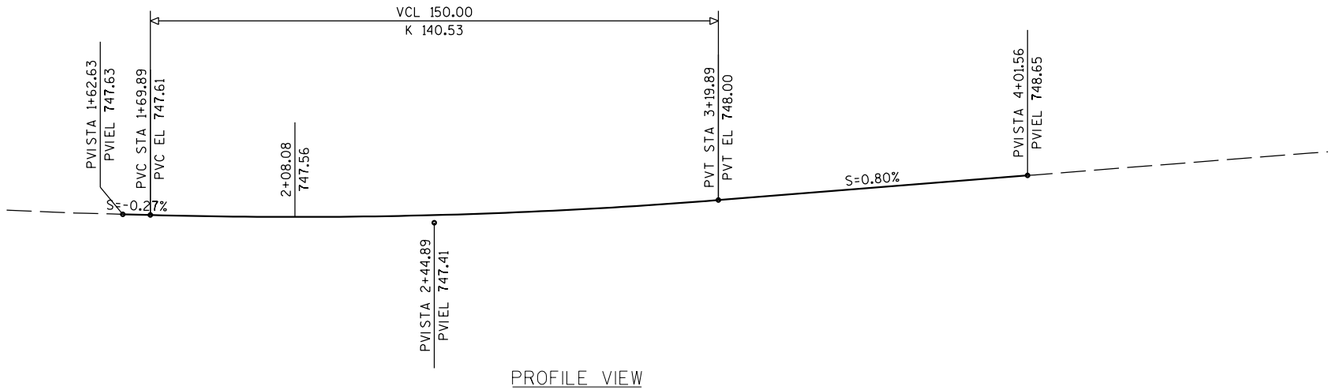
PROJECT NO:1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	CONSTRUCTION DETAILS	SHEET 23	E



PLAN VIEW - TEMPORARY PAVEMENT PLACED AT THE END OF STAGE 5



TYPICAL SECTION



PROFILE VIEW

PROJECT NO:1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	CONSTRUCTION DETAILS	SHEET 24	E

STH 11 WB

N

157

158

159

R/L STH 11

STA 157+55.07
80.00
EL=756.01

CURB RAMP TYPE 6

STA 157+48.67
70.00
EL=756.16

STA 157+62.65
70.00
EL=756.16

STA 157+70.65
70.00
EL=756.04T

STA 157+45.98
75.84
EL=756.10

STA 157+44.42
79.22
EL=756.06T

STA 157+73.65
70.00
EL=756.10F

STA 158+10.65
70.00
EL=756.01

CURB RAMP TYPE 5

STA 158+28.28
70.00
EL=755.75T

STA 158+10.65
80.00
EL=755.96

STA 158+30.66
69.22
EL=755.82F

STA 158+57.65
70.00
EL=755.68F

STA 158+60.83
70.00
EL=755.62T

STA 158+75.61
70.00
EL=755.52

STA 158+66.06
70.00
EL=755.67

STA 158+73.73
80.00
EL=755.43

STH 11 EB

STA 159+06.02
80.82
EL=755.33F

STA 158+00.64
69.22
EL=755.97F

STA 159+07.80
82.58
EL=755.26T

STA 158+82.74
72.79
EL=755.45T

STA 158+85.63
73.56
EL=755.51F

STA 157+43.65
82.12
EL=756.12F

STA 158+03.02
70.00
EL=755.90T

CURB RAMP TYPE 3

FUTURE PATH BY OTHERS

STA 157+73.65
80.00
EL=756.00F

STA 158+30.60
80.00
EL=755.64T

STA 158+57.65
80.00
EL=755.58F

STA 158+83.03
83.28
EL=755.42F

STA 157+36.31
97.34
EL=756.00F

STA 157+70.65
80.00
EL=755.94T

STA 158+00.70
80.00
EL=755.81T

STA 158+61.06
80.00
EL=755.52T

STA 158+80.13
82.50
EL=755.36T

STA 159+15.55
85.61
EL=755.67

STA 157+54.22
81.84
EL=755.99T

STA 157+98.22
79.66
EL=755.88F

STA 159+23.01
92.27
EL=755.77

FUTURE PATH BY OTHERS

STA 157+53.45
84.74
EL=756.05F

STA 157+62.65
80.00
EL=756.06

STA 158+33.08
79.66
EL=755.71F

STA 158+66.06
80.00
EL=755.57

STA 159+15.90
100.23
EL=755.58

STA 157+35.08
99.51
EL=755.93T

STA 157+34.27
101.28
EL=755.96

STA 157+45.02
103.60
EL=755.90F

STA 159+08.44
93.57
EL=755.48

CURB RAMP TYPE 6

STA 157+31.93
106.35
EL=756.35

STA 157+43.35
105.46
EL=755.83T

STA 159+04.16
91.90
EL=755.25

STA 157+25.79
114.25
EL=756.50

STA 157+40.04
112.65
EL=756.38

CURB RAMP TYPE 3

STA 159+01.31
90.78
EL=755.21T

STA 157+33.90
120.55
EL=756.53

WISCONN
VALLEY WAY

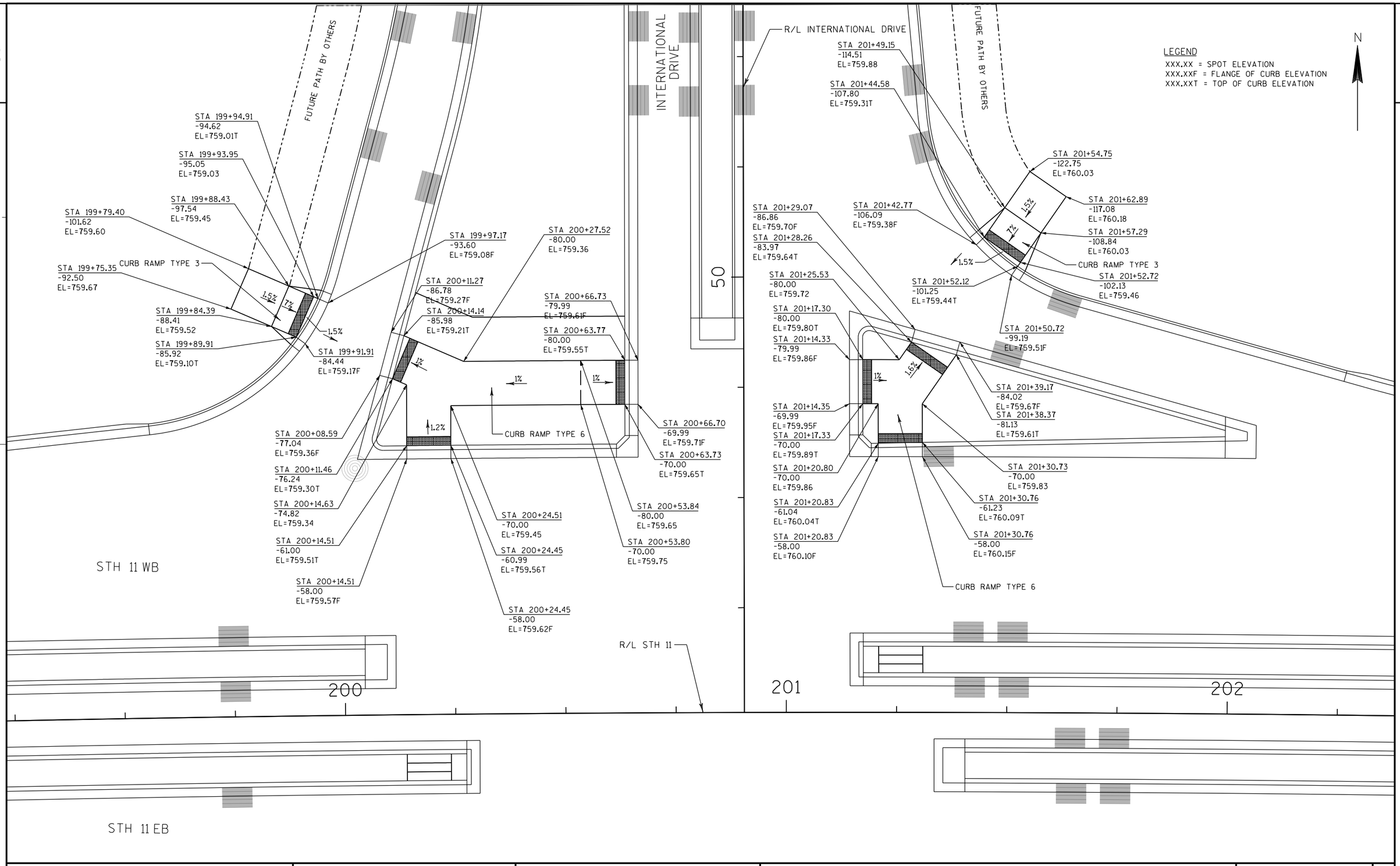
STA 158+99.19
89.45
EL=755.28F

1.5%
1.0%
7%
1%
5%

LEGEND

XXX.XX = SPOT ELEVATION
XXX.XXF = FLANGE OF CURB ELEVATION
XXX.XXT = TOP OF CURB ELEVATION

PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	CONSTRUCTION DETAILS - CURB RAMPS	SHEET 25	E



PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CONSTRUCTION DETAILS - CURB RAMPS	SHEET 26	E

STH 11 WB

R/L INTERNATIONAL DRIVE

R/L STH 11

200

201

202

N

STA 200+13.90
6.00
EL=759.67F

STA 200+13.90
9.00
EL=759.61T

STA 200+23.91
6.00
EL=759.72F

STA 200+23.91
9.00
EL=759.66T

CURB RAMP TYPE 5

1%

STA 200+23.87
15.00
EL=759.72T

STA 200+23.87
18.00
EL=759.78F

STA 200+13.85
15.00
EL=759.67T

STA 200+13.85
18.00
EL=759.73F

STH 11 EB

STA 201+20.94
-18.00
EL=760.26F

STA 201+20.94
-15.00
EL=760.25T

STA 201+30.93
-18.00
EL=760.31F

STA 201+30.93
-15.00
EL=760.30T

CURB RAMP TYPE 5

1.3%

STA 201+20.96
-9.00
EL=760.17T

STA 201+20.96
-6.00
EL=760.14F

STA 201+30.95
-9.00
EL=760.22T

STA 201+30.95
-6.00
EL=760.19F

CURB RAMP TYPE 3

STA 200+23.51
58.00
EL=759.61F

STA 200+23.51
61.00
EL=759.55T

STA 200+13.44
58.00
EL=759.55F

STA 200+13.45
61.00
EL=759.49T

7%

1.5%

STA 200+13.38
68.00
EL=759.98

STA 200+23.46
68.00
EL=760.04

STA 200+13.30
78.00
EL=760.13

STA 200+23.38
78.00
EL=760.19

FUTURE PATH BY OTHERS

STA 201+21.14
58.00
EL=760.11F

STA 201+21.14
61.00
EL=760.05T

CURB RAMP TYPE 3

STA 201+31.21
58.00
EL=760.16F

STA 201+31.21
61.00
EL=760.10T

7%

1.5%

STA 201+21.16
68.00
EL=760.54

STA 201+31.23
68.00
EL=760.59

STA 201+21.18
78.00
EL=760.69

STA 201+31.27
78.00
EL=760.74

FUTURE PATH BY OTHERS

LEGEND

XXX.XX = SPOT ELEVATION
XXX.XXF = FLANGE OF CURB ELEVATION
XXX.XXT = TOP OF CURB ELEVATION

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CONSTRUCTION DETAILS - CURB RAMPS	SHEET 27	E

2

2

N

BEGIN PROJECT 1320-23-70
STA 150+00.00

REMOVING COVER PLATES LEFT IN PLACE
REMOVE UNDER PROJECT 1320-23-70

REMOVING COVER PLATES LEFT IN PLACE
REMOVE UNDER PROJECT 1320-23-70

STH 11 WB

STH 11 EB

151

PROJECT 1030-24-71
BY OTHERS

LEGEND

REMOVING PAVEMENT	REMOVING CULVERT PIPE
TREE REMOVAL	REMOVING STORM SEWER
REMOVING INLETS	REMOVING CURB AND GUTTER
REMOVING MANHOLES	SAWCUT

PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	REMOVAL PLAN	SHEET 28	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\021198_RM.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

NOTE:

1) VERIFY ELEVATIONS OF ALL EXISTING PIPES AND STRUCTURES FOR TEMPORARY CONNECTIONS IN THE FIELD.

N

CURB AND GUTTER PREVIOUSLY REMOVED UNDER PROJECT 1030-24-71

BEGIN PROJECT 1320-23-70
STA 150+00.00

INLETS AND STORM SEWER PREVIOUSLY REMOVED UNDER PROJECT 1030-24-71

PROPOSED PIPE 110

PROPOSED STRUCTURE 111
RIM EL = 753.22
N 15" IE 749.95
S 15" IE 749.94
INSTALL INLET COVER TYPE S STAGE 2
RECONSTRUCT AND INSTALL MANHOLE COVER TYPE J-SPECIAL STAGE 4

CURB AND GUTTER PREVIOUSLY REMOVED UNDER PROJECT 1030-24-71

SLOPE INTERCEPT (TYP)

R/L STH 11

STH 11 WB

STH 11 EB

PROPOSED PIPE 112

CURB AND GUTTER PREVIOUSLY REMOVED UNDER PROJECT 1030-24-71

REMOVING SMALL PIPE CULVERTS

REMOVING SMALL PIPE CULVERTS

SEE INSET BELOW FOR TEMPORARY STORM SEWER INFORMATION

REMOVING SMALL PIPE CULVERTS

REMOVING COVER PLATES LEFT IN PLACE

INSTALL COVER PLATES TEMPORARY STAGE 2
PROPOSED STRUCTURES 149 & 151
REMOVE STAGE 4

CURB AND GUTTER PREVIOUSLY REMOVED UNDER PROJECT 1030-24-71

SLOPE INTERCEPT (TYP)

R/L WISCONN VALLEY WAY

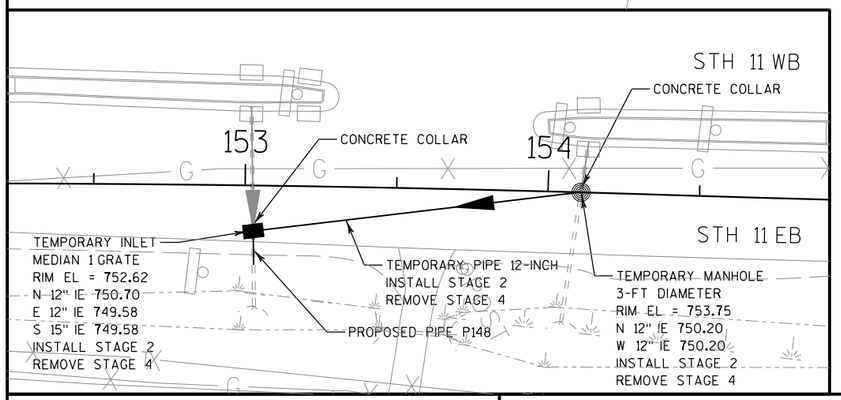
WISCONN VALLEY WAY

PROJECT 1030-24-71
BY OTHERS

PROJECT 2704-00-76
BY OTHERS

151 152 153 154 155 156 157 158 159 160 161 162 163 164 165

606 605 604 603 602



LEGEND

- REMOVING PAVEMENT
- TREE REMOVAL
- REMOVING INLETS
- REMOVING MANHOLES
- REMOVING CULVERT PIPE
- REMOVING STORM SEWER
- REMOVING CURB AND GUTTER
- XXXX SAWCUT

PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	REMOVAL PLAN	SHEET 29	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\021199A_RM.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

2

N

STH 11 WB

STH 11 EB

SLOPE INTERCEPT (TYP)

R/L STH 11

INSTALL COVER PLATE
TEMPORARY STAGE 3
PROPOSED STRUCTURE 483
REMOVE STAGE 7

PROJECT
1320-23-73

END PROJECT 1320-23-70
STA 176+50.00

165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180

REMOVING SMALL
PIPE CULVERTS

SLOPE INTERCEPT (TYP)

INSTALL COVER PLATE
TEMPORARY STAGE 2
PROPOSED STRUCTURE 487
REMOVE STAGE 7

PROJECT
1320-23-73

LEGEND

REMOVING PAVEMENT		REMOVING CULVERT PIPE	
TREE REMOVAL		REMOVING STORM SEWER	
REMOVING INLETS		REMOVING CURB AND GUTTER	
REMOVING MANHOLES		XXXX	SAWCUT

PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	REMOVAL PLAN	SHEET 30	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\021199B_RM.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

2

N

BEGIN PROJECT 1320-23-73
STA. 176+50.00

PROJECT
1320-23-70

SLOPE INTERCEPT (TYP)

STH 11 WB

STH 11 EB

R/L STH 11

PROJECT
1320-23-70

SLOPE INTERCEPT (TYP)

INSTALL COVER PLATE
TEMPORARY STAGE 2
REMOVE STAGE 6

LEGEND

- REMOVING PAVEMENT
- TREE REMOVAL
- REMOVING INLETS
- REMOVING MANHOLES
- REMOVING CULVERT PIPE
- REMOVING STORM SEWER
- REMOVING CURB AND GUTTER
- XXXX SAWCUT

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	REMOVAL PLAN	SHEET 31	E

2

2

N

STH 11 WB

STH 11 EB

SLOPE INTERCEPT (TYP)

R/L STH 11

CONCRETE COLLAR
CONNECT TO PROPOSED PIPE P450
TO EXISTING PIPE

REMOVING SMALL
PIPE CULVERTS

REMOVING SMALL
PIPE CULVERTS

SLOPE INTERCEPT (TYP)

WETLAND BOUNDARY (TYP)

INSTALL COVER PLATE
TEMPORARY STAGE 1
REMOVE STAGE 6

180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195

LEGEND

▨	REMOVING PAVEMENT	—·····—	REMOVING CULVERT PIPE
X	TREE REMOVAL	—RM—	REMOVING STORM SEWER
	REMOVING INLETS	ııııııı	REMOVING CURB AND GUTTER
	REMOVING MANHOLES	XXXX	SAWCUT

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	REMOVAL PLAN	SHEET 32	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202373\021199D_RM.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

NOTE:

1) VERIFY ELEVATIONS OF ALL EXISTING PIPES AND STRUCTURES FOR TEMPORARY CONNECTIONS IN THE FIELD.

N

PROJECT 2704-00-75
BY OTHERS

INTERNATIONAL DRIVE

R/L INTERNATIONAL DRIVE

PROPOSED STRUCTURE 315
SW 18" IE 753.29

TEMPORARY PIPE 18-INCH
PLACE IN STAGE 2
REMOVE IN STAGE 6

INSTALL COVER PLATE
TEMPORARY STAGE 2
REMOVE STAGE 6

WETLAND BOUNDARY (TYP)

SLOPE INTERCEPT (TYP)

R/L STH 11

STH 11 WB

STH 11 EB

CONNECT TO EXISTING STRUCTURE
NE 18" IE 753.15

REMOVING SMALL
PIPE CULVERTS

REMOVING SMALL
PIPE CULVERTS

SLOPE INTERCEPT (TYP)

LEGEND

REMOVING PAVEMENT	REMOVING CULVERT PIPE
TREE REMOVAL	REMOVING STORM SEWER
REMOVING INLETS	REMOVING CURB AND GUTTER
REMOVING MANHOLES	XXXX SAWCUT

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACIAL	REMOVAL PLAN	SHEET 33	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202373\021199E_RM.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

N

R/L STH 11

SLOPE INTERCEPT (TYP)

STH 11 WB

STH 11 EB

210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225

REMOVING SMALL PIPE CULVERTS

REMOVING SMALL PIPE CULVERTS

SLOPE INTERCEPT (TYP)

LEGEND

REMOVING PAVEMENT	REMOVING CULVERT PIPE
TREE REMOVAL	REMOVING STORM SEWER
REMOVING INLETS	REMOVING CURB AND GUTTER
REMOVING MANHOLES	XXXX SAWCUT

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	REMOVAL PLAN	SHEET 34	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202373\021199F_RM.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

2

2

N

STH 11 WB

STH 11 EB

CTH H

REMOVING HEIGHT MODERNIZATION GEODETIC SURVEY MONUMENT

SLOPE INTERCEPT (TYP)

END PROJECT 1320-23-73
STA 234+00.00

MH PAVED OVER

R/L STH 11

WETLAND BOUNDARY (TYP)

SLOPE INTERCEPT (TYP)

PROJECT 1320-23-71
BY OTHERS

225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240

LEGEND

REMOVING PAVEMENT	REMOVING CULVERT PIPE
TREE REMOVAL	REMOVING STORM SEWER
REMOVING INLETS	REMOVING CURB AND GUTTER
REMOVING MANHOLES	SAWCUT

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	REMOVAL PLAN	SHEET 35	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202373\021199G_RM.dgn PLOT DATE : 3/29/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

PLAN DETAIL LEGEND

- (CG04) CURB RAMP TYPE 3
- (CG07) CURB RAMP TYPE 5
- (CG08) CURB RAMP TYPE 6
- (CG24) CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
- (CG46) CONCRETE CURB & GUTTER 30-INCH TYPE A
- (CM01) CONCRETE MEDIAN SLOPED NOSE TYPE 1
- (CM02) CONCRETE MEDIAN SLOPED NOSE TYPE 2
- (CM04) MAINTENANCE OPENING
- (CM07) CONCRETE SIDEWALK 5-INCH
- (CP13) CONCRETE PAVEMENT 10-INCH
- (DR01) CONCRETE DRIVEWAY 6-INCH OVER BASE AGGREGATE DENSE, 6-INCH
- (DR11) AGGREGATE DRIVEWAY, BASE AGGREGATE DENSE 1 1/4-INCH, 10-INCH
- (LS04) TOPSOIL SPECIAL, FERTILIZER, SEED & EROSION MAT
- (PV01) DRILLED DOWEL BAR
- (PV10) FUTURE PATH BY OTHERS
- (PV12) ASPHALTIC SURFACE, 5-INCH OVER BASE AGGREGATE DENSE, 6-INCH
- PROPOSED INLET LOCATION
- PROPOSED MANHOLE LOCATION
- REVERSE SLOPE CURB AND GUTTER

NOTE:

1) CURB RADIUS GIVEN TO CURB FLANGE, UNLESS NOTED OTHERWISE.

2

2

N

PROJECT 1030-24-71
BY OTHERS

STH 11 WB

LS04
RESTORE MEDIAN UNDER PROJECT 1320-23-70

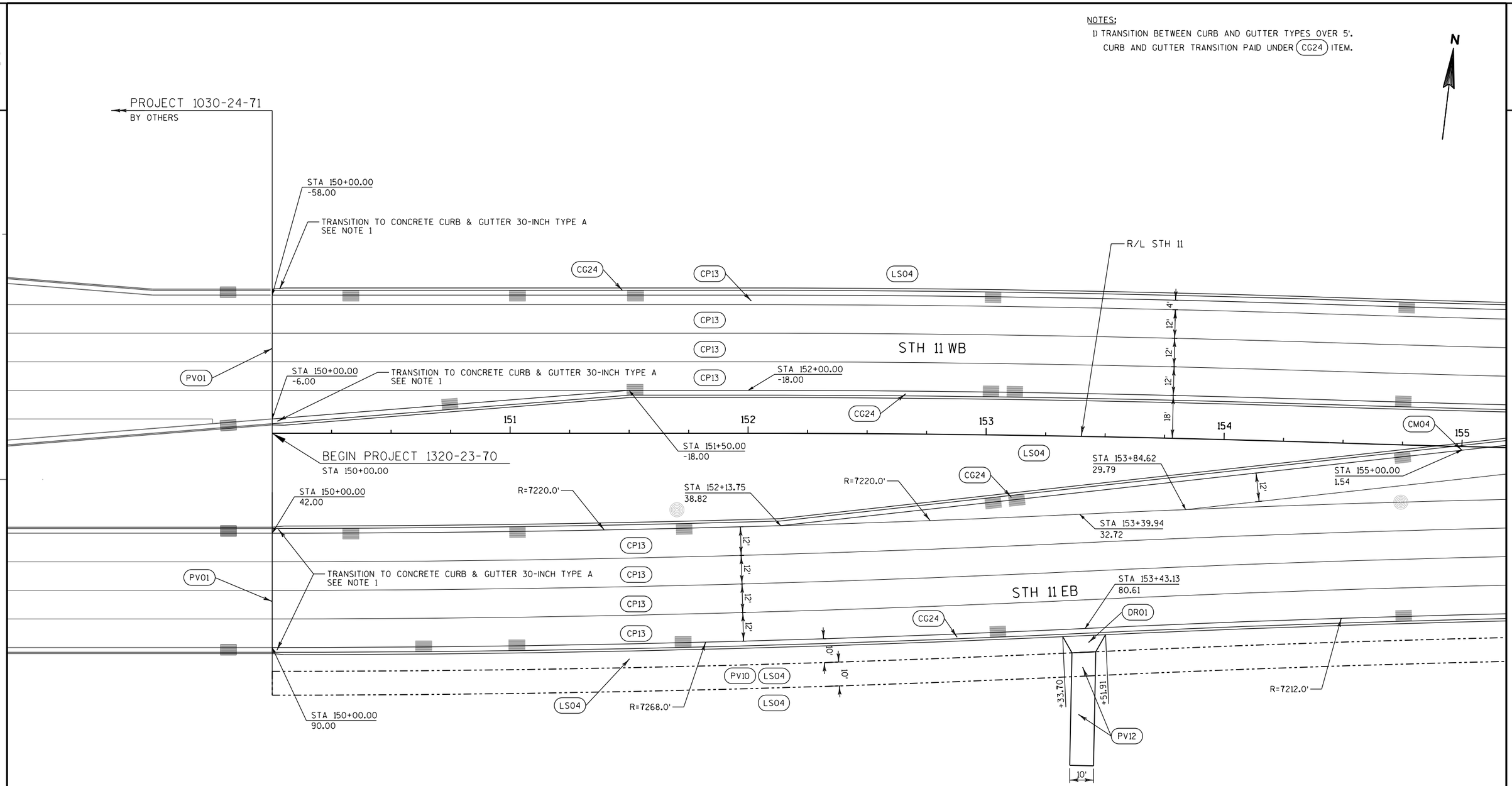
BEGIN PROJECT 1320-23-70
STA 150+00.00

CG46
PLACE 425'OF MEDIAN CURB & GUTTER UNDER PROJECT 1320-23-70

STH 11 EB

PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	PLAN DETAILS	SHEET 37	E

NOTES:
1) TRANSITION BETWEEN CURB AND GUTTER TYPES OVER 5'.
CURB AND GUTTER TRANSITION PAID UNDER (CG24) ITEM.



PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	PLAN DETAILS	SHEET 38	E

NOTES:

1) TRANSITION BETWEEN CURB AND GUTTER TYPES OVER 5'. CURB AND GUTTER TRANSITION PAID UNDER (CG24) ITEM.

2) (CG24)* GUTTER WIDTH VARIES FROM 2' TO 4', PAID UNDER (CG24) ITEM.

3) SEE CONSTRUCTION DETAILS - CURB RAMPS FOR CURB RAMP LAYOUTS AND TYPES.

N

R/L STH 11

STH 11 WB

STH 11 EB

WISCONN VALLEY WAY

STA 155+32.80 -2.86

STA 155+00.00 1.54

STA 155+33.83 9.11

STA 155+34.32 21.10

STA 155+40.81 8.83

STA 155+41.29 20.82

STA 155+92.40 67.19

R=7212.0'

STA 156+39.53 54.29

STA 156+81.70 58.00

STA 156+81.71 65.50

STA 156+88.65 67.38

STA 156+88.65 58.00

R=250.0'

STA 156+59.63 75.11

TRANSITION TO CONCRETE CURB & GUTTER 30-INCH TYPE A SEE NOTE 1

STA 157+24.59 92.54

STA 157+26.65 -18.00

STA 157+26.65 -6.00

STA 157+33.65 -18.00

STA 157+33.65 -6.00

STA 157+61.65 6.00

STA 157+61.65 18.00

STA 157+68.65 6.00

STA 157+68.65 18.00

STA 157+73.65 58.00

STA 157+73.65 62.91

STA 157+68.75 58.00

STA 157+73.65 90.15

STA 157+11.65 140.83 R=50'

STA 157+61.31 135.04

STA 157+63.06 150.01

STA 157+97.65 150.01

STA 157+97.65 87.93

STA 158+33.65 87.93

STA 158+33.65 150.01

STA 158+02.21 65.00

STA 158+05.65 58.00

STA 158+25.65 58.00

STA 158+29.09 65.00

STA 158+62.65 -18.00

STA 158+62.65 -6.00

STA 158+69.65 -18.00

STA 158+69.65 -6.00

STA 158+94.14 6.00

STA 158+94.14 18.00

STA 159+01.14 6.00

STA 159+01.14 18.00

STA 158+57.65 58.00

STA 158+57.65 62.90

STA 158+62.56 58.00

STA 158+89.80 58.00

R=3' (TO FACE)

R=60'

R=3' (TO FACE)

STA 158+93.26 103.06

STA 158+80.68 150.01

STA 158+67.03 143.01

STA 158+65.15 150.01

STA 158+57.65 143.01

STA 158+57.65 150.01

STA 159+35.76 66.34

STA 159+41.56 116.00 R=50'

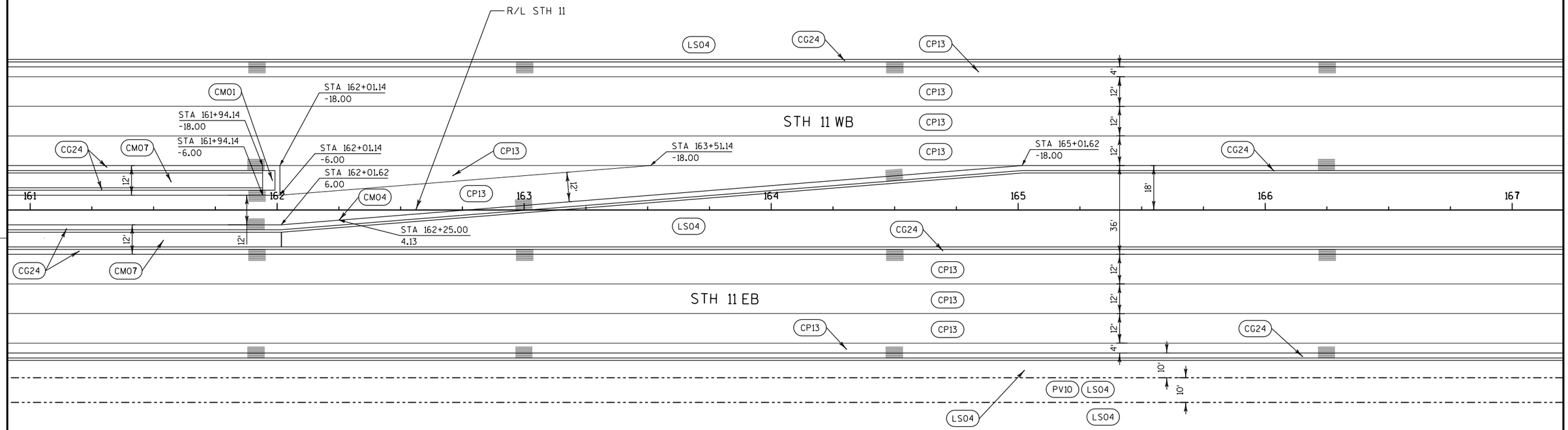
STA 160+07.26 58.00

TRANSITION TO CONCRETE CURB & GUTTER 30-INCH TYPE A SEE NOTE 1

155 156 157 158 159 160 161

PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	PLAN DETAILS	SHEET 39	E

2



PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	PLAN DETAILS	SHEET 40	E

2

N

R/L STH 11

LS04 CG24 CP13

CP13

STH 11 WB

CP13

CP13

CG24

4'
12'
12'
12'
18'

167 168 169 170 171 172 173

LS04 CG24

CP13

STH 11 EB

CP13 CP13

CG24

LS04

PV10 LS04

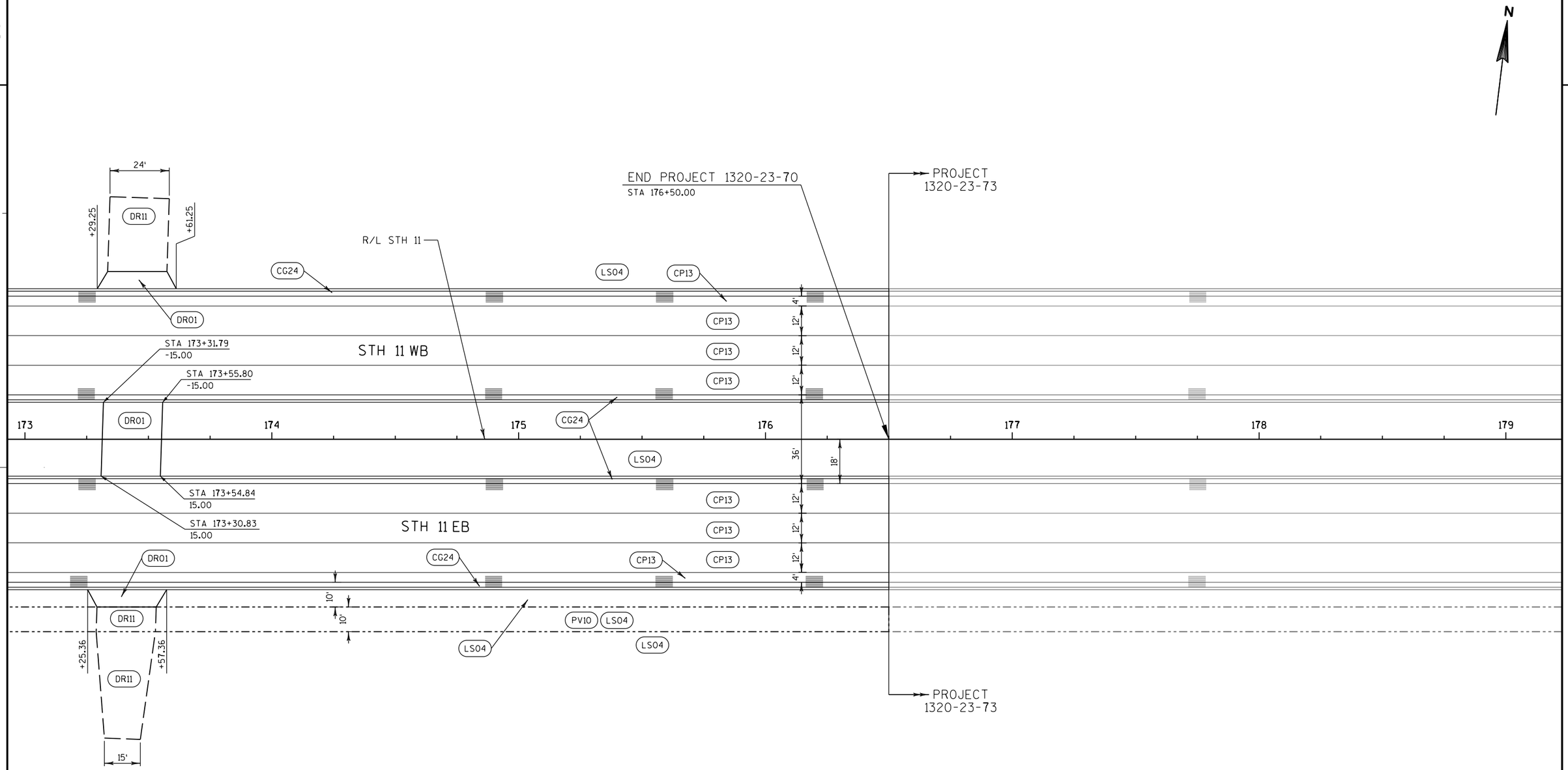
LS04

36'
12'
12'
12'
4'
10'
10'

PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	PLAN DETAILS	SHEET 41	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\021204_pd.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:40

2



PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	PLAN DETAILS	SHEET 42	E

2

N

BEGIN PROJECT 1320-23-73
STA 176+50.00

PROJECT
1320-23-70

R/L STH 11

CG24 LS04 CP13

CP13

CP13 STH 11 WB

CP13

CG24

173 174 175 176 177 178 179

LS04

CP13

CP13 STH 11 EB

CP13 CP13 CG24

LS04

PV10 LS04

LS04

4' 12' 12' 12' 36' 18' 12' 12' 12' 4' 10' 10'

PROJECT
1320-23-70

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	PLAN DETAILS	SHEET 43	E

2

N

R/L STH 11

CG24 CP13 LS04

CP13 4'

CP13 12'

CP13 12'

CP13 12'

STH 11 WB

179 180 CG24 181 182 183 184 185

LS04 36' 18'

CP13 12'

CP13 12'

STH 11 EB

CG24 CP13 CP13 12'

4'

10'

10'

PV10 LS04

LS04

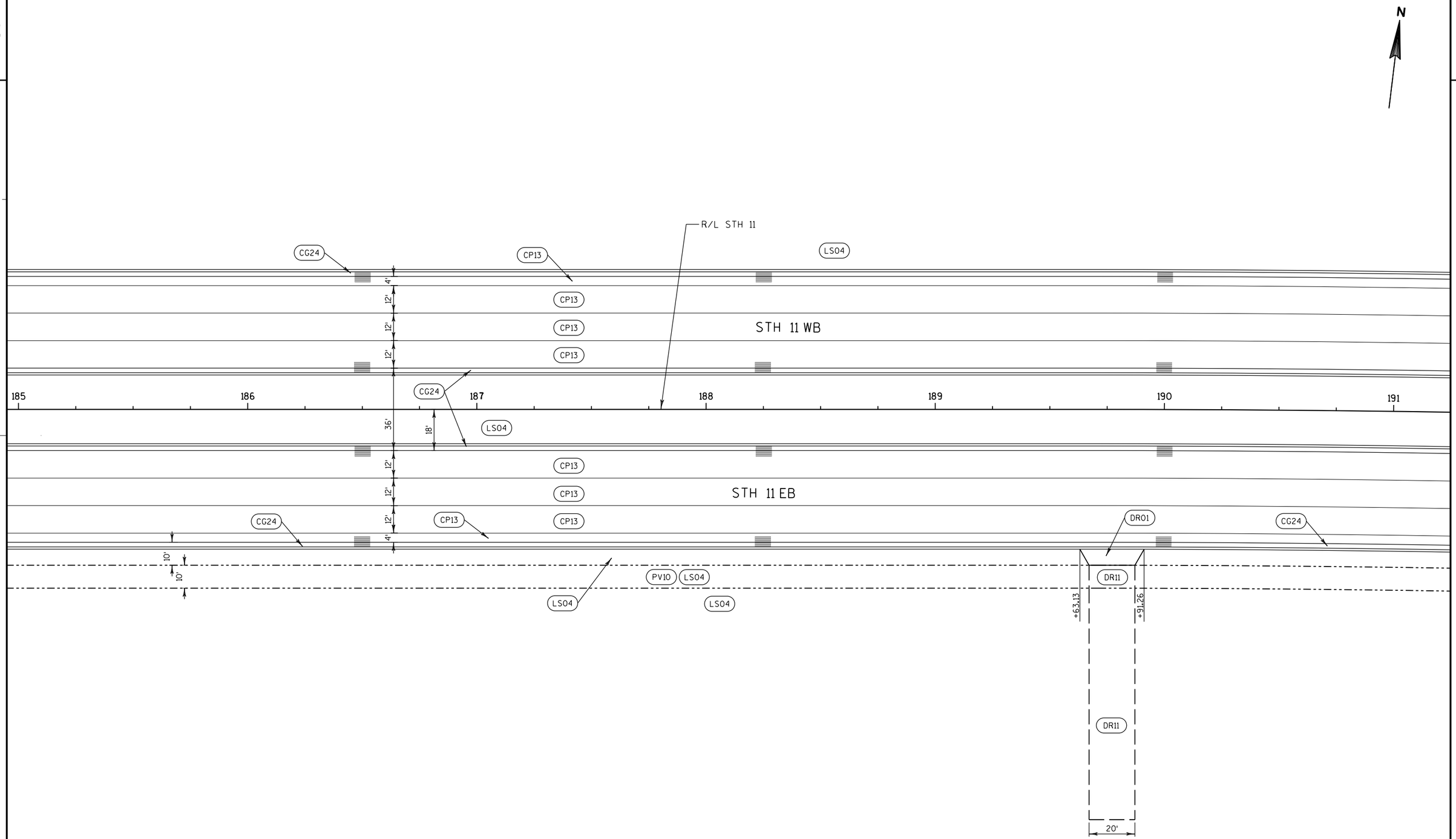
LS04

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	PLAN DETAILS	SHEET 44	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202373\021211_pd.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	PLAN DETAILS	SHEET 45	E

2

N

R/L STH 11

CG24

CP13

LS04

4'

12'

12'

12'

CP13

CP13

CP13

STH 11 WB

191

192

CG24

193

194

195

196

197

LS04

36'

18'

STA 194+63.28
18.00

12'

12'

12'

4'

CP13

CP13

CP13

CP13

CP13

CP13

STA 196+57.49
18.00

12'

CG24

STH 11 EB

PV10

LS04

LS04

LS04

10'

10'

DR01

PV12

+41.66

+67.91

PV12

18'

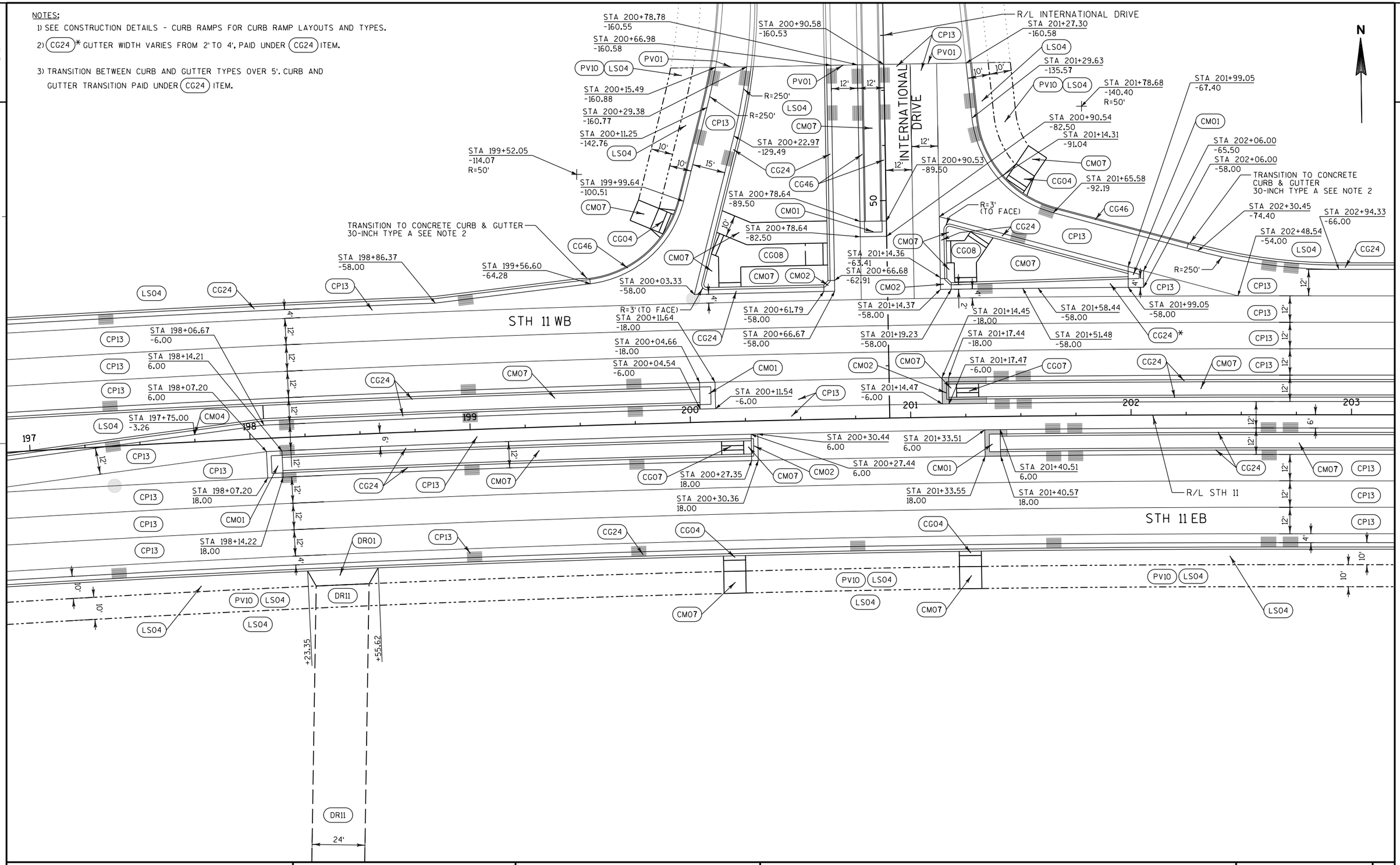
PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	PLAN DETAILS	SHEET 46	E

NOTES:

1) SEE CONSTRUCTION DETAILS - CURB RAMPS FOR CURB RAMP LAYOUTS AND TYPES.

2) (CG24)* GUTTER WIDTH VARIES FROM 2' TO 4', PAID UNDER (CG24) ITEM.

3) TRANSITION BETWEEN CURB AND GUTTER TYPES OVER 5'. CURB AND GUTTER TRANSITION PAID UNDER (CG24) ITEM.



PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	PLAN DETAILS	SHEET 47	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202373\021214_pd.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:40

2

N

STA 204+98.91
-66.00

STA 205+98.91
-58.00

CG24

LS04

CP13

12'

CM01

STA 203+50.48
-18.00

STA 203+43.00
-18.00

STH 11 WB

STA 206+50.48
-18.00

CG24

STA 203+50.48
-6.00

CM04

STA 205+00.00
-18.00

CP13

203

204

205

206

207

208

209

36'

18'

STA 204+00.00
2.04

LS04

CG24

CP13

STA 203+50.48
6.00

STH 11 EB

STA 203+43.00
-6.00

4'

10'

PV10

LS04

CG24

LS04

LS04

R/L STH 11

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	PLAN DETAILS	SHEET 48	E

2

N

CP13 LS04 CG24

CP13 4'

CP13 12'

CP13 12'

STH 11 WB

12'

CP13

209 210 211 212 213 214 215

CG24

LS04 36'

18'

CP13 12'

CP13 STH 11 EB 12'

CP13 CP13 12'

CG24

4'

10'

10'

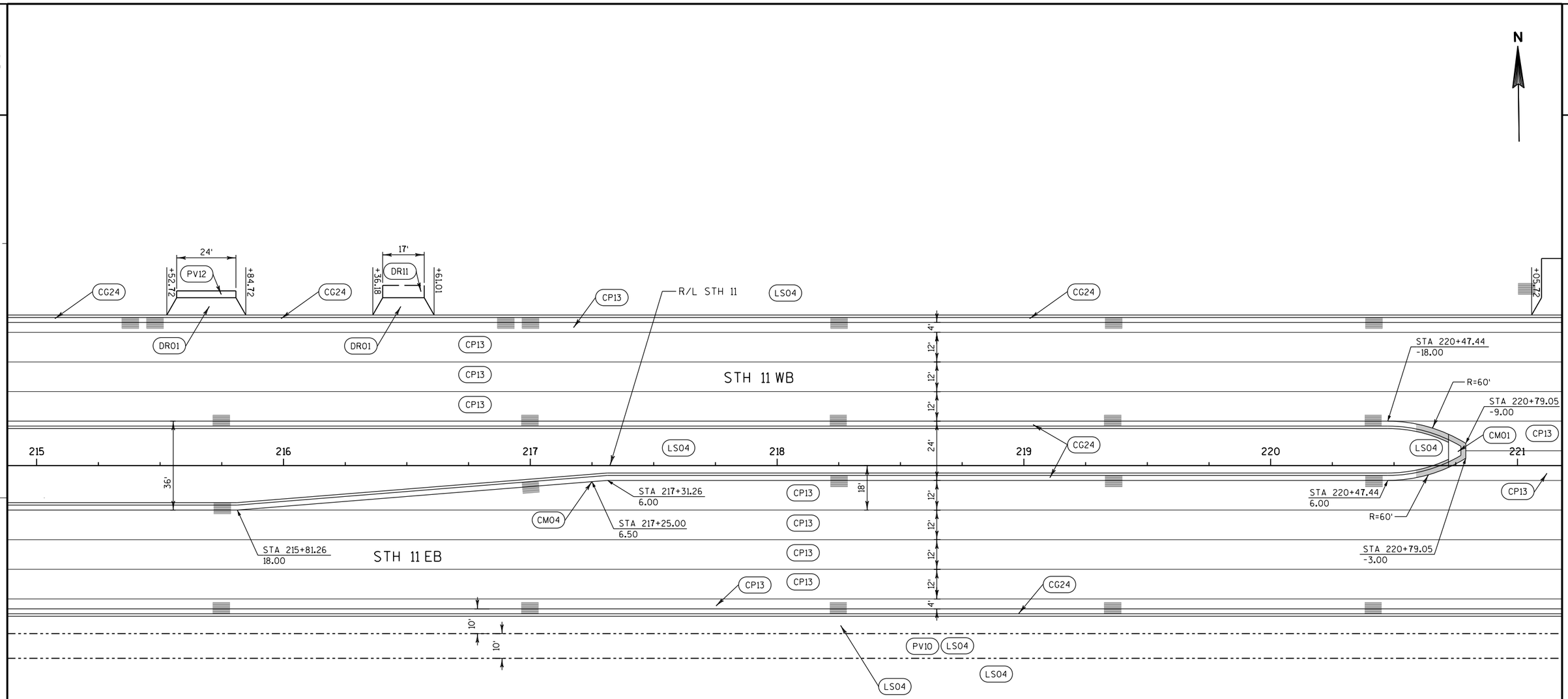
PV10 LS04

LS04

LS04

R/L STH 11

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	PLAN DETAILS	SHEET 49	E



PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	PLAN DETAILS	SHEET 50	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202373\021217_pd.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:40

2

2

N

19'
+05.72
DR01
+33.16
LS04
CG24
CP13
14'
+33.31
PV12
+55.00
CG24
19'
+34.74
PV12
+62.14
CG24
19'
+19.48
PV12
+46.34
CG24
21'
+67.17
PV12
+95.99
CG24

4'
12' CP13
12' CP13
12' CP13
12' CP13

STH 11 WB

STA 221+91.44
-6.00
STA 221+59.83
3.00
R=60'
STA 225+06.26
-6.00
CM04
STA 225+25.00
-7.50
STA 226+56.26
-18.00

221 222 223 224 225 226 227

36'

CP13
CM01
LS04
24'
18'
CG24

STA 221+59.83
9.00
R=60'
STA 221+91.44
18.00

12' CP13
12' CP13
12' CP13
4'

STH 11 EB

CP13
CG24

R/L STH 11

10'
10'
PV10
LS04
LS04
LS04

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	PLAN DETAILS	SHEET 51	E

2

2

N

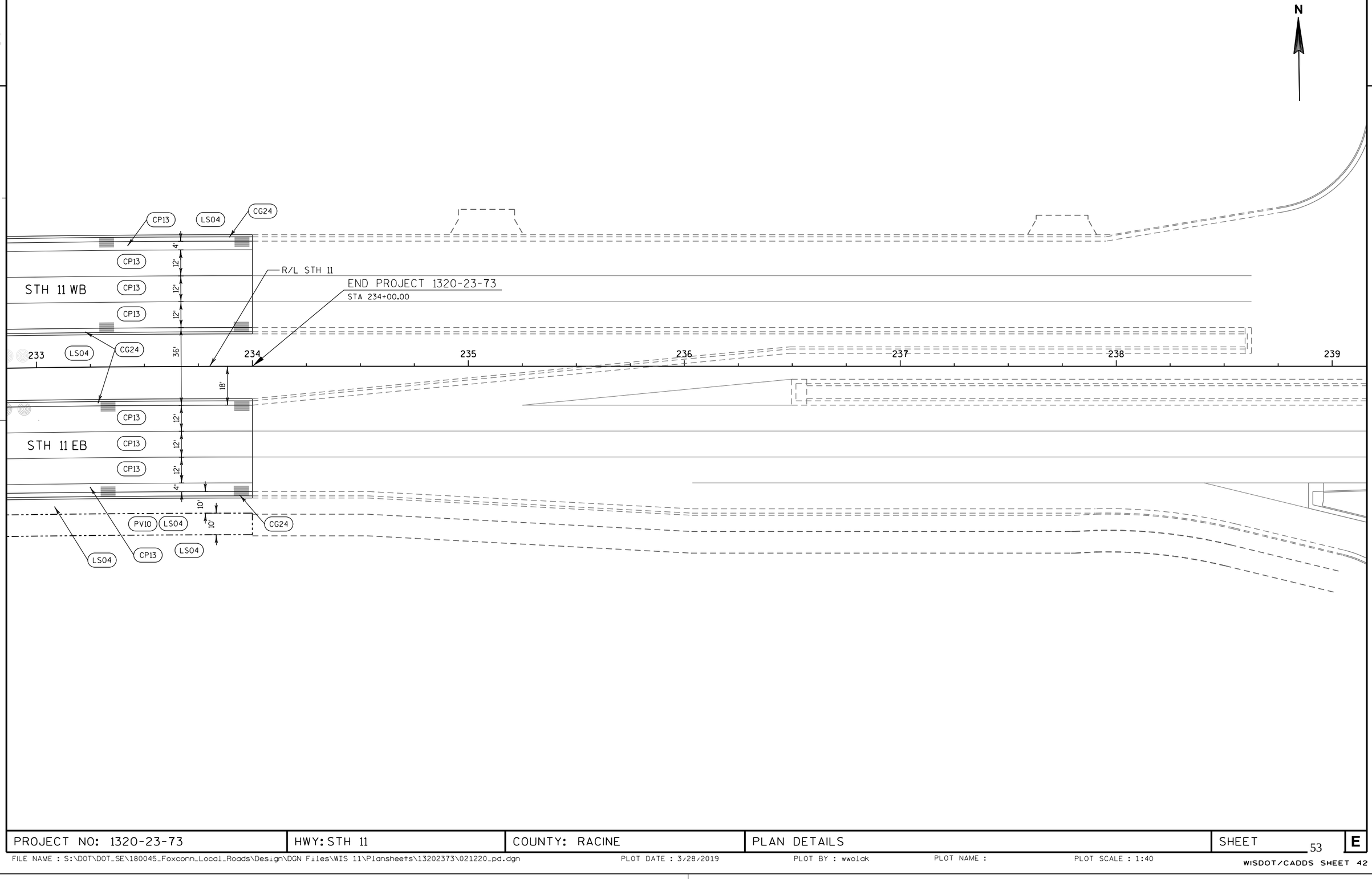
+33.30
15'
+56.30
DR01
PV12
CG24
CM07
CG24
+17.58
12'
+37.75
14'
+39.45
+61.63
DR01
PV12
DR01
DR01
CG24
+85.31
24'
PV12
+17.57
CG24
LS04
+94.75
17'
+20.12
DR01
PV12
CG24
CP13
CP13
CP13
CP13
-93.72
24'
+31.46
DR01
PV12
CG24
+44.41
16'
+68.22
DR01
DR11
CG24
STH 11 WB
4'
12'
12'
12'
36'
18'
227
228
229
230
231
232
233
CG24
LS04
CP13
CP13
CP13
12'
12'
12'
4'
CG24
STH 11 EB
10'
10'
PV10
LS04
LS04
LS04
CP13
R/L STH 11

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	PLAN DETAILS	SHEET 52	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202373\021219_pd.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	PLAN DETAILS	SHEET 53	E

NOTES:

1) CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER.

2) PAVING GRADES ARE SHOWN AT 25' INTERVALS.

3) SEE CURB RAMP DETAILS FOR ADDITIONAL GRADES.

LEGEND

XXX.XX = SPOT ELEVATION

XXX.XXR = END OF RADIUS ELEVATION

= PROPOSED INLET

N

PROJECT 1030-24-71
BY OTHERS

R/L STH 11

STH 11 WB

151	152	153	154	155
754.79	754.72			
755.03	754.91	754.82	754.77	754.75	754.76	754.81	754.89	755.00	755.13	755.25	755.38	755.50	755.63	755.75	755.88	756.00	756.13	756.25	756.37	756.50
755.27	755.15	755.06	755.01	754.99	755.00	755.05	755.13	755.24	755.36	755.49	755.61	755.74	755.87	755.99	756.11	756.24	756.37	756.49	756.61	756.74
755.51	755.39	755.30	755.25	755.23	755.24	755.29	755.37	755.48	755.58	755.68	755.79	755.89	755.99	756.10	756.20	756.30	756.40	756.50	756.61	756.71
755.27	755.15	755.06	755.01	754.99	755.00	755.05	755.13	755.24	755.34	755.45	755.55	755.65	755.75	755.86	755.96	756.06	756.16	756.27	756.37	756.47
755.19	755.07	754.98	754.93	754.91	754.92	754.97	755.05	755.16	755.26	755.37	755.47	755.57	755.67	755.78	755.88	755.98	756.08	756.18	756.29	756.39

BEGIN PROJECT 1320-23-70
STA 150+00.00

STH 11 EB

755.03	754.91	754.82	754.77	754.75	754.76	754.81	754.89	755.00	755.06	755.13	755.19	755.26	755.32	755.39	755.45	755.52	755.64	755.77	756.01	756.26
755.27	755.15	755.06	755.01	754.99	755.00	755.05	755.13	755.24	755.31	755.37	755.44	755.50	755.57	755.63	755.69	755.76	755.88	756.01	756.19	756.38
755.51	755.39	755.30	755.25	755.23	755.24	755.29	755.37	755.48	755.55	755.61	755.68	755.74	755.81	755.87	755.93	756.00	756.12	756.25	756.37	756.50
755.27	755.15	755.06	755.01	754.99	755.00	755.05	755.13	755.24	755.37	755.49	755.62	755.74	755.87	755.99	756.11	756.24	756.36	756.49	756.55	756.62
755.03	754.91	754.82	754.77	754.75	754.76	754.81	754.89	755.00	755.13	755.25	755.38	755.50	755.63	755.75	755.87	756.00	756.12	756.25	756.37	756.50
									755.11	755.19	755.28	755.37	755.46	755.55	755.65	755.74	755.82	755.91	756.09	756.29
																755.98	756.07	756.15	756.27	756.41

PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	PAVING GRADES	SHEET 54	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\021221_pg.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

NOTES:

1) CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER.

2) PAVING GRADES ARE SHOWN AT 25' INTERVALS.

3) SEE CURB RAMP DETAILS FOR ADDITIONAL GRADES.

LEGEND

XXX.XX = SPOT ELEVATION

XXX.XXR = END OF RADIUS ELEVATION

= PROPOSED INLET

N

R/L STH 11

STH 11 WB

STH 11 EB

R/L WISCONN VALLEY WAY

WISCONN VALLEY WAY

PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	PAVING GRADES	SHEET 55	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\021222_pg.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

NOTES:

1) CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER.

2) PAVING GRADES ARE SHOWN AT 25' INTERVALS.

3) SEE CURB RAMP DETAILS FOR ADDITIONAL GRADES.

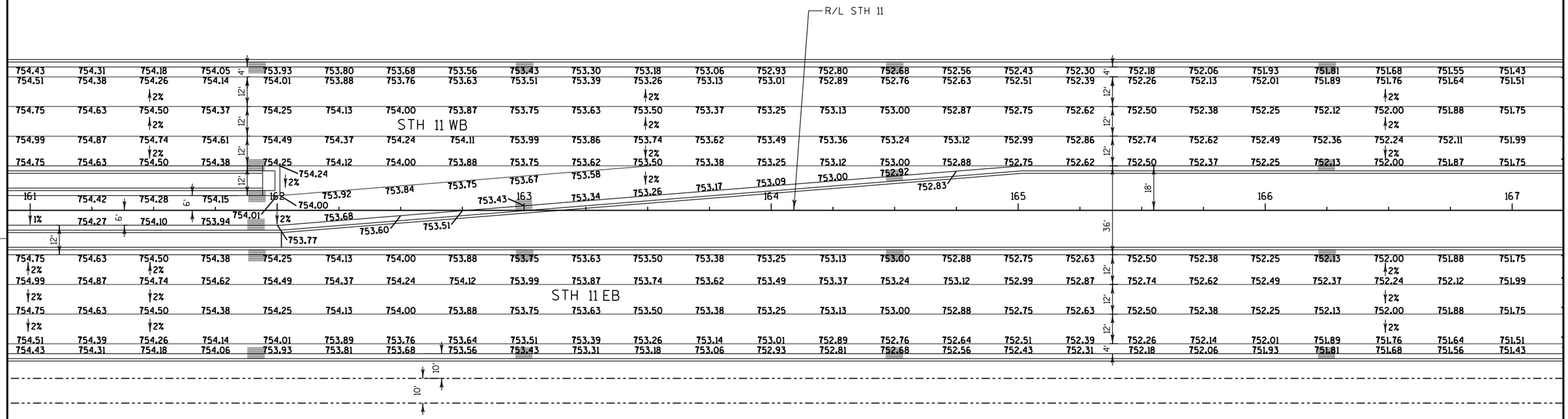
LEGEND

XXX.XX = SPOT ELEVATION

XXX.XXR = END OF RADIUS ELEVATION

= PROPOSED INLET

N



PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	PAVING GRADES	SHEET 56	E

NOTES:

1) CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER.

2) PAVING GRADES ARE SHOWN AT 25' INTERVALS.

3) SEE CURB RAMP DETAILS FOR ADDITIONAL GRADES.

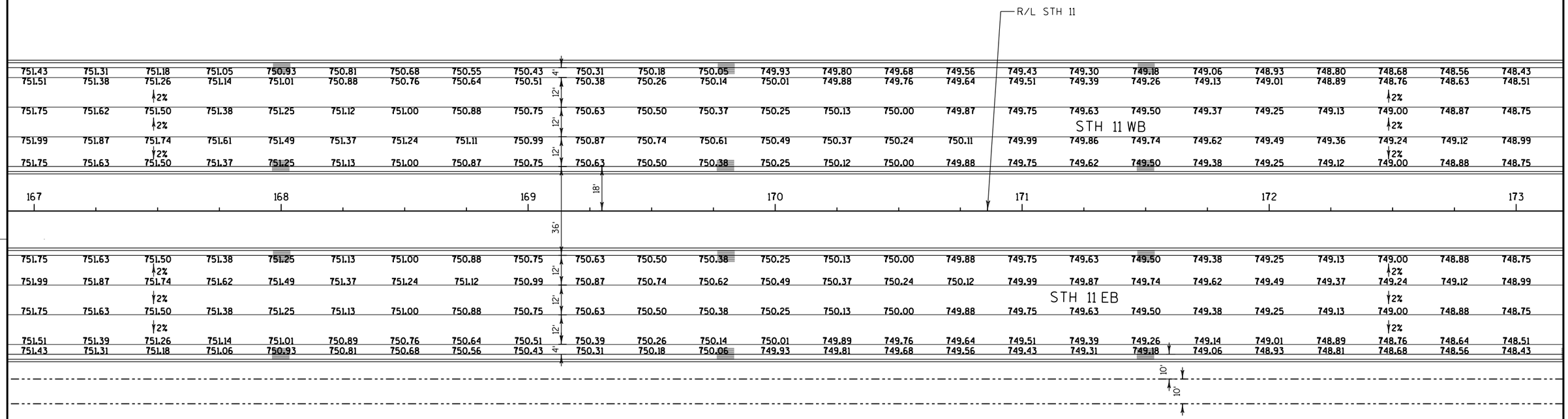
LEGEND

XXX.XX = SPOT ELEVATION

XXX.XXR = END OF RADIUS ELEVATION

= PROPOSED INLET

N



PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	PAVING GRADES	SHEET 57	E

2

2

NOTES:

1) CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER.

2) PAVING GRADES ARE SHOWN AT 25'INTERVALS.

3) SEE CURB RAMP DETAILS FOR ADDITIONAL GRADES.

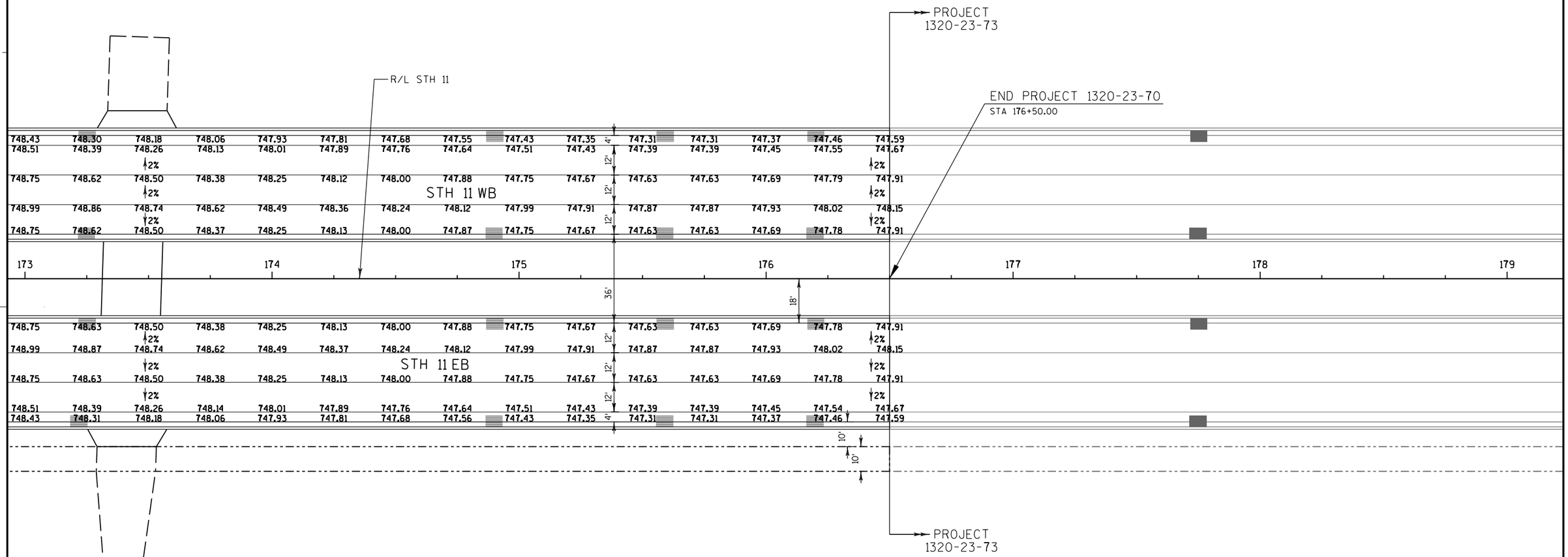
LEGEND

XXX.XX = SPOT ELEVATION

XXX.XXR = END OF RADIUS ELEVATION

= PROPOSED INLET

N



PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	PAVING GRADES	SHEET 58	E

NOTES:

1) CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER.

2) PAVING GRADES ARE SHOWN AT 25' INTERVALS.

3) SEE CURB RAMP DETAILS FOR ADDITIONAL GRADES.

LEGEND

XXX.XX = SPOT ELEVATION

XXX.XXR = END OF RADIUS ELEVATION

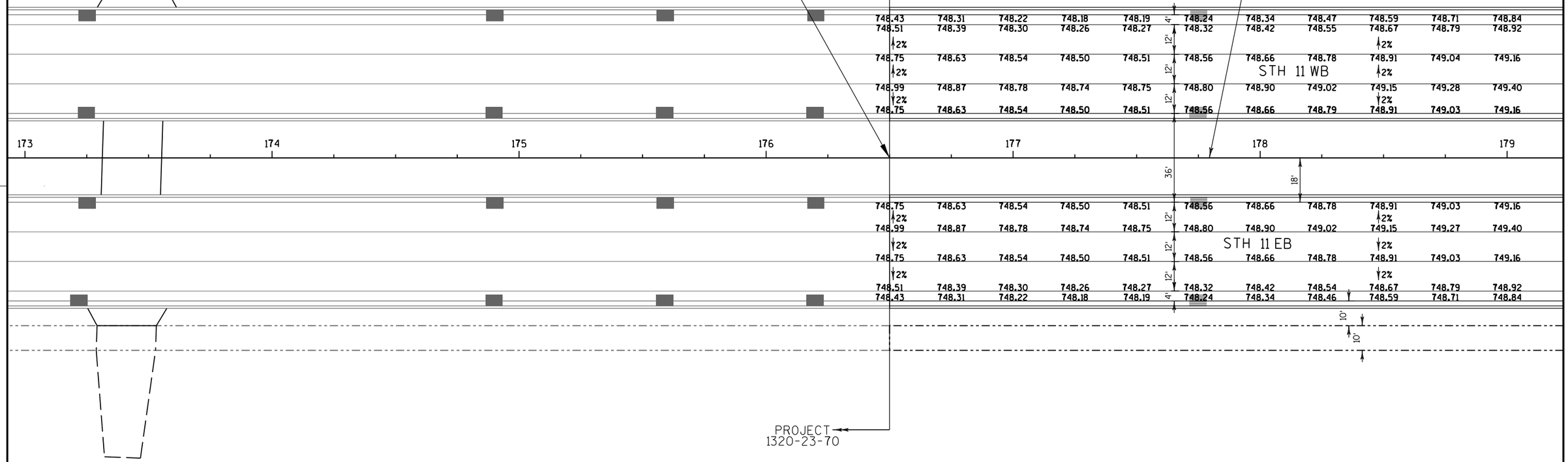
= PROPOSED INLET

N

PROJECT 1320-23-70

BEGIN PROJECT 1320-23-73
STA 176+50.00

R/L STH 11



PROJECT 1320-23-70

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	PAVING GRADES	SHEET 59	E

2

NOTES:

1) CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER.

2) PAVING GRADES ARE SHOWN AT 25'INTERVALS.

3) SEE CURB RAMP DETAILS FOR ADDITIONAL GRADES.

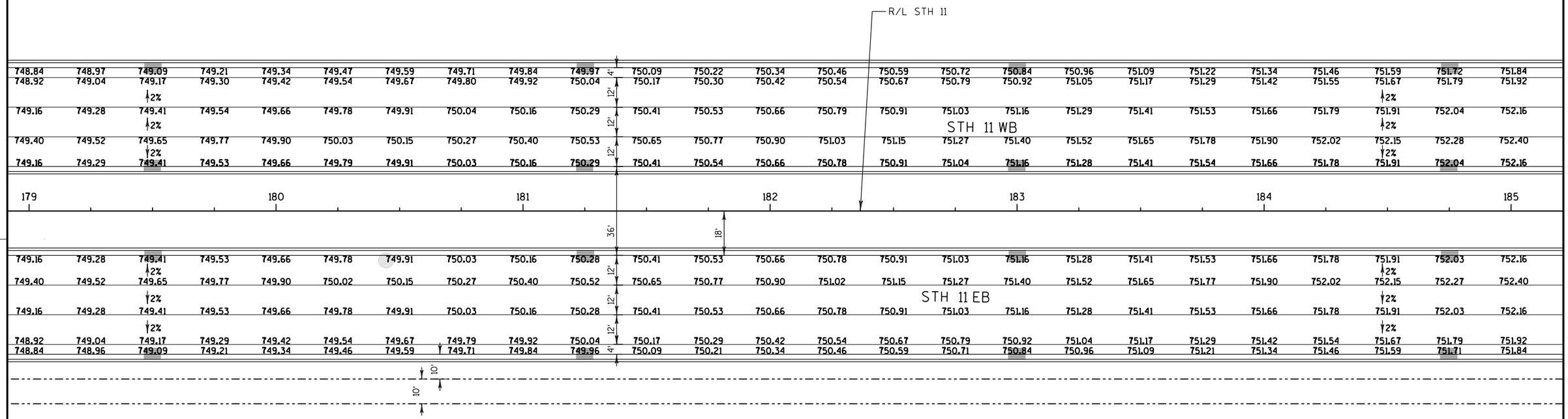
LEGEND

XXX.XX = SPOT ELEVATION

XXX.XXR = END OF RADIUS ELEVATION

= PROPOSED INLET

N



PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	PAVING GRADES	SHEET 60	E

NOTES:

1) CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER.

2) PAVING GRADES ARE SHOWN AT 25' INTERVALS.

3) SEE CURB RAMP DETAILS FOR ADDITIONAL GRADES.

LEGEND

XXX.XX = SPOT ELEVATION

XXX.XXR = END OF RADIUS ELEVATION

= PROPOSED INLET

N

R/L STH 11

STH 11 WB

STH 11 EB

751.84	751.96	752.09	752.22	752.34	752.47	752.59	4'	752.71	752.84	752.97	753.09	753.21	753.34	753.47	753.59	753.71	753.84	753.97	754.09	754.22	754.34	754.46	754.59	754.72	754.84
751.92	752.05	752.17	752.29	752.42	752.55	752.67	12'	752.79	752.92	753.04	753.17	753.30	753.42	753.54	753.67	753.80	753.92	754.04	754.17	754.30	754.42	754.54	754.67	754.80	754.92
		↓2%																					↑2%		
752.16	752.28	752.41	752.54	752.66	752.78	752.91	12'	753.04	753.16	753.28	753.41	753.54	753.66	753.78	753.91	754.04	754.16	754.29	754.41	754.53	754.66	754.79	754.91	755.04	755.16
		↓2%																					↑2%		
752.40	752.52	752.65	752.78	752.90	753.02	753.15	12'	753.28	753.40	753.52	753.65	753.77	753.90	754.03	754.15	754.27	754.40	754.53	754.65	754.78	754.90	755.03	755.15	755.27	755.40
		↓2%																					↑2%		
752.16	752.29	752.41	752.53	752.66	752.79	752.91	12'	753.03	753.16	753.29	753.41	753.53	753.66	753.79	753.91	754.03	754.16	754.29	754.41	754.54	754.66	754.78	754.91	755.03	755.16

185 186 187 188 189 190 191

36' 18'

752.16	752.28	752.41	752.53	752.66	752.78	752.91	12'	753.03	753.16	753.28	753.41	753.53	753.66	753.78	753.91	754.03	754.16	754.28	754.41	754.53	754.66	754.78	754.91	755.03	755.16
		↓2%																					↑2%		
752.40	752.52	752.65	752.77	752.90	753.02	753.15	12'	753.27	753.40	753.52	753.65	753.77	753.90	754.02	754.15	754.27	754.40	754.52	754.65	754.77	754.90	755.02	755.15	755.27	755.40
		↓2%																					↑2%		
752.16	752.28	752.41	752.53	752.66	752.78	752.91	12'	753.03	753.16	753.28	753.41	753.53	753.66	753.78	753.91	754.03	754.16	754.28	754.41	754.53	754.66	754.78	754.91	755.03	755.16
		↓2%																					↑2%		
751.92	752.04	752.17	752.29	752.42	752.54	752.67	12'	752.79	752.92	753.04	753.17	753.29	753.42	753.54	753.67	753.79	753.92	754.04	754.17	754.29	754.42	754.54	754.67	754.79	754.92
751.84	751.96	752.09	752.21	752.34	752.46	752.59	4'	752.71	752.84	752.96	753.09	753.21	753.34	753.46	753.59	753.71	753.84	753.96	754.09	754.21	754.34	754.46	754.59	754.71	754.84

10' 10'

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	PAVING GRADES	SHEET 61	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202373\021232_pg.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

NOTES:

1) CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER.

2) PAVING GRADES ARE SHOWN AT 25' INTERVALS.

3) SEE CURB RAMP DETAILS FOR ADDITIONAL GRADES.

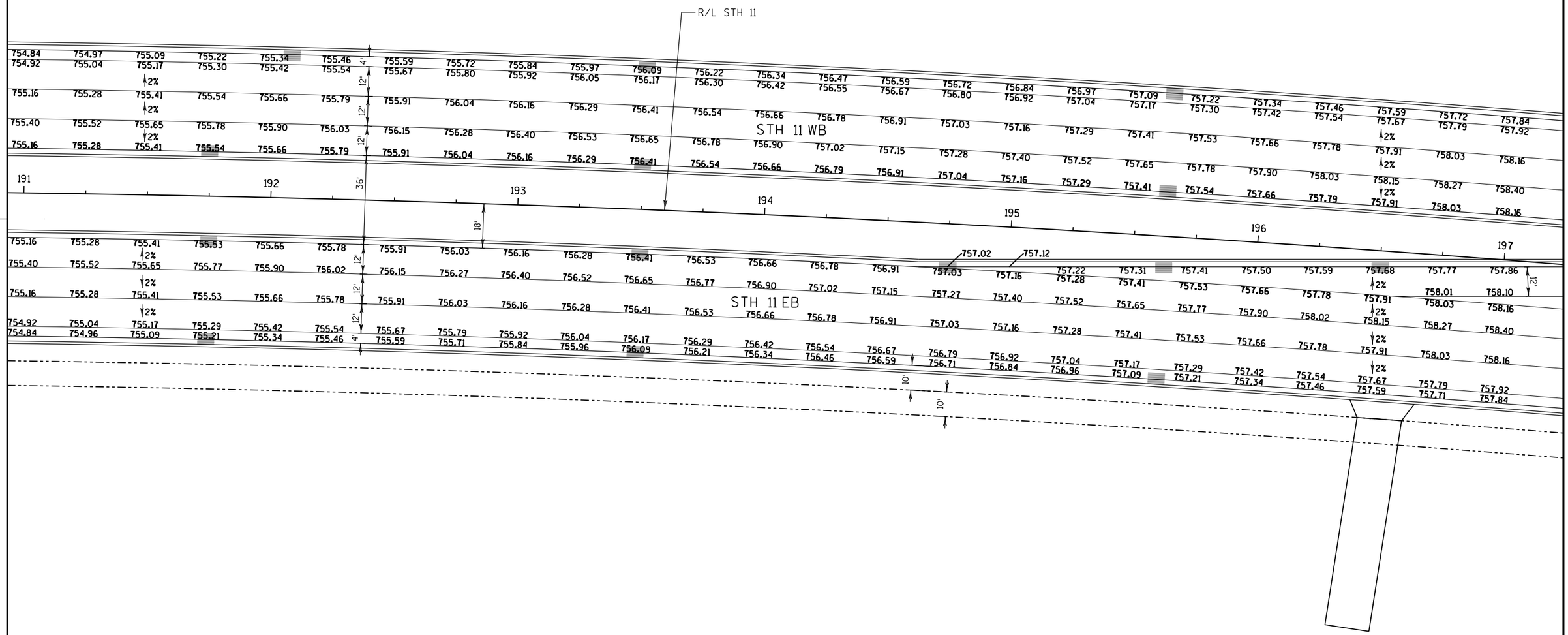
LEGEND

XXX.XX = SPOT ELEVATION

XXX.XXR = END OF RADIUS ELEVATION

= PROPOSED INLET

N



PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	PAVING GRADES	SHEET 62	E

CROSS SLOPE TRANSITION - INTERNATIONAL DR

STATION	SB RT	SB LT	NB INSIDE	NB OUTSIDE
49+80	0.5%	0.5%	0.5%	0.5%
50+40	2%	2%	2%	2%

END CONSTRUCTION
STA 50+61.77

NOTES:
1) CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER.
2) PAVING GRADES ARE SHOWN AT 25' INTERVALS.
3) SEE CURB RAMP DETAILS FOR ADDITIONAL GRADES.

LEGEND
XXX.XX = SPOT ELEVATION
XXX.XXR = END OF RADIUS ELEVATION
= PROPOSED INLET

INTERNATIONAL DRIVE
R/L INTERNATIONAL DRIVE
R/L STH 11
STH 11 WB
STH 11 EB
N

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	PAVING GRADES	SHEET 63	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202373\021234_pg.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

NOTES:

1) CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER.

2) PAVING GRADES ARE SHOWN AT 25'INTERVALS.

3) SEE CURB RAMP DETAILS FOR ADDITIONAL GRADES.

LEGEND

XXX.XX = SPOT ELEVATION

XXX.XXR = END OF RADIUS ELEVATION

= PROPOSED INLET

N

760.78 760.85 760.93 761.06 761.18 761.30 761.43 761.55 761.68 761.85 762.01 762.18 762.34 762.46 762.59 762.72 762.84 762.96 763.09 763.22 763.34 763.43 763.48 763.51 763.50
1.6% 2% 12'
760.97 761.07 761.17 761.30 761.42 761.55 761.67 761.79 761.92 762.05 762.17 762.29 762.42 762.54 762.67 762.80 762.92 763.04 763.17 763.30 763.42 763.51 763.56 763.59 763.58
1.6% 2% 12' 2%
761.16 761.28 761.41 761.53 761.66 761.79 761.91 762.03 762.16 762.29 762.41 762.54 762.66 762.78 762.91 763.04 763.16 763.28 763.41 763.53 763.66 763.75 763.81 763.83 763.82
1.6% 2% 12' 2%
761.35 761.50 761.65 761.77 761.90 762.03 762.15 762.27 762.40 762.52 762.65 762.78 762.90 763.02 763.15 763.28 763.40 763.53 763.65 763.77 763.90 763.99 764.05 764.07 764.06
1.6% 2% 12' 2%
761.16 761.29 761.41 761.53 761.66 761.79 761.91 762.04 762.16 762.28 762.41 762.54 762.66 762.78 762.91 763.03 763.16 763.29 763.41 763.53 763.66 763.75 763.81 763.83 763.82
2%
760.95
203 761.06 761.17 761.33 761.50 204 761.66 761.83 761.99 761.75 205 762.08 762.25 762.41 762.58 762.74 206 207 208 209
1.375% 760.86 2% 761.09 761.26 761.42 761.59 12' 761.92
760.78 760.93

STH 11 WB

36'

18'

761.16 761.28 761.41 761.53 761.66 761.78 761.91 762.03 762.16 762.28 762.41 762.53 762.66 762.78 762.91 763.03 763.16 763.28 763.41 763.53 763.66 763.75 763.81 763.83 763.82
1.5% 2% 12' 2%
761.34 761.49 761.65 761.77 761.90 762.02 762.15 762.27 762.40 762.52 762.65 762.77 762.90 763.02 763.15 763.27 763.40 763.52 763.65 763.77 763.90 763.99 764.05 764.07 764.06
1.5% 2% 12' 2%

STH 11 EB

761.16 761.28 761.41 761.53 761.66 761.78 761.91 762.03 762.16 762.28 762.41 762.53 762.66 762.78 762.91 763.03 763.16 763.28 763.41 763.53 763.66 763.75 763.81 763.83 763.82
1.5% 2% 12' 2%
760.98 761.07 761.17 761.29 761.42 761.54 761.67 761.79 761.92 762.04 762.17 762.29 762.42 762.54 762.67 762.79 762.92 763.04 763.17 763.29 763.42 763.51 763.57 763.59 763.58
760.92 761.00 761.09 4' 761.21 761.34 761.46 761.59 761.71 761.84 761.96 762.09 762.21 762.34 762.46 762.59 762.71 762.84 762.96 763.09 763.21 763.34 763.43 763.49 763.51 763.50

10'

10'

R/L STH 11

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	PAVING GRADES	SHEET 64	E

2

NOTES:

1) CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER.

2) PAVING GRADES ARE SHOWN AT 25' INTERVALS.

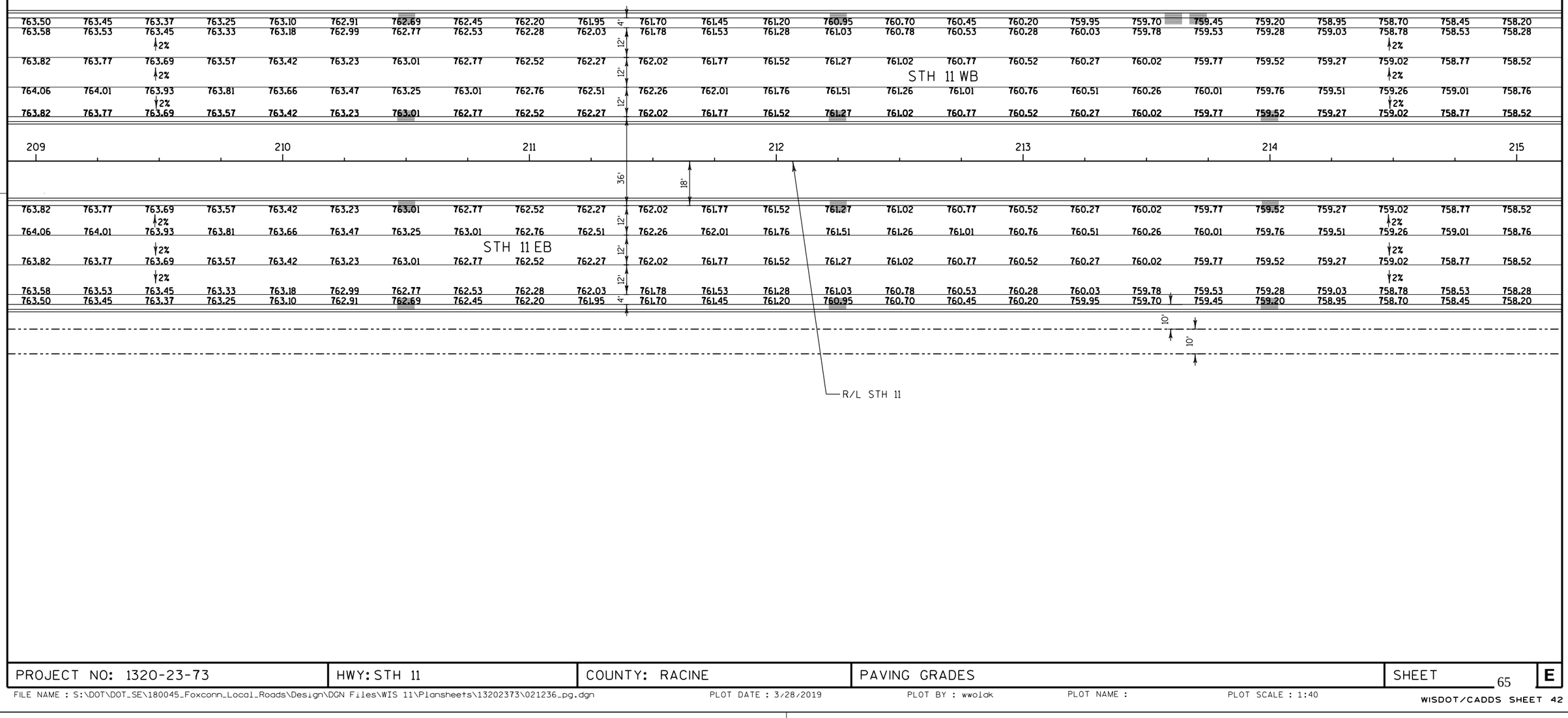
3) SEE CURB RAMP DETAILS FOR ADDITIONAL GRADES.

LEGEND

XXX.XX = SPOT ELEVATION

XXX.XXR = END OF RADIUS ELEVATION

= PROPOSED INLET



PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	PAVING GRADES	SHEET 65	E

NOTES:

1) CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER.

2) PAVING GRADES ARE SHOWN AT 25' INTERVALS.

3) SEE CURB RAMP DETAILS FOR ADDITIONAL GRADES.

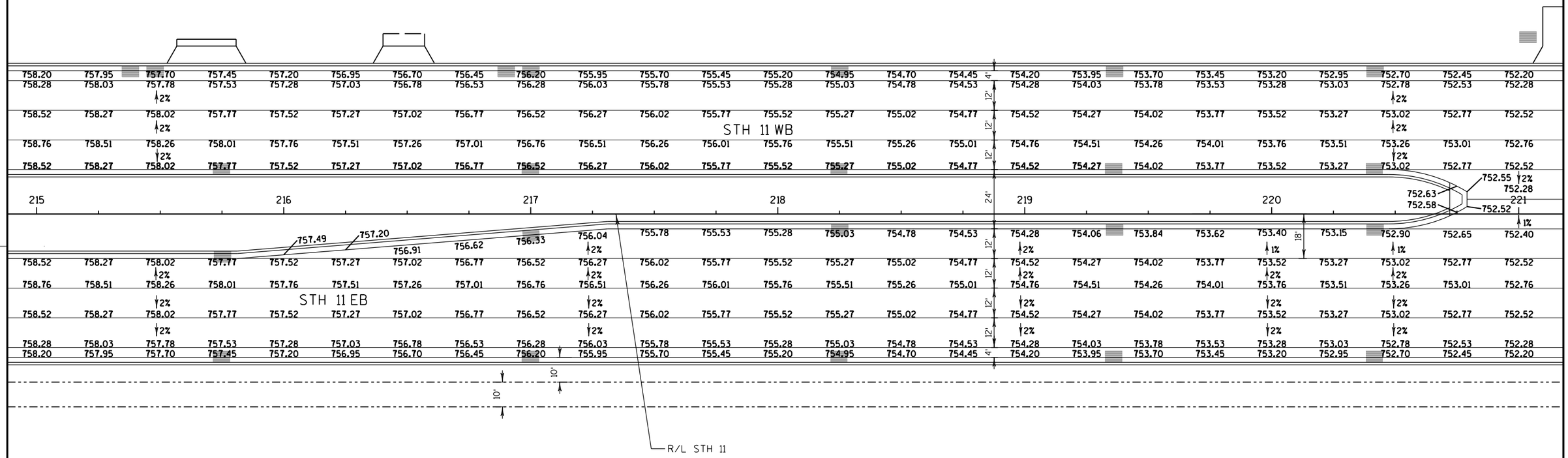
LEGEND

XXX.XX = SPOT ELEVATION

XXX.XXR = END OF RADIUS ELEVATION

= PROPOSED INLET

N



NOTES:

1) CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER.

2) PAVING GRADES ARE SHOWN AT 25' INTERVALS.

3) SEE CURB RAMP DETAILS FOR ADDITIONAL GRADES.

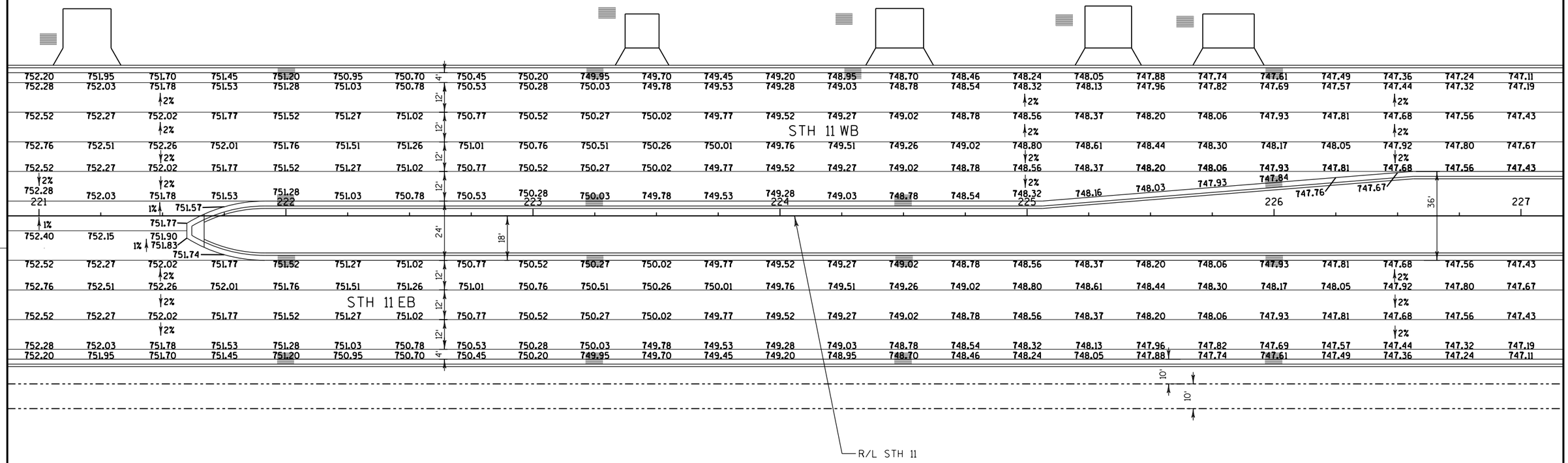
LEGEND

XXX.XX = SPOT ELEVATION

XXX.XXR = END OF RADIUS ELEVATION

= PROPOSED INLET

N



PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	PAVING GRADES	SHEET 67	E

NOTES:

1) CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER.

2) PAVING GRADES ARE SHOWN AT 25' INTERVALS.

3) SEE CURB RAMP DETAILS FOR ADDITIONAL GRADES.

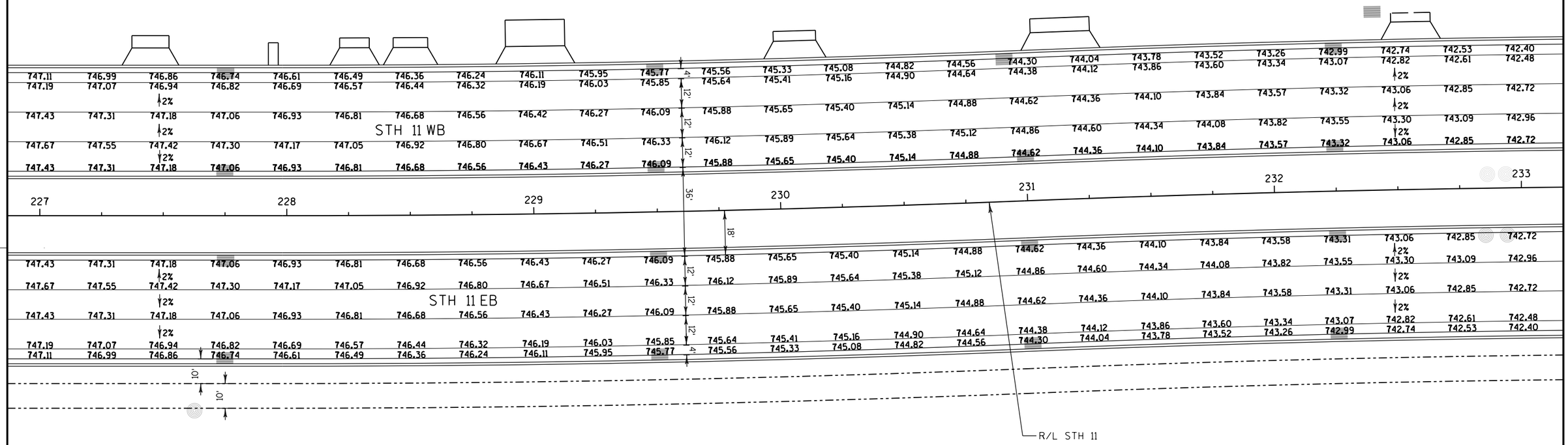
LEGEND

XXX.XX = SPOT ELEVATION

XXX.XXR = END OF RADIUS ELEVATION

= PROPOSED INLET

N



PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	PAVING GRADES	SHEET 68	E

2

2

NOTES:

1) CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER.

2) PAVING GRADES ARE SHOWN AT 25' INTERVALS.

3) SEE CURB RAMP DETAILS FOR ADDITIONAL GRADES.

LEGEND

XXX.XX = SPOT ELEVATION

XXX.XXR = END OF RADIUS ELEVATION

= PROPOSED INLET

N

R/L STH 11

END PROJECT 1320-23-73

STA 234+00.00

STH 11 WB

742.40 742.34 742.35 4' 742.43 742.56
742.48 742.42 742.43 12' 742.51 742.64
2% 2%
742.72 742.66 742.67 12' 742.75 742.88
2% 2%
742.96 742.90 742.91 12' 742.99 743.12
2% 2%
742.72 742.66 742.67 742.75 742.88

36'

233 234 235 236 237 238 239

18'

742.72 742.66 742.67 12' 742.75 742.88
2% 2%
742.96 742.90 742.91 12' 742.99 743.12
2% 2%
STH 11 EB
742.72 742.66 742.67 12' 742.75 742.88
2% 2%
742.48 742.42 742.43 12' 742.51 742.64
742.40 742.34 742.35 4' 742.43 742.56

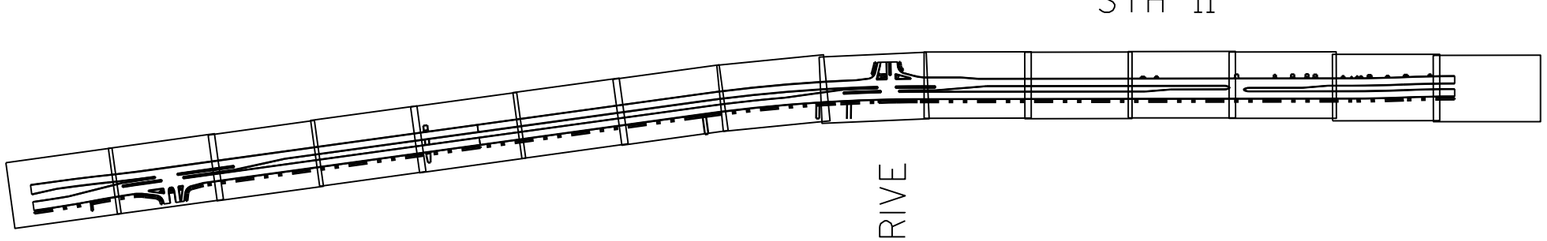
10'

10'

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	PAVING GRADES	SHEET 69	E

2

N



FTMS STANDARD ABBREVIATIONS

CCTV	CLOSED CIRCUIT TELEVISION SITE
RM	RAMP METER
DMS	DYNAMIC MESSAGE SIGN
SDS	SYSTEM DETECTOR STATION
ATR	AUTOMATIC TRAFFIC RECORDER
FY	ADVANCE FLASHER (ASSEMBLY)
CB	CONTROLLER CABINET
PB	PULL BOX
GPB	GROUNDED PULL BOX
MH	MANHOLE
CV	COMMUNICATIONS VAULT
SB	SIGNAL BASE
MD	MICROWAVE DETECTOR

LEGEND	EXISTING	PROPOSED
FTMS CONVENTIONAL SYMBOLS		
FTMS (ITS) CONDUIT-		
COMMUNICATIONS VAULT, TYPE 1-		V1

FTMS GENERAL NOTES

THESE PLANS AND THE ASSOCIATED SPECIAL PROVISIONS REFLECT CONDITIONS KNOWN DURING THE DEVELOPMENT OF THE PLANS AND TECHNICAL SPECIAL PROVISIONS. ALL SCALES, DIMENSIONS AND LOCATIONS SHOWN IN THESE PLANS ARE APPROXIMATE. ACTUAL PHYSICAL FIELD CONDITIONS SHALL PROVIDE THE BASIS FOR THE APPLICATION OF WORK SHOWN IN THE PLANS. THE CONTRACTOR IS FULLY RESPONSIBLE FOR THE APPLICATION OF ALL WORK SHOWN IN THE PLANS TO THE ACTUAL PHYSICAL FIELD CONDITIONS TO PROVIDE A COMPLETE AND ACCEPTED PROJECT. IN THE EVENT THAT ACTUAL PHYSICAL FIELD CONDITIONS AFFECT OR PREVENT THE APPLICATION OR PROGRESSION OF ANY WORK SHOWN IN THE PLANS OR TECHNICAL SPECIAL PROVISIONS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY, AND PRIOR TO ANY FURTHER WORK ACTIVITY. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY LOCATION CHANGES OTHER THAN MINOR ADJUSTMENTS.

BE AWARE THAT ALL EXISTING UNDERGROUND AND ABOVE GROUND STRUCTURES AND FACILITIES WITHIN THE SCOPE OF THIS PROJECT MAY NOT BE LOCATED IN THE PLANS. THE CONTRACTOR IS FULLY RESPONSIBLE FOR LOCATING AND AVOIDING ALL UNDERGROUND AND ABOVE GROUND STRUCTURES AND FACILITIES.

BE AWARE THAT NO TEST BORINGS WERE MADE WHERE CONDUITS, PULLBOXES, POLES, CABINET FOUNDATIONS, OR OTHER EQUIPMENT IS TO BE INSTALLED. THE CONTRACTOR IS FULLY RESPONSIBLE FOR EXAMINING THE JOB SITE CONDITIONS BEFORE SUBMITTING BID PROPOSALS.

NO TREES (AND/OR SHRUBS) ARE TO BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

AREAS WITHIN THE RIGHT-OF-WAY DISTURBED SPECIFICALLY FOR FTMS CONSTRUCTION ARE TO BE RESTORED TO THE ORIGINAL CONDITION WITH TOPSOIL, FERTILIZER, SEED, AND MULCH. RESTORATION FOR AREAS DISTURBED FOR OTHER CONSTRUCTION OPERATIONS BUT ALSO CONTAINING FTMS CONSTRUCTION WILL BE DONE ACCORDING TO REQUIREMENTS AND PAYMENT PROVISIONS FOR THE OTHER CONSTRUCTION OPERATIONS. NO PAYMENT WILL BE MADE FOR RESTORING AREAS DISTURBED FOR FTMS CONSTRUCTION OPERATIONS.

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

DUE TO RAMP, LANE, SHOULDER CLOSURE RESTRICTIONS, AND WORK UNDER OTHER CONTRACTS, SOME WORK MAY BE REQUIRED TO BE PERFORMED AT NIGHT.

THE CONTRACTOR IS FULLY RESPONSIBLE FOR COORDINATING RAMP, LANE, SHOULDER, AND ROADWAY CLOSURES WITH OTHER CONTRACTS IN THE AREA.

THE CONTRACTOR IS TO CONTACT THE WISDOT STATEWIDE TRAFFIC OPERATIONS CENTER AT (414) 227-2166 FIVE (5) WORKING DAYS PRIOR TO ENTERING ANY EXISTING WISDOT FTMS OR ITS CABINET.

HAND DIG TRENCHES CROSSING EXISTING CONDUIT CONTAINING FIBER OPTIC CABLE.

VISUALLY VERIFY DEPTHS OF EXISTING CONDUITS CONTAINING FIBER OPTIC CABLE PRIOR TO CROSSING BY DIRECTIONAL BORE OR SPECIAL METHOD.

INSTALL CONDUIT BELOW FUTURE MULTIUSE PATH SO AS NOT TO BE DISTURBED WHEN THE PATH IS CONSTRUCTED. INSTALL CONDUIT AND VAULTS AROUND PROPOSED IRRIGATION SYSTEM.

2

2

N

BEGIN PROJECT 1320-23-70
STA 150+00.00

STH 11 WB

STH 11 EB

151

152

153

154

155

MATCHLINE 155+00

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG
TRAFFIC SIGNAL WIRE

EXCV150
(INSTALLED IN PROJECT 1030-24-71)
(1) INSTALL CONDUIT INTO EXISTING ITEM

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG
TRAFFIC SIGNAL WIRE

W

T

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	ITS PLANS	SHEET 71	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.16_13202370_STH-11\Plots\ITS\ITS1403_26x42.dgn 2:16:57 PM PLOT BY : Mdonnelly PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

N

STH 11 WB

STH 11 EB

WISCONN VALLEY WAY

MATCHLINE 155+00

MATCHLINE 161+00

155

156

157

158

159

160

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

CV156

CV159

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

CAP CONDUIT END
PRIOR TO INSTALLATION
OF EXCV605

EXCV605
(INSTALLED WITH PROJECT
2704-00-76)

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	ITS PLANS	SHEET	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.16_13202370_STH-11\PLOTS\ITS\1403_36_2019 2:17:02 PM PLOT BY : Mdonnelly PLOT NAME : PLOT SCALE : 40:1

2

2

N

STH 11 WB

MATCHLINE 161+00

161

162

163

164

165

166

167

MATCHLINE 167+00

STH 11 EB

W

G

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	ITS PLANS	SHEET 73	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.16_13202370_STH-11\Plots\ITS\1403236_ITS_E.dgn PLOT DATE : 4/26/2019 2:17:07 PM PLOT BY : Mdonnelly PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

N

STH 11 WB

MATCHLINE 167+00

167

168

169

170

171

172

173

MATCHLINE 173+00

STH 11 EB

CV167

W W W W W

G G G G

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	ITS PLANS	SHEET 74	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.16_13202370_STH-11\PLOTS\DWG1403_26x42.dgn PLOT DATE : 4/26/2019 2:17:15 PM PLOT BY : Mdonnelly PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

N

END PROJECT 1320-23-70
STA 176+50.00

BEGIN PROJECT 1320-23-73
STA 176+50.00

STH 11 WB

MATCHLINE 173+00

173

174

175

176

177

178

179

MATCHLINE 179+00

STH 11 EB

CV174

W

G

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	ITS PLANS	SHEET	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.16_13202370_STH-11\Plots\ITS\13202370_ITS_ITS01.dgn PLOTTED : 4/26/2019 2:17:22 PM PLOT BY : Mdonnelly PLOT NAME : PLOT SCALE : 40:1

2

2

N

STH 11 WB

MATCHLINE 179+00

179

180

181

182

183

184

185

MATCHLINE 185+00

STH 11 EB

CV182

W

G

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	ITS PLANS	SHEET	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.16_13202370_STH-11\Plots\BMDZ1405276.dgn 2:17:30 PM PLOT BY : Mdonnelly PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

N

STH 11 WB

MATCHLINE 185+00

185

186

187

188

189

190

191

MATCHLINE 191+00

STH 11 EB

W

G

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	ITS PLANS	SHEET 77	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.16_13202370_STH-11\Plots\DWG\1405276_2019 2:17:37 PM PLOT BY : Mdonnelly PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

N

STH 11 WB

STH 11 EB

MATCHLINE 191+00

MATCHLINE 197+00

191

192

193

194

195

196

197

CV195

W

G

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	ITS PLANS	SHEET 78	E

2

2

N

INTERNATIONAL DRIVE

MH

SAN

STH 11 WB

STH 11 EB

MATCHLINE 197+00

MATCHLINE 203+00

197

198

199

200

201

202

203

51

50

45'

RE 3

RE 1

RE 2

B

W

G

CV199

CV202

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG
TRAFFIC SIGNAL WIRE

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG
TRAFFIC SIGNAL WIRE

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG
TRAFFIC SIGNAL WIRE

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	ITS PLANS	SHEET	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.16_13202370_STH-11\Plots\ITS\13202370_ITS_Sheet_E.dgn 2:17:52 PM PLOT BY : Mdonnelly PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

N

STH 11 WB

MATCHLINE 203+00

203

204

205

206

207

208

209

MATCHLINE 209+00

STH 11 EB

W W W W W

G G G G G

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

MH

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	ITS PLANS	SHEET 80	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.16_13202370_STH-11\Plots\ITS\ITS_Plan_Sheets.dgn 4/26/2019 2:18:00 PM PLOT BY : Mdonnelly PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

N

STH 11 WB

MATCHLINE 209+00

209

210

211

212

213

214

MATCHLINE 215+00

STH 11 EB

CV214

W

G

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

SAN

SAN

SAN

SAN

SAN

SAN

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	ITS PLANS	SHEET 81	E

2

N

STH 11 WB

MATCHLINE 215+00

215

216

217

218

219

220

221

MATCHLINE 221+00

STH 11 EB

W

G

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

MH

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	ITS PLANS	SHEET 82	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.16_13202370_STH-11\PLOTS\XOZ1413_26x42.tb 2:18:15 PM PLOT BY : Mdonnelly PLOT NAME : PLOT SCALE : 40:1

2

N

STH 11 WB

MATCHLINE 221+00

221

222

223

224

225

226

227

MATCHLINE 227+00

STH 11 EB

CV225

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	ITS PLANS	SHEET 83	E

2

N

STH 11 WB

STH 11 EB

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG
TRAFFIC SIGNAL WIRE

MATCHLINE 227+00

227

228

229

230

231

232

MATCHLINE 233+00

W

G

PROJECT NO:1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	ITS PLANS	SHEET 84	E

2

N

END PROJECT 1320-23-70
STA 234+00.00

STH 11 WB

STH 11 EB

MATCHLINE 233+00

233 234 235 236 237 238 239

CV234

(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

OH

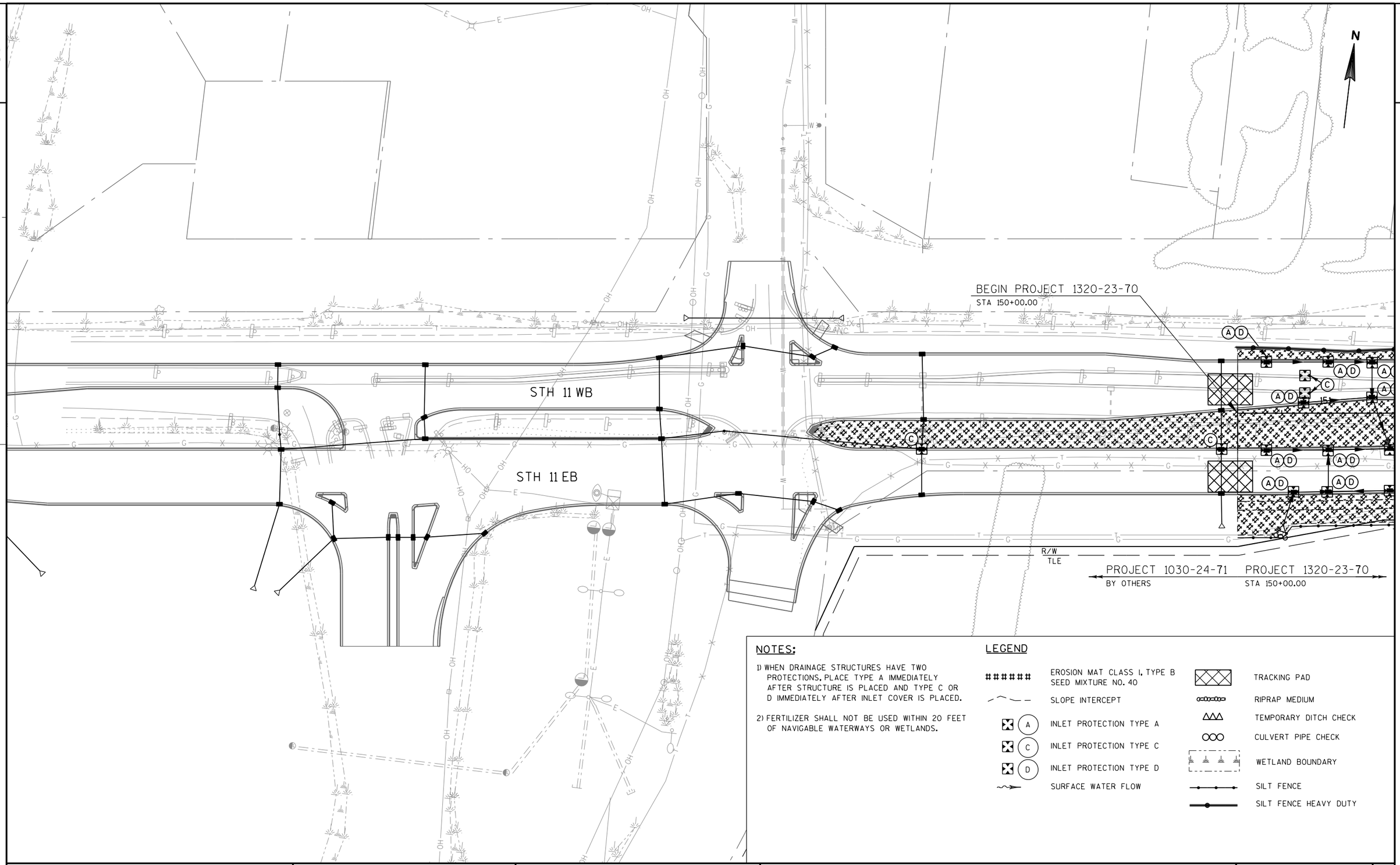
T

TV

W

G

PROJECT NO:1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	ITS PLANS	SHEET 85	E



NOTES:

1) WHEN DRAINAGE STRUCTURES HAVE TWO PROTECTIONS, PLACE TYPE A IMMEDIATELY AFTER STRUCTURE IS PLACED AND TYPE C OR D IMMEDIATELY AFTER INLET COVER IS PLACED.

2) FERTILIZER SHALL NOT BE USED WITHIN 20 FEET OF NAVIGABLE WATERWAYS OR WETLANDS.

LEGEND

- EROSION MAT CLASS I, TYPE B SEED MIXTURE NO. 40
- SLOPE INTERCEPT
- INLET PROTECTION TYPE A
- INLET PROTECTION TYPE C
- INLET PROTECTION TYPE D
- SURFACE WATER FLOW
- TRACKING PAD
- RIPRAP MEDIUM
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- WETLAND BOUNDARY
- SILT FENCE
- SILT FENCE HEAVY DUTY

PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	EROSION CONTROL PLAN	SHEET 86	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\022000_ec.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

2

N

BEGIN PROJECT 1320-23-70
STA 150+00.00

R/W

SLOPE INTERCEPT (TYP)

R/L STH 11

STH 11 WB

STH 11 EB

150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165

TLE

R/W

SLOPE INTERCEPT (TYP)

R/L WISCONN VALLEY WAY

WISCONN VALLEY WAY

605

FUTURE PATH BY OTHERS

PROJECT 1030-24-71
BY OTHERS

COORDINATE WITH
PROJECT 2704-00-76

OH

MH

POST

NOTES:

1) WHEN DRAINAGE STRUCTURES HAVE TWO PROTECTIONS, PLACE TYPE A IMMEDIATELY AFTER STRUCTURE IS PLACED AND TYPE C OR D IMMEDIATELY AFTER INLET COVER IS PLACED.

2) FERTILIZER SHALL NOT BE USED WITHIN 20 FEET OF NAVIGABLE WATERWAYS OR WETLANDS.

LEGEND

- EROSION MAT CLASS I, TYPE B SEED MIXTURE NO. 40
- SLOPE INTERCEPT
- INLET PROTECTION TYPE A
- INLET PROTECTION TYPE C
- INLET PROTECTION TYPE D
- SURFACE WATER FLOW
- TRACKING PAD
- RIPRAP MEDIUM
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- WETLAND BOUNDARY
- SILT FENCE
- SILT FENCE HEAVY DUTY

PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	EROSION CONTROL PLAN	SHEET 87	E

2

N

SLOPE INTERCEPT (TYP)

R/L STH 11

R/W

PROJECT
1320-23-73

END PROJECT 1320-23-70
STA 176+50.00

STH 11 WB

STH 11 EB

165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180

R/W

TLE

TLE

SLOPE INTERCEPT (TYP)

FUTURE PATH BY OTHERS

FUTURE PATH BY OTHERS

PROJECT
1320-23-73

NOTES:

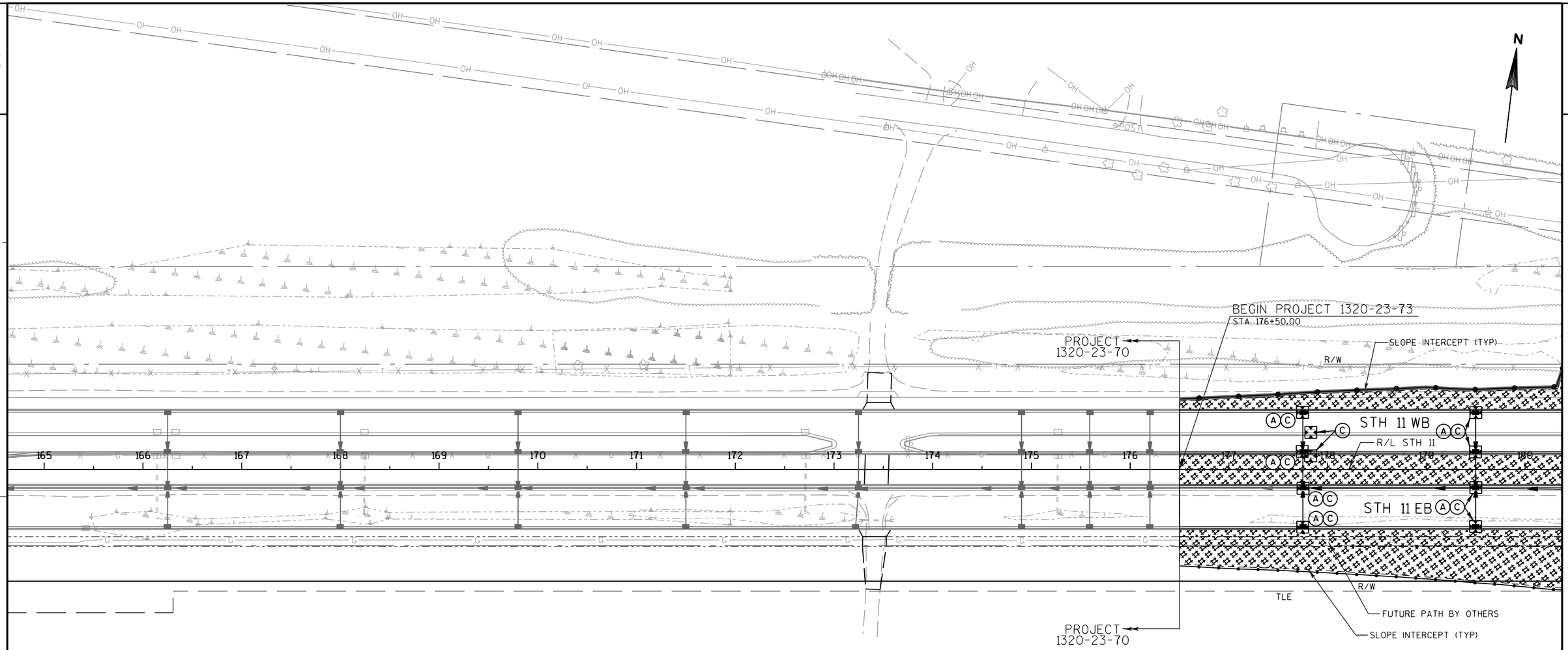
1) WHEN DRAINAGE STRUCTURES HAVE TWO PROTECTIONS, PLACE TYPE A IMMEDIATELY AFTER STRUCTURE IS PLACED AND TYPE C OR D IMMEDIATELY AFTER INLET COVER IS PLACED.

2) FERTILIZER SHALL NOT BE USED WITHIN 20 FEET OF NAVIGABLE WATERWAYS OR WETLANDS.

LEGEND

- EROSION MAT CLASS I, TYPE B SEED MIXTURE NO. 40
- SLOPE INTERCEPT
- INLET PROTECTION TYPE A
- INLET PROTECTION TYPE C
- INLET PROTECTION TYPE D
- SURFACE WATER FLOW
- TRACKING PAD
- RIPRAP MEDIUM
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- WETLAND BOUNDARY
- SILT FENCE
- SILT FENCE HEAVY DUTY

PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	EROSION CONTROL PLAN	SHEET 88	E



NOTES:

1) WHEN DRAINAGE STRUCTURES HAVE TWO PROTECTIONS, PLACE TYPE A IMMEDIATELY AFTER STRUCTURE IS PLACED AND TYPE C OR D IMMEDIATELY AFTER INLET COVER IS PLACED.

2) FERTILIZER SHALL NOT BE USED WITHIN 20 FEET OF NAVIGABLE WATERWAYS OR WETLANDS.

LEGEND

- ###### EROSION MAT CLASS I, TYPE B SEED MIXTURE NO. 40
- SLOPE INTERCEPT
- A INLET PROTECTION TYPE A
- C INLET PROTECTION TYPE C
- D INLET PROTECTION TYPE D
- SURFACE WATER FLOW
- TRACKING PAD
- RIPRAP MEDIUM
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- WETLAND BOUNDARY
- SILT FENCE
- SILT FENCE HEAVY DUTY

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	EROSION CONTROL PLAN	SHEET 89	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202373\022012_ec.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

2

2

N

SLOPE INTERCEPT (TYP)

R/L STH 11

R/W

WETLAND BOUNDARY (TYP)

STH 11 WB

STH 11 EB

TLE

R/W

SLOPE INTERCEPT (TYP)

FUTURE PATH BY OTHERS

TLE

TLE

NOTES:

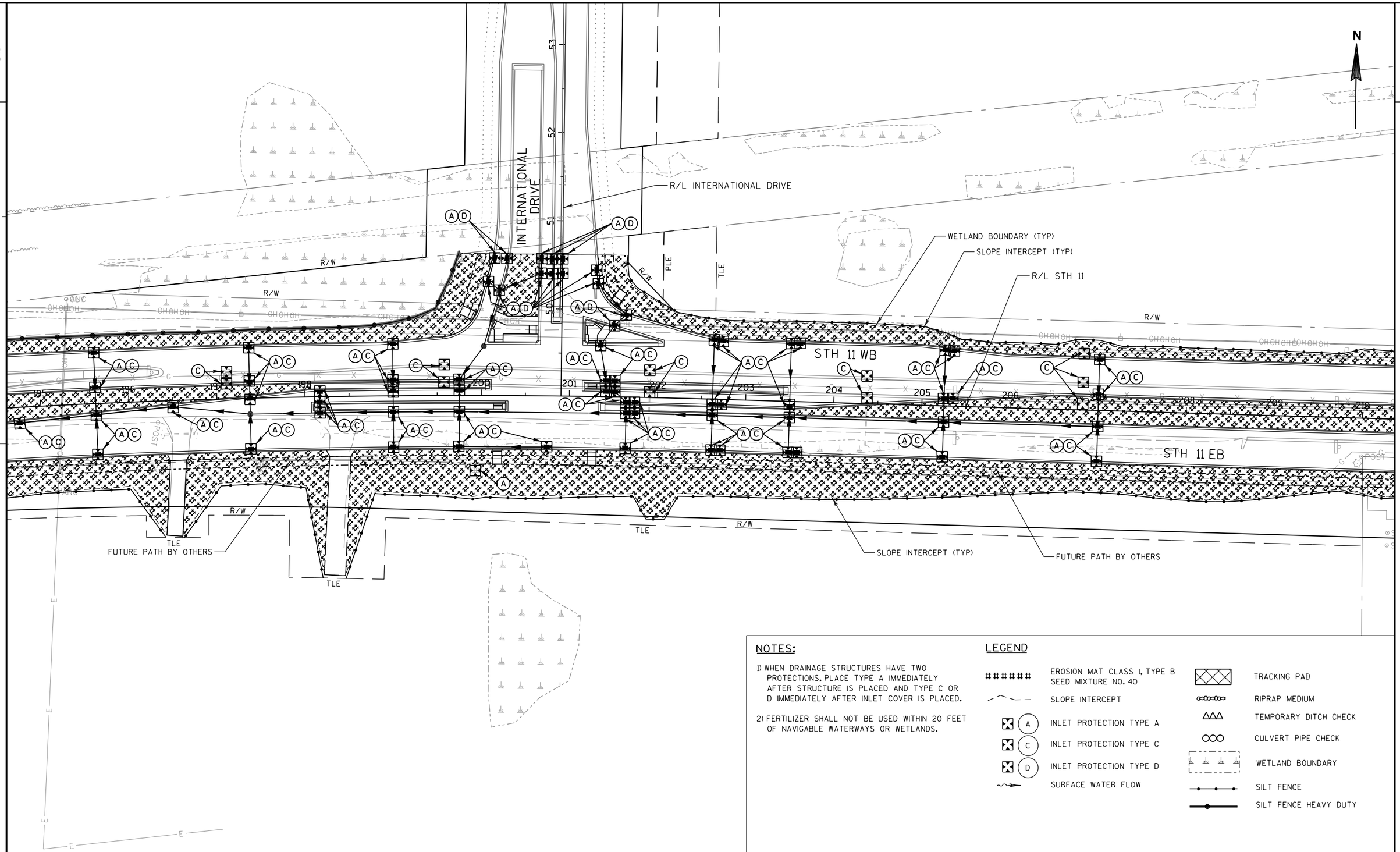
1) WHEN DRAINAGE STRUCTURES HAVE TWO PROTECTIONS, PLACE TYPE A IMMEDIATELY AFTER STRUCTURE IS PLACED AND TYPE C OR D IMMEDIATELY AFTER INLET COVER IS PLACED.

2) FERTILIZER SHALL NOT BE USED WITHIN 20 FEET OF NAVIGABLE WATERWAYS OR WETLANDS.

LEGEND

- EROSION MAT CLASS I, TYPE B SEED MIXTURE NO. 40
- SLOPE INTERCEPT
- INLET PROTECTION TYPE A
- INLET PROTECTION TYPE C
- INLET PROTECTION TYPE D
- SURFACE WATER FLOW
- TRACKING PAD
- RIPRAP MEDIUM
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- WETLAND BOUNDARY
- SILT FENCE
- SILT FENCE HEAVY DUTY

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	EROSION CONTROL PLAN	SHEET 90	E



NOTES:

1) WHEN DRAINAGE STRUCTURES HAVE TWO PROTECTIONS, PLACE TYPE A IMMEDIATELY AFTER STRUCTURE IS PLACED AND TYPE C OR D IMMEDIATELY AFTER INLET COVER IS PLACED.

2) FERTILIZER SHALL NOT BE USED WITHIN 20 FEET OF NAVIGABLE WATERWAYS OR WETLANDS.

LEGEND

- EROSION MAT CLASS I, TYPE B SEED MIXTURE NO. 40
- SLOPE INTERCEPT
- INLET PROTECTION TYPE A
- INLET PROTECTION TYPE C
- INLET PROTECTION TYPE D
- SURFACE WATER FLOW
- TRACKING PAD
- RIPRAP MEDIUM
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- WETLAND BOUNDARY
- SILT FENCE
- SILT FENCE HEAVY DUTY

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	EROSION CONTROL PLAN	SHEET 91	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202373\022014_ec.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

N

STH 11 WB

STH 11 EB

R/W

R/L STH 11

SLOPE INTERCEPT (TYP)

TLE

SLOPE INTERCEPT (TYP)

R/W

FUTURE PATH BY OTHERS

TLE

NOTES:

1) WHEN DRAINAGE STRUCTURES HAVE TWO PROTECTIONS, PLACE TYPE A IMMEDIATELY AFTER STRUCTURE IS PLACED AND TYPE C OR D IMMEDIATELY AFTER INLET COVER IS PLACED.

2) FERTILIZER SHALL NOT BE USED WITHIN 20 FEET OF NAVIGABLE WATERWAYS OR WETLANDS.

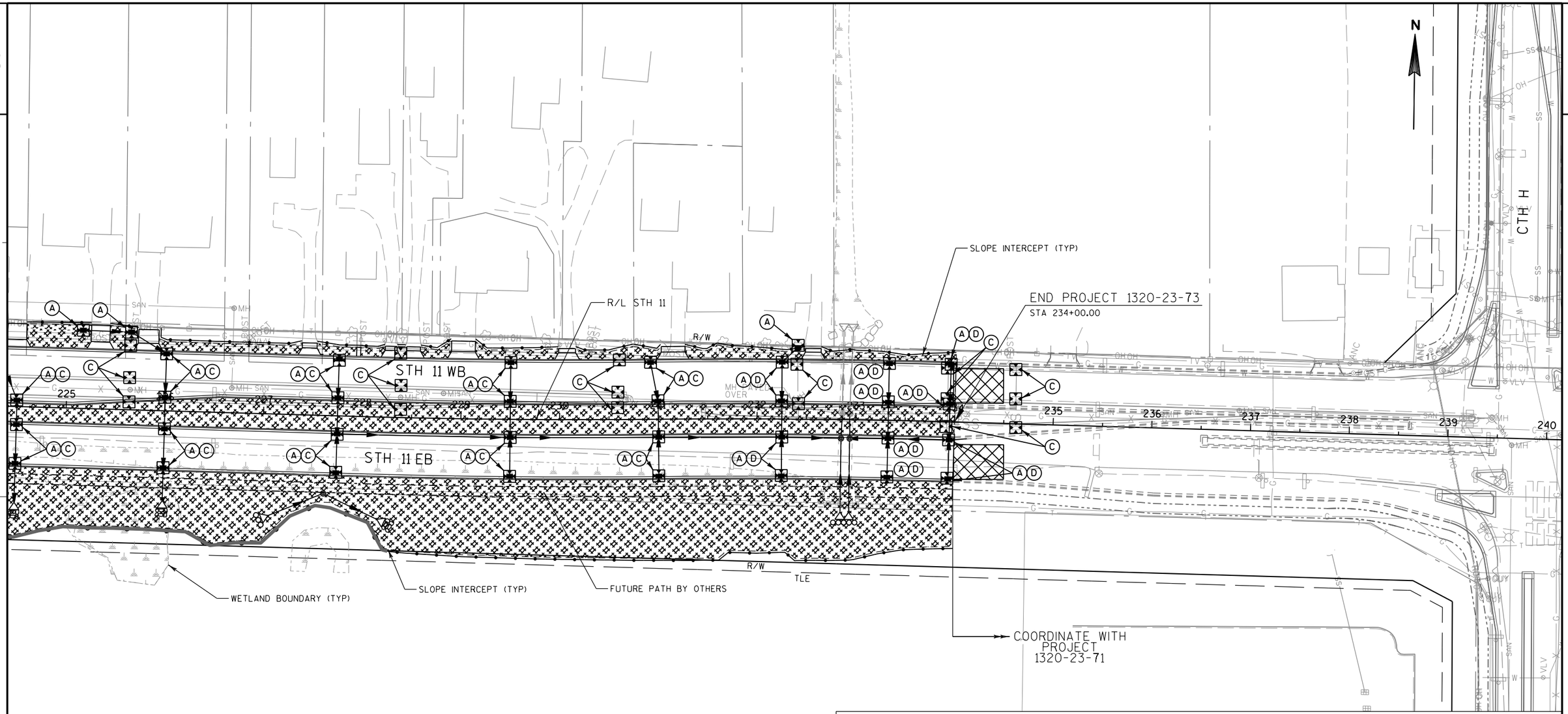
LEGEND

- EROSION MAT CLASS I, TYPE B SEED MIXTURE NO. 40
- SLOPE INTERCEPT
- A — INLET PROTECTION TYPE A
- C — INLET PROTECTION TYPE C
- D — INLET PROTECTION TYPE D
- SURFACE WATER FLOW
- TRACKING PAD
- RIPRAP MEDIUM
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- WETLAND BOUNDARY
- SILT FENCE
- SILT FENCE HEAVY DUTY

TLE

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	EROSION CONTROL PLAN	SHEET 92	E

2



NOTES:

1) WHEN DRAINAGE STRUCTURES HAVE TWO PROTECTIONS, PLACE TYPE A IMMEDIATELY AFTER STRUCTURE IS PLACED AND TYPE C OR D IMMEDIATELY AFTER INLET COVER IS PLACED.

2) FERTILIZER SHALL NOT BE USED WITHIN 20 FEET OF NAVIGABLE WATERWAYS OR WETLANDS.

LEGEND

- EROSION MAT CLASS I, TYPE B SEED MIXTURE NO. 40
- SLOPE INTERCEPT
- INLET PROTECTION TYPE A
- INLET PROTECTION TYPE C
- INLET PROTECTION TYPE D
- SURFACE WATER FLOW
- TRACKING PAD
- RIPRAP MEDIUM
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- WETLAND BOUNDARY
- SILT FENCE
- SILT FENCE HEAVY DUTY

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	EROSION CONTROL PLAN	SHEET 93	E

GENERAL DRAINAGE NOTES

FOR THE LOCATION OF STRUCTURES, SEE STRUCTURE LOCATION DETAIL.

RIM ELEVATIONS ARE GIVEN AT FLOW LINE OF INLET OR AT CENTER OF MANHOLE. SEE STRUCTURE LOCATION DETAIL.

PLAN LENGTH REPRESENTS LENGTH OF PIPE MEASURED FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE AND IS USED FOR ESTIMATING. PIPE LENGTH REPRESENTS LENGTH OF PIPE MEASURED FROM INSIDE FACE OF STRUCTURE TO INSIDE FACE OF STRUCTURE AND IS USED TO COMPUTE PIPE SLOPE.

INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES AND PIPES SHOWN ON THE PLANS MAY BE ADJUSTED BY THE ENGINEER TO FIT EXISTING FIELD CONDITIONS.

UTILITY INFORMATION SHOWN ON THE PLANS IS APPROXIMATE. LOCATIONS SHOWN ARE TAKEN FROM EXISTING RECORDS AND BEST INFORMATION AVAILABLE FROM EXISTING PLANS. IT IS EXPECTED THAT THERE MAY BE DISCREPANCIES AND OMISSIONS IN THE LOCATION OF UTILITIES AND STRUCTURES SHOWN. VERIFY ALL LOCATIONS IN THE FIELD.

COORDINATE WITH DIGGERS HOTLINE TO FIELD LOCATE UTILITIES. SHEETING SHALL NOT GO THROUGH UTILITIES. ANY UTILITIES DAMAGED DUE TO CONTRACTOR ACTIVITIES SHALL BE REPAIRED AT CONTRACTOR'S EXPENSE TO THE COMPLETE SATISFACTION OF THE UTILITY FACILITY.

VERIFY THE EXISTING STORM SEWER SYSTEM CONNECTION LOCATIONS AND ELEVATIONS PRIOR TO ORDERING DRAINAGE STRUCTURES AND PIPES. NOTIFY THE ENGINEER OF ANY DEVIATIONS FROM THE INFORMATION SHOWN ON THE PLANS PRIOR TO INSTALLING THE PROPOSED STORM SEWER.

SEE STORM SEWER STAGING PLANS FOR REMOVAL OF EXISTING STORM SEWER SYSTEM.

PROVIDE BOLTED COVERS FOR MANHOLE COVERS TYPE J SPECIAL. COST OF PROVIDING BOLTED COVERS IS CONSIDERED INCIDENTAL TO COVER.

PROVIDE TEMPORARY POSITIVE DRAINAGE THROUGHOUT THE PROJECT DURING ALL PROJECT STAGES. PROVIDING TEMPORARY POSITIVE DRAINAGE IS INCIDENTAL TO CONSTRUCTION.

SUPPORTING UTILITIES DURING STORM SEWER CONSTRUCTION IS INCIDENTAL TO STORM SEWER PIPE AND/OR STORM SEWER STRUCTURE.

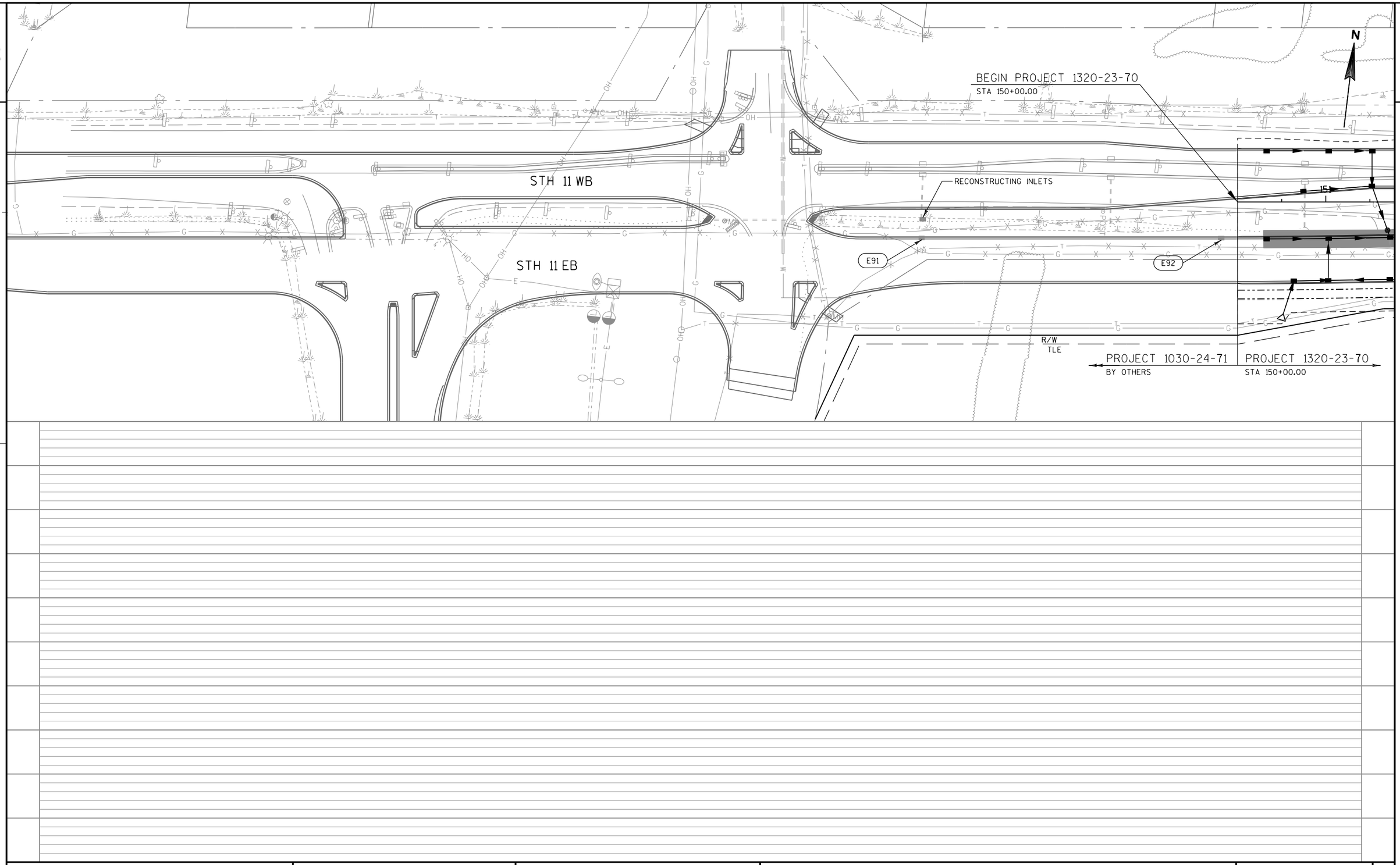
CONSTRUCTION AND REMOVAL OF TEMPORARY BULKHEAD IS CONSIDERED INCIDENTAL TO COST OF STORM SEWER PIPE OR STORM SEWER STRUCTURE WHEN A PIPE OR STRUCTURE IS CONSTRUCTED OR REMOVED IN MULTIPLE STAGES.

STORM SEWER PLAN & PROFILE NOTE:
PLAN VIEW HIGHLIGHTS CORRESPOND TO PROFILES SHOWN IN PROFILE BELOW PLAN VIEW (SAME SHEET). STORM SEWER STRUCTURES AND PIPES LABELED IN PLAN VIEW WITHOUT HIGHLIGHT ARE SHOWN ON THE NEXT PROFILE ONLY SHEET(S).

STORM SEWER LEGEND

⟶	PROPOSED STORM SEWER PIPE PLAN VIEW
⟶	EXISTING STORM SEWER PLAN VIEW
- - - - - -	EXISTING STORM SEWER PROFILE VIEW
(***)	PROPOSED DRAINAGE STRUCTURE
(E***)	EXISTING DRAINAGE STRUCTURE
●	PROPOSED MANHOLE
■	PROPOSED INLET
△	PROPOSED ENDWALL
P***	PROPOSED STORM SEWER PIPE
PE***	EXISTING STORM SEWER PIPE

2



2

PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	STORM SEWER PLAN AND PROFILE: STH 11	SHEET 95	E

NOTE:
* RECONSTRUCTING MANHOLES

BEGIN PROJECT 1320-23-70
STA 150+00.00

PROJECT 1030-24-71
BY OTHERS

STH 11 WB

STH 11 EB

R/L STH 11

SLOPE INTERCEPT (TYP)

R/W

TLE

WISCONN VALLEY WAY

FUTURE PATH BY OTHERS

PROPOSED PROFILE AT STORM SEWER TRUNKLINE

EXISTING PROFILE AT STORM SEWER TRUNKLINE

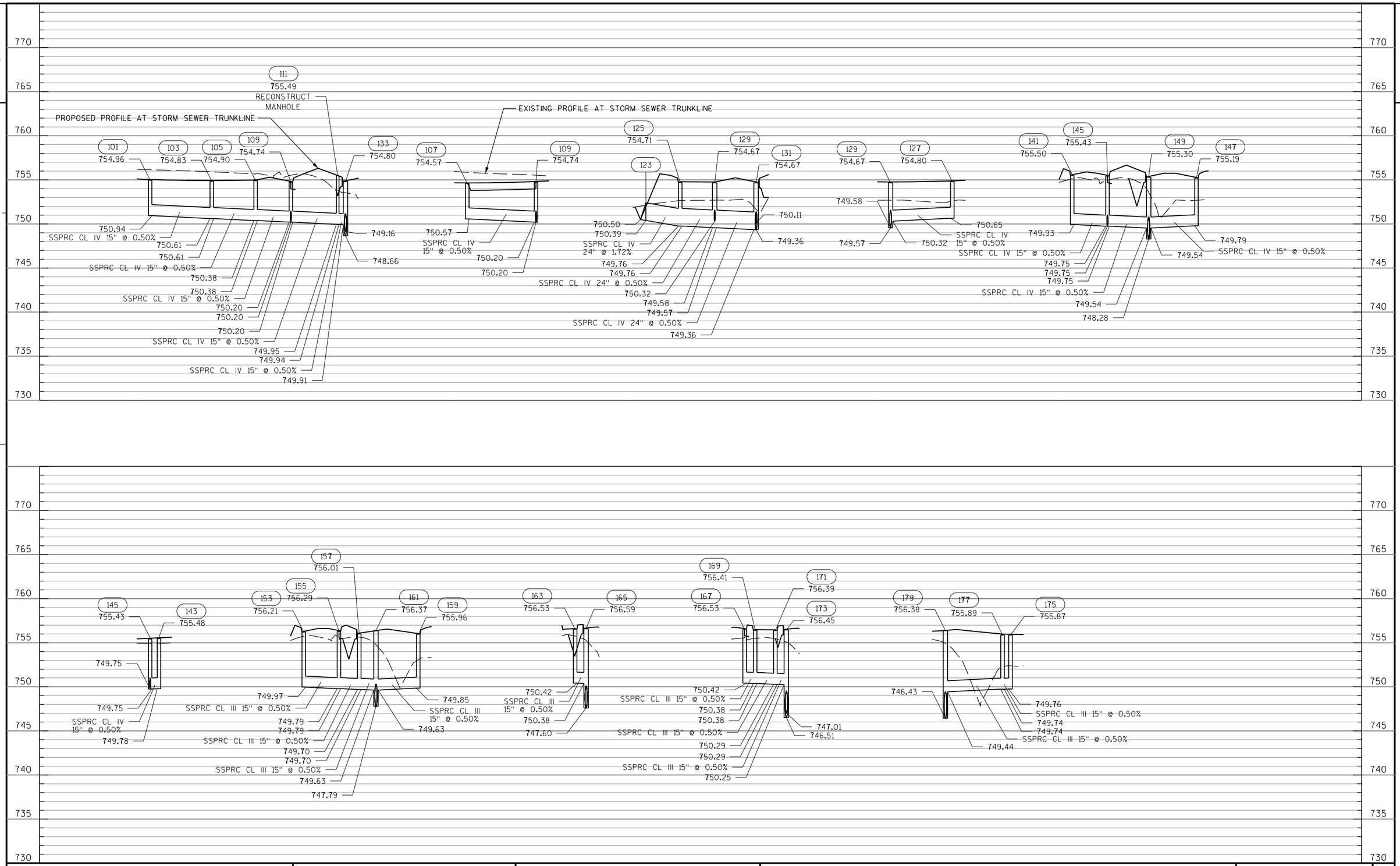
121 754.80
131 754.67
133 754.80
149 755.30
151 755.34
161 756.37
165 756.59
173 756.45
179 756.38
621 755.65
619 755.04
601 754.21
577 753.67
567 752.92

749.91
749.54
749.36
749.36
750.11
748.66
749.16
750.31
748.28
748.28
748.26
748.26
749.63
750.38
747.79
747.79
747.60
747.60
750.25
749.44
747.01
746.51
746.43
746.43
749.27
746.06
748.29
736.64
736.99
736.99
736.77
747.73
746.90
737.30
737.30
737.49
737.49
746.15
737.76
737.76

SSPRC CL IV 24" @ 0.30%
SSPRC CL IV 15" @ 0.30%
SSPRC CL IV 30" @ 0.30%
SSPRC CL IV 30" @ 0.30%
SSPRC CL III 30" @ 0.30%
SSPRC CL III 30" @ 0.30%
SSPRC CL III 36" @ 0.30%
SSPRC CL III 36" @ 0.30%
SSPRC CL III 48" @ 0.19%
SSPRC CL III 48" @ 0.19%
SSPRC CL III 48" @ 0.19%
SSPRC CL III 48" @ 0.19%
SSPRC CL III 48" @ 0.19%

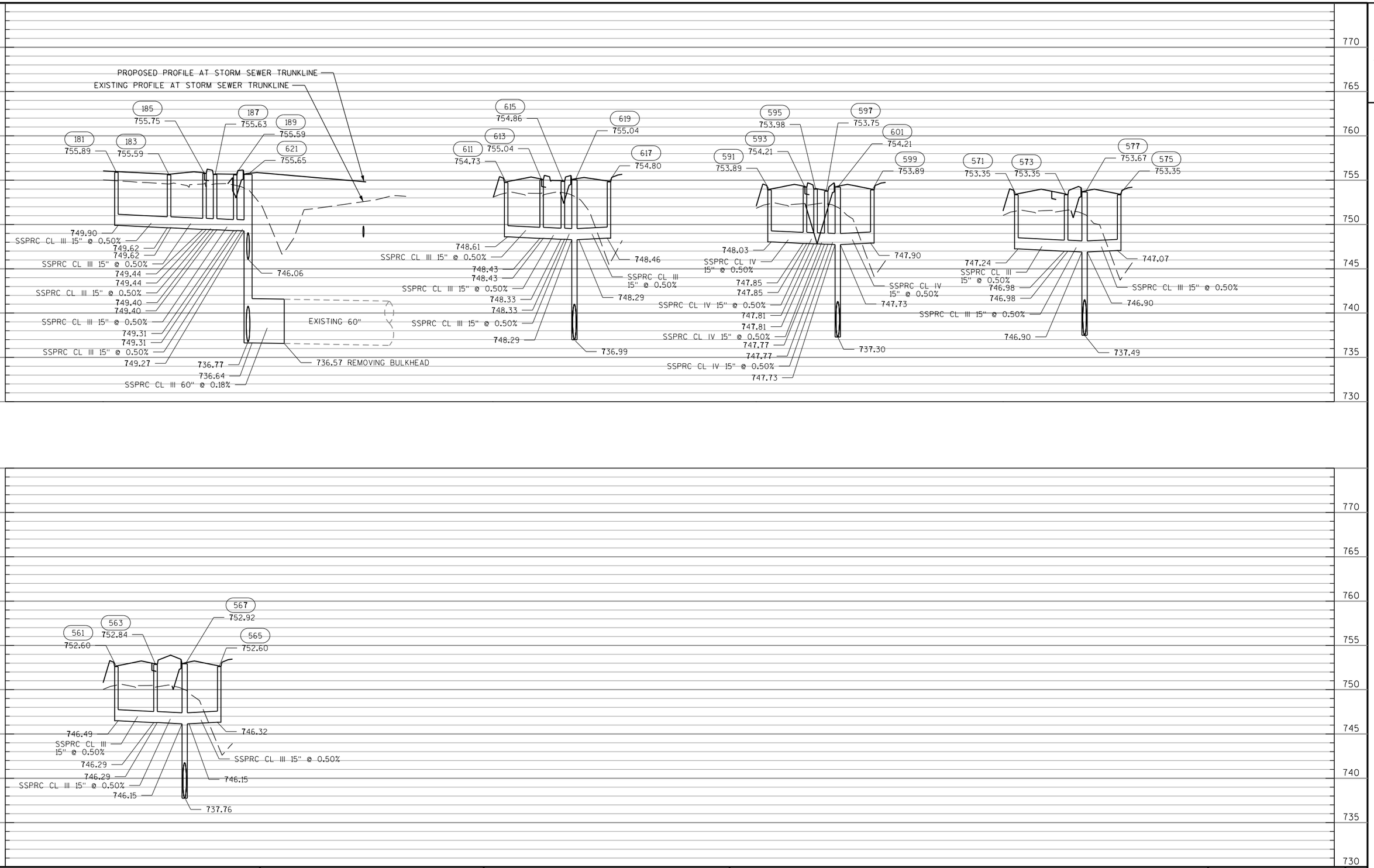
775 770 765 760 755 750 745 740 735 730

PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	STORM SEWER PLAN AND PROFILE: STH 11	SHEET 96 E

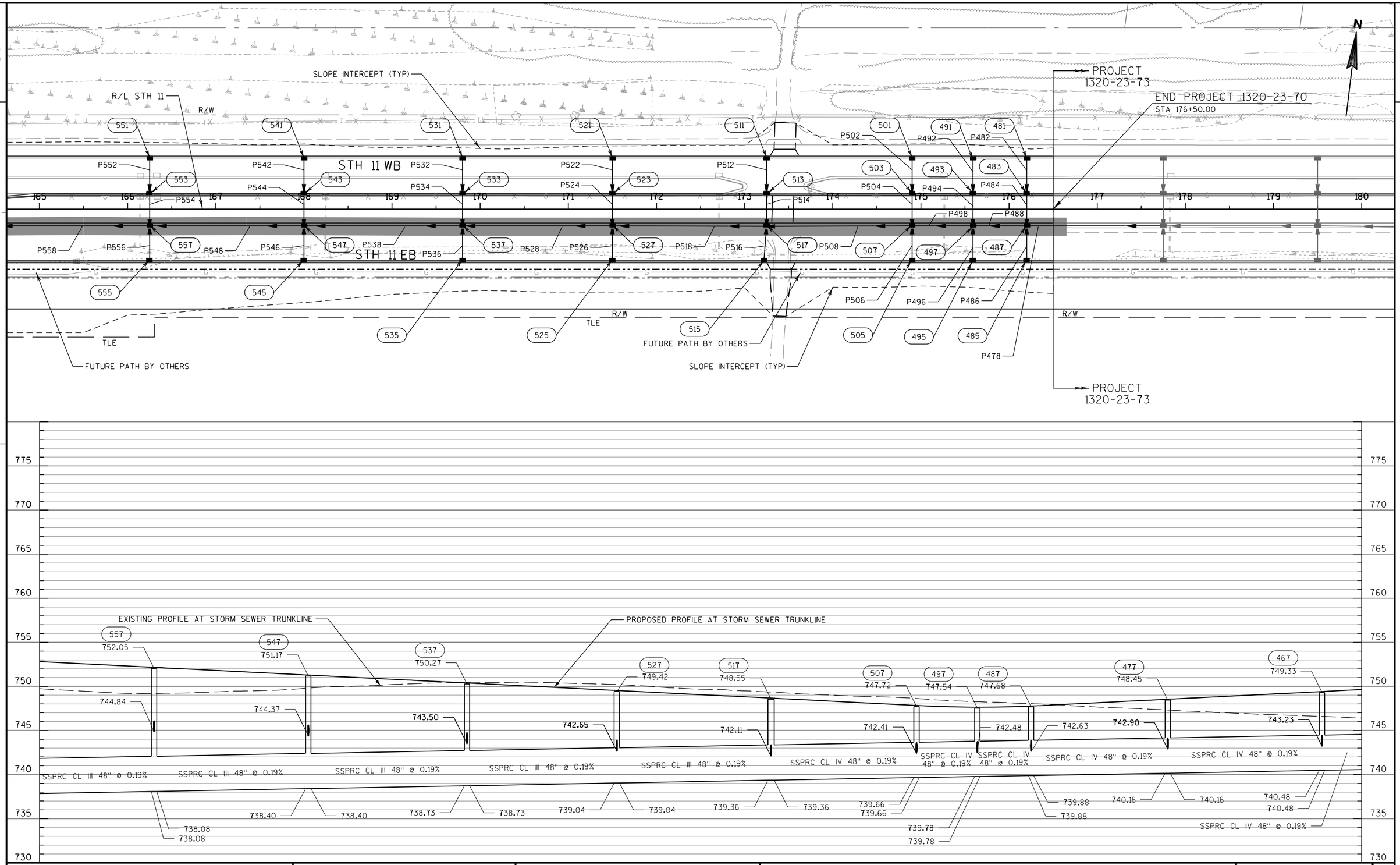


PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	STORM SEWER PLAN AND PROFILE: STH 11	SHEET 97 E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\022501A_SS.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

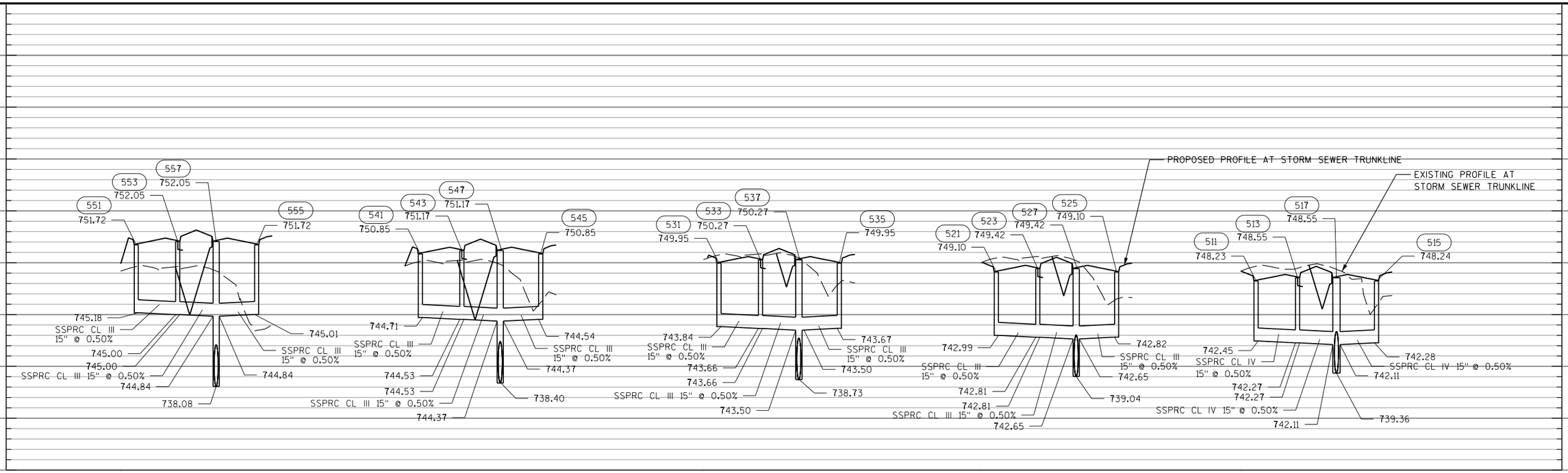


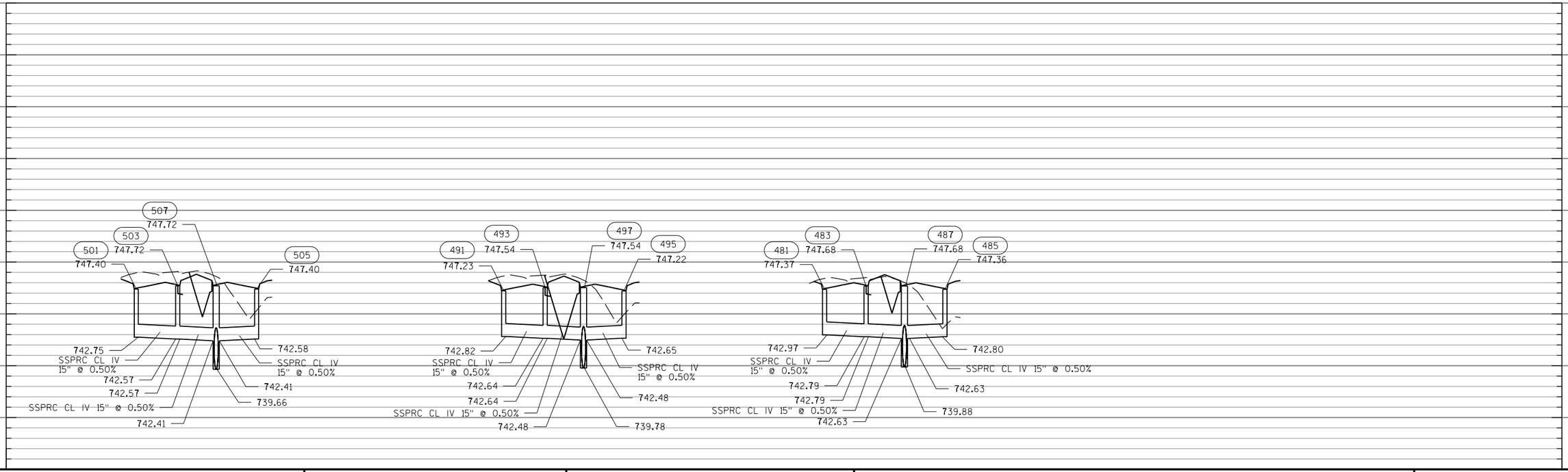
PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	STORM SEWER PLAN AND PROFILE: STH 11	SHEET 98 E



PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	STORM SEWER PLAN AND PROFILE: STH 11	SHEET 99	E

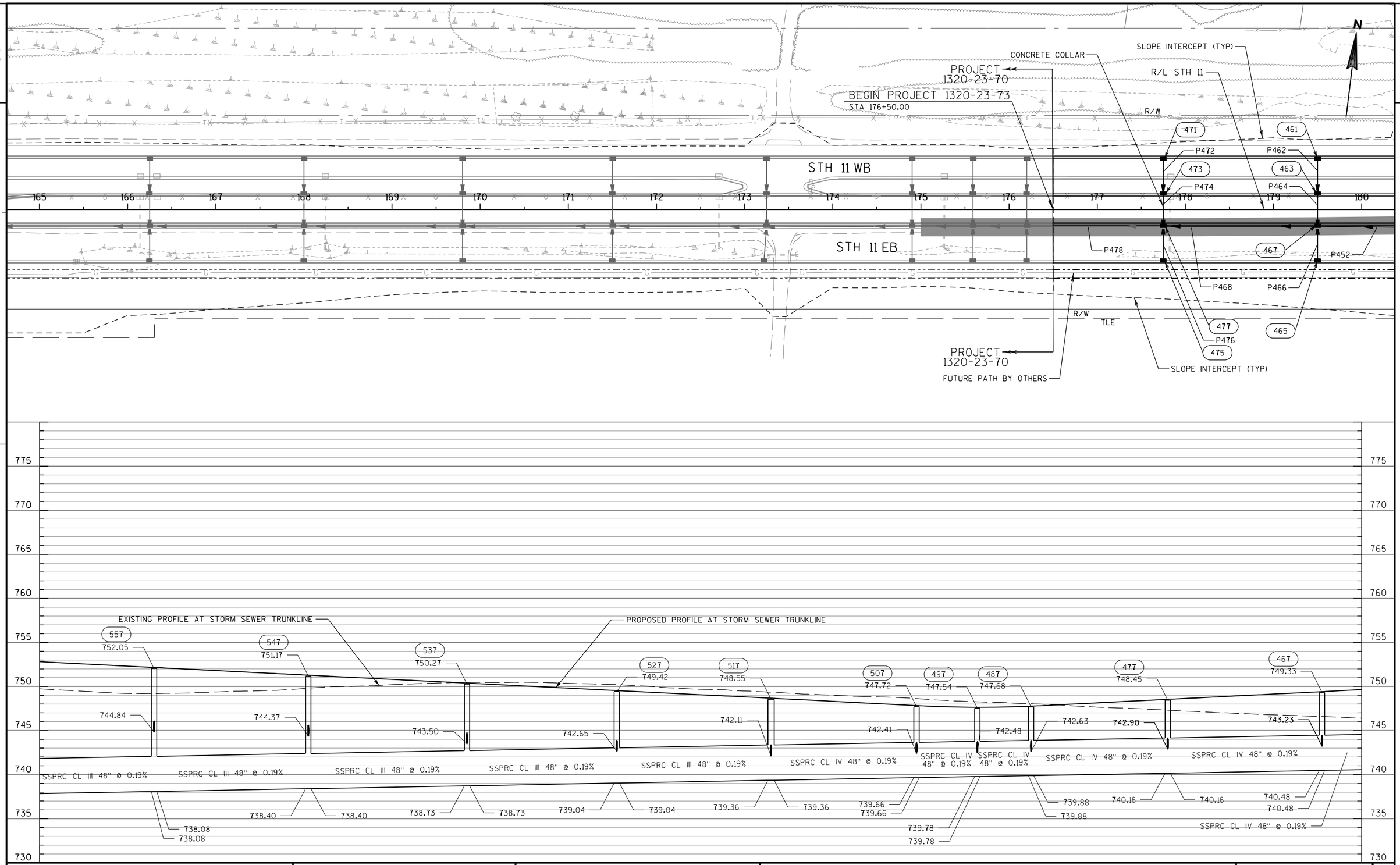
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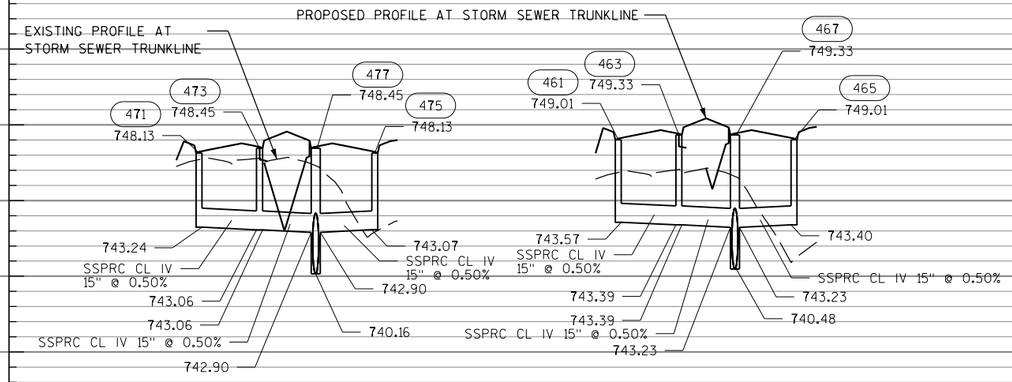
PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	STORM SEWER PLAN AND PROFILE: STH 11	SHEET 100 E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\022502A_SS.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100
WISDOT/CADDS SHEET 41



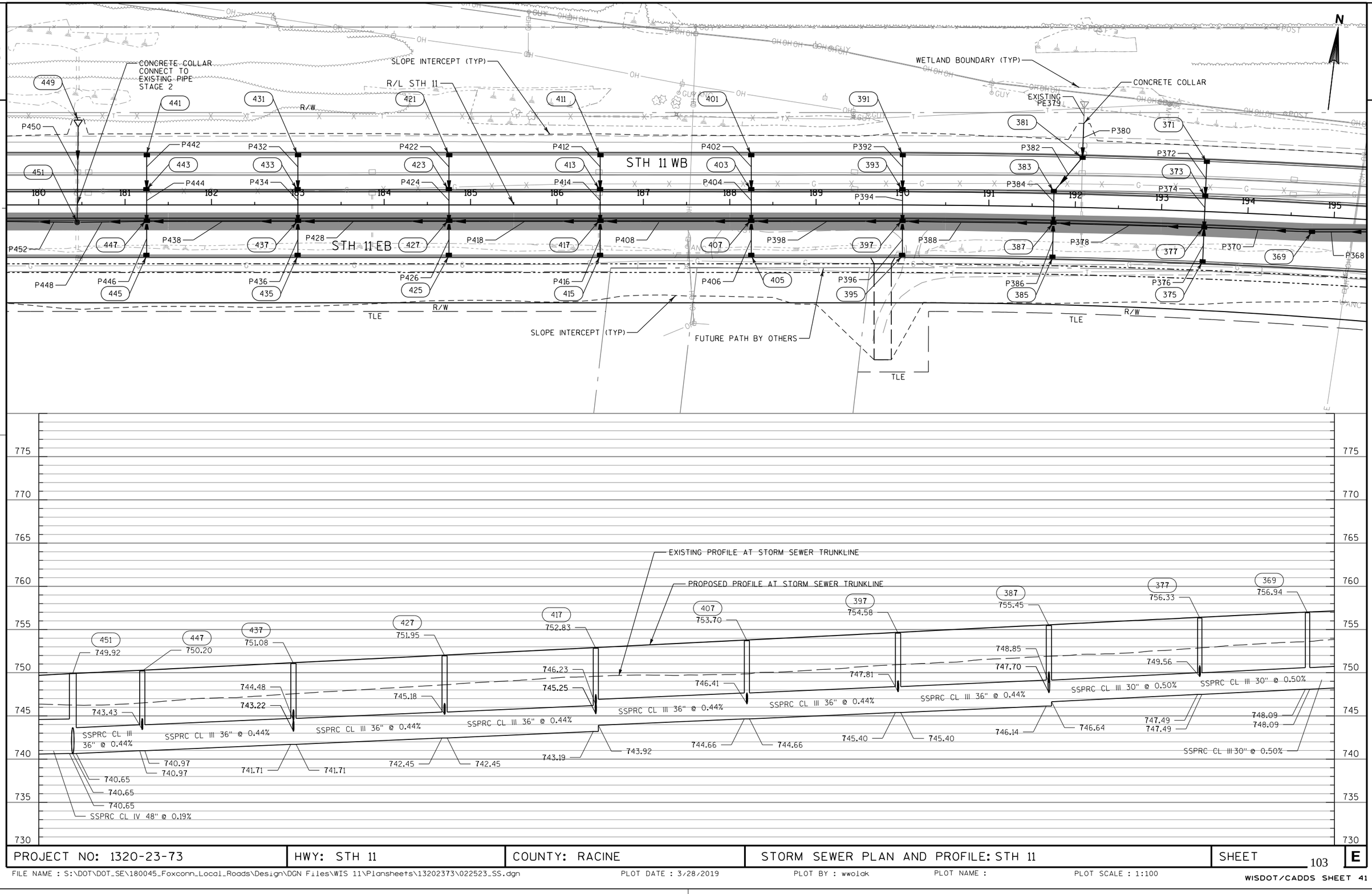
PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	STORM SEWER PLAN AND PROFILE: STH 11	SHEET 101	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202373\022522_SS.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100



PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	STORM SEWER PLAN AND PROFILE: STH 11	SHEET 102	E

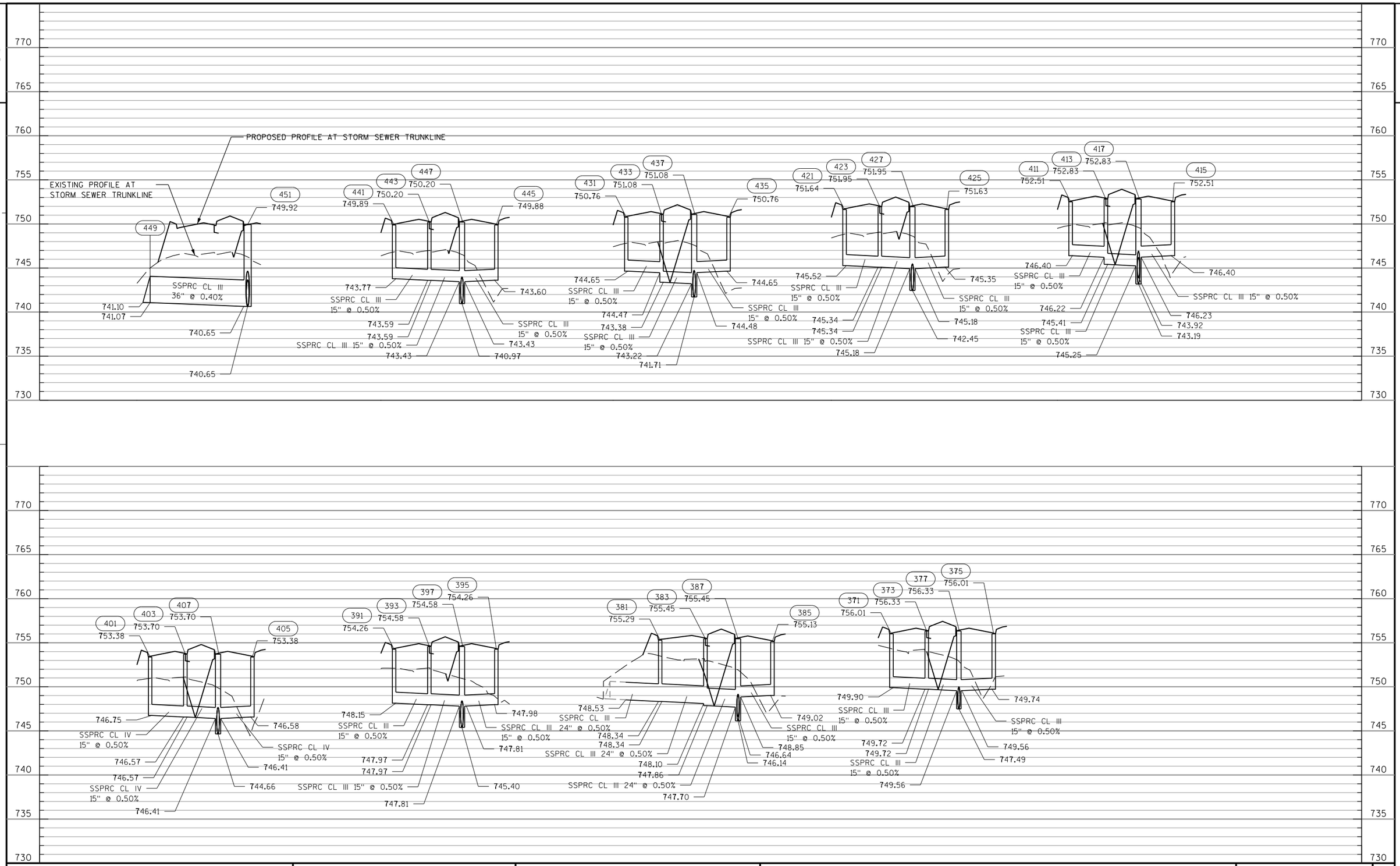
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WISDOT/CADDS SHEET 41



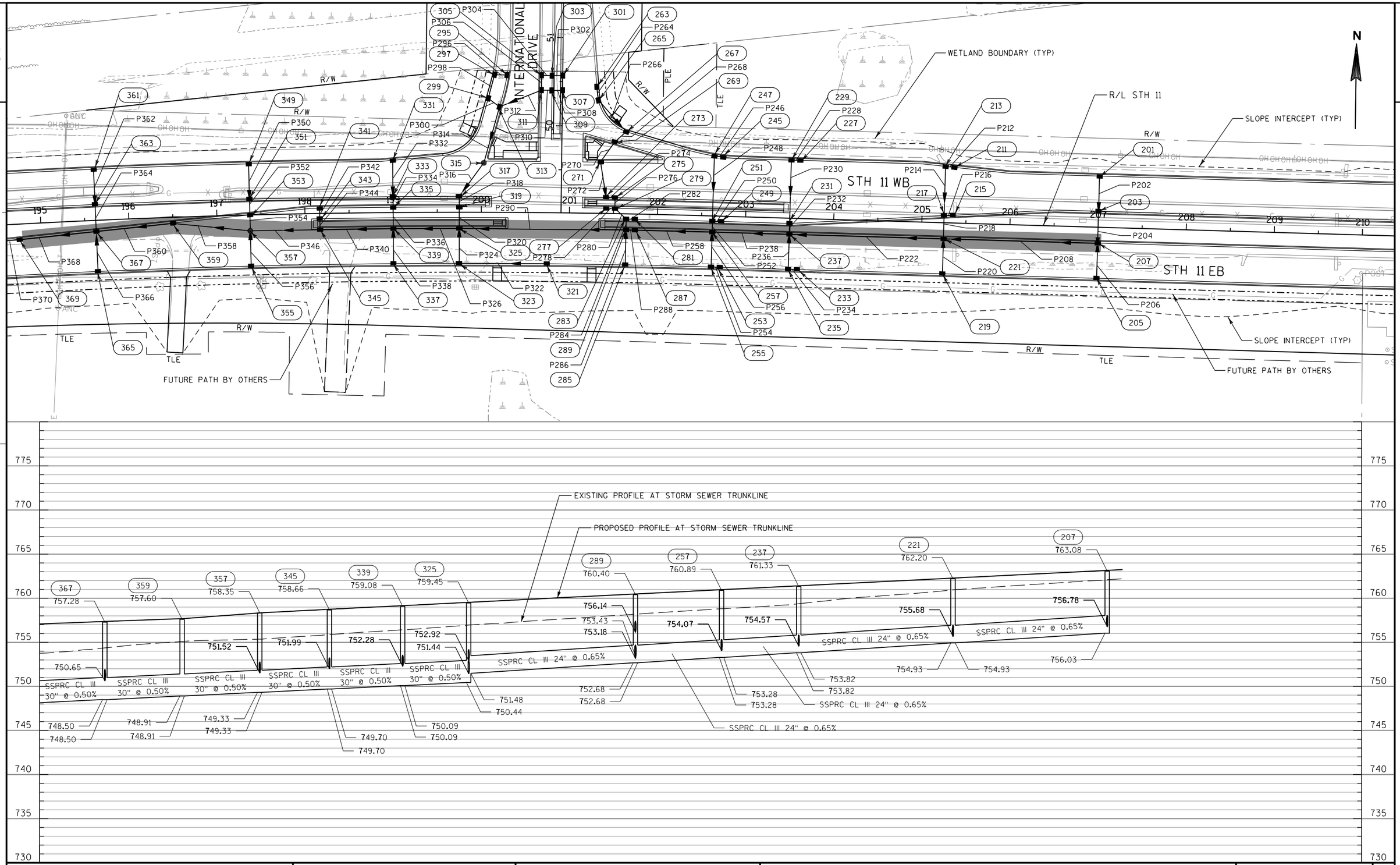
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FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202373\022523_SS.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 41



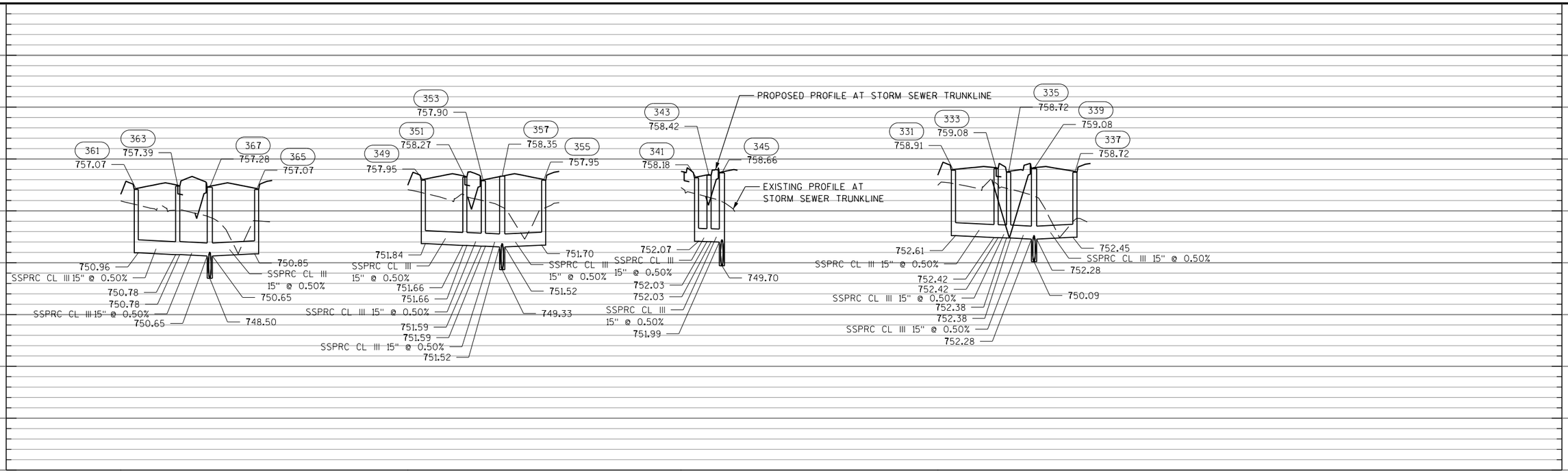
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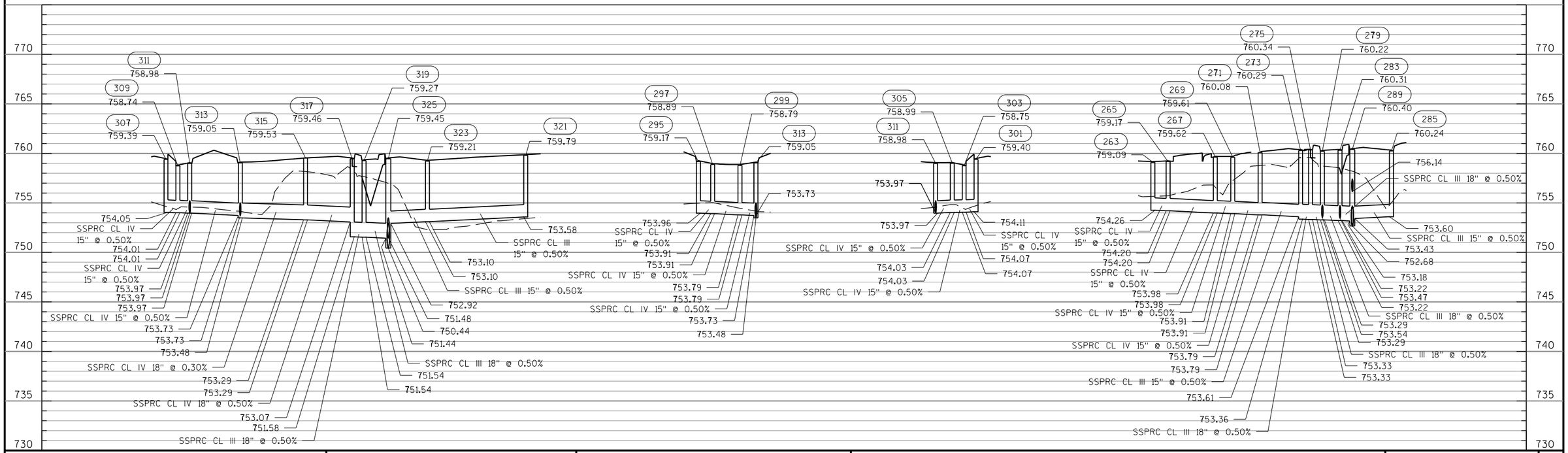


PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	STORM SEWER PLAN AND PROFILE: STH 11	SHEET 105 E

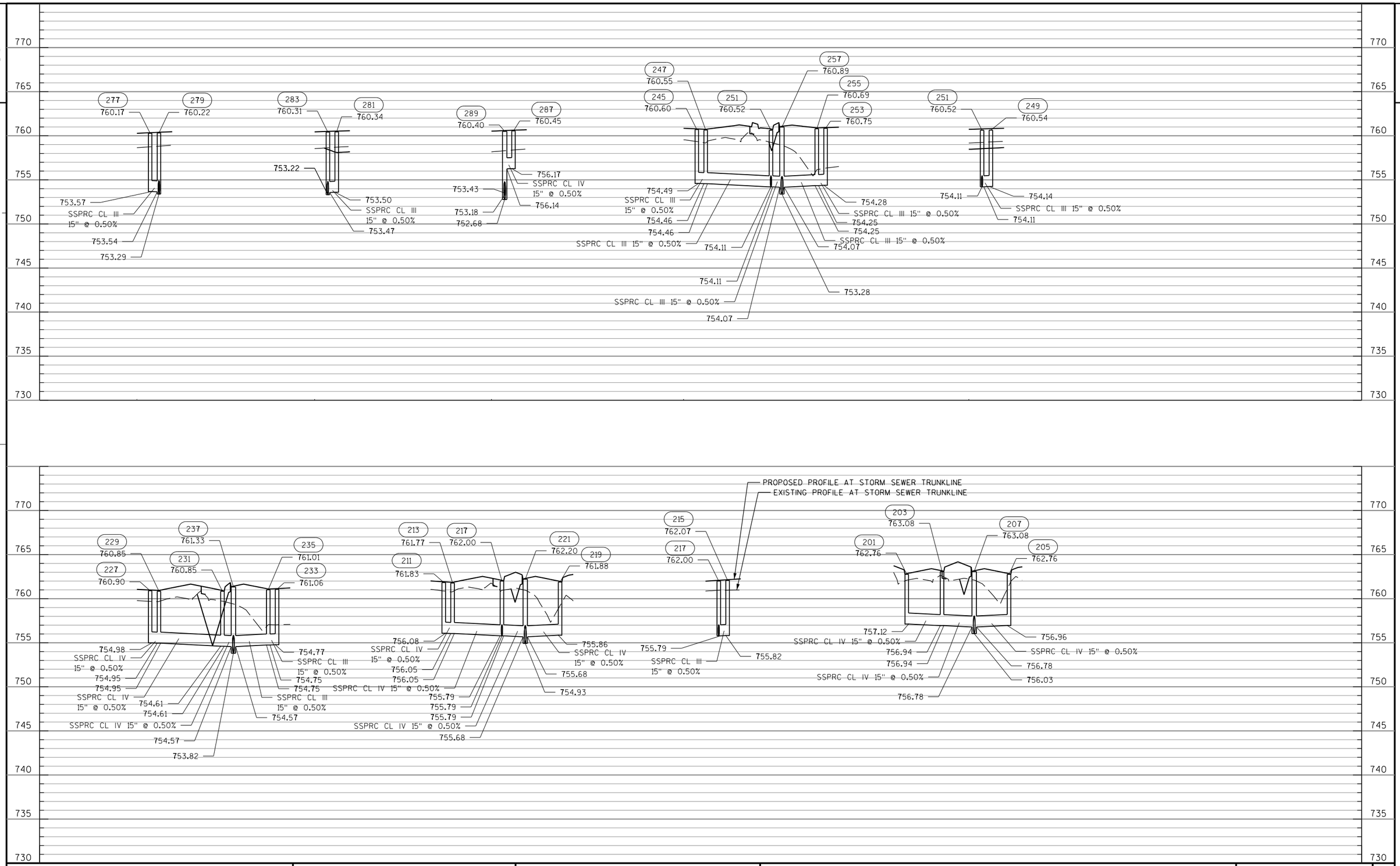
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WISDOT/CADDS SHEET 41



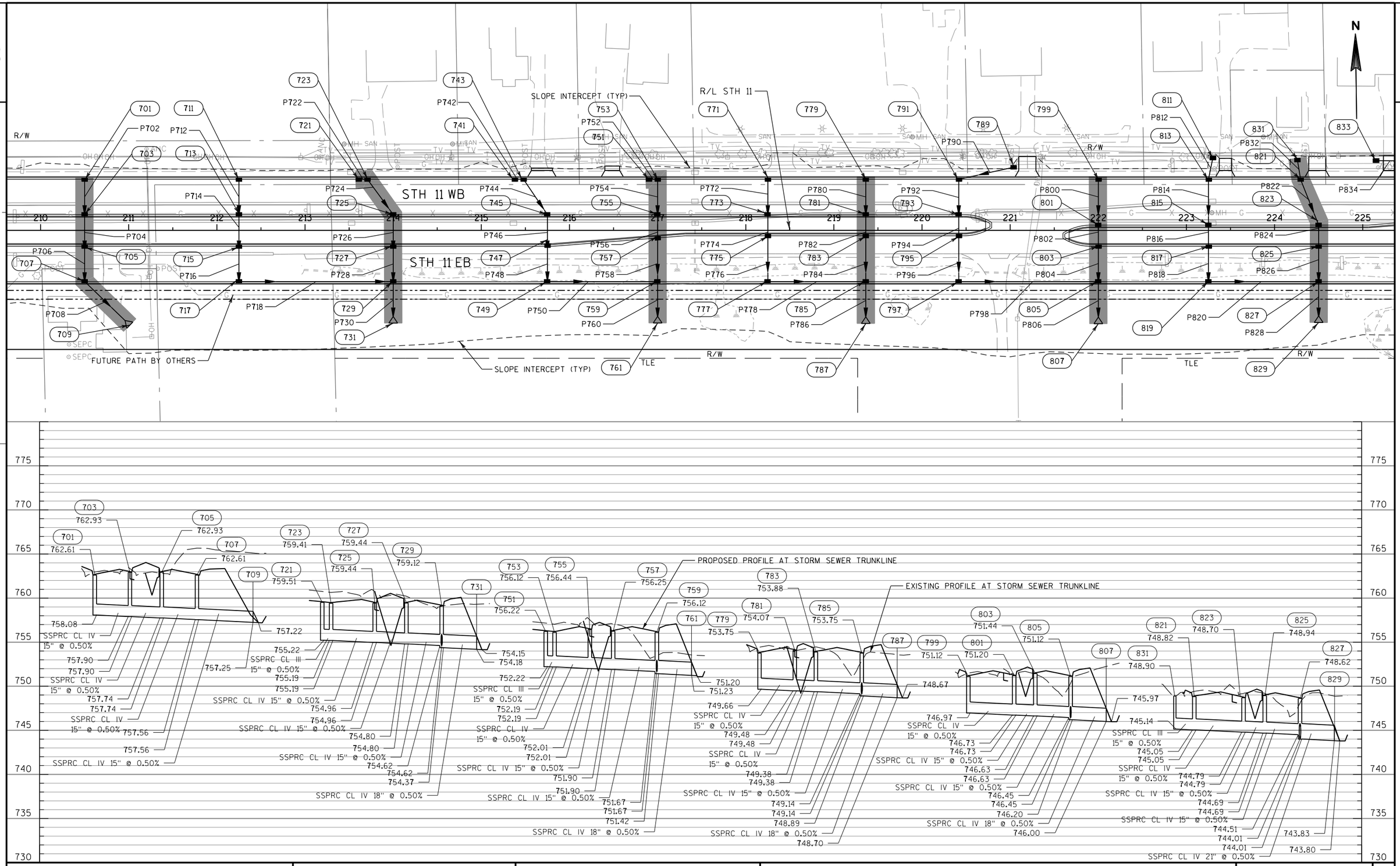


PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	STORM SEWER PLAN AND PROFILE: STH 11	SHEET 106 E

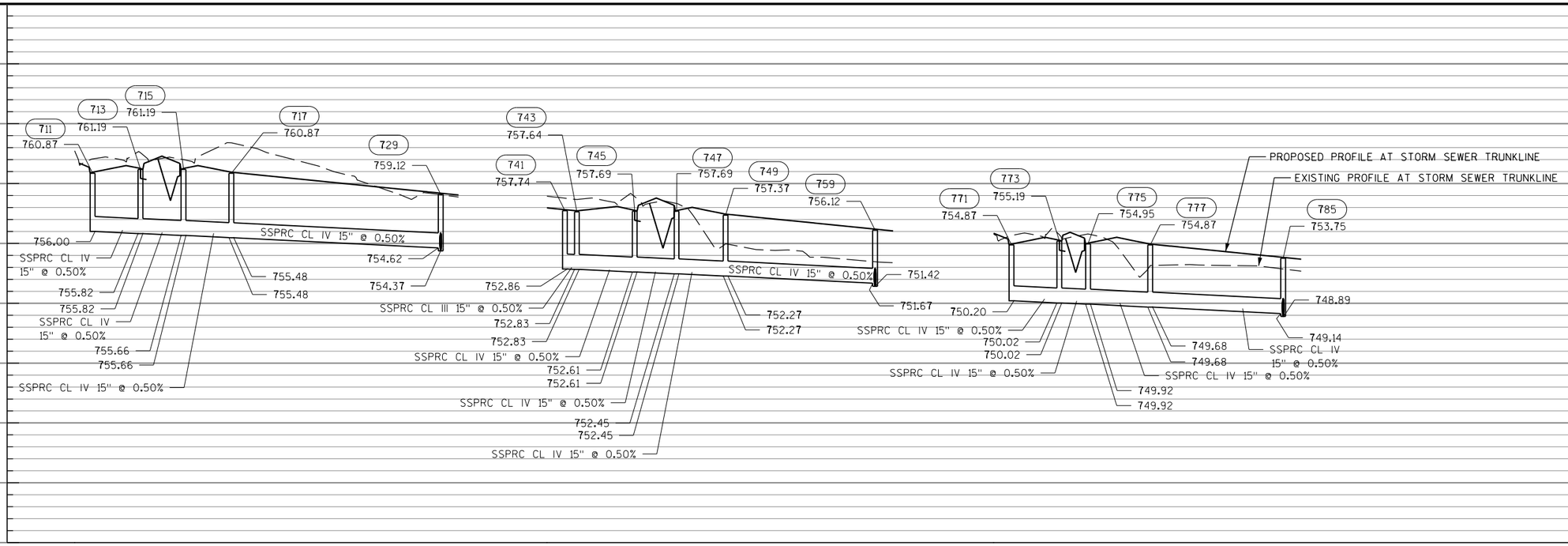


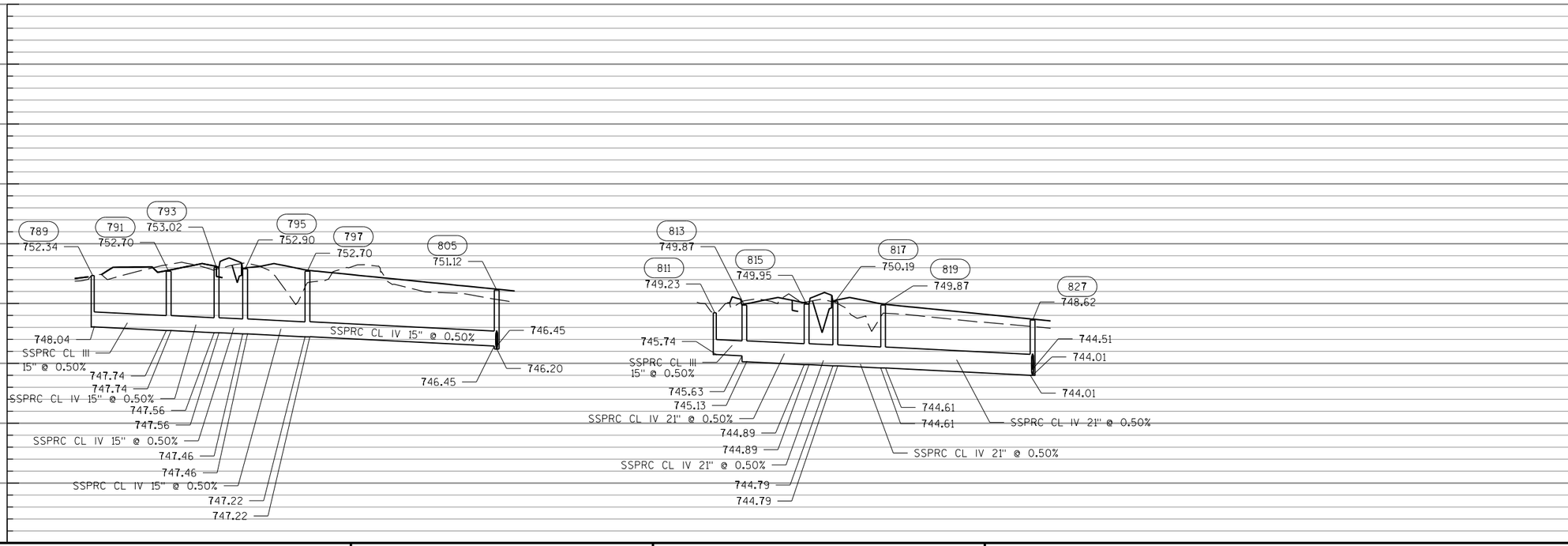
PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	STORM SEWER PLAN AND PROFILE: STH 11	SHEET 107	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202373\022524B_SS.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100
WISDOT/CADDS SHEET 41



PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	STORM SEWER PLAN AND PROFILE: STH 11	SHEET 108	E





PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	STORM SEWER PLAN AND PROFILE: STH 11	SHEET 109 E

NOTE:
* ADJUSTING MANHOLE COVERS

SLOPE INTERCEPT (TYP)
R/L STH 11
R/W
STH 11 WB
STH 11 EB
FUTURE PATH BY OTHERS
WETLAND BOUNDARY (TYP)
TLE
BULKHEAD PIPE MASONRY
END PROJECT 1320-23-73
STA 234+00.00
CTH H

PROPOSED PROFILE AT STORM SEWER TRUNKLINE
EXISTING PROFILE AT STORM SEWER TRUNKLINE

833 748.64
835 747.97
837 747.53
839 747.76
841 747.85
843 747.53
845 742.83
847 742.11
849 747.66
851 741.37
867 746.98
877 746.01
887 744.54
897 743.23
905 742.81
935 742.77
927 742.58
919 742.77

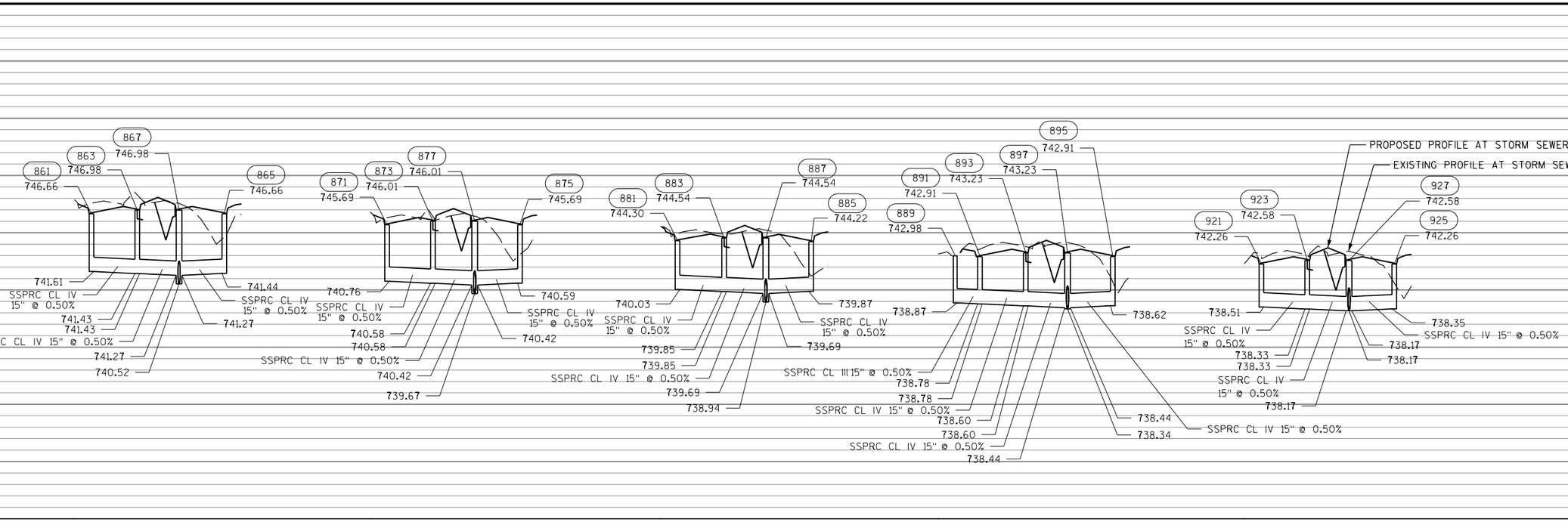
744.79 SSPRC CL III 15" @ 1.50%
744.10 SSPRC CL III 15" @ 1.50%
743.53 SSPRC CL IV 15" @ 0.50%
743.33 SSPRC CL IV 15" @ 0.50%
743.19 SSPRC CL IV 15" @ 0.50%
742.86 SSPRC CL IV 15" @ 0.50%
743.01 SSPRC CL IV 15" @ 0.50%
742.16 SSPRC CL III 36" @ 0.60%
741.77 SSPRC CL III 36" @ 0.60%
741.27 SSPRC CL IV 24" @ 0.50%
740.42 SSPRC CL IV 24" @ 0.50%
739.69 SSPRC CL IV 24" @ 0.50%
738.44 SSPRC CL IV 24" @ 0.50%
738.07 SSPRC CL IV 24" @ 0.30%
738.17 SSPRC CL IV 24" @ 0.30%
738.34 SSPRC CL IV 24" @ 0.30%
738.77 BULKHEAD PIPE MASONRY
738.39

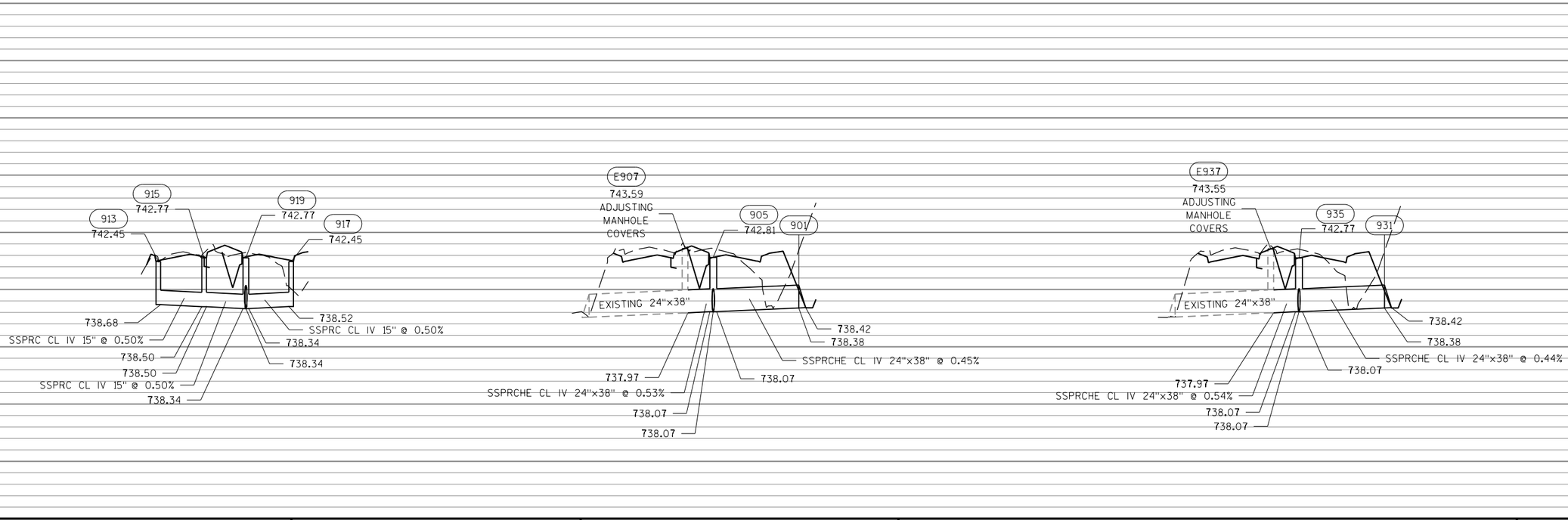
765 760 755 750 745 740 735 730 725 720

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	STORM SEWER PLAN AND PROFILE: STH 11	SHEET 110	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202373\022526_SS.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 41





PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	STORM SEWER PLAN AND PROFILE: STH 11	SHEET 111 E

2

N

INSTALLED UNDER PROJECT 1030-24-71
East Frontage Rd
← SOUTH NORTH →
D1-60
126" X 30"

REMOVED UNDER PROJECT 1030-24-71
NORTH SOUTH
41 41
SECOND LEFT | THIRD LEFT
REMOVE

REMOVED UNDER PROJECT 1030-24-71
TO
94
USE LEFT LANE
REMOVE

REMOVED UNDER PROJECT 1030-24-71
JCT JCT
41 94
REMOVE

REMOVED UNDER PROJECT 1030-24-71
Sturtevant 2
Racine 8
Elmwood Park Village 6
REMOVE

REMOVED UNDER PROJECT 1030-24-71
Mount Pleasant
POPULATION 26,197
REMOVE

INSTALLED UNDER PROJECT 1030-24-71
W3-3
36" X 36"

REMOVED UNDER PROJECT 1030-24-71
REMOVE

INSTALLED UNDER PROJECT 1030-24-71
SPEED LIMIT 45
R2-1
30" X 36"

REMOVED UNDER PROJECT 1030-24-71
REMOVE

R11
SPEED LIMIT 55
REMOVE

REMOVED UNDER PROJECT 1030-24-71
SPEED LIMIT 45
REMOVE

BEGIN PROJECT 1320-23-70
STA 150+00.00

INSTALLED UNDER PROJECT 1030-24-71
SPEED LIMIT 45
R2-1
30" X 36"

INSTALLED UNDER PROJECT 1030-24-71
SPONSOR

INSTALLED UNDER PROJECT 1030-24-71
EAST 11
J4-1
36" X 54"

INSTALLED UNDER PROJECT 1030-24-71
BEGIN LEFT TURN LANE
R3-20L
24" X 36"

P151
M3-4
36" X 18"
M1-6
36" X 36"
WEST 11
J4-1
36" X 54"

P152
R4-7
24" X 30"
MOUNTED ON SIGNAL POLE

P153
Wisconn Valley Way
M1-94H
108" X 18"
MOUNTED ON MAST ARM

P154
LEFT TURN YIELD ON FLASHING YELLOW ARROW
R10-50
30" X 36"

P155
DO NOT ENTER
R5-1
36" X 36"
MOUNTED ON SIGNAL POLE

P156
ONE WAY
R6-2L
24" X 30"

P157
W1-6
48" X 24"
MOUNTED ON SIGNAL POLE

P159
DO NOT ENTER
R5-1
36" X 36"
MOUNTED ON SIGNAL POLE

P160
P161
STOP
R1-1F
36" X 36"
MOUNTED ON SIGNAL POLE

REMOVED UNDER PROJECT 1030-24-71
SPEED LIMIT 45
REMOVE

M1
NO ENGINE BRAKING EXCEPT IN EMERGENCY

R/L STH 11

STH 11 WB

STH 11 EB

151 152 153 154 155 156 157 158 159 160 161 162

602 603 604 605 606

WISCONN VALLEY WAY

FUTURE PATH BY OTHERS

P111
RIGHT LANE MUST TURN RIGHT
R3-7R
36" X 36"

P112
W12-1D
24" X 24"
2' MOUNTING HEIGHT

P113
STOP
R1-1F
36" X 36"
MOUNTED ON SIGNAL POLE

P114
P115
STOP
R1-1F
36" X 36"
MOUNTED ON SIGNAL POLE

P116
DO NOT ENTER
R5-1
36" X 36"
MOUNTED ON SIGNAL POLE

P117
ONE WAY
R6-2L
24" X 30"

P118
R4-7
24" X 30"

P119
DO NOT ENTER
R5-1
36" X 36"
MOUNTED ON SIGNAL POLE

P120
P122
STOP
R1-1F
36" X 36"

P121
P123
DIVIDED HIGHWAY
R6-3
30" X 24"
MOUNTED ON SIGNAL POLE

P124
DO NOT ENTER
R5-1
36" X 36"
MOUNTED ON SIGNAL POLE

P125
Wisconn Valley Way
M1-94H
108" X 18"
MOUNTED ON MAST ARM

P126
STOP
R1-1F
36" X 36"
MOUNTED ON SIGNAL POLE

P127
W12-1D
24" X 24"
2' MOUNTING HEIGHT

P128
11
M1-6
24" X 24"
M6-4
21" X 21"
J3-1
24" X 45"

P129
R4-7
24" X 30"
MOUNTED ON SIGNAL POLE

P101
Wisconn Valley Way
NEXT SIGNAL
D1-65
138" X 30"

P102
Wisconn Valley Way
NEXT SIGNAL
D1-65
108" X 21"
8' MOUNTING HEIGHT

P103
P104
W3-3
36" X 36"
16" X 16" TEMPORARY FLAGS

PROJECT 1030-24-71
BY OTHERS

INSTALLED UNDER PROJECT 1030-24-71
Sturtevant 2
Racine 8
D2-2
108" X 36"
8' MOUNTING HEIGHT

P105
ON STRUCTURE S-51-258 STA 150+25
ONLY
R3-5R
42" X 48"

P106
P107
NEW TRAFFIC PATTERN AHEAD
W23-2
36" X 36"
16" X 16" TEMPORARY FLAGS

P108
U-TURN ONLY
R3-25UR
30" X 30"

INSTALLED UNDER PROJECT 1030-24-71
Mount Pleasant
POPULATION 28,197
I2-3
102" X 24"
8' MOUNTING HEIGHT

P109
U-TURN ONLY
R3-25UL
30" X 30"

P110
WRONG WAY
R5-1A
42" X 30"

R/L WISCONN VALLEY WAY

LEGEND
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- (RXXX) EXISTING SIGN TO BE REMOVED
- (MXXX) EXISTING SIGN TO BE MOVED
- (PXXX) PROPOSED SIGN
- ETR EXISTING SIGN TO REMAIN

PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	SIGNING PLAN	SHEET 112	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\023201_ps.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

2

N

P254
P255
NEW TRAFFIC PATTERN AHEAD
W23-2
36" X 36"
16" X 16" TEMPORARY FLAGS

P258 P259
Wisconn Valley Way
NEXT SIGNAL
D1-65
138" X 30"

P251
WRONG WAY
R5-1A
42" X 30"

P252
BEGIN LEFT TURN LANE
R3-20LL
24" X 36"

P253
BEGIN LEFT TURN LANE
R3-20L
24" X 36"

P256
P257
W3-3
36" X 36"
16" X 16" TEMPORARY FLAGS

R21
REMOVE

P260
ONE WAY
R6-2R
24" X 30"

R22
REMOVE

P261
DO NOT ENTER
R5-1
36" X 36"

END PROJECT 1320-23-70
STA 176+50.00

STH 11 WB

STH 11 EB

162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177

P202
P203
SPEED LIMIT 45
R2-1
30" X 36"

P201
EAST 11
M3-2
36" X 18"
M1-6
36" X 36"
J4-1
36" X 54"

R/L STH 11

FUTURE PATH BY OTHERS

P204
DO NOT ENTER
R5-1
36" X 36"

P205
ONE WAY
R6-2R
24" X 30"

PROJECT
1320-23-73

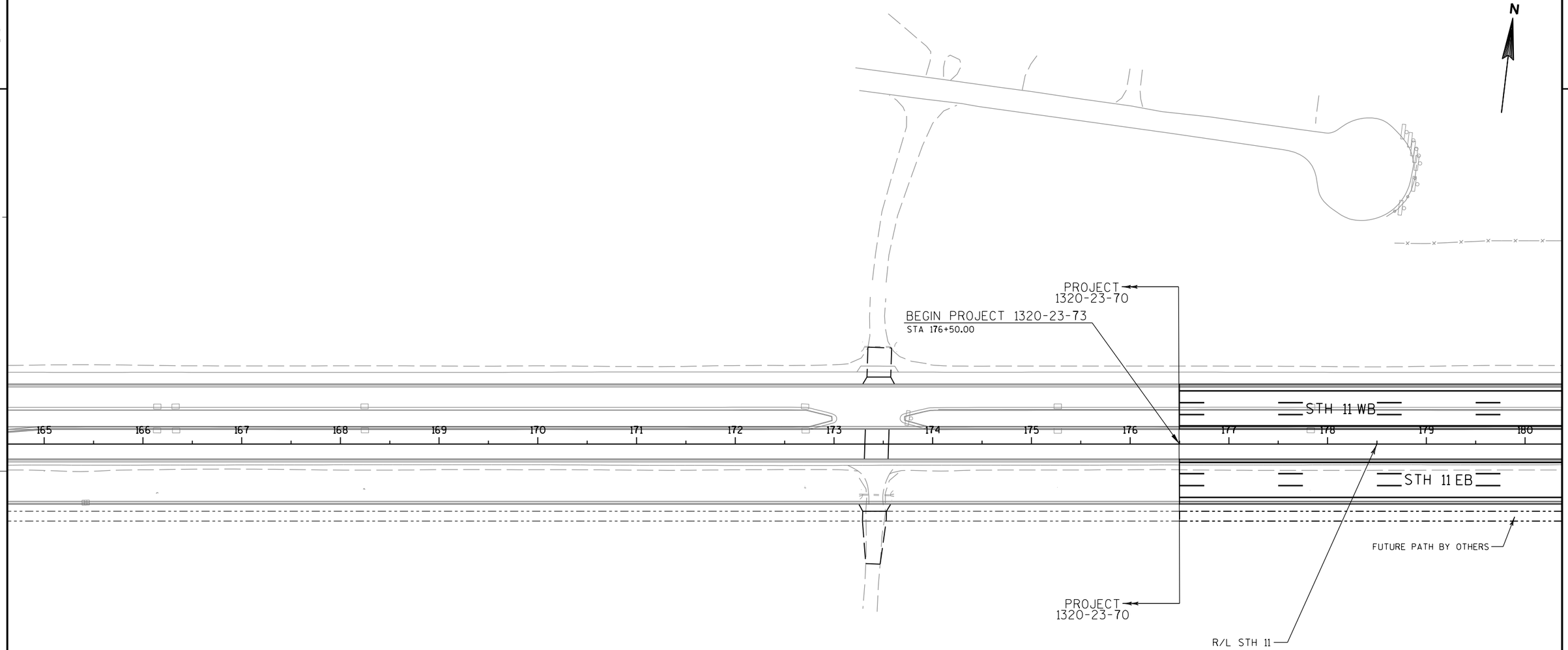
LEGEND

	EXISTING SIGN MOUNTED ON POST(S)
	PROPOSED SIGN MOUNTED ON POST(S)
(RXXX)	EXISTING SIGN TO BE REMOVED
(MXXX)	EXISTING SIGN TO BE MOVED
(PXXX)	PROPOSED SIGN
ETR	EXISTING SIGN TO REMAIN

PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	SIGNING PLAN	SHEET 113	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\023202_ps.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

2



LEGEND

	EXISTING SIGN MOUNTED ON POST(S)
	PROPOSED SIGN MOUNTED ON POST(S)
RXXX	EXISTING SIGN TO BE REMOVED
MXXX	EXISTING SIGN TO BE MOVED
PXXX	PROPOSED SIGN
ETR	EXISTING SIGN TO REMAIN

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	SIGNING PLAN	SHEET 114	E

2

N

R/L STH 11

P351
P352
SPEED LIMIT 45
R2-1
30" X 36"

P353
P354
SPEED LIMIT 45
R2-1
30" X 36"

GHOST

STH 11 WB

STH 11 EB

180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195

P301
P302
SPEED LIMIT 45
R2-1
30" X 36"

FUTURE PATH BY OTHERS

P303
International Drive
NEXT SIGNAL
D1-65
114" X 30"

P304
International Drive
NEXT SIGNAL
D1-65
90" X 21"
8' MOUNTING HEIGHT

P305
P306
W3-3
36" X 36"
16" X 16" TEMPORARY FLAGS

P307
P308
NEW TRAFFIC PATTERN AHEAD
W23-2
36" X 36"
16" X 16" TEMPORARY FLAGS

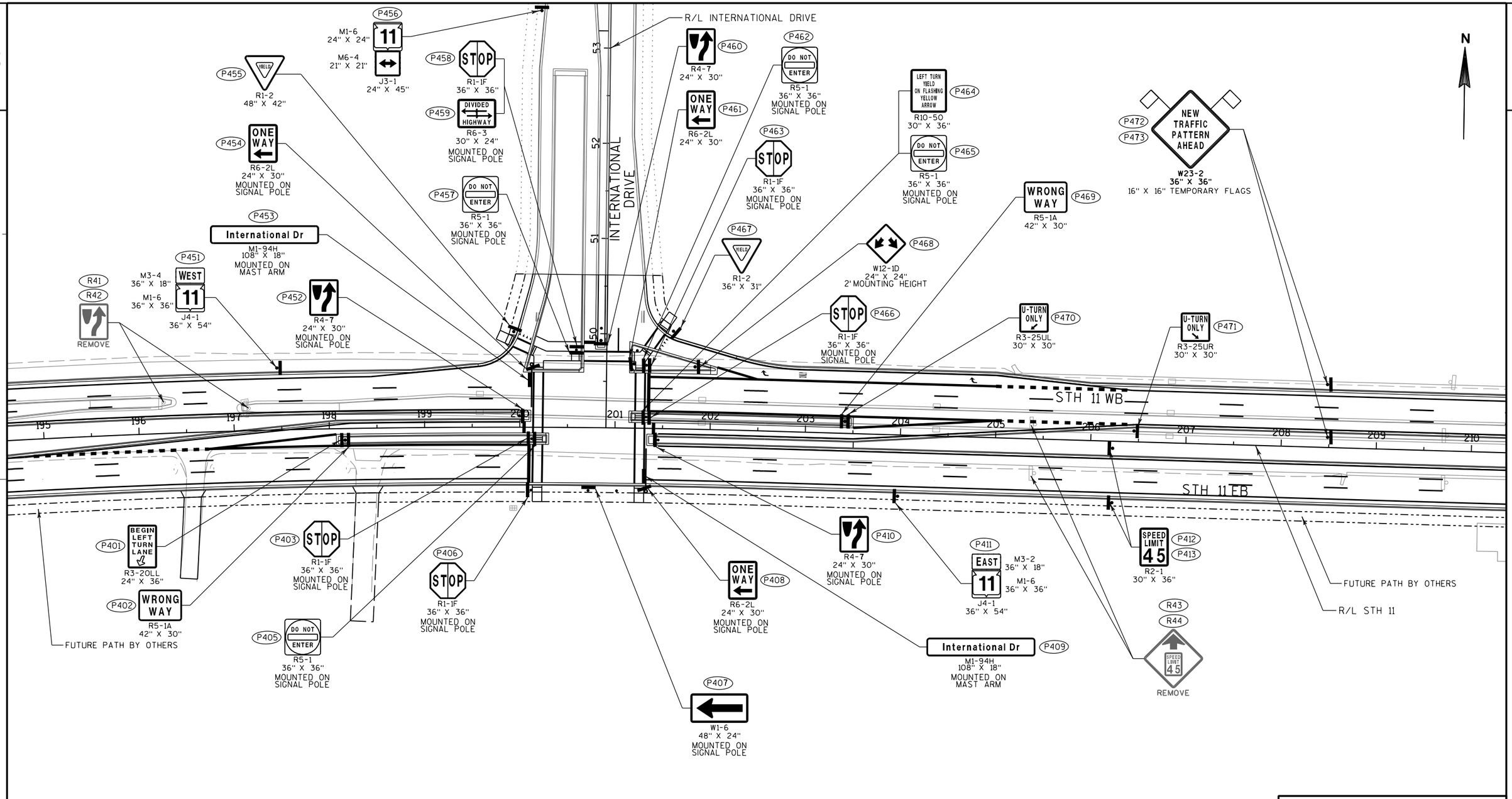
P309
BEGIN LEFT TURN LANE
R3-20L
24" X 36"

LEGEND

	EXISTING SIGN MOUNTED ON POST(S)
	PROPOSED SIGN MOUNTED ON POST(S)
(RXXX)	EXISTING SIGN TO BE REMOVED
(MXXX)	EXISTING SIGN TO BE MOVED
(PXXX)	PROPOSED SIGN
ETR	EXISTING SIGN TO REMAIN

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	SIGNING PLAN	SHEET 115	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202373\023213_ps.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- (RXXX) EXISTING SIGN TO BE REMOVED
- (MXXX) EXISTING SIGN TO BE MOVED
- (PXXX) PROPOSED SIGN
- ETR EXISTING SIGN TO REMAIN

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	SIGNING PLAN	SHEET 116	E

2

N

R51
SPEED LIMIT 55
REMOVE

W3-3
36" X 36"
16" X 16" TEMPORARY FLAGS
P551
P552

P553 P554
International Drive
NEXT SIGNAL
D1-65
114" X 30"

P555
ONE WAY
R6-2R
24" X 30"

P556
P557
ONE WAY
R6-2R
24" X 30"

P558
P559
SPEED LIMIT 45
R2-1
30" X 36"

R54
R55
REMOVE

P560
P561
ONE WAY
R6-2R
24" X 30"

R56
SPEED LIMIT 45
REMOVE

STH 11 WB

STH 11 EB

R/L STH 11

210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225

R52
R53
SPEED LIMIT 45
REMOVE

SURVEY MARKER
REMOVE BY OTHERS

FUTURE PATH BY OTHERS

P501
P502
R4-7
24" X 30"

P503
P504
SPEED LIMIT 45
R2-1
30" X 36"

R57
SPEED LIMIT 45
REMOVE

R58
REMOVE

R59
REMOVE

LEGEND

	EXISTING SIGN MOUNTED ON POST(S)
	PROPOSED SIGN MOUNTED ON POST(S)
RXXX	EXISTING SIGN TO BE REMOVED
MXXX	EXISTING SIGN TO BE MOVED
PXXX	PROPOSED SIGN
ETR	EXISTING SIGN TO REMAIN

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	SIGNING PLAN	SHEET 117	E

2

N

CTH H

STH 11 WB

STH 11 EB

225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240

END PROJECT 1320-23-73
STA 234+00.00

P651 P652
ONE WAY
R6-2R
24" X 30"

P653 P654 P655 P656
ONE WAY
R6-2R
24" X 30"

P657 P658
ONE WAY
R6-2R
24" X 30"

P659 P660
SPEED LIMIT 45
R2-1
30" X 36"

R62 R63
JCT
COUNTY H
REMOVE

R61
VILLAGE OF STURTEVANT POPULATION 6,970
REMOVE

R/L STH 11
FUTURE PATH BY OTHERS

VILLAGE OF STURTEVANT
MONUMENT SIGN
REMOVED BY OTHERS

P601
VILLAGE OF STURTEVANT POPULATION 6,970
I2-3
72" X 24"

P602 P603
JCT
M2-1
30" X 21"
COUNTY H
M1-5A
36" X 36"
J1-1
36" X 57"

R64 R65
REMOVE

M3-1
36" X 18"
NORTH SOUTH
COUNTY H COUNTY H
M3-3
36" X 18"
M1-5A
36" X 36"
M1-5A
36" X 36"
M5-1L
30" X 30"
M5-1R
30" X 30"
J3-2
72" X 84"
P604
P605

R66 R67
REMOVE

SS

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- (RXXX) EXISTING SIGN TO BE REMOVED
- (MXXX) EXISTING SIGN TO BE MOVED
- (PXXX) PROPOSED SIGN
- ETR EXISTING SIGN TO REMAIN

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	SIGNING PLAN	SHEET 118	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202373\023216_ps.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

2

GENERAL NOTES

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

THE CONTRACTOR IS RESPONSIBLE FOR NOT BACKFEEDING CIRCUITS PRIOR TO DISCONNECTING ANY BRANCH CIRCUITS FROM OLD SOURCE.

LOCATIONS OF THE PVC CONDUITS ARE IDENTIFIED IN THE PLANS WHERE THEY ARE REQUIRED. APPROPRIATE ADJUSTMENT ON CONDUIT LOCATIONS MAY BE MADE IF THE FIELD CONDITIONS ARE SUCH THAT THE CONDUIT CANNOT BE INSTALLED AT THE SPECIFIED LOCATIONS. FIELD MARK EACH CONDUIT LOCATION IN RED.

ALL CONDUITS SHALL BE CAPPED OR PLUGGED WITH ENGINEER APPROVED FITTINGS IMMEDIATELY AFTER INSTALLATION. THE TRENCH SHALL NOT BE BACK FILLED PRIOR TO INSPECTION OF THE CONDUIT.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR IMMERSION 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 ALL CONDUITS.

PRIOR TO CONDUIT ACCEPTANCE, ALL CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND BE CAPPED WITH THE APPROPRIATE CAST PLASTIC CAP WHICH FITS SNUGGLY ON THE CONDUIT, BUT EASILY REMOVED IN THE FUTURE. DUCT TAPE OR ANY OTHER CAPPING METHOD IS NOT ACCEPTABLE.

CONDUIT RUNS SHALL BE THE SAME SIZE PIPE FROM ONE END TO THE OTHER (FROM PULL BOX-TO-PULL BOX OR JUNCTION BOX OR BASE-TO-BASE, ETC.) UNLESS OTHERWISE NOTED ON PLANS.

PULL ROPE (3/8-INCH NYLON) SHALL BE INSTALLED IN ALL NEW CONDUITS.

CONTRACTOR SHALL SUPPLY AS-BUILT DRAWING FOR ALL THE WORK BEING DONE.

