WKE

May 11, 2021

PROJECT ID: WITH: N/A 2703-00-72

COUNTY: RACINE

12

ORDER OF SHEETS

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

TOTAL SHEETS = 308

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

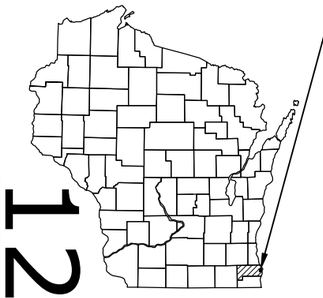
W 6TH STREET

BRIDGE OVER ROOT RIVER (P-51-0709)

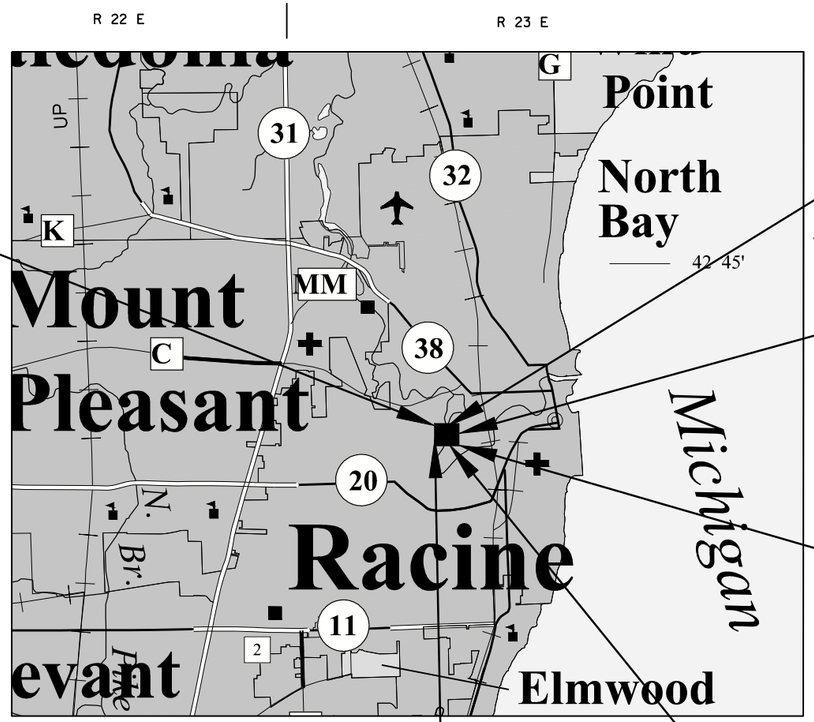
LOCAL STREET
RACINE COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
2703-00-72	WISC 2021305	1

PROJECT LOCATION



STATE PROJECT NUMBER
2703-00-72



BEGIN PROJECT 2703-00-72
STA. 4+85
Y = 185,385.88
X = 633,639.14

RETAINING WALL
R-51-87

42° 45'

END PROJECT 2703-00-72
STA. 11+50

STRUCTURE B-51-155

RETAINING WALL
R-51-88

BEGIN CONSTRUCTION 2703-00-72
STA. 2+50

DESIGN DESIGNATION

A.A.D.T.	2021	=	8700
A.A.D.T.	2041	=	9580
D.H.V.	2041	=	1225
D.D.		=	59/41
T		=	3.6%
DESIGN SPEED		=	35 MPH
ESALS		=	1,007,491

CONVENTIONAL SYMBOLS

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

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

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

LAYOUT
SCALE 0 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.126 MI.

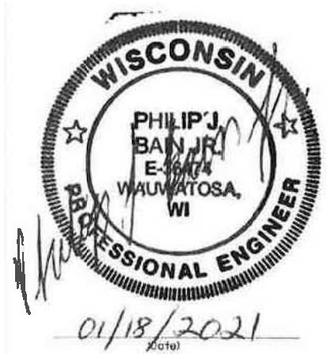
HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE RACINE COUNTY COORDINATES, RACINE COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ELEVATIONS SHOWN ON THE PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF NAVD 88 (2012).

ACCEPTED FOR
CITY OF RACINE

1-19-2021 (DATE) John E. Rooy (COMMISSIONER OF PUBLIC WORKS)

ORIGINAL PLANS PREPARED BY



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	AYRES ASSOCIATES
Designer	AYRES ASSOCIATES
Project Manager	KATHY KRAMER
Regional Examiner	WISDOT SE REGION
Regional Supervisor	JEFF BOHEN

APPROVED FOR THE DEPARTMENT
DATE: 1-25-21 Kathleen Kramer (Signature) Digitally signed by Kathleen Kramer Date: 2021.01.25 14:40:04 -06'00'

E

2

GENERAL NOTES

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

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

STATIONING, DISTANCES AND OFFSETS FOR SIGNS AND TRAFFIC CONTROL DEVICES SHOWN IN THE PLANS ARE APPROXIMATE. TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. NO WORK MAY BEGIN UNTIL PROPER TRAFFIC CONTROL DEVICES ARE PLACED AND APPROVED BY THE ENGINEER.

SAW CUT LOCATIONS SHOWN ON THE PLAN ARE SUBJECT TO ADJUSTMENT BY THE ENGINEER IN FIELD. THE LINE OF SUCH SAW CUTS WILL BE NEATLY DELINEATED THROUGH THE ASPHALT AND CONCRETE WITHOUT ANY DAMAGE TO THE REMAINING PORTION OF THE EXISTING PAVEMENT.

NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT APPROVAL OF THE ENGINEER. FINAL LIMITS OF FENCE REMOVAL TO BE DETERMINED BY THE ENGINEER.

REMOVAL OF ANY MESH OR REINFORCEMENT FOUND IN CONCRETE PAVEMENT SHALL BE INCIDENTAL TO THE REMOVING PAVEMENT ITEM.

ELEVATIONS SHOWN ON THE ROADWAY CROSS SECTIONS ARE SUBGRADE ELEVATIONS.

EXCAVATION BELOW SUBGRADE (EBS) SHALL BE MEASURED AND PAID FOR AS EXCAVATION COMMON. THE EXACT LOCATION OF EBS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

PRIOR TO ORDERING DRAINAGE PIPES AND DRAINAGE STRUCTURES, THE CONTRACTOR WILL VERIFY RELATED DRAINAGE INFORMATION IN THE PLANE WITH THE ENGINEER IN THE FIELD.

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

EROSION CONTROL ITEMS SHOWN ON THE PLAN ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS AND DIMENSIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

STOCK PILE EXCESS MATERIAL OR SPOILS ON UPLAND AREAS AWAY FROM WETLANDS, FLOODPLAINS AND WATERWAYS. STOCKPILED SOIL, INCLUDING STOCKPILES OR WASTE-PILES FROM STORM SEWER EXCAVATION, AND WINDROWS OF SOIL SHALL IMMEDIATELY BE PROTECTED AGAINST EROSION WITH SILT FENCE, TEMPORARY SEED, MULCH, OR AS DIRECTED BY THE ENGINEER.

RE-TOPSOIL GRADED AREAS, AS DESIGNATED BY THE ENGINEER, IMMEDIATELY AFTER GRADING IS COMPLETED WITHIN THOSE AREAS. SEED, FERTILIZE, AND EROSION MAT OR MULCH TOP-SOILDED AREAS, AS DESIGNATED BY THE ENGINEER, WITH FIVE (5) CALENDAR DAYS AFTER PLACEMENT OF TOPSOIL. IF GRADED AREAS ARE LEFT EXPOSED FOR MORE THAN SEVEN (7) CALENDAR DAYS, SEED THOSE AREAS WITH TEMPORARY SEED AND MULCH/EROSION MAT WITHIN 24 HOURS.

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

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

CURB AND GUTTER RADII AND LANE WIDTH DIMENSIONS ON THE PLANS ARE MEASURED TO THE FLANGE LINE.

EXPANSION JOINTS SHALL BE CONSTRUCTED AT ALL RADIUS POINTS IN THE CURB AND GUTTER.

PLACE A LAYER OF TACK COAT BETWEEN ALL HMA PAVEMENT LAYERS.

WISDOT WILL FURNISH A BENCHMARK MONUMENT TO BE SET BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER IN THE FIELD.

BEARINGS SHOWN ON THIS PLAN ARE TRUE BEARINGS TO THE NEAREST SECOND.

PROPERTY LINES AS SHOWN ARE APPROXIMATE.

STANDARD ABBREVIATIONS

ADT	AVERAGE DAILY TRAFFIC
AC	ASPHALT CEMENT
AGG	AGGREGATE
ASPH	ASPHALT
BM	BENCH MARK
C/L	CENTERLINE
CONC	CONCRETE
CMP	CORRUGATED METAL PIPE
CR.	CREEK
D	DEGREE OF CURVE
DHV	DESIGN HOUR VOLUME
ESALS	EQUIVALENT SINGLE AXIS LOADS
EXIST	EXISTING
FE	FIELD ENTRANCE
HYD	HYDRANT
IP	IRON PIPE OR PIN
L	LENGTH OF CURVE
LC	LONG CHORD OF CURVE
LR	LENGTH OF RUNOFF
MH	MANHOLE
NC	NORMAL CROWN
PT	POINT OF TANGENCY
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PE	PRIVATE ENTRANCE
R	RADIUS
REM	REMOVE
R/L OR RL	REFERENCE LINE
RCCP	REINFORCED CONCRETE CULVERT PIPE
RCPSS	REINFORCED CONCRETE PIPE STORM SEWER
R.O.	RUNOUT
R/W	RIGHT-OF-WAY
STA	STATION
SE	SUPER ELEVATION
SS	STORM SEWER
T	TANGENT
TEL	TELEPHONE
TLE	TEMPORARY LIMITED EASEMENT
T	TRUCKS
VC	VERTICAL CURVE
W	WELL

ORDER OF SECTION 2 SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
PAVING GRADES
CURB RAMPS
EROSION CONTROL
STORM SEWER
PERMANENT SIGNING/PAVEMENT MARKING
LIGHTING PLAN
TRAFFIC CONTROL
DETOUR
FIXED MESSAGE SIGNS
ALIGNMENT DETAILS

PROJECT CONTACTS

COMMISSIONER OF PUBLIC WORKS
730 WASHINGTON AVENUE
RACINE, WI 53403
ATTENTION: JOHN ROONEY
E-MAIL: john.rooney@cityofracine.org
TELEPHONE: 262-636-9121

CITY ENGINEER
730 WASHINGTON AVENUE
RACINE, WI 53403
ATTENTION: ARA MOLITOR
E-MAIL: ara.molitor@cityofracine.org
TELEPHONE: 262-636-9487

RACINE COUNTY SURVEYOR
1458 HORIZON BLVD, SUITE 200
RACINE WI, 53406
NIELSEN MADSEN & BARBER, SC
E-MAIL: mmadsen@nmbsc.net
TELEPHONE: 262-634-5588

WISDOT-SE REGION
141 NW BARSTOW ROAD
WAUKESHA, WI 53188
ATTENTION: KATHY KRAMER
E-MAIL: kathleen1.kramer@dot.wi.gov
TELEPHONE: 262-548-8772

WDNR
141 NW BARSTOW STREET #180
WAUKESHA, WI 53188
ATTENTION: BENTON STELZEL
E-MAIL: benton.stelzel@wisconsin.gov
TELEPHONE: 262-623-0194

UTILITY CONTACTS

CITY OF RACINE - FIBER OPTIC INTERCONNECT
730 WASHINGTON AVE, ROOM 304
RACINE, WI 53403
ATTENTION: ARA MOLITOR
CELL: 262-770-7242
TELEPHONE: 262-636-9487
EMAIL: Ara.Molitor@cityofracine.org

RACINE WASTEWATER UTILITY
1555 N. RIVERCENTER DRIVE
MILWAUKEE, WI 53212
ATTENTION: JOSH JACAK (AECOM)
CELL: 920-979-4022
EMAIL: joshua.jacak@aecom.com

RACINE WATER UTILITY
100 HUBBARD STREET
RACINE, WI 53402
ATTENTION: CHAD REGALIA
TELEPHONE: 262-497-4611
EMAIL: chad.regalia@cityofracine.org

AT&T WISCONSIN
411 7TH STREET
RACINE, WI 53403
ATTENTION: MICHAEL VANBOVEN
CELL: 262-676-3958
TELEPHONE: 262-636-0514
E-MAIL: mv3658@att.com

WE ENERGIES - ELECTRIC
7815 NORTHWESTERN AVENUE
RACINE, WI 53406
ATTENTION: JAMES NELSON
TELEPHONE: 262-884-6734
E-MAIL: james.nelson@we-energies.com

WE ENERGIES - GAS
7815 NORTHWESTERN AVENUE
RACINE, WI 53406
ATTENTION: CHRIS DEGRAVE
TELEPHONE: 262-886-7018
E-MAIL: chris.degrave@we-energies.com

SPECTRUM
1320 N. MARTIN LUTHER KING DRIVE
MILWAUKEE, WI 53212
ATTENTION: GEREALD SCHULTZ
TELEPHONE: 414-232-7178
EMAIL: geraldschultz@charter.com

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

2

CITY OF RACINE

CARMEL AVENUE

WEST 6TH STREET

KINZIE AVENUE

ELIGIBLE HISTORIC SITE:
FIRST ENGLISH EVANGELICAL LUTHERAN CHURCH OF THE HOLY COMMUNION

STA 47'H'+25

STA 20'K'+68

ROOT RIVER PATHWAY

ELIGIBLE HISTORIC SITE:
ROOT RIVER PARKS

ELIGIBLE ARCHAEOLOGICAL SITE:
RIVERSIDE PARK 2 (47RA0288)

RETAINING WALL
(R-51-87)

ROOT RIVER

WETLANDS

PARKVIEW DRIVE

STRUCTURE
(B-51-155)

STA 30'P'+65

RETAINING WALL
(R-51-88)

BEGIN PROJECT
STA 4+85

ELIGIBLE HISTORIC SITE:
ROOT RIVER PARKS

ELIGIBLE HISTORIC BRIDGE:
WEST 6TH STREET BRIDGE
(P-51-0709)

END PROJECT
STA 11+50

WEST 6TH STREET

WORK BY OTHERS
PAVEMENT MARKINGS

ROOT RIVER PATHWAY

STA 42'H'+80

ROOT RIVER

HORLICK PARK DRIVE

RIVERSIDE DRIVE

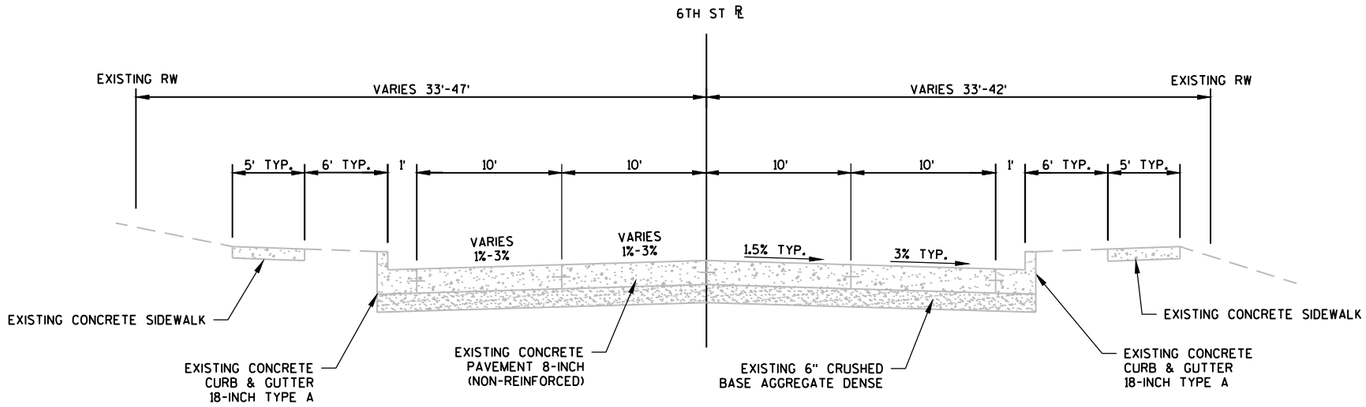
ELIGIBLE ARCHAEOLOGICAL SITE:
RIVERSIDE PARK 2 (47RA0288)

WETLANDS

BEGIN CONSTRUCTION
STA 2+50

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	PROJECT OVERVIEW	SHEET 3	E

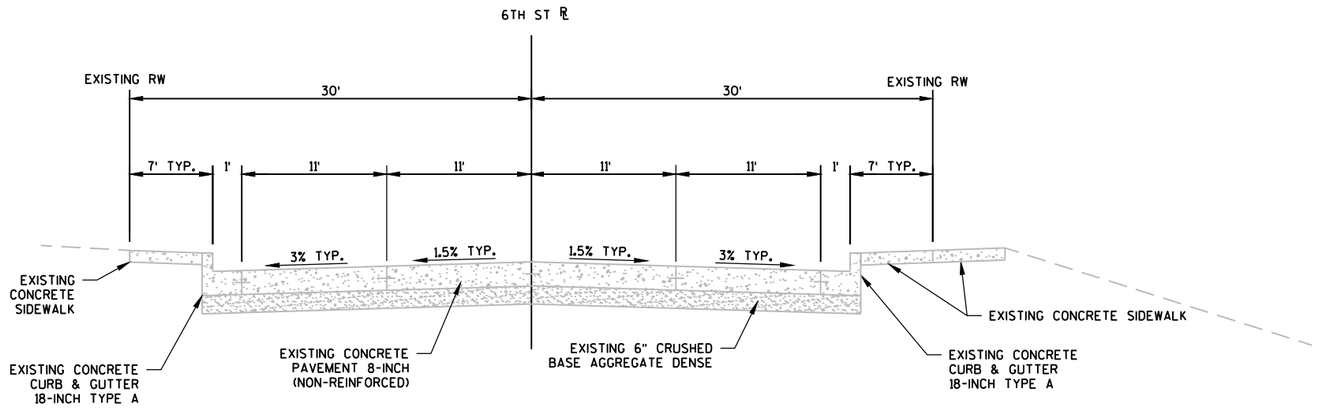
2



TYPICAL EXISTING SECTION

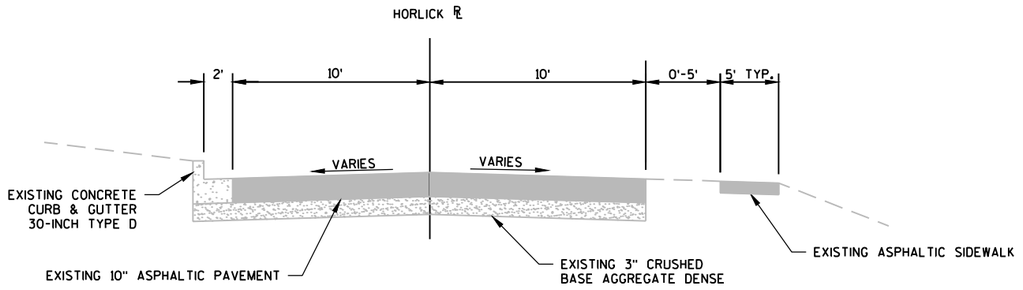
KINZIE AVENUE
STA 4+85 - STA 7+91

WEST 6TH STREET
STA 7+91 - BRIDGE



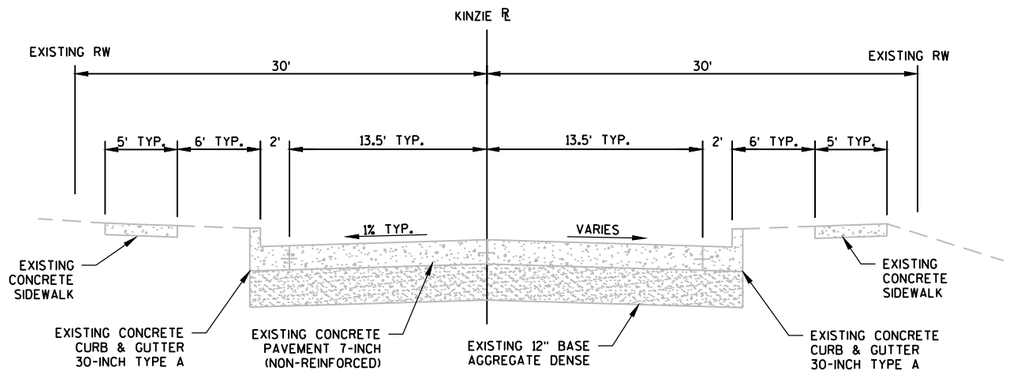
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WEST 6TH STREET
BRIDGE - STA 11+50



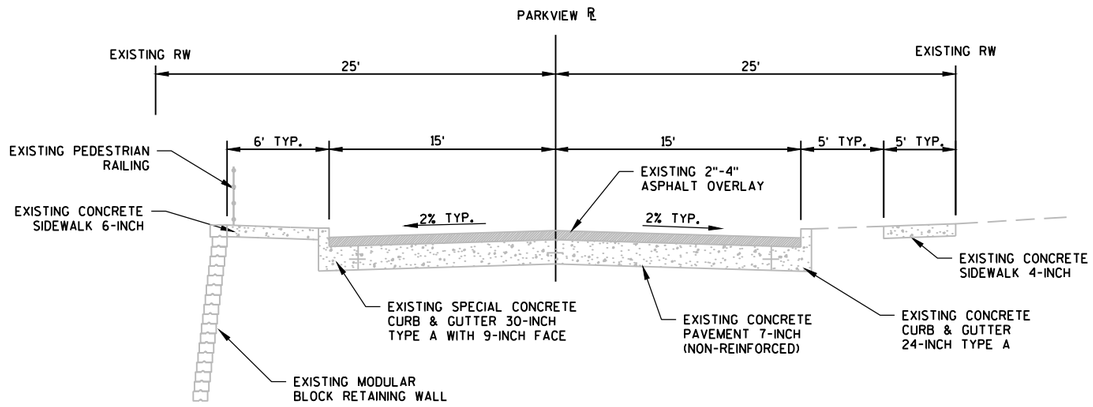
TYPICAL EXISTING SECTION

HORLICK PARK DRIVE
STA 42'H'+30 - STA 47'H'+25



TYPICAL EXISTING SECTION

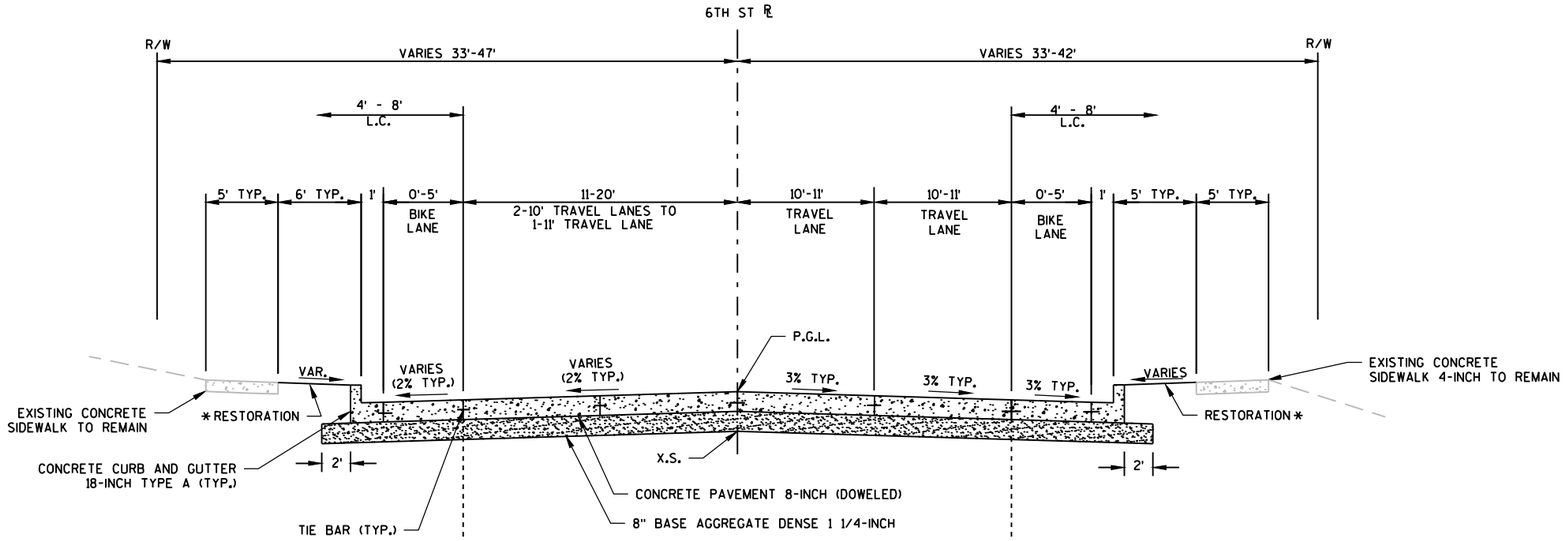
KINZIE AVENUE
STA 20'K'+16 - STA 20'K'+68



TYPICAL EXISTING SECTION

PARKVIEW DRIVE
STA 30'P'+16 - STA 30'P'+65

PROJECT NO:2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	TYPICAL EXISTING SECTIONS	SHEET 5	E



WEST 6TH STREET
STA 7+91 - BRIDGE

KINZIE AVENUE
STA 6+80 - STA 7+91

WEST 6TH STREET
STA 7+91 - BRIDGE

TYPICAL FINISHED SECTION

KINZIE AVENUE
STA 4+85 - STA 7+91

WEST 6TH STREET
STA 7+91 - BRIDGE

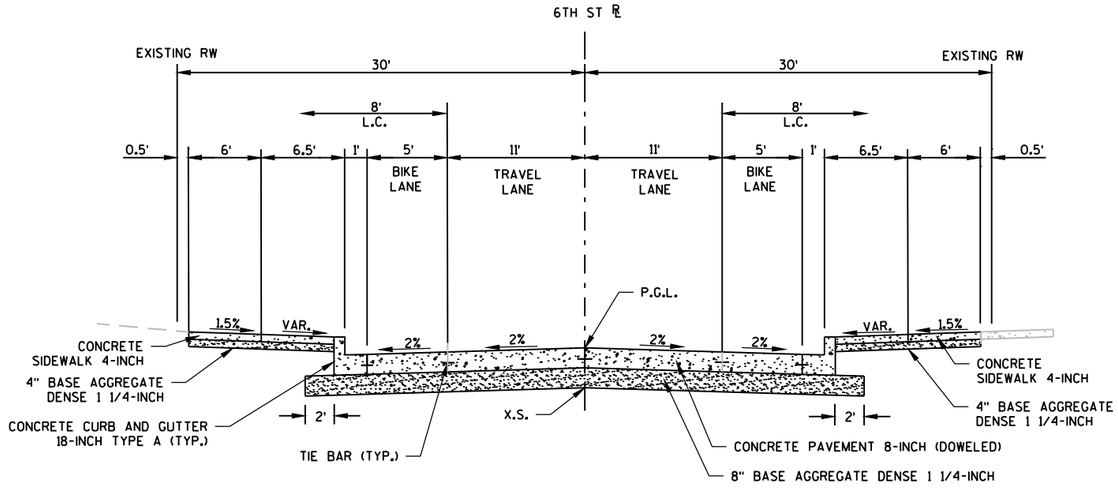
LEGEND

L.C. = LATERAL CLEARANCE
C.Z. = CLEAR ZONE
V.C. = VERTICAL CLEARANCE
P.G.L = POINT REFERRED TO ON PROFILE
X.S. = POINT REFERRED TO ON CROSS SECTION

NOTES:

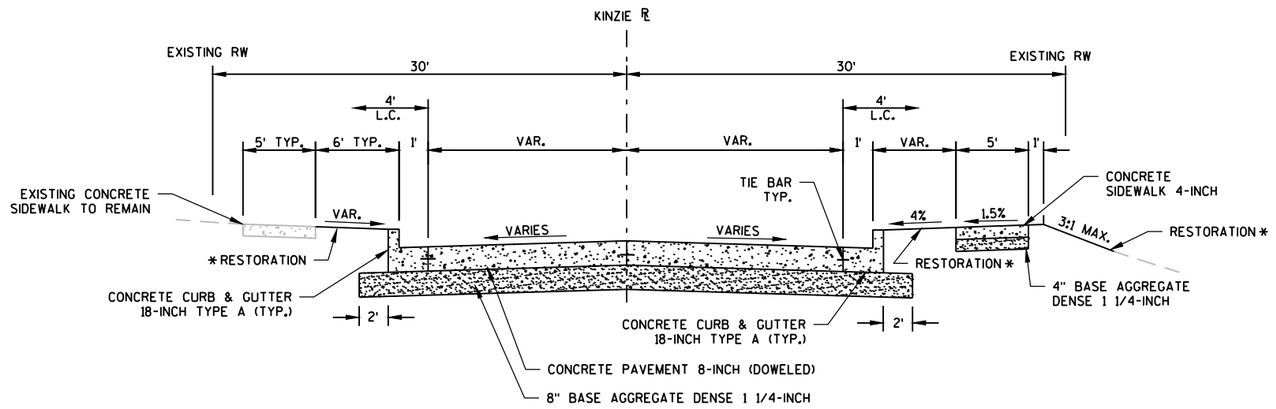
* SEE EROSION CONTROL PLAN FOR ADDITIONAL INFORMATION

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	TYPICAL FINISHED SECTIONS	SHEET 6	E



TYPICAL FINISHED SECTION

WEST 6TH STREET
BRIDGE - STA 11+50



TYPICAL FINISHED SECTION

KINZIE AVENUE
STA 20'K'+16 - STA 20'K'+68

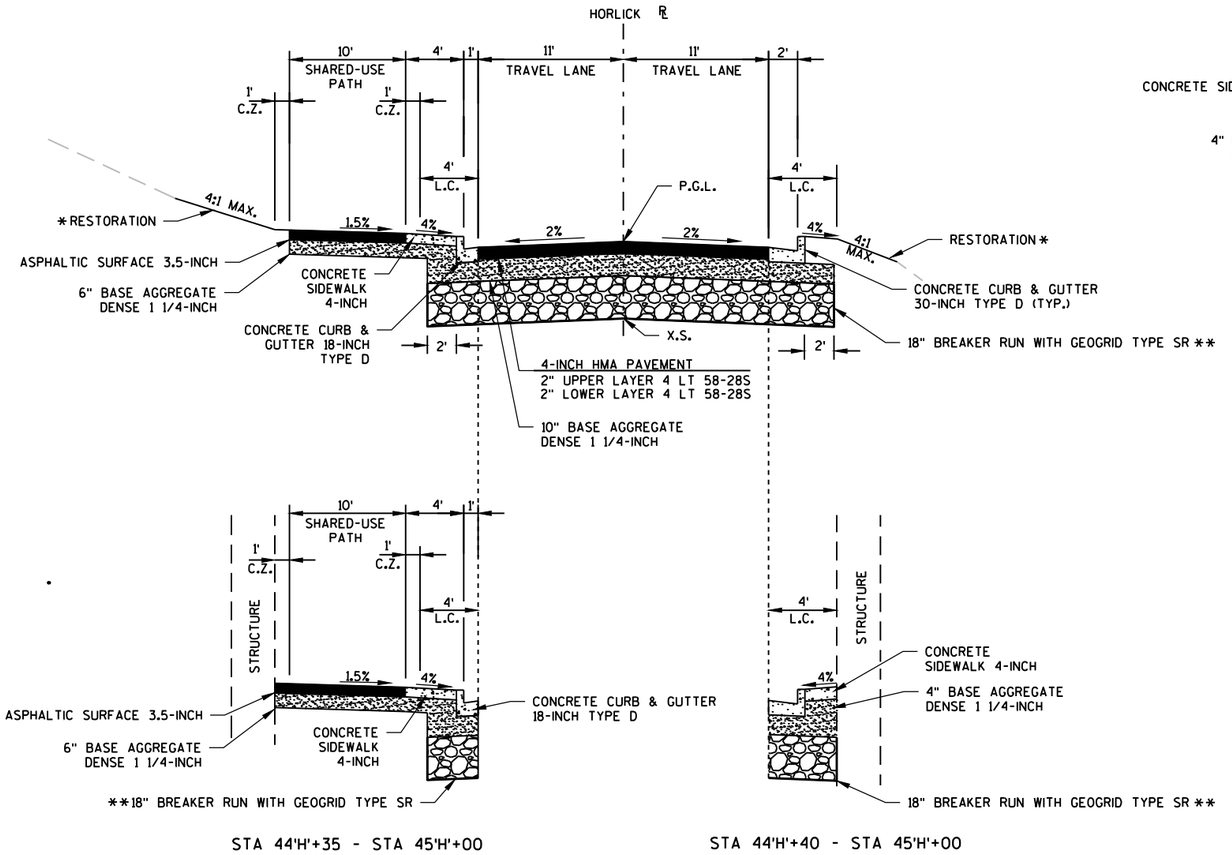
LEGEND

L.C. = LATERAL CLEARANCE
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NOTES:

* SEE EROSION CONTROL PLAN FOR ADDITIONAL INFORMATION

PROJECT NO:2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	TYPICAL FINISHED SECTIONS	SHEET 7	E

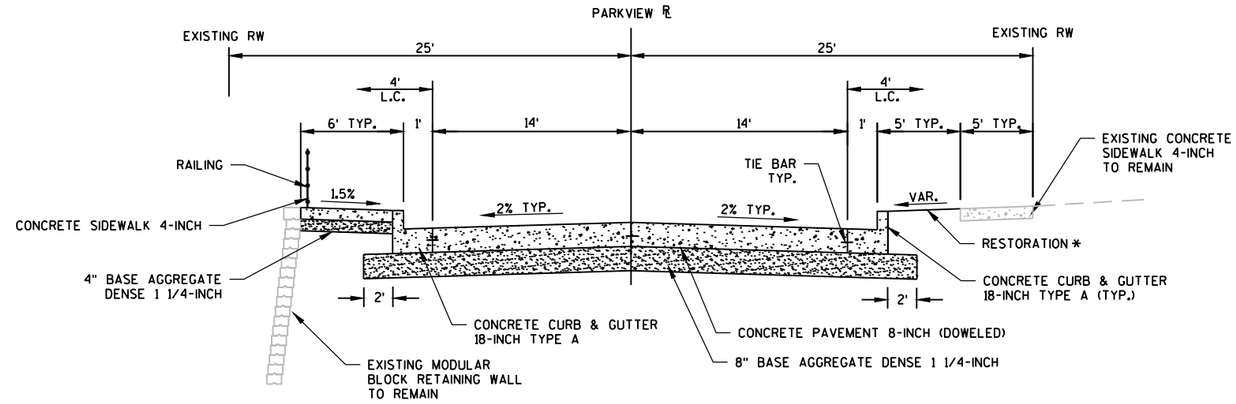


STA 44'H'+35 - STA 45'H'+00

STA 44'H'+40 - STA 45'H'+00

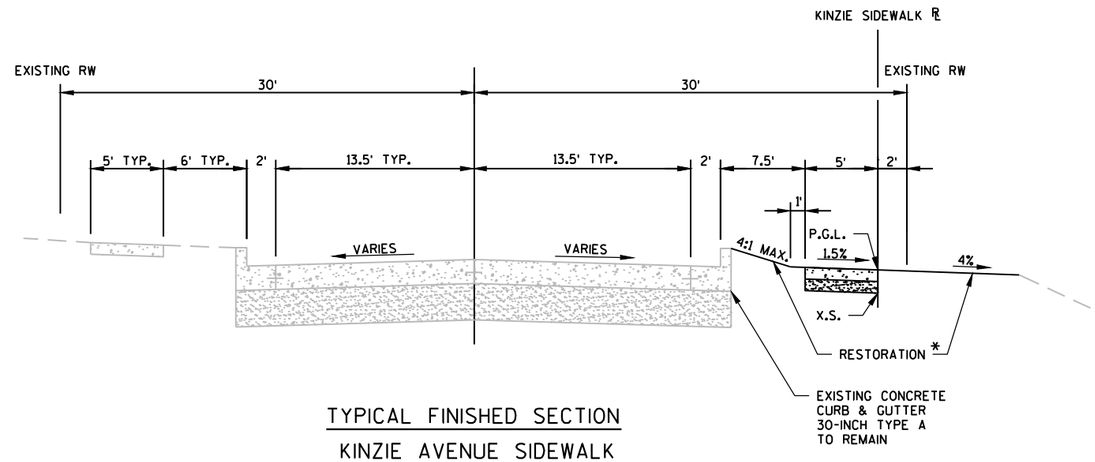
TYPICAL FINISHED SECTION

HORLICK PARK DRIVE
STA 42'H'+80 - STA 47'H'+25



TYPICAL FINISHED SECTION

PARKVIEW DRIVE
STA 30'P'+16 - STA 30'P'+65



TYPICAL FINISHED SECTION

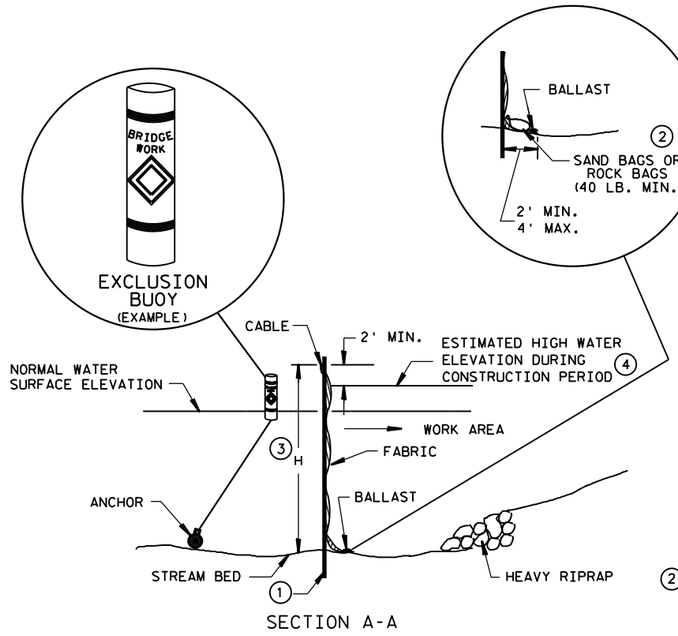
KINZIE AVENUE SIDEWALK
STA 70'S'+37 - STA 72'S'+45

LEGEND

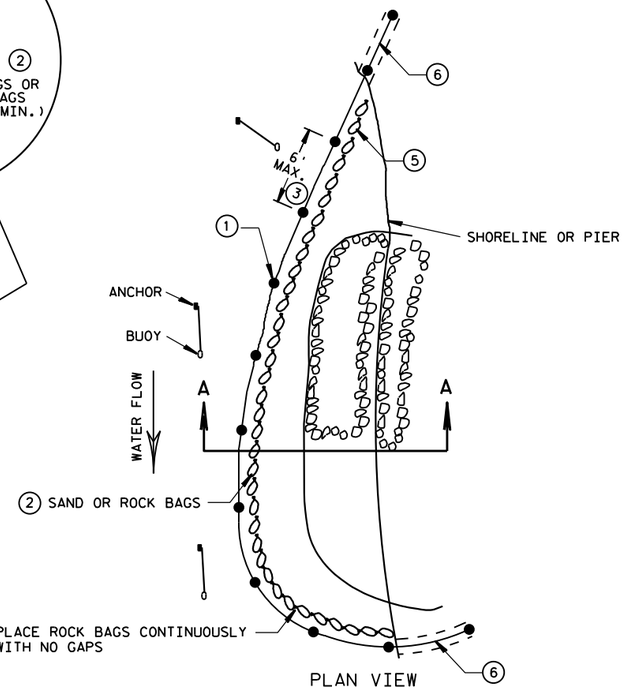
L.C. = LATERAL CLEARANCE
C.Z. = CLEAR ZONE
V.C. = VERTICAL CLEARANCE
P.G.L = POINT REFERRED TO ON PROFILE
X.S. = POINT REFERRED TO ON CROSS SECTION

NOTES:

* SEE EROSION CONTROL PLAN FOR ADDITIONAL INFORMATION
** SEE CONSTRUCTION DETAIL FOR PIPE UNDERDRAIN



SECTION A-A



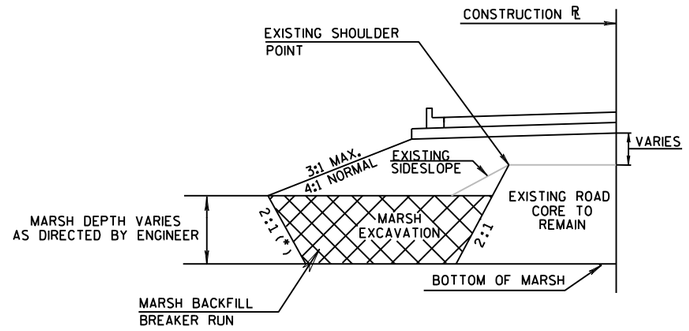
PLAN VIEW

NOTES:

1. DRIVEN STEEL POSTS, PIPES, OR CHANNELS. LENGTH SHALL BE SUFFICIENT TO SECURELY SUPPORT BARRIER AT HIGH WATER ELEVATIONS.
2. SAND BAGS OR ROCK BAGS (40 LB. MIN.) TO BE PLACED TOE TO TOE WITH NO GAPS ALONG TURBIDITY BARRIER INSTALLED IN WATER. INCIDENTAL TO BID ITEM TURBIDITY BARRIER.
3. WHEN BARRIER HEIGHT, H, EXCEEDS 8 FT., POST SPACING MAY NEED TO BE DECREASED.
4. ELEVATION VALUE TO BE ESTABLISHED BY THE CONTRACTOR BASED ON THE TIME OF YEAR AND DURATION OF THE ACTIVITY.
5. CONCRETE BARRIER TO BE USED IN PLACE OF SAND OR ROCK BAGS IN ADVERSE FIELD CONDITIONS. TEMPORARY CONCRETE BARRIER IS INCIDENTAL TO THE TURBIDITARY BARRIER ITEM.
6. EXTEND BARRIER 5 FT. MINIMUM BEYOND SHORELINE. TRENCH OR CUT BARRIER INTO SHORELINE TO SECURELY ANCHOR. EXTENDING BARRIER AND TRENCHING/CUTTING IS INCIDENTAL TO THE TURBIDITY BARRIER ITEM.

TURBIDITY BARRIER DETAIL

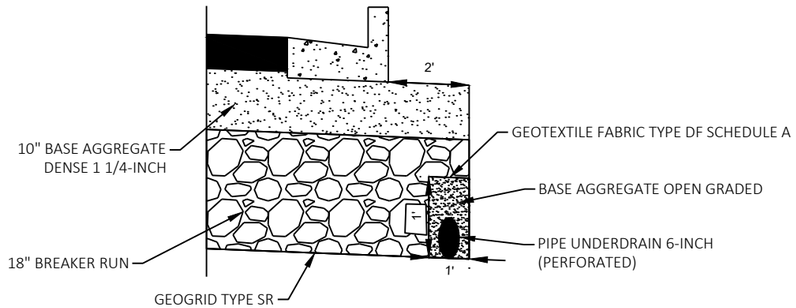
LOCATIONS SHOWN ON EROSION CONTROL PLANS OR AS DIRECTED BY THE ENGINEER.



(*) A FLATTER SLOPE MAY BE NECESSARY FOR STABILITY IN WET MARSHES AS DIRECTED BY THE ENGINEER.

TYPICAL SECTION-MARSH EXCAVATION

LOCATIONS TO BE DETERMINED IN FIELD BY ENGINEER



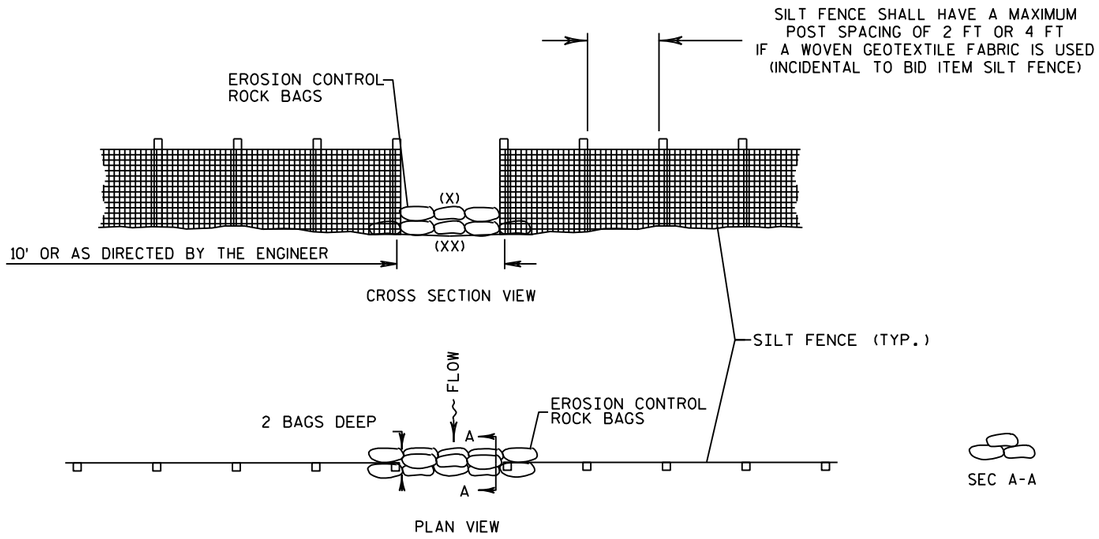
PIPE UNDERDRAIN

LOCATIONS SHOWN ON STORM SEWER PLANS OR AS DIRECTED BY THE ENGINEER.

NOTES:

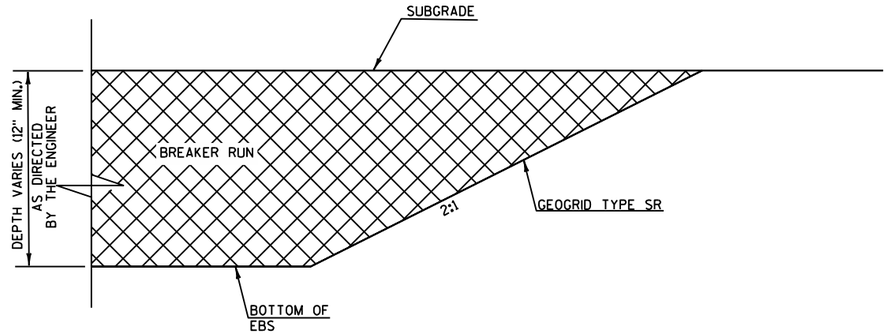
(X) OPENING TO BE PLACED AT LOW POINTS AS DIRECTED BY ENGINEER.

(XX) OPENING IN SILT FENCE NOT TO BE PLACED WITHIN 25' OF THE END OF THE SILT FENCE UNLESS DIRECTED BY THE ENGINEER.



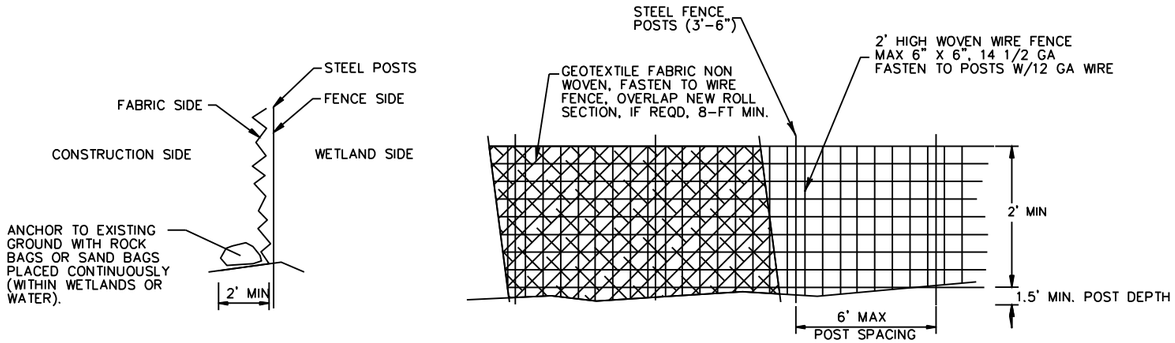
EROSION CONTROL ROCK BAG OPENING IN SILT FENCE

LOCATIONS SHOWN ON EROSION CONTROL PLANS OR AS DIRECTED BY THE ENGINEER.



DETAIL FOR BACKFILL IN EBS AREAS

LOCATIONS TO BE DETERMINED IN FIELD BY ENGINEER

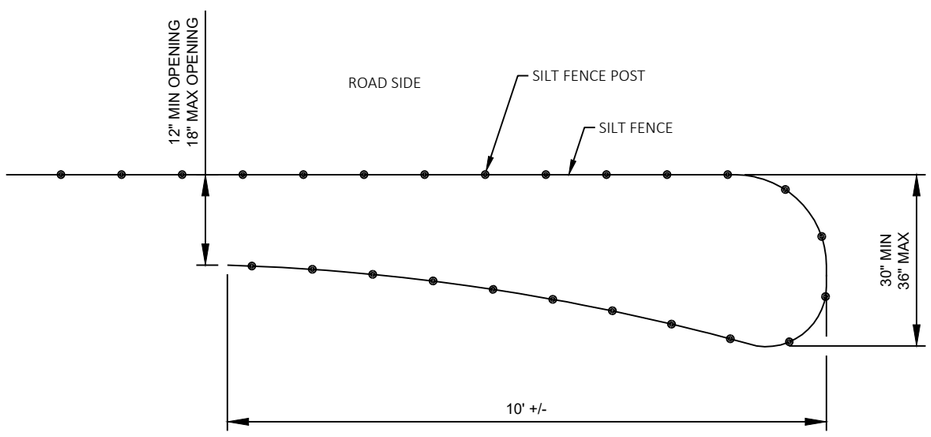


NOTES:
ANCHOR GEOTEXTILE FABRIC A MINIMUM OF 6" BELOW GRADE. TRENCH, ANCHOR, AND BACKFILL SIMILAR TO REGULAR SILT FENCE INSTALLATION OUTSIDE OF WETLANDS OR WHEN THE GROUND IS DRY ENOUGH FOR TRENCHING. THE CONTRACTOR SHALL NOT BE REQUIRED TO TRENCH IF THE HDSF IS WITHIN STANDING WATER AT THE TIME OF INSTALLTION

ANCHOR MATERIAL IS INCIDENTAL TO SILT FENCE – SNAKE EXCLUSION BARRIER.

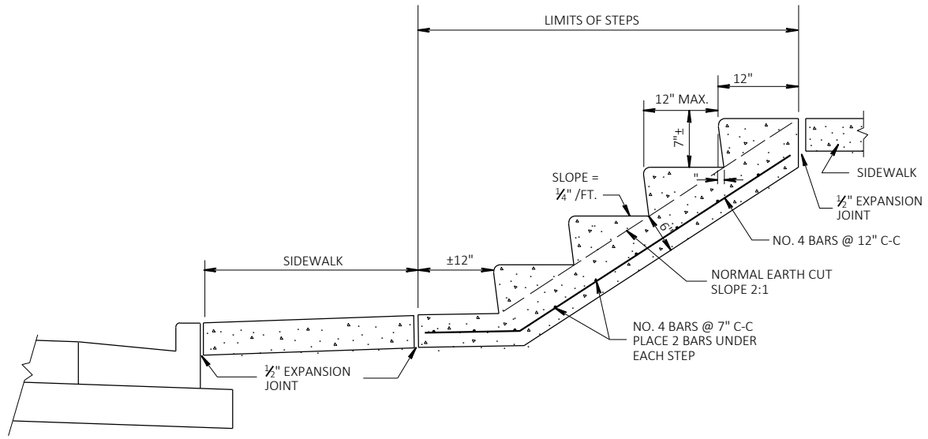
SILT FENCE - SNAKE EXCLUSION BARRIER

LOCATIONS SHOWN ON EROSION CONTROL
PLANS OR AS DIRECTED BY THE ENGINEER.



SILT FENCE TURN-AROUND DETAIL

LOCATIONS SHOWN ON EROSION CONTROL
PLANS OR AS DIRECTED BY THE ENGINEER.



NOTE:

THE EXACT LOCATION, WIDTHS, & NUMBER OF STEPS TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

STEEL REINFORCEMENT AND PIPE RAILING NOT REQUIRED ON STEPS WITH 2 RISERS OR LESS.

MINIMUM WIDTH OF STEP EQUALS 4 FEET.

CONCRETE STEPS DETAIL

LOCATIONS SHOWN ON PLAN DETAILS
OR AS DIRECTED BY THE ENGINEER

2



AVAILABLE CONSTRUCTION STAGING AREA

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	CONSTRUCTION DETAILS	SHEET 12	E

2

2

N

CAUSEWAY FOOTPRINT FOR EXISTING STRUCTURE REMOVAL

END OF DECK EX. BRIDGE
STA. 8+89.9±

END OF DECK EX. BRIDGE
STA. 10+[illegible]6±

℄ OF WEST
6TH STREET

30'-0"±

30'-0"±

EXISTING BRIDGE (P-51-709)
TO BE REMOVED

ROOT
RIVER

℄ OF HORLICK PARK DRIVE

SAN MH
SS MH
ELEC MH
FO MH
WV
CV
ANCHOR
MH
16"
14"
7"

LEGEND

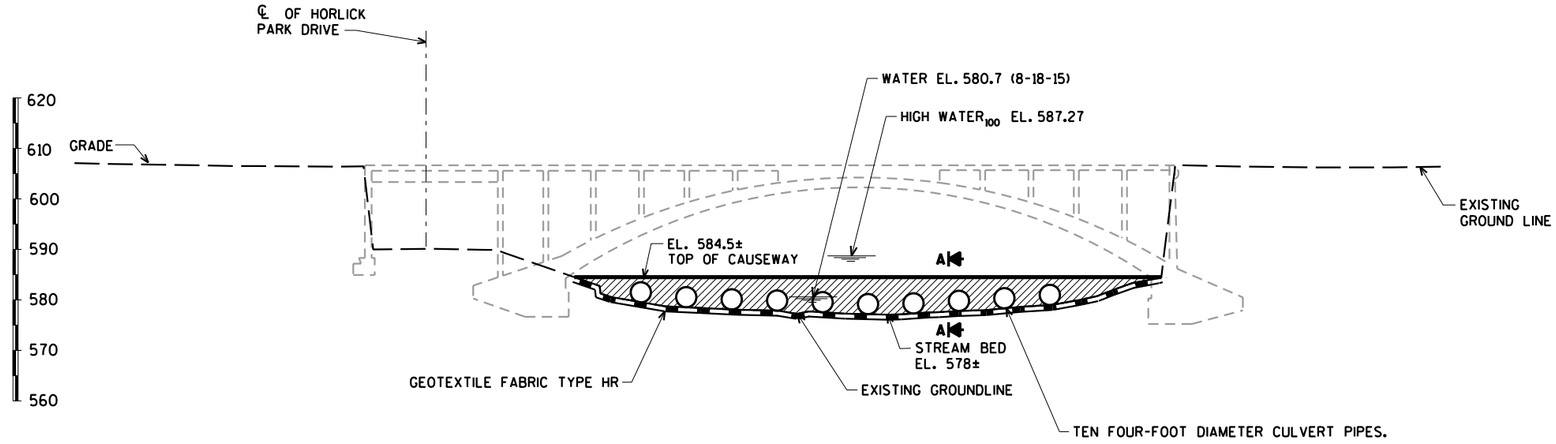
AREA OF CAUSEWAY FOR STRUCTURE REMOVAL

PROJECT NO: 2703-00-72	HWY: 6TH STREET	COUNTY: RACINE	TEMPORARY CAUSEWAY PLAN - REMOVAL OF EXISTING BRIDGE	SHEET 13	E

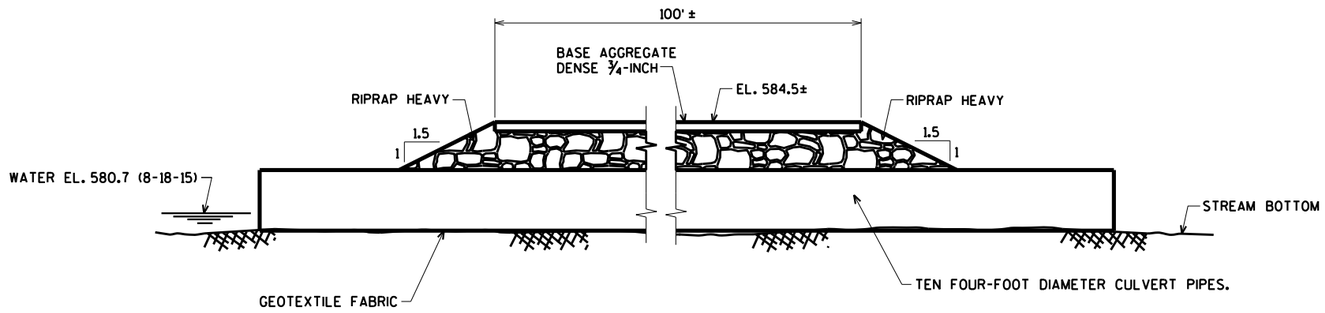
FILE NAME : C:\Users\marcumc\Desktop\450410_causeway rem.dgn PLOT DATE : 1/13/2021 PLOT BY : AYRES-EC PLOT NAME : PLOT SCALE : 1:30

WISDOT/CADDS SHEET 42

2



ELEVATION



SECTION A

PROJECT NO: 2703-00-72	HWY: 6TH STREET	COUNTY: RACINE	TEMPORARY CAUSEWAY PLAN - REMOVAL OF EXISTING BRIDGE	SHEET 14	E

2

N

RETAINING WALL R-51-87

CAUSEWAY FOOTPRINT FOR NEW STRUCTURE CONSTRUCTION PERIMETER TO BE SHEET PILE AT WATER - TYP.

174'-10" BACK TO BACK OF ABUTMENTS

1'-7"

49'-0" CONCRETE SLAB SPAN

122'-0" 54W" PRESTRESSED CONCRETE GIRDERS

2'-3"

MEASURED ALONG TANGENT LINE

℄ OF PIER STA. 9+18.33

TOE OF RIPRAP STA. 9+35.5±

1'-2" PARAPET

5'-6" SIDEWALK

30'-0"±

END OF DECK STA. 8+68.74

TANGENT LINE - TANGENT TO ℄ AT STA. 8+80.3±

3⅛" AT END OF DECK

℄ OF W. ABUT. STA. 8+69.32

℄ OF WEST 6TH STREET

END OF DECK STA. 10+41.58

℄ OF E. ABUT. STA. 10+40.33

17'-0"

17'-0"

NEW BRIDGE (B-51-155)

1'-2" PARAPET

6'-6" SIDEWALK

30'-0"±

STA. 9+01.23 WEST 6TH STREET = STA. 44+72.20 HORLICK PARK DRIVE

TOE OF RIPRAP STA. 10+32.0±

ROOT RIVER

RETAINING WALL R-51-88

℄ OF HORLICK PARK DRIVE

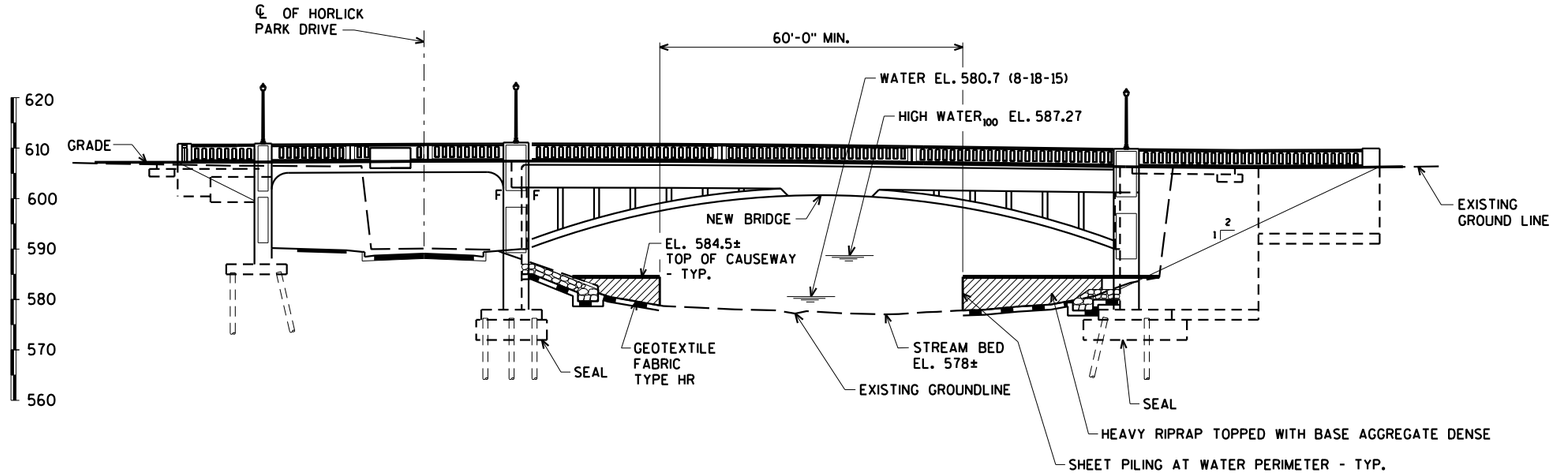
LEGEND

AREA OF CAUSEWAY FOR NEW BRIDGE CONSTRUCTION

PROJECT NO: 2703-00-72	HWY: 6TH STREET	COUNTY: RACINE	TEMPORARY CAUSEWAY PLAN - CONSTRUCTION OF NEW BRIDGE	SHEET 15	E

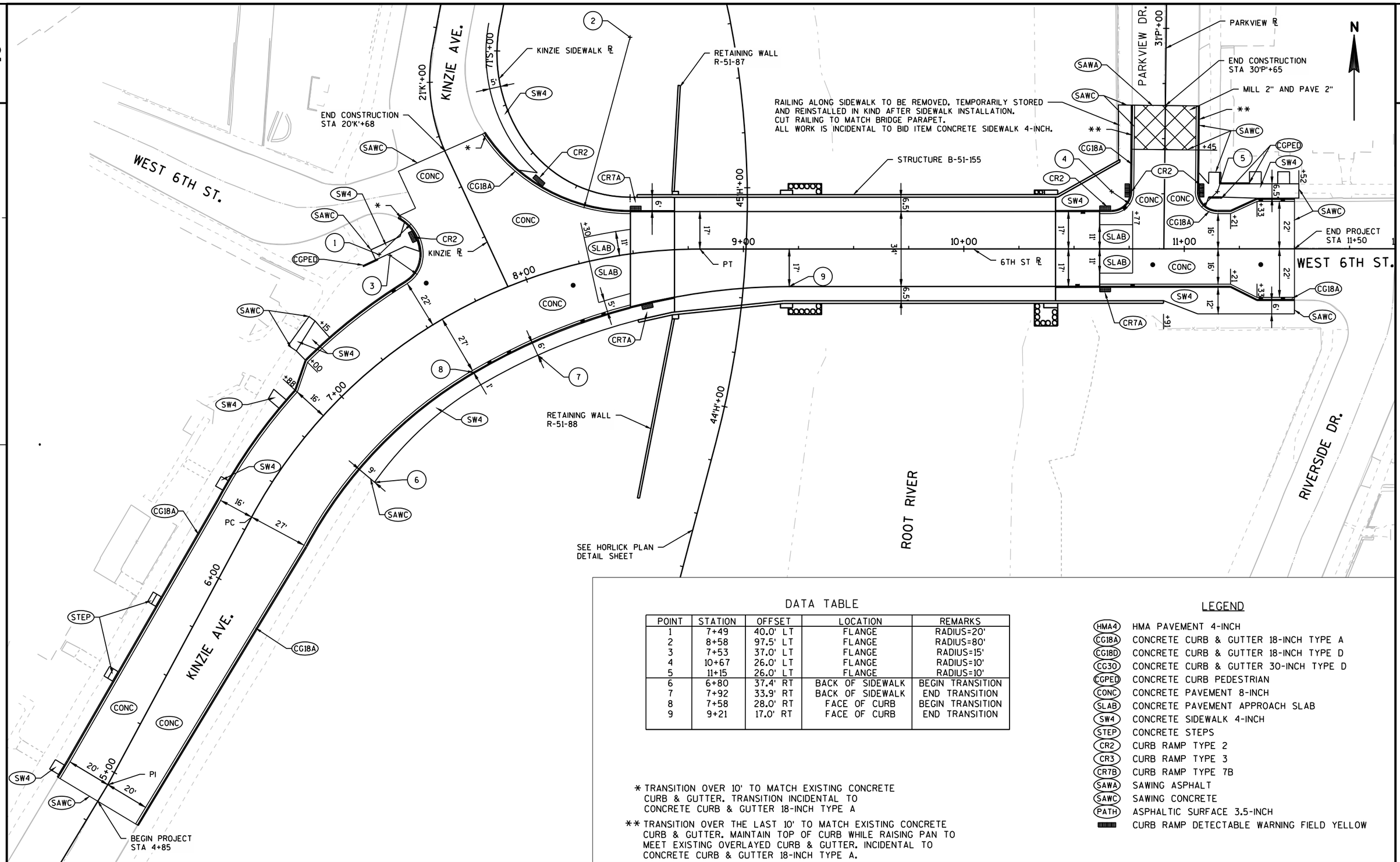
FILE NAME : C:\Users\marcumc\Desktop\450410_causeway rem.dgn PLOT DATE : 1/6/2021 PLOT BY : AYRES-EC PLOT NAME : PLOT SCALE : 1:30

WISDOT/CADDS SHEET 42



ELEVATION

PROJECT NO:2703-00-72	HWY:6TH STREET	COUNTY:RACINE	TEMPORARY CAUSEWAY PLAN - CONSTRUCTION OF NEW BRIDGE	SHEET 16 E



DATA TABLE

POINT	STATION	OFFSET	LOCATION	REMARKS
1	7+49	40.0' LT	FLANGE	RADIUS=20'
2	8+58	97.5' LT	FLANGE	RADIUS=80'
3	7+53	37.0' LT	FLANGE	RADIUS=15'
4	10+67	26.0' LT	FLANGE	RADIUS=10'
5	11+15	26.0' LT	FLANGE	RADIUS=10'
6	6+80	37.4' RT	BACK OF SIDEWALK	BEGIN TRANSITION
7	7+92	33.9' RT	BACK OF SIDEWALK	END TRANSITION
8	7+58	28.0' RT	FACE OF CURB	BEGIN TRANSITION
9	9+21	17.0' RT	FACE OF CURB	END TRANSITION

* TRANSITION OVER 10' TO MATCH EXISTING CONCRETE CURB & GUTTER. TRANSITION INCIDENTAL TO CONCRETE CURB & GUTTER 18-INCH TYPE A

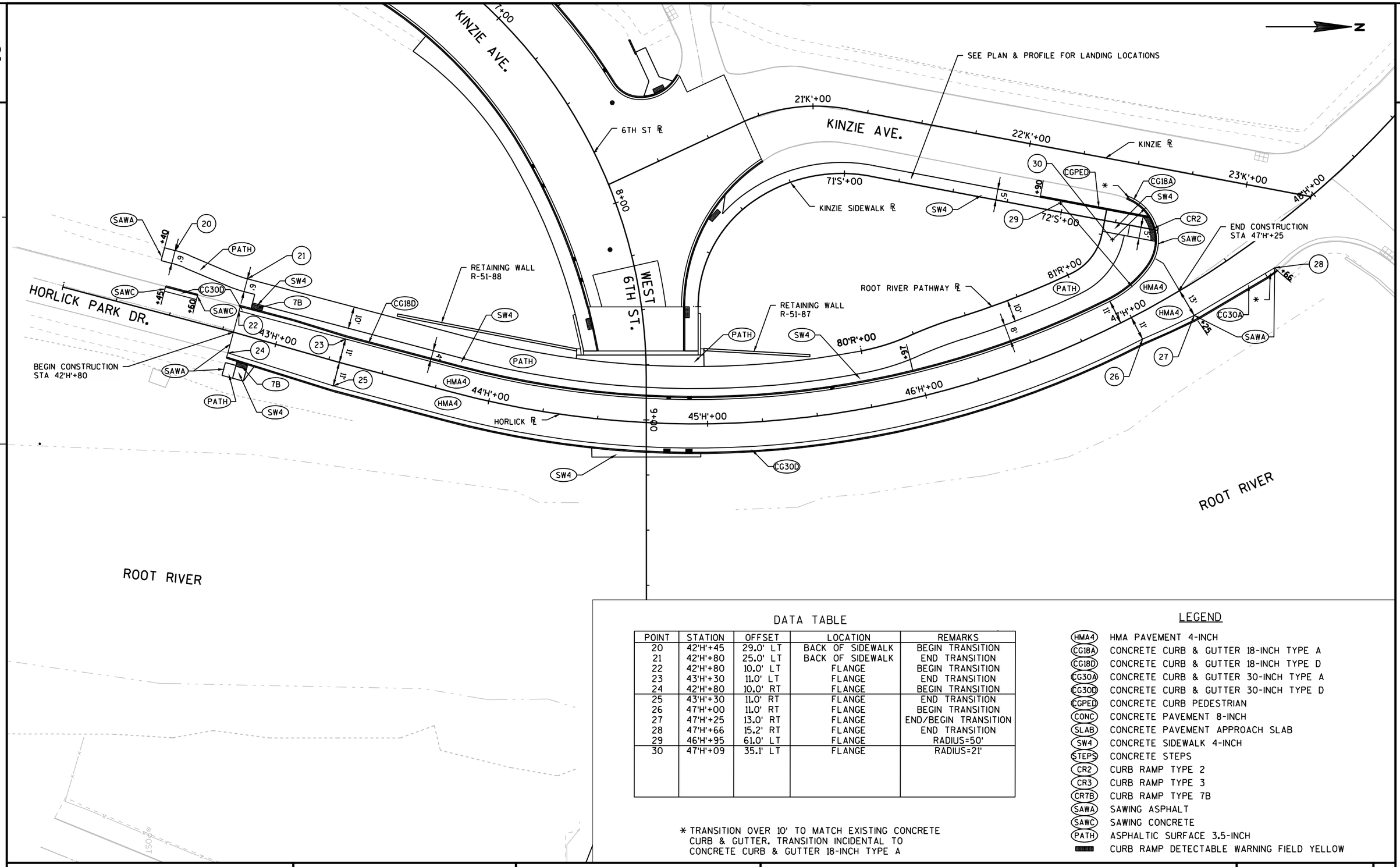
** TRANSITION OVER THE LAST 10' TO MATCH EXISTING CONCRETE CURB & GUTTER. MAINTAIN TOP OF CURB WHILE RAISING PAN TO MEET EXISTING OVERLAYED CURB & GUTTER. INCIDENTAL TO CONCRETE CURB & GUTTER 18-INCH TYPE A.

LEGEND

- HMA4 — HMA PAVEMENT 4-INCH
- CG18A — CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG18D — CONCRETE CURB & GUTTER 18-INCH TYPE D
- CG30 — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CGPED — CONCRETE CURB PEDESTRIAN
- CONC — CONCRETE PAVEMENT 8-INCH
- SLAB — CONCRETE PAVEMENT APPROACH SLAB
- SW4 — CONCRETE SIDEWALK 4-INCH
- STEP — CONCRETE STEPS
- CR2 — CURB RAMP TYPE 2
- CR3 — CURB RAMP TYPE 3
- CR7B — CURB RAMP TYPE 7B
- SAWA — SAWING ASPHALT
- SAWC — SAWING CONCRETE
- PATH — ASPHALTIC SURFACE 3.5-INCH
- CURB RAMP DETECTABLE WARNING FIELD YELLOW

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	PLAN DETAILS	SHEET 17 E

FILE NAME : I:\49\45041000 6TH\ROADWAY\C3D\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 6TH STREET
PLOT DATE : 1/19/2021 3:53 PM PLOT BY : SANDERFOOT, JASON PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



DATA TABLE

POINT	STATION	OFFSET	LOCATION	REMARKS
20	42'H'+45	29.0' LT	BACK OF SIDEWALK	BEGIN TRANSITION
21	42'H'+80	25.0' LT	BACK OF SIDEWALK	END TRANSITION
22	42'H'+80	10.0' LT	FLANGE	BEGIN TRANSITION
23	43'H'+30	11.0' LT	FLANGE	END TRANSITION
24	42'H'+80	10.0' RT	FLANGE	BEGIN TRANSITION
25	43'H'+30	11.0' RT	FLANGE	END TRANSITION
26	47'H'+00	11.0' RT	FLANGE	BEGIN TRANSITION
27	47'H'+25	13.0' RT	FLANGE	END/BEGIN TRANSITION
28	47'H'+66	15.2' RT	FLANGE	END TRANSITION
29	46'H'+95	61.0' LT	FLANGE	RADIUS=50'
30	47'H'+09	35.1' LT	FLANGE	RADIUS=21'

* TRANSITION OVER 10' TO MATCH EXISTING CONCRETE CURB & GUTTER. TRANSITION INCIDENTAL TO CONCRETE CURB & GUTTER 18-INCH TYPE A

LEGEND

HMA4	HMA PAVEMENT 4-INCH
CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CGPED	CONCRETE CURB PEDESTRIAN
CONC	CONCRETE PAVEMENT 8-INCH
SLAB	CONCRETE PAVEMENT APPROACH SLAB
SW4	CONCRETE SIDEWALK 4-INCH
STEPS	CONCRETE STEPS
CR2	CURB RAMP TYPE 2
CR3	CURB RAMP TYPE 3
CR7B	CURB RAMP TYPE 7B
SAWA	SAWING ASPHALT
SAWC	SAWING CONCRETE
PATH	ASPHALTIC SURFACE 3.5-INCH
	CURB RAMP DETECTABLE WARNING FIELD YELLOW

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	PLAN DETAILS	SHEET 18	E

NOTES:
REFER TO CURB RAMP DETAILS FOR ADDITIONAL PAVEMENT GRADES.

SEE S.D.D. "CONCRETE PAVEMENT JOINTING" FOR ADDITIONAL GUIDELINES ON PAVEMENT JOINTS.

N

6TH ST ℄

STA 47+25
MATCH EXIST.

5+00

KINZIE AVE.

6+00

7+00

8+00

WEST 6TH ST.

STA 20'K'+68
MATCH EXIST.

21'K'+00

KINZIE AVE.

22'K'+00

KINZIE ℄

23'K'+00

HORLICK ℄

HORLICK PARK DR.

STA 42'H'+80
MATCH EXIST.

43'H'+00

44'H'+00

45'H'+00

46'H'+00

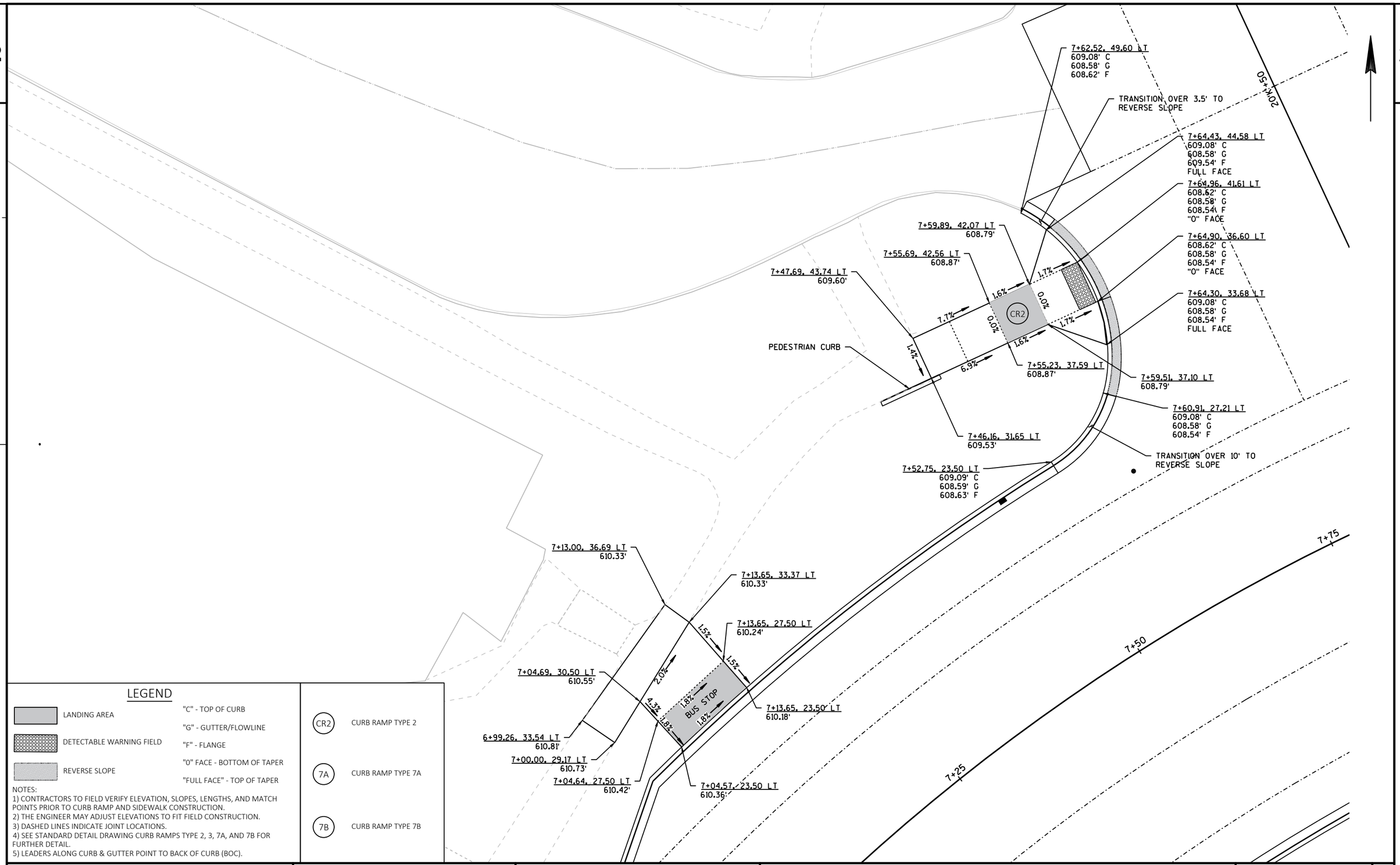
47'H'+00

STA 47'H'+25
MATCH EXIST.

ROOT RIVER

ROOT RIVER

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	PAVING GRADES	SHEET 19	E



LEGEND

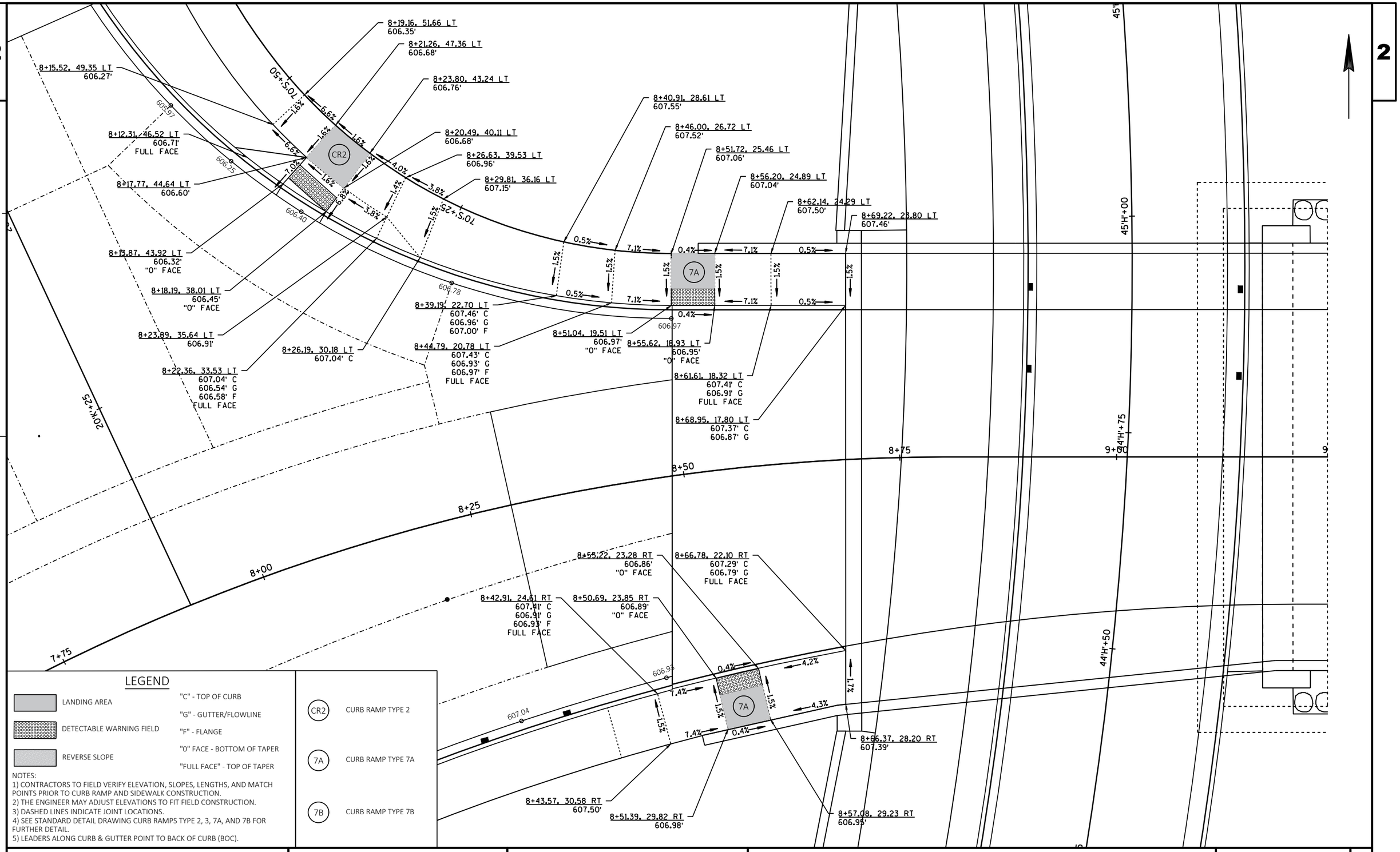
- LANDING AREA
- DETECTABLE WARNING FIELD
- REVERSE SLOPE

"C" - TOP OF CURB
"G" - GUTTER/FLOWLINE
"F" - FLANGE
"0" FACE - BOTTOM OF TAPER
"FULL FACE" - TOP OF TAPER

- (CR2) CURB RAMP TYPE 2
- (7A) CURB RAMP TYPE 7A
- (7B) CURB RAMP TYPE 7B

NOTES:
1) CONTRACTORS TO FIELD VERIFY ELEVATION, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2) THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3) DASHED LINES INDICATE JOINT LOCATIONS.
4) SEE STANDARD DETAIL DRAWING CURB RAMPS TYPE 2, 3, 7A, AND 7B FOR FURTHER DETAIL.
5) LEADERS ALONG CURB & GUTTER POINT TO BACK OF CURB (BOC).

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	CURB RAMP DETAILS	SHEET 20 E



LEGEND

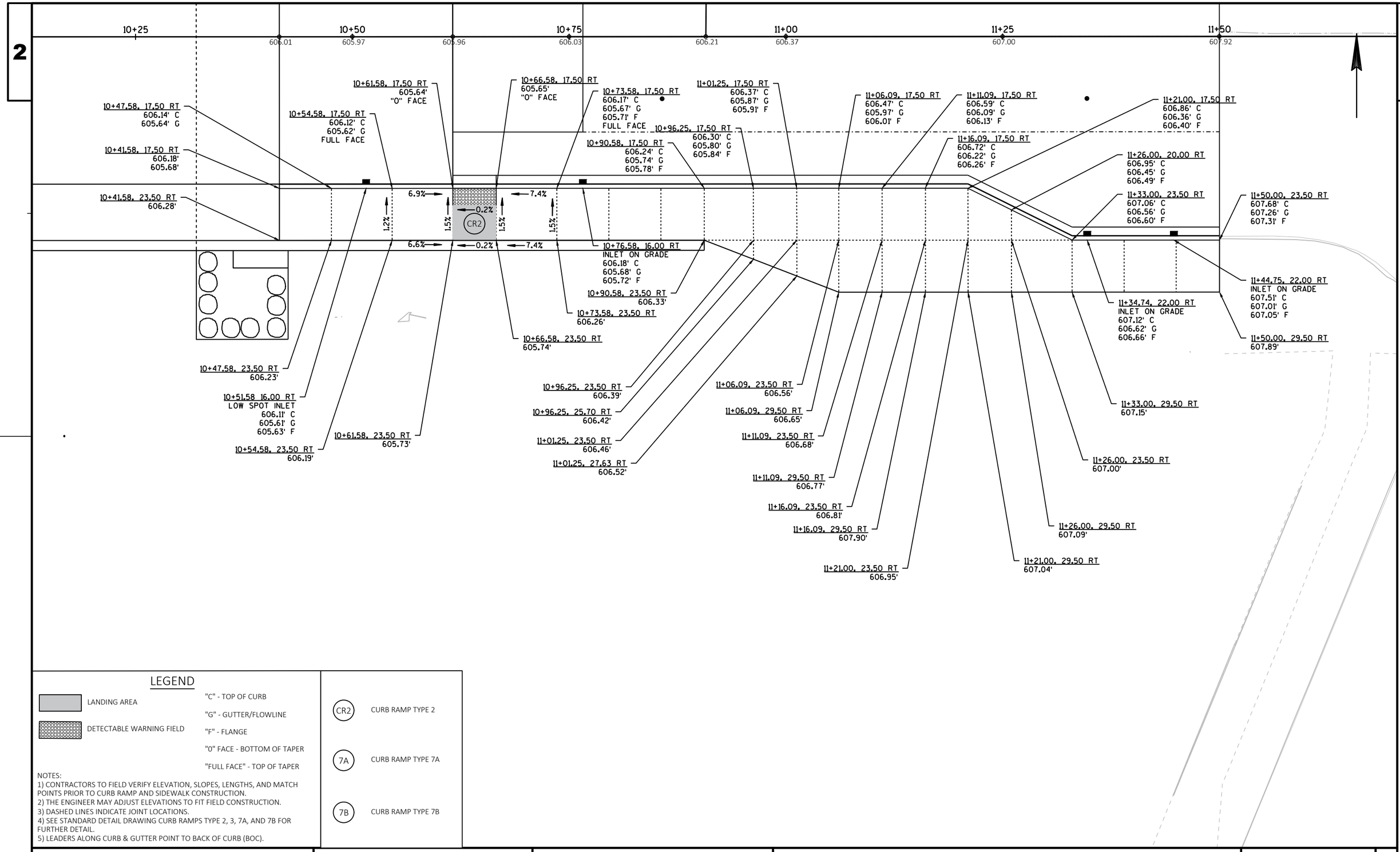
- LANDING AREA
- DETECTABLE WARNING FIELD
- REVERSE SLOPE

"C" - TOP OF CURB
"G" - GUTTER/FLOWLINE
"F" - FLANGE
"0" FACE - BOTTOM OF TAPER
"FULL FACE" - TOP OF TAPER

- CR2 — CURB RAMP TYPE 2
- 7A — CURB RAMP TYPE 7A
- 7B — CURB RAMP TYPE 7B

NOTES:
1) CONTRACTORS TO FIELD VERIFY ELEVATION, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2) THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3) DASHED LINES INDICATE JOINT LOCATIONS.
4) SEE STANDARD DETAIL DRAWING CURB RAMPS TYPE 2, 3, 7A, AND 7B FOR FURTHER DETAIL.
5) LEADERS ALONG CURB & GUTTER POINT TO BACK OF CURB (BOC).

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	CURB RAMP DETAILS	SHEET 21	E



LEGEND

- LANDING AREA
- DETECTABLE WARNING FIELD

"C" - TOP OF CURB
"G" - GUTTER/FLOWLINE
"F" - FLANGE
"0" FACE - BOTTOM OF TAPER
"FULL FACE" - TOP OF TAPER

- CR2 — CURB RAMP TYPE 2
- 7A — CURB RAMP TYPE 7A
- 7B — CURB RAMP TYPE 7B

NOTES:
1) CONTRACTORS TO FIELD VERIFY ELEVATION, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2) THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3) DASHED LINES INDICATE JOINT LOCATIONS.
4) SEE STANDARD DETAIL DRAWING CURB RAMPS TYPE 2, 3, 7A, AND 7B FOR FURTHER DETAIL.
5) LEADERS ALONG CURB & GUTTER POINT TO BACK OF CURB (BOC).

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	CURB RAMP DETAILS	SHEET 22 E

LEGEND

LANDING AREA

DETECTABLE WARNING FIELD

"C" - TOP OF CURB

"G" - GUTTER/FLOWLINE

"F" - FLANGE

"0" FACE - BOTTOM OF TAPER

"FULL FACE" - TOP OF TAPER

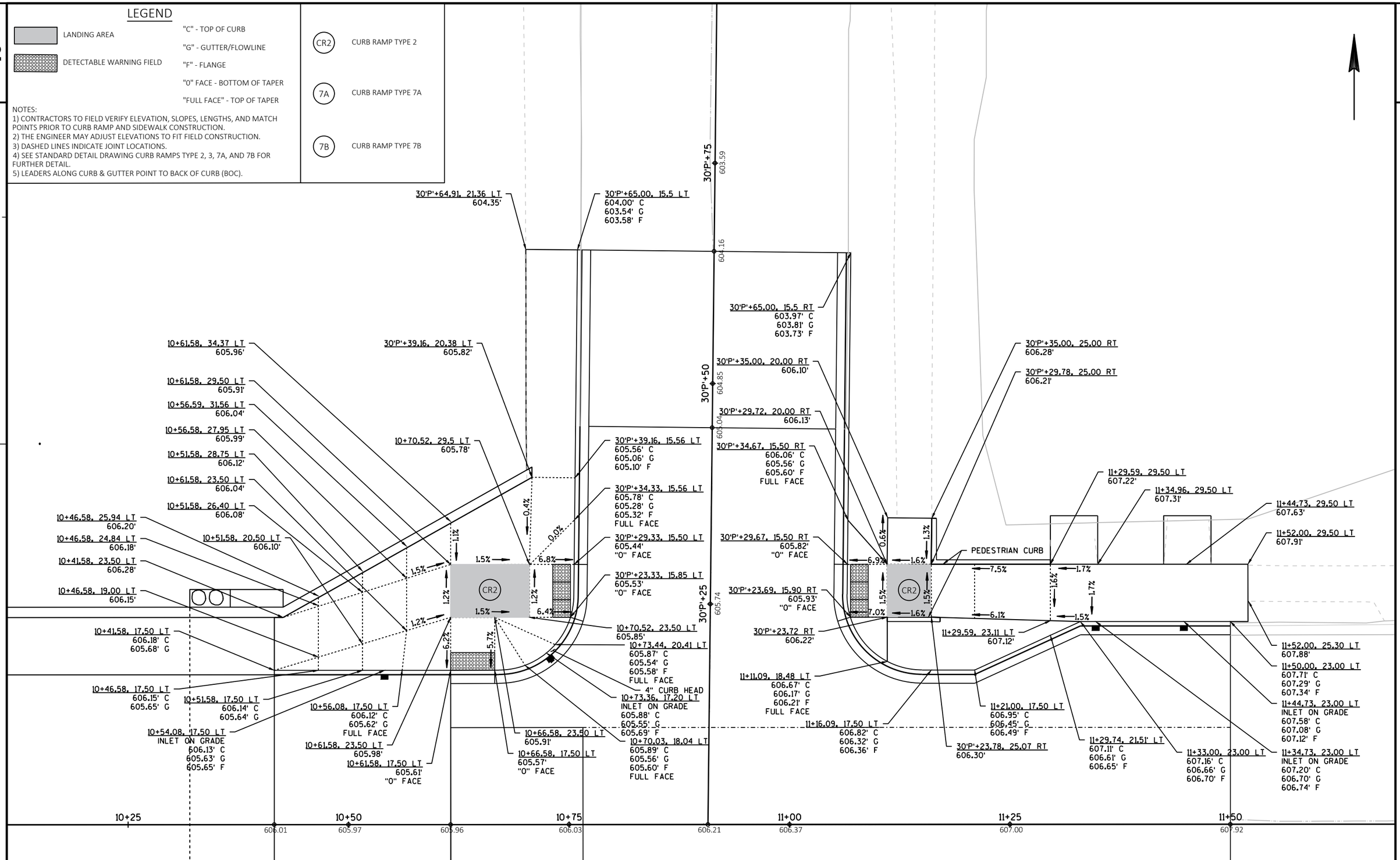
CR2 — CURB RAMP TYPE 2

7A — CURB RAMP TYPE 7A

7B — CURB RAMP TYPE 7B

NOTES:
1) CONTRACTORS TO FIELD VERIFY ELEVATION, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2) THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3) DASHED LINES INDICATE JOINT LOCATIONS.
4) SEE STANDARD DETAIL DRAWING CURB RAMPS TYPE 2, 3, 7A, AND 7B FOR FURTHER DETAIL.
5) LEADERS ALONG CURB & GUTTER POINT TO BACK OF CURB (BOC).

2



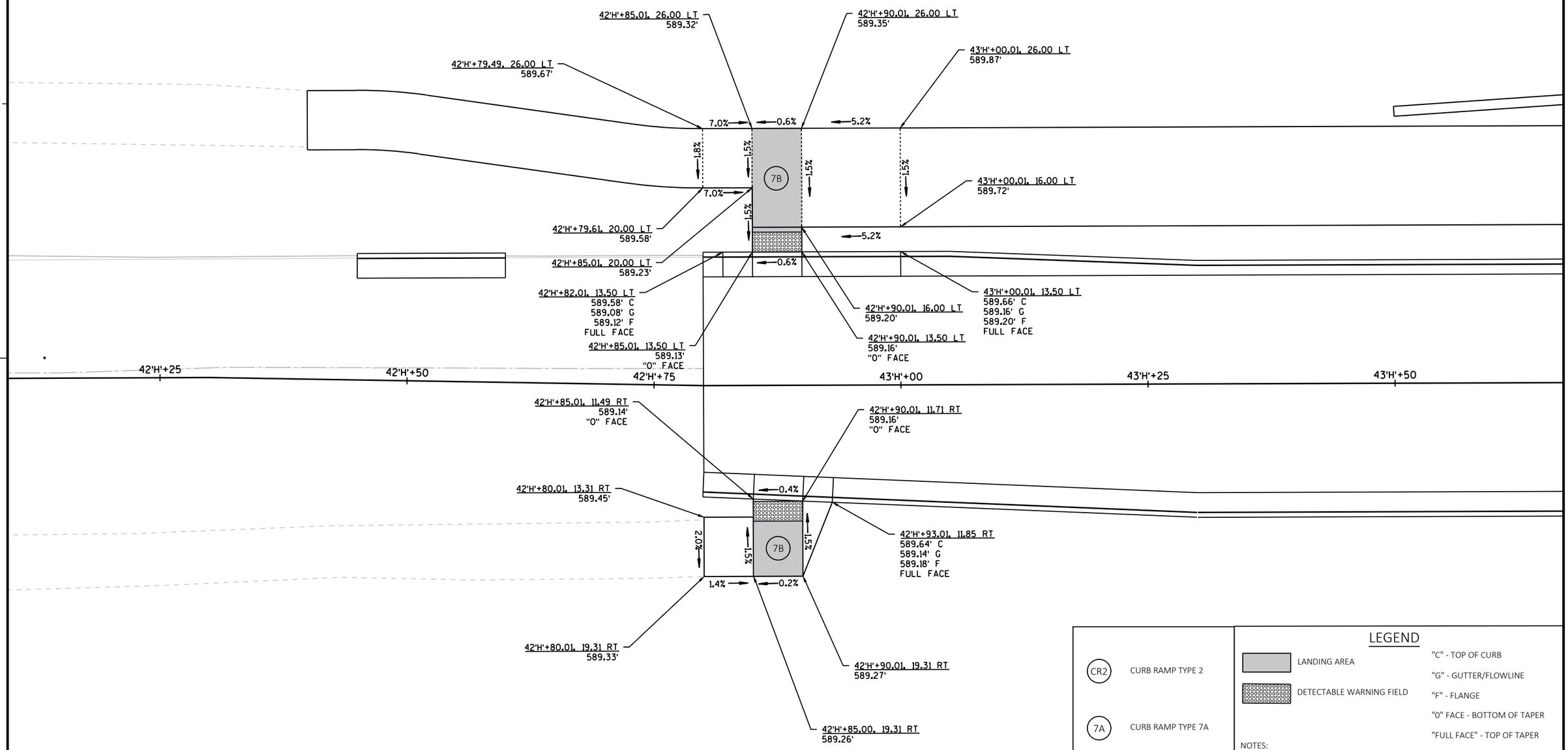
PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	CURB RAMP DETAILS	SHEET 23	E

FILE NAME : C:\CIVIL 3D PROJECTS\6TH STREET\C3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 021301-CR - CR4

PLOT DATE : 1/28/2021 4:07 PM PLOT BY : STANGE, JUSTIN PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2



CR2 CURB RAMP TYPE 2

7A CURB RAMP TYPE 7A

7B CURB RAMP TYPE 7B

LEGEND

LANDING AREA

DETECTABLE WARNING FIELD

"C" - TOP OF CURB

"G" - GUTTER/FLOWLINE

"F" - FLANGE

"0" FACE - BOTTOM OF TAPER

"FULL FACE" - TOP OF TAPER

NOTES:
1) CONTRACTORS TO FIELD VERIFY ELEVATION, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2) THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3) DASHED LINES INDICATE JOINT LOCATIONS.
4) SEE STANDARD DETAIL DRAWING CURB RAMPS TYPE 2, 3, 7A, AND 7B FOR FURTHER DETAIL.
5) LEADERS ALONG CURB & GUTTER POINT TO BACK OF CURB (BOC).

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	CURB RAMP DETAILS	SHEET 24	E

2

22'K'+00
22'K'+25
22'K'+50
22'K'+75
23'K'+00
23'K'+25
48'H'+00
48'H'+
47'H'+75
47'H'+50
47'H'+25
47'H'+00
46'H'+75
81'R'+25
81'R'+00
80'R'+75
72'S'+00
72'S'+25
71'S'+90.00, 5.00 LT
597.53'
72'S'+30.00, 5.00 LT
595.22'
72'S'+20.00, 5.00 LT
595.37'
PEDESTRIAN CURB
72'S'+30.00, 0.00
595.15'
72'S'+36.83, 5.00 LT
595.05'
72'S'+39.65, 5.00 LT
595.29'
"0" FACE
72'S'+20.00, 0.00
595.30'
72'S'+20.00, 5.00 RT
595.23'
DETECTABLE WARNING FIELD - RADIAL
BOC CHORD = 11.22'
BOC RADIUS = 19.50'
GRADE BREAK DISTANCE = 7.56'
DWF AREA = 27.71 SF
72'S'+44.39, 5.00 RT
594.29'
"0" FACE
72'S'+36.83, 5.00 RT
594.89'
72'S'+30.00, 5.00 RT
595.08'
CR2
1.5%
1.4%
2.5%
7.5%
1.6%
1.8%
2.8%
7.9%

LEGEND

CR2	CURB RAMP TYPE 2
7A	CURB RAMP TYPE 7A
7B	CURB RAMP TYPE 7B

LANDING AREA

DETECTABLE WARNING FIELD

"C" - TOP OF CURB
"G" - GUTTER/FLOWLINE
"F" - FLANGE
"0" FACE - BOTTOM OF TAPER
"FULL FACE" - TOP OF TAPER

NOTES:
1) CONTRACTORS TO FIELD VERIFY ELEVATION, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2) THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3) DASHED LINES INDICATE JOINT LOCATIONS.
4) SEE STANDARD DETAIL DRAWING CURB RAMPS TYPE 2, 3, 7A, AND 7B FOR FURTHER DETAIL.
5) LEADERS ALONG CURB & GUTTER POINT TO BACK OF CURB (BOC).

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	CURB RAMP DETAILS	SHEET 25	E

FILE NAME : C:\CIVIL 3D PROJECTS\6TH STREET\C3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 021301-CR - CR6
PLOT DATE : 1/28/2021 4:09 PM
PLOT BY : STANGE, JUSTIN
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

2

2

TLE

PROPOSED R/W

8+00

9+00

10+00

11+00

43'H'+00

44'H'+00

45'H'+00

46'H'+00

47'H'+00

23'K'+00

42'H'+00

HORLICK PARK DRIVE

TYPE C

+67.2, 25.0' RT

+22.2, 24.3' RT

WETLANDS

OVERLAP CONNECTION
A MINIMUM 10' AND STAPLE TOGETHER
INCIDENTAL TO SILT FENCE - SNAKE
EXCLUSION BARRIER

+45.3, 23.8' RT

+51.2, 45.4' RT

+51.2, 45.4' RT

+36.3, 50.0' RT

ROOT RIVER

+90.0, 20.8' RT

+50.0, 25.0' RT

OVERLAP CONNECTION
A MINIMUM 10' AND STAPLE TOGETHER
INCIDENTAL TO SILT FENCE - SNAKE
EXCLUSION BARRIER

+99.0, 19.8' RT

+94.7, 39.7' RT

+70.1, 39.2' RT

+36.5, 41.00 RT

+13.7, 40.8' RT

+12.0, 45.0' RT

ROOT RIVER

+15.1, 237.2' RT

OVERLAP CONNECTION
A MINIMUM 10' AND STAPLE TOGETHER
INCIDENTAL TO SILT FENCE - SNAKE
EXCLUSION BARRIER

+19.6, 159.2' RT

+19.8, 40.7' RT

+25.7, 48.4' RT

WETLANDS

PROPOSED R/W

TLE

+42.5, 237.2' RT

+44.2, 170.9' RT

+49.9, 93.3' RT

+44.3, 111.6' RT

RUN ALONG ABUTMENT

+80.8, 238.3' RT

WEST 6TH STREET

OVERLAP CONNECTION
A MINIMUM 10' AND STAPLE TOGETHER
INCIDENTAL TO SILT FENCE - SNAKE
EXCLUSION BARRIER

+20.9, 34.6' LT

+31.9, 41.1' LT

+31.2, 125.4' LT

PROPOSED R/W

RUN ALONG ABUTMENT

+52.4, 125.8' LT

TLE

+66.6, 127.5' LT
TURN-AROUND TO
ABUT WALL & CREATE TIGHT FIT

PARKVEW DRIVE

31'P'+00

RIVERSIDE DRIVE

TLE

NOTES:

1) LOCATIONS AND QUANTITY OF EROSION CONTROL DEVICES ARE APPROXIMATE. PLACE EROSION CONTROL TO FIT FIELD CONDITIONS, OR AS DIRECTED BY THE ENGINEER.

2) STOCKPILE EXCESS MATERIAL OR SPOILS ON UPLAND AREAS AWAY FROM WETLANDS, FLOOD PLAINS AND WATERWAYS. STOCKPILED SOIL SHALL IMMEDIATELY BE PROTECTED AGAINST EROSION WITH SILT FENCE, TEMPORARY SEED AND MULCH, OR AS DIRECTED BY THE ENGINEER.

3) SILT FENCE IN WETLAND AREAS TO BE PLACED ALONG SLOPE INTERCEPTS.

4) SILT FENCE - SNAKE EXCLUSION BARRIER STATION AND OFFSETS MAY NEED TO BE ADJUSTED BY THE ENGINEER DUE TO FLUCTUATIONS IN WATER LEVELS AND SNAKE HABITAT.

LEGEND

- SILT FENCE
- SILT FENCE - SNAKE EXCLUSION BARRIER
- SLOPE INTERCEPT
- SURFACE WATER FLOW
- INLET PROTECTION

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	EROSION CONTROL - STAGE 1	SHEET 26	E

2

2

TYPE C
TLE
+20.01, 33.8' RT
TYPE B
8+00
SS MH
23'K'+00
42'H'+00
+67.2, 25.0' RT
PROPOSED R/W
+35.8, 38.6' LT
TYPE C
+54.5, 35.6' RT
+66.0, 92.8' RT
+68.5, 38.7' LT
+78.5, 79.2' LT
TYPE C
47'H'+00
43'H'+00
TYPE C
HORLICK PARK DRIVE
46'H'+00
44'H'+00
45'H'+00
9+00
+22.2, 24.3' RT
+90.0, 20.8' RT
WETLANDS
+50.0, 25.0' RT
+45.3, 23.8' RT
+99.0, 19.8' RT
+51.2, 45.4' RT
+94.7, 39.7' RT
+51.2, 45.4' RT
+70.1, 39.2' RT
ROOT RIVER
+36.5, 41.00 RT
+36.3, 50.0' RT
+13.7, 40.8' RT
+12.0, 45.0' RT
ROOT RIVER
+15.1, 237.2' RT
+19.8, 40.7' RT
+25.7, 48.4' RT
10+00
+20.9, 34.6' LT
+19.6, 159.2' RT
+31.9, 41.1' LT
+31.2, 125.4' LT
WETLANDS
PROPOSED R/W
PROPOSED R/W
TLE
TLE
+52.4, 125.8' LT
+42.5, 237.2' RT
+66.6, 127.5' LT
TURN-AROUND TO
ABUT WALL & CREATE TIGHT FIT
TYPE C
WEST 6TH STREET
TYPE C
PARKVEW DRIVE
31'P'+00
11+00
+80.8, 238.3' RT
TYPE B
TLE
TYPE C
TYPE C
RIVERSIDE DRIVE

NOTES:

1) LOCATIONS AND QUANTITY OF EROSION CONTROL DEVICES ARE APPROXIMATE. PLACE EROSION CONTROL TO FIT FIELD CONDITIONS, OR AS DIRECTED BY THE ENGINEER.

2) STOCKPILE EXCESS MATERIAL OR SPOILS ON UPLAND AREAS AWAY FROM WETLANDS, FLOOD PLAINS AND WATERWAYS. STOCKPILED SOIL SHALL IMMEDIATELY BE PROTECTED AGAINST EROSION WITH SILT FENCE, TEMPORARY SEED AND MULCH, OR AS DIRECTED BY THE ENGINEER.

3) SILT FENCE IN WETLAND AREAS TO BE PLACED ALONG SLOPE INTERCEPTS.

4) SILT FENCE - SNAKE EXCLUSION BARRIER STATION AND OFFSETS MAY NEED TO BE ADJUSTED BY THE ENGINEER DUE TO FLUCTUATIONS IN WATER LEVELS AND SNAKE HABITAT.

LEGEND

- SILT FENCE
- SILT FENCE - SNAKE EXCLUSION BARRIER
- SLOPE INTERCEPT
- SURFACE WATER FLOW
- INLET PROTECTION

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	EROSION CONTROL - STAGE 2	SHEET 27	E

2

TYPE C

TLE

+20.01, 33.8' RT

TYPE A & C

TYPE B

8+00

PROPOSED R/W

+35.8, 38.6' LT

+68.5, 38.7' LT

+78.5, 79.2' LT

TYPE C

+67.2, 25.0' RT

23'K'+00

42'H'+00

+66.0, 92.8' RT

+54.5, 35.6' RT

43'H'+00

47'H'+00

44'H'+00

46'H'+00

HORLICK PARK DRIVE

TYPE A & C

9+00

45'H'+00

+22.2, 24.3' RT

WETLANDS

+90.0, 20.8' RT

+50.0, 25.0' RT

+99.0, 19.8' RT

+94.7, 39.7' RT

+70.1, 39.2' RT

+45.3, 23.8' RT

+51.2, 45.4' RT

TURN-AROUND TO
ABUT CAUSEWAY & CREATE TIGHT FIT

ROOT RIVER

ROOT RIVER

TURN-AROUND TO
ABUT CAUSEWAY & CREATE TIGHT FIT

+15.1, 237.2' RT

EXISTING BRIDGE (P-51-709)
TO BE REMOVED

CAUSEWAY FOOTPRINT FOR
EXISTING STRUCTURE REMOVAL

10+00

+19.6, 159.2' RT

TURN-AROUND TO
ABUT CAUSEWAY & CREATE TIGHT FIT

TURN-AROUND TO
ABUT CAUSEWAY & CREATE TIGHT FIT

+31.2, 125.4' LT

PROPOSED R/W

PROPOSED R/W

WETLANDS

TLE

TLE

+66.6, 127.5' LT
TURN-AROUND TO
ABUT WALL & CREATE TIGHT FIT

TYPE A & C

PARKVEW DRIVE

31'P'+00

WEST 6TH STREET

11+00

+80.8, 238.3' RT

TYPE A & C

TYPE B

TLE

TYPE C

TYPE C

RIVERSIDE DRIVE

NOTES:

1) LOCATIONS AND QUANTITY OF EROSION CONTROL DEVICES ARE APPROXIMATE. PLACE EROSION CONTROL TO FIT FIELD CONDITIONS, OR AS DIRECTED BY THE ENGINEER.

2) STOCKPILE EXCESS MATERIAL OR SPOILS ON UPLAND AREAS AWAY FROM WETLANDS, FLOOD PLAINS AND WATERWAYS. STOCKPILED SOIL SHALL IMMEDIATELY BE PROTECTED AGAINST EROSION WITH SILT FENCE, TEMPORARY SEED AND MULCH, OR AS DIRECTED BY THE ENGINEER.

3) SILT FENCE IN WETLAND AREAS TO BE PLACED ALONG SLOPE INTERCEPTS.

4) SILT FENCE - SNAKE EXCLUSION BARRIER STATION AND OFFSETS MAY NEED TO BE ADJUSTED BY THE ENGINEER DUE TO FLUCTUATIONS IN WATER LEVELS AND SNAKE HABITAT.

LEGEND

- SILT FENCE
- SILT FENCE - SNAKE EXCLUSION BARRIER
- SLOPE INTERCEPT
- SURFACE WATER FLOW
- INLET PROTECTION

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	EROSION CONTROL - STAGE 3A	SHEET 28	E

2

TYPE C
TLE
+20.01, 33.8' RT
8+00
TYPE A & C
TYPE B
PROPOSED R/W
+67.2, 25.0' RT
23'K'+00
42'H'+00
+35.8, 38.6' LT
+68.5, 38.7' LT
+78.5, 79.2' LT
TYPE C
+54.5, 35.6' RT
+66.0, 92.8' RT
43'H'+00
47'H'+00
TYPE A & C
44'H'+00
46'H'+00
HORLICK PARK DRIVE
9+00
45'H'+00
+22.2, 24.3' RT
WETLANDS
+90.0, 20.8' RT
+50.0, 25.0' RT
+45.3, 23.8' RT
+99.0, 19.8' RT
+51.2, 45.4' RT
TURN-AROUND TO
ABUT CAUSEWAY & CREATE TIGHT FIT
+94.7, 39.7' RT
+70.1, 39.2' RT
ROOT RIVER
TURN-AROUND TO
ABUT CAUSEWAY & CREATE TIGHT FIT
ROOT RIVER
CAUSEWAY FOOTPRINT FOR
CONSTRUCTION OF NEW BRIDGE
+15.1, 237.2' RT
+19.6, 159.2' RT
TURN-AROUND TO
ABUT CAUSEWAY & CREATE TIGHT FIT
10+00
TURN-AROUND TO
ABUT CAUSEWAY & CREATE TIGHT FIT
+31.2, 125.4' LT
PROPOSED R/W
WETLANDS
TLE
PROPOSED R/W
TYPE A & C
+66.6, 127.5' LT
TURN-AROUND TO
ABUT WALL & CREATE TIGHT FIT
WEST 6TH STREET
TYPE A & C
11+00
TLE
+80.8, 238.3' RT
TYPE B
TYPE C
TYPE C
RIVERSIDE DRIVE

NOTES:

1) LOCATIONS AND QUANTITY OF EROSION CONTROL DEVICES ARE APPROXIMATE. PLACE EROSION CONTROL TO FIT FIELD CONDITIONS, OR AS DIRECTED BY THE ENGINEER.

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3) SILT FENCE IN WETLAND AREAS TO BE PLACED ALONG SLOPE INTERCEPTS.

4) TURBIDITY BARRIER TO REMAIN UNTIL THE ABUTMENT CONSTRUCTION IS COMPLETED AND PERMANENT RESTORATION IS PLACED, INCLUDING THE PLACEMENT OF RIPRAP.

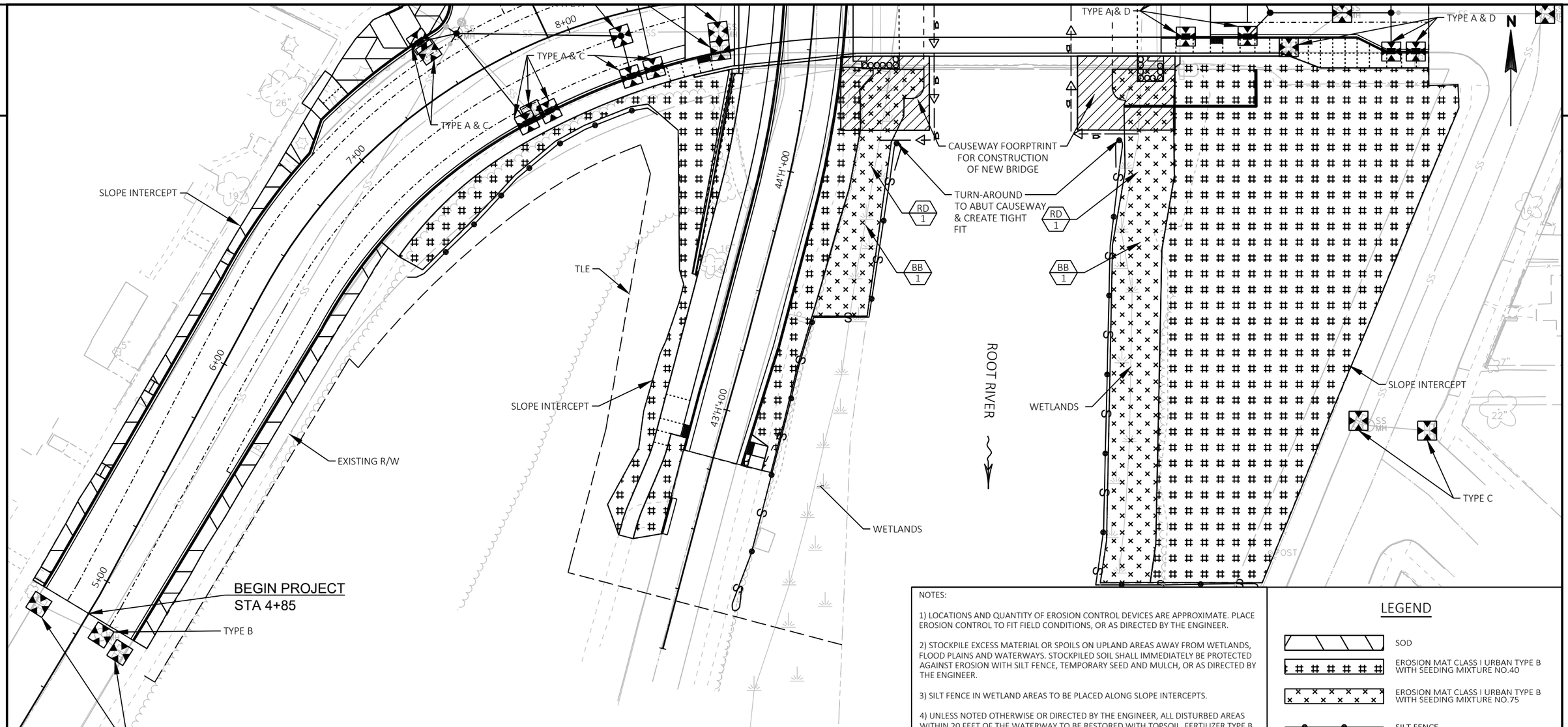
5) SAND BAGS OR ROCK BAGS (40 LB MIN) TO BE PLACED TOE TO TOE WITH NO GAP ALONG TURBIDITY BARRIER. INCIDENTAL TO BID ITEM TURBIDITY BARRIER.

6) SILT FENCE - SNAKE EXCLUSION BARRIER STATION AND OFFSETS MAY NEED TO BE ADJUSTED BY THE ENGINEER DUE TO FLUCTUATIONS IN WATER LEVELS AND SNAKE HABITAT.

LEGEND

- SILT FENCE
- SILT FENCE - SNAKE EXCLUSION BARRIER
- TURBIDITY BARRIER
- SLOPE INTERCEPT
- SURFACE WATER FLOW
- INLET PROTECTION

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	EROSION CONTROL - STAGE 3B	SHEET 29	E



PLANT DATA CHART

SYMBOL	COMMON NAME	SIZE WHEN PLANTED	ROOT ZONE MODE	SHEET TOTAL EACH
RD	DOGWOOD, REDOSIER	2' HT.	CG	2
BB	BUTTONBUSH	3' HT.	CG	2

NOTES:

1) LOCATIONS AND QUANTITY OF EROSION CONTROL DEVICES ARE APPROXIMATE. PLACE EROSION CONTROL TO FIT FIELD CONDITIONS, OR AS DIRECTED BY THE ENGINEER.

2) STOCKPILE EXCESS MATERIAL OR SPOILS ON UPLAND AREAS AWAY FROM WETLANDS, FLOOD PLAINS AND WATERWAYS. STOCKPILED SOIL SHALL IMMEDIATELY BE PROTECTED AGAINST EROSION WITH SILT FENCE, TEMPORARY SEED AND MULCH, OR AS DIRECTED BY THE ENGINEER.

3) SILT FENCE IN WETLAND AREAS TO BE PLACED ALONG SLOPE INTERCEPTS.

4) UNLESS NOTED OTHERWISE OR DIRECTED BY THE ENGINEER, ALL DISTURBED AREAS WITHIN 20 FEET OF THE WATERWAY TO BE RESTORED WITH TOPSOIL, FERTILIZER TYPE B, EROSION MAT CLASS I URBAN TYPE B, AND SEEDING MIXTURE NO. 75.

5) UNLESS NOTED OTHERWISE OR DIRECTED BY THE ENGINEER, ALL DISTURBED AREAS TO BE RESTORED WITH TOPSOIL, FERTILIZER TYPE B, EROSION MAT CLASS I URBAN TYPE B, AND SEEDING MIXTURE NO. 40.

6) TURBIDITY BARRIER TO REMAIN UNTIL THE ABUTMENT CONSTRUCTION IS COMPLETED AND PERMANENT RESTORATION IS PLACED, INCLUDING THE PLACEMENT OF RIPRAP.

7) SAND BAGS OR ROCK BAGS (40 LB MIN) TO BE PLACED TOE TO TOE WITH NO GAP ALONG TURBIDITY BARRIER. INCIDENTAL TO BID ITEM TURBIDITY BARRIER.

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

9) EXACT SHRUB AND BUSH LOCATIONS TO BE DETERMINED IN THE FIELD BY THE ENGINEER BASED UPON DISTURBED AREA. PLANTINGS TO BE INSTALLED WITHIN 20' OF WATERWAY.

10) SILT FENCE - SNAKE EXCLUSION BARRIER STATION AND OFFSETS MAY NEED TO BE ADJUSTED BY THE ENGINEER DUE TO FLUCTUATIONS IN WATER LEVELS AND SNAKE HABITAT.

LEGEND

- SOD
- EROSION MAT CLASS I URBAN TYPE B WITH SEEDING MIXTURE NO.40
- EROSION MAT CLASS I URBAN TYPE B WITH SEEDING MIXTURE NO.75
- SILT FENCE
- SILT FENCE - SNAKE EXCLUSION BARRIER
- TURBIDITY BARRIER
- SLOPE INTERCEPT
- ROCK BAGS (R)
- INLET PROTECTION
- PLANT SYMBOL (XX / QTY)
- SURFACE WATER FLOW

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	EROSION CONTROL - STAGES 4A AND 4B	SHEET 30	E

FILE NAME : I:\49\45041000 6TH\ROADWAY\C3D\SHEETSPLAN\022005-EC.DWG
LAYOUT NAME - 02
PLOT DATE : 2/8/2021 1:00 PM
PLOT BY : STANGE, JUSTIN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

NOTES:

1) LOCATIONS AND QUANTITY OF EROSION CONTROL DEVICES ARE APPROXIMATE. PLACE EROSION CONTROL TO FIT FIELD CONDITIONS, OR AS DIRECTED BY THE ENGINEER.

2) STOCKPILE EXCESS MATERIAL OR SPOILS ON UPLAND AREAS AWAY FROM WETLANDS, FLOOD PLAINS AND WATERWAYS. STOCKPILED SOIL SHALL IMMEDIATELY BE PROTECTED AGAINST EROSION WITH SILT FENCE, TEMPORARY SEED AND MULCH, OR AS DIRECTED BY THE ENGINEER.

3) SILT FENCE IN WETLAND AREAS TO BE PLACED ALONG SLOPE INTERCEPTS.

4) UNLESS NOTED OTHERWISE OR DIRECTED BY THE ENGINEER, ALL DISTURBED AREAS WITHIN 20 FEET OF THE WATERWAY TO BE RESTORED WITH TOPSOIL, FERTILIZER TYPE B, EROSION MAT CLASS I URBAN TYPE B, AND SEEDING MIXTURE NO. 75.

5) UNLESS NOTED OTHERWISE OR DIRECTED BY THE ENGINEER, ALL DISTURBED AREAS TO BE RESTORED WITH TOPSOIL, FERTILIZER TYPE B, EROSION MAT CLASS I URBAN TYPE B, AND SEEDING MIXTURE NO. 40.

6) TURBIDITY BARRIER TO REMAIN UNTIL THE ABUTMENT CONSTRUCTION IS COMPLETED AND PERMANENT RESTORATION IS PLACED, INCLUDING THE PLACEMENT OF RIPRAP.

7) SAND BAGS OR ROCK BAGS (40 LB MIN) TO BE PLACED TOE TO TOE WITH NO GAP ALONG TURBIDITY BARRIER. INCIDENTAL TO BID ITEM TURBIDITY BARRIER.

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

9) EXACT SHRUB AND BUSH LOCATIONS TO BE DETERMINED IN THE FIELD BY THE ENGINEER BASED UPON DISTURBED AREA. PLANTINGS TO BE INSTALLED WITHIN 20' OF WATERWAY.

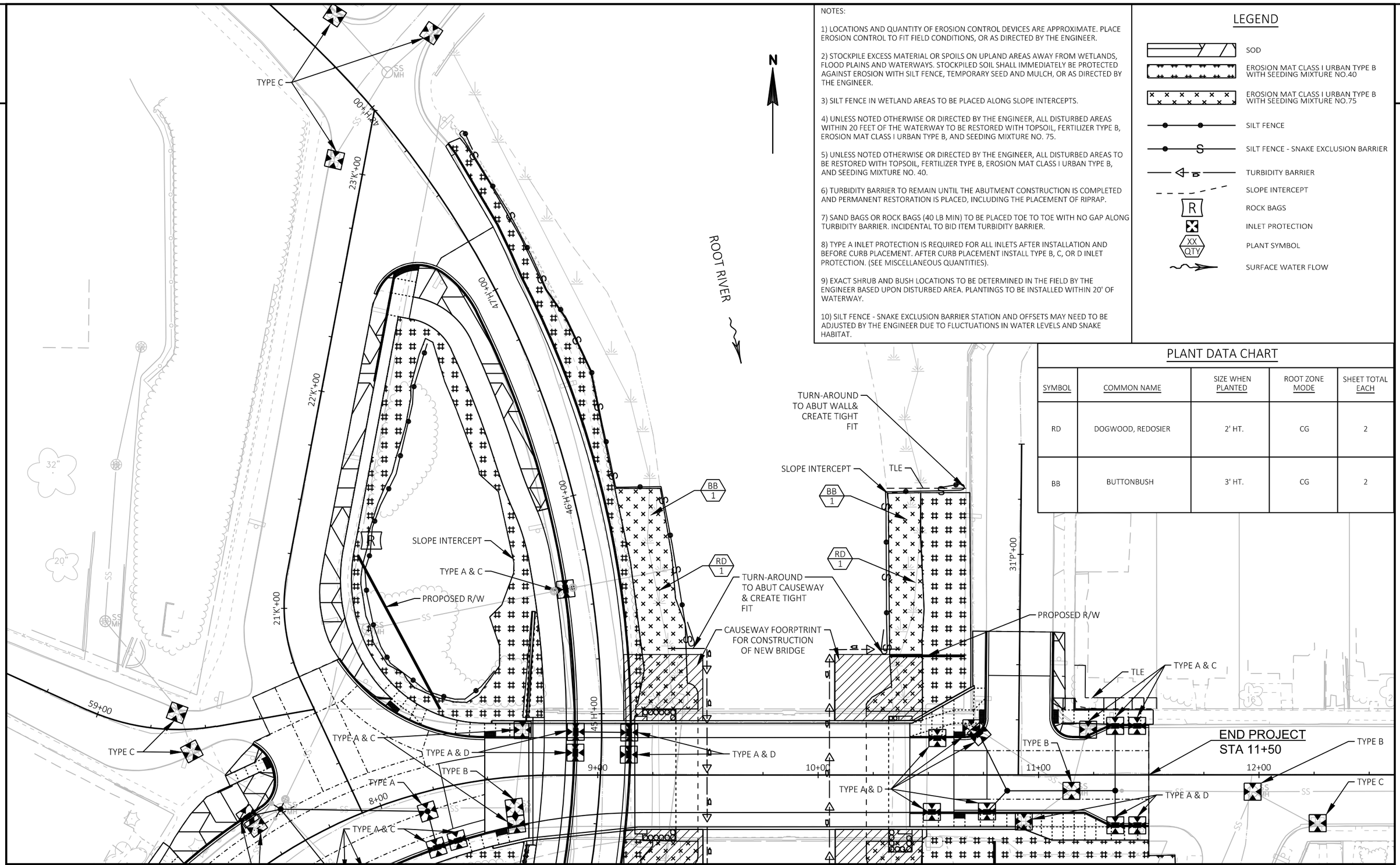
10) SILT FENCE - SNAKE EXCLUSION BARRIER STATION AND OFFSETS MAY NEED TO BE ADJUSTED BY THE ENGINEER DUE TO FLUCTUATIONS IN WATER LEVELS AND SNAKE HABITAT.

LEGEND

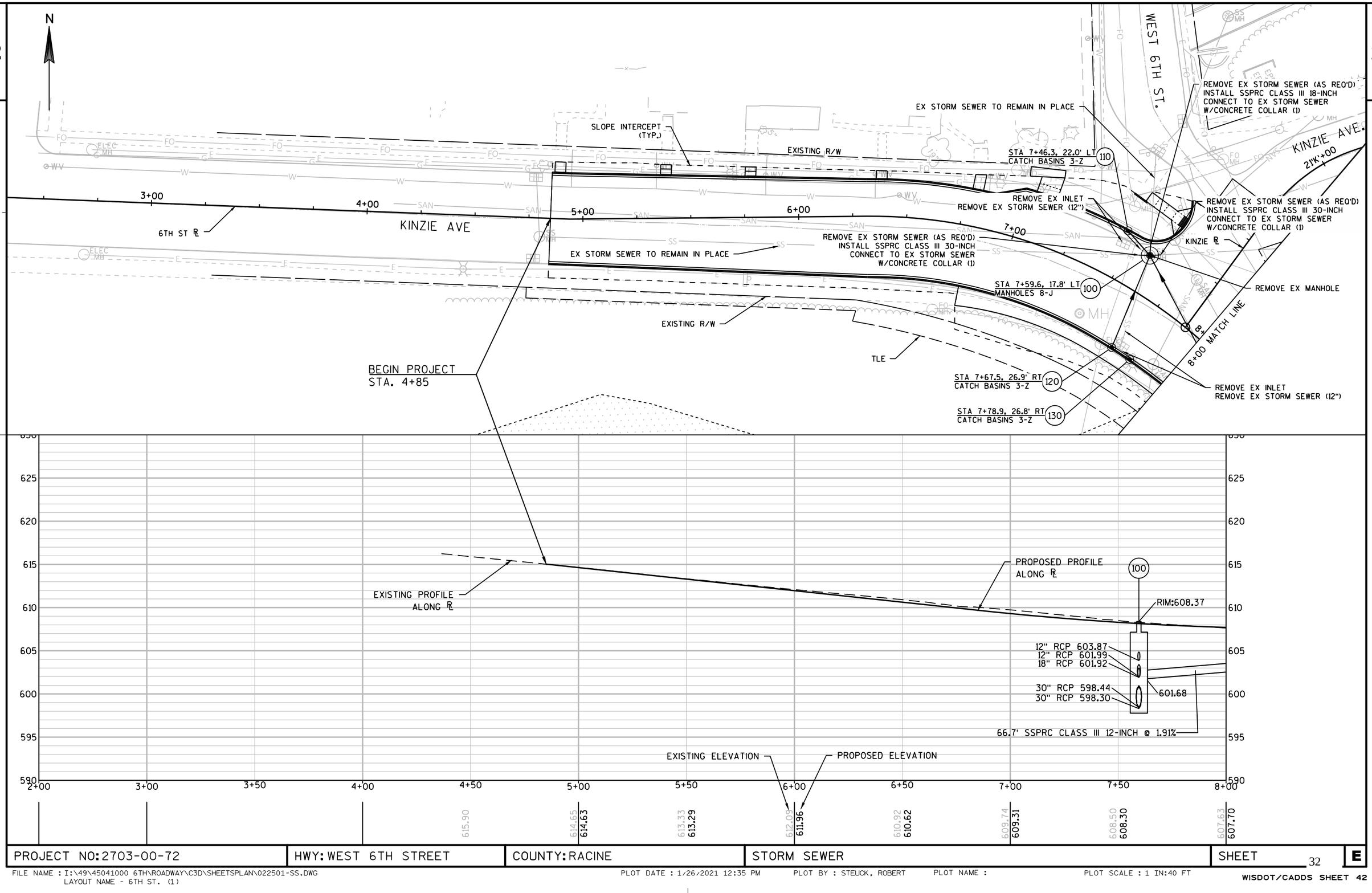
- SOD
- EROSION MAT CLASS I URBAN TYPE B WITH SEEDING MIXTURE NO.40
- EROSION MAT CLASS I URBAN TYPE B WITH SEEDING MIXTURE NO.75
- SILT FENCE
- SILT FENCE - SNAKE EXCLUSION BARRIER
- TURBIDITY BARRIER
- SLOPE INTERCEPT
- ROCK BAGS (R)
- INLET PROTECTION
- PLANT SYMBOL (XX / QTY)
- SURFACE WATER FLOW

PLANT DATA CHART

SYMBOL	COMMON NAME	SIZE WHEN PLANTED	ROOT ZONE MODE	SHEET TOTAL EACH
RD	DOGWOOD, REDOSIER	2' HT.	CG	2
BB	BUTTONBUSH	3' HT.	CG	2

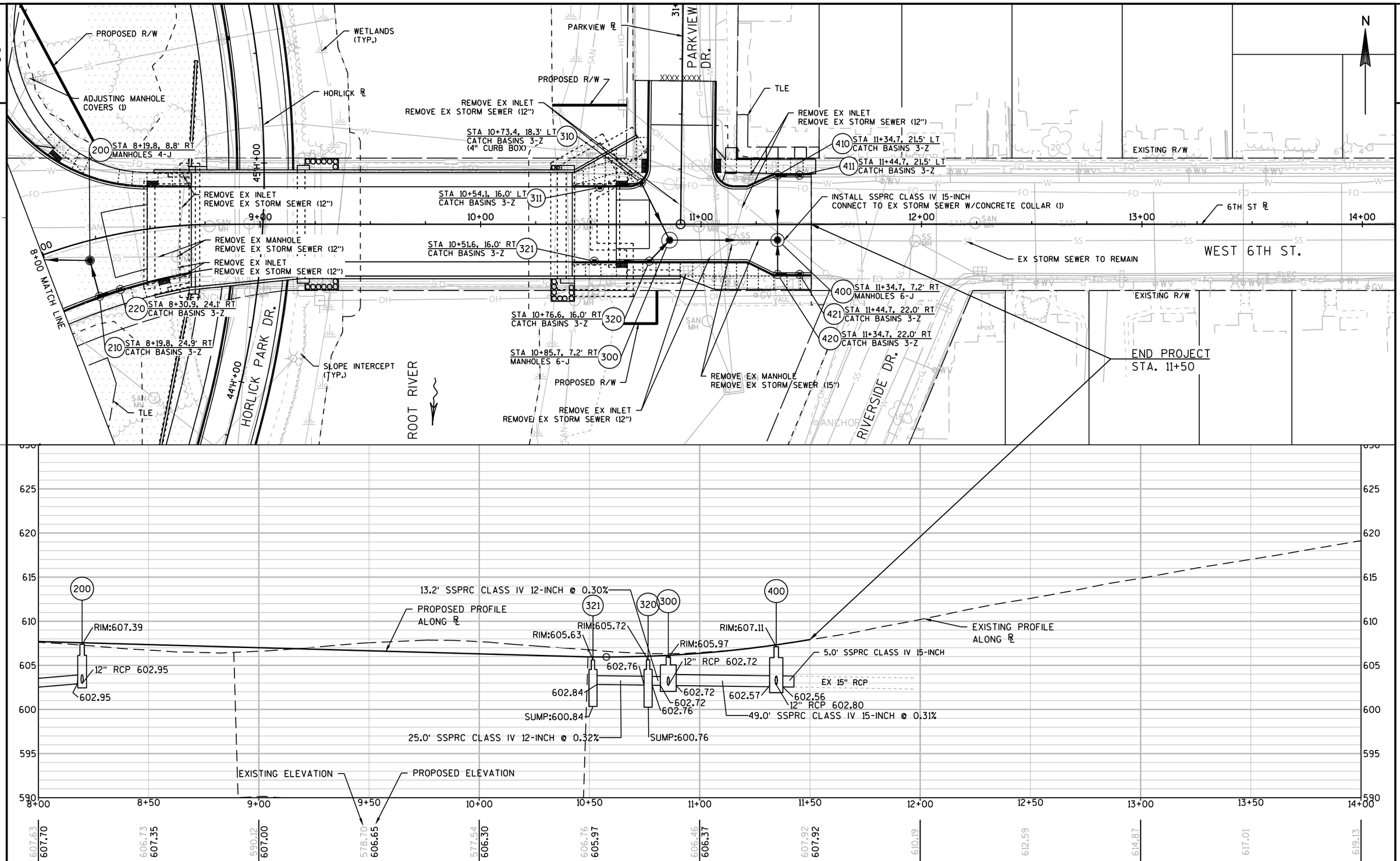


PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	EROSION CONTROL - STAGES 4A AND 4B	SHEET 31 E



PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	STORM SEWER	SHEET 32	E

FILE NAME : I:\49\45041000 6TH\ROADWAY\C3D\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 6TH ST. (1)
PLOT DATE : 1/26/2021 12:35 PM PLOT BY : STEUCK, ROBERT PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	STORM SEWER WEST 6TH STREET	SHEET 33	E

NOTES:
1) AT STRUCTURES 520 AND 521, INSTALL 1-#4 BAR IN GUTTER PAN IN FRONT OF EACH CASTING. BAR AND INSTALLATION ARE INCIDENTAL TO BID ITEM "CONCRETE CURB & GUTTER 30-INCH TYPE D".

2) CONNECT PIPE UNDERDRAIN TO ALL CATCH BASINS. CONNECTIONS ARE INCIDENTAL TO BID ITEM "PIPE UNDERDRAIN 6-INCH".

N

TLE

EXISTING R/W

8+00

6TH ST. ℄

EXISTING R/W

22'K'+00

KINZIE AVE.

KINZIE ℄

23'K'+00

PROPOSED R/W

HORLICK PARK DR.

PIPE UNDERDRAIN 6-INCH (PERFORATED)

WEST 6TH ST.

510 STA 44+91.8'H', 11.0' LT CATCH BASINS 4-Z

47'H'+00

PIPE UNDERDRAIN 6-INCH (PERFORATED)

43'H'+00

STA 44+82.1'H', 11.0' LT CATCH BASINS 3-Z 511

REMOVE EX INLET
REMOVE EX STORM SEWER (AS REQ'D)
INSTALL SSPRC CLASS III 30-INCH
CONNECT TO EX STORM SEWER W/CONCRETE COLLARS (2)

44'H'+00

HORLICK ℄

9+00

45'H'+00

46'H'+00

SLOPE INTERCEPT (TYP.)

ROOT RIVER

BEGIN CONSTRUCTION
STA. 42+80

WETLANDS (TYP.)

