LAX

MAY 2021

PROJECT ID: 5220-04-74

WITH: NA

COUNTY: LA CROSSE

ORDER OF SHEETS

TOTAL SHEETS = 82

08

N

DESIGN DESIGNATION

A.A.D.T.	2021	=	23,470
A.A.D.T.	2031	=	25,920
D.H.V.		=	2,877
D.D.		=	59/41
T.		=	4%
DESIGN SPEED		=	30 MPH
ESALS		=	1,590,000

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

C LA CROSSE, WEST AVENUE

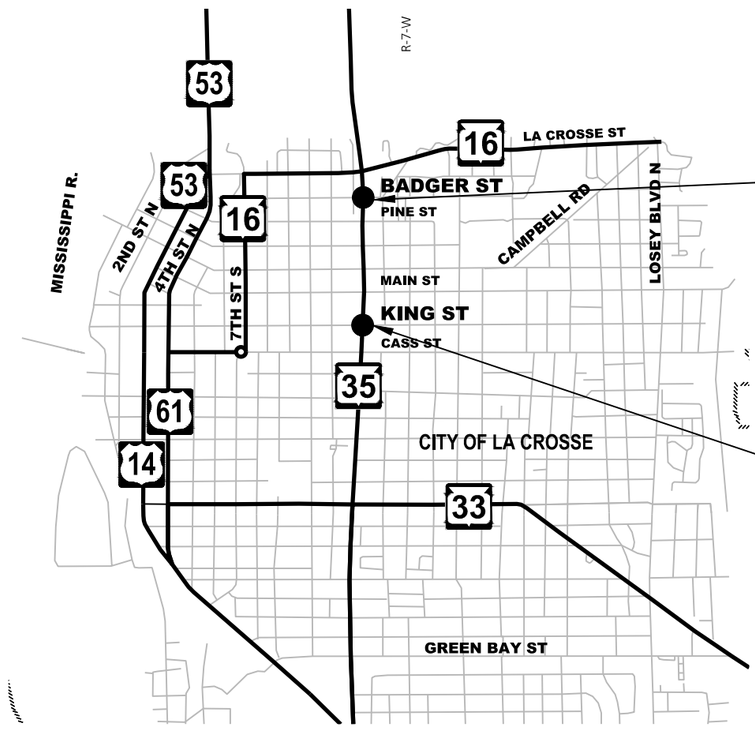
KING ST & BADGER ST INTERSECTIONS

STH 35

LA CROSSE COUNTY

STATE PROJECT NUMBER
5220-04-74

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5220-04-74	WISC 2021303	1



BEGIN CONSTRUCTION
STA. 401+68

END CONSTRUCTION
STA. 402+65

T-16-N

T-15-N

BEGIN CONSTRUCTION
STA. 302+00

END CONSTRUCTION
STA. 307+55

LAYOUT

SCALE 0 0.5 MI

TOTAL NET LENGTH OF CENTERLINE = 0.123 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), LA CROSSE COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES.

ELEVATIONS ARE REFERENCED TO NAVD 88 (2007). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

ACCEPTED FOR CITY OF LA CROSSE

RANDY TURTENWALD (Printed Name) (Signature)

10-19-20 (Date) CITY ENGINEER (Title of Official)

ORIGINAL PLANS PREPARED BY

raSmith

CREATIVITY BEYOND ENGINEERING

rasmith.com

WISCONSIN JOHN P. BRUGGEMAN E-39737 BAYSIDE, WI PROFESSIONAL ENGINEER

10/20/20 (Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	raSmith
Designer	raSmith
Project Manager	CRAIG FISHER
Regional Examiner	FM REGION
Regional Supervisor	OSCAR WINGER

APPROVED FOR THE DEPARTMENT

DATE 10/19/2020 (Signature)

E

FILE NAME : T:\1190937.01\CIVIL3D\52200404\SHEETSPLAN\010101-TI.DWG

PLOT DATE : 1/25/2021 3:03 PM PLOT BY : AXT, ANDREW PLOT NAME :

DESIGN CONSULTANT

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UTILITIES

GAS

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GREEN BAY, WI 54302
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PERRY MCCLELLAN
CHARTER
1228 12TH AVE S
ONALASKA, WI 54650
(608) 317-6213
PERRY.MCCLELLAN@CHARTER.COM

ORDER OF SECTION 2 SHEETS

2

GENERAL NOTES

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

2 ALL OPENINGS BELOW SUBGRADE, RESULTING FROM REMOVALS OR ABANDONMENTS, SHALL BE BACKFILLED IN ACCORDANCE WITH SECTION 204 OF THE STANDARD SPECS. GRANULAR BACKFILL SHALL BE INCIDENTAL TO CONSTRUCTION.

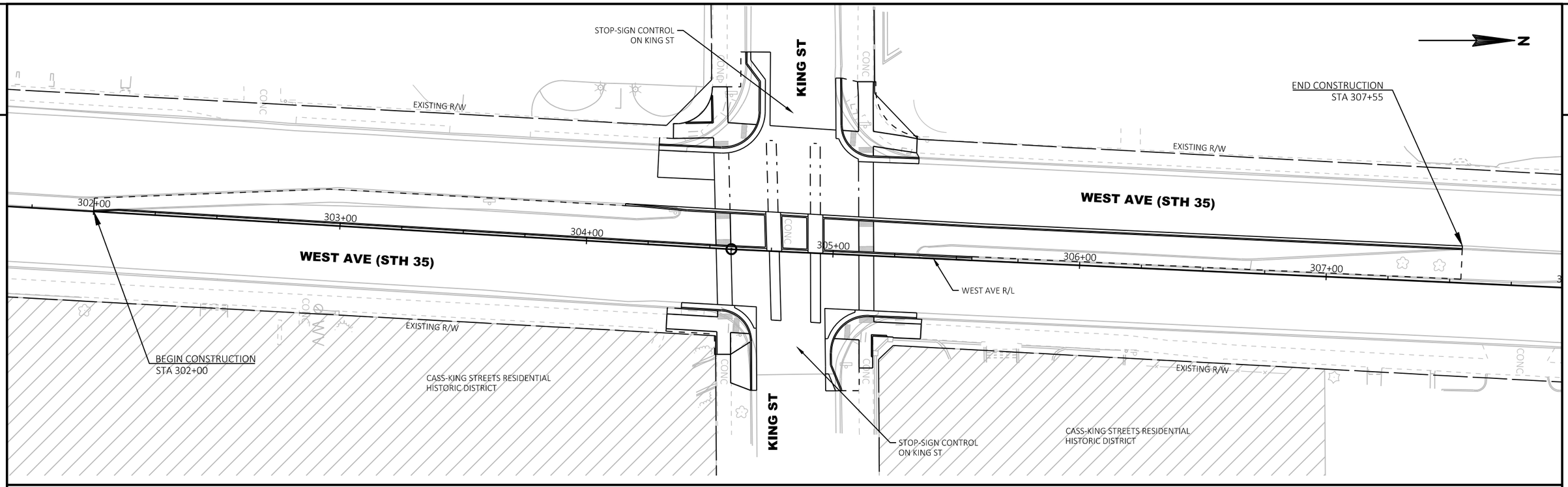
3 NO TREES OR SHRUBS SHALL BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

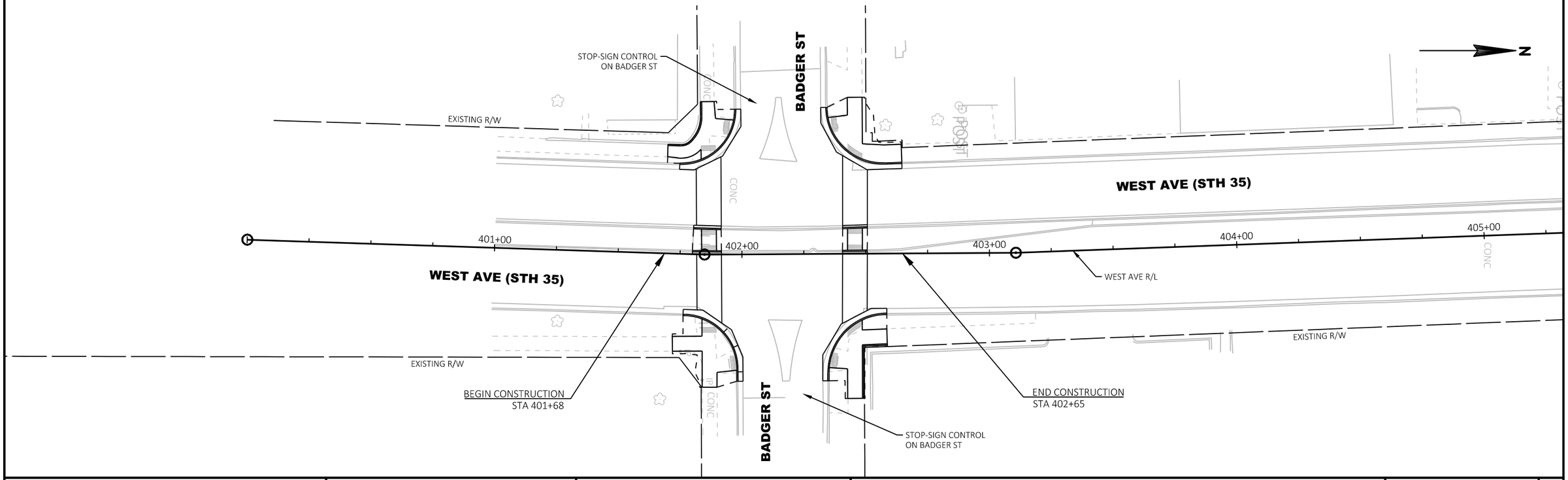
4 CURB AND GUTTER GRADES ARE MEASURED AT THE FLANGE LINE UNLESS OTHERWISE NOTED. CURB AND GUTTER STATIONS, OFFSETS, AND RADII ARE MEASURED AT THE FACE OF CURB UNLESS OTHERWISE NOTED.

5 EROSION CONTROL DEVICES ARE AT SUGGESTED LOCATIONS. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S "ECIP" AND BY THE ENGINEER. EROSION CONTROL DEVICES SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR UNTIL THE ENGINEER DETERMINES THAT THE DEVICE IS NO LONGER REQUIRED.

6 THE LIMITS OF SIDEWALK AND CURB & GUTTER REMOVALS ARE APPROXIMATE. FINAL LOCATIONS TO BE DETERMINED BY THE ENGINEER.

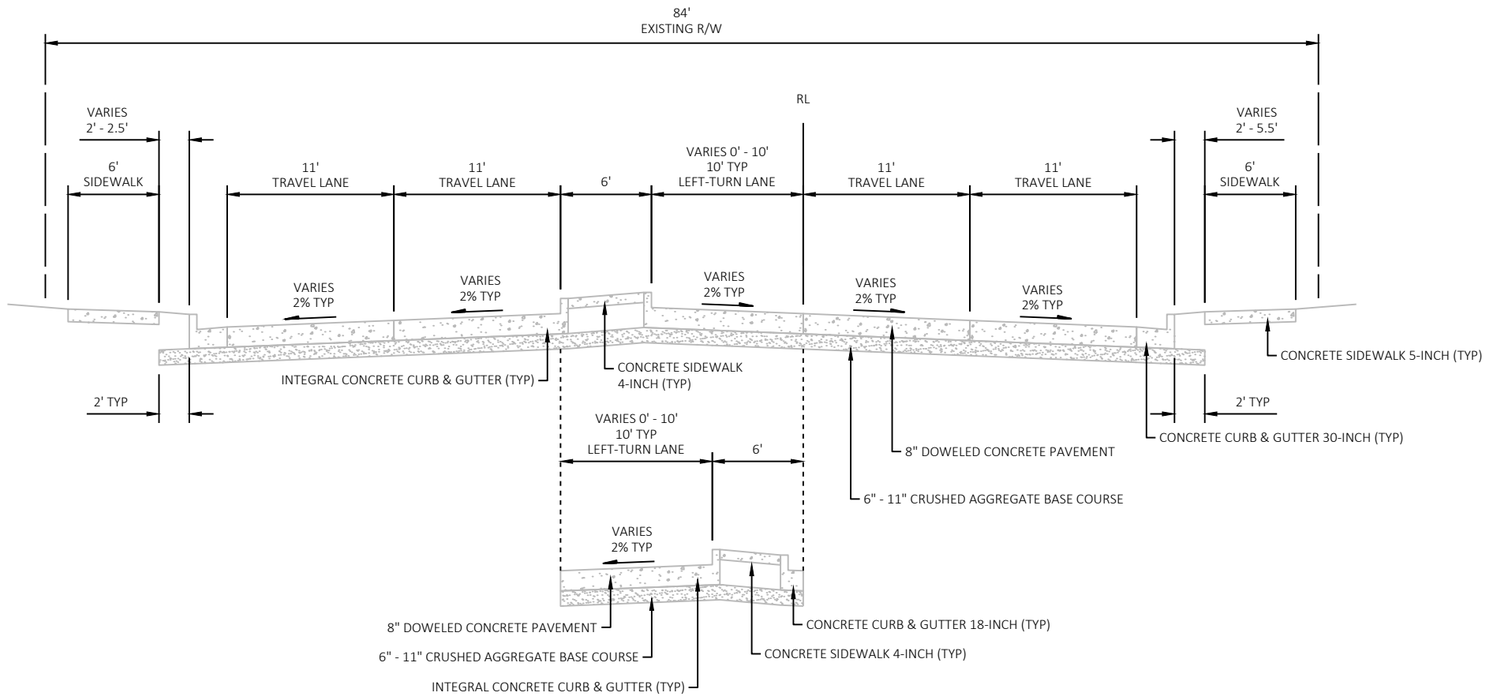
7 REMOVAL OF EXISTING SIGNS AND INSTALLATION OF PERMANENT SIGNS TO BE COMPLETED BY THE CITY OF LA CROSSE. CONTACT STEPHANIE SWARD AT LEAST 14 CALENDAR DAYS PRIOR TO THE ANTICIPATED PROJECT START DATE AND COMPLETION DATE TO COORDINATE EXISTING SIGN REMOVAL AND PERMANENT SIGN INSTALLATION, RESPECTIVELY.





PROJECT NO: 5220-04-74	HWY: STH 35	COUNTY: LA CROSSE	PROJECT OVERVIEW	SHEET 3	E

2



SOUTHBOUND LEFT-TURN LANE

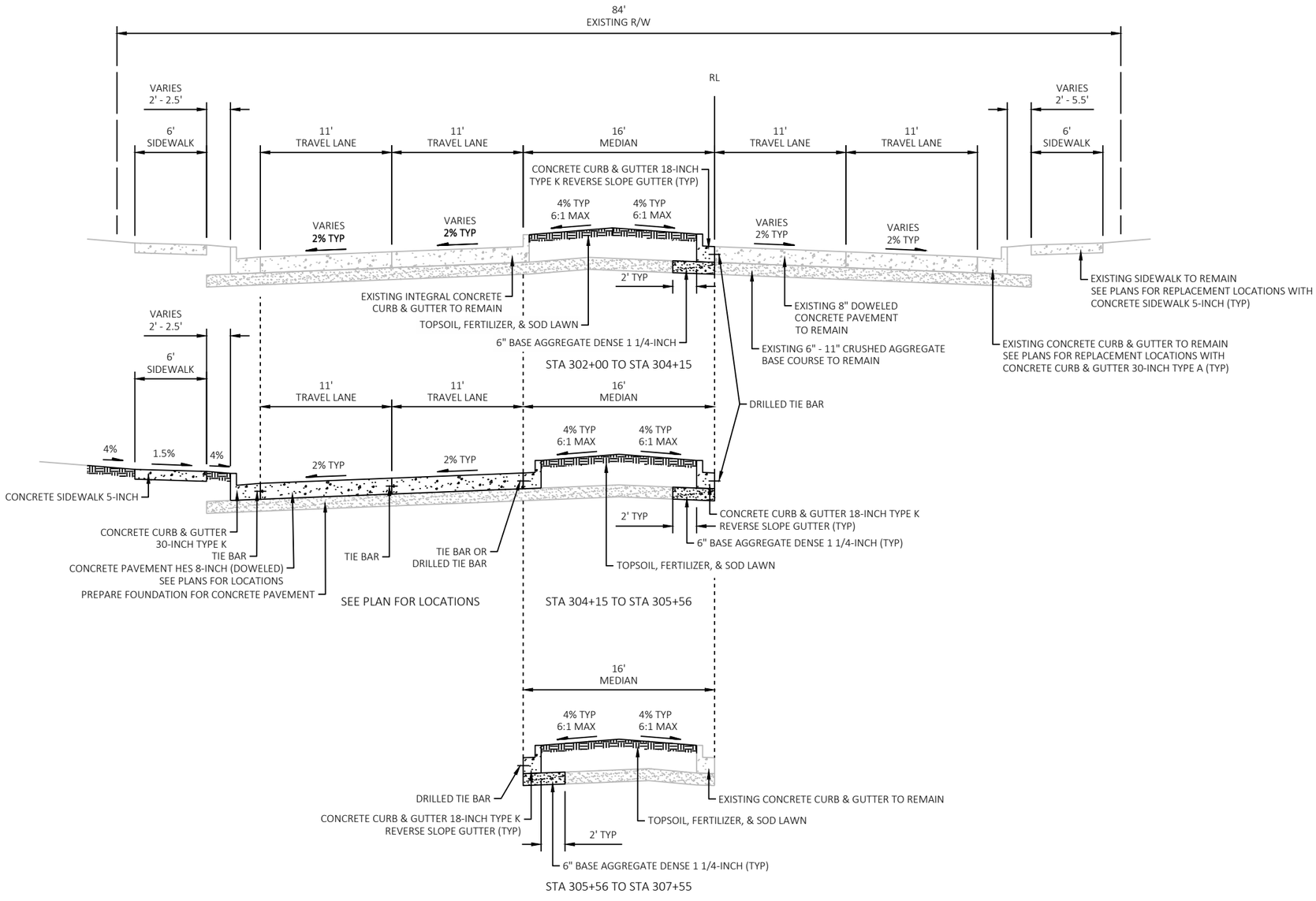
STA 305+34 TO STA 307+55

TYPICAL EXISTING SECTION
WEST AVE
AT KING ST*

STA 302+00 TO STA 307+55

*TYPICAL SECTION FOR WEST AVE AT BADGER ST NOT PROVIDED AS THERE ARE NO PROPOSED GEOMETRIC CHANGES TO THE ROADWAY

2



TYPICAL FINISHED SECTION
WEST AVE
AT KING ST*

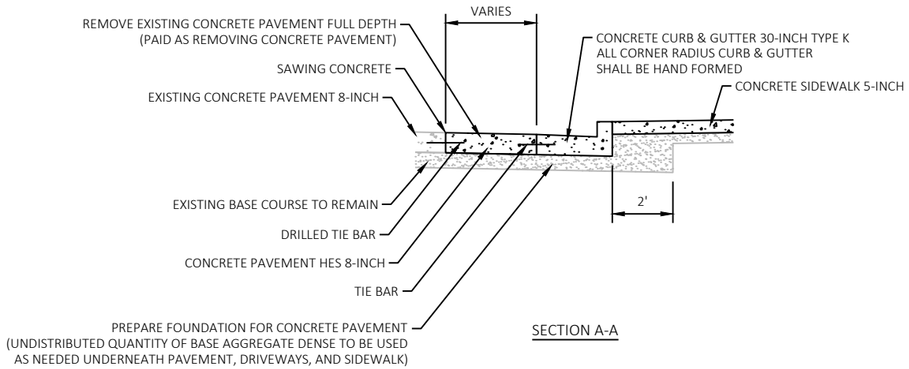
STA 302+00 TO STA 307+55
V = 30 MPH

*TYPICAL SECTION FOR WEST AVE AT BADGER ST NOT PROVIDED AS THERE ARE NO PROPOSED GEOMETRIC CHANGES TO THE ROADWAY

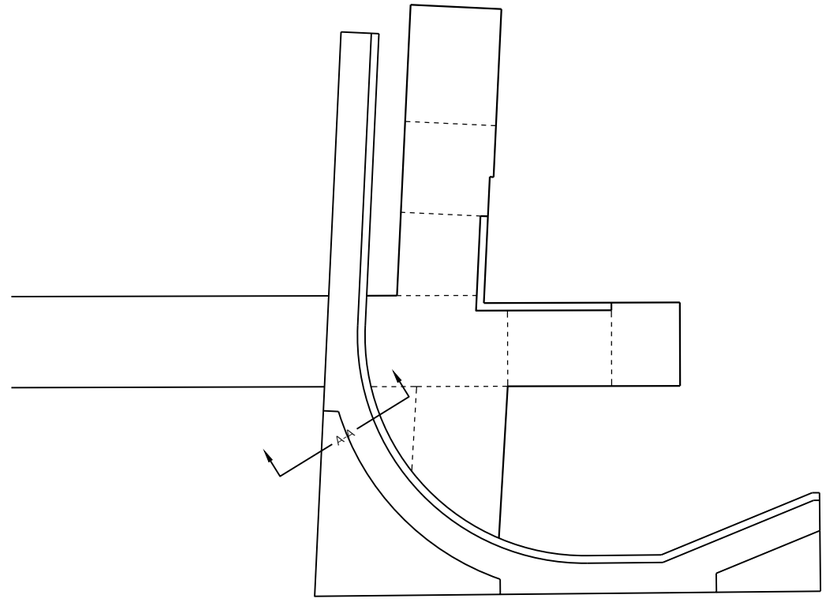
SEE PLAN DETAILS FOR REPLACEMENTS AT BADGER ST INTERSECTION

PROJECT NO: 5220-04-74	HWY: STH 35	COUNTY: LA CROSSE	TYPICAL SECTIONS	SHEET 5	E

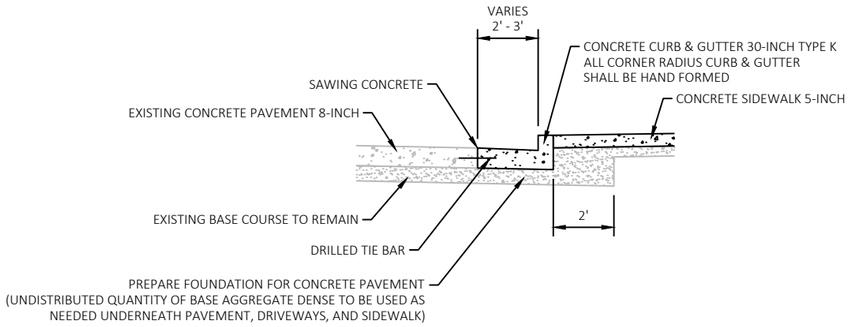
FILE NAME : T:\1190937.01\CIVIL3D\52200404\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 02
PLOT DATE : 10/14/2020 9:48 AM
PLOT BY : GUILLAMA, TINA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



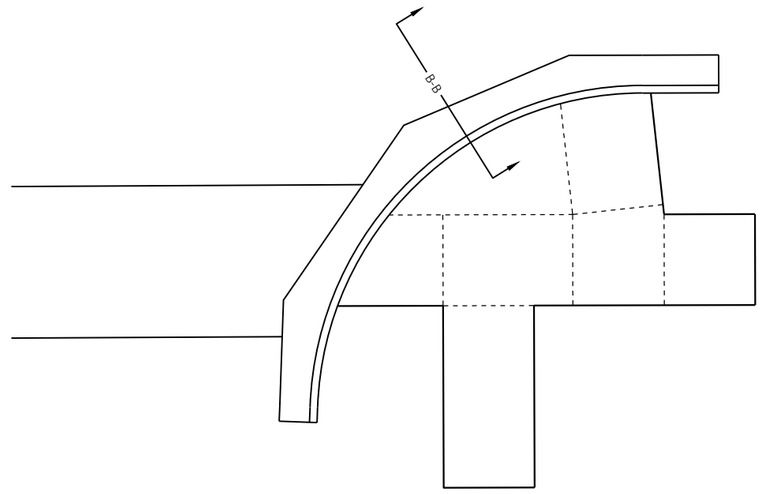
SECTION A-A



WITH ADJACENT CONCRETE PAVEMENT REPLACEMENT



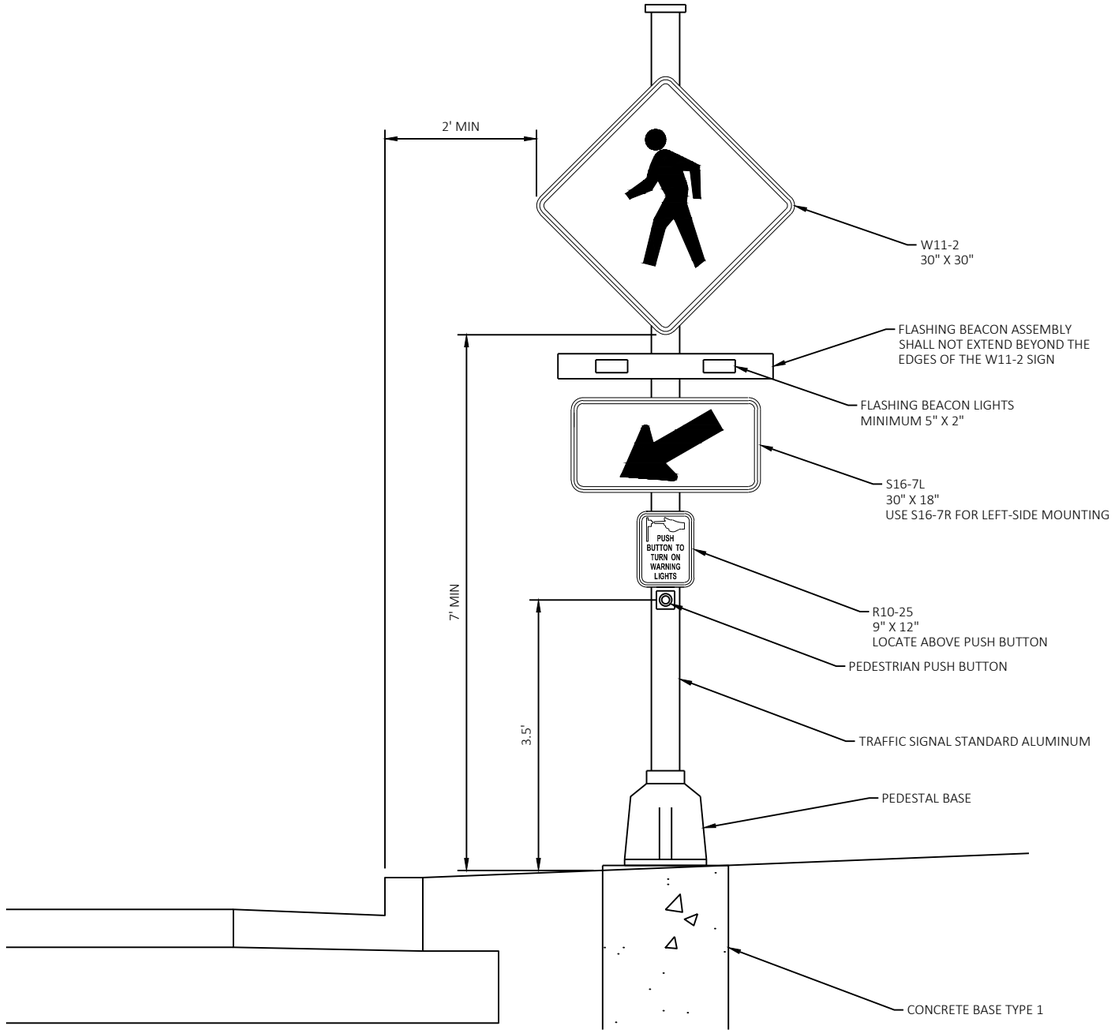
SECTION B-B



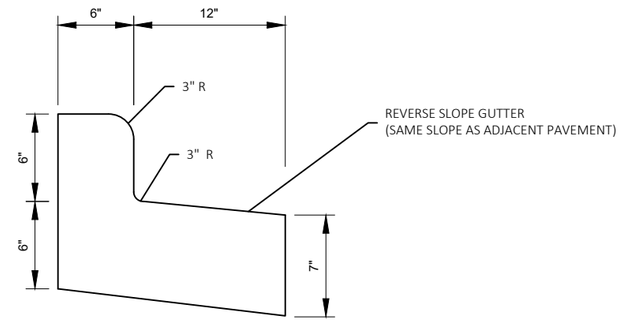
WITHOUT ADJACENT CONCRETE PAVEMENT REPLACEMENT

CURB & GUTTER REPLACEMENT DETAIL

PROJECT NO: 5220-04-74	HWY: STH 35	COUNTY: LA CROSSE	CONSTRUCTION DETAILS	SHEET 6	E



RECTANGULAR RAPID FLASHING BEACON DETAIL



DETAIL FOR CONCRETE CURB & GUTTER 18-INCH TYPE K

SEE PLAN FOR LOCATIONS

2

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 0.55 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.42 ACRES

2

LEGEND

CP8	CONCRETE PAVEMENT HES 8-INCH, DOWELED
CP8R	CONCRETE PAVEMENT HES 8-INCH WISDOT RED, DOWELED
CP8G	CONCRETE PAVEMENT HES 8-INCH GREEN, DOWELED
CG18	CONCRETE CURB & GUTTER 18-INCH TYPE K (REVERSE SLOPE GUTTER)
CG30	CONCRETE CURB & GUTTER 30-INCH TYPE K
CCJ	CONCRETE CURB TYPE J
PED	CONCRETE CURB PEDESTRIAN
SW5	CONCRETE SIDEWALK 5-INCH
DW6	CONCRETE DRIVEWAY 6-INCH
SOD	TOPSOIL, FERTILIZER, & SOD LAWN
XXXXX	SAWING CONCRETE
	INLET PROTECTION TYPE C

SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION

ALL CORNER RADIUS CURB & GUTTER SHALL BE HAND FORMED

N

West-King						
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	LENGTH	BEARING AHEAD
L1	300+00.00	304+58.77	130376.87 448480.36	130834.84 448507.51	458.77'	N3°23'33.8"E
L2	304+58.77	310+00.00	130834.84 448507.51	131375.50 448532.42	541.23'	N2°38'14.7"E

BENCHMARKS

BM 12672	STA 305+10.33, 51.06' RT	ELEV. 678.33	NORTHWEST FLANGE BOLT OF HYDRANT
BM 12948	STA 305+12.99, 80.82' LT	ELEV. 679.10	CHISELED BOX ON THE TOP OF CONCRETE WALL

CONTROL POINTS

CP 7	STA 304+12.51, 43.89' LT	ELEV. 677.33	CHISELED "T" IN THE SIDEWALK

200 WEST AVE
KISH PROPERTIES

148 WEST AVE
YMCA

KING ST

EXISTING R/W

ANY BRICK PAVERS DISTURBED DURING CONSTRUCTION SHALL BE SALVAGED AND REPLACED (INCIDENTAL TO CONCRETE SIDEWALK AND CONCRETE CURB PEDESTRIAN ITEMS)

BM 12948

CP 7

REMOVE CONCRETE MEDIAN, CONCRETE PAVEMENT, AND CONCRETE CURB & GUTTER

WEST AVE (STH 35)

302+00

303+00

304+00

305+00

306+00

307+00

L1

L2

BEGIN CONSTRUCTION
STA 302+00

END CONSTRUCTION
STA 307+55

SAVE TREES

WEST AVE R/L

84'

DO NOT DISTURB EXISTING LANDSCAPING

CASS-KING STREETS RESIDENTIAL HISTORIC DISTRICT

207 WEST AVE
FIRST PRESBYTERIAN CHURCH

145 WEST AVE
LA CROSSE COUNTY
HISTORICAL SOCIETY

137 WEST AVE
EAGLEEYE

131 WEST AVE
CALLAHAN

125 WEST AVE
DENTAL CENTER

PROJECT NO: 5220-04-74	HWY: STH 35	COUNTY: LA CROSSE	PLAN DETAILS - KING ST	SHEET 9	E

FILE NAME : T:\1190937.01\CIVIL3D\52200404\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 01

PLOT DATE : 10/16/2020 10:50 AM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

CP8	CONCRETE PAVEMENT HES 8-INCH, DOWELED
CP8R	CONCRETE PAVEMENT HES 8-INCH WISDOT RED, DOWELED
CP8G	CONCRETE PAVEMENT HES 8-INCH GREEN, DOWELED
CG18	CONCRETE CURB & GUTTER 18-INCH TYPE K (REVERSE SLOPE GUTTER)
CG30	CONCRETE CURB & GUTTER 30-INCH TYPE K
CCJ	CONCRETE CURB TYPE J
PED	CONCRETE CURB PEDESTRIAN
SW5	CONCRETE SIDEWALK 5-INCH
DW6	CONCRETE DRIVEWAY 6-INCH
SOD	TOPSOIL, FERTILIZER, & SOD LAWN
XXXXX	SAWING CONCRETE
	INLET PROTECTION TYPE C

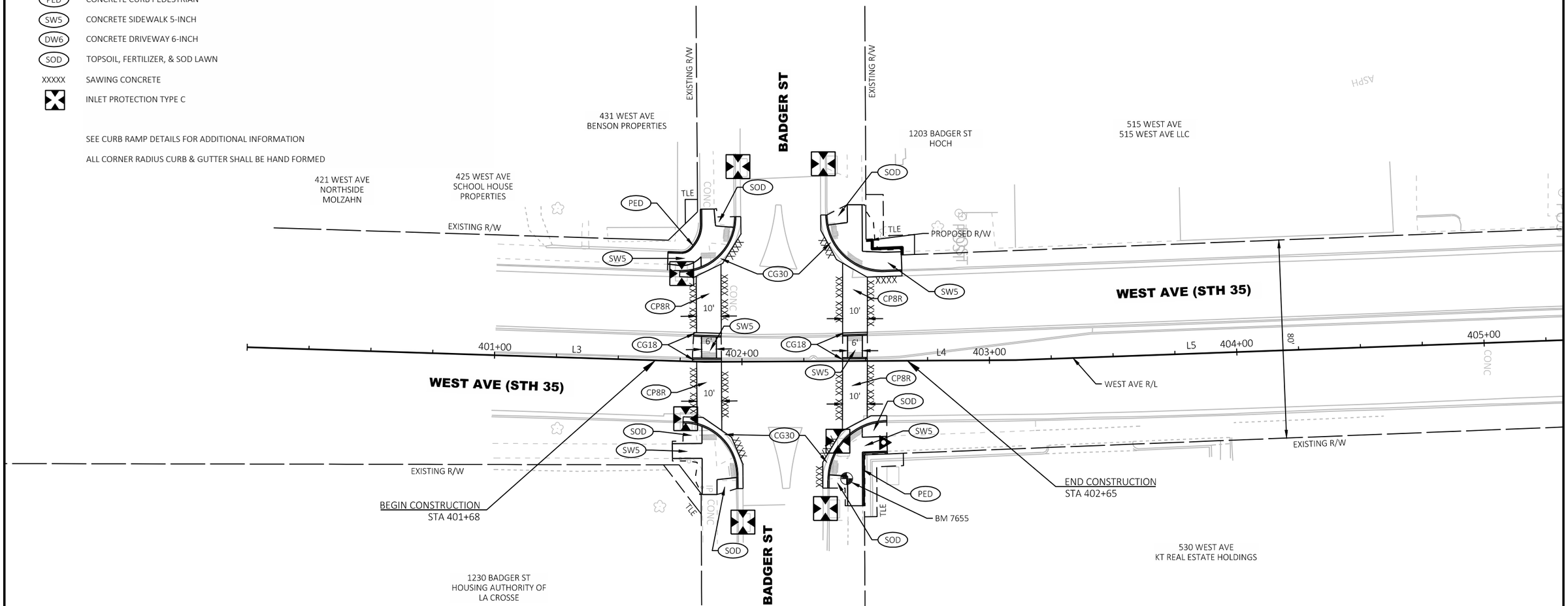
SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION

ALL CORNER RADIUS CURB & GUTTER SHALL BE HAND FORMED

BENCHMARKS

BM 7655 STA 402+41.95, 47.44' RT ELEV. 675.20 NORTHWEST FLANGE BOLT OF HYDRANT

N



West-LaCrosse						
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	LENGTH	BEARING AHEAD
L3	400+00.00	401+84.87	132866.71 448506.85	133051.49 448512.81	184.87'	N1°50'56.6"E
L4	401+84.87	403+10.65	133051.49 448512.81	133177.26 448512.07	125.78'	N0°20'20.9"W
L5	403+10.65	406+48.58	133177.26 448512.07	133514.96 448499.77	337.92'	N2°05'11.1"W

PROJECT NO: 5220-04-74	HWY: STH 35	COUNTY: LA CROSSE	PLAN DETAILS - BADGER ST	SHEET 10	E

FILE NAME : T:\1190937.01\CIVIL3D\52200404\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 02

PLOT DATE : 10/16/2020 10:50 AM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

2

2

LEGEND

###.##	PAVING GRADE
###.##(E)	PAVING GRADE (EXISTING)
	REVERSE SLOPE GUTTER
SL-12	MARKING STOP LINE GROOVED EPOXY 12-INCH
YL-18	MARKING YIELD LINE GROOVED EPOXY 18-INCH
XW-12	MARKING CROSSWALK GROOVED EPOXY TRANSVERSE LINE 12-INCH

N

EXISTING R/W

SLOPE INTERCEPT

302+00
677.98(E)
+10.0
1.0'LT
677.91(E)
677.85(E)
677.79(E)
303+00
677.92(E)
677.86(E)
677.68(E)
677.52(E)
677.38(E)

MATCHLINE STA 304+00

WEST AVE (STH 35)

MARKING REMOVAL LINE WATER BLASTING WIDE
(EXISTING 8" CHANNELIZING LINE)

EXISTING R/W

BEGIN CONSTRUCTION
STA 302+00

CASS-KING STREETS RESIDENTIAL
HISTORIC DISTRICT

PROJECT NO: 5220-04-74	HWY: STH 35	COUNTY: LA CROSSE	PAVEMENT DETAILS - KING ST	SHEET 11	E

FILE NAME : T:\1190937.01\CIVIL3D\52200404\SHEETSPLAN\021202-PD.DWG
LAYOUT NAME - 01

PLOT DATE : 10/27/2020 8:14 AM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

###.##	PAVING GRADE
###.##(E)	PAVING GRADE (EXISTING)
	REVERSE SLOPE GUTTER
SL-12	MARKING STOP LINE GROOVED EPOXY 12-INCH
YL-18	MARKING YIELD LINE GROOVED EPOXY 18-INCH
XW-12	MARKING CROSSWALK GROOVED EPOXY TRANSVERSE LINE 12-INCH

N

KING ST

WEST AVE (STH 35)

MARKING REMOVAL LINE WATER BLASTING WIDE (EXISTING 8" CHANNELIZING LINE)

MARKING REMOVAL LINE WATER BLASTING WIDE (EXISTING 8" CHANNELIZING LINE)

SLOPE INTERCEPT

WEST AVE R/L

MATCHLINE STA 304+00

MATCHLINE STA 306+00

KING ST

PROJECT NO: 5220-04-74	HWY: STH 35	COUNTY: LA CROSSE	PAVEMENT DETAILS - KING ST	SHEET 12	E

FILE NAME : T:\1190937.01\CIVIL3D\52200404\SHEETSPLAN\021202-PD.DWG
LAYOUT NAME - 02

PLOT DATE : 10/27/2020 8:14 AM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

LEGEND

###.##	PAVING GRADE
###.##(E)	PAVING GRADE (EXISTING)
	REVERSE SLOPE GUTTER
SL-12	MARKING STOP LINE GROOVED EPOXY 12-INCH
YL-18	MARKING YIELD LINE GROOVED EPOXY 18-INCH
XW-12	MARKING CROSSWALK GROOVED EPOXY TRANSVERSE LINE 12-INCH

N

2

EXISTING R/W

END CONSTRUCTION
STA 307+55

MARKING REMOVAL LINE WATER BLASTING WIDE
(EXISTING 8" CHANNELIZING LINE)

WEST AVE (STH 35)

MATCHLINE STA 306+00

676.60(E)
676.52(E)
676.43(E)
676.34(E)
676.26(E)
676.15(E)
676.15(E)

84'

+00
307+00
308+00

SLOPE INTERCEPT

EXISTING R/W

CONC

PROJECT NO: 5220-04-74	HWY: STH 35	COUNTY: LA CROSSE	PAVEMENT DETAILS - KING ST	SHEET 13	E

2

2

431 WEST AVE
BENSON PROPERTIES

425 WEST AVE
SCHOOL HOUSE
PROPERTIES

BADGER ST

1203 BADGER ST
HOCH

515 WEST AVE
515 WEST AVE LLC

LEGEND

###.##	PAVING GRADE
###.##(E)	PAVING GRADE (EXISTING)
	REVERSE SLOPE GUTTER
SL-12	MARKING STOP LINE GROOVED EPOXY 12-INCH
YL-18	MARKING YIELD LINE GROOVED EPOXY 18-INCH
XW-12	MARKING CROSSWALK GROOVED EPOXY TRANSVERSE LINE 12-INCH

N

EXISTING R/W

TLE

R22'

+73.6
58.0'LT

CONC

672.25(E)

SL-12

+97.9
58.6'LT

5'

6'

672.24(E)

+34.2
59.1'LT

R23'

+57.2
59.1'LT

TLE

PROPOSED R/W

1.4%

672.52(E)

0.5%

672.34(E)

+73.7
36.0'LT

672.79(E)

1.4%

XW-12

0.5%

672.45(E)

+64.8
36.3'LT

672.42(E)

WEST AVE (STH 35)

YL-18

10'

XW-12

10'

30'

6'

6'

401+00

402+00

403+00

WEST AVE R/L

WEST AVE (STH 35)

YL-18

30'

XW-12

672.77(E)

10'

10'

672.56(E)

+77.0
24.4'RT

+58.4
24.1'RT

1.4%

672.58(E)

1.2%

0.6%

672.44(E)

0.8%

XW-12

6'

5'

672.28(E)

672.36(E)

+98.1
51.2'RT

672.34(E)

SL-12

672.26(E)

+34.4
51.2'RT

+58.4
48.1'RT

R24'

R22'