INSTALLATION OF LATERAL UNDERGROUND CONDUIT UNDER PAVEMENT SHALL BE INSTALLED MINIMUM 30 INCHES BELOW PROPOSED GRADE AND A MINIMUM OF 3 INCHES BELOW ALL PAVEMENT BASE MATERIALS. CONDUIT LATERALS SHALL BE TRENCHED UNDER PAVEMENT BEFORE PAVEMENT CONSTRUCTION. CONTRACTOR IS RESPONSIBLE TO COORDINATE WITH ROADWAY CONSTRUCTION FOR CONDUIT LATERALS INSTALLATION.

PITCH ALL CONDUITS TOWARD PULL BOXES. INSTALL A 2" DRAIN DUCT TO STORM SEWER OR DRAIN SUMP AS REQUIRED FOR DRAINAGE. THE 2" DRAIN DUCT OR SUMP IS INCIDENTAL TO THE PULL BOX BID ITEM AND IS NOT SHOWN.

THE LOCATION OF EXISTING AND PROPOSED UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE, IN ADDITION, THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.

HAND DIGGING MAY BE REQUIRED FOR LOCATIONS ADJACENT TO EXISTING GAS AND POWER LINES. HAND EXCAVATION SHOULD BE ANTICIPATED & WILL BE CONSIDERED INCIDENTAL TO THE CONCRETE BASES BID ITEM. COORDINATE ALL WORK NEAR GAS LINE WITH WE ENERGIES.

EXISTING CONDUIT AND CID NO LONGER BEING USED IS ABANDONED IN PLACE. THE CONTRACTOR MAY REMOVE ABANDONED WIRING AT THE CONTRACTOR'S EXPENSE. ABANDONED PULL BOX REMOVAL IS INCIDENTAL TO THE ROAD CONSTRUCTION.

IF CID CONTAINS PHASE CONDUCTOR(S) THAT WILL NOT BE USED FOR SUBSEQUENT POLES, I.E. AT THE END OF A CIRCUIT, DO NOT ENERGIZE THE RESPECTIVE CONDUCTOR(S) PAST THE LAST POLE THE PHASE WAS UTILIZED. REMOVE UNUSED CONDUCTOR(S) EXPOSED BEYOND THE CID RACEWAY IN ALL SUBSEQUENT POLES.

SEAL THE ENDS OF ALL CID RACEWAY WITH A UL RECOGNIZED FOAM CONDUIT SEALANT. PROVIDE A 1/2" NYLON ROPE EXTENDING BEYOND THE PLUG TO ASSIST IN REMOVING THE PLUG IN THE FUTURE.

SEE DETAIL "CONDUIT DETAILS AT STRUCTURE PARAPET TO ROADWAY BARRIER INTERFACE" WHEN CONDUIT EXITS TO GRADE FROM A BRIDGE PARAPET OR RETAINING WALL. RIGID METALLIC CONDUIT IN THE CONCRETE BARRIER IS INCIDENTAL TO THE RIGID NONMETALLIC CONDUIT.

PROVIDE MINIMUM CABLE SLACK AS NOTED BELOW:

PULL BOXES:	10-FT	LIGHTING CONTROL CENTERS:	10-FT
EMBEDDED JUNCTION BOXES:	3-FT	POLES:	5-FT IN AND 5-FT OUT

SIGN STRUCTURES WHICH HAVE A BASE THAT EXTENDS THE COMPLETE WIDTH OF THE MEDIAN TYPICALLY HAVE A 4" SLEEVE FOR LIGHTING.

WIRE AND CONDUIT IS LISTED IN THE MISCELLANEOUS QUANTITIES BASED UPON THE EARLIEST STAGE SHOWN. CONTRACTOR MAY INSTALL LATER WHEN LOAD NEEDS TO BE ENERGIZED.

LEGEND - FINAL LIGHTING

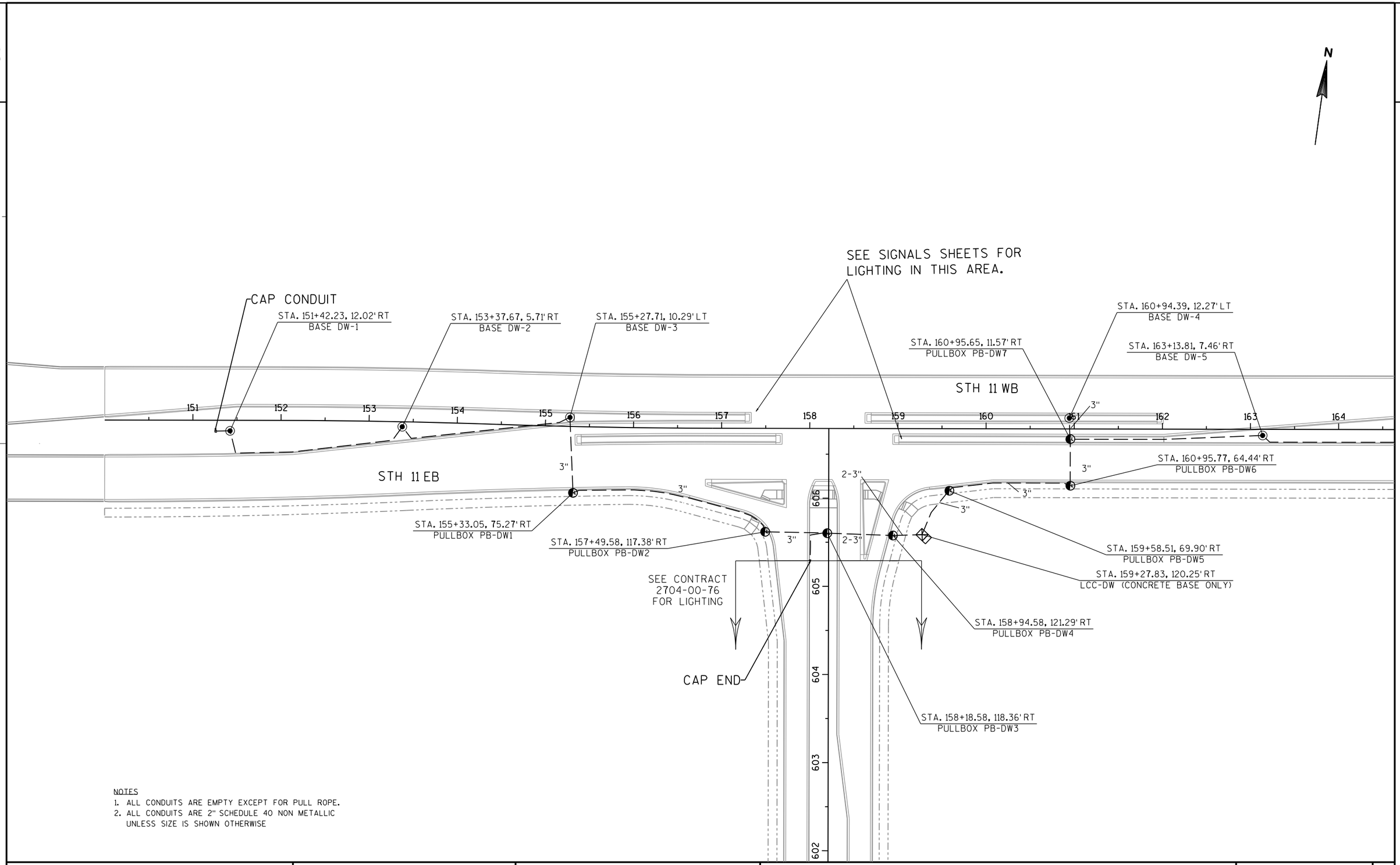
·—·—·	CID (CABLE IN DUCT)		ELECTRIC METER SOCKET
– – – –	CABLE IN CONDUIT - 2" UNLESS NOTED OTHERWISE	SM	DENOTES STRUCTURE MOUNTED
⊠	LIGHTING CONTROL CABINET	C	CONDUIT
◐	PULL BOX 24" x 36"	⌐—	STUBOUT
⊗	PULL BOX 24" x 42"	◉	CONCRETE POLE BASE, TYPE 5, WITH TRANSFORMER BASE

NOTES

NO POLES, ARMS, LUMINAIRES, LIGHTING CONTROL CABINETS, NOR WIRING ARE PROVIDED UNDER THIS CONTRACT.

CONCRETE BASES FOR FUTURE POLES AND LIGHTING CONTROL CABINETS WITH ASSOCIATED CONDUITS (PULL ROPE ONLY) ARE PROVIDED HEREIN.

2

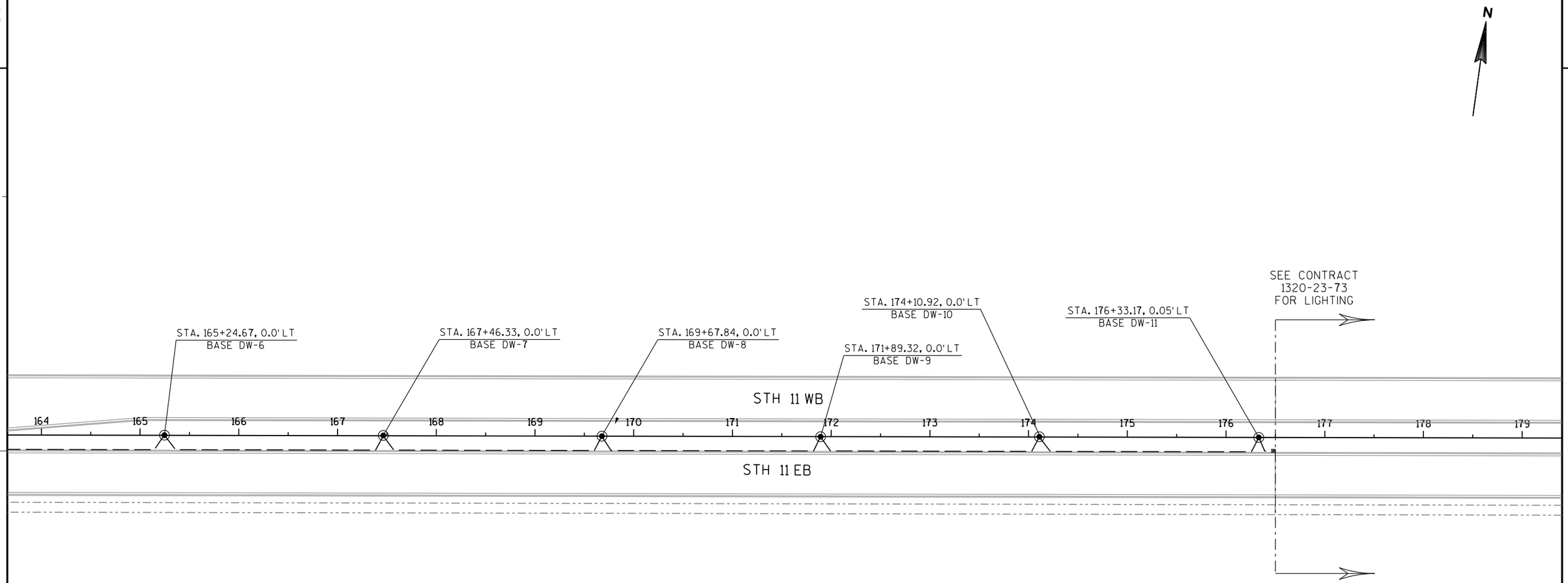


NOTES
1. ALL CONDUITS ARE EMPTY EXCEPT FOR PULL ROPE.
2. ALL CONDUITS ARE 2" SCHEDULE 40 NON METALLIC UNLESS SIZE IS SHOWN OTHERWISE

PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	LIGHTING PLAN	SHEET 120	E

2

2



NOTES
1. ALL CONDUITS ARE EMPTY EXCEPT FOR PULL ROPE.
2. ALL CONDUITS ARE 2" SCHEDULE 40 NON METALLIC UNLESS SIZE IS SHOWN OTHERWISE

PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	LIGHTING PLAN	SHEET 121	E

2

2

N

SEE CONTRACT
1320-23-70
FOR LIGHTING

STA. 178+53.24, 0.00' LT
BASE DW-12

STH 11 WB

164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179

STH 11 EB

NOTES
1. ALL CONDUITS ARE EMPTY EXCEPT FOR PULL ROPE.
2. ALL CONDUITS ARE 2" SCHEDULE 40 NON METALLIC
   UNLESS SIZE IS SHOWN OTHERWISE

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	LIGHTING PLAN	SHEET 122	E

2

N

STA. 180+71.48, 0.00'LT
BASE DW-13

STA. 182+86.99, 0.00'LT
BASE DW-14

STA. 185+08.03, 0.00'LT
BASE DW-15

STA. 187+25.49, 0.00'LT
BASE DW-16

STA. 189+45.64, 0.00'LT
BASE DW-17

STA. 191+62.94, 0.00'LT
BASE DW-18

STH 11 WB

179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194

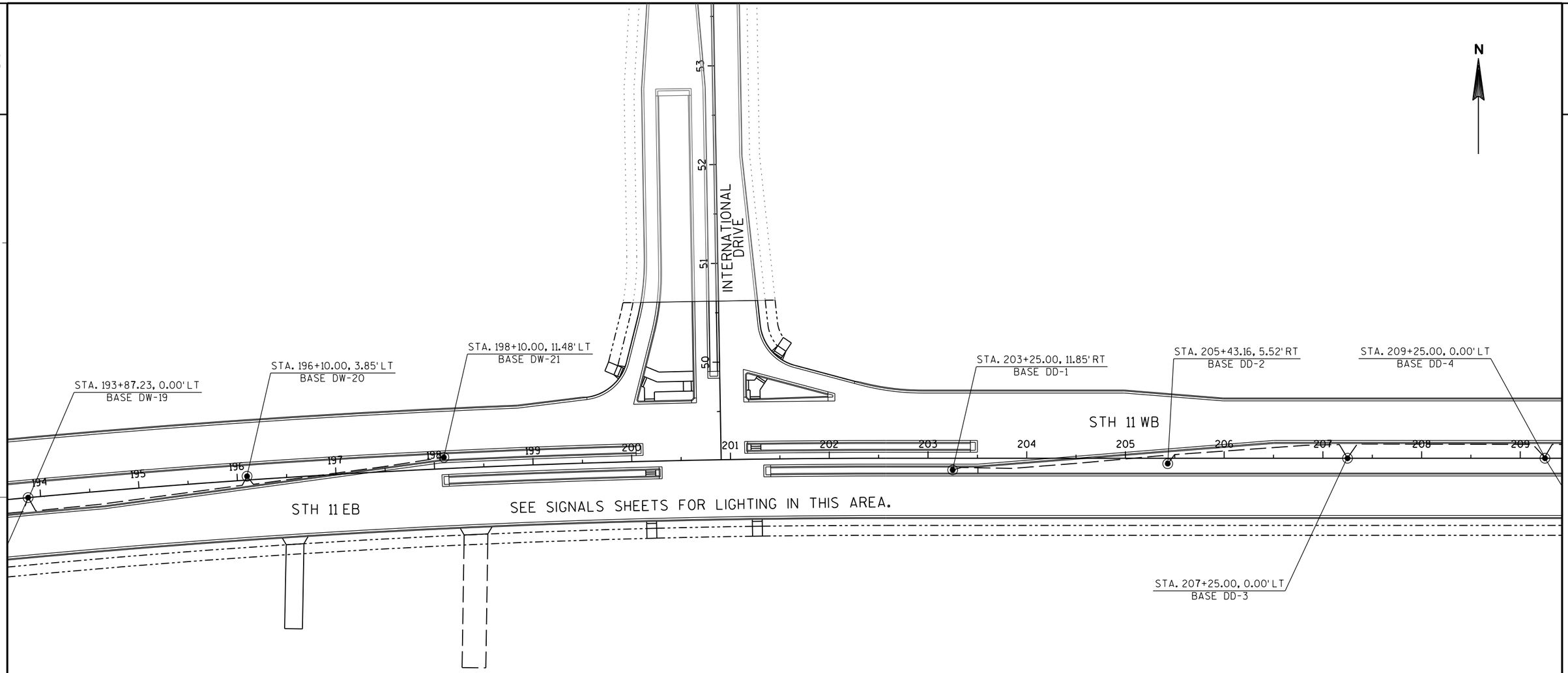
STH 11 EB

STA. 193+87.23, 0.00'LT
BASE DW-19

NOTES
1. ALL CONDUITS ARE EMPTY EXCEPT FOR PULL ROPE.
2. ALL CONDUITS ARE 2" SCHEDULE 40 NON METALLIC UNLESS SIZE IS SHOWN OTHERWISE

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	LIGHTING PLAN	SHEET 123	E

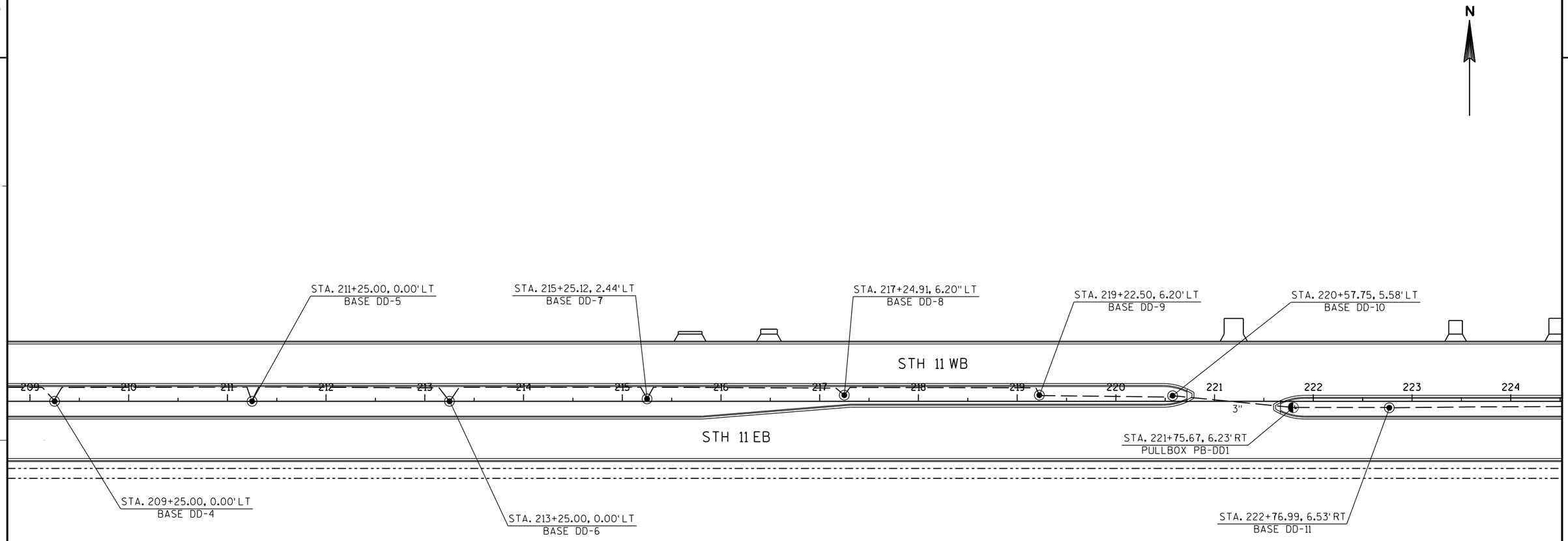
2



NOTES
1. ALL CONDUITS ARE EMPTY EXCEPT FOR PULL ROPE.
2. ALL CONDUITS ARE 2" SCHEDULE 40 NON METALLIC UNLESS SIZE IS SHOWN OTHERWISE

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	LIGHTING PLAN	SHEET 124	E

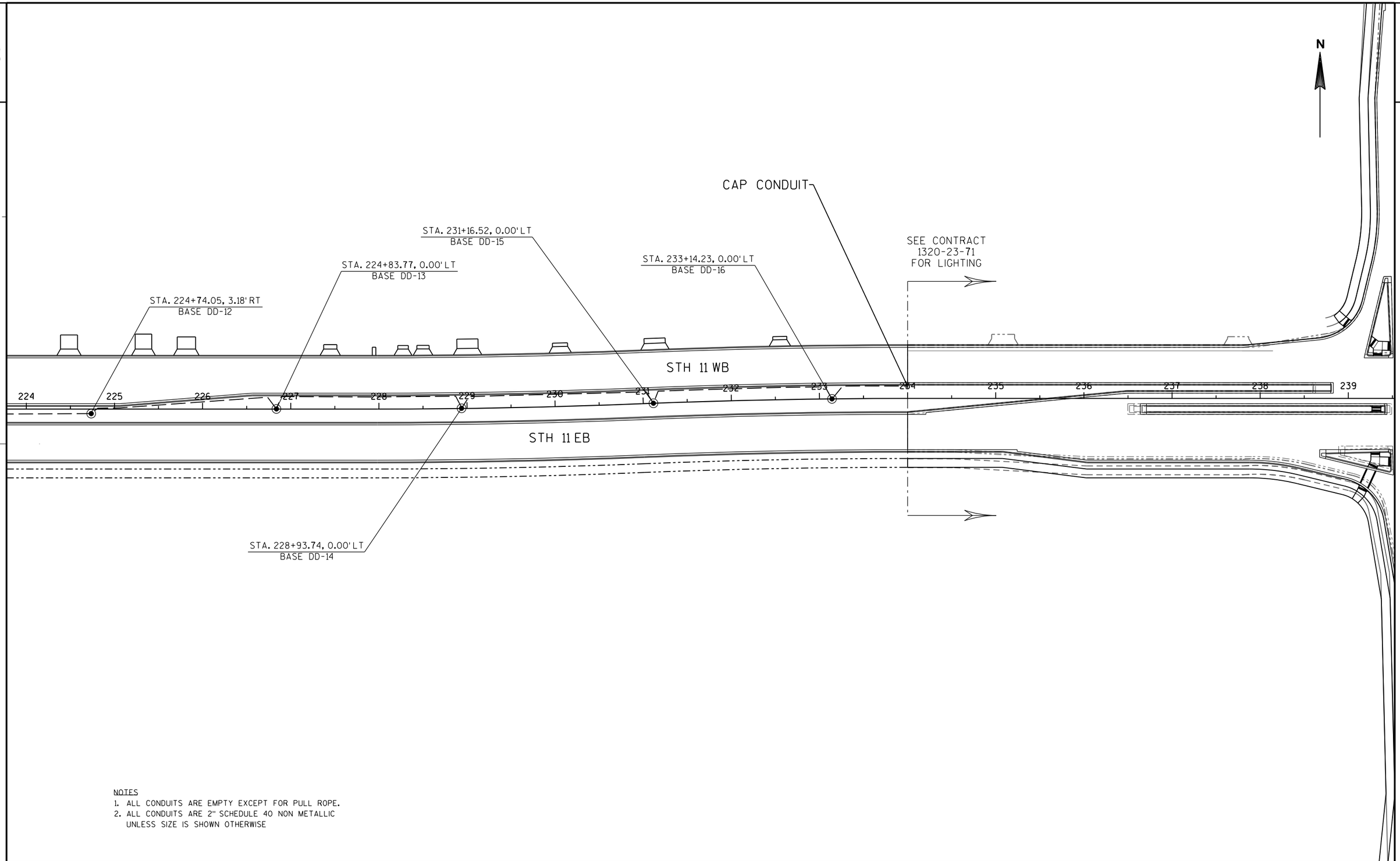
2



NOTES
1. ALL CONDUITS ARE EMPTY EXCEPT FOR PULL ROPE.
2. ALL CONDUITS ARE 2" SCHEDULE 40 NON METALLIC UNLESS SIZE IS SHOWN OTHERWISE

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	LIGHTING PLAN	SHEET 125	E

2



NOTES
1. ALL CONDUITS ARE EMPTY EXCEPT FOR PULL ROPE.
2. ALL CONDUITS ARE 2" SCHEDULE 40 NON METALLIC UNLESS SIZE IS SHOWN OTHERWISE

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	LIGHTING PLAN	SHEET 126	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202373\023518_LP.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100
WISDOT/CADDS SHEET 42

2

GENERAL NOTES

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

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR ROD PROJECTION ABOVE TOP OF CONCRETE FOOTING BASE PER THIS SHEET.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

THE CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN DETERMINATION AS TO THE TYPE AND LOCATION OF THE UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

WELDING OF ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

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 BACKFILLING AROUNG THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

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

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

CONDUIT HEIGHT ABOVE CONCRETE BASE SHALL BE 4½" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF THE 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.

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

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTOR FITTINGS, UL LISTED FOR ELECTRICAL USE, SHALL BE USED.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

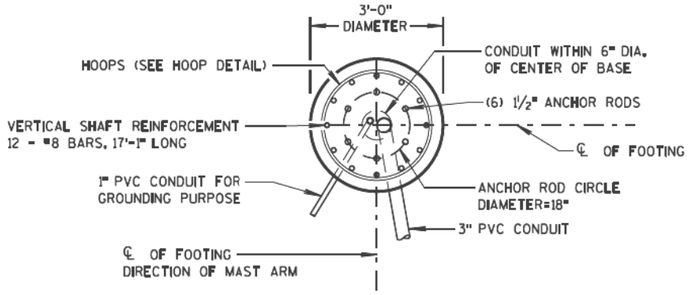
THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE THROUGH A 1-INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4-FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS.

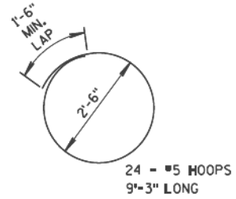
THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVEL WAY SHALL BE 24-INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18-INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36-INCHES. (GREATER THAN 36-INCHES IF INSTALLED IN BREAKER-RUN), EXCEPT WITH THE WRITTEN APPROVAL OF THE ENGINEER.

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

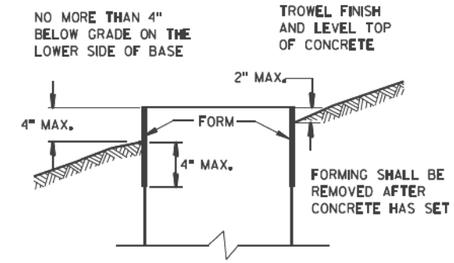
CONCRETE MASONRY ---------- fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60 ------ fy=60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE WITH SECTION 641.2.2.3 OF THE STANDARD SPECIFICATIONS --- fy=55,000 p.s.i.
TEMPLATES, ASTM A709 GRADE 36 ---------- fy=36,000 p.s.i.



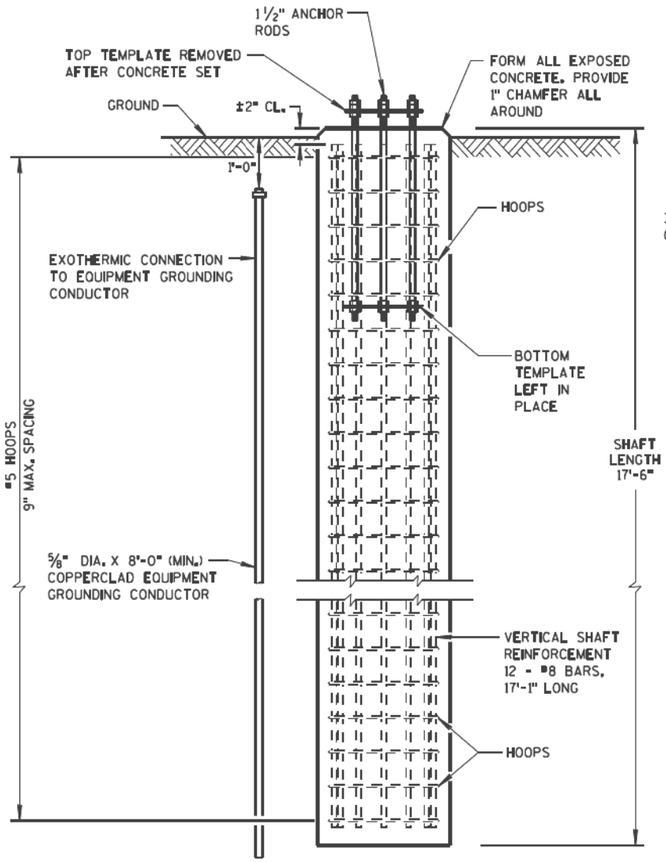
PLAN VIEW



HOOP DETAIL

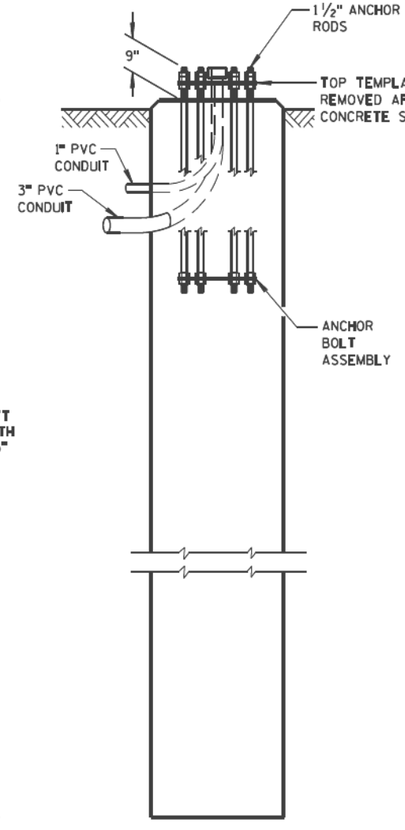


FORMING DETAIL



ELEVATION VIEW*

* CONDUITS ARE NOT SHOWN ON THIS VIEW FOR CLARITY



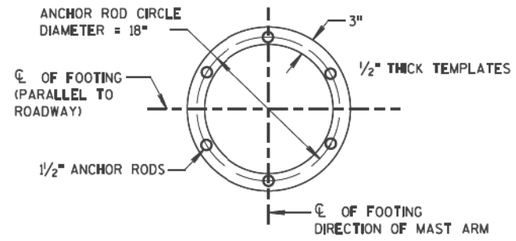
SIDE VIEW **

** HOOPS AND VERTICAL SHAFT REINFORCEMENT NOT SHOWN ON THIS VIEW FOR CLARITY

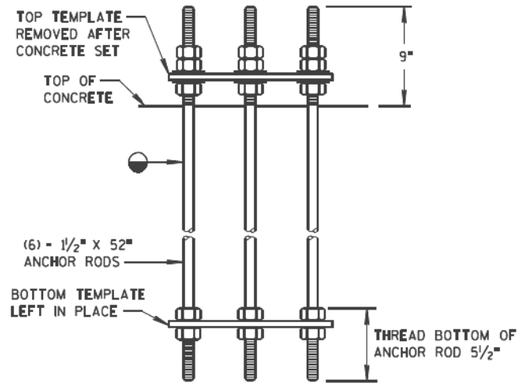
(FOR TYPE 9 & 10 SPECIAL POLES)

CONCRETE = 4.6 C.Y.
M.S. REINFORCEMENT = 779 LBS.

TO BE USED WHEN GROUND ELEVATION, AT BASE, EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION.



TOP AND BOTTOM TEMPLATES

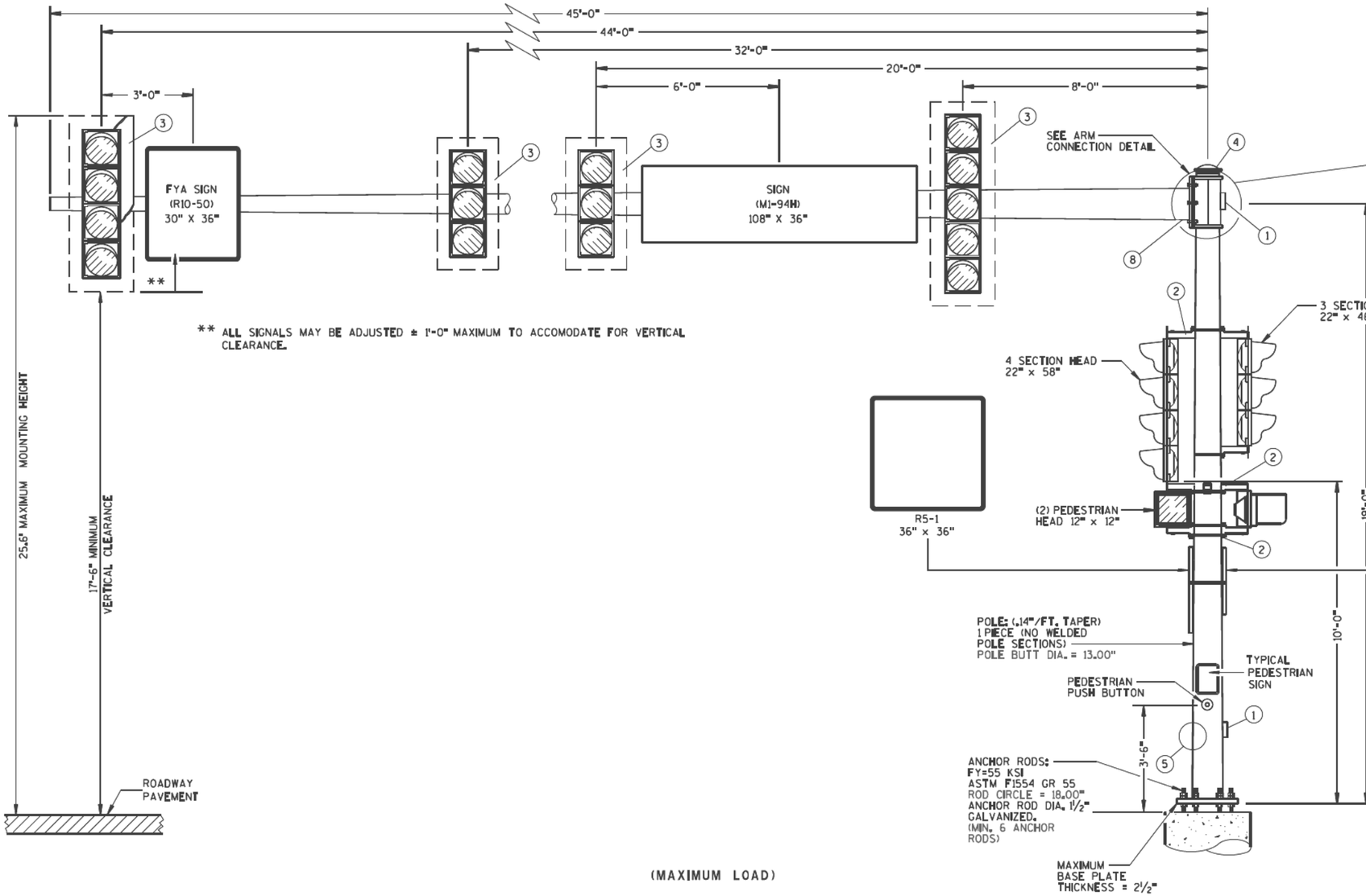


ANCHOR BOLT ASSEMBLY DETAIL

CONCRETE BASE ANCHOR ASSEMBLY

◒ THREAD TOP 9" OF ANCHOR ROD FOR 3 NUTS AND 2 WASHERS AND BOTTOM 5½" FOR 2 NUTS PER ANCHOR ROD. HOT-DIP GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR RODS (ASTM A123) AND HOT-DIP NUTS AND WASHERS (ASTM A153). USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE THREADS.

2



(MAXIMUM LOAD)

TYPE 9 SPECIAL POLE
45' MONOTUBE ARM

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC SIGNAL DETAILS	SHEET 128	E

CONSTRUCTION NOTES:

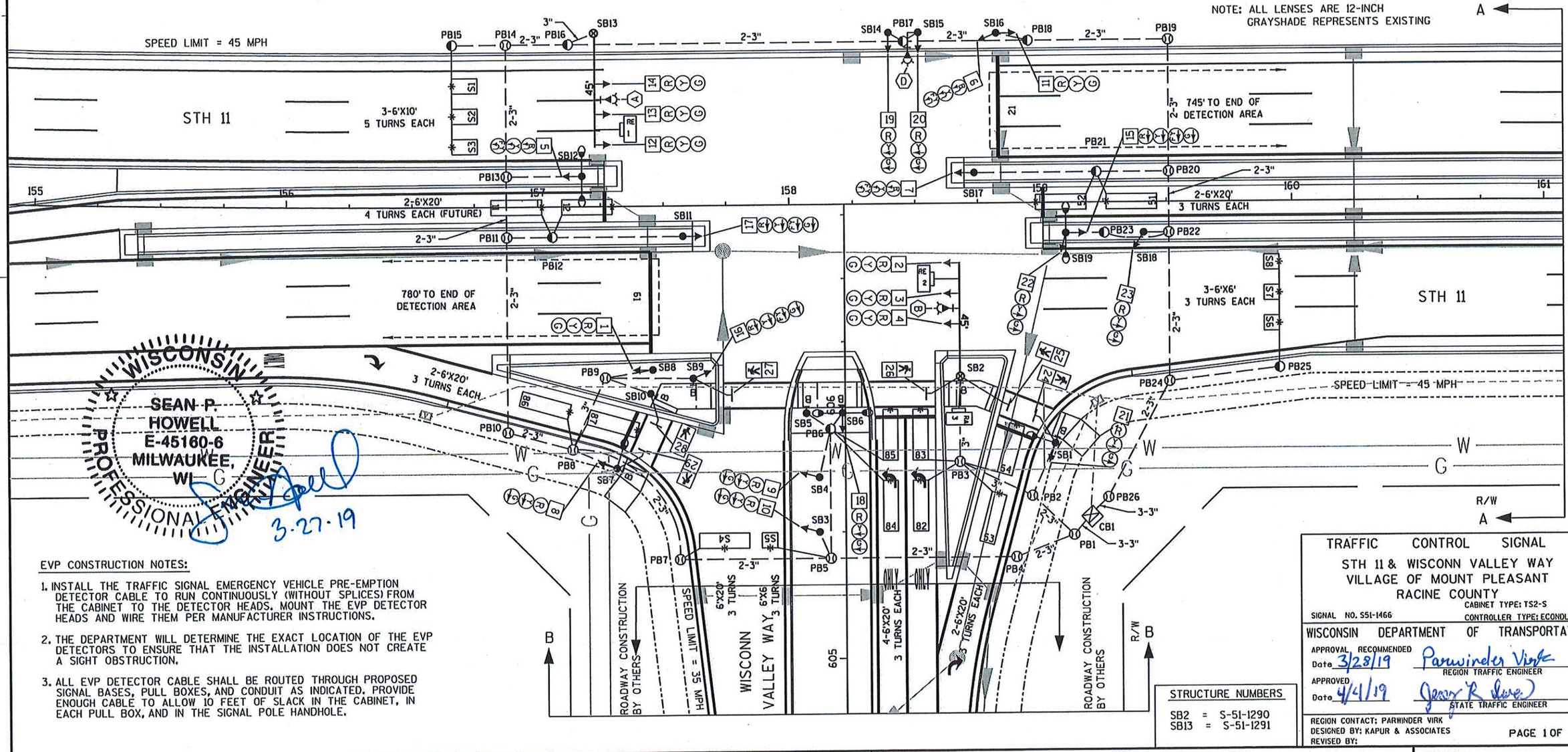
1. * LOCATION IS TO FRONT OF DETECTOR LOOP.
2. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. CONTACT THE REGIONAL ELECTRIAL FIELD UNIT AT (414) 266-1170.
3. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHN THE PROJECT WHICH ARE NOT SHOWN.
4. ALL LUMINAIRES ARE LED CATEGORY C UNLESS OTHERWISE NOTED.
5. INSTALL CABINET BASE 6" ABOVE FINAL ROADWAY ELEVATION.
6. PROPOSED STORM SEWER, LIGHTING, AND COMMUNICATION ARE SHOWN GRAYSHADED FOR PLAN CLARITY.

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 35'-45' ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- RADAR DETECTOR
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- EVP DESIGNATOR
- EVP DETECTOR HEAD
- RADAR DETECTION AREA
- TRAFFIC SIGNAL HEAD
- CONFIRMATION LIGHT
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT

N

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING



WISCONSIN
SEAN P. HOWELL
E-45160-6
MILWAUKEE, WI
PROFESSIONAL ENGINEER
3-27-19

EVP CONSTRUCTION NOTES:

1. INSTALL THE TRAFFIC SIGNAL EMERGENCY VEHICLE PRE-EMPTION DETECTOR CABLE TO RUN CONTINUOUSLY (WITHOUT SPLICES) FROM THE CABINET TO THE DETECTOR HEADS. MOUNT THE EVP DETECTOR HEADS AND WIRE THEM PER MANUFACTURER INSTRUCTIONS.
2. THE DEPARTMENT WILL DETERMINE THE EXACT LOCATION OF THE EVP DETECTORS TO ENSURE THAT THE INSTALLATION DOES NOT CREATE A SIGHT OBSTRUCTION.
3. ALL EVP DETECTOR CABLE SHALL BE ROUTED THROUGH PROPOSED SIGNAL BASES, PULL BOXES, AND CONDUIT AS INDICATED. PROVIDE ENOUGH CABLE TO ALLOW 10 FEET OF SLACK IN THE CABINET, IN EACH PULL BOX, AND IN THE SIGNAL POLE HANDHOLE.

STRUCTURE NUMBERS

SB2 = S-51-1290
SB13 = S-51-1291

TRAFFIC CONTROL SIGNAL
STH 11 & WISCONN VALLEY WAY
VILLAGE OF MOUNT PLEASANT
RACINE COUNTY
CABINET TYPE: TS2-S
SIGNAL NO. S51-1466
CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
Date 3/28/19 Parwinder Virk
REGION TRAFFIC ENGINEER

APPROVED
Date 4/4/19 Jerry R Shue
STATE TRAFFIC ENGINEER

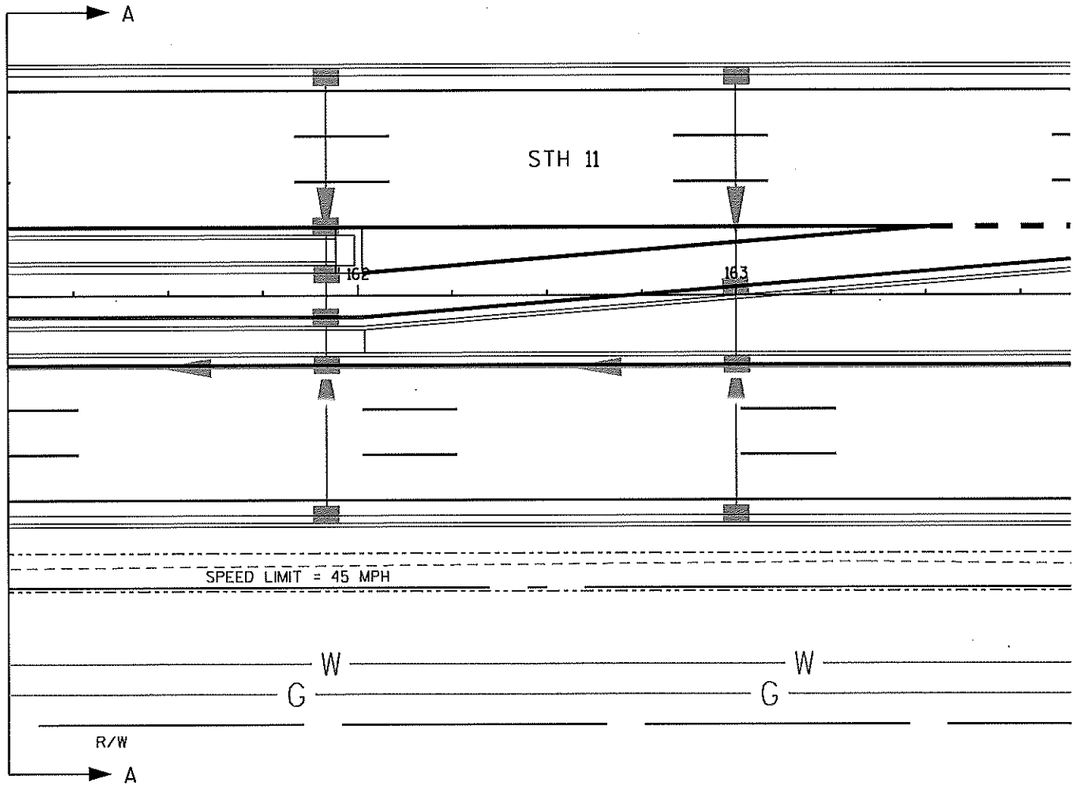
REGION CONTACT: PARWINDER VIRK
DESIGNED BY: KAPUR & ASSOCIATES
REVISED BY:

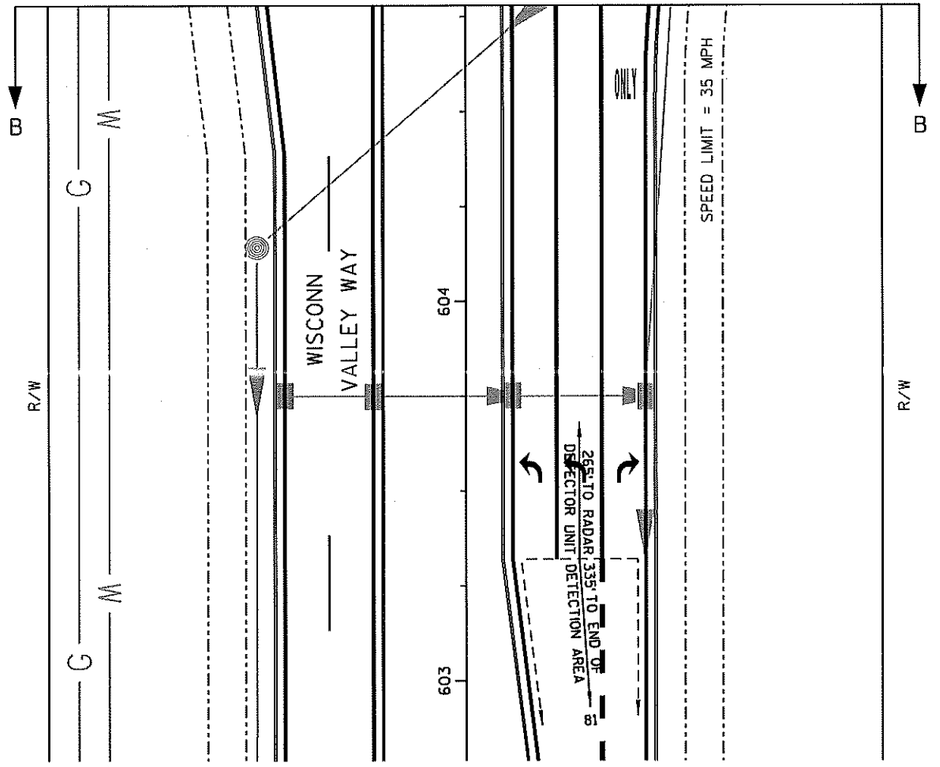
PAGE 1 OF 3

PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	TRAFFIC SIGNAL PLAN	SHEET E

FILE NAME : o conn ocal oads esign iles lans eets .dgn PLOT DATE : PLOT BY : s o ell PLOT NAME : PLOT SCALE : WISDOT/CADDS

3/28/2019





TRAFFIC CONTROL SIGNAL
STH 11 & WISCONN VALLEY WAY
VILLAGE OF MOUNT PLEASANT
RACINE COUNTY

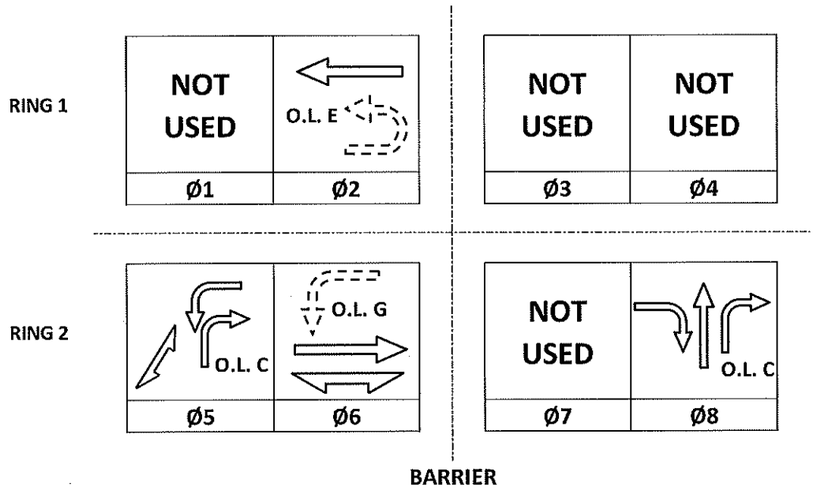
SIGNAL NO. S51-1466

REGION CONTACT: PARWINDER VIRK
DESIGNED BY: KAPUR & ASSOCIATES
REVISED BY:

PAGE 2 OF 3

PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	TRAFFIC SIGNAL PLAN	SHEET 130	E

	HEAD NUMBERS	FLASH
Ø1		
Ø2	11,12,13,14	R
Ø3		
Ø4		
Ø5	15,16,17	R ←
Ø6	1,2,3,4	R
Ø7		
Ø8	8,9,10,18,19,20	R
Ø2P		
Ø4P		
Ø5P	28,29	
Ø6P	24,25,26,27	
Ø8P		
OLC	21,22,23	R
OLE	5,6,7	R
OLG	15,16,17	-



CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	D
MOVEMENT			
PHASE	2+5	6+2	8

AFTER PREEMPTION SEQUENCE 2+5 OR 6+2, CONTROLLER SHALL RETURN TO PHASES 2+6.
AFTER PREEMPTION SEQUENCE 8, CONTROLLER SHALL RETURN TO PHASE 8.

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

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 LIGHTING CABINET	

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	11	51	53	82	84	86	S1	S3
CALLED PHASE	FUTURE	5	5	8	8	8		
CALL OPTION		X	X	X	X	X		
DELAY TIME			X			X		
EXTENTION OPTION		X	X	X	X	X		
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	12	52	54	83	85	87	S2	S4
CALLED PHASE	FUTURE	5	5	8	8	8		
CALL OPTION		X	X	X	X	X		
DELAY TIME			X			X		
EXTENTION OPTION		X	X	X	X	X		
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

19	17	23	21	27	25	31	29	DETECTOR INPUT
S5	S7							PLAN LOOP DETECTOR*(S)
								CALLED PHASE
								CALL OPTION
								DELAY TIME
								EXTENTION OPTION
								EXTEND TIME
								USE ADDED INITIAL
								CROSS SWITCH PHASE

20	18	24	22	28	26	32	30	DETECTOR INPUT
S6	S8							PLAN LOOP DETECTOR*(S)
								CALLED PHASE
								CALL OPTION
								DELAY TIME
								EXTENTION OPTION
								EXTEND TIME
								USE ADDED INITIAL
								CROSS SWITCH PHASE

35	33	39	37	43	41	47	45	DETECTOR INPUT
21	81							PLAN LOOP DETECTOR*(S)
2	8							CALLED PHASE
X								CALL OPTION
								DELAY TIME
X	X							EXTENTION OPTION
	X							EXTEND TIME
								USE ADDED INITIAL
								CROSS SWITCH PHASE

36	34	40	38	44	42	48	46	DETECTOR INPUT
61								PLAN LOOP DETECTOR*(S)
6								CALLED PHASE
X								CALL OPTION
								DELAY TIME
X								EXTENTION OPTION
								EXTEND TIME
								USE ADDED INITIAL
								CROSS SWITCH PHASE

STH 11 & WISCONN VALLEY WAY
VILLAGE OF MOUNT PLEASANT
RACINE COUNTY

SIGNAL NO:	S51-1466	CABINET TYPE: TS2-S
		CONTROLLER TYPE: ECONOLITE
DATE:	04/2019	PAGE NUMBER: 3 OF 3

PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	SEQUENCE OF OPERATIONS	SHEET NO: 131	E

2

PSV 3/28/2019 JMG 3/28/2019

PROJECT ID:	1320-23-70
INTERSECTION:	STH 11 AND WISCONN VALLEY WAY

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

CB1 TO	NO. OF CONDUCTORS	HEAD NO.	RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	FLASHING <YELLOW>	D/WALK	WALK	PED BUTTON	OTHER
SB1	12	21	RED				ORG	GRN					
		24								BLK	BLU		
		B										WHT/BLK	
SB2	12	2	RED	ORG	GRN								
		3	RED	ORG	GRN								
		4	RED	ORG	GRN								
		25								BLK	BLU		
		26								BLK	BLU		
		B										WHT/BLK	
SB3	7	10	RED				ORG	GRN					
SB4	7	9	RED				ORG	GRN					
SB5	7	B										WHT/BLK	
SB6	7	18	RED				ORG	GRN					
		B										WHT/BLK	
SB7	12	8	RED				ORG	GRN					
		29								BLK	BLU		
		B										WHT/BLK	
SB8	7	1	RED	ORG	GRN								
SB9	12	16				RED	ORG	GRN	BLK/WHT				
		27								BLK	BLU		
		B										WHT/BLK	
SB10	7	28								BLK	BLU		
		B										WHT/BLK	
SB11	12	17				RED	ORG	GRN	BLK/WHT				
SB12	12	5				RED	ORG		BLK/WHT				
SB13	7	12	RED	ORG	GRN								
		13	RED	ORG	GRN								
		14	RED	ORG	GRN								
SB14	7	19	RED				ORG	GRN					
SB15	7	20	RED				ORG	GRN					
SB16	12	11	RED	ORG	GRN								
		6				RED/BLK	ORG/BLK		BLK/WHT				
SB17	12	7				RED	ORG		BLK/WHT				
SB18	7	23	RED				ORG	GRN					
SB19	12	22	RED				ORG	GRN					
		15				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				

NOTES:
1. USE WHITE CONDUCTOR IN THE SIGNAL CABLE AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS.
2. ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 18" LONGER THAN THE UNGROUNDED CONDUCTORS.
3. AT THE SIGNAL BASES, CONNECT ON TERMINAL FROM THE PEDESTRIAN PUSH BUTTONS TO THE COLOR INDICATED IN THE CHART.
   CONNECT THE OTHER TERMINAL TO THE GROUNDED CONDUCTOR.

WISCONSIN
SEAN P. HOWELL
E-45160-6
MILWAUKEE, WI
PROFESSIONAL ENGINEER

3-27-19

(CONTINUED ON NEXT SHEET)

PROJECT NUMBER: 1320-23-70	HWY: STH 11	COUNTY: RACINE	CABLE ROUTING	SHEET NO: E

EQUIPMENT GROUNDING CONDUCTOR 10 AWG GRN XLP	
FROM	TO
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB11
SB11	SB12
SB12	SB13
SB13	SB14
SB14	SB15
SB15	SB16
SB16	SB17
SB17	SB18
SB18	SB19
SB19	CB1

LIGHTING UF 10 AWG W/GROUND	
FROM	TO
CB1	SB1
SB1	SB6
CB1	SB7
SB7	SB12
CB1	SB19

PULL BOX BONDING JUMPER 10 AWG GRN XLP	
FROM	TO
PB1	CB1
PB2	CB1
PB3	SB2
PB4	CB1
PB5	SB3
PB6	SB4
PB7	SB3
PB8	SB7
PB9	SB10
PB10	SB7
PB11	SB12
PB12	SB11
PB13	SB12
PB14	SB13
PB16	SB13
PB17	SB15
PB18	SB16
PB19	SB16
PB20	SB18
PB21	SB17
PB22	SB18
PB23	SB19
PB24	CB1
PB26	CB1

EMERGENCY VEHICLE PREEMPTION	
FROM	TO
CB1	SB13 (HEAD A)
CB1	SB2 (HEAD B)
CB1	SB15 (HEAD D)

CONFIRMATION BEACON CABLE TRAFFIC SIGNAL 3-14 AWG	
FROM	TO
CB1	SB13 (HEAD A)
CB1	SB2 (HEAD B)
CB1	SB15 (HEAD D)

RADAR DETECTION CABLE	
FROM	TO
CB1	SB13 (RE1)
CB1	SB2 (RE2)
CB1	SB2 (RA3)

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ORIGINATOR: Josh Koopmann

ORIG. DATE: July 31, 2018

PLOTTED DATE: 3/27/2019 11:51 AM

LEGEND

NONMETALLIC COMMUNICATION CONDUIT 2", UNLESS OTHERWISE NOTED

COMMUNICATION VAULT

CONTROL CABINET

NOTE: GRAYSHADE REPRESENTS EXISTING

N

R/W

STH 11

155 156 157 158 159 160 161

45'

RE 1

RE 2

RE 3

FIBER OPTIC TRACER CABLE

CV159

606

605

WISCONN VALLEY WAY

ONLY

ONLY

ROADWAY CONSTRUCTION BY OTHERS

ROADWAY CONSTRUCTION BY OTHERS

R/W

R/W

R/W

STH 11

CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. CONTACT THE REGIONAL ELECTRIAL FIELD UNIT AT (414) 266-1170.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHN THE PROJECT WHICH ARE NOT SHOWN.
3. PROPOSED STORM SEWER, LIGHTING, DETECTABLE WARNING FIELDS, FTMS AND COMMUNICATION ARE SHOWN GRAYSHADED FOR PLAN CLARITY.
4. COMMUNICATION PROVIDED VIA CELLULAR MODEM
5. INSTALL UNDERGROUND INFRASTRUCTURE

TRAFFIC CONTROL INTERCONNECT
STH 11 & WISCONN VALLEY WAY
VILLAGE OF MOUNT PLEASANT
RACINE COUNTY

SIGNAL NO. S51-1466

REGION CONTACT: PARWINDER VIRK
DESIGNED BY: KAPUR & ASSOCIATES
REVISED BY:

PAGE 1 OF 1

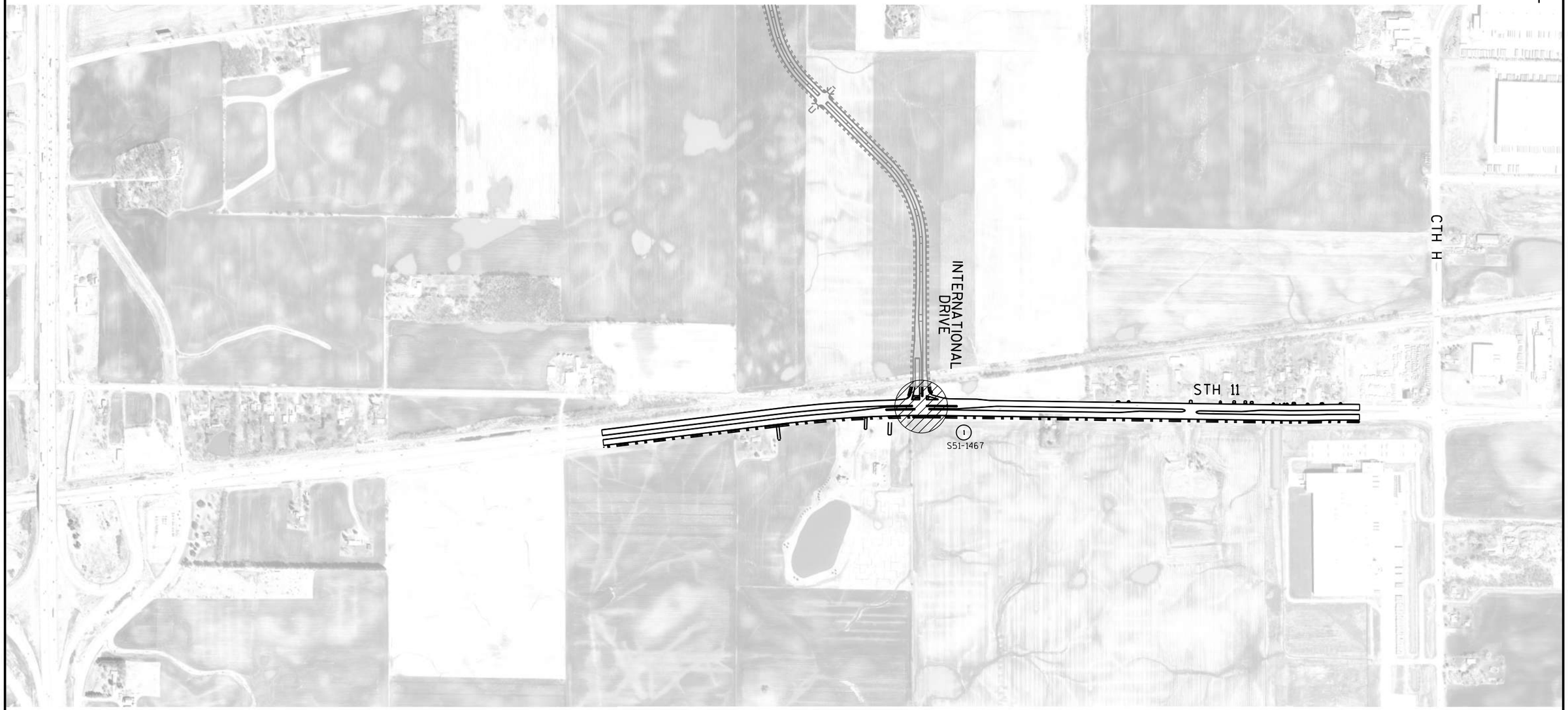
PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	COMMUNICATION PLAN	SHEET 134	E

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2

2

N



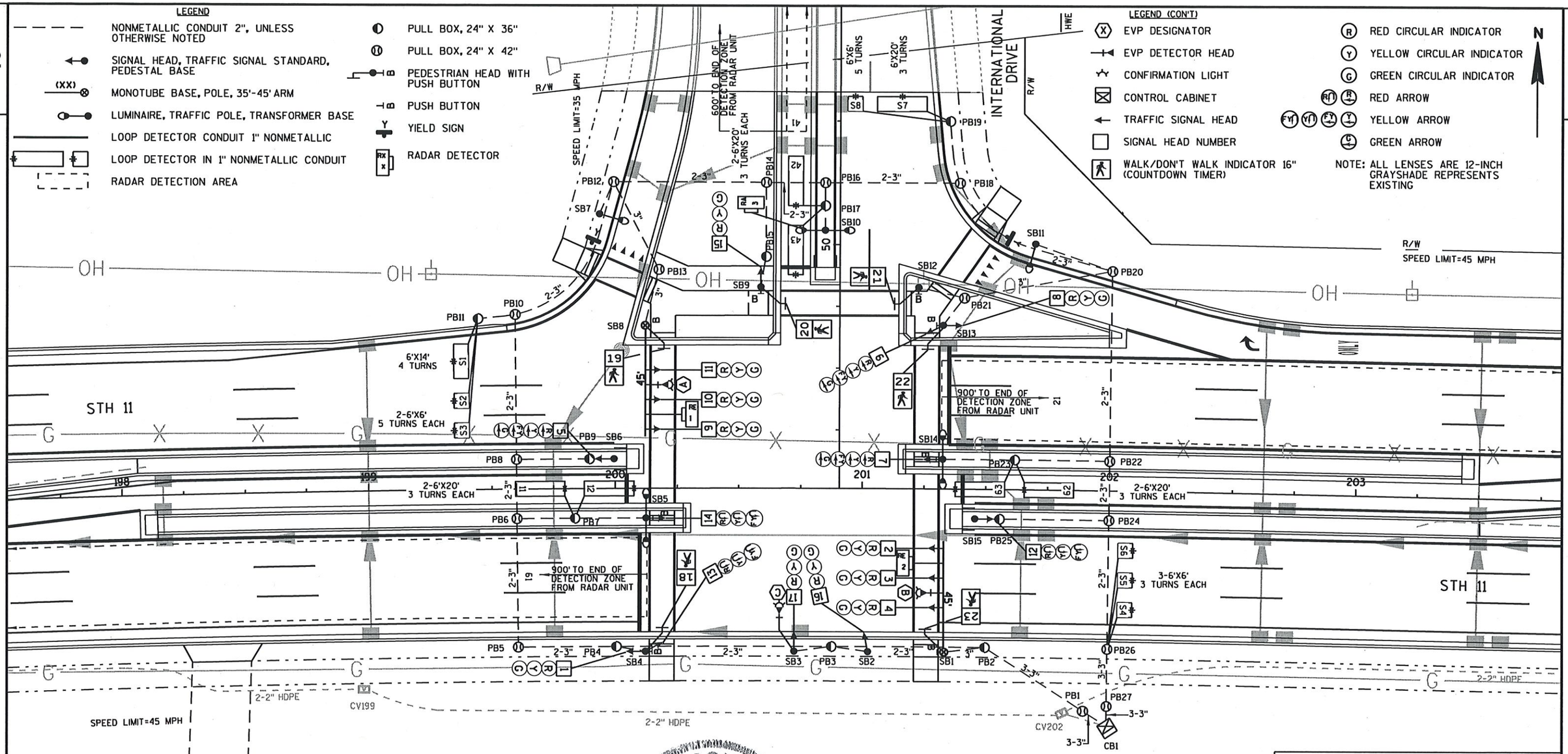
LEGEND

TRAFFIC SIGNAL

XXX-XXXX

1 INSTALL TRAFFIC SIGNAL

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC SIGNAL PROJECT OVERVIEW	SHEET 135	E



CONSTRUCTION NOTES;

1. * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP.
2. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. CONTACT THE REGIONAL ELECTRICAL FIELD UNIT AT (414) 266-1170.
3. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
4. ALL LUMINAIRES ARE LED CATEGORY C UNLESS OTHERWISE NOTED.
5. INSTALL CABINET BASE 6" ABOVE FINAL ROADWAY ELEVATION.
6. PROPOSED STORM SEWER, LIGHTING, DETECTABLE WARNING FIELDS, FTMS AND COMMUNICATION ARE SHOWN GRAYSHADED FOR PLAN CLARITY.

STRUCTURE NUMBERS
SB1= S-51-1265
SB8= S-51-1266

WISCONSIN JASON P. MATSON 3711 WAUKESHA WI PROFESSIONAL ENGINEER
10/01/2019

EVP CONSTRUCTION NOTES;

1. INSTALL THE TRAFFIC SIGNAL EMERGENCY VEHICLE PRE-EMPTION DETECTOR CABLE TO RUN CONTINUOUSLY (WITHOUT SPLICES) FROM THE CABINET TO THE DETECTOR HEADS. MOUNT THE EVP DETECTOR HEADS AND WIRE THEM PER MANUFACTURER INSTRUCTIONS.
2. THE DEPARTMENT WILL DETERMINE THE EXACT LOCATION OF THE EVP DETECTORS TO ENSURE THAT THE INSTALLATION DOES NOT CREATE A SIGHT OBSTRUCTION.
3. ALL EVP DETECTOR CABLE SHALL BE ROUTED THROUGH PROPOSED SIGNAL BASES, PULL BOXES, AND CONDUIT AS INDICATED. PROVIDE ENOUGH CABLE TO ALLOW 10 FEET OF SLACK IN THE CABINET, IN EACH PULL BOX, AND IN THE SIGNAL POLE HANDHOLE.

TRAFFIC CONTROL SIGNAL
STH 11 & INTERNATIONAL DRIVE
VILLAGE OF MOUNT PLEASANT
RACINE COUNTY

CABINET TYPE: TS2-S
SIGNAL NO. S51-1467 CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED Date 9/2/2019 Parwinder Virk REGION TRAFFIC ENGINEER
APPROVED Date 9/4/19 Jason R. Stuve STATE TRAFFIC ENGINEER

REGION CONTACT: PARWINDER VIRK
DESIGNED BY: HNTB
REVISED BY:

PAGE 1 OF 2

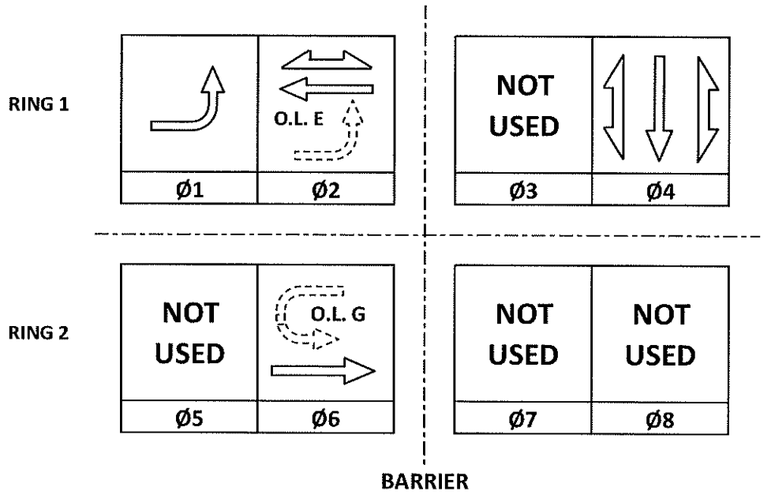
PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC SIGNAL PLAN	SHEET 136 E

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WISDOT/CADDS SHEET 42

9-27-19

	HEAD NUMBERS	FLASH
Ø1	5,6,7	R
Ø2	8,9,10,11	R
Ø3		
Ø4	15,16,17	R
Ø5		
Ø6	1,2,3,4	R
Ø7		
Ø8		
Ø2P	20,21	
Ø4P	18,19,22,23	
Ø6P		
Ø8P		
OLE	5,6,7	-
OLF		
OLG	12,13,14	-
OLH		



CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C
MOVEMENT			
PHASE	2+6	6+1	4

AFTER PREEMPTION SEQUENCE 2+6 OR 6+1, CONTROLLER SHALL RETURN TO PHASES 2+6.
AFTER PREEMPTION SEQUENCE 4, CONTROLLER SHALL RETURN TO PHASE 4.

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

TYPE OF COORDINATION	
NONE	
TBC	X
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	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	
TOMAR	X
HARDWIRE	
OTHER	
CONFIRMATION LIGHTS	X
LIFT BRIDGE	
QUEUE DETECTION	

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	11	42	62	S1	S3	S5	S7	
CALLED PHASE	1	4	6					
CALL OPTION	X	X	X					
DELAY TIME								
EXTENTION OPTION	X	X	X					
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE	2							

49	51							DETECTOR INPUT
21	61							PLAN LOOP DETECTOR*(S)
2	6							CALLED PHASE
X	X							CALL OPTION
								DELAY TIME
X	X							EXTENTION OPTION
								EXTEND TIME
								USE ADDED INITIAL
								CROSS SWITCH PHASE

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	12	43	63	S2	S4	S6	S8	
CALLED PHASE	1	4	6					
CALL OPTION	X	X	X					
DELAY TIME								
EXTENTION OPTION	X	X	X					
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE	2							

50	52							DETECTOR INPUT
41								PLAN LOOP DETECTOR*(S)
4								CALLED PHASE
X								CALL OPTION
								DELAY TIME
X								EXTENTION OPTION
								EXTEND TIME
								USE ADDED INITIAL
								CROSS SWITCH PHASE

STH 11 & INTERNATIONAL DRIVE
VILLAGE OF MOUNT PLEASANT
RACINE COUNTY
SIGNAL NO: S51-1467 CABINET TYPE: TS2-S
CONTROLLER TYPE: ECONOLITE
DATE: 03/2019 PAGE NUMBER: 2 OF 2

PROJECT NO: 1320-23-73 | HWY: STH 11 | COUNTY: RACINE | SEQUENCE OF OPERATIONS | SHEET NO: E

FILE NAME: W:\JOBS\71190\0800 Traffic\0850 Traffic Signals\13202373_STH_11\01_International\TS2-S_E_FYA_EFGH_Econolite_SEQ.dgn PLOT DATE: 3/29/2019 PLOT NAME: TS2-S_E_FYA_EFGH_Econ PLOT BY: _____ PLOT SCALE: 1:1

4-2-19 DSV 4/2/19

PROJECT ID:	1320-23-73
INTERSECTION:	STH 11 & INTERNATIONAL DRIVE

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

CB1 TO	NO. OF CONDUCTORS	HEAD NO.	RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	FLASHING <YELLOW>	D/WALK	WALK	PED BUTTON	OTHER
SB1	12	2	RED	ORG	GRN								
		3	RED	ORG	GRN								
		4	RED	ORG	GRN								
		23								BLK	BLU		
		B										WHT/BLK	
SB2	7	16	RED	ORG	GRN								
SB3	7	17	RED	ORG	GRN								
SB4	12	1	RED	ORG	GRN								
		13				RED/BLK	ORG/BLK		BLK/WHT				
		18								BLK	BLU		
		B										WHT/BLK	
SB5	7	14				RED	ORG		GRN				
		B										WHT/BLK	
SB6	7	5				RED	ORG	GRN	WHT/BLK				
SB8	12	9	RED	ORG	GRN								
		10	RED	ORG	GRN								
		11	RED	ORG	GRN								
		19								BLK	BLU		
		B										WHT/BLK	
SB9	12	15	RED	ORG	GRN								
		20								BLK	BLU		
		B										WHT/BLK	
SB12	7	21								BLK	BLU		
		B										WHT/BLK	
SB13	12	6				RED	ORG	GRN	BLK/WHT				
		8	RED/BLK	ORG/BLK	GRN/BLK								
		22								BLK	BLU		
		B										WHT/BLK	
SB14	7	7				RED	ORG	GRN	BLK				
		B										WHT/BLK	
SB15	7	12				RED	ORG		GRN				

NOTES: USE WHITE CONDUCTOR IN THE SIGNAL CABLE AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS.
ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 18" LONGER THAN THE UNGROUNDED CONDUCTORS.
AT THE SIGNAL BASES, CONNECT ONE TERMINAL FROM THE PEDESTRIAN PUSH BUTTONS TO THE COLOR INDICATED IN THE CHART. CONNECT THE OTHER TERMINAL TO THE GROUNDED CONDUCTOR.

WISCONSIN JASON P. MATSON 3711 WAUKESHA WI PROFESSIONAL ENGINEER

07/01/2019

(CONTINUED ON NEXT SHEET)

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.16_13202370_STH-11\t1\cds\024020_sp_cr.ppt
PLOT DATE : 3/29/2019 9:47:07 AM PLOT BY : HNTB PLOT NAME : 024020_sp_cr#› PLOT SCALE : 1:1

(CONTINUED)

EQUIPMENT GROUNDING CONDUCTOR 10 AWG GRN XLP	
FROM	TO
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB11
SB11	SB12
SB12	SB13
SB13	SB14
SB14	SB15
SB15	CB1

LIGHTING UF 10 AWG W/ GROUND	
FROM	TO
CB1	SB5
SB5	SB7
CB1	SB14
SB14	SB11
SB11	SB10

PULL BOX BONDING JUMPER 10 AWG GRN XLP	
FROM	TO
PB1	CB1
PB2	SB1
PB3	SB2
PB4	SB4
PB5	SB4
PB6	SB5
PB7	SB5
PB8	SB6
PB9	SB6
PB10	SB7
PB12	SB7
PB13	SB8
PB14	SB9
PB15	SB9
PB16	SB10
PB17	SB10
PB18	SB11
PB20	SB11
PB21	SB13
PB22	SB14
PB23	SB14
PB24	SB15
PB25	SB15
PB26	CB1
PB27	CB1

EMERGENCY VEHICLE PREEMPTION	
FROM	TO
CB1	SB1 (HEAD B)
CB1	SB3 (HEAD C)
CB1	SB8 (HEAD A)

CONFIRMATION BEACON CABLE TRAFFIC SIGNAL 3-14 AWG	
FROM	TO
CB1	SB1 (HEAD B)
CB1	SB3 (HEAD C)
CB1	SB8 (HEAD A)

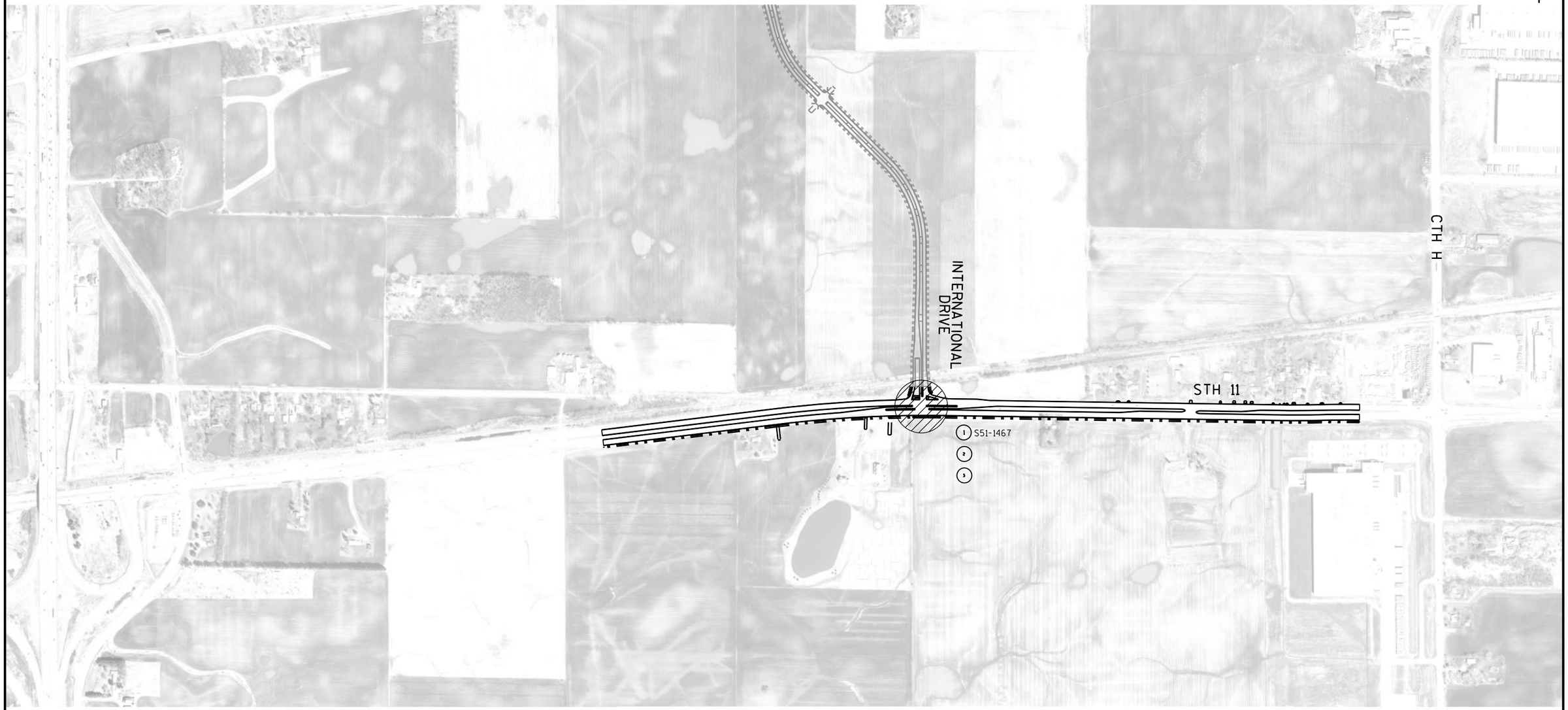
RADAR DETECTION CABLE	
FROM	TO
CB1	SB1 (RE2)
CB1	SB8 (RE1)
CB1	SB10 (RA3)

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.16_13202370_STH-11\t1\cds\024020_sp_cr.ppt

PLOT DATE : 3/29/2019 9:47:07 AM PLOT BY : HNTB PLOT NAME : 024020_sp_cr‹#› PLOT SCALE : 1:1

2

N



LEGEND

TRAFFIC SIGNAL
xxx-xxxx

(1) WISDOT TO INSTALL ETHERNET SWITCH IN TRAFFIC SIGNAL CABINET

(2) COMMUNICATION PROVIDED VIA CELLULAR MODEM

(3) INSTALL UNDERGROUND INFRASTRUCTURE

PROJECT NO:1320-23-73	HWY: STH 11	COUNTY: RACINE	COMMUNICATION PROJECT OVERVIEW	SHEET 140	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.16_13202370_STH-11\PLOTS\XOZ4103_20190410 10:29:29 AM PLOT BY : jmatson PLOT NAME : PLOT SCALE : 750:1

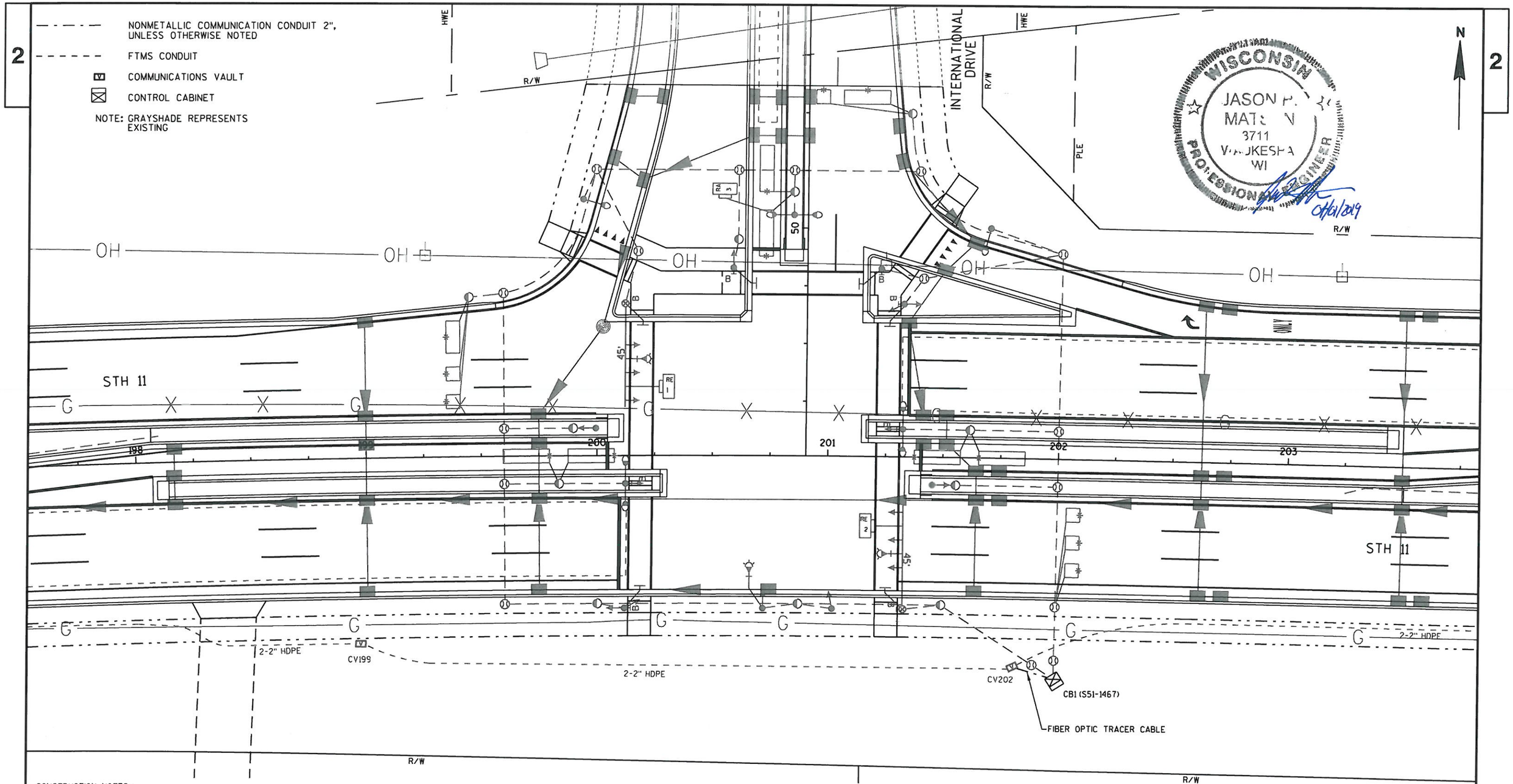
NONMETALLIC COMMUNICATION CONDUIT 2", UNLESS OTHERWISE NOTED

FTMS CONDUIT

COMMUNICATIONS VAULT

CONTROL CABINET

NOTE: GRAYSHADE REPRESENTS EXISTING



WISCONSIN
JASON P. MATSON
3711
WAUKESHA
WI
PROFESSIONAL ENGINEER
07/01/2019

N

CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING INTERCONNECT CABLE INTO SYSTEM. CONTACT THE REGIONAL ELECTRICAL FIELD UNIT AT (414) 266-1170.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. PROPOSED STORM SEWER, LIGHTING, FTMS AND TRAFFIC SIGNALS ARE SHOWN GRAYSHADED FOR PLAN CLARITY.

TRAFFIC CONTROL INTERCONNECT
STH 11 & INTERNATIONAL DRIVE
VILLAGE OF MOUNT PLEASANT
RACINE COUNTY

SIGNAL NO. S51-1467

REGION CONTACT: PARWINDER VIRK
DESIGNED BY: HNTB
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	COMMUNICATION PLAN	SHEET 141

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.16_13202370_STH-11\Plots\BMOZ4115_29_2019 10:30:30 AM PLOT BY : jmatson PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

N

BEGIN PROJECT 1320-23-70
STA 150+00.00

R/L STH 11

STH 11 WB

STH 11 EB

R=110'

+26.65

+83.40

+01.13

+51.13

+55.31

+84.62

+39.52

+44.66

FUTURE PATH BY OTHERS

R/L WISCONN VALLEY WAY

WISCONN VALLEY WAY

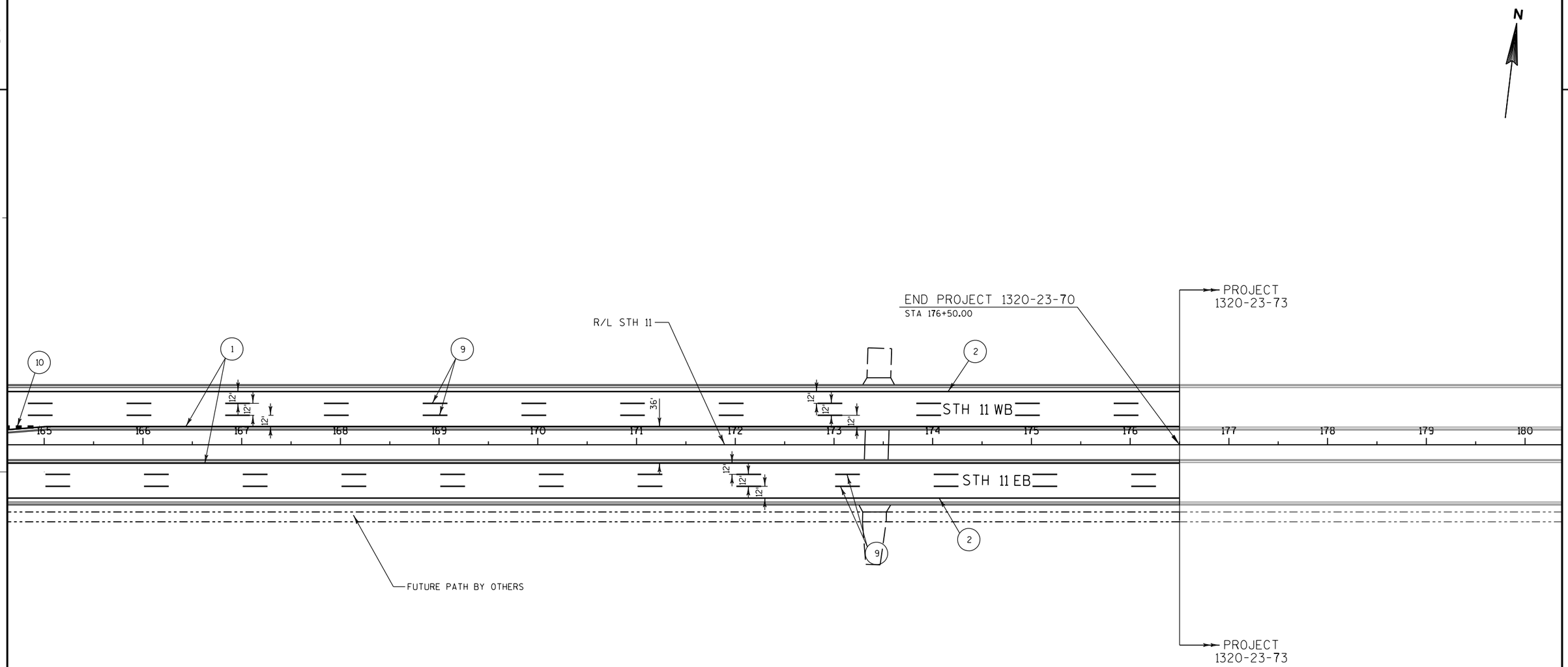
PROJECT 1030-24-71
BY OTHERS

NOTE:
1) DISTANCE MEASURED TO CURB FLANGE UNLESS NOTED OTHERWISE.

LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING WORD EPOXY (WHITE)
4. MARKING ARROW EPOXY (WHITE)
5. MARKING STOP LINE EPOXY 18-INCH (WHITE)
6. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
7. MARKING ISLAND NOSE EPOXY
8. MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH (WHITE)
9. MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
10. MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
11. MARKING CURB EPOXY
12. MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH (DOT PATTERN WHITE) (2 FT LINE 6 FT SKIP)

PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	PAVEMENT MARKING PLAN	SHEET 142	E



NOTE:

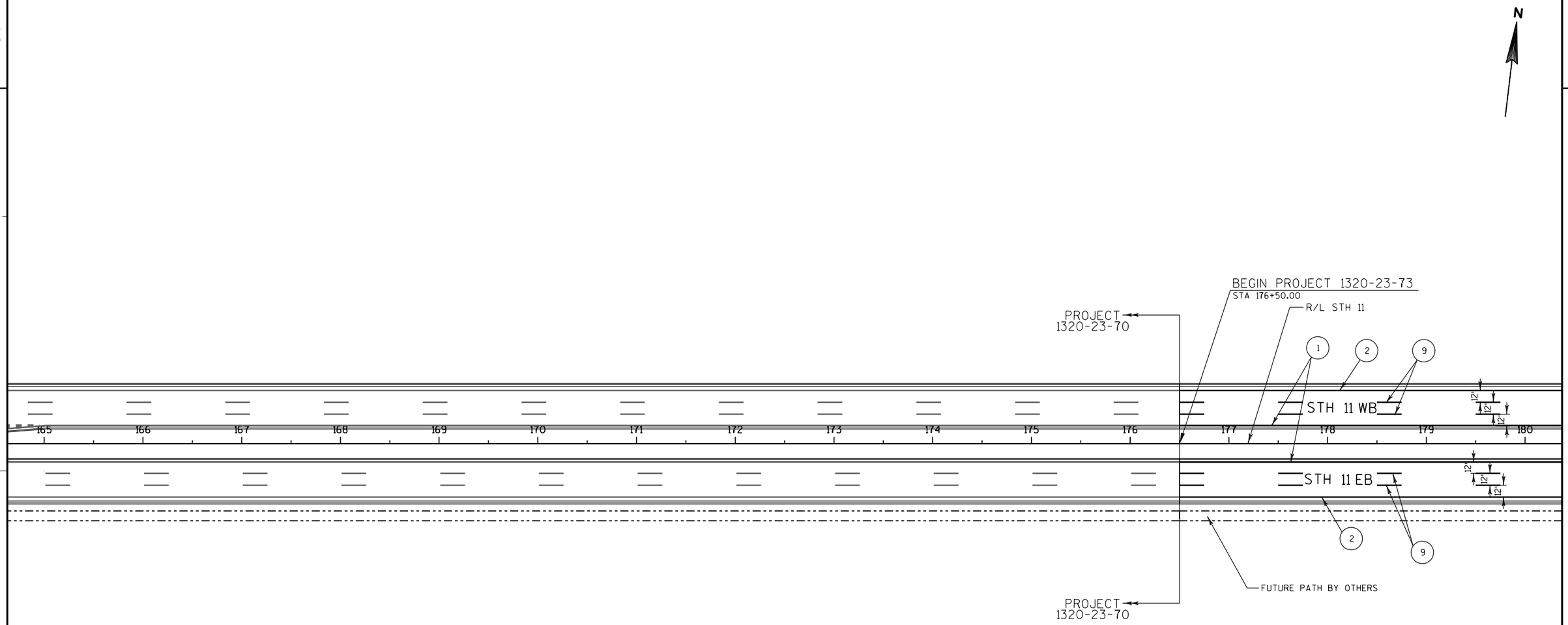
1) DISTANCE MEASURED TO CURB FLANGE UNLESS NOTED OTHERWISE.

LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING WORD EPOXY (WHITE)
4. MARKING ARROW EPOXY (WHITE)
5. MARKING STOP LINE EPOXY 18-INCH (WHITE)
6. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
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11. MARKING CURB EPOXY
12. MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH (DOT PATTERN WHITE) (2 FT LINE 6 FT SKIP)

PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	PAVEMENT MARKING PLAN	SHEET 143	E

2



NOTE:

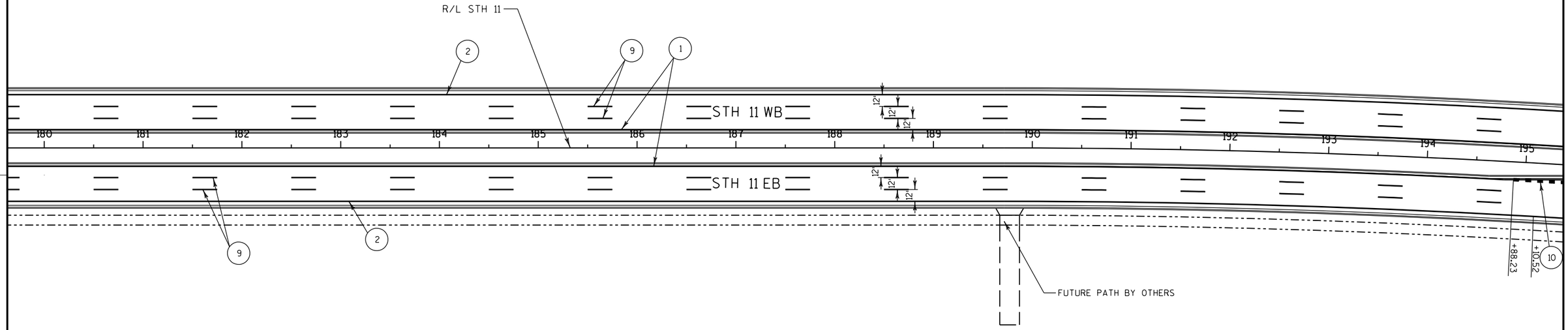
1) DISTANCE MEASURED TO CURB FLANGE UNLESS NOTED OTHERWISE.

LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING WORD EPOXY (WHITE)
4. MARKING ARROW EPOXY (WHITE)
5. MARKING STOP LINE EPOXY 18-INCH (WHITE)
6. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
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10. MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
11. MARKING CURB EPOXY
12. MARKING YIELD LINE EPOXY 18-INCH

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	PAVEMENT MARKING PLAN	SHEET 144	E

2



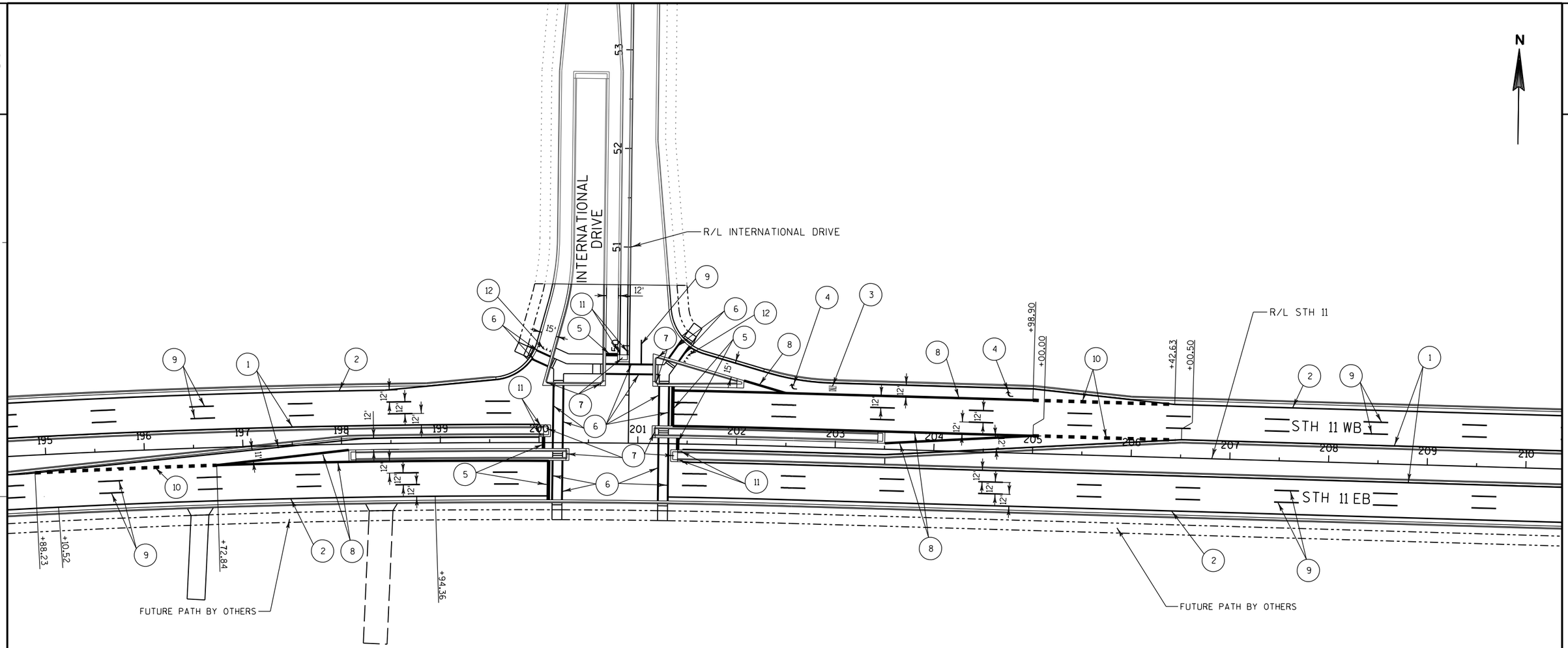
NOTE:

1) DISTANCE MEASURED TO CURB FLANGE UNLESS NOTED OTHERWISE.

LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW)
2. MARKING LINE EPOXY 4-INCH (WHITE)
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4. MARKING ARROW EPOXY (WHITE)
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6. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
7. MARKING ISLAND NOSE EPOXY
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10. MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
11. MARKING CURB EPOXY
12. MARKING YIELD LINE EPOXY 18-INCH

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	PAVEMENT MARKING PLAN	SHEET 145	E



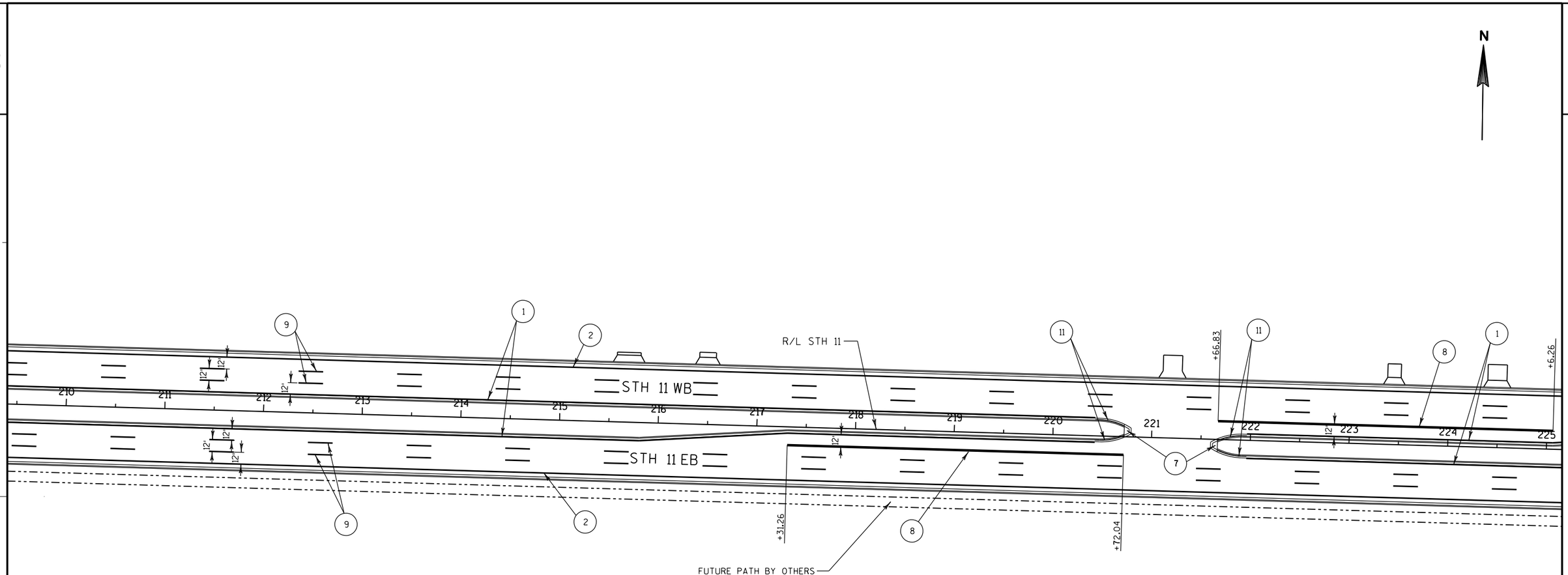
NOTE:

1) DISTANCE MEASURED TO CURB FLANGE UNLESS NOTED OTHERWISE.

LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW)
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4. MARKING ARROW EPOXY (WHITE)
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10. MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
11. MARKING CURB EPOXY
12. MARKING YIELD LINE EPOXY 18-INCH

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	PAVEMENT MARKING PLAN	SHEET 146	E



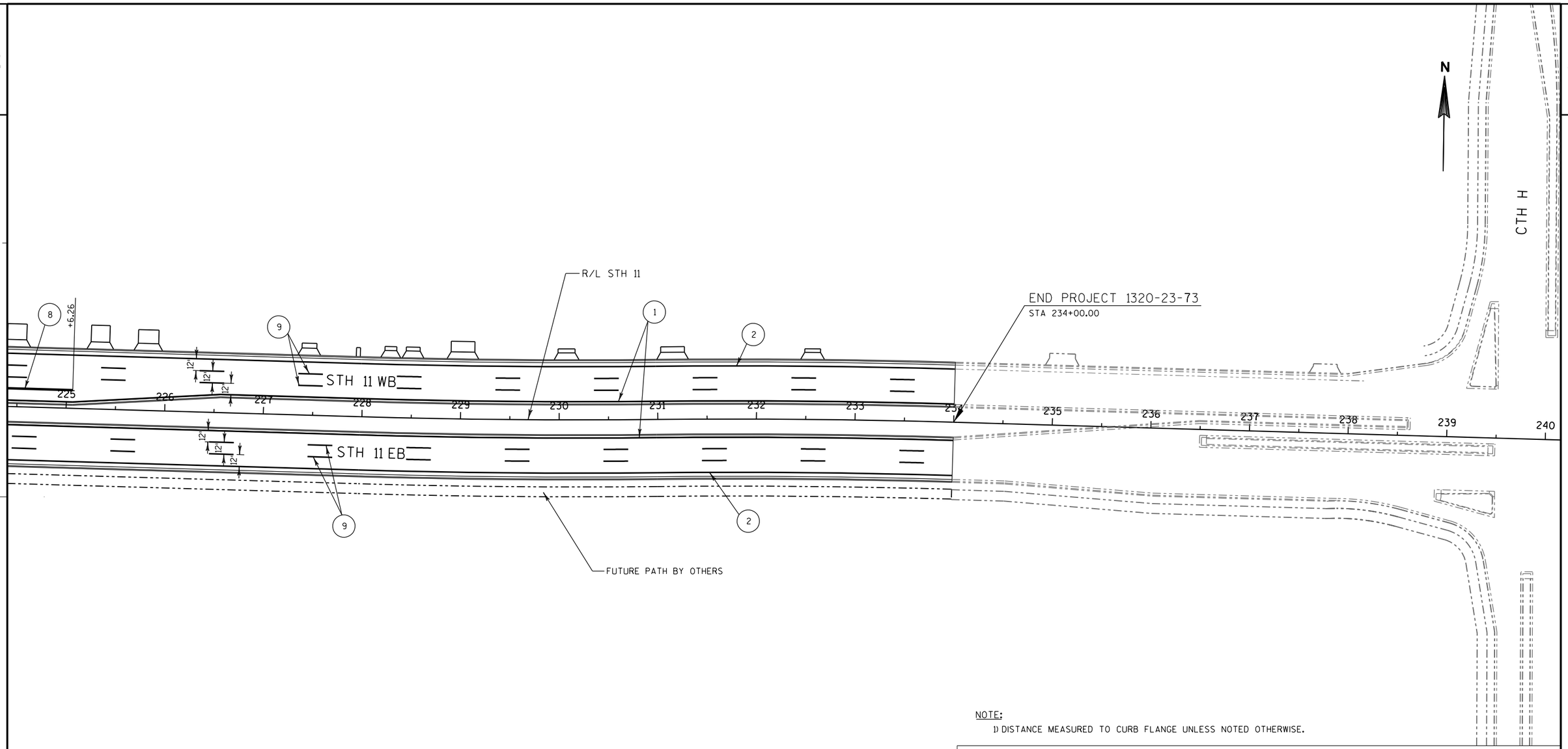
NOTE:

1) DISTANCE MEASURED TO CURB FLANGE UNLESS NOTED OTHERWISE.

LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING WORD EPOXY (WHITE)
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11. MARKING CURB EPOXY
12. MARKING YIELD LINE EPOXY 18-INCH

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	PAVEMENT MARKING PLAN	SHEET 147	E



NOTE:

1) DISTANCE MEASURED TO CURB FLANGE UNLESS NOTED OTHERWISE.

LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING WORD EPOXY (WHITE)
4. MARKING ARROW EPOXY (WHITE)
5. MARKING STOP LINE EPOXY 18-INCH (WHITE)
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11. MARKING CURB EPOXY
12. MARKING YIELD LINE EPOXY 18-INCH

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	PAVEMENT MARKING PLAN	SHEET 148	E

CONSTRUCTION 1320-23-70

- ASPHALTIC PAVEMENT REPAIR (AS DIRECTED BY THE ENGINEER)

TRAFFIC

- STH 11 EB IS OPEN TO 2 LANES OF TRAFFIC ON EXISTING EB LANES
- STH 11 WB IS OPEN TO 2 LANES OF TRAFFIC ON EXISTING WB LANES
- EAST FRONTAGE ROAD IS OPEN TO TRAFFIC
- WISCONN VALLEY WAY (NEW ROAD) IS CLOSED TO TRAFFIC

LEGEND

- WORKZONE (CLOSED TO TRAFFIC)
- WORKZONE (BY OTHERS)
- TEMPORARY PAVEMENT IN PLACE
- DIRECTION OF TRAFFIC

N

BEGIN PROJECT 1320-23-70
STA 150+00.00

EAST FRONTAGE RD

STH 11

155

160

165

WISCONN VALLEY WAY

STH 11 INTERCHANGE - WB LANES UNDER CONSTRUCTION
COORDINATE WITH PROJECT 1030-24-71

WISCONN VALLEY WAY UNDER CONSTRUCTION
TO BE COMPLETED IN FALL 2019
COORDINATE WITH PROJECT 2704-00-76

END PROJECT 1320-23-70
STA 176+50.00

BEGIN PROJECT 1320-23-73
STA 176+50.00

STH 11

165

170

175

180

185

190

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	CONSTRUCTION STAGING - STAGE 1A & 1B	SHEET 149	E

CONSTRUCTION 1320-23-73

- RECONSTRUCT OUTSIDE SHOULDER
- ASPHALTIC PAVEMENT REPAIR (AS DIRECTED BY THE ENGINEER)

TRAFFIC

- STH 11 EB IS OPEN TO 1 LANE OF TRAFFIC ON EXISTING EB LANES
- STH 11 WB IS OPEN TO 1 LANE OF TRAFFIC ON EXISTING WB LANES
- INTERNATIONAL DRIVE (NEW ROAD) IS CLOSED TO TRAFFIC
- CTH H IS OPEN TO TRAFFIC

LEGEND

- WORKZONE (CLOSED TO TRAFFIC)
- WORKZONE (BY OTHERS)
- TEMPORARY PAVEMENT IN PLACE
- DIRECTION OF TRAFFIC

INTERNATIONAL DRIVE UNDER CONSTRUCTION
TO BE COMPLETED IN FALL 2019
COORDINATE WITH PROJECT 2704-00-75

INTERNATIONAL DR

STH 11

CTH H

END PROJECT 1320-23-73
STA 234+00.00

N

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	CONSTRUCTION STAGING - STAGE 1A	SHEET 150	E

CONSTRUCTION 1320-23-73

- CONSTRUCT MEDIAN CROSSOVERS
- ASPHALTIC PAVEMENT REPAIR (AS DIRECTED BY THE ENGINEER)

TRAFFIC

- STH 11 EB IS OPEN TO 1 LANE OF TRAFFIC ON EXISTING EB LANES
- STH 11 WB IS OPEN TO 1 LANE OF TRAFFIC ON EXISTING WB LANES
- INTERNATIONAL DRIVE (NEW ROAD) IS CLOSED TO TRAFFIC
- CTH H IS OPEN TO TRAFFIC

LEGEND

WORKZONE (CLOSED TO TRAFFIC)

WORKZONE (BY OTHERS)

TEMPORARY PAVEMENT IN PLACE

DIRECTION OF TRAFFIC

INTERNATIONAL DRIVE UNDER CONSTRUCTION
TO BE COMPLETED IN FALL 2019
COORDINATE WITH PROJECT 2704-00-75

INTERNATIONAL DR

STH 11

CTH H

END PROJECT 1320-23-73
STA 234+00.00

N

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	CONSTRUCTION STAGING - STAGE 1B	SHEET 151	E

CONSTRUCTION 1320-23-70

- CONSTRUCT STH 11 EB LANES
- CONSTRUCT SOUTH HALF OF WISCONN VALLEY WAY INTERSECTION
- GRADE TEMPORARY MEDIAN DITCH TO DRAIN EXISTING STORM SEWER INTO PROPOSED STORM SEWER SYSTEM

TRAFFIC

- STH 11 EB IS OPEN TO 1 LANE OF TRAFFIC ON EXISTING WB LANES
- STH 11 WB IS OPEN TO 1 LANE OF TRAFFIC ON EXISTING WB LANES
- EAST FRONTAGE ROAD IS OPEN TO TRAFFIC
- WISCONN VALLEY WAY (NEW ROAD) IS CLOSED TO TRAFFIC

LEGEND

- WORKZONE (CLOSED TO TRAFFIC)
- WORKZONE (BY OTHERS)
- TEMPORARY PAVEMENT IN PLACE
- DIRECTION OF TRAFFIC

N

EAST FRONTAGE RD

BEGIN PROJECT 1320-23-70
STA 150+00.00

STH 11

155

160

505

WISCONN VALLEY WAY

STH 11 INTERCHANGE - WB LANES UNDER CONSTRUCTION
COORDINATE WITH PROJECT 1030-24-71

WISCONN VALLEY WAY UNDER CONSTRUCTION
TO BE COMPLETED IN FALL 2019
COORDINATE WITH PROJECT 2704-00-76

N

END PROJECT 1320-23-70
STA 176+50.00

BEGIN PROJECT 1320-23-73
STA 176+50.00

STH 11

165

170

175

180

185

190

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	CONSTRUCTION STAGING - STAGE 2A	SHEET 152	E

CONSTRUCTION 1320-23-73

- CONSTRUCT NORTH HALF OF INTERNATIONAL DRIVE INTERSECTION

TRAFFIC

- STH 11 EB IS OPEN TO 1 LANE OF TRAFFIC ON EXISTING PAVEMENT
- STH 11 WB IS OPEN TO 1 LANE OF TRAFFIC ON EXISTING PAVEMENT
- INTERNATIONAL DRIVE (NEW ROAD) IS CLOSED TO TRAFFIC
- CTH H IS OPEN TO TRAFFIC

LEGEND

- WORKZONE (CLOSED TO TRAFFIC)
- WORKZONE (BY OTHERS)
- TEMPORARY PAVEMENT IN PLACE
- DIRECTION OF TRAFFIC

INTERNATIONAL DRIVE UNDER CONSTRUCTION
TO BE COMPLETED IN FALL 2019
COORDINATE WITH PROJECT 2704-00-75

INTERNATIONAL DR

55

50

STH 11

190

195

200

205

210

215

220

N

CTH H

END PROJECT 1320-23-73
STA 234+00.00

STH 11

225

230

235

240

245

STH 11

CTH H

N

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	CONSTRUCTION STAGING - STAGE 2A	SHEET 153	E

CONSTRUCTION 1320-23-70

- CONSTRUCT STH 11 EB LANES
- CONSTRUCT SOUTH HALF OF WISCONN VALLEY WAY INTERSECTION
- CONSTRUCT TEMPORARY CROSSOVER

TRAFFIC

- STH 11 EB IS OPEN TO 1 LANE OF TRAFFIC ON EXISTING WB LANES
- STH 11 WB IS OPEN TO 1 LANE OF TRAFFIC ON EXISTING WB LANES
- EAST FRONTAGE ROAD IS OPEN TO TRAFFIC
- WISCONN VALLEY WAY (NEW ROAD) IS CLOSED TO TRAFFIC

LEGEND

- WORKZONE (CLOSED TO TRAFFIC)
- WORKZONE (BY OTHERS)
- TEMPORARY PAVEMENT IN PLACE
- DIRECTION OF TRAFFIC

N

EAST FRONTAGE RD

BEGIN PROJECT 1320-23-70
STA 150+00.00

STH 11

160

605

WISCONN VALLEY WAY

STH 11 INTERCHANGE - MEDIAN UNDER CONSTRUCTION
COORDINATE WITH PROJECT 1030-24-71

WISCONN VALLEY WAY UNDER CONSTRUCTION
TO BE COMPLETED IN FALL 2019
COORDINATE WITH PROJECT 2704-00-76

END PROJECT 1320-23-70
STA 176+50.00

BEGIN PROJECT 1320-23-73
STA 176+50.00

STH 11

165 170 175 180 185 190

SEE STAGE 2A STAGING

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	CONSTRUCTION STAGING - STAGE 2B	SHEET 154	E

CONSTRUCTION 1320-23-70

- CONSTRUCT STH 11 WB LANES

TRAFFIC

- STH 11 EB IS OPEN TO 1 LANE OF TRAFFIC ON NEW EB LANES
- STH 11 WB IS OPEN TO 1 LANE OF TRAFFIC ON NEW EB LANES
- EAST FRONTAGE ROAD IS OPEN TO TRAFFIC
- WISCONN VALLEY WAY (NEW ROAD) IS CLOSED TO TRAFFIC

LEGEND

- WORKZONE (CLOSED TO TRAFFIC)
- WORKZONE (BY OTHERS)
- TEMPORARY PAVEMENT IN PLACE
- DIRECTION OF TRAFFIC

N

BEGIN PROJECT 1320-23-70
STA 150+00.00

EAST FRONTAGE RD

STH 11

155

160

605

WISCONN VALLEY WAY

STH 11 INTERCHANGE
COORDINATE WITH PROJECT 1030-24-71

WISCONN VALLEY WAY UNDER CONSTRUCTION
TO BE COMPLETED IN FALL 2019
COORDINATE WITH PROJECT 2704-00-76

END PROJECT 1320-23-70
STA 176+50.00

BEGIN PROJECT 1320-23-73
STA 176+50.00

STH 11

165

170

175

180

185

190

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	CONSTRUCTION STAGING - STAGE 3	SHEET 155	E

CONSTRUCTION 1320-23-73

- BEGIN CONSTRUCTION OF STH 11 EB LANES
- GRADE TEMPORARY MEDIAN DITCH TO DRAIN EXISTING STORM SEWER INTO PROPOSED STORM SEWER SYSTEM

TRAFFIC

- STH 11 EB IS OPEN TO 1 LANE OF TRAFFIC ON EXISTING WB LANES
- STH 11 WB IS OPEN TO 1 LANE OF TRAFFIC ON EXISTING WB LANES
- INTERNATIONAL DRIVE (NEW ROAD) IS OPEN TO TRAFFIC
- CTH H IS OPEN TO TRAFFIC

LEGEND

- WORKZONE (CLOSED TO TRAFFIC)
- WORKZONE (BY OTHERS)
- TEMPORARY PAVEMENT IN PLACE
- DIRECTION OF TRAFFIC

INTERNATIONAL DRIVE CONSTRUCTION COMPLETE
COORDINATE WITH PROJECT 2704-00-75

INTERNATIONAL DR

55

50

STH 11

190

195

205

210

215

220

END PROJECT 1320-23-73
STA 234+00.00

CTH H

225

230

235

240

245

STH 11

CTH H

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	CONSTRUCTION STAGING - STAGE 3	SHEET 156	E

CONSTRUCTION 1320-23-70

- COMPLETE MEDIAN AT WEST PROJECT LIMITS

TRAFFIC

- STH 11 EB IS OPEN TO 3 LANES, REDUCING TO 1 LANE OF TRAFFIC ON NEW EB LANES
- STH 11 WB IS OPEN TO 1 LANE OF TRAFFIC ON NEW WB LANES
- EAST FRONTAGE ROAD IS OPEN TO TRAFFIC
- WISCONN VALLEY WAY (NEW ROAD) IS OPEN TO TRAFFIC

LEGEND

- WORKZONE (CLOSED TO TRAFFIC)
- WORKZONE (BY OTHERS)
- TEMPORARY PAVEMENT IN PLACE
- DIRECTION OF TRAFFIC

N

BEGIN PROJECT 1320-23-70
STA 150+00.00

EAST FRONTAGE RD

STH 11

150

155

160

WISCONN VALLEY WAY

STH 11 INTERCHANGE - CONSTRUCTION COMPLETE
COORDINATE WITH PROJECT 1030-24-71

WISCONN VALLEY WAY CONSTRUCTION COMPLETE
COORDINATE WITH PROJECT 2704-00-76

END PROJECT 1320-23-70
STA 176+50.00

BEGIN PROJECT 1320-23-73
STA 176+50.00

STH 11

165

170

175

180

185

190

SEE STAGE 4B STAGING

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	CONSTRUCTION STAGING - STAGE 4A	SHEET 157	E

CONSTRUCTION 1320-23-70

- NONE (WINTER SHUTDOWN)

TRAFFIC

- STH 11 EB IS OPEN TO 3 LANES, REDUCING TO 1 LANE OF TRAFFIC ON NEW EB LANES
- STH 11 WB IS OPEN TO 3 LANES, REDUCING TO 1 LANE OF TRAFFIC ON NEW WB LANES
- EAST FRONTAGE ROAD IS OPEN TO TRAFFIC
- WISCONN VALLEY WAY (NEW ROAD) IS OPEN TO TRAFFIC

LEGEND

- WORKZONE (CLOSED TO TRAFFIC)
- WORKZONE (BY OTHERS)
- TEMPORARY PAVEMENT IN PLACE
- DIRECTION OF TRAFFIC

N

BEGIN PROJECT 1320-23-70
STA 150+00.00

STH 11

EAST FRONTAGE RD

155

160

505

WISCONN VALLEY WAY

STH 11 INTERCHANGE - CONSTRUCTION COMPLETE
COORDINATE WITH PROJECT 1030-24-71

WISCONN VALLEY WAY CONSTRUCTION COMPLETE
COORDINATE WITH PROJECT 2704-00-76

END PROJECT 1320-23-70
STA 176+50.00

BEGIN PROJECT 1320-23-73
STA 176+50.00

STH 11

165

170

175

180

185

190

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	CONSTRUCTION STAGING - STAGE 4B	SHEET 158	E

2

CONSTRUCTION 1320-23-73

- NONE (WINTER SHUTDOWN)

TRAFFIC

- STH 11 EB IS OPEN TO 1 LANE OF TRAFFIC ON EXISTING WB LANES
- STH 11 WB IS OPEN TO 1 LANE OF TRAFFIC ON EXISTING WB LANES
- INTERNATIONAL DRIVE (NEW ROAD) IS OPEN TO TRAFFIC
- CTH H IS OPEN TO TRAFFIC

LEGEND

WORKZONE (CLOSED TO TRAFFIC)

WORKZONE (BY OTHERS)

TEMPORARY PAVEMENT IN PLACE

DIRECTION OF TRAFFIC

INTERNATIONAL DRIVE CONSTRUCTION COMPLETE
COORDINATE WITH PROJECT 2704-00-75

INTERNATIONAL DR

55

50

STH 11

190

195

205

210

215

220

N

END PROJECT 1320-23-73
STA 234+00.00

CTH H

STH 11

225

230

235

240

245

CTH H

N

2

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	CONSTRUCTION STAGING - STAGE 4B	SHEET 159	E

CONSTRUCTION 1320-23-70

- FINISHING ITEMS

TRAFFIC

- STH 11 EB IS OPEN TO 3 LANES, REDUCING TO 1 LANE OF TRAFFIC ON NEW EB LANES
- STH 11 WB IS OPEN TO 3 LANES, REDUCING TO 1 LANE OF TRAFFIC ON NEW WB LANES
- EAST FRONTAGE ROAD IS OPEN TO TRAFFIC
- WISCONN VALLEY WAY (NEW ROAD) IS OPEN TO TRAFFIC

LEGEND

- WORKZONE (CLOSED TO TRAFFIC)
- WORKZONE (BY OTHERS)
- TEMPORARY PAVEMENT IN PLACE
- DIRECTION OF TRAFFIC

N

EAST FRONTAGE RD

BEGIN PROJECT 1320-23-70
STA 150+00.00

STH 11

150

155

160

WISCONN VALLEY WAY

END PROJECT 1320-23-70
STA 176+50.00

BEGIN PROJECT 1320-23-73
STA 176+50.00

165

170

175

180

185

190

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	CONSTRUCTION STAGING - STAGE 5	SHEET 160	E

CONSTRUCTION 1320-23-73

- CONSTRUCT STH 11 EB LANES
- GRADE TEMPORARY MEDIAN DITCH TO DRAIN EXISTING STORM SEWER INTO PROPOSED STORM SEWER SYSTEM

TRAFFIC

- STH 11 EB IS OPEN TO 1 LANE OF TRAFFIC ON EXISTING WB LANES WEST OF INTERNATIONAL DR
- STH 11 WB IS OPEN TO 1 LANE OF TRAFFIC ON EXISTING WB LANES WEST OF INTERNATIONAL DR
- STH 11 IS CLOSED TO THROUGH TRAFFIC EAST OF INTERNATIONAL DR
- INTERNATIONAL DRIVE (NEW ROAD) IS OPEN TO TRAFFIC
- CTH H IS UNDER CONSTRUCTION

LEGEND

- WORKZONE (CLOSED TO TRAFFIC)
- WORKZONE (BY OTHERS)
- TEMPORARY PAVEMENT IN PLACE
- DIRECTION OF TRAFFIC

N

INTERNATIONAL DR

55

50

LOCAL ACCESS ONLY

STH 11

190 195 205 210 215 220

END PROJECT 1320-23-73
STA 234+00.00

CTH H

LOCAL ACCESS ONLY

STH 11

220 225 230 235 240 245

CTH H UNDER CONSTRUCTION
COORDINATE WITH PROJECT 1320-23-71

CTH H

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	CONSTRUCTION STAGING - STAGE 5	SHEET 161	E

CONSTRUCTION 1320-23-70

- NONE

TRAFFIC

- STH 11 EB IS OPEN TO 3 LANES, REDUCING TO 1 LANE OF TRAFFIC ON NEW EB LANES
- STH 11 WB IS OPEN TO 3 LANES, REDUCING TO 1 LANE OF TRAFFIC ON NEW WB LANES
- EAST FRONTAGE ROAD IS OPEN TO TRAFFIC
- WISCONN VALLEY WAY (NEW ROAD) IS OPEN TO TRAFFIC

LEGEND

- WORKZONE (CLOSED TO TRAFFIC)
- WORKZONE (BY OTHERS)
- TEMPORARY PAVEMENT IN PLACE
- DIRECTION OF TRAFFIC

N

EAST FRONTAGE RD

BEGIN PROJECT 1320-23-70
STA 150+00.00

STH 11

150

155

160

WISCONN VALLEY WAY

END PROJECT 1320-23-70
STA 176+50.00

BEGIN PROJECT 1320-23-73
STA 176+50.00

STH 11

165

170

175

180

185

190

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	CONSTRUCTION STAGING - STAGE 6	SHEET 162	E

CONSTRUCTION 1320-23-73

- CONSTRUCT STH 11 WB LANES

TRAFFIC

- STH 11 EB IS OPEN TO 1 LANE OF TRAFFIC ON NEW EB LANES WEST OF INTERNATIONAL DR
- STH 11 WB IS OPEN TO 1 LANE OF TRAFFIC ON NEW EB LANES WEST OF INTERNATIONAL DR
- STH 11 IS CLOSED TO THROUGH TRAFFIC EAST OF INTERNATIONAL DR
- INTERNATIONAL DRIVE (NEW ROAD) IS OPEN TO TRAFFIC
- CTH H IS UNDER CONSTRUCTION

LEGEND

- WORKZONE (CLOSED TO TRAFFIC)
- WORKZONE (BY OTHERS)
- TEMPORARY PAVEMENT IN PLACE
- DIRECTION OF TRAFFIC

N

INTERNATIONAL DR

55

50

STH 11

190 195 200 205 210 215 220

LOCAL ACCESS ONLY

CTH H

END PROJECT 1320-23-73
STA 234+00.00

STH 11

220 225 230 235 240 245

LOCAL ACCESS ONLY

CTH H UNDER CONSTRUCTION
COORDINATE WITH PROJECT 1320-23-71

CTH H

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	CONSTRUCTION STAGING - STAGE 6	SHEET 163	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\025062_cs.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:200

WISDOT/CADDS SHEET 42

CONSTRUCTION 1320-23-70

- FINISH MEDIAN AT EAST PROJECT LIMITS

TRAFFIC

- STH 11 EB IS OPEN TO 3 LANES, REDUCING TO 2 LANES OF TRAFFIC ON NEW EB LANES
- STH 11 WB IS OPEN TO 3 LANES, REDUCING TO 2 LANES OF TRAFFIC ON NEW WB LANES
- EAST FRONTAGE ROAD IS OPEN TO TRAFFIC
- WISCONN VALLEY WAY (NEW ROAD) IS OPEN TO TRAFFIC

LEGEND

- WORKZONE (CLOSED TO TRAFFIC)
- WORKZONE (BY OTHERS)
- TEMPORARY PAVEMENT IN PLACE
- DIRECTION OF TRAFFIC

EAST FRONTAGE RD

BEGIN PROJECT 1320-23-70
STA 150+00.00

STH 11

155

160

505

WISCONN VALLEY WAY

N

END PROJECT 1320-23-70
STA 176+50.00

BEGIN PROJECT 1320-23-73
STA 176+50.00

STH 11

165

170

175

180

185

190

N

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	CONSTRUCTION STAGING - STAGE 7	SHEET 164	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\025071_cs.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:200

WISDOT/CADDS SHEET 42

CONSTRUCTION 1320-23-73

- REMOVE TEMPORARY CROSSOVERS AND FINISH MEDIAN

TRAFFIC

- STH 11 EB IS OPEN TO 2 LANES, REDUCING TO 1 LANE OF TRAFFIC ON NEW EB LANES WEST OF INTERNATIONAL DR
- STH 11 WB IS OPEN TO 2 LANES OF TRAFFIC ON NEW WB LANES WEST OF INTERNATIONAL DR
- STH 11 IS CLOSED TO THROUGH TRAFFIC EAST OF INTERNATIONAL DR
- INTERNATIONAL DRIVE (NEW ROAD) IS OPEN TO TRAFFIC
- CTH H IS UNDER CONSTRUCTION

LEGEND

- WORKZONE (CLOSED TO TRAFFIC)
- WORKZONE (BY OTHERS)
- TEMPORARY PAVEMENT IN PLACE
- DIRECTION OF TRAFFIC

N

INTERNATIONAL DR

55

50

LOCAL ACCESS ONLY

STH 11

195

200

205

210

215

220

CLOSED

CLOSED

END PROJECT 1320-23-73
STA 234+00.00

CTH H

LOCAL ACCESS ONLY

STH 11

225

230

235

240

245

STH 11

CLOSED

CTH H UNDER CONSTRUCTION
COORDINATE WITH PROJECT 1320-23-71

CTH H

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	CONSTRUCTION STAGING - STAGE 7	SHEET 165	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\025072_cs.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:200

WISDOT/CADDS SHEET 42

2

GENERAL NOTES FOR TRAFFIC CONTROL

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

2) CONFLICTING TRAFFIC SIGNS SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER. CONFLICTING SIGNS WILL BE COVERED USING THE STANDARD BID ITEM, TRAFFIC CONTROL COVERING SIGNS, TYPE II.

3) "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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

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

6) REMOVING PAVEMENT MARKING SHOULD BE PAID FOR UNDER THE FOLLOWING BID ITEMS:
REMOVING PAVEMENT MARKING ON EXISTING PAVEMENT USES THE CORRESPONDING STANDARD BID ITEM
REMOVING PAVEMENT MARKING ON NEW PAVEMENT USES THE 'MARKING REMOVAL LINE WATER BLASTING' BID ITEM

7) ALL TRAFFIC CONTROL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED IN THE PLANS.

8) BARRICADE STRIPES ARE TO BE SLOPED DOWNWARD IN THE DIRECTIOIN OF TRAFFIC FLOW.

9) COORDINATE TRAFFIC CONTROL WITH ADJACENT PROJECTS 1030-24-71 (TO THE WEST), 1320-23-71 (TO THE EAST), 2704-00-76 (TO THE SOUTH), & 2704-00-75 (TO THE NORTH)

10) DETOUR SIGNING WILL BE INSTALLED BY PROJECT 1320-23-71. COORDINATE PLACEMENT OF SIGNS AND STAGING SCHEDULE WITH PROJECT 1320-23-71.

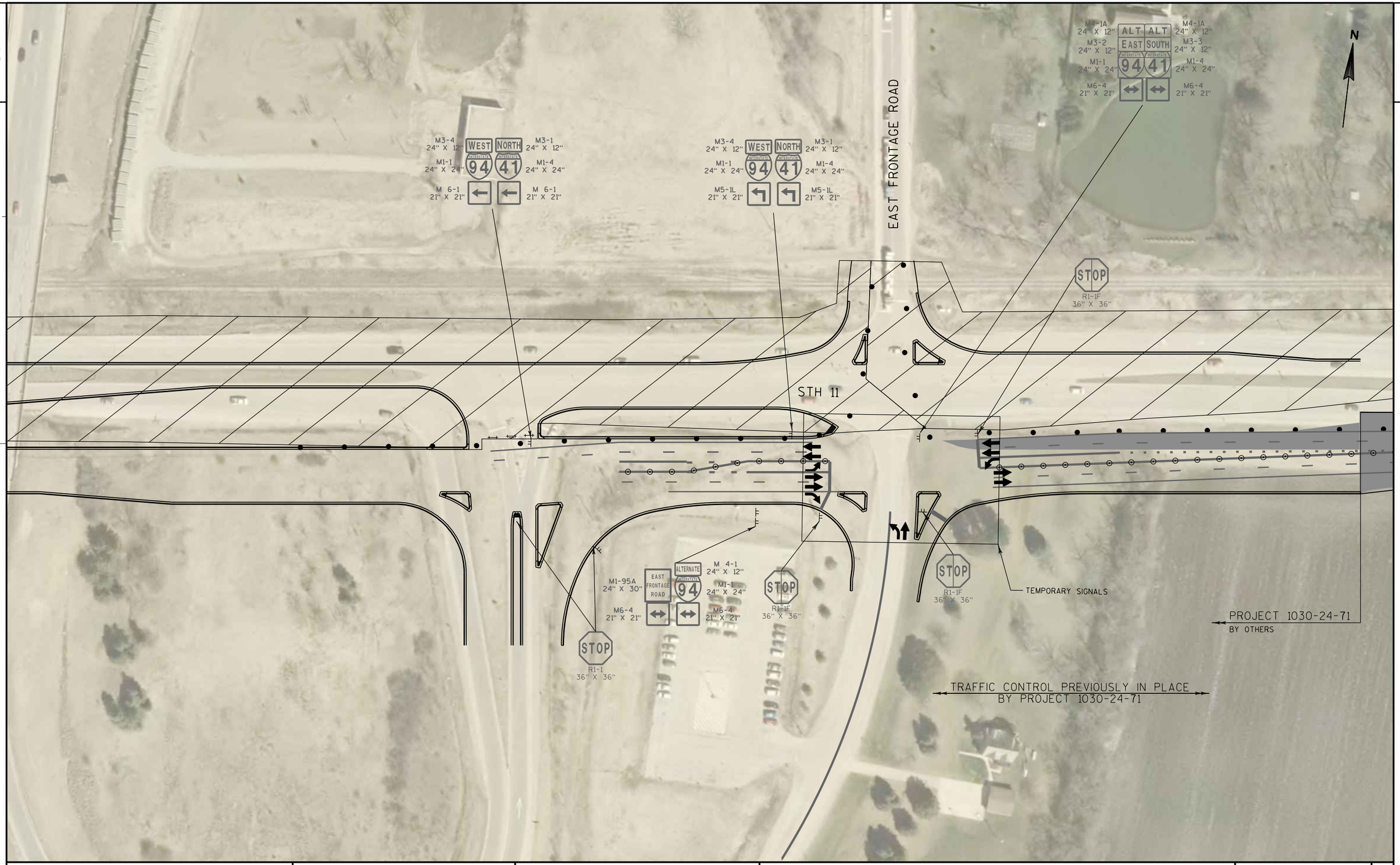
TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADES TYPE 3 WITH WARNING LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADES TYPE 3 WITH WARNING LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL DRUMS WITH WARNING LIGHTS TYPE C
- TRAFFIC CONTROL ARROW BOARDS
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC FLOW ARROW
- WORK ZONE THIS STAGE
- WORK ZONE BY OTHERS
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES
- CONCRETE BARRIER TEMPORARY PRECAST

TEMPORARY PAVEMENT MARKING LEGEND

- (23) TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
- (24) TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
- (25) TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
- (26) TEMPORARY MARKING LINE PAINT 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
- (44) TEMPORARY MARKING LINE PAINT 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
- (52) TEMPORARY MARKING STOP LINE PAINT 18-INCH
- (P) PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
- (E) EXISTING PAVEMENT MARKINGS
- TEMPORARY PAVEMENT MARKING IN PLACE FROM PREVIOUS STAGE

2



PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 1A & 1B	SHEET 167	E

BEGIN PROJECT 1320-23-70
STA 150+00.00

W06-3

M1-95A
24" X 30"

EAST FRONTAGE ROAD

TO INTERSTATE 94

M4-5
24" X 12"

M1-1
24" X 24"

M6-4
21" X 21"

M6-1
21" X 21"

DO NOT PASS
R4-1
24" X 30"

ROAD CLOSED
R11-2
48" X 30"

N

W1-4B
48" X 48"

35 M.P.H.
W013-1
24" X 24"

MAX. 14' WIDTH
W12-52
48" X 48"

R/L STH 11

STH 11 WB

STH 11 EB

151 152 153 154 155 156 157 158 159 160 161 162 163 164 165

606 605 604 603 602

E

LEFT LANE CLOSED AHEAD
W20-5

SPEED LIMIT 45
R2-1
30" X 36"

W06-1

WISCONN VALLEY WAY

PROJECT 1030-24-71
BY OTHERS

TRAFFIC CONTROL PREVIOUSLY IN PLACE
BY PROJECT 1030-24-71

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 1A & 1B	SHEET 168	E

2

2

N

BEGIN PROJECT 1320-23-73
STA 176+50.00

END PROJECT 1320-23-70
STA 176+50.00

R/L STH 11

STH 11 WB

STH 11 EB

12'

+60.00

E

E

23

165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180

W04-2L

SPEED LIMIT 45
R2-1
30" X 36"

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 1A & 1B	SHEET 169	E



PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 1A	SHEET 170	E

2



PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 1A	SHEET 171	E

2

N

SPEED LIMIT 45
R2-1
30" X 36"

LANE CLOSED
R11-2L
48" X 30"

STH 11 WB

STH 11 EB

12'

12'

12'

+84.25

R=7026'

R=6533'

180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195

+00.00

E

E

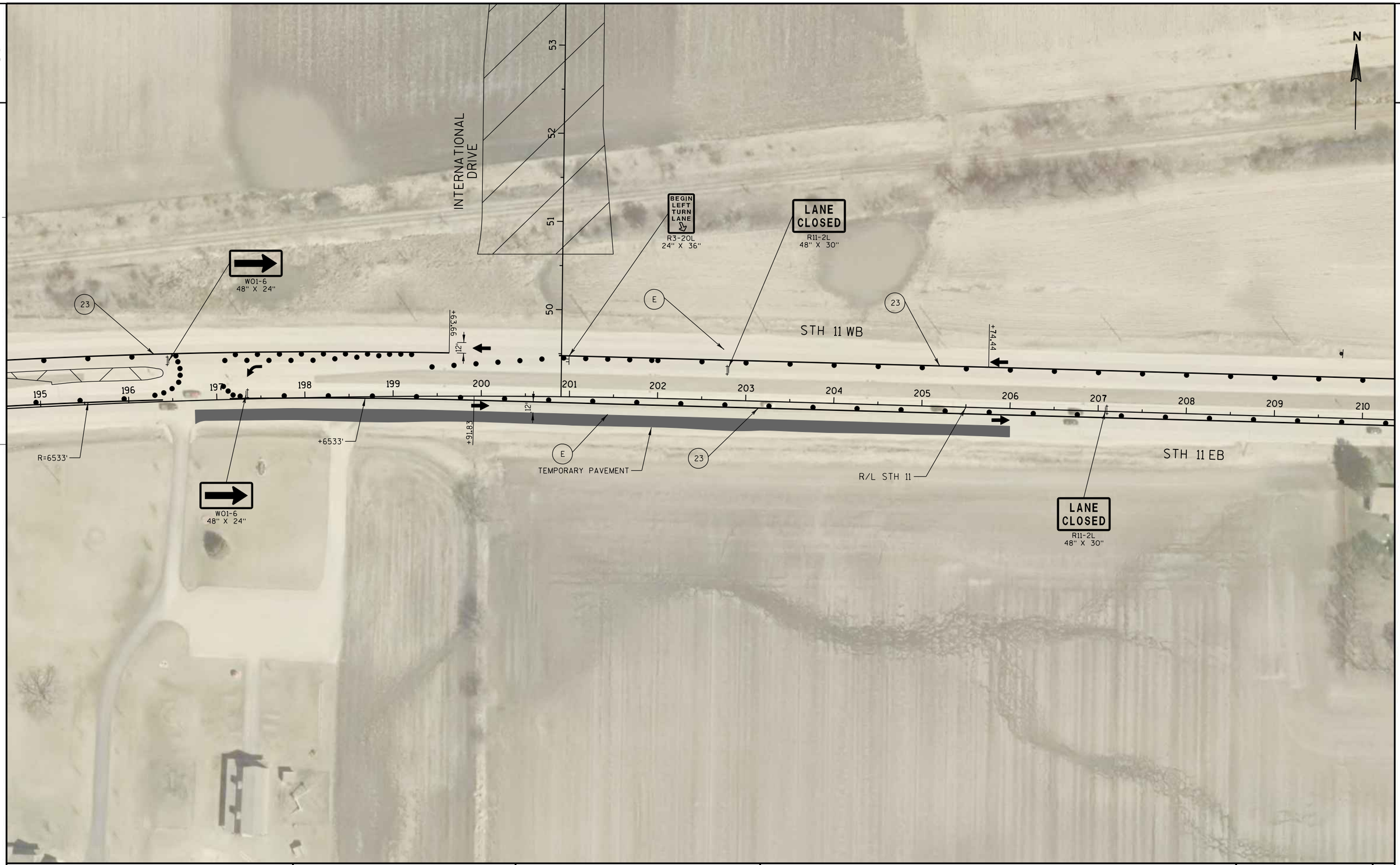
R/L STH 11

23

LANE CLOSED
R11-2L
48" X 30"

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 1B	SHEET 172	E

2



PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 1B	SHEET 173	E

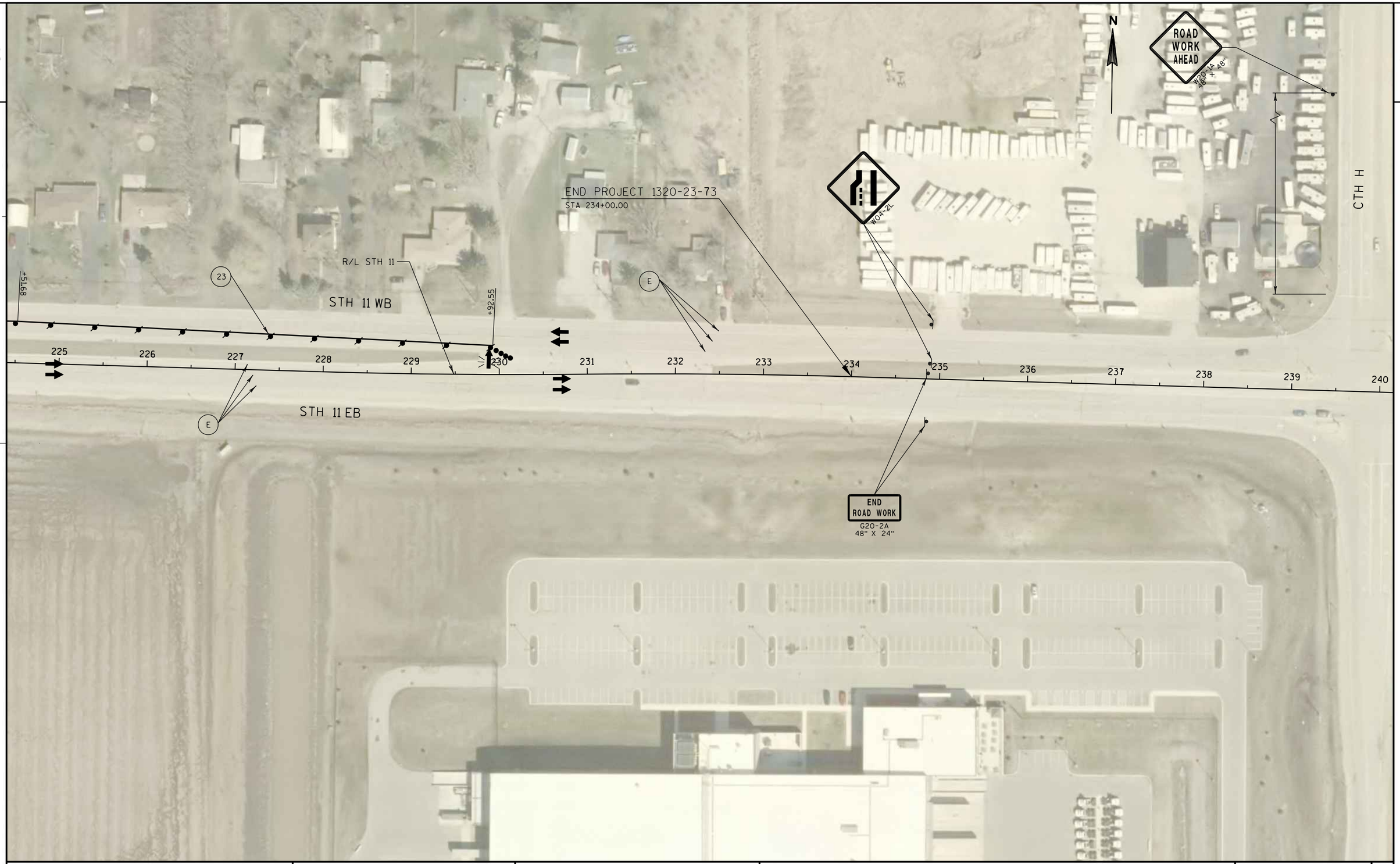
2



PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 1B	SHEET 174	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\025106_tc.dgn PLOT DATE : 5/29/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

2



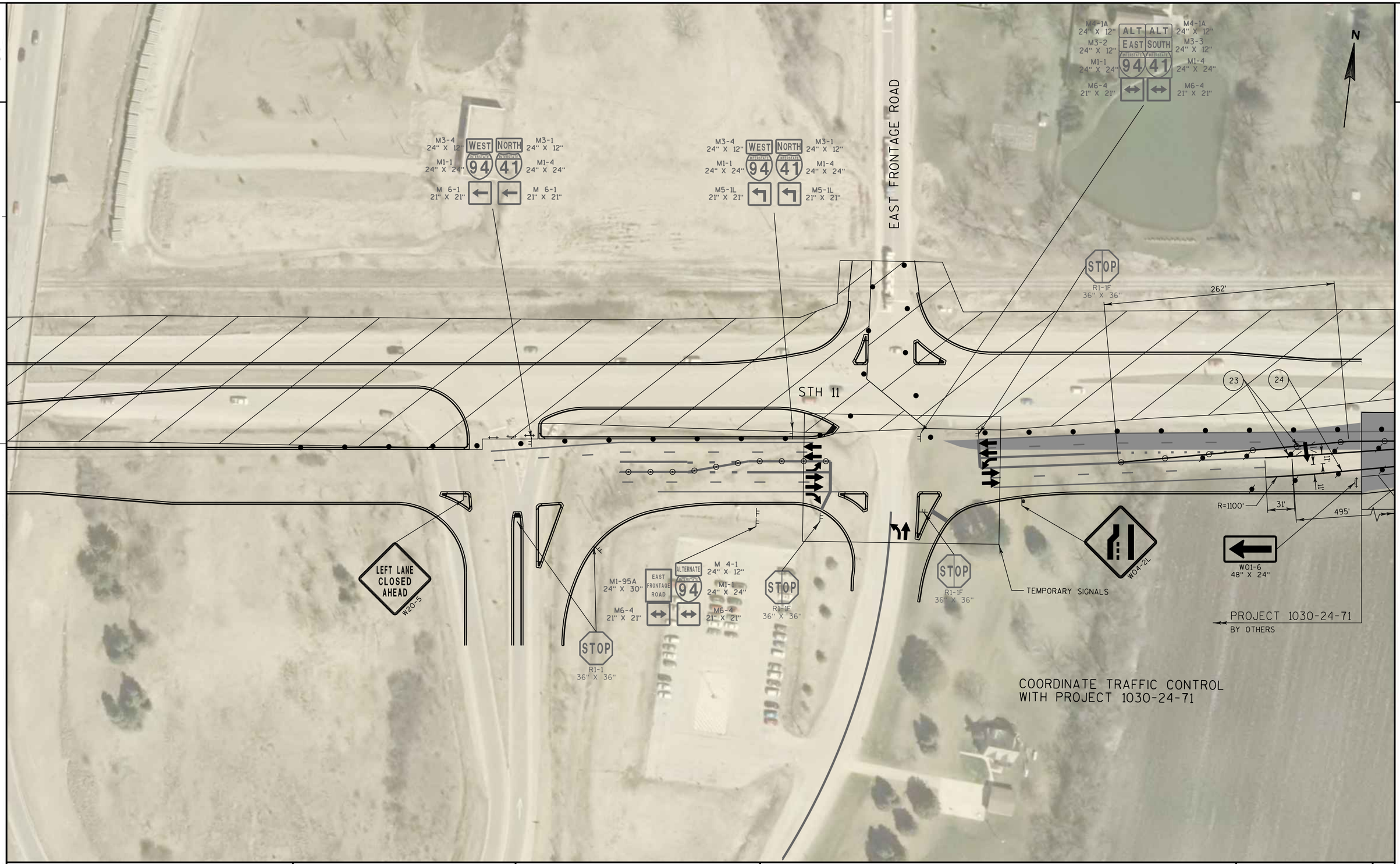
PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 1B	SHEET 175	E

2



PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 1B	SHEET 176	E

2



PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 2A	SHEET 177	E

2

BEGIN PROJECT 1320-23-70
STA 150+00.00

M1-95A
24" X 30"

EAST FRONTAGE ROAD

TO INTERSTATE 94

M4-5
24" X 12"

M1-1
24" X 24"

M6-4
21" X 21"

M6-1
21" X 21"

ROAD CLOSED
R11-2
48" X 30"

LANE CLOSED
R11-2L
48" X 30"

W01-4L

93'

R/L STH 11

STH 11 WB

+78.63

+58.30

+44.95

+40.88

+20.67

12'

12'

11'

11'

11'

11'

151 152 153 154 155 156 157 158 159 160 161 162 163 164 165

R=3172'

R=2852'

+63.59

+27.21

495'

STH 11 EB

606

605

604

603

602

W01-6
48" X 24"

SPEED LIMIT 45
R2-1
30" X 36"

PROJECT 1030-24-71
BY OTHERS

W06-3

DO NOT PASS
R4-1
24" X 30"

ROAD CLOSED
R11-2
48" X 30"

WISCONN VALLEY WAY

N

24

23

E

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 2A	SHEET 178	E

2



PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 2A	SHEET 179	E

2

2

N

SPEED LIMIT 45
R2-1
30" X 36"

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

E

23

24

STH 11 WB

12'

12'

180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195

+85.06

R=7012'

+71.48

R=1100'

23

24

STH 11 EB

R/L STH 11

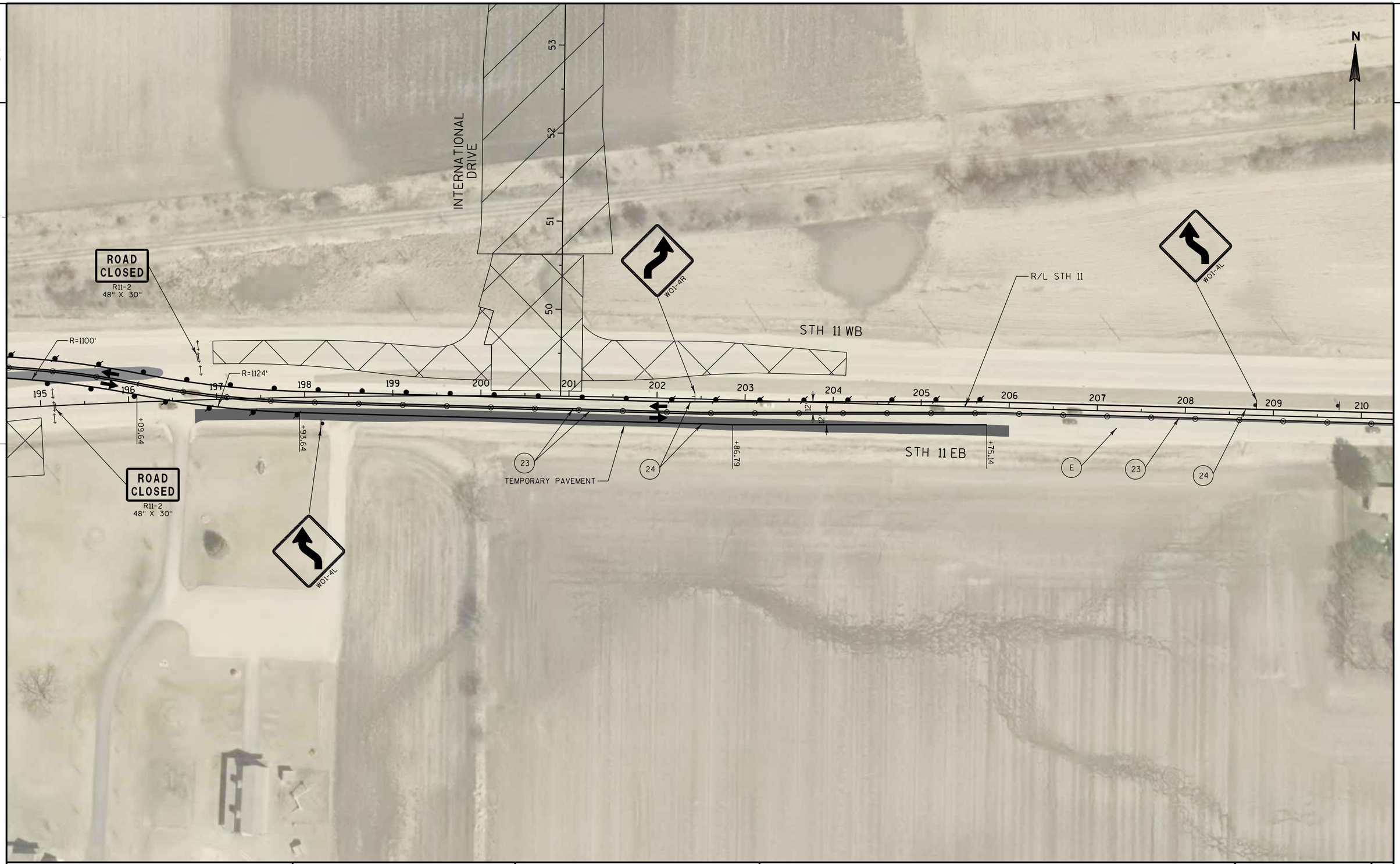
SPEED LIMIT 45
R2-1
30" X 36"

W01-4R

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 2A	SHEET 180	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\025204_tc.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

2



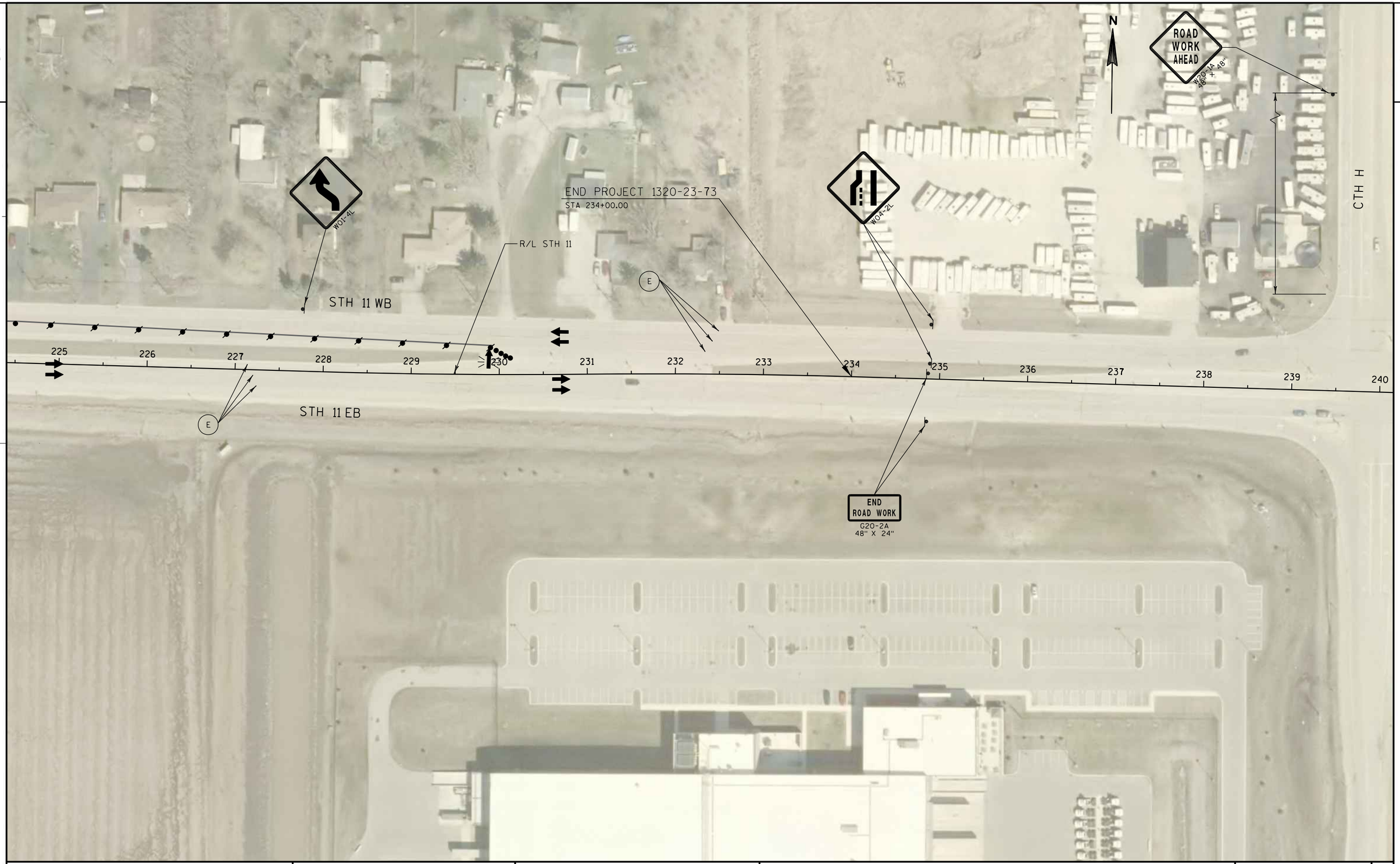
PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 2A	SHEET 181	E

2



PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 2A	SHEET 182	E

2



PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 2A	SHEET 183	E

2



PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 2A	SHEET 184	E

2

N

EAST FRONTAGE ROAD

STH 11

626'

328'

292'

254'

100'

P

25

23

52

44

24

12'

61'

83'

75'

R=1100'

110'

579'

LEFT LANE CLOSED AHEAD
W20-5

ROAD CLOSED
R11-2
48" X 30"

W01-6
48" X 24"

PROJECT 1030-24-71
BY OTHERS

W04-2L

TEMPORARY SIGNALS

COORDINATE TRAFFIC CONTROL
WITH PROJECT 1030-24-71

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 2B	SHEET 185	E

2

BEGIN PROJECT 1320-23-70
STA 150+00.00

626'

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

351'

+47.10

+69.95

+27.09

+00.88

+80.49

+27.73

+26.21

+94.03

R/L STH 11

W01-4L

STH 11 WB

STH 11 EB

R=1089'

R=1211'

151 152 153 154 155 156 157 158 159 160 161 162 163 164 165

606 605 604 603 602

W01-6
48" X 24"

SPEED LIMIT 45
R2-1
30" X 36"

PROJECT 1030-24-71
BY OTHERS

579'

W06-3

DO NOT PASS
R4-1
24" X 30"

ROAD CLOSED
R11-2
48" X 30"

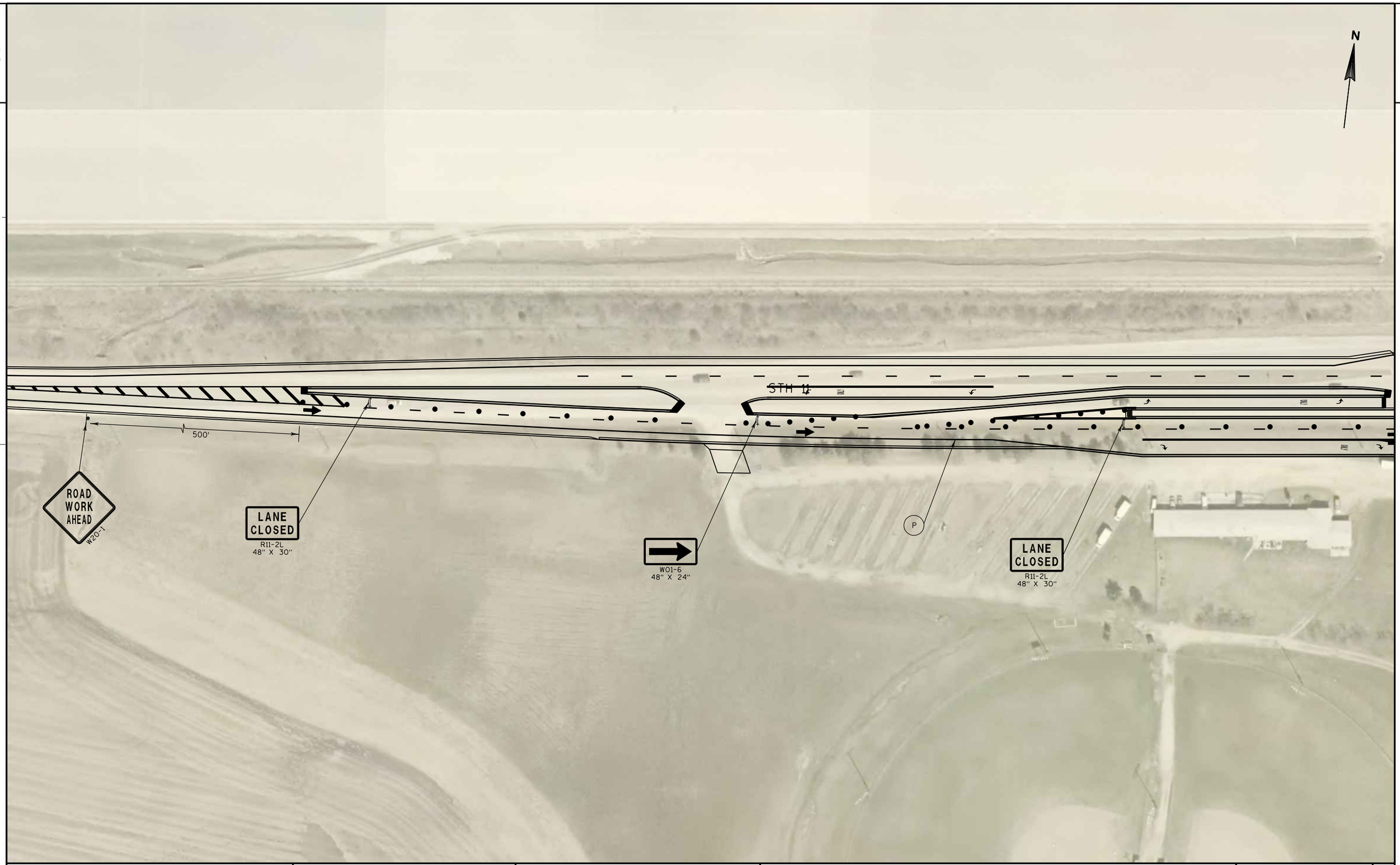
WISCONN VALLEY WAY

SEE STAGE 2A TRAFFIC CONTROL

N

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 2B	SHEET 186	E

2



PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 3	SHEET 187	E

2

2

N

STH 11

245'

12'

12'

W01-6
48" X 24"

P

W01-6
48" X 24"

W01-4R

23

24

LANE
CLOSED
R11-2L
48" X 30"

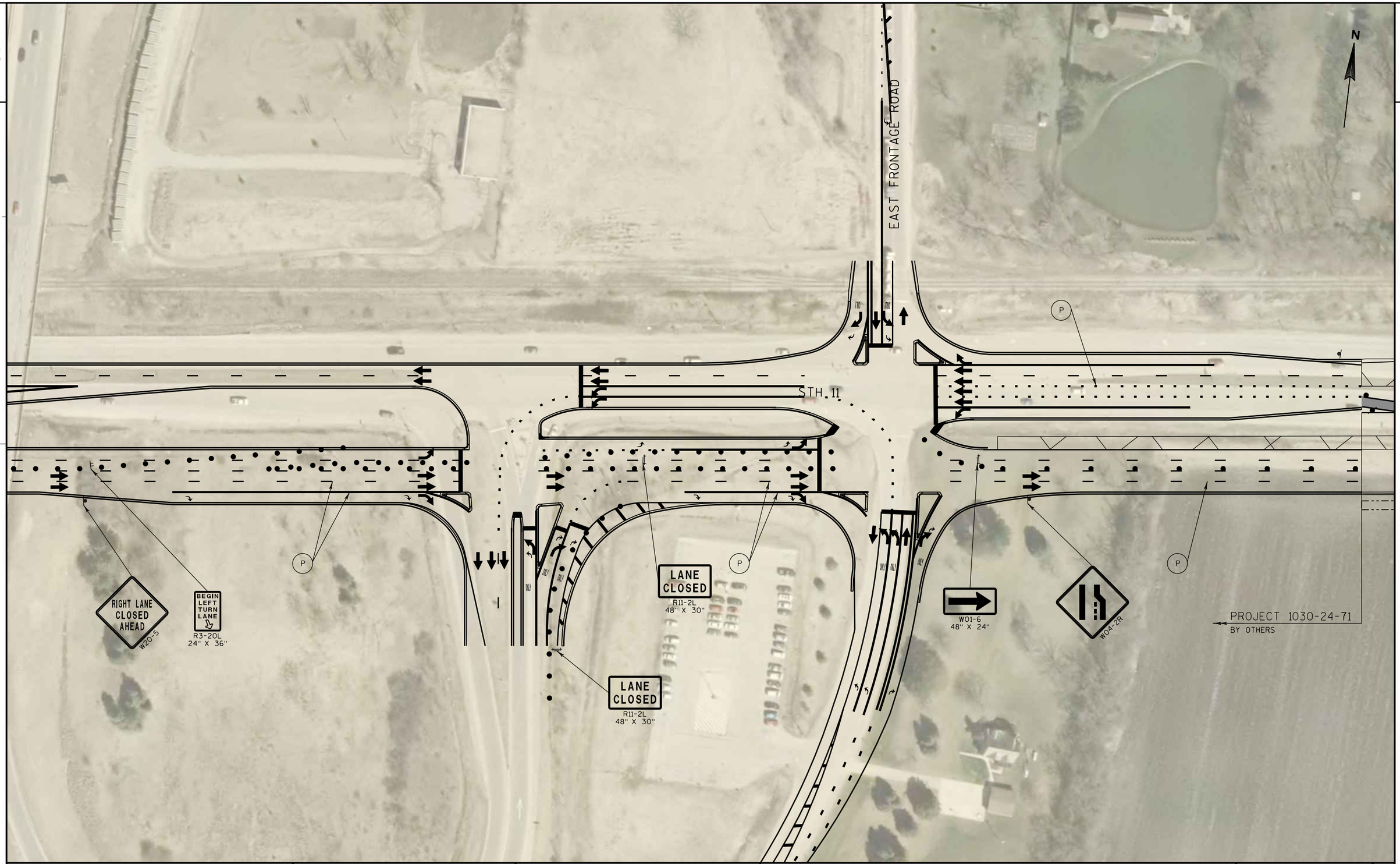
P

LANE
CLOSED
R11-2L
48" X 30"

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 3	SHEET 188	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\025302_tc.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42



PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 3	SHEET 189	E

2

N

END ROAD WORK
G20-2A
48" X 24"

BEGIN PROJECT 1320-23-70
STA 150+00.00

W01-4L

R/L STH 11

STH 11 WB

151 152 153 154 155 156 157 158 159 160 161 162 163 164 165

R=1112'

12'
12'

+69.53
+89.63
+41.53
+13.57
+61.32
+39.53

STH 11 EB

24
P
23

LANE CLOSED
R11-2L
48" X 30"

P

PROJECT 1030-24-71
BY OTHERS

W01-6
48" X 24"

W06-3

DO NOT PASS
R4-1
24" X 30"

ROAD CLOSED
R11-2
48" X 30"

WISCONN VALLEY WAY

605
604
603
602

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 3	SHEET 190	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\025304_tc.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

2

N

BEGIN PROJECT 1320-23-73
STA 176+50.00

END PROJECT 1320-23-70
STA 176+50.00

R/L STH 11

STH 11 WB

STH 11 EB

ROAD CLOSED
R11-2
48" X 30"

W01-6
48" X 24"

W01-4L

W01-6
48" X 24"

ROAD CLOSED
R11-2
48" X 30"

24 23 P 23 24

165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180

12' 12'

R=1099

R=1124'

+06.86

+54.24

+21.54

+94.48

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 3	SHEET 191	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\025305_tc.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

2

2

N

SPEED LIMIT 45
R2-1
30" X 36"

W01-4L

W06-3

DO NOT PASS
R4-1
24" X 30"

STH 11 WB

E

23

24

+41.37

180 181 182 183 184 185 186 187 188 189 190 +85.06 191 +15.19 192 193 194 195

12'

12'

R=6559'

+94.48

R/L STH 11

STH 11 EB

SPEED LIMIT 45
R2-1
30" X 36"

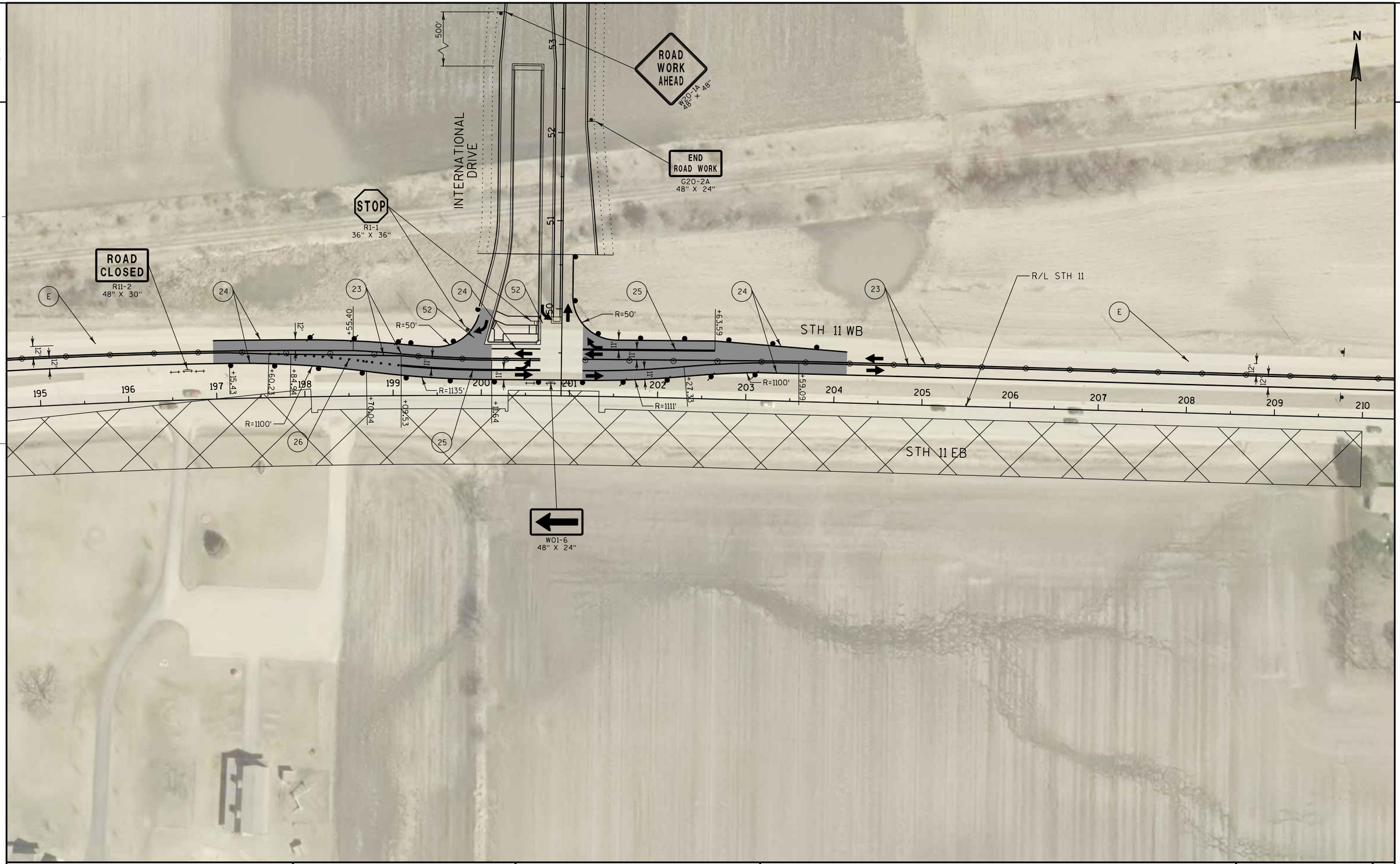
W01-4R

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 3	SHEET 192	E

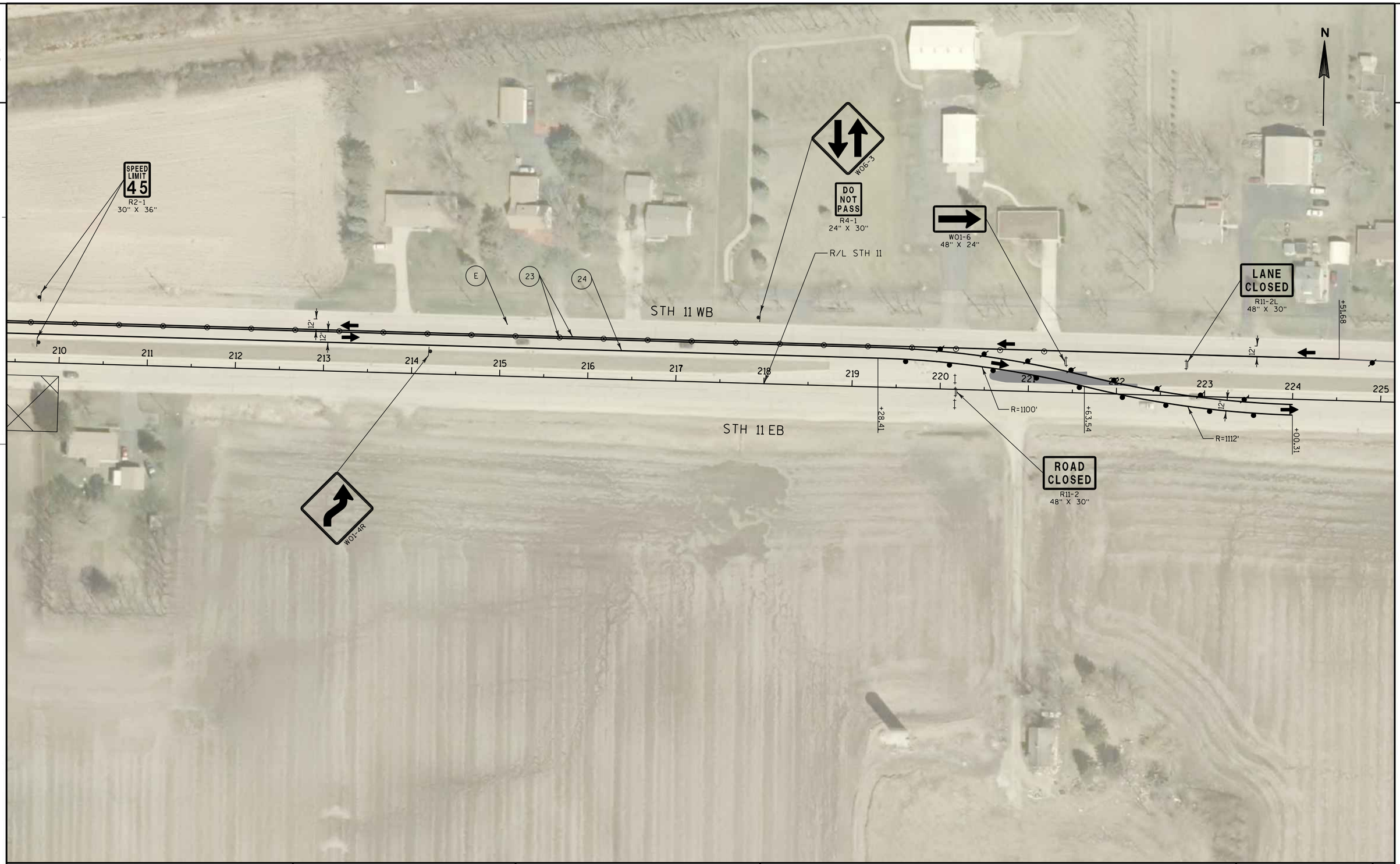
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WISDOT/CADDS SHEET 42

2



PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 3	SHEET 193	E



PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 3	SHEET 194	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\025308_tc.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

2

2

N

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

500'

CTH H

END PROJECT 1320-23-73
STA 234+00.00

W04-2L

R/L STH 11

E

STH 11 WB

STH 11 EB

225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240

END ROAD WORK
C20-2A
48" X 24"

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 3	SHEET 195	E

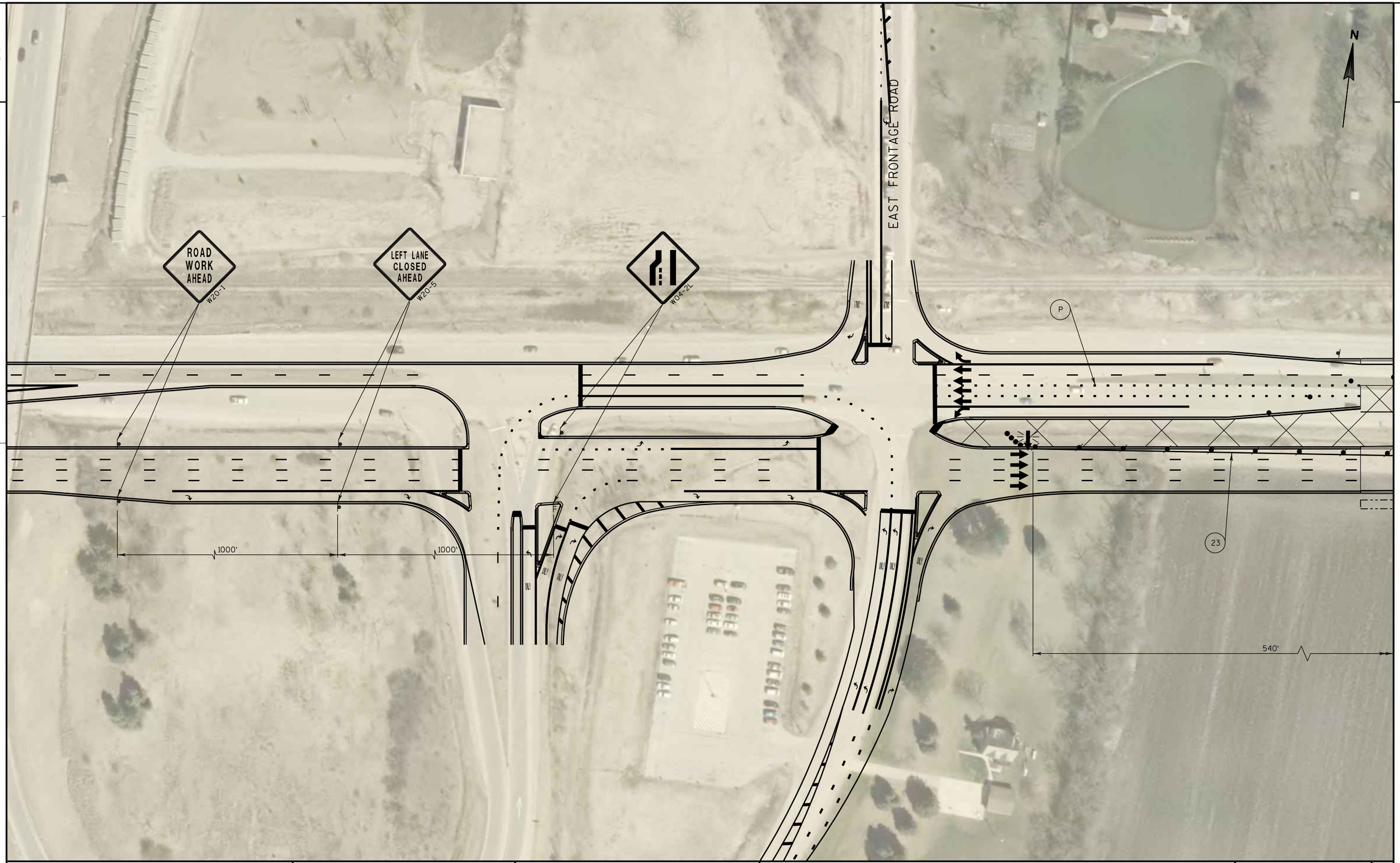
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PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 3	SHEET 196	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\025310_tc.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

2



PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 4A	SHEET 197	E

2

N

END ROAD WORK
G20-2A
48" X 24"

BEGIN PROJECT 1320-23-70
STA 150+00.00

LANE CLOSED
R11-2L
48" X 30"

W01-6
48" X 24"

R/L STH 11

LANE CLOSED
R11-2L
48" X 30"

STH 11 WB

151 152 153 154 155 156 157 158 159 160 161 162 163 164 165

R=7232'

+40.73

R=7248'

P

+80.64

23

STH 11 EB

23

W01-6
48" X 24"

W04-2L

LANE CLOSED
R11-2L
48" X 30"

+68.00

540'

WISCONN VALLEY WAY

606 605 604 603 602

END ROAD WORK
G20-2A
48" X 24"

ROAD WORK AHEAD
W20-1

500'

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 4A	SHEET 198	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\025402_tc.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

2

N

END PROJECT 1320-23-70
STA 176+50.00

BEGIN PROJECT 1320-23-73
STA 176+50.00

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

P

R/L STH 11

STH 11 WB

LANE CLOSED
R11-2L
48" X 30"

+50.00

R=1200'

23

+61.51

24

R=1212'

+74.12

E

165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180

R=1519'

+78.37

23

P

STH 11 EB

+18.37

+56.99

23

24

R=1112'

+49.16

LANE CLOSED
R11-2L
48" X 30"

W01-4L

W01-6
48" X 24"

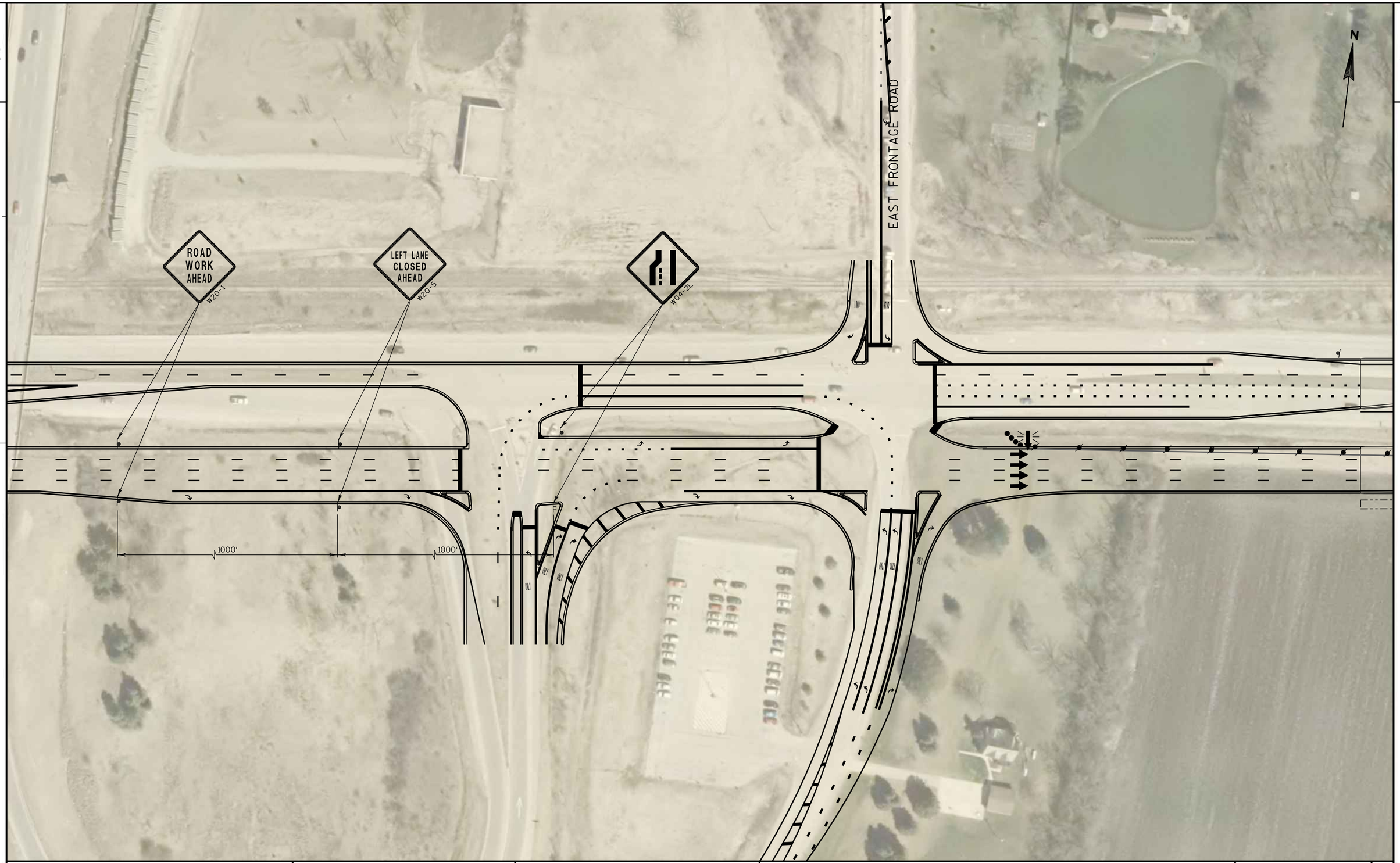
ROAD CLOSED
R11-2
48" X 30"

SEE STAGE 3 TRAFFIC CONTROL

LANE CLOSED
R11-2L
48" X 30"

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 4A	SHEET 199	E

2



PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 4B	SHEET 200	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\025411_tc.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

N

END ROAD WORK
G20-2A
48" X 24"

BEGIN PROJECT 1320-23-70
STA 150+00.00

R/L STH 11

STH 11 WB

STH 11 EB

+84.62

151 152 153 154 155 156 157 158 159 160 161 162 163 164 165

23

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

+68.00

+13.75

+85.00

+40.73

25

P

R=7248'

+80.64

LANE CLOSED
R11-2L
48" X 30"

WISCONN VALLEY WAY

606 605 604 603 602

END ROAD WORK
G20-2A
48" X 24"

ROAD WORK AHEAD
W20-1

W01-6
48" X 24"

W04-2L

500'

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 4B	SHEET 201	E

2

N

BEGIN PROJECT 1320-23-73
STA 176+50.00

END PROJECT 1320-23-70
STA 176+50.00

R/L STH 11

STH 11 WB

STH 11 EB

P

P

E

165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180

LANE CLOSED
R11-2L
48" X 30"

W01-4L

LANE CLOSED
R11-2L
48" X 30"

W01-6
48" X 24"

ROAD CLOSED
R11-2
48" X 30"

SEE STAGE 3 TRAFFIC CONTROL

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 4B	SHEET 202	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\025413_tc.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

2

NOTE:

DETOUR SIGNING (NOT SHOWN) TO BE INSTALLED BY PROJECT 1320-23-71

N

SPEED LIMIT 45
R2-1
30" X 36"

W01-4L

W06-3

DO NOT PASS
R4-1
24" X 30"

E

STH 11 WB

180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195

STH 11 EB

R/L STH 11

SPEED LIMIT 45
R2-1
30" X 36"

SEE STAGE 4B TRAFFIC CONTROL

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 5	SHEET 203	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\025504_tc.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

NOTE:

DETOUR SIGNING (NOT SHOWN) TO BE INSTALLED BY PROJECT 1320-23-71

N

INTERNATIONAL DRIVE

STOP
R1-1
36" X 36"

TRAFFIC FROM RIGHT DOES NOT STOP
W4-4AR
30" X 12"

YIELD
R1-2
36" X 31"

ROAD CLOSED
R11-2
48" X 30"

END ROAD WORK
G20-2A
48" X 24"

STOP
R1-1
36" X 36"

ONCOMING TRAFFIC DOES NOT STOP
W4-4B
30" X 12"

SPEED LIMIT 25
R2-1
30" X 36"

W06-3

R/L STH 11

STH 11 WB

STH 11 EB

E

26

+44.55

+08.40

R=30'

R=35'

24

52

50

53

52

51

195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210

W01-1L

10 M.P.H.
W013-1
24" X 24"

ROAD CLOSED AHEAD
W20-3

ROAD CLOSED
R11-2
48" X 30"

W01-6
48" X 24"

NO OUTLET
W14-2
30" X 30"

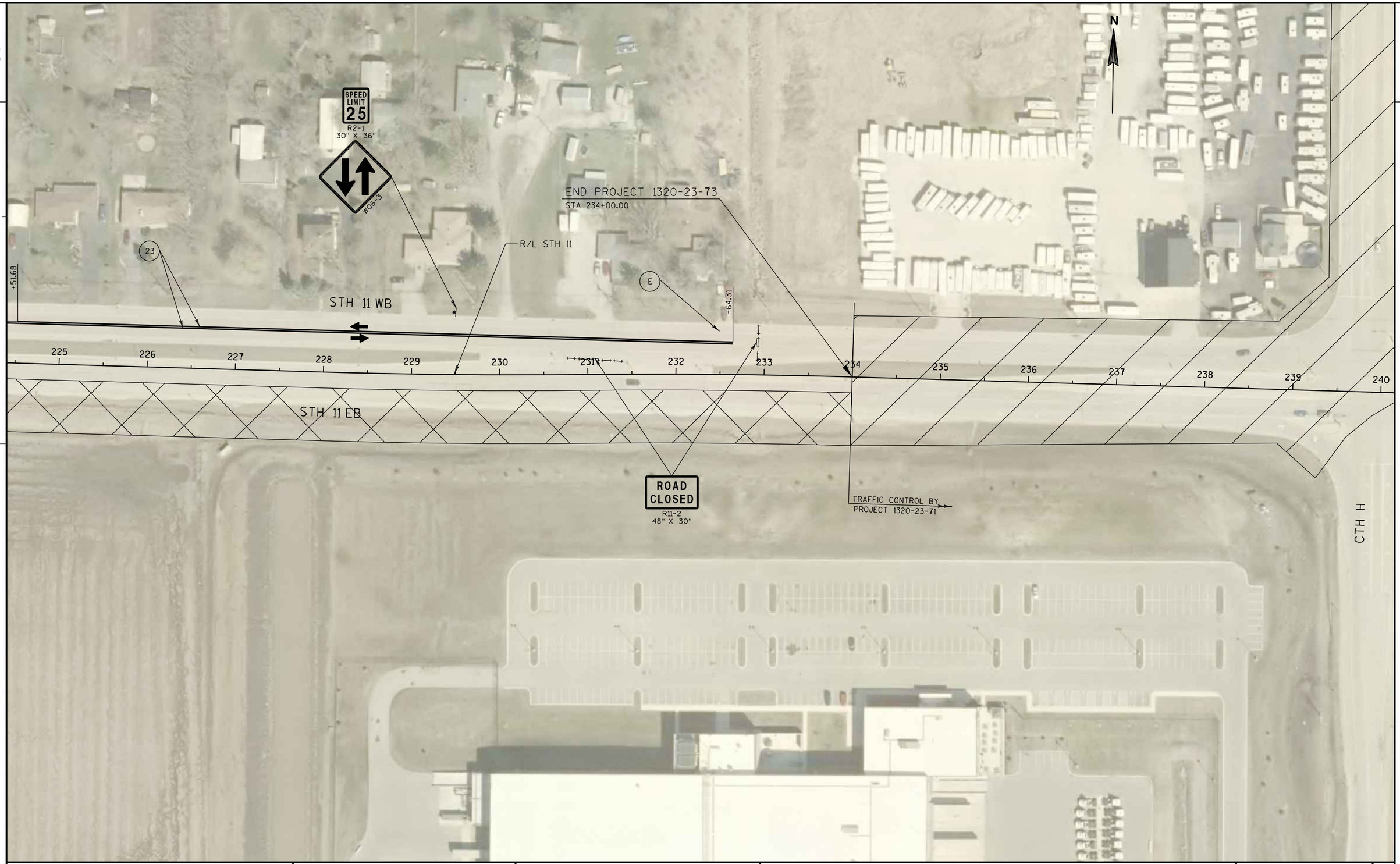
ROAD CLOSED TO THRU TRAFFIC
R11-4
60" X 30"

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 5	SHEET 204	E

2



PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 5	SHEET 205	E



PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 5	SHEET 206	E

NOTE:

DETOUR SIGNING (NOT SHOWN) TO BE INSTALLED BY PROJECT 1320-23-71

N

W01-1R

10 M.P.H.

W013-1
24" X 24"

110'

90'

245'

700'

700'

54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70

INTERNATIONAL DRIVE

ROAD WORK AHEAD
W20-1

LEFT LANE CLOSED AHEAD
W20-5

W04-2L

ROAD CLOSED TO THRU TRAFFIC
R11-4
60" X 30"

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 5	SHEET 207	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\025510_tc.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

N

BEGIN PROJECT 1320-23-73
STA 176+50.00

END PROJECT 1320-23-70
STA 176+50.00

R/L STH 11

STH 11 WB

STH 11 EB

+00.41

+66.17

+52.15

+56.99

+34.80

12°

R=1100'

R=1212'

165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180

P

P

23

24

LANE CLOSED
R11-2L
48" X 30"

LANE CLOSED
R11-2L
48" X 30"

WO1-6
48" X 24"

SEE STAGE 4B TRAFFIC CONTROL

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 6	SHEET 208	E

NOTE:

DETOUR SIGNING (NOT SHOWN) TO BE INSTALLED BY PROJECT 1320-23-71

N

STH 11 WB

180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195

12'

12'

STH 11 EB

R/L STH 11

P 23 24

+71.32

R=9440'

SPEED LIMIT 45
R2-1
30" X 36"

W06-3

DO NOT PASS
R4-1
24" X 30"

W01-4L

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 6	SHEET 209	E

NOTE:

DETOUR SIGNING (NOT SHOWN) TO BE INSTALLED BY PROJECT 1320-23-71

N

ROAD CLOSED
R11-2
48" X 30"

INTERNATIONAL DRIVE

END ROAD WORK
G20-2A
48" X 24"

ROAD CLOSED
R11-2
48" X 30"

ROAD CLOSED
R11-2
48" X 30"

R/L STH 11

STH 11 WB

STH 11 EB

LANE CLOSED
R11-2L
48" X 30"

ROAD CLOSED
R11-2
48" X 30"

ROAD CLOSED AHEAD
W20-3

W01-1L

10 M.P.H.
W013-1
24" X 24"

DO NOT PASS
R4-1
24" X 30"

W01-6
48" X 24"

NO OUTLET
W14-2
30" X 30"

ROAD CLOSED TO THRU TRAFFIC
R11-4
60" X 30"

STOP
R1-1
36" X 36"

ONCOMING TRAFFIC DOES NOT STOP
W4-4B
30" X 12"

SPEED LIMIT 25
R2-1
30" X 36"

W06-3

W06-3

P

23 DOUBLE

24

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 6	SHEET 210	E

2

2

N

MAINTAIN DRIVEWAY ACCESS

R/L STH 11

STH 11 WB

210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225

12'

12'

STH 11 EB

P

23 DOUBLE

24

LANE CLOSED
R11-2L
48" X 30"

SPEED LIMIT 25
R2-1
30" X 36"

W06-3

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 6	SHEET 211	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\025606_tc.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

2

N

END PROJECT 1320-23-73
STA 234+00.00

MAINTAIN DRIVEWAY ACCESS

R/L STH 11

STH 11 WB

225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240

12'

STH 11 EB

+98.22

+64.35

P 23 DOUBLE 24

SPEED LIMIT 25
R2-1
30" X 36"

W06-3

ROAD CLOSED
R11-2
48" X 30"

TRAFFIC CONTROL BY
PROJECT 1320-23-71

CTH H

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 6	SHEET 212	E

NOTE:

DETOUR SIGNING (NOT SHOWN) TO BE INSTALLED BY PROJECT 1320-23-71

N

W01-1R

10 M.P.H.

W013-1
24" X 24"

LANE CLOSED

R11-2L
48" X 30"

245'

700'

700'

54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70

INTERNATIONAL DRIVE

ROAD WORK AHEAD

W20-1

RIGHT LANE CLOSED AHEAD

W20-5

W04-2R

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 6	SHEET 213	E

NOTE:

DETOUR SIGNING (NOT SHOWN) TO BE INSTALLED BY PROJECT 1320-23-71

N

BEGIN PROJECT 1320-23-73
STA 176+50.00

END PROJECT 1320-23-70
STA 176+50.00

R/L STH 11

P

STH 11 WB

165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180

STH 11 EB

P

LANE CLOSED
R11-2L
48" X 30"

LANE CLOSED
R11-2L
48" X 30"

SEE STAGE 4B TRAFFIC CONTROL

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 7	SHEET 214	E

NOTE:

DETOUR SIGNING (NOT SHOWN) TO BE INSTALLED BY PROJECT 1320-23-71

N

LANE CLOSED
R11-2L
48" X 30"

STH 11 WB

P

180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195

R/L STH 11

STH 11 EB

P

LANE CLOSED
R11-2L
48" X 30"

LANE CLOSED
R11-2L
48" X 30"

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 7	SHEET 215	E

NOTE:

DETOUR SIGNING (NOT SHOWN) TO BE INSTALLED BY PROJECT 1320-23-71

N

SEE STAGE 5 TRAFFIC CONTROL

INTERNATIONAL DRIVE

END ROAD WORK
G20-2A
48" X 24"

STOP
R1-1
36" X 36"
ONCOMING TRAFFIC DOES NOT STOP
W4-4B
30" X 12"

STOP
R1-1
36" X 36"
TRAFFIC FROM LEFT DOES NOT STOP
W4-4A
30" X 12"

SPEED LIMIT 25
R2-1
30" X 36"

W06-3

LANE CLOSED
R11-2L
48" X 30"

W01-6
48" X 24"

R/L STH 11

STH 11 WB

STH 11 EB

ROAD CLOSED
R11-2
48" X 30"

ROAD CLOSED
R11-2
48" X 30"

NO OUTLET
W14-2
30" X 30"

ROAD CLOSED TO THRU TRAFFIC
R11-4
60" X 30"

W01-1L

10 M.P.H.
W013-1
24" X 24"

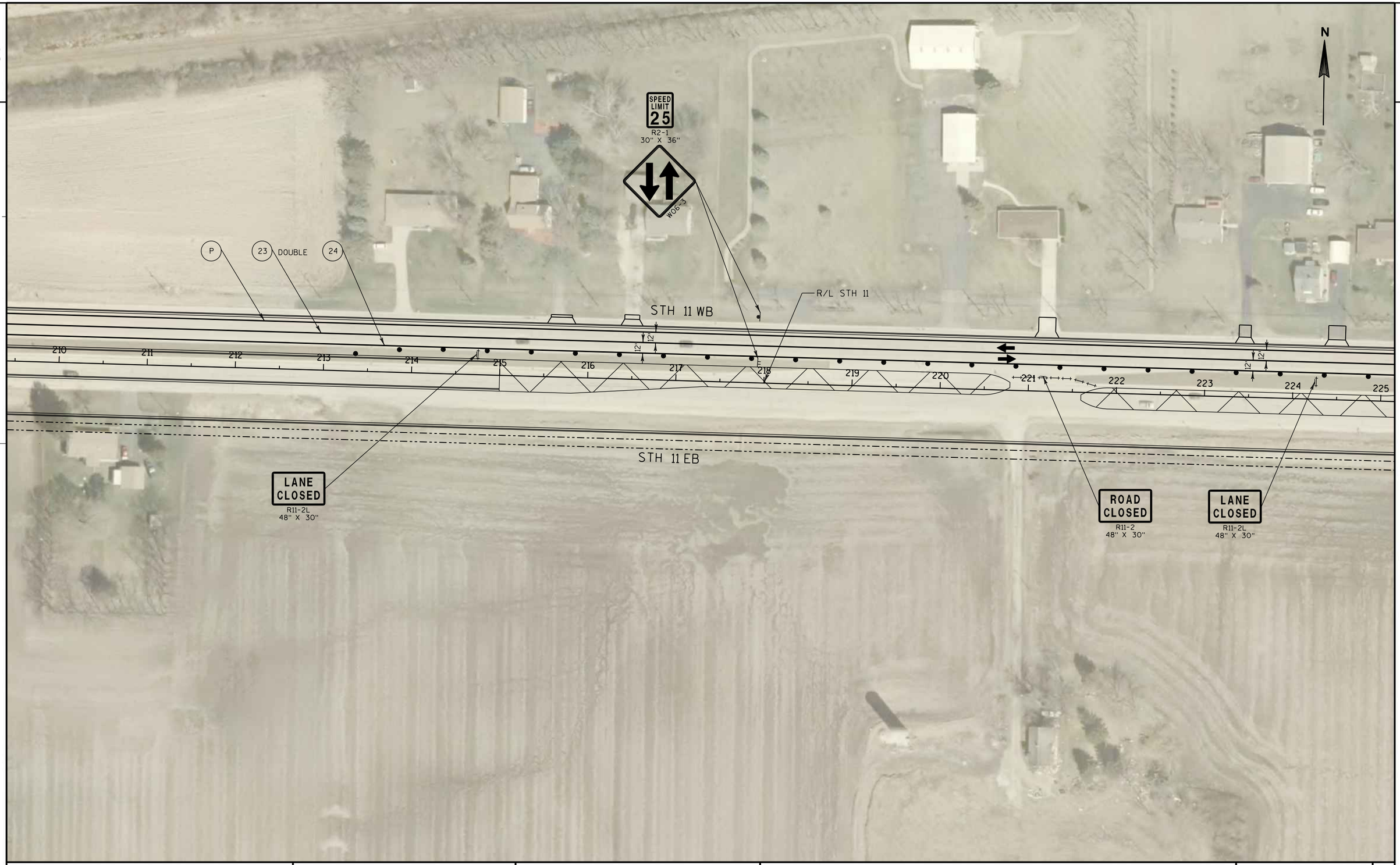
DOUBLE

PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 7	SHEET 216	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\025705_tc.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:100

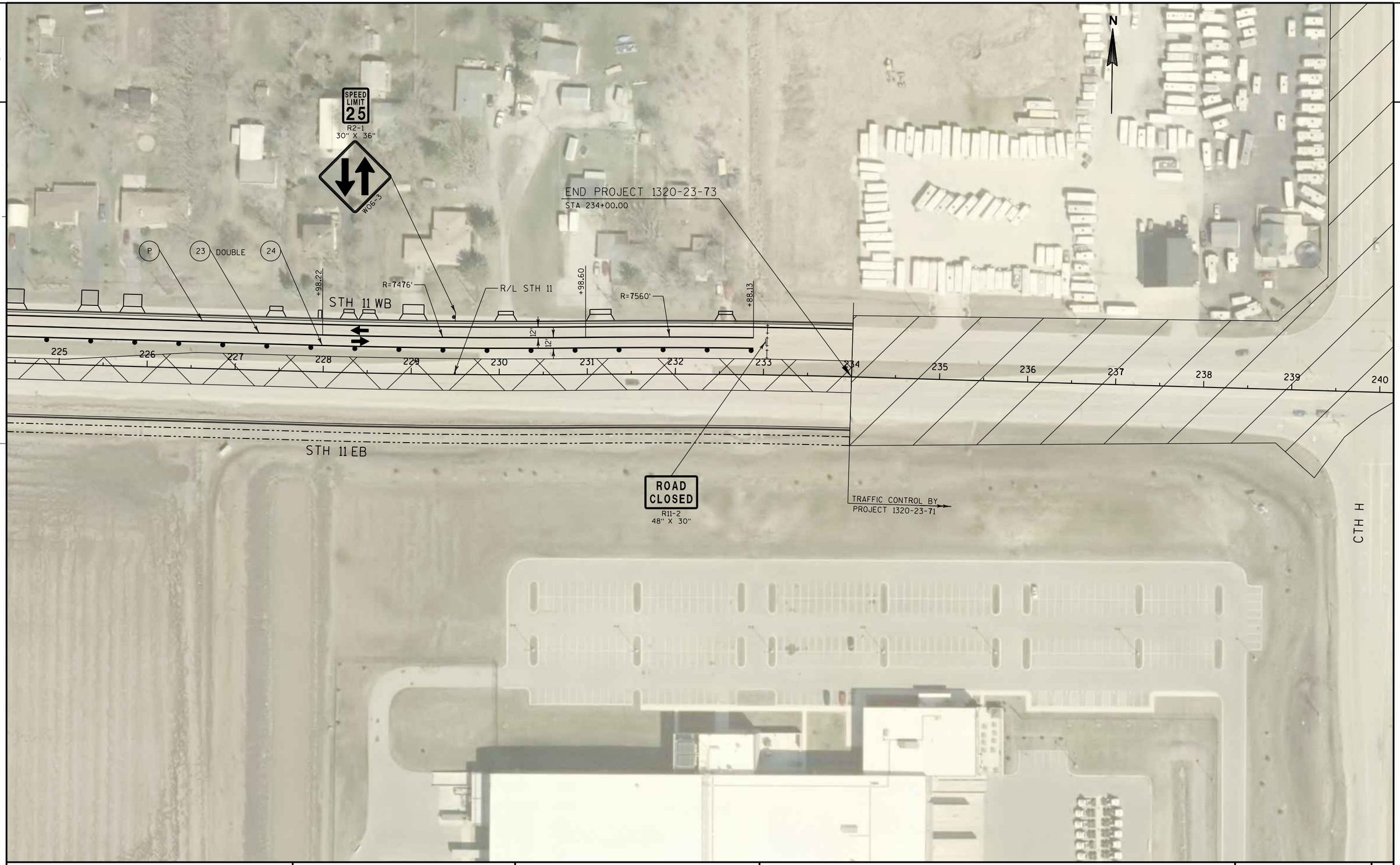
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2

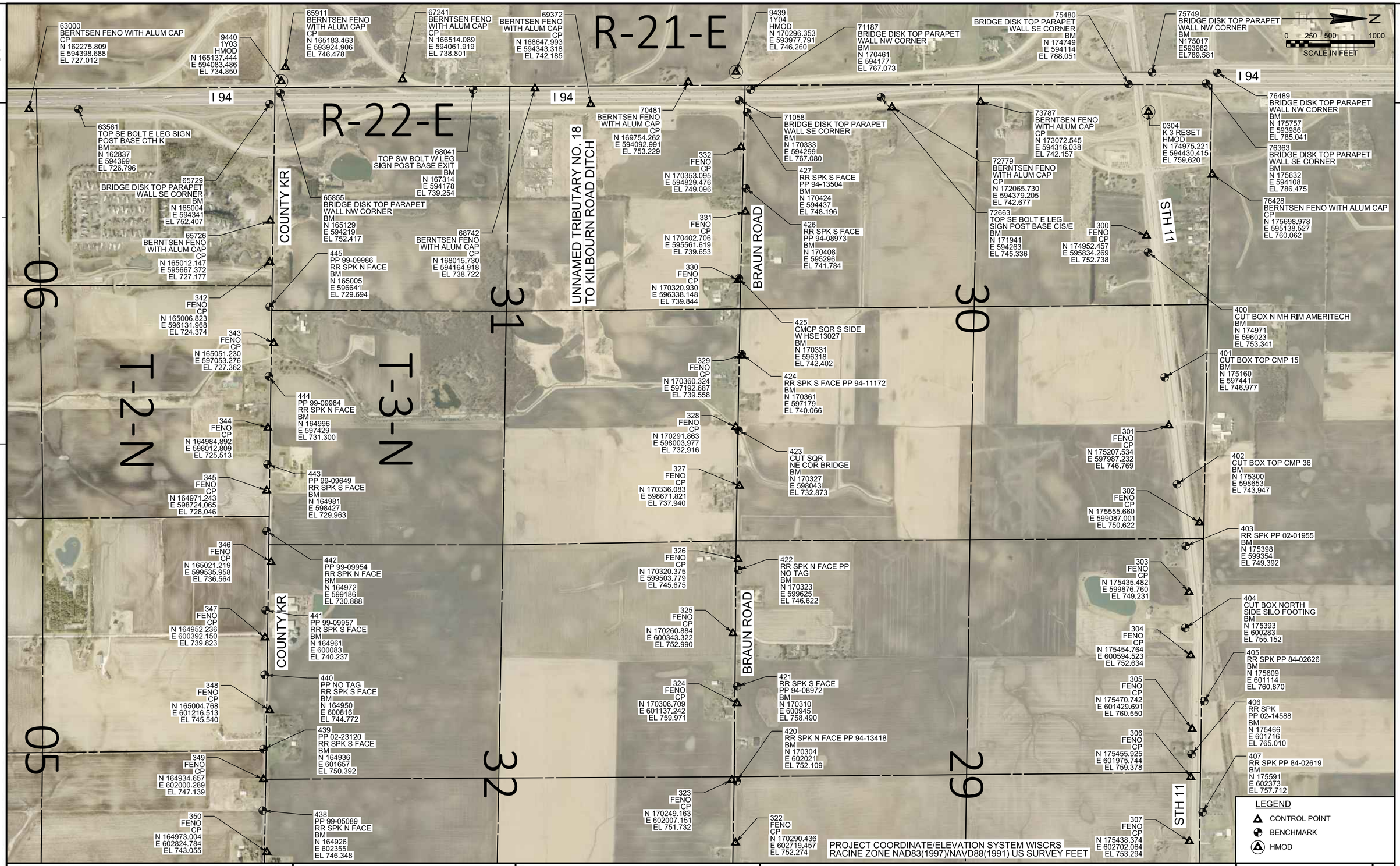


PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 7	SHEET 217	E

2



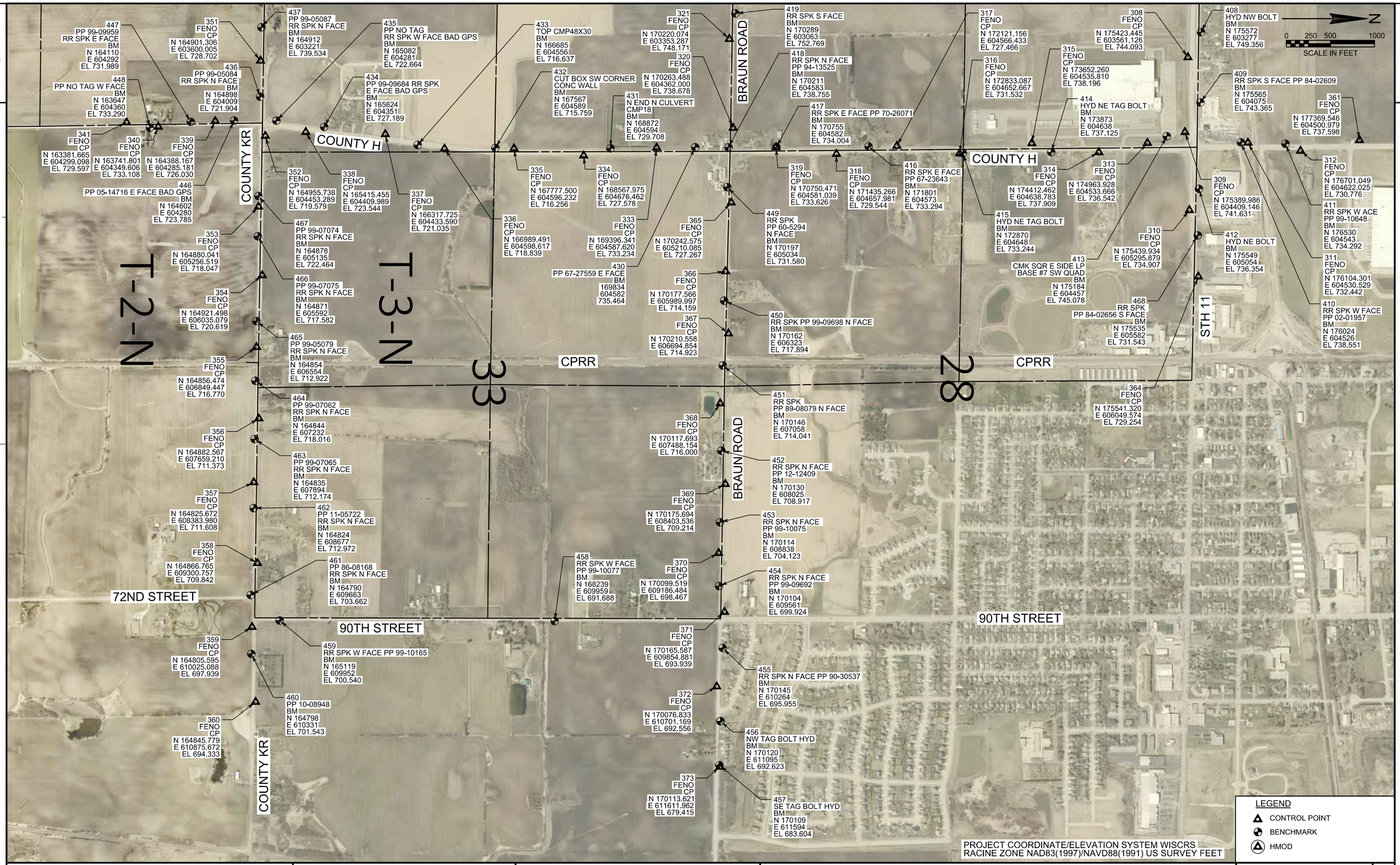
PROJECT NO: 1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC CONTROL STAGE 7	SHEET 218	E



PROJECT NO: FOXCONN DEVELOPMENT	HWY: VARIES	COUNTY: RACINE	CONTROL AND BENCHMARK OVERVIEW	SHEET 219	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\Displays\CONTROL AND BENCHMARK DISPLAY\CONTROL AND BENCHMARKS DISPLAY SHT 1.dgn PLOT DATE : 3/29/2018 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:1000

WISDOT/CADDS SHEET 42



PROJECT NO: FOXCONN DEVELOPMENT	HWY: VARIES	COUNTY: RACINE	CONTROL AND BENCHMARK OVERVIEW	SHEET 220 E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\Displays\CONTROL AND BENCHMARK DISPLAY\CONTROL AND BENCHMARKS DISPLAY SHT 2.dgn PLOT DATE : 3/29/2018 PLOT BY : wwoldk PLOT NAME : PLOT SCALE : 1:1000

WISDOT/CADDS SHEET 42

2

BEGIN PROJECT 1320-23-70
STA 150+00.00
X=595,623.97
Y=174,993.04

CAST IRON MONUMENT W/ BRASS CAP
Y=175650.19
X=596615.74

1/4 SECTION LINE
S0°31'51"E 2651.96'

END PROJECT 1320-23-70
STA 176+50.00

BEGIN PROJECT 1320-23-73
STA 176+50.00

R/L INTERNATIONAL DRIVE

CAST IRON MONUMENT W/ BRASS CAP
Y=175602.26
X=599267.79

STA 49+01.24 R/L INTERNATIONAL DRIVE =
STA 200+90.48 R/L STH 11

INTERNATIONAL DRIVE

N

N83°05'15"E
200.00'

CURVE WIS-1

CURVE WIS-2

N00°06'46"W
1241.44'

BM400

BM401

BM402

BM403

BM404

BM405

STH 11

R/W

TLE

STA 158+21.65 R/L STH 11 =
STA 606+79.13 R/L WISCONN VALLEY WAY

N83°05'15"E
3281.40'

R/L STH 11

CURVE WIS-3

S89°08'24"E
2540.62'

R/L WISCONN VALLEY WAY

WISCONN VALLEY WAY

CAST IRON MONUMENT MISSING BRASS CAP
Y=172998.34
X=596640.31

CAST IRON MONUMENT MISSING BRASS CAP
Y=172950.04
X=599281.65

SECTION LINE
N0°17'58"W 2652.26'

CURVE WIS-1	CURVE WIS-2	CURVE WIS-3
PC=152+00.00	PRC=154+44.37	PC=189+71.32
X=595822.52	X=596065.55	X=599567.30
Y=175017.11	Y=175042.56	Y=175463.05
PI=153+22.20	PI=155+67.16	PI=196+15.45
X=595943.83	X=596187.86	X=600206.75
Y=175031.82	Y=175053.34	Y=175540.57
PRC=154+44.37	PT=156+89.92	PT=202+57.60
X=596065.55	X=596309.75	X=600850.80
Y=175042.56	Y=175068.12	Y=175530.90
R=7482.00	R=7518.00	R=9482.00
DELTA=1°52'17" RT	DELTA=1°52'17" LT	DELTA=7°46'21" RT
D=0°45'57"	D=0°45'44"	D=0°36'15"
L=244.37	L=245.55	L=1286.28
T=122.20	T=122.78	T=644.13
BK=N 83°05'15" E	BK=N 84°57'32" E	BK=N 83°05'15" E
AH=N 84°57'32" E	AH=N 83°05'15" E	AH=S 89°08'24" E

NOTE:
1) SEE CONTROL AND BENCHMARK OVERVIEW FOR BENCHMARKS

CAST IRON MONUMENT W/ BRASS CAP
Y=175566.81
X=601922.90

CAST IRON MONUMENT W/ BRASS CAP
Y=175526.89
X=604581.89

BM405
BM406
BM407
BM408
BM409

S89°08'24"E
2540.62'

S89°08'24"E
1358.01'

R/L STH 11

CURVE WIS-4

CURVE WIS-5

1/4 SECTION LINE
S0°31'19"E 2654.37'

SECTION LINE
N0°31'43"W 2651.65'

END PROJECT 1320-23-73
STA 234+00.00
X=603,992.87
Y=175,495.73

CAST IRON MONUMENT W/ BRASS CAP
Y=172912.55
X=601947.08

CAST IRON MONUMENT W/ BRASS CAP
Y=172875.36
X=604606.35

CURVE WIS-4	CURVE WIS-5
PC=227+98.22	PRC=230+98.60
X=603391.14	X=603691.49
Y=175492.76	Y=175494.26
PI=229+48.43	PI=232+48.81
X=603541.33	X=603841.66
Y=175490.51	Y=175498.00
PRC=230+98.60	PT=233+98.98
X=603691.49	X=603991.85
Y=175494.26	Y=175495.75
R=7518.00	R=7518.00
DELTA=2°17'21" LT	DELTA=2°17'21" RT
D=0°45'44"	D=0°45'44"
L=300.38	L=300.38
T=150.21	T=150.21
BK=S 89°08'24" E	BK=N 88°34'15" E
AH=N 88°34'15" E	AH=S 89°08'24" E

PROJECT NO:1320-23-70 & 1320-23-73	HWY: STH 11	COUNTY: RACINE	ALIGNMENT PLAN	SHEET 221 E

					1320-23-70	1320-23-73
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0002	108.4400	CPM Progress Schedule	EACH	2.000	1.000	1.000
0004	201.0105	Clearing	STA	13.000	1.000	12.000
0006	201.0205	Grubbing	STA	13.000	1.000	12.000
0008	203.0100	Removing Small Pipe Culverts	EACH	11.000	4.000	7.000
0010	204.0100	Removing Pavement	SY	38.000		38.000
0012	204.0120	Removing Asphaltic Surface Milling	SY	2,040.000	400.000	1,640.000
0014	204.0150	Removing Curb & Gutter	LF	17,904.000	3,546.000	14,358.000
0016	204.0210	Removing Manholes	EACH	7.000	1.000	6.000
0018	204.0220	Removing Inlets	EACH	80.000	20.000	60.000
0020	204.0245	Removing Storm Sewer (size) 001. 12-Inch	LF	2,829.000	866.000	1,963.000
0022	204.0245	Removing Storm Sewer (size) 002. 15-Inch	LF	369.000		369.000
0024	204.0245	Removing Storm Sewer (size) 003. 18-Inch	LF	158.000		158.000
0026	204.0245	Removing Storm Sewer (size) 004. 21-Inch	LF	140.000		140.000
0028	204.0245	Removing Storm Sewer (size) 005. 24-Inch	LF	723.000		723.000
0030	204.0245	Removing Storm Sewer (size) 006. 36-Inch	LF	149.000		149.000
0032	204.0245	Removing Storm Sewer (size) 007. 38X24-Inch	LF	136.000		136.000
0034	204.0280	Sealing Pipes	EACH	1.000		1.000
0036	204.9060.S	Removing (item description) 001. Height Modernization Geodetic Survey Monument	EACH	1.000		1.000
0038	204.9060.S	Removing (item description) 002. Bulkhead	EACH	1.000	1.000	
0040	204.9090.S	Removing (item description) 001. Draintile	LF	1,150.000	400.000	750.000
0042	204.9090.S	Removing (item description) 002. Underdrain	LF	32,926.000	10,325.000	22,601.000
0044	205.0100	Excavation Common	CY	92,186.000	28,733.000	63,453.000
0046	213.0100	Finishing Roadway (project) 001. 1320-23-70	EACH	1.000	1.000	
0048	213.0100	Finishing Roadway (project) 002. 1320-23-73	EACH	1.000		1.000
0050	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	47,819.000	14,554.000	33,265.000
0052	311.0110	Breaker Run	TON	96,246.000	32,355.000	63,891.000
0054	415.0100	Concrete Pavement 10-Inch	SY	83,134.000	27,372.000	55,762.000
0056	415.0210	Concrete Pavement Gaps	EACH	15.000		15.000
0058	415.5110.S	Concrete Pavement Joint Layout 001. 1320-23-70	LS	1.000	1.000	
0060	415.5110.S	Concrete Pavement Joint Layout 002. 1320-23-73	LS	1.000		1.000
0062	416.0160	Concrete Driveway 6-Inch	SY	193.000	135.000	58.000
0064	416.0260	Concrete Driveway HES 6-Inch	SY	417.000		417.000
0066	416.0620	Drilled Dowel Bars	EACH	154.000	114.000	40.000
0068	455.0605	Tack Coat	GAL	142.000	28.000	114.000
0070	465.0105	Asphaltic Surface	TON	121.000	15.000	106.000
0072	465.0125	Asphaltic Surface Temporary	TON	1,914.000	216.000	1,698.000
0074	495.1000.S	Cold patch	TON	75.000	25.000	50.000
0076	520.8000	Concrete Collars for Pipe	EACH	2.000	2.000	
0078	522.1015	Apron Endwalls for Culvert Pipe Reinforced Concrete	EACH	2.000		2.000

					1320-23-70	1320-23-73
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
		15-Inch				
0080	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	4.000		4.000
0082	522.1021	Apron Endwalls for Culvert Pipe Reinforced Concrete 21-Inch	EACH	1.000		1.000
0084	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	1.000	1.000	
0086	522.1036	Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	EACH	3.000		3.000
0088	522.2624	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 24x38-Inch	EACH	2.000		2.000
0090	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	1,245.000	837.000	408.000
0092	601.0555	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type A	LF	35,066.000	11,459.000	23,607.000
0094	602.0410	Concrete Sidewalk 5-Inch	SF	18,707.000	9,658.000	9,049.000
0096	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	440.000	160.000	280.000
0098	603.8000	Concrete Barrier Temporary Precast Delivered	LF	380.000	380.000	
0100	603.8125	Concrete Barrier Temporary Precast Installed	LF	380.000	380.000	
0102	606.0200	Riprap Medium	CY	27.400		27.400
0104	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	259.000	109.000	150.000
0106	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	3,048.000	1,226.000	1,822.000
0108	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	148.000		148.000
0110	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	852.000		852.000
0112	608.0330	Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	LF	1,070.000	269.000	801.000
0114	608.0336	Storm Sewer Pipe Reinforced Concrete Class III 36-Inch	LF	1,521.000	160.000	1,361.000
0116	608.0348	Storm Sewer Pipe Reinforced Concrete Class III 48-Inch	LF	1,421.000	1,421.000	
0118	608.0360	Storm Sewer Pipe Reinforced Concrete Class III 60-Inch	LF	41.000	41.000	
0120	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	4,826.000	1,172.000	3,654.000
0122	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	272.000		272.000
0124	608.0421	Storm Sewer Pipe Reinforced Concrete Class IV 21-Inch	LF	280.000		280.000
0126	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	824.000	195.000	629.000
0128	608.0430	Storm Sewer Pipe Reinforced Concrete Class IV 30-	LF	301.000	301.000	

					1320-23-70	1320-23-73
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
		Inch				
0130	608.0448	Storm Sewer Pipe Reinforced Concrete Class IV 48-Inch	LF	720.000	450.000	270.000
0132	608.2424	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 24x38-Inch	LF	200.000		200.000
0134	611.0420	Reconstructing Manholes	EACH	1.000	1.000	
0136	611.0430	Reconstructing Inlets	EACH	1.000	1.000	
0138	611.0535	Manhole Covers Type J-Special	EACH	12.000	4.000	8.000
0140	611.0624	Inlet Covers Type H	EACH	4.000	2.000	2.000
0142	611.0627	Inlet Covers Type HM	EACH	235.000	76.000	159.000
0144	611.0636	Inlet Covers Type HM-S	EACH	15.000	8.000	7.000
0146	611.0639	Inlet Covers Type H-S	EACH	7.000		7.000
0148	611.0642	Inlet Covers Type MS	EACH	7.000	1.000	6.000
0150	611.0651	Inlet Covers Type S	EACH	1.000	1.000	
0152	611.2003	Manholes 3-FT Diameter	EACH	2.000	2.000	
0154	611.2004	Manholes 4-FT Diameter	EACH	1.000		1.000
0156	611.2005	Manholes 5-FT Diameter	EACH	28.000	9.000	19.000
0158	611.2006	Manholes 6-FT Diameter	EACH	23.000	11.000	12.000
0160	611.2007	Manholes 7-FT Diameter	EACH	1.000	1.000	
0162	611.2008	Manholes 8-FT Diameter	EACH	1.000		1.000
0164	611.3004	Inlets 4-FT Diameter	EACH	224.000	66.000	158.000
0166	611.3901	Inlets Median 1 Grate	EACH	7.000	1.000	6.000
0168	611.8110	Adjusting Manhole Covers	EACH	2.000		2.000
0170	611.8120.S	Cover Plates Temporary	EACH	7.000	4.000	3.000
0172	612.0212	Pipe Underdrain Unperforated 12-Inch	LF	150.000		150.000
0174	612.0700	Drain Tile Exploration	LF	8,000.000	2,600.000	5,400.000
0176	616.0700.S	Fence Safety	LF	3,000.000	1,000.000	2,000.000
0178	619.1000	Mobilization	EACH	1.000	0.400	0.600
0180	620.0300	Concrete Median Sloped Nose	SF	1,572.000	834.000	738.000
0182	623.0200	Dust Control Surface Treatment	SY	30,000.000	10,000.000	20,000.000
0184	624.0100	Water	MGAL	1,221.000	427.000	794.000
0186	627.0200	Mulching	SY	17,500.000	5,000.000	12,500.000
0188	628.1104	Erosion Bales	EACH	400.000	100.000	300.000
0190	628.1504	Silt Fence	LF	12,920.000	2,922.000	9,998.000
0192	628.1520	Silt Fence Maintenance	LF	12,920.000	2,922.000	9,998.000
0194	628.1905	Mobilizations Erosion Control	EACH	12.000	6.000	6.000
0196	628.1910	Mobilizations Emergency Erosion Control	EACH	20.000	10.000	10.000
0198	628.2004	Erosion Mat Class I Type B	SY	97,833.000	28,368.000	69,465.000
0200	628.7005	Inlet Protection Type A	EACH	355.000	111.000	244.000
0202	628.7015	Inlet Protection Type C	EACH	379.000	109.000	270.000

					1320-23-70	1320-23-73
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0204	628.7020	Inlet Protection Type D	EACH	62.000	29.000	33.000
0206	628.7504	Temporary Ditch Checks	LF	102.000	10.000	92.000
0208	628.7555	Culvert Pipe Checks	EACH	39.000	3.000	36.000
0210	628.7560	Tracking Pads	EACH	4.000	2.000	2.000
0212	628.7570	Rock Bags	EACH	130.000	30.000	100.000
0214	629.0210	Fertilizer Type B	CWT	61.500	17.700	43.800
0216	630.0140	Seeding Mixture No. 40	LB	1,762.000	510.000	1,252.000
0218	630.0200	Seeding Temporary	LB	958.000	362.000	596.000
0220	633.5200	Markers Culvert End	EACH	13.000	1.000	12.000
0222	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	103.000	38.000	65.000
0224	637.2210	Signs Type II Reflective H	SF	926.010	359.000	567.010
0226	637.2215	Signs Type II Reflective H Folding	SF	96.980	59.680	37.300
0228	637.2230	Signs Type II Reflective F	SF	136.000	52.000	84.000
0230	638.2102	Moving Signs Type II	EACH	1.000	1.000	
0232	638.2602	Removing Signs Type II	EACH	23.000	3.000	20.000
0234	638.3000	Removing Small Sign Supports	EACH	24.000	3.000	21.000
0236	638.4000	Moving Small Sign Supports	EACH	1.000	1.000	
0238	641.8100	Overhead Sign Support (structure) 001. S-51-258	LS	1.000	1.000	
0240	643.0300	Traffic Control Drums	DAY	89,388.000	45,177.000	44,211.000
0242	643.0420	Traffic Control Barricades Type III	DAY	14,492.000	5,293.000	9,199.000
0244	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	368.000	128.000	240.000
0246	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	368.000	128.000	240.000
0248	643.0705	Traffic Control Warning Lights Type A	DAY	29,985.000	10,587.000	19,398.000
0250	643.0715	Traffic Control Warning Lights Type C	DAY	27,207.000	10,830.000	16,377.000
0252	643.0800	Traffic Control Arrow Boards	DAY	773.000	328.000	445.000
0254	643.0900	Traffic Control Signs	DAY	22,896.000	8,243.000	14,653.000
0256	643.0920	Traffic Control Covering Signs Type II	EACH	100.000	50.000	50.000
0258	643.1050	Traffic Control Signs PCMS	DAY	50.000	25.000	25.000
0260	643.5000	Traffic Control	EACH	1.000	0.400	0.600
0262	645.0120	Geotextile Type HR	SY	139.800		139.800
0264	646.1020	Marking Line Epoxy 4-Inch	LF	32,059.000	9,921.000	22,138.000
0266	646.1545	Marking Line Grooved Wet Ref Contrast Epoxy 4-Inch	LF	8,136.000	2,494.000	5,642.000
0268	646.3545	Marking Line Grooved Wet Ref Contrast Epoxy 8-Inch	LF	3,927.000	1,732.000	2,195.000
0270	646.5020	Marking Arrow Epoxy	EACH	5.000	3.000	2.000
0272	646.5120	Marking Word Epoxy	EACH	3.000	2.000	1.000
0274	646.6120	Marking Stop Line Epoxy 18-Inch	LF	277.000	161.000	116.000
0276	646.6220	Marking Yield Line Epoxy 18-Inch	EACH	8.000		8.000
0278	646.6464	Cold Weather Marking Epoxy 4-Inch	LF	12,415.000	12,415.000	
0280	646.6468	Cold Weather Marking Epoxy 8-Inch	LF	1,732.000	1,732.000	
0282	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	766.000	178.000	588.000

					1320-23-70	1320-23-73
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0284	646.8120	Marking Curb Epoxy	LF	209.000	57.000	152.000
0286	646.8220	Marking Island Nose Epoxy	EACH	20.000	9.000	11.000
0288	646.9000	Marking Removal Line 4-Inch	LF	11,727.000	4,088.000	7,639.000
0290	646.9010	Marking Removal Line Water Blasting 4-Inch	LF	23,317.000	3,773.000	19,544.000
0292	646.9100	Marking Removal Line 8-Inch	LF	345.000		345.000
0294	646.9110	Marking Removal Line Water Blasting 8-Inch	LF	736.000	673.000	63.000
0296	649.0105	Temporary Marking Line Paint 4-Inch	LF	103,106.000	27,405.000	75,701.000
0298	649.0205	Temporary Marking Line Paint 8-Inch	LF	1,132.000	673.000	459.000
0300	649.0805	Temporary Marking Stop Line Paint 18-Inch	LF	132.000		132.000
0302	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	8,729.000	2,720.000	6,009.000
0304	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	4,912.000	2,846.000	2,066.000
0306	652.0700.S	Install Conduit into Existing Item	EACH	1.000	1.000	
0308	652.0800	Conduit Loop Detector	LF	2,688.000	1,608.000	1,080.000
0310	653.0135	Pull Boxes Steel 24x36-Inch	EACH	28.000	16.000	12.000
0312	653.0140	Pull Boxes Steel 24x42-Inch	EACH	33.000	17.000	16.000
0314	654.0101	Concrete Bases Type 1	EACH	18.000	11.000	7.000
0316	654.0102	Concrete Bases Type 2	EACH	10.000	6.000	4.000
0318	654.0105	Concrete Bases Type 5	EACH	39.000	11.000	28.000
0320	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	2.000	1.000	1.000
0322	654.0230	Concrete Control Cabinet Bases Type L30	EACH	1.000	1.000	
0324	655.0210	Cable Traffic Signal 3-14 AWG	LF	2,266.000	1,140.000	1,126.000
0326	655.0230	Cable Traffic Signal 5-14 AWG	LF	1,230.000	658.000	572.000
0328	655.0240	Cable Traffic Signal 7-14 AWG	LF	5,694.000	3,411.000	2,283.000
0330	655.0260	Cable Traffic Signal 12-14 AWG	LF	4,959.000	3,011.000	1,948.000
0332	655.0320	Cable Type UF 2-10 AWG Grounded	LF	2,758.000	1,219.000	1,539.000
0334	655.0510	Electrical Wire Traffic Signals 12 AWG	LF	8,602.000	2,757.000	5,845.000
0336	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	8,696.000	4,389.000	4,307.000
0338	655.0610	Electrical Wire Lighting 12 AWG	LF	1,872.000	936.000	936.000
0340	655.0700	Loop Detector Lead In Cable	LF	7,993.000	4,319.000	3,674.000
0342	655.0800	Loop Detector Wire	LF	9,710.000	5,692.000	4,018.000
0344	655.0900	Traffic Signal EVP Detector Cable	LF	2,266.000	1,140.000	1,126.000
0346	656.0200	Electrical Service Meter Breaker Pedestal (location) 301. STH 11 & Wisconn Valley Way	LS	1.000	1.000	
0348	656.0200	Electrical Service Meter Breaker Pedestal (location) 311. STH 11 & International Drive	LS	1.000		1.000
0350	657.0100	Pedestal Bases	EACH	18.000	11.000	7.000
0352	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	49.000	17.000	32.000
0354	657.0305	Poles Type 2	EACH	2.000	1.000	1.000
0356	657.0310	Poles Type 3	EACH	8.000	5.000	3.000
0358	657.0322	Poles Type 5-Aluminum	EACH	2.000		2.000

					1320-23-70	1320-23-73
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0360	657.0405	Traffic Signal Standards Aluminum 3.5-FT	EACH	1.000	1.000	
0362	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	10.000	6.000	4.000
0364	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	5.000	3.000	2.000
0366	657.0430	Traffic Signal Standards Aluminum 10-FT	EACH	2.000	1.000	1.000
0368	657.0609	Luminaire Arms Single Member 4-Inch Clamp 6-FT	EACH	14.000	8.000	6.000
0370	657.0610	Luminaire Arms Single Member 4 1/2-Inch Clamp 6-FT	EACH	2.000		2.000
0372	658.0173	Traffic Signal Face 3S 12-Inch	EACH	34.000	20.000	14.000
0374	658.0174	Traffic Signal Face 4S 12-Inch	EACH	6.000	3.000	3.000
0376	658.0416	Pedestrian Signal Face 16-Inch	EACH	12.000	6.000	6.000
0378	658.0500	Pedestrian Push Buttons	EACH	15.000	7.000	8.000
0380	658.5069	Signal Mounting Hardware (location) 301. STH 11 & Wisconn Valley Way	LS	1.000	1.000	
0382	658.5069	Signal Mounting Hardware (location) 311. STH 11 & International Drive	LS	1.000		1.000
0384	659.1125	Luminaires Utility LED C	EACH	16.000	8.000	8.000
0386	670.0200	ITS Documentation 001. Miscellaneous	LS	1.000	1.000	
0388	670.0200	ITS Documentation 002. Miscellaneous	LS	1.000		1.000
0390	671.0122	Conduit HDPE 2-Duct 2-Inch	LF	8,385.000	2,645.000	5,740.000
0392	673.0105	Communication Vault Type 1	EACH	11.000	4.000	7.000
0394	673.0200	Tracer Wire Marker Posts	EACH	11.000	4.000	7.000
0396	690.0150	Sawing Asphalt	LF	1,365.000	10.000	1,355.000
0398	690.0250	Sawing Concrete	LF	33.000		33.000
0400	715.0415	Incentive Strength Concrete Pavement	DOL	24,941.000	8,212.000	16,729.000
0402	715.0710	Optimized Aggregate Gradation Incentive	DOL	109,737.000	36,131.000	73,606.000
0404	740.0440	Incentive IRI Ride	DOL	19,350.000	6,282.000	13,068.000
0406	SPV.0035	Special 001. EBS Excavation	CY	22,833.000	7,143.000	15,690.000
0408	SPV.0035	Special 002. EBS Backfill	CY	22,833.000	7,143.000	15,690.000
0410	SPV.0035	Special 003. Roadway Embankment	CY	104,000.000	37,571.000	66,429.000
0412	SPV.0045	Special 001. Portable Speed Trailer	DAY	754.000	754.000	
0414	SPV.0055	Special 001. Maintain Field Office Left In Place Special Utility Fees Project 1320-23-70	DOL	30,000.000	30,000.000	
0416	SPV.0060	Special 002. Temporary Stone Ditch Checks	EACH	30.000	10.000	20.000
0418	SPV.0060	Special 003. Sand Bags	EACH	200.000	50.000	150.000
0420	SPV.0060	Special 004. Temporary Sediment Traps	EACH	15.000	5.000	10.000
0422	SPV.0060	Special 009. Mobilizations Emergency Pavement Repair	EACH	4.000	2.000	2.000
0424	SPV.0060	Special 010. Section Corner Monuments	EACH	1.000		1.000
0426	SPV.0060	Special 012. Removing Cover Plates Left In Place	EACH	4.000	4.000	
0428	SPV.0060	Special 013. Connect Drain Tile	EACH	4.000		4.000
0430	SPV.0060	Special 015. Inlet Covers Type 57	EACH	14.000	4.000	10.000
0432	SPV.0060	Special 016. Pipe Connection to Existing Structure	EACH	3.000		3.000

					1320-23-70	1320-23-73
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0434	SPV.0060	Special 024. Manholes 9-Feet Diameter	EACH	1.000	1.000	
0436	SPV.0060	Special 301. Concrete Base Monotube Type 9 & 10 Special Pole	EACH	4.000	2.000	2.000
0438	SPV.0060	Special 601. Furnish Sanitary Manhole Cover	EACH	1.000		1.000
0440	SPV.0060	Special 602. Reconstruct Sanitary Manhole	EACH	1.000		1.000
0442	SPV.0060	Special 603. Adjusting Sanitary Manhole	EACH	2.000		2.000
0444	SPV.0075	Special 001. Pavement Cleanup Project 1320-23-70	HRS	400.000	400.000	
0446	SPV.0075	Special 002. Pavement Cleanup Project 1320-23-73	HRS	400.000		400.000
0448	SPV.0090	Special 001. Heavy Duty Silt Fence	LF	6,377.000	3,071.000	3,306.000
0450	SPV.0090	Special 002. Pipe Underdrain 6-Inch Special	LF	13,200.000	4,600.000	8,600.000
0452	SPV.0105	Special 001. Survey Project 1320-23-70	LS	1.000	1.000	
0454	SPV.0105	Special 002. Survey Project 1320-23-73	LS	1.000		1.000
0456	SPV.0105	Special 306. Transport & Install State Furnished Traf Signal Cabinet STH 11 & WVW	LS	1.000	1.000	
0458	SPV.0105	Special 307. Transport & Install State Furnished Radar Det Sys STH 11 & WVW	LS	1.000	1.000	
0460	SPV.0105	Special 308. Trns & Install State Furn EVP Det Heads w/Conf Beacons STH 11 & WVW	LS	1.000	1.000	
0462	SPV.0105	Special 309. Trns & Install Traf Sig, Monotube, & Intsec Lighting Materials STH & WVW	LS	1.000	1.000	
0464	SPV.0105	Special 311. Trns & Install State Furn Traf Sig Cabinet STH 11 & International Dr	LS	1.000		1.000
0466	SPV.0105	Special 312. Trns & Install State Furn Radar Det Sys STH 11 & International Dr	LS	1.000		1.000
0468	SPV.0105	Special 313. Trns & Install State Furn EVP Det Heads w/Conf Beacons STH 11 & Intern'l Dr	LS	1.000		1.000
0470	SPV.0105	Special 314. Trns & Install Traf Sig Monotube, & Int Lighting Material STH 11 & Int'l Dr	LS	1.000		1.000
0472	SPV.0135	Special 001. Maintain Field Office Left In Place Special Project 1320-23-70	MON	13.000	13.000	
0474	SPV.0170	Special 001. Removal and Disposal of Invasive Plant Species	STA	15.000	5.000	10.000
0476	SPV.0180	Special 001. Topsoil Special	SY	97,833.000	28,368.000	69,465.000

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CPM PROGRESS SCHEDULE

LOCATION	108.4400 CPM PROGRESS SCHEDULE EACH
PROJECT 1320-23-70	1
PROJECT 1320-23-70 TOTAL	1

CLEARING AND GRUBBING

STATION		OFFSET	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA
153+00	154+00	RT	STH 11	1	1
PROJECT 1320-23-70				1	1

REMOVING SMALL PIPE CULVERT

STATION	OFFSET	LOCATION	203.0100 REMOVING SMALL PIPE CULVERT EACH	REMARKS
STAGE 2				
151+70	RT	STH 11	1	18" X 40' METAL
153+52	RT	STH 11	1	18" X 40' METAL
157+12	RT	STH 11	1	18" X 65' METAL
173+43	RT	STH 11	1	18" X 28' METAL
STAGE 2 SUBTOTAL			4	
PROJECT 1320-23-70 TOTAL			4	

REMOVING ASPHALTIC SURFACE

LOCATION	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY
STAGE 1A	
UNDISTRIBUTED	400
STAGE 1A SUBTOTAL	400
PROJECT 1320-23-70 TOTAL	400

REMOVING CURB & GUTTER

STATION TO STATION	EB/WB	LOCATION	204.0150 REMOVING CURB & GUTTER LF
STAGE 2			
157+33 - 172+98	EB	STH 11	1,570
173+71 - 176+50	EB	STH 11	284
STAGE 2 SUBTOTAL			1,854
STAGE 3			
154+00 - 154+91	EB/WB	STH 11	113
160+00 - 172+98	WB	STH 11	1,300
173+71 - 176+50	WB	STH 11	279
STAGE 3 SUBTOTAL			1,692
PROJECT 1320-23-70 TOTAL			3,546

REMOVING INLETS

STATION	OFFSET		LOCATION	204.0220* REMOVING INLETS EACH
STAGE 2				
165+42	60'	RT	STH 11	1
STAGE 2 SUBTOTAL				1
STAGE 3				
153+02	26'	LT	STH 11	1
153+02	35'	LT	STH 11	1
153+21	26'	LT	STH 11	1
153+21	34'	LT	STH 11	1
154+13	17'	LT	STH 11	1
154+13	26'	LT	STH 11	1
161+23	17'	LT	STH 11	1
161+23	36'	LT	STH 11	1
166+14	16'	LT	STH 11	1
166+14	36'	LT	STH 11	1
166+34	16'	LT	STH 11	1
166+34	36'	LT	STH 11	1
168+25	16'	LT	STH 11	1
168+25	36'	LT	STH 11	1
172+71	16'	LT	STH 11	1
172+71	36'	LT	STH 11	1
175+27	16'	LT	STH 11	1
175+27	36'	LT	STH 11	1
STAGE 3 SUBTOTAL				18
PROJECT 1320-23-70 TOTAL				19

NOTE:
*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

REMOVING STORM SEWER

STATION	OFFSET			STATION	OFFSET		LOCATION	204.0245.001 REMOVING STORM SEWER 12-INCH LF
STAGE 2								
150+75	24'	LT	-	150+75	29'	RT	STH 11	53
153+02	80'	RT	-	153+02	15'	RT	STH 11	65
154+05	78'	RT	-	154+13	0'	RT	STH 11	78
161+23	49'	RT	-	161+23	3'	LT	STH 11	52
166+14	49'	RT	-	166+14	5'	LT	STH 11	54
168+25	45'	RT	-	168+25	1'	LT	STH 11	46
172+71	43'	RT	-	172+71	6'	RT	STH 11	37
175+27	44'	RT	-	175+27	5'	RT	STH 11	39
STAGE 2 SUBTOTAL								424
STAGE 3								
153+02	15'	RT	-	153+02	26'	LT	STH 11	41
153+02	26'	LT	-	153+02	35'	LT	STH 11	9
153+02	26'	LT	-	153+21	26'	LT	STH 11	19
153+02	35'	LT	-	153+21	34'	LT	STH 11	19
154+13	0'	RT	-	154+13	17'	LT	STH 11	17
154+13	17'	LT	-	154+13	26'	LT	STH 11	9
161+23	3'	LT	-	161+23	17'	LT	STH 11	13
161+23	17'	LT	-	161+23	36'	LT	STH 11	19
166+14	5'	LT	-	166+14	16'	LT	STH 11	12
166+14	16'	LT	-	166+14	36'	LT	STH 11	19
166+14	16'	LT	-	166+34	16'	LT	STH 11	19
166+14	36'	LT	-	166+34	36'	LT	STH 11	19
168+25	1'	LT	-	168+25	16'	LT	STH 11	16
168+25	16'	LT	-	168+25	36'	LT	STH 11	19
172+71	6'	RT	-	172+71	16'	LT	STH 11	22
172+71	16'	LT	-	172+71	36'	LT	STH 11	19
175+27	5'	RT	-	175+27	16'	LT	STH 11	22
175+27	16'	LT	-	175+27	36'	LT	STH 11	20
STAGE 3 SUBTOTAL								333
PROJECT 1320-23-70 TOTAL								757

REMOVING DRAINTILE / UNDERDRAIN

STATION	TO	STATION	EB/WB	LOCATION	204.9090.S.001 REMOVING DRAINTILE LF	204.9090.S.002 REMOVING UNDERDRAIN LF
STAGE 2						
153+50	-	176+50	EB	STH 11	--	2,300
157+33	-	172+98	EB	STH 11	--	1,570
173+71	-	176+50	EB	STH 11	--	284
STAGE 2 SUBTOTAL					--	4,154
STAGE 3						
150+00	-	153+50	EB	STH 11	--	350
150+00	-	153+25	EB/WB	STH 11	--	655
150+00	-	176+50	WB	STH 11	--	2,650
154+00	-	157+33	EB/WB	STH 11	--	672
157+33	-	172+98	WB	STH 11	--	1,565
173+71	-	176+50	WB	STH 11	--	279
STAGE 3 SUBTOTAL					--	6,171
UNDISTRIBUTED					400	--
PROJECT 1320-23-70 TOTAL					400	10,325

FINISHING ROADWAY

LOCATION	213.0100.001 FINISHING ROADWAY PROJECT 1320-23-70 EACH
PROJECT 1320-23-70	1
PROJECT 1320-23-70 TOTAL	1

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\13202370_MQ.ppt PLOT DATE : 3/28/2019 10:47:32 AM PLOT BY : JOHNATHAN OLSON PLOT NAME : 13202370_MQ PLOT SCALE : 1:1

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EARTHWORK

CATEGORY	DIVISION	ROADWAY	FROM / TO STATION	205.0100 EXCAVATION COMMON (1) (5) CUT (CY)	205.0100 EXCAVATION COMMON (1) (5) TOPSOIL REMOVAL (CY)	SPV.0035.001 EBS EXCAVATION (2) CY	SPV.0035.002 EBS BACKFILL CY	FILL (CY)	SPV.0035.003 ROADWAY EMBANKMENT (3) CY	MASS ORDINATE +/- (4)
1000	**2**	STH 11 EB	150+00 to 176+50	6,735	11,000	0	0	20,364	31,364	-13,629
		STH 11 EB	UNDISTRIBUTED	0	0	4,434	4,434	0	0	0
		SUBTOTAL		6,735	11,000	4,434	4,434		31,364	-13,629
		DIVISION 2 TOTAL		17,735						
1000	**3 / 4**	STH 11 MEDIAN	WEST OF 150+00	160	0	0	0	1,150	1,150	-990
		STH 11 WB	150+00 to 176+50	10,838	0	0	0	5,057	5,057	5,781
		STH 11 WB	UNDISTRIBUTED	0	0	2,709	2,709	0	0	0
		SUBTOTAL		10,998	0	2,709	2,709		6,207	4,791
		DIVISION 3 TOTAL		10,998						
PROJECT 1320-23-70 TOTALS				28,733		7,143	7,143		37,571	-8,838

1) Cut Volume Includes Concrete and Asphaltic Surface Material.