PIPE UNDERDRAIN 6-INCH (PERFORATED)

500 STA 45+58.6'H', 11.0' LT CATCH BASINS 5-Z

END CONSTRUCTION
STA. 47+25

ROOT RIVER

STA 44+81.9'H', 11.0' RT CATCH BASINS 2x3-H 521

520 STA 44+91.6'H', 11.0' RT CATCH BASINS 2x3-H

EXISTING PROFILE ALONG HORLICK ℄

PROPOSED PROFILE ALONG HORLICK ℄

511 510 500

RIM:589.20 RIM:589.19 RIM:589.48

15" RCP 584.28

30" RCP 582.26

584.63

584.53

583.51

584.28

SUMP:582.63 SUMP:582.28 SUMP:580.26

9.5' SSPRC CLASS IV 12-INCH @ 1.06%

64.9' SSPRC CLASS IV 15-INCH @ 1.19%

EXISTING ELEVATION

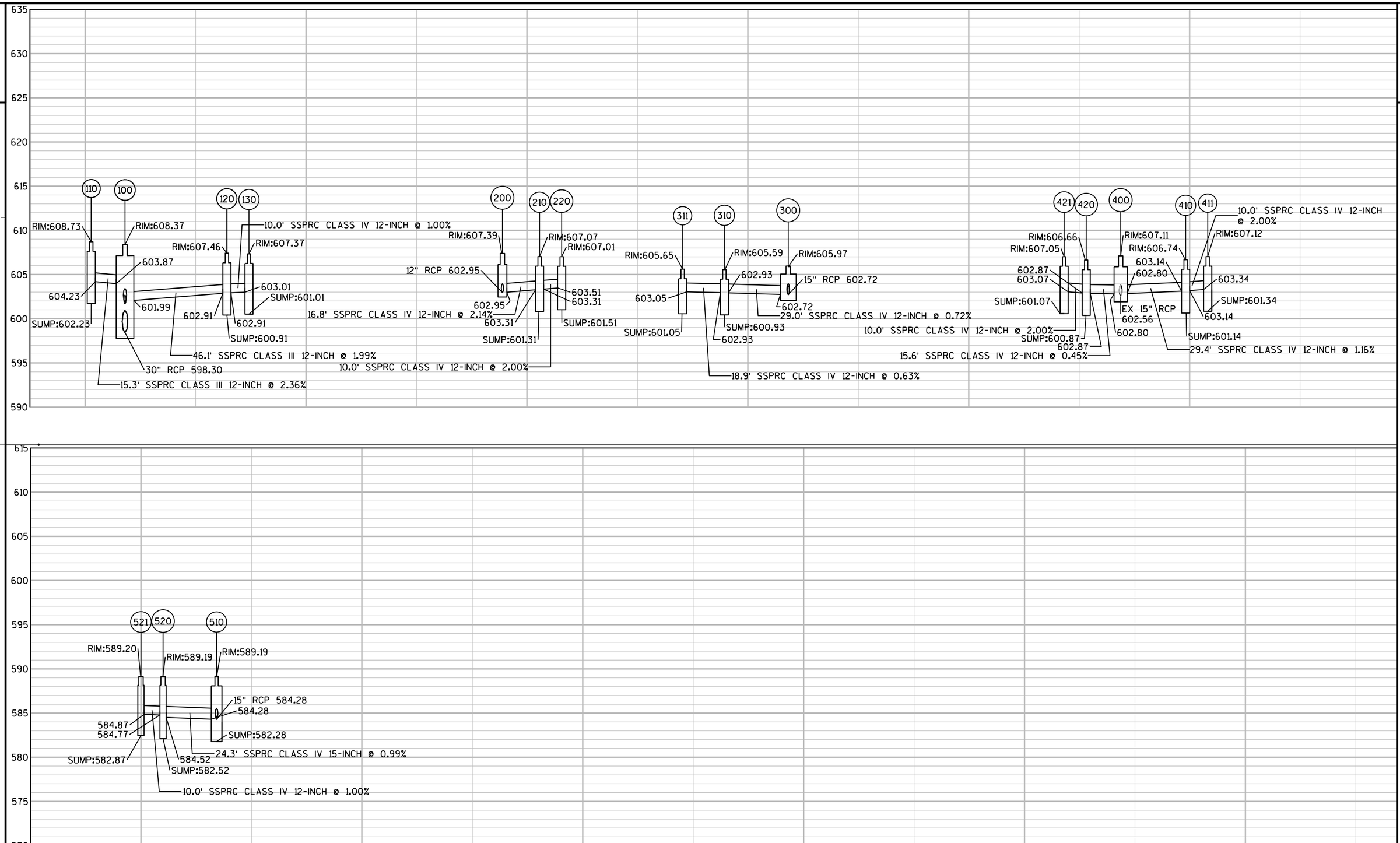
PROPOSED ELEVATION

610 605 600 595 590 585 580 575 570

41'H'+00 42'H'+00 42'H'+50 43'H'+00 43'H'+50 44'H'+00 44'H'+50 45'H'+00 45'H'+50 46'H'+00 46'H'+50 47'H'+00 47'H'+50

588.78 589.13 589.40 589.41 589.60 589.66 589.73 589.71 590.08 589.52 590.16 589.42 590.16 589.62 590.22 590.12 590.70 590.76 591.55 593.06

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	STORM SEWER	SHEET 34	E



PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	STORM SEWER	SHEET 35	E

2

2

PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH (SOLID YELLOW)
2. MARKING LINE EPOXY 4-INCH (SOLID WHITE)
3. MARKING LINE EPOXY 4-INCH (3' LINE, 9' SKIP)(WHITE)
4. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
5. MARKING LINE EPOXY 8-INCH (SOLID WHITE)
6. MARKING DIAGONAL EPOXY 12-INCH (SOLID YELLOW)
7. MARKING LINE EPOXY 8-INCH (3' LINE, 9' SKIP)(WHITE)
8. MARKING ARROW EPOXY
9. MARKING WORD EPOXY

N

COLUMBIA STREET

KINZIE AVENUE

1+94

2+59

4+94

5+74

6+32

460'

10'

20'

11'

5'

DOUBLE

M100 NO PARKING

P304 NO PARKING ANY TIME
R7-1R
18"X24"

R203 ANYTIME
REMOVE

P300
W4-2L
36"X36"

P301 NO PARKING ANY TIME
R7-1L
18"X24"

ESTR

P302 NO PARKING ANY TIME
R7-1D
18"X24"

R200 NO PARKING
REMOVE

ESTR CANOE LAUNCH

P303 S1-1
36"X36"

P303A AHEAD
W16-9P
24"X12"

R201 NO PARKING
REMOVE

R201A AHEAD
REMOVE

R202 ANYTIME
REMOVE

SIGNING LEGEND

- PXXX PROPOSED SIGN
- MXXX EXISTING SIGN TO BE MOVED
- RXXX EXISTING SIGN TO BE REMOVED
- PROPOSED SIGN MOUNTED ON POST
- PROPOSED SIGN MOUNTED ON LIGHT POLE
- EXISTING SIGN ON POST
- EXISTING SIGN ON LIGHT POLE
- ESTR EXISTING SIGN TO REMAIN

* PLACE SIGNS ON NEW POST USING A SQUARE POST TOP BRACKET (INCIDENTAL TO MOVING SIGNS TYPE II)

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	PERMANENT SIGNING/PAVEMENT MARKING 6TH STREET	SHEET 36	E

2

2

N

PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH (SOLID YELLOW)
2. MARKING LINE EPOXY 4-INCH (SOLID WHITE)
3. MARKING LINE EPOXY 4-INCH (3' LINE, 9' SKIP)(WHITE)
4. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
5. MARKING LINE EPOXY 8-INCH (SOLID WHITE)
6. MARKING DIAGONAL EPOXY 12-INCH (SOLID YELLOW)
7. MARKING LINE EPOXY 8-INCH (3' LINE, 9' SKIP)(WHITE)
8. MARKING ARROW EPOXY
9. MARKING WORD EPOXY

KINZIE AVENUE

PARK VIEW DRIVE

WEST 6TH ST

WEST 6TH STREET

M101 * W. 6th ST
M101A * KINZIE AVE
P307 STOP R1-1 30"X30"
P307A W1-6 36"X18"
R205 STOP REMOVE
R206 REMOVE
ONE WAY ESTR
ONE WAY ESTR
DO NOT ENTER ESTR
STOP ESTR
P306 R9-3A 18"X18"
P306A USE CROSSWALK R9-3BL 18"X12"
NO PARKING ANY TIME P308 R7-1D 18"X24"
R207 ANYTIME REMOVE
P309 W1-6 36"X18"
R208 REMOVE
P312 S1-1 36"X36"
P313 S16-7L 24"X12"
R211 REMOVE
NO PARKING ANY TIME P314 R7-1D 18"X24"
R212 ANYTIME REMOVE
P317 S1-1 36"X36"
P317A AHEAD W16-9P 24"X12"
NO PARKING ANY TIME P317B R7-1L 18"X24"
M104 ROOT RIVER
R215 REMOVE
R216 AHEAD REMOVE
W. 6th ST M105 *
PARK VIEW M106 *
STOP P320 R1-1 30"X30"
NO PARKING ANY TIME P320A R7-1R 18"X24"
R217 STOP REMOVE
R218 ANYTIME REMOVE
ESTR NO OUTLET
BUS STOP ROUTE 86 MOVE (BY OTHERS)
NEIGHBORHOOD WATCH M102
BUS STOP ROUTE 86 MOVE (BY OTHERS)
NO PARKING ANY TIME P305 R7-1L 18"X24"
R204 ANYTIME REMOVE
NO PARKING ANY TIME P310 R7-1D 18"X24"
P311 S1-1 36"X36"
P311A S16-7L 24"X12"
R209 REMOVE
R210 REMOVE
NO PARKING ANY TIME P315 R7-1D 18"X24"
ROOT RIVER M103
R213 ANYTIME REMOVE
P316 NO PARKING ANY TIME R7-1D 18"X24"
R214 ANYTIME REMOVE
P318 R9-3A 18"X18"
P318A USE CROSSWALK R9-3BR 18"X12"
P319 NO PARKING ANY TIME R7-1R 18"X24"
R219 NO PARKING 7:00 AM - 2:00 PM 12 HOUR PARKING 9AM-9PM
R220 TOW AWAY ZONE
DOUBLE
WORK BY OTHERS PAVEMENT MARKINGS
22'K'
21'K'
31'P'
9+22
7+53
ALLEY

SIGNING LEGEND

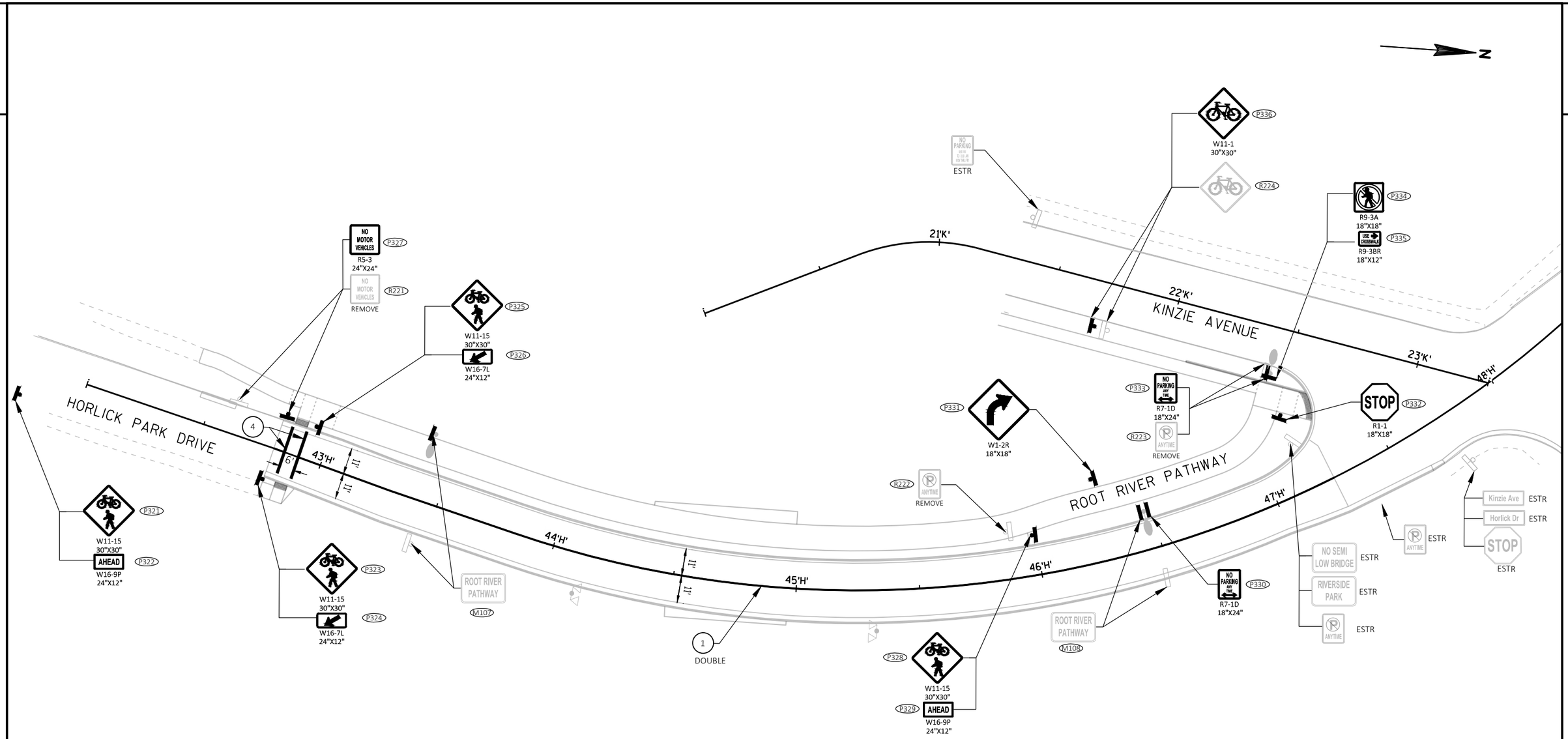
- (PXXX) PROPOSED SIGN
- (MXXX) EXISTING SIGN TO BE MOVED
- (RXXX) EXISTING SIGN TO BE REMOVED
- PROPOSED SIGN MOUNTED ON POST
- PROPOSED SIGN MOUNTED ON LIGHT POLE
- EXISTING SIGN ON POST
- EXISTING SIGN ON LIGHT POLE
- ESTR EXISTING SIGN TO REMAIN

* PLACE SIGNS ON NEW POST USING A SQUARE POST TOP BRACKET (INCIDENTAL TO MOVING SIGNS TYPE II)

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	PERMANENT SIGNING/PAVEMENT MARKING 6TH STREET	SHEET 37	E

FILE NAME : I:\49\45041000 6TH\ROADWAY\C3D\SHEETSPLAN\023201-PS.DWG PLOT DATE : 1/15/2021 3:48 PM PLOT BY : SANDERFOOT, JASON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET



PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH (SOLID YELLOW)
2. MARKING LINE EPOXY 4-INCH (SOLID WHITE)
3. MARKING LINE EPOXY 4-INCH (3' LINE, 9' SKIP)(WHITE)
4. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
5. MARKING LINE EPOXY 8-INCH (SOLID WHITE)
6. MARKING DIAGONAL EPOXY 12-INCH (SOLID YELLOW)
7. MARKING LINE EPOXY 8-INCH (3' LINE, 9' SKIP)(WHITE)
8. MARKING ARROW EPOXY
9. MARKING WORD EPOXY

* PLACE SIGNS ON NEW POST USING A SQUARE POST TOP BRACKET (INCIDENTAL TO MOVING SIGNS TYPE II)

SIGNING LEGEND

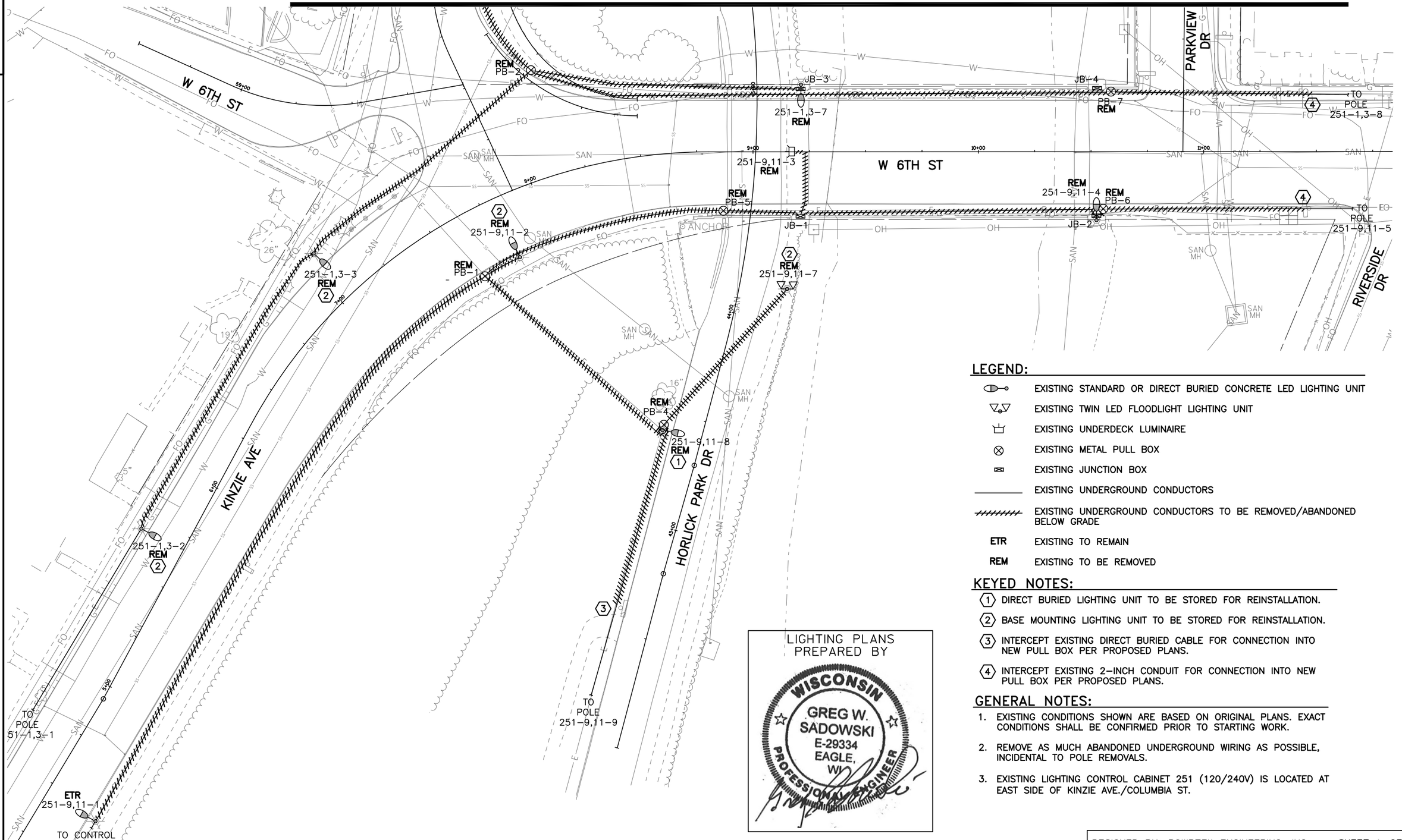
(PXXX)	PROPOSED SIGN
(MXXX)	EXISTING SIGN TO BE MOVED
(RXXX)	EXISTING SIGN TO BE REMOVED
	PROPOSED SIGN MOUNTED ON POST
	PROPOSED SIGN MOUNTED ON LIGHT POLE
	EXISTING SIGN ON POST
	EXISTING SIGN ON LIGHT POLE
ESTR	EXISTING SIGN TO REMAIN

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	PERMANENT SIGNING PAVEMENT MARKING HORLICK PARK DRIVE	SHEET 38	E

FILE NAME : I:\49\45041000 6TH\ROADWAY\C3D\SHEETSPLAN\023202-PS.DWG
LAYOUT NAME - HORLICK PARK DRIVE

PLOT DATE : 1/15/2021 3:48 PM PLOT BY : SANDERFOOT, JASON PLOT NAME : PLOT SCALE : 1 IN:40 FT

MATCHLINE



LEGEND:

	EXISTING STANDARD OR DIRECT BURIED CONCRETE LED LIGHTING UNIT
	EXISTING TWIN LED FLOODLIGHT LIGHTING UNIT
	EXISTING UNDERDECK LUMINAIRE
	EXISTING METAL PULL BOX
	EXISTING JUNCTION BOX
	EXISTING UNDERGROUND CONDUCTORS
	EXISTING UNDERGROUND CONDUCTORS TO BE REMOVED/ABANDONED BELOW GRADE
ETR	EXISTING TO REMAIN
REM	EXISTING TO BE REMOVED

KEYED NOTES:

1. DIRECT BURIED LIGHTING UNIT TO BE STORED FOR REINSTALLATION.
2. BASE MOUNTING LIGHTING UNIT TO BE STORED FOR REINSTALLATION.
3. INTERCEPT EXISTING DIRECT BURIED CABLE FOR CONNECTION INTO NEW PULL BOX PER PROPOSED PLANS.
4. INTERCEPT EXISTING 2-INCH CONDUIT FOR CONNECTION INTO NEW PULL BOX PER PROPOSED PLANS.

GENERAL NOTES:

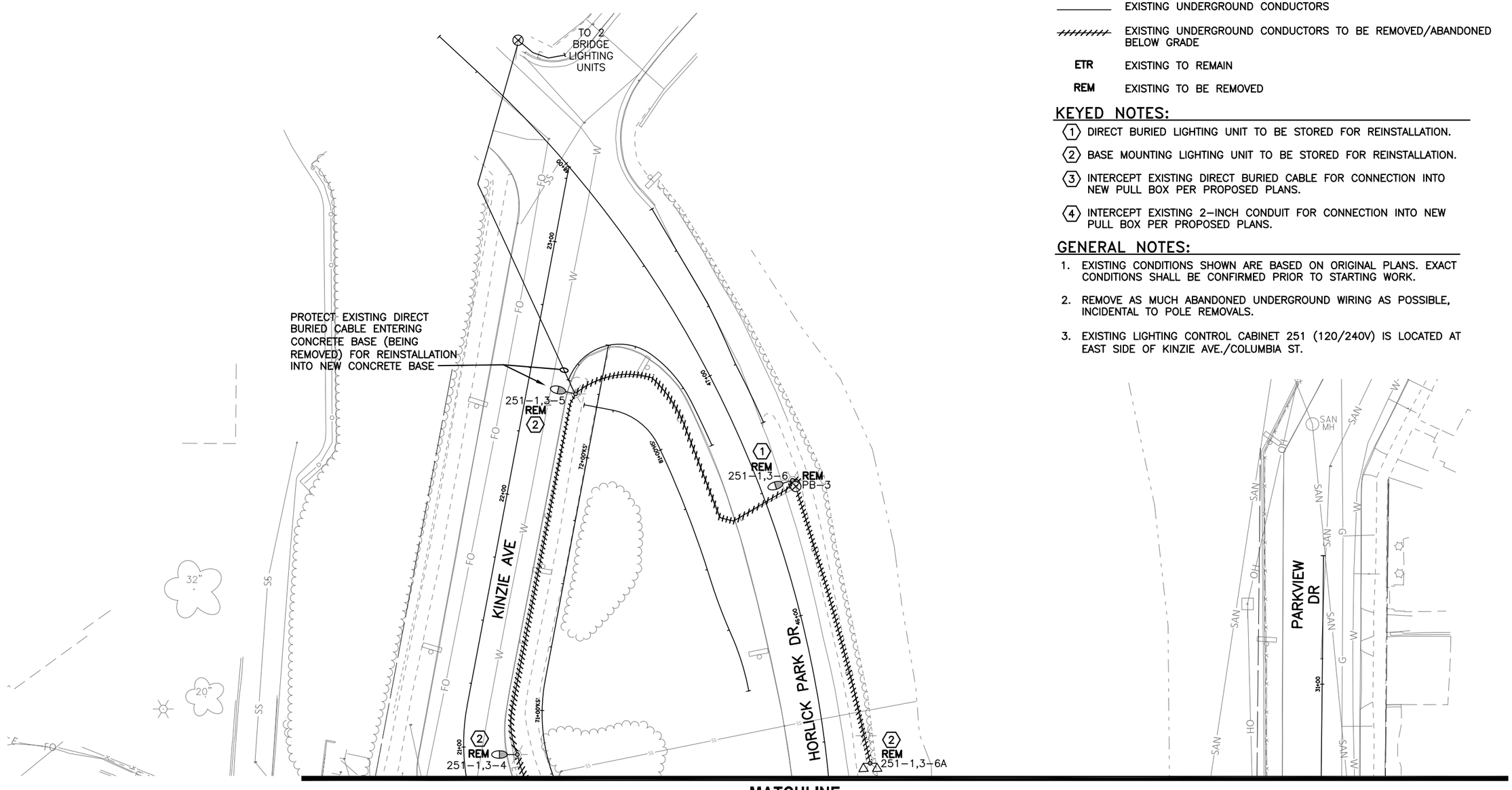
1. EXISTING CONDITIONS SHOWN ARE BASED ON ORIGINAL PLANS. EXACT CONDITIONS SHALL BE CONFIRMED PRIOR TO STARTING WORK.
2. REMOVE AS MUCH ABANDONED UNDERGROUND WIRING AS POSSIBLE, INCIDENTAL TO POLE REMOVALS.
3. EXISTING LIGHTING CONTROL CABINET 251 (120/240V) IS LOCATED AT EAST SIDE OF KINZIE AVE./COLUMBIA ST.

LIGHTING PLANS PREPARED BY

WISCONSIN
GREG W. SADOWSKI
E-29334
EAGLE, WI
PROFESSIONAL ENGINEER

DESIGNED BY: POWRTEK ENGINEERING, INC. SHEET 1 OF 6

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	EXISTING ELECTRICAL PLAN	SHEET



LEGEND:

	EXISTING STANDARD OR DIRECT BURIED CONCRETE LED LIGHTING UNIT
	EXISTING TWIN LED FLOODLIGHT LIGHTING UNIT
	EXISTING UNDERDECK LUMINAIRE
	EXISTING METAL PULL BOX
	EXISTING JUNCTION BOX
	EXISTING UNDERGROUND CONDUCTORS
	EXISTING UNDERGROUND CONDUCTORS TO BE REMOVED/ABANDONED BELOW GRADE
ETR	EXISTING TO REMAIN
REM	EXISTING TO BE REMOVED

KEYED NOTES:

1. DIRECT BURIED LIGHTING UNIT TO BE STORED FOR REINSTALLATION.
2. BASE MOUNTING LIGHTING UNIT TO BE STORED FOR REINSTALLATION.
3. INTERCEPT EXISTING DIRECT BURIED CABLE FOR CONNECTION INTO NEW PULL BOX PER PROPOSED PLANS.
4. INTERCEPT EXISTING 2-INCH CONDUIT FOR CONNECTION INTO NEW PULL BOX PER PROPOSED PLANS.

GENERAL NOTES:

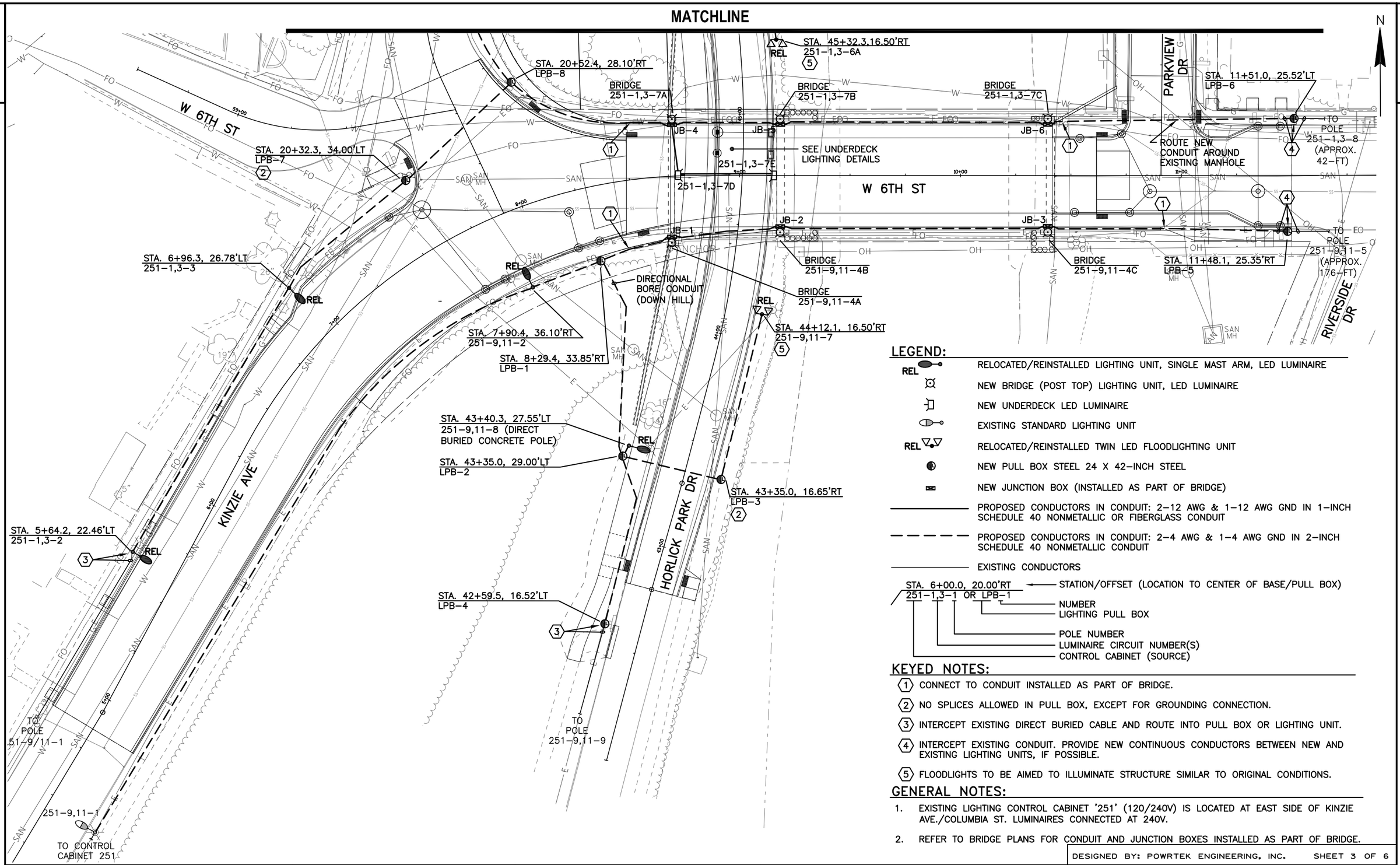
1. EXISTING CONDITIONS SHOWN ARE BASED ON ORIGINAL PLANS. EXACT CONDITIONS SHALL BE CONFIRMED PRIOR TO STARTING WORK.
2. REMOVE AS MUCH ABANDONED UNDERGROUND WIRING AS POSSIBLE, INCIDENTAL TO POLE REMOVALS.
3. EXISTING LIGHTING CONTROL CABINET 251 (120/240V) IS LOCATED AT EAST SIDE OF KINZIE AVE./COLUMBIA ST.

N

2

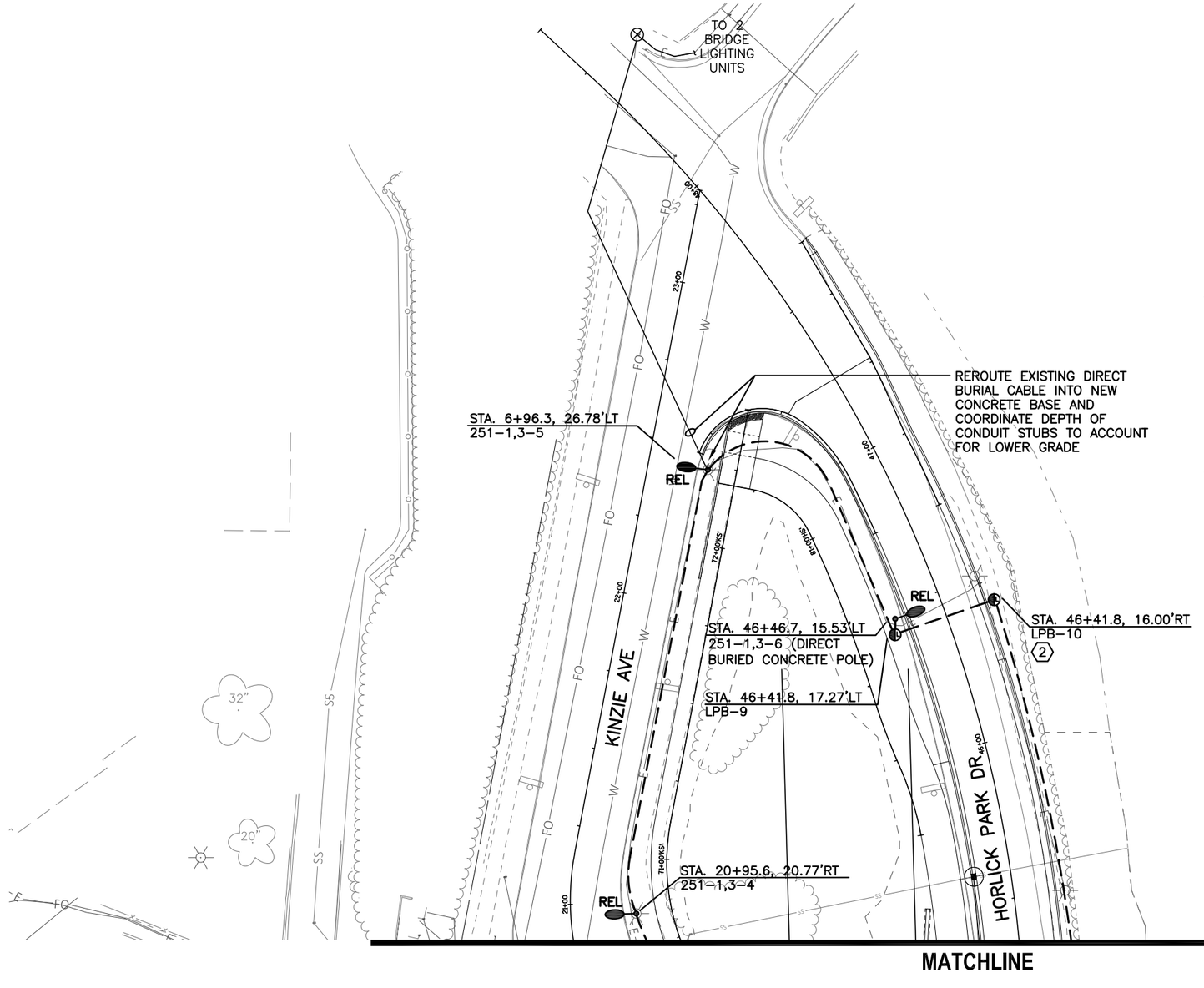
DESIGNED BY: POWRTEK ENGINEERING, INC. SHEET 2 OF 6

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	EXISTING ELECTRICAL PLAN	SHEET 40



DESIGNED BY: POWRTEK ENGINEERING, INC. SHEET 3 OF 6

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	PROPOSED ELECTRICAL PLAN	SHEET



LEGEND:

- REL — RELOCATED/REINSTALLED LIGHTING UNIT, SINGLE MAST ARM, LED LUMINAIRE
- NEW BRIDGE (POST TOP) LIGHTING UNIT, LED LUMINAIRE
- NEW UNDERDECK LED LUMINAIRE
- EXISTING STANDARD LIGHTING UNIT
- REL — RELOCATED/REINSTALLED TWIN LED FLOODLIGHTING UNIT
- NEW PULL BOX STEEL 24 X 42–INCH STEEL
- NEW JUNCTION BOX (INSTALLED AS PART OF BRIDGE)
- PROPOSED CONDUCTORS IN CONDUIT: 2–12 AWG & 1–12 AWG GND IN 1–INCH SCHEDULE 40 NONMETALLIC OR FIBERGLASS CONDUIT
- PROPOSED CONDUCTORS IN CONDUIT: 2–4 AWG & 1–4 AWG GND IN 2–INCH SCHEDULE 40 NONMETALLIC CONDUIT
- EXISTING CONDUCTORS

STA. 6+00.0, 20.00'RT — STATION/OFFSET (LOCATION TO CENTER OF BASE/PULL BOX)
251–1,3–1 OR LPB–1
- NUMBER
- LIGHTING PULL BOX
- POLE NUMBER
- LUMINAIRE CIRCUIT NUMBER(S)
- CONTROL CABINET (SOURCE)

KEYED NOTES:

1. CONNECT TO CONDUIT INSTALLED AS PART OF BRIDGE.
2. NO SPLICES ALLOWED IN PULL BOX, EXCEPT FOR GROUNDING CONNECTION.
3. INTERCEPT EXISTING DIRECT BURIED CABLE AND ROUTE INTO PULL BOX OR LIGHTING UNIT.
4. INTERCEPT EXISTING CONDUIT. PROVIDE NEW CONTINUOUS CONDUCTORS BETWEEN NEW AND EXISTING LIGHTING UNITS, IF POSSIBLE.
5. FLOODLIGHTS TO BE AIMED TO ILLUMINATE STRUCTURE SIMILAR TO ORIGINAL CONDITIONS.

GENERAL NOTES:

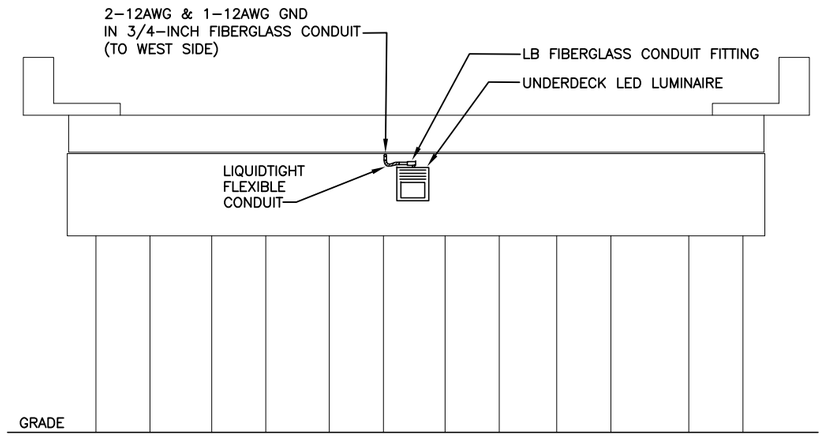
1. EXISTING LIGHTING CONTROL CABINET '251' (120/240V) IS LOCATED AT EAST SIDE OF KINZIE AVE./COLUMBIA ST. LUMINAIRES CONNECTED AT 240V.
2. REFER TO BRIDGE PLANS FOR CONDUIT AND JUNCTION BOXES INSTALLED AS PART OF BRIDGE.

N

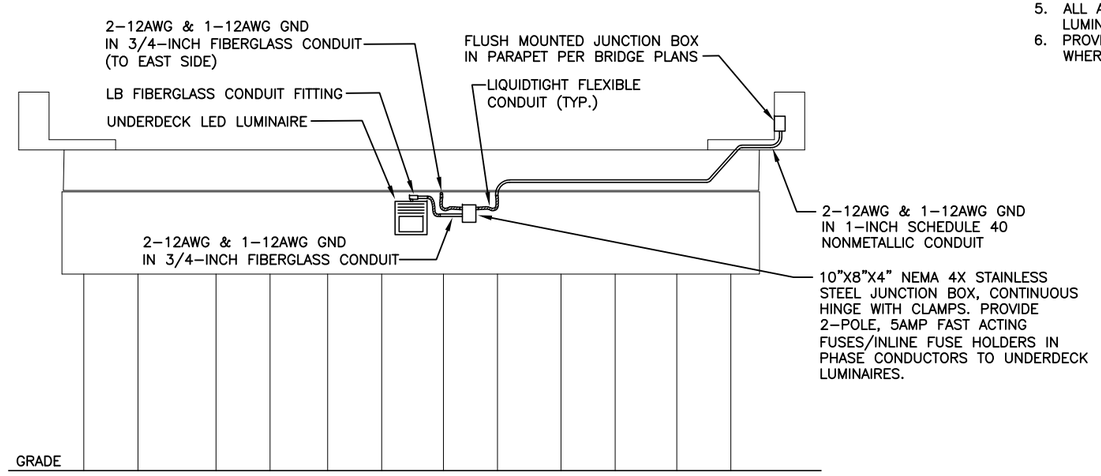
2

DESIGNED BY: POWRTEK ENGINEERING, INC. SHEET 4 OF 6

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	PROPOSED ELECTRICAL PLAN	SHEET



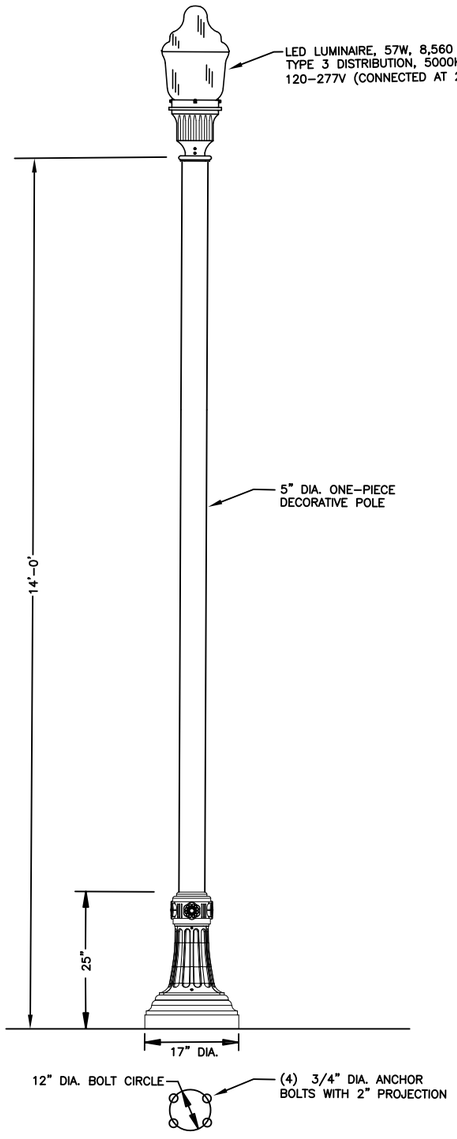
UNDERDECK LIGHTING DETAIL (FACING EAST)
NO SCALE



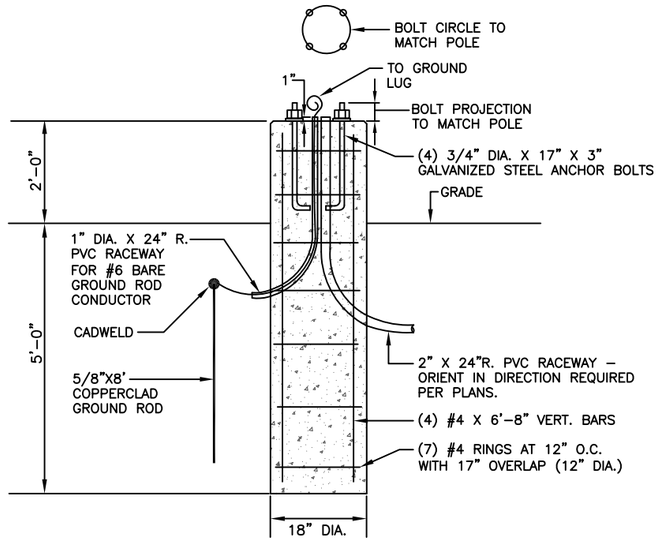
UNDERDECK LIGHTING DETAIL (FACING WEST)
NO SCALE

NOTES:

1. SUPPORT CONDUITS WITH 2–HOLE CLAMPS/CLAMP BACKS ATTACHED TO STRUCTURE EVERY 5–FT.
2. INSTALL CONDUIT TO ALLOW MOVEMENT BETWEEN BRIDGE DECK AND PIER.
3. ALL WORK AND MATERIALS (I.E. CONDUCTORS, CONDUIT, STAINLESS STEEL JUNCTION BOXES, ETC.) SHALL BE INCLUDED IN UNDERDECK LIGHTING BID ITEM, UNLESS INCLUDED IN A SEPARATE BID ITEM (I.E. UNDERDECK LUMINAIRES).
4. INSTALL UNDERDECK LUMINAIRES AS HIGH AS POSSIBLE ON PIER, WHILE ALLOWING SPACE FOR CONDUIT FITTING.
5. ALL ATTACHMENT HARDWARE FOR CONDUITS AND LUMINAIRES TO BE STAINLESS STEEL.
6. PROVIDE RIGID CONDUIT TO FLEXIBLE CONDUIT ADAPTERS WHERE NEEDED.

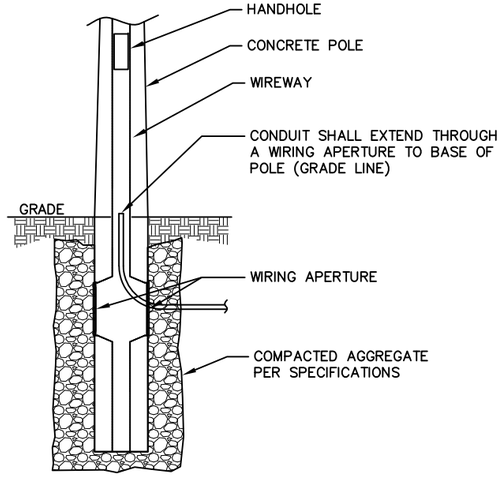


BRIDGE LIGHTING UNIT DETAIL
NO SCALE

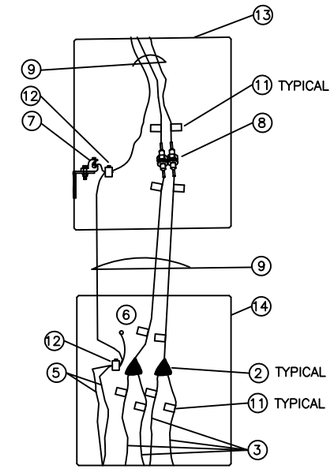


NOTES:
1. PROVIDE 1" CHAMFER AROUND TOP EDGE AND FORM EXPOSED PORTION OF CONCRETE BASES. REMOVE FORMS AFTER CONCRETE IS SET.
2. VERIFY BOLT CIRCLE AND PROJECTION TO MATCH EXISTING POLE.

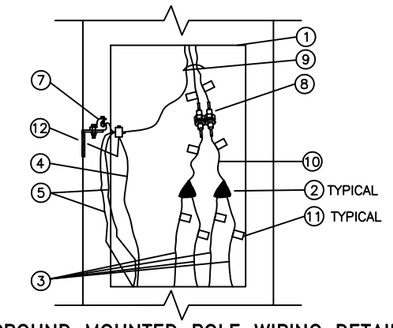
FLOODLIGHTING CONCRETE BASE DETAIL
NO SCALE



DIRECT BURIAL LIGHTING UNIT INSTALLATION DETAIL
NO SCALE



BRIDGE MOUNTED POLE WIRING DETAIL
NO SCALE



GROUND MOUNTED POLE WIRING DETAIL
NO SCALE

POLE WIRING NOTES:
1. TRANSFORMER BASE (OR POLE) HAND HOLE AND COVER
2. INSULATED SPLICE
3. UNGROUNDED (CIRCUIT) CONDUCTOR
4. #6 CONDUCTOR TO GROUND ROD
5. SYSTEM GROUNDING CONDUCTORS
6. BOND JUNCTION BOX
7. GROUNDING LUG
8. INLINE 2-POLE FUSE ASSEMBLY AND 5AMP FAST ACTING FUSES. WEATHERPROOF BOOTS.
9. 3-12 AWG RHW/USE (XLP)
10. 12" PIGTAIL BETWEEN SPLICE AND FUSE ASSEMBLY
11. CIRCUIT TAG
12. REVERSIBLE PRESSURE OR COMPRESSION GROUNDING CONNECTION (NOT INSULATED)
13. POLE HAND HOLE AND COVER
14. BRIDGE JUNCTION BOX

DESIGNED BY: POWRTEK ENGINEERING, INC. SHEET 6 OF 6

NOTES
A WATERWAY MARKER APPLICATION AND PERMIT HAS BEEN OBTAINED. COORDINATE WITH WDNR FOR ANY VARIANCE FROM THE PERMIT.

DETERMINE WHETHER BUOYS OR SIGNS ARE NEEDED BASED ON CURRENT WATER LEVELS. IN THE EVENT OF HIGH WATER (>4') USE BUOYS. IN THE EVENT OF LOW WATER (<4') USE SIGNS MOUNTED TO STEEL POSTS.

REFER TO SPECIAL PROVISIONS FOR LIGHTING REQUIREMENTS.

KINZIE AVE.

HORLICK PARK DR.

HORLICK PARK DR.

WEST 6TH ST.

8+00

6TH ST

9+00

10+00

11+00

WEST 6TH ST.

ROOT RIVER

ROOT RIVER

PLACE DOWNSTREAM OF PORTAGE ROUTE ACCESS POINT AS DIRECTED BY ENGINEER

100' MIN. OR AS DIRECTED BY ENGINEER

15' (MAX.) OR AS DIRECTED BY ENGINEER

15' (MAX.) OR AS DIRECTED BY ENGINEER

100' MIN. OR AS DIRECTED BY ENGINEER

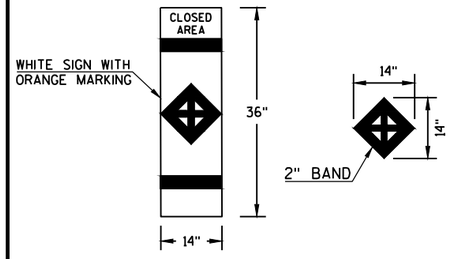
PLACE UPSTREAM OF PORTAGE ROUTE ACCESS POINT AS DIRECTED BY ENGINEER

15' (MAX.) OR AS DIRECTED BY ENGINEER

15' (MAX.) OR AS DIRECTED BY ENGINEER

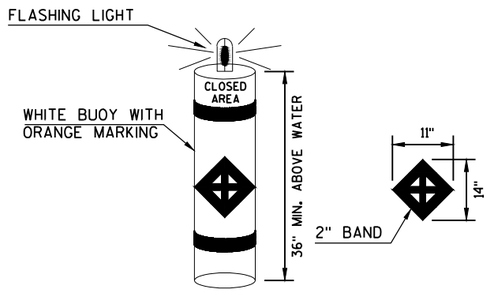
EXISTING STRUCTURE (P-51-709) TO BE REMOVED

PARKVIEW DR.



TYPICAL HAZARD WARNING SIGN DETAIL

ALL SIGNS SHALL BE MOUNTED ON A STEEL POSTS

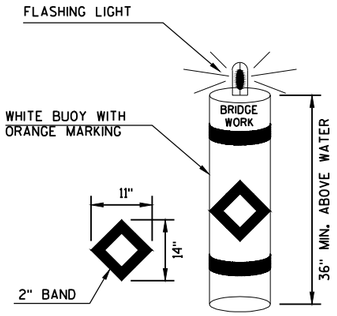


TYPICAL RESTRICTED AREA BUOY DETAIL

ALL BUOYS SHALL BE 7" DIAMETER WITH RED FLASHING LIGHTS AT 30 FLASHES/MIN.

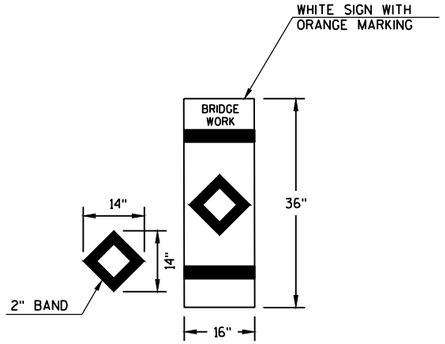
LEGEND
WORK AREA
BUOY OR SIGN

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	BOATING TRAFFIC CONTROL - ROOT RIVER CLOSURE	SHEET 45 E



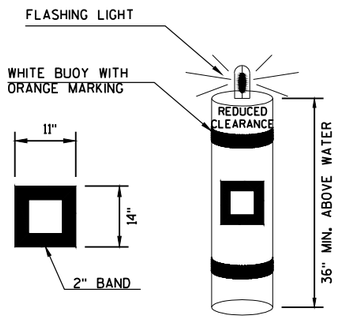
TYPICAL HAZARD WARNING BUOY DETAIL

ALL BUOYS SHALL BE 7" DIAMETER WITH RED FLASHING LIGHTS AT 30 FLASHES/MIN. IF NECESSARY



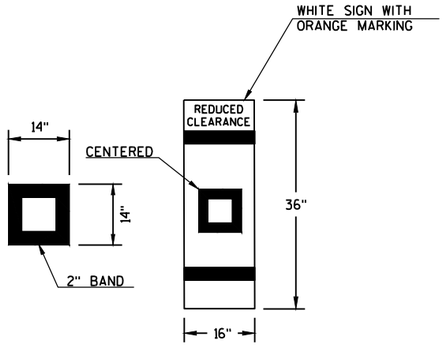
TYPICAL HAZARD WARNING SIGN DETAIL

ALL SIGNS SHALL BE MOUNTED ON A STEEL POSTS



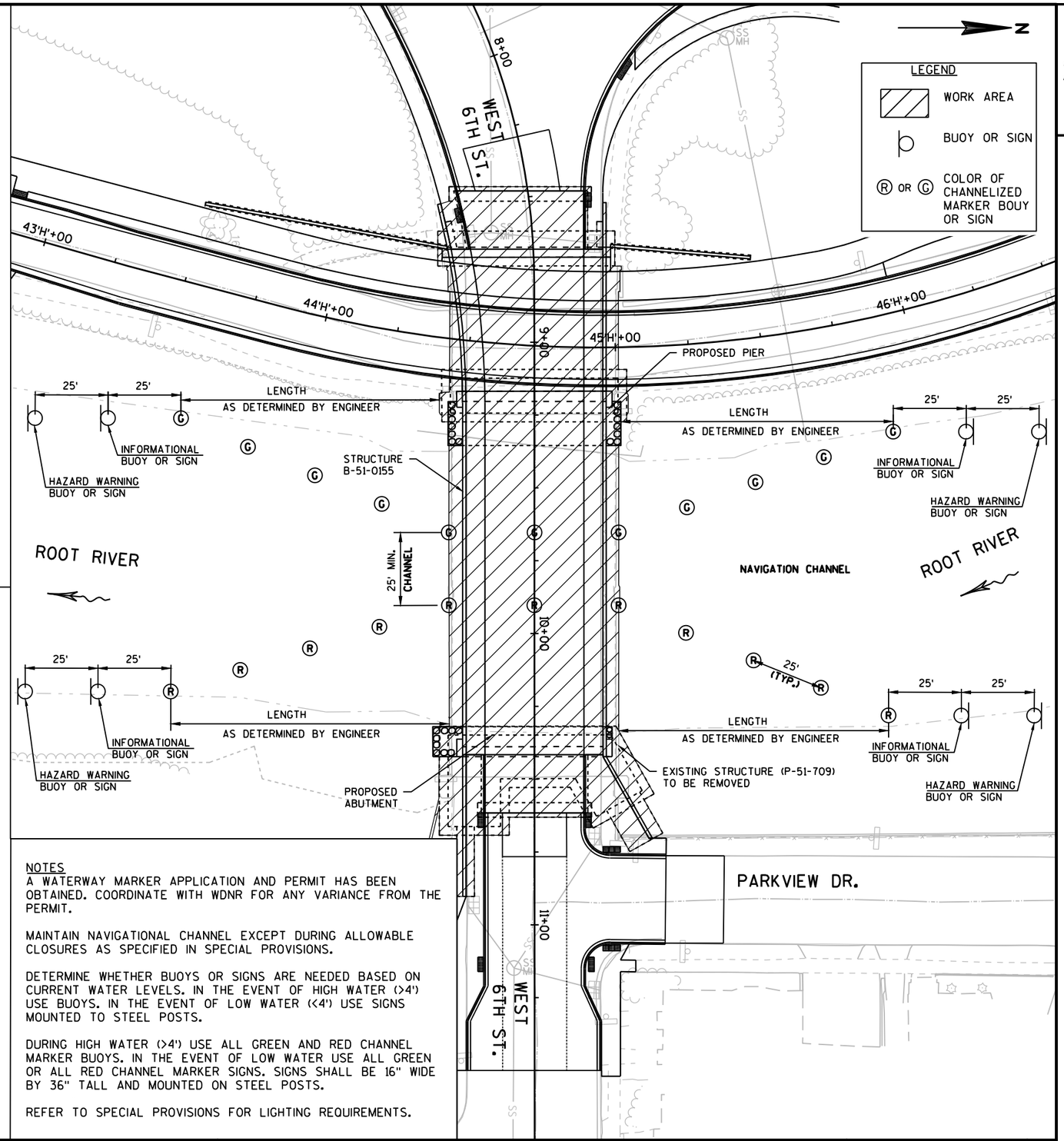
TYPICAL INFORMATIONAL BUOY DETAIL

ALL BUOYS SHALL BE 7" DIAMETER WITH RED FLASHING LIGHTS AT 30 FLASHES/MIN.



TYPICAL INFORMATIONAL SIGN DETAIL

ALL SIGNS SHALL BE MOUNTED ON A STEEL POSTS



NOTES

A WATERWAY MARKER APPLICATION AND PERMIT HAS BEEN OBTAINED. COORDINATE WITH WDNR FOR ANY VARIANCE FROM THE PERMIT.

MAINTAIN NAVIGATIONAL CHANNEL EXCEPT DURING ALLOWABLE CLOSURES AS SPECIFIED IN SPECIAL PROVISIONS.

DETERMINE WHETHER BUOYS OR SIGNS ARE NEEDED BASED ON CURRENT WATER LEVELS. IN THE EVENT OF HIGH WATER (>4') USE BUOYS. IN THE EVENT OF LOW WATER (<4') USE SIGNS MOUNTED TO STEEL POSTS.

DURING HIGH WATER (>4') USE ALL GREEN AND RED CHANNEL MARKER BUOYS. IN THE EVENT OF LOW WATER USE ALL GREEN OR ALL RED CHANNEL MARKER SIGNS. SIGNS SHALL BE 16" WIDE BY 36" TALL AND MOUNTED ON STEEL POSTS.

REFER TO SPECIAL PROVISIONS FOR LIGHTING REQUIREMENTS.

2

NOTES:

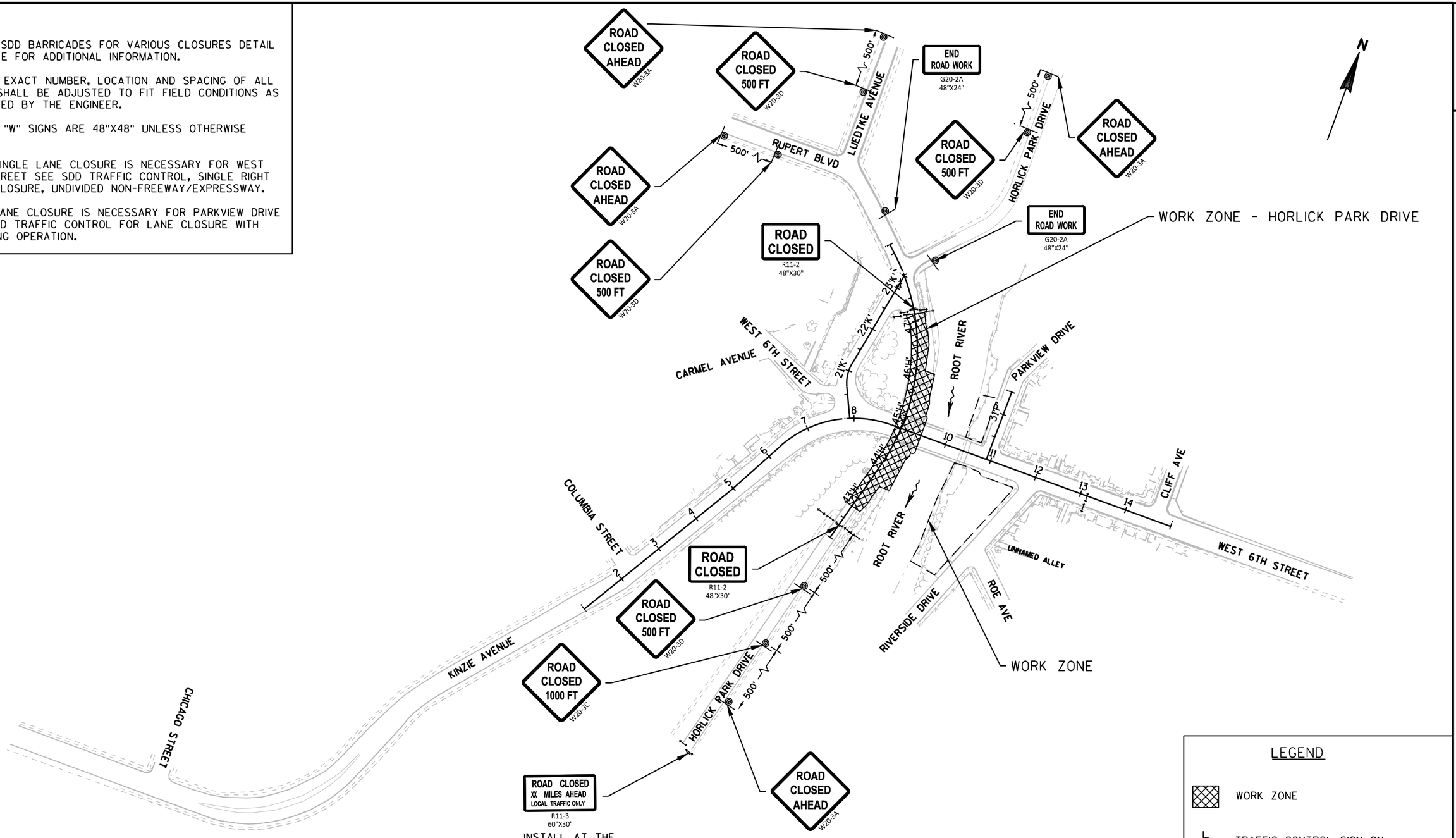
1) SEE SDD BARRICADES FOR VARIOUS CLOSURES DETAIL D AND E FOR ADDITIONAL INFORMATION.

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

3) ALL "W" SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

4) IF SINGLE LANE CLOSURE IS NECESSARY FOR WEST 6TH STREET SEE SDD TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY.

5) IF LANE CLOSURE IS NECESSARY FOR PARKVIEW DRIVE SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION.



PROJECT NO:2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	TRAFFIC CONTROL - ADVANCED SIGNING STAGE 1	SHEET 47	E

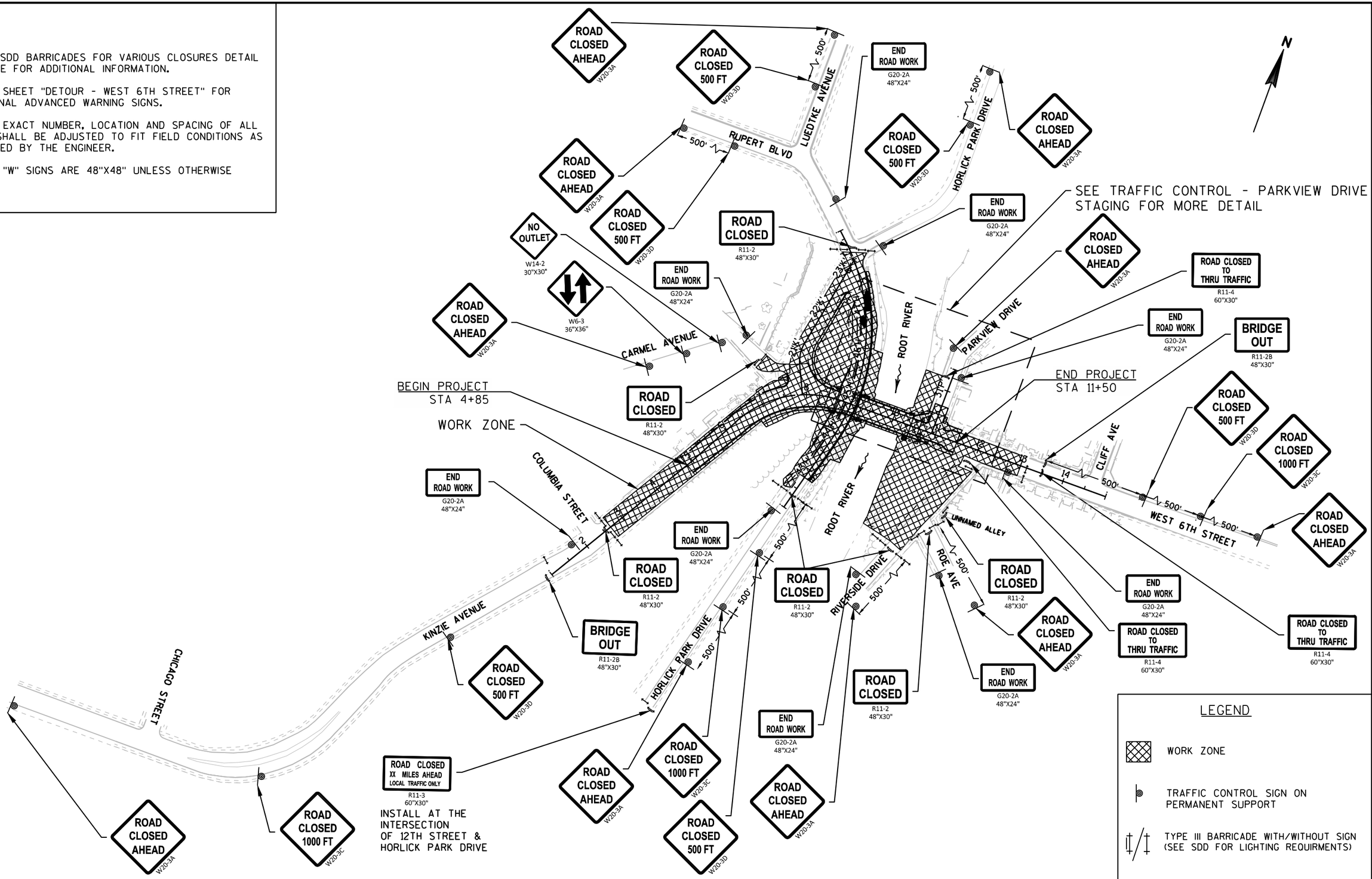
NOTES:

1) SEE SDD BARRICADES FOR VARIOUS CLOSURES DETAIL D AND E FOR ADDITIONAL INFORMATION.

2) SEE SHEET "DETOUR - WEST 6TH STREET" FOR ADDITIONAL ADVANCED WARNING SIGNS.

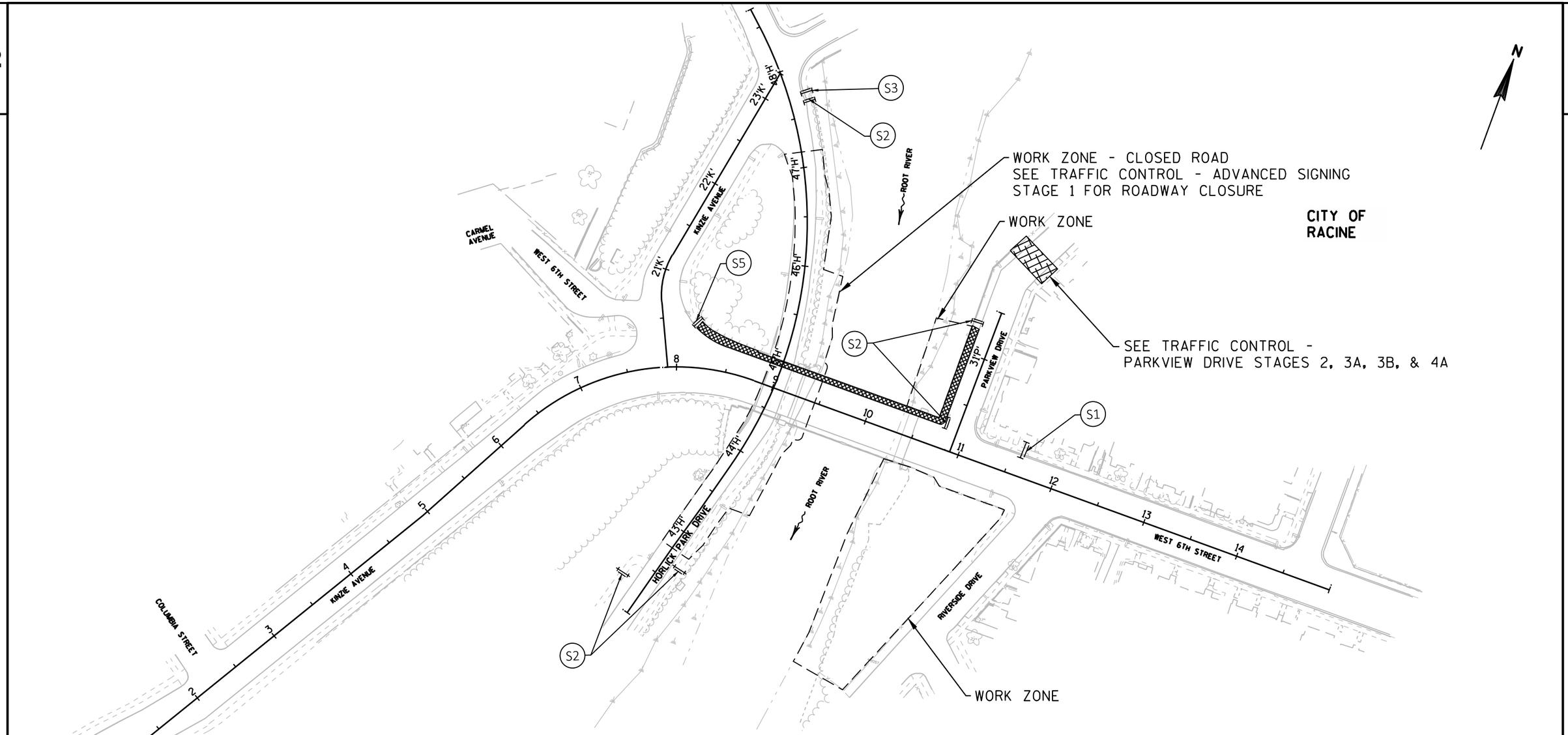
3) THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

4) ALL "W" SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.



PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	TRAFFIC CONTROL - ADVANCED SIGNING STAGES 2, 3A, 3B, 4A &4B	SHEET 48	E

2



NOTES:

1) THIS SHEET IS ONLY NEEDED IF SINGLE LANE CLOSURES TAKE PLACE ALONG WEST 6TH STREET AND PARKVIEW DRIVE.

2) HORLICK PARK DRIVE WILL BE CLOSED FOR THE DURATION OF THIS STAGE AS SHOWN ON THE "TRAFFIC CONTROL - ADVANCED SIGNING STAGE 1" SHEET.

3) PEDESTRIAN ACCESS WILL BE MAINTAINED FOR THE FULL DURATION OF THE PROJECT.

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

TRAFFIC CONTROL SIGNS

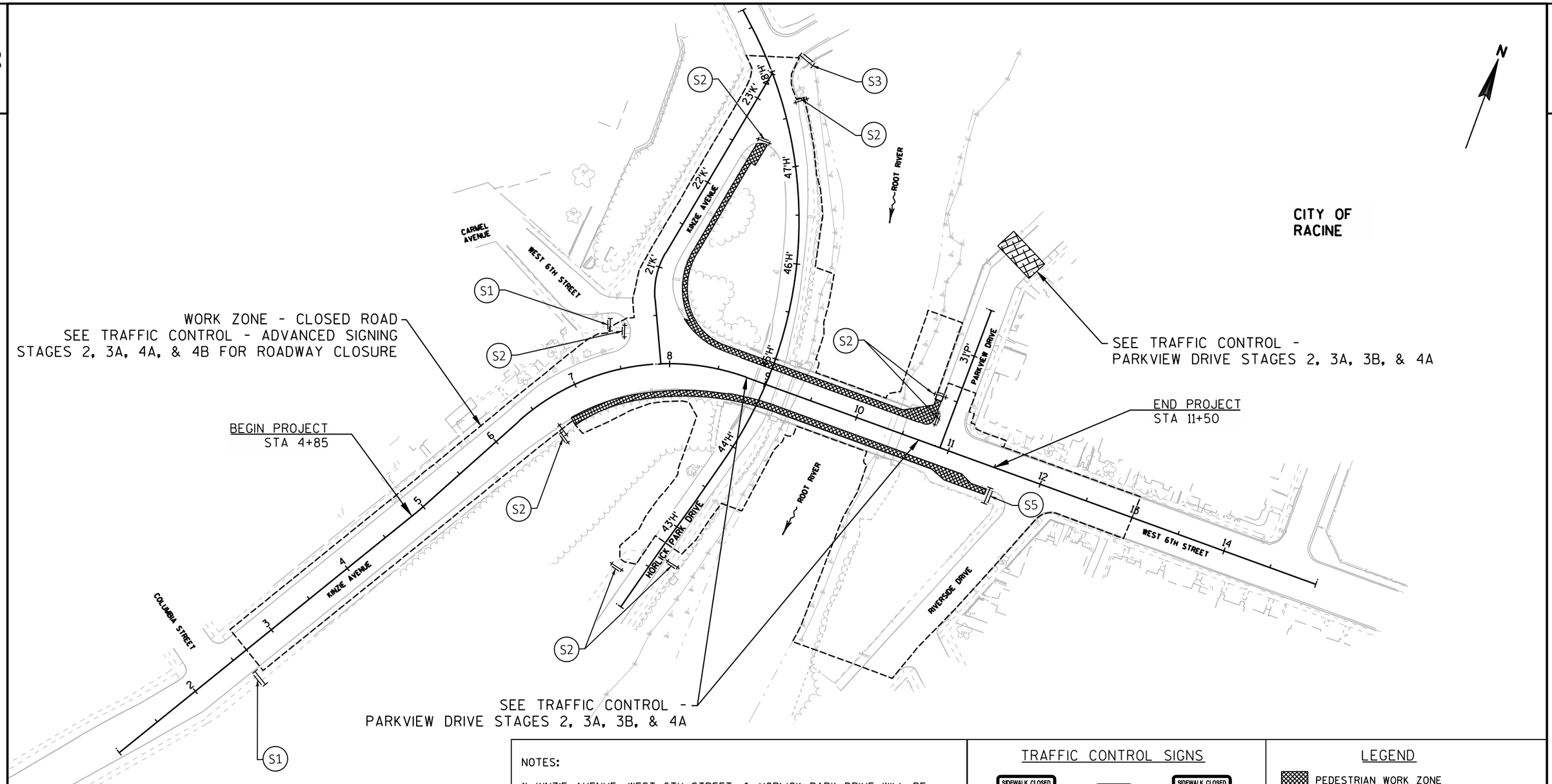
SIDEWALK CLOSED AHEAD / CROSS HERE R9-11 24"X12" S1	SIDEWALK CLOSED R9-9 24"X12" S2	SIDEWALK CLOSED AHEAD / CROSS HERE R9-11 24"X12" S3
SIDEWALK CLOSED / CROSS HERE R9-11A 24"X12" S4		SIDEWALK CLOSED / CROSS HERE R9-11A 24"X12" S5

LEGEND

- PEDESTRIAN WORK ZONE
- TEMPORARY PEDESTRIAN ACCOMMODATIONS
- TYPE II BARRICADE WITH/WITHOUT SIGN (SEE SDD FOR LIGHTING REQUIREMENTS)
- TYPE III BARRICADE WITH/WITHOUT SIGN (SEE SDD FOR LIGHTING REQUIREMENTS)

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	TRAFFIC CONTROL - PEDESTRIAN - STAGE 1	SHEET 49 E

2



NOTES:

1) KINZIE AVENUE, WEST 6TH STREET, & HORLICK PARK DRIVE WILL BE CLOSED FOR THE FULL DURATION OF THE PROJECT AS SHOWN ON THE "TRAFFIC CONTROL - ADVANCED SIGNING STAGES 2, 3A, 3B, 4A, & 4B" SHEET.

2) PEDESTRIAN ACCESS WILL BE MAINTAINED FOR THE FULL DURATION OF THE PROJECT.

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

TRAFFIC CONTROL SIGNS

SIDEWALK CLOSED AHEAD / CROSS HERE R9-11 24"X12" S1	SIDEWALK CLOSED R9-9 24"X12" S2	SIDEWALK CLOSED AHEAD / CROSS HERE R9-11 24"X12" S3
SIDEWALK CLOSED / CROSS HERE R9-11A 24"X12" S4		SIDEWALK CLOSED / CROSS HERE R9-11A 24"X12" S5

LEGEND

- PEDESTRIAN WORK ZONE
- TEMPORARY PEDESTRIAN ACCOMMODATIONS
- TYPE II BARRICADE WITH/WITHOUT SIGN (SEE SDD FOR LIGHTING REQUIREMENTS)
- TYPE III BARRICADE WITH/WITHOUT SIGN (SEE SDD FOR LIGHTING REQUIREMENTS)

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	TRAFFIC CONTROL - PEDESTRIAN - STAGES 2, 3A, 3B, & 4A	SHEET 50	E

FILE NAME : C:\CIVIL 3D PROJECTS\6TH STREET\C3D\SHEETSPLAN\025115-TC.DWG
LAYOUT NAME - PROJECT OVERVIEW
PLOT DATE : 1/12/2021 4:13 PM PLOT BY : STANGE, JUSTIN PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C
- TRAFFIC CONTROL SIGN ON PERMANENT SUPPORT
- TYPE II BARRICADE WITH/WITHOUT SIGN (SEE SDD FOR LIGHTING REQUIREMENTS)
- TYPE III BARRICADE WITH/WITHOUT SIGN (SEE SDD FOR LIGHTING REQUIREMENTS)
- CONCRETE BARRIER TEMPORARY PRECAST

NOTES:

1) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH.

2) TEMPORARY CURB RAMPS. SEE SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION - TEMPORARY CURB RAMP PERPENDICULAR TO CURB.

3) CONCRETE BARRIER TEMPORARY PRECAST TO BE MAINTAINED AT ALL TIMES IF TEMPORARY SHORING IS INSTALLED AND A DROP OFF EXIST.

4) SEE "TRAFFIC CONTROL - PEDESTRIAN - STAGES 2, 3A, 3B, & 4A" FOR ADDITIONAL DETAILS.

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

6) IMMEDIATELY RE-ESTABLISH "STOP" SIGNS THAT ARE REMOVED FOR A CONSTRUCTION OPERATION.

BRIDGE OUT
R11-2B
48"X30"

HORLICK PARK DRIVE

44'H'+00

45'H'+00

46'H'+00

47'H'+00

9+00

10+00

11+00

12+00

WEST 6TH STREET

ROOT RIVER

ROOT RIVER

N

WO1-6
48"X24"

WO1-6
48"X24"

TEMPORARY SHORING

WO1-6
48"X24"

BRIDGE OUT
R11-2B
48"X30"

31'P'+00

PARKVIEW DRIVE

STOP
R1-1
30"X30"

W11-2
30"X30"

W16-7L
24"X12"

ONE LANE ROAD AHEAD
W20-4A

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

W11-2
30"X30"

W16-7L
24"X12"

ONE LANE ROAD AHEAD
W20-4A

RIVERSIDE DRIVE

1

2

2

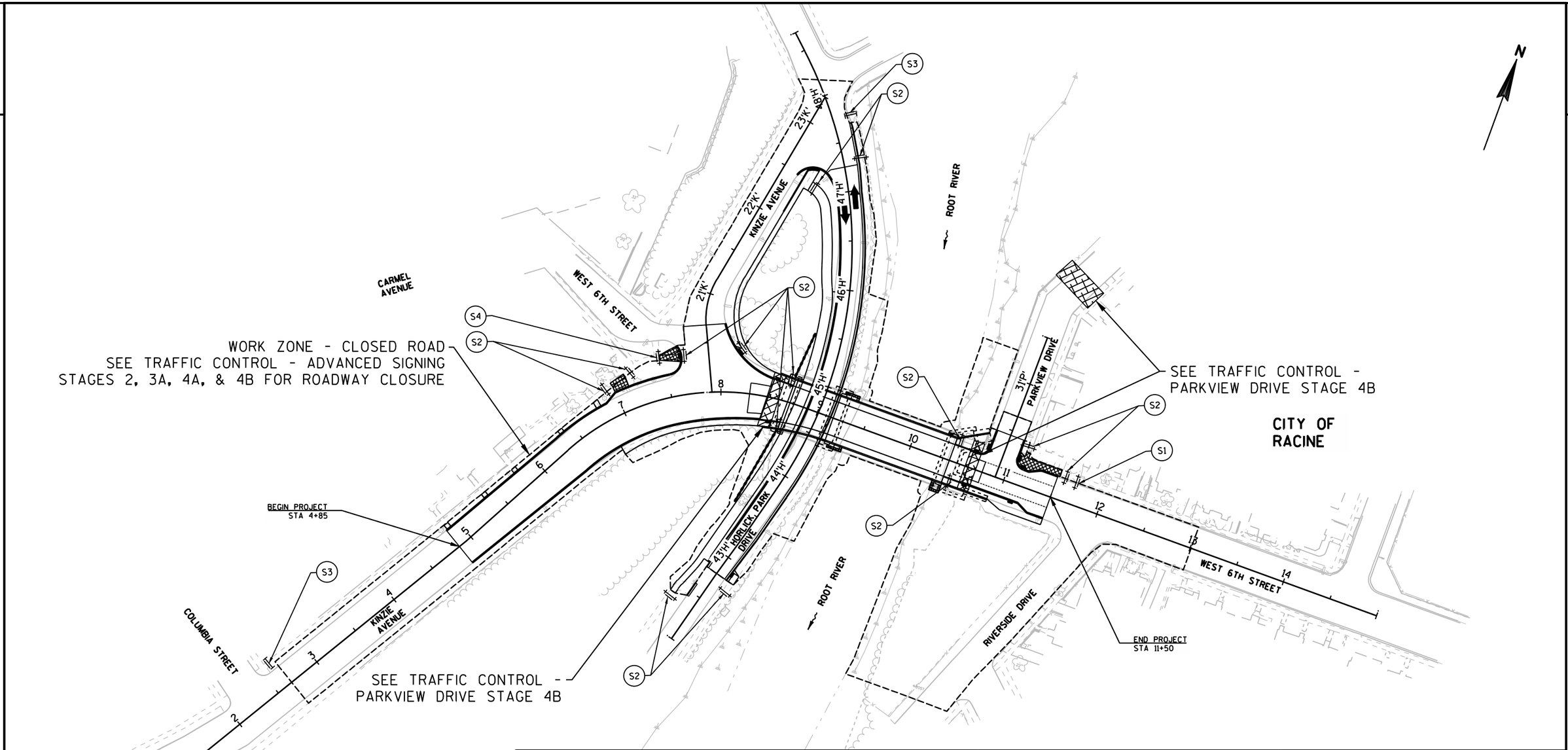
10'

5'

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	TRAFFIC CONTROL - PARKVIEW DRIVE STAGES 2, 3A, 3B, & 4A	SHEET 51	E

FILE NAME : C:\CIVIL 3D PROJECTS\6TH STREET\C3D\SHEETSPLAN\025116-TC.DWG
LAYOUT NAME - 01
PLOT DATE : 1/13/2021 8:11 AM
PLOT BY : STANGE, JUSTIN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



NOTES:

1) KINZIE AVENUE, WEST 6TH STREET, & HORLICK PARK DRIVE WILL BE CLOSED FOR THE FULL DURATION OF THE PROJECT AS SHOWN ON THE "TRAFFIC CONTROL - ADVANCED SIGNING STAGES 2, 3A, 3B, 4A, & 4B" SHEET.

2) PEDESTRIAN ACCESS WILL BE MAINTAINED FOR THE FULL DURATION OF THE PROJECT.

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

TRAFFIC CONTROL SIGNS

SIDEWALK CLOSED AHEAD / CROSS HERE — R9-11 24"X12" — S1	SIDEWALK CLOSED — R9-9 24"X12" — S2	SIDEWALK CLOSED AHEAD / CROSS HERE — R9-11 24"X12" — S3
SIDEWALK CLOSED / CROSS HERE — R9-11A 24"X12" — S4		SIDEWALK CLOSED / CROSS HERE — R9-11A 24"X12" — S5

LEGEND

- PEDESTRIAN WORK ZONE
- TEMPORARY PEDESTRIAN ACCOMMODATIONS
- TYPE II BARRICADE WITH/WITHOUT SIGN (SEE SDD FOR LIGHTING REQUIREMENTS)
- TYPE III BARRICADE WITH/WITHOUT SIGN (SEE SDD FOR LIGHTING REQUIREMENTS)

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	TRAFFIC CONTROL - PEDESTRIAN STAGE 4B	SHEET 52	E

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C
- TRAFFIC CONTROL SIGN ON PERMANENT SUPPORT
- TYPE II BARRICADE WITH/WITHOUT SIGN (SEE SDD FOR LIGHTING REQUIREMENTS)
- TYPE III BARRICADE WITH/WITHOUT SIGN (SEE SDD FOR LIGHTING REQUIREMENTS)
- CONCRETE BARRIER TEMPORARY PRECAST

NOTES:

1) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH.

2) TEMPORARY CURB RAMPS. SEE SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION - TEMPORARY CURB RAMP PERPENDICULAR TO CURB.

3) CONCRETE BARRIER TEMPORARY PRECAST TO BE MAINTAINED AT ALL TIMES IF TEMPORARY SHORING IS INSTALLED AND A DROP OFF EXIST.

4) SEE "TRAFFIC CONTROL - PEDESTRIAN - STAGE 4B" FOR ADDITIONAL DETAILS.

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

6) IMMEDIATELY RE-ESTABLISH "STOP" SIGNS THAT ARE REMOVED FOR A CONSTRUCTION OPERATION.

HORLICK PARK DRIVE

47'H'+00

46'H'+00

45'H'+00

44'H'+00

BRIDGE OUT
R11-2B
48"X30"

9+00

ROOT RIVER

WEST 6TH STREET

10+00

11+00

12+00

N

ROOT RIVER

BRIDGE OUT
R11-2B
48"X30"

WO1-6
48"X24"

PARKVIEW DRIVE

31'P'+00

W11-2
30"X30"
W16-7L
24"X12"

W11-2
30"X30"
W16-7L
24"X12"

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

RIVERSIDE DRIVE

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	TRAFFIC CONTROL - PARKVIEW DRIVE STAGE 4B	SHEET 53	E

FILE NAME : C:\CIVIL 3D PROJECTS\6TH STREET\C3D\SHEETSPLAN\025118-TC.DWG
LAYOUT NAME - 01

PLOT DATE : 1/21/2021 8:27 AM PLOT BY : STANGE, JUSTIN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

1 WEST M3-4 24"X12" W 6TH ST FMS (SEE DETAIL) DETOUR AHEAD W20-2A

2 EAST M3-2 24"X12" W 6TH ST FMS (SEE DETAIL) DETOUR AHEAD W20-2A

3 DETOUR M4-8 24"X12" WEST M3-4 24"X12" W 6TH ST FMS (SEE DETAIL) MO5-1L 21"X21"

4 DETOUR M4-8 24"X12" WEST M3-4 24"X12" W 6TH ST FMS (SEE DETAIL) MO6-1 21"X21"

5 DETOUR M4-8 24"X12" WEST M3-4 24"X12" W 6TH ST FMS (SEE DETAIL) MO5-1R 21"X21"

6 DETOUR M4-8 24"X12" WEST M3-4 24"X12" W 6TH ST FMS (SEE DETAIL) MO6-1 21"X21"

7 DETOUR M4-8 24"X12" WEST M3-4 24"X12" W 6TH ST FMS (SEE DETAIL) MO6-1 21"X21"

8 DETOUR M4-8 24"X12" EAST M3-2 24"X12" W 6TH ST FMS (SEE DETAIL) MO6-1 21"X21"

9 DETOUR M4-8 24"X12" EAST M3-2 24"X12" W 6TH ST FMS (SEE DETAIL) MO5-1L 21"X21"

10 DETOUR M4-8 24"X12" EAST M3-2 24"X12" W 6TH ST FMS (SEE DETAIL) MO6-1 21"X21"

11 DETOUR M4-8 24"X12" EAST M3-2 24"X12" W 6TH ST FMS (SEE DETAIL) MO5-1R 21"X21"

12 DETOUR M4-8 24"X12" EAST M3-2 24"X12" W 6TH ST FMS (SEE DETAIL) MO6-1 21"X21"

13 DETOUR M4-8 24"X12" WEST M3-4 24"X12" W 6TH ST FMS (SEE DETAIL)

14 DETOUR M4-8 24"X12" EAST M3-2 24"X12" W 6TH ST FMS (SEE DETAIL)

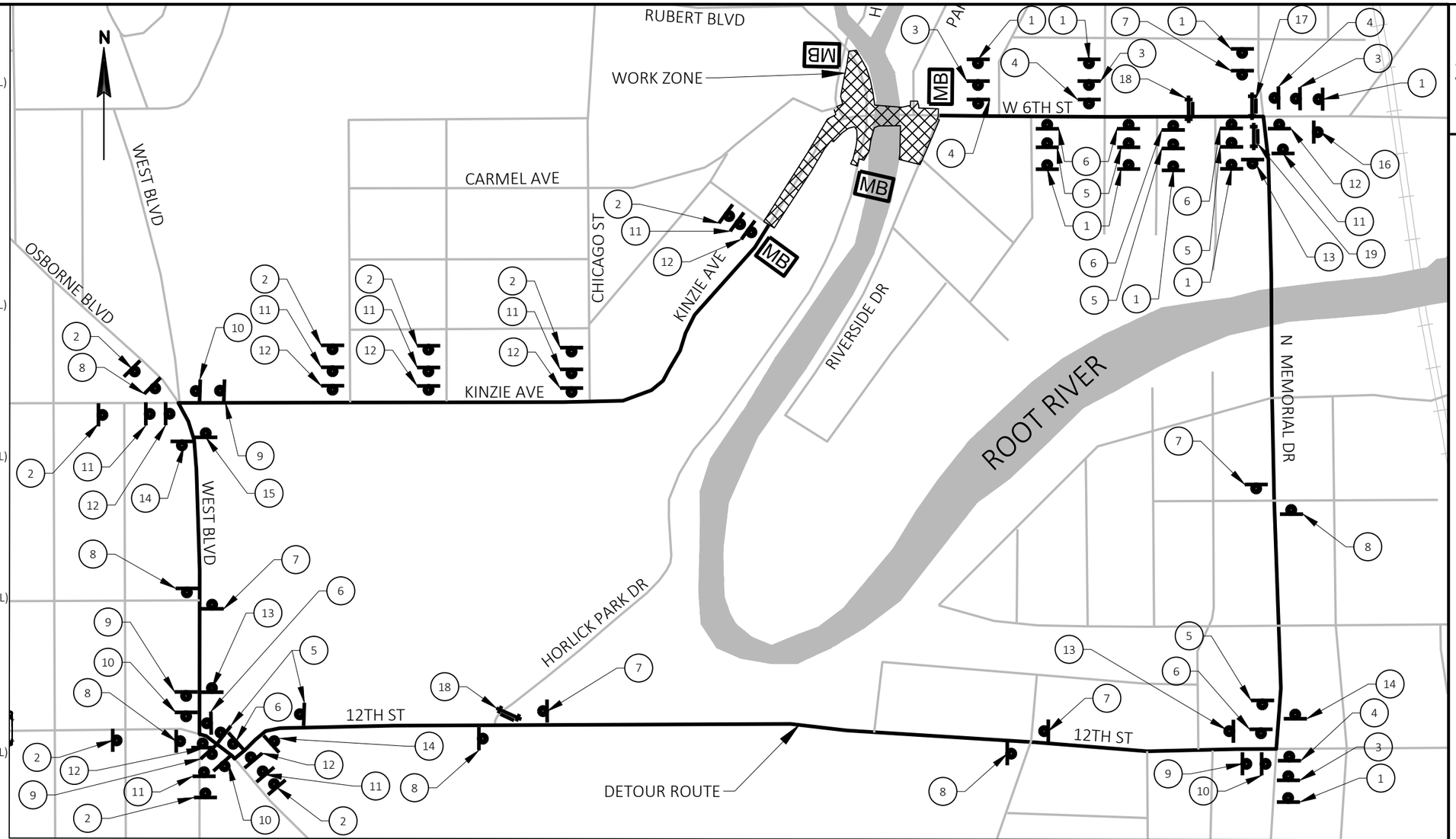
15 END DETOUR M4-8A 24"X18" WEST M3-4 24"X12" W 6TH ST FMS (SEE DETAIL)

16 END DETOUR M4-8A 24"X18" EAST M3-2 24"X12" W 6TH ST FMS (SEE DETAIL)

17 DETOUR M4-9L 30"X24"

18 ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY R11-3 60"X30"

19 BRIDGE OUT XX MILES AHEAD R11-3C 60"X24"



LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN (2 WARNING LIGHT TYPE A REQD)
- SIGN ON PERMANENT SUPPORT
- MB — PCMS MESSAGE BOARD

GENERAL NOTES

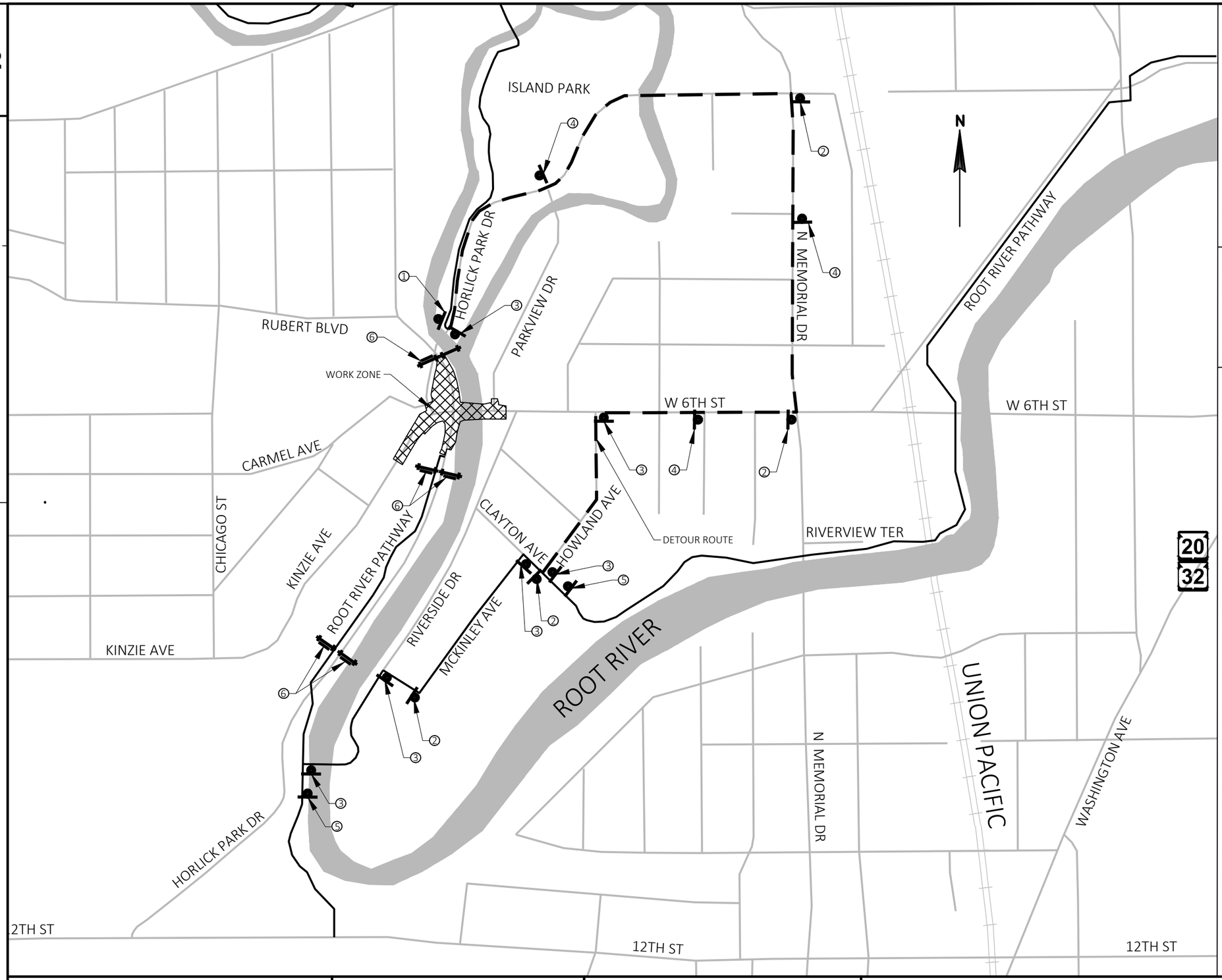
THE EXACT LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS, TEMPORARY OR EXISTING, THAT CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED. COVERING OF SIGNS IS INCLUDED UNDER ITEM "TRAFFIC CONTROL COVERING SIGNS TYPE II." IN LIEU OF COVERING SIGNS, THE CONTRACTOR MAY CHOOSE TO SALVAGE AND REINSTALL THEM.

ALL "W" SIGNS SHALL BE 48"X48" UNLESS OTHERWISE NOTED.

PLACE PCMS 7 CALENDAR DAYS PRIOR TO START OF BRIDGE CLOSURE.

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	DETOUR - WEST 6TH STREET	SHEET 54	E



LEGEND

- TYPE III BARRICADE (1 WARNING LIGHT TYPE A REQD)
- TYPE III BARRICADE WITH ATTACHED SIGN (2 WARNING LIGHT TYPE A REQD)
- SIGN ON PERMANENT SUPPORT
- EXISTING ROADWAY AND MULTI-USE PATH
- ROOT RIVER PATHWAY ROUTE
- ROOT RIVER PATHWAY DETOUR ROUTE
- WORK ZONE

GENERAL NOTES

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

ANY SIGNS, TEMPORARY OR EXISTING, THAT CONFLICT WITH TRAFFIC CONTROL "IN USE" BE COVERED. COVERING OF SIGNS IS INCLUDED UNDER ITEM "TRAFFIC CONTROL COVERING SIGNS TYPE II." IN LIEU OF COVERING SIGNS, THE CONTRACTOR MAY CHOOSE TO REMOVE AND REINSTALL THEM.

① END DETOUR M4-8A 24"X18" / WEST M3-4 24"X12" / ROOT RIVER PATHWAY — FMS (SEE DETAIL) — POST MOUNTED

② DETOUR M4-8 24"X12" / WEST M3-4 24"X12" / ROOT RIVER PATHWAY — FMS (SEE DETAIL) — MO6 21"X21" — POST MOUNTED

③ DETOUR M4-8 24"X12" / WEST M3-4 24"X12" / ROOT RIVER PATHWAY — FMS (SEE DETAIL) — MO6 21"X21" — POST MOUNTED

④ DETOUR M4-8 24"X12" / WEST M3-4 24"X12" / ROOT RIVER PATHWAY — FMS (SEE DETAIL) — MO6 21"X21" — POST MOUNTED

⑤ WEST M3-4 24"X12" / ROOT RIVER PATHWAY — FMS (SEE DETAIL) — DETOUR AHEAD W20-2A — POST MOUNTED

⑥ ROOT RIVER PATHWAY NO ACCESS

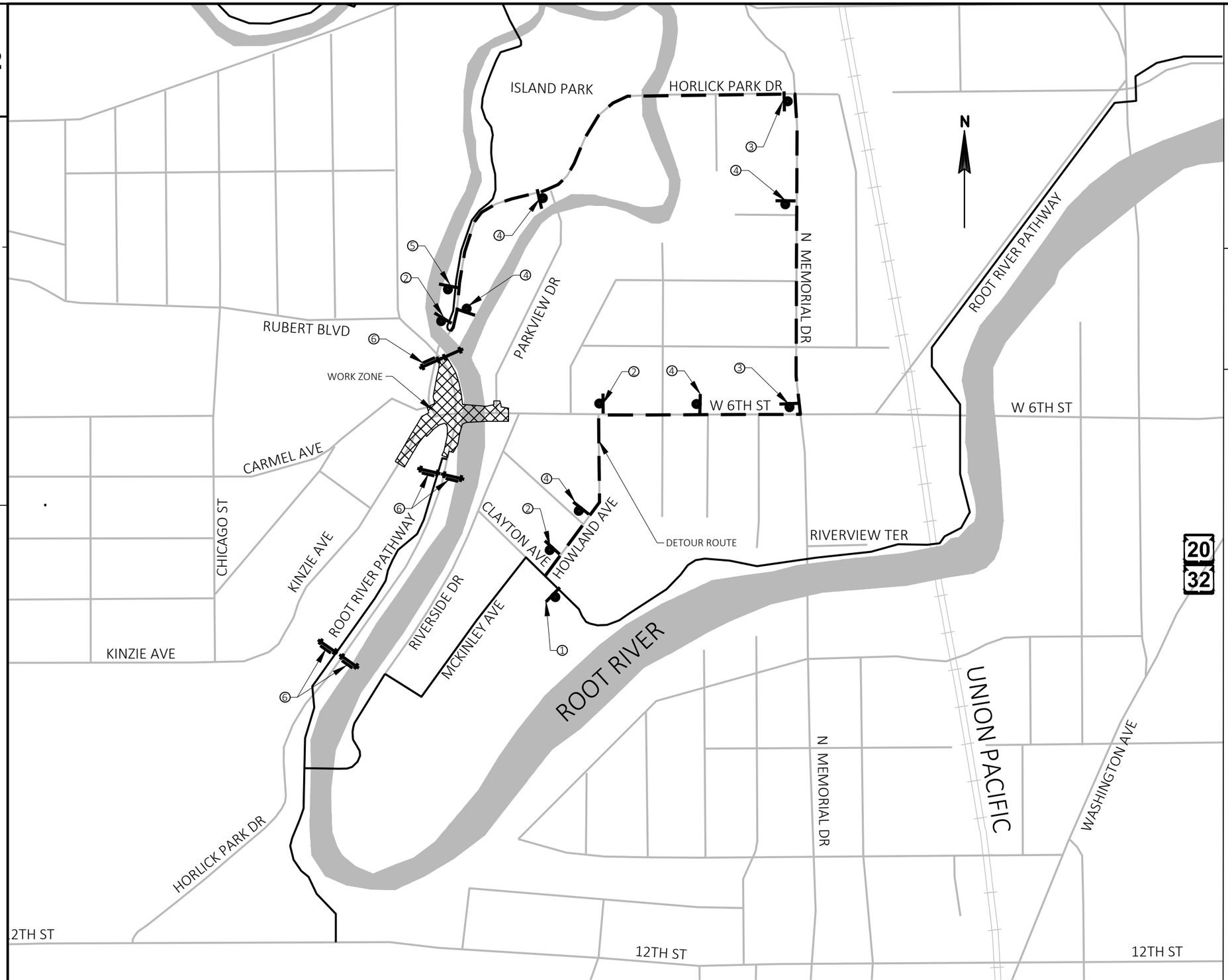
TYPE III BARRICADE WITH "ROOT RIVER PATHWAY NO ACCESS" FMS (SEE DETAIL)

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	DETOUR - ROOT RIVER PATHWAY WESTBOUND	SHEET 55	E

FILE NAME : C:\CIVIL 3D PROJECTS\6TH STREET\C3D\SHEETSPLAN\027002-DT.DWG
LAYOUT NAME - ROOT RIVER PATHWAY NORTHBOUND

PLOT DATE : 1/11/2021 2:46 PM PLOT BY : STANGE, JUSTIN PLOT NAME : PLOT SCALE : 1 IN:500 FT

WISDOT/CADDS SHEET 42



LEGEND

- TYPE III BARRICADE (1 WARNING LIGHT TYPE A REQD)
- TYPE III BARRICADE WITH ATTACHED SIGN (2 WARNING LIGHT TYPE A REQD)
- SIGN ON PERMANENT SUPPORT
- EXISTING ROADWAY AND MULTI-USE PATH
- ROOT RIVER PATHWAY ROUTE
- ROOT RIVER PATHWAY DETOUR ROUTE
- WORK ZONE

GENERAL NOTES

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

ANY SIGNS, TEMPORARY OR EXISTING, THAT CONFLICT WITH TRAFFIC CONTROL "IN USE" BE COVERED. COVERING OF SIGNS IS INCLUDED UNDER ITEM "TRAFFIC CONTROL COVERING SIGNS TYPE II." IN LIEU OF COVERING SIGNS, THE CONTRACTOR MAY CHOOSE TO REMOVE AND REINSTALL THEM.

① END DETOUR M4-8A 24"X18" / EAST M3-2 24"X12" / ROOT RIVER PATHWAY — FMS (SEE DETAIL) — POST MOUNTED

② DETOUR M4-8 24"X12" / EAST M3-2 24"X12" / ROOT RIVER PATHWAY / MO6 21"X21" — FMS (SEE DETAIL) — POST MOUNTED

③ DETOUR M4-8 24"X12" / EAST M3-2 24"X12" / ROOT RIVER PATHWAY / MO6 21"X21" — FMS (SEE DETAIL) — POST MOUNTED

④ DETOUR M4-8 24"X12" / EAST M3-2 24"X12" / ROOT RIVER PATHWAY / MO6 21"X21" — FMS (SEE DETAIL) — POST MOUNTED

⑤ EAST M3-2 24"X12" / ROOT RIVER PATHWAY / DETOUR AHEAD W20-2A — FMS (SEE DETAIL) — POST MOUNTED

⑥ ROOT RIVER PATHWAY NO ACCESS

TYPE III BARRICADE WITH "ROOT RIVER PATHWAY NO ACCESS" FMS (SEE DETAIL)

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	DETOUR - ROOT RIVER PATHWAY EASTBOUND	SHEET 56 E

FILE NAME : C:\CIVIL 3D PROJECTS\6TH STREET\C3D\SHEETSPLAN\027003-DT.DWG
LAYOUT NAME - ROOT RIVER PATHWAY SOUTHBOUND

PLOT DATE : 1/13/2021 4:13 PM PLOT BY : STANGE, JUSTIN PLOT NAME : PLOT SCALE : 1 IN:500 FT

WISDOT/CADDS SHEET 42

2

2

N

N HORLICK DR

ROOT RIVER PORTAGE ACCESS POINTS

ROOT RIVER PORTAGE ACCESS POINTS

WORK ZONE

CARMEL AVE

W 6TH ST

KINZIE AVE

CLARENCE AVE

CHICAGO ST

A MATCHLINE MATCHLINE A

HORLICK PARK DR

ROOT RIVER

ROOT RIVER PORTAGE ACCESS POINT

ROOT RIVER PORTAGE ACCESS POINT

LEGEND

ROOT RIVER PORTAGE ROUTE

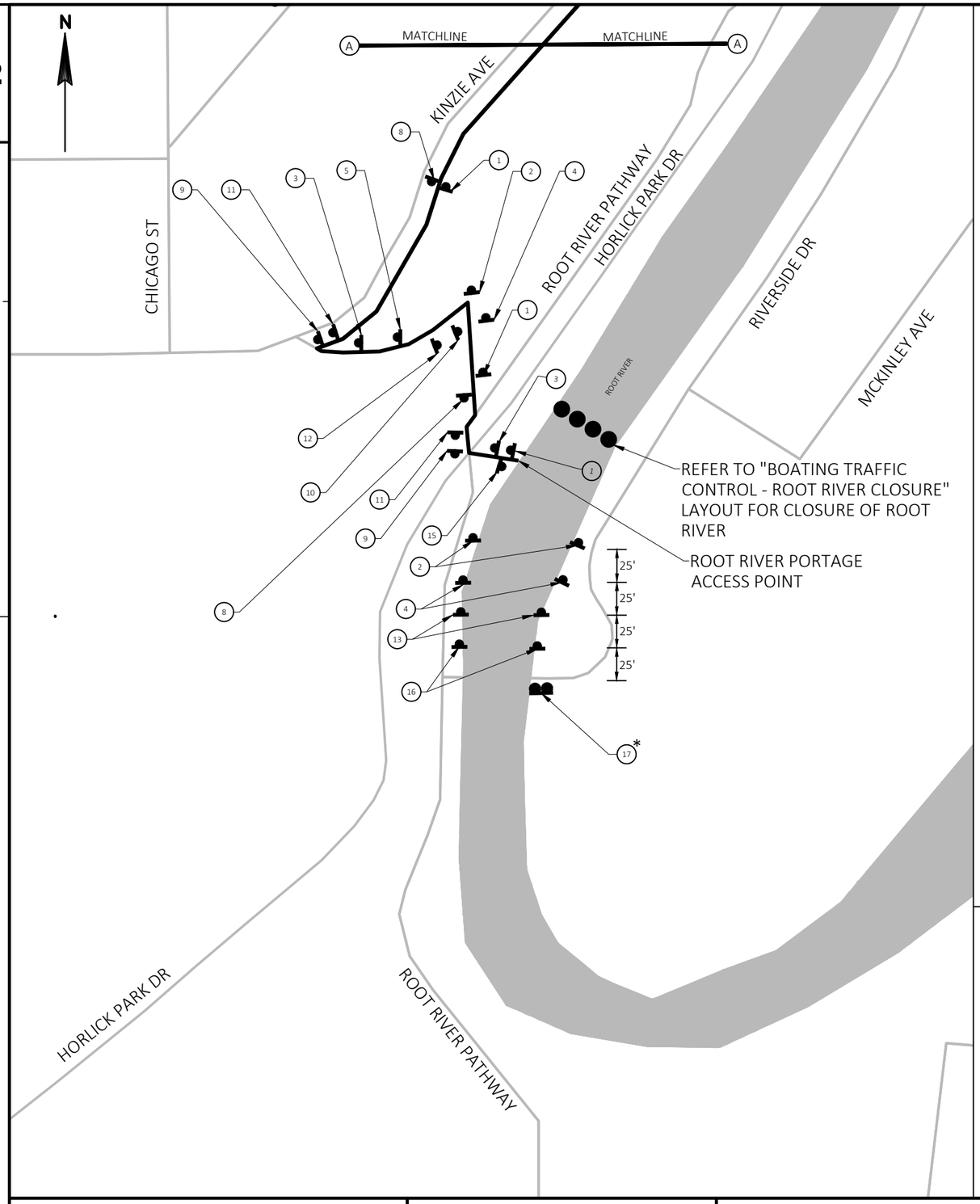
WORK ZONE

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	DETOUR - ROOT RIVER PORTAGE ROUTE	SHEET 57	E

FILE NAME : C:\CIVIL 3D PROJECTS\6TH STREET\C3D\SHEETSPLAN\027004-DT.DWG
LAYOUT NAME - ROOT RIVER PATHWAY

PLOT DATE : 1/13/2021 4:53 PM PLOT BY : STANGE, JUSTIN PLOT NAME : PLOT SCALE : 1 IN:300 FT

WISDOT/CADDS SHEET 42



1
DETOUR M4-8 24"X12"
NORTH M3-1 24"X12"
ROOT RIVER PORTAGE
MO6-1 21"X21"
FMS (SEE DETAIL)

2
DETOUR M4-8 24"X12"
NORTH M3-1 24"X12"
ROOT RIVER PORTAGE
MO6-1 21"X21"
FMS (SEE DETAIL)

3
DETOUR M4-8 24"X12"
NORTH M3-1 24"X12"
ROOT RIVER PORTAGE
MO6-1 21"X21"
FMS (SEE DETAIL)

4
DETOUR M4-8 24"X12"
NORTH M3-1 24"X12"
ROOT RIVER PORTAGE
MO5-1L 21"X21"
FMS (SEE DETAIL)

5
DETOUR M4-8 24"X12"
NORTH M3-1 24"X12"
ROOT RIVER PORTAGE
MO5-1R 21"X21"
FMS (SEE DETAIL)

6
END DETOUR M4-8A 24"X18"
NORTH M3-1 24"X12"
ROOT RIVER PORTAGE
FMS (SEE DETAIL)

7
DETOUR M4-8 24"X12"
NORTH M3-1 24"X12"
ROOT RIVER PORTAGE
MO6-4 21"X21"
FMS (SEE DETAIL)

8
DETOUR M4-8 24"X12"
SOUTH M3-3 24"X12"
ROOT RIVER PORTAGE
MO6-1 21"X21"
FMS (SEE DETAIL)

9
DETOUR M4-8 24"X12"
SOUTH M3-3 24"X12"
ROOT RIVER PORTAGE
MO6-1 21"X21"
FMS (SEE DETAIL)

10
DETOUR M4-8 24"X12"
SOUTH M3-3 24"X12"
ROOT RIVER PORTAGE
MO6-1 21"X21"
FMS (SEE DETAIL)

11
DETOUR M4-8 24"X12"
SOUTH M3-3 24"X12"
ROOT RIVER PORTAGE
MO5-1L 21"X21"
FMS (SEE DETAIL)

12
DETOUR M4-8 24"X12"
SOUTH M3-3 24"X12"
ROOT RIVER PORTAGE
MO5-1R 21"X21"
FMS (SEE DETAIL)

13
NORTH M3-1 24"X12"
ROOT RIVER
DETOUR AHEAD W20-2A
FMS (SEE DETAIL)

14
SOUTH M3-3 24"X12"
ROOT RIVER
DETOUR AHEAD W20-2A
FMS (SEE DETAIL)

15
END DETOUR M4-8A 24"X18"
SOUTH M3-3 24"X12"
ROOT RIVER PORTAGE
FMS (SEE DETAIL)

16
ROOT RIVER CLOSED AHEAD
FMS (SEE DETAIL)

17
ROOT RIVER CLOSED AT W 6TH ST FOLLOW PORTAGE ROUTE
FMS (SEE DETAIL)

GENERAL NOTES

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

PORTAGE ROUTE DETOUR TO ONLY BE IN PLACE DURING CLOSURE OF THE ROOT RIVER.

EXISTING SIDEWALK ALONG THE PORTAGE ROUTE SHALL REMAIN OPEN AND FREE OF DEBRIS DURING CLOSURE OF THE ROOT RIVER. NO PROPOSED WORK SHALL TAKE PLACE ON THE EXISTING SIDEWALK WHILE PORTAGE ROUTE IS BEING USED.

* SIGN PLACED AT NEAREST BOAT LAUNCH UPSTREAM AND DOWNSTREAM OF WEST 6TH STREET PROJECT OR AS DIRECTED BY ENGINEER

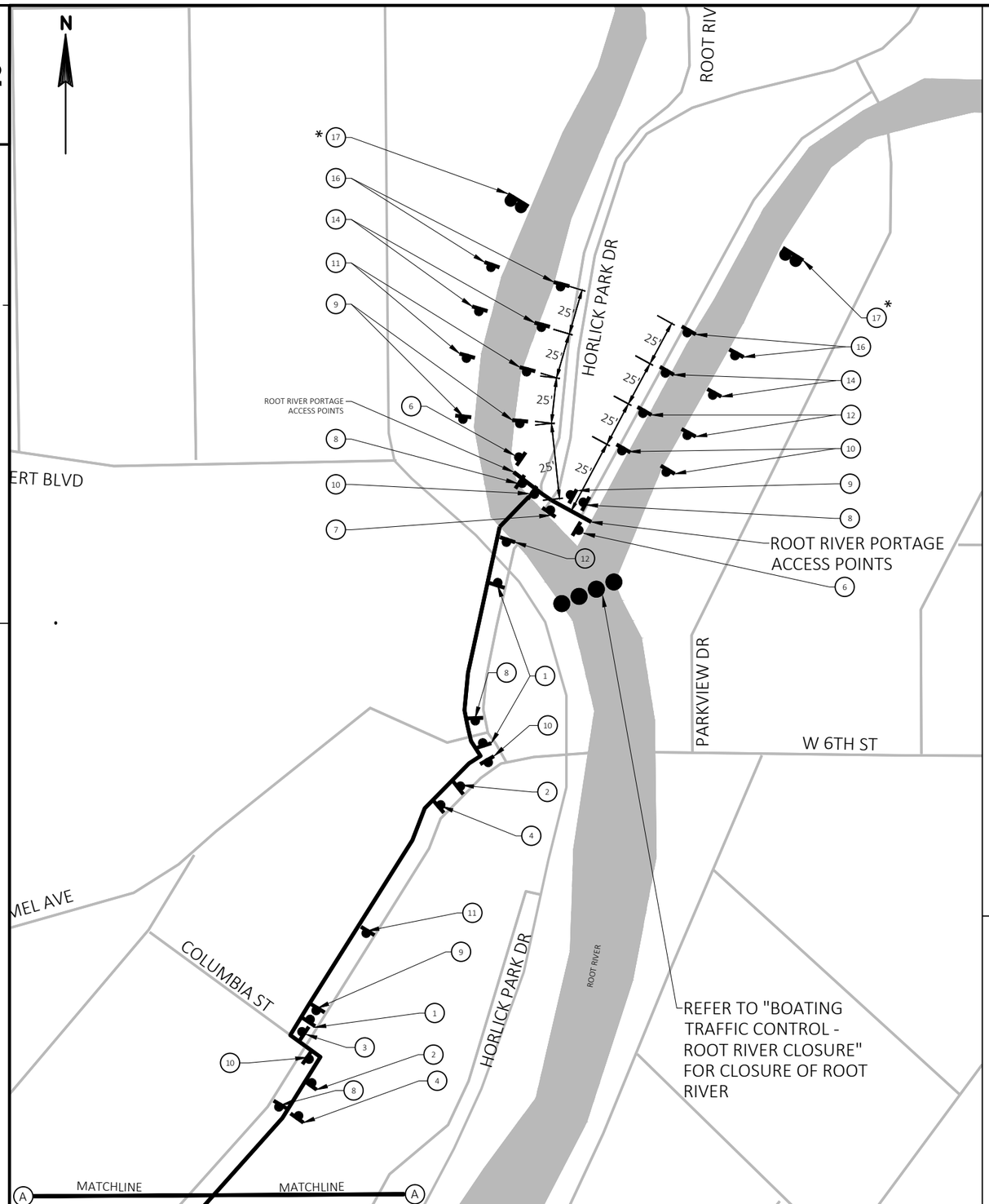
LEGEND

ROOT RIVER PORTAGE ROUTE

SIGN ON PERMANENT SUPPORT

SIGN ON DOUBLE SUPPORT

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	DETOUR - ROOT RIVER PORTAGE ROUTE	SHEET 58	E



1

DETOUR M4-8 24"X12"
NORTH M3-1 24"X12"
ROOT RIVER PORTAGE
MO6-1 21"X21"
FMS (SEE DETAIL)

2

DETOUR M4-8 24"X12"
NORTH M3-1 24"X12"
ROOT RIVER PORTAGE
MO6-1 21"X21"
FMS (SEE DETAIL)

3

DETOUR M4-8 24"X12"
NORTH M3-1 24"X12"
ROOT RIVER PORTAGE
MO6-1 21"X21"
FMS (SEE DETAIL)

4

DETOUR M4-8 24"X12"
NORTH M3-1 24"X12"
ROOT RIVER PORTAGE
MO5-1L 21"X21"
FMS (SEE DETAIL)

5

DETOUR M4-8 24"X12"
NORTH M3-1 24"X12"
ROOT RIVER PORTAGE
MO5-1R 21"X21"
FMS (SEE DETAIL)

6

END DETOUR M4-8A 24"X18"
NORTH M3-1 24"X12"
ROOT RIVER PORTAGE
FMS (SEE DETAIL)

7

DETOUR M4-8 24"X12"
NORTH M3-1 24"X12"
ROOT RIVER PORTAGE
MO6-4 21"X21"
FMS (SEE DETAIL)

8

DETOUR M4-8 24"X12"
SOUTH M3-3 24"X12"
ROOT RIVER PORTAGE
MO6-1 21"X21"
FMS (SEE DETAIL)

9

DETOUR M4-8 24"X12"
SOUTH M3-3 24"X12"
ROOT RIVER PORTAGE
MO6-1 21"X21"
FMS (SEE DETAIL)

10

DETOUR M4-8 24"X12"
SOUTH M3-3 24"X12"
ROOT RIVER PORTAGE
MO6-1 21"X21"
FMS (SEE DETAIL)

11

DETOUR M4-8 24"X12"
SOUTH M3-3 24"X12"
ROOT RIVER PORTAGE
MO5-1L 21"X21"
FMS (SEE DETAIL)

12

DETOUR M4-8 24"X12"
SOUTH M3-3 24"X12"
ROOT RIVER PORTAGE
MO5-1R 21"X21"
FMS (SEE DETAIL)

13

NORTH M3-1 24"X12"
ROOT RIVER
DETOUR AHEAD W20-2A
FMS (SEE DETAIL)

14

SOUTH M3-3 24"X12"
ROOT RIVER
DETOUR AHEAD W20-2A
FMS (SEE DETAIL)

15

END DETOUR M4-8A 24"X18"
SOUTH M3-3 24"X12"
ROOT RIVER PORTAGE
FMS (SEE DETAIL)

16

ROOT RIVER CLOSED AHEAD
FMS (SEE DETAIL)

17

ROOT RIVER CLOSED AT W 6TH ST FOLLOW PORTAGE ROUTE
FMS (SEE DETAIL)

GENERAL NOTES

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

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* SIGN PLACED AT NEAREST BOAT LAUNCH UPSTREAM AND DOWNSTREAM OF WEST 6TH STREET PROJECT OR AS DIRECTED BY ENGINEER

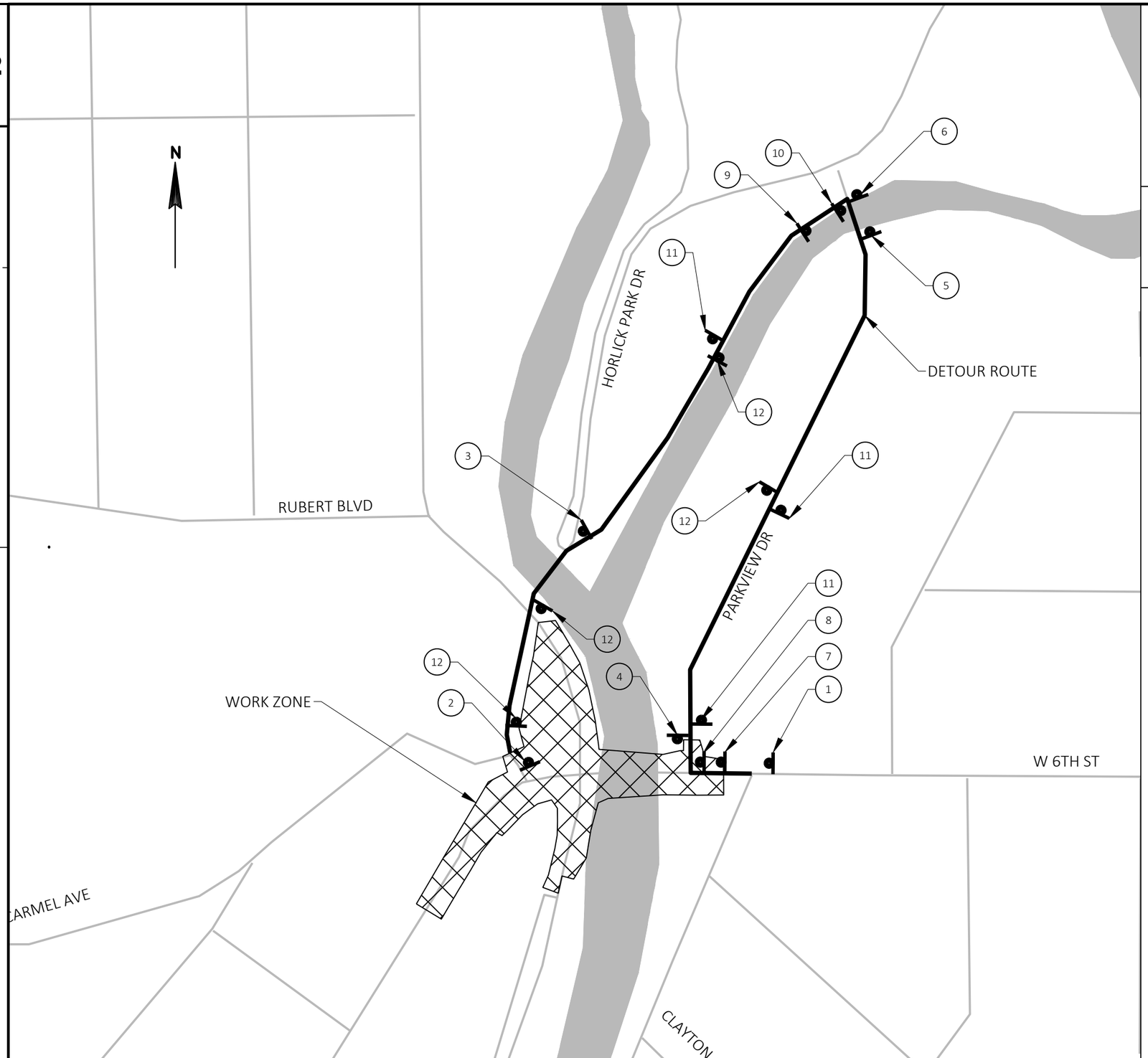
LEGEND

ROOT RIVER PORTAGE ROUTE

SIGN ON PERMANENT SUPPORT

SIGN ON DOUBLE SUPPORT

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	DETOUR - ROOT RIVER PORTAGE ROUTE	SHEET 59	E

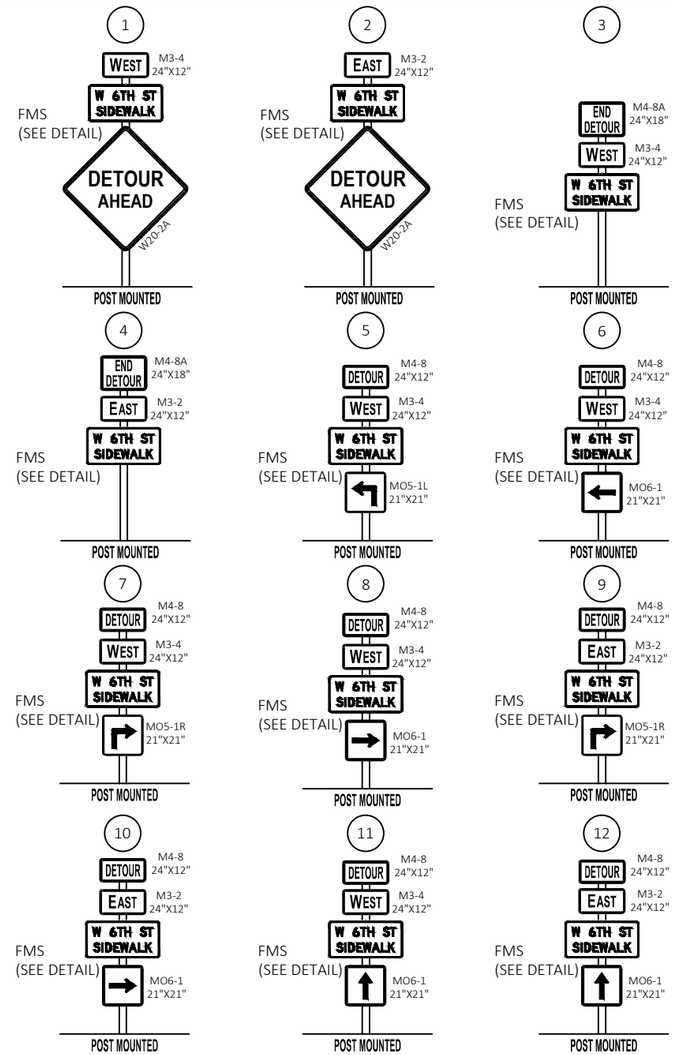


LEGEND

- SIGN ON PERMANENT SUPPORT
- EXISTING ROADWAY AND MULTI-USE PATH
- PEDESTRIAN DETOUR ROUTE
- WORK ZONE

GENERAL NOTES

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



PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	PEDESTRIAN DETOUR	SHEET 60 E

2

CURVE #1

PI STA = 7+69.54
Y = 185636.240
X = 633774.314
DELTA = 61°41'49"
D = 24°48'12"
T = 137.97'
L = 248.74'
R = 231.00'
PC STA = 6+31.57
Y = 185514.739
X = 633708.945
PT STA = 8+80.31
Y = 185636.293
X = 633912.283
BK = N28°16'51.2"E
AH = N89°58'40.4"E

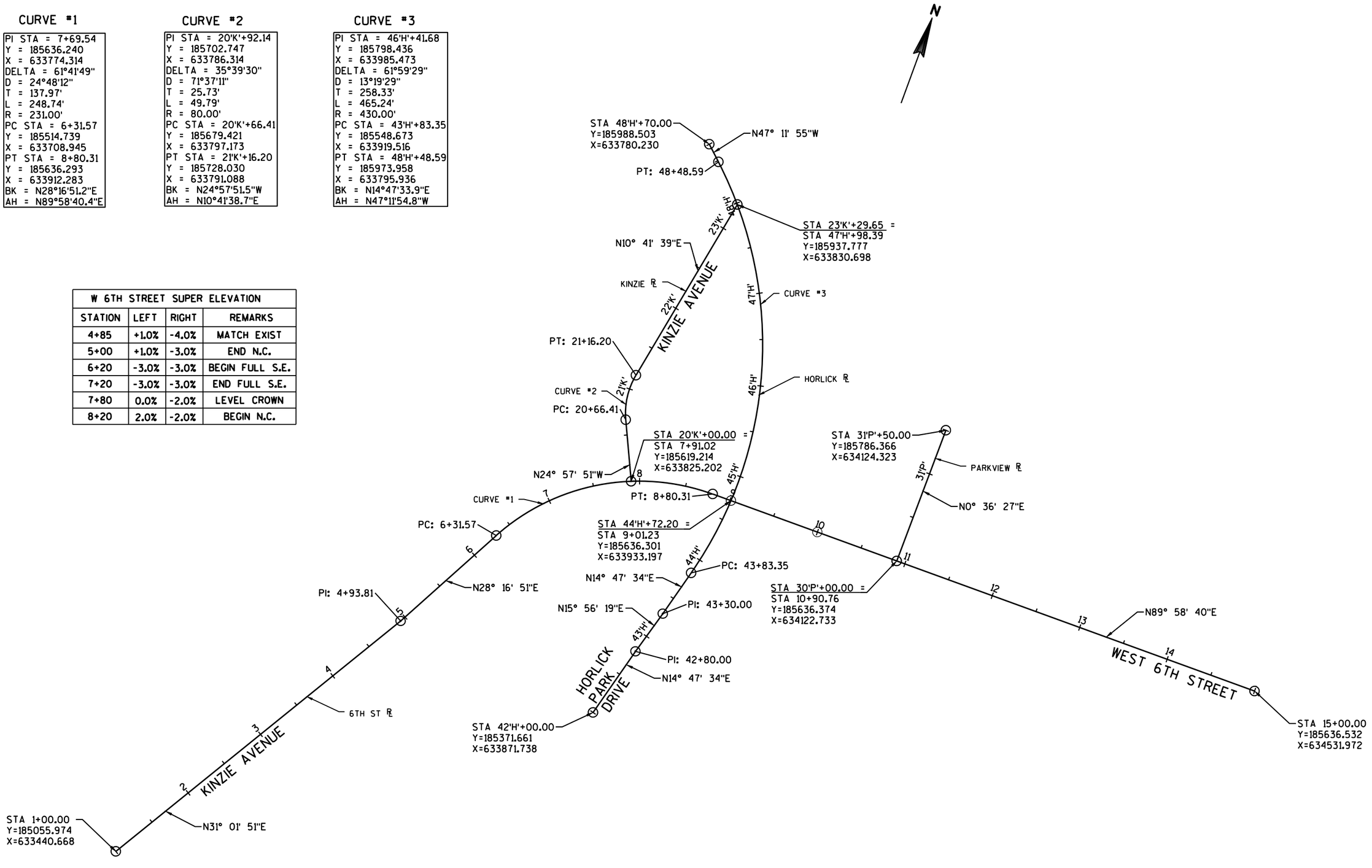
CURVE #2

PI STA = 20'K'+92.14
Y = 185702.747
X = 633786.314
DELTA = 35°39'30"
D = 71°37'11"
T = 25.73'
L = 49.79'
R = 80.00'
PC STA = 20'K'+66.41
Y = 185679.421
X = 633797.173
PT STA = 21'K'+16.20
Y = 185728.030
X = 633791.088
BK = N24°57'51.5"W
AH = N10°41'38.7"E

CURVE #3

PI STA = 46'H'+41.68
Y = 185798.436
X = 633985.473
DELTA = 61°59'29"
D = 13°19'29"
T = 258.33'
L = 465.24'
R = 430.00'
PC STA = 43'H'+83.35
Y = 185548.673
X = 633919.516
PT STA = 48'H'+48.59
Y = 185973.958
X = 633795.936
BK = N14°47'33.9"E
AH = N47°11'54.8"W

W 6TH STREET SUPER ELEVATION			
STATION	LEFT	RIGHT	REMARKS
4+85	+1.0%	-4.0%	MATCH EXIST
5+00	+1.0%	-3.0%	END N.C.
6+20	-3.0%	-3.0%	BEGIN FULL S.E.
7+20	-3.0%	-3.0%	END FULL S.E.
7+80	0.0%	-2.0%	LEVEL CROWN
8+20	2.0%	-2.0%	BEGIN N.C.



PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	ALIGNMENT DETAILS	SHEET 61	E

2

N

CURVE #4	
PI STA	70'KS'+29.23
Y	185659.769
X	633851.385
DELTA	53°29'27"
D	98°47'09"
T	29.23'
L	54.15'
R	58.00'
PC STA	70'KS'+00.00
Y	185659.781
X	633880.614
PT STA	70'KS'+54.15
Y	185683.255
X	633833.987
BK	S89°58'40.4"W
AH	N36°31'53.0"W

CURVE #5	
PI STA	70'KS'+84.75
Y	185707.844
X	633815.771
DELTA	47°13'32"
D	81°51'04"
T	30.60'
L	57.70'
R	70.00'
PC STA	70'KS'+54.15
Y	185683.255
X	633833.987
PT STA	71'KS'+11.84
Y	185737.913
X	633821.450
BK	N36°31'53.0"W
AH	N10°41'38.7"E

CURVE #6	
PI STA	80'HS'+11.57
Y	185745.135
X	633898.531
DELTA	13°11'44"
D	57°17'45"
T	11.57'
L	23.03'
R	100.00'
PC STA	80'HS'+00.00
Y	185733.771
X	633900.687
PT STA	80'HS'+23.03
Y	185755.706
X	633893.838
BK	N10°44'35.9"W
AH	N23°56'20.0"W

CURVE #7	
PI STA	80'HS'+34.64
Y	185766.313
X	633889.129
DELTA	6°38'30"
D	28°38'52"
T	11.60'
L	23.18'
R	200.00'
PC STA	80'HS'+23.03
Y	185755.706
X	633893.838
PT STA	80'HS'+46.21
Y	185777.393
X	633885.679
BK	N23°56'20.0"W
AH	N17°17'50.0"W

CURVE #8	
PI STA	80'HS'+74.06
Y	185803.975
X	633877.401
DELTA	7°57'47"
D	14°19'26"
T	27.84'
L	55.59'
R	400.00'
PC STA	80'HS'+46.21
Y	185777.393
X	633885.679
PT STA	81'HS'+01.81
Y	185829.154
X	633865.520
BK	N17°17'50.0"W
AH	N25°15'36.7"W

CURVE #9	
PI STA	81'HS'+14.56
Y	185840.685
X	633860.079
DELTA	54°02'45"
D	229°10'59"
T	12.75'
L	23.58'
R	25.00'
PC STA	81'HS'+01.81
Y	185829.154
X	633865.520
PT STA	81'HS'+25.39
Y	185843.051
X	633847.550
BK	N25°15'36.7"W
AH	N79°18'21.3"W

PT: 71'KS'+11.84

71'KS'+00

70'KS'+75

CURVE #5

71'KS'+25

71'KS'+50

KINZIE SIDEWALK ℄

71'KS'+75

72'KS'+00

N10° 41' 39"E

70'KS'+50

PCC: 70'KS'+54.15

N79° 18' 21"W

STA 81'HS'+36.53
Y=185845.118
X=633836.606

72'KS'+25

STA 72'KS'+20.00 =
STA 81'HS'+31.53
Y=185844.190
X=633841.519

81'HS'+25

PT: 81'HS'+25.39

STA 72'KS'+44.54
Y=185868.303
X=633846.073

CURVE #9

81'HS'+00

PCC: 81'HS'+01.81

70'KS'+25

CURVE #4

ROOT RIVER PATHWAY ℄

80'HS'+75

CURVE #8

80'HS'+50

CURVE #7

PRC: 80'HS'+46.21

80'HS'+25

PRC: 80'HS'+23.03

STA 70'KS'+00.00
Y=185659.781
X=633880.614

STA 80'HS'+00.00
Y=185733.771
X=633900.687

CURVE #6

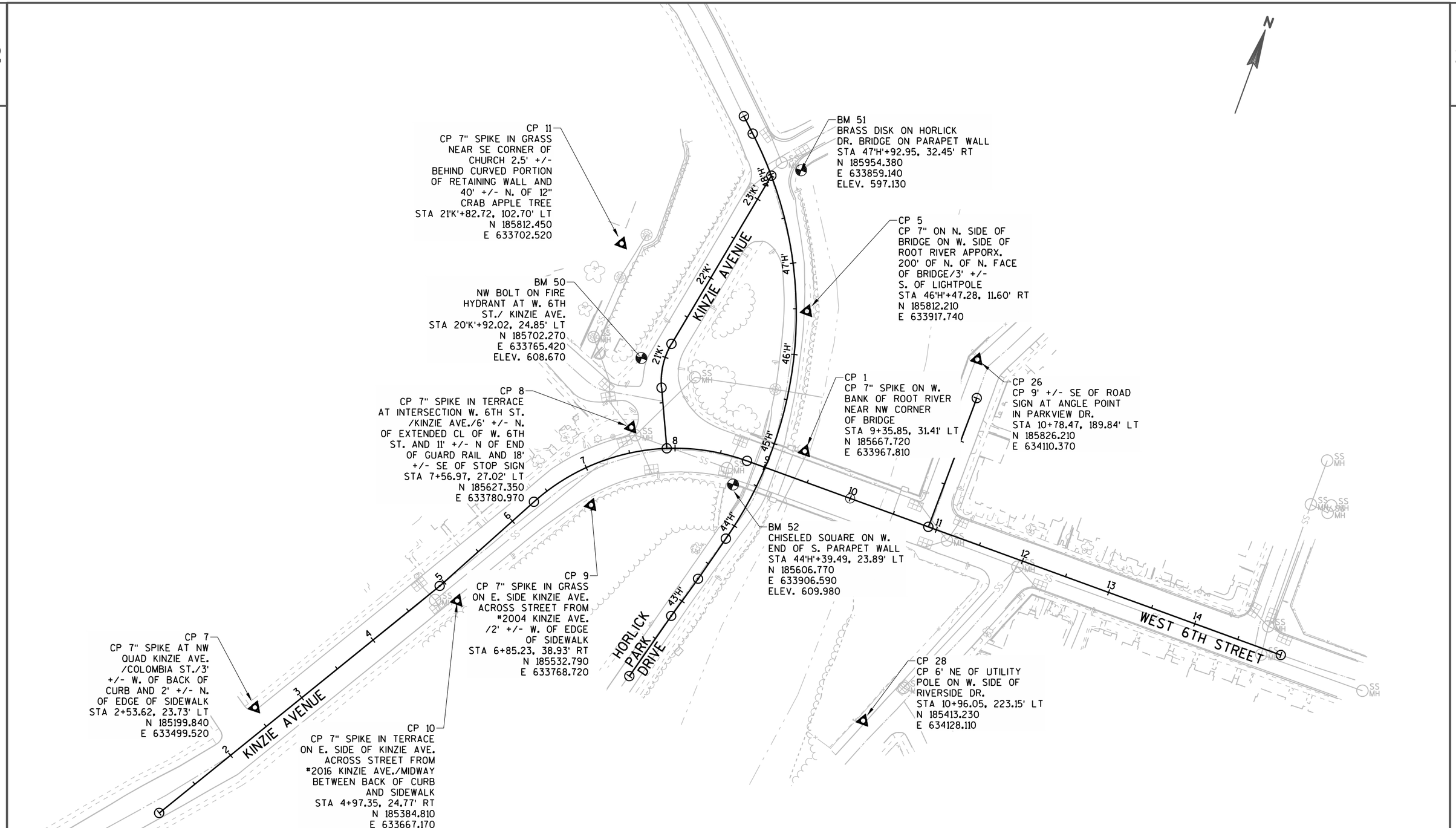
W. 6TH ST.