TLE

+77.9
46.4'RT

CONC

TLE

EXISTING R/W

BADGER ST

530 WEST AVE
KT REAL ESTATE HOLDINGS

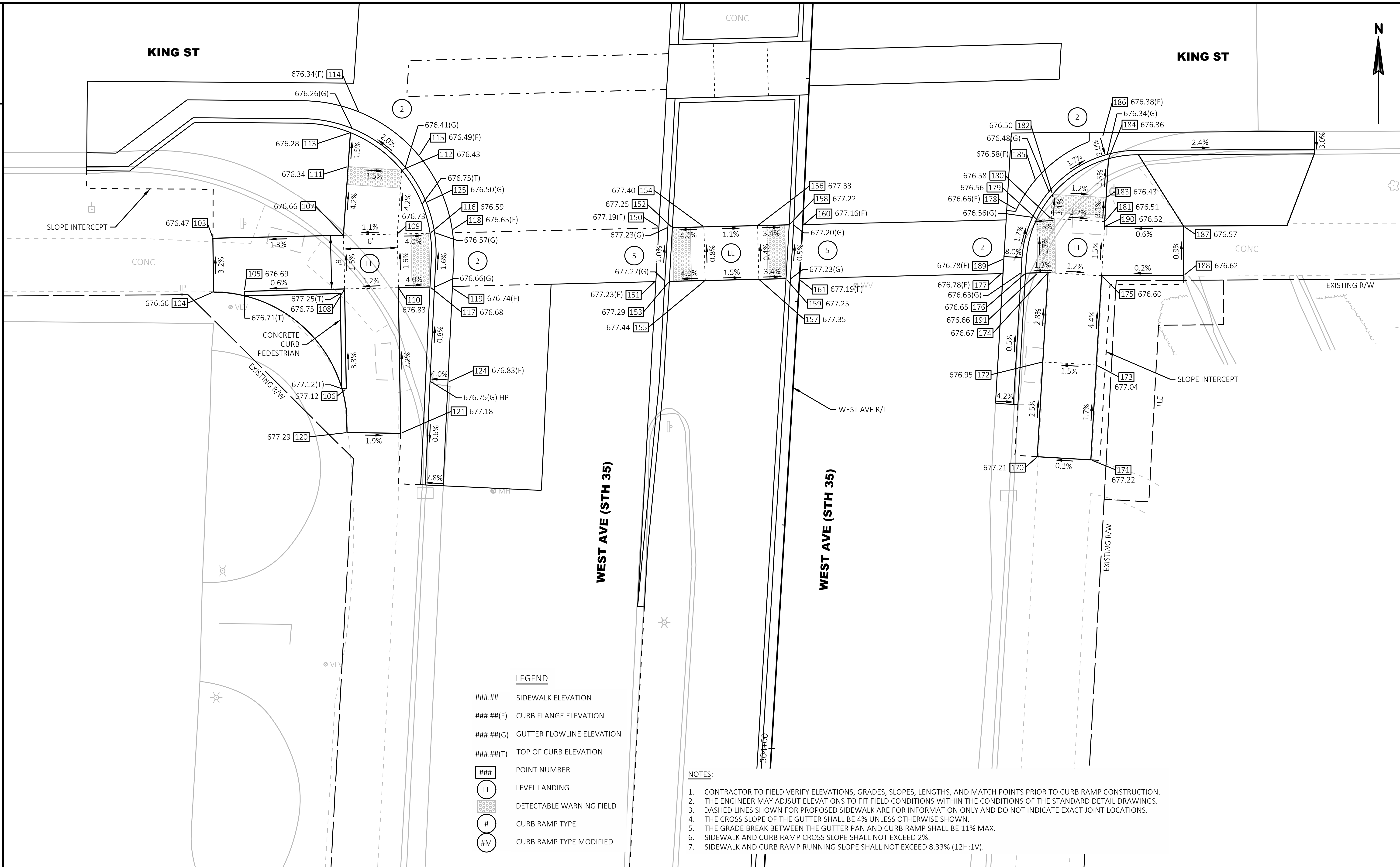
1230 BADGER ST
HOUSING AUTHORITY OF
LA CROSSE

PROJECT NO: 5220-04-74	HWY: STH 35	COUNTY: LA CROSSE	PAVEMENT DETAILS - BADGER ST	SHEET 14	E

FILE NAME : T:\1190937.01\CIVIL3D\52200404\SHEETSPLAN\021202-PD.DWG
LAYOUT NAME - 04

PLOT DATE : 10/27/2020 8:14 AM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42


2
KING ST
KING ST
N
2
CONC
CONC
CONC
SLOPE INTERCEPT
SLOPE INTERCEPT
CONCRETE CURB PEDESTRIAN
EXISTING R/W
EXISTING R/W
EXISTING R/W
WEST AVE (STH 35)
WEST AVE (STH 35)
WEST AVE R/L
TLE
LL
304+00
676.34(F) 114
676.26(G)
676.28 113
676.34 111
676.66 107
676.47 103
676.69 105
676.66 104
677.25(T)
676.75 108
676.71(T)
677.12(T)
677.12 106
677.29 120
676.41(G)
115 676.49(F)
112 676.43
676.75(T)
125 676.50(G)
116 676.59
118 676.65(F)
676.73
109
676.57(G)
676.66(G)
119 676.74(F)
117 676.68
110
676.83
124 676.83(F)
676.75(G) HP
121 677.18
677.40 154
677.25 152
677.19(F) 150
677.23(G)
677.27(G)
677.23(F) 151
677.29 153
677.44 155
156 677.33
158 677.22
160 677.16(F)
677.20(G)
677.23(G)
161 677.19(F)
159 677.25
157 677.35
676.50 182
676.48(G)
676.58(F) 185
676.58 180
676.56 179
676.66(F) 178
676.56(G)
186 676.38(F)
676.34(G)
184 676.36
183 676.43
181 676.51
190 676.52
187 676.57
188 676.62
175 676.60
676.78(F) 189
676.78(F) 177
676.63(G)
676.65 176
676.66 191
676.67 174
676.95 172
173
677.04
677.21 170
171
677.22

LEGEND

###.##	SIDEWALK ELEVATION
###.##(F)	CURB FLANGE ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
###	POINT NUMBER
LL	LEVEL LANDING
	DETECTABLE WARNING FIELD
#	CURB RAMP TYPE
#M	CURB RAMP TYPE MODIFIED

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. THE GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11% MAX.
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

2

King Street SW - Point Table				
POINT NUMBER	STATION	OFFSET	Y	X
103	304+53.21	65.67' LT	130833.18	448441.62
104	304+47.23	65.26' LT	130827.18	448441.68
105	304+47.51	61.82' LT	130827.26	448445.13
106	304+37.32	49.80' LT	130816.37	448456.52
107	304+54.42	51.14' LT	130833.52	448456.20
108	304+48.44	50.64' LT	130827.52	448456.34
109	304+54.91	45.13' LT	130833.66	448462.23
110	304+48.93	44.66' LT	130827.66	448462.34
111	304+62.79	51.03' LT	130841.20	448456.72
112	304+62.66	45.03' LT	130840.80	448462.71
113	304+66.59	50.94' LT	130844.99	448456.98
114	304+68.95	50.11' LT	130847.31	448457.92
115	304+64.34	43.18' LT	130842.39	448464.64
116	304+55.21	41.50' LT	130833.74	448465.87
117	304+49.22	41.14' LT	130827.74	448465.88
118	304+55.74	39.06' LT	130834.12	448468.34
119	304+49.25	38.64' LT	130827.63	448468.37
120	304+32.44	49.44' LT	130811.48	448456.60
121	304+32.70	43.44' LT	130811.38	448462.60
124	304+38.72	38.51' LT	130817.11	448467.88
125	304+59.17	42.13' LT	130837.18	448465.44

King Street South Median - Point Table				
POINT NUMBER	STATION	OFFSET	Y	X
150	304+57.44	16.01' LT	130834.46	448491.45
151	304+51.42	15.99' LT	130828.45	448491.11
152	304+57.44	14.51' LT	130834.37	448492.95
153	304+51.42	14.49' LT	130828.36	448492.61
154	304+57.73	10.99' LT	130834.46	448496.47
155	304+51.75	10.50' LT	130828.46	448496.61
156	304+58.23	5.02' LT	130834.60	448502.47
157	304+52.25	4.52' LT	130828.60	448502.61
158	304+58.52	1.50' LT	130834.68	448506.00
159	304+52.50	1.50' LT	130828.67	448505.64
160	304+58.52	0.00'	130834.59	448507.50
161	304+52.50	0.00'	130828.58	448507.14

King Street SE - Point Table				
POINT NUMBER	STATION	OFFSET	Y	X
170	304+34.30	27.71' RT	130808.77	448533.72
171	304+34.31	33.71' RT	130808.43	448539.71
172	304+44.91	27.69' RT	130819.36	448534.34
173	304+44.92	33.69' RT	130819.02	448540.33
174	304+54.91	27.68' RT	130829.35	448534.92
175	304+54.92	33.68' RT	130829.00	448540.91
176	304+54.70	25.18' RT	130829.29	448532.41
177	304+54.70	22.68' RT	130829.43	448529.91
178	304+61.41	23.78' RT	130836.38	448531.39
179	304+60.45	26.09' RT	130835.32	448533.65
180	304+60.60	27.70' RT	130835.39	448535.27
181	304+60.52	33.70' RT	130835.04	448541.26
182	304+63.30	27.73' RT	130838.09	448535.42
183	304+63.23	33.73' RT	130837.74	448541.41
184	304+67.57	33.79' RT	130842.07	448541.67
185	304+64.82	25.75' RT	130839.70	448533.51
186	304+69.95	33.01' RT	130844.49	448541.00
187	304+60.43	42.51' RT	130834.55	448550.06
188	304+55.51	42.84' RT	130829.05	448550.08
189	304+56.16	22.68' RT	130830.89	448530.00
190	304+59.98	33.70' RT	130834.50	448541.23
191	304+54.82	26.56' RT	130829.32	448533.79

2

2

N

LEGEND

###.##	SIDEWALK ELEVATION
###.##(F)	CURB FLANGE ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
###	POINT NUMBER
LL	LEVEL LANDING
	DETECTABLE WARNING FIELD
#	CURB RAMP TYPE
#M	CURB RAMP TYPE MODIFIED

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJSUT ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. THE GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11% MAX.
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

WEST AVE (STH 35)

WEST AVE (STH 35)

EXISTING R/W

TLE

EXISTING R/W

WEST AVE R/L

SLOPE INTERCEPT

DO NOT DISTURB EXISTING RETAINING WALL OR PILLARS

CONCRETE CURB PEDESTRIAN

EXISTING R/W

SLOPE INTERCEPT

CONC

CONC

MH

MH

MH

WV

KING ST

KING ST

201 676.63	202 676.48	203 676.67	204 676.58
205 676.82	206 676.73	207 676.46	208 676.37
209 676.50	210 676.41	211 676.46	212 676.37
213 676.44	214 676.43(F)	215 676.50(F)	216 676.30(F)
217 676.38(F)	218 676.24	219 676.29	220 676.32
221 676.85	222 676.80	223 677.02	224 676.95
225 676.03(F)	675.95(G)	226 676.55(F)	676.47(G) HP
227 676.51(F)	676.43(G)	676.42(G)	676.35(G)
250 677.02(F)	677.06(G)	251 677.04(F)	677.08(G)
252 677.08	253 677.11	254 677.20	255 677.23
256 677.17	257 677.14	258 677.06	259 677.03
260 677.00(F)	677.04(G)	261 676.97(F)	677.01(G)
270 676.86	271 676.99	272 676.95	273 677.04
274 676.86	275 676.94	276 676.59	676.94(T)
277 676.59	278 676.55	279 676.55	280 676.47
281 676.65	282 676.58	283 676.64	284 676.51
285 676.43	286 676.35	287 676.29	288 676.41(G)
289 676.35(F)	676.27(G)	290 676.56	676.54(G) HP
291 676.50	292 676.58(F)	293 676.56(F)	676.48(G)
294 676.58(F)	676.50(G)	295 675.92(F)	675.84(G)
296 676.58	676.85(T)	676.82(T)	676.66(T)

305+00

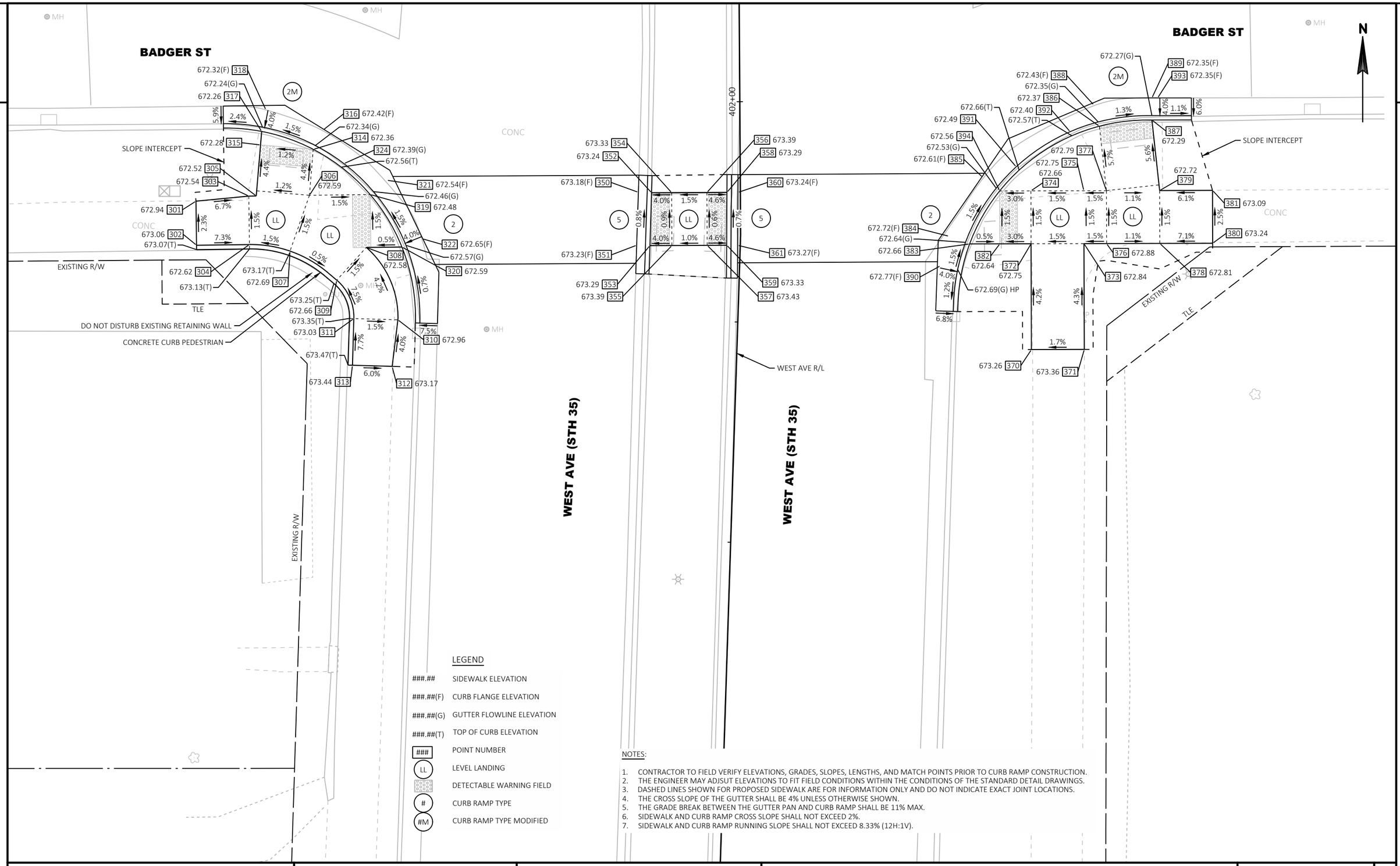
PROJECT NO: 5220-04-74	HWY: STH 35	COUNTY: LA CROSSE	CURB RAMP DETAILS - KING ST	SHEET 17	E

2

King St NW - Point Table				
POINT NUMBER	STATION	OFFSET	Y	X
201	305+13.14	70.49' LT	130892.39	448439.59
202	305+06.72	70.18' LT	130885.97	448439.61
203	305+13.34	64.50' LT	130892.32	448445.59
204	305+07.35	64.20' LT	130886.32	448445.61
205	305+13.74	56.33' LT	130892.34	448453.76
206	305+07.75	56.04' LT	130886.34	448453.78
207	305+14.03	50.34' LT	130892.36	448459.76
208	305+08.04	50.05' LT	130886.36	448459.78
209	305+14.32	44.33' LT	130892.37	448465.78
210	305+08.33	44.04' LT	130886.37	448465.80
211	305+14.44	41.91' LT	130892.38	448468.20
212	305+08.45	41.62' LT	130886.38	448468.22
213	305+14.51	40.44' LT	130892.38	448469.68
214	305+07.38	39.36' LT	130885.21	448470.43
215	305+14.53	37.94' LT	130892.29	448472.18
216	304+99.14	49.64' LT	130877.45	448459.78
217	305+03.14	42.35' LT	130881.11	448467.24
218	305+01.58	50.19' LT	130879.91	448459.34
219	305+05.04	50.11' LT	130883.37	448459.58
220	305+04.91	44.12' LT	130882.96	448465.56
221	305+26.62	49.06' LT	130904.87	448461.62
222	305+25.99	43.10' LT	130903.97	448467.55
223	305+31.90	48.24' LT	130910.11	448462.69
224	305+31.95	42.47' LT	130909.90	448468.46
225	304+98.07	66.07' LT	130877.14	448443.32
226	305+21.05	37.99' LT	130898.80	448472.42
227	305+28.05	38.05' LT	130905.80	448472.69

King St North Median - Point Table				
POINT NUMBER	STATION	OFFSET	Y	X
250	305+15.82	15.44' LT	130892.54	448494.71
251	305+09.81	15.50' LT	130886.54	448494.38
252	305+15.80	13.94' LT	130892.45	448496.21
253	305+09.79	14.00' LT	130886.45	448495.87
254	305+15.95	10.89' LT	130892.46	448499.26
255	305+09.96	10.60' LT	130886.46	448499.28
256	305+16.24	4.90' LT	130892.48	448505.26
257	305+10.25	4.60' LT	130886.48	448505.28
258	305+16.41	1.50' LT	130892.49	448508.66
259	305+10.40	1.50' LT	130886.49	448508.39
260	305+16.41	0.00'	130892.42	448510.16
261	305+10.40	0.00'	130886.42	448509.89

King St NE - Point Table				
POINT NUMBER	STATION	OFFSET	Y	X
270	305+37.00	26.77' RT	130911.75	448537.85
271	305+36.99	32.77' RT	130911.47	448543.84
272	305+29.29	26.76' RT	130904.06	448537.49
273	305+29.29	32.76' RT	130903.78	448543.48
274	305+23.29	26.76' RT	130898.06	448537.21
275	305+23.29	32.01' RT	130897.82	448542.45
276	305+17.79	26.75' RT	130892.56	448536.95
277	305+18.04	32.00' RT	130892.58	448542.21
278	305+11.86	28.32' RT	130886.57	448538.24
279	305+17.14	34.08' RT	130891.58	448544.24
280	305+12.15	34.32' RT	130886.58	448544.25
281	305+17.48	40.93' RT	130891.60	448551.10
282	305+12.48	41.17' RT	130886.60	448551.11
283	305+18.20	45.42' RT	130892.11	448555.61
284	305+12.70	45.68' RT	130886.61	448555.63
285	305+06.26	28.25' RT	130880.98	448537.92
286	305+06.18	34.25' RT	130880.63	448543.91
287	305+02.11	34.20' RT	130876.56	448543.67
288	305+04.63	26.35' RT	130879.44	448535.95
289	304+99.77	33.33' RT	130874.26	448542.69
290	305+17.69	24.75' RT	130892.56	448534.95
291	305+11.71	25.31' RT	130886.56	448535.23
292	305+17.69	22.25' RT	130892.67	448532.45
293	305+11.02	22.91' RT	130885.98	448532.80
294	305+21.84	22.25' RT	130896.82	448532.64
295	305+00.46	48.64' RT	130874.25	448558.01
296	305+17.04	32.00' RT	130891.58	448542.16



LEGEND

###.##	SIDEWALK ELEVATION
###.##(F)	CURB FLANGE ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
###	POINT NUMBER
LL	LEVEL LANDING
	DETECTABLE WARNING FIELD
#	CURB RAMP TYPE
#M	CURB RAMP TYPE MODIFIED

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJSUT ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. THE GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11% MAX.
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PROJECT NO: 5220-04-74	HWY: STH 35	COUNTY: LA CROSSE	CURB RAMP DETAILS - BADGER ST	SHEET 19	E

2

Badger St SW - Point Table				
POINT NUMBER	STATION	OFFSET	Y	X
301	401+89.08	61.74' LT	133055.33	448451.05
302	401+81.73	61.63' LT	133050.33	448451.11
303	401+89.62	55.75' LT	133055.90	448457.04
304	401+82.00	55.64' LT	133050.40	448457.11
305	401+89.63	54.90' LT	133055.91	448457.89
306	401+89.67	48.87' LT	133055.99	448463.92
307	401+81.40	51.01' LT	133049.66	448461.72
308	401+82.10	42.39' LT	133050.08	448470.36
309	401+78.27	45.61' LT	133046.36	448467.01
310	401+74.01	38.54' LT	133041.87	448473.95
311	401+73.99	43.54' LT	133042.01	448468.95
312	401+68.70	39.02' LT	133036.58	448473.30
313	401+68.69	43.52' LT	133036.71	448468.80
314	401+94.88	48.40' LT	133061.20	448464.35
315	401+95.41	54.38' LT	133061.70	448458.38
316	401+97.09	47.24' LT	133063.42	448465.51
317	401+96.94	54.24' LT	133063.23	448458.50
318	401+99.40	53.75' LT	133065.69	448458.98
319	401+89.72	41.99' LT	133056.08	448470.79
320	401+82.28	38.35' LT	133050.13	448474.40
321	401+91.33	40.08' LT	133057.71	448472.70
322	401+83.28	36.06' LT	133051.06	448476.72
324	401+93.24	44.94' LT	133059.58	448467.82

Badger St South Median - Point Table				
POINT NUMBER	STATION	OFFSET	Y	X
350	401+89.79	11.57' LT	133056.33	448501.22
351	401+83.34	11.74' LT	133050.33	448501.03
352	401+89.73	10.07' LT	133056.28	448502.72
353	401+83.34	10.24' LT	133050.28	448502.53
354	401+89.73	7.79' LT	133056.30	448505.00
355	401+83.43	7.74' LT	133050.30	448505.03
356	401+89.73	3.79' LT	133056.32	448509.00
357	401+83.58	3.75' LT	133050.32	448509.03
358	401+89.73	1.51' LT	133056.33	448511.27
359	401+83.67	1.54' LT	133050.33	448511.24
360	401+89.71	0.26' LT	133056.32	448512.52
361	401+83.70	0.29' LT	133050.32	448512.49

Badger St SE - Point Table				
POINT NUMBER	STATION	OFFSET	Y	X
370	401+72.95	33.39' RT	133038.49	448545.80
371	401+73.17	39.38' RT	133038.51	448551.80
372	401+84.87	32.96' RT	133050.50	448545.76
373	401+84.87	38.95' RT	133050.51	448551.76
374	401+89.69	32.96' RT	133056.50	448545.74
375	401+89.67	38.96' RT	133056.51	448551.74
376	401+84.87	41.52' RT	133050.52	448554.32
377	401+89.66	41.52' RT	133056.52	448554.30
378	401+84.87	47.55' RT	133050.53	448560.35
379	401+89.64	47.55' RT	133056.53	448560.34
380	401+84.87	53.55' RT	133050.55	448566.35
381	401+89.62	53.55' RT	133056.55	448566.34
382	401+84.83	29.41' RT	133050.49	448542.21
383	401+84.71	26.00' RT	133050.48	448538.80
384	401+84.87	23.64' RT	133051.35	448536.45
385	401+91.28	27.47' RT	133058.05	448540.25
386	401+96.97	40.76' RT	133063.82	448553.50
387	401+97.64	46.72' RT	133064.53	448559.46
388	401+99.39	40.14' RT	133066.24	448552.87
389	402+00.14	46.73' RT	133067.03	448559.46
390	401+82.12	22.77' RT	133047.99	448535.48
391	401+92.43	31.30' RT	133059.22	448544.07
392	401+96.37	37.44' RT	133063.20	448550.19
393	402+00.14	47.39' RT	133067.03	448560.12
394	401+89.70	29.42' RT	133056.49	448542.20

2

2

N

LEGEND

###.##	SIDEWALK ELEVATION
###.##(F)	CURB FLANGE ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
###	POINT NUMBER
LL	LEVEL LANDING
	DETECTABLE WARNING FIELD
#	CURB RAMP TYPE
#M	CURB RAMP TYPE MODIFIED

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJSUT ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. THE GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11% MAX.
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

RADIAL WARNING FIELD INFORMATION

BACK OF CURB RADIUS =	22.5'
LANDING LENGTH 'XR' =	6.20'
RADIAL WARNING FIELD AREA =	14.2 SF
RADIAL LONG CHORD =	6.96'

RADIAL WARNING FIELD INFORMATION

BACK OF CURB RADIUS =	23.5'
LANDING LENGTH 'XR' =	6.90'
RADIAL WARNING FIELD AREA =	14.9 SF
RADIAL LONG CHORD =	7.24'

403+00

WEST AVE (STH 35)

WEST AVE (STH 35)

WEST AVE R/L

EXISTING R/W

PROPOSED R/W

EXISTING R/W

TLE

TLE

CONCRETE CURB PEDESTRIAN

MH

POST

POST

SLOPE INTERCEPT

SLOPE INTERCEPT

672.91 420 — 421 672.80 — 419 672.87 — 672.97 418 — 672.42 407 — 672.50 403 — 672.51 405 — 414 672.34 — 672.31(G) — 416 672.39(F) — 672.95 401 — 672.79 402 — 672.41 404 — 415 672.29 — 672.27(G) — 408 — 672.33 — 417 672.35(F) — 406 — 672.42 — 672.43(T) — 423 672.26(G) — 672.41(T) — 422 672.24(G) — 672.22 409 — 410 672.24 — 672.22(G) — 412 672.30(F) — 672.20 411 — 672.18(G) — 672.26 413

673.15 454 — 673.04 452 — 673.02(G) — 673.00(F) 450 — 673.02(F) 451 — 673.05(G) — 673.07 453 — 673.16 455

456 673.18 — 458 673.12 — 673.10(G) — 460 673.08(F) — 461 673.09(F) — 673.12(G) — 459 673.14 — 457 673.20

672.45 482 — 673.14(T) — 673.21 471 — 673.11 470 — 473 672.57 — 673.07(T) — 673.12(T) — 673.10(T) — 476 672.62 — 478 672.60 — 672.48 472 — 672.43(G) — 672.51(F) 483 — 673.19(T) — 480 673.24 — 481 673.09 — 672.39 474 — 672.37(G) — 475 — 672.47 — 479 672.51 — 672.45(F) 484 — 672.84(T) — 477 672.53 — 672.34(G) 491 — 672.25 — 486 — 672.70(T) — 672.30(G) 492 — 672.29 485 — 672.27(G) — 672.35(F) 488 — 672.20(G) — 493 672.28(F) — 487 672.24 — 672.22(G) — 489 672.30(F)

BADGER ST

BADGER ST

PROJECT NO: 5220-04-74	HWY: STH 35	COUNTY: LA CROSSE	CURB RAMP DETAILS - BADGER ST	SHEET 21 E

FILE NAME : T:\1190937.01\CIVIL3D\52200404\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - Badger-N

PLOT DATE : 10/14/2020 9:49 AM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

Badger St NW - Point Table				
POINT NUMBER	STATION	OFFSET	Y	X
401	402+48.92	63.10' LT	133115.16	448449.33
402	402+42.92	63.11' LT	133109.16	448449.37
403	402+48.92	55.91' LT	133115.20	448456.53
404	402+42.92	55.91' LT	133109.20	448456.56
405	402+48.92	49.87' LT	133115.23	448462.57
406	402+42.92	49.87' LT	133109.23	448462.60
407	402+48.91	44.32' LT	133115.26	448468.11
408	402+42.91	44.33' LT	133109.26	448468.14
409	402+36.27	55.15' LT	133102.55	448457.36
410	402+36.95	49.19' LT	133103.27	448463.32
411	402+35.04	55.01' LT	133101.32	448457.51
412	402+34.70	48.09' LT	133101.03	448464.43
413	402+32.58	54.56' LT	133098.87	448457.97
414	402+48.91	38.13' LT	133115.29	448474.31
415	402+42.91	41.65' LT	133109.27	448470.82
416	402+47.99	35.80' LT	133114.39	448476.64
417	402+41.33	39.72' LT	133107.70	448472.76
418	402+57.61	43.81' LT	133123.96	448468.57
419	402+57.82	36.57' LT	133124.21	448475.82
420	402+64.61	44.01' LT	133130.95	448468.33
421	402+64.81	36.77' LT	133131.20	448475.58
422	402+38.18	46.08' LT	133104.52	448466.42
423	402+40.49	43.22' LT	133106.85	448469.27

Badger St North Median - Point Table				
POINT NUMBER	STATION	OFFSET	Y	X
450	402+48.67	11.59' LT	133115.21	448500.85
451	402+42.67	11.43' LT	133109.21	448501.04
452	402+48.70	10.34' LT	133115.25	448502.10
453	402+42.70	10.18' LT	133109.25	448502.29
454	402+48.69	7.79' LT	133115.25	448504.64
455	402+42.69	7.83' LT	133109.25	448504.64
456	402+48.66	3.79' LT	133115.25	448508.64
457	402+42.66	3.83' LT	133109.25	448508.64
458	402+48.64	1.45' LT	133115.24	448510.99
459	402+42.64	1.42' LT	133109.24	448511.05
460	402+48.65	0.20' LT	133115.26	448512.24
461	402+42.65	0.17' LT	133109.26	448512.30

Badger St NE - Point Table				
POINT NUMBER	STATION	OFFSET	Y	X
470	402+58.37	30.47' RT	133125.16	448542.84
471	402+58.54	36.46' RT	133125.37	448548.84
472	402+48.43	30.75' RT	133115.22	448543.19
473	402+48.41	36.75' RT	133115.24	448549.19
474	402+42.43	30.86' RT	133109.22	448543.34
475	402+42.41	36.74' RT	133109.24	448549.21
476	402+48.41	40.38' RT	133115.25	448552.82
477	402+42.41	40.37' RT	133109.25	448552.84
478	402+48.39	46.39' RT	133115.28	448558.83
479	402+42.39	46.38' RT	133109.28	448558.85
480	402+48.36	58.39' RT	133115.32	448570.83
481	402+42.36	58.38' RT	133109.32	448570.85
482	402+48.44	26.82' RT	133115.20	448539.26
483	402+47.38	24.56' RT	133114.13	448537.00
484	402+40.73	29.03' RT	133107.51	448541.51
485	402+36.34	39.97' RT	133103.19	448552.48
486	402+35.95	45.95' RT	133102.83	448558.47
487	402+34.99	45.89' RT	133101.87	448558.41
488	402+34.00	39.10' RT	133100.84	448551.62
489	402+32.50	45.65' RT	133099.38	448558.19
491	402+39.95	32.75' RT	133106.75	448545.24
492	402+37.35	36.56' RT	133104.18	448549.06
493	402+32.39	48.88' RT	133099.28	448561.42

2

N

UTILITY (FACILITY)	SYMBOL/COLOR CODE
CENTURY LINK - COMMUNICATIONS	T
XCEL ENERGY - GAS	G
XCEL ENERGY - OH ELECTRIC	OH
CITY OF LA CROSSE - WATER	W
CITY OF LA CROSSE - SANITARY	SAN
CITY OF LA CROSSE - ELECTRIC	E
WINDSTREAM - COMMUNICATIONS	FO
NOT FIELD VERIFIED	• • • • •

KING ST

EXISTING R/W

EXISTING POWER POLE TO REMAIN

CITY OF LA CROSSE FIBER OPTIC

EXISTING R/W

ADJUST SANITARY MANHOLE COVER

ADJUST SANITARY MANHOLE COVER

302+00

303+00

304+00

305+00

306+00

307+00

WEST AVE (STH 35)

WEST AVE (STH 35)

CITY OF LA CROSSE FIBER OPTIC

EXISTING R/W

END CONSTRUCTION
STA 307+55

ADJUST SANITARY MANHOLE COVER

WEST AVE R/L

EXISTING R/W

BEGIN CONSTRUCTION
STA 302+00

TLE

CASS-KING STREETS RESIDENTIAL
HISTORIC DISTRICT

EXISTING POWER POLE
TO REMAIN

KING ST

EXISTING HYDRANT TO REMAIN

EXISTING R/W

CASS-KING STREETS RESIDENTIAL
HISTORIC DISTRICT

EXISTING R/W

EXISTING R/W

SHEET 1 OF 2

PROJECT NO: 5220-04-74	HWY: STH 35	COUNTY: LA CROSSE	UTILITY DETAILS	SHEET 23	E

FILE NAME : T:\1190937.01\CIVIL3D\52200404\SHEETSPLAN\023001-UP.DWG
LAYOUT NAME - 01

PLOT DATE : 10/14/2020 1:58 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

UTILITY (FACILITY)	SYMBOL/COLOR CODE
CENTURY LINK - COMMUNICATIONS	T
XCEL ENERGY - GAS	G
XCEL ENERGY - OH ELECTRIC	OH
CITY OF LA CROSSE - WATER	W
CITY OF LA CROSSE - SANITARY	SAN
CITY OF LA CROSSE - ELECTRIC	E
WINDSTREAM - COMMUNICATIONS	FO
NOT FIELD VERIFIED	

N

BADGER ST

EXISTING R/W

EXISTING POWER POLE TO REMAIN

CITY OF LA CROSSE FIBER OPTIC

TLE

PROPOSED R/W

WEST AVE (STH 35)

401+00

402+00

403+00

404+00

405+00

WEST AVE R/L

EXISTING HYDRANT TO REMAIN

MWEL

ASPH

CONC

SHEET 2 OF 2

PROJECT NO: 5220-04-74	HWY: STH 35	COUNTY: LA CROSSE	UTILITY DETAILS	SHEET 24	E

FILE NAME : T:\1190937.01\CIVIL3D\52200404\SHEETSPLAN\023001-UP.DWG
LAYOUT NAME - 02

PLOT DATE : 10/14/2020 9:49 AM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

2

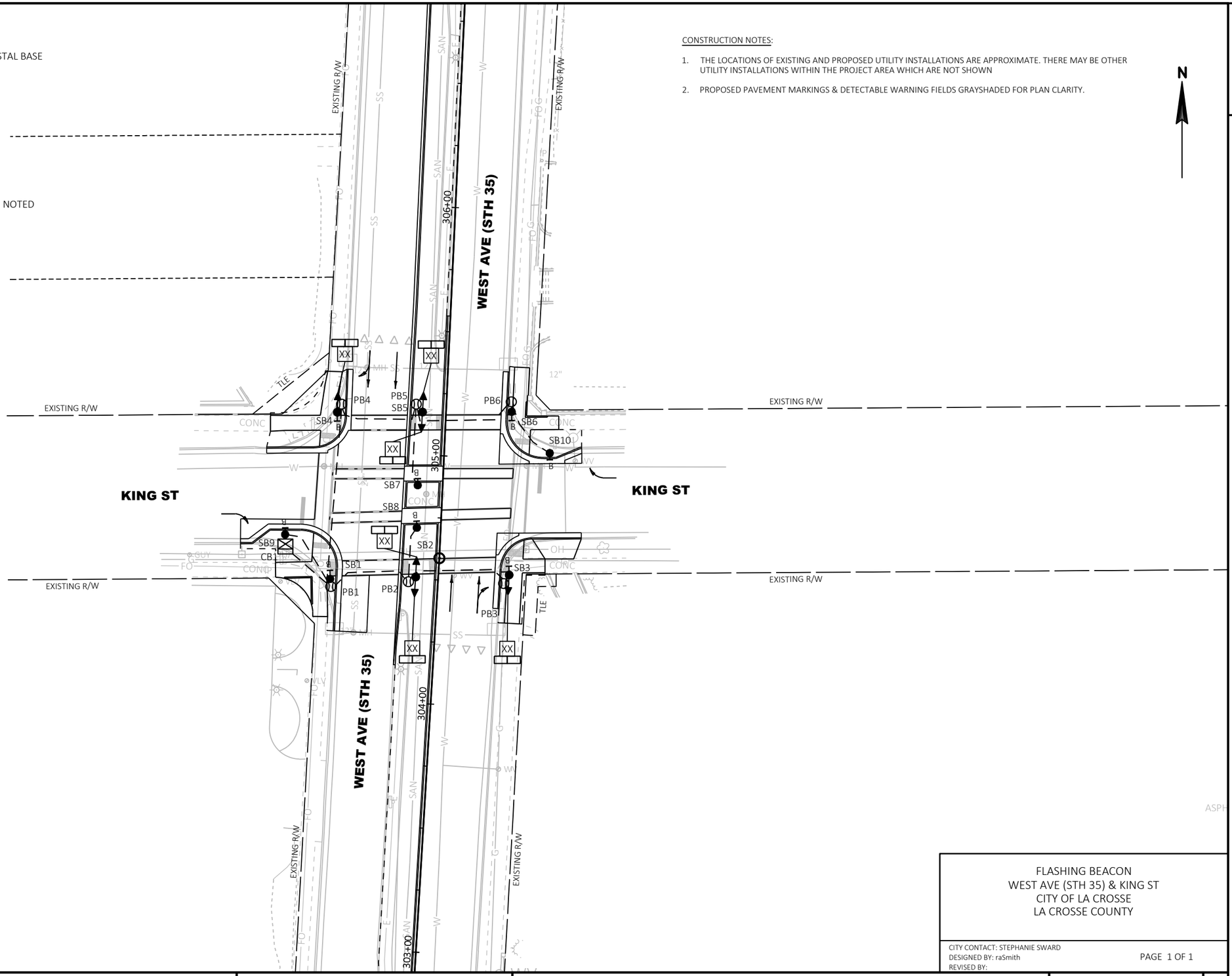
LEGEND

- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- PEDESTRIAN PUSH BUTTON
- SIGNAL HEAD NUMBER
- RAPID RECTANGULAR FLASHING BEACON
- LANE DESIGNATION FOR INFO ONLY
- CONTROL CABINET
- PULL BOX, 24" X 42"
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED

CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN
2. PROPOSED PAVEMENT MARKINGS & DETECTABLE WARNING FIELDS GRAYSHADED FOR PLAN CLARITY.

N



FLASHING BEACON
WEST AVE (STH 35) & KING ST
CITY OF LA CROSSE
LA CROSSE COUNTY

CITY CONTACT: STEPHANIE SWARD
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 5220-04-74	HWY: STH 35	COUNTY: LA CROSSE	FLASHING BEACON PLAN	SHEET 25	E

FILE NAME : T:\1190937.01\CIVIL3D\52200404\SHEETSPLAN\024201-SP.DWG
LAYOUT NAME - King

PLOT DATE : 10/14/2020 9:50 AM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

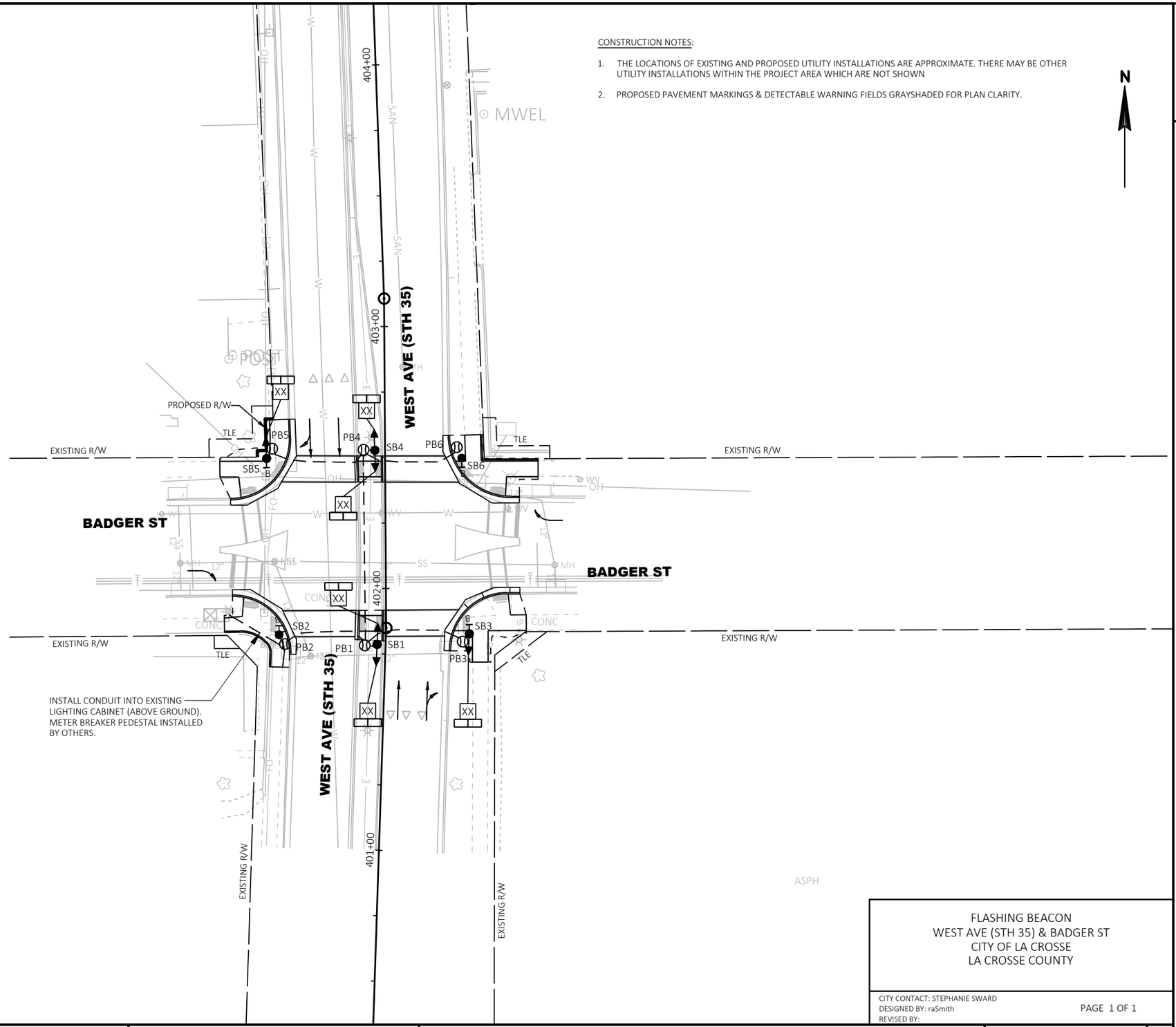
2

LEGEND

- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- PEDESTRIAN PUSH BUTTON
- XX SIGNAL HEAD NUMBER
- RAPID RECTANGULAR FLASHING BEACON
- LANE DESIGNATION FOR INFO ONLY
- PULL BOX, 24" X 42"
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED

CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN
2. PROPOSED PAVEMENT MARKINGS & DETECTABLE WARNING FIELDS GRAYSHADED FOR PLAN CLARITY.