2) EBS Excavation to be backfilled with EBS Backfill. All EBS Excavation material is assumed to be wasted offsite.

3) Roadway Embankment = Unexpanded Fill + Topsoil Removal Replaced

4) The Mass Ordinate + or - quantity calculated by Division. A positive quantity indicates an excess of material within the division and a negative number indicates a shortage of material within the division. Mass Ordinate = Cut+Topsoil Removal-Embankment. The mass ordinate is for information purposes only as Common Excavation and Roadway Embankment are not balance for quantity purposes and does not guarantee the quality of Common Excavation, and if it can be reused onsite.

5) Topsoil thickness estimated, refer to Topsoil Removal Construction Detail

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

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AGGREGATE ITEMS

STATION	TO STATION	OFFSET	ROADWAY	305.0120* BASE AGGREGATE DENSE 1 1/4 INCH TON	311.0110 BREAKER RUN TON	REMARK
STAGE 2						
150+00	- 176+50	RT	STH 11	5,806	13,932	
156+89	- 158+85	RT	STH 11	196	--	11" BAD UNDER SIDEWALK ISLANDS
157+25	- 159+24	RT	STH 11	10	--	4" BAD UNDER SIDEWALK RAMPS
150+00	- 153+23	LT/RT	STH 11	376	--	12" BAD UNDER TEMP PAVEMENT
STAGE 2 SUBTOTAL				6,388	13,932	
STAGE 3						
150+00	- 176+50	LT	STH 11	5,566	13,356	
155+32	- 162+02	MED	STH 11	434	569	SIDEWALK ISLANDS
STAGE 3 SUBTOTAL				6,000	13,925	
STAGE 4						
150+00	- 151+50	LT	STH 11	116	277	
STAGE 4 SUBTOTAL				116	277	
UNDISTRIBUTED				1,876	4,221	
PROJECT 1320-23-70 TOTAL				14,380	32,355	

NOTE:

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE
BASE AGGREGATE DENSE = 2 TON/CY
BREAKER RUN = 1.8 TON/CY

CONCRETE PAVEMENT JOINT LAYOUT

STATION	LOCATION	415.5110.S.001 CONCRETE PAVEMENT JOINT LAYOUT LS
PROJECT 1320-23-70	STH 11	1
PROJECT 1320-23-70 TOTAL		1

CONCRETE PAVEMENT

STATION	TO STATION	OFFSET	LOCATION	415.0100 CONCRETE PAVEMENT 10-INCH SY
STAGE 2				
150+00	- 176+50	RT	STH 11	14,029
SUBTOTAL STAGE 2				14,029
STAGE 3				
150+00	- 176+50	LT	STH 11	13,042
SUBTOTAL STAGE 3				13,042
STAGE 4				
150+00	- 151+50	LT	STH 11	301
SUBTOTAL STAGE 4				301
PROJECT 1320-23-70 TOTAL				27,372

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

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DRIVEWAYS

STATION	OFFSET	LOCATION	305.0120* BASE AGGREGATE DENSE 1 1/4 INCH TON	416.0160 CONCRETE DRIVEWAY 6-INCH SY	465.0105 ASPHALTIC SURFACE TON
153+43	RT	STH 11	21	11	15
173+42	LT	STH 11	52	22	--
173+42	MED	STH 11	27	80	--
173+42	RT	STH 11	74	22	--
PROJECT 1320-23-70 TOTAL			174	135	15

NOTE:

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

DRILLED DOWEL BARS

STA	OFFSET	LOCATION	DRILLED DOWEL BARS 416.0620 EACH
150+00	LT/RT	STH 11	66
158+00	RT	STH 11	48
PROJECT 1320-23-70 TOTAL			114

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ASPHALTIC SURFACE TEMPORARY

STATION TO STATION		LOCATION	455.0605 TACK COAT GAL	465.0125 ASPHALTIC SURFACE TEMPORARY TON	REMARKS
STAGE 1					
UNDISTRIBUTED		STH 11	28	92	4" DEPTH
STAGE 1 SUBTOTAL			28	92	
STAGE 2					
150+00 - 153+23	MEDIAN	STH 11	0	124	5" DEPTH
STAGE 2 SUBTOTAL			0	124	
PROJECT 1320-23-70 TOTAL			28	216	

COLD PATCH

LOCATION	495.1000.S COLD PATCH TON
PROJECT 1320-23-70	25
PROJECT 1320-23-70 TOTAL	25

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

CONCRETE CURB & GUTTER

STATION TO STATION			OFFSET	LOCATION	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0555 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A LF
STAGE 2						
150+00	-	156+64	RT	STH 11	--	665
153+25	-	155+33	MED	STH 11	--	210
155+41	-	157+62	MED	STH 11	--	221
156+64	-	157+61	RT	STH 11	135	--
156+89	-	157+69	RT	STH 11	--	81
156+89	-	157+72	RT	STH 11	--	109
158+00	-	158+05	RT	STH 11	86	--
158+27	-	158+32	RT	STH 11	86	--
158+60	-	158+62	RT	STH 11	--	81
158+63	-	158+87	RT	STH 11	--	109
158+83	-	159+36	RT	STH 11	105	--
159+01	-	175+50	MED	STH 11	--	1,649
159+36	-	176+50	RT	STH 11	--	1,714
STAGE 2 SUBTOTAL					412	4,839
STAGE 3						
WEST	-	152+25	MED	STH 11	425	226
150+00	-	176+50	LT	STH 11	--	2,650
151+50	-	157+27	MED	STH 11	--	577
155+32	-	157+27	MED	STH 11	--	194
155+41	-	157+62	MED	STH 11	--	221
158+69	-	161+94	MED	STH 11	--	325
158+70	-	161+94	MED	STH 11	--	325
159+01	-	162+02	MED	STH 11	--	301
162+01	-	175+50	MED	STH 11	--	1,350
STAGE 3 SUBTOTAL					425	6,169
STAGE 4						
150+00	-	151+50	MED	STH 11	--	151
152+25	-	153+25	MED	STH 11	--	100
STAGE 4 SUBTOTAL					--	251
STAGE 7						
175+50	-	176+50	MED	STH 11	--	100
175+50	-	176+50	MED	STH 11	--	100
STAGE 7 SUBTOTAL					--	200
PROJECT 1320-23-70 TOTAL					837	11,459

CONCRETE SIDEWALK

STATION TO STATION			OFFSET	LOCATION	602.0410 CONCRETE SIDEWALK 5-INCH SF	REMARKS
STAGE 2						
156+89	-	157+71	RT	STH 11	1,091	ISLAND
157+25	-	157+44	RT	STH 11	182	RAMP
158+00	-	158+31	RT	STH 11	704	ISLAND
158+60	-	158+86	RT	STH 11	1,091	ISLAND
159+01	-	159+24	RT	STH 11	189	RAMP
STAGE 2 SUBTOTAL					3,257	
STAGE 3						
155+33	-	157+27	MED	STH 11	1,324	ISLAND
155+41	-	157+62	MED	STH 11	1,326	ISLAND
158+70	-	161+94	MED	STH 11	1,947	ISLAND
159+01	-	162+02	MED	STH 11	1,804	ISLAND
STAGE 3 SUBTOTAL					6,401	
PROJECT 1320-23-70 TOTAL					9,658	

CURB RAMP DETECTABLE WARNING FIELD

STATION	OFFSET	LOCATION	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF
STAGE 2			
157+38	RT	STH 11	20
157+50	RT	STH 11	20
157+69	RT	STH 11	20
158+05	RT	STH 11	20
158+26	RT	STH 11	20
158+63	RT	STH 11	20
158+79	RT	STH 11	20
159+06	RT	STH 11	20
STAGE 2 SUBTOTAL			160
PROJECT 1320-23-70 TOTAL			160

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

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REMOVING BULKHEAD

STAGE	ROADWAY	STATION	OFFSET	204.9060.002 REMOVING BULKHEAD EACH
2	**STH 11**			
		158+94	60' RT	1
	PROJECT 1320-23-70 TOTAL			1

REMOVING COVER PLATES LEFT IN PLACE

STAGE	ROADWAY	STRUCTURE ID	STATION	OFFSET	SPV.0060.012 REMOVING COVER PLATES LEFT IN PLACE EACH
2	**STH 11**				
		E1807	158+61	141' RT	1
		E1809	158+66	141' RT	1
	SUBTOTAL				2
3	**STH 11**				
		E91	146+42	40' RT	1
		E92	148+82	40' RT	1
	SUBTOTAL				2
	PROJECT 1320-23-70 TOTAL				4

COVER PLATES TEMPORARY

STAGE	ROADWAY	STRUCTURE ID	STATION	OFFSET	611.8120.S COVER PLATES TEMPORARY EACH	NOTES
2	**STH 11**					
		149	153+03	29' RT	1	INSTALL STAGE 2 UNTIL STAGE 4
		151	153+13	28' RT	1	INSTALL STAGE 2 UNTIL STAGE 4
		487	176+20	19' RT	1	INSTALL STAGE 2 UNTIL STAGE 7
	SUBTOTAL				3	
3	**STH 11**					
		483	176+20	18' LT	1	INSTALL STAGE 3 UNTIL STAGE 7
	SUBTOTAL				1	
	PROJECT 1320-23-70 TOTAL				4	

APRON ENDWALLS

STAGE	ROADWAY	PIPE ID	ENDWALL ID	ENDWALL ELEVATION	ENDWALL STATION	ENDWALL OFFSET	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	633.5200 MARKERS CULVERT END EACH
2	**STH 11**							
		P124	123	750.50	150+50	133' RT	1	1
	PROJECT 1320-23-70 TOTALS						1	1

1. PIPE LENGTHS ARE MEASURED TO THE CENTER OF STRUCTURES OR END OF END WALLS

RECONSTRUCTING STRUCTURES

STAGE	STATION	OFFSET	EXISTING RIM ELEVATION	TO	PROPOSED RIM ELEVATION	611.0420 RECONSTRUCTING MANHOLES EACH	611.0430 RECONSTRUCTING INLETS EACH	NOTES
4	**STH 11**							
	146+43	20' RT	753.44		757.20	--	1	INLET MEDIAN 2 GRATE
	151+70	32' RT	753.22		755.49	1	--	MANHOLE 3-FT DIAMETER
	PROJECT 1320-23-70 TOTAL					1	1	

3

STORM SEWER TEMPORARY

STAGE	STA	OFFSET	TO STA	OFFSET	RIM ELEV	STRUCTURE INVERT ELEV	STRUCTURE DEPTH (FT)	SLOPE	204.0210 REMOVING MANHOLES EACH	204.0220* REMOVING INLETS EACH	204.0245.001* REMOVING STORM SEWER 12-INCH LF	520.8000 CONCRETE COLLARS FOR PIPE EACH	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	611.0535* MANHOLE COVERS TYPE J-SPECIAL EACH	611.2003* MANHOLES 3-FT DIAMETER EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.0642 INLET COVERS TYPE MS EACH	611.0651 INLET COVERS TYPE S EACH
2	**STH 11**																	
	151+70	32' RT	--	--	753.22	749.94	3.28	--	--	--	--	--	--	--	--	--	--	1
	153+03	15' RT	--	--	752.62	749.58	3.04	--	--	1	--	1	--	--	--	1	1	--
	154+11	0' RT	153+03	15' RT	755.64	750.20	5.44	0.52%	1	--	109	1	109	1	1	--	--	--
	PROJECT 1320-23-70 TOTALS								1	1	109	2	109	1	1	1	1	1

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

1. REMOVALS OCCUR IN STAGE 4

STORM SEWER STRUCTURES											STORM SEWER PIPES											
ROADWAY	STRUCTURE NO.	STRUCTURE STAGE	STATION	OFFSET (FT)	LOCATION	RIM OR FLOW ELEV	STRUCTURE TYPE	INLET/MANHOLE COVERS TYPE	DEPTH [1] (FT)	STRUCTURE COMMENTS	PIPE ID	STAGE	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE [A] %	PIPE LENGTH [B] (FT)	PLAN LENGTH [C] (FT)	PIPE CLASS	PIPE SIZE (INCH)	PIPE COMMENTS
STH 11	E91	3	146+41.59	40.0	RT	756.78	---	H	---	STRUCTURE PLACED UNDER 1030-24-71, INSTALL H COVER	---	---	---	---	--	---	---	---	---	---	---	---
STH 11	E92	3	150+81.59	40.0	RT	755.06	---	H	---	STRUCTURE PLACED UNDER 1030-24-71, INSTALL H COVER	---	---	---	---	--	---	---	---	---	---	---	---
STH 11	101	3	150+32.92	60.0	LT	754.96	INLETS 4-FT DIAMETER	HM	4.02	---	P102	3	101	103	750.94	750.61	0.50	66	70	IV	15	---
STH 11	103	3	151+02.92	60.0	LT	754.83	INLETS 4-FT DIAMETER	HM-S	4.22	---	P104	3	103	105	750.61	750.38	0.50	46	50	IV	15	---
STH 11	105	3	150+52.58	60.0	LT	754.90	INLETS 4-FT DIAMETER	HM	4.52	---	P106	3	105	109	750.38	750.20	0.50	36	40	IV	15	---
STH 11	107	4	150+75.00	10.0	LT	754.57	INLETS 4-FT DIAMETER	HM-S	4.00	---	P108	4	107	109	750.57	750.20	0.50	74	78	IV	15	---
STH 11	109	3	151+52.58	16.0	LT	754.74	INLETS 4-FT DIAMETER	HM	4.54	---	P110	2	109	111	750.20	749.95	0.50	50	53	IV	15	---
STH 11	111	2	151+70.09	32.2	RT	755.49	MANHOLES 3-FT DIAMETER	J-SPECIAL	5.55	SEE RECONSTRUCTING STRUCTURES TABLE	P112	2	111	133	749.94	749.91	0.50	5	9	IV	15	---
STH 11	121	2	150+32.92	39.9	RT	754.80	INLETS 4-FT DIAMETER	HM	4.49	---	P122	2	121	131	750.31	750.11	0.30	66	70	IV	15	---
---	---	---	---	---	---	---	---	---	--	---	P124	2	123	125	750.39	749.76	1.72	37	39	IV	24	---
STH 11	125	2	150+63.79	91.7	RT	754.71	INLETS 4-FT DIAMETER	HM	4.95	---	P126	2	125	129	749.76	749.58	0.50	35	39	IV	24	---
STH 11	127	2	151+72.92	89.9	RT	754.80	INLETS 4-FT DIAMETER	HM	4.15	---	P128	2	127	129	750.65	750.32	0.50	66	70	IV	15	---

[1] DEPTH = RIM OR FLOW ELEV - LOWEST PIPE INVERT ELEVATION

[A] SLOPE CALCULATED BASED ON PIPE LENGTH. PIPE LENGTH REPRESENTS LENGTH OF PIPE MEASURED FROM INSIDE FACE OF STRUCTURE TO INSIDE FACE OF STRUCTURE

[B] PIPE LENGTH SHOWN FOR SLOPE CALCULATION ONLY. NOT INTENDED FOR PAY QUANTITY.

[C] PLAN LENGTH SHOWN FOR PAY QUANTITY.

STORM SEWER STRUCTURES											STORM SEWER PIPES											
ROADWAY	STRUCTURE NO.	STRUCTURE STAGE	STATION	OFFSET (FT)	LOCATION	RIM OR FLOW ELEV	STRUCTURE TYPE	INLET/MANHOLE COVERS TYPE	DEPTH [1] (FT)	STRUCTURE COMMENTS	PIPE ID	STAGE	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE [A] %	PIPE LENGTH [B] (FT)	PLAN LENGTH [C] (FT)	PIPE CLASS	PIPE SIZE (INCH)	PIPE COMMENTS
STH 11	129	2	151+02.92	91.3	RT	754.67	MANHOLES 5-FT DIAMETER	HM-S	5.10	---	P130	2	129	131	749.57	749.36	0.50	42	47	IV	24	---
STH 11	131	2	151+02.92	39.3	RT	754.67	MANHOLES 5-FT DIAMETER	HM-S	5.31	---	P132	2	131	133	749.36	749.16	0.30	65	70	IV	24	---
STH 11	133	2	151+72.92	37.9	RT	754.80	MANHOLES 5-FT DIAMETER	57	6.14	---	P134	2	133	149	748.66	748.28	0.30	125	130	IV	30	---
STH 11	141	3	153+01.98	60.0	LT	755.50	INLETS 4-FT DIAMETER	HM	5.57	---	P142	3	141	145	749.93	749.75	0.50	36	40	IV	15	---
STH 11	143	3	153+11.96	16.0	LT	755.48	INLETS 4-FT DIAMETER	HM	5.70	---	P144	3	143	145	749.78	749.75	0.50	6	10	IV	15	---
STH 11	145	3	153+01.97	16.0	LT	755.43	INLETS 4-FT DIAMETER	HM	5.68	---	P146	3	145	149	749.75	749.54	0.50	42	47	IV	15	---
STH 11	147	2	153+06.40	84.8	RT	755.19	INLETS 4-FT DIAMETER	HM	5.40	---	P148	2	147	149	749.79	749.54	0.50	50	54	IV	15	---
STH 11	149	2	153+02.92	26.3	RT	755.30	MANHOLES 5-FT DIAMETER	HM	7.02	---	P150	2	149	151	748.28	748.26	0.30	5	10	IV	30	---
STH 11	151	2	153+12.88	25.0	RT	755.34	MANHOLES 5-FT DIAMETER	HM	7.08	---	P152	2	151	161	748.26	747.79	0.30	156	161	IV	30	---
STH 11	153	3	154+75.00	60.0	LT	756.21	INLETS 4-FT DIAMETER	HM	6.24	---	P154	3	153	155	749.97	749.79	0.50	36	40	III	15	---
STH 11	155	3	154+75.00	16.0	LT	756.29	INLETS 4-FT DIAMETER	HM	6.50	---	P156	3	155	157	749.79	749.70	0.50	19	23	III	15	---
STH 11	157	2	154+74.72	3.0	RT	756.01	INLETS 4-FT DIAMETER	HM	6.31	---	P158	2	157	161	749.70	749.63	0.50	15	19	III	15	---
STH 11	159	2	154+77.82	73.9	RT	755.96	INLETS 4-FT DIAMETER	HM	6.11	---	P160	2	159	161	749.85	749.63	0.50	44	48	III	15	---
STH 11	161	2	154+75.00	24.0	RT	756.37	MANHOLES 5-FT DIAMETER	J-SPECIAL	8.58	---	P162	2	161	165	747.79	747.60	0.30	64	69	III	30	---
STH 11	163	3	155+43.39	10.7	RT	756.53	INLETS 4-FT DIAMETER	HM	6.11	---	P164	3	163	165	750.42	750.38	0.50	8	13	III	15	---

[1] DEPTH = RIM OR FLOW ELEV - LOWEST PIPE INVERT ELEVATION

[A] SLOPE CALCULATED BASED ON PIPE LENGTH. PIPE LENGTH REPRESENTS LENGTH OF PIPE MEASURED FROM INSIDE FACE OF STRUCTURE TO INSIDE FACE OF STRUCTURE

[B] PIPE LENGTH SHOWN FOR SLOPE CALCULATION ONLY. NOT INTENDED FOR PAY QUANTITY.

[C] PLAN LENGTH SHOWN FOR PAY QUANTITY.

STORM SEWER STRUCTURES											STORM SEWER PIPES											
ROADWAY	STRUCTURE NO.	STRUCTURE STAGE	STATION	OFFSET (FT)	LOCATION	RIM OR FLOW ELEV	STRUCTURE TYPE	INLET/MANHOLE COVERS TYPE	DEPTH [1] (FT)	STRUCTURE COMMENTS	PIPE ID	STAGE	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE [A] %	PIPE LENGTH [B] (FT)	PLAN LENGTH [C] (FT)	PIPE CLASS	PIPE SIZE (INCH)	PIPE COMMENTS
STH 11	165	2	155+43.70	18.7	RT	756.59	MANHOLES 5-FT DIAMETER	HM	8.99	---	P166	2	165	173	747.60	747.01	0.30	195	200	III	30	---
STH 11	167	3	157+24.15	16.0	LT	756.53	INLETS 4-FT DIAMETER	HM	6.11	---	P168	3	167	169	750.42	750.38	0.50	8	12	III	15	---
STH 11	169	3	157+24.15	8.0	LT	756.41	INLETS 4-FT DIAMETER	HM	6.03	---	P170	3	169	171	750.38	750.29	0.50	19	23	III	15	---
STH 11	171	3	157+43.67	8.0	RT	756.39	INLETS 4-FT DIAMETER	HM	6.10	---	P172	3	171	173	750.29	750.25	0.50	8	13	III	15	---
STH 11	173	2	157+43.67	16.0	RT	756.45	MANHOLES 5-FT DIAMETER	HM	9.94	---	P174	2	173	179	746.51	746.43	0.30	25	30	III	36	---
STH 11	175	2	157+67.05	86.3	RT	755.87	INLETS 4-FT DIAMETER	HM	6.11	---	P176	2	175	177	749.76	749.74	0.50	5	9	III	15	---
STH 11	177	2	157+71.65	82.8	RT	755.89	INLETS 4-FT DIAMETER	HM	6.15	---	P178	2	177	179	749.74	749.44	0.50	60	65	III	15	---
STH 11	179	2	157+73.65	18.0	RT	756.38	MANHOLES 5-FT DIAMETER	J-SPECIAL	9.95	---	P180	2	179	621	746.43	746.06	0.30	123	130	III	36	---
STH 11	181	3	158+25.00	60.0	LT	755.89	INLETS 4-FT DIAMETER	HM	5.99	---	P182	3	181	183	749.90	749.62	0.50	55	59	III	15	---
STH 11	183	3	158+84.40	60.0	LT	755.59	INLETS 4-FT DIAMETER	HM	5.97	---	P184	3	183	185	749.62	749.44	0.50	36	40	III	15	---
STH 11	185	3	158+84.40	16.0	LT	755.75	INLETS 4-FT DIAMETER	HM	6.31	---	P186	3	185	187	749.44	749.40	0.50	8	12	III	15	---
STH 11	187	3	158+84.40	8.0	LT	755.63	INLETS 4-FT DIAMETER	HM	6.23	---	P188	3	187	189	749.40	749.31	0.50	19	23	III	15	---
STH 11	189	3	159+03.64	8.0	RT	755.59	INLETS 4-FT DIAMETER	HM	6.28	---	P190	2	189	621	749.31	749.27	0.50	8	15	III	15	---
---	---	---	---	---	---	---	---	---	--	---	P478	2	477	487	740.16	739.88	0.19	149	155	IV	48	---
STH 11	481	3	176+20.00	60.0	LT	747.37	INLETS 4-FT DIAMETER	HM	4.40	---	P482	3	481	483	742.97	742.79	0.50	36	40	IV	15	---

[1] DEPTH = RIM OR FLOW ELEV - LOWEST PIPE INVERT ELEVATION

[A] SLOPE CALCULATED BASED ON PIPE LENGTH. PIPE LENGTH REPRESENTS LENGTH OF PIPE MEASURED FROM INSIDE FACE OF STRUCTURE TO INSIDE FACE OF STRUCTURE

[B] PIPE LENGTH SHOWN FOR SLOPE CALCULATION ONLY. NOT INTENDED FOR PAY QUANTITY.

[C] PLAN LENGTH SHOWN FOR PAY QUANTITY.

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STORM SEWER STRUCTURES											STORM SEWER PIPES											
ROADWAY	STRUCTURE NO.	STRUCTURE STAGE	STATION	OFFSET (FT)	LOCATION	RIM OR FLOW ELEV	STRUCTURE TYPE	INLET/MANHOLE COVERS TYPE	DEPTH [1] (FT)	STRUCTURE COMMENTS	PIPE ID	STAGE	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE [A] %	PIPE LENGTH [B] (FT)	PLAN LENGTH [C] (FT)	PIPE CLASS	PIPE SIZE (INCH)	PIPE COMMENTS
STH 11	483	3	176+20.00	16.0	LT	747.68	INLETS 4-FT DIAMETER	HM	4.89	---	P484	3	483	487	742.79	742.63	0.50	32	37	IV	15	---
STH 11	485	2	176+20.00	60.0	RT	747.36	INLETS 4-FT DIAMETER	HM	4.56	---	P486	2	485	487	742.80	742.63	0.50	34	39	IV	15	---
STH 11	487	2	176+20.00	16.0	RT	747.68	MANHOLES 6-FT DIAMETER	HM	7.80	---	P488	2	487	497	739.88	739.78	0.19	55	61	IV	48	---
STH 11	491	3	175+59.03	60.0	LT	747.23	INLETS 4-FT DIAMETER	HM-S	4.41	---	P492	3	491	493	742.82	742.64	0.50	36	40	IV	15	---
STH 11	493	3	175+59.03	16.0	LT	747.54	INLETS 4-FT DIAMETER	HM-S	4.90	---	P494	2&7	493	497	742.64	742.48	0.50	32	37	IV	15	16' IN STAGE 2
STH 11	495	2	175+59.03	60.0	RT	747.22	INLETS 4-FT DIAMETER	HM-S	4.57	---	P496	2	495	497	742.65	742.48	0.50	34	39	IV	15	---
STH 11	497	2	175+59.03	16.0	RT	747.54	MANHOLES 6-FT DIAMETER	HM-S	7.76	---	P498	2	497	507	739.78	739.66	0.19	63	69	IV	48	---
STH 11	501	3	174+90.00	60.0	LT	747.40	INLETS 4-FT DIAMETER	HM	4.65	---	P502	3	501	503	742.75	742.57	0.50	36	40	IV	15	---
STH 11	503	3	174+90.00	16.0	LT	747.72	INLETS 4-FT DIAMETER	HM	5.15	---	P504	3	503	507	742.57	742.41	0.50	32	37	IV	15	---
STH 11	505	2	174+90.00	60.0	RT	747.40	INLETS 4-FT DIAMETER	HM	4.82	---	P506	2	505	507	742.58	742.41	0.50	34	39	IV	15	---
STH 11	507	2	174+90.00	16.0	RT	747.72	MANHOLES 6-FT DIAMETER	HM	8.06	---	P508	2	507	517	739.66	739.36	0.19	159	165	IV	48	---
STH 11	511	3	173+24.99	60.0	LT	748.23	INLETS 4-FT DIAMETER	HM	5.78	---	P512	3	511	513	742.45	742.27	0.50	36	40	IV	15	---
STH 11	513	3	173+25.00	16.0	LT	748.55	INLETS 4-FT DIAMETER	HM	6.28	---	P514	3	513	517	742.27	742.11	0.50	32	38	IV	15	---
STH 11	515	2	173+21.86	60.0	RT	748.24	INLETS 4-FT DIAMETER	HM	5.96	---	P516	2	515	517	742.28	742.11	0.50	33	39	IV	15	---
STH 11	517	2	173+25.00	16.0	RT	748.55	MANHOLES 7-FT DIAMETER	57	9.19	---	P518	2	517	527	739.36	739.04	0.19	169	175	III	48	---

[1]DEPTH = RIM OR FLOW ELEV - LOWEST PIPE INVERT ELEVATION

[A] SLOPE CALCULATED BASED ON PIPE LENGTH. PIPE LENGTH REPRESENTS LENGTH OF PIPE MEASURED FROM INSIDE FACE OF STRUCTURE TO INSIDE FACE OF STRUCTURE

[B]PIPE LENGTH SHOWN FOR SLOPE CALCULATION ONLY. NOT INTENDED FOR PAY QUANTITY.

[C]PLAN LENGTH SHOWN FOR PAY QUANTITY.

STORM SEWER STRUCTURES											STORM SEWER PIPES											
ROADWAY	STRUCTURE NO.	STRUCTURE STAGE	STATION	OFFSET (FT)	LOCATION	RIM OR FLOW ELEV	STRUCTURE TYPE	INLET/MANHOLE COVERS TYPE	DEPTH [1] (FT)	STRUCTURE COMMENTS	PIPE ID	STAGE	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE [A] %	PIPE LENGTH [B] (FT)	PLAN LENGTH [C] (FT)	PIPE CLASS	PIPE SIZE (INCH)	PIPE COMMENTS
STH 11	521	3	171+49.99	60.0	LT	749.10	INLETS 4-FT DIAMETER	HM	6.11	---	P522	3	521	523	742.99	742.81	0.50	36	40	III	15	---
STH 11	523	3	171+50.00	16.0	LT	749.42	INLETS 4-FT DIAMETER	HM	6.61	---	P524	3	523	527	742.81	742.65	0.50	32	37	III	15	---
STH 11	525	2	171+50.00	60.0	RT	749.10	INLETS 4-FT DIAMETER	HM	6.28	---	P526	2	525	527	742.82	742.65	0.50	34	39	III	15	---
STH 11	527	2	171+50.00	16.0	RT	749.42	MANHOLES 6-FT DIAMETER	HM	10.38	---	P528	2	527	537	739.04	738.73	0.19	164	170	III	48	---
STH 11	531	3	169+79.99	60.0	LT	749.95	INLETS 4-FT DIAMETER	HM	6.11	---	P532	3	531	533	743.84	743.66	0.50	36	40	III	15	---
STH 11	533	3	169+80.00	16.0	LT	750.27	INLETS 4-FT DIAMETER	HM	6.61	---	P534	3	533	537	743.66	743.50	0.50	32	37	III	15	---
STH 11	535	2	169+80.00	60.0	RT	749.95	INLETS 4-FT DIAMETER	HM	6.28	---	P536	2	535	537	743.67	743.50	0.50	34	39	III	15	---
STH 11	537	2	169+80.00	16.0	RT	750.27	MANHOLES 6-FT DIAMETER	HM	11.54	---	P538	2	537	547	738.73	738.40	0.19	174	180	III	48	---
STH 11	541	3	167+99.99	60.0	LT	750.85	INLETS 4-FT DIAMETER	HM	6.14	---	P542	3	541	543	744.71	744.53	0.50	36	40	III	15	---
STH 11	543	3	168+00.00	16.0	LT	751.17	INLETS 4-FT DIAMETER	HM	6.64	---	P544	2&3	543	547	744.53	744.37	0.50	32	37	III	15	24' IN STAGE 2
STH 11	545	2	168+00.00	60.0	RT	750.85	INLETS 4-FT DIAMETER	HM	6.31	---	P546	2	545	547	744.54	744.37	0.50	34	39	III	15	---
STH 11	547	2	168+00.00	16.0	RT	751.17	MANHOLES 6-FT DIAMETER	HM	12.77	---	P548	2	547	557	738.40	738.08	0.19	169	175	III	48	---
STH 11	551	3	166+25.00	60.0	LT	751.72	INLETS 4-FT DIAMETER	HM	6.54	---	P552	3	551	553	745.18	745.00	0.50	36	40	III	15	---
STH 11	553	3	166+25.00	16.0	LT	752.05	INLETS 4-FT DIAMETER	HM	7.05	---	P554	2&3	553	557	745.00	744.84	0.50	32	37	III	15	24' IN STAGE 2
STH 11	555	2	166+25.00	60.0	RT	751.72	INLETS 4-FT DIAMETER	HM	6.71	---	P556	2	555	557	745.01	744.84	0.50	34	39	III	15	---

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STORM SEWER STRUCTURES											STORM SEWER PIPES											
ROADWAY	STRUCTURE NO.	STRUCTURE STAGE	STATION	OFFSET (FT)	LOCATION	RIM OR FLOW ELEV	STRUCTURE TYPE	INLET/MANHOLE COVERS TYPE	DEPTH[1] (FT)	STRUCTURE COMMENTS	PIPE ID	STAGE	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE[A] %	PIPE LENGTH[B] (FT)	PLAN LENGTH[C] (FT)	PIPE CLASS	PIPE SIZE (INCH)	PIPE COMMENTS
STH 11	557	2	166+25.00	16.0	RT	752.05	MANHOLES 6-FT DIAMETER	HM	13.97	---	P558	2	557	567	738.08	737.76	0.19	169	175	III	48	---
STH 11	561	3	164+50.00	60.0	LT	752.60	INLETS 4-FT DIAMETER	HM	6.11	---	P562	3	561	563	746.49	746.29	0.50	40	44	III	15	---
STH 11	563	3	164+50.16	11.9	LT	752.84	INLETS 4-FT DIAMETER	HM	6.55	---	P564	3	563	567	746.29	746.15	0.50	28	33	III	15	---
STH 11	565	2	164+50.00	60.0	RT	752.60	INLETS 4-FT DIAMETER	HM	6.28	---	P566	2	565	567	746.32	746.15	0.50	34	39	III	15	---
STH 11	567	2	164+50.00	16.0	RT	752.92	MANHOLES 6-FT DIAMETER	57	15.16	---	P568	2	567	577	737.76	737.49	0.19	144	150	III	48	---
STH 11	571	3	163+00.00	60.0	LT	753.35	INLETS 4-FT DIAMETER	HM	6.11	---	P572	3	571	573	747.24	746.98	0.50	52	56	III	15	---
STH 11	573	3	163+00.16	0.1	RT	753.35	INLETS 4-FT DIAMETER	HM	6.37	---	P574	3	573	577	746.98	746.90	0.50	16	21	III	15	---
STH 11	575	2	163+00.00	60.0	RT	753.35	INLETS 4-FT DIAMETER	HM	6.28	---	P576	2	575	577	747.07	746.90	0.50	34	39	III	15	---
STH 11	577	2	163+00.00	16.0	RT	753.67	MANHOLES 6-FT DIAMETER	HM	16.18	---	P578	2	577	601	737.49	737.30	0.19	102	108	III	48	---
STH 11	591	3	161+91.64	60.0	LT	753.89	INLETS 4-FT DIAMETER	HM	5.86	---	P592	3	591	593	748.03	747.85	0.50	36	40	IV	15	---
STH 11	593	3	161+91.64	16.0	LT	754.21	INLETS 4-FT DIAMETER	HM	6.36	---	P594	3	593	595	747.85	747.81	0.50	8	12	IV	15	---
STH 11	595	3	161+91.64	8.0	LT	753.98	INLETS 4-FT DIAMETER	HM	6.17	---	P596	2	595	597	747.81	747.77	0.50	8	12	IV	15	---
STH 11	597	2	161+91.64	8.0	RT	753.75	INLETS 4-FT DIAMETER	HM	5.98	---	P598	2	597	601	747.77	747.73	0.50	8	13	IV	15	---
STH 11	599	2	161+91.64	60.0	RT	753.89	INLETS 4-FT DIAMETER	HM	5.99	---	P600	2	599	601	747.90	747.73	0.50	34	39	IV	15	---
STH 11	601	2	161+91.64	16.0	RT	754.21	MANHOLES 6-FT DIAMETER	57	16.91	---	P602	2	601	619	737.30	736.99	0.19	161	167	III	48	---

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STORM SEWER STRUCTURES											STORM SEWER PIPES											
ROADWAY	STRUCTURE NO.	STRUCTURE STAGE	STATION	OFFSET (FT)	LOCATION	RIM OR FLOW ELEV	STRUCTURE TYPE	INLET/MANHOLE COVERS TYPE	DEPTH[1] (FT)	STRUCTURE COMMENTS	PIPE ID	STAGE	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE[A] %	PIPE LENGTH[B] (FT)	PLAN LENGTH[C] (FT)	PIPE CLASS	PIPE SIZE (INCH)	PIPE COMMENTS
STH 11	611	3	160+25.00	60.0	LT	754.73	INLETS 4-FT DIAMETER	HM	6.12	---	P612	3	611	613	748.61	748.43	0.50	36	40	III	15	---
STH 11	613	3	160+25.00	16.0	LT	755.04	INLETS 4-FT DIAMETER	HM	6.61	---	P614	3	613	615	748.43	748.33	0.50	20	24	III	15	---
STH 11	615	3	160+25.00	8.0	RT	754.86	INLETS 4-FT DIAMETER	HM	6.53	---	P616	2	615	619	748.33	748.29	0.50	8	13	III	15	---
STH 11	617	2	160+25.00	60.0	RT	754.80	INLETS 4-FT DIAMETER	HM	6.34	---	P618	2	617	619	748.46	748.29	0.50	34	39	III	15	---
STH 11	619	2	160+25.00	16.0	RT	755.04	MANHOLES 6-FT DIAMETER	HM	18.05	---	P620	2	619	621	736.99	736.77	0.19	114	121	III	48	---
STH 11	621	2	159+03.64	16.0	RT	755.65	MANHOLES 9-FT DIAMETER	HM	19.01	---	P622	2	621	PE2004	736.64	736.57	0.18	36	41	III	60	---
---	---	---	---	---	---	---	---	---	--	---	PE2004	---	622	E2005	736.57	---	---	---	---	---	60	EXIST PIPE INTERPOL ELEV
---	---	---	---	---	---	---	---	---	--	---	PE1806	---	E1805	E1807	---	---	---	---	---	---	15	EXIST PIPE INTERPOL ELEV
STH 11	E1807	2	158+61.47	140.5	RT	754.83	---	HM	---	STRUCTURE PLACED UNDER 2704-00-76, INSTALL HM COVER	PE1808	---	E1807	E1809	---	---	---	---	---	---	15	EXIST PIPE INTERPOL ELEV
STH 11	E1809	2	158+65.63	140.5	RT	754.84	---	HM	---	STRUCTURE PLACED UNDER 2704-00-76, INSTALL HM COVER	PE1810	---	E1809	E1811	---	---	---	---	---	---	15	EXIST PIPE INTERPOL ELEV

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3

STORM SEWER STRUCTURE SUMMARY										
611.2003* MANHOLES 3-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.2007 MANHOLES 7-FT DIAMETER EACH	SPV.0060.024 MANHOLES 9-FEET DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.0535* MANHOLE COVERS TYPE J SPECIAL EACH	611.0624 INLET COVERS TYPE H EACH	611.0627 INLET COVERS TYPE HM EACH	611.0636 INLET COVERS TYPE HM-S EACH	SPV.0060.015 INLET COVERS TYPE 57 [1] EACH
1	9	11	1	1	66	3	2	76	8	4

STORM SEWER PIPE SUMMARY								
608.0315 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH LF	608.0330 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 30-INCH LF	608.0336 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 36-INCH LF	608.0348 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 48-INCH LF	608.0360 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 60-INCH LF	608.0415 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH LF	608.0424 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	608.0430 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 30-INCH LF	608.0448 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 48-INCH LF
1226	269	160	1421	41	1172	195	301	450

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

[1] TOP SLAB OPENINGS FOR INLET COVERS TYPE 57 SHALL BE 2'-0" x 2'-0"

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DRAIN TILE EXPLORATION

LOCATION	612.0700 DRAIN TILE EXPLORATION LF
PROJECT 1320-23-70	2,600
PROJECT 1320-23-70 TOTAL	2,600

FENCE SAFETY

LOCATION	616.0700.S FENCE SAFETY LF
PROJECT 1320-23-70	1,000
PROJECT 1320-23-70 TOTAL	1,000

MOBILIZATION

LOCATION	619.1000 MOBILIZATION EACH
PROJECT 1320-23-70	0.4
PROJECT 1320-23-70 TOTAL	0.4

WATER

LOCATION	624.0100 WATER MGAL
AGGREGATE COMPACTION	29
EARTHWORK COMPACTION	146
DUST CONTROL	88
SEEDED AREAS	164
PROJECT 1320-23-70 TOTAL	427

CONCRETE MEDIAN SLOPED NOSE

STATION	OFFSET	LOCATION	620.0300 CONCRETE MEDIAN SLOPED NOSE SF	REMARKS
STAGE 2				
156+84	RT	STH 11	59	TYPE 1
157+70	RT	STH 11	23	TYPE 2
158+16	RT	STH 11	166	TYPE 1
158+61	RT	STH 11	23	TYPE 2
158+62	RT	STH 11	59	TYPE 1
STAGE 2 SUBTOTAL			330	
STAGE 3				
155+36	MED	STH 11	84	TYPE 1
157+31	MED	STH 11	84	TYPE 1
157+66	MED	STH 11	84	TYPE 1
158+69	MED	STH 11	84	TYPE 1
158+96	MED	STH 11	84	TYPE 1
161+99	MED	STH 11	84	TYPE 1
STAGE 3 SUBTOTAL			504	
PROJECT 1320-23-70 TOTAL			834	

RESTORATION

STATION	OFFSET	LOCATION	SPV.0180.001 TOPSOIL SPECIAL SY	627.0200 MULCHING SY	628.2004 EROSION MAT CLASS 1 TYPE B SY	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIXTURE NO. 40 LB	630.0200 SEEDING TEMPORARY LB
STAGE 2								
150+00 - 157+61	RT	STH 11	3,021	--	3,021	1.9	55	83
158+00 - 158+31	RT	STH 11	217	--	217	0.1	4	6
158+84 - 176+50	RT	STH 11	9,981	--	9,981	6.3	180	270
STAGE 2 SUBTOTAL			13,219	--	13,219	8.3	239	60
STAGE 3								
150+00 - 176+50	LT	STH 11	3,846	--	3,846	2.4	69	104
162+00 - 175+00	MED	STH 11	4,039	--	4,039	2.5	72	108
STAGE 3 SUBTOTAL			7885	--	7885	4.9	141	212
STAGE 4								
150+00 - 155+33	MED	STH 11	4,160	--	4,160	2.6	75	113
STAGE 4 SUBTOTAL			4,160	--	4,160	2.6	75	19
STAGE 7								
175+00 - 176+50		STH 11	525	--	525	0.3	9	14
STAGE 7 SUBTOTAL			525	--	525	0.3	9	2
UNDISTRIBUTED			2,579	5,000	2,579	1.6	46	69
PROJECT 1320-23-70 TOTAL			28,368	5,000	28,368	17.7	510	362

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

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EROSION CONTROL

STATION	OFFSET	LOCATION	623.0200 DUST CONTROL SURFACE TREATMENT SY	628.1100 EROSION BALES EACH	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.7504 TEMPORARY DITCH CHECKS LF
150+00 - 157+15	RT	STH 11	--	--	768	768	--	--	--
150+00 - 176+50	LT	STH 11	--	--	--	--	--	--	--
150+50	RT	STH 11	--	--	--	--	--	--	--
159+35 - 176+50	RT	STH 11	--	--	1,773	1,773	--	--	--
UNDISTRIBUTED			10,000	100	381	381	6	10	10
PROJECT 1320-23-70 TOTAL			10,000	100	2,922	2,922	6	10	10

EROSION CONTROL

STATION	OFFSET	LOCATION	628.7555 CULVERT PIPE CHECK EACH	628.7570 ROCK BAGS EACH	628.7560 TRACKING PADS EACH	SPV.0060.002 TEMPORARY STONE DITCH CHECKS EACH	SPV.0060.003 SAND BAGS EACH	SPV.0060.004 TEMPORARY SEDIMENT TRAPS EACH	SPV.0090.001 HEAVY DUTY SILT FENCE LF
150+00 - 157+15	RT	STH 11	--	--	--	--	--	--	--
150+00 - 176+50	LT	STH 11	--	--	--	--	--	--	2,670
150+50	RT	STH 11	3	--	--	--	--	--	--
159+35 - 176+50	RT	STH 11	--	--	--	--	--	--	--
UNDISTRIBUTED			--	30	2	10	50	5	401
PROJECT 1320-23-70 TOTAL			3	30	2	10	50	5	3,071

INLET PROTECTION

STAGE	LOCATION	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH
1	STH 11	1	20	--
2	STH 11	42	30	12
3	STH 11	45	35	10
4	STH 11	1	2	1
UNDISTRIBUTED		22	22	6
PROJECT 1320-23-70 TOTAL		111	109	29

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

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PERMANENT SIGNING

SIGN #	SIGN CODE	SIGN SIZE IN			637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0618 POSTS WOOD 4X6-IN X 18 FT EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
P101	D1-65	138	X	30	28.75	--	--	3	--	
P102	D1-65	108	X	21	15.75	--	--	2	--	8' MOUNTING HEIGHT
P103	W3-3	36	X	36	--	--	9.00	1	--	2 - 16" X 16" TEMPORARY FLAGS
P104	W3-3	36	X	36	--	--	9.00	1	--	2 - 16" X 16" TEMPORARY FLAGS
P105	R3-5R	42	X	48	14.00	--	--	--	--	ON STRUCTURE S-51-258
P106	W23-2	36	X	36	--	--	9.00	1	--	2 - 16" X 16" TEMPORARY FLAGS
P107	W23-2	36	X	36	--	--	9.00	1	--	2 - 16" X 16" TEMPORARY FLAGS
P108	R3-25UR	30	X	30	6.25	--	--	1	--	
P109	R3-25UL	30	X	30	6.25	--	--	1	P110	
P110	R5-1A	42	X	30	8.75	--	--	--	P109	
P111	R3-7R	36	X	36	9.00	--	--	1	--	
P112	W12-1D	24	X	24	--	--	4.00	1	--	2' MOUNTING HEIGHT
P113	R1-1F	36	X	36	--	7.46	--	--	P154, P155	ON SIGNAL POLE
P114	R1-1F	36	X	36	--	7.46	--	--	P116	ON SIGNAL POLE
P115	R1-1F	36	X	36	--	7.46	--	--	--	ON SIGNAL POLE
P116	R5-1	36	X	36	9.00	--	--	--	P114	ON SIGNAL POLE
P117	R6-2L	24	X	30	5.00	--	--	1	--	
P118	R4-7	24	X	30	5.00	--	--	1	--	
P119	R5-1	36	X	36	9.00	--	--	--	P120, P121	ON SIGNAL POLE
P120	R1-1F	36	X	36	--	7.46	--	--	P119, P121	ON SIGNAL POLE
P121	R6-3	30	X	24	5.00	--	--	--	P119, P120	ON SIGNAL POLE
P122	R1-1F	36	X	36	--	7.46	--	--	P123, P124	ON SIGNAL POLE
P123	R6-3	30	X	24	5.00	--	--	--	P122, P124	ON SIGNAL POLE
P124	R5-1	36	X	36	9.00	--	--	--	P122, P123	ON SIGNAL POLE
P125	M1-94H	108	X	18	13.50	--	--	--	--	ON MAST ARM
P126	R1-1F	36	X	36	--	7.46	--	--	--	ON SIGNAL POLE
P127	W12-1D	24	X	24	--	--	4.00	1	--	2' MOUNTING HEIGHT
P128	J3-1	24	X	45	7.50	--	--	1	--	
P129	R4-7	24	X	30	5.00	--	--	--	--	ON SIGNAL POLE
P151	J4-1	36	X	54	13.50	--	--	1	--	

Continued on next page

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

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PERMANENT SIGNING (CONTINUED)

SIGN #	SIGN CODE	SIGN SIZE IN		IN	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0618 POSTS WOOD 4X6-IN X 18 FT EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
P152	R4-7	24	X	30	5.00	--	--	--	--	ON SIGNAL POLE
P153	M1-94H	108	X	18	13.50	--	--	--	--	ON MAST ARM
P154	R10-50	30	X	36	7.50	--	--	--	P113, P155	ON SIGNAL POLE
P155	R5-1	36	X	36	9.00	--	--	--	P113, P154	ON SIGNAL POLE
P156	R6-2L	24	X	30	5.00	--	--	1	--	
P157	W1-6	48	X	24	--	--	8.00	--	--	ON SIGNAL POLE
P159	R5-1	36	X	36	9.00	--	--	--	P160	ON SIGNAL POLE
P160	R1-1F	36	X	36	--	7.46	--	--	P159	ON SIGNAL POLE
P161	R1-1F	36	X	36	--	7.46	--	--	--	ON SIGNAL POLE
P201	J4-1	36	X	54	13.50	--	--	1	--	
P202	R2-1	30	X	36	7.50	--	--	1	--	
P203	R2-1	30	X	36	7.50	--	--	1	--	
P204	R5-1	36	X	36	9.00	--	--	1	--	
P205	R6-2R	24	X	30	5.00	--	--	1	--	
P251	R5-1A	42	X	30	8.75	--	--	1	P252	
P252	R3-20LL	24	X	36	6.00	--	--	--	P251	
P253	R3-20L	24	X	36	6.00	--	--	1	--	
P254	W23-2	36	X	36	--	--	9.00	1	--	2 - 16" X 16" TEMPORARY FLAGS
P255	W23-2	36	X	36	--	--	9.00	1	--	2 - 16" X 16" TEMPORARY FLAGS
P256	W3-3	36	X	36	--	--	9.00	1	--	2 - 16" X 16" TEMPORARY FLAGS
P257	W3-3	36	X	36	--	--	9.00	1	--	2 - 16" X 16" TEMPORARY FLAGS
P258	D1-65	138	X	30	28.75	--	--	3	--	
P259	D1-65	138	X	30	28.75	--	--	3	--	
P260	R6-2R	24	X	30	5.00	--	--	1	--	
P261	R5-1	36	X	36	9.00	--	--	1	--	
PROJECT 1320-23-70 TOTAL					359.00	59.68	52.00	38		

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

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REMOVING / MOVING SIGNS

SIGN #	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.2102 MOVING SIGNS TYPE II EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	REMARKS
R11	1	1	--	--	SPEED LIMIT 55
M1	--	--	1	1	NO ENGINE BRAKING
R21	1	1	--	--	MEDIAN KEEP RIGHT
R22	1	1	--	--	MEDIAN KEEP RIGHT
PROJECT 1320-23-70 TOTAL	3	3	1	1	

OVERHEAD SIGN SUPPORTS

STATION	LOCATION	641.8100.001 OVERHEAD SIGN SUPPORT (S-51-258) EACH
150+25	STH 11	1
PROJECT 1320-23-70 TOTAL		1

TRAFFIC CONTROL

LOCATION	643.5000 TRAFFIC CONTROL EACH
PROJECT 1320-23-70	0.4
PROJECT 1320-23-70 TOTAL	0.4

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

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TRAFFIC CONTROL

STAGE	LOCATION	STAGE DURATION DAYS	603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED LF	603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED LF	643.0300 TRAFFIC CONTROL DRUMS EACH**	DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH**	DAY	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH**	DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C EACH**	DAY
1A	STH 11	5	--	--	--	--	--	--	--	--	--	--	--	--
1B	STH 11	5	--	--	--	--	--	--	--	--	--	--	--	--
2A	STH 11	11	--	--	43	473	8	88	53	53	16	176	41	451
2B	STH 11	32	380	380	27	864	7	224	11	11	14	448	19	608
3	STH 11	39	--	--	190	17,290	30	2,730	47	47	60	5,460	23	2,093
4A	STH 11	11	--	--	186	2,604	14	196	--	--	28	392	34	476
4B	STH 11	92	--	--	88	1,232	8	112	--	--	16	224	34	476
5	STH 11	91	--	--	88	8,008	8	728	--	--	16	1,456	34	3,094
6	STH 11	77	--	--	83	7,553	5	455	--	--	10	910	21	1,911
7	STH 11	14	--	--	90	1,260	5	70	--	--	10	140	22	308
UNDISTRIBUTED						5,893		690	17	17		1,381		1,413
PROJECT 1320-23-70 TOTAL			380	380		45,177		5,293	128	128		10,587		10,830

TRAFFIC CONTROL

STAGE	LOCATION	STAGE DURATION DAYS	643.0800 TRAFFIC CONTROL ARROW BOARDS EACH**	DAY	643.0900 TRAFFIC CONTROL SIGNS EACH**	DAY	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH^	DAY	643.1050 TRAFFIC CONTROL SIGNS PCMS	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH WHITE LF	YELLOW LF	649.0205 TEMPORARY MARKING LINE PAINT 8-INCH LF
1A	STH 11	5	--	--	4	20	--	--	--	--	--	--
1B	STH 11	5	--	--	4	20	--	--	--	--	--	--
2A	STH 11	11	--	--	9	99	--	--	--	2,655	4,297	--
2B	STH 11	32	--	--	9	288	--	--	--	1,677	1,992	--
3	STH 11	39	--	--	30	2,730	--	--	--	4,297	5,211	--
4A	STH 11	11	1	11	23	322	--	--	--	--	2,858	--
4B	STH 11	92	1	92	19	266	--	--	--	--	48	585
5	STH 11	91	1	91	19	1,729	--	--	--	--	--	--
6	STH 11	77	1	77	16	1,456	--	--	--	251	544	--
7	STH 11	14	1	14	17	238	--	--	--	--	--	--
UNDISTRIBUTED				43		1,075	50	25		1,332	2,243	88
PROJECT 1320-23-70 TOTAL				328		8,243	50	25		27,405		673

**FOR INFORMATION ONLY ^ONE CYCLE

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

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PAVEMENT MARKINGS

LOCATION	646.1020 MARKING LINE EPOXY 4-INCH WHITE LF	646.1020 MARKING LINE EPOXY 4-INCH YELLOW LF	646.1545 MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 4-INCH WHITE LF	646.3545 MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH SOLID LF	646.3545 MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH SKIP LF	646.5020 MARKING ARROW EPOXY EACH	646.5120 MARKING WORD EPOXY "ONLY" EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.8120 MARKING CURB EPOXY LF	646.8220 MARKING ISLAND NOSE EPOXY EACH	646.6464 COLD WEATHER MARKING EPOXY 4-INCH LF	646.6468 COLD WEATHER MARKING EPOXY 8-INCH LF
STH 11	2,487	2,473	1,247	947	130	3	2	109	178	47	7	--	--
STH 11	2,494	2,467	1,247	619	36	--	--	52	--	10	2	--	--
SUBTOTAL	4,981	4,940	2,494	1,566	166	3	2	161	178	57	9	--	--
UNDISTRIBUTED	--	--	--	--	--	--	--	--	--	--	--	12,415	1,732
PROJECT 1320-23-70 TOTAL	9,921		2,494	1,732		3	2	161	178	57	9	12,415	1,732

MARKING REMOVAL

STATION	LOCATION	646.9000 MARKING REMOVAL LINE 4-INCH LF	646.9010 MARKING REMOVAL LINE 4-INCH WATER BLASTING LF	646.9110 MARKING REMOVAL LINE 8-INCH WATER BLASTING LF
STAGE 2A				
150+00 - 154+00	STH 11	935	--	--
STAGE 2A SUBTOTAL		935	--	--
STAGE 2B				
150+00 - 161+00	STH 11	1,030	--	--
STAGE 2B SUBTOTAL		1,030	--	--
STAGE 4				
176+50 - 180+50	STH 11	1,590	--	--
STAGE 4 SUBTOTAL		1,590	--	--
STAGE 6				
173+50 - 176+50	STH 11	--	514	--
STAGE 6 SUBTOTAL		--	514	--
STAGE 7				
150+00 - 176+50	STH 11	--	2,767	585
STAGE 7 SUBTOTAL		--	2,767	585
UNDISTRIBUTED		533	492	88
PROJECT 1320-23-70 TOTAL		4,088	3,773	673

SAWCUTS

STATION	OFFSET	LOCATION	690.0150 SAWING ASPHALT LF
STAGE 2			
153+43	RT	STH 11	10
STAGE 2 SUBTOTAL			10
PROJECT 1320-23-70 TOTAL			10

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

MOBILIZATIONS EMERGENCY PAVEMENT REPAIR

LOCATION	SPV.0060.009 MOBILIZATIONS EMERGENCY PAVEMENT REPAIR EA
PROJECT 1320-23-70	2
PROJECT 1320-23-70 TOTAL	2

PAVEMENT CLEANUP PROJECT

LOCATION	SPV.0075.001 PAVEMENT CLEANUP PROJECT 1320-23-70 HR
PROJECT 1320-23-70	400
PROJECT 1320-23-70 TOTAL	400

SURVEY PROJECT

LOCATION	SPV.0105.001 SURVEY PROJECT 1320-23-70 LS
PROJECT 1320-23-70	1
PROJECT 1320-23-70 TOTAL	1

PIPE UNDERDRAIN

STATION	TO	STATION	LOCATION	SPV.0090.002 PIPE UNDERDRAIN 6-INCH SPECIAL LF
150+00	-	176+50	STH 11	4,600
PROJECT 1320-23-70 TOTAL				4,600

NOTE:
CONNECT PIPE UNDERDRAIN TO CURBLINE INLETS

MAINTAIN FIELD OFFICE

LOCATION	SPV.0135.001 MAINTAIN FIELD OFFICE LEFT IN PLACE SPECIAL PROJECT 1320-23-70 MON	SPV.0055.001 MAINTAIN FIELD OFFICE LEFT IN PLACE SPECIAL UTILITY FEES PROJECT 1320-23-70 DOL
PROJECT 1320-23-70	13	30,000
PROJECT 1320-23-70 TOTAL	13	30,000

PORTABLE SPEED TRAILER

LOCATION	NUMBER	DURATION DAYS	SPV.0045.001 PORTABLE SPEED TRAILER DAY
UNDISTRIBUTED	2	377	754
PROJECT 1320-23-70 TOTAL			754

REMOVAL AND DISPOSAL OF INVASIVE PLANT SPECIES

LOCATION	SPV.0170.001 REMOVAL AND DISPOSAL OF INVASIVE PLANT SPECIES STA
PROJECT 1320-23-70	5
PROJECT 1320-23-70 TOTAL	5

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

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SUMMARY OF STATE FURNISHED MATERIALS - FOR INFORMATION ONLY

QUANTITY	UNIT	DESCRIPTION
1	EACH	TRAFFIC SIGNAL CONTROLLER AND CABINET
3	EACH	EVP DETECTOR HEAD WITH CONFIRMATION BEACON (HEADS A, B, D)
3	EACH	RADAR DETECTOR UNIT - ADVANCE (RE1, RE2, RA3)
1	EACH	CELL MODEM
1	EACH	ETHERNET SWITCH
2	EACH	STATE FURNISHED POLES TYPE 9S
2	EACH	STATE FURNISHED MONOTUBE ARMS 45-FT

WISCONSIN
SEAN P. HOWELL
E-45160-6
MILWAUKEE, WI
PROFESSIONAL ENGINEER

3-27-19

CONDUIT

FROM	TO	652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF
CB1	PB1	--	30
PB1	PB2	--	44
PB2	PB3	--	31
PB1	PB4	--	48
PB4	PB5	--	148
PB5	PB6	51	--
PB5	PB7	--	118
PB7	PB8	--	136
PB8	PB9	--	31
PB8	PB10	--	52
PB10	PB11	--	152
PB11	PB12	35	--
PB11	PB13	--	48
PB13	PB14	--	104
PB14	PB15	21	--
PB14	PB16	--	48
PB16	PB17	--	266
PB17	PB18	--	98
PB18	PB19	--	110
PB19	PB20	--	104
PB20	PB21	42	--
PB20	PB22	--	48
PB22	PB23	26	--
PB22	PB24	--	116
PB24	PB25	44	--
PB24	PB26	--	102
PB26	CB1	--	30
PROJECT 1320-23-70 SUBTOTALS		219	1864

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CONDUIT (CONT.)

FROM	TO	652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF
PB2	SB1	22	--
PB3	SB2	--	33
PB5	SB3	11	--
PB6	SB4	19	--
PB6	SB5	11	--
PB6	SB6	7	--
PB8	SB7	19	--
PB9	SB8	19	--
PB9	SB9	35	--
PB9	SB10	19	--
PB12	SB11	35	--
PB13	SB12	30	--
PB16	SB13	--	11
PB17	SB14	6	--
PB17	SB15	6	--
PB18	SB16	12	--
PB21	SB17	35	--
PB22	SB18	10	--
PB23	SB19	14	--
PROJECT 1320-23-70 SUBTOTALS		310	44
PROJECT 1320-23-70 TOTALS		529	1908

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

LOOP DETECTOR SCHEDULE

LOOP NUMBER	HOMERUN PB	STATION	LOCATION	SIZE (FT)X(FT)	NO. OF TURNS	PAVEMENT TYPE	SDD INSTALLATION REFERENCE	652.0800 CONDUIT LOOP DETECTOR LF	655.0700 LOOP DETECTOR LEAD IN CABLE LF	655.0800 LOOP DETECTOR WIRE LF
11	PB12	157+01.64	0.2' RT	6'X20'	4	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	70	375	290
12	PB12	157+29.64	0.2' RT	6'X20'	4	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	70	375	290
51	PB21	159+26.14	0.2' LT	6'X20'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	70	173	220
52	PB21	158+98.14	0.2' LT	6'X20'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	70	173	220
53	PB3	605+64.56	61.3' RT	6'X20'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	86	81	268
54	PB3	605+91.60	68.6' RT	6'X20'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	82	81	256
82	PB3	605+70.13	30.0' RT	6'X20'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	80	81	250
83	PB3	605+98.13	30.0' RT	6'X20'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	76	81	238
84	PB6	605+70.13	18.0' RT	6'X20'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	110	176	340
85	PB6	605+98.13	18.0' RT	6'X20'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	100	176	310
86	PB8	157+12.11	80.9' RT	6'X20'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	76	253	238
87	PB8	605+90.79	82.5' LT	6'X20'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	74	253	232
S1	PB15	156+66.23	47.9' LT	6'X10'	5	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	64	454	330
S2	PB15	156+66.28	35.9' LT	6'X10'	5	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	88	454	450
S3	PB15	156+66.32	23.9' LT	6'X10'	5	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	112	454	570
S4	PB7	605+43.94	48.1' LT	6'X20'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	68	185	214
S5	PB5	605+43.94	30.0' LT	6'X6'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	66	125	208
S6	PB25	159+94.75	48.0' RT	6'X6'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	58	123	184
S7	PB25	159+94.75	36.0' RT	6'X6'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	82	123	256
S8	PB25	159+94.75	24.0' RT	6'X6'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	106	123	328
							PROJECT 1320-23-70 TOTALS	1608	4319	5692

** LOCATION IS TO FRONT CENTER OF DETECTOR LOOP

*** FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

3

3

PULL BOXES STEEL

PULL BOX NO.	STATION	LOCATION	653.0135 PULL BOXES STEEL 24X36-INCH EACH	653.0140 PULL BOXES STEEL 24X42-INCH EACH
PB1	605+48.24	91.1' RT	--	1
PB2	605+63.69	74.5' RT	--	1
PB3	605+77.36	45.6' RT	--	1
PB4	605+39.59	68.0' RT	--	1
PB5	605+39.59	6.0' LT	--	1
PB6	605+90.63	6.0' LT	1	--
PB7	605+39.59	65.8' LT	--	1
PB8	157+13.33	95.9' RT	--	1
PB9	157+26.52	67.6' RT	--	1
PB10	156+87.68	89.0' RT	--	1
PB11	156+87.65	12.0' RT	--	1
PB12	157+05.64	12.0' RT	1	--
PB13	156+87.65	12.0' LT	--	1
PB14	156+87.63	64.0' LT	--	1
PB15	156+66.20	64.0' LT	1	--
PB16	157+12.20	64.0' LT	1	--
PB17	158+45.66	64.0' LT	1	--
PB18	158+95.17	64.0' LT	1	--
PB19	159+50.87	64.0' LT	--	1
PB20	159+50.87	12.0' LT	--	1
PB21	159+22.15	12.0' LT	1	--
PB22	159+50.87	12.0' RT	--	1
PB23	159+25.16	12.0' RT	1	--
PB24	159+50.87	70.6' RT	--	1
PB25	159+94.76	65.5' RT	1	--
PB26	605+62.89	104.7' RT	--	1
		PROJECT 1320-23-70 TOTALS	9	17

*** FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

CONCRETE BASES

BASE NO.	STATION	LOCATION	654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 EACH	SPV.0060.301 CONCRETE BASE MONOTUBE TYPE 9 & 10 SPECIAL POLE EACH	654.0217 CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH
CB1	605+55.95	97.5' RT	--	--	--	1
SB1	605+84.33	83.9' RT	--	1	--	--
SB2	606+11.00	46.0' RT	--	--	1	--
SB3	605+50.02	10.4' LT	1	--	--	--
SB4	605+71.63	10.4' LT	1	--	--	--
SB5	605+96.90	15.3' LT	1	--	--	--
SB6	605+96.90	1.0' LT	--	1	--	--
SB7	605+75.78	90.8' LT	--	1	--	--
SB8	157+45.39	64.6 RT	1	--	--	--
SB9	606+11.09	60.1' LT	1	--	--	--
SB10	157+44.53	73.9' RT	1	--	--	--
SB11	157+57.65	12.0' RT	1	--	--	--
SB12	157+17.65	12.0' LT	--	1	--	--
SB13	157+22.65	68.4' LT	--	--	1	--
SB14	158+39.69	67.4' LT	1	--	--	--
SB15	158+51.63	67.4' LT	--	1	--	--
SB16	158+82.69	67.0' LT	1	--	--	--
SB17	158+73.65	12.0' LT	1	--	--	--
SB18	159+40.87	12.0' RT	1	--	--	--
SB19	159+10.18	12.0' RT	--	1	--	--
		PROJECT 1320-23-70 TOTALS	11	6	2	1

*** FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

UNDERGROUND TRAFFIC SIGNAL CABLE NO. 14

FROM	TO	655.0240* CABLE TRAFFIC SIGNAL 7-14 AWG LF	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF
CB1	SB1	--	98
CB1	SB2	--	157
CB1	SB3	179	--
CB1	SB4	254	--
CB1	SB5	245	--
CB1	SB6	245	--
CB1	SB7	--	346
CB1	SB8	393	--
CB1	SB9	--	409
CB1	SB10	393	--
CB1	SB11	--	549
CB1	SB12	--	533
CB1	SB13	585	--
CB1	SB14	431	--
CB1	SB15	431	--
CB1	SB16	--	371
CB1	SB17	--	312
CB1	SB18	189	--
CB1	SB19	--	236
PROJECT 1320-23-70 TOTALS		3345	3011

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

ABOVE GROUND TRAFFIC SIGNAL CABLE NO. 14

FROM	TO	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF	655.0240* CABLE TRAFFIC SIGNAL 7-14 AWG LF
SB1	HEAD 20	19	--
SB1	HEAD 23	15	--
SB2	HEAD 2	66	--
SB2	HEAD 3	54	--
SB2	HEAD 4	42	--
SB2	HEAD 24	15	--
SB2	HEAD 25	15	--
SB3	HEAD 9	19	--
SB4	HEAD 8	19	--
SB6	HEAD 17	19	--
SB7	HEAD 7	19	--
SB7	HEAD 28	15	--
SB8	HEAD 1	19	--
SB9	HEAD 15	--	22
SB9	HEAD 26	15	--
SB10	HEAD 27	15	--
SB11	HEAD 16	--	22
SB12	HEAD 5	19	--
SB13	HEAD 11	65	--
SB13	HEAD 12	53	--
SB13	HEAD 13	41	--
SB14	HEAD 18	19	--
SB15	HEAD 19	19	--
SB16	HEAD 10	19	--
SB17	HEAD 6	19	--
SB18	HEAD 22	19	--
SB19	HEAD 14	--	22
SB19	HEAD 21	19	--
PROJECT 1320-23-70 TOTALS		658	66

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

STH 11 / WISCONN VALLEY WAY

ALL ITEMS ARE CATEGORY 3000 UNLESS OTHERWISE NOTED

3

ELECTRICAL WIRE TRAFFIC SIGNALS

FROM	TO	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG LF
CB1	SB1	98
SB1	SB2	128
SB2	SB3	286
SB3	SB4	121
SB4	SB5	54
SB5	SB6	43
SB6	SB7	278
SB7	SB8	109
SB8	SB9	78
SB9	SB10	78
SB10	SB11	311
SB11	SB12	180
SB12	SB13	173
SB13	SB14	191
SB14	SB15	37
SB15	SB16	109
SB16	SB17	269
SB17	SB18	167
SB18	SB19	91
SB19	CB1	233
PB1	CB1	34
PB2	CB1	72
PB3	SB2	52
PB4	CB1	74
PB5	SB3	30
PB6	SB4	38
PB7	SB3	106
PB8	SB7	38
PB9	SB10	38
PB10	SB7	80
PB11	SB12	89
PB12	SB11	71
PB13	SB12	49
PB14	SB13	67
PB16	SB13	30
PB17	SB15	25
PB18	SB16	31
PB19	SB16	103
PB20	SB18	69
PB21	SB17	67
PB22	SB18	29
PB23	SB19	33
PB24	CB1	96
PB26	CB1	34
PROJECT 1320-23-70 TOTALS		4389

LIGHTING WIRE

FROM	TO	655.0320 CABLE TYPE UF 2-10 AWG GROUNDED LF	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF
CB1	SB1	98	--
SB1	LUMIN (1)	--	117
SB1	SB6	291	--
SB6	LUMIN (2)	--	234
CB1	SB7	346	--
SB7	LUMIN (1)	--	117
SB7	SB12	248	--
SB12	LUMIN (2)	--	234
CB1	SB19	236	--
SB19	LUMIN (2)	--	234
PROJECT 1320-23-70 TOTALS		1219	936

STH 11 / WISCONN VALLEY WAY

ALL ITEMS ARE CATEGORY 3000 UNLESS OTHERWISE NOTED

3

TRAFFIC SIGNAL EVP DETECTOR CABLE

FROM	TO	655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE LF	655.0210 CABLE TRAFFIC SIGNAL 3-14 AWG LF
CB1	SB13 (HEAD A)	539	539
CB1	SB2 HEAD B)	206	206
CB1	SB15 (HEAD D)	395	395
PROJECT 1320-23-70 TOTALS		1140	1140

ELECTRICAL SERVICE METER BREAKER PEDESTAL
STH 11 & WISCONN VALLEY WAY

BASE NO.	656.0200.301 ELECTRICAL SERVICE METER BREAKER PEDESTAL LS
CB1	1
PROJECT 1320-23-70 TOTAL	1

*** FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

3

CAST BASES, POLES, STANDARDS, MONOTUBE, PUSH BUTTONS, AND LUMINAIRES

SIGNAL BASE NO.	657.0100 PEDESTAL BASES EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2 INCH BOLT CIRCLE EACH	657.0305 POLES TYPE 2 EACH	657.0310 POLES TYPE 3 EACH	STATE FURNISHED POLES TYPE 9S**** EACH
SB1	--	1	--	1	--
SB2	--	--	--	--	1
SB3	1	--	--	--	--
SB4	1	--	--	--	--
SB5	1	--	--	--	--
SB6	--	1	--	1	--
SB7	--	1	--	1	--
SB8	1	--	--	--	--
SB9	1	--	--	--	--
SB10	1	--	--	--	--
SB11	1	--	--	--	--
SB12	--	1	--	1	--
SB13	--	--	--	--	1
SB14	1	--	--	--	--
SB15	--	1	1	--	--
SB16	1	--	--	--	--
SB17	1	--	--	--	--
SB18	1	--	--	--	--
SB19	--	1	--	1	--
PROJECT 1320-23-70 TOTALS	11	6	1	5	2

**** ITEM WILL BE PAID FOR UNDER SPV.0105.309 TRANSPORT AND INSTALL TRAFFIC SIGNAL, MONOTUBE, AND INTERSECTION LIGHTING MATERIALS

3

CAST BASES, POLES, STANDARDS, MONOTUBE, PUSH BUTTONS, AND LUMINAIRES (CONTINUED)

SIGNAL BASE NO.	657.0405 TRAFFIC SIGNAL STANDARDS ALUMINUM 3.5-FT EACH	657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH	STATE FURNISHED MONOTUBE ARMS 45-FT**** EACH	657.0609 LUMINAIRE ARMS SINGLE MEMBER 4 INCH CLAMP 6-FT EACH	658.0500 PEDESTRIAN PUSH BUTTONS EACH	659.1125 LUMINAIRES UTILITY LED C EACH
SB1	--	--	--	--	--	1	1	1
SB2	--	--	--	--	1	--	1	--
SB3	--	1	--	--	--	--	--	--
SB4	--	1	--	--	--	--	--	--
SB5	1	--	--	--	--	--	1	--
SB6	--	--	--	--	--	2	1	2
SB7	--	--	--	--	--	1	1	1
SB8	--	1	--	--	--	--	--	--
SB9	--	--	1	--	--	--	1	--
SB10	--	--	--	1	--	--	1	--
SB11	--	--	1	--	--	--	--	--
SB12	--	--	--	--	--	2	--	2
SB13	--	--	--	--	1	--	--	--
SB14	--	1	--	--	--	--	--	--
SB15	--	--	--	--	--	--	--	--
SB16	--	--	1	--	--	--	--	--
SB17	--	1	--	--	--	--	--	--
SB18	--	1	--	--	--	--	--	--
SB19	--	--	--	--	--	2	--	2
PROJECT 1320-23-70 TOTALS	1	6	3	1	2	8	7	8

**** ITEM WILL BE PAID FOR UNDER SPV.0105.309 TRANSPORT AND INSTALL TRAFFIC SIGNAL, MONOTUBE, AND INTERSECTION LIGHTING MATERIALS

TRAFFIC SIGNAL AND PEDESTRIAN FACES

SIGNAL HEAD NO.	SIGNAL BASE NO.	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0174 TRAFFIC SIGNAL FACE 4S 12-INCH EACH	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH
1	SB8	1	--	--
2	SB2	1	--	--
3	SB2	1	--	--
4	SB2	1	--	--
5	SB12	1	--	--
6	SB16	1	--	--
7	SB17	1	--	--
8	SB7	1	--	--
9	SB4	1	--	--
10	SB3	1	--	--
11	SB16	1	--	--
12	SB13	1	--	--
13	SB13	1	--	--
14	SB13	1	--	--
15	SB19	--	1	--
16	SB9	--	1	--
17	SB11	--	1	--
18	SB6	1	--	--
19	SB14	1	--	--
20	SB15	1	--	--
21	SB1	1	--	--
22	SB19	1	--	--
23	SB18	1	--	--
24	SB1	--	--	1
25	SB2	--	--	1
26	SB2	--	--	1
27	SB9	--	--	1
28	SB10	--	--	1
29	SB7	--	--	1
PROJECT 1320-23-70 TOTALS		20	3	6

SIGNAL MOUNTING HARDWARE
STH 11 & WISCONN VALLEY WAY

LOCATION	658.5069.301 SIGNAL MOUNTING HARDWARE LS
STH 11 & WISCONN VALLEY WAY	1
PROJECT 1320-23-70 TOTAL	1

3

TRANSPORT AND INSTALL STATE FURNISHED TRAFFIC SIGNAL CABINET
STH 11 & WISCONN VALLEY WAY

LOCATION	SPV.0105.306 TRANSPORT AND INSTALL STATE FURNISHED TRAFFIC SIGNAL CABINET LS
STH 11 & WISCONN VALLEY WAY	1
PROJECT 1320-23-70 TOTAL	1

TRANSPORT AND INSTALL STATE FURNISHED RADAR
VEHICLE DETECTION SYSTEM
STH 11 & WISCONN VALLEY WAY

LOCATION	SPV.0105.307 TRANSPORT AND INSTALL STATE FURNISHED RADAR VEHICLE DETECTION SYSTEM LS
STH 11 & WISCONN VALLEY WAY	1
PROJECT 1320-23-70 TOTAL	1

TRANSPORT AND INSTALL STATE FURNISHED EMERGENCY VEHICLE
PREEMPTION (EVP) DETECTOR HEADS WITH CONFIRMATION BEACONS
STH 11 & WISCONN VALLEY WAY

LOCATION	SPV.0105.308 TRANSPORT AND INSTALL STATE FURNISHED EMERGENCY VEHICLE PREEMPTION (EVP) DETECTOR HEADS WITH CONFIRMATION BEACONS LS
STH 11 & WISCONN VALLEY WAY	1
PROJECT 1320-23-70 TOTAL	1

TRANSPORT AND INSTALL TRAFFIC SIGNAL, MONOTUBE,
AND INTERSECTION LIGHTING MATERIALS
STH 11 & WISCONN VALLEY WAY

LOCATION	SPV.0105.309 TRANSPORT AND INSTALL TRAFFIC SIGNAL, MONOTUBE, AND INTERSECTION LIGHTING MATERIALS LS
STH 11 & WISCONN VALLEY WAY	1
PROJECT 1320-23-70 TOTAL	1

FILE NAME: S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN_Files\WIS_11\Reference_Files\Signals\11_and_WVW_Quantities.PPT

ORIGINATOR: Josh Koopmann

ORIG. DATE: July 31, 2018

PLOTTED DATE: 3/25/2019 3:22 PM

STH 11 / WISCONN VALLEY WAY

ALL ITEMS ARE CATEGORY 3000 UNLESS OTHERWISE NOTED

3

CONDUIT

FROM	TO	652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF
CB1 (S51-1466)	CV 159	44
PROJECT 1320-23-70 TOTALS		44

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

ELECTRICAL WIRE TRAFFIC SIGNALS

FROM	TO	655.0510 ELECTRICAL WIRE TRAFFIC SIGNALS 12 AWG LF
CB1 (S51-1466)	CV 159	67
PROJECT 1320-23-70 TOTALS		67

PROJECT NUMBER: 1320-23-70	HWY: STH 11	COUNTY: RACINE	MISCELLANEOUS QUANTITIES	SHEET NO: 264

FILE NAME: S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN_Files\WIS_11\Reference_Files\Signals\11_and_WVW_Quantities.PPT

ORIGINATOR: Josh Koopmann

ORIG. DATE: July 31, 2018

PLOTTED DATE: 3/25/2019 3:22 PM

ITS COMMUNICATION VAULTS

CATEGORY	ROADWAY	STATION	OFFSET	ITEM ID	652.0700.S INSTALL CONDUIT INTO EXISTING ITEM EACH	673.0105 COMMUNICATION VAULT TYPE 1 EACH	673.0200 TRACER WIRE MARKER POSTS EACH
4000	STH 11						
		150+00	98' RT	EXCV150	1	-	-
		156+56	82' RT	CV156	-	1	1
		159+22	78' RT	CV159	-	1	1
		167+53	65' RT	CV167	-	1	1
		174+00	66' RT	CV174	-	1	1
PROJECT 1320-23-70 TOTAL					1	4	4

ITS CONDUIT

CATEGORY	ROADWAY	ITEM ID	LINEAR DISTANCE	671.0122 CONDUIT HDPE 2-DUCT 2-INCH LF	655.0510 ELECTRICAL WIRE TRAFFIC SIGNALS 12 AWG LF
4000	STH 11				
		EXCV150 - CV156	650	650	659
		CV156 - CV159	270	270	279
		CV159 - CV167	830	830	839
		CV167 - CV174	645	645	654
		CV174 - PROJECT LIMIT	250	250	259
PROJECT 1320-23-70 TOTAL		TOTALS		2,645	2,690

MISCELLANEOUS ITS ITEMS

CATEGORY	ITEM I.D.	670.0200.001 ITS DOCUMENTATION LS
4000	MISCELLANEOUS	1
PROJECT 1320-23-70 TOTAL		1

LIGHTING AND MISCELLANEOUS - FINAL

CATEGORY	DESCRIPTION	LOCATION	653.0135 PULL BOXES STEEL 24x36- INCH EACH	654.0105 CONCRETE BASES TYPE 5 EACH	654.0230 CONCRETE CONTROL CABINET BASES TYPE L30 EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE (NOTE 1) EACH
5000	BASE DW-1	STA. 151+42.23, 12.02' RT	--	1	--	1
	BASE DW-2	STA. 153+37.67, 5.71' RT	--	1	--	1
	BASE DW-3	STA. 155+27.71, 10.29' LT	--	1	--	1
	PULLBOX PB-DW1	STA. 155+33.05, 75.27' RT	1	--	--	--
	PULLBOX PB-DW2	STA. 157+49.58, 117.38' RT	1	--	--	--
	PULLBOX PB-DW3	STA. 158+18.58, 118.36' RT	1	--	--	--
	PULLBOX PB-DW4	STA. 158+94.58, 121.29' RT	1	--	--	--
	LCC-DW (CONCRETE BASE C	STA. 159+27.83, 120.25' RT	--	--	1	--
	PULLBOX PB-DW5	STA. 159+58.51, 69.90' RT	1	--	--	--
	PULLBOX PB-DW6	STA. 160+95.77, 64.44' RT	1	--	--	--
	PULLBOX PB-DW7	STA. 160+95.65, 11.57' RT	1	--	--	--
	BASE DW-4	STA. 160+94.39, 12.27' LT	--	1	--	1
	BASE DW-5	STA. 163+13.81, 7.46' RT	--	1	--	1
	BASE DW-6	STA. 165+24.67, 0.0' LT	--	1	--	1
	BASE DW-7	STA. 167+46.33, 0.0' LT	--	1	--	1
	BASE DW-8	STA. 169+67.84, 0.0' LT	--	1	--	1
	BASE DW-9	STA. 171+89.32, 0.0' LT	--	1	--	1
	BASE DW-10	STA. 174+10.92, 0.0' LT	--	1	--	1
	BASE DW-11	STA. 176+33.17, 0.0' LT	--	1	--	1
5000		TOTALS PROJECT 1320-23-70	7	11	1	11

NOTE

1. 1/8" ALUMINUM OR STEEL PLATE TO COVER THE TOP OPENING OF THE TRANSFORMER BASE. COVER TO BE BOLTED DOWN. COVER TO PREVENT WATER FROM ENTERING TRANSFORMER BASE. COST OF COVER IS INCIDENTAL TO THE COST OF THE TRANSFORMER BASE.

LIGHTING - WIRE AND CONDUIT - FINAL

CATEGORY	FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2 -INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3 -INCH LF
5000	STUB	BASE DW-1	21	--
	BASE DW-1	BASE DW-2	229	--
	BASE DW-2	BASE DW-3	205	--
	BASE DW-3	PB-DW1	--	91
	PB-DW1	PB-DW2	--	237
	PB-DW2	PB-DW3	--	74
	PB-DW3	PB-DW4	--	80
	PB-DW3	PB-DW4	--	80
	PB-DW4	BASE LCC-DW	--	39
	PB-DW4	BASE LCC-DW	--	39
	BASE LCC-DW	PB-DW5	--	65
	PB-DW5	PB-DW6	--	145
	PB-DW6	PB-DW7	--	58
	PB-DW7	BASE DW-4	--	30
	PB-DW7	BASE DW-5	219	--
	BASE DW-5	BASE DW-6	227	--
	BASE DW-6	BASE DW-7	242	--
	BASE DW-7	BASE DW-8	242	--
	BASE DW-8	BASE DW-9	244	--
	BASE DW-9	BASE DW-10	243	
	BASE DW-10	BASE DW-11	244	
	BASE DW-11	STUB	31	--
5000		TOTALS PROJECT 1320-23-70	2147	938

3

3

CPM PROGRESS SCHEDULE

LOCATION	108.4400 CPM PROGRESS SCHEDULE EACH
PROJECT 1320-23-73	1
PROJECT 1320-23-73 TOTAL	1

REMOVING PAVEMENT

STATION	LOCATION	204.0100 REMOVING PAVEMENT SY
221+20	LT	38
PROJECT 1320-23-73 TOTAL		38

CLEARING AND GRUBBING

STATION		OFFSET	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA
193+00	194+00	RT	STH 11	1	1
196+00	197+00	RT	STH 11	1	1
198+00	200+00	RT	STH 11	2	2
209+00	212+00	RT	STH 11	3	3
228+00 -	232+00	RT	STH 11	4	4
233+00	234+00	RT	STH 11	1	1
PROJECT 1320-23-73				12	12

3

REMOVING SMALL PIPE CULVERT

STATION	OFFSET	LOCATION	203.0100 REMOVING SMALL PIPE CULVERT EACH	REMARKS
STAGE 5				
187+62	RT	STH 11	1	18" X 48' METAL
190+11	RT	STH 11	1	18" X 36' METAL
196+56	RT	STH 11	1	18" X 34' METAL
198+43	RT	STH 11	1	18" X 44' METAL
213+14	RT	STH 11	1	15" X 32' METAL
213+95	RT	STH 11	1	15" X 32' METAL
220+83	RT	STH 11	1	18" X 47' METAL
STAGE 5 SUBTOTAL			7	
PROJECT 1320-23-73 TOTAL			7	

REMOVING ASPHALTIC SURFACE

LOCATION	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY
STAGE 1A	
UNDISTRIBUTED	600
STAGE 1A SUBTOTAL	600
STAGE 2B	
196+97 - 204+14	667
STAGE 2B SUBTOTAL	667
STAGE 3	
176+50 - 178+74	373
STAGE 3 SUBTOTAL	373
PROJECT 1320-23-73 TOTAL	1640

REMOVING CURB & GUTTER

STATION TO STATION			EB/WB	LOCATION	204.0150 REMOVING CURB & GUTTER LF
STAGE 1					
194+04	-	196+36	EB/WB	STH 11	359
220+60	-	222+24	EB/WB	STH 11	275
STAGE 1 SUBTOTAL					634
STAGE 2					
176+50	-	178+50	EB	STH 11	200
197+23	-	204+14	WB	STH 11	693
200+00	-	201+50	EB	STH 11	150
STAGE 2 SUBTOTAL					1,043
STAGE 3					
176+50	-	180+50	WB	STH 11	400
STAGE 3 SUBTOTAL					400
STAGE 5					
178+50	-	195+14	EB	STH 11	1,665
197+09	-	200+00	EB	STH 11	312
201+50	-	219+84	EB	STH 11	1,839
208+70	-	212+64	EB	STH 11	394
222+24	-	230+69	EB	STH 11	850
231+43	-	234+00	EB	STH 11	262
STAGE 5 SUBTOTAL					5,322
STAGE 6					
180+50	-	194+04	WB	STH 11	1,356
204+14	-	219+84	WB	STH 11	1,570
205+27	-	234+00	WB	STH 11	2,873
221+66	-	230+69	WB	STH 11	903
231+43	-	234+00	WB	STH 11	257
STAGE 6 SUBTOTAL					6,959
PROJECT 1320-23-73 TOTAL					14,358

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

REMOVING MANHOLES AND INLETS

STATION	OFFSET		LOCATION	204.0210 REMOVING MANHOLES EACH	204.0220 REMOVING INLETS EACH
STAGE 2					
199+58	33'	LT	STH 11	--	1
STAGE 2 SUBTOTAL				--	1
STAGE 3					
199+93	85'	RT	STH 11	--	1
201+91	9'	LT	STH 11	--	1
STAGE 3 SUBTOTAL				--	2
STAGE 5					
217+42	11'	LT	STH 11	--	1
233+92	1'	RT	STH 11	--	1
STAGE 5 SUBTOTAL				--	2
STAGE 6					
177+83	17'	LT	STH 11	--	1
177+83	35'	LT	STH 11	--	1
180+45	16'	LT	STH 11	--	1
180+45	36'	LT	STH 11	--	1
180+57	16'	LT	STH 11	--	1
180+57	36'	LT	STH 11	--	1
183+86	16'	LT	STH 11	--	1
183+86	36'	LT	STH 11	--	1
186+49	16'	LT	STH 11	--	1
186+49	36'	LT	STH 11	--	1
189+44	16'	LT	STH 11	--	1
189+44	36'	LT	STH 11	--	1
192+07	19'	LT	STH 11	--	1
192+07	38'	LT	STH 11	--	1
194+51	22'	LT	STH 11	--	1
194+51	39'	LT	STH 11	--	1
197+12	28'	LT	STH 11	--	1
197+12	20'	LT	STH 11	--	1
199+58	13'	LT	STH 11	--	1
201+91	29'	LT	STH 11	--	1
204+37	9'	LT	STH 11	--	1
204+37	29'	LT	STH 11	--	1
206+83	10'	LT	STH 11	--	1
206+83	29'	LT	STH 11	--	1
206+83	67'	LT	STH 11	--	1
213+53	11'	LT	STH 11	--	1
213+53	30'	LT	STH 11	--	1
213+53	68'	LT	STH 11	--	1
215+36	11'	LT	STH 11	--	1
215+36	30'	LT	STH 11	--	1

REMOVING MANHOLES AND INLETS (CONTINUED)

STATION	OFFSET		LOCATION	204.0210 REMOVING MANHOLES EACH	204.0220 REMOVING INLETS EACH
215+36	68'	LT	STH 11	--	1
217+42	31'	LT	STH 11	--	1
217+42	68'	LT	STH 11	--	1
219+79	20'	LT	STH 11	--	1
219+79	29'	LT	STH 11	--	1
219+79	68'	LT	STH 11	--	1
223+30	11'	LT	STH 11	--	1
223+30	20'	LT	STH 11	1	--
223+30	31'	LT	STH 11	--	1
223+30	69'	LT	STH 11	--	1
223+30	82'	LT	STH 11	--	1
224+26	80'	LT	STH 11	--	1
225+15	79'	LT	STH 11	--	1
225+64	11'	LT	STH 11	--	1
225+64	20'	LT	STH 11	1	--
225+64	30'	LT	STH 11	--	1
225+64	69'	LT	STH 11	--	1
225+64	79'	LT	STH 11	--	1
228+38	11'	LT	STH 11	--	1
228+38	21'	LT	STH 11	1	--
228+38	30'	LT	STH 11	--	1
228+38	68'	LT	STH 11	--	1
230+59	15'	LT	STH 11	1	--
230+59	26'	LT	STH 11	--	1
230+59	64'	LT	STH 11	--	1
232+41	12'	LT	STH 11	1	--
232+41	58'	LT	STH 11	--	1
232+41	72'	LT	STH 11	--	1
233+92	8'	LT	STH 11	1	--
233+92	21'	LT	STH 11	--	1
233+92	57'	LT	STH 11	--	1
STAGE 6 SUBTOTAL				6	55
PROJECT 1320-23-73 TOTAL				6	60

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

REMOVING STORM SEWER

STATION	OFFSET		STATION	OFFSET		LOCATION	204.0245.001 REMOVING STORM SEWER 12-INCH LF	204.0245.002 REMOVING STORM SEWER 15-INCH LF	204.0245.003* REMOVING STORM SEWER 18-INCH LF	204.0245.004 REMOVING STORM SEWER 21-INCH LF	204.0245.005 REMOVING STORM SEWER 24-INCH LF	204.0245.006 REMOVING STORM SEWER 36-INCH LF	204.0245.007 REMOVING STORM SEWER 38X24-INCH LF
STAGE 2													
177+83	47'	RT -	177+83	1'	LT	STH 11	48	--	--	--	--	--	--
180+45	52'	RT -	180+45	4'	RT	STH 11	--	--	--	--	--	47	--
183+86	48'	RT -	183+86	8'	LT	STH 11	56	--	--	--	--	--	--
186+49	49'	RT -	186+49	7'	LT	STH 11	56	--	--	--	--	--	--
189+44	47'	RT -	189+44	6'	LT	STH 11	52	--	--	--	--	--	--
192+07	43'	RT -	192+07	8'	LT	STH 11	--	--	--	51	--	--	--
194+51	39'	RT -	194+51	5'	LT	STH 11	--	44	--	--	--	--	--
199+58	13'	LT -	199+58	33'	LT	STH 11	20	--	--	--	--	--	--
STAGE 2 SUBTOTAL							232	44	--	51	--	47	--
STAGE 3													
199+58	42'	RT -	199+58	4'	LT	STH 11	45	--	--	--	--	--	--
201+91	49'	RT -	201+91	9'	LT	STH 11	58	--	--	--	--	--	--
204+37	47'	RT -	204+37	0'	RT	STH 11	--	48	--	--	--	--	--
STAGE 3 SUBTOTAL							103	48	--	--	--	--	--
STAGE 5													
213+53	46'	RT -	213+53	6'	RT	STH 11	41	--	--	--	--	--	--
215+36	48'	RT -	215+36	5'	RT	STH 11	43	--	--	--	--	--	--
217+42	48'	RT -	217+42	11'	LT	STH 11	59	--	--	--	--	--	--
219+79	47'	RT -	219+79	8'	LT	STH 11	56	--	--	--	--	--	--
232+86	6'	LT -	232+86	63'	RT	STH 11	--	--	--	--	--	--	68
232+96	62'	RT -	232+96	6'	LT	STH 11	--	--	--	--	--	--	68
233+92	8'	LT -	233+92	1'	RT	STH 11	9	--	--	--	--	--	--
STAGE 5 SUBTOTAL							208	--	--	--	--	--	136
STAGE 6													
177+83	1'	LT -	177+83	17'	LT	STH 11	16	--	--	--	--	--	--
177+83	17'	LT -	177+83	35'	LT	STH 11	19	--	--	--	--	--	--
180+45	4'	RT -	180+45	16'	LT	STH 11	--	--	--	--	--	20	--
180+45	16'	LT -	180+45	36'	LT	STH 11	--	--	--	--	--	19	--
180+45	36'	LT -	180+45	99'	LT	STH 11	--	--	--	--	--	63	--
180+45	16'	LT -	180+57	16'	LT	STH 11	12	--	--	--	--	--	--
180+45	36'	LT -	180+57	36'	LT	STH 11	13	--	--	--	--	--	--
183+86	8'	LT -	183+86	16'	LT	STH 11	8	--	--	--	--	--	--
183+86	16'	LT -	183+86	36'	LT	STH 11	19	--	--	--	--	--	--
186+49	7'	LT -	186+49	16'	LT	STH 11	9	--	--	--	--	--	--
186+49	16'	LT -	186+49	36'	LT	STH 11	19	--	--	--	--	--	--
189+44	6'	LT -	189+44	16'	LT	STH 11	11	--	--	--	--	--	--
189+44	16'	LT -	189+44	36'	LT	STH 11	20	--	--	--	--	--	--
192+07	8'	LT -	192+07	19'	LT	STH 11	--	--	--	11	--	--	--
192+07	19'	LT -	192+07	38'	LT	STH 11	--	--	--	18	--	--	--
192+07	38'	LT -	192+07	97'	LT	STH 11	--	--	--	60	--	--	--
194+51	5'	LT -	194+51	22'	LT	STH 11	--	17	--	--	--	--	--
194+51	22'	LT -	194+51	39'	LT	STH 11	17	--	--	--	--	--	--
194+51	22'	LT -	197+12	28'	LT	STH 11	262	--	--	--	--	--	--
197+12	28'	LT -	197+12	20'	LT	STH 11	8	--	--	--	--	--	--

Continued on next page

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

REMOVING STORM SEWER (CONTINUED)

STATION	OFFSET		STATION	OFFSET		LOCATION	204.0245.001 REMOVING STORM SEWER 12-INCH LF	204.0245.002 REMOVING STORM SEWER 15-INCH LF	204.0245.003* REMOVING STORM SEWER 18-INCH LF	204.0245.004 REMOVING STORM SEWER 21-INCH LF	204.0245.005 REMOVING STORM SEWER 24-INCH LF	204.0245.006 REMOVING STORM SEWER 36-INCH LF	204.0245.007 REMOVING STORM SEWER 38X24-INCH LF
199+58	4'	LT -	199+58	13'	LT	STH 11	10	--	--	--	--	--	--
201+91	9'	LT -	201+91	29'	LT	STH 11	20	--	--	--	--	--	--
204+37	0'	RT -	204+37	9'	LT	STH 11	--	9	--	--	--	--	--
204+37	9'	LT -	204+37	29'	LT	STH 11	--	20	--	--	--	--	--
204+37	29'	LT -	206+83	29'	LT	STH 11	246	--	--	--	--	--	--
206+83	29'	LT -	206+83	10'	LT	STH 11	20	--	--	--	--	--	--
206+83	29'	LT -	206+83	67'	LT	STH 11	38	--	--	--	--	--	--
213+53	6'	RT -	213+53	11'	LT	STH 11	17	--	--	--	--	--	--
213+53	11'	LT -	213+53	30'	LT	STH 11	19	--	--	--	--	--	--
213+53	30'	LT -	213+53	68'	LT	STH 11	38	--	--	--	--	--	--
215+36	5'	RT -	215+36	11'	LT	STH 11	16	--	--	--	--	--	--
215+36	11'	LT -	215+36	30'	LT	STH 11	20	--	--	--	--	--	--
215+36	30'	LT -	215+36	68'	LT	STH 11	38	--	--	--	--	--	--
217+42	11'	LT -	217+42	31'	LT	STH 11	20	--	--	--	--	--	--
217+42	31'	LT -	217+42	68'	LT	STH 11	38	--	--	--	--	--	--
219+79	8'	LT -	219+79	20'	LT	STH 11	11	--	--	--	--	--	--
219+79	20'	LT -	219+79	29'	LT	STH 11	10	--	--	--	--	--	--
219+79	29'	LT -	219+79	68'	LT	STH 11	39	--	--	--	--	--	--
223+30	11'	LT -	223+30	20'	LT	STH 11	9	--	--	--	--	--	--
223+30	20'	LT -	223+30	31'	LT	STH 11	11	--	--	--	--	--	--
223+30	31'	LT -	223+30	69'	LT	STH 11	38	--	--	--	--	--	--
223+30	20'	LT -	223+30	31'	LT	STH 11	11	--	--	--	--	--	--
223+30	31'	LT -	223+30	69'	LT	STH 11	38	--	--	--	--	--	--
223+30	69'	LT -	223+30	82'	LT	STH 11	14	--	--	--	--	--	--
223+30	20'	LT -	225+64	20'	LT	STH 11	--	124	--	--	--	--	--
224+26	80'	LT -	225+15	79'	LT	STH 11	89	--	--	--	--	--	--
225+15	79'	LT -	225+64	79'	LT	STH 11	--	49	--	--	--	--	--
225+64	79'	LT -	225+64	69'	LT	STH 11	--	10	--	--	--	--	--
225+64	69'	LT -	225+64	30'	LT	STH 11	--	38	--	--	--	--	--
225+64	30'	LT -	225+64	20'	LT	STH 11	--	10	--	--	--	--	--
225+64	20'	LT -	225+64	11'	LT	STH 11	10	--	--	--	--	--	--
225+64	20'	LT -	228+38	21'	LT	STH 11	--	--	--	--	274	--	--
228+38	21'	LT -	228+38	11'	LT	STH 11	10	--	--	--	--	--	--
228+38	21'	LT -	228+38	30'	LT	STH 11	10	--	--	--	--	--	--
228+38	30'	LT -	228+38	68'	LT	STH 11	38	--	--	--	--	--	--
228+38	21'	LT -	230+59	15'	LT	STH 11	--	--	--	--	220	--	--
230+59	15'	LT -	230+59	26'	LT	STH 11	11	--	--	--	--	--	--
230+59	26'	LT -	230+59	64'	LT	STH 11	38	--	--	--	--	--	--
230+59	15'	LT -	232+41	12'	LT	STH 11	--	--	--	--	183	--	--
232+41	12'	LT -	232+41	58'	LT	STH 11	46	--	--	--	--	--	--
232+41	58'	LT -	232+41	72'	LT	STH 11	14	--	--	--	--	--	--
232+41	12'	LT -	232+86	6'	LT	STH 11	--	--	--	--	46	--	--
232+96	6'	LT -	233+92	8'	LT	STH 11	--	--	100	--	--	--	--
233+92	8'	LT -	233+92	21'	LT	STH 11	13	--	--	--	--	--	--
233+92	21'	LT -	233+92	57'	LT	STH 11	36	--	--	--	--	--	--
STAGE 6 SUBTOTAL							1,420	277	100	89	723	102	--
PROJECT 1320-23-73 TOTAL							1,963	369	100	140	723	149	136

NOTE: *ADDITIONAL QUANTITIES SHOWN ELSEWHERE

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

REMOVING DRAINTILE / UNDERDRAIN

STATION	TO	STATION	EB/WB	LOCATION	204.9090.S.001 REMOVING DRAINTILE LF	204.9090.S.002 REMOVING UNDERDRAIN LF
STAGE 2						
176+50	-	195+00	EB	STH 11	--	1,849
176+50	-	178+50	EB	STH 11	--	200
197+23	-	204+14	WB	STH 11	--	693
200+00	-	201+50	EB	STH 11	--	150
STAGE 2 SUBTOTAL					--	2,892
STAGE 3						
176+50	-	180+50	WB	STH 11	--	400
195+00	-	208+70	EB	STH 11	--	1,369
STAGE 3 SUBTOTAL					--	1,769
STAGE 5						
178+50	-	195+14	EB	STH 11	--	1,665
197+09	-	200+00	EB	STH 11	--	312
201+50	-	219+84	EB	STH 11	--	1,839
208+70	-	234+00	EB	STH 11	--	2,532
220+60	-	221+66	EB/WB	STH 11	--	217
221+66	-	230+69	EB	STH 11	--	908
231+43	-	234+00	EB	STH 11	--	262
STAGE 5 SUBTOTAL					--	7,735
STAGE 6						
176+50	-	234+00	WB	STH 11	--	5,760
180+50	-	195+14	WB	STH 11	--	1,466
195+14	-	196+36	EB/WB	STH 11	--	249
204+14	-	219+84	WB	STH 11	--	1,570
221+66	-	230+69	WB	STH 11	--	903
231+43	-	234+00	WB	STH 11	--	257
STAGE 6 SUBTOTAL					--	10,205
UNDISTRIBUTED					750	--
PROJECT 1320-23-73 TOTAL					750	22,601

FINISHING ROADWAY

LOCATION	213.0100.002 FINISHING ROADWAY PROJECT 1320-23-73 EACH
PROJECT 1320-23-73	1
PROJECT 1320-23-73 TOTAL	1

AGGREGATE ITEMS

STATION	TO	STATION	OFFSET	ROADWAY	305.0120* BASE AGGREGATE DENSE 1 1/4 INCH TON	311.0110 BREAKER RUN TON	REMARK
STAGE 1							
194+00	-	196+40	LT	STH 11	188	--	12" BAD UNDER TEMP PAVEMENT
196+75	-	206+00	RT	STH 11	1,154	--	12" BAD UNDER TEMP PAVEMENT
220+55	-	222+25	LT	STH 11	140	--	12" BAD UNDER TEMP PAVEMENT
STAGE 1 SUBTOTAL					1,482	--	
STAGE 2							
200+00	-	201+16	LT	STH 11	506	1,215	
200+08	-	200+89	LT	STH 11	140	--	11" BAD UNDER SIDEWALK ISLANDS
175+54	-	180+45	LT/RT	STH 11	658	--	12" BAD UNDER TEMP PAVEMENT
196+97	-	200+11	LT	STH 11	912	--	12" BAD UNDER TEMP PAVEMENT
201+14	-	204+14	LT	STH 11	924	--	12" BAD UNDER TEMP PAVEMENT
STAGE 2 SUBTOTAL					3,140	1,215	
STAGE 3							
176+50	-	178+75	LT	STH 11	300	--	12" BAD UNDER TEMP PAVEMENT
STAGE 3 SUBTOTAL					300	--	
STAGE 5							
176+50	-	234+00	RT	STH 11	11,066	26,557	
200+13	-	201+32	RT	STH 11	10	--	4" BAD UNDER SIDEWALK RAMPS
176+50	-	179+22	LT/RT	STH 11	350	--	12" BAD UNDER TEMP PAVEMENT
STAGE 5 SUBTOTAL					11,426	26,557	
STAGE 6							
176+50	-	200+31	LT	STH 11	4,624	11,097	
198+06		200+27	MED	STH 11	168	--	11" BAD UNDER SIDEWALK ISLANDS
199+75		199+96	LT	STH 11	14	--	4" BAD UNDER SIDEWALK RAMPS
201+14	-	234+00	LT	STH 11	6,954	16,688	
201+17		203+50	MED	STH 11	178	--	11" BAD UNDER SIDEWALK ISLANDS
201+17	-	202+00	LT	STH 11	76	--	11" BAD UNDER SIDEWALK ISLANDS
201+43		201+64	LT	STH 11	16	--	4" BAD UNDER SIDEWALK RAMPS
STAGE 6 SUBTOTAL					12,030	27,785	
UNDISTRIBUTED					4,256	8,334	
PROJECT 1320-23-73 TOTAL					32,634	63,891	

NOTE:

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE
BASE AGGREGATE DENSE = 2 TON/CY
BREAKER RUN = 1.8 TON/CY

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\13202373_MQ.ppt PLOT DATE : 5/29/2019 8:46:32 AM PLOT BY : JOHNATHAN OLSON PLOT NAME : 13202373_MQ PLOT SCALE : 1:1

EARTHWORK

CATEGORY	DIVISION	ROADWAY	FROM / TO STATION	205.0100 EXCAVATION COMMON (1) (5) CUT (CY)	TOPSOIL REMOVAL (CY)	SPV.0035.001 EBS EXCAVATION (2) CY	SPV.0035.002 EBS BACKFILL CY	FILL (CY)	SPV.0035.003 ROADWAY EMBANKMENT (3) CY	MASS ORDINATE +/- (4)
1000	**1A**	STH 11 EB	196+75 to 206+00	692	0	0	0	0	0	692
		SUBTOTAL		692	0	0	0		0	692
		DIVISION 2 TOTAL		692						
1000	**2**	STH 11 EB	176+50 to 195+00	1,583	6,000	0	0	25,656	31,656	-24,073
		STH 11 EB	UNDISTRIBUTED	0	0	1,896	1,896	0	0	0
		SUBTOTAL		1,583	6,000	1,896	1,896		31,656	-24,073
		DIVISION 2 TOTAL		7,583						
1000	**3**	STH 11 EB	195+00 to 210+00	2,045	4,000	0	0	9,623	13,623	-7,578
		STH 11 EB	UNDISTRIBUTED	0	0	1,511	1,511	0	0	0
		SUBTOTAL		2,045	4,000	1,511	1,511		13,623	-7,578
		DIVISION 3 TOTAL		6,045						
1000	**5**	STH 11 EB	210+00 to 234+00	26,777	2,000	0	0	2,594	4,594	24,184
		STH 11 EB	UNDISTRIBUTED	0	0	7,194	7,194	0	0	0
		SUBTOTAL		26,777	2,000	7,194	7,194		4,594	24,184
		DIVISION 5 TOTAL		28,777						
1000	**6**	STH 11 WB	176+50 to 234+00	20,357	0	0	0	16,557	16,557	3,800
		STH 11 WB	UNDISTRIBUTED	0	0	5,089	5,089	0	0	0
		SUBTOTAL		20,357	0	5,089	5,089		16,557	3,800
		DIVISION 6 TOTAL		20,357						
PROJECT 1320-23-73 TOTALS				63,453		15,690	15,690		66,429	-2,976

1) Cut Volume Includes Concrete and Asphaltic Surface Material.

2) EBS Excavation to be backfilled with EBS Backfill. All EBS Excavation material is assumed to be wasted offsite.

3) Roadway Embankment = Unexpanded Fill + Topsoil Removal Replaced

4) The Mass Ordinate + or - quantity calculated by Division. A positive quantity indicates an excess of material within the division and a negative number indicates a shortage of material within the division. Mass Ordinate = Cut+EBS Exc+Topsoil Removal-Embankment. The mass ordinate is for information purposes only as Common Excavation and Roadway Embankment are not balance for quantity purposes and does not guarantee the quality of Common Excavation, and if it can be reused onsite.

5) Topsoil thickness estimated, refer to Topsoil Removal Construction Detail

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

3

CONCRETE PAVEMENT

STATION TO STATION	OFFSET	LOCATION	415.0100 CONCRETE PAVEMENT 10-INCH SY
STAGE 2			
200+00 - 201+14	LT	STH 11	1,146
SUBTOTAL STAGE 2			1,146
STAGE 5			
176+50 - 234+00	RT	STH 11	26,909
SUBTOTAL STAGE 5			26,909
STAGE 6			
176+50 - 200+15	LT	STH 11	10,662
198+07 - 200+31	MED	STH 11	299
201+14 - 234+00	LT	STH 11	16,456
201+34 - 203+51	MED	STH 11	290
SUBTOTAL STAGE 6			27,707
PROJECT 1320-23-73 TOTAL			55,762

CONCRETE PAVEMENT JOINT LAYOUT

STATION	LOCATION	415.5110.S.002 CONCRETE PAVEMENT JOINT LAYOUT LS
PROJECT 1320-23-73	STH 11	1
PROJECT 1320-23-73 TOTAL		1

3

DRIVEWAYS

STATION	OFFSET	LOCATION	305.0120* BASE AGGREGATE DENSE 1 1/4 INCH TON	416.0160 CONCRETE DRIVEWAY 6-INCH SY	416.0260 CONCRETE DRIVEWAY HES 6-INCH SY	465.0105 ASPHALTIC SURFACE TON
189+71	RT	STH 11	143	19	--	--
196+52	RT	STH 11	63	17	--	49
198+35	RT	STH 11	207	22	--	--
215+64	LT	STH 11	10	--	22	2
216+46	LT	STH 11	11	--	16	--
221+20	LT	STH 11	18	--	53	--
223+46	LT	STH 11	12	--	14	6
224+47	LT	STH 11	18	--	18	10
225+34	LT	STH 11	18	--	18	10
225+83	LT	STH 11	17	--	19	9
227+45	LT	STH 11	8	--	15	2
228+30	LT	STH 11	6	--	12	2
228+53	LT	STH 11	7	--	14	2
229+02	LT	STH 11	17	--	22	8
230+08	LT	STH 11	8	--	16	2
231+17	LT	STH 11	12	--	22	4
232+58	LT	STH 11	56	--	156	--
PROJECT 1320-23-73 TOTAL			631	58	417	106

NOTE:

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CONCRETE PAVEMENT GAPS

STA	OFFSET	LOCATION	415.0210 CONCRETE PAVEMENT GAPS EACH
STAGE 5			
196+52	RT	STH 11 - DRIVEWAY	1
STAGE 5 SUBTOTAL			1
STAGE 6			
215+64	LT	STH 11 - DRIVEWAY	1
216+46	LT	STH 11 - DRIVEWAY	1
221+20	LT	STH 11 - DRIVEWAY	1
223+46	LT	STH 11 - DRIVEWAY	1
224+47	LT	STH 11 - DRIVEWAY	1
225+34	LT	STH 11 - DRIVEWAY	1
225+83	LT	STH 11 - DRIVEWAY	1
227+45	LT	STH 11 - DRIVEWAY	1
228+30	LT	STH 11 - DRIVEWAY	1
228+53	LT	STH 11 - DRIVEWAY	1
229+02	LT	STH 11 - DRIVEWAY	1
230+08	LT	STH 11 - DRIVEWAY	1
231+17	LT	STH 11 - DRIVEWAY	1
232+58	LT	STH 11 - DRIVEWAY	1
STAGE 6 SUBTOTAL		STH 11 - DRIVEWAY	14
PROJECT 1320-23-73 TOTAL			15

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

CONCRETE CURB & GUTTER

STATION TO STATION	OFFSET	LOCATION	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0555 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A LF
STAGE 2				
199+98 - 200+14	LT	STH 11	62	--
200+07 - 200+62	LT	STH 11	--	159
200+65	LT	STH 11	--	98
200+81	LT	STH 11	71	--
200+89	LT	STH 11	71	--
STAGE 2 SUBTOTAL			204	257
STAGE 5				
176+50 - 234+00	RT	STH 11	--	5,742
179+50 - 198+07	MED	STH 11	--	1,857
198+14 - 200+27	MED	STH 11	--	213
201+40 - 215+00	MED	STH 11	--	1,360
STAGE 5 SUBTOTAL			--	9,172
STAGE 6				
176+50 - 199+56	LT	STH 11	--	2,313
178+00 - 200+05	MED	STH 11	--	2,207
198+07 - 200+05	MED	STH 11	--	199
198+14 - 200+27	MED	STH 11	--	213
199+56 - 199+98	LT	STH 11	58	--
201+16 - 201+99	LT	STH 11	--	110
201+17 - 201+99	LT	STH 11	--	81
201+17 - 203+43	MED	STH 11	--	226
201+19 - 203+43	MED	STH 11	--	226
201+29 - 202+26	LT	STH 11	146	--
201+40 - 203+51	MED	STH 11	--	210
202+26 - 234+00	LT	STH 11	--	3,176
203+50 - 215+00	MED	STH 11	--	1,151
STAGE 6 SUBTOTAL			204	10,112
STAGE 7				
176+50 - 178+00	MED	STH 11	--	150
176+50 - 179+50	MED	STH 11	--	300
215+00 - 220+72	MED	STH 11	--	573
215+00 - 220+72	MED	STH 11	--	574
221+67 - 234+00	MED	STH 11	--	1,235
221+67 - 234+00	MED	STH 11	--	1,234
STAGE 7 SUBTOTAL			--	4,066
PROJECT 1320-23-73 TOTAL			408	23,607

DRILLED DOWEL BARS

STA	OFFSET	LOCATION	DRILLED DOWEL BARS 416.0620 EACH
201+00	LT	STH 11	40
PROJECT 1320-23-73 TOTAL			40

COLD PATCH

LOCATION	495.1000.S COLD PATCH TON
PROJECT 1320-23-73	50
PROJECT 1320-23-73 TOTAL	50

ASPHALTIC SURFACE TEMPORARY

STATION TO STATION		LOCATION	455.0605 TACK COAT GAL	465.0125 ASPHALTIC SURFACE TEMPORARY TON	REMARKS
STAGE 1					
194+00 - 196+40	MEDIAN	STH 11	--	81	5" DEPTH
196+75 - 206+00	EB RT	STH 11	--	236	5" DEPTH
220+55 - 222+25	MEDIAN	STH 11	--	60	5" DEPTH
UNDISTRIBUTED		STH 11	42	138	4" DEPTH
STAGE 1 SUBTOTAL			42	515	
STAGE 2					
175+54 - 180+45	MEDIAN	STH 11	--	250	5" DEPTH
196+97 - 200+11	WB	STH 11	23	352	5" DEPTH
201+14 - 204+14	WB	STH 11	23	360	5" DEPTH
STAGE 2 SUBTOTAL			46	962	
STAGE 3					
176+50 - 178+75	WB/MEDIAN	STH 11	26	100	5" DEPTH
STAGE 3 SUBTOTAL			26	100	
STAGE 5					
176+50 - 179+22	MEDIAN	STH 11	--	121	5" DEPTH
STAGE 5 SUBTOTAL			0	121	
PROJECT 1320-23-73 TOTAL			114	1698	

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

APRON ENDWALLS

STAGE	ROADWAY	PIPE ID	ENDWALL ID	ENDWALL ELEVATION	ENDWALL STATION	ENDWALL OFFSET	522.1015 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 15-INCH EACH	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	522.1021 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 21-INCH EACH	522.1036 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH EACH	522.2624 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 24x38-INCH EACH	633.5200 MARKERS CULVERT END EACH
5	**STH 11**											
		P708	709	757.22	211+00	106' RT	1	--	--	--	--	1
		P730	731	754.15	214+00	104' RT	--	1	--	--	--	1
		P760	761	751.20	217+00	104' RT	--	1	--	--	--	1
		P786	787	748.67	219+36	104' RT	--	1	--	--	--	1
		P806	807	745.97	222+00	104' RT	--	1	--	--	--	1
		P828	829	743.80	224+50	103' RT	--	--	1	--	--	1
		P844	845	742.83	226+00	97' RT	1	--	--	--	--	1
		P848	847	742.16	227+00	106' RT	--	--	--	1	--	1
		P850	851	741.37	228+25	107' RT	--	--	--	1	--	1
		P902	901	738.42	232+85	100' RT	--	--	--	--	1	1
		P932	931	738.42	232+94	100' RT	--	--	--	--	1	1
	SUBTOTALS						2	4	1	2	2	11
6	**STH 11**											
		P450	449	741.10	180+46	99' LT	--	--	--	1	--	1
	SUBTOTALS						--	--	--	1	--	1
	PROJECT 1320-23-73 TOTALS						2	4	1	3	2	12

NOTE

1) ENDWALL ELEVATION / STATION / OFFSET ARE TO END CENTER OF ENDWALL

PIPE CONNECTION TO EXISTING STRUCTURE

STAGE	ROADWAY	STRUCTURE ID	STATION	OFFSET	SPV.0060.016* PIPE CONNECTION TO EXISTING STRUCTURE EACH
3	**STH 11**				
		E907	232+86	3' LT	1
		E937	232+94	3' LT	1
	PROJECT 1320-23-73 TOTAL				2

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

SEALING PIPES

STAGE	ROADWAY	STATION	OFFSET	PIPE END	PIPE ID	204.0280 SEALING PIPES EACH
5	**STH 11**					
		234+13	17' RT	UPSTREAM	P912	1
	PROJECT 1320-23-73 TOTAL					1

COVER PLATES TEMPORARY

STAGE	ROADWAY	STRUCTURE ID	STATION	OFFSET	611.8120.S COVER PLATES TEMPORARY EACH	NOTES
1	**STH 11**					
		EXISTING	194+52	42' LT	1	INSTALL STAGE 1 UNTIL STAGE 6
	SUBTOTAL				1	
2	**STH 11**					
		EXISTING	177+83	14' LT	1	INSTALL STAGE 2 UNTIL STAGE 6
		EXISTING	201+91	31' LT	1	INSTALL STAGE 2 UNTIL STAGE 6
	SUBTOTAL				2	
	PROJECT 1320-23-73 TOTAL				3	

STORM SEWER TEMPORARY

STAGE	STA	OFFSET	TO STA	OFFSET	SLOPE	204.0245.003* REMOVING STORM SEWER 18-INCH LF	608.0318* STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH LF	SPV.0060.016* PIPE CONNECTION TO EXISTING STRUCTURE EACH
2	**STH 11**							
	199+58	16' LT	200+03	56' LT	0.24%	58	58	--
	200+03	56' LT	--	--	--	--	--	1
	PROJECT 1320-23-73 TOTALS					58	58	1

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

1. REMOVALS OCCUR IN STAGE 6

ADJUSTING MANHOLE COVERS

STAGE	STATION	OFFSET	EXISTING RIM ELEVATION	TO	PROPOSED RIM ELEVATION	611.8110 ADJUSTING MANHOLE COVERS EACH	NOTES
7	**STH 11**						
	232+86	6' LT	743.70		743.59	1	CONFIRM EXISTING RIM ELEVATION IN FIELD
	232+94	6' LT	743.77		743.55	1	CONFIRM EXISTING RIM ELEVATION IN FIELD
	PROJECT 1320-23-73 TOTAL					2	

STORM SEWER STRUCTURES											STORM SEWER PIPES											
ROADWAY	STRUCTURE NO.	STRUCTURE STAGE	STATION	OFFSET (FT)	LOCATION	RIM OR FLOW ELEV	STRUCTURE TYPE	INLET/MANHOLE COVERS TYPE	DEPTH [1] (FT)	STRUCTURE COMMENTS	PIPE ID	STAGE	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE [A] %	PIPE LENGTH [B] (FT)	PLAN LENGTH [C] (FT)	PIPE CLASS	PIPE SIZE (INCH)	PIPE COMMENTS
STH 11	201	6	207+00.00	60.0	LT	762.76	INLETS 4-FT DIAMETER	HM	5.64	---	P202	6	201	203	757.12	756.94	0.50	36	40	IV	15	---
STH 11	203	6	207+00.00	16.0	LT	763.08	INLETS 4-FT DIAMETER	HM	6.14	---	P204	6	203	207	756.94	756.78	0.50	32	37	IV	15	---
STH 11	205	3	207+00.00	60.0	RT	762.76	INLETS 4-FT DIAMETER	HM	5.80	---	P206	3	205	207	756.96	756.78	0.50	35	40	IV	15	---
STH 11	207	3	207+00.00	16.0	RT	763.08	MANHOLES 5-FT DIAMETER	57	7.05	---	P208	3	207	221	756.03	754.93	0.65	170	175	III	24	---
STH 11	211	6	205+35.13	65.1	LT	761.83	INLETS 4-FT DIAMETER	HM	5.75	---	P212	6	211	213	756.08	756.05	0.50	6	10	IV	15	---
STH 11	213	6	205+25.16	65.9	LT	761.77	INLETS 4-FT DIAMETER	HM	5.72	---	P214	6	213	217	756.05	755.79	0.50	52	56	IV	15	---
STH 11	215	6	205+35.13	6.8	LT	762.07	INLETS 4-FT DIAMETER	HM	6.25	---	P216	6	215	217	755.82	755.79	0.50	6	10	III	15	---
STH 11	217	6	205+25.16	6.0	LT	762.00	INLETS 4-FT DIAMETER	HM	6.21	---	P218	6	217	221	755.79	755.68	0.50	22	26	IV	15	---
STH 11	219	3	205+25.00	60.0	RT	761.88	INLETS 4-FT DIAMETER	HM	6.02	---	P220	3	219	221	755.86	755.68	0.50	35	40	IV	15	---
STH 11	221	3	205+25.00	16.0	RT	762.20	MANHOLES 5-FT DIAMETER	HM	7.27	---	P222	3	221	237	754.93	753.82	0.65	170	175	III	24	---
STH 11	227	6	203+60.00	68.0	LT	760.90	INLETS 4-FT DIAMETER	HM	5.92	---	P228	6	227	229	754.98	754.95	0.50	6	10	IV	15	---
STH 11	229	6	203+50.00	68.0	LT	760.85	INLETS 4-FT DIAMETER	HM	5.90	---	P230	6	229	231	754.95	754.61	0.50	68	72	IV	15	---
STH 11	231	6	203+50.00	8.0	RT	760.85	INLETS 4-FT DIAMETER	HM	6.24	---	P232	6	231	237	754.61	754.57	0.50	8	13	IV	15	---
STH 11	233	3	203+59.99	60.0	RT	761.06	INLETS 4-FT DIAMETER	HM	6.29	---	P234	3	233	235	754.77	754.75	0.50	6	10	III	15	---
STH 11	235	3	203+50.00	60.0	RT	761.01	INLETS 4-FT DIAMETER	HM	6.26	---	P236	3	235	237	754.75	754.57	0.50	35	40	III	15	---

[1] DEPTH = RIM OR FLOW ELEV - LOWEST PIPE INVERT ELEVATION

[A] SLOPE CALCULATED BASED ON PIPE LENGTH. PIPE LENGTH REPRESENTS LENGTH OF PIPE MEASURED FROM INSIDE FACE OF STRUCTURE TO INSIDE FACE OF STRUCTURE

[B] PIPE LENGTH SHOWN FOR SLOPE CALCULATION ONLY. NOT INTENDED FOR PAY QUANTITY.

[C] PLAN LENGTH SHOWN FOR PAY QUANTITY.

STORM SEWER STRUCTURES											STORM SEWER PIPES											
ROADWAY	STRUCTURE NO.	STRUCTURE STAGE	STATION	OFFSET (FT)	LOCATION	RIM OR FLOW ELEV	STRUCTURE TYPE	INLET/MANHOLE COVERS TYPE	DEPTH [1] (FT)	STRUCTURE COMMENTS	PIPE ID	STAGE	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE [A] %	PIPE LENGTH [B] (FT)	PLAN LENGTH [C] (FT)	PIPE CLASS	PIPE SIZE (INCH)	PIPE COMMENTS
STH 11	237	3	203+50.00	16.0	RT	761.33	MANHOLES 5-FT DIAMETER	57	7.51	---	P238	3	237	257	753.82	753.28	0.65	83	88	III	24	---
STH 11	245	6	202+72.70	69.0	LT	760.60	INLETS 4-FT DIAMETER	HM	6.11	---	P246	6	245	247	754.49	754.46	0.50	6	10	III	15	---
STH 11	247	6	202+62.75	70.0	LT	760.55	INLETS 4-FT DIAMETER	HM	6.09	---	P248	6	247	251	754.46	754.11	0.50	70	74	III	15	---
STH 11	249	6	202+72.50	8.0	RT	760.54	INLETS 4-FT DIAMETER	HM	6.40	---	P250	6	249	251	754.14	754.11	0.50	6	10	III	15	---
STH 11	251	6	202+62.50	8.0	RT	760.52	INLETS 4-FT DIAMETER	HM	6.41	---	P252	6	251	257	754.11	754.07	0.50	8	13	III	15	---
STH 11	253	3	202+72.50	60.0	RT	760.75	INLETS 4-FT DIAMETER	HM	6.47	---	P254	3	253	255	754.28	754.25	0.50	6	10	III	15	---
STH 11	255	3	202+62.50	60.0	RT	760.69	INLETS 4-FT DIAMETER	HM	6.44	---	P256	3	255	257	754.25	754.07	0.50	35	40	III	15	---
STH 11	257	3	202+62.50	16.0	RT	760.89	MANHOLES 5-FT DIAMETER	HM	7.61	---	P258	3	257	289	753.28	752.68	0.65	93	98	III	24	---
STH 11	263	6	201+30.84	143.8	LT	759.09	INLETS 4-FT DIAMETER	H-S	4.83	---	P264	6	263	265	754.26	754.20	0.50	11	15	IV	15	---
STH 11	265	6	201+32.75	128.8	LT	759.17	INLETS 4-FT DIAMETER	H-S	4.97	---	P266	6	265	267	754.20	753.98	0.50	44	48	IV	15	---
STH 11	267	6	201+63.26	95.0	LT	759.62	INLETS 4-FT DIAMETER	H	5.64	---	P268	6	267	269	753.98	753.91	0.50	14	18	IV	15	---
STH 11	269	6	201+49.39	79.1	LT	759.61	INLETS 4-FT DIAMETER	HM	5.70	---	P270	6	269	271	753.91	753.79	0.50	24	28	IV	15	---
STH 11	271	6	201+34.26	60.3	LT	760.08	INLETS 4-FT DIAMETER	HM	6.29	---	P272	6	271	273	753.79	753.61	0.50	37	41	III	15	---
STH 11	273	6	201+41.43	16.0	LT	760.29	INLETS 4-FT DIAMETER	HM	6.93	---	P274	6	273	275	753.36	753.33	0.50	6	10	III	18	---
STH 11	275	6	201+51.41	16.0	LT	760.34	INLETS 4-FT DIAMETER	HM	7.01	---	P276	6	275	279	753.33	753.29	0.50	8	12	III	18	---

[1] DEPTH = RIM OR FLOW ELEV - LOWEST PIPE INVERT ELEVATION

[A] SLOPE CALCULATED BASED ON PIPE LENGTH. PIPE LENGTH REPRESENTS LENGTH OF PIPE MEASURED FROM INSIDE FACE OF STRUCTURE TO INSIDE FACE OF STRUCTURE

[B] PIPE LENGTH SHOWN FOR SLOPE CALCULATION ONLY. NOT INTENDED FOR PAY QUANTITY.

[C] PLAN LENGTH SHOWN FOR PAY QUANTITY.

S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\022594_ss_DT.ppt PLOT DATE : 3/27/2019 4:07:30 PM PLOT BY : BRIAN C. ADAMS PLOT NAME : 022594_ss_DT2 PLOT SCALE : 1:1

STORM SEWER STRUCTURES											STORM SEWER PIPES											
ROADWAY	STRUCTURE NO.	STRUCTURE STAGE	STATION	OFFSET (FT)	LOCATION	RIM OR FLOW ELEV	STRUCTURE TYPE	INLET/MANHOLE COVERS TYPE	DEPTH [1] (FT)	STRUCTURE COMMENTS	PIPE ID	STAGE	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE [A] %	PIPE LENGTH [B] (FT)	PLAN LENGTH [C] (FT)	PIPE CLASS	PIPE SIZE (INCH)	PIPE COMMENTS
STH 11	277	6	201+41.43	8.0	LT	760.17	INLETS 4-FT DIAMETER	HM	6.60	---	P278	6	277	279	753.57	753.54	0.50	6	10	III	15	---
STH 11	279	6	201+51.41	8.0	LT	760.22	INLETS 4-FT DIAMETER	HM	6.93	---	P280	6	279	283	753.29	753.22	0.50	14	18	III	18	---
STH 11	281	6	201+74.54	8.0	RT	760.34	INLETS 4-FT DIAMETER	HM	6.84	---	P282	6	281	283	753.50	753.47	0.50	6	10	III	15	---
STH 11	283	6	201+64.54	8.0	RT	760.31	INLETS 4-FT DIAMETER	HM	7.09	---	P284	6	283	289	753.22	753.18	0.50	8	13	III	18	---
STH 11	285	3	201+64.54	60.0	RT	760.24	INLETS 4-FT DIAMETER	HM	6.64	---	P286	3	285	289	753.60	753.43	0.50	35	40	III	15	---
STH 11	287	3	201+74.54	16.0	RT	760.45	INLETS 4-FT DIAMETER	HM	4.28	---	P288	3	287	289	756.17	756.14	0.50	5	10	IV	15	---
STH 11	289	3	201+64.54	16.0	RT	760.40	MANHOLES 5-FT DIAMETER	HM	7.72	---	P290	3	289	325	752.68	751.48	0.65	184	189	III	24	---
STH 11	295	2	200+30.58	155.5	LT	759.17	INLETS 4-FT DIAMETER	HM	5.21	---	P296	2	295	297	753.96	753.91	0.50	10	14	IV	15	---
STH 11	297	2	200+12.54	156.3	LT	758.89	INLETS 4-FT DIAMETER	H-S	4.98	---	P298	2	297	299	753.91	753.79	0.50	24	28	IV	15	---
STH 11	299	2	200+05.63	129.7	LT	758.79	INLETS 4-FT DIAMETER	H	5.00	---	P300	2	299	313	753.79	753.73	0.50	12	16	IV	15	---
STH 11	301	2	200+88.61	155.5	LT	759.40	INLETS 4-FT DIAMETER	H-S	5.29	---	P302	2	301	303	754.11	754.07	0.50	8	12	IV	15	---
STH 11	303	2	200+80.74	155.5	LT	758.75	INLETS 4-FT DIAMETER	H-S	4.68	---	P304	2	303	305	754.07	754.03	0.50	8	12	IV	15	---
STH 11	305	2	200+65.00	155.6	LT	758.99	INLETS 4-FT DIAMETER	HM-S	4.96	---	P306	2	305	311	754.03	753.97	0.50	13	17	IV	15	---
STH 11	307	2	200+88.60	138.8	LT	759.39	INLETS 4-FT DIAMETER	H-S	5.34	---	P308	2	307	309	754.05	754.01	0.50	8	12	IV	15	---
STH 11	309	2	200+80.72	138.8	LT	758.74	INLETS 4-FT DIAMETER	H-S	4.73	---	P310	2	309	311	754.01	753.97	0.50	8	12	IV	15	---

[1] DEPTH = RIM OR FLOW ELEV - LOWEST PIPE INVERT ELEVATION

[A] SLOPE CALCULATED BASED ON PIPE LENGTH. PIPE LENGTH REPRESENTS LENGTH OF PIPE MEASURED FROM INSIDE FACE OF STRUCTURE TO INSIDE FACE OF STRUCTURE

[B] PIPE LENGTH SHOWN FOR SLOPE CALCULATION ONLY. NOT INTENDED FOR PAY QUANTITY.

[C] PLAN LENGTH SHOWN FOR PAY QUANTITY.

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STORM SEWER STRUCTURES											STORM SEWER PIPES											
ROADWAY	STRUCTURE NO.	STRUCTURE STAGE	STATION	OFFSET (FT)	LOCATION	RIM OR FLOW ELEV	STRUCTURE TYPE	INLET/MANHOLE COVERS TYPE	DEPTH [1] (FT)	STRUCTURE COMMENTS	PIPE ID	STAGE	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE [A] %	PIPE LENGTH [B] (FT)	PLAN LENGTH [C] (FT)	PIPE CLASS	PIPE SIZE (INCH)	PIPE COMMENTS
STH 11	311	2	200+64.95	138.8	LT	758.98	INLETS 4-FT DIAMETER	HM-S	5.01	---	P312	2	311	313	753.97	753.73	0.50	47	51	IV	15	---
STH 11	313	2	200+22.17	119.0	LT	759.05	INLETS 4-FT DIAMETER	HM-S	5.57	---	P314	2	313	315	753.48	753.29	0.30	62	66	IV	18	---
STH 11	315	2	200+02.78	56.0	LT	759.53	MANHOLES 4-FT DIAMETER	J-SPECIAL	6.24	---	P316	6	315	317	753.29	753.07	0.50	43	47	IV	18	---
STH 11	317	6	199+75.00	16.0	LT	759.46	INLETS 4-FT DIAMETER	HM	7.88	---	P318	6	317	319	751.58	751.54	0.50	8	12	III	18	---
STH 11	319	6	199+75.00	8.0	LT	759.27	INLETS 4-FT DIAMETER	HM	7.73	---	P320	6	319	325	751.54	751.44	0.50	20	25	III	18	---
STH 11	321	3	200+75.00	60.0	RT	759.79	INLETS 4-FT DIAMETER	HM	6.21	---	P322	3	321	323	753.58	753.10	0.50	95	99	III	15	---
STH 11	323	3	199+75.00	60.0	RT	759.21	INLETS 4-FT DIAMETER	HM	6.11	---	P324	3	323	325	753.10	752.92	0.50	35	40	III	15	---
STH 11	325	3	199+75.00	16.0	RT	759.45	MANHOLES 5-FT DIAMETER	57	9.01	---	P326	3	325	339	750.44	750.09	0.50	70	75	III	30	---
STH 11	331	6	198+99.83	61.2	LT	758.91	INLETS 4-FT DIAMETER	HM	6.30	---	P332	6	331	333	752.61	752.42	0.50	37	41	III	15	---
STH 11	333	6	199+00.00	16.0	LT	759.08	INLETS 4-FT DIAMETER	HM	6.66	---	P334	6	333	335	752.42	752.38	0.50	8	12	III	15	---
STH 11	335	6	199+00.00	8.0	LT	758.72	INLETS 4-FT DIAMETER	HM	6.34	---	P336	3	335	339	752.38	752.28	0.50	20	25	III	15	---
STH 11	337	3	199+00.00	60.0	RT	758.72	INLETS 4-FT DIAMETER	HM	6.27	---	P338	3	337	339	752.45	752.28	0.50	35	40	III	15	---
STH 11	339	3	199+00.00	16.0	RT	759.08	MANHOLES 5-FT DIAMETER	HM	8.99	---	P340	3	339	345	750.09	749.70	0.50	78	83	III	30	---
STH 11	341	6	198+16.71	8.0	LT	758.18	INLETS 4-FT DIAMETER	HM	6.11	---	P342	6	341	343	752.07	752.03	0.50	8	12	III	15	---
STH 11	343	6	198+16.71	8.0	RT	758.42	INLETS 4-FT DIAMETER	HM	6.39	---	P344	3	343	345	752.03	751.99	0.50	8	13	III	15	---

[1] DEPTH = RIM OR FLOW ELEV - LOWEST PIPE INVERT ELEVATION

[A] SLOPE CALCULATED BASED ON PIPE LENGTH. PIPE LENGTH REPRESENTS LENGTH OF PIPE MEASURED FROM INSIDE FACE OF STRUCTURE TO INSIDE FACE OF STRUCTURE

[B] PIPE LENGTH SHOWN FOR SLOPE CALCULATION ONLY. NOT INTENDED FOR PAY QUANTITY.

[C] PLAN LENGTH SHOWN FOR PAY QUANTITY.

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STORM SEWER STRUCTURES											STORM SEWER PIPES											
ROADWAY	STRUCTURE NO.	STRUCTURE STAGE	STATION	OFFSET (FT)	LOCATION	RIM OR FLOW ELEV	STRUCTURE TYPE	INLET/MANHOLE COVERS TYPE	DEPTH [1] (FT)	STRUCTURE COMMENTS	PIPE ID	STAGE	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE [A] %	PIPE LENGTH [B] (FT)	PLAN LENGTH [C] (FT)	PIPE CLASS	PIPE SIZE (INCH)	PIPE COMMENTS
STH 11	345	3	198+16.71	16.0	RT	758.66	MANHOLES 5-FT DIAMETER	HM	8.96	---	P346	3	345	357	749.70	749.33	0.50	74	79	III	30	---
STH 11	349	6	197+37.50	60.0	LT	757.95	INLETS 4-FT DIAMETER	HM	6.11	---	P350	6	349	351	751.84	751.66	0.50	36	40	III	15	---
STH 11	351	6	197+37.50	16.0	LT	758.27	INLETS 4-FT DIAMETER	HM	6.61	---	P352	6	351	353	751.66	751.59	0.50	14	18	III	15	---
STH 11	353	3	197+37.34	2.2	LT	757.90	INLETS 4-FT DIAMETER	HM	6.31	---	P354	3	353	357	751.59	751.52	0.50	14	18	III	15	---
STH 11	355	3	197+37.50	60.0	RT	757.95	INLETS 4-FT DIAMETER	HM	6.25	---	P356	3	355	357	751.70	751.52	0.50	36	40	III	15	---
STH 11	357	3	197+37.50	18.0	RT	758.35	MANHOLES 5-FT DIAMETER	J-SPECIAL	9.02	---	P358	3	357	359	749.33	748.91	0.50	83	88	III	30	---
STH 11	359	3	196+49.79	4.5	RT	757.60	MANHOLES 5-FT DIAMETER	HM	8.69	---	P360	3	359	367	748.91	748.50	0.50	83	88	III	30	---
STH 11	361	6	195+62.50	60.0	LT	757.07	INLETS 4-FT DIAMETER	HM	6.11	---	P362	6	361	363	750.96	750.78	0.50	36	40	III	15	---
STH 11	363	6	195+62.50	16.0	LT	757.39	INLETS 4-FT DIAMETER	HM	6.61	---	P364	6	363	367	750.78	750.65	0.50	26	31	III	15	---
STH 11	365	3	195+62.50	60.0	RT	757.07	INLETS 4-FT DIAMETER	HM	6.22	---	P366	3	365	367	750.85	750.65	0.50	41	45	III	15	---
STH 11	367	3	195+62.32	10.4	RT	757.28	MANHOLES 5-FT DIAMETER	57	8.78	---	P368	3	367	369	748.50	748.09	0.50	83	88	III	30	---
STH 11	369	2	194+74.84	15.4	RT	756.94	MANHOLES 5-FT DIAMETER	HM	8.85	---	P370	2	369	377	748.09	747.49	0.50	120	125	III	30	---
STH 11	371	6	193+50.00	60.0	LT	756.01	INLETS 4-FT DIAMETER	HM	6.11	---	P372	6	371	373	749.90	749.72	0.50	36	40	III	15	---
STH 11	373	6	193+50.00	16.0	LT	756.33	INLETS 4-FT DIAMETER	HM	6.61	---	P374	2&6	373	377	749.72	749.56	0.50	32	37	III	15	24' IN STAGE 2
STH 11	375	2	193+50.00	60.0	RT	756.01	INLETS 4-FT DIAMETER	HM	6.27	---	P376	2	375	377	749.74	749.56	0.50	35	40	III	15	---

[1] DEPTH = RIM OR FLOW ELEV - LOWEST PIPE INVERT ELEVATION

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[B] PIPE LENGTH SHOWN FOR SLOPE CALCULATION ONLY. NOT INTENDED FOR PAY QUANTITY.

[C] PLAN LENGTH SHOWN FOR PAY QUANTITY.

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STORM SEWER STRUCTURES											STORM SEWER PIPES											
ROADWAY	STRUCTURE NO.	STRUCTURE STAGE	STATION	OFFSET (FT)	LOCATION	RIM OR FLOW ELEV	STRUCTURE TYPE	INLET/MANHOLE COVERS TYPE	DEPTH [1] (FT)	STRUCTURE COMMENTS	PIPE ID	STAGE	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE [A] %	PIPE LENGTH [B] (FT)	PLAN LENGTH [C] (FT)	PIPE CLASS	PIPE SIZE (INCH)	PIPE COMMENTS
STH 11	377	2	193+50.00	16.0	RT	756.33	MANHOLES 5-FT DIAMETER	HM	8.84	---	P378	2	377	387	747.49	746.64	0.50	169	175	III	30	---
---	---	---	---	---	---	---	---	---	--	---	PE379	---	---	P380	---	748.53	---	---	---	---	24	EXIST PIPE INTERPOL ELEV
---	---	---	---	---	---	---	---	---	--	---	P380	6	PE379	381	748.53	748.34	0.50	37	39	III	24	---
STH 11	381	6	192+07.00	60.0	LT	755.29	INLETS 4-FT DIAMETER	HM	6.95	---	P382	6	381	383	748.34	748.10	0.50	47	51	III	24	---
STH 11	383	6	191+75.00	16.0	LT	755.45	INLETS 4-FT DIAMETER	HM	7.59	---	P384	2&6	383	387	747.86	747.70	0.50	32	37	III	24	24' IN STAGE 2
STH 11	385	2	191+75.00	60.0	RT	755.13	INLETS 4-FT DIAMETER	HM	6.11	---	P386	2	385	387	749.02	748.85	0.50	34	39	III	15	---
STH 11	387	2	191+75.00	16.0	RT	755.45	MANHOLES 6-FT DIAMETER	57	9.31	---	P388	2	387	397	746.14	745.40	0.44	169	175	III	36	---
STH 11	391	6	190+00.00	60.0	LT	754.26	INLETS 4-FT DIAMETER	HM	6.11	---	P392	6	391	393	748.15	747.97	0.50	36	40	III	15	---
STH 11	393	6	190+00.00	16.0	LT	754.58	INLETS 4-FT DIAMETER	HM	6.61	---	P394	6	393	397	747.97	747.81	0.50	32	37	III	15	---
STH 11	395	2	190+00.00	60.0	RT	754.26	INLETS 4-FT DIAMETER	HM	6.28	---	P396	2	395	397	747.98	747.81	0.50	34	39	III	15	---
STH 11	397	2	190+00.00	16.0	RT	754.58	MANHOLES 6-FT DIAMETER	HM	9.18	---	P398	2	397	407	745.40	744.66	0.44	169	175	III	36	---
STH 11	401	6	188+25.00	60.0	LT	753.38	INLETS 4-FT DIAMETER	HM	6.63	---	P402	6	401	403	746.75	746.57	0.50	36	40	IV	15	---
STH 11	403	6	188+25.00	16.0	LT	753.70	INLETS 4-FT DIAMETER	HM	7.13	---	P404	2&6	403	407	746.57	746.41	0.50	32	37	IV	15	24' IN STAGE 2
STH 11	405	2	188+25.00	60.0	RT	753.38	INLETS 4-FT DIAMETER	HM	6.80	---	P406	2	405	407	746.58	746.41	0.50	34	39	IV	15	---
STH 11	407	2	188+25.00	16.0	RT	753.70	MANHOLES 6-FT DIAMETER	57	9.04	---	P408	2	407	417	744.66	743.92	0.44	169	175	III	36	---

[1] DEPTH = RIM OR FLOW ELEV - LOWEST PIPE INVERT ELEVATION

[A] SLOPE CALCULATED BASED ON PIPE LENGTH. PIPE LENGTH REPRESENTS LENGTH OF PIPE MEASURED FROM INSIDE FACE OF STRUCTURE TO INSIDE FACE OF STRUCTURE

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STORM SEWER STRUCTURES											STORM SEWER PIPES											
ROADWAY	STRUCTURE NO.	STRUCTURE STAGE	STATION	OFFSET (FT)	LOCATION	RIM OR FLOW ELEV	STRUCTURE TYPE	INLET/MANHOLE COVERS TYPE	DEPTH [1] (FT)	STRUCTURE COMMENTS	PIPE ID	STAGE	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE [A] %	PIPE LENGTH [B] (FT)	PLAN LENGTH [C] (FT)	PIPE CLASS	PIPE SIZE (INCH)	PIPE COMMENTS
STH 11	411	6	186+50.00	60.0	LT	752.51	INLETS 4-FT DIAMETER	HM	6.11	---	P412	6	411	413	746.40	746.22	0.50	36	40	III	15	---
STH 11	413	6	186+50.00	16.0	LT	752.83	INLETS 4-FT DIAMETER	HM	7.42	---	P414	2&6	413	417	745.41	745.25	0.50	32	37	III	15	24' IN STAGE 2
STH 11	415	2	186+50.00	60.0	RT	752.51	INLETS 4-FT DIAMETER	HM	6.11	---	P416	2	415	417	746.40	746.23	0.50	34	39	III	15	---
STH 11	417	2	186+50.00	16.0	RT	752.83	MANHOLES 6-FT DIAMETER	HM	9.64	---	P418	2	417	427	743.19	742.45	0.44	169	175	III	36	---
STH 11	421	6	184+75.00	60.0	LT	751.64	INLETS 4-FT DIAMETER	HM	6.12	---	P422	6	421	423	745.52	745.34	0.50	36	40	III	15	---
STH 11	423	6	184+75.00	16.0	LT	751.95	INLETS 4-FT DIAMETER	HM	6.61	---	P424	6	423	427	745.34	745.18	0.50	32	37	III	15	---
STH 11	425	2	184+75.00	60.0	RT	751.63	INLETS 4-FT DIAMETER	HM	6.28	---	P426	2	425	427	745.35	745.18	0.50	34	39	III	15	---
STH 11	427	2	184+75.00	16.0	RT	751.95	MANHOLES 6-FT DIAMETER	57	9.50	---	P428	2	427	437	742.45	741.71	0.44	169	175	III	36	---
STH 11	431	6	183+00.00	60.0	LT	750.76	INLETS 4-FT DIAMETER	HM	6.11	---	P432	6	431	433	744.65	744.47	0.50	36	40	III	15	---
STH 11	433	6	183+00.00	16.0	LT	751.08	INLETS 4-FT DIAMETER	HM	7.70	---	P434	2&6	433	437	743.38	743.22	0.50	32	37	III	15	24' IN STAGE 2
STH 11	435	2	183+00.00	60.0	RT	750.76	INLETS 4-FT DIAMETER	HM	6.11	---	P436	2	435	437	744.65	744.48	0.50	34	39	III	15	---
STH 11	437	2	183+00.00	16.0	RT	751.08	MANHOLES 6-FT DIAMETER	HM	9.37	---	P438	2	437	447	741.71	740.97	0.44	169	175	III	36	---
STH 11	441	6	181+25.00	60.0	LT	749.89	INLETS 4-FT DIAMETER	HM	6.12	---	P442	6	441	443	743.77	743.59	0.50	36	40	III	15	---
STH 11	443	6	181+25.00	16.0	LT	750.20	INLETS 4-FT DIAMETER	HM	6.61	---	P444	6	443	447	743.59	743.43	0.50	32	37	III	15	---
STH 11	445	2	181+25.00	60.0	RT	749.88	INLETS 4-FT DIAMETER	HM	6.28	---	P446	2	445	447	743.60	743.43	0.50	34	39	III	15	---

[1]DEPTH = RIM OR FLOW ELEV - LOWEST PIPE INVERT ELEVATION

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STORM SEWER STRUCTURES											STORM SEWER PIPES											
ROADWAY	STRUCTURE NO.	STRUCTURE STAGE	STATION	OFFSET (FT)	LOCATION	RIM OR FLOW ELEV	STRUCTURE TYPE	INLET/MANHOLE COVERS TYPE	DEPTH [1] (FT)	STRUCTURE COMMENTS	PIPE ID	STAGE	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE [A] %	PIPE LENGTH [B] (FT)	PLAN LENGTH [C] (FT)	PIPE CLASS	PIPE SIZE (INCH)	PIPE COMMENTS
STH 11	447	2	181+25.00	16.0	RT	750.20	MANHOLES 6-FT DIAMETER	57	9.23	---	P448	2	447	451	740.97	740.65	0.44	73	80	III	36	---
---	---	---	---	---	---	---	---	---	--	---	P450	2&6	449	451	741.07	740.65	0.40	107	111	III	36	16' IN STAGE 2
STH 11	451	2	180+44.55	20.0	RT	749.92	MANHOLES 8-FT DIAMETER	J-SPECIAL	9.27	---	P452	2	451	467	740.65	740.48	0.19	88	95	IV	48	---
STH 11	461	6	179+50.00	60.0	LT	749.01	INLETS 4-FT DIAMETER	HM	5.44	---	P462	6	461	463	743.57	743.39	0.50	36	40	IV	15	---
STH 11	463	6	179+50.00	16.0	LT	749.33	INLETS 4-FT DIAMETER	HM	5.94	---	P464	6	463	467	743.39	743.23	0.50	32	37	IV	15	---
STH 11	465	2	179+50.00	60.0	RT	749.01	INLETS 4-FT DIAMETER	HM	5.61	---	P466	2	465	467	743.40	743.23	0.50	34	39	IV	15	---
STH 11	467	2	179+50.00	16.0	RT	749.33	MANHOLES 6-FT DIAMETER	HM	8.85	---	P468	2	467	477	740.48	740.16	0.19	169	175	IV	48	---
STH 11	471	6	177+75.00	60.0	LT	748.13	INLETS 4-FT DIAMETER	HM	4.89	---	P472	6	471	473	743.24	743.06	0.50	36	40	IV	15	---
STH 11	473	6	177+75.00	16.0	LT	748.45	INLETS 4-FT DIAMETER	HM	5.39	---	P474	2&6	473	477	743.06	742.90	0.50	32	37	IV	15	18' IN STAGE 2, CONCRETE COLLAR
STH 11	475	2	177+75.00	60.0	RT	748.13	INLETS 4-FT DIAMETER	HM	5.06	---	P476	2	475	477	743.07	742.90	0.50	34	39	IV	15	---
STH 11	477	2	177+75.00	16.0	RT	748.45	MANHOLES 6-FT DIAMETER	57	--	---	---	---	---	---	--	---	---	---	---	---	---	---
STH 11	701	6	210+50.00	60.0	LT	762.61	INLETS 4-FT DIAMETER	HM	4.53	---	P702	6	701	703	758.08	757.90	0.50	36	40	IV	15	---
STH 11	703	6	210+50.00	16.0	LT	762.93	INLETS 4-FT DIAMETER	HM	5.03	---	P704	6	703	705	757.90	757.74	0.50	32	36	IV	15	---
STH 11	705	5	210+50.00	16.0	RT	762.93	INLETS 4-FT DIAMETER	HM	5.19	---	P706	5	705	707	757.74	757.56	0.50	36	40	IV	15	---
STH 11	707	5	210+50.00	60.0	RT	762.61	INLETS 4-FT DIAMETER	HM	5.05	---	P708	5	707	709	757.56	757.25	0.50	62	64	IV	15	---

[1]DEPTH = RIM OR FLOW ELEV - LOWEST PIPE INVERT ELEVATION

[A] SLOPE CALCULATED BASED ON PIPE LENGTH. PIPE LENGTH REPRESENTS LENGTH OF PIPE MEASURED FROM INSIDE FACE OF STRUCTURE TO INSIDE FACE OF STRUCTURE

[B]PIPE LENGTH SHOWN FOR SLOPE CALCULATION ONLY. NOT INTENDED FOR PAY QUANTITY.

[C]PLAN LENGTH SHOWN FOR PAY QUANTITY.

STORM SEWER STRUCTURES											STORM SEWER PIPES											
ROADWAY	STRUCTURE NO.	STRUCTURE STAGE	STATION	OFFSET (FT)	LOCATION	RIM OR FLOW ELEV	STRUCTURE TYPE	INLET/MANHOLE COVERS TYPE	DEPTH [1] (FT)	STRUCTURE COMMENTS	PIPE ID	STAGE	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE [A] %	PIPE LENGTH [B] (FT)	PLAN LENGTH [C] (FT)	PIPE CLASS	PIPE SIZE (INCH)	PIPE COMMENTS
STH 11	711	6	212+25.00	60.0	LT	760.87	INLETS 4-FT DIAMETER	HM	4.87	---	P712	6	711	713	756.00	755.82	0.50	36	40	IV	15	---
STH 11	713	6	212+25.00	16.0	LT	761.19	INLETS 4-FT DIAMETER	HM	5.37	---	P714	6	713	715	755.82	755.66	0.50	32	36	IV	15	---
STH 11	715	5	212+25.00	16.0	RT	761.19	INLETS 4-FT DIAMETER	HM	5.53	---	P716	5	715	717	755.66	755.48	0.50	36	40	IV	15	---
STH 11	717	5	212+25.00	60.0	RT	760.87	INLETS 4-FT DIAMETER	HM	5.39	---	P718	5	717	729	755.48	754.62	0.50	171	175	IV	15	---
STH 11	721	6	213+60.82	60.0	LT	759.51	INLETS 4-FT DIAMETER	HM	4.29	---	P722	6	721	723	755.22	755.19	0.50	6	10	III	15	---
STH 11	723	6	213+70.82	60.0	LT	759.41	INLETS 4-FT DIAMETER	HM	4.22	---	P724	6	723	725	755.19	754.96	0.50	46	50	IV	15	---
STH 11	725	6	214+00.00	16.0	LT	759.44	INLETS 4-FT DIAMETER	HM	4.48	---	P726	5&6	725	727	754.96	754.80	0.50	32	36	IV	15	16' IN STAGE 5
STH 11	727	5	214+00.00	16.0	RT	759.44	INLETS 4-FT DIAMETER	HM	4.64	---	P728	5	727	729	754.80	754.62	0.50	36	40	IV	15	---
STH 11	729	5	214+00.00	60.0	RT	759.12	INLETS 4-FT DIAMETER	HM	4.75	---	P730	5	729	731	754.37	754.18	0.50	38	40	IV	18	---
STH 11	741	6	215+37.85	60.0	LT	757.74	INLETS 4-FT DIAMETER	HM	4.88	---	P742	6	741	743	752.86	752.83	0.50	6	10	III	15	---
STH 11	743	6	215+47.85	60.0	LT	757.64	INLETS 4-FT DIAMETER	HM	4.81	---	P744	6	743	745	752.83	752.61	0.50	44	48	IV	15	---
STH 11	745	6	215+75.00	16.0	LT	757.69	INLETS 4-FT DIAMETER	HM	5.08	---	P746	6	745	747	752.61	752.45	0.50	31	35	IV	15	---
STH 11	747	5	215+75.00	15.0	RT	757.69	INLETS 4-FT DIAMETER	HM	5.24	---	P748	5	747	749	752.45	752.27	0.50	37	41	IV	15	---
STH 11	749	5	215+75.00	60.0	RT	757.37	INLETS 4-FT DIAMETER	HM	5.10	---	P750	5	749	759	752.27	751.67	0.50	121	125	IV	15	---
STH 11	751	6	216+90.00	60.0	LT	756.22	INLETS 4-FT DIAMETER	HM	4.00	---	P752	6	751	753	752.22	752.19	0.50	6	10	III	15	---

[1] DEPTH = RIM OR FLOW ELEV - LOWEST PIPE INVERT ELEVATION

[A] SLOPE CALCULATED BASED ON PIPE LENGTH. PIPE LENGTH REPRESENTS LENGTH OF PIPE MEASURED FROM INSIDE FACE OF STRUCTURE TO INSIDE FACE OF STRUCTURE

[B] PIPE LENGTH SHOWN FOR SLOPE CALCULATION ONLY. NOT INTENDED FOR PAY QUANTITY.

[C] PLAN LENGTH SHOWN FOR PAY QUANTITY.

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STORM SEWER STRUCTURES											STORM SEWER PIPES											
ROADWAY	STRUCTURE NO.	STRUCTURE STAGE	STATION	OFFSET (FT)	LOCATION	RIM OR FLOW ELEV	STRUCTURE TYPE	INLET/MANHOLE COVERS TYPE	DEPTH [1] (FT)	STRUCTURE COMMENTS	PIPE ID	STAGE	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE [A] %	PIPE LENGTH [B] (FT)	PLAN LENGTH [C] (FT)	PIPE CLASS	PIPE SIZE (INCH)	PIPE COMMENTS
STH 11	753	6	217+00.00	60.0	LT	756.12	INLETS 4-FT DIAMETER	HM	3.93	---	P754	6	753	755	752.19	752.01	0.50	36	40	IV	15	---
STH 11	755	6	217+00.00	16.0	LT	756.44	INLETS 4-FT DIAMETER	HM	4.43	---	P756	5&6	755	757	752.01	751.90	0.50	23	27	IV	15	16' IN STAGE 5
STH 11	757	5	216+99.84	6.5	RT	756.25	INLETS 4-FT DIAMETER	HM	4.35	---	P758	5	757	759	751.90	751.67	0.50	46	50	IV	15	---
STH 11	759	5	217+00.00	60.0	RT	756.12	INLETS 4-FT DIAMETER	HM	4.70	---	P760	5	759	761	751.42	751.23	0.50	37	39	IV	18	---
STH 11	771	6	218+25.00	60.0	LT	754.87	INLETS 4-FT DIAMETER	HM	4.67	---	P772	6	771	773	750.20	750.02	0.50	36	40	IV	15	---
STH 11	773	6	218+25.00	16.0	LT	755.19	INLETS 4-FT DIAMETER	HM	5.17	---	P774	6	773	775	750.02	749.92	0.50	20	24	IV	15	---
STH 11	775	5	218+25.00	4.0	RT	754.95	INLETS 4-FT DIAMETER	HM	5.03	---	P776	5	775	777	749.92	749.68	0.50	48	52	IV	15	---
STH 11	777	5	218+25.00	60.0	RT	754.87	INLETS 4-FT DIAMETER	HM	5.19	---	P778	5	777	785	749.68	749.14	0.50	107	111	IV	15	---
STH 11	779	6	219+36.18	60.0	LT	753.75	INLETS 4-FT DIAMETER	HM	4.09	---	P780	6	779	781	749.66	749.48	0.50	36	40	IV	15	---
STH 11	781	6	219+36.18	16.0	LT	754.07	INLETS 4-FT DIAMETER	HM	4.59	---	P782	5&6	781	783	749.48	749.38	0.50	20	24	IV	15	16' IN STAGE 5
STH 11	783	5	219+36.18	4.0	RT	753.88	INLETS 4-FT DIAMETER	HM	4.50	---	P784	5	783	785	749.38	749.14	0.50	48	52	IV	15	---
STH 11	785	5	219+36.18	60.0	RT	753.75	INLETS 4-FT DIAMETER	HM	4.86	---	P786	5	785	787	748.89	748.70	0.50	38	40	IV	18	---
STH 11	789	6	221+03.75	71.6	LT	752.34	INLETS MEDIAN 1 GRATE	MS	4.30	---	P790	6	789	791	748.04	747.74	0.50	60	64	III	15	---
STH 11	791	6	220+41.68	60.0	LT	752.70	INLETS 4-FT DIAMETER	HM	4.96	---	P792	6	791	793	747.74	747.56	0.50	36	40	IV	15	---
STH 11	793	6	220+41.68	16.0	LT	753.02	INLETS 4-FT DIAMETER	HM	5.46	---	P794	6	793	795	747.56	747.46	0.50	20	24	IV	15	---

[1] DEPTH = RIM OR FLOW ELEV - LOWEST PIPE INVERT ELEVATION

[A] SLOPE CALCULATED BASED ON PIPE LENGTH. PIPE LENGTH REPRESENTS LENGTH OF PIPE MEASURED FROM INSIDE FACE OF STRUCTURE TO INSIDE FACE OF STRUCTURE

[B] PIPE LENGTH SHOWN FOR SLOPE CALCULATION ONLY. NOT INTENDED FOR PAY QUANTITY.

[C] PLAN LENGTH SHOWN FOR PAY QUANTITY.

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STORM SEWER STRUCTURES											STORM SEWER PIPES											
ROADWAY	STRUCTURE NO.	STRUCTURE STAGE	STATION	OFFSET (FT)	LOCATION	RIM OR FLOW ELEV	STRUCTURE TYPE	INLET/MANHOLE COVERS TYPE	DEPTH [1] (FT)	STRUCTURE COMMENTS	PIPE ID	STAGE	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE [A] %	PIPE LENGTH [B] (FT)	PLAN LENGTH [C] (FT)	PIPE CLASS	PIPE SIZE (INCH)	PIPE COMMENTS
STH 11	795	5	220+41.68	4.0	RT	752.90	INLETS 4-FT DIAMETER	HM	5.44	---	P796	5	795	797	747.46	747.22	0.50	48	52	IV	15	---
STH 11	797	5	220+41.68	60.0	RT	752.70	INLETS 4-FT DIAMETER	HM	5.48	---	P798	5	797	805	747.22	746.45	0.50	154	158	IV	15	---
STH 11	799	6	222+00.00	60.0	LT	751.12	INLETS 4-FT DIAMETER	HM	4.15	---	P800	6	799	801	746.97	746.73	0.50	48	52	IV	15	---
STH 11	801	6	222+00.00	4.0	LT	751.20	INLETS 4-FT DIAMETER	HM	4.47	---	P802	6	801	803	746.73	746.63	0.50	20	24	IV	15	---
STH 11	803	5	222+00.00	16.0	RT	751.44	INLETS 4-FT DIAMETER	HM	4.81	---	P804	5	803	805	746.63	746.45	0.50	36	40	IV	15	---
STH 11	805	5	222+00.00	60.0	RT	751.12	INLETS 4-FT DIAMETER	HM	4.92	---	P806	5	805	807	746.20	746.00	0.50	38	40	IV	18	---
STH 11	811	6	223+29.97	82.2	LT	749.23	INLETS MEDIAN 1 GRATE	MS	3.49	---	P812	6	811	813	745.74	745.63	0.50	21	25	III	15	---
STH 11	813	6	223+25.00	60.0	LT	749.87	INLETS 4-FT DIAMETER	HM	4.74	---	P814	6	813	815	745.13	744.89	0.50	48	52	IV	21	---
STH 11	815	6	223+25.00	4.0	LT	749.95	INLETS 4-FT DIAMETER	HM	5.06	---	P816	6	815	817	744.89	744.79	0.50	20	24	IV	21	---
STH 11	817	5	223+25.00	16.0	RT	750.19	INLETS 4-FT DIAMETER	HM	5.40	---	P818	5	817	819	744.79	744.61	0.50	36	40	IV	21	---
STH 11	819	5	223+25.00	60.0	RT	749.87	INLETS 4-FT DIAMETER	HM	5.26	---	P820	5	819	827	744.61	744.01	0.50	121	125	IV	21	---
STH 11	821	6	224+29.42	60.0	LT	748.82	INLETS 4-FT DIAMETER	HM	3.77	---	P822	6	821	823	745.05	744.79	0.50	52	56	IV	15	---
STH 11	823	6	224+50.00	4.0	LT	748.70	INLETS 4-FT DIAMETER	HM	3.91	---	P824	6	823	825	744.79	744.69	0.50	20	24	IV	15	---
STH 11	825	5	224+50.00	16.0	RT	748.94	INLETS 4-FT DIAMETER	HM	4.25	---	P826	5	825	827	744.69	744.51	0.50	36	40	IV	15	---
STH 11	827	5	224+50.00	60.0	RT	748.62	INLETS 4-FT DIAMETER	HM	4.61	---	P828	5	827	829	744.01	743.83	0.50	37	39	IV	21	---

[1] DEPTH = RIM OR FLOW ELEV - LOWEST PIPE INVERT ELEVATION

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[B] PIPE LENGTH SHOWN FOR SLOPE CALCULATION ONLY. NOT INTENDED FOR PAY QUANTITY.

[C] PLAN LENGTH SHOWN FOR PAY QUANTITY.

STORM SEWER STRUCTURES											STORM SEWER PIPES											
ROADWAY	STRUCTURE NO.	STRUCTURE STAGE	STATION	OFFSET (FT)	LOCATION	RIM OR FLOW ELEV	STRUCTURE TYPE	INLET/MANHOLE COVERS TYPE	DEPTH [1] (FT)	STRUCTURE COMMENTS	PIPE ID	STAGE	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE [A] %	PIPE LENGTH [B] (FT)	PLAN LENGTH [C] (FT)	PIPE CLASS	PIPE SIZE (INCH)	PIPE COMMENTS
STH 11	831	6	224+25.87	79.8	LT	748.90	INLETS MEDIAN 1 GRATE	MS	3.76	---	P832	6	831	821	745.14	745.05	0.50	19	22	III	15	---
STH 11	833	6	225+15.16	79.2	LT	748.64	INLETS MEDIAN 1 GRATE	MS	3.85	---	P834	6	833	835	744.79	744.10	1.50	46	49	III	15	---
STH 11	835	6	225+63.94	78.7	LT	747.97	INLETS MEDIAN 1 GRATE	MS	3.87	---	P836	6	835	837	744.10	743.53	1.50	38	42	III	15	---
STH 11	837	6	226+00.00	60.0	LT	747.53	INLETS 4-FT DIAMETER	HM	4.00	---	P838	6	837	839	743.53	743.33	0.50	41	45	IV	15	---
STH 11	839	6	226+00.16	11.5	LT	747.76	INLETS 4-FT DIAMETER	HM	4.43	---	P840	6	839	841	743.33	743.19	0.50	28	32	IV	15	---
STH 11	841	5	226+00.00	16.0	RT	747.85	INLETS 4-FT DIAMETER	HM	4.66	---	P842	5	841	843	743.19	743.01	0.50	36	40	IV	15	---
STH 11	843	5	226+00.00	60.0	RT	747.53	INLETS 4-FT DIAMETER	HM	4.52	---	P844	5	843	845	743.01	742.86	0.50	31	33	IV	15	---
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STH 11	849	5	227+62.64	79.0	RT	747.66	MANHOLES 6-FT DIAMETER	J-SPECIAL	5.89	---	P850	5	849	851	741.77	741.42	0.60	57	60	III	36	---
STH 11	861	6	227+75.00	60.0	LT	746.66	INLETS 4-FT DIAMETER	HM	5.05	---	P862	6	861	863	741.61	741.43	0.50	36	40	IV	15	---
STH 11	863	6	227+75.00	16.0	LT	746.98	INLETS 4-FT DIAMETER	HM	5.55	---	P864	6	863	867	741.43	741.27	0.50	32	37	IV	15	---
STH 11	865	5	227+75.00	60.0	RT	746.66	INLETS 4-FT DIAMETER	HM	5.22	---	P866	5	865	867	741.44	741.27	0.50	35	40	IV	15	---
STH 11	867	5	227+75.00	16.0	RT	746.98	MANHOLES 5-FT DIAMETER	57	6.46	---	P868	5	867	877	740.52	739.67	0.50	170	175	IV	24	---
STH 11	871	6	229+50.00	60.0	LT	745.69	INLETS 4-FT DIAMETER	HM	4.93	---	P872	6	871	873	740.76	740.58	0.50	36	40	IV	15	---
STH 11	873	6	229+50.00	16.0	LT	746.01	INLETS 4-FT DIAMETER	HM	5.43	---	P874	6	873	877	740.58	740.42	0.50	32	37	IV	15	---

[1] DEPTH = RIM OR FLOW ELEV - LOWEST PIPE INVERT ELEVATION

[A] SLOPE CALCULATED BASED ON PIPE LENGTH. PIPE LENGTH REPRESENTS LENGTH OF PIPE MEASURED FROM INSIDE FACE OF STRUCTURE TO INSIDE FACE OF STRUCTURE

[B] PIPE LENGTH SHOWN FOR SLOPE CALCULATION ONLY. NOT INTENDED FOR PAY QUANTITY.

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STORM SEWER STRUCTURES											STORM SEWER PIPES											
ROADWAY	STRUCTURE NO.	STRUCTURE STAGE	STATION	OFFSET (FT)	LOCATION	RIM OR FLOW ELEV	STRUCTURE TYPE	INLET/MANHOLE COVERS TYPE	DEPTH [1] (FT)	STRUCTURE COMMENTS	PIPE ID	STAGE	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE [A] %	PIPE LENGTH [B] (FT)	PLAN LENGTH [C] (FT)	PIPE CLASS	PIPE SIZE (INCH)	PIPE COMMENTS
STH 11	875	5	229+50.00	60.0	RT	745.69	INLETS 4-FT DIAMETER	HM	5.10	---	P876	5	875	877	740.59	740.42	0.50	35	40	IV	15	---
STH 11	877	5	229+50.00	16.0	RT	746.01	MANHOLES 5-FT DIAMETER	HM	6.34	---	P878	5	877	887	739.67	738.94	0.50	145	150	IV	24	---
STH 11	881	6	230+92.57	60.0	LT	744.30	INLETS 4-FT DIAMETER	HM	4.27	---	P882	6	881	883	740.03	739.85	0.50	37	41	IV	15	---
STH 11	883	6	231+00.00	16.0	LT	744.54	INLETS 4-FT DIAMETER	HM	4.69	---	P884	6	883	887	739.85	739.69	0.50	32	37	IV	15	---
STH 11	885	5	231+00.00	60.0	RT	744.22	INLETS 4-FT DIAMETER	HM	4.35	---	P886	5	885	887	739.87	739.69	0.50	35	40	IV	15	---
STH 11	887	5	231+00.00	16.0	RT	744.54	MANHOLES 5-FT DIAMETER	HM	5.60	---	P888	5	887	897	738.94	738.34	0.50	120	125	IV	24	---
STH 11	889	6	232+41.00	72.3	LT	742.98	INLETS MEDIAN 1 GRATE	MS	4.11	---	P890	6	889	891	738.87	738.78	0.50	18	22	III	15	---
STH 11	891	6	232+25.00	60.0	LT	742.91	INLETS 4-FT DIAMETER	HM	4.13	---	P892	6	891	893	738.78	738.60	0.50	36	40	IV	15	---
STH 11	893	6	232+25.00	16.0	LT	743.23	INLETS 4-FT DIAMETER	HM	4.63	---	P894	6	893	897	738.60	738.44	0.50	32	37	IV	15	---
STH 11	895	5	232+25.00	60.0	RT	742.91	INLETS 4-FT DIAMETER	HM	4.29	---	P896	5	895	897	738.62	738.44	0.50	35	40	IV	15	---
STH 11	897	5	232+25.00	16.0	RT	743.23	MANHOLES 5-FT DIAMETER	HM	4.89	---	P898	5	897	905	738.34	738.07	0.50	55	60	IV	24	---
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STH 11	905	5	232+85.33	19.0	RT	742.81	MANHOLES 6-FT DIAMETER	J-SPECIAL	4.74	---	P906	5	905	E907	738.07	737.97	0.53	19	25	HE-IV	24x38	---
STH 11	E907	7	232+86.28	5.7	LT	743.59	---	J-SPECIAL	---	SEE ADJUSTING STRUCTURES TABLE	PE908	---	E907	---	---	---	---	---	---	---	24x38	EXIST PIPE INTERPOL ELEV
---	---	---	---	---	---	---	---	---	--	---	P912	5	BULKHEAD	919	738.39	738.34	0.30	16	18	IV	24	---

[1] DEPTH = RIM OR FLOW ELEV - LOWEST PIPE INVERT ELEVATION

[A] SLOPE CALCULATED BASED ON PIPE LENGTH. PIPE LENGTH REPRESENTS LENGTH OF PIPE MEASURED FROM INSIDE FACE OF STRUCTURE TO INSIDE FACE OF STRUCTURE

[B] PIPE LENGTH SHOWN FOR SLOPE CALCULATION ONLY. NOT INTENDED FOR PAY QUANTITY.

[C] PLAN LENGTH SHOWN FOR PAY QUANTITY.

STORM SEWER STRUCTURES											STORM SEWER PIPES											
ROADWAY	STRUCTURE NO.	STRUCTURE STAGE	STATION	OFFSET (FT)	LOCATION	RIM OR FLOW ELEV	STRUCTURE TYPE	INLET/MANHOLE COVERS TYPE	DEPTH [1] (FT)	STRUCTURE COMMENTS	PIPE ID	STAGE	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE [A] %	PIPE LENGTH [B] (FT)	PLAN LENGTH [C] (FT)	PIPE CLASS	PIPE SIZE (INCH)	PIPE COMMENTS
STH 11	913	6	233+95.03	60.0	LT	742.45	INLETS 4-FT DIAMETER	HM	3.77	---	P914	6	913	915	738.68	738.50	0.50	36	40	IV	15	---
STH 11	915	6	233+95.01	16.0	LT	742.77	INLETS 4-FT DIAMETER	HM	4.27	---	P916	6	915	919	738.50	738.34	0.50	32	37	IV	15	---
STH 11	917	5	233+94.97	60.0	RT	742.45	INLETS 4-FT DIAMETER	HM	3.93	---	P918	5	917	919	738.52	738.34	0.50	35	40	IV	15	---
STH 11	919	5	233+94.99	16.0	RT	742.77	MANHOLES 5-FT DIAMETER	HM	4.43	---	P920	5	919	927	738.34	738.17	0.30	57	62	IV	24	---
STH 11	921	6	233+32.84	60.0	LT	742.26	INLETS 4-FT DIAMETER	HM-S	3.75	---	P922	6	921	923	738.51	738.33	0.50	36	40	IV	15	---
STH 11	923	6	233+32.84	16.0	LT	742.58	INLETS 4-FT DIAMETER	HM-S	4.25	---	P924	6	923	927	738.33	738.17	0.50	32	37	IV	15	---
STH 11	925	5	233+32.84	60.0	RT	742.26	INLETS 4-FT DIAMETER	HM-S	3.91	---	P926	5	925	927	738.35	738.17	0.50	35	40	IV	15	---
STH 11	927	5	233+32.83	16.0	RT	742.58	MANHOLES 5-FT DIAMETER	HM-S	4.41	---	P928	5	927	935	738.17	738.07	0.30	33	39	IV	24	---
---	---	---	---	---	---	---	---	---	--	---	P932	5	931	935	738.38	738.07	0.44	69	75	HE-IV	24x38	---
STH 11	935	5	232+94.12	19.0	RT	742.77	MANHOLES 6-FT DIAMETER	J-SPECIAL	4.70	---	P936	5	935	E937	738.07	737.97	0.54	19	25	HE-IV	24x38	---
STH 11	E937	7	232+93.70	5.7	LT	743.55	---	J-SPECIAL	---	SEE ADJUSTING STRUCTURES TABLE	PE938	---	E937	---	---	---	---	---	---	---	24x38	EXIST PIPE INTERPOL ELEV

[1] DEPTH = RIM OR FLOW ELEV - LOWEST PIPE INVERT ELEVATION

[A] SLOPE CALCULATED BASED ON PIPE LENGTH. PIPE LENGTH REPRESENTS LENGTH OF PIPE MEASURED FROM INSIDE FACE OF STRUCTURE TO INSIDE FACE OF STRUCTURE

[B] PIPE LENGTH SHOWN FOR SLOPE CALCULATION ONLY. NOT INTENDED FOR PAY QUANTITY.

[C] PLAN LENGTH SHOWN FOR PAY QUANTITY.