ROOT RIVER PATHWAY

HORLICK PARK DR.

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	ALIGNMENT DETAILS - SIDEWALK	SHEET 62	E

2



HORIZONTAL AND VERTICAL MUST BE VERIFIED PRIOR TO CONSTRUCTION.

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	ALIGNMENT DETAILS - SURVEY CONTROL	SHEET 63	E

2703-00-72

Line	Item	Item Description	Unit	Total	Qty
0002	201.0115	Clearing	ACRE	0.340	0.340
0004	201.0215	Grubbing	ACRE	0.340	0.340
0006	203.0500.S	Removing Old Structure Over Waterway (station) 01. 9+70	LS	1.000	1.000
0008	204.0100	Removing Concrete Pavement	SY	2,930.000	2,930.000
0010	204.0120	Removing Asphaltic Surface Milling	SY	67.000	67.000
0012	204.0150	Removing Curb & Gutter	LF	378.000	378.000
0014	204.0155	Removing Concrete Sidewalk	SY	494.000	494.000
0016	204.0195	Removing Concrete Bases	EACH	7.000	7.000
0018	204.0210	Removing Manholes	EACH	10.000	10.000
0020	204.0220	Removing Inlets	EACH	7.000	7.000
0022	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	360.000	360.000
0024	204.0245	Removing Storm Sewer (size) 02. 15-Inch	LF	81.000	81.000
0026	204.0245	Removing Storm Sewer (size) 03. 18-Inch	LF	5.000	5.000
0028	204.0245	Removing Storm Sewer (size) 04. 24-Inch	LF	42.000	42.000
0030	204.0245	Removing Storm Sewer (size) 05. 30-Inch	LF	41.000	41.000
0032	204.0280	Sealing Pipes	EACH	6.000	6.000
0034	204.9060.S	Removing (item description) 01. Lighting Units	EACH	2.000	2.000
0036	204.9105.S	Removing (item description) 01. Underdeck Lighting	LS	1.000	1.000
0038	205.0100	Excavation Common	CY	5,373.000	5,373.000
0040	205.0400	Excavation Marsh	CY	40.000	40.000
0042	206.1000	Excavation for Structures Bridges (structure) 01.B-51-155	LS	1.000	1.000
0044	206.5000	Cofferdams (structure) 01.B-51-155	LS	1.000	1.000
0046	210.1500	Backfill Structure Type A	TON	830.000	830.000
0048	213.0100	Finishing Roadway (project) 01. 2703-00-72	EACH	1.000	1.000
0050	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	2,869.000	2,869.000
0052	310.0110	Base Aggregate Open-Graded	TON	58.000	58.000
0054	311.0110	Breaker Run	TON	2,015.000	2,015.000
0056	312.0110	Select Crushed Material	TON	5.000	5.000
0058	415.0080	Concrete Pavement 8-Inch	SY	2,412.000	2,412.000
0060	415.0410	Concrete Pavement Approach Slab	SY	97.000	97.000
0062	415.1080	Concrete Pavement HES 8-Inch	SY	167.000	167.000
0064	415.4100	Concrete Pavement Joint Filling	SY	2,565.000	2,565.000
0066	416.0610	Drilled Tie Bars	EACH	90.000	90.000
0068	416.0620	Drilled Dowel Bars	EACH	150.000	150.000
0070	450.4000	HMA Cold Weather Paving	TON	260.000	260.000
0072	455.0605	Tack Coat	GAL	80.000	80.000
0074	460.2000	Incentive Density HMA Pavement	DOL	170.000	170.000
0076	460.5224	HMA Pavement 4 LT 58-28 S	TON	260.000	260.000

2703-00-72

Line	Item	Item Description	Unit	Total	Qty
0078	465.0105	Asphaltic Surface	TON	97.000	97.000
0080	502.0100	Concrete Masonry Bridges	CY	1,446.000	1,446.000
0082	502.1100	Concrete Masonry Seal	CY	450.000	450.000
0084	502.3200	Protective Surface Treatment	SY	1,141.000	1,141.000
0086	502.3210	Pigmented Surface Sealer	SY	295.000	295.000
0088	502.4104	Adhesive Anchors 1/2-inch	EACH	32.000	32.000
0090	502.4206	Adhesive Anchors No. 6 Bar	EACH	18.000	18.000
0092	503.0155	Prestressed Girder Type I 54W-Inch	LF	857.000	857.000
0094	505.0400	Bar Steel Reinforcement HS Structures	LB	60,360.000	60,360.000
0096	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	162,460.000	162,460.000
0098	505.0800.S	Bar Steel Reinforcement HS Stainless Structures	LB	1,010.000	1,010.000
0100	506.2605	Bearing Pads Elastomeric Non-Laminated	EACH	22.000	22.000
0102	506.4000	Steel Diaphragms (structure) 01.B-51-155	EACH	16.000	16.000
0104	511.1100	Temporary Shoring	SF	2,320.000	2,320.000
0106	513.8016	Railing Steel Pedestrian Type C3	LF	134.000	134.000
0108	516.0500	Rubberized Membrane Waterproofing	SY	28.000	28.000
0110	517.1010.S	Concrete Staining (structure) 01.B-51-155	SF	10,105.000	10,105.000
0112	520.8000	Concrete Collars for Pipe	EACH	6.000	6.000
0114	550.1100	Piling Steel HP 10-Inch X 42 Lb	LF	6,945.000	6,945.000
0116	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	970.000	970.000
0118	601.0407	Concrete Curb & Gutter 18-Inch Type D	LF	430.000	430.000
0120	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	50.000	50.000
0122	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	530.000	530.000
0124	601.0600	Concrete Curb Pedestrian	LF	82.000	82.000
0126	602.0405	Concrete Sidewalk 4-Inch	SF	6,332.000	6,332.000
0128	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	104.000	104.000
0130	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	28.000	28.000
0132	602.1500	Concrete Steps	SF	43.000	43.000
0134	603.8000	Concrete Barrier Temporary Precast Delivered	LF	112.500	112.500
0136	603.8125	Concrete Barrier Temporary Precast Installed	LF	112.500	112.500
0138	603.8500	Anchoring Concrete Barrier Temporary Precast	LF	112.500	112.500
0140	606.0300	Riprap Heavy	CY	150.000	150.000
0142	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	128.100	128.100
0144	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	5.000	5.000
0146	608.0330	Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	LF	20.000	20.000
0148	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	207.400	207.400
0150	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-	LF	143.200	143.200

2703-00-72

Line	Item	Item Description	Unit	Total	Qty
		Inch			
0152	611.0530	Manhole Covers Type J	EACH	4.000	4.000
0154	611.0624	Inlet Covers Type H	EACH	2.000	2.000
0156	611.0666	Inlet Covers Type Z	EACH	16.000	16.000
0158	611.1003	Catch Basins 3-FT Diameter	EACH	14.000	14.000
0160	611.1004	Catch Basins 4-FT Diameter	EACH	1.000	1.000
0162	611.1005	Catch Basins 5-FT Diameter	EACH	1.000	1.000
0164	611.1230	Catch Basins 2x3-FT	EACH	2.000	2.000
0166	611.2004	Manholes 4-FT Diameter	EACH	1.000	1.000
0168	611.2006	Manholes 6-FT Diameter	EACH	2.000	2.000
0170	611.2008	Manholes 8-FT Diameter	EACH	1.000	1.000
0172	611.8110	Adjusting Manhole Covers	EACH	2.000	2.000
0174	612.0106	Pipe Underdrain 6-Inch	LF	824.000	824.000
0176	612.0206	Pipe Underdrain Unperforated 6-Inch	LF	20.000	20.000
0178	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	345.000	345.000
0180	612.0806	Apron Endwalls for Underdrain Reinforced Concrete 6-Inch	EACH	2.000	2.000
0182	614.0920	Salvaged Rail	LF	33.000	33.000
0184	614.0925	Salvaged Guardrail End Treatments	EACH	2.000	2.000
0186	616.0406	Fence Chain Link Salvaged 6-FT	LF	110.000	110.000
0188	616.0700.S	Fence Safety	LF	398.000	398.000
0190	618.0100	Maintenance And Repair of Haul Roads (project) 01.2703-00-72	EACH	1.000	1.000
0192	619.1000	Mobilization	EACH	1.000	1.000
0194	624.0100	Water	MGAL	200.000	200.000
0196	625.0100	Topsoil	SY	6,610.000	6,610.000
0198	627.0200	Mulching	SY	1,250.000	1,250.000
0200	628.1104	Erosion Bales	EACH	100.000	100.000
0202	628.1504	Silt Fence	LF	853.000	853.000
0204	628.1520	Silt Fence Maintenance	LF	853.000	853.000
0206	628.1905	Mobilizations Erosion Control	EACH	20.000	20.000
0208	628.1910	Mobilizations Emergency Erosion Control	EACH	15.000	15.000
0210	628.2008	Erosion Mat Urban Class I Type B	SY	5,900.000	5,900.000
0212	628.6005	Turbidity Barriers	SY	825.000	825.000
0214	628.7005	Inlet Protection Type A	EACH	38.000	38.000
0216	628.7010	Inlet Protection Type B	EACH	10.000	10.000
0218	628.7015	Inlet Protection Type C	EACH	50.000	50.000
0220	628.7020	Inlet Protection Type D	EACH	15.000	15.000
0222	628.7560	Tracking Pads	EACH	6.000	6.000
0224	628.7570	Rock Bags	EACH	65.000	65.000

2703-00-72

Line	Item	Item Description	Unit	Total	Qty
0226	629.0210	Fertilizer Type B	CWT	4.170	4.170
0228	630.0140	Seeding Mixture No. 40	LB	83.000	83.000
0230	630.0175	Seeding Mixture No. 75	LB	18.000	18.000
0232	630.0200	Seeding Temporary	LB	163.000	163.000
0234	630.0500	Seed Water	MGAL	75.000	75.000
0236	631.0300	Sod Water	MGAL	10.000	10.000
0238	631.1000	Sod Lawn	SY	835.000	835.000
0240	632.0201	Shrubs (species) (size) (root) 01. Buttonbush, CG, 3-FT HT	EACH	4.000	4.000
0242	632.0201	Shrubs (species) (size) (root) 02. Dogwood, Redosier, CG, 2-FT HT	EACH	4.000	4.000
0244	632.9101	Landscape Planting Surveillance and Care Cycles	EACH	14.000	14.000
0246	634.0810	Posts Tubular Steel 2x2-Inch X 10-FT	EACH	5.000	5.000
0248	634.0812	Posts Tubular Steel 2x2-Inch X 12-FT	EACH	12.000	12.000
0250	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	1.000	1.000
0252	637.2210	Signs Type II Reflective H	SF	69.470	69.470
0254	637.2230	Signs Type II Reflective F	SF	96.250	96.250
0256	638.2102	Moving Signs Type II	EACH	10.000	10.000
0258	638.2602	Removing Signs Type II	EACH	26.000	26.000
0260	638.3000	Removing Small Sign Supports	EACH	9.000	9.000
0262	642.5401	Field Office Type D	EACH	1.000	1.000
0264	643.0300	Traffic Control Drums	DAY	10,726.000	10,726.000
0266	643.0410	Traffic Control Barricades Type II	DAY	2,318.000	2,318.000
0268	643.0420	Traffic Control Barricades Type III	DAY	32,005.000	32,005.000
0270	643.0705	Traffic Control Warning Lights Type A	DAY	54,831.000	54,831.000
0272	643.0715	Traffic Control Warning Lights Type C	DAY	4,708.000	4,708.000
0274	643.0900	Traffic Control Signs	DAY	194,244.000	194,244.000
0276	643.0920	Traffic Control Covering Signs Type II	EACH	5.000	5.000
0278	643.1000	Traffic Control Signs Fixed Message	SF	5,805.000	5,805.000
0280	643.1050	Traffic Control Signs PCMS	DAY	28.000	28.000
0282	643.5000	Traffic Control	EACH	1.000	1.000
0284	644.1410	Temporary Pedestrian Surface Asphalt	SF	300.000	300.000
0286	644.1601	Temporary Pedestrian Curb Ramp	DAY	1,956.000	1,956.000
0288	644.1810	Temporary Pedestrian Barricade	LF	180.000	180.000
0290	645.0111	Geotextile Type DF Schedule A	SY	466.000	466.000
0292	645.0120	Geotextile Type HR	SY	260.000	260.000
0294	645.0220	Geogrid Type SR	SY	2,255.000	2,255.000
0296	646.1020	Marking Line Epoxy 4-Inch	LF	2,785.000	2,785.000
0298	646.3020	Marking Line Epoxy 8-Inch	LF	194.000	194.000
0300	646.5020	Marking Arrow Epoxy	EACH	2.000	2.000

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Line	Item	Item Description	Unit	Total	Qty
0302	646.5120	Marking Word Epoxy	EACH	1.000	1.000
0304	646.7120	Marking Diagonal Epoxy 12-Inch	LF	159.000	159.000
0306	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	359.000	359.000
0308	646.9010	Marking Removal Line Water Blasting 4-Inch	LF	60.000	60.000
0310	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	212.000	212.000
0312	650.4000	Construction Staking Storm Sewer	EACH	22.000	22.000
0314	650.4500	Construction Staking Subgrade	LF	1,004.000	1,004.000
0316	650.5000	Construction Staking Base	LF	445.000	445.000
0318	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	890.000	890.000
0320	650.6500	Construction Staking Structure Layout (structure) 01.B-51-155	LS	1.000	1.000
0322	650.6500	Construction Staking Structure Layout (structure) 02.R-51-0087	LS	1.000	1.000
0324	650.6500	Construction Staking Structure Layout (structure) 03.R-51-0088	LS	1.000	1.000
0326	650.7000	Construction Staking Concrete Pavement	LF	519.000	519.000
0328	650.8500	Construction Staking Electrical Installations (project) 01. 2703-00-72	LS	1.000	1.000
0330	650.9000	Construction Staking Curb Ramps	EACH	10.000	10.000
0332	650.9910	Construction Staking Supplemental Control (project) 01. 2703-00-72	LS	1.000	1.000
0334	650.9920	Construction Staking Slope Stakes	LF	1,136.000	1,136.000
0336	652.0125	Conduit Rigid Metallic 2-Inch	LF	39.000	39.000
0338	652.0210	Conduit Rigid Nonmetallic Schedule 40 1-Inch	LF	85.000	85.000
0340	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	1,577.000	1,577.000
0342	652.0325	Conduit Rigid Nonmetallic Schedule 80 2-Inch	LF	650.000	650.000
0344	652.0605	Conduit Special 2-Inch	LF	25.000	25.000
0346	653.0140	Pull Boxes Steel 24x42-Inch	EACH	10.000	10.000
0348	653.0222	Junction Boxes 18x12x6-Inch	EACH	6.000	6.000
0350	653.0900	Adjusting Pull Boxes	EACH	4.000	4.000
0352	653.0905	Removing Pull Boxes	EACH	7.000	7.000
0354	654.0105	Concrete Bases Type 5	EACH	5.000	5.000
0356	655.0610	Electrical Wire Lighting 12 AWG	LF	1,890.000	1,890.000
0358	655.0630	Electrical Wire Lighting 4 AWG	LF	7,767.000	7,767.000
0360	659.0600	Underdeck Lighting (location) 01. B-51-0155	LS	1.000	1.000
0362	690.0150	Sawing Asphalt	LF	93.000	93.000
0364	690.0250	Sawing Concrete	LF	264.000	264.000
0366	715.0415	Incentive Strength Concrete Pavement	DOL	752.000	752.000
0368	715.0502	Incentive Strength Concrete Structures	DOL	11,550.000	11,550.000
0370	999.1000.S	Seismograph	LS	1.000	1.000
0372	999.1500.S	Crack and Damage Survey	LS	1.000	1.000

Line	Item	Item Description	Unit	Total	Qty
0374	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,400.000	2,400.000
0376	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	1,472.000	1,472.000
0378	SPV.0035	Special 01.Precast Concrete Rib Arch	CY	40.000	40.000
0380	SPV.0060	Special 01. Removing and Storing Lighting Units	EACH	9.000	9.000
0382	SPV.0060	Special 02. Floodlighting Pole Concrete Bases	EACH	2.000	2.000
0384	SPV.0060	Special 03. Reinstalling Lighting Units	EACH	9.000	9.000
0386	SPV.0060	Special 04. Bridge Lighting Units	EACH	6.000	6.000
0388	SPV.0060	Special 05. Underdeck LED Luminaires	EACH	2.000	2.000
0390	SPV.0060	Special 06.Precast Gargoyle Panel	EACH	4.000	4.000
0392	SPV.0060	Special 07. Sanitary Manhole Adjustments	EACH	5.000	5.000
0394	SPV.0060	Special 08. Sanitary Manhole Chimney Seal	EACH	3.000	3.000
0396	SPV.0060	Special 09. Utilitiy Line Opening (ULO)	EACH	5.000	5.000
0398	SPV.0090	Special 01. Silt Fence - Snake Exclusion Barrier	LF	4,611.000	4,611.000
0400	SPV.0090	Special 02.Parapet Concrete Type 'TX'	LF	496.000	496.000
0402	SPV.0090	Special 03.Prestressed Girder Type Special 54-Inch	LF	245.000	245.000
0404	SPV.0105	Special 01. Temporary Causeways	LS	1.000	1.000
0406	SPV.0105	Special 02. Salvaging Existing Bridge Items Structure P-51-709	LS	1.000	1.000
0408	SPV.0165	Special 01.Wall Modular Block Mechanically Stabilized Earth R-51-87	SF	325.000	325.000
0410	SPV.0165	Special 02.Wall Modular Block Mechanically Stabilized Earth R-51-88	SF	560.000	560.000
0412	SPV.0165	Special 03. Construction Staking Sidewalk	SF	6,332.000	6,332.000
0414	SPV.0170	Special 01. Test Rolling	STA	14.000	14.000
0416	SPV.0195	Special 01. Excavation, Hauling, and Disposal of Sediment	TON	5,945.000	5,945.000

3

EARTHWORK

FROM/TO STATION	LOCATION	205.0100 EXCAVATION COMMON (1)		UNUSABLE PAVEMENT MATERIAL (4)	205.0400 EXCAVATION MARSH (5)	EXPANDED MARSH BACKFILL (6)	UNEXPANDED FILL (4)	EXPANDED FILL (7)	WASTE (8)	311.0110* BREAKER RUN (3) (6)	645.0220* GEOGRID TYPE SR (3)	COMMENT:
		CUT (2) (4)	EBS (3)			FACTOR 1.50		FACTOR 1.15				
		CY	CY	CY	CY	CY	CY	CY	CY	TON	SY	
4+85 TO 11+50	6TH STREET/KINZIE AVE	1,694	0	609	0	0	265	304	1,390	0	0	
42'H'+40 TO 47'H'+66	HORLICK PARK DR	3,238	0	324	0	0	66	76	3,163	0	0	
70'S'+43 TO 72'S'+25	KINZIE AVE SIDEWALK	161	0	0	0	0	0	0	160	0	0	
	UNDISTRIBUTED	0	280	0	40	60	0	0	320	615	600	DETERMINED BY ENGINEER IN THE FIELD
TOTALS 2703-00-72		**5,373**		933	**40**	60	330	380	5,033	**615**	**600**	

NOTES:

(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS.

(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.

(3) EBS TO BE BACKFILLED WITH BREAKER RUN (ESTIMATED AT 1.8 TONS/CY). GEOGRID PLACED ON EXPOSED SUBGRADE. SEE CONSTRUCTION DETAIL.

(4) UNUSABLE PAVEMENT MATERIAL = EXISTING CONCRETE PAVEMENT. SEE EARTHWORK COMPUTATION TABLE.

(5) MARSH EXCAVATION - LOCATION DETERMINED IN THE FIELD BY ENGINEER.

(6) EXPANDED MARSH BACKFILL FACTOR = 1.50. BACKFILL WITH BREAKER RUN (ESTIMATED AT 1.8 TONS/CY). SEE CONSTRUCTION DETAIL.

(7) EXPANDED FILL FACTOR = 1.15

(8) WASTE = EXCAVATION COMMON (CUT + EBS) + EXCAVATION MARSH - EXPANDED FILL

*ADDITIONAL QUANTITIES ELSEWHERE.

3

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

CLEARING & GRUBBING

LOCATION	201.0115 CLEARING ACRE	201.0215 GRUBBING ACRE
NW QUADRANT OF BRIDGE	0.07	0.07
SW QUADRANT OF BRIDGE	0.06	0.06
NE QUADRANT OF BRIDGE	0.09	0.09
SE QUADRANT OF BRIDGE	0.13	0.13
TOTALS	**0.34**	**0.34**

REMOVING PAVEMENT

LOCATION	STATION	TO	STATION	OFFSET	204.0100 REMOVING CONCRETE PAVEMENT SY
W 6TH STREET	4+85	-	8+89	LT/RT	2,332
W 6TH STREET	10+42	-	11+50	LT/RT	598
			TOTAL		**2,930**

REMOVING ASPHALTIC SURFACE MILLING

LOCATION	STATION	TO	STATION	OFFSET	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY
PARKVIEW DRIVE	30'P'+45	-	30'P'+65	LT/RT	67
			TOTAL		**67**

REMOVING CURB & GUTTER

LOCATION	STATION	TO	STATION	OFFSET	204.0150 REMOVING CURB & GUTTER LF
KINZIE AVENUE	30'K'+45	-	30'K'+65	LT	20
KINZIE AVENUE	30'K'+45	-	30'K'+65	RT	20
HORLICK PARK DRIVE	42'H'+45	-	42'H'+59	LT	15
HORLICK PARK DRIVE	42'H'+80	-	43'H'+89	LT	109
HORLICK PARK DRIVE	45'H'+86	-	47'H'+26	LT	214
			TOTAL		**378**

REMOVING CONCRETE SIDEWALK

LOCATION	STATION	TO	STATION	OFFSET	204.0155 REMOVING CONCRETE SIDEWALK SY
W 6TH STREET	4+87	-	4+90	LT	2
W 6TH STREET	5+37	-	5+41	LT	3
W 6TH STREET	5+77	-	5+80	LT	2
W 6TH STREET	6+37	-	6+39	LT	2
W 6TH STREET	6+79	-	6+81	LT	2
W 6TH STREET	7+11	-	7+13	LT	4
W 6TH STREET	7+47	-	7+65	LT	14
W 6TH STREET	6+80	-	8+66	RT	105
W 6TH STREET	7+00	-	7+14	LT	8
W 6TH STREET	10+49	-	11+50	RT	118
W 6TH STREET	10+49	-	10+76	LT	39
W 6TH STREET	11+08	-	11+52	LT	39
KINZIE AVENUE	20'K'+01	-	22'K'+64	RT	156
				TOTAL	**494**

REMOVING MANHOLES AND INLETS

LOCATION	STATION	OFFSET	204.0210 REMOVING MANHOLES EACH	204.0220 REMOVING INLETS EACH	611.8110 ADJUSTING MANHOLE COVERS EACH
W 6TH STREET	7+47	LT	-	1	-
W 6TH STREET	7+60	LT	1	-	-
W 6TH STREET	7+72	RT	-	1	-
W 6TH STREET	8+61	RT	1	1	-
W 6TH STREET	8+67	LT	-	1	-
W 6TH STREET	10+70	LT	-	1	-
W 6TH STREET	10+93	RT	-	1	-
W 6TH STREET	11+15	RT	1	-	-
W 6TH STREET	11+22	LT	-	1	-
KINZIE AVENUE	20'K'+81	RT	-	-	1
		TOTALS	**3**	**7**	**1**

MISCELLANEOUS ITEMS

LOCATION	213.0100 FINISHING ROADWAY (PROJECT) 01. 2703-00-72 EACH	619.1000 MOBILIZATION EACH	642.5401 FIELD OFFICE TYPE D EACH
W 6TH STREET	1	1	1
TOTALS	**1**	**1**	**1**

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

REMOVING STORM SEWER

LOCATION	STATION	OFFSET	TO	STATION	OFFSET	204.0245.01 REMOVING STORM SEWER 12-INCH LF	204.0245.02 REMOVING STORM SEWER 15-INCH LF	204.0245.03 REMOVING STORM SEWER 18-INCH LF	204.0245.05 REMOVING STORM SEWER 30-INCH LF
W 6TH STREET	7+47	19' LT	-	7+60	18' LT	14	-	-	-
W 6TH STREET	7+55	15' LT	-	7+60	18' LT	-	-	-	5
W 6TH STREET	7+57	22' LT	-	7+60	18' LT	-	-	5	-
W 6TH STREET	7+60	18' LT	-	7+63	21' RT	-	-	-	5
W 6TH STREET	7+60	18' LT	-	7+72	27' RT	46	-	-	-
W 6TH STREET	7+60	18' LT	-	8+61	14' RT	106	-	-	-
W 6TH STREET	8+61	14' RT	-	8+61	24' RT	10	-	-	-
W 6TH STREET	8+61	14' RT	-	8+67	23' LT	38	-	-	-
W 6TH STREET	10+70	23' LT	-	11+15	7' RT	54	-	-	-
W 6TH STREET	10+93	23' RT	-	11+15	7' RT	30	-	-	-
W 6TH STREET	11+15	7' RT	-	11+22	22' LT	30	-	-	-
W 6TH STREET	11+15	7' RT	-	11+40	7' RT	-	25	-	-
HORLICK PARK DRIVE	45+58	17' LT	-	45+59	15' LT	-	-	-	5
HORLICK PARK DRIVE	45+59	15' LT	-	45+59	8' LT	-	-	-	5
					TOTALS	**328**	**25**	**5**	**20**

DRILLED BARS

LOCATION	STATION	416.0610 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH
6TH STREET	4+80	4	38
6TH STREET	11+50	4	40
KINZIE AVENUE	20+68	4	64
PARKVIEW DRIVE	30+65	4	-
HORLICK PARK DRIVE	42+53	4	-
HORLICK PARK DRIVE	42+80	4	-
HORLICK PARK DRIVE	47+25	64	-
	UNDISTRIBUTED	2	8
	TOTALS	**90**	**150**

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BASE AGGREGATE DENSE

LOCATION	STATION	TO	STATION	OFFSET	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	311.0110* BREAKER RUN TON	645.0220* GEOGRID TYPE SR SY
W 6TH STREET	4+85	-	8+68	LT/RT	1,134	-	-
W 6TH STREET	10+42	-	11+50	LT/RT	308	-	-
KINZIE AVENUE	20'K'+68	-	22'K'+63	LT/RT	25	-	-
HORLICK PARK DRIVE	42'H'+80	-	47'H'+25	LT/RT	1,108	-	-
HORLICK PARK DRIVE	42'H'+80	-	47'H'+25	LT/RT	-	1,344	1,655
UNDISTRIBUTED/TEMOPORARY ACCESS					225	56	-
TOTALS					**2,800**	**1,400**	**1,655**

*ADDITIONAL QUANTITY LISTED ELSEWHERE

HMA PAVEMENT

LOCATION	STATION	TO	STATION	OFFSET	450.4000 HMA COLD WEATHER PAVING TON	455.0605 TACK COAT GAL	460.5224 HMA PAVEMENT 4 LT 58-28 S TON	COMMENTS
PARKVIEW DRIVE	30'P'+45	-	30'P'+65	LT/RT	8	4	8	UPPER
HORLICK PARK DRIVE	42'H'+80	-	47'H'+25	LT/RT	126	-	126	LOWER
HORLICK PARK DRIVE	42'H'+80	-	47'H'+25	LT/RT	126	76	126	UPPER
TOTALS					**260**	**80**	**260**	

NOTES: - AN APPLICATION RATE OF 0.07 GAL/SY USED FOR TACK COAT
- A CONVERSION FACTOR OF 115 LBS/SY/IN USED TO ESTIMATE HMA PAVEMENT

APSHALTIC SURFACE

LOCATION	STATION	TO	STATION	OFFSET	465.0105 ASPHALTIC SURFACE TON
HORLICK PARK DRIVE	42'H'+40	-	42'H'+85	LT/RT	6
HORLICK PARK DRIVE	42'H'+90	-	47'H'+16	LT	91
TOTAL					**97**

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

CONCRETE PAVEMENT

LOCATION	STATION	TO	STATION	415.0080 CONCRETE PAVEMENT 8-INCH SY	415.0410 CONCRETE PAVEMENT APPROACH SLAB SY	415.1080** CONCRETE PAVEMENT HES 8-INCH SY	415.4100 CONCRETE PAVEMENT JOINT FILLING SY
W 6TH STREET	4+85	-	8+48	2,009	60	-	2,130
W 6TH STREET	10+62	-	11+50	403	37	167	435
TOTALS				**2,412**	**97**	**167**	**2,565**

**CONTRACTOR SHALL SEEK ENGINEERS APPROVAL PRIOR TO USE OF BID ITEM

CONCRETE CURB & GUTTER

LOCATION	STATION	TO	STATION	OFFSET	601.0405 CONCRETE CURB & GUTTER 18-INCH TYPE A LF	601.0407 CONCRETE CURB & GUTTER 18-INCH TYPE D LF	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0600 CONCRETE CURB PEDESTRIAN LF
W 6TH STREET	4+85	-	8+67	RT	336	-	-	-	-
W 6TH STREET	4+85	-	7+63	LT	314	-	-	-	7
W 6TH STREET	8+04	-	8+51	LT	78	-	-	-	-
W 6TH STREET	10+62	-	11+50	RT	90	-	-	-	-
W 6TH STREET	10+62	-	10+76	LT	40	20	-	-	-
W 6TH STREET	11+06	-	11+50	LT	70	20	-	-	25
HORLICK PARK DRIVE	42'H'+80	-	47'H'+66	RT	-	-	43	456	-
HORLICK PARK DRIVE	42'H'+80	-	47'H'+31	LT	33	384	-	65	-
KINZIE AVENUE	22'K'+09	-	22'K'+59	RT	-	-	-	-	50
UNDISTRIBUTED					9	6	7	9	-
TOTALS					**970**	**430**	**50**	**530**	**82**

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STORM SEWER PIPES

FROM	-	TO	LOCATION	520.8000 CONCRETE COLLARS FOR PIPE EACH	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	608.0318 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH LF	608.0330 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 30-INCH LF	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH LF	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT
100	-	EXIST	W 6TH STREET	1	-	-	5.0	-	-	598.30	EXIST	EXIST
EXIST	-	100	W 6TH STREET	1	-	-	5.0	-	-	EXIST	598.44	EXIST
EXIST	-	100	W 6TH STREET	1	-	5.0	-	-	-	EXIST	601.92	EXIST
110	-	100	W 6TH STREET	-	15.3	-	-	-	-	604.23	603.87	0.0236
120	-	100	W 6TH STREET	-	46.1	-	-	-	-	602.91	601.99	0.0199
130	-	120	W 6TH STREET	-	-	-	-	10.0	-	603.01	602.91	0.0100
200	-	100	W 6TH STREET	-	66.7	-	-	-	-	602.95	601.68	0.0191
210	-	200	W 6TH STREET	-	-	-	-	16.8	-	603.31	602.95	0.0214
220	-	210	W 6TH STREET	-	-	-	-	10.0	-	603.51	603.31	0.0200
300	-	400	W 6TH STREET	-	-	-	-	-	49.0	602.72	602.57	0.0031
310	-	300	W 6TH STREET	-	-	-	-	29.0	-	602.93	602.72	0.0072
311	-	310	W 6TH STREET	-	-	-	-	18.9	-	603.05	602.93	0.0063
320	-	300	W 6TH STREET	-	-	-	-	13.2	-	602.76	602.72	0.0030
321	-	320	W 6TH STREET	-	-	-	-	25.0	-	602.84	602.76	0.0032
400	-	EXIST	W 6TH STREET	1	-	-	-	-	5.0	602.56	EXIST	EXIST
410	-	400	W 6TH STREET	-	-	-	-	29.4	-	603.14	602.80	0.0116
411	-	410	W 6TH STREET	-	-	-	-	10.0	-	603.34	603.14	0.0200
420	-	400	W 6TH STREET	-	-	-	-	15.6	-	602.87	602.80	0.0045
421	-	420	W 6TH STREET	-	-	-	-	10.0	-	603.07	602.87	0.0200
500	-	EXIST	HORLICK PARK DRIVE	1	-	-	5.0	-	-	582.26	EXIST	EXIST
EXIST	-	500	HORLICK PARK DRIVE	1	-	-	5.0	-	-	EXIST	582.26	EXIST
510	-	500	HORLICK PARK DRIVE	-	-	-	-	-	64.9	584.28	583.51	0.0119
511	-	510	HORLICK PARK DRIVE	-	-	-	-	9.5	-	584.63	584.53	0.0106
520	-	510	HORLICK PARK DRIVE	-	-	-	-	-	24.3	584.52	584.28	0.0099
521	-	520	HORLICK PARK DRIVE	-	-	-	-	10.0	-	584.87	584.77	0.0100
			TOTALS	**6**	**128.1**	**5.0**	**20.0**	**207.4**	**143.2**			

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

STORM SEWER STRUCTURES

STRUCTUE	STATION	OFFSET	LOCATION	611.0530 MANHOLE COVERS TYPE J EACH	611.0624 INLET COVERS TYPE H EACH	611.0666 INLET COVERS TYPE Z EACH	611.1003 CATCH BASINS 3-FT DIAMETER EACH	611.1004 CATCH BASINS 4-FT DIAMETER EACH	611.1005 CATCH BASINS 5-FT DIAMETER EACH	611.1230 CATCH BASINS 2x3-FT EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.2008 MANHOLES 8-FT DIAMETER EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	RIM ELEVATION	INVERT ELEVATION**	DEPTH*** FT	COMMENTS
100	7+59.6	17.8' LT	W 6TH STREET	1	-	-	-	-	-	-	-	-	1	1	608.37	598.30	8.83	-
110	7+46.3	22.0' LT	W 6TH STREET	-	-	1	1	-	-	-	-	-	-	1	608.73	602.23	5.42	-
120	7+67.5	26.9' RT	W 6TH STREET	-	-	1	1	-	-	-	-	-	-	1	607.46	600.91	5.47	-
130	7+78.9	26.8' RT	W 6TH STREET	-	-	1	1	-	-	-	-	-	-	1	607.37	601.01	5.28	-
200	8+19.8	8.8' RT	W 6TH STREET	1	-	-	-	-	-	-	1	-	-	1	607.39	602.95	3.20	-
210	8+19.8	24.9' RT	W 6TH STREET	-	-	1	1	-	-	-	-	-	-	1	607.07	601.31	4.68	-
220	8+30.9	24.1' RT	W 6TH STREET	-	-	1	1	-	-	-	-	-	-	1	607.01	601.51	4.42	-
300	10+85.7	7.2' RT	W 6TH STREET	1	-	-	-	-	-	-	-	1	-	1	605.97	602.72	2.34	2" ADJUSTMENT HEIGHT
310	10+73.4	18.3' LT	W 6TH STREET	-	-	1	1	-	-	-	-	-	-	1	605.59	600.93	3.91	2" ADJ. / 4" CURB BOX
311	10+54.1	16.0' LT	W 6TH STREET	-	-	1	1	-	-	-	-	-	-	1	605.65	601.05	3.85	2" ADJUSTMENT HEIGHT
320	10+76.6	16.0' RT	W 6TH STREET	-	-	1	1	-	-	-	-	-	-	1	605.72	600.76	4.04	4" ADJUSTMENT HEIGHT
321	10+51.6	16.0' RT	W 6TH STREET	-	-	1	1	-	-	-	-	-	-	1	605.63	600.84	4.04	2" ADJUSTMENT HEIGHT
400	11+34.7	7.2' RT	W 6TH STREET	1	-	-	-	-	-	-	-	1	-	1	607.11	602.56	3.31	-
410	11+34.7	21.5' LT	W 6TH STREET	-	-	1	1	-	-	-	-	-	-	1	606.74	601.14	4.52	-
411	11+44.7	21.5' LT	W 6TH STREET	-	-	1	1	-	-	-	-	-	-	1	607.12	601.34	4.70	-
420	11+34.7	22.0' RT	W 6TH STREET	-	-	1	1	-	-	-	-	-	-	1	606.66	600.87	4.71	-
421	11+44.7	22.0' RT	W 6TH STREET	-	-	1	1	-	-	-	-	-	-	1	607.05	601.07	4.90	-
500	45+58.6'H'	11.0' LT	HORLICK PARK DRIVE	-	-	1	-	-	1	-	-	-	-	1	589.48	580.26	8.14	-
510	44+91.8'H'	11.0' LT	HORLICK PARK DRIVE	-	-	1	-	1	-	-	-	-	-	1	589.19	582.28	5.83	-
511	44+82.1'H'	11.0' LT	HORLICK PARK DRIVE	-	-	1	1	-	-	-	-	-	-	1	589.20	582.63	5.49	-
520	44+91.6'H'	11.0' RT	HORLICK PARK DRIVE	-	1	-	-	-	-	1	-	-	-	1	589.19	582.52	5.65	-
521	44+81.9'H'	11.0' RT	HORLICK PARK DRIVE	-	1	-	-	-	-	1	-	-	-	1	589.20	582.87	5.31	-
			TOTALS	**4**	**2**	**16**	**14**	**1**	**1**	**2**	**1**	**2**	**1**	**22**				

NOTE: * STATIONS AND OFFSETS ARE TO FLANGE FOR CATCH BASINS AND TO CENTER OF MANHOLES.

** FOR STRUCTURES WITH SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE SUMP. FOR STRUCTURES WITHOUT SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LINE.

*** DEPTH = RIM ELEV - INVERT ELEV - COVER/CASTING HEIGHT - 6-INCH ADJUSTMENT RING HEIGHT, UNLESS OTHERWISE NOTED.

3

CONCRETE SIDEWALK

LOCATION	STATION	TO	STATION	OFFSET	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF	602.1500* CONCRETE STEPS SF
W 6TH STREET	4+86	-	4+91	LT	24	-	-	-
W 6TH STREET	5+36	-	5+41	LT	-	-	-	21
W 6TH STREET	5+75	-	5+80	LT	-	-	-	22
W 6TH STREET	6+36	-	6+41	LT	18	-	-	-
W 6TH STREET	6+78	-	6+82	LT	34	-	-	-
W 6TH STREET	6+80	-	8+67	RT	1,045	10	-	-
W 6TH STREET	7+00	-	7+14	LT	148	-	-	-
W 6TH STREET	7+47	-	7+65	LT	135	10	-	-
W 6TH STREET	10+42	-	10+76	LT	634	22	-	-
W 6TH STREET	10+42	-	11+50	RT	824	10	-	-
W 6TH STREET	11+07	-	11+50	LT	392	12	-	-
KINZIE AVENUE	20'K'+02	-	22'K'+63	RT	1,575	20	28	-
HORLICK PARK DRIVE	42'H'+85	-	42'H'+90	LT	63	10	-	-
HORLICK PARK DRIVE	42'H'+85	-	42'H'+93	RT	50	10	-	-
HORLICK PARK DRIVE	42'H'+90	-	45'H'+97	LT	1,275	-	-	-
HORLICK PARK DRIVE	44'H'+19	-	44'H'+97	RT	115	-	-	-
TOTALS					**6,332**	**104**	**28**	**43**

* INTENDED FOR CARRIAGE WALKS IF NEEDED TO MATCH PROPOSED CURB & GUTTER ELEVATIONS

PIPE UNDERDRAIN

LOCATION	STATION	TO	STATION	OFFSET	310.0110 BASE AGGREGATE OPEN-GRADED TON	612.0106 PIPE UNDERDRAIN 6-INCH LF	612.0206 PIPE UNDERDRAIN UNPERFORATED 6-INCH LF	612.0806 APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH EACH	645.0111 GEOTEXTILE FABRIC TYPE DF SCHEDULE A SY
HORLICK PARK DRIVE	42'H'+95	-	43'H'+81	LT	8	114	10	1	51
HORLICK PARK DRIVE	42'H'+95	-	43'H'+81	RT	6	84	10	1	37
HORLICK PARK DRIVE	43'H'+85	-	46'H'+95	LT	21	300	-	-	133
HORLICK PARK DRIVE	43'H'+85	-	47'H'+00	RT	23	326	-	-	145
TOTALS					**58**	**824**	**20**	**2**	**366**

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

CONCRETE BARRIER TEMPORARY PRECAST

LOCATION	603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED LF	603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED LF	603.8500 ANCHORING CONCRETE BARRIER TEMPORARY PRECAST LF
PARKVIEW DRIVE	112.5	112.5	112.5
TOTALS	**112.5**	**112.5**	**112.5**

SALVAGED GUARDRAIL

LOCATION	STATION	TO	STATION	OFFSET	614.0920 SALVAGED RAIL LF	614.0925 SALVAGED GUARDRAIL END TREATMENTS EACH
W 6TH STREET	7+17	-	7+48	LT	33	2
TOTALS					**33**	**2**

FENCE CHAIN LINK

LOCATION	STATION	TO	STATION	OFFSET	616.0406 FENCE CHAIN LINK SALAVAGED 6-FT LF
W 6TH STREET	10+55	-	11+69	RT	110
TOTAL					**110**

FENCE SAFETY

LOCATION	STATION	TO	STATION	OFFSET	616.0700.S FENCE SAFETY LF
HORLICK PARK DRIVE	42'H'+37	-	44'H'+10	LT	203
HORLICK PARK DRIVE	45'H'+13	-	46'H'+90	LT	195
TOTAL					**398**

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

WATER

LOCATION	624.0100 WATER MGAL
UNDISTRIBUTED	200
TOTAL	**200**

NOTE: - USED FOR DUST CONTROL & BASE AGGREGATE

TRACKING PADS

LOCATION	STATION	OFFSET	628.7560 TRACKING PADS EACH
W 6TH STREET	4+85	LT/RT	2
W 6TH STREET	11+50	LT/RT	2
HORLICK PARK DRIVE	42'H'+80	LT/RT	2
		TOTAL	**6**

EROSION CONTROL

STAGES	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.6005 TURBIDITY BARRIER SY	628.7005 INLET PROTECTION TYPE A EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH	SPV.0090.01 SILT FENCE - SNAKE EXCLUSION BARRIER LF
1/2	W 6TH STREET	173	173	-	-	2	6	-	885
	HORLICK PARK DRIVE	-	-	-	-	-	1	-	932
	RIVERSIDE DRIVE	-	-	-	-	-	2	-	-
3A/3B	W 6TH STREET	173	173	330	4	2	6	-	398
	HORLICK PARK DRIVE	-	-	-	-	-	1	-	538
	RIVERSIDE DRIVE	-	-	-	-	-	2	-	-
4A/4B	W 6TH STREET	127	127	330	21	4	17	8	398
	HORLICK PARK DRIVE	-	-	-	5	-	-	4	538
	RIVERSIDE DRIVE	-	-	-	-	-	2	-	-
	KINZIE AVENUE	209	209	-	-	-	3	-	-
	UNDISTRIBUTED	171	171	165	8	2	10	3	922
	TOTALS	**853**	**853**	**825**	**38**	**10**	**50**	**15**	**4,611**

NOTE: REFER TO EROSION CONTROL SHEETS FOR EXACT LOCATIONS

EROSION BALES

LOCATION	628.1104 EROSION BALES EACH
UNDISTRIBUTED	100
TOTAL	**100**

ROCK BAGS

LOCATION	STATION	OFFSET	628.7570 ROCK BAGS EACH
KINZIE AVENUE	21'K'+37	RT	15
UNDISTRIBUTED			50
		TOTAL	**65**

MOBILIZATIONS EROSION CONTROL

LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
W 6TH STREET	20	15
TOTALS	**20**	**15**

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

SHRUBS

LOCATION	632.0201.01 SHRUBS (SPECIES) (SIZE) (ROOT) BUTTONBUSH CG 3-FT HT EACH	632.0201.02 SHRUBS (SPECIES) (SIZE) (ROOT) DOGWOOD, REDOSIER CG 2-FT HT EACH	632.9101 LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES EACH
WEST ABUTMENT	2	2	-
EAST ABUTMENT	2	2	-
UNDISTRIBUTED	-	-	14
TOTAL	**4**	**4**	**14**

NOTE: LOCATIONS ARE TO BE DIRECTED BY THE ENGINEER

RESTORATION ITEMS

LOCATION	STATION	TO	STATION	OFFSET	625.0100 TOPSOIL SY	627.0200 MULCHING SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIXTURE NO. 40 LB	630.0175 SEEDING MIXTURE NO. 75 LB	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER MGAL	631.0300 SOD WATER MGAL	631.1000 SOD LAWN SY
W 6TH STREET	4+85	-	7+64	LT	210	-	-	0.13	-	-	-	2	2	210
W 6TH STREET	4+85	-	6+80	RT	120	-	-	0.08	-	-	-	1	1	120
W 6TH STREET	6+80	-	8+71	RT	360	-	360	0.23	7	-	10	4	-	-
W 6TH STREET	8+15	-	8+76	LT	430	-	430	0.27	8	-	12	5	-	-
W 6TH STREET	8+05	-	8+18	LT	170	-	-	0.11	-	-	-	2	2	170
W 6TH STREET	10+22	-	10+69	LT	410	-	410	0.26	5	2	11	5	-	-
W 6TH STREET	10+22	-	11+62	RT	2,420	-	2,420	1.52	35	3	66	27	-	-
W 6TH STREET	11+07	-	11+33	LT	40	-	-	0.02	-	-	-	1	1	40
KINZIE AVENUE	20'K'+41	-	22'K'+59	RT	170	-	-	0.11	-	-	-	2	2	170
HORLICK PARK DRIVE	42'H'+40	-	42'H'+85	LT	40	-	40	0.03	1	-	2	1	-	-
HORLICK PARK DRIVE	42'H'+80	-	44'H'+45	RT	390	-	390	0.24	4	2	11	4	-	-
HORLICK PARK DRIVE	44'H'+96	-	47'H'+66	RT	440	-	440	0.28	4	2	12	5	-	-
HORLICK PARK DRIVE	45'H'+97	-	47'H'+27	LT	120	-	120	0.08	5	-	4	1	-	-
UNDISTRIBUTED					1,290	1,250	1,290	0.81	14	9	35	14	1	125
TOTALS					**6,610**	**1,250**	**5,900**	**4.17**	**83**	**18**	**163**	**75**	**10**	**835**

PAVEMENT MARKING

LOCATION	STATION	TO	STATION	646.1020 MARKING LINE EPOXY 4-INCH (YELLOW) (SOLID) LF	(WHITE) (SOLID) LF	(WHITE) (3' LINE/9' SKIP) LF	646.3020 MARKING LINE EPOXY 8-INCH (WHITE) (SOLID) LF	(WHITE) (3' LINE/9' SKIP) LF	646.5020 MARKING ARROW EPOXY EACH	646.5120 MARKING WORD EPOXY EACH	646.7120 MARKING DIAGONAL EPOXY 12-INCH LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.9010 MARKING LINE REMOVAL WATER BLASTING 4-INCH LF
W 6TH ST/KINZIE AVE	2+59	-	11+50	1,180	1,140	26	174	20	2	1	159	319	60
HORLICK PARK DRIVE	42'H'+80	-	47'H'+25	439	-	-	-	-	-	-	-	40	-
			SUBTOTAL	1,619	1,140	26	174	20	2	1	159	359	60
TOTALS 2703-00-72					**2,785**		**194**		**2**	**1**	**159**	**359**	**60**

3

3

REMOVING SIGNS

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

SIGN #	SIGN CODE	DESCRIPTION	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	SIGN MOUNTED ON SAME POST AS #
R200		NO PARKING	1		LIGHT POLE
R201	S1-1	SCHOOL ZONE	1	1	
R201A	W16-9P	AHEAD	1	--	R201
R202	R7-1a	NO PARKING ANY TIME	1	--	R201
R203	R7-1a	NO PARKING ANY TIME	1	--	LIGHT POLE
R204	R7-1a	NO PARKING ANY TIME	1	--	LIGHT POLE
R205	R1-1	STOP	1	1	
R206	W1-6	LARGE ARROW	1	--	R205
R207	R7-1a	NO PARKING ANY TIME	1	--	LIGHT POLE
R208	W1-6	LARGE ARROW	1	1	
R209	S1-1	SCHOOL ZONE	1	--	LIGHT POLE
R210	S16-7L	ARROW	1	--	LIGHT POLE
R211	S1-1	SCHOOL ZONE	1	--	LIGHT POLE
R212	R7-1a	NO PARKING ANY TIME	1	--	LIGHT POLE
R213	R7-1a	NO PARKING ANY TIME	1	--	LIGHT POLE
R214	R7-1a	NO PARKING ANY TIME	1	--	LIGHT POLE
R215	S1-1	SCHOOL ZONE	1	1	
R216	W16-9P	AHEAD	1	--	R215
R217	R1-1	STOP	1	1	
R218	R7-1a	NO PARKING ANY TIME	1	--	R217
R219		NO PARKING	1	1	
R220	R7-201ap	TOW AWAY ZONE	1	--	R219
R221	R5-3	NO MOTOR VEHICLES	1	1	
R222	R7-1a	NO PARKING ANY TIME	1	1	
R223	R7-1a	NO PARKING ANY TIME	1	--	LIGHT POLE
R224	W11-1	BICYCLE WARNING	1	--	
TOTALS 2703-00-72			**26**	**9**	

MOVING SIGNS

SIGN #	DESCRIPTION	638.2102 MOVING SIGNS TYPE II EACH	SIGN MOUNTED ON SAME POST AS #
M100	PARKING RESTRICTIONS	1	P304
M101	STREET NAME	1	P307
M101A	STREET NAME	1	P307
M102	NEIGHBORHOOD WATCH	1	P305
M103	RIVER NAME	1	LIGHT POLE
M104	RIVER NAME	1	LIGHT POLE
M105	STREET NAME	1	P320
M106	STREET NAME	1	P320
M107	ROOT RIVER PATHWAY	1	LIGHT POLE
M108	ROOT RIVER PATHWAY	1	LIGHT POLE
TOTALS 2703-00-72		**10**	

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PERMANENT SIGNING

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

SIGN #	SIGN CODE AND SIZE	DESCRIPTION	SIGN SIZE IN	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0810 POSTS TUBULAR STEEL 2X2-INCH X 10-FT EACH	634.0812 POSTS TUBULAR STEEL 2X2-INCH X 12-FT EACH	634.0814 POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH	SIGN MOUNTED ON SAME POST AS #
P300	W4-2L (2S)	LEFT LANE ENDS	36 X 36	--	9.00	--	--	1	
P301	R7-1L(2S)	NO PARKING ANY TIME	18 X 24	3.00	--	--	--	--	LIGHT POLE
P302	R7-1D(2S)	NO PARKING ANY TIME	18 X 24	3.00	--	--	--	--	LIGHT POLE
P303	S1-1(2)	SCHOOL ZONE	36 X 36	--	6.75	--	1	--	
P303A	W16-9P(2S)	AHEAD	24 X 12	--	2.00	--	--	--	P303
P304	R7-1R(2S)	NO PARKING ANY TIME	18 X 24	3.00	--	--	1	--	
P305	R7-1L(2S)	NO PARKING ANY TIME	18 X 24	3.00	--	--	--	--	LIGHT POLE
P306	R9-3A(2S)	NO PEDESTRIAN CROSSING	18 X 18	2.25	--	1	--	--	
P306A	R9-3BR(2S)	USE CROSSWALK	18 X 12	1.50	--	--	--	--	P30
P307	R1-1(2S)	STOP	30 X 30	5.18	--	--	1	--	
P307A	W1-6(1)	LARGE ARROW	36 X 18	--	4.50	--	--	--	P307
P308	R7-1D(2S)	NO PARKING ANY TIME	18 X 24	3.00	--	--	--	--	LIGHT POLE
P309	W1-6(1)	LARGE ARROW	36 X 18	--	4.50	1	--	--	
P310	R7-1D(2S)	NO PARKING ANY TIME	18 X 24	3.00	--	--	--	--	LIGHT POLE
P311	S1-1(2)	SCHOOL ZONE	36 X 36	--	6.75	--	1	--	
P311A	S16-7L(2S)	ARROW	24 X 12	--	2.00	--	--	--	P311
P312	S1-1(2)	SCHOOL ZONE	36 X 36	--	6.75	--	--	--	LIGHT POLE
P313	S16-7L(2S)	ARROW	24 X 12	--	2.00	--	--	--	LIGHT POLE
P314	R7-1D(2S)	NO PARKING ANY TIME	18 X 24	3.00	--	--	--	--	LIGHT POLE
P315	R7-1D(2S)	NO PARKING ANY TIME	18 X 24	3.00	--	--	--	--	LIGHT POLE
P316	R7-1D(2S)	NO PARKING ANY TIME	18 X 24	3.00	--	--	--	--	LIGHT POLE
P317	S1-1(2)	SCHOOL ZONE	36 X 36	--	6.75	--	--	--	LIGHT POLE
P317A	W16-9P(2S)	AHEAD	24 X 12	--	2.00	--	--	--	LIGHT POLE
P317B	R7-1L(2S)	NO PARKING ANY TIME	18 X 24	3.00	--	--	--	--	LIGHT POLE
P318	R9-3A(2S)	NO PEDESTRIAN CROSSING	18 X 18	2.25	--	1	--	--	
P318A	R9-3BR(2S)	USE CROSSWALK	18 X 12	1.50	--	--	--	--	P318
P319	R7-1R(2S)	NO PARKING ANY TIME	18 X 24	3.00	--	--	1	--	
P320	R1-1(2S)	STOP	30 X 30	5.18	--	--	1	--	
P320A	R7-1R(2S)	NO PARKING ANY TIME	18 X 24	3.00	--	--	--	--	P320
P321	W11-15(2S)	TRAIL CROSSING	30 X 30	--	6.25	--	1	--	
P322	W16-9P(2S)	AHEAD	24 X 12	--	2.00	--	--	--	P321
P323	W11-15(2S)	TRAIL CROSSING	30 X 30	--	6.25	--	1	--	
P324	S16-7L(2S)	ARROW	24 X 12	--	2.00	--	--	--	P323
P325	W11-15(2S)	TRAIL CROSSING	30 X 30	--	6.25	--	1	--	
P326	S16-7L(2S)	ARROW	24 X 12	--	2.00	--	--	--	P325
P327	R5-3(2S)	NO MOTOR VEHICLES	24 X 24	4.00	--	--	1	--	
P328	W11-15(2S)	TRAIL CROSSING	30 X 30	--	6.25	--	1	--	
P329	W16-9P(2S)	AHEAD	24 X 12	--	2.00	--	--	--	P328
P330	R7-1D(2S)	NO PARKING ANY TIME	18 X 24	3.00	--	--	--	--	LIGHT POLE
P331	W1-2R(1)	CURVES RIGHT	24 X 24	--	4.00	1	--	--	
P332	R1-1(6)	STOP	18 X 18	1.86	--	1	--	--	
P333	R7-1D(2S)	NO PARKING ANY TIME	18 X 24	3.00	--	--	--	--	LIGHT POLE
P334	R9-3A(2S)	NO PEDESTRIAN CROSSING	18 X 18	2.25	--	--	--	--	LIGHT POLE
P335	R9-3BR(2S)	USE CROSSWALK	18 X 12	1.50	--	--	--	--	LIGHT POLE
P336	W11-1(2S)	BICYCLE WARNING	30 X 30	--	6.25	--	1	--	
		TOTALS 2703-00-72		**69.47**	**96.25**	**5**	**12**	**1**	

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

TRAFFIC CONTROL SUMMARY

STAGES	TRAFFIC CONTROL/DETOUR	APPROXIMATE SERVICE DAYS	643.0300 TRAFFIC CONTROL DRUMS IN SERVICE	643.0300 DAYS	643.0410 TRAFFIC CONTROL BARRICADES TYPE II IN SERVICE	643.0410 DAYS	643.0420 TRAFFIC CONTROL BARRICADES TYPE III IN SERVICE	643.0420 DAYS	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A IN SERVICE	643.0705 DAYS	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C IN SERVICE	643.0715 DAYS	643.0900 TRAFFIC CONTROL SIGNS IN SERVICE	643.0900 DAYS	643.1050 TRAFFIC CONTROL SIGNS PCMS IN SERVICE	643.1050 DAYS	643.5000 TRAFFIC CONTROL EACH	644.1601 TEMPORARY PEDESTRIAN CURB RAMP IN SERVICE	644.1601 DAYS
1	ADVANCED SIGNING	31	-	-	-	-	10	310	12	372	-	-	14	434	-	-	-	-	-
	PEDESTRIAN	31	-	-	6	186	2	62	8	248	-	-	8	248	-	-	-	-	-
	RT LANE CLOSURE	2	18	36	-	-	2	4	2	4	5	10	8	16	-	-	-	-	-
	PARKVIEW DRIVE	2	20	40	1	2	4	8	4	8	6	12	5	10	-	-	-	2	4
2	ADVANCED SIGNING	31	-	-	-	-	36	1,116	74	2,294	-	-	43	1,333	-	-	-	-	-
	PEDESTRIAN	31	-	-	4	124	9	279	13	403	-	-	12	372	-	-	-	-	-
	PARKVIEW DRIVE	31	25	775	1	31	17	527	20	620	11	341	13	403	-	-	-	2	62
	W 6TH STREET DETOUR	31	-	-	-	-	3	93	6	186	-	-	221	6,851	4	28	-	-	-
	ROOT RIVER PATHWAY DETOUR	31	-	-	-	-	6	186	11	341	-	-	80	2,480	-	-	-	-	-
	PEDESTRIAN DETOUR	31	-	-	-	-	-	-	-	-	-	-	47	1,457	-	-	-	-	-
3A/3B	ADVANCED SIGNING	120	-	-	-	-	36	4,320	74	8,880	-	-	43	5,160	-	-	-	-	-
	PEDESTRIAN	120	-	-	4	480	9	1,080	13	1,560	-	-	12	1,440	-	-	-	-	-
	PARKVIEW DRIVE	120	25	3,000	1	120	17	2,040	20	2,400	11	1,320	13	1,560	-	-	-	2	240
	W 6TH STREET DETOUR	120	-	-	-	-	3	360	6	720	-	-	221	26,520	-	-	-	-	-
	ROOT RIVER PATHWAY DETOUR	120	-	-	-	-	6	720	11	1,320	-	-	80	9,600	-	-	-	-	-
	PEDESTRIAN DETOUR	120	-	-	-	-	-	-	-	-	-	-	47	5,640	-	-	-	-	-
	ROOT RIVER PORTAGE ROUTE	70	-	-	-	-	-	-	-	-	-	-	163	11,410	-	-	-	-	-
4A/4B	ADVANCED SIGNING	275	-	-	-	-	36	9,900	74	20,350	-	-	43	11,825	-	-	-	-	-
	PEDESTRIAN	275	-	-	4	1,100	16	4,400	18	4,950	-	-	18	4,950	-	-	-	-	-
	PARKVIEW DRIVE	275	25	6,875	1	275	15	4,125	20	5,500	11	3,025	13	3,575	-	-	-	6	1,650
	W 6TH STREET DETOUR	275	-	-	-	-	3	825	6	1,650	-	-	221	60,775	-	-	-	-	-
	ROOT RIVER PATHWAY DETOUR	275	-	-	-	-	6	1,650	11	3,025	-	-	80	22,000	-	-	-	-	-
	PEDESTRIAN DETOUR	275	-	-	-	-	-	-	-	-	-	-	47	12,925	-	-	-	-	-
	ROOT RIVER PORTAGE ROUTE	20	-	-	-	-	-	-	-	-	-	-	163	3,260	-	-	-	-	-
	UNDISTRIBUTED	31	20	620	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-
	TOTALS			**10,726**		**2,318**		**32,005**		**54,831**		**4,708**		**194,244**		**28**	**1**		**1,956**

TRAFFIC CONTROL COVERING SIGNS

LOCATION	NUMBER OF SIGNS	CYCLES	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH
UNDISTRIBUTED	5	1	5
TOTAL			**5**

TRAFFIC CONTROL SIGNS FIXED MESSAGE

DESCRIPTION	SIZE IN X IN	NUMBER OF SIGNS REQUIRED	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF
W 6TH ST	12 x 36	78	2808.00
ROOT RIVER PATHWAY	12 X 24	28	672.00
ROOT RIVER PATHWAY NO ACCESS	18 X 24	5	180.00
ROOT RIVER PORTAGE	12 X 24	51	1224.00
ROOT RIVER	6 X 24	6	72.00
ROOT RIVER CLOSED AHEAD	18 X 24	6	216.00
ROOT RIVER CLOSED AT W 6TH ST. FOLLOW PORTAGE ROUTE	30 X 30	3	225.00
W 6TH ST SIDEWALK	12 X 24	17	408.00
	TOTAL		**5805.00**

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ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

CONSTRUCTION STAKING

STATION	TO	STATION	LOCATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.6500 CONSTRUCTION STAKING STRUCTURE LAYOUT .01 B-51-155 LS	650.6500 CONSTRUCTION STAKING STRUCTURE LAYOUT .02 R-51-0087 LS	650.6500 CONSTRUCTION STAKING STRUCTURE LAYOUT .03 R-51-0088 LS	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF	SPV.0165.03 CONSTRUCTION STAKING SIDEWALK SF
CATEGORY 0010													
4+85	-	8+68	W 6TH STREET	383	-	-	-	-	-	363	3	383	1,461
10+42	-	11+50	W 6TH STREET	108	-	-	-	-	-	88	4	108	1,878
20+00	-	22+25	KINZIE AVENUE	68	-	-	-	-	-	68	-	200	1,571
42+80	-	47+25	HORLICK PARK DRIVE	445	445	890	-	-	-	-	3	445	1,422
CATEGORY 0020													
			B-51-155	-	-	-	1	-	-	-	-	-	-
CATEGORY 0030													
			R-51-0087	-	-	-	-	1	-	-	-	-	-
CATEGORY 0040													
			R-51-0088	-	-	-	-	-	1	-	-	-	-
			TOTALS	**1,004**	**445**	**890**	**1**	**1**	**1**	**519**	**10**	**1,136**	**6,332**

CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS

650.8500.01
CONSTRUCTION
STAKING
ELECTRICAL INSTALLATIONS
(2703-00-72)

PROJECT ID	DECRIPTION	LS
2703-00-72	W 6TH STREET	1
TOTAL CATEGORY 0050		**1**

CONSTRUCTION STAKING SUPPLEMENTAL CONTROL

650.9910.01
CONSTRUCTION STAKING
SUPPLEMENTAL CONTROL
(2703-00-72)

PROJECT ID	DECRIPTION	LS
2703-00-72	W 6TH STREET	1
	TOTAL	**1**

TEST ROLLING

SPV.0170.01
TEST
ROLLING

LOCATION	STATION	-	STATION	OFFSET	STA
W 6TH STREET	4+85	-	11+50	LT/RT	8
HORLICK PARK DRIVE	42'H'+80	-	47'H'+25	LT/RT	6
			TOTAL		**14**

TEMPORARY PEDESTRIAN ACCESS

LOCATION	644.1410 TEMPORARY PEDESTRIAN SURFACE ASPAHLT SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH LF
W 6TH STREET	200	160	152
PARKVIEW DRIVE	100	20	60
TOTALS	**300**	**180**	**212**

EXCAVATION, HAULING, AND DISPOSAL OF SEDIMENT

SPV.0195.01
EXCAVATION, HAULING,
AND DISPOSAL OF SEDIMENT

LOCATION	TON
W 6TH STREET CAUSEWAY	5,945
TOTAL	**5,945**

SAWING

LOCATION	STATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
W 6TH STREET	4+85	-	43
W 6TH STREET	7+47	-	5
W 6TH STREET	11+50	-	59
KINZIE AVENUE	20'K'+68	-	71
PARKVIEW DRIVE	30'P'+45	30	3
PARKVIEW DRIVE	30'P'+65	30	3
HORLICK PARK DRIVE	42'H'+52	-	3
HORLICK PARK DRIVE	42'H'+80	33	-
HORLICK PARK DRIVE	47'H'+25	-	77
TOTALS		**93**	**264**

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LIGHTING UNIT REMOVAL QUANTITIES

NO	204.0195 REMOVING CONCRETE BASES EACH	204.9060.S.01 REMOVING LIGHTING UNITS EACH	SPV.0060.01 REMOVING AND STORING LIGHTING UNITS EACH
251-1,3-2	1		1
251-1,3-3	1		1
251-1,3-4	1		1
251-1,3-5	1		1
251-1,3-6			1
251-1,3-6A	1		1
251-1,3-7		1	
251-9,11-2	1		1
251-9,11-4		1	
251-9,11-7	1		1
251-9,11-8			1
TOTALS	7	2	9

LIGHTING UNIT QUANTITIES

NO.	654.0105 CONCRETE BASES TYPE 5 EACH	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG * LF	SPV.0060.02 FLOODLIGHTING POLE CONCRETE BASES EACH	SPV.0060.03 REINSTALLING LIGHTING UNITS EACH	SPV.0060.04 BRIDGE LIGHTING UNITS EACH
251-1,3-2	1	120		1	
251-1,3-3	1	120		1	
251-1,3-4	1	120		1	
251-1,3-5	1	120		1	
251-1,3-6		120		1	
251-1,3-6A		126	1	1	
251-1,3-7A		84			1
251-1,3-7B		84			1
251-1,3-7C		84			1
251-9,11-2	1	120		1	
251-9,11-4A		84			1
251-9,11-4B		84			1
251-9,11-4C		84			1
251-9,11-7		126	1	1	
251-9,11-8		120		1	
TOTALS	5	1596	2	9	6

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

UNDERDECK LIGHTING REMOVAL QUANTITIES

LOC.	204.9105.S.01 REMOVING UNDERDECK LIGHTING LS
HORLICK PARK DR/6TH ST BRIDGE	1
TOTAL	1

UNDERDECK LIGHTING QUANTITIES

NO./LOC.	659.0600.01 UNDERDECK LIGHTING B-51-0155 LS	SPV.0060.05 UNDERDECK LED LUMINAIRES EACH
HORLICK PARK DR/6TH ST BRIDGE	1	
251-1,3-7D		1
251-1,3-7E		1
TOTALS	1	2

LIGHTING PULL BOX REMOVAL QUANTITIES

NO.	653.0905 REMOVING PULL BOXES EACH
PB-1	1
PB-2	1
PB-3	1
PB-4	1
PB-5	1
PB-6	1
PB-7	1
TOTAL	7

LIGHTING PULL BOX QUANTITIES

NO.	653.0140 PULL BOXES STEEL 24X42-INCH EACH
LPB-1	1
LPB-2	1
LPB-3	1
LPB-4	1
LPB-5	1
LPB-6	1
LPB-7	1
LPB-8	1
LPB-9	1
LPB-10	1
TOTAL	10

ALL ITEMS CATEGORY 0050

LIGHTING BRANCH CIRCUIT WIRE AND CONDUIT QUANTITIES

FROM	TO	652.0210 CONDUIT RIGID NONMETALLIC SCHEDULE 40 1-INCH LF	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0605 CONDUIT SPECIAL 2-INCH * LF	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG ** LF	655.0630 ELECTRICAL WIRE LIGHTING 4 AWG LF
251-1,3-2	251-1,3-3		140			450
251-1,3-3	LPB-7		73			252
LPB-7	LPB-8		65			231
LPB-8	251-1,3-4		37			144
251-1,3-4	251-1,3-5		145			465
251-1,3-5	LPB-9		105			348
LPB-9	251-1,3-6	6			54	
LPB-9	LPB-10		33			135
LPB-10	251-1,3-6A		115			387
LPB-8	JB-4		60			279
JB-4	JB-5					195
JB-5	JB-6					408
JB-6	LPB-6		105			363
LPB-6	251-1,3-8					210
251-9,11-1	251-9,11-2		320			990
251-9,11-2	LPB-1		33			132
LPB-1	LPB-2		70	25		321
LPB-2	251-9,11-8	8			60	
LPB-2	LPB-3		46			174
LPB-3	251-9,11-7		78			276
LPB-2	LPB-4		80			276
LPB-1	JB-1		14			144
JB-1	JB-2					195
JB-2	JB-3					408
JB-3	LPB-5		58			369
LPB-5	251-9,11-5					615
JB-1	251-9,11-4A				30	
JB-2	251-9,11-4B				30	
JB-3	251-9,11-4C				30	
JB-4	251-1,3-7A				30	
JB-5	251-1,3-4B				30	
JB-6	251-1,3-4C				30	
	TOTALS	14	1577	25	294	7767

* CONDUIT NONMETALLIC SCHEDULE 40
** ADDITIONAL QUANTITIES LISTED ELSEWHERE

ALL ITEMS CATEGORY 0050

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CITY OF RACINE ROADWAY ITEMS - CATEGORY 0060

LOCATION	STATION	OFFSET	204.0210 REMOVING MANHOLES EACH	611.8110 ADJUSTING MANHOLE COVERS EACH	618.0100.01 MAINTENANCE AND REPAIR OF HAUL ROADS 2703-00-72 EACH	653.0900 ADJUSTING PULL BOXES EACH	SPV.0060.09 UTILITY LINE OPENING (ULO) EACH	COMMENTS
W 6TH STREET	7+44	21.5' RT	1	-	-	-	-	
W 6TH STREET	11+38	28.5' RT	-	1	-	-	-	CITY OF RACINE FIBER OPTIC COMMUNICATIONS VAULT
W 6TH STREET	-	-	-	-	1	-	-	
UNDISTRIBUTED			-	-	-	4	5	ADJUSTING PULL BOXES IS FOR CITY OF RACINE FIBER OPTIC
		TOTALS	**1**	**1**	**1**	**4**	**5**	

UTILITY ITEMS (SANITARY SEWER) - CATEGORY 0070

LOCATION	STATION	OFFSET	204.0210 REMOVING MANHOLES EACH	SPV.0060.07 SANITARY MANHOLE ADJUSTMENTS EACH	SPV.0060.08 SANITARY MANHOLE CHIMNEY SEAL EACH
W 6TH STREET	7+65	29.9' LT	-	1	-
W 6TH STREET	7+82	20.6' LT	-	1	-
W 6TH STREET	8+77	1.0' RT	1	-	-
W 6TH STREET	10+43	34.4' RT	1	-	-
W 6TH STREET	10+43	0.4' RT	1	-	-
W 6TH STREET	10+44	32.7' LT	1	-	-
W 6TH STREET	10+99	1.0' RT	-	1	-
HORLICK PARK DRIVE	43'H'+64	7.1' RT	-	1	-
HORLICK PARK DRIVE	43'H'+83	36.7' LT	-	1	-
HORLICK PARK DRIVE	44'H'+41	3.1' LT	1	-	-
HORLICK PARK DRIVE	44'H'+72	6.2' LT	1	-	-
UNDISTRIBUTED			-	-	3
		TOTALS	**6**	**5**	**3**

UTILITY ITEMS (SANITARY SEWER) - CATEGORY 0070

STATION	OFFSET	TO	STATION	OFFSET	204.0245.01 REMOVING STORM SEWER 12-INCH LF	204.0245.02 REMOVING STORM SEWER 15-INCH LF	204.0245.04 REMOVING STORM SEWER 24-INCH LF	204.0245.05 REMOVING STORM SEWER 30-INCH LF	COMMENTS
8+53	0.5' LT	-	8+77	1.0' RT	-	-	24	-	CLAY OR CONCRETE PIPE MATERIAL
8+77	1.0' RT	-	44'H'+72	6.2' LT	-	-	18	-	CLAY OR CONCRETE PIPE MATERIAL
44'H'+41	3.1' LT	-	44'H'+72	6.2' LT	32	-	-	-	CLAY OR CONCRETE PIPE MATERIAL
10+43	0.4' RT	-	10+99	1.0 RT	-	56	-	-	CLAY OR CONCRETE PIPE MATERIAL
10+44	32.7' LT	-	10+43	34.4' RT	-	-	-	21	CAST IRON
			TOTALS		**32**	**56**	**42**	**21**	

UTILITY ITEMS (WATER MAIN) - CATEGORY 0070

LOCATION	204.0280 SEALING PIPES EACH
UNDISTRIBUTED	6
TOTAL	**6**

NOTE:
ITEM TO BE USED IN THE EVENT A DISCONTINUED WATER MAIN NEEDS TO BE SEALED

CONVENTIONAL SYMBOLS

SECTION LINE
HIGHWAY EASEMENT
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW HE 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
PRW POINT NUMBER
SECTION CORNER
NOTATION FOR COMBUSTABLE FLUIDS
NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES

UTILITY NUMBER
TLE POINT NUMBER
R/W MONUMENT
NON-MONUMENTED R/W POINT
FOUND IRON PIN
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 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 NUMBER	NGS	UNITED STATES HIGHWAY	USH
	NO	VOLUME	V

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), KENOSHA 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 3/4"X24" IRON REBARS) 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.

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

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

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

EXISTING HIGHWAY RIGHT-OF-WAY FOR WEST 6TH STREET ESTABLISHED FROM KINZIE PARK SUBDIVISION, GORTON'S SUBDIVISION, ROE'S SUBDIVISION, AND SECTION LINE.
EXISTING HIGHWAY RIGHT-OF-WAY FOR PARKVIEW DRIVE ESTABLISHED FROM GORTON'S SUBDIVISION.
EXISTING HIGHWAY RIGHT-OF-WAY FOR RIVERSIDE DRIVE ESTABLISHED FROM ROE'S SUBDIVISION.
EXISTING HIGHWAY RIGHT-OF-WAY FOR HORLICK DRIVE ESTABLISHED FROM KINZIE SUBDIVISION AND EXISTING CENTERLINE.

CONVENTIONAL UTILITY SYMBOLS

	NON-COMPENSABLE	COMPENSABLE
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		
POWER POLE		
TELEPHONE POLE		
TELEPHONE PEDESTAL		

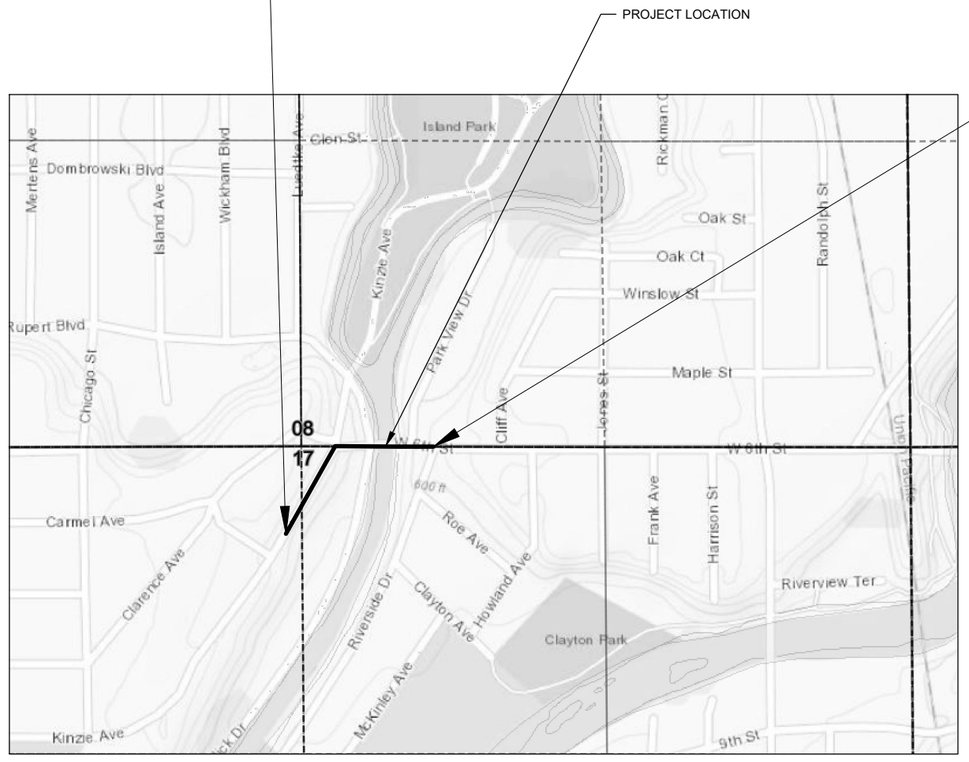
CURVE DATA ABBREVIATIONS

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

BEGIN RELOCATION ORDER
STA 4+50
Y = 185355.886
X = 633621.093
LOCATED 280.30 FEET SOUTH AND 19.54 FEET WEST OF THE NORTH ¼ CORNER OF SECTION 17, TOWNSHIP 3 NORTH, RANGE 23 EAST

PROJECT LOCATION

END RELOCATION ORDER
STA 12+00
Y = 185636.416
X = 634231.972
LOCATED 0.23 FEET NORTH AND 591.34 FEET EAST OF THE NORTH ¼ CORNER OF SECTION 17, TOWNSHIP 3 NORTH, RANGE 23 EAST



N

LAYOUT
SCALE 0 .25 MILE

TOTAL NET LENGTH OF CENTERLINE = 750 FEET.

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
2703-00-02		
CONSTRUCTION PROJECT NUMBER 2703-00-72	4.01	2

PLAT OF RIGHT OF WAY REQUIRED FOR

WEST 6TH STREET

BRIDGE OVER THE ROOT RIVER

LOCAL STREET	RACINE COUNTY

APPROVED FOR THE CITY OF RACINE

3-9-2021
DATE

JOHN C ROONEY
COMMISSIONER OF PUBLIC WORKS

PLAT PREPARED BY
AYRES ASSOCIATES

THE SURVEY IS PREPARED AT THE REQUEST OF THE CITY OF RACINE

THE FIELD SURVEY WAS PERFORMED IN DECEMBER 2019.

THIS SURVEY IS ACCURATE TO THE BEST OF MY KNOWLEDGE AND BELIEF.

WISCONSIN
BENJAMIN J LARSON
S-3006
EAST TROY
WISCONSIN
LAND SURVEYOR

9/14/2020
DATE

BENJAMIN J LARSON,
P.L.S. S-3006

REVISION DATE
02/02/2021

FILE NAME : V:\TRANS-WK\45041000 6TH\ROADWAY\C3D\RW\6TH ST RW PLAT_TS.DWG
PLOT DATE : 2/3/2021 11:48 AM
PLOT BY : LARSON, BENJAMIN
PLOT NAME :
BASE DATE: 04/30/2019

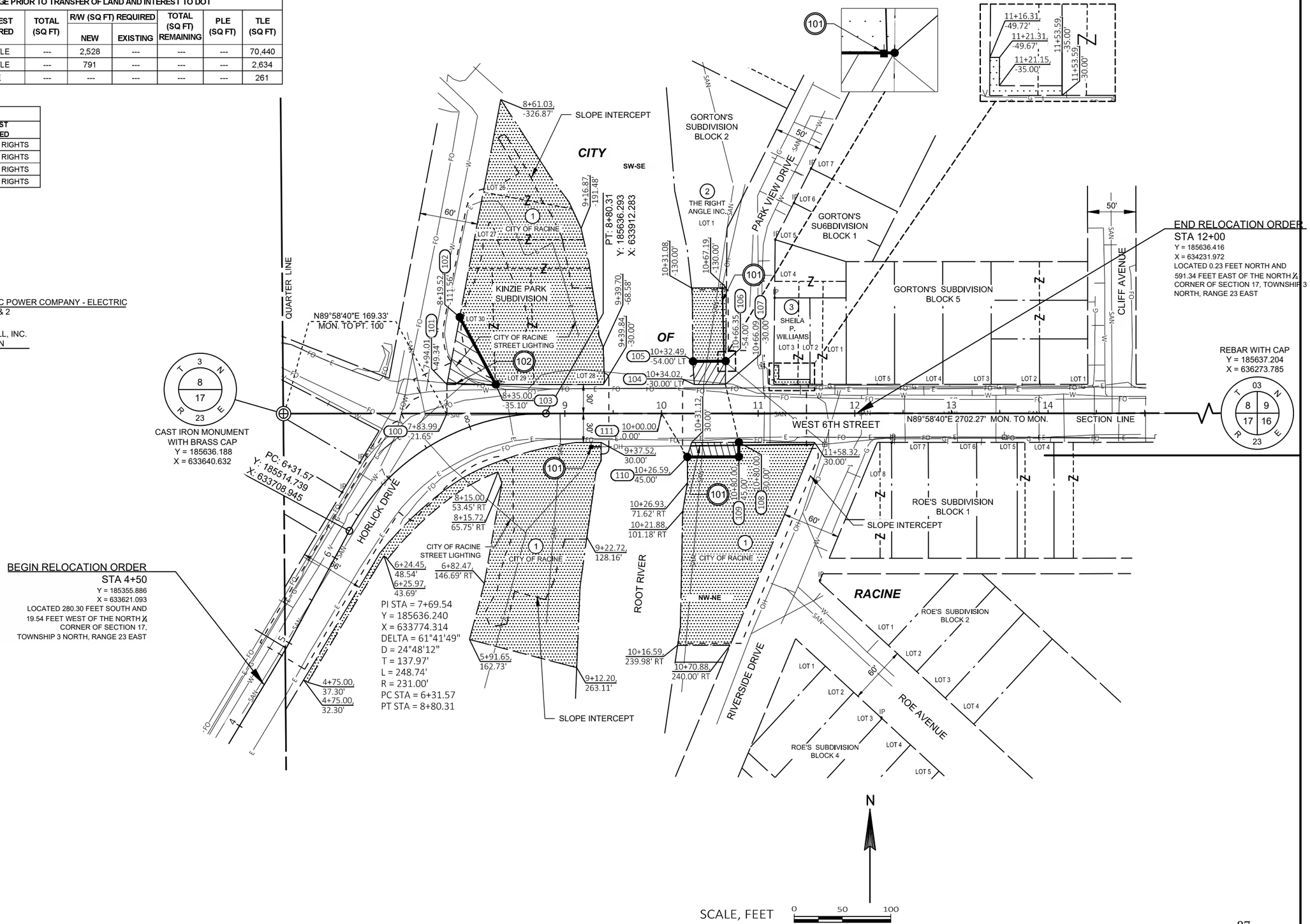
SCHEDULE OF LANDS & INTERESTS REQUIRED		OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSE ONLY AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTEREST TO DOT						
PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	TOTAL (SQ FT)	R/W (SQ FT) REQUIRED		TOTAL (SQ FT) REMAINING	PLE (SQ FT)	TLE (SQ FT)
				NEW	EXISTING			
1	CITY OF RACINE	FEE/TLE	---	2,528	---	---	---	70,440
2	THE RIGHT ANGLE	FEE/TLE	---	791	---	---	---	2,634
3	SHEILA P WILLIAMS	TLE	---	---	---	---	---	261

UTILITY INTERESTS REQUIRED		
PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED
100	CITY OF RACINE SEWER	RELEASE OF RIGHTS
101	WE ENERGIES ELECTRIC	RELEASE OF RIGHTS
102	AT&T DISTRIBUTION	RELEASE OF RIGHTS
103	CITY OF RACINE WATER	RELEASE OF RIGHTS

(101) WE ENERGIES, AKA WISCONSIN ELECTRIC POWER COMPANY - ELECTRIC
NO EASEMENT OF RECORD - PARCELS 1 & 2

(102) AT&T DISTRIBUTION, AKA WISCONSIN BELL, INC.
D/B/A AT&T WISCONSIN - COMMUNICATION
NO EASEMENT OF RECORD - PARCEL 1

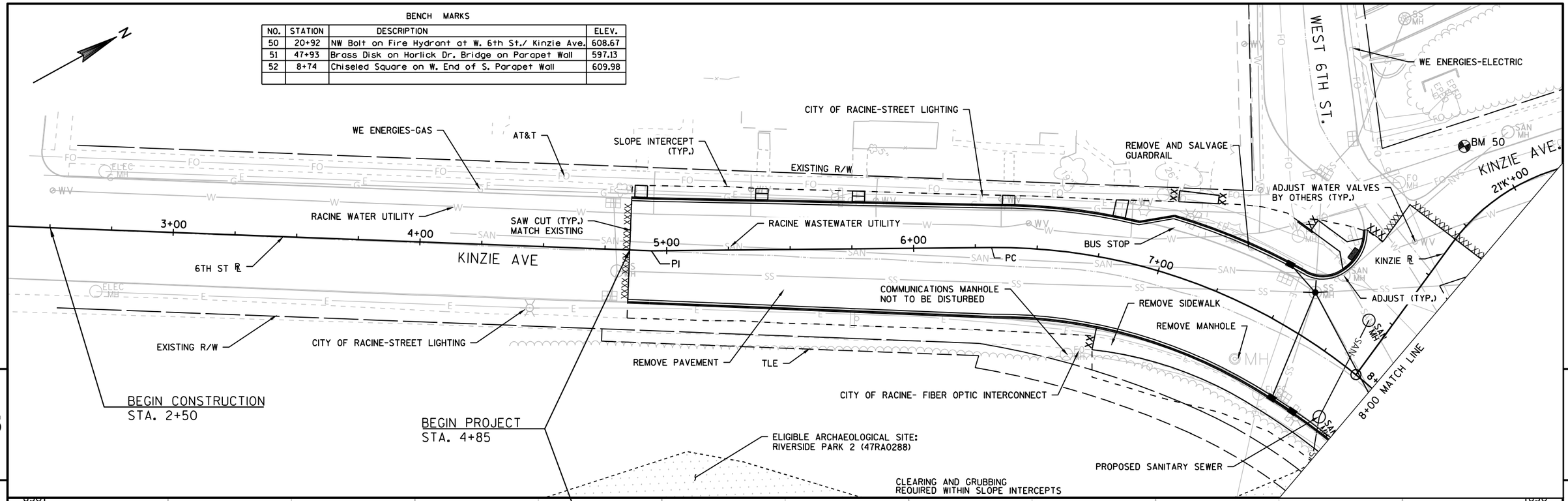
COURSE TABLE		
100-101	N00° 01' 20"W	30.00'
101-102	N10° 41' 39"E	71.00'
102-103	S28° 07' 25"E	79.09'
103-104	N89° 58' 40"E	205.57'
104-105	N03° 40' 06"W	24.05'
105-106	N89° 58' 40"E	33.86'
106-107	S00° 36' 27"W	24.00'
107-108	S13° 04' 30"E	61.59'
108-109	S00° 01' 20"E	15.00'
109-110	S89° 58' 40"W	53.41'
110-111	N30° 35' 45"W	52.27'
111-100	S89° 58' 40"W	222.01'



FILE NAME : V:\TRANS-WK\45041000 6TH\ROADWAY\C3D\RW\6TH ST RW PLAT SHEET_2_1_7058.DWG PLOT DATE : 2/2/2021 4:04 PM PLOT BY : LARSON, BENJAMIN PLOT NAME : PLOT SCALE : 1 IN:100 FT
BASE DATE: 04/30/2019 - 4.04

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
50	20+92	NW Bolt on Fire Hydrant at W. 6th St./ Kinzie Ave.	608.67
51	47+93	Brass Disk on Horlick Dr. Bridge on Parapet Wall	597.13
52	8+74	Chiseled Square on W. End of S. Parapet Wall	609.98



PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	PLAN AND PROFILE: WEST 6TH STREET	SHEET 88	E

FILE NAME : I:\49\45041000 6TH\ROADWAY\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 6TH ST. (1)

PLOT DATE : 1/27/2021 8:35 AM PLOT BY : SANDERFOOT, JASON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

ELIGIBLE ARCHAEOLOGICAL SITE: RIVERSIDE PARK 2 (47RA0288)

CLEARING AND GRUBBING REQUIRED WITHIN SLOPE INTERCEPTS

PROPOSED R/W

RETAINING WALL (R-51-0087)

WETLANDS (TYP.)

HORLICK ℄

SPECTRUM

PARKVIEW DR.

PARKVIEW ℄

PROPOSED R/W

REMOVE SIDEWALK

REMOVE PAVEMENT

EXISTING MODULAR BLOCK WALL TO REMAIN

ADJUST WATER VALVES BY OTHERS (TYP.)

TLE

AT&T

CITY OF RACINE-STREET LIGHTING

EXISTING R/W

BUS STOP

SAW CUT (TYP.) MATCH EXISTING

RACINE WATER UTILITY

WE ENERGIES-GAS

6TH ST ℄

WEST 6TH ST.

RACINE WASTEWATER UTILITY

ADJUST (TYP.)

WE ENERGIES-ELECTRIC

CITY OF RACINE -FIBER OPTIC INTERCONNECT

8+00 MATCH LINE

BM 52

FENCE CHAIN LINK SALVAGED 6-FT STA 10+55 - STA 11+69

REMOVE SIDEWALK

COMMUNICATIONS VAULT NOT TO BE DAMAGED. ADJUST COVER TO FINAL SIDEWALK GRADE. PAID FOR AS ADJUSTING MANHOLE COVERS

END PROJECT STA. 11+50

RETAINING WALL (R-51-0088)

HORLICK PARK DR.

ROOT RIVER

PROPOSED R/W

PROTECT SANITARY MANHOLE

SAN MH

PROPOSED SANITARY SEWER

SLOPE INTERCEPT (TYP.)

RIVERSIDE DR.

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
50	20+92	NW Bolt on Fire Hydrant at W. 6th St./ Kinzie Ave.	608.67
51	47+93	Brass Disk on Horlick Dr. Bridge on Parapet Wall	597.13
52	8+74	Chiseled Square on W. End of S. Parapet Wall	609.98

N

STA 9+55.31
STRUCTURE B-51-155 REQUIRED
TWO-SPAN CONCRETE FLAT SLAB
AND 54W" PRESTRESSED CONCRETE GIRDER

STA 9+70
REMOVE STRUCTURE P-51-709
TWO-SPAN CONCRETE BRIDGE
161 FOOT OVERALL LENGTH

VCL = 105.00
K = 21.67

-0.70%

4.15%

PROPOSED PROFILE ALONG ℄

EXISTING PROFILE ALONG ℄

VPC STA 10+42.50
VPC EL 606.01

LOW POINT STA 10+57.64
LOW POINT EL 605.95

VPI STA 10+95.00
VPI EL 605.64

VPT STA 11+47.50
VPT EL 607.82

STA 11+50.00
EL 607.92

HIGH WATER$_{100}$ ELEV. = 787.27

ORDINARY HIGH WATER ELEV. = 584.70

WATER ELEV. = 580.7 (8-18-15)

EXISTING ELEVATION

PROPOSED ELEVATION

8+00	8+50	9+00	9+50	10+00	10+50	11+00	11+50	12+00	12+50	13+00	13+50	14+00
607.63	606.73	590.12	578.70	577.54	606.76	606.46	607.92	610.19	612.59	614.87	617.01	619.13
607.70	607.35	607.00	606.65	606.30	605.97	606.37	607.92					

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	PLAN AND PROFILE: WEST 6TH STREET	SHEET 89	E

FILE NAME : I:\49\45041000 6TH\ROADWAY\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 6TH ST. (2)

PLOT DATE : 1/27/2021 8:35 AM PLOT BY : SANDERFOOT, JASON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

N

ELIGIBLE ARCHAEOLOGICAL SITE:
(RIVERSIDE PARK 2 (47RA0288)

DO NOT DISTURB GROUND
BEYOND SAFETY FENCE WITHIN
ARCHAEOLOGICAL SITE.

SAFETY FENCE
(PLACE 5' BEHIND SLOPE INTERCEPT
OR AS DIRECTED BY ENGINEER)

EXISTING R/W

PROPOSED SANITARY SEWER

WARNING TO CONTRACTOR
SHALLOW DEPTH

HORLICK PARK DR.

REMOVE C&G

SAW CUT (TYP.)
MATCH EXISTING

PI 43'H'+00

PI

ADJUST (TYP.)

PC 44'H'+00

TLE

RACINE WASTEWATER UTILITY

STAIRS AND RAILING TO BE REMOVED.
ALL WORK IS INCIDENTAL TO BID ITEM
REMOVING OLD STRUCTURE OVER
WATERWAY STATION 9+70

WETLANDS (TYP.)

REMOVE
PATH

CITY OF RACINE - FIBER OPTIC CONNECT

WE ENERGIES-ELECTRIC

AT&T

BEGIN CONSTRUCTION
STA. 42'H'+80

ROOT RIVER

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
50	20+92	NW Bolt on Fire Hydrant at W. 6th St./ Kinzie Ave.	608.67
51	47+93	Brass Disk on Horlick Dr. Bridge on Parapet Wall	597.13
52	8+74	Chiseled Square on W. End of S. Parapet Wall	609.98

PROPOSED R/W

EXISTING R/W

22'K'+00

KINZIE AVE.

KINZIE R

23'K'+00

8+00

6TH ST. R

WEST 6TH ST.

DO NOT DISTURB GROUND
BEYOND SAFETY FENCE WITHIN
ARCHAEOLOGICAL SITE.

PARK GATE AND EXISTING POST
TO REMAIN. GRADE AROUND

SAFETY FENCE
(PLACE 5' BEHIND SLOPE INTERCEPT
OR AS DIRECTED BY ENGINEER)

47'H'+00

MATCH
EXISTING

RETAINING WALL
(R-51-0087)

REMOVE C&G

BM 52

46'H'+00

HORLICK R

RACINE WATER UTILITY

45'H'+00

9+00

REMOVE
PATH

CITY OF RACINE-STREET LIGHTING

ROOT RIVER

END CONSTRUCTION
STA. 47'H'+25

SLOPE INTERCEPT (TYP.)

CLEARING AND GRUBBING
REQUIRED WITHIN SLOPE INTERCEPTS

VCL = 150.00
K = 83.33

VCL = 90.00
K = 89.57

STA 42'H'+80.00
EL 589.31

VPC STA 43'H'+40.00
VPC EL 589.61

VPI STA 43'H'+85.00
VPI EL 589.840

VPT STA 44'H'+30.00
VPT EL 589.62

LOW POINT STA 44+91.67
LOW POINT EL 589.41

VPC STA 44'H'+50.00
VPC EL 589.52

VPI STA 45'H'+25.00
VPI EL 589.14

VPT STA 46'H'+00.00
VPT EL 590.12

STA 46'H'+75.00
EL 591.09

0.50%

0.50%

1.30%

EXISTING PROFILE
ALONG HORLICK R

PROPOSED PROFILE
ALONG HORLICK R

EXISTING ELEVATION

PROPOSED ELEVATION

41'H'+00	42'H'+00	42'H'+50	43'H'+00	43'H'+50	44'H'+00	44'H'+50	45'H'+00	45'H'+50	46'H'+00	46'H'+50	47'H'+00	47'H'+50
	588.78	589.13	589.40 / 589.41	589.60 / 589.66	589.73 / 589.71	590.08 / 589.52	590.16 / 589.42	590.16 / 589.62	590.22 / 590.12	590.70 / 590.76	591.55	593.06

596 594 592 590 588 586 584 582

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	PLAN AND PROFILE: HORLICK PARK DRIVE	SHEET 90	E

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
50	20+92	NW Bolt on Fire Hydrant at W. 6th St./ Kinzie Ave.	608.67
51	47+93	Brass Disk on Horlick Dr. Bridge on Parapet Wall	597.13
52	8+74	Chiseled Square on W. End of S. Parapet Wall	609.98

N

TLE

CITY OF RACINE-FIBER OPTIC INTERCONNECT

6TH ST. ℄

SAFETY FENCE (PLACE 5' BEHIND SLOPE INTERCEPT OR AS DIRECTED BY ENGINEER)

ELIGIBLE ARCHAEOLOGICAL SITE: RIVERSIDE PARK 2 (47RA0288)

PROPOSED SANITARY SEWER

STAIRS AND RAILING TO BE REMOVED. ALL WORK IS INCIDENTAL TO BID ITEM REMOVING OLD STRUCTURE OVER WATERWAY STATION 9+70

RETAINING WALL (R-51-0088)

PI 43'H'+00

HORLICK PARK DR.

PI

HORLICK ℄

PC 44'H'+00

ADJUST (TYP.)

WE ENERGIES-ELECTRIC

BM 50

RACINE WASTEWATER UTILITY

AT&T

21'K'+00

KINZIE ℄

CITY OF RACINE-STREET LIGHTING

EXISTING R/W

KINZIE AVE.

22'K'+00

23'K'+00

45'H'+00

SAFETY FENCE (PLACE 5' BEHIND SLOPE INTERCEPT OR AS DIRECTED BY ENGINEER)

RACINE WATER UTILITY

71'S'+00

72'S'+00

KINZIE SIDEWALK ℄

PROPOSED R/W

SLOPE INTERCEPT (TYP.)

AT&T

8+00

9+00

WEST 6TH ST.

RETAINING WALL (R-51-0087)

ROOT RIVER PATHWAY ℄

81'R'+00

BM 51

47'H'+00

PARK GATE AND EXISTING POST TO REMAIN. GRADE AROUND

BM 52

80'R'+00

46'H'+00

45'H'+00

CITY OF RACINE-STREET LIGHTING

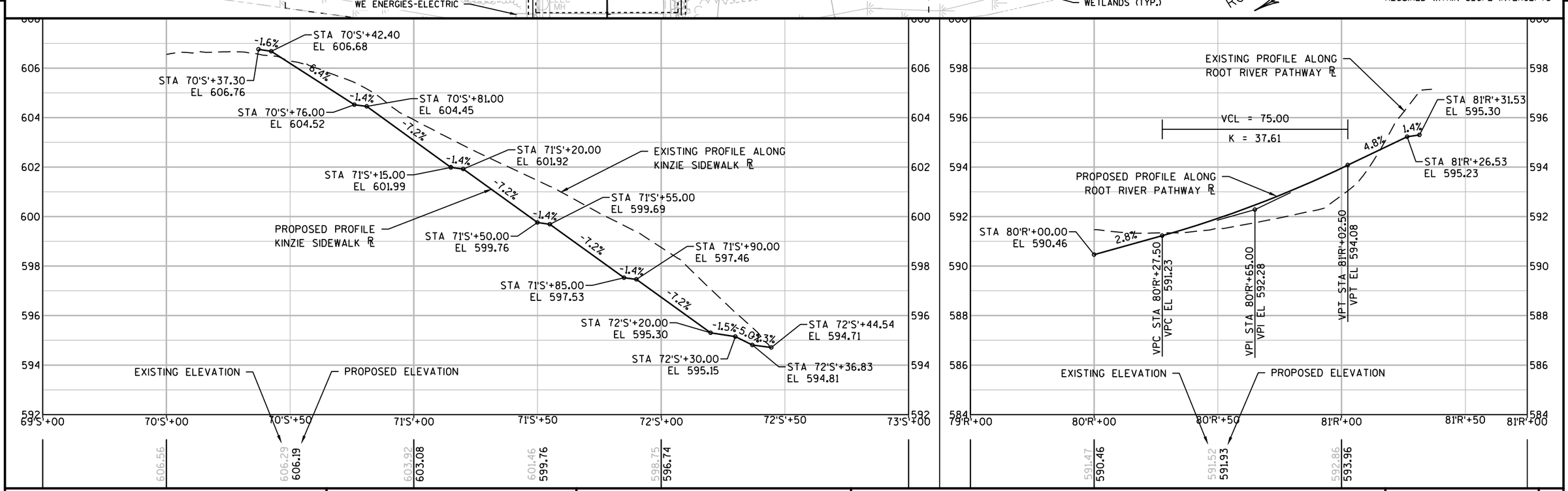
WETLANDS (TYP.)

ROOT RIVER

CLEARING & GRUBBING REQUIRED WITHIN SLOPE INTERCEPTS

5

5



PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	PLAN AND PROFILE: SIDEWALK	SHEET 91 E

FILE NAME : I:\49\45041000 6TH\ROADWAY\C3D\SHEETSPLAN\050104-PP.DWG
LAYOUT NAME - SIDEWALK

PLOT DATE : 1/27/2021 8:35 AM PLOT BY : SANDERFOOT, JASON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

Standard Detail Drawing List

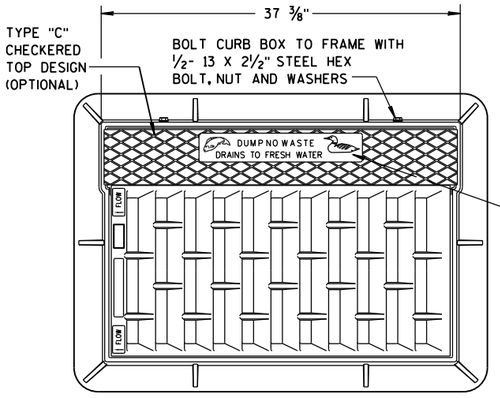
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08A08-02	CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER
08A09-02	CATCH BASINS 2X3-FT AND 2.5X3-FT
08B09-02	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08D01-21A	CONCRETE CURB & 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
08D15-05A	EDGEDRAIN OUTLET AND OUTFALL MARKERS
08D15-05B	EDGEDRAIN AND BASE AGGREGATE OPEN GRADED
08D15-05C	EDGEDRAIN AND BASE AGGREGATE OPEN GRADED
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-10	CONDUIT
09B04-11	PULL BOX
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09E03-06	NON-FREEWAY LIGHTING UNIT POLE WIRING
10A15-04A	ELECTRICAL DETAILS UNDERDECK LIGHTING
10A15-04B	ELECTRICAL DETAILS UNDERDECK LIGHTING
12A03-10	NAME PLATE (STRUCTURES)
13B02-09B	STRUCTURAL APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C13-09	URBAN DOWELED CONCRETE PAVEMENT
13C18-07A	CONCRETE PAVEMENT JOINTING
13C18-07B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-07C	CONCRETE PAVEMENT JOINT TYPES
13C18-07D	CONCRETE PAVEMENT JOINT TYPES AT UTILITY FIXTURES
13C18-07E	CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS
13C18-07F	CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER
13C18-07G	CONCRETE PAVEMENT JOINTING ACCELERATION/DECELERATION LANE
13C19-03	HMA LONGITUDINAL JOINTS
14A02-01	TREE PLANTING DETAIL
14B07-15A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15E	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15F	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15G	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15H	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15I	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-08C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C02-08D	ON RAMP LANE CLOSURE
15C02-08E	OFF RAMP LANE CLOSURE
15C02-08F	ADVANCED WIDTH RESTRICTION SIGNING
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-20A	LONGITUDINAL MARKING (MAINLINE)
15C08-20B	PAVEMENT MARKING (TURN LANES)
15C08-20C	PAVEMENT MARKING (TURN LANES)
15C11-08B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-07	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-04	MEDIAN ISLAND MARKING
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

6

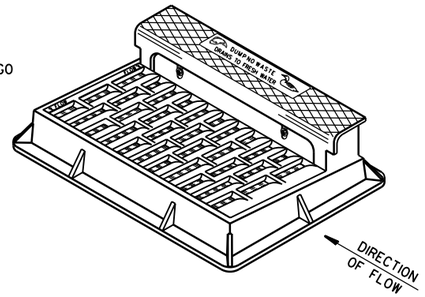
Standard Detail Drawing List

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

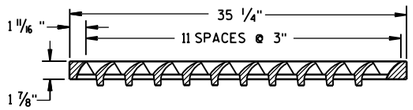
6

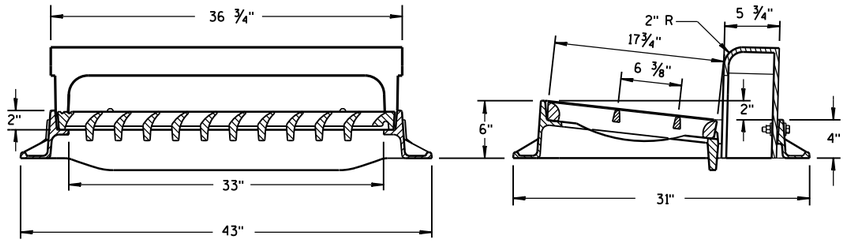


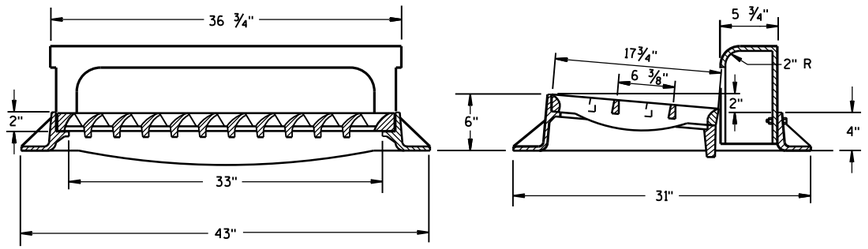
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

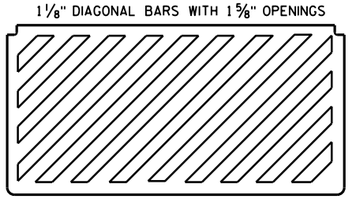






TYPE "H"

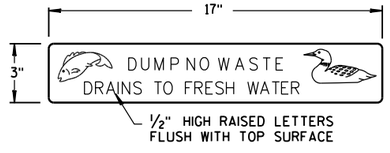
NOTE: EITHER CASTING IS ACCEPTABLE



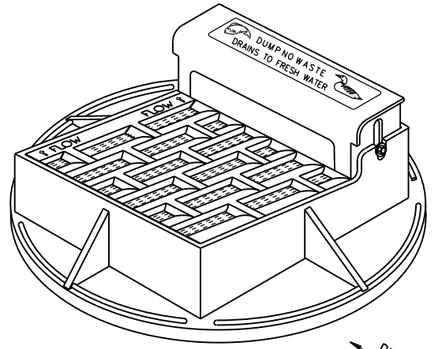
SPECIAL GRATE FOR TYPE "H" COVER

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

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

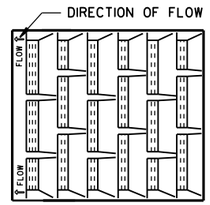
NOTE:
GRATE IS REVERSIBLE.

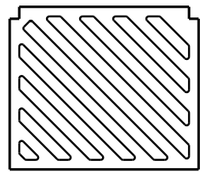
GENERAL NOTES

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

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

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

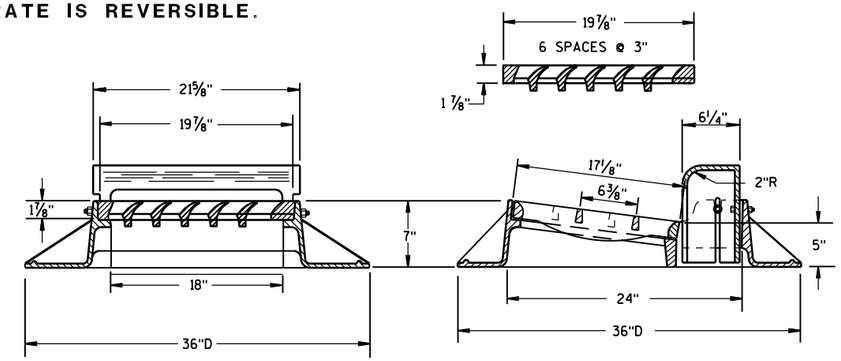




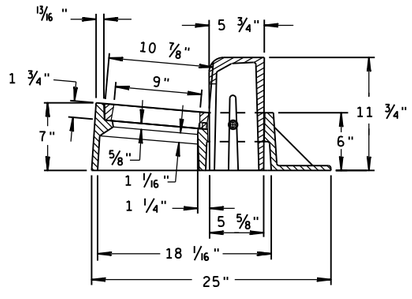
SPECIAL GRATE FOR TYPE "A" COVER

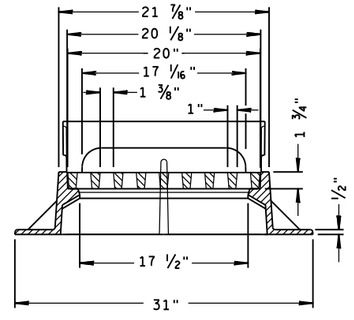
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)

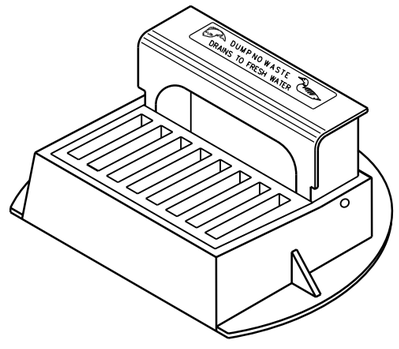


TYPE "A"





TYPE "Z"

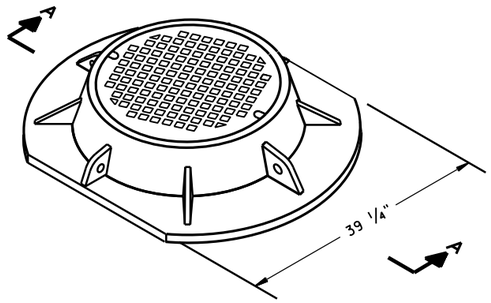


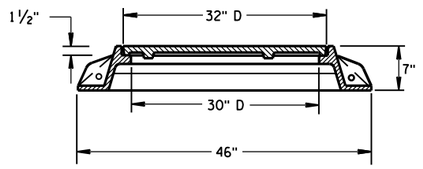
INLET COVERS
TYPE A, H, A-S, H-S & Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

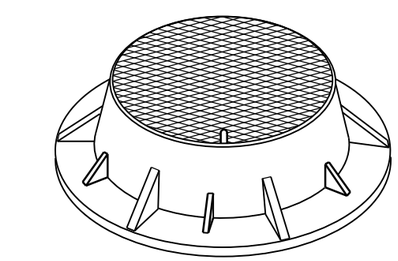
APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

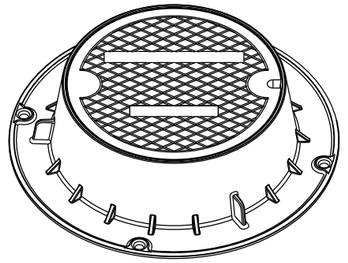
S.D.D. 8 A 5-19a

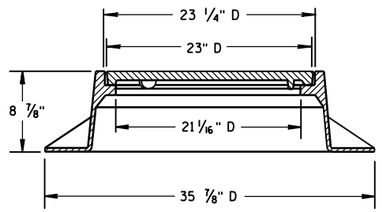


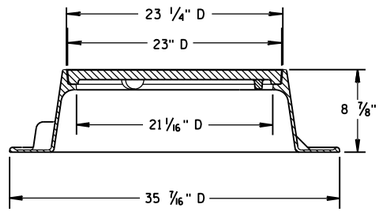


SECTION A-A
TYPE "K"









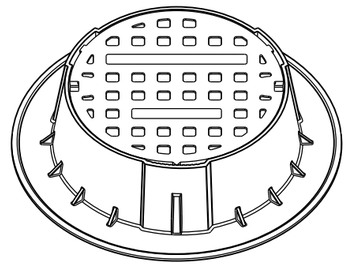
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

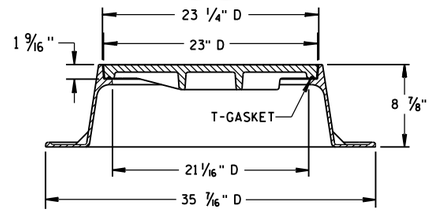
GENERAL NOTES

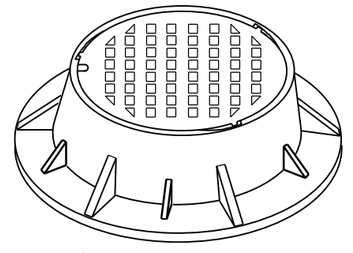
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

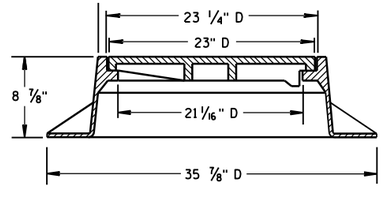
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

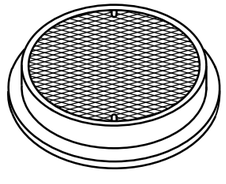


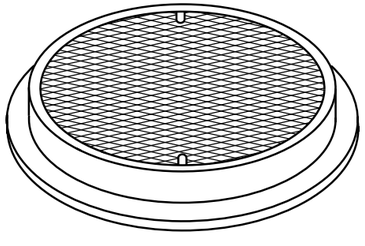


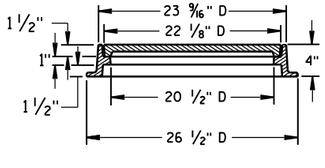




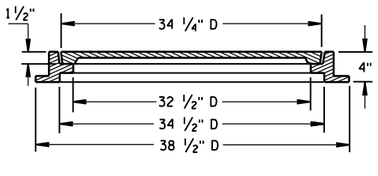
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



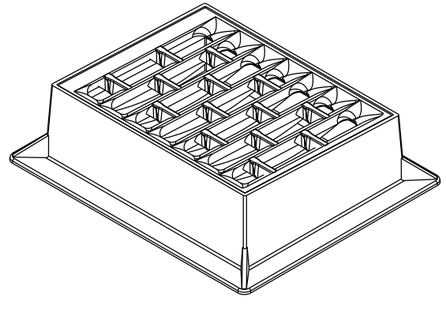


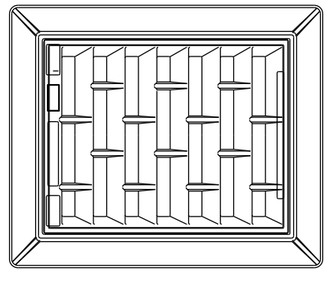


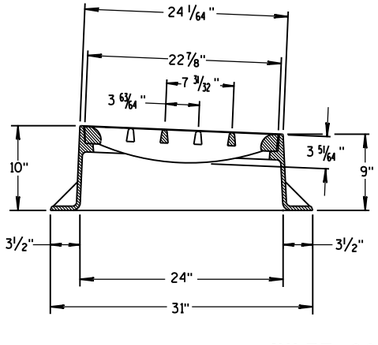
TYPE "L"

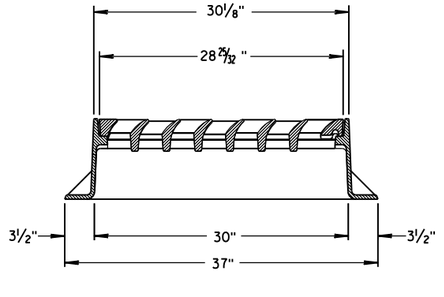


TYPE "M"









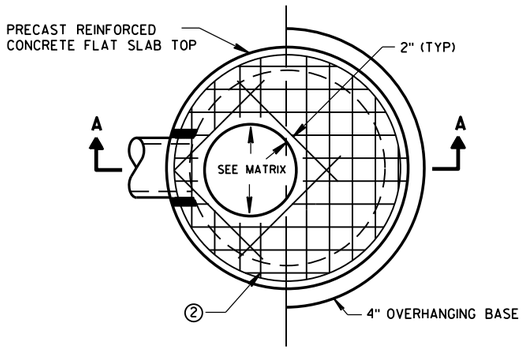
INLET COVER TYPE "BW"

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

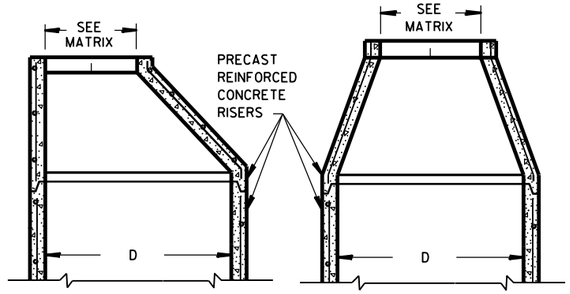
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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

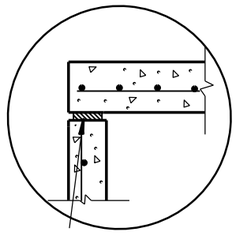


PLAN VIEW CIRCULAR OPENING

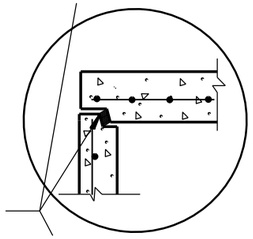


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

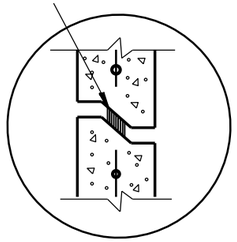
OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP



TOP WITH PLAIN END JOINT

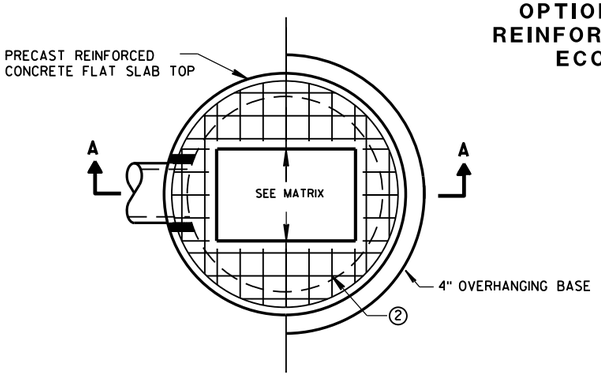


TOP WITH TONGUE AND GROOVE JOINT

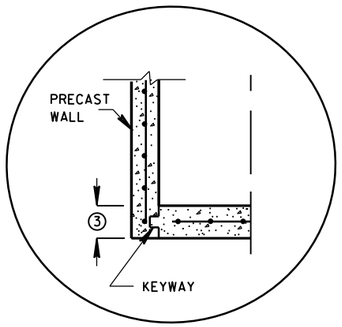


RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

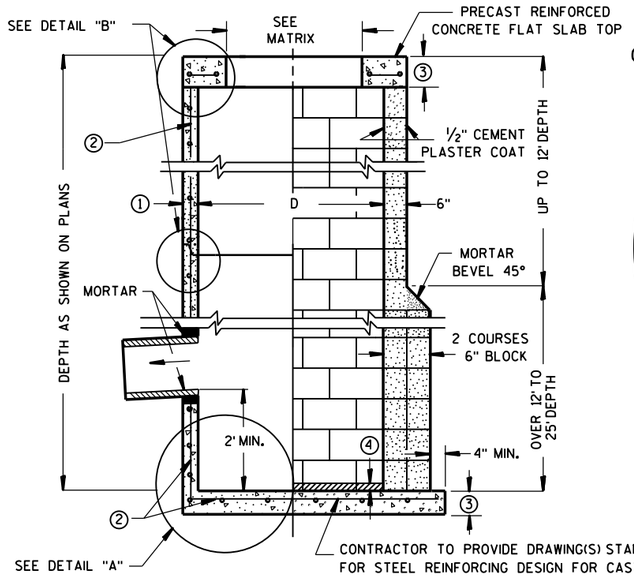


PLAN VIEW RECTANGULAR OPENING

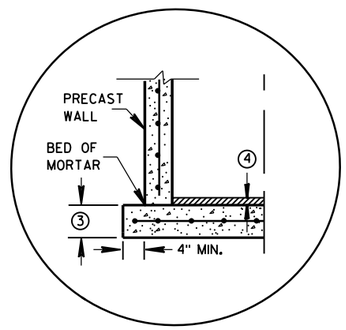


JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

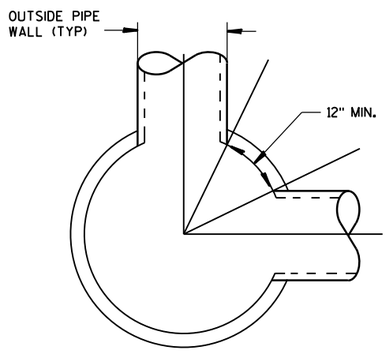


SECTION A-A



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE 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 THE APPLICABLE SPECIAL PROVISIONS.

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

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

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

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

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

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

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

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

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

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

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

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

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

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

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

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

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

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

CATCH BASIN COVER OPENING MATRIX

CATCH BASIN SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
	OPENING SIZE (FT)											
3-FT	2X2	X	X					X		X		
	2 DIA.				X							X
4-FT-6-FT	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2 DIA.				X							X
	2X3						X					
	2.5X3					X						

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	30

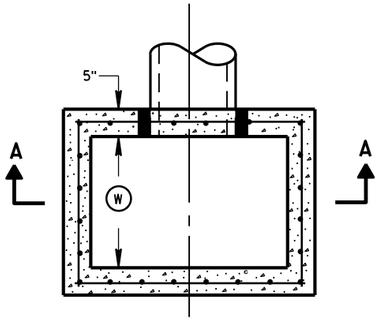
CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

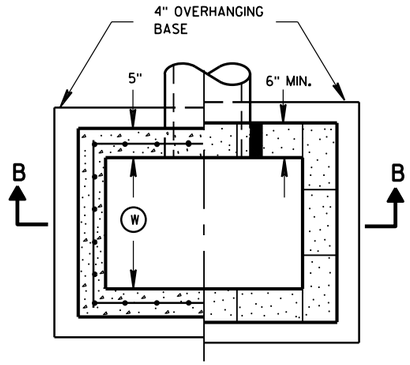
APPROVED
Sept., 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVISOR
FHWA

S.D.D. 8 A 8-2

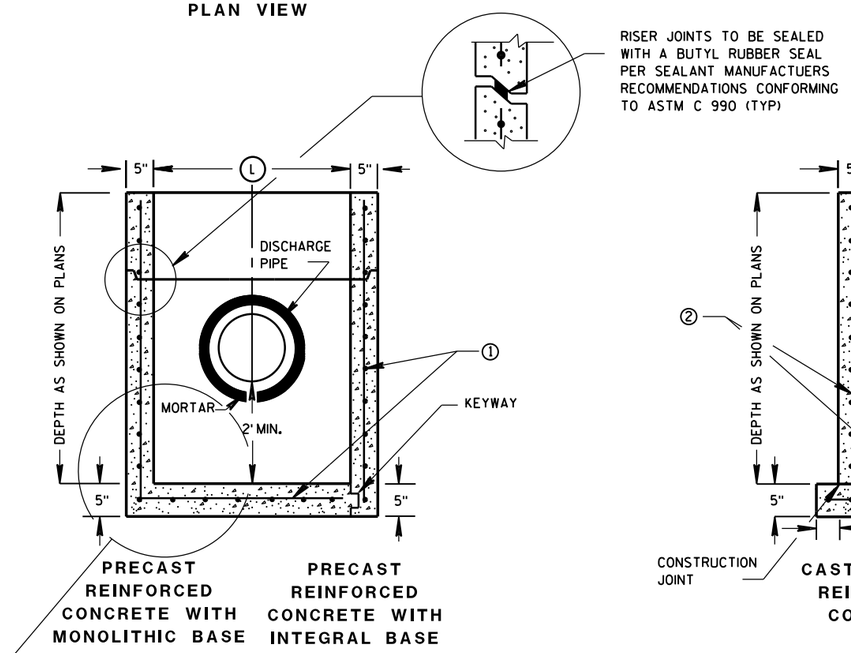
S.D.D. 8 A 8-2



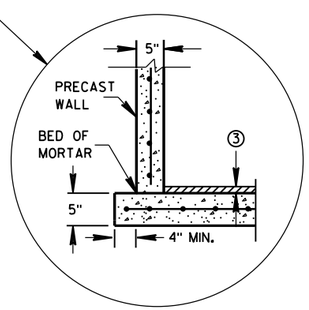
PLAN VIEW



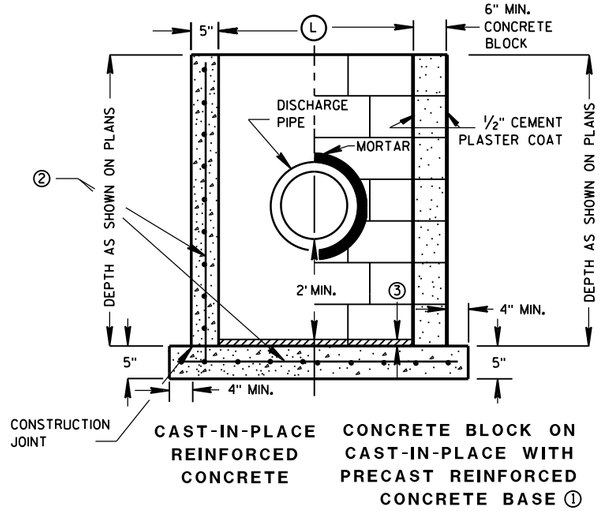
PLAN VIEW



SECTION A-A



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION



SECTION B-B

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

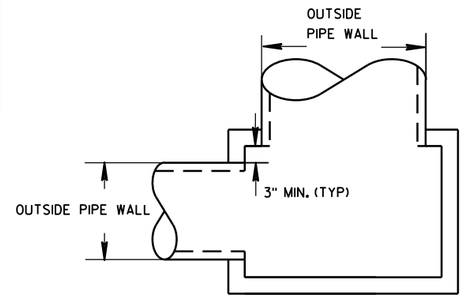
③ 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

CATCH BASIN COVER MATRIX

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

PIPE MATRIX

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



DETAIL "A"

CATCH BASINS 2X3-FT AND 2.5X3-FT

CATCH BASINS 2X3-FT AND 2.5X3-FT

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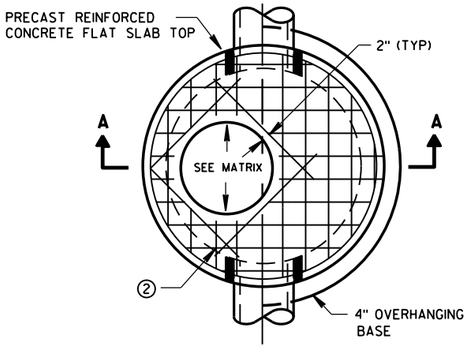
/S/ Rodney Taylor
ROADWAY STANDARDS UNIT SUPERVISOR

6

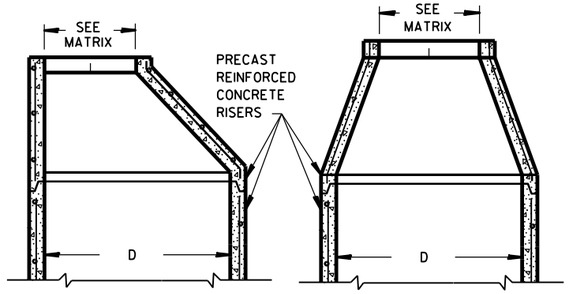
S.D.D. 8 A 9-2

6

S.D.D. 8 A 9-2

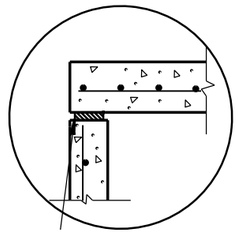


PLAN VIEW CIRCULAR OPENING

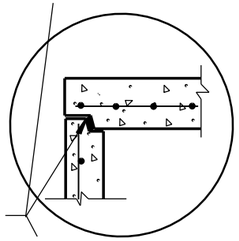


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

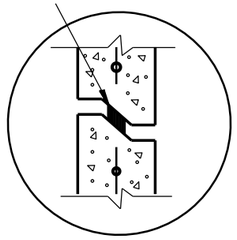


TOP WITH PLAIN END JOINT



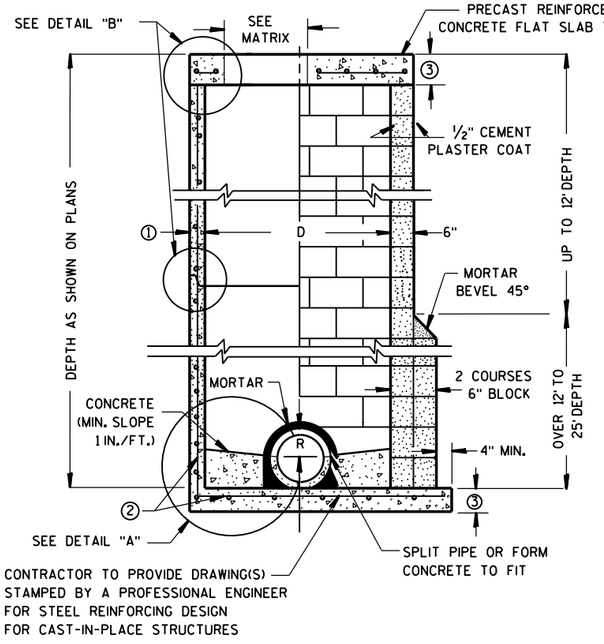
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



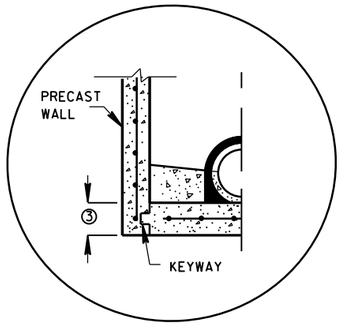
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

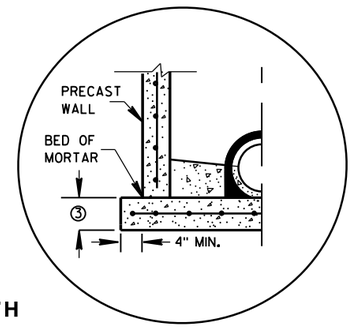


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

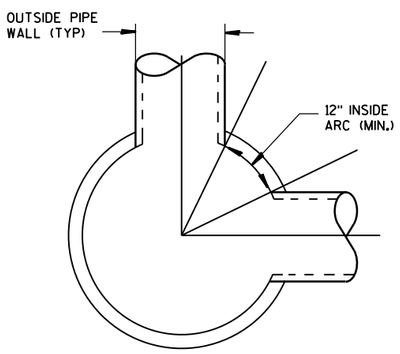


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MANHOLE COVER OPENING MATRIX

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

PIPE MATRIX

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

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

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DEPARTMENT OF TRANSPORTATION

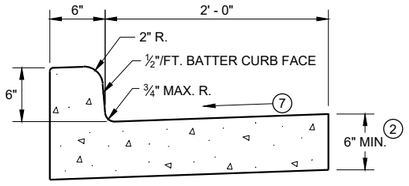
APPROVED

Sept., 2016
DATE

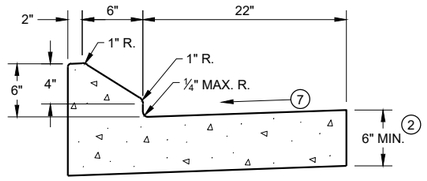
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERV

FHWA

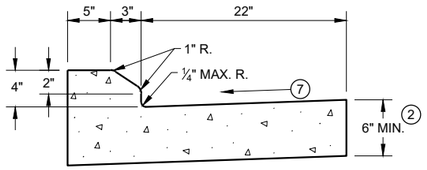
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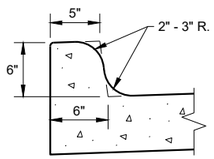
TYPES A[1] & D



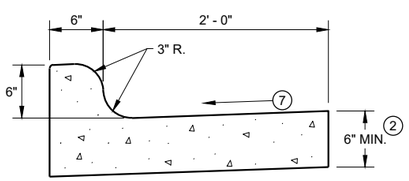
6" SLOPED CURB TYPES G[1] & J



4" SLOPED CURB TYPES G[1] & J

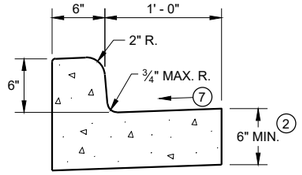


TYPES K[1] & L
(OPTIONAL CURB SHAPE)



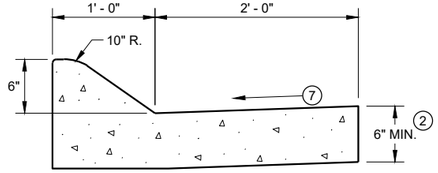
TYPES K[1] & L

CONCRETE CURB AND GUTTER 30"

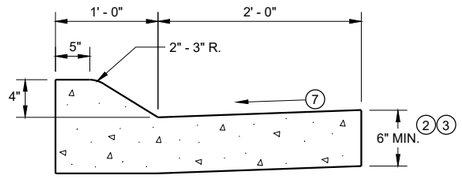


TYPES A[1] & D

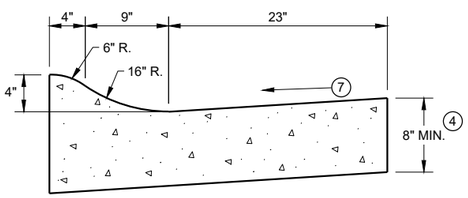
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A[1] & D



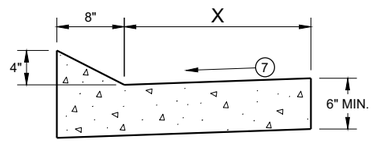
4" SLOPED CURB TYPES A[1] & D



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

CONCRETE CURB AND GUTTER 36"

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

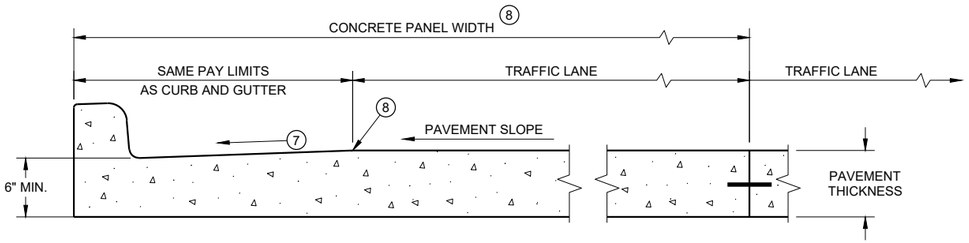


TYPES TBT & TBTT[1]

CONCRETE CURB AND GUTTER

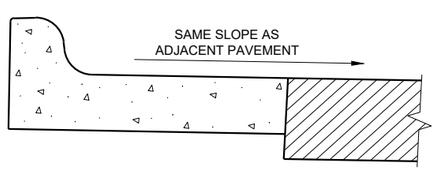
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

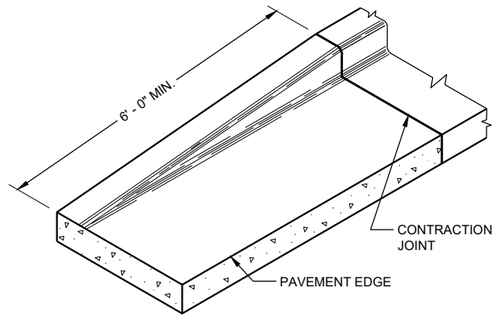
1. TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
2. THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
3. USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH 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

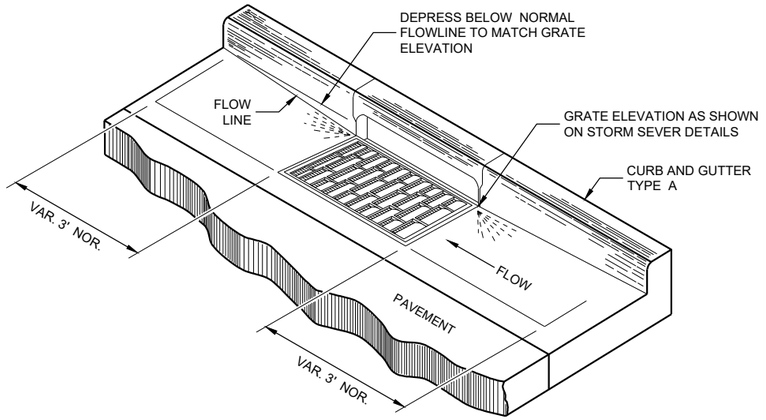
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

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.

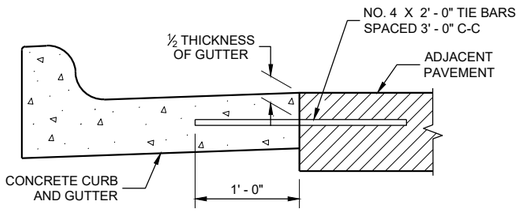
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

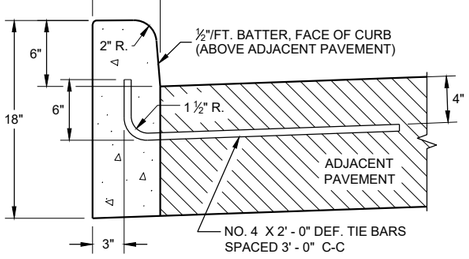
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(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.