FLASHING BEACON
WEST AVE (STH 35) & BADGER ST
CITY OF LA CROSSE
LA CROSSE COUNTY

CITY CONTACT: STEPHANIE SWARD
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 5220-04-74	HWY: STH 35	COUNTY: LA CROSSE	FLASHING BEACON PLAN	SHEET 26	E

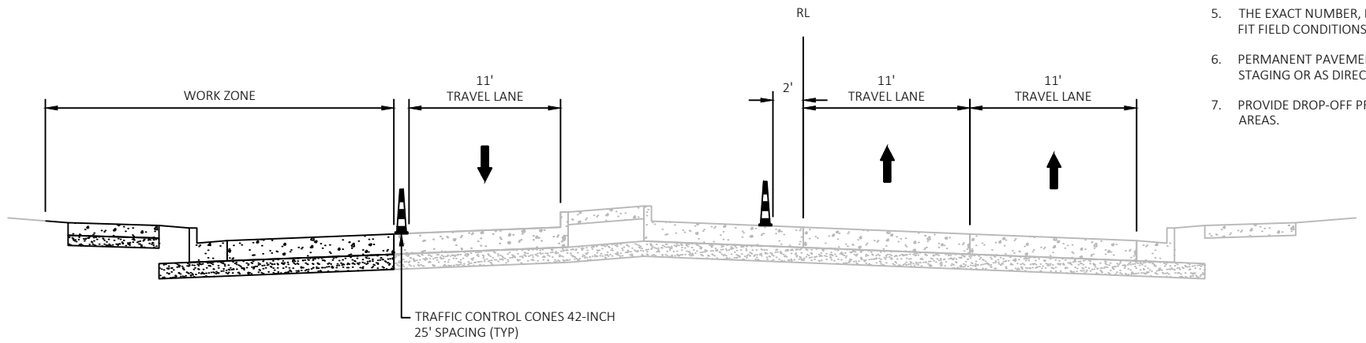
FILE NAME : T:\1190937.01\CIVIL3D\52200404\SHEETSPLAN\024201-SP.DWG
LAYOUT NAME - Badger

PLOT DATE : 10/14/2020 9:50 AM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

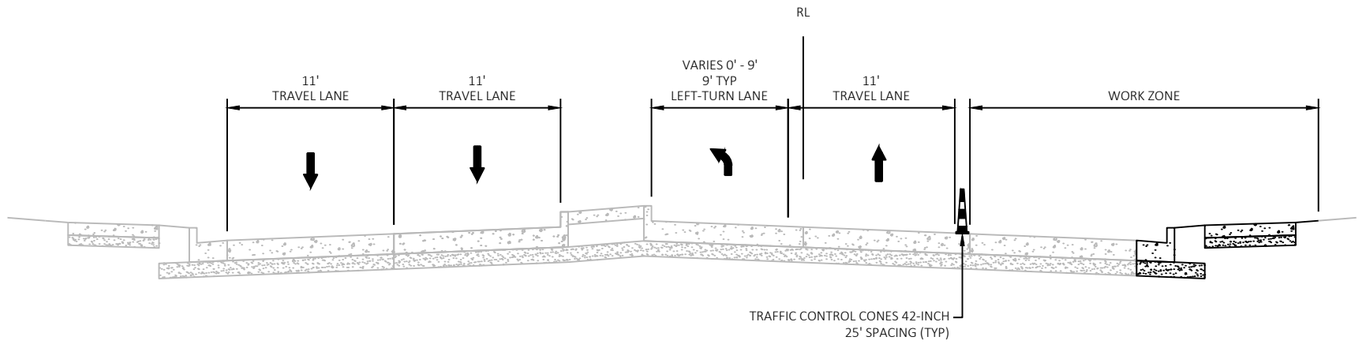
TRAFFIC CONTROL NOTES:

1. MAINTAIN MINIMUM ONE 11' LANE IN EACH DIRECTION.
2. MAINTAIN ACCESS TO ALL DRIVEWAYS EXCEPT WHEN WORKING IMMEDIATELY IN FRONT OF DRIVEWAY.
3. USE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY.
   BUFFER SPACE = 55'
   LANE CLOSURE TAPER = 125'
4. ALL SIGNS SHALL BE 48" X 48" UNLESS NOTED OTHERWISE.
5. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
6. PERMANENT PAVEMENT MARKING SHALL BE INSTALLED WHEN APPROPRIATE DURING CONSTRUCTION STAGING OR AS DIRECTED BY THE ENGINEER.
7. PROVIDE DROP-OFF PROTECTION AS REQUIRED PER THE STANDARD SPECS FOR PAVEMENT REMOVAL AREAS.



TRAFFIC CONTROL - STAGE 1A
WEST AVE

NORTHBOUND LEFT-TURN LANE CLOSED AT KING ST
SOUTHBOUND LEFT-TURN LANE OPEN AT KING ST

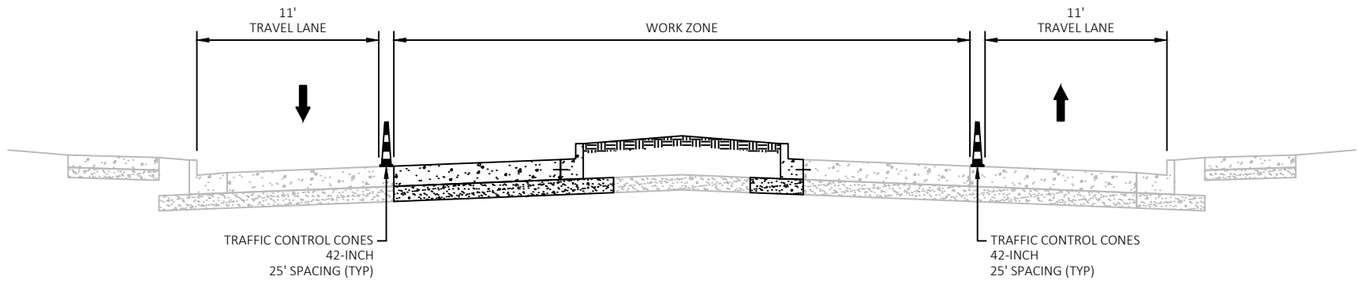


TRAFFIC CONTROL - STAGE 1B
WEST AVE

NORTHBOUND LEFT-TURN LANE OPEN AT KING ST
SOUTHBOUND LEFT-TURN LANE CLOSED AT KING ST

TRAFFIC CONTROL NOTES:

1. MAINTAIN MINIMUM ONE 11' LANE IN EACH DIRECTION.
2. MAINTAIN ACCESS TO ALL DRIVEWAYS EXCEPT WHEN WORKING IMMEDIATELY IN FRONT OF DRIVEWAY.
3. USE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY.
   BUFFER SPACE = 55'
   LANE CLOSURE TAPER = 125'
4. ALL SIGNS SHALL BE 48" X 48" UNLESS NOTED OTHERWISE.
5. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
6. PERMANENT PAVEMENT MARKING SHALL BE INSTALLED WHEN APPROPRIATE DURING CONSTRUCTION STAGING OR AS DIRECTED BY THE ENGINEER.
7. PROVIDE DROP-OFF PROTECTION AS REQUIRED PER THE STANDARD SPECS FOR PAVEMENT REMOVAL AREAS.



TRAFFIC CONTROL - STAGE 2
WEST AVE

PROJECT NO: 5220-04-74	HWY: STH 35	COUNTY: LA CROSSE	TRAFFIC CONTROL	SHEET 28	E

2

LEGEND

- TYPE III BARRICADE WITH TWO WARNING LIGHTS TYPE A
- TYPE III BARRICADE WITH TWO WARNING LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL SIGN ON PERMANENT / TEMPORARY SUPPORT
- WORK ZONE
- TRAFFIC FLOW
- ARROW BOARD
- TRAFFIC CONTROL CONES 42-INCH (25' SPACING TYP)
- TRAFFIC CONTROL DRUMS WITH WARNING LIGHTS TYPE C (25' SPACING TYP)
- PEDESTRIAN DETOUR ROUTE (WEST AVE)
- PEDESTRIAN DETOUR ROUTE (KING ST / BADGER ST)
- XXXX REMOVABLE MASK OUT TAPE 6-INCH
- T4W TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- T4Y TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)

NOTE: PEDESTRIAN DETOUR ROUTE SIGNS TO BE PLACED ON TYPE II BARRICADES UNLESS OTHERWISE NOTED.

N

11TH ST

ROAD CLOSED AHEAD W20-3A

DETOUR M4-9BL 30"X24"

DETOUR M4-9BR 30"X24"

SIDEWALK CLOSED R9-9 24"X12"

DETOUR M4-9BR 30"X24"

R11-4 60" X 30" ROAD CLOSED TO THRU TRAFFIC TYPE III BARRICADE

50'

SIDEWALK CLOSED AHEAD CROSS HERE R9-11 24"X12"

CASS ST

END ROAD WORK G20-2A 48"X24"

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

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

R9-9 24"X12" SIDEWALK CLOSED TYPE III BARRICADE

EXISTING R/W

KING ST

R9-9 24"X12" SIDEWALK CLOSED TYPE III BARRICADE

EXISTING R/W

W04-2R 200' RIGHT LANE CLOSED AHEAD W20-5A 200' ROAD WORK AHEAD W20-1A 200' MAX. 10' WIDTH W12-52

SIDEWALK CLOSED AHEAD CROSS HERE R9-11 24"X12"

WEST AVE (STH 35)

EXISTING R/W

+10 26'LT T4W +35 38'LT

XXXX XXXX XXXX XXXX

SIDEWALK CLOSED AHEAD CROSS HERE R9-11 24"X12"

DETOUR M4-9BL 30"X24"

302 304 306 308

11'

EXISTING R/W

MASK EXISTING "SKIP" LINES

WEST AVE R/L

EXISTING R/W

WEST AVE (STH 35)

MAIN ST

PCMS

ROAD WORK BEGINS

(DATE) XX/XX/XX

TRAFFIC CONTROL SIGNS PCMS TO BE FIELD LOCATED BY THE FIELD ENGINEER

DETOUR M4-9BR 30"X24"

R3-2 24"X24"

EXISTING R/W

KING ST

EXISTING R/W

R9-11A 24"X12" SIDEWALK CLOSED CROSS HERE TYPE III BARRICADE

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

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

R3-2 24"X24"

SIDEWALK CLOSED R9-9 24"X12"

DETOUR M4-9BL 30"X24"

ROAD CLOSED AHEAD W20-3A

PROJECT NO: 5220-04-74	HWY: STH 35	COUNTY: LA CROSSE	TRAFFIC CONTROL - STAGE 1A	SHEET 29	E

FILE NAME : T:\1190937.01\CIVIL3D\52200404\SHEETSPLAN\026001-TC1A.DWG
LAYOUT NAME - 01

PLOT DATE : 10/14/2020 9:50 AM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

LEGEND

- TYPE III BARRICADE WITH TWO WARNING LIGHTS TYPE A
- TYPE III BARRICADE WITH TWO WARNING LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL SIGN ON PERMANENT / TEMPORARY SUPPORT
- WORK ZONE
- TRAFFIC FLOW
- ARROW BOARD
- TRAFFIC CONTROL CONES 42-INCH (25' SPACING TYP)
- TRAFFIC CONTROL DRUMS WITH WARNING LIGHTS TYPE C (25' SPACING TYP)
- PEDESTRIAN DETOUR ROUTE (WEST AVE)
- PEDESTRIAN DETOUR ROUTE (KING ST / BADGER ST)
- XXXX — REMOVABLE MASK OUT TAPE 6-INCH
- T4W — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- T4Y — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)

NOTE: PEDESTRIAN DETOUR ROUTE SIGNS TO BE PLACED ON TYPE II BARRICADES UNLESS OTHERWISE NOTED.

N

11TH ST

ROAD CLOSED AHEAD
W20-3A

SIDEWALK CLOSED
R9-9
24"X12"

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

R11-4
60" X 30"
ROAD CLOSED TO THRU TRAFFIC
TYPE III BARRICADE

50'

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
24"X12"

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

R9-9
24"X12"
SIDEWALK CLOSED
TYPE III BARRICADE

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

PINE ST

BADGER ST

EXISTING R/W

WEST AVE (STH 35)

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
24"X12"

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

11'

+21
23'LT

+46
35'LT

T4W

XXXX XXXX XXXX

MASK EXISTING "SKIP" LINES

WEST AVE R/L

SIDEWALK CLOSED
CROSS HERE

END ROAD WORK
G20-2A
48"X24"

SIDEWALK CLOSED
R9-9
24"X12"

DETOUR
M4-9BL
30"X24"

402
404
406
408
410

W04-2R
200'
RIGHT LANE CLOSED AHEAD
W20-5A
200'
ROAD WORK AHEAD
W20-1A
200'
MAX. 10' WIDTH
W12-52
200'

ROAD WORK BEGINS

(DATE)
XX/XX/XX

TRAFFIC CONTROL SIGNS PCMS TO BE FIELD LOCATED BY THE FIELD ENGINEER

PCMS

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
24"X12"

LA CROSSE ST (STH 16)

PROJECT NO: 5220-04-74	HWY: STH 35	COUNTY: LA CROSSE	TRAFFIC CONTROL - STAGE 1A	SHEET 30	E

FILE NAME : T:\1190937.01\CIVIL3D\52200404\SHEETSPLAN\026001-TC1A.DWG
LAYOUT NAME - 02
PLOT DATE : 10/14/2020 9:50 AM
PLOT BY : GUILLAMA, TINA
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE III BARRICADE WITH TWO WARNING LIGHTS TYPE A
- TYPE III BARRICADE WITH TWO WARNING LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL SIGN ON PERMANENT / TEMPORARY SUPPORT
- WORK ZONE
- TRAFFIC FLOW
- ARROW BOARD
- TRAFFIC CONTROL CONES 42-INCH (25' SPACING TYP)
- TRAFFIC CONTROL DRUMS WITH WARNING LIGHTS TYPE C (25' SPACING TYP)
- PEDESTRIAN DETOUR ROUTE (WEST AVE)
- PEDESTRIAN DETOUR ROUTE (KING ST / BADGER ST)
- .XXXX. REMOVABLE MASK OUT TAPE 6-INCH
- T4W TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- T4Y TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)

NOTE: PEDESTRIAN DETOUR ROUTE SIGNS TO BE PLACED ON TYPE II BARRICADES UNLESS OTHERWISE NOTED.

N

ROAD CLOSED AHEAD W20-3A

R9-11A 24"X12" SIDEWALK CLOSED CROSS HERE — TYPE III BARRICADE

R11-2 48" X 30" ROAD CLOSED — TYPE III BARRICADE

END ROAD WORK G20-2A 48"X24"

CASS ST

KING ST

R3-2 24"X24"

SIDEWALK CLOSED R9-9 24"X12" DETOUR M4-9BL 30"X24"

R3-2 24"X24"

EXISTING R/W

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

DETOUR M4-9BL 30"X24"

WEST AVE (STH 35)

MASK EXISTING "SKIP" LINES

XXXX XXXX XXXX XXXX

302 304 306 308

+20 22'RT

+45 10'RT

T4W

SIDEWALK CLOSED AHEAD CROSS HERE R9-11 24"X12"

EXISTING R/W

WEST AVE R/L

WEST AVE (STH 35)

DETOUR M4-9BR 30"X24"

SIDEWALK CLOSED AHEAD CROSS HERE R9-11 24"X12"

200' 200' 200' 200'

MAX. 10' WIDTH W12-52

ROAD WORK AHEAD W20-1A

RIGHT LANE CLOSED AHEAD W20-5A

W04-2R

R9-9 24"X12" SIDEWALK CLOSED — TYPE III BARRICADE

R11-2 48" X 30" ROAD CLOSED — TYPE III BARRICADE

R9-9 24"X12" SIDEWALK CLOSED — TYPE III BARRICADE

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

R11-4 60" X 30" ROAD CLOSED TO THRU TRAFFIC — TYPE III BARRICADE

50'

MAIN ST

SIDEWALK CLOSED AHEAD CROSS HERE R9-11 24"X12"

ROAD CLOSED AHEAD W20-3A

SIDEWALK CLOSED R9-9 24"X12" DETOUR M4-9BR 30"X24"

13TH ST

DETOUR M4-9BL 30"X24"

DETOUR M4-9BR 30"X24"

SIDEWALK CLOSED AHEAD CROSS HERE R9-11 24"X12"

PROJECT NO: 5220-04-74	HWY: STH 35	COUNTY: LA CROSSE	TRAFFIC CONTROL - STAGE 1B	SHEET 31	E

FILE NAME : T:\1190937.01\CIVIL3D\52200404\SHEETSPLAN\026001-TC1B.DWG
LAYOUT NAME - 01
PLOT DATE : 10/14/2020 9:50 AM
PLOT BY : GUILLAMA, TINA
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE III BARRICADE WITH TWO WARNING LIGHTS TYPE A
- TYPE III BARRICADE WITH TWO WARNING LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL SIGN ON PERMANENT / TEMPORARY SUPPORT
- WORK ZONE
- TRAFFIC FLOW
- ARROW BOARD
- TRAFFIC CONTROL CONES 42-INCH (25' SPACING TYP)
- TRAFFIC CONTROL DRUMS WITH WARNING LIGHTS TYPE C (25' SPACING TYP)
- PEDESTRIAN DETOUR ROUTE (WEST AVE)
- PEDESTRIAN DETOUR ROUTE (KING ST / BADGER ST)
- .XXXX. REMOVABLE MASK OUT TAPE 6-INCH
- T4W TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- T4Y TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)

NOTE: PEDESTRIAN DETOUR ROUTE SIGNS TO BE PLACED ON TYPE II BARRICADES UNLESS OTHERWISE NOTED.

N

WEST AVE (STH 35)

BADGER ST

PINE ST

13TH ST

LA CROSSE ST (STH 16)

EXISTING R/W

DETOUR M4-9BL 30"X24"

DETOUR M4-9BR 30"X24"

SIDEWALK CLOSED R9-9 24"X12"

DETOUR M4-9BR 30"X24"

R9-11A 24"X12" SIDEWALK CLOSED CROSS HERE

TYPE III BARRICADE

MASK EXISTING "SKIP" LINES

XXXX XXXX XXXX XXXX

125'

11'

+18 10'RT

T4W

402 404 406 408 410

WEST AVE R/L

SIDEWALK CLOSED AHEAD CROSS HERE R9-11 24"X12"

SIDEWALK CLOSED AHEAD CROSS HERE R9-11 24"X12"

200' 200' 200' 200'

MAX. 10' WIDTH W12-52

ROAD WORK AHEAD W20-1A

RIGHT LANE CLOSED AHEAD W20-5A

W04-2R

R9-9 24"X12" SIDEWALK CLOSED TYPE III BARRICADE

R9-9 24"X12" SIDEWALK CLOSED TYPE III BARRICADE

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

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

R11-4 60" X 30" ROAD CLOSED TO THRU TRAFFIC TYPE III BARRICADE

END ROAD WORK G20-2A 48"X24"

50'

ROAD CLOSED AHEAD W20-3A

SIDEWALK CLOSED R9-9 24"X12"

DETOUR M4-9BL 30"X24"

SIDEWALK CLOSED AHEAD CROSS HERE R9-11 24"X12"

DETOUR M4-9BL 30"X24"

DETOUR M4-9BR 30"X24"

PROJECT NO: 5220-04-74	HWY: STH 35	COUNTY: LA CROSSE	TRAFFIC CONTROL - STAGE 1B	SHEET 32	E

FILE NAME : T:\1190937.01\CIVIL3D\52200404\SHEETSPLAN\026001-TC1B.DWG
LAYOUT NAME - 02

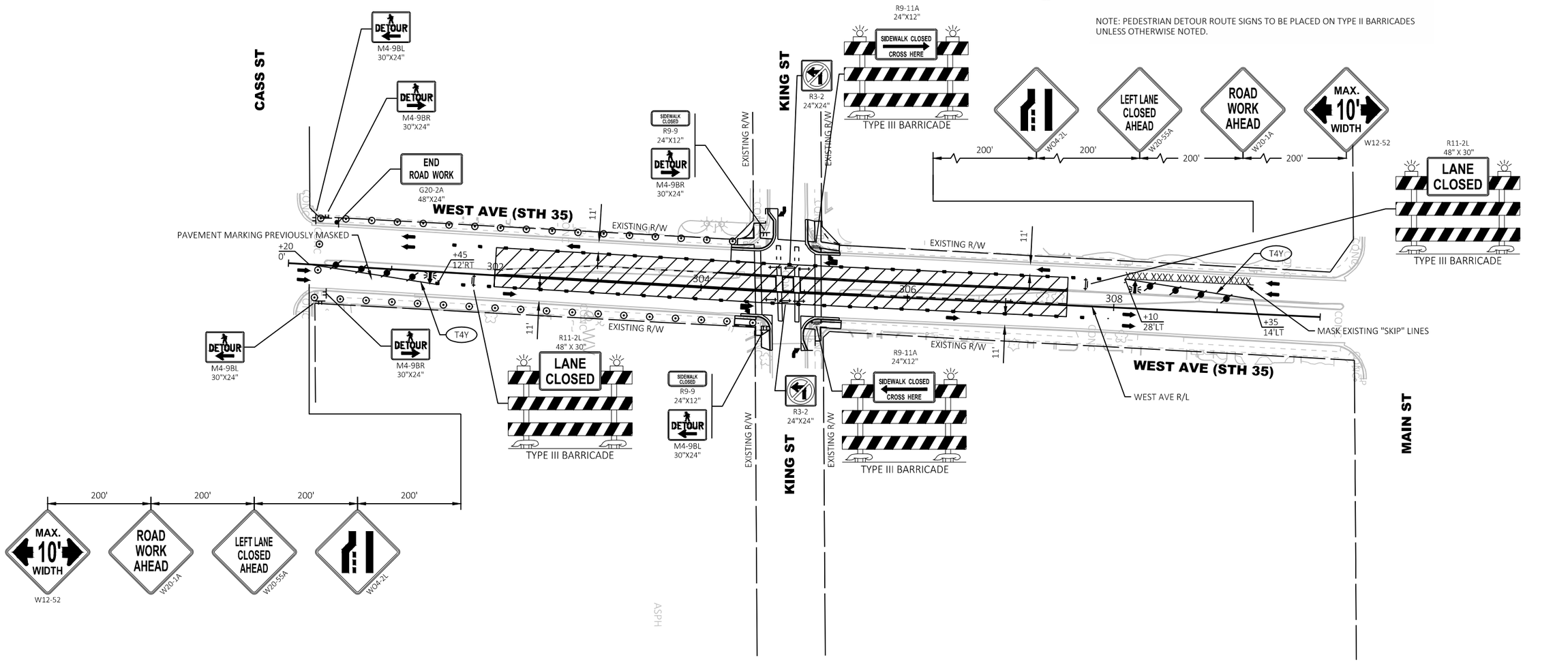
PLOT DATE : 10/14/2020 9:50 AM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : ##########

LEGEND

- TYPE III BARRICADE WITH TWO WARNING LIGHTS TYPE A
- TYPE III BARRICADE WITH TWO WARNING LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL SIGN ON PERMANENT / TEMPORARY SUPPORT
- WORK ZONE
- TRAFFIC FLOW
- ARROW BOARD
- TRAFFIC CONTROL CONES 42-INCH (25' SPACING TYP)
- TRAFFIC CONTROL DRUMS WITH WARNING LIGHTS TYPE C (25' SPACING TYP)
- PEDESTRIAN DETOUR ROUTE (WEST AVE)
- PEDESTRIAN DETOUR ROUTE (KING ST / BADGER ST)
- XXXX REMOVABLE MASK OUT TAPE 6-INCH
- T4W TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- T4Y TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)

N

NOTE: PEDESTRIAN DETOUR ROUTE SIGNS TO BE PLACED ON TYPE II BARRICADES UNLESS OTHERWISE NOTED.



PROJECT NO: 5220-04-74	HWY: STH 35	COUNTY: LA CROSSE	TRAFFIC CONTROL - STAGE 2	SHEET 33	E

FILE NAME : T:\1190937.01\CIVIL3D\52200404\SHEETSPLAN\026002-TC2.DWG
LAYOUT NAME - 01
PLOT DATE : 10/14/2020 9:50 AM
PLOT BY : GUILLAMA, TINA
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE III BARRICADE WITH TWO WARNING LIGHTS TYPE A
- TYPE III BARRICADE WITH TWO WARNING LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL SIGN ON PERMANENT / TEMPORARY SUPPORT
- WORK ZONE
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- TRAFFIC CONTROL CONES 42-INCH (25' SPACING TYP)
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- PEDESTRIAN DETOUR ROUTE (WEST AVE)
- PEDESTRIAN DETOUR ROUTE (KING ST / BADGER ST)
- XXXX REMOVABLE MASK OUT TAPE 6-INCH
- T4W TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- T4Y TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)

NOTE: PEDESTRIAN DETOUR ROUTE SIGNS TO BE PLACED ON TYPE II BARRICADES UNLESS OTHERWISE NOTED.

N

PINE ST

BADGER ST

WEST AVE (STH 35)

LA CROSSE ST (STH 16)

EXISTING R/W

PAVEMENT MARKING PREVIOUSLY MASKED

MASK EXISTING "SKIP" LINES

WEST AVE R/L

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

R9-11A 24"X12" SIDEWALK CLOSED CROSS HERE — TYPE III BARRICADE

R9-9 24"X12" SIDEWALK CLOSED

M4-9BL 30"X24" DETOUR

M4-9BR 30"X24" DETOUR

W4-2L LEFT LANE CLOSED AHEAD (W20-5A) — 200' — ROAD WORK AHEAD (W20-1A) — 200' — MAX. 10' WIDTH (W12-52) — 200'

G20-2A 48"X24" END ROAD WORK

T4Y

+21 35'RT XXXX XXXX XXXX XXXX

+46 14'LT

+18 12'RT

125'

11'

402 404 406 408 410

5220-04-74

Line	Item	Item Description	Unit	Total	Qty
0002	204.0100	Removing Concrete Pavement	SY	1,215.000	1,215.000
0004	204.0150	Removing Curb & Gutter	LF	112.000	112.000
0006	204.0155	Removing Concrete Sidewalk	SY	443.000	443.000
0008	211.0200	Prepare Foundation for Concrete Pavement (project) 01. 5220-04-74	LS	1.000	1.000
0010	213.0100	Finishing Roadway (project) 01. 5220-04-74	EACH	1.000	1.000
0012	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	135.000	135.000
0014	405.0100	Coloring Concrete WisDOT Red	CY	39.000	39.000
0016	405.0200	Coloring Concrete Custom	CY	12.000	12.000
0018	415.0210	Concrete Pavement Gaps	EACH	5.000	5.000
0020	415.1080	Concrete Pavement HES 8-Inch	SY	437.000	437.000
0022	416.0160	Concrete Driveway 6-Inch	SY	14.000	14.000
0024	416.0610	Drilled Tie Bars	EACH	416.000	416.000
0026	416.0620	Drilled Dowel Bars	EACH	322.000	322.000
0028	601.0120	Concrete Curb Type J	LF	56.000	56.000
0030	601.0417	Concrete Curb & Gutter 30-Inch Type K	LF	412.000	412.000
0032	601.0600	Concrete Curb Pedestrian	LF	111.000	111.000
0034	602.0410	Concrete Sidewalk 5-Inch	SF	2,890.000	2,890.000
0036	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	264.000	264.000
0038	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	29.000	29.000
0040	611.8110	Adjusting Manhole Covers	EACH	1.000	1.000
0042	611.8115	Adjusting Inlet Covers	EACH	7.000	7.000
0044	619.1000	Mobilization	EACH	1.000	1.000
0046	624.0100	Water	MGAL	2.000	2.000
0048	625.0100	Topsoil	SY	932.000	932.000
0050	628.1905	Mobilizations Erosion Control	EACH	8.000	8.000
0052	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	4.000
0054	628.7015	Inlet Protection Type C	EACH	11.000	11.000
0056	629.0210	Fertilizer Type B	CWT	0.670	0.670
0058	631.0300	Sod Water	MGAL	28.000	28.000
0060	631.1000	Sod Lawn	SY	932.000	932.000
0062	642.5001	Field Office Type B	EACH	1.000	1.000
0064	643.0300	Traffic Control Drums	DAY	756.000	756.000
0066	643.0410	Traffic Control Barricades Type II	DAY	990.000	990.000
0068	643.0420	Traffic Control Barricades Type III	DAY	1,514.000	1,514.000
0070	643.0705	Traffic Control Warning Lights Type A	DAY	3,027.000	3,027.000
0072	643.0715	Traffic Control Warning Lights Type C	DAY	756.000	756.000
0074	643.0800	Traffic Control Arrow Boards	DAY	176.000	176.000
0076	643.0900	Traffic Control Signs	DAY	3,200.000	3,200.000
0078	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000

5220-04-74

Line	Item	Item Description	Unit	Total	Qty
0080	643.1070	Traffic Control Cones 42-Inch	DAY	2,878.000	2,878.000
0082	643.5000	Traffic Control	EACH	1.000	1.000
0084	646.9110	Marking Removal Line Water Blasting 8-Inch	LF	275.000	275.000
0086	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	1,008.000	1,008.000
0088	649.0960	Temporary Marking Removable Mask Out Tape 6-Inch	LF	180.000	180.000
0090	650.7000	Construction Staking Concrete Pavement	LF	152.000	152.000
0092	650.8500	Construction Staking Electrical Installations (project) 01. 5220-04-74	LS	1.000	1.000
0094	650.9000	Construction Staking Curb Ramps	EACH	24.000	24.000
0096	650.9910	Construction Staking Supplemental Control (project) 01. 5220-04-74	LS	1.000	1.000
0098	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	644.000	644.000
0100	652.0700.S	Install Conduit into Existing Item	EACH	1.000	1.000
0102	653.0140	Pull Boxes Steel 24x42-Inch	EACH	12.000	12.000
0104	654.0101	Concrete Bases Type 1	EACH	16.000	16.000
0106	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	1.000	1.000
0108	656.0200	Electrical Service Meter Breaker Pedestal (location) 01. West Ave & King St	LS	1.000	1.000
0110	690.0250	Sawing Concrete	LF	1,766.000	1,766.000
0112	715.0415	Incentive Strength Concrete Pavement	DOL	500.000	500.000
0114	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,200.000	1,200.000
0116	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	600.000	600.000
0118	SPV.0060	Special 01. Adjusting Sanitary Manhole Covers	EACH	2.000	2.000
0120	SPV.0060	Special 02. Adjusting Water Valves	EACH	3.000	3.000
0122	SPV.0060	Special 03. Marking Yield Line Grooved Epoxy 18-Inch	EACH	44.000	44.000
0124	SPV.0090	Special 01. Concrete Curb & Gutter 18-Inch Type K	LF	719.000	719.000
0126	SPV.0090	Special 02. Marking Stop Line Grooved Epoxy 12-Inch	LF	50.000	50.000
0128	SPV.0090	Special 03. Marking Crosswalk Grooved Epoxy Transverse Line 12-Inch	LF	858.000	858.000
0130	SPV.0105	Special 01. Rectangular Rapid Flashing Beacon System West Ave & King St	LS	1.000	1.000
0132	SPV.0105	Special 02. Rectangular Rapid Flashing Beacon System West Ave & Badger St	LS	1.000	1.000

3

REMOVAL ITEMS

LOCATION	FUNDING CATEGORY	STATION	TO	STATION	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY
KING ST	0010	302+00	-	307+55	1,082	--	305
BADGER ST	0020	401+70	-	402+65	133	112	138
PROJECT TOTALS					**1,215**	**112**	**443**

BASE AGGREGATE ITEMS

LOCATION	FUNDING CATEGORY	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER MGAL
KING ST	0010	95	1.4
BADGER ST	0020	40	0.6
PROJECT TOTALS		**135**	**2.0**

QUANTITIES ARE UNDISTRIBUTED AND INCLUDED FOR ADDING MATERIAL UNDERNEATH REMOVED PAVEMENT, CURB & GUTTER, OR SIDEWALK

CONCRETE PAVEMENT ITEMS

LOCATION	FUNDING CATEGORY	STATION	TO	STATION	405.0100 COLORING CONCRETE WISDOT RED CY	405.0200 COLORING CONCRETE CUSTOM CY	415.1080 CONCRETE PAVEMENT HES 8-INCH SY	415.0210 CONCRETE PAVEMENT GAPS EACH	416.0160 CONCRETE DRIVEWAY 6-INCH SY
KING ST	0010	302+00	-	307+55	14	12	323	5	14
BADGER ST	0020	401+70	-	402+65	25	--	114	--	--
PROJECT TOTALS					**39**	**12**	**437**	**5**	**14**

DRILLED BARS

LOCATION	FUNDING CATEGORY	STATION	TO	STATION	416.0610 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH
KING ST	0010	302+00	-	307+55	328	170
BADGER ST	0020	401+70	-	402+65	88	152
PROJECT TOTALS					**416**	**322**

CONCRETE MISCELLANEOUS ITEMS

LOCATION	FUNDING CATEGORY	STATION	TO	STATION	601.0120 CONCRETE CURB TYPE J LF	601.0417 CONCRETE CURB & GUTTER 30-INCH TYPE K LF	SPV.0090.01 CONCRETE CURB & GUTTER 18-INCH TYPE K LF	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0410 CONCRETE SIDEWALK 5-INCH SF
KING ST	0010	302+00	-	307+55	56	251	675	51	1,590
BADGER ST	0020	401+70	-	402+65	--	161	44	60	1,300
PROJECT TOTALS					**56**	**412**	**719**	**111**	**2,890**

DETECTABLE WARNING FIELDS

LOCATION	FUNDING CATEGORY	STATION	TO	STATION	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF
KING ST	0010	302+00	-	307+55	144	--
BADGER ST	0020	401+70	-	402+65	120	29
PROJECT TOTALS					**264**	**29**

3

RESTORATION ITEMS

LOCATION	FUNDING CATEGORY	STATION	TO	STATION	625.0100 TOPSOIL SY	629.0210 FERTILIZER TYPE B CWT	631.0300 SOD WATER MGAL	631.1000 SOD LAWN SY
KING ST	0010	302+00	-	307+55	797	0.55	20	797
		UNDISTRIBUTED			80	0.06	2	80
		CATEGORY 0010 TOTAL			877	0.61	22	877
BADGER ST	0020	401+70	-	402+65	50	0.05	5	50
		UNDISTRIBUTED			5	0.01	1	5
		CATEGORY 0020 TOTAL			55	0.06	6	55
PROJECT TOTALS					**932**	**0.67**	**28**	**932**

EROSION CONTROL ITEMS

LOCATION	FUNDING CATEGORY	STATION	TO	STATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.7015 INLET PROTECTION TYPE C EACH
KING ST	0010	302+00	-	307+55	3	1	4
		UNDISTRIBUTED			1	1	--
		CATEGORY 0010 TOTAL			4	2	4
BADGER ST	0020	401+70	-	402+65	3	1	7
		UNDISTRIBUTED			1	1	--
		CATEGORY 0020 TOTAL			4	2	7
PROJECT TOTALS					**8**	**4**	**11**

TRAFFIC CONTROL ITEMS

LOCATION	FUNDING CATEGORY	DURATION DAYS	643.0300 TRAFFIC CONTROL DRUMS QTY*	643.0300 DAY	643.0410 TRAFFIC CONTROL BARRICADES TYPE II QTY*	643.0410 DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III QTY*	643.0420 DAY	643.1070 TRAFFIC CONTROL CONES 42-IN QTY*	643.1070 DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A QTY*	643.0705 DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C QTY*	643.0715 DAY	643.0800 TRAFFIC CONTROL ARROW BOARDS QTY*	643.0800 DAY	643.0900 TRAFFIC CONTROL SIGNS QTY*	643.0900 DAY	643.1050 TRAFFIC CONTROL SIGNS PCMS QTY*	643.1050 DAY
KING ST	0010																			
STAGE 1A		18	6	108	9	162	15	270	24	432	30	540	6	108	1	18	30	540	--	--
STAGE 1B		19	6	114	9	171	15	285	26	494	30	570	6	114	1	19	30	570	--	--
STAGE 2		23	6	138	6	138	10	230	52	1196	20	460	6	138	2	46	23	529	--	--
UNDISTRIBUTED				18		24		40		107		79		18		5		82		7
SUBTOTALS				378		495		825		2,229		1,649		378		88		1,721		7
BADGER ST	0020																			
STAGE 1A		18	6	108	9	162	14	252	8	144	28	504	6	108	1	18	25	450	--	--
STAGE 1B		19	6	114	9	171	14	266	8	152	28	532	6	114	1	19	25	475	--	--
STAGE 2		23	6	138	6	138	6	138	14	322	12	276	6	138	2	46	21	483	--	--
UNDISTRIBUTED				18		24		33		31		66		18		5		71		7
SUBTOTALS				378		495		689		649		1,378		378		88		1,479		7
PROJECT TOTALS				**756**		**990**		**1,514**		**2,878**		**3,027**		**756**		**176**		**3,200**		**14**

3

PROJECT WIDE ITEMS

LOCATION	FUNDING CATEGORY	211.0200 PREPARE FOUNDATION FOR CONCRETE PAVEMENT 01. 5220-04-74 LS	213.0100 FINISHING ROADWAY 01. 5220-04-74 EACH	619.1000 MOBILIZATION EACH	643.5000 TRAFFIC CONTROL 01. 5220-04-74 EACH	642.5001 FIELD OFFICE TYPE B EACH
PROJECT 5220-04-74	0010 & 0020	1	1	1	1	1
PROJECT TOTALS		**1**	**1**	**1**	**1**	**1**

ADJUSTING COVERS

LOCATION	FUNDING CATEGORY	STATION	OFFSET	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH	SPV.0060.01 ADJUSTING SANITARY MANHOLE COVERS EACH	SPV.0060.02 ADJUSTING WATER VALVES EACH	NOTES
KING ST	0030	302+69	5' LT	--	--	1	--	--
		304+84	6' LT	--	--	1	--	REPLACE EXISTING ADJUSTING RINGS. APPROXIMATELY 10" OF EXCAVATION REQUIRED.
		304+94	48' LT	--	--	--	1	--
		304+98	33' RT	--	--	--	1	--
		305+00	53' RT	--	--	--	1	--
	0010	304+27	33' LT	1	--	--	--	--
		304+27	40' LT	--	1	--	--	REPLACE HEADER BOLTS
		304+29	25' RT	--	1	--	--	REPLACE HEADER BOLTS
		305+34	40' LT	--	1	--	--	REPLACE HEADER BOLTS
		305+36	24' RT	--	1	--	--	REPLACE HEADER BOLTS
BADGER ST	0020	401+72	36' LT	--	1	--	--	REPLACE HEADER BOLTS
		401+76	24' RT	--	1	--	--	REPLACE HEADER BOLTS
		402+38	35' RT	--	1	--	--	REPLACE HEADER BOLTS
PROJECT TOTALS				**1**	**7**	**2**	**3**	

PAVEMENT MARKING

LOCATION	FUNDING CATEGORY	STATION	TO	STATION	646.9110 * MARKING REMOVAL LINE WATER BLASTING 8-INCH LF	SPV.0060.03 MARKING YIELD LINE GROOVED EPOXY 18-INCH EACH	SPV.0090.02 MARKING STOP LINE GROOVED EPOXY 12-INCH LF	SPV.0090.03 MARKING CROSSWALK GROOVED EPOXY TRANSVERSE LINE 12-INCH LF
KING ST	0010	302+00	-	307+55	275	22	23	543
BADGER ST	0020	401+70	-	402+65	--	22	27	315
PROJECT TOTALS					**275**	**44**	**50**	**858**

* EXISTING WEST AVE LEFT TURN LANE CHANNELIZING LINES AT KING ST

TEMPORARY PAVEMENT MARKING

LOCATION	FUNDING CATEGORY	STATION	TO	STATION	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW) LF	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE) LF	649.0960 TEMPORARY MARKING LINE REMOVABLE MASK OUT TAPE 6-INCH LF
KING ST	0010	302+00	-	307+55	252	252	90
BADGER ST	0020	401+75	-	402+50	252	252	90
			SUBTOTALS		504	504	--
PROJECT TOTALS					**1,008**		**180**

CONSTRUCTION STAKING ITEMS

LOCATION	FUNDING CATEGORY	STATION	TO	STATION	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF	650.8500 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS 01. 5220-04-74 LS	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9910 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL 01. 5220-04-74 LS
KING ST	0010	302+00	-	307+55	152	--	12	--
BADGER ST	0020	401+70	-	402+65	--	--	12	--
PROJECT TOTALS					**152**	**1**	**24**	**1**

3

CONDUIT ITEMS

LOCATION	FUNDING CATEGORY	FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF.	652.0700.S INSTALL CONDUIT INTO EXISTING ITEM EACH
KING ST	0010	CB1	PB1	25	--
		PB1	SB9	3	--
		PB1	PB2	35	--
		PB2	SB2	3	--
		PB2	SB8	22	--
		PB2	PB3	43	--
		PB3	SB3	4	--
		PB1	PB4	74	--
		PB4	SB4	4	--
		PB4	PB5	38	--
		PB5	SB5	4	--
		PB5	SB7	33	--
		PB5	PB6	47	--
		PB6	SB6	4	--
		PB6	SB10	27	--
	CATEGORY 0010 TOTAL			366	--
BADGER ST	0020	PB1	SB1	5	--
		PB1	CB1	25	1
		PB1	PB2	34	--
		PB2	SB2	4	--
		PB1	PB3	41	--
		PB3	SB3	4	--
		PB1	PB4	75	--
		PB4	SB4	4	--
		PB4	PB5	38	--
		PB5	SB5	4	--
		PB4	PB6	39	--
		PB6	SB6	5	--
	CATEGORY 0020 TOTAL			278	1
PROJECT TOTALS				**644**	**1**