3

STORM SEWER STRUCTURE SUMMARY												
611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.2008 MANHOLES 8-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.0535 MANHOLE COVERS TYPE J SPECIAL EACH	611.0624 INLET COVERS TYPE H EACH	611.0627 INLET COVERS TYPE HM EACH	611.0636 INLET COVERS TYPE HM-S EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0642 INLET COVERS TYPE MS EACH	SPV.0060.015 INLET COVERS TYPE 57 [1] EACH
1	19	12	1	158	6	8	2	159	7	7	6	10

STORM SEWER PIPE SUMMARY										
608.0315 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH LF	608.0318 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH LF	608.0324 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH LF	608.0330 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 30-INCH LF	608.0336 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 36-INCH LF	608.0415 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH LF	608.0418 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18-INCH LF	608.0421 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 21-INCH LF	608.0424 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	608.0448 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 48-INCH LF	608.2424 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 24X38-INCH LF
1822	90	852	801	1361	3654	272	280	629	270	200

[1] TOP SLAB OPENINGS FOR INLET COVERS TYPE 57 SHALL BE 2'-0" x 2'-0"

S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\022594_ss_DT.ppt PLOT DATE : 3/27/2019 4:07:31 PM PLOT BY : BRIAN C. ADAMS PLOT NAME : 022594_ss_DT15 PLOT SCALE : 1:1

CONCRETE SIDEWALK

STATION TO STATION	OFFSET	LOCATION	602.0410 CONCRETE SIDEWALK 5-INCH SF	REMARKS
STAGE 2				
200+08 - 200+64	LT	STH 11	1,574	ISLAND
200+81 - 200+88	LT	STH 11	498	ISLAND
STAGE 2 SUBTOTAL			2,072	
STAGE 5				
200+13 - 200+24	RT	STH 11	170	RAMP
201+21 - 201+32	RT	STH 11	170	RAMP
STAGE 5 SUBTOTAL			340	
STAGE 6				
198+06 - 200+05	MED	STH 11	1,190	ISLAND
198+14 - 200+27	MED	STH 11	1,278	ISLAND
199+75 - 199+96	LT	STH 11	182	RAMP
201+17 - 201+99	MED	STH 11	1,130	ISLAND
201+17 - 203+43	MED	STH 11	1,355	ISLAND
201+41 - 203+51	MED	STH 11	1,260	ISLAND
201+43 - 201+64	LT	STH 11	206	RAMP
227+92 - 227+97	LT	STH 11	36	CARRIAGE WALK
STAGE 6 SUBTOTAL			6,637	
PROJECT 1320-23-73 TOTAL			9,049	

CURB RAMP DETECTABLE WARNING FIELD

STATION	OFFSET	LOCATION	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF
STAGE 2			
200+15	LT	STH 11	20
200+19	LT	STH 11	20
200+62	LT	STH 11	20
STAGE 2 SUBTOTAL			60
STAGE 5			
200+20	RT	STH 11	20
201+25	RT	STH 11	20
STAGE 5 SUBTOTAL			40
STAGE 6			
199+90	LT	STH 11	20
200+20	MED	STH 11	20
200+20	MED	STH 11	20
201+17	LT	STH 11	20
201+25	LT	STH 11	20
201+25	MED	STH 11	20
201+25	MED	STH 11	20
201+31	LT	STH 11	20
201+50	LT	STH 11	20
STAGE 6 SUBTOTAL			180
PROJECT 1320-23-73 TOTAL			280

DRAIN TILE EXPLORATION

LOCATION	612.0700 DRAIN TILE EXPLORATION LF
PROJECT 1320-23-73	5,400
PROJECT 1320-23-73 TOTAL	5,400

FENCE SAFETY

LOCATION	616.0700.S FENCE SAFETY LF
PROJECT 1320-23-73	2,000
PROJECT 1320-23-73 TOTAL	2,000

MOBILIZATION

LOCATION	619.1000 MOBILIZATION EACH
PROJECT 1320-23-73	0.6
PROJECT 1320-23-73 TOTAL	0.6

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\13202373_MQ.ppt PLOT DATE : 3/29/2019 4:04:09 PM PLOT BY : JOHNATHAN OLSON PLOT NAME : 13202373_MQ PLOT SCALE : 1:1

CONCRETE MEDIAN SLOPED NOSE

STATION	OFFSET	LOCATION	620.0300 CONCRETE MEDIAN SLOPED NOSE SF	REMARKS
STAGE 2				
200+64	LT	STH 11	23	TYPE 2
200+85	LT	STH 11	84	TYPE 1
STAGE 2 SUBTOTAL			107	
STAGE 6				
198+09	MED	STH 11	84	TYPE 1
200+09	MED	STH 11	84	TYPE 1
200+28	MED	STH 11	36	TYPE 2
201+16	LT	STH 11	23	TYPE 2
201+18	MED	STH 11	36	TYPE 2
201+36	MED	STH 11	84	TYPE 1
202+04	MED	STH 11	60	TYPE 1
203+48	MED	STH 11	84	TYPE 1
STAGE 6 SUBTOTAL			491	
STAGE 7				
220+77	MED	STH 11	70	TYPE 1
221+65	MED	STH 11	70	TYPE 1
STAGE 7 SUBTOTAL			140	
PROJECT 1320-23-73 TOTAL			738	

WATER

LOCATION	624.0100 WATER MGAL
AGGREGATE COMPACTION	63
EARTHWORK COMPACTION	199
DUST CONTROL	131
SEEDED AREAS	401
PROJECT 1320-23-73 TOTAL	794

RESTORATION

STATION		OFFSET	LOCATION	SPV.0180.001 TOPSOIL SPECIAL SY	627.0200 MULCHING SY	628.2004 EROSION MAT CLASS 1 TYPE B SY	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIXTURE NO. 40 LB	630.0200 SEEDING TEMPORARY LB
STAGE 2									
200+17	- 200+64	LT	STH 11	323	--	323	0.2	6	9
STAGE 2 SUBTOTAL				323	--	323	0.2	6	2
STAGE 5									
176+50	- 189+67	RT	STH 11	7,917	--	7,917	5.0	143	215
189+87	- 196+46	RT	STH 11	3,663	--	3,663	2.3	66	99
196+55	- 198+27	RT	STH 11	954	--	954	0.6	17	26
198+43	- 234+00	RT	STH 11	24,631	--	24,631	15.5	443	665
STAGE 5 SUBTOTAL				37,165	--	37,165	23.4	669	167
STAGE 6									
176+50	- 200+13	LT	STH 11	5,425	--	5,425	3.5	98	147
179+50	- 198+07	MED	STH 11	6,060	--	6,060	3.8	109	164
201+30	- 215+57	LT	STH 11	2,305	--	2,305	1.5	42	63
203+51	- 215+00	MED	STH 11	3,603		3,603	2.3	65	98
215+80	- 234+00	LT	STH 11	2,085	--	2,085	1.4	38	57
STAGE 6 SUBTOTAL				19478	--	19478	12.5	352	88
STAGE 7									
176+50	- 179+50	MED	STH 11	1,050	--	1,050	0.6	19	29
215+00	- 220+72	MED	STH 11	1,409		1,409	0.8	25	38
22+66	- 234+00	MED	STH 11	3,725	--	3,725	2.3	67	101
STAGE 7 SUBTOTAL				6,184	--	6,184	3.7	111	168
UNDISTRIBUTED				6,315	12,500	6,315	4.0	114	171
PROJECT 1320-23-73 TOTAL				69,465	12,500	69,465	43.8	1,252	596

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

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EROSION CONTROL

STATION	OFFSET	LOCATION	623.0200 DUST CONTROL SURFACE TREATMENT SY	628.1100 EROSION BALES EACH	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.7504 TEMPORARY DITCH CHECKS LF
176+50 - 224+45	RT	STH 11	--	--	5,059	5,059	--	--	80
176+50 - 199+75	LT	STH 11	--	--	--	--	--	--	--
180+46	LT	STH 11	--	--	--	--	--	--	--
192+07	LT	STH 11	--	--	--	--	--	--	--
201+62 - 234+00	LT	STH 11	--	--	3,055	3,055	--	--	--
224+45 - 228+30	RT	STH 11	--	--	--	--	--	--	--
227+00	RT	STH 11	--	--	--	--	--	--	--
228+30 - 234+00	RT	STH 11	--	--	580	580	--	--	--
235+85	RT	STH 11	--	--	--	--	--	--	--
232+94	RT	STH 11	--	--	--	--	--	--	--
UNDISTRIBUTED			20,000	300	1,304	1,304	6	10	12
PROJECT 1320-23-73 TOTAL			20,000	300	9,998	9,998	6	10	92

EROSION CONTROL

STATION	OFFSET	LOCATION	628.7555 CULVERT PIPE CHECK EACH	628.7570 ROCK BAGS EACH	628.7560 TRACKING PADS EACH	SPV.0060.002 TEMPORARY STONE DITCH CHECKS EACH	SPV.0060.003 SAND BAGS EACH	SPV.0060.004 TEMPORARY SEDIMENT TRAPS EACH	SPV.0090.001 HEAVY DUTY SILT FENCE LF
176+50 - 224+45	RT	STH 11	--	--	--	--	--	--	--
176+50 - 199+75	LT	STH 11	--	--	--	--	--	--	2,452
180+46	LT	STH 11	7	--	--	--	--	--	--
192+07	LT	STH 11	3	--	--	--	--	--	--
201+62 - 234+00	LT	STH 11	--	--	--	--	--	--	--
224+45 - 228+30	RT	STH 11	--	--	--	--	--	--	423
227+00	RT	STH 11	7	--	--	--	--	--	--
228+30 - 234+00	RT	STH 11	--	--	--	--	--	--	--
235+85	RT	STH 11	7	--	--	--	--	--	--
232+94	RT	STH 11	7	--	--	--	--	--	--
UNDISTRIBUTED			5	100	2	20	150	10	431
PROJECT 1320-23-73 TOTAL			36	100	2	20	150	10	3,306

INLET PROTECTION

STAGE	LOCATION	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH
1	STH 11	6	59	--
2	STH 11	31	21	10
3	STH 11	24	24	--
5	STH 11	36	30	6
6	STH 11	98	82	10
UNDISTRIBUTED		49	54	7
PROJECT 1320-23-73 TOTAL		244	270	33

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

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PERMANENT SIGNING

SIGN #	SIGN CODE	SIGN SIZE IN			637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0618 POSTS WOOD 4X6-IN X 18 FT EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
P301	R2-1	30	X	36	7.50	--	--	1	--	
P302	R2-1	30	X	36	7.50	--	--	1	--	
P303	D1-65	114	X	30	23.75	--	--	2	--	
P304	D1-65	90	X	21	13.13	--	--	2	--	8' MOUNTING HEIGHT
P305	W3-3	36	X	36	--	--	9.00	1	--	2 - 16" X 16" TEMPORARY FLAGS
P306	W3-3	36	X	36	--	--	9.00	1	--	2 - 16" X 16" TEMPORARY FLAGS
P307	W23-2	36	X	36	--	--	9.00	1	--	2 - 16" X 16" TEMPORARY FLAGS
P308	W23-2	36	X	36	--	--	9.00	1	--	2 - 16" X 16" TEMPORARY FLAGS
P309	R3-20L	24	X	36	6.00	--	--	1	--	
P351	R2-1	30	X	36	7.50	--	--	1	--	
P352	R2-1	30	X	36	7.50	--	--	1	--	
P353	R2-1	30	X	36	7.50	--	--	1	--	
P354	R2-1	30	X	36	7.50	--	--	1	--	
P401	R3-20LL	24	X	36	6.00	--	--	1	P402	
P402	R5-1A	42	X	30	8.75	--	--	--	P401	
P403	R1-1F	36	X	36	--	7.46	--	--	P405	ON SIGNAL POST
P405	R5-1	36	X	36	9.00	--	--	--	P403	ON SIGNAL POST
P406	R1-1F	36	X	36	--	7.46	--	--	--	ON SIGNAL POST
P407	W1-6	48	X	24	--	--	8.00	--	--	ON SIGNAL POST
P408	R6-2L	24	X	30	5.00	--	--	--	--	ON SIGNAL POST
P409	M1-94H	108	X	18	13.50	--	--	--	--	ON MAST ARM
P410	R4-7	24	X	30	5.00	--	--	--	--	ON SIGNAL POST
P411	J4-1	36	X	54	13.50	--	--	1	--	
P412	R2-1	30	X	36	7.50	--	--	1	--	
P413	R2-1	30	X	36	7.50	--	--	1	--	
P451	J4-1	36	X	54	13.50	--	--	1	--	
P452	R4-7	24	X	30	5.00	--	--	--	--	ON SIGNAL POST
P453	M1-94H	108	X	18	13.50	--	--	--	--	ON MAST ARM
P454	R6-2L	24	X	30	5.00	--	--	--	--	ON SIGNAL POST
P455	R1-2	48	X	42	7.00	--	--	1	--	
P456	J3-1	24	X	45	7.50	--	--	1	--	
P457	R5-1	36	X	36	9.00	--	--	--	P458, P459	ON SIGNAL POST
P458	R1-1F	36	X	36	--	7.46	--	--	P457, P459	ON SIGNAL POST
P459	R6-3	30	X	24	5.00	--	--	--	P457, P458	ON SIGNAL POST
P460	R4-7	24	X	30	5.00	--	--	1	--	

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ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

PERMANENT SIGNING (CONTINUED)

SIGN #	SIGN CODE	SIGN SIZE IN	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0618 POSTS WOOD 4X6-IN X 18 FT EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
P461	R6-2L	24 X 30	5.00	--	--	1	--	
P462	R5-1	36 X 36	9.00	--	--	--	P463	ON SIGNAL POST
P463	R1-1F	36 X 36	--	7.46	--	--	P462	ON SIGNAL POST
P464	R10-50	30 X 36	7.50	--	--	--	P465, P466	ON SIGNAL POST
P465	R5-1	36 X 36	9.00	--	--	--	P464, P466	
P466	R1-1F	36 X 36	--	7.46	--	--	P464, P465	
P467	R1-2	36 X 31	3.88	--	--	1	--	
P468	W12-1D	24 X 24	--	--	4.00	1	--	2' MOUNTING HEIGHT
P469	R5-1A	42 X 30	8.75	--	--	1	P470	
P470	R3-25UL	30 X 30	6.25	--	--	--	P469	
P471	R3-25UR	30 X 30	6.25	--	--	1	--	
P472	W23-2	36 X 36	9.00	--	9.00	1	--	2 - 16" X 16" TEMPORARY FLAGS
P473	W23-2	36 X 36	--	--	9.00	1	--	2 - 16" X 16" TEMPORARY FLAGS
P501	R4-7	24 X 30	5.00	--	--	1	--	
P502	R4-7	24 X 30	5.00	--	--	1	--	
P503	R2-1	30 X 36	7.50	--	--	1	--	
P504	R2-1	30 X 36	7.50	--	--	1	--	
P551	W3-3	36 X 36	--	--	9.00	1	--	2 - 16" X 16" TEMPORARY FLAGS
P552	W3-3	36 X 36	--	--	9.00	1	--	2 - 16" X 16" TEMPORARY FLAGS
P553	D1-65	114 X 30	23.75	--	--	2	--	
P554	D1-65	114 X 30	--	--	--	2	--	
P555	R6-2R	24 X 30	5.00	--	--	1	--	
P556	R6-2R	24 X 30	5.00	--	--	1	--	
P557	R6-2R	24 X 30	5.00	--	--	1	--	
P558	R2-1	30 X 36	7.50	--	--	1	--	
P559	R2-1	30 X 36	7.50	--	--	1	--	
P560	R6-2R	24 X 30	5.00	--	--	1	--	
P561	R6-2R	24 X 30	5.00	--	--	1	--	
P601	I2-3	72 X 24	12.00	--	--	2	--	
P602	J1-1	36 X 57	14.25	--	--	1	--	
P603	J1-1	36 X 57	14.25	--	--	1	--	
P604	J3-2	72 X 84	42.00	--	--	2	--	
P605	J3-2	72 X 84	42.00	--	--	2	--	
P651	R6-2R	24 X 30	5.00	--	--	1	--	
P652	R6-2R	24 X 30	5.00	--	--	1	--	

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ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

PERMANENT SIGNING (CONTINUED)

SIGN #	SIGN CODE	SIGN SIZE IN		637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0618 POSTS WOOD 4X6-IN X 18 FT EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
P653	R6-2R	24	X 30	5.00	--	--	1	--	
P654	R6-2R	24	X 30	5.00	--	--	1	--	
P655	R6-2R	24	X 30	5.00	--	--	1	--	
P656	R6-2R	24	X 30	5.00	--	--	1	--	
P657	R6-2R	24	X 30	5.00	--	--	1	--	
P658	R6-2R	24	X 30	5.00	--	--	1	--	
P659	R2-1	30	X 36	7.50	--	--	1	--	
P660	R2-1	30	X 36	7.50	--	--	1	--	
PROJECT 1320-23-73 TOTAL				567.01	37.30	84.00	65		

RIPRAP

STA	ENDWALL ID	LOCATION	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE TYPE HR SY
STAGE 5				
211+00	709	STH 11	2.5	14.6
214+00	731	STH 11	2.8	15.6
217+00	761	STH 11	2.8	15.6
219+36	787	STH 11	2.8	15.6
222+00	807	STH 11	2.8	15.6
224+50	829	STH 11	3.2	17.0
226+00	845	STH 11	2.5	14.6
228+25	851	STH 11	8.0	31.2
STAGE 5 SUBTOTAL			27.4	139.8
PROJECT 1320-23-73 TOTAL			27.4	139.8

REMOVING SIGNS

SIGN #	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
R41	1	1	MEDIAN KEEP RIGHT
R42	1	1	MEDIAN KEEP RIGHT
R43	1	1	SPEED LIMIT 45 AHEAD
R44	1	1	SPEED LIMIT 45 AHEAD
R51	1	1	SPEED LIMIT 55
R52	1	1	SPEED LIMIT 45
R53	1	1	SPEED LIMIT 45
R54	1	1	MEDIAN KEEP RIGHT
R55	1	1	MEDIAN KEEP RIGHT
R56	1	1	SPEED LIMIT 45
R57	1	1	SPEED LIMIT 45
R58	1	1	ALTERNATE SIDE PARKING REGULATIONS
R59	1	1	WARNING NEIGHBORHOOD WATCH
R61	1	2	VILLAGE OF STURTEVANT
R62	1	1	JCT/CTH H
R63	1	1	JCT/CTH H
R64	1	1	MEDIAN KEEP RIGHT
R65	1	1	MEDIAN KEEP RIGHT
R66	1	1	TRAFFIC SIGNAL AHEAD
R67	1	1	TRAFFIC SIGNAL AHEAD
PROJECT 1320-23-73 TOTAL	20	21	

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\13202373_MQ.ppt PLOT DATE : 3/29/2019 4:04:09 PM PLOT BY : JOHNATHAN OLSON PLOT NAME : 13202373_MQ PLOT SCALE : 1:1

TRAFFIC CONTROL

LOCATION	643.5000 TRAFFIC CONTROL EACH
PROJECT 1320-23-73	0.6
PROJECT 1320-23-73 TOTAL	0.6

TRAFFIC CONTROL

STAGE	LOCATION	STAGE DURATION DAYS	643.0300 TRAFFIC CONTROL DRUMS EACH**	DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH**	DAY	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH**	DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C EACH**	DAY
1A	STH 11	5	70	350	1	5	--	--	2	10	23	115
1B	STH 11	5	207	1,035	9	45	--	--	18	90	22	110
2A	STH 11	11	71	781	11	121	93	93	22	242	37	407
2B	STH 11	32	71	2,272	11	352	--	--	22	704	37	1,184
3	STH 11	39	76	6,916	15	1,365	68	68	30	2,730	43	3,913
4A	STH 11	11	85	1,190	11	154	3	3	22	308	52	728
4B	STH 11	92	85	1,190	11	154	--	--	22	308	52	728
5	STH 11	91	98	8,918	31	2,821	--	--	62	5,642	44	4,004
6	STH 11	77	146	13,286	28	2,548	45	45	56	5,096	32	2,912
7	STH 11	14	179	2,506	31	434	--	--	62	868	10	140
UNDISTRIBUTED				5,767		1,200	31	31		2,400		2,136
PROJECT 1320-23-73 TOTAL				44,211		9,199	240	240		18,398		16,377

TRAFFIC CONTROL

STAGE	LOCATION	STAGE DURATION DAYS	643.0800 TRAFFIC CONTROL ARROW BOARDS EACH**	DAY	643.0900 TRAFFIC CONTROL SIGNS EACH**	DAY	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH^	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH WHITE LF	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH YELLOW LF	649.0205 TEMPORARY MARKING LINE PAINT 8-INCH LF	649.0805 TEMPORARY MARKING STOP LINE PAINT 18-INCH LF
1A	STH 11	5	2	10	10	50	--	--	1,700	1,580	--	--
1B	STH 11	5	2	10	26	130	--	--	--	6,788	--	--
2A	STH 11	11	1	11	25	275	--	--	5,925	5,925	--	--
2B	STH 11	32	1	32	25	800	--	--	--	--	--	--
3	STH 11	39	1	39	33	3,003	--	--	4,836	7,401	348	35
4A	STH 11	11	1	11	31	434	--	--	--	799	--	--
4B	STH 11	92	1	92	31	434	--	--	--	--	--	--
5	STH 11	91	1	91	37	3,367	--	--	105	3,674	51	40
6	STH 11	77	1	77	40	3,640	--	--	6,309	11,276	--	12
7	STH 11	14	1	14	39	546	--	--	3,161	6,348	--	28
UNDISTRIBUTED				58		1,902	50	25	3,305	6,569	60	17
PROJECT 1320-23-73 TOTAL				445		14,581	50	25	75,701		459	132

**FOR INFORMATION ONLY ^ONE CYCLE

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

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PAVEMENT MARKINGS

LOCATION	646.1020 MARKING LINE EPOXY 4-INCH WHITE LF	646.1020 MARKING LINE EPOXY 4-INCH YELLOW LF	646.1545 MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 4-INCH WHITE LF	646.3545 MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH SOLID LF	646.3545 MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH SKIP LF	646.5020 MARKING ARROW EPOXY EACH	646.5120 MARKING WORD EPOXY "ONLY" EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.8120 MARKING CURB EPOXY LF	646.8220 MARKING ISLAND NOSE EPOXY EACH	646.6220 MARKING YIELD LINE EPOXY 18-INCH EACH
STH 11	5,622	5,450	2,805	812	46	--	--	52	208	71	3	--
STH 11	5,612	5,454	2,837	1,265	72	2	1	64	380	81	8	8
SUBTOTAL	11,234	10,904	5,642	2,077	118	2	1	116	588	152	11	8
UNDISTRIBUTED	--	--	--	--	--	--	--	--	--	--	--	--
PROJECT 1320-23-73 TOTAL	22,138		5,642	2,195		2	1	116	588	152	11	8

MARKING REMOVAL

STATION	LOCATION	646.9000 MARKING REMOVAL LINE 4-INCH LF	646.9010 MARKING REMOVAL LINE 4-INCH WATER BLASTING LF	646.9100 MARKING REMOVAL LINE 8-INCH LF	646.9110 MARKING REMOVAL LINE 8-INCH WATER BLASTING LF
STAGE 2A					
193+00 - 206+00	STH 11	2,200	--	100	--
218+00 - 223+00	STH 11	420	--	200	--
STAGE 2A SUBTOTAL		2,620	--	300	--
STAGE 3					
177+00 - 181+00	STH 11	590	--	--	--
193+00 - 197+00	STH 11	950	--	--	--
220+00 - 224+00	STH 11	530	--	--	--
STAGE 3 SUBTOTAL		2,070	--	--	--
STAGE 4					
176+50 - 180+50	STH 11	1,590	--	--	--
STAGE 4 SUBTOTAL		1,590	--	--	--
STAGE 5					
197+50 - 199+00	STH 11	39	--	--	--
219+00 - 221+50	STH 11	324	--	--	--
STAGE 5 SUBTOTAL		363	--	--	--
STAGE 6					
200+11 - 201+15	STH 11	--	269	--	55
STAGE 6 SUBTOTAL		--	269	--	55
STAGE 7					
176+50 - 201+00	STH 11	--	7,336	--	--
201+00 - 233+00	STH 11	--	9,390	--	--
STAGE 7 SUBTOTAL		--	16,726	--	--
UNDISTRIBUTED		996	2,549	45	8
PROJECT 1320-23-73 TOTAL		7,639	19,544	345	63

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

SAWCUTS

STATION	OFFSET	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
STAGE 1					
195+00	LT	STH 11	371	6	TEMP PAVEMENT MATCH
221+00	LT	STH 11	287	6	TEMP PAVEMENT MATCH
STAGE 1 SUBTOTAL			658	12	
STAGE 2					
179+00	LT	STH 11	262	6	TEMP PAVEMENT MATCH
197+00	LT	STH 11	30	--	TEMP PAVEMENT MATCH
204+14	LT	STH 11	30		TEMP PAVEMENT MATCH
STAGE 2 SUBTOTAL			322	6	
STAGE 3					
178+74	LT	STH 11	30	--	TEMP PAVEMENT MATCH
STAGE 3 SUBTOTAL			30	--	
STAGE 5					
196+52	RT	STH 11	18	--	
STAGE 5 SUBTOTAL			18	--	
STAGE 6					
215+64	LT	STH 11	24	--	
218+41	LT	STH 11	25	--	
220+13	LT	STH 11	30	--	
221+20	LT	STH 11	--	20	
223+46	LT	STH 11	14	--	
224+47	LT	STH 11	19	--	
225+34	LT	STH 11	19	--	
225+83	LT	STH 11	21	--	
227+45	LT	STH 11	15	--	
227+95	LT	STH 11	--	4	
228+30	LT	STH 11	12	--	
228+53	LT	STH 11	14	--	
229+02	LT	STH 11	24	--	
230+08	LT	STH 11	17	--	
231+17	LT	STH 11	24	--	
234+00	LT/RT	STH 11	69	9	
STAGE 6 SUBTOTAL			327	33	
PROJECT 1320-23-73 TOTAL			1,355	33	

SECTION CORNER MONUMENTS

LOCATION	SPV.0060.010 SECTION CORNER MONUMENTS EA
PROJECT 1320-23-73	1
PROJECT 1320-23-73 TOTAL	1

CONNECT DRAIN TILE

LOCATION	SPV.0060.013 CONNECT DRAIN TILE EA	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	612.0212 PIPE UNDERDRAIN UNPERFORATED 12-INCH LF
UNDISTRIBUTED	4	150	150
PROJECT 1320-23-73 TOTAL	4	150	150

PAVEMENT CLEANUP PROJECT

LOCATION	SPV.0075.002 PAVEMENT CLEANUP PROJECT 1320-23-73 HR
PROJECT 1320-23-73	400
PROJECT 1320-23-73 TOTAL	400

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

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PIPE UNDERDRAIN

STATION	TO	STATION	LOCATION	SPV.0090.002 PIPE UNDERDRAIN 6-INCH SPECIAL LF
176+50	-	134+00	STH 11	8,600
PROJECT 1320-23-73 TOTAL				8,600

NOTE:
CONNECT PIPE UNDERDRAIN TO CURBLINE INLETS

SURVEY PROJECT

LOCATION	SPV.0105.002 SURVEY PROJECT 1320-23-73 LS
PROJECT 1320-23-73	1
PROJECT 1320-23-73 TOTAL	1

3

REMOVAL AND DISPOSAL OF INVASIVE PLANT SPECIES

LOCATION	SPV.0170.001 REMOVAL AND DISPOSAL OF INVASIVE PLANT SPECIES STA
PROJECT 1320-23-73	10
PROJECT 1320-23-73 TOTAL	10

REMOVING HEIGHT MODERNIZATION GEODETIC SURVEY MONUMENT

STA	OFFSET	LOCATION	204.9060.S.001 REMOVING HEIGHT MODERNIZATION GEODETIC SURVEY MONUMENT EACH
230+25	20' LT	STH 11	1
PROJECT 1320-23-73 TOTAL			1

MOBILIZATIONS EMERGENCY PAVEMENT REPAIR

LOCATION	SPV.0060.009 MOBILIZATIONS EMERGENCY PAVEMENT REPAIR EA
PROJECT 1320-23-73	2
PROJECT 1320-23-73 TOTAL	2

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

STH 11 & INTERNATIONAL DRIVE

ALL ITEMS ARE CATEGORY 3000 UNLESS OTHERWISE NOTED

3

SUMMARY OF STATE FURNISHED MATERIALS - PROJECT 1320-23-73 - FOR INFORMATION ONLY

QUANTITY	UNIT	DESCRIPTION
1	EACH	TRAFFIC SIGNAL CABINET WITH CONTROLLER
2	EACH	POLES TYPE 9S
2	EACH	MONOTUBE ARMS 45 FT
3	EACH	EVP DETECTOR HEADS WITH CONFIRMATION BEACONS (HEADS A, B, C)
3	EACH	RADAR DETECTOR UNIT - ADVANCE EXTENDED (RE1, RE2, RA3)
1	EACH	CELL MODEM
1	EACH	ETHERNET SWITCH



CONDUIT

FROM	TO	652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF
CB1	PB1	--	33
PB1	PB2	--	141
PB2	PB3	--	124
PB3	PB4	--	174
PB4	PB5	--	80
PB5	PB6	--	104
PB6	PB7	24	--
PB6	PB8	--	48
PB8	PB9	30	--
PB8	PB10	--	118
PB10	PB11	15	--
PB10	PB12	--	144
PB12	PB13	--	40
PB12	PB14	--	124
PB14	PB15	30	--
PB14	PB16	--	48
PB16	PB17	9	--
PB16	PB18	--	110
PB18	PB19	25	
PB18	PB20	--	150
PB20	PB21	--	61
PB20	PB22	--	154
PB22	PB23	39	--
PB22	PB24	--	48
PB24	PB25	44	--
PB24	PB26	--	104
PB26	PB27	--	69
PB27	CB1	--	24
	SUBTOTALS	216	1898

FROM	TO	652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF
PB2	SB1	--	17
PB3	SB2	15	--
PB3	SB3	15	--
PB4	SB4	12	--
PB7	SB5	29	--
PB9	SB6	10	--
PB12	SB7	14	--
PB13	SB8	--	23
PB15	SB9	13	--
PB17	SB10	10	--
PB20	SB11	33	--
PB21	SB12	19	--
PB21	SB13	14	--
PB23	SB14	29	--
PB25	SB15	10	--
	SUBTOTALS	223	40
PROJECT 1320-23-73 TOTALS		439	1938

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	MISCELLANEOUS QUANTITIES – STH 11 & INTERNATIONAL DRIVE	SHEET: 302	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.16_13202370_STH-11\l1\cds\030241_mq_sp.pdf
PLOT DATE : 3/29/2019 10:07:12 AM PLOT BY : HNTB PLOT NAME : 030241_mq_sp1 PLOT SCALE : 1:1

LOOP DETECTOR SCHEDULE

LOOP NUMBER	HOMERUN PB	STATION	LOCATION	SIZE (FT)X(FT)	NO. OF TURNS	PAVEMENT TYPE	SDD INSTALLATION REFERENCE	652.0800 CONDUIT LOOP DETECTOR LF	655.0700 LOOP DETECTOR LEAD IN CABLE LF	655.0800 LOOP DETECTOR WIRE LF
11	PB7	199+79.5	0.0' LT	6'X20'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	72	340	226
12	PB7	200+07.5	0.0' LT	6'X20'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	72	340	226
42	PB17	200+72.8	114.5' LT	6'X20'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	70	340	220
43	PB17	200+72.7	86.5' LT	6'X20'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	76	340	238
62	PB23	201+65.5	0.0' LT	6'X20'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	72	163	226
63	PB23	201+37.5	0.0' LT	6'X20'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	72	163	226
S1	PB11	199+35.0	52.0' LT	6'X14'	4	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	62	414	258
S2	PB11	199+35.0	36.0' LT	6'X6'	5	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	84	414	430
S3	PB11	199+35.0	24.0' LT	6'X6'	5	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	108	414	550
S4	PB26	202+10.0	48.0' RT	6'X6'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	52	48	166
S5	PB26	202+10.0	36.0' RT	6'X6'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	74	48	232
S6	PB26	202+10.0	24.0' RT	6'X6'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	98	48	304
S7	PB19	201+15.2	158.8' LT	6'X20'	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	72	301	226
S8	PB19	200+96.5	158.8' LT	6'X6'	5	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	96	301	490
							PROJECT 1320-23-73 TOTALS	1080	3674	4018

** LOCATION IS TO FRONT CENTER OF DETECTOR LOOP

*** FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.16_13202370_STH-11\t1\cds\030241_mq_sp.pdf

PLOT DATE : 3/29/2019 10:07:12 AM PLOT BY : HNTB PLOT NAME : 030241_mq_sp2 PLOT SCALE : 1:1

PULL BOXES STEEL

PULL BOX NO.	STATION	LOCATION	653.0135 PULL BOXES STEEL 24X36-INCH EACH	653.0140 PULL BOXES STEEL 24X42-INCH EACH
PB1	201+90.4	89.3' RT	--	1
PB2	201+50.0	64.0' RT	1	--
PB3	200+87.4	64.0' RT	1	--
PB4	200+00.0	64.0' RT	1	--
PB5	199+60.0	64.0' RT	--	1
PB6	199+60.0	12.0' RT	--	1
PB7	199+83.5	12.0' RT	1	--
PB8	199+60.0	12.0' LT	--	1
PB9	199+89.6	12.0' LT	1	--
PB10	199+60.0	70.8' LT	--	1
PB11	199+44.9	69.2' LT	1	--
PB12	200+00.0	124.3' LT	--	1
PB13	200+18.0	88.6' LT	--	1
PB14	200+60.9	123.8' LT	--	1
PB15	200+60.8	93.8' LT	1	--
PB16	200+84.6	123.8' LT	--	1
PB17	200+84.6	114.5' LT	1	--
PB18	201+38.5	123.9' LT	--	1
PB19	201+34.3	148.8' LT	1	--
PB20	202+00.0	88.9' LT	--	1
PB21	201+40.6	77.4' LT	--	1
PB22	202+00.0	12.0' LT	--	1
PB23	201+61.5	12.0' LT	1	--
PB24	202+00.0	12.0' RT	--	1
PB25	201+55.6	12.0' RT	1	--
PB26	202+00.0	64.0' RT	--	1
PB27	202+00.0	87.2' RT	--	1
	PROJECT 1320-23-73 TOTALS		11	16

*** FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

CONCRETE BASES

BASE NO.	STATION	LOCATION	654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 EACH	654.0105 CONCRETE BASES TYPE 5 EACH	SPV.0060.301 CONCRETE BASE MONOTUBE TYPE 9 & 10 SPECIAL POLE EACH	654.0217 CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH
CB1	202+00.0	95.2' RT	--	--	--	--	1
SB1	201+33.5	66.0' RT	--	--	--	1	--
SB2	201+02.5	66.0' RT	1	--	--	--	--
SB3	200+72.3	66.0' RT	--	1	--	--	--
SB4	200+11.9	66.0' RT	1	--	--	--	--
SB5	200+12.4	12.0' RT	--	1	--	--	--
SB6	199+99.6	12.0' LT	1	--	--	--	--
SB7	199+94.4	111.3' LT	--	--	1	--	--
SB8	200+12.3	66.0' LT	--	--	--	1	--
SB9	200+58.8	81.5' LT	1	--	--	--	--
SB10	200+84.6	104.5' LT	--	1	--	--	--
SB11	201+69.0	99.5' LT	--	--	1	--	--
SB12	201+22.3	81.5' LT	1	--	--	--	--
SB13	201+32.2	66.3' LT	1	--	--	--	--
SB14	201+32.4	12.0' LT	--	1	--	--	--
SB15	201+45.5	12.0' RT	1	--	--	--	--
		PROJECT 1320-23-73 TOTALS	7	4	2	2	1

*** FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

STH 11 & INTERNATIONAL DRIVE

ALL ITEMS ARE CATEGORY 3000 UNLESS OTHERWISE NOTED

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ABOVE GROUND TRAFFIC SIGNAL CABLE NO. 14

FROM	TO	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF	655.0240* CABLE TRAFFIC SIGNAL 7-14 AWG LF
SB1	HEAD 2	67	--
	HEAD 3	55	--
	HEAD 4	43	--
	HEAD 23	15	--
SB2	HEAD 16	19	--
SB3	HEAD 17	19	--
SB4	HEAD 1	19	--
	HEAD 13	19	--
	HEAD 18	15	--
SB5	HEAD 14	19	--
SB6	HEAD 5	--	22
SB8	HEAD 9	67	--
	HEAD 10	55	--
	HEAD 11	43	--
	HEAD 19	15	--
SB9	HEAD 15	19	--
	HEAD 20	15	--
SB12	HEAD 21	15	--
SB13	HEAD 6	--	22
	HEAD 8	19	--
	HEAD 22	15	--
SB14	HEAD 7	--	22
SB15	HEAD 12	19	--
PROJECT 1320-23-73 TOTAL		572	66

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

UNDERGROUND TRAFFIC SIGNAL CABLE NO. 14

FROM	TO	655.0240* CABLE TRAFFIC SIGNAL 7-14 AWG LF	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF
CB1	SB1	--	118
CB1	SB2	194	--
CB1	SB3	194	--
CB1	SB4	--	294
CB1	SB5	475	--
CB1	SB6	502	--
CB1	SB8	--	634
CB1	SB9	--	536
CB1	SB12	371	--
CB1	SB13	--	366
CB1	SB14	269	--
CB1	SB15	212	--
PROJECT 1320-23-73 TOTALS		2217	1948

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

STH 11 & INTERNATIONAL DRIVE

ALL ITEMS ARE CATEGORY 3000 UNLESS OTHERWISE NOTED

LIGHTING WIRE

FROM	TO	655.0320 CABLE TYPE UF 2-10 AWG GROUNDED LF	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF
CB1	SB5	475	--
SB5	LUMIN (2)	--	234
SB5	SB7	310	--
SB7	LUMIN (1)	--	117
CB1	SB14	266	--
SB14	LUMIN (2)	--	234
SB14	SB11	234	--
SB11	LUMIN (1)	--	117
SB11	SB10	254	--
SB10	LUMIN (2)	--	234
PROJECT 1320-23-73 TOTALS		1539	936

ELECTRICAL WIRE TRAFFIC SIGNALS

FROM	TO	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG LF
CB1	SB1	118
SB1	SB2	134
SB2	SB3	54
SB3	SB4	154
SB4	SB5	229
SB5	SB6	189
SB6	SB7	257
SB7	SB8	117
SB8	SB9	240
SB9	SB10	158
SB10	SB11	254
SB11	SB12	153
SB12	SB13	57
SB13	SB14	292
SB14	SB15	218
SB15	CB1	212
PB1	CB1	34
PB2	SB1	37
PB3	SB2	35
PB4	SB4	32
PB5	SB4	88
PB6	SB5	89
PB7	SB5	49
PB8	SB6	76
PB9	SB6	30
PB10	SB7	122
PB12	SB7	34
PB13	SB8	43
PB14	SB9	79
PB15	SB9	33
PB16	SB10	55
PB17	SB10	30
PB18	SB11	144
PB20	SB11	53
PB21	SB13	34
PB22	SB14	104
PB23	SB14	49
PB24	SB15	90
PB25	SB15	30
PB26	CB1	70
PB27	CB1	31
PROJECT 1320-23-73 TOTAL		4307

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.16_13202370_STH-11\t1\cds\030241_mq_sp.pdf

PLOT DATE : 3/29/2019 10:07:12 AM PLOT BY : HNTB PLOT NAME : 030241_mq_sp6 PLOT SCALE : 1:1

STH 11 & INTERNATIONAL DRIVE

ALL ITEMS ARE CATEGORY 3000 UNLESS OTHERWISE NOTED

3

TRAFFIC SIGNAL EVP DETECTOR CABLE

FROM	TO	655.0210 CABLE TRAFFIC SIGNAL 3-14 AWG LF	655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE LF
CB1	SB1 (HEAD B)	193	193
CB1	SB3 (HEAD C)	224	224
CB1	SB8 (HEAD A)	709	709
PROJECT 1320-23-73 TOTALS		1126	1126

ELECTRICAL SERVICE METER BREAKER PEDESTAL STH 11 & INTERNATIONAL DRIVE

BASE NO.	656.0200.311 ELECTRICAL SERVICE METER BREAKER PEDESTAL LS
CB1	1
PROJECT 1320-23-73 TOTAL	1

***FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

CAST BASES, POLES, STANDARDS, MONOTUBES, PUSH BUTTONS, AND LUMINAIRES

SIGNAL BASE NO.	657.0100 PEDESTAL BASES EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2 INCH BOLT CIRCLE EACH	657.0305 POLES TYPE 2 EACH	657.0310 POLES TYPE 3 EACH	657.0322 POLES TYPE 5 ALUMINUM EACH	657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH	STATE FURNISHED POLES TYPE 9S*** EACH	STATE FURNISHED MONOTUBE ARMS 45-FT*** EACH	657.0609 LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 6-FT EACH	657.0610 LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 6-FT EACH	658.0500 PEDESTRIAN PUSH BUTTONS EACH	659.1125 LUMINAIRES UTILITY LED C EACH
SB1	--	--	--	--	--	--	--	--	1	1	--	--	1	--
SB2	1	--	--	--	--	1	--	--	--	--	--	--	--	--
SB3	--	1	1	--	--	--	--	--	--	--	--	--	--	--
SB4	1	--	--	--	--	1	--	--	--	--	--	--	1	--
SB5	--	1	--	1	--	--	--	--	--	--	2	--	1	2
SB6	1	--	--	--	--	--	1	--	--	--	--	--	--	--
SB7	--	1	--	--	1	--	--	--	--	--	--	1	--	1
SB8	--	--	--	--	--	--	--	--	1	1	--	--	1	--
SB9	1	--	--	--	--	1	--	--	--	--	--	--	1	--
SB10	--	1	--	1	--	--	--	--	--	--	2	--	--	2
SB11	--	1	--	--	1	--	--	--	--	--	--	1	--	1
SB12	1	--	--	--	--	--	--	1	--	--	--	--	1	--
SB13	1	--	--	--	--	--	1	--	--	--	--	--	1	--
SB14	--	1	--	1	--	--	--	--	--	--	2	--	1	2
SB15	1	--	--	--	--	1	--	--	--	--	--	--	--	--
PROJECT 1320-23-73 TOTALS	7	6	1	3	2	4	2	1	2	2	6	2	8	8

*** ITEM WILL BE PAID FOR SEPARATELY UNDER TRANSPORT AND INSTALL TRAFFIC SIGNAL, MONOTUBE AND INTERSECTION LIGHTING MATERIALS

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.16_13202370_STH-11\t1\cds\030241_mq_sp.pdf PLOT DATE : 3/29/2019 10:07:12 AM PLOT BY : HNTB PLOT NAME : 030241_mq_sp7 PLOT SCALE : 1:1

SIGNAL MOUNTING HARDWARE
STH 11 & INTERNATIONAL DRIVE

LOCATION	658.5069.311 TRAFFIC SIGNAL MOUNTING HARDWARE LS
STH 11 & INTERNATIONAL DRIVE	1
PROJECT 1320-23-73 TOTAL	1

TRAFFIC SIGNAL AND PEDESTRIAN FACES

SIGNAL HEAD NO.	SIGNAL BASE NO.	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0174 TRAFFIC SIGNAL FACE 4S 12-INCH EACH	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH
1	SB4	1	--	--
2	SB1	1	--	--
3	SB1	1	--	--
4	SB1	1	--	--
5	SB6	--	1	--
6	SB13	--	1	--
7	SB14	--	1	--
8	SB13	1	--	--
9	SB8	1	--	--
10	SB8	1	--	--
11	SB8	1	--	--
12	SB15	1	--	--
13	SB4	1	--	--
14	SB5	1	--	--
15	SB9	1	--	--
16	SB2	1	--	--
17	SB3	1	--	--
18	SB4	--	--	1
19	SB8	--	--	1
20	SB9	--	--	1
21	SB12	--	--	1
22	SB13	--	--	1
23	SB1	--	--	1
PROJECT 1320-23-73 TOTALS		14	3	6

3

TRANSPORT AND INSTALL STATE FURNISHED TRAFFIC SIGNAL CABINET
STH 11 & INTERNATIONAL DRIVE

LOCATION	SPV.0105.311 TRANSPORT AND INSTALL STATE FURNISHED TRAFFIC SIGNAL CABINET LS
CB1	1
PROJECT 1320-23-73 TOTAL	1

TRANSPORT AND INSTALL STATE FURNISHED RADAR
DETECTION SYSTEM
STH 11 & INTERNATIONAL DRIVE

LOCATION	SPV.0105.312 TRANSPORT AND INSTALL STATE FURNISHED RADAR DETECTION SYSTEM LS
STH 11 & INTERNATIONAL DRIVE	1
PROJECT 1320-23-73 TOTAL	1

TRANSPORT AND INSTALL STATE FURNISHED EMERGENCY VEHICLE
PREEMPTION (EVP) DETECTOR HEADS WITH CONFIRMATION BEACONS
STH 11 & INTERNATIONAL DRIVE

LOCATION	SPV.0105.313 TRANSPORT AND INSTALL STATE FURNISHED EMERGENCY VEHICLE PREEMPTION (EVP) DETECTOR HEADS WITH CONFIRMATION BEACONS LS
STH 11 & INTERNATIONAL DRIVE	1
PROJECT 1320-23-73 TOTAL	1

TRANSPORT AND INSTALL TRAFFIC SIGNAL, MONOTUBE,
AND INTERSECTION LIGHTING MATERIALS
STH 11 & INTERNATIONAL DRIVE

LOCATION	SPV.0105.314 TRANSPORT AND INSTALL TRAFFIC SIGNAL, MONOTUBE, AND INTERSECTION LIGHTING MATERIALS LS
STH 11 & INTERNATIONAL DRIVE	1
PROJECT 1320-23-73 TOTAL	1

SIGNAL BASE NO.	POLES TYPE 9S EACH	MONOTUBE ARMS 45-FT EACH
SB1	1	1
SB8	1	1

COMMUNICATION

ALL ITEMS ARE CATEGORY 3000 UNLESS OTHERWISE NOTED

3

3

CONDUIT

FROM	TO	652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF
CB1 (S51-1467)	CV202	19
PROJECT 1320-23-73 TOTAL		19

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

ELECTRICAL WIRE TRAFFIC SIGNALS

FROM	TO	655.0510 ELECTRICAL WIRE TRAFFIC SIGNALS 12 AWG LF
CB1 (S51-1467)	CV202	42
PROJECT 1320-23-73 TOTAL		42

WISCONSIN
JASON P. MAT: N
3711
WAUKESHA
WI
PROFESSIONAL ENGINEER

06/01/2019

PAGE 1 OF 1

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	MISCELLANEOUS QUANTITIES – COMMUNICATION	SHEET: 311 E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.16_13202370_STH-11\t1\cds\030242_mq_co.pdf

PLOT DATE : 3/29/2019 10:47:04 AM PLOT BY : HNTB PLOT NAME : 030242_mq_co1 PLOT SCALE : 1:1

ITS COMMUNICATION VAULTS

CATEGORY	ROADWAY	STATION	OFFSET	ITEM ID	673.0105 COMMUNICATION VAULT TYPE 1 EACH	673.0200 TRACER WIRE MARKER POSTS EACH
4000	STH 11					
		182+00	66' RT	CV182	1	1
		195+00	66' RT	CV195	1	1
		198+96	80' RT	CV199	1	1
		201+81	90' RT	CV202	1	1
		213+75	66' RT	CV214	1	1
		225+00	66' RT	CV225	1	1
		233+95	66' RT	CV234	1	1
PROJECT 1320-23-73 TOTAL			TOTALS:		7	7

ITS CONDUIT

CATEGORY	ROADWAY	ITEM ID	LINEAR DISTANCE	671.0122 CONDUIT HDPE 2-DUCT 2-INCH LF	655.0510 ELECTRICAL WIRE TRAFFIC SIGNALS 12 AWG LF
4000	STH 11				
	PROJECT LIMIT -	CV182	550	550	559
	CV182 -	CV195	1295	1,295	1,304
	CV195 -	CV199	400	400	409
	CV199 -	CV202	280	280	289
	CV202 -	CV214	1195	1,195	1,204
	CV214 -	CV225	1125	1,125	1,134
	CV225 -	CV234	895	895	904
PROJECT 1320-23-73 TOTAL		TOTALS		5,740	5,803

MISCELLANEOUS ITS ITEMS

CATEGORY	ITEM I.D.	670.0200.002 ITS DOCUMENTATION LS
4000	MISCELLANEOUS	1
PROJECT 1320-23-73 TOTAL		1

LIGHTING AND MISCELLANEOUS - FINAL

CATEGORY	DESCRIPTION	LOCATION	653.0135 PULL STEEL 24x36- EACH	654.0105 CONCRETE BASES TYPE 5 EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE (NOTE 1) EACH
5000	BASE DW-12	STA. 178+53.24, 0.00' LT	--	1	1
	BASE DW-13	STA. 180+71.48, 0.00' LT	--	1	1
	BASE DW-14	STA. 182+86.99, 0.00' LT	--	1	1
	BASE DW-15	STA. 185+08.03, 0.00' LT	--	1	1
	BASE DW-16	STA. 187+25.49, 0.00' LT	--	1	1
	BASE DW-17	STA. 189+45.64, 0.00' LT	--	1	1
	BASE DW-18	STA. 191+62.94, 0.00' LT	--	1	1
	BASE DW-19	STA. 193+87.23, 0.00' LT	--	1	1
	BASE DW-20	STA. 196+10.00, 3.85' LT	--	1	1
	BASE DW-21	STA. 198+10.00, 11.48' LT	--	1	1
	BASE DD-1	STA. 203+25.00, 11.85' RT	--	1	1
	BASE DD-2	STA. 205+43.16, 5.52' RT	--	1	1
	BASE DD-3	STA. 207+25.00, 0.00' LT	--	1	1
	BASE DD-4	STA. 209+25.00, 0.00' LT	--	1	1
	BASE DD-5	STA. 211+25.00, 0.00' LT	--	1	1
	BASE DD-6	STA. 213+25.00, 0.00' LT	--	1	1
	BASE DD-7	STA. 215+25.12, 2.44' LT	--	1	1
	BASE DD-8	STA. 217+24.91, 6.20' LT	--	1	1
	BASE DD-9	STA. 219+22.50, 6.20' LT	--	1	1
	BASE DD-10	STA. 220+57.75, 5.58' LT	--	1	1
	PULLBOX PB-DD1	STA. 221+75.67, 6.23' RT	1		
	BASE DD-11	STA. 222+76.99, 6.53' RT	--	1	1
	BASE DD-12	STA. 224+74.05,3.18' RT	--	1	1
	BASE DD-13	STA. 224+83.77, 0.00' LT	--	1	1
	BASE DD-14	STA. 228+93.74, 0.00' LT	--	1	1
	BASE DD-15	STA. 231+16.52, 0.00' LT	--	1	1
	BASE DD-16	STA. 233+14.23, 0.00' LT	--	1	1
5000		TOTALS PROJECT 1320-23-73	1	26	26

NOTE

1. 1/8" ALUMINUM OR STEEL PLATE TO COVER THE TOP OPENING OF THE TRANSFORMER BASE. COVER TO BE BOLTED DOWN. COVER TO PREVENT WATER FROM ENTERING TRANSFORMER BASE. COST OF COVER IS INCIDENTAL TO THE COST OF THE TRANSFORMER BASE.

LIGHTING - WIRE AND CONDUIT - FINAL

CATEGORY	FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2 -INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3 -INCH LF
5000	STUB	BASE DW-12	217	--
	BASE DW-12	BASE DW-13	237	--
	BASE DW-13	BASE DW-14	235	--
	BASE DW-14	BASE DW-15	242	--
	BASE DW-15	BASE DW-16	239	--
	BASE DW-16	BASE DW-17	241	--
	BASE DW-17	BASE DW-18	236	--
	BASE DW-18	BASE DW-19	245	--
	BASE DW-19	BASE DW-20	241	--
	BASE DW-20	BASE DW-21	211	--
	BASE DD-1	BASE DD-2	217	--
	BASE DD-2	BASE DD-3	212	--
	BASE DD-3	BASE DD-4	219	--
	BASE DD-4	BASE DD-5	219	--
	BASE DD-5	BASE DD-6	221	--
	BASE DD-6	BASE DD-7	220	--
	BASE DD-7	BASE DD-8	215	--
	BASE DD-8	BASE DD-9	212	--
	BASE DD-9	BASE DD-10	160	--
	BASE DD-10	PB-DD01	--	128
	PB-DD01	BASE DD-11	98	--
	BASE DD-11	BASE DD-12	208	--
	BASE DD-12	BASE DD-13	229	--
	BASE DD-13	BASE DD-14	233	--
	BASE DD-14	BASE DD-15	227	--
	BASE DD-15	BASE DD-16	219	--
	BASE DD-16	STUB	98	--
5000		TOTALS PROJECT 1320-23-73	5551	128

3

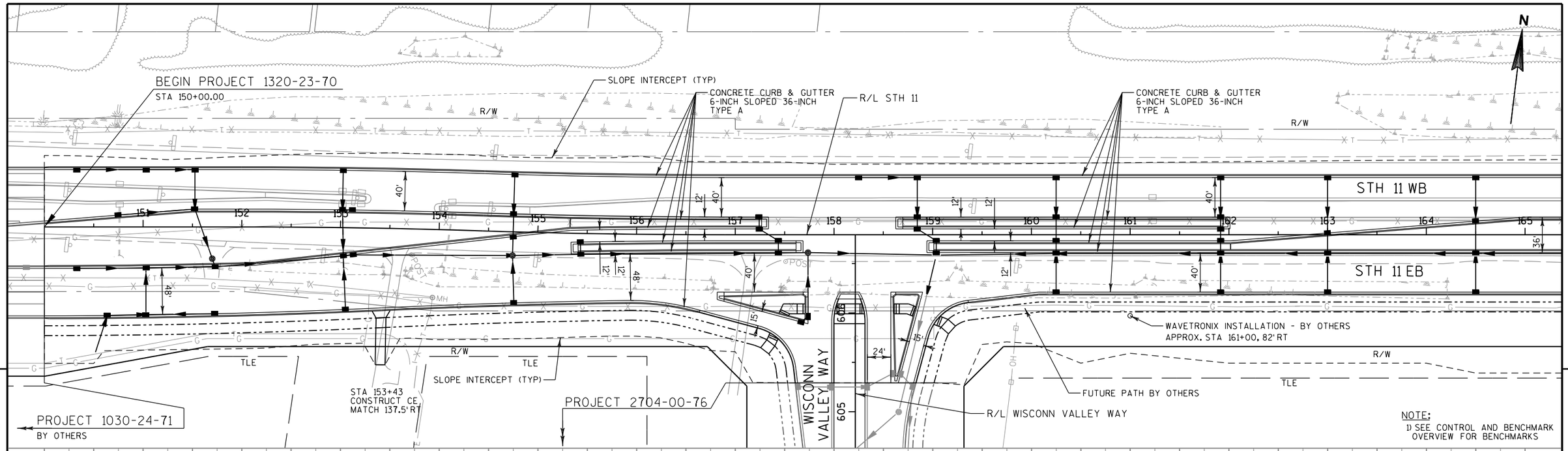
3

SANITARY SEWER ITEMS

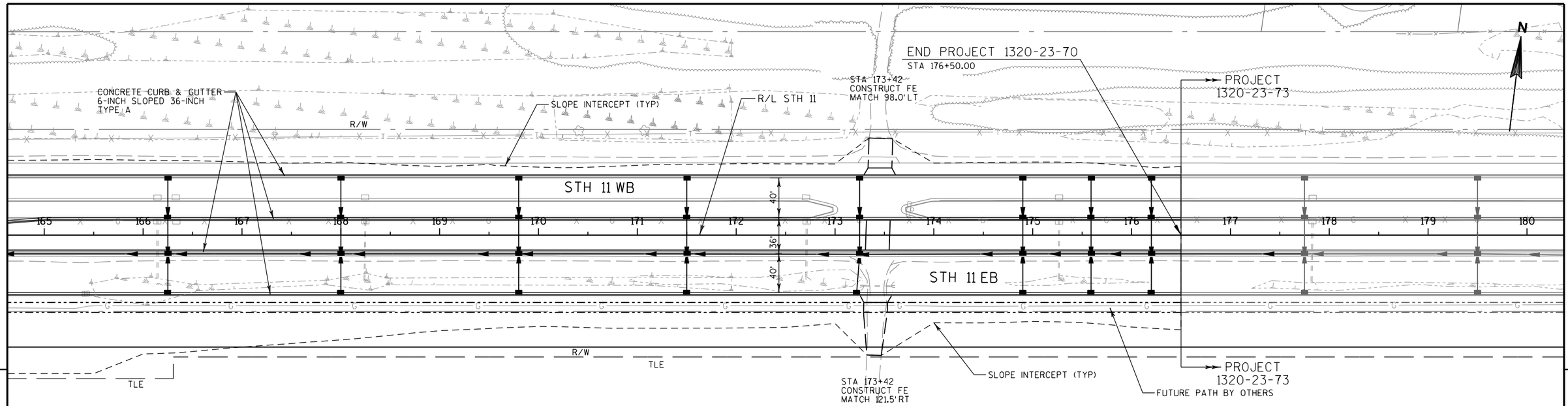
CATEGORY	PROJECT	ROADWAY	STRUCTURE #	STATION	OFFSET	SPV.0060.601 FURNISH SANITARY MANHOLE COVER EACH	SPV.0060.602 RECONSTRUCT SANITARY MANHOLE EACH	SPV.0060.603 ADJUSTING SANITARY MANHOLE EACH	EXISTING ELEVATION	PROPOSED ELEVATION	ELEVATION DIFF
6000	1320-23-73										
		STH 11	1	226+67	25.3'LT	--	--	1	748.21	747.74	-0.47
			2	228+82	25.5'LT	--	--	1	746.95	746.67	-0.28
			3*	232+35	15.8'LT	1	1	--	741.88	743.24	1.36
					TOTAL PROJECT 1320-23-73	1	1	2			

NOTES: * EXISTING MANHOLE IS BURIED BELOW THE PAVEMENT.

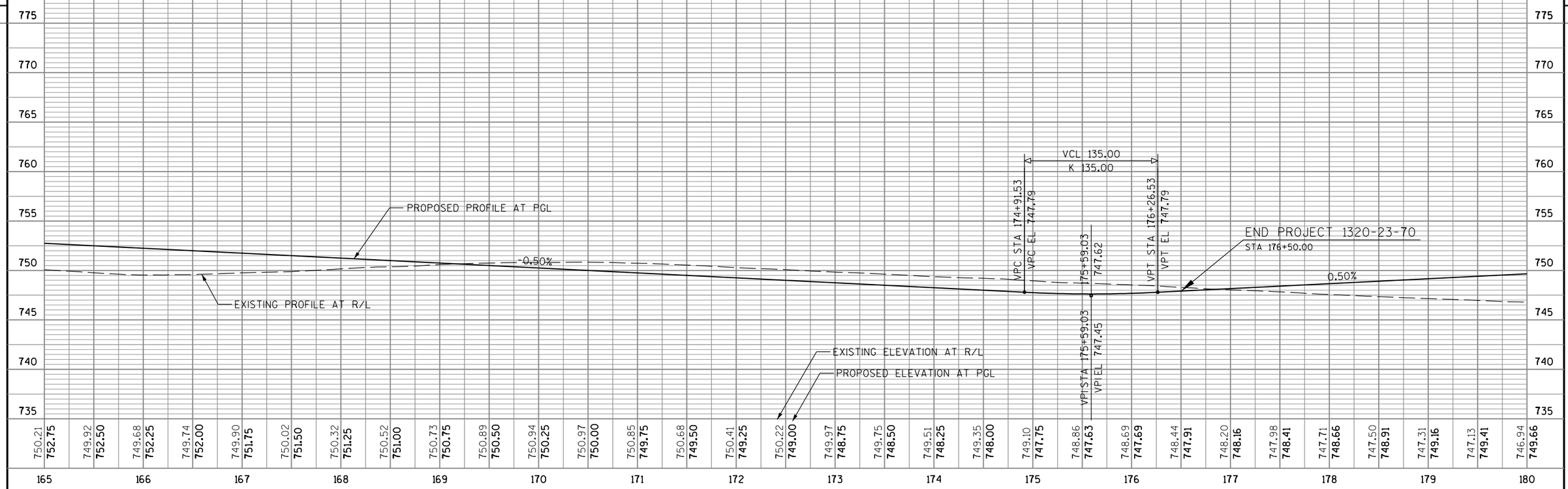
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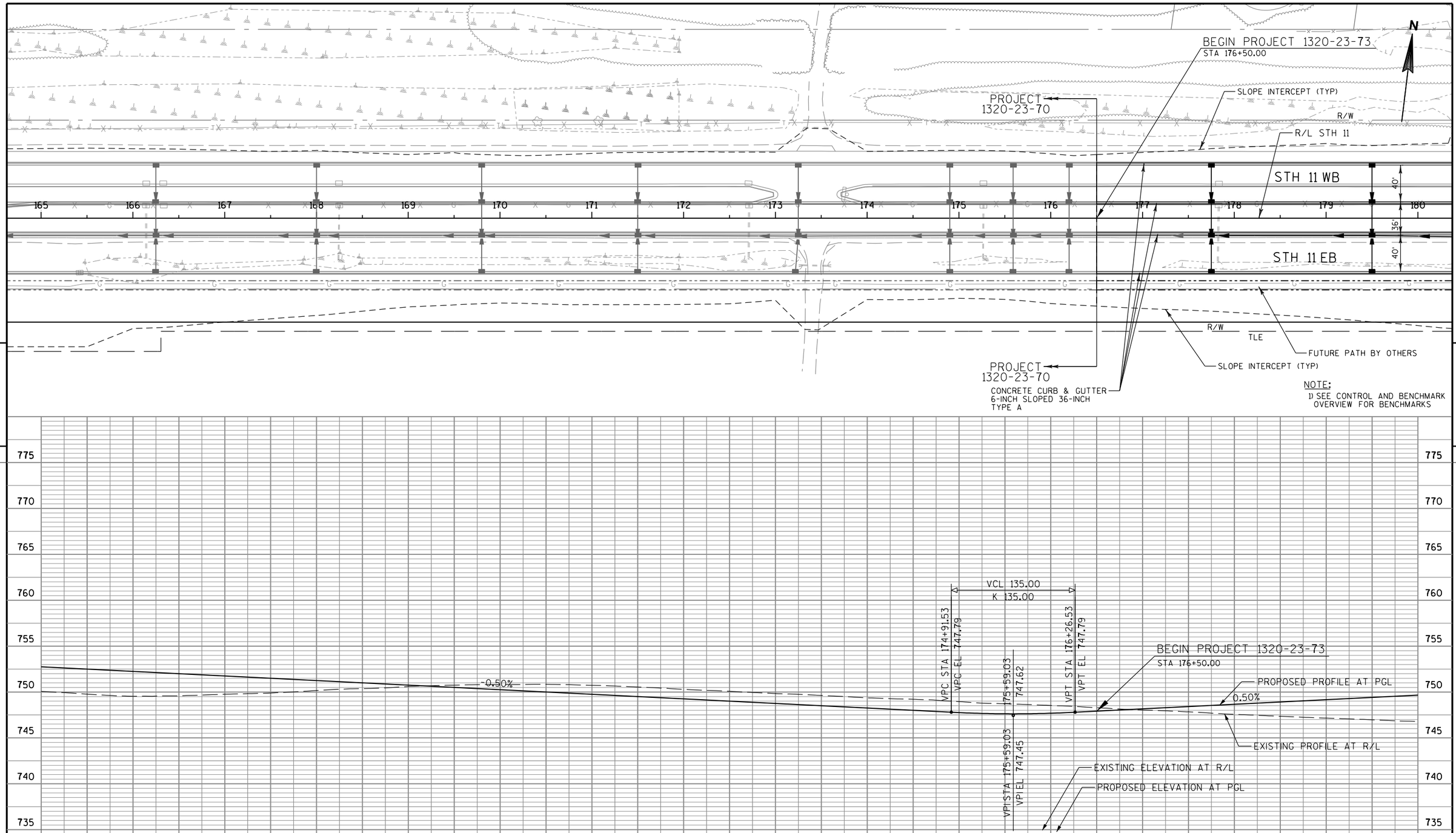
PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	PLAN AND PROFILE: STH 11	SHEET 315 E



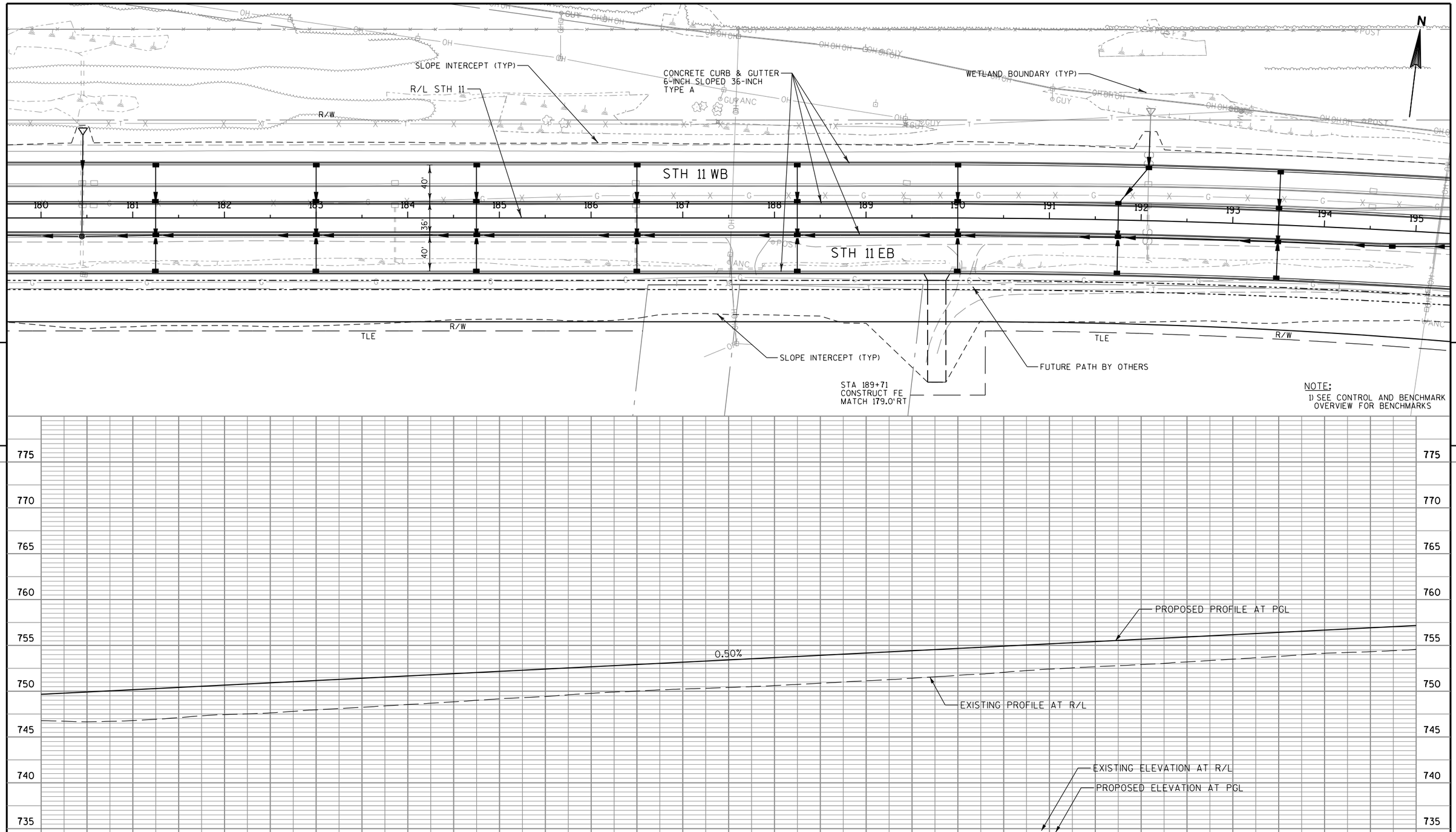
NOTE:
1) SEE CONTROL AND BENCHMARK OVERVIEW FOR BENCHMARKS



PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	PLAN AND PROFILE: STH 11	SHEET 316 E



PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	PLAN AND PROFILE: STH 11	SHEET 317 E



PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	PLAN AND PROFILE: STH 11	SHEET 318 E

PROJECT
2704-00-75
BY OTHERS

PROJECT
2704-00-75
BY OTHERS

INTERNATIONAL DRIVE

CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH
TYPE A

R/W

R/L INTERNATIONAL DRIVE

R/W

CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH
TYPE A

WETLAND BOUNDARY (TYP)

SLOPE INTERCEPT (TYP)

R/L STH 11

R/W

STH 11 WB

STH 11 EB

FUTURE PATH BY OTHERS

R/W
TLE

SLOPE INTERCEPT (TYP)

FUTURE PATH BY OTHERS

STA 196+52
CONSTRUCT PE
MATCH 153.7'RT

STA 198+35
CONSTRUCT FE
MATCH 203.1'RT

CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH
TYPE A

NOTE:
1) SEE CONTROL AND BENCHMARK OVERVIEW FOR BENCHMARKS

PROPOSED PROFILE AT PGL

0.50%

EXISTING PROFILE AT R/L

VPI STA 209+23.74
VPI EL 764.28

VPC STA 207+88.74
VPC EL 763.60

208+78.74
763.83

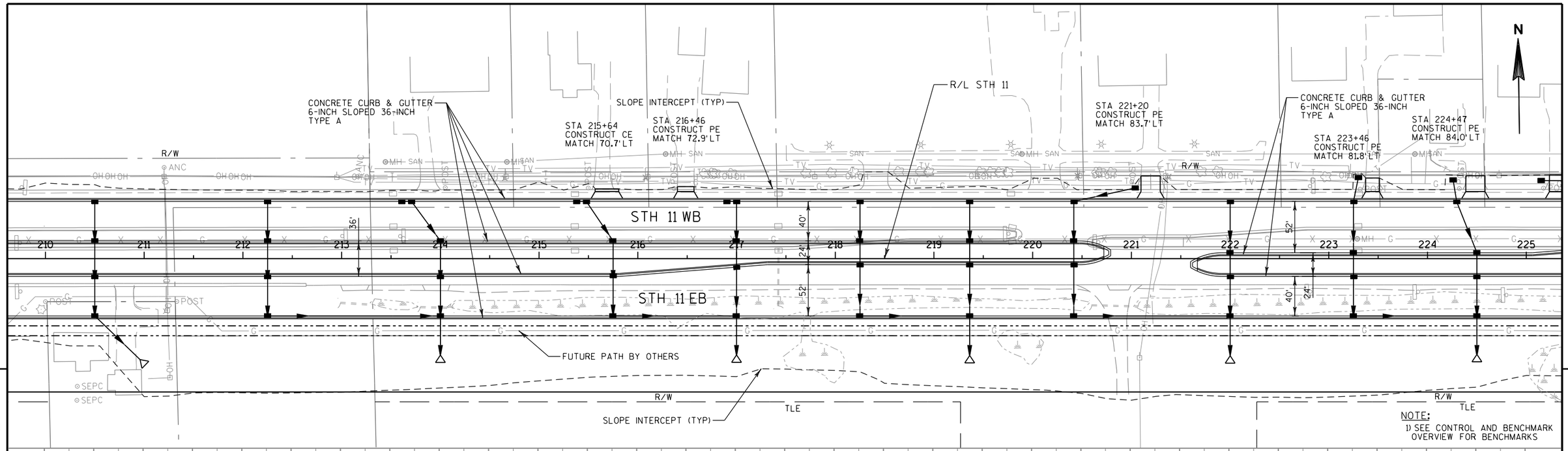
VCL 270.00
K 180.00

EXISTING ELEVATION AT R/L

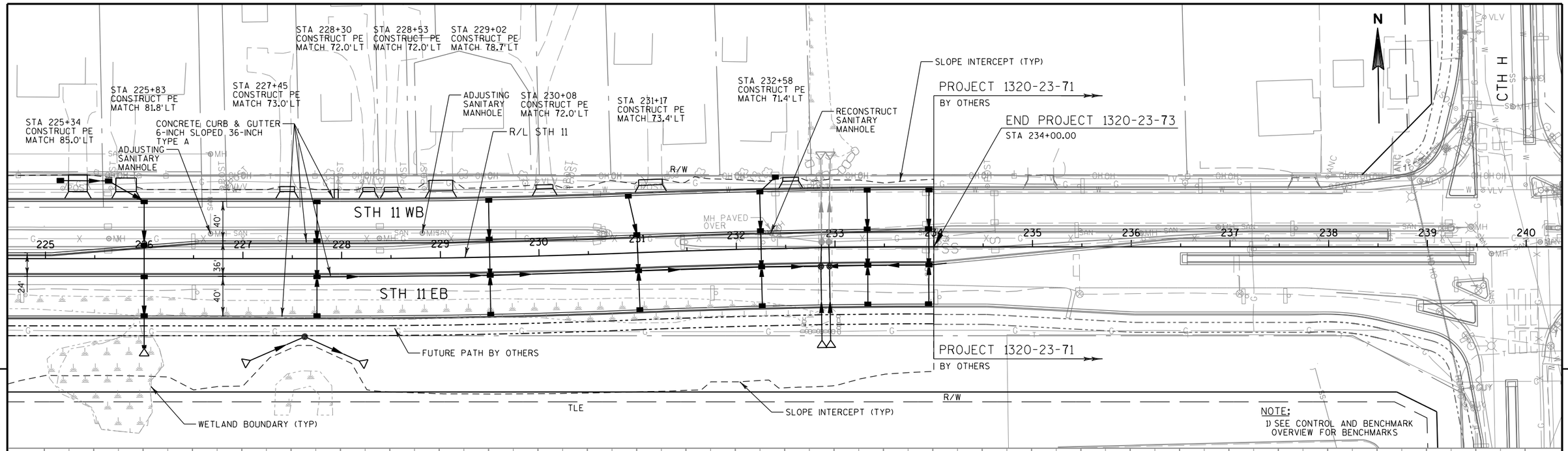
PROPOSED ELEVATION AT PGL

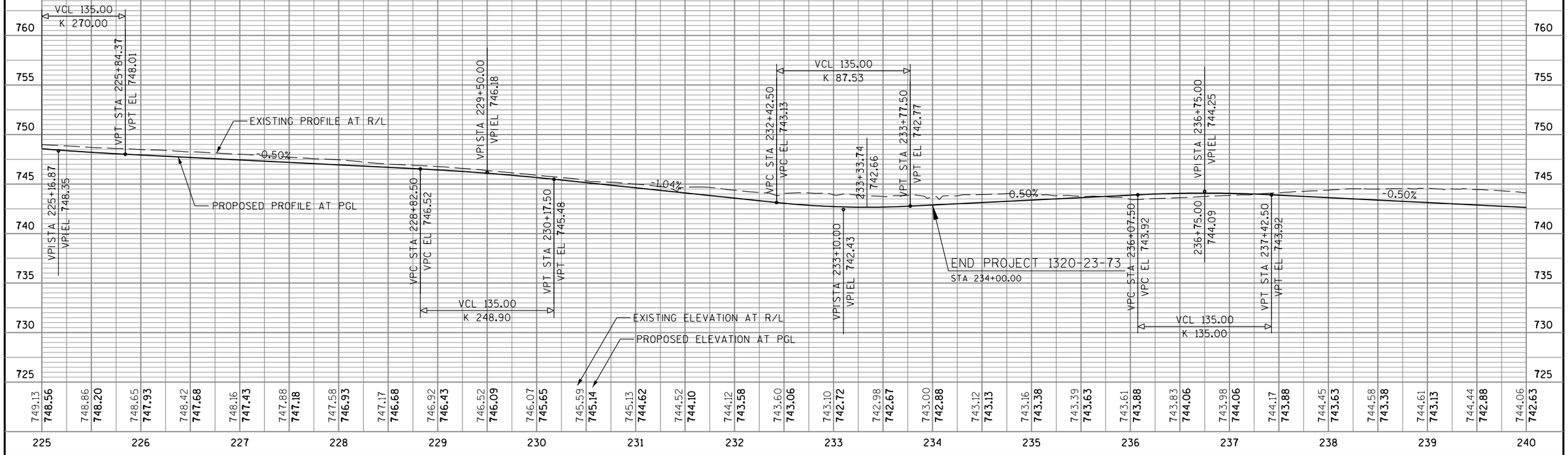
195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210
754.38 / **757.16**	754.66 / **757.41**	755.02 / **757.66**	755.27 / **757.91**	755.62 / **758.16**	756.05 / **758.41**	756.37 / **758.66**	756.67 / **758.91**	756.98 / **759.16**	757.32 / **759.41**	757.65 / **759.66**	757.96 / **759.91**	758.26 / **760.16**	758.58 / **760.41**	758.91 / **760.66**	759.23 / **760.91**	759.47 / **761.16**	759.81 / **761.41**	760.25 / **761.66**	760.58 / **761.91**	760.90 / **762.16**	761.24 / **762.41**	761.57 / **762.66**	761.88 / **762.91**	762.19 / **763.16**	762.46 / **763.41**	762.72 / **763.66**	762.89 / **763.81**	763.03 / **763.82**	763.05 / **763.69**	763.08 / **763.42**

PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	PLAN AND PROFILE: STH 11	SHEET 319 E



PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	PLAN AND PROFILE: STH 11	SHEET 320 E





PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	PLAN AND PROFILE: STH 11	SHEET 321 E

NOTE:
1) SEE CONTROL AND BENCHMARK OVERVIEW FOR BENCHMARKS

N

STH 11 EB

STH 11 WB

PROJECT 2704-00-75 BY OTHERS

R/W

END CONSTRUCTION
STA 50+61.77

FUTURE PATH BY OTHERS

R/L INTERNATIONAL DRIVE

INTERNATIONAL DRIVE

R/W TLE

R/L STH 11

PLE

PROPOSED PLE

TLE

PROJECT 2704-00-75 BY OTHERS

50 51 52 53 54 55 56 57 58 59 60 61 62

VPI STA 49+31.23
VPI EL 760.23

VPC STA 49+70.00
VPC EL 759.84

VCL 120.00
K 74.78

VPT STA 50+90.00
VPT EL 759.61

-1.00%

50+44.80
759.47

0.60%

VPI STA 50+30.00
VPI EL 759.24

PROPOSED PROFILE AT PGL

EXISTING PROFILE AT R/L

END CONSTRUCTION
STA 50+61.77

VPC STA 57+45.00
VPC EL 763.38

VCL 210.00
K 192.14

VPI STA 58+20.00
VPI EL 764.02

58+31.12
763.74

-0.49%

VPT STA 59+25.00
VPT EL 763.51

EXISTING ELEVATION AT R/L

PROPOSED ELEVATION AT PGL

| | | |

Standard Detail Drawing List

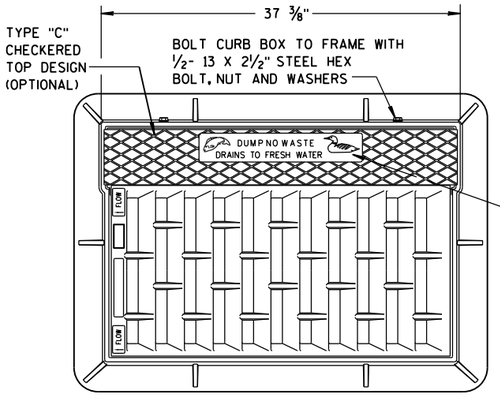
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-02	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C06-02	INLETS 3-FT AND 4-FT DIAMETER
08C08-02	INLETS MEDIAN 1 AND 2 GRATE
08D01-20A	CONCRETE CURB & GUTTER
08D01-20B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-19A	CURB RAMPS TYPES 1 AND 1-A
08D05-19B	CURB RAMPS TYPES 2 AND 3
08D05-19C	CURB RAMPS TYPES 4A AND 4A1
08D05-19D	CURB RAMPS TYPE 4B AND 4B1
08D05-19E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-19F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-19G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D19-02	DRIVEWAY AND SIDEWALK RAMPS TYPE Z
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
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-10	CONDUIT
09B04-11	PULL BOX
09C02-08	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C06-07	CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL
09C14-03	CONCRETE CONTROL CABINET BASE, TYPE L
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D02-03	SIGNAL CONTROL CABINET
09E01-15B	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)
09E01-15D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-06	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E07-06	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
09E08-08E	GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS
09F15-04A	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)
09F15-04B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
09H09-02	COMMUNICATION VAULT TYPE 1
11B02-02	CONCRETE MEDIAN NOSE
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C10-02	RETROFIT DOWEL BARS
13C13-09	URBAN DOWELED CONCRETE PAVEMENT
13C18-07A	CONCRETE PAVEMENT JOINTING
13C18-07B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-07C	CONCRETE PAVEMENT JOINT TYPES
13C18-07D	CONCRETE PAVEMENT JOINT TYPES AT UTILITY FIXTURES
13C18-07F	CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER
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"
14B08-02A	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02B	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02C	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02D	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02E	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END

6

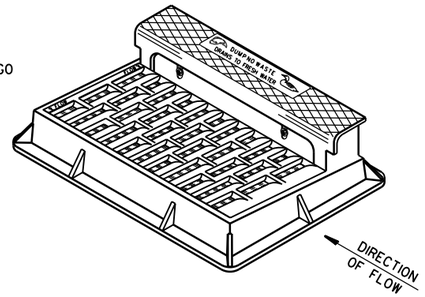
Standard Detail Drawing List

15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-07A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-07B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C07-14B	PAVEMENT MARKING WORDS
15C07-14C	PAVEMENT MARKING ARROWS
15C08-19A	LONGITUDINAL MARKING (MAINLINE)
15C08-19B	PAVEMENT MARKING (TURN LANES)
15C08-19C	PAVEMENT MARKING (TURN LANES)
15C11-07A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-07B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C20-02	YIELD MARKING
15C24-04	36" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE
15C27-03A	DOUBLE ARROW WARNING SIGN PLACEMENT
15C27-03B	PAVEMENT MARKING (ISLANDS)
15C33-03	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D03-05	TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER
15D20-04	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D21-06	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D22-03	TRAFFIC CONTROL, TWO LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D23-06	TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE
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
15D41-01	TRAFFIC CONTROL, MULTIPLE LANE SHIFT, MULTILANE DIVIDED ROAD
16A01-07	LANDMARK REFERENCE MONUMENTS AND COVERS

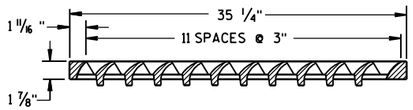
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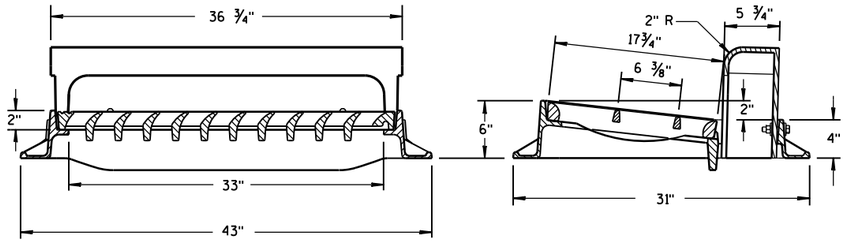


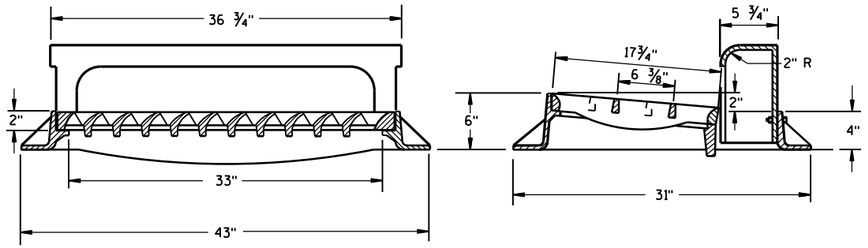
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

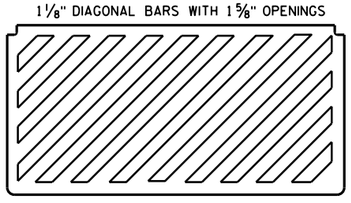






TYPE "H"

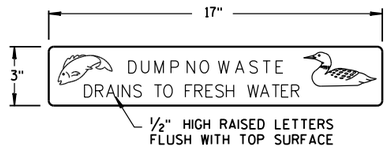
NOTE: EITHER CASTING IS ACCEPTABLE



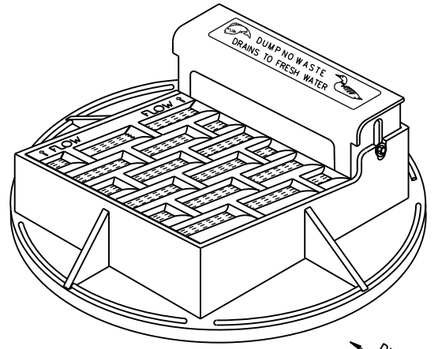
SPECIAL GRATE FOR TYPE "H" COVER

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

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

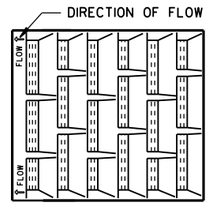
NOTE:
GRATE IS REVERSIBLE.

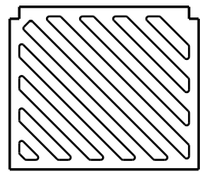
GENERAL NOTES

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

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

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

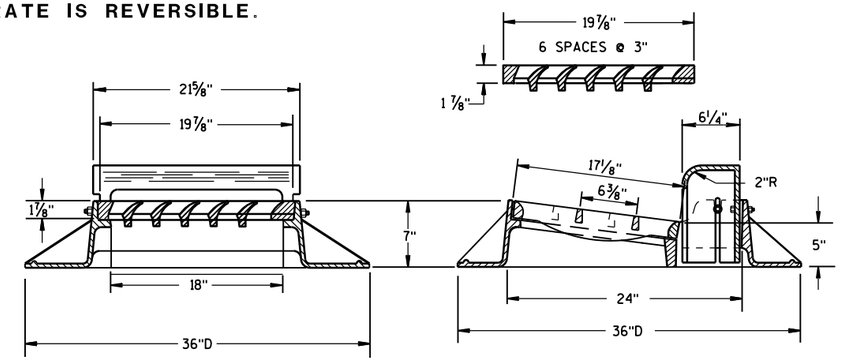




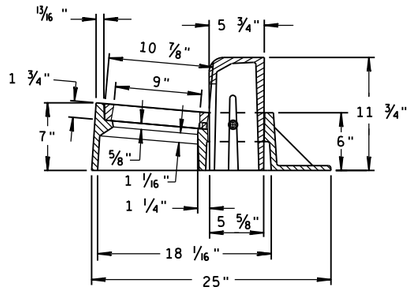
SPECIAL GRATE FOR TYPE "A" COVER

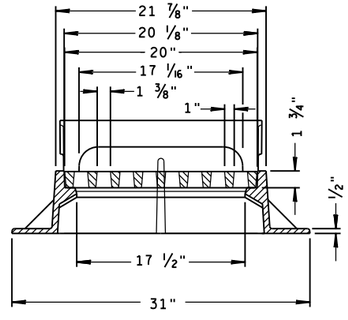
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)

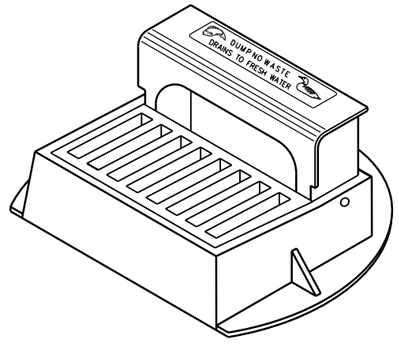


TYPE "A"





TYPE "Z"



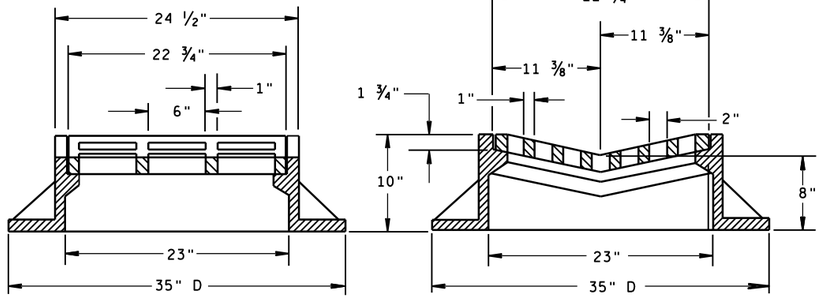
INLET COVERS
TYPE A, H, A-S, H-S & Z

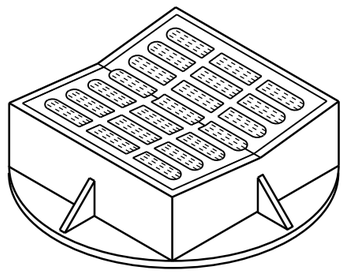
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

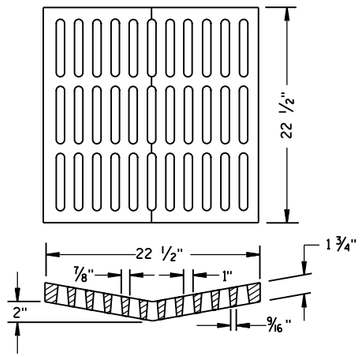
6

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



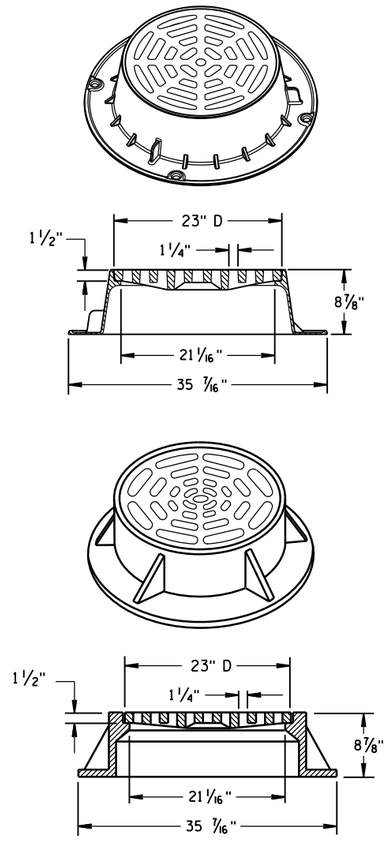


TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

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



TYPE "C"

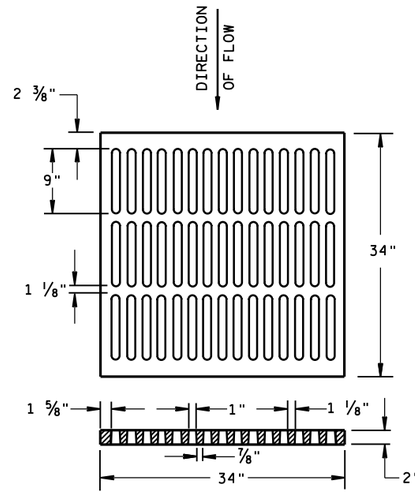
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

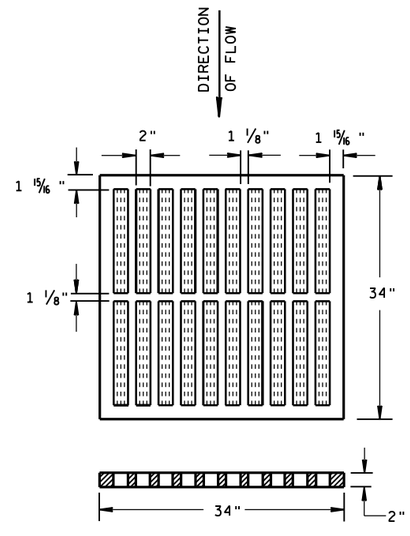
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



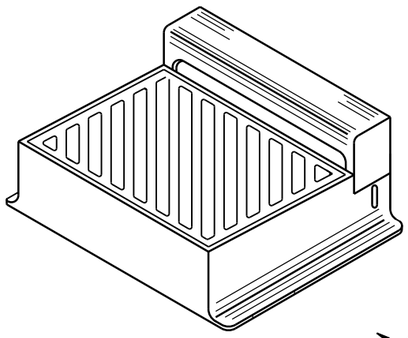
ALTERNATIVE TYPE "MS"

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

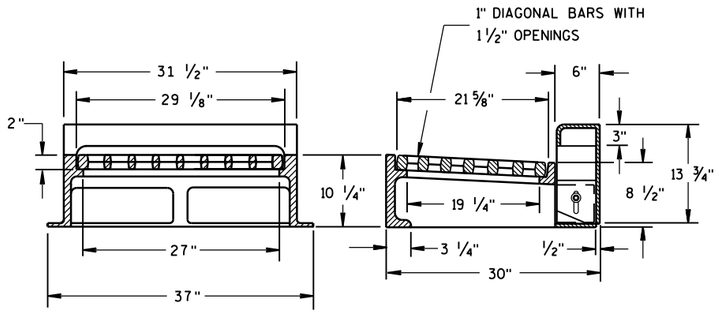


TYPE "MS"

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



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



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

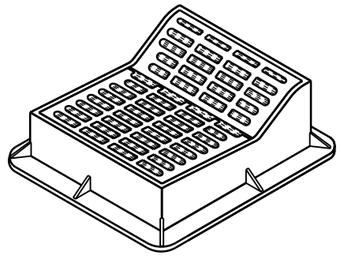
INLET COVERS
TYPE B, B-A, C,
MS, MS-A, & WM

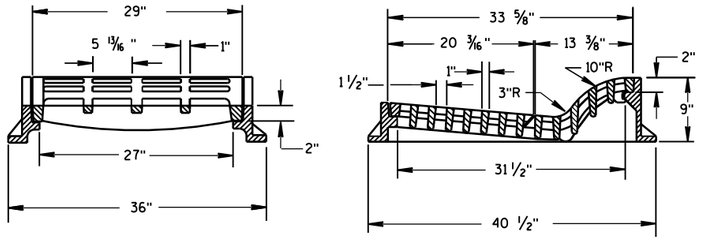
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

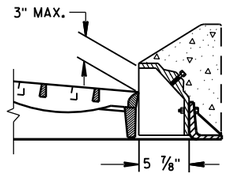
S.D.D. 8 A 5-19b





TYPE "F"

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



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

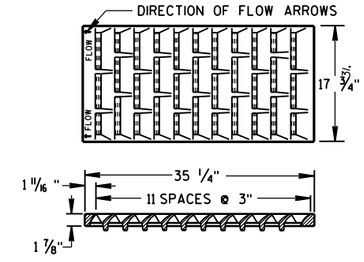
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

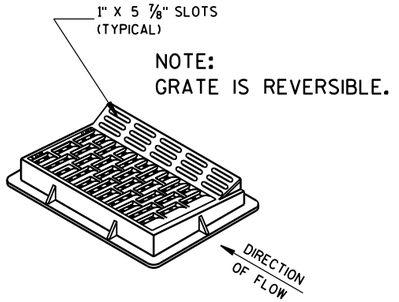
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

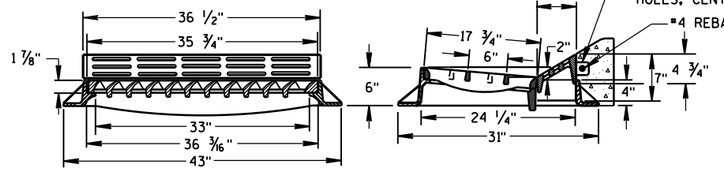
GENERAL NOTES

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

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



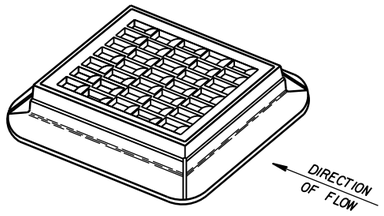


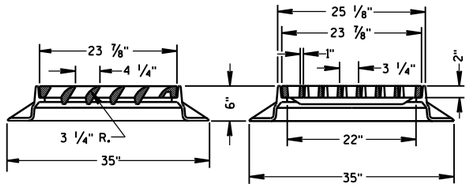


TYPE "HM"

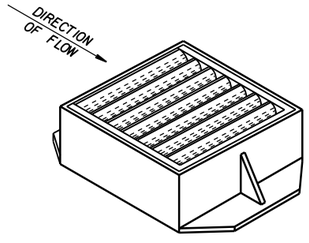
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

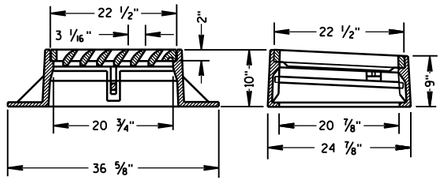
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



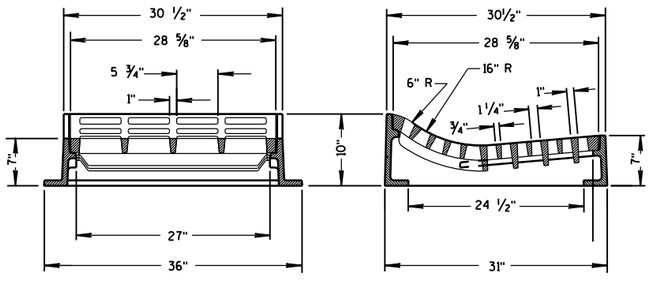


TYPE "S"



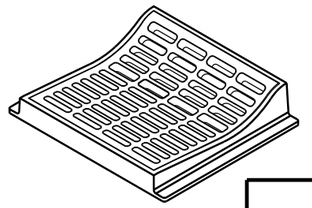


TYPE "V"



TYPE "T"

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



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

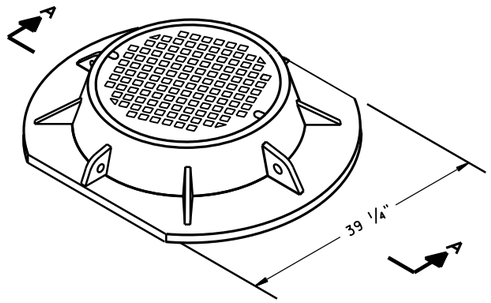
APPROVED
11/27/2013
DATE

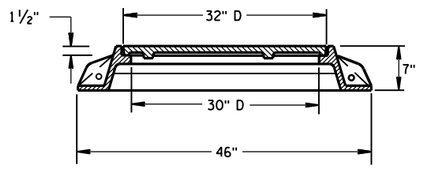
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

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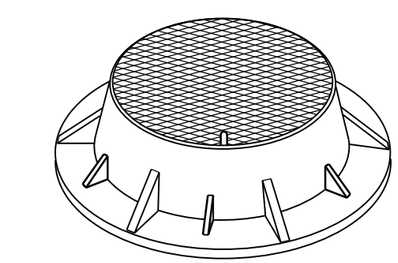
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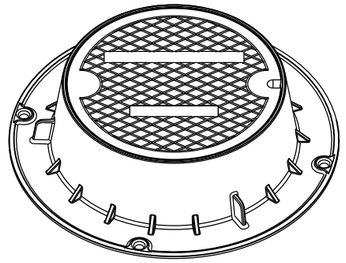
6
S.D.D. 8 A 5-19c

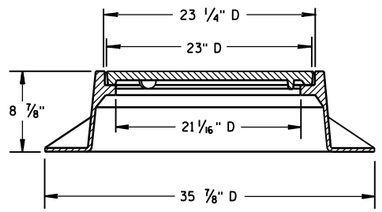


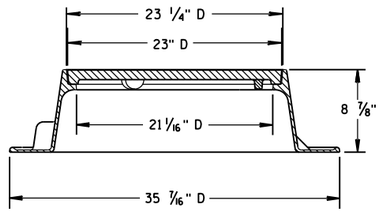


SECTION A-A
TYPE "K"









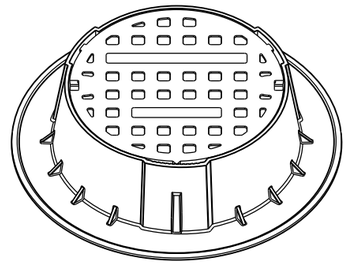
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

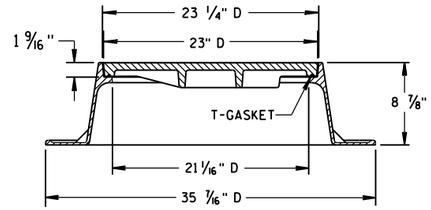
GENERAL NOTES

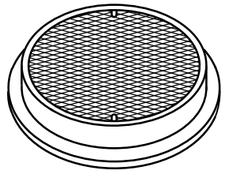
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

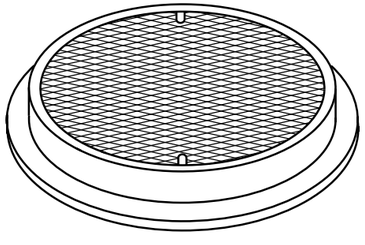
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

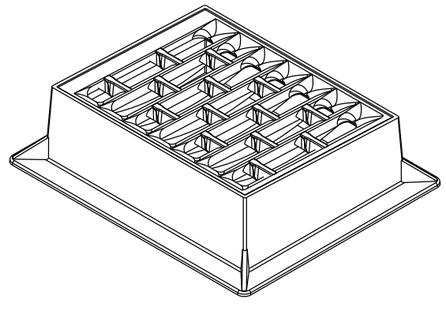
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

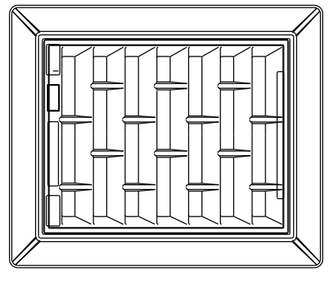


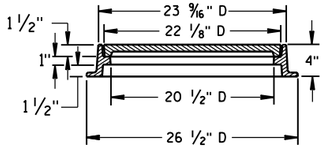




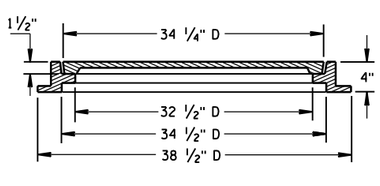




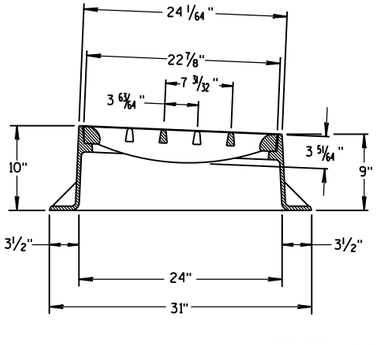


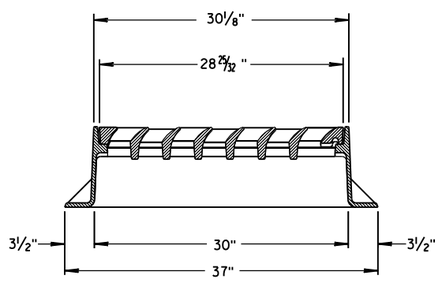


TYPE "L"

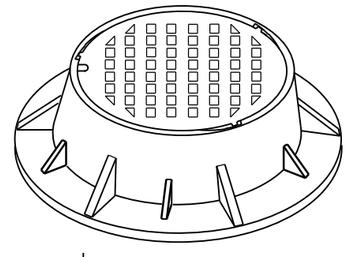


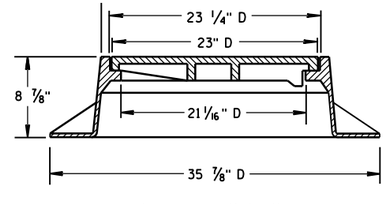
TYPE "M"





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

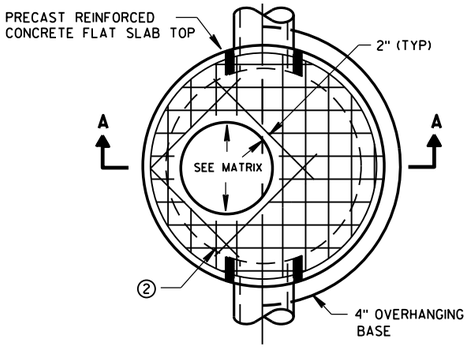
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

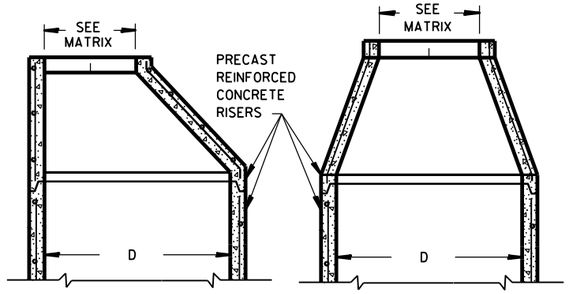
S.D.D. 8 A 5-19d

6

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

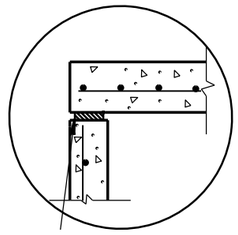


PLAN VIEW CIRCULAR OPENING

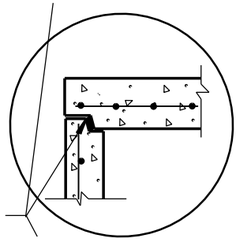


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

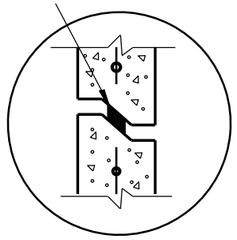


TOP WITH PLAIN END JOINT



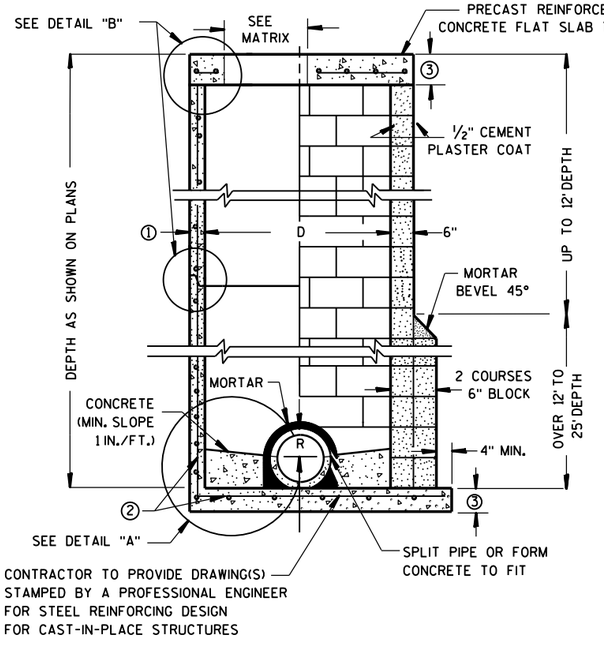
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



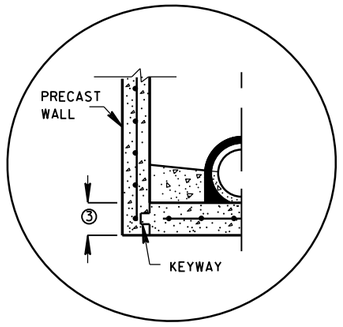
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

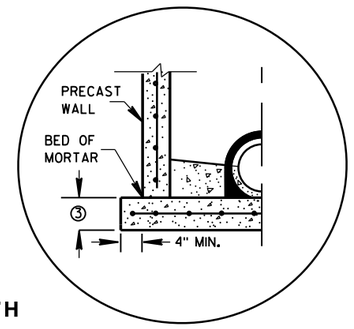


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

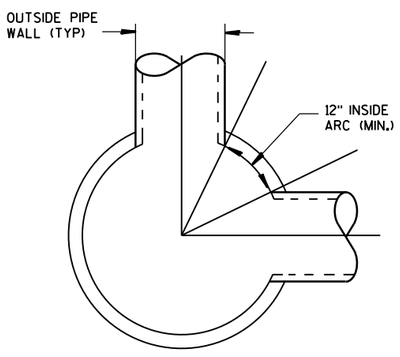


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MANHOLE COVER OPENING MATRIX

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

PIPE MATRIX

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept., 2016
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERV

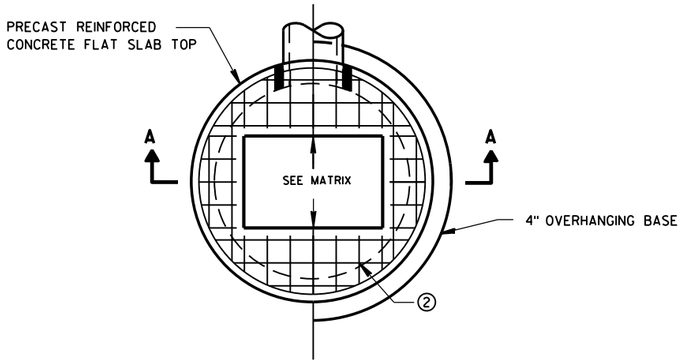
FHWA

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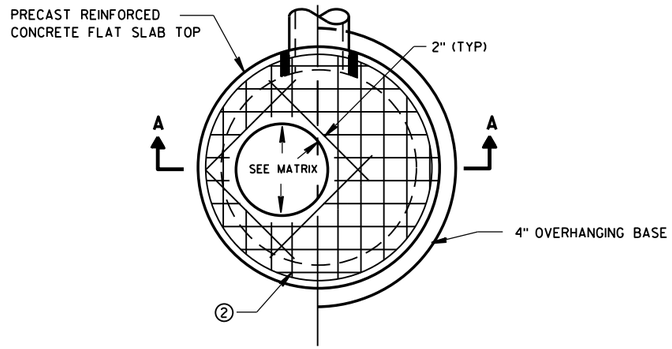
S.D.D. 8 B 9-2

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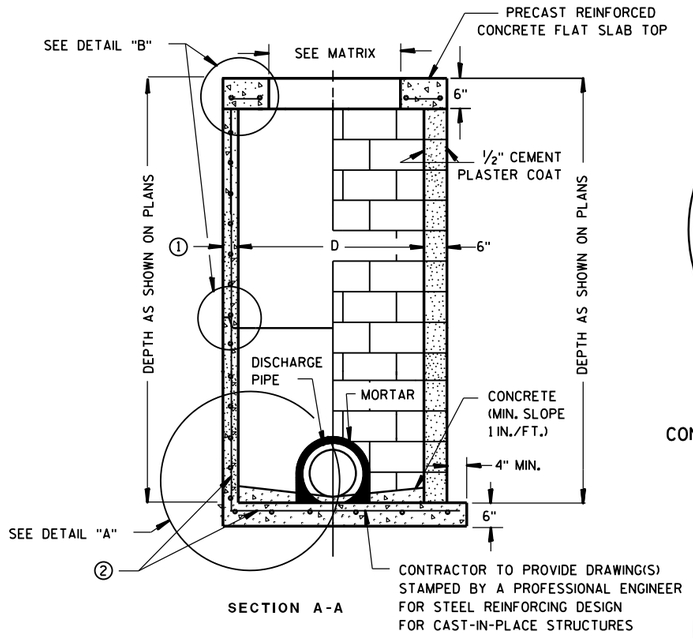
S.D.D. 8 B 9-2



PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

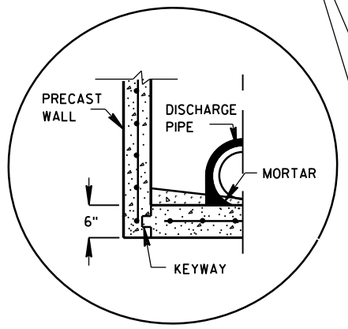


SECTION A-A

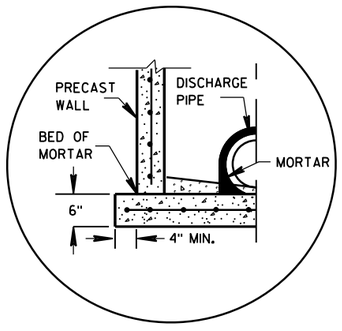
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

CIRCULAR INLETS W/ FLAT TOP

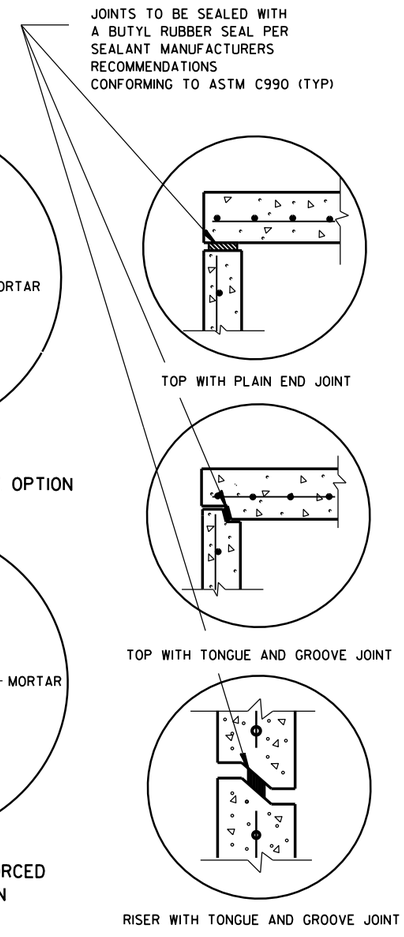


PRECAST REINFORCED
CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED
CONCRETE BASE OPTION

DETAIL "A"



DETAIL "B"

GENERAL NOTES

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

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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.

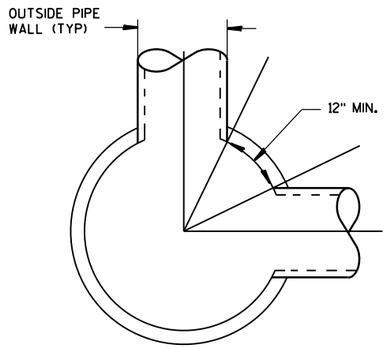
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

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

INLETS 3-FT
AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

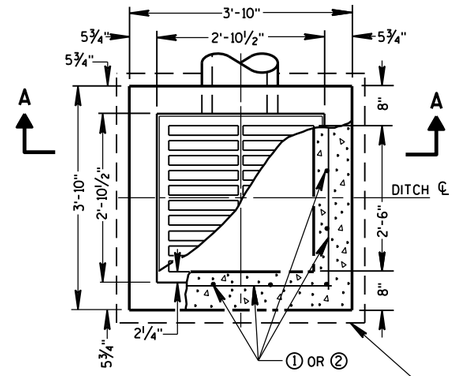
APPROVED
Sept., 2016 — /S/ Rodney Taylor
DATE — ROADWAY STANDARDS | ENT UNIT SUPERVI
FHWA

6

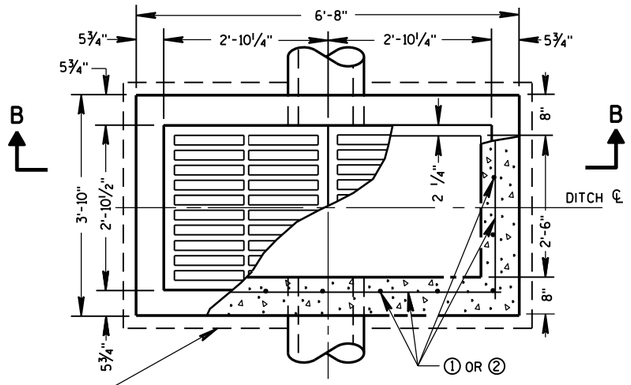
S.D.D. 8 C 6-2

6

S.D.D. 8 C 6-2

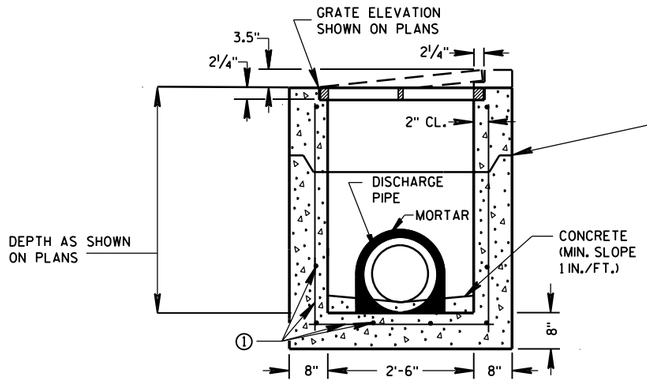


PLAN VIEW

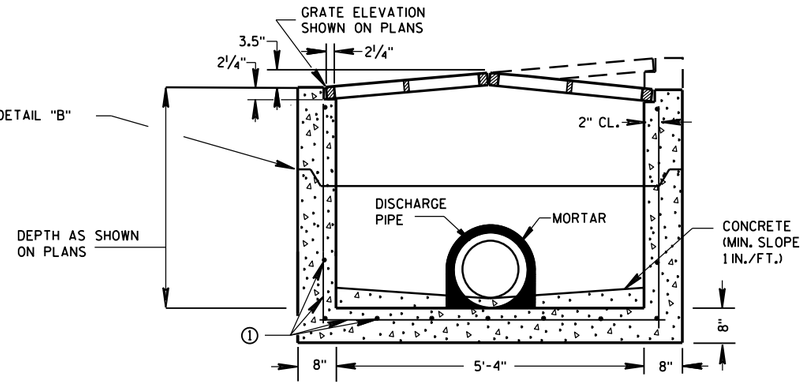


PLAN VIEW

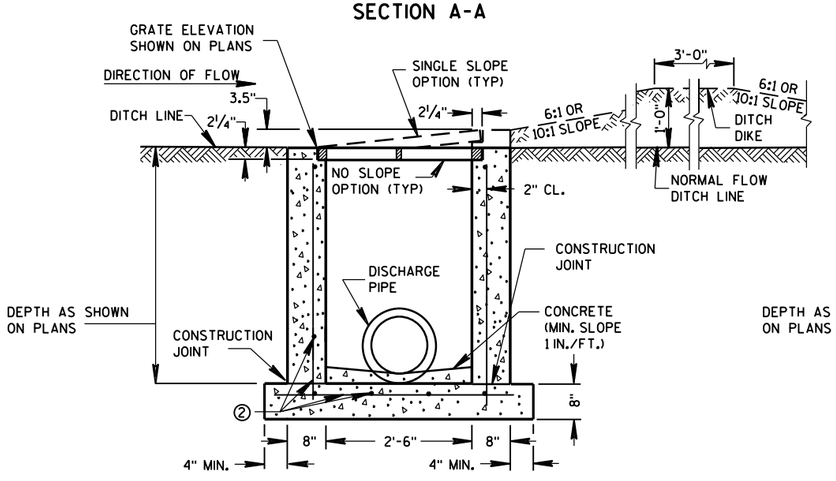
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



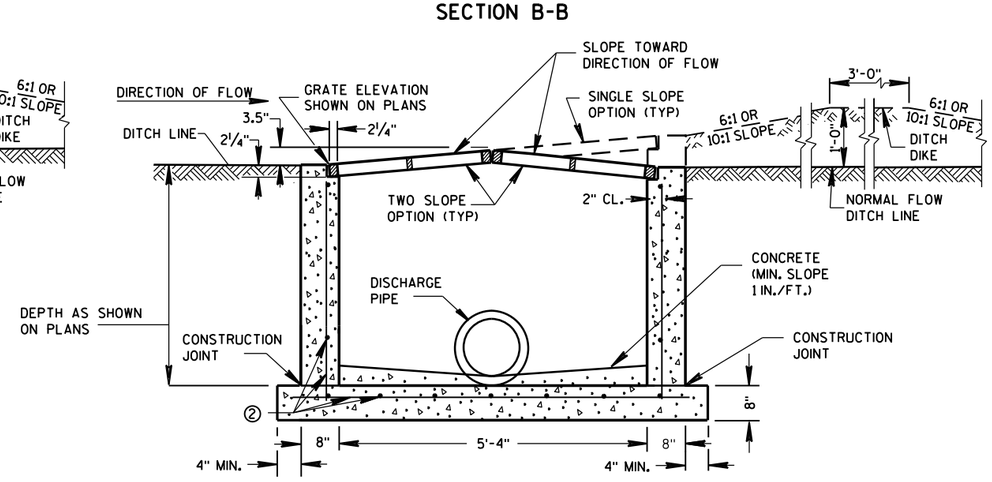
PRECAST REINFORCED CONCRETE SECTION A-A



PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

GENERAL NOTES

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

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

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

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

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

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

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

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

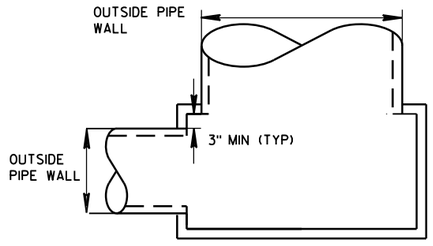
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

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

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

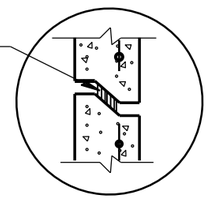
PIPE MATRIX

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



DETAIL "A"

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



DETAIL "B"

INLETS MEDIAN 1 GRATE

INLETS MEDIAN 2 GRATE

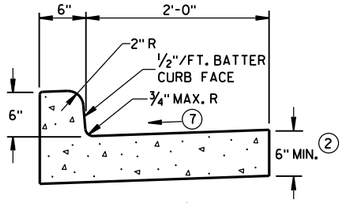
INLETS MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

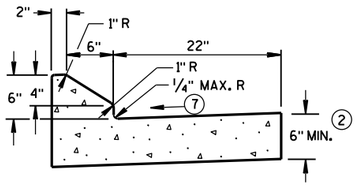
APPROVED
Sept., 2016
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS UNIT SUPERVI
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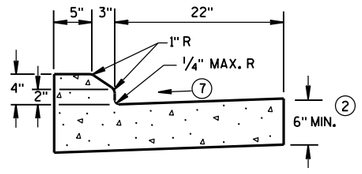
6
S.D.D. 8 C 8-2



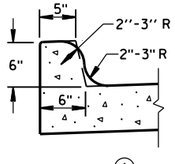
TYPES A (1) & D



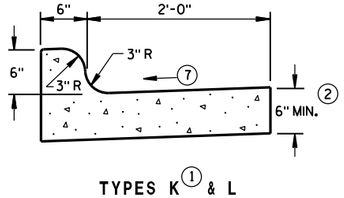
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

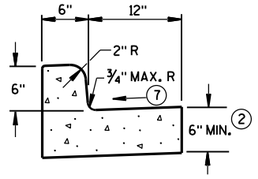


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



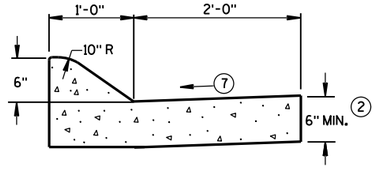
TYPES K (1) & L

CONCRETE CURB & GUTTER 30"

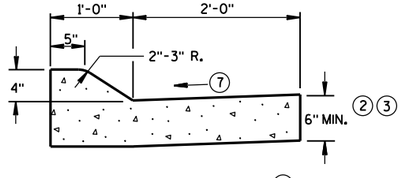


TYPES A (1) & D

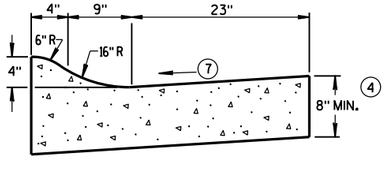
CONCRETE CURB & GUTTER 18"



6" SLOPED CURB TYPES A (1) & D

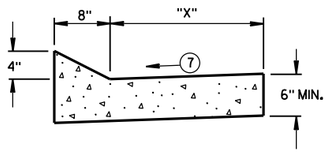


4" SLOPED CURB TYPES A (1) & D



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

CONCRETE CURB & GUTTER 36"



TYPES TBT & TBTT (1)

CONCRETE CURB & GUTTER

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

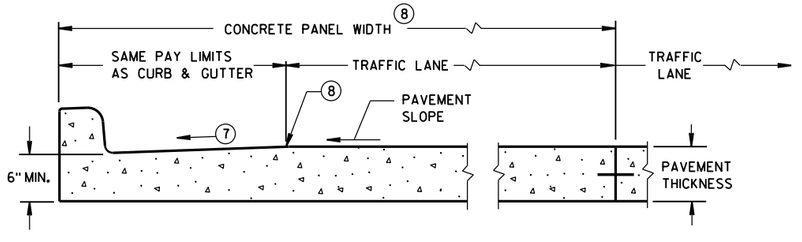
(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

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

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

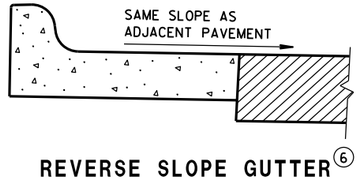
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB & GUTTER

* BIKE LANE IS NOT SHOWN.



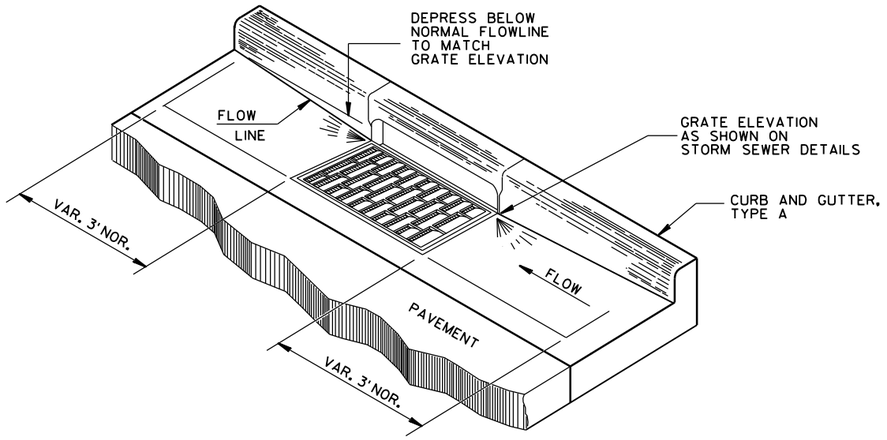
REVERSE SLOPE GUTTER (6)
(TYPICAL FOR ALL CURB & GUTTER TYPES)

CONCRETE CURB & GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

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



DETAIL OF CURB AND GUTTER AT INLETS

(TYPE H INLET COVER SHOWN)

GENERAL NOTES

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

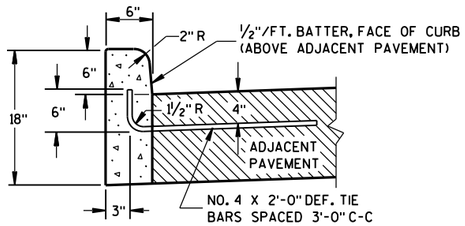
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

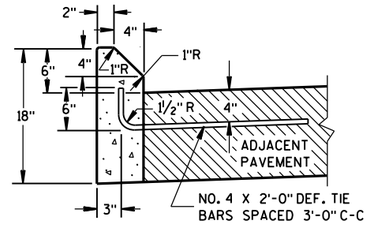
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

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

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

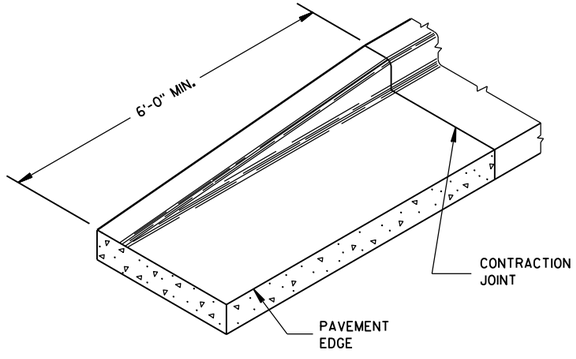


TYPES A(1) & D

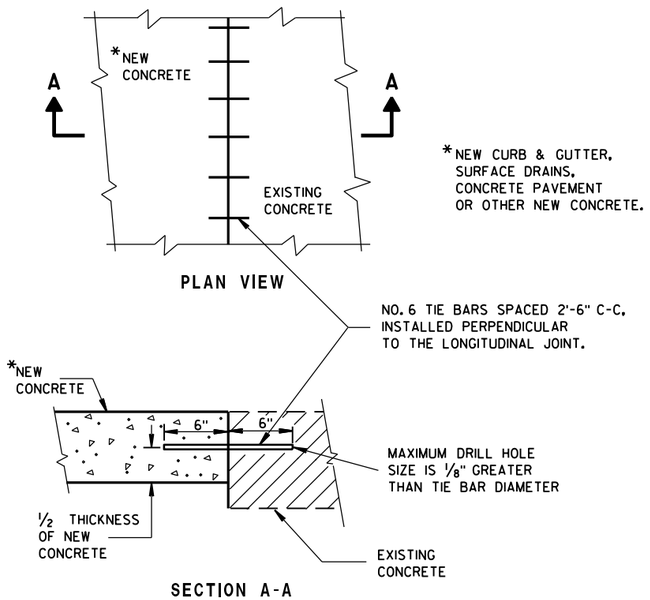


TYPES G(1) & J

CONCRETE CURB



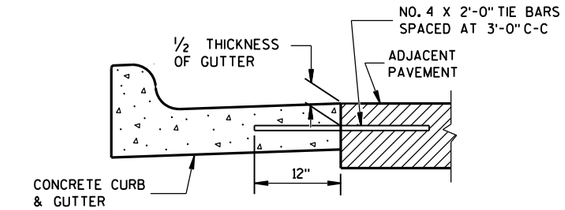
END SECTION CURB & GUTTER



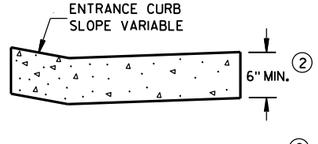
PLAN VIEW

SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (9)

(WHEN DIRECTED BY THE ENGINEER)

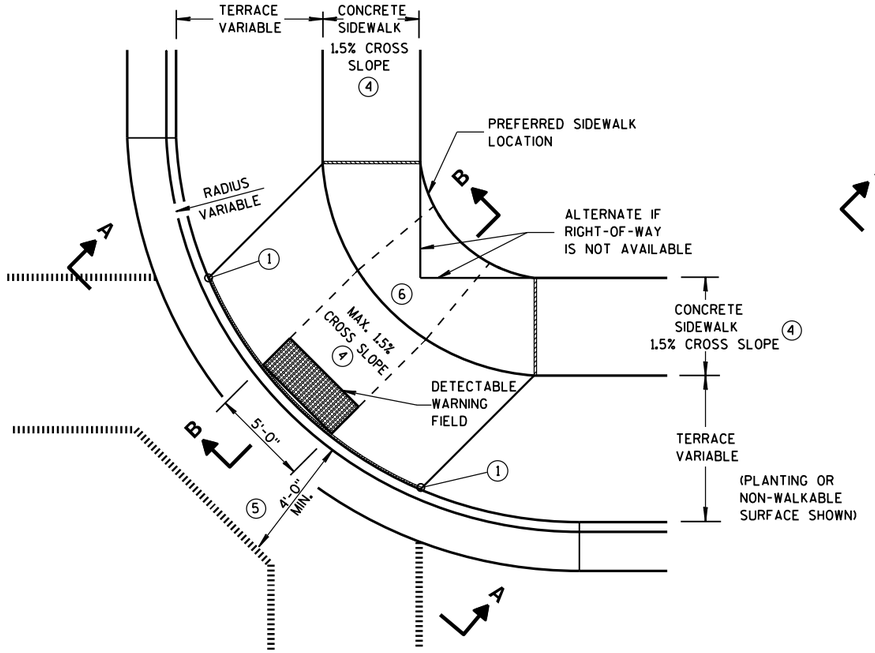
CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2017 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS 333 ENT
UNIT SUPERVISOR
FHWA

6

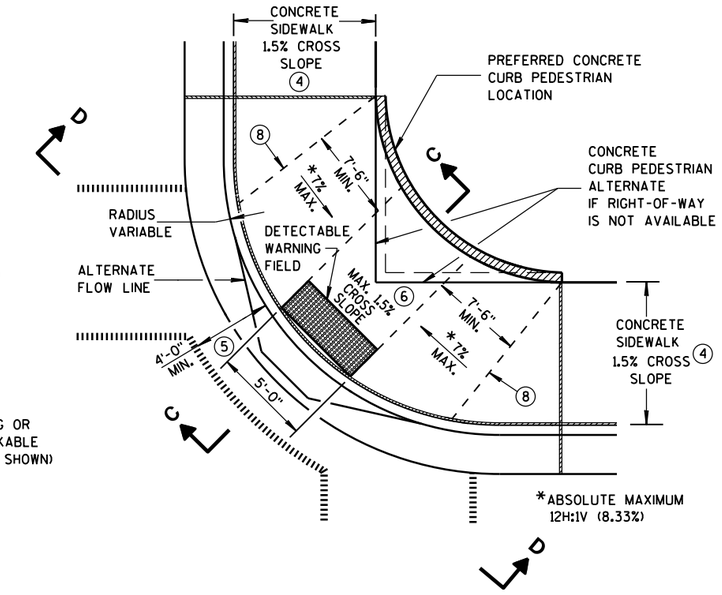
S.D.D. 8 D 1-20b



PLAN VIEW

TYPE 1 RAMP

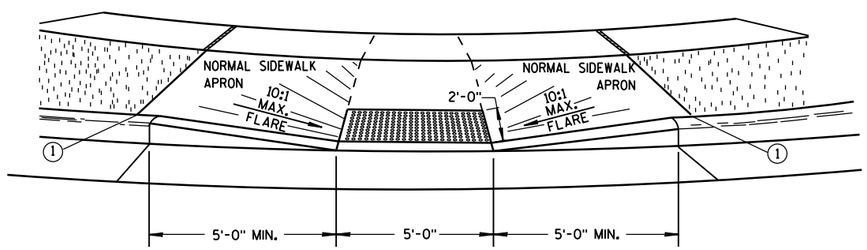
(CENTER OF CORNER RADIUS)



PLAN VIEW

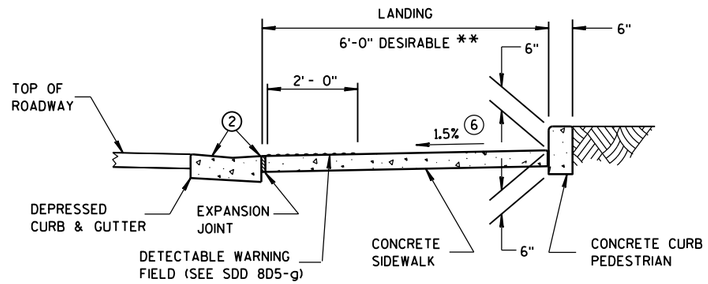
TYPE 1-A RAMP

(NO TERRACE)

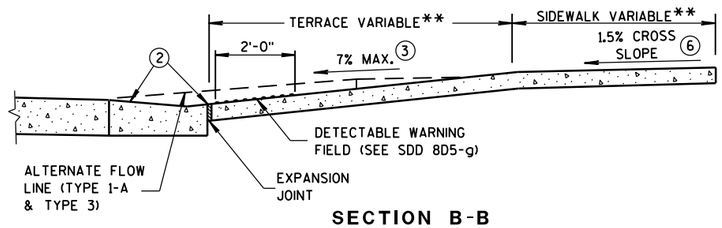


VIEW A-A

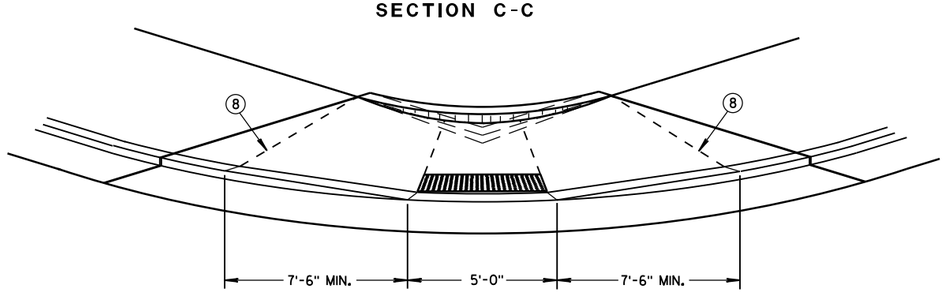
** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION C-C



SECTION B-B



VIEW D-D

GENERAL NOTES

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

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

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAL FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD".

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

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

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

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

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA. (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.

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

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

LEGEND

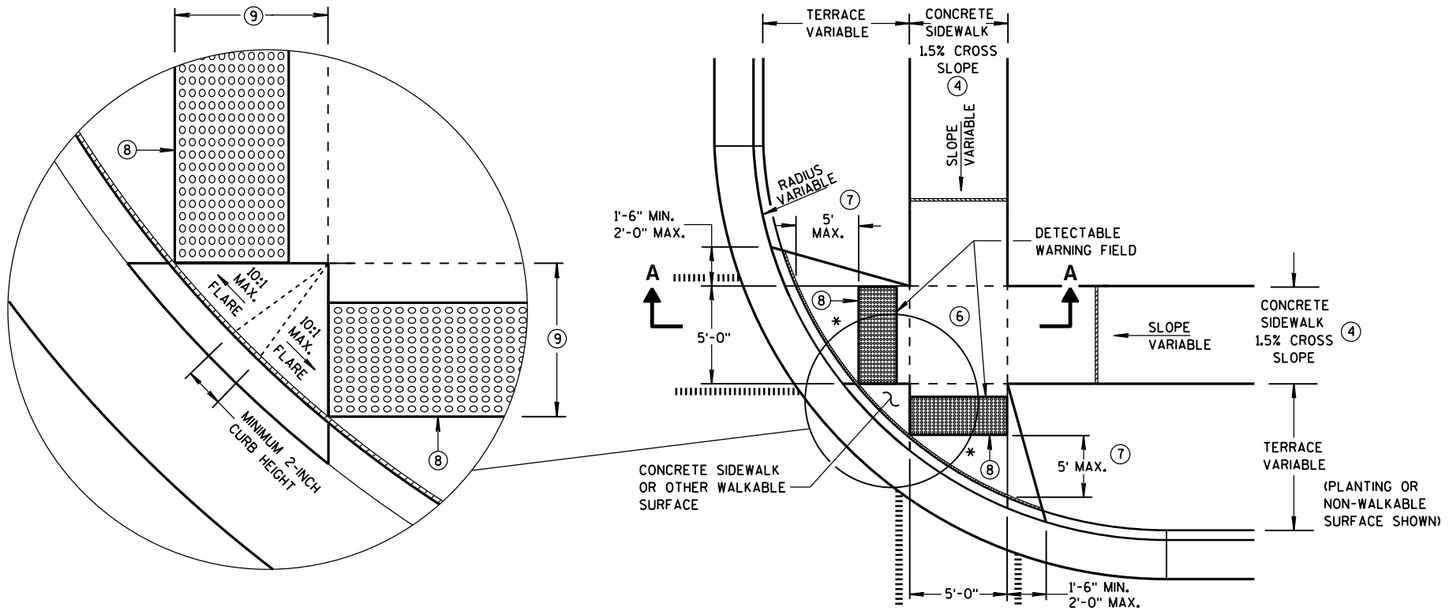
- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT

CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

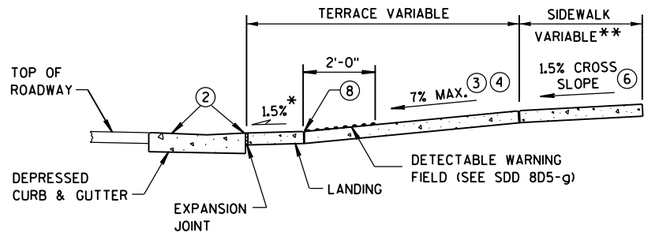
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S.D.D. 8 D 5-19a



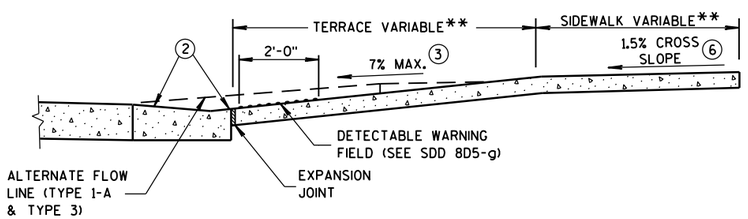
PLAN VIEW
TYPE 2 RAMP
(ON LINE WITH SIDEWALK)

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

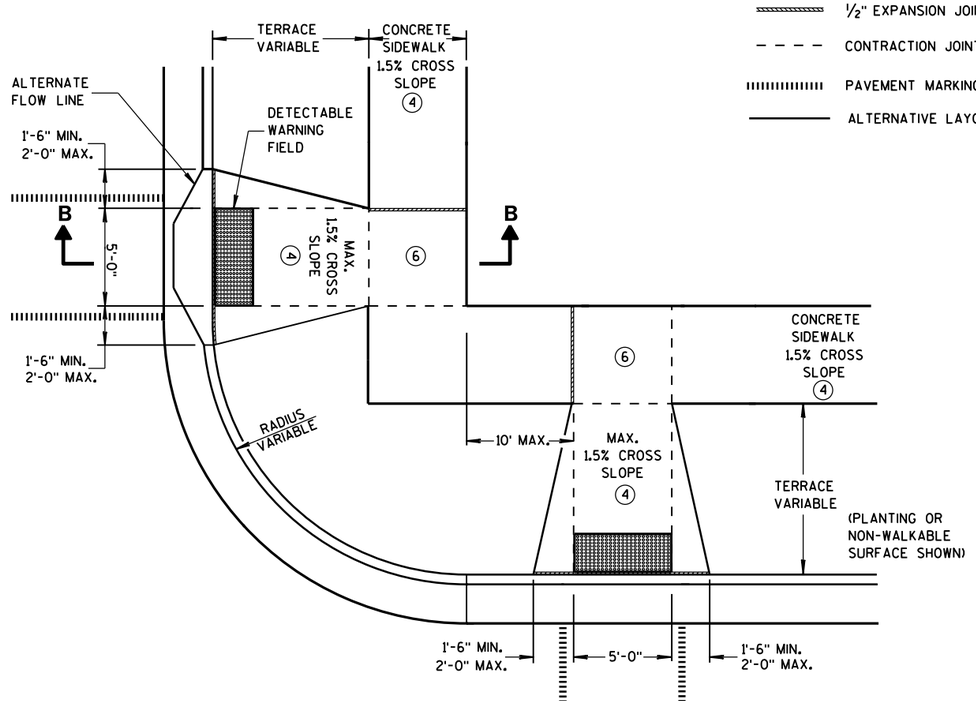


SECTION A-A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B



PLAN VIEW
TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

GENERAL NOTES

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

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

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

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

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

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

(9) WHEN THIS DISTANCE IS LESS THAN 6'-0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

LEGEND

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

6

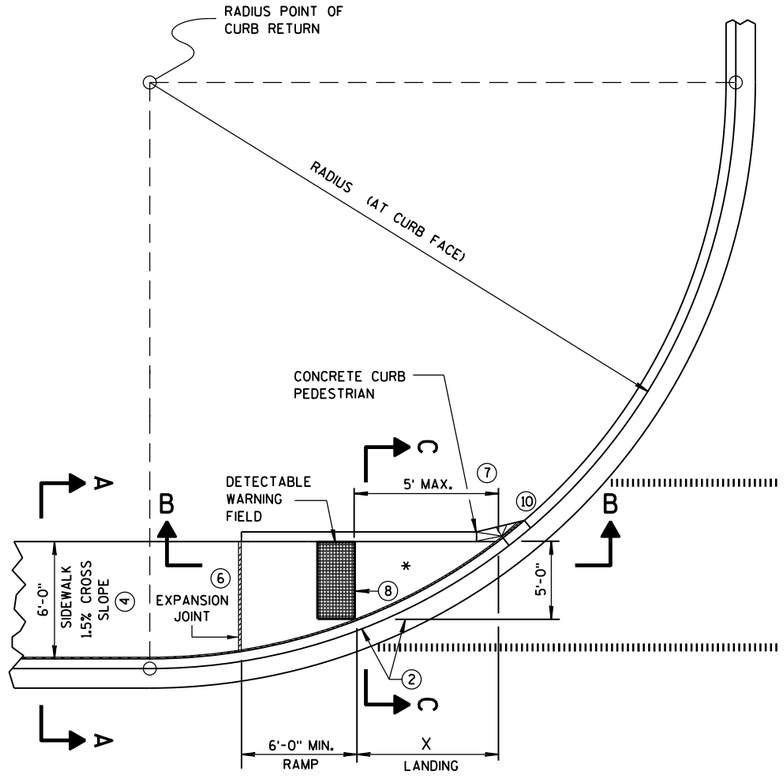
S.D.D. 8 D 5-19b

CURB RAMPS TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

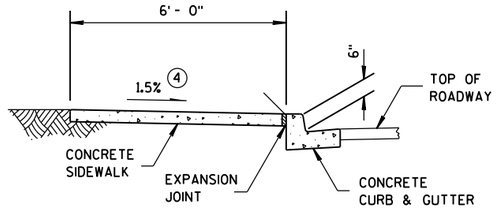
S.D.D. 8 D 5-19b



CURB RAMP TYPE 4A
PLAN VIEW

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A-A FOR TYPE 4A

GENERAL NOTES

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

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

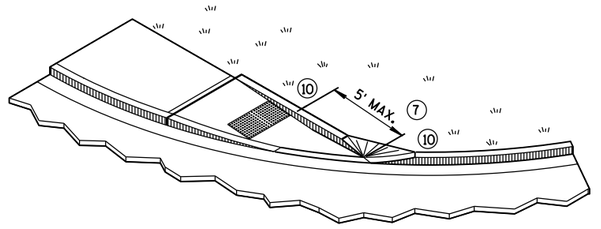
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

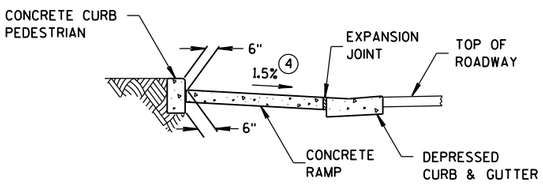
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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

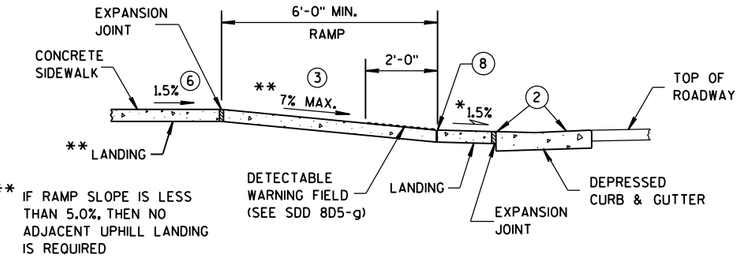


ISOMETRIC VIEW FOR TYPE 4A



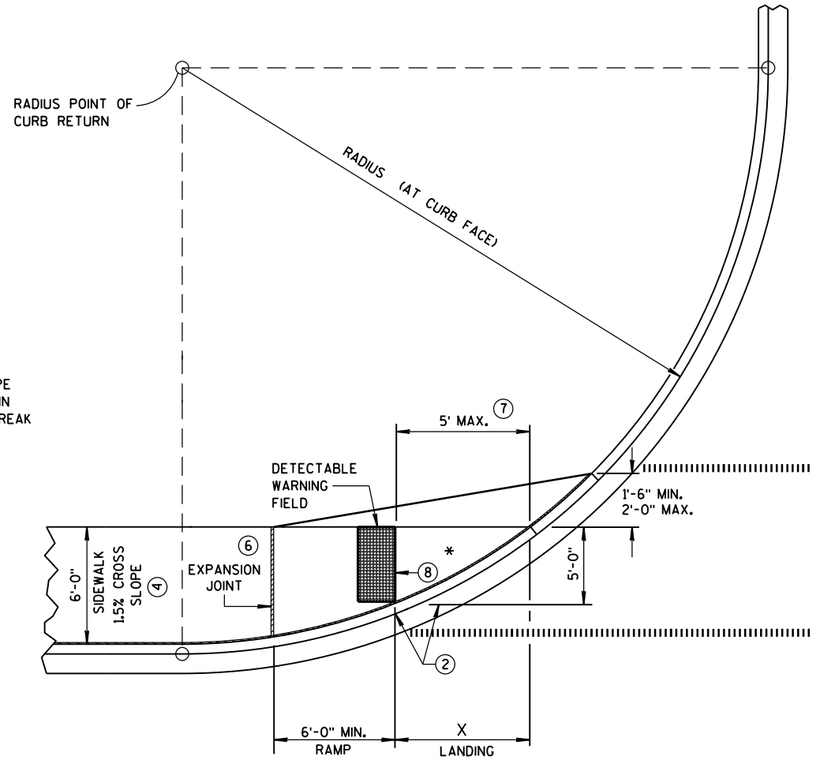
SECTION C-C FOR TYPE 4A

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

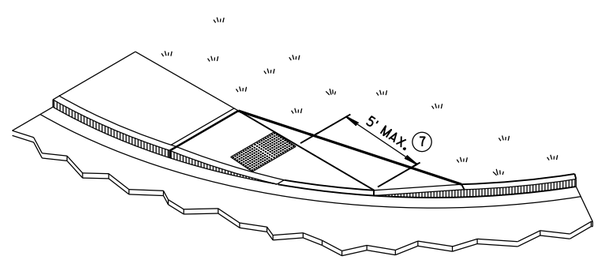


** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

SECTION B-B FOR TYPE 4A



CURB RAMP TYPE 4A1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

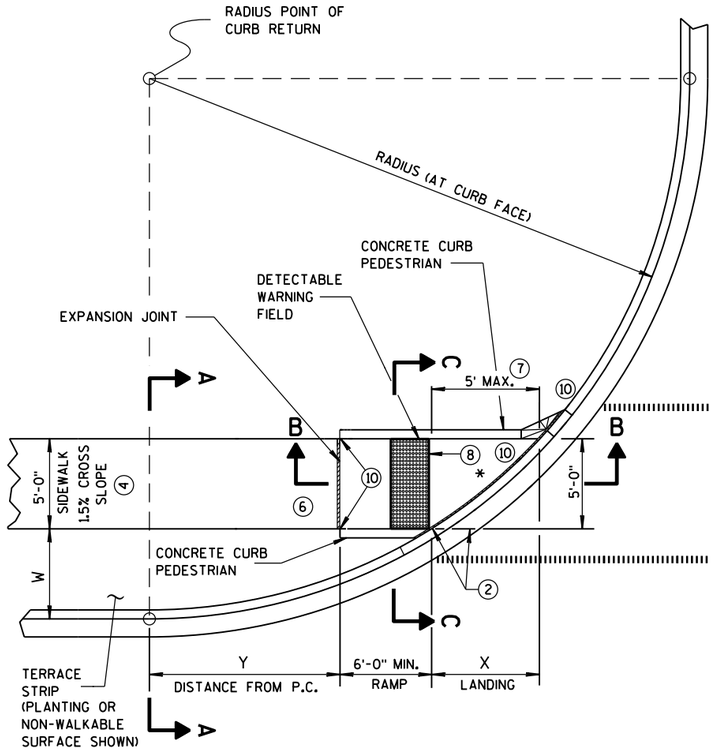
PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPES 4A AND 4A1

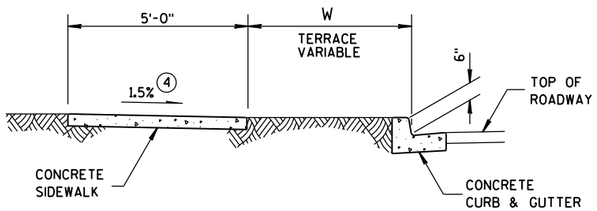
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

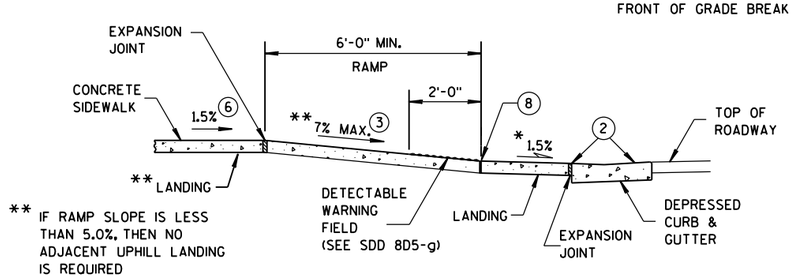
S.D.D. 8 D 5-19c



CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A FOR TYPE 4B



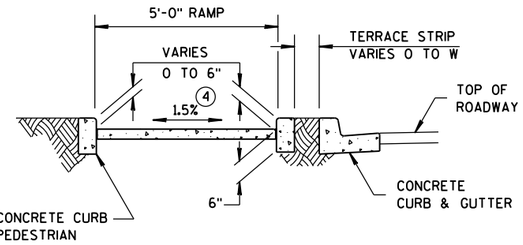
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

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

SECTION B-B FOR TYPE 4B

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

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



SECTION C-C FOR TYPE 4B

GENERAL NOTES

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

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

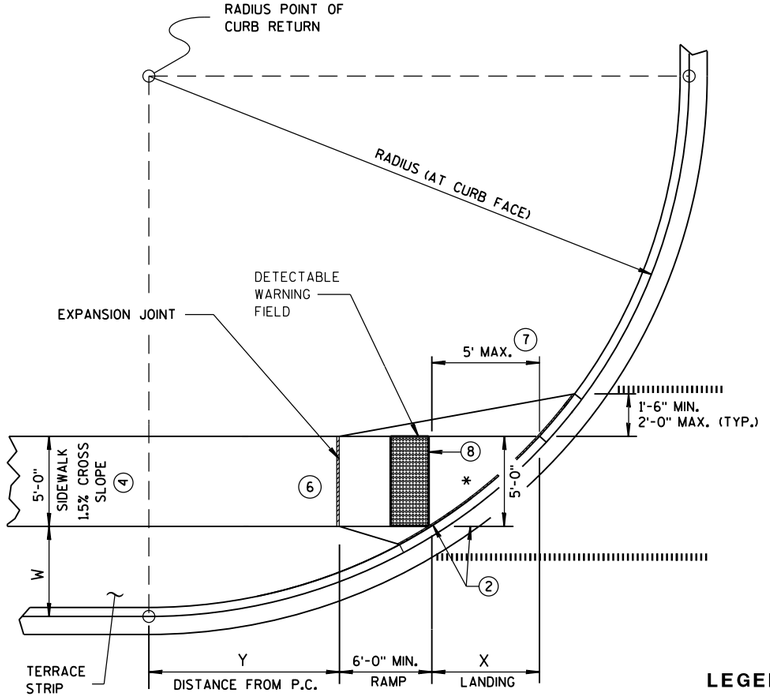
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

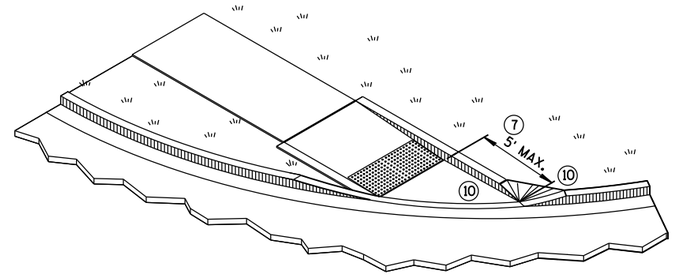
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

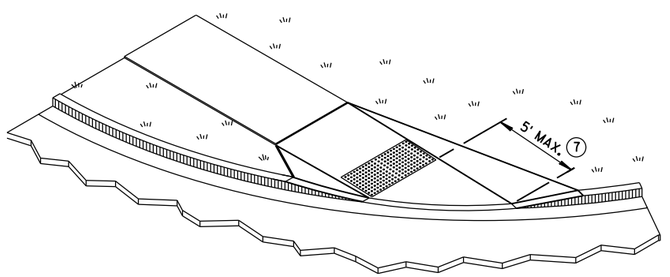
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



CURB RAMP TYPE 4B1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

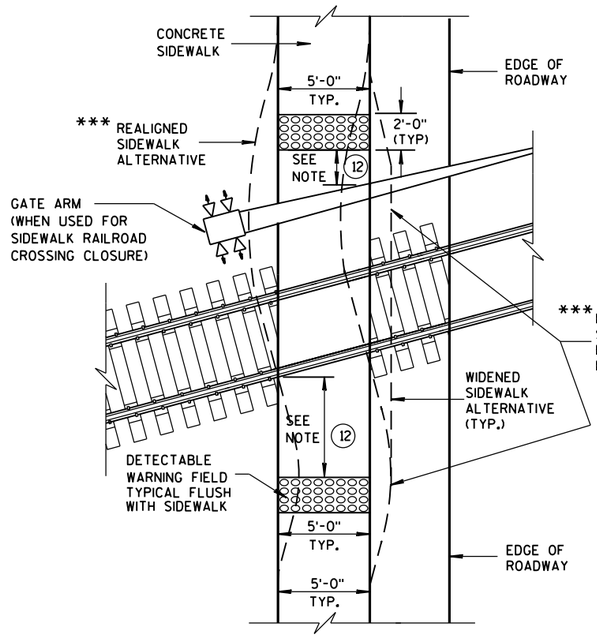
PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

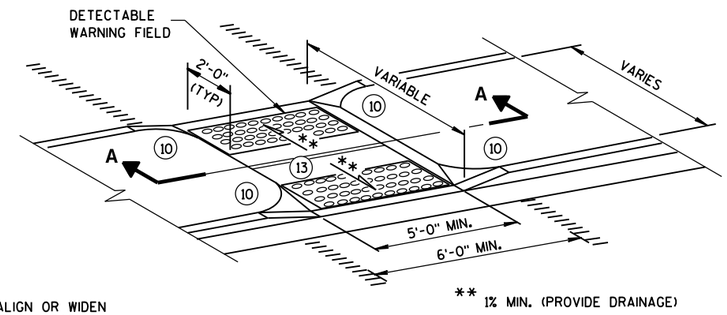
6

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



TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING

*** DETAILS TO BE DETERMINED BY DESIGNER



** 1% MIN. (PROVIDE DRAINAGE)

MEDIAN ISLAND
NON-ELEVATED PEDESTRIAN CROSSING
TYPE 5

GENERAL NOTES

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

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

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

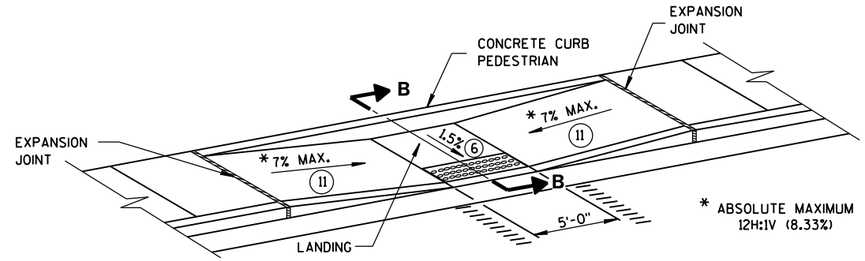
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

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

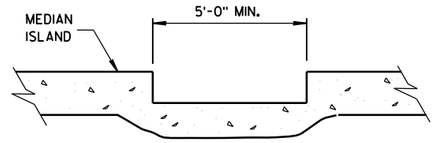
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

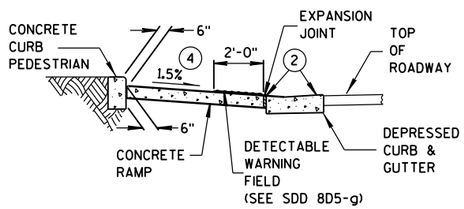
(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STREET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2-FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.



MID-BLOCK CROSSING
TYPE 7A

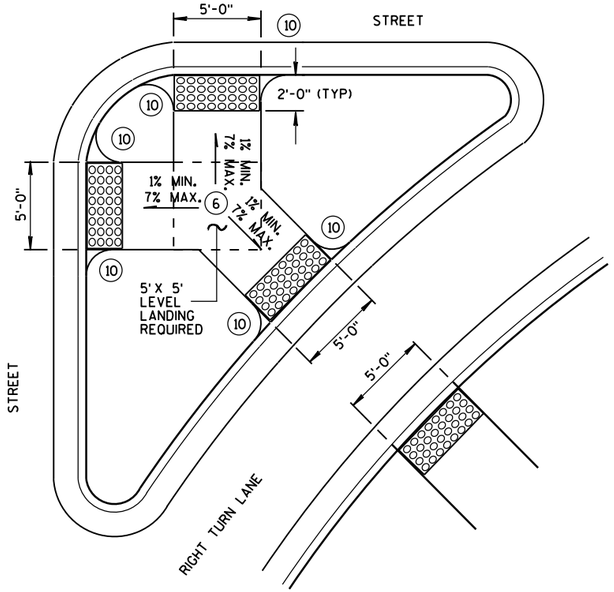


SECTION A-A

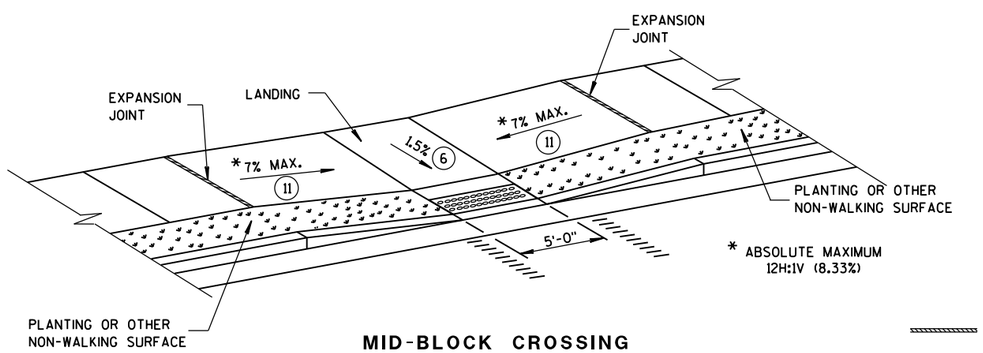


SECTION B-B

REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS



TYPE 6
DETECTABLE WARNING AT ISLANDS



MID-BLOCK CROSSING
TYPE 7B

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.

LEGEND

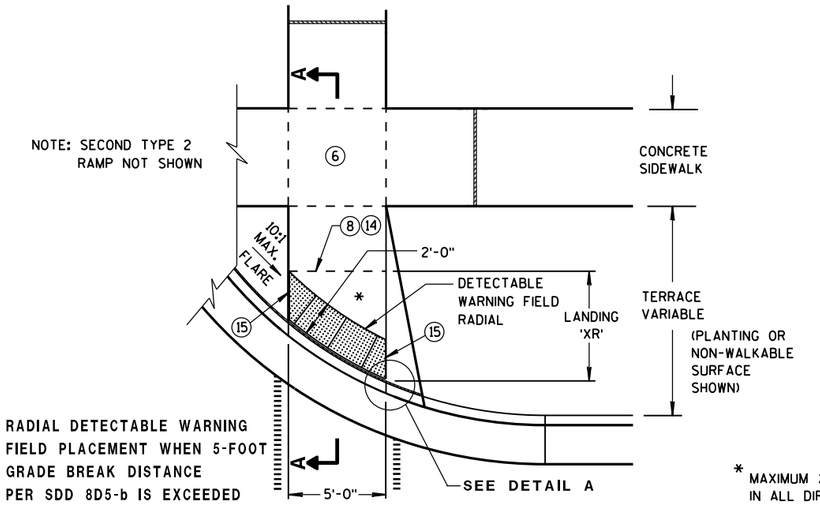
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

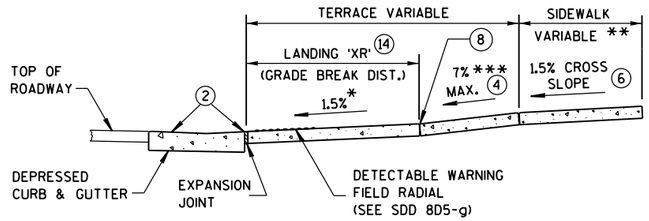
6

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



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

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



** WIDTH SHOWN ELSEWHERE IN THE PLANS

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

SECTION A-A

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

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

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

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

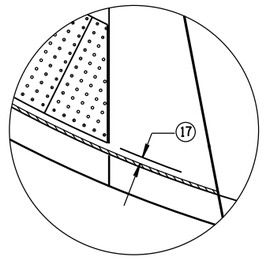
(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

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

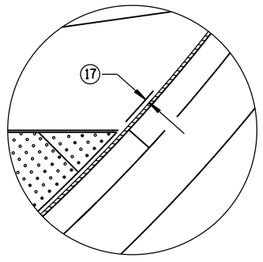
(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

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

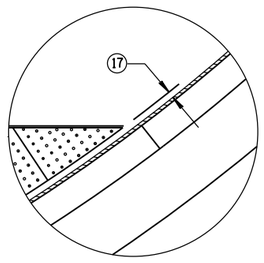
(17) A MAXIMUM 3-INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.



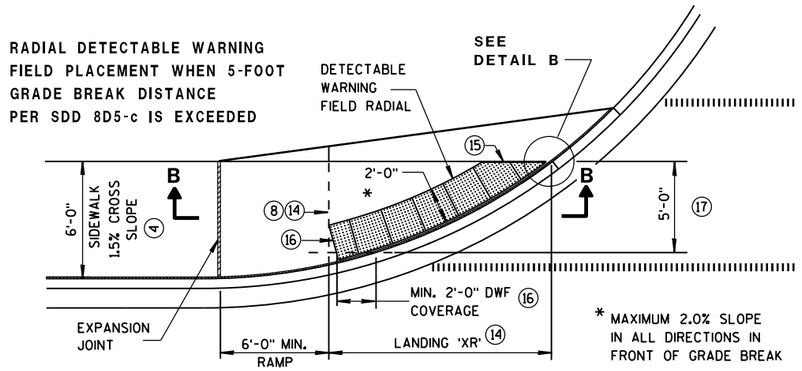
DETAIL A



DETAIL C

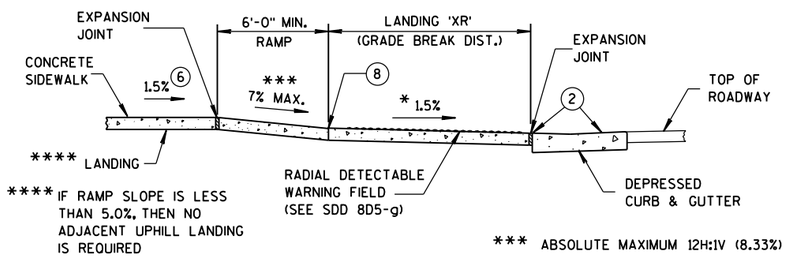


DETAIL B



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

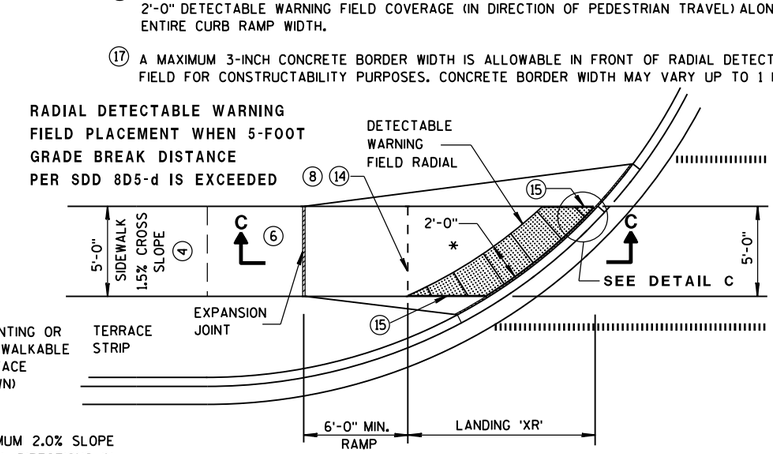
CURB RAMP TYPE 4A1
PLAN VIEW
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



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

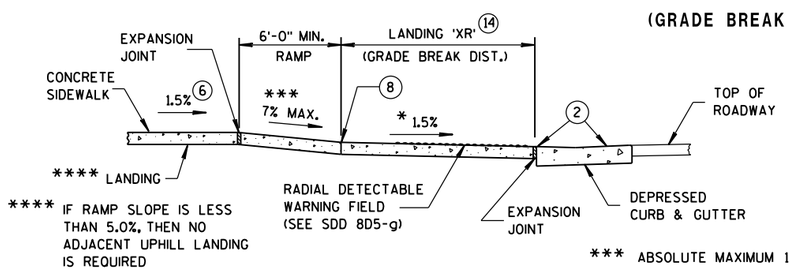
*** ABSOLUTE MAXIMUM 12H:1V (8.33%)

SECTION B-B FOR TYPE 4A1



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

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



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

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

SECTION C-C FOR TYPE 4B1

CURB RAMPS
RADIAL DETECTABLE WARNING FIELD APPLICATIONS

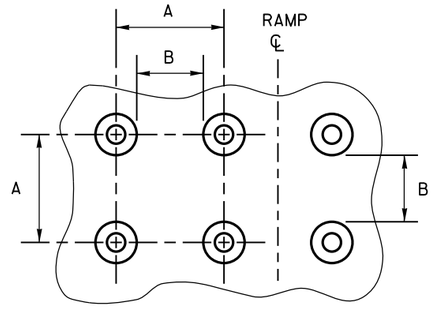
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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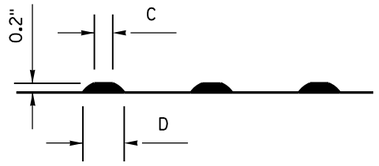
S.D.D. 8 D 5-19f

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES

DETECTABLE WARNING PATTERN DETAIL

GENERAL NOTES

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

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

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

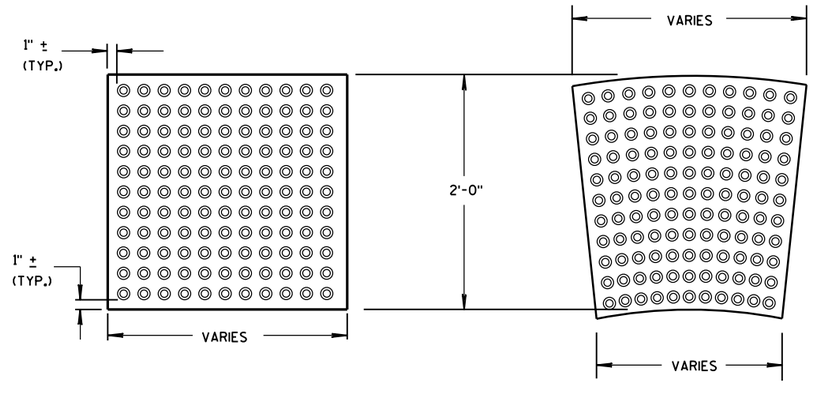
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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

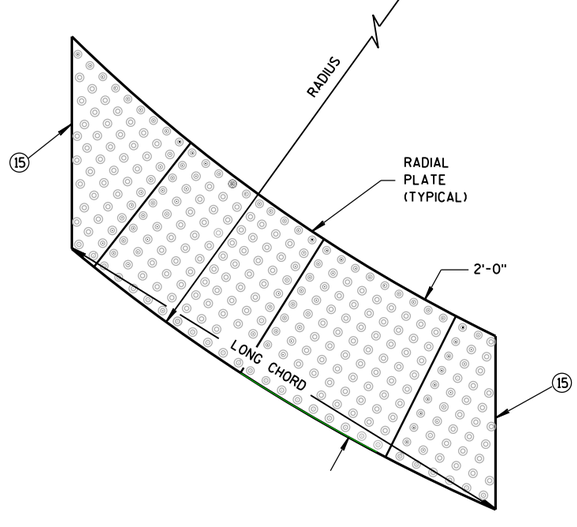


RECTANGULAR PLATES

RADIAL PLATES

DETECTABLE WARNING FIELDS (TYPICAL)

PLAN VIEW



RADIAL DETECTABLE WARNING FIELD ATTRIBUTES

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

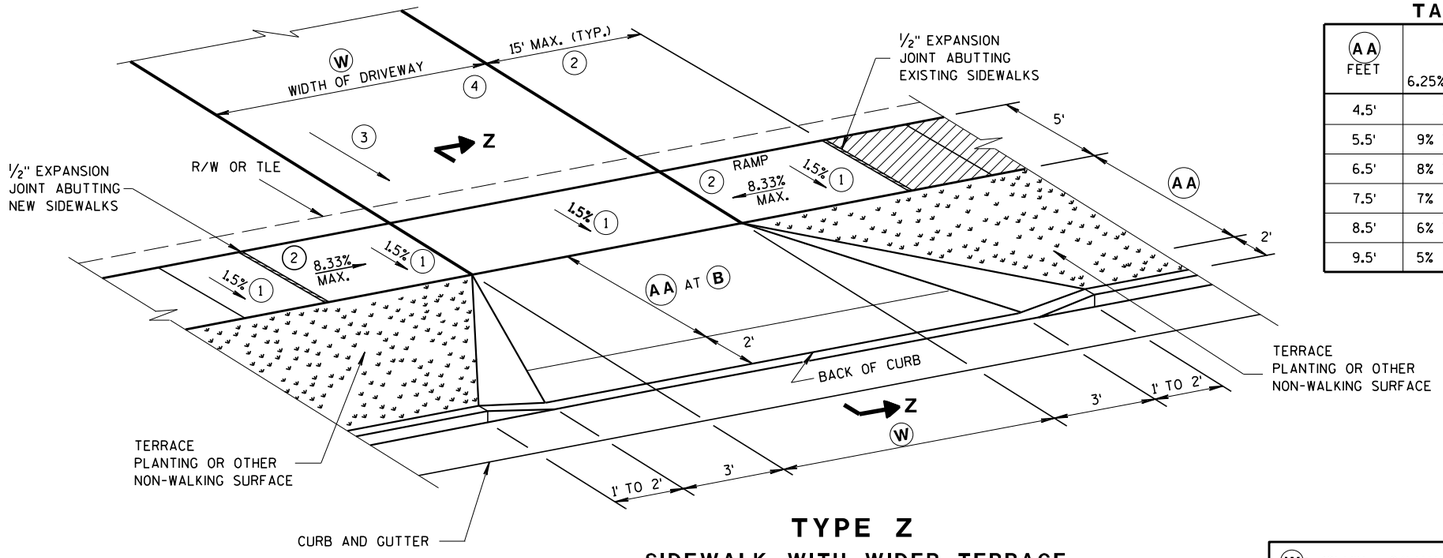
APPROVED
June, 2017 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERV
ENT
FHWA

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

6

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



TYPE Z

SIDEWALK WITH WIDER TERRACE

TERRACE VARIES 7 TO 12 FEET

TABLE Z

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

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

GENERAL NOTES

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

Ⓦ IS SHOWN ON PLAN AND PROFILE SHEETS.

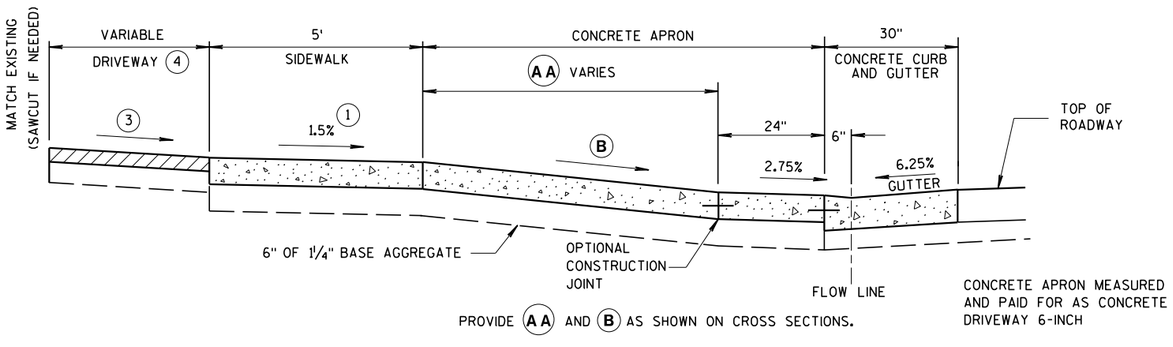
OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

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

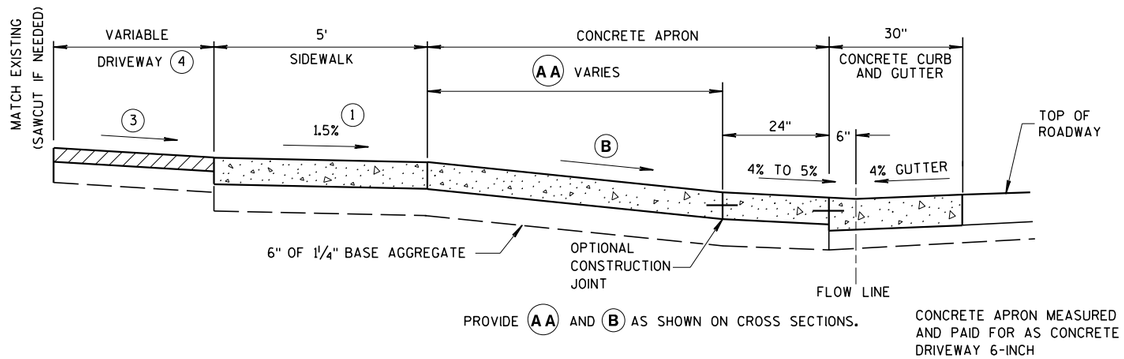
(2) THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL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

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

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



6.25% GUTTER SLOPE



4% GUTTER SLOPE

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

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

SEPARATE PAYMENT FOR BASE AGGREGATE WILL BE MADE.

SECTION Z-Z

DRIVEWAY DETAIL WITH CONCRETE CURB & GUTTER

(URBAN AND SUBURBAN)

NOT TO SCALE

DRIVEWAY AND SIDEWALK RAMPS TYPE Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

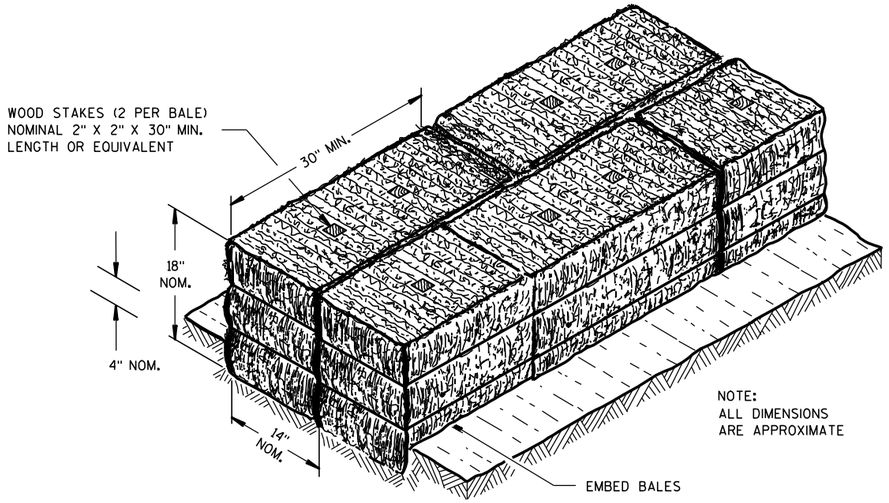
APPROVED
March 2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVISOR
FHWA

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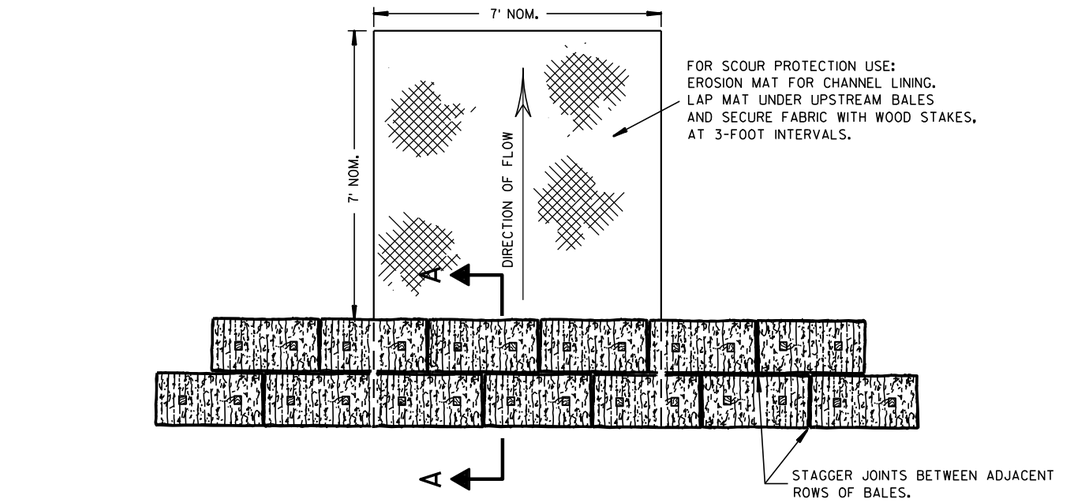
S.D.D. 8 D 19-2

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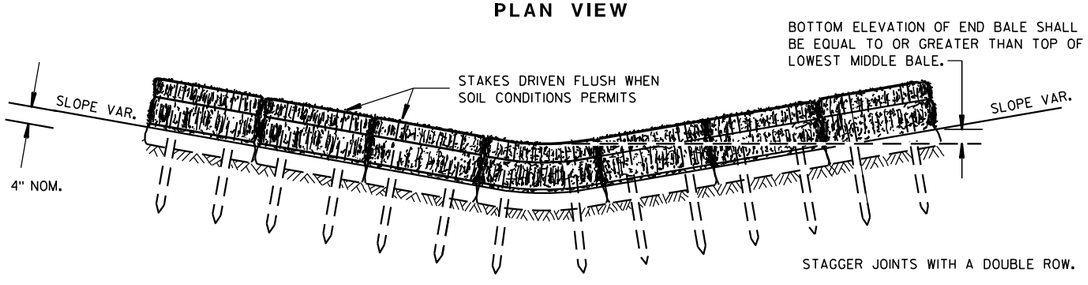
S.D.D. 8 D 19-2



SECTION A-A



PLAN VIEW



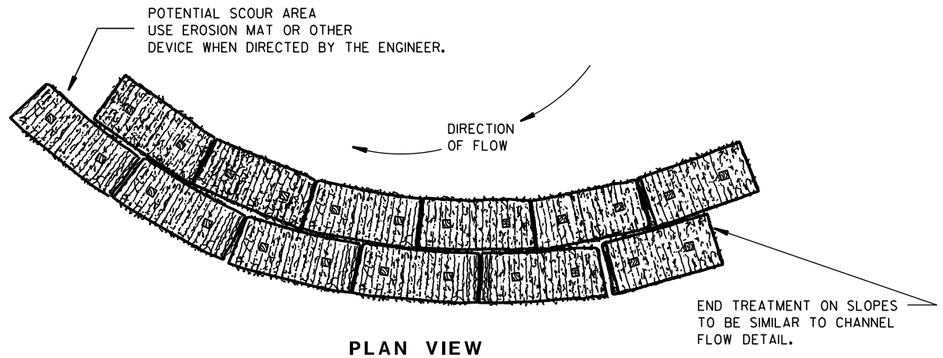
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

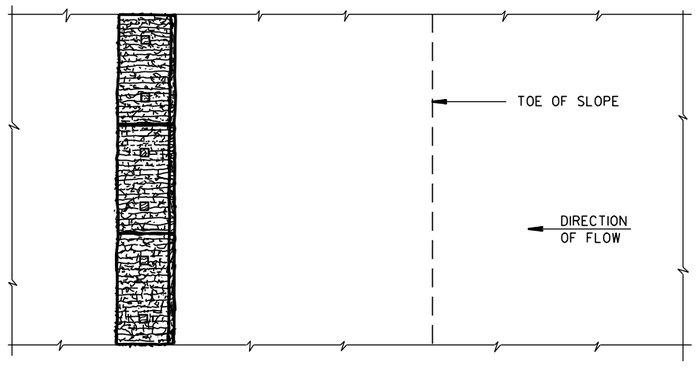
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(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.

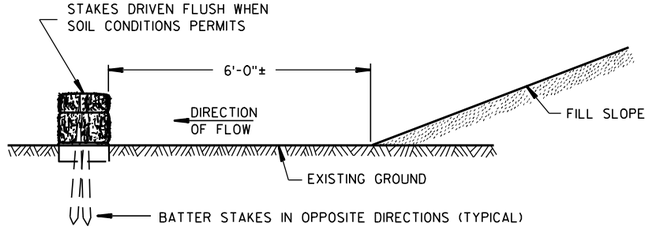


PLAN VIEW

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

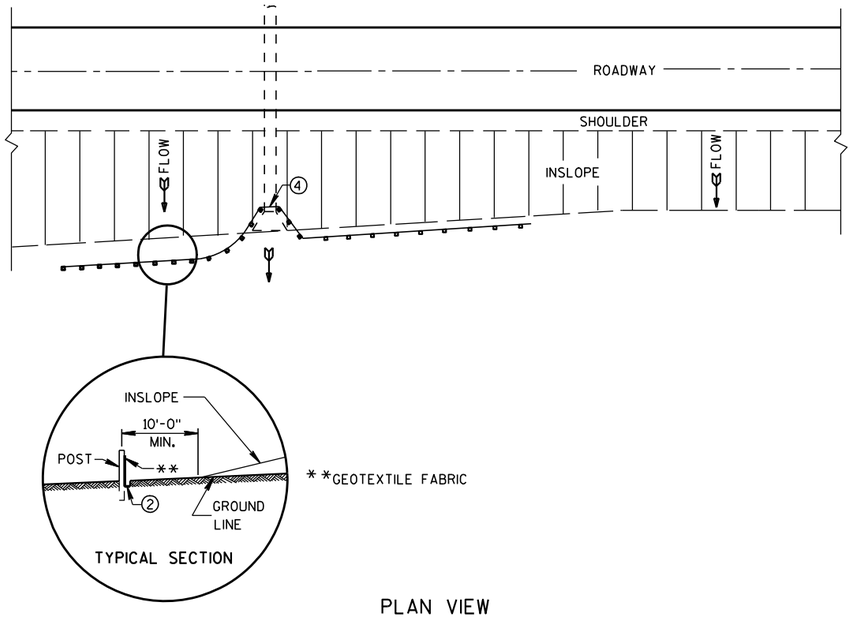
FHWA

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S.D.D. 8 E 8-3

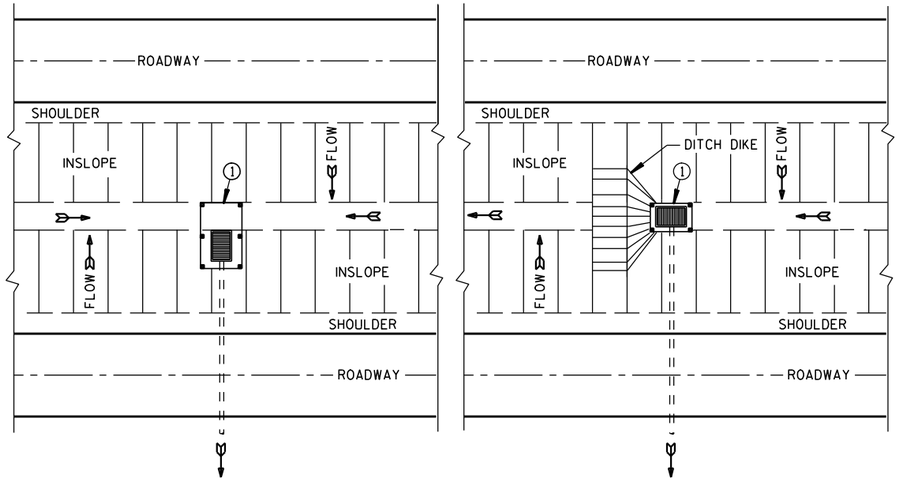
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S.D.D. 8 E 8-3



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.

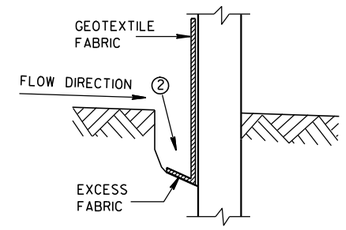
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

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.

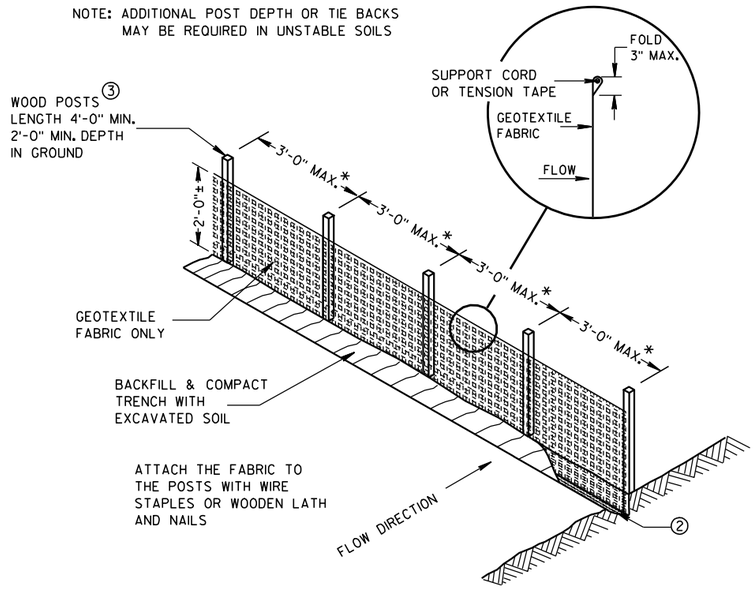
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

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.

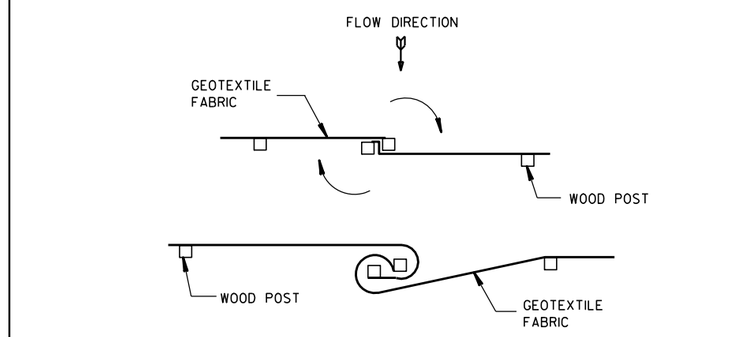


TRENCH DETAIL

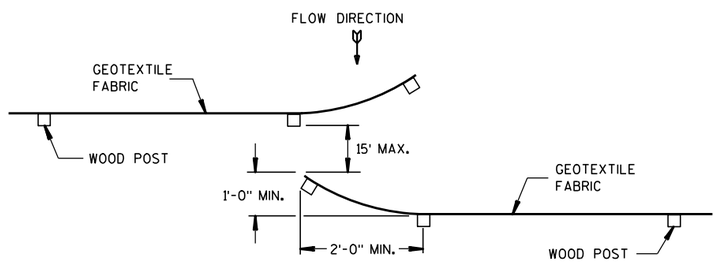


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

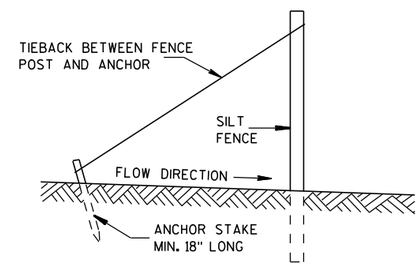


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

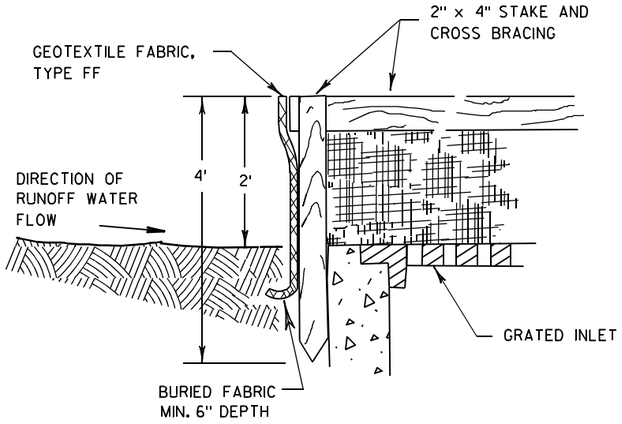
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

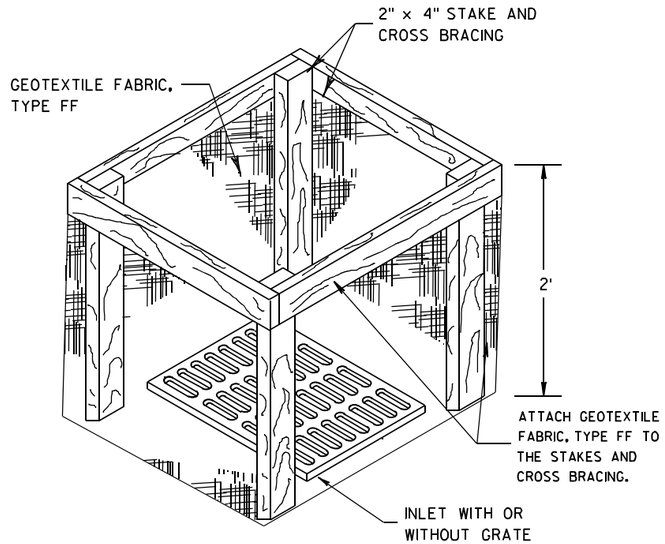
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S.D.D. 8 E 9-6

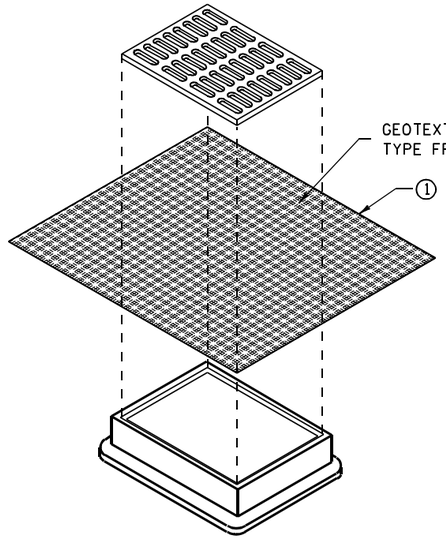
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S.D.D. 8 E 9-6



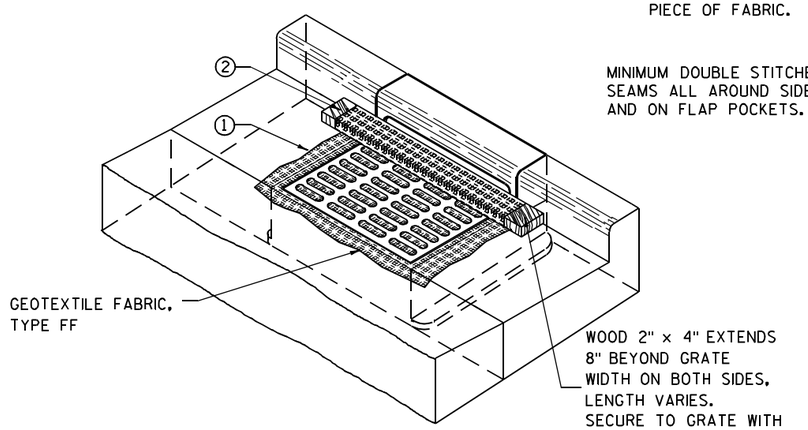


INLET PROTECTION, TYPE A

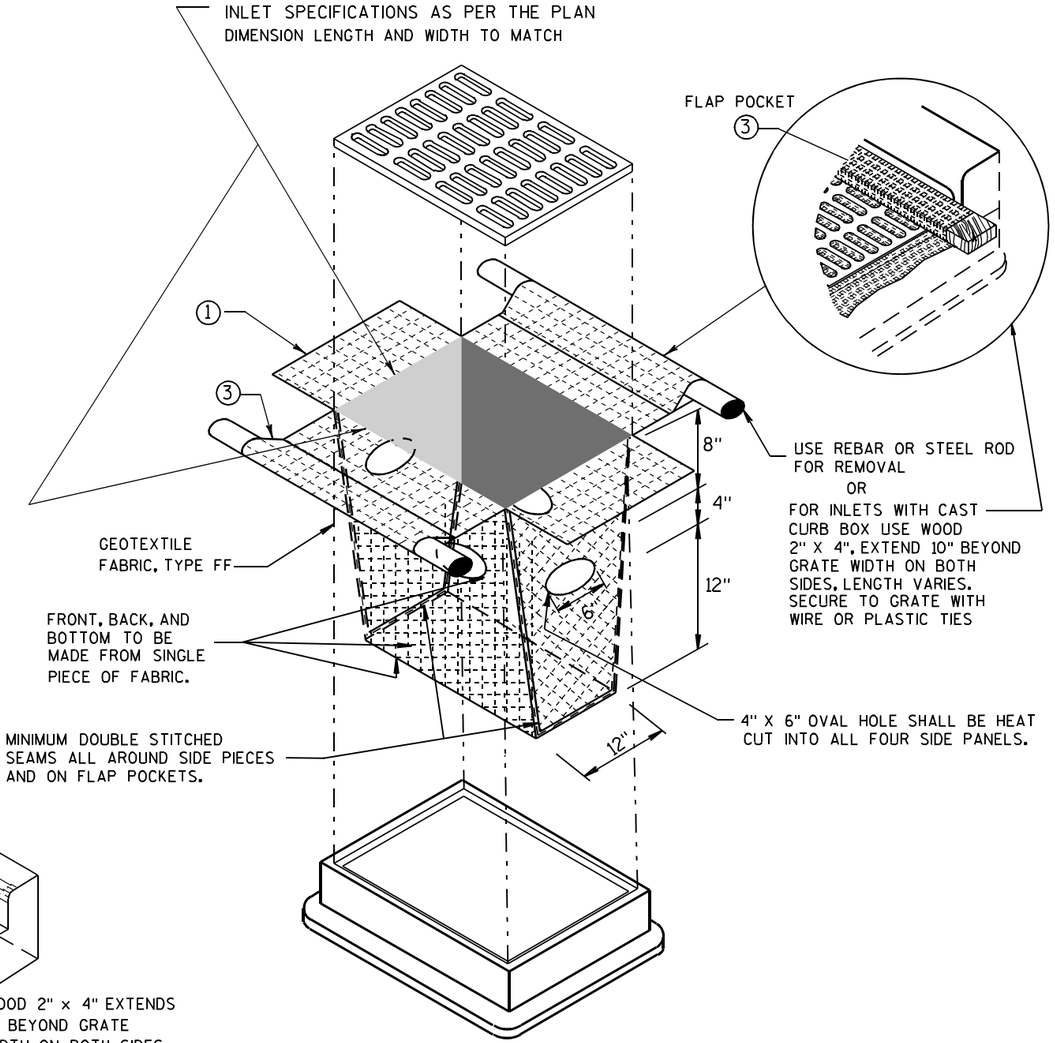


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

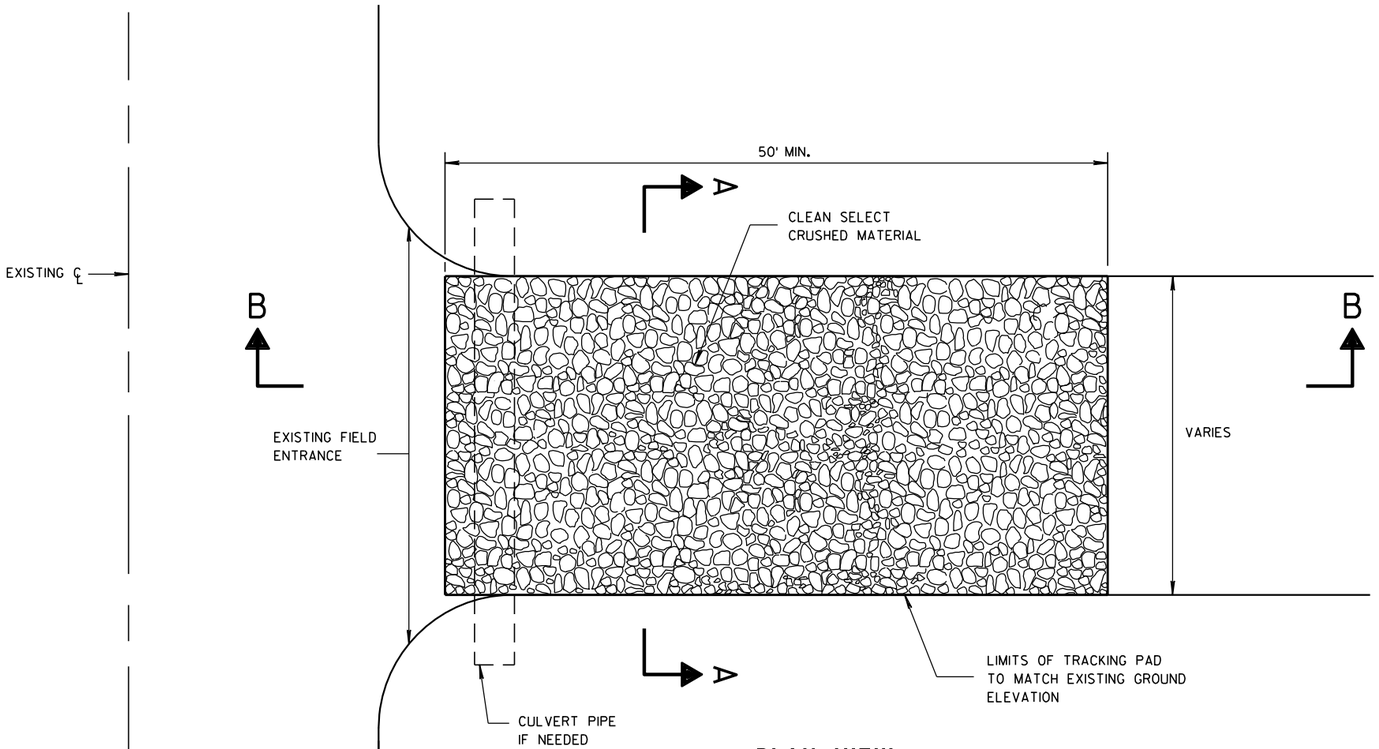
FHWA

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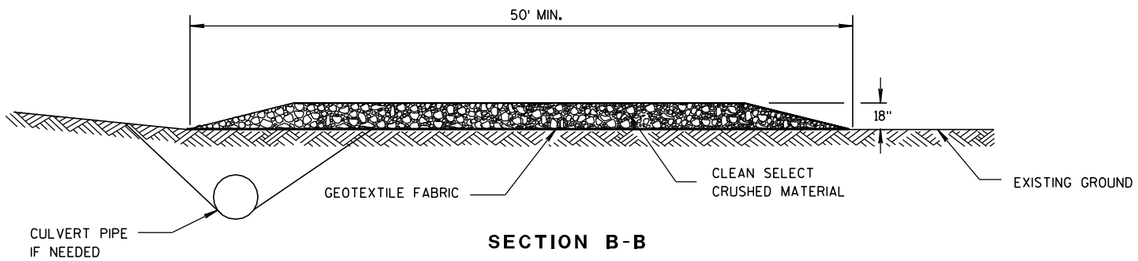
S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2



PLAN VIEW



SECTION B-B

GENERAL NOTES

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

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

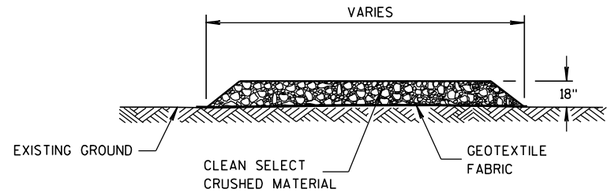
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A-A

TRACKING PAD

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/24/2011	/S/ Jerry H. Zoda	
DATE	ROADWAY STANDARDS ENGINEER	ENT

FHWA

6

S.D.D. 8 E 14-1

METAL APRON ENDWALLS

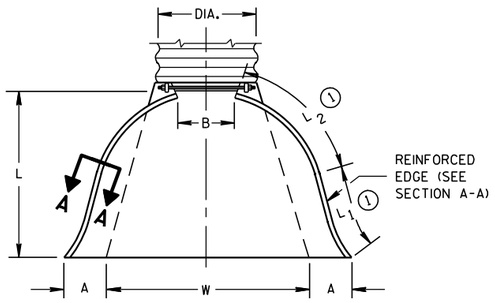
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	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

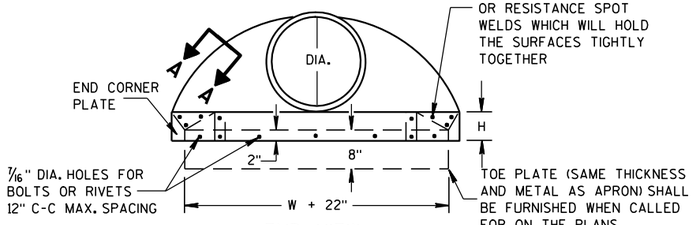
REINFORCED CONCRETE APRON ENDWALLS

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

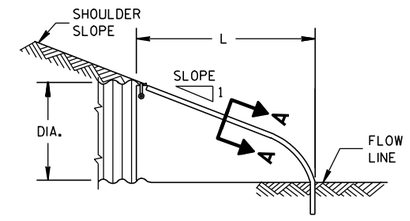
*MINIMUM
**MAXIMUM



PLAN VIEW

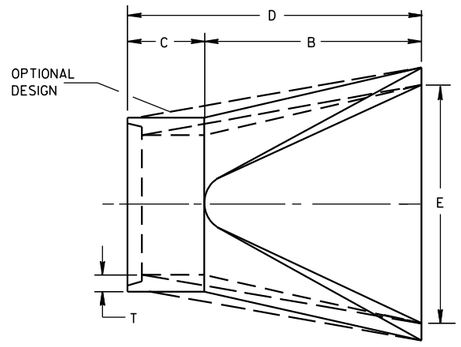


END VIEW

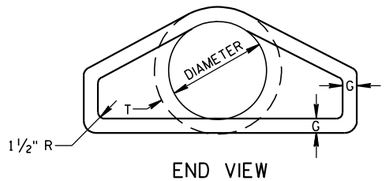


SIDE ELEVATION

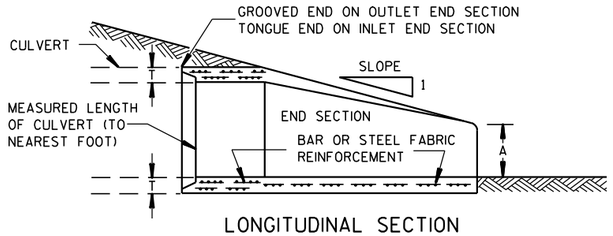
METAL ENDWALLS



PLAN

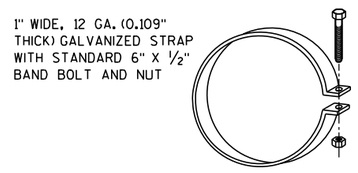


END VIEW



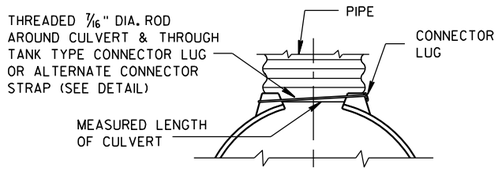
LONGITUDINAL SECTION

CONCRETE ENDWALLS

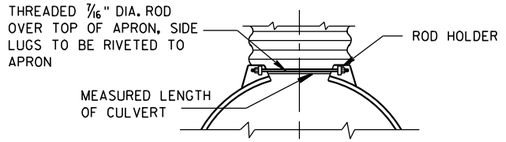


ALTERNATE FOR TYPE 1 CONNECTION

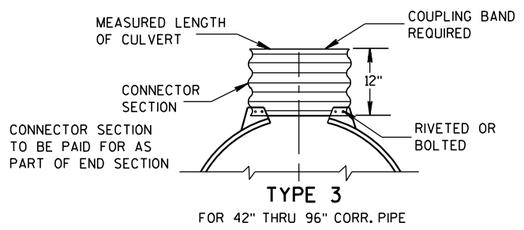
END SECTION CONNECTOR STRAP



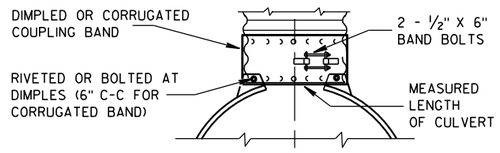
TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

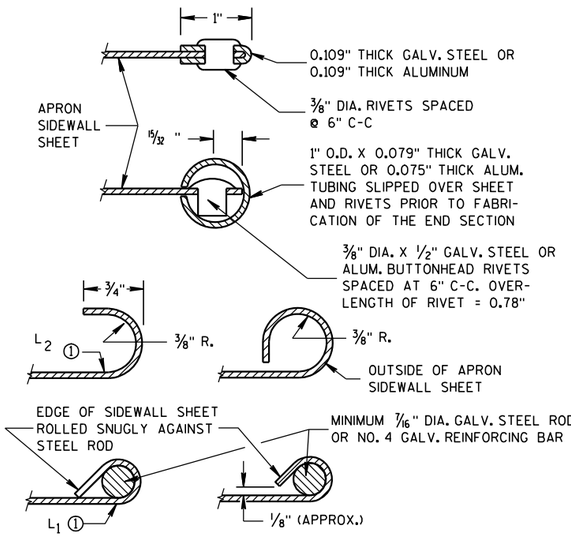
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

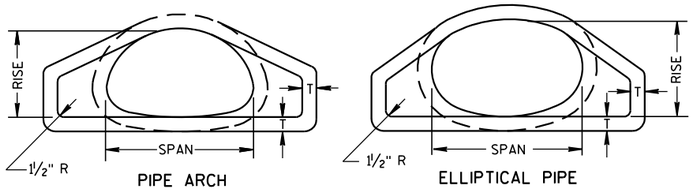
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

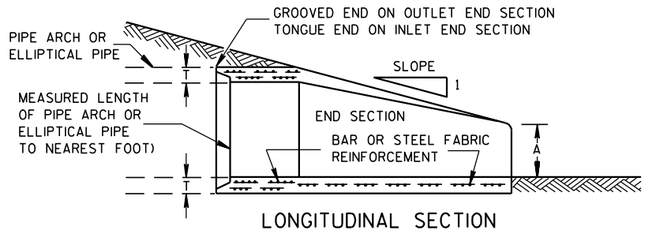
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

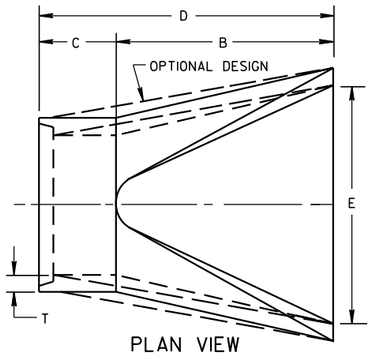
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S.D.D. 8 F 1-11



END VIEW

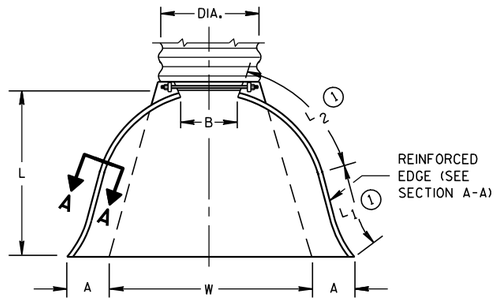


LONGITUDINAL SECTION

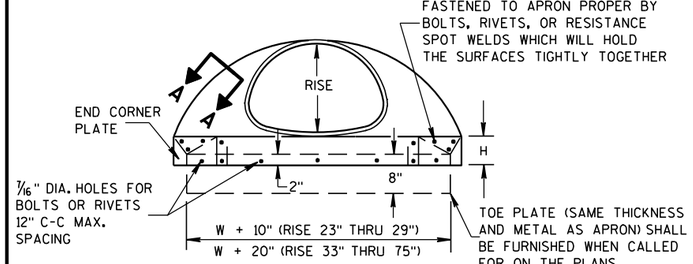


PLAN VIEW

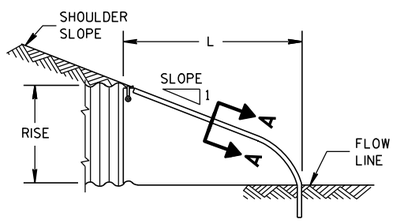
CONCRETE ENDWALLS



PLAN VIEW

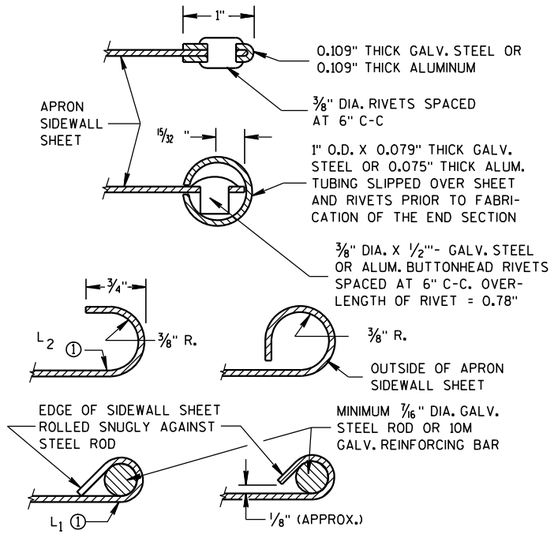


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	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
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37⅝	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45⅜	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	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
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

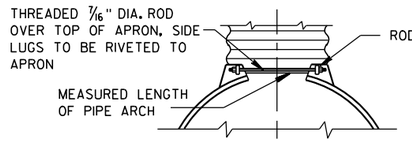
REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅛	60	36	96	72	3 to 1
42	51	31	4½	15 13/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

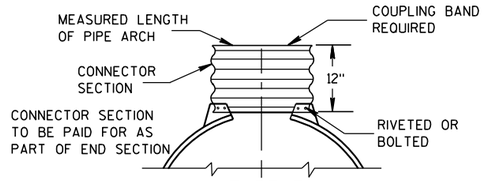
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



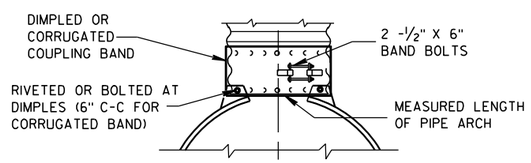
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

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 APRON ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM APRON ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH 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 ARCH 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 77" X 52" THROUGH 112" X 75" 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 ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

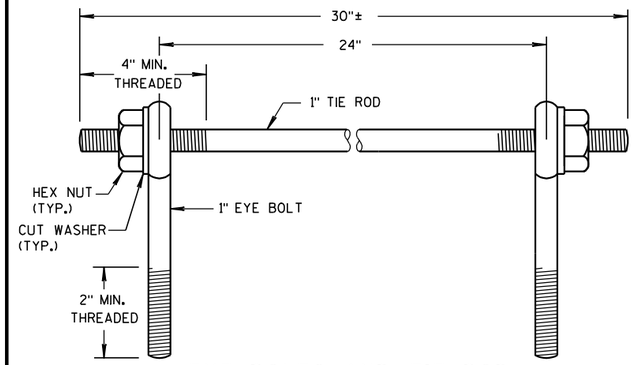
11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

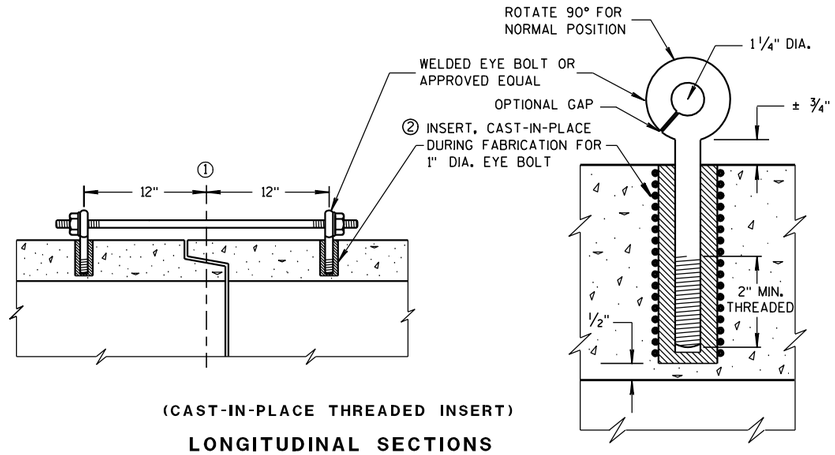
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S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

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

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

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

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

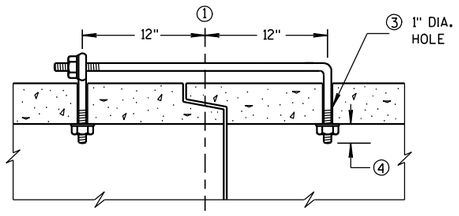
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

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

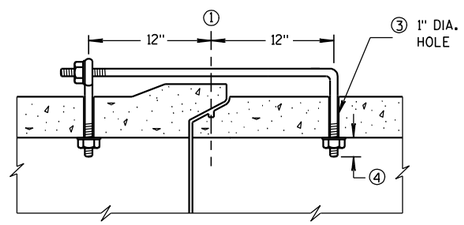
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

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



(TONGUE & GROOVE PIPE)

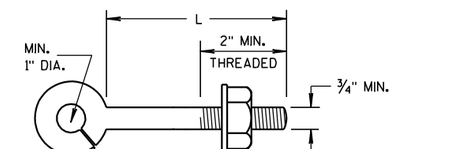


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

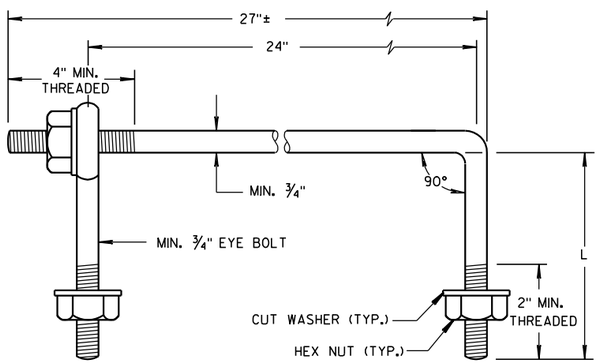
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

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



EYE BOLT AND TIE ROD

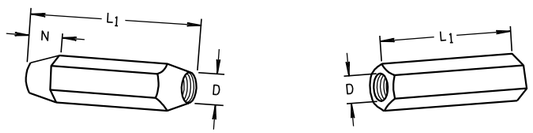
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

ADJUSTABLE TIE ROD TABLE

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

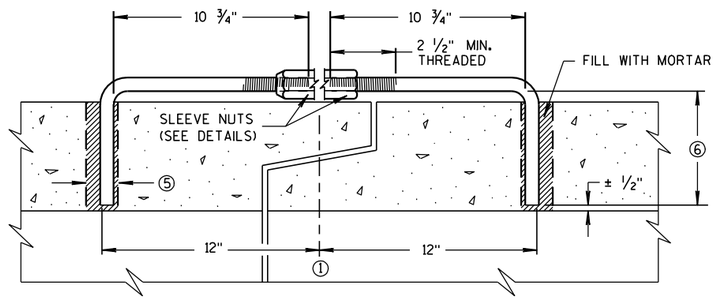
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

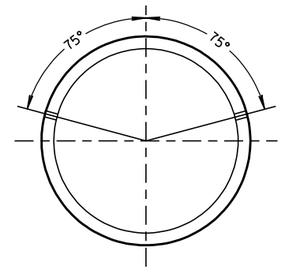
SLEEVE NUTS



LONGITUDINAL SECTION

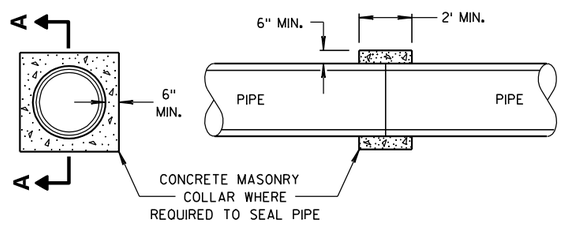
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

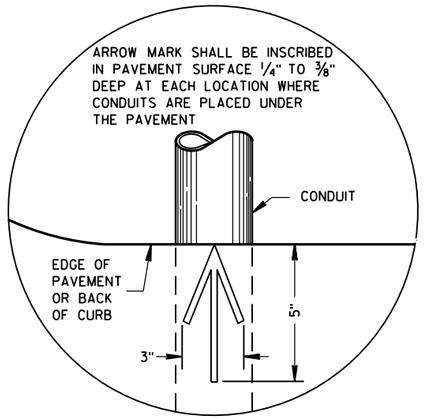
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
348
FHWA

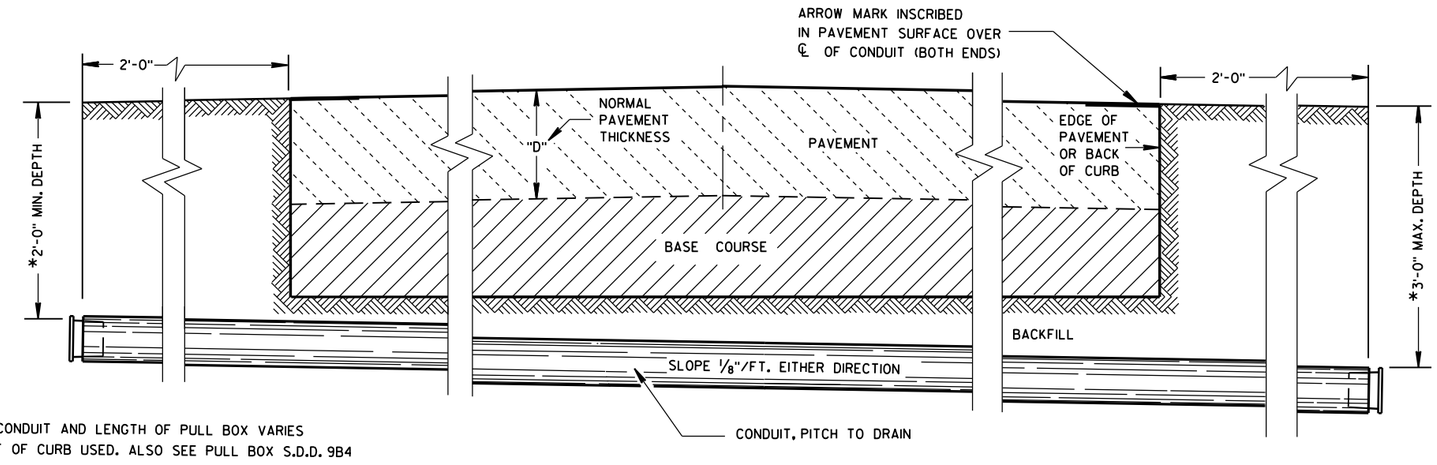
6

S.D.D. 8 F 4-7



PLAN VIEW

ARROW MARK



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

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

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

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

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

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

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

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

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

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

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

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

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

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

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

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

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

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

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

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

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 349
FHWA

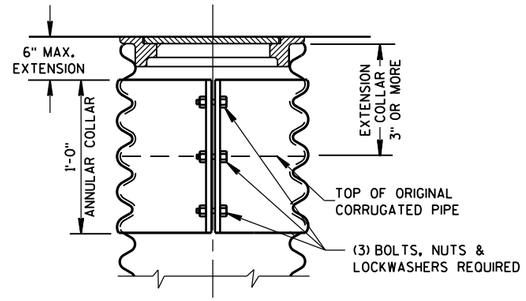
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S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

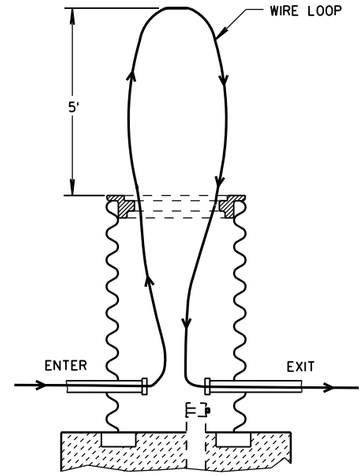
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2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

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

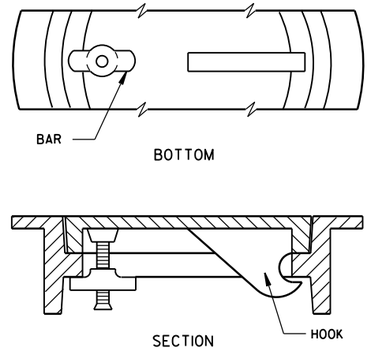
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

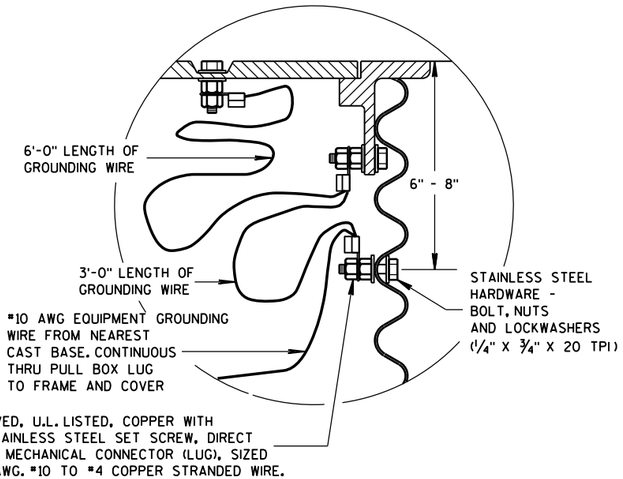


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

GENERAL NOTES

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

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

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

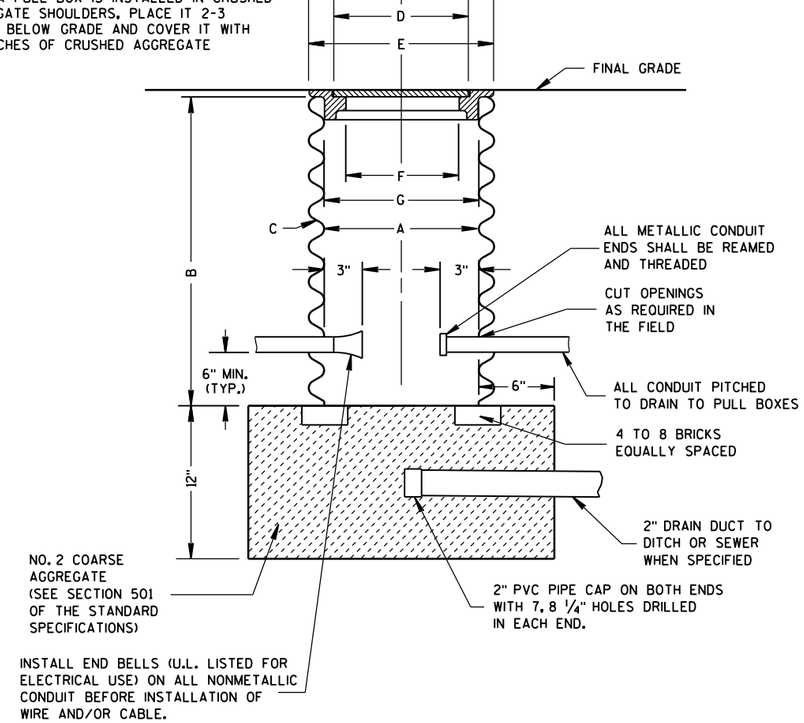
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

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

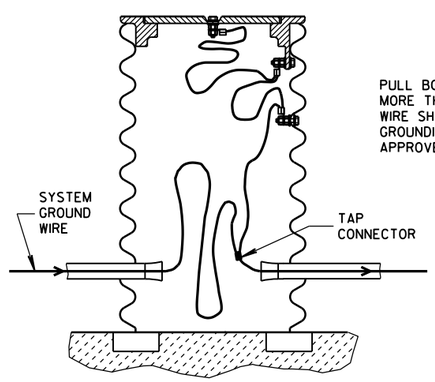
GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

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

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



PULL BOX



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

PULL BOX

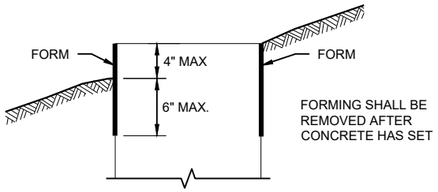
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 350
FHWA

6

S.D.D. 9 B 4-11

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.

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 INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

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.

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 ALL BASE TYPES 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.

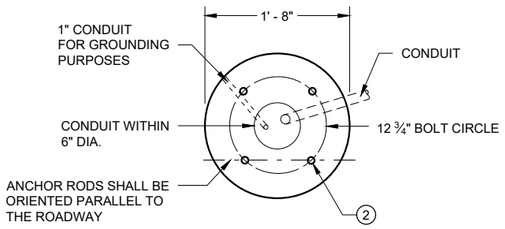
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

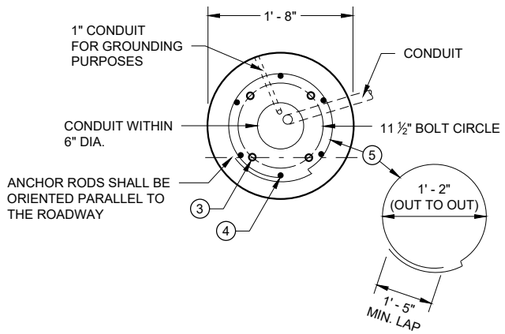
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

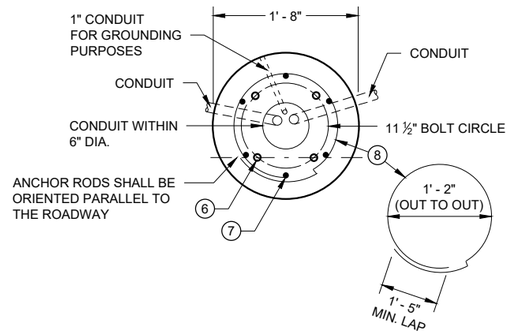
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

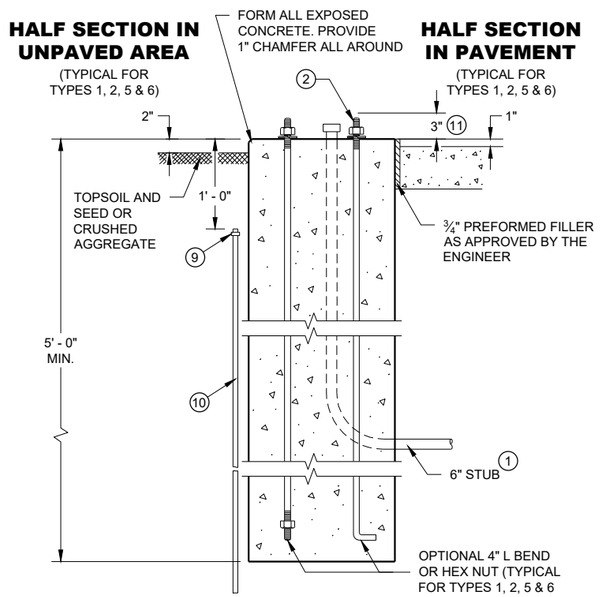
WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

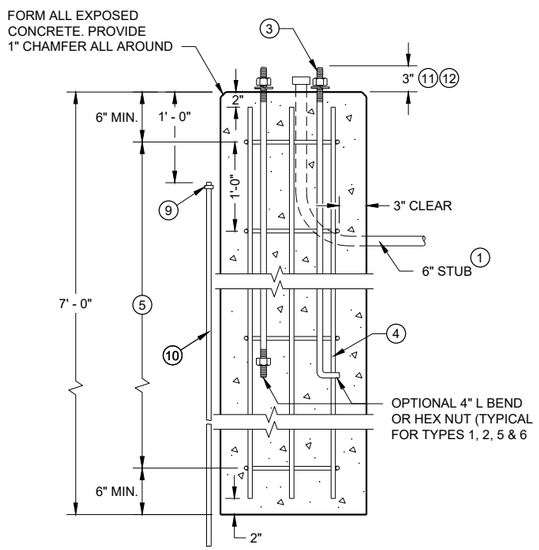




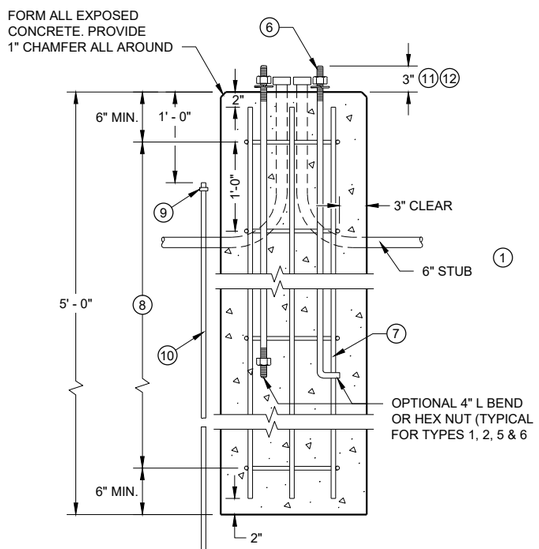




TYPE 1



TYPE 2



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 351

FHWA

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SDD 09C02 - 08

GENERAL NOTES

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

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

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

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

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

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

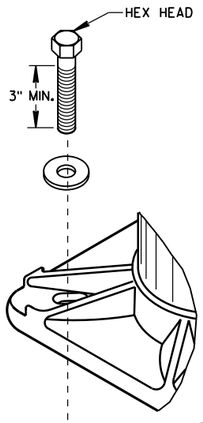
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

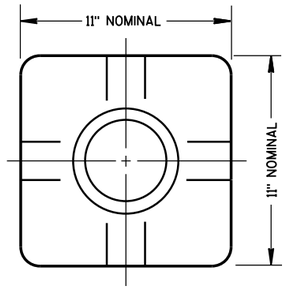
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

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

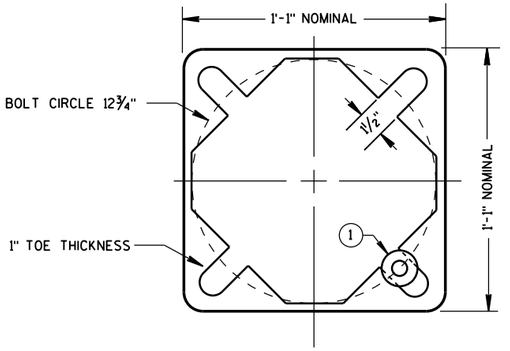
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

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

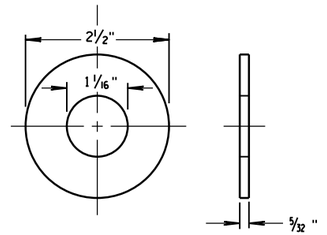




TOP VIEW
(PEDESTAL BASE)

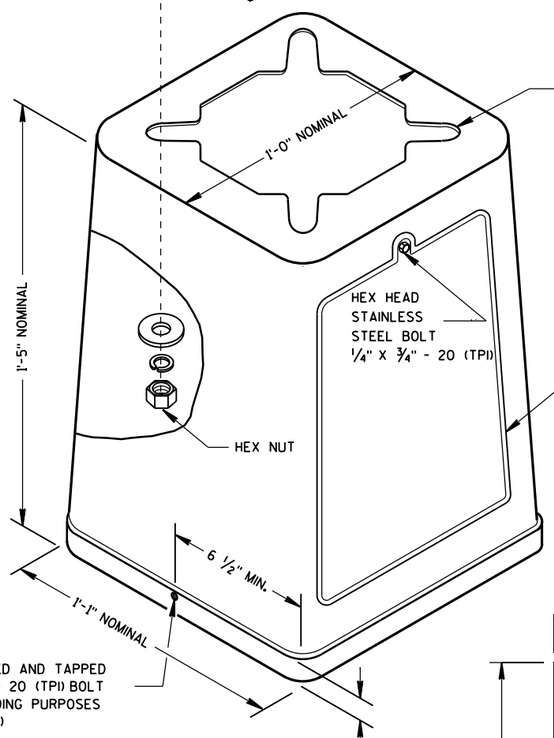


BOTTOM VIEW
(PEDESTAL BASE)

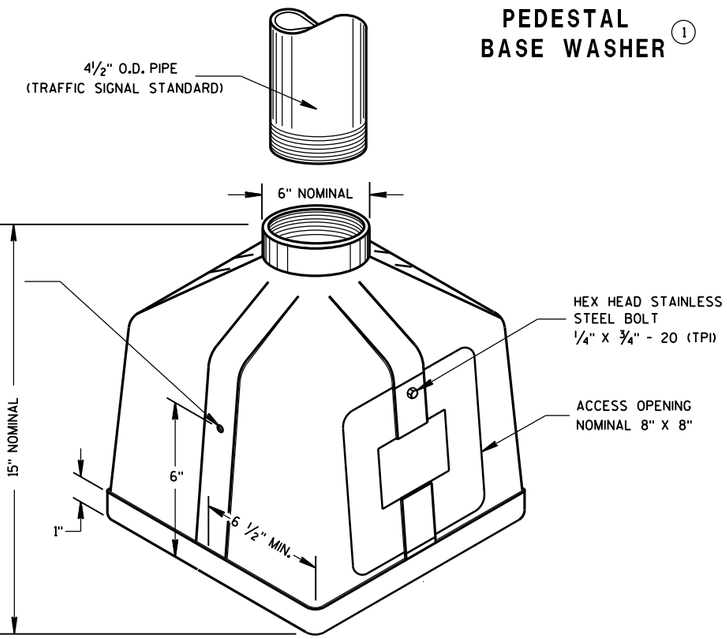


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

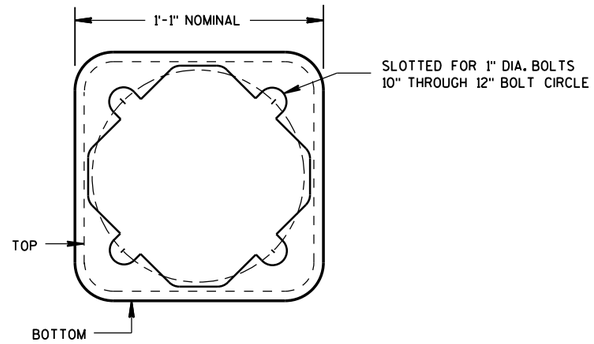


ISOMETRIC VIEW

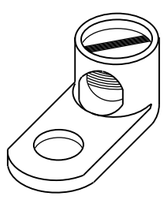


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

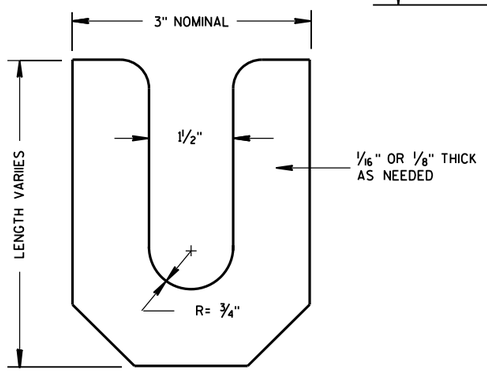


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

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



LEVELING SHIM

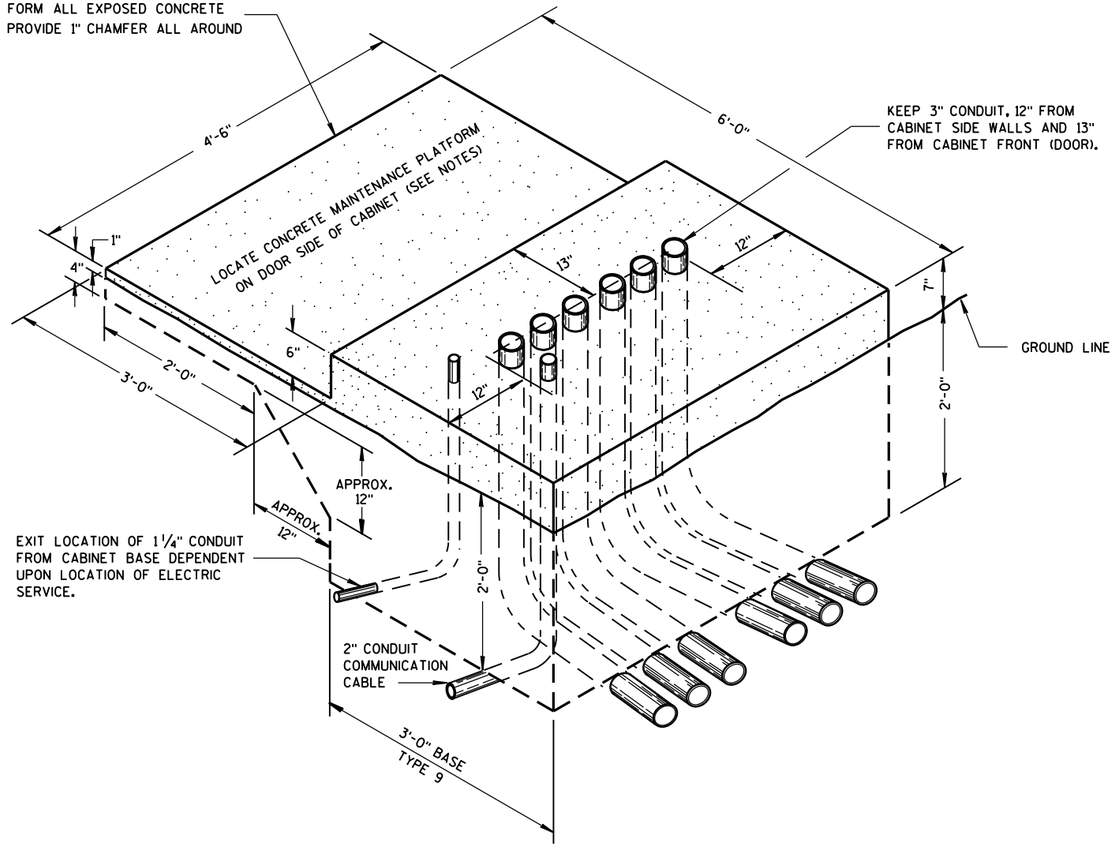
TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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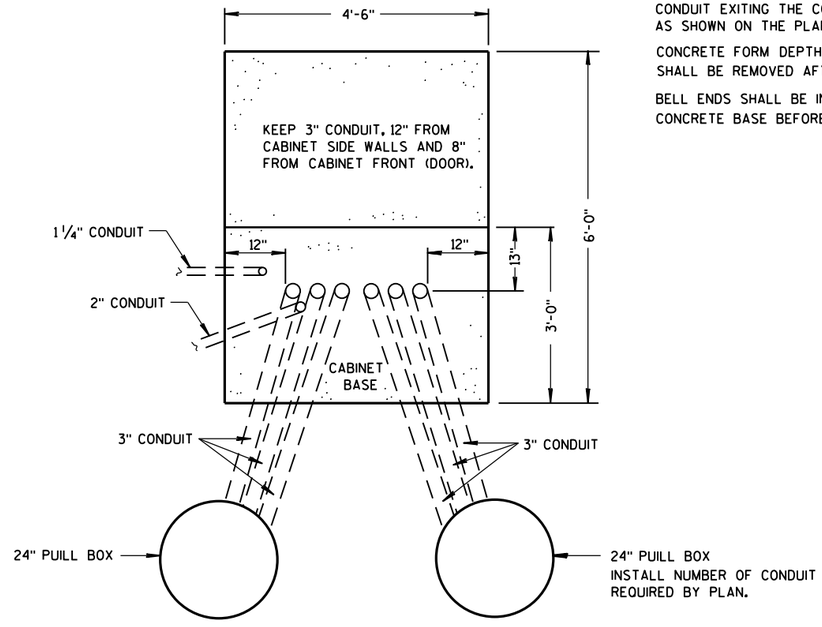
S.D.D. 9 C 3-4



ISOMETRIC VIEW

TYPE 9, SPECIAL

(C.Y. CONCRETE = APPROX. 1.56)



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

GENERAL NOTES

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

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

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

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

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

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

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

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND BE LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NONMETALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

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

CONDUIT EXITING THE CONCRETE BASE (SIX THREE INCH) SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

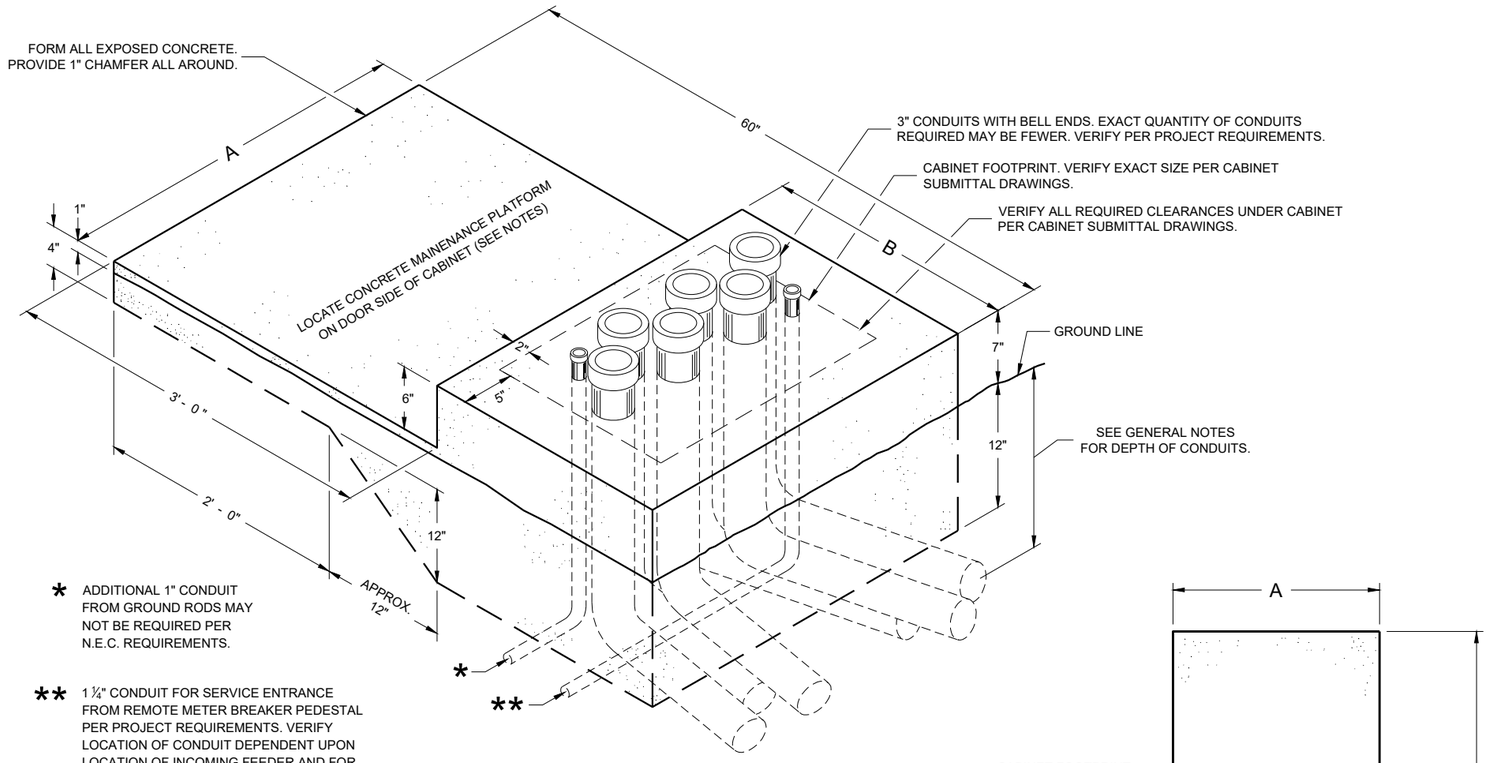
CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

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

CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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Sept. 2014 — DATE
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* ADDITIONAL 1" CONDUIT FROM GROUND RODS MAY NOT BE REQUIRED PER N.E.C. REQUIREMENTS.