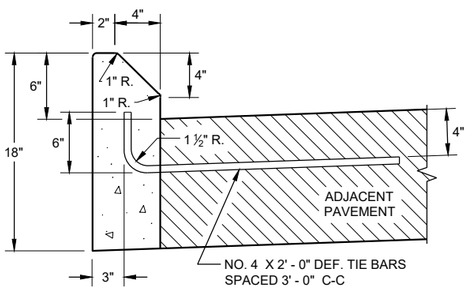
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

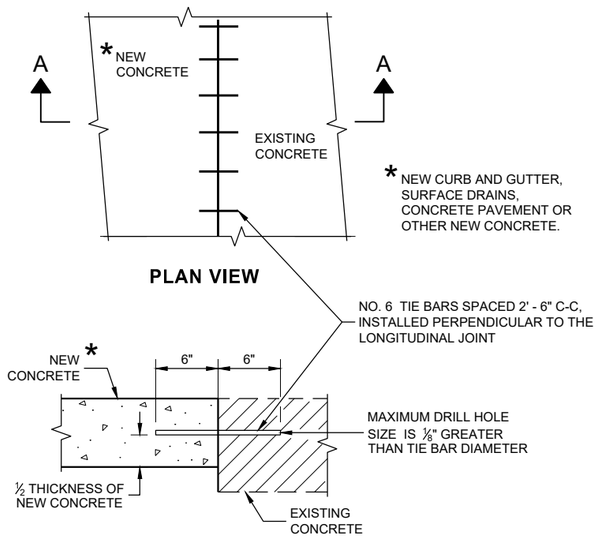


TYPES A (1) & D

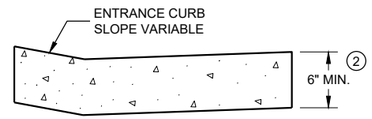


TYPES G (1) & J

CONCRETE CURB



TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB (9)

(WHEN DIRECTED BY THE ENGINEER)

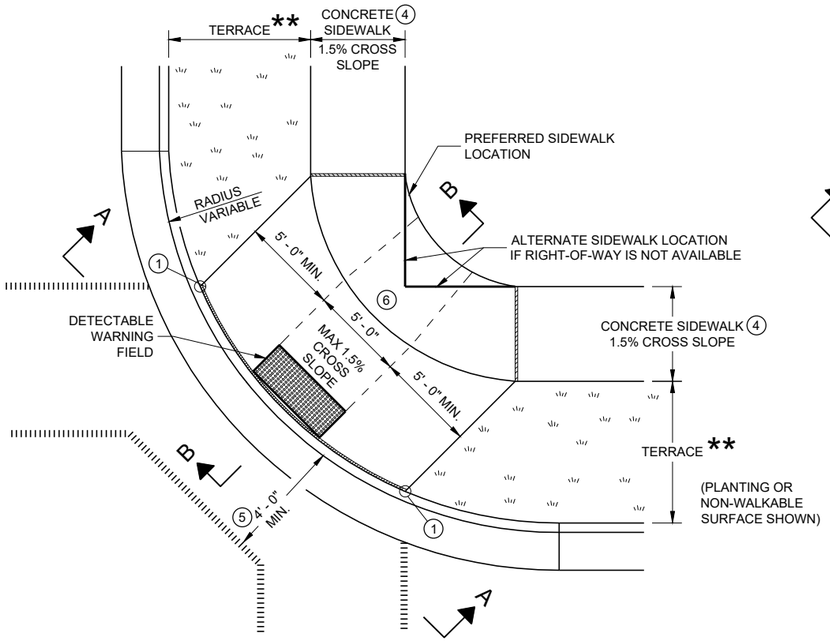
CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

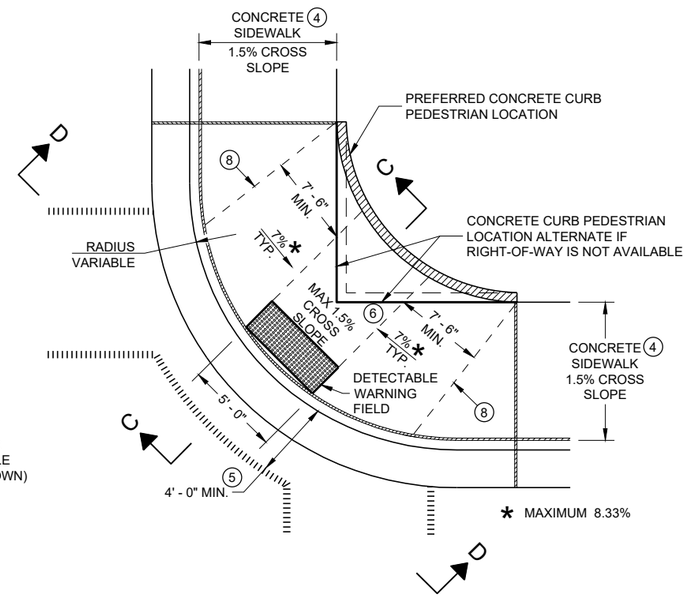
SDD08D01 - 21b
SDD08D01 - 21b



PLAN VIEW

CURB RAMP TYPE 1

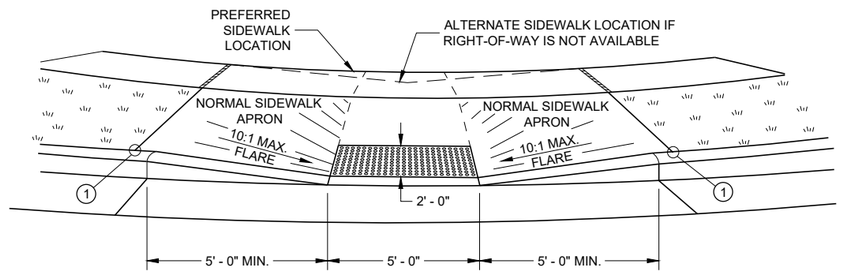
(CENTER OF CORNER RADIUS)



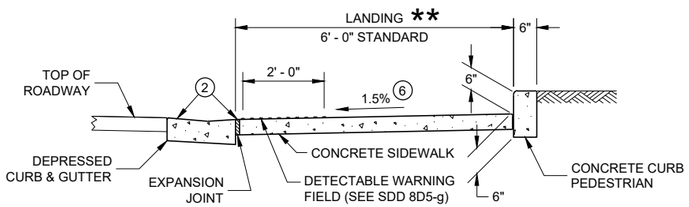
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

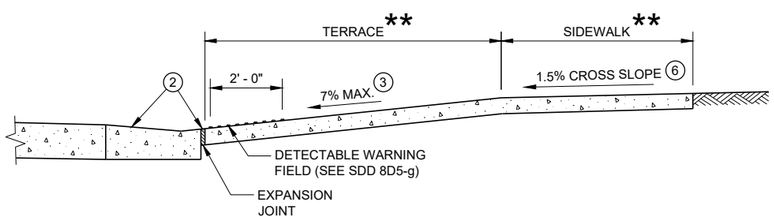


VIEW A - A FOR TYPE 1

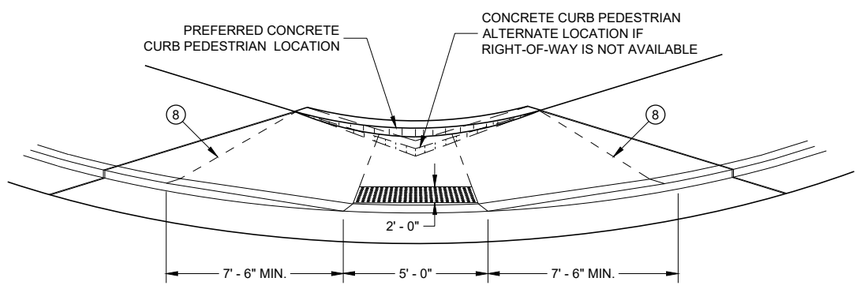


SECTION C - C FOR TYPE 1 - A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



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

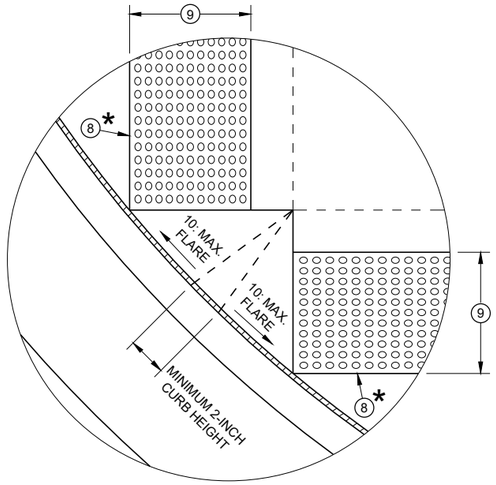
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 1 AND 1-A

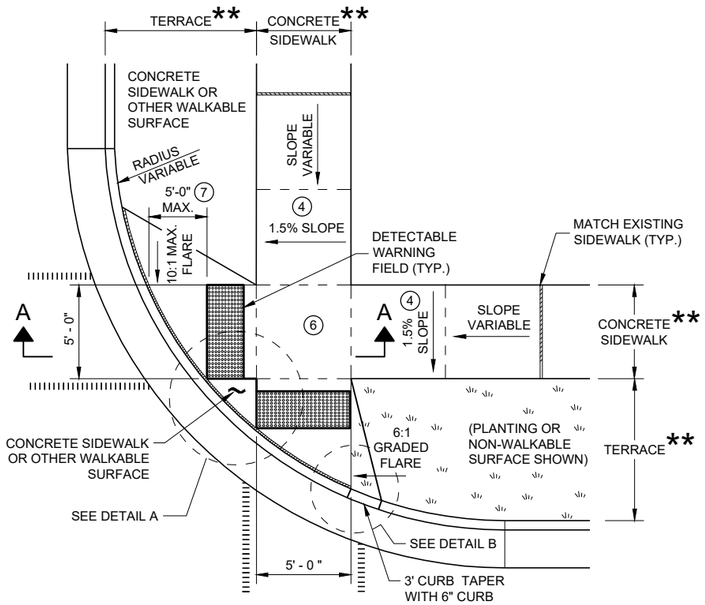
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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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.

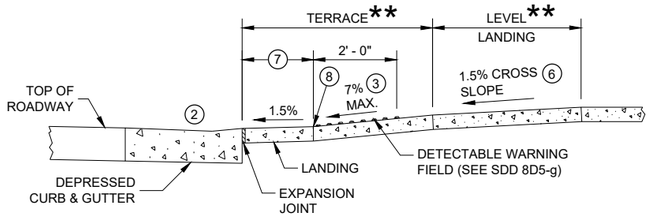
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

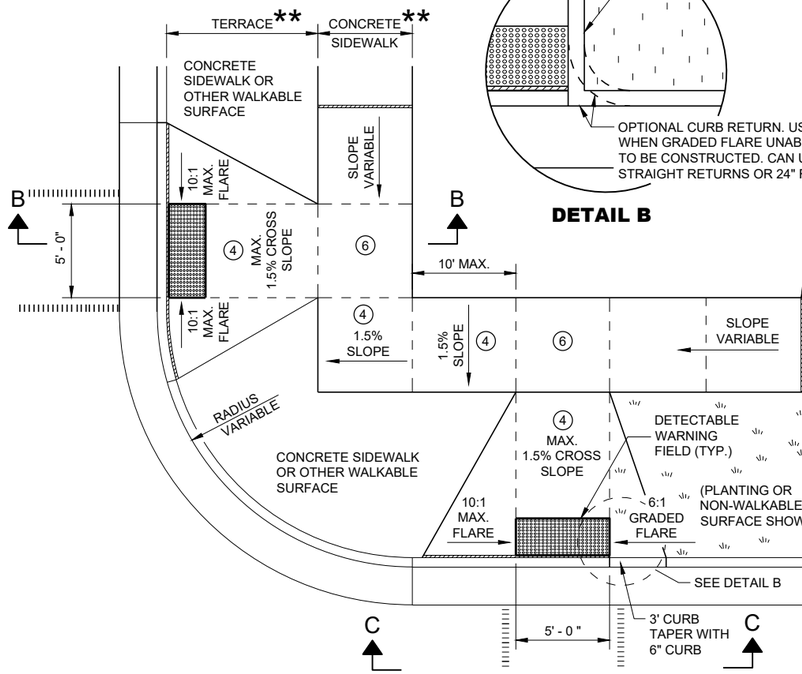
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



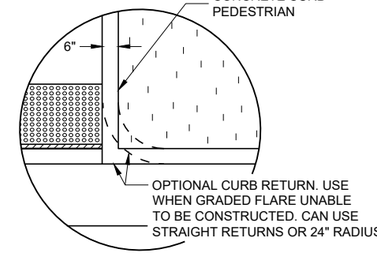
SECTION A - A FOR TYPE 2

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

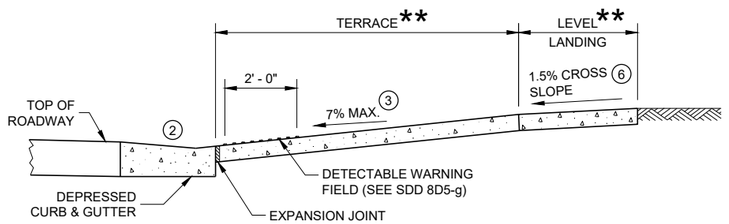
** WIDTH SHOWN ELSEWHERE IN THE PLANS



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



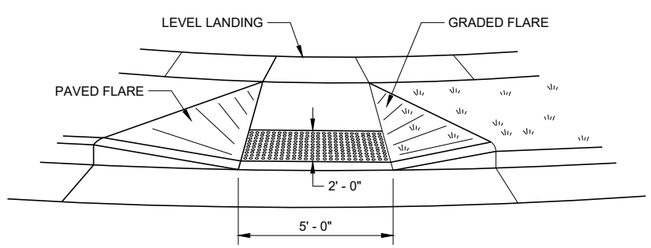
DETAIL B



SECTION B - B FOR TYPE 3

LEGEND

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



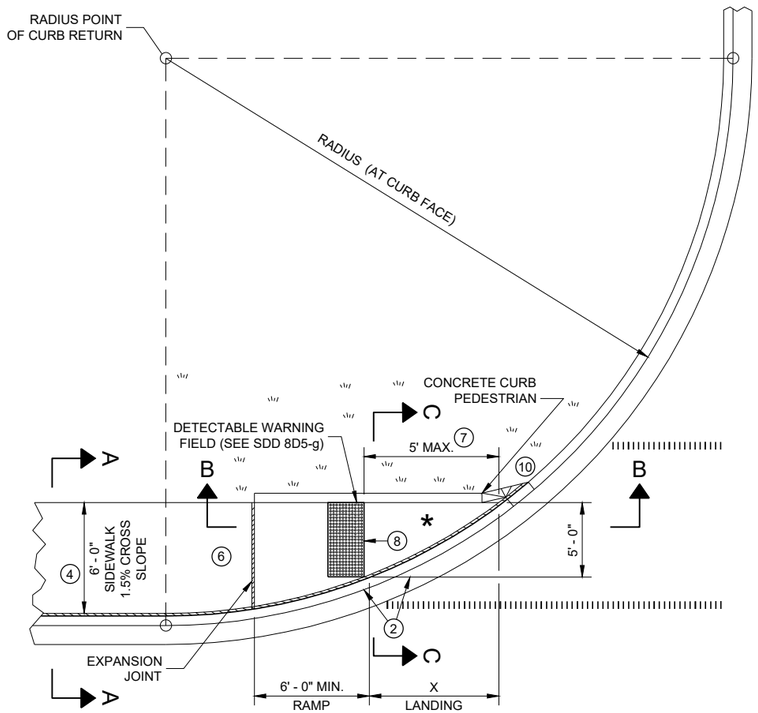
VIEW C - C FOR TYPE 3

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 08D05 - 20b

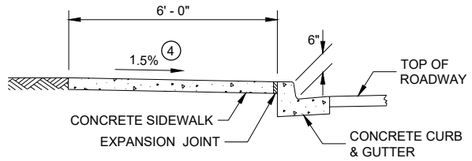


PLAN VIEW

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.

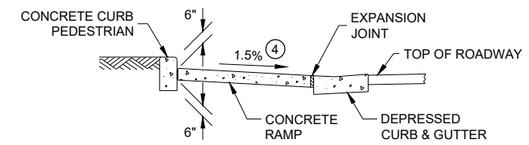
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

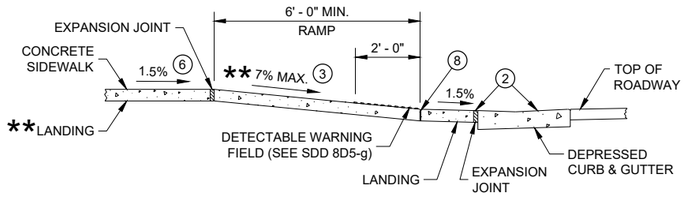
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



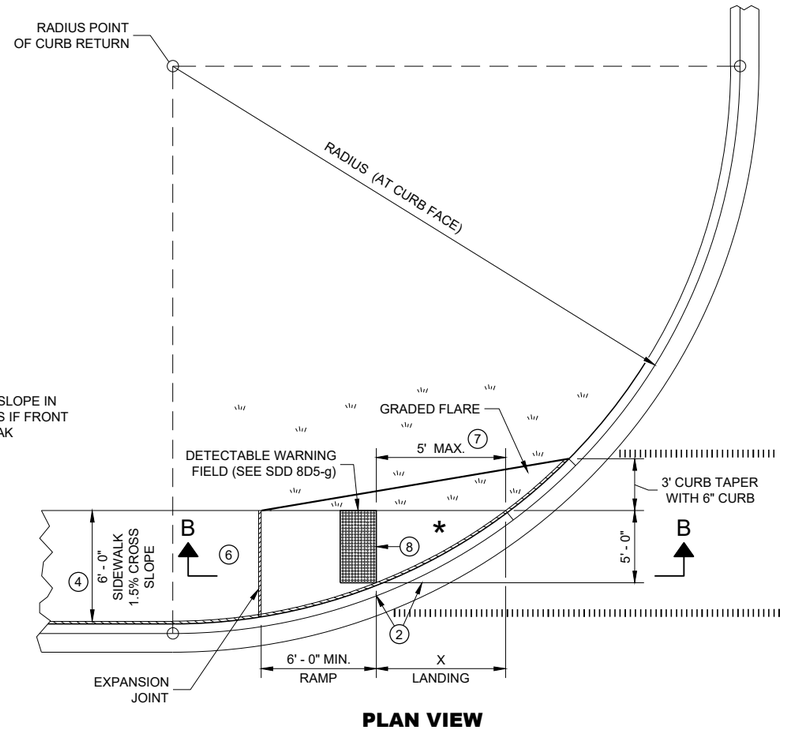
SECTION C - C FOR TYPE 4A



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

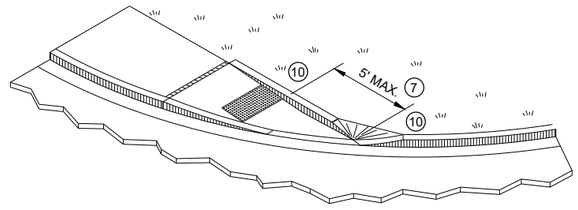
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

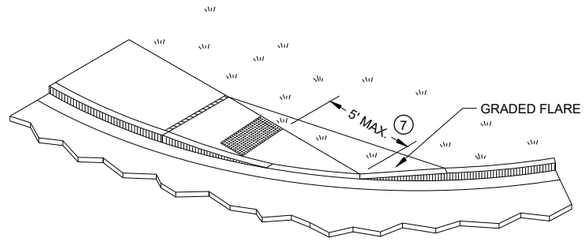


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



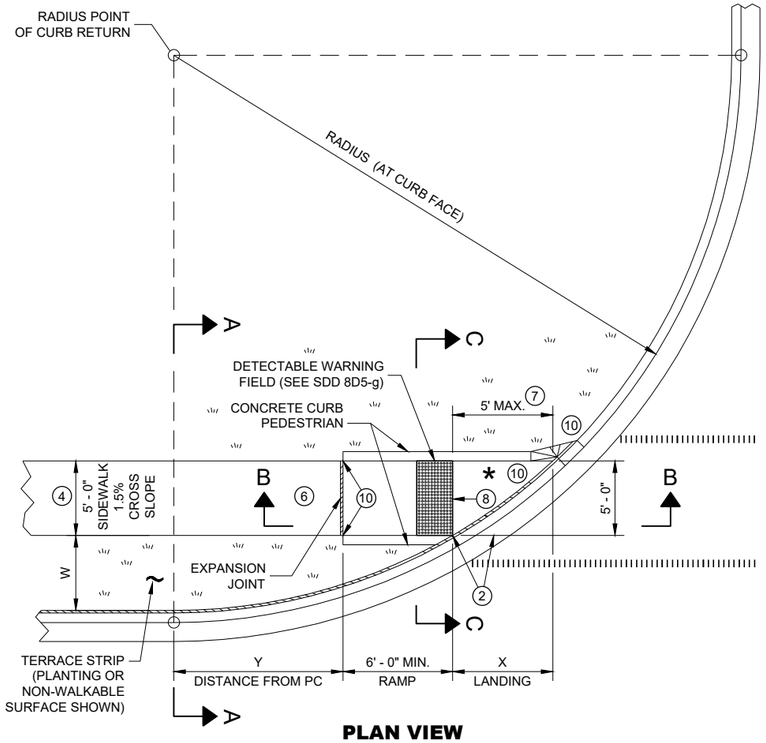
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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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

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.

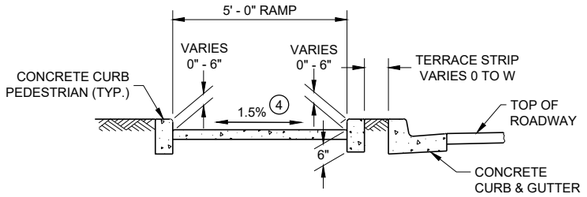
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

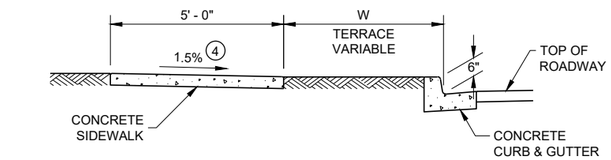
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

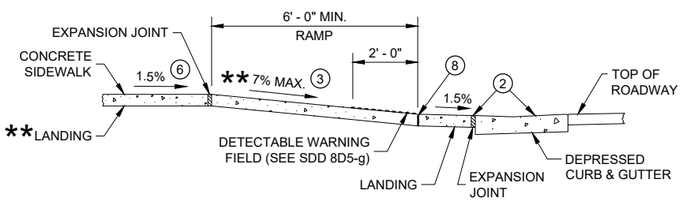
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



SECTION C - C FOR TYPE 4B



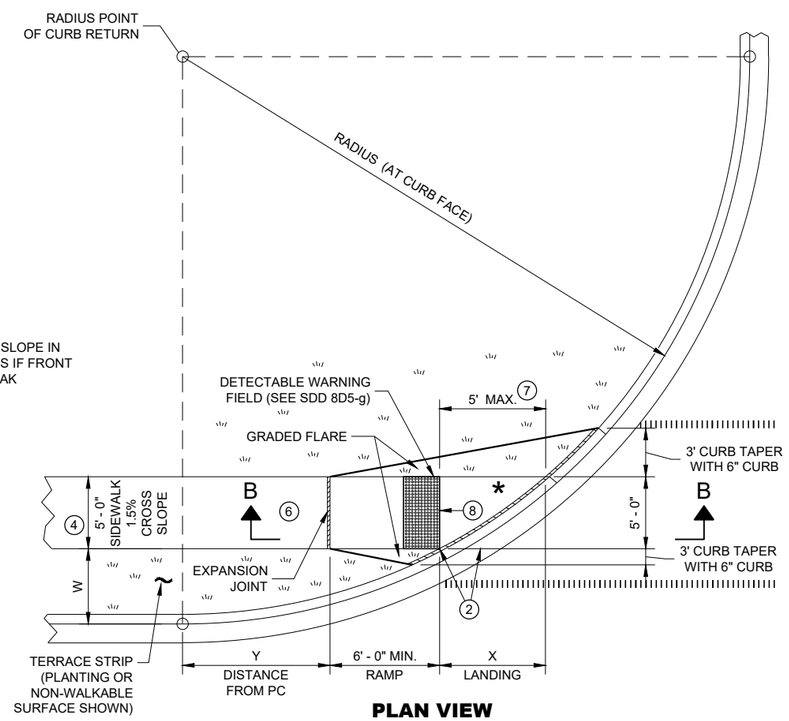
SECTION A - A FOR TYPE 4B



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

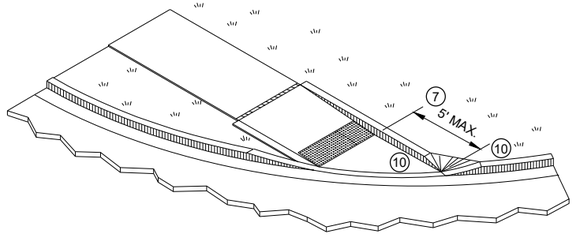
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

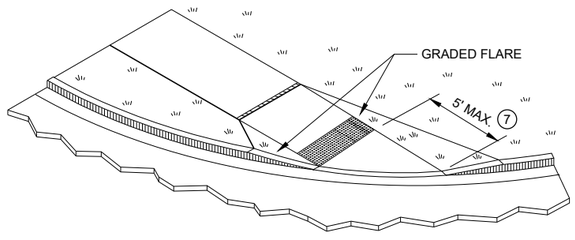


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



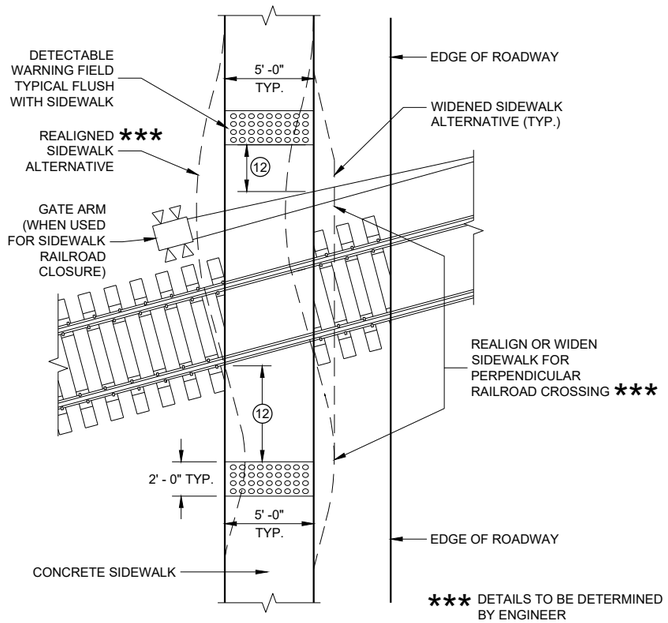
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

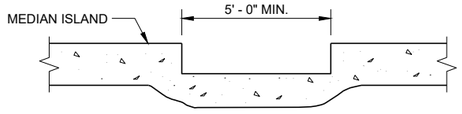
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SDD 08D05 - 20d

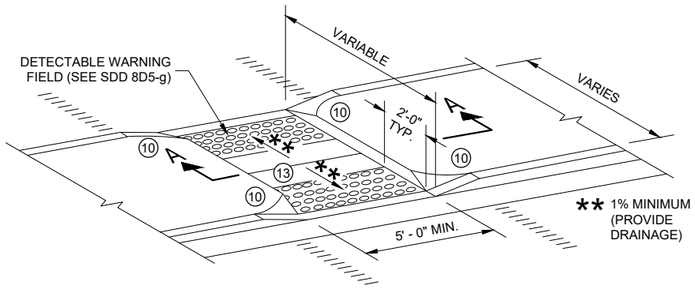


CURB RAMP TYPE 8

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.

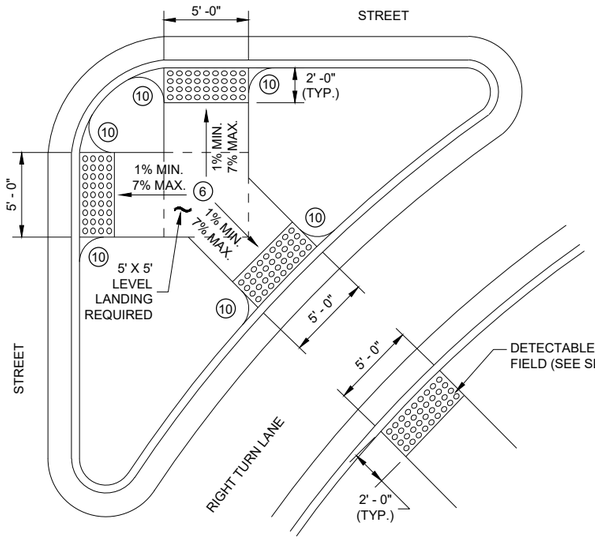
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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

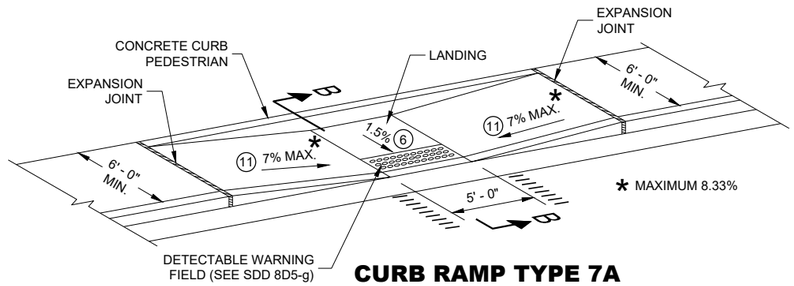
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

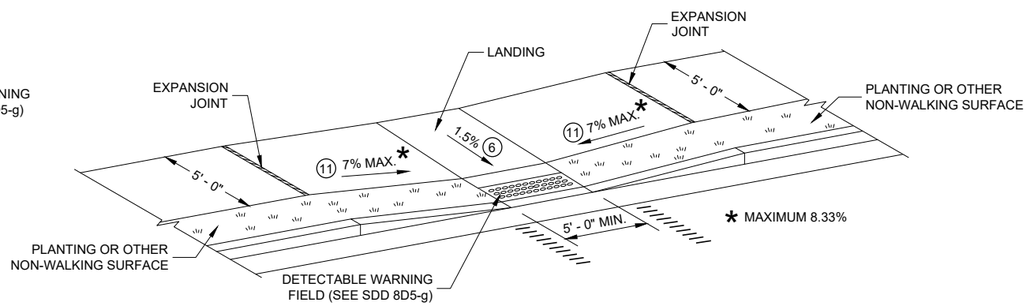
DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7A

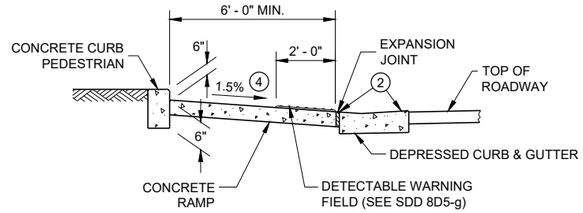
MID BLOCK CROSSING



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

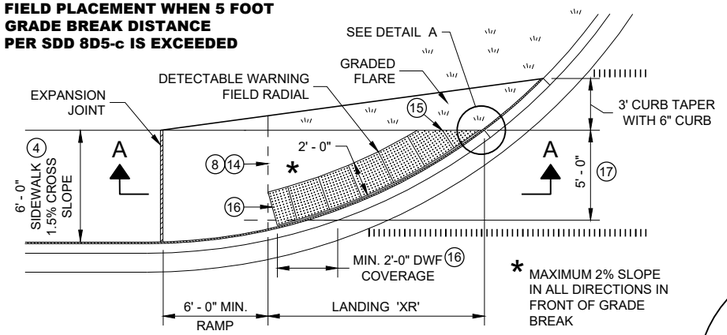
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20e

SDD 08D05 - 20e

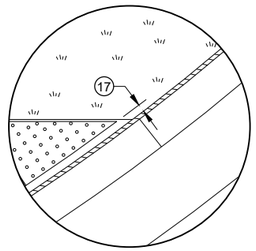
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



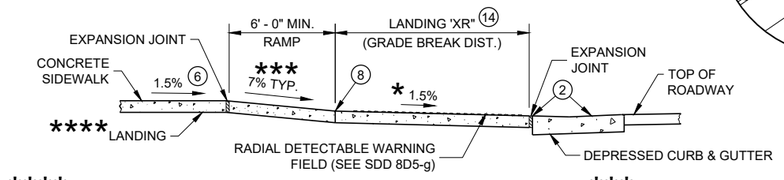
PLAN VIEW

CURB RAMP TYPE 4A1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL A

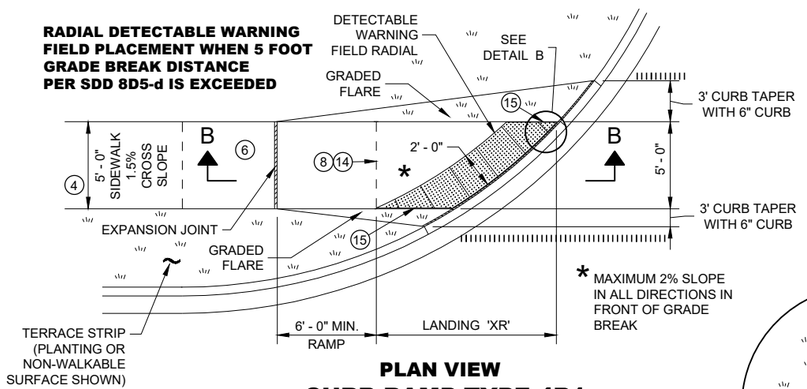


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1

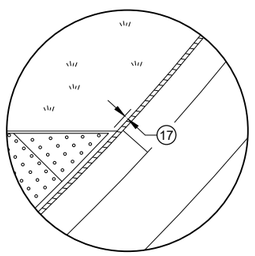
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



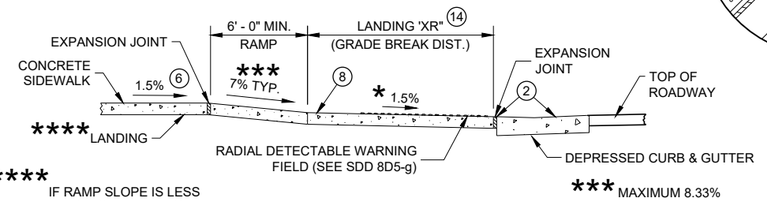
PLAN VIEW

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

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.

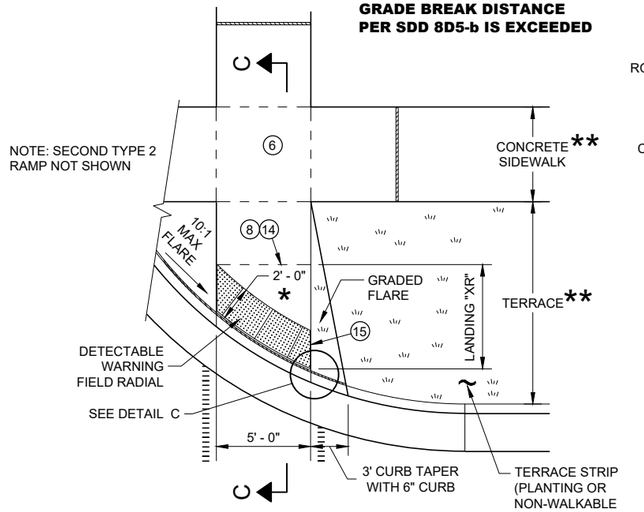
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(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-b IS EXCEEDED

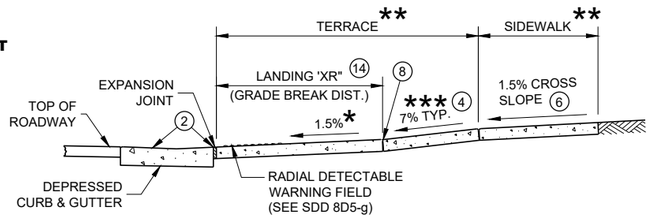


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

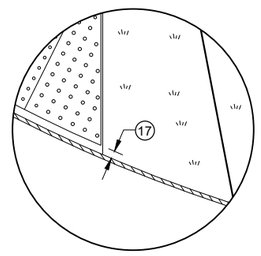


SECTION C - C FOR TYPE 2

* 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

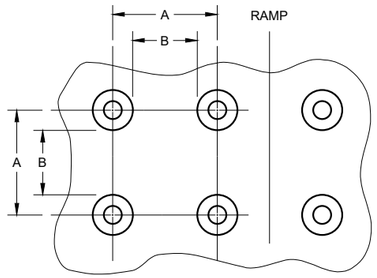
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20f

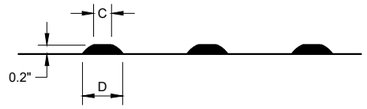
SDD 08D05 - 20f

	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.

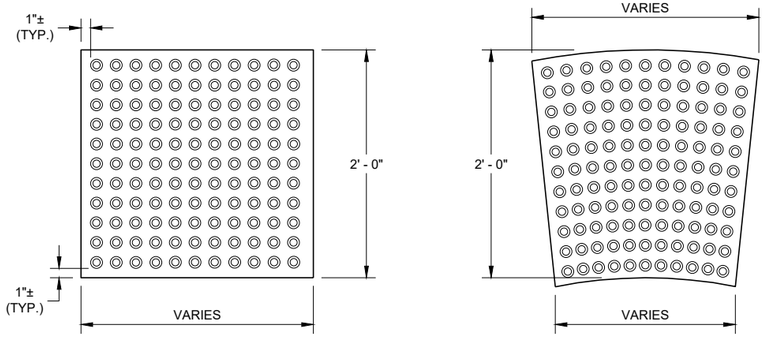


PLAN VIEW



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.

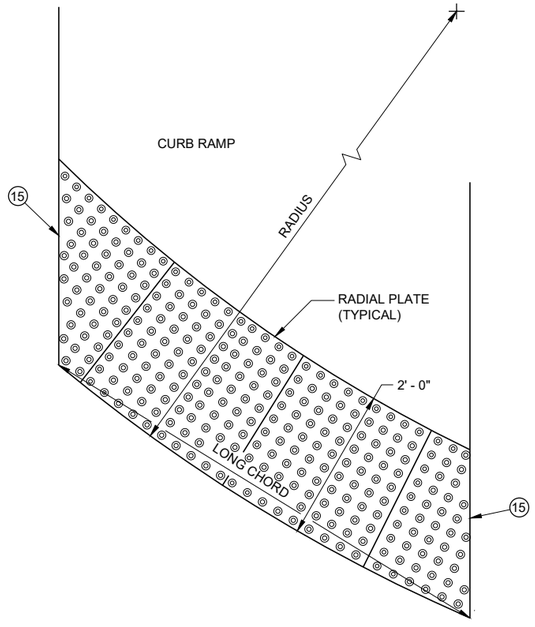
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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.

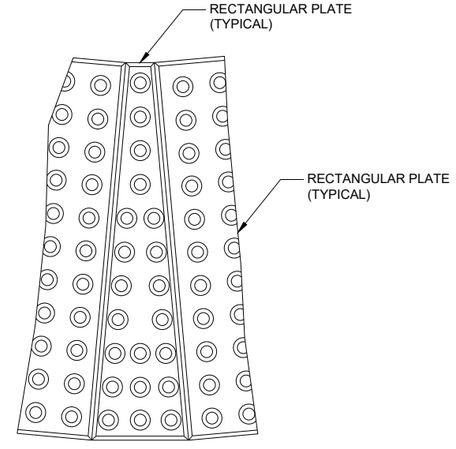
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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SDD 08D05 - 20g

GENERAL NOTES

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

(1) UNPERFORATED PIPE UNDERDRAIN AND FITTINGS FURNISHED FOR OUTFALL PIPE SHALL MEET THE REQUIREMENTS OF ONE OF THE FOLLOWING SPECIFICATIONS:

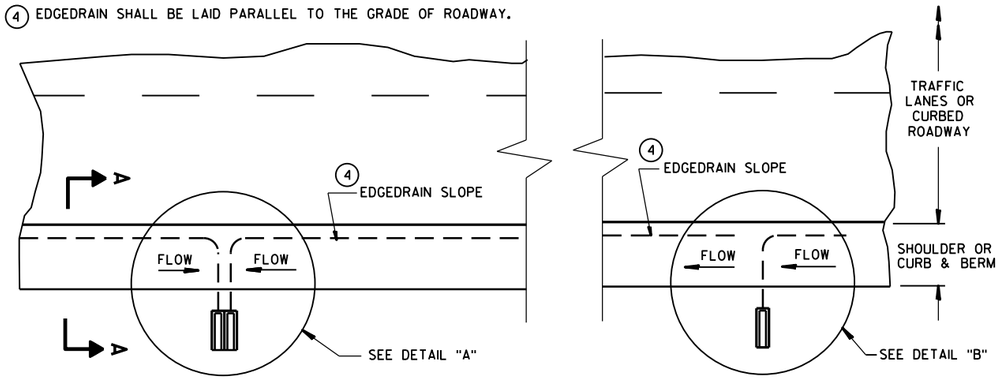
POLYVINYL CHLORIDE (PVC) PLASTIC DRAIN, WASTE, AND VENT PIPE AND FITTINGS, ASTM D 2665, SCHEDULE 40 PVC.

TYPE PSM POLYVINYL CHLORIDE (PVC) SEWER PIPE AND FITTINGS, ASTM D 3034, SDR 23.5 PVC SEWER PIPE.

(2) MAXIMUM SPACING OF EDGEDRAIN OUTLETS SHALL BE 250 FEET UNLESS OTHERWISE SPECIFIED IN THE CONTRACT OR DIRECTED BY THE ENGINEER.

(3) EDGEDRAIN SHALL BE CONNECTED TO INLETS REGARDLESS OF FLOW DIRECTION FOR DRAINAGE AND MAINTENANCE ACCESS.

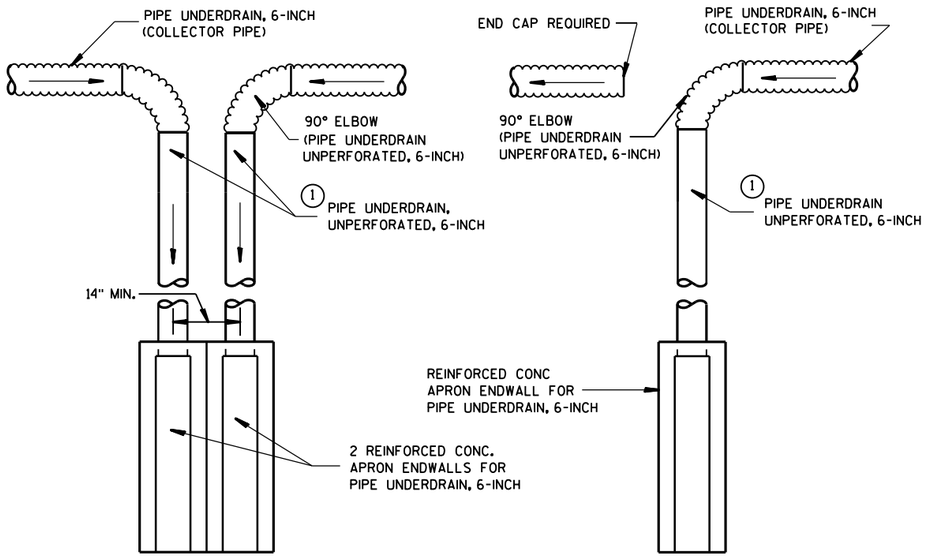
(4) EDGEDRAIN SHALL BE LAID PARALLEL TO THE GRADE OF ROADWAY.



PLAN VIEW

ROADWAY WITH SHOULDERS OR CURBS

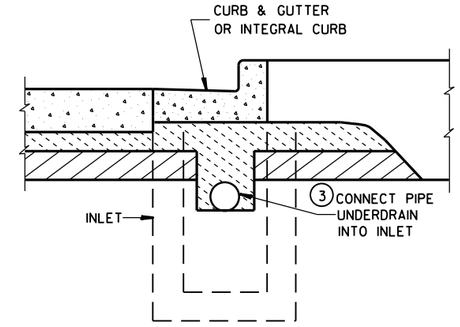
(EDGEDRAIN OUTLETS TO ROADSIDE)(2)



DETAIL "A"
TO BE USED AT LOW POINT LOCATIONS

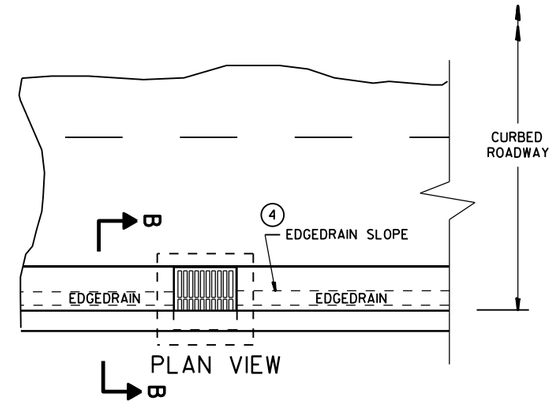
DETAIL "B"
TO BE USED AT INTERMEDIATE LOCATIONS

TYPICAL DRAIN OUT DETAILS



SECTION B-B

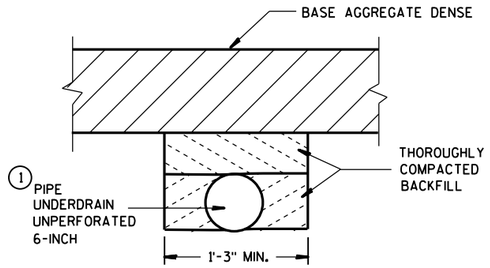
URBAN CROSS SECTION



PLAN VIEW

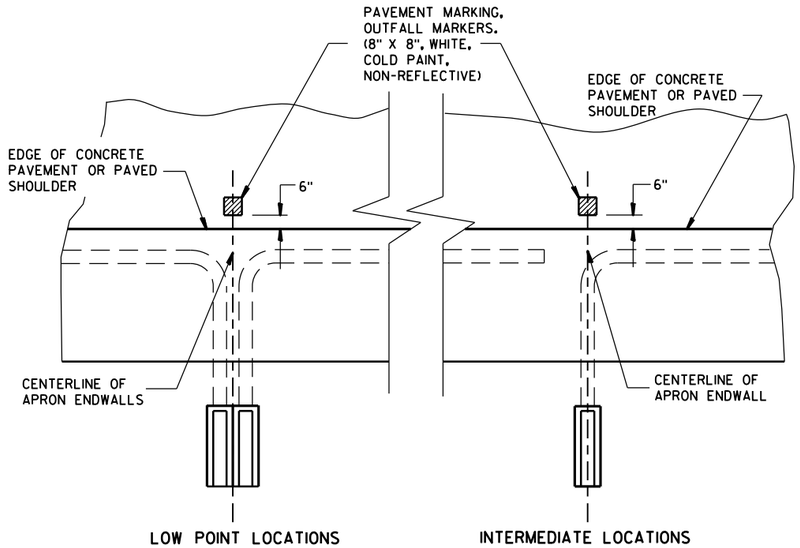
ROADWAY WITH CURBS

(EDGEDRAIN CONNECTS INTO INLET STRUCTURE)



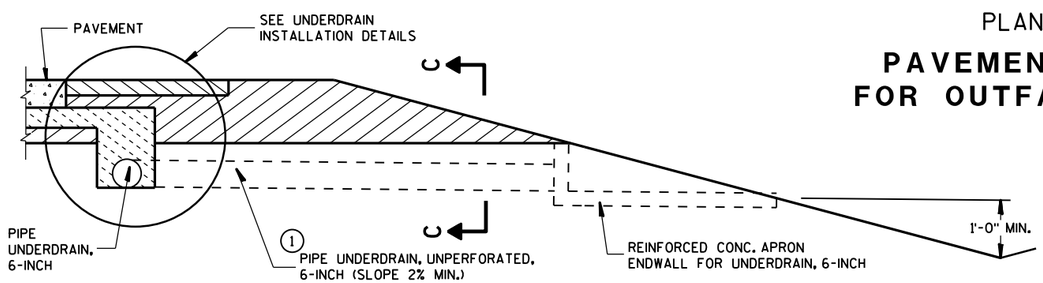
SECTION C-C

(TRENCH FOR OUTFALL PIPE)



PLAN VIEW

PAVEMENT MARKING FOR OUTFALL MARKERS



SECTION A-A

RURAL CROSS SECTION

EDGEDRAIN OUTLET AND OUTFALL MARKERS

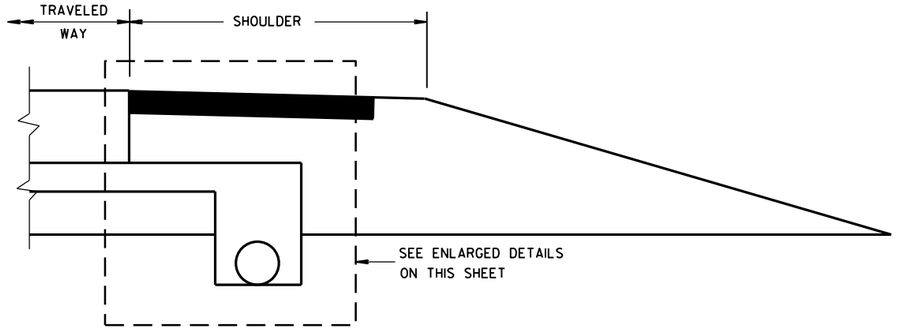
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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S.D.D. 8 D 15-5a

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S.D.D. 8 D 15-5a



RURAL CROSS SECTION

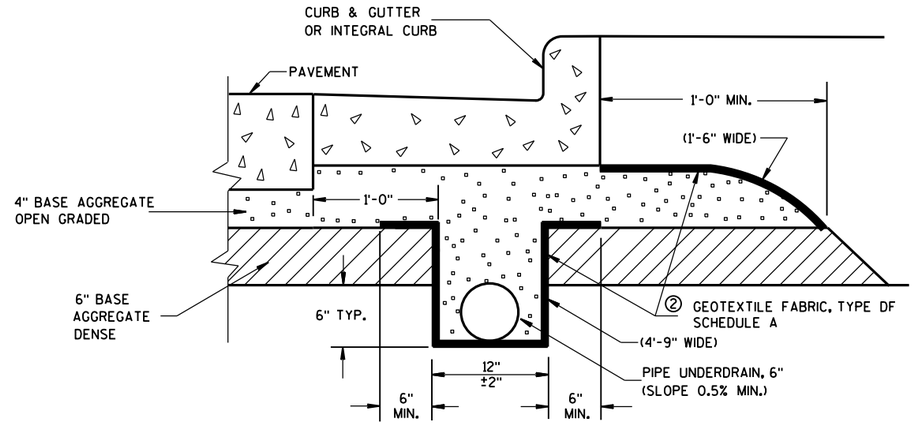
GENERAL NOTES

THE DIMENSIONS SHOWN ON THE TYPICAL CROSS SECTIONS WILL GOVERN IN THE EVENT THERE IS A CONFLICT WITH THE DETAILS SHOWN ON THIS DRAWING.

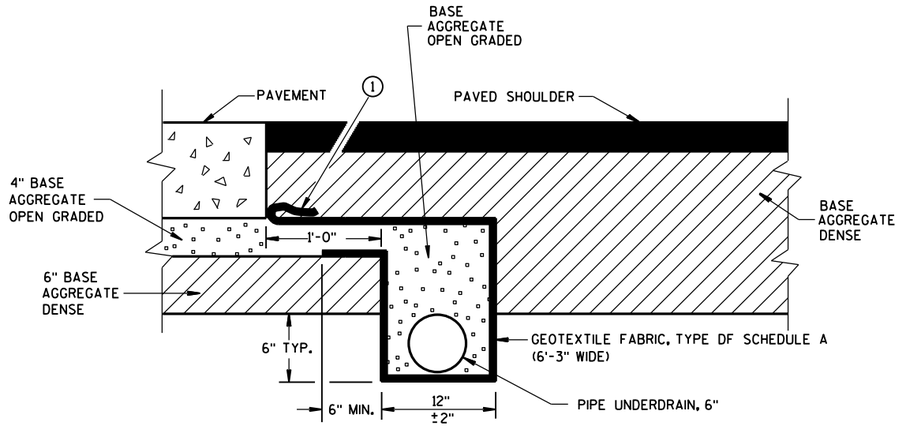
PIPE UNDERDRAIN SHALL BE LAID PARALLEL TO THE GRADE OF THE ROADWAY.

① FOLD OVER EXCESS GEOTEXTILE FABRIC AT THIS LOCATION.

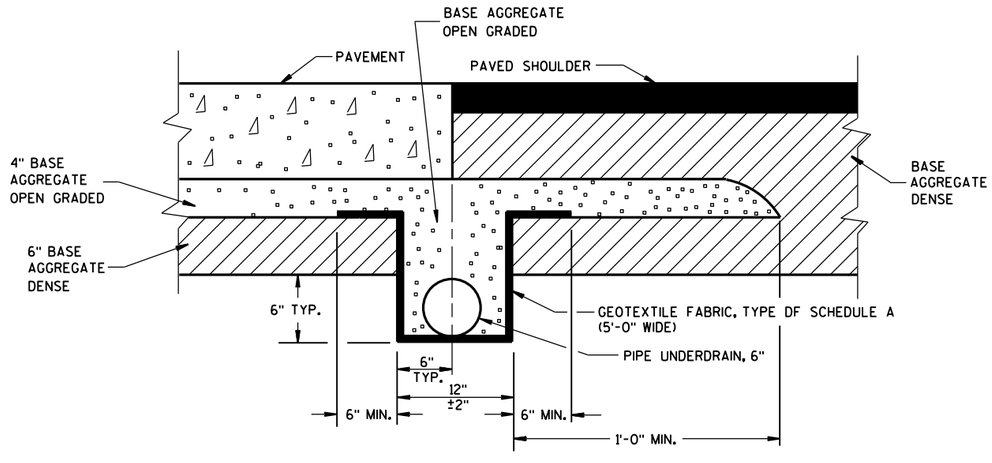
② TOTAL FABRIC WIDTH IS 6'-3" FOR PAYMENT.



EDGEDRAIN IN URBAN ROADWAY



POST PAVING INSTALLATION
(QUANTITIES ARE BASED ON THIS DETAIL)



PRE-PAVING INSTALLATION ALTERNATE

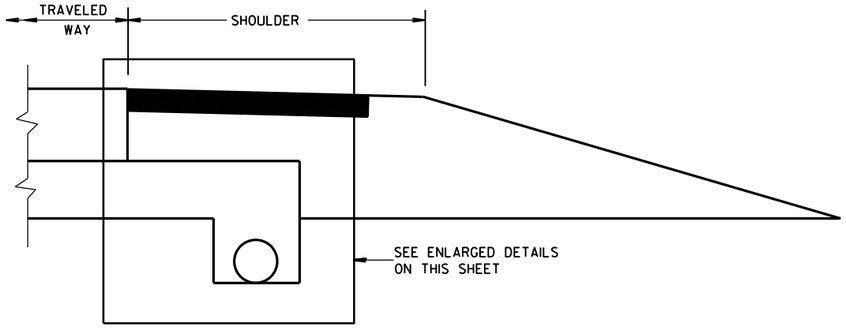
EDGEDRAIN IN RURAL ROADWAY

EDGEDRAIN AND BASE AGGREGATE OPEN GRADED

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPE
FHWA

6
S.D.D. 8 D 15-5b

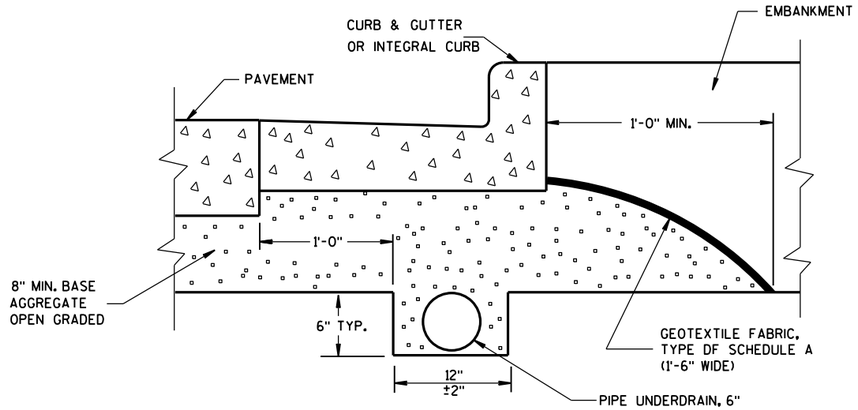


RURAL CROSS SECTION

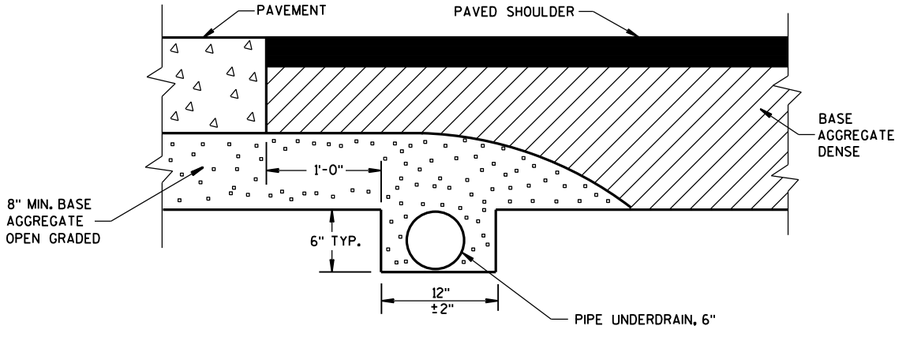
GENERAL NOTES

THE DIMENSIONS SHOWN ON THE TYPICAL CROSS SECTIONS WILL GOVERN IN THE EVENT THERE IS A CONFLICT WITH THE DETAILS SHOWN ON THIS DRAWING.

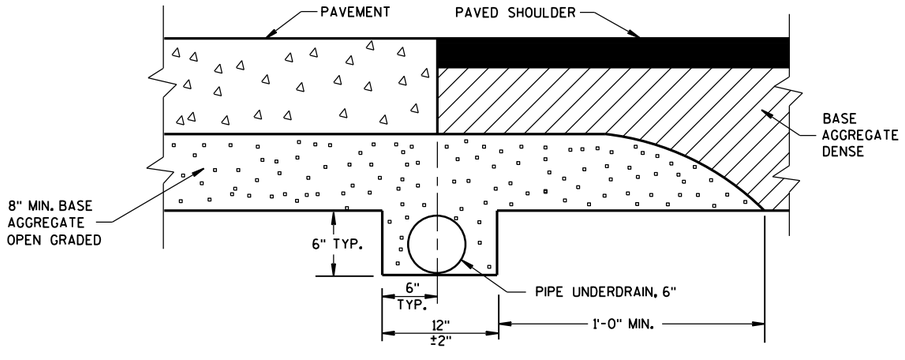
PIPE UNDERDRAIN SHALL BE LAID PARALLEL TO THE GRADE OF THE ROADWAY.



EDGEDRAIN IN URBAN ROADWAY



POST PAVING INSTALLATION
(QUANTITIES ARE BASED ON THIS DETAIL)



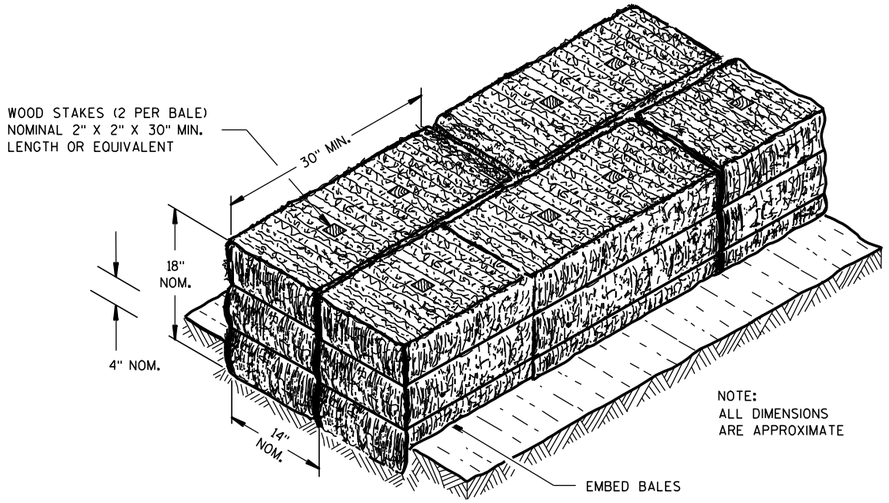
PRE-PAVING INSTALLATION ALTERNATIVE

EDGEDRAIN IN RURAL ROADWAY

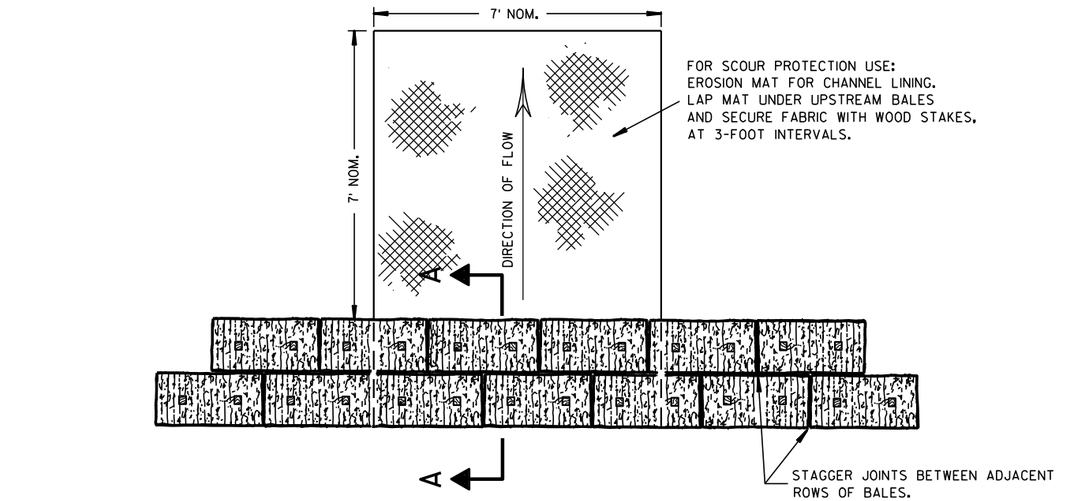
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EDGEDRAIN AND BASE AGGREGATE OPEN GRADED	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
Sept. 2015	/S/ Peter Kemp, P.E.
DATE	PAVEMENT SUPE
FHWA	

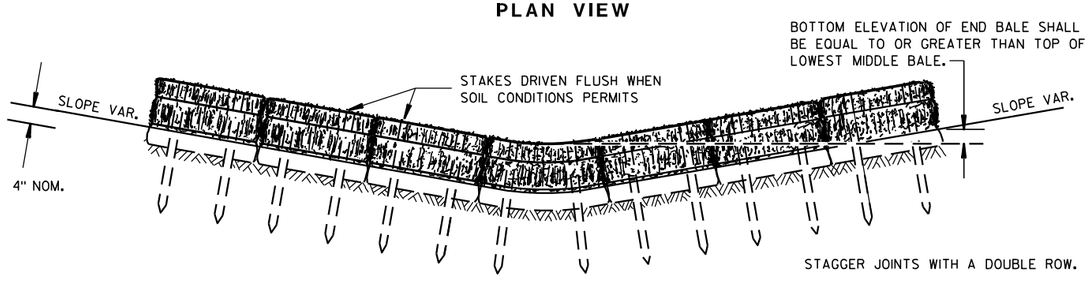
S.D.D. 8 D 15-5c



SECTION A-A



PLAN VIEW



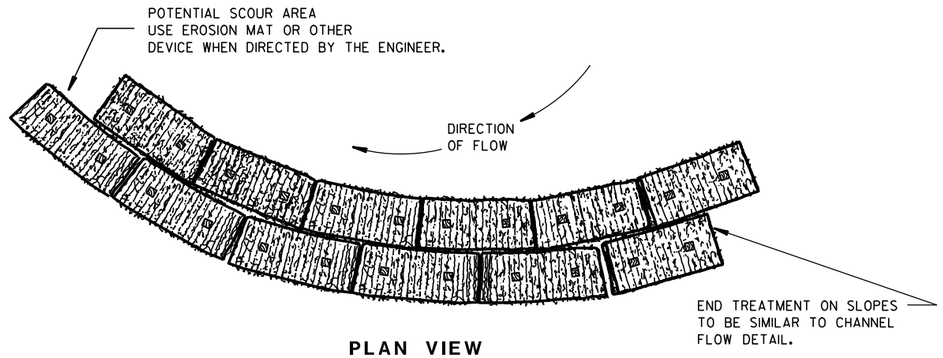
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

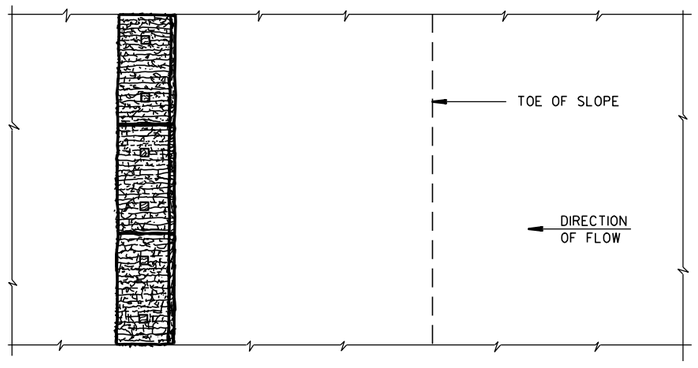
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

① TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

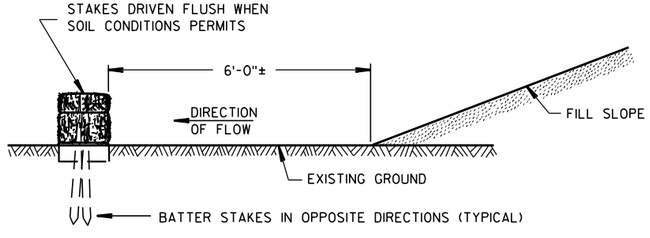


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

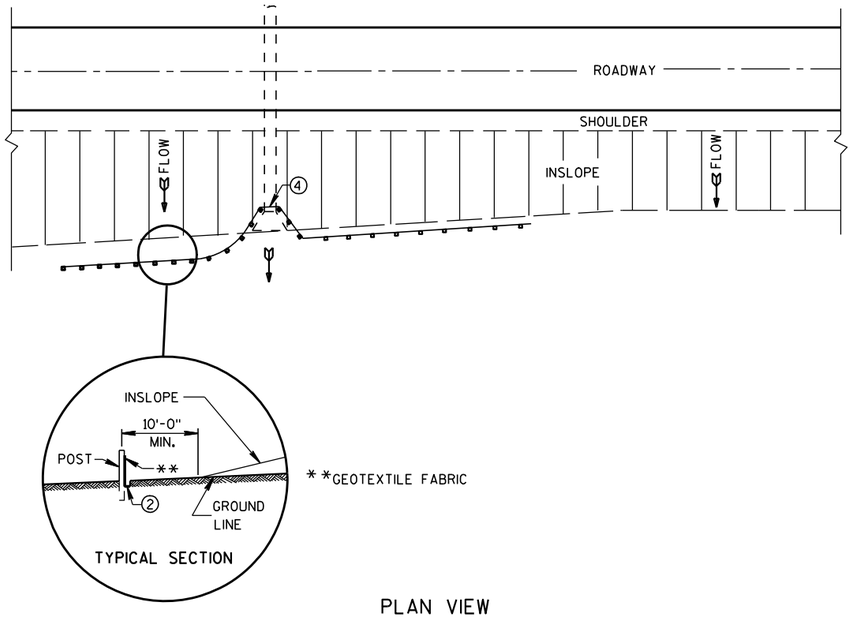
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

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

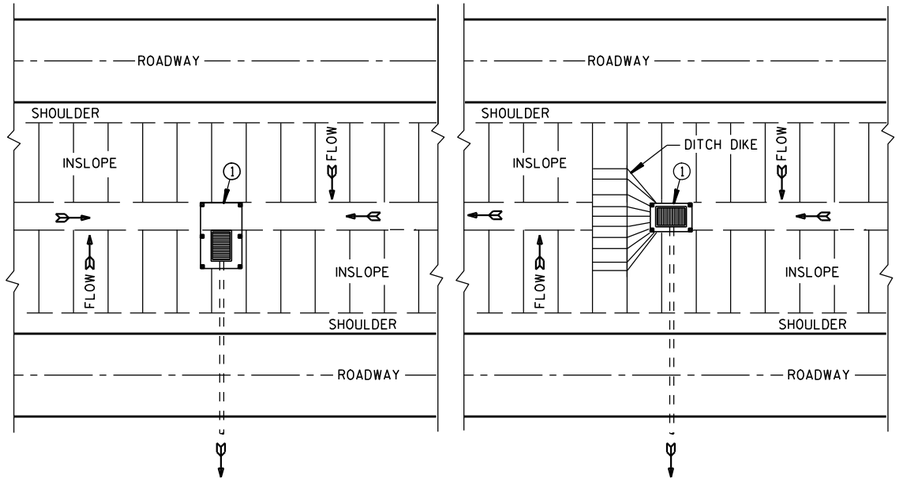
FHWA

6
S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

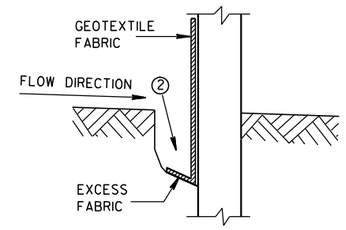
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

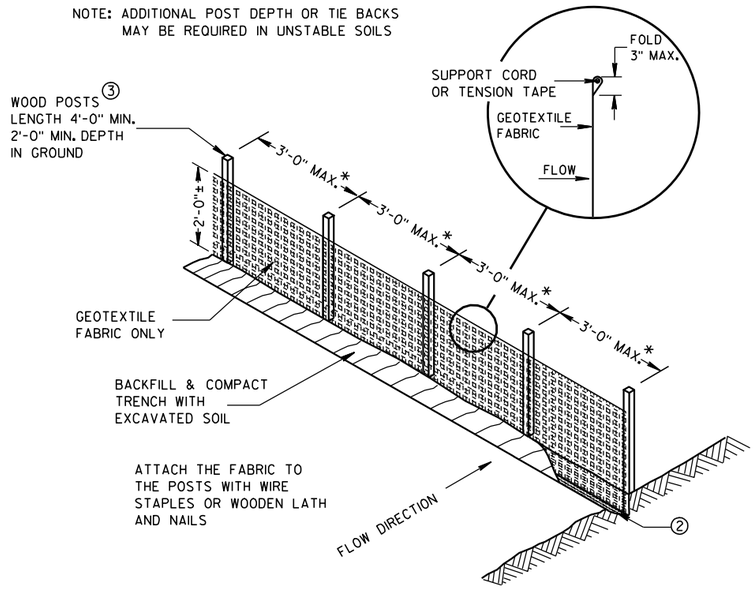
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

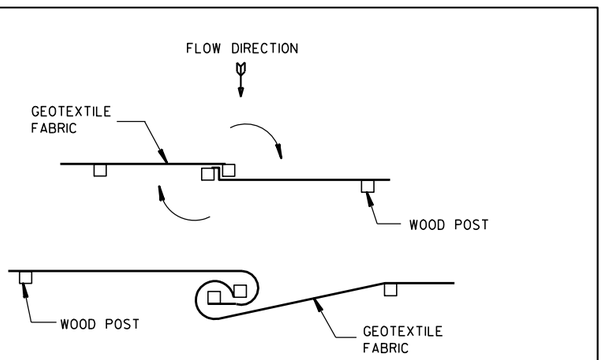
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



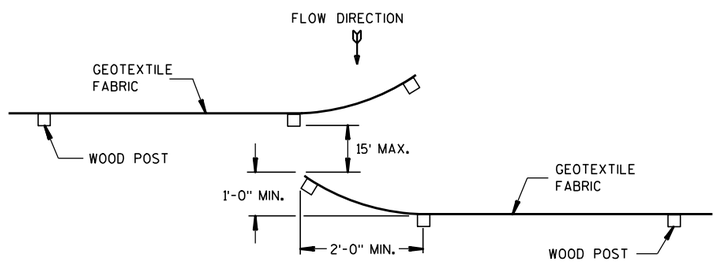
TRENCH DETAIL



SILT FENCE

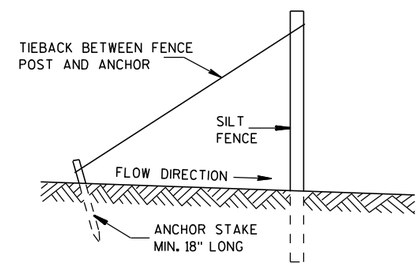


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

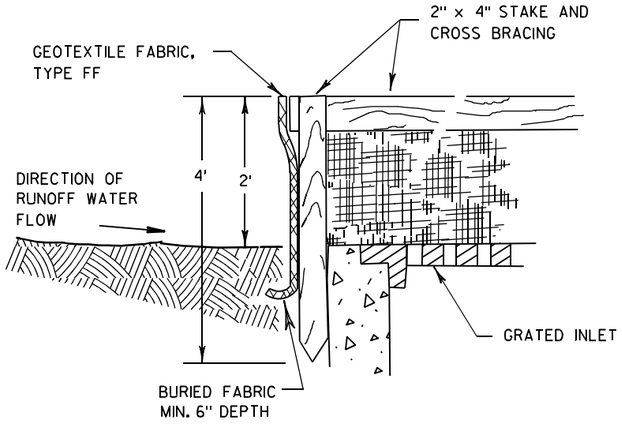
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

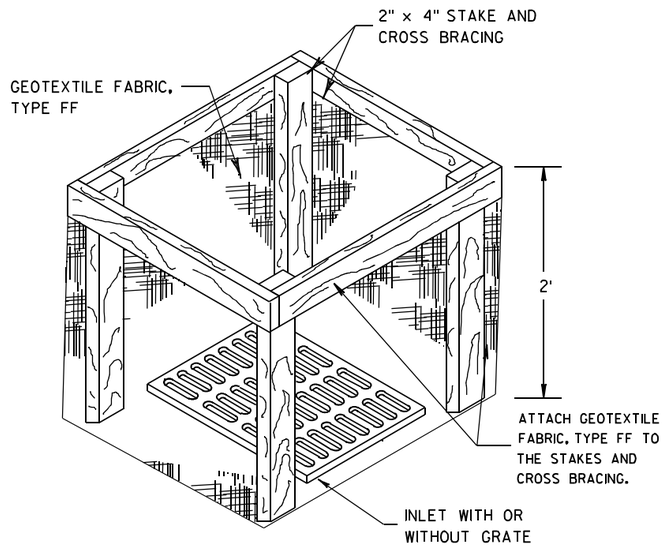
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S.D.D. 8 E 9-6

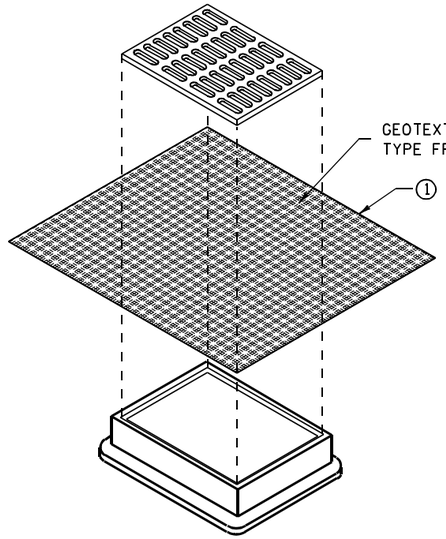
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S.D.D. 8 E 9-6



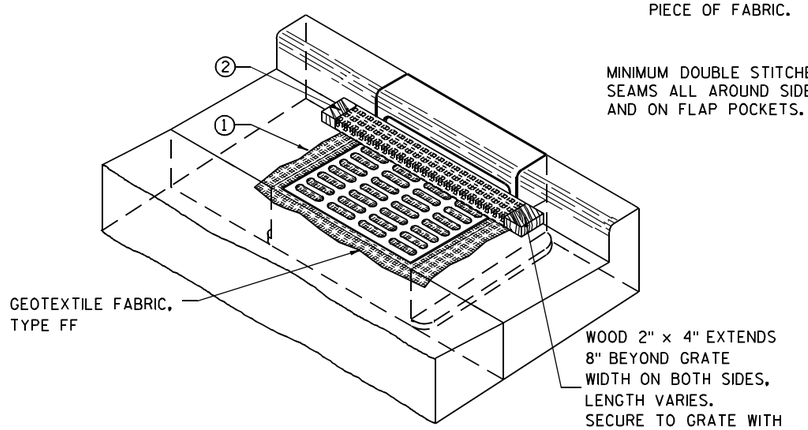


INLET PROTECTION, TYPE A

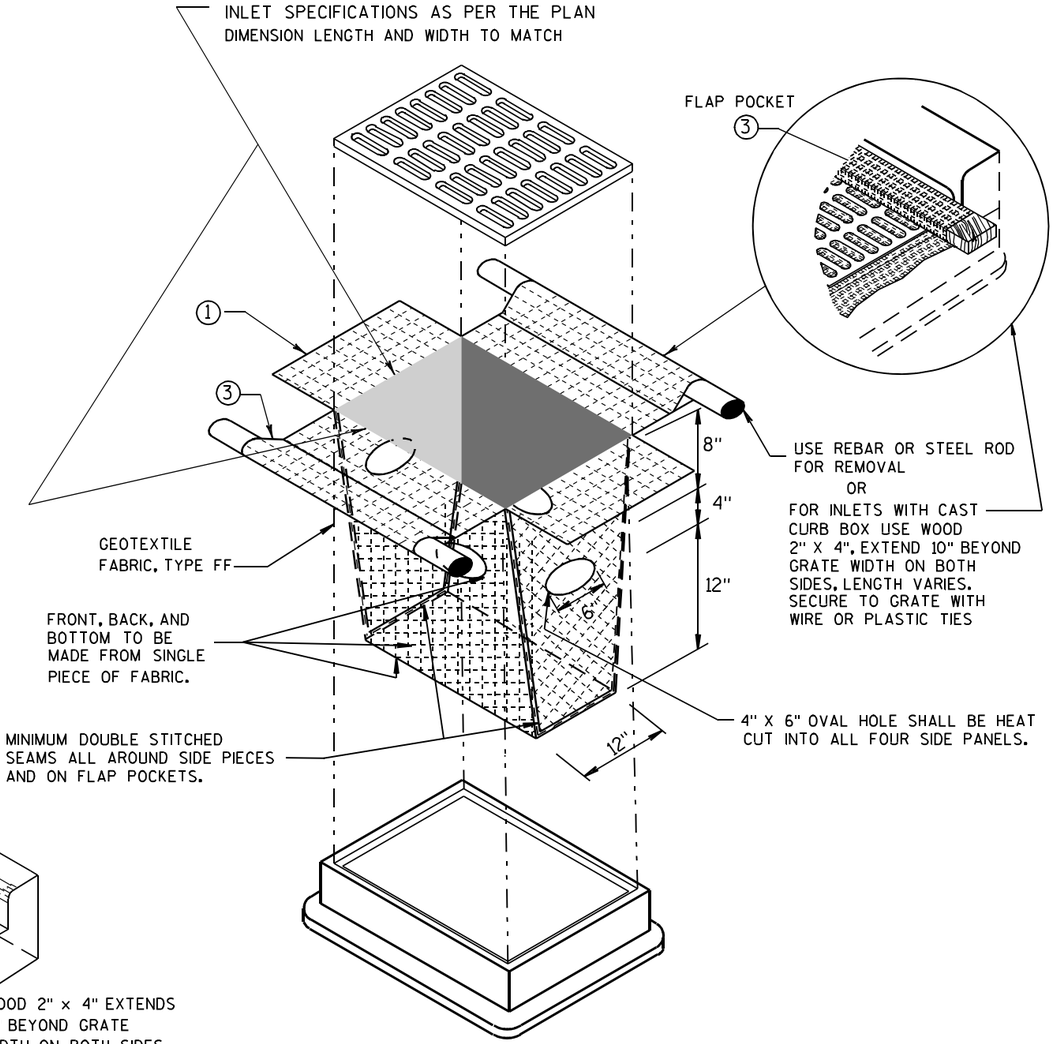


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE 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

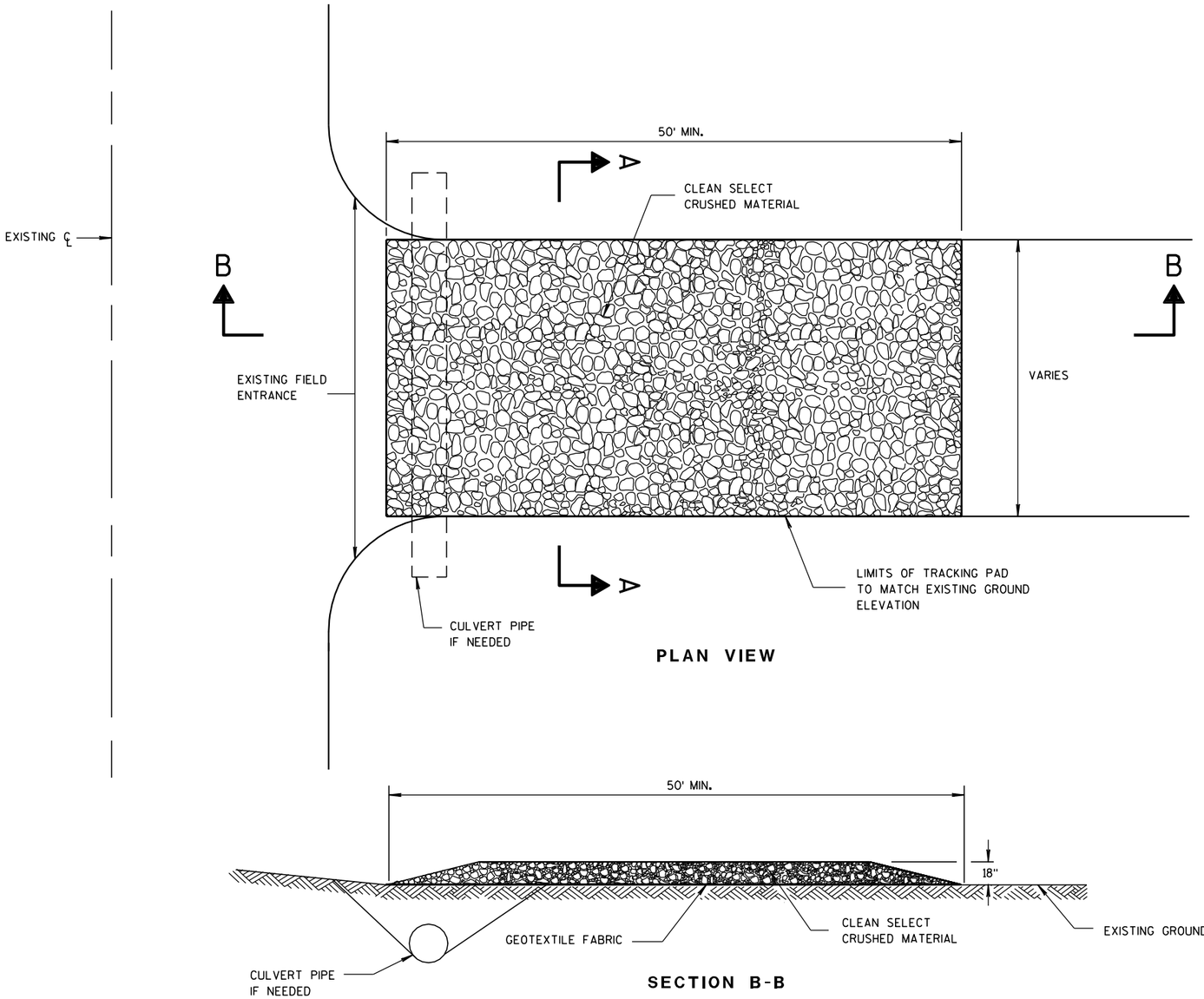
APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

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



PLAN VIEW

SECTION B-B

GENERAL NOTES

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

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

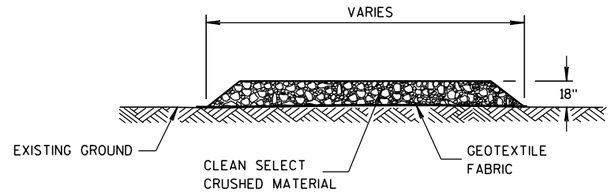
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A-A

TRACKING PAD

6

S.D.D. 8 E 14-1

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

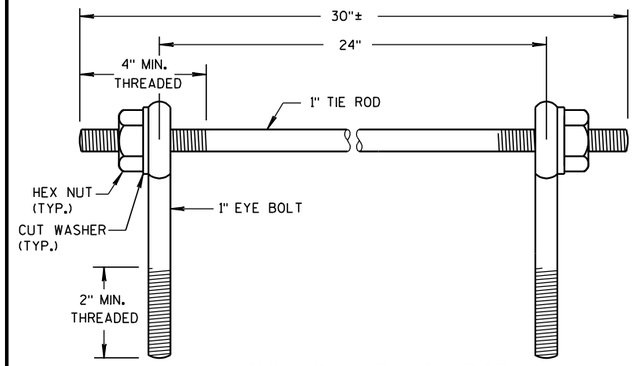
APPROVED

3/24/2011	/S/ Jerry H. Zoda	
DATE	ROADWAY STANDARDS ENGINEER	ENT

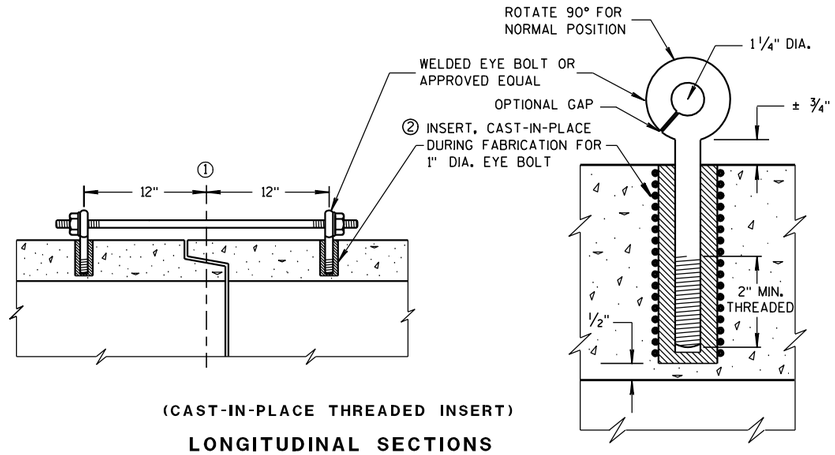
FHWA

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S.D.D. 8 E 14-1



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

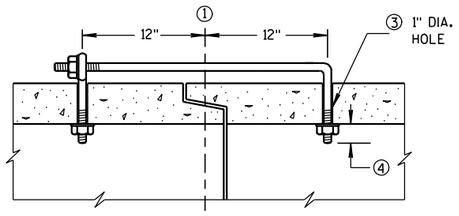
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

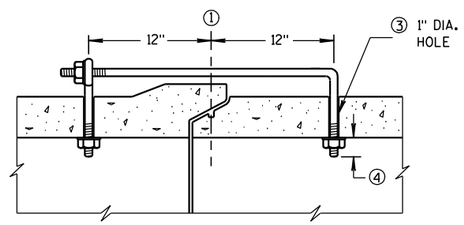
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

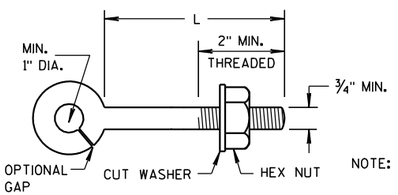


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

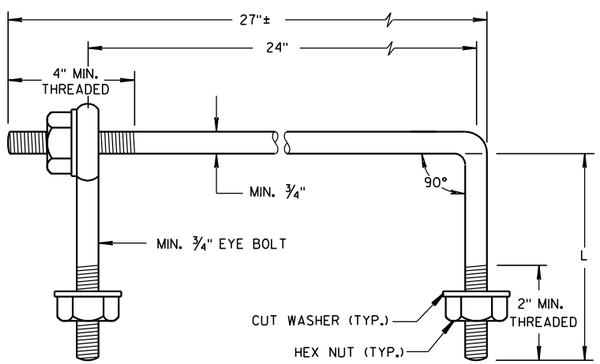
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

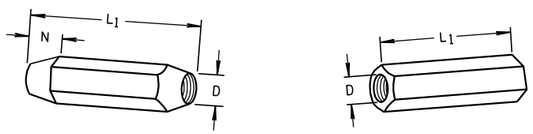
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

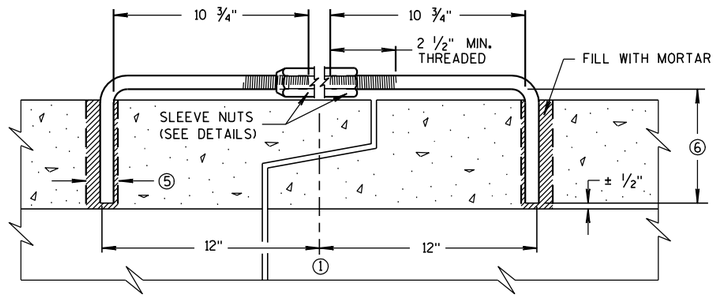
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

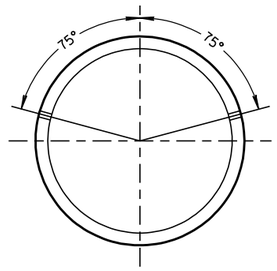
SLEEVE NUTS



LONGITUDINAL SECTION

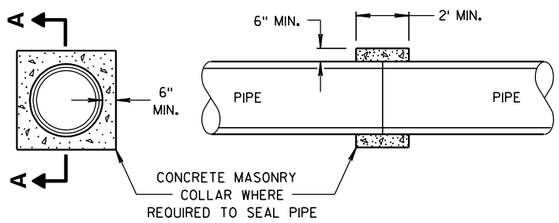
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

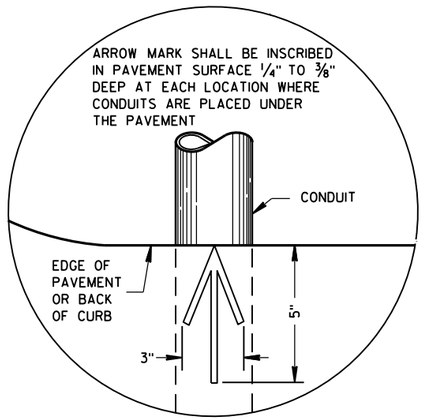
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

S.D.D. 8 F 4-7

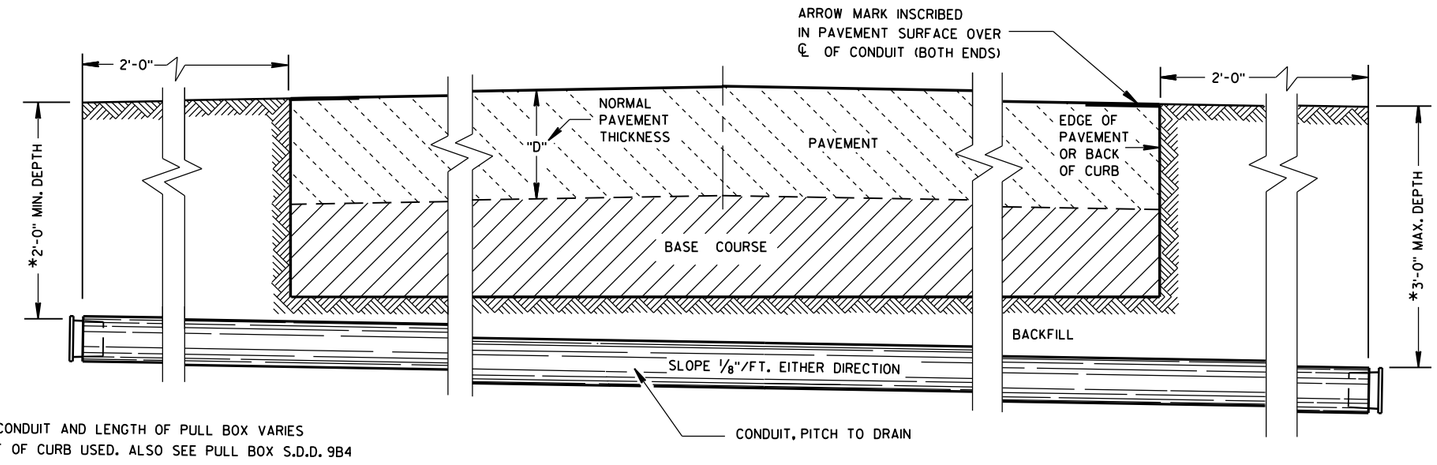
6

S.D.D. 8 F 4-7



PLAN VIEW

ARROW MARK



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

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

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

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

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

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

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

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

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

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

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

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

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

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

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

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

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

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

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

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

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

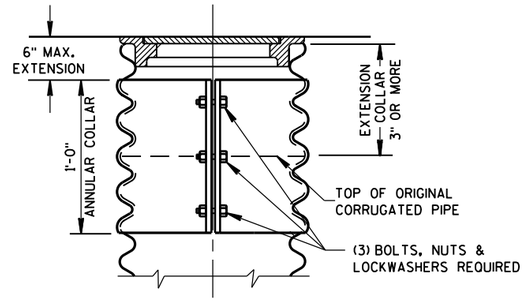
S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

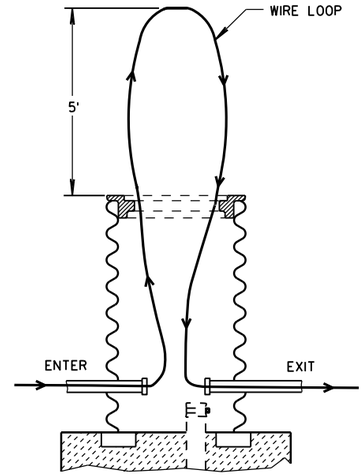
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2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

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

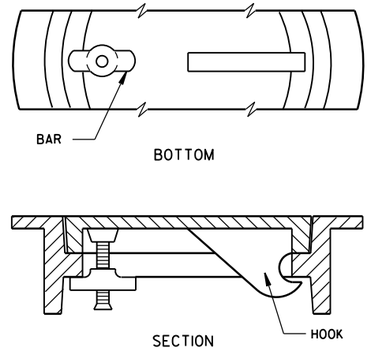
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

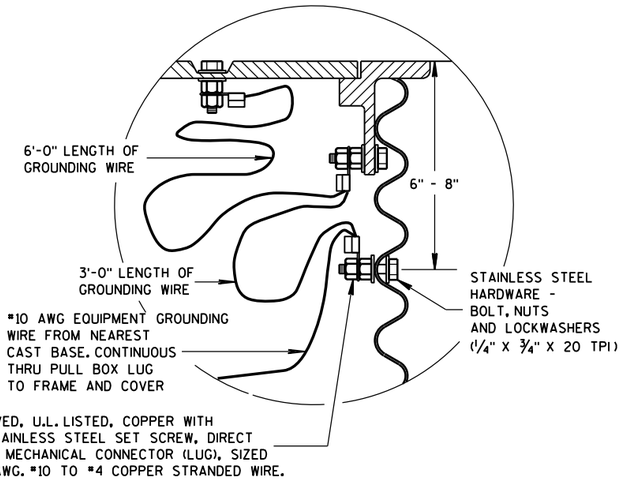


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

GENERAL NOTES

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

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

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

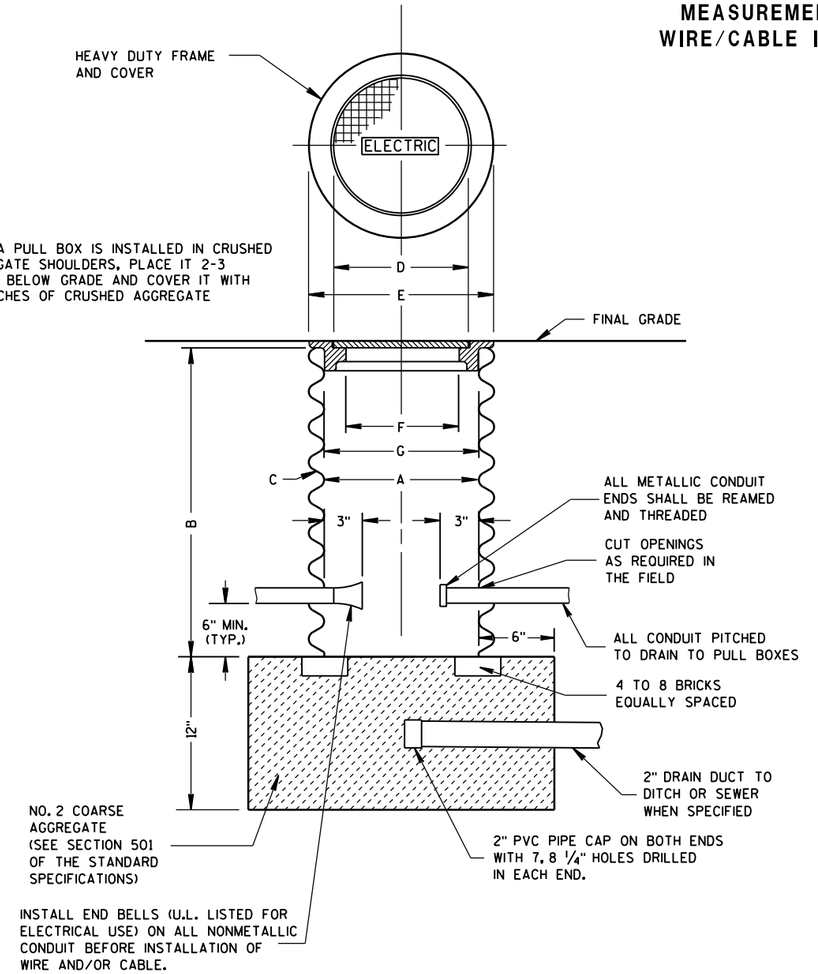
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

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

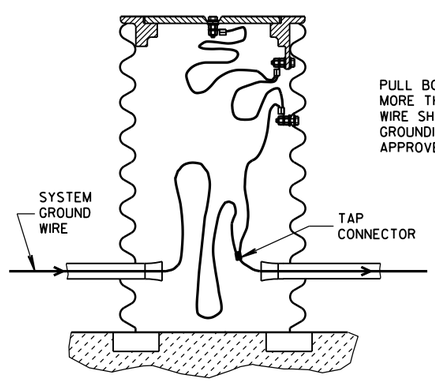
GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

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

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



PULL BOX



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

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

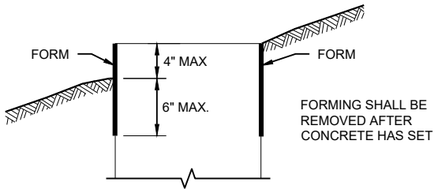
APPROVED
Sept. 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA

6

S.D.D. 9 B 4-11

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

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

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

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

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

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

ENDS OF CONDUIT INSTALLED BELOW GRADE FRO FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

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

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

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

BELL 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.

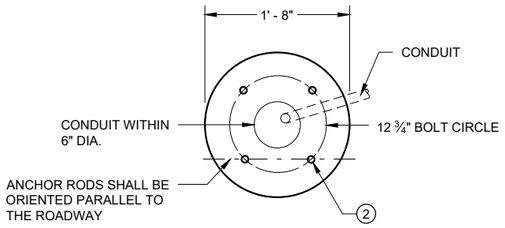
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

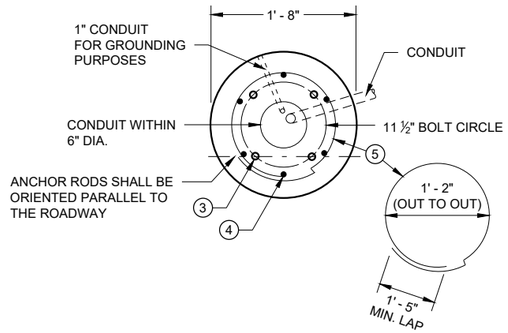
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

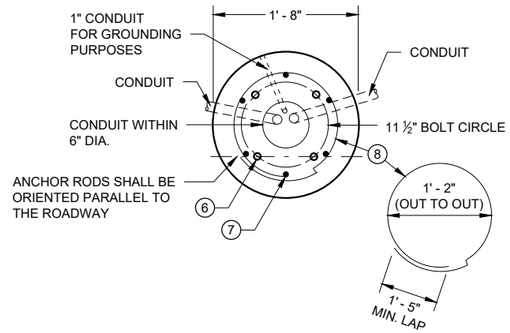
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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).







(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

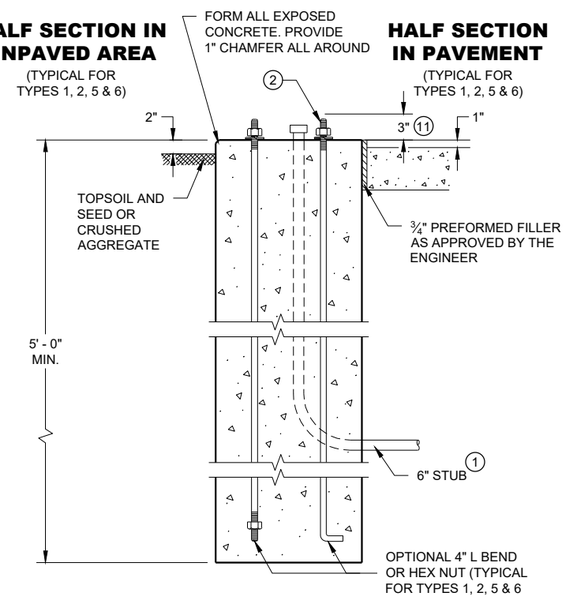
(10) ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

(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.

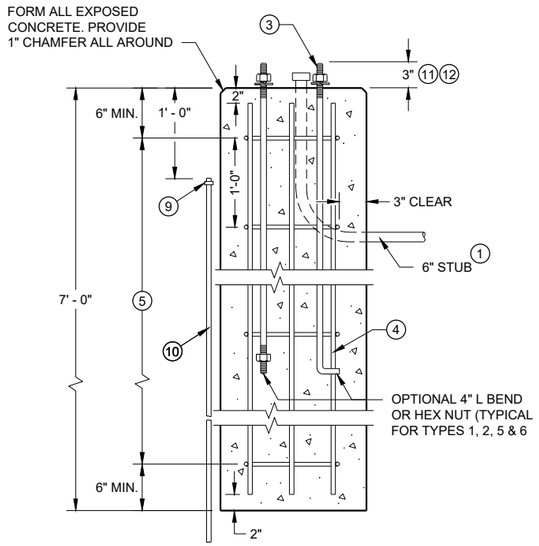
(12) FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5 & 6)

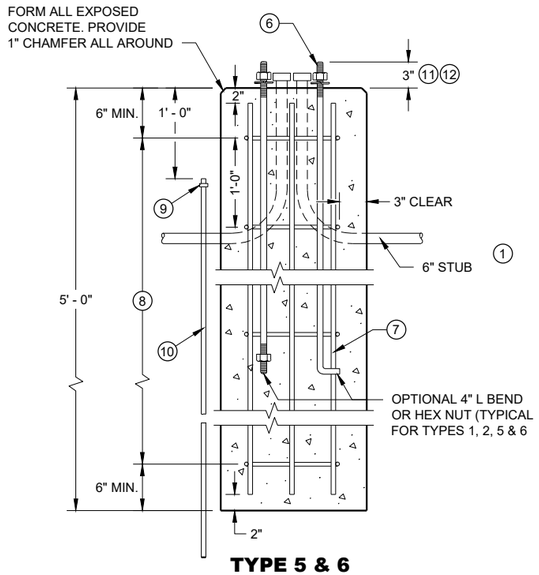
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



TYPE 1



TYPE 2



TYPE 5 & 6

CONCRETE BASES

CONCRETE BASES TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

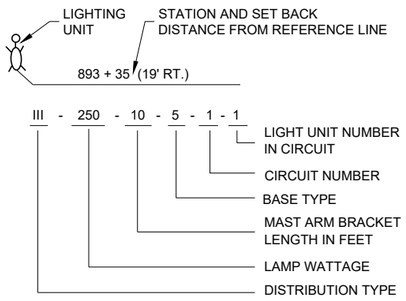
FHWA

GENERAL NOTES

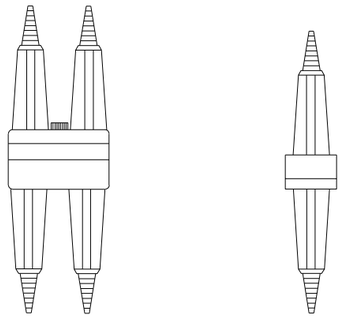
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUND CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

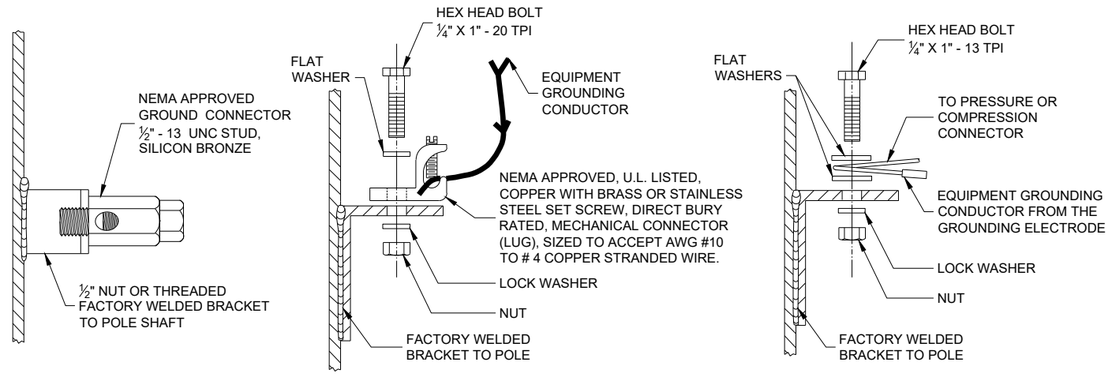


LIGHTING UNIT CODE
(TYPICAL)

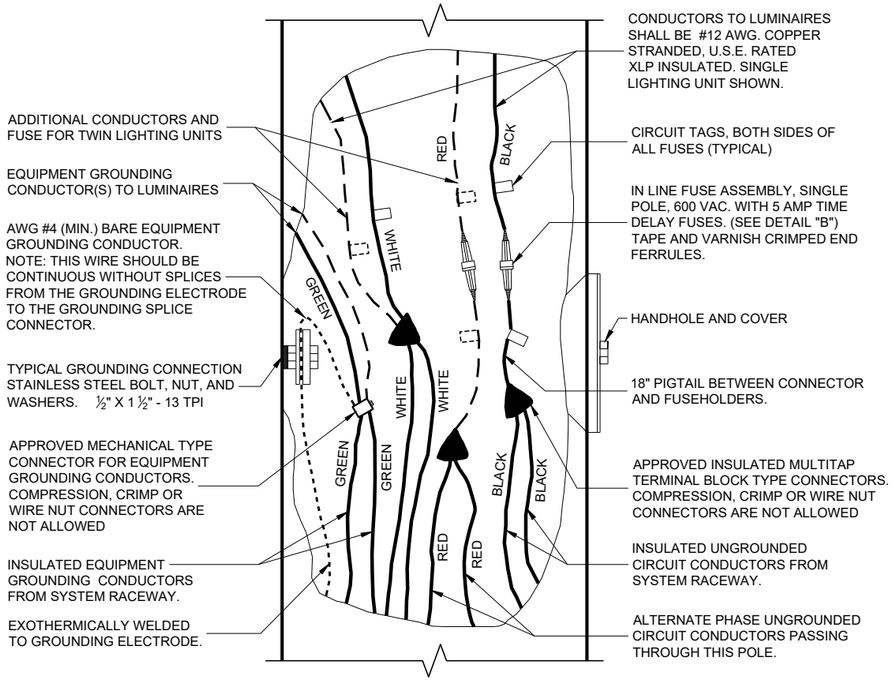


DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT

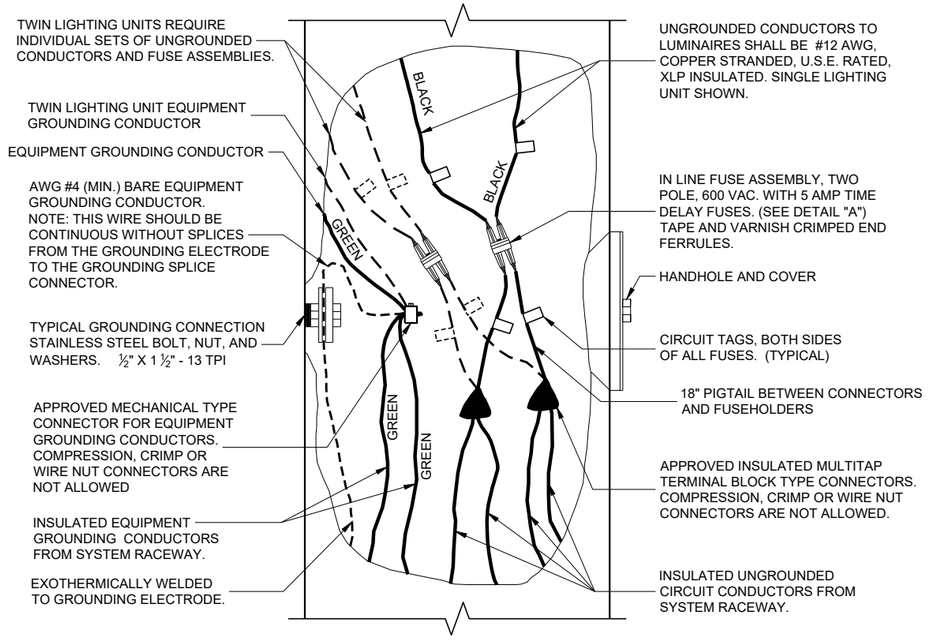
DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT



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



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH GROUNDING CONDUCTOR AND EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

NON - FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

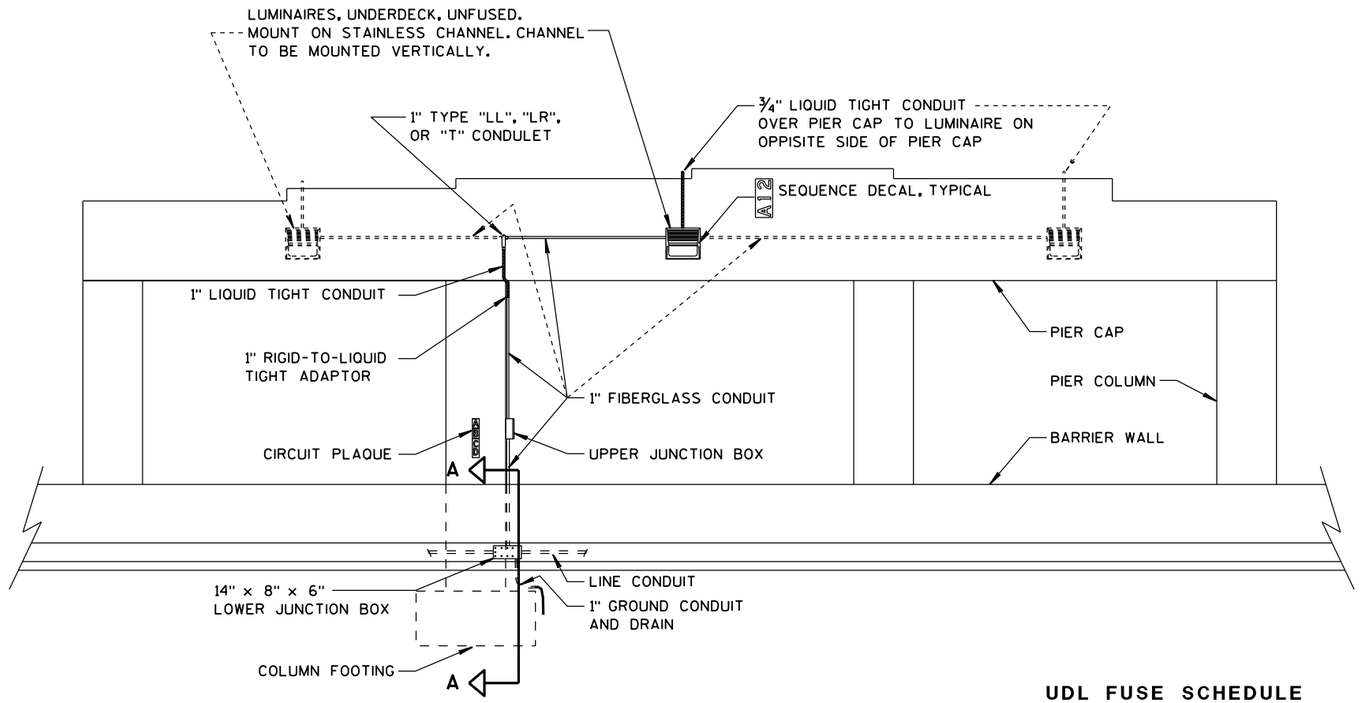
FHWA

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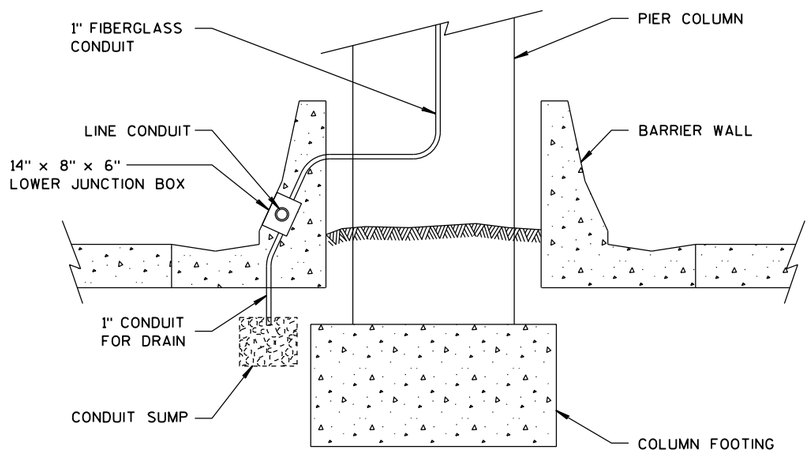
SDD 09E03 - 06

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SDD 09E03 - 06



TYPICAL UNDERDECK LIGHTING INSTALLATION



SECTION "A-A"

UDL FUSE SCHEDULE

LINE VOLTAGE ϕ-GROUND	TOP JUNCTION BOX FUSES
120VAC	5 A
208VAC	5 A
240VAC	5 A
480VAC	3 A

GENERAL NOTES

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

USE THIS DETAIL IN CONJUNCTION WITH THE DETAIL FOR ELECTRICAL HANDHOLE WIRING, SUBSTITUTING THE LOWER JUNCTION BOX FOR THE HANDHOLE SHOWN IN THAT DETAIL.

THE PLANS WILL SHOW WHICH CIRCUIT LEGS(S) ARE CONNECTED TO EACH INSTALLATION AND THE REQUIRED NUMBER OF LUMINAIRES.

THE UPPER JUNCTION BOX (FOR FUSE ASSEMBLIES) SHALL CONFORM TO THE APPLICABLE PROVISIONS OF SECTION 653.2.2 OF THE STANDARD SPECIFICATIONS; SHALL BE SUITABLE FOR SURFACE MOUNTING WITH EXTERNAL MOUNTING LUGS; AND SHALL HAVE A HINGED COVER, WING-NUT FASTENERS, AND PADLOCK HASP. ALL HARDWARE SHALL BE STAINLESS STEEL. FURNISH O-Z/GEDNEY YW-120603, SPRING CITY HC-12-06-04, CROUSE-HINDS WTB-120604, OR APPROVED EQUAL.

MEDIAN CONFIGURATIONS VARY; NOT ALL CASES CAN BE SHOWN IN THIS DETAIL.

WIRING FOR THE FIRST LUMINAIRE PAIR IS SHOWN IN SOLID LINES. WIRING FOR ADDITIONAL LUMINAIRE PAIRS, WHERE REQUIRED, IS SHOWN IN DOTTED LINES.

LEGEND

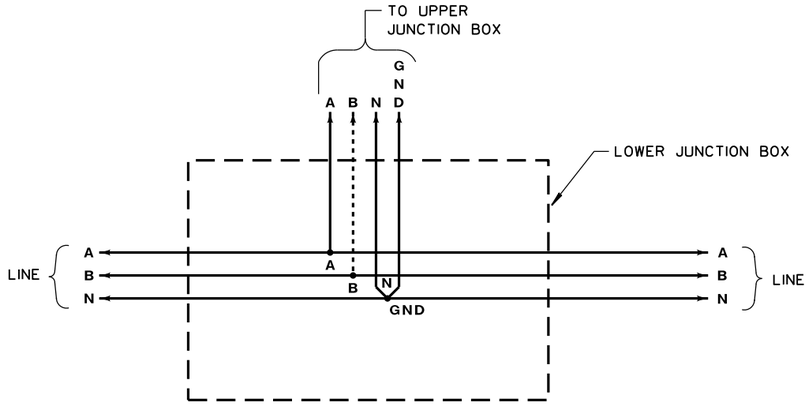
A,B,X,Y,Z	UNGROUNDED CIRCUIT CONDUCTORS
N	GROUNDED CIRCUIT CONDUCTORS
GND	EQUIPMENT GROUNDING CONDUCTOR
P	POLE (ELECTRICAL CIRCUIT)
ϕ	PHASE (ELECTRICAL CURRENT)
	HANDHOLE GROUND LUG
	UNFUSED LUMINAIRE
	SINGLE POLE (1P) FUSE ASSEMBLY
	TERMINAL
	SPLICE
	CONDUCTOR

ELECTRICAL DETAILS
UNDERDECK LIGHTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

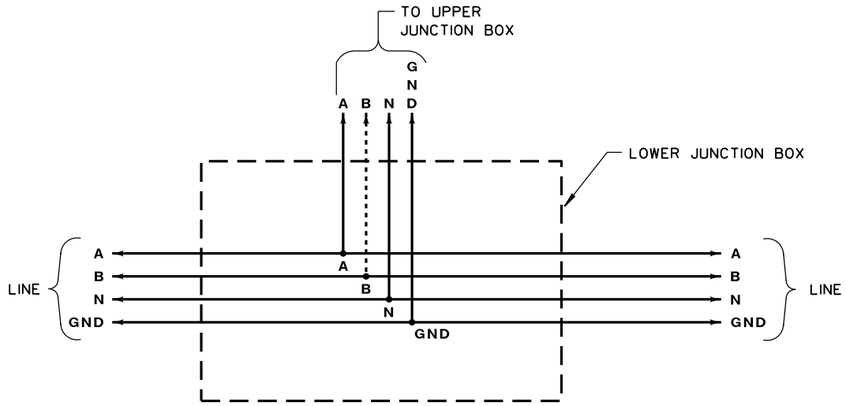
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S.D.D. 10 A 15-4a



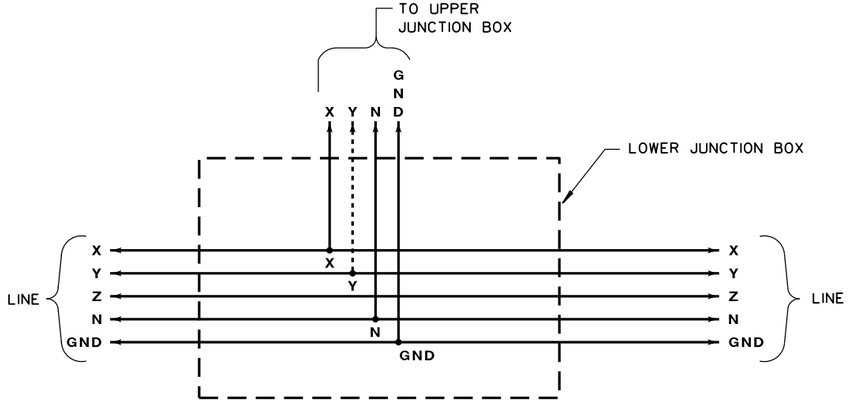
TYPICAL WIRING DIAGRAM, LOWER JUNCTION BOX

GROUNDED NEUTRAL SYSTEM
1-ϕ 240/480VAC OR 3 WIRE OR 480VAC 2 WIRE



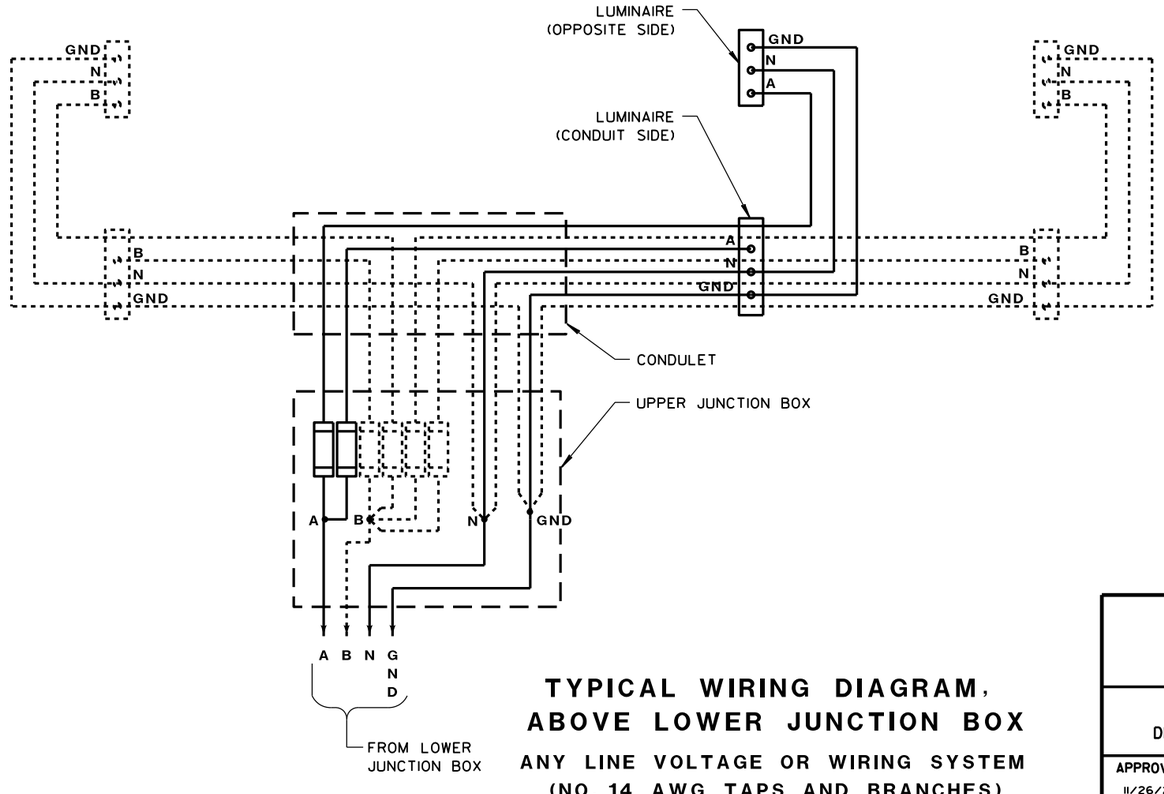
TYPICAL WIRING DIAGRAM, LOWER JUNCTION BOX

ISOLATED NEUTRAL SYSTEM
1-ϕ 120/240VAC OR 240/480VAC 3 WIRE



TYPICAL WIRING DIAGRAM, LOWER JUNCTION BOX

ISOLATED NEUTRAL SYSTEM
3-ϕ 208Y/120VAC OR 480Y/277VAC 4 WIRE



TYPICAL WIRING DIAGRAM, ABOVE LOWER JUNCTION BOX

ANY LINE VOLTAGE OR WIRING SYSTEM
(NO. 14 AWG TAPS AND BRANCHES)

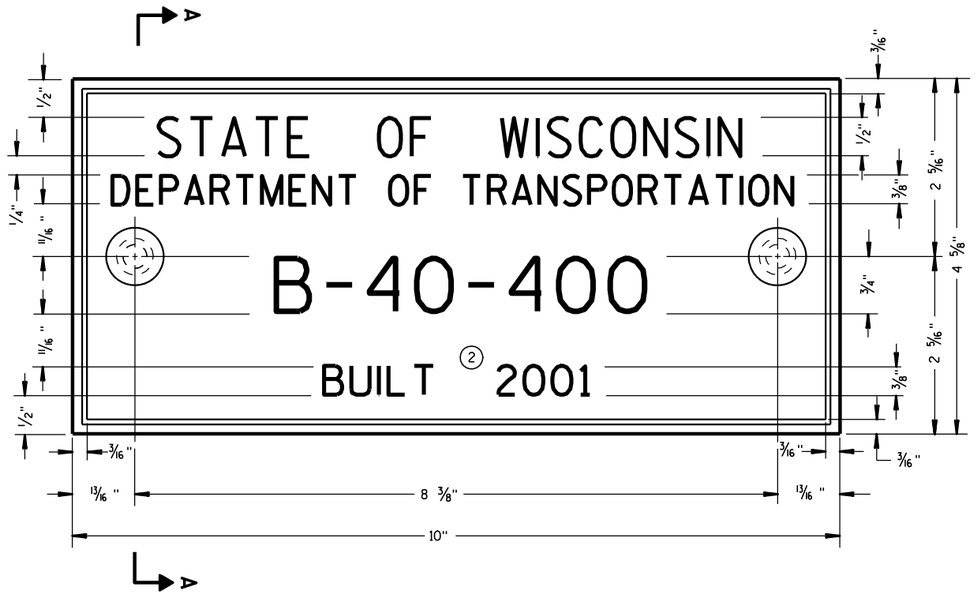
ELECTRICAL DETAILS
UNDERDECK LIGHTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/26/2013
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL
FHWA

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S.D.D. 10 A 15-4b



TYPICAL NAME PLATE
(BRIDGES, CULVERTS, AND RETAINING WALLS)

FOR MULTI-UNIT STRUCTURES
LINE 3 ABOVE SHALL READ

B = BRIDGE
C = CULVERT
R = RETAINING WALL

COUNTY NO.

BRIDGE NO.

UNIT NO. FOR MULTIPLE UNIT BRIDGE

B-40-400-1A

NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES

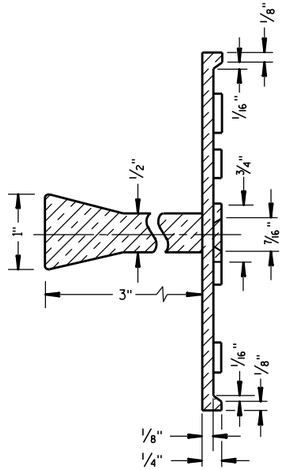
GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

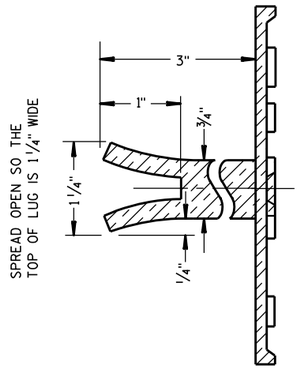
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

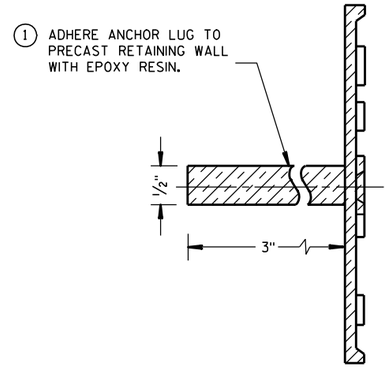
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG
(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

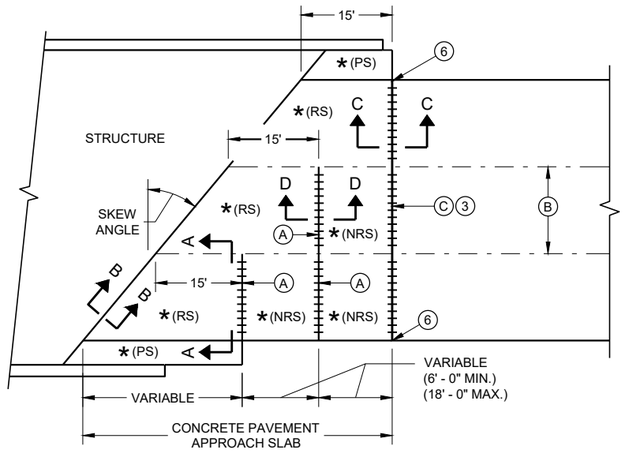
3/26/10 DATE

/S/ Scot Beck -- CHIEF STRUCTURAL DEVELOP ENGINEER

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S.D.D. 12 A 3-10



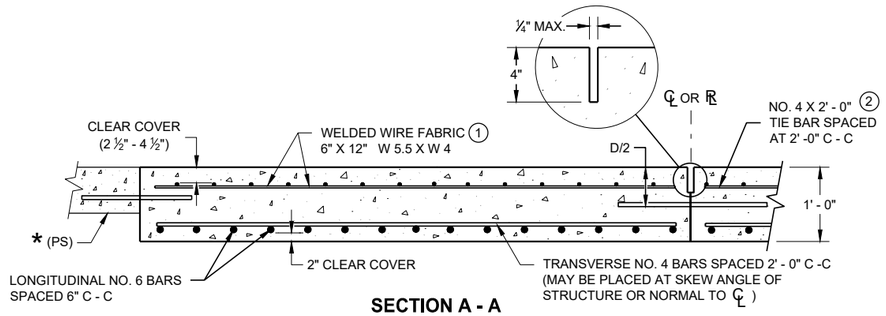
SKEWED APPROACH
(PAVEMENT MORE THAN TWO LANES)

(RS) = REINFORCED CONCRETE SLAB

(PS) = PAVED CONCRETE SHOULDER OR CONCRETE DRAINAGE SLAB

(NRS) - NON - REINFORCED CONCRETE SLAB

*** STANDARD DOWEL BAR DIAMETER (SEE SDD 13C11 AND SDD 13C13)



SECTION A - A
REINFORCEMENT POSITIONING DETAIL

GENERAL NOTES

THE CONTRACTOR MAY SPLICE NO. 6 BARS IN THE APPROACH SLAB FOR SKEWED STRUCTURES ONLY. STAGGER SPLICES WITH A MAXIMUM OF ONE SPLICE PER BAR. THE LENGTH OF LAP IS 20 INCHES.

TACK WELD DOWEL BARS TO THE BASKETS ON ALTERNATE ENDS.

(1) THE CONTRACTOR MAY USE NO. 4 BARS SPACED AT 2' - 0 " C - C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.

(2) THE CONTRACTOR MAY OMIT THE BARS BETWEEN REINFORCED SLABS WHERE SLAB REINFORCEMENT BARS EXTEND ACROSS THE CENTERLINE OR REFERENCE LINE.

(3) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING AN HMA PAVEMENT.

(4) USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

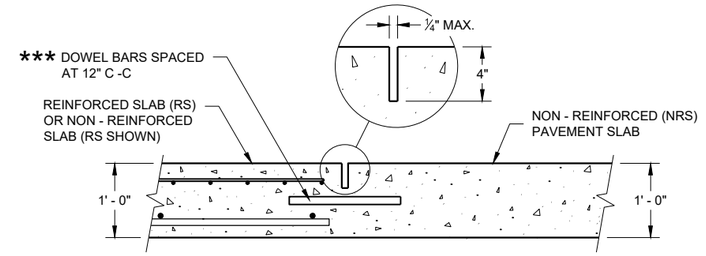
(5) PLACE EXPANSION CAP ON THE END OF THE DOWEL THAT IS NOT TACK WELDED TO THE BASKET. DO NOT FORCE DOWEL BAR PAST THE DOWEL STOP.

(6) EXTEND EXPANSION JOINT THROUGH ANY ADJACENT TIED CONCRETE.

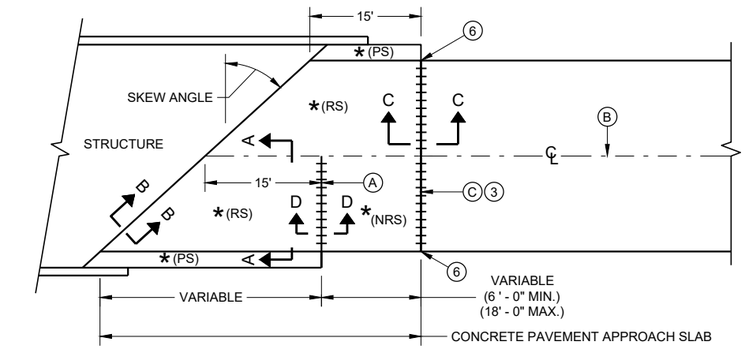
(A) STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℞.

(B) STANDARD LONGITUDINAL JOINT WITH TIE BARS.

(C) 1 ½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℞ .

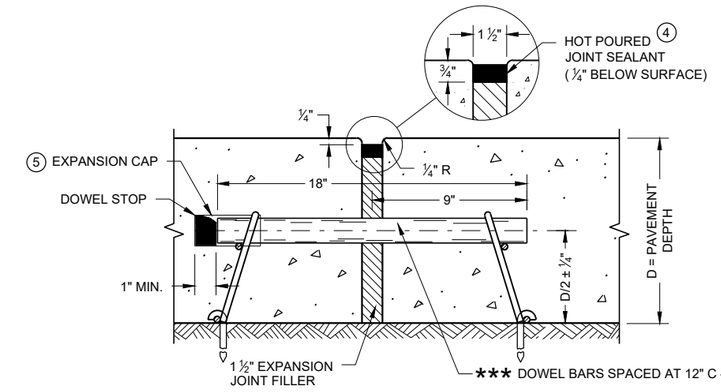


SECTION D - D
CONTRACTION JOINT

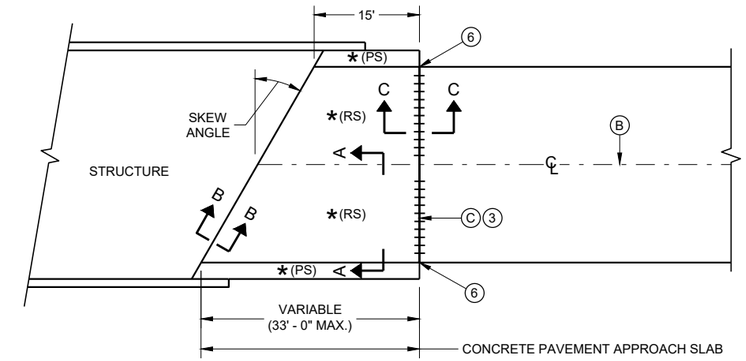


SKEWS > 20°
(PAVEMENT WIDTH ≤ 30')

SECTION B - B
BEND DETAIL
BOTTOM REINFORCEMENT

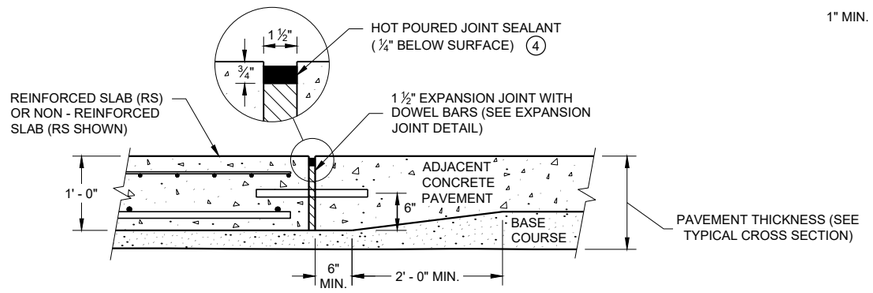


EXPANSION JOINT DETAIL



SKEWS ≤ 20°
(PAVEMENT WIDTH ≤ 30')

APPROACH SLAB AND ADJACENT PAVEMENT



SECTION C - C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT

CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

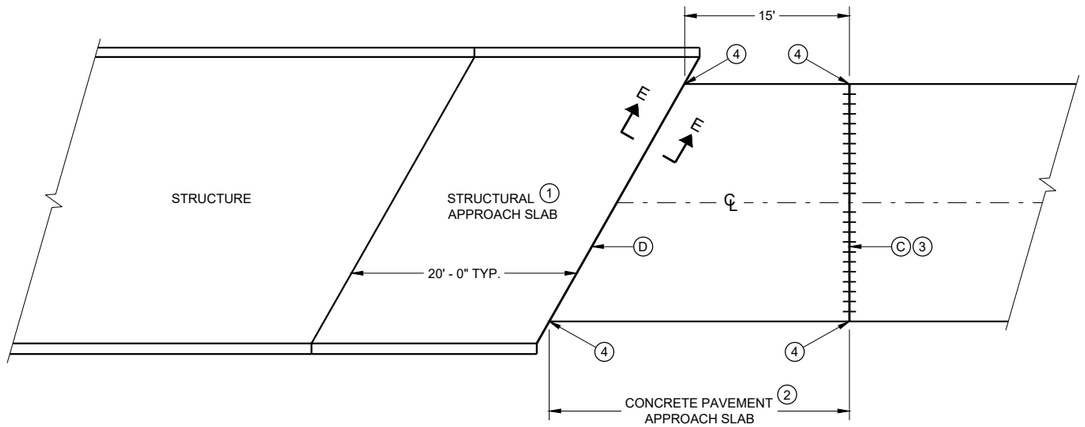
/S/ Peter Kemp, P.E.
PAVEMENT SUPERVIS

FHWA

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SDD 13B02 - 09a

SDD 13B02 - 09a



BRIDGE APPROACHES

GENERAL NOTES

ALL PROJECTS THAT INVOLVE A STRUCTURAL APPROACH SLAB WILL ALSO HAVE A CONCRETE PAVEMENT APPROACH SLAB.

(1) SEE BRIDGE PLAN.

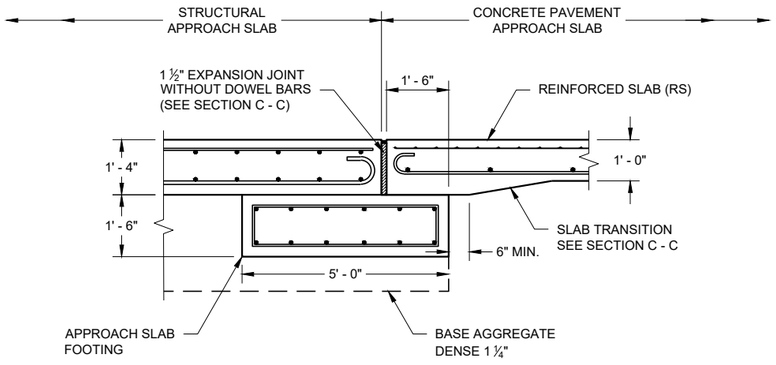
(2) CONFORM TO SDD 13B02 SHEET A FOR CONCRETE PAVEMENT APPROACH SLAB DETAILS

(3) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING AN HMA PAVEMENT.

(4) EXTEND EXPANSION JOINT THROUGH ANY ADJACENT TIED CONCRETE.

(C) 1 ½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℞.