CONCRETE BASES

LOCATION	FUNDING CATEGORY	SIGNAL BASE NO.	ALIGNMENT	STATION	OFFSET	654.0101 CONCRETE BASES TYPE 1 EACH	654.0217 CONCRETE CONTROL CABINET BASE TYPE 9 SPECIAL EACH
KING ST	0010	CB1	STH 35	304+62	62' LT	--	1
		SB1	STH 35	304+48	43' LT	1	--
		SB2	STH 35	304+51	9.0' LT	1	--
		SB3	STH 35	304+54	28' RT	1	--
		SB4	STH 35	305+16	44' LT	1	--
		SB5	STH 35	305+17	9.0' LT	1	--
		SB6	STH 35	305+19	26' RT	1	--
		SB7	STH 35	304+88	10' LT	1	--
		SB8	STH 35	304+71	10' LT	1	--
		SB9	STH 35	304+65	62' LT	1	--
		SB10	STH 35	305+03	42' RT	1	--
	CATEGORY 0010 TOTAL					10	1
BADGER ST	0020	SB1	STH 35	401+79	3.0' LT	1	--
		SB2	STH 35	401+81	41' LT	1	--
		SB3	STH 35	401+84	32' RT	1	--
		SB4	STH 35	402+53	4.0' LT	1	--
		SB5	STH 35	402+50	45' LT	1	--
		SB6	STH 35	402+49	29' RT	1	--
	CATEGORY 0020 TOTAL					6	--
PROJECT TOTALS						**16**	**1**

PULL BOXES

LOCATION	FUNDING CATEGORY	PULL BOX NO.	ALIGNMENT	STATION	OFFSET	653.0140 PULL BOXES STEEL 24" x 42" EACH
KING ST	0010	PB1	STH 35	304+45	48' LT	1
		PB2	STH 35	304+49	12' LT	1
		PB3	STH 35	304+50	26' RT	1
		PB4	STH 35	305+19	42' LT	1
		PB5	STH 35	305+20	12' LT	1
		PB6	STH 35	305+23	26' RT	1
	CATEGORY 0010 TOTAL					6
BADGER ST	0020	PB1	STH 35	401+78	8.0' LT	1
		PB2	STH 35	401+77	38' LT	1
		PB3	STH 35	401+81	29' RT	1
		PB4	STH 35	402+53	8.0' LT	1
		PB5	STH 35	402+54	43' LT	1
		PB6	STH 35	402+54	27' RT	1
	CATEGORY 0020 TOTAL					6
PROJECT TOTALS						**12**

SAWING CONCRETE

LOCATION	FUNDING CATEGORY	STATION	TO	STATION	690.0250 LF
KING ST	0010	302+00	-	307+55	1,324
BADGER ST	0020	401+70	-	402+65	442
PROJECT TOTALS					**1,766**

ELECTRICAL SERVICE METER BREAKER PEDESTAL

LOCATION	FUNDING CATEGORY	656.0200.01 ELECTRICAL SERVICE METER BREAKER PEDESTAL (KING STREET) LS
KING ST & STH 35	0010	1
PROJECT TOTALS		**1**

RRFB FLASHING BEACON ASSEMBLY

LOCATION	FUNDING CATEGORY	SPV.0105.01 RRFB FLASHING BEACON ASSEMBLY (KING STREET) LS	SPV.0105.02 RRFB FLASHING BEACON ASSEMBLY (BADGER STREET) LS
KING ST & STH 35	0010	1	--
BADGER ST & STH 35	0020	--	1
PROJECT TOTALS		**1**	**1**

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
5220-04-24		
FEDERAL PROJECT NUMBER N/A	4.01	5

PLAT OF RIGHT OF WAY REQUIRED FOR

WEST AVENUE

KING STREET & BADGER STREET

CONSTRUCTION PROJECT NUMBER	
5220-04-74	LACROSSE COUNTY

CONVENTIONAL SYMBOLS

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

PARCEL NUMBER
SECTION CORNER
NOTATION FOR COMBUSTABLE FLUIDS
NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES
UTILITY NUMBER
R/W MONUMENT
NON-MONUMENTED R/W POINT
FOUND ¾" IRON ROD
FOUND 1" IRON PIPE
VALVE (GAS, WATER, ETC.)
SIGN
OFF-PREMISE SIGN

ACCESS CONTROLLED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
NATIONAL GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
PARALLEL OFFSETS

CONVENTIONAL UTILITY SYMBOLS

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

	NON-COMPENSABLE	COMPENSABLE
POWER POLE		
TELEPHONE POLE		
TELEPHONE PEDESTAL		

CURVE DATA ABBREVIATIONS

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

CONVENTIONAL ABBREVIATIONS

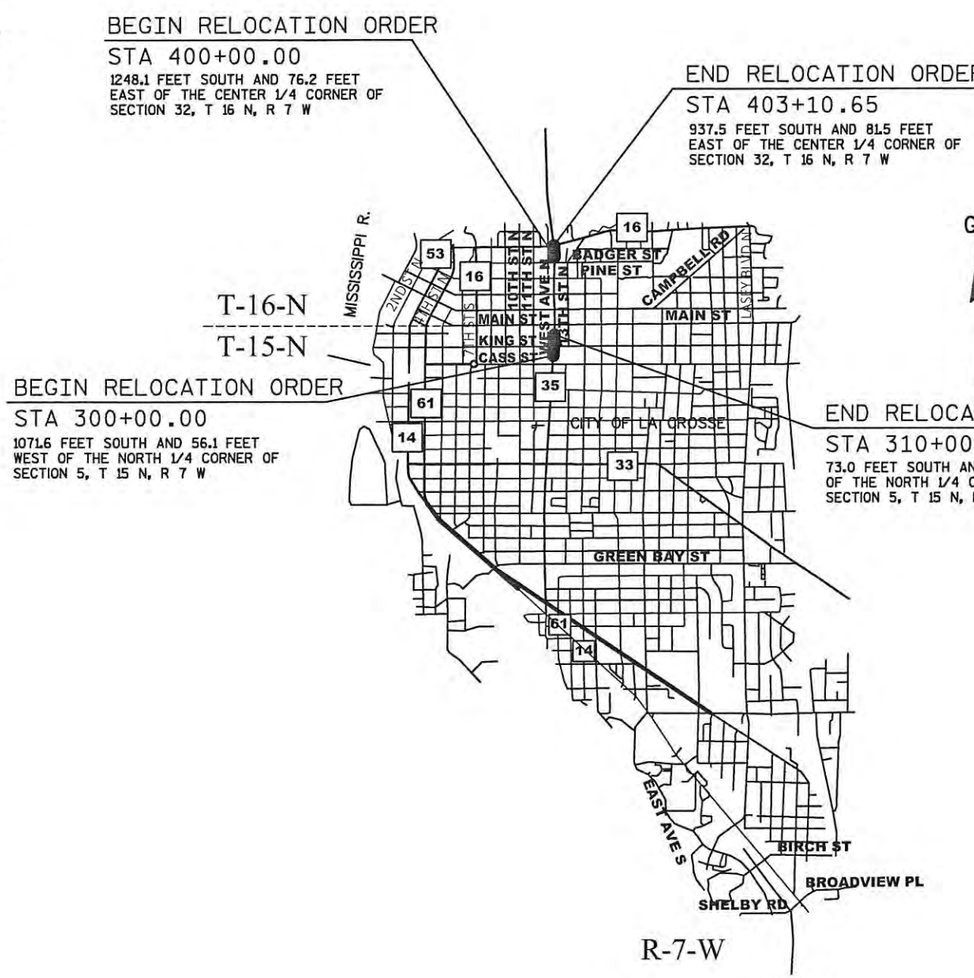
ACCESS RIGHTS	AR	OUTLOT	OL
ACRES	AC	PAGE	P
AHEAD	AH	POINT OF TANGENCY	PT
ALUMINUM	ALUM	PROPERTY LINE	PL
AND OTHERS	ET AL	RECORDED AS	(100')
BACK	BK	REEL / IMAGE	R/I
BLOCK	BLK	REFERENCE LINE	R/L
CENTERLINE	C/L	PERMANENT LIMITED EASEMENT	PLE
CERTIFIED SURVEY MAP	CSM	POINT OF BEGINNING	POB
CONCRETE	CONC	POINT OF CURVATURE	PC
COUNTY	CO	POINT OF COMPOUND CURVE	PCC
COUNTY TRUNK HIGHWAY	CTH	POINT OF INTERSECTION	PI
DISTANCE	DIST	REMAINING	REM
CORNER	COR	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
DOCUMENT NUMBER	DOC	RIGHT	RT
EASEMENT	EASE	RIGHT OF WAY	R/W
EXISTING	EX	SECTION	SEC
GAS VALVE	GV	SEPTIC VENT	SEPV
GRID NORTH	GN	SQUARE FEET	SF
HIGHWAY EASEMENT	HE	STATE TRUNK HIGHWAY	STH
IDENTIFICATION	ID	STATION	STA
LAND CONTRACT	LC	TELEPHONE PEDESTAL	TP
LEFT	LT	TEMPORARY LIMITED EASEMENT	TLE
MONUMENT	MON	TRANSPORTATION PROJECT PLAT	TPP
NATIONAL GEODETIC SURVEY	NGS	UNITED STATES HIGHWAY	USH
NUMBER	NO	VOLUME	V

BEGIN RELOCATION ORDER
STA 400+00.00
1248.1 FEET SOUTH AND 76.2 FEET EAST OF THE CENTER 1/4 CORNER OF SECTION 32, T 16 N, R 7 W

END RELOCATION ORDER
STA 403+10.65
937.5 FEET SOUTH AND 81.5 FEET EAST OF THE CENTER 1/4 CORNER OF SECTION 32, T 16 N, R 7 W

BEGIN RELOCATION ORDER
STA 300+00.00
1071.6 FEET SOUTH AND 56.1 FEET WEST OF THE NORTH 1/4 CORNER OF SECTION 5, T 15 N, R 7 W

END RELOCATION ORDER
STA 310+00.65
73.0 FEET SOUTH AND 4.0 FEET WEST OF THE NORTH 1/4 CORNER OF SECTION 5, T 15 N, R 7 W



LAYOUT
1" = 300'

TOTAL NET LENGTH OF REFERENCE LINE = 0.248 MI

GN

NOTES:

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" X 24" IRON PIPES), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION CONTACT THE PLANNING DEPARTMENT OF THE CITY OF LACROSSE.

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

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

THIS PLAT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. DEEDS MUST BE CHECKED TO DETERMINE PROPERTY BOUNDARIES AND ACCESS RIGHTS.

ORIGINAL PLAT PREPARED BY

raSmith
CREATIVITY BEYOND ENGINEERING
16745 W. Bluemound Road, Brookfield WI 53005
262-781-1000 Fax 262-781-5465
www.rasmithconsult.com

WISCONSIN
MICHAEL J. RATZBURG
S-2236
WAUKESHA
WI
LAND SURVEYOR

DATE: 08/10/20

LAND SURVEYOR

REVISION DATE	CITY OF LACROSSE
	APPROVED FOR THE CITY OF LACROSSE DATE: 8/20/2020 (Signature)

FILE NAME:S/5168021/DWG/52200404/PLAT/SPP Title.DWG

SCHEDULE OF LANDS & INTERESTS REQUIRED

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

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

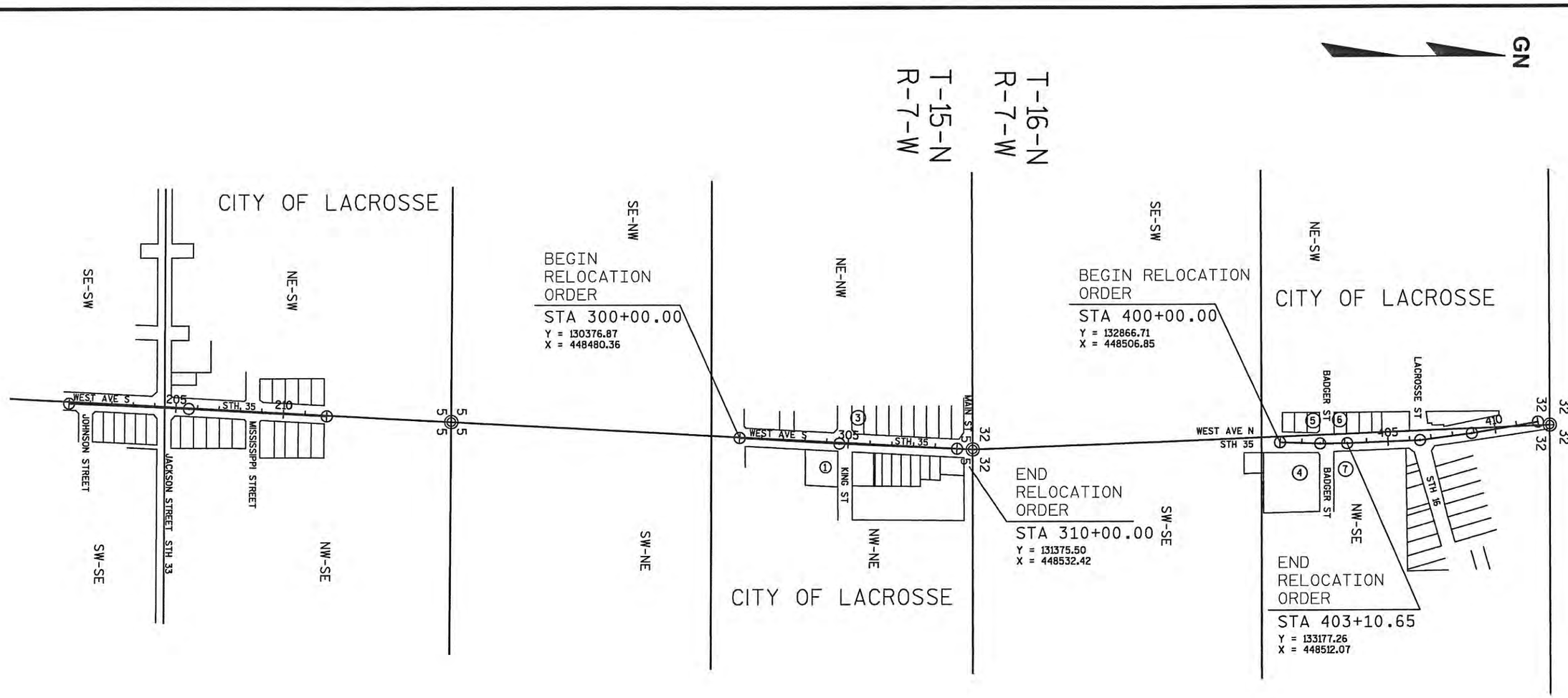
PARCEL NUMBER	SHEET NUMBER	OWNER(S)	INTEREST REQUIRED	TOTAL ACRES	R/W REQUIRED ACRES			TOTAL REMAINING ACRES	T.L.E. ACRES	P.L.E. ACRES	PARCEL NUMBER
					NEW	EXISTING	TOTAL				
1	4.04	FIRST PRESBYTERIAN CHURCH OF LACROSSE WISCONSIN	TLE	0.57	-	-	-	0.57	0.004	-	1
2	4.04	DELETED	-	-	-	-	-	-	-	-	2
3	4.04	LACROSSE AREA FAMILY YMCA BD OF TRUSTEES, INC	TLE	3.56	-	-	-	3.56	0.005	-	3
4	4.05	THE HOUSING AUTHORITY OF LACROSSE	TLE	1.66	-	-	-	1.66	0.002	-	4
5	4.05	BENSON PROPERTIES I, LLC.	TLE	0.13	-	-	-	0.13	0.001	-	5
6	4.05	BERTHA H. HOCH	FEE, TLE	0.13	0.001	-	0.001	0.13	0.005	-	6
7	4.05	KT REAL ESTATE HOLDINGS, LLC.	TLE	0.82	-	-	-	0.82	0.004	-	7

4

4

REVISION DATE:	DATE: 08-10-2020	SCALE, FEET 0 N/A N/A	HWY: WEST AVENUE	STATE R/W PROJECT NUMBER: 5220-04-24	PLAT SHEET: 4.02	
	GRID FACTOR: N/A		COUNTY: LACROSSE	CONSTRUCTION PROJECT NUMBER: 5220-04-74	PS&E SHEET:	E

FILE NAME:S/5168021/DWG/52200404/PLAT/SPP title.DWG



4

REVISION DATE:	DATE: 08-10-2020	SCALE, FEET 0 N/A N/A	HWY: WEST AVENUE	STATE R/W PROJECT NUMBER: 5220-04-24	PLAT SHEET: 4.03	
	GRID FACTOR: N/A		COUNTY: LACROSSE	CONSTRUCTION PROJECT NUMBER: 5220-04-74	PS&E SHEET:	E

FILE NAME:S/5168021/DWG/52200404/PLAT/SPP title.DWG

NOTES:

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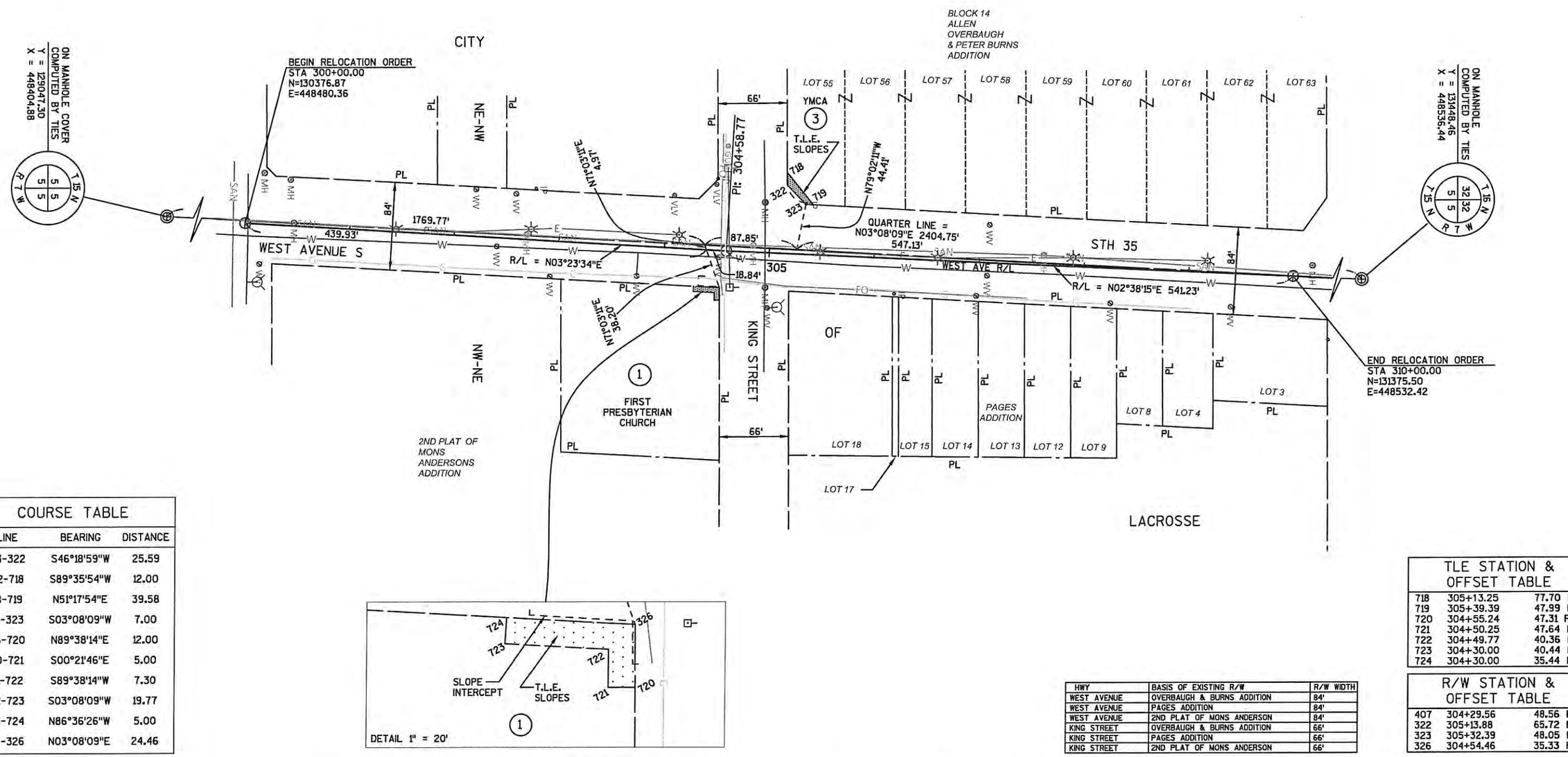
FOR THE LATEST ACCESS/DRIVEWAY INFORMATION CONTACT THE PLANNING DEPARTMENT OF THE CITY OF LACROSSE.

GN

PI	Y	X
304+58.77	130834.84	448507.51



COURSE TABLE		
LINE	BEARING	DISTANCE
323-322	S46°18'59"W	25.59
322-718	S89°35'54"W	12.00
718-719	N51°17'54"E	39.58
719-323	S03°08'09"W	7.00
326-720	N89°38'14"E	12.00
720-721	S00°21'46"E	5.00
721-722	S89°38'14"W	7.30
722-723	S03°08'09"W	19.77
723-724	N86°36'26"W	5.00
724-326	N03°08'09"E	24.46

HWY	BASIS OF EXISTING R/W	R/W WIDTH
WEST AVENUE	OVERBAUGH & BURNS ADDITION	84'
WEST AVENUE	PAGES ADDITION	84'
WEST AVENUE	2ND PLAT OF MONS ANDERSON	84'
KING STREET	OVERBAUGH & BURNS ADDITION	66'
KING STREET	PAGES ADDITION	66'
KING STREET	2ND PLAT OF MONS ANDERSON	66'

TLE STATION & OFFSET TABLE		
718	305+13.25	77.70 LT
719	305+39.39	47.99 LT
720	304+55.24	47.31 RT
721	304+50.25	47.64 RT
722	304+49.77	40.36 RT
723	304+30.00	40.44 RT
724	304+30.00	35.44 RT

R/W STATION & OFFSET TABLE		
407	304+29.56	48.56 LT
322	305+13.88	65.72 LT
323	305+32.39	48.05 LT
326	304+54.46	35.33 RT

REVISION DATE:	DATE: 08-10-2020	SCALE, FEET 0 50 100	HWY: WEST AVENUE	STATE R/W PROJECT NUMBER: 5220-04-24	PLAT SHEET: 4.04	
	GRID FACTOR: N/A		COUNTY: LACROSSE	CONSTRUCTION PROJECT NUMBER: 5220-04-74	PS&E SHEET:	E

FILE NAME:S/5168021/DWG/52200404/PLAT/SPP title.DWG

NOTES:

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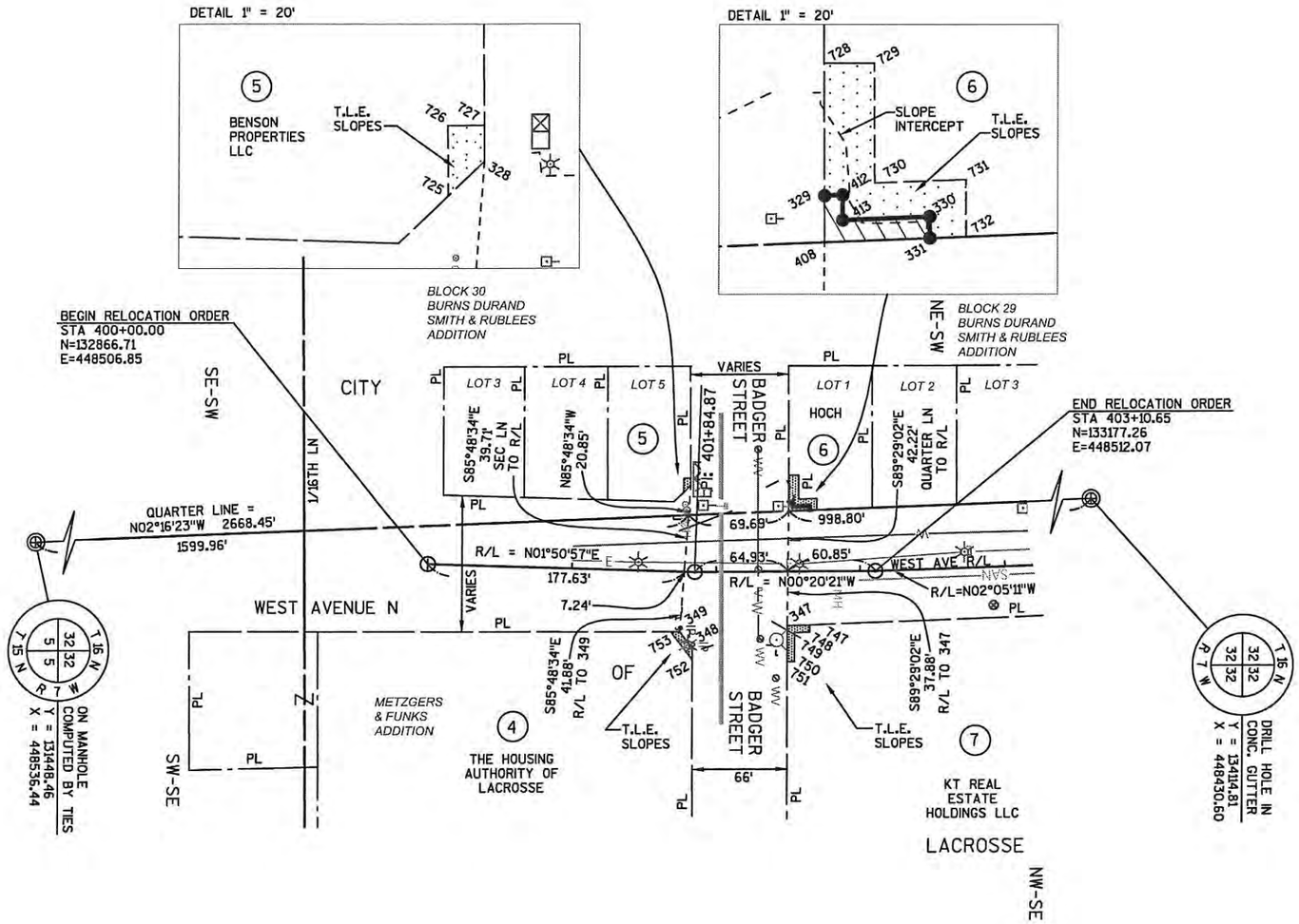


COURSE TABLE		
LINE	BEARING	DISTANCE
328-725	S44°14'36"E	6.93
725-726	S89°34'10"W	9.80
726-727	N00°25'50"W	5.00
727-328	N89°34'10"E	5.00
408-329	S89°42'18"W	6.50
329-412	N02°16'23"W	2.50
412-413	N89°42'18"E	3.50
413-330	N02°16'23"W	12.07
330-331	N89°39'39"E	3.00
331-408	S02°16'23"E	14.58
329-728	S89°42'18"W	18.50
728-729	N00°17'42"W	7.00
729-730	N89°42'18"E	16.75
730-731	N02°16'23"W	12.57
731-732	N89°39'39"E	8.00
732-331	S02°16'23"E	5.00
347-747	N02°16'30"W	15.77
747-748	N89°39'39"E	5.00
748-749	S02°16'30"E	10.78
749-750	N89°45'14"E	20.17
750-751	S00°14'46"E	5.00
751-347	S89°45'14"W	25.00
349-348	N52°32'34"E	14.71
348-752	N89°45'14"E	8.27
752-753	S52°32'34"W	25.14
753-349	N00°06'22"E	6.31

TLE STATION & OFFSET TABLE		
725	401+75.31	55.52 LT
726	401+74.92	65.31 LT
727	401+79.91	65.51 LT
728	402+50.45	67.21 LT
729	402+57.45	67.21 LT
730	402+57.44	50.45 LT
731	402+70.00	50.88 LT
732	402+70.00	42.87 LT
747	402+65.00	37.34 RT
748	402+65.00	42.35 RT
749	402+54.23	42.71 RT
750	402+54.20	62.88 RT
751	402+49.20	62.88 RT
752	401+85.54 BK	61.48 RT
753	401+69.62	42.03 RT

PI	Y	X
401+84.87	13305.48	448512.82

HWY	BASIS OF EXISTING R/W	R/W WIDTH
WEST AVENUE	METZGERS & FUNKS ADDITION	VARIES
WEST AVENUE	BURNS DURAND SMITH & RUBLEES ADD.	VARIES
WEST AVENUE	DC EVANS ADDITION	VARIES
BADGER STREET	METZGERS & FUNKS ADDITION	66'
BADGER STREET	BURNS DURAND SMITH & RUBLEES ADD.	VARIES

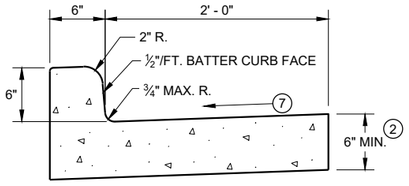
R/W STATION & OFFSET TABLE		
328	401+80.11	60.51 LT
329	402+50.44	48.71 LT
330	402+65.00	45.70 LT
331	402+65.00	42.70 LT
408	402+50.43	42.21 LT
412	402+52.94	48.80 LT
413	402+52.94	45.30 LT
347	402+49.24	37.88 RT
348	401+85.24 BK	53.22 RT
349	401+75.93	41.84 RT

REVISION DATE:	DATE: 08-10-2020	SCALE, FEET 0 50 100	HWY: WEST AVENUE	STATE R/W PROJECT NUMBER: 5220-04-24	PLAT SHEET: 4.05	
	GRID FACTOR: N/A		COUNTY: LACROSSE	CONSTRUCTION PROJECT NUMBER: 5220-04-74	PS&E SHEET:	E

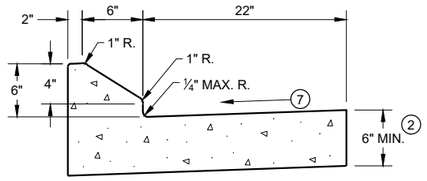
FILE NAME:S/5168021/DWG/52200404/PLAT/SPP title.DWG

Standard Detail Drawing List

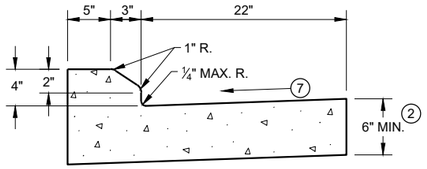
08D01-21A	CONCRETE CURB & GUTTER
08D01-21B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D19-02	DRIVEWAY AND SIDEWALK RAMPS TYPE Z
08E10-02	INLET PROTECTION TYPE A, B, C AND D
09B02-10	CONDUIT
09B04-11	PULL BOX
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D02-03	SIGNAL CONTROL CABINET
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
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
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C13-09	URBAN DOWELED CONCRETE PAVEMENT
13C18-07A	CONCRETE PAVEMENT JOINTING
13C18-07D	CONCRETE PAVEMENT JOINT TYPES AT UTILITY FIXTURES
15C02-08F	ADVANCED WIDTH RESTRICTION SIGNING
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C11-08B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D20-05A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D30-06A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-06B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-06C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS



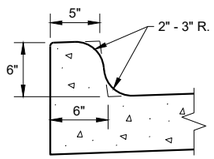
TYPES A[1] & D



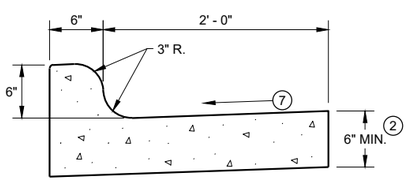
6" SLOPED CURB TYPES G[1] & J



4" SLOPED CURB TYPES G[1] & J

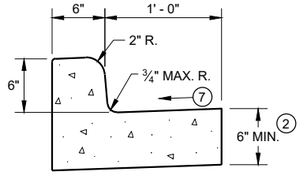


TYPES K[1] & L
(OPTIONAL CURB SHAPE)



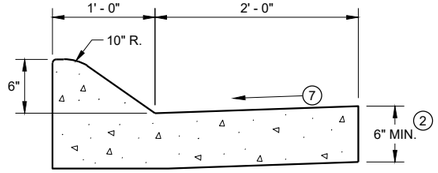
TYPES K[1] & L

CONCRETE CURB AND GUTTER 30"

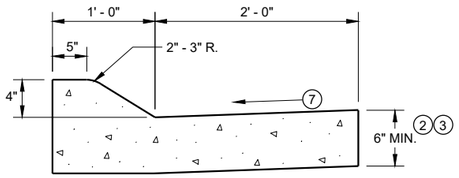


TYPES A[1] & D

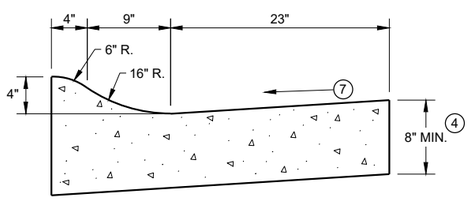
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A[1] & D



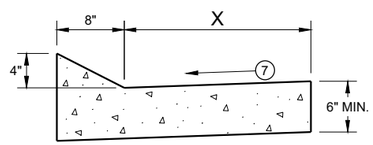
4" SLOPED CURB TYPES A[1] & D



4" SLOPED CURB TYPES R[1] & T[5]

CONCRETE CURB AND GUTTER 36"

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

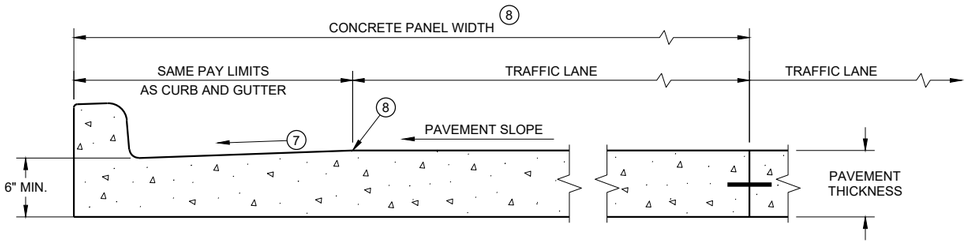


TYPES TBT & TBTT[1]

CONCRETE CURB AND GUTTER

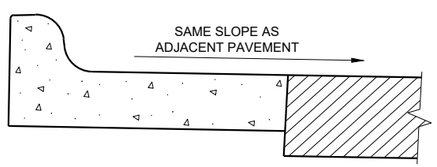
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

DETAILS OF CONSTRUCTION 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 AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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 GUTTERS 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.

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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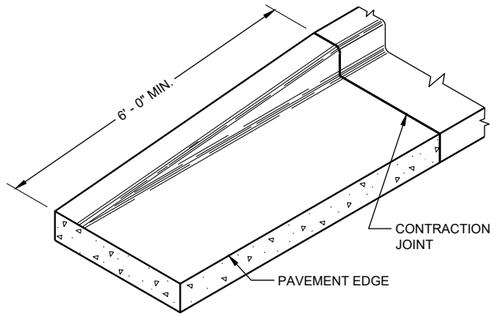
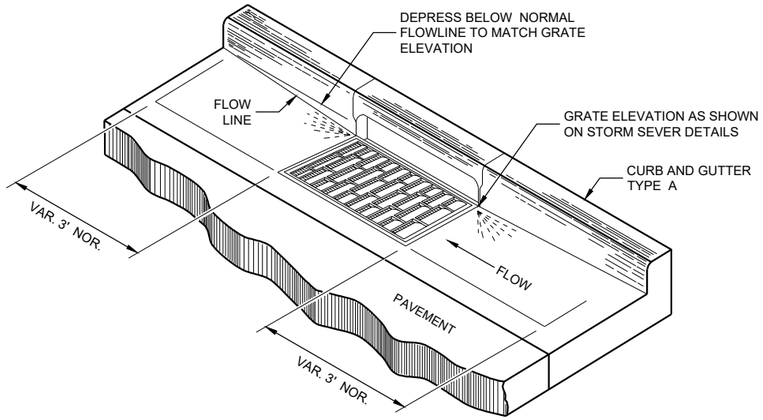
SDD 08D01 - 21a



END SECTIONCURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

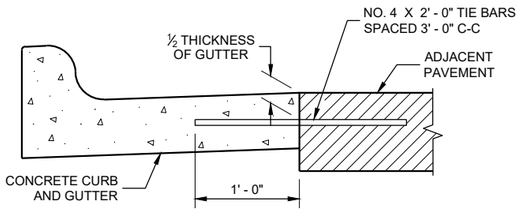
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

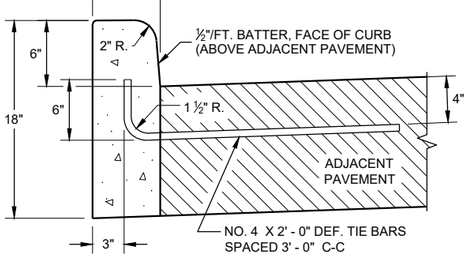
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(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.