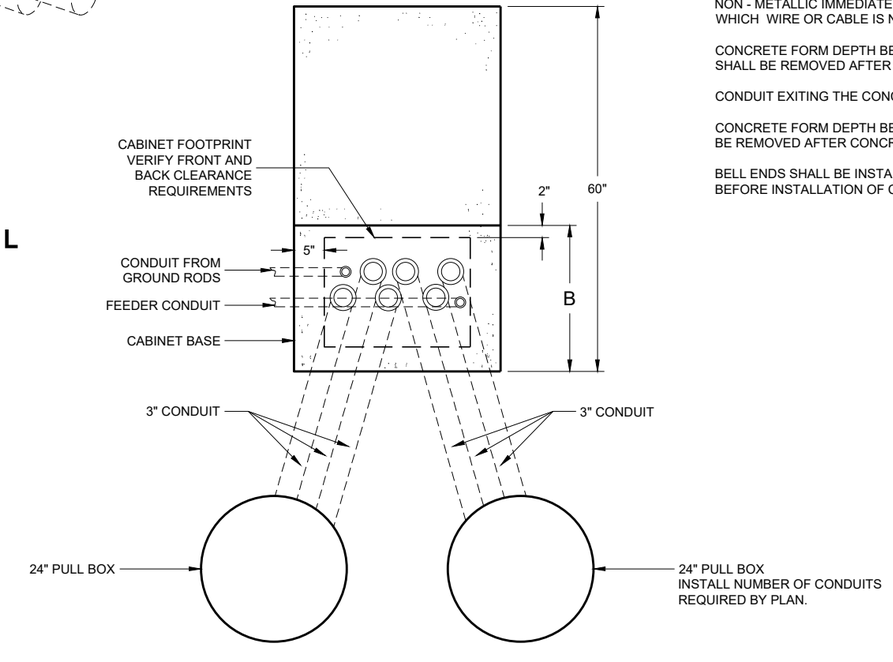
** 1 ¼" CONDUIT FOR SERVICE ENTRANCE FROM REMOTE METER BREAKER PEDESTAL PER PROJECT REQUIREMENTS. VERIFY LOCATION OF CONDUIT DEPENDENT UPON LOCATION OF INCOMING FEEDER AND FOR EASE OF CONNECTION TO LOAD CENTER.

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

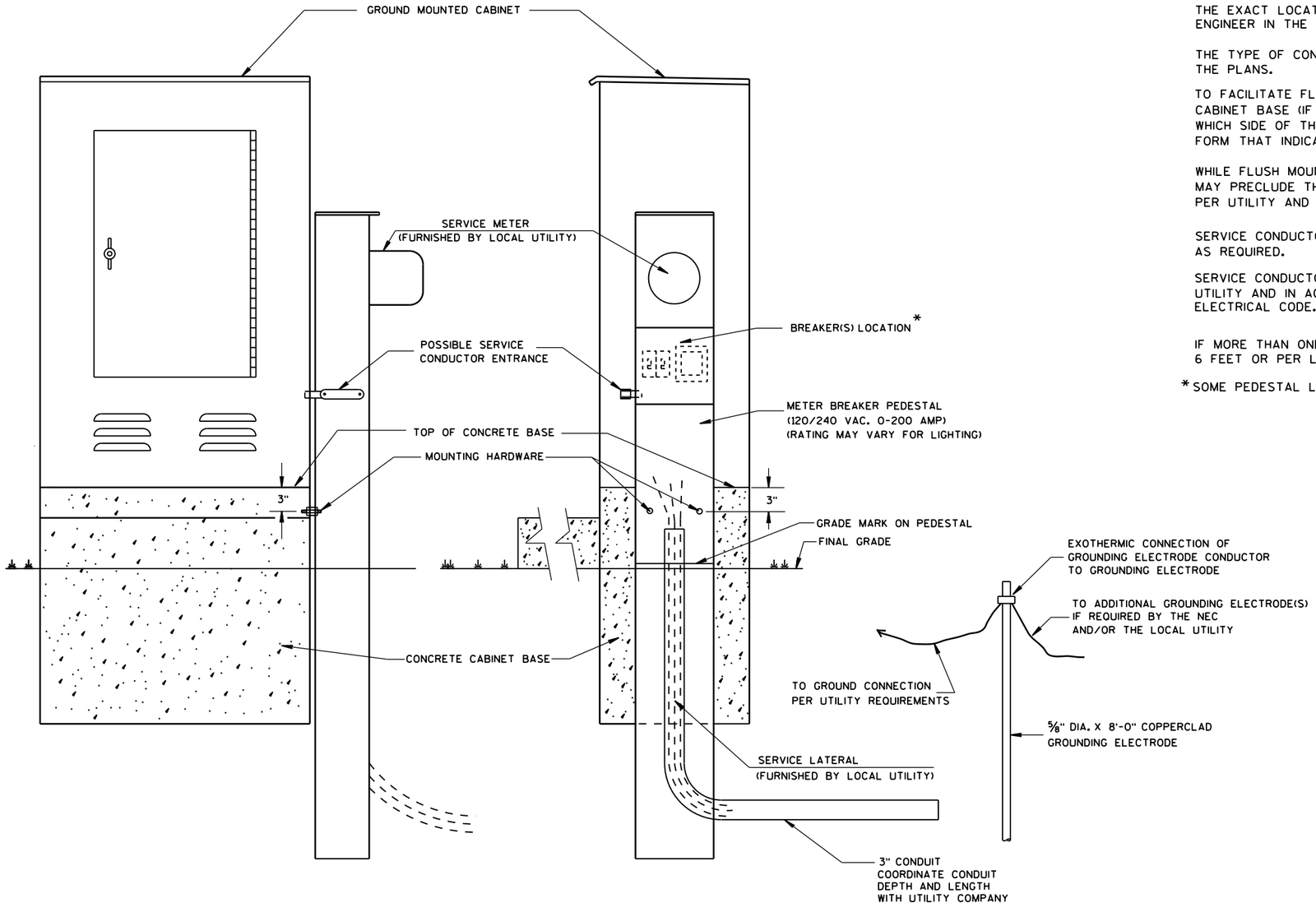
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 354

FHWA

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SDD 09C14 - 03



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

*SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

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S.D.D. 9 D 1-5

6

S.D.D. 9 D 1-5

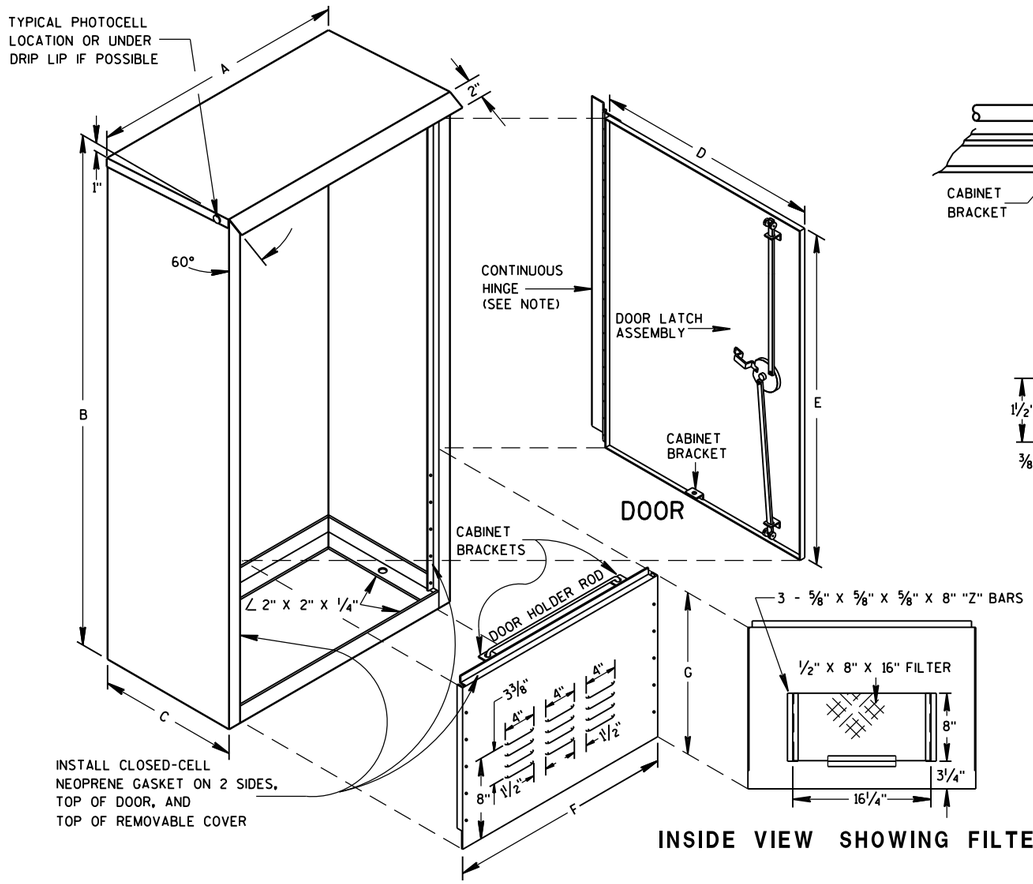
CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE

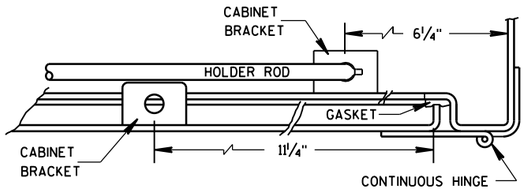
/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA

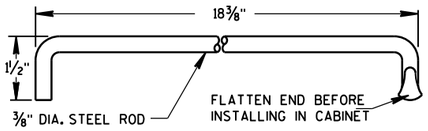


REMOVABLE COVER

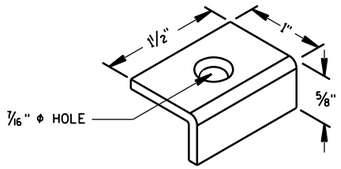
INSIDE VIEW SHOWING FILTER



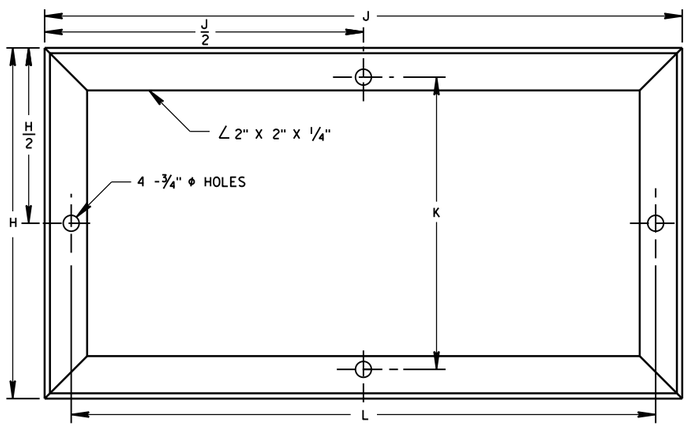
HINGE & DOOR HOLDER



HOLDER ROD



CABINET BRACKET



MOUNTING BASE

TABLE OF DIMENSIONS (INCHES)

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

GENERAL NOTES

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

PRIME WITH PHOSPHATE TREATMENT AND PRIMER.

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

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

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

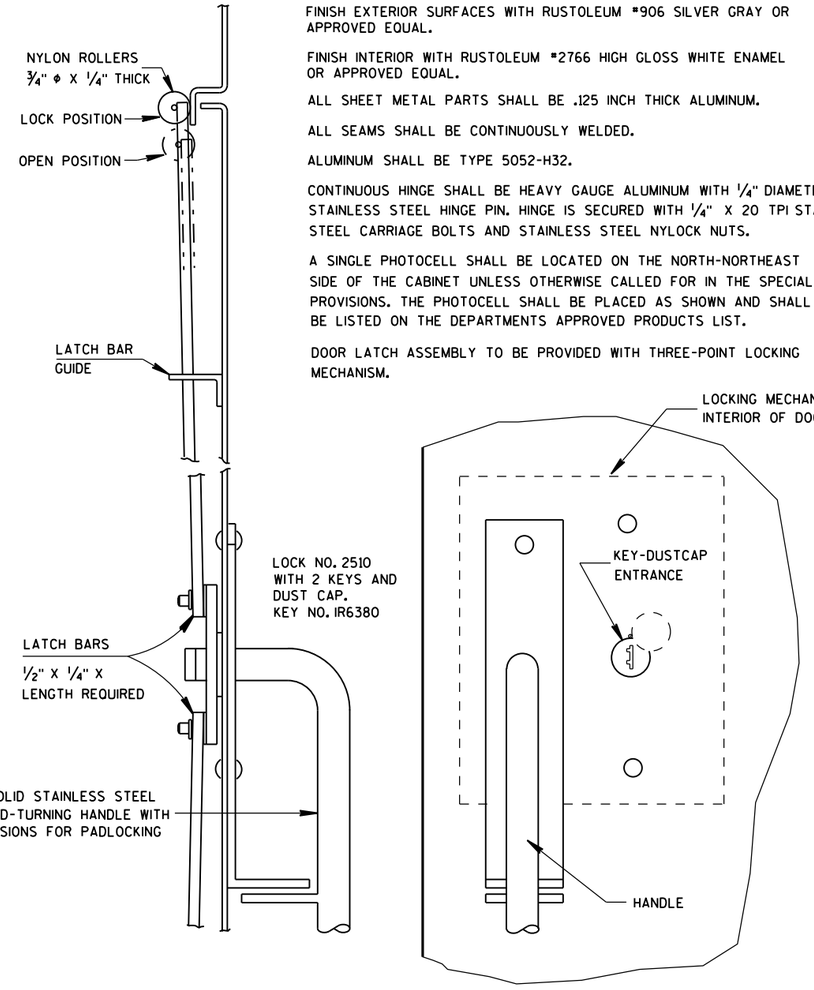
ALL SEAMS SHALL BE CONTINUOUSLY WELDED.

ALUMINUM SHALL BE TYPE 5052-H32.

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

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

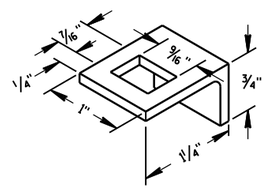
DOOR LATCH ASSEMBLY TO BE PROVIDED WITH THREE-POINT LOCKING MECHANISM.



SIDE VIEW

FRONT VIEW

LATCH ASSEMBLY



LATCH BAR GUIDE

SIGNAL CONTROL CABINET

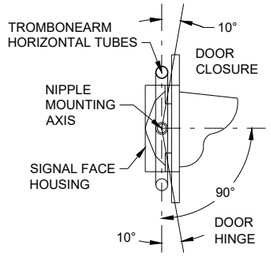
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE

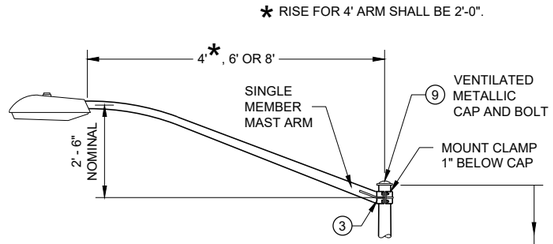
/S/ Ahmet Demirbilek
STATE ELECTRICAL

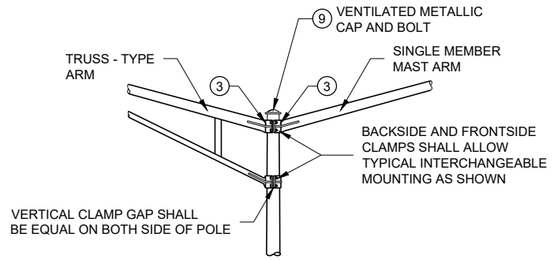
FHWA

6
S.D.D. 9 D 2-3

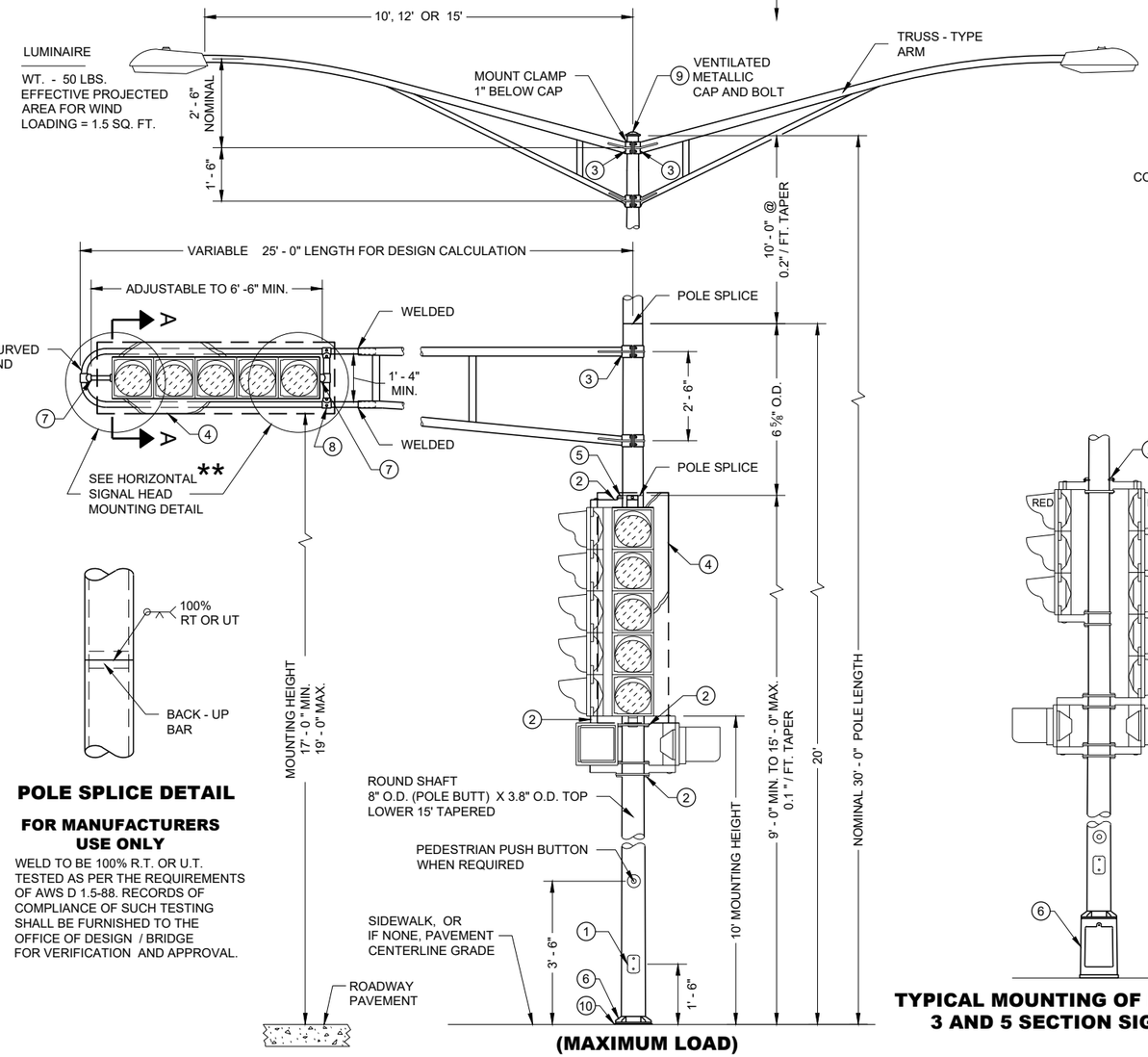


SECTION A-A

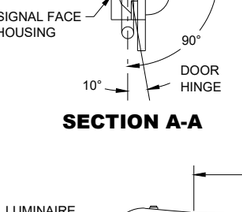




INTERCHANGEABLE MOUNTING DETAIL



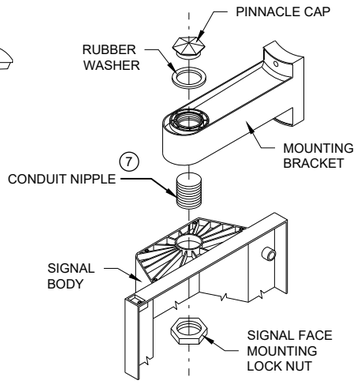
(MAXIMUM LOAD)



POLE SPLICE DETAIL

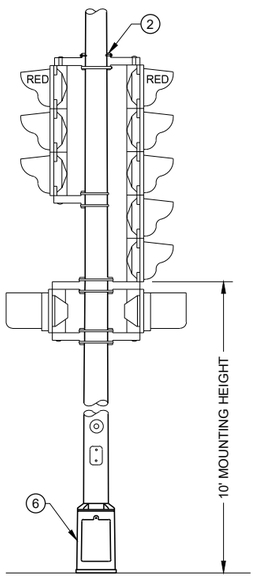
FOR MANUFACTURERS USE ONLY

WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN / BRIDGE FOR VERIFICATION AND APPROVAL.

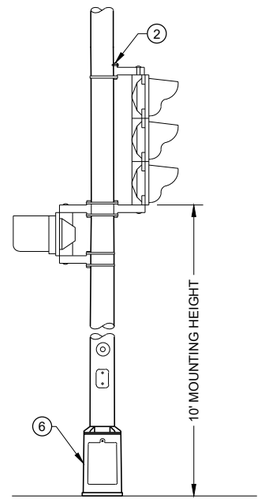


SIGNAL FACE MOUNTING DETAIL

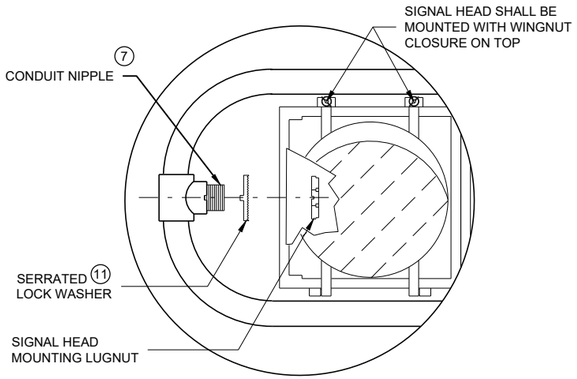
(BANDED)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE



HORIZONTAL SIGNAL HEAD ** MOUNTING DETAIL

** SIGNAL HEAD ATTACHMENT ALSO APPLIES TO MOUNTING AT CROSS BAR

TYPE 3 POLE MOUNTING CONFIGURATION

GENERAL NOTES

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

ALL TYPE 3 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL.

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

A PULL WIRE / ROPE SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 ⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

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

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

(2) SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING.

(3) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE ONE OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED. UNDER MAX LOADING, TYPE 3 POLE SHALL BE MOUNTED DIRECTLY TO ITS CONCRETE BASE.

(7) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACES AND BRACKET ENDS.

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.

(9) FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

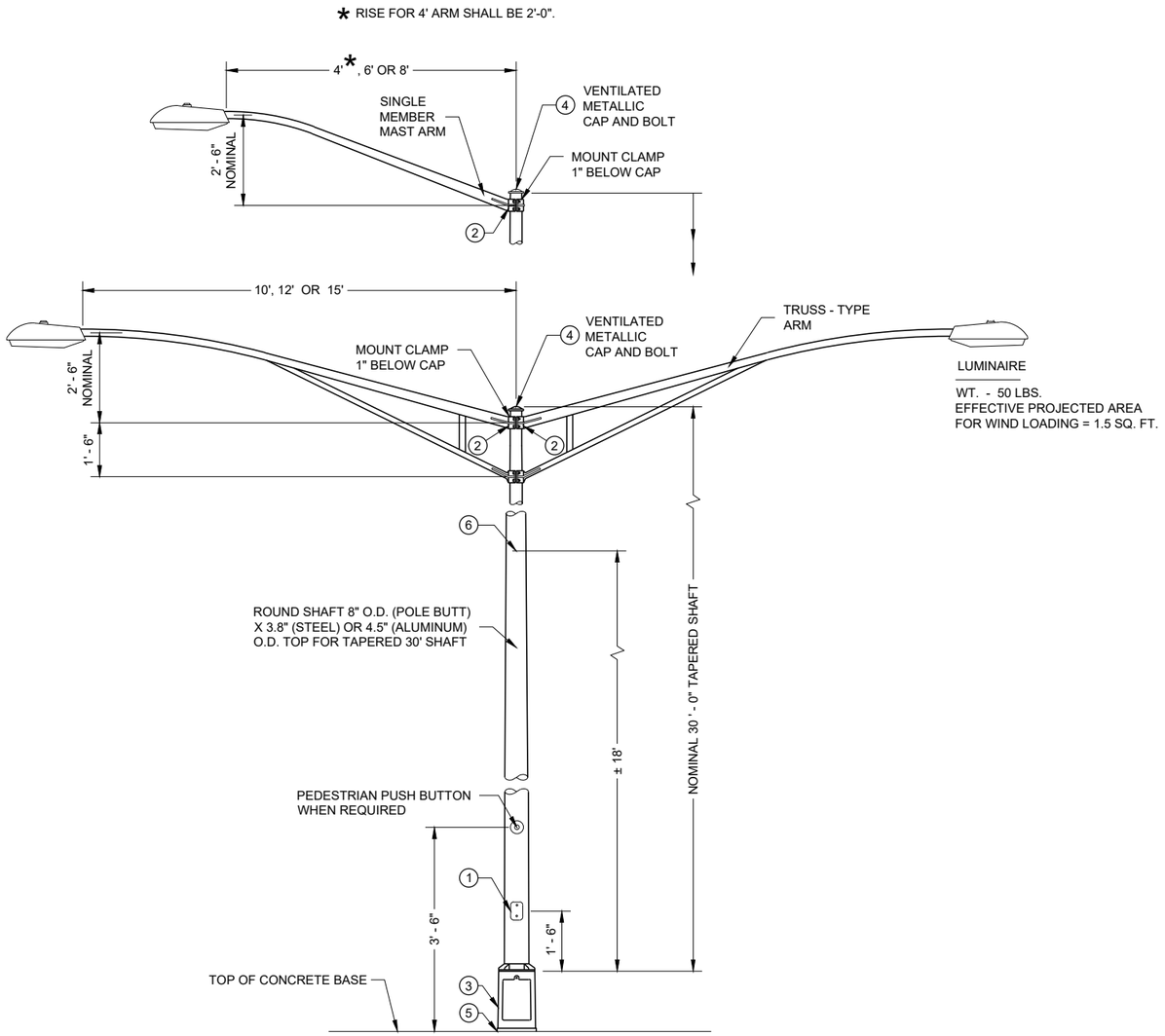
(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS TYPE 3 (HEAVY DUTY)

STATE OF WISCONSIN
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TYPE 5 POLE MOUNTING CONFIGURATION

(MAXIMUM LOAD)

LIGHTING ONLY

GENERAL NOTES

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

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

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.

TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.1888".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (0.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 ⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

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

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

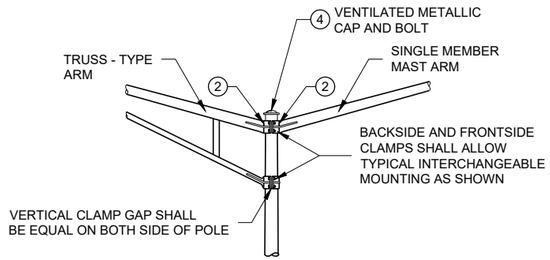
(2) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(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 POLE.

(6) INTERNAL DUMBBELL - TYPE VIBRATION DAMPER.

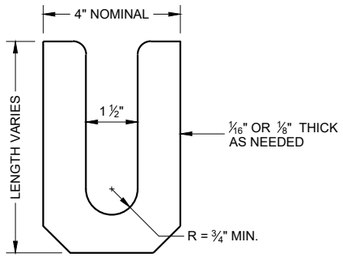


INTERCHANGEABLE MOUNTING DETAIL

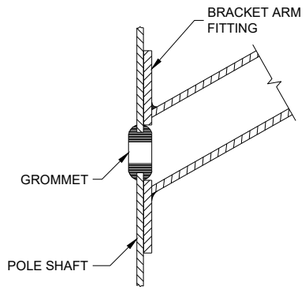
POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)

6

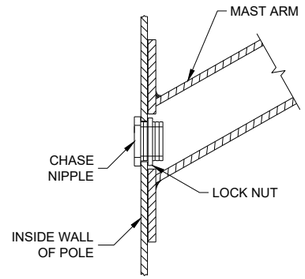
SDD 09E01 - 15d



LEVELING SHIM (1)
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.

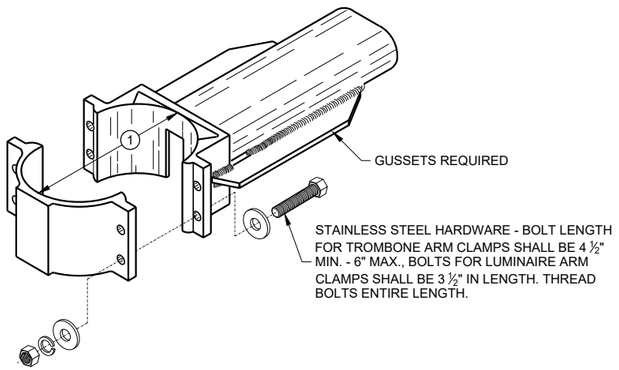
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

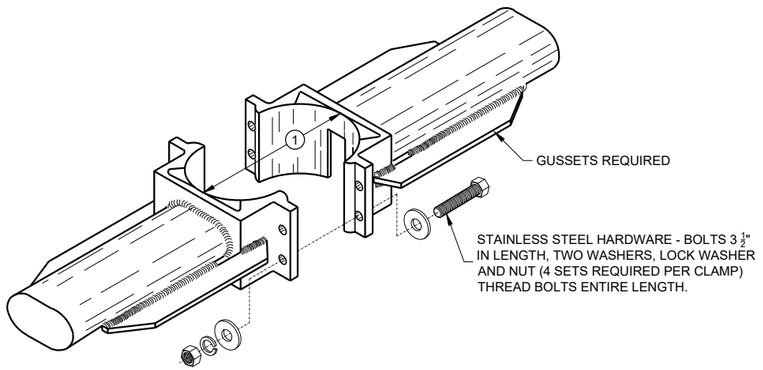
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(4) 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.

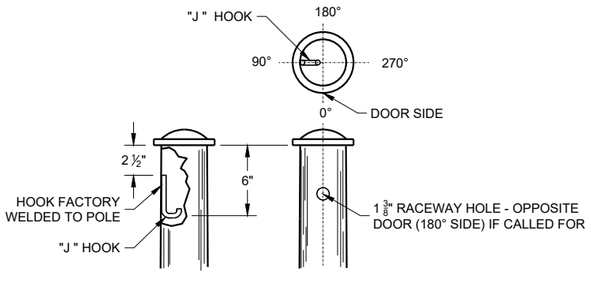
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



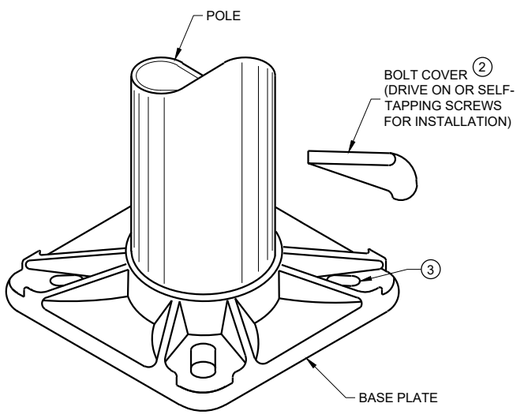
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



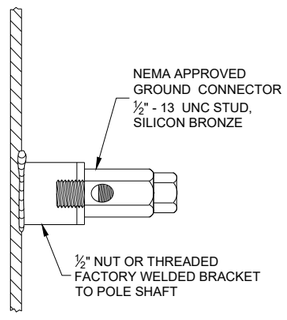
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

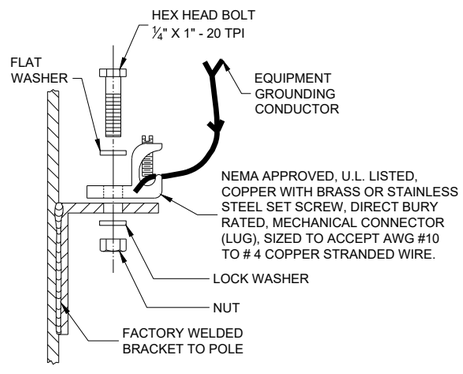


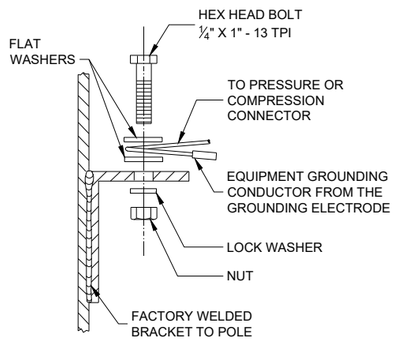
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 359

FHWA

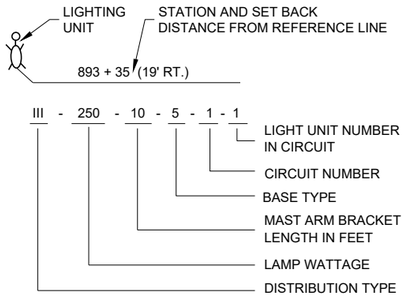
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SDD 09A01 - 15g

GENERAL NOTES

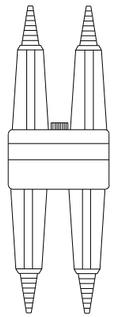
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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.

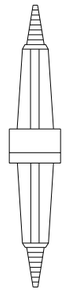
WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.



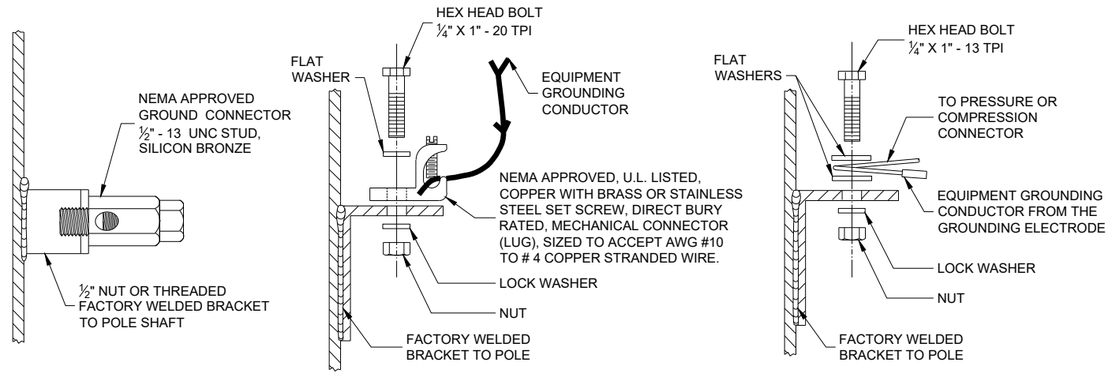
LIGHTING UNIT CODE
(TYPICAL)



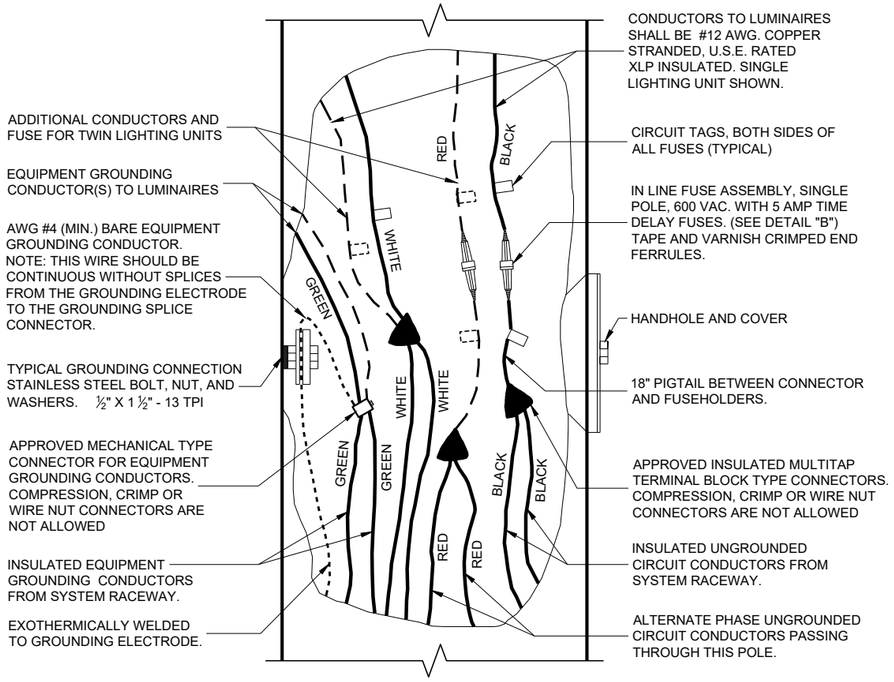
DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



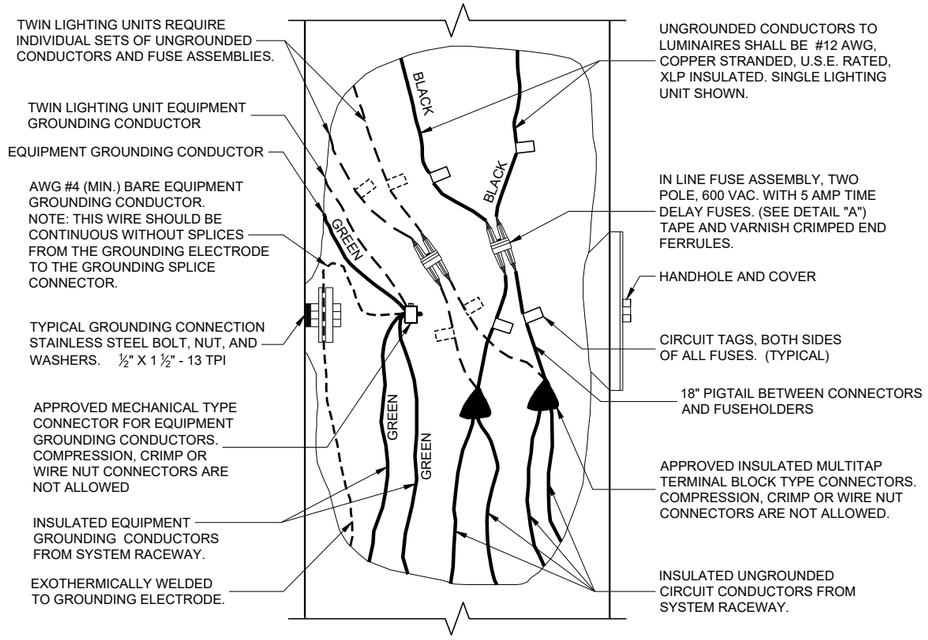
DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT



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

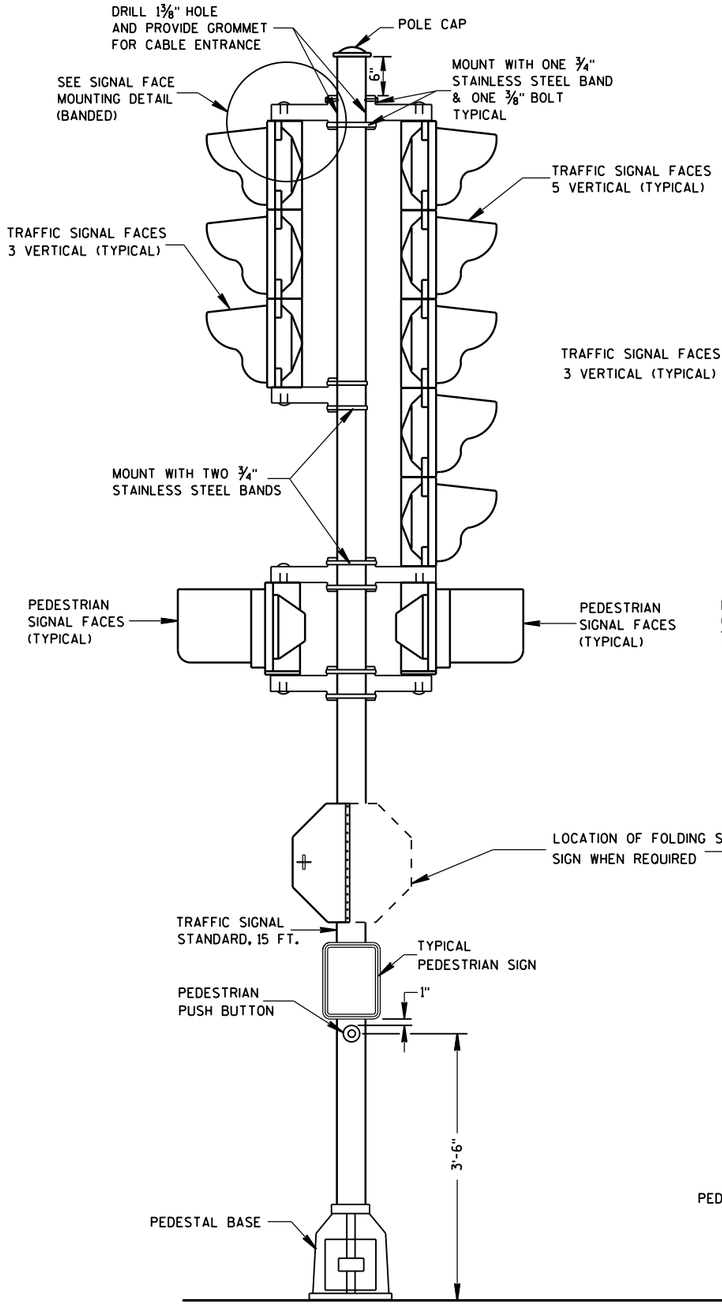
NON - FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

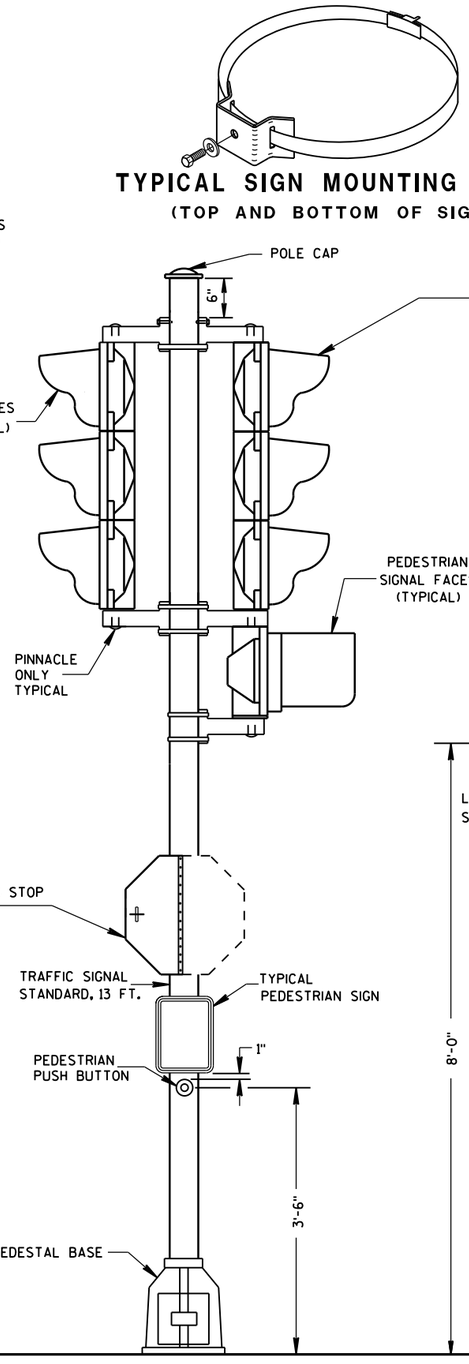
APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
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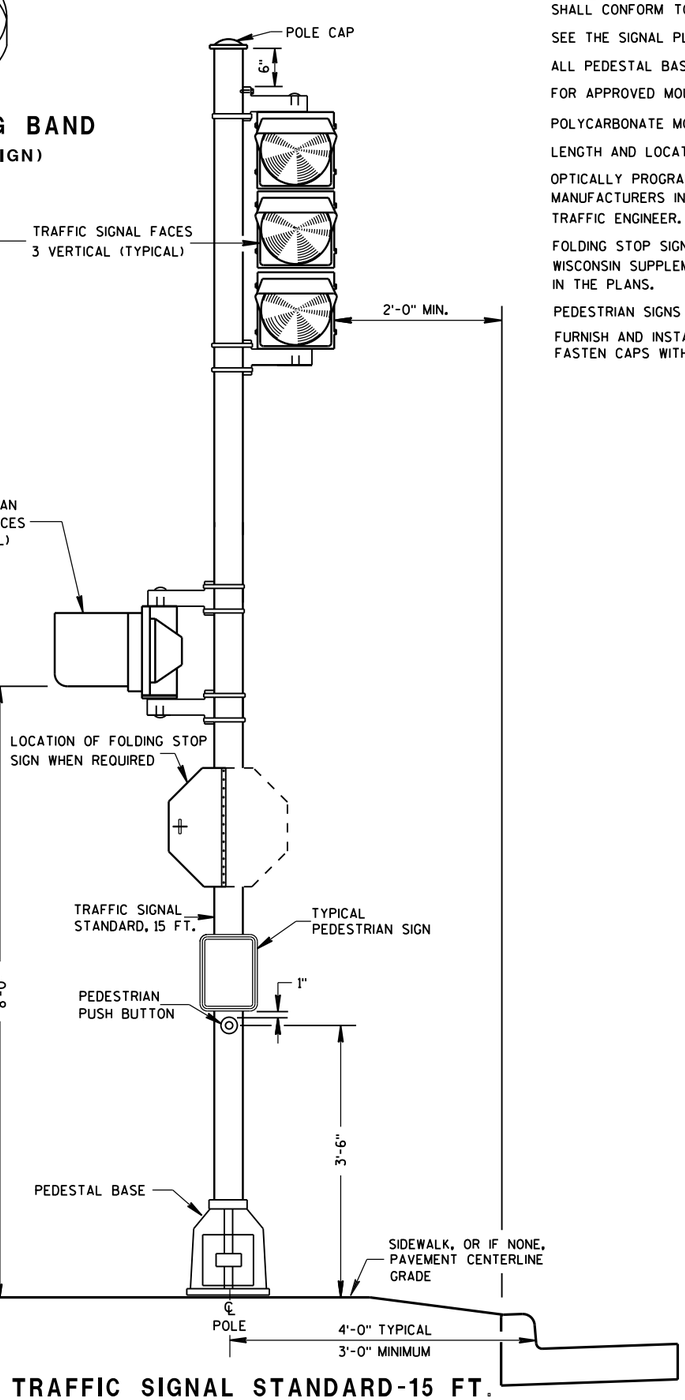


TRAFFIC SIGNAL STANDARD-15 FT.



TRAFFIC SIGNAL STANDARD-13 FT.

TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



TRAFFIC SIGNAL STANDARD-15 FT.
3M MOUNTING (TYPICAL)

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

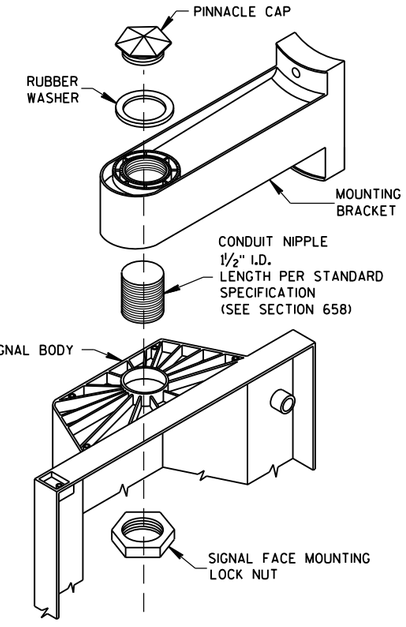
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



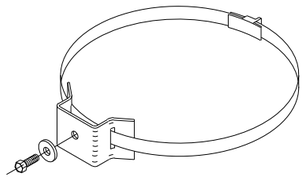
SIGNAL FACE MOUNTING DETAIL
(BANDED)

TRAFFIC SIGNAL STANDARD
POLY BRACKET MOUNTINGS
(TYPICAL) 13 FT. OR 15 FT.

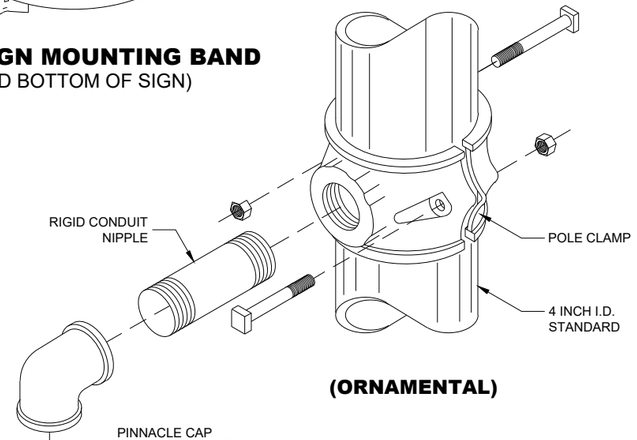
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/28/2013 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

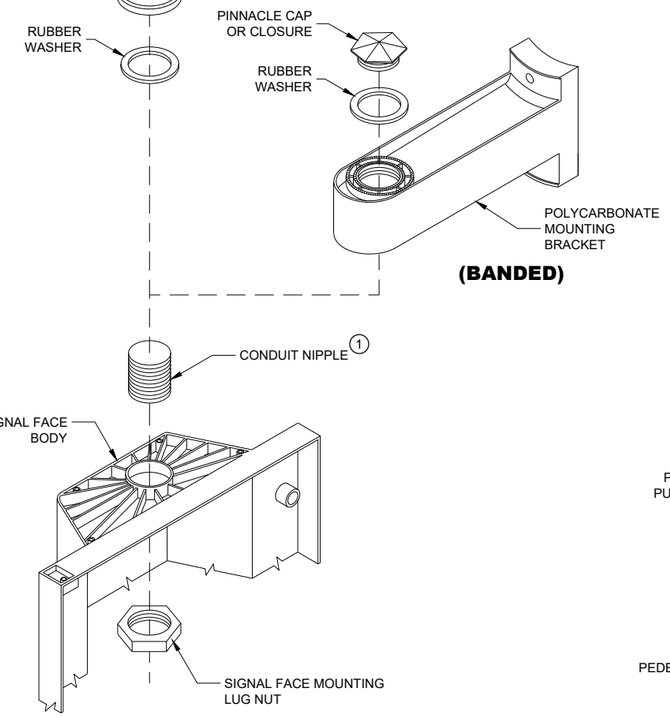
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TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)

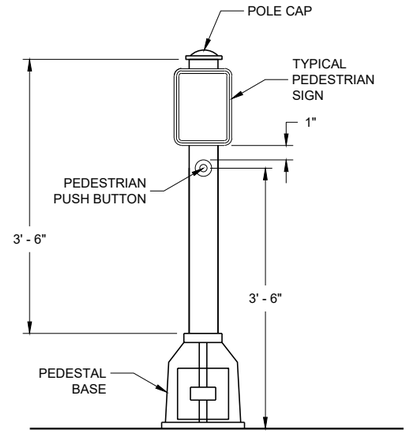


(ORNAMENTAL)



(BANDED)

SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS, UNLESS APPROVED BY THE ENGINEER IN THE FIELD.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

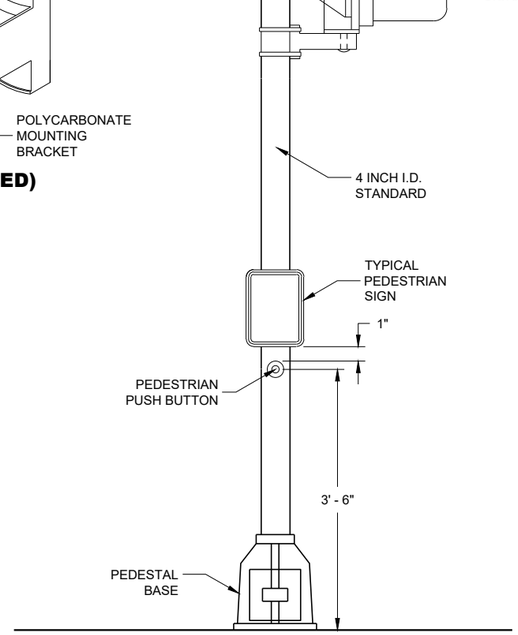
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE REGION TRAFFIC ENGINEER).

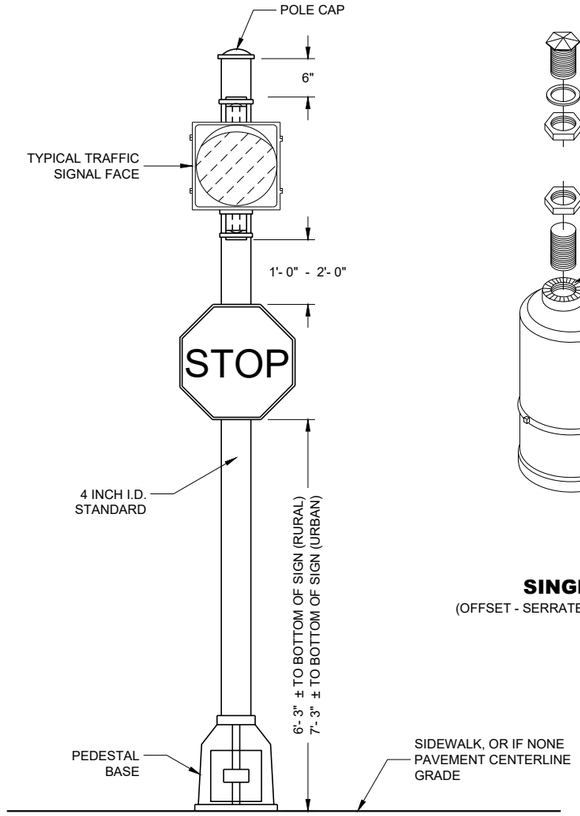
PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

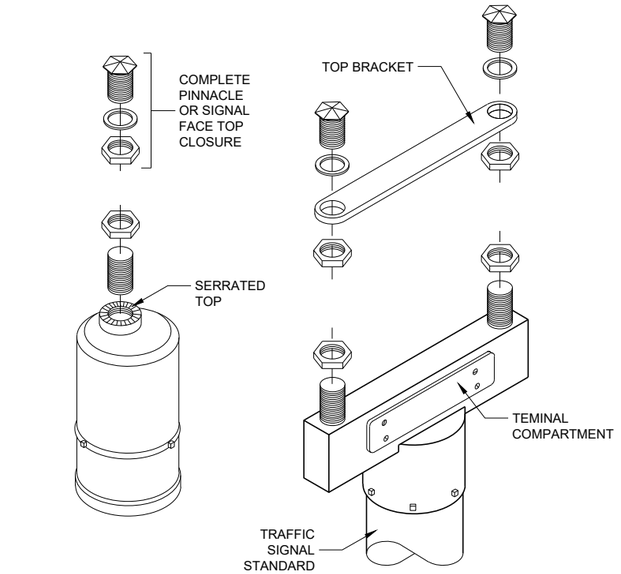
(1) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACESAND BRACKET ENDS.



PEDESTRIAN FACE STANDARD - 10 FT.
(WALK - DON'T WALK)



STANDARD FLASHER
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED



SINGLE
(OFFSET - SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
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.

POLE TYPES 9 AND 10 ARE FOR ARM LENGTHS 15-FOOT TO 30-FOOT.

POLE TYPES 12 AND 13 ARE FOR ARM LENGTHS 35-FOOT TO 55-FOOT.

MONOTUBE POLE AND ARM SHALL BE GALVANIZED STEEL.

RING-STIFFENED BUILT-UP BOX TYPE OF ATTACHMENT FOR TRAFFIC SIGNAL ARM.

ONE (1) PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3 % ± RISE).

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

PROVIDE WIREWAY THRU POLE WALL AND ARM CONNECTION PLATES. PROVIDE ROUND, SMOOTH INSIDE SURFACE.

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE AASHTO 2013 6TH EDITION AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR TRAFFIC AND LIGHTING STRUCTURES AND AS FOLLOWS:

- CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 AND TYPE 10 STRUCTURES.
- CATEGORY II FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 12 AND TYPE 13 STRUCTURES.
- 90 MPH (3-SECOND GUST) WIND SPEED AND A 50 YEAR DESIGN LIFE.

SECURE THE OPENING BELOW THE BASE PLATE WITH STAINLESS STEEL OR GALVANIZED STEEL MESH AND SECURE THE MESH WITH ¾" S.S. BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL ½" HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURERS NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED WITH THE SAME INFORMATION BY INDENT PRINT.

SIGNAL FACE SHALL BE MOUNTED 6 INCHES (NOMINAL) FROM THE END OF THE MONOTUBE ARM OR AS SHOWN ON THE PLAN CONSTRUCTION DETAIL OR AS DIRECTED BY THE PROJECT ENGINEER/ELECTRICAL OPERATIONS PERSONNEL. MOUNT ALL LIKE HEADS AT SAME ELEVATION.

SIGN MOUNTING BRACKETS SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

(1) DESIGN FOR MAXIMUM ALLOWABLE HANDHOLE WITH COVER ASSEMBLY WITH TWO ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

(2) SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING, (SEE SPECIFICATIONS SEC. 658).

(3) SECURELY MOUNT BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.

(4) THE TOP OF THE POLE SHAFT AND THE END OF THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.

(5) FACTORY-WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HANDHOLE, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.

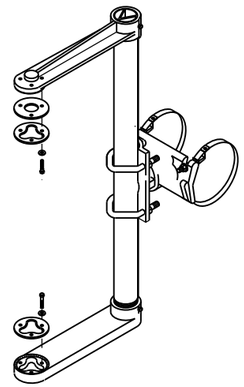
(6) FACTORY-WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

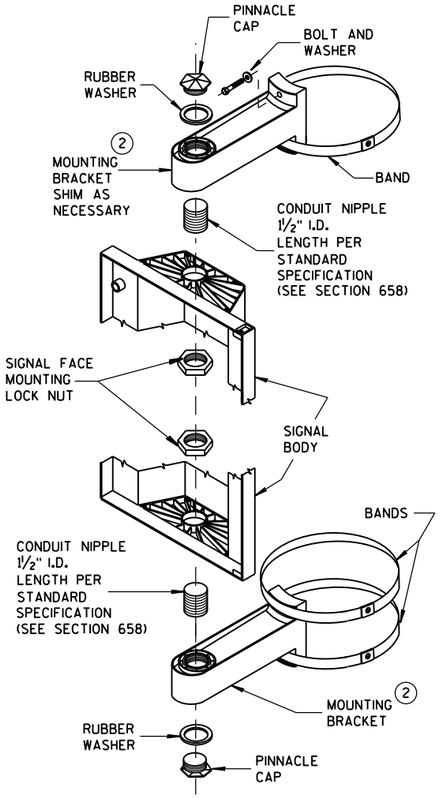
MOUNTING HEIGHT SHALL BE 6'-0" ABOVE THE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.

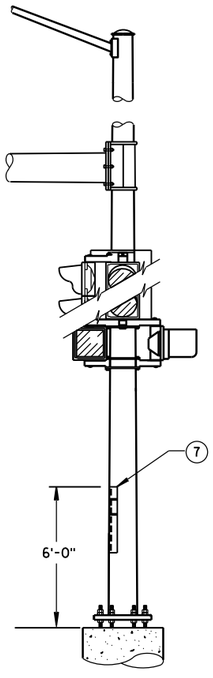


SIGNAL FACE MOUNTING BRACKET
DETAIL FOR MONOTUBE ARM

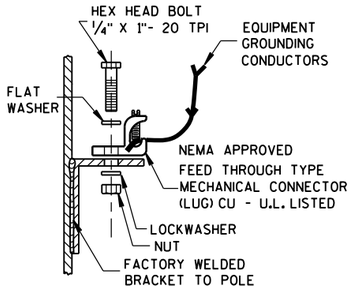
(MOUNT PER MANUFACTURER'S RECOMMENDATION)



SIGNAL FACE
VERTICAL MOUNTING DETAIL

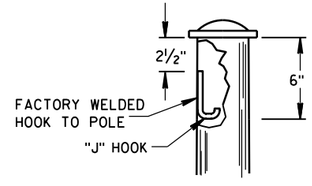


STRUCTURAL IDENTIFICATION
PLAQUE PLACEMENT



TYPICAL GROUNDING CONNECTIONS (5)

NUT, BOLT AND WASHERS SHALL
BE STAINLESS STEEL



"J" HOOK WIRE SUPPORT (6)

GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

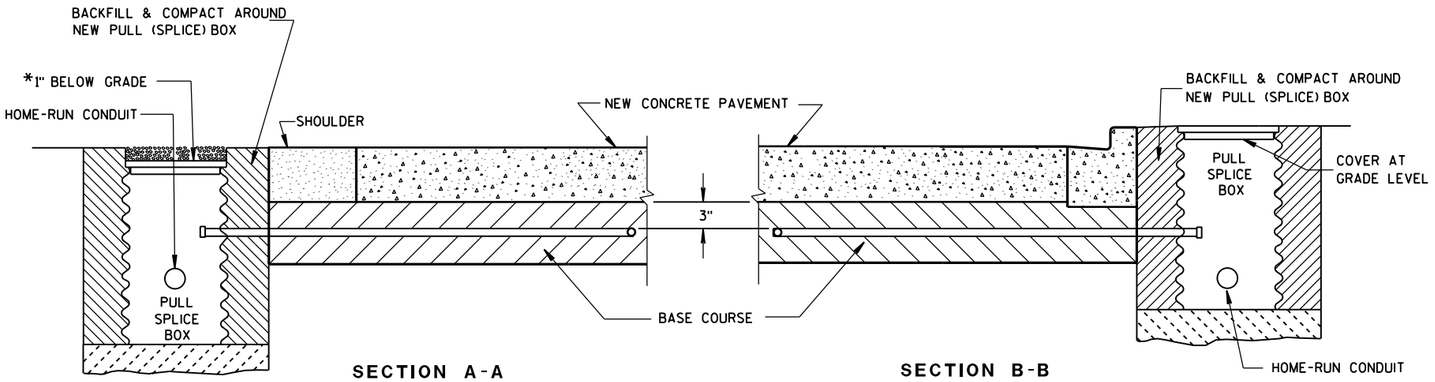
APPROVED
May 2016
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL 363

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SECTION A-A
NO CURB & GUTTER

SECTION B-B
CURB & GUTTER

*RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

LOOP SIZE, CONFIGURATION LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

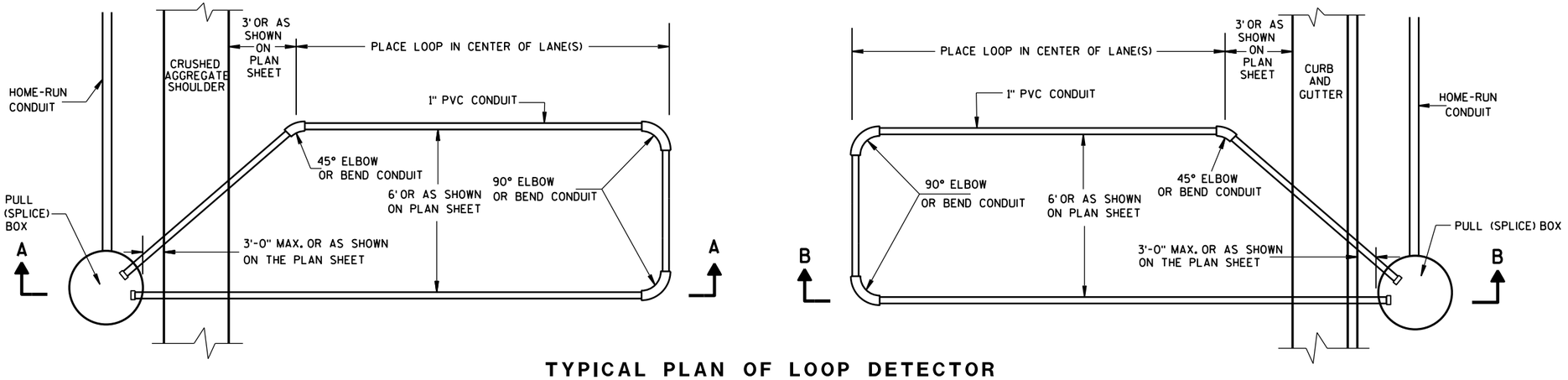
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE, NON-SPLICE CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT IN THE BASE COURSE, SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.



TYPICAL PLAN OF LOOP DETECTOR WITH 18" OR 24" PULL (SPLICE) BOX

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)

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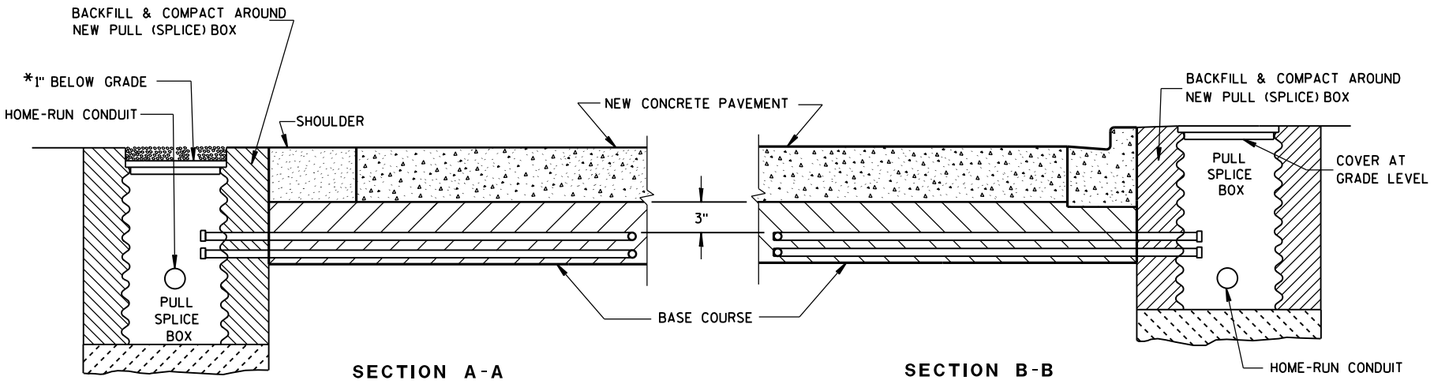
APPROVED
Sept. 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL
FHWA

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S.D.D. 9 F 15-4a



SECTION A-A
NO CURB & GUTTER

SECTION B-B
CURB & GUTTER

*RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

LOOP SIZE, CONFIGURATION LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

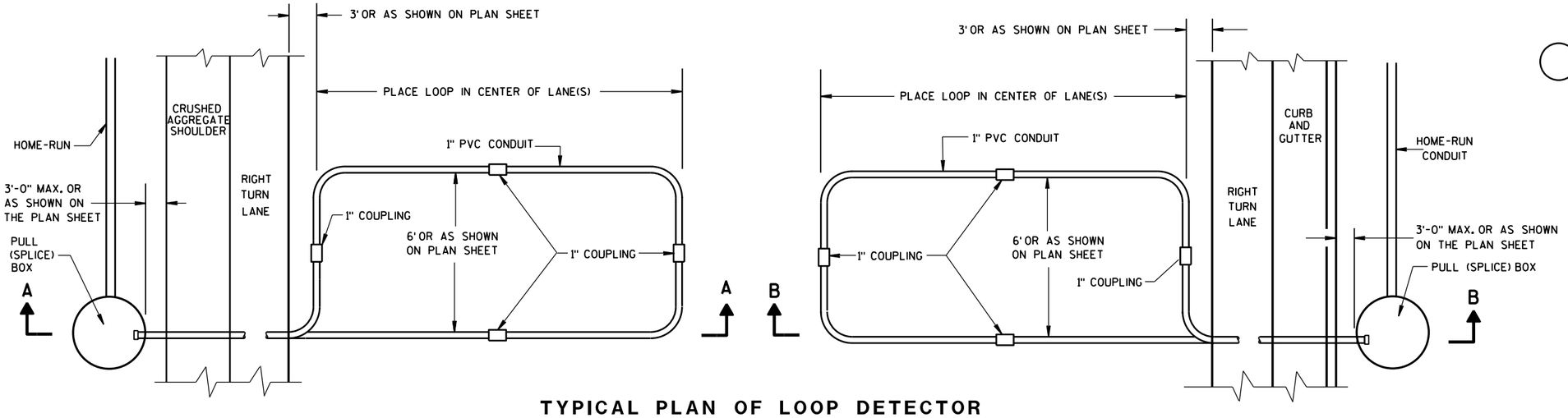
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

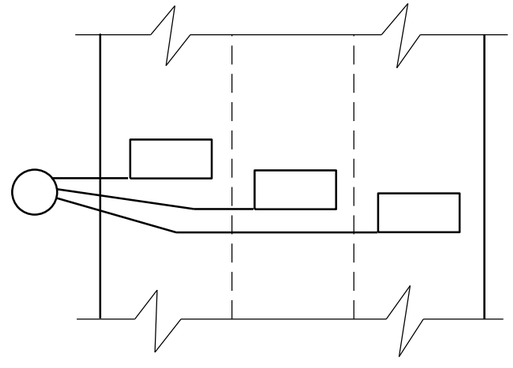
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE, NON-SPLICED CONTINUOUS LENGTH.

PROTECTION OF THE CONDUITS IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.



TYPICAL PLAN OF LOOP DETECTOR WITH 24" PULL (SPLICE) BOX



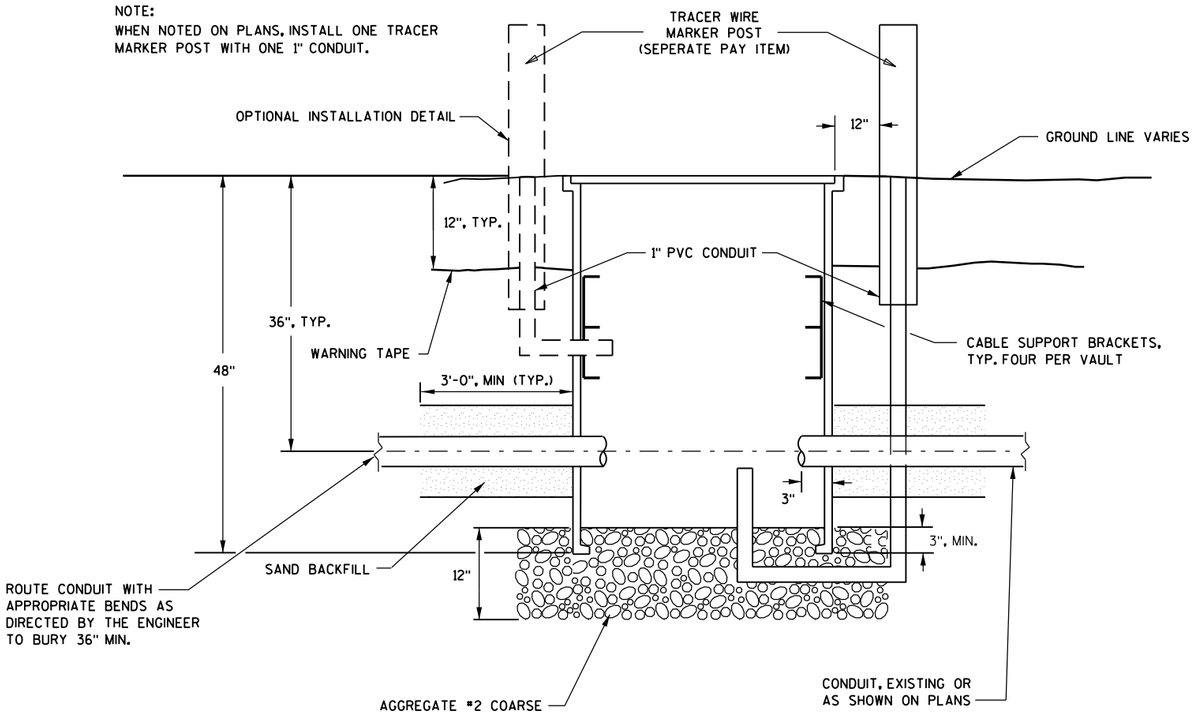
MULTI-LANE INSTALLATION

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)

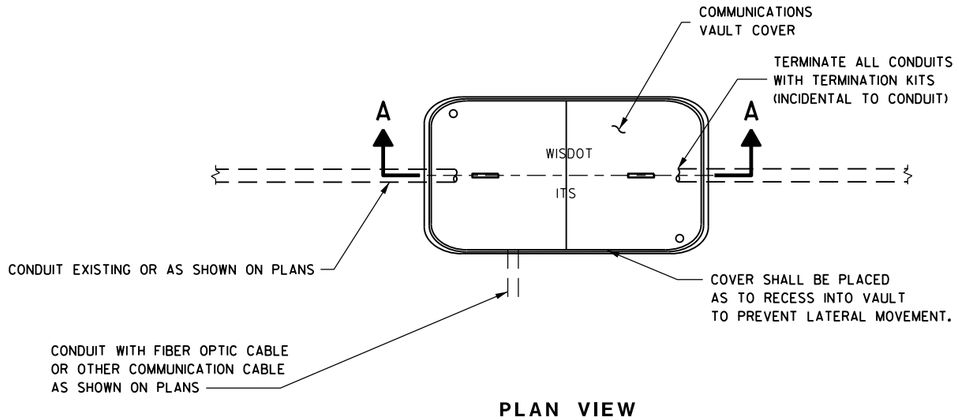
STATE OF WISCONSIN
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APPROVED
Sept. 2014
DATE
/S/ Ahmet Demirbilek
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SECTION A-A



PLAN VIEW

COMMUNICATIONS VAULT TYPE 1

GENERAL NOTES

PROVIDE VAULT WITH OPEN BASE.

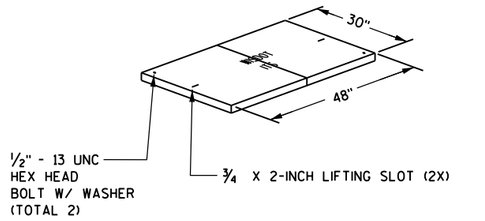
COVER SHALL HAVE A MINIMUM DESIGN LOAD OF 15,000 LBS AND SHALL LOCK.

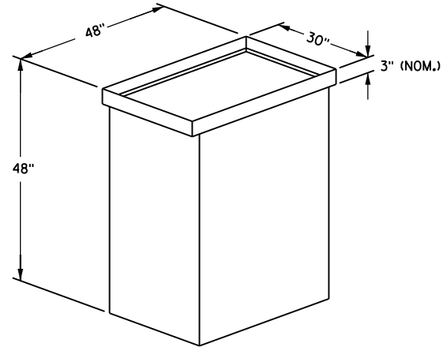
ALL OPENINGS IN STRUCTURE MUST BE MACHINED AT TIME OF FABRICATION, OR PUNCH DRIVEN AT TIME OF PLACEMENT.

VAULTS SHALL BE OF ONE-PIECE CONSTRUCTION. TWO-PIECE/STACKABLE VAULTS WILL NOT BE PERMITTED.

FIELD PLACEMENT OF COMMUNICATIONS VAULTS SHALL BE AS DIRECTED BY THE ENGINEER.

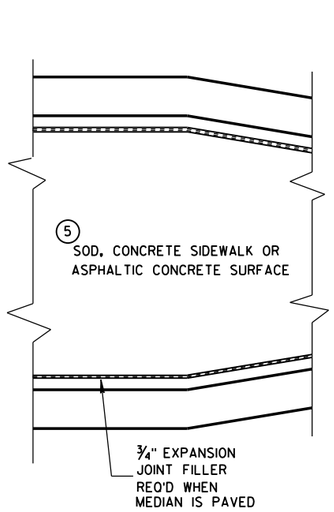
FIBER TRACER MARKER POSTS SHALL BE CONSTRUCTED WITH HIGH-IMPACT PLASTIC MATERIAL WHICH IS FADE RESISTANT AND UV STABLE. ALL HARDWARE SHALL BE STAINLESS STEEL AND CONTAIN A MINIMUM OF FIVE STANDARD TERMINALS.

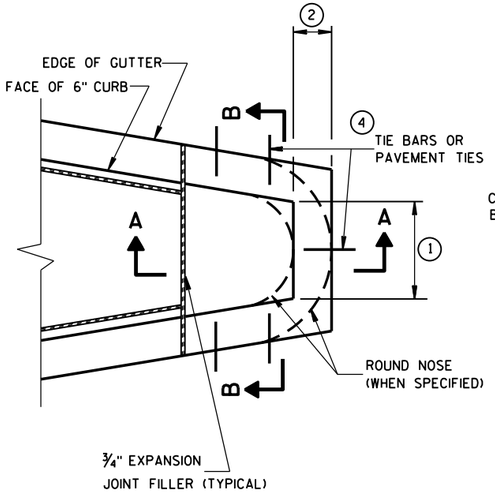


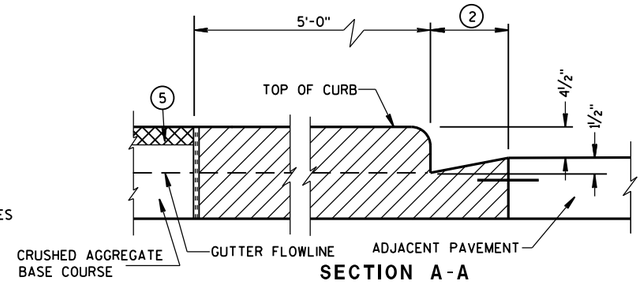


ISOMETRIC VIEW

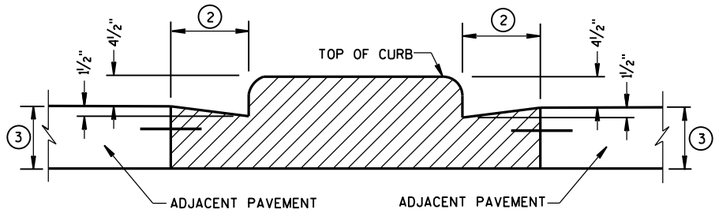
COMMUNICATION VAULT TYPE 1
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED May, 2017 (DATE) /S/Ahmet Demirbilek (STATE ELECTRICAL) FHWA







SECTION A-A



SECTION B-B

CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

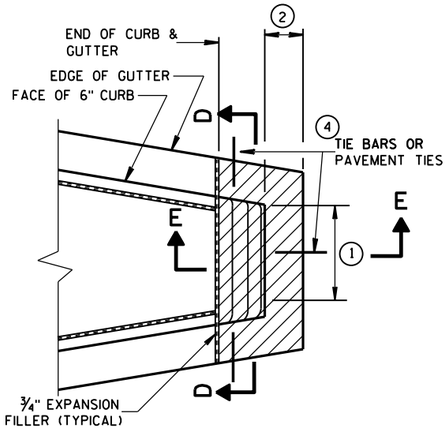
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

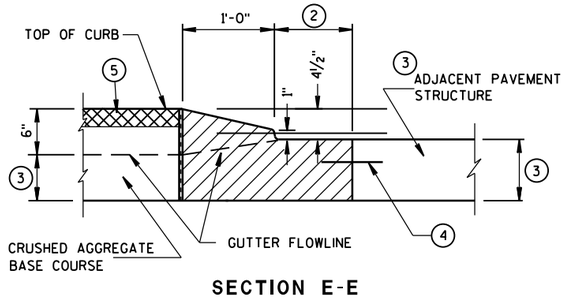
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

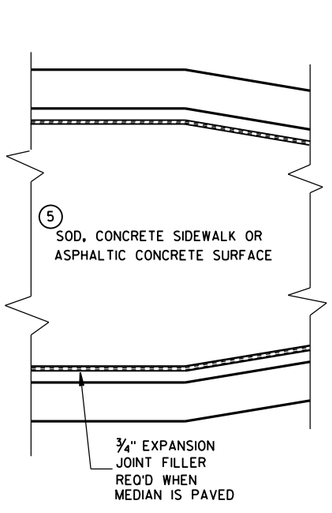
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

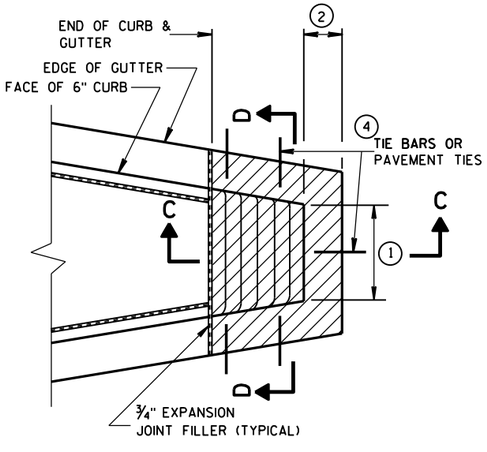


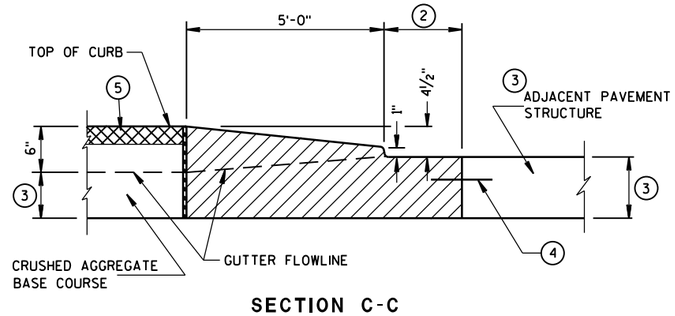


SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 2

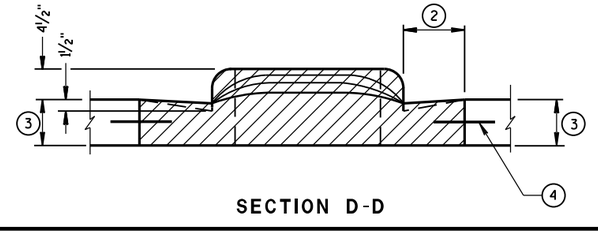






SECTION C-C

CONCRETE MEDIAN SLOPED NOSE TYPE 1



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/8/2006
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

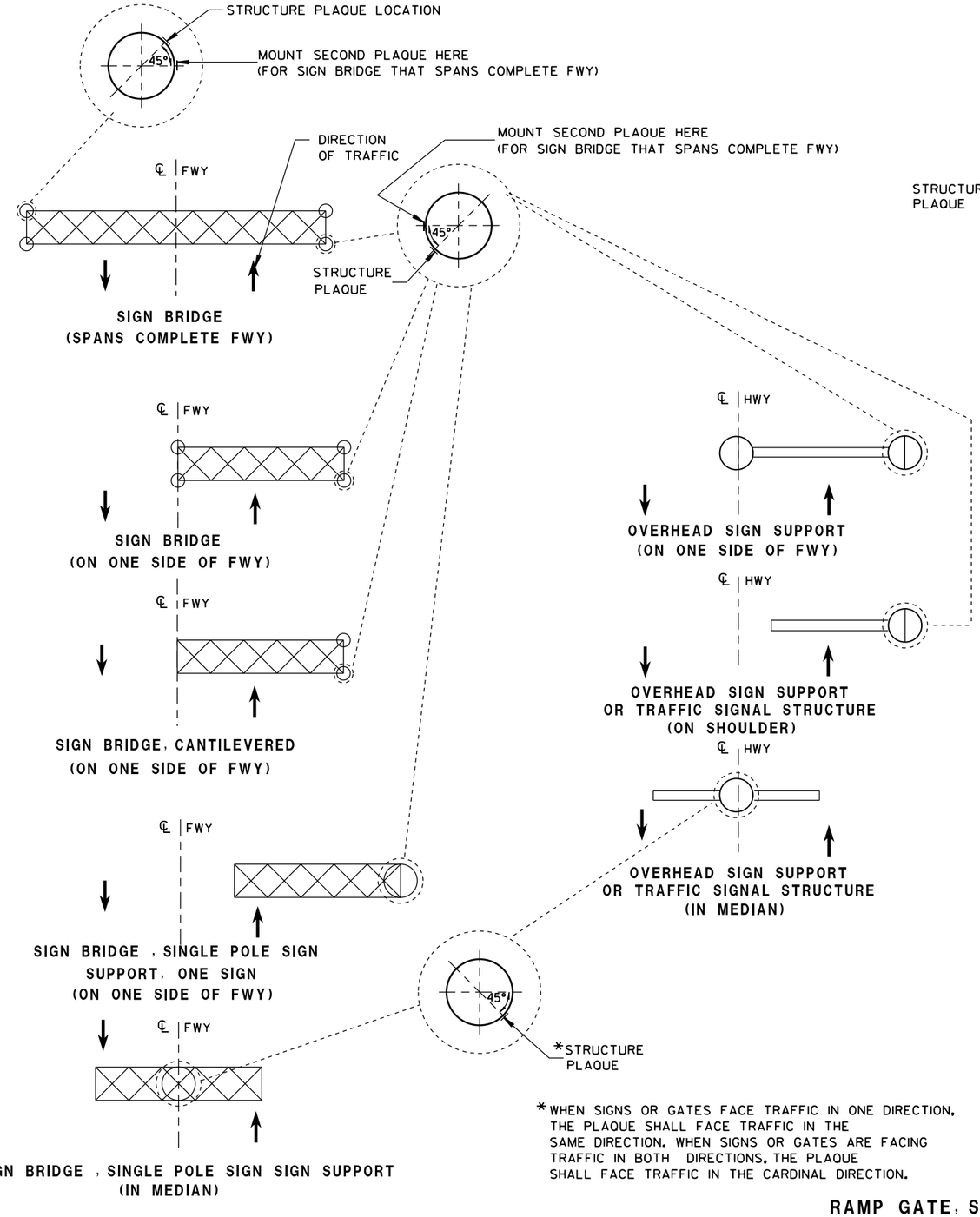
FHWA

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S.D.D. 11 B 2-2

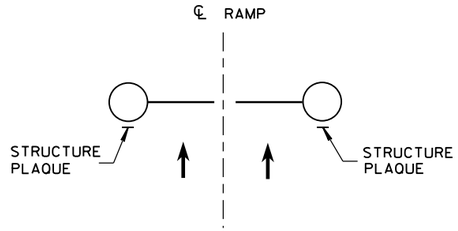
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S.D.D. 11 B 2-2

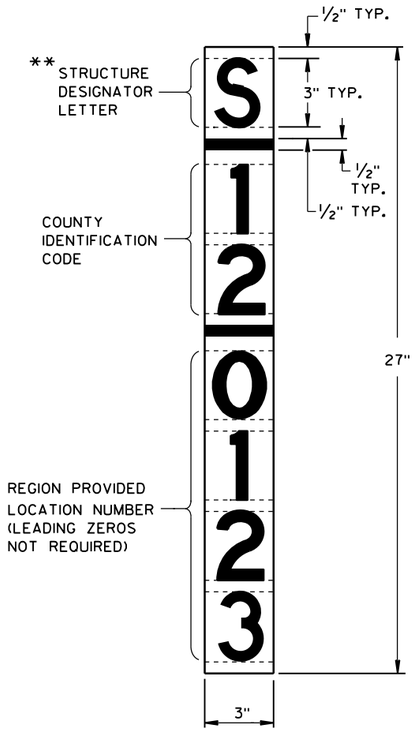


*WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.

LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES



**RAMP GATE
(ACROSS FWY ON-RAMP)**



** 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.

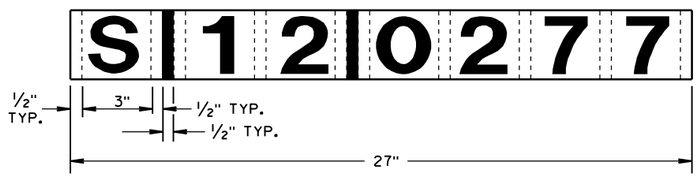
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

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

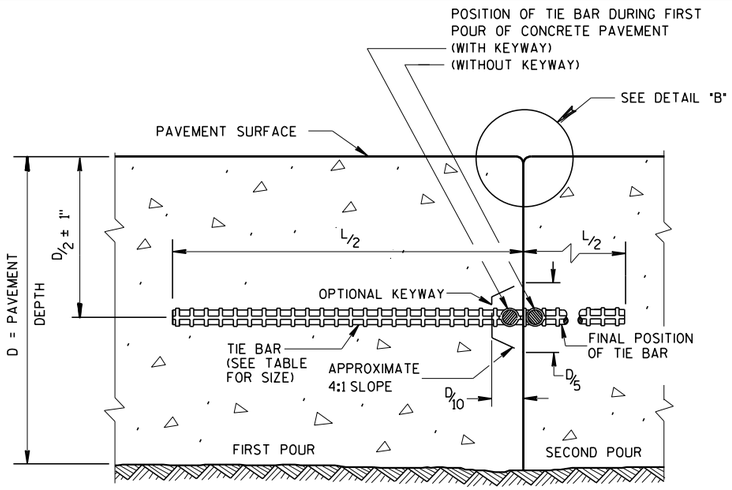
APPROVED
12/4/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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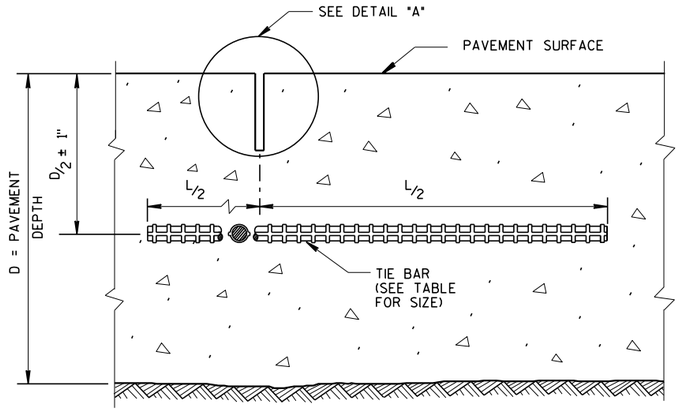
S.D.D. 12 A 4-3

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S.D.D. 12 A 4-3



CONSTRUCTION JOINT



SAWED JOINT

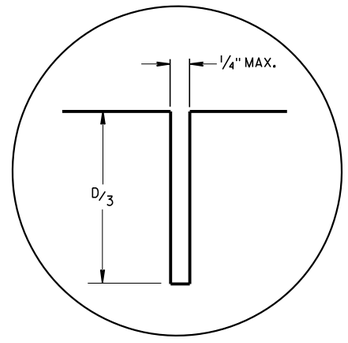
GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

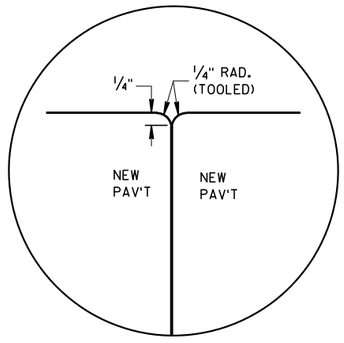
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

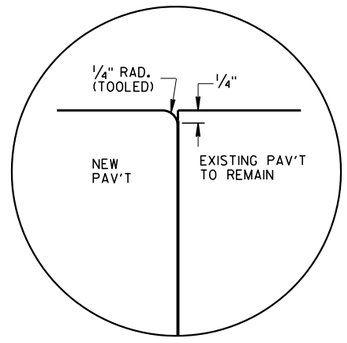
(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.



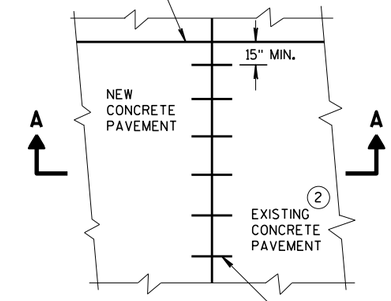
DETAIL "A"



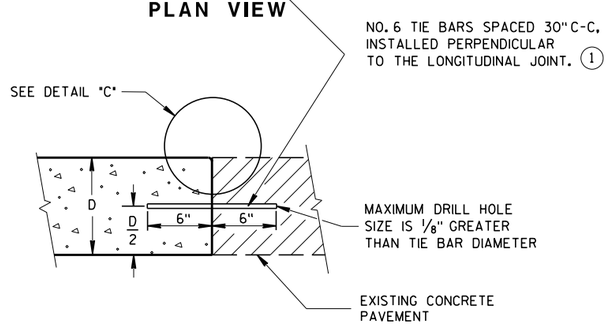
DETAIL "B"



DETAIL "C"



PLAN VIEW



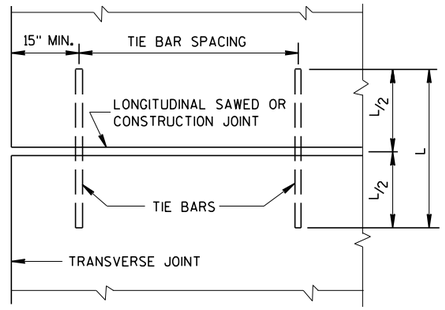
SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



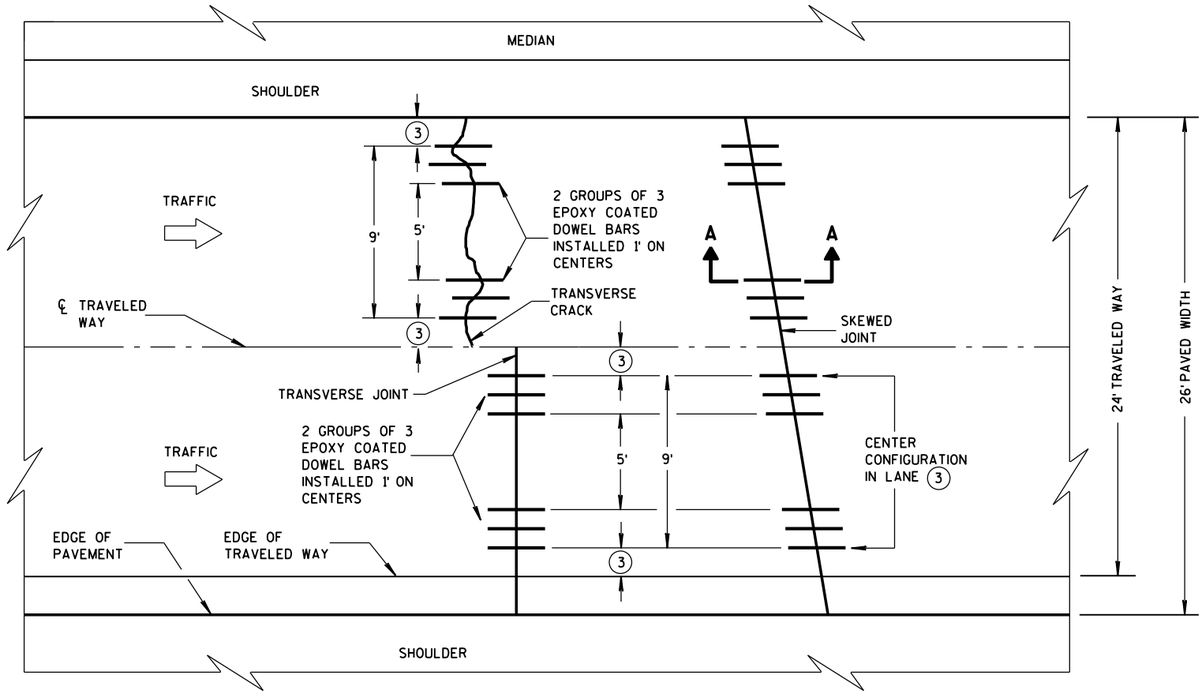
PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

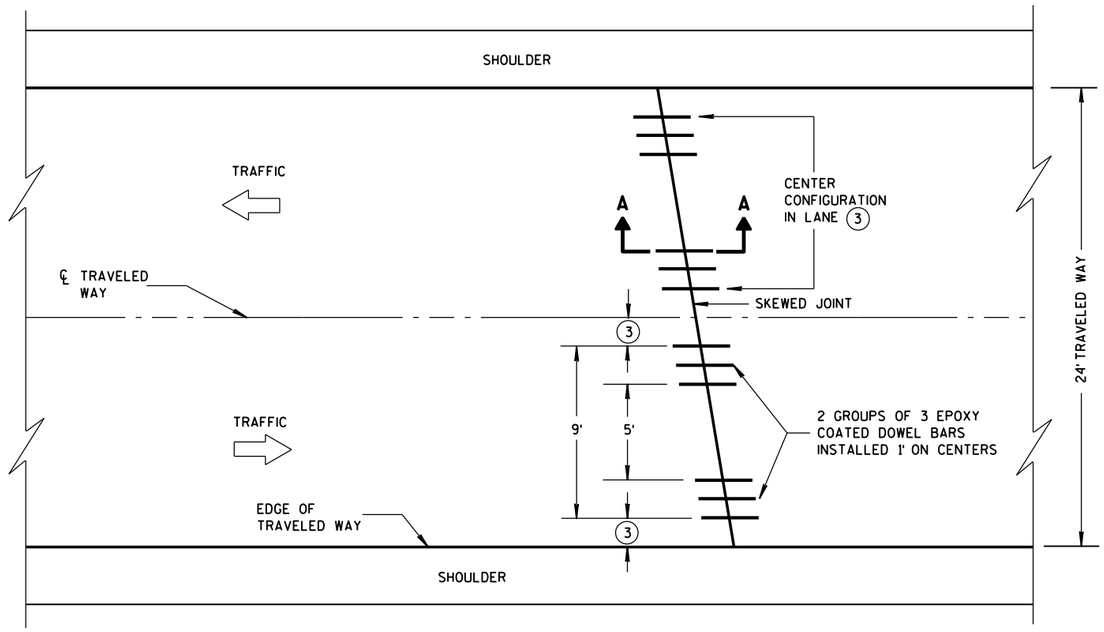
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Kemp PE — PAVEMENT SUPE
FHWA

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S.D.D. 13 C 1-19



RETROFIT DOWEL BAR SPACING
DIVIDED HIGHWAY



RETROFIT DOWEL BAR SPACING
TWO-LANE TWO-WAY HIGHWAY

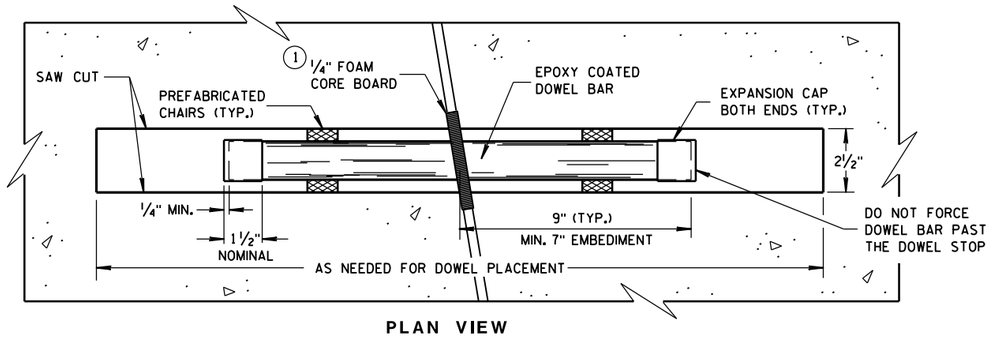
GENERAL NOTES

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

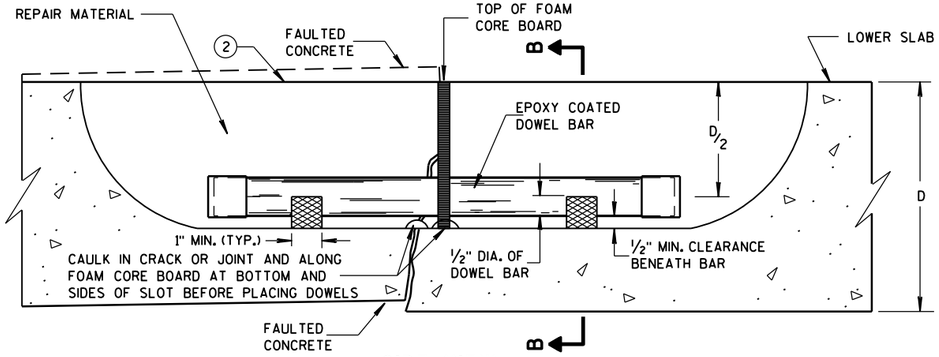
(1) FOAM CORE BOARD IS TO BE SIZED AND SHAPED TO FIT INTO THE JOINT OR CRACK, EXTEND TO OR BEYOND THE TOP SURFACE OF THE LOWER SLAB, AND FIT TIGHTLY AROUND THE DOWEL.

(2) FINISHED ELEVATION AFTER CONTINUOUS DIAMOND GRINDING, WHEN REQUIRED.

(3) SAW THE SLOTS SO THAT THE OUTERMOST AND INNERMOST SLOTS ARE EQUALLY SPACED FROM THE EDGE OF PAVEMENT AND THE LONGITUDINAL JOINT, RESPECTIVELY.



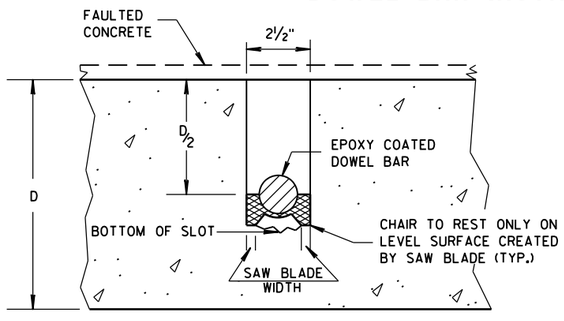
PLAN VIEW



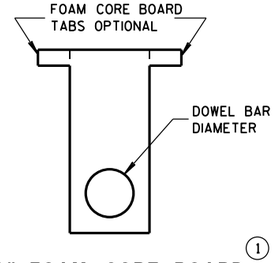
SIDE VIEW

SECTION A-A

DOWEL BAR INSTALLATION DETAIL



SECTION B-B



1/4" FOAM CORE BOARD (1)

PAVEMENT DEPTH	DOWEL BAR SIZE
9" OR LESS	1 1/4" X 18"
MORE THAN 9"	1 1/2" X 18"

DOWEL BAR SIZE TABLE

RETROFIT DOWEL BAR INSTALLATION

RETROFIT DOWEL BARS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

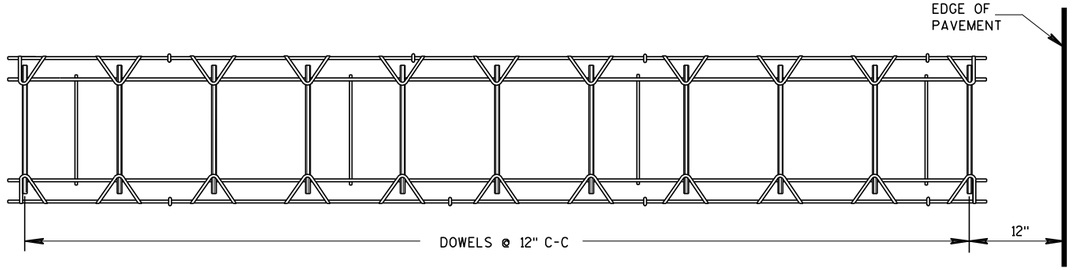
APPROVED
December, 2014 — /S/ Laura Fenley
DATE — PAVEMENT POLICY & DE ... NEER
FHWA

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S.D.D. 13 C 10-2

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S.D.D. 13 C 10-2

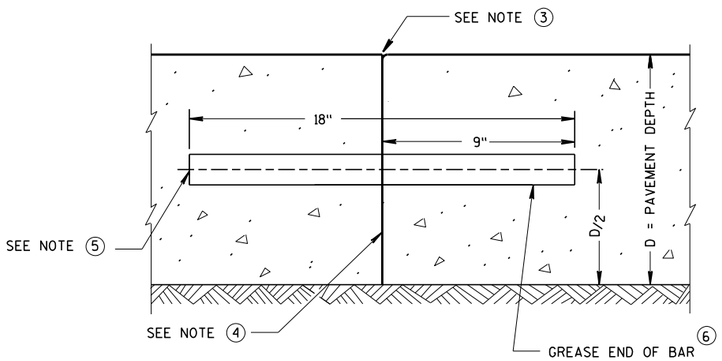


PLAN VIEW

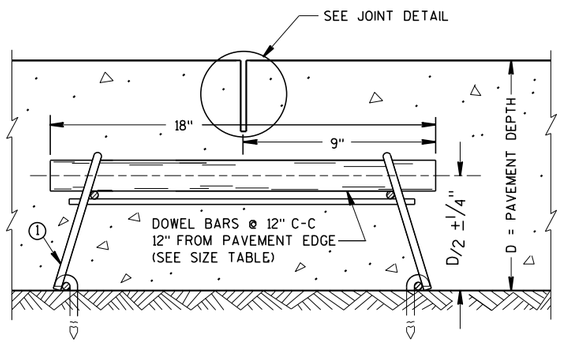


SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



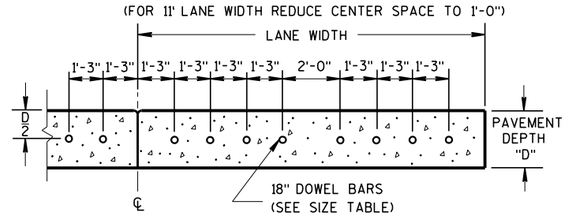
TRANSVERSE CONSTRUCTION JOINT



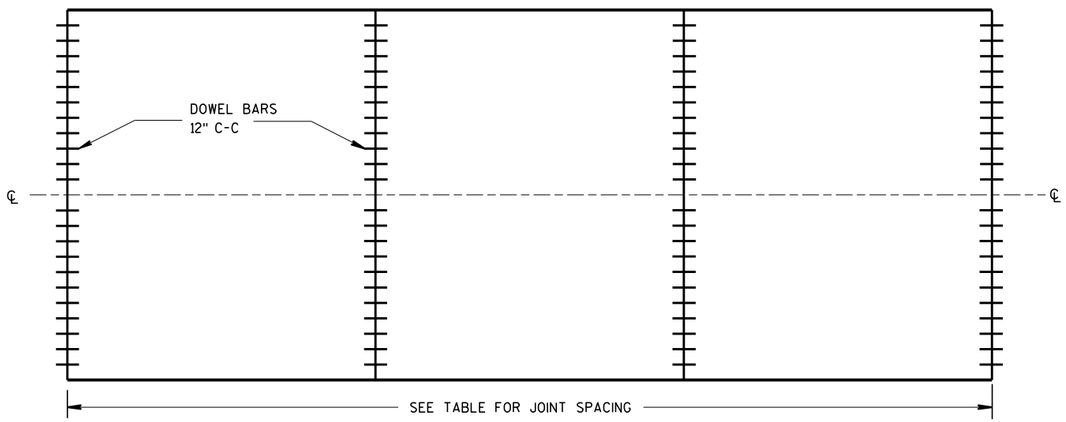
DOWELED CONTRACTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'



DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦



CONTRACTION JOINT LOCATIONS

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE LONGITUDINAL JOINT AND THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

① OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.

② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

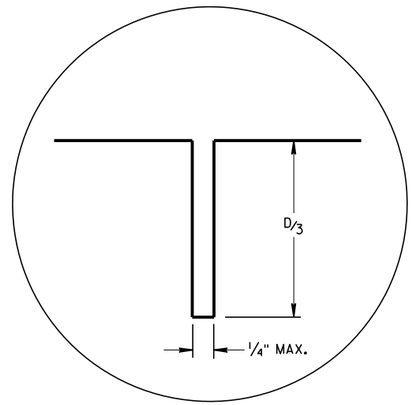
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



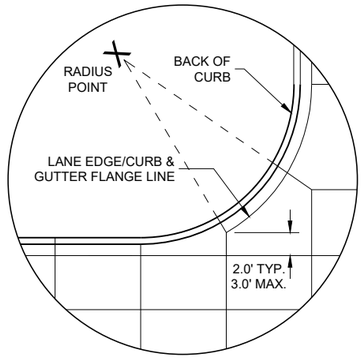
JOINT DETAIL

URBAN DOWELED CONCRETE PAVEMENT

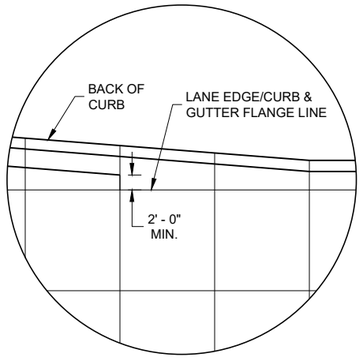
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE
/S/ Peter Kemp P.E.
PAVEMENT SUP
FHWA

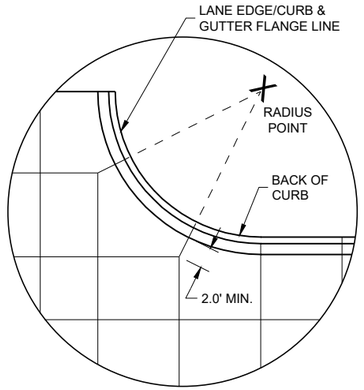
6
S.D.D. 13 C 13-9



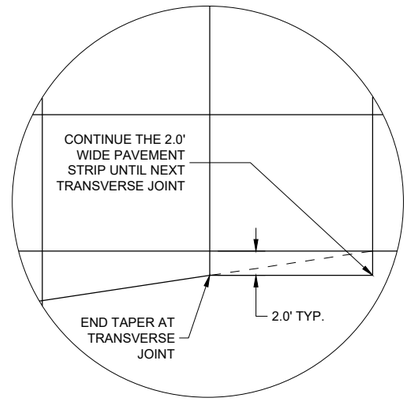
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

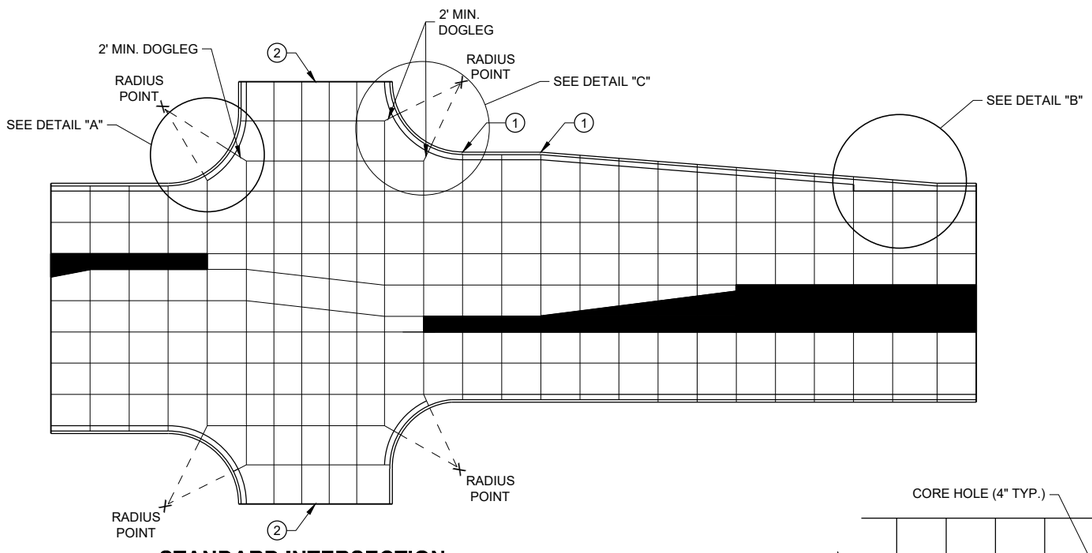
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITHEDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.

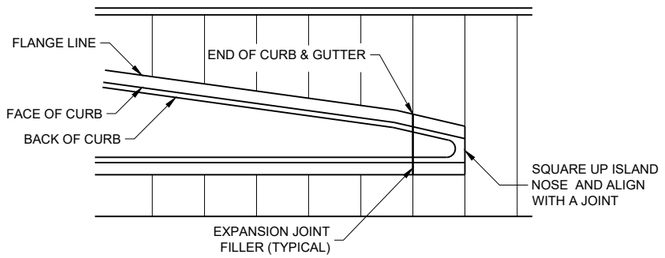


STANDARD INTERSECTION

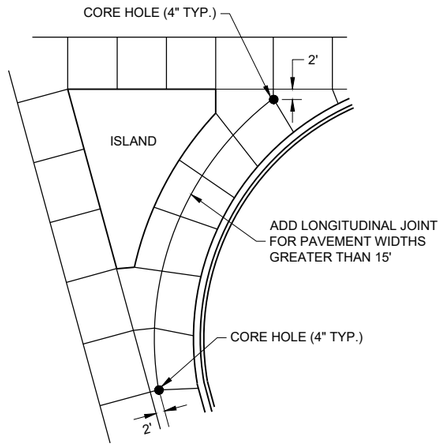
PAVEMENT DEPTH AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'

SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 07a

6

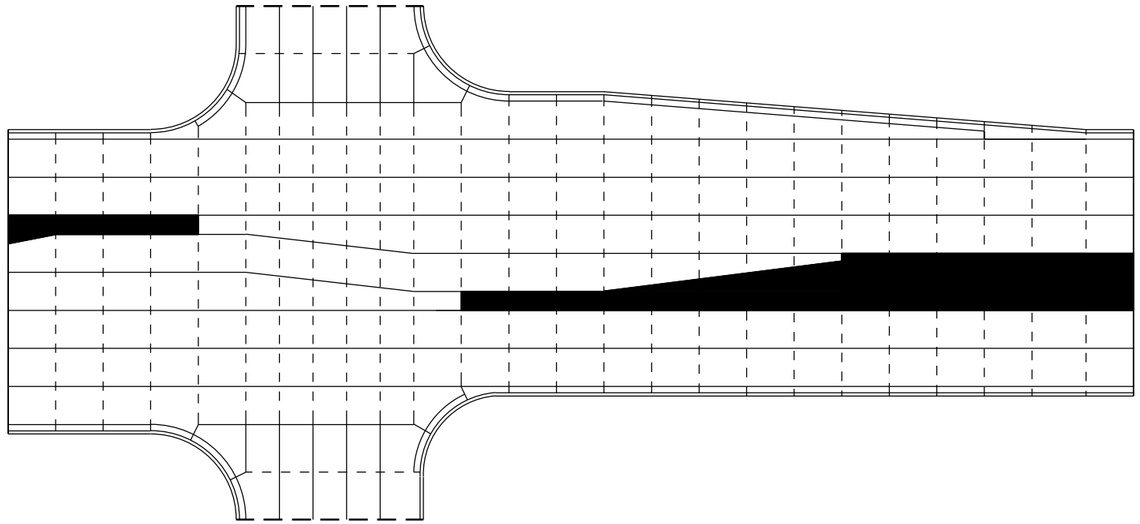
SDD 13C18 - 07a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

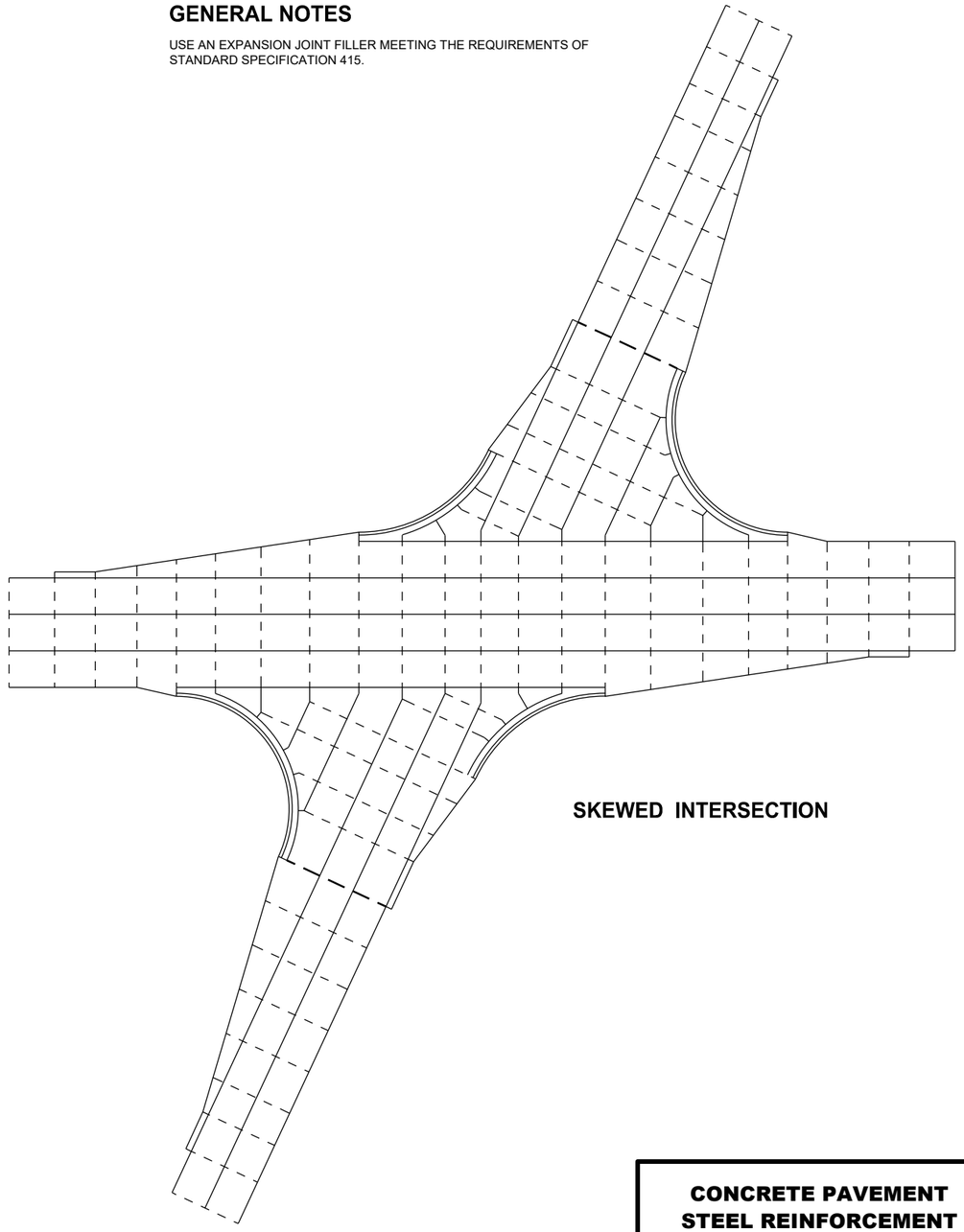
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

6

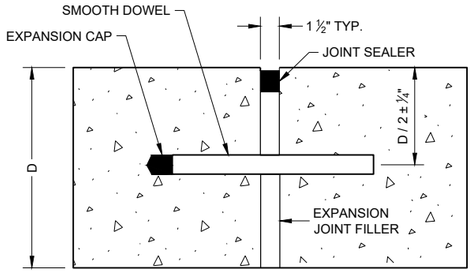
SDD 13C18 - 07b

CONCRETE PAVEMENT STEEL REINFORCEMENT

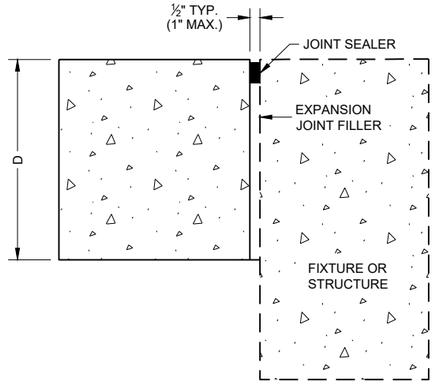
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 07b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

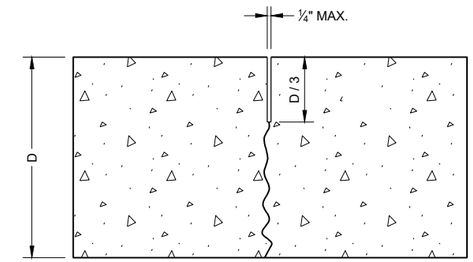
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4*	30"	24"**

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

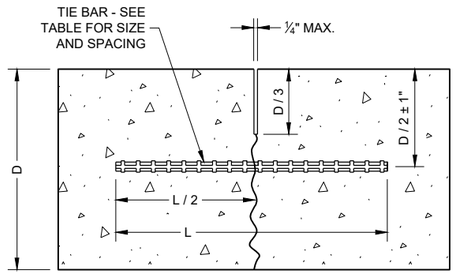
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

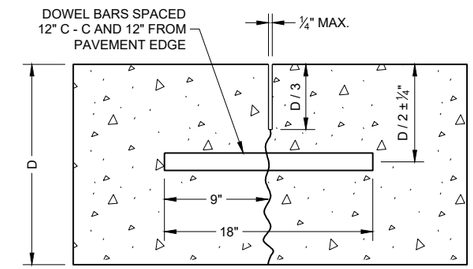
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



UNDOWELED TRANSVERSE

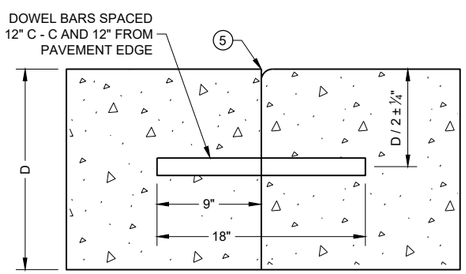


TIED LONGITUDINAL

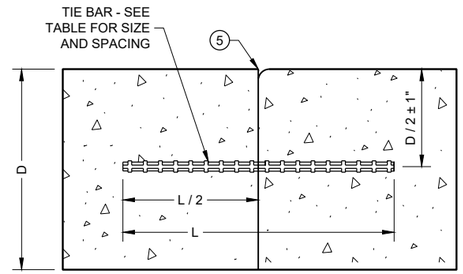


DOWELED TRANSVERSE

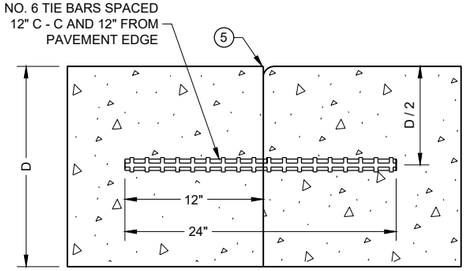
CONTRACTION JOINTS (2)



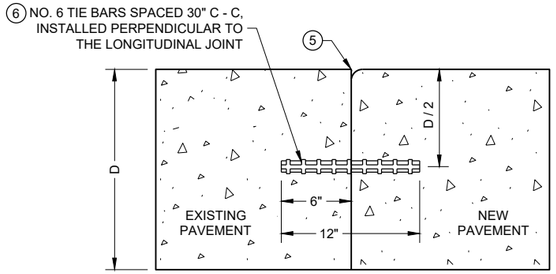
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

CONSTRUCTION JOINTS (4)

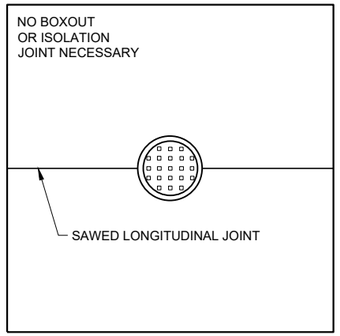
CONCRETE PAVEMENT JOINT TYPES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

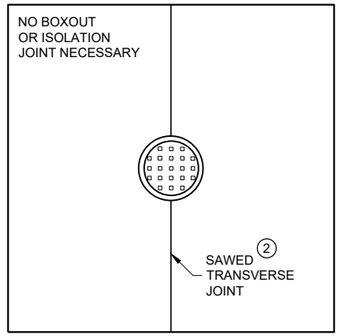
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SDD 13C18 - 07c

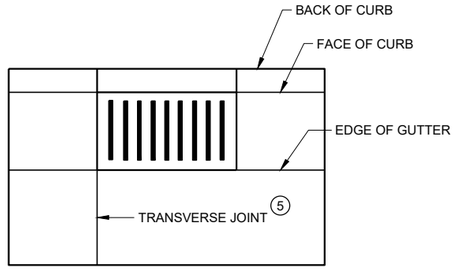
SDD 13C18 - 07c



MANHOLE WITH LONGITUDINAL JOINT



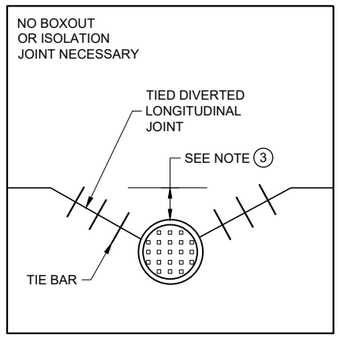
MANHOLE WITH TRANSVERSE JOINT



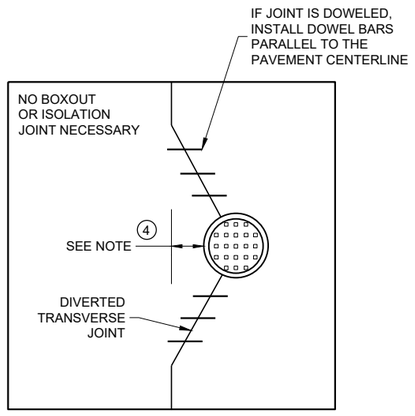
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

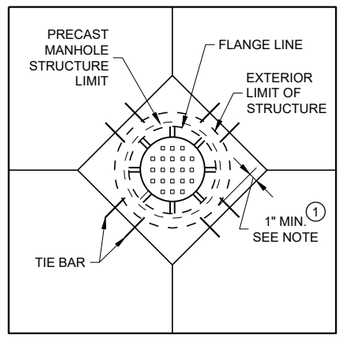
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
4. IF THE DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS LESS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
5. ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

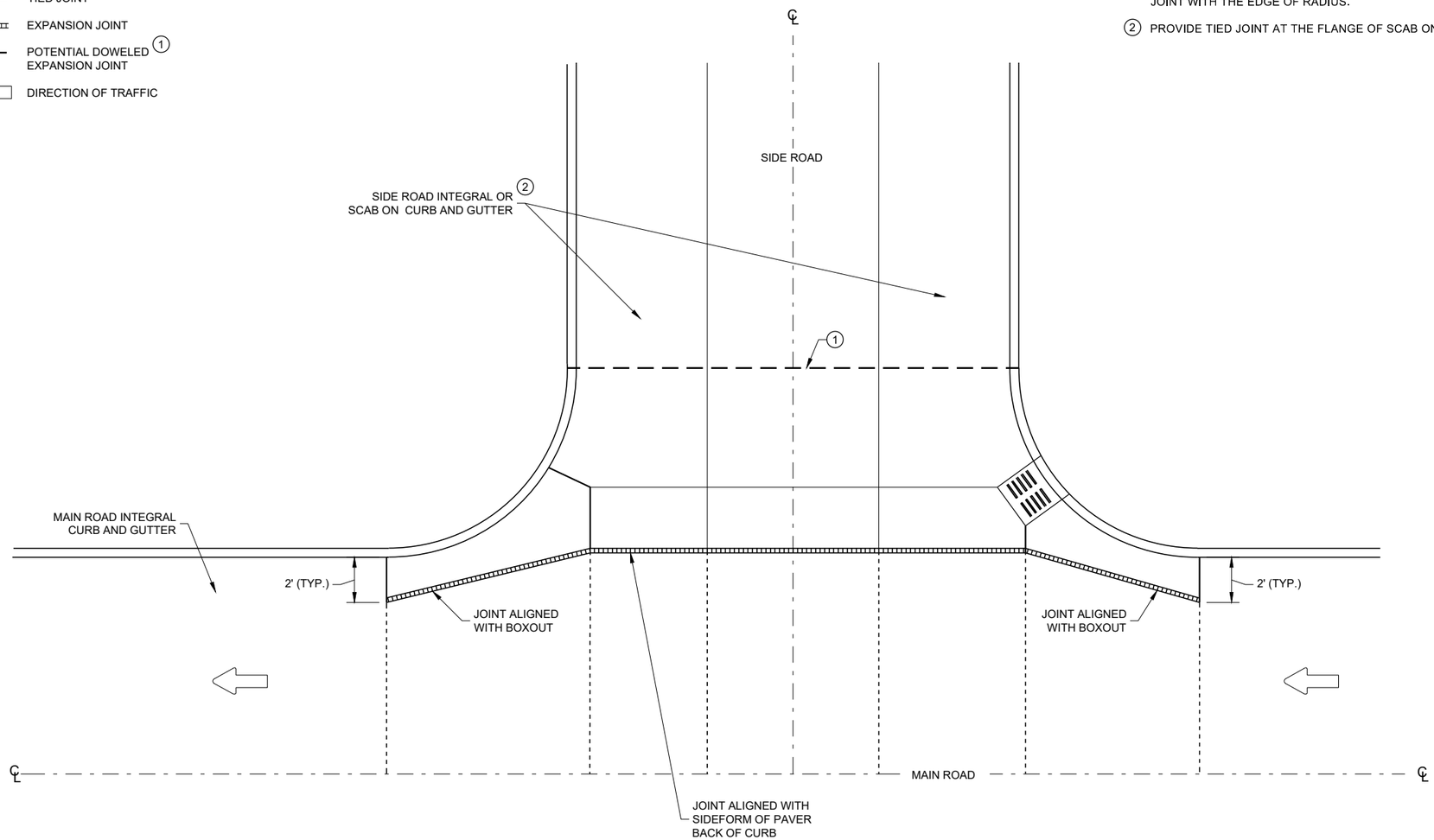
FHWA

6

SDD 13C18 - 07d
SDD 13C18 - 07d

LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT (1)
- DIRECTION OF TRAFFIC



GENERAL NOTES

(1) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH THE EDGE OF RADIUS.

(2) PROVIDE TIED JOINT AT THE FLANGE OF SCAB ON CURB IF SCAB ON CURB AND GUTTER IS USE.

INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

6

SDD 13C18 - 07f

CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

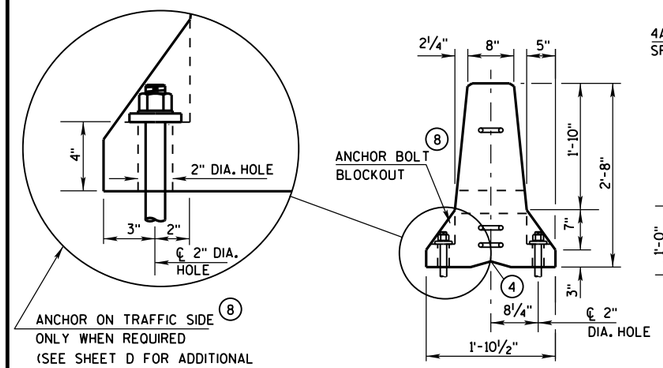
November 2018
DATE

/S/ Peter Kemp P.E.
ROADWAY STANDARDS DEVE ENGINEER

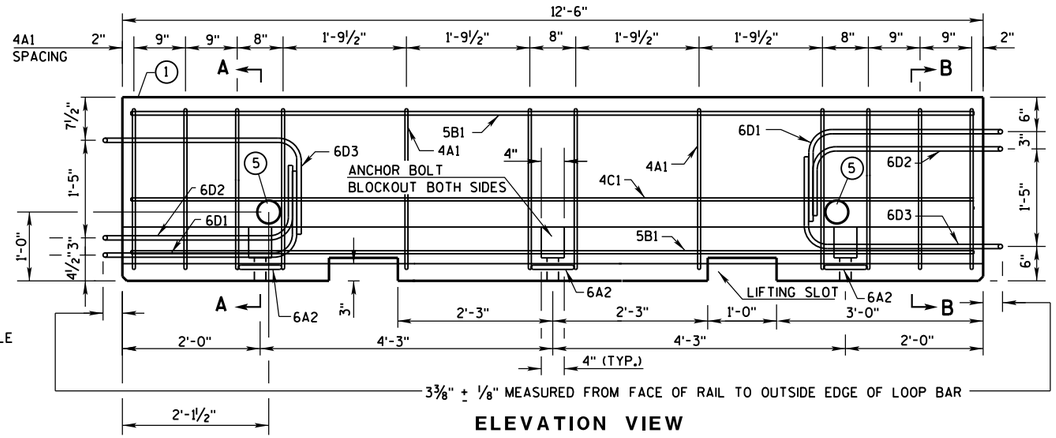
FHWA

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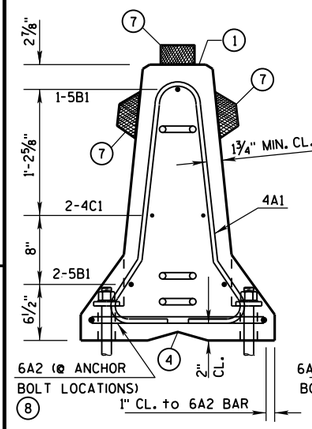
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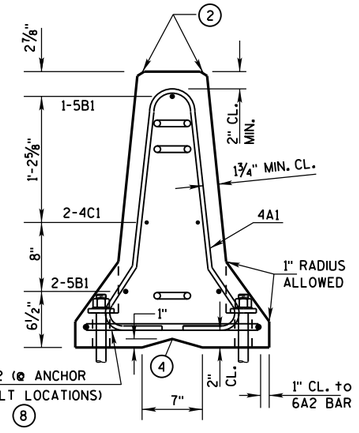
END VIEW



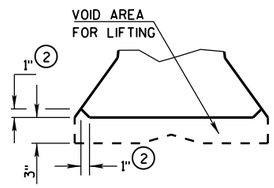
ELEVATION VIEW



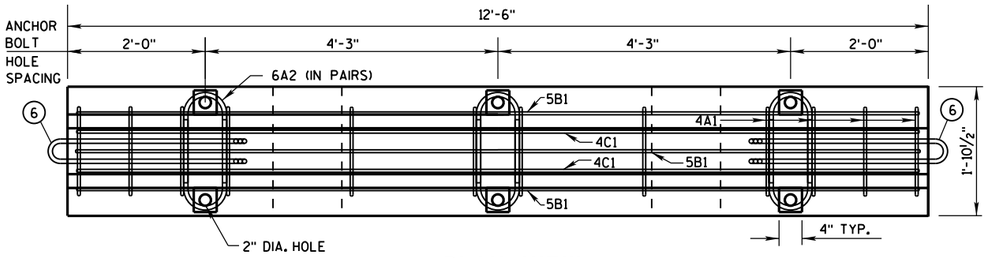
SECTION A-A
(STIRRUP PLACEMENT)



SECTION B-B
(STIRRUP PLACEMENT)

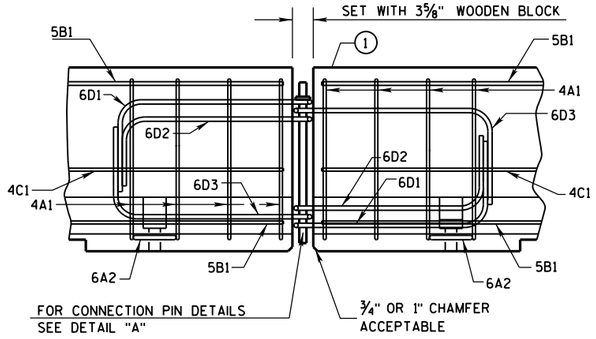


DETAIL "B"
LIFTING SLOT DETAIL

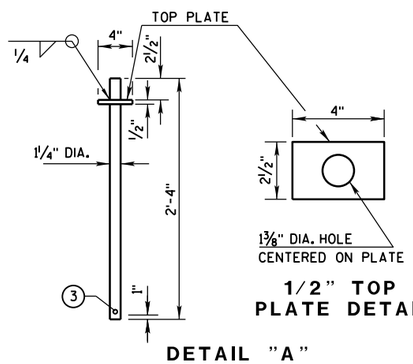


PLAN VIEW

DETAILS OF BARRIER SECTION

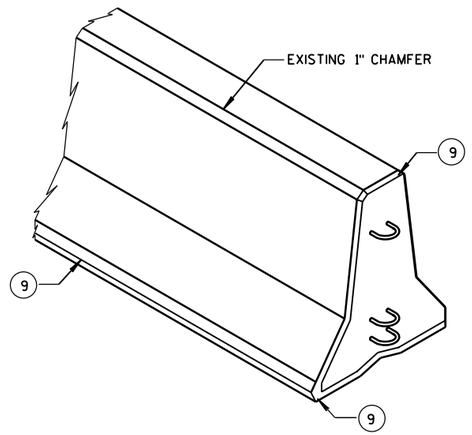


DETAILS OF BARRIER CONNECTION



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.

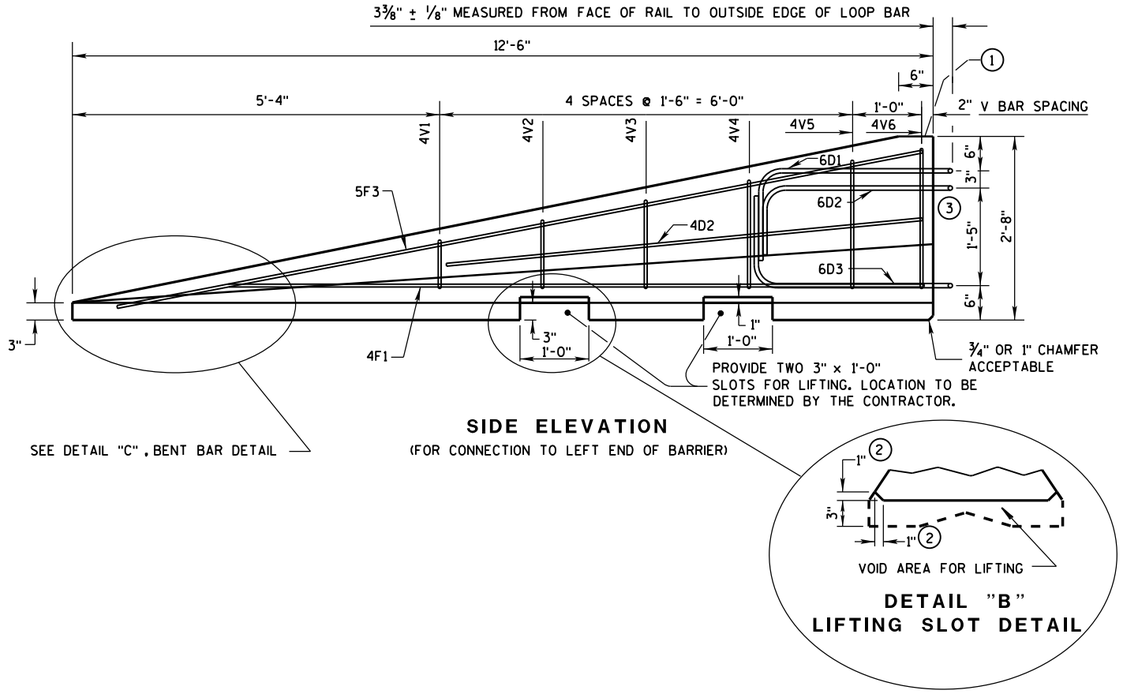
(8) SEE SHEET D FOR HOW TO ANCHOR BARRIER. SEE SHEET E FOR WHEN TO ANCHOR BARRIER.

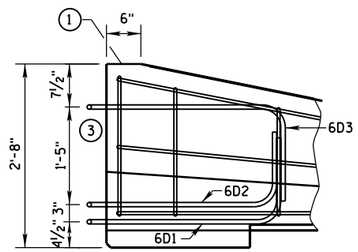
(9) 1" CHAMFER OPTIONAL.

f'c = 4,000 psi

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

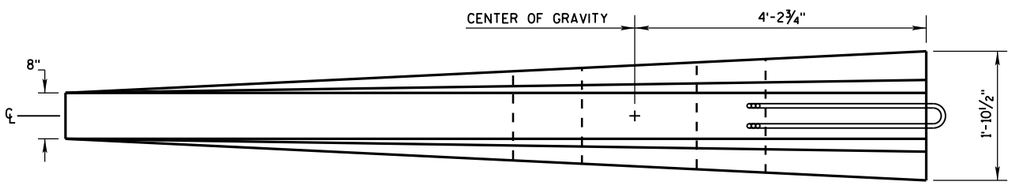
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 377

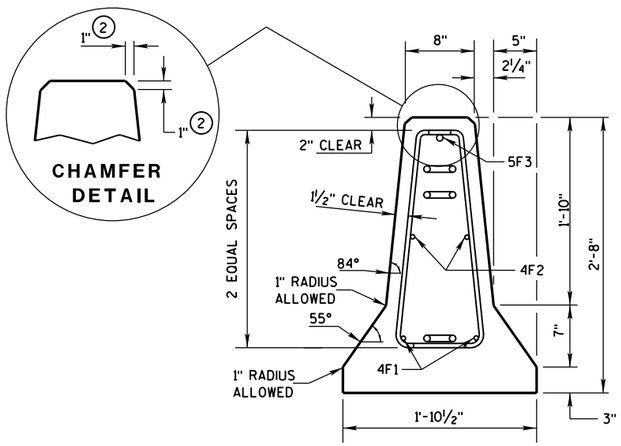


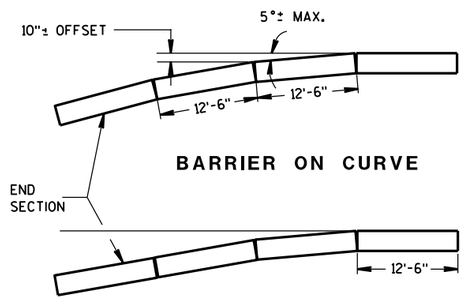


GENERAL NOTES

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"

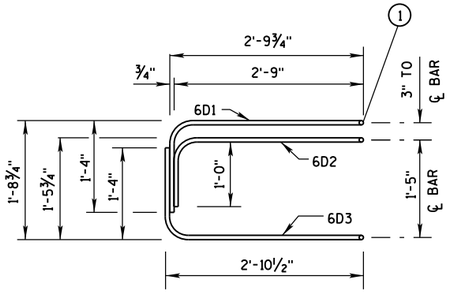
STATE OF WISCONSIN
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6
S.D.D. 14 B 7-15b

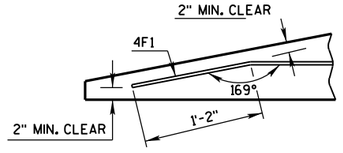
BARRIER TAPER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER TAPER SECTION)

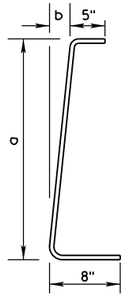
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4V1	4	2	1'-11"
4V2	4	2	2'-2"
4V3	4	2	2'-6"
4V4	4	2	2'-9"
4V5	4	2	3'-2"
4V6	4	2	3'-4"
4F1	4	2	12'-0"
4F2	4	2	7'-6"
5F3	5	1	11'-9"
LOOP ASSEMBLY			
6D1	6	1	8'-5"
6D2	6	1	7'-7"
6D3	6	1	8'-6"



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

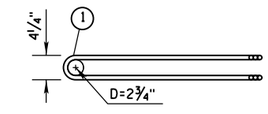
GENERAL NOTES

(1) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

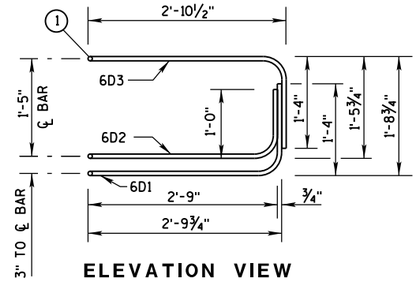
BARRIER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER SECTION)

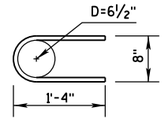
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4A1	4	12	6'-0"
6A2	6	6	2'-11"
5B1	5	3	12'-2"
4C1	4	2	12'-2"
LOOP ASSEMBLY			
6D1	6	2	8'-5"
6D2	6	2	7'-7"
6D3	6	2	8'-6"



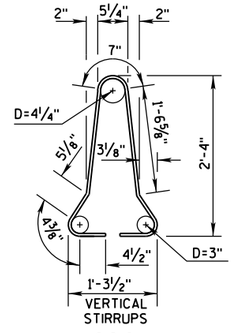
PLAN VIEW
LOOP BAR ASSEMBLY
(MARKED END SHOWN, INVERT FOR OTHER END)



ELEVATION VIEW



6A2



4A1

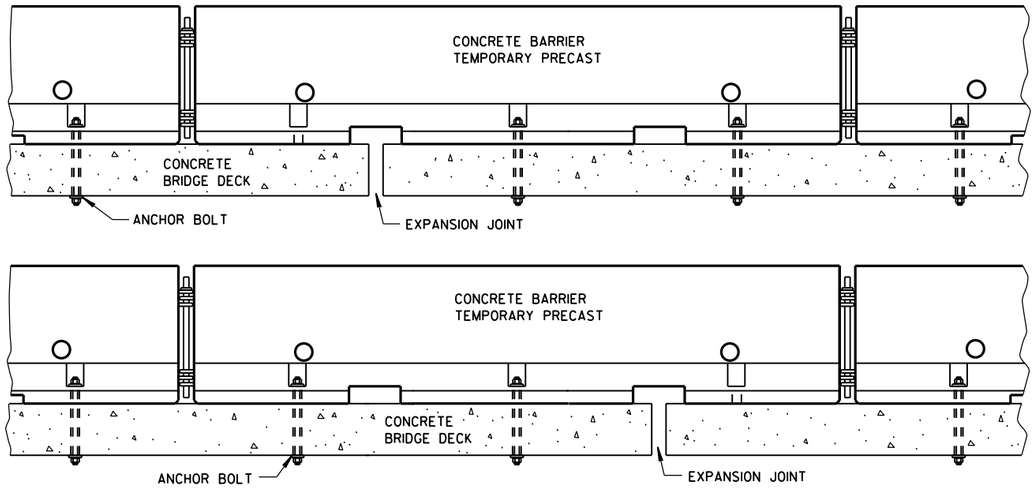
BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

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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

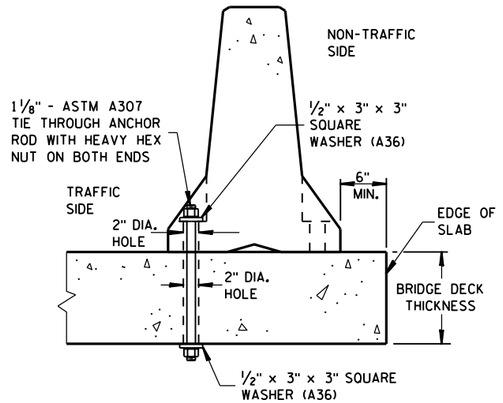
SEE SHEET E FOR WHEN TO ANCHOR. OTHER PARTS OF THE PLAN MAY SHOW ADDITIONAL LOCATIONS REQUIRING ANCHORING.

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.

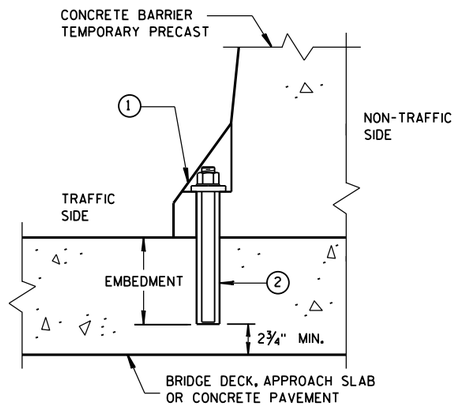
(2) ADHESIVE ANCHORS WITH A MINIMUM BOND STRENGTH OF 1,800 PSI AND 5¼" EMBEDMENT. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.

(3) ASPHALT SURFACE SHOWN. CONTRACTOR MAY DRILL THROUGH CONCRETE PAVEMENT AND THAN DRIVE ASPHALT ANCHOR PIN.



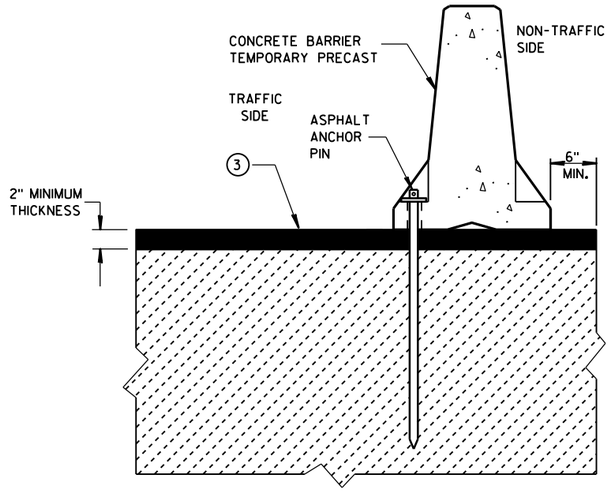
THROUGH BOLTED ANCHOR INSTALLATION ON BRIDGE DECK

(DO NOTUSE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY)

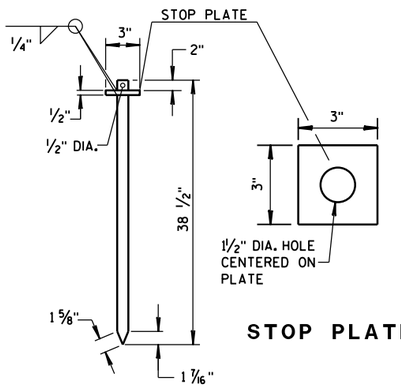


REMOVABLE ADHESIVE ANCHOR INSTALLATION ON CONCRETE BRIDGE DECK, CONCRETE APPROACH SLAB, OR CONCRETE PAVEMENT

(DO NOT USE ON CONCRETE WITH AN ASPHALTIC OVERLAY)



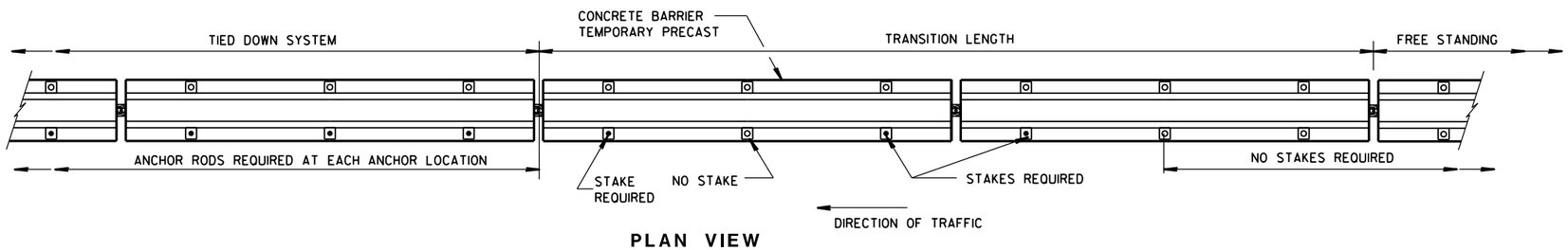
STAKE DOWN INSTALLATION FOR ASPHALTIC SURFACE



STOP PLATE

ASPHALT ANCHOR PIN

(ASTM A36 STEEL)



PLAN VIEW

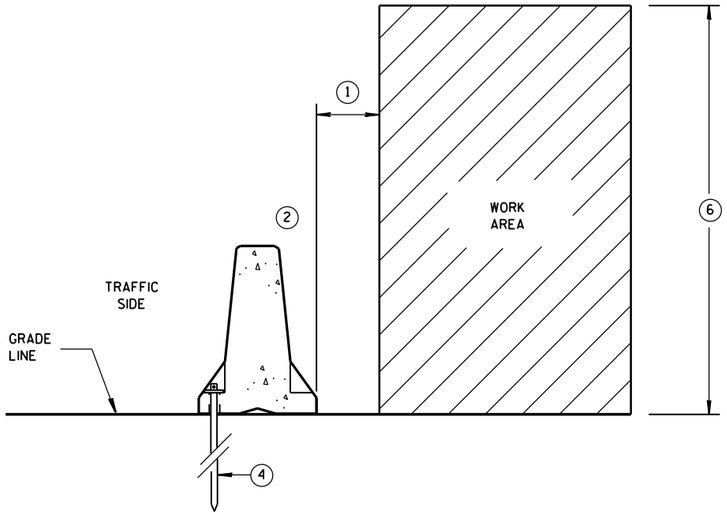
FREE STANDING TRANSITION TO TIED-DOWN SYSTEM

(PLACE TRANSITION IN A TANGENT SECTION OF BARRIER PARALLEL TO THE ROADWAY. IF TRANSITION OCCURS ON STRUCTURAL SLAB, ANCHOR AS SHOWN.)

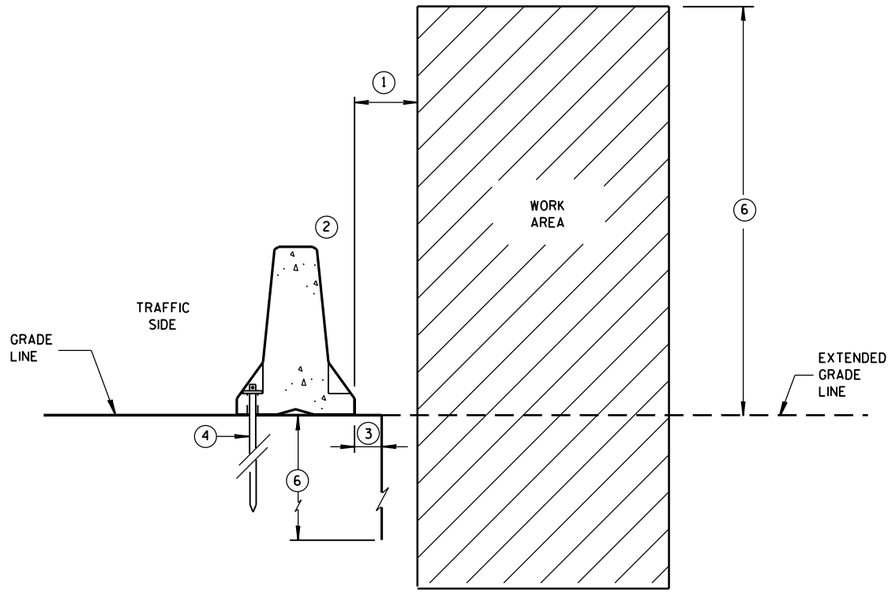
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

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ANCHORED BARRIER SPACE REQUIREMENTS FOR HAZARDS EXTENDED ABOVE THE GRADE LINE

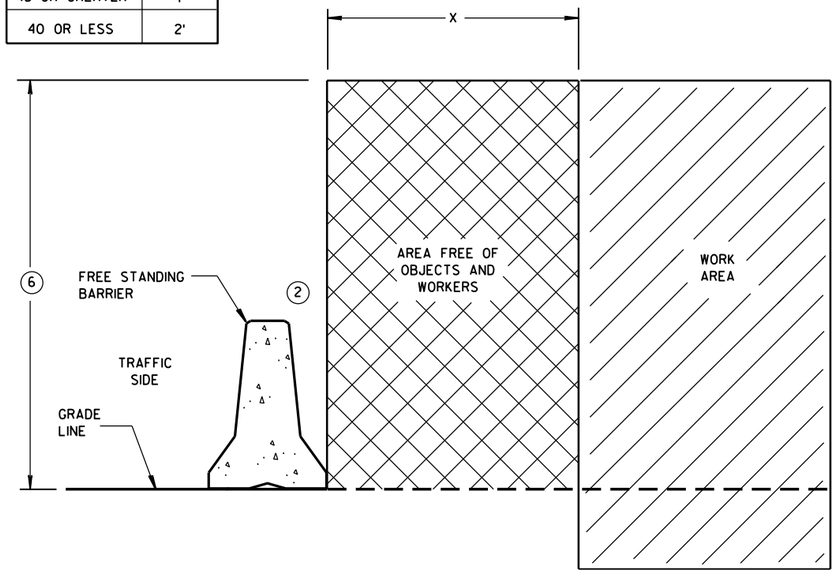


ANCHORED BARRIER SPACE REQUIREMENTS ON VERTICAL DROP OFFS

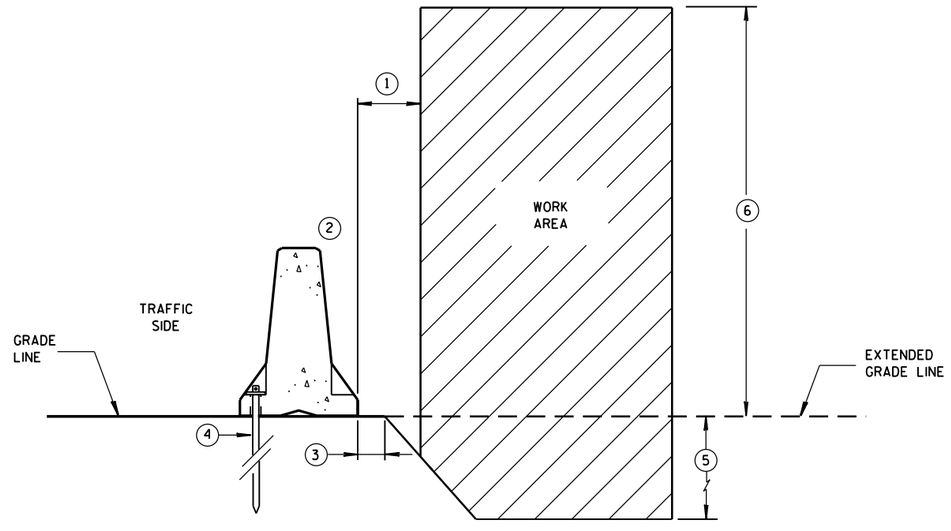
GENERAL NOTES

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



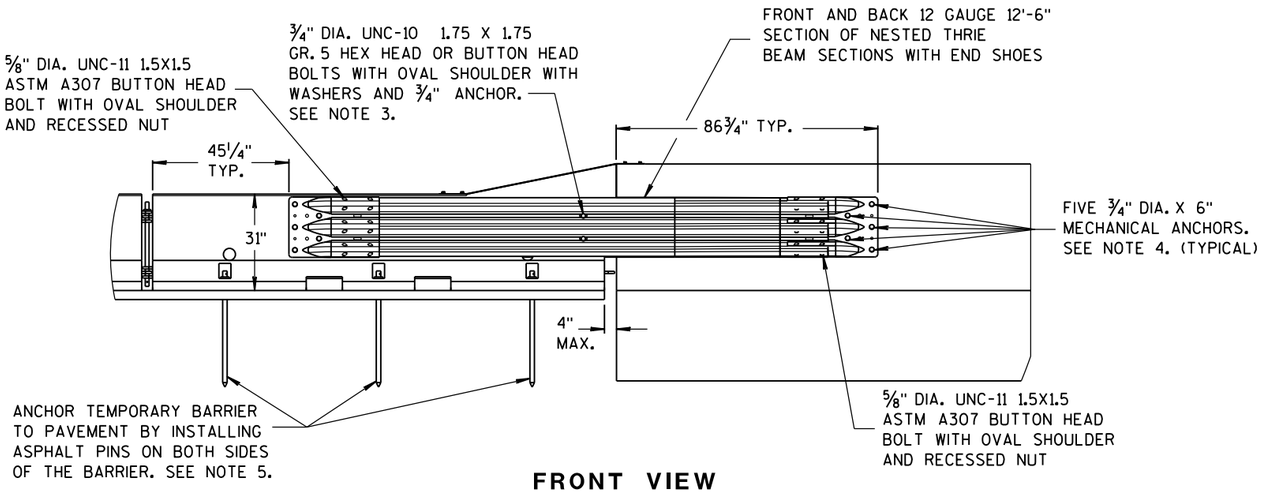
ANCHORED BARRIER SPACE REQUIREMENTS ON SLOPES

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

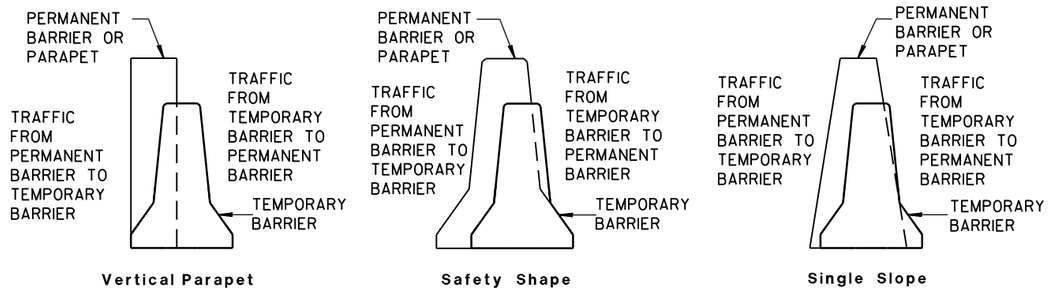
STATE OF WISCONSIN
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FRONT VIEW

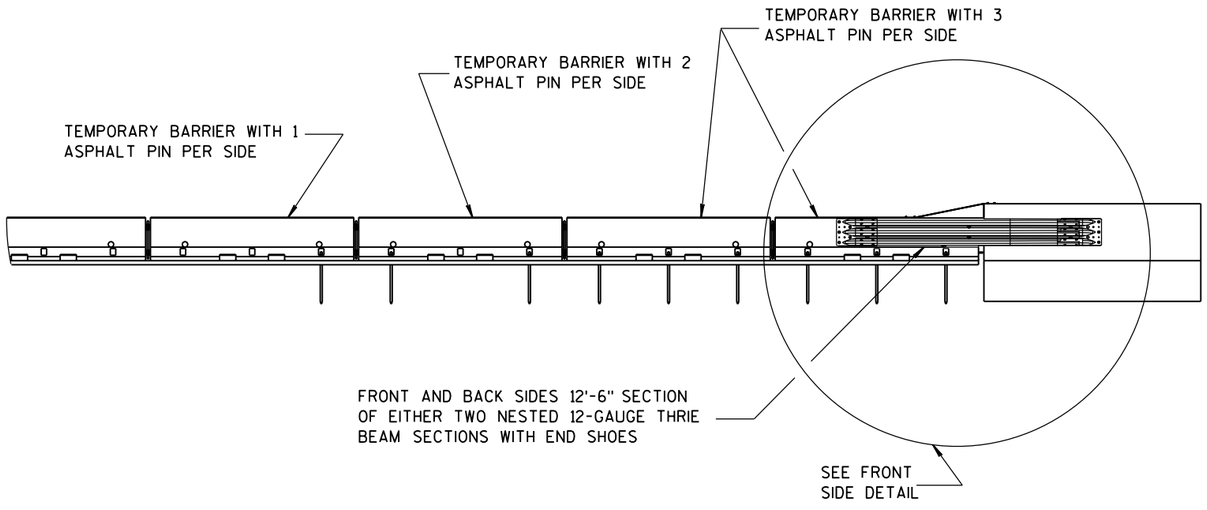


TEMPORARY BARRIER PLACEMENT FOR BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

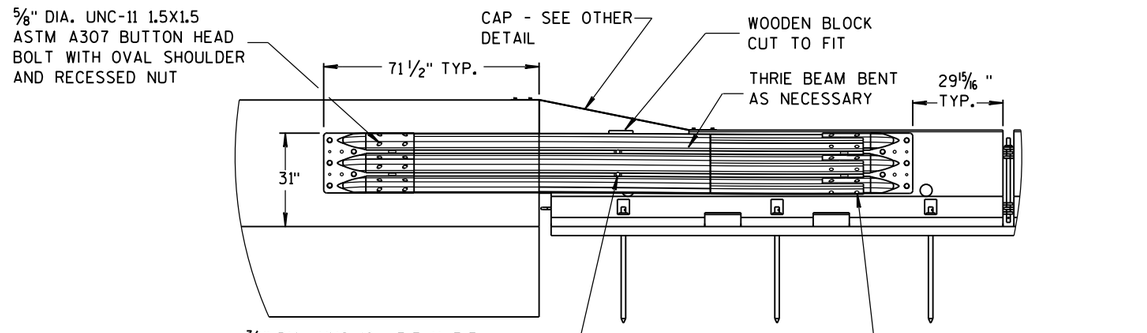
NOTES

NESTED THRIE BEAM IS REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS REGARDLESS OF TRAFFIC.

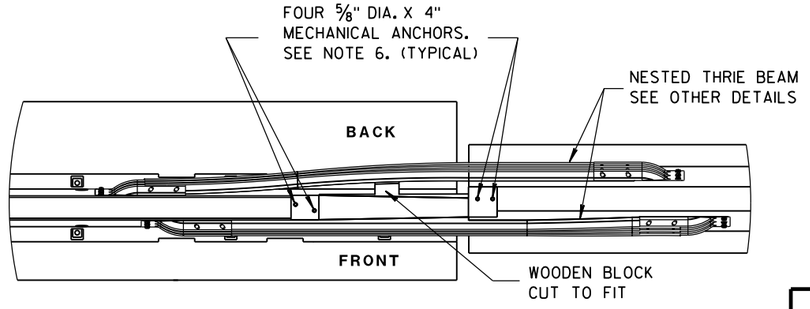
1. CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF PERMANENT BARRIER OR PARAPET.
2. THRIE BEAM PIECES ARE OFFSET 15 1/4" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.
3. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 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.



FRONT VIEW



BACK VIEW



PLAN VIEW

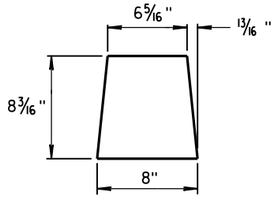
BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

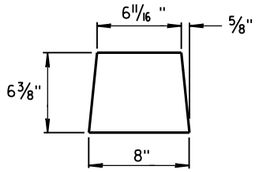
STATE OF WISCONSIN
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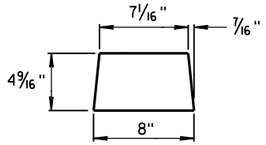
S.D.D. 14 B 7-15f



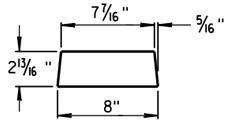
GUSSET 1



GUSSET 2

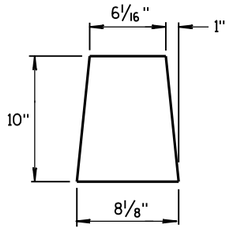


GUSSET 3

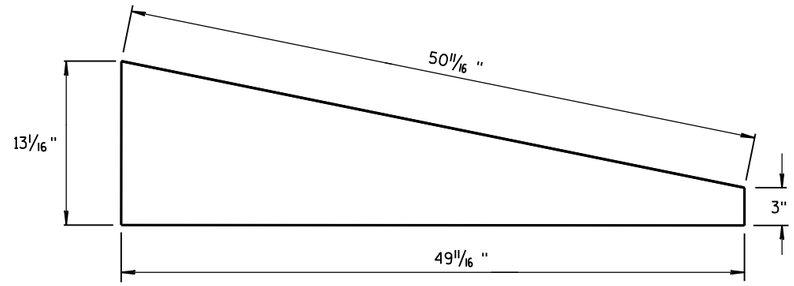


GUSSET 4

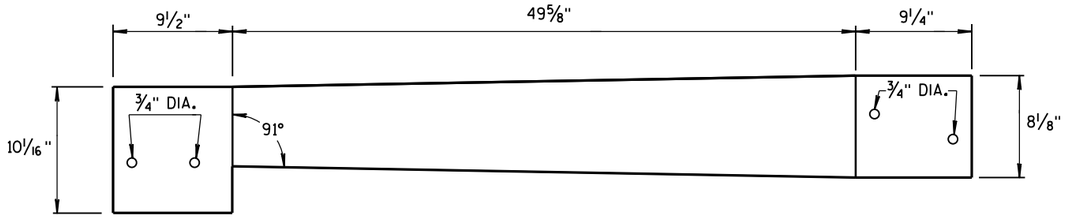
GUSSETS

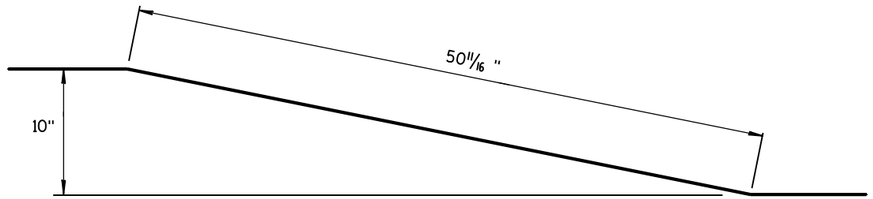


END PLATE



SIDE PLATE

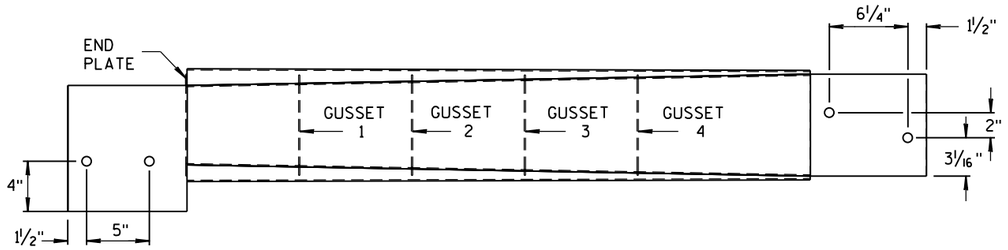


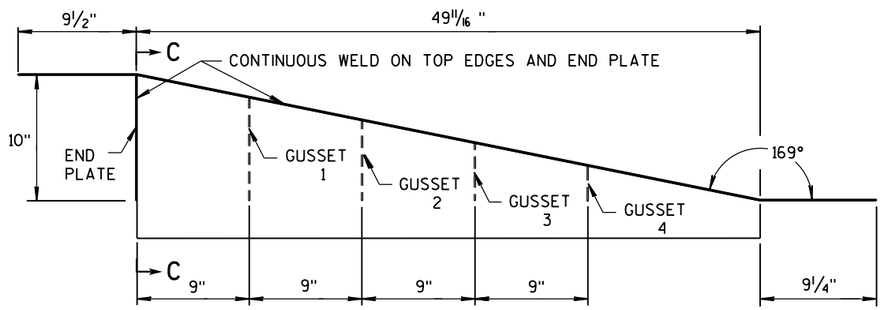


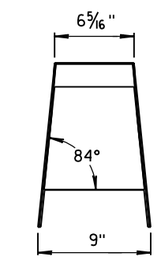
TOP PLATE

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

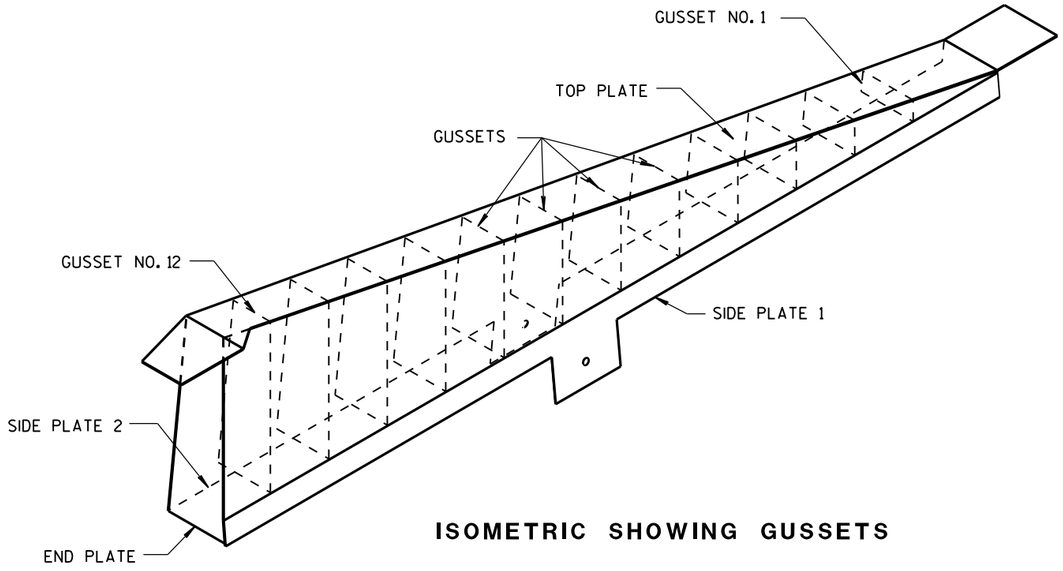
1. FOUR GUSSETS AND END PLATE ARE STITCH WELDED ON THREE SIDES.
2. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE, AND GUSSETS.

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

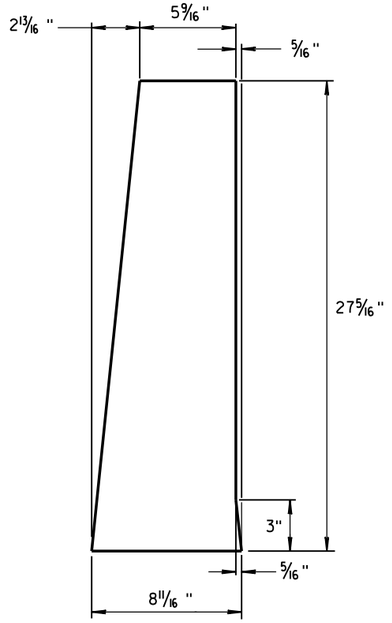
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 7-15g

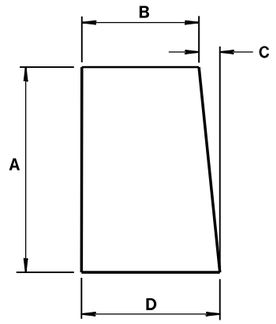


ISOMETRIC SHOWING GUSSETS



END PLATE

1/8" STEEL PLATE



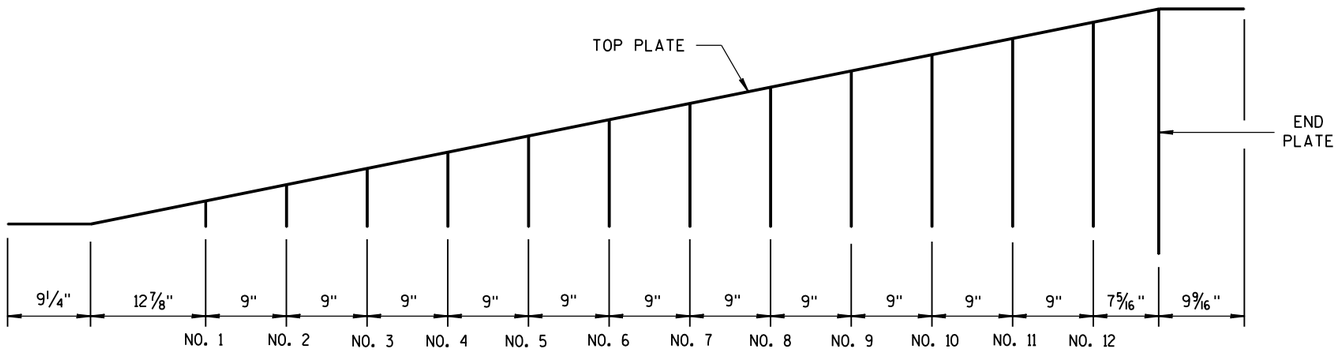
GUSSETS 1 - 12

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

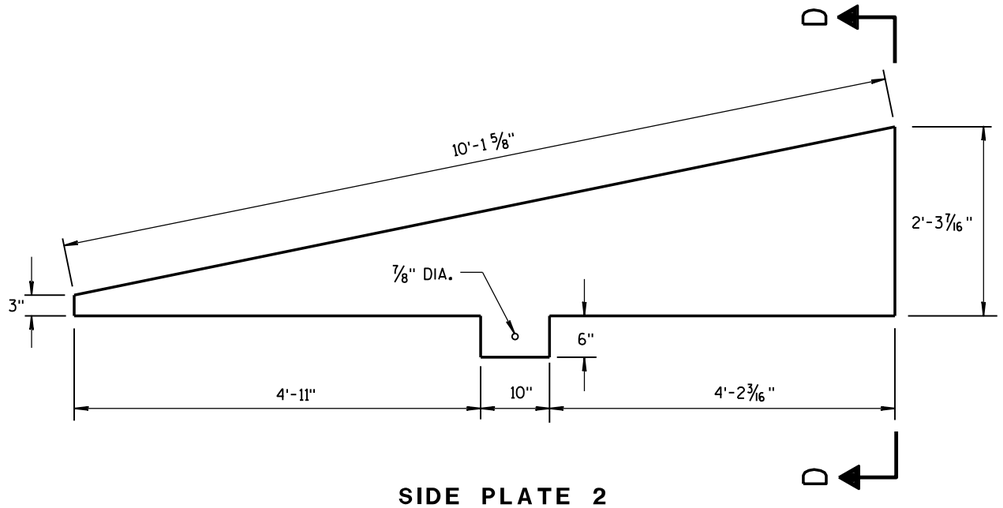
CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

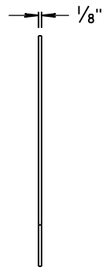
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

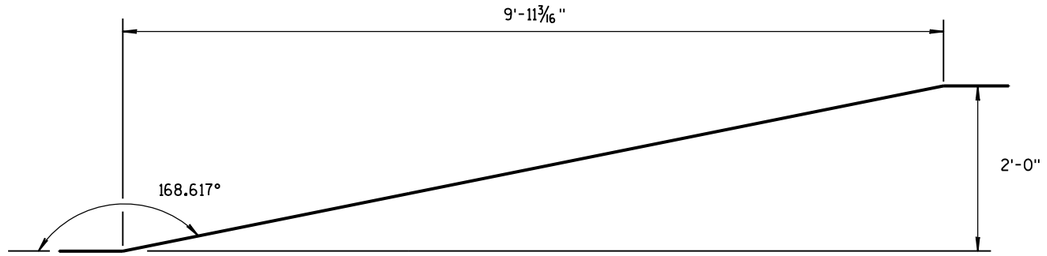
S.D.D. 14 B 7-15h



SIDE PLATE 2

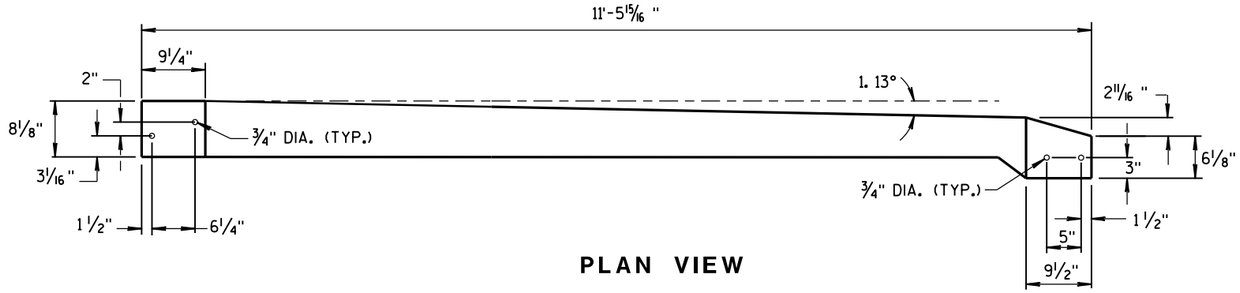


END VIEW



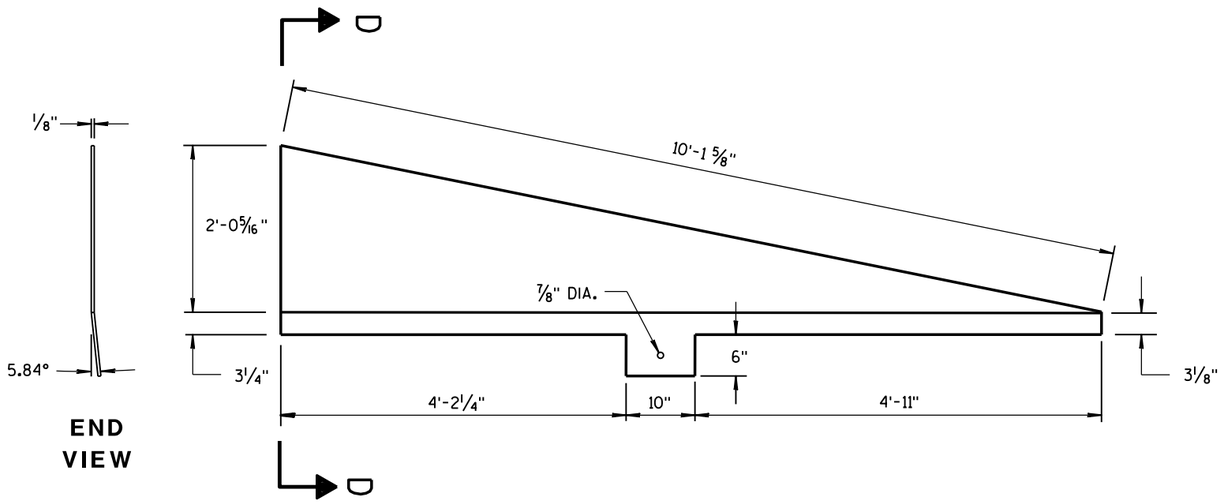
SIDE VIEW

TOP PLATE



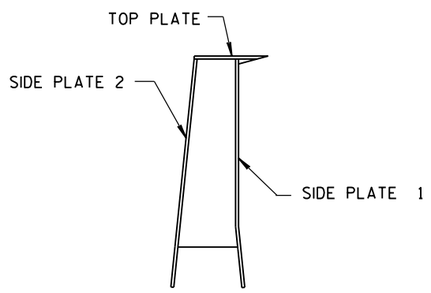
PLAN VIEW

TOP PLATE



END VIEW

SIDE PLATE 1



SECTION D-D

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

385

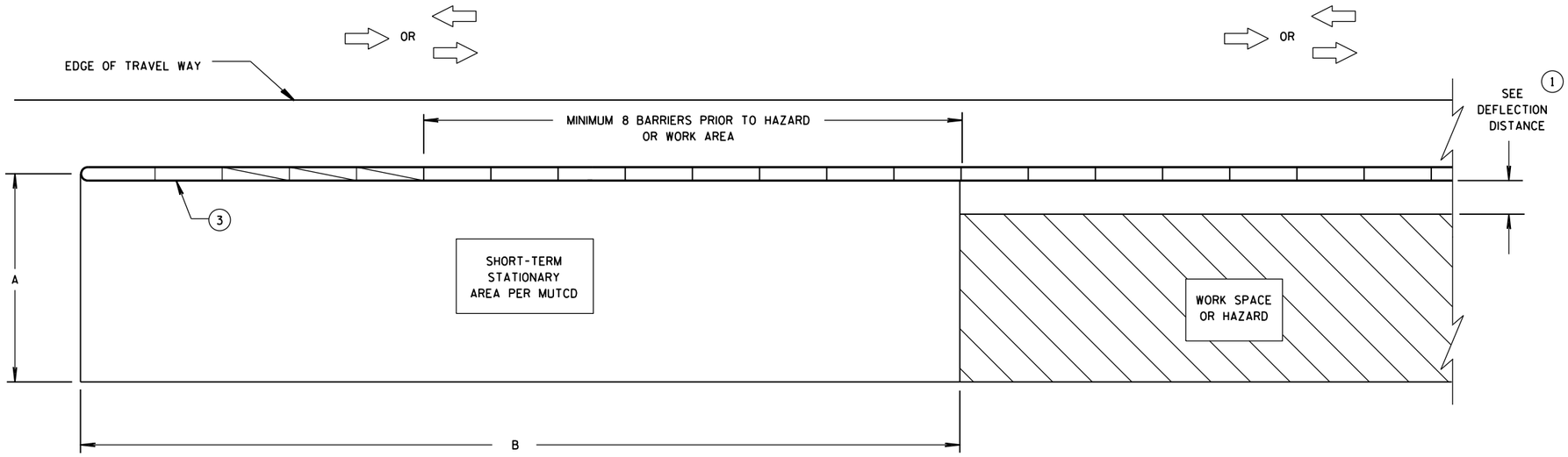
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S.D.D. 14 B 7-15i

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S.D.D. 14 B 7-15i



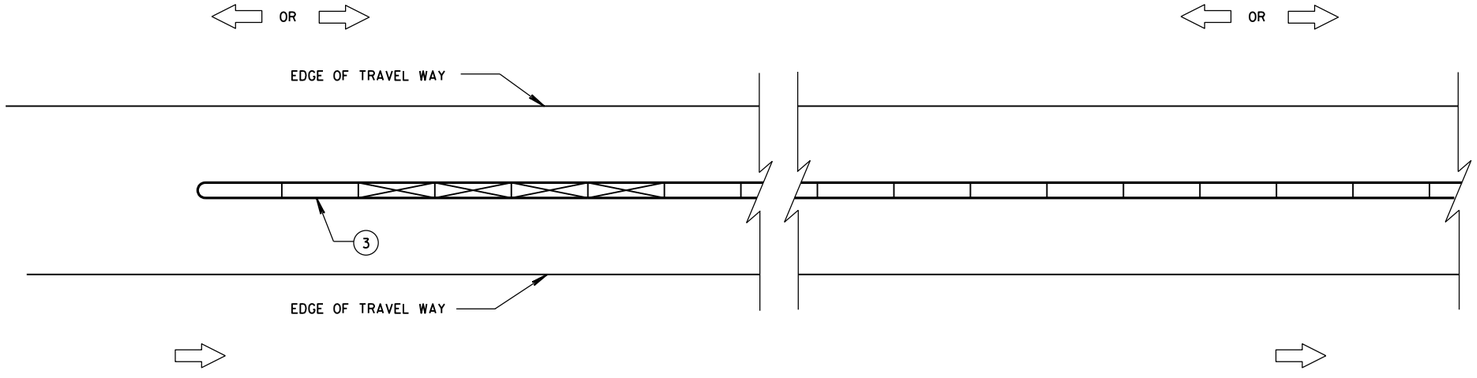
CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE OF BARRIER

DIMENSION A TABLE (2)

FACILITY	POSTED SPEED MPH	DIMENSION A	
		MIN. FT	MAX. FT
FREEWAY/EXPRESSWAY	ALL	15	20
NON-FREEWAY/EXPRESSWAY	GREATER THAN OR EQUAL TO 45	10	15
NON-FREEWAY/EXPRESSWAY	LESS THAN 45	8	10
AADT LESS THAN 1,500	ALL	8	10

DIMENSION B TABLE (2)

POSTED SPEEDS MPH	DIMENSION B FT
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON BOTH SIDES OF BARRIER

LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

GENERAL NOTES

SEE STANDARD DETAIL DRAWING 14B7 FOR MORE INFORMATION.

DETAILS PROVIDE A GENERAL LAYOUT OF TEMPORARY CONCRETE BARRIER, CRASH CUSHIONS, SAND BARREL ARRAYS AND TIE DOWN TRANSITIONS. DETAILS PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

ADDITIONAL TEMPORARY BARRIER MAY BE REQUIRED TO PROTECT TRAVELING PUBLIC FROM HAZARDS, CONTRACTOR'S OPERATIONS OR TO CONTROL TRAFFIC.

TEMPORARY BARRIER MAY BE REQUIRED TO BE ANCHORED TO PAVEMENT OR BRIDGE DECK.

FOR DETAILS ON CRASH CUSHION OR SAND BARREL ARRAYS SEE OTHER SECTIONS OF THE PLAN AND MANUFACTURE'S DETAILS.

SLOPES LEADING TO TEMPORARY BARRIER, CRASH CUSHION OR SAND BARREL ARRAY ARE 10:1 OR LESS.

(1) FOR DEFLECTION INFORMATION SEE STANDARD DETAIL DRAWING 14B7.

(2) VALUES PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

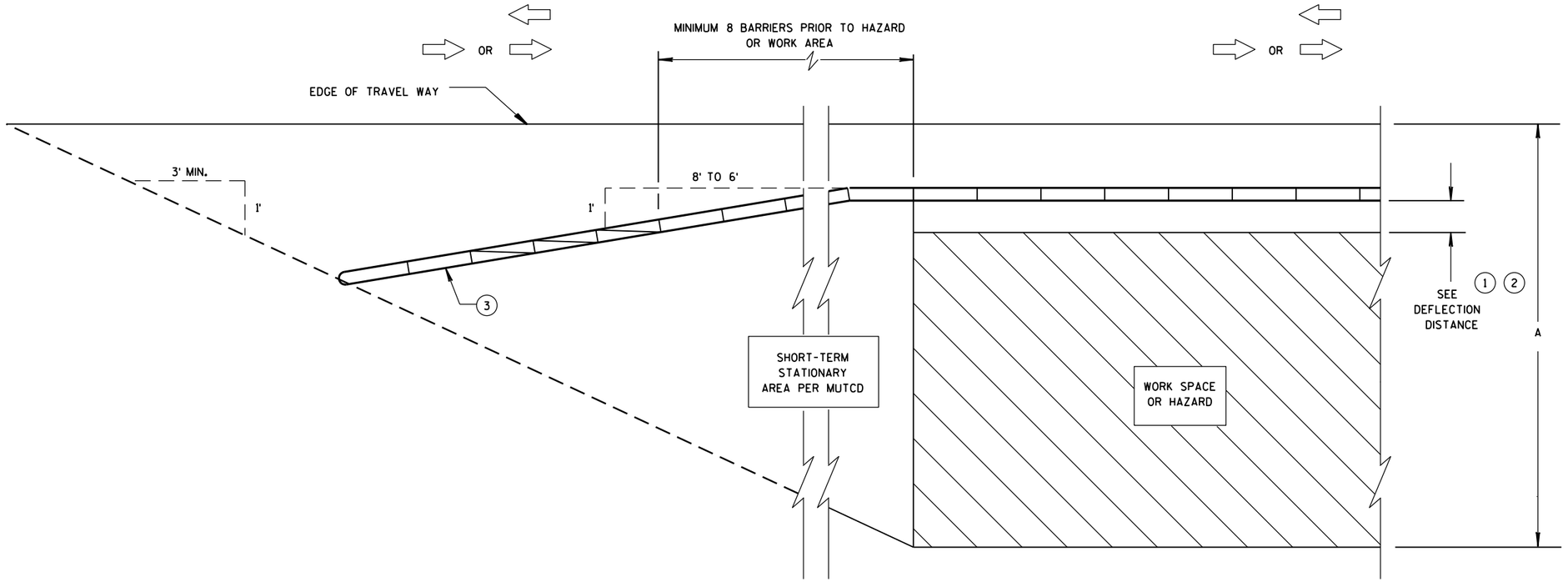
(3) ANCHOR TEMPORARY BARRIER ACCORDING TO CRASH CUSHION OR SAND BARREL MANUFACTURER'S RECOMMENDATIONS. IF MANUFACTURER'S RECOMMENDATIONS ARE NOT PROVIDED, ANCHOR 3 PINS ON TRAFFIC SIDE.