(D) 1 ½" EXPANSION JOINT (NO DOWELS)



SECTION E - E
FOOTING DETAIL
STRUCTURAL APPROACH SLAB TO CONCRETE BRIDGE APPROACH

STRUCTURAL APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB

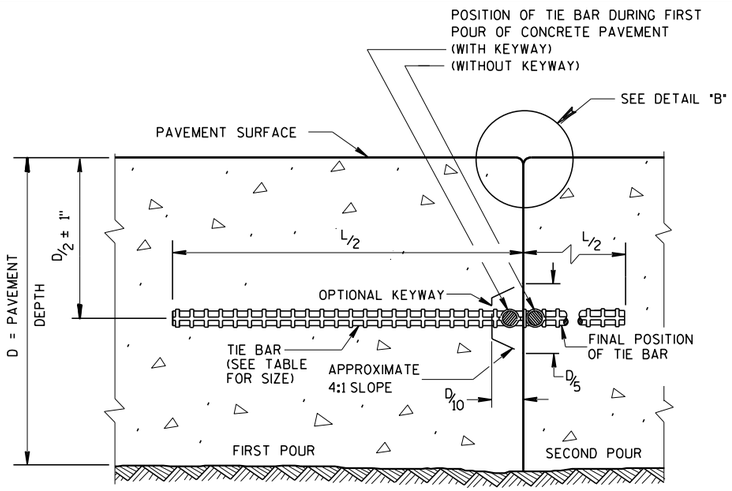
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

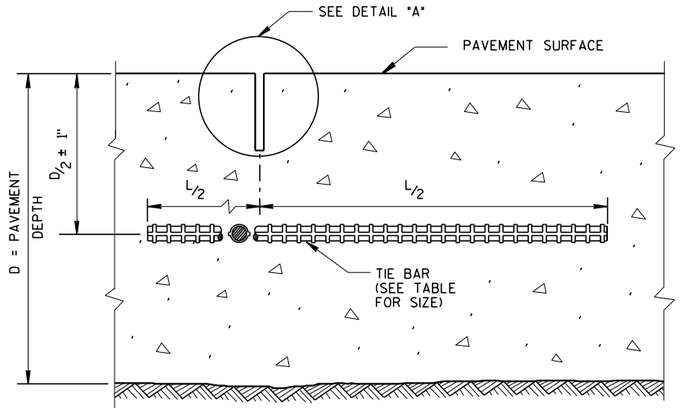
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SDD 13B02 - 09b



CONSTRUCTION JOINT



SAWED JOINT

GENERAL NOTES

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

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

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

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

PLAN VIEW

SECTION A-A

LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

DETAIL "A"

DETAIL "B"

DETAIL "C"

TIE BAR TABLE

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

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

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

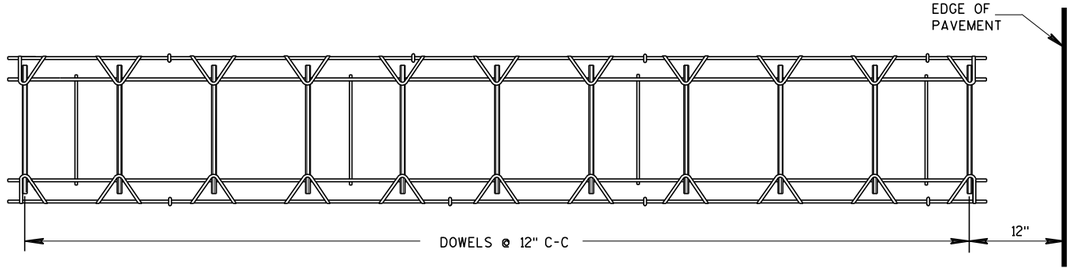
PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Kemp PE — PAVEMENT SUPE
FHWA

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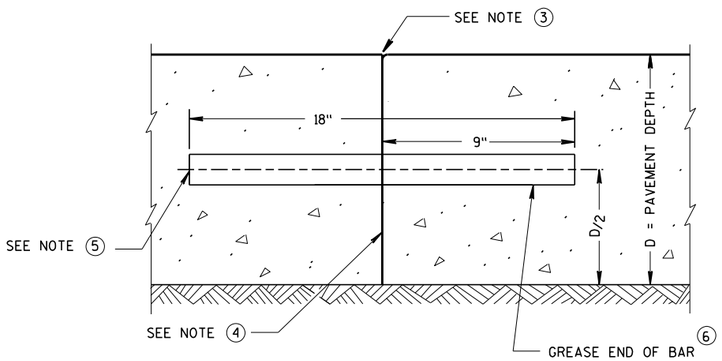


PLAN VIEW

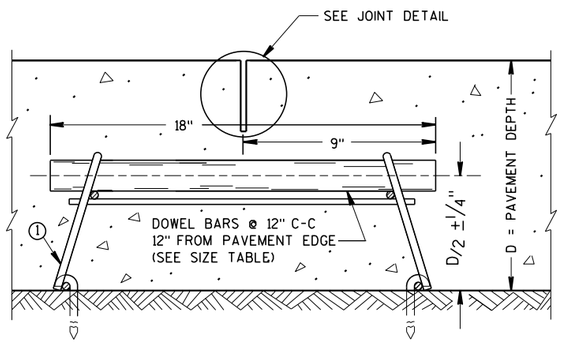


SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



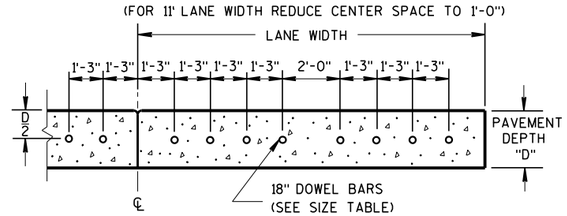
TRANSVERSE CONSTRUCTION JOINT



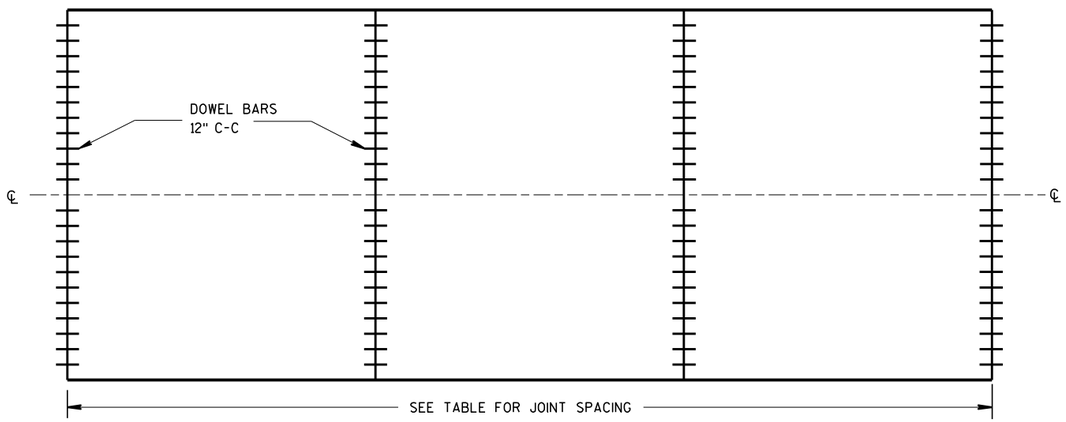
DOWELED CONTRACTION JOINT

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.

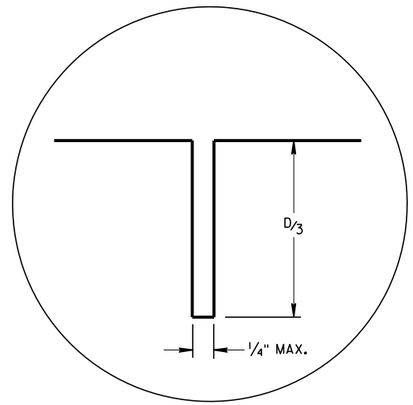
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

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
DEPARTMENT OF TRANSPORTATION

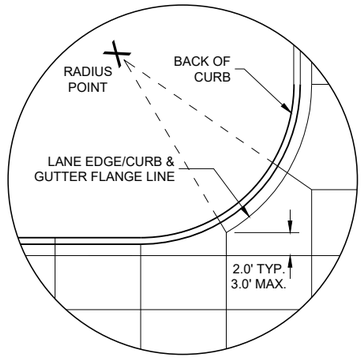
APPROVED
March 2018
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUP

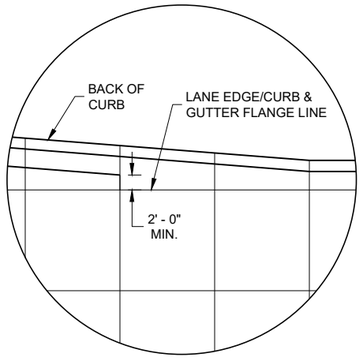
FHWA

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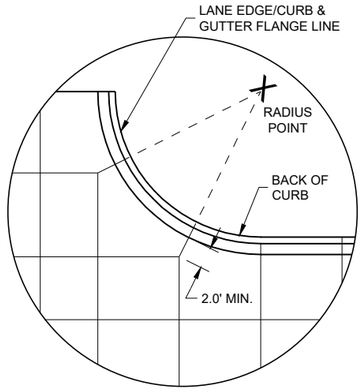
S.D.D. 13 C 13-9



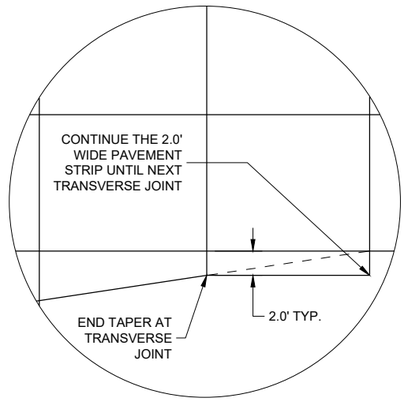
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

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

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

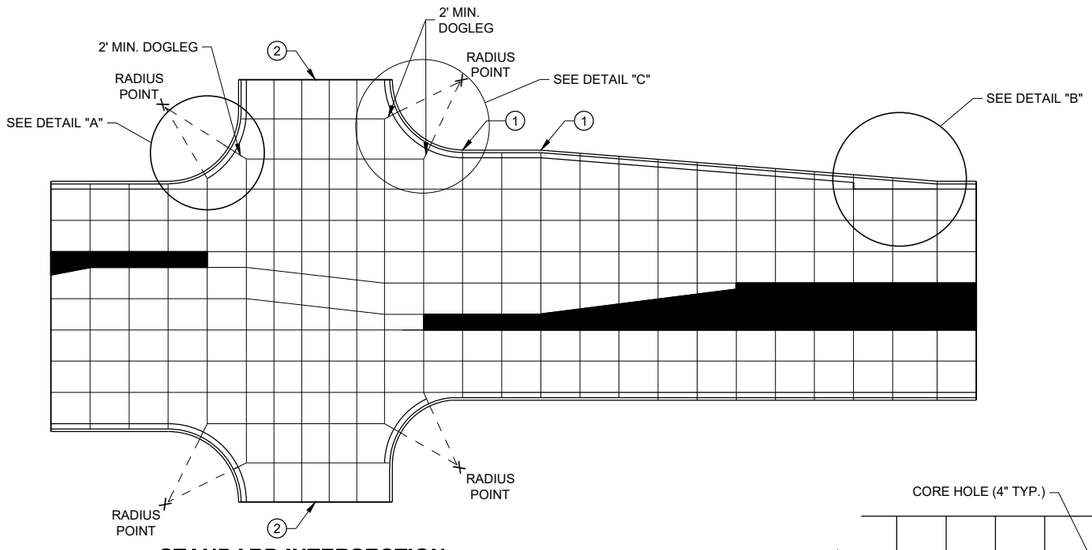
AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.

(2) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITHEDGE OF RADIUS.

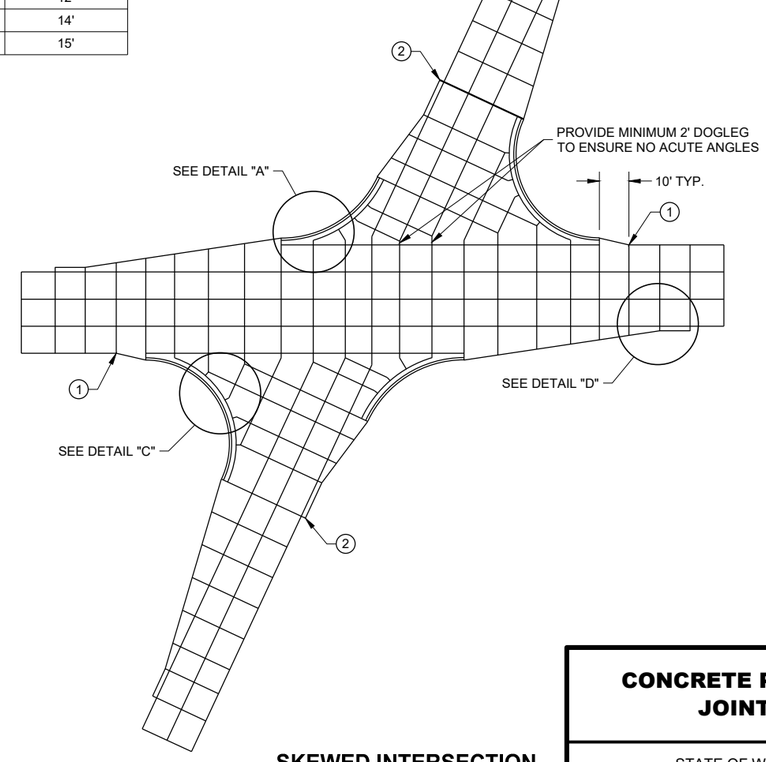
(3) THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



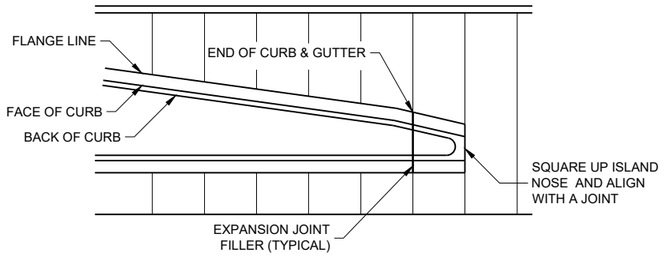
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

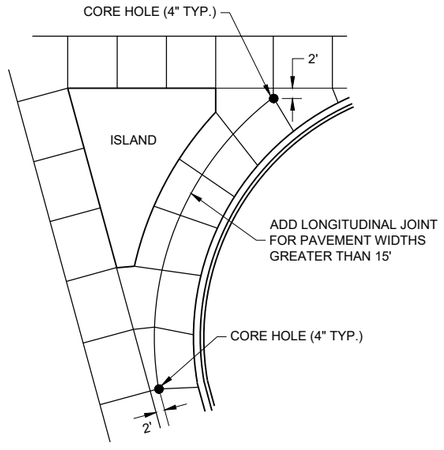
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
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6

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6

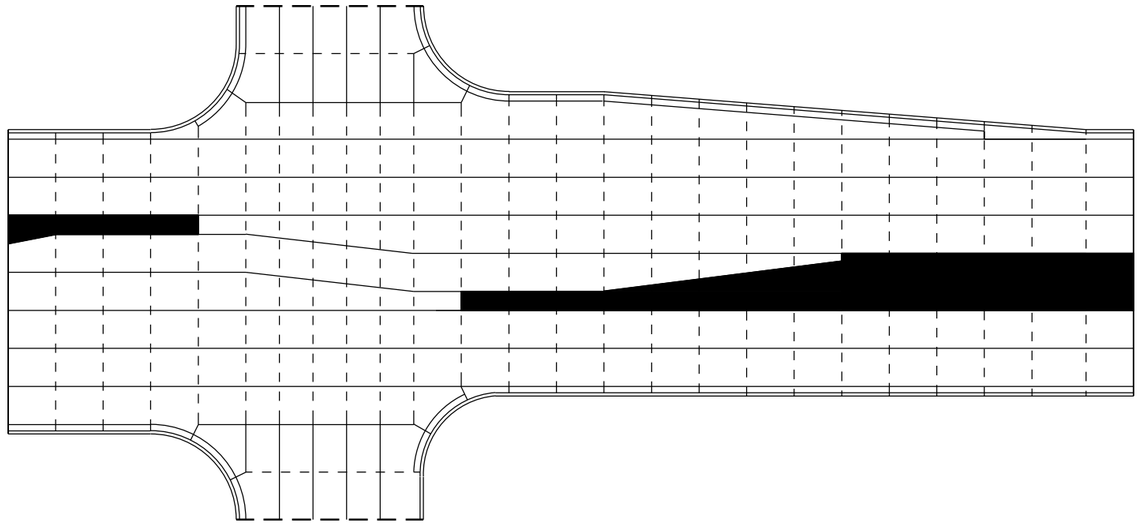
SDD 13C18 - 07a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

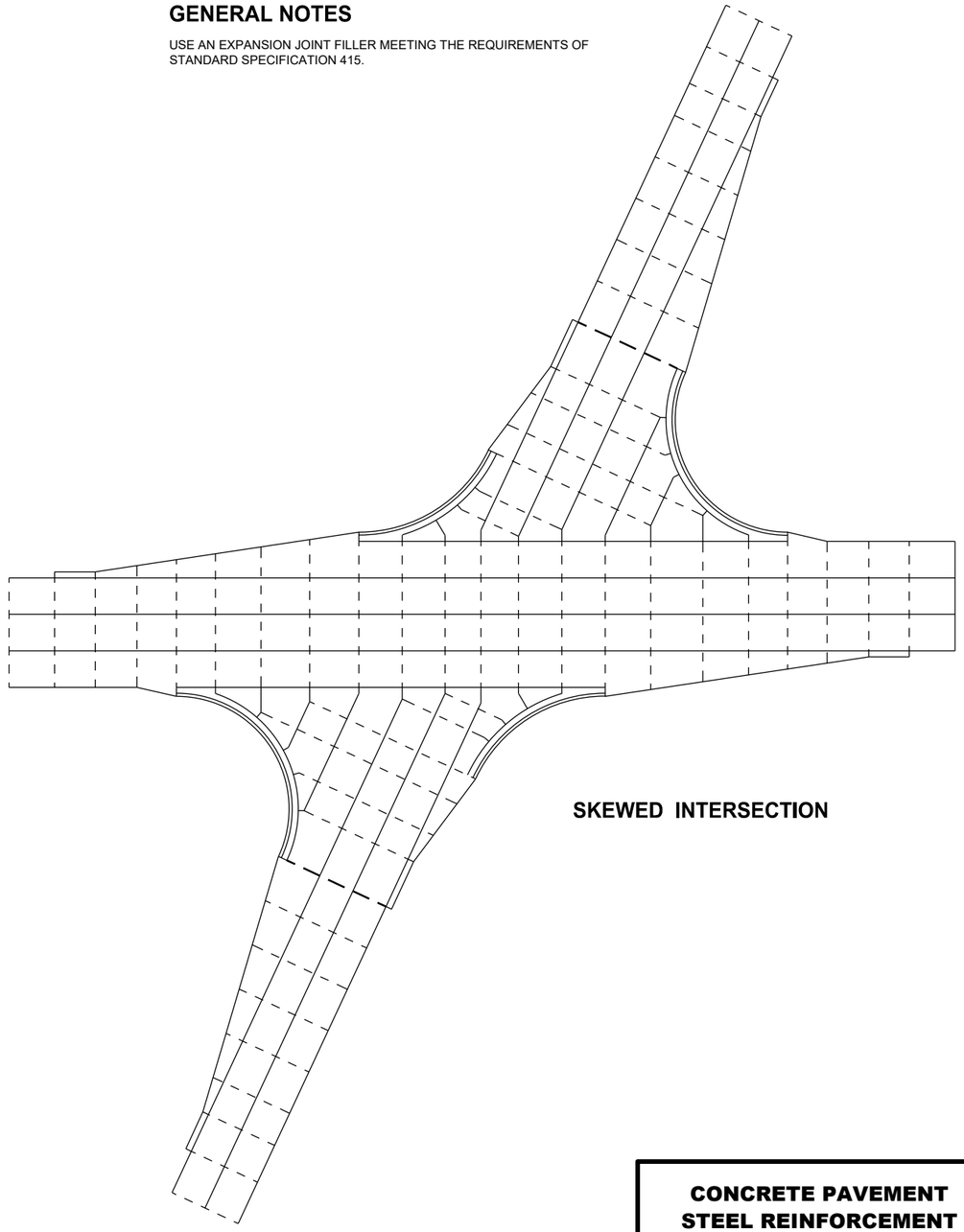
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

6

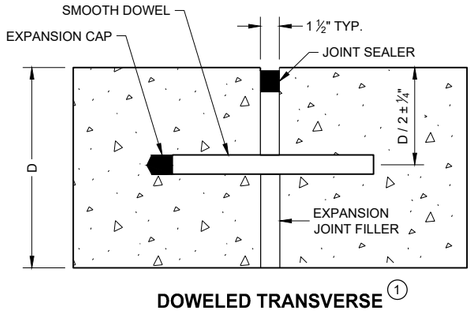
SDD 13C18 - 07b

CONCRETE PAVEMENT
STEEL REINFORCEMENT

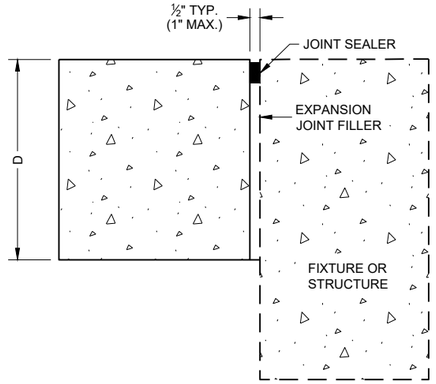
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

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DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

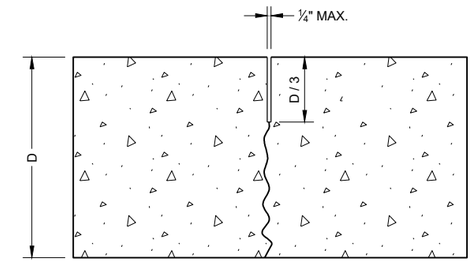
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4*	30"	24"**

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

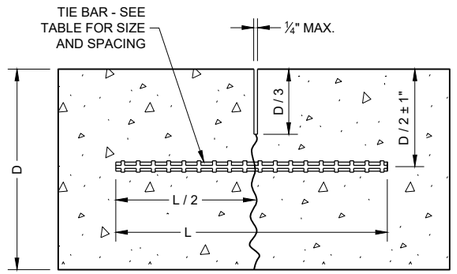
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

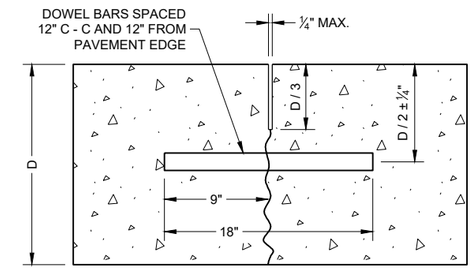
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



UNDOWELED TRANSVERSE

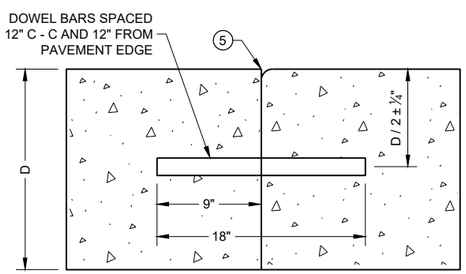


TIED LONGITUDINAL

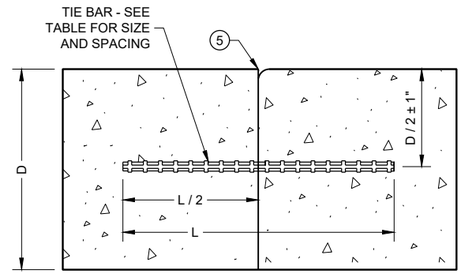


DOWELED TRANSVERSE

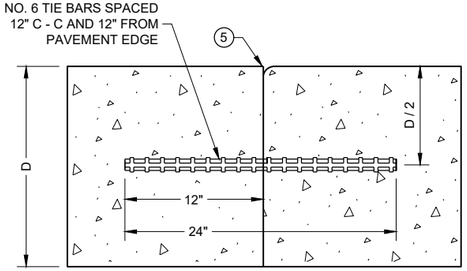
CONTRACTION JOINTS (2)



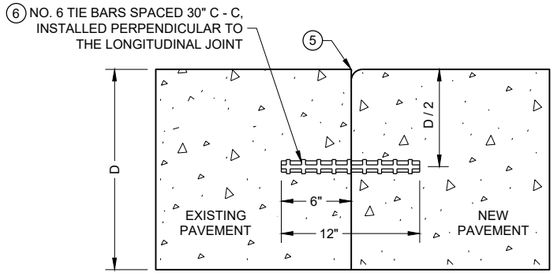
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

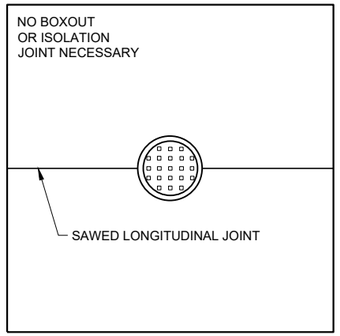
CONSTRUCTION JOINTS (4)

CONCRETE PAVEMENT JOINT TYPES

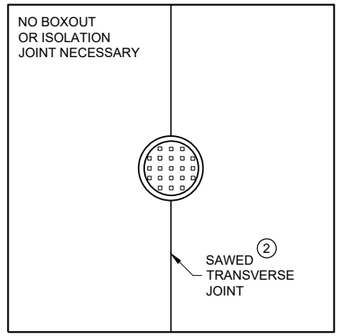
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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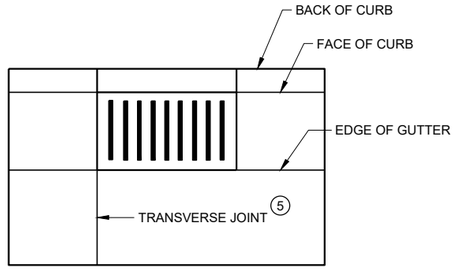
SDD 13C18 - 07c



MANHOLE WITH LONGITUDINAL JOINT



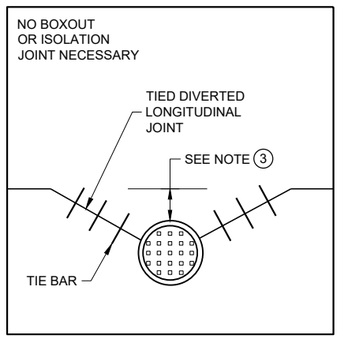
MANHOLE WITH TRANSVERSE JOINT



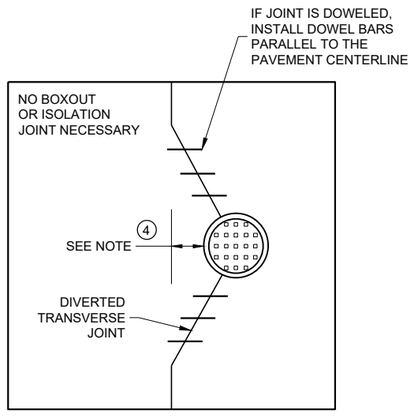
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

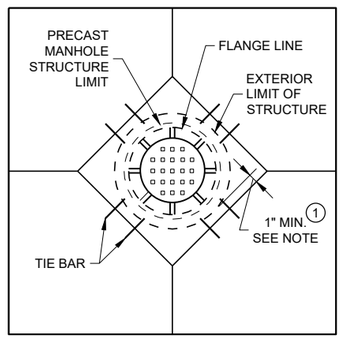
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF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

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DEPARTMENT OF TRANSPORTATION

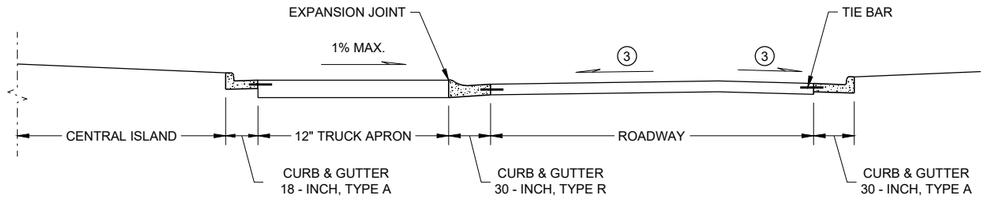
APPROVED
November 2018
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

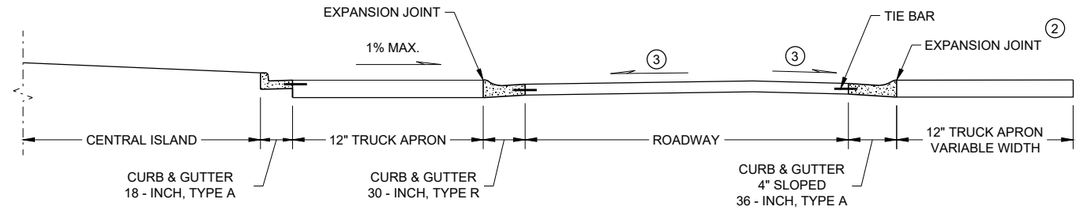
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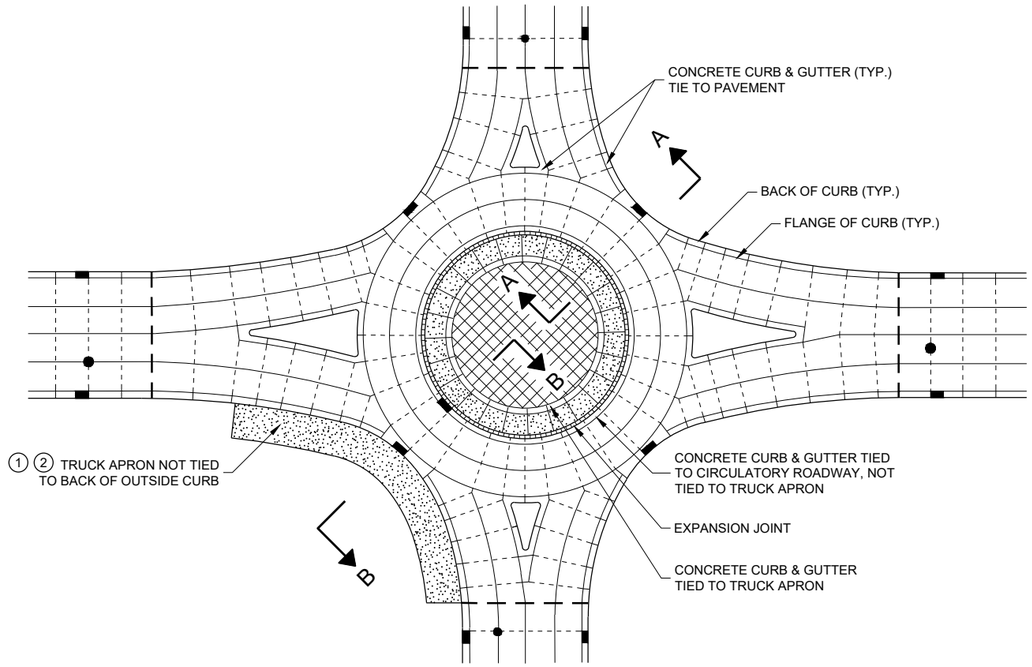
SDD 13C18 - 07d



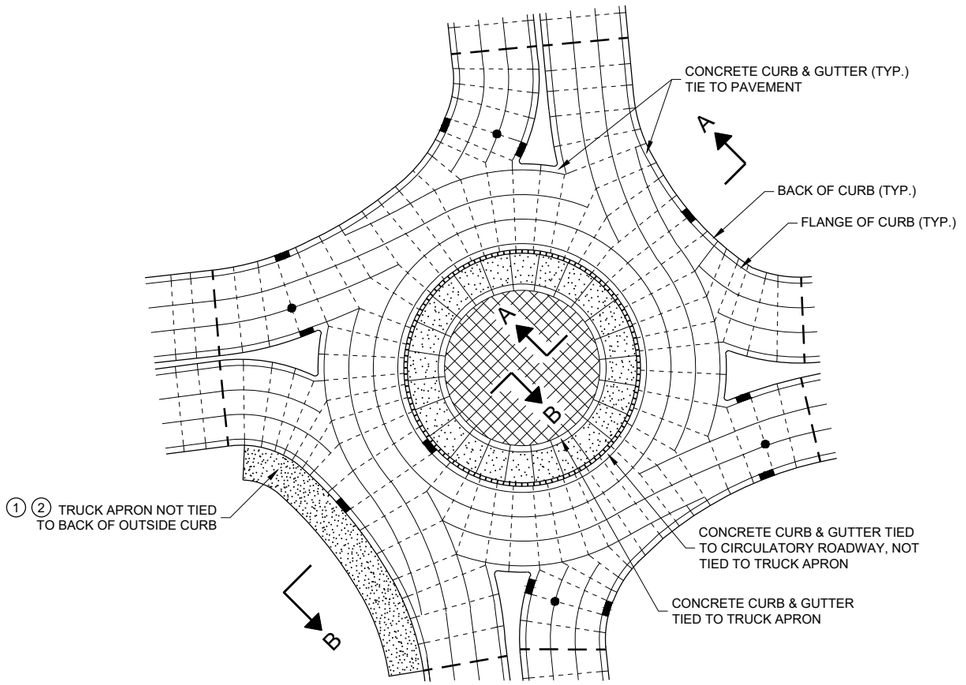
SECTION A - A



SECTION B - B



ISOLATED CIRCLE JOINT LAYOUT FOR ROUNDABOUTS



PINWHEEL JOINT LAYOUT FOR ROUNDABOUTS

GENERAL NOTES

MAXIMUM JOINT SPACING IS IN ACCORDANCE WITH THE TABLE SHOWN ON SDD 13C18 - SHEET "a"

USE EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.

DO NOT DOWEL OR TIE THE TRUCK APRON TRANSVERSE JOINTS.

(1) DESIGNER DETERMINES SIZE AND LOCATION(S) OF TRUCK APRON TO ACCOMODATE TRACKING OF OVERSIZE / OVERWEIGHT VEHICLES.

(2) TIE THE OUTSIDE TRUCK APRON TO THE BACK SIDE OF CURB ONLY WHEN ENTIRE TRUCK APRON IS LESS THAN 3 FEET.

(3) CONFORM TO PLAN CONSTRUCTION DETAILS FOR CIRCULATORY ROADWAY CROSS SLOPE.

LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT
- TRUCK APRON
- CENTRAL ISLAND
- UTILITY STRUCTURES

CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS

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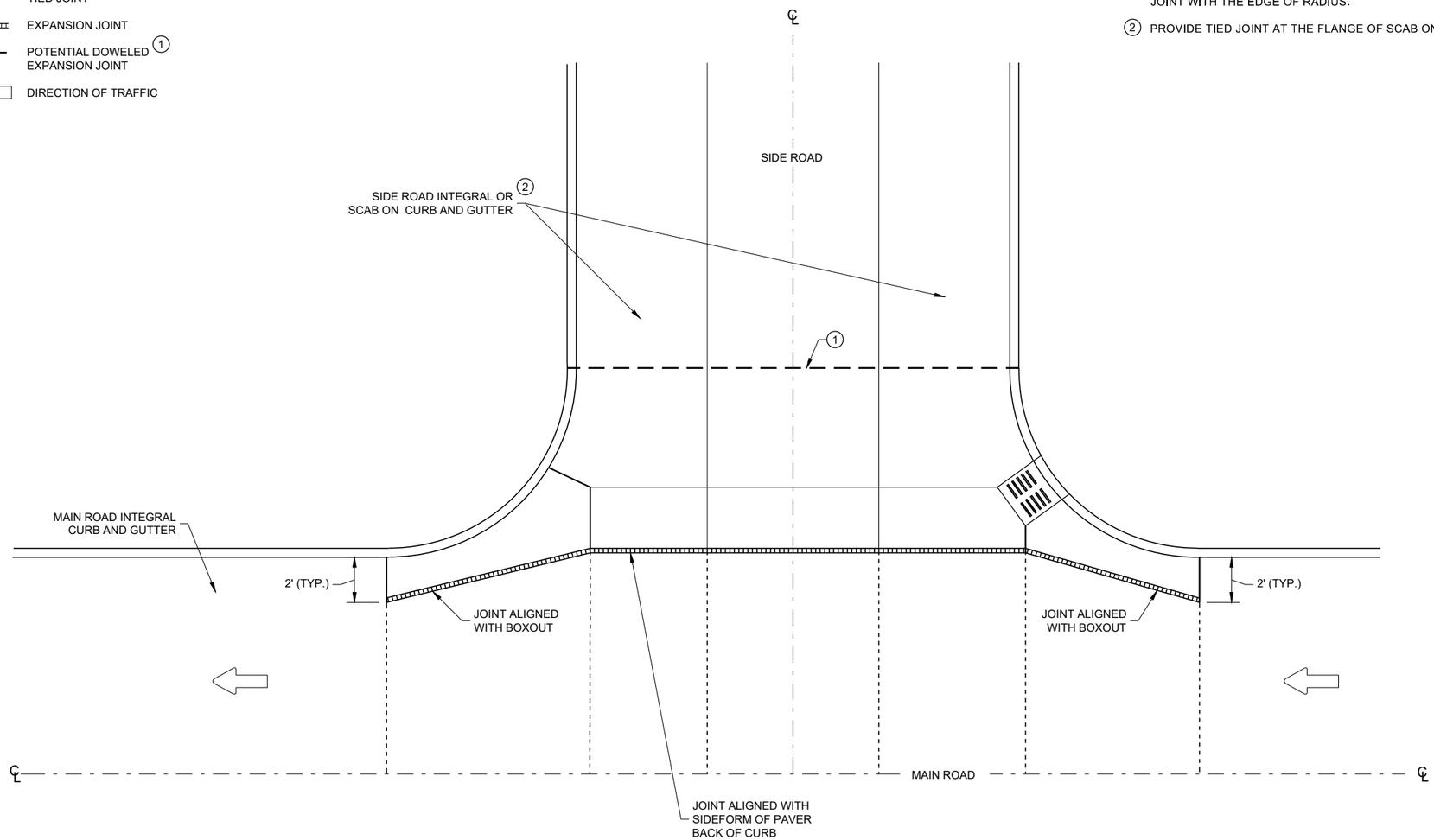
SDD 13C18 - 07e

6

SDD 13C18 - 07e

LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT (1)
- DIRECTION OF TRAFFIC



GENERAL NOTES

(1) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH THE EDGE OF RADIUS.

(2) PROVIDE TIED JOINT AT THE FLANGE OF SCAB ON CURB IF SCAB ON CURB AND GUTTER IS USE.

INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

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November 2018
DATE

/S/ Peter Kemp P.E.
ROADWAY STANDARDS DEVE ENGINEER

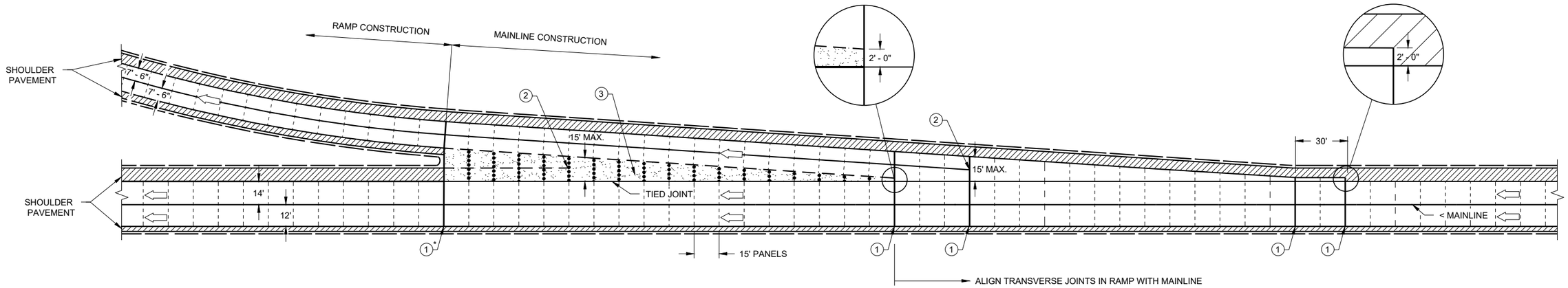
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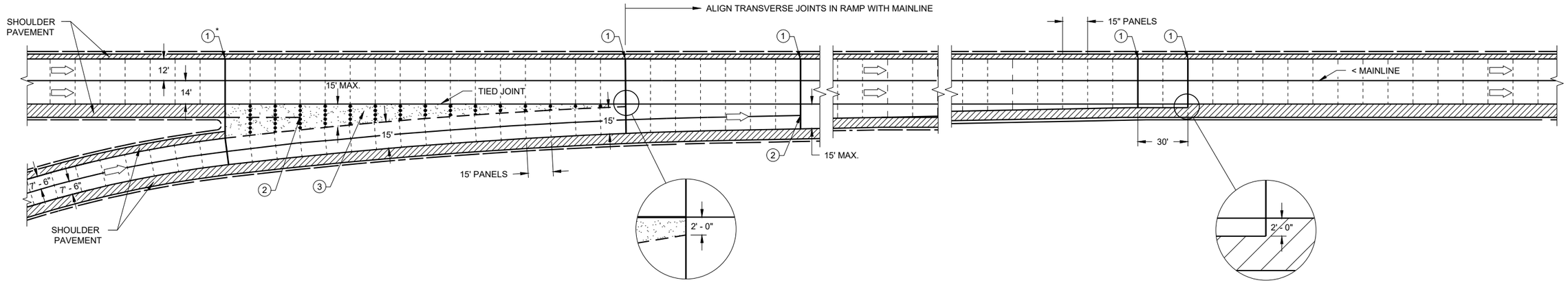
SDD 13C18 - 07f

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SDD 13C18 - 07f



DECELERATION LANE



ACCELERATION LANE

GENERAL NOTES

PAVEMENT AND BASE THICKNESS, PANEL LENGTHS, JOINTS AND REINFORCEMENT FOR THE DECELERATION AND ACCELERATION LANES, INCLUDING TAPERS, SHALL BE THE SAME AS THE MAINLINE, EXCEPT WHERE OTHERWISE NOTED.

ALL REINFORCEMENT BARS SHALL BE EPOXY COATED CONFORMING TO SUBSECTION 505.2.6 OF THE STANDARD SPECIFICATIONS.

LANE AND SHOULDER WIDTHS MAY VARY FROM SHOWN. SEE CONSTRUCTION PLANS FOR ACTUAL PROPOSED WIDTHS.

(1) CRITICAL TRANSVERSE JOINT LOCATIONS AT PAVEMENT WIDTH CHANGES. ((1)* IS NOT A CRITICAL TRANSVERSE JOINT WHEN ASPHALTIC GORE IS INSTALLED).

(2) STOP LONGITUDINAL JOINT WITH CORE HOLE (2" TYP.) WHEN IT MEETS THE FIRST TRANSVERSE JOINT LESS THAN 15' WIDE OR STOP LONGITUDINAL JOINT WHEN IT MEETS 2' AWAY FROM THE TIED JOINT OF THE MAINLINE.

(3) DISREGARD THE JOINT DETAILS IN AND AROUND THE GORE WHEN ASPHALTIC GORE IS INSTALLED.

LEGEND

- DOWELED JOINT
- UNDOWELED JOINT
- TIED JOINT
- UNTIED JOINT
- GORE
- DIRECTION OF TRAVEL

CONCRETE PAVEMENT JOINTING ACCELERATION/ DECELERATION LANE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

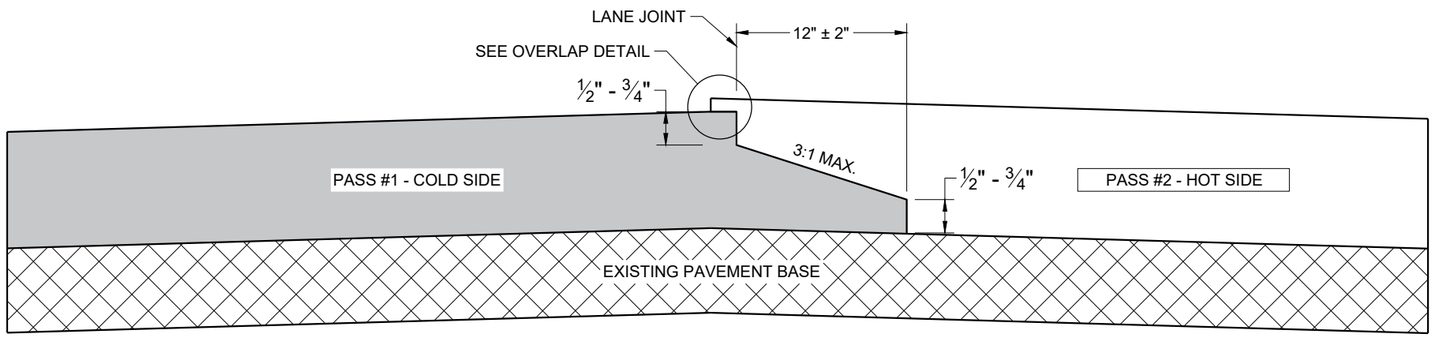
APPROVED
November 2018 — DATE
/S/ Peter Kemp P.E. — ROADWAY STANDARDS DEVE ENGINEER
FHWA

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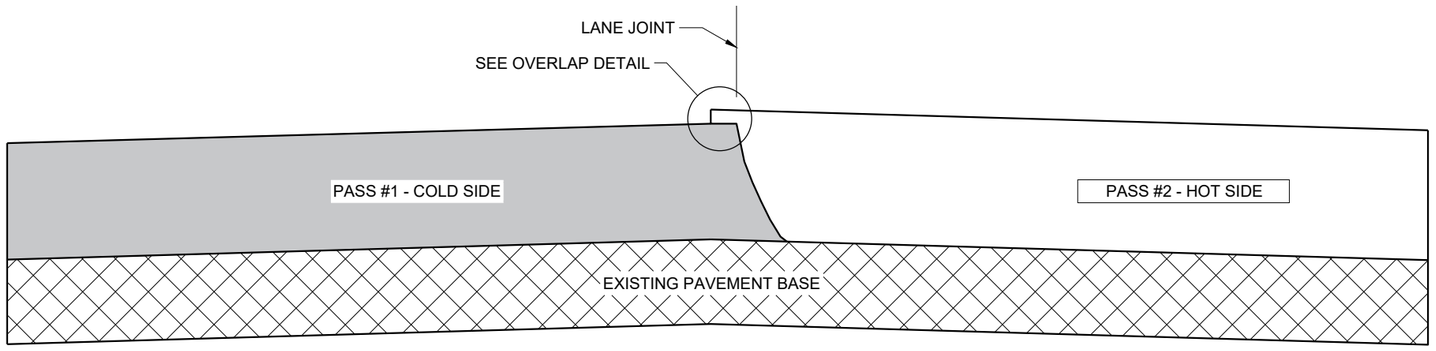
SDD 13C18 - 07g

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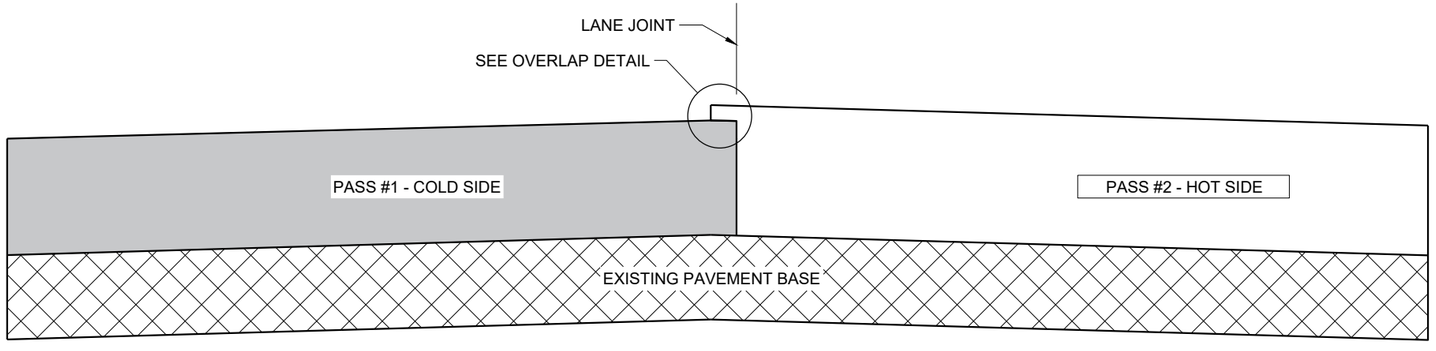
SDD 13C18 - 07g



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

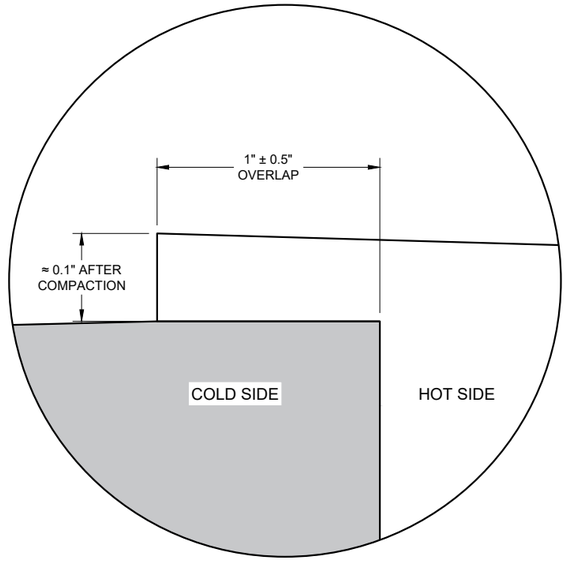
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.



OVERLAP DETAIL (TYPICAL)

6

6

SDD 13C19 - 03

SDD 13C19 - 03

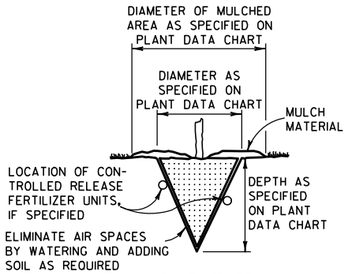
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

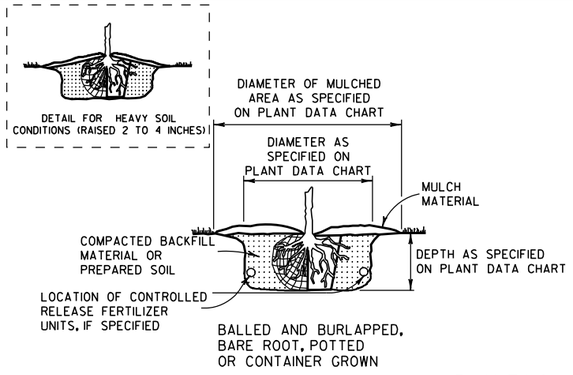
APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

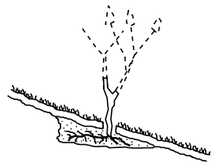
FHWA



MACHINE MOVED

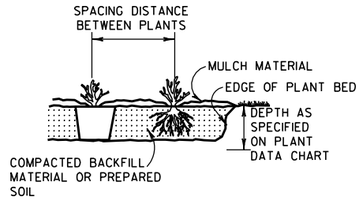


BALLED AND BURLAPPED, BARE ROOT, POTTED OR CONTAINER GROWN



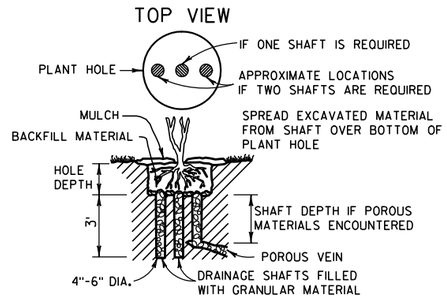
ACCOMMODATE ROOTS (SMOOTH AND STAGHORN SUMAC)

NOTE:
1) ENGINEER SHALL REQUIRE 3 SLITS IN POT TO SPEED DETERIORATION
2) METAL, PLASTIC OR OTHER NONDEGRADABLE POTS SHALL BE REMOVED PRIOR TO PLANTING



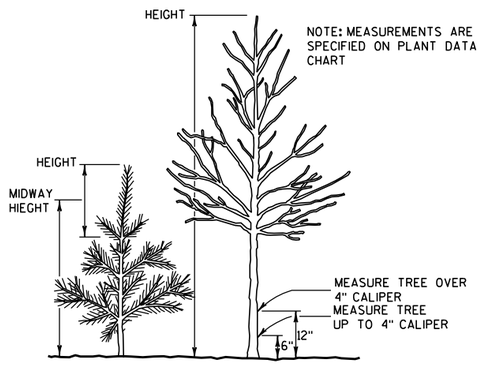
PREPARED BED (BARE ROOT AND POTTED)

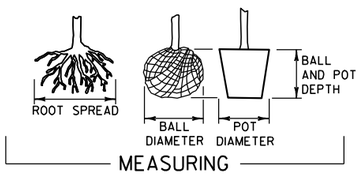
PLANTING



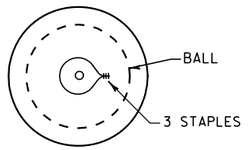
NOTE:
DRAINAGE SHAFT AS SPECIFIED ON PLANT DATA CHART

DRAINING

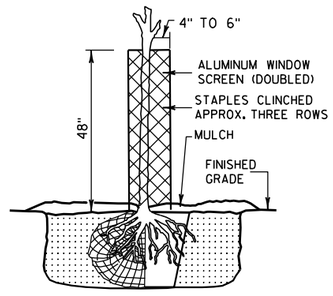




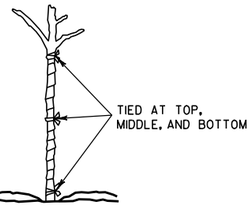
MEASURING



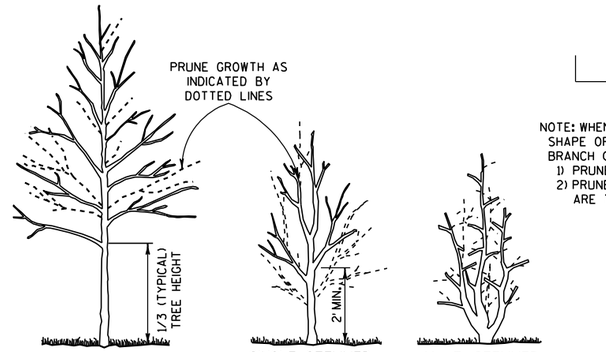
TOP VIEW



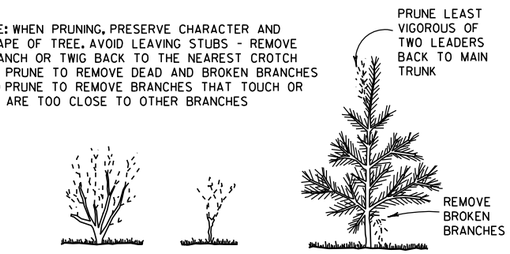
RODENT PROTECTION



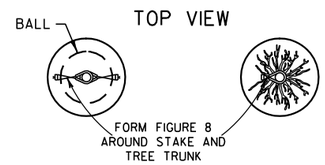
WRAPPING

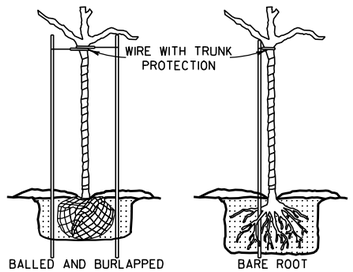


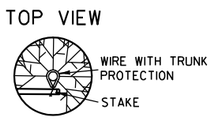
NOTE: WHEN PRUNING, PRESERVE CHARACTER AND SHAPE OF TREE. AVOID LEAVING STUBS - REMOVE BRANCH OR TWIG BACK TO THE NEAREST CROTCH
1) PRUNE TO REMOVE DEAD AND BROKEN BRANCHES
2) PRUNE TO REMOVE BRANCHES THAT TOUCH OR ARE TOO CLOSE TO OTHER BRANCHES

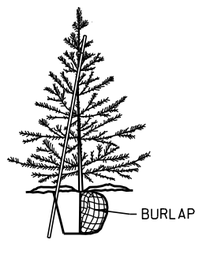


PRUNING



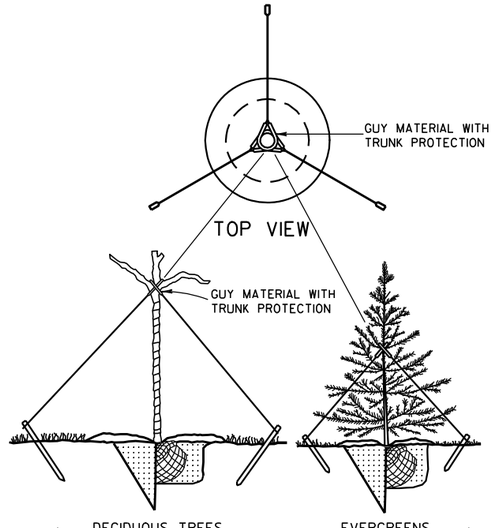




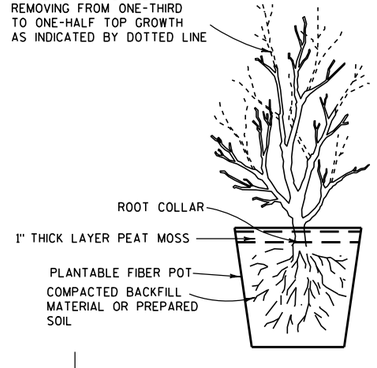


NOTE: BRACING STAKE
1) SHALL BE DRIVEN INTO THE GROUND AS CLOSE TO THE TREE AS POSSIBLE WITHOUT DAMAGING THE BRANCHES.
2) MAY BE DRIVEN AT SUCH AN ANGLE THAT IT DOES NOT PENETRATE THE BALL OR POT.
3) SHALL NOT PROTRUDE ABOVE THE TOP OF THE TREE; AND
4) SHALL HAVE A HOLE NEAR THE TOP TO HOLD THE WIRE IN PLACE.

BRACING



GUYING



POTTING

NOTES

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

BRACING, WRAPPING, GUYING, RODENT PROTECTION, FERTILIZER AND MULCH SHALL BE USED ONLY WHEN SPECIFIED ON THE PLANT DATA CHART (PART OF PLAN) OR SPECIAL PROVISIONS.

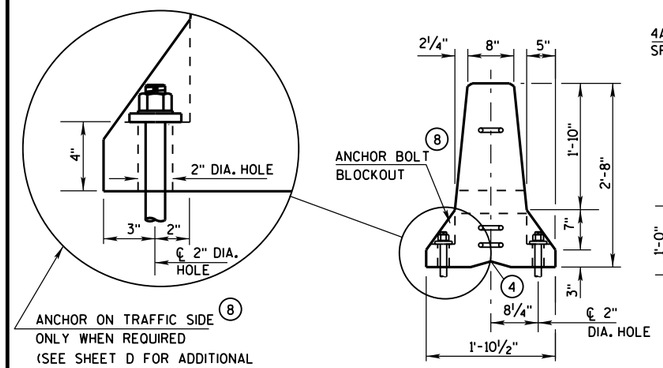
TREE PLANTING DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

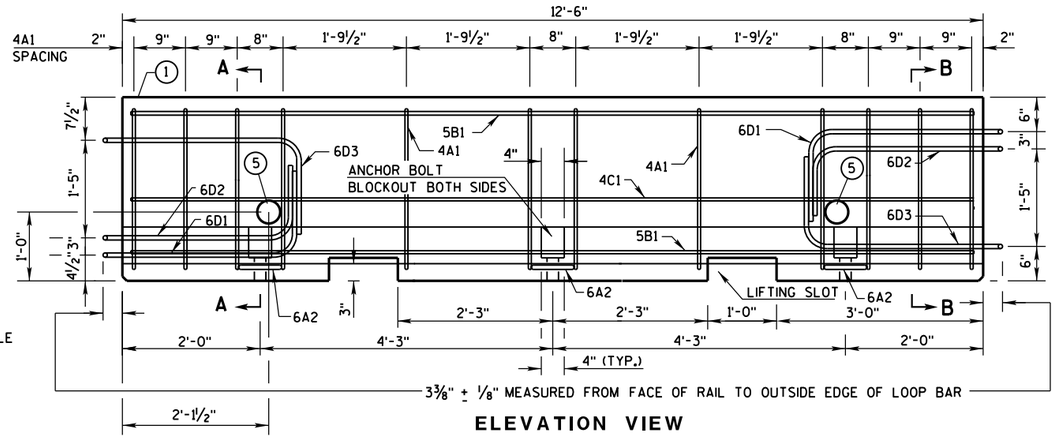
APPROVED
4/11/94 — DATE
/S/ Rory L. Rhinesmith — CHIEF METHODS DEVELOPMENT ENGINEER
FHWA

S.D.D. 14 A 2-1

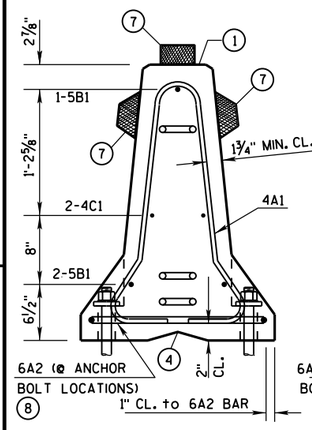
S.D.D. 14 A 2-1



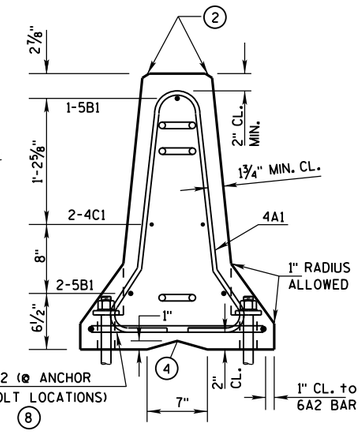
END VIEW



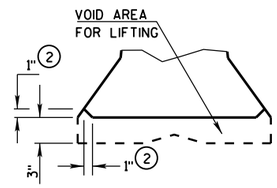
ELEVATION VIEW



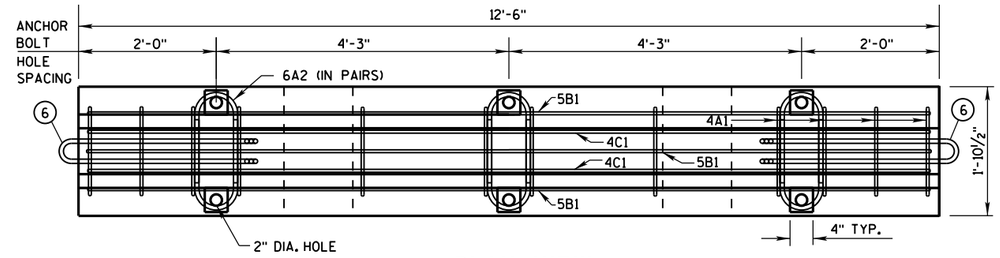
SECTION A-A
(STIRRUP PLACEMENT)



SECTION B-B
(STIRRUP PLACEMENT)

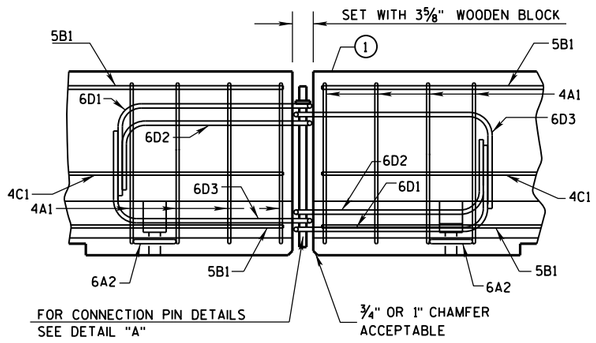


DETAIL "B"
LIFTING SLOT DETAIL

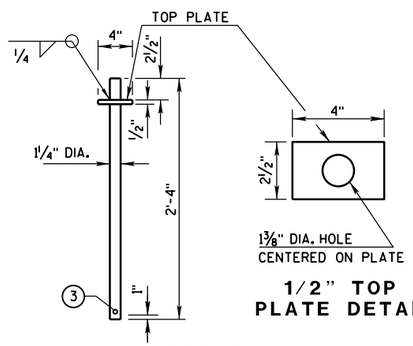


PLAN VIEW

DETAILS OF BARRIER SECTION

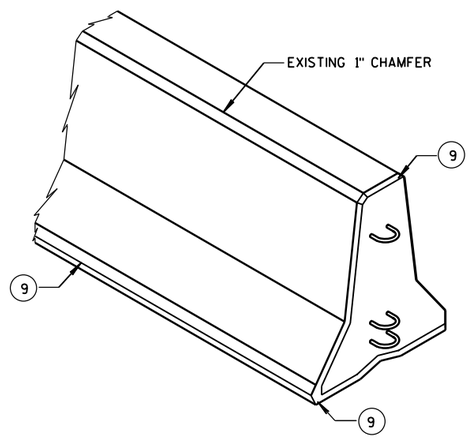


DETAILS OF BARRIER CONNECTION



1/2" TOP
PLATE DETAIL

DETAIL "A"
CONNECTION PIN
(A36 STEEL (10.9 LB EACH))



GENERAL NOTES

THESE GENERAL NOTES APPLY TO SHEETS 14B7-15(a) THRU 14B7-15(i).

DO NOT INTERMIX CONCRETE BARRIER TEMPORARY PRCAST, 12'-6" (CBTP12.5) WITH OTHER TEMPORARY CONCRETE BARRIERS.

USE ASTM A-615, GRADE 60, DEFORMED STEEL BARS FOR BARS 4A1, 6A2, 5B1 AND 4C1 IN THE BARRIER SECTION AND FOR 4V1, 4V2, 4V3, 4V4, 4V5, 4V6, 4F1, 4F2 AND 5F3 IN THE BARRIER TAPER SECTION.

LOOP BARS 6D1, 6D2 AND 6D3 SHALL BE ¾" SMOOTH STEEL BARS WITH A MINIMUM YIELD STRENGTH OF 60 KSI, A TENSILE STRENGTH OF NOT LESS THAN 1.25 TIMES THE YIELD STRENGTH BUT A MINIMUM OF 80 KSI, A MINIMUM 14% ELONGATION IN 8 INCHES AND PASSING A 180 DEGREE BEND TEST USING A 3-½" PIN BEND DIAMETER FOR BEND TESTS. THE LOOPS SHALL BE INSTALLED WITHIN ⅛" OF THE PLAN DIMENSION.

CONSTRUCT LIFTING SLOTS AS SPECIFIED ON THE PLANS TO FACILITATE THE DRAINAGE OF WATER AFTER INSTALLATION.

PLACE BARRIER ON A PAVED SURFACE. REMOVE ALL LOOSE DIRT AND SAND FROM THE ROADWAY SURFACE PRIOR TO PLACEMENT OF THE BARRIER.

INSTALL MECHANICAL OR ADHESIVE ANCHORS PER MANUFACTURER'S RECOMMENDATIONS. PROVIDE MANUFACTURER'S INFORMATION TO PROJECT ENGINEER.

(1) MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
- a. TYPE: WI CBTP
- b. MANUFACTURER
- c. DATE MANUFACTURED (MONTH AND YEAR)

(2) 1" CHAMFER TO PREVENT SPALLING.

(3) A ⅜" HOLE IN THE CONNECTION PIN, AT THE LOCATION SHOWN, IS ACCEPTABLE, BUT NOT REQUIRED..

(4) "V" NOTCH IS OPTIONAL.

(5) THE 4" DIAMETER, 11 GAUGE STEEL, ROUND MECHANICAL TUBING SLEEVE FOR LIFTING (OPTIONAL).

(6) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

(7) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MAY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURES INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED TO THE LEFT OF TRAFFIC AND WHITE REFLECTORS WHEN BARRIER IS LOCATED TO THE RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART. PROVIDE TOP MOUNTED DELINEATORS IN ADDITION TO THE SIDE MOUNTED DELINEATORS ON ALL BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAN 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

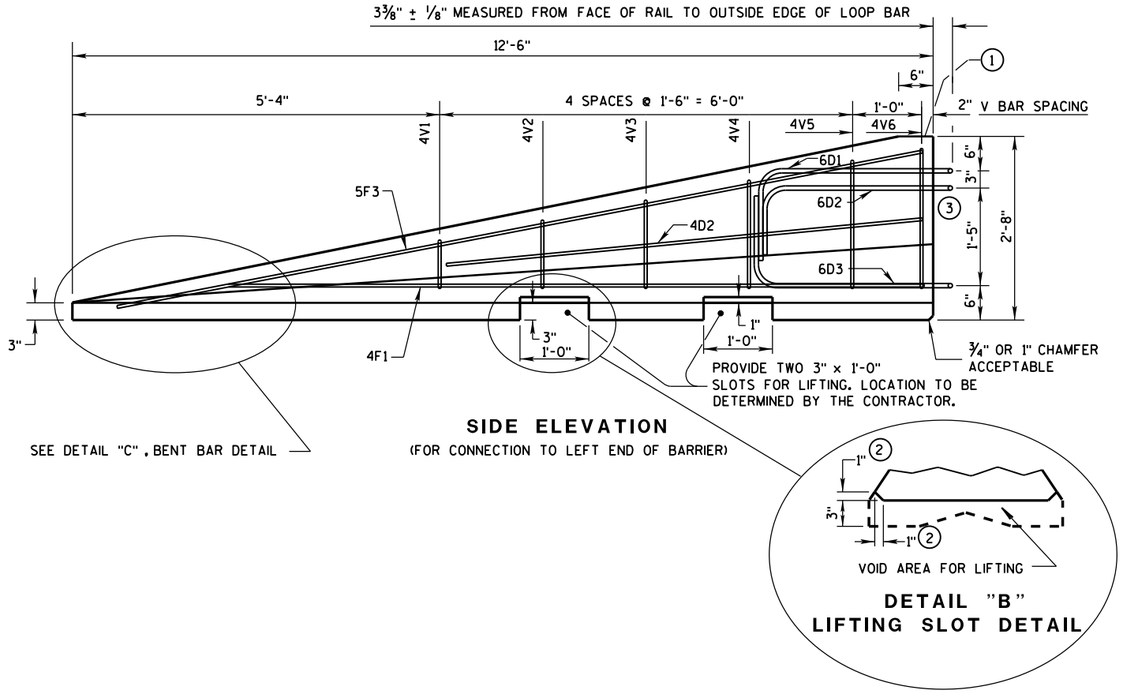
(8) SEE SHEET D FOR HOW TO ANCHOR BARRIER. SEE SHEET E FOR WHEN TO ANCHOR BARRIER.

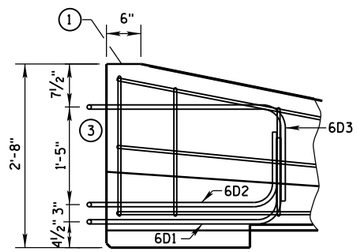
(9) 1" CHAMFER OPTIONAL.

f'c = 4,000 psi

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

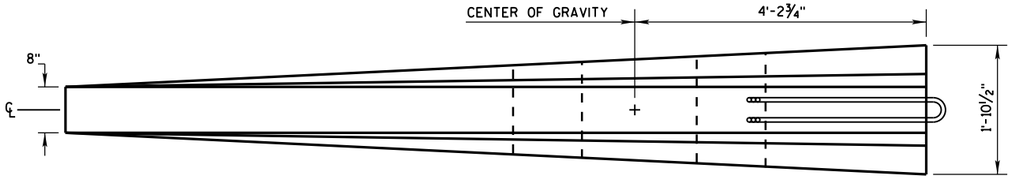
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 136

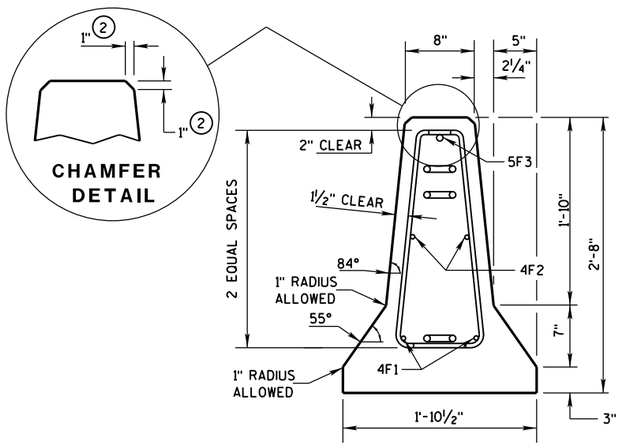


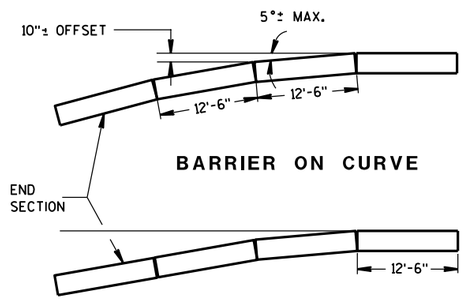


GENERAL NOTES

1. MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
   a. TYPE WICBTP
   b. MANUFACTURER
   c. DATE MANUFACTURED (MONTH AND YEAR)
2. 1" CHAMFER TO PREVENT SPALLING.
3. NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.







POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	6:1
45 OR GREATER	8:1

DETAILS OF BARRIER TAPER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

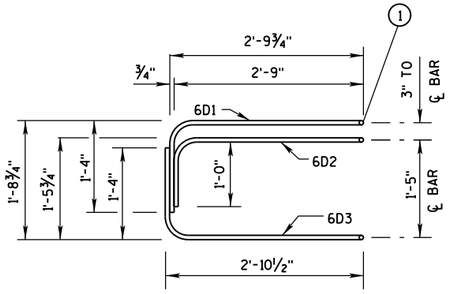
6

S.D.D. 14 B 7-15b

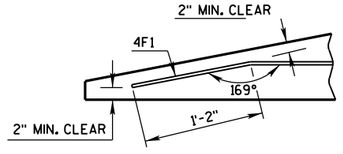
BARRIER TAPER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER TAPER SECTION)

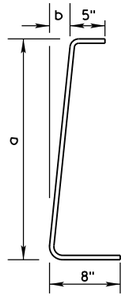
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4V1	4	2	1'-11"
4V2	4	2	2'-2"
4V3	4	2	2'-6"
4V4	4	2	2'-9"
4V5	4	2	3'-2"
4V6	4	2	3'-4"
4F1	4	2	12'-0"
4F2	4	2	7'-6"
5F3	5	1	11'-9"
LOOP ASSEMBLY			
6D1	6	1	8'-5"
6D2	6	1	7'-7"
6D3	6	1	8'-6"



ELEVATION
LOOP BAR ASSEMBLY



DETAIL "C"
BENT BAR DETAIL



BAR	a	b
V1	10"	1"
V2	1'-1"	1¼"
V3	1'-5"	1⅝"
V4	1'-8"	1⅞"
V5	2'-0½"	2⅜"
V6	2'-3"	2¾"

4V BARS
2 AT EACH SIZE REQUIRED
FOR STIRRUP ASSEMBLY

TAPER BARRIER SECTION

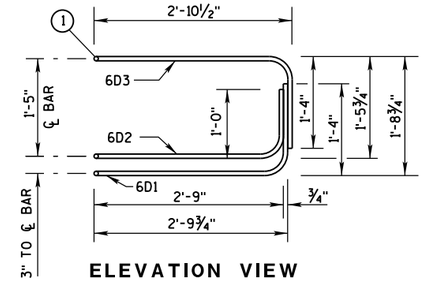
GENERAL NOTES

(1) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

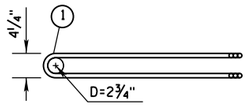
BARRIER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER SECTION)

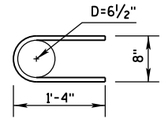
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4A1	4	12	6'-0"
6A2	6	6	2'-11"
5B1	5	3	12'-2"
4C1	4	2	12'-2"
LOOP ASSEMBLY			
6D1	6	2	8'-5"
6D2	6	2	7'-7"
6D3	6	2	8'-6"



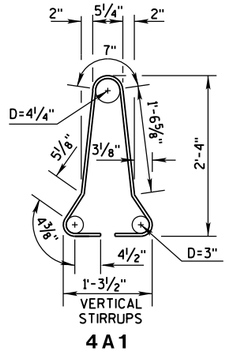
ELEVATION VIEW



PLAN VIEW
LOOP BAR ASSEMBLY
(MARKED END SHOWN, INVERT FOR OTHER END)



6A2



4A1

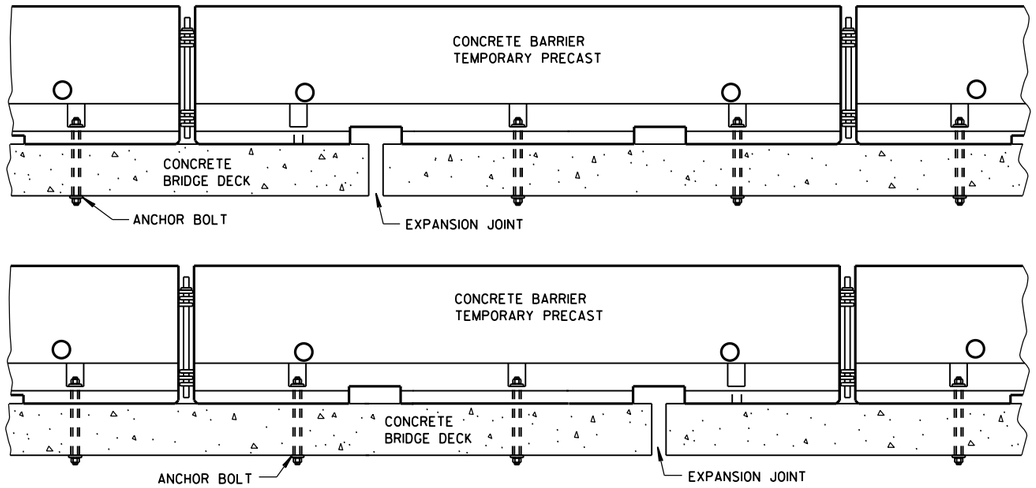
BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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S.D.D. 14 B 7-15c



TREATMENT AT BRIDGE DECK EXPANSION JOINTS

(NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.)

GENERAL NOTES

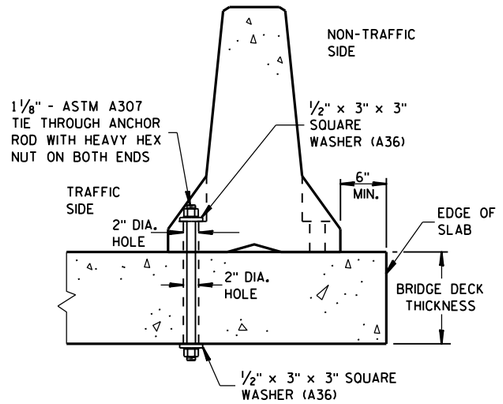
SEE SHEET E FOR WHEN TO ANCHOR. OTHER PARTS OF THE PLAN MAY SHOW ADDITIONAL LOCATIONS REQUIRING ANCHORING.

REMOVE ALL ANCHORS WHEN NO LONGER NEEDED. FILL CONCRETE PAVEMENTS, DECKS AND APPROACH SLABS WITH NON-SHRINK COMMERICAL GROUT FROM THE APPROVED PRODUCT LIST. FILL ASPHALT PAVEMENTS WITH ASTM D6690 TYPE II RUBBERIZED CRACK FILLER.

(1) 1⅛" DIAMENTER A307 THREADED ROD. ½" X 3" X 3" SQUARE PLATE WASHER WITH ASTM A36 STEEL. ASTM A563A HEAVY HEX NUT.

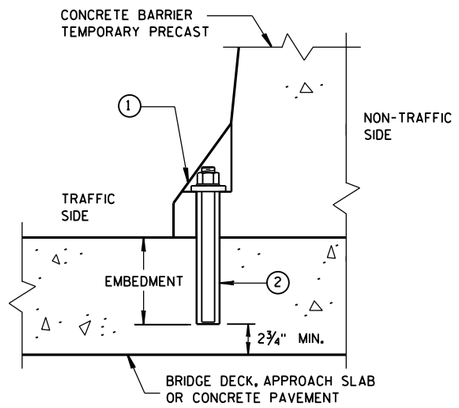
(2) ADHESIVE ANCHORS WITH A MINIMUM BOND STRENGTH OF 1,800 PSI AND 5¼" EMBEDMENT. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.

(3) ASPHALT SURFACE SHOWN. CONTRACTOR MAY DRILL THROUGH CONCRETE PAVEMENT AND THAN DRIVE ASPHALT ANCHOR PIN.



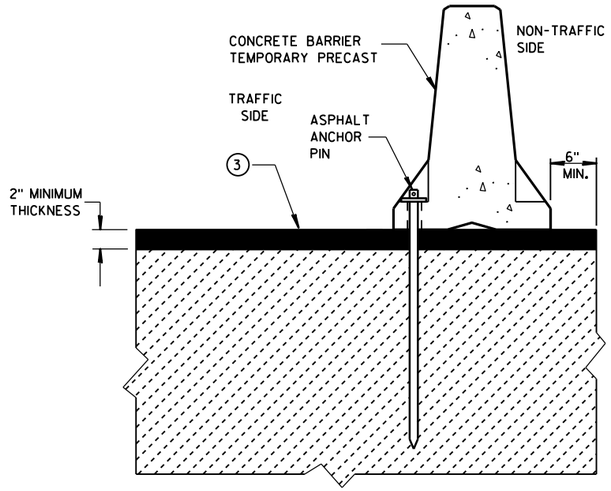
THROUGH BOLTED ANCHOR INSTALLATION ON BRIDGE DECK

(DO NOTUSE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY)

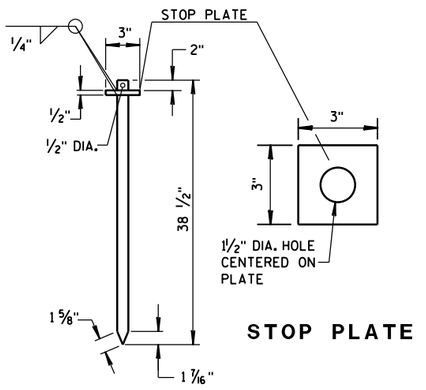


REMOVABLE ADHESIVE ANCHOR INSTALLATION ON CONCRETE BRIDGE DECK, CONCRETE APPROACH SLAB, OR CONCRETE PAVEMENT

(DO NOT USE ON CONCRETE WITH AN ASPHALTIC OVERLAY)



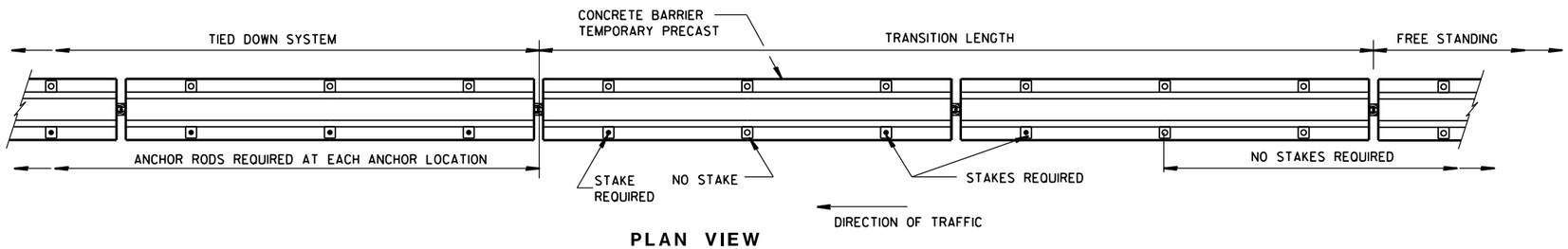
STAKE DOWN INSTALLATION FOR ASPHALTIC SURFACE



STOP PLATE

ASPHALT ANCHOR PIN

(ASTM A36 STEEL)



PLAN VIEW

FREE STANDING TRANSITION TO TIED-DOWN SYSTEM

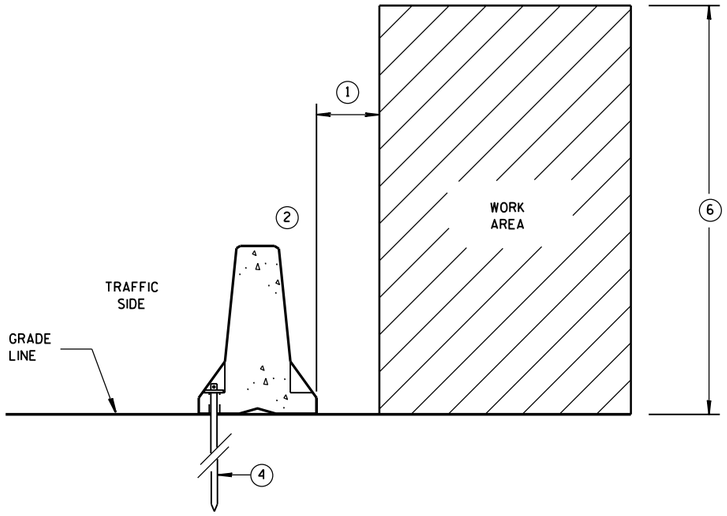
(PLACE TRANSITION IN A TANGENT SECTION OF BARRIER PARALLEL TO THE ROADWAY. IF TRANSITION OCCURS ON STRUCTURAL SLAB, ANCHOR AS SHOWN.)

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

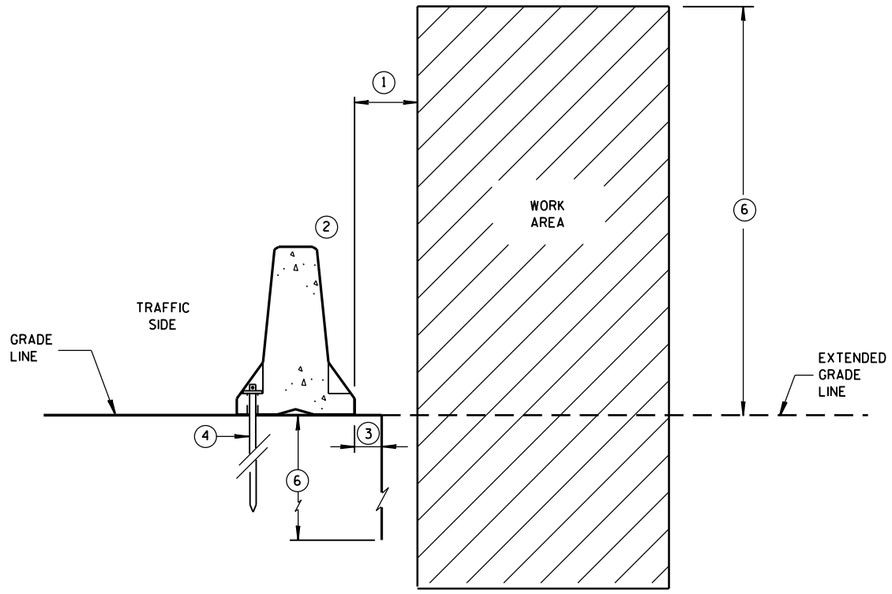
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 14 B 7-15d



ANCHORED BARRIER SPACE REQUIREMENTS FOR HAZARDS EXTENDED ABOVE THE GRADE LINE

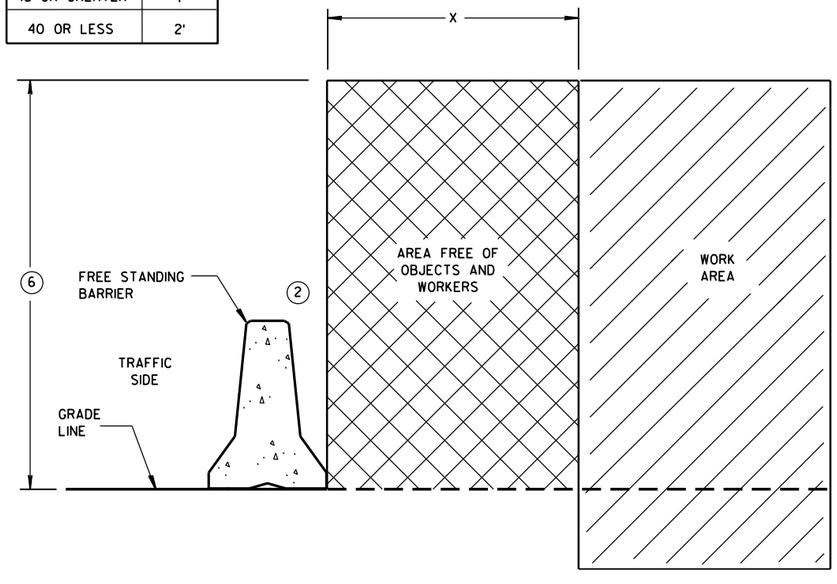


ANCHORED BARRIER SPACE REQUIREMENTS ON VERTICAL DROP OFFS

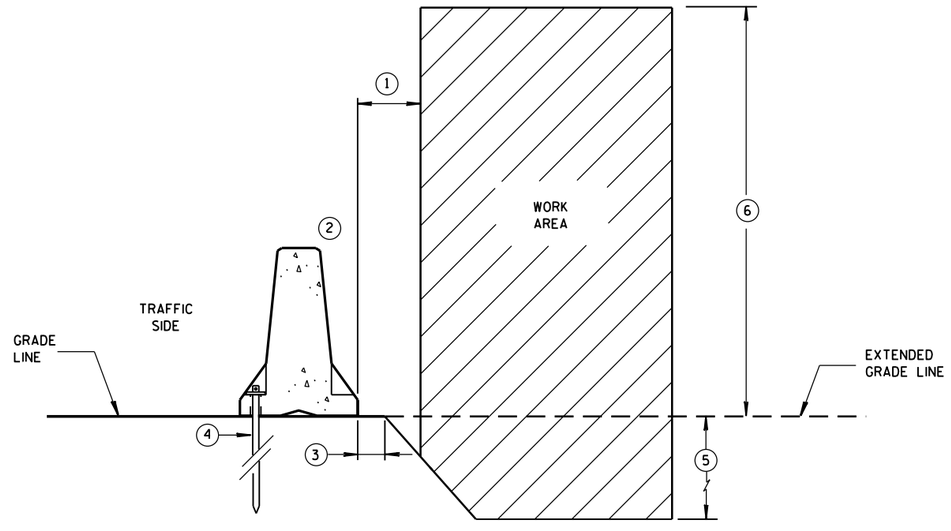
GENERAL NOTES

1. WHEN OBJECTS EXTEND ABOVE THE GRADE, A MINIMUM OF 1 FOOT IS REQUIRED FROM BACK OF BARRIER TO OBJECT. SEE OTHER DETAILS FOR FOR THE MINIMUM OFFSET FROM BACK OF BARRIER TO SLOPES OR VERTICAL DROPS.
2. OBJECTS ARE NOT TO BE PLACED ON, MOUNTED TO, OR LEANED AGAINST THE BARRIER WITHOUT PERMISSION OF THE PROJECT ENGINEER.
3. SEE OTHER DETAIL ON SHEET "D" FOR SPACE REQUIREMENTS.
4. SEE BOLT THROUGH DECK, REMOVABLE ADHESIVE ANCHOR, OR A STAKE DOWN FOR ASPHALTIC SURFACE TREATMENT DETAILS. ASPHALTIC ANCHOR SHOWN.
5. DEPTH OF 3 FEET OR MORE.
6. Y = 6'-6".

POSTED SPEED MPH	X
45 OR GREATER	4'
40 OR LESS	2'



FREE STANDING BARRIER SPACE REQUIREMENTS



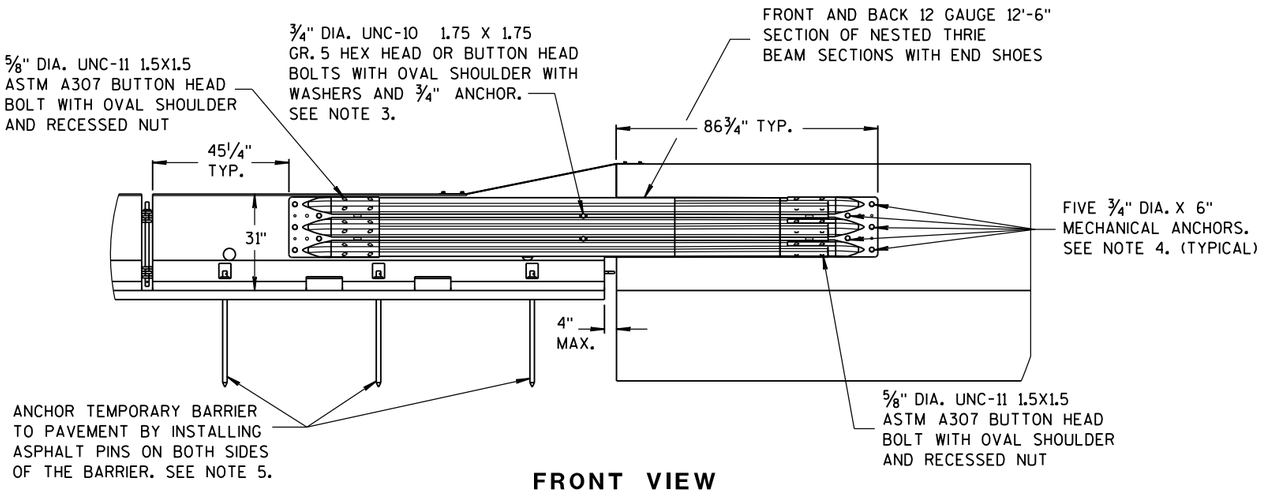
ANCHORED BARRIER SPACE REQUIREMENTS ON SLOPES

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

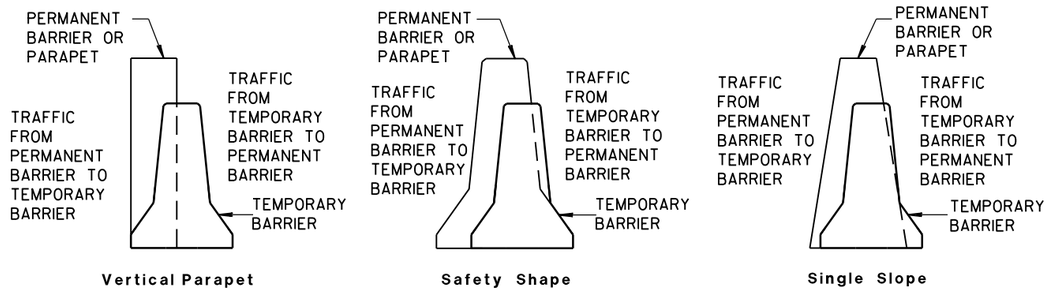
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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FRONT VIEW

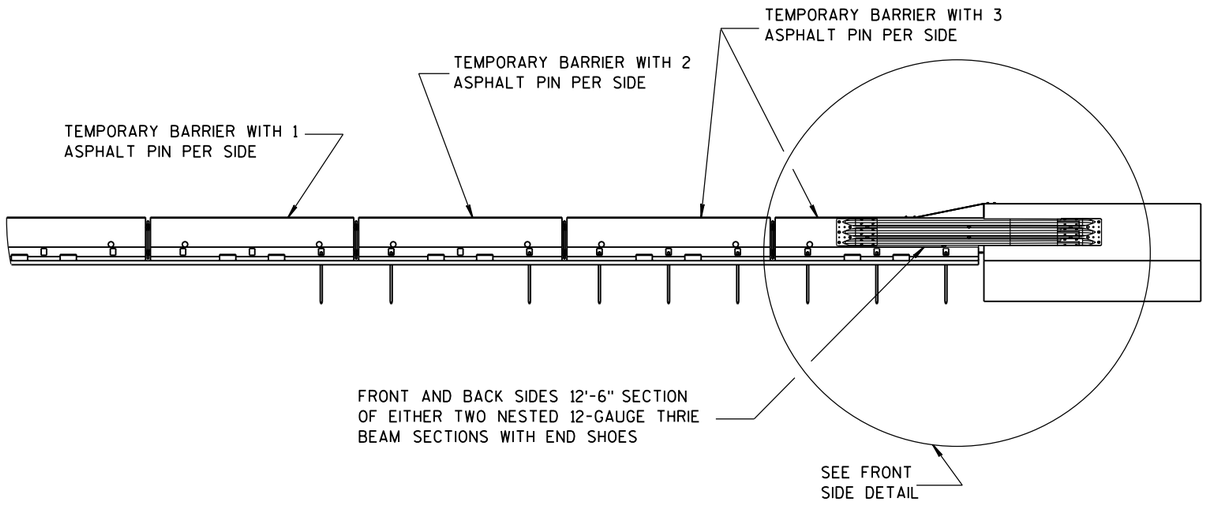


TEMPORARY BARRIER PLACEMENT FOR BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

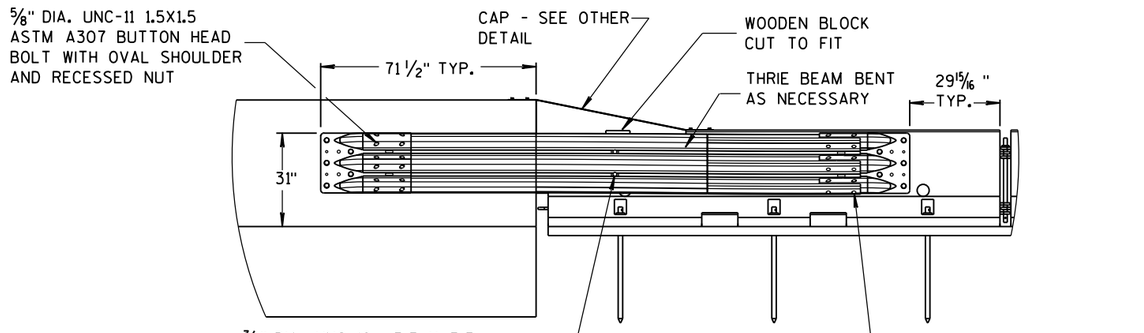
NOTES

NESTED THRIE BEAM IS REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS REGARDLESS OF TRAFFIC.

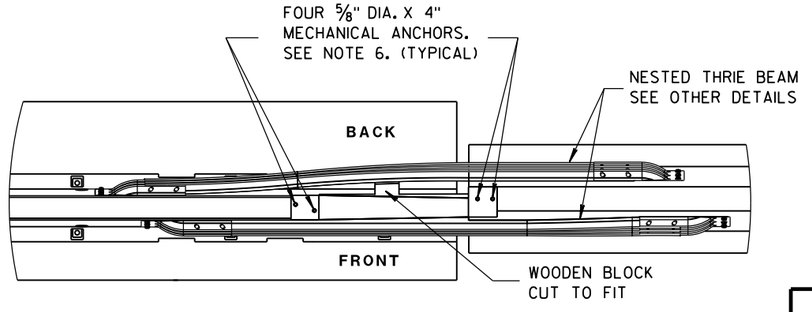
1. CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF PERMANENT BARRIER OR PARAPET.
2. THRIE BEAM PIECES ARE OFFSET 15 1/4" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.
3. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 10.48 KIPS.
4. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 17.9 KIPS AND ULTIMATE SHEAR LOAD 21.96 KIPS.
5. MAY BE USED ON CONCRETE OR ASPHALT PAVEMENTS. ASPHALT OPTION SHOWN. FOR CONCRETE OPTION SEE OTHER DETAILS.
6. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 12.14 KIPS AND ULTIMATE SHEAR LOAD 17.5 KIPS.



FRONT VIEW



BACK VIEW



PLAN VIEW

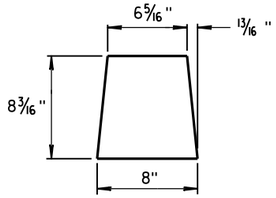
BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

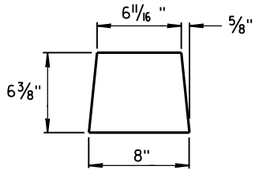
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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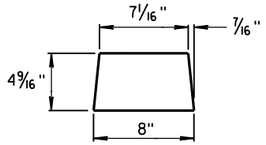
S.D.D. 14 B 7-15f



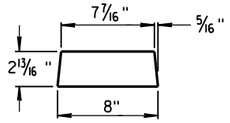
GUSSET 1



GUSSET 2

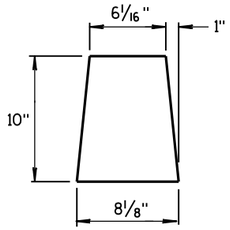


GUSSET 3

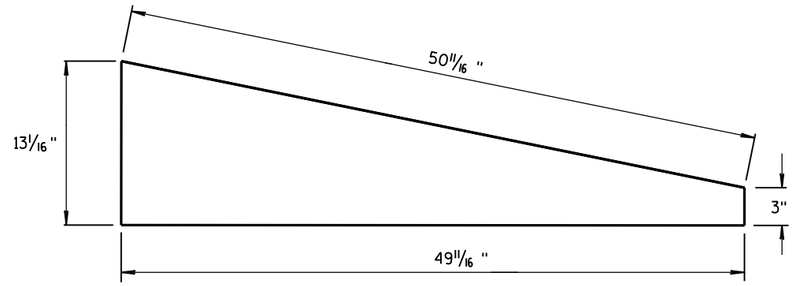


GUSSET 4

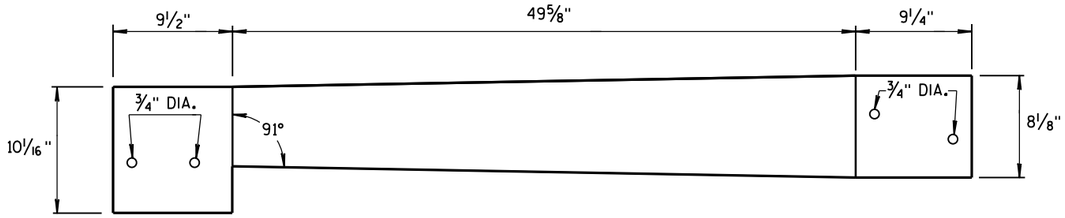
GUSSETS

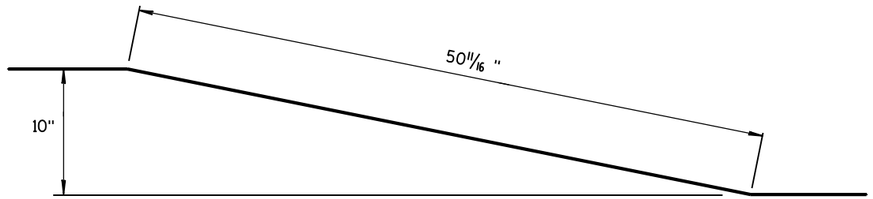


END PLATE



SIDE PLATE

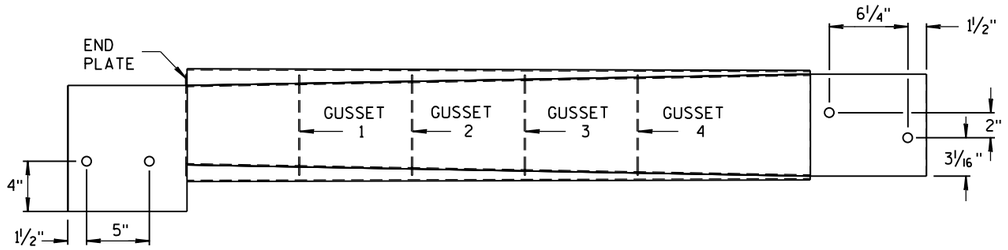


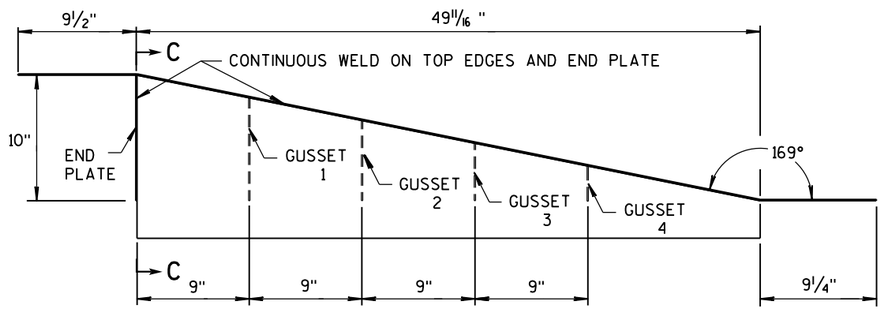


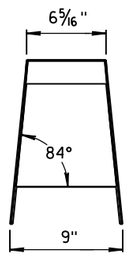
TOP PLATE

SIDE, TOP AND END PLATES FOR CAP FROM TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.







SECTION C-C

NOTES

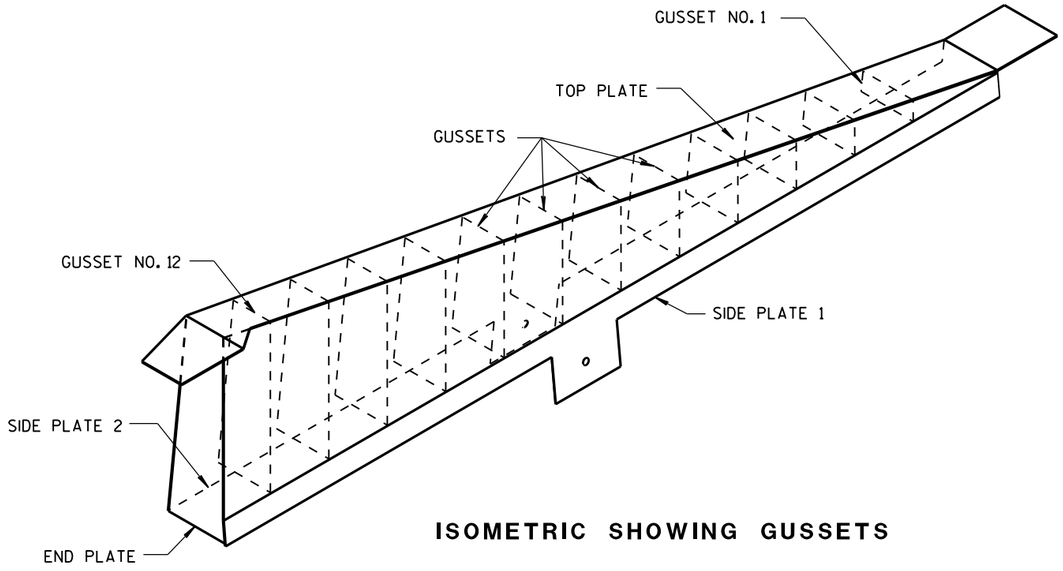
1. FOUR GUSSETS AND END PLATE ARE STITCH WELDED ON THREE SIDES.
2. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE, AND GUSSETS.

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

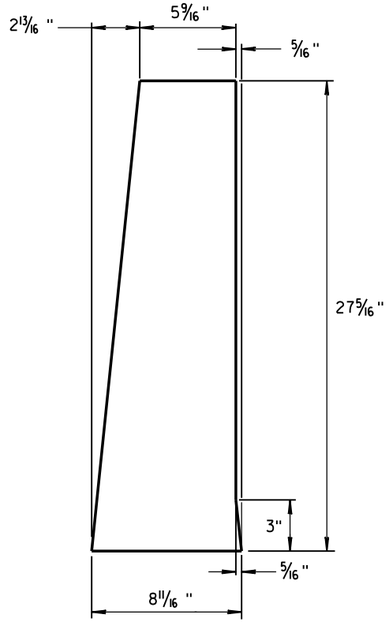
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 14 B 7-15g

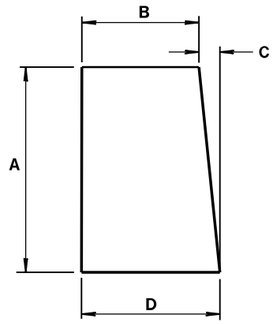


ISOMETRIC SHOWING GUSSETS



END PLATE

1/8" STEEL PLATE



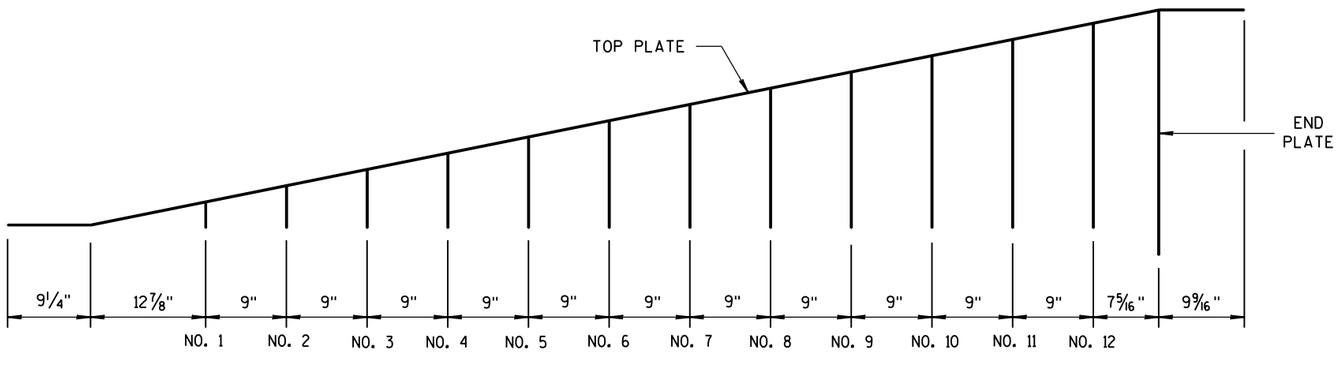
GUSSETS 1 - 12

ALL GUSSETS 1/8" STEEL PLATE

GUSSET DIMENSIONS				
GUSSET NO.	A	B	C	D
1	2 7/8"	7 3/4"	1/4"	8
2	4 11/16 "	7 9/16 "	1/2"	8
3	6 1/2"	7 3/8"	11/16 "	8 1/16 "
4	8 5/16 "	7 3/16 "	7/8"	8 1/16 "
5	10 1/8"	7"	1 1/16 "	8 1/16 "
6	11 15/16 "	6 13/16 "	1 1/4"	8 1/16 "
7	13 3/4"	6 5/8"	1 7/16 "	8 1/16 "
8	15 9/16 "	6 7/16 "	1 9/16 "	8 1/16 "
9	17 3/8"	6 1/4"	1 13/16 "	8 1/16 "
10	19 3/16 "	6 1/16 "	1 15/16 "	8 1/16 "
11	21"	5 7/8"	2 3/16 "	8 1/16 "
12	22 13/16 "	5 11/16 "	2 5/16 "	8 1/16 "

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 STEEL AND GALVANIZED.

GUSSETS AND END PLATE ARE STITCH WELDED ON 3 SIDES. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE AND GUSSETS.



GUSSET LOCATION

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

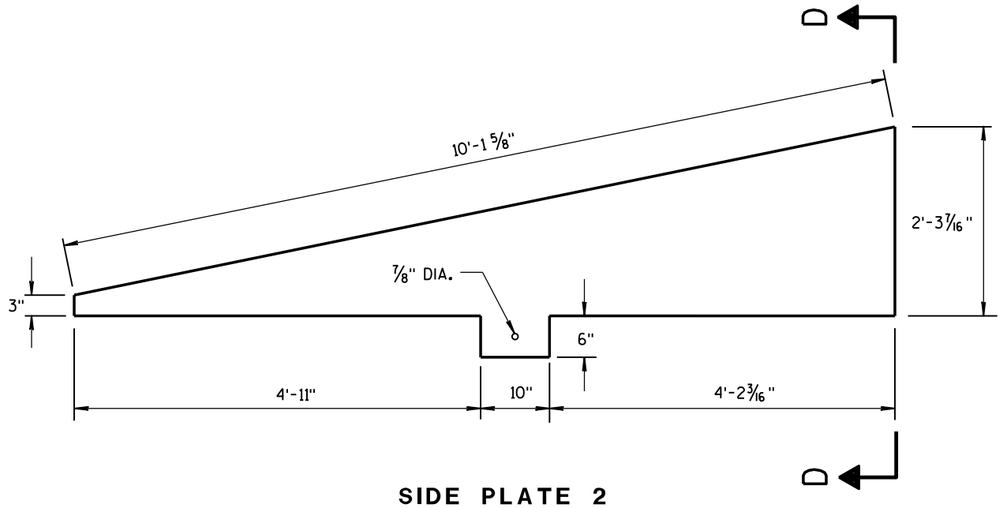
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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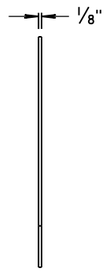
S.D.D. 14 B 7-15h

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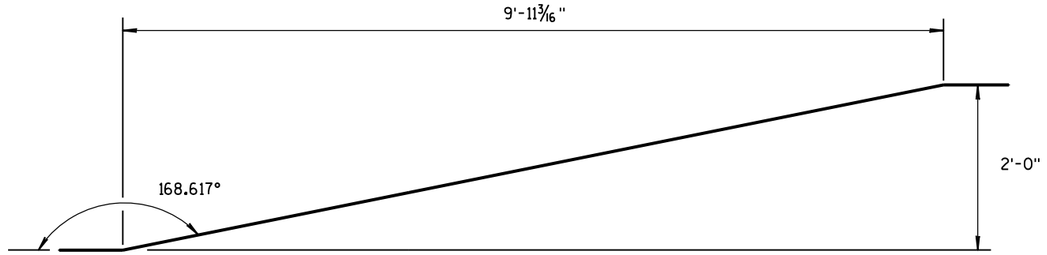
S.D.D. 14 B 7-15h



SIDE PLATE 2

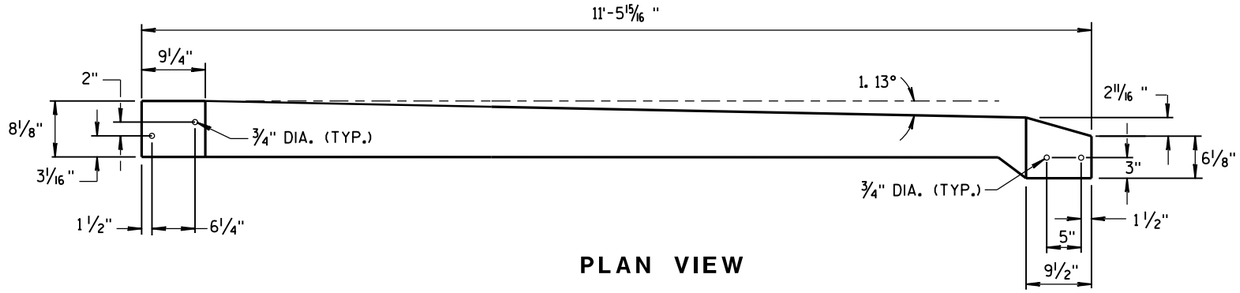


END VIEW



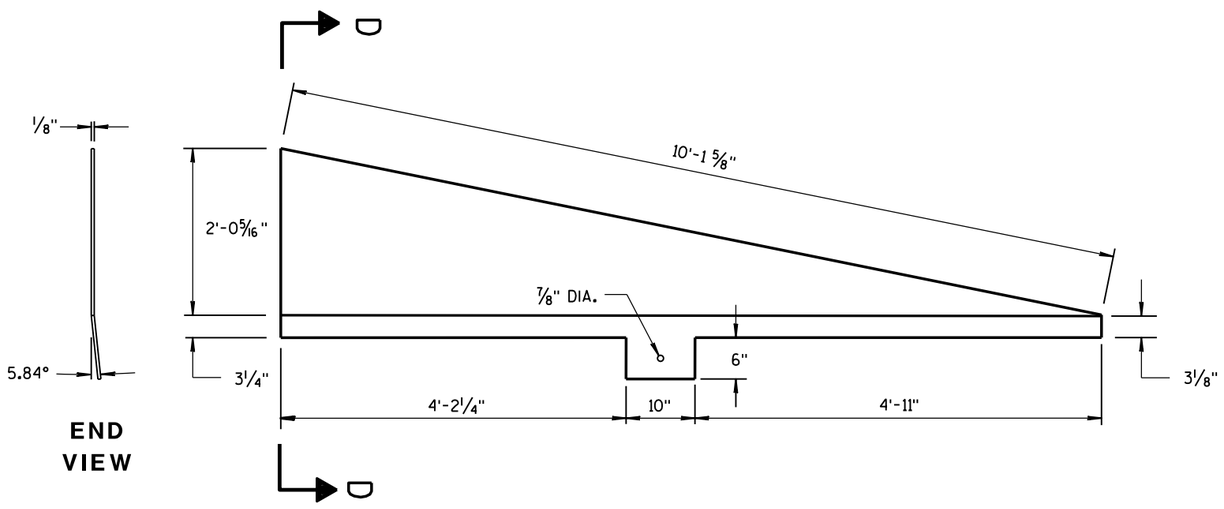
SIDE VIEW

TOP PLATE



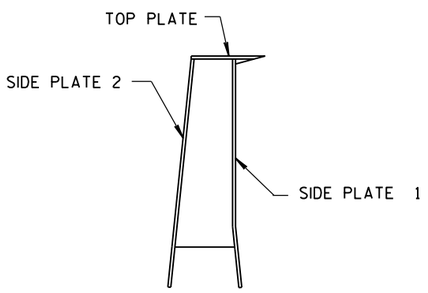
PLAN VIEW

TOP PLATE



END VIEW

SIDE PLATE 1



SECTION D-D

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS UNIT SUPERV

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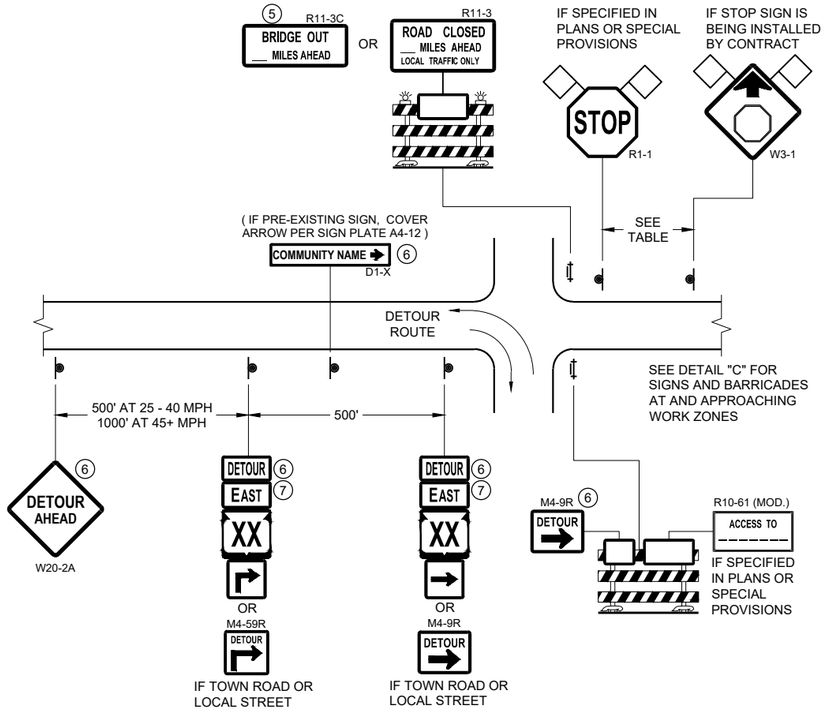
FHWA

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S.D.D. 14 B 7-15i

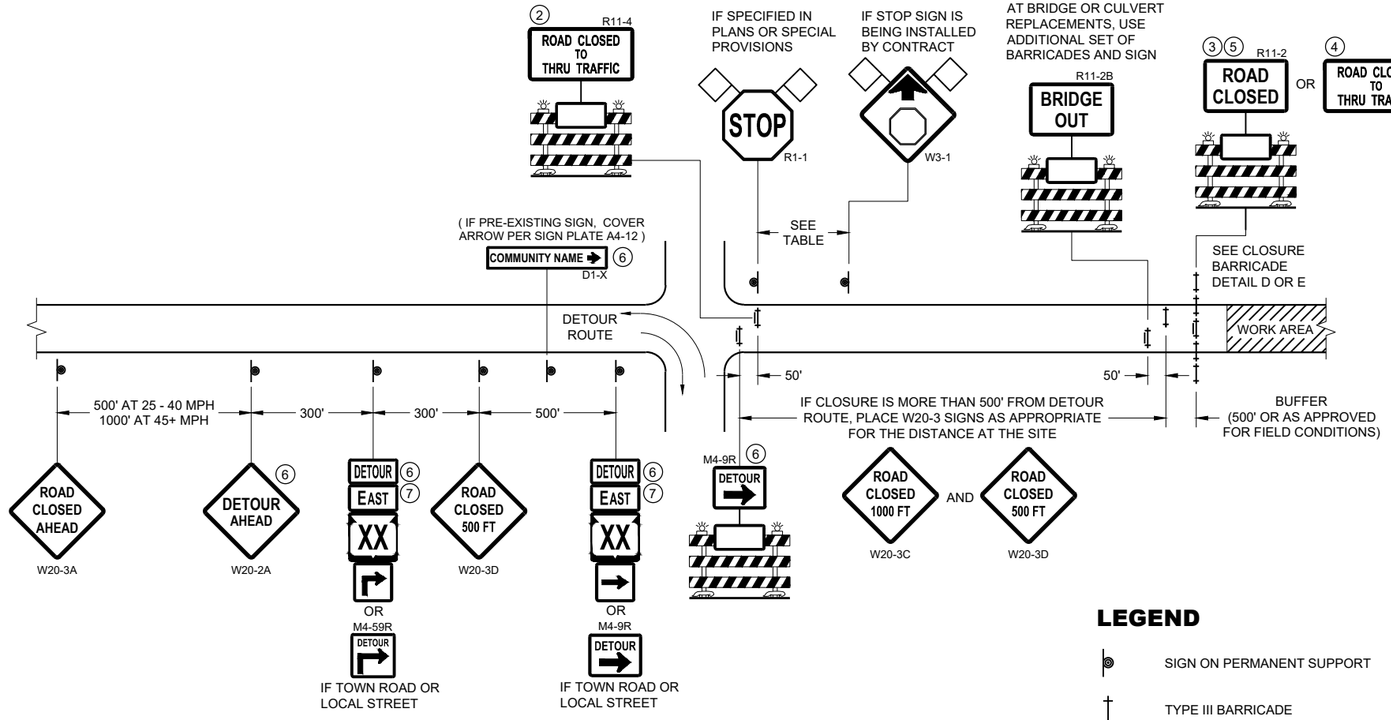
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S.D.D. 14 B 7-15i



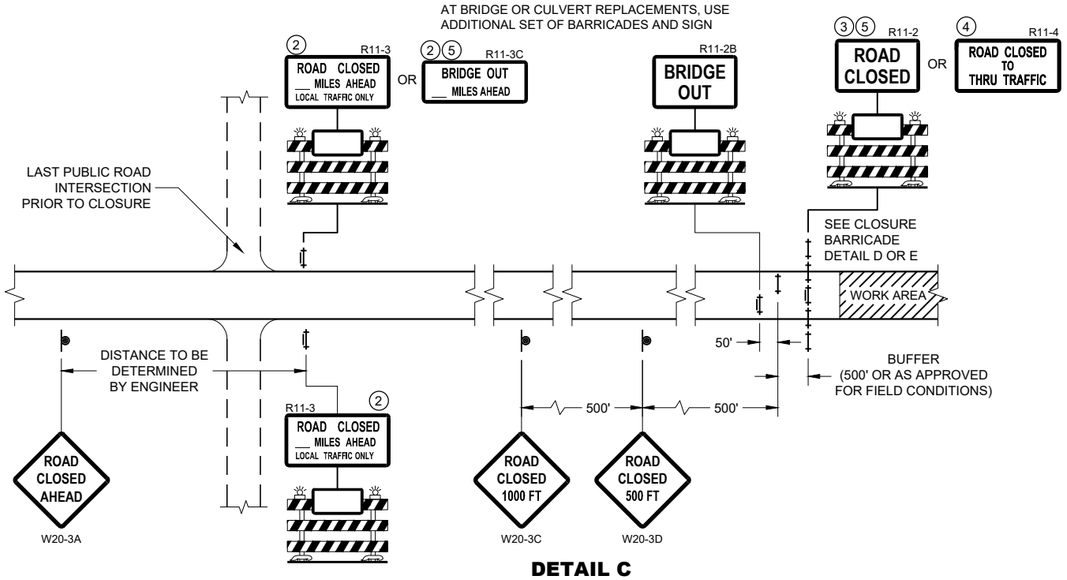
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "b"
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

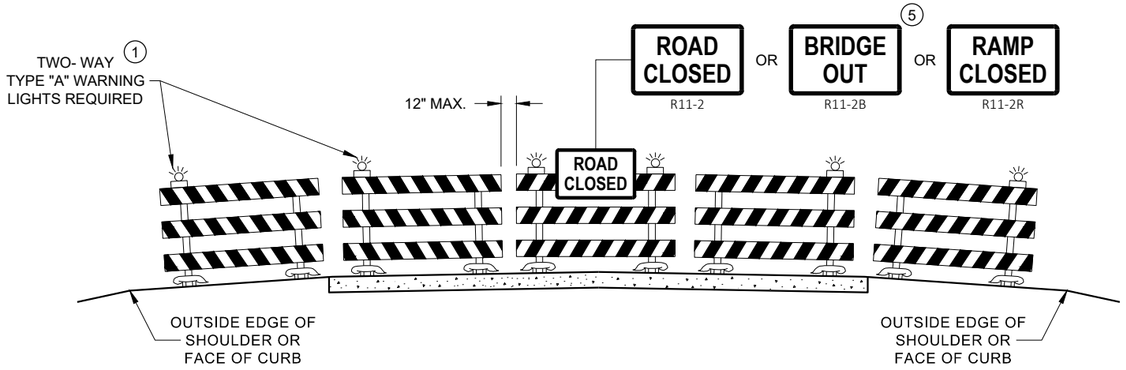
APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

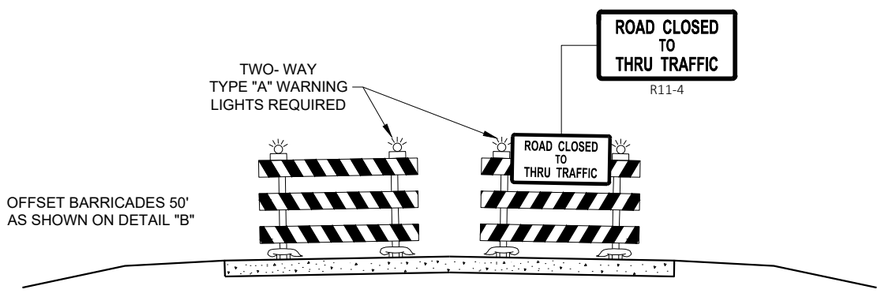
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SDD 15C02 - 08a

SDD 15C02 - 08a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING.

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

6

SDD 15C02 - 08b

6

SDD 15C02 - 08b

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR / EAST — M4 - 8, M3 - X
- XX — M1 - 4
- OR XX — M1 - 6
- OR COUNTY X — M1 - 5A
- M05 - 1
- OR M06 - 1
- OR M06 - 1

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

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

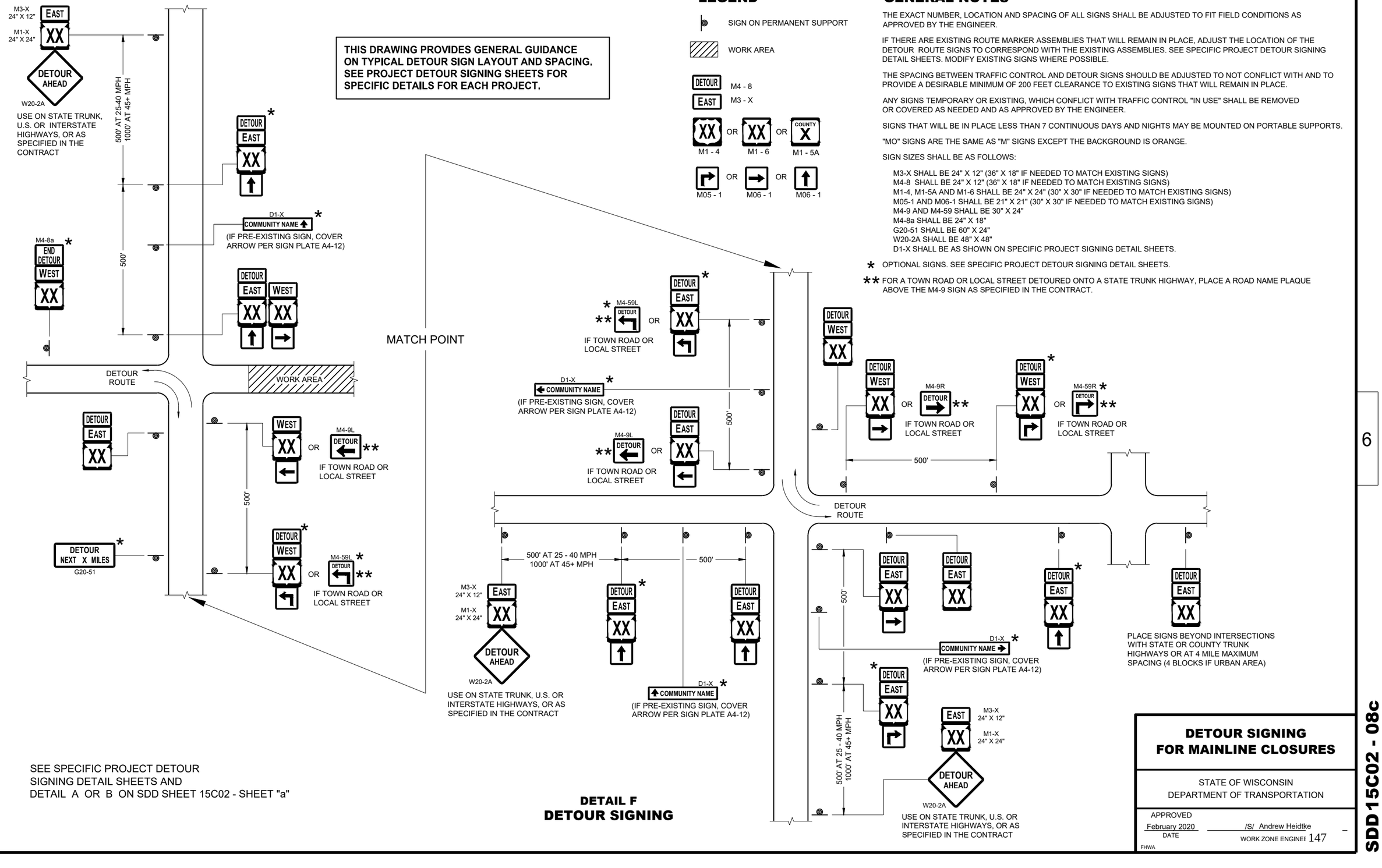
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
M4-9 AND M4-59 SHALL BE 30" X 24"
M4-8a SHALL BE 24" X 18"
G20-51 SHALL BE 60" X 24"
W20-2A SHALL BE 48" X 48"
D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

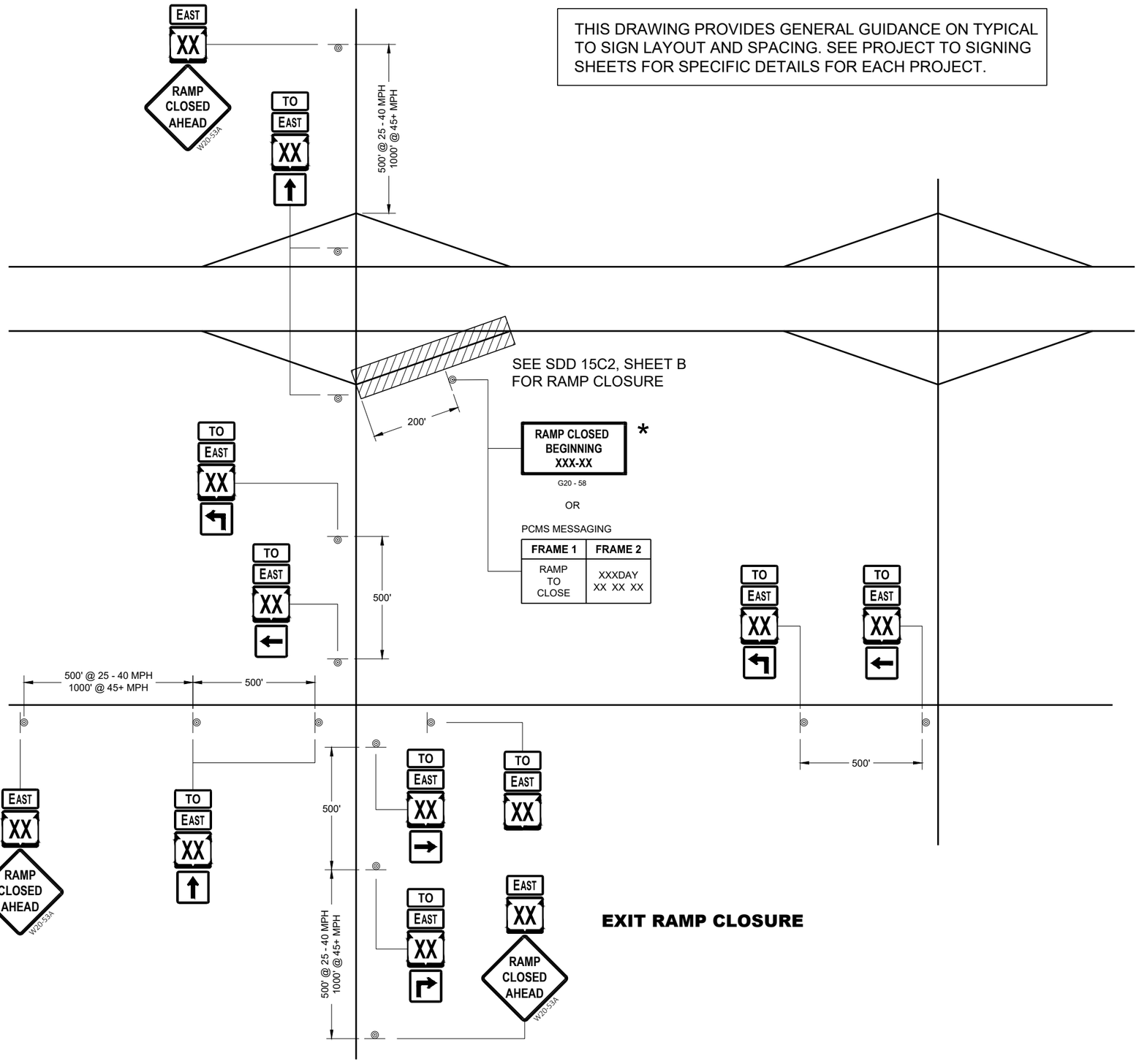
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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SDD 15C02 - 08c

SDD 15C02 - 08c



EXIT RAMP CLOSURE

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL TO SIGN LAYOUT AND SPACING. SEE PROJECT TO SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND

SIGN ON PERMANENT SUPPORT

TO EAST — MO4 - 5, M3 - X

XX M1 - 6 OR XX M1 - 4 OR INTERSTATE XX M1 - 1

M05 - 1 OR M06 - 1 OR M06 - 1

GENERAL NOTES

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

IF THERE ARE ANY ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE TO ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT TO SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

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

"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOW:
- M3 - X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS).
- MO4 - 5 SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS).
- M1 - 1, M1 - 4, AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS).
- MO5 - 1, MO5 - 2, AND MO6 - 1, SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS).
- W20 - 53A SHALL BE 48" X 48"

* PLACE "RAMP CLOSED BEGINNING" SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR LAYOUT.

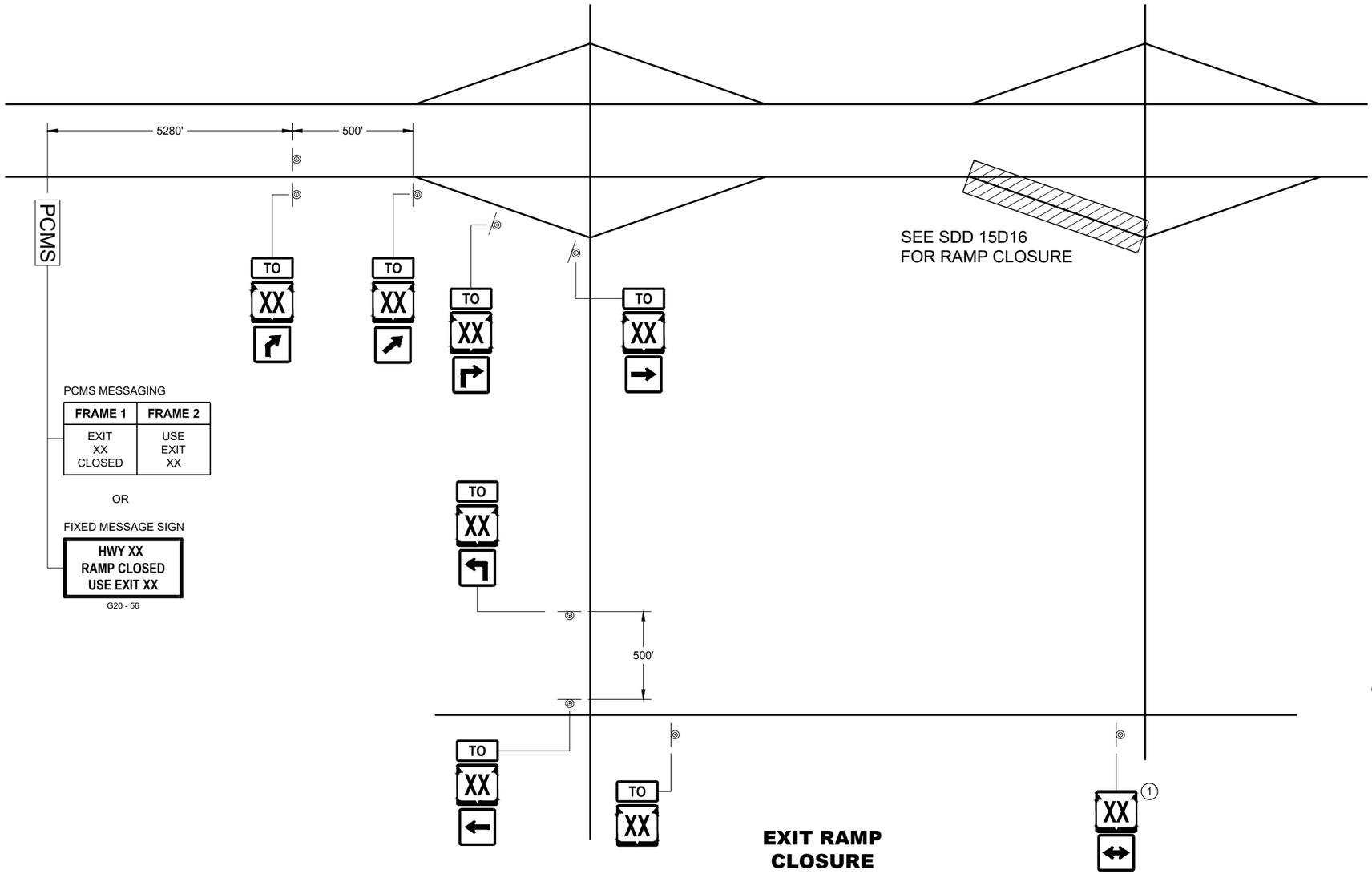
ON RAMP LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 DATE
/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA

6
SDD 15C02 - 08d

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL "TO" MO-4 SIGN LAYOUT AND SPACING. SEE PROJECT TO SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.