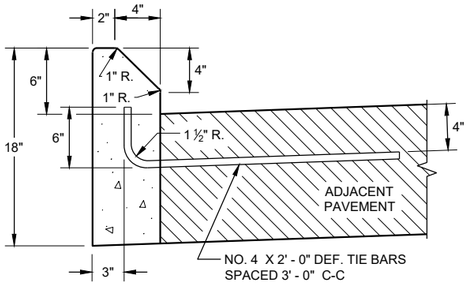
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

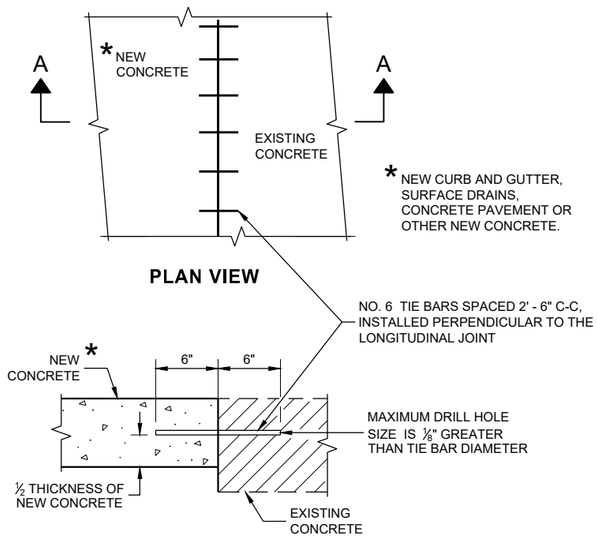


TYPES A (1) & D

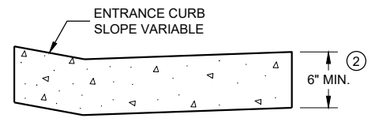


TYPES G (1) & J

CONCRETE CURB



TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB (9)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

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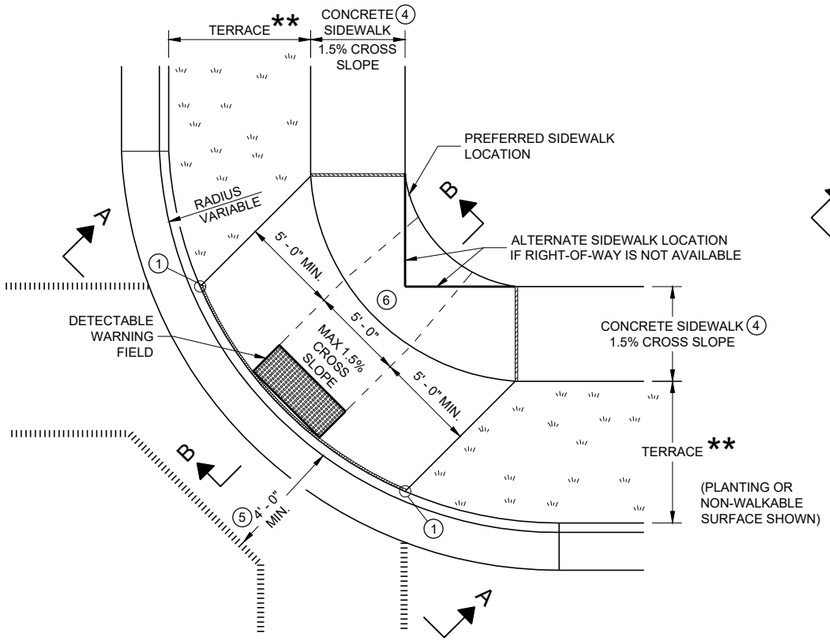
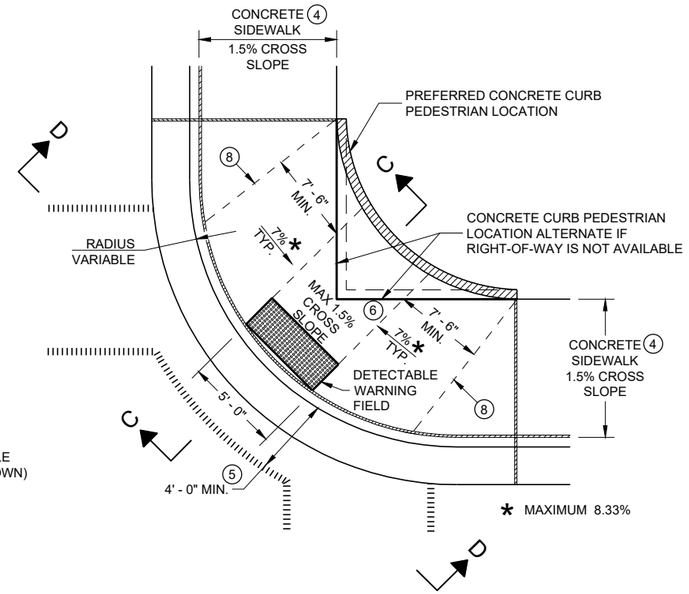
SDD08D01 - 21b



PLAN VIEW

CURB RAMP TYPE 1

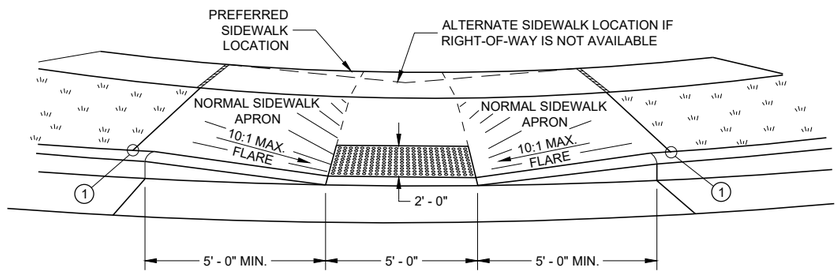
(CENTER OF CORNER RADIUS)



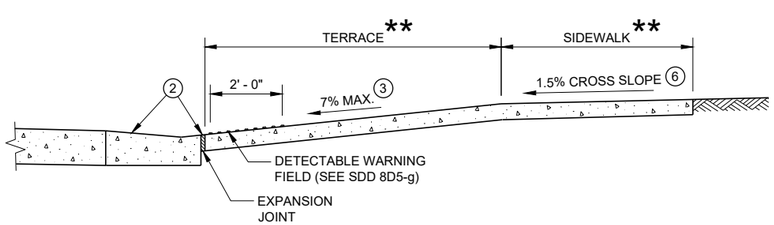
PLAN VIEW

CURB RAMP TYPE 1 - A

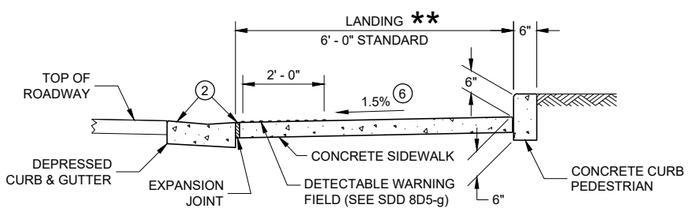
(NO TERRACE)



VIEW A - A FOR TYPE 1

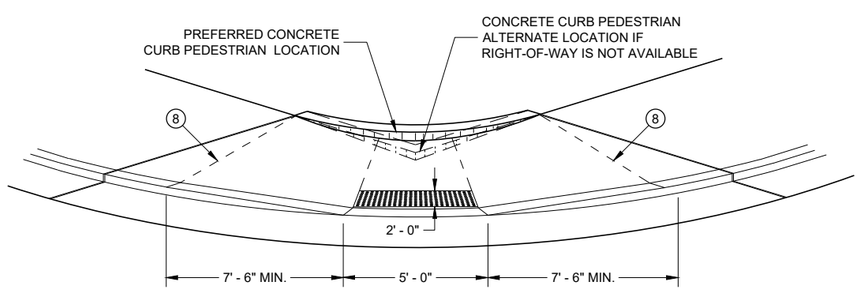


SECTION B - B FOR TYPE 1



SECTION C - C FOR TYPE 1 - A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



VIEW D - D FOR TYPE 1 - A

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 CURB RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FILED 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 LINEAR 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 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) MAXIMUM 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 LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

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

LEGEND

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

CURB RAMPS
TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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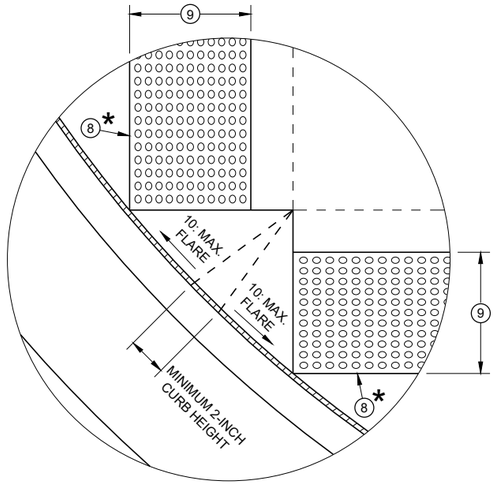
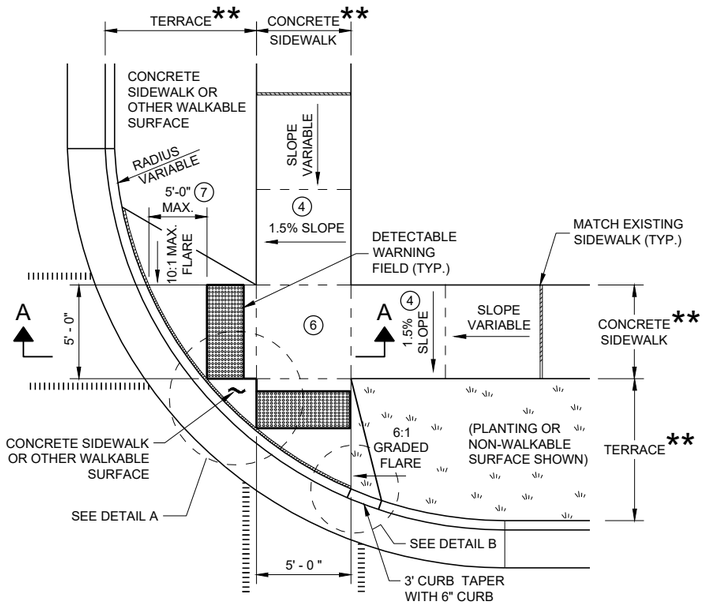
SDD 08D05 - 20a



DETAIL A



PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)

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.

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) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.

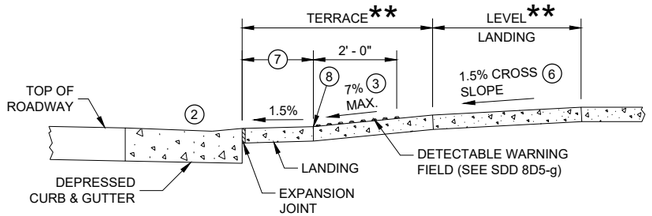
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

(7) WHEN 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.

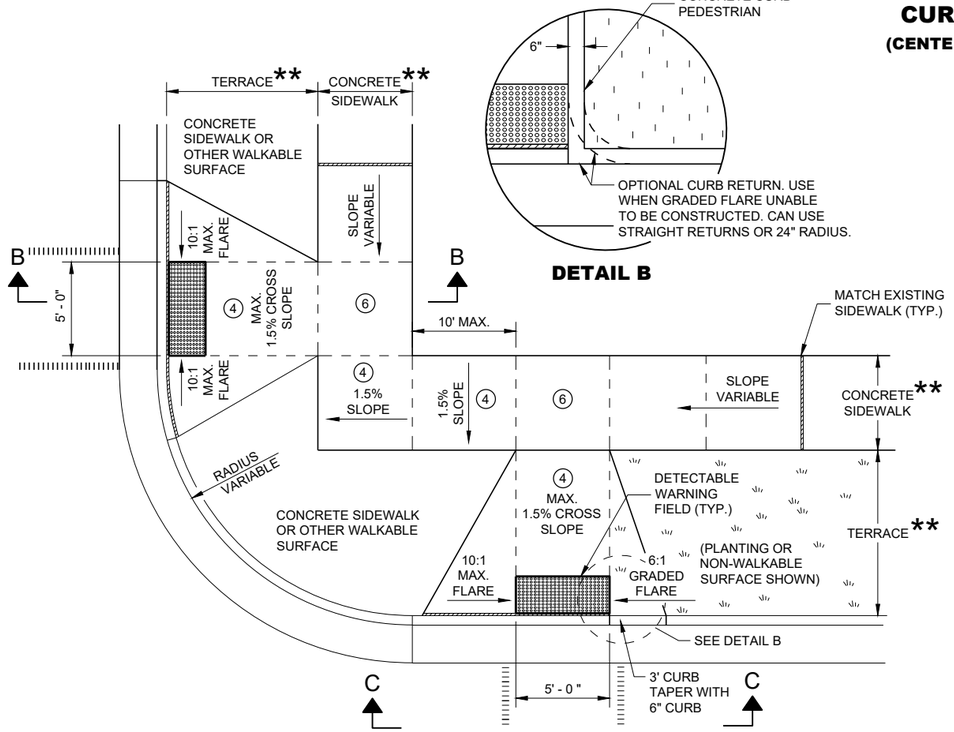
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2

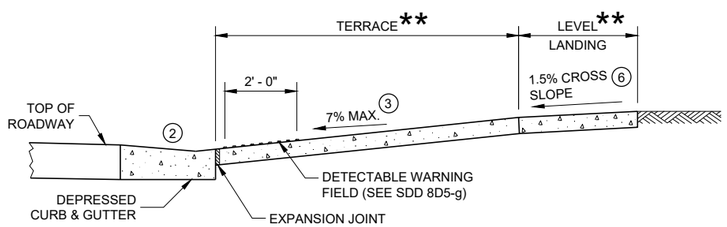
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS



DETAIL B

PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



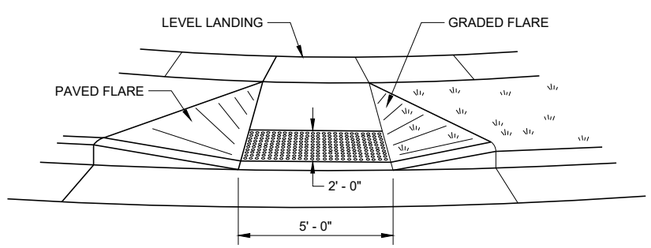
SECTION B - B FOR TYPE 3

LEGEND

½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



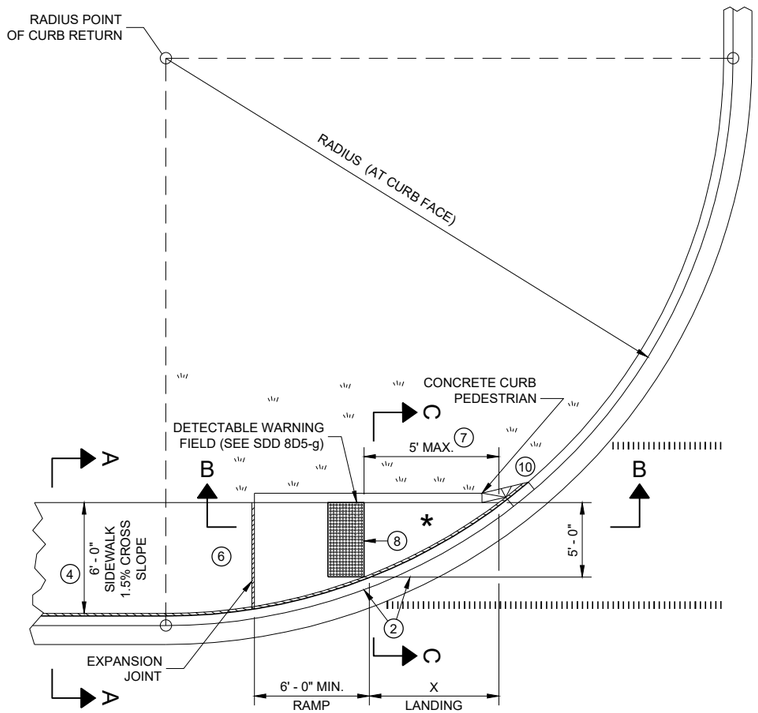
VIEW C - C FOR TYPE 3

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20b

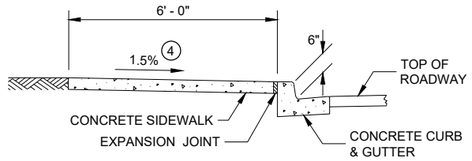


PLAN VIEW

CURB RAMP TYPE 4A

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.

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.

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) AN 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 LEVEL LANDING SIZE IS 5 FEET BY 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.

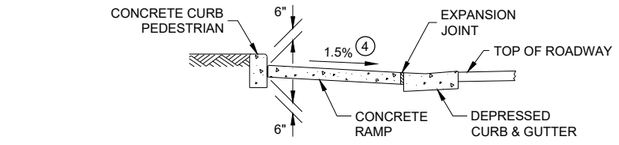
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

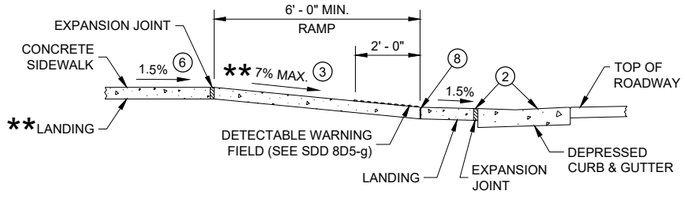
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



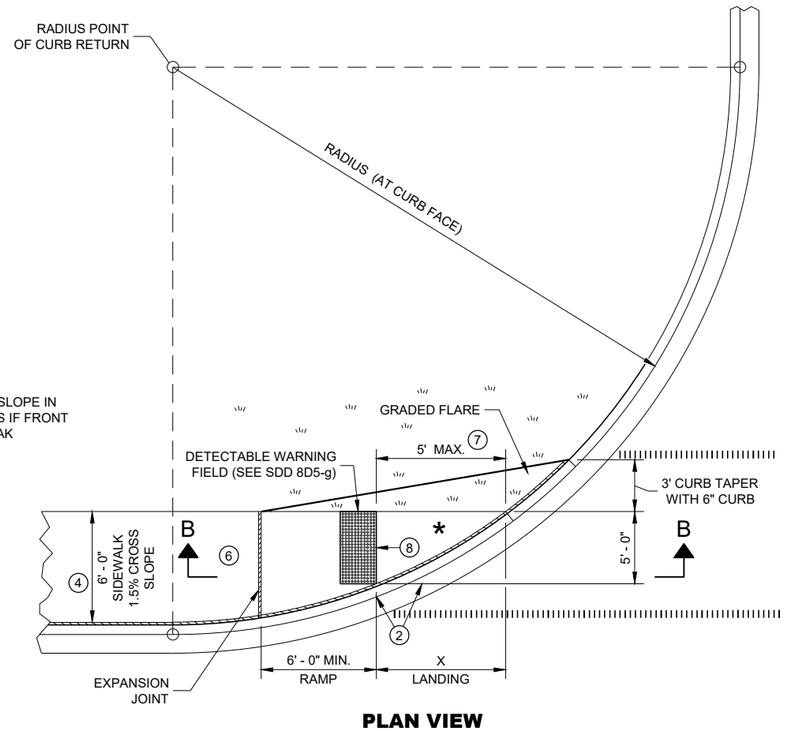
SECTION C - C FOR TYPE 4A



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

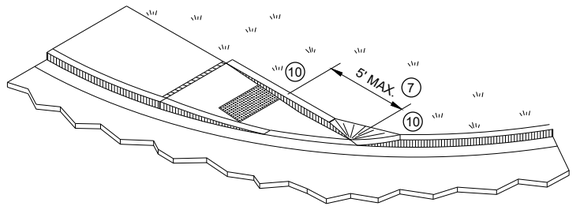
SECTION B - B FOR TYPE 4A AND TYPE 4A1

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

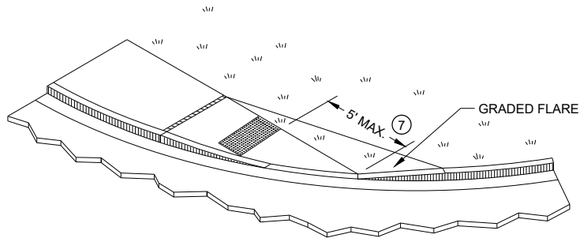


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



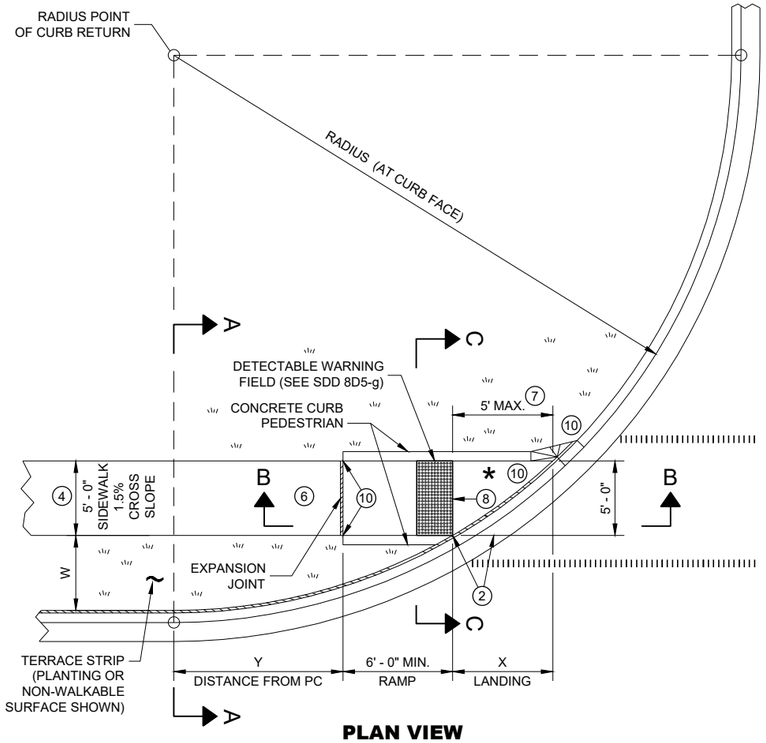
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20c

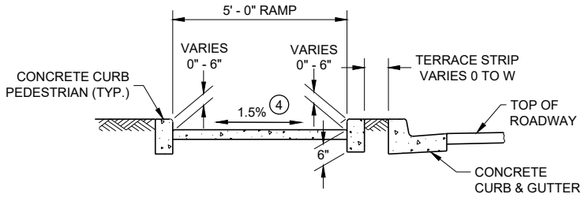


PLAN VIEW

CURB RAMP 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' - 10 ¼"	0' - 5"	2' - 1"	1' - 4 ½"	1' - 5"	2' - 1"	0' - 10"	2' - 7 ½"	0' - 3 ¼"	3' - 0 ¼"						
15 FEET	4' - 6 ¾"	2' - 1 ¾"	3' - 9"	3' - 5 ¾"	3' - 1 ¼"	4' - 6"	2' - 6 ¾"	5' - 4 ½"	2' - 1"	6' - 1"	1' - 8"	6' - 8 ½"	1' - 3 ¼"	7' - 2 ½"	0' - 10 ¾"	7' - 7 ¼"
20 FEET	5' - 9 ¾"	3' - 6 ½"	4' - 11 ½"	5' - 1 ¾"	4' - 3 ¼"	6' - 5 ½"	3' - 8 ¾"	7' - 7"	3' - 3"	8' - 6 ½"	2' - 10"	9' - 4 ½"	2' - 5 ½"	10' - 1 ¼"	2' - 1 ¼"	10' - 9"
30 FEET			6' - 9 ¼"	7' - 11 ¼"	6' - 0 ¼"	9' - 8"	5' - 5"	11' - 1 ¾"	4' - 10 ¾"	12' - 5 ¾"	4' - 5 ½"	13' - 7 ¾"	4' - 0 ¾"	14' - 8 ½"	3' - 8 ½"	15' - 8 ¼"
40 FEET									6' - 1 ¾"	15' - 8 ½"	5' - 8"	17' - 2"	5' - 3"	18' - 5 ¾"	4' - 10 ¾"	19' - 8 ¼"
50 FEET															5' - 10 ¼"	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

LEGEND

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

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.

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) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

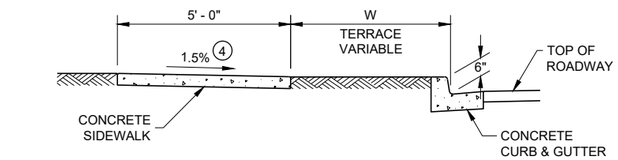
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

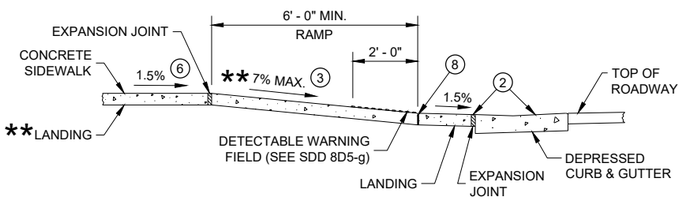
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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



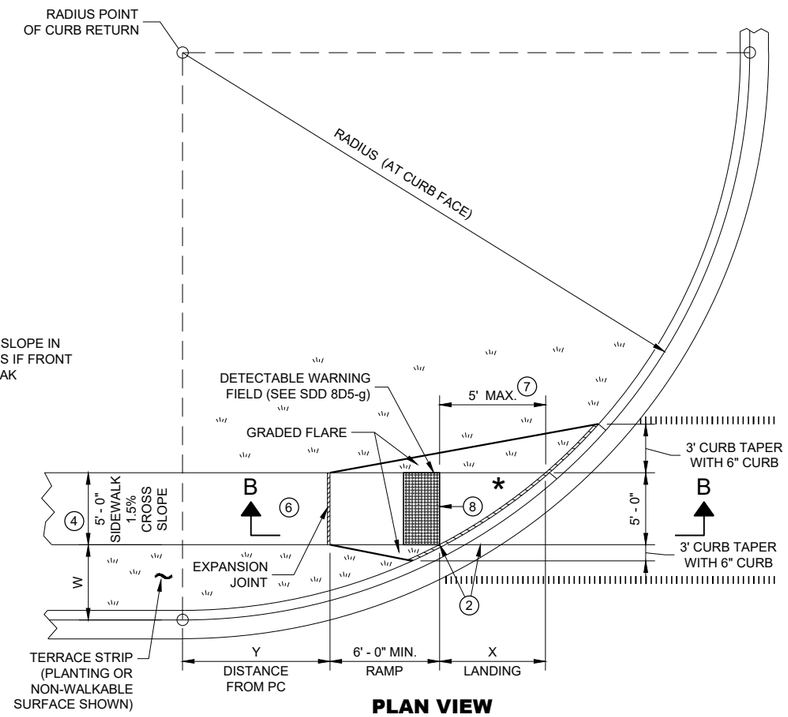
SECTION A - A FOR TYPE 4B



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

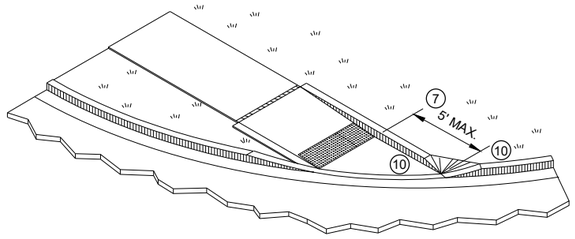
SECTION B - B FOR TYPE 4B AND TYPE 4B1

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

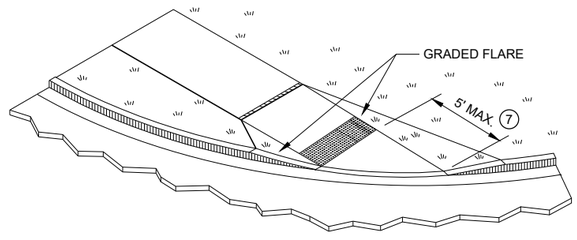


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



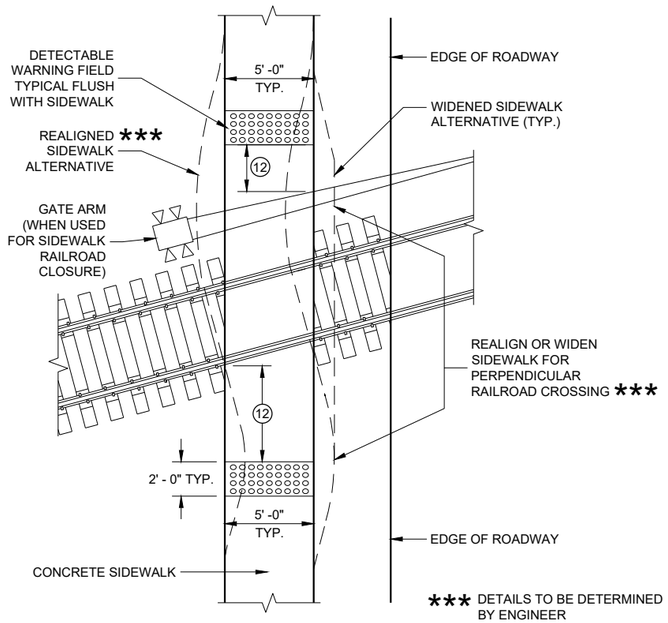
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

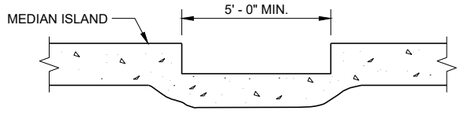
6

SDD 08D05 - 20d

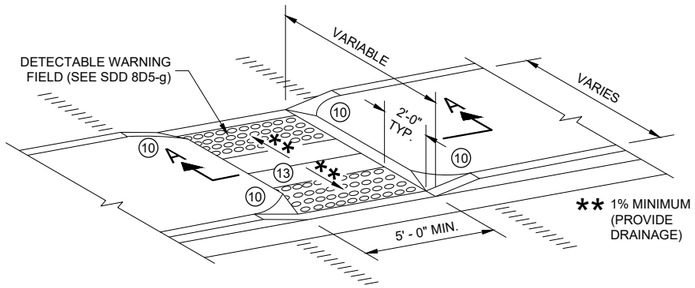


CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

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.

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 ½ - 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) AN 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 LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

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

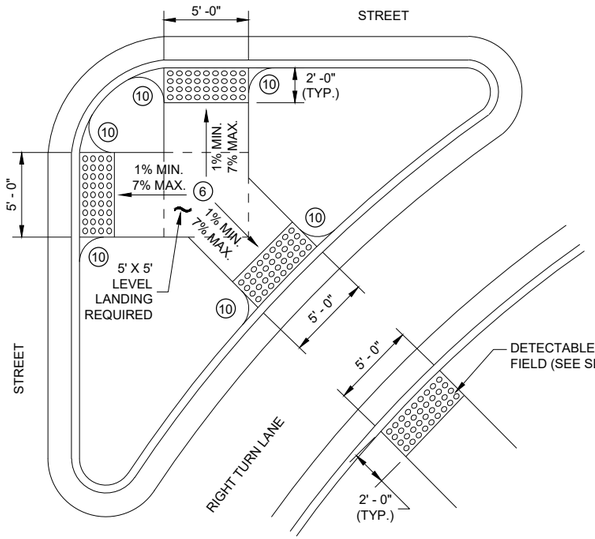
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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 STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

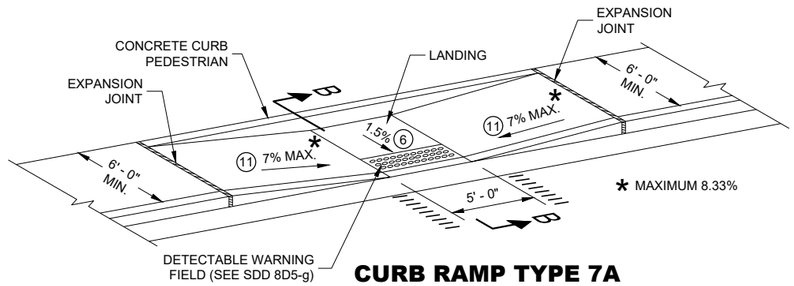
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

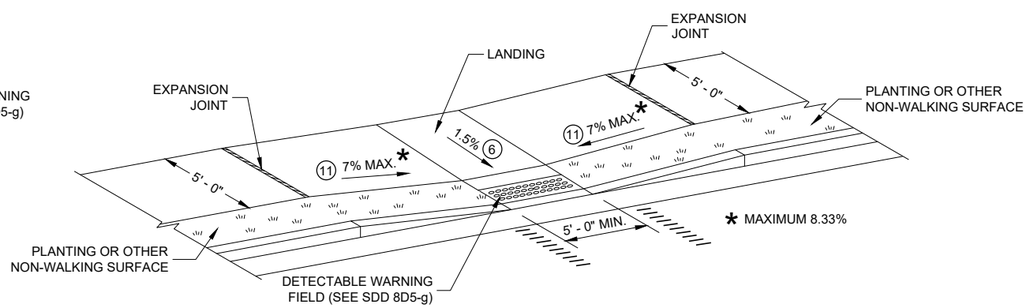
DETECTABLE WARNING AT ISLANDS

REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS



CURB RAMP TYPE 7A

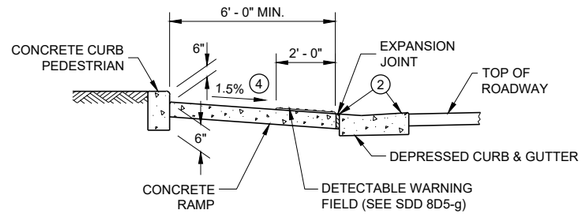
MID BLOCK CROSSING



CURB RAMP TYPE 7B

MID BLOCK CROSSING

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.



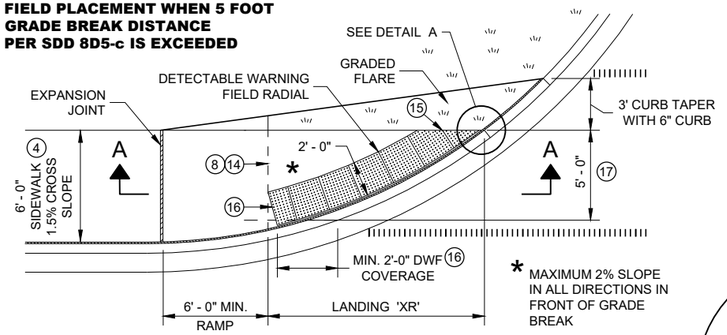
SECTION B - B FOR TYPE 7A

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 08D05 - 20e

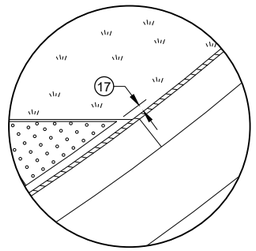
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



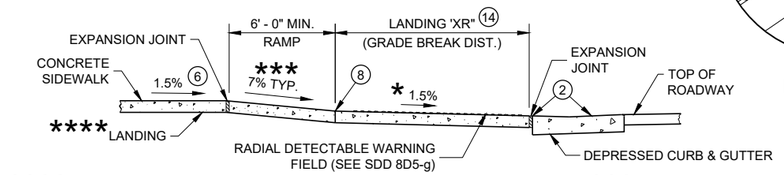
PLAN VIEW

CURB RAMP TYPE 4A1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL A



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

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1

LEGEND

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

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.

DETECTABLE WARNING FIELDS 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 FILED ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AD 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) AN 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 BY 5 FEET.

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

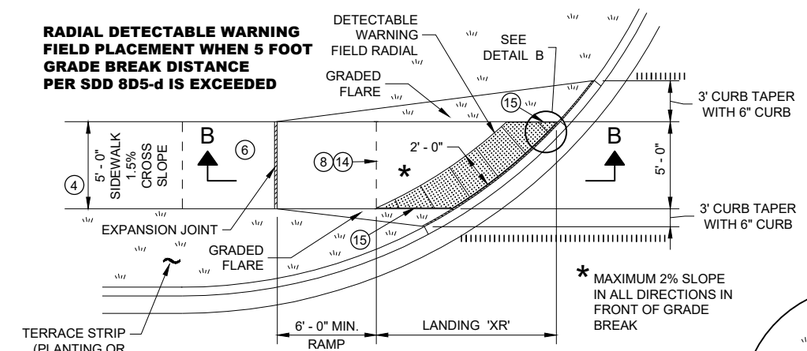
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(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 ⅛" 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 WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

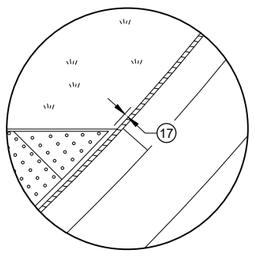
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



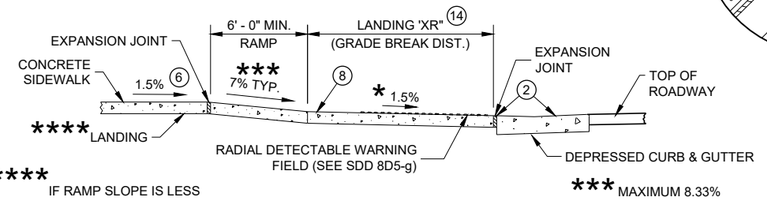
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B

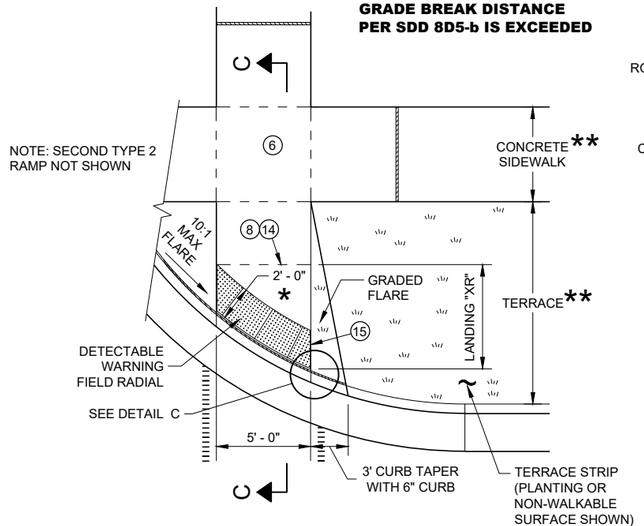


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION B - B FOR TYPE 4B1

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-b IS EXCEEDED

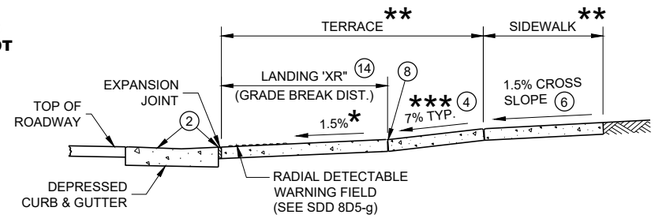


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

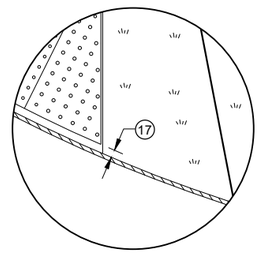


SECTION C - C FOR TYPE 2

* MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



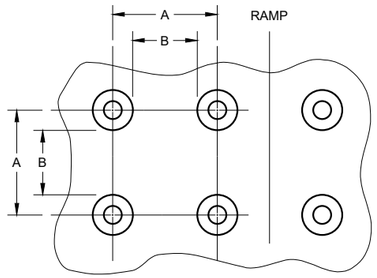
DETAIL C

CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS

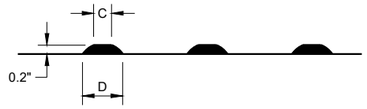
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

	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.

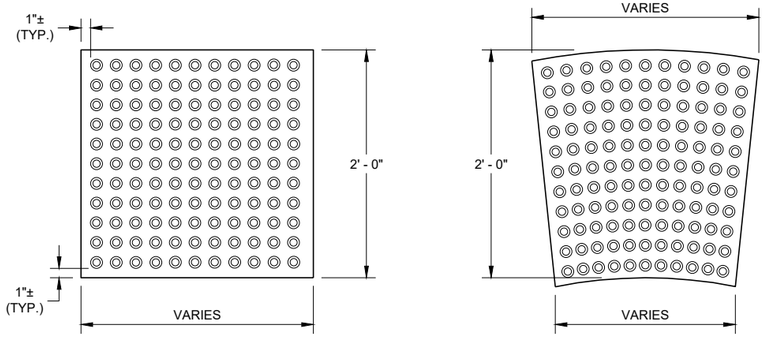


PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP 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 FILED ARE PROHIBITED.

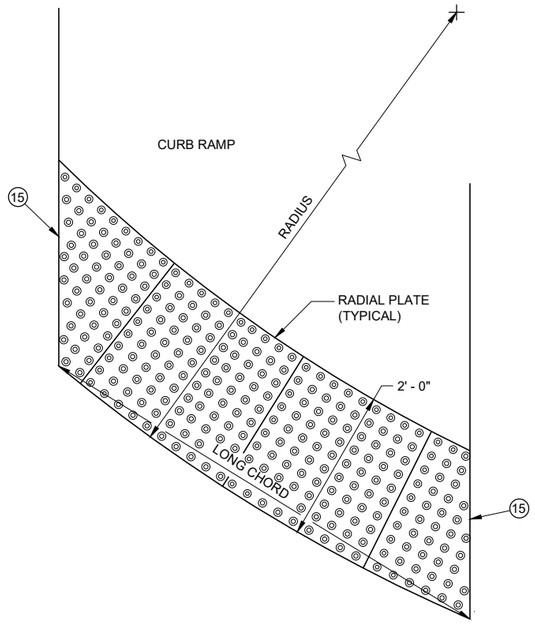
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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 WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE. FOLLOW MANUFACTURER'S RECOMMENDATIONS.

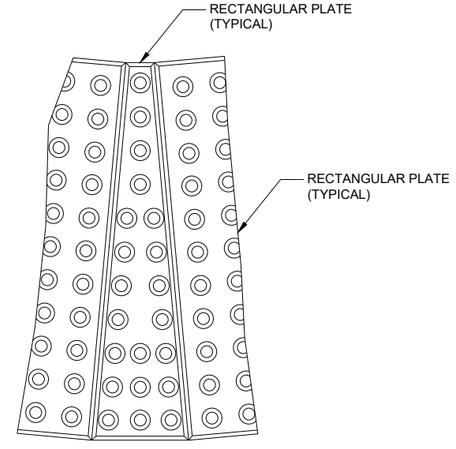
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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 ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA

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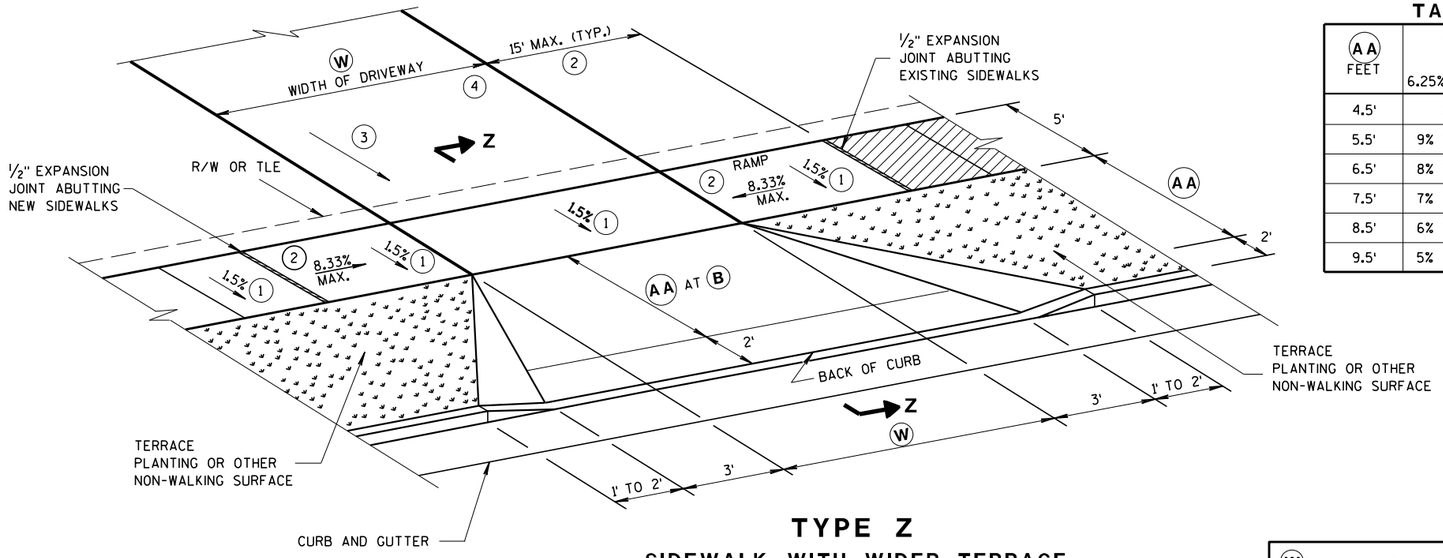
SDD 08D05 - 20g



TYPE Z

SIDEWALK WITH WIDER TERRACE

TERRACE VARIES 7 TO 12 FEET

TABLE Z

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

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

16' MIN. - 35' MAX. COMMERCIAL (CE)

GENERAL NOTES

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

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

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

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

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

(3) DRIVEWAY SLOPES: DESIRABLE MAXIMUM

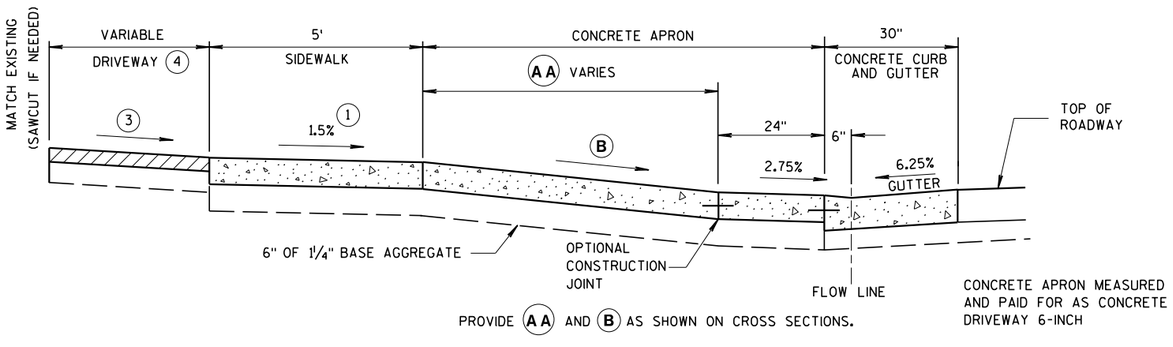
10.5% UP AWAY FROM SIDEWALK (SAG)

8.5% DOWN AWAY FROM SIDEWALK (CREST)

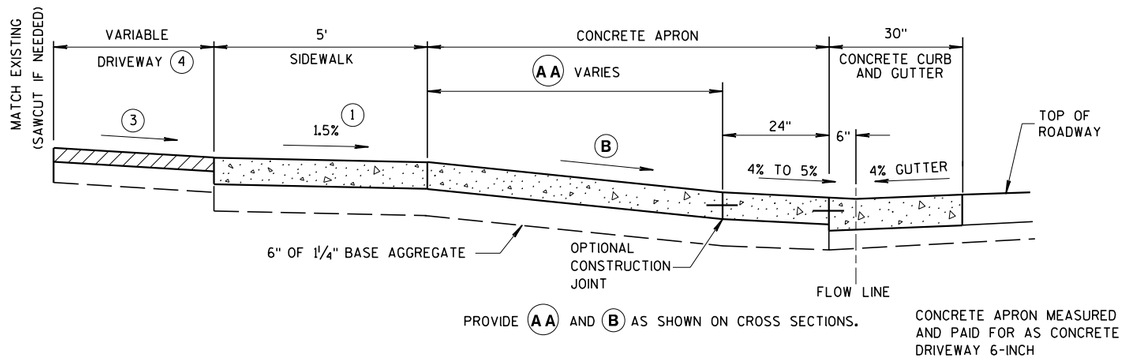
ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

(4) DRIVEWAY TYPES

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



6.25% GUTTER SLOPE



4% GUTTER SLOPE

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

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

SEPARATE PAYMENT FOR BASE AGGREGATE WILL BE MADE.