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

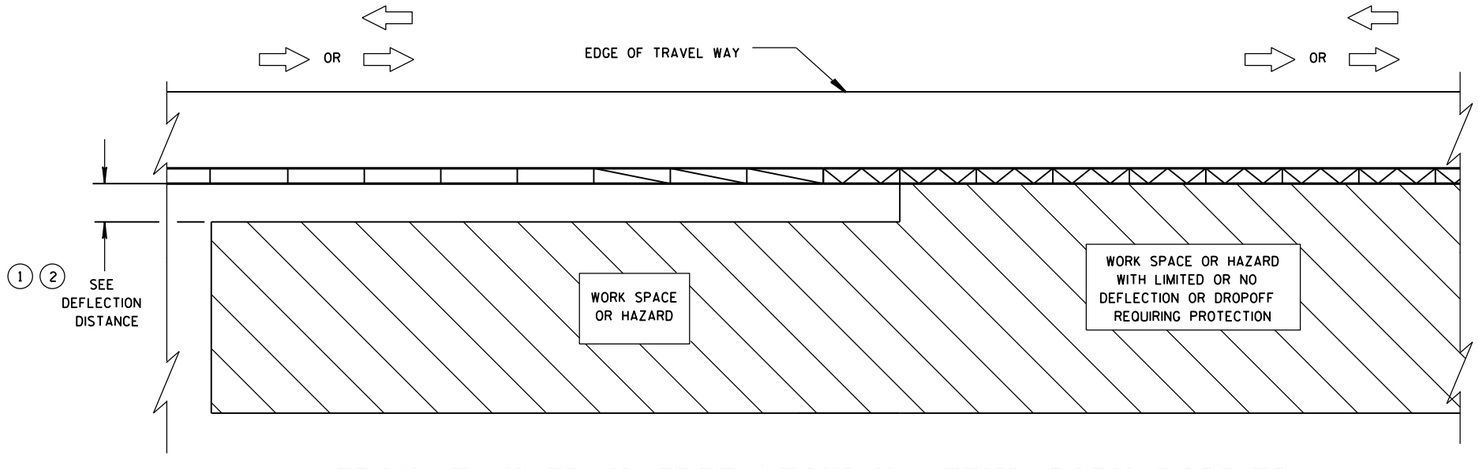
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 14 B 8-2a



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE - FLARED INSTALLATION



TRANSITION FROM FREE STANDING TEMPORARY BARRIER TO ANCHORED BARRIER

LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

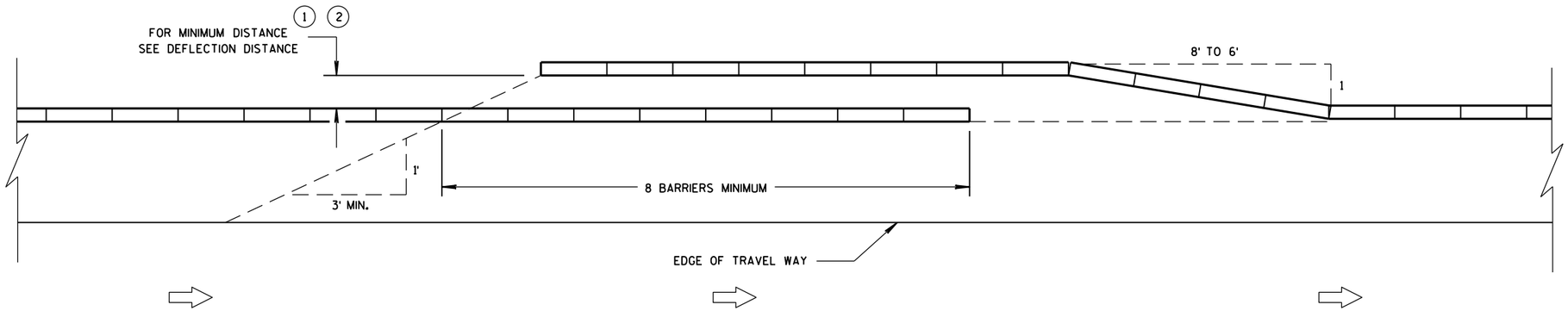
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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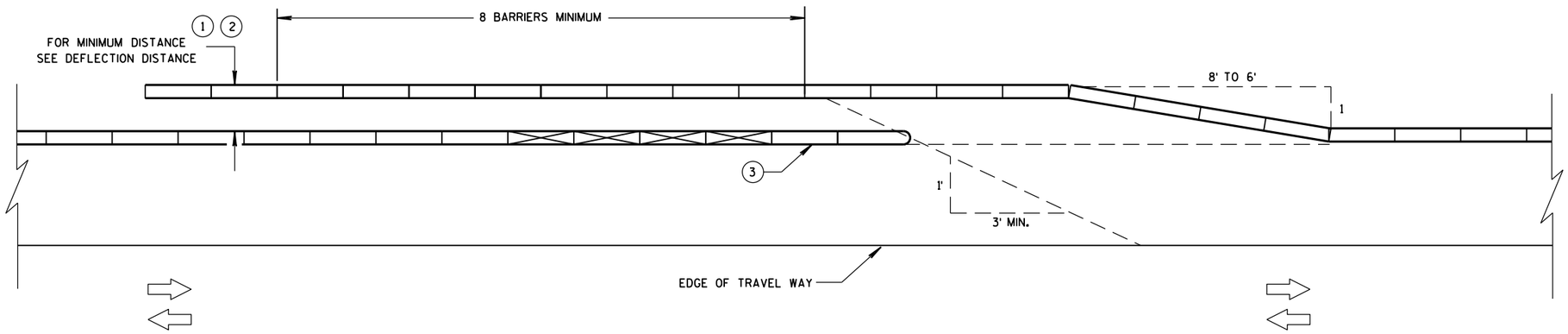
S.D.D. 14 B 8-2b

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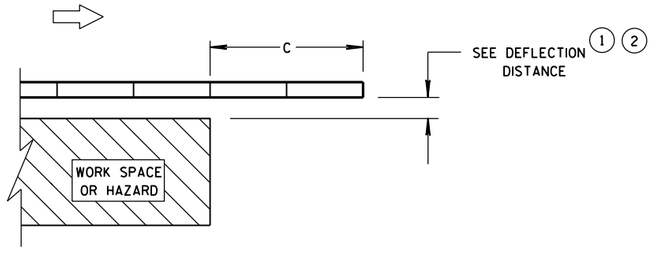
S.D.D. 14 B 8-2b



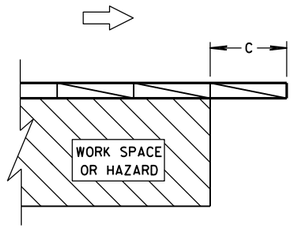
TEMPORARY BARRIER OVERLAP - ONE-WAY TRAFFIC



TEMPORARY BARRIER OVERLAP - TWO-WAY TRAFFIC



ENDING TEMPORARY BARRIER DOWNSTREAM - UNANCHORED



ENDING TEMPORARY BARRIER DOWNSTREAM - ANCHORED

LEGEND

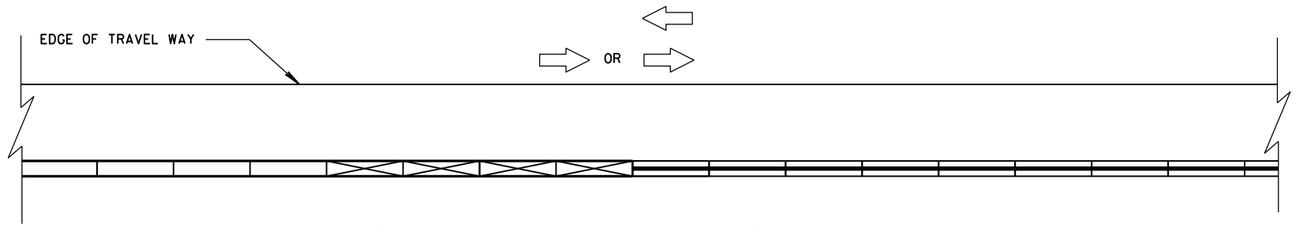
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

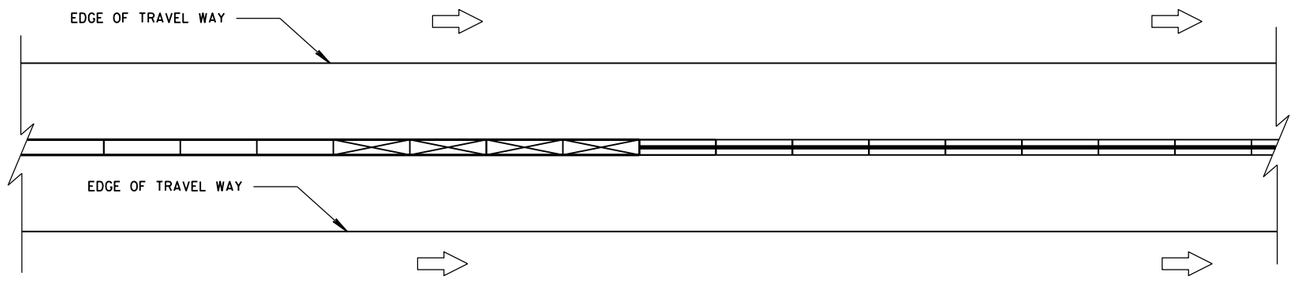
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 8-2c



CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON ONE SIDE



CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON BOTH SIDES

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR
SAND BARREL ARRAY

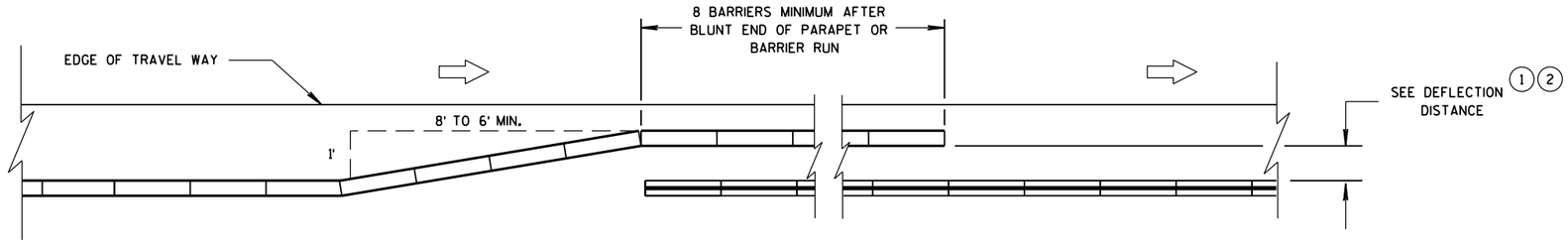
SEE FREE STANDING TRANSITION
TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION
TO TIED-DOWN SYSTEM DETAILS

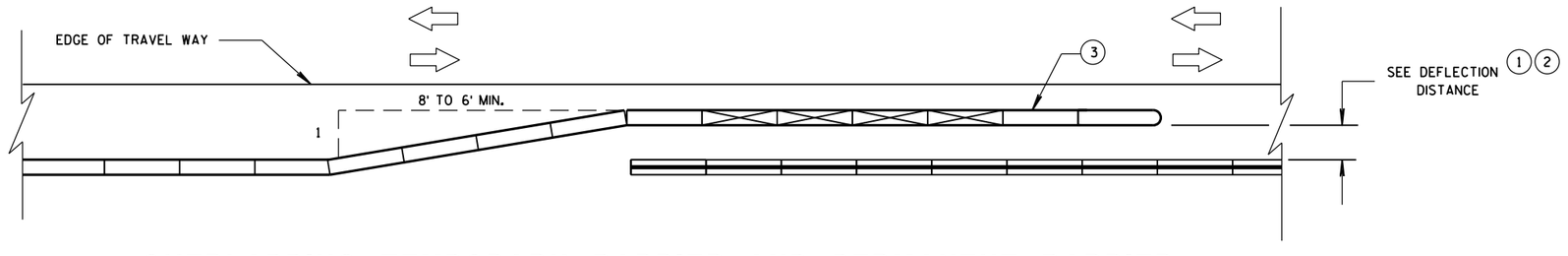
3 PINS PLACED ON
TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER
OR CONCRETE PARAPET

FREE STANDING TEMPORARY
BARRIER



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
ONE WAY TRAFFIC



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
TWO WAY TRAFFIC

CRASH CUSHION/SAND BARREL
ARRAY AND OTHER TEMPORARY
BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 8-2d

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

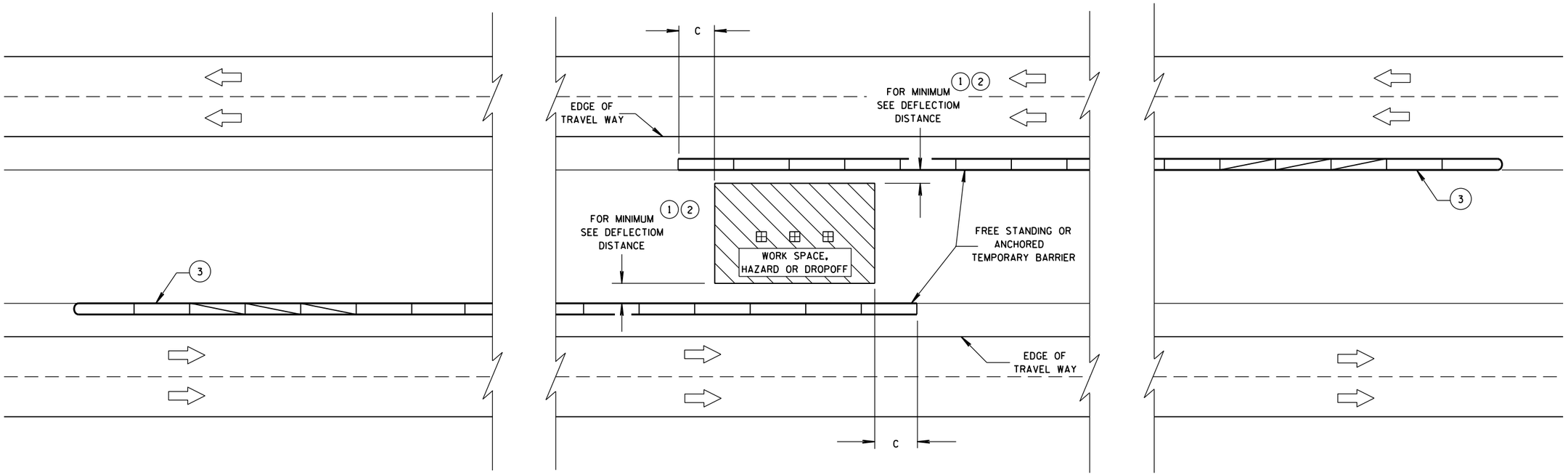
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

DIMENSION C TABLE (2)

AVAILABLE DEFLECTION DISTANCE	MINIMUM LENGTH OF BARRIER BEYOND HAZARD FT
GREATER THAN 8'	12.5
LESS THAN OR EQUAL TO 8' BUT GREATER THAN 4'	50
LESS THAN OR EQUAL TO 4'	100



CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

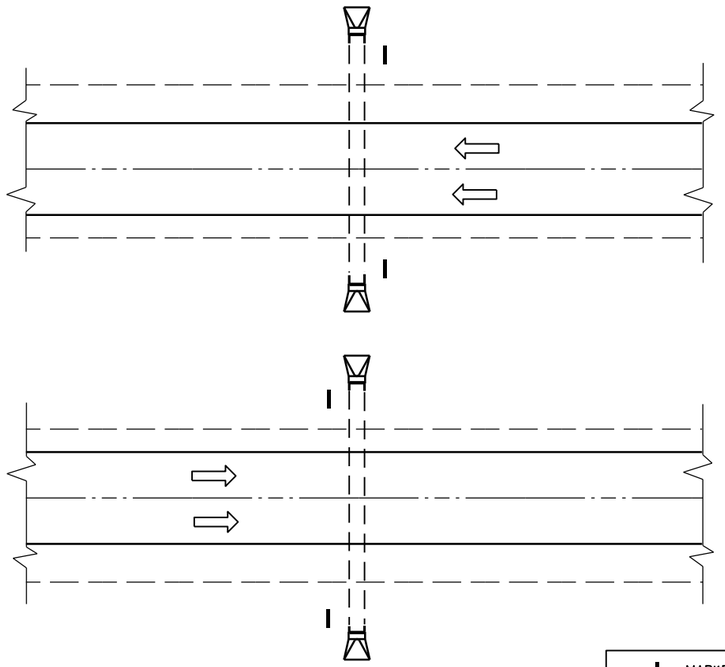
APPROVED
June, 2015
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINNER
FHWA

6

S.D.D. 14 B 8-2e

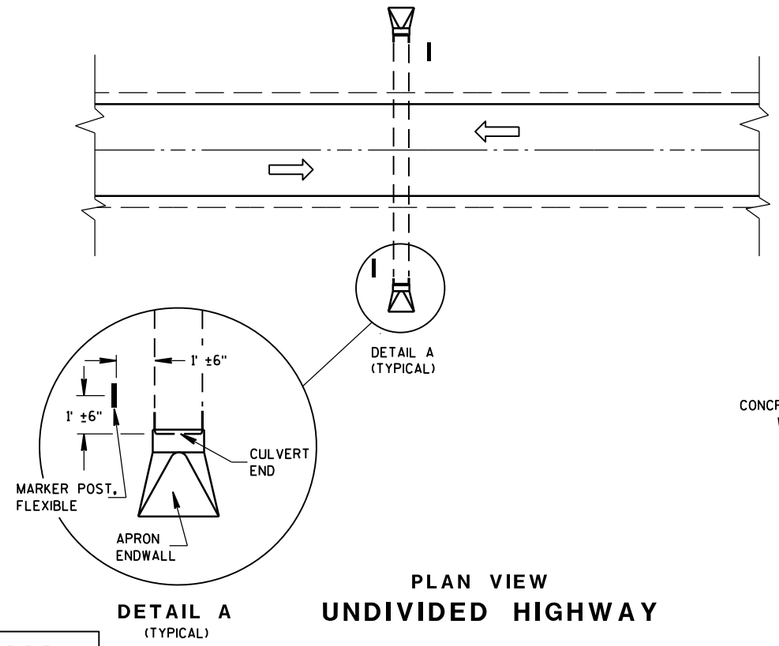
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S.D.D. 14 B 8-2e



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

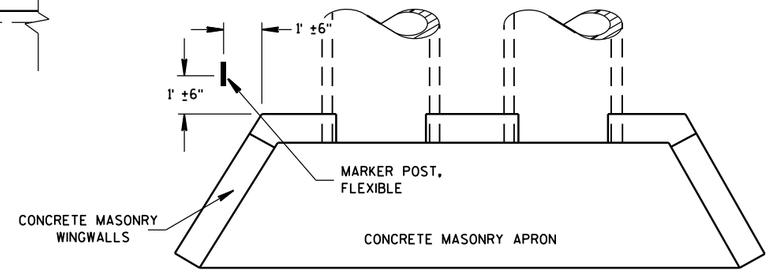
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

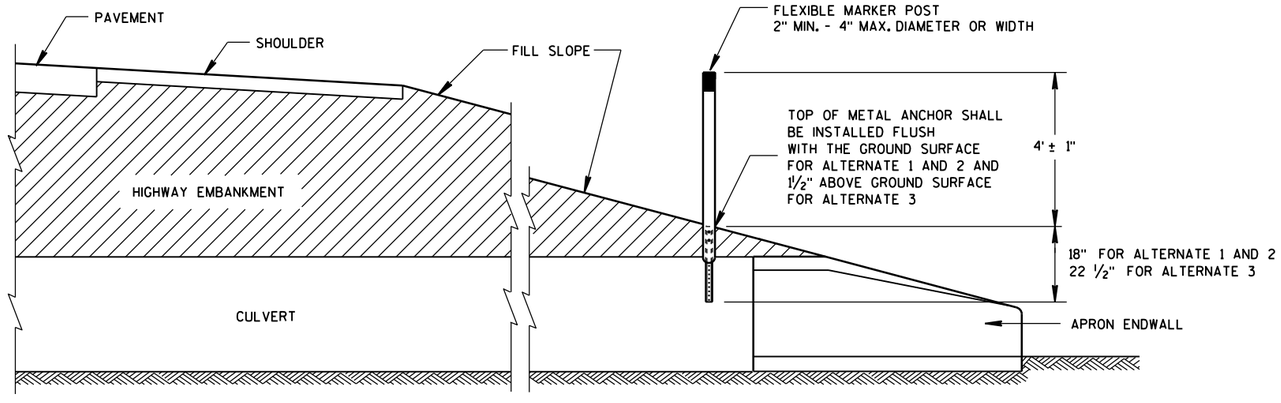
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

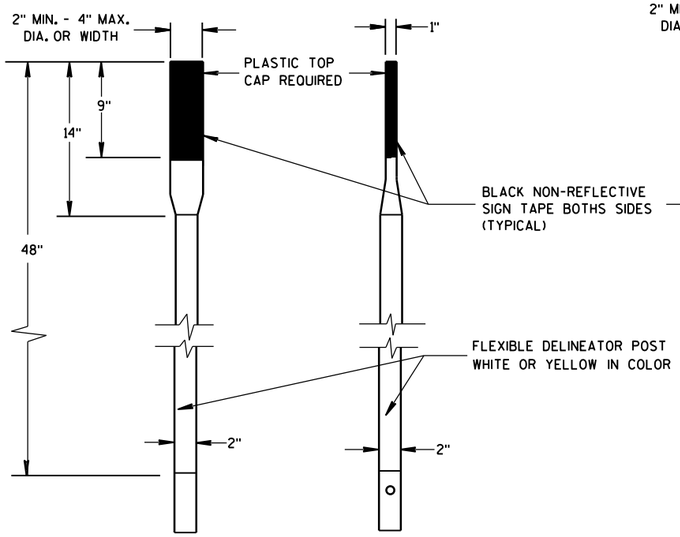
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

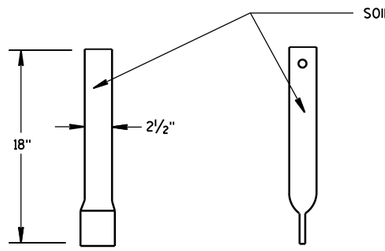
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S.D.D. 15 A 3-2a

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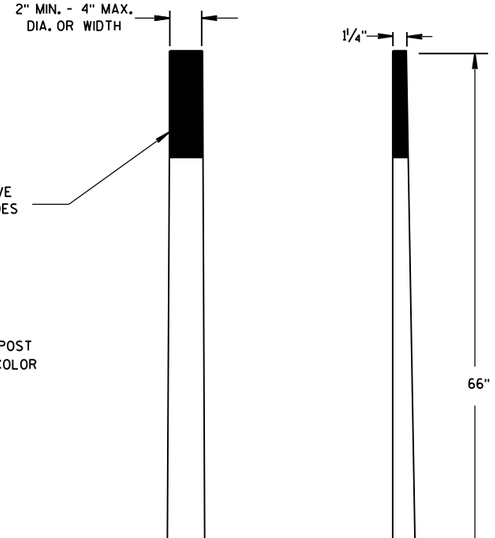
S.D.D. 15 A 3-2a





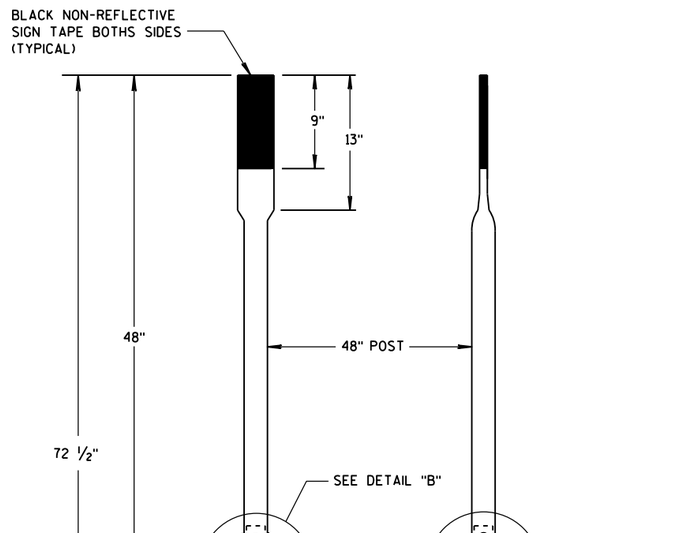
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

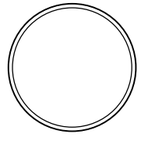
ALTERNATE 2



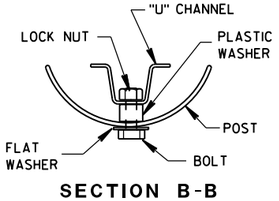
FRONT VIEW SIDE VIEW

ALTERNATE 3

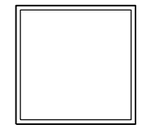
FLEXIBLE MARKER POSTS



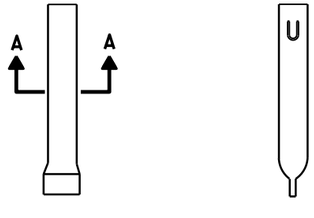
SECTION A-A



SECTION B-B

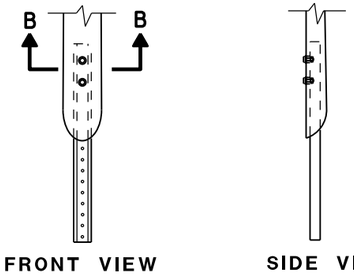


SECTION C-C



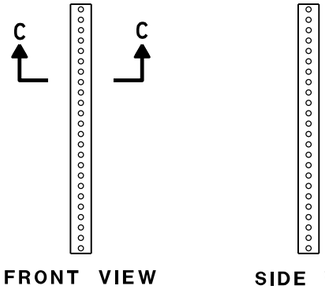
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

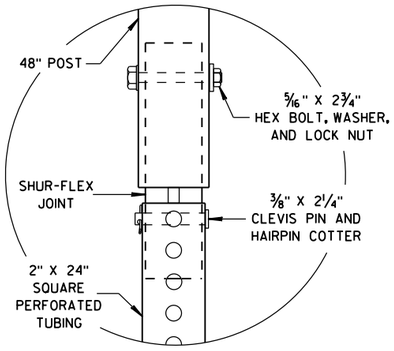
ALTERNATE 2



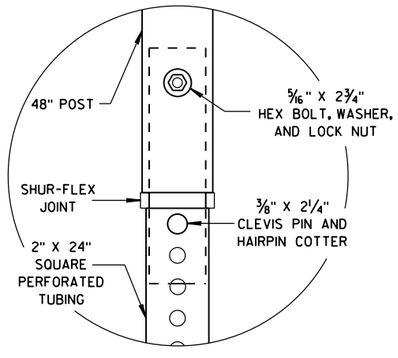
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

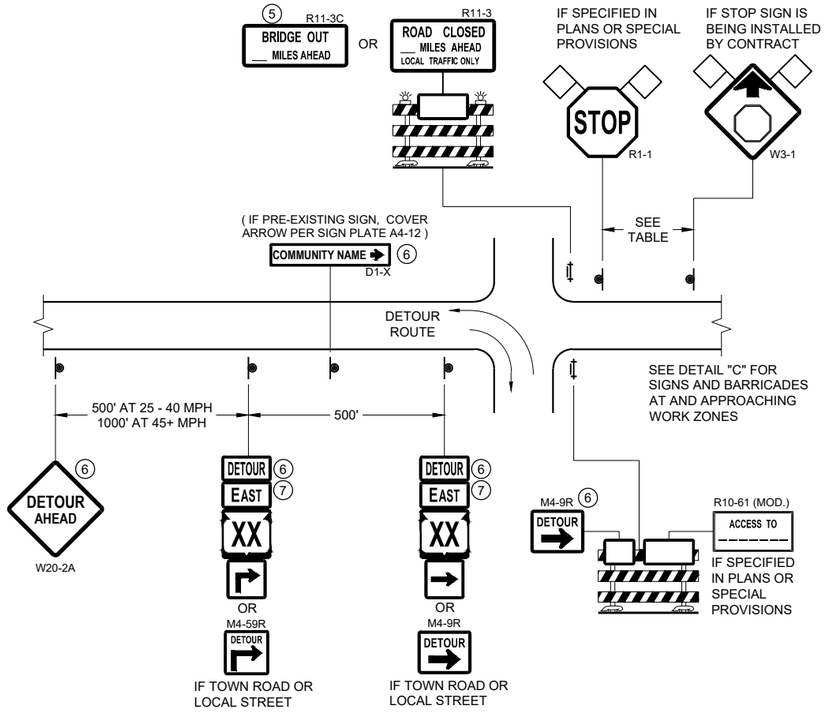
APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

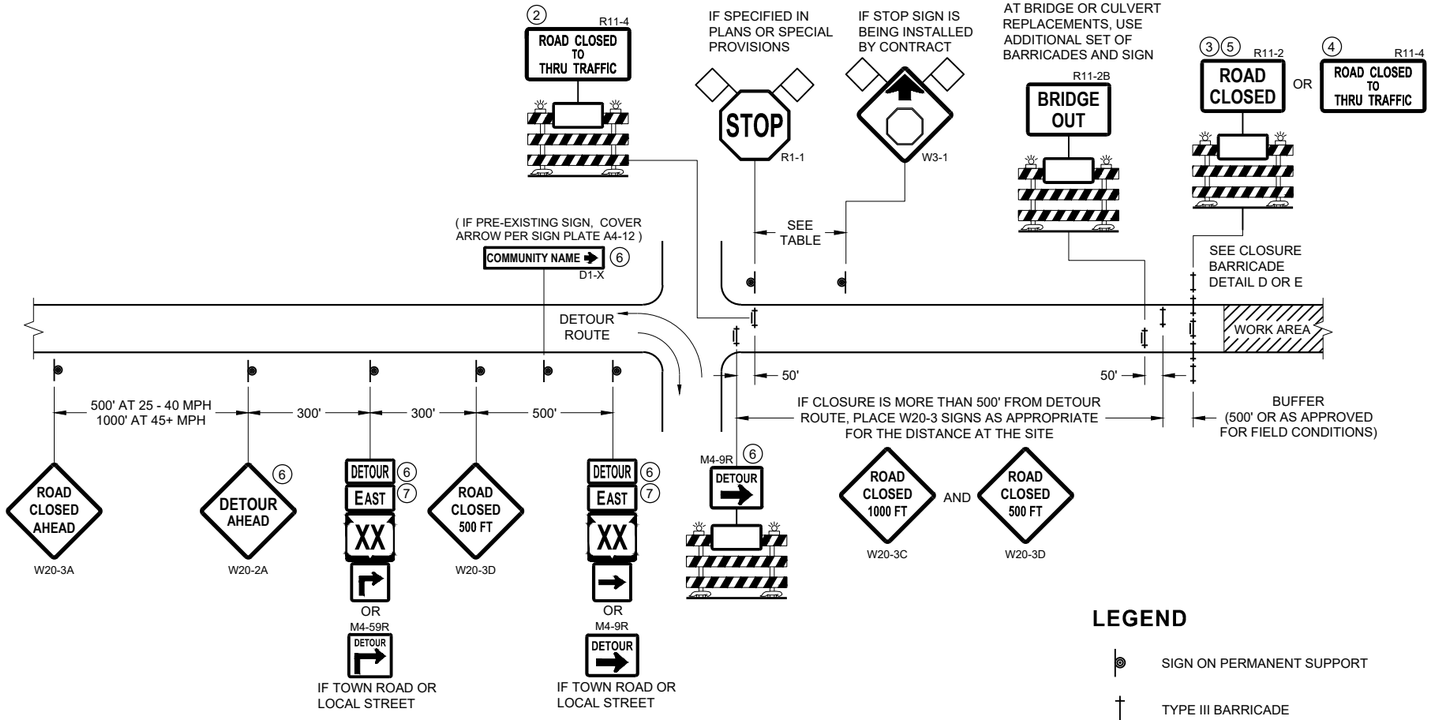
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S.D.D. 15 A 3-2b

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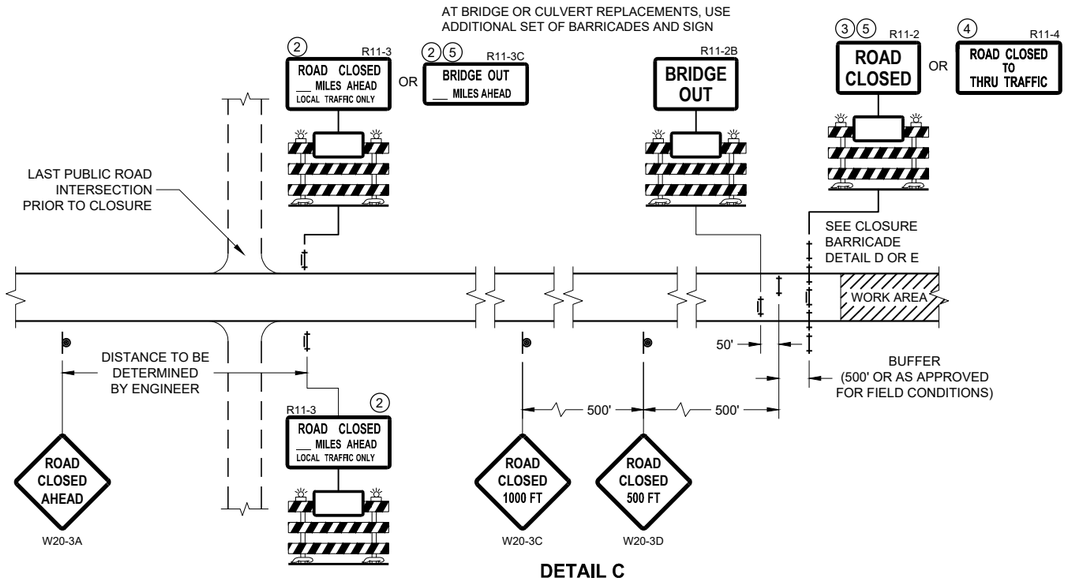
S.D.D. 15 A 3-2b





DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE GREATER THAN OR EQUAL TO 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
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

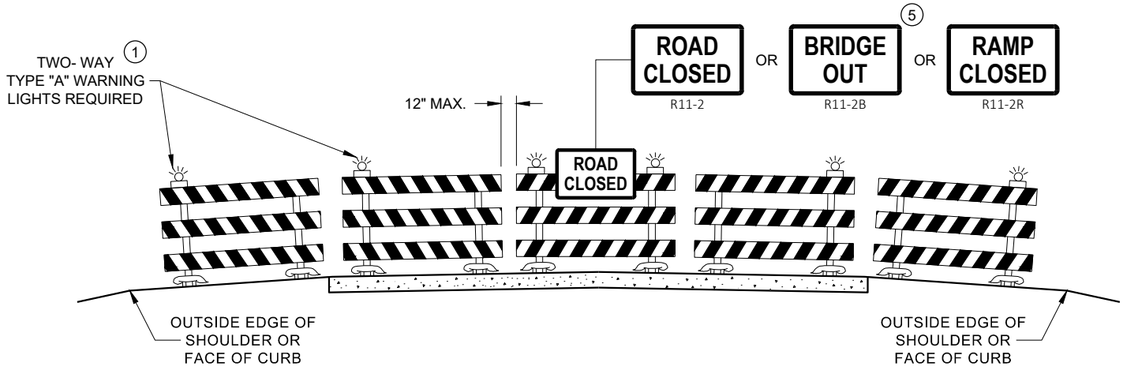
APPROVED
November 2018
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

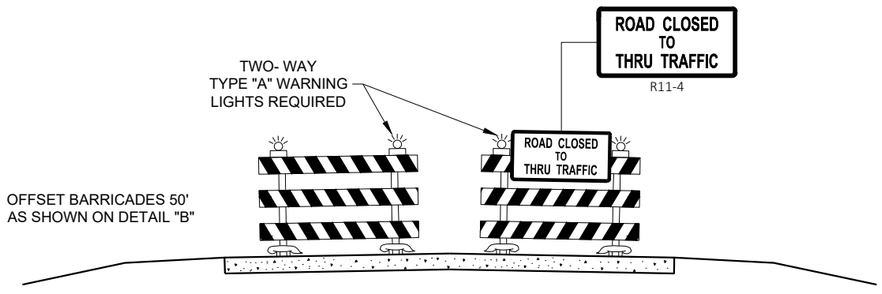
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SDD 15C02 - 07a

SDD 15C02 - 07a



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 THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL 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 SHALL, 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" (36" 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)
- 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 AN 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 ROAD 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 VARIOUS CLOSURES

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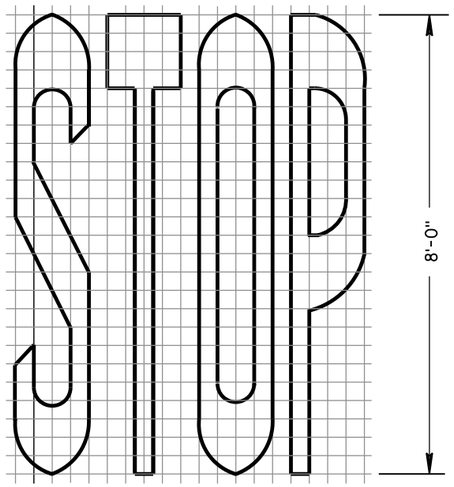
APPROVED
November 2018
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER
FHWA

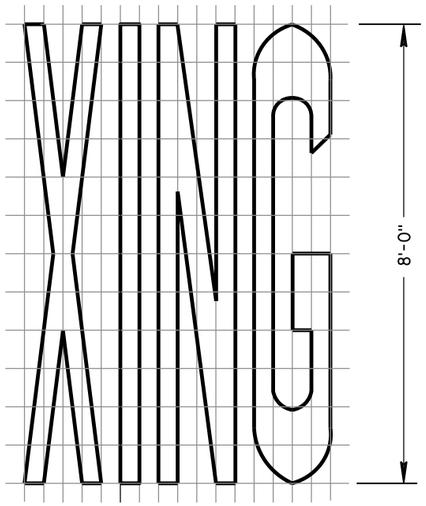
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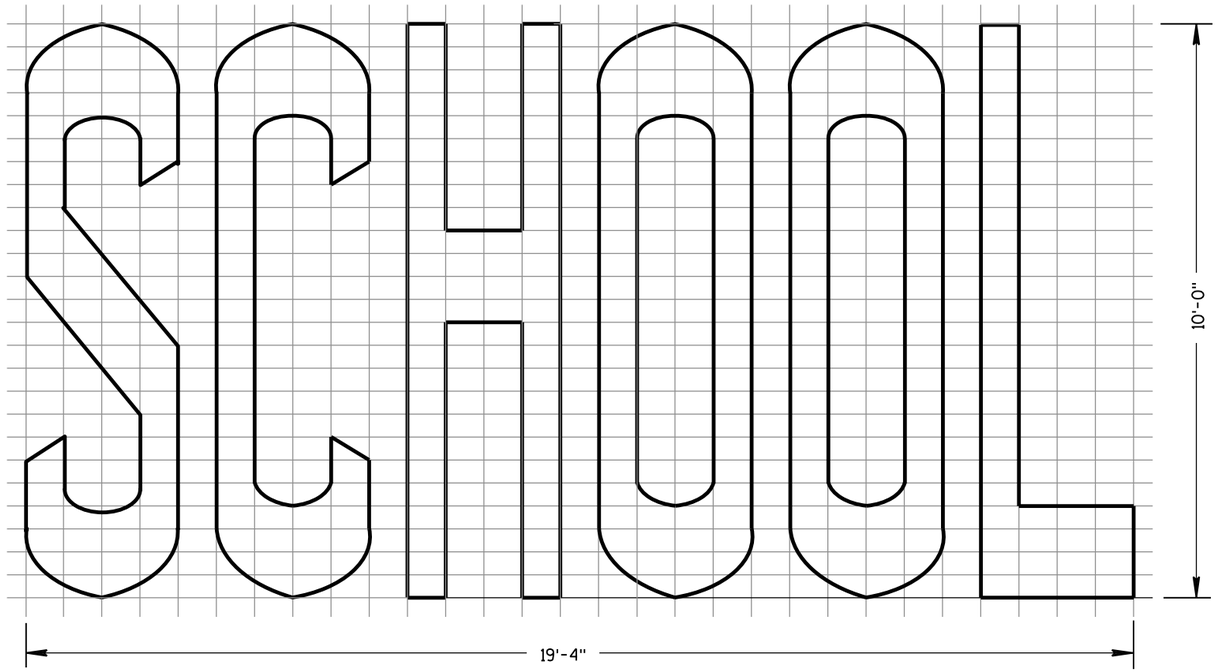
SDD 15C02 - 07b

GENERAL NOTES

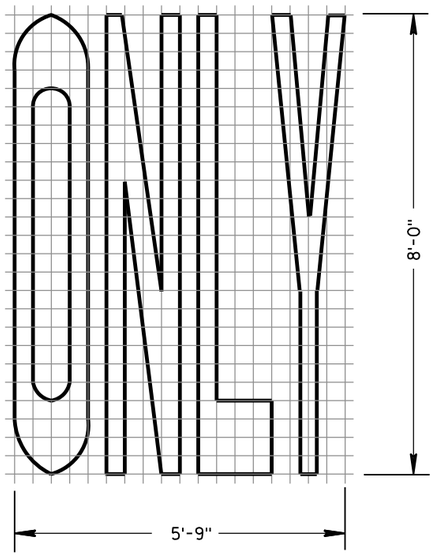
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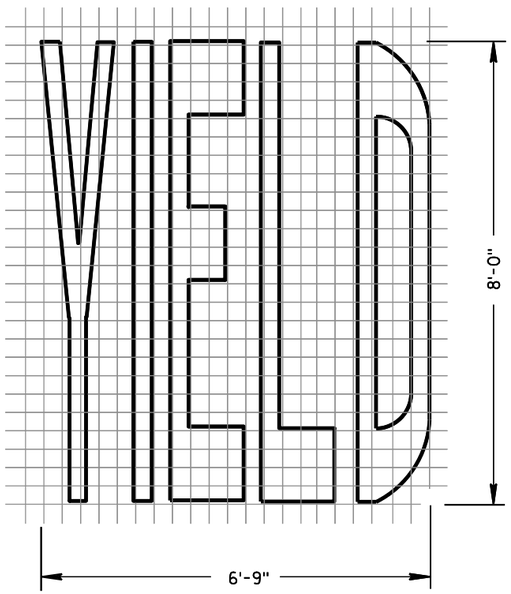


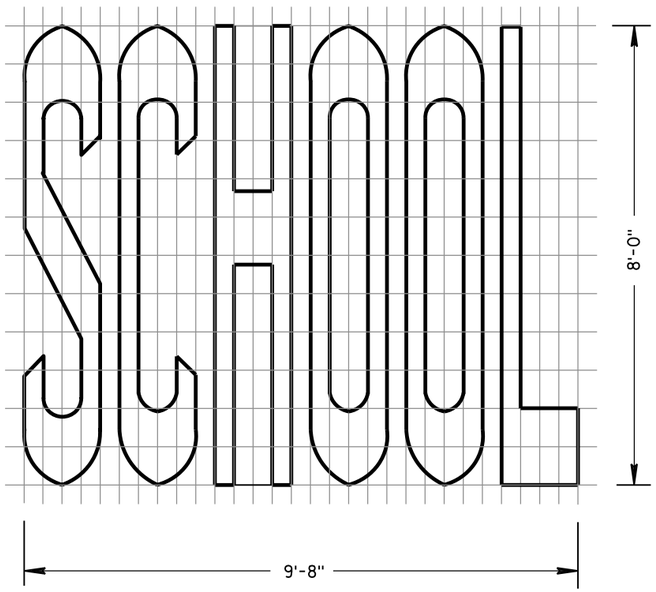




TWO-LANE







SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

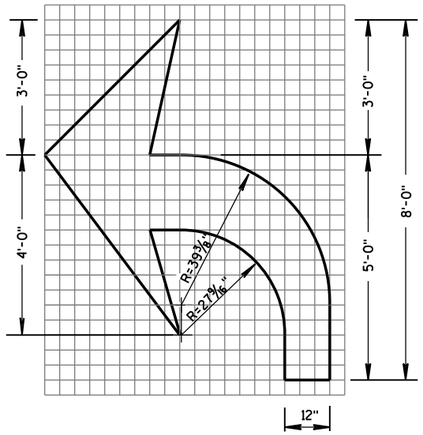
APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MARK
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FHWA

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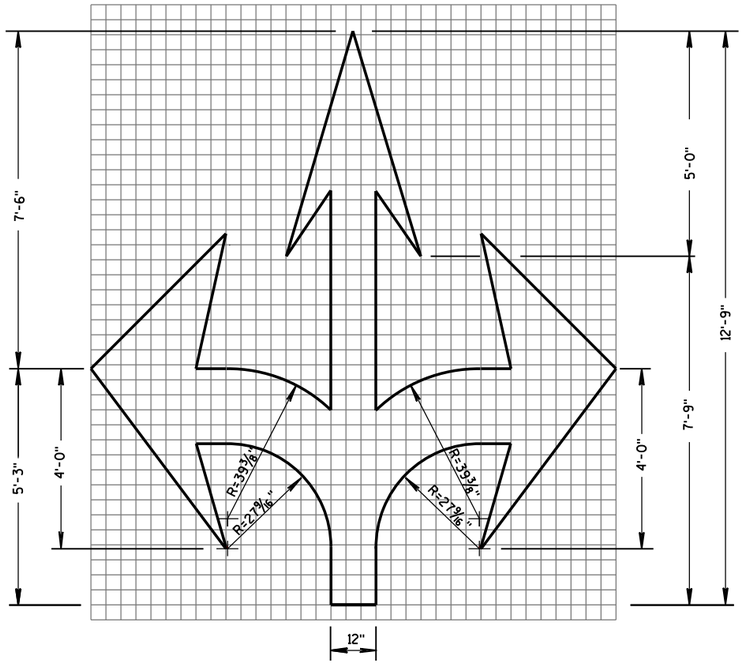
S.D.D. 15 C 7-14b

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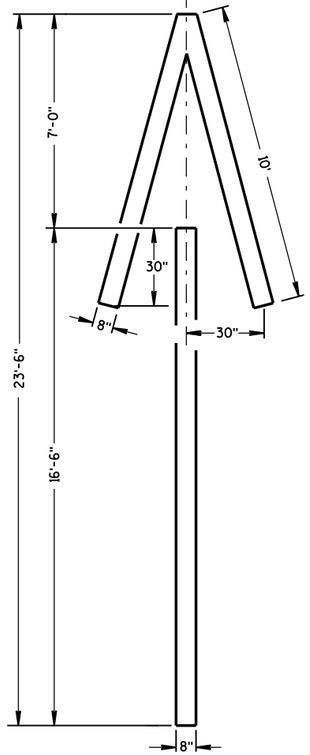
S.D.D. 15 C 7-14b



TYPE 2



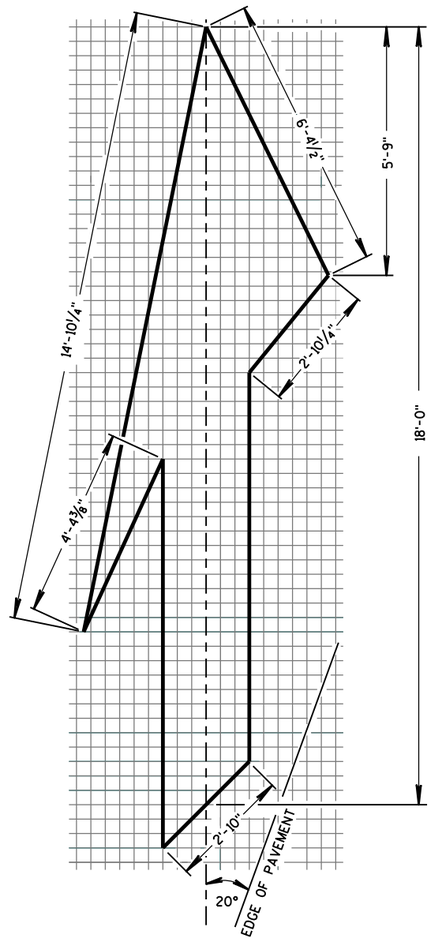
TYPE 6



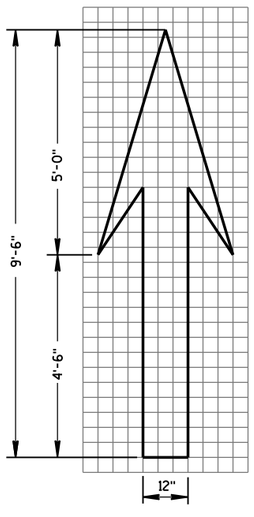
TYPE 4

GENERAL NOTES

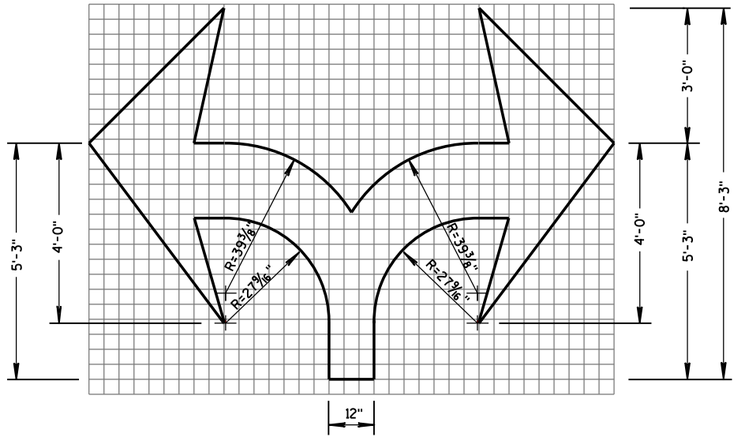
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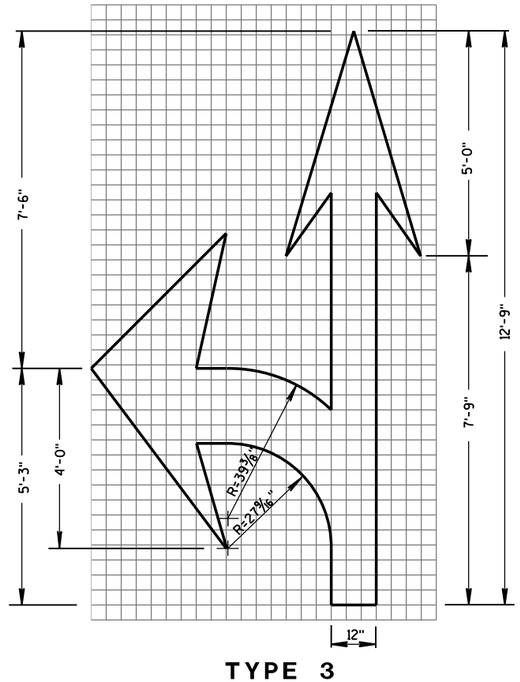
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

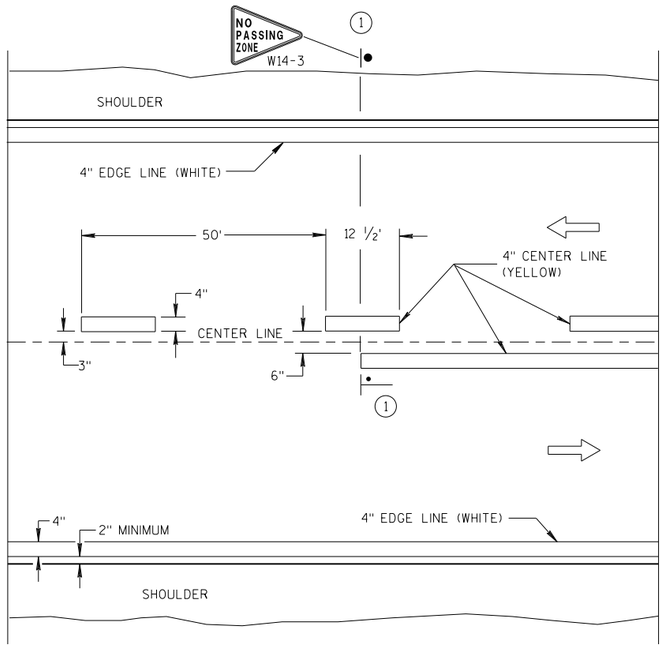
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June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MAR
FHWA

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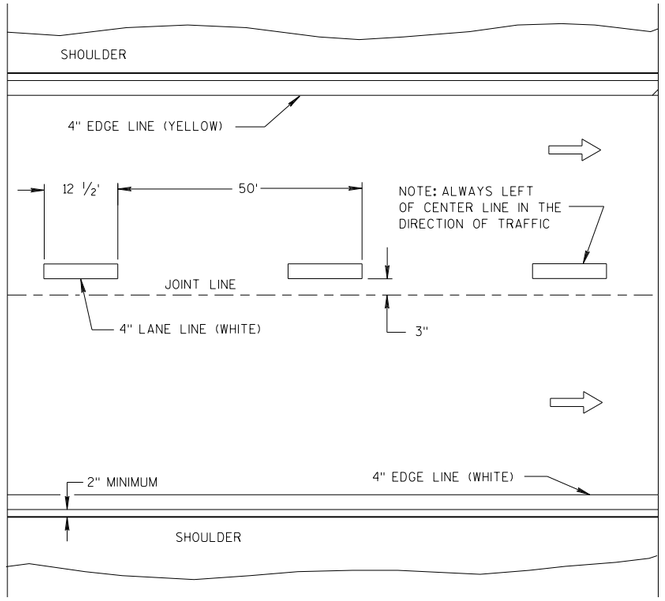
S.D.D. 15 C 7-14c

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S.D.D. 15 C 7-14c



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING.

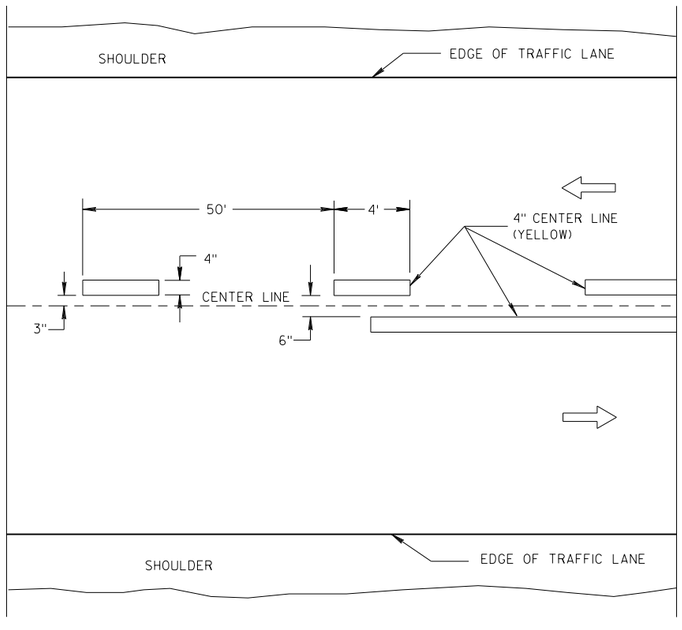
NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

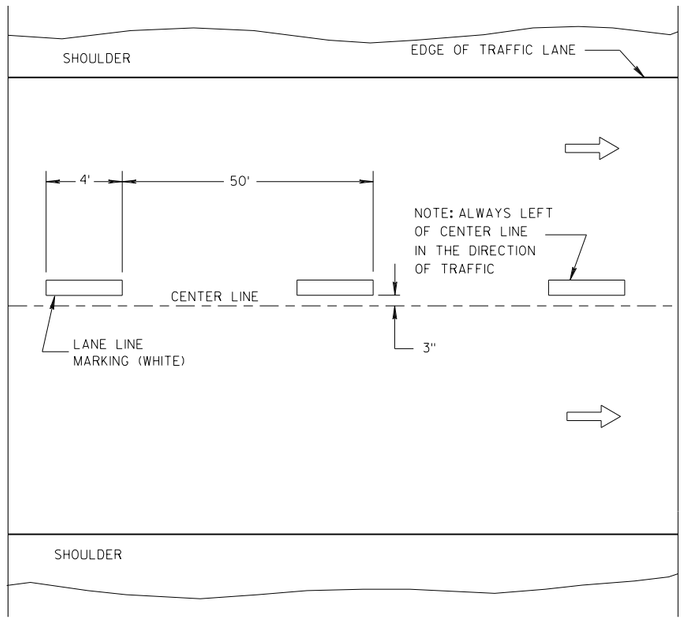
LEGEND

"T" MARKING

POST MOUNTED SIGN



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018 — DATE

/S/ Matthew R. Rauch — STATE SIGNING AND MARKING ENGINEER

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S.D.D. 15 C 8-19a

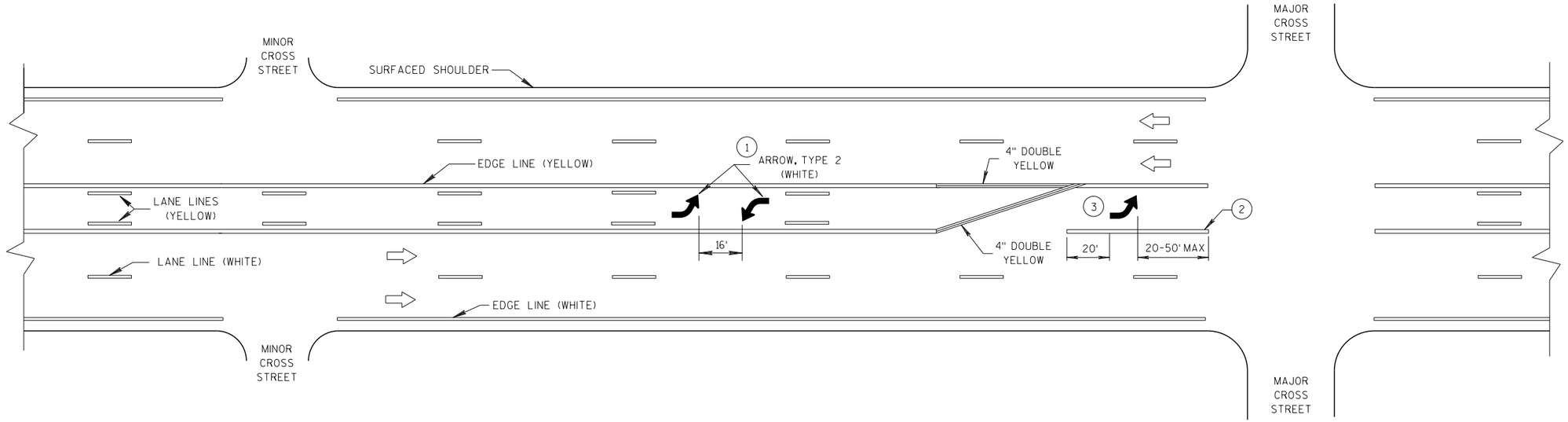
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S.D.D. 15 C 8-19a

GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 8" WHITE
3. TURN BAY LENGTH OF LESS THAN 48'DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT

DIRECTION OF TRAFFIC



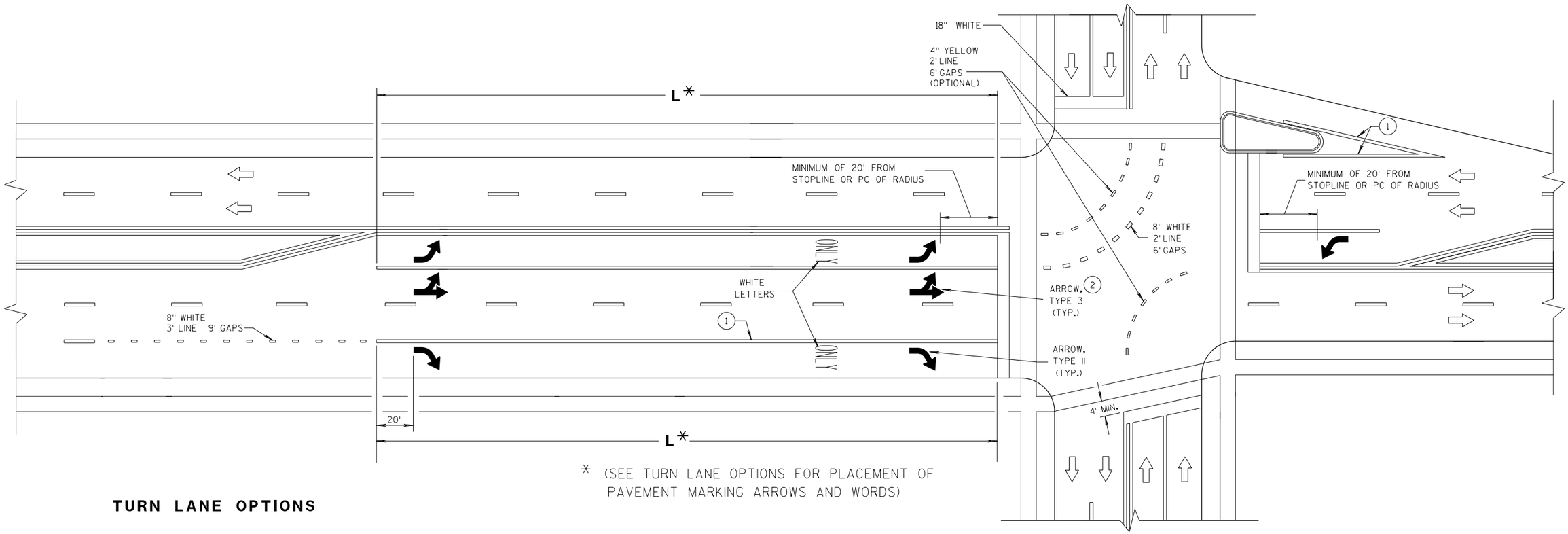
TWO WAY LEFT TURN LANE

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

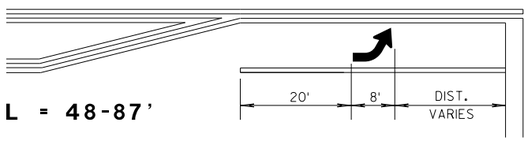
S.D.D. 15 C 8-19b



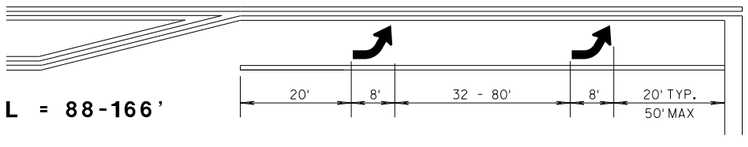
* (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

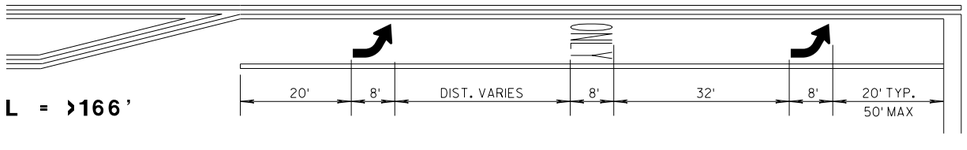
LENGTH OF TURN BAY (**L**) OF 0-47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48-87'



L = 88-166'



L = >166'

GENERAL NOTES

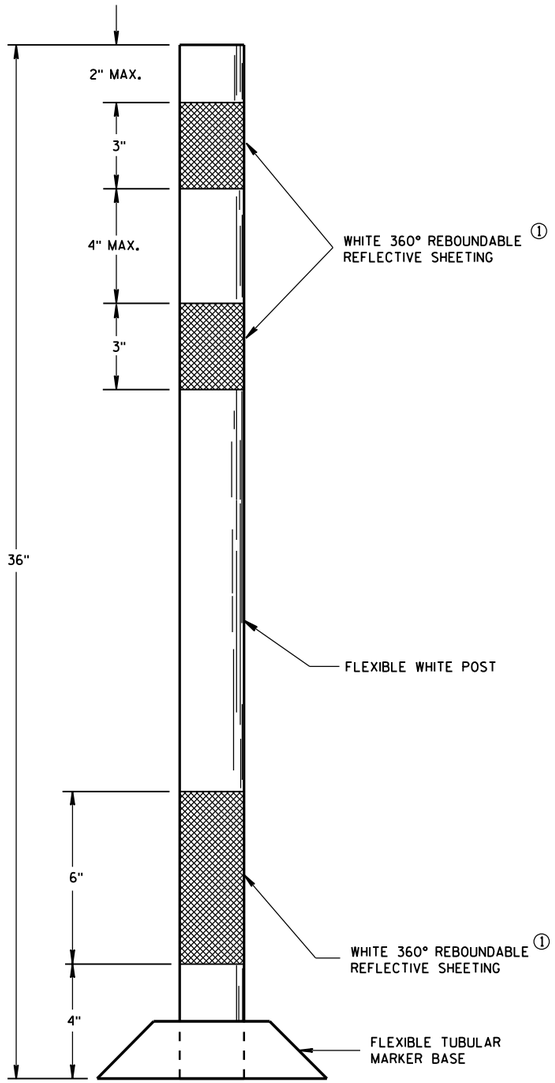
(1) 8" WHITE

(2) QUANTITY AND LOCATION OF TYPE 3 ARROW ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION, THE ARROWS AND ONLY MARKING ARE ELIMINATED.

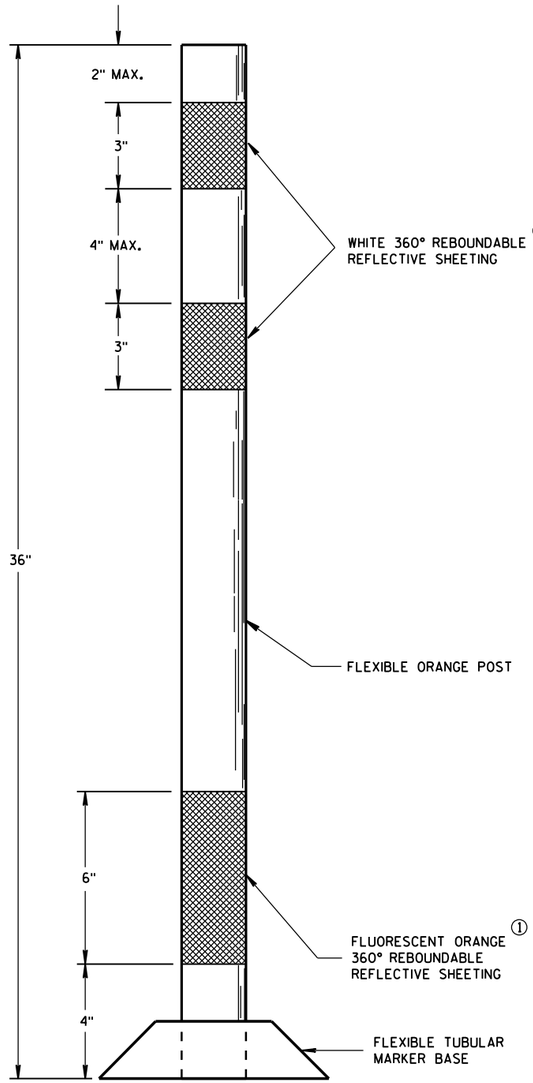
⇨ DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)



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.

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S.D.D. 15 C 11-7a

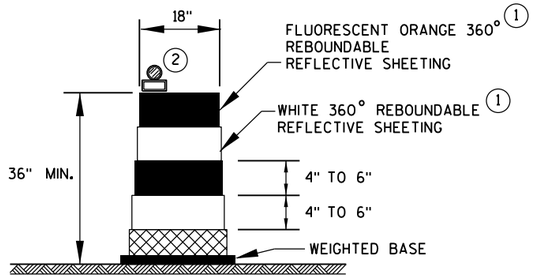
CHANNELIZING DEVICES
FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

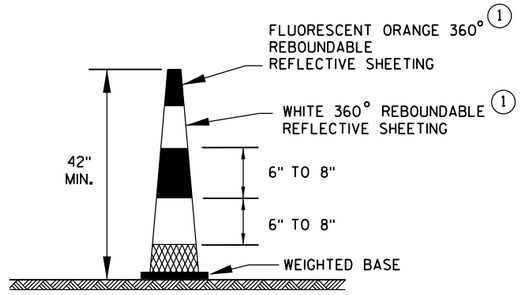
APPROVED
June 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENGR
FHWA

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S.D.D. 15 C 11-7a



DRUM

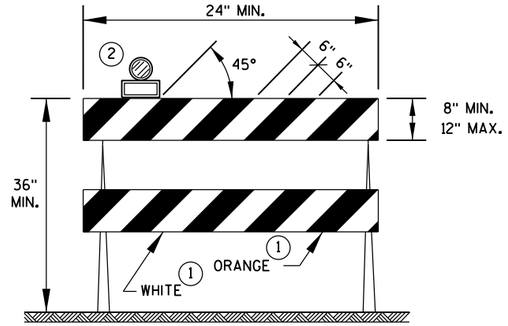


42" CONE

DO NOT USE IN TAPERS
1/2 SPACING OF DRUMS

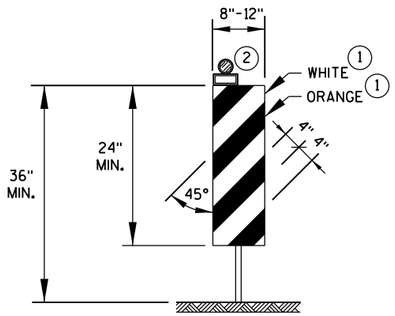
GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



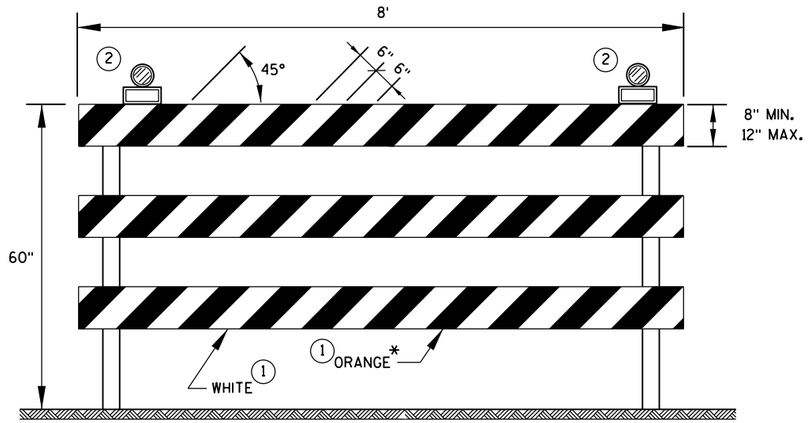
TYPE 2 BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.



VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE 3 BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION, USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

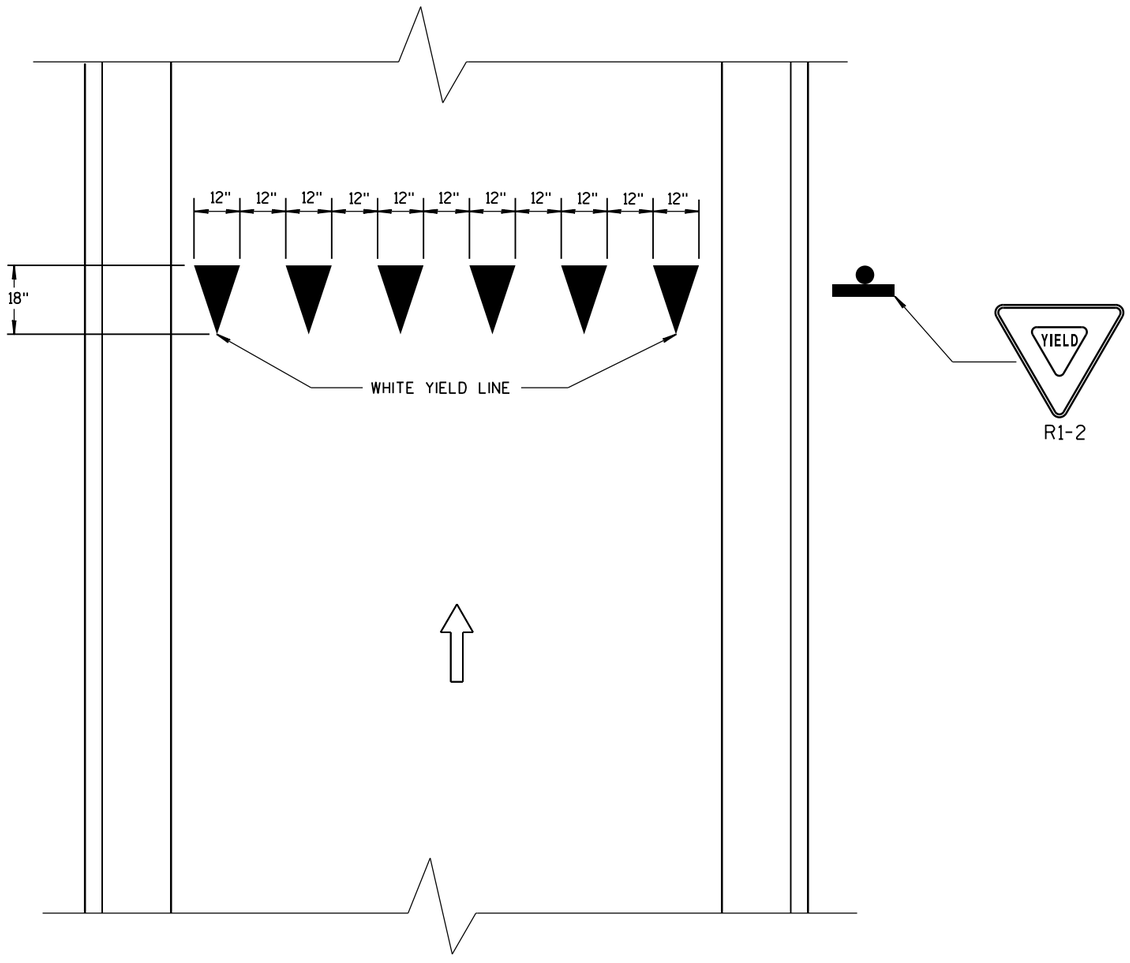
June 2017 — DATE

/S/ Andrew Heidtke — WORK ZONE ENG

FHWA

6

S.D.D. 15 C 11-7b



R1-2

DIRECTION OF TRAVEL

YIELD LINE

6

6

S.D.D. 15 C 20-2

S.D.D. 15 C 20-2

YIELD MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-18-2016
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MARI 402 IEER

FHWA

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.

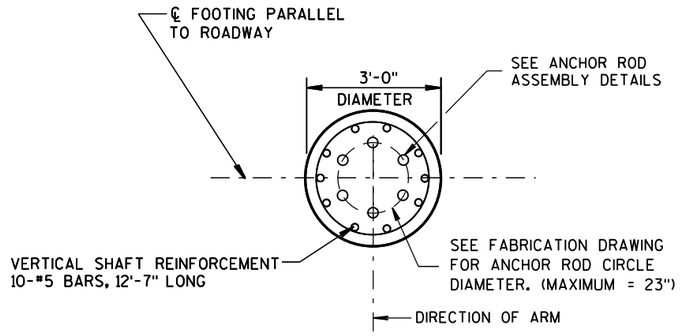
THE REINFORCEMENT AND ANCHOR RODS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

FORM ALL EXPOSED CONCRETE CORNERS WITH ¾" CHAMFER ALL AROUND. TOP OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

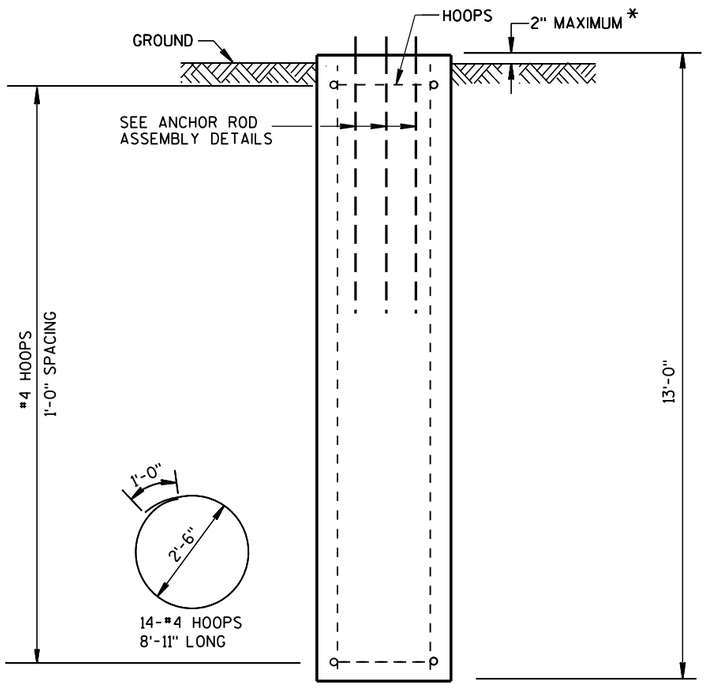
ANY DAMAGE TO THE CONCRETE BASE AND ANCHOR RODS DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

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).

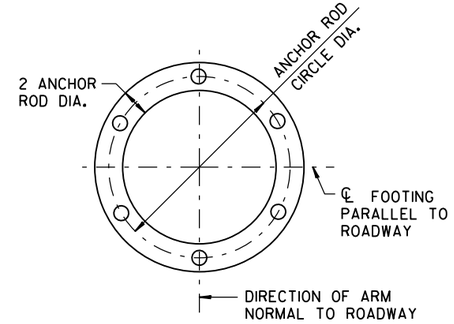


PLAN VIEW

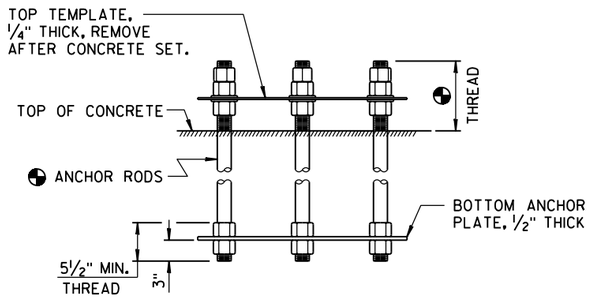


ELEVATION VIEW

* FOR OVERHEAD SIGN SUPPORTS THAT ARE INSTALLED ADJACENT TO SIDEWALKS, THE TOP OF THE BASE SHALL BE POURED FLUSH WITH THE GROUND.



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.

CONCRETE - 3.4 C.Y. PER FOOTING
H.S. REINFORCEMENT - 215 LBS. PER FOOTING

36" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
FHWA

/S/ Vu Thao
WIND LOADED STRU PROGRAM LEAD

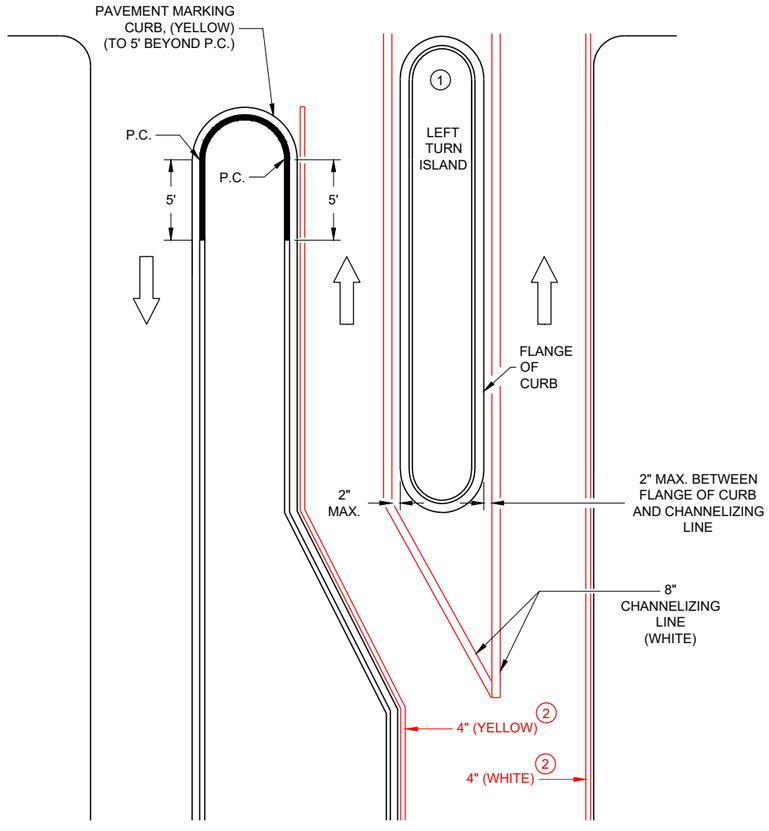
6

S.D.D. 15 C 24-4

6

S.D.D. 15 C 24-4

REQUIREMENTS FOR EDGE LINES		
POSTED SPEED	IS THERE CONTINUOUS LIGHTING?	
	YES	NO
≤ 30 MPH	NO	OPTIONAL
35 OR 40 MPH	OPTIONAL	RECOMMENDED
≥ 45 MPH	RECOMMENDED	REQUIRED



LEFT TURN & MEDIAN ISLAND

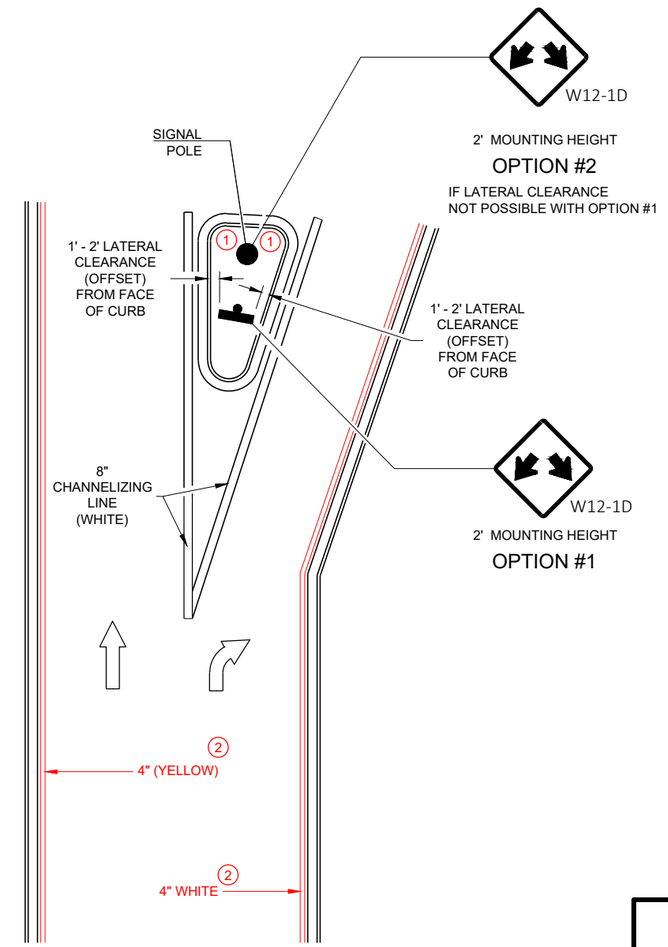
GENERAL NOTES

APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.

1. MARK CURB NOSES YELLOW.
2. MARK ACCORDING TO TABLE.

DIRECTION OF TRAVEL



RIGHT TURN ISLAND

DOUBLE ARROW
WARNING SIGN PLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
/S/ Matthew R. Rauch
STATE SIGNING AND MAF ENGINEER

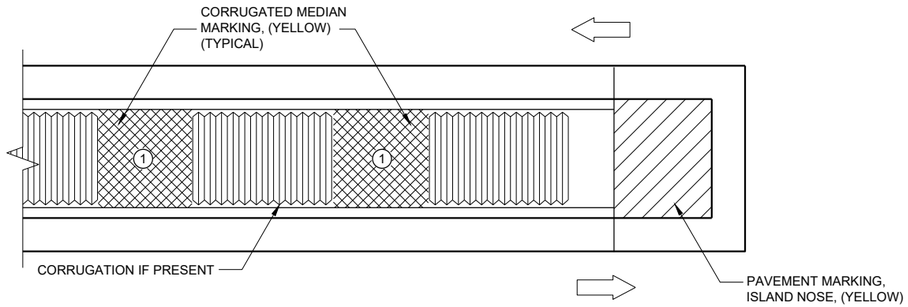
FHWA

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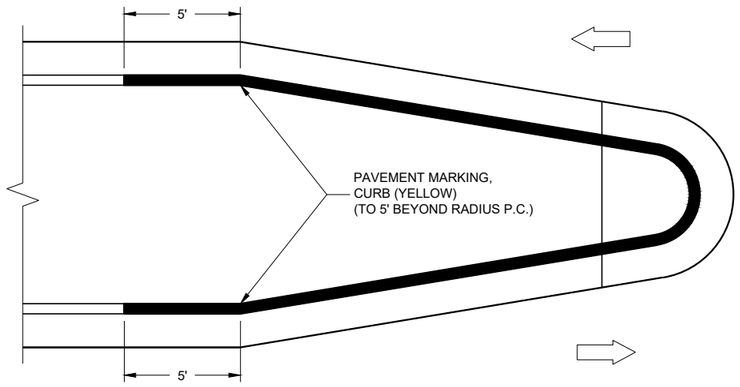
SDD 15C27 - 03a

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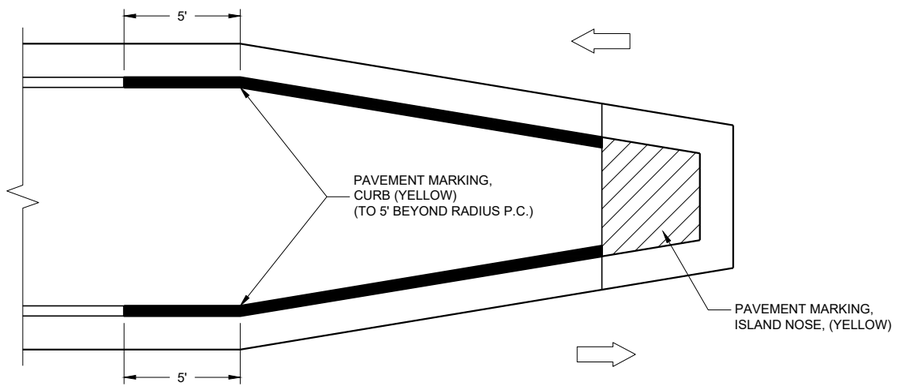
SDD 15C27 - 03a



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

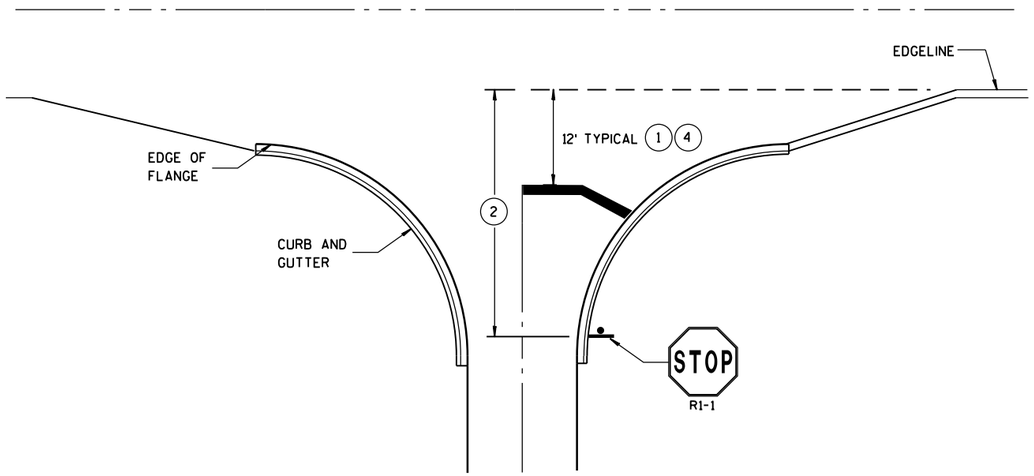
FHWA

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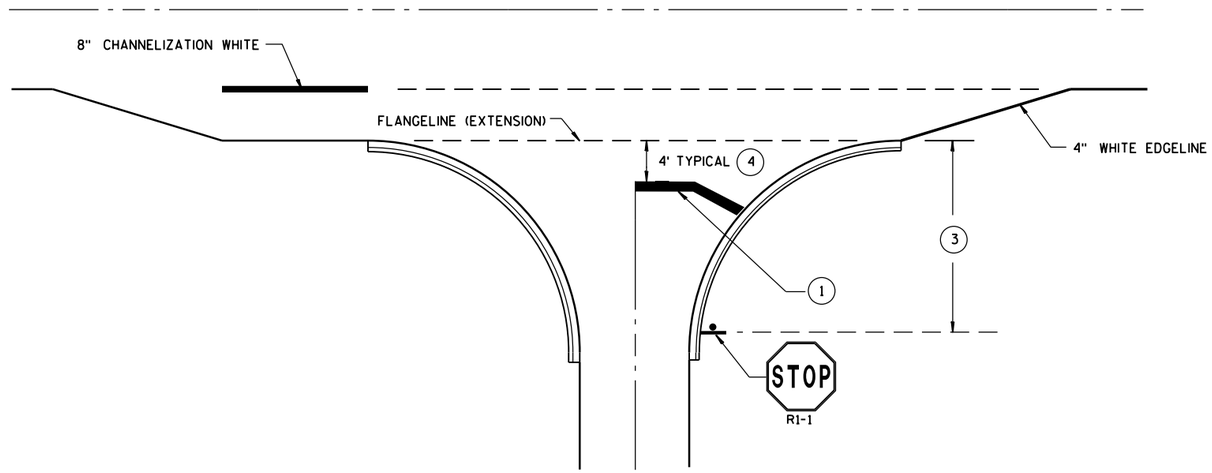
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SDD 15C27 - 03b

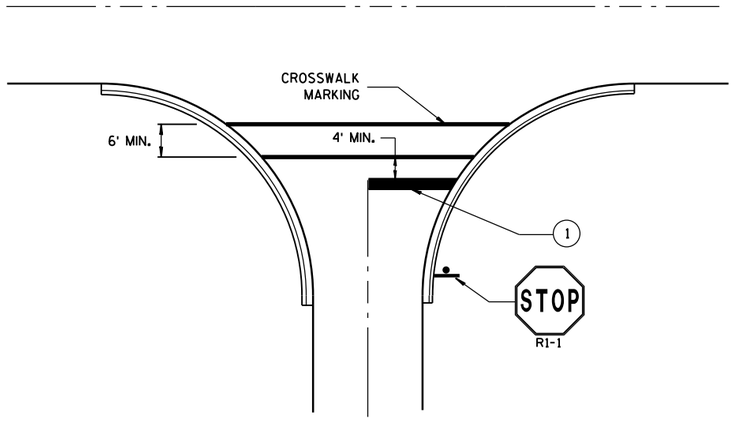
SDD15C27 - 03b



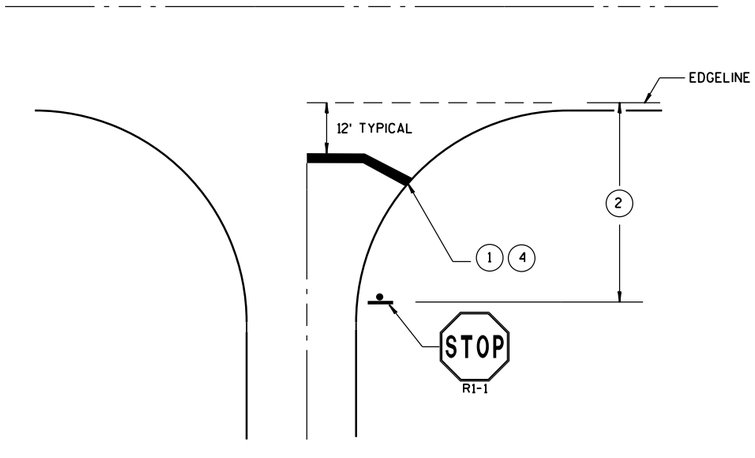
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

(1) 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.

(2) IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE THAN NO STOP LINE IS REQUIRED.

(3) IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.

(4) MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES. (NO CLOSER THAN 4 FEET).

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept., 2017 — DATE

/S/ Matthew R. Rauch — STATE SIGNING AND MAR[illegible]NEER

FHWA

6

S.D.D. 15 C 33-3

GENERAL NOTES

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE

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) CLEARANCE TO EXISTING SIGNS.

ALL SIGNS ARE 48" x 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 OR AS APPROVED BY THE ENGINEER.

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 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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 OR INTERSECTION. THE LANE CLOSURE 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 ONE HALF 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.

(1) CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

(2) IF NEEDED. USE ONLY IF DESIGN SPEED IS 10 MPH LESS THAN POSTED SPEED.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- REMOVING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA



OR





R2-1
48"X60"

OR



R2-1
48"X60"

IF THE REGULATORY SPEED HAS BEEN REDUCED, A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. PLACE A SPEED LIMIT SIGN A MINIMUM OF EVERY 3 MILES.

LOCATED 400 FEET BEYOND THE W20- 5G SIGN.

SEE SDD 15D12b FOR SIGN PLACEMENT.

(BLACK AND WHITE)

LOCATED 700 FEET BEYOND W03-5 SIGN



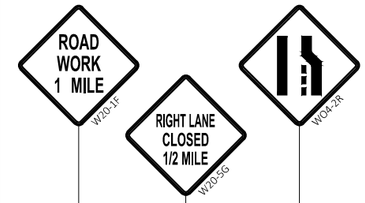


WO13-1
36"X36"

* INCLUDE RESUME SPEED LIMIT SIGN A MINIMUM OF 200 FEET (500 FEET DESIRABLE) AFTER END ROAD WORK SIGNS.



G20-2A
48"X24"







WO13-1
36"X36"

5 DRUMS SPACED @ 10' INTERVALS AS NEEDED IN FRONT OF ARROW BOARD

TEMPORARY PAVEMENT MARKING, 4 INCH EDGELINE (WHITE ON RIGHT, YELLOW ON LEFT).

1000' 100' TYP. 1000'

L / 2 L / 2

12' MIN.

12' 12'

50' TYP. 50' TYP. 50' TYP.

W

8:1

WORK AREA

25' 500' (1) L / 2 L = W S 200'

300' MIN. 600' DESIRABLE

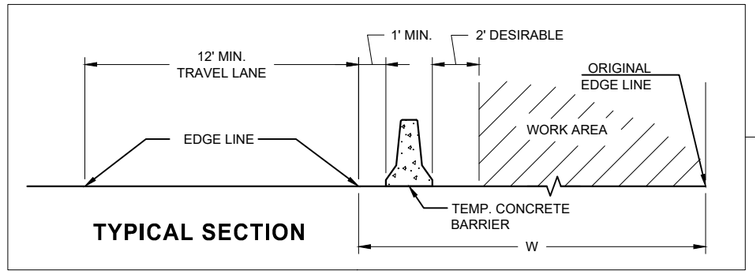
TAPER TO OUTSIDE EDGE OF WORK ZONE CLEAR ZONE. OTHERWISE PROVIDE CRASH CUSHION.

WO5-52R 18"X54"

2600' 1600' 1000'

ADVANCED WARNING AREA | TRANSITION AREA | BUFFER SPACE | WORK AREA | 100' TYP. | 500'

L, TAPER LENGTH (MPH)												
SPEED (MPH)	W, LATERAL OFFSET (FT)											
	1	2	3	4	5	6	7	8	9	10	11	12
45	45	90	135	180	225	270	315	360	405	450	495	540
50	50	100	150	200	250	300	350	400	450	500	550	600
55	55	110	165	220	275	330	385	440	495	550	605	660
60	60	120	180	240	300	360	420	480	540	600	660	720
65	65	130	195	260	325	390	455	520	585	650	715	780
70	70	140	210	280	350	420	490	560	630	700	770	840



TYPICAL SECTION

TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 MPH WITH BARRIER

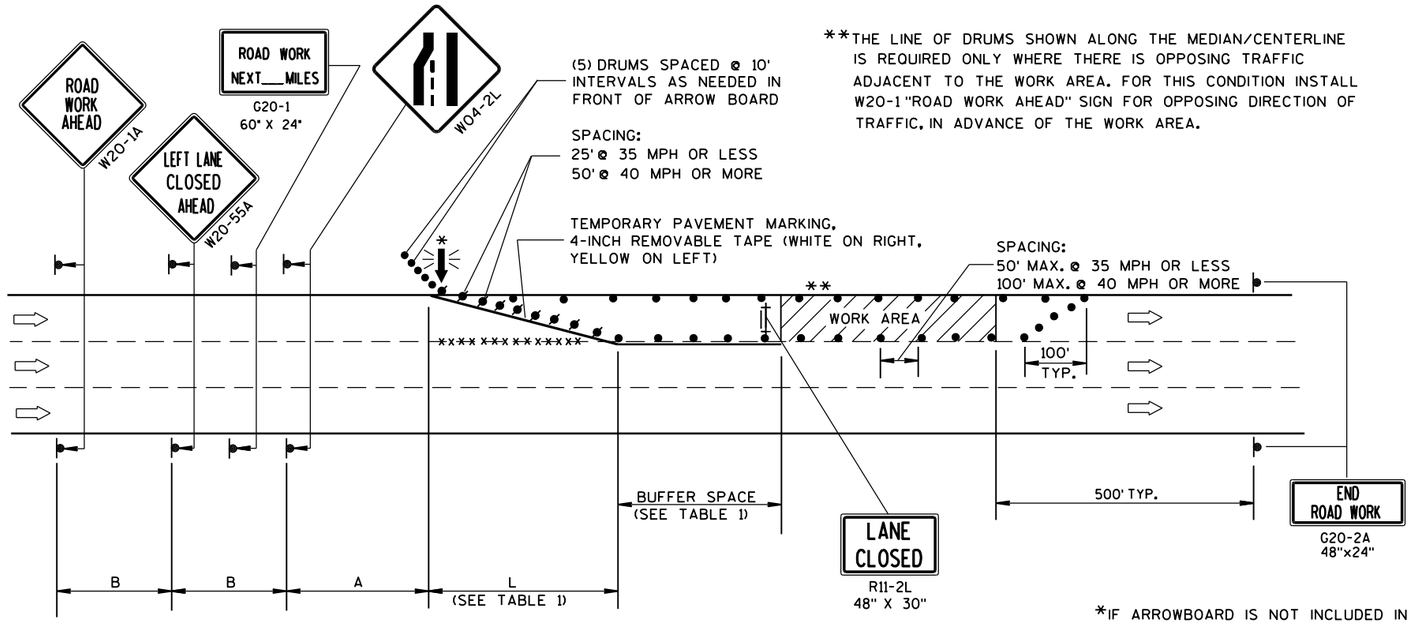
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018 (DATE)
/S/ Andrew Heidtke (WORK ZONE ENGINE)

FHWA

SDD 15D03-05

SDD 15D03-05



**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF TRAFFIC, IN ADVANCE OF THE WORK AREA.

B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

(PLACE BARRICADE AND SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANE)

*IF ARROWBOARD IS NOT INCLUDED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER.

W01-6
48"x24"

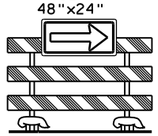


TABLE 1
TAPER AND BUFFER SPACE FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

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

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

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
FHWA

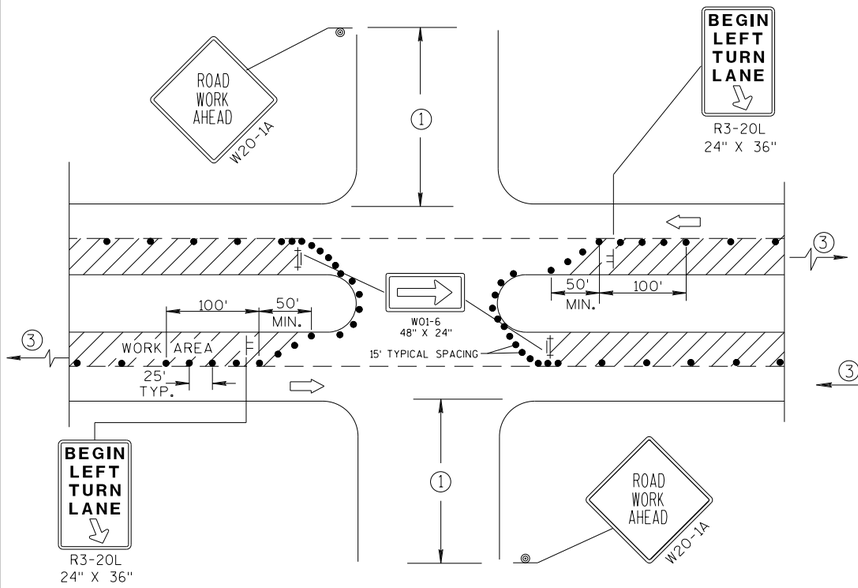
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER — IC

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S.D.D. 15 D 20-4

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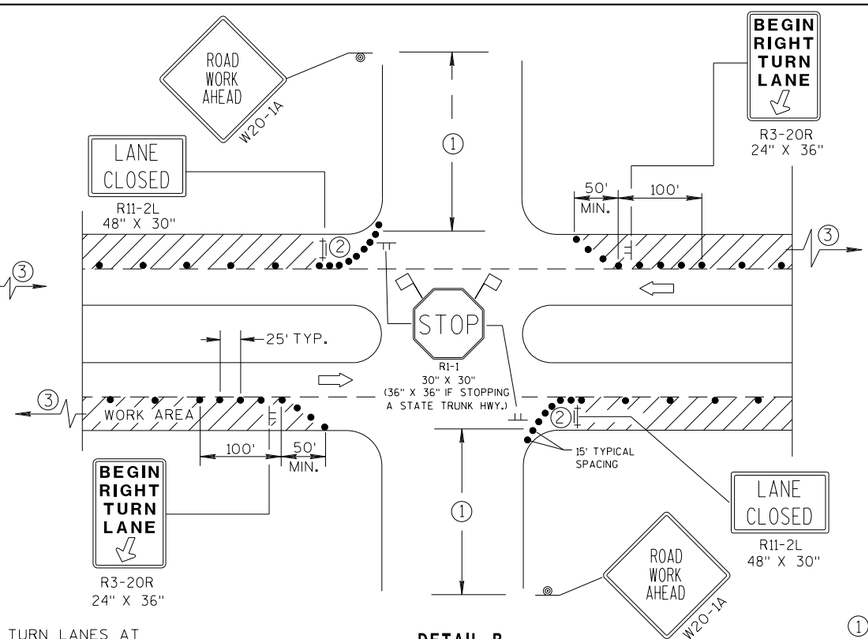
S.D.D. 15 D 20-4



DETAIL A

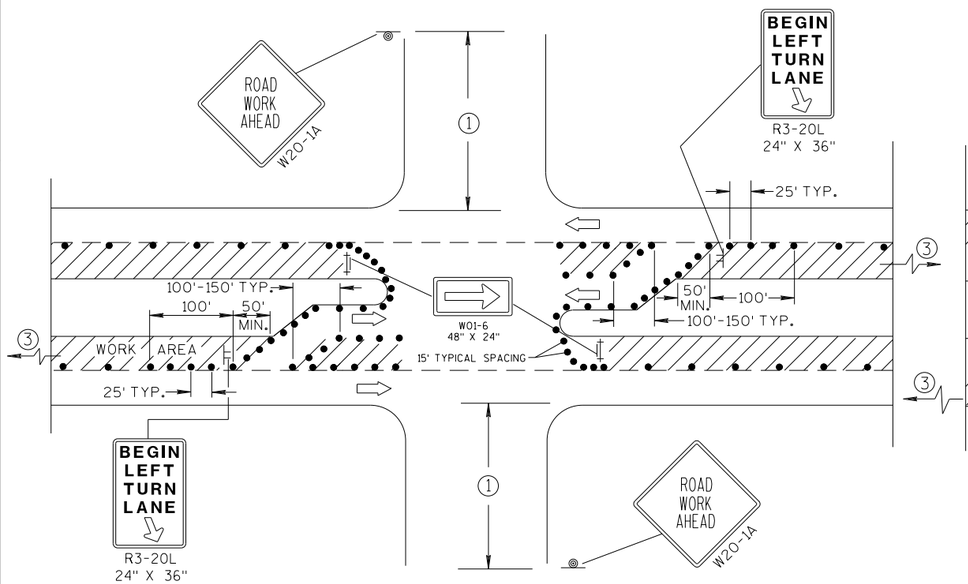
FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



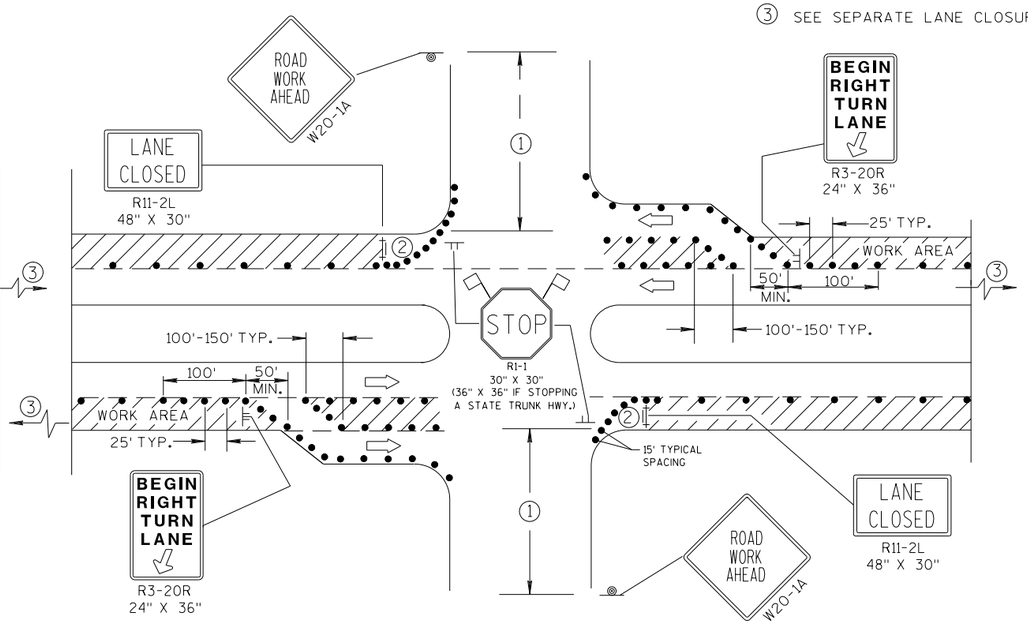
DETAIL B

FOR RIGHT LANE CLOSURE AT INTERSECTION



DETAIL C

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)



DETAIL D

FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

GENERAL NOTES

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35-40 MPH.
200' IF 25-30 MPH.

② ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., (ORANGE)
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018
DATE

/S/ Andrew Heldtke
WORK ZONE ENG

FHWA

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S.D.D. 15 D 21-6

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

TYPE III BARRICADE WITH ATTACHED SIGN

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY 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 DETAIL IS TYPICAL FOR CLOSING THE RIGHT TWO LANES. FOR CLOSING THE LEFT TWO LANES, REVERSE THE TRAFFIC CONTROL.

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 THE 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.

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.

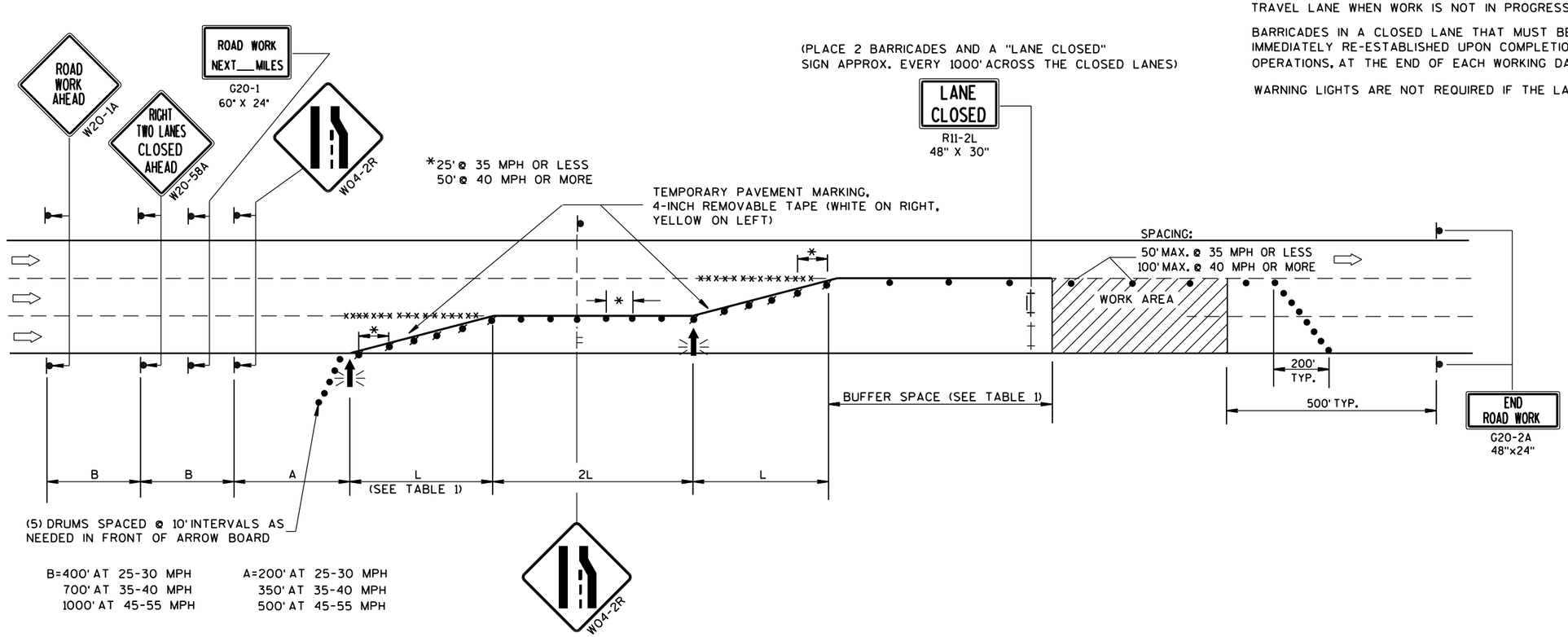
CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO LOCATE THE ARROWBOARD AS SHOWN, PLACE THE ARROWBOARD IN THE LANE CLOSURE TAPER AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE TAPER.

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.



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

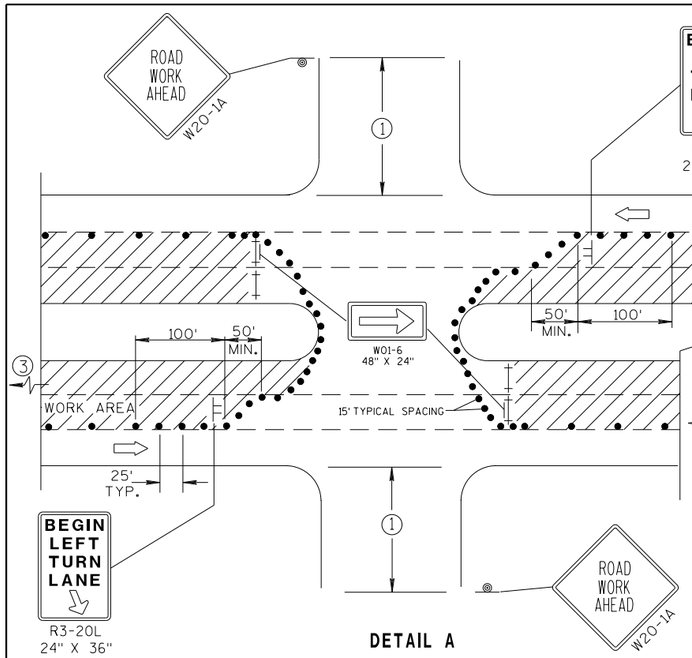
TRAFFIC CONTROL, TWO LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

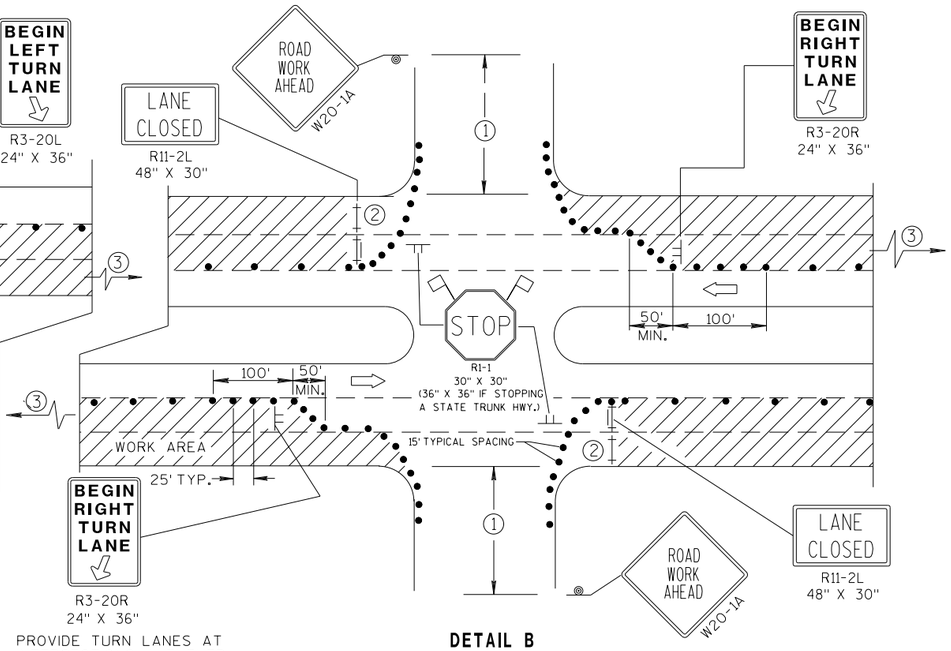
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S.D.D. 15 D 22-3



DETAIL A

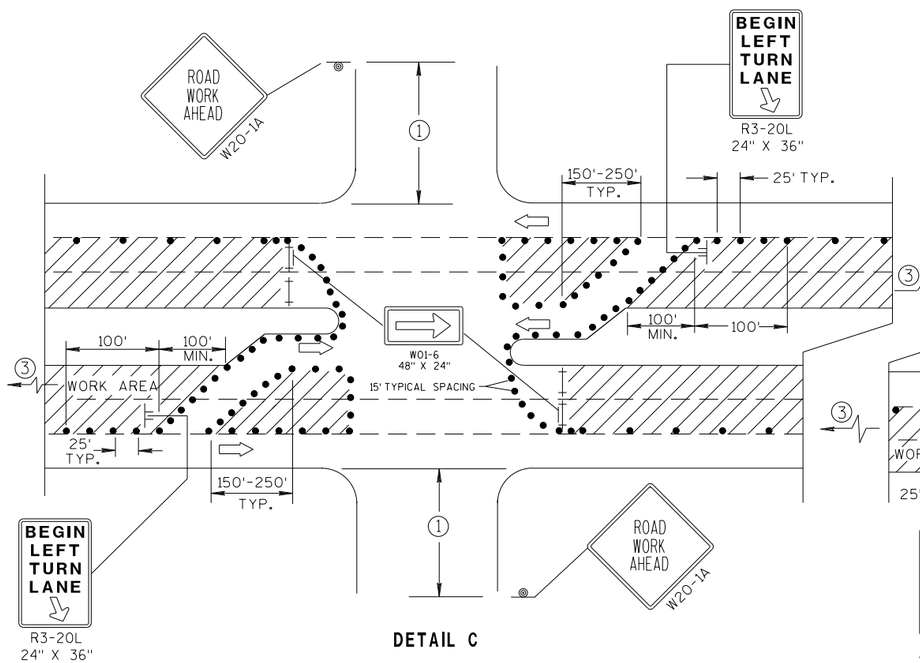
FOR LEFT TWO LANES CLOSED AT INTERSECTION OR MEDIAN BREAK



DETAIL B

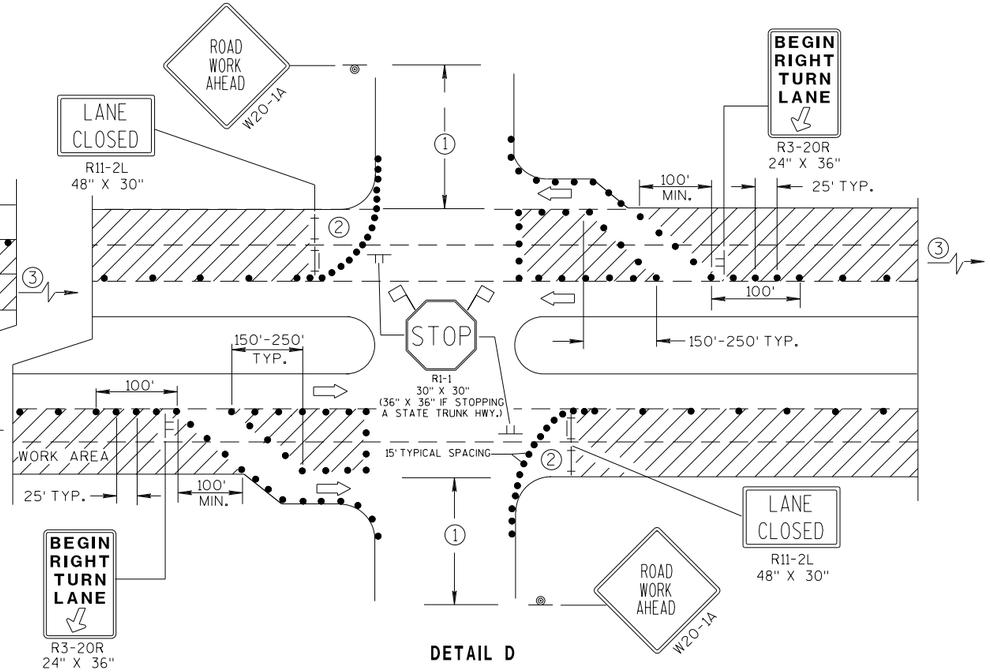
FOR RIGHT TWO LANES CLOSED AT INTERSECTION

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



DETAIL C

FOR LEFT TWO LANES CLOSED AT INTERSECTION OR MEDIAN BREAK (WITH LEFT TURN BAY OPEN)



DETAIL D

FOR RIGHT TWO LANES CLOSED AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

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

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(1) 500 FEET TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350 FEET IF 35-40 MPH.
200 FEET IF 25-30 MPH.

(2) ALSO USE BARRICADES AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., (ORANGE)
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

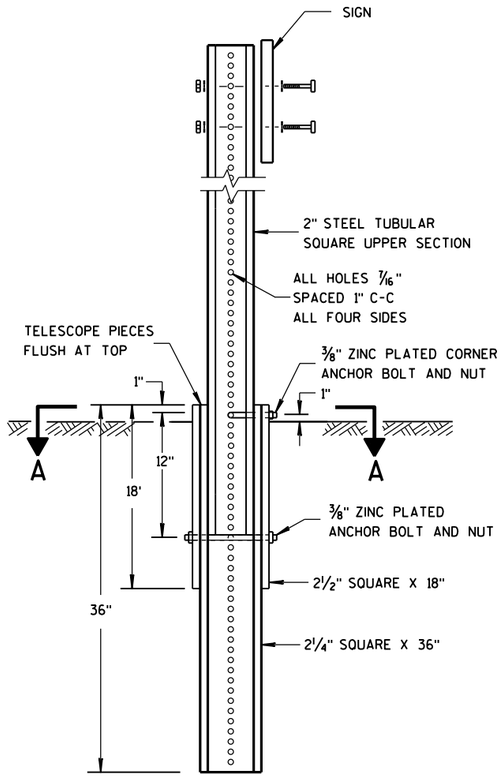
7/2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENG

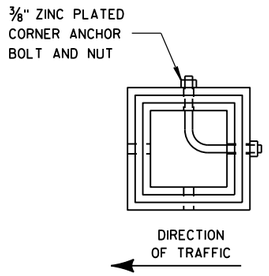
FHWA

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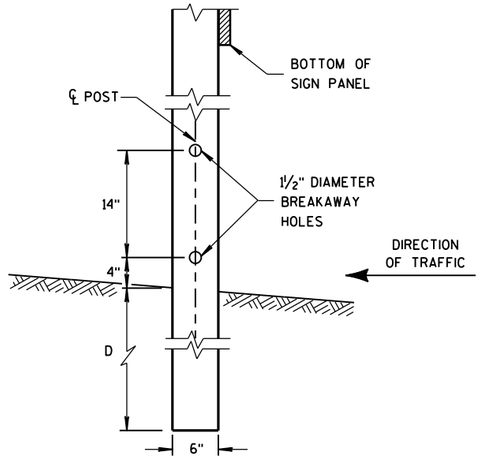
S.D.D. 15 D 23-6



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



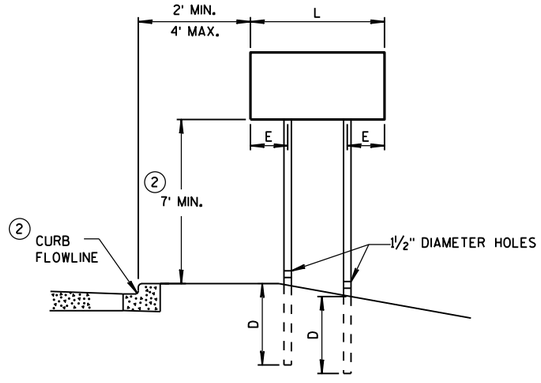
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

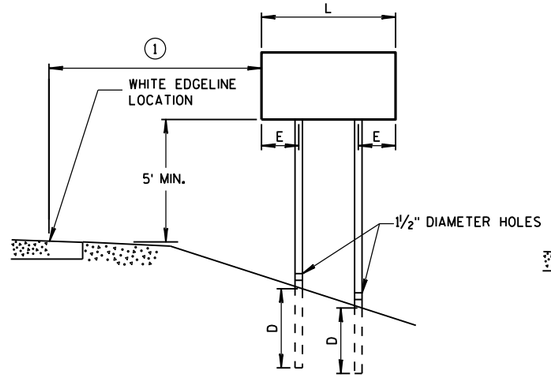
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

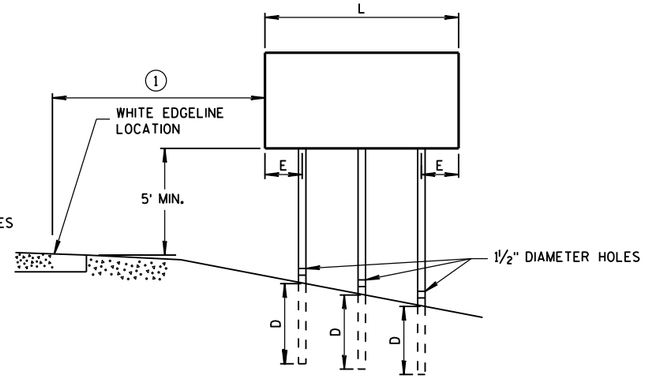
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK 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

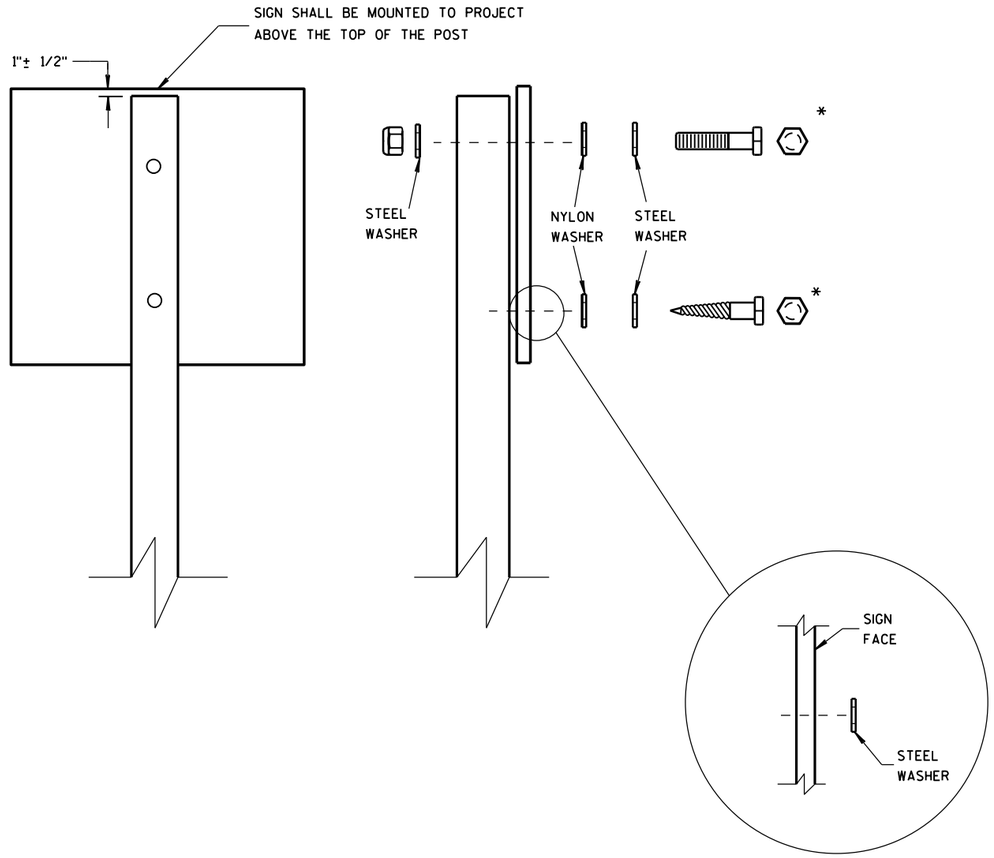
SEE NOTE (3)

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.

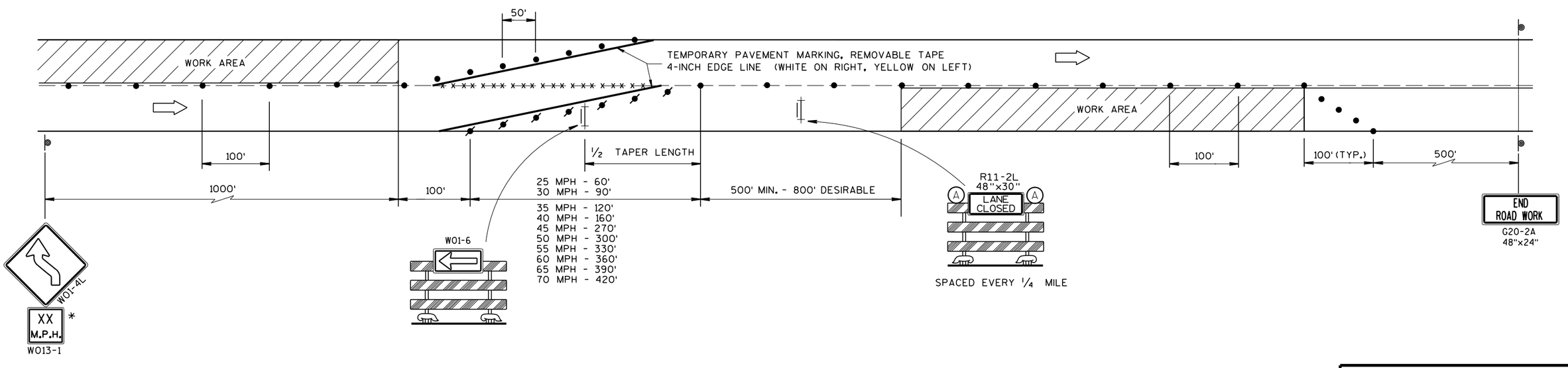
FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

6

S.D.D. 15 D 40-1

LEGEND

TYPE III BARRICADE WITH ATTACHED SIGN

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

CONCRETE BARRIER TEMPORARY PRECAST

TYPE "A" WARNING LIGHT (FLASHING)

WORK AREA

L, TAPER LENGTH (MPH)							
SPEED (MPH)	W, LATERAL OFFSET (FT)						
	10	11	12	13	14	15	16
45	450	495	540	585	630	675	720
50	500	550	600	650	700	750	800
55	550	605	660	715	770	825	880
60	600	660	720	780	840	900	960
65	650	715	780	845	910	975	1040
70	700	770	840	910	980	1050	1120



OR



LOCATED 3000 FEET BEYOND THE "ROAD WORK 1 MILE" (W20-1F) SIGN



R2-1
48"X60"

OR



R2-1
48"X60"

(BLACK AND WHITE) LOCATED 700 FEET BEYOND THE W03-5 SIGN

IF THE REGULATORY SPEED HAS BEEN REDUCED, A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. PLACE A SPEED LIMIT SIGN INCORPORATED A MINIMUM OF EVERY 3 MILES.

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 LANE SHIFT RIGHT - REVERSE FOR SHIFTING LEFT.

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.

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.

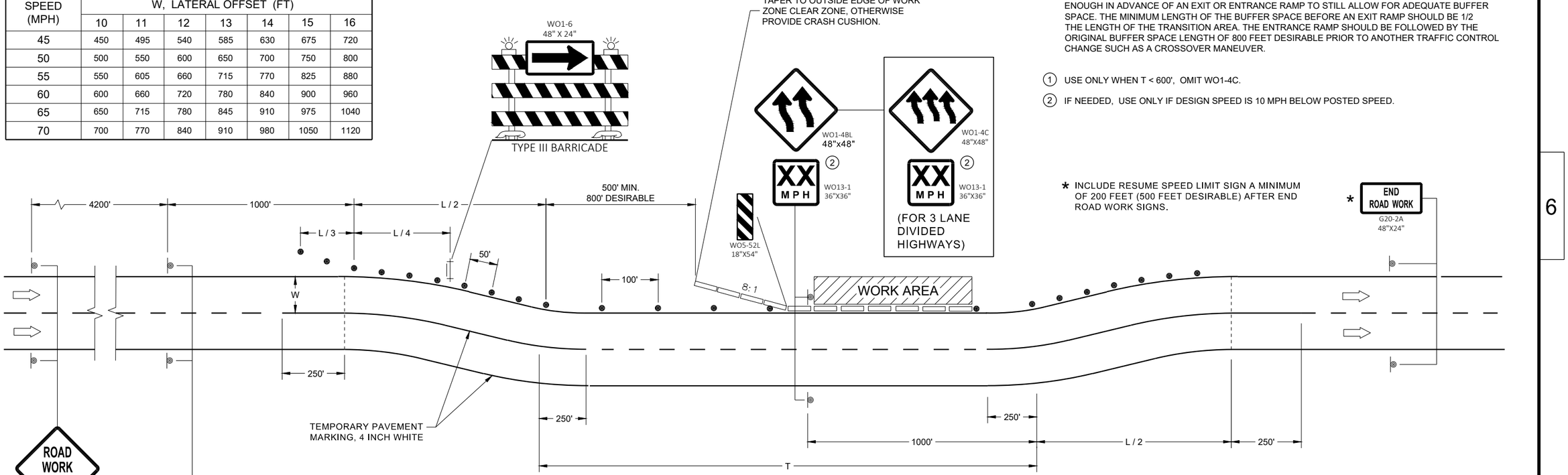
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

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 SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT 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.

(1) USE ONLY WHEN T < 600', OMIT WO1-4C.

(2) IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.



MULTIPLE LANE SHIFT MULTILANE DIVIDED ROAD

TRAFFIC CONTROL
MULTIPLE LANE SHIFT
MULTILANE DIVIDED ROAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

415

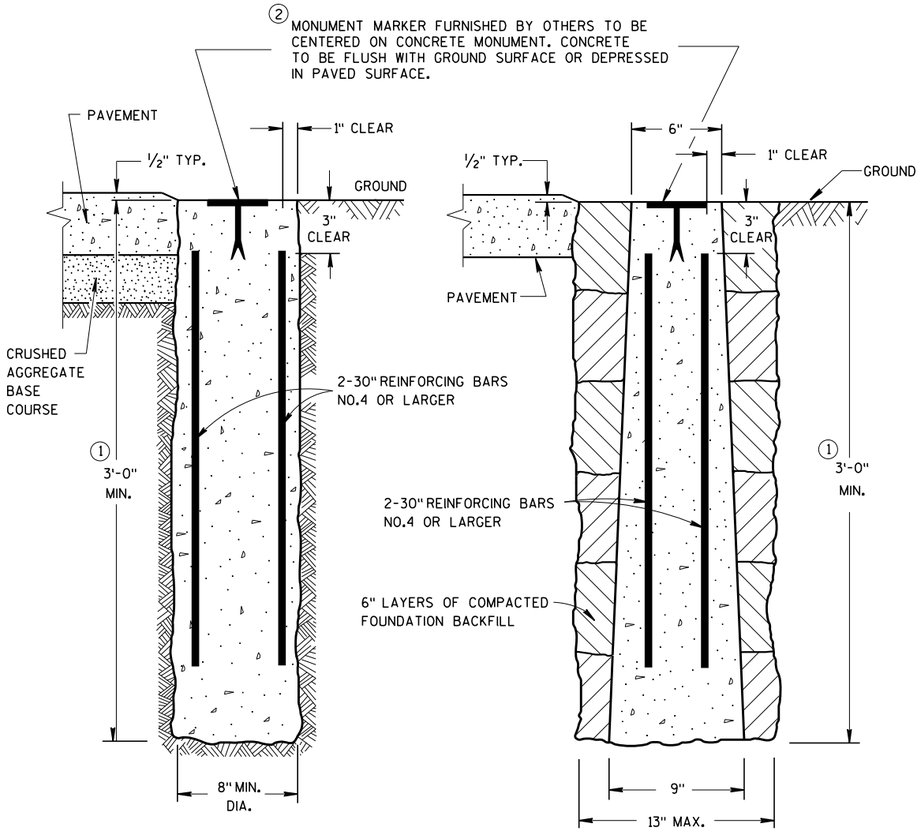
FHWA

6

SDD 15D41 - 01

6

SDD 15D41 - 01

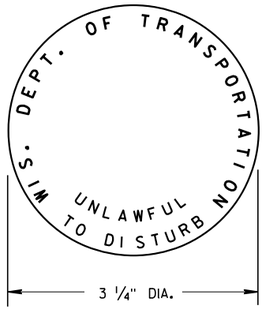


CAST-IN-PLACE

PRECAST

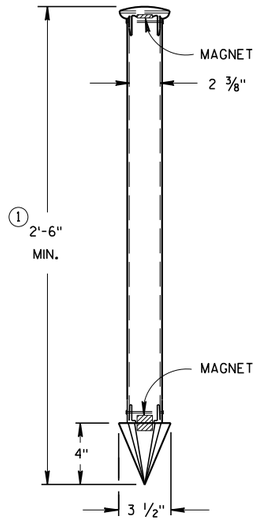
CONCRETE MONUMENTS

TYPE A



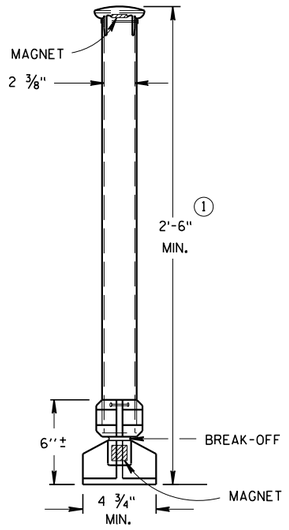
② **WIS DOT MONUMENT MARKER LOGO**

FOR TYPES "A", "C", & "D"



TYPE C

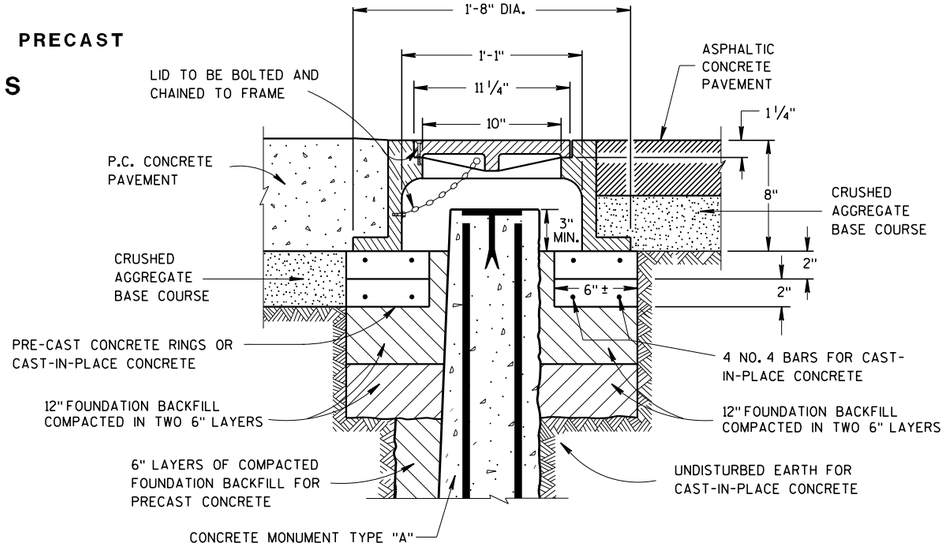
DRIVE-IN MONUMENT



TYPE D
NON-DRIVEN
BREAK-OFF MONUMENT

ALUMINUM MONUMENTS

(INCLUDES MARKER)



CAST IRON MONUMENT COVER

(APPROXIMATE WEIGHT 95 LBS)

GENERAL NOTES

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

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

PERMANENT MAGNETS SHALL BE INSERTED NEAR THE TOP AND BOTTOM OF ALL ALUMINUM MONUMENTS SO THE MONUMENT CAN EASILY BE DETECTED BY A METAL DETECTOR.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

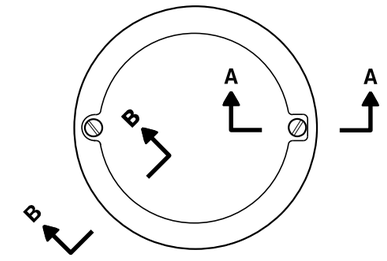
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

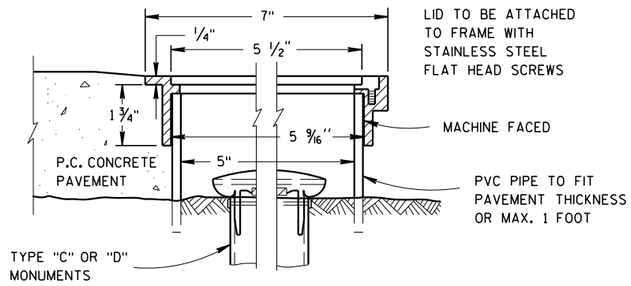
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WIS DOT MARKER.



TOP VIEW



SECTION B-B SECTION A-A

ALUMINUM MONUMENT COVER

(APPROXIMATE WEIGHT 2 LBS)
(FOR CONCRETE PAVEMENT ONLY)

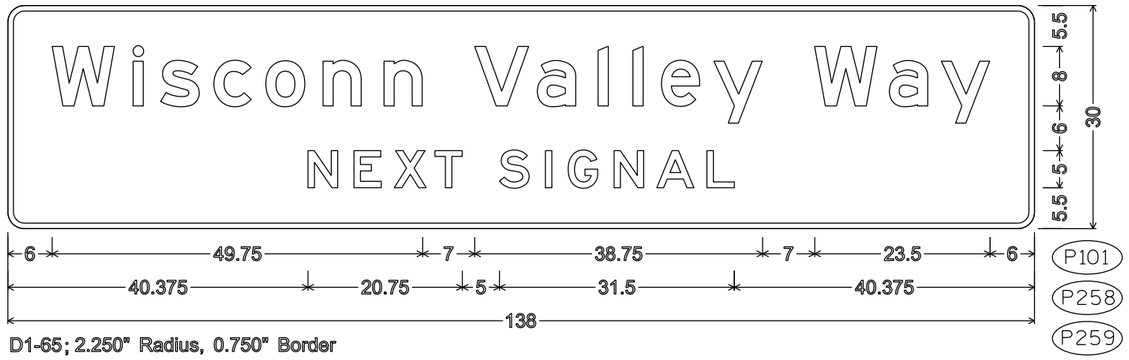
LANDMARK REFERENCE MONUMENTS AND COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

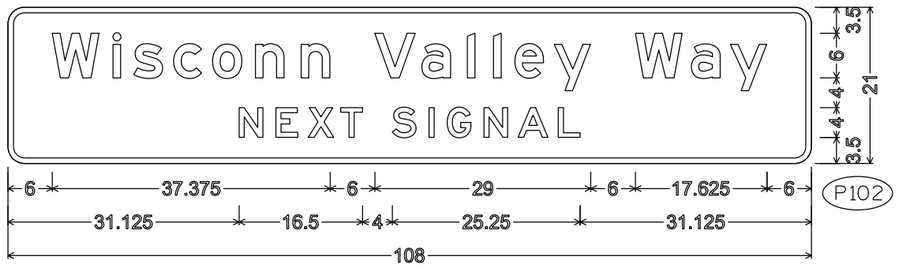
APPROVED
March 2018 — DATE
/S/ Raymond A. [illegible] — CHIEF SURVEYING AND M[illegible] ENGINEER
FHWA

6

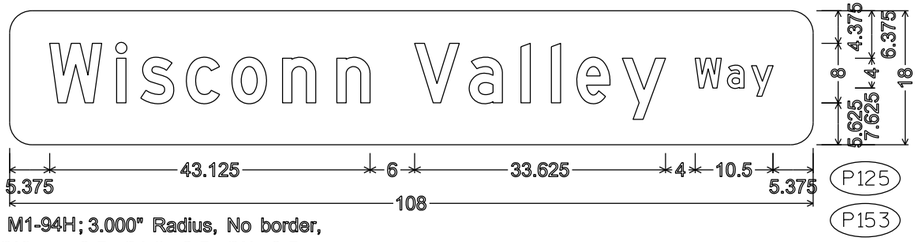
S.D.D. 16 A 1-7



D1-65; 2.250" Radius, 0.750" Border



D1-65; 2.250" Radius, 0.750" Border



M1-94H; 3.000" Radius, No border,
"Wisconn" D; "Valley" D; "Way" D

NOTES

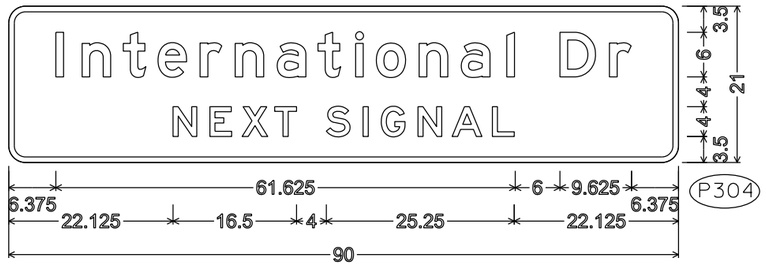
1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as noted
4. M1-94H base material is .125" alumninum

7

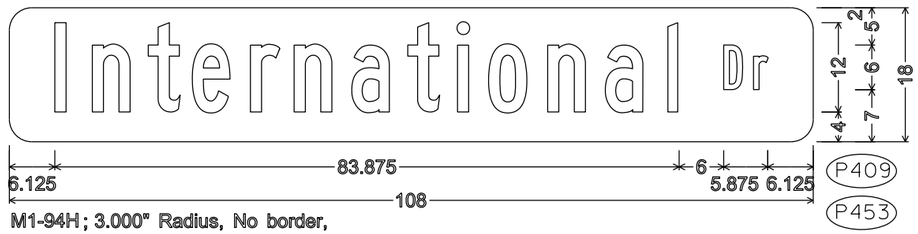
7

NOTES

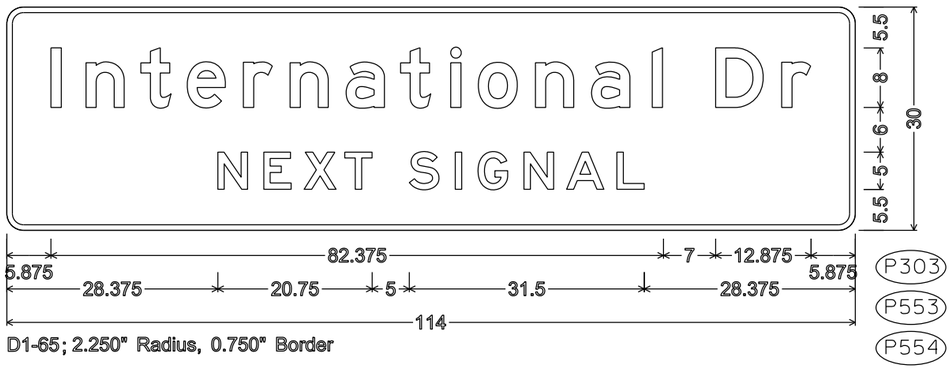
1. All Signs Type II - Type H Reflective
2. Color:
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   Message - White
3. Message Series - E except as noted
4. M1-94H base material is .125" alumninum



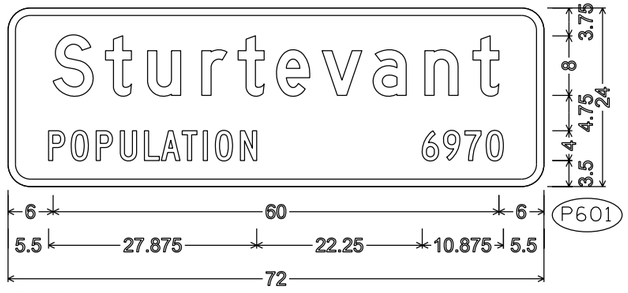
D1-65; 2.250" Radius, 0.750" Border



M1-94H; 3.000" Radius, No border,
"International" B; "Dr" B



D1-65; 2.250" Radius, 0.750" Border



I2-3; 3.000" Radius, 1.000" Border,
"Sturtevant" D; "POPULATION" C; "6970" C

7

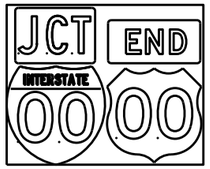
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PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	PERMANENT SIGNING	SHEET NO: 418	E

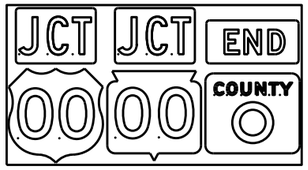
TYPICAL ASSEMBLIES



J1-1



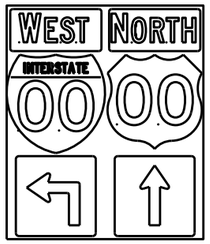
J1-2



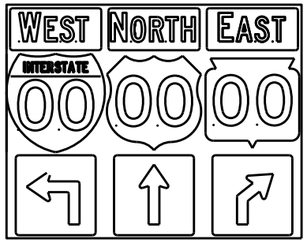
J1-3



J2-1



J2-2

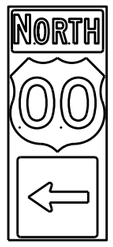


J2-3

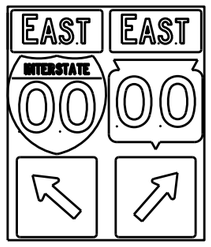


JV

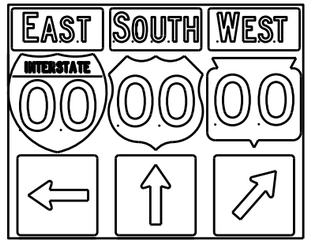
(Typical Vertical J-Assembly
See Note 10 and 11)



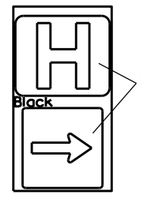
J3-1



J3-2



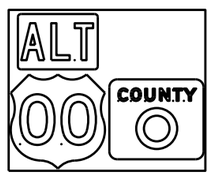
J3-3



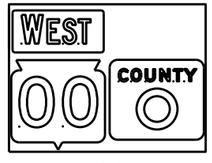
JH-1



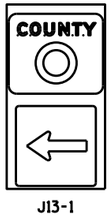
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1

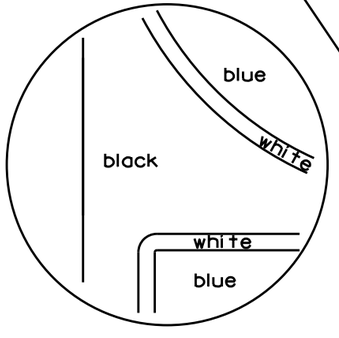


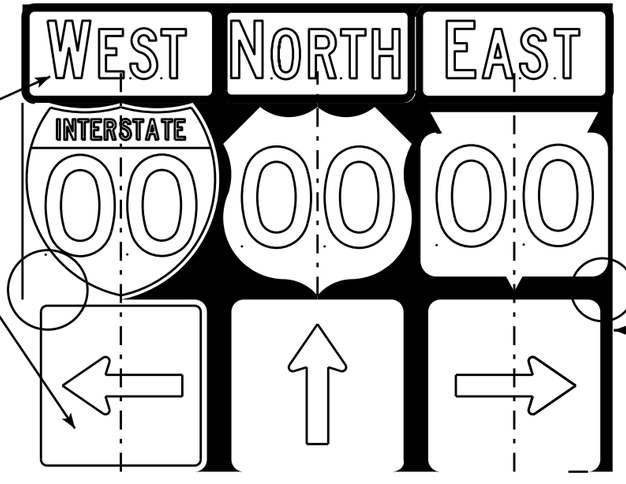
J23-1

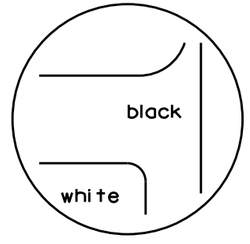


J22-1

[blue background with interstate]







[black background]

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

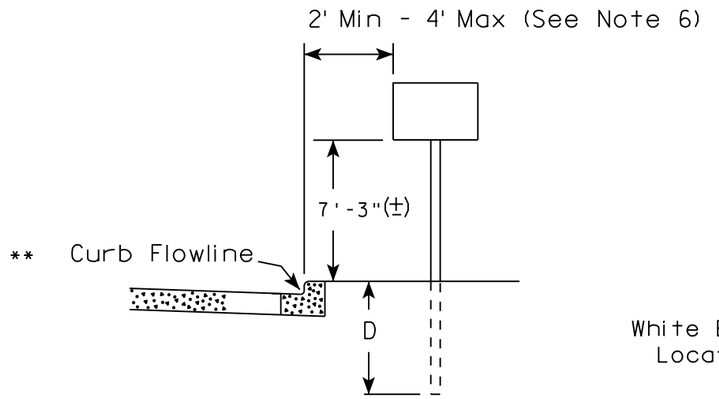
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/06/14 PL... A2-1S.8

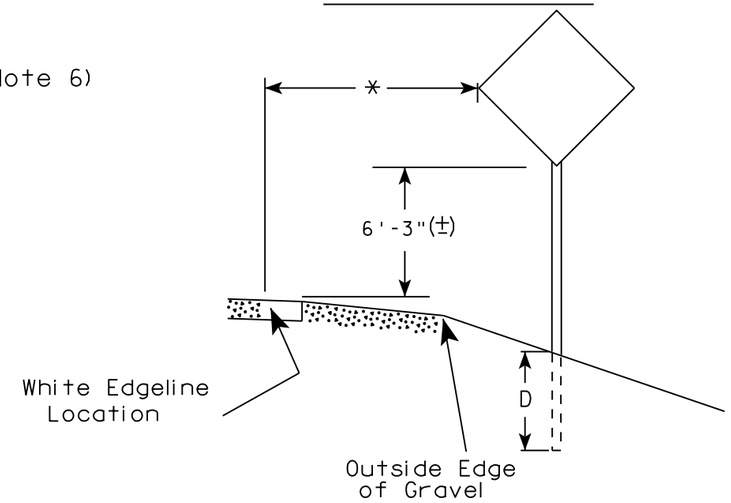
PROJECT NO: | SHEET NO: E

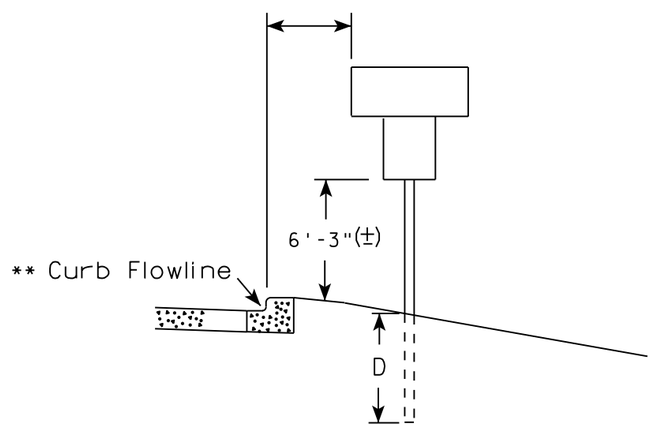
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :
WISDOT/CADDS SHEET 42

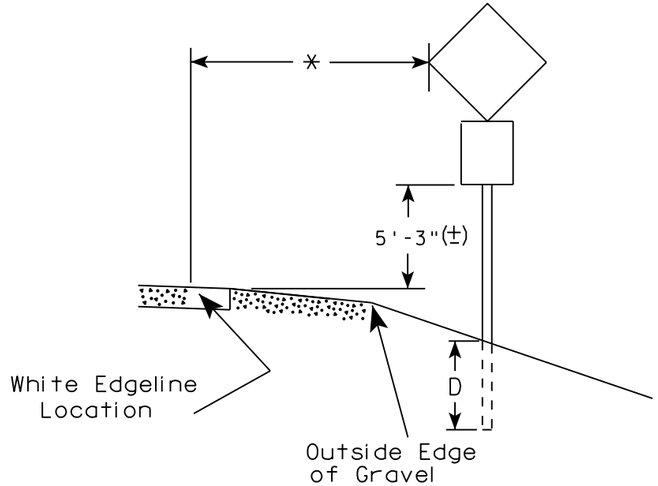
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

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

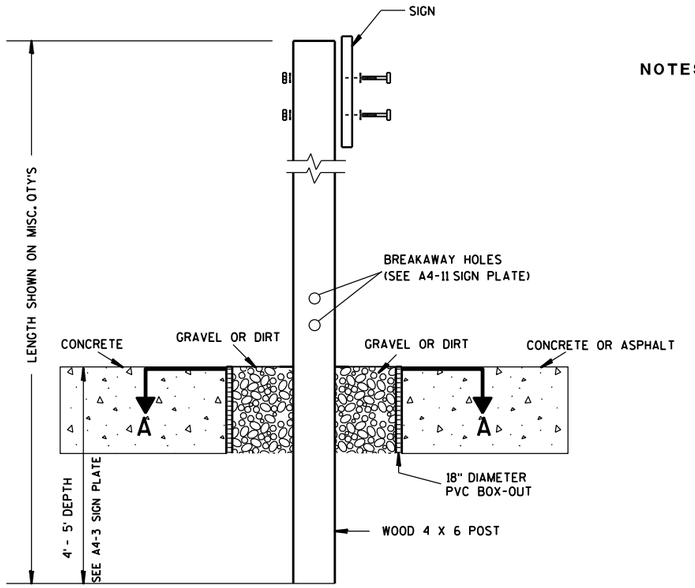
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-3.21

7 7

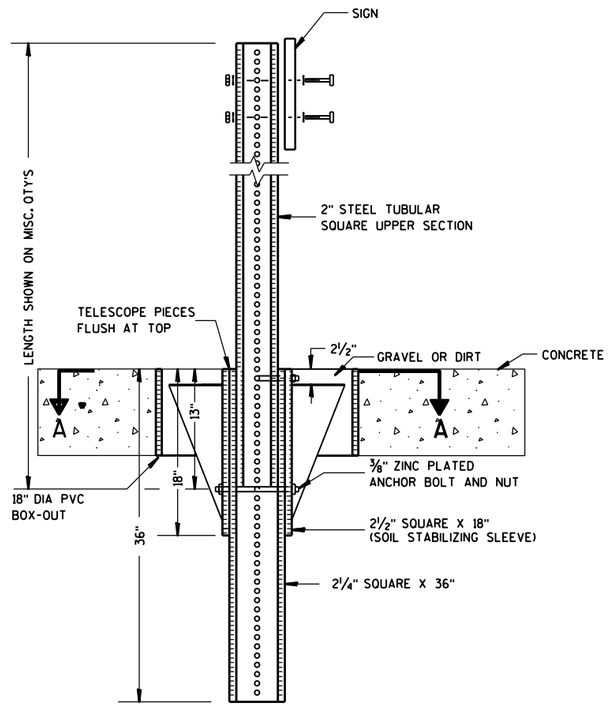
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 420	E



ELEVATION VIEW

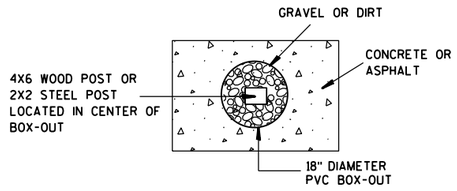
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

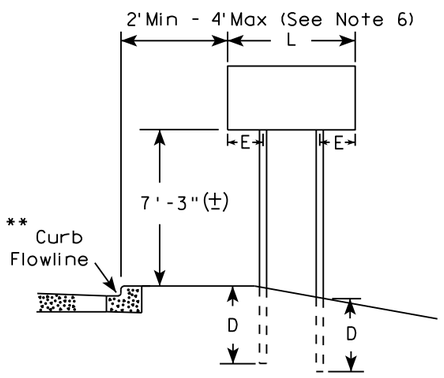
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

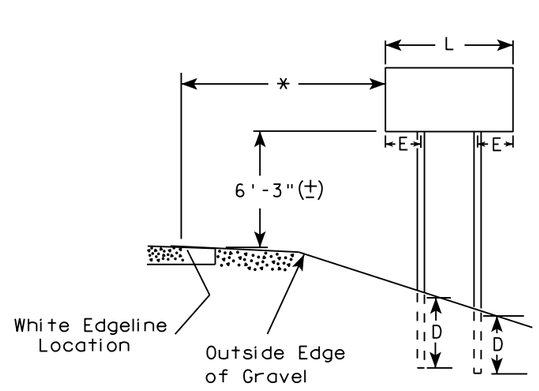
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

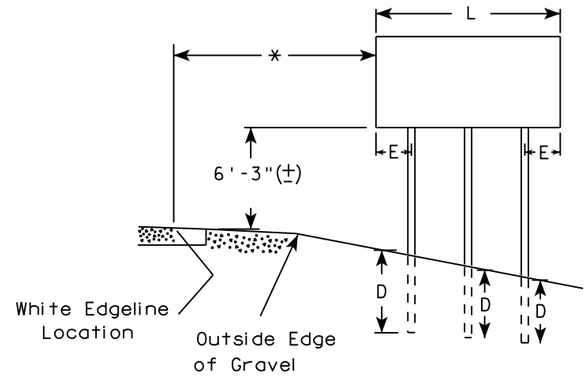
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

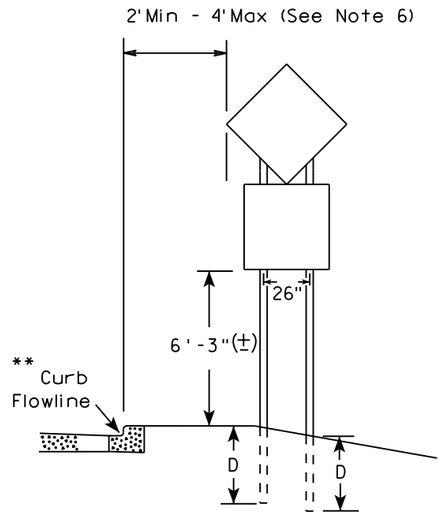
URBAN AREA



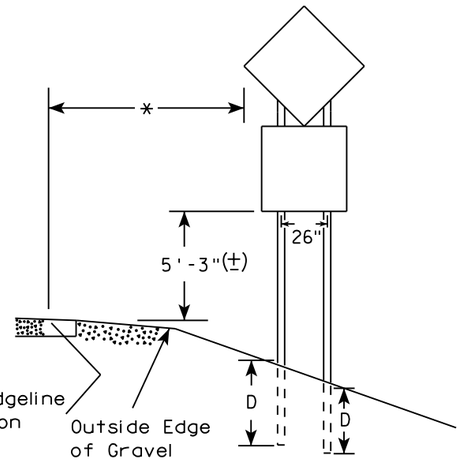
RURAL AREA (See Note 3)







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

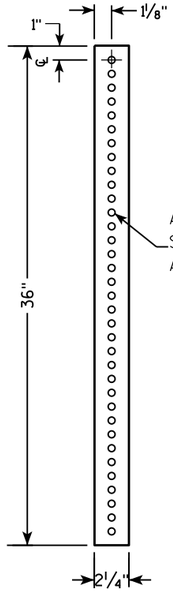
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

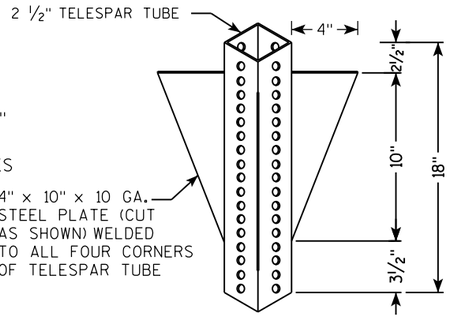
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 422	E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

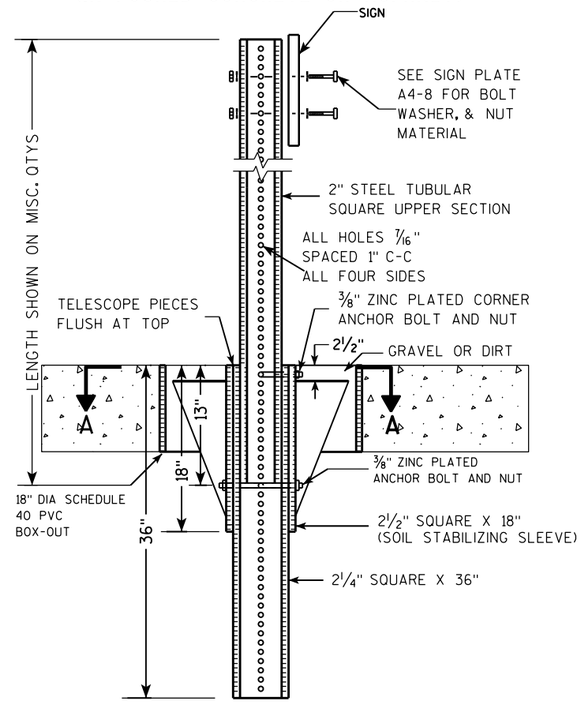
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



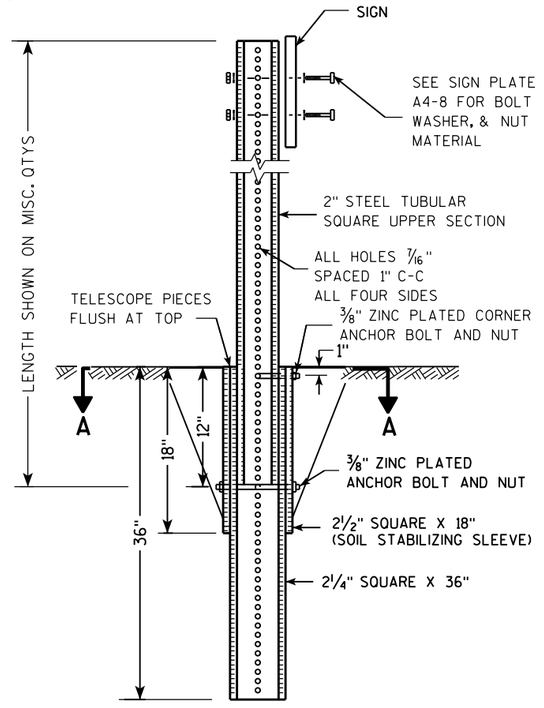
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

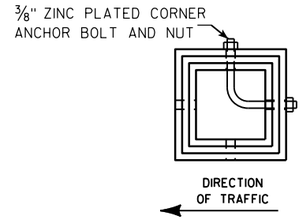


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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).

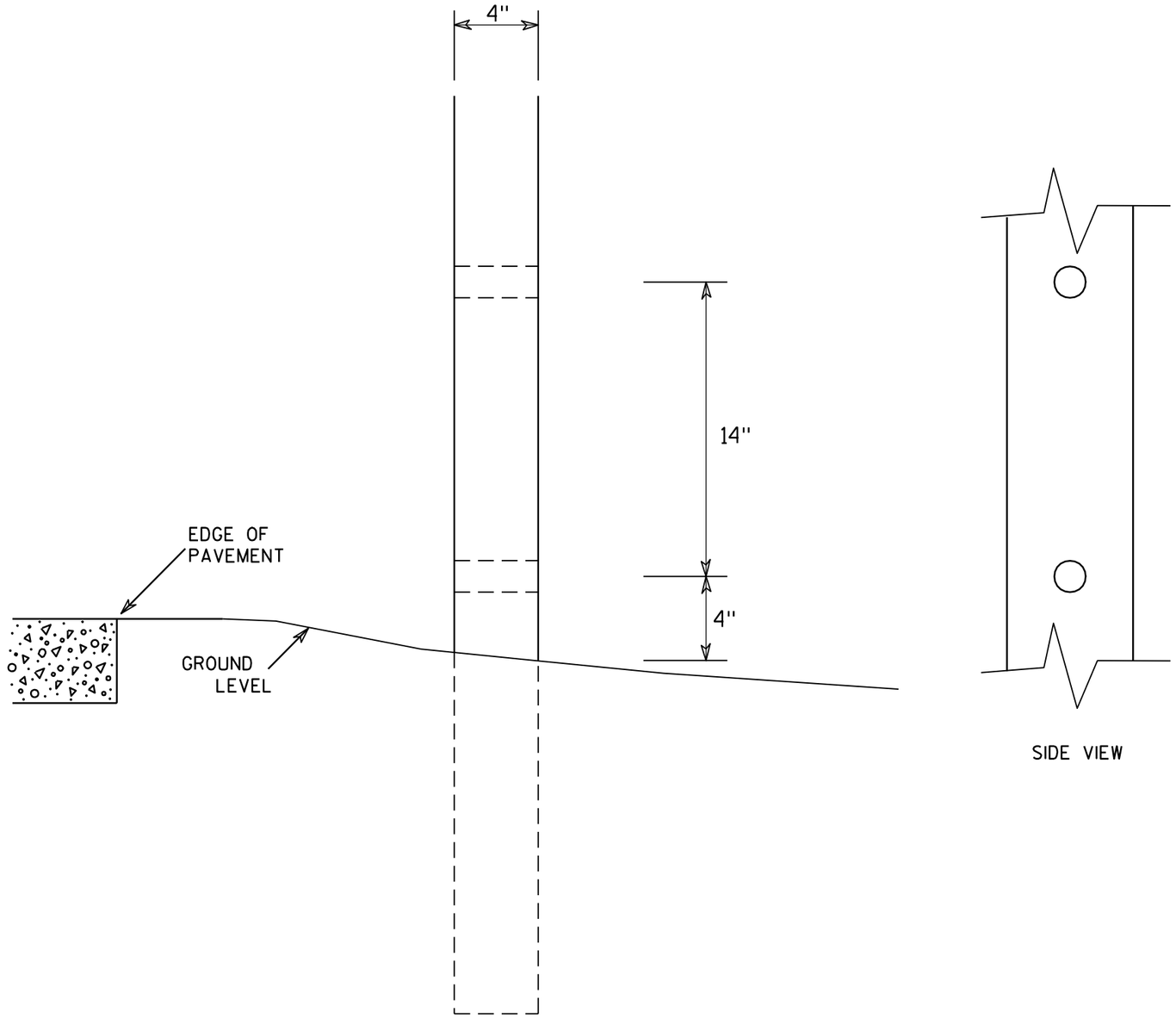
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 423 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

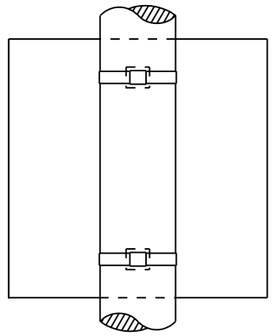
APPROVED Chester J Spang for State Traffic Engineer

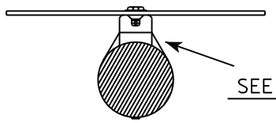
DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 424	E

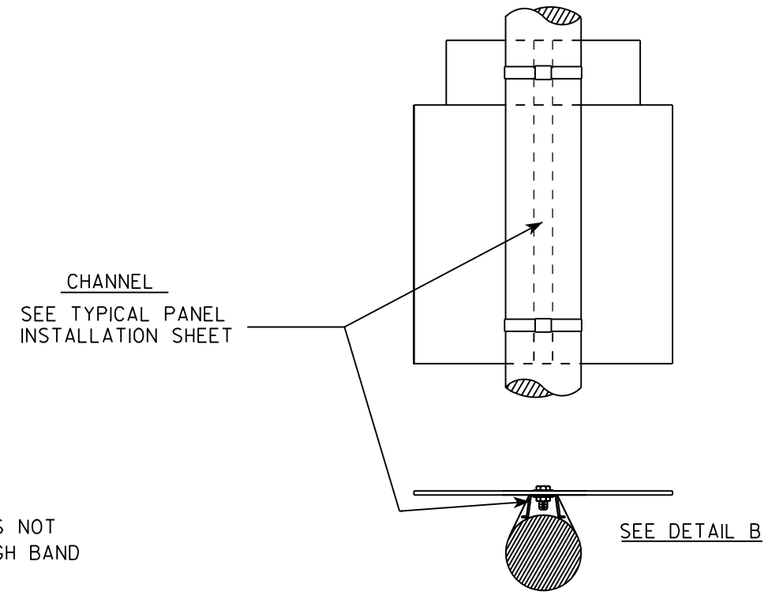
BANDING

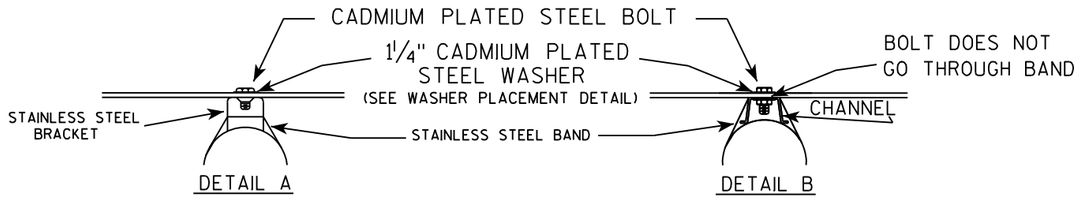
SINGLE SIGN



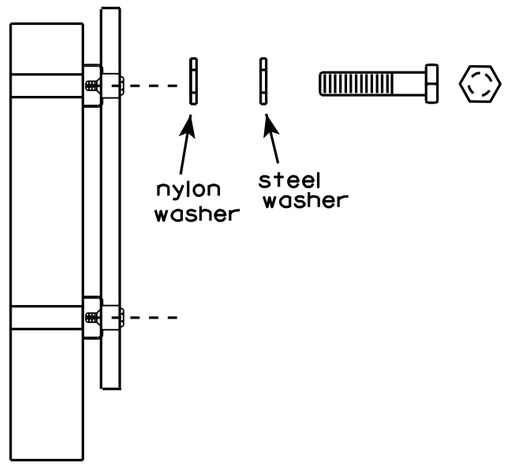


"J" ASSEMBLY





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.

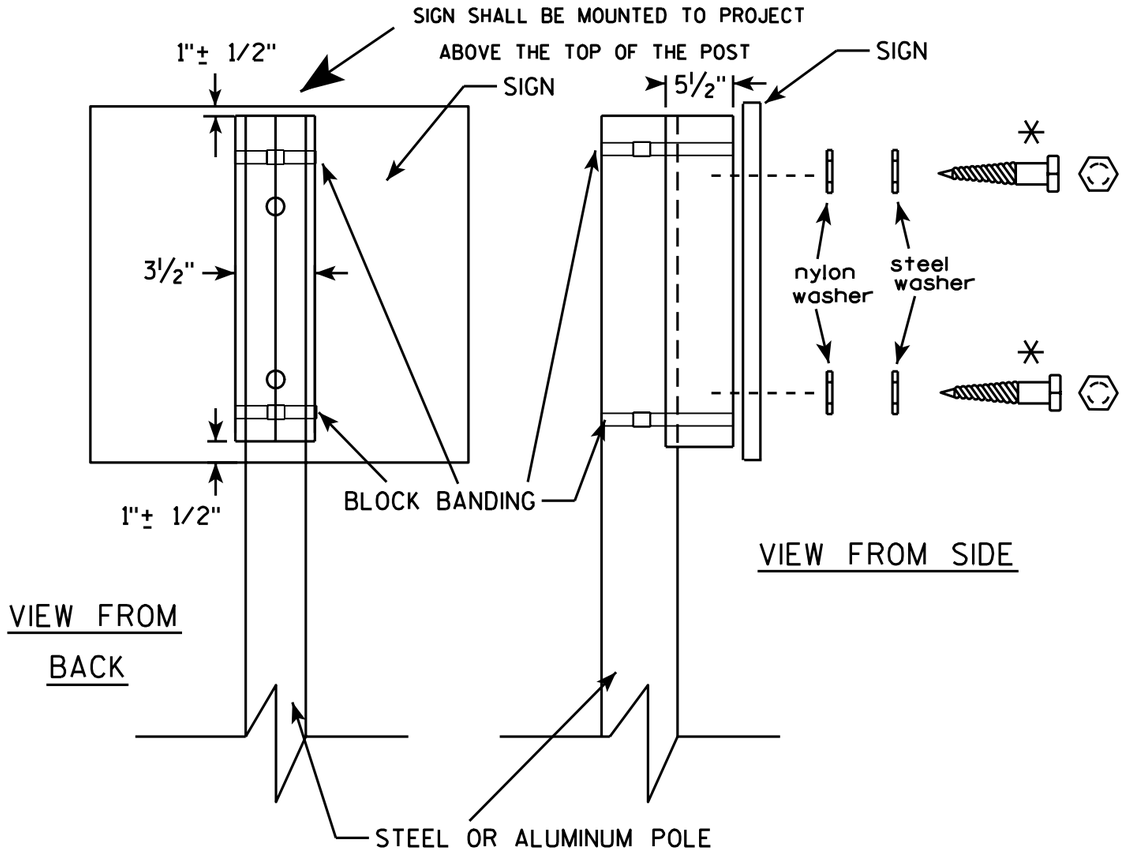
STANDARD SIGN
SIGN BANDING DETAILS

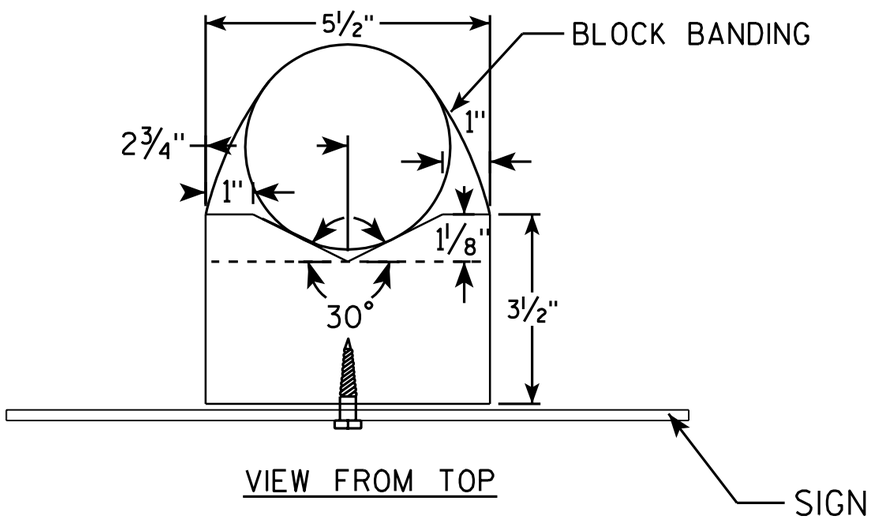
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 425	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

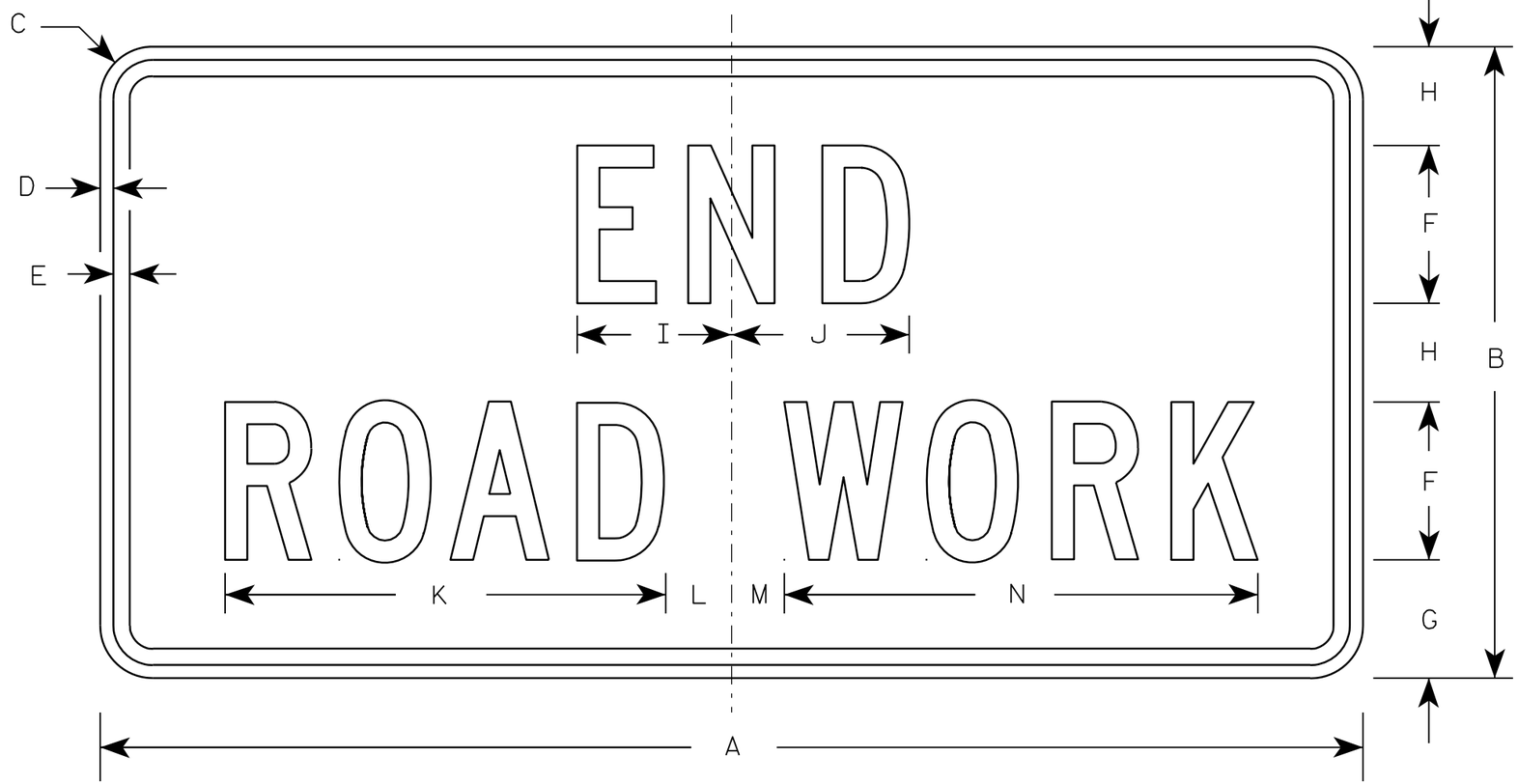
DATE 7/12/07 PLATE NO. A5-10.1

PROJECT NO:

SHEET NO: 426 E

FILE NAME : C:\Users\Projects\tr_stdplate\A510.dgn PLOT DATE : 06-AUG-2007 13:37 PLOT BY : ditjph

WISDOT/CADDS SHEET 42



G20-2A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

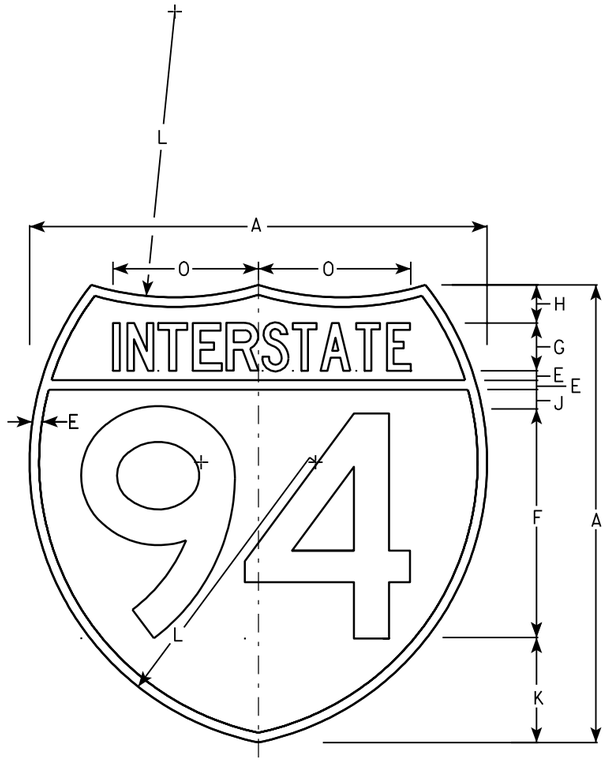
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

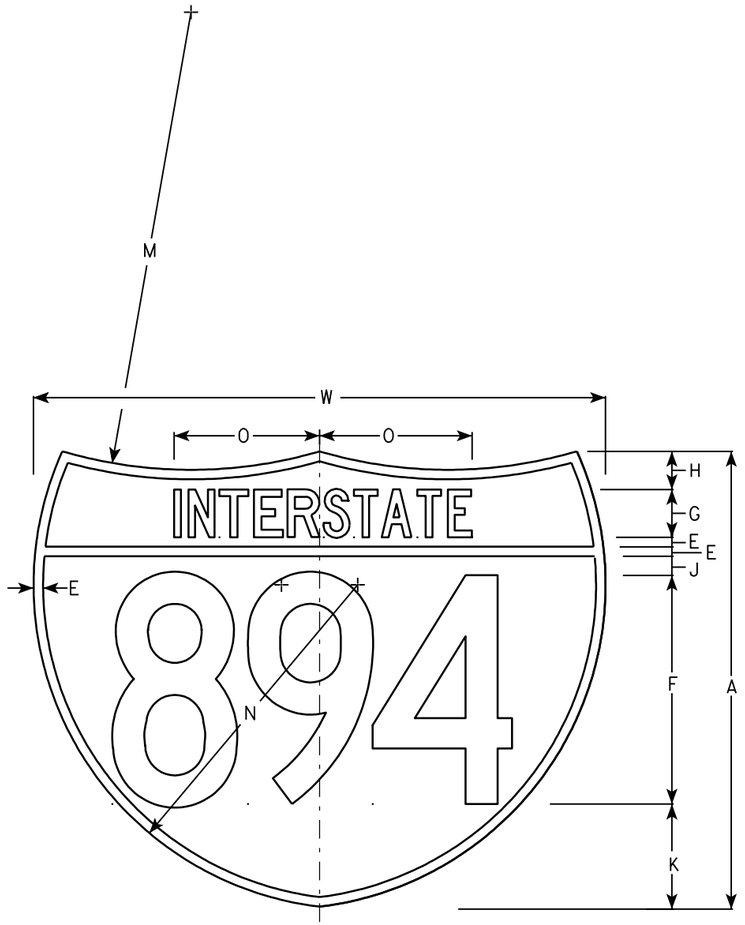
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 427	E



M1-1



M1-1A

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Top Red - Bottom Blue (See Note 6)
   Message - White - See Note 6
3. Message Series - See note 5
4. Substitute appropriate numerals & ajust spacing as per plate A10-1.
5. M1-1 - Numerals - D
   Interstate - C
   M1-1A - All copy - C
6. Permanent Signs
   Message - Type H Reflective
   Detour or other temporary signs
   Background - Reflective
   Message - Reflective

Metric equivalent for these signs are:

SIZE	M1-1	SIZE	M1-1A
1			
2	600 mm X 600 mm	2	600 mm X 750 mm
3	900 mm X 900 mm	3	900 mm X 1125 mm
4	900 mm X 900 mm	4	900 mm X 1125 mm
5	900 mm X 900 mm	5	900 mm X 1125 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	M1-1 Area sq. ft.	M1-1A Area sq. ft.	M1-1 Area m2	M1-1A Area m2
1																													
2	24				1/2	12	2 1/2	2		1	5 1/2	15	24	17	7 7/8								30			3.13	3.91	.36	.46
3	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
4	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
5	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05

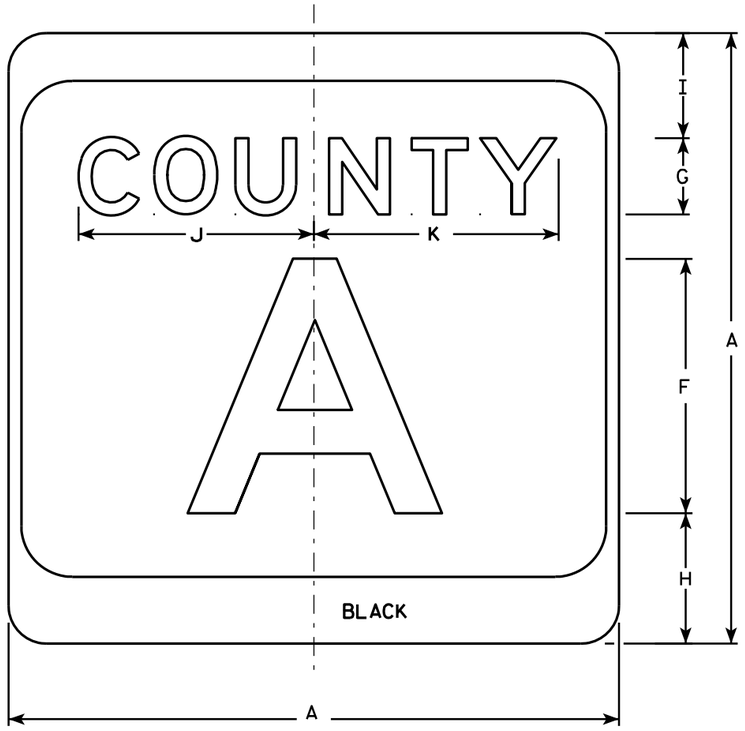
INTERSTATE ROUTE MARKER
M1-1 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

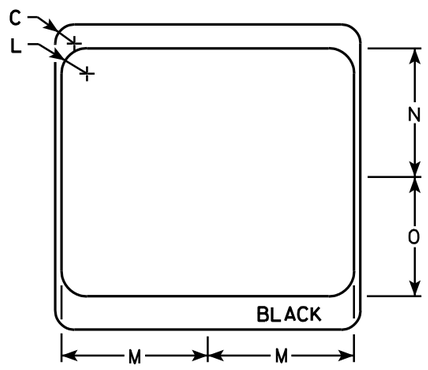
APPROVED Matthew R Rauch
for State Traffic Engineer

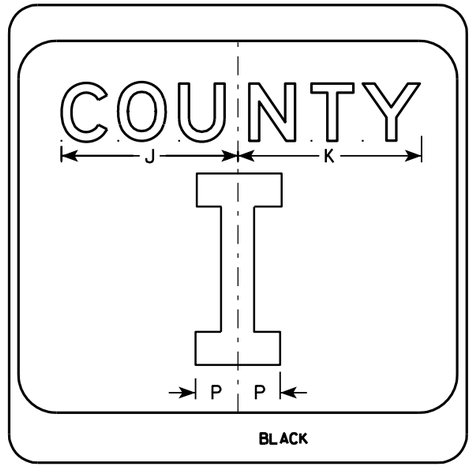
DATE 08/23/05 PLATE NO. M1-1.8

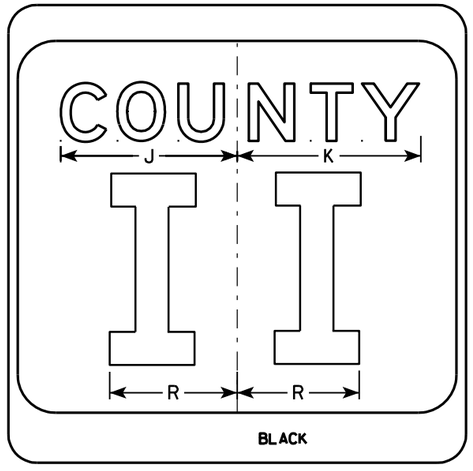
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 428	E



M1-5A







NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 7
   Message - Black
3. Message Series - see Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

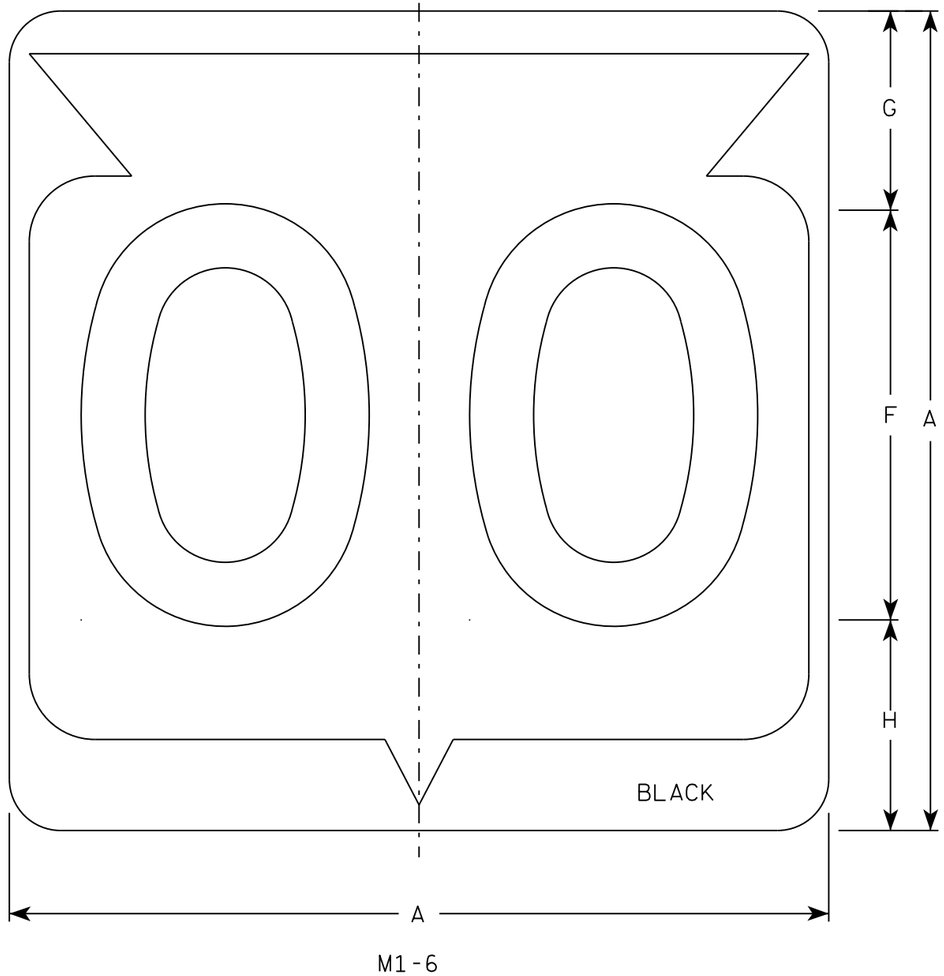
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

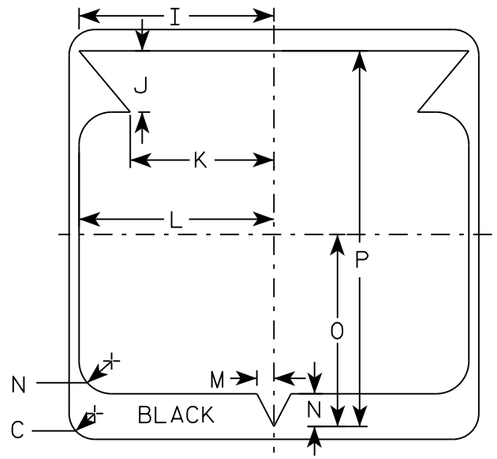
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 429	E



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

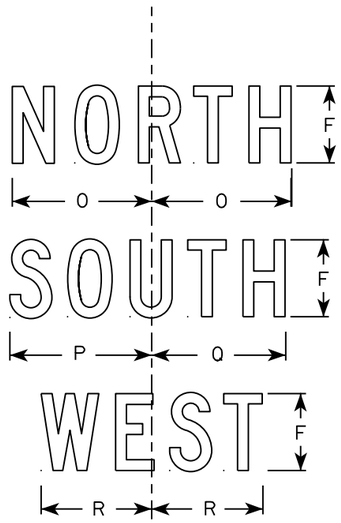
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

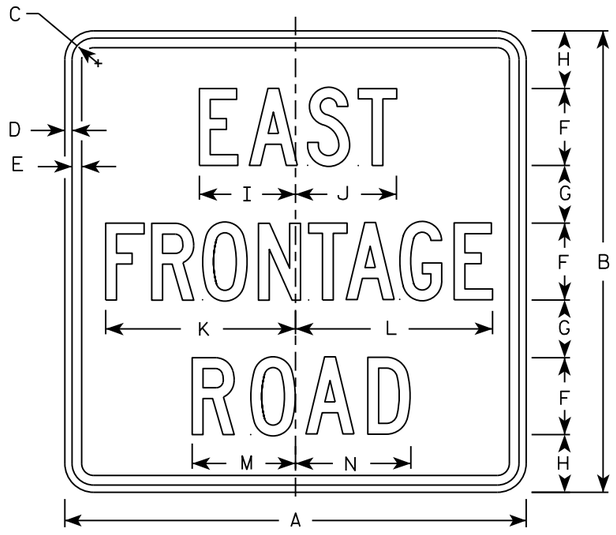
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-6.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 430 E





NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Substitute appropriate message as required.

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 1/8	3/8	1/2	4	3	3	5	5 1/4	9 7/8	10 1/4	5 3/8	6	7 1/4	7 3/8	7	5 3/4									4.0
3																											
4	36	36	1 3/8	5/8	5/8	6	4 1/2	4 1/2	7 1/2	7 7/8	14 3/4	15 3/8	8	9	10 7/8	11	10 1/2	8 5/8									9.0
5																											

STANDARD SIGN
M1-95A

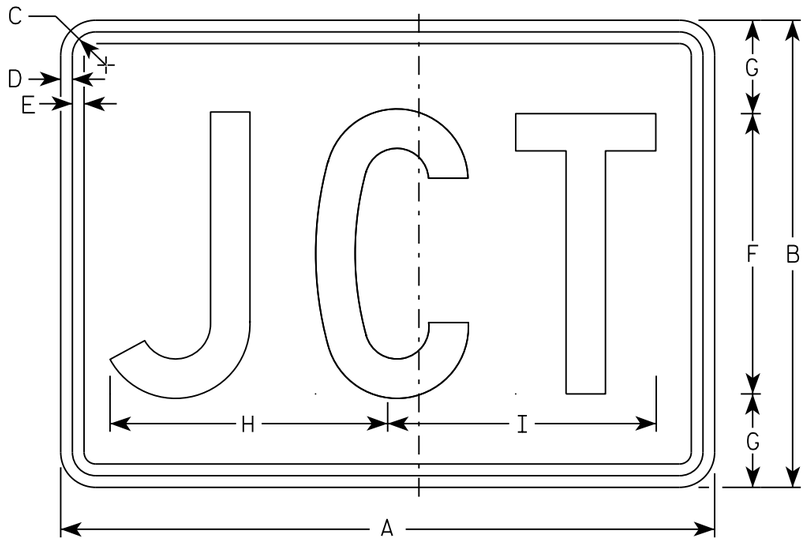
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

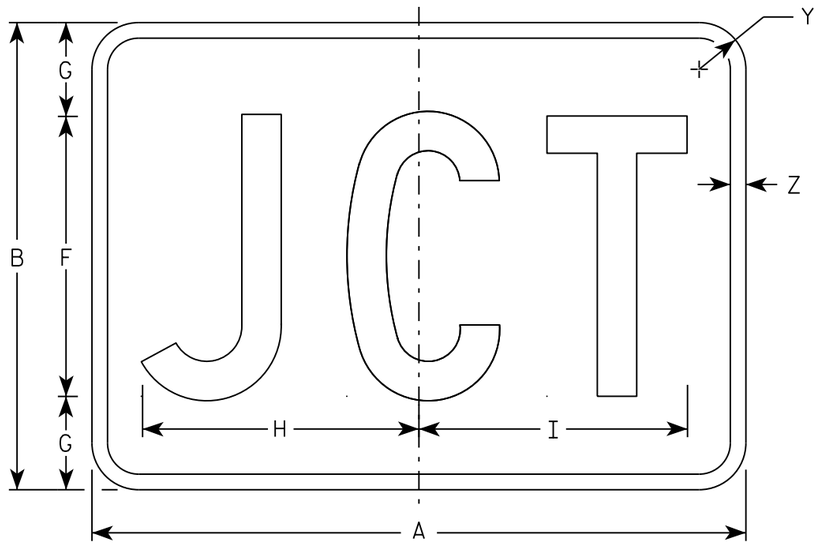
DATE 3/15/18 PLATE NO. M1-95A.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 431 | E

7



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

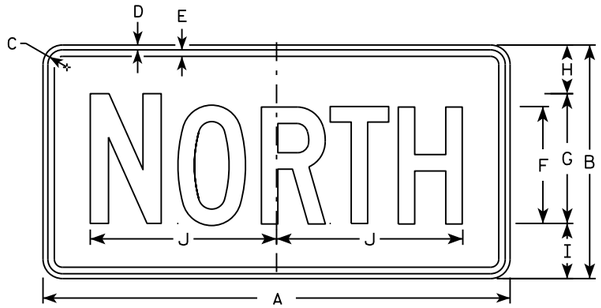
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

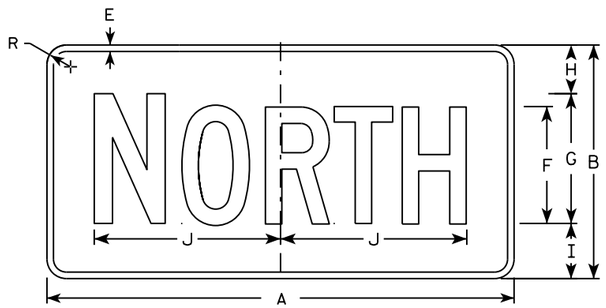
DATE 10/15/15 PLATE 432 12-1.12

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



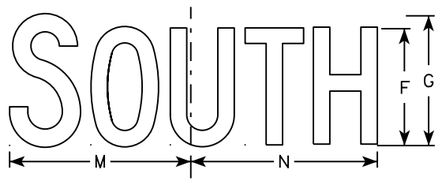
MB3-1
MK3-1
MN3-1



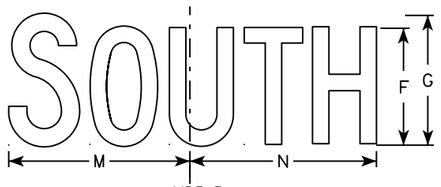
M3-2
MM3-2
MP3-2



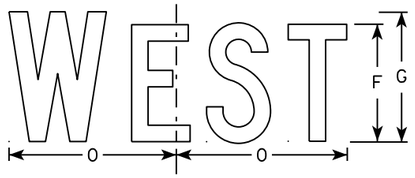
MB3-2
MK3-2
MN3-2



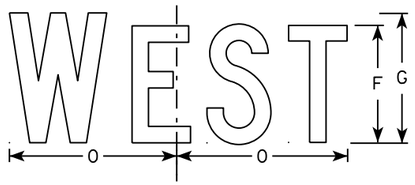
M3-3
MM3-3
MP3-3



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

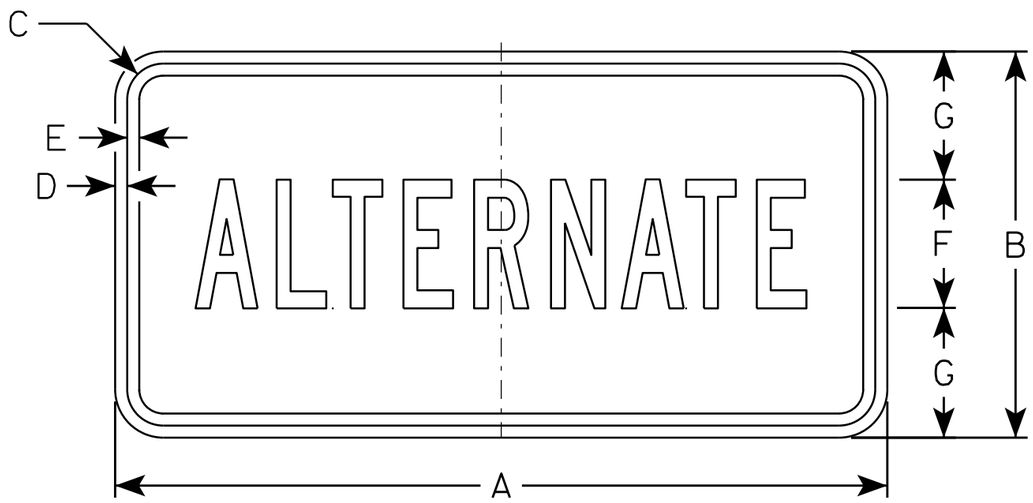
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

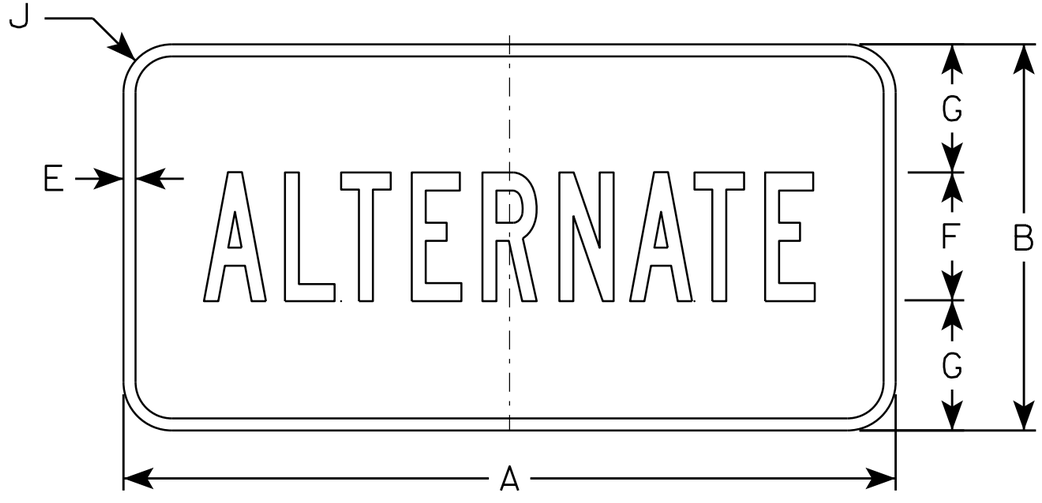
DATE 10/15/15 PLATE NO M3-1.14

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



M4-1
MO4-1



MB4-1

NOTES

1. Sign is Type II - Type H except as Shown
2. Color:
   Background - See Note 5
   Message - See note 5
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.
5. M4-1 Background - White
   Message - Black

   MB4-1 Background - Blue
   Message - White

   MO4-1 Background - Orange - Type F
   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	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	4	4	9 3/4	9 1/2	1 1/2																	2.00
3	36	18	1 1/8	3/8	1/2	7	5 1/2	16 3/8	16 1/2	1 1/2																	4.5
4	36	18	1 1/8	3/8	1/2	7	5 1/2	16 3/8	16 1/2	1 1/2																	4.5
5	36	18	1 1/8	3/8	1/2	7	5 1/2	16 3/8	16 1/2	1 1/2																	4.5

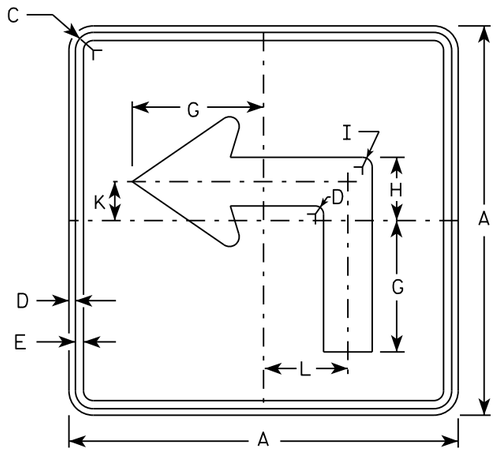
STANDARD SIGN
M4-1

WISCONSIN DEPT OF TRANSPORTATION

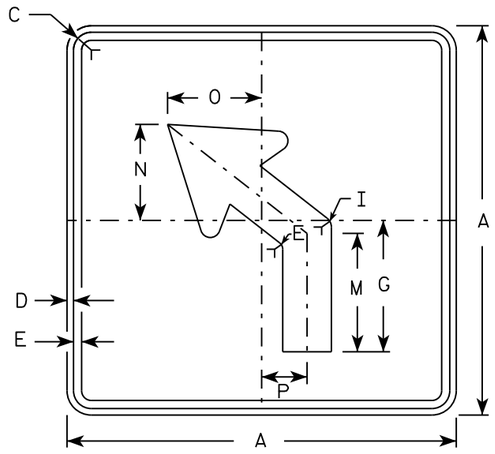
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/30/14 PLATE 434 14-1.8

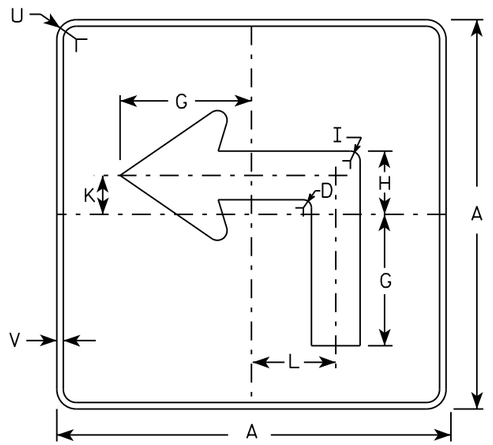
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



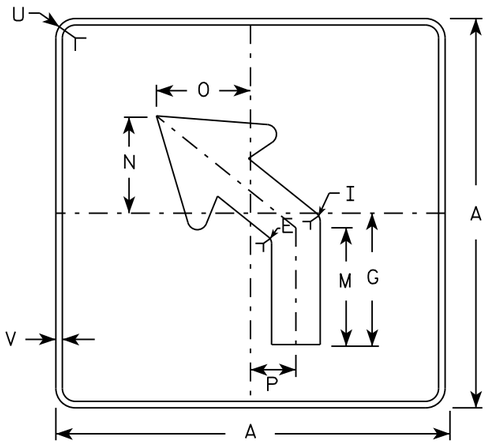
M5-1L
MM5-1L
MO5-1L
MP5-1L



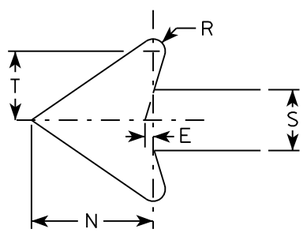
M5-2L
MM5-2L
MO5-2L
MP5-2L



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

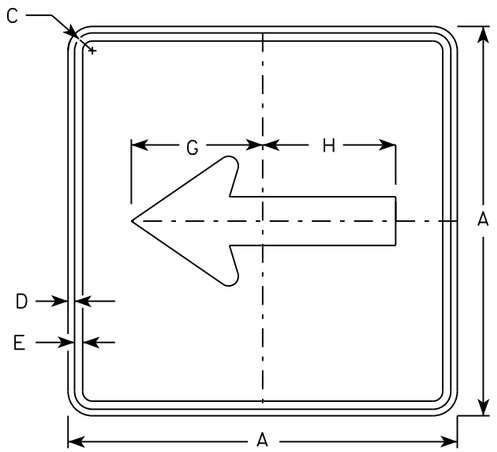
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

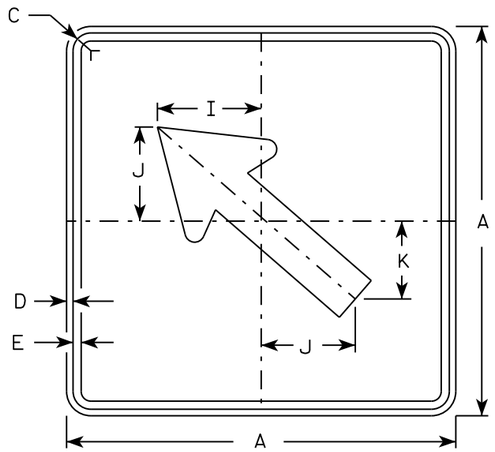
DATE 10/15/15 PLATE NO. M5-1.13

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



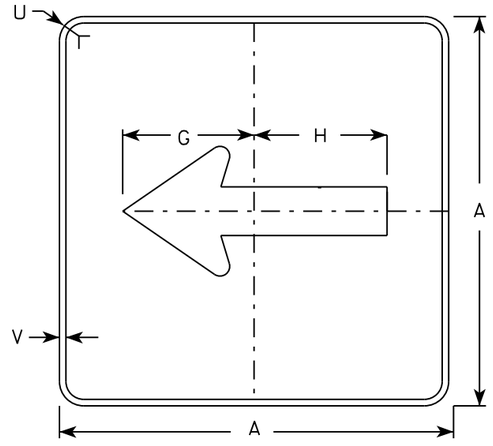
M6-1
MM6-1
MO6-1
MP6-1



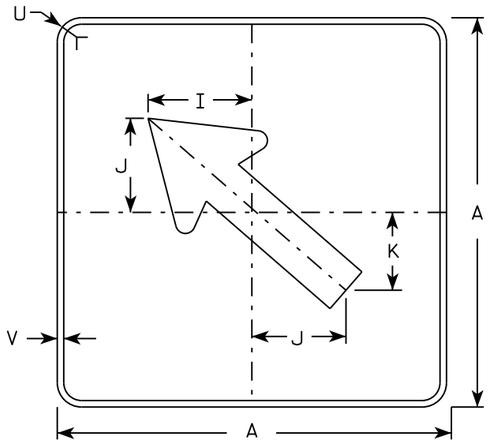
M6-2
MM6-2
MO6-2
MP6-2

NOTES

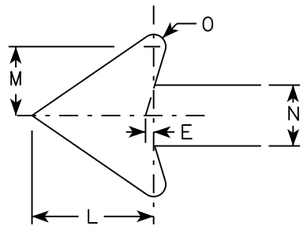
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - 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

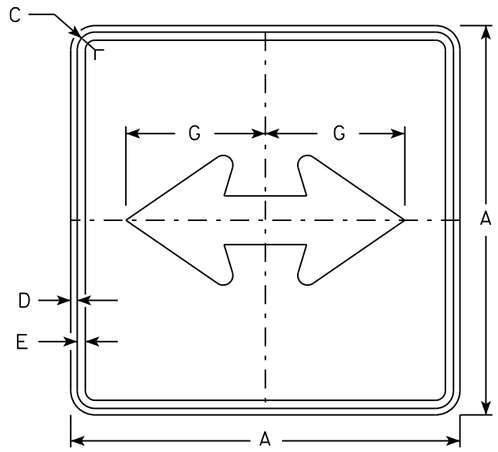
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

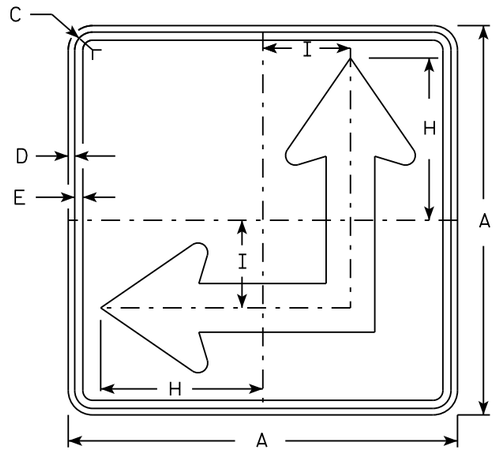
DATE 10/15/15 PLATE 436 M6-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



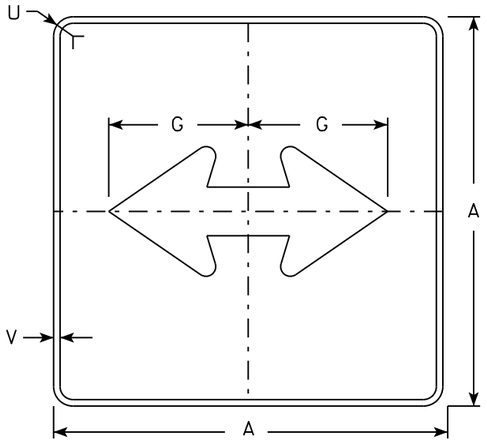
M6-4
MM6-4
MO6-4
MP6-4



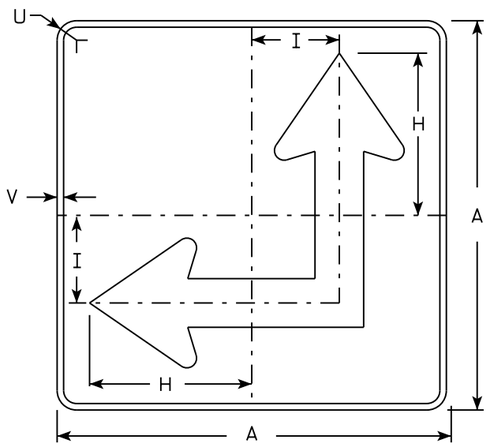
M6-6
MM6-6
MO6-6
MP6-6

NOTES

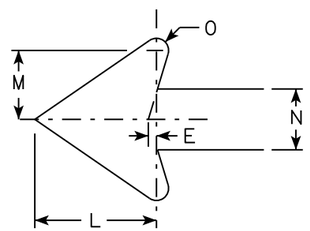
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See Note 4
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-4 and M6-6 Background - White
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White
   MK6-4 and MK6-6 Background - Green
   Message - White
   MM6-4 and MM6-6 Background - White
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White
   MO6-4 and MO6-6 Background - Orange - Type F Reflective
   Message - Black
   MP6-4 and MP6-6 Background - White
   Message - Blue
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow
5. M6-6R same as M6-6L except arrow points ahead and right.



MB6-4
MK6-4
MN6-4
MR6-4



MB6-6
MK6-6
MN6-6
MR6-6



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25

STANDARD SIGN
M6-4 & M6-6
SERIES

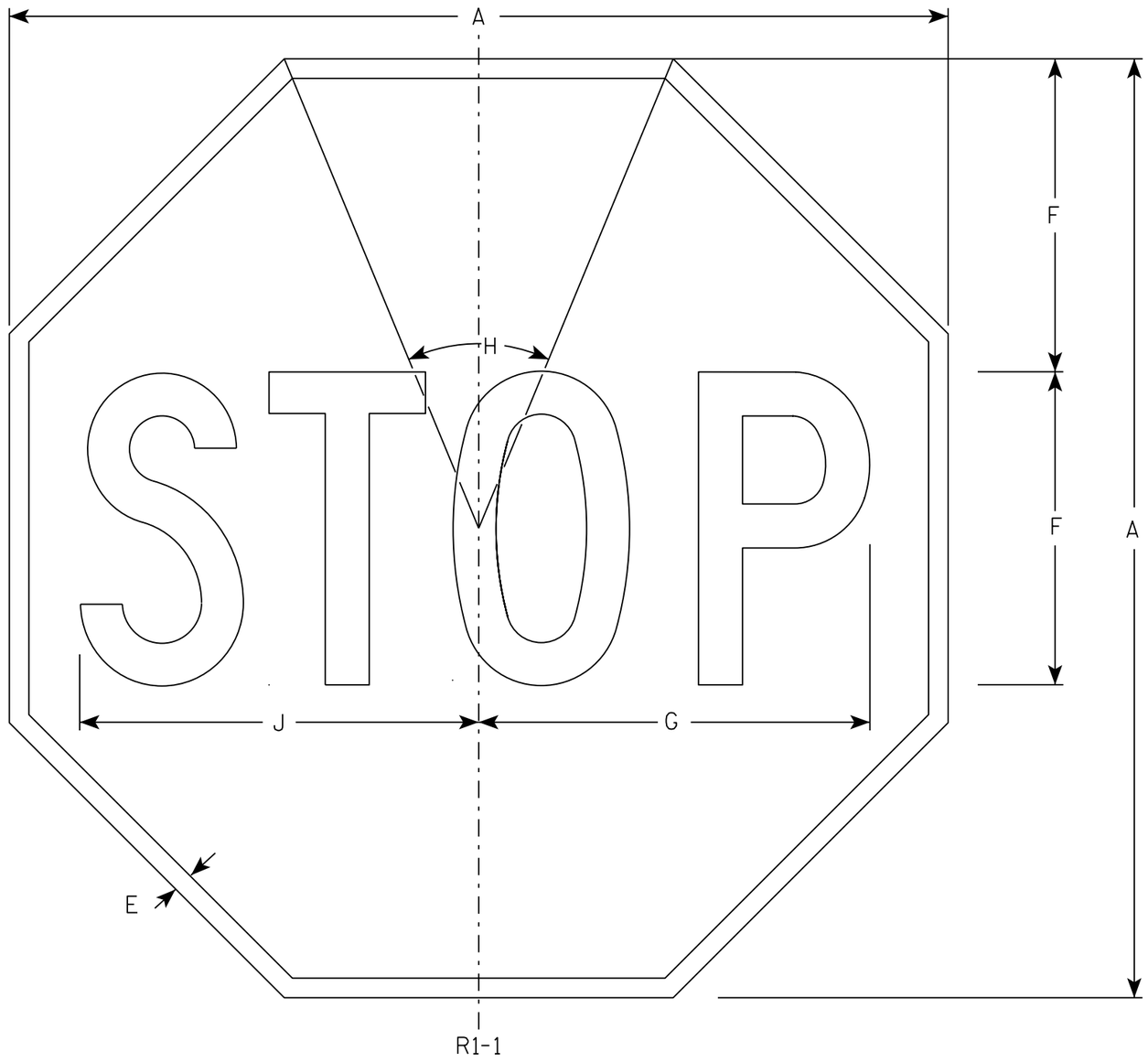
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 437 M6-4.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M64.DGN PLOT DATE : 01-DEC-2015 17:58 PLOT BY : $$ platuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

STANDARD SIGN

R1-1

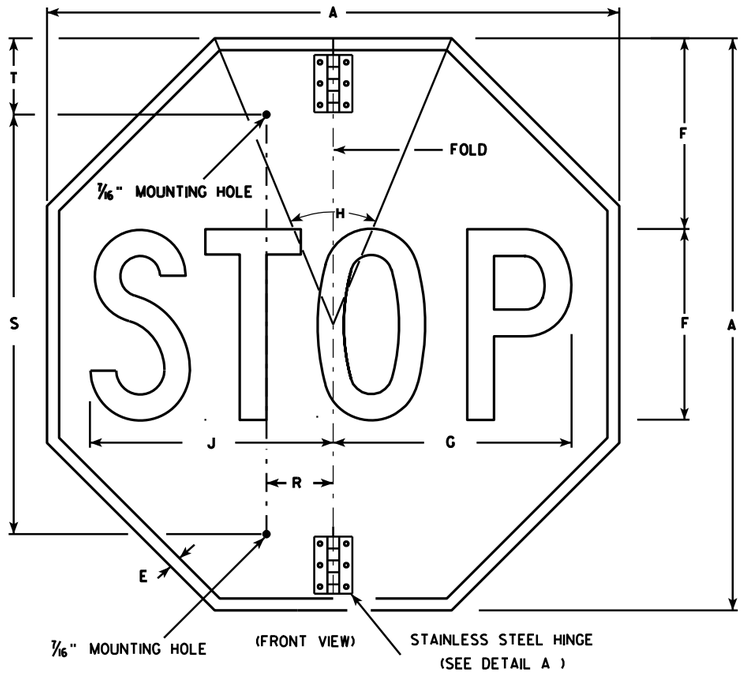
WISCONSIN DEPT OF TRANSPORTATION

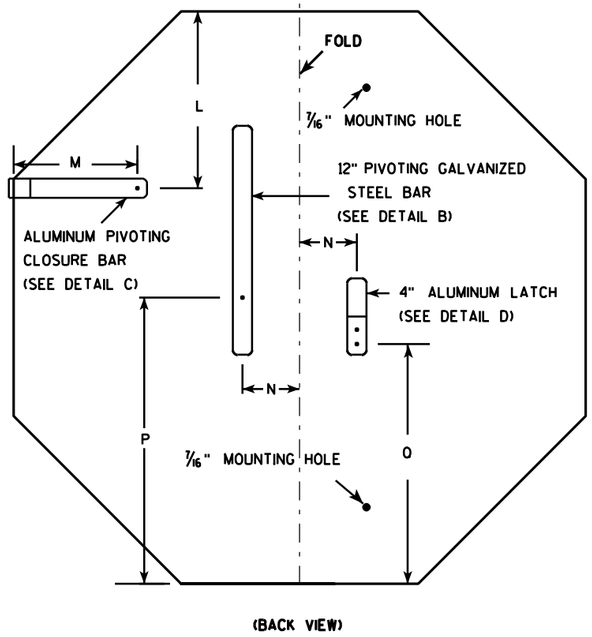
APPROVED Matthew R Rauch

for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

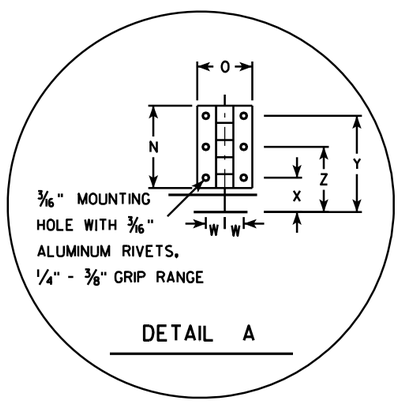
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 438	E



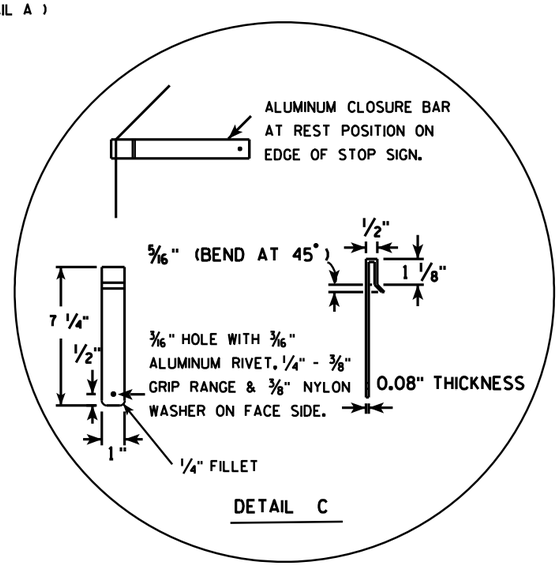


NOTES

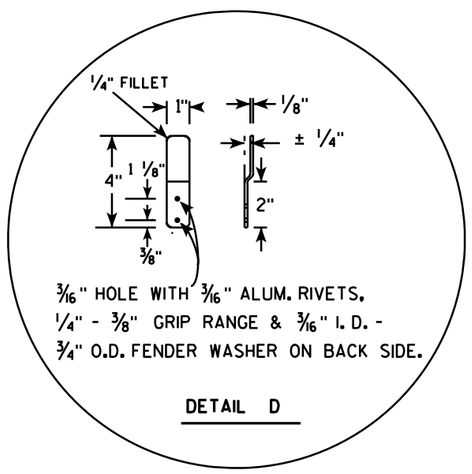
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.