PCMS MESSAGING

FRAME 1	FRAME 2
EXIT XX CLOSED	USE EXIT XX

OR

FIXED MESSAGE SIGN

HWY XX
RAMP CLOSED
USE EXIT XX

G20 - 56

EXIT RAMP CLOSURE

LEGEND

SIGN ON PERMANENT SUPPORT

PCMS PORTABLE CHANGEABLE MESSAGE SIGN

TO MO4 - 5

XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A

M05 - 1 OR M05 - 2 OR M06 - 1 OR M06 - 2 OR M06 - 4

GENERAL NOTES

SEE SDD 15D16 "TRAFFIC CONTROL, EXIT RAMP CLOSURE" DETAIL FOR TRAFFIC CONTROL AT EXIT RAMP CLOSURE.

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

IF THERE ARE ANY ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE "TO" MO-4 ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT TO SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND "TO" MO-4 SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOW:
- MO4 - 5 SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS).
- M1 - 4, M1 - 5A, AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS).
- MO5 - 1, MO5 - 2, AND MO6 - 1, SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS).

(1) ONLY ADD IF THERE ARE NO EXISTING ROUTE MARKERS FOR THE INTERSECTING ROADWAY.

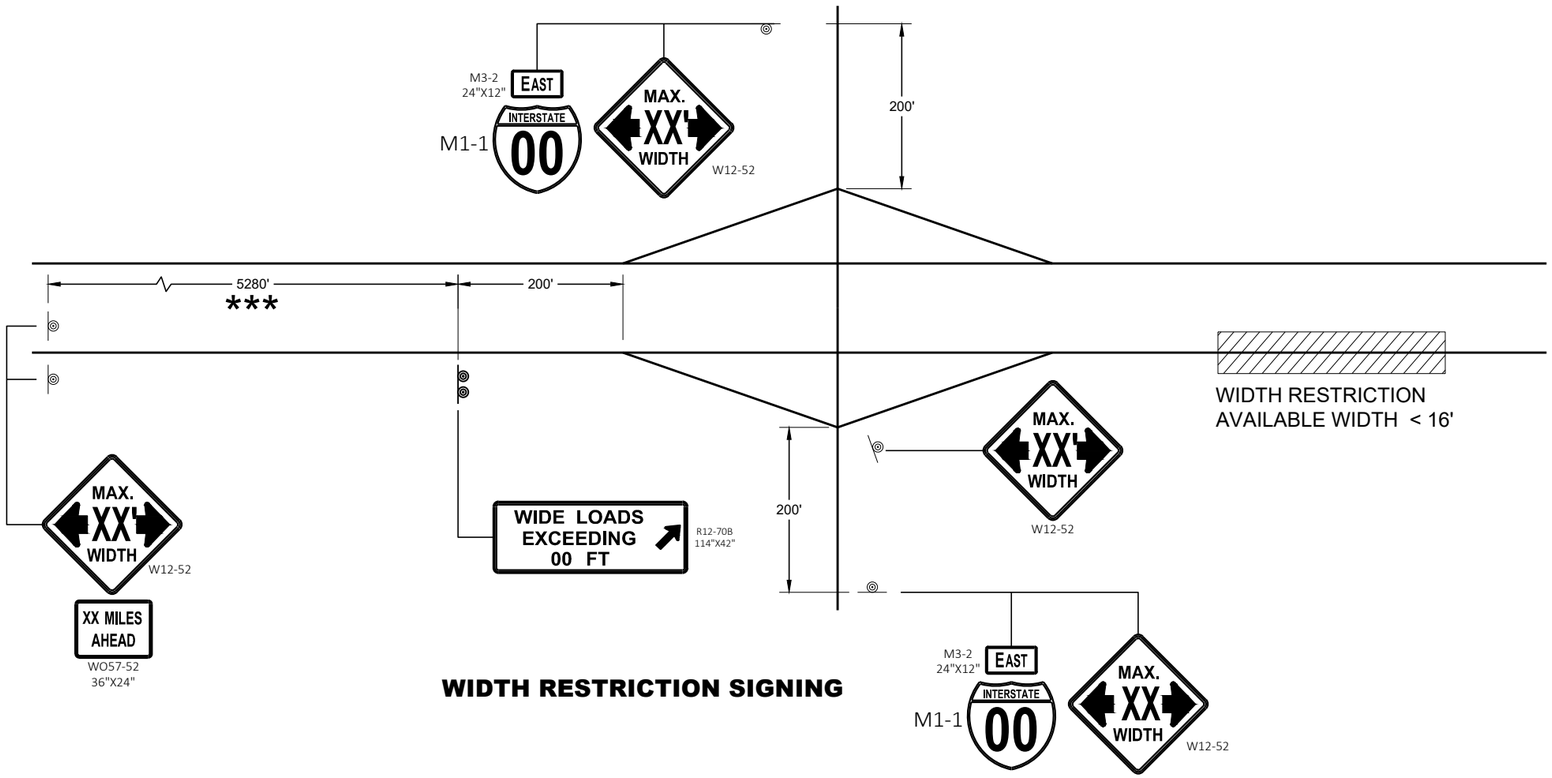
OFF RAMP LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 DATE
/S/ Andrew Heidtke WORK ZONE ENGINEE
FHWA

SDD 15C02 - 08e

SDD 15C02 - 08e



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.

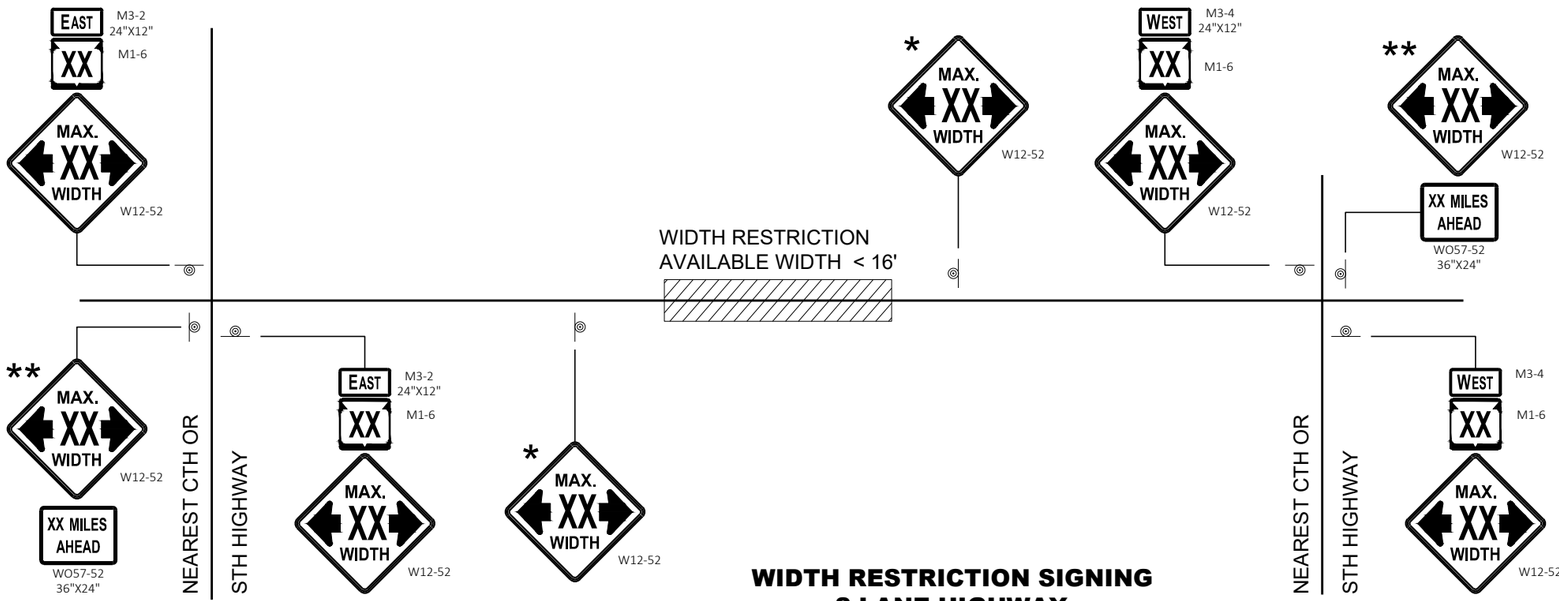
* PLACE 500 FEET BEFORE THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** 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

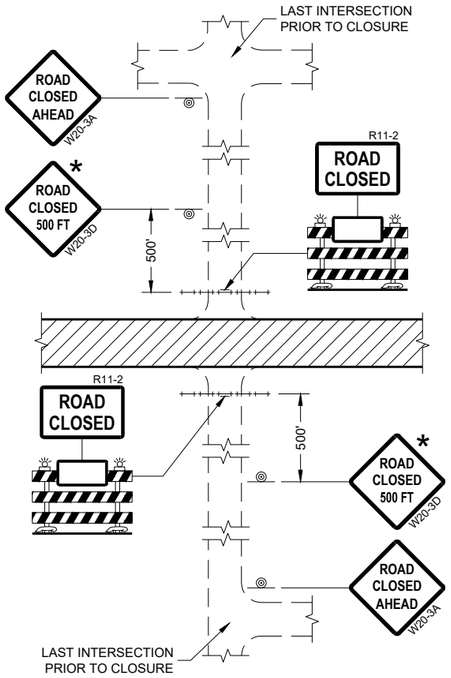
APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

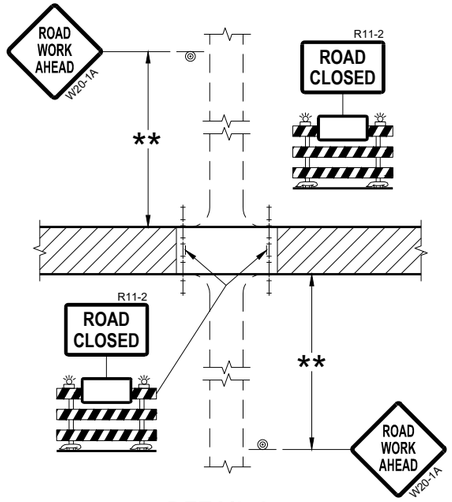
FHWA

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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.

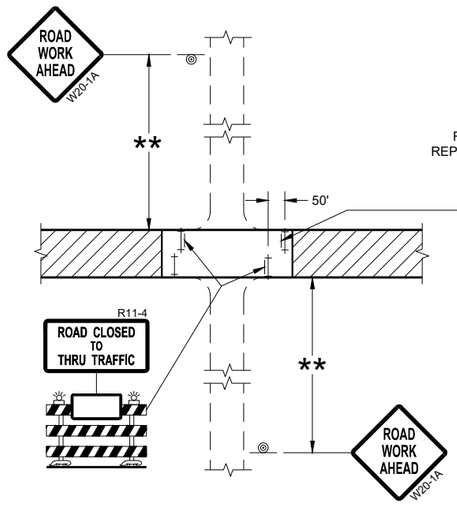
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

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.

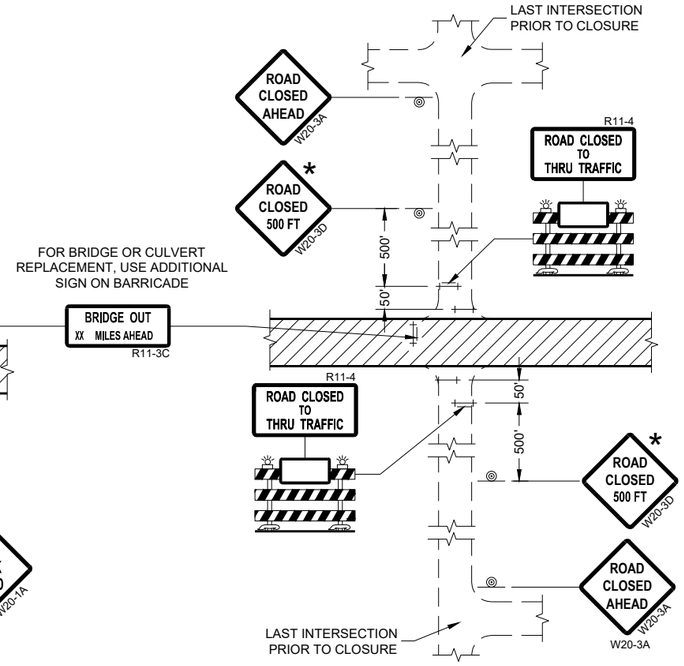
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* 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

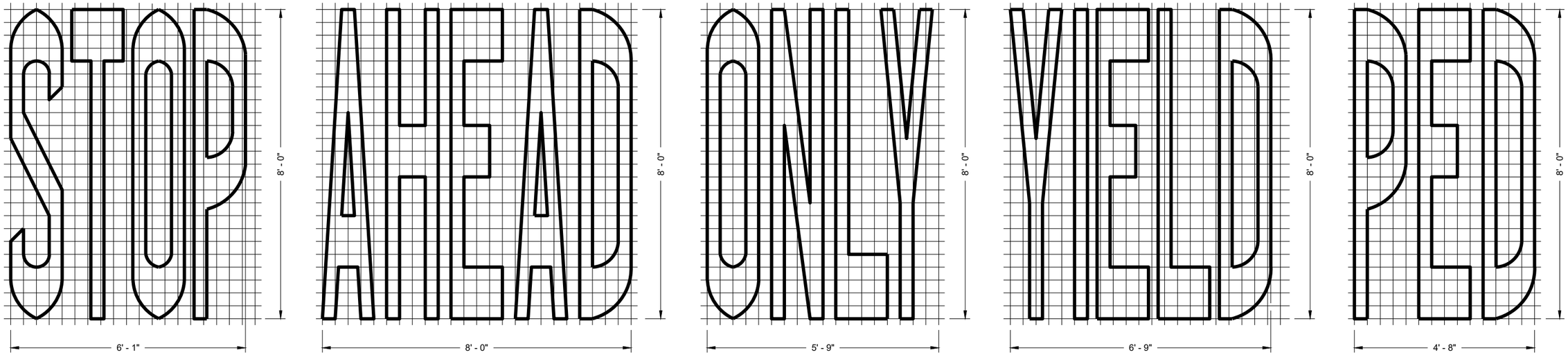
APPROVED
July 2018
DATE

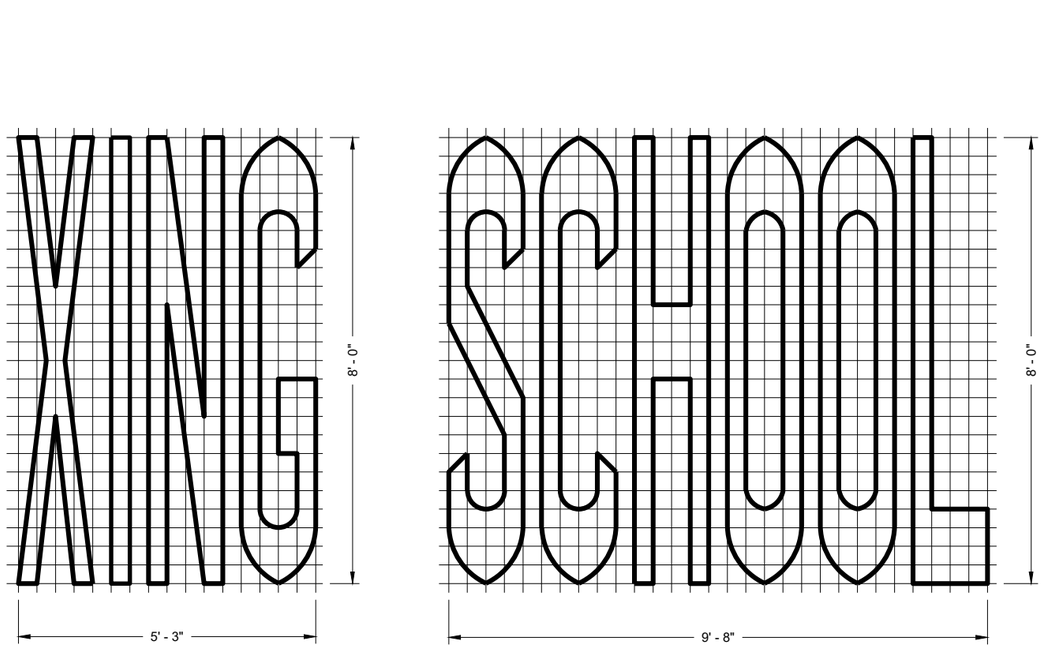
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

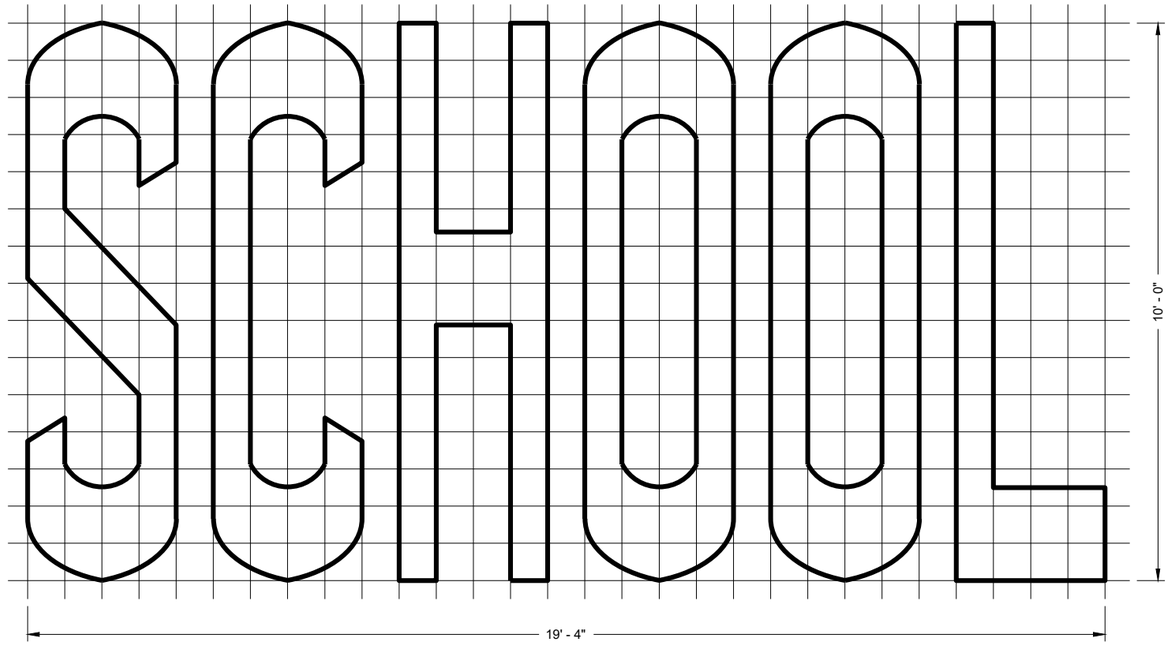
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SDD 15C03 - 05





SINGLE LANE



TWO - LANE

GENERAL NOTES

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

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

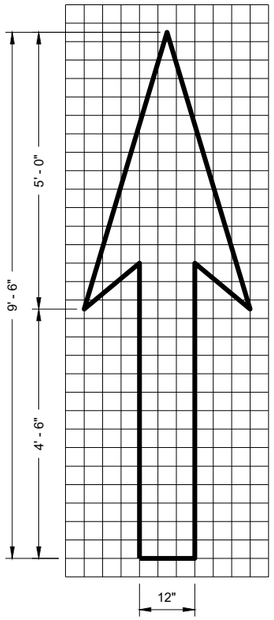
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SDD 15C07 - 15b

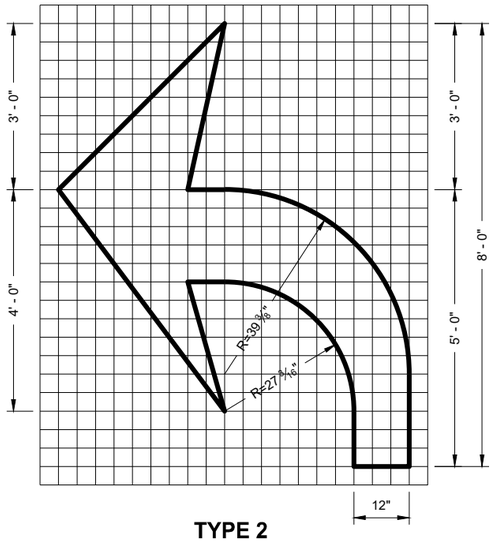
SDD 15C07 - 15b

GENERAL NOTES

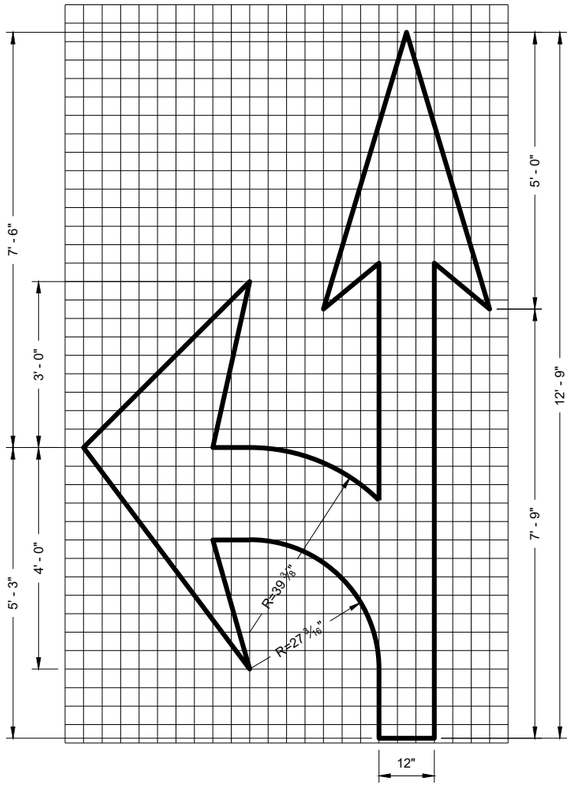
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



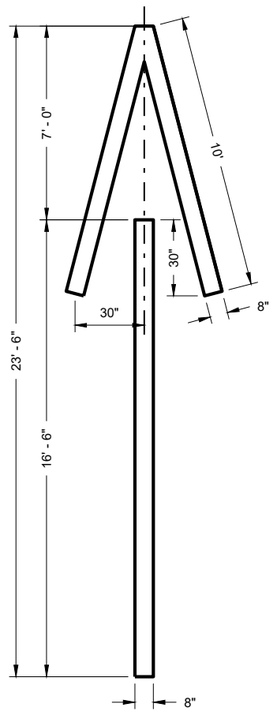
TYPE 1



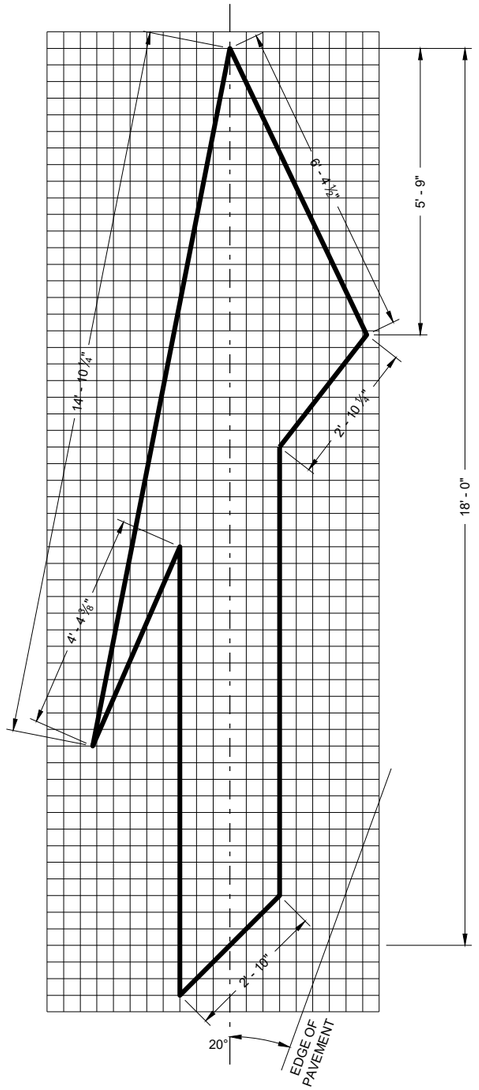
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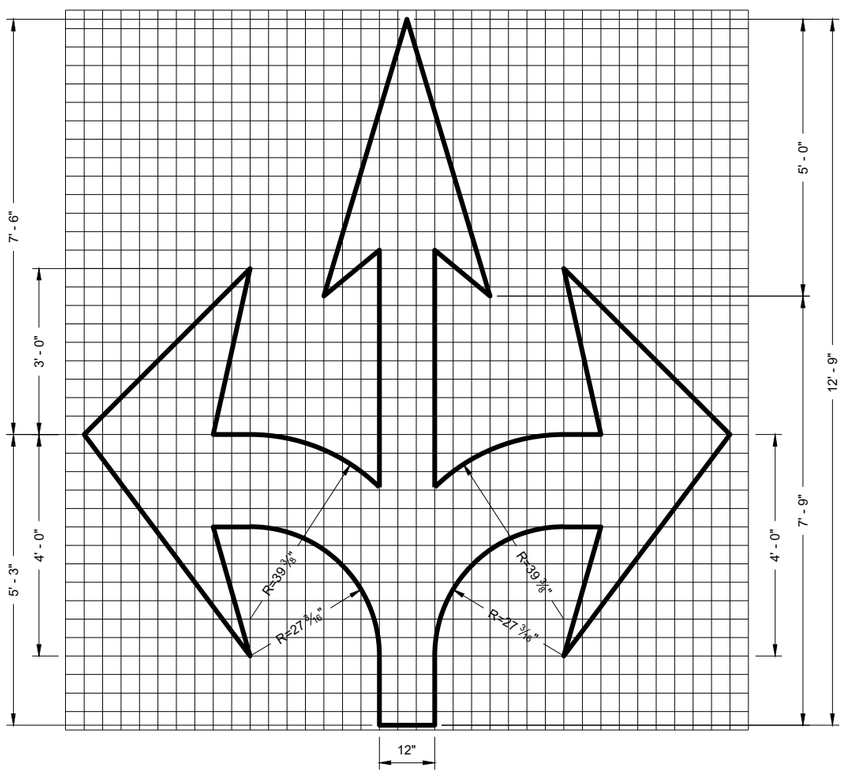
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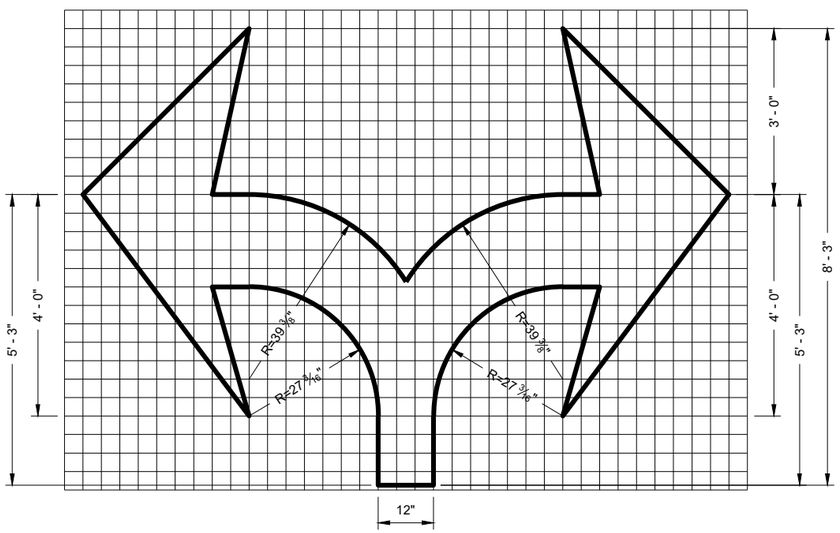
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

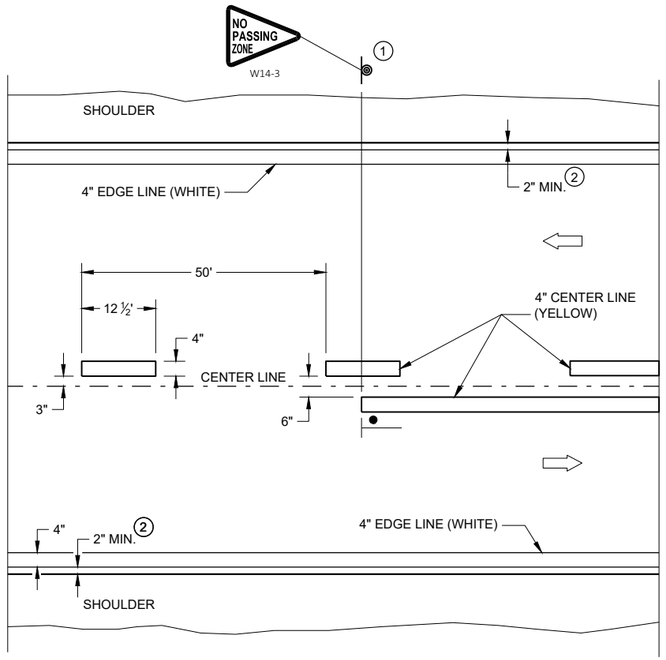
FHWA

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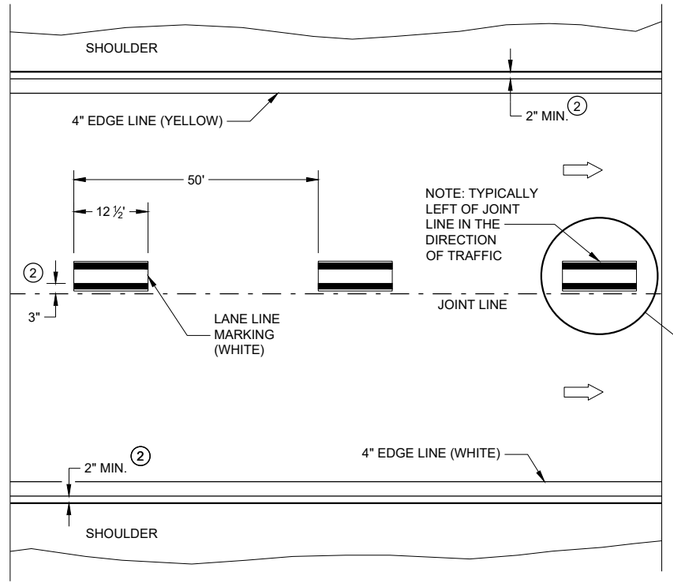
SDD 15C07 - 15c

6

SDD 15C07 - 15c

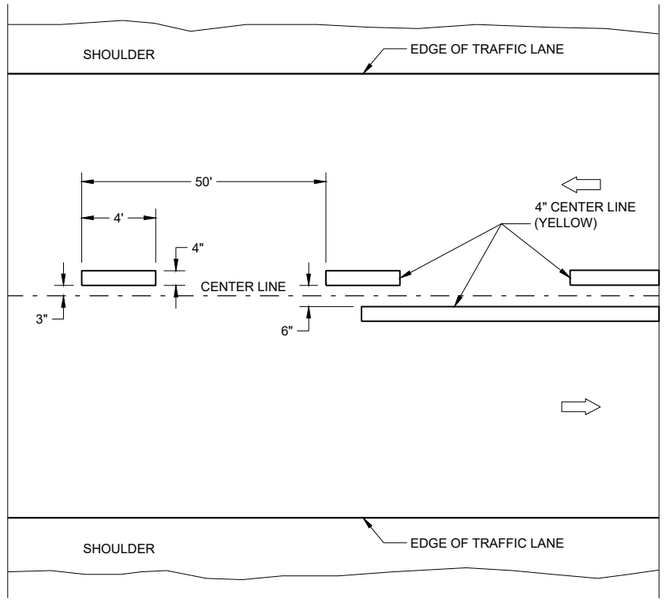


TWO WAY TRAFFIC

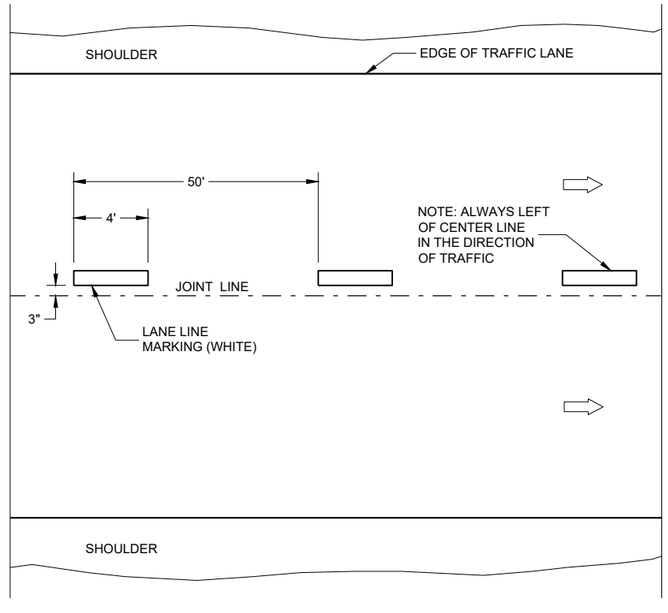


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

GENERAL NOTES

DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

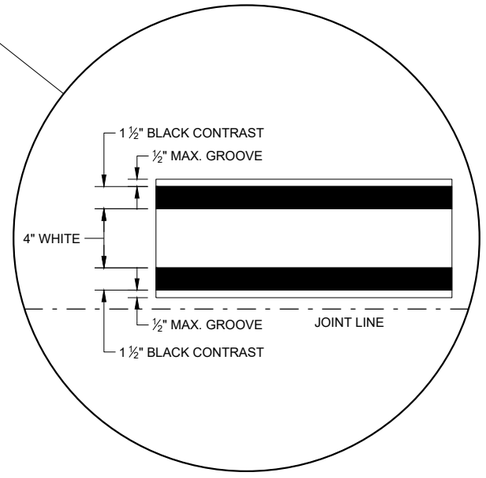
1. LOCATE THE NO PASSING ZONE W14-3 SIGN WITH 50 FEET OF THE "T" MARKING
2. MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Matthew Rauch
STATEWIDE SIGNING AND M
ENGINEER

FHWA

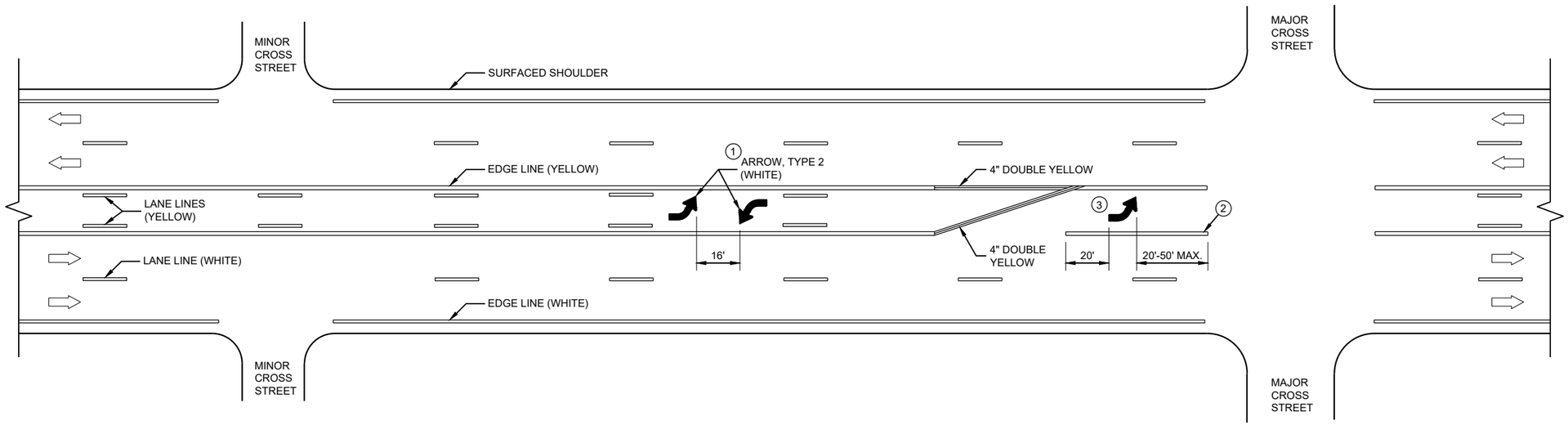
SDD 15C08 - 20a

SDD 15C08 - 20a

GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 8" WHITE
3. TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

DIRECTION OF TRAFFIC



TWO WAY LEFT TURN LANE

6

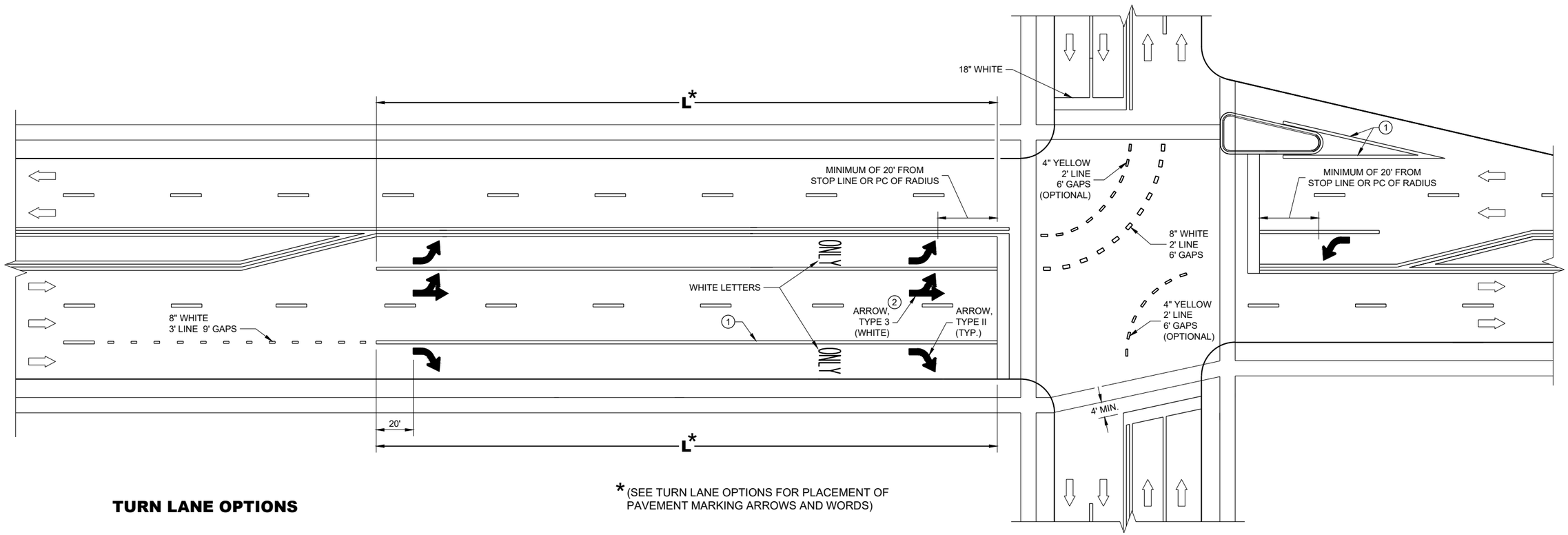
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SDD 15C08 - 20b

SDD 15C08 - 20b

PAVEMENT MARKING (TURN LANES)

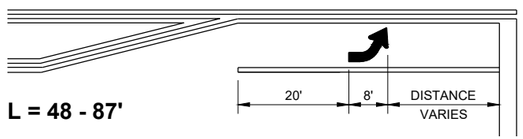
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA



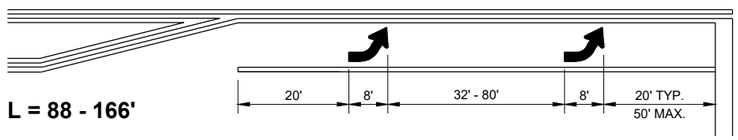
* (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

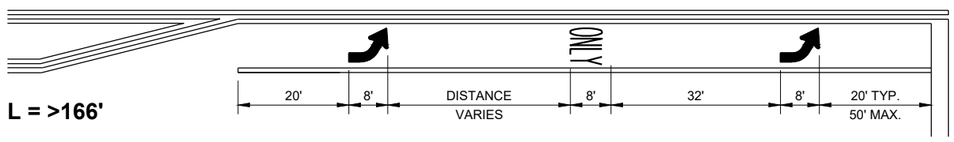
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

1. 8" WHITE
2. QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

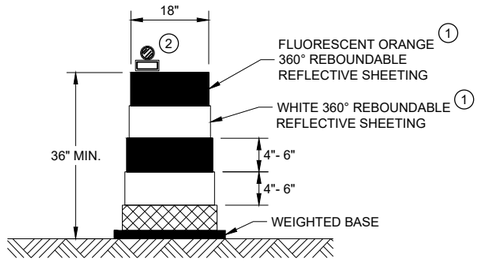
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SDD 15C08 - 20c

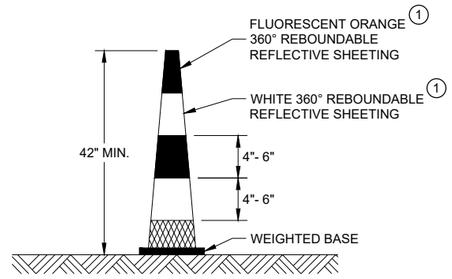
GENERAL NOTES

(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.

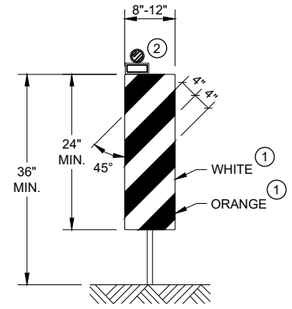


DRUM



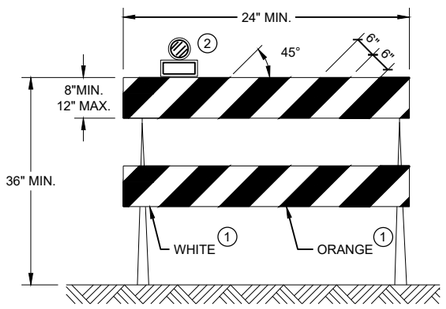
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



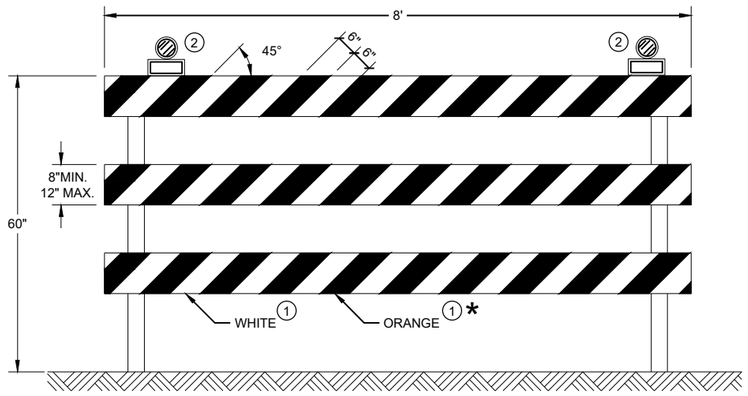
VERTICAL PANEL

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

SDD 15C11 - 08b

6

SDD 15C11 - 08b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

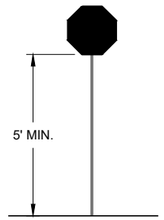
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FOR THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



STOP/SLOW PADDLE ON SUPPORT STAFF

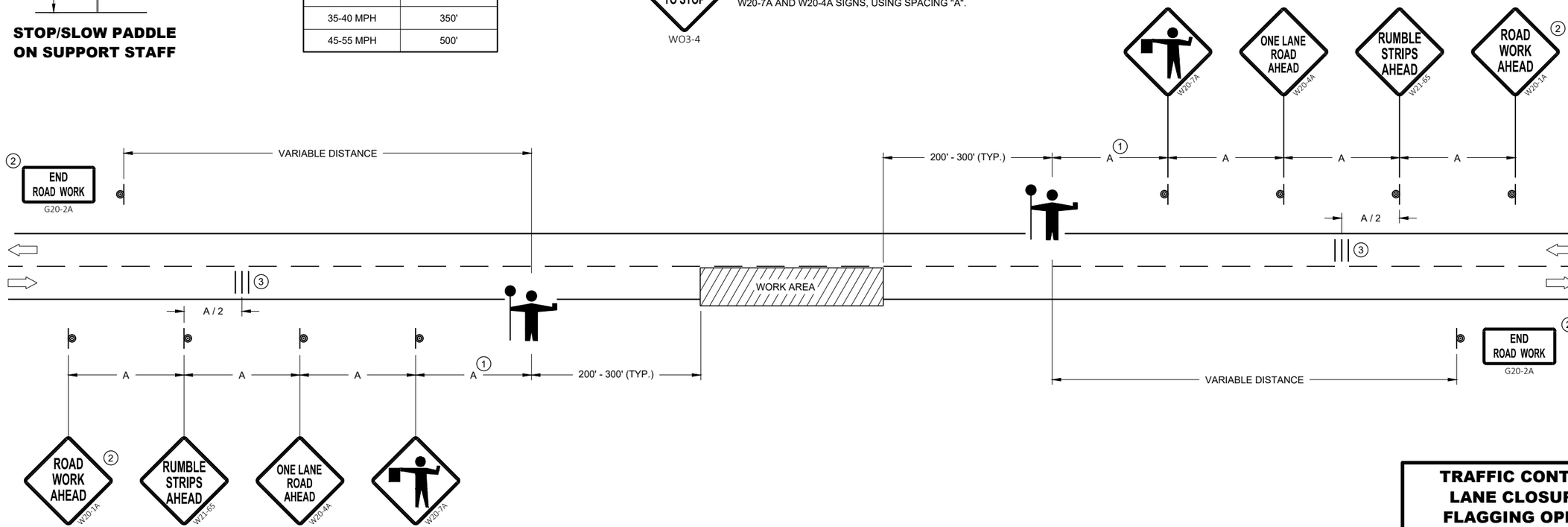
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

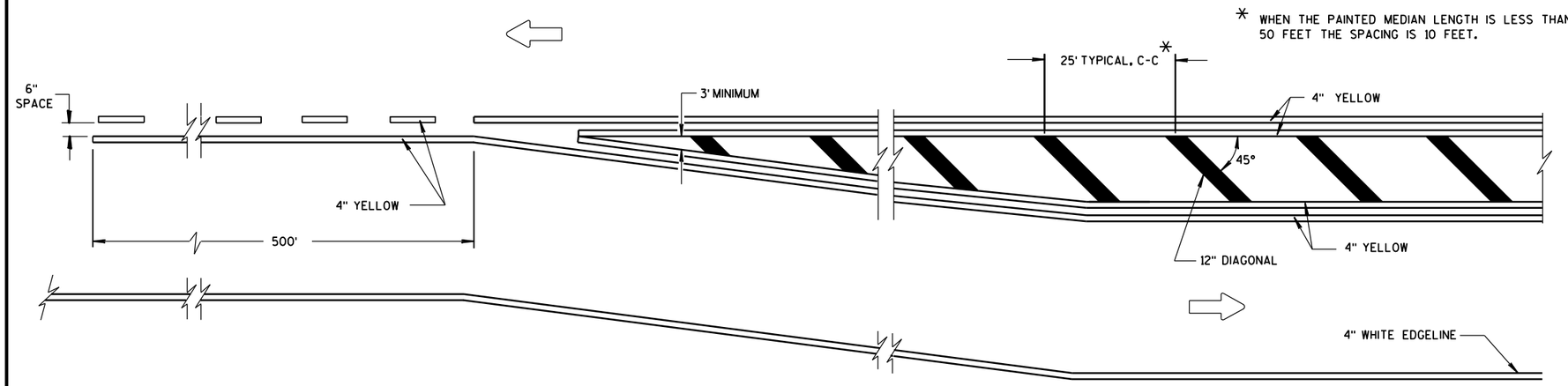
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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SDD 15C12 - 07

SDD 15C12 - 07



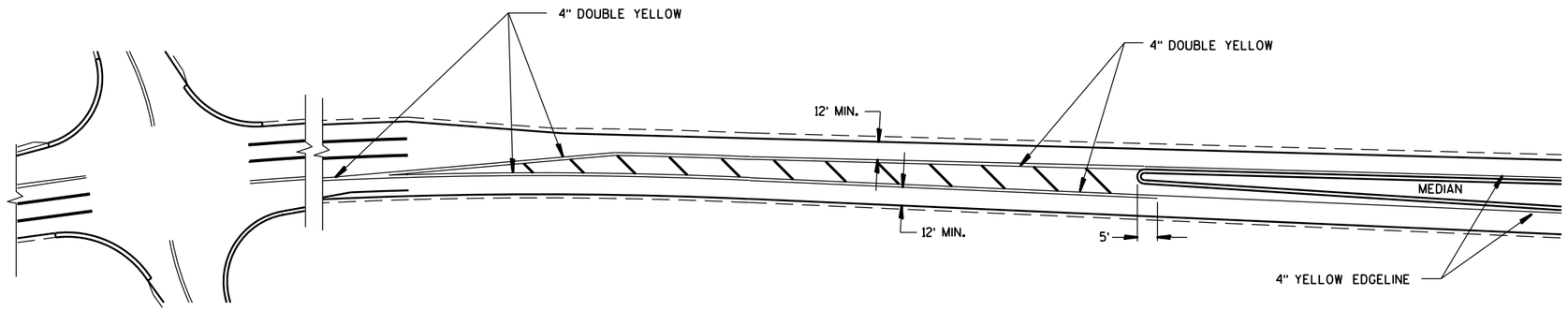
* WHEN THE PAINTED MEDIAN LENGTH IS LESS THAN 50 FEET THE SPACING IS 10 FEET.

MEDIAN ISLAND DETAIL

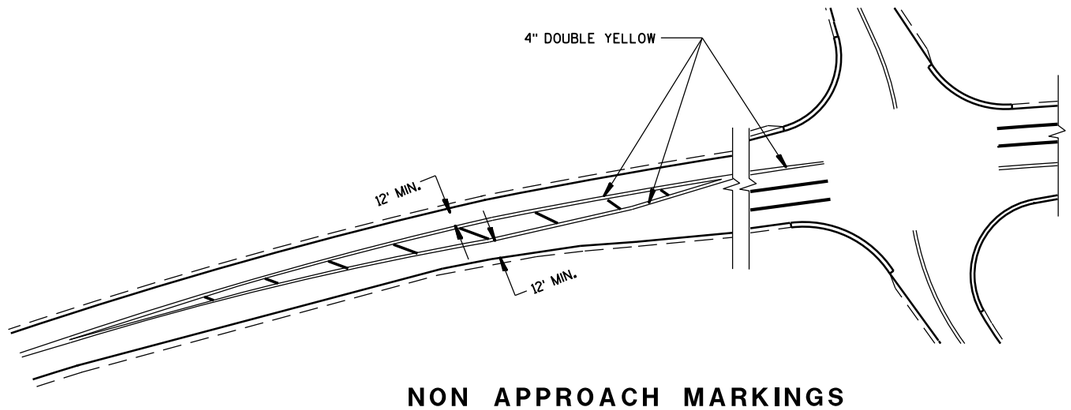
GENERAL NOTE

DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.

DIRECTION OF TRAVEL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

MEDIAN ISLAND MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2017 DATE	/S/ Matthew Rauch STATE SIGNING AND MARK 159 EER
FHWA	

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S.D.D. 15 C 18-4

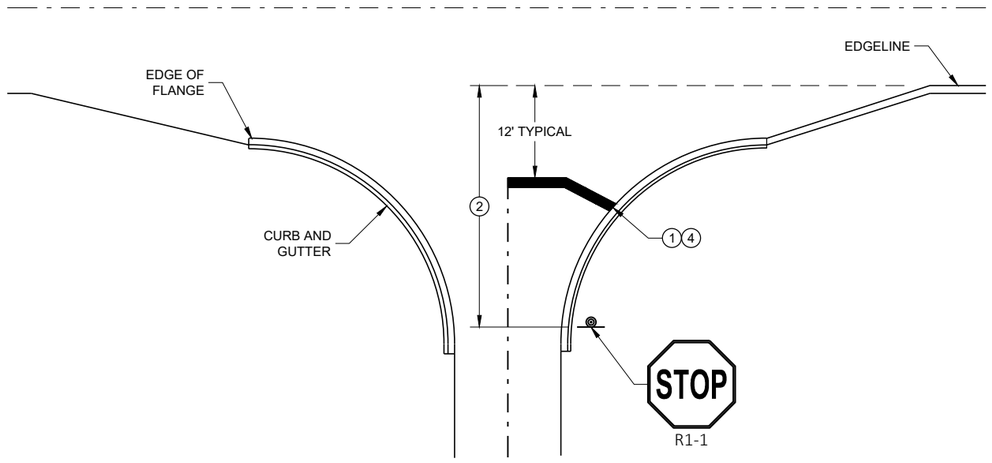
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S.D.D. 15 C 18-4

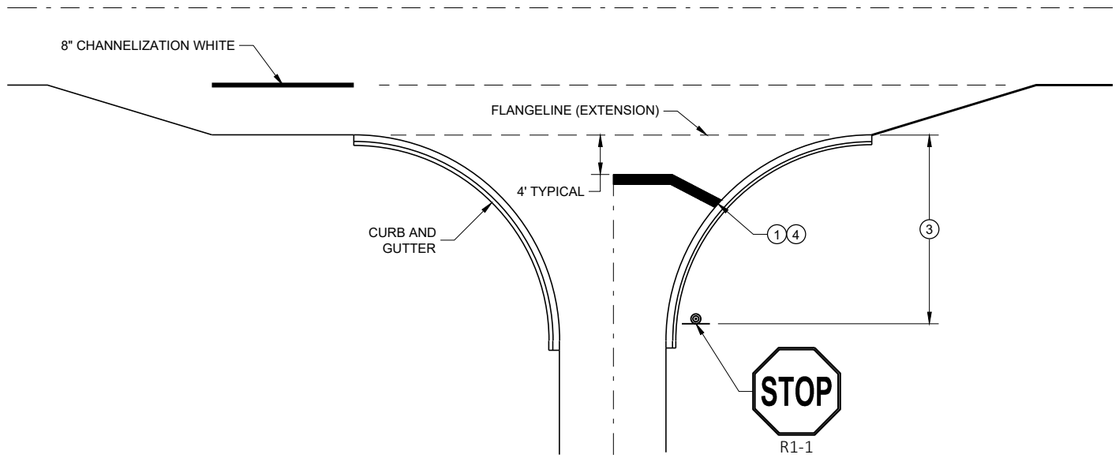
GENERAL NOTES

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

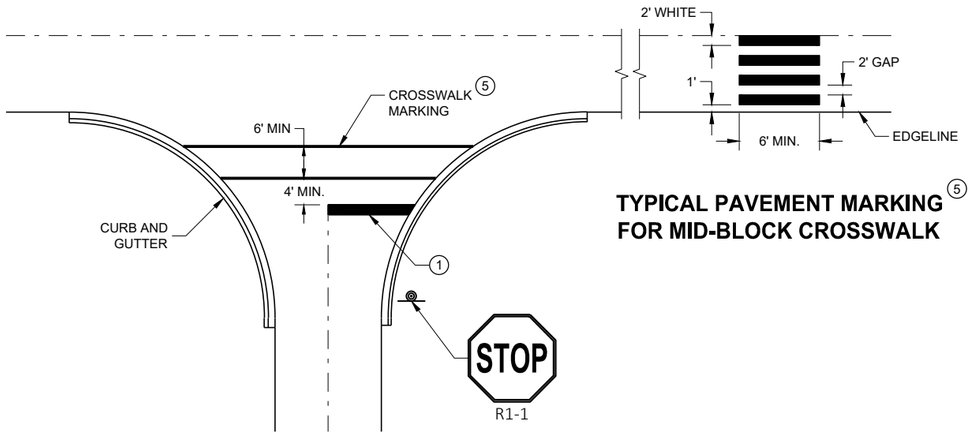
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE 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

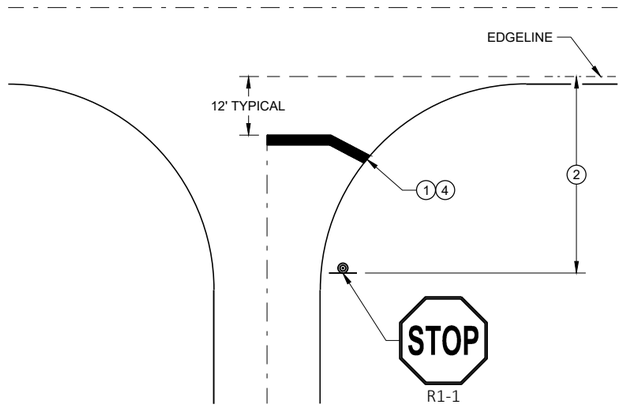


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



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

LEGEND

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

WORK ZONE

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

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

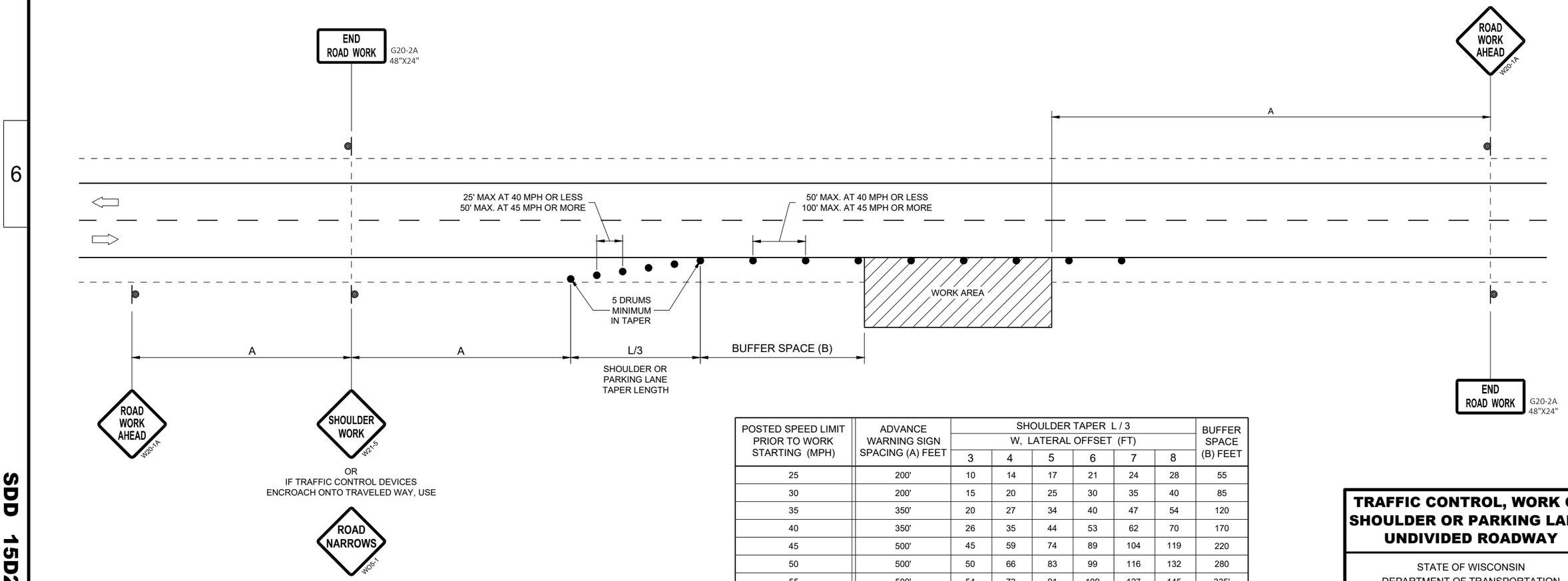
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

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

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45	59	74	89	104	119	220
50	500'	50	66	83	99	116	132	280
55	500'	54	73	91	109	127	145	335'

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

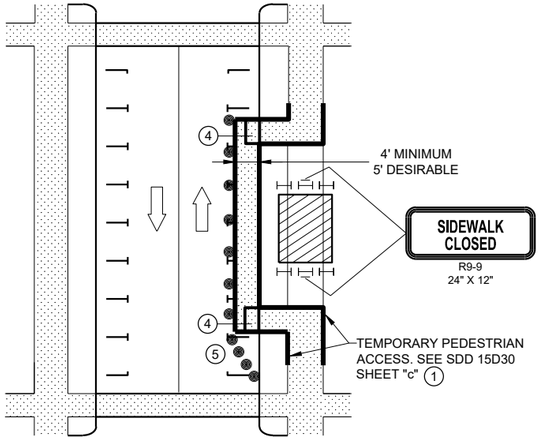
/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

6

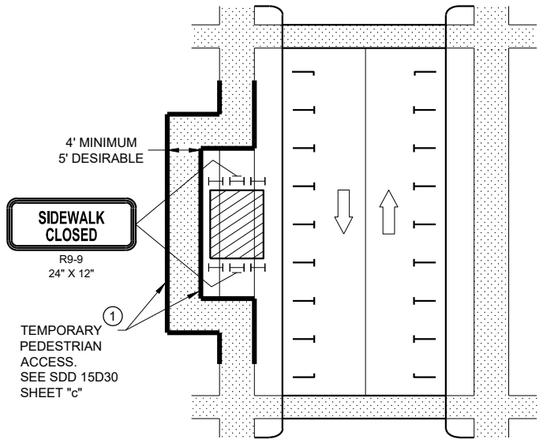
SDD 15D28 - 04

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

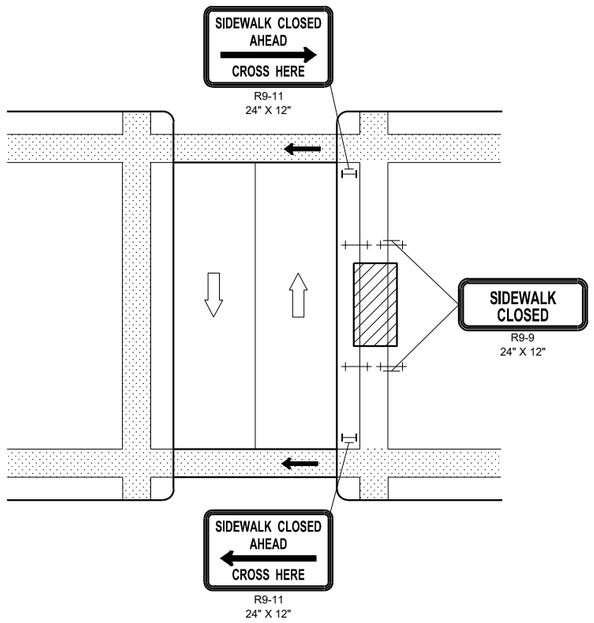


MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE

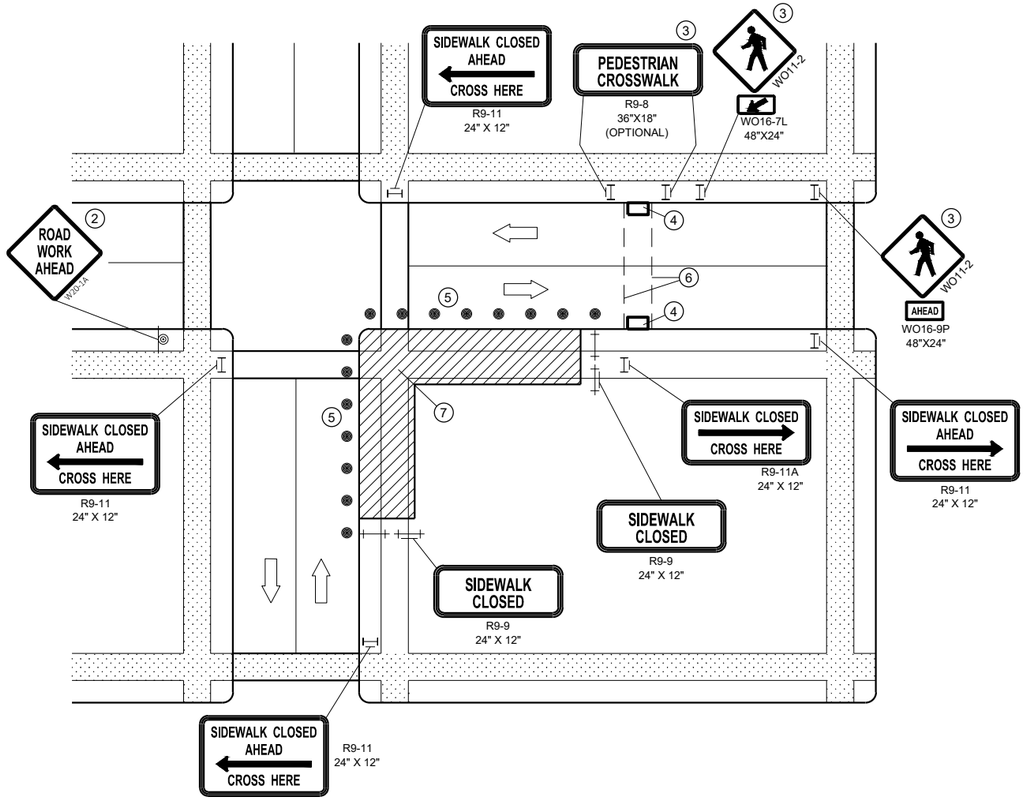
NOTE: LAYOUT SAME AS ABOVE.



SIDEWALK DIVERSION



MID-BLOCK SIDEWALK CLOSURE



CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK

GENERAL NOTES

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

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

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

FOR 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.

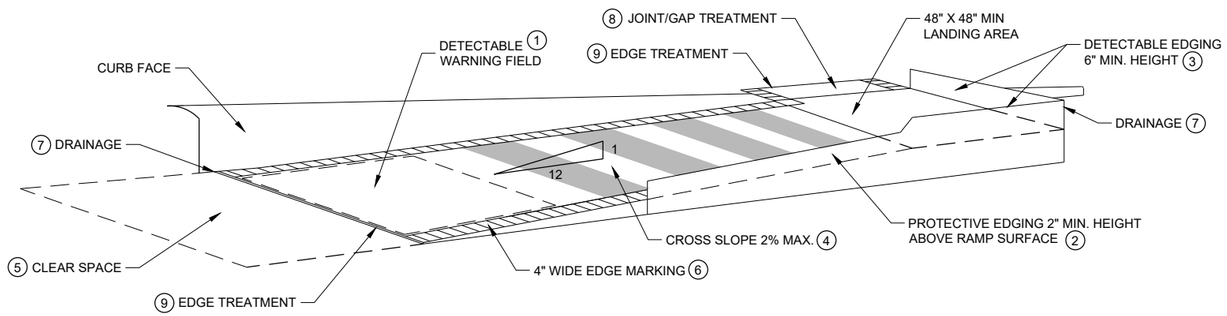
LEGEND

- 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

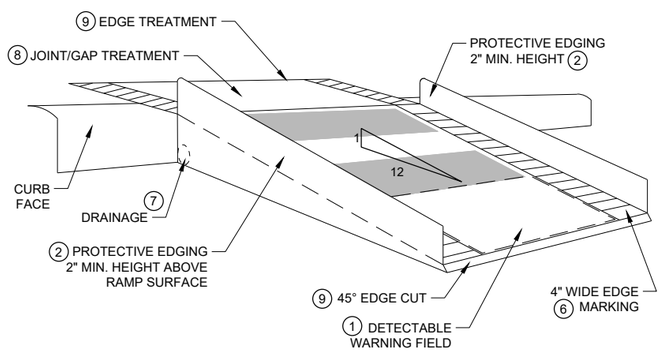
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

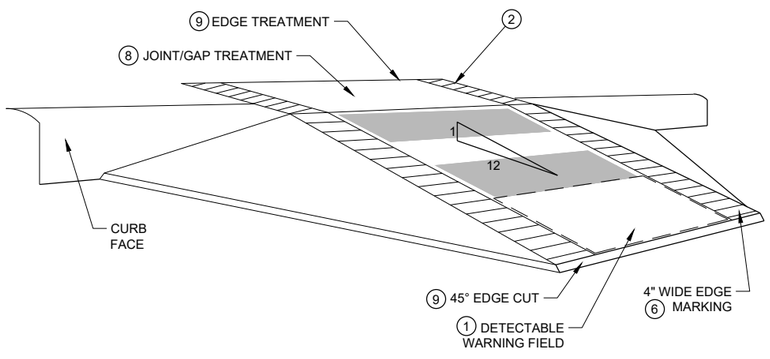
6
SDD15D30 - 06a



TEMPORARY CURB RAMP PARALLEL TO CURB



WITH PROTECTIVE EDGE



WITH SIDE APRON

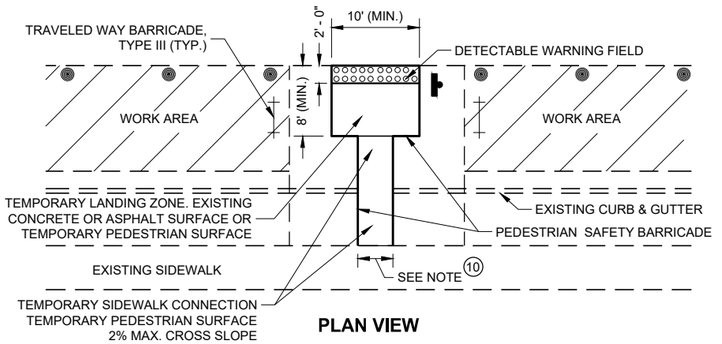
TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

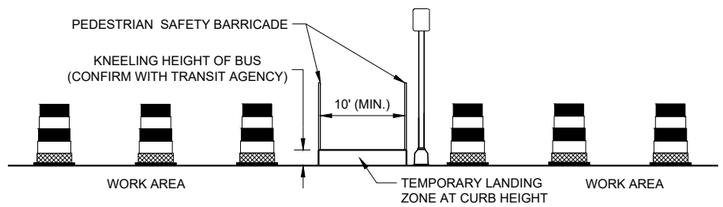
NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

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

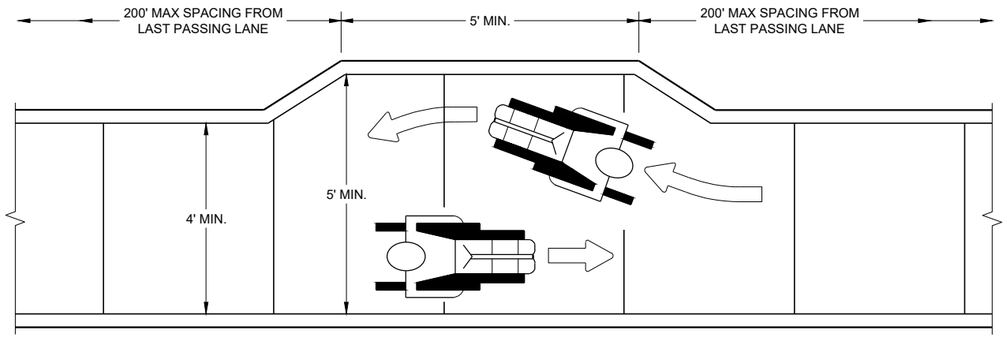
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- WORK AREA

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

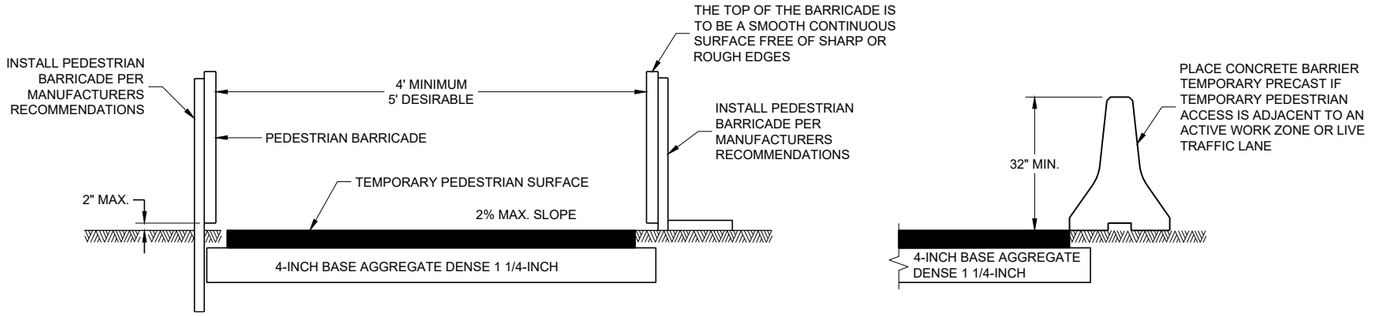
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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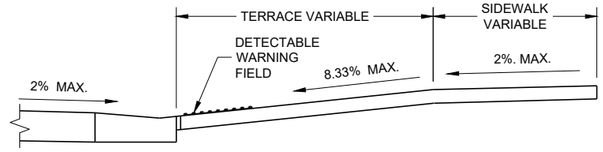
SDD 15D30 - 06b



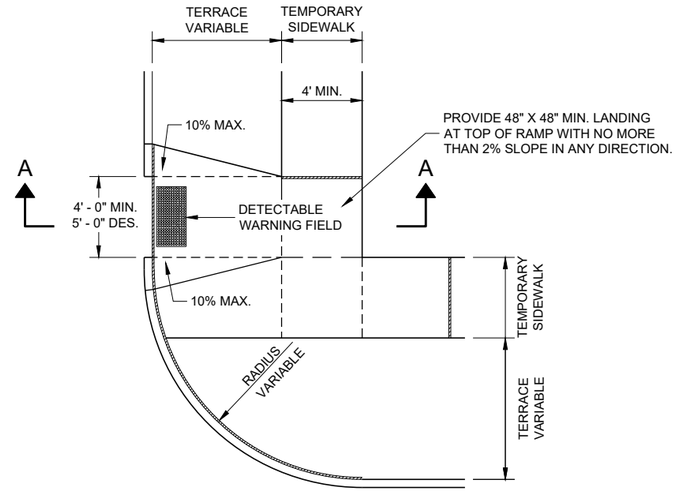
NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN ACCESS



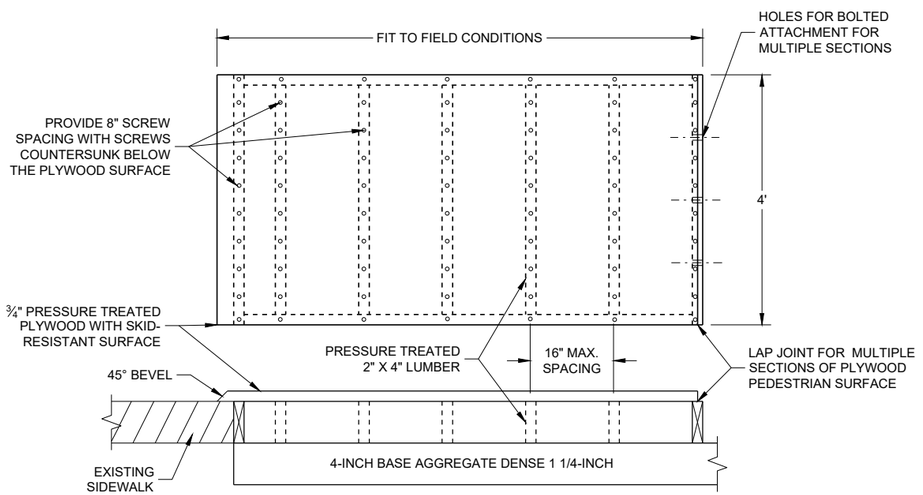
SECTION A - A



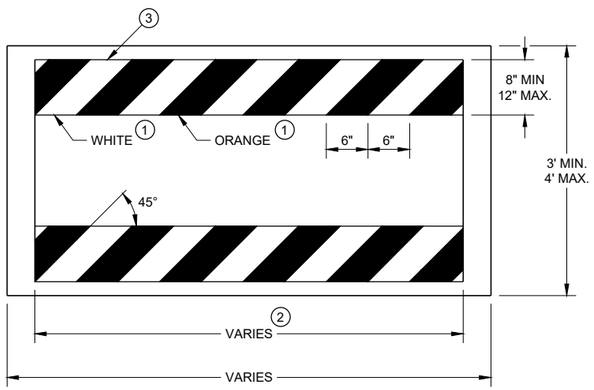
PLAN VIEW

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

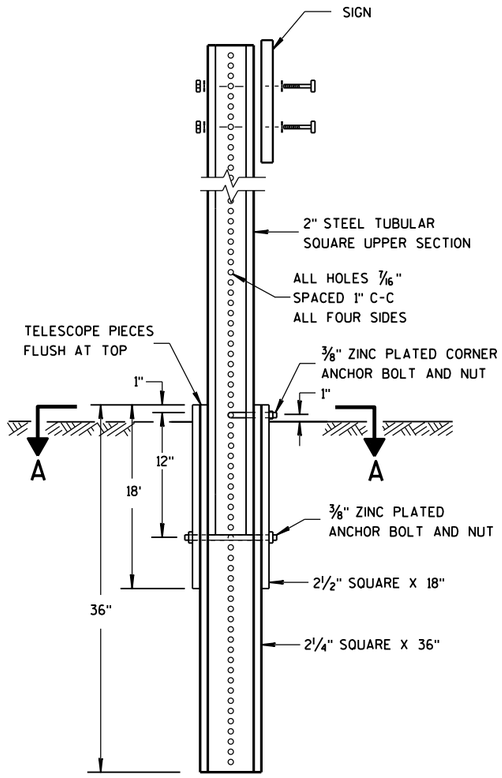
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

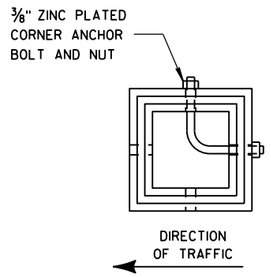
SDD 15D30 - 06c

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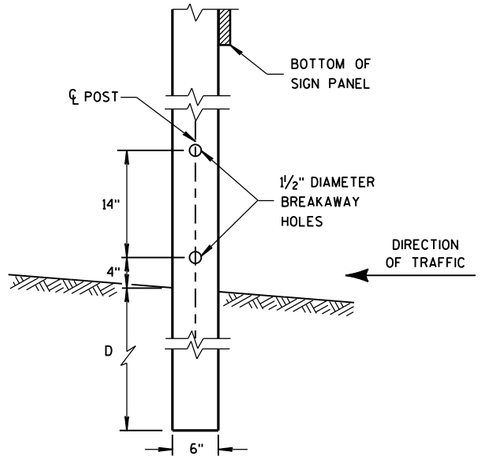
SDD 15D30 - 06c



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



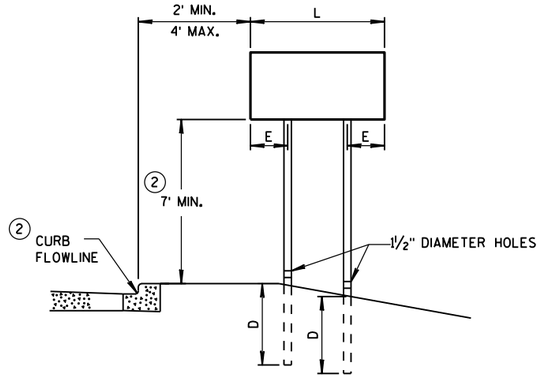
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

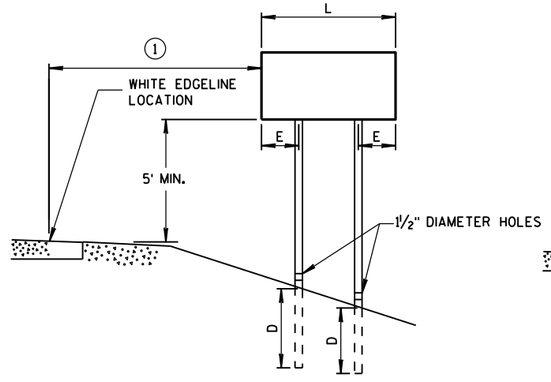
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

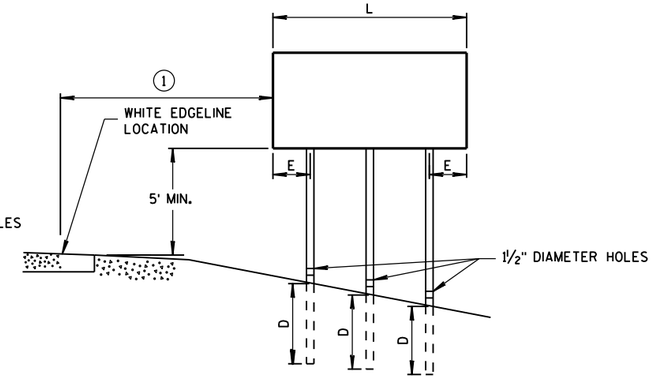
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.

(3) FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.



URBAN AREA





RURAL AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL POSTS
9 OR LESS	1
GREATER THAN 9 LESS THAN OR EQUAL TO 18	2
GREATER THAN 18 LESS THAN OR EQUAL TO 27	3

SIGNS WIDER THAN 3 FEET OR LARGER THAN 9 SQ. FT. SHALL BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE).

SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

WOOD POST EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'

4" X 6" WOOD POST

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

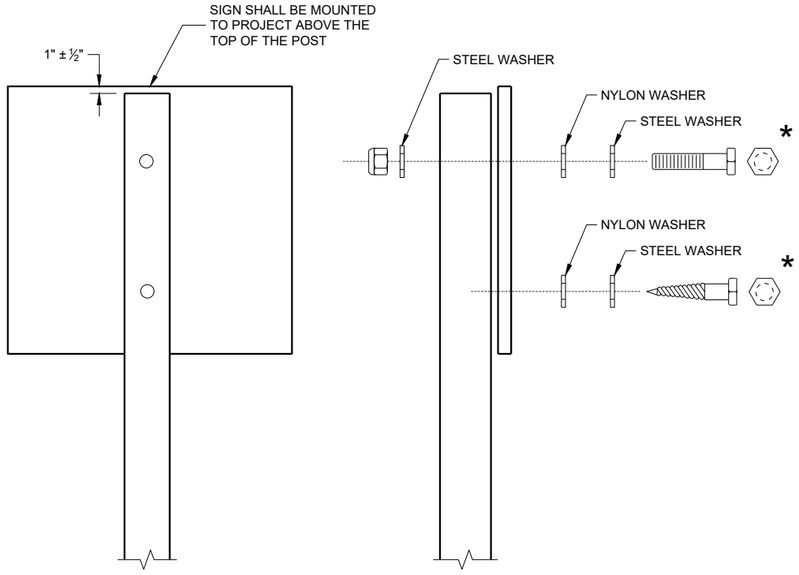
SEE NOTE (3)

TEMPORARY TRAFFIC CONTROL SIGN MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 15 D 38-2a



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.

6

6

SDD 15D38 - 02b

SDD15D38 - 02b

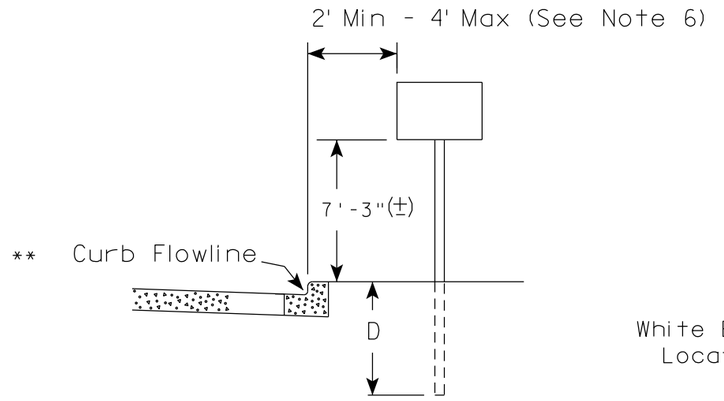
ATTACHMENT OF SIGNS TO POSTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

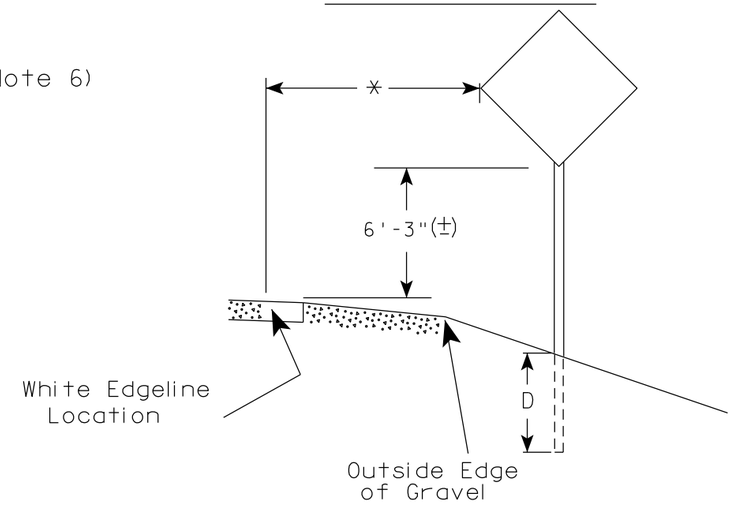
APPROVED
June 2017
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE

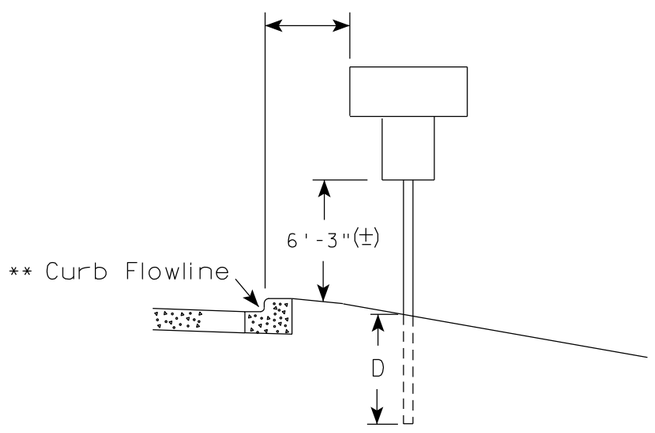
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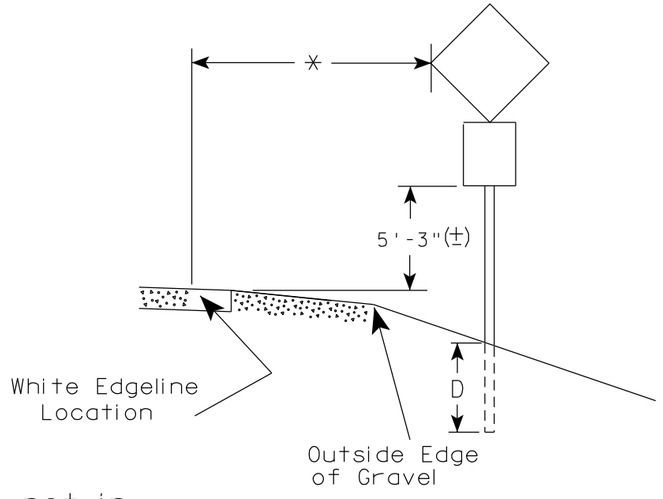
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. The (±) tolerance for mounting height is 3 inches.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.

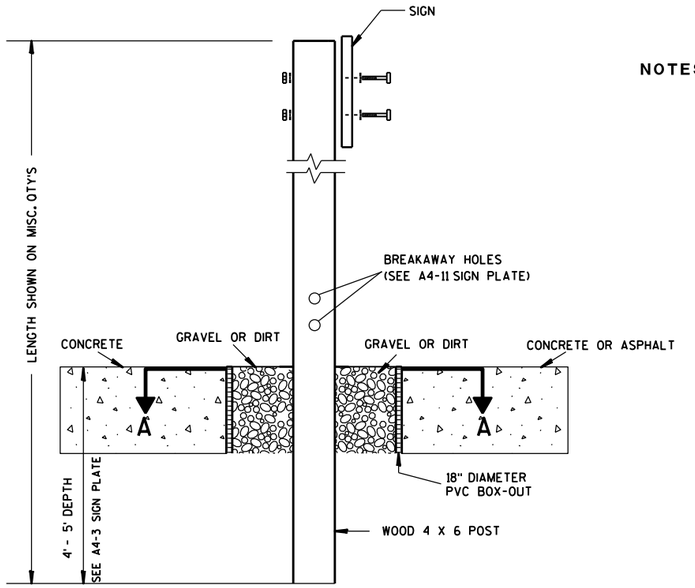
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

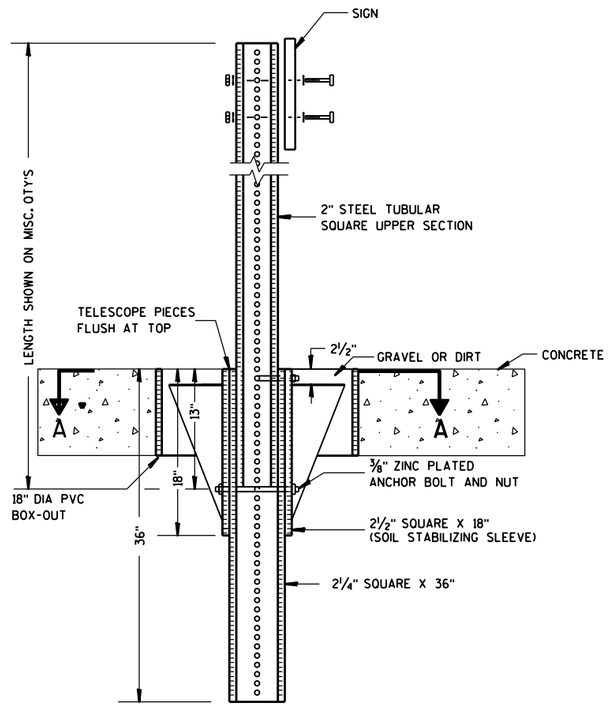
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 167	E



ELEVATION VIEW

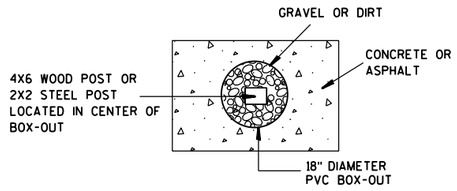
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

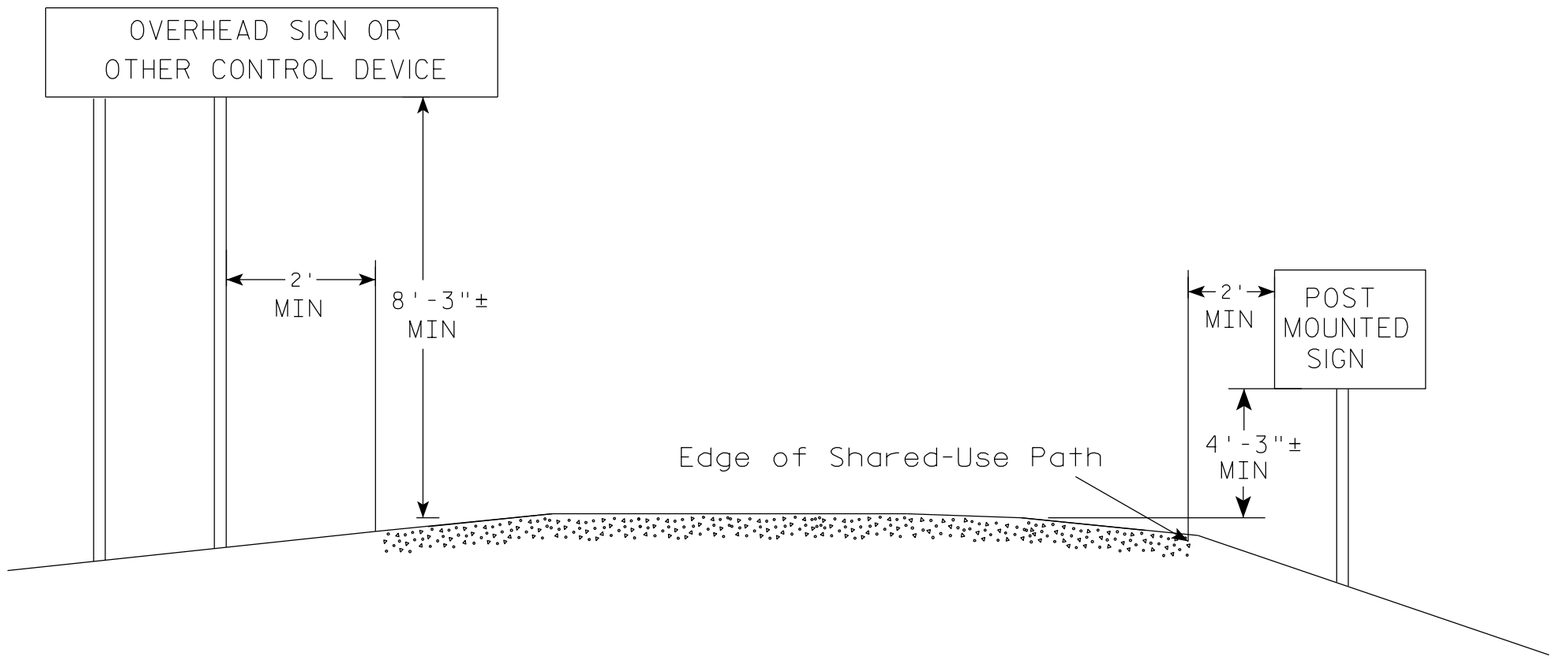
DATE 1/27/14 PLATE NO. A4-3B.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

GENERAL NOTES

1. Signs wider than 4 feet or larger than 20 sq. ft. shall be mounted on multiple posts. Refer to plate A4-4.
2. Offset distance shall be consistent with existing signs or consistent throughout length of project.
3. The height from ground level to the sign is 8'-3"± min. for the Overhead sign or other control device.
4. The height from ground level to the sign is 4'-3"± min. for the Post mounted sign.



POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

7

7

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON MULTI USE PATHS

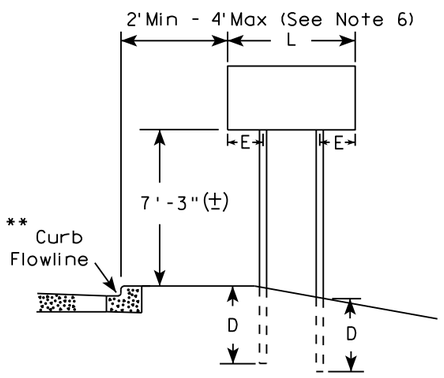
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

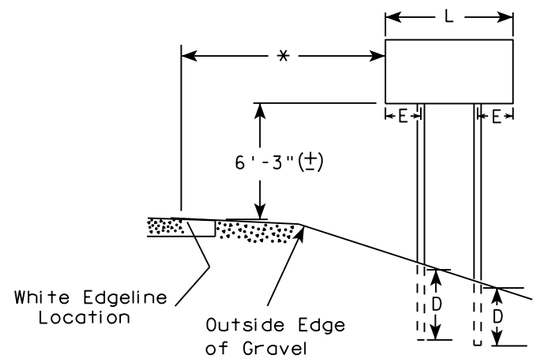
DATE 3/26/2020 PLATE NO. A4-3S.2

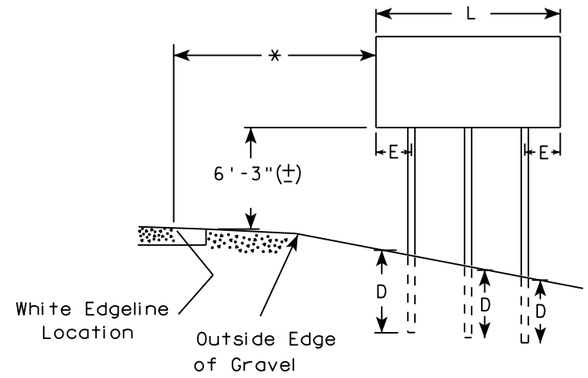
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

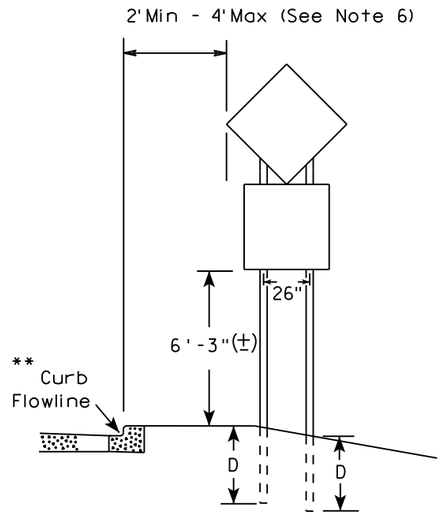
URBAN AREA



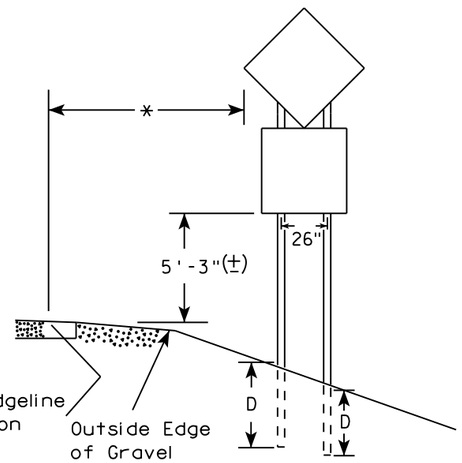
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

***	SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
	L	E
	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

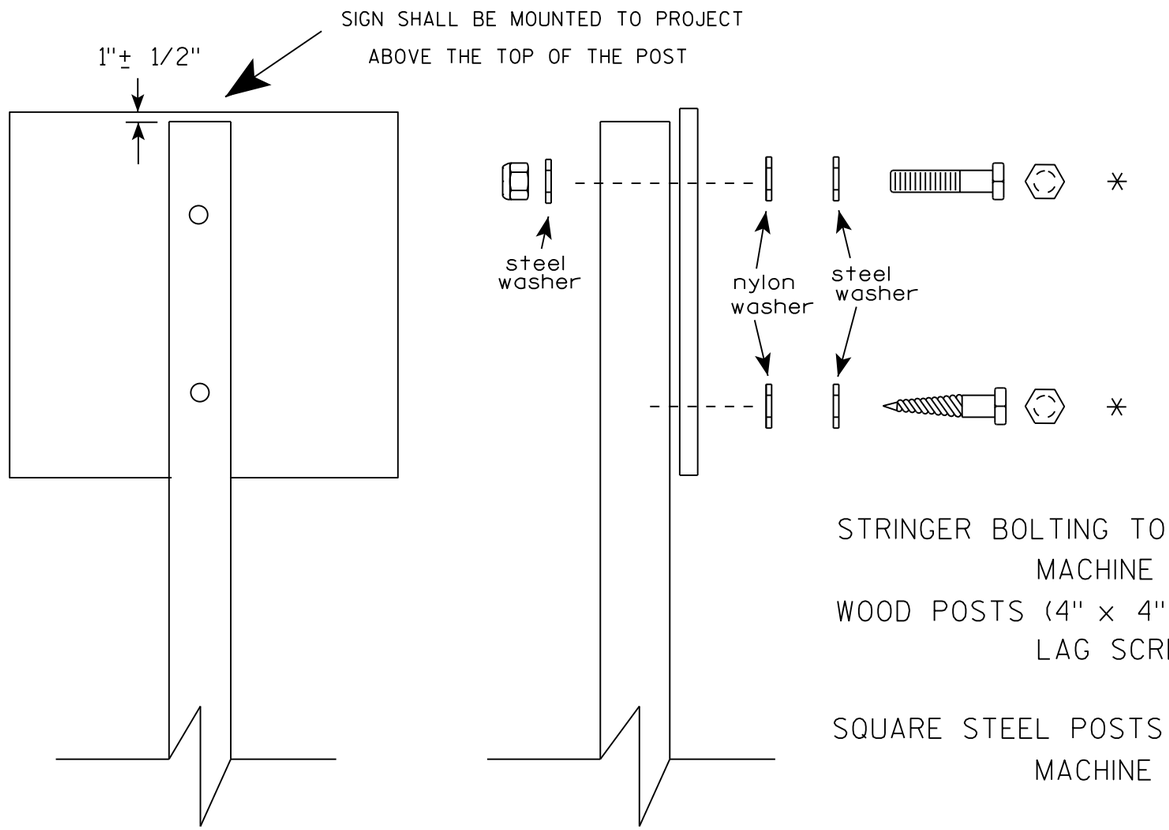
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 170	E



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 4" or 4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/11/16 PLATE NO. A4-8.8

7

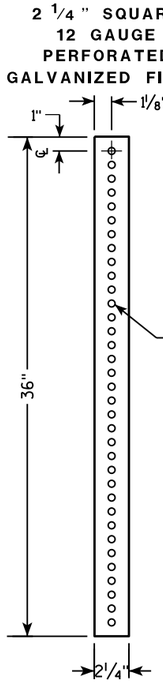
PROJECT NO:

SHEET NO: E

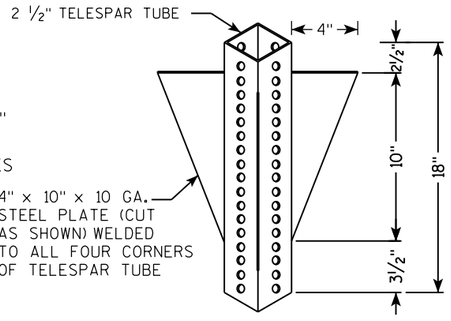
FILE NAME : C:\CADfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 11-AUG-2016 11:35 PLOT BY : $$ plotuser $$

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

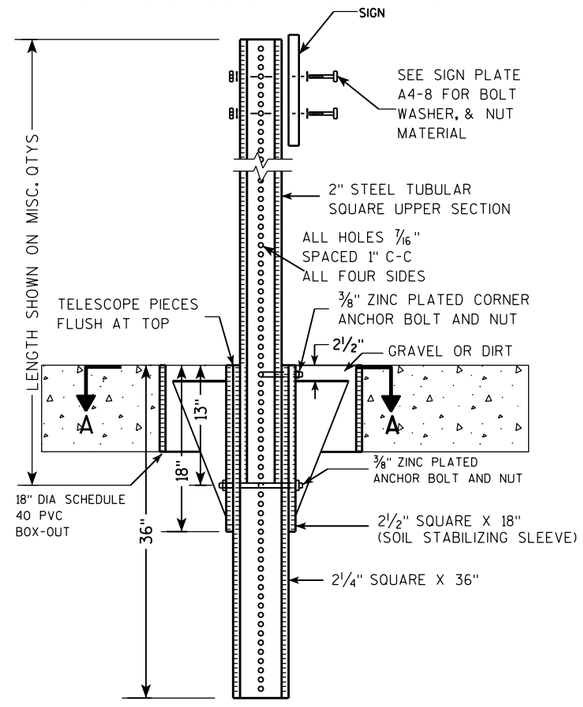
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



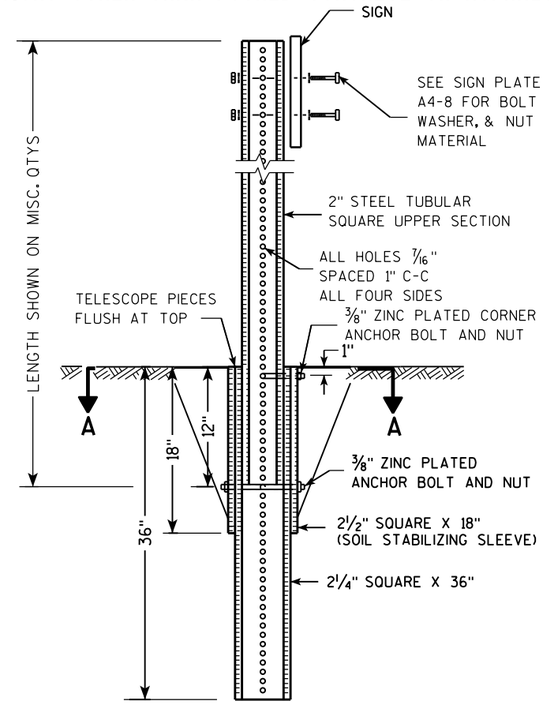
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

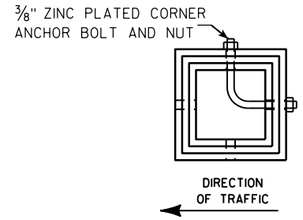


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

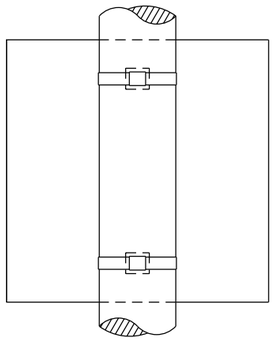
DATE 2/05/15 PLATE A4-9.9

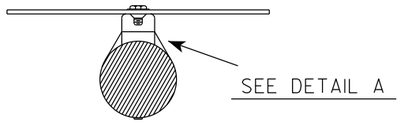
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

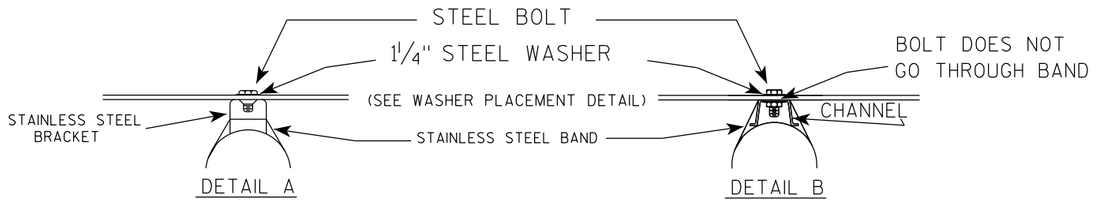
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BANDING

SINGLE SIGN



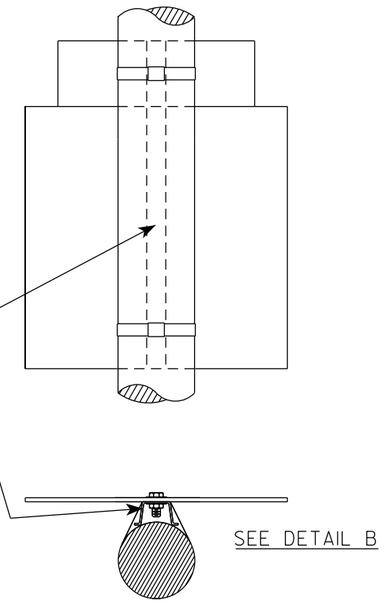




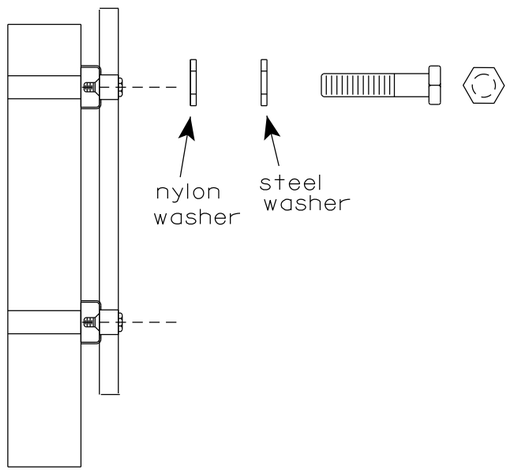
GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

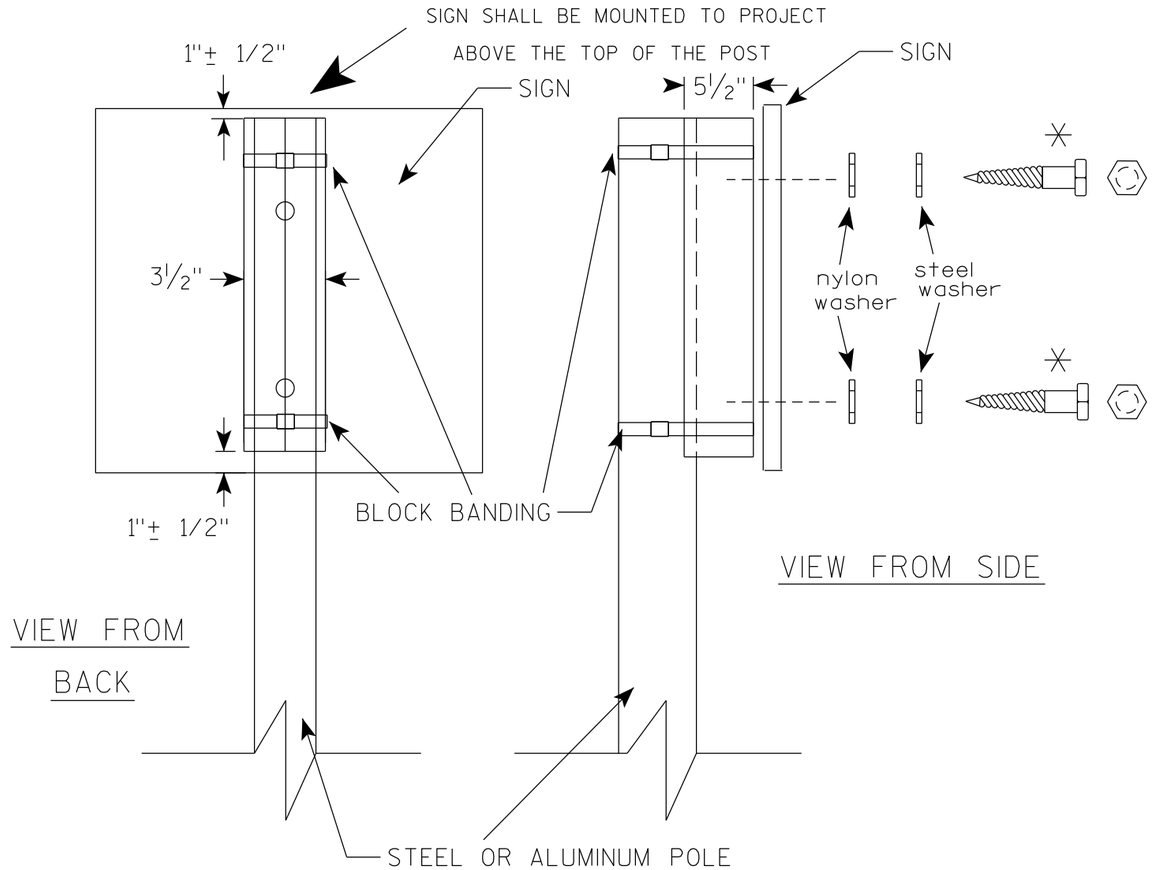
DATE 6/10/19 PLATE NO. A5-9.4

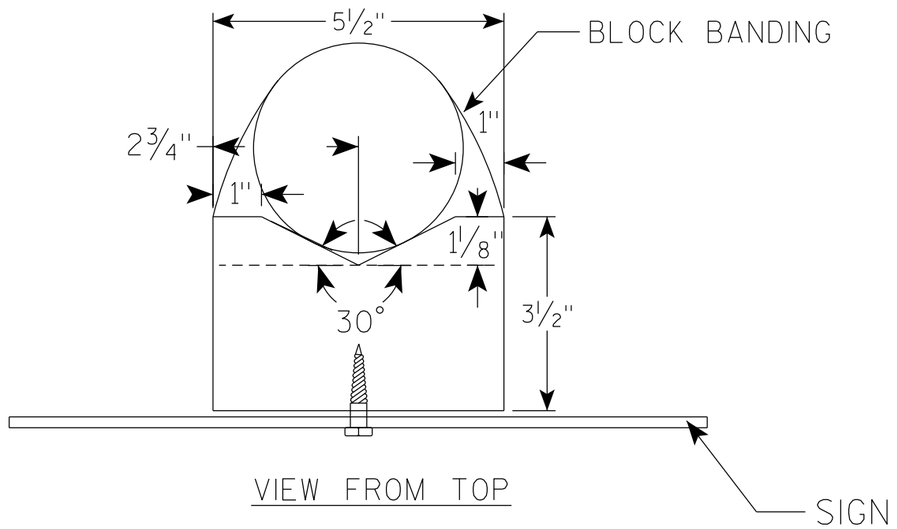
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 173	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

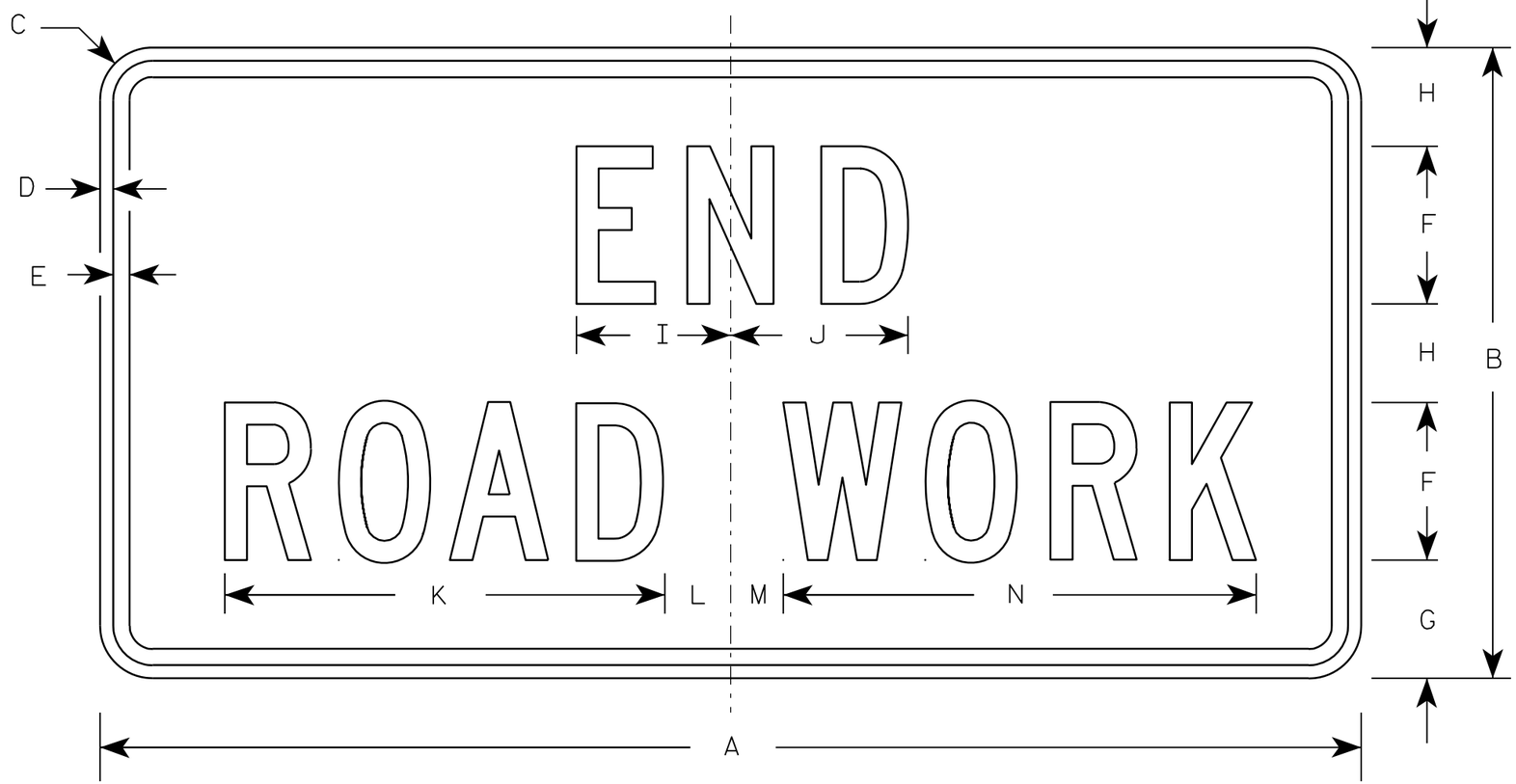
BLOCK BANDING DETAIL (V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-10.2

PROJECT NO:				SHEET NO: 174	E



G20-2A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 175	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - D for Size 1 except when over 108" than Series C
   C for Size 2 except when over 108" use Series B
4. Base material shall be 0.125 aluminmum
5. Width may be no more than 108"

Typical for Overhead Street Name



M1-94H

*Minimum dimension is 6 inch for
Size 2 and 4 inch for Size 1

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	Varies	18	3			6	8	5 5/8	4	3	6 5/8																Varies
2	Varies	18	3			9	12	4	6	4 1/2	5 1/2																Varies
3																											
4																											
5																											

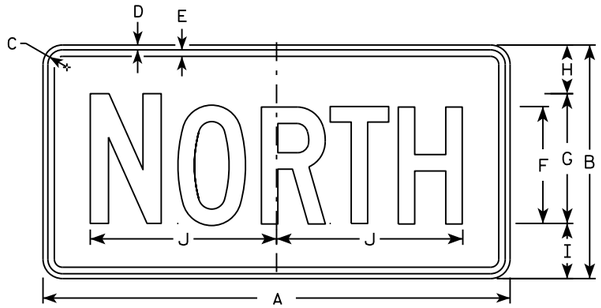
STANDARD SIGN
M1-94H

WISCONSIN DEPT OF TRANSPORTATION

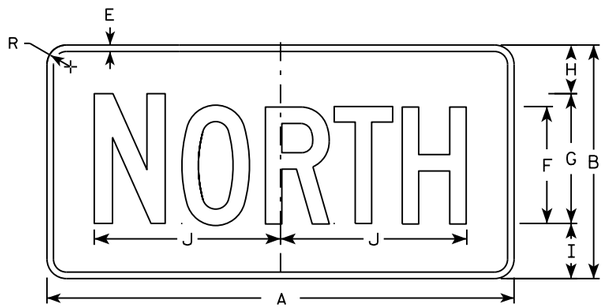
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/2/19 PLATE NO. M1-94H.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 176 | E



M3-1
MM3-1
MP3-1



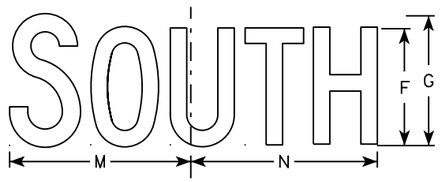
MB3-1
MK3-1
MN3-1



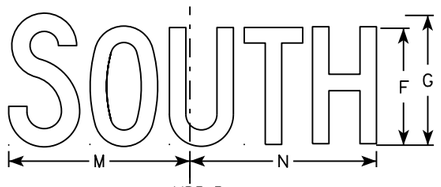
M3-2
MM3-2
MP3-2



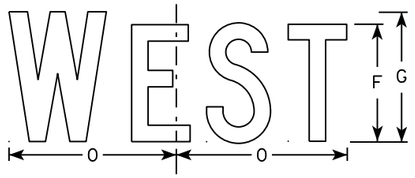
MB3-2
MK3-2
MN3-2



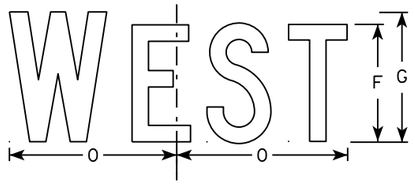
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thur M3-4
SERIES

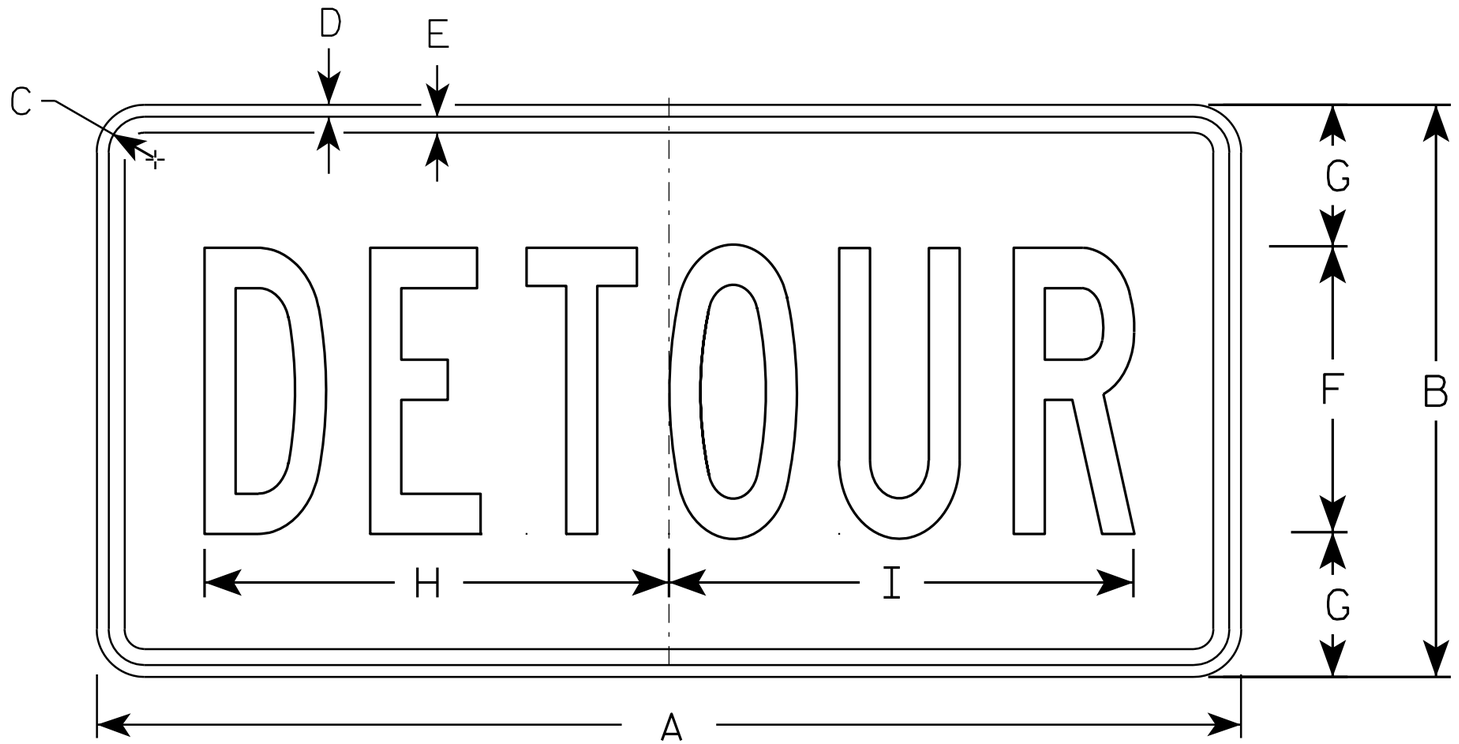
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

DATE 10/15/15 PLATE NO M3-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



M4-8

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/8	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4																											
5																											

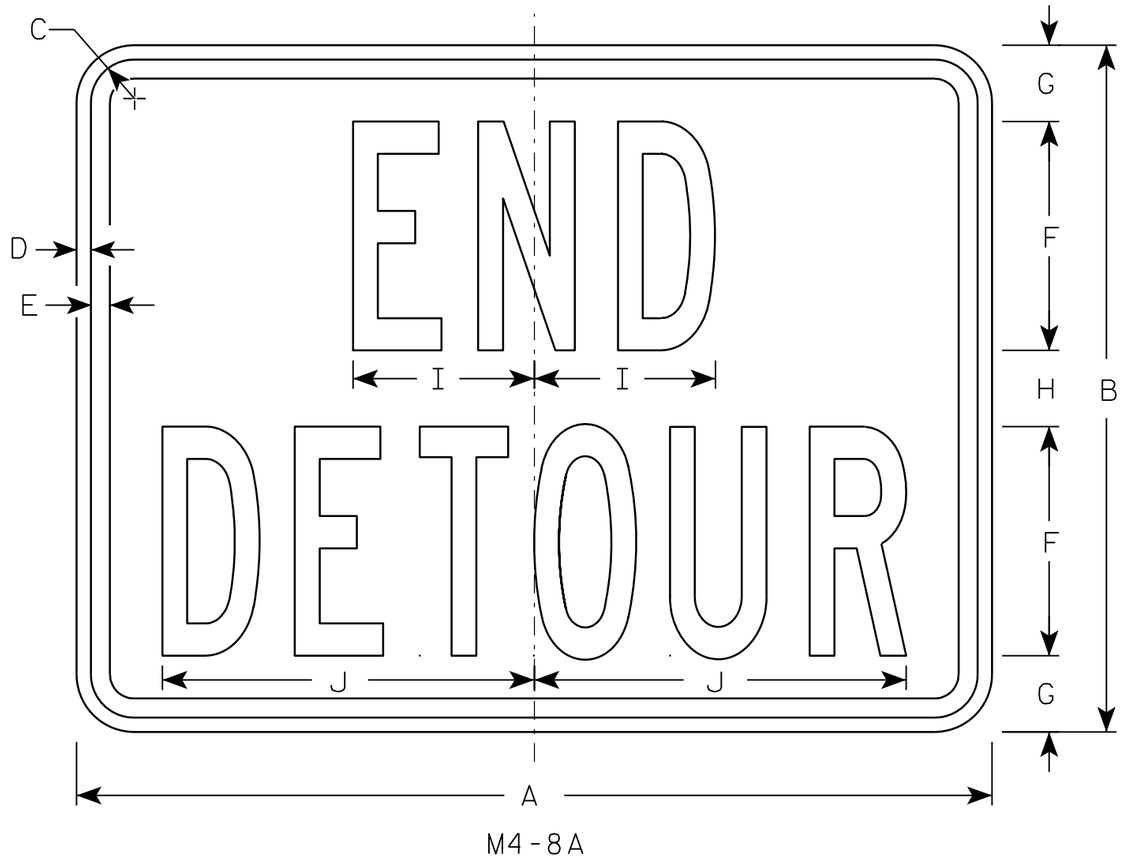
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 178	E



M4-8A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 1/8	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/8	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4																											
5																											

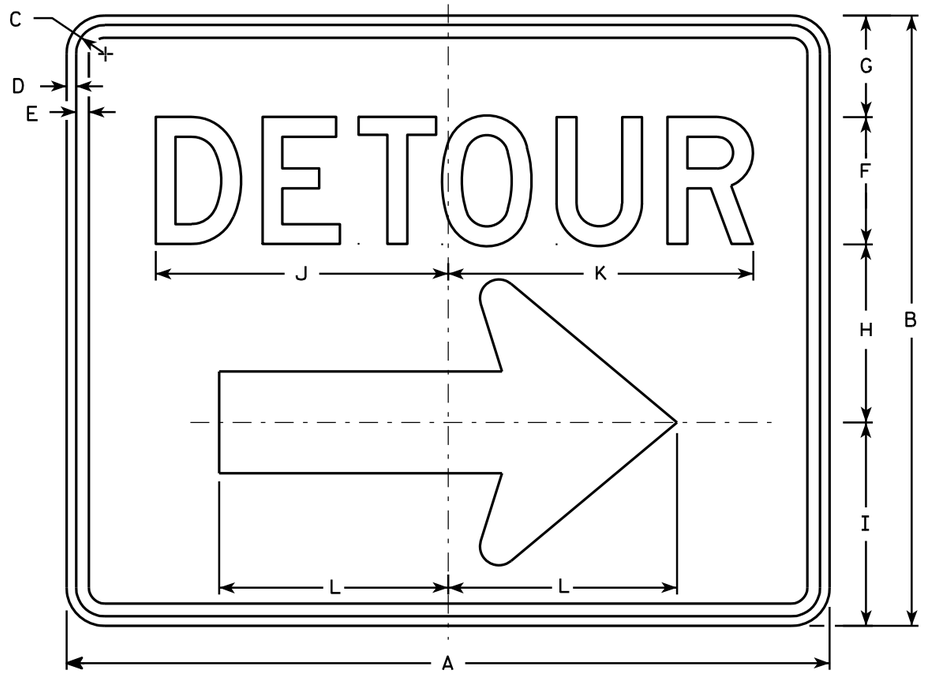
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

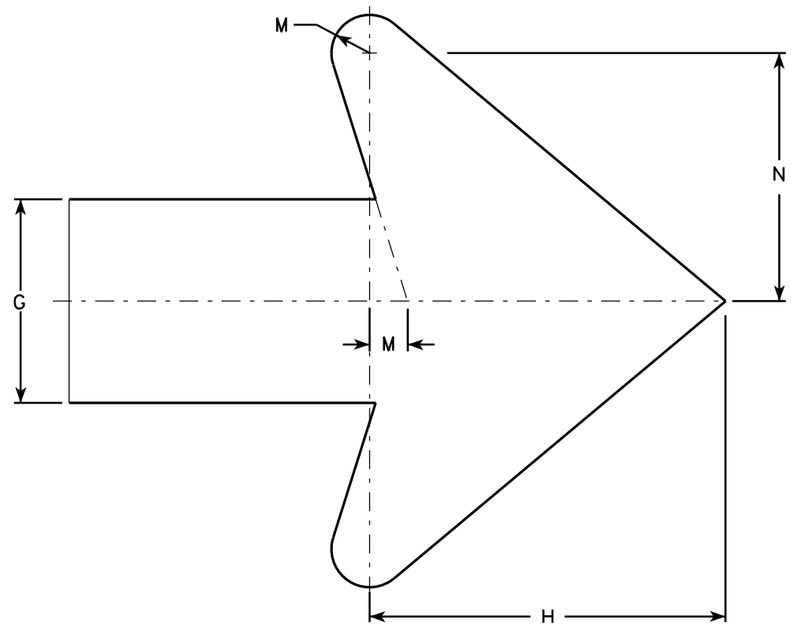
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 179	E



M4-9R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9L is the same as M4-9R except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
3	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
4	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0
5	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0

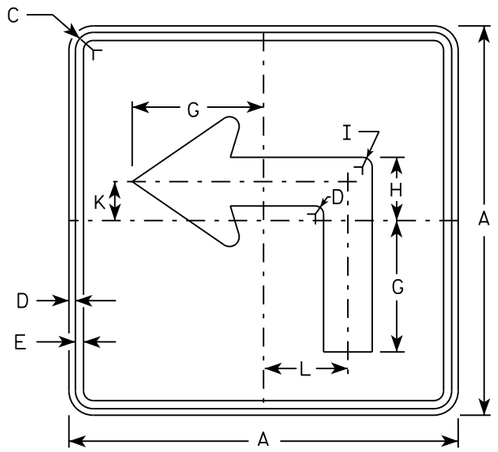
STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

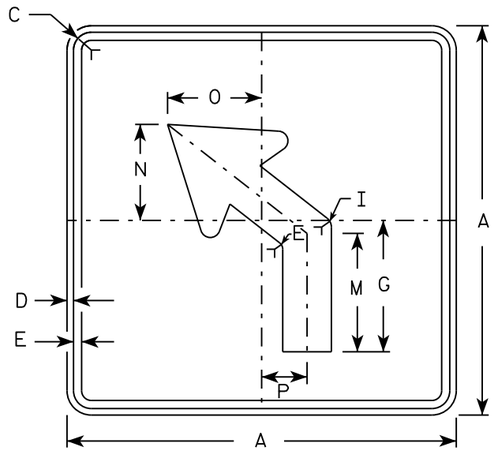
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-9R.4

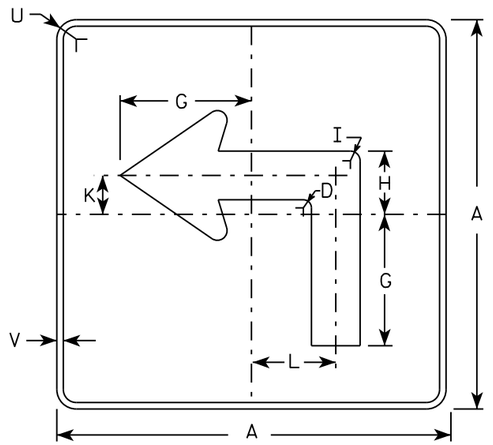
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 180 | E



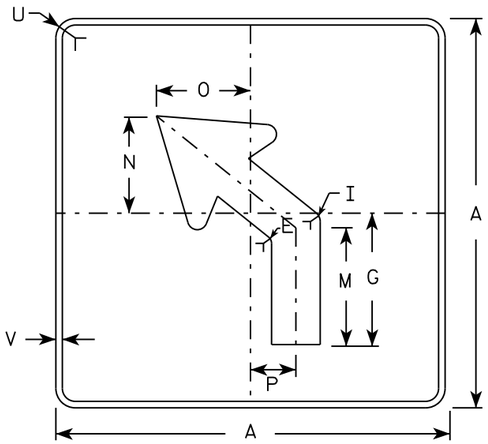
M5-1L
MM5-1L
MO5-1L
MP5-1L



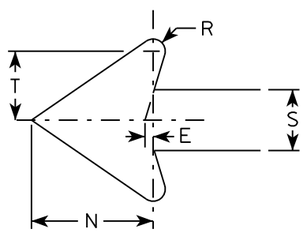
M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L



MB5-2L
MK5-2L
MN5-2L
MR5-2L



NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

STANDARD SIGN
M5-1 & M5-2

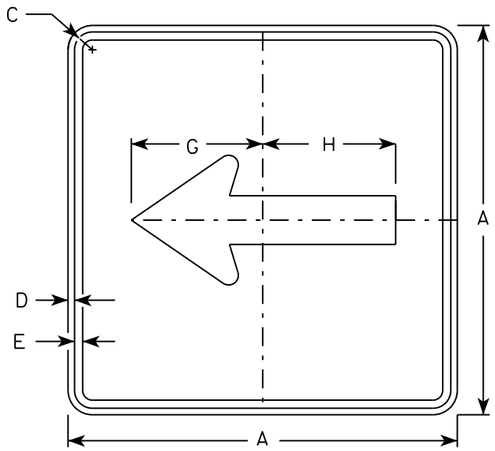
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

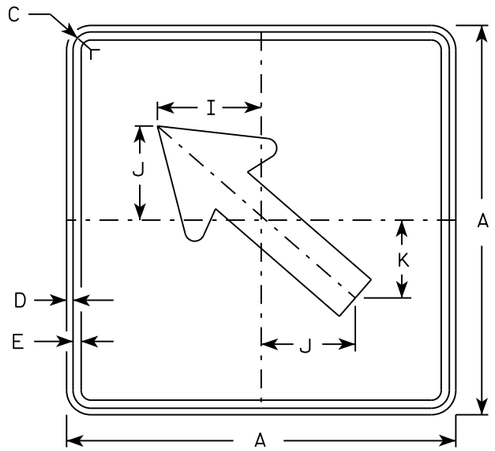
DATE 10/15/15 PLATE NO. M5-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



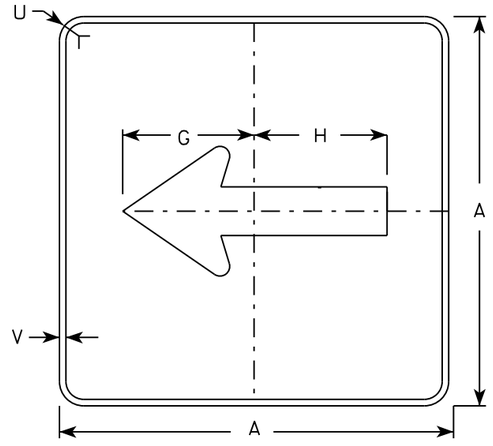
M6-1
MM6-1
MO6-1
MP6-1



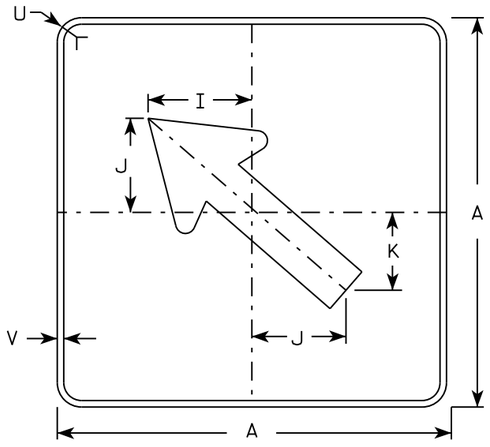
M6-2
MM6-2
MO6-2
MP6-2

NOTES

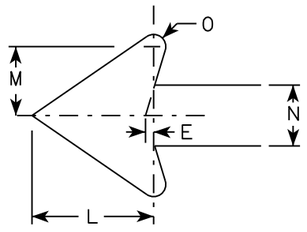
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1
MK6-1
MN6-1
MR6-1



MB6-2
MK6-2
MN6-2
MR6-2



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2						3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

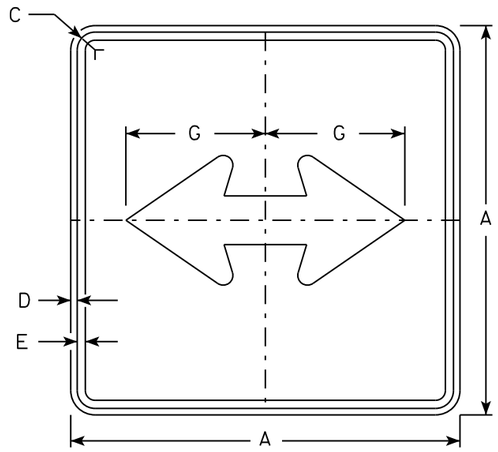
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

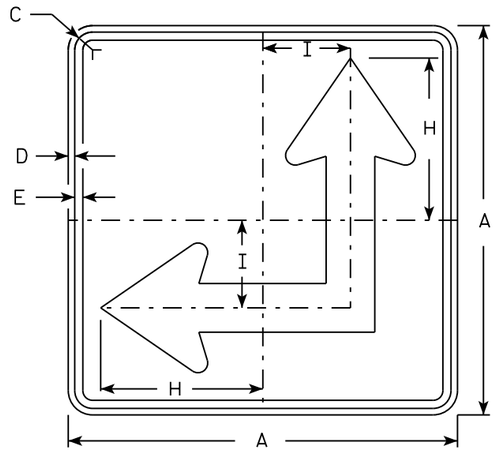
DATE 10/15/15 PLATE 182 M6-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



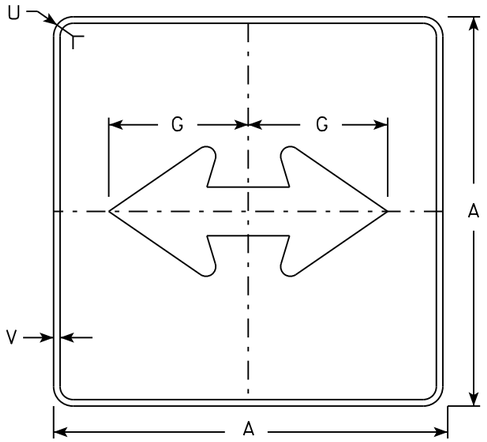
M6-4
MM6-4
MO6-4
MP6-4



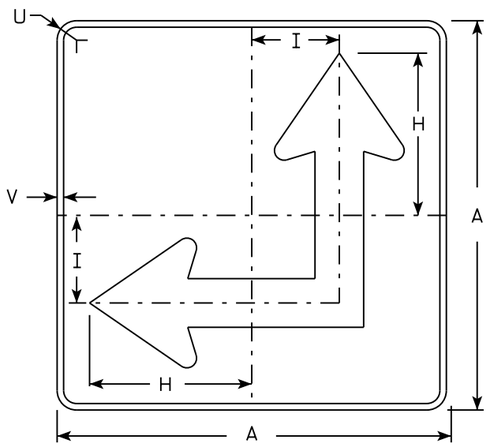
M6-6
MM6-6
MO6-6
MP6-6

NOTES

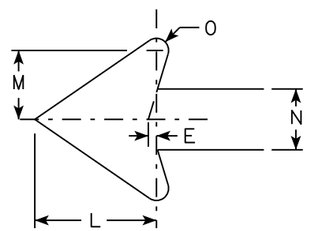
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See Note 4
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-4 and M6-6 Background - White
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White
   MK6-4 and MK6-6 Background - Green
   Message - White
   MM6-4 and MM6-6 Background - White
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White
   MO6-4 and MO6-6 Background - Orange - Type F Reflective
   Message - Black
   MP6-4 and MP6-6 Background - White
   Message - Blue
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow
5. M6-6R same as M6-6L except arrow points ahead and right.