SECTION Z-Z

DRIVEWAY DETAIL WITH CONCRETE CURB & GUTTER

(URBAN AND SUBURBAN)

NOT TO SCALE

DRIVEWAY AND SIDEWALK RAMPS TYPE Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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S.D.D. 8 D 19-2

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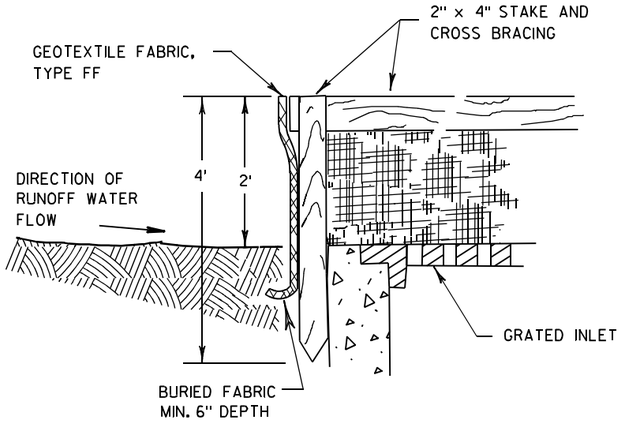
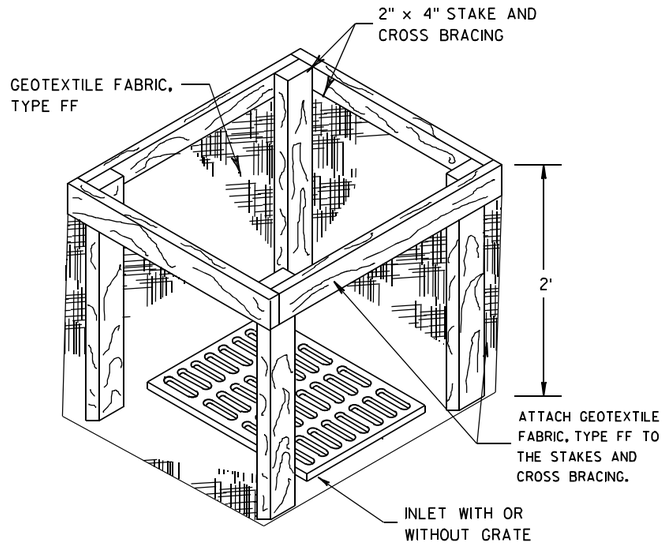
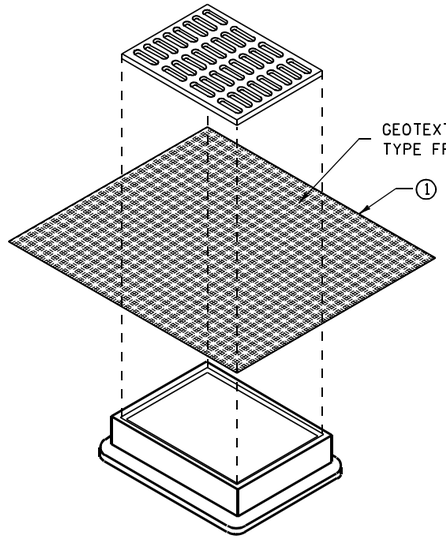
S.D.D. 8 D 19-2



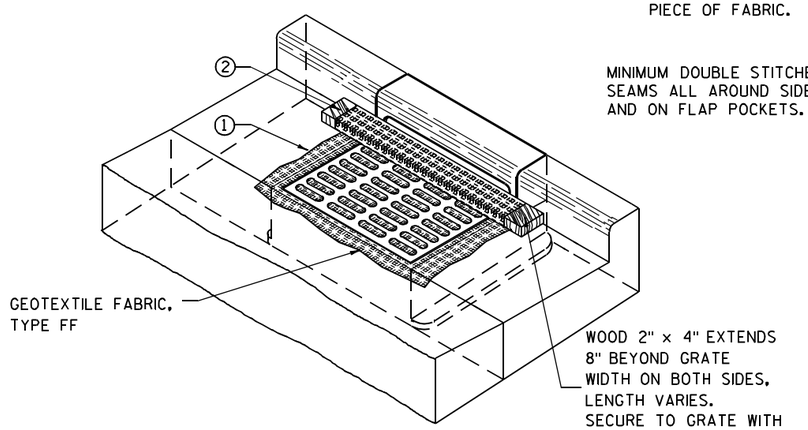


INLET PROTECTION, TYPE A

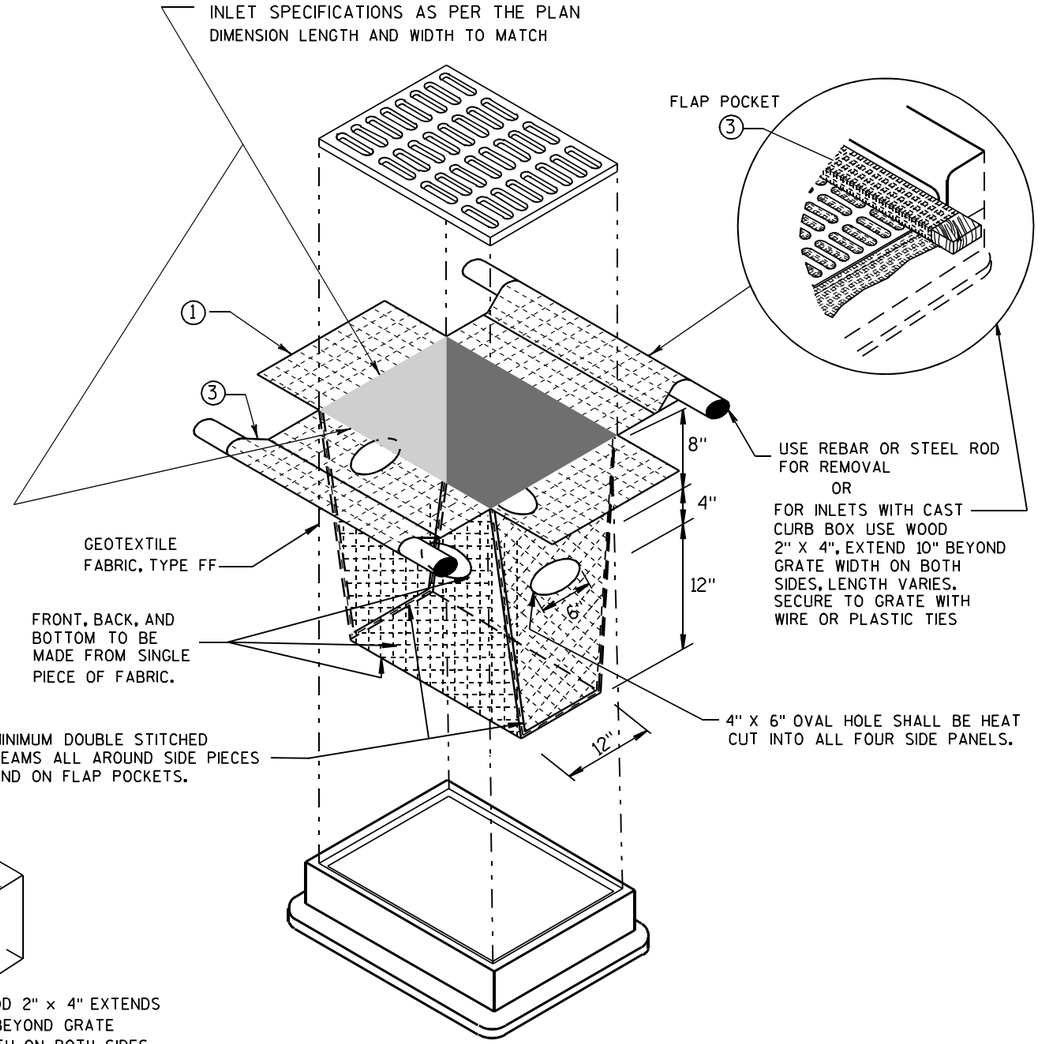


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

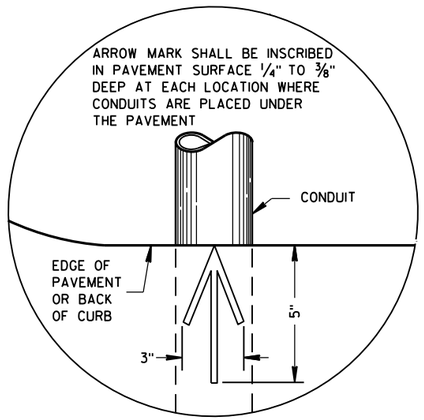
APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

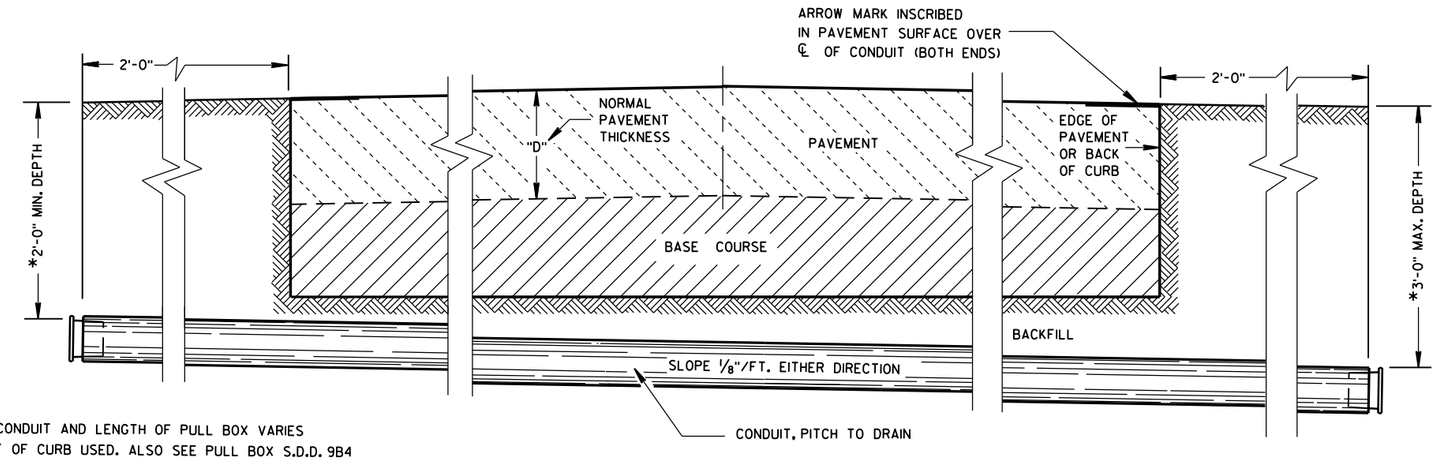
FHWA

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



PLAN VIEW

ARROW MARK



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

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

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

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

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

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

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

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

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

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

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

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

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

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

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

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

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

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

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

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

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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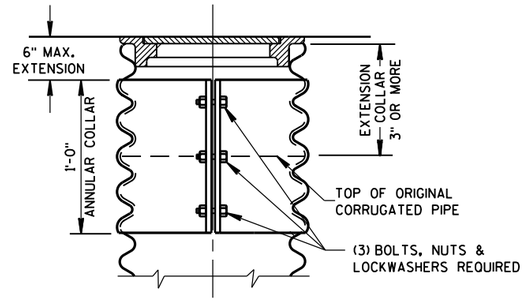
S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

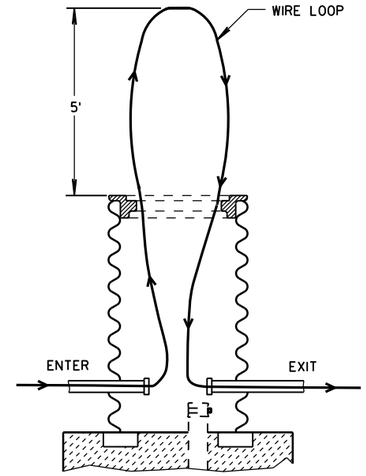
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2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

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

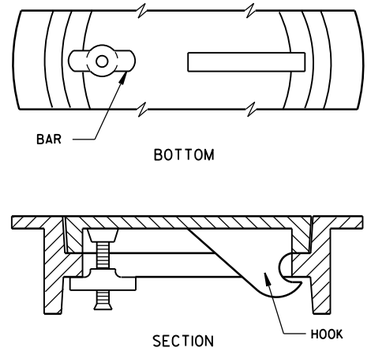
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

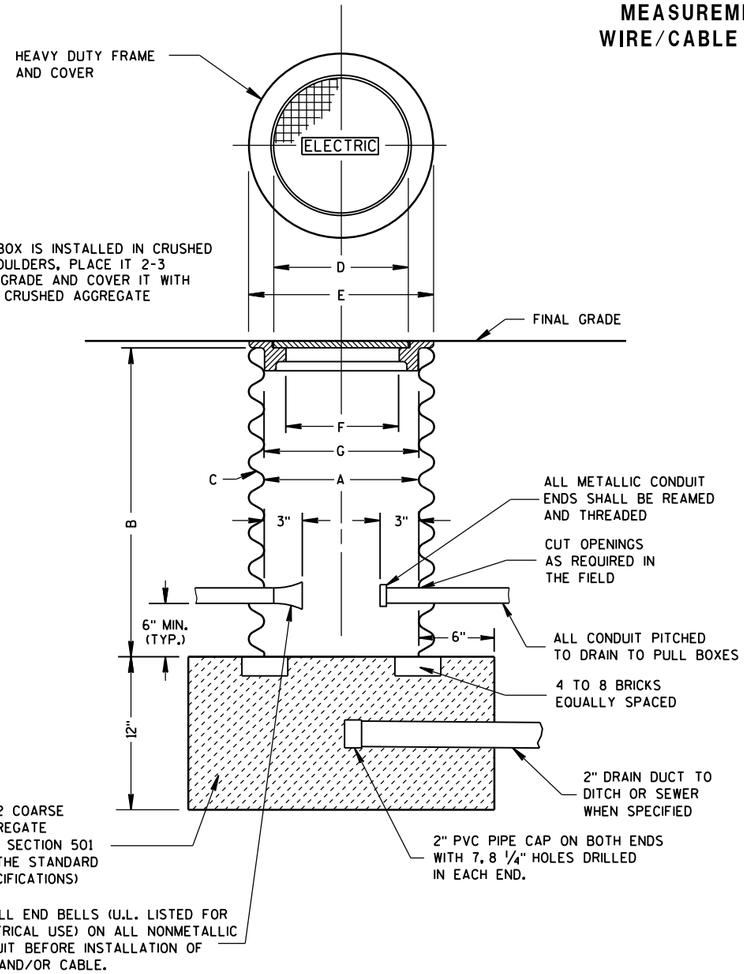


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



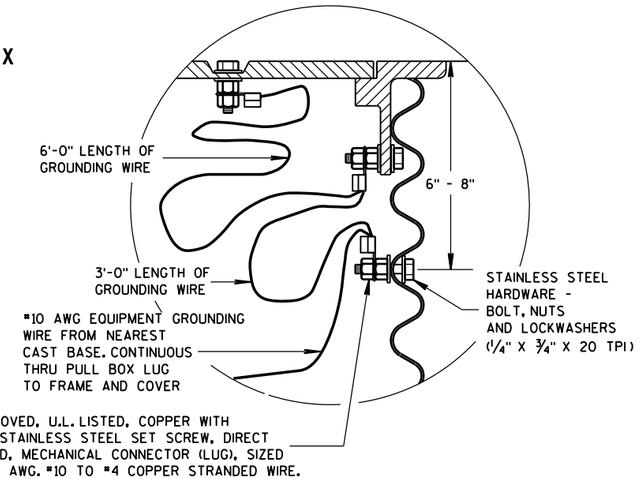
ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

PULL BOX



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

GENERAL NOTES

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

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

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

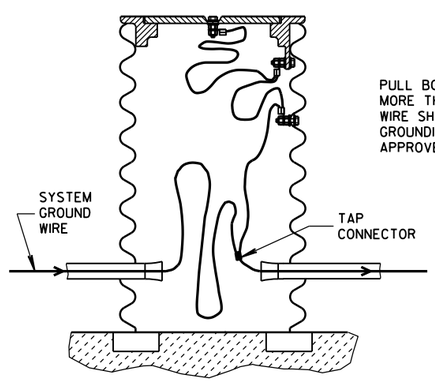
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

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

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

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

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



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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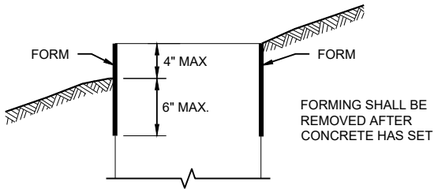
S.D.D. 9 B 4-11

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 ENDS 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 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.

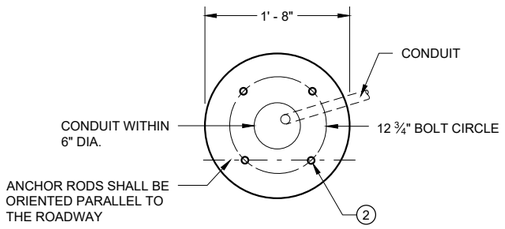
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

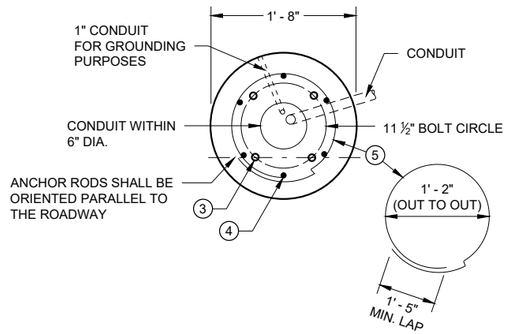
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

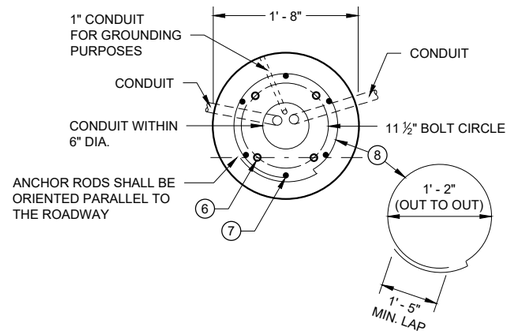
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

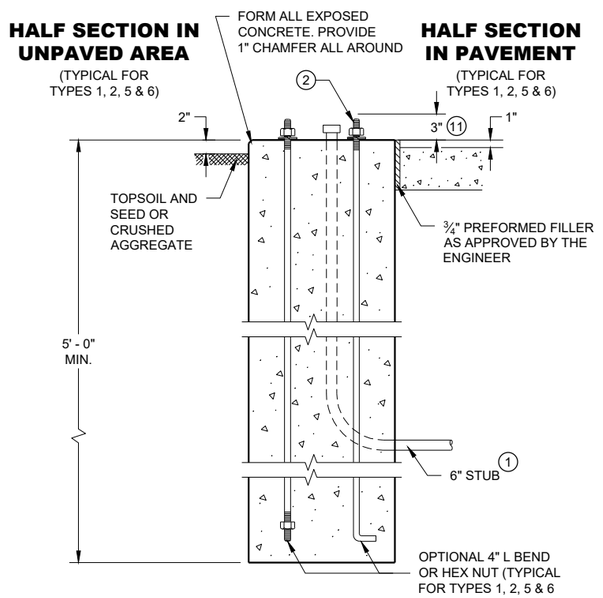
WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

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

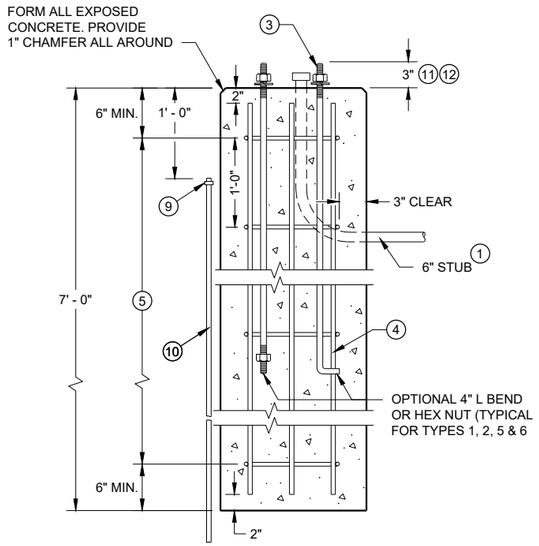




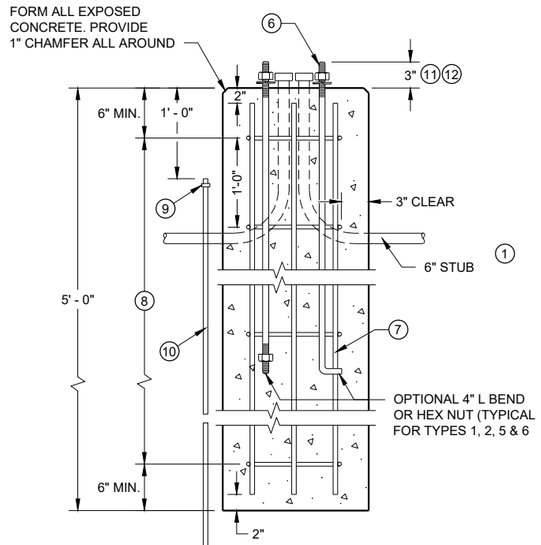




TYPE 1



TYPE 2



TYPE 5 & 6

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

CONCRETE BASES
TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

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SDD 09C02 - 09

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 531.2.2 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.

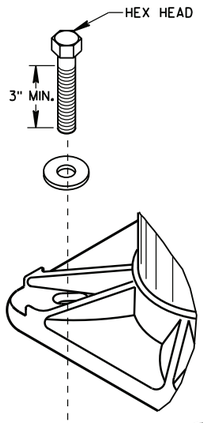
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

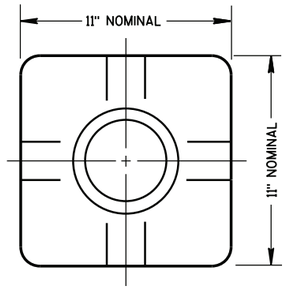
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

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

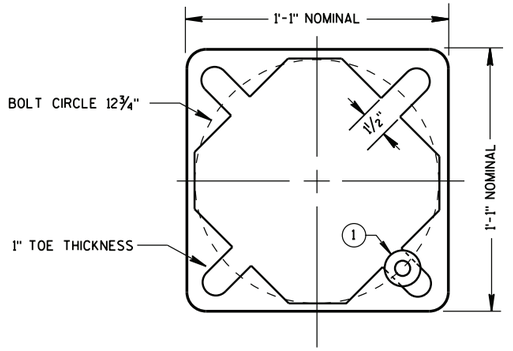
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

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

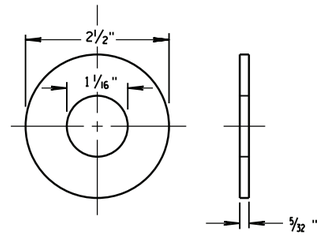




TOP VIEW
(PEDESTAL BASE)

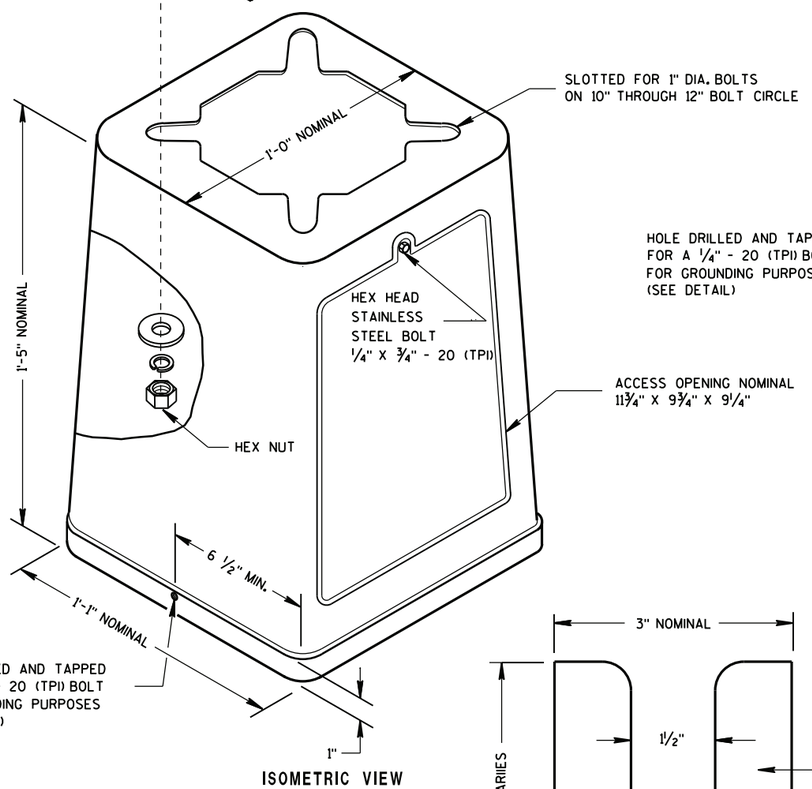


BOTTOM VIEW
(PEDESTAL BASE)

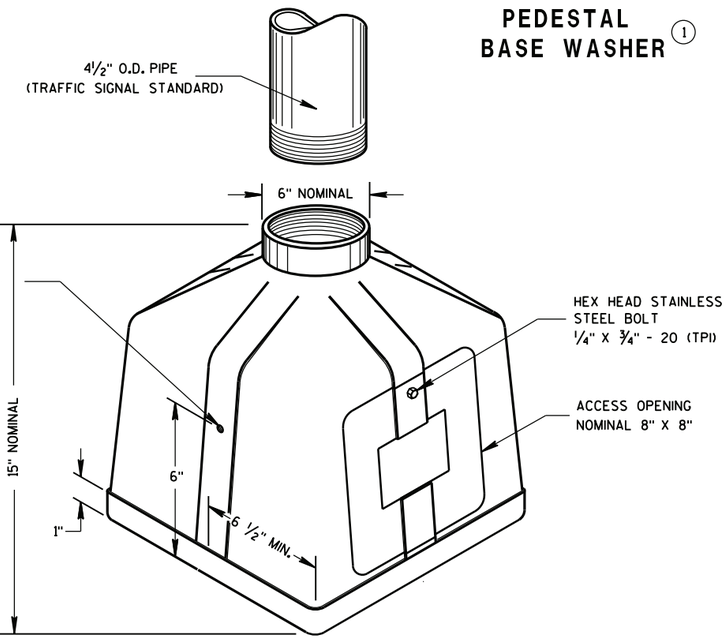


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

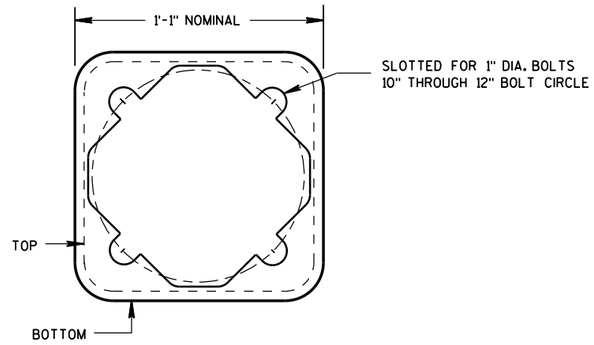
PEDESTAL BASE WASHER (1)



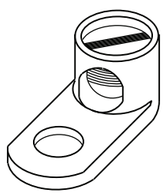
ISOMETRIC VIEW



ISOMETRIC VIEW
PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

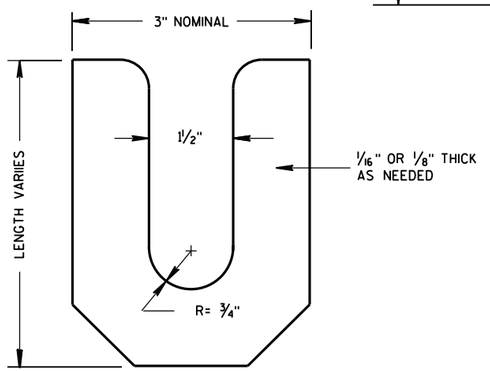


TYPICAL MECHANICAL CONNECTOR LUG

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
FHWA	

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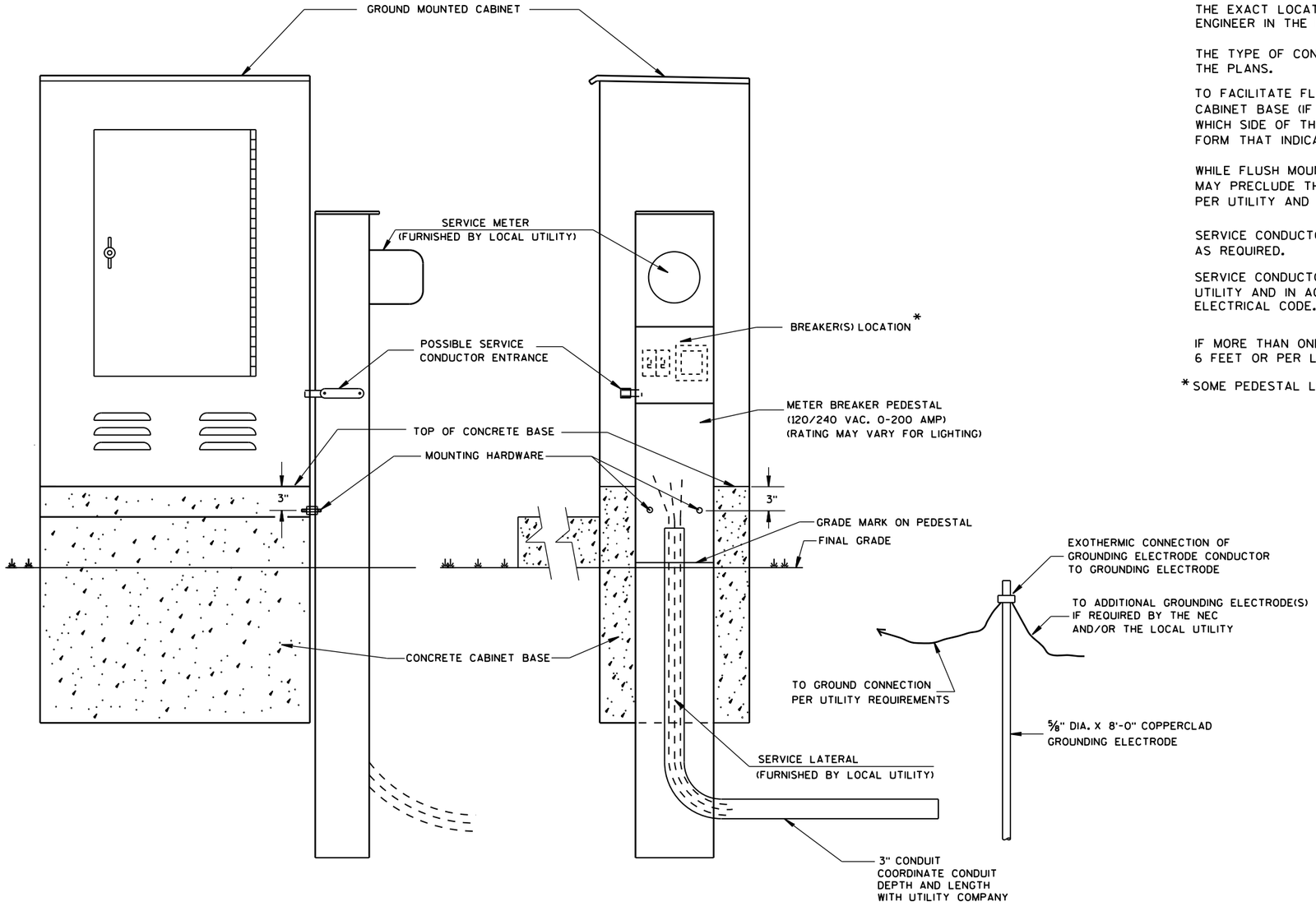

TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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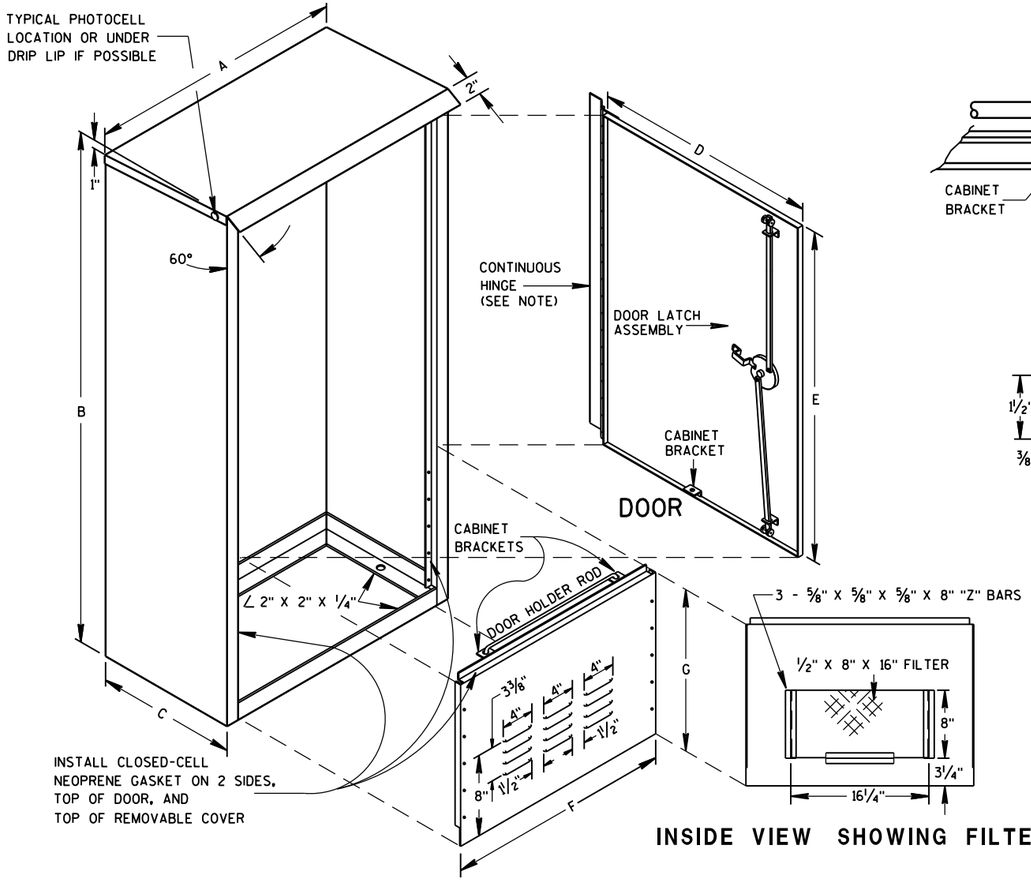
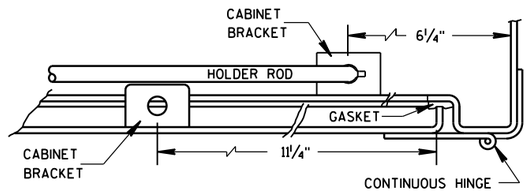
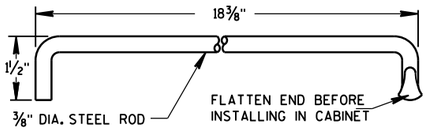


REMOVABLE COVER

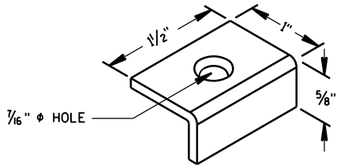
INSIDE VIEW SHOWING FILTER



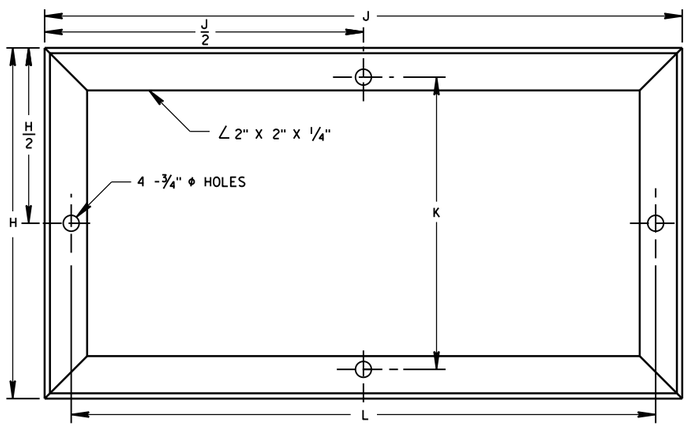
HINGE & DOOR HOLDER



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.

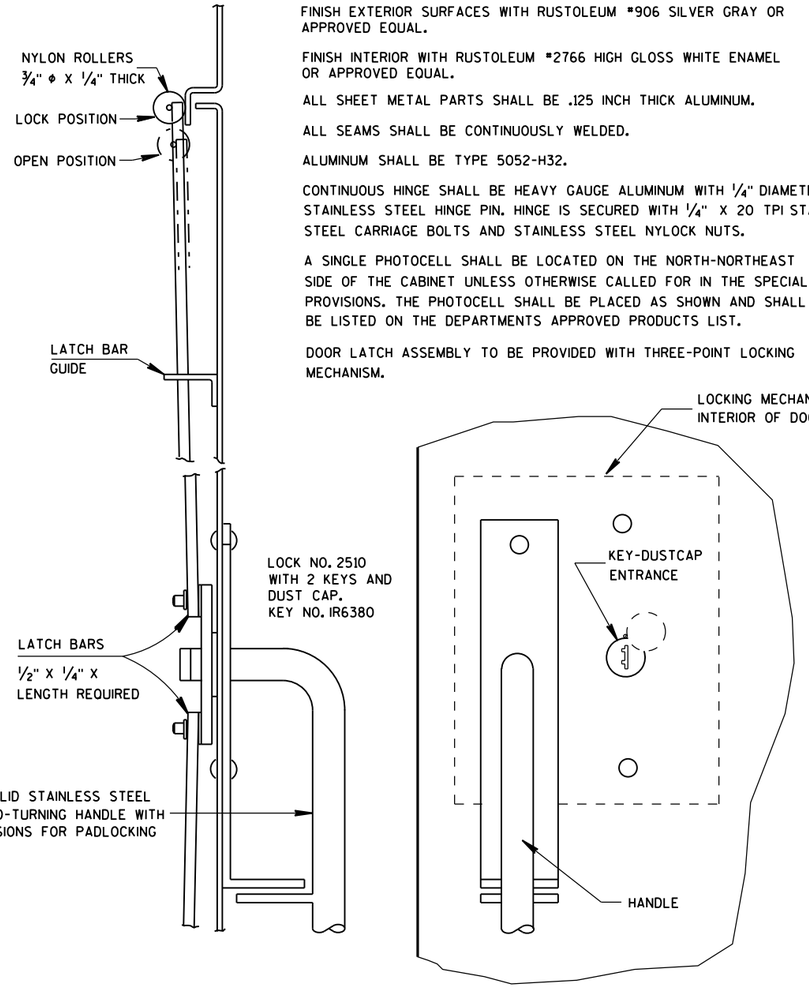
ALL SEAMS SHALL BE CONTINUOUSLY WELDED.

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.

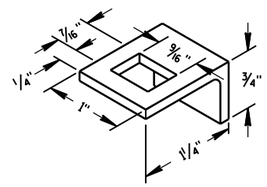
DOOR LATCH ASSEMBLY TO BE PROVIDED WITH THREE-POINT LOCKING MECHANISM.



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

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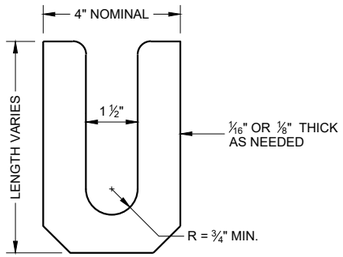
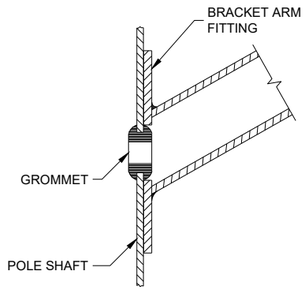
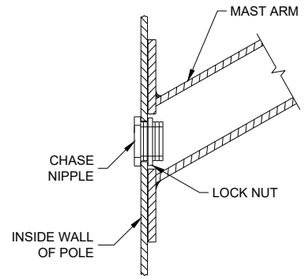


LEVELING SHIM (1)
SHALL BE ALUMINUM



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.