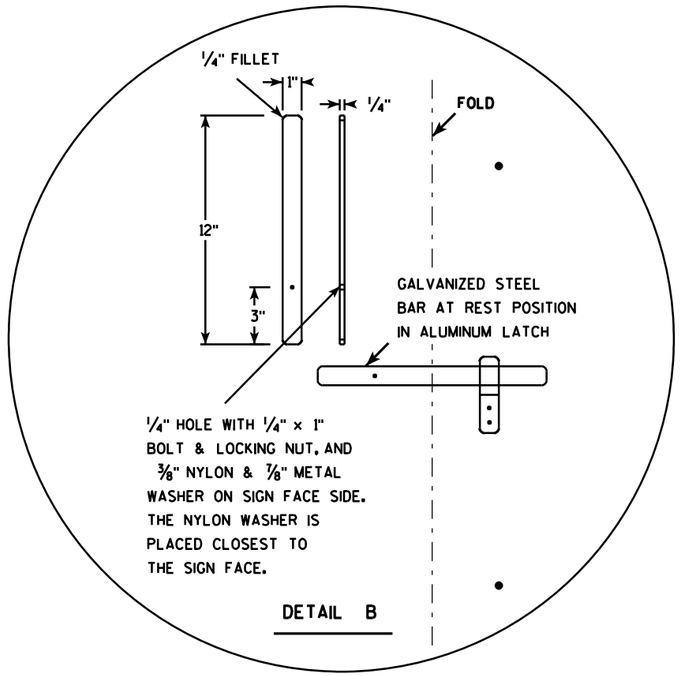
DETAIL A



DETAIL C



DETAIL D



DETAIL B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30				5/8	10	12 1/2	45		12 3/4		9 1/4	6 1/2	3	2	15	12 3/8	2 1/2	22	5			11/16	1 1/4	3 1/2	2 3/8	5.18
2M	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
3	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
4																											
5																											

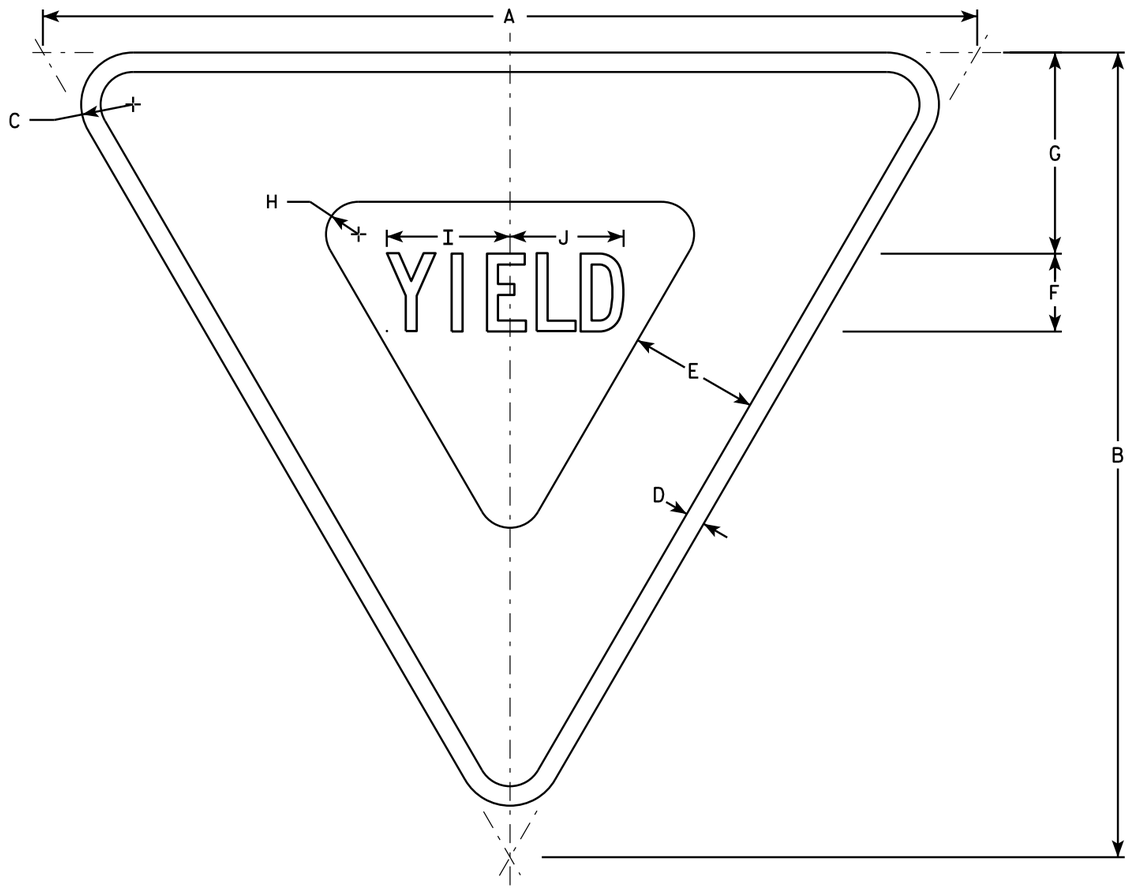
STANDARD SIGN
R1-1F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1F.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 439	E



R1-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The border strip and word message are reflectorized red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

STANDARD SIGN
R1-2

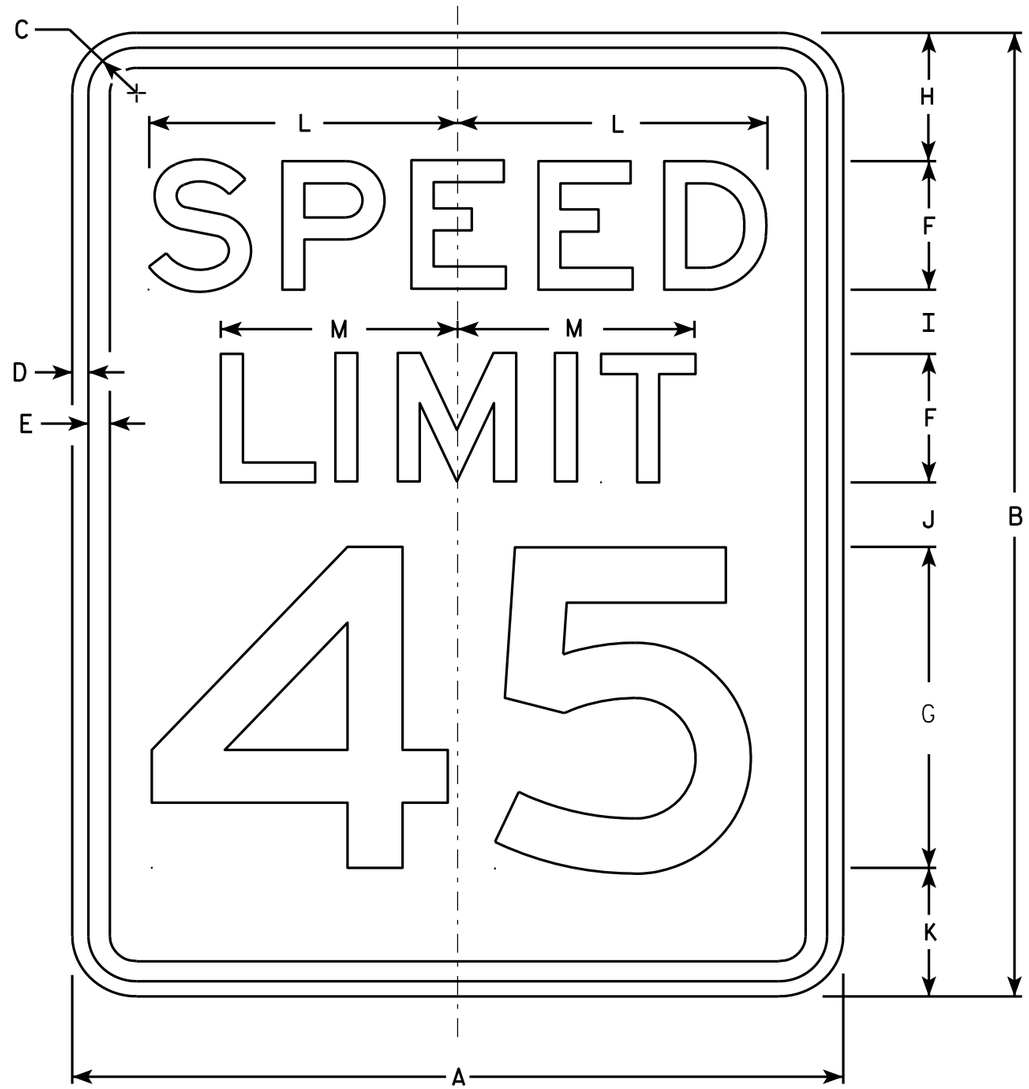
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE R1-2.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R12.DGN PLOT DATE : 13-OCT-2014 15:12 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



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

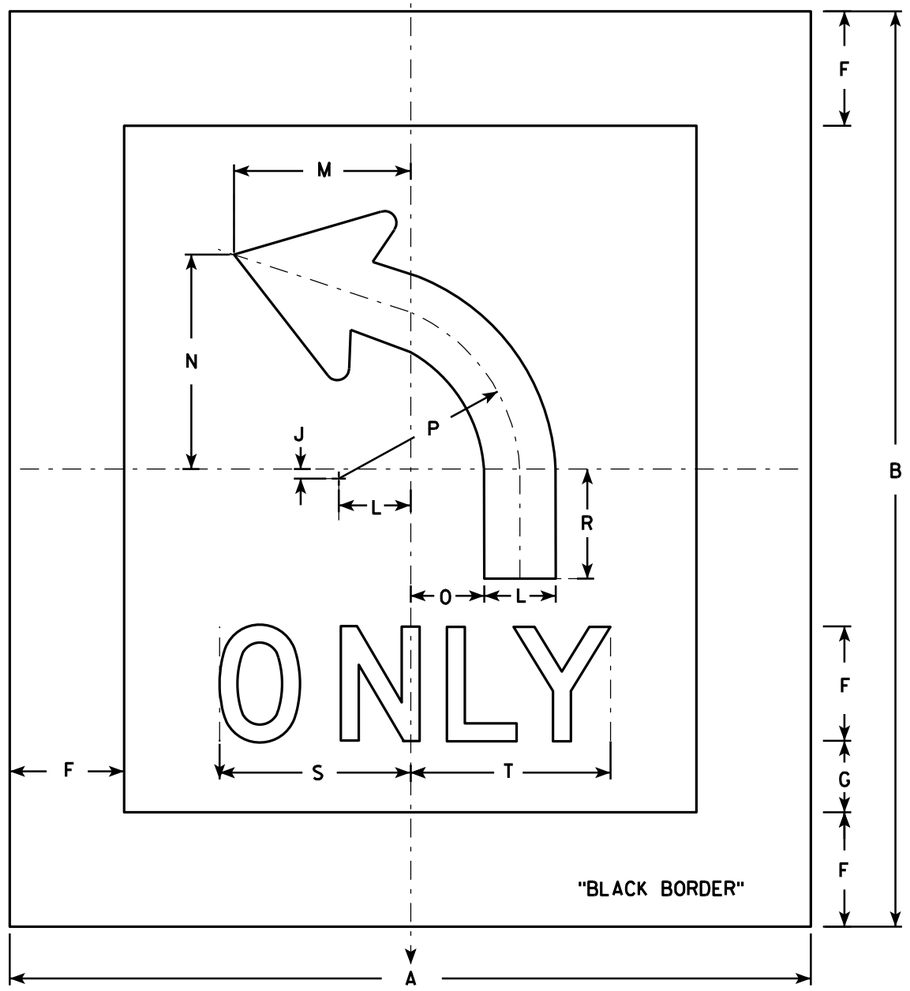
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

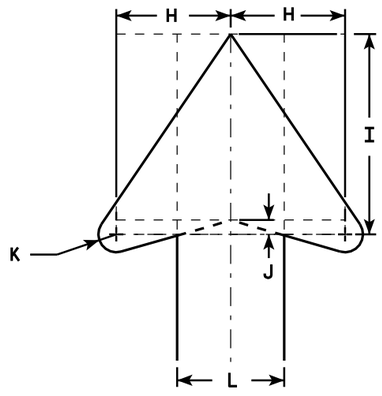
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 441	E



R3-5L

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. When base material is metal, the corners shall be rounded.
5. R3-5R is the same as R3-5L except curved portion of arrow points right.
6. The 6" border is non-reflective black.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	42	48				6	3 3/4	4	7	1/2	5/8	3 3/4	9 1/4	11 1/4	3 7/8	9 1/2		5 3/4	10	10 1/2							1.26
2M	42	48				6	3 3/4	4	7	1/2	5/8	3 3/4	9 1/4	11 1/4	3 7/8	9 1/2		5 3/4	10	10 1/2							1.26
3																											
4																											
5																											

STANDARD SIGN
R3-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/24/11 PLATE NO. R3-5.6

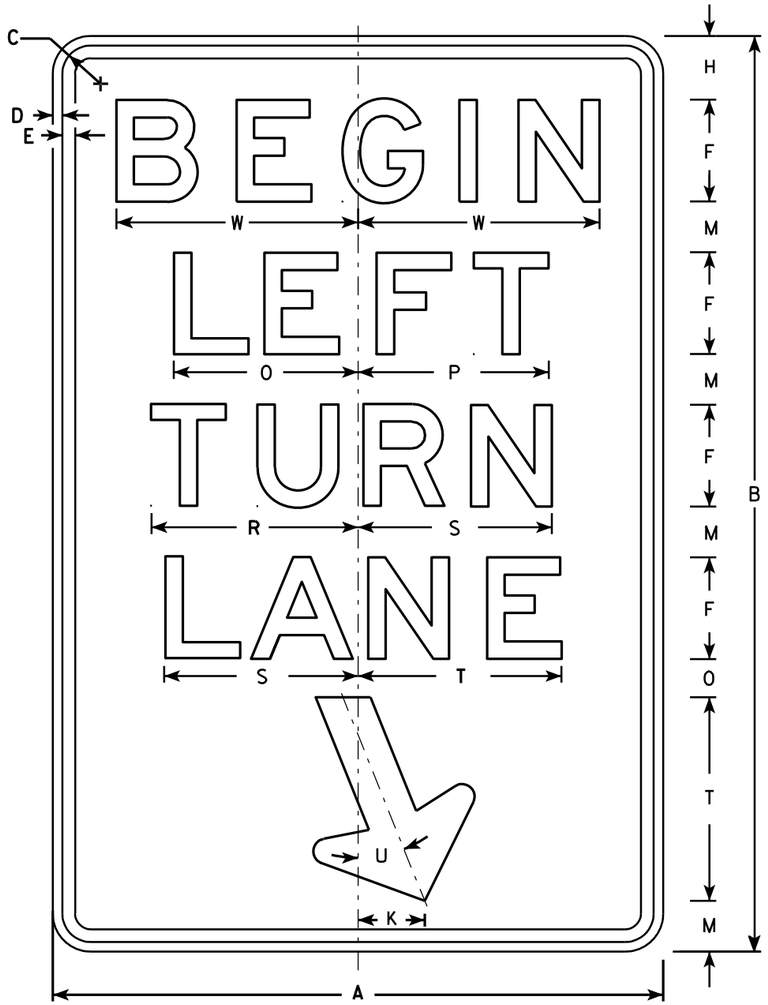
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 442	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R35.DGN PLOT DATE : 24-FEB-2011 14:53 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 7.945391:1.000000

WISDOT/CADDS SHEET 42

7

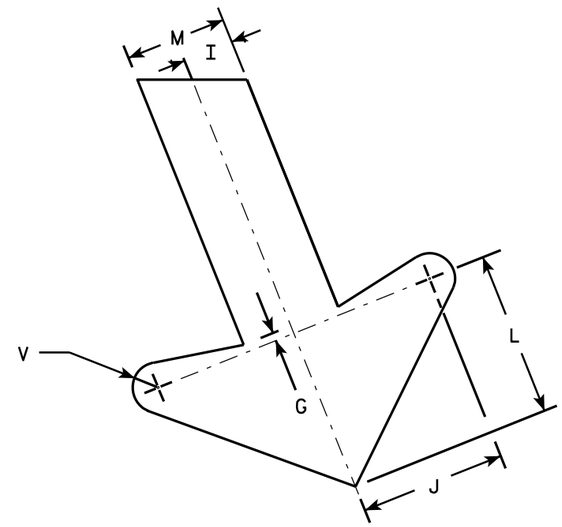
7



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																											

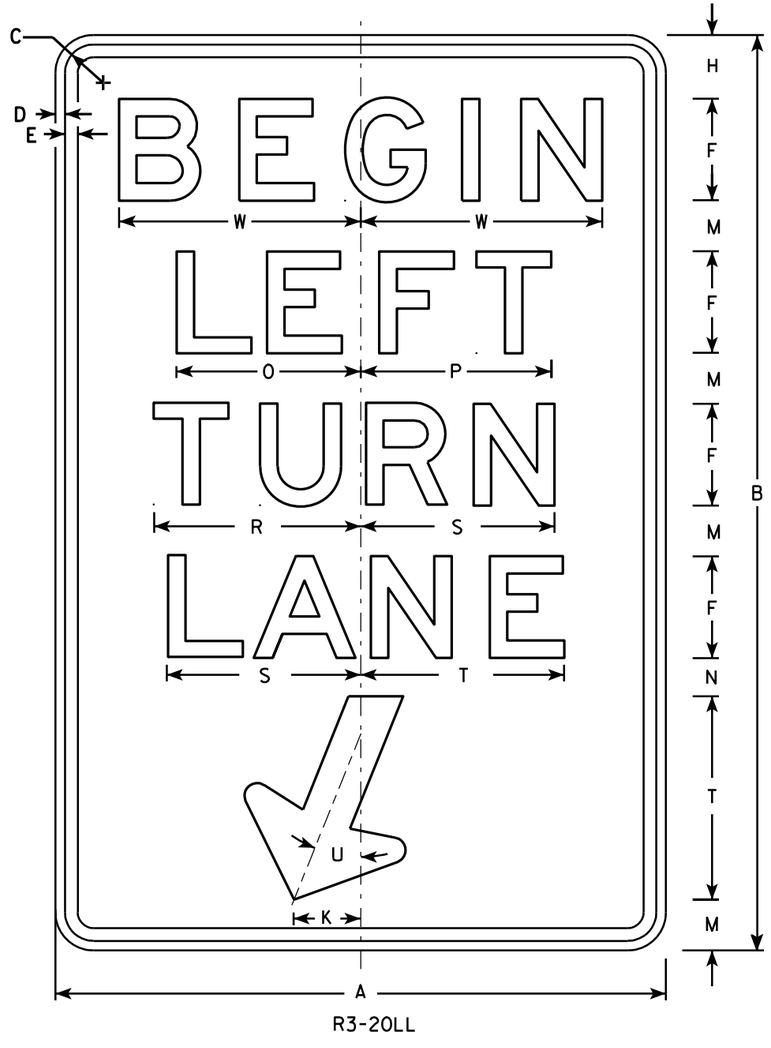
STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20L.7

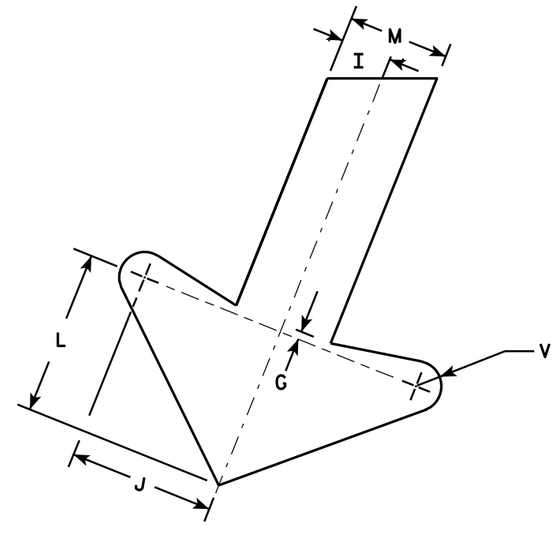
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 443 | E



R3-20LL

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

STANDARD SIGN
R3-20LL

WISCONSIN DEPT OF TRANSPORTATION

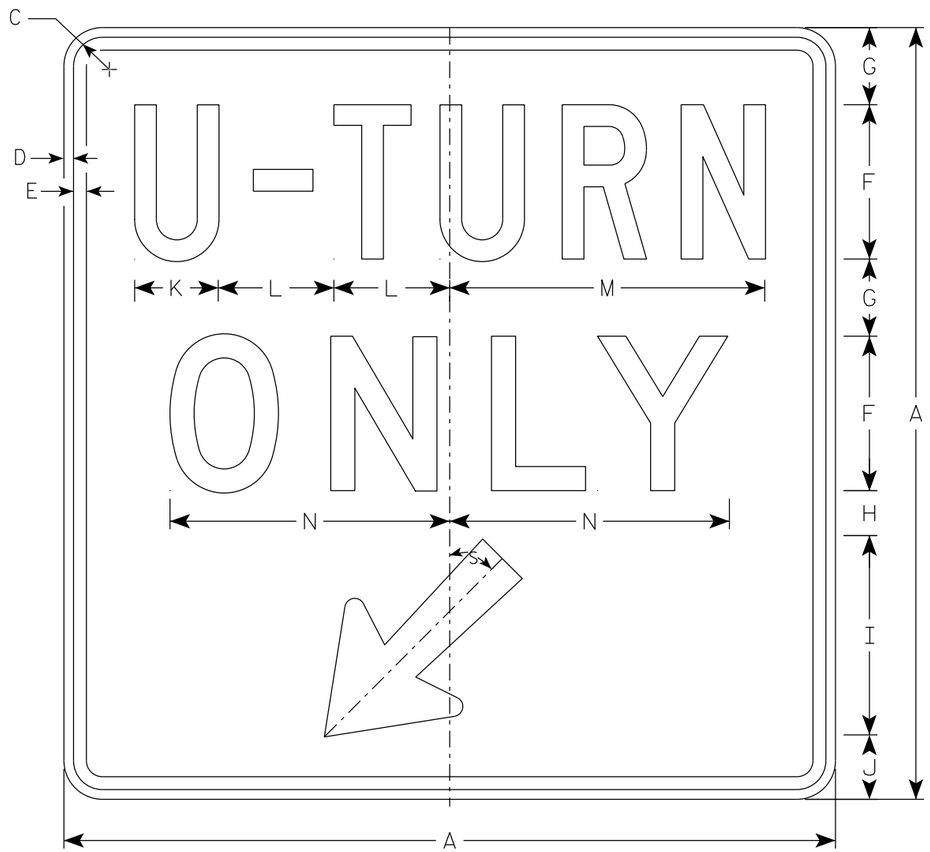
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20LL.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 444	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R320LL.DGN PLOT DATE : 15-OCT-2010 14:38 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 5.959043:1.000000

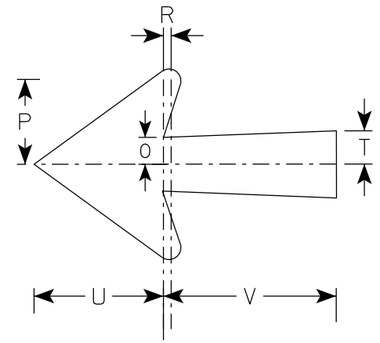
WISDOT/CADDS SHEET 42



R3-25UL

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C Line 1, Series D Line 2
4. R3-25UR is same as R3-25L except the arrow is reversed along 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																											
2S	24		1 1/8	3/8	1/2	4	2 1/4	1 5/8	7 3/4	2 1/8	3	3	8 3/8	7	7/8	2 3/4	5	1/4	45°	1 1/8	4 1/4	5 5/8					4.0
2M	30		1 1/8	3/8	1/2	6	3	1 3/4	7 3/4	2 1/2	3 1/4	4 1/2	12 1/4	10 7/8	7/8	2 3/4	5	1/4	45°	1 1/8	4 1/4	5 5/8					6.25
3																											
4																											
5																											

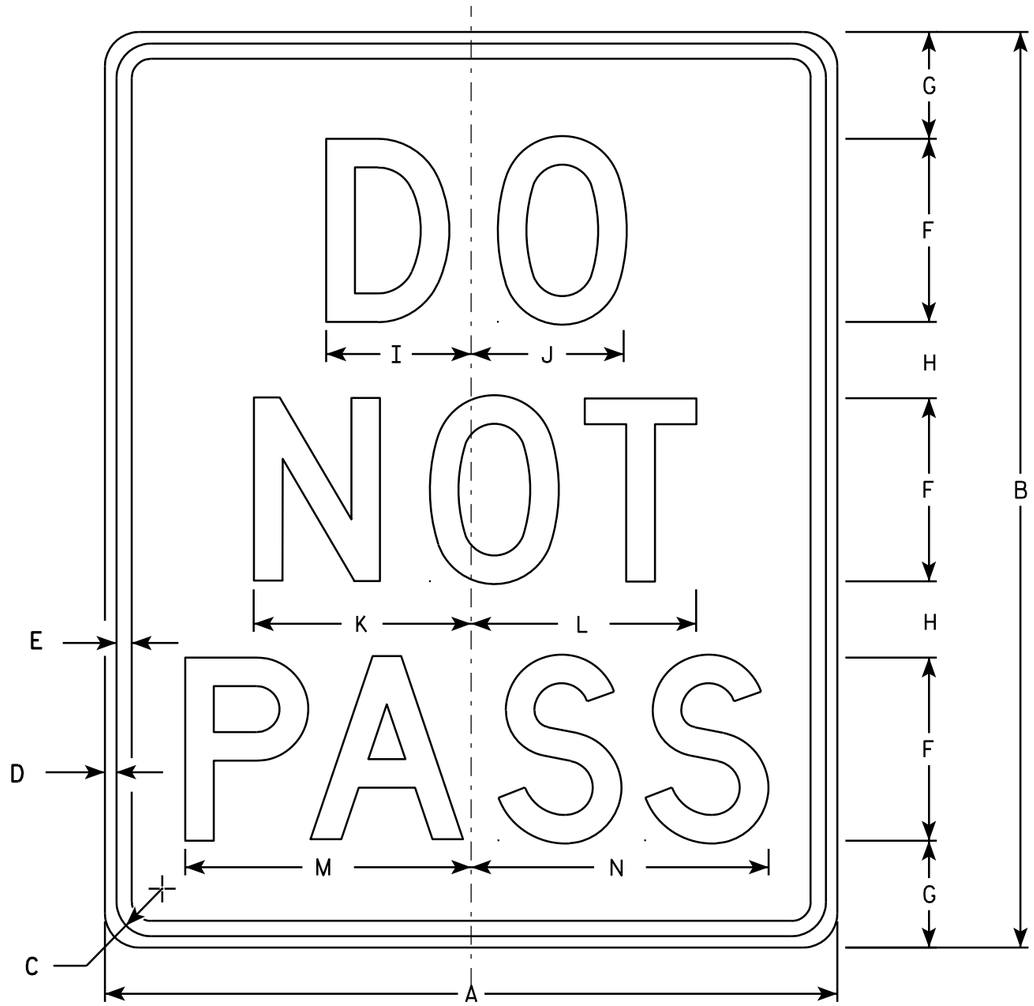
STANDARD SIGN
R3-25U

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/27/19 PLATE NO. R3-25U.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 445 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

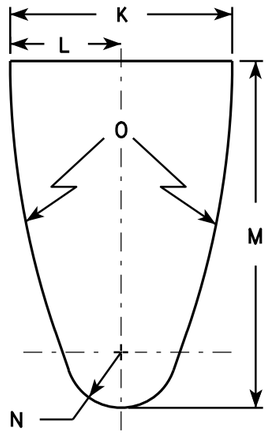
STANDARD SIGN
R4-1

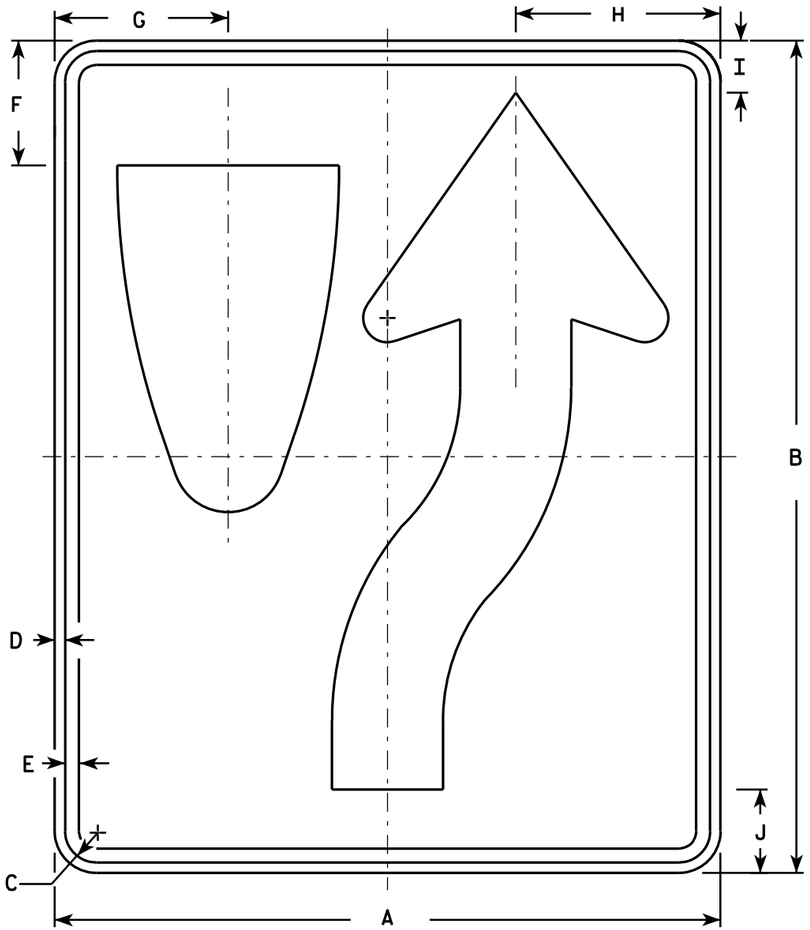
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-1.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 446 | E

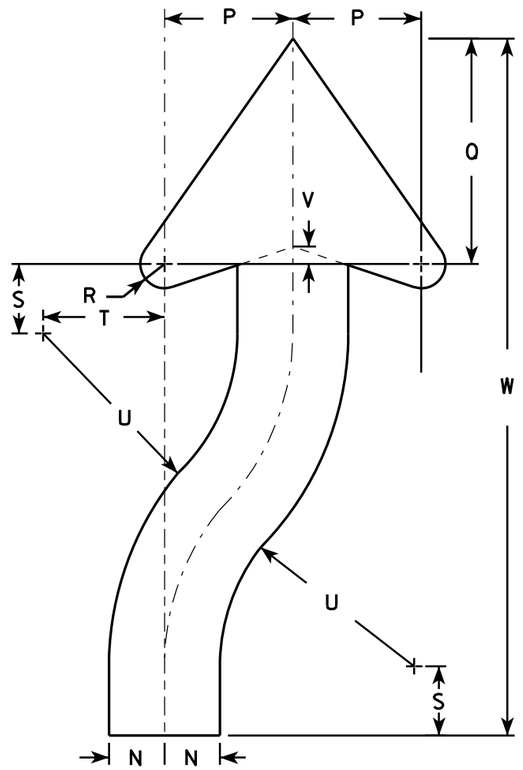




R4-7

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

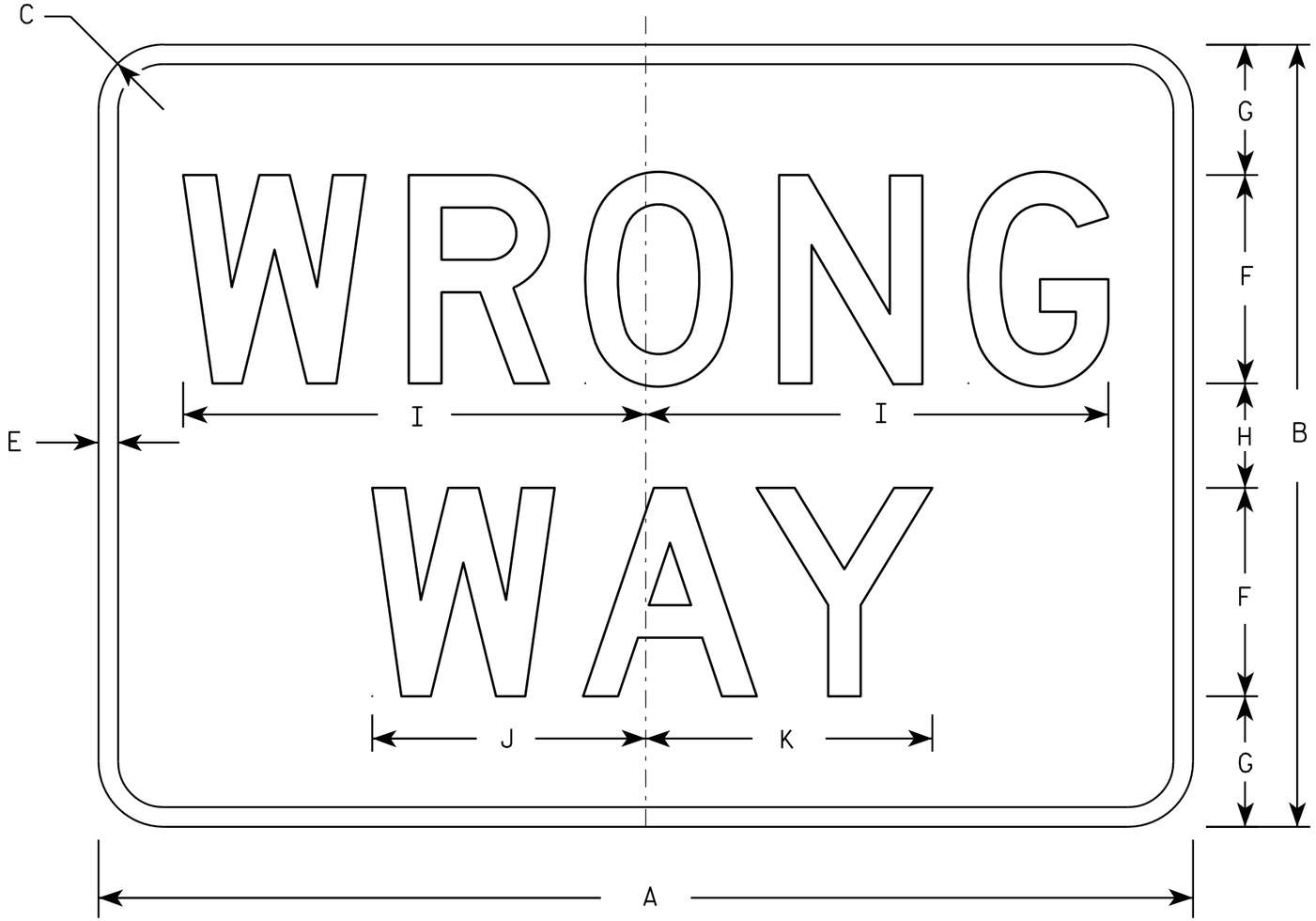
STANDARD SIGN
R4-7 & R4-8

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: 447	E



R5-1A

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2		1/2	5	3	2	11	6 1/2	6 7/8																3.75
2S	36	24	2		5/8	6	4 1/2	3	13 1/4	7 7/8	8 1/4																6.00
2M	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
3	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
4	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
5	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75

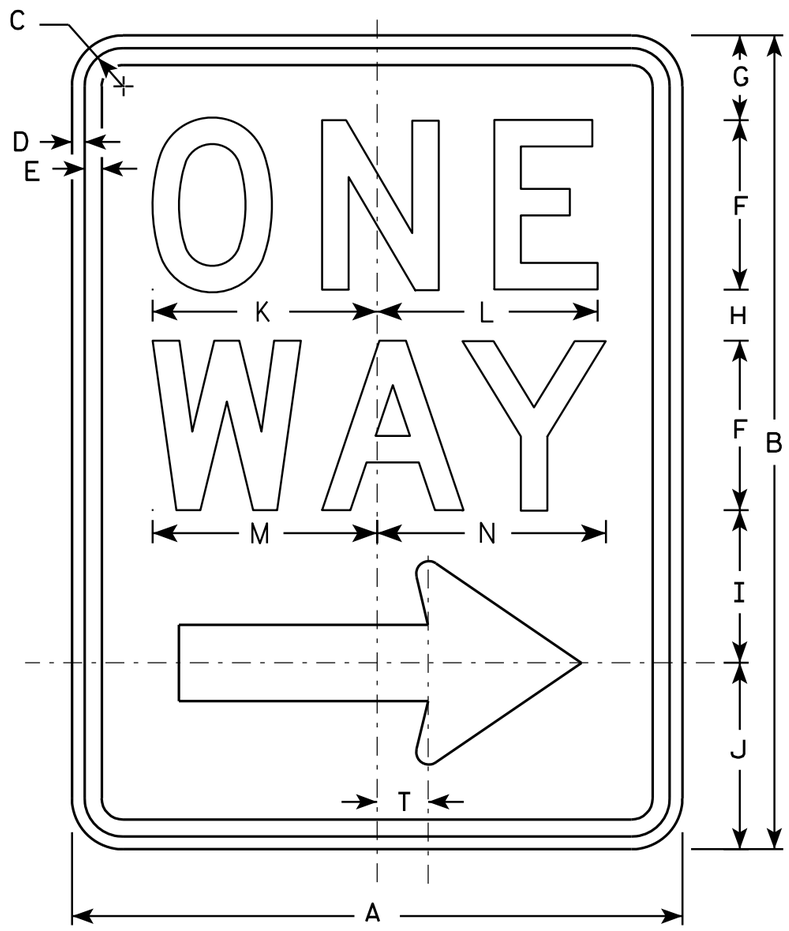
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1A.2

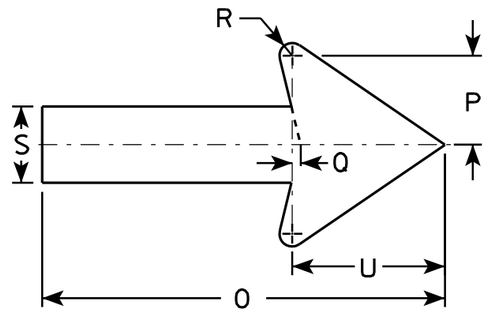
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 448 | E



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																										

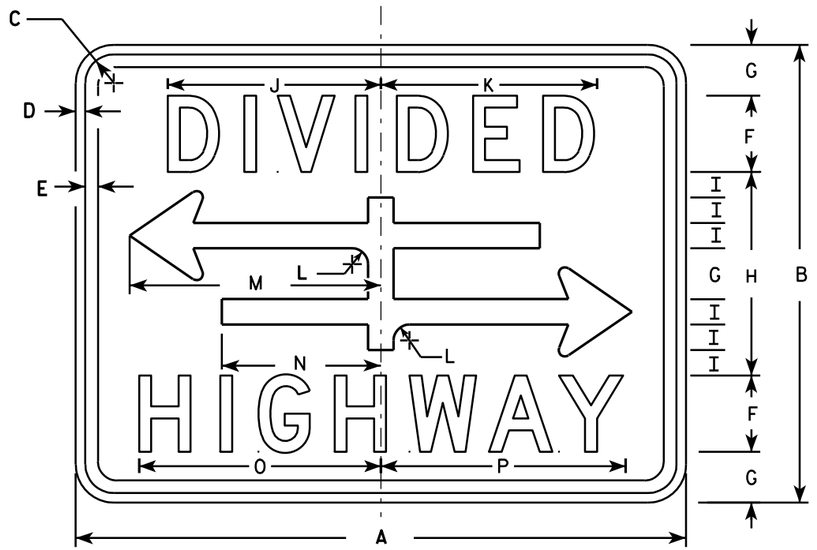
STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

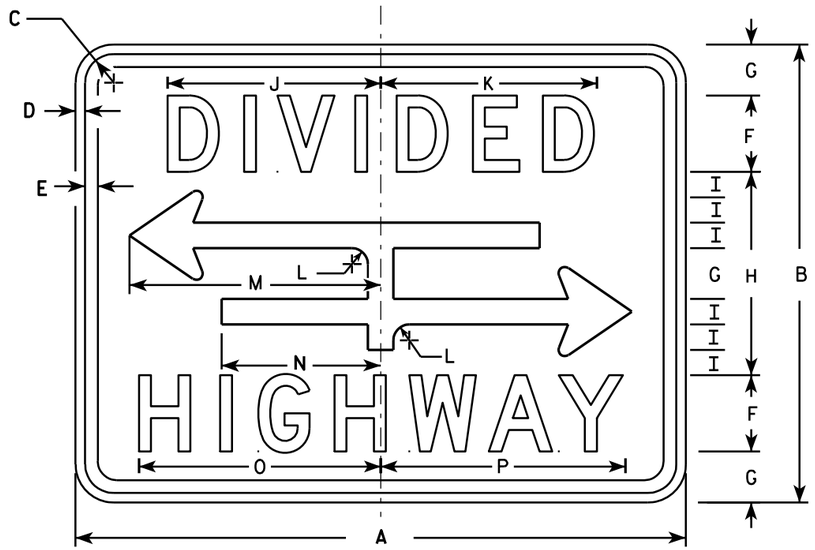
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 449	E



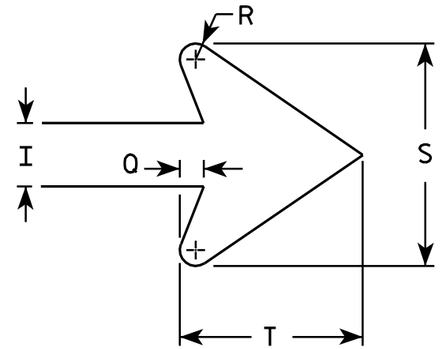
R6-3

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R6-3A



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	18	1 1/8	3/8	3/8	3	2	8	1	8 3/8	8 1/2	5/8	9 7/8	6 1/4	9 1/2	9 5/8	3/8	1/4	3 1/2	2 3/4							3.0
2S	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
2M	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
3																											
4																											
5																											

STANDARD SIGN
R6-3 & R6-3A

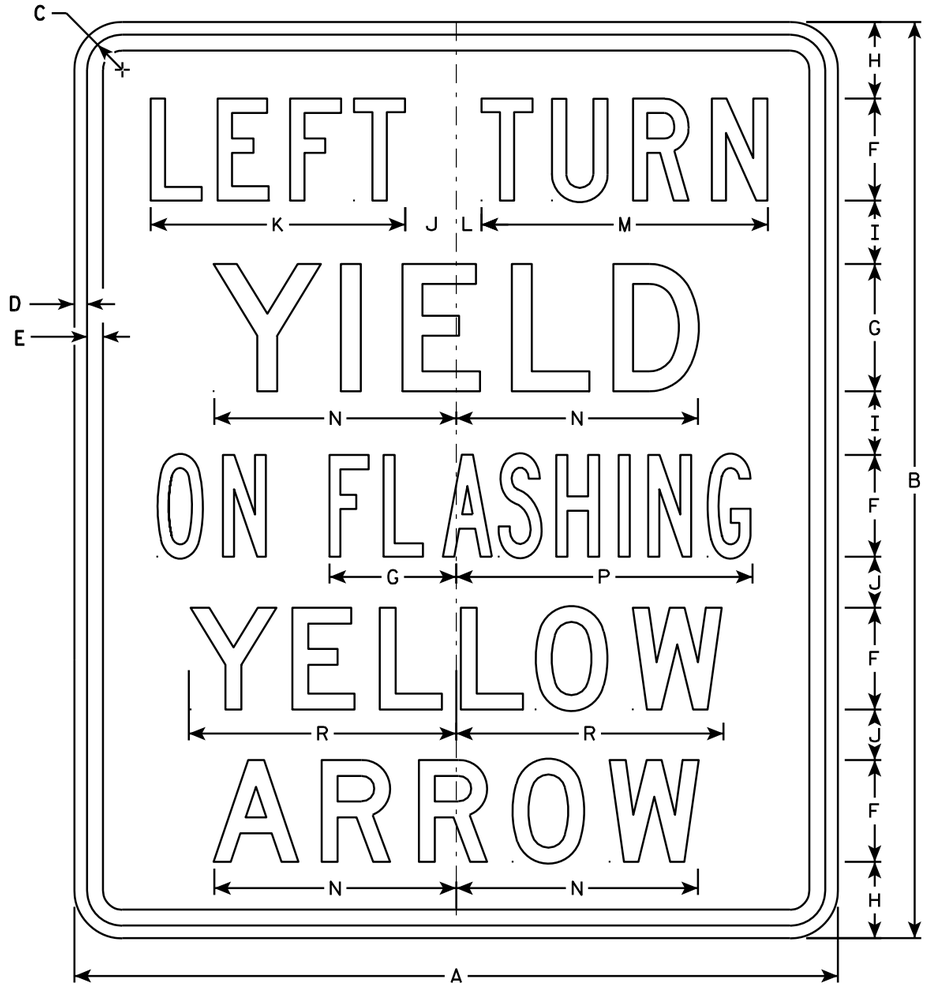
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R6-3.5

PROJECT NO:

SHEET NO: 450 E

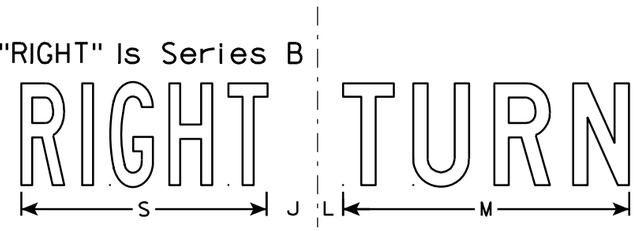


R10-50L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series C.
   Lines 2, 4 and 5 are Series D.
   Line 3 is Series B.

"RIGHT" Is Series B



R10-50R

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	4	5	3	2 1/2	2	10	1	11 1/4	9 1/2	4 1/4	11 5/8		10 1/2	9 5/8								7.5
2M	30	36	1 3/8	1/2	5/8	4	5	3	2 1/2	2	10	1	11 1/4	9 1/2	4 1/4	11 5/8		10 1/2	9 5/8								7.5
3																											
4																											
5																											

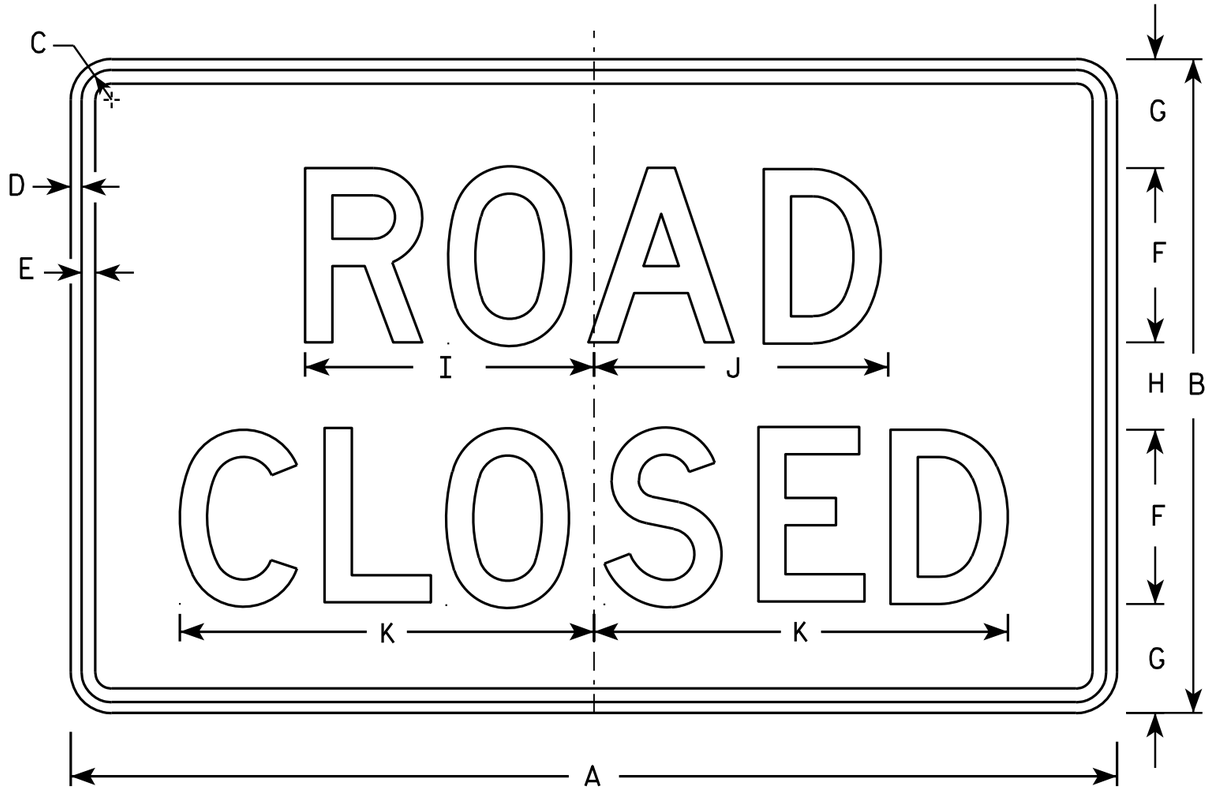
STANDARD SIGN
R10-50

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/11/13 PLATE NO. R10-50.2

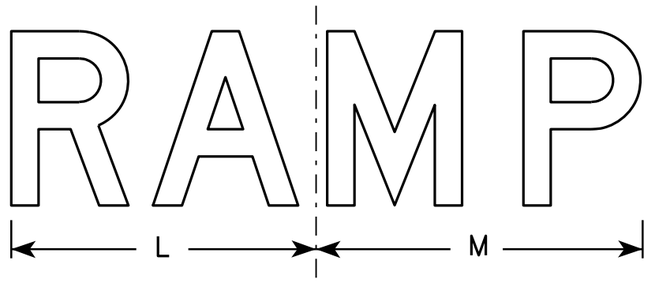
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 451	E



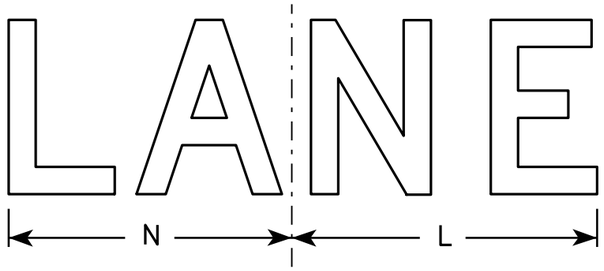
R11-2

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

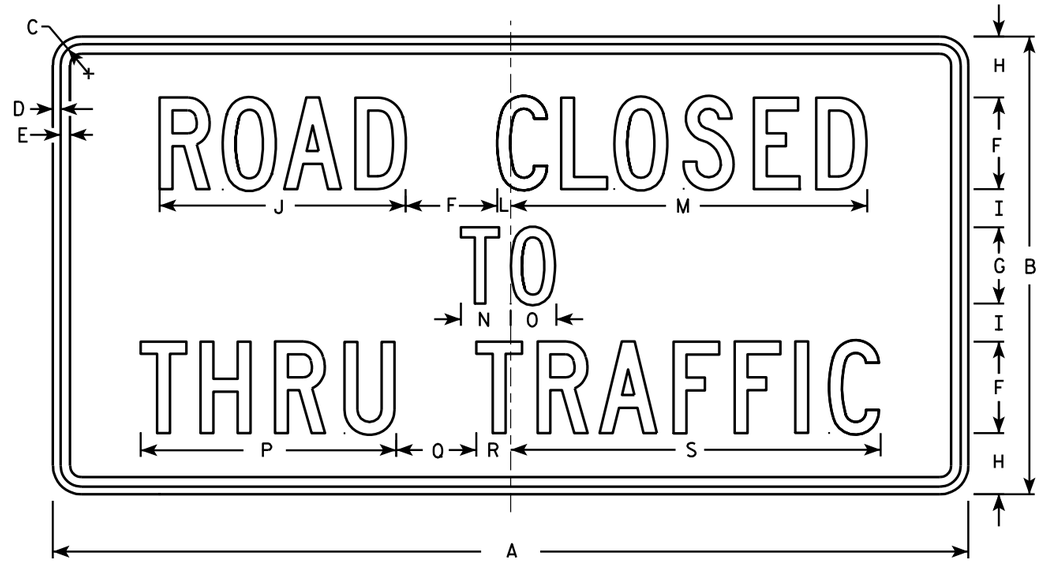
STANDARD SIGN
R11-2

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: 452	E



R11-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

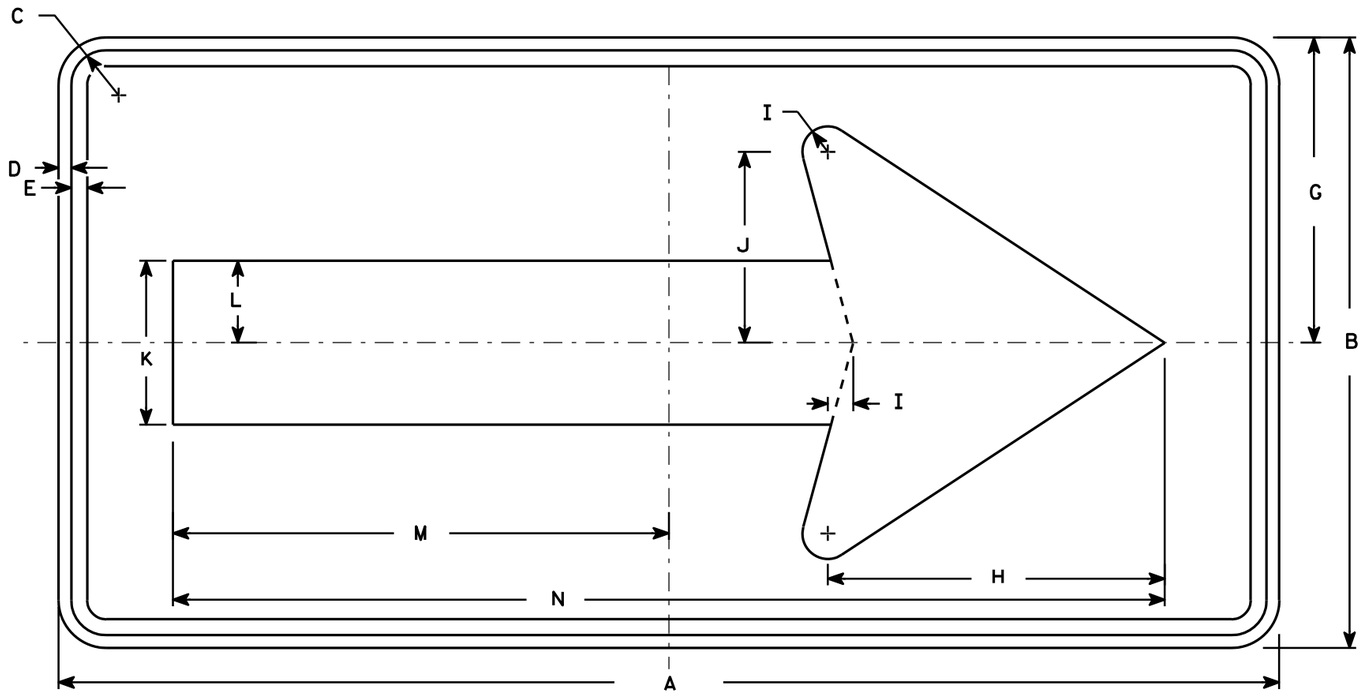
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-4.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 453 | 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.



W1-6

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/8	3/8	3/8		9	10	3/4	5 5/8	4 3/4	2 3/8	14 5/8	29 1/4													4.5
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	96	48	2 1/4	3/4	1		24	26 1/2	2	15	13	6 1/2	39	78													32.0

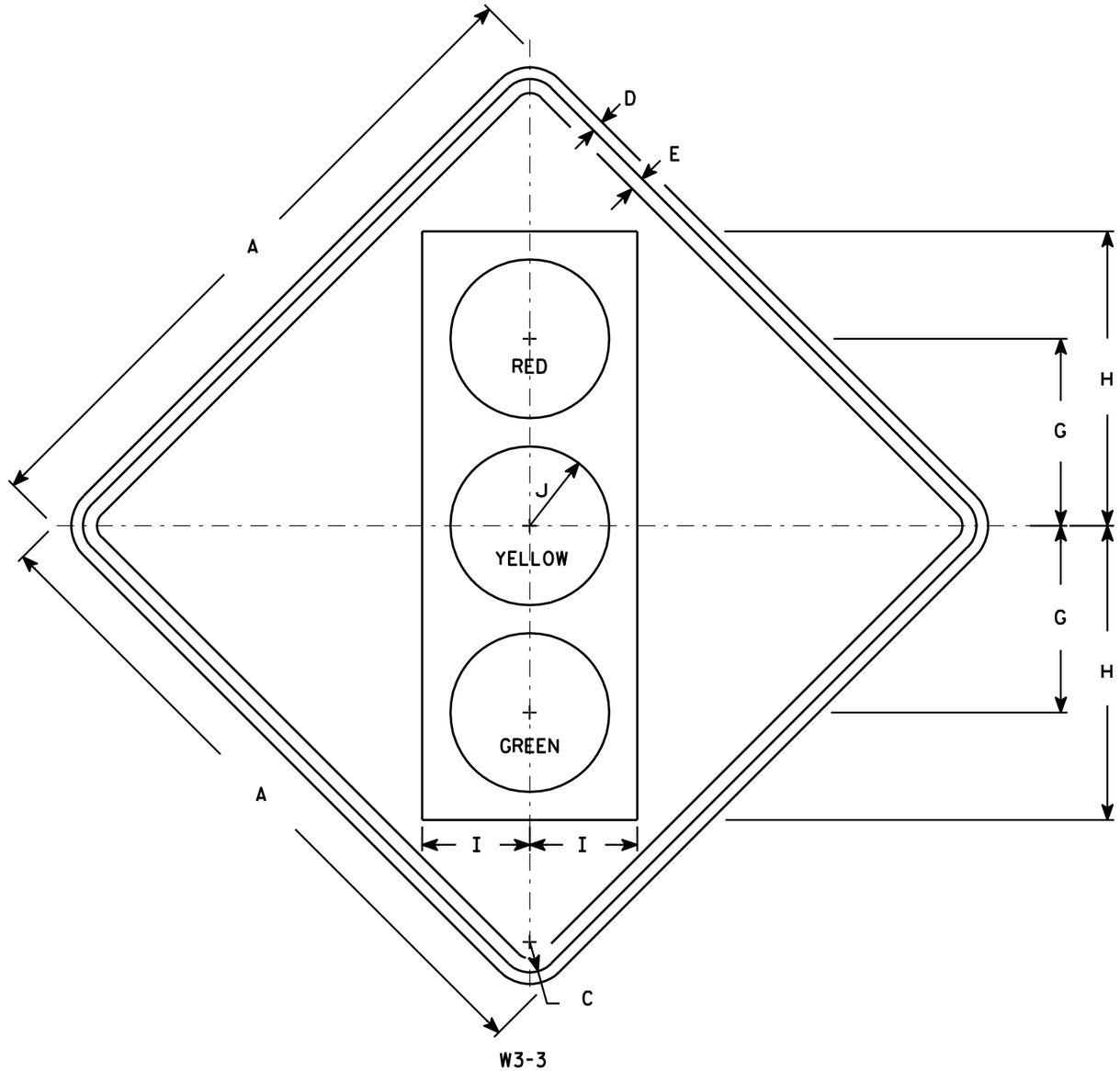
STANDARD SIGN
W1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-6.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 454



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 - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Symbol and border are non-reflective black.
   Top circle - Type H Reflectorized Red
   Center circle - Same as background
   Bottom circle - Type H Reflectorized Green

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		8 3/4	13 3/4	5	3 3/4																	6.25
2S	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
2M	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
3	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
4	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
5	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0

STANDARD SIGN
W3-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-3.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 455 | E



W4-4B

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

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	12	1 1/8	3/8	1/2	3	2 1/4	1 1/2	12 3/8	5/8	1 1/2	10 3/8	6 1/4	2 1/4	2 1/4	6 1/4											2.5
2M	30	12	1 1/8	3/8	1/2	3	2 1/4	1 1/2	12 3/8	5/8	1 1/2	10 3/8	6 1/4	2 1/4	2 1/4	6 1/4											2.5
3	42	15	1 1/8	3/8	1/2	4	2 5/8	1 3/4	16 7/8	5/8	2 3/8	13 7/8	8 3/8	3	3 1/8	8 3/8											4.17
4	48	18	1 1/8	3/8	1/2	5	3	2	21	5/8	3 1/8	17 1/4	10 1/2	3 5/8	3 7/8	10 3/8											6.0
5																											

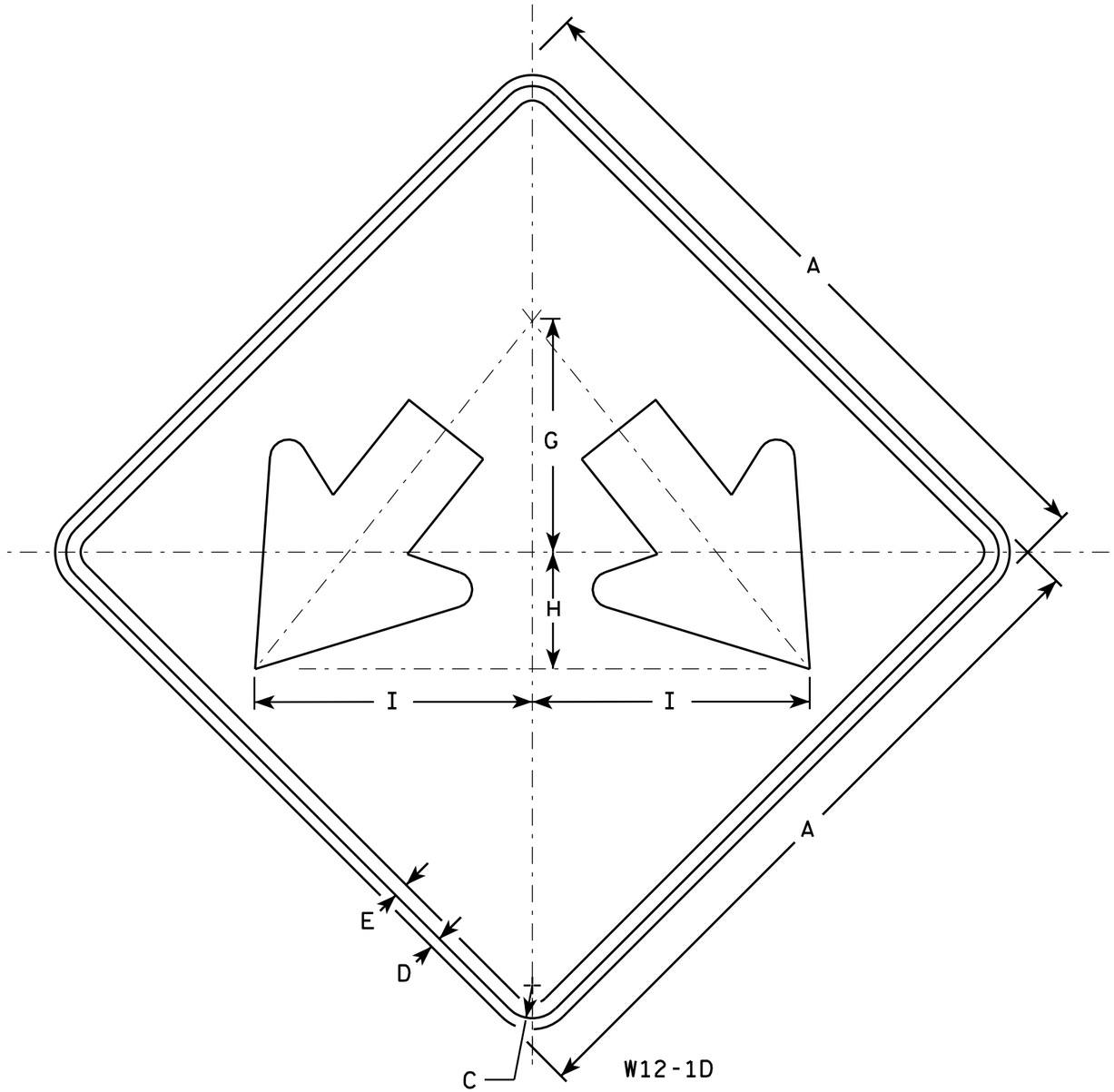
STANDARD SIGN
W4-4B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

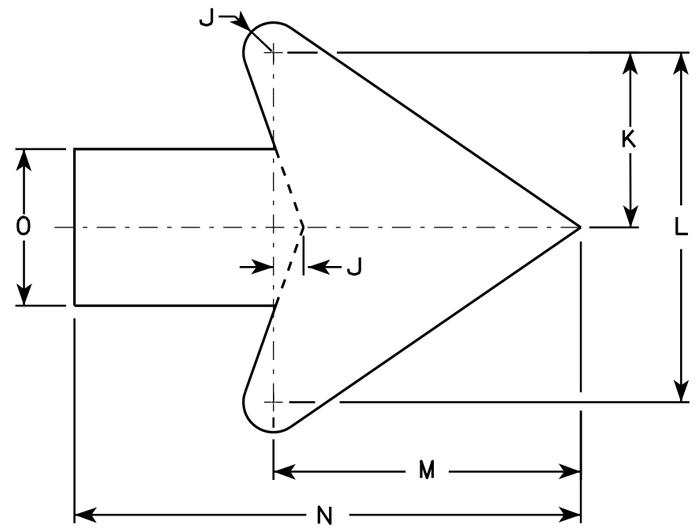
DATE 03/12/13 PLATE NO. W4-4B.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 456	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

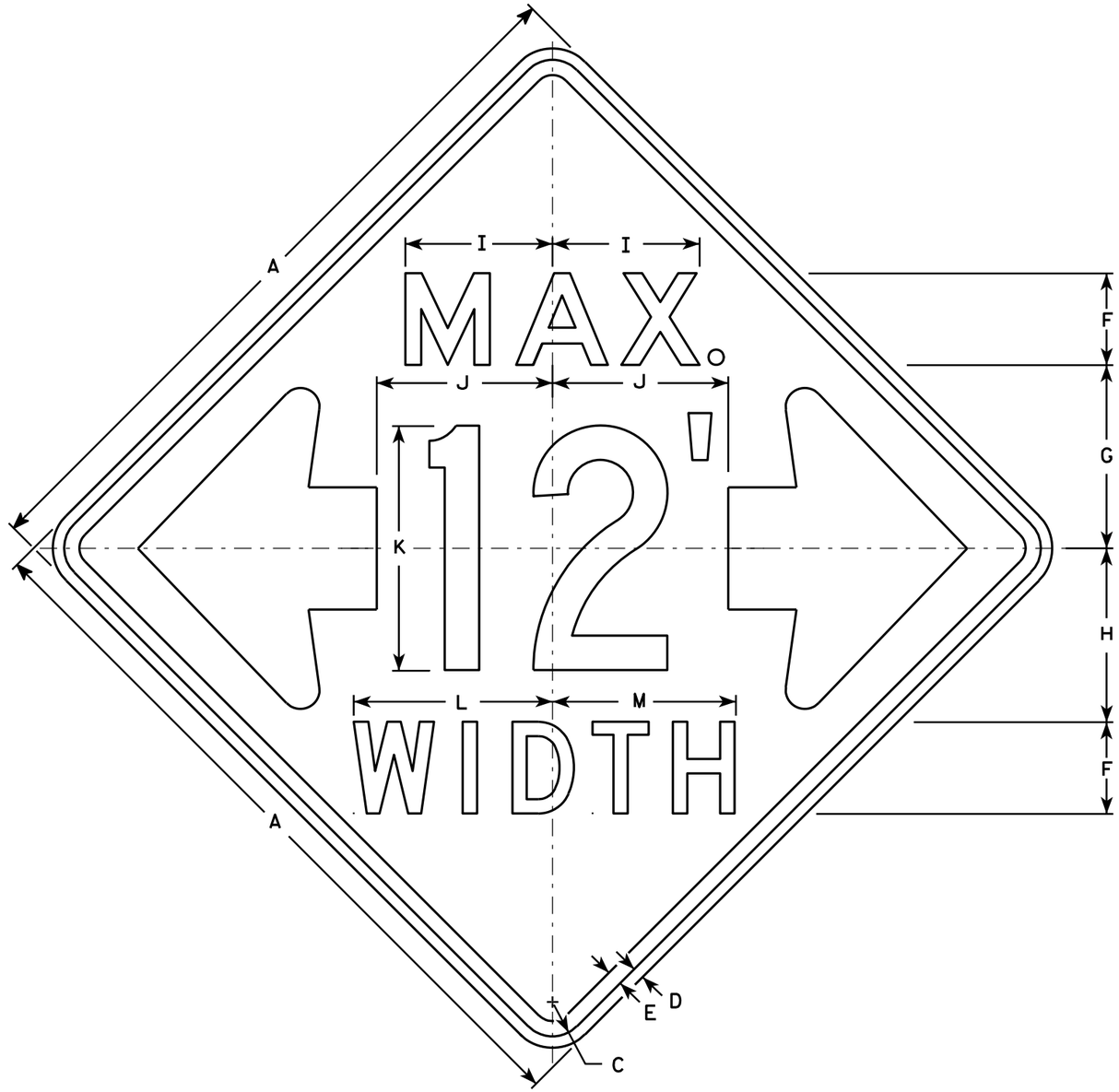
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 457	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W121D.DGN PLOT DATE : 13-MAR-2013 13:26 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 4.713802:1.000000

WISDOT/CADDS SHEET 42

7

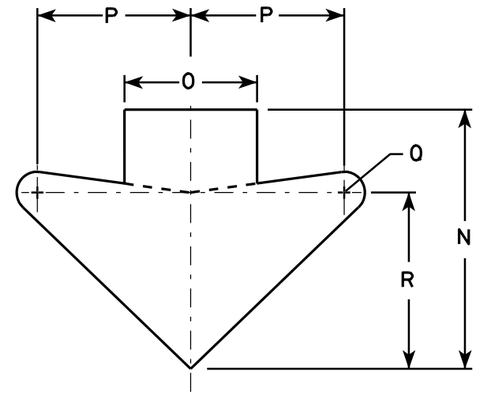
7



W12-52

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The top line is series E, the numerals are series C, and the bottom line is series D.
6. Substitute appropriate numerals and adjust spacing as required.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
2M	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
3																											
4																											
5																											

STANDARD SIGN
W12-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/11 PLATE NO. W12-52.7

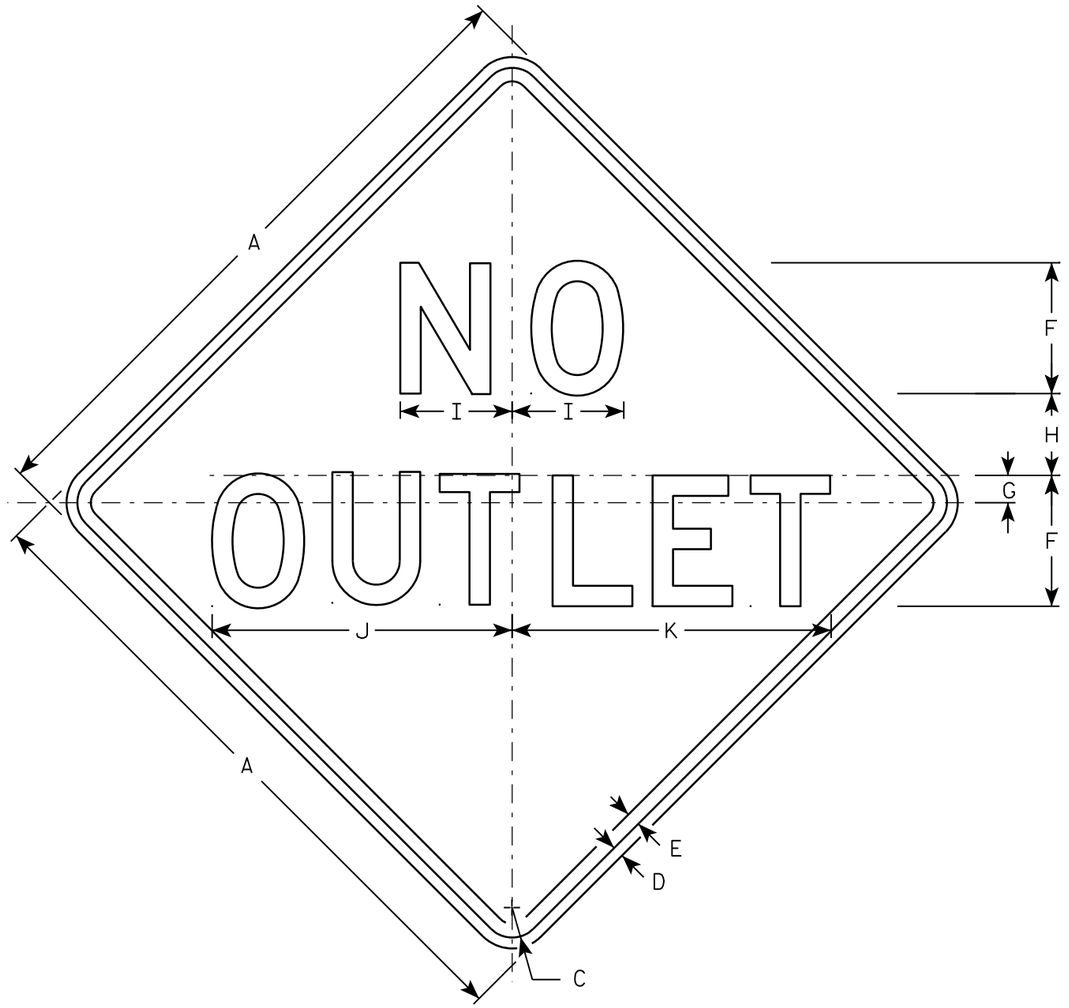
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 458 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W1252.DGN PLOT DATE : 16-MAR-2011 14:45 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.137199:1.000000

WISDOT/CADDS SHEET 42

7

7



W14-2

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	5	1	2 3/4	4 1/8	11 3/4	12 3/8																4.0
2S	30		1 3/8	1/2	5/8	6	1 1/4	3 3/4	5 1/8	13 3/4	14 5/8																6.25
2M	30		1 3/8	1/2	5/8	6	1 1/4	3 3/4	5 1/8	13 3/4	14 5/8																6.25
3	36		1 5/8	5/8	3/4	7	1 3/8	4 5/8	6	16 1/8	17 1/8																9.0
4																											
5																											

STANDARD SIGN
W14-2

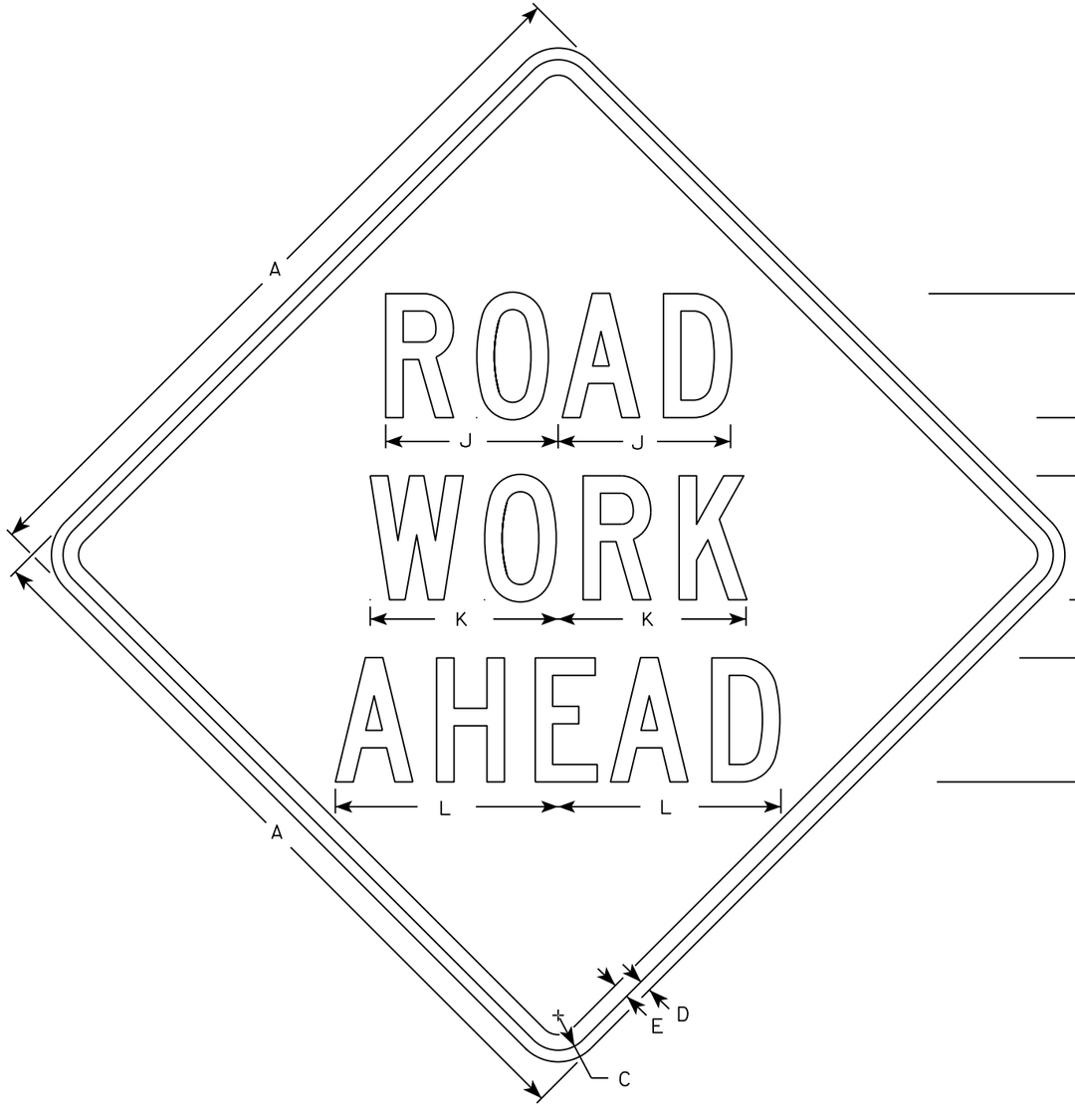
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

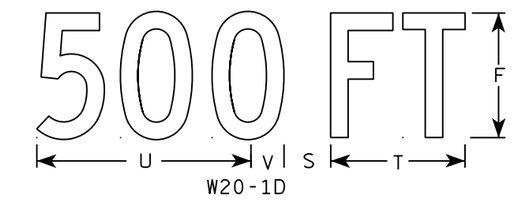
DATE 3/13/13 PLATE NO. W14-2.3

PROJECT NO:

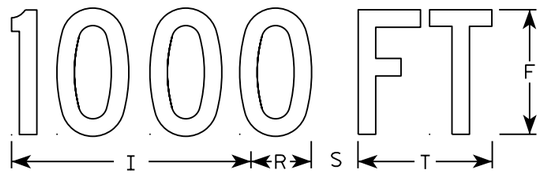
SHEET NO: 459 E



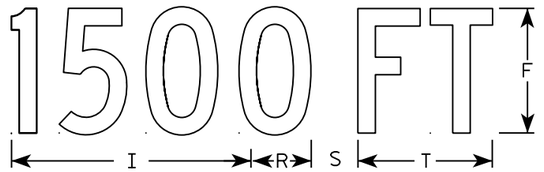
W20-1A



W20-1D



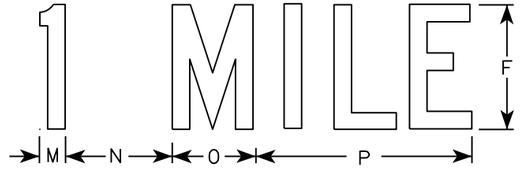
W20-1C



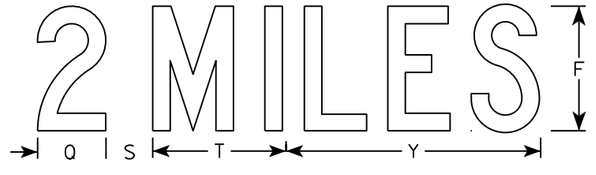
W20-1B



W20-1G



W20-1F



W20-1E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 3/8	1/2	5/8	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9		2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/07/15 PLATE NO. W20-1.10

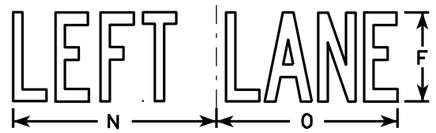
PROJECT NO:

SHEET NO: E

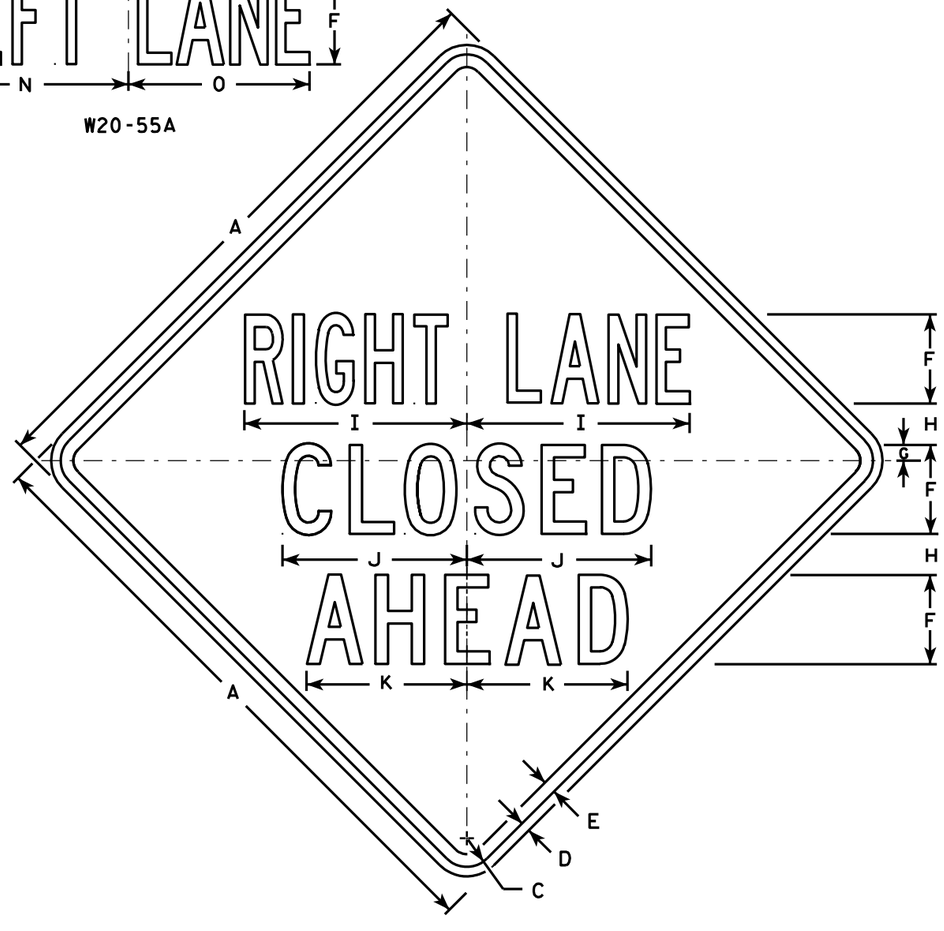
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 01-DEC-2015 18:24 PLOT BY : $$ plotuser $$



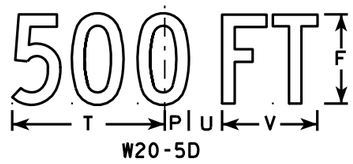
W20-56A



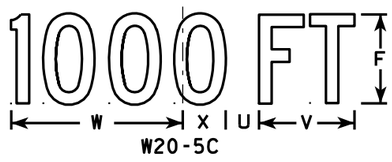
W20-55A



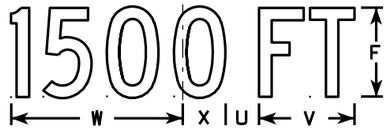
W20-5A



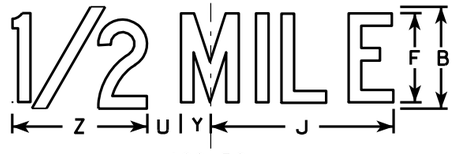
W20-5D



W20-5C



W20-5B



W20-5G



W20-5F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. " _____ LANE" is Series B.
   All other copy is Series C.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	1 5/8	5/8	3/4	5	1/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 1/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

STANDARD SIGN
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

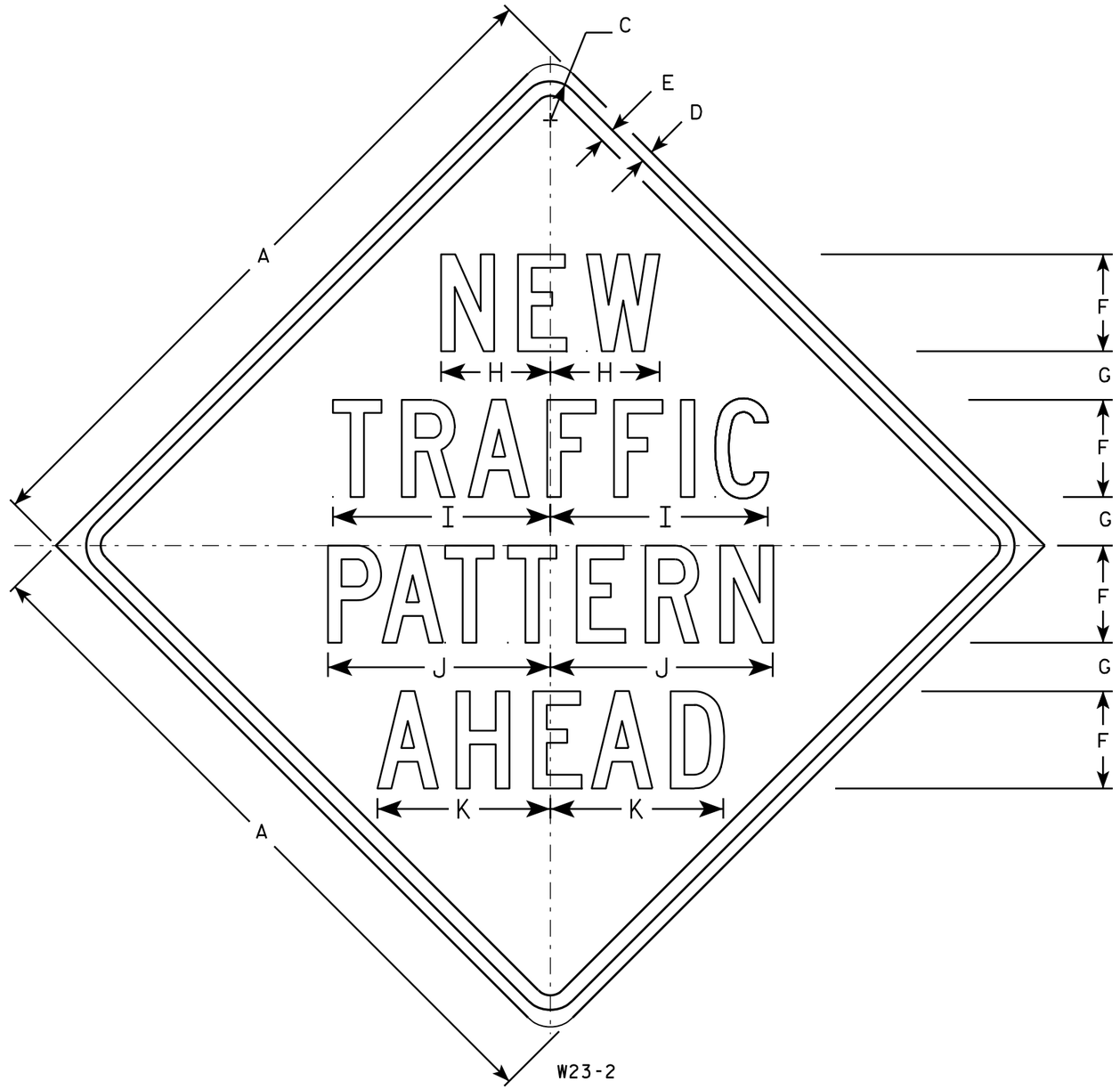
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 461 | E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W205.DGN PLOT DATE : 18-MAR-2011 12:15 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.918087:1.000000
WISDOT/CADDS SHEET 42



NOTES

1. Sign isType II - Type F Reflective - reference WIS DOT Standard Specification forHIGHWAY 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	36		1 5/8	5/8	3/4	5	2 1/2	5 5/8	11 1/4	11 1/2	8 7/8																9.0
2M	36		1 5/8	5/8	3/4	5	2 1/2	5 5/8	11 1/4	11 1/2	8 7/8																9.0
3																											
4																											
5																											

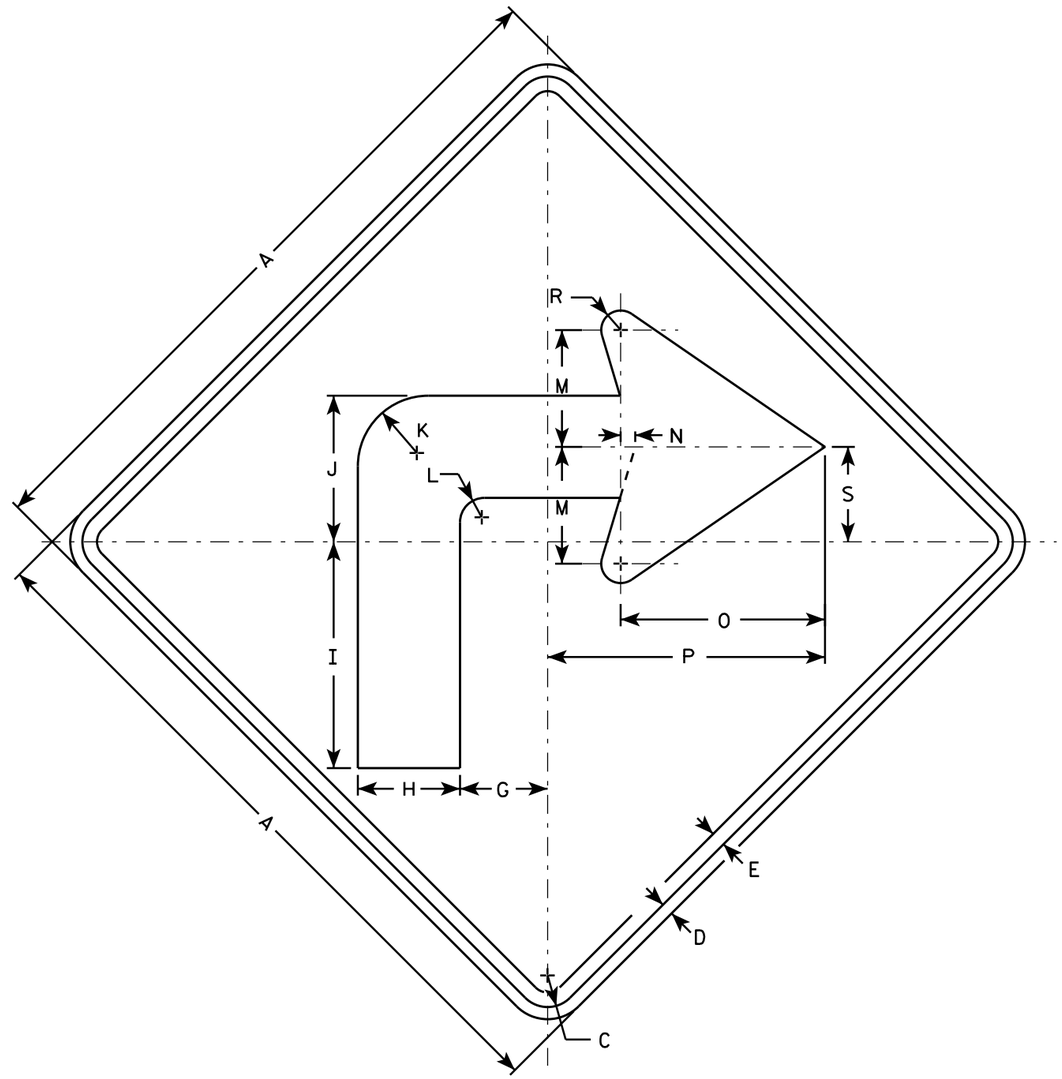
STANDARD SIGN
W23-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W23-2.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 462 | E



W01-1R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - 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. W01-1L is the same as W01-1R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4		4 1/2	5 1/4	11 5/8	7 1/2	3 5/8	1 1/4	6	3/4	10 1/2	14 1/4		1	4 7/8								9.0
2S	48		2 1/4	3/4	1		6	7	15 1/2	10	4 7/8	1 5/8	8	1	14	19		1 1/4	6 1/2								16.0
2M	48		2 1/4	3/4	1		6	7	15 1/2	10	4 7/8	1 5/8	8	1	14	19		1 1/4	6 1/2								16.0
3	48		2 1/4	3/4	1		6	7	15 1/2	10	4 7/8	1 5/8	8	1	14	19		1 1/4	6 1/2								16.0
4	48		2 1/4	3/4	1		6	7	15 1/2	10	4 7/8	1 5/8	8	1	14	19		1 1/4	6 1/2								16.0
5	48		2 1/4	3/4	1		6	7	15 1/2	10	4 7/8	1 5/8	8	1	14	19		1 1/4	6 1/2								16.0

STANDARD SIGN
W01-1

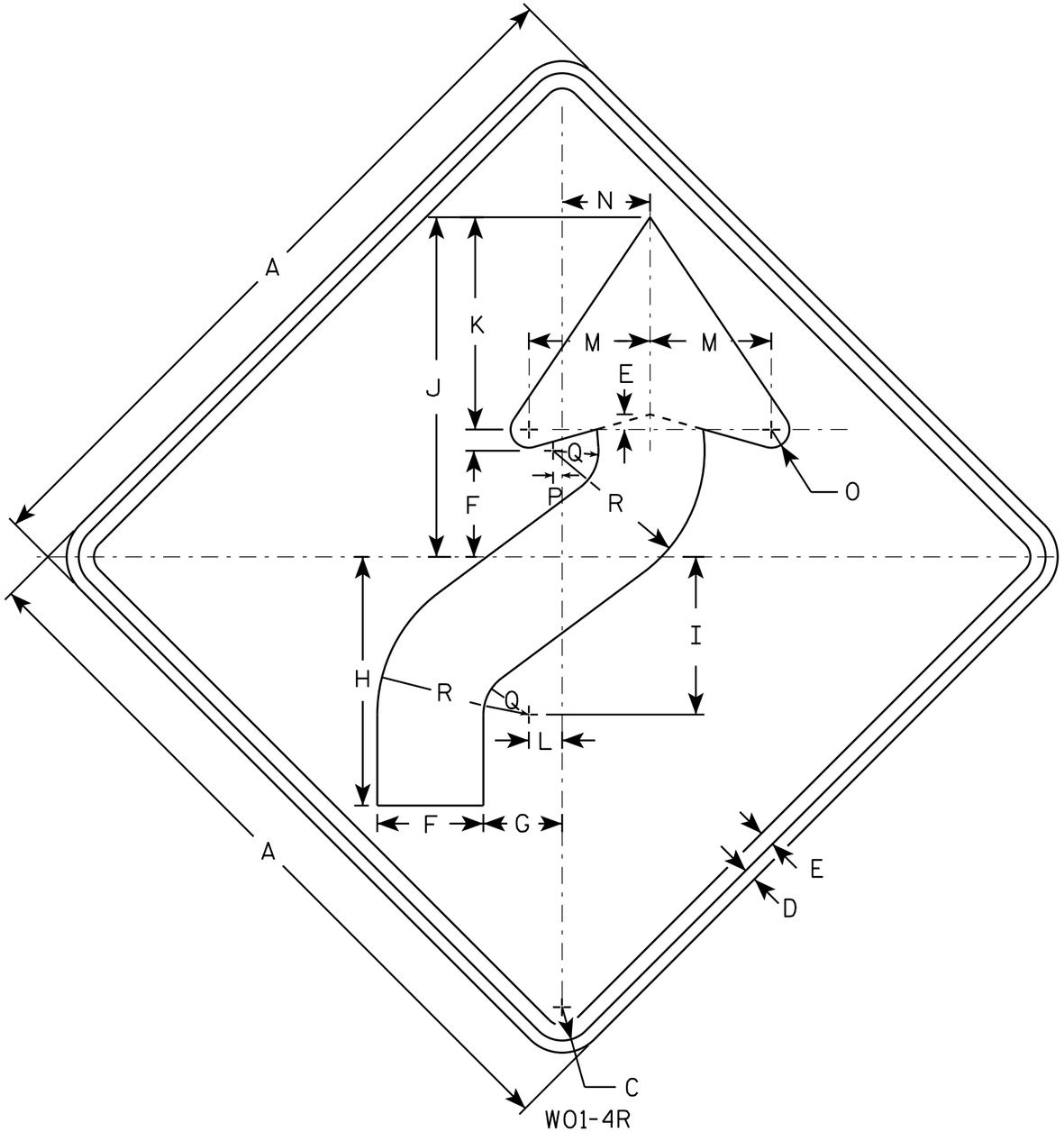
WISCONSIN DEPT OF TRANSPORTATION

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\W011.DGN PLOT DATE : 28-FEB-2014 11:34 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 7.783368:1.000000 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

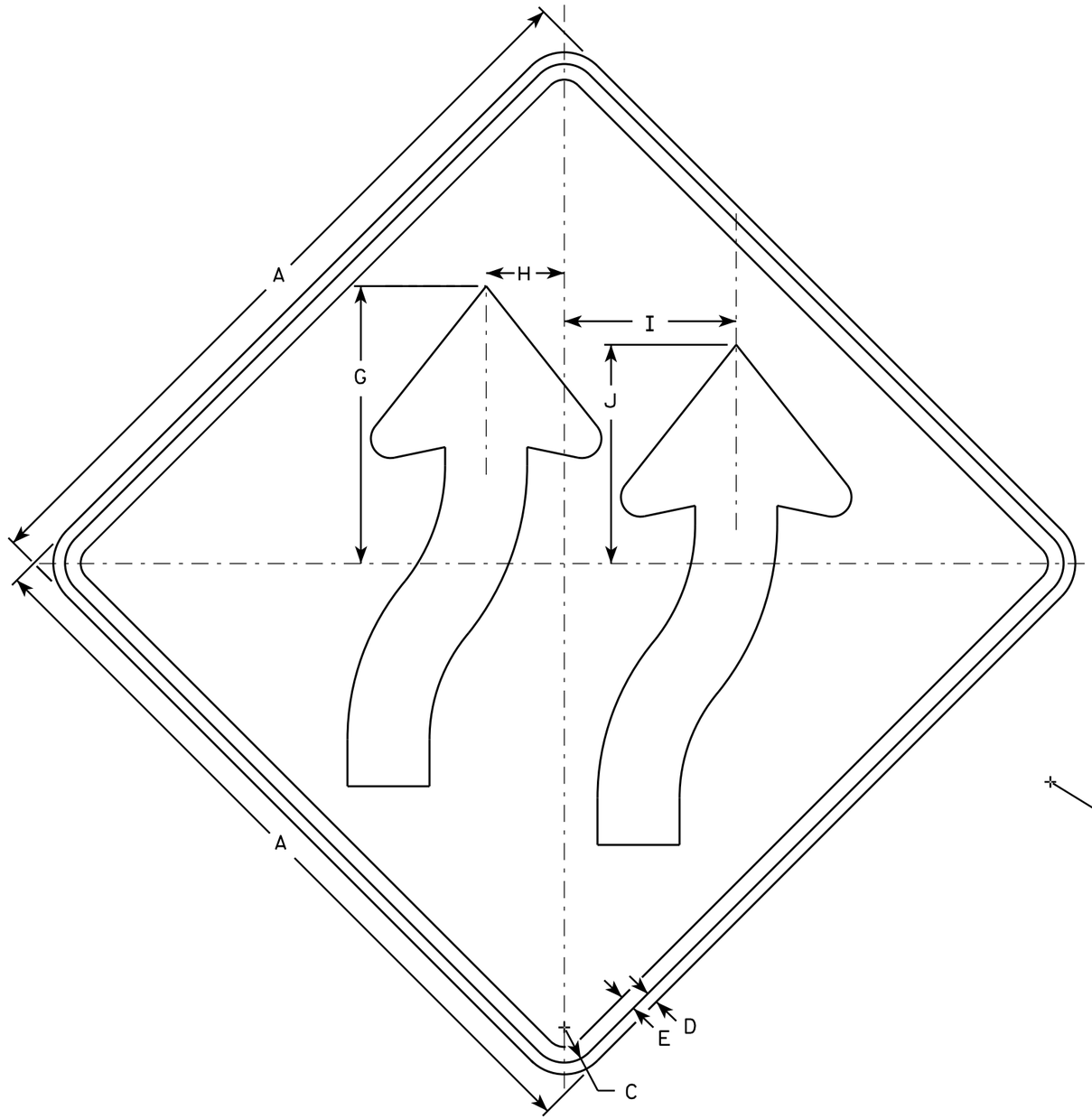
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

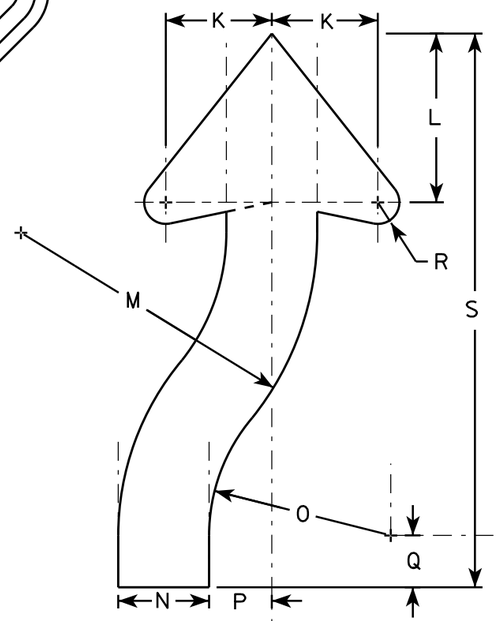
DATE 11/18/13 PLATE NO W01-4.1

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



W01-4bR



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. W01-4bL is the same as W014-bR exept arrows are 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		13 3/8	3 3/4	8 1/4	10 1/2	4 5/8	7 3/8	12 7/8	3 7/8	7 7/8	2 3/4	2 1/4	7/8	24								9.0
2S	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
2M	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
3	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
4	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
5	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0

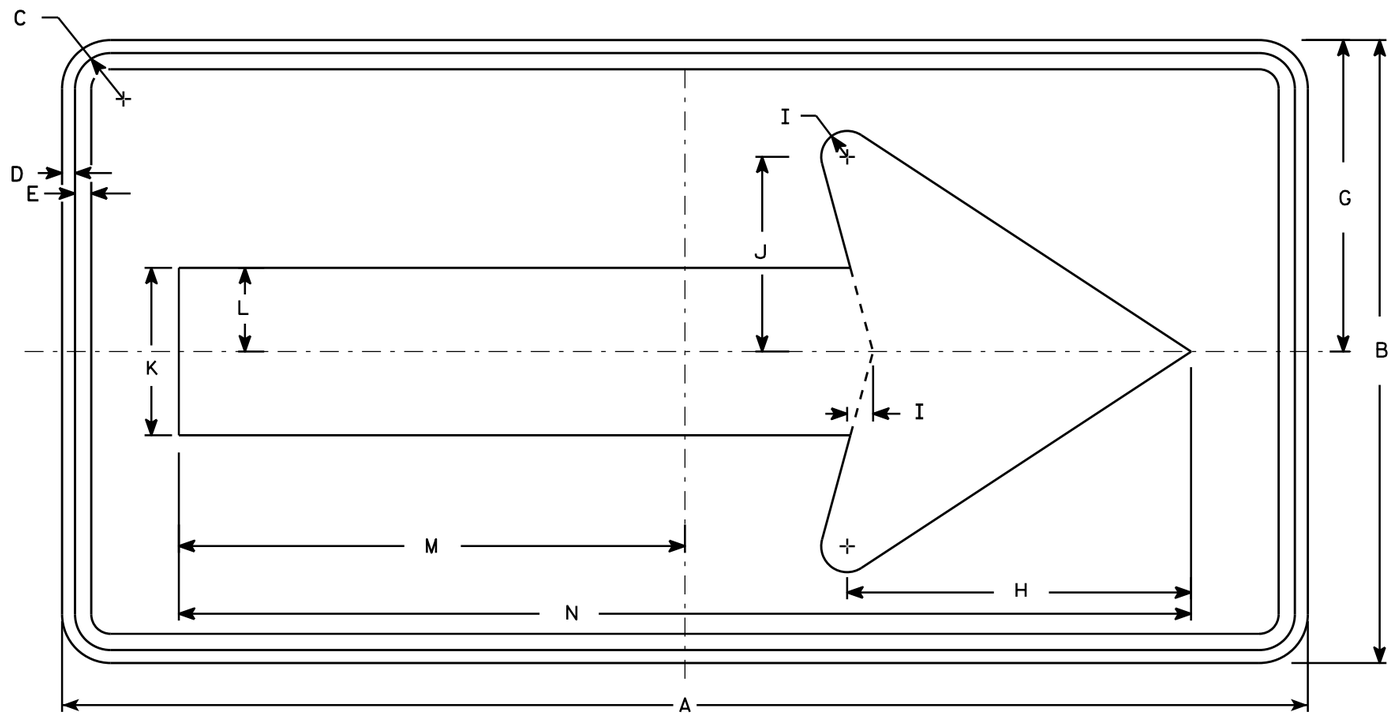
STANDARD SIGN
W01-4b

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-4b.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



WO1-6

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
WO1-6

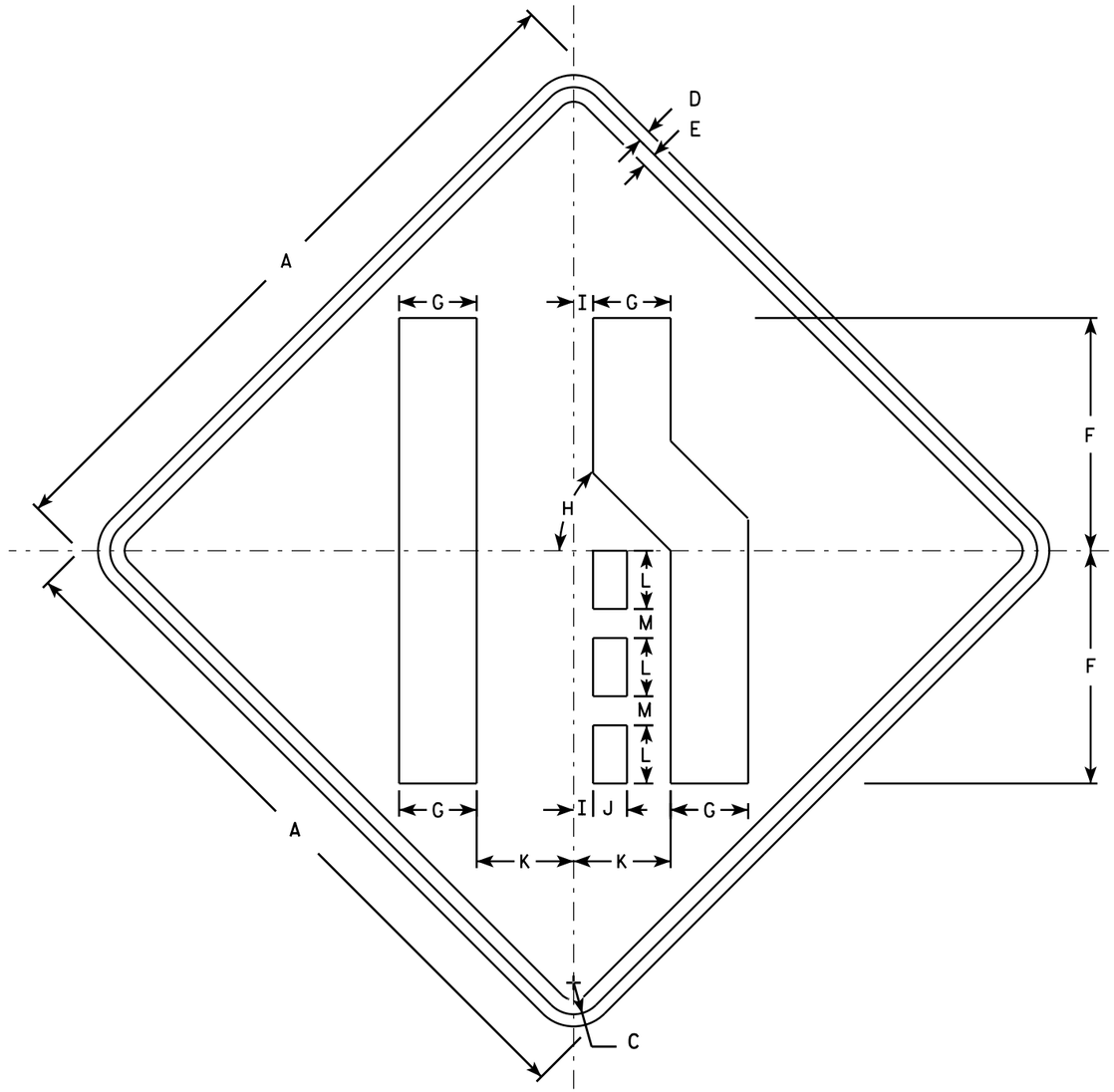
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE WO1-6.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\WO16.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42



W04-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

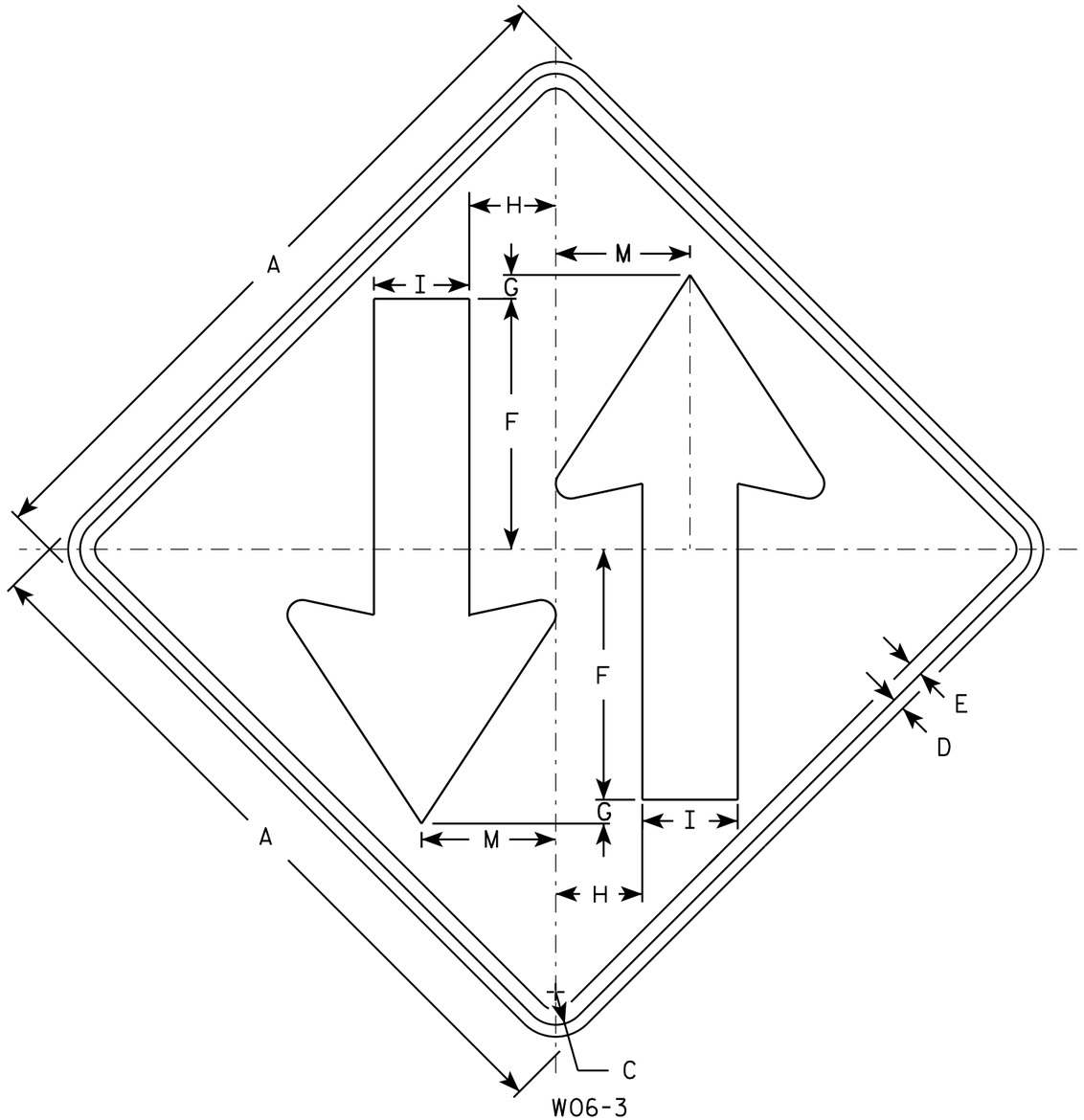
STANDARD SIGN
W04-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 467 W04-2.1

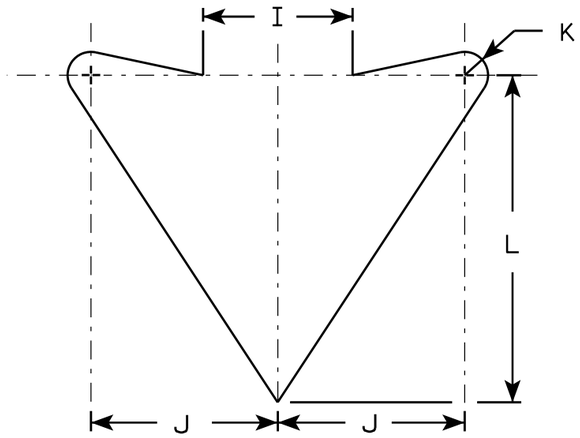
PROJECT NO: | SHEET NO: E



W06-3

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	1	4 1/4	5	6	3/4	10 1/2	6 3/4														9.0
2S	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
2M	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
3	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
4	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
5	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0

STANDARD SIGN
W06-3

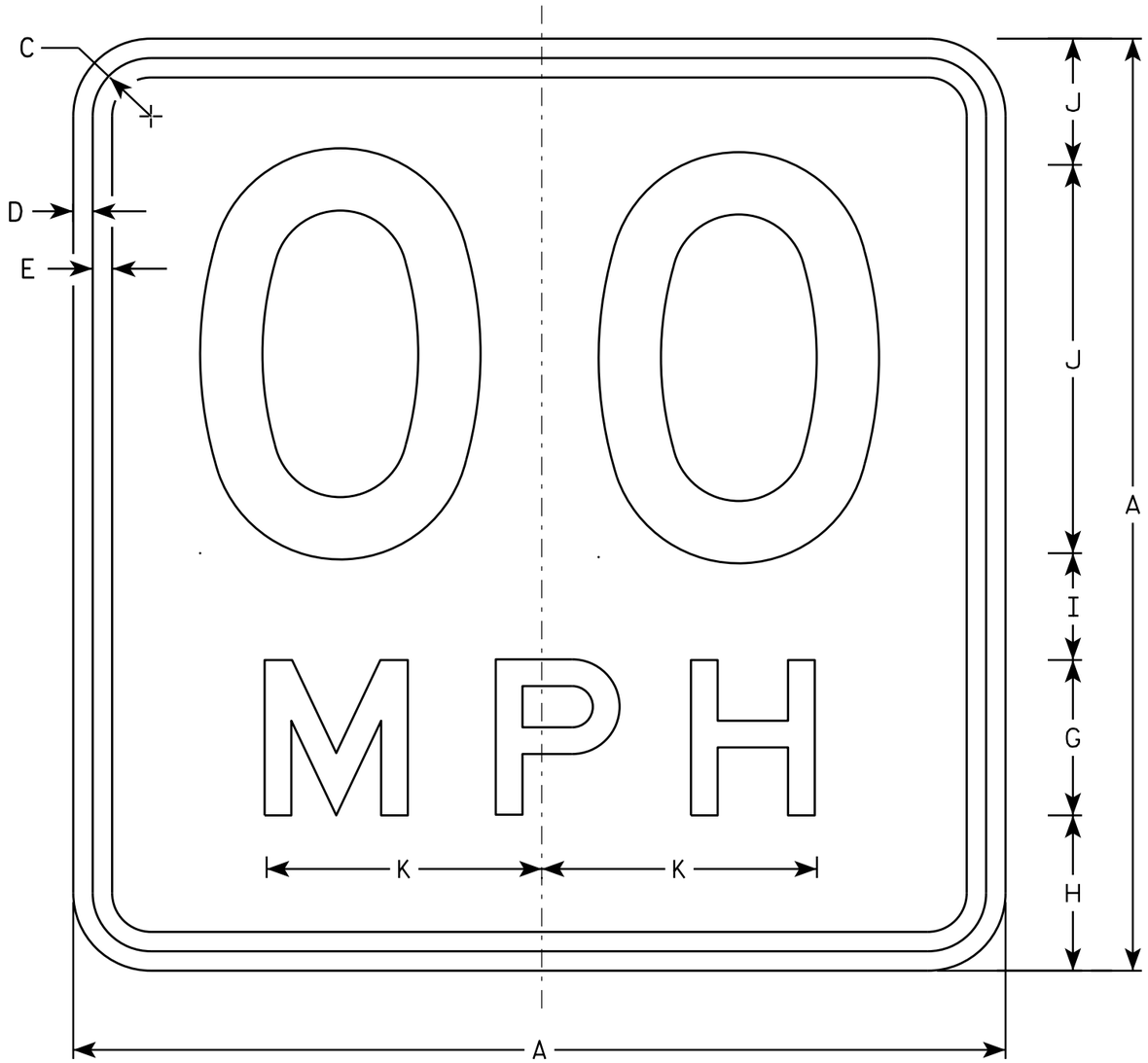
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 468 W06-3.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W063.DGN PLOT DATE : 20-NOV-2013 12:14 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.080757:1.000000
WISDOT/CADDS SHEET 42



W013-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	7 1/8																4.00
2S	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
2M	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
3	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

STANDARD SIGN
W013-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/21/13 PLATE 469 W013-1.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

PROJECT 1320-23-70
STH 11 EB STAGE 2

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY)			Cumulative Vol (CY)			Mass Ordinate
			Cut	Fill	EBS	Cut	Fill	EBS	Cut	Fill	EBS	
150+00	15000.00	0.00	178	85	0	0	0	0	0	0	0	0
150+50	15050.00	50.00	165	99	0	317	170	0	317	170	0	147
151+00	15100.00	50.00	125	103	0	268	188	0	585	358	0	228
151+50	15150.00	50.00	86	107	0	195	195	0	780	552	0	228
152+00	15200.00	50.00	68	112	0	142	202	0	923	754	0	168
152+50	15250.00	50.00	62	102	0	121	198	0	1043	952	0	91
153+00	15300.00	50.00	82	106	0	133	192	0	1177	1144	0	32
153+50	15350.00	50.00	89	100	0	158	191	0	1335	1335	0	0
154+00	15400.00	50.00	102	121	0	177	205	0	1512	1540	0	-29
154+50	15450.00	50.00	105	137	0	192	239	0	1704	1779	0	-76
155+00	15500.00	50.00	105	162	0	195	276	0	1898	2056	0	-157
155+50	15550.00	50.00	62	173	0	155	310	0	2053	2366	0	-313
156+00	15600.00	50.00	55	182	0	108	328	0	2161	2694	0	-533
156+50	15650.00	50.00	49	200	0	96	354	0	2257	3048	0	-791
157+00	15700.00	50.00	37	191	0	80	363	0	2338	3411	0	-1073
157+50	15750.00	50.00	30	154	0	63	319	0	2400	3730	0	-1330
158+00	15800.00	50.00	46	149	0	70	280	0	2471	4010	0	-1539
158+50	15850.00	50.00	43	148	0	83	275	0	2553	4285	0	-1732
159+00	15900.00	50.00	29	165	0	67	290	0	2620	4575	0	-1955
159+50	15950.00	50.00	22	326	0	47	454	0	2667	5029	0	-2362
160+00	16000.00	50.00	17	323	0	36	600	0	2703	5629	0	-2926
160+50	16050.00	50.00	11	392	0	26	662	0	2728	6291	0	-3563
161+00	16100.00	50.00	30	376	0	38	711	0	2766	7002	0	-4236
161+50	16150.00	50.00	62	401	0	85	719	0	2851	7721	0	-4870
162+00	16200.00	50.00	51	405	0	105	747	0	2957	8468	0	-5511
162+50	16250.00	50.00	5	411	0	52	755	0	3009	9223	0	-6215
163+00	16300.00	50.00	3	404	0	8	754	0	3017	9977	0	-6961
163+50	16350.00	50.00	2	408	0	5	751	0	3022	10729	0	-7707
164+00	16400.00	50.00	1	447	0	3	791	0	3025	11520	0	-8495
164+50	16450.00	50.00	1	514	0	2	890	0	3027	12409	0	-9383

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\090101_EW.ppt PLOT DATE : 3/19/2019 3:19:36 PM PLOT BY : NICK BOBINSKI PLOT NAME : 090101_EW1 PLOT SCALE : 1:1

PROJECT 1320-23-70

STH 11 EB STAGE 2 (CONTINUED)

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY)			Cumulative Vol (CY)			Mass Ordinate
			Cut	Fill	EBS	Cut	Fill	EBS	Cut	Fill	EBS	
165+00	16500.00	50.00	0	571	0	1	1005	0	3027	13414	0	-10387
165+50	16550.00	50.00	0	631	0	1	1113	0	3028	14528	0	-11499
166+00	16600.00	50.00	26	465	0	25	1015	0	3053	15542	0	-12489
166+50	16650.00	50.00	2	403	0	26	804	0	3079	16346	0	-13267
167+00	16700.00	50.00	7	326	0	8	675	0	3087	17020	0	-13933
167+50	16750.00	50.00	14	259	0	20	541	0	3107	17561	0	-14455
168+00	16800.00	50.00	115	199	0	119	424	0	3226	17986	0	-14760
168+50	16850.00	50.00	41	153	0	144	326	0	3370	18312	0	-14942
169+00	16900.00	50.00	60	114	0	93	248	0	3463	18559	0	-15096
169+50	16950.00	50.00	79	86	0	128	186	0	3591	18745	0	-15154
170+00	17000.00	50.00	95	66	0	160	140	0	3751	18885	0	-15134
170+50	17050.00	50.00	103	70	0	183	125	0	3934	19010	0	-15076
171+00	17100.00	50.00	107	80	0	194	138	0	4128	19149	0	-15020
171+50	17150.00	50.00	107	85	0	198	152	0	4327	19301	0	-14974
172+00	17200.00	50.00	110	87	0	201	159	0	4528	19460	0	-14933
172+50	17250.00	50.00	114	74	0	207	149	0	4735	19609	0	-14874
173+00	17300.00	50.00	133	52	0	228	116	0	4963	19725	0	-14762
173+50	17350.00	50.00	206	15	0	314	62	0	5276	19787	0	-14511
174+00	17400.00	50.00	122	42	0	304	53	0	5580	19840	0	-14260
174+50	17450.00	50.00	126	41	0	229	77	0	5809	19917	0	-14108
175+00	17500.00	50.00	128	37	0	235	72	0	6044	19989	0	-13945
175+50	17550.00	50.00	168	45	0	274	76	0	6318	20065	0	-13747
176+00	17600.00	50.00	100	79	0	247	115	0	6565	20180	0	-13615
176+50	17650.00	50.00	84	120	0	170	184	0	6735	20364	0	-13629
				Column totals		6735	20364	0				-13629

PROJECT 1320-23-70
STH 11 WB STAGE 3-4

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY)			Cumulative Vol (CY)			Mass Ordinate
			Cut	Fill	EBS	Cut	Fill	EBS	Cut	Fill	EBS	
150+00	15000.00	0.00	264	45	0	0	0	0	0	0	0	0
150+50	15050.00	50.00	219	43	0	448	82	0	448	82	0	366
151+00	15100.00	50.00	195	46	0	383	83	0	830	165	0	666
151+50	15150.00	50.00	162	48	0	330	87	0	1161	252	0	909
152+00	15200.00	50.00	139	61	0	279	101	0	1439	352	0	1087
152+50	15250.00	50.00	117	63	0	237	115	0	1676	467	0	1209
153+00	15300.00	50.00	102	77	0	203	129	0	1879	596	0	1283
153+50	15350.00	50.00	102	66	0	189	132	0	2068	728	0	1339
154+00	15400.00	50.00	98	60	0	184	117	0	2252	845	0	1407
154+50	15450.00	50.00	95	53	0	178	105	0	2430	950	0	1480
155+00	15500.00	50.00	84	41	0	165	88	0	2595	1038	0	1558
155+50	15550.00	50.00	109	27	0	178	63	0	2774	1101	0	1673
156+00	15600.00	50.00	108	28	0	200	51	0	2974	1151	0	1822
156+50	15650.00	50.00	108	20	0	199	44	0	3173	1196	0	1978
157+00	15700.00	50.00	110	19	0	201	36	0	3375	1231	0	2143
157+50	15750.00	50.00	114	16	0	208	32	0	3582	1263	0	2319
158+00	15800.00	50.00	107	9	0	205	23	0	3787	1287	0	2501
158+50	15850.00	50.00	102	10	0	194	18	0	3981	1305	0	2677
159+00	15900.00	50.00	94	14	0	182	23	0	4163	1327	0	2836
159+50	15950.00	50.00	86	19	0	167	31	0	4330	1358	0	2972
160+00	16000.00	50.00	82	20	0	156	36	0	4486	1394	0	3092
160+50	16050.00	50.00	75	22	0	145	38	0	4631	1432	0	3199
161+00	16100.00	50.00	54	32	0	119	49	0	4750	1481	0	3269
161+50	16150.00	50.00	41	60	0	88	85	0	4838	1566	0	3272
162+00	16200.00	50.00	38	48	0	73	100	0	4912	1666	0	3245
162+50	16250.00	50.00	46	30	0	78	73	0	4989	1739	0	3250
163+00	16300.00	50.00	34	45	0	74	70	0	5063	1809	0	3255
163+50	16350.00	50.00	22	59	0	52	97	0	5115	1905	0	3210
164+00	16400.00	50.00	15	74	0	35	123	0	5150	2029	0	3121
164+50	16450.00	50.00	9	92	0	23	153	0	5173	2182	0	2991

PROJECT 1320-23-70

STH 11 WB STAGE 3-4 (CONTINUED)

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY)			Cumulative Vol (CY)			Mass Ordinate
			Cut	Fill	EBS	Cut	Fill	EBS	Cut	Fill	EBS	
165+00	16500.00	50.00	6	112	0	14	188	0	5187	2370	0	2817
165+50	16550.00	50.00	5	116	0	10	211	0	5196	2581	0	2615
166+00	16600.00	50.00	6	139	0	10	236	0	5206	2817	0	2389
166+50	16650.00	50.00	14	101	0	19	222	0	5225	3040	0	2186
167+00	16700.00	50.00	32	90	0	43	177	0	5268	3217	0	2051
167+50	16750.00	50.00	55	80	0	80	157	0	5348	3374	0	1974
168+00	16800.00	50.00	68	145	0	113	209	0	5461	3583	0	1879
168+50	16850.00	50.00	102	56	0	157	186	0	5618	3769	0	1849
169+00	16900.00	50.00	123	48	0	208	96	0	5827	3865	0	1962
169+50	16950.00	50.00	145	42	0	248	83	0	6075	3948	0	2127
170+00	17000.00	50.00	160	37	0	282	74	0	6357	4022	0	2335
170+50	17050.00	50.00	173	36	0	308	67	0	6665	4089	0	2576
171+00	17100.00	50.00	183	36	0	329	66	0	6994	4155	0	2839
171+50	17150.00	50.00	189	36	0	344	66	0	7338	4221	0	3117
172+00	17200.00	50.00	190	36	0	351	66	0	7689	4287	0	3402
172+50	17250.00	50.00	191	36	0	353	66	0	8042	4353	0	3689
173+00	17300.00	50.00	185	45	0	349	74	0	8391	4427	0	3964
173+50	17350.00	50.00	190	45	0	348	83	0	8738	4510	0	4229
174+00	17400.00	50.00	193	45	0	354	83	0	9093	4592	0	4500
174+50	17450.00	50.00	200	45	0	363	83	0	9456	4675	0	4781
175+00	17500.00	50.00	201	45	0	371	83	0	9827	4758	0	5069
175+50	17550.00	50.00	192	83	0	364	118	0	10190	4876	0	5314
176+00	17600.00	50.00	178	36	0	342	111	0	10533	4986	0	5546
176+50	17650.00	50.00	151	40	0	305	70	0	10838	5057	0	5781
				Column totals		10838	5057	0				5781

PROJECT 1320-23-73
STH 11 EB STAGE 2

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY)			Cumulative Vol (CY)			Mass Ordinate
			Cut	Fill	EBS	Cut	Fill	EBS	Cut	Fill	EBS	
176+50	17650.00	0.00	84	120	0	0	0	0	0	0	0	0
177+00	17700.00	50.00	58	146	0	132	246	0	132	246	0	-114
177+50	17750.00	50.00	37	189	0	88	310	0	220	556	0	-336
178+00	17800.00	50.00	36	226	0	67	385	0	287	941	0	-654
178+50	17850.00	50.00	22	289	0	53	477	0	340	1418	0	-1077
179+00	17900.00	50.00	12	349	0	31	590	0	371	2008	0	-1636
179+50	17950.00	50.00	6	403	0	16	696	0	387	2704	0	-2317
180+00	18000.00	50.00	2	437	0	7	778	0	395	3482	0	-3087
180+50	18050.00	50.00	1	491	0	3	859	0	398	4341	0	-3944
181+00	18100.00	50.00	0	487	0	1	905	0	399	5246	0	-4848
181+50	18150.00	50.00	1	483	0	1	898	0	400	6145	0	-5745
182+00	18200.00	50.00	1	480	0	1	892	0	401	7037	0	-6636
182+50	18250.00	50.00	1	481	0	1	891	0	402	7928	0	-7525
183+00	18300.00	50.00	65	482	0	60	892	0	463	8820	0	-8358
183+50	18350.00	50.00	65	467	0	120	879	0	582	9699	0	-9117
184+00	18400.00	50.00	31	437	0	89	837	0	671	10537	0	-9865
184+50	18450.00	50.00	2	400	0	31	775	0	702	11311	0	-10609
185+00	18500.00	50.00	2	383	0	4	725	0	706	12036	0	-11330
185+50	18550.00	50.00	2	398	0	4	723	0	710	12760	0	-12049
186+00	18600.00	50.00	3	412	0	5	750	0	715	13509	0	-12794
186+50	18650.00	50.00	65	386	0	63	739	0	778	14248	0	-13470
187+00	18700.00	50.00	4	316	0	64	650	0	842	14898	0	-14057
187+50	18750.00	50.00	2	297	0	5	568	0	847	15466	0	-14619
188+00	18800.00	50.00	2	353	0	4	602	0	851	16068	0	-15217
188+50	18850.00	50.00	54	361	0	51	661	0	902	16729	0	-15827
189+00	18900.00	50.00	54	493	0	100	791	0	1002	17520	0	-16518
189+50	18950.00	50.00	41	477	0	88	898	0	1089	18418	0	-17329

PROJECT 1320-23-73
STH 11 EB STAGE 2 (CONTINUED)

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY)			Cumulative Vol (CY)			Mass Ordinate
			Cut	Fill	EBS	Cut	Fill	EBS	Cut	Fill	EBS	
190+00	19000.00	50.00	2	360	0	39	775	0	1129	19194	0	-18065
190+50	19050.00	50.00	2	438	0	4	739	0	1133	19933	0	-18800
191+00	19100.00	50.00	3	422	0	5	796	0	1137	20729	0	-19592
191+50	19150.00	50.00	3	406	0	5	767	0	1143	21496	0	-20353
192+00	19200.00	50.00	74	399	0	71	746	0	1214	22242	0	-21028
192+50	19250.00	50.00	2	385	0	71	727	0	1284	22968	0	-21684
193+00	19300.00	50.00	3	359	0	5	689	0	1289	23658	0	-22369
193+50	19350.00	50.00	49	320	0	48	629	0	1337	24287	0	-22950
194+00	19400.00	50.00	54	249	0	95	528	0	1432	24814	0	-23383
194+50	19450.00	50.00	54	219	0	100	433	0	1532	25248	0	-23716
195+00	19500.00	50.00	0	222	0	51	408	0	1583	25656	0	-24073
		Column totals				1583	25656	0				-24073

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FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\090101_EW.ppt PLOT DATE : 3/19/2019 3:20:19 PM PLOT BY : NICK BOBINSKI PLOT NAME : 090101_EW1 PLOT SCALE : 1:1

PROJECT 1320-23-73
STH 11 EB STAGE 3

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY)			Cumulative Vol (CY)			Mass Ordinate
			Cut	Fill	EBS	Cut	Fill	EBS	Cut	Fill	EBS	
195+00	19500.00	#REF!	0	222	0	0	0	0	0	0	0	0
195+50	19550.00	50.00	1	199	0	1	390	0	1	390	0	-389
196+00	19600.00	50.00	2	167	0	2	339	0	3	729	0	-726
196+50	19650.00	50.00	3	110	0	4	257	0	7	986	0	-979
197+00	19700.00	50.00	7	164	0	9	254	0	15	1240	0	-1224
197+50	19750.00	50.00	14	143	0	19	284	0	35	1524	0	-1489
198+00	19800.00	50.00	21	210	0	33	327	0	67	1851	0	-1783
198+50	19850.00	50.00	3	201	0	22	381	0	89	2231	0	-2142
199+00	19900.00	50.00	69	293	0	66	458	0	155	2689	0	-2533
199+50	19950.00	50.00	63	313	0	122	561	0	278	3250	0	-2972
200+00	20000.00	50.00	3	355	0	61	618	0	338	3868	0	-3530
200+50	20050.00	50.00	6	349	0	8	652	0	346	4520	0	-4174
201+00	20100.00	50.00	7	297	0	11	598	0	358	5119	0	-4761
201+50	20150.00	50.00	4	254	0	10	510	0	367	5629	0	-5262
202+00	20200.00	50.00	7	409	0	10	614	0	377	6243	0	-5866
202+50	20250.00	50.00	9	201	0	15	564	0	392	6808	0	-6416
203+00	20300.00	50.00	8	187	0	16	359	0	408	7166	0	-6759
203+50	20350.00	50.00	96	190	0	96	349	0	504	7515	0	-7011
204+00	20400.00	50.00	79	185	0	162	347	0	666	7862	0	-7196
204+50	20450.00	50.00	47	161	0	117	321	0	783	8183	0	-7400
205+00	20500.00	50.00	26	130	0	68	269	0	850	8452	0	-7602
205+50	20550.00	50.00	32	100	0	53	212	0	904	8664	0	-7760
206+00	20600.00	50.00	38	75	0	65	161	0	968	8825	0	-7857
206+50	20650.00	50.00	44	52	0	76	118	0	1044	8943	0	-7899
207+00	20700.00	50.00	49	43	0	86	88	0	1130	9031	0	-7901
207+50	20750.00	50.00	49	61	0	91	96	0	1221	9127	0	-7906
208+00	20800.00	50.00	47	79	0	89	130	0	1310	9257	0	-7947
208+50	20850.00	50.00	49	87	0	89	154	0	1399	9411	0	-8012
209+00	20900.00	50.00	95	52	0	133	129	0	1531	9540	0	-8009
209+50	20950.00	50.00	123	19	0	201	66	0	1732	9606	0	-7873
210+00	21000.00	50.00	215	0	0	313	17	0	2045	9623	0	-7578
					Column totals	2045	9623	0				-7578

PROJECT 1320-23-73
STH 11 EB STAGE 5

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY)			Cumulative Vol (CY)			Mass Ordinate
			Cut	Fill	EBS	Cut	Fill	EBS	Cut	Fill	EBS	
210+00	21000.00	#REF!	215	0	0	0	0	0	0	0	0	0
210+50	21050.00	50.00	269	0	0	449	0	0	449	0	0	449
211+00	21100.00	50.00	535	0	0	745	0	0	1193	0	0	1193
211+50	21150.00	50.00	491	0	0	950	0	0	2143	0	0	2143
212+00	21200.00	50.00	488	0	0	906	0	0	3049	0	0	3049
212+50	21250.00	50.00	464	0	0	881	0	0	3931	0	0	3931
213+00	21300.00	50.00	382	0	0	783	0	0	4714	0	0	4714
213+50	21350.00	50.00	316	3	0	646	3	0	5359	3	0	5356
214+00	21400.00	50.00	368	12	0	633	14	0	5992	17	0	5975
214+50	21450.00	50.00	229	23	0	553	33	0	6545	50	0	6495
215+00	21500.00	50.00	185	36	0	384	55	0	6929	105	0	6825
215+50	21550.00	50.00	168	54	0	327	83	0	7257	187	0	7069
216+00	21600.00	50.00	141	76	0	286	120	0	7543	308	0	7235
216+50	21650.00	50.00	141	95	0	261	158	0	7804	466	0	7338
217+00	21700.00	50.00	220	79	0	334	161	0	8138	627	0	7511
217+50	21750.00	50.00	189	66	0	378	134	0	8516	761	0	7755
218+00	21800.00	50.00	178	54	0	339	112	0	8855	873	0	7982
218+50	21850.00	50.00	223	40	0	371	88	0	9225	961	0	8265
219+00	21900.00	50.00	257	20	0	444	56	0	9669	1017	0	8653
219+50	21950.00	50.00	300	18	0	516	35	0	10185	1051	0	9134
220+00	22000.00	50.00	280	15	0	537	30	0	10722	1082	0	9641
220+50	22050.00	50.00	294	3	0	532	17	0	11254	1099	0	10155
221+00	22100.00	50.00	454	0	0	692	3	0	11946	1101	0	10845
221+50	22150.00	50.00	309	1	0	706	0	0	12652	1102	0	11550
222+00	22200.00	50.00	308	9	0	571	9	0	13223	1111	0	12113
222+50	22250.00	50.00	308	9	0	571	16	0	13794	1127	0	12667
223+00	22300.00	50.00	306	5	0	569	13	0	14363	1140	0	13223
223+50	22350.00	50.00	289	4	0	551	9	0	14914	1149	0	13766
224+00	22400.00	50.00	260	8	0	509	12	0	15423	1160	0	14263
224+50	22450.00	50.00	253	5	0	475	12	0	15898	1172	0	14726

PROJECT 1320-23-73

STH 11 EB STAGE 5 (CONTINUED)

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY)			Cumulative Vol (CY)			Mass Ordinate
			Cut	Fill	EBS	Cut	Fill	EBS	Cut	Fill	EBS	
225+00	22500.00	50.00	234	2	0	451	6	0	16349	1178	0	15171
225+50	22550.00	50.00	238	4	0	436	5	0	16785	1183	0	15602
226+00	22600.00	50.00	252	1	0	453	5	0	17239	1188	0	16051
226+50	22650.00	50.00	328	1	0	537	1	0	17776	1189	0	16586
227+00	22700.00	50.00	253	3	0	538	3	0	18313	1192	0	17121
227+50	22750.00	50.00	117	21	0	343	23	0	18656	1215	0	17441
228+00	22800.00	50.00	112	33	0	213	50	0	18869	1265	0	17604
228+50	22850.00	50.00	316	38	0	397	65	0	19265	1330	0	17935
229+00	22900.00	50.00	322	47	0	591	79	0	19856	1410	0	18446
229+50	22950.00	50.00	329	60	0	602	100	0	20458	1509	0	18949
230+00	23000.00	50.00	358	71	0	635	122	0	21094	1631	0	19463
230+50	23050.00	50.00	399	74	0	701	134	0	21794	1765	0	20030
231+00	23100.00	50.00	415	68	0	754	131	0	22548	1896	0	20652
231+50	23150.00	50.00	415	65	0	768	122	0	23316	2018	0	21298
232+00	23200.00	50.00	409	55	0	763	110	0	24079	2129	0	21950
232+50	23250.00	50.00	429	67	0	776	113	0	24855	2241	0	22613
233+00	23300.00	50.00	416	73	0	782	129	0	25637	2370	0	23266
233+50	23350.00	50.00	300	54	0	662	117	0	26299	2487	0	23812
234+00	23400.00	50.00	217	62	0	478	107	0	26777	2594	0	24184
					Column totals	26777	2594	0				24184

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PROJECT NO: 1320-23-73 | HWY: STH 11 | COUNTY: RACINE | EARTHWORK DATA: STH 11 | SHEET: 478 | E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\090101_EW.ppt PLOT DATE : 3/19/2019 3:20:19 PM PLOT BY : NICK BOBINSKI PLOT NAME : 090101_EW1 PLOT SCALE : 1:1

PROJECT 1320-23-73
STH 11WB STAGE 6

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY)			Cumulative Vol (CY)			Mass Ordinate
			Cut	Fill	EBS	Cut	Fill	EBS	Cut	Fill	EBS	
176+50	17650.00	0.00	151	40	0	0	0	0	0	0	0	0
177+00	17700.00	50.00	127	49	0	258	82	0	258	82	0	176
177+50	17750.00	50.00	104	59	0	214	100	0	471	182	0	290
178+00	17800.00	50.00	80	85	0	170	133	0	641	315	0	326
178+50	17850.00	50.00	55	97	0	125	169	0	766	484	0	283
179+00	17900.00	50.00	31	110	0	79	191	0	845	675	0	170
179+50	17950.00	50.00	9	119	0	37	212	0	882	887	0	-5
180+00	18000.00	50.00	0	146	0	9	245	0	891	1132	0	-241
180+50	18050.00	50.00	0	175	0	0	297	0	891	1429	0	-538
181+00	18100.00	50.00	0	185	0	0	334	0	891	1763	0	-872
181+50	18150.00	50.00	0	183	0	0	341	0	891	2104	0	-1213
182+00	18200.00	50.00	0	179	0	0	335	0	891	2439	0	-1548
182+50	18250.00	50.00	0	181	0	0	333	0	891	2772	0	-1881
183+00	18300.00	50.00	0	238	0	0	387	0	891	3159	0	-2269
183+50	18350.00	50.00	0	236	0	0	439	0	891	3598	0	-2707
184+00	18400.00	50.00	0	198	0	0	402	0	891	4000	0	-3109
184+50	18450.00	50.00	0	164	0	0	335	0	891	4335	0	-3444
185+00	18500.00	50.00	0	159	0	0	299	0	891	4634	0	-3743
185+50	18550.00	50.00	0	161	0	0	296	0	891	4930	0	-4039
186+00	18600.00	50.00	0	157	0	0	294	0	891	5224	0	-4333
186+50	18650.00	50.00	0	213	0	0	342	0	891	5566	0	-4675
187+00	18700.00	50.00	0	146	0	0	332	0	891	5898	0	-5008
187+50	18750.00	50.00	1	144	0	1	269	0	892	6167	0	-5275
188+00	18800.00	50.00	2	142	0	2	265	0	894	6432	0	-5538
188+50	18850.00	50.00	2	191	0	4	308	0	898	6740	0	-5842
189+00	18900.00	50.00	3	188	0	5	351	0	903	7091	0	-6188
189+50	18950.00	50.00	4	172	0	7	334	0	909	7425	0	-6516
190+00	19000.00	50.00	6	134	0	9	284	0	919	7709	0	-6790
190+50	19050.00	50.00	8	128	0	13	243	0	932	7952	0	-7020
191+00	19100.00	50.00	11	122	0	17	232	0	949	8184	0	-7235
191+50	19150.00	50.00	13	118	0	22	222	0	971	8406	0	-7435
192+00	19200.00	50.00	12	185	0	23	281	0	994	8687	0	-7692
192+50	19250.00	50.00	18	112	0	27	275	0	1022	8962	0	-7940
193+00	19300.00	50.00	19	111	0	34	207	0	1056	9168	0	-8113
193+50	19350.00	50.00	20	154	0	36	246	0	1092	9414	0	-8322
194+00	19400.00	50.00	22	156	0	39	287	0	1130	9701	0	-8571
194+50	19450.00	50.00	22	158	0	40	291	0	1170	9991	0	-8821

PROJECT 1320-23-73

STH 11 WB STAGE 6 (CONTINUED)

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY)			Cumulative Vol (CY)			Mass Ordinate
			Cut	Fill	EBS	Cut	Fill	EBS	Cut	Fill	EBS	
195+00	19500.00	50.00	23	97	0	41	236	0	1211	10228	0	-9016
195+50	19550.00	50.00	25	85	0	44	169	0	1255	10396	0	-9141
196+00	19600.00	50.00	31	71	0	51	145	0	1306	10541	0	-9235
196+50	19650.00	50.00	31	59	0	57	120	0	1363	10661	0	-9298
197+00	19700.00	50.00	33	46	0	59	96	0	1422	10757	0	-9335
197+50	19750.00	50.00	36	34	0	65	73	0	1486	10831	0	-9344
198+00	19800.00	50.00	36	22	0	67	52	0	1554	10882	0	-9329
198+50	19850.00	50.00	63	24	0	91	43	0	1645	10925	0	-9280
199+00	19900.00	50.00	48	76	0	103	92	0	1748	11017	0	-9269
199+50	19950.00	50.00	61	85	0	101	148	0	1849	11165	0	-9316
200+00	20000.00	50.00	77	10	0	128	87	0	1978	11253	0	-9275
200+50	20050.00	50.00	77	0	0	143	9	0	2121	11261	0	-9141
201+00	20100.00	50.00	89	0	0	154	0	0	2275	11261	0	-8987
201+50	20150.00	50.00	76	9	0	153	8	0	2427	11269	0	-8842
202+00	20200.00	50.00	94	8	0	157	15	0	2584	11285	0	-8700
202+50	20250.00	50.00	106	45	0	185	50	0	2769	11334	0	-8565
203+00	20300.00	50.00	107	40	0	197	79	0	2966	11414	0	-8448
203+50	20350.00	50.00	74	85	0	167	116	0	3133	11530	0	-8397
204+00	20400.00	50.00	82	77	0	144	150	0	3276	11680	0	-8403
204+50	20450.00	50.00	100	70	0	168	136	0	3445	11816	0	-8371
205+00	20500.00	50.00	113	64	0	197	124	0	3642	11940	0	-8298
205+50	20550.00	50.00	104	51	0	201	106	0	3843	12046	0	-8203
206+00	20600.00	50.00	92	62	0	182	104	0	4025	12150	0	-8125
206+50	20650.00	50.00	87	69	0	166	121	0	4190	12271	0	-8081
207+00	20700.00	50.00	88	73	0	162	132	0	4352	12402	0	-8050
207+50	20750.00	50.00	92	68	0	167	130	0	4519	12533	0	-8014
208+00	20800.00	50.00	93	68	0	171	126	0	4690	12658	0	-7969
208+50	20850.00	50.00	97	68	0	175	125	0	4865	12784	0	-7919
209+00	20900.00	50.00	101	65	0	183	123	0	5048	12906	0	-7859
209+50	20950.00	50.00	111	61	0	196	117	0	5244	13023	0	-7779

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\090101_EW.ppt PLOT DATE : 3/19/2019 3:20:19 PM PLOT BY : NICK BOBINSKI PLOT NAME : 090101_EW1 PLOT SCALE : 1:1

PROJECT 1320-23-73

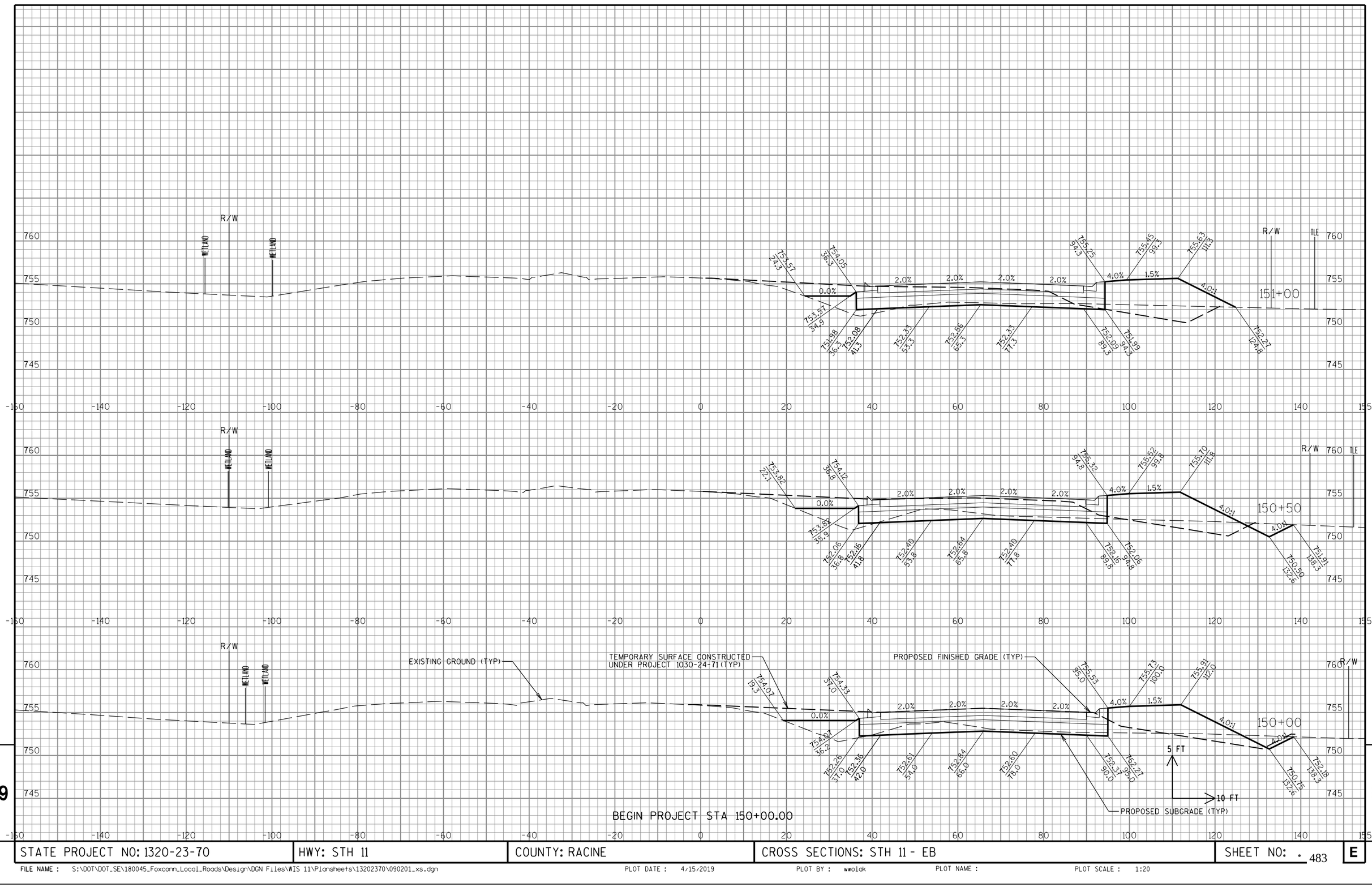
STH 11 WB STAGE 6 (CONTINUED)

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY)			Cumulative Vol (CY)			Mass Ordinate
			Cut	Fill	EBS	Cut	Fill	EBS	Cut	Fill	EBS	
210+00	21000.00	50.00	123	58	0	216	111	0	5460	13133	0	-7674
210+50	21050.00	50.00	137	53	0	241	103	0	5700	13236	0	-7536
211+00	21100.00	50.00	153	45	0	269	90	0	5969	13326	0	-7357
211+50	21150.00	50.00	168	39	0	298	78	0	6267	13404	0	-7137
212+00	21200.00	50.00	178	37	0	321	70	0	6588	13474	0	-6886
212+50	21250.00	50.00	184	36	0	335	67	0	6923	13541	0	-6619
213+00	21300.00	50.00	185	36	0	341	66	0	7264	13607	0	-6343
213+50	21350.00	50.00	187	43	0	345	73	0	7609	13680	0	-6071
214+00	21400.00	50.00	179	94	0	339	126	0	7948	13806	0	-5859
214+50	21450.00	50.00	180	37	0	332	121	0	8280	13927	0	-5647
215+00	21500.00	50.00	175	39	0	329	70	0	8608	13997	0	-5388
215+50	21550.00	50.00	173	52	0	322	84	0	8931	14081	0	-5150
216+00	21600.00	50.00	173	44	0	320	89	0	9251	14170	0	-4920
216+50	21650.00	50.00	169	37	0	317	75	0	9567	14245	0	-4678
217+00	21700.00	50.00	143	66	0	289	95	0	9856	14341	0	-4485
217+50	21750.00	50.00	157	44	0	278	102	0	10134	14442	0	-4309
218+00	21800.00	50.00	160	31	0	293	69	0	10427	14511	0	-4085
218+50	21850.00	50.00	157	33	0	293	59	0	10720	14570	0	-3850
219+00	21900.00	50.00	151	32	0	285	60	0	11005	14631	0	-3626
219+50	21950.00	50.00	125	57	0	255	83	0	11260	14714	0	-3454
220+00	22000.00	50.00	138	40	0	244	90	0	11504	14804	0	-3300
220+50	22050.00	50.00	142	11	0	259	48	0	11763	14851	0	-3089
221+00	22100.00	50.00	194	5	0	310	14	0	12073	14866	0	-2793
221+50	22150.00	50.00	192	5	0	357	9	0	12430	14874	0	-2445
222+00	22200.00	50.00	170	35	0	335	36	0	12764	14911	0	-2146
222+50	22250.00	50.00	171	35	0	316	64	0	13080	14975	0	-1895
223+00	22300.00	50.00	172	35	0	318	65	0	13398	15040	0	-1642
223+50	22350.00	50.00	174	36	0	321	66	0	13719	15106	0	-1387
224+00	22400.00	50.00	181	34	0	329	64	0	14048	15170	0	-1122
224+50	22450.00	50.00	195	33	0	349	62	0	14397	15232	0	-835

PROJECT 1320-23-73

STH 11 WB STAGE 6 (CONTINUED)

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY)			Cumulative Vol (CY)			Mass Ordinate
			Cut	Fill	EBS	Cut	Fill	EBS	Cut	Fill	EBS	
225+00	22500.00	50.00	207	32	0	372	60	0	14769	15292	0	-523
225+50	22550.00	50.00	202	33	0	378	60	0	15147	15351	0	-205
226+00	22600.00	50.00	190	35	0	363	63	0	15509	15415	0	94
226+50	22650.00	50.00	177	37	0	340	67	0	15849	15482	0	367
227+00	22700.00	50.00	176	38	0	327	69	0	16176	15551	0	624
227+50	22750.00	50.00	174	38	0	324	70	0	16499	15621	0	878
228+00	22800.00	50.00	169	38	0	318	70	0	16817	15691	0	1125
228+50	22850.00	50.00	164	39	0	309	72	0	17126	15763	0	1363
229+00	22900.00	50.00	157	41	0	297	75	0	17423	15838	0	1585
229+50	22950.00	50.00	152	43	0	285	78	0	17708	15916	0	1793
230+00	23000.00	50.00	149	43	0	279	79	0	17987	15995	0	1992
230+50	23050.00	50.00	147	42	0	274	79	0	18261	16074	0	2187
231+00	23100.00	50.00	156	39	0	280	75	0	18541	16149	0	2392
231+50	23150.00	50.00	164	38	0	296	71	0	18837	16221	0	2616
232+00	23200.00	50.00	166	36	0	305	68	0	19142	16289	0	2853
232+50	23250.00	50.00	168	36	0	309	67	0	19451	16356	0	3095
233+00	23300.00	50.00	171	36	0	314	67	0	19765	16423	0	3343
233+50	23350.00	50.00	160	36	0	307	66	0	20072	16489	0	3583
234+00	23400.00	50.00	148	37	0	285	68	0	20357	16557	0	3800
					Column totals	20357	16557	0				3800



STATE PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: . 483	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\090201_xs.dgn PLOT DATE : 4/15/2019 PLOT BY : wwolck PLOT NAME : PLOT SCALE : 1:20

9

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760
755
750
745
-160
-140
-120
-100
-80
-60
-40
-20
0
20
40
60
80
100
120
140
155
WETLAND
R/W
WETLAND
753.80
26.5
754.49
29.7
WETLAND
2.0%
2.0%
1.0%
2.0%
2.0%
4.0%
1.5%
4.0:1
755.63
90.6
755.87
95.6
756.01
107.6
R/W
TLE
152+50
753.62
26.5
754.43
29.7
752.53
37.5
752.58
37.5
752.03
49.5
752.84
61.5
752.70
73.5
752.41
86.6
752.37
90.5
752.77
120.5
753.37
28.2
754.30
34.2
0.0%
753.37
28.2
754.23
34.2
752.33
38.2
752.86
51.2
752.81
63.2
752.59
75.2
752.31
87.2
752.24
92.2
752.35
123.3
755.50
92.2
755.70
97.2
755.88
109.2
152+00
753.32
29.2
754.11
35.4
753.32
35.1
752.04
35.5
752.14
40.4
752.39
52.4
752.62
64.4
752.38
76.4
752.15
88.5
752.05
93.4
752.27
124.1
755.31
93.5
755.51
98.5
755.69
110.5
151+50
5 FT
10 FT
STATE PROJECT NO: 1320-23-70
HWY: STH 11
COUNTY: RACINE
CROSS SECTIONS: STH 11 - EB
SHEET NO: . 484
E
9
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PLOT DATE : 3/28/2019
PLOT BY : wwolck
PLOT NAME :
PLOT SCALE : 1:20

STATE PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: . 485	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\090201_xs.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolck PLOT NAME : PLOT SCALE : 1:20

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STATE PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: . 486	E

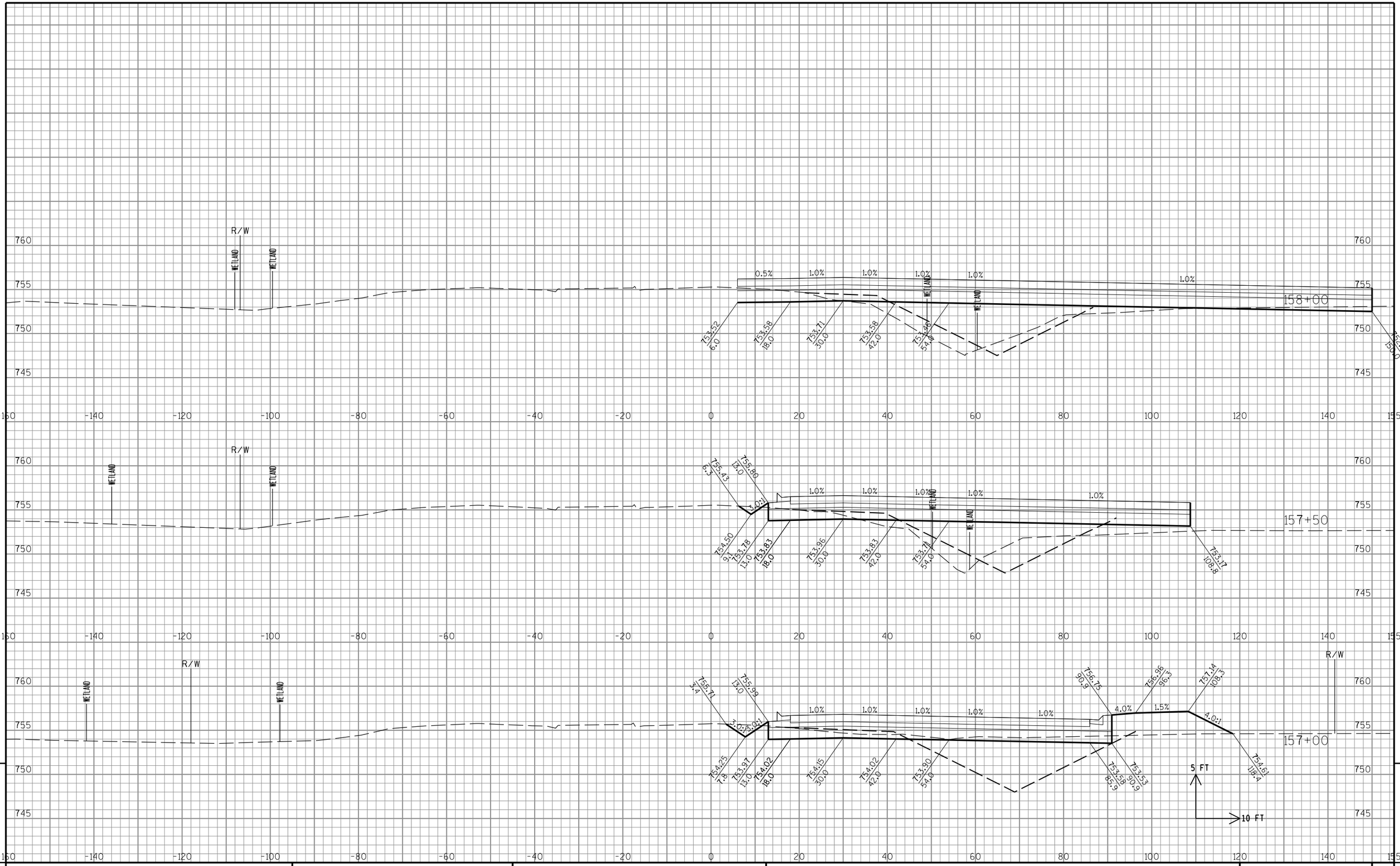
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STATE PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: . 487	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\090201_xs.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolck PLOT NAME : PLOT SCALE : 1:20

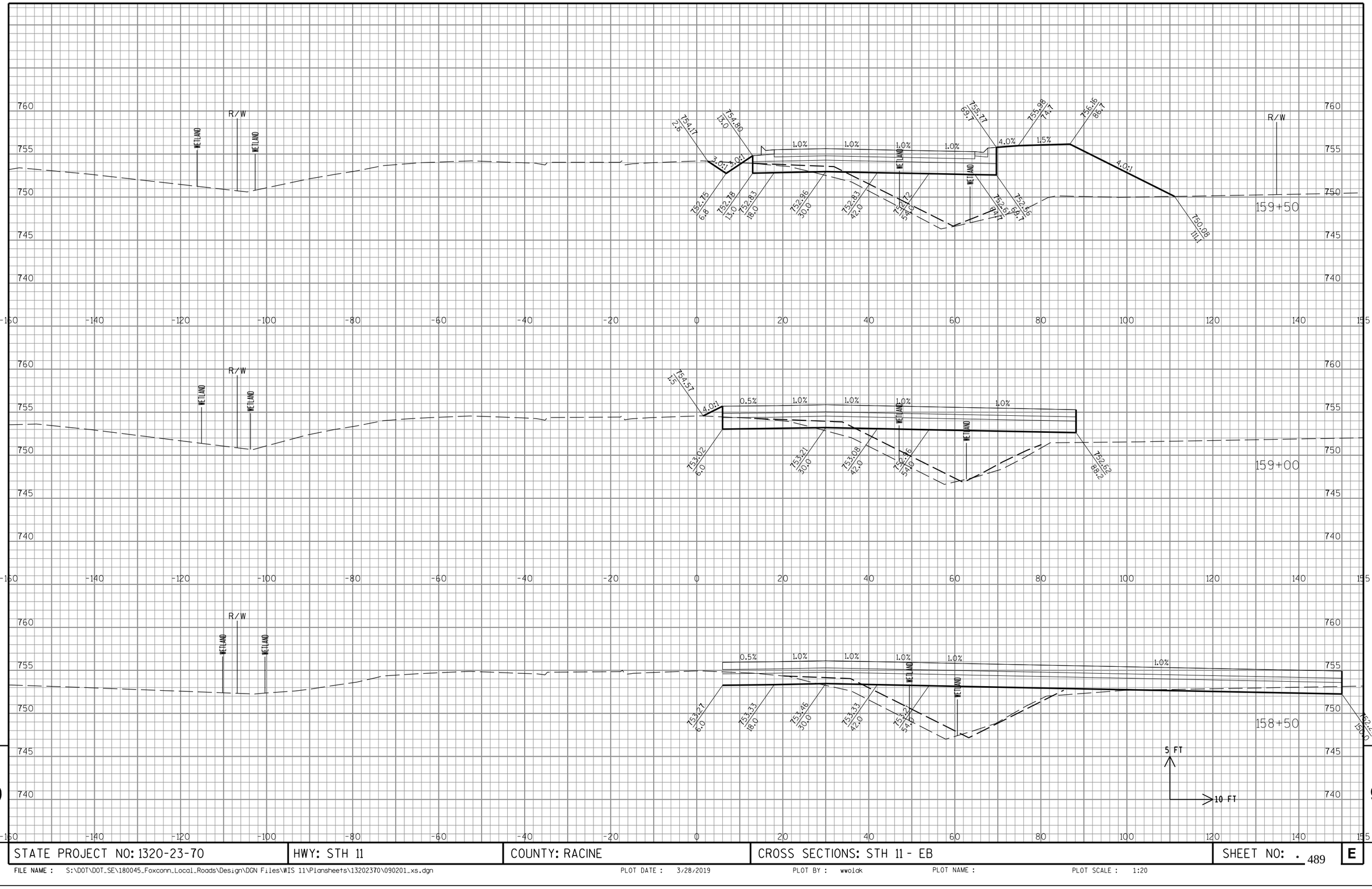


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STATE PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: . 488	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\090201_xs.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolck PLOT NAME : PLOT SCALE : 1:20

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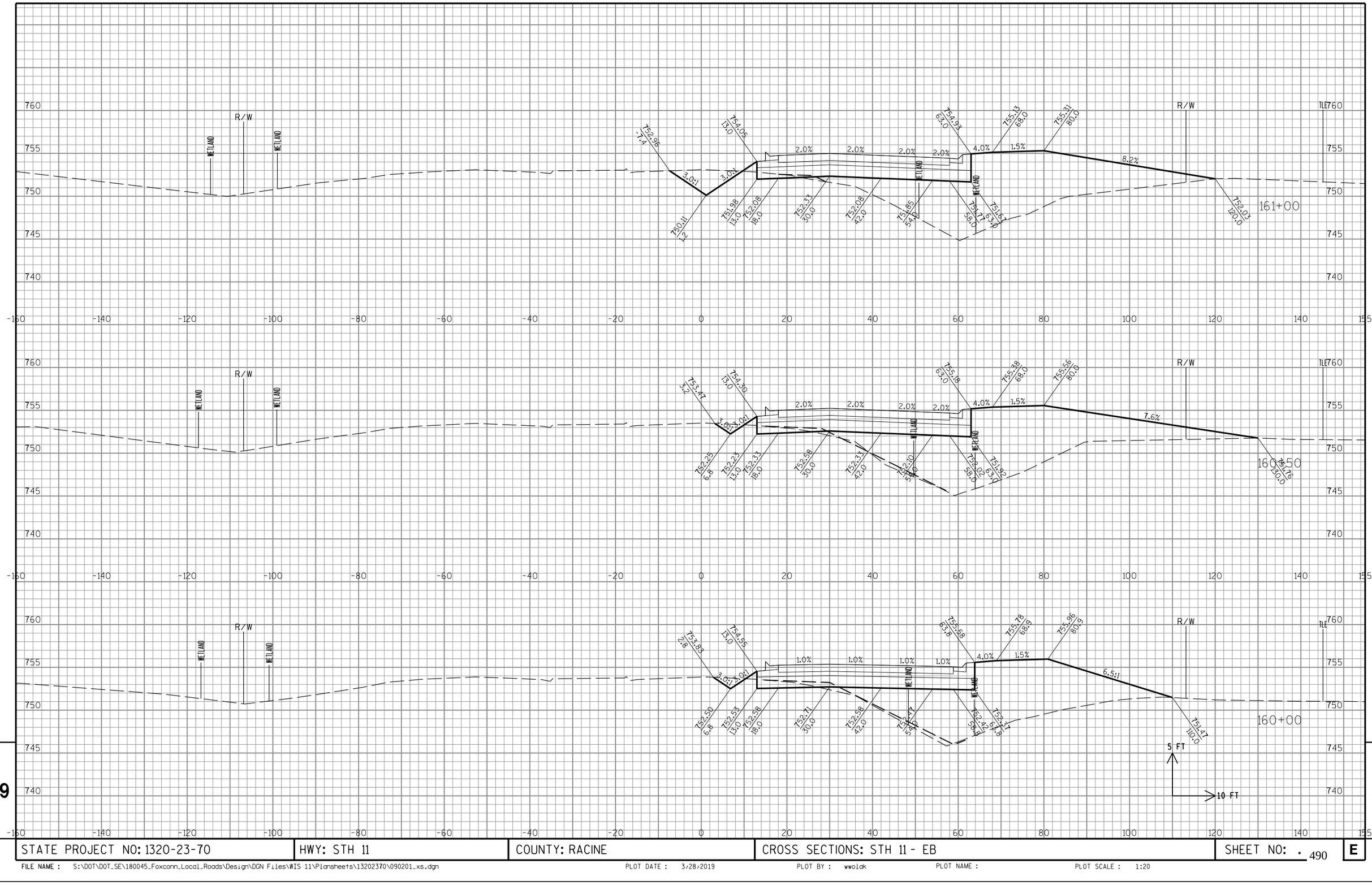


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STATE PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: . 489	E

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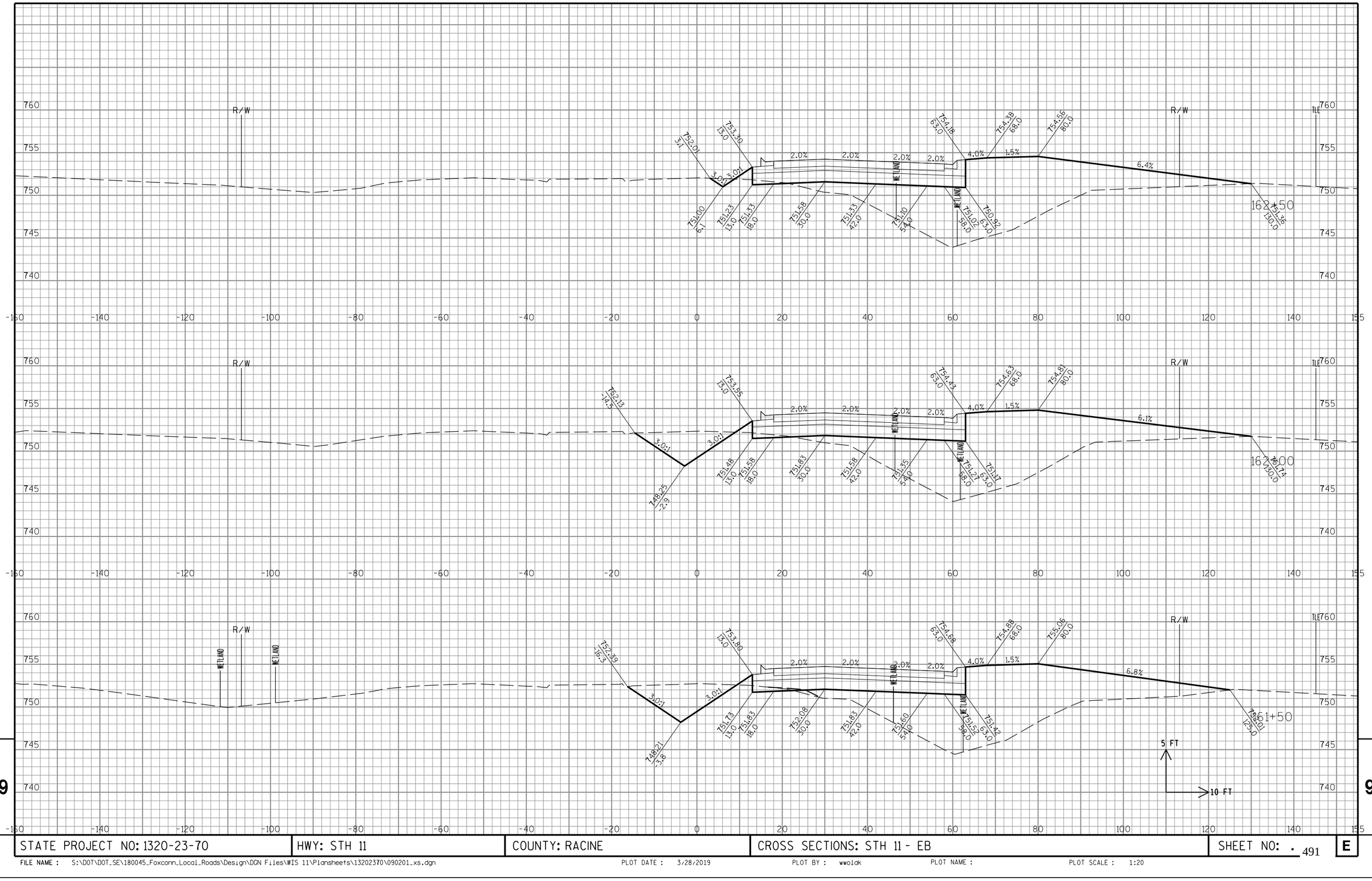


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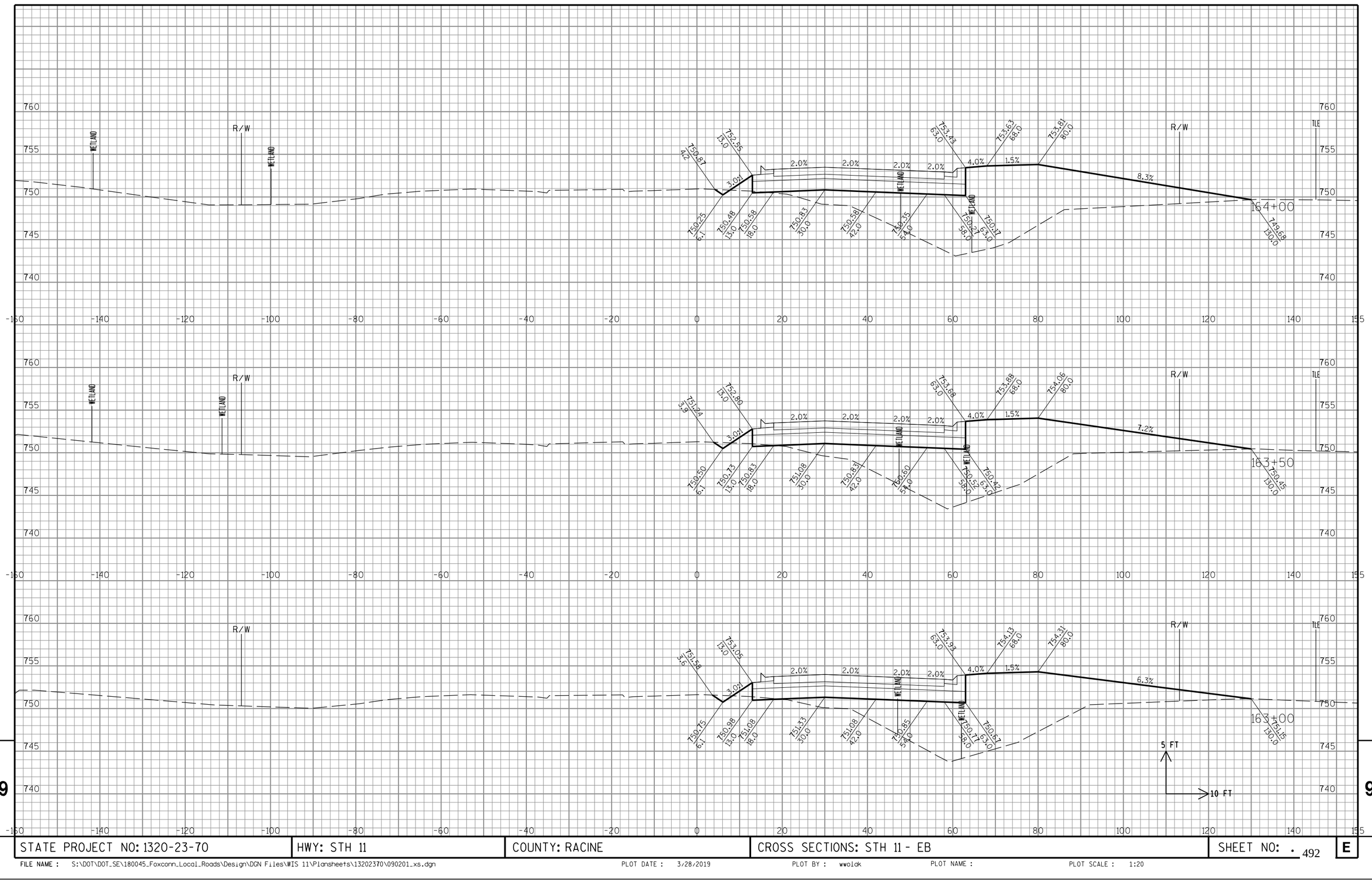
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STATE PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: . 491	E

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STATE PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: 492

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STATE PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: 493	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\090201_xs.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolck PLOT NAME : PLOT SCALE : 1:20

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STATE PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: . 494	E

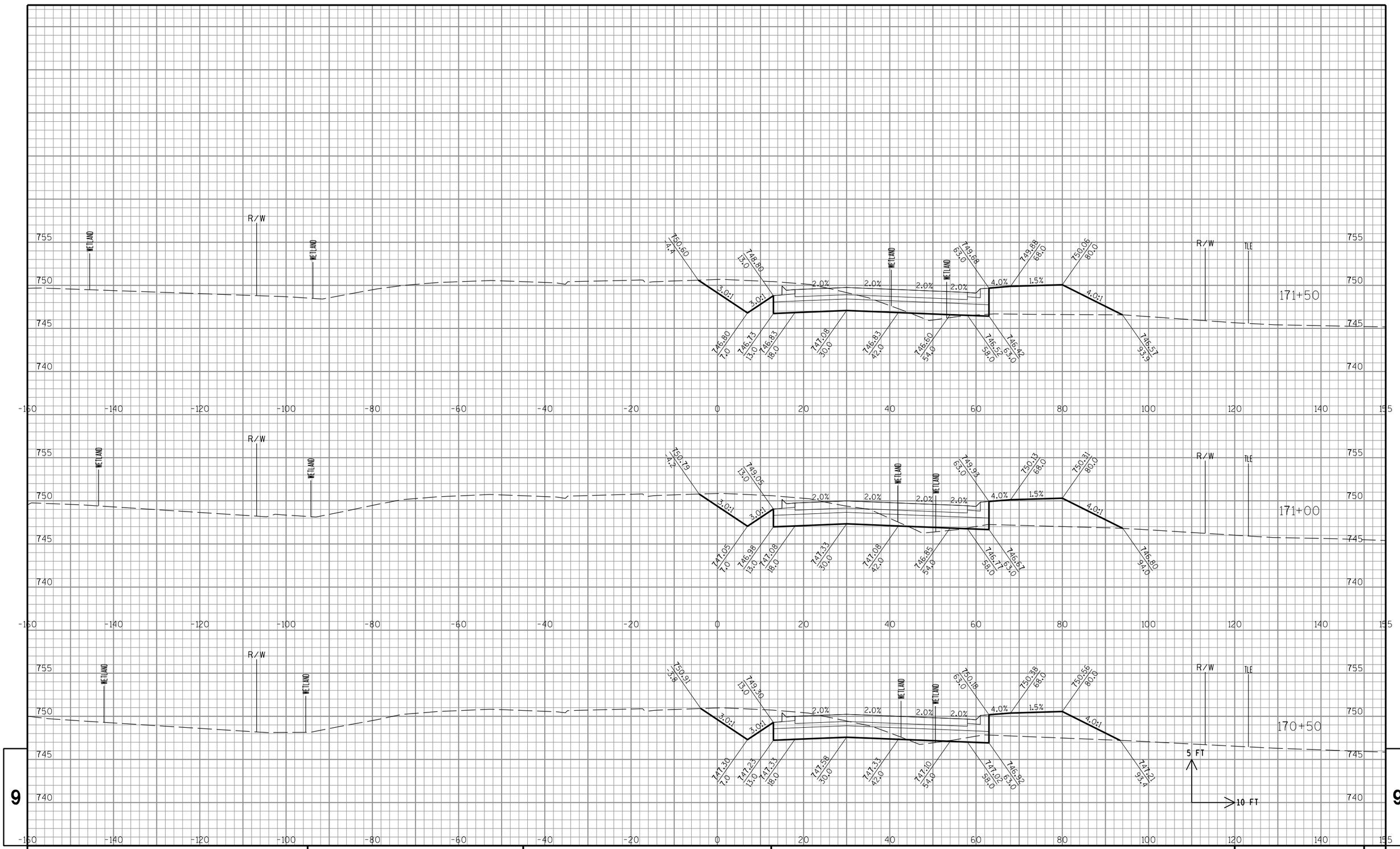
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STATE PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: 496

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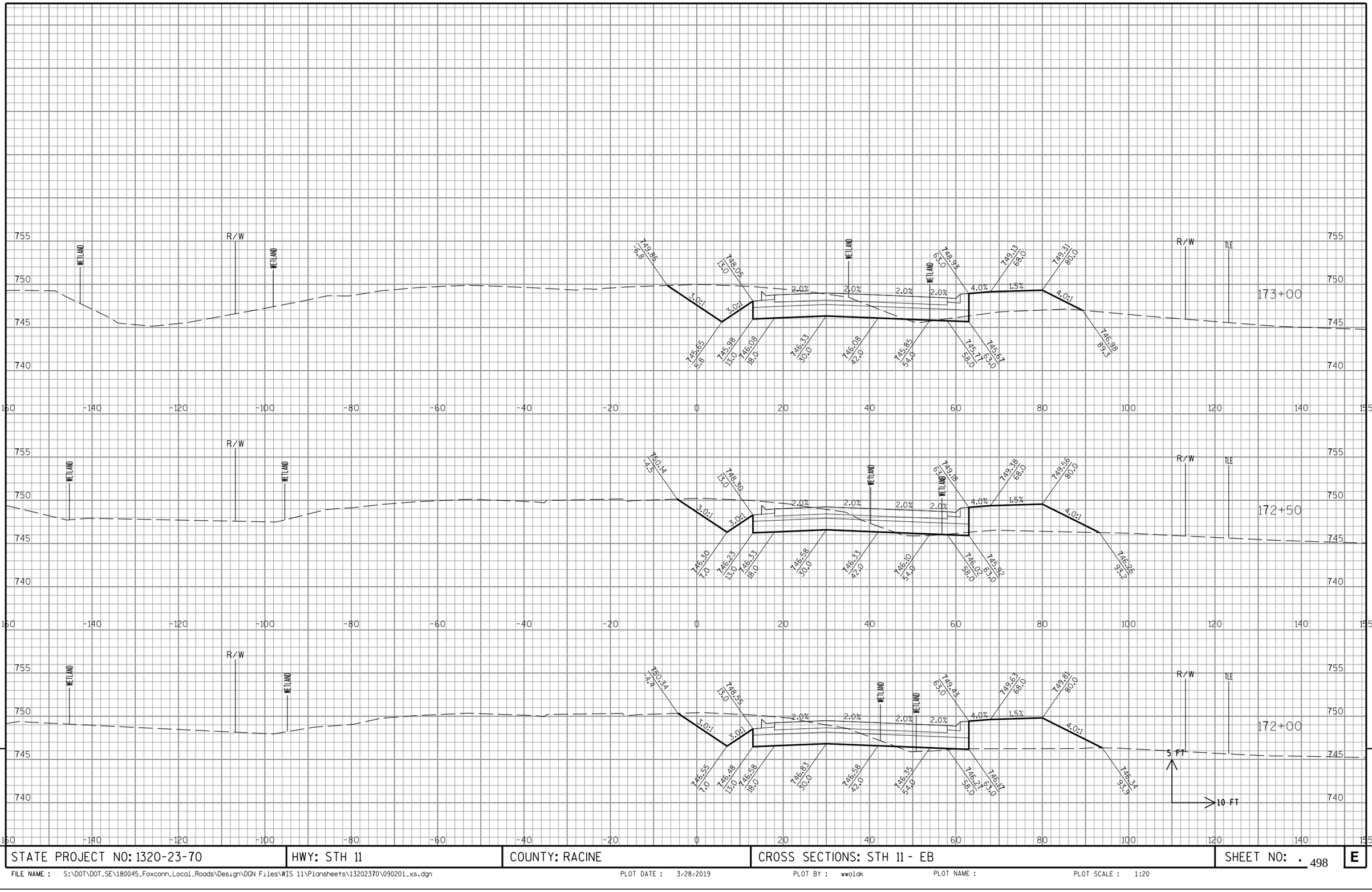


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STATE PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: . 497	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202370\090201_xs.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolck PLOT NAME : PLOT SCALE : 1:20

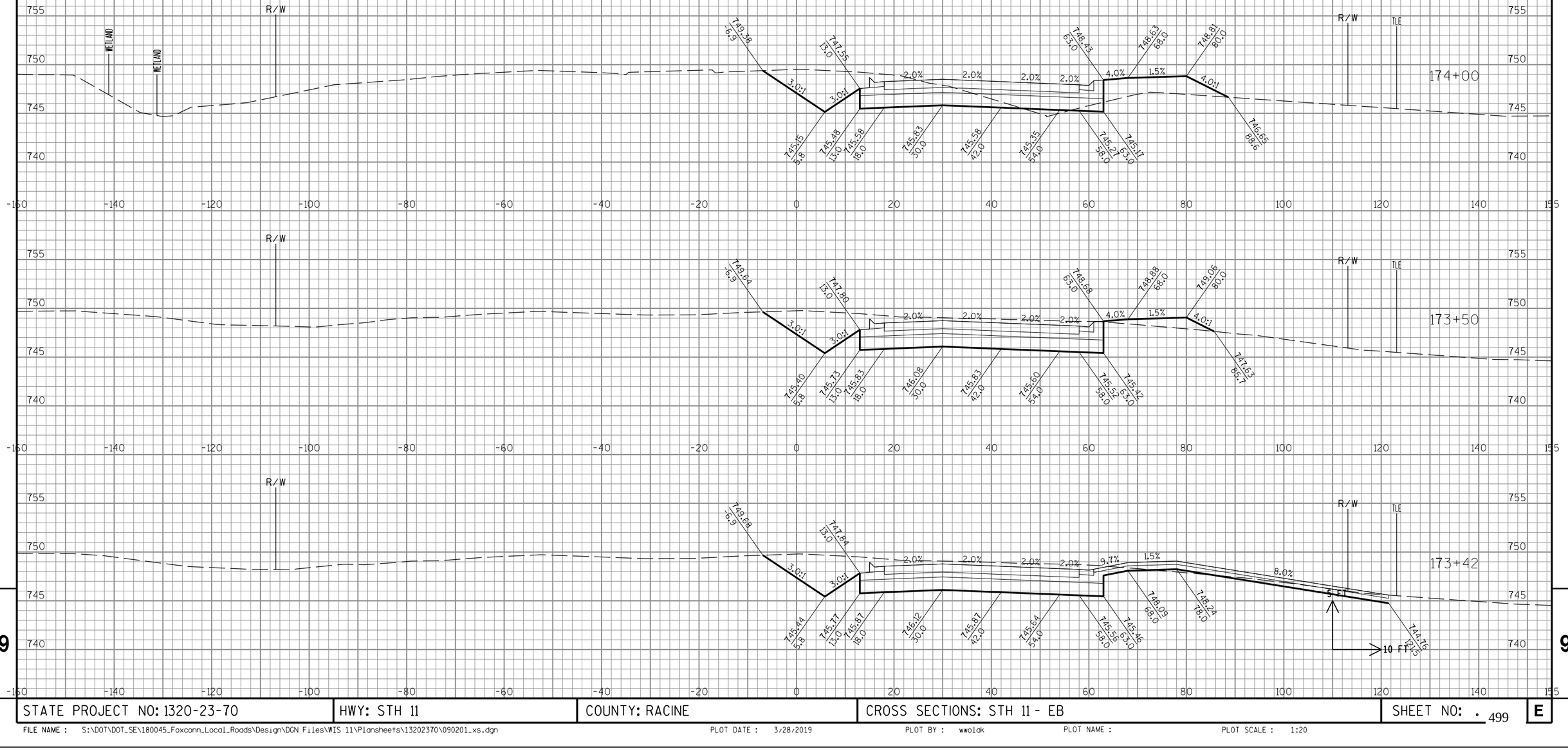


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STATE PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: . 498	E

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STATE PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: 499	E

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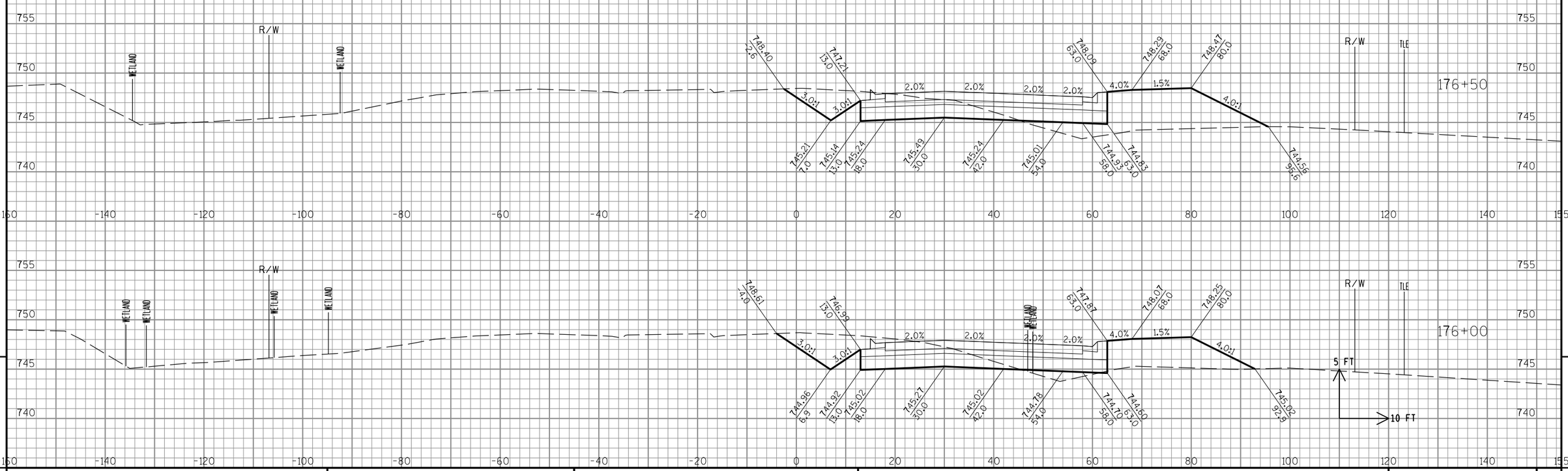
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STATE PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: . 500	E

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END PROJECT STA 176+50.00

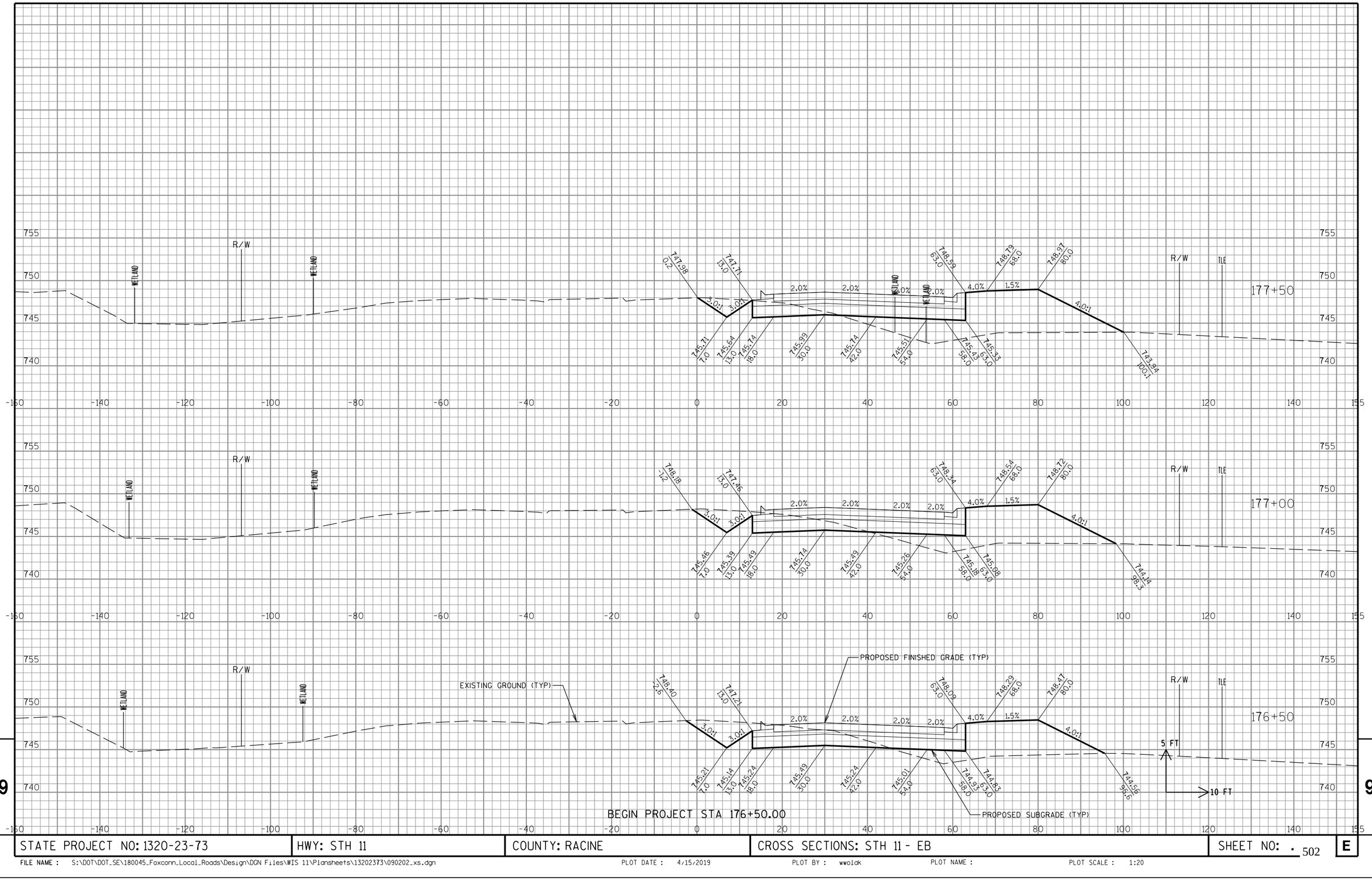


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STATE PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: 501	E

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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: 502

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202373\090202_xs.dgn PLOT DATE : 4/15/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:20

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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: . 503	E

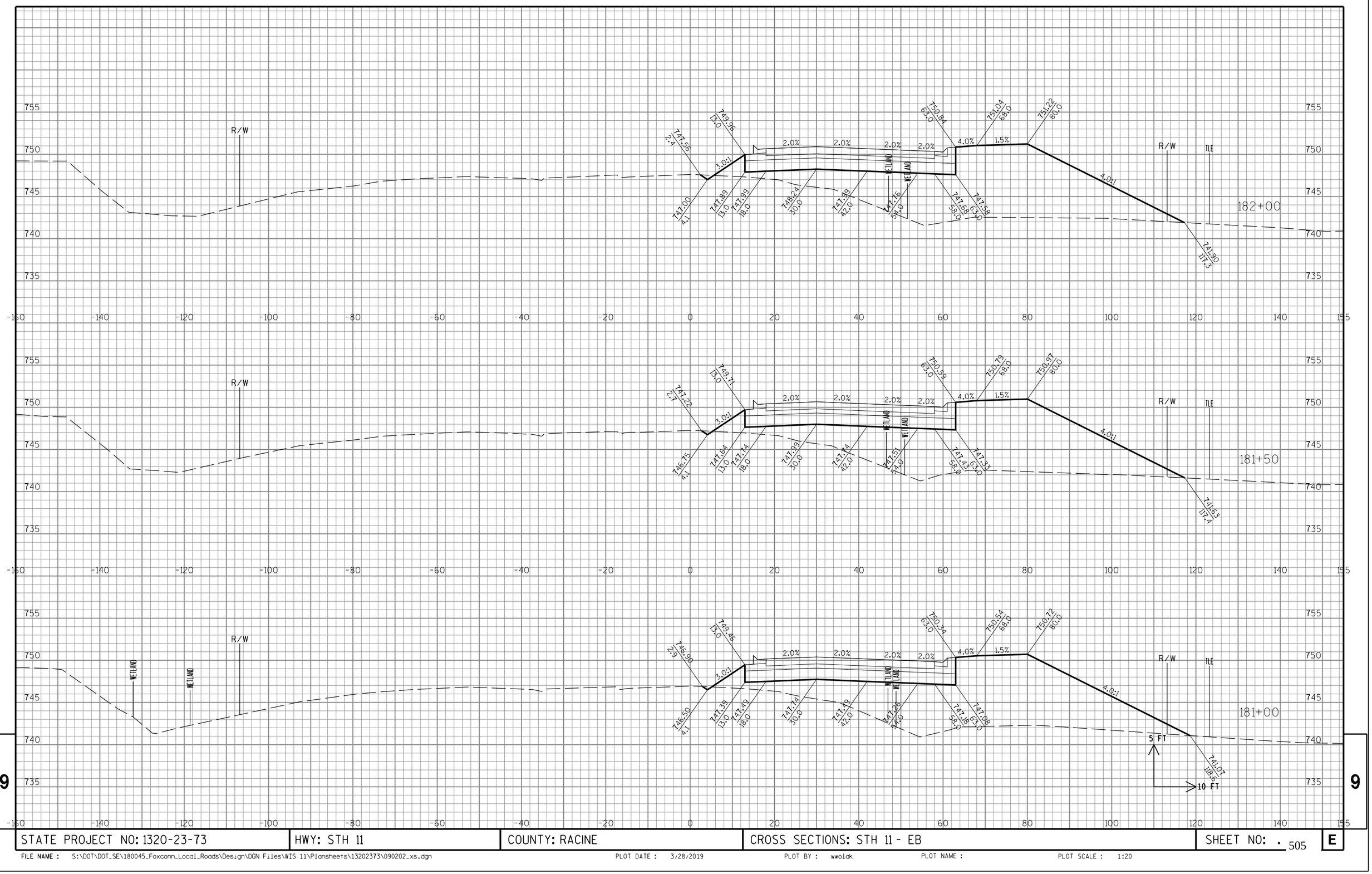
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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: . 504	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202373\090202_xs.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:20



STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: 505

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202373\090202_xs.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolck PLOT NAME : PLOT SCALE : 1:20

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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: . 506	E

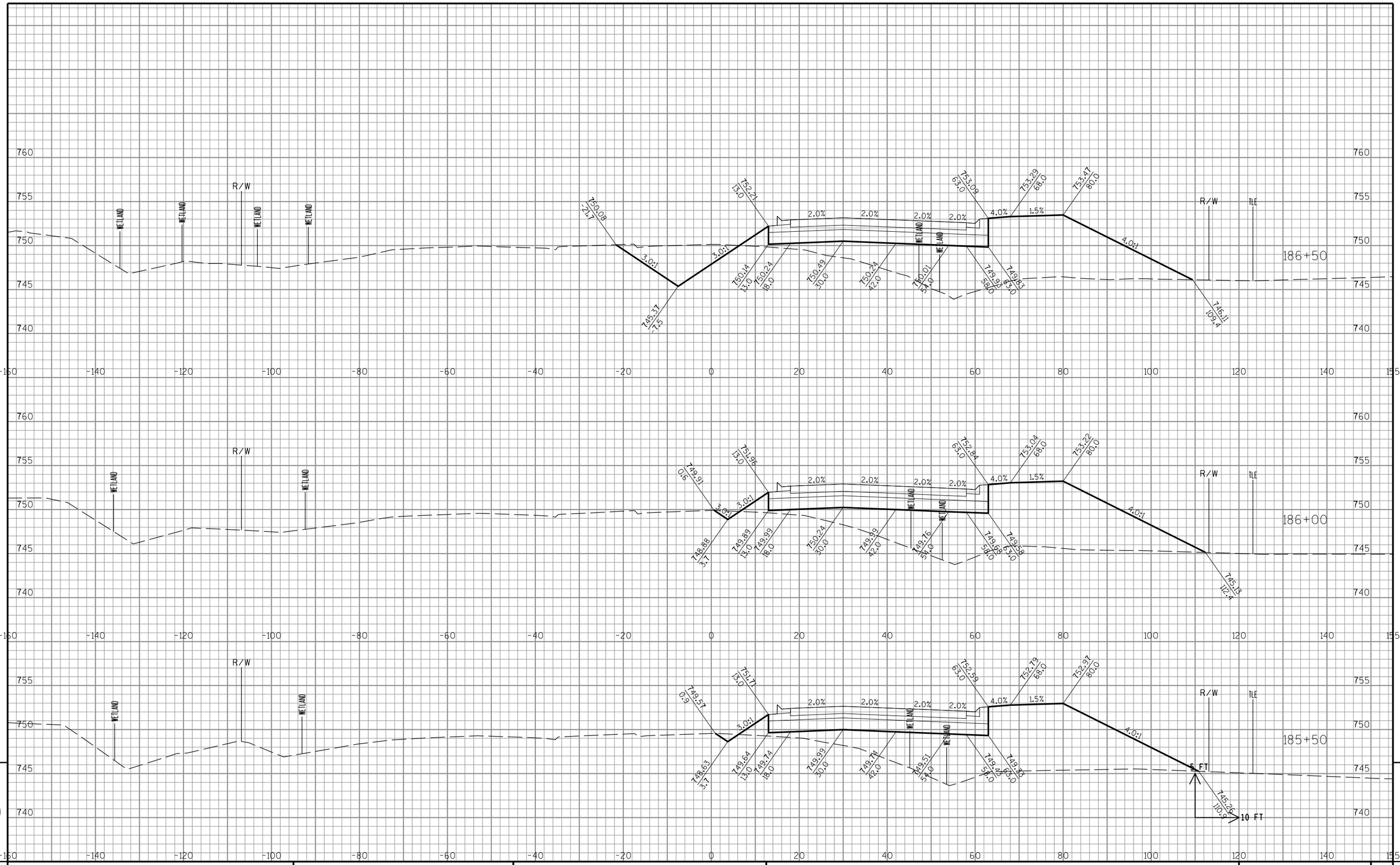
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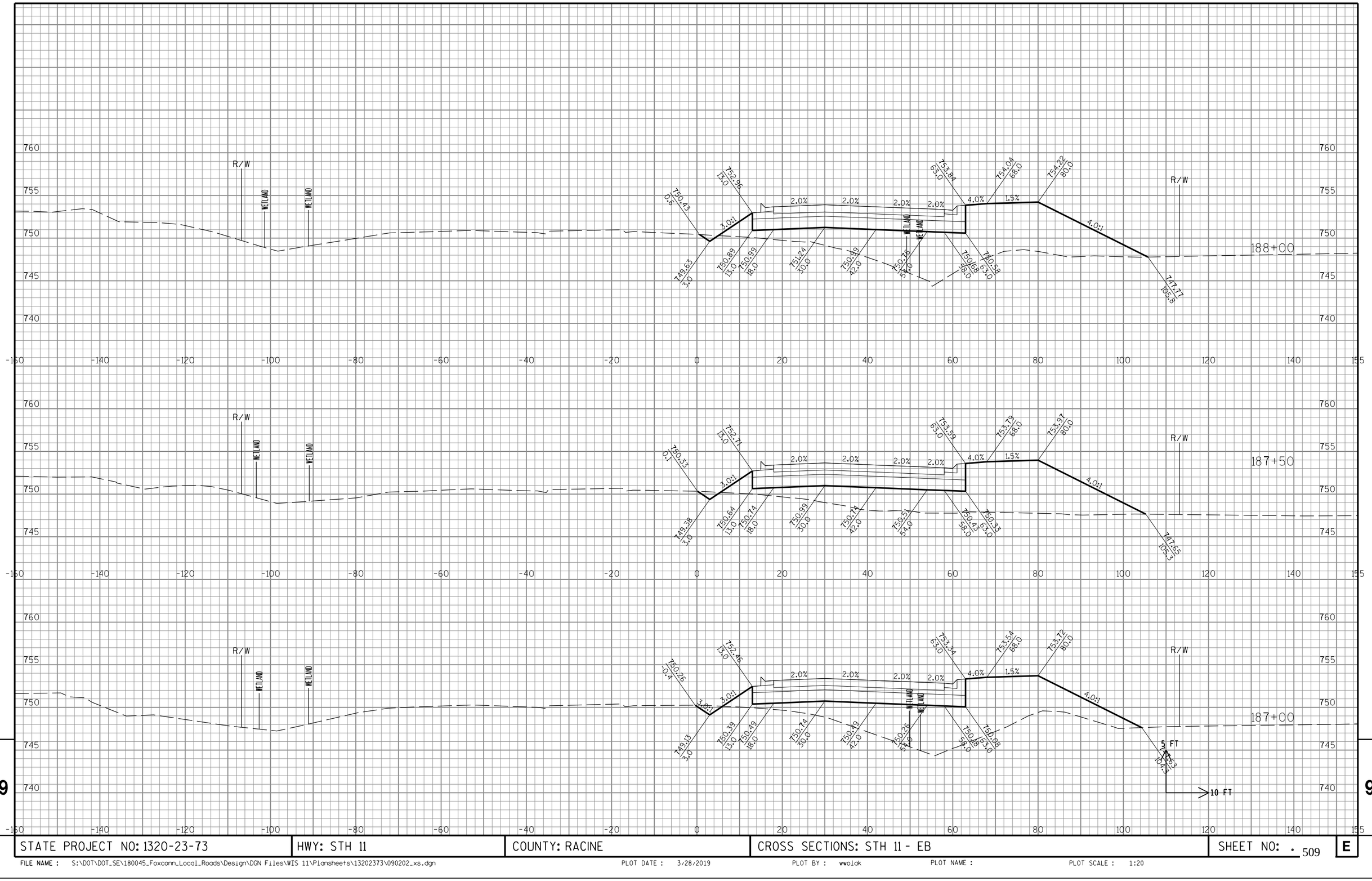
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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: . 508

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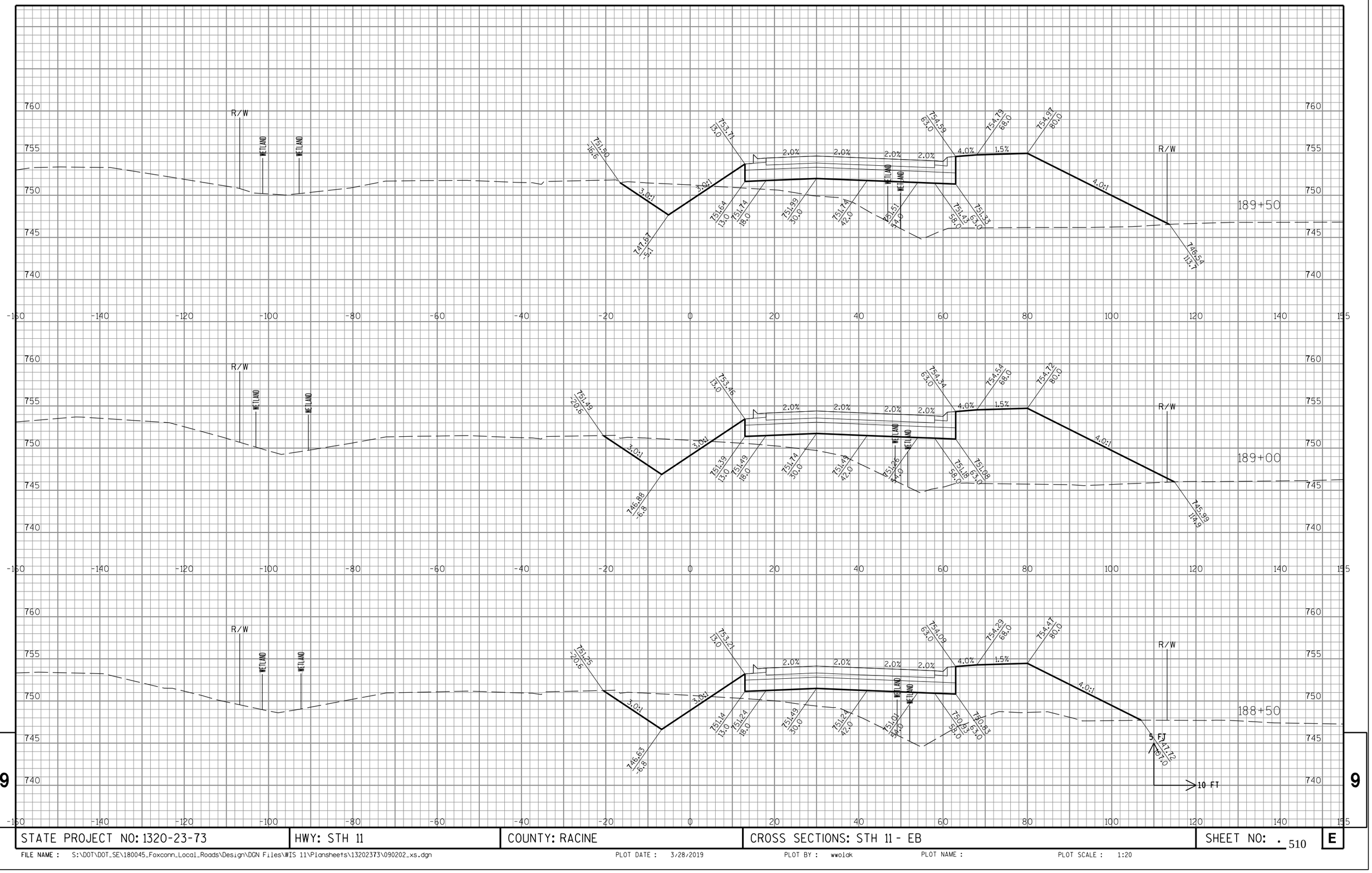


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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: . 509	E

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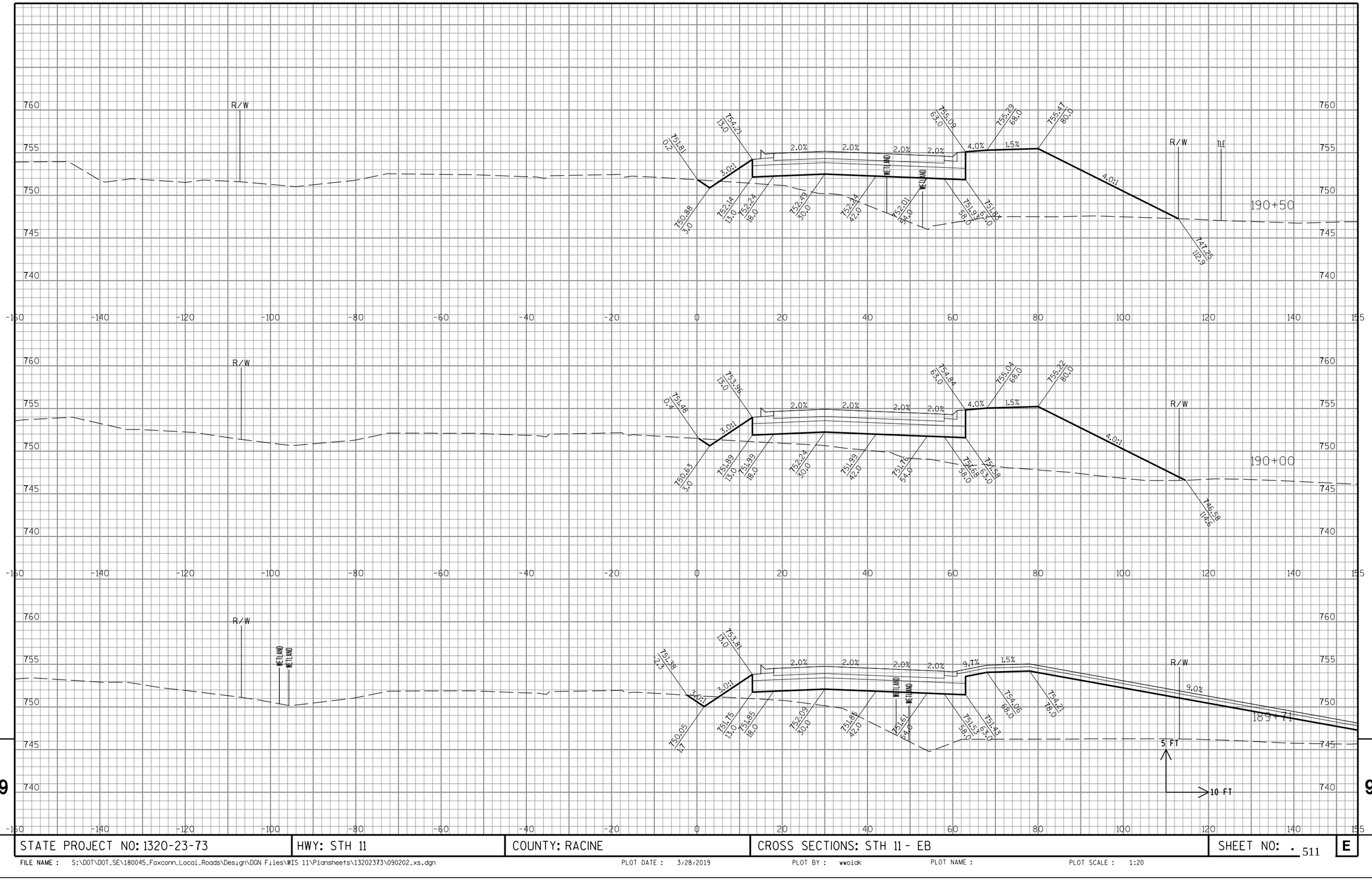


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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: . 510	E

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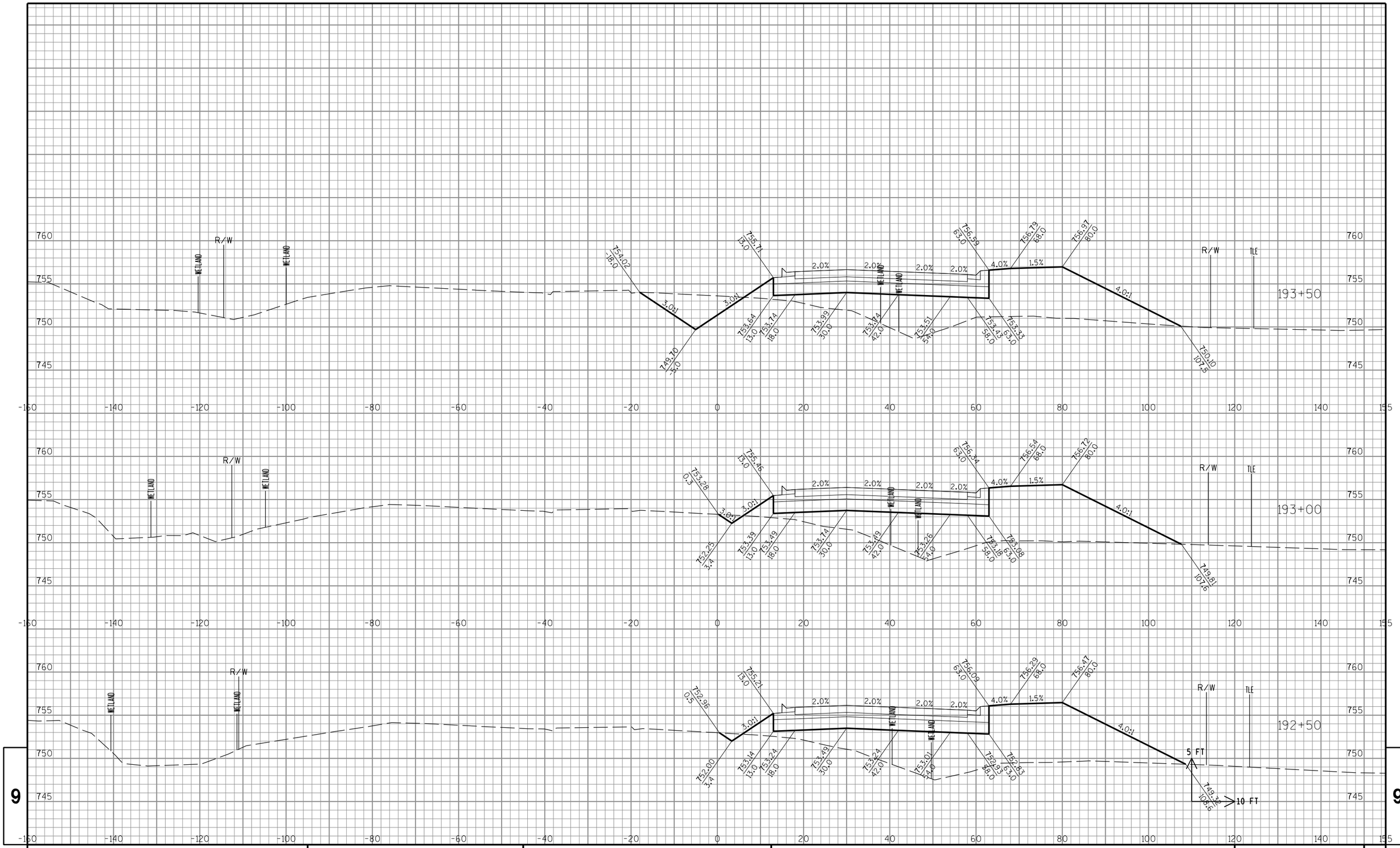
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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: 512	E

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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: . 513	E

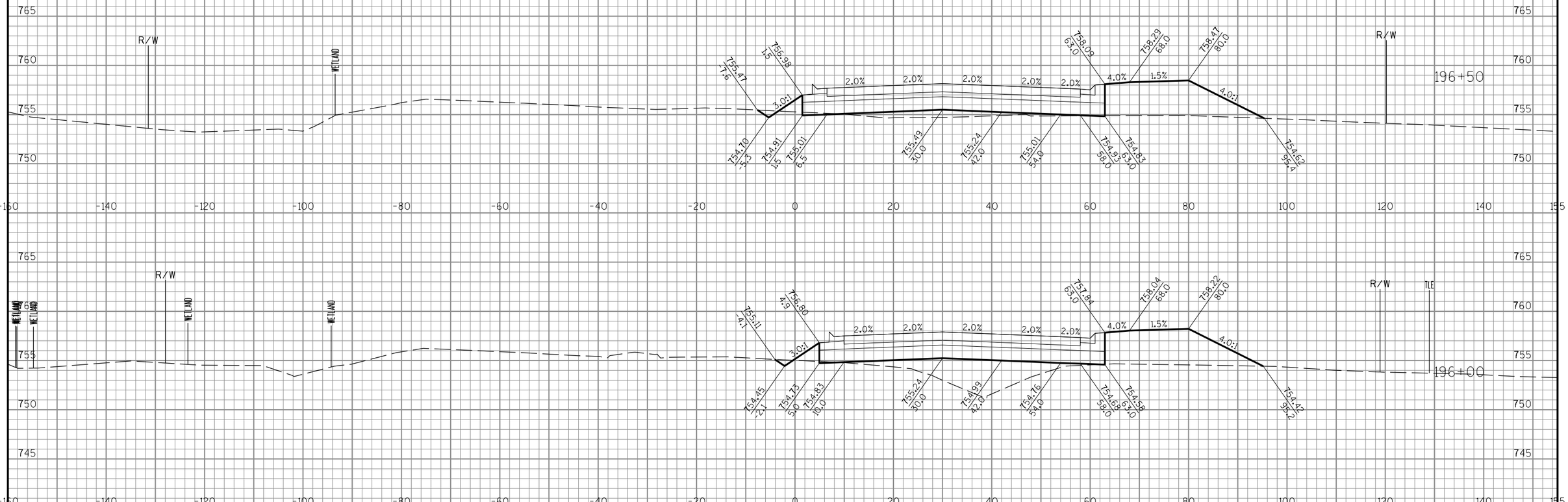
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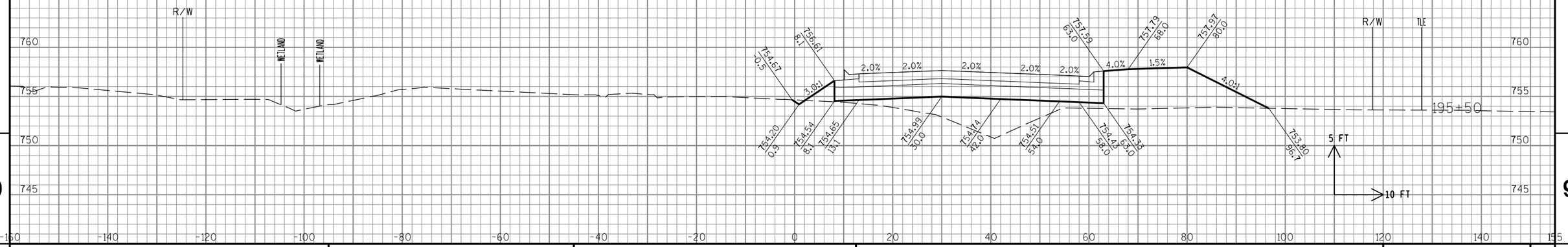
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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: 514	E

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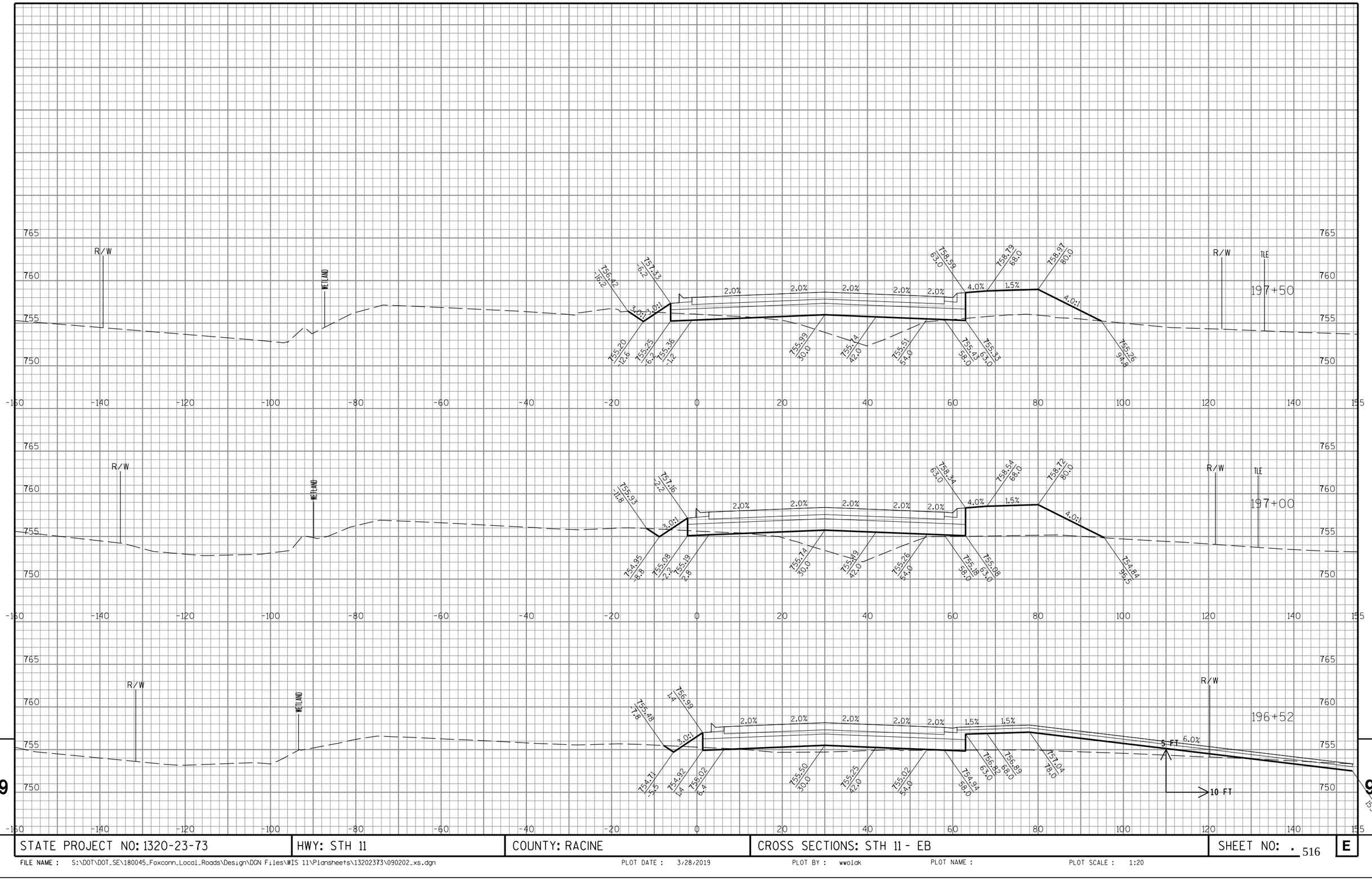


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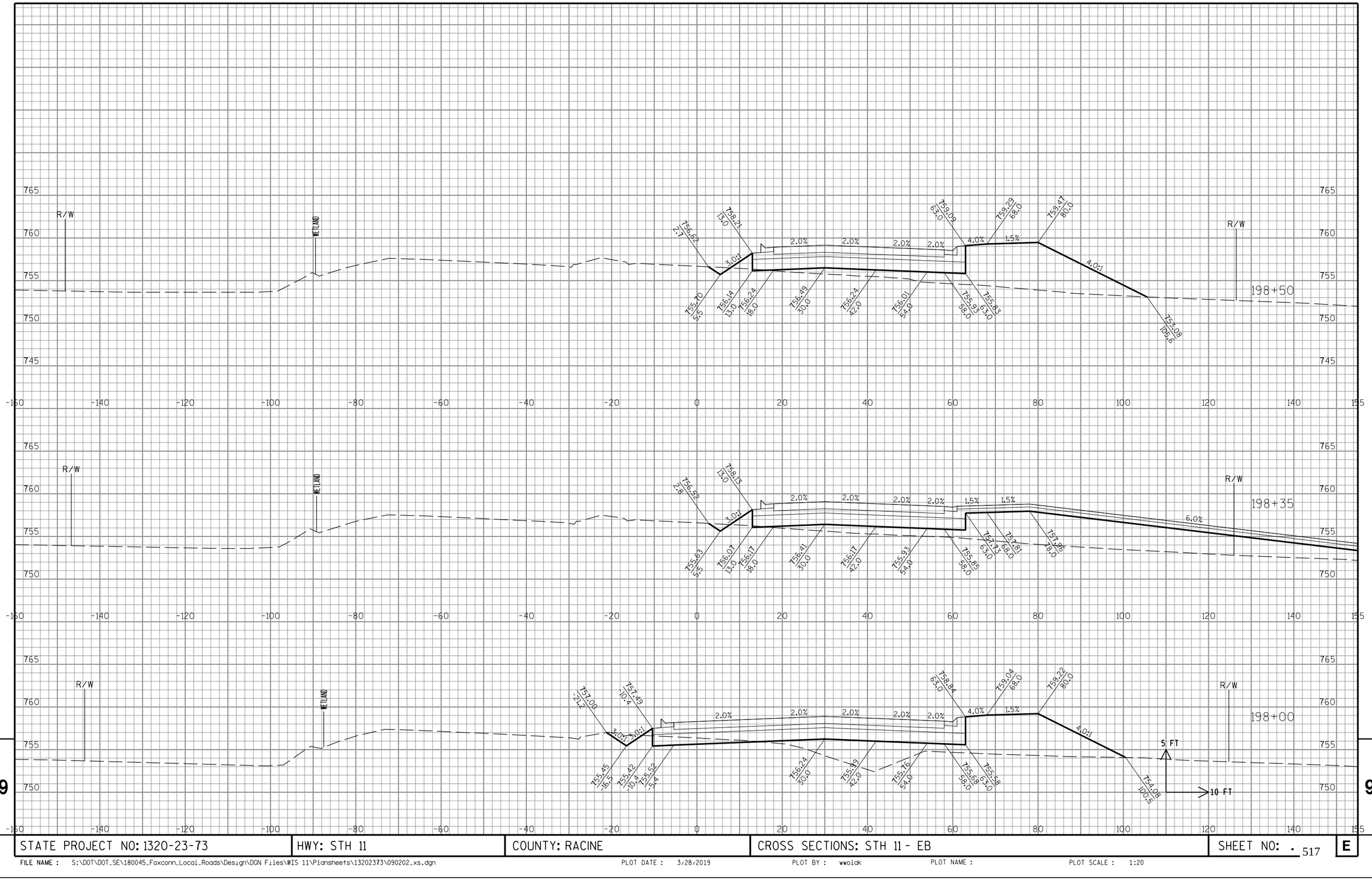
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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: . 516	E

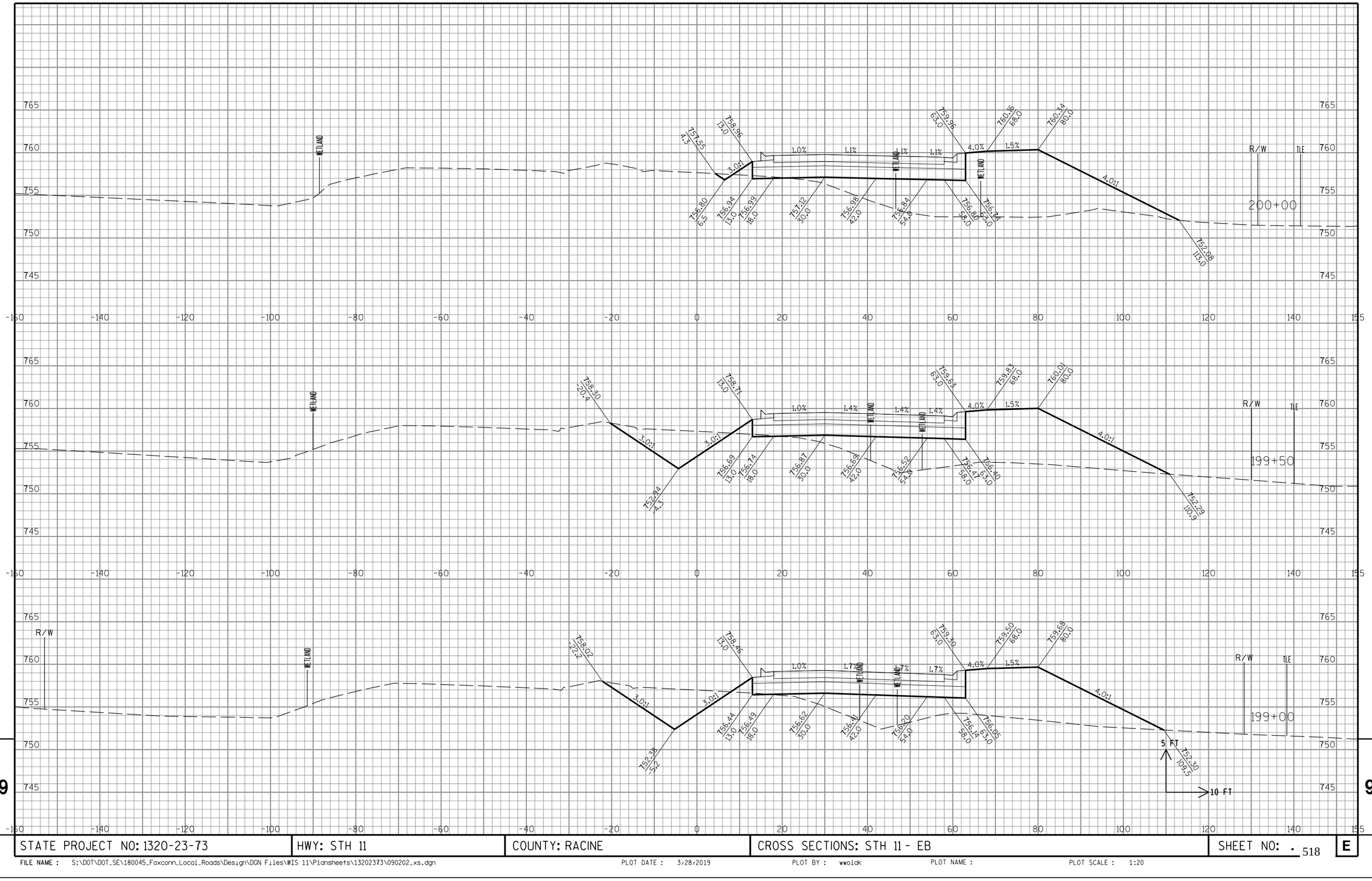
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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: . 517

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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: 518	E

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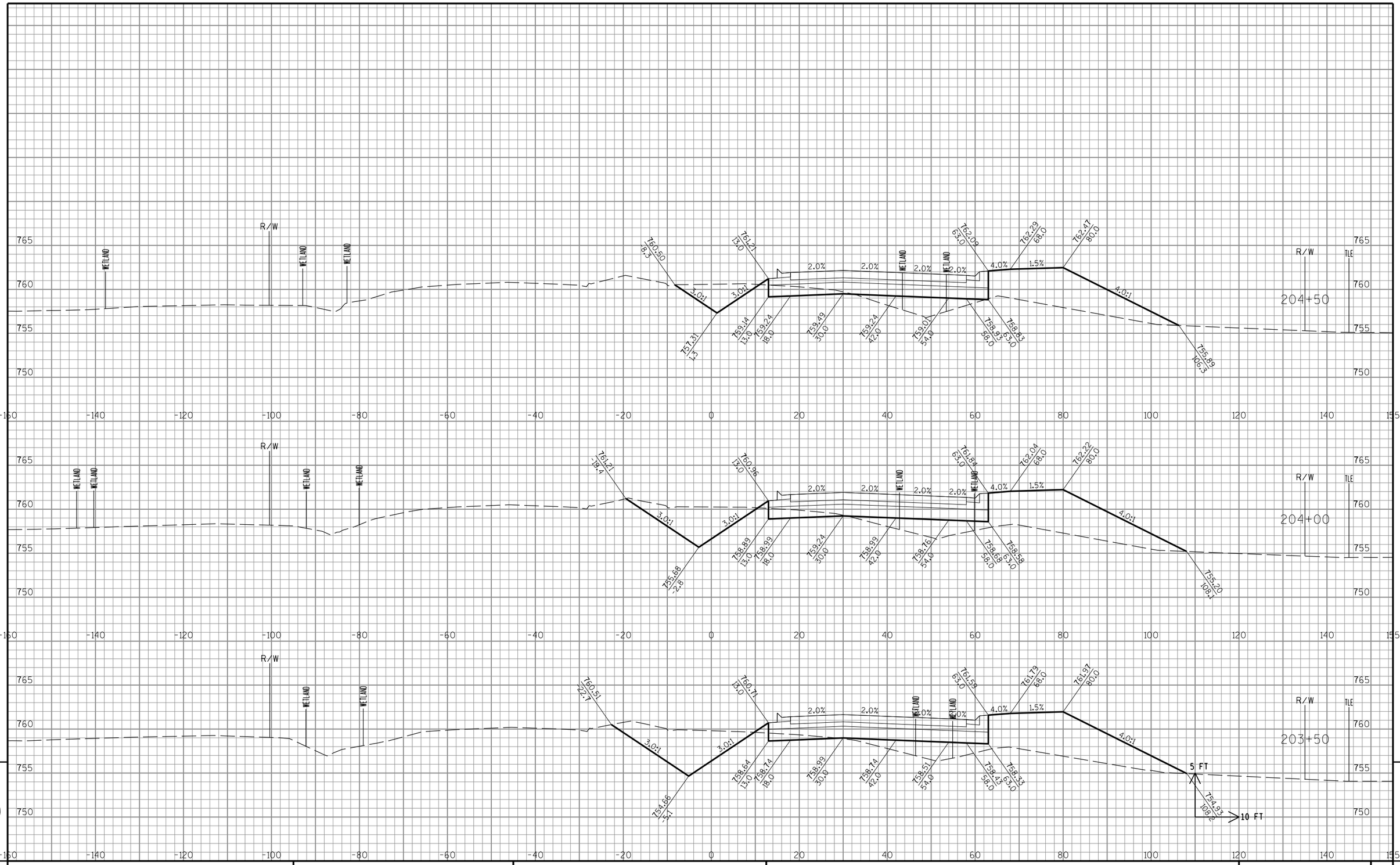
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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: . 519	E