MB6-4
MK6-4
MN6-4
MR6-4



MB6-6
MK6-6
MN6-6
MR6-6



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25

STANDARD SIGN
M6-4 & M6-6
SERIES

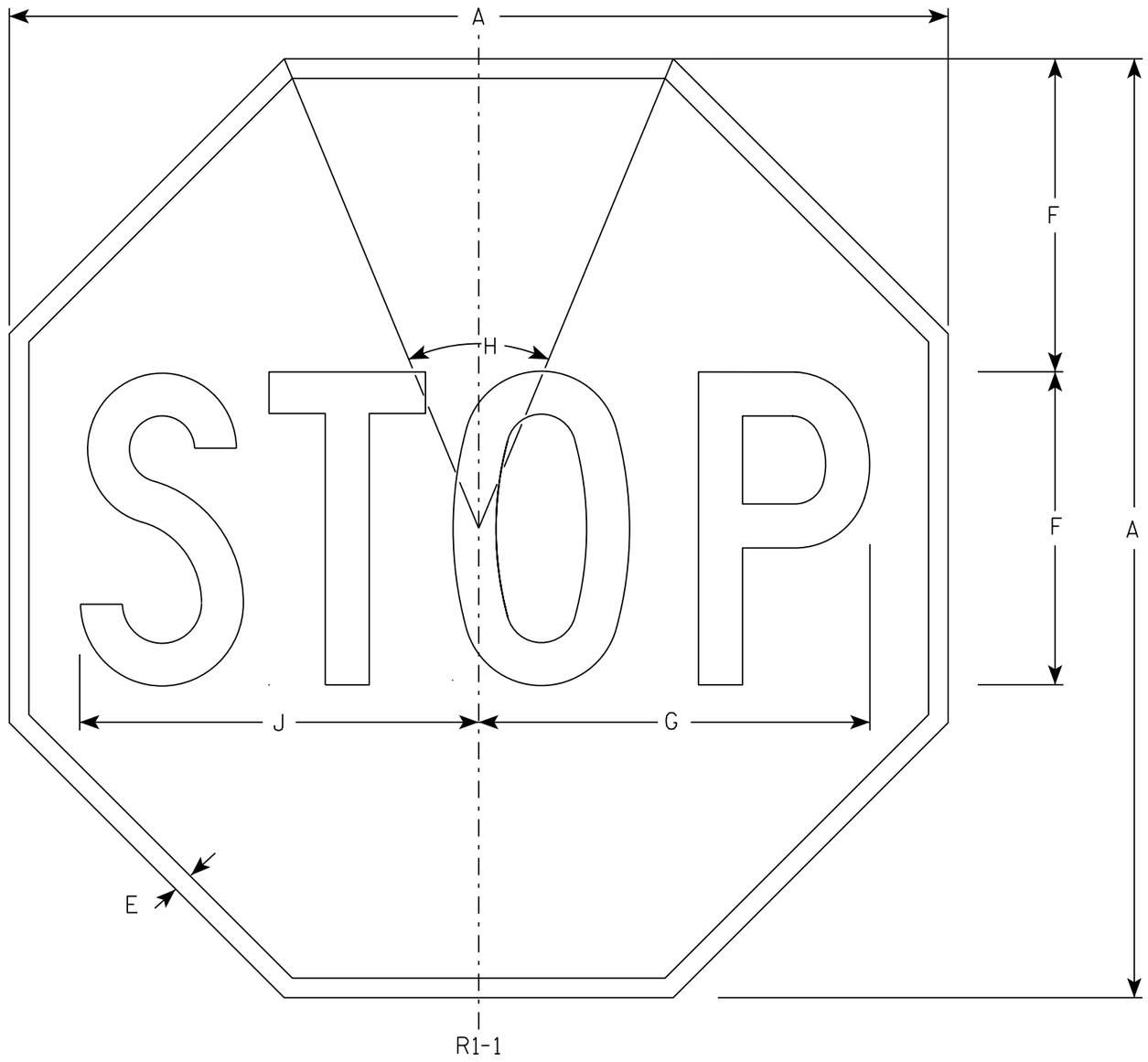
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 183 M6-4.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M64.DGN PLOT DATE : 01-DEC-2015 17:58 PLOT BY : $$ platuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

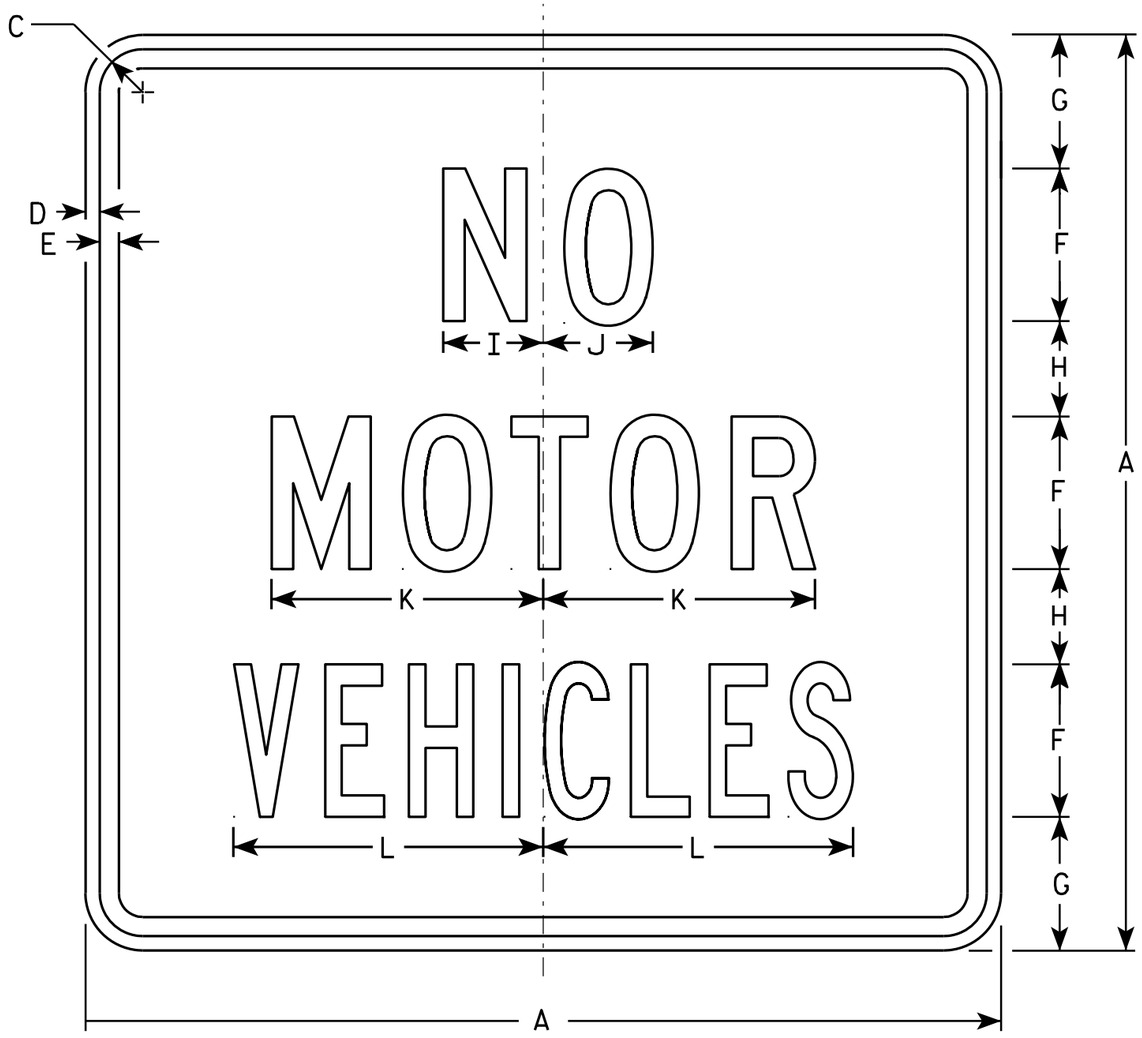
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 184	E



R5-3

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - See Note 5.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 & 2 are Series C.
   Line 3 is Series B.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	3/8	1/2	4	3 1/2	2 1/2	2 5/8	2 7/8	7 1/8	8 1/8															4.0
2M	24		1 1/8	3/8	1/2	4	3 1/2	2 1/2	2 5/8	2 7/8	7 1/8	8 1/8															4.0
3																											
4																											
5																											

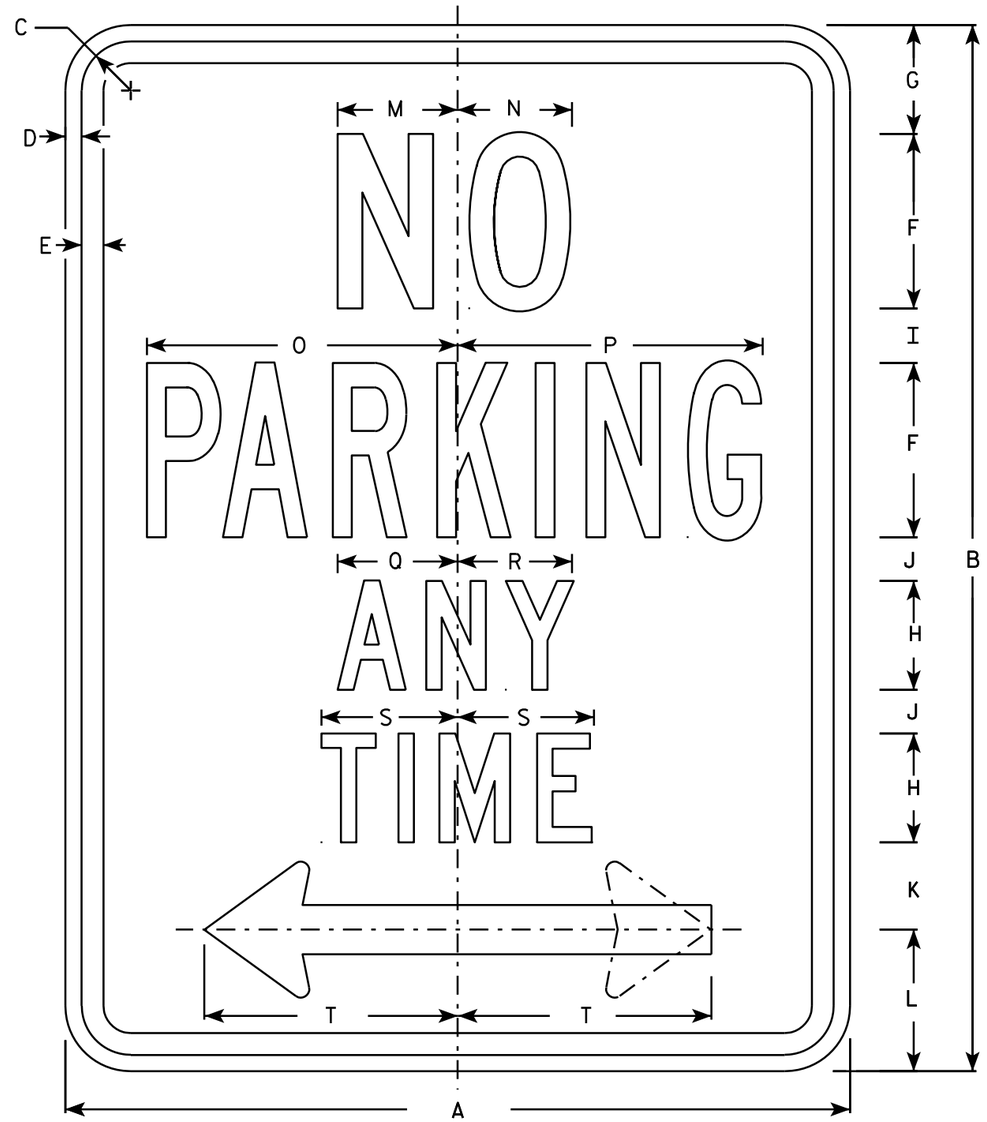
STANDARD SIGN
R5-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2011 PLATE NO. R5-3.2

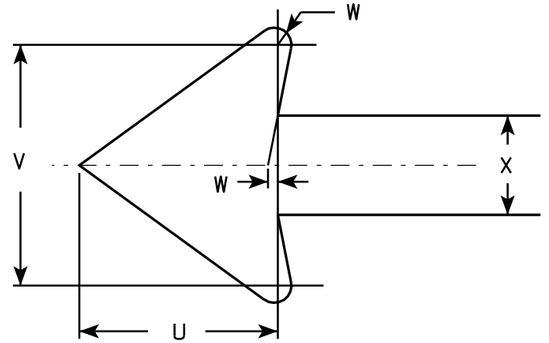
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 185 | E



R7-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1, 3 and 4 are series C, line 2 is series B.
6. R7-1D (double arrow)
   R7-1L (left arrow)
   R7-1R (right arrow)



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 1/8	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	2 1/4	2 1/8	2 1/2	3 7/8	1 1/2	1 3/4	1/8	3/4			1.5
2S	18	24	1 1/8	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	2 3/4	2 5/8	3 1/8	5 7/8	2 1/4	2 5/8	1/4	1 1/8			3.0
2M	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
3	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
4																											
5																											

STANDARD SIGN
R7-1

WISCONSIN DEPT OF TRANSPORTATION

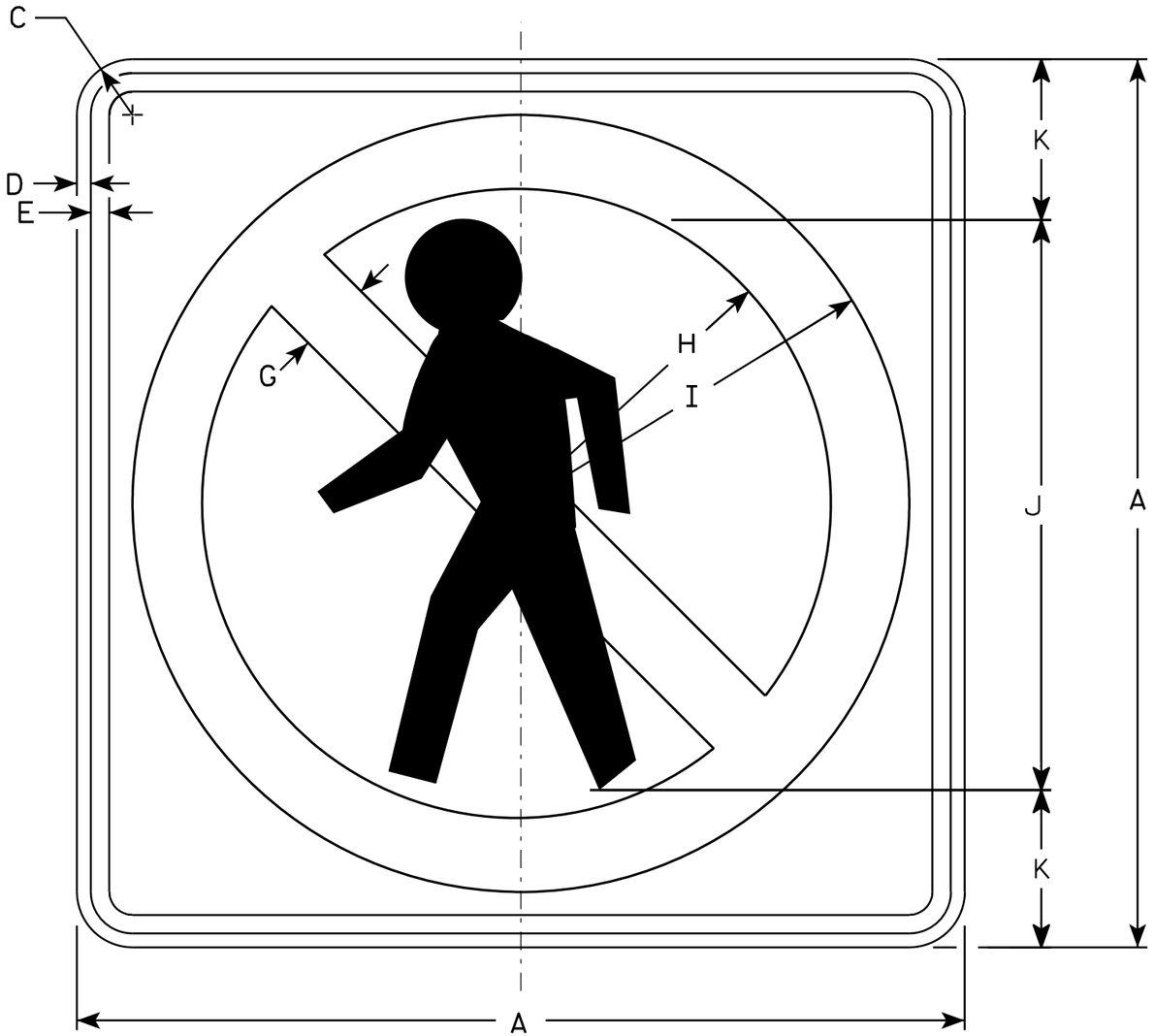
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-1.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 186	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R71.DGN PLOT DATE : 31-MAR-2011 09:20 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 3.476110:1.000000

WISDOT/CADDS SHEET 42



R9-3A

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Pedistrian are non-reflective black. Circle with diagonal bar is reflective red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	18		1 1/8	3/8	3/8		1 1/2	6 1/4	7 7/8	12	3																2.25
2M	18		1 1/8	3/8	3/8		1 1/2	6 1/4	7 7/8	12	3																2.25
3																											
4	24		1 1/8	3/8	1/2		2	8 1/2	10 1/2	15	4																4.00
5																											

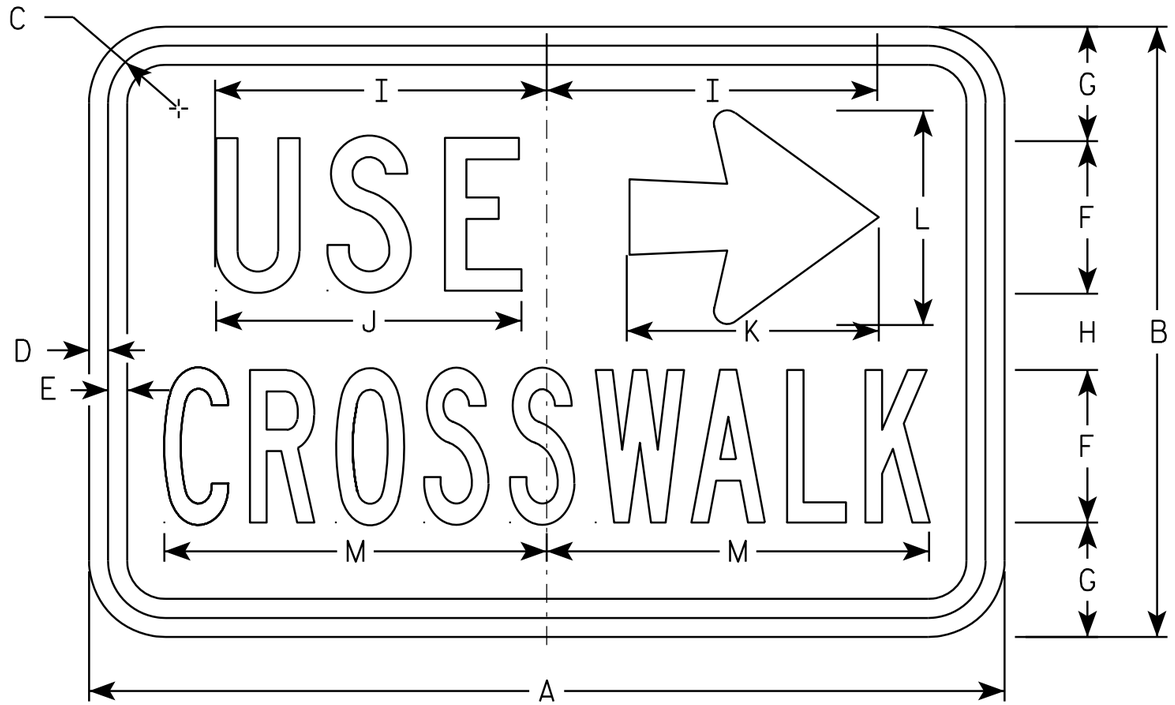
STANDARD SIGN
R9-3A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/4/10 PLATE NO. R9-3A.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 187 | E



R9-3BR

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C Line 1, Series B Line 2
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R9-3BL is the same as R9-3BR except USE and the arrow are switched.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	18	12	1 1/8	3/8	3/8	3	2 1/4	1 1/2	6 1/2	6	5	4 1/4	7 1/2														1.5
2M	18	12	1 1/8	3/8	3/8	3	2 1/4	1 1/2	6 1/2	6	5	4 1/4	7 1/2														1.5
3																											
4																											
5																											

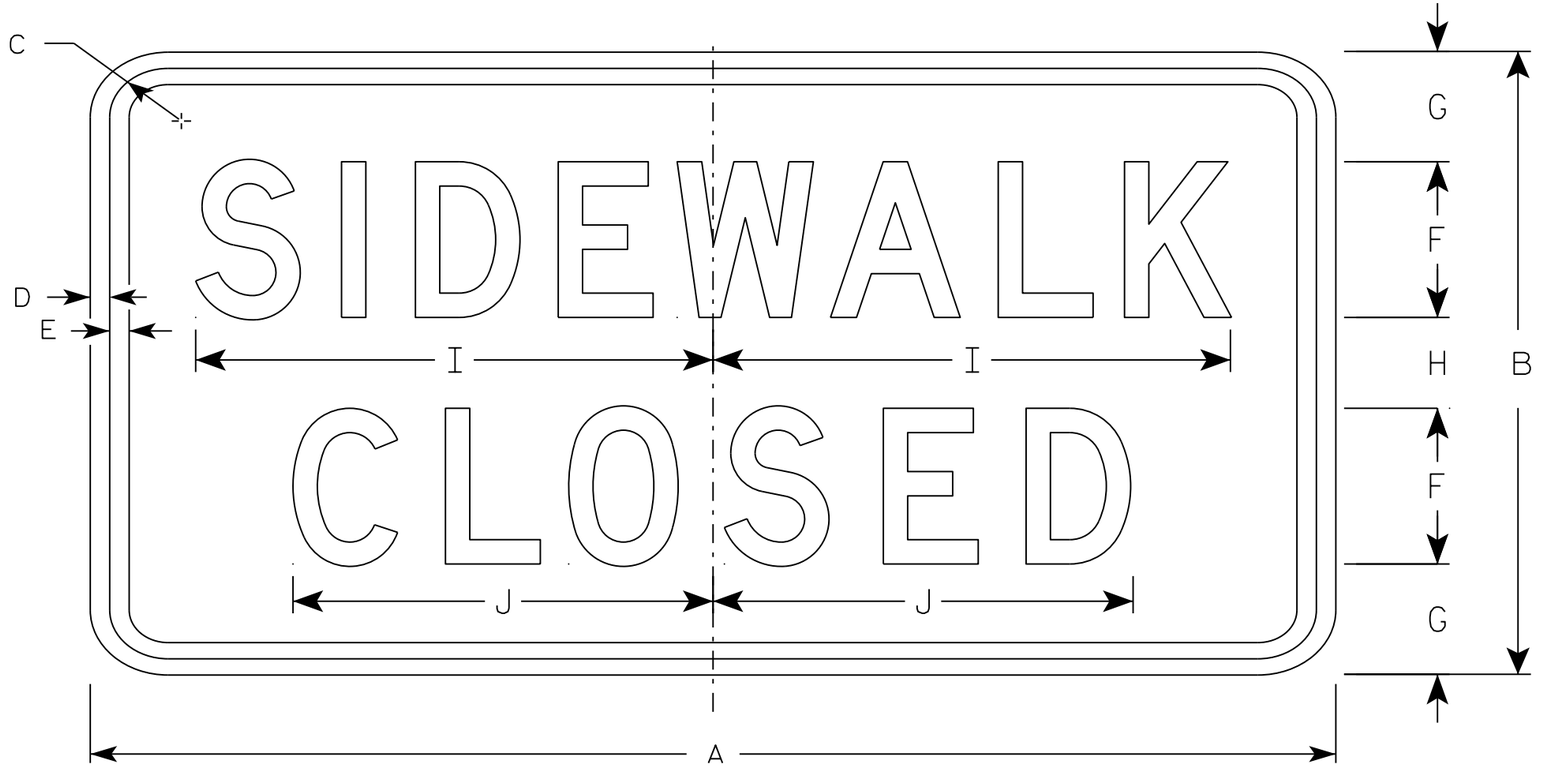
STANDARD SIGN
R9-3BR&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/4/10 PLATE NO. R9-3B.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 188 | E



R9-9

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
2M	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
3	30	18	1 3/4	1/2	1/2	4	3 1/2	3	12 1/2	10 1/4																	3.75
4																											
5																											

STANDARD SIGN
R9-9

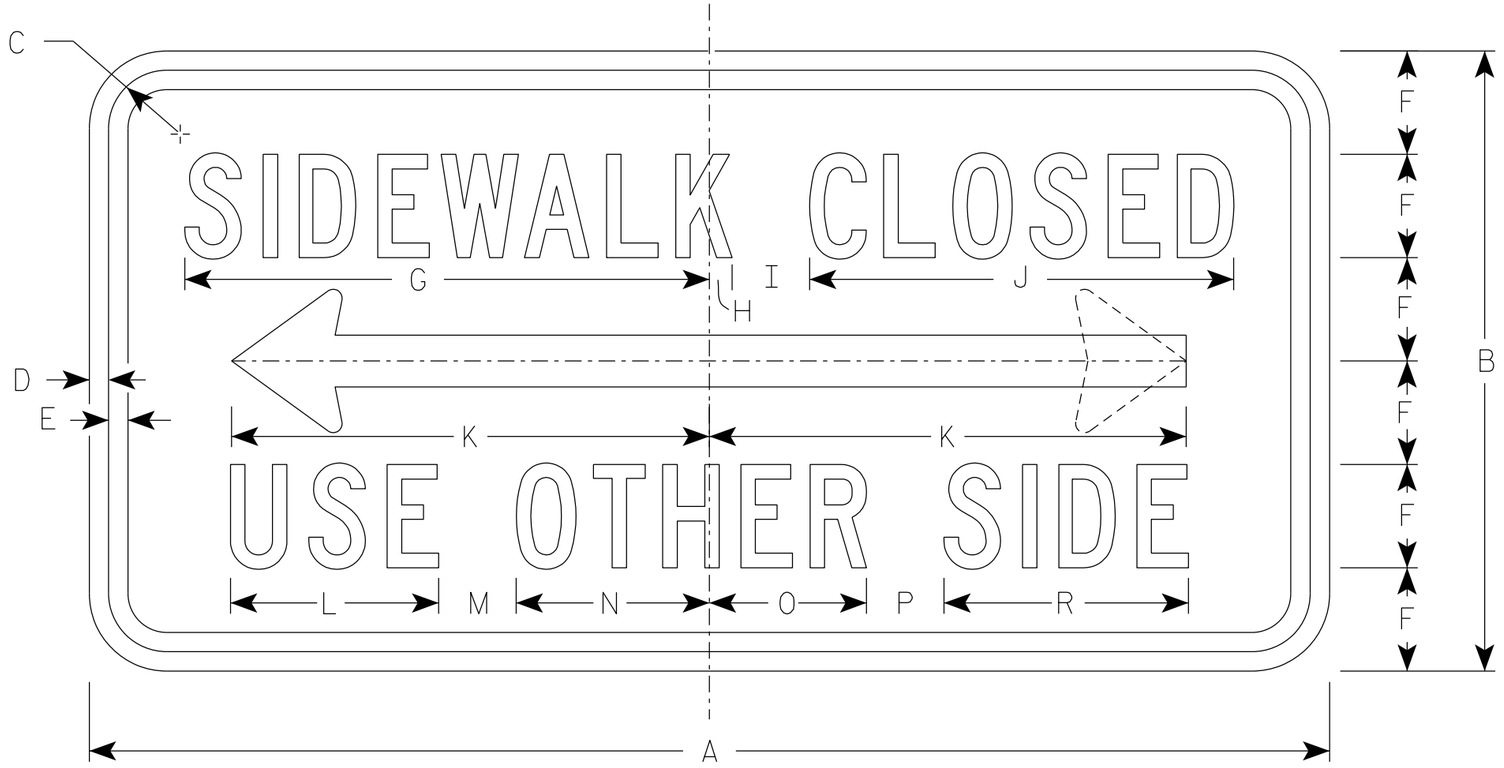
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/11/16 PLATE 189 R9-9.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

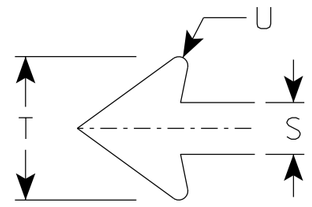
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R99.DGN PLOT DATE : 11-AUG-2016 11:33 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 2.918761:1.000000



R9-10

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for sidewalks. Use Size 3 for paths and trails.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	2	10 1/8	1/2	1 1/2	8 1/4	9 1/4	4	1 1/2	3 3/4	3	1 1/2		4 3/4	1	2 3/4	1/8						2.0
2M	24	12	1 1/8	3/8	3/8	2	10 1/8	1/2	1 1/2	8 1/4	9 1/4	4	1 1/2	3 3/4	3	1 1/2		4 3/4	1	2 3/4	1/8						2.0
3	30	15	1 1/8	3/8	1/2	2 1/2	12 3/4	1/2	2	10 1/4	12 3/8	5	2	4 5/8	3 3/4	2		5 7/8	1 1/4	3 5/8	1/4						3.125
4																											
5																											

STANDARD SIGN
R9-10

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/7/2020 PLATE NO. R9-10.7

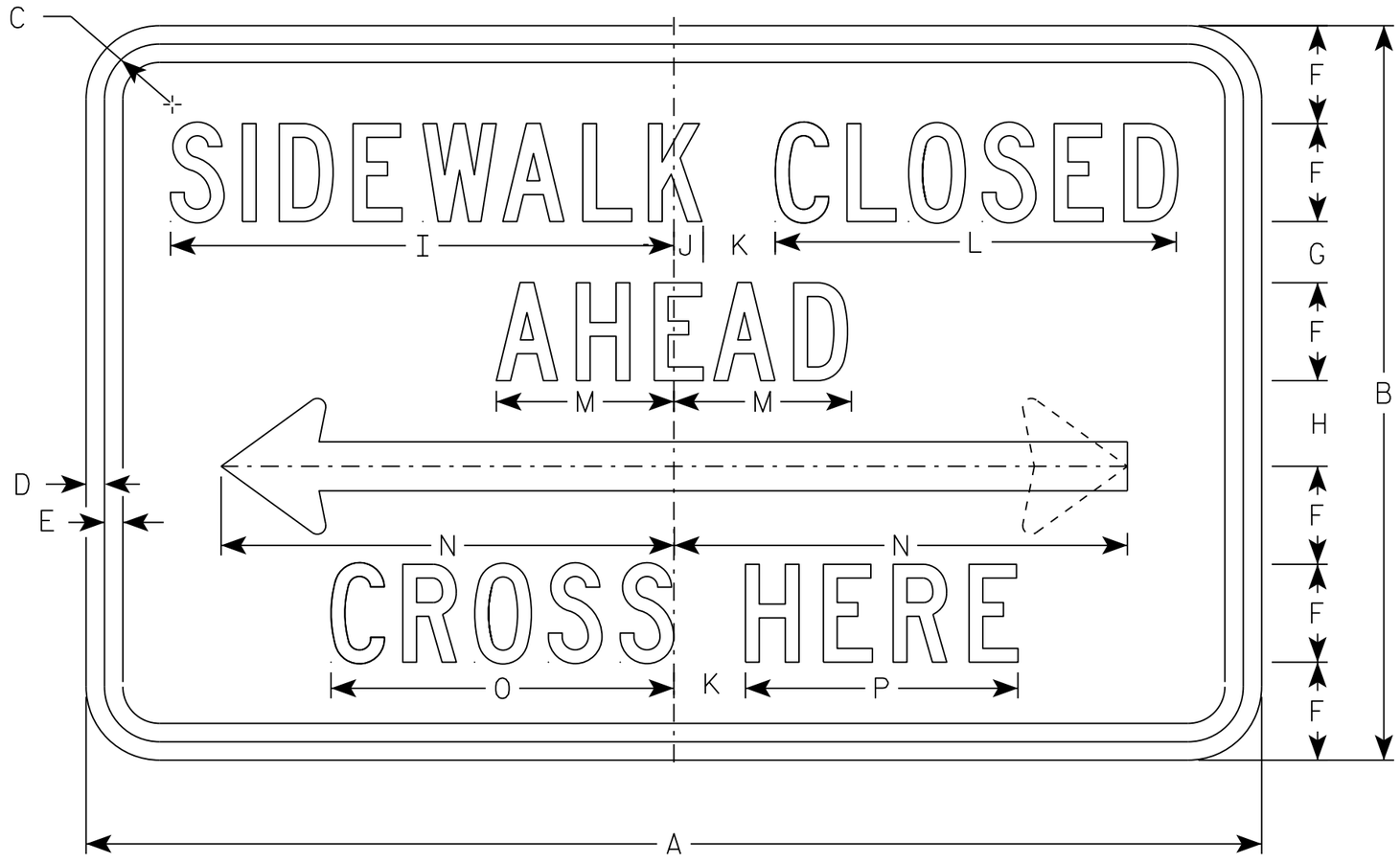
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 190	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R910.dgn PLOT DATE : 07-APRIL-2020 PLOT BY : dotc4c PLOT NAME : PLOT SCALE :

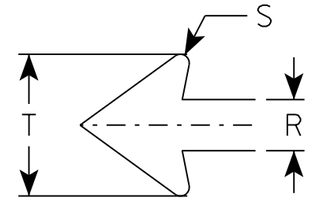
WISDOT/CADDS SHEET 42

7

7



R9-11



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C except Size 1 is Series D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
2M	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
3	30	15	1 1/8	3/8	1/2	2	1 1/2	1 1/2	13	3/4	2	10 1/4	4 5/8	12 3/8	8 7/8	6 7/8		1 1/4	1/4	3 5/8							3.125
4																											
5																											

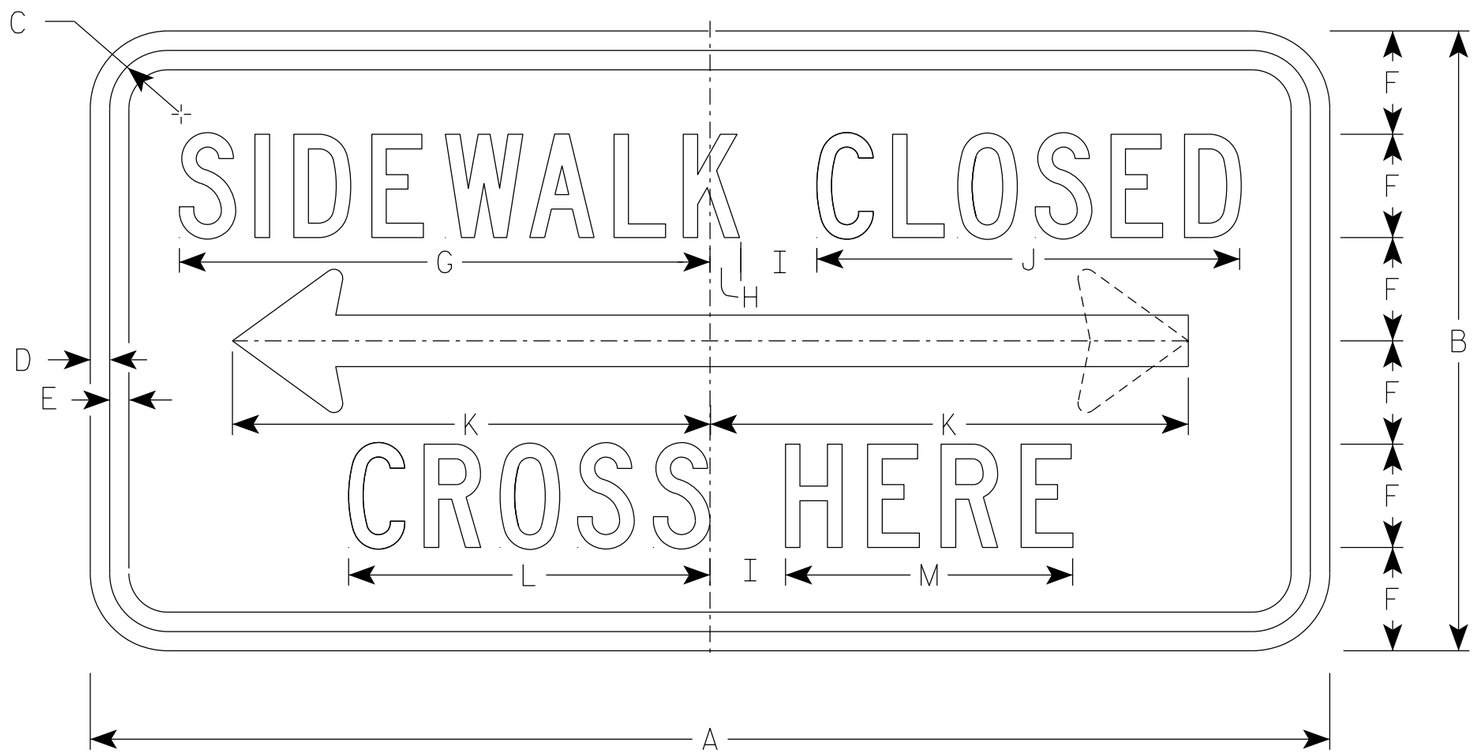
STANDARD SIGN
R9-11

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/29/16 PLATE NO. R9-11.3

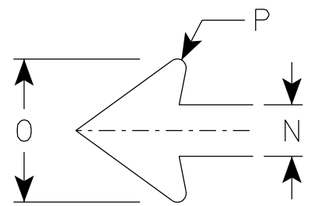
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 191	E



R9-11A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for paths and Trails.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	2	10 1/4	5/8	1 1/2	8 1/4	9 1/4	7	5 5/8	1	2 3/4	1/8											2.0
2M	24	12	1 1/8	3/8	3/8	2	10 1/4	5/8	1 1/2	8 1/4	9 1/4	7	5 5/8	1	2 3/4	1/8											2.0
3	30	15	1 1/8	3/8	1/2	2 1/2	12 3/4	1/2	2	10 1/4	12 3/8	8 5/8	6 3/4	1 1/4	3 5/8	1/4											3.125
4																											
5																											

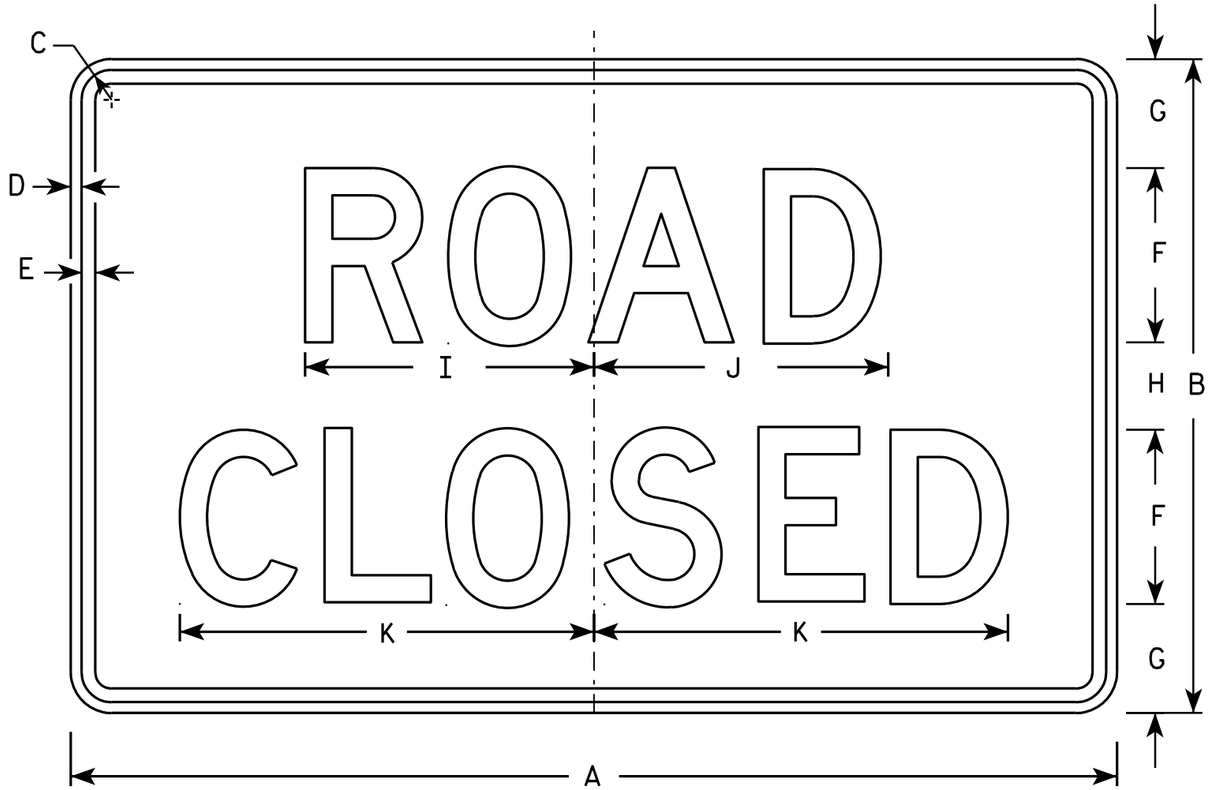
STANDARD SIGN
R9-11A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/7/2020 PLATE NO. R9-11A.4

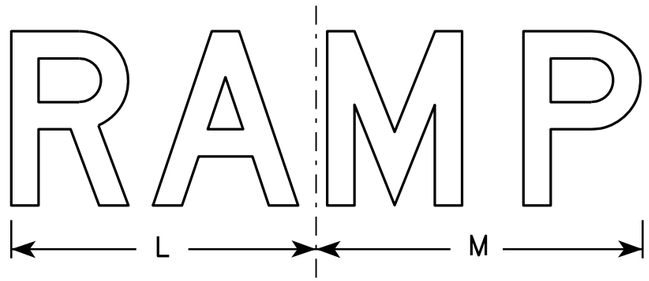
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 192 | E



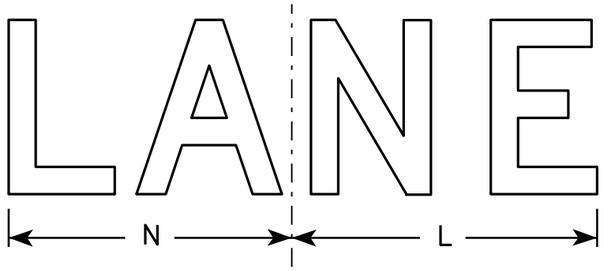
R11-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0

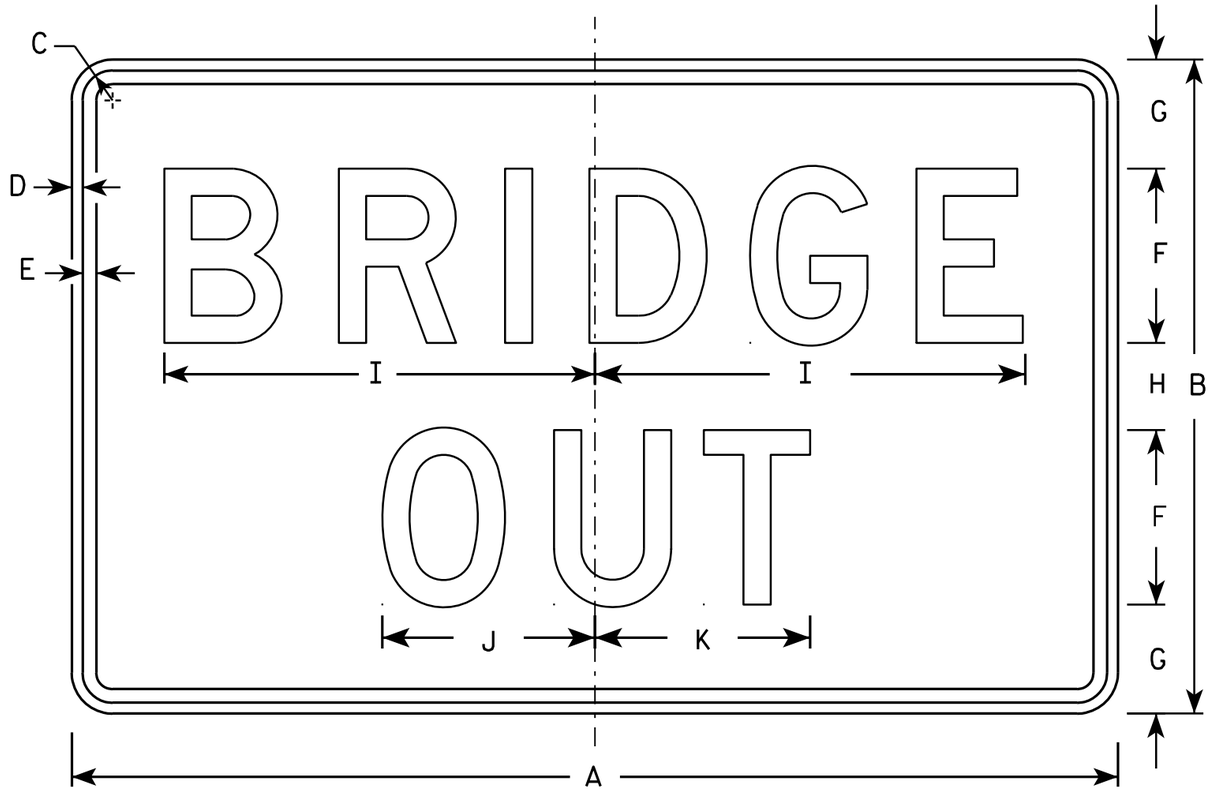
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 193	E



R11-2B

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0

STANDARD SIGN
R11-2B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

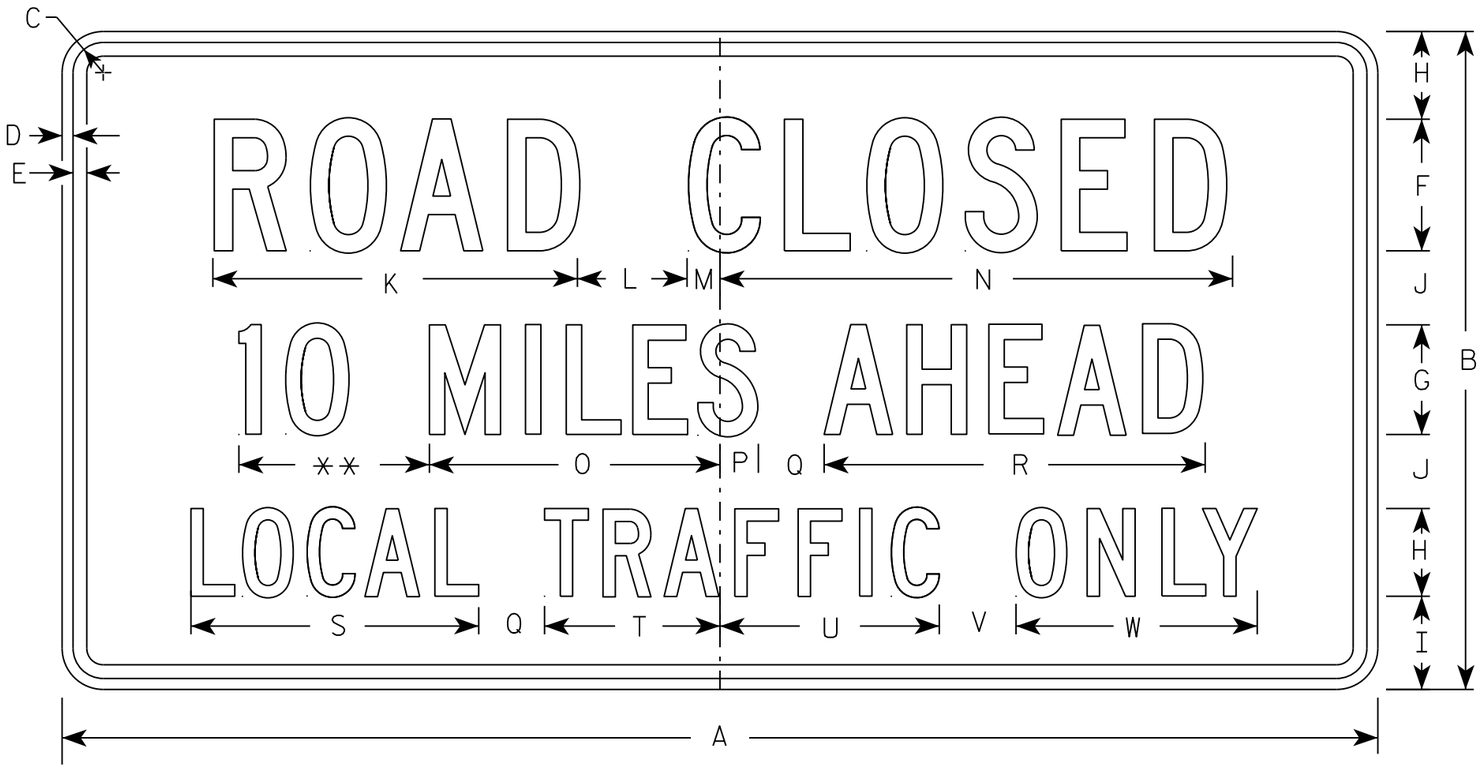
DATE 4/1/11 PLATE NO. R11-2B.2

PROJECT NO:

SHEET NO: 194 E

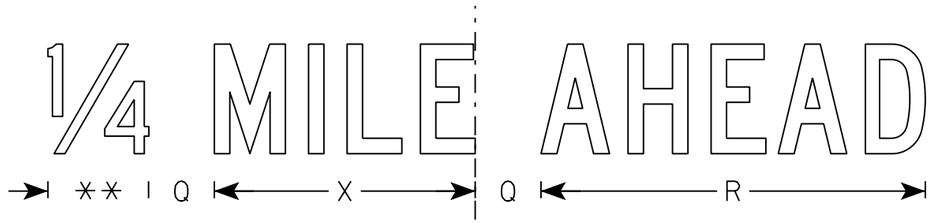
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3

** See Note 5



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 3/8	1/2	5/8	4	3	2 1/2	2	2	11 1/8	3	1 1/8	15 1/4	8	1 1/2	2	10 3/4	8 3/8	4 3/4	6 1/2	2	6 3/4	7 1/8			4.5
2S	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	16 5/8	5	1 1/2	23	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11	11 7/8			12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	16 5/8	5	1 1/2	23	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11	11 7/8			12.5
3																											
4																											
5																											

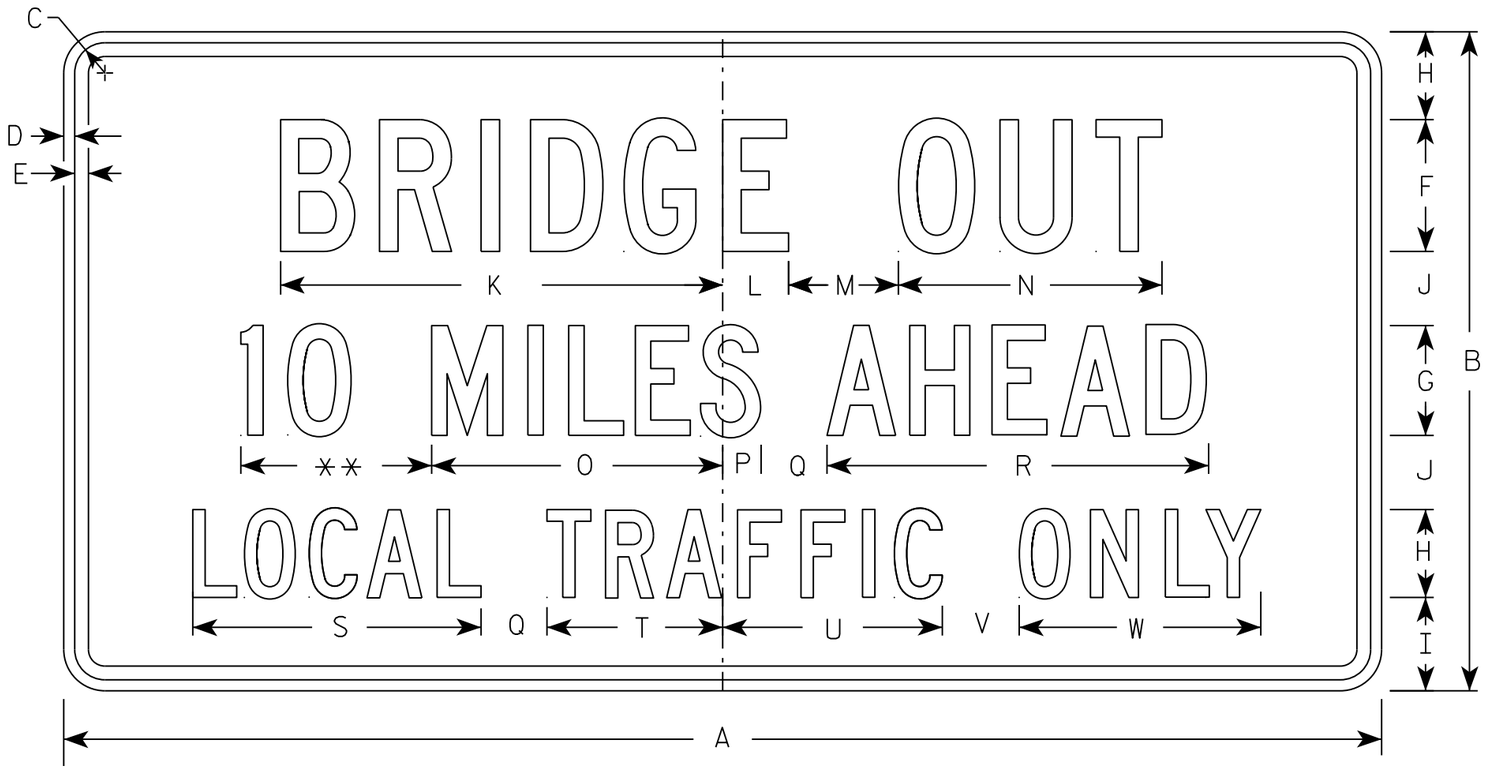
STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

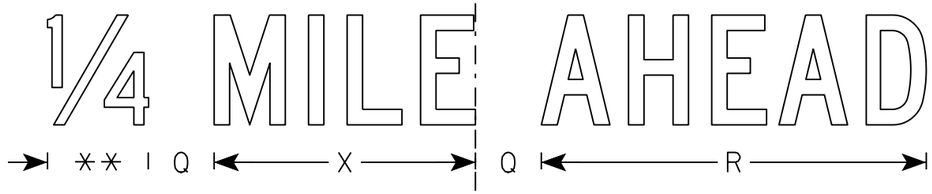
DATE 3/15/17 PLATE NO. R11-3.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 195	E



R11-3B

** See Note 5



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 3/8	1/2	5/8	4	3	2 1/2	2	2	13 1/4	2 1/4	3	8	8	1 1/2	2	10 3/4	8 3/8	4 3/4	6 1/2	2	6 3/4	7 1/8			4.5
2S	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	20 1/8	3	5	12	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11	11 7/8			12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	20 1/8	3	5	12	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11	11 7/8			12.5
3																											
4																											
5																											

STANDARD SIGN
R11-3B

WISCONSIN DEPT OF TRANSPORTATION

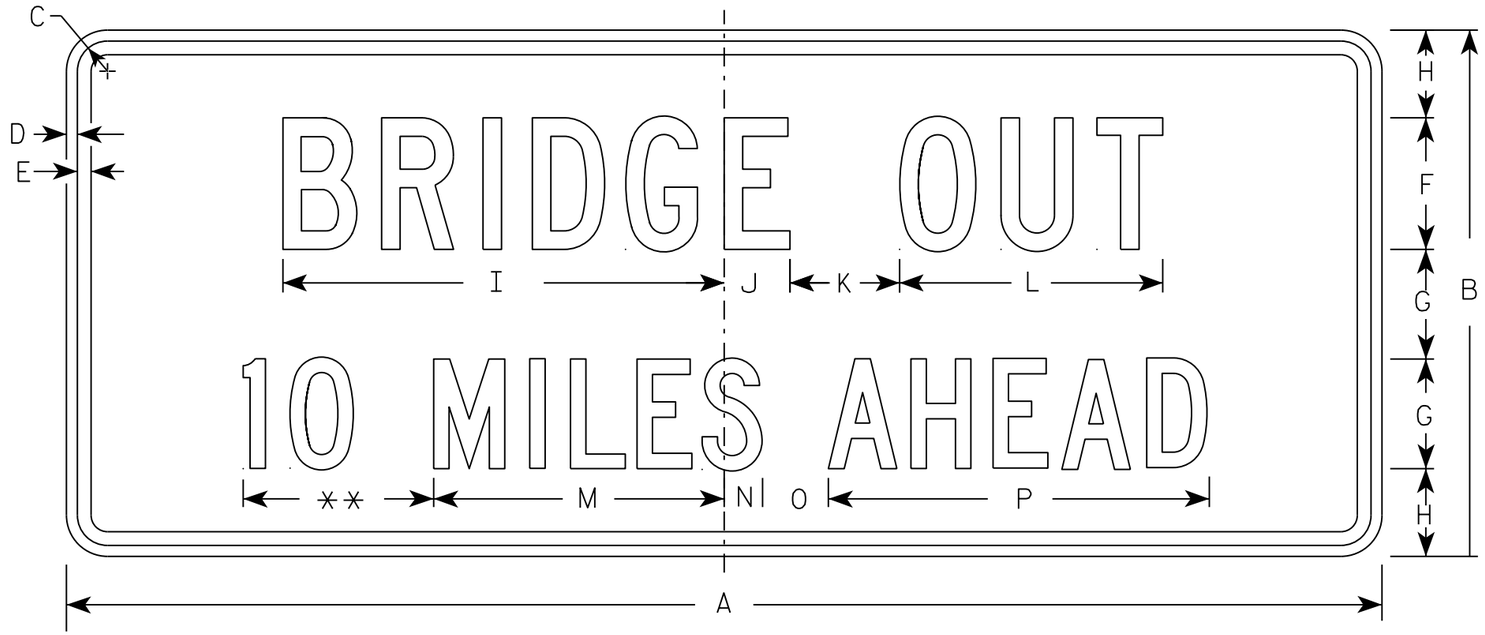
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/17 PLATE NO. R11-3B.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 196 | E

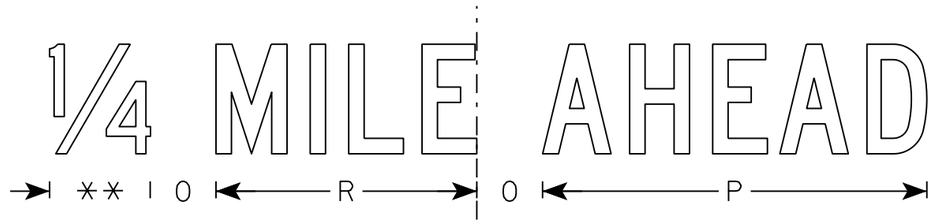
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3C

** See Note 5



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	15	1 3/8	1/2	5/8	4	3	2 1/2	13 1/4	2 1/4	3	8	8	1 1/2	2	10 3/4		7 1/8									3.75
2S	60	24	1 3/8	1/2	5/8	6	5	4	20 1/8	3	5	12	13 1/4	1 3/4	3	17 3/8		11 7/8									10.0
2M	60	24	1 3/8	1/2	5/8	6	5	4	20 1/8	3	5	12	13 1/4	1 3/4	3	17 3/8		11 7/8									10.0
3																											
4																											
5																											

STANDARD SIGN
R11-3C

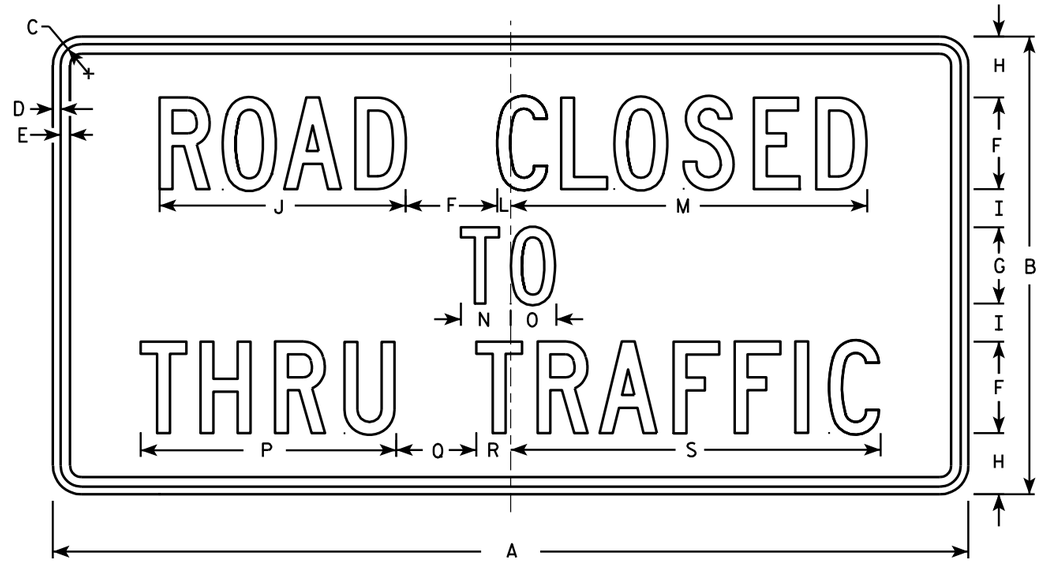
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/28/16 PLATE NO. R11-3C.3

PROJECT NO:

SHEET NO: 197 E



R11-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

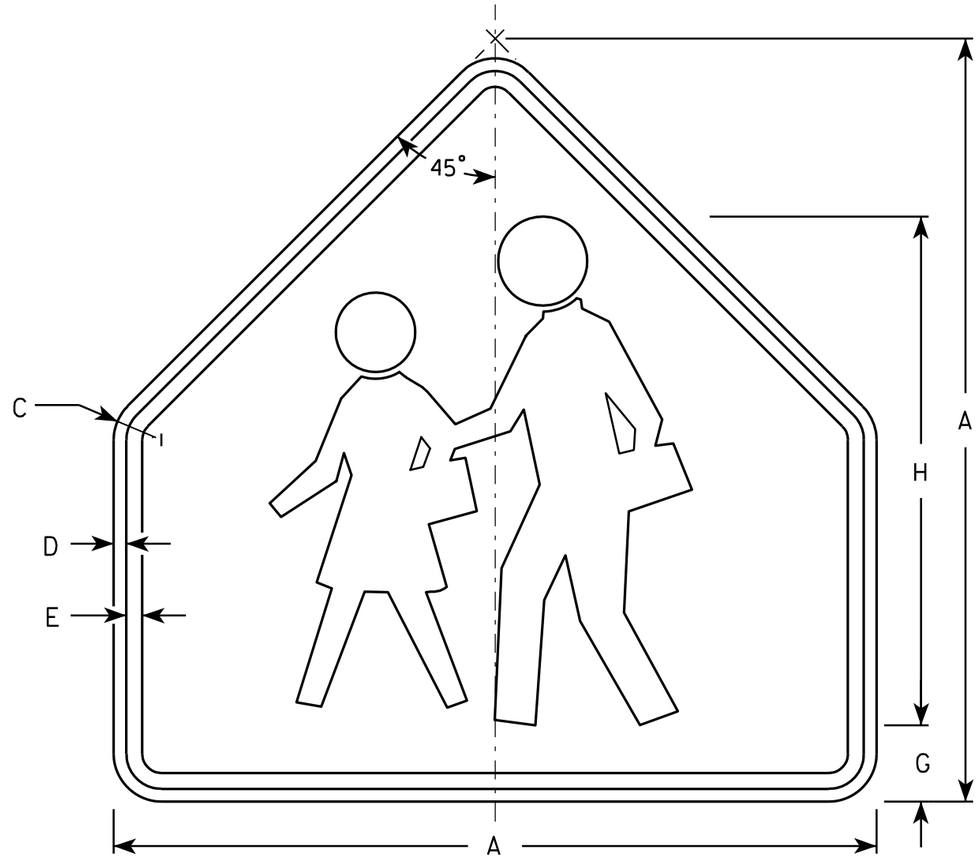
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-4.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 198	E



S1-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow-Green
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		3	20																			4.69
2	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
3	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
4	48		2 1/4	3/4	1		4 3/4	32																			12
5																											

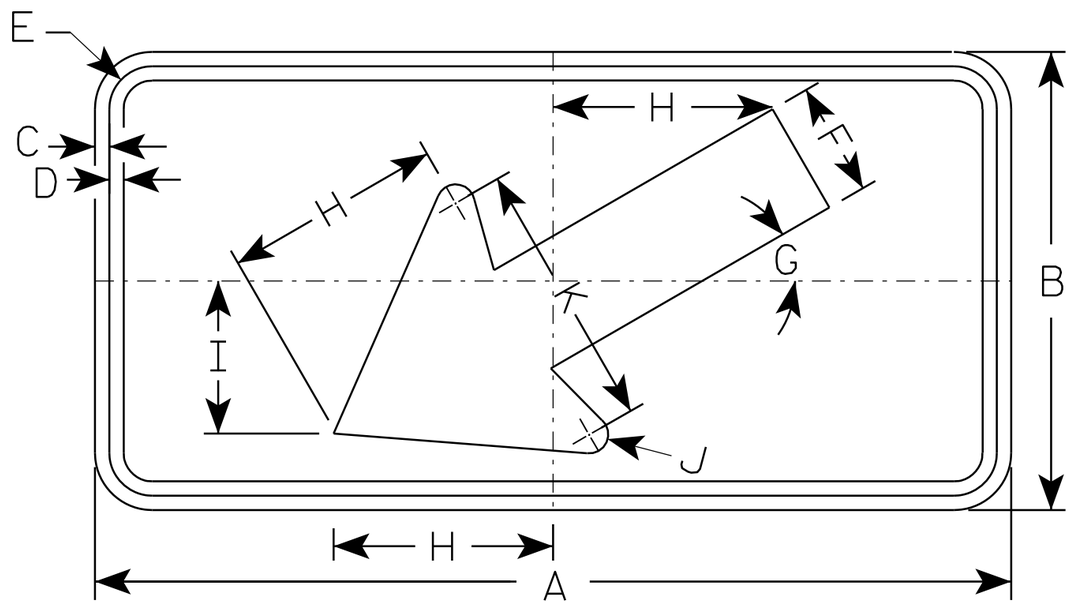
STANDARD SIGN
S1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/30/05 PLATE NO. S1-1.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 199	E



S16-7L

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow-Green
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. S16-7R are the same as S16-7L except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	12	3/8	3/8	1 1/8	3	30°	5 3/4	4	1/2	7																2.0
2S	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
2M	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
3	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
4	48	24	1/2	5/8	1 3/8	6	30°	11 1/2	8	1	14																8.0
5																											

STANDARD SIGN
S16-7

WISCONSIN DEPT OF TRANSPORTATION

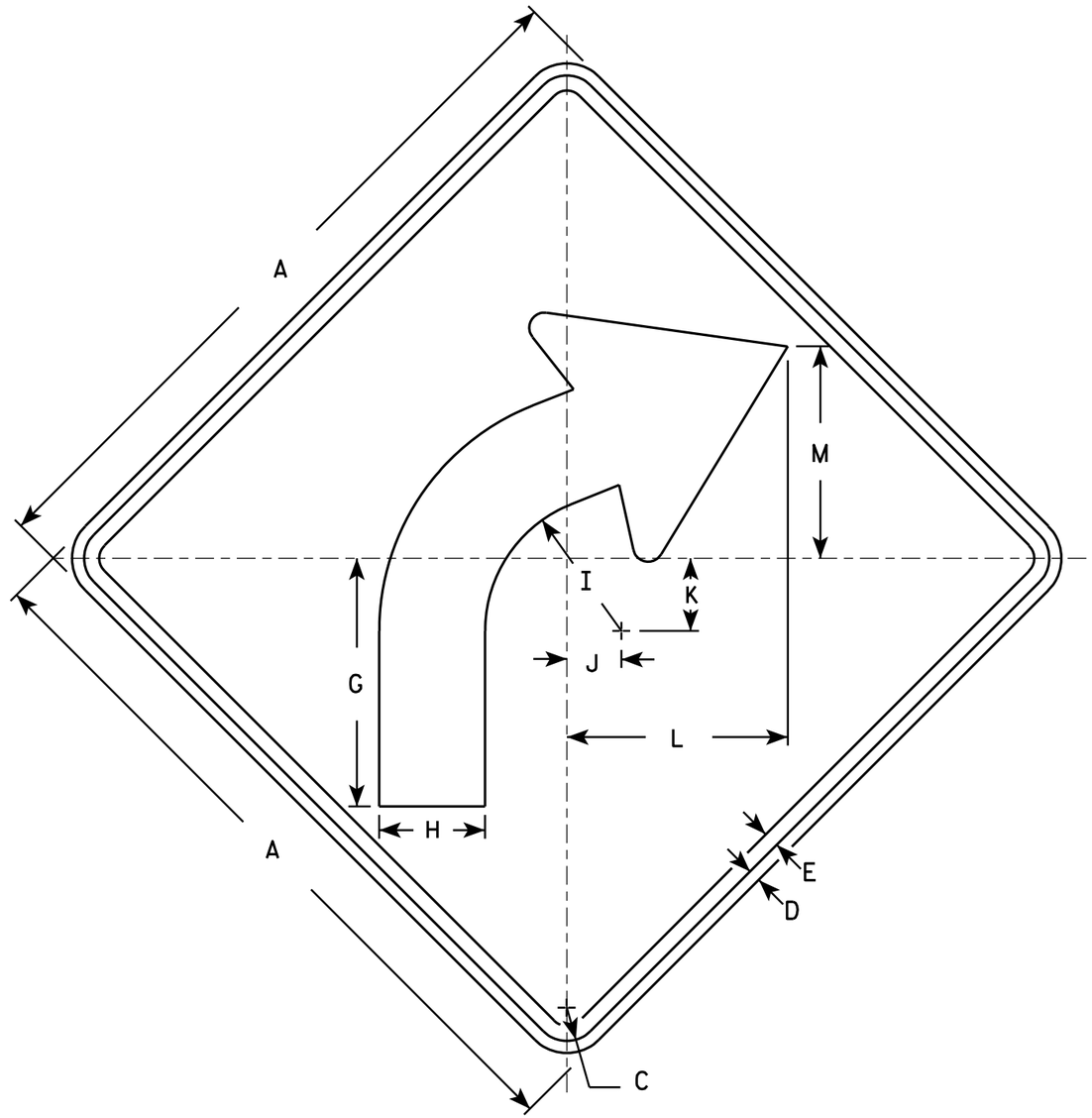
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/22/13 PLATE NO. S16-7.1

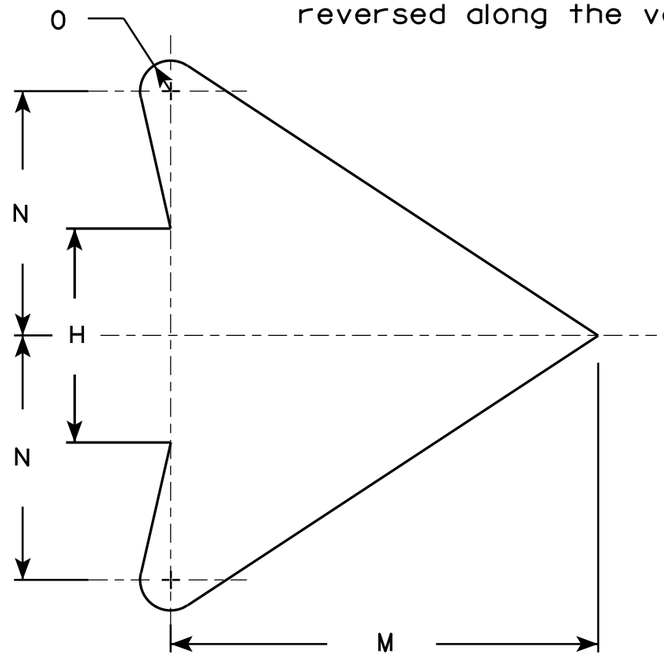
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 200 | E

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W1-2L is the same as W1-2R except the arrow is reversed along the vertical centerline.



W1-2R



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2		8 1/4	3 1/2	4 1/2	1 3/4	2 3/8	7 1/4	7	4	1/2												4.0
2S	30		1 3/8	1/2	5/8		10 1/4	4 3/8	5 5/8	2 1/4	3	9 1/8	8 3/4	5	5/8												6.25
2M	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
3	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
4	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
5	48		2 1/4	3/4	1		16 1/2	7	9	3 1/2	4 5/8	14 1/2	14	8	1												16.0

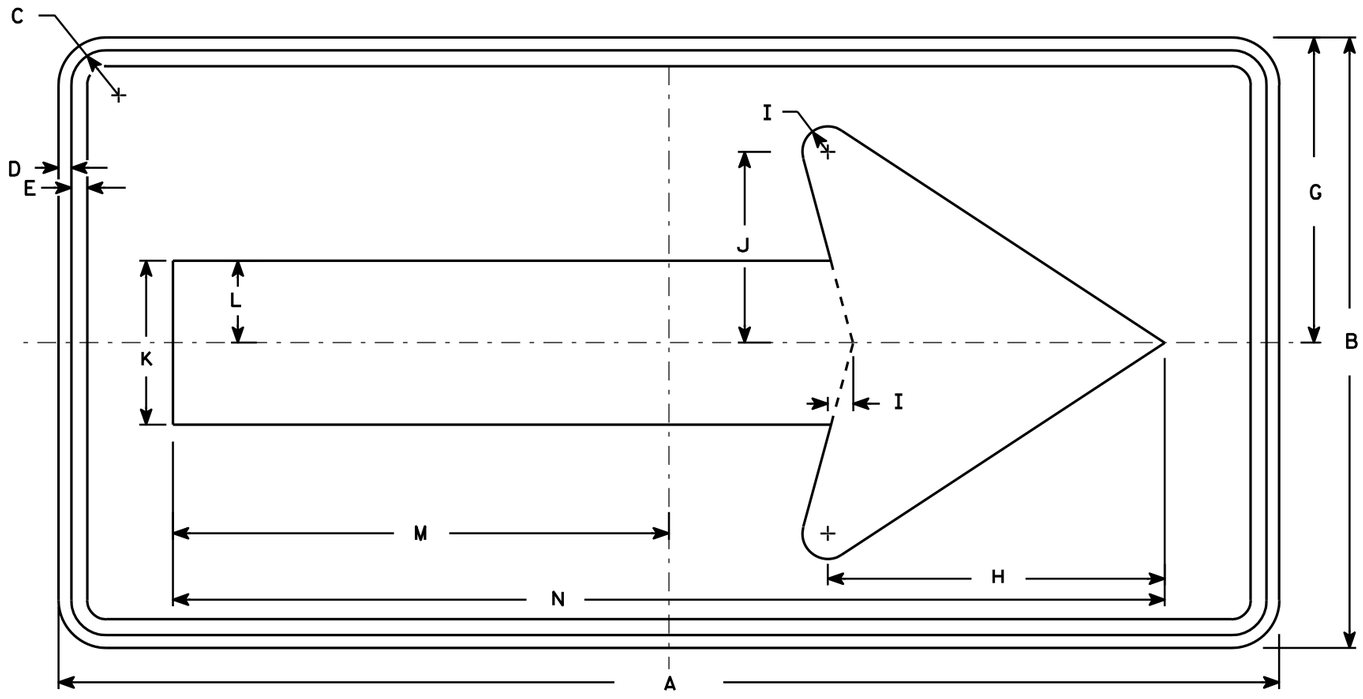
STANDARD SIGN
W1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/15/12 PLATE NO. W1-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 201	E



W1-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/8	3/8	3/8		9	10	3/4	5 5/8	4 3/4	2 3/8	14 5/8	29 1/4													4.5
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	96	48	2 1/4	3/4	1		24	26 1/2	2	15	13	6 1/2	39	78													32.0

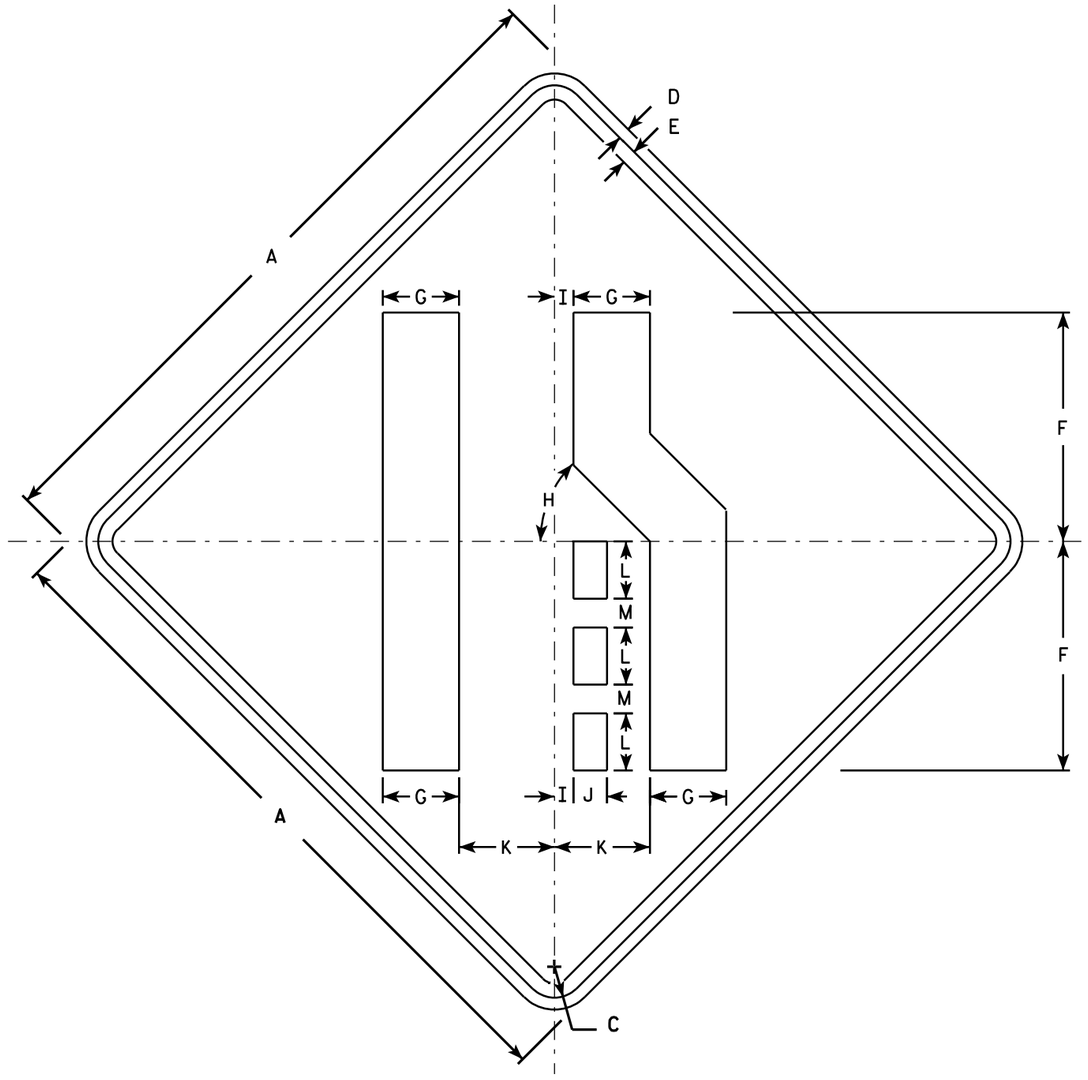
STANDARD SIGN
W1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-6.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 202



W4-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W4-2L is the same as W4-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	10	3 3/8	45°	7/8	1 1/2	4 1/4	2 1/2	1 1/4														6.25
2S	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2M	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
3	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W4-2

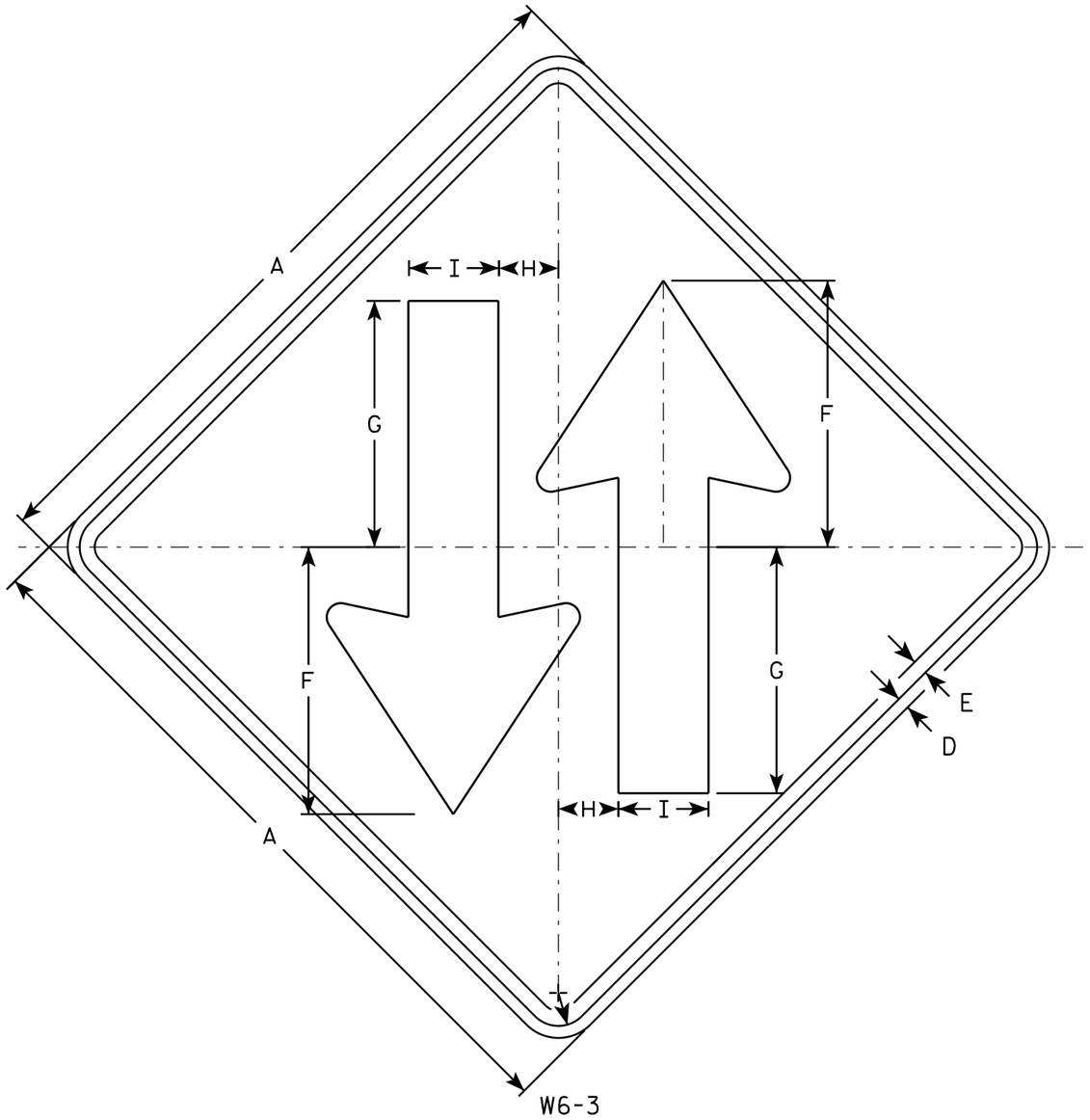
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/12/13 PLATE NO. W4-2.14

PROJECT NO:

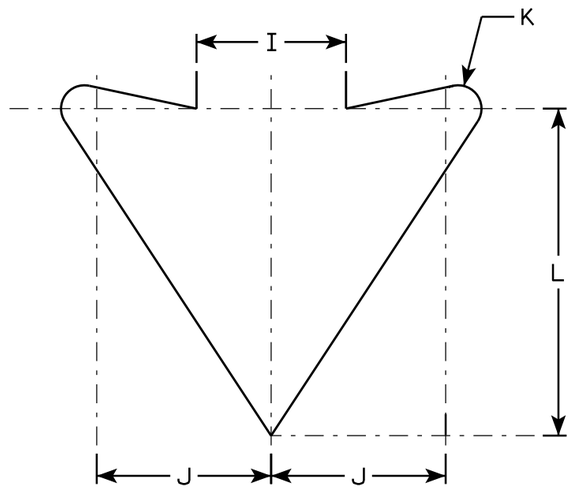
SHEET NO: 203 E



W6-3

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	11 1/8	10 1/4	2 1/2	3 3/4	4 3/8	5/8	8 1/4															6.25
2S	36		1 5/8	5/8	3/4	13 3/8	12 1/4	3	4 1/2	5 1/4	3/4	9 7/8															9.0
2M	36		1 5/8	5/8	3/4	13 3/8	12 1/4	3	4 1/2	5 1/4	3/4	9 7/8															9.0
3																											
4	48		2 1/4	3/4	1	17 3/4	16 3/8	4	6	7	1	13 1/8															16.0
5	48		2 1/4	3/4	1	17 3/4	16 3/8	4	6	7	1	13 1/8															16.0

STANDARD SIGN
W6-3

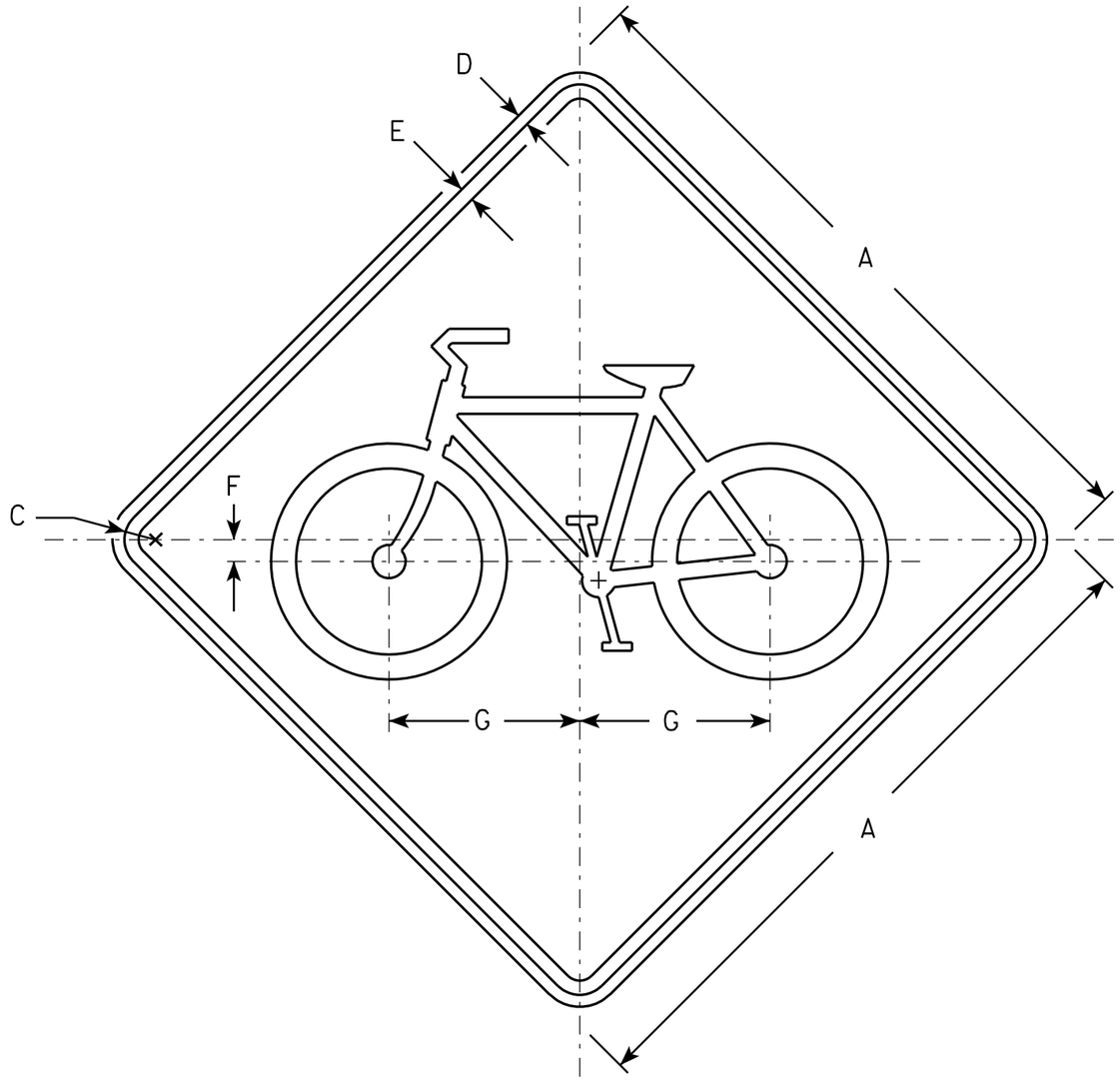
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/10/16 PLATE W6-3.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W63.DGN PLOT DATE : 10-MAR-2016 14:01 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.080757:1.000000
WISDOT/CADDS SHEET 42



W11-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/4	1/2	3/4	6 5/8																				4.0
2S	30		1 3/8	1/2	5/8	1	8 1/2																				6.25
2M	36		1 5/8	5/8	3/4	1 1/4	10																				9.0
3	36		1 5/8	5/8	3/4	1 1/4	10																				9.0
4	48		2 1/4	3/4	1	1 5/8	13 3/8																				16.0
5																											16.0

STANDARD SIGN
W11-1

WISCONSIN DEPT OF TRANSPORTATION

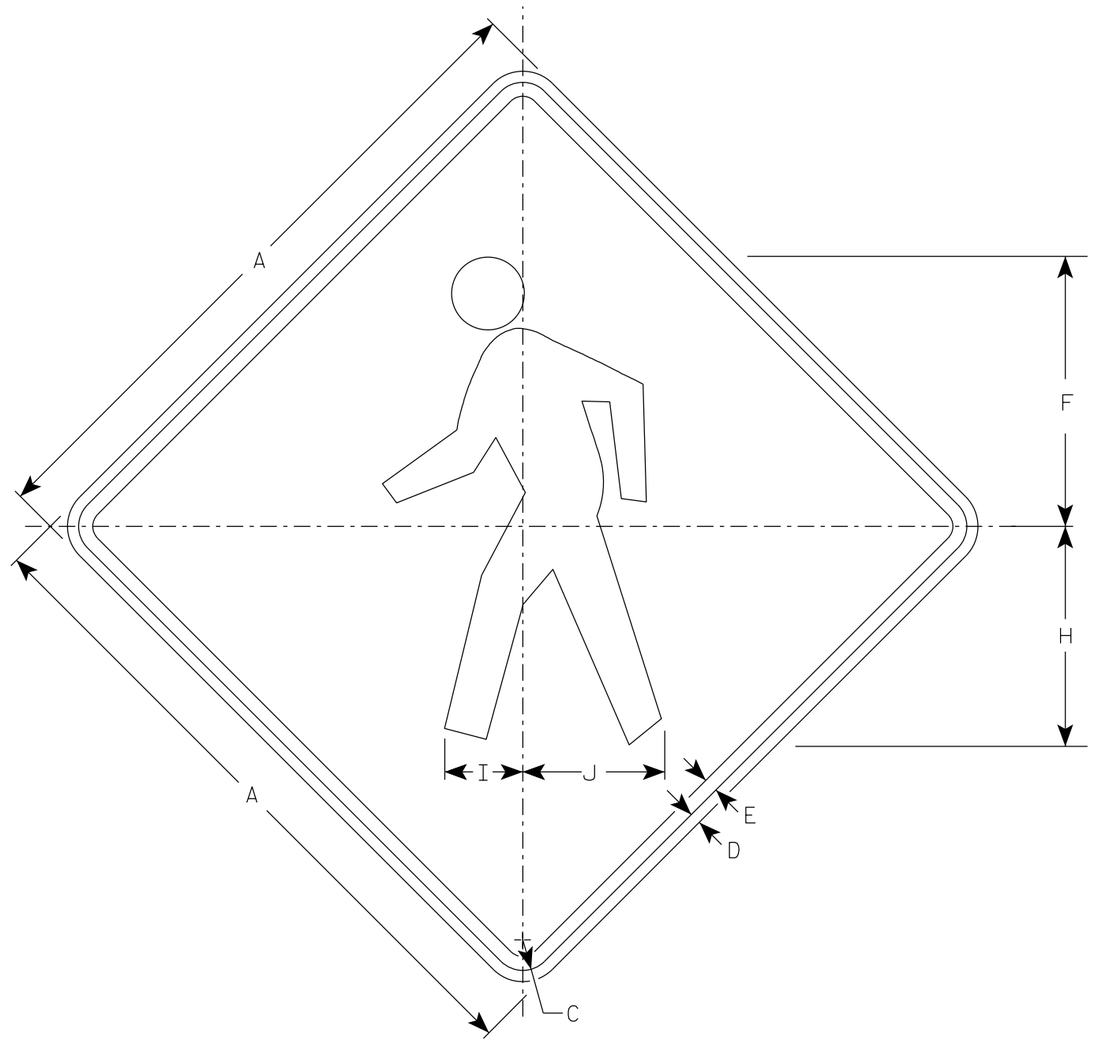
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/21/10 PLATE NO. W11-1.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 205 | E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W111.DGN PLOT DATE : 21-DEC-2010 10:08 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 7.945391:1.000000
WISDOT/CADDS SHEET 42



W11-2

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	9 3/4		7 7/8	2 7/8	5 1/8																	4.0
2S	30		1 3/8	1/2	5/8	12 1/8		9 7/8	3 1/2	6 3/8																	6.25
2M	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
3	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
4	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

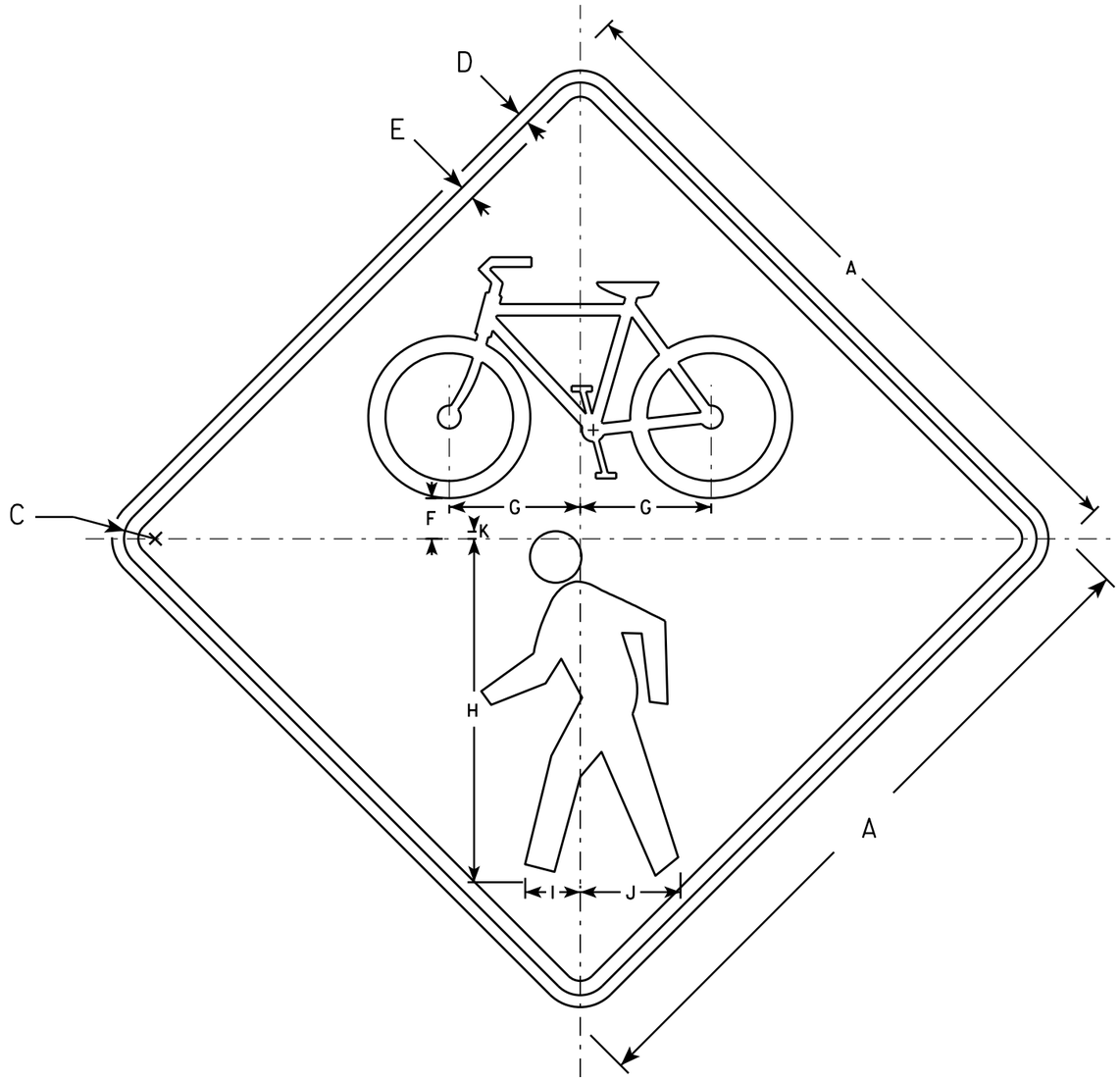
STANDARD SIGN
W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/8/2020 PLATE NO. W11-2.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 206 E



W11-15

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	1 3/8	4 5/8	12	1 7/8	3 1/2	1/4																4.0
2S	30		1 3/8	1/2	5/8	1 3/4	5 3/4	15	2 3/8	4 3/8	3/8																6.25
2M	36		1 5/8	5/8	3/4	2 1/8	6 7/8	18	2 7/8	5 1/4	3/8																9.0
3	36		1 5/8	5/8	3/4	2 1/8	6 7/8	18	2 7/8	5 1/4	3/8																16.0
4	48		2 1/4	3/4	1	2 7/8	9 1/8	24	3 7/8	7	1/2																16.0
5																											

STANDARD SIGN
W11-15

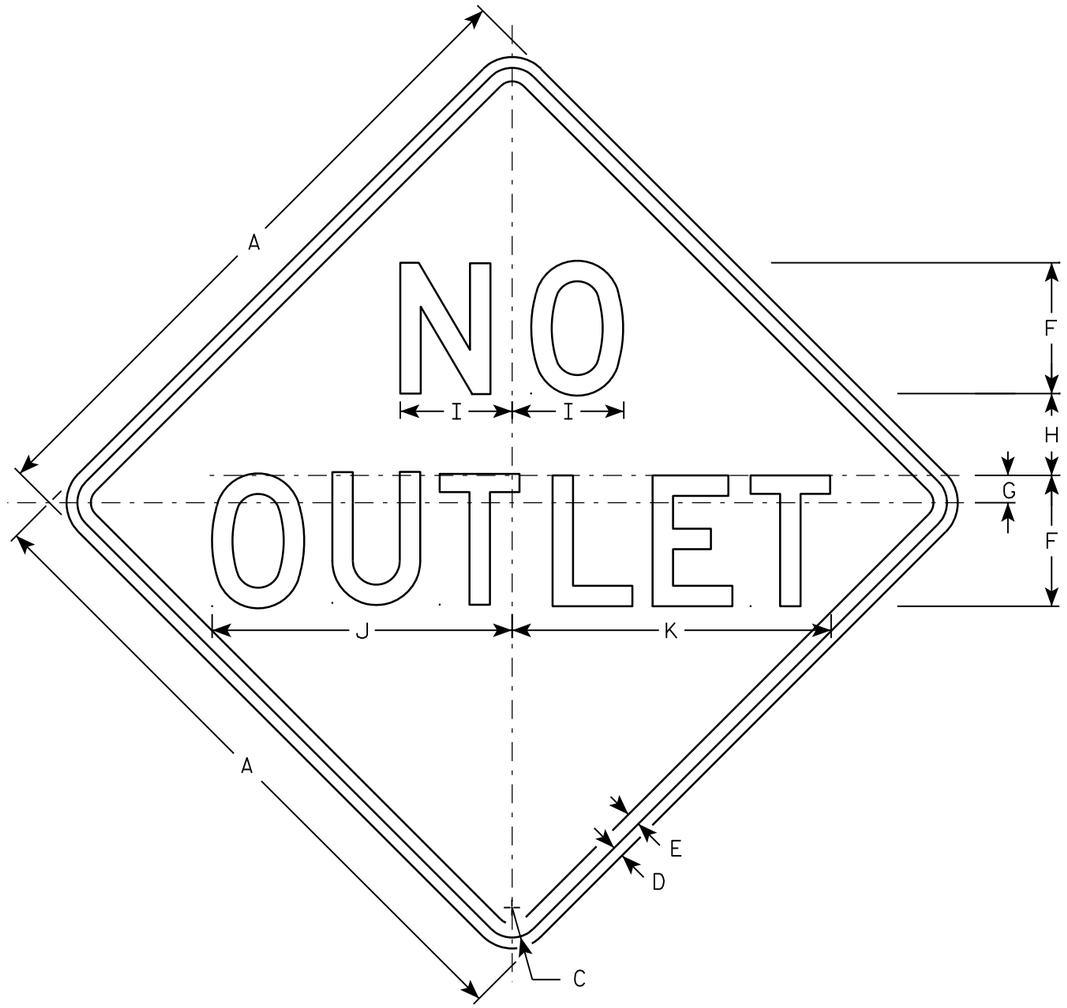
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 2/13/14 PLATE NO. W11-15.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W1115.DGN PLOT DATE : 13-FEB-2014 10:54 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 7.783368:1.000000
WISDOT/CADDS SHEET 42



W14-2

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	5	1	2 3/4	4 1/8	11 3/4	12 3/8																4.0
2S	30		1 3/8	1/2	5/8	6	1 1/4	3 3/4	5 1/8	13 3/4	14 5/8																6.25
2M	30		1 3/8	1/2	5/8	6	1 1/4	3 3/4	5 1/8	13 3/4	14 5/8																6.25
3	36		1 5/8	5/8	3/4	7	1 3/8	4 5/8	6	16 1/8	17 1/8																9.0
4																											
5																											

STANDARD SIGN
W14-2

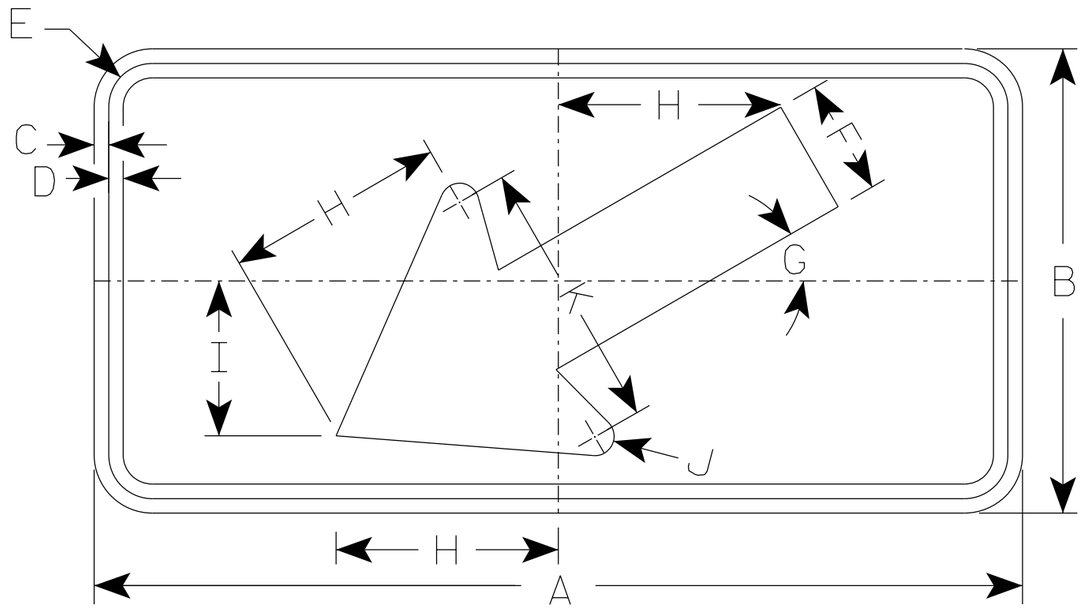
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W14-2.3

PROJECT NO:

SHEET NO: 208 E



W16-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W16-7R is the same as W16-7L except the arrow is reversed along the vertical centerline.

* For 36" x 36" Warning Signs, use 30" x 18" W16-7L signs.
* For 48" x 48" Warning Signs, use 48" x 24" W16-7L signs.

	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
	1																											
	2S	24	12	3/8	3/8	1 1/8	3	30°	5 3/4	4	1/2	7																2.0
*	2M	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
*	3	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
*	4	48	24	1/2	5/8	1 3/8	6	30°	11 1/2	8	1	14																8.0
	5																											

STANDARD SIGN
W16-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/25/2020 PLATE NO. W16-7.7

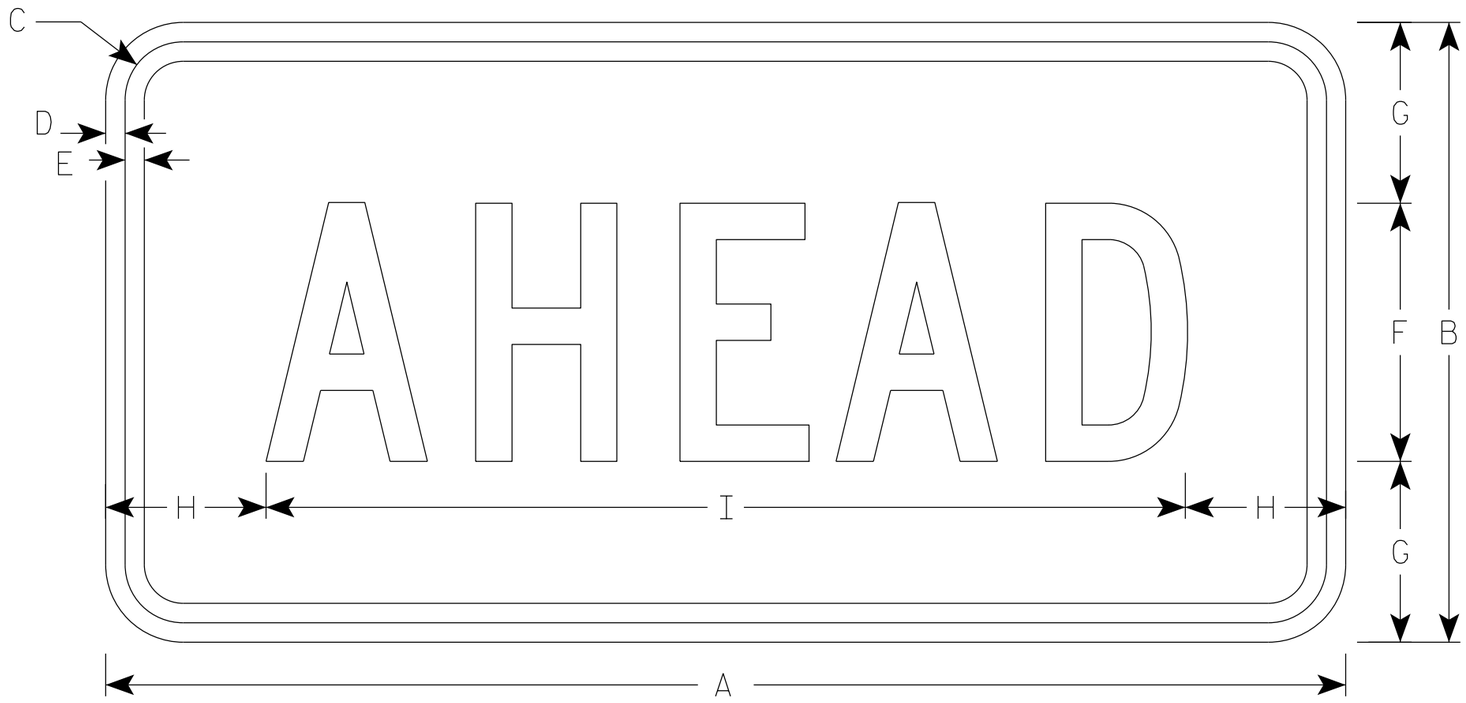
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 209 | E

7

7

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - C



W16-9P

* For 36" x 36" Warning Signs, use 30" x 18" W16-9P signs.
* For 48" x 48" Warning Signs, use 48" x 24" W16-9P signs.

	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
	1																											
	2S	24	12	1 1/8	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
*	2M	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
*	3	30	18	1 1/8	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
*	4	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
	5																											

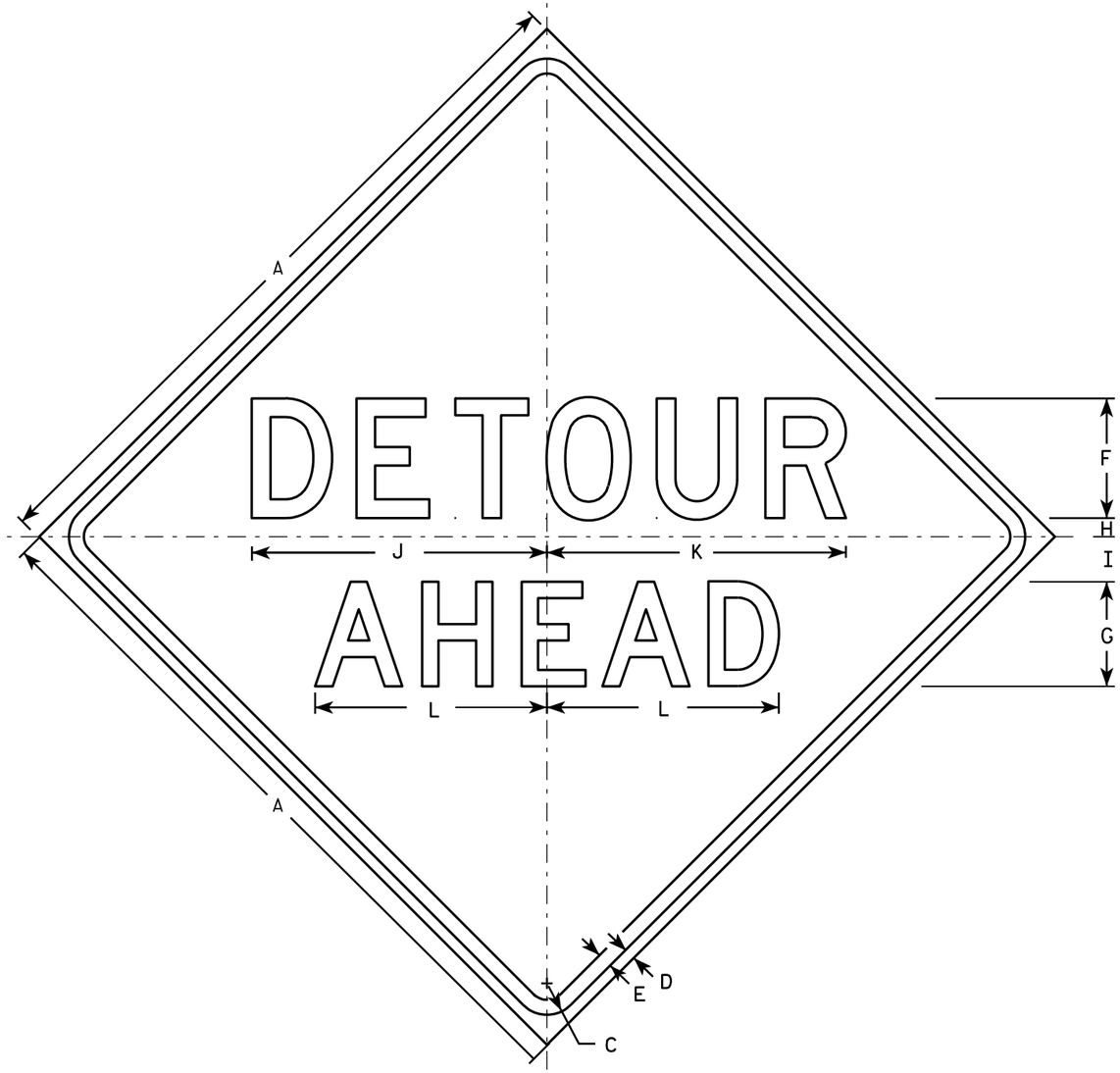
STANDARD SIGN
W16-9P

WISCONSIN DEPT OF TRANSPORTATION

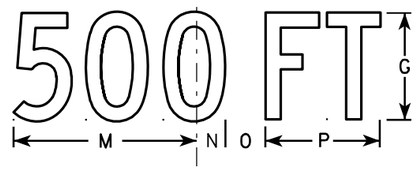
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/25/2020 PLATE NO. W16-9P.8

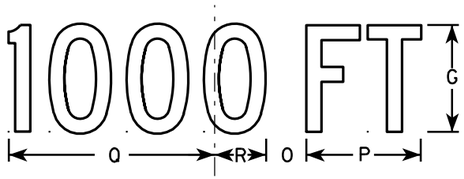
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 210 E



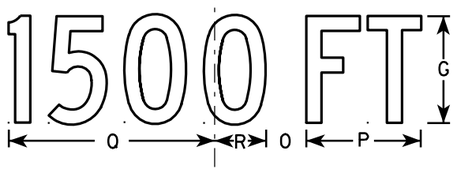
W20-2A



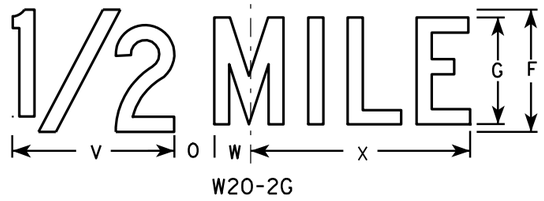
W20-2D



W20-2C



W20-2B



W20-2G



W20-2F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

STANDARD SIGN
W20-2A,B,C,D,F & G

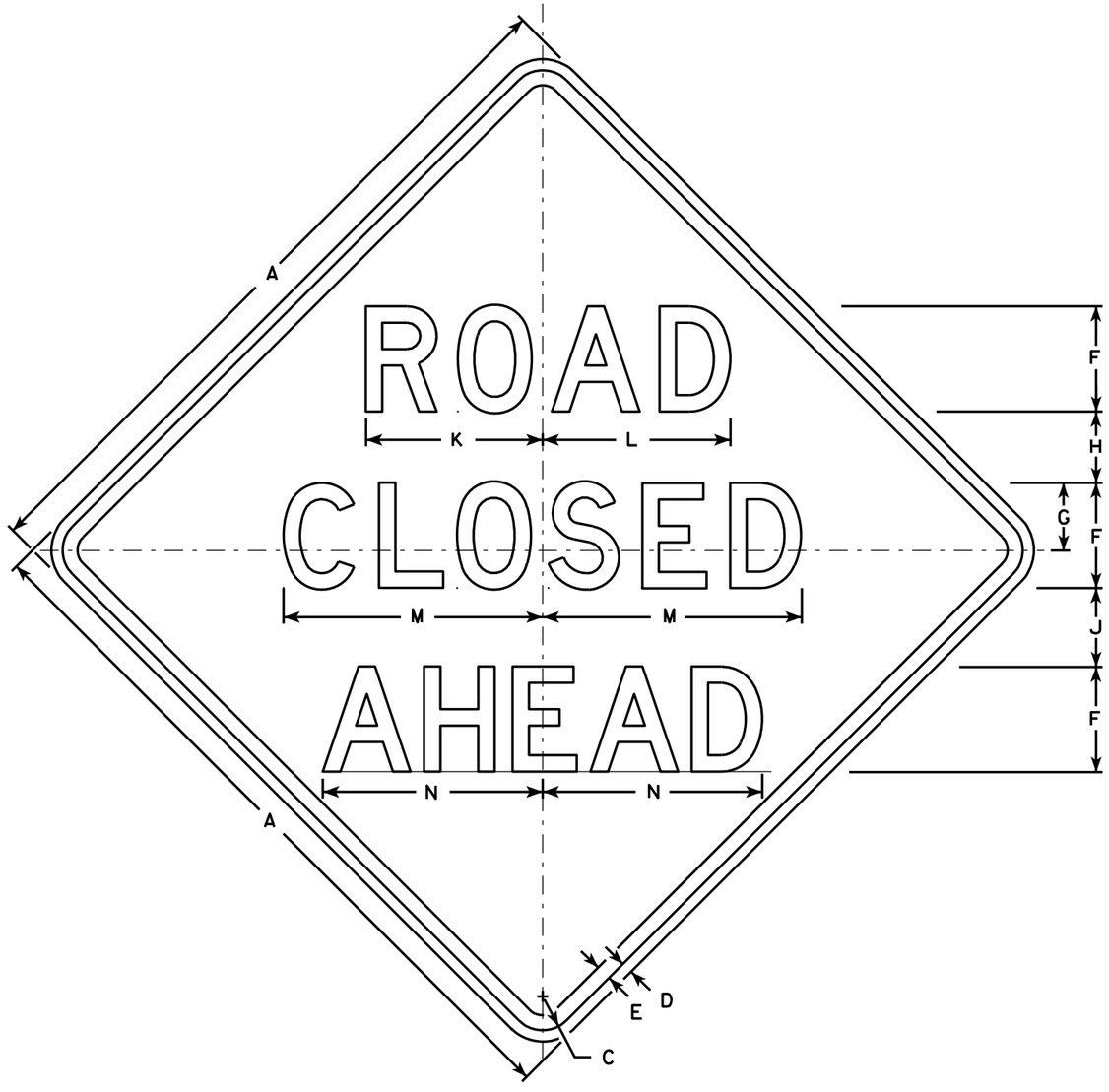
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

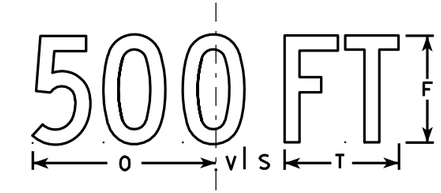
DATE 3/18/11 PLATE NO. W20-2.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 211 | E

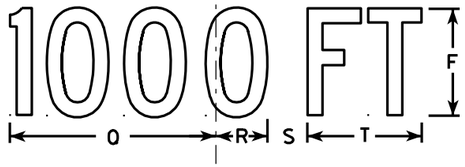
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W202.DGN PLOT DATE : 18-MAR-2011 10:00 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42



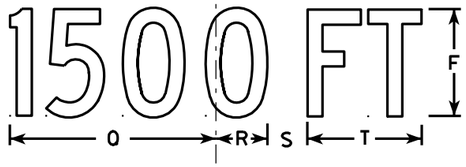
W20-3A



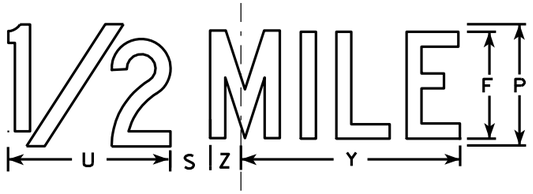
W20-3D



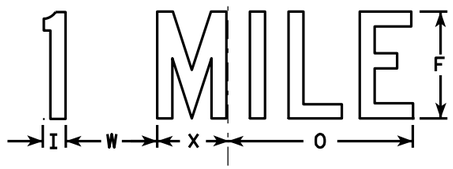
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

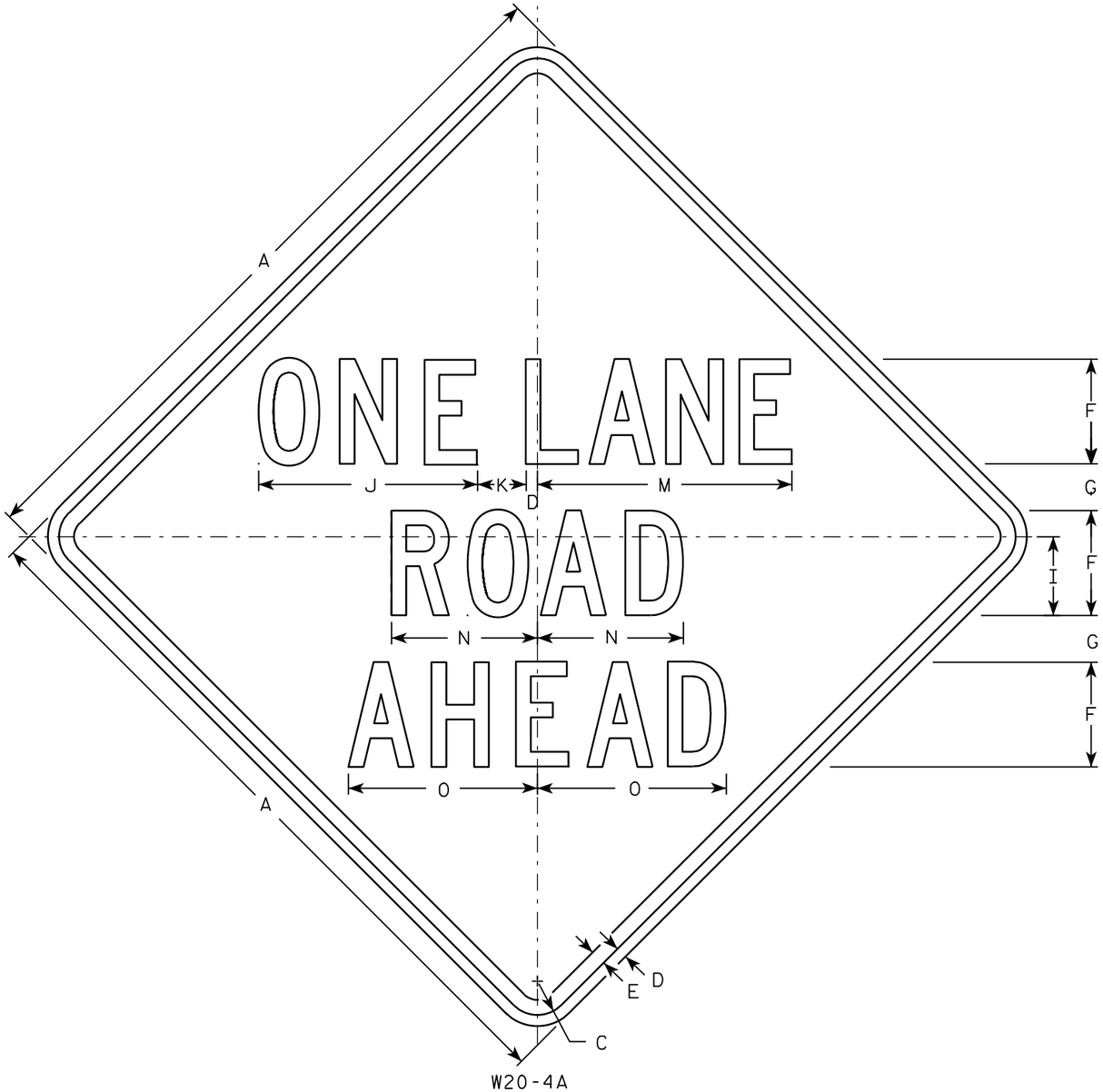
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-3A, B, C, D, F & G

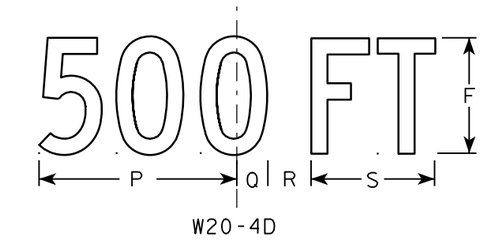
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 3/18/11 PLATE NO. W20-3.7

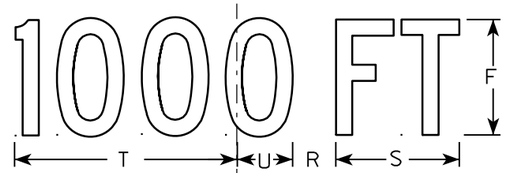
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 212 | E



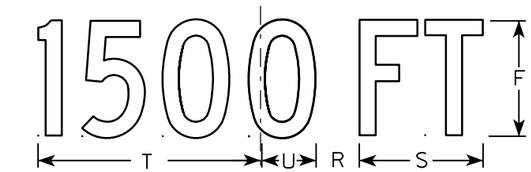
W20-4A



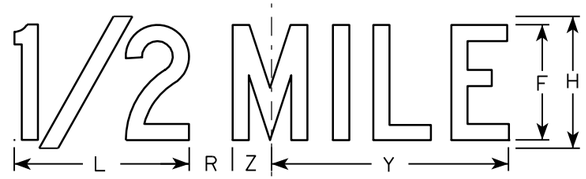
W20-4D



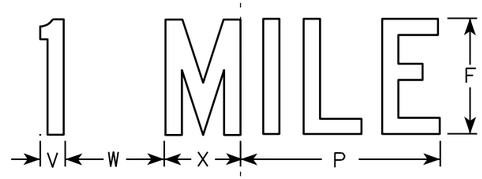
W20-4C



W20-4B



W20-4G



W20-4F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	2 3/8	6	3 3/4	10 3/8	2 3/8	8	13 1/2	7	8 7/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-4A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-4.9

PROJECT NO:

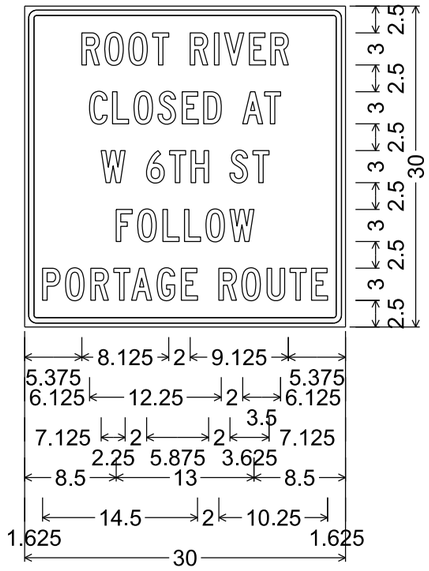
SHEET NO: 213 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W204.DGN PLOT DATE : 18-MAR-2011 12:11 PLOT BY : mscj9h

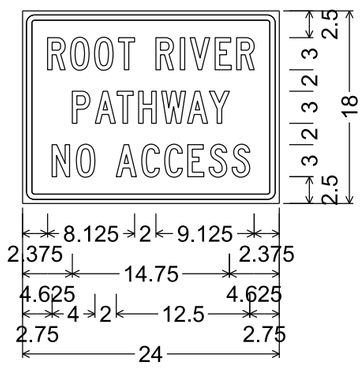
WISDOT/CADDS SHEET 42

NOTES

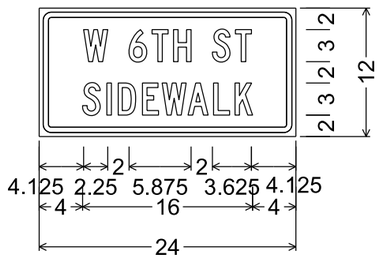
1. Fixed Message Signs - Type II Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C



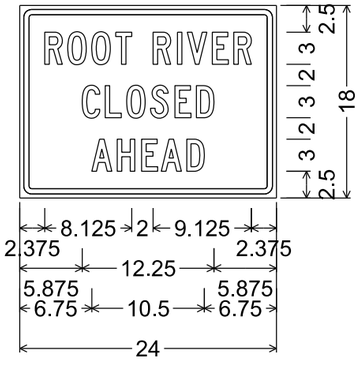
1.125" Radius, 0.500" Border, 0.375" Indent



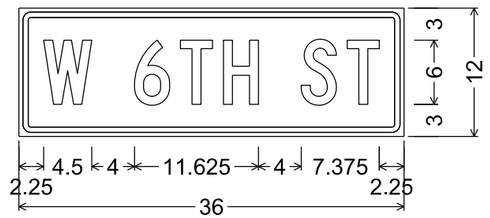
1.125" Radius, 0.500" Border, 0.375" Indent



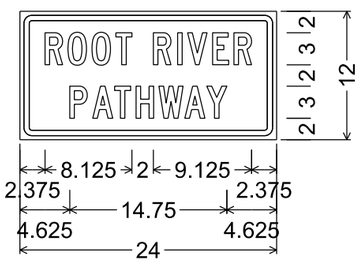
1.125" Radius, 0.500" Border, 0.375" Indent



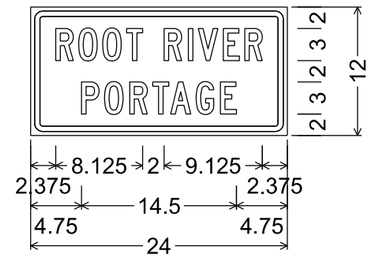
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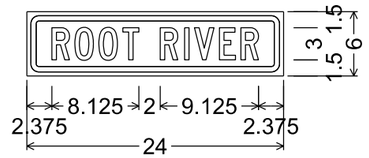
1.125" Radius, 0.500" Border, 0.375" Indent



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1.125" Radius, 0.500" Border, 0.375" Indent



1.125" Radius, 0.500" Border, 0.375" Indent

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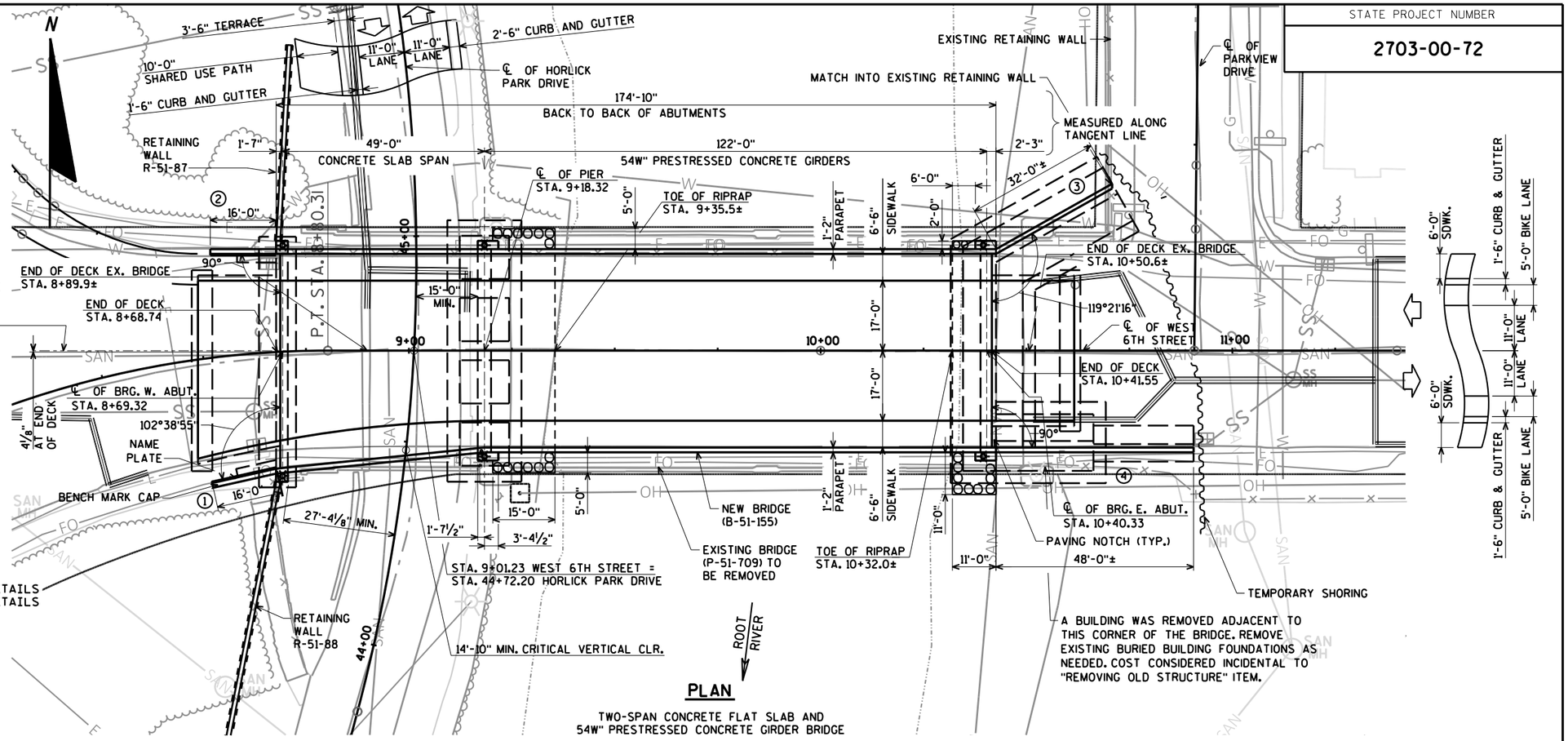
PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	TEMPORARY SIGNING	SHEET NO: 214	E

STATE PROJECT NUMBER

2703-00-72

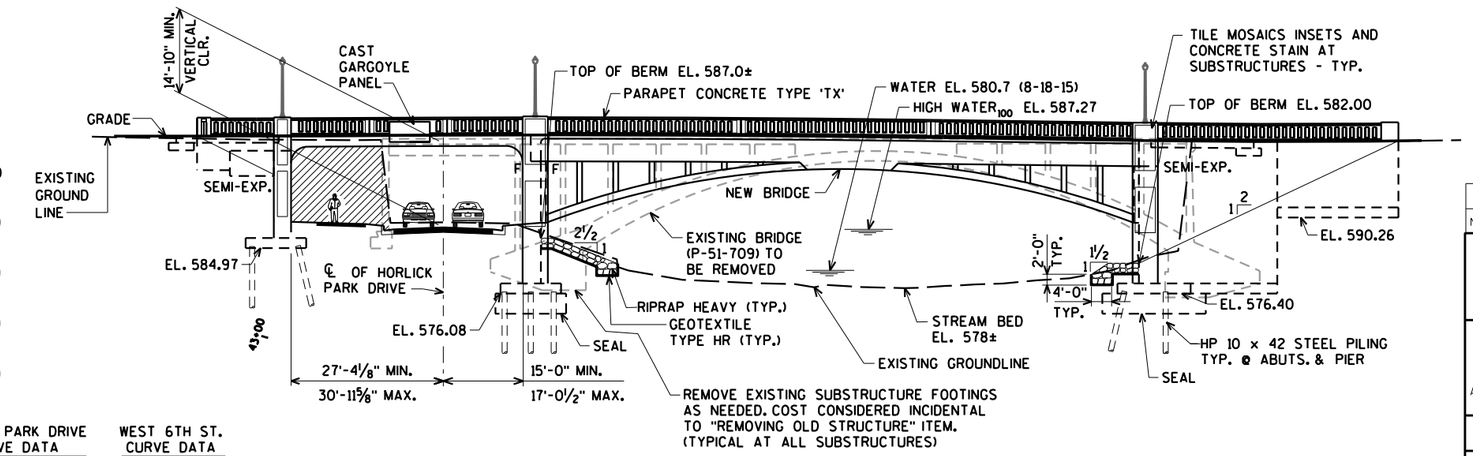
LIST OF DRAWINGS

1 . GENERAL PLAN
2 . TYPICAL SECTIONS
3 . QUANTITIES AND DESIGN DATA
4 . SUBSURFACE EXPLORATION
5 . WEST ABUTMENT
6 . WEST ABUTMENT ELEVATION
7 . WEST ABUTMENT FOOTING PLAN
8 . WEST ABUTMENT PILE LAYOUT
9 . SW LIGHT PILASTER
10. NW LIGHT PILASTER
11. WING 1 DETAILS
12. WING 2 DETAILS
13. WEST ABUTMENT DETAILS AND BILL OF BARS
14. EAST ABUTMENT
15. EAST ABUTMENT ELEVATION
16. EAST ABUTMENT FOOTING PLAN
17. EAST ABUTMENT SEAL PLAN
18. EAST ABUTMENT PILE LAYOUT
19. EAST ABUTMENT DETAILS
20. NE LIGHT PILASTER
21. SE LIGHT PILASTER
22. ABUT. ARCH SEAT PEDESTAL DETAILS
23. WING 3 DETAILS
24. WING 4 DETAILS TALL SECTION
25. WING 4 DETAILS SHORT SECTION
26. EAST ABUTMENT PARAPET DETAILS
27. EAST ABUTMENT BILL OF BARS
28. ALTERNATE CONSTRUCTION JOINT
29. PIER
30. PIER FOOTINGS
31. PIER COLUMNS
32. PIER CAP
33. PIER DETAILS
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36. PIER BARRIER DETAILS
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38. PIER ARCH SEAT PEDESTAL
39. PIER BILL OF BARS
40. 54" FASCIA GIRDER & RIB ARCH DETAILS
41. PRECAST ARCH DETAILS
42. 54" PRESTRESSED CONCRETE FASCIA GIRDER DETAILS
43. 54" PRESTRESSED CONCRETE FASCIA GIRDER DETAILS
44. 54W" PRESTRESSED GIRDER DETAILS
45. 54W" PRESTRESSED GIRDER DETAILS
46. STEEL INTER. DIAPHRAGM DETAILS
47. SPAN 1 SUPERSTRUCTURE DETAILS
48. SPAN 1 GEOMETRY PLAN
49. SPAN 1 SUPERSTRUCTURE PLAN
50. SPAN 1 SUPERSTRUCTURE DETAILS
51. SPAN 2 SUPERSTRUCTURE
52. SPAN 2 SUPERSTRUCTURE PLAN
53. SPAN 2 SUPERSTRUCTURE DETAILS
54. SUPERSTRUCTURE BILL OF BARS
55. TOP OF DECK ELEVATIONS
56. VERTICAL FACE PARAPET 'TX' NORTH LAYOUT
57. VERTICAL FACE PARAPET 'TX' SOUTH LAYOUT
58. VERTICAL FACE PARAPET 'TX' DETAILS
59. CONDUIT DETAILS
60. STRUCTURAL APPROACH SLABS
61. STRUCTURAL APPROACH SLAB DETAILS
62. CONCRETE STAINING DETAILS
63. GARGOYLE PANEL DETAILS



PLAN

TWO-SPAN CONCRETE FLAT SLAB AND 54W" PRESTRESSED CONCRETE GIRDER BRIDGE



ELEVATION

HORLICK PARK DRIVE CURVE DATA		WEST 6TH ST. CURVE DATA	
P.I.	46+41.68	P.I.	7+69.54
△	= 61°59'29"	△	= 61°41'49"
D	= 13°19'29"	D	= 24°48'12"
T	= 258.33'	T	= 137.97'
L	= 465.24'	L	= 248.74'
R	= 430.00'	R	= 231.00'
P.C.	43+83.35	P.C.	6+31.57
P.T.	48+48.59	P.T.	8+80.31

▨ COST OF EXCAVATION IN THE HATCHED AREAS SHALL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR "EXCAVATION FOR STRUCTURES BRIDGES B-51-155".