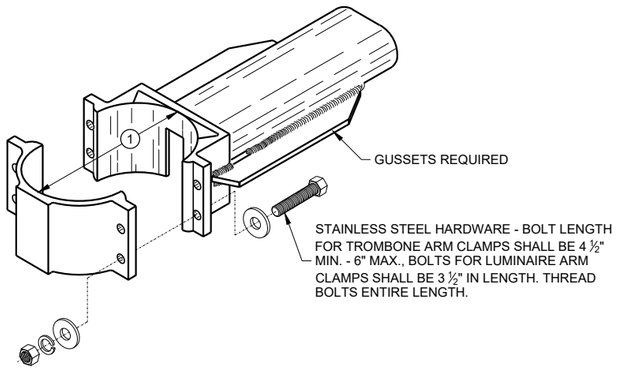
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

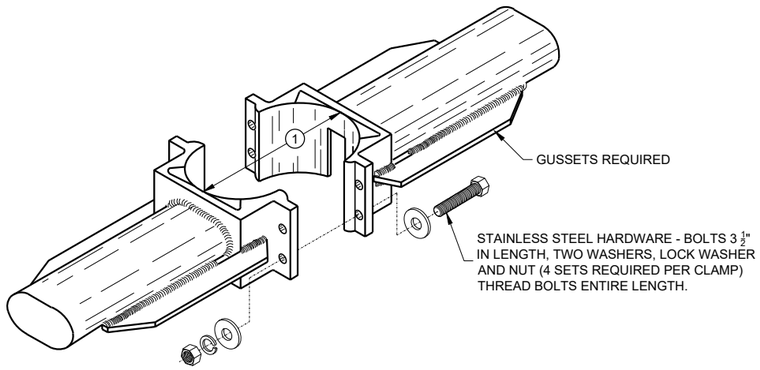
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(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.

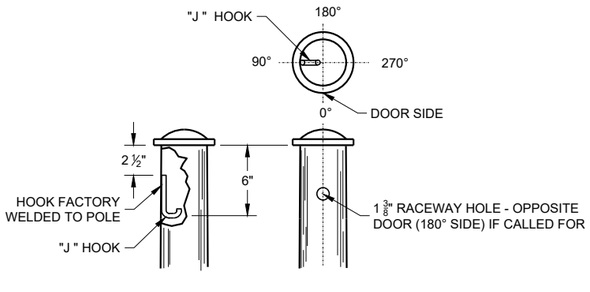
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



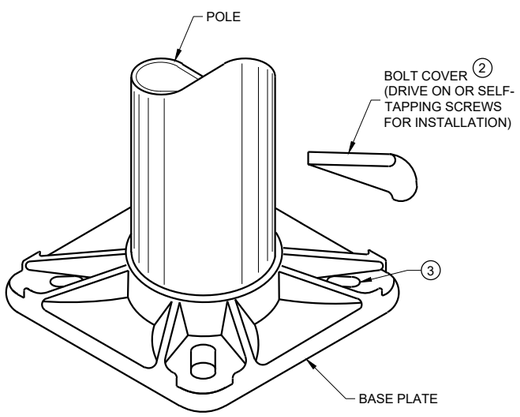
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



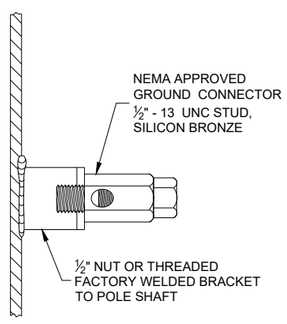
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

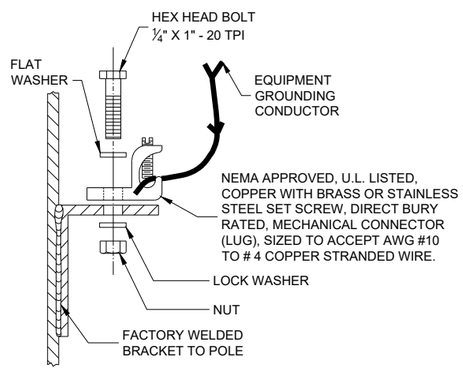


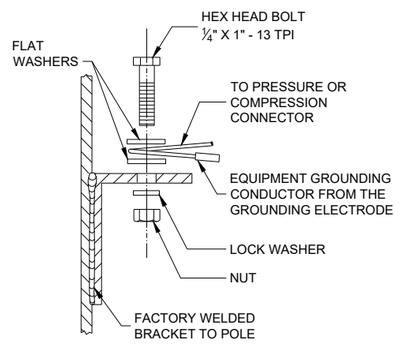
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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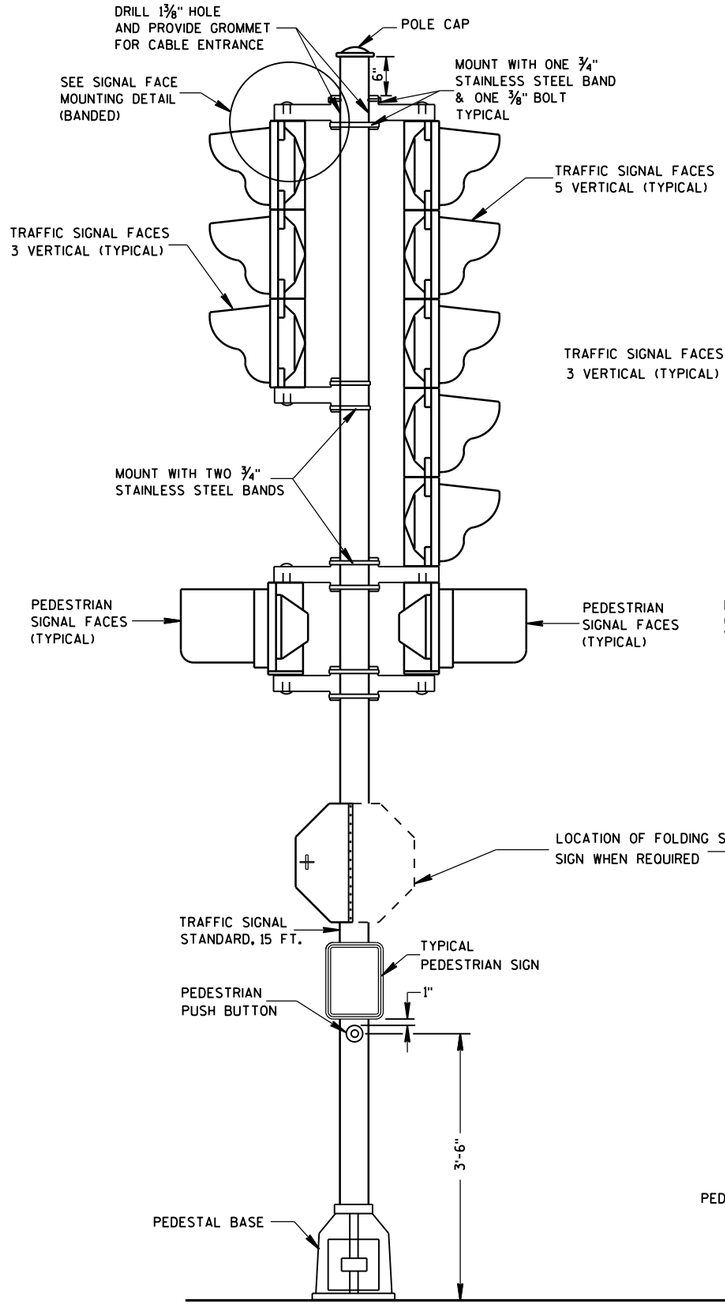
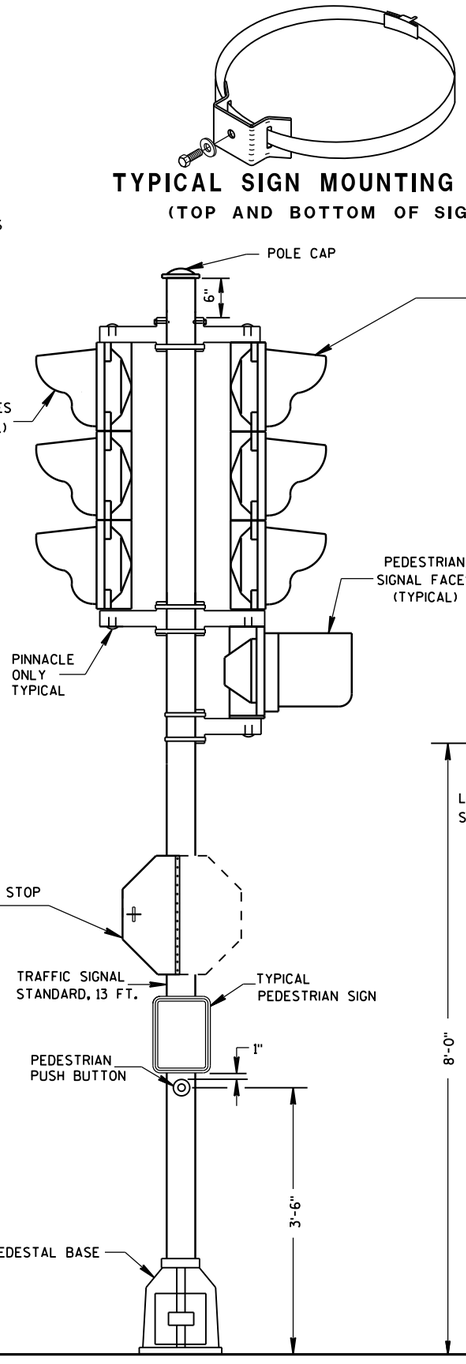
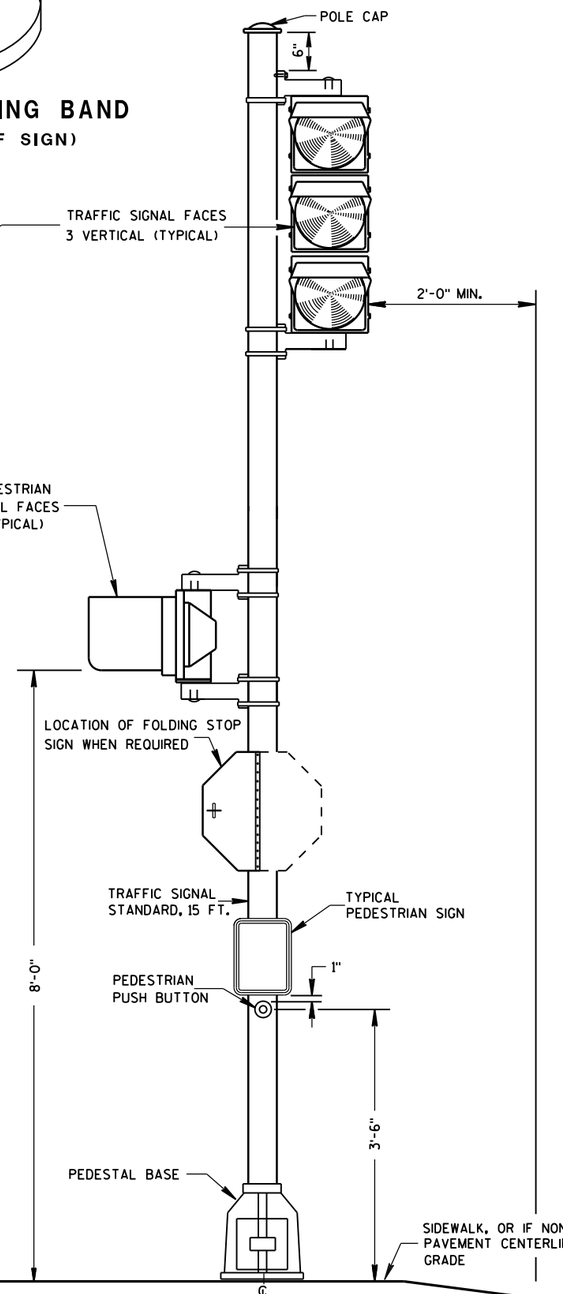


TRAFFIC SIGNAL STANDARD-15 FT.



TRAFFIC SIGNAL STANDARD-13 FT.

TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



TRAFFIC SIGNAL STANDARD-15 FT.
3M MOUNTING (TYPICAL)

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

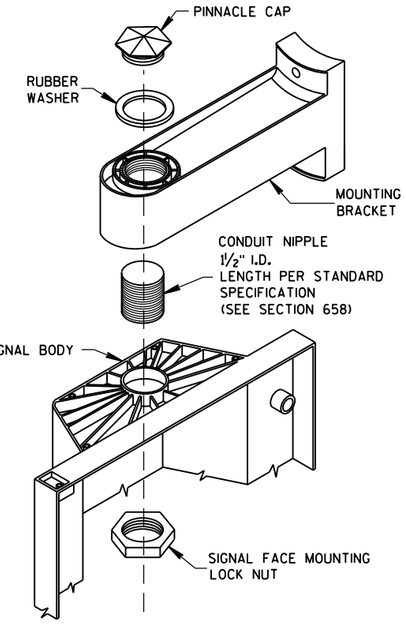
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



SIGNAL FACE MOUNTING DETAIL
(BANDED)

TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.

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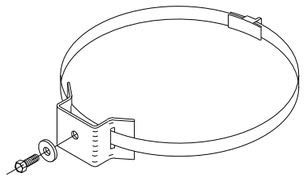
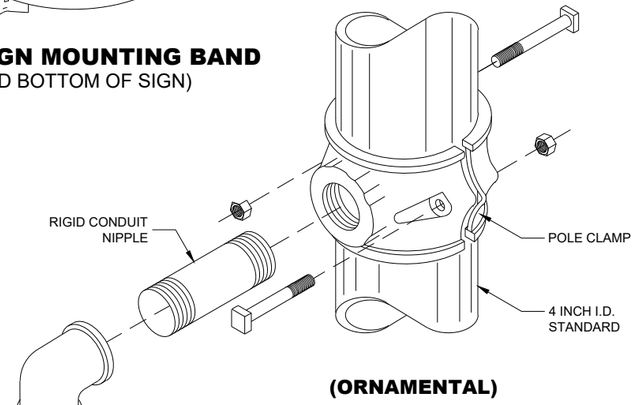
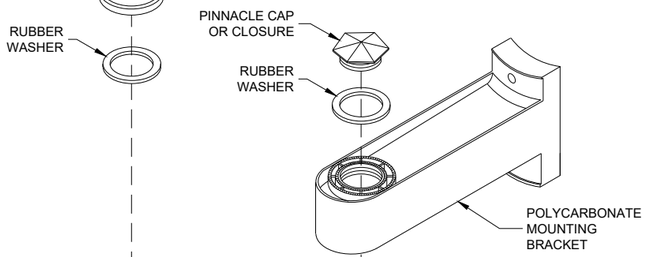


TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



(ORNAMENTAL)



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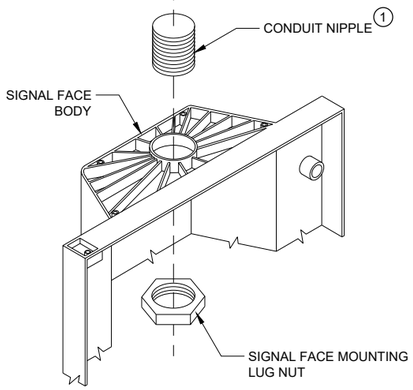
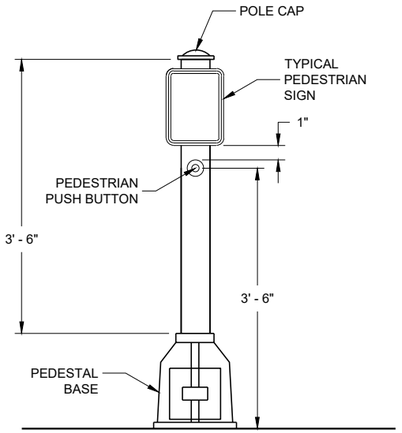


SIGNAL FACE MOUNTING DETAILS



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.

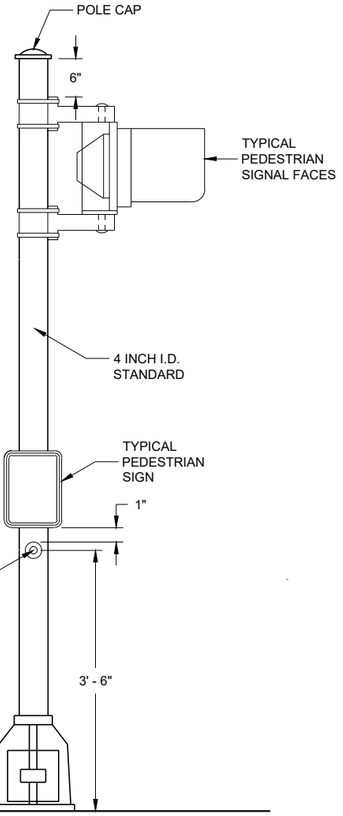
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE REGION TRAFFIC ENGINEER).

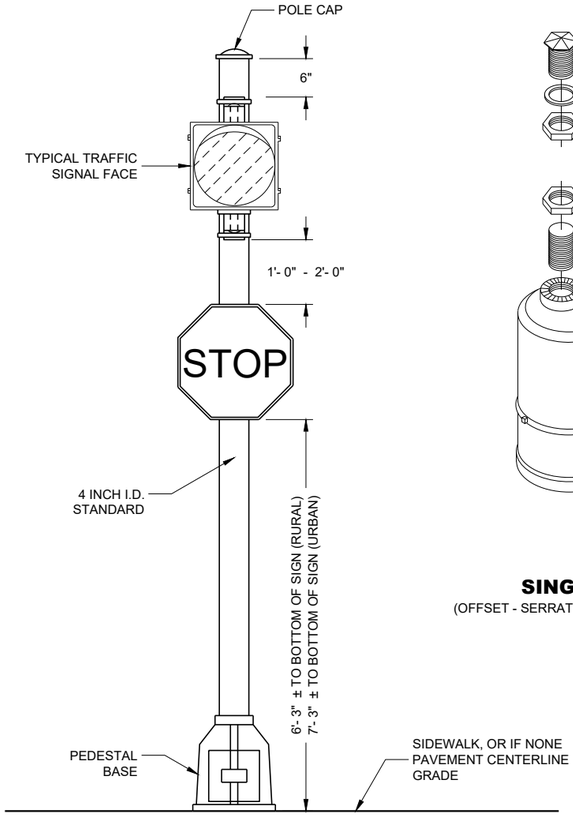
PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

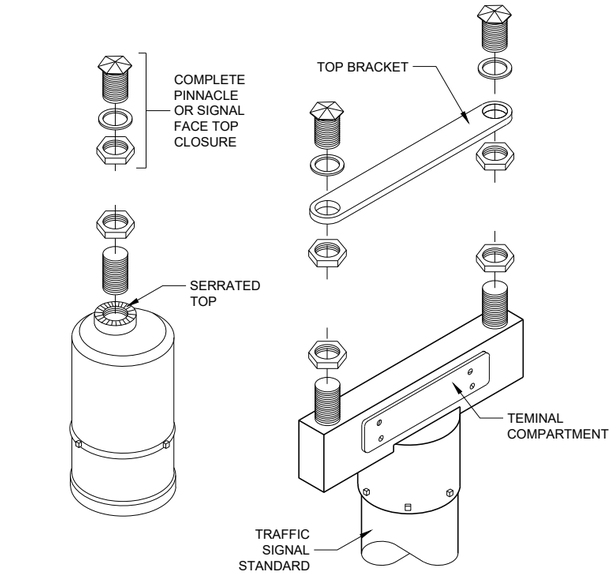
(1) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE 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
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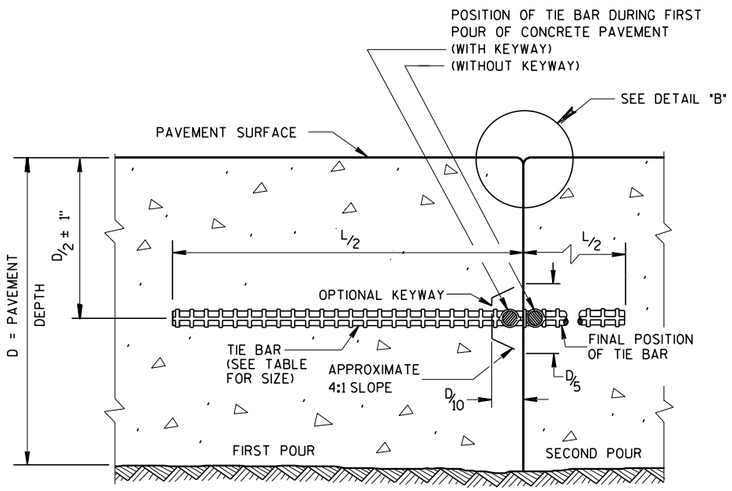
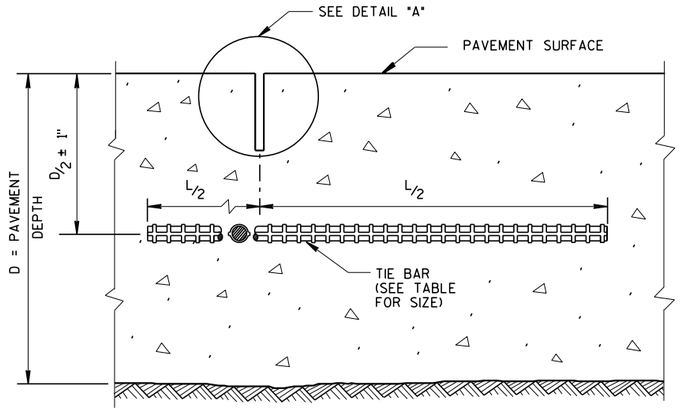


CONSTRUCTION JOINT



SAWED JOINT

GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

PLAN VIEW

SECTION A-A

LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

DETAIL "A"

DETAIL "B"

DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
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/S/ Peter Kerr, P.E.
PAVEMENT SUPE
FHWA

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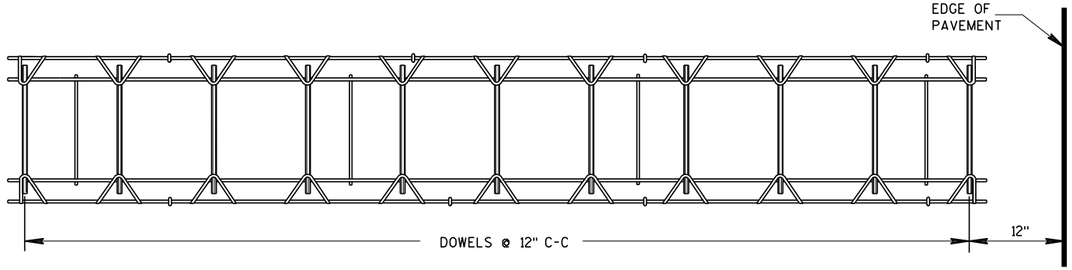
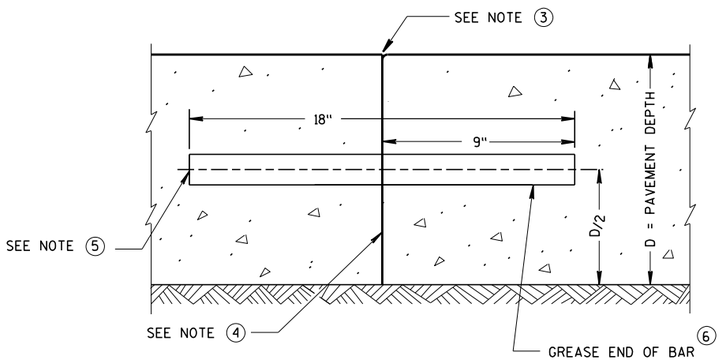


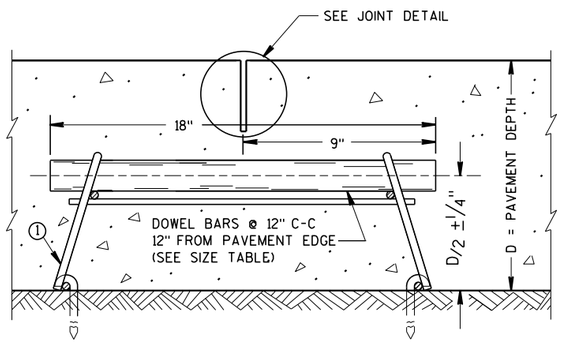
PLAN VIEW

SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



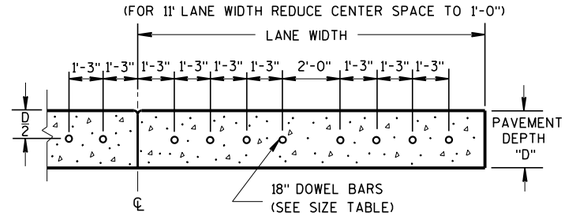
TRANSVERSE CONSTRUCTION JOINT



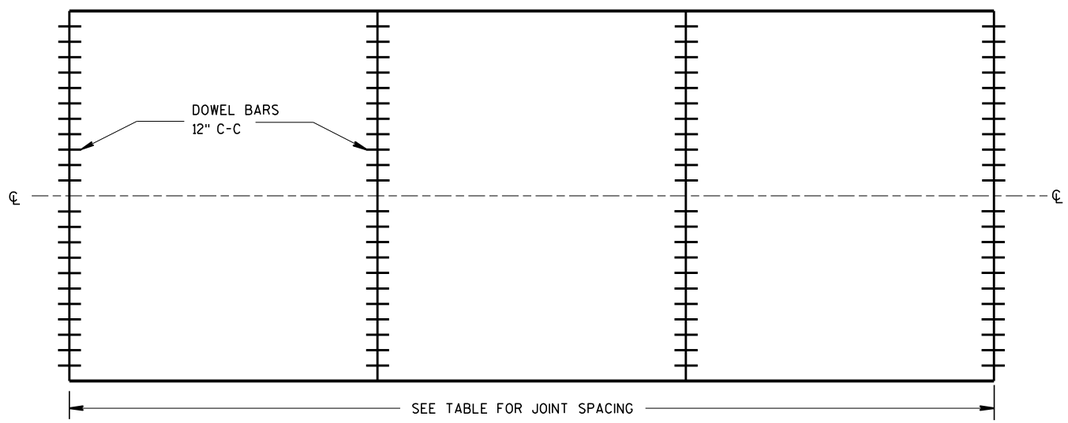
DOWELED CONTRACTION JOINT

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.

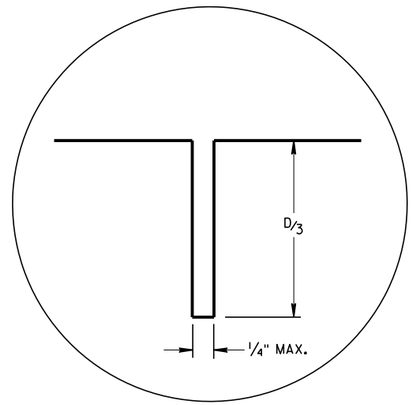
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

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
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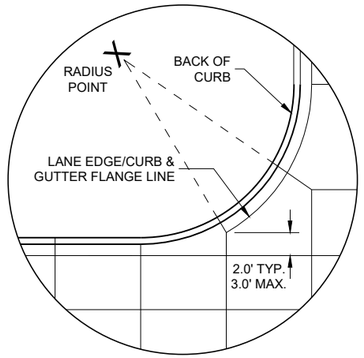
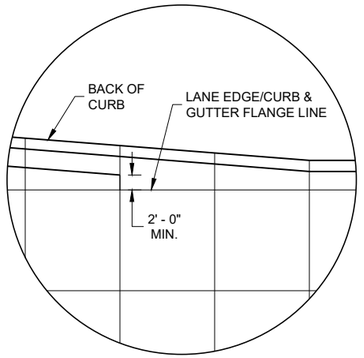
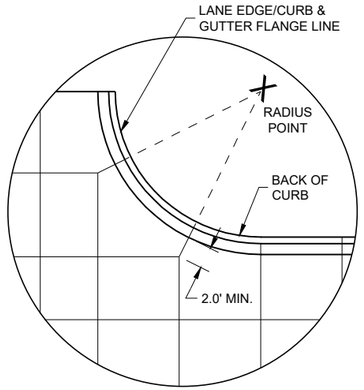


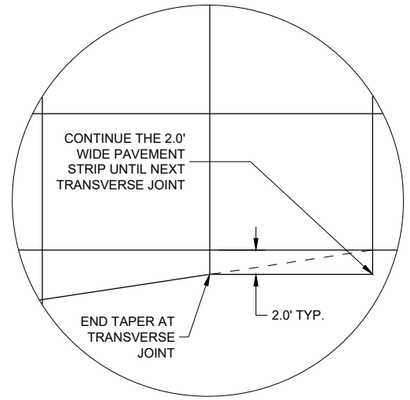
DETAIL "A"



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.

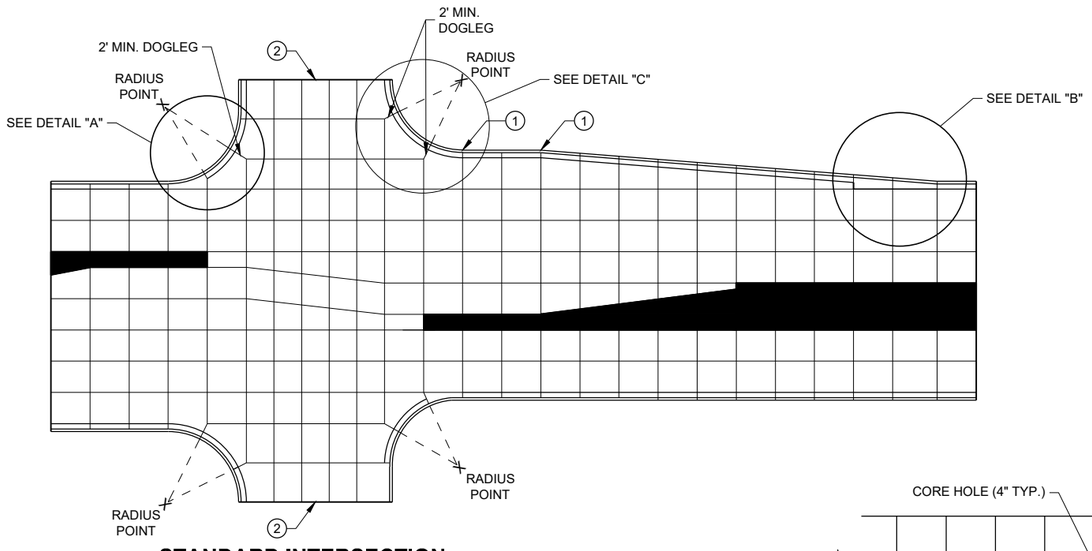
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

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.

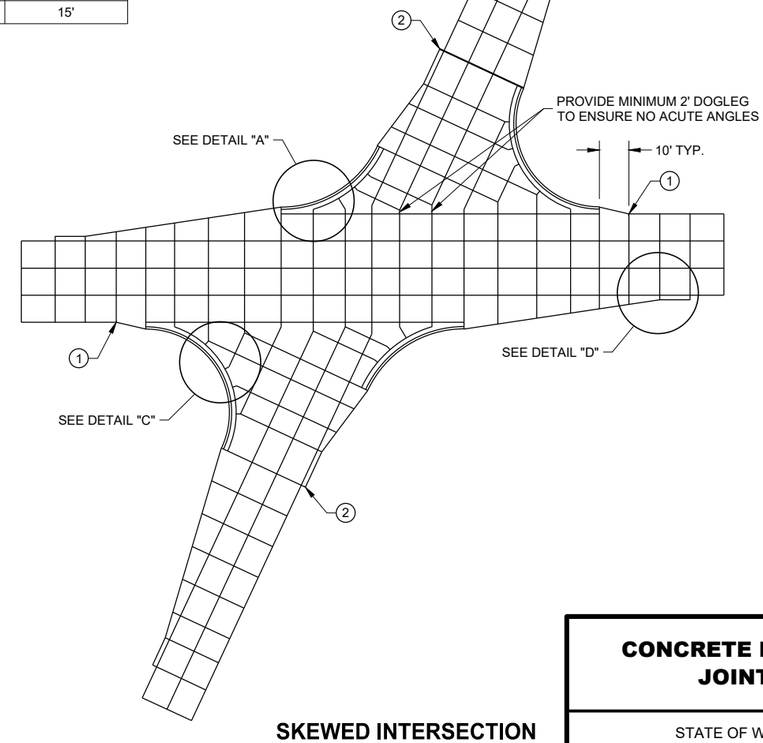
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITHEDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



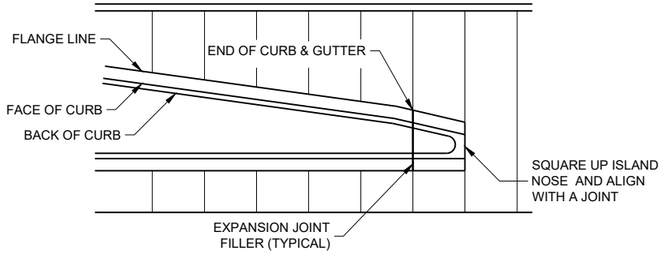
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

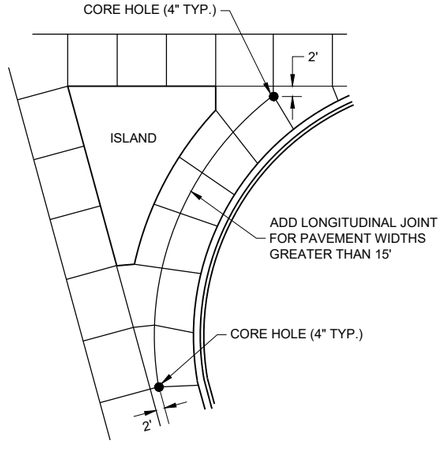
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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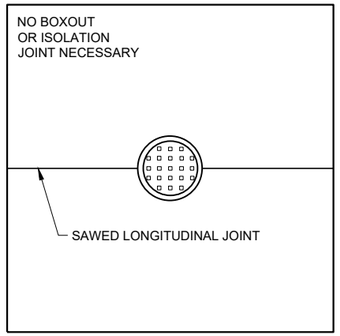
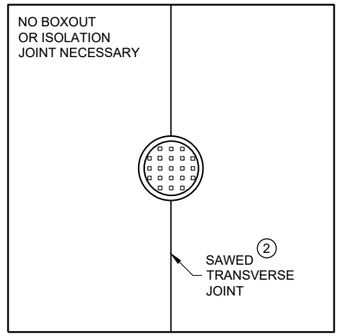
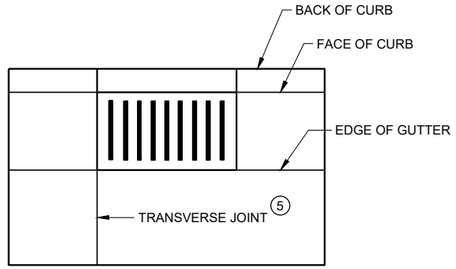


MANHOLE WITH LONGITUDINAL JOINT



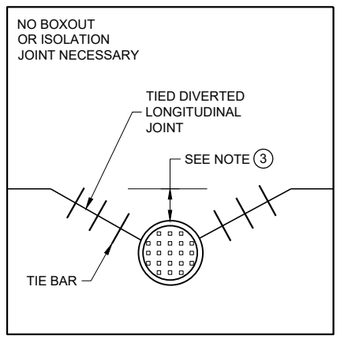
MANHOLE WITH TRANSVERSE JOINT



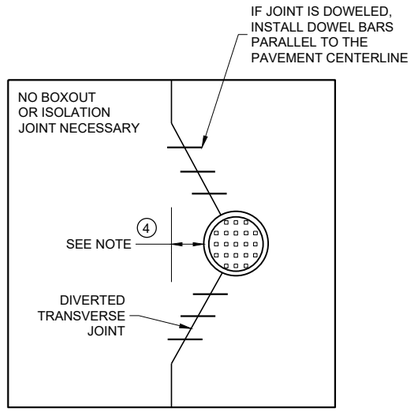
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

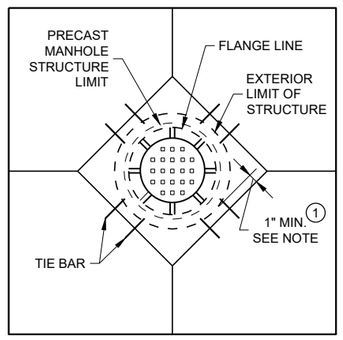
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF 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 SUPERVISOR

FHWA

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SDD13C18 - 07d

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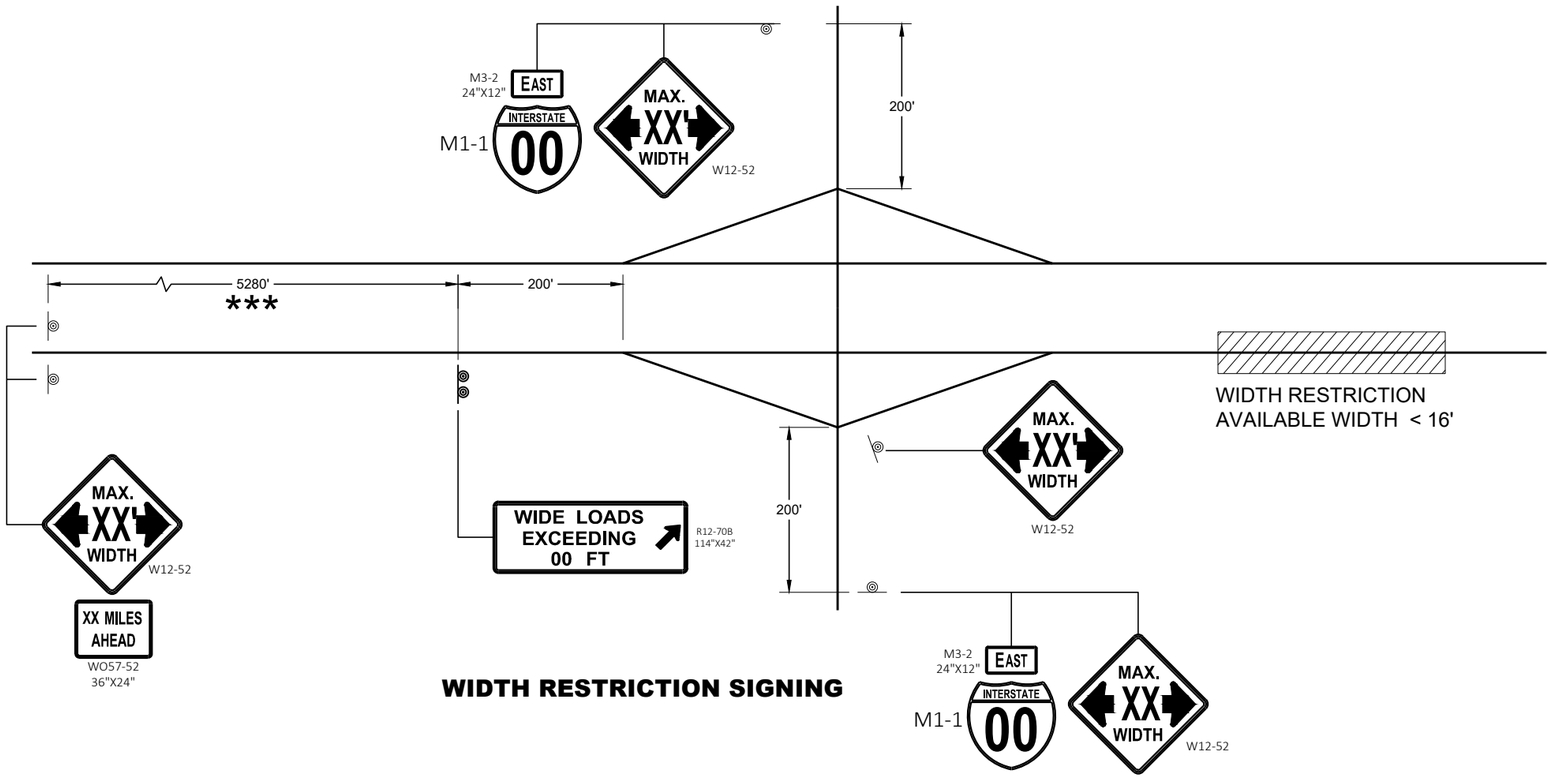
SDD13C18 - 07d



WIDTH RESTRICTION SIGNING

LEGEND

SIGN ON PERMANENT SUPPORT

GENERAL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS 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 DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL " IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

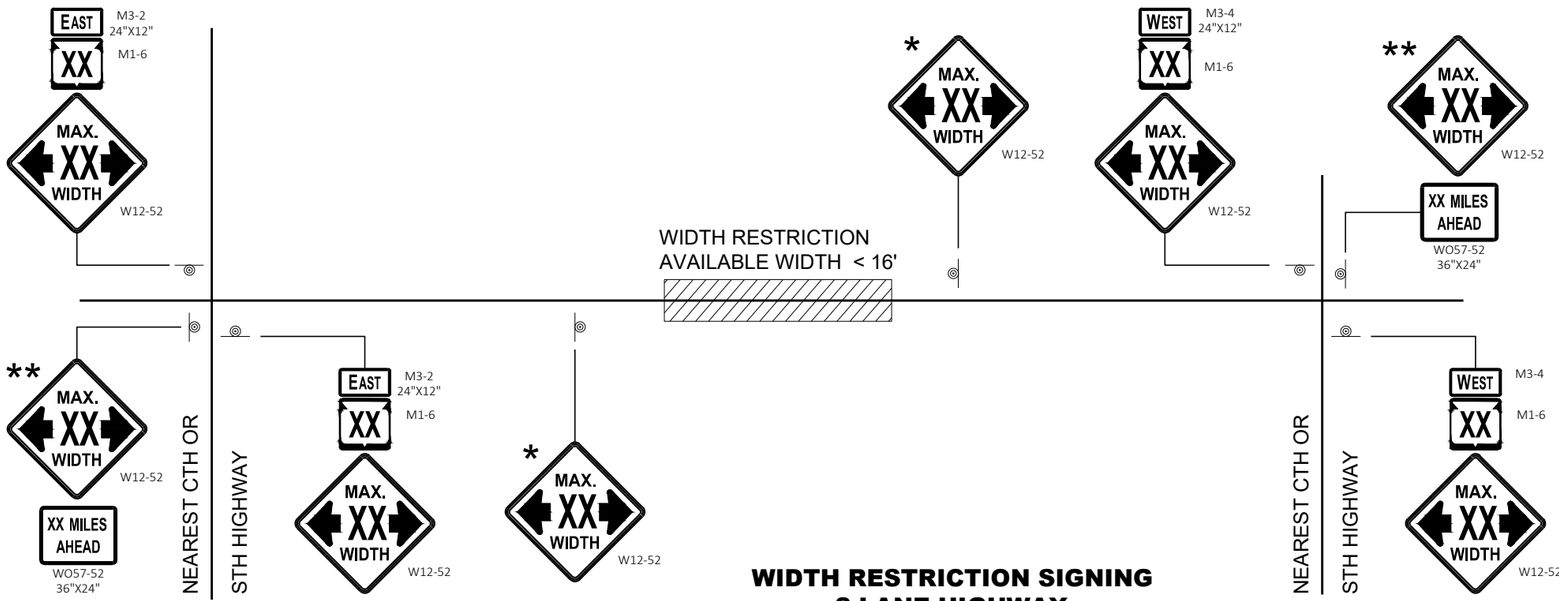
WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

* PLACE 500 FEET BEFORE THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** SIGN SHALL BE VISIBLE FROM ROADWAY.

*** ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.

WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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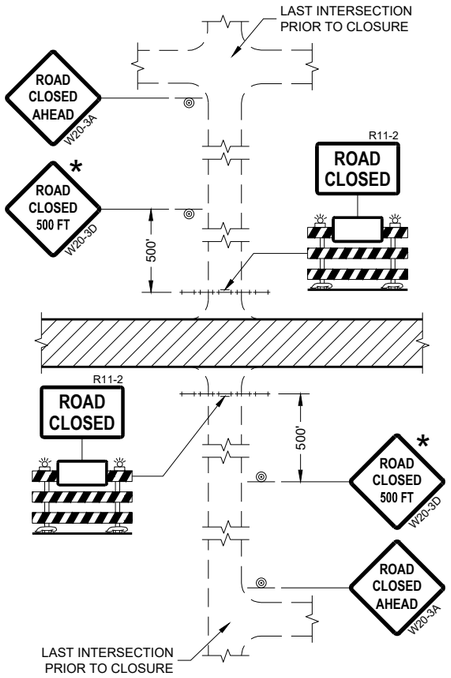
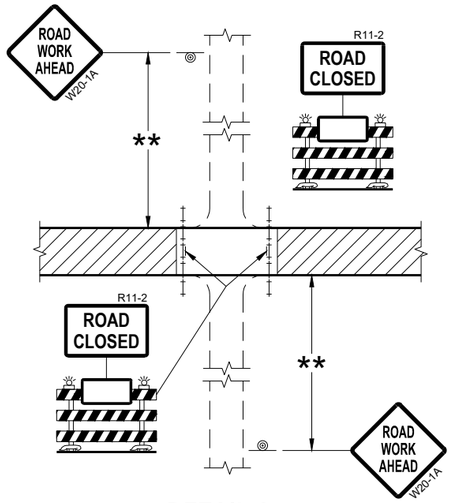
SDD 15C02 - 08f



DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE (500 FEET DESIRABLE) TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

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

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

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

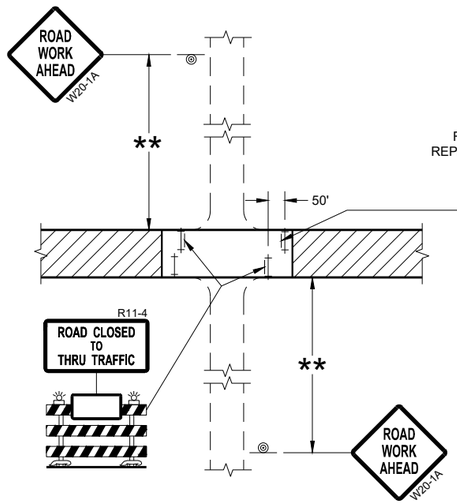
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

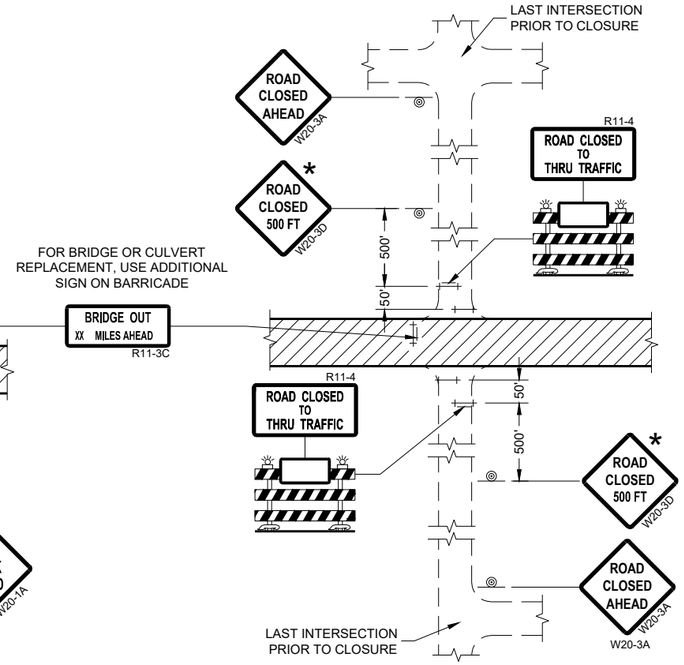
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.

** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.



DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

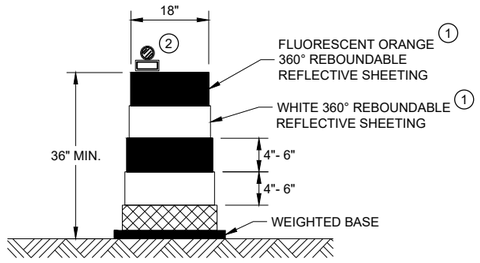
6

SDD 15C03 - 05

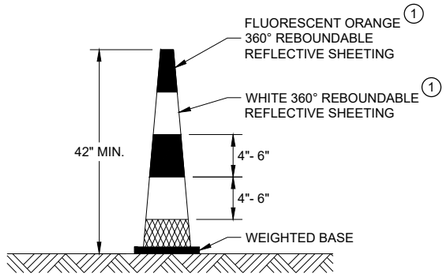
SDD 15C03 - 05

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.

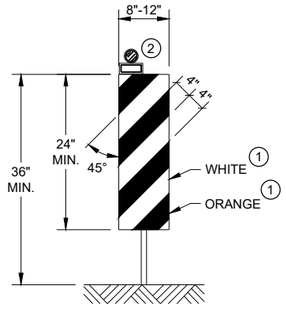


DRUM



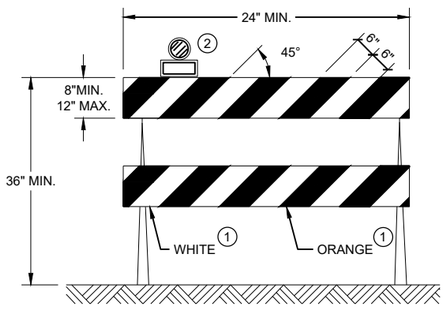
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



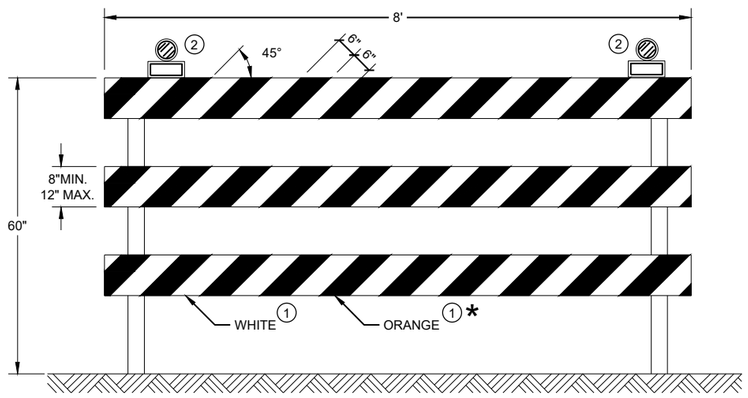
VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III 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
November 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

6

SDD15C11 - 08b

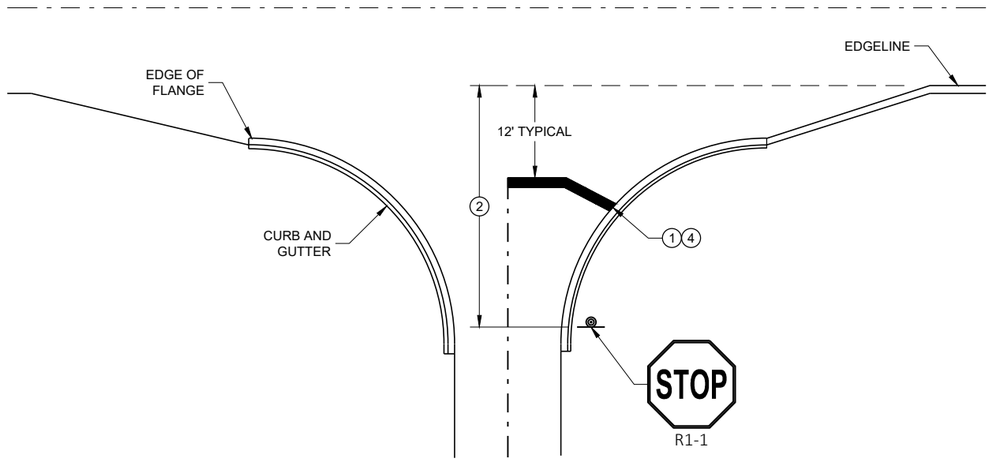
6

SDD15C11 - 08b

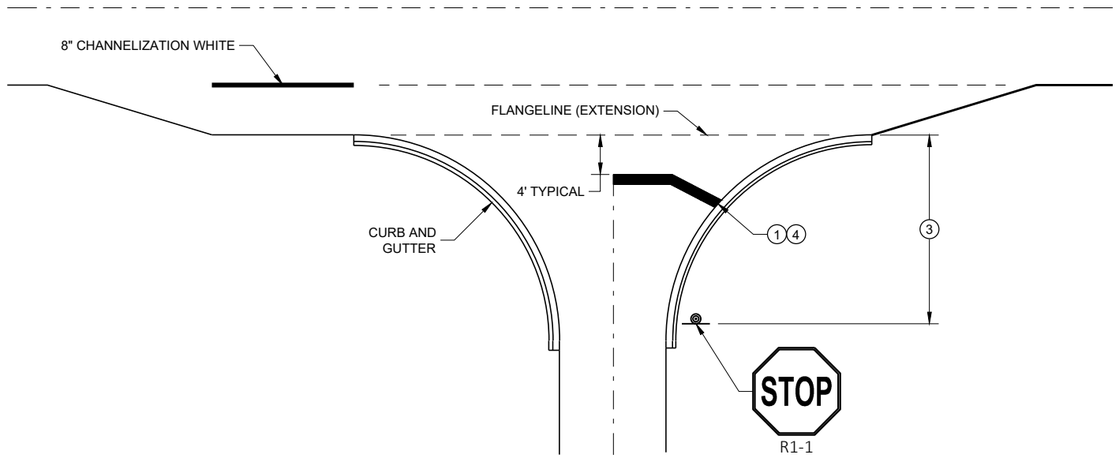
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

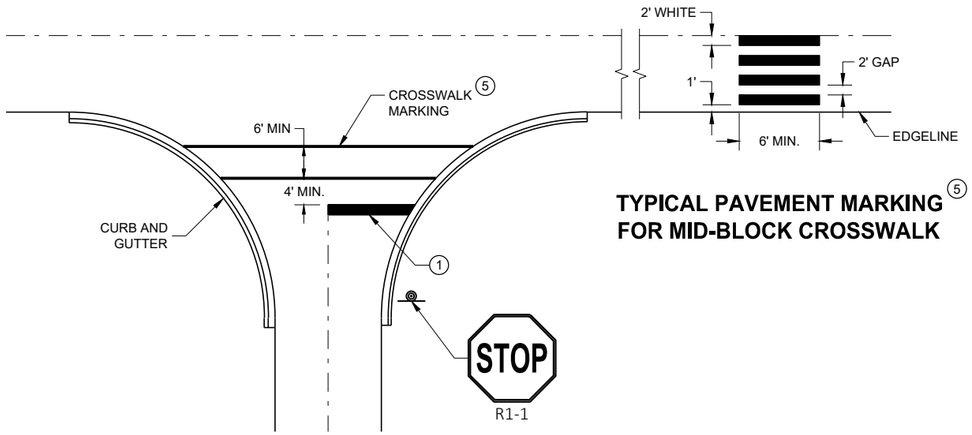
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION.
4. MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
5. LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES INSTEAD.



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

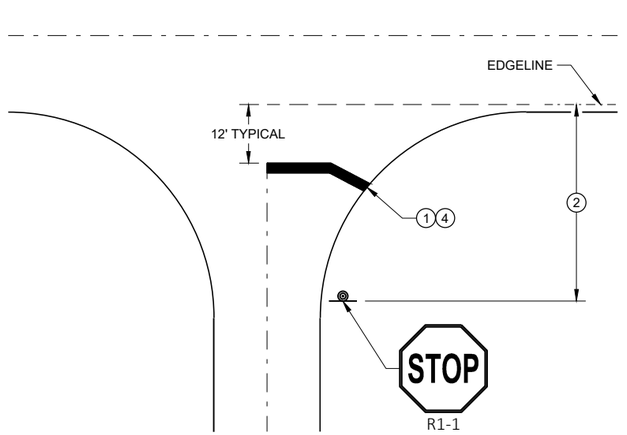


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING

TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

6

SDD 15C33 - 04

6

SDD 15C33 - 04

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

FOR WORK ON ROADWAYS WITH SPEEDS GREATER THAN 45MPH, USE SDD 15D12.

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.

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 REGIONAL TRAFFIC UNIT.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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 TEMPORARY SUPPORTS.

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 TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

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.

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.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

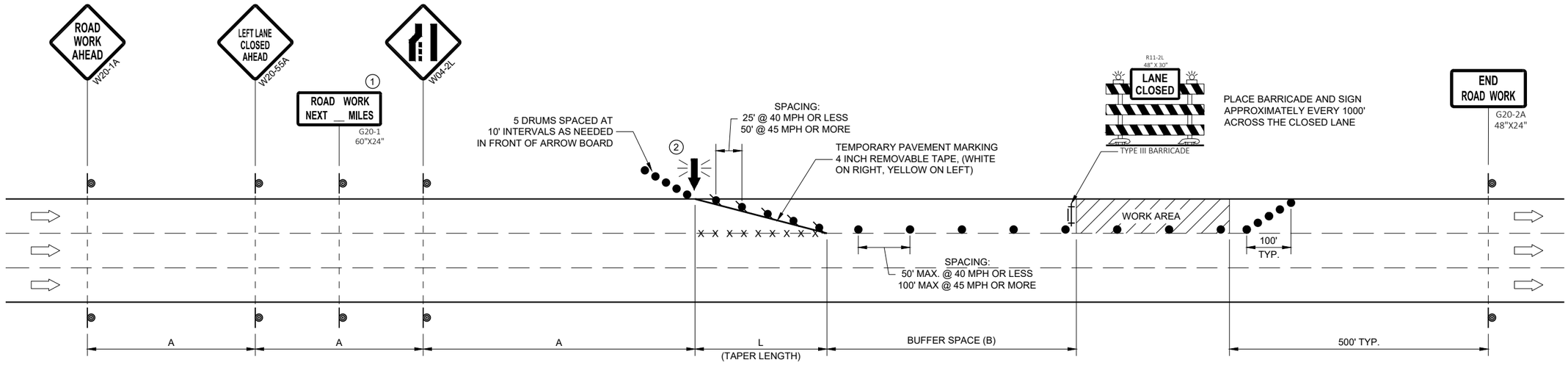
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

(2) WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO PLACE THE ARROW BOARD AS SHOWN, PLACE THE ARROW BOARD AT THE END OF THE TAPER.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'

TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE
/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

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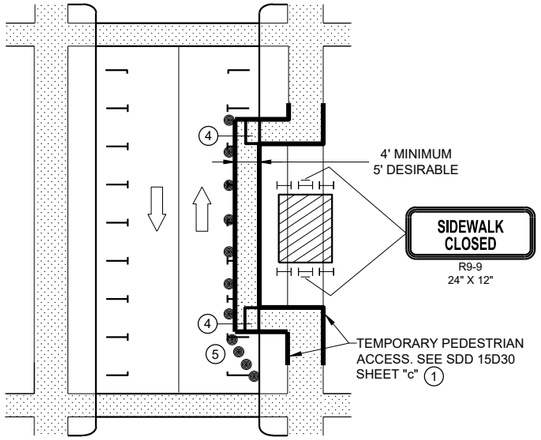
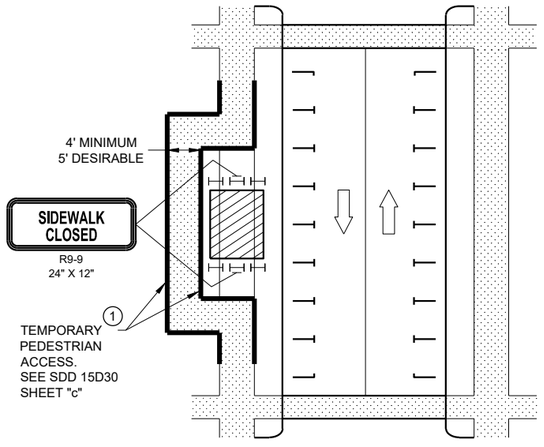
SDD15D20 - 05a

NOTE: MAY BE USED ON ROADWAY WITH POSTED SPEED OF LESS THAN 40 MPH.

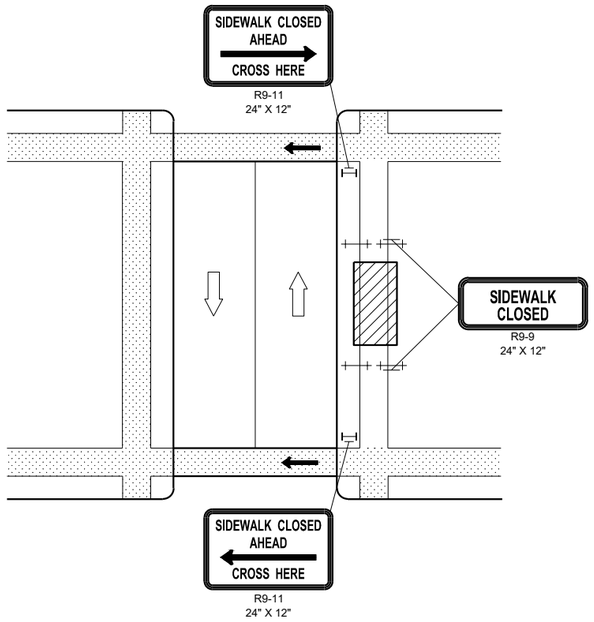


MID-BLOCK SIDEWALK SIDEWALK CLOSURE IN PARKING LANE

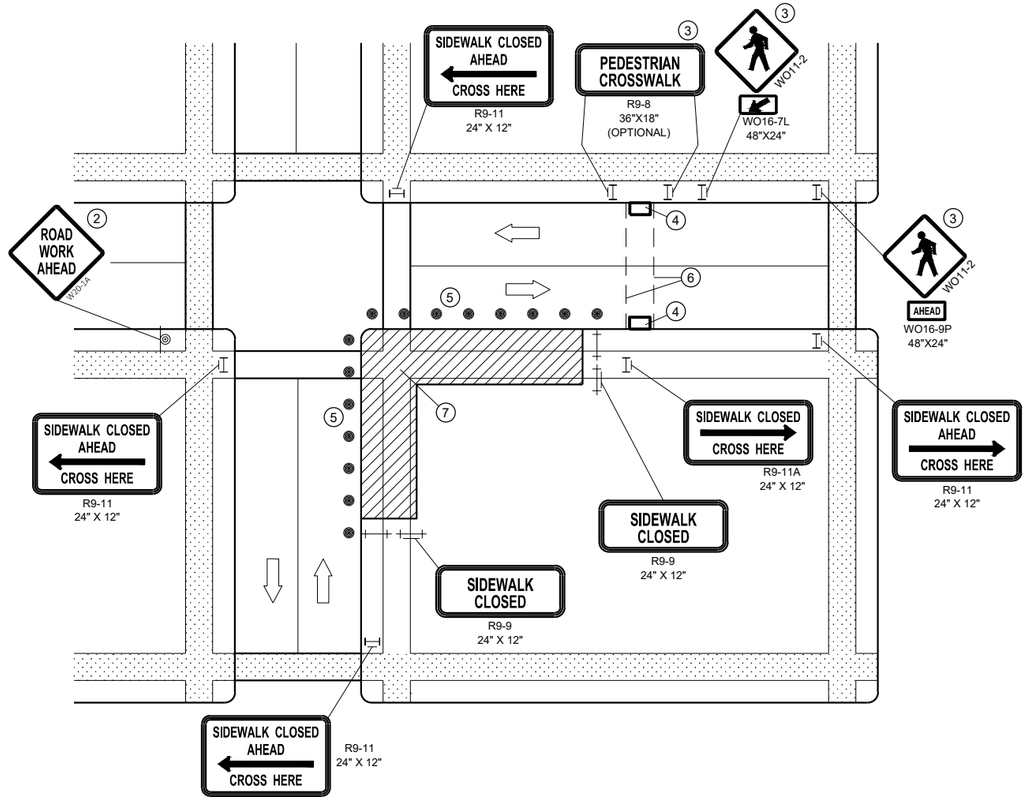
NOTE: LAYOUT SAME AS ABOVE.



SIDEWALK DIVERSION



MID-BLOCK SIDEWALK CLOSURE



CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK

GENERAL NOTES

WHEN CLOSING OR RELOCATING CROSSWALKS OR SIDEWALKS, PROVIDE DETECABLE TEMPORARY FACILITIES AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH EXISTING PEDESTRIAN FACILITIES.

TEMPORARY TRAFFIC CONTROL DEVICES FOR PEDESTRIANS ARE SHOWN. OTHER DEVICES MAY BE NECESSARY TO CONTROL VEHICULAR TRAFFIC. STAGE WORK AS NECESSARY, TO PROVIDE A TEMPORARY PEDESTRIAN ACCESS ROUTE AT ALL TIMES. FOR ROADWAYS WITH NO AVAILABLE DETOURS, MAINTAIN ONE OPEN SIDEWALK AT ALL TIMES.

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

FOR NIGHTIME CLOSURE, USE TYPE "A" FLASHING WARNING LIGHTS ON BARRICADES, SUPPORTING SIGNS AND CLOSING SIDEWALK. USE TYPE "C" STEADY BURN LIGHTS ON CHANNELIZING DEVICES SEPARATING THE WORK AREA FROM VEHICULAR TRAFFIC.

PEDESTRIAN TRAFFIC SIGNAL DISPLAY CONTROLLING CLOSED CROSSWALK SHALL BE COVERED OR DEACTIVATED.

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

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

1. IF SIDEWALK CLOSURE AFFECTS AN ACCESSIBLE AND DETECTABLE FACILITY, MAINTAIN ACCESSIBILITY AND DETECTABILITY ALONG THE ALTERNATE PEDESTRIAN ROUTE
2. "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR IF THE WORK AREA AND EQUIPMENT ARE MORE THAN 2 FEET BEHIND THE CURB.
3. IF TEMPORARY PEDESTRIAN CROSSWALK IS NOT PROVIDED, OMIT R9-8 AND WO11-2 SIGN ASSEMBLIES. IF PROVIDED INCLUDE ON BOTH SIDES OF THE CROSSWALK.
4. TEMPORARY CURB RAMPS. SEE SDD 15D30 SHEET "b'.
5. DRUMS OR BARRICADES AT 25 FOOT SPACING. STREET PARKING SHALL BE PROHIBITED FOR AT LEAST 50 FEET IN ADVANCE OF THE MID-BLOCK CROSSWALK.
6. TEMPORARY PAVEMENT MARKING FOR CROSSWALK LINES.
7. LIMIT WORK TO ONE QUADRANT AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

LEGEND

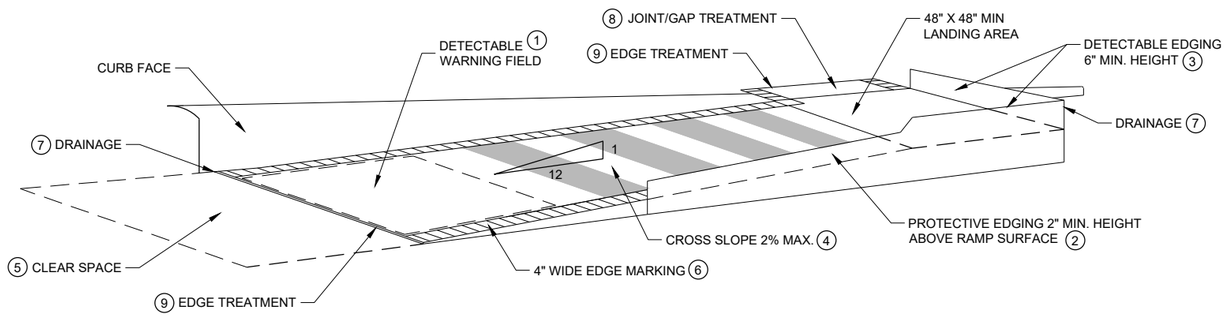
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- TYPE III BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- PEDESTRIAN CHANNELIZATION DEVICE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

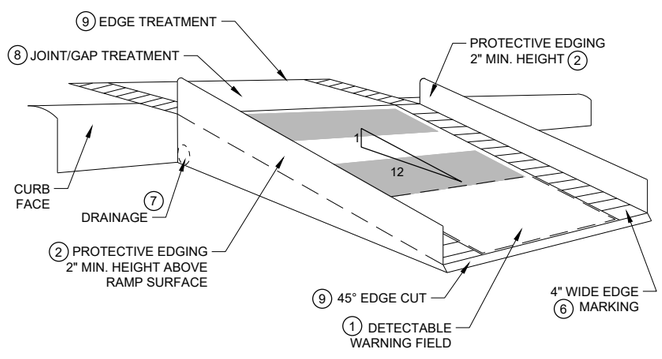
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

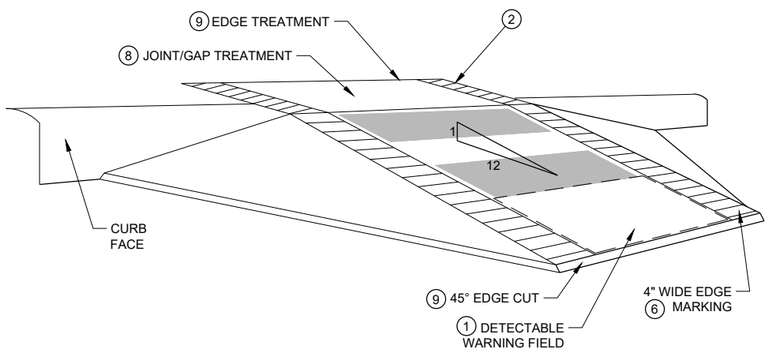
SDD 15D30 - 06a
SDD15D30 - 06a



TEMPORARY CURB RAMP PARALLEL TO CURB



WITH PROTECTIVE EDGE



WITH SIDE APRON

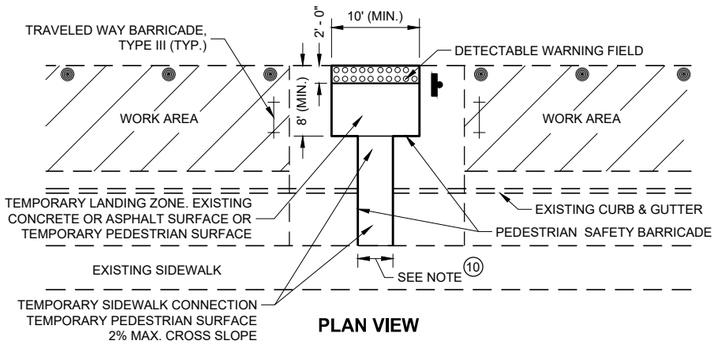
TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

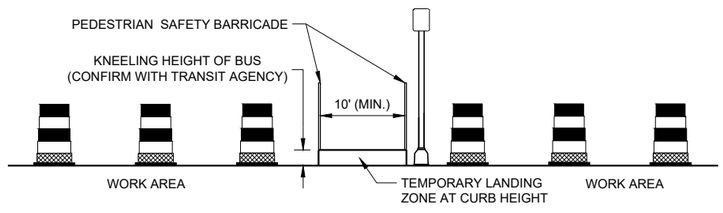
NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

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

1. CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 08D05, SHEET "e".
2. PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
3. DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
4. CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.
5. CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
6. THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.
7. DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
8. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.
9. CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES SHALL BE VERTICAL UP TO ¼" HIGH AND BEVELED AT 1:2 BETWEEN ¼" AND ½".
10. 5" WIDE MIN. WITH PEDESTRIAN SAFETY BARRICADE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY BARRICADE.



PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- WORK AREA

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
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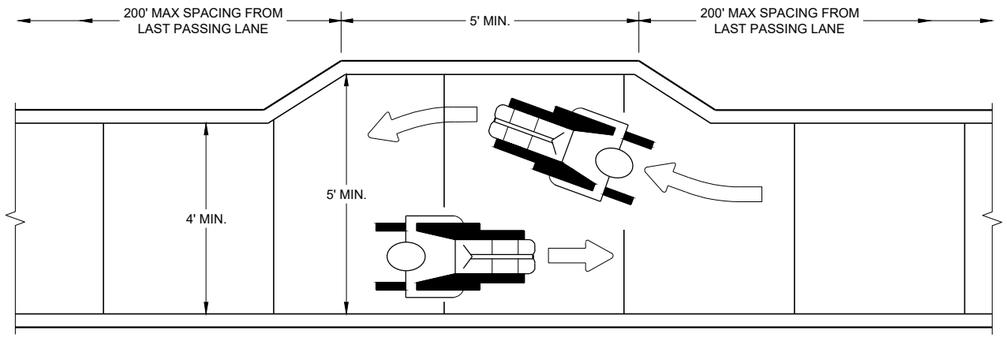
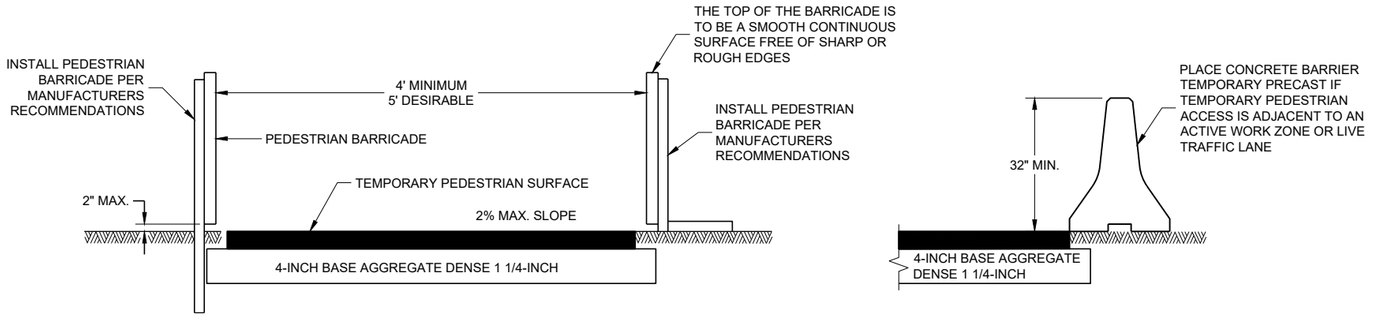
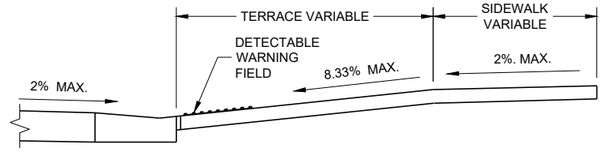


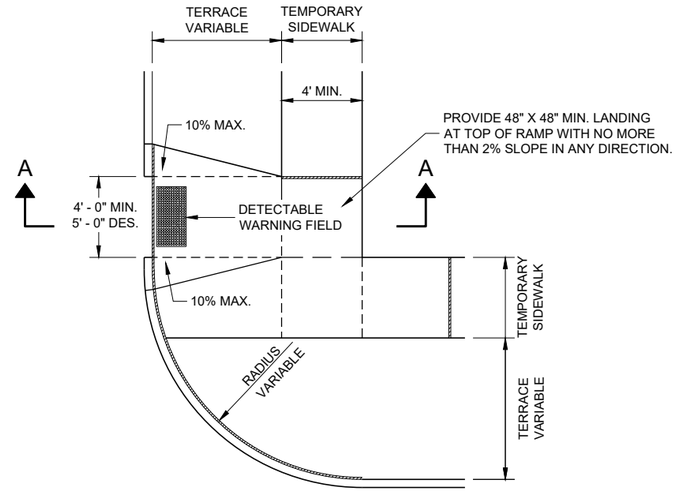
NARROW SIDEWALK PASSING DETAIL



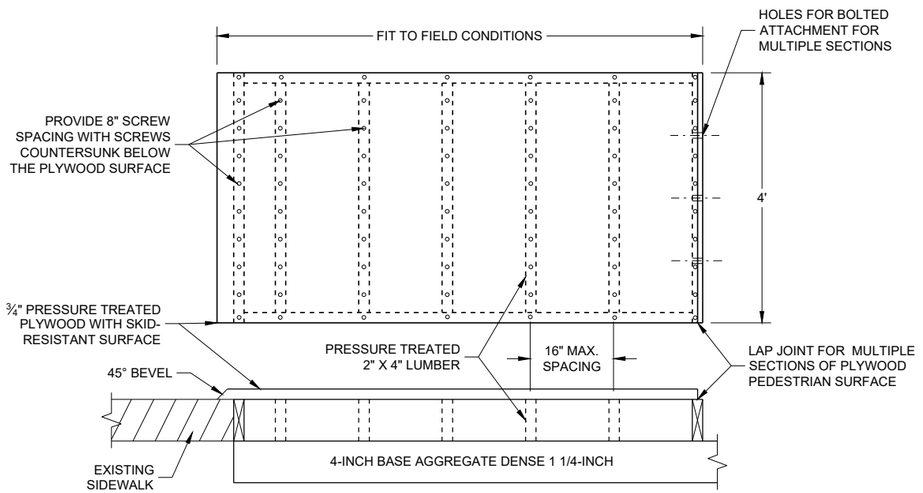
TEMPORARY PEDESTRIAN ACCESS



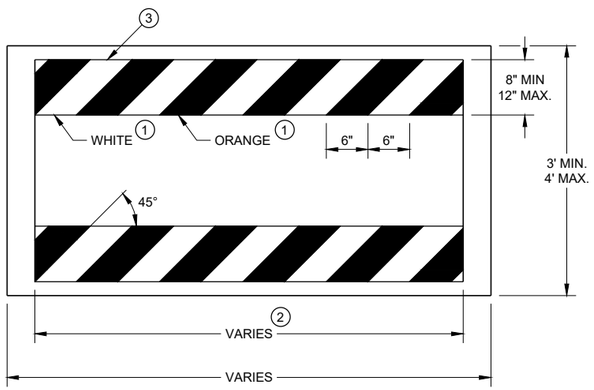
SECTION A - A



PLAN VIEW
TEMPORARY TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)



TEMPORARY PEDESTRIAN SURFACE PLYWOOD



TEMPORARY PEDESTRIAN BARRICADE *

GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
3. PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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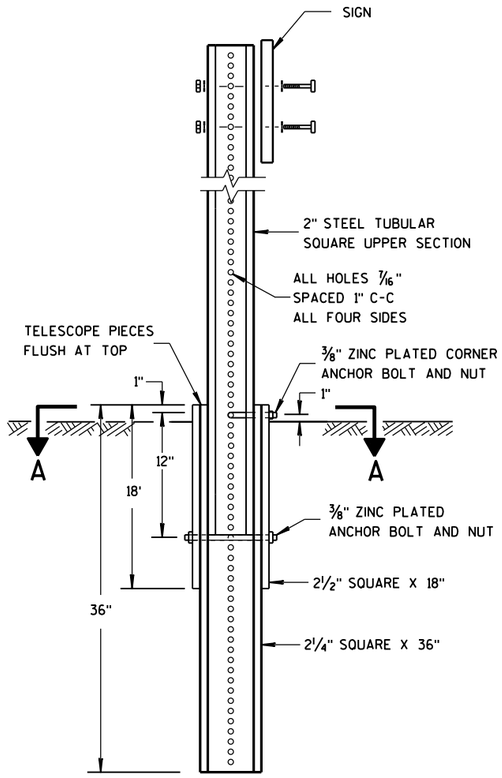
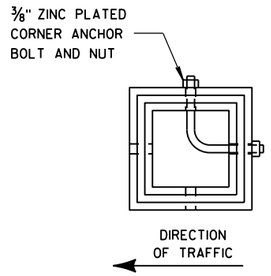
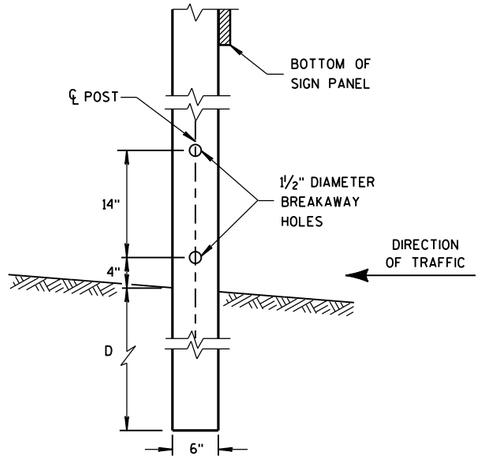


DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



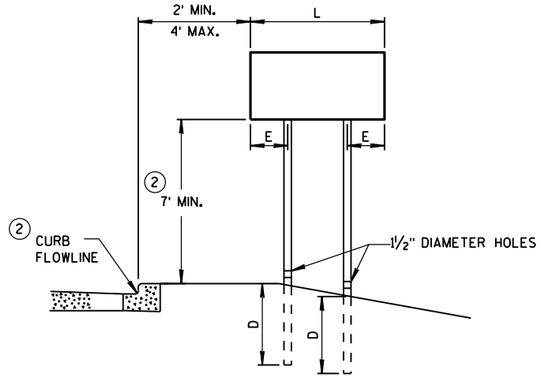
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

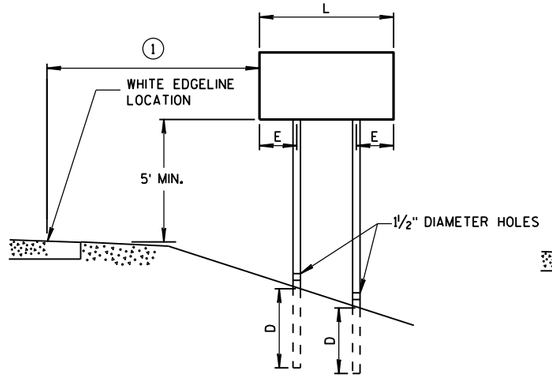
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

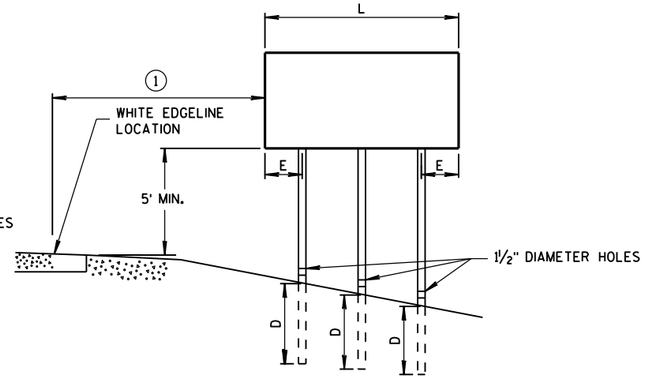
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK 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
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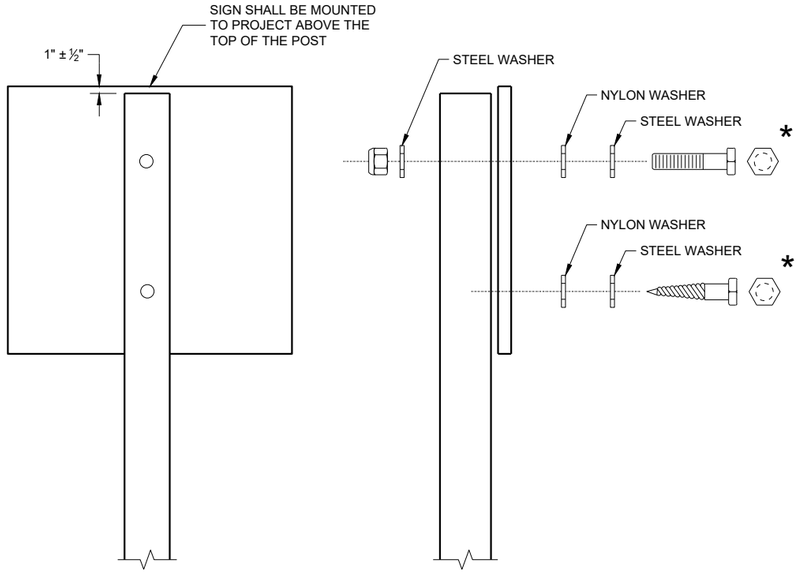

NUTS, BOLTS AND LAGS USED FOR MOUNTING SIGNS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

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 POST (4" x 6")
LAG SCREWS - ⅜" x 3"
MACHINE BOLTS - 5/16" x 6 ½" OR 7" LENGTH W/NUTS

SQUARE STEEL POST (2" x 2")
MACHINE BOLTS - ⅜" x 3 ¼" LENGTH W/NUTS
RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL O.D. FLANGE 0.720 - 0.765 INCH, GRIP RANGE 0.042 - 0.375 INCH

WASHERS (ALL POSTS) -
1 ¼" O.D. x ⅜" I.D. x 1/16" STEEL
1 ¼" O.D. x ⅜" I.D. x 0.080 NYLON

* TWO DIFFERENT FASTENING SYSTEMS ARE SHOWN FOR ILLUSTRATION PURPOSES. ON ANY INDIVIDUAL SIGN, EITHER ONE OR THE OTHER SYSTEM SHALL BE USED. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

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SDD 15D38 - 02b

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ATTACHMENT OF SIGNS TO POSTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

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