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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: 520	E

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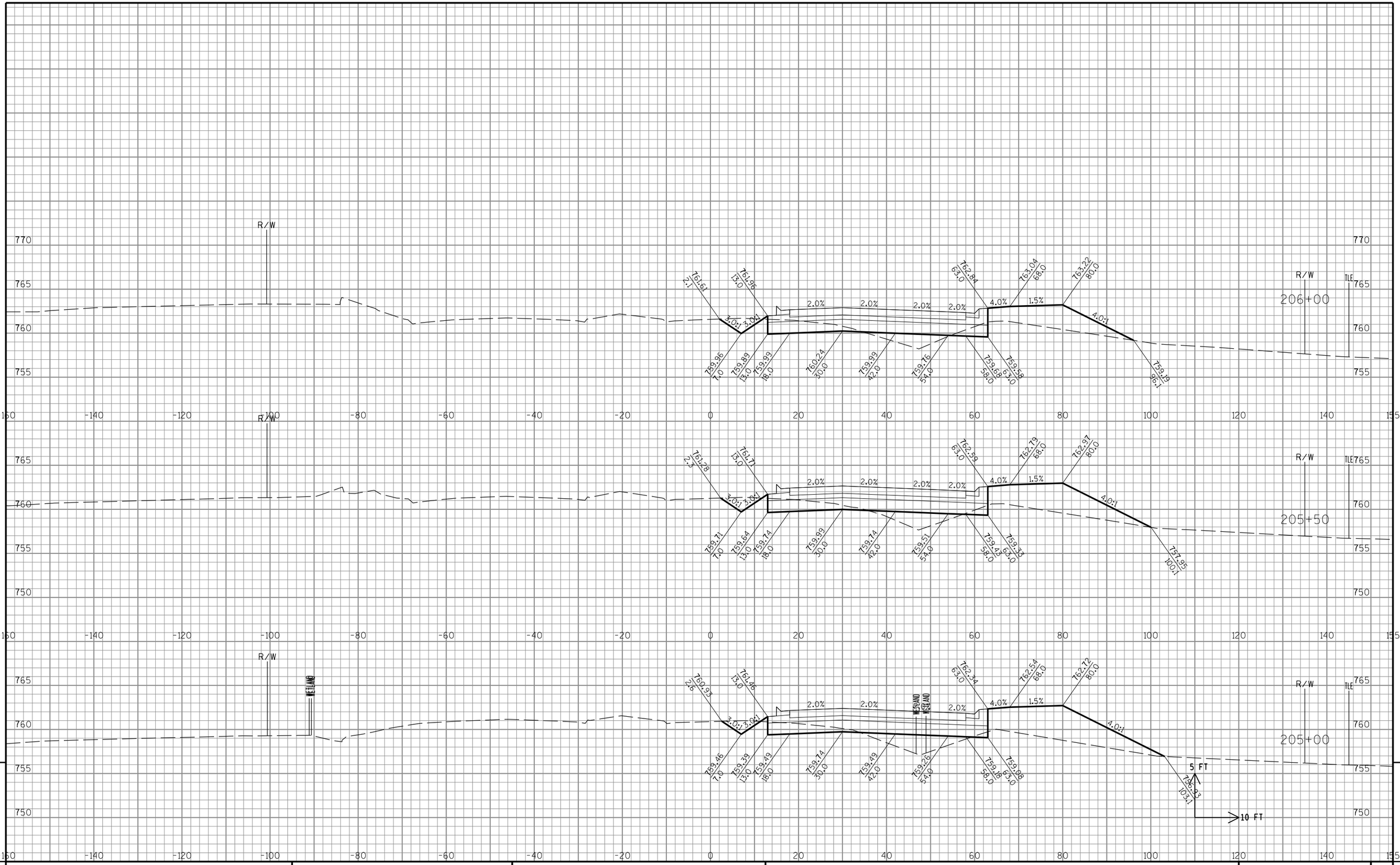


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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: 521	E

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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: 522	E

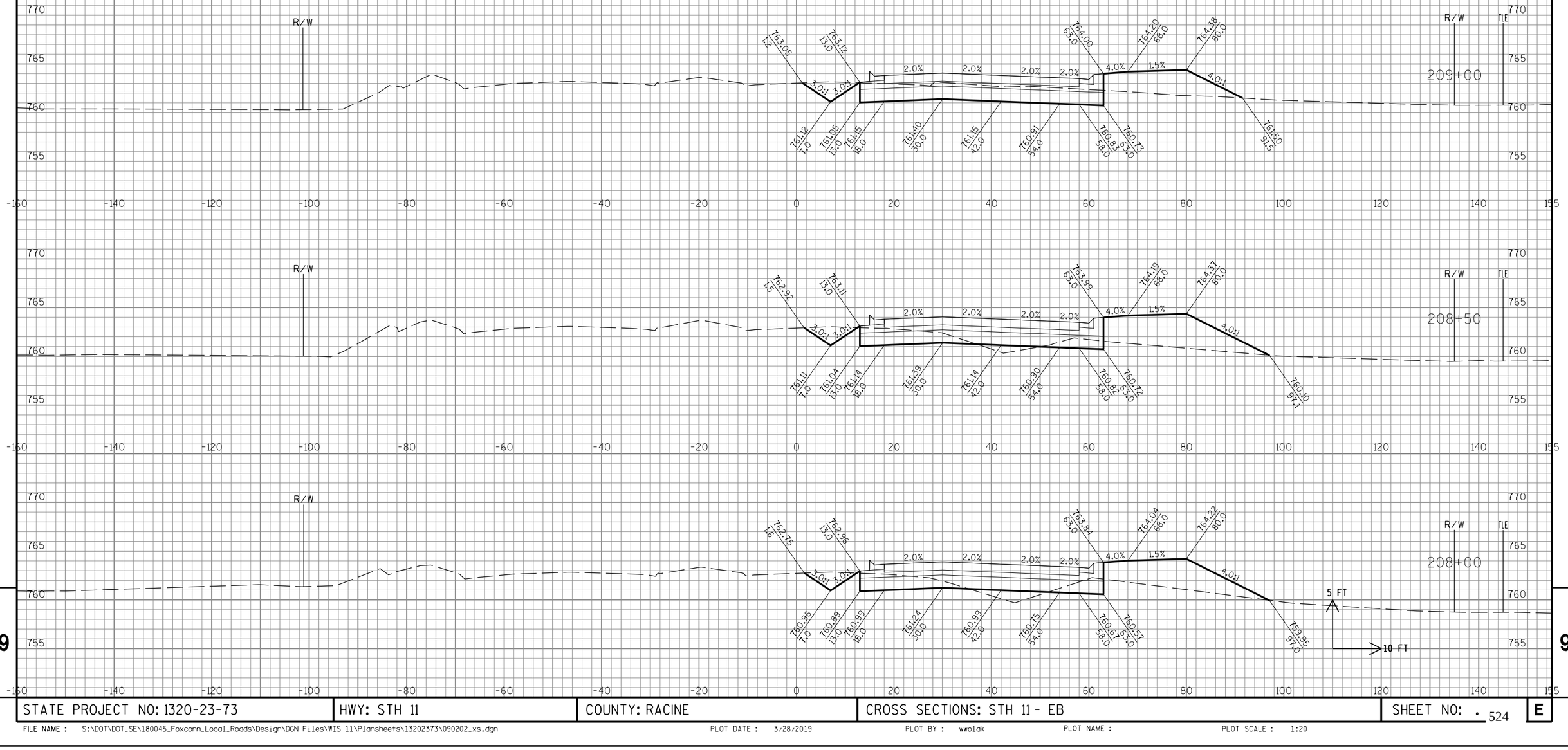
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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: . 523	E

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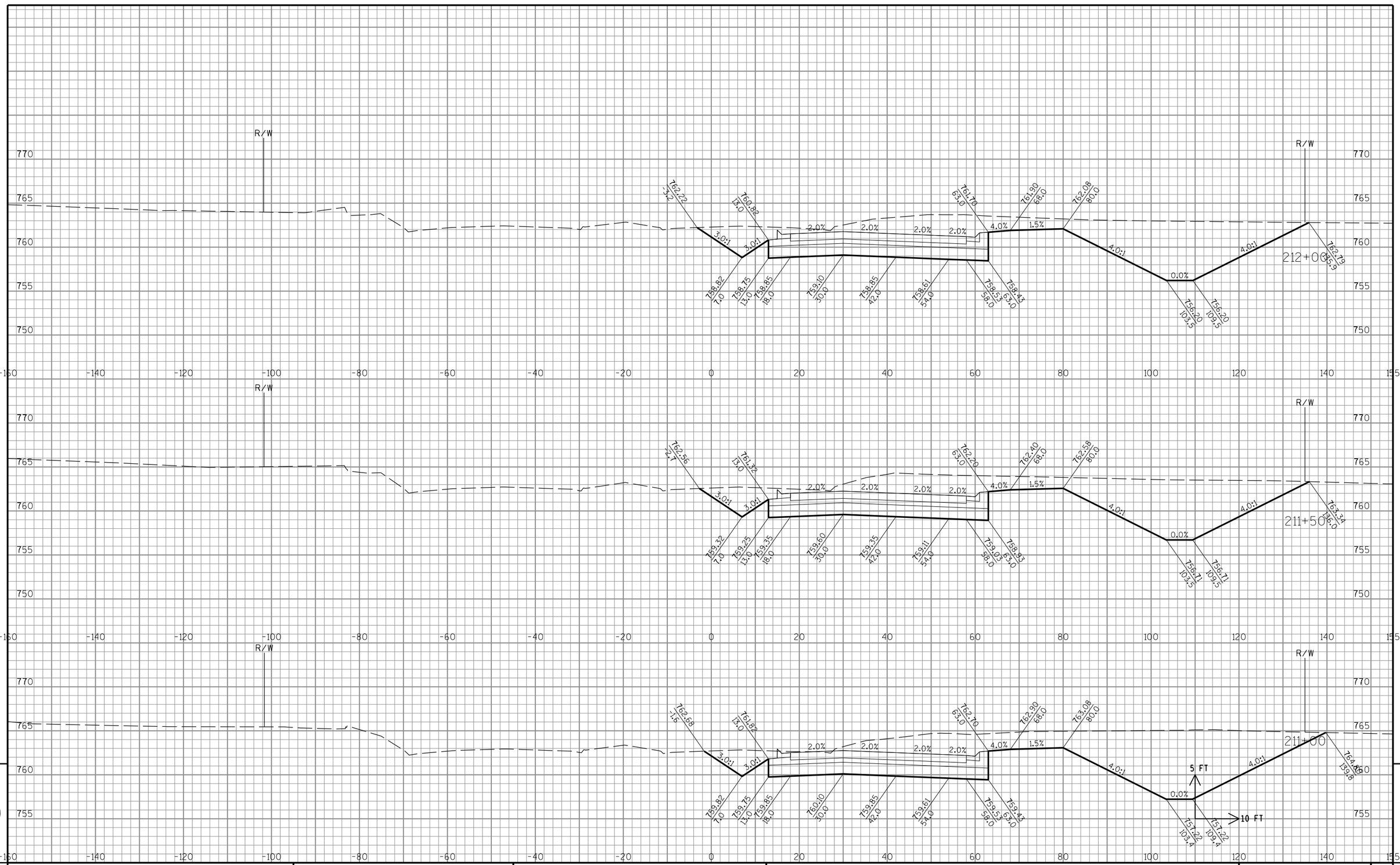
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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: . 524	E

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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: 525

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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: . 526	E

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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: . 527	E

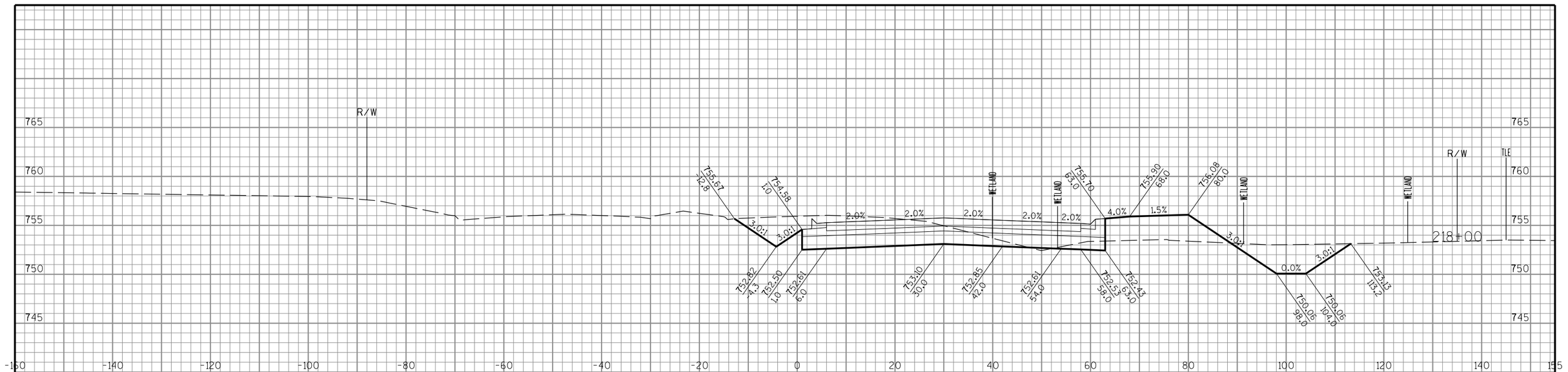
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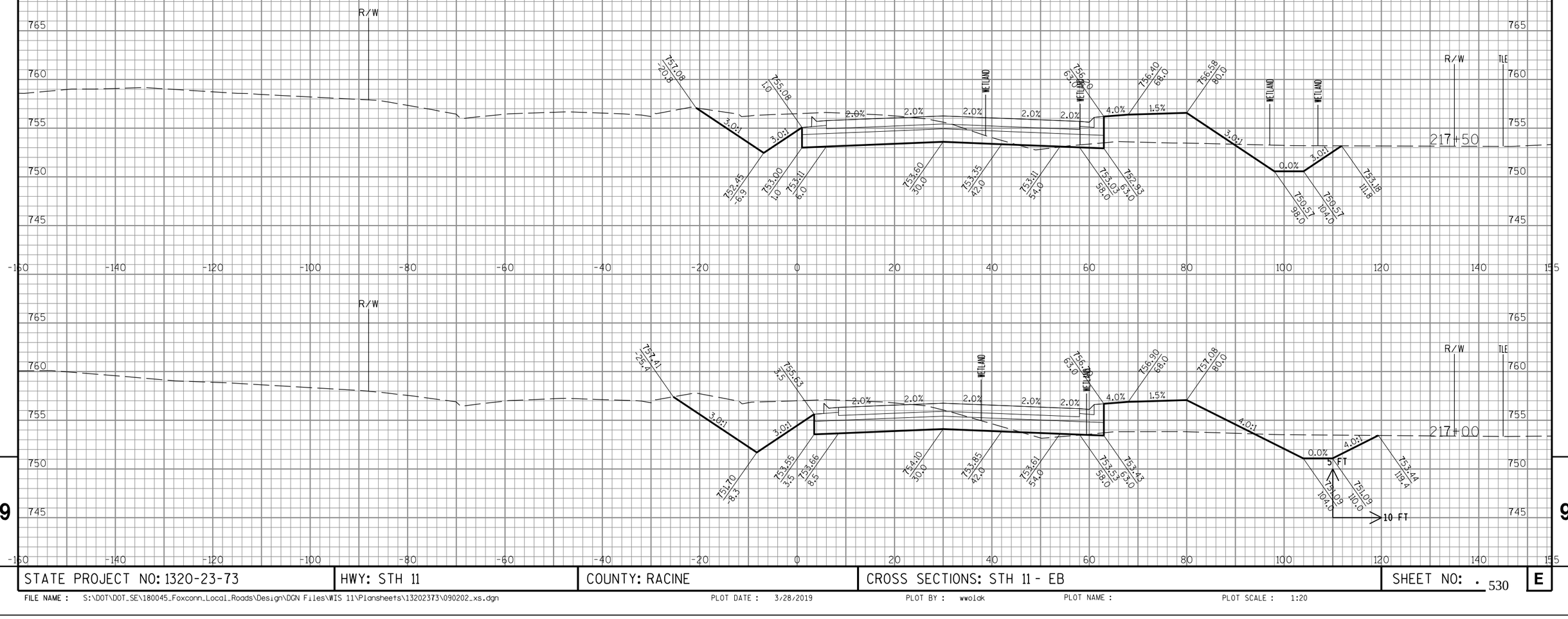
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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: 529	E

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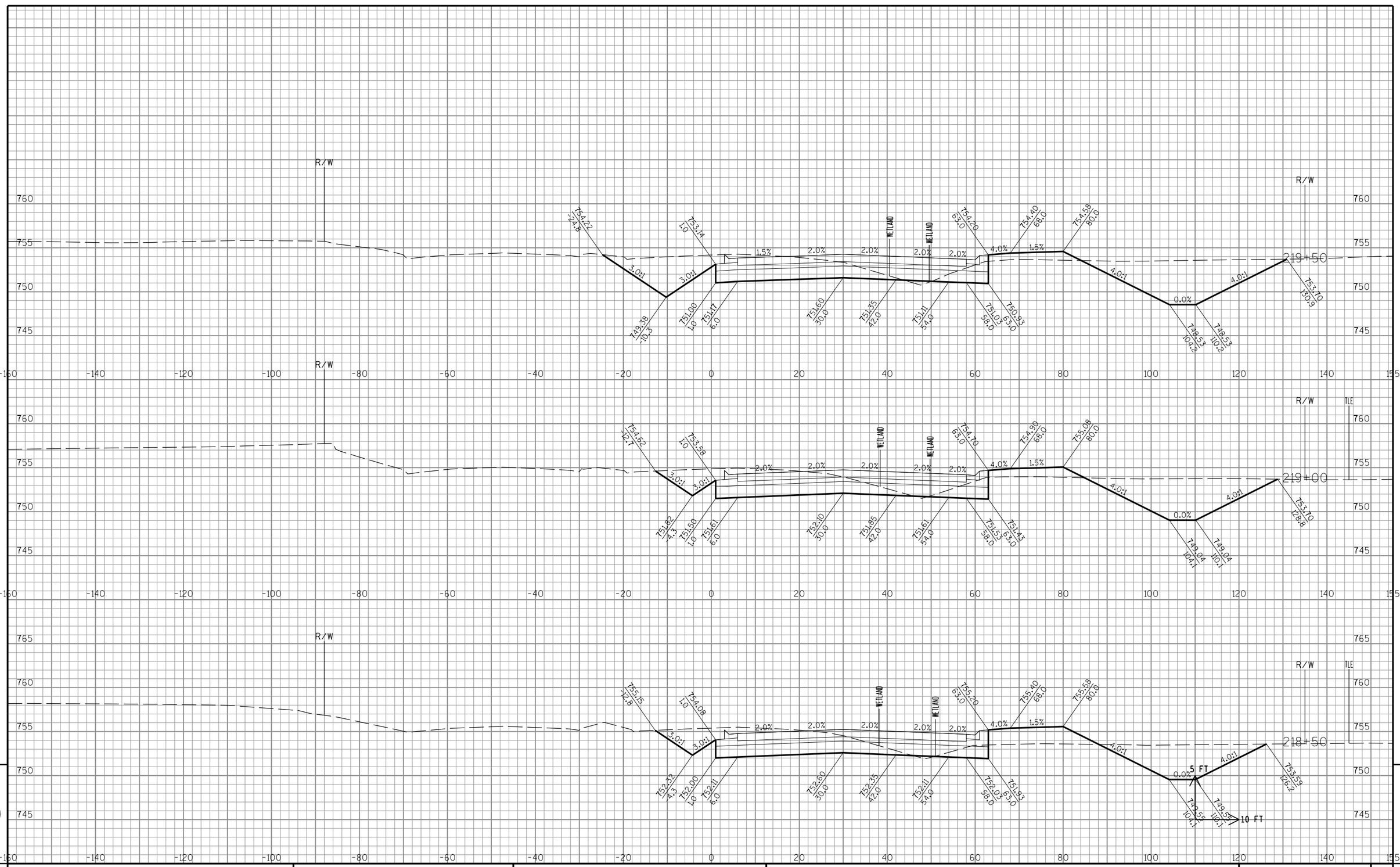


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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: . 530	E

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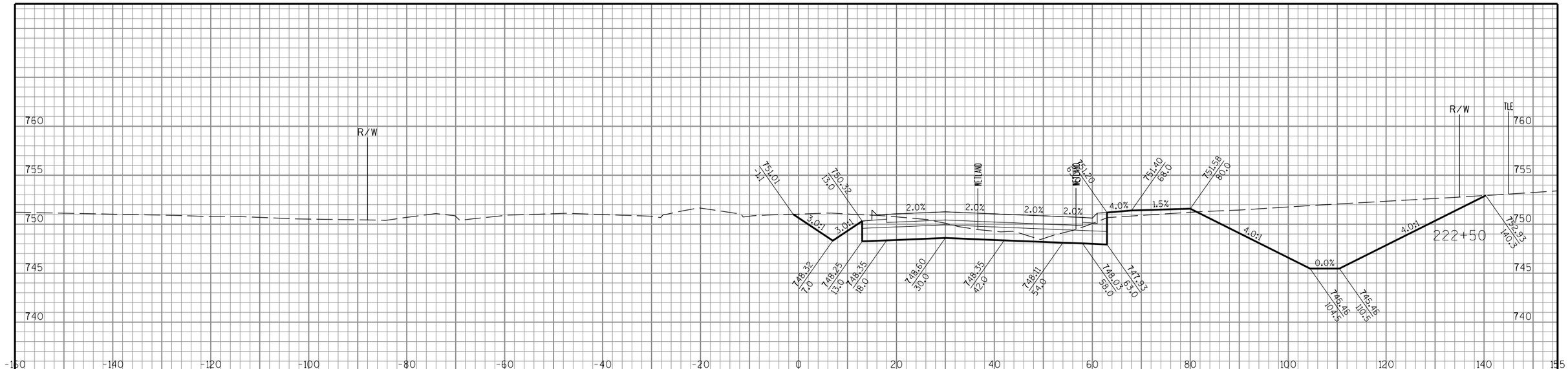


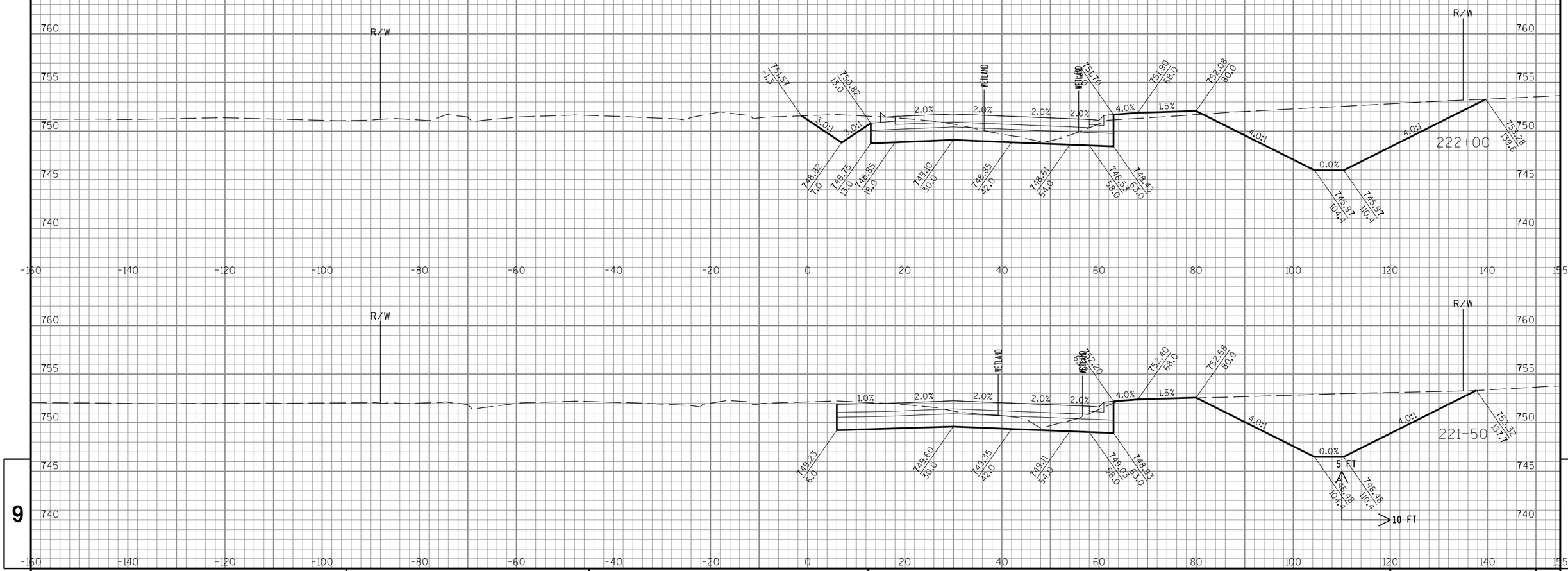
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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: . 532

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202373\090202_xs.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolck PLOT NAME : PLOT SCALE : 1:20





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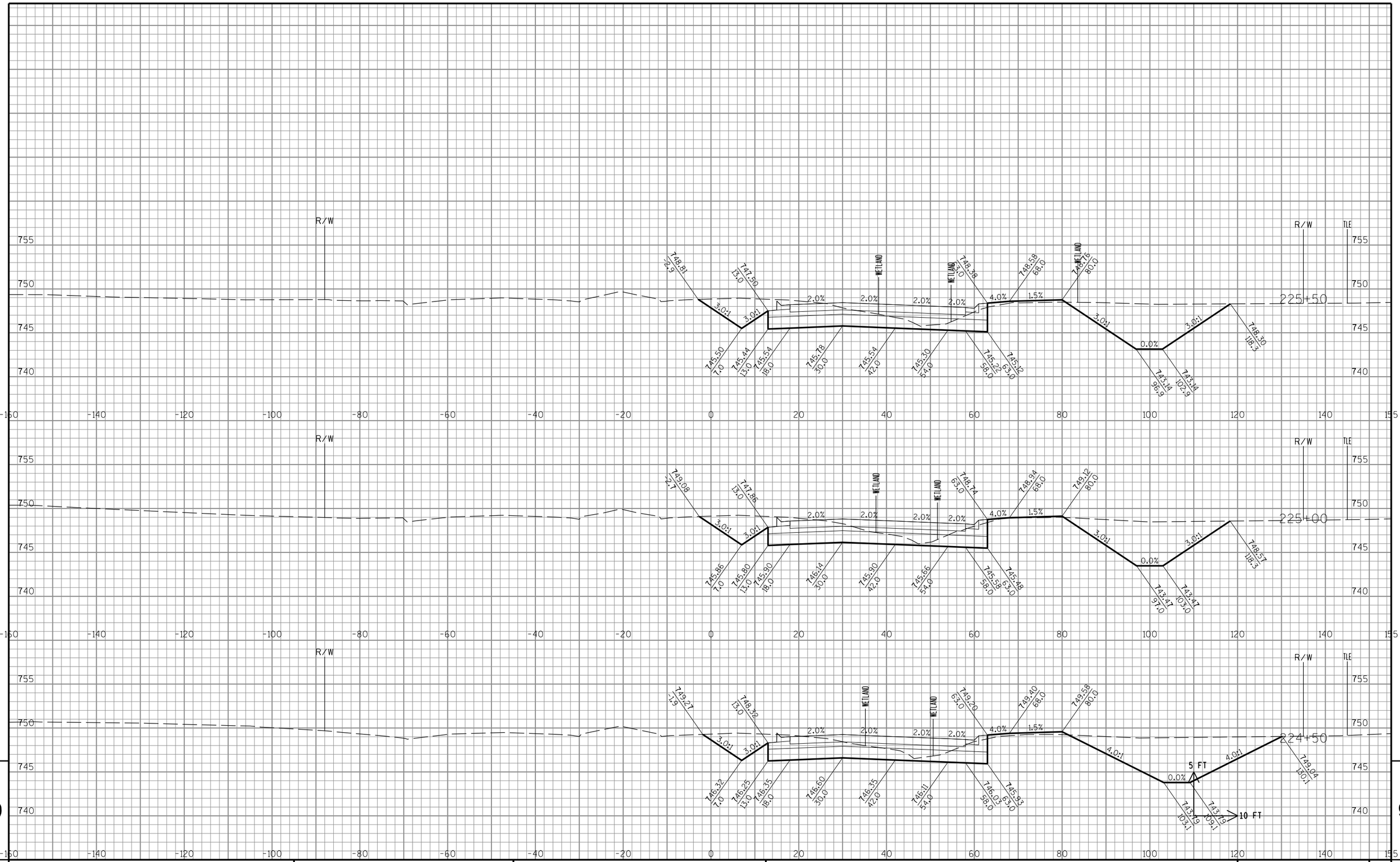
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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: . 534

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202373\090202_xs.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:20

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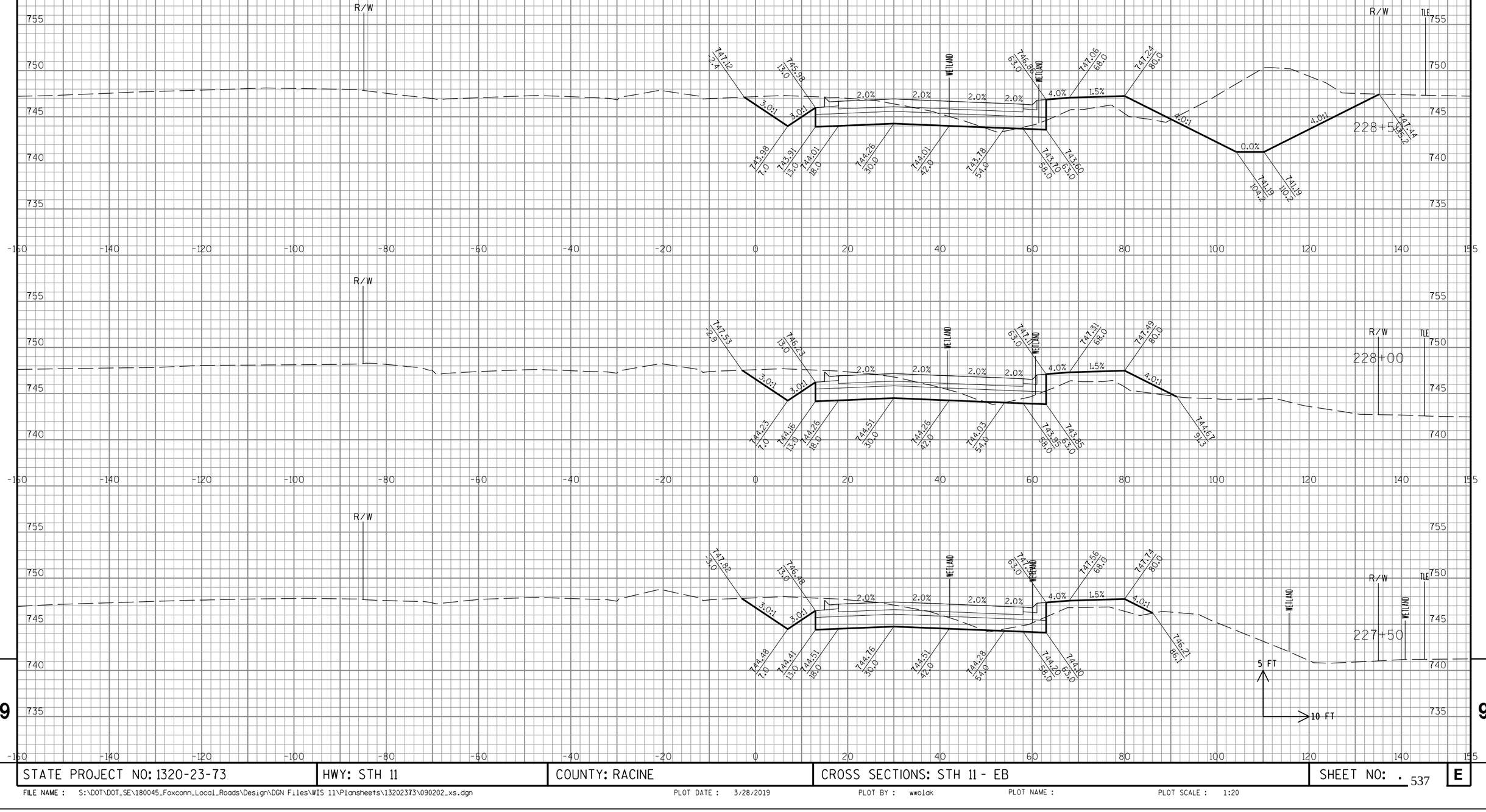
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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: . 535	E

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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: . 536

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202373\090202_xs.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolck PLOT NAME : PLOT SCALE : 1:20

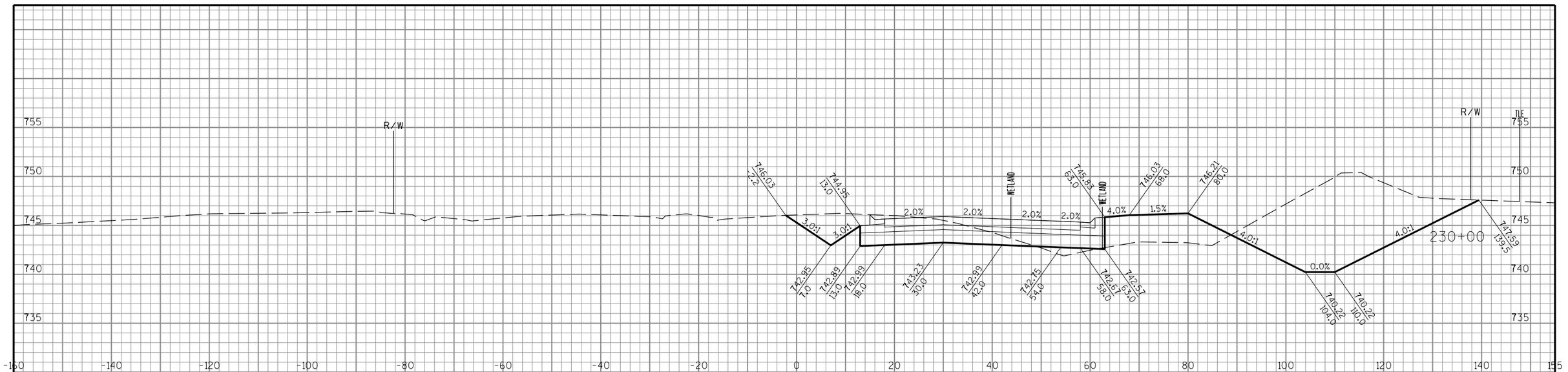


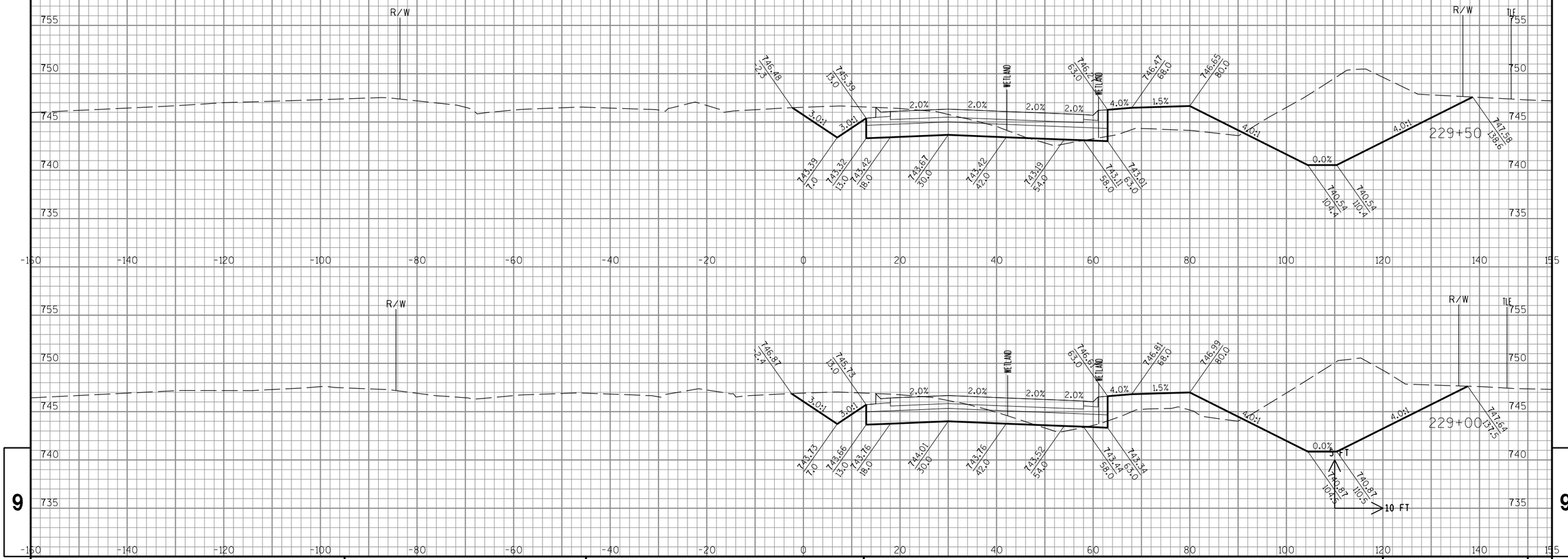
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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: . 537	E

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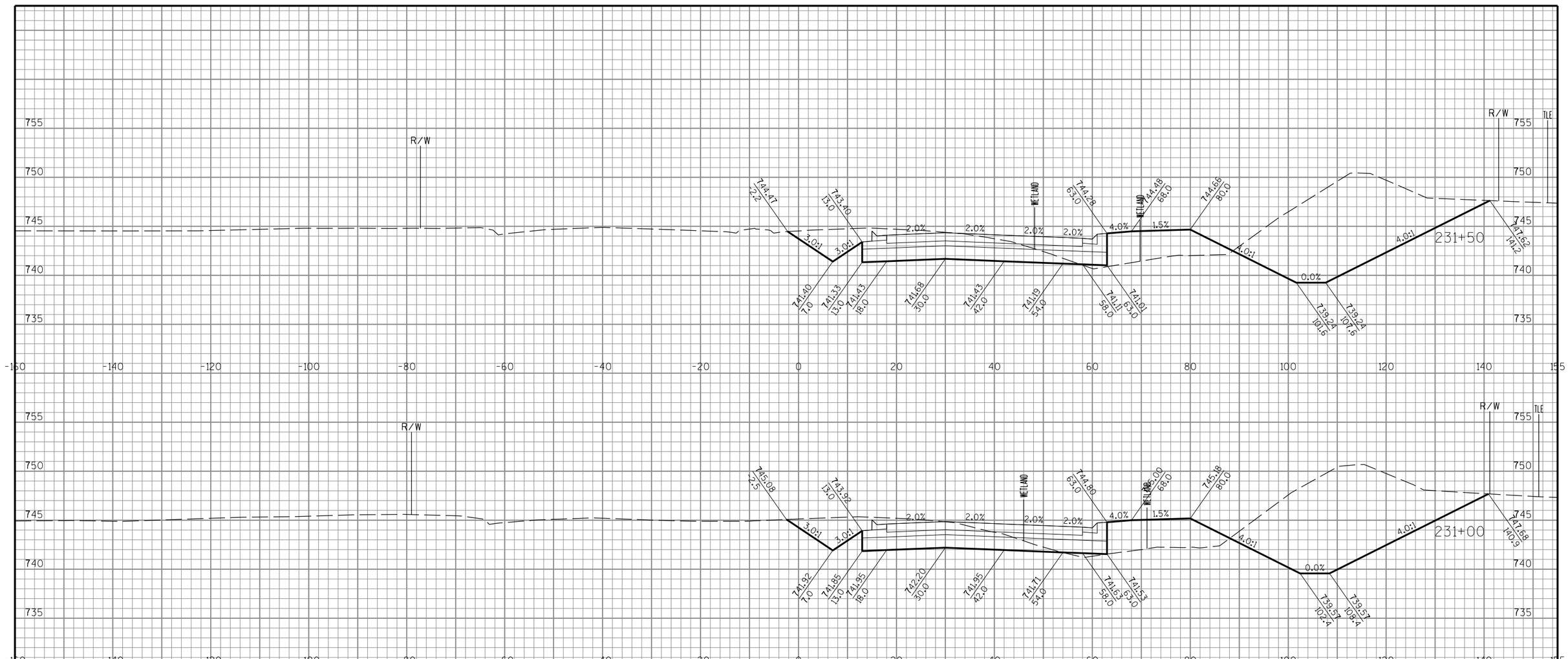


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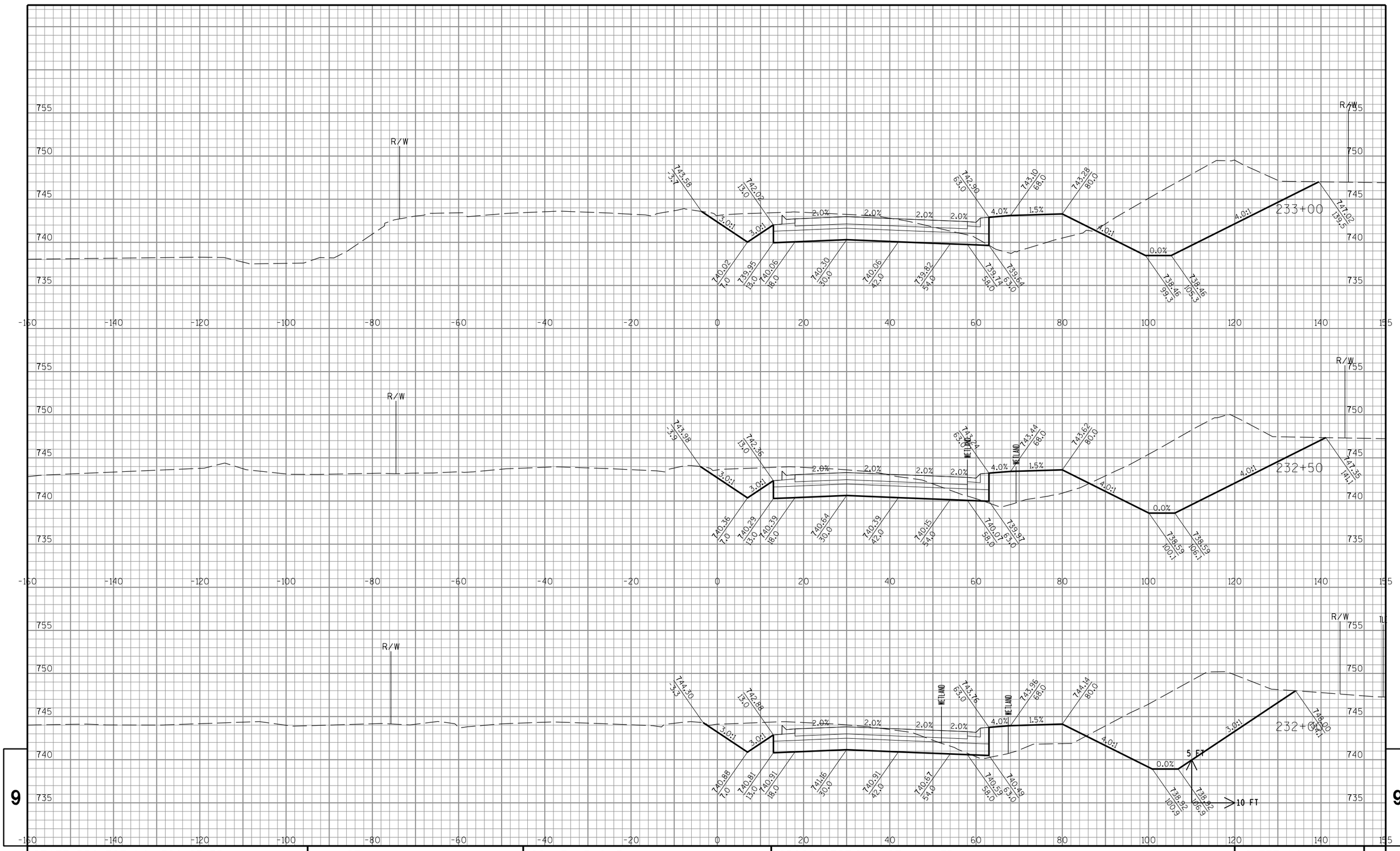
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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: . 539

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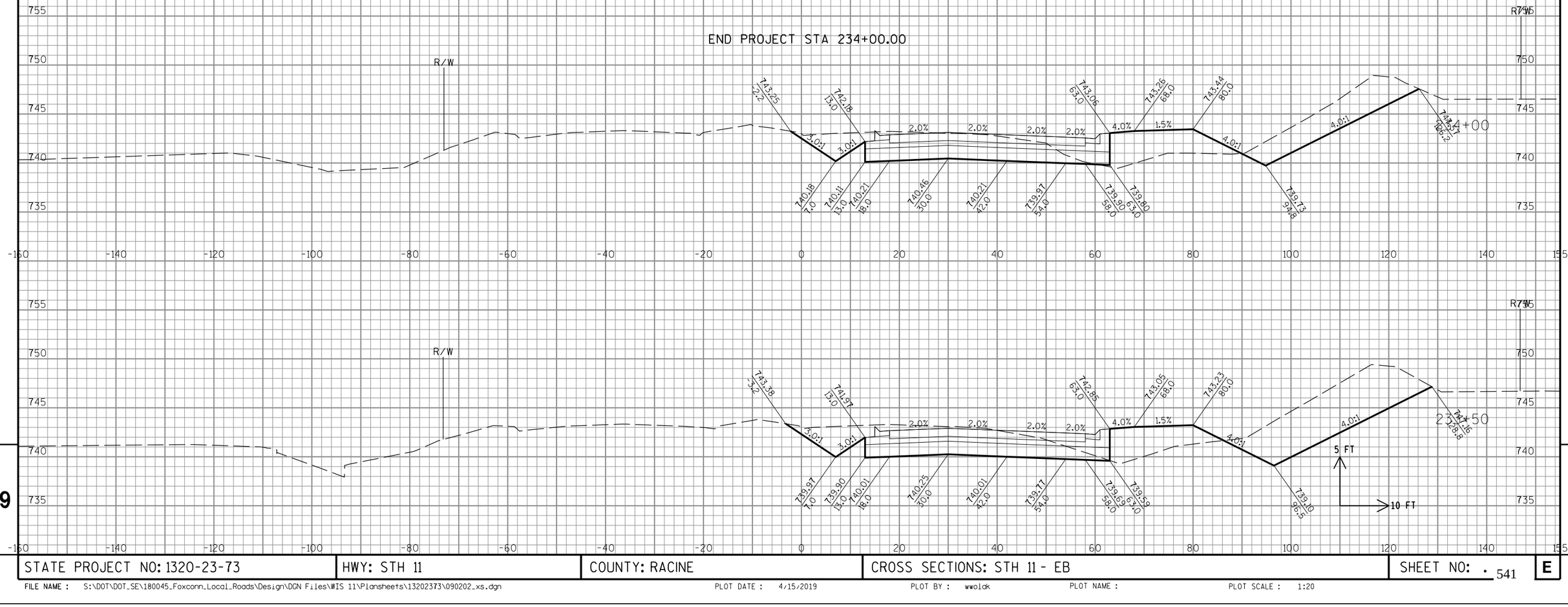
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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: 540	E

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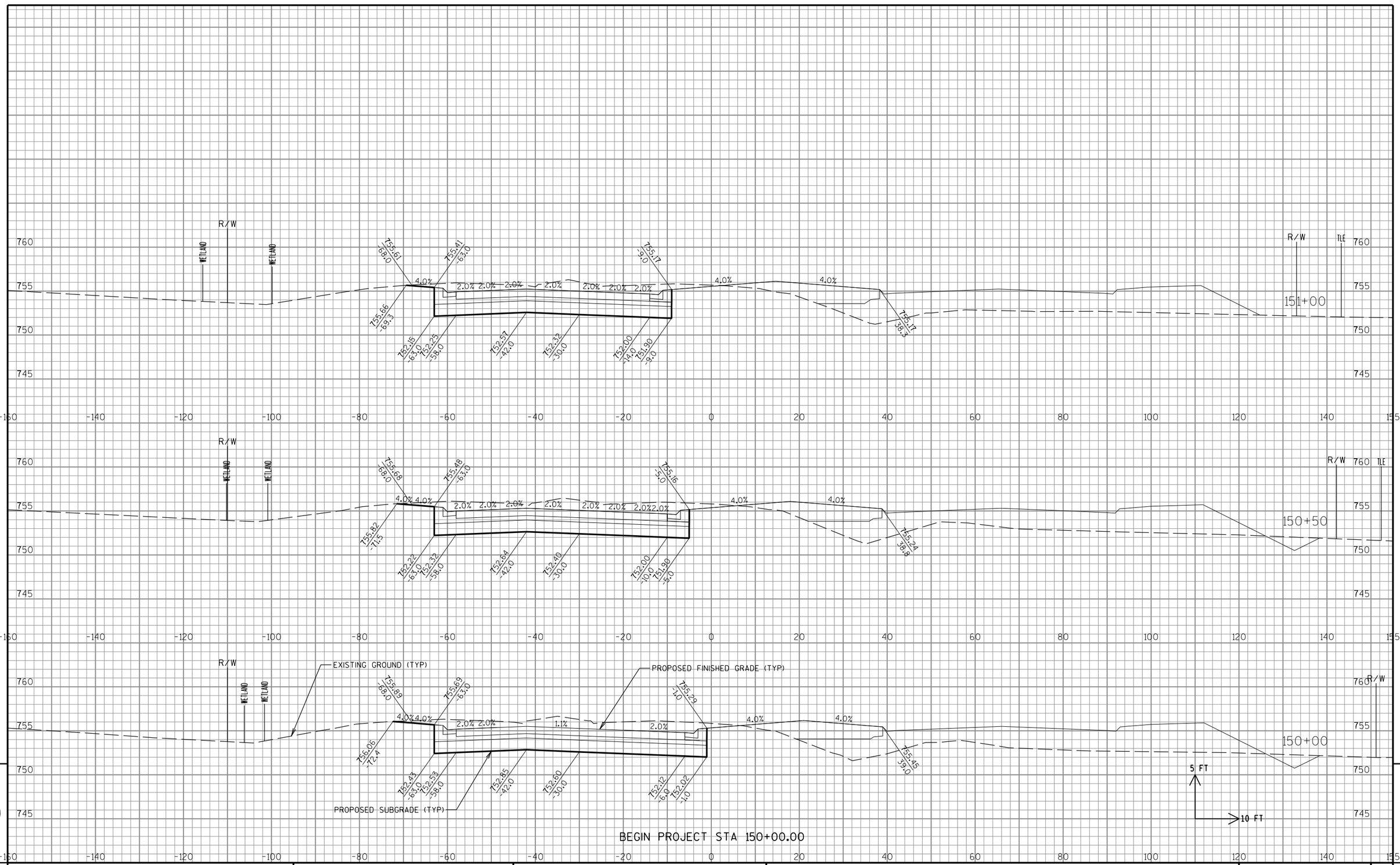
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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - EB	SHEET NO: 541	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202373\090202_xs.dgn PLOT DATE : 4/15/2019 PLOT BY : wwolck PLOT NAME : PLOT SCALE : 1:20

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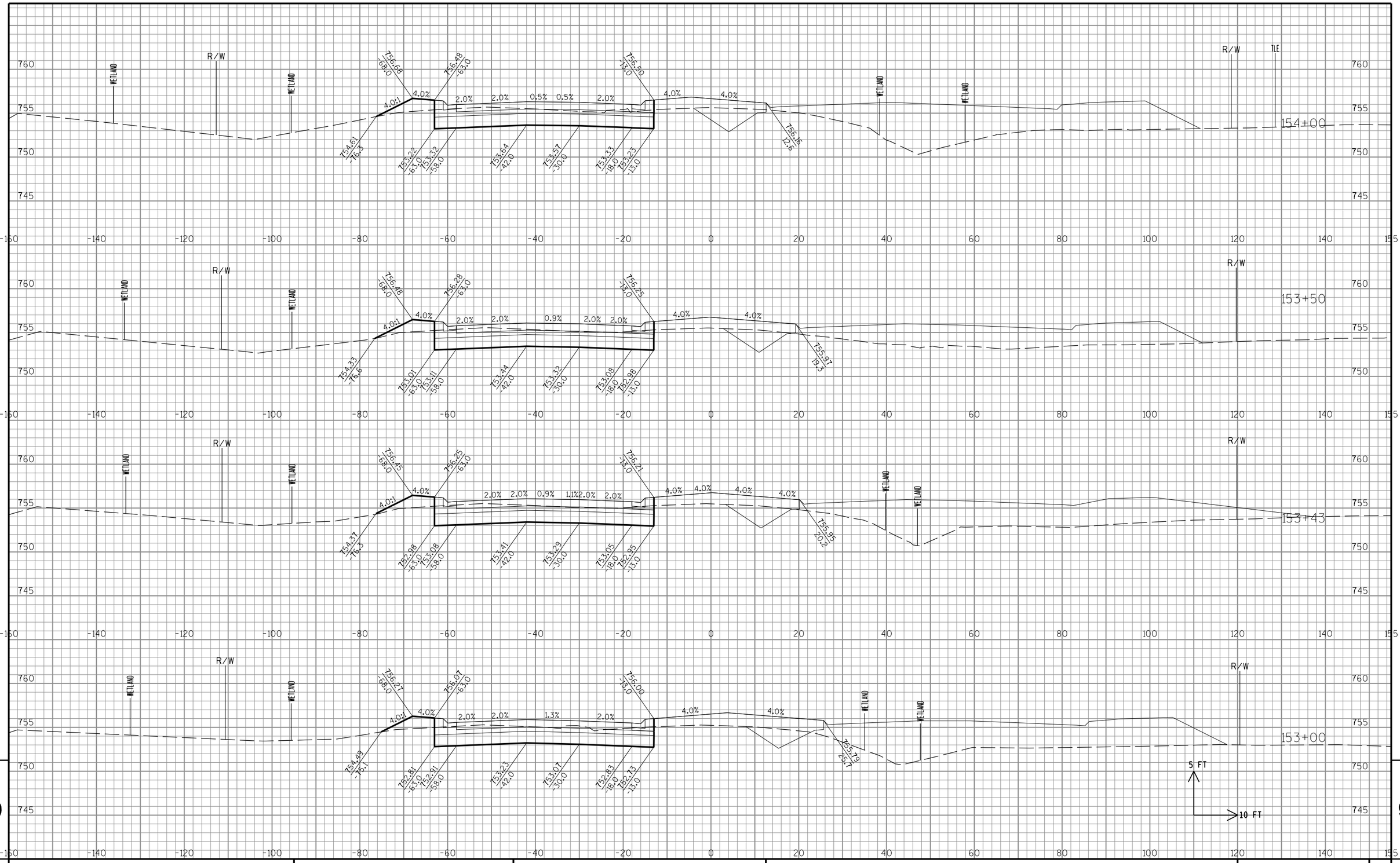
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STATE PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: 542	E

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STATE PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: 543

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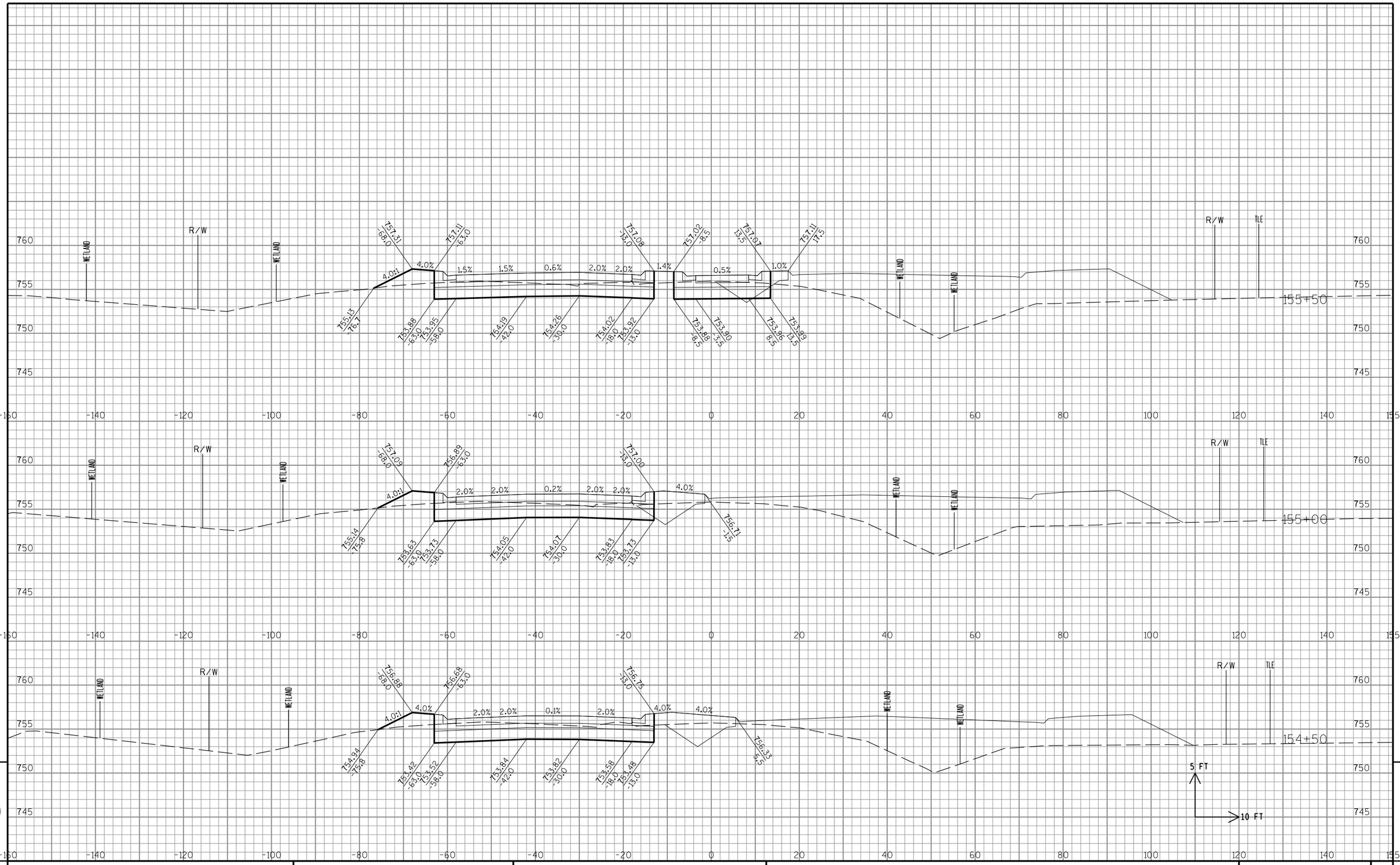


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STATE PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: 544	E

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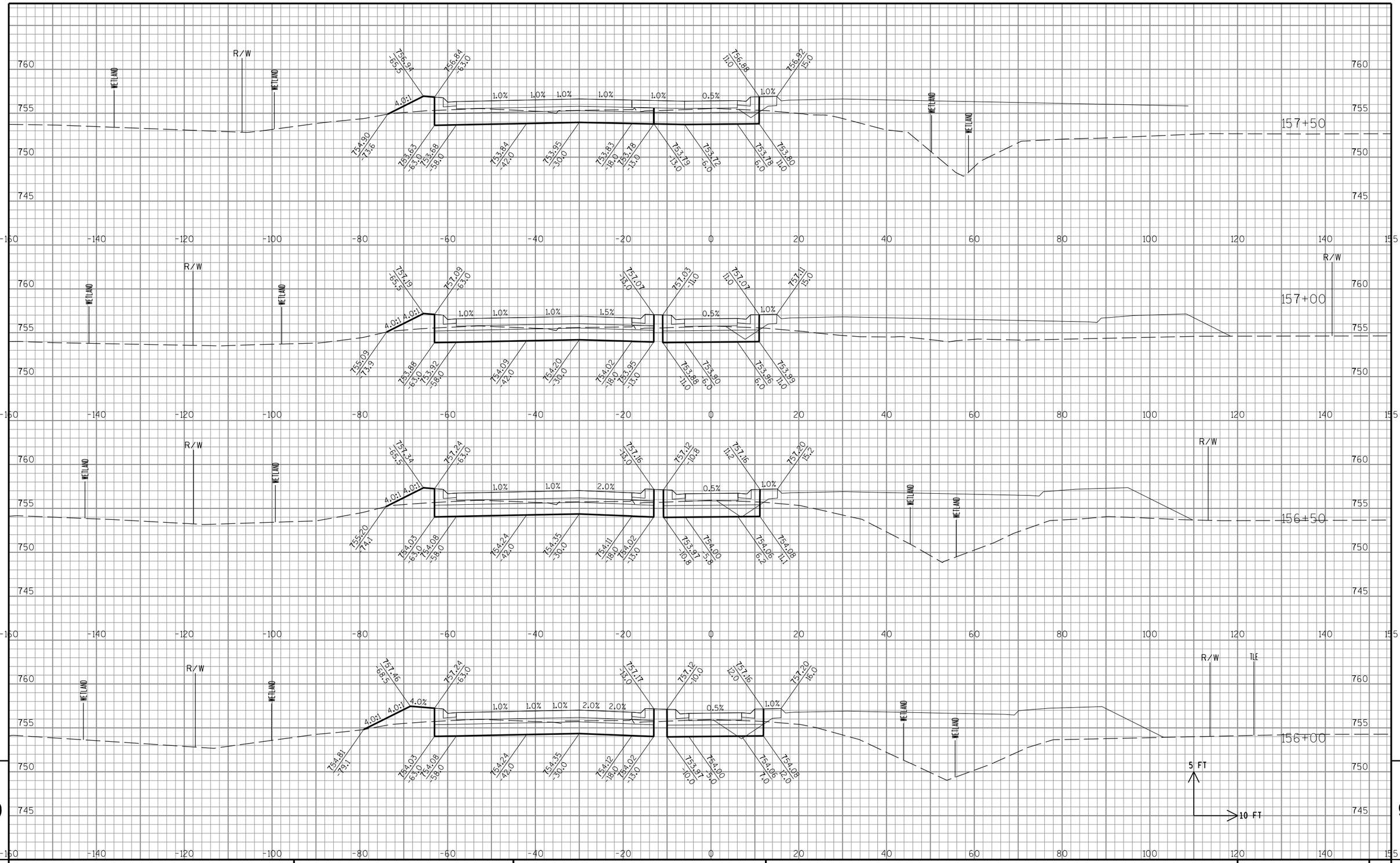


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STATE PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: 545	E

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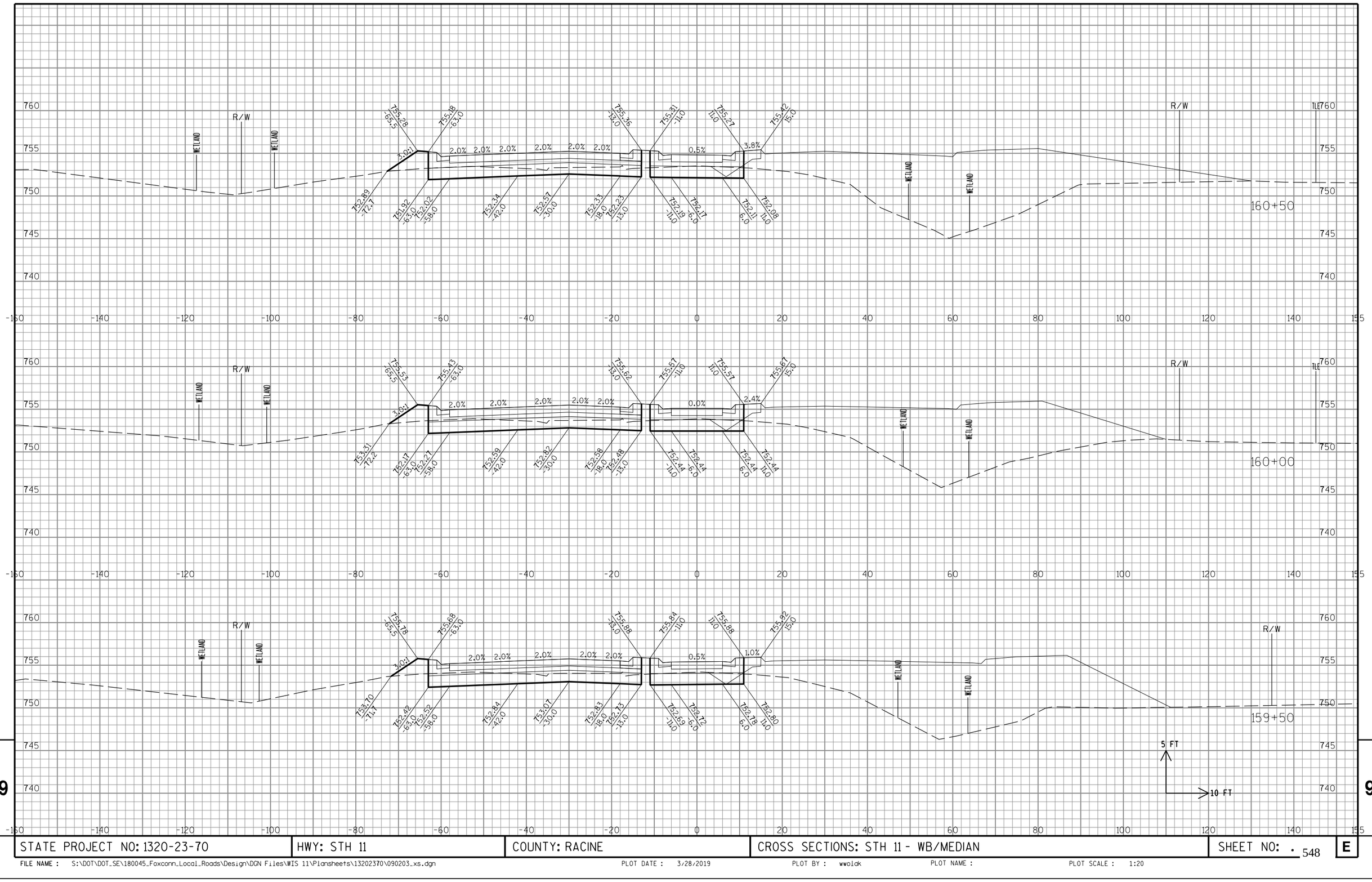
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STATE PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: 547	E

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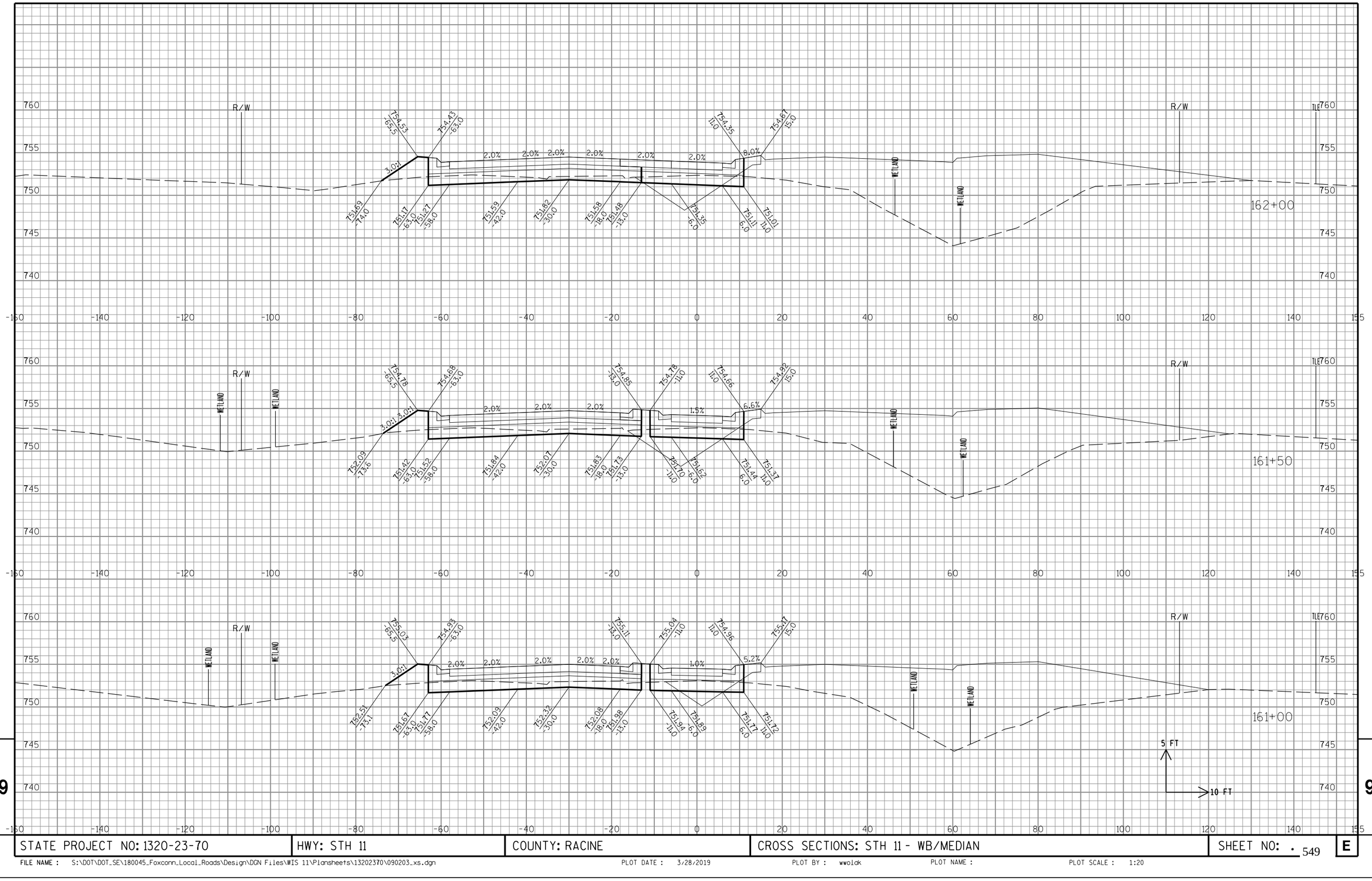


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STATE PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: . 548	E

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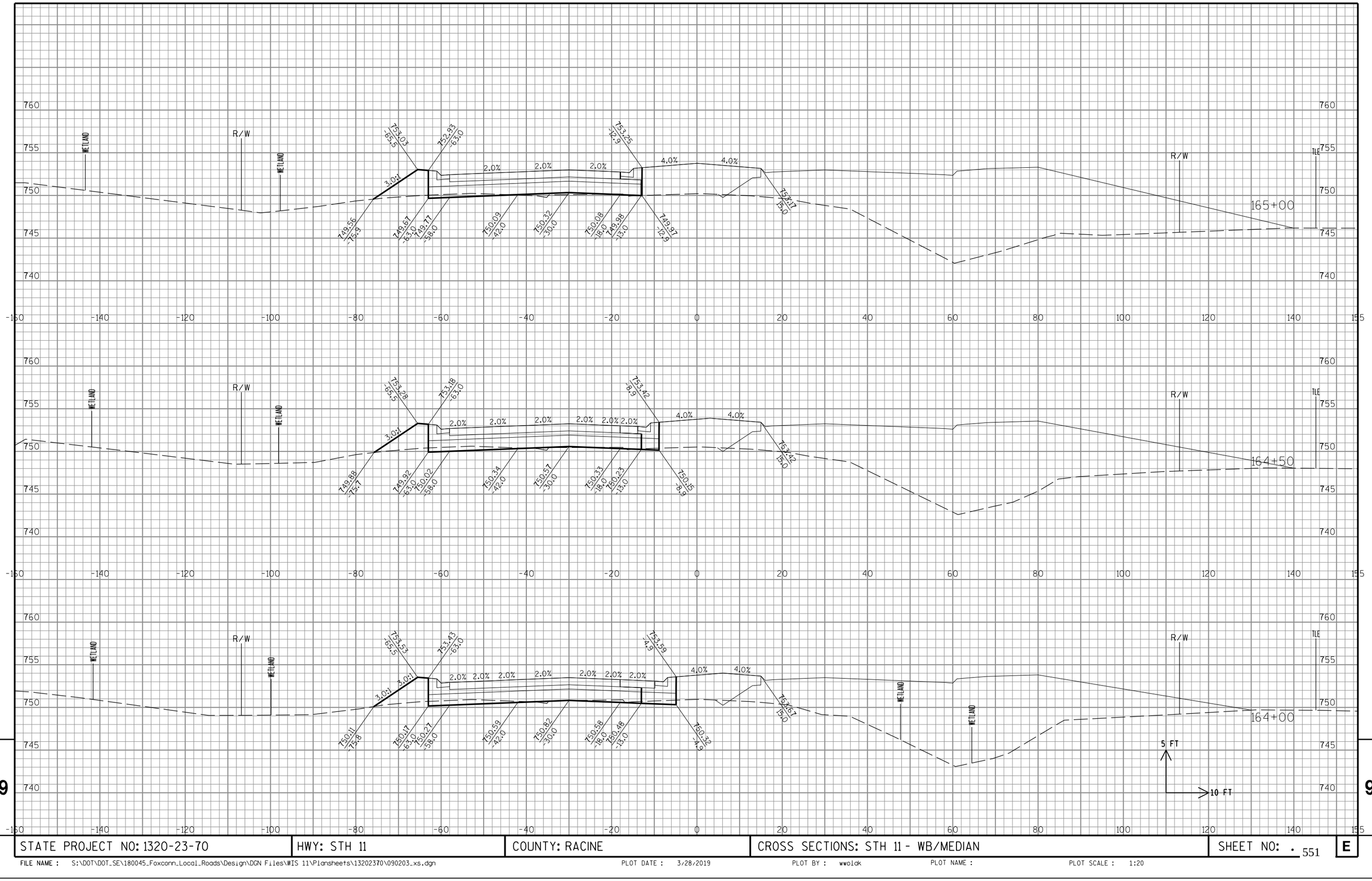
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STATE PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: 550	E

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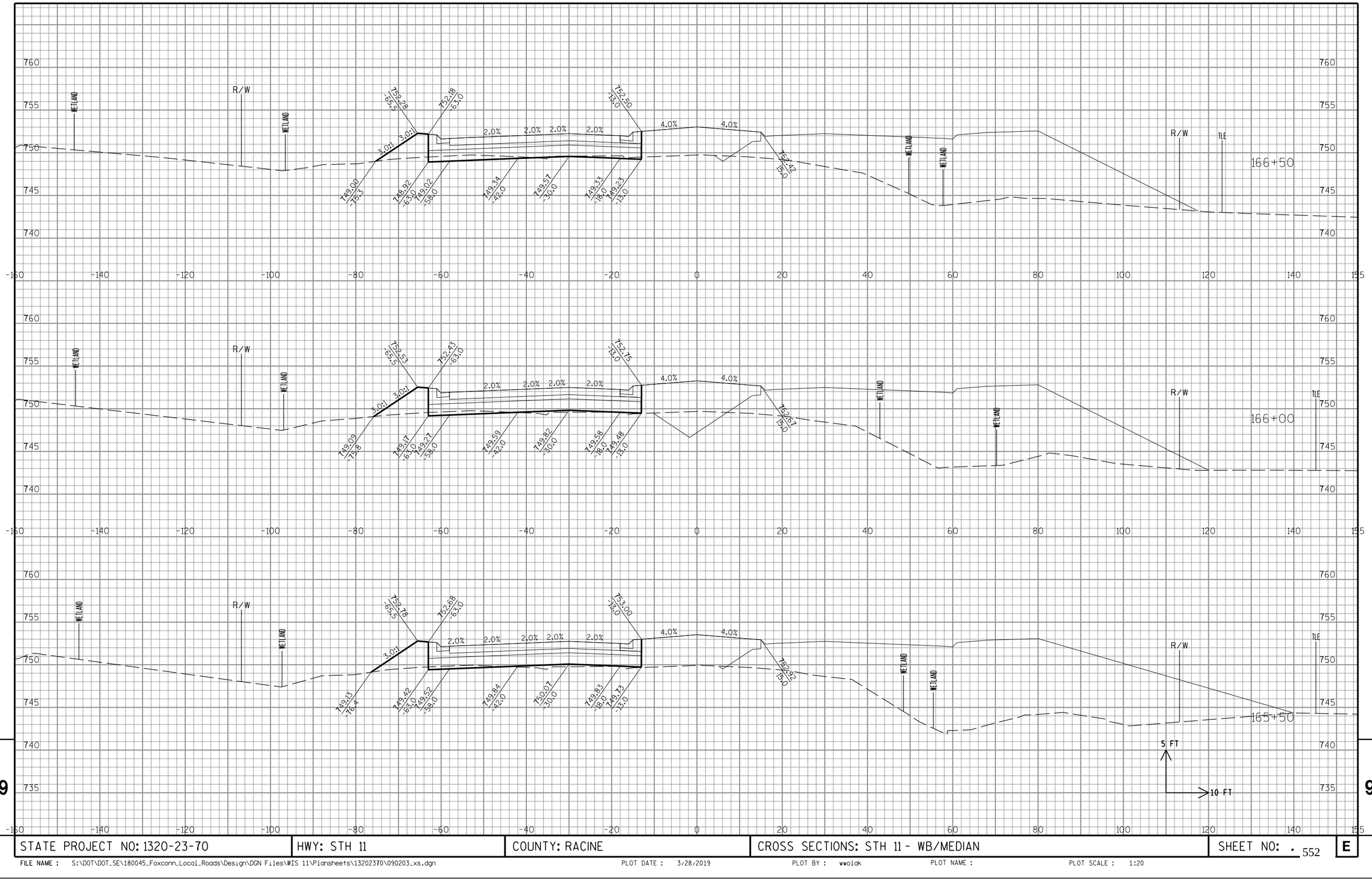


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STATE PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: . 551	E

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STATE PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: 552	E

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STATE PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: . 553	E

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STATE PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: 554

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STATE PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: . 555	E

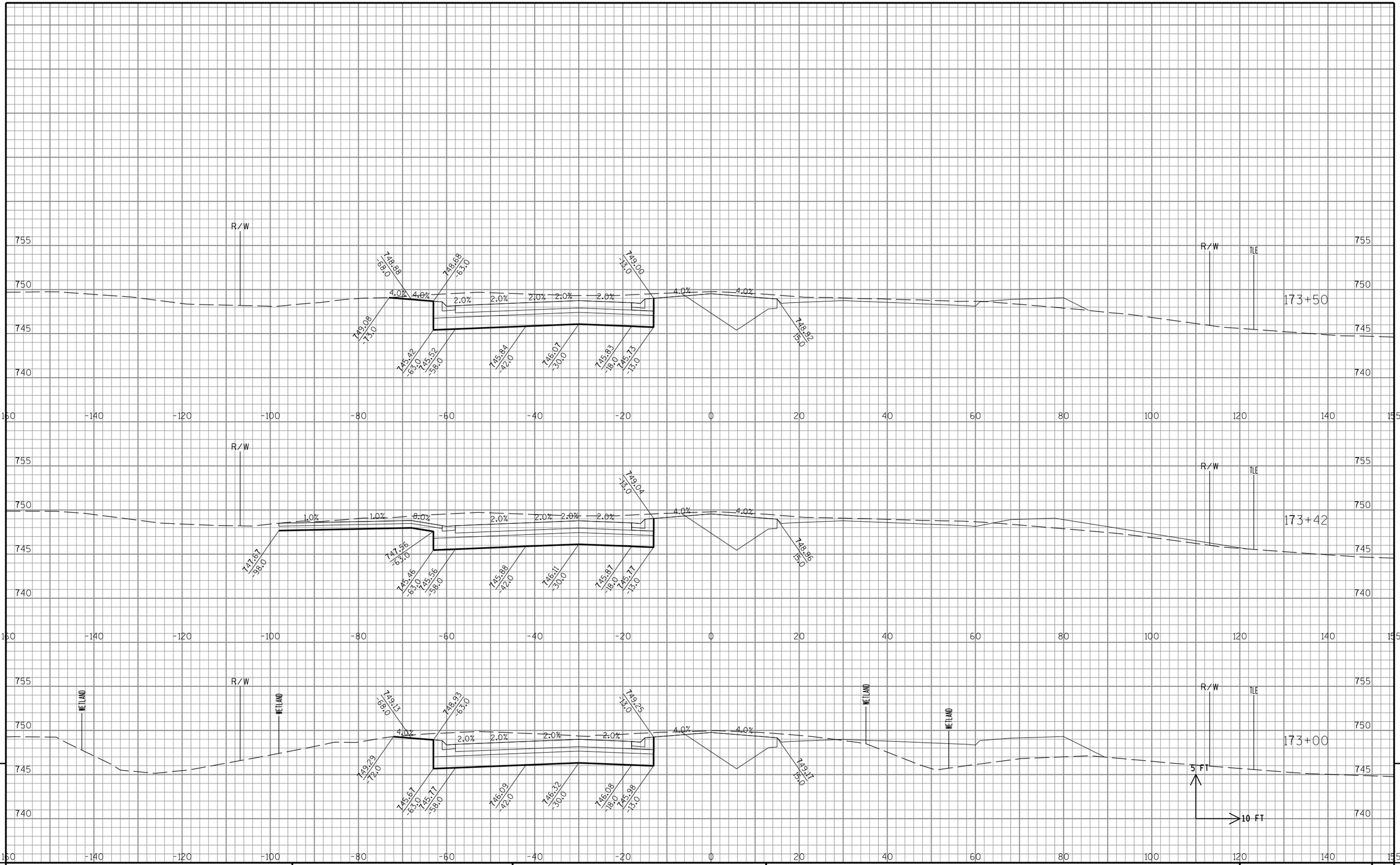
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STATE PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: . 556	E

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STATE PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: . 557	E

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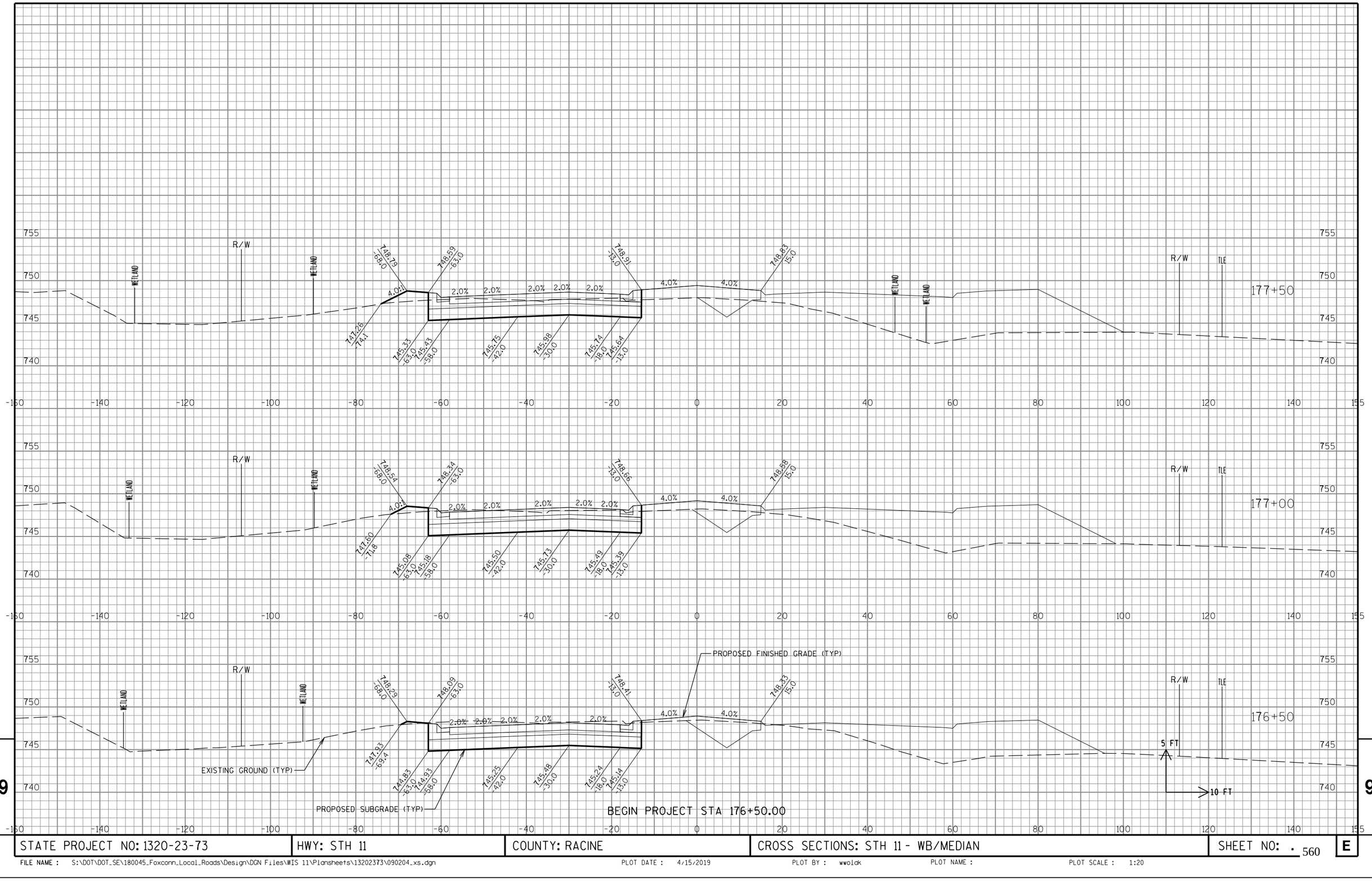
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END PROJECT STA 176+50.00

STATE PROJECT NO: 1320-23-70	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: . 559

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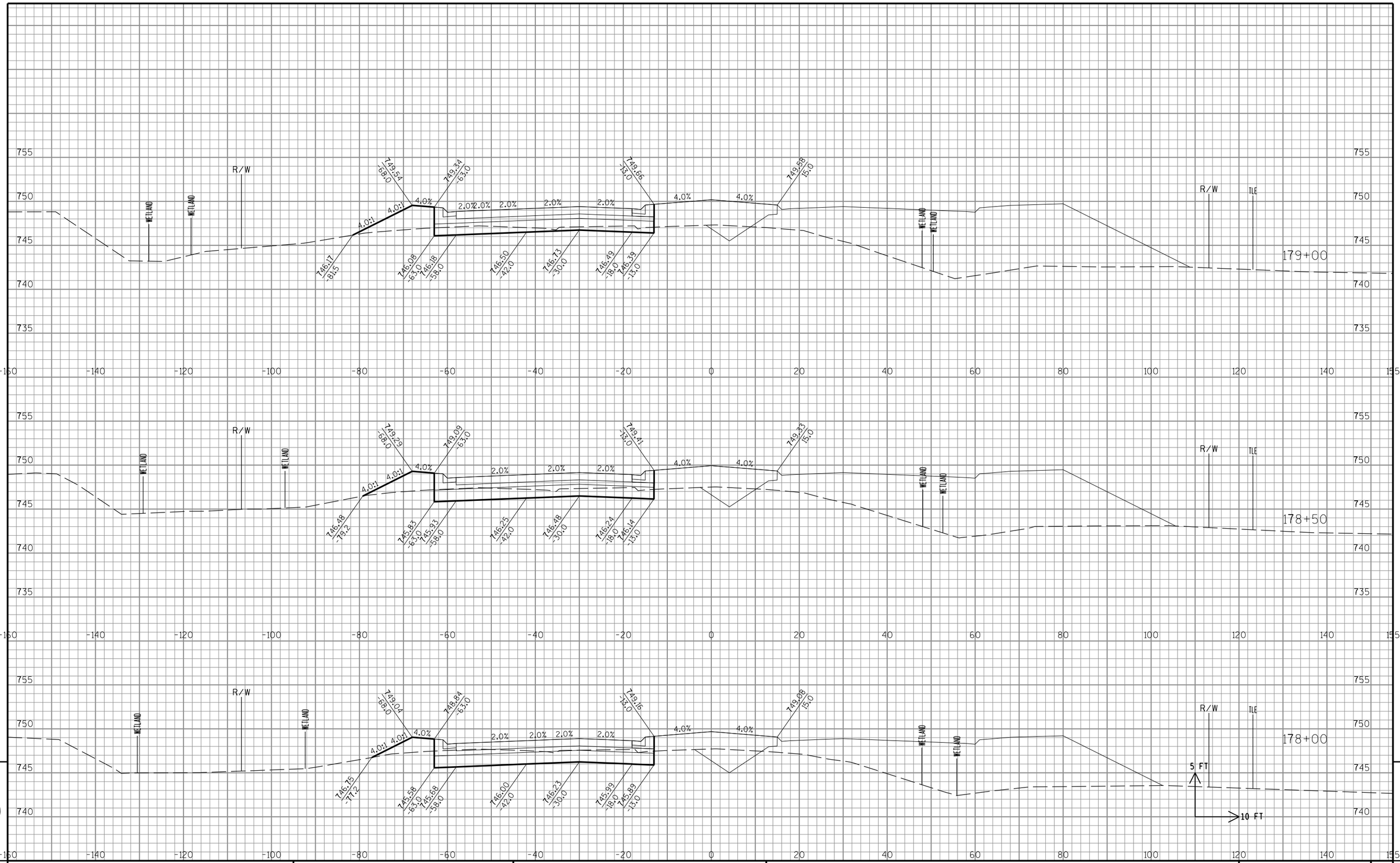


STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: . 560	E

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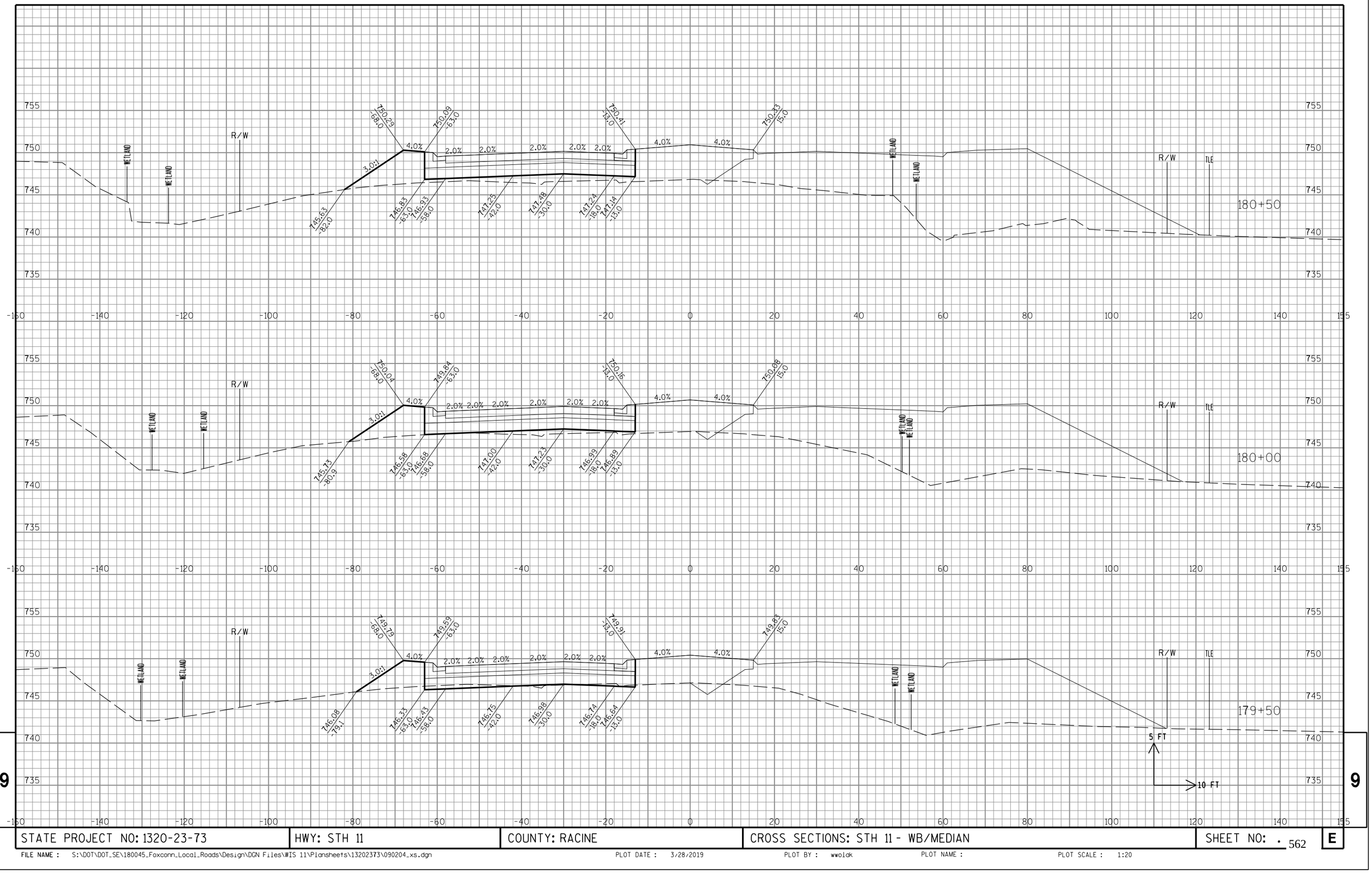


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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: . 561	E

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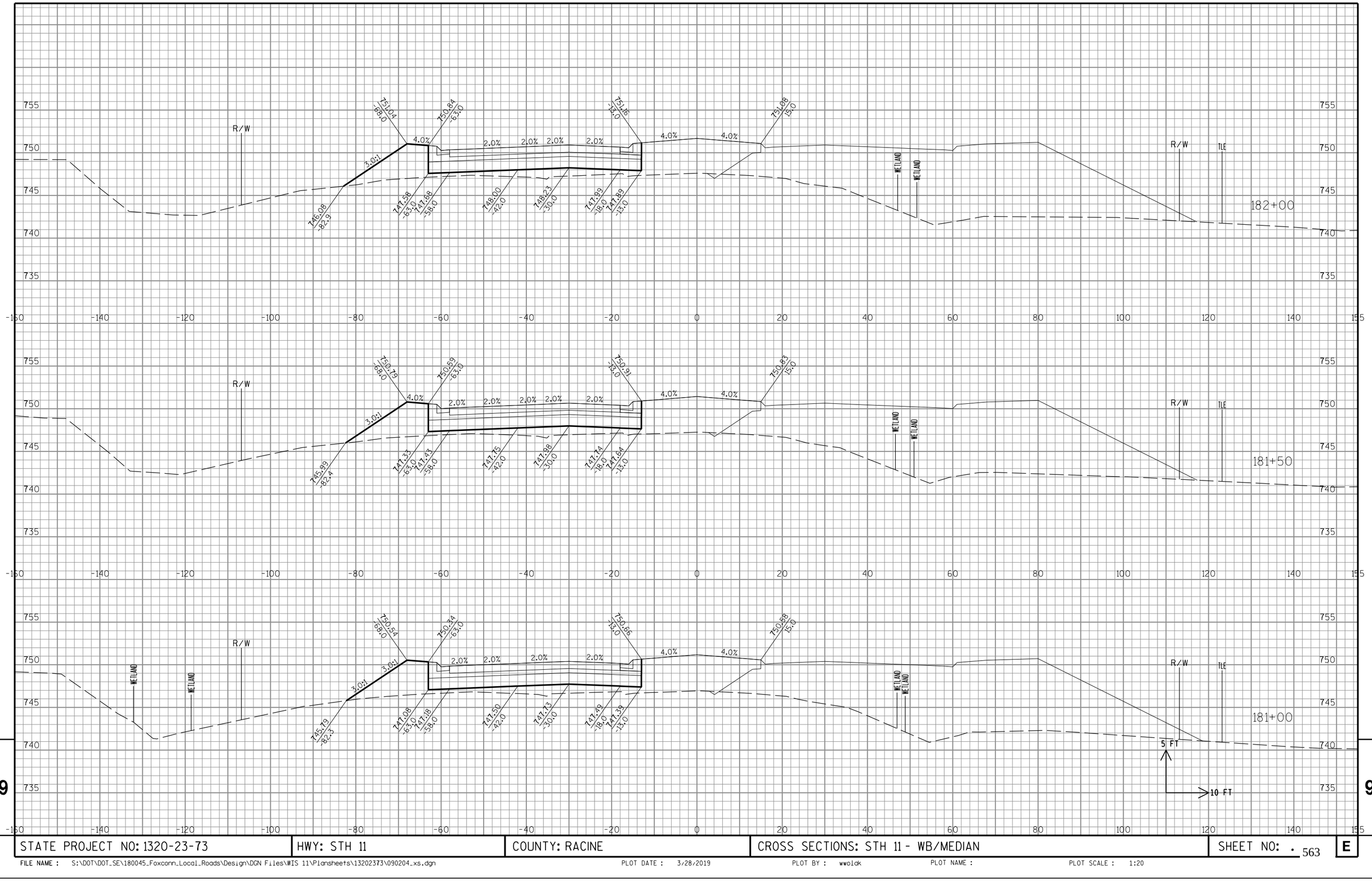


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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: . 562	E

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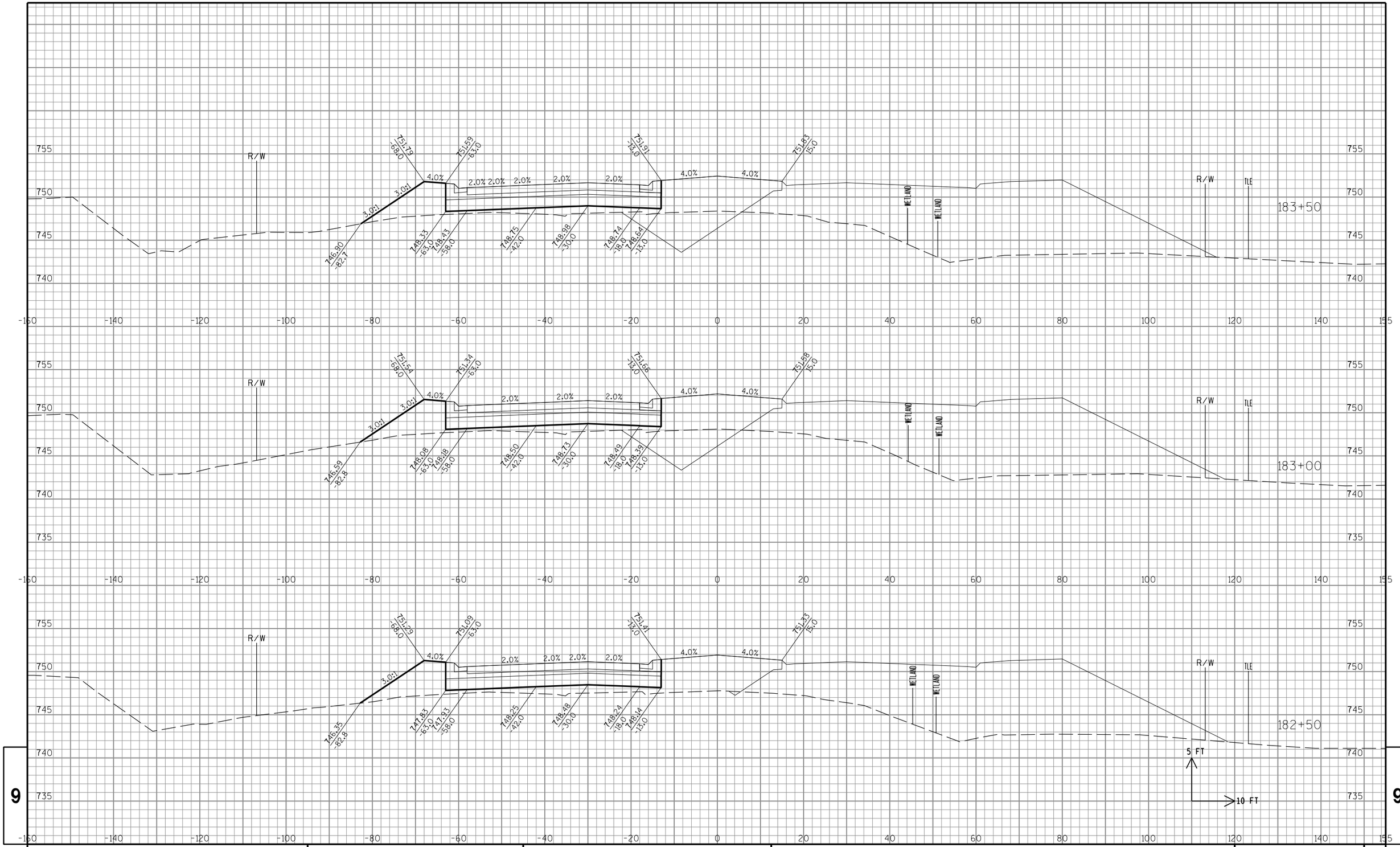


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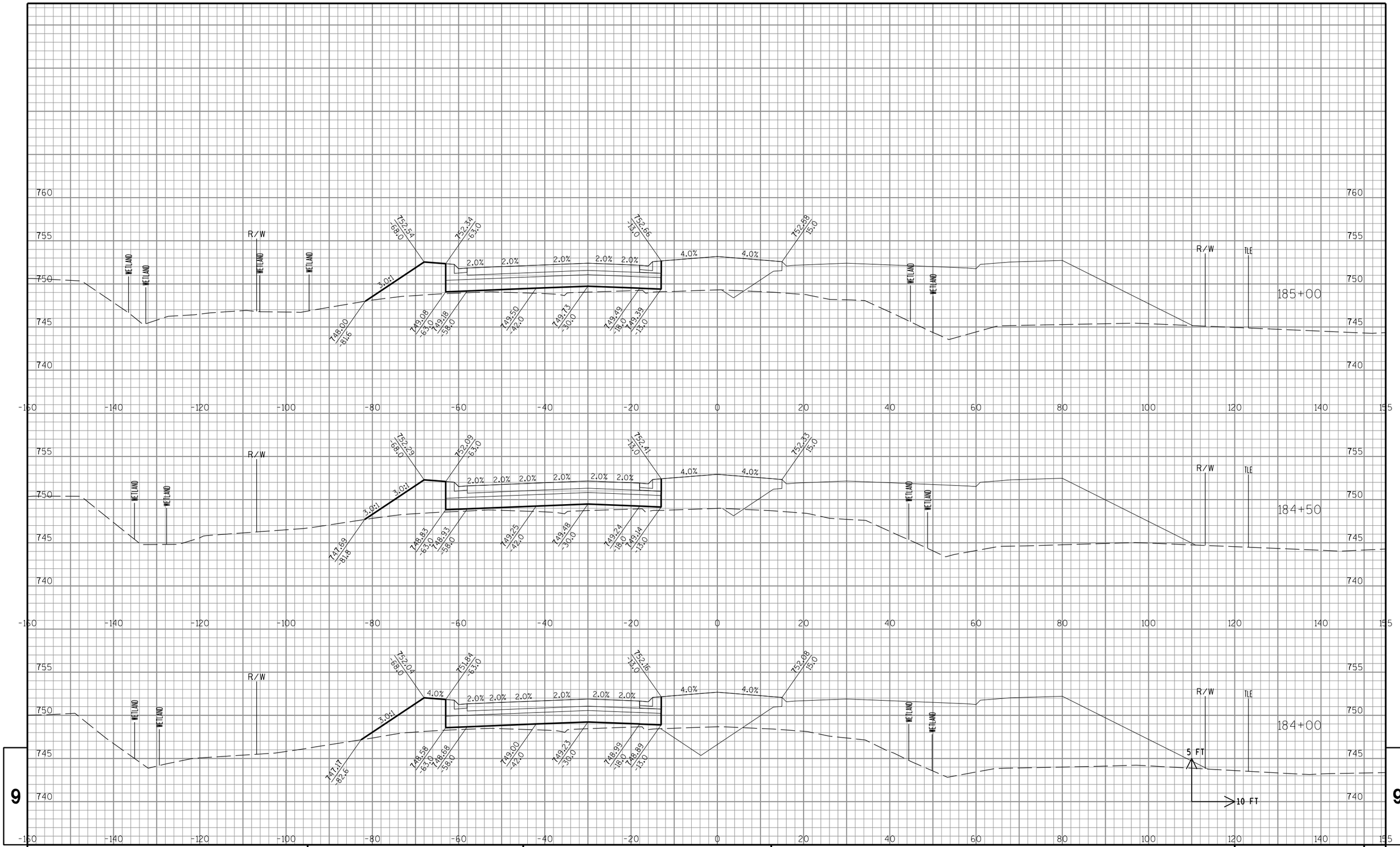
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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: . 564	E

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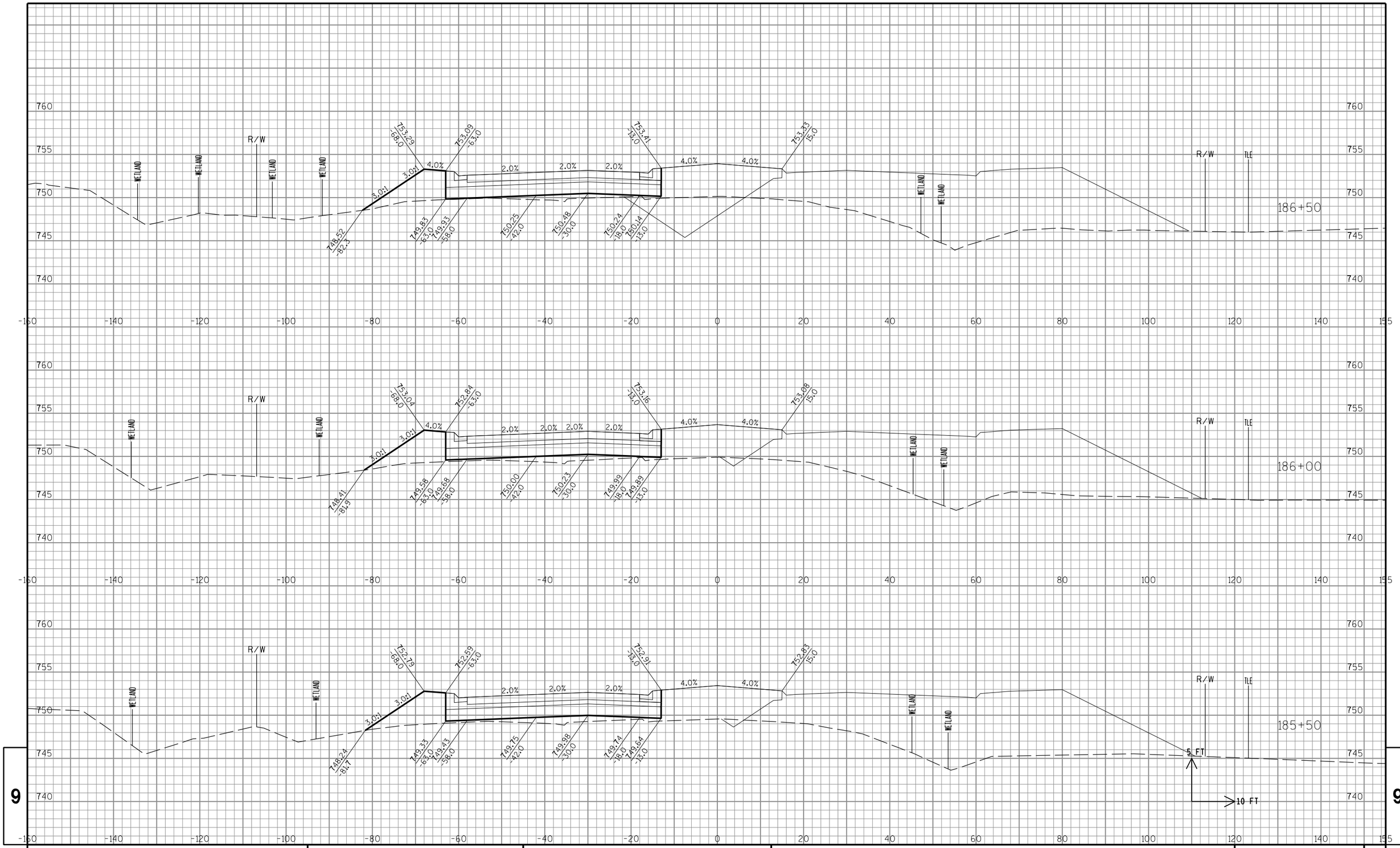


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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: . 565	E

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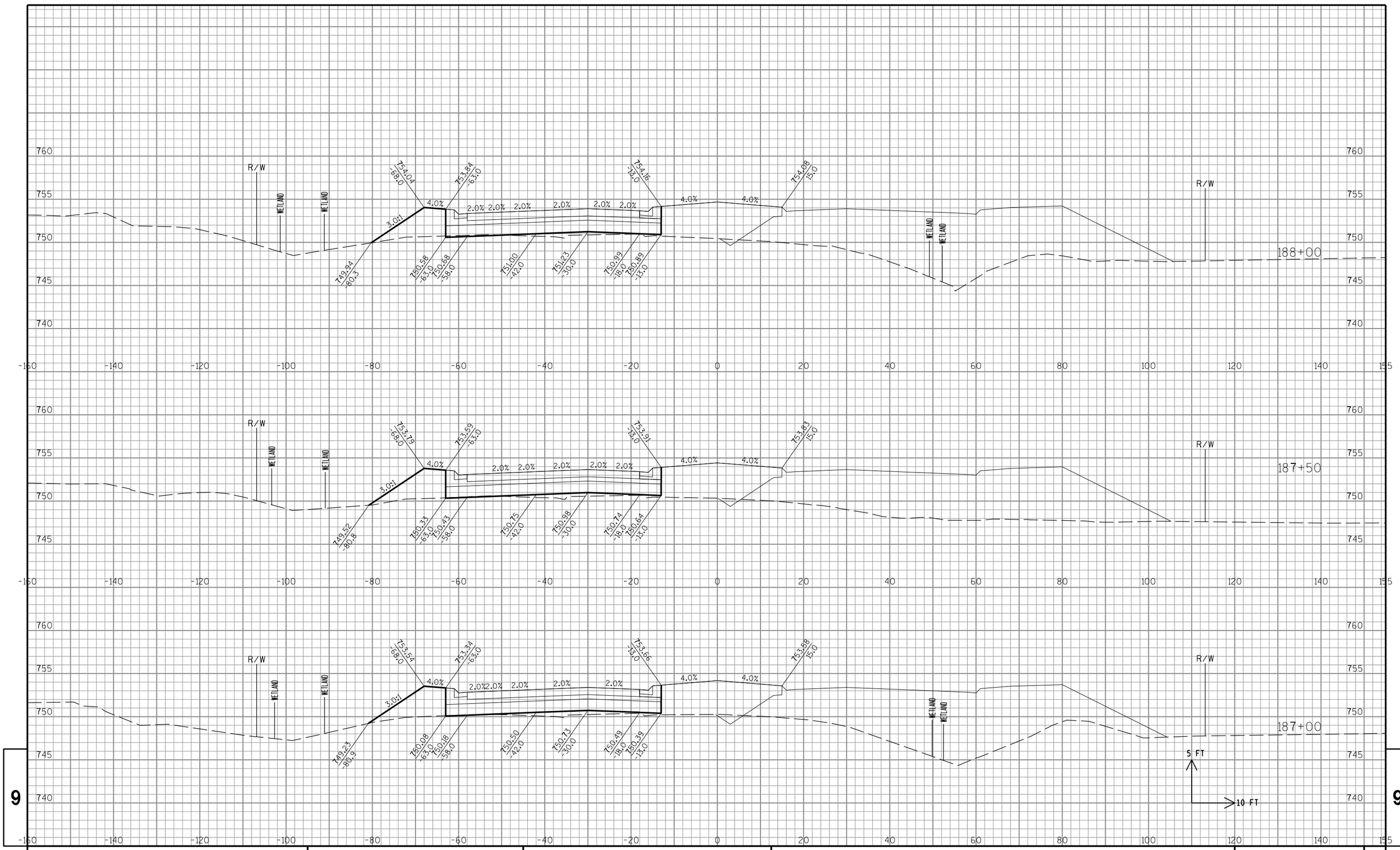


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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: . 566	E

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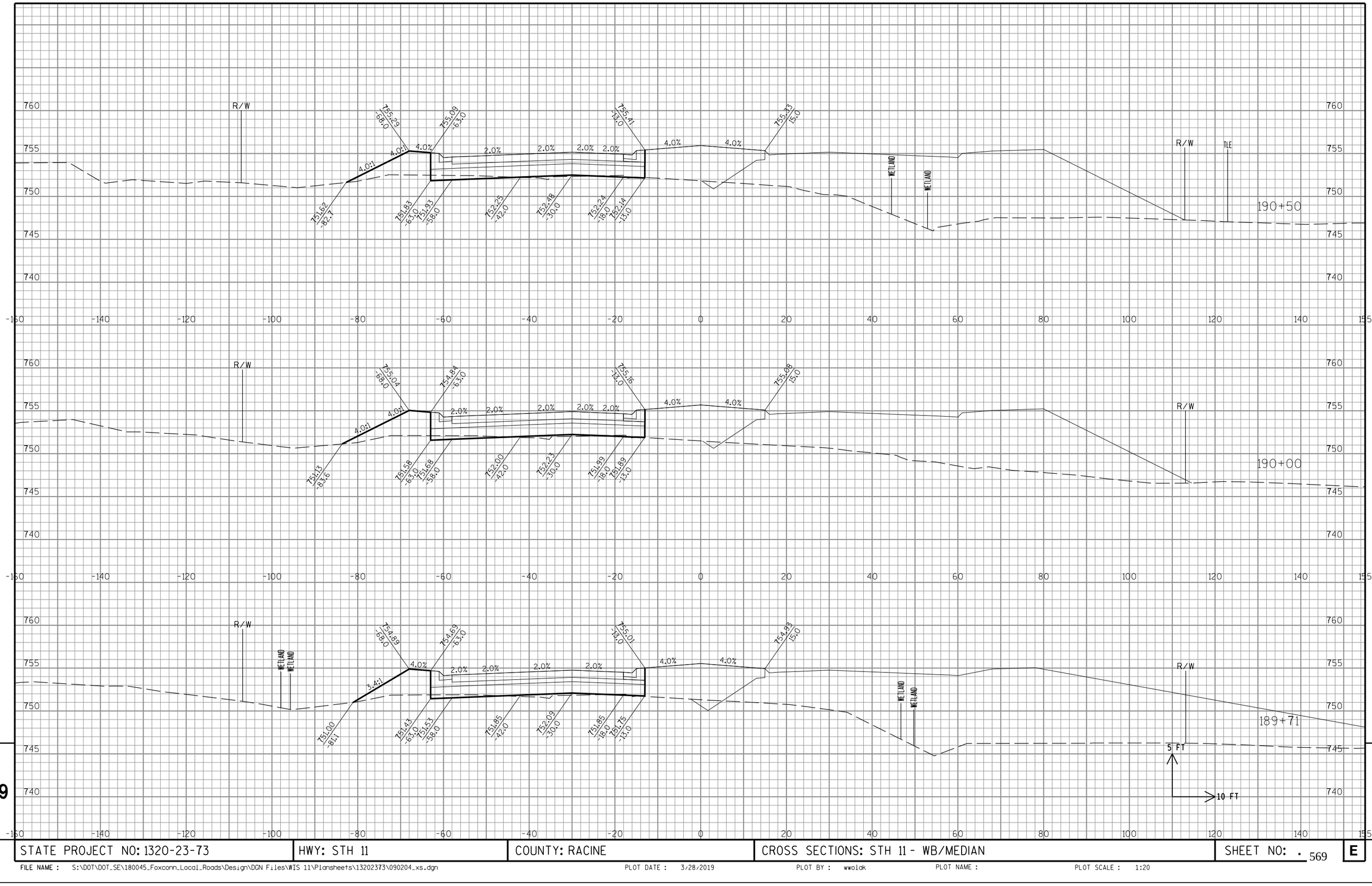
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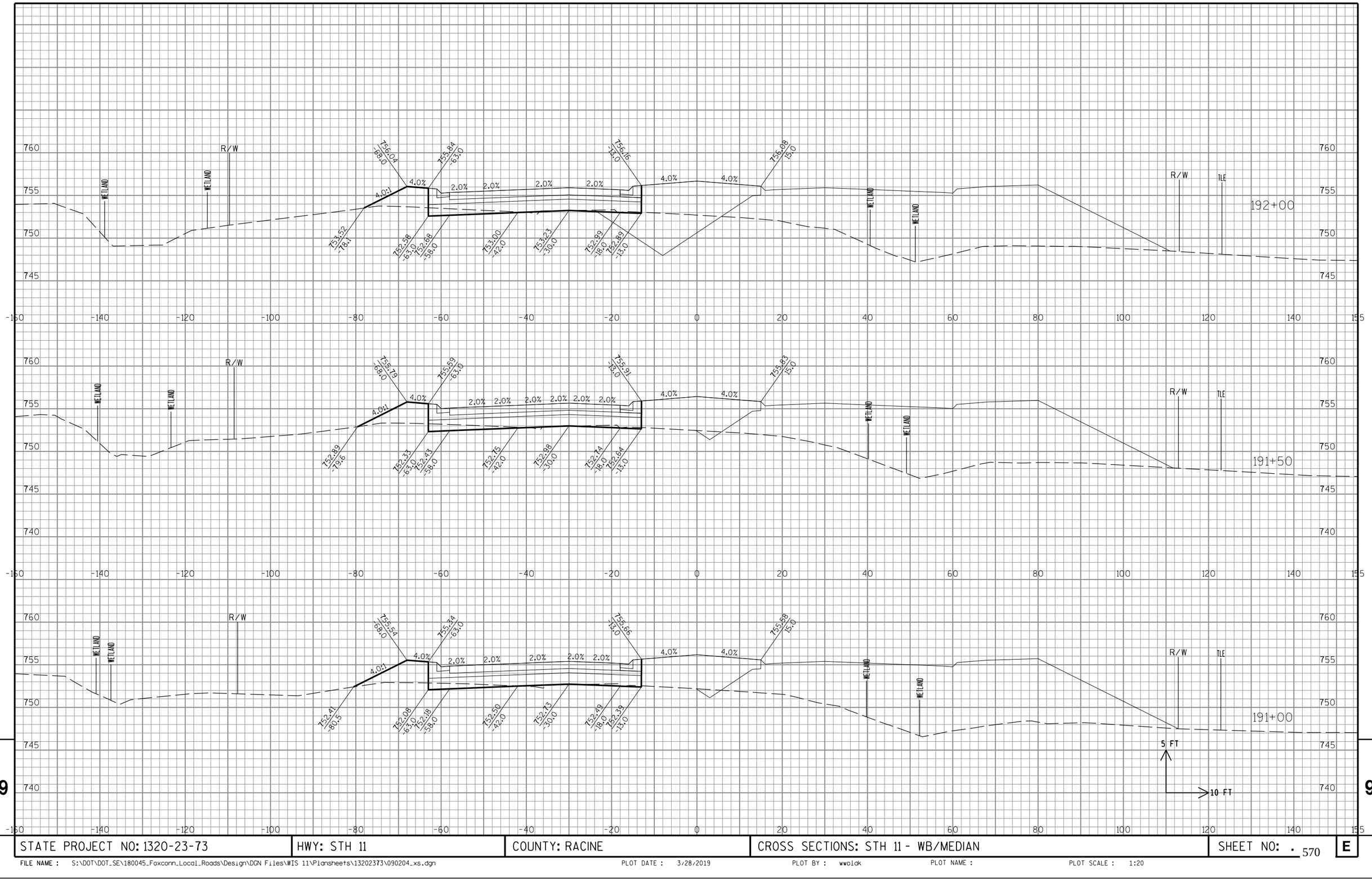
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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: 569	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202373\090204_xs.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:20



STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: 570	E

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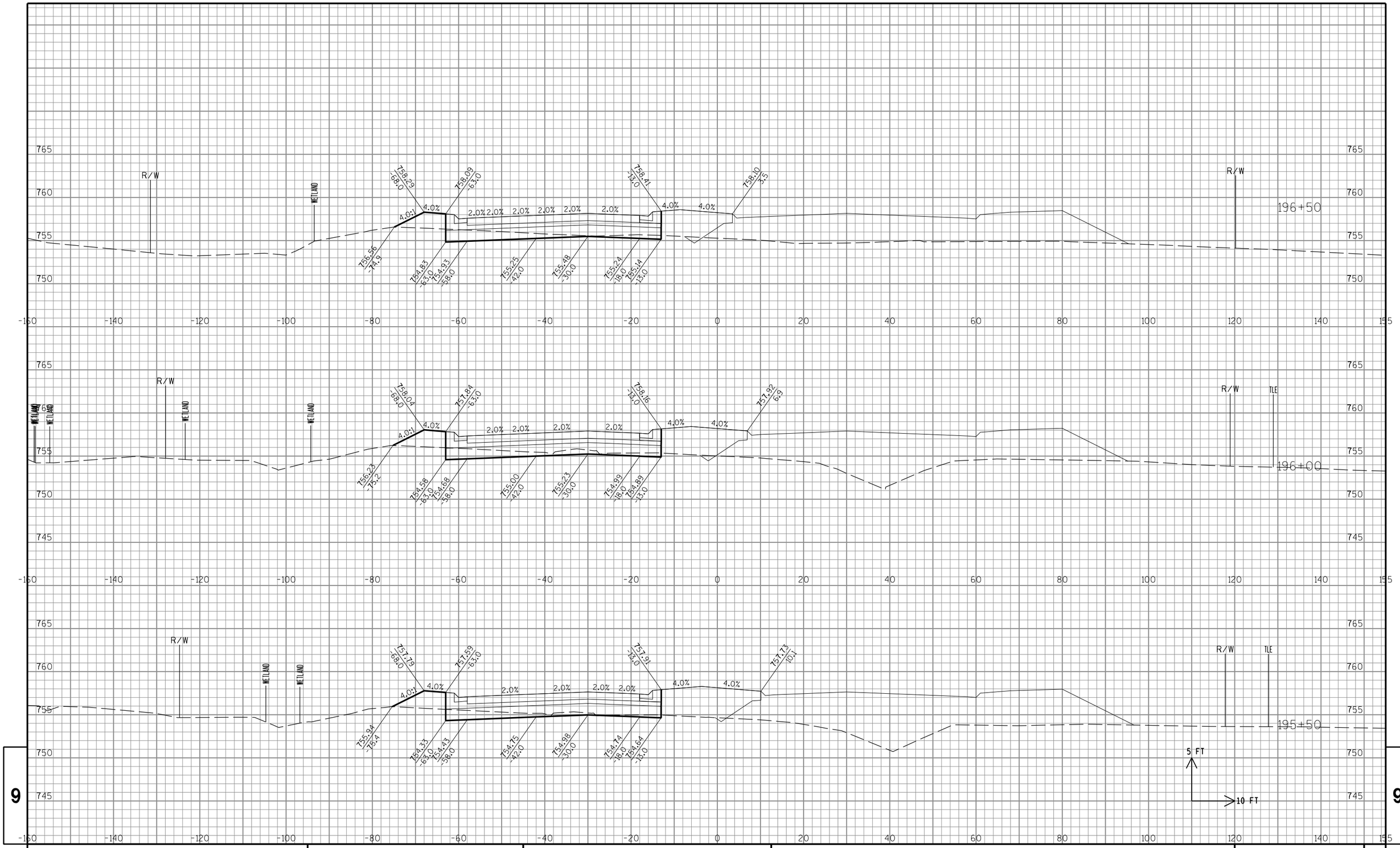
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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: . 571	E

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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: 572	E

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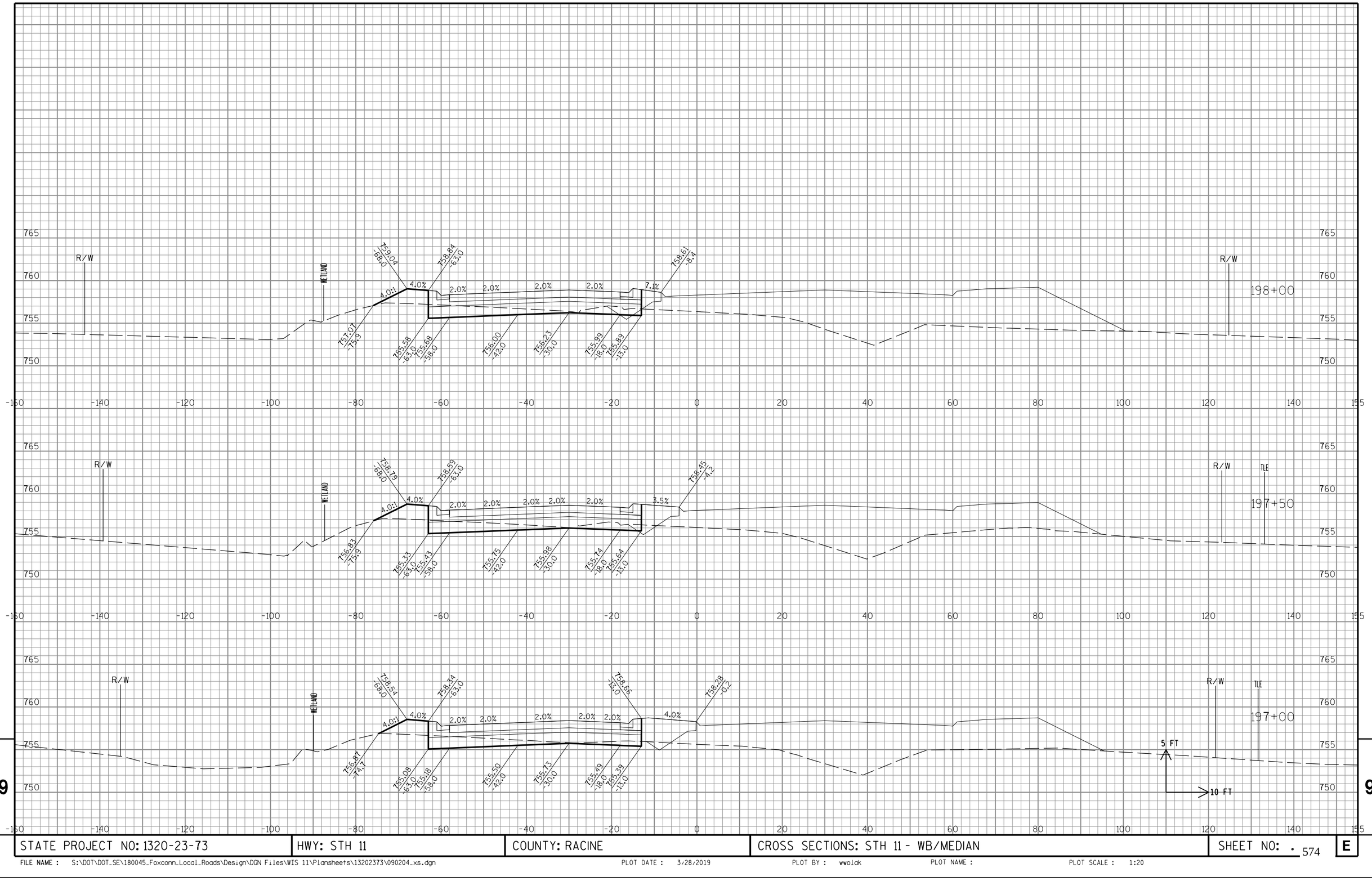


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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: 573	E

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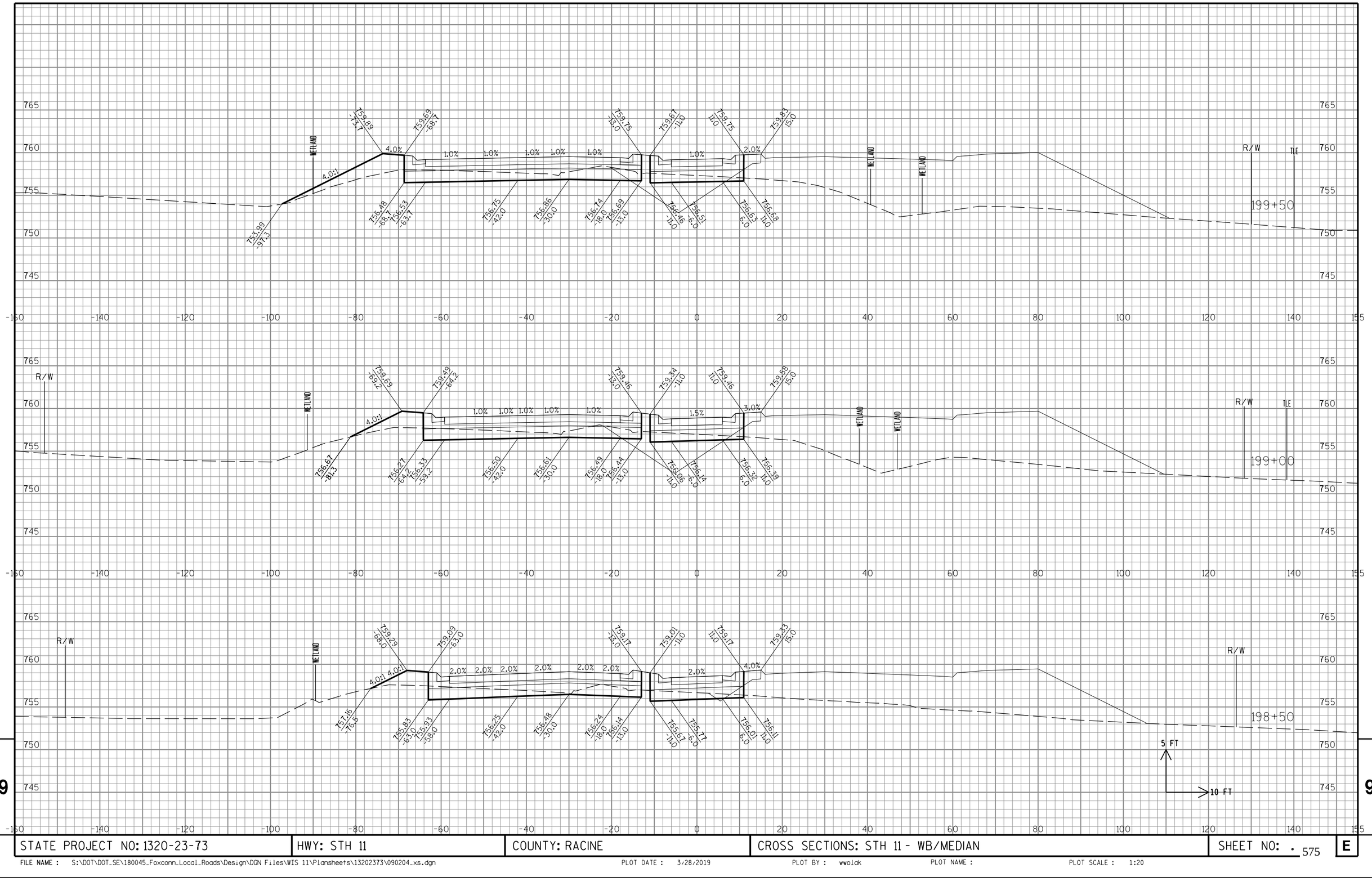


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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: . 574	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202373\090204_xs.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolak PLOT NAME : PLOT SCALE : 1:20

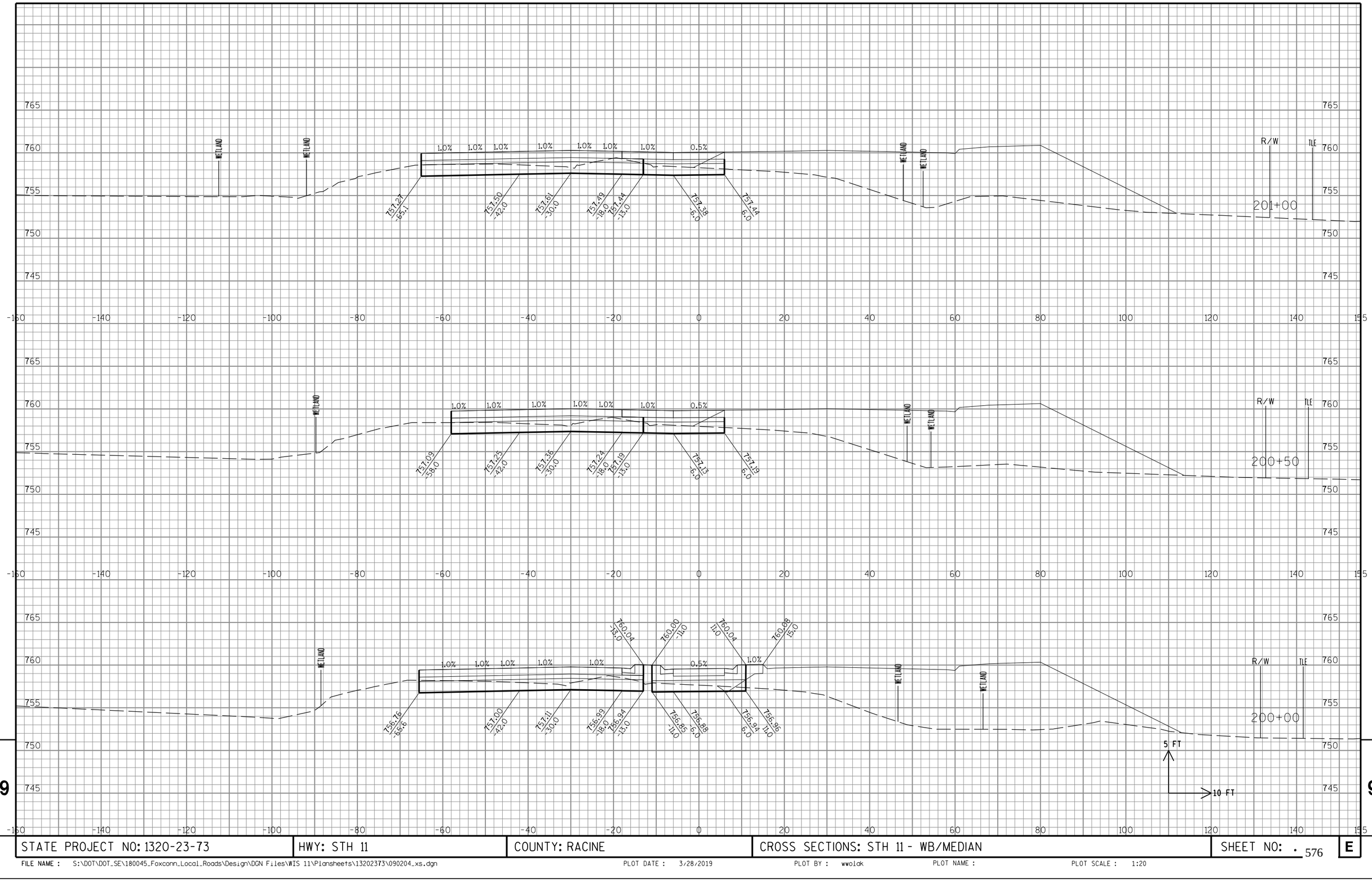


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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: . 575	E

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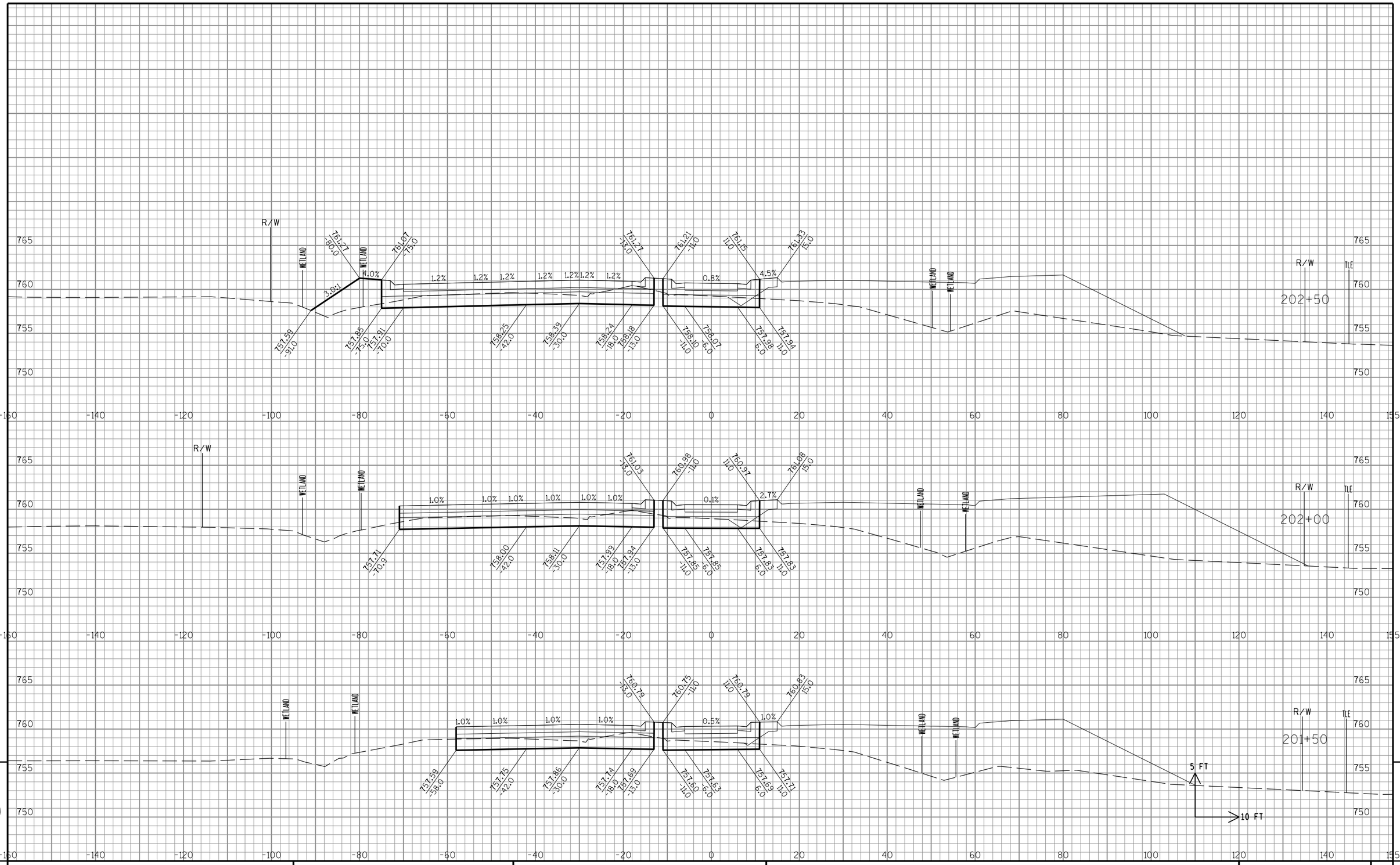


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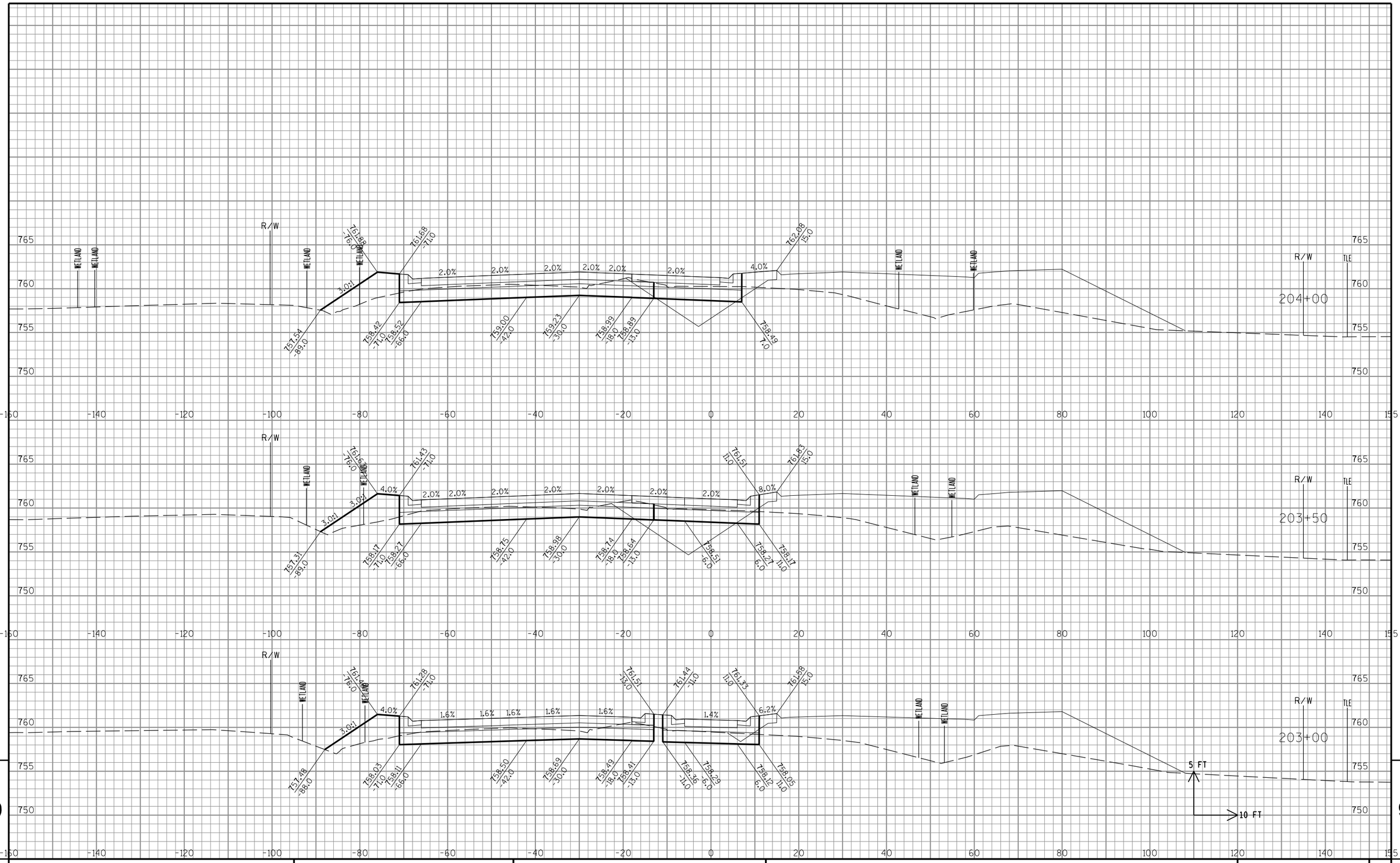
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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: . 577	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202373\090204_xs.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolck PLOT NAME : PLOT SCALE : 1:20

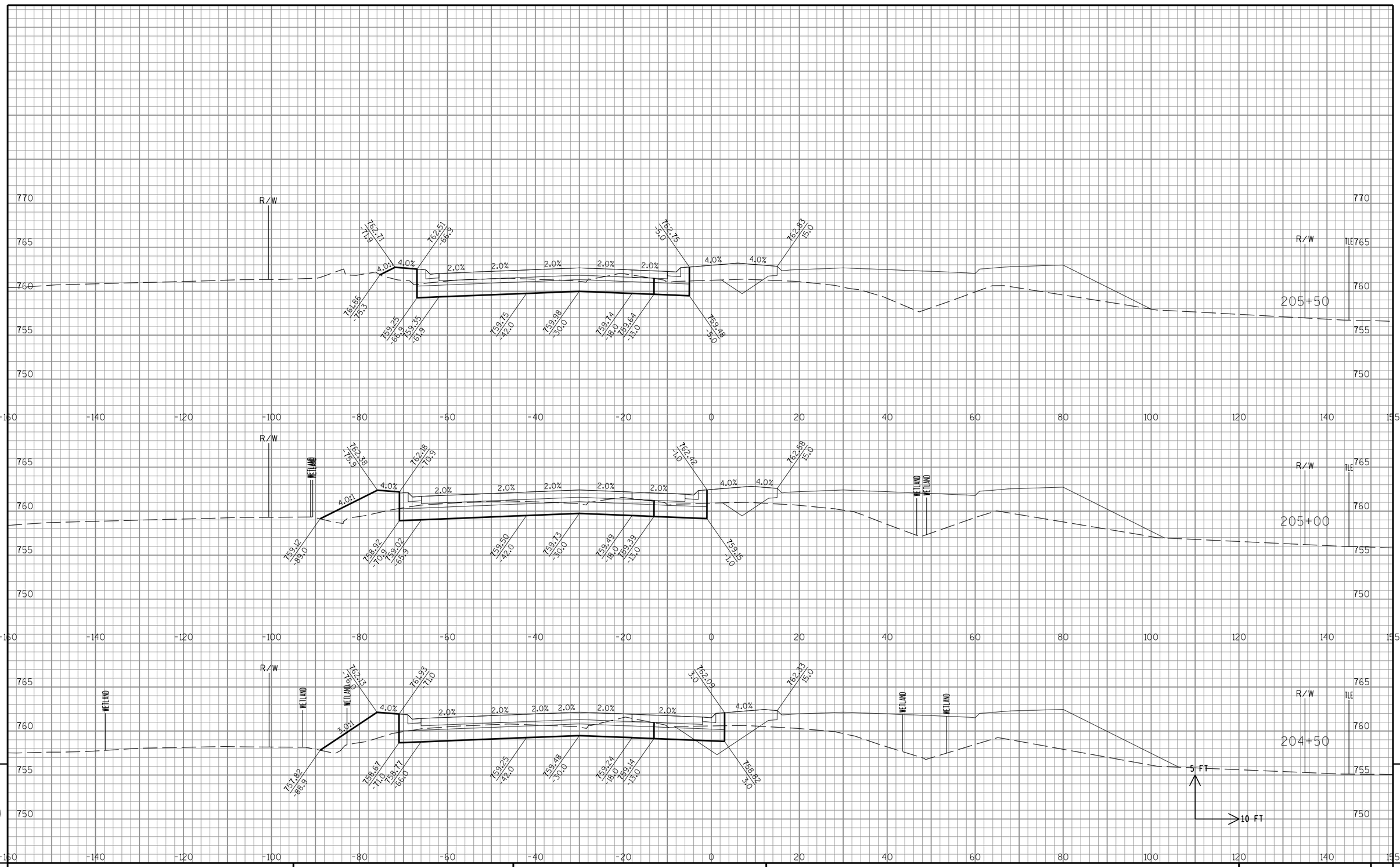


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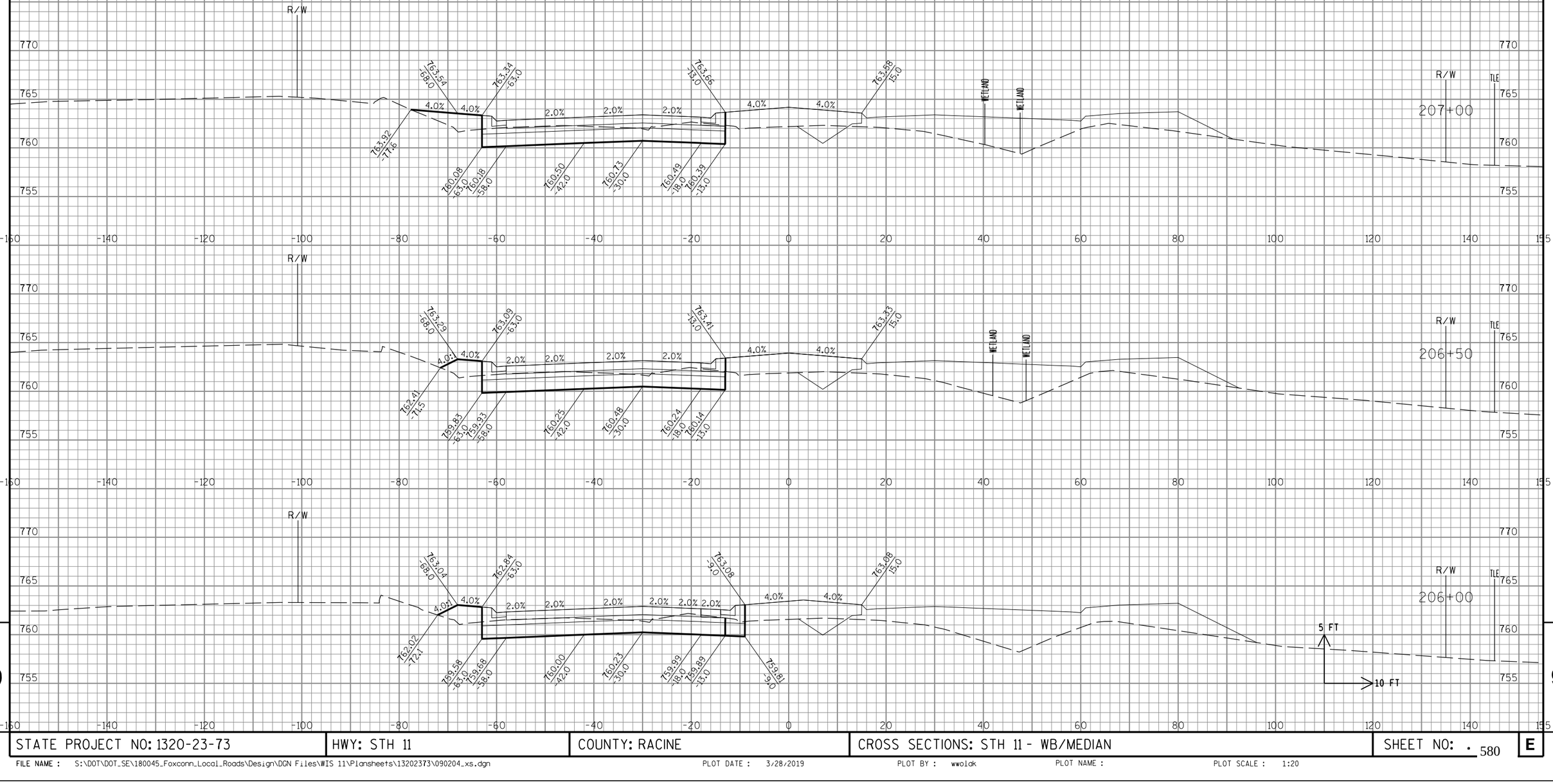
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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: 579	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202373\090204_xs.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolck PLOT NAME : PLOT SCALE : 1:20

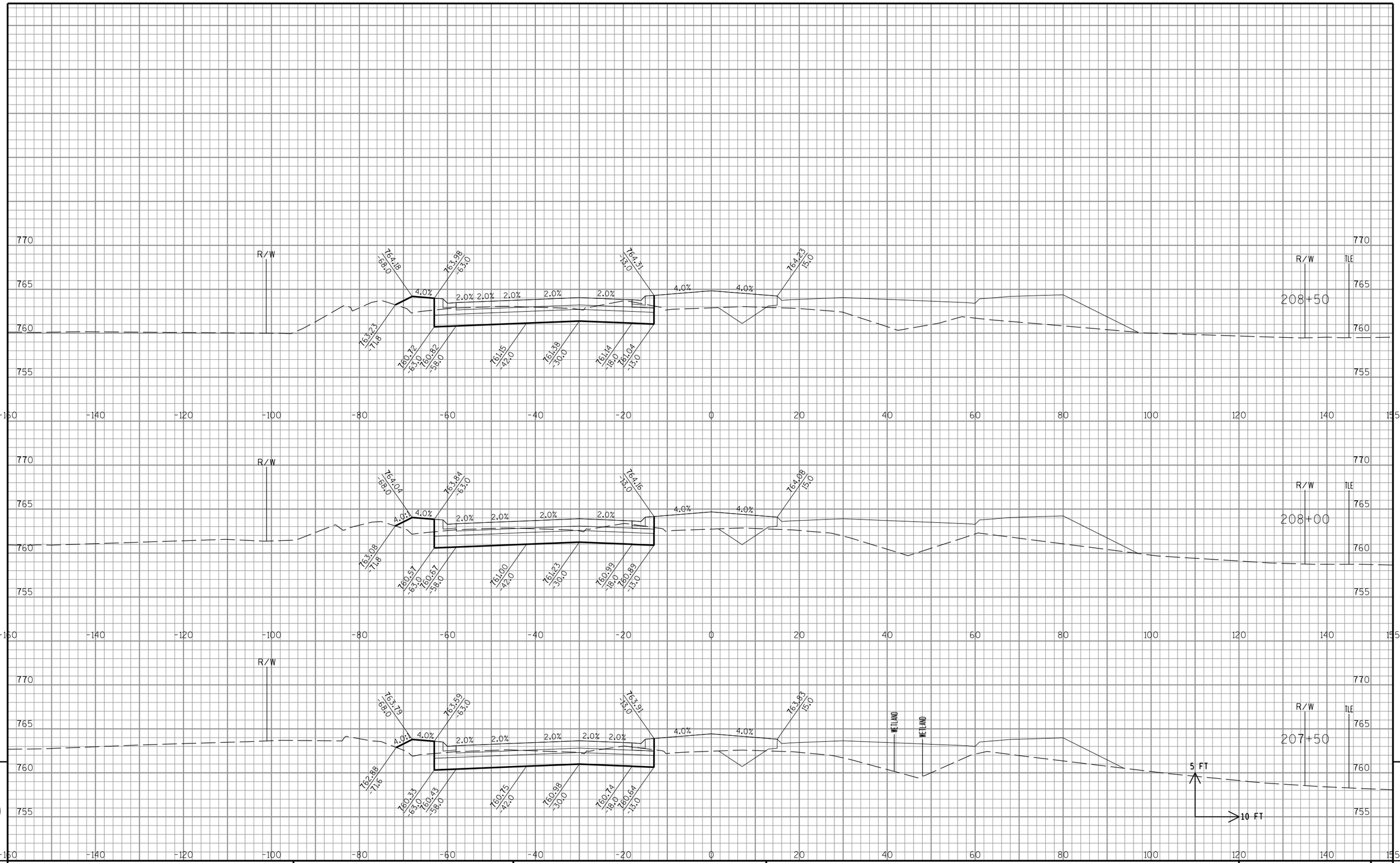


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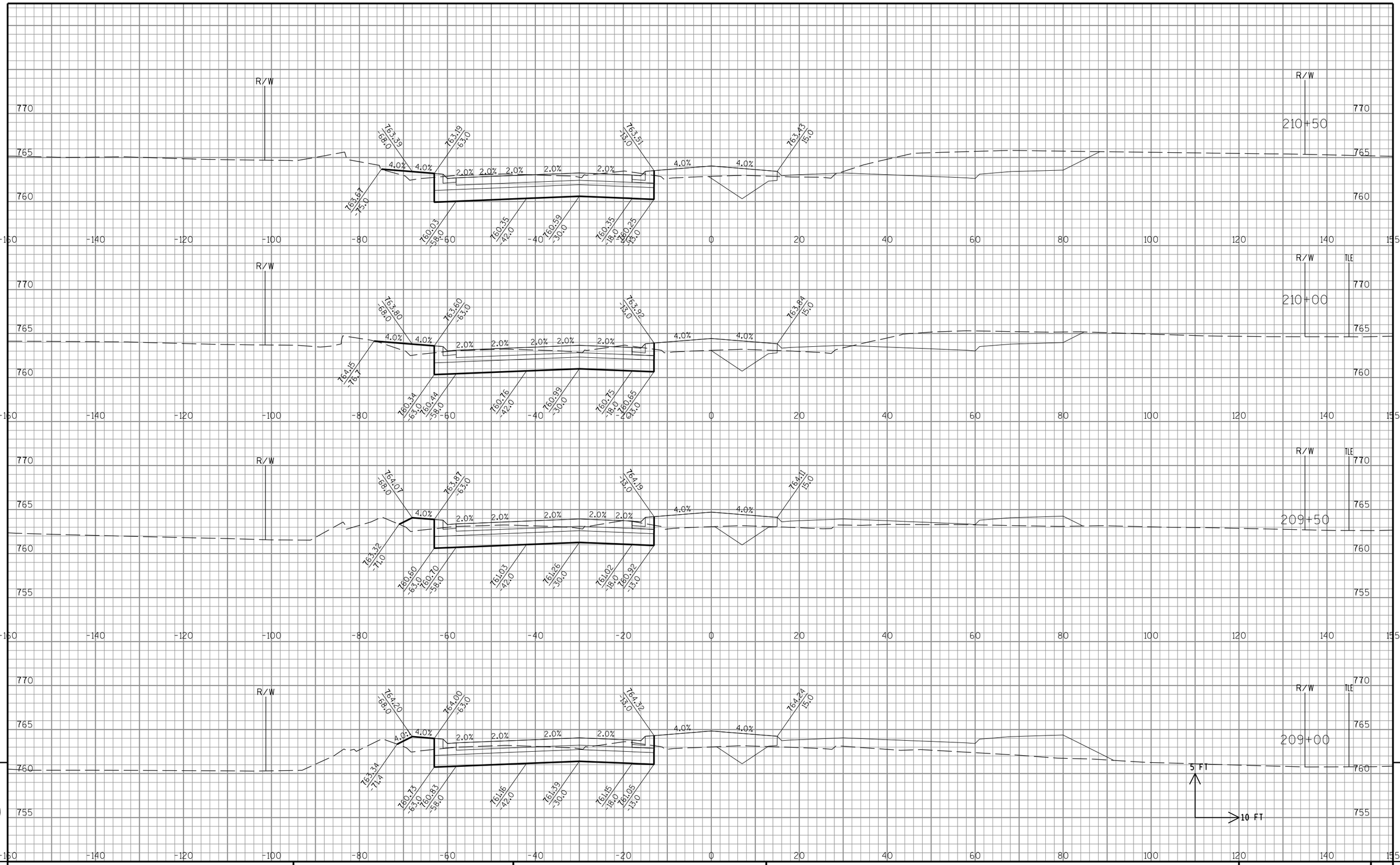
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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: . 581	E

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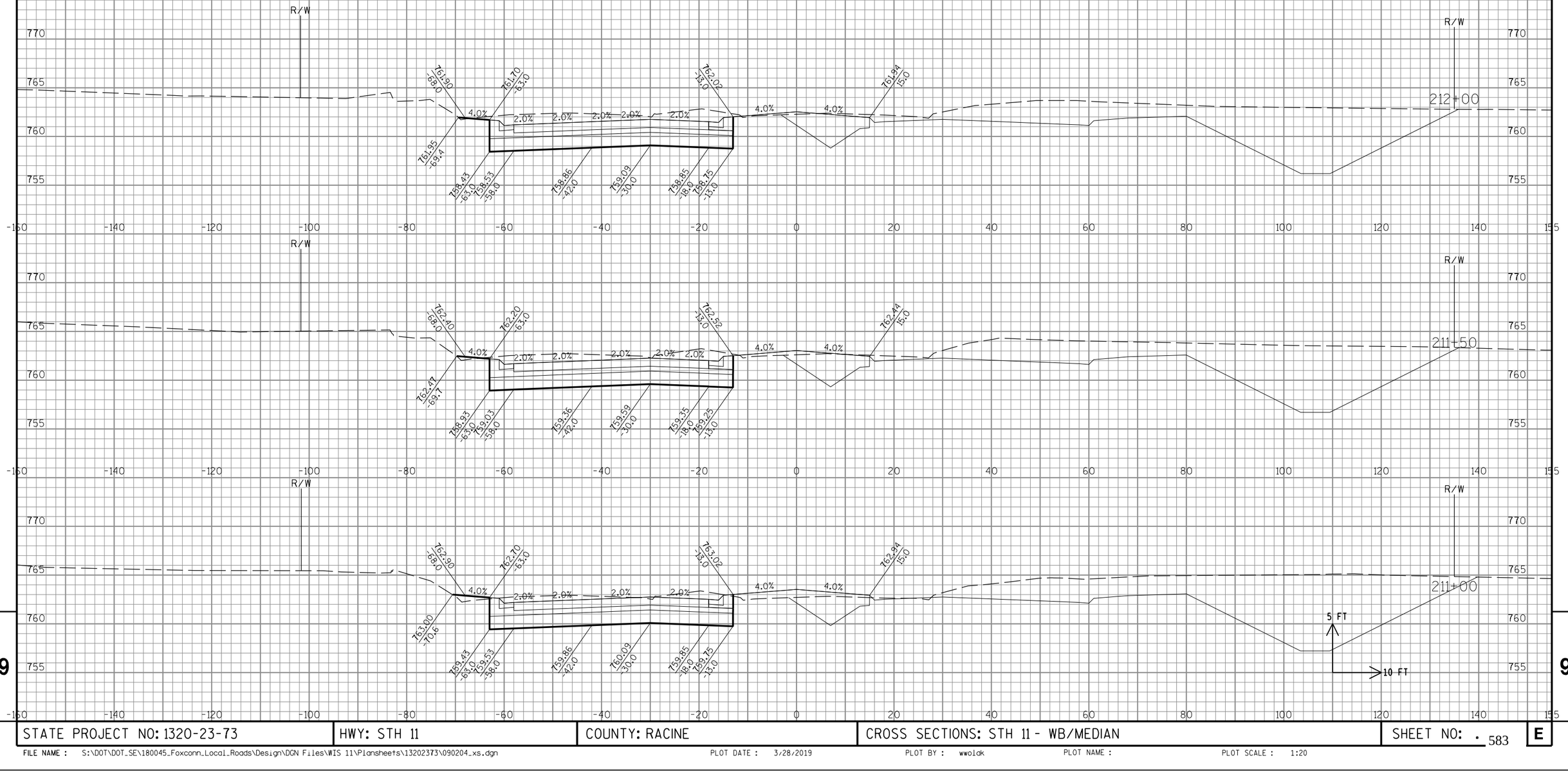


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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: . 582	E

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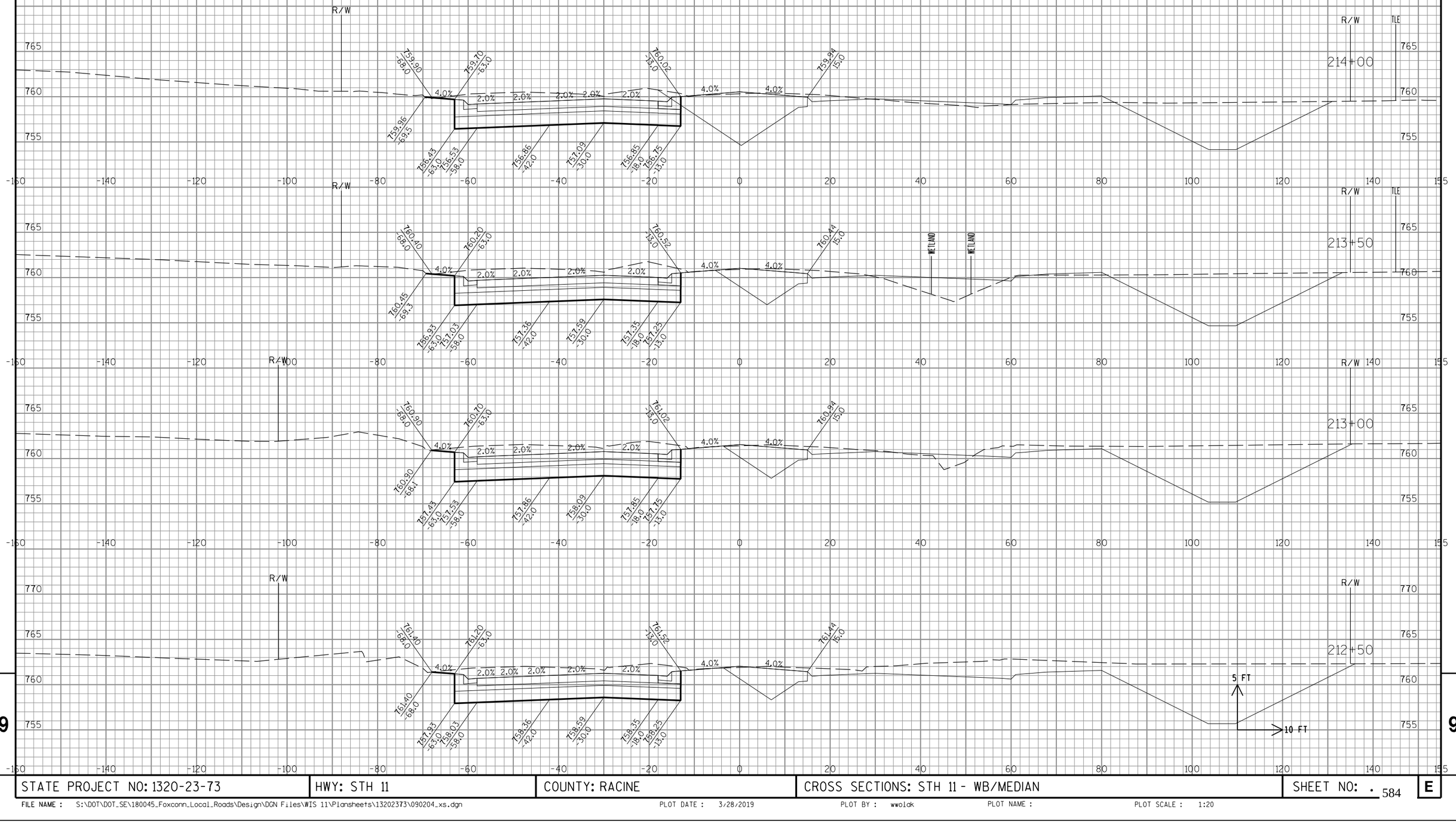


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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: . 583	E

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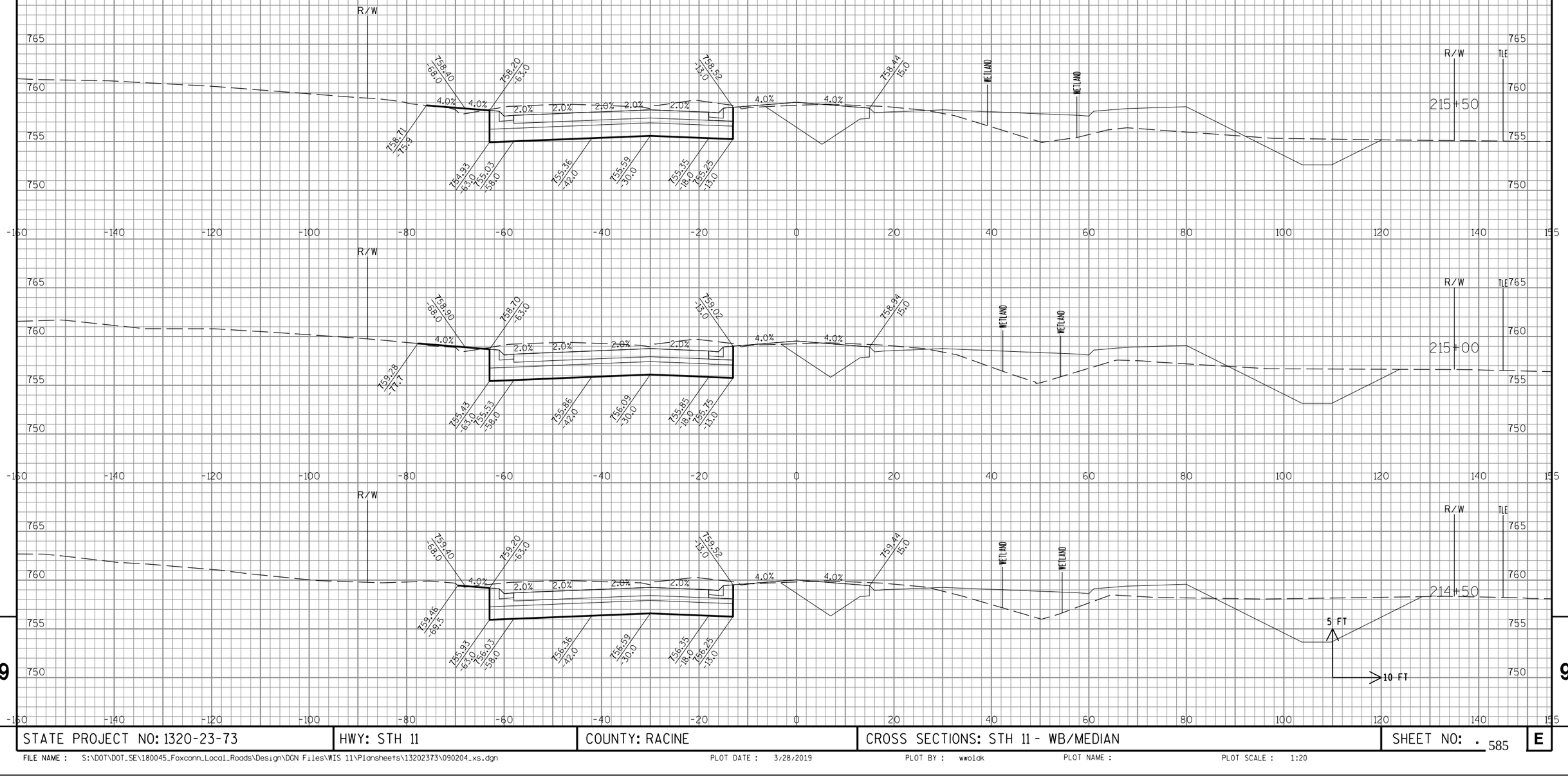


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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: . 584	E

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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: . 585	E

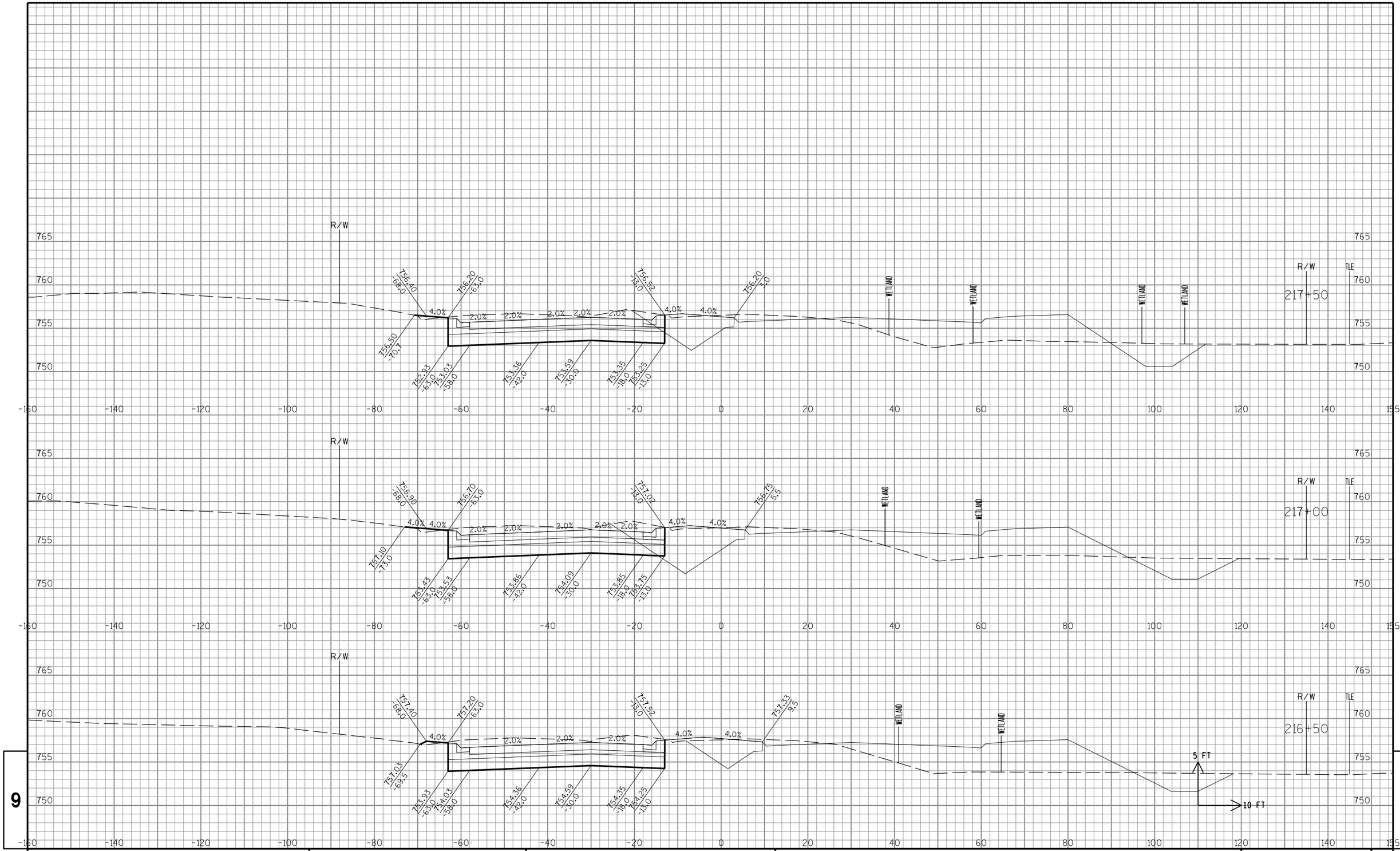
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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: . 586	E

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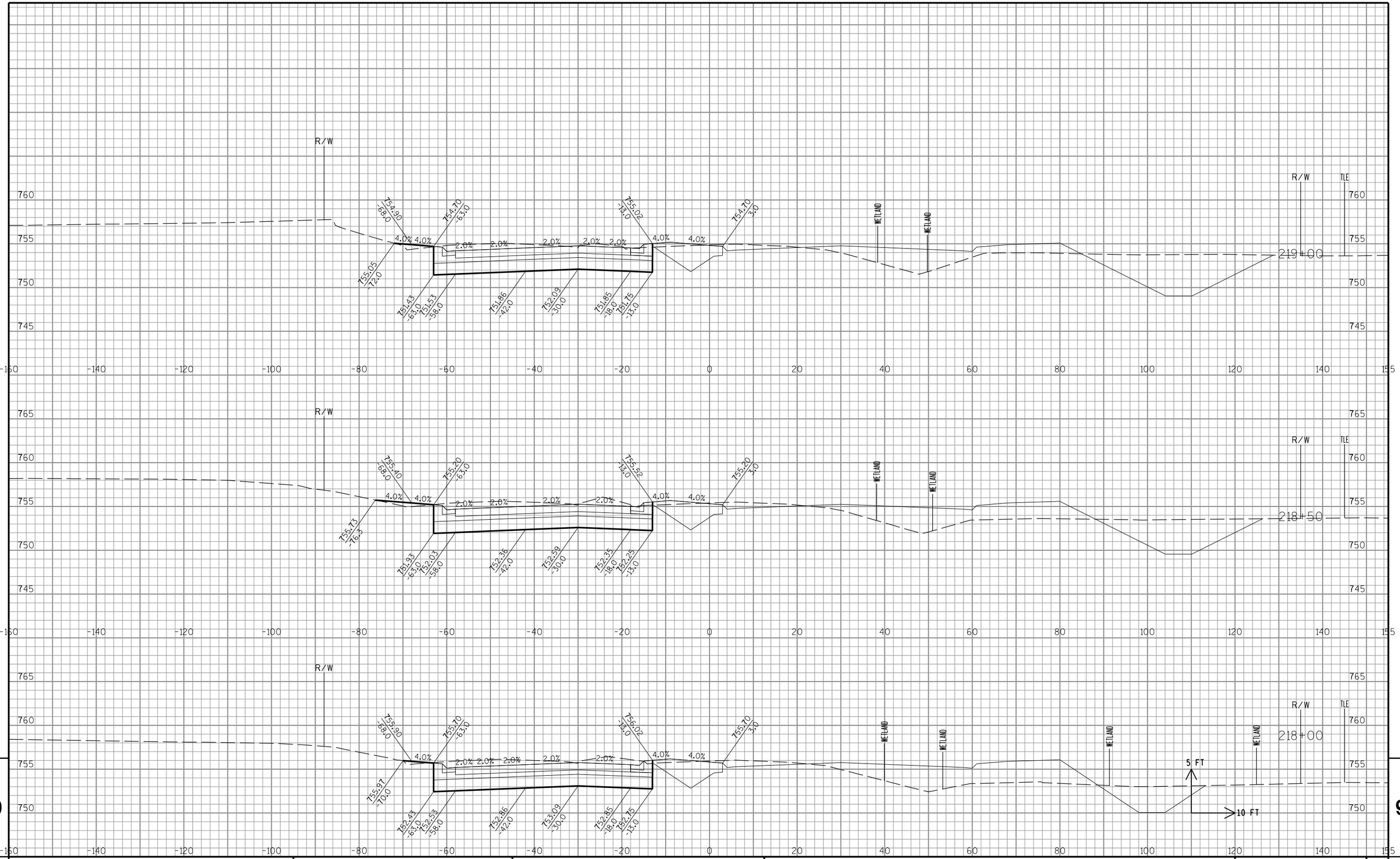


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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: . 587	E

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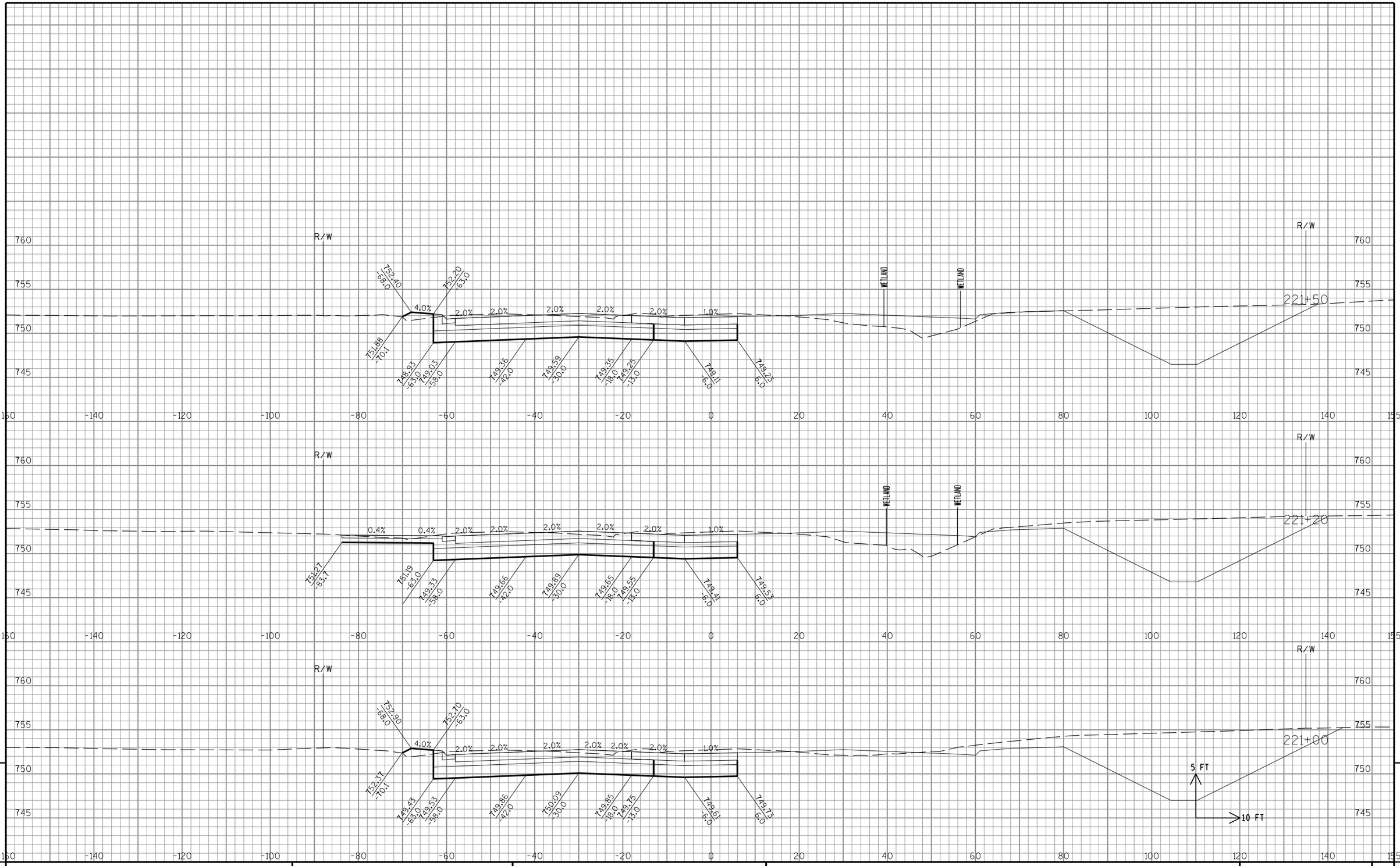


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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: . 589	E

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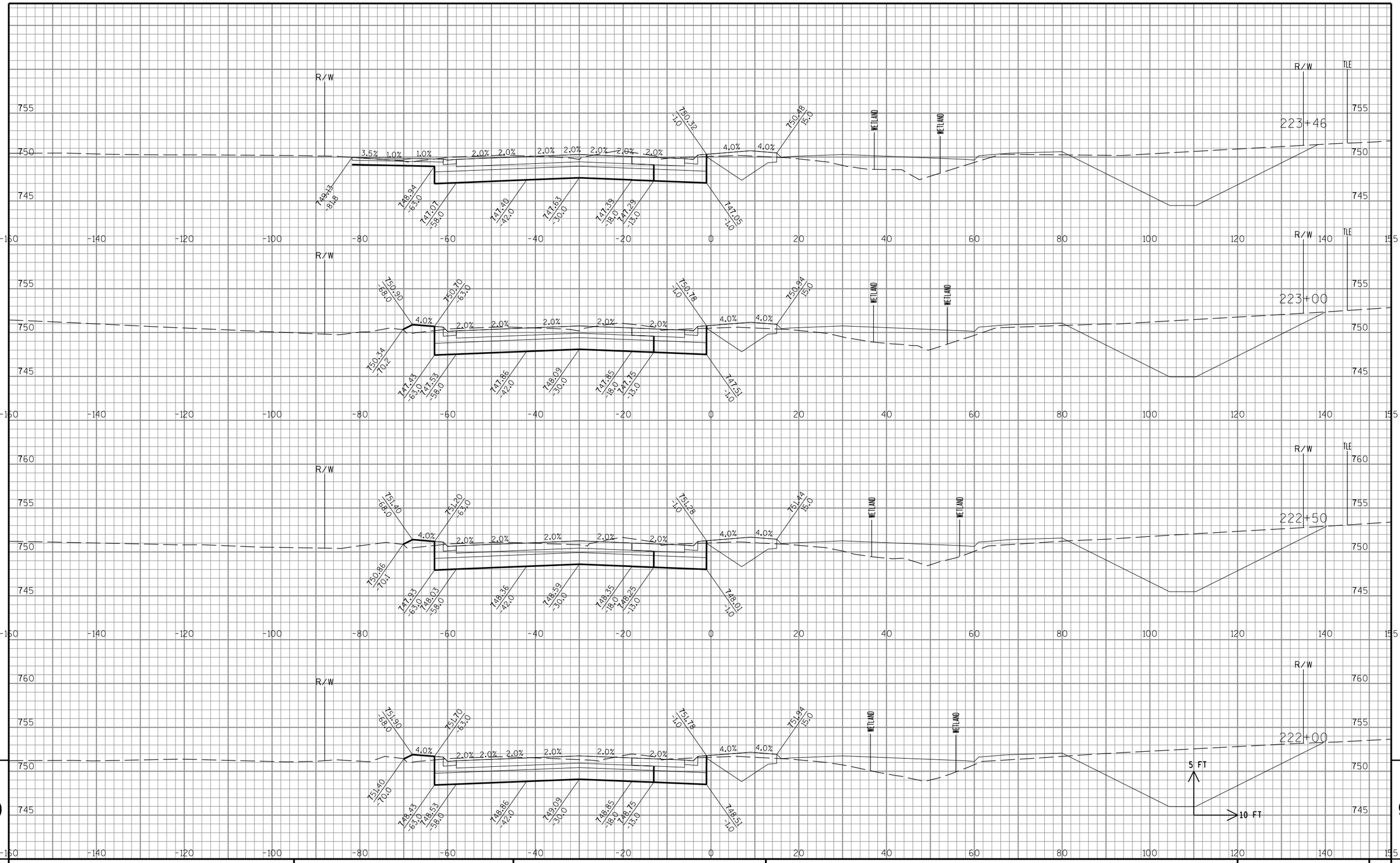


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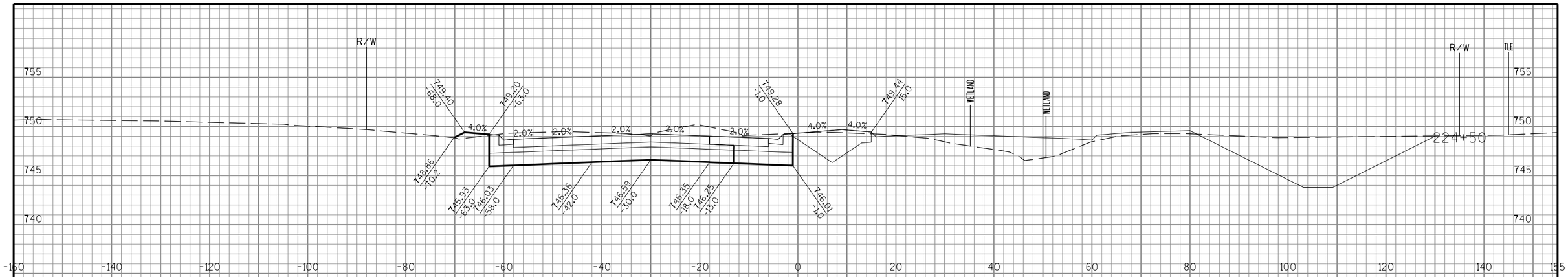
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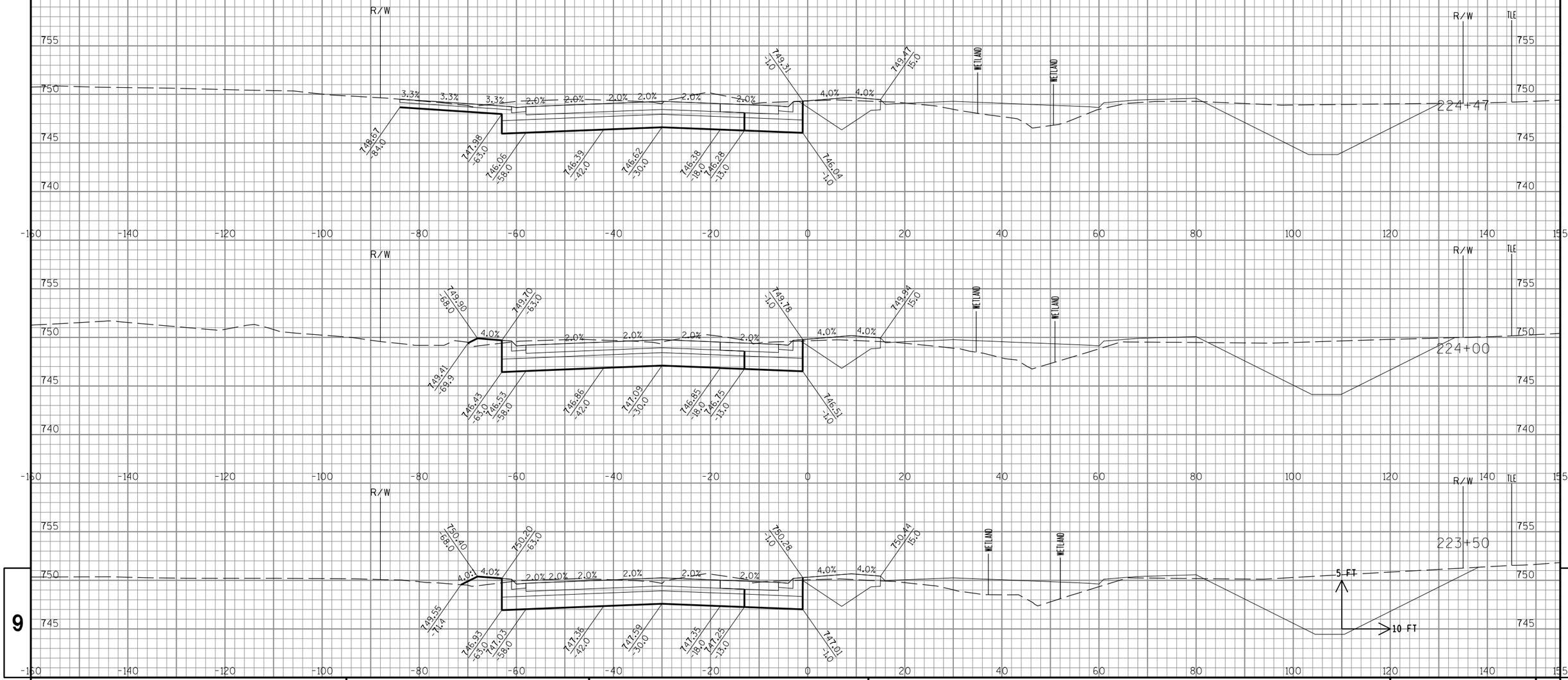
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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: . 591	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202373\090204_xs.dgn PLOT DATE : 3/28/2019 PLOT BY : wwolck PLOT NAME : PLOT SCALE : 1:20



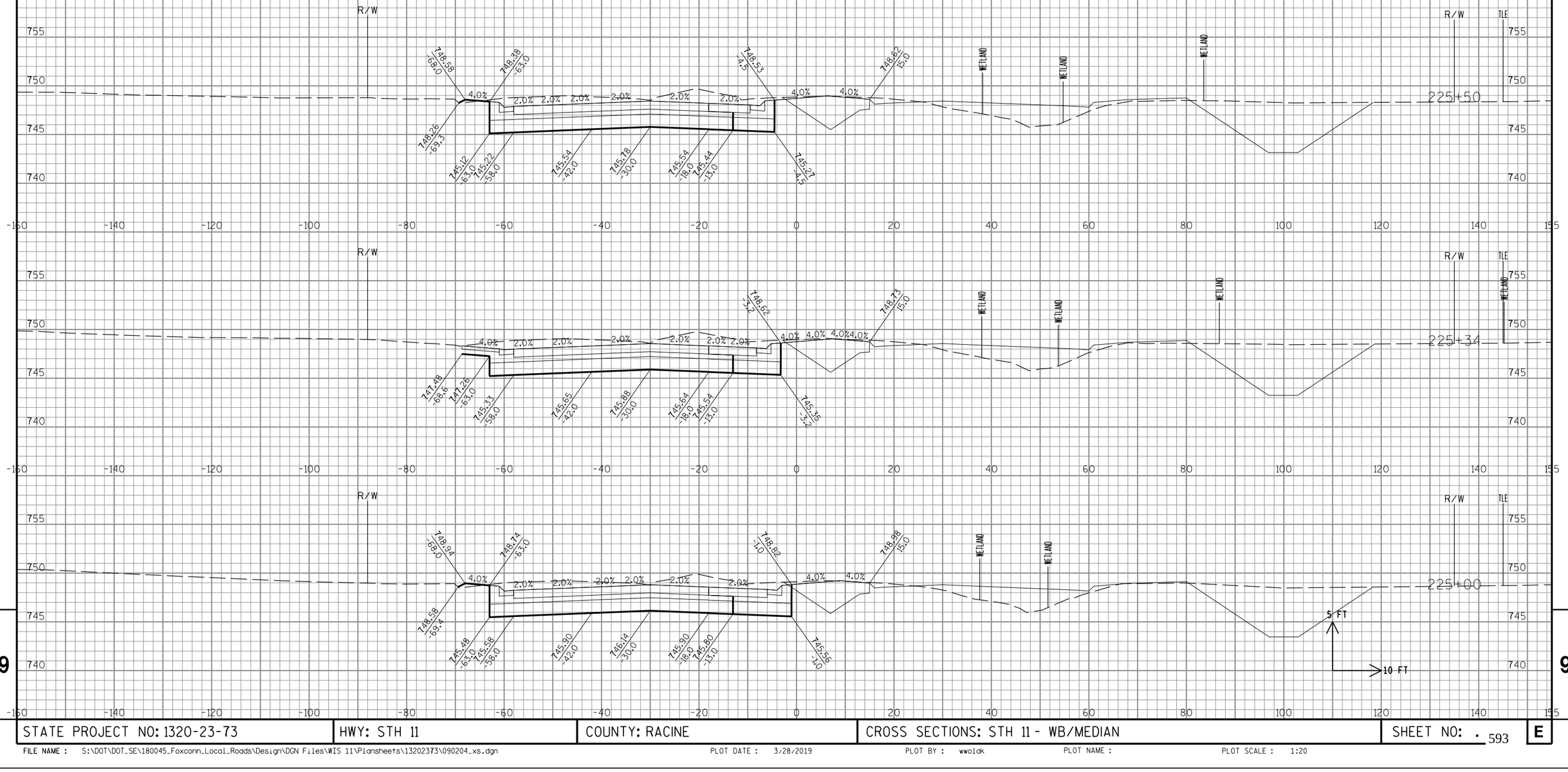


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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: . 592	E

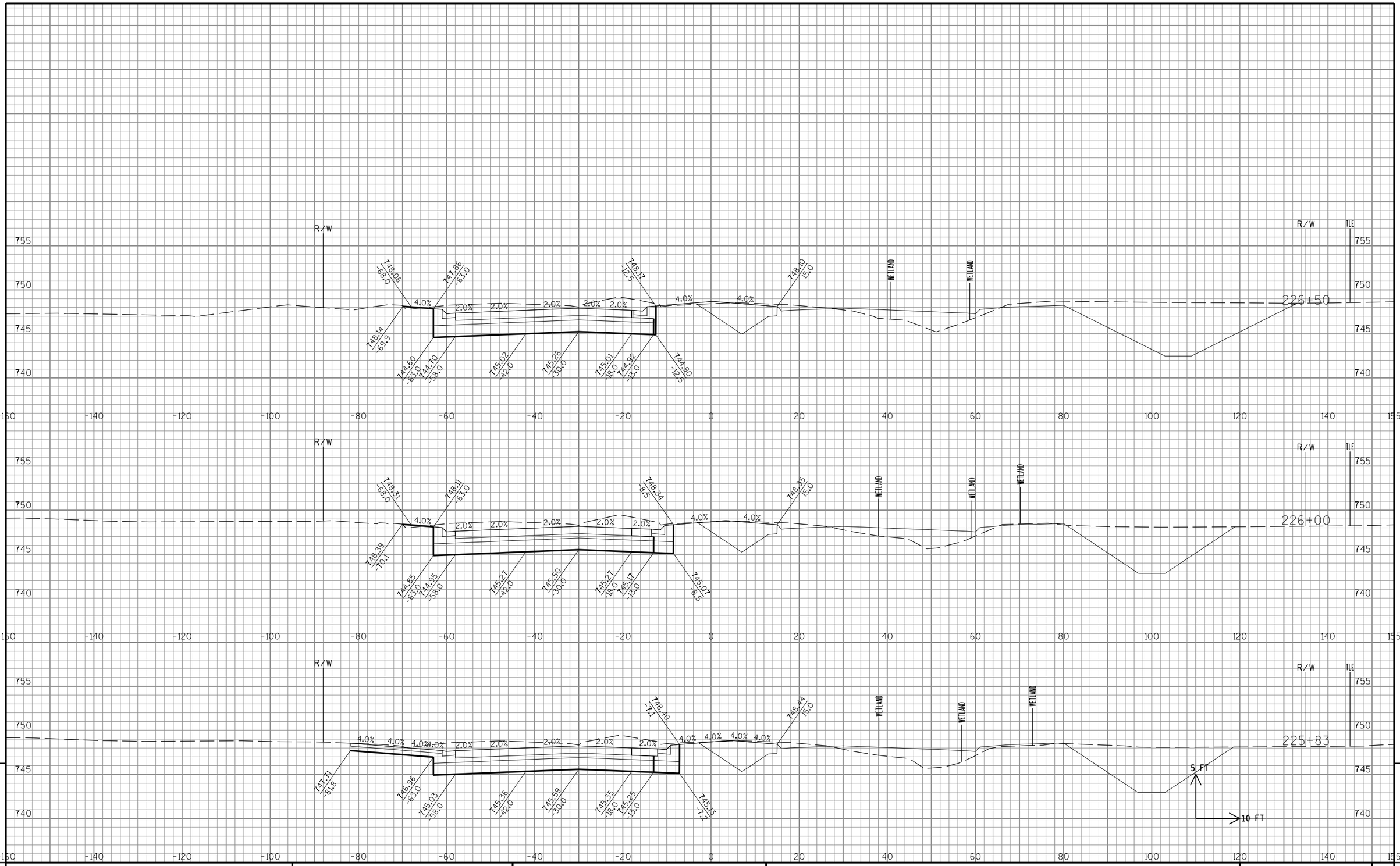
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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: . 593

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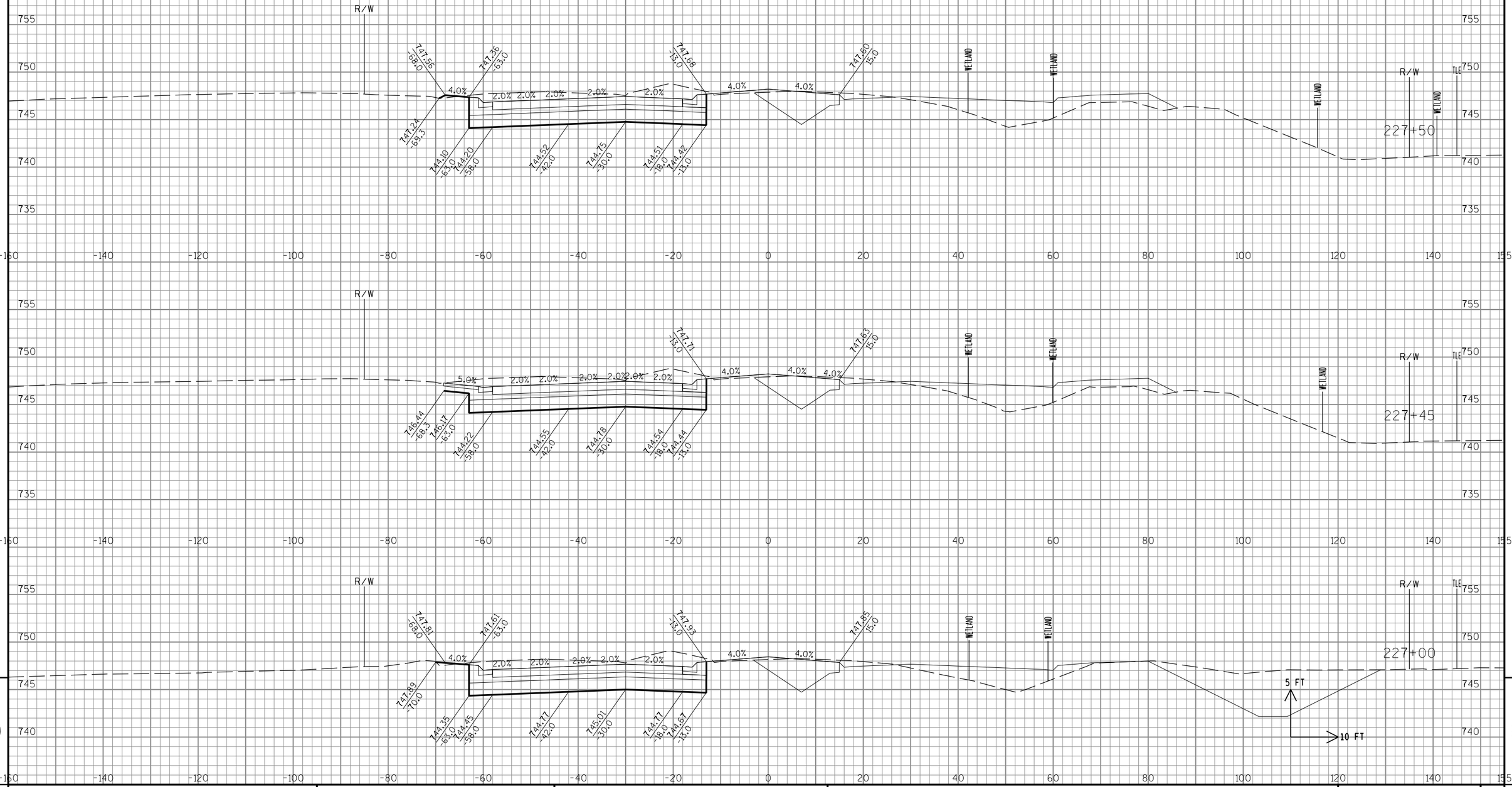


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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: 594	E

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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: 595

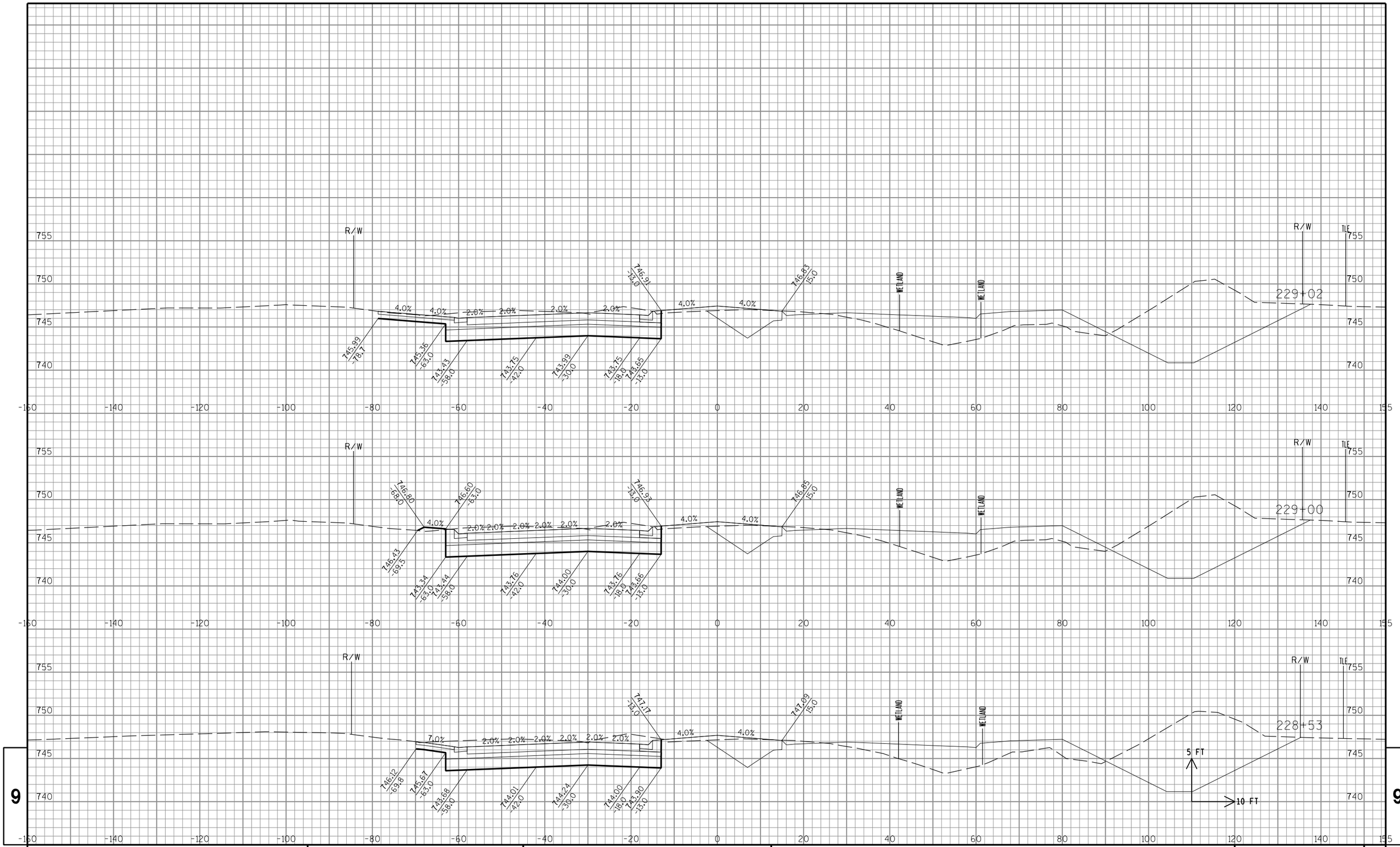
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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: . 596	E

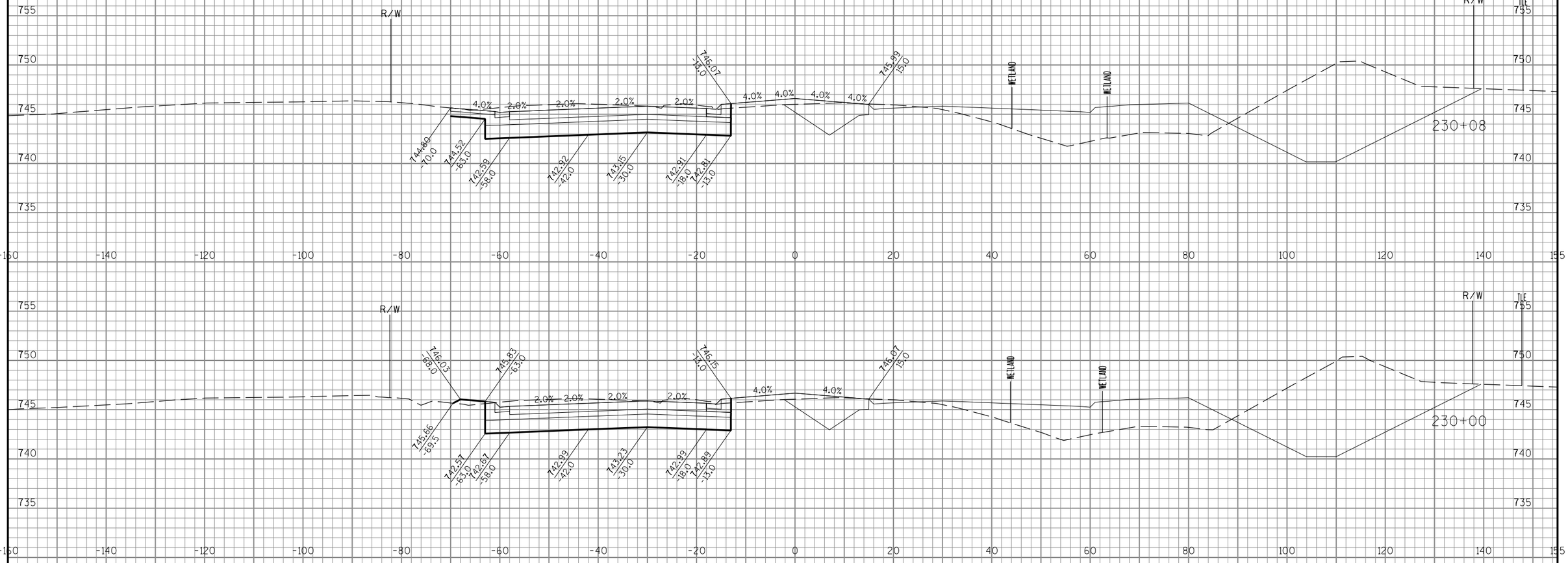
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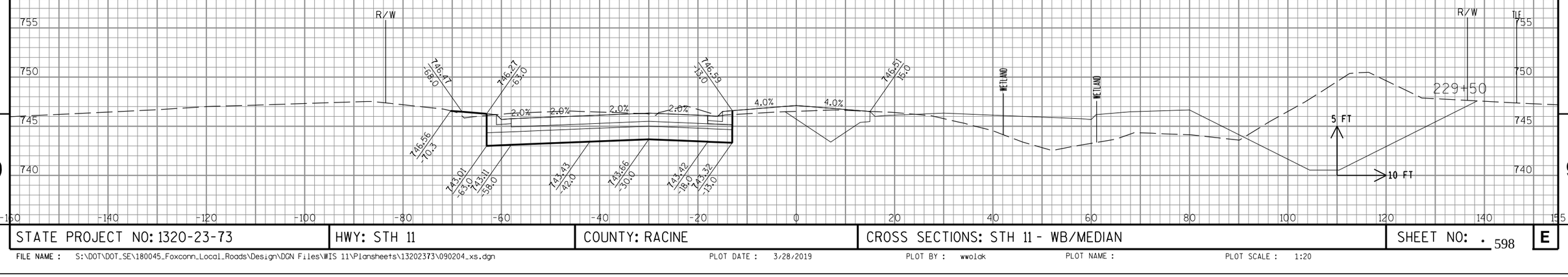


STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: . 597

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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: . 598	E

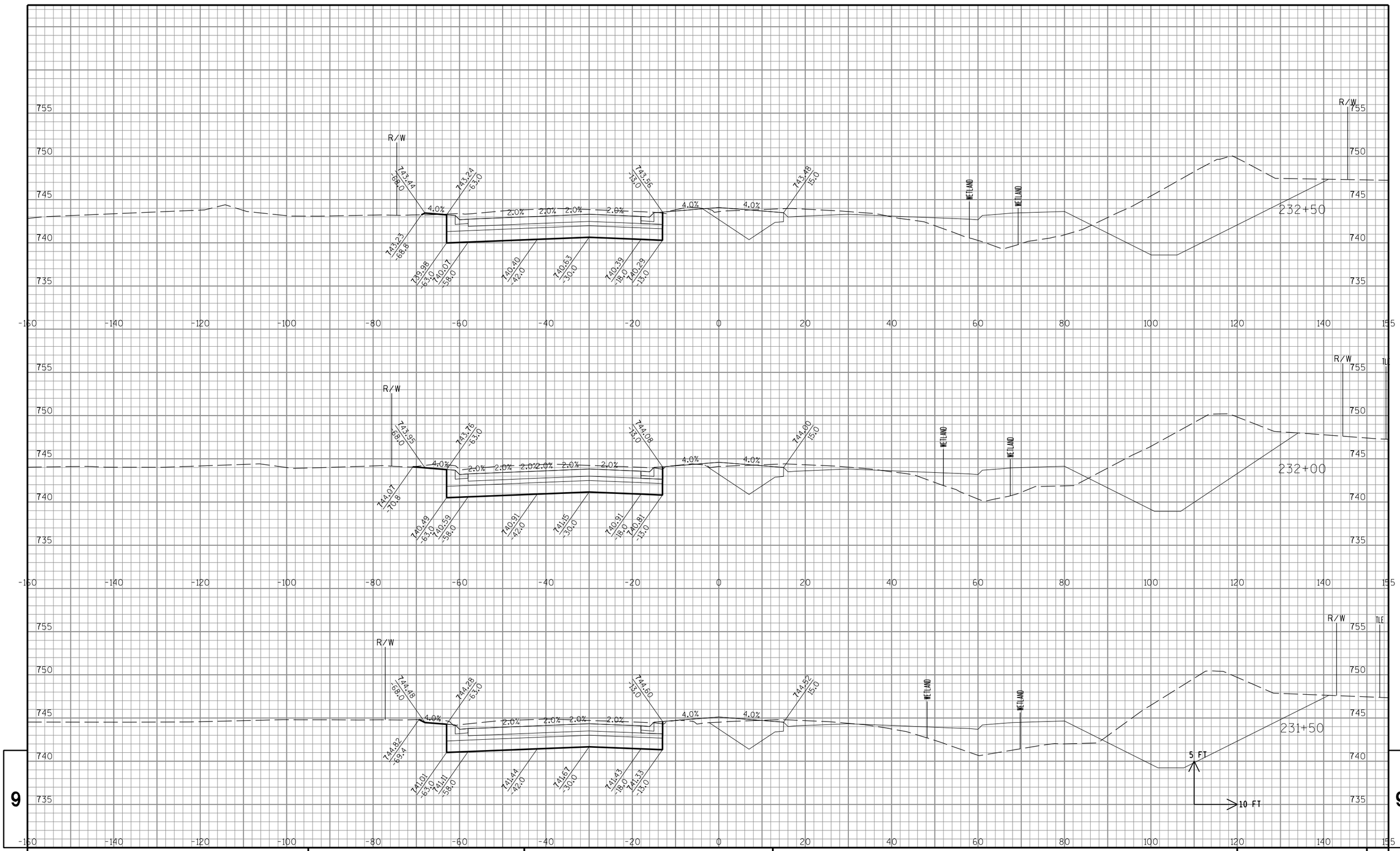
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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: . 599	E

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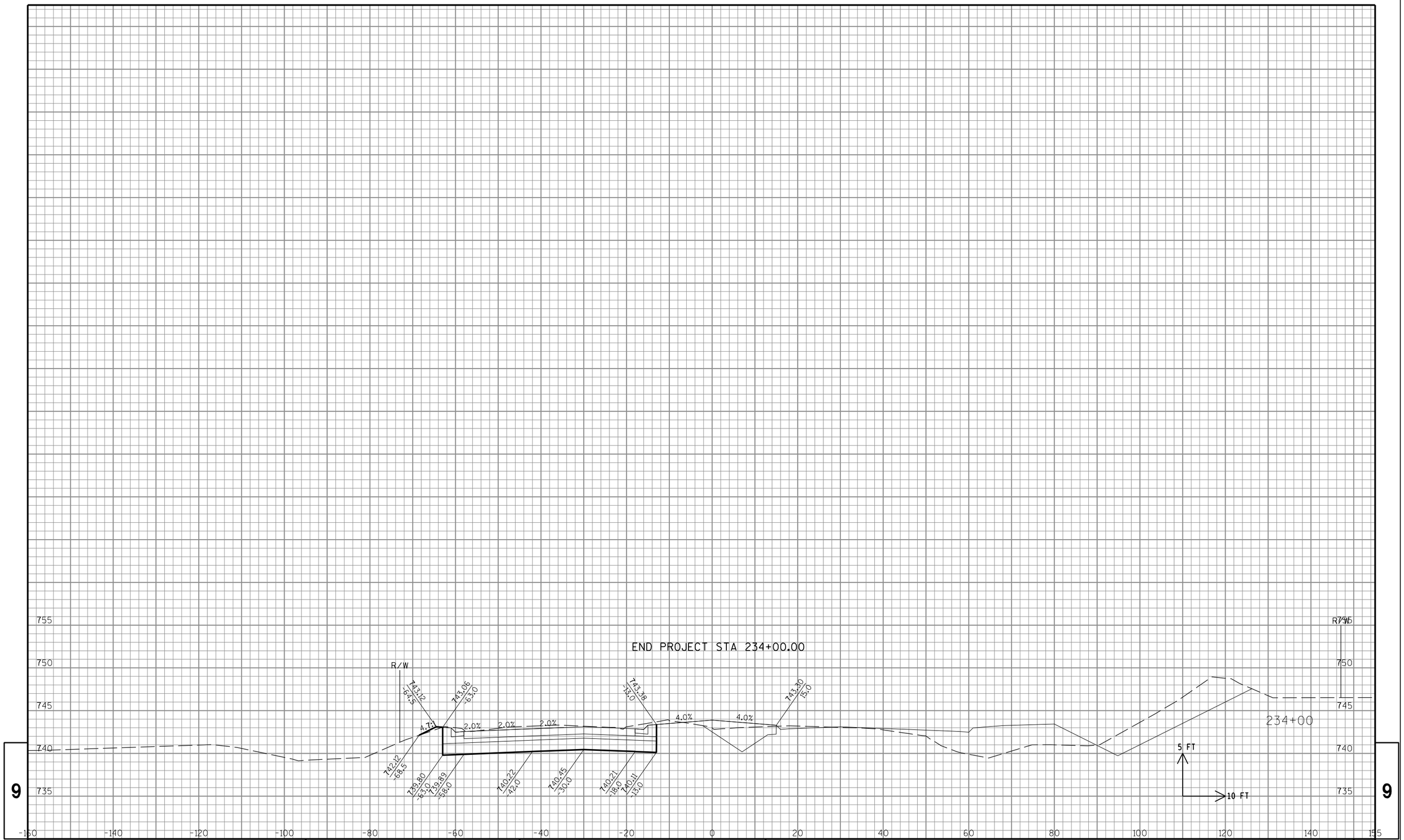


STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: 600	E

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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: . 601	E

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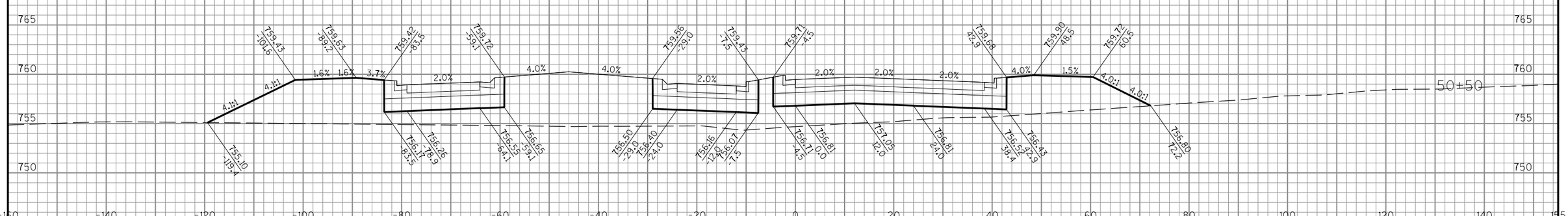
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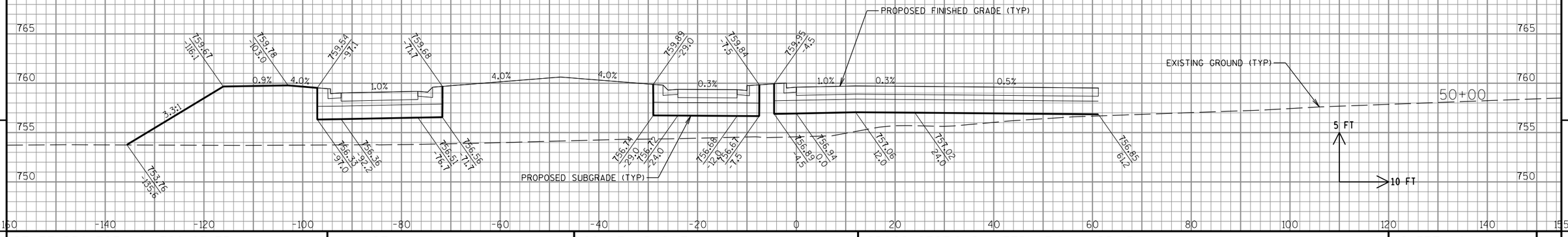
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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: STH 11 - WB/MEDIAN	SHEET NO: . 602	E

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END CONSTRUCTION STA 50+61.27





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STATE PROJECT NO: 1320-23-73	HWY: STH 11	COUNTY: RACINE	CROSS SECTIONS: INTERNATIONAL DRIVE	SHEET NO: . 603	E

FILE NAME : S:\DOT\DOT_SE\180045_Foxconn_Local_Roads\Design\DGN Files\WIS 11\Plansheets\13202373\090205_xs.dgn PLOT DATE : 4/15/2019 PLOT BY : wwolck PLOT NAME : PLOT SCALE : 1:20

Wisconsin Department of Transportation

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