○ DENOTES WING NUMBER.

FOR GENERAL NOTES, DESIGN DATA, AND TYPICAL SECTIONS SEE SHEETS 2 & 3.

WISCONSIN
ARLEN E. BEAUDETTE
E-36829
EAU CLAIRE WI
PROFESSIONAL ENGINEER
03/10/2021

BRIDGE OFFICE CONTACT:
AARON BONK
(608)-261-0261

CONSULTANT CONTACT:
ARLEN BEAUDETTE
(715)-834-3161

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY
AYRES
3433 Oakwood Hills Parkway
Eau Claire, WI 54701
www.AyresAssociates.com

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED _____ SDR. 03/11/21
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-51-155

WEST 6TH STREET OVER ROOT RIVER

COUNTY	TOWN/CITY/VILLAGE
RACINE	RACINE

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	DESIGN CK'D	DRAWN BY	PLANS CK'D.
AEB	DJCJM/JLB	CJM	AEB

GENERAL PLAN

SHEET 1 OF 63
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I.D.

DATE:

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DATE:
DATE:
DATE:

CHECKED BY:
BACK CHECKED BY:
CORRECTED BY:

2/26/2021

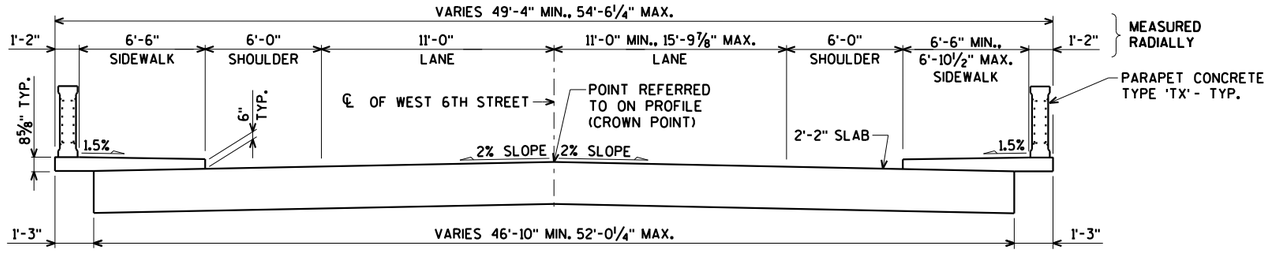
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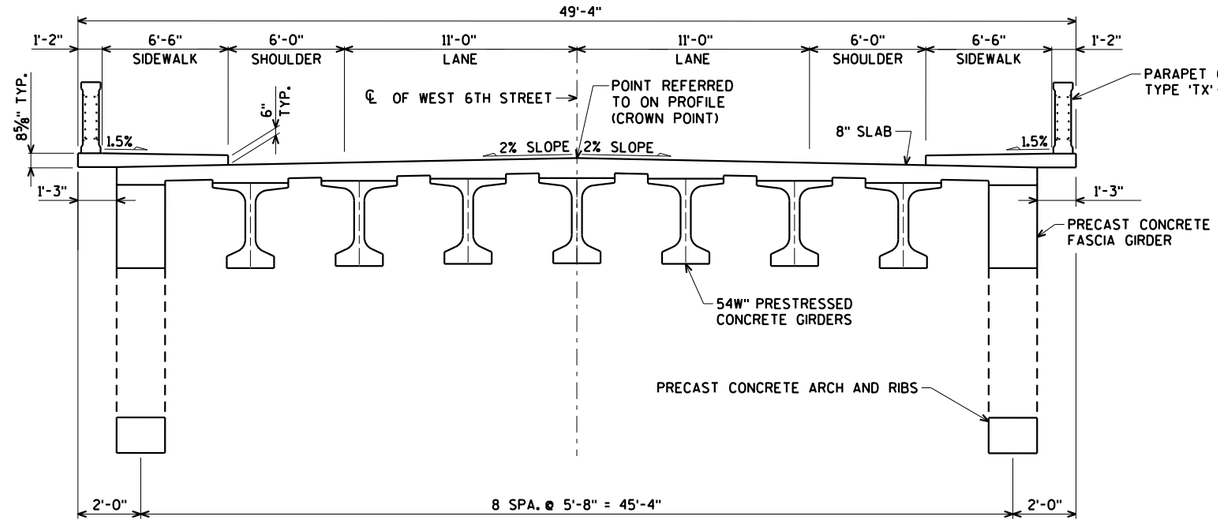
STATE PROJECT NUMBER

2703-00-72

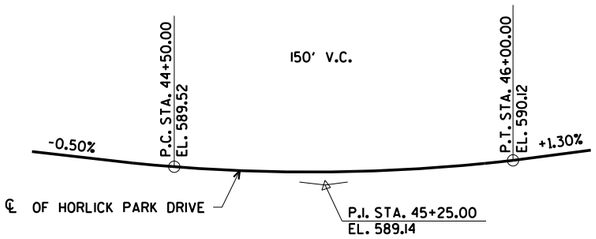


TYPICAL SECTION THRU HORLICK PARK DRIVE SPAN - CONCRETE FLAT SLAB

(LOOKING EAST)

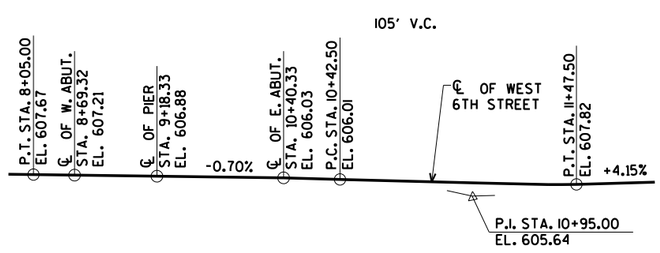


TYPICAL SECTION THRU ROOT RIVER SPAN - 54W PRESTRESSED CONCRETE GIRDER WITH PRECAST CONCRETE ARCHES AND RIBS

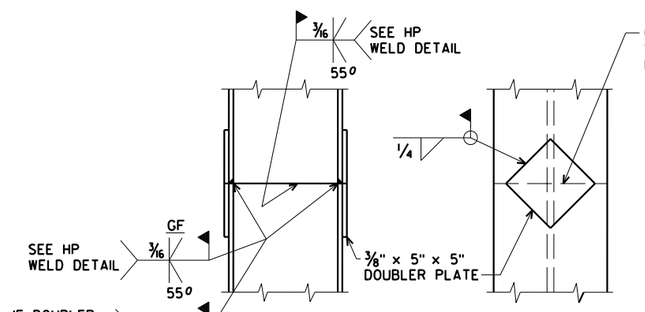


PROFILE GRADE LINE
(HORLICK PARK DRIVE)

BENCH MARK:
CHIS. SQUARE ON W. END OF S. PARAPET WALL
STA. 8+74, 29' RT.
EL. 609.98



PROFILE GRADE LINE
(WEST 6TH STREET)



HP 10 x 42 SPLICE DETAIL

HP WELD DETAIL
FLANGE SHOWN, WEB SIMILAR

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE FIRST DIGIT OF A THREE DIGIT BAR NO. AND THE FIRST TWO DIGITS OF A FOUR DIGIT BAR NO. SIGNIFIES THE BAR SIZE.

JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF A.A.S.H.T.O. DESIGNATION M 153, TYPE I, II OR III OR A.A.S.H.T.O. DESIGNATION M 213.

THE SLOPE OF THE FILL IN FRONT OF THE PIER AND EAST ABUTMENT SHALL BE COVERED WITH RIPRAP HEAVY AND GEOTEXTILE TYPE HR TO THE EXTENT SHOWN ON THE GENERAL PLAN SHEET AND IN THE ABUTMENT DETAILS.

PROTECTIVE SURFACE TREATMENT AND PIGMENTED SURFACE SEALER IS TO BE APPLIED AS SHOWN IN DETAILS ON SHEET 62.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

THE EXISTING GROUNDLINE SHALL BE THE UPPER LIMIT FOR EXCAVATION FOR STRUCTURES.

THE EXISTING STRUCTURE, P-51-709, TO BE REMOVED, IS A TWO SPAN CONCRETE ARCH AND CONCRETE RIGID FRAME BRIDGE, 160 FT. LONG WITH A 58 FT. OVERALL WIDTH ON CONCRETE ABUTMENTS AND A CONCRETE PIER.

AT BACKFACE OF ABUTMENTS, ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH BACKFILL STRUCTURE TYPE A.

THE HAUNCH CONCRETE QUANTITY IS BASED ON AN AVERAGE HAUNCH DEPTH SHOWN ON THE PRESTRESSED GIRDER DETAILS SHEETS, WHICH IS THE MAXIMUM HAUNCH QUANTITY FOR WHICH THE CONTRACTOR WILL BE PAID.

THE BACKFILL QUANTITIES ARE BASED ON THE PAY LIMITS SHOWN ON THE PLANS AND MAY NOT REFLECT ACTUAL PLACED QUANTITIES. "BACKFILL STRUCTURE TYPE A" REQUIRED DIRECTLY BEHIND ABUTMENTS AND ABUTMENT WINGS FOR 3 FEET. BACKFILL PLACED BEYOND PAY LIMITS OR EXCEEDING PLAN QUANTITIES SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES.

EXISTING SUBSTRUCTURE LOCATIONS ARE BASED ON ASBUILT PLANS. REMOVE EXISTING SUBSTRUCTURES AS NEEDED TO BUILD NEW SUBSTRUCTURES. COST OF REMOVAL IS CONSIDERED INCIDENTAL TO THE "REMOVING OLD STRUCTURES" BID ITEM.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

DRAWN BY CJM | PLANS CK'D. AEB

TYPICAL SECTIONS

SHEET 2 OF 63
216

ORIGINAL PLANS PREPARED BY
AYRES
3433 Oakwood Hills Parkway
Eau Claire, WI 54701
www.AyresAssociates.com

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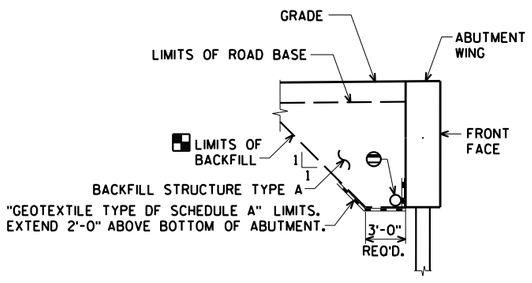
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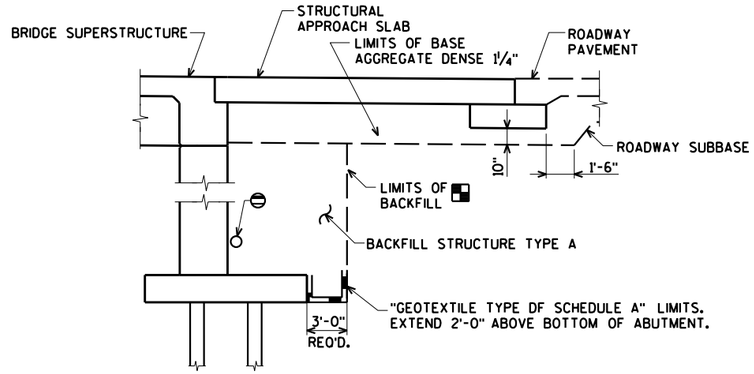
TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	WEST APPROACH	W. ABUT.	PIER	E. ABUT.	EAST APPROACH	SUPER.	TOTAL
● 203.0500.S	REMOVING OLD STRUCTURE OVER WATERWAY STATION 9+70	LS	-----	-----	-----	-----	-----	-----	1
206.1000	EXCAVATION FOR STRUCTURES BRIDGES B-51-155	LS	-----	-----	-----	-----	-----	-----	1
206.5000	COFFERDAMS B-51-155	LS	-----	-----	-----	-----	-----	-----	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	-----	260	-----	570	-----	-----	830
305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	35	-----	4	-----	30	-----	69
312.0110	SELECT CRUSHED MATERIAL	TON	-----	-----	5	-----	-----	-----	5
502.0100	CONCRETE MASONRY BRIDGES	CY	55	160	153	515	45	518	1,446
502.1100	CONCRETE MASONRY SEAL	CY	-----	-----	325	125	-----	-----	450
502.3200	PROTECTIVE SURFACE TREATMENT	SY	98	-----	-----	-----	83	960	1,141
502.3210	PIGMENTED SURFACE SEALER	SY	-----	21	-----	53	-----	221	295
502.4104	ADHESIVE ANCHORS 1/2-INCH	EACH	-----	-----	16	-----	-----	16	32
502.4206	ADHESIVE ANCHORS NO. 6 BAR	EACH	-----	-----	18	-----	-----	-----	18
503.0155	PRESTRESSED GIRDER TYPE I 54W-INCH	LF	-----	-----	-----	-----	-----	857	857
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	-----	7,680	7,790	44,890	-----	-----	60,360
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	9,270	7,400	30,100	13,800	7,280	94,610	162,460
505.0800.S	BAR STEEL REINFORCEMENT HS STAINLESS STRUCTURES	LB	410	-----	-----	-----	600	-----	1,010
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	-----	-----	11	11	-----	-----	22
506.4000	STEEL DIAPHRAGMS B-51-155	EACH	-----	-----	-----	-----	-----	16	16
511.1100	TEMPORARY SHORING	SF	-----	-----	-----	2,320	-----	-----	2,320
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	-----	14	-----	14	-----	-----	28
517.1010.S	CONCRETE STAINING B-51-155	SF	-----	1,075	1,245	2,865	-----	4,920	10,105
550.1100	PILING STEEL HP 10-INCH x 42 LB	LF	-----	825	2,240	3,880	-----	-----	6,945
606.0300	RIPRAP HEAVY	CY	-----	-----	55	95	-----	-----	150
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	-----	65	-----	145	-----	-----	210
645.0111	GEOTEXTILE TYPE DF SCHEDULE A	SY	-----	55	-----	45	-----	-----	100
645.0120	GEOTEXTILE TYPE HR	SY	-----	-----	100	160	-----	-----	260
652.0125	CONDUIT RIGID METALLIC 2-INCH	LF	-----	6	-----	9	-----	24	39
652.0210	CONDUIT RIGID NON-METALLIC SCHEDULE 40 1-INCH	LF	-----	-----	-----	-----	-----	71	71
652.0325	CONDUIT RIGID NONMETALLIC SCHEDULE 80 2-INCH	LF	-----	37	6	49	-----	558	650
653.0222	JUNCTION BOXES 18 X 12 X 6-INCH	EACH	-----	-----	-----	-----	-----	6	6
999.1000.S	SEISMOGRAPH	LS	-----	-----	-----	-----	-----	-----	1
999.1500.S	CRACK AND DAMAGE SURVEY	LS	-----	-----	-----	-----	-----	-----	1
SPV.0035.01	PRECAST CONCRETE RIB ARCH	CY	-----	-----	-----	-----	-----	40	40
SPV.0090.02	PARAPET CONCRETE TYPE 'TX'	LF	-----	32	34	80	-----	350	496
SPV.0090.03	PRESTRESSED GIRDER TYPE SPECIAL 54-INCH	LF	-----	-----	-----	-----	-----	245	245
SPV.0060.06	PRECAST GARGOYLE PANEL	EACH	-----	-----	2	-----	-----	2	4
SPV.0105.01	TEMPORARY CAUSEWAYS	LS	-----	-----	-----	-----	-----	-----	1
SPV.0105.02	SALVAGING EXISTING BRIDGE ITEMS FROM STRUCTURE P-51-709	LS	-----	-----	-----	-----	-----	-----	1
	NON-BID ITEMS								
	FILLER	SIZE	-----	-----	-----	-----	-----	1/2" & 3/4" & 1"	

● SEE SPECIAL PROVISIONS FOR REMOVAL AND AESTHETIC FEATURES TO BE SALVAGED.



BACKFILL STRUCTURE LIMITS THRU WING 1



BACKFILL STRUCTURE LIMITS

▪ BACKFILL PAY LIMITS. BACKFILL BEYOND BACKFILL PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

⊖ PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED ON SHEET 5.

DESIGN DATA

STATE PROJECT NUMBER
2703-00-72

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING FACTOR: 1.13
OPERATING RATING FACTOR: 1.48
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 250 KIPS

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 #/S.F.

MATERIAL PROPERTIES:

CONCRETE MASONRY { SUPERSTRUCTURE & SLAB ____ f'_c = 4,000 p.s.i.
ALL OTHER ____ f'_c = 3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT (GRADE 60) ____ f_y = 60,000 p.s.i.

54W" PRESTRESSED GIRDER & 54" FASCIA GIRDER
CONCRETE MASONRY ____ f'_c = 8,500 p.s.i.
STRANDS - 0.6" DIA. WITH ULTIMATE TENSILE STRENGTH OF = 270,000 p.s.i.

HYDRAULIC DATA:

100 YEAR FREQUENCY
Q_{100} = 4,900 c.f.s.
VEL. = 5.74 f.p.s.
HW_{100} = EL. 587.27

2 YEAR FREQUENCY
Q_2 = 2,400 c.f.s.
VEL. = 4.06 f.p.s.
HW_2 = EL. 584.70

WATERWAY AREA = 854 sq. ft.
DRAINAGE AREA = 193 sq. mi.
ROADWAY OVERTOPPING = N/A
SCOUR CRITICAL CODE = 8
DATUM = NAVD88 (2012)

FOUNDATION DATA:

WEST ABUTMENT TO BE SUPPORTED ON HP 10 x 42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS ‡ PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED LENGTH 25'-0".

PIER TO BE SUPPORTED ON HP 10 x 42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS ‡ PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED LENGTH 35'-0".

EAST ABUTMENT TO BE SUPPORTED ON HP 10 x 42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS ‡ PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED LENGTH 40'-0".

‡ THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

DRAWN BY CJM | PLANS CK'D. AEB

QUANTITIES AND DESIGN DATA

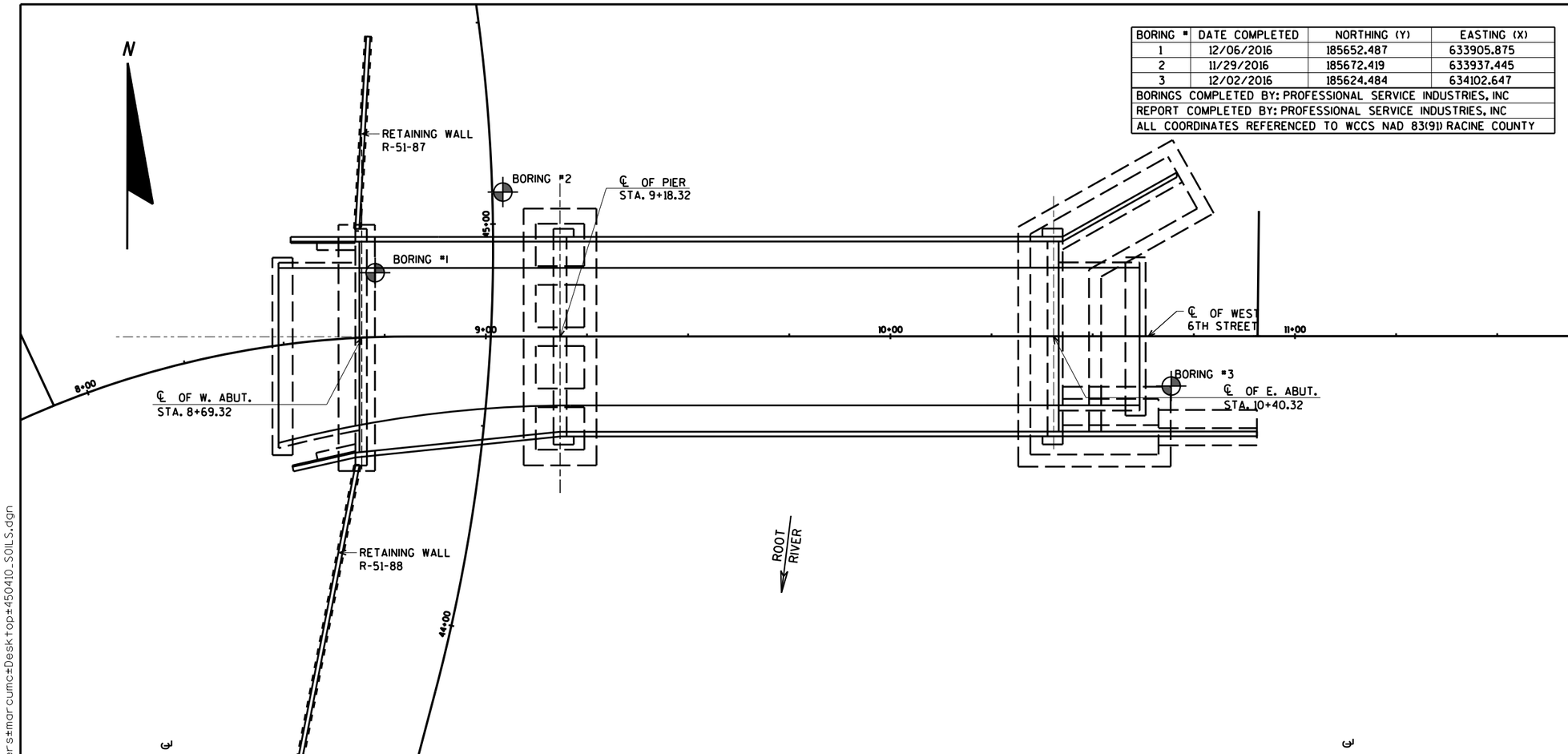
SHEET 3 OF 63
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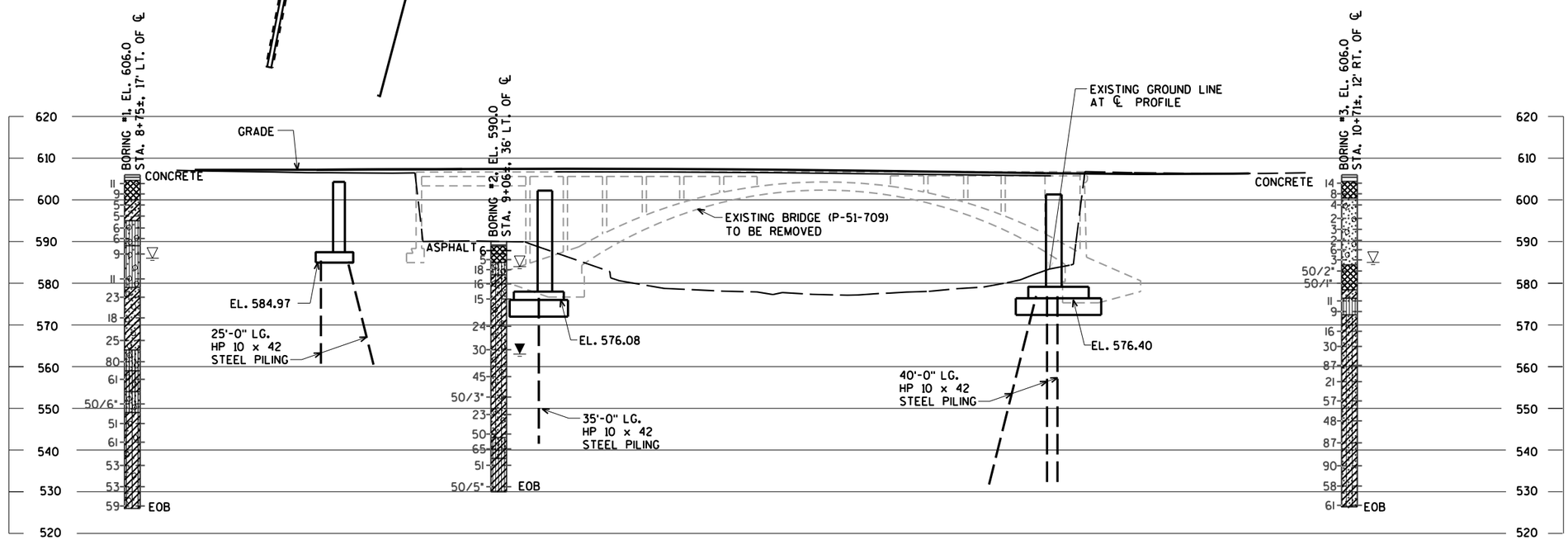
ORIGINAL PLANS PREPARED BY
AYRES 3433 Oakwood Hills Parkway Eau Claire, WI 54701 www.AyresAssociates.com

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BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
1	12/06/2016	185652.487	633905.875
2	11/29/2016	185672.419	633937.445
3	12/02/2016	185624.484	634102.647
BORINGS COMPLETED BY: PROFESSIONAL SERVICE INDUSTRIES, INC			
REPORT COMPLETED BY: PROFESSIONAL SERVICE INDUSTRIES, INC			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) RACINE COUNTY			





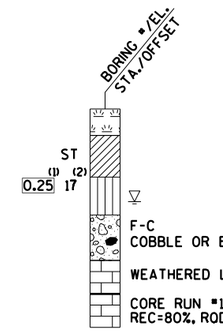
STATE PROJECT NUMBER

2703-00-72

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- ▽ AT TIME OF DRILLING
- ▼ END OF DRILLING
- ▽ AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY occur.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

DRAWN BY CJM | PLANS CK'D. AEB

SUBSURFACE EXPLORATION

SHEET 4 OF 63
218

8

8

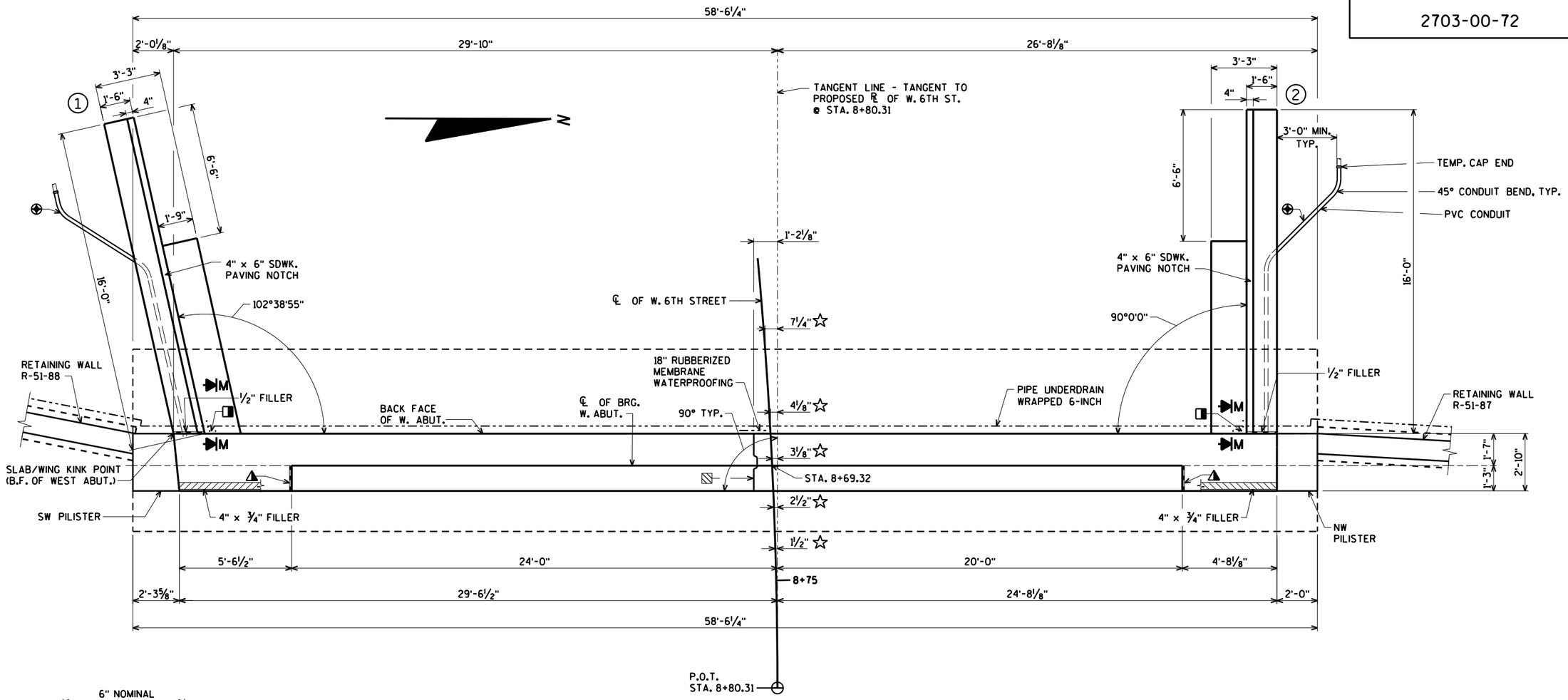
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1/21/2021

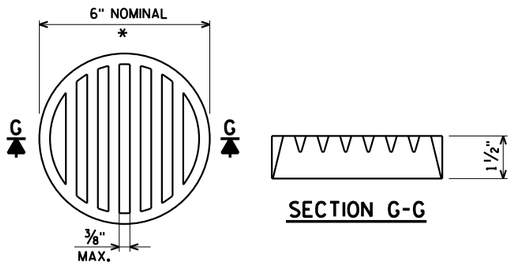
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STATE PROJECT NUMBER

2703-00-72



PLAN



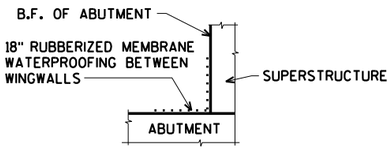
SECTION G-G

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 x 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

RODENT SHIELD DETAIL



SECTION M

2" DIAMETER NON-METALLIC CONDUIT FROM 'TX' RAILING - TYP.

VERTICAL 18" RUBBERIZED MEMBRANE WATERPROOFING TO EXTEND FROM BRIDGE SEAT TO TOP OF WING WALL.

¾" CORK FILLER ON VERTICAL FACE ONLY.

☆ DISTANCE FROM TANGENT LINE TO PROPOSED ℄ OF W. 6TH ST.

VERT. CONST. JT. - KEYWAY FORMED BY A SURFACED BEVELED 2" x 8". BEVEL EXPOSED EDGES ¾". FOR ALTERNATE CONST. JT. DETAILS SEE SHEET 28

B.F. DENOTES BACK FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

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WEST ABUTMENT

SHEET 5 OF 63
219

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8

8

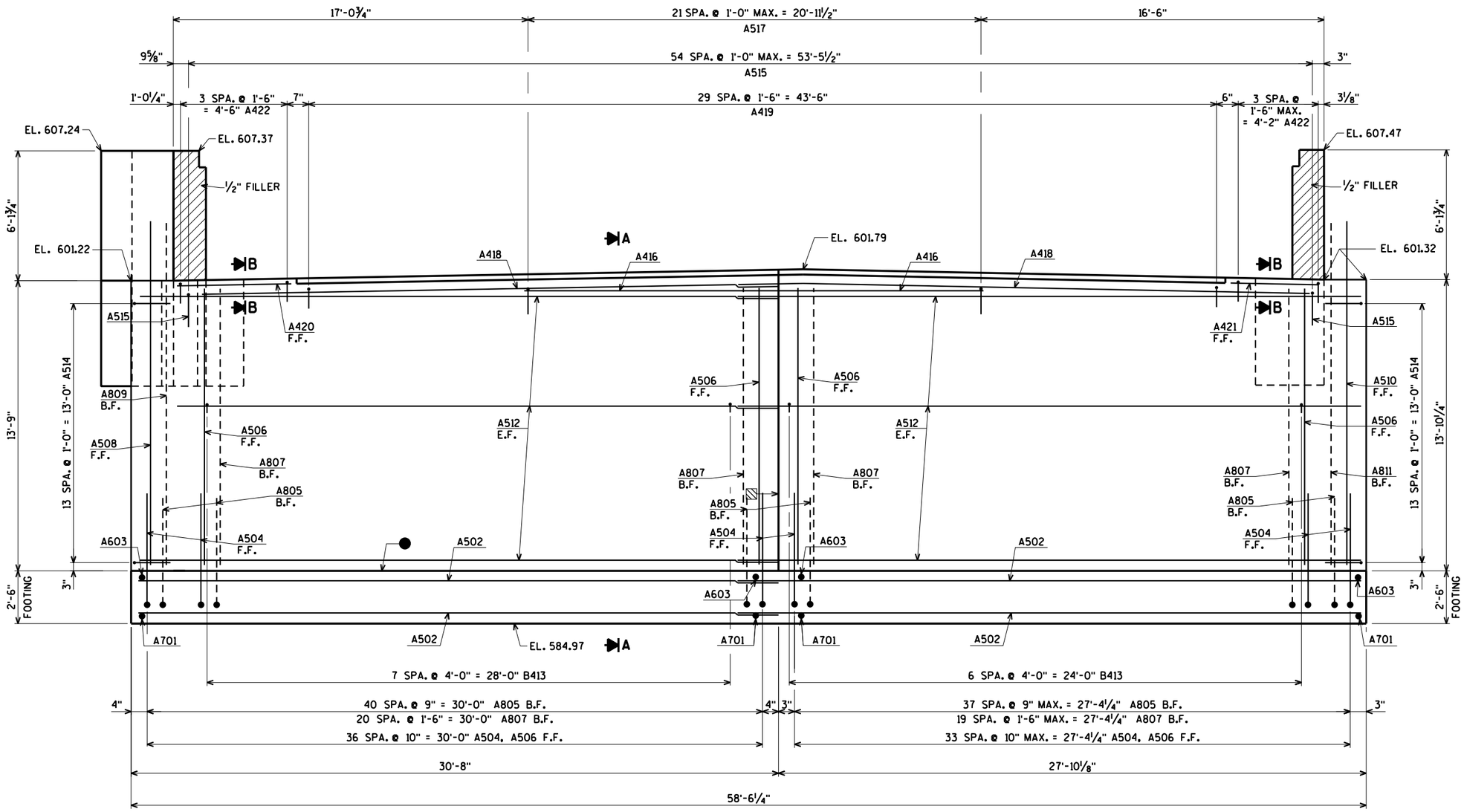
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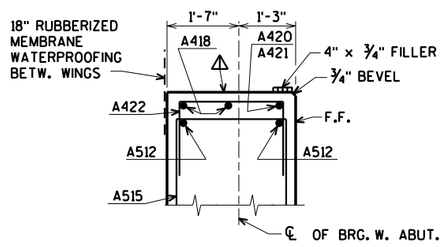
NOTE:
SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE).

NOTE: SEE SHEETS 9 & 10 FOR PILASTER DETAILS.

STATE PROJECT NUMBER
2703-00-72



ELEVATION
(LOOKING WEST)



SECTION B

NOTE: TOP OF PILASTERS NOT SHOWN FOR CLARITY.

⚠ STEEL TROWEL TOP SURFACE OF ABUTMENT. PLACE MULTIPLE LAYERS OF POLYETHELENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING FILLER AND SUPERSTRUCTURE. TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03".

▨ VERT. CONST. JT. - KEYWAY FORMED BY A SURFACED BEVELED 2" x 8". BEVEL EXPOSED EDGES ¾". FOR ALTERNATE CONST. JT. DETAILS SEE SHEET 28

● KEYED CONST. JOINT - FORMED BY A SURFACED BEVELED 2" x 6".

FOR WING DETAILS, SEE SHEETS 11 & 12

FOR SECTION A, SEE SHEET 13

B.F. DENOTES BACK FACE

E.F. DENOTES EACH FACE

F.F. DENOTES FRONT FACE

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

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WEST ABUTMENT ELEVATION

SHEET 6 OF 63
220

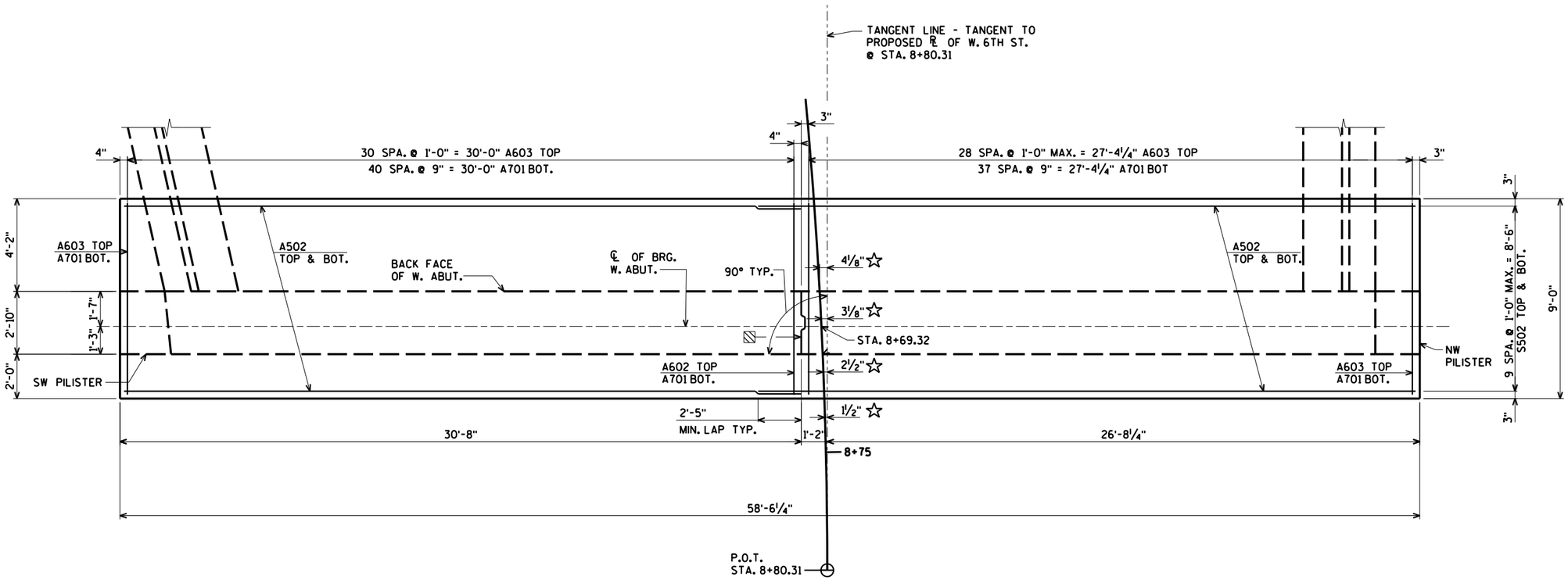
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STATE PROJECT NUMBER
2703-00-72



FOOTING PLAN

☆ DISTANCE FROM TANGENT LINE TO PROPOSED ℄ OF W. 6TH ST.

▨ VERT. CONST. JT. - KEYWAY FORMED BY A SURFACED BEVELED 2" x 8". BEVEL EXPOSED EDGES ¾". FOR ALTERNATE CONST. JT. DETAILS SEE SHEET 28

ADJACENT RETAING WALLS NOT SHOWN FOR CLARITY

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

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WEST ABUTMENT FOOTING PLAN

SHEET 7 OF 63
221

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8

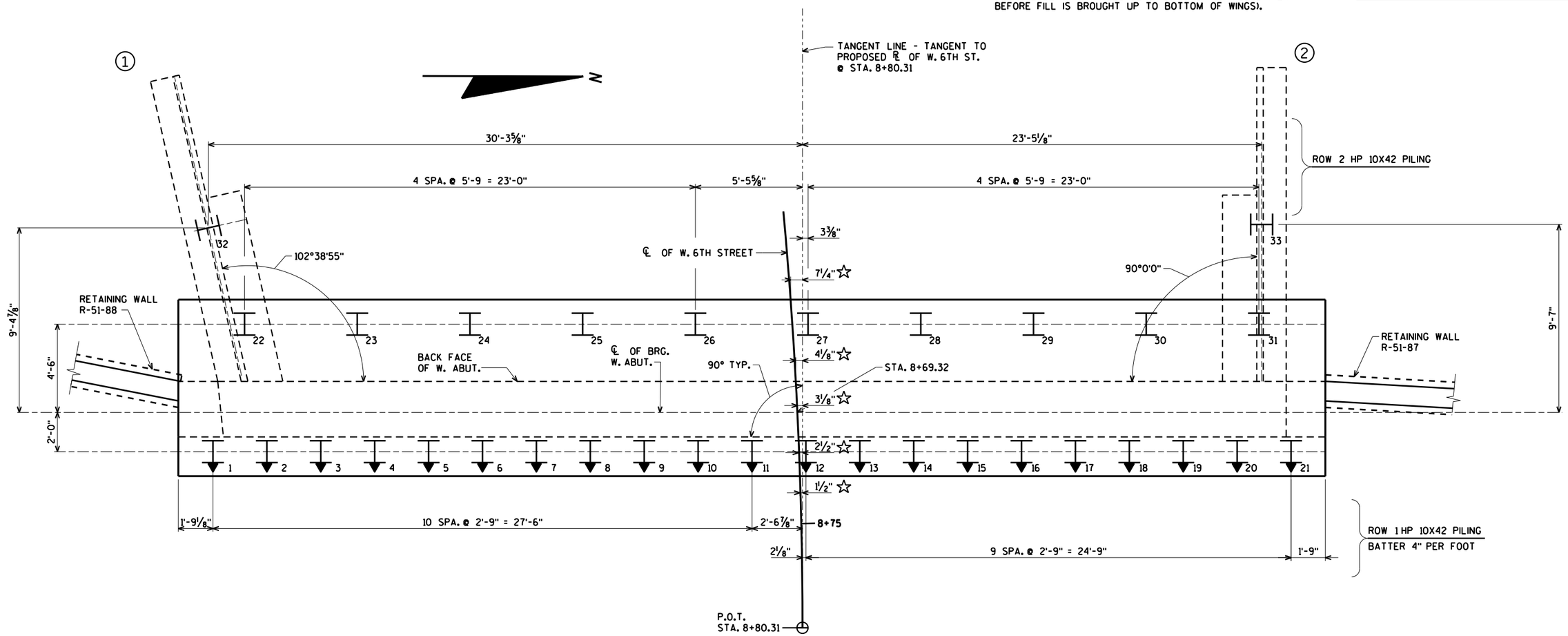
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2/26/2021
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STATE PROJECT NUMBER
2703-00-72

EXCAVATE OR FILL TO BOTTOM OF FOOTING BEFORE DRIVING PILES. (EXCEPT FOR PILES 32 & 33, WHICH CAN BE DRIVEN BEFORE FILL IS BROUGHT UP TO BOTTOM OF WINGS).



PILE LAYOUT

ABUTMENT TO BE SUPPORTED ON HP 10" x 42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE. ESTIMATED LENGTH 25'-0".

FOR PILE SPLICE DETAIL SEE SHEET 2.

DENOTES BATTERED PILES. BATTER 4" PER FOOT IN DIRECTION SHOWN.

☆ DISTANCE FROM TANGENT LINE TO PROPOSED ℄ OF W. 6TH ST.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

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WEST ABUTMENT PILE LAYOUT

SHEET 8 OF 63
222

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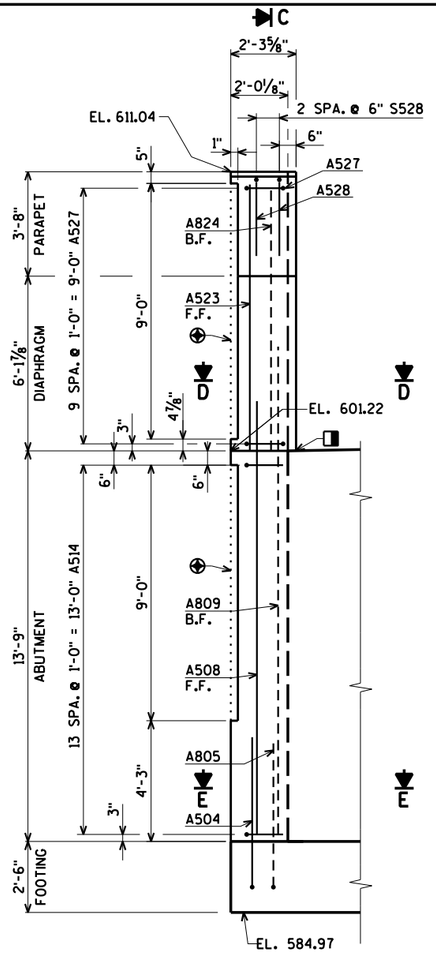
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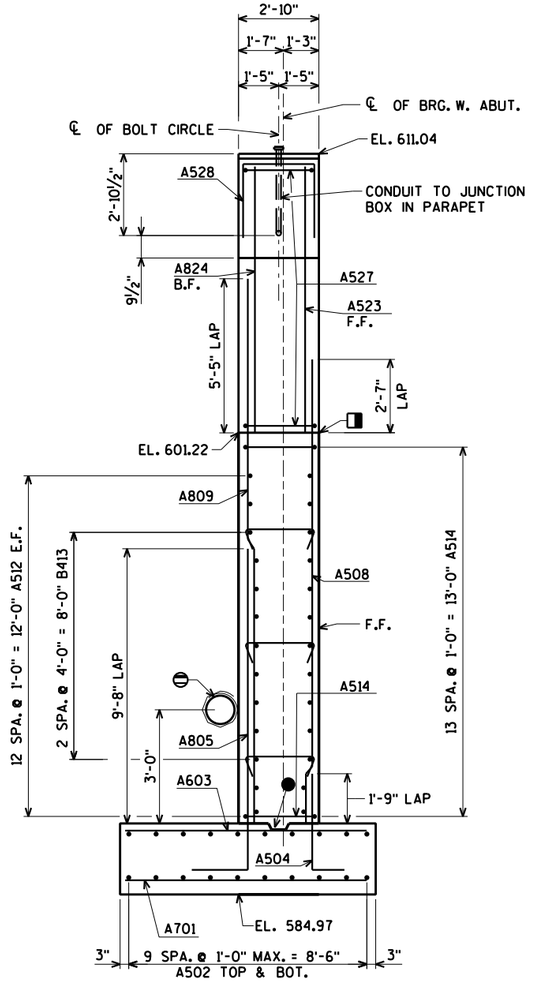
STATE PROJECT NUMBER

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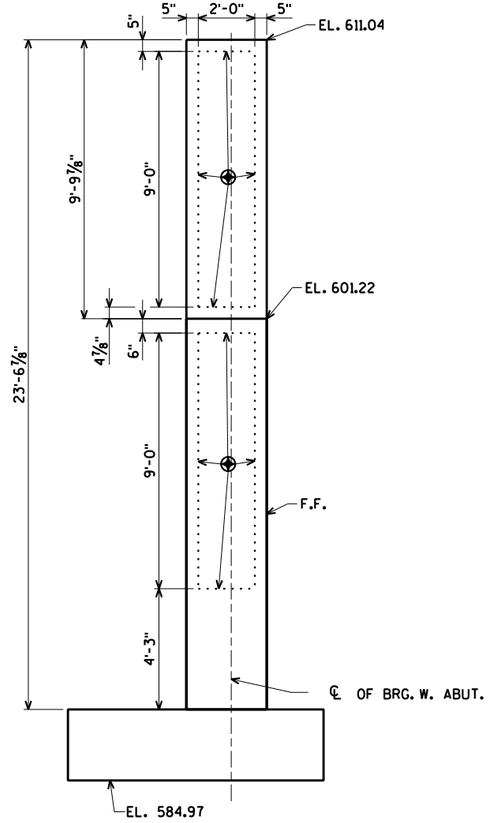
ELEVATION

(LOOKING WEST)



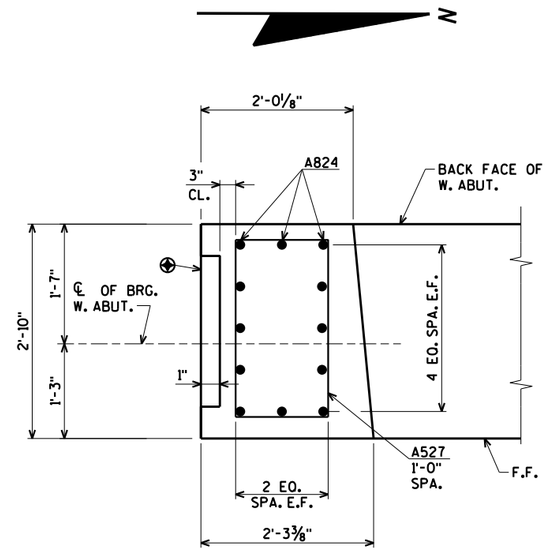
SECTION C

PILING NOT SHOWN FOR CLARITY



END VIEW

(LOOKING NORTH)



SECTION D

ALL BARS ARE A523 UNLESS OTHERWISE NOTED.

F.F. DENOTES FRONT FACE

E.F. DENOTES EACH FACE

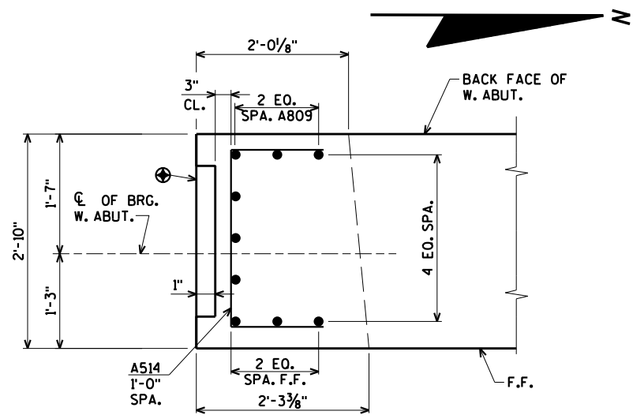
B.F. DENOTES BACK FACE

● KEYED CONST. JOINT - FORMED BY A SURFACED BEVELED 2" x 6"

⊕ LIMITS OF RECESS FOR MOSIAC PANELS. FOR DETAILS SEE SHEET 62

◨ 18" RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACKFACE OF ABUTMENT (COST IS INCIDENTAL TO BID ITEM "CONCRETE MASONRY BRIDGES" IF OPT. CONST. JOINT USED).

⊖ PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE.



SECTION E

ALL BARS ARE A508 UNLESS OTHERWISE NOTED.

NOTE: SEE SHEETS 6 & 13 FOR ABUTMENT BODY DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

DRAWN BY CJM | PLANS CK'D. AEB

SW LIGHT PILASTER

SHEET 9 OF 63

223

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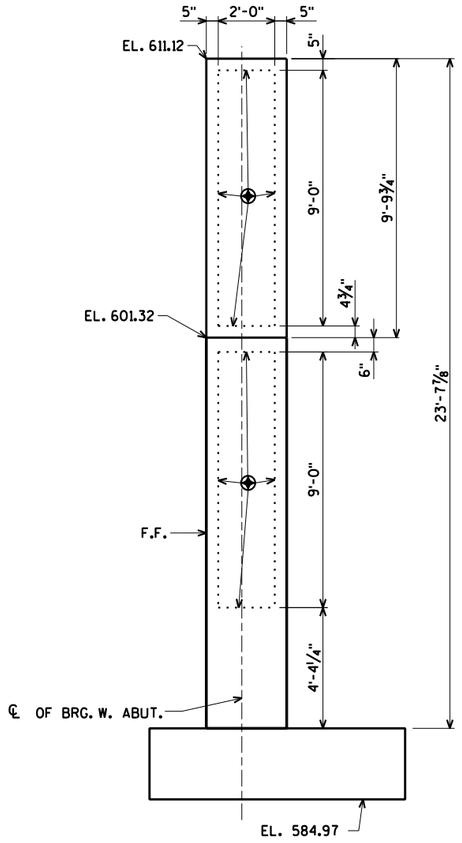
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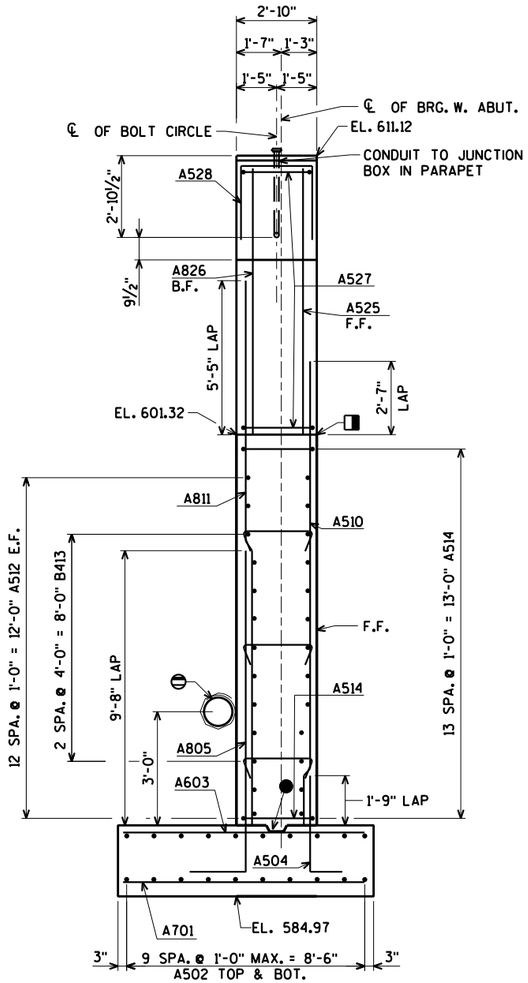
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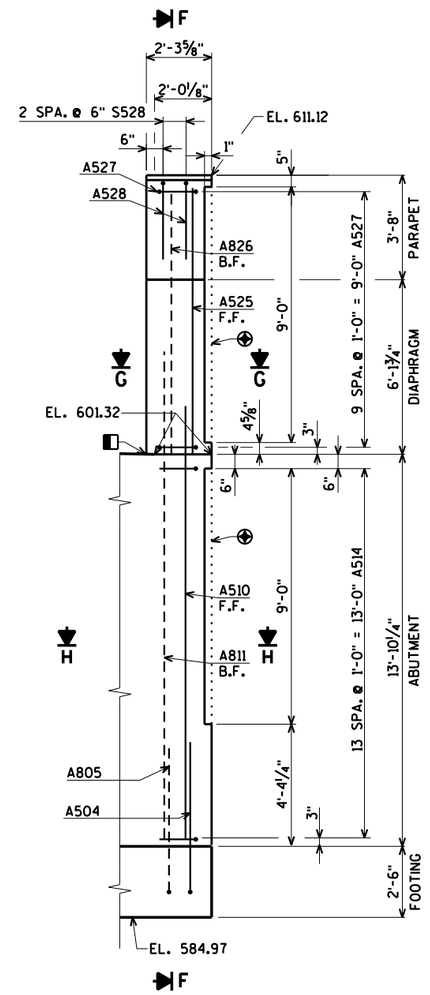
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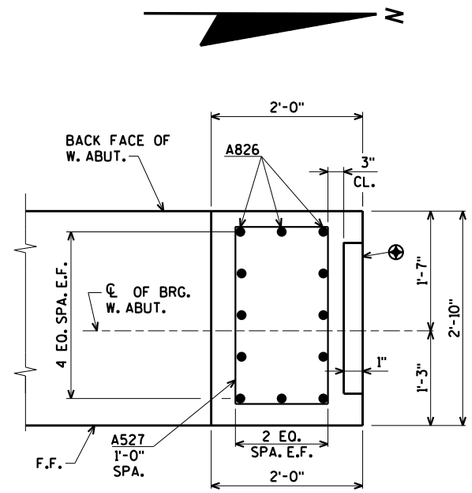
ELEVATION
(LOOKING SOUTH)



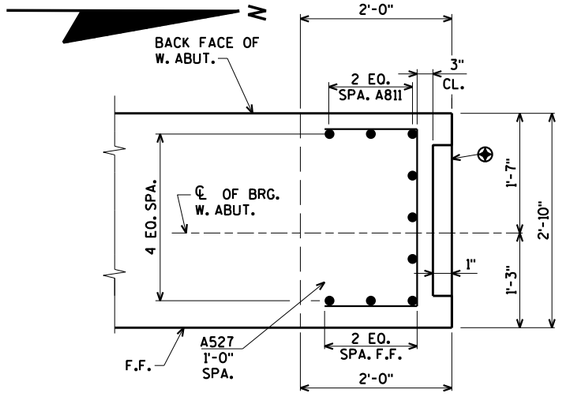
SECTION F
PILING NOT SHOWN FOR CLARITY



ELEVATION
(LOOKING WEST)



SECTION G
ALL BARS ARE A525 UNLESS OTHERWISE NOTED.



SECTION H
ALL BARS ARE A510 UNLESS OTHERWISE NOTED.

F.F. DENOTES FRONT FACE

E.F. DENOTES EACH FACE

B.F. DENOTES BACK FACE

● KEYED CONST. JOINT - FORMED BY A SURFACED BEVELED 2" x 6"

⊕ LIMITS OF RECESS FOR MOSIAC PANELS. FOR DETAILS SEE SHEET 62

◨ 18" RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACKFACE OF ABUTMENT (COST IS INCIDENTAL TO BID ITEM "CONCRETE MASONRY BRIDGES" IF OPT. CONST. JOINT USED).

⊖ PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE.

NOTE: SEE SHEETS 6 & 13 FOR ABUTMENT BODY DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

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NW LIGHT PILASTER

SHEET 10 OF 63
224

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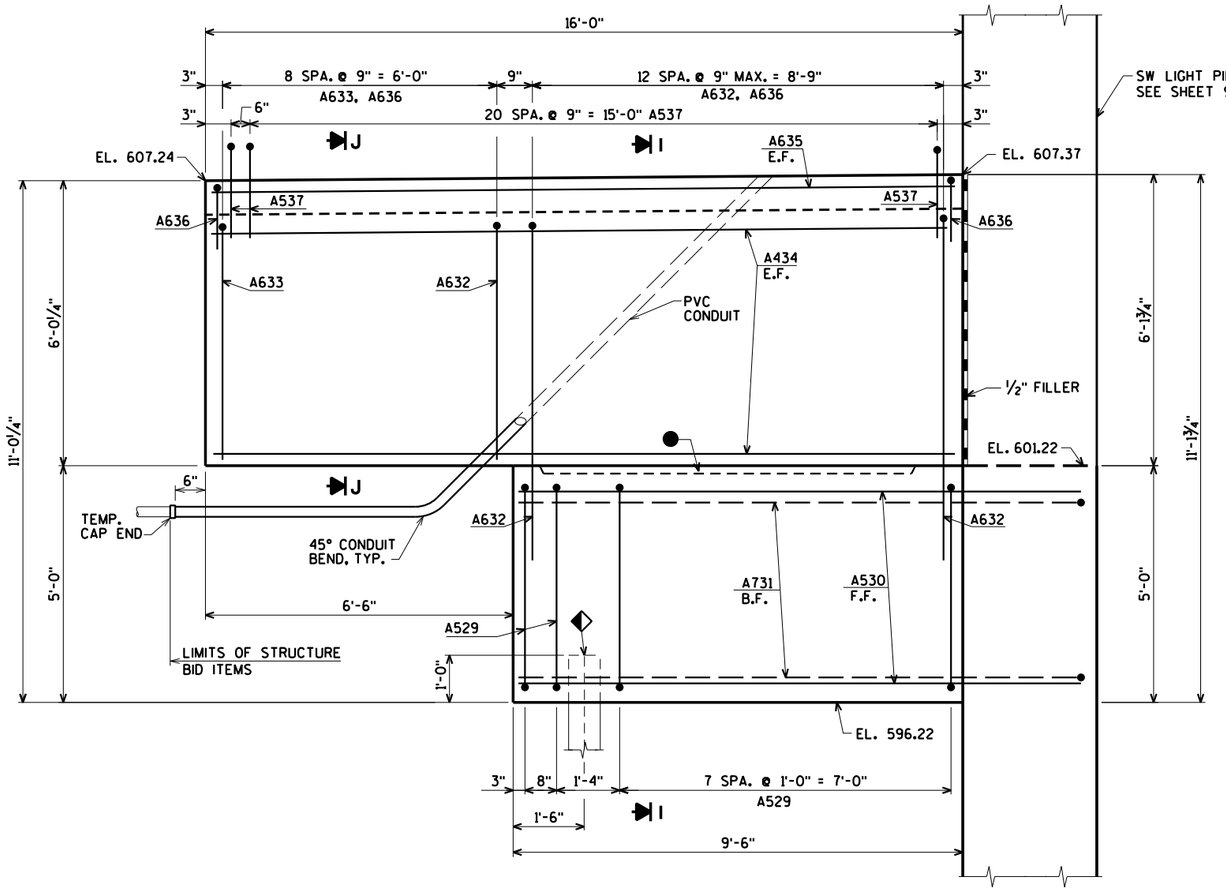
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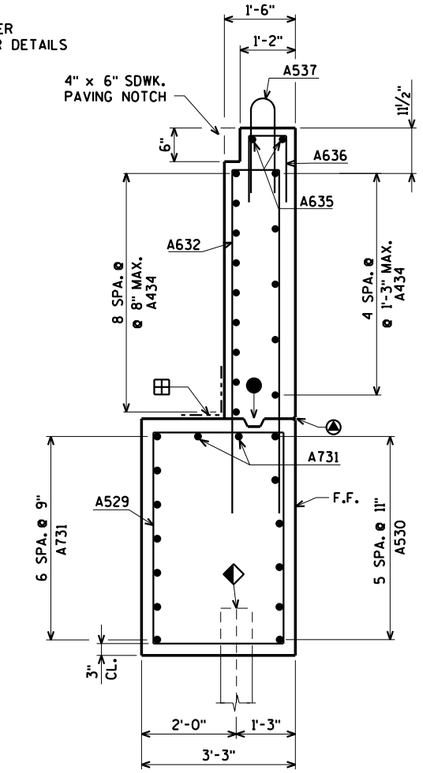
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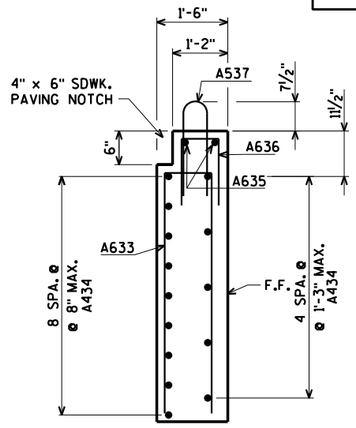
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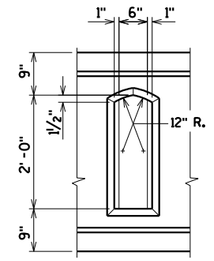
ELEVATION - WING 1



SECTION I



SECTION J



WINDOW DETAILS

LEGEND

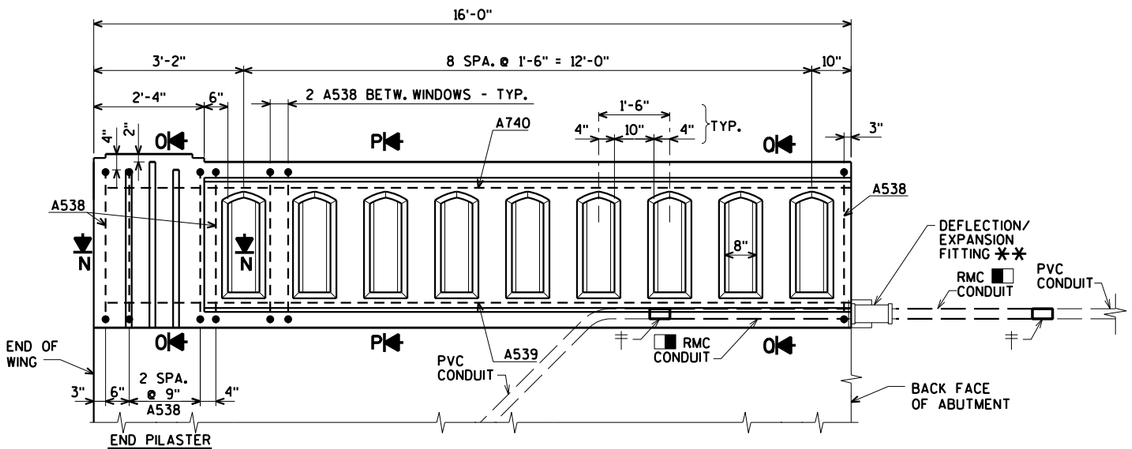
- USE 2" DIA. RIGID METALLIC (RMC) CONDUIT AT FITTINGS. PROVIDE RMC FOR 3'-0" MIN. ON EACH SIDE OF JOINT OPENINGS UNLESS NOTED OTHERWISE.
- NONMETALLIC CONDUIT TO METALLIC CONDUIT ADAPTER FITTING (UL OR NRTL LISTED FOR ELECTRICAL USE SHALL BE USED).
- SPONGE RUBBER WRAP TO BE AASHTO M153, TYPE 1 OR EQUIVALENT - ¼" MINIMUM THICKNESS. PROVIDE WRAP FOR THE ENTIRE LENGTH OF THE FITTING OR AS SHOWN. SPONGE RUBBER WRAP INCIDENTAL TO "CONDUIT RIGID METALLIC 2-INCH".
- POSITION MOVABLE END OF CONDUIT INSIDE EXPANSION FITTING, SUCH THAT IT WILL HAVE THE SAME ALLOWANCE FOR MOVEMENT (EXPANSION/CONTRACTION) AS THE EXPANSION DEVICE SET IN PLACE IN THE DECK BELOW IT. TAKE CARE TO INSTALL EXPANSION FITTING AND CONDUIT EXACTLY PARALLEL TO BRIDGE MOVEMENT.
- 2'-0" MIN. CONDUIT COVER UNDER ROADWAYS, 1'-6" OTHERWISE. CONDUIT COVER SHOULD NOT EXCEED 3'-0".
- ✳ EXPANSION FITTING REQUIREMENTS (IF USED):
  - 4" TOTAL MOVEMENT WITH BONDING JUMPER
  - 8" TOTAL MOVEMENT WITH BONDING JUMPER
- ✳✳ DEFLECTION/EXPANSION FITTING REQUIREMENTS (IF USED):
  - UP TO ¾" CONDUIT CONTRACTION OR EXPANSION AND UP TO 30° OF ANGULAR MISALIGNMENT IN ANY DIRECTION WITH BONDING JUMPER
- HORIZ. CONST. JOINT - STRIKE OFF AS SHOWN AND LEAVE ROUGH.
- ¾" "V" GROOVE ON FRONT FACE OF WINGWALL.
- OPT. KEYED CONST. JOINT - FORMED BY A SURFACED BEVELED 2" x 6".
- 18" RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACKFACE OF ABUTMENT (COST IS INCIDENTAL TO BID ITEM "CONCRETE MASONRY BRIDGES" IF OPT. CONST. JOINT USED).
- WING TO BE SUPPORTED ON HP 10" x 42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE. ESTIMATED LENGTH 25'-0".

FOR PILE SPLICE DETAIL SEE SHEET 2.

F.F. DENOTES FRONT FACE

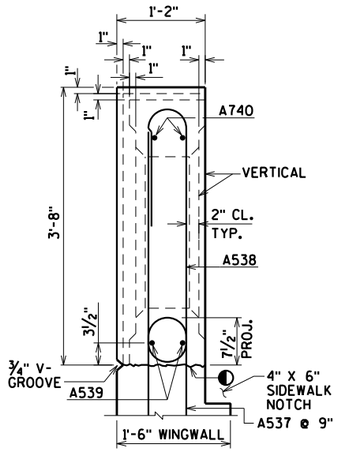
E.F. DENOTES EACH FACE

B.F. DENOTES BACK FACE



ELEVATION OF PARAPET ON WING 1

LOOKING NORTH



SECTION O

FOR SECTIONS N, P, AND O, SEE SHEET 58.

SEE SHEET 59 FOR CONDUIT EXPANSION/DEFLECTION FITTING DETAIL.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

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WING 1
DETAILS

SHEET 11 OF 63
225

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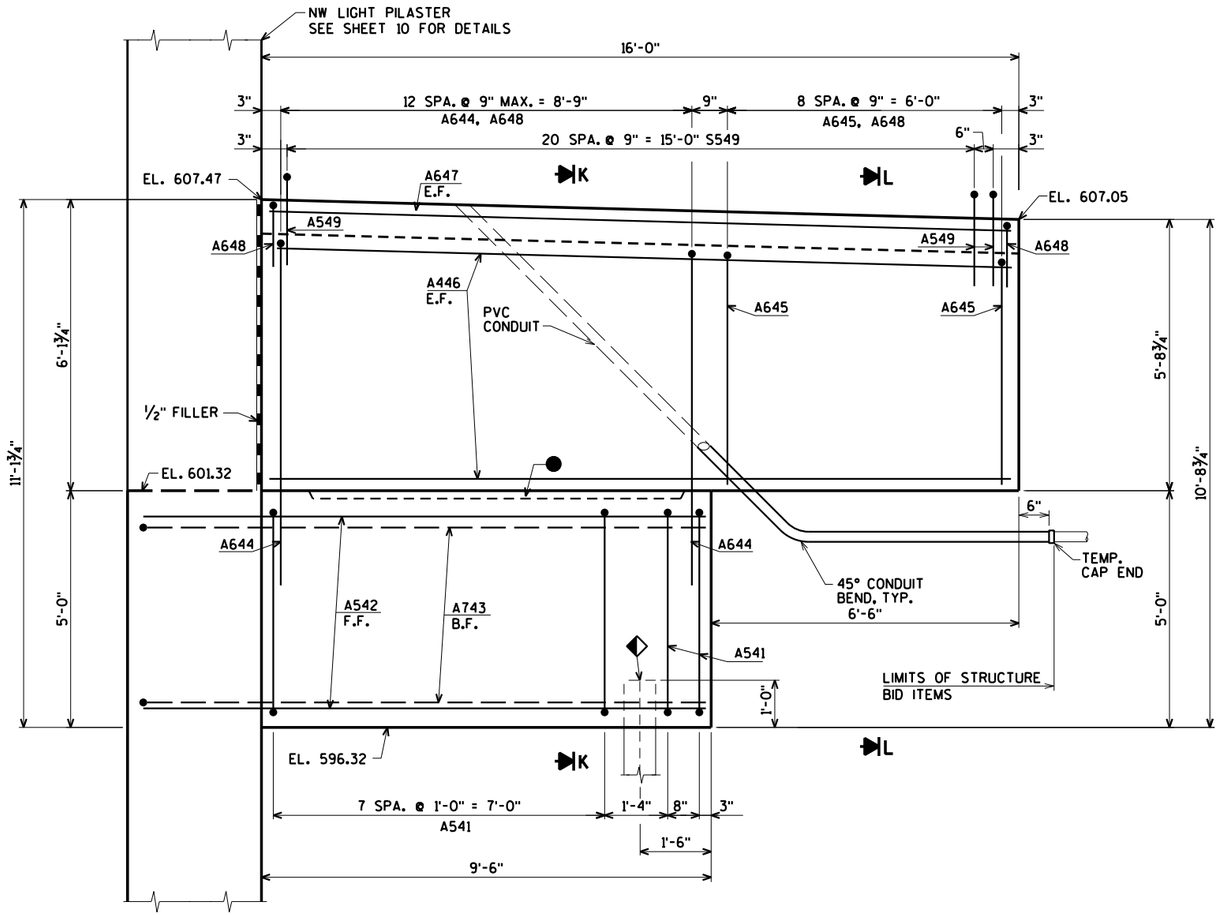
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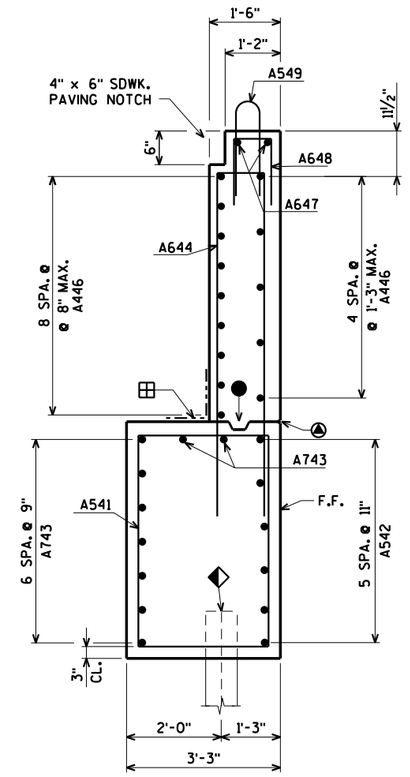
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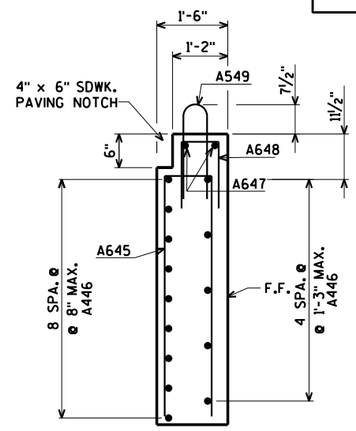
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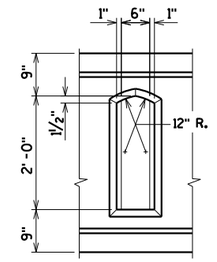
ELEVATION - WING 2



SECTION K



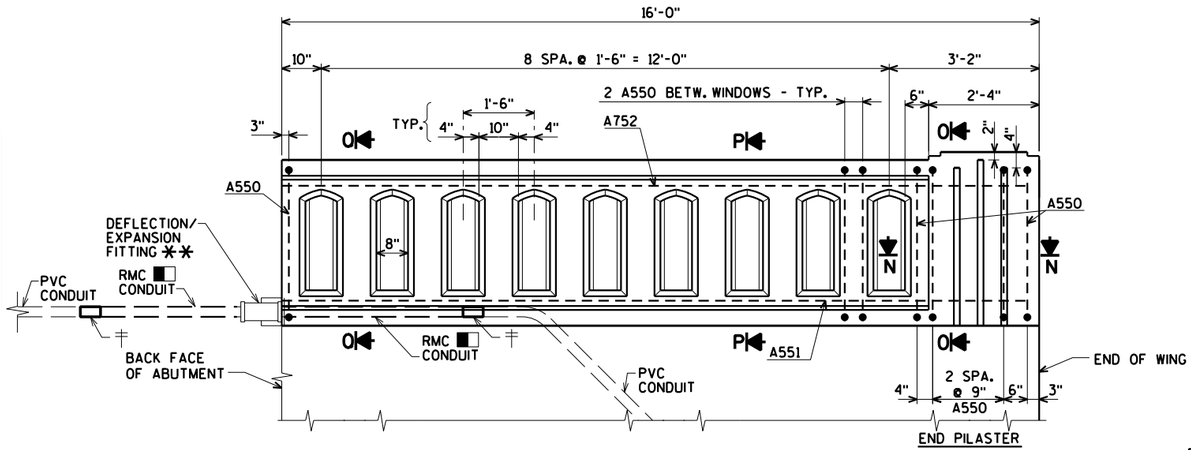
SECTION L



WINDOW DETAILS

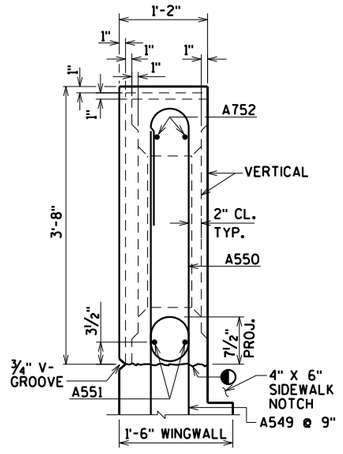
LEGEND

- USE 2" DIA. RIGID METALLIC (RMC) CONDUIT AT FITTINGS. PROVIDE RMC FOR 3'-0" MIN. ON EACH SIDE OF JOINT OPENINGS UNLESS NOTED OTHERWISE.
- NONMETALLIC CONDUIT TO METALLIC CONDUIT ADAPTER FITTING (UL OR NRTL LISTED FOR ELECTRICAL USE SHALL BE USED).
- SPONGE RUBBER WRAP TO BE AASHTO M153, TYPE 1 OR EQUIVALENT - ¼" MINIMUM THICKNESS. PROVIDE WRAP FOR THE ENTIRE LENGTH OF THE FITTING OR AS SHOWN. SPONGE RUBBER WRAP INCIDENTAL TO "CONDUIT RIGID METALLIC 2-INCH".
- POSITION MOVABLE END OF CONDUIT INSIDE EXPANSION FITTING, SUCH THAT IT WILL HAVE THE SAME ALLOWANCE FOR MOVEMENT (EXPANSION/CONTRACTION) AS THE EXPANSION DEVICE SET IN PLACE IN THE DECK BELOW IT. TAKE CARE TO INSTALL EXPANSION FITTING AND CONDUIT EXACTLY PARALLEL TO BRIDGE MOVEMENT.
- 2'-0" MIN. CONDUIT COVER UNDER ROADWAYS, 1'-6" OTHERWISE. CONDUIT COVER SHOULD NOT EXCEED 3'-0".
- ✱ EXPANSION FITTING REQUIREMENTS (IF USED):
  - 4" TOTAL MOVEMENT WITH BONDING JUMPER
  - 8" TOTAL MOVEMENT WITH BONDING JUMPER
- ✱✱ DEFLECTION/EXPANSION FITTING REQUIREMENTS (IF USED):
  - UP TO ¾" CONDUIT CONTRACTION OR EXPANSION AND UP TO 30° OF ANGULAR MISALIGNMENT IN ANY DIRECTION WITH BONDING JUMPER



ELEVATION OF PARAPET ON WING 2

LOOKING SOUTH



SECTION O

FOR SECTIONS N, P, AND O, SEE SHEET 58.

SEE SHEET 59 FOR CONDUIT EXPANSION/DEFLECTION FITTING DETAIL.

- ◐ HORIZ. CONST. JOINT - STRIKE OFF AS SHOWN AND LEAVE ROUGH.
- ◭ ¾" "V" GROOVE ON FRONT FACE OF WINGWALL.
- ● OPT. KEYED CONST. JOINT - FORMED BY A SURFACED BEVELED 2" x 6".
- ⊞ 18" RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACKFACE OF ABUTMENT (COST IS INCIDENTAL TO BID ITEM "CONCRETE MASONRY BRIDGES" IF OPT. CONST. JOINT USED).
- ◆ WING TO BE SUPPORTED ON HP 10" x 42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE. ESTIMATED LENGTH 25'-0".

FOR PILE SPLICE DETAIL SEE SHEET 3.

F.F. DENOTES FRONT FACE

E.F. DENOTES EACH FACE

B.F. DENOTES BACK FACE

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STRUCTURE B-51-155

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WING 2
DETAILS

SHEET 12 OF 63
226

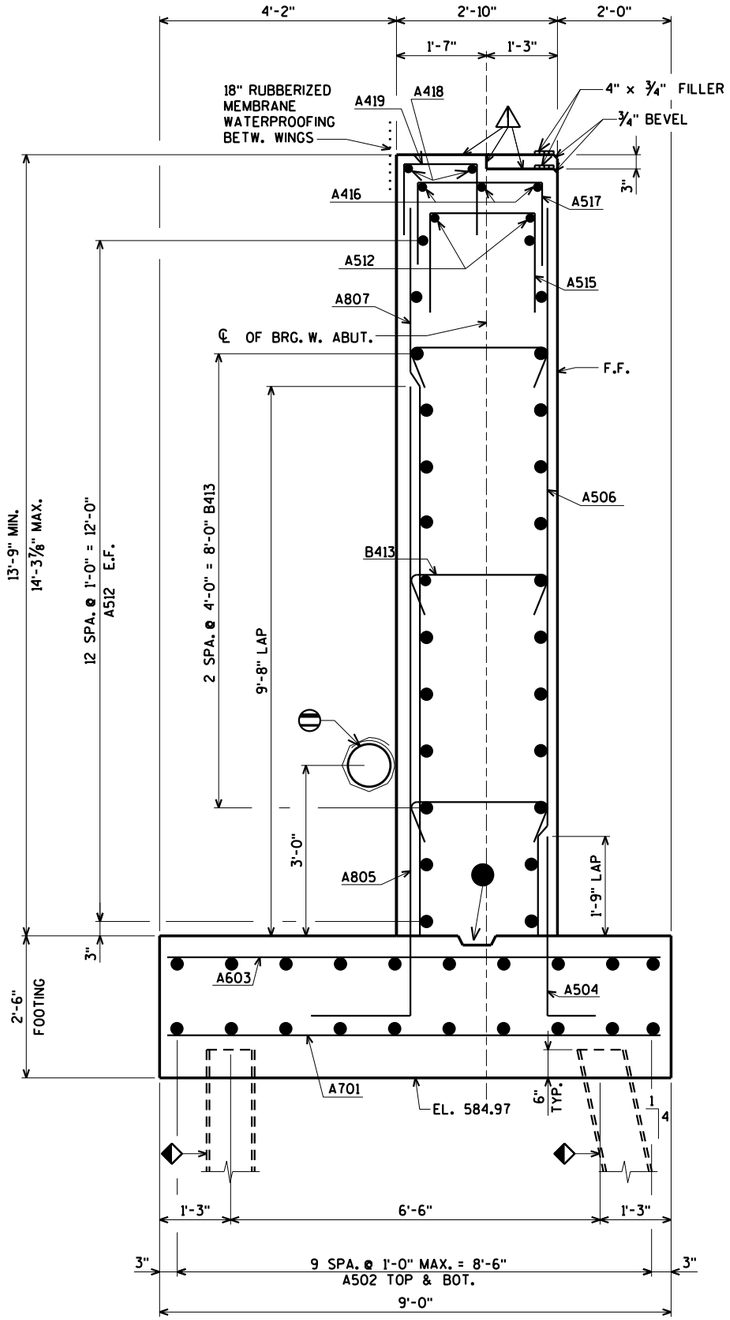
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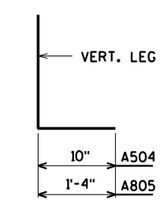
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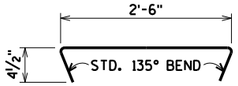
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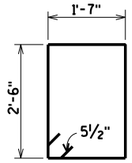


SECTION A
(ABUTMENT BODY)

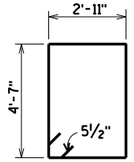




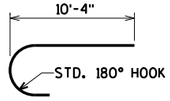
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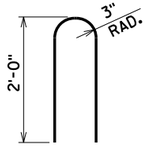
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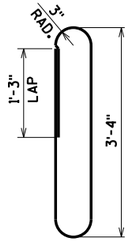
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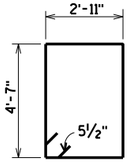
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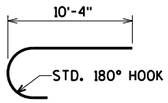
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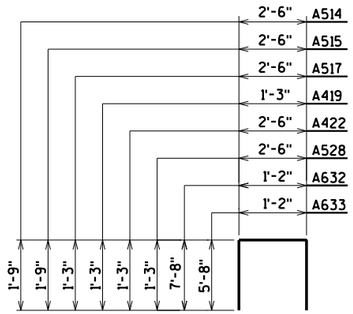
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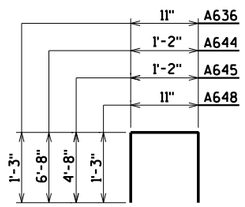


A541



A743





◆ ABUTMENT TO BE SUPPORTED ON HP 10" x 42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE. ESTIMATED LENGTH 25'-0".

⚠ STEEL TROWEL TOP SURFACE OF ABUTMENT. PLACE MULTIPLE LAYERS OF POLYETHELENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING FILLER AND SUPERSTRUCTURE. TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03".

● KEYED CONST. JOINT - FORMED BY A SURFACED BEVELED 2" x 6"

⊖ PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE.

STATE PROJECT NUMBER

2703-00-72

BILL OF BARS

BAR NO.	COATED BAR	NO. REQ'D.	LENGTH	BENT BAR	BUNDLED BAR	SERIES	7,400* COATED 7,680* UNCOATED LOCATION
A701		79	8-8				FOOTING TRANS. BOT.
A502		40	30-6				FOOTING LONGIT.
A603		60	8-8				FOOTING TRANS. TOP
A504		71	4-5	X			FOOTING DOWEL F.F.
A805		79	12-9	X			FOOTING DOWEL B.F.
A506	X	71	13-4				BODY VERT. F.F.
A807	X	41	13-6				BODY VERT. B.F.
A508	X	9	16-4				SW PILASTER VERT. F.F.
A809	X	3	19-2				SW PILASTER VERT. B.F.
A510	X	9	16-6				NW PILASTER VERT. F.F.
A811	X	3	19-3				NW PILASTER VERT B.F.
A512	X	28	30-6				BODY HORIZ. E.F.
A413	X	45	3-1	X			BODY HORIZ. TIES.
A514	X	28	5-9	X			PILASTER HORIZ. STIRRUPS BOT.
A515	X	55	5-9	X			BODY VERT. TOP
A416	X	3	21-0				BODY HORIZ. TOP
A517	X	22	4-9	X			BODY VERT. TOP
A418	X	4	30-6				BODY HORIZ. TOP NOTCH
A419	X	30	3-7	X			BODY VERT. TOP NOTCH
A420	X	1	5-2				BODY HORIZ. TOP SW END
A421	X	1	4-4				BODY HORIZ. TOP NW END
A422	X	8	4-10	X			BODY VERT. TOP ENDS
A523	X	9	9-5				SW PILASTER VERT.
A824	X	3	9-5				SW PILASTER VERT. B.F.
A525	X	9	9-5				NW PILASTER VERT.
A826	X	3	9-5				NW PILASTER VERT. B.F.
A527	X	20	8-9	X			PILASTER HORIZ. STIRRUPS TOP
A528	X	6	4-10	X			PILASTER VERT. TOP
A529		10	15-7	X			WING 1 VERT.
A530		6	12-0				WING 1 HORIZ. F.F.
A731		9	11-4	X			WING 1 HORIZ.
A632		13	16-2	X			WING 1 VERT.
A633	X	9	12-2	X			WING 1 VERT.
A434	X	14	15-8				WING 1 HORIZ. E.F.
A635	X	2	15-8				WING 1 HORIZ. TOP
A636	X	22	3-1	X			WING 1 VERT. TOP
A537	X	22	4-4	X			WING 1 PARAPET DOWEL
A538	X	22	8-6	X			WING 1 PARAPET VERT.
A539	X	2	15-8				WING 1 PARAPET HORIZ. BOT.
A740	X	2	15-8				WING 1 PARAPET HORIZ. TOP
A541		10	15-7	X			WING 2 VERT.
A542		6	12-0				WING 2 HORIZ. F.F.
A743		9	11-4	X			WING 2 HORIZ.
A644	X	13	14-2	X			WING 2 VERT.
A645	X	9	10-2	X			WING 2 VERT.
A446	X	14	15-8				WING 2 HORIZ. E.F.
A647	X	2	15-8				WING 2 HORIZ. TOP
A648	X	22	3-1	X			WING 2 VERT. TOP
A549	X	22	4-4	X			WING 2 PARAPET DOWEL
A550	X	22	8-6	X			WING 2 PARAPET VERT.
A551	X	2	15-8				WING 2 PARAPET HORIZ. BOT.
A752	X	2	15-8				WING 2 PARAPET HORIZ. TOP

BENDING DIMENSIONS ARE OUT TO OUT OF BARS.

FOR LOCATION OF SECTION A SEE SHEET 6.

B.F. DENOTES BACK FACE

E.F. DENOTES EACH FACE

F.F. DENOTES FRONT FACE

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

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WEST ABUTMENT DETAILS AND BILL OF BARS

SHEET 13 OF 63
227

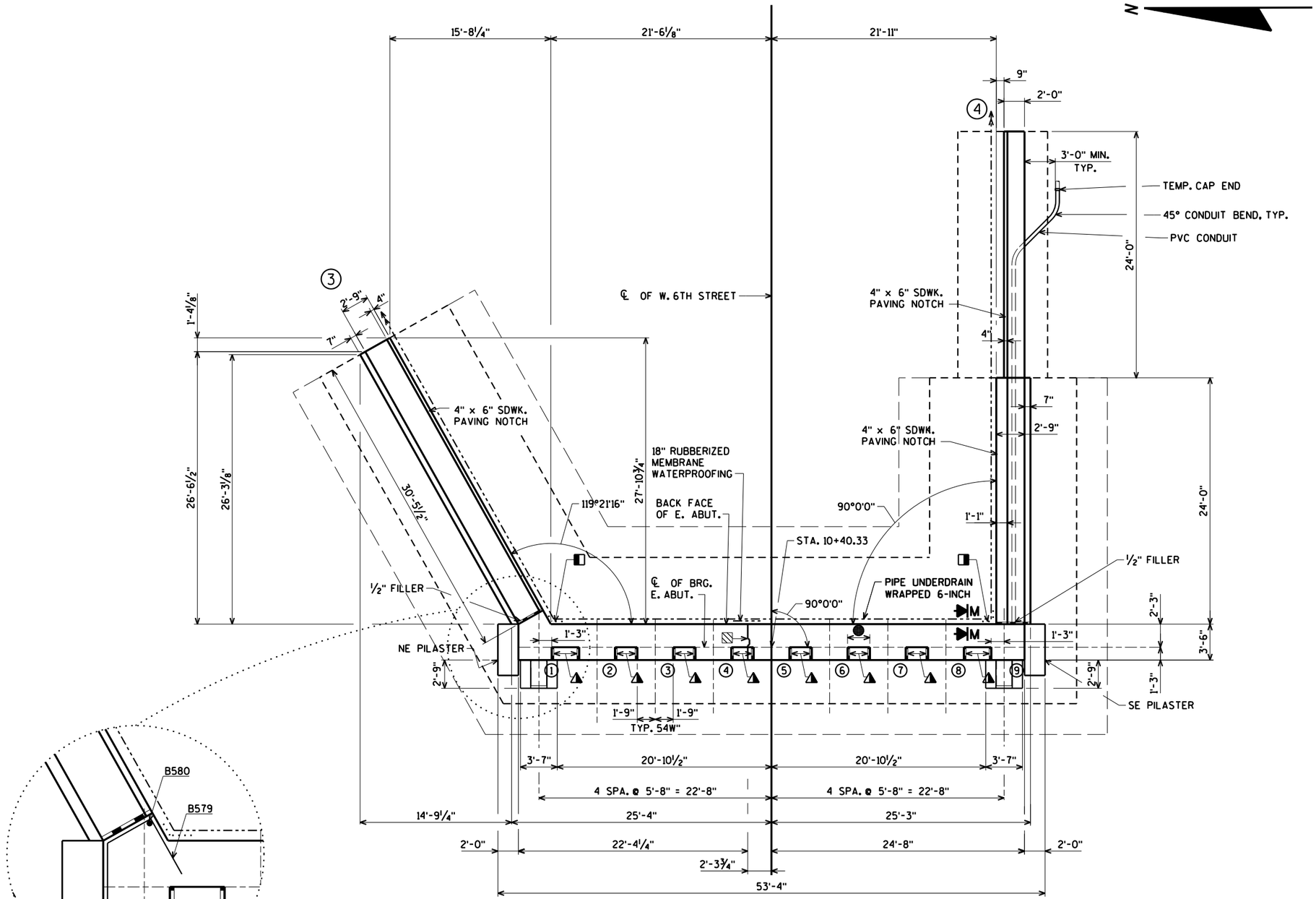
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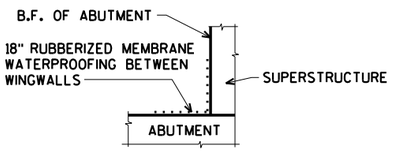
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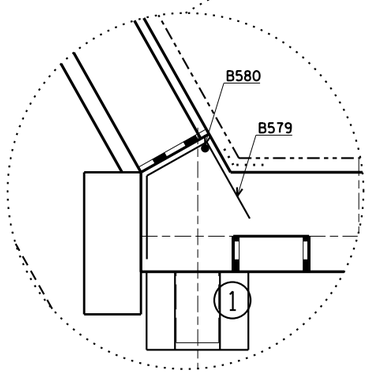
STATE PROJECT NUMBER
2703-00-72



PLAN



SECTION M



WING 3 NOTCH DETAIL

- ● 2'-2" INTERIOR 2'-8" EXTERIOR
- ◨ VERTICAL 18" RUBBERIZED MEMBRANE WATERPROOFING TO EXTEND FROM BRIDGE SEAT TO TOP OF WING WALL.
- ◭ ¾" CORK FILLER ON VERTICAL FACE ONLY.
- ▨ VERT. CONST. JT. - KEYWAY FORMED BY A SURFACED BEVELED 2" x 8". BEVEL EXPOSED EDGES ¾". FOR ALTERNATE CONST. JT. DETAILS SEE SHEET 28

B.F. DENOTES BACK FACE

NO.	DATE	REVISION	BY

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STRUCTURE B-51-155

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EAST ABUTMENT

SHEET 14 OF 63
228

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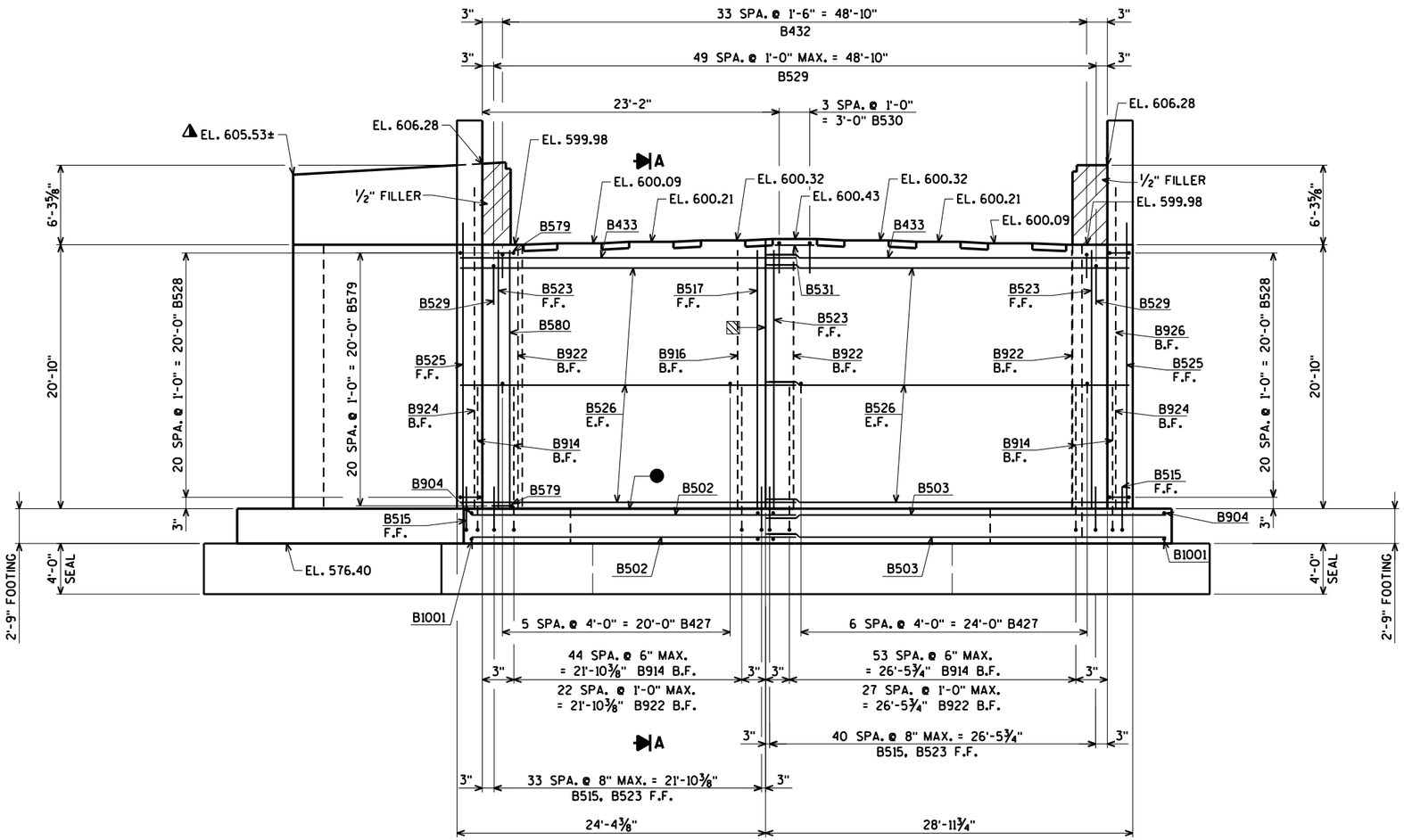
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NOTE:
SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE).

NOTE: SEE SHEETS 20 & 21 FOR PILASTER DETAILS.

STATE PROJECT NUMBER

2703-00-72



ELEVATION

(LOOKING EAST)

NOTE: ABUT. ARCH SEAT PEDESTALS NOT SHOWN FOR CLARITY

⚠ MATCH TOP OF WING INTO EXISTING RETAINING WALL. (SIDEWALK PLANS LIST EL. 605.53 AT TIP OF WING)

▨ VERT. CONST. JT. - KEYWAY FORMED BY A SURFACED BEVELED 2" x 8". BEVEL EXPOSED EDGES ¾". FOR ALTERNATE CONST. JT. DETAILS SEE SHEET 28

● KEYED CONST. JOINT - FORMED BY A SURFACED BEVELED 2" x 6".

FOR WING DETAILS, SEE SHEETS 23 & 24

FOR SECTION A, SEE SHEET 19

B.F. DENOTES BACK FACE

E.F. DENOTES EACH FACE

F.F. DENOTES FRONT FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
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STRUCTURE B-51-155

DRAWN BY CJM | PLANS CK'D. AEB

EAST ABUTMENT ELEVATION

SHEET 15 OF 63

229

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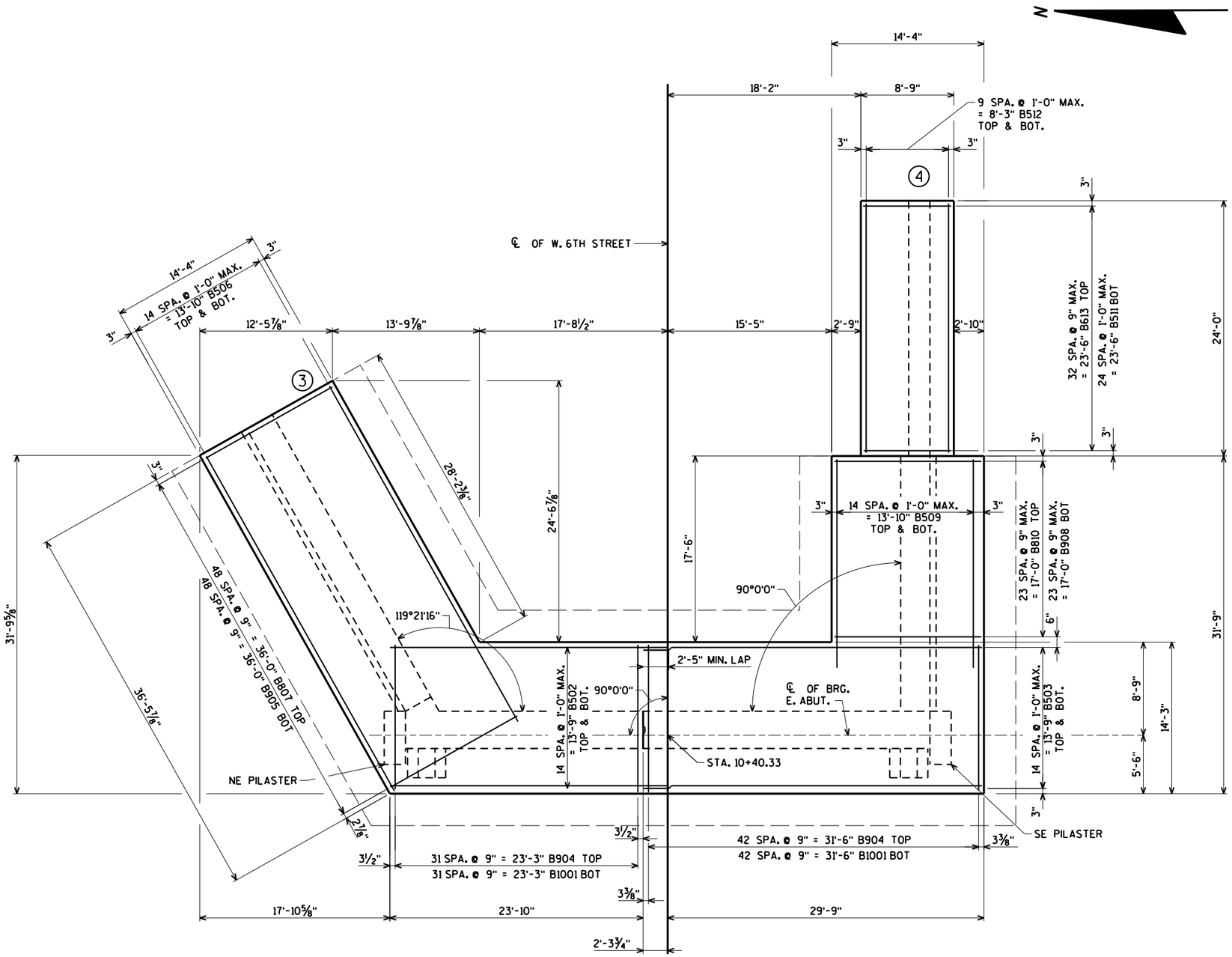
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FOOTING PLAN

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STRUCTURE B-51-155

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EAST ABUTMENT FOOTING PLAN

SHEET 16 OF 63
230

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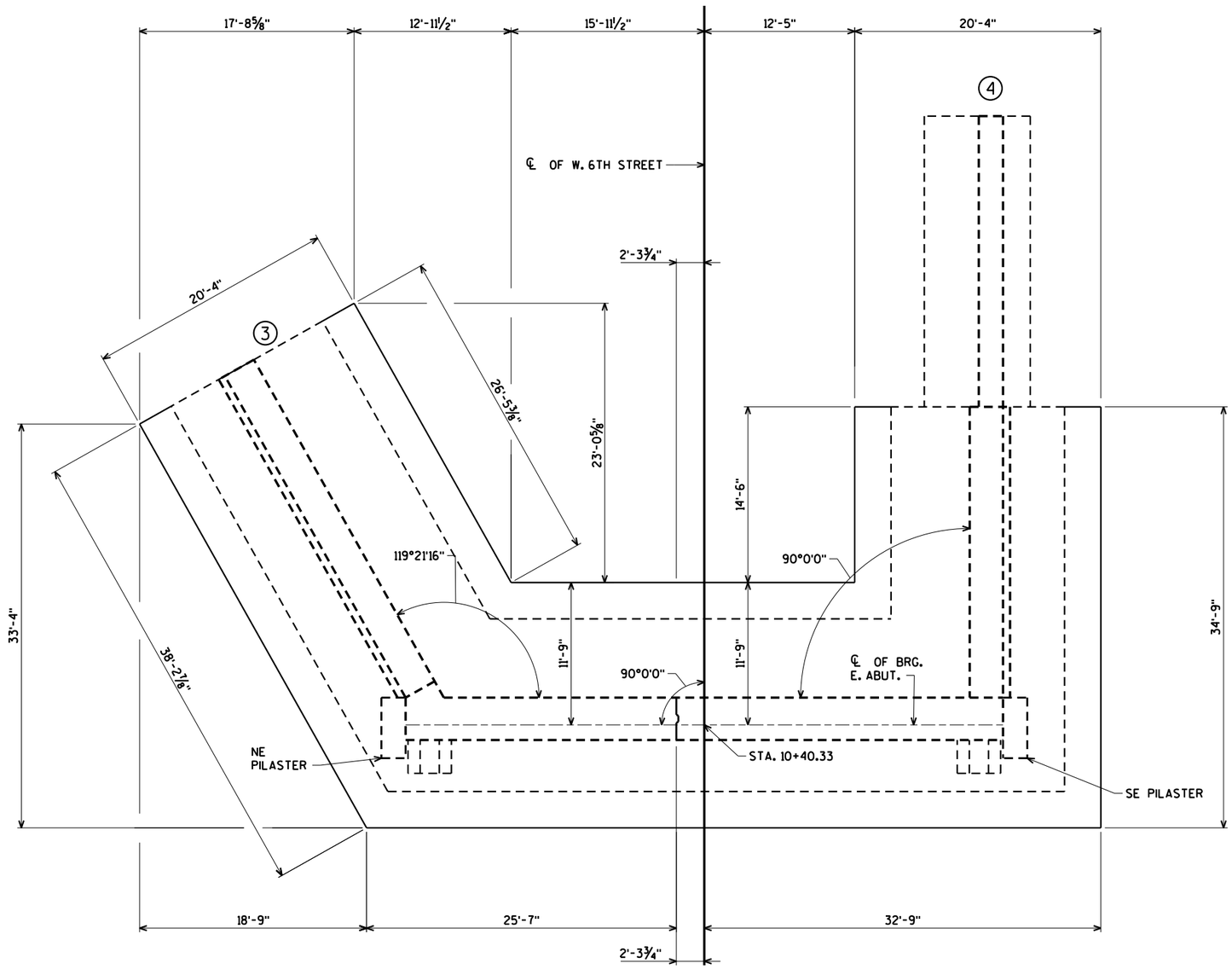
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SEAL PLAN

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STRUCTURE B-51-155

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EAST
ABUTMENT
SEAL PLAN

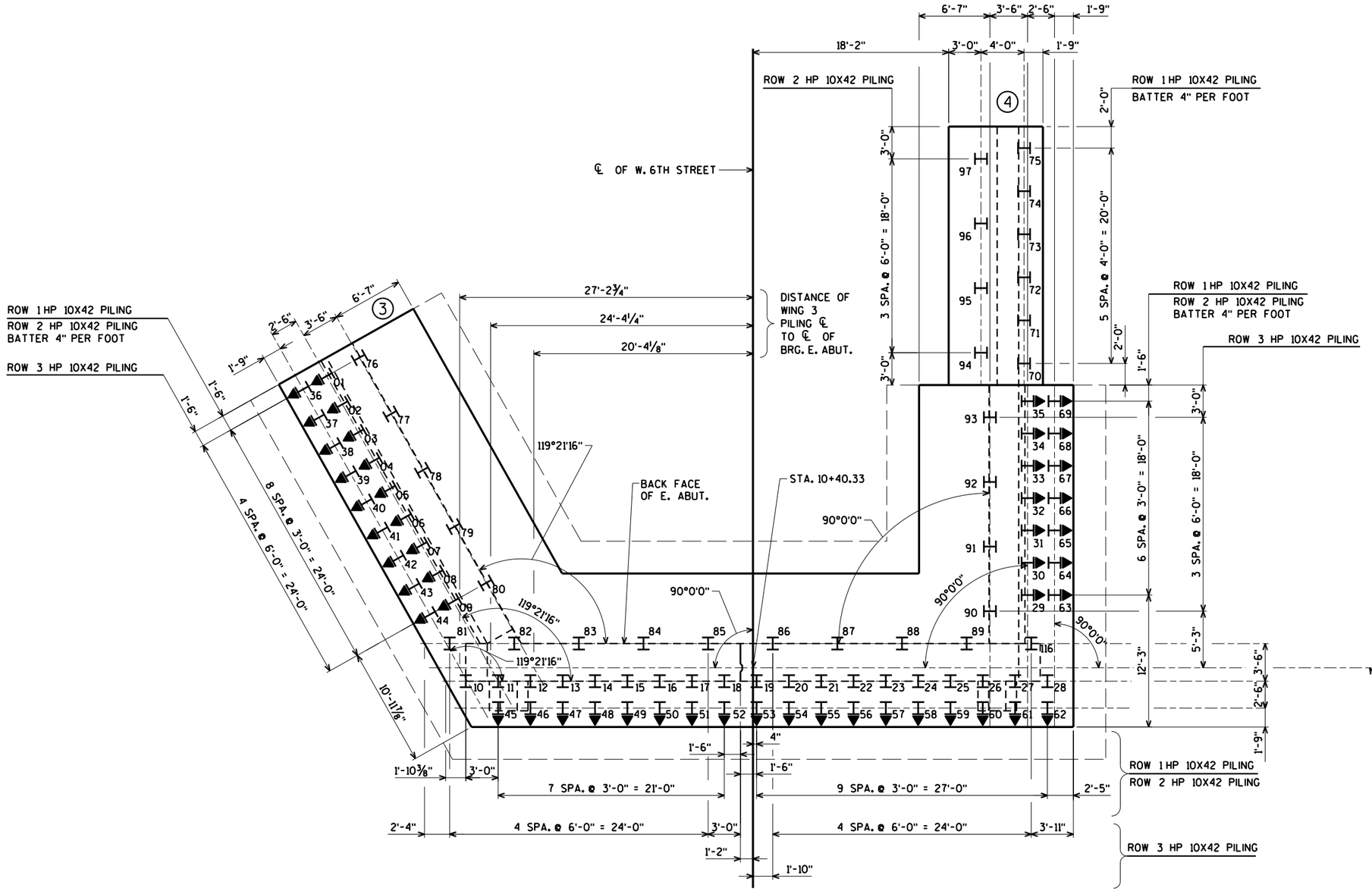
SHEET 17 OF 63
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PILE LAYOUT

ABUTMENT TO BE SUPPORTED ON HP 10" x 42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE. ESTIMATED LENGTH 40'-0".

FOR PILE SPLICE DETAIL SEE SHEET 3.

DENOTES BATTERED PILES. BATTER 4" PER FOOT IN DIRECTION SHOWN.

EXCAVATE OR FILL TO BOTTOM OF FOOTING BEFORE DRIVING PILES.

DRIVE PILES 70 THRU 75 AND 94 THRU 97 AFTER FILL IS IN PLACE.

EXISTING ADJACENT RETAINING WALLS NOT SHOWN FOR CLARITY

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

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EAST ABUTMENT PILE LAYOUT

SHEET 18 OF 63
232

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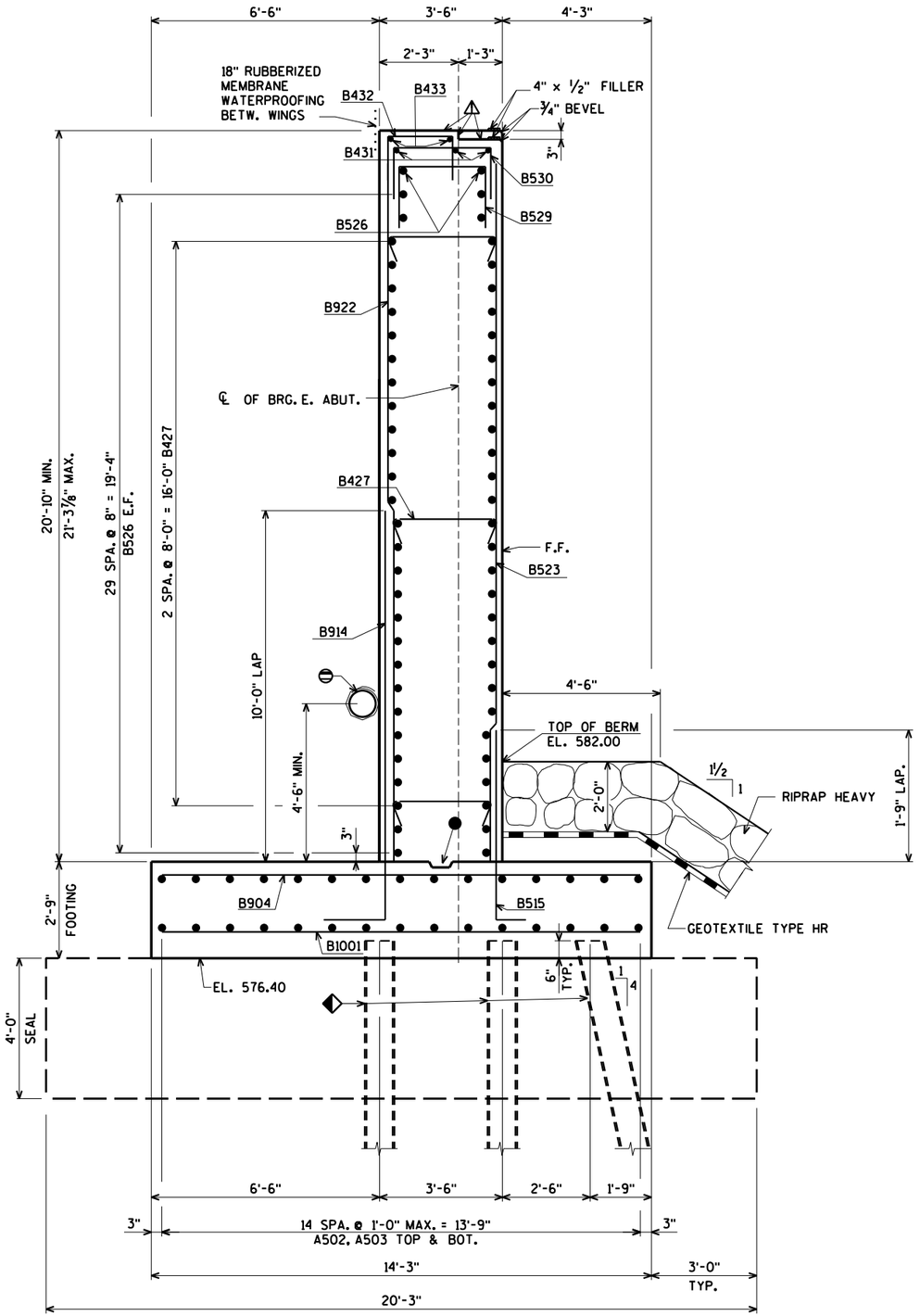
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STATE PROJECT NUMBER

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SECTION A
(ABUTMENT BODY)

◆ ABUTMENT TO BE SUPPORTED ON HP 10" ϕ x 42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE. ESTIMATED LENGTH 40'-0".

⚠ STEEL TROWEL TOP SURFACE OF ABUTMENT. PLACE MULTIPLE LAYERS OF POLYETHELENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING FILLER AND SUPERSTRUCTURE. TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03".

● KEYED CONST. JOINT - FORMED BY A SURFACED BEVELED 2" x 6"

⊖ PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE.

NOTE:

FOR LOCATION OF SECTION A
SEE SHEET 15

B.F. DENOTES BACK FACE

E.F. DENOTES EACH FACE

F.F. DENOTES FRONT FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

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EAST ABUTMENT DETAILS

SHEET 19 OF 63
233

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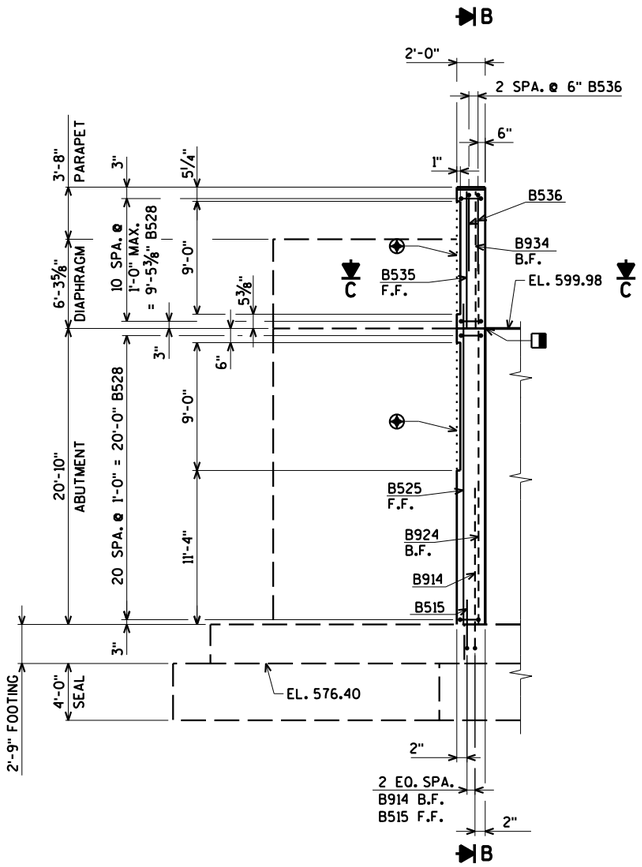
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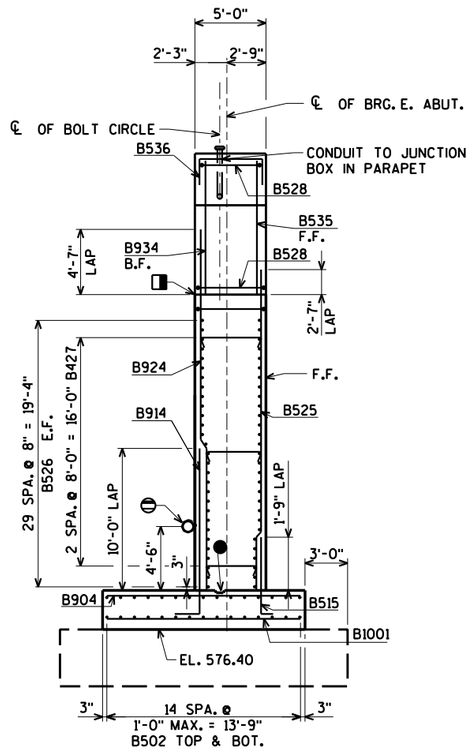
STATE PROJECT NUMBER

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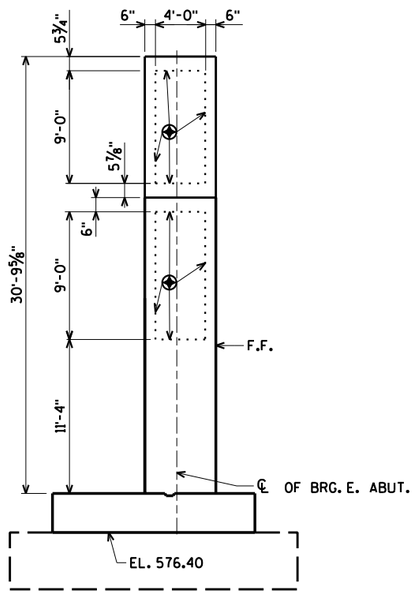
ELEVATION

(LOOKING EAST)



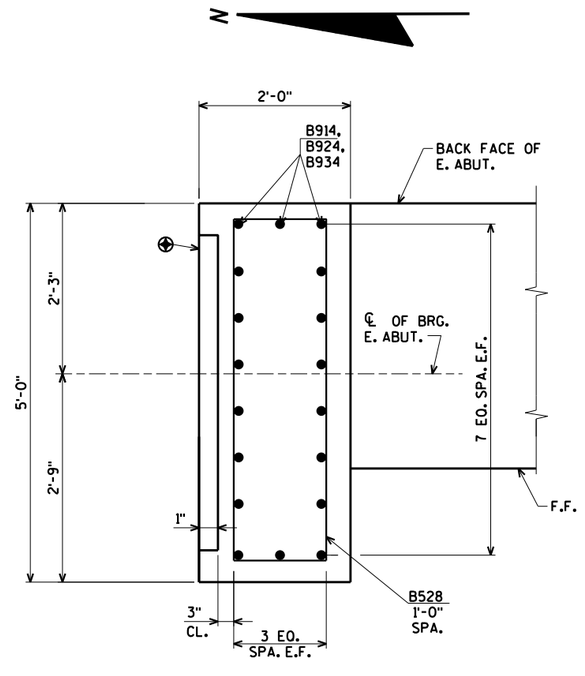
SECTION B

PILING NOT SHOWN FOR CLARITY



END VIEW

(LOOKING SOUTH)



SECTION C

ALL BARS ARE B525, B535 UNLESS OTHERWISE NOTED.

NOTE:
SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE).

NOTE: SEE SHEETS 15 & 19 FOR ABUTMENT BODY DETAILS.

⊖ PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE.

⊕ LIMITS OF RECESS FOR MOSIAC PANELS. FOR DETAILS SEE SHEET 62

◨ 18" RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACKFACE OF ABUTMENT (COST IS INCIDENTAL TO BID ITEM "CONCRETE MASONRY BRIDGES" IF OPT. CONST. JOINT USED).

● KEYED CONST. JOINT - FORMED BY A SURFACED BEVELED 2" x 6".

FOR WING DETAILS, SEE SHEETS 23 & 24

B.F. DENOTES BACK FACE

E.F. DENOTES EACH FACE

F.F. DENOTES FRONT FACE

ORIGINAL PLANS PREPARED BY

AYRES 3433 Oakwood Hills Parkway Eau Claire, WI 54701 www.AyresAssociates.com

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

DRAWN BY CJM | PLANS CK'D. AEB

NE LIGHT PILASTER

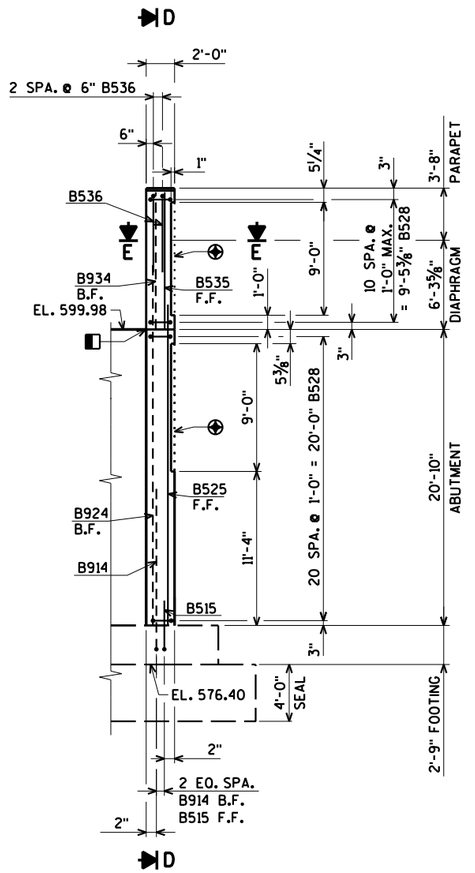
SHEET 20 OF 63
234

8

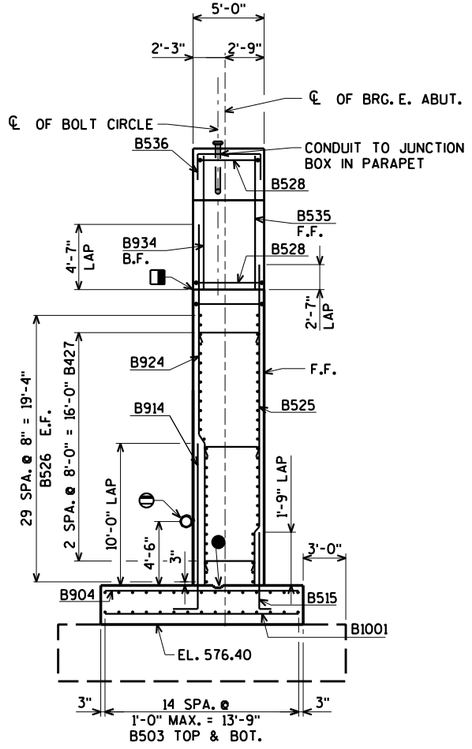
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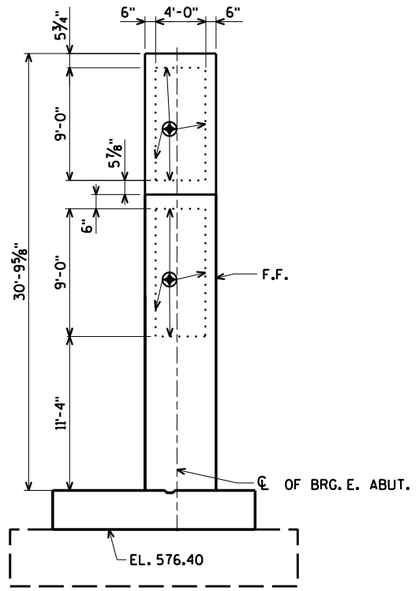
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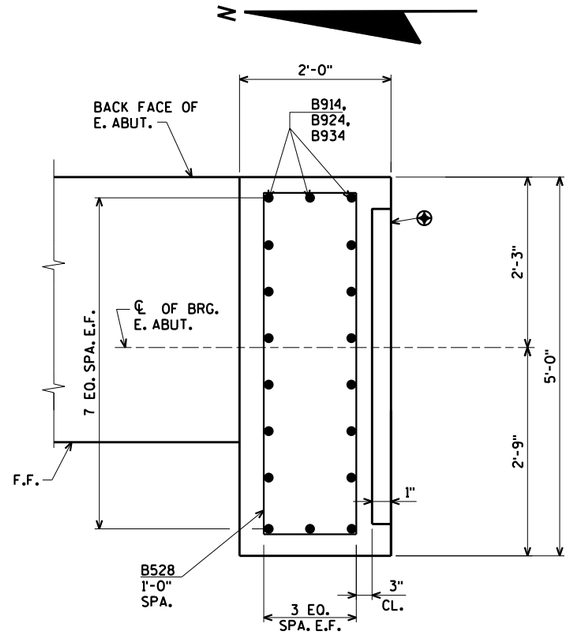
ELEVATION
(LOOKING EAST)



SECTION D
PILING NOT SHOWN FOR CLARITY



END VIEW
(LOOKING NORTH)



SECTION E
ALL BARS ARE B525, B535 UNLESS OTHERWISE NOTED.

⊖ PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE.

⊕ LIMITS OF RECESS FOR MOSIAC PANELS. FOR DETAILS SEE SHEET 62

◨ 18" RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACKFACE OF ABUTMENT (COST IS INCIDENTAL TO BID ITEM "CONCRETE MASONRY BRIDGES" IF OPT. CONST. JOINT USED).

● KEYED CONST. JOINT - FORMED BY A SURFACED BEVELED 2" x 6".

FOR WING DETAILS, SEE SHEETS 23 & 24

B.F. DENOTES BACK FACE

E.F. DENOTES EACH FACE

F.F. DENOTES FRONT FACE

NOTE:
SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE).

NOTE: SEE SHEETS 15 & 19 FOR ABUTMENT BODY DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

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SE LIGHT PILASTER

SHEET 21 OF 63
235

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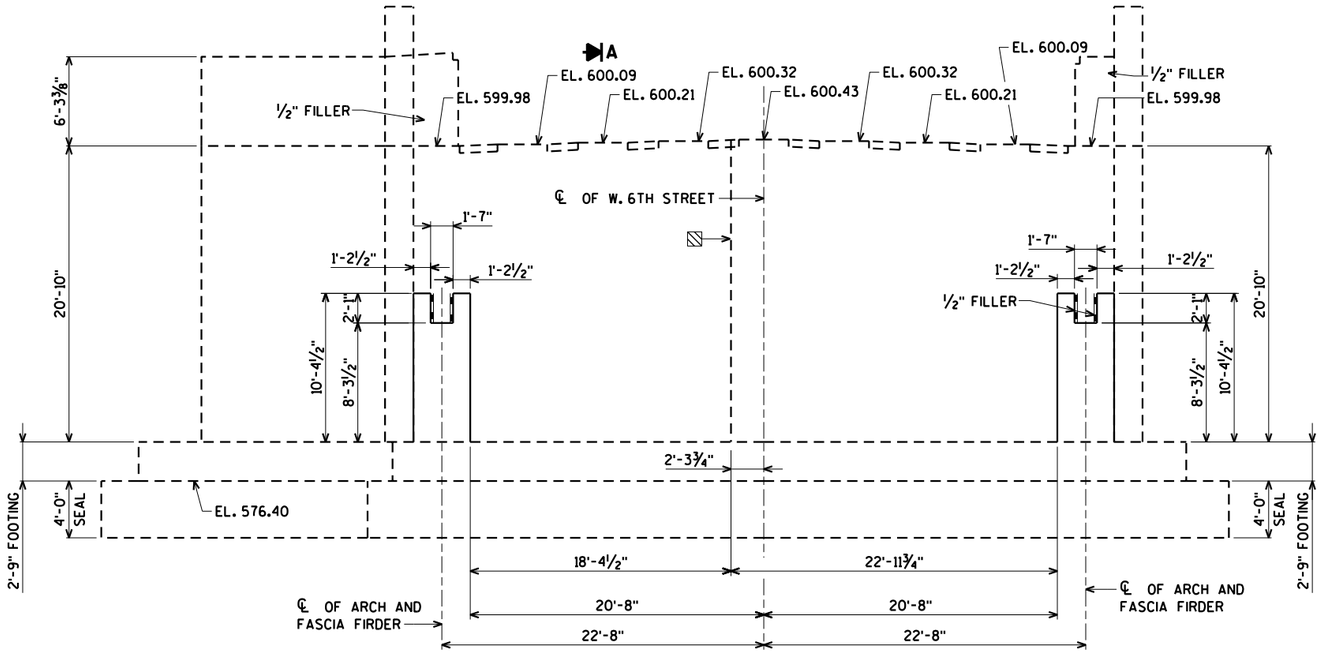
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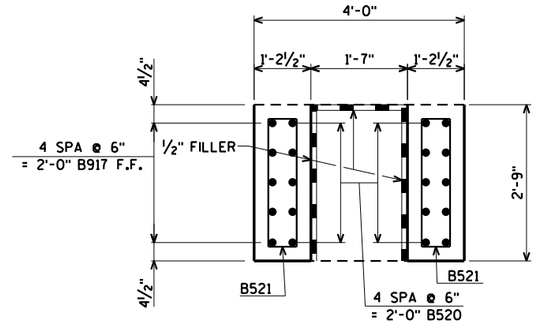
2703-00-72



ELEVATION

(LOOKING EAST)

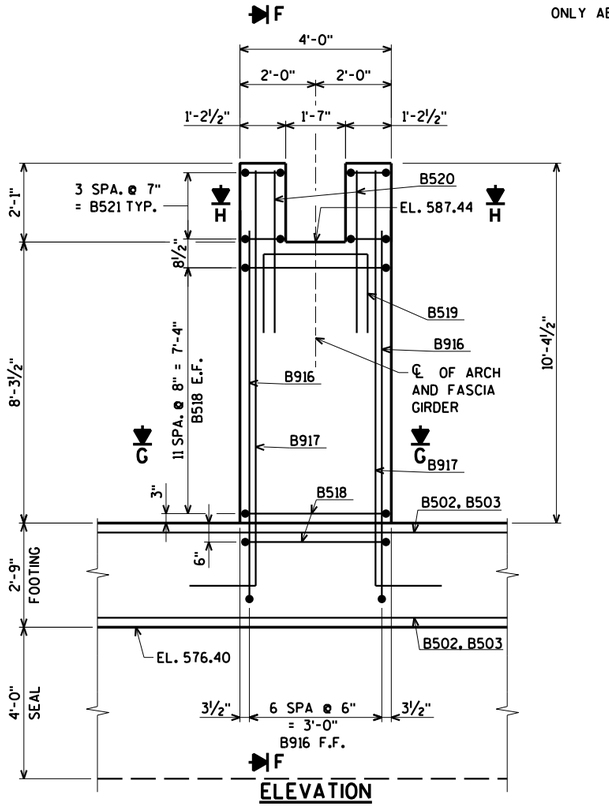
ONLY ABUTMENT ARCH SEAT PEDESTAL DETAILS SHOWN



SECTION H

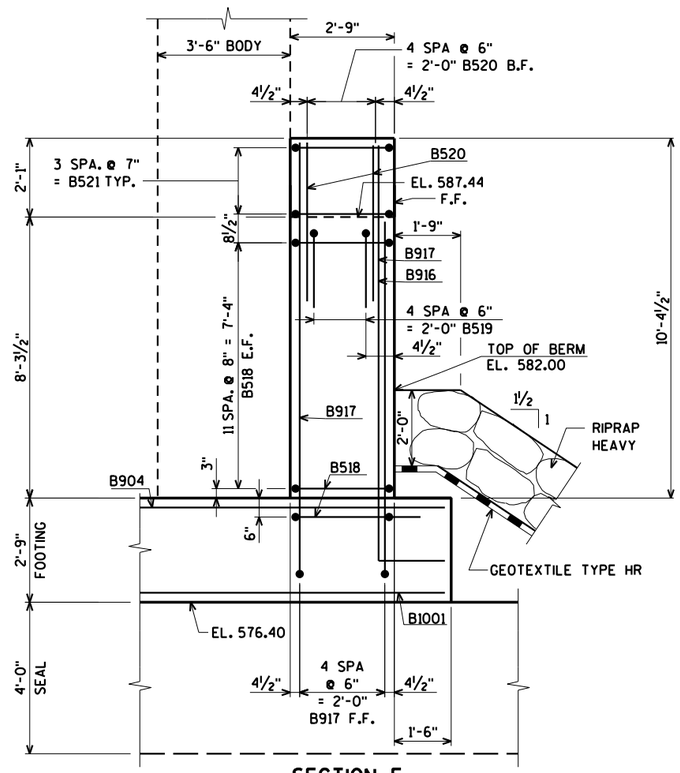
(NORTH ABUT. ARCH SEAT PEDESTAL SHOWN,
SOUTH ABUT. ARCH SEAT PEDESTAL SIMILAR)

NOTE: USE 1" BEARING PAD AT
ARCH PEDESTAL BEAM SEAT.
CUT TO FIT BEAM SEAT AREA.



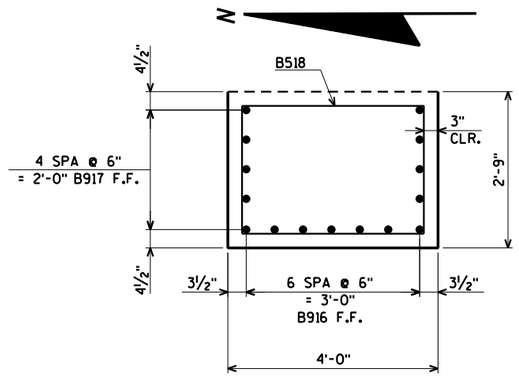
ELEVATION

(NORTH ABUT. ARCH SEAT PEDESTAL SHOWN,
SOUTH ABUT. ARCH SEAT PEDESTAL SIMILAR)



SECTION F

(NORTH PEDESTAL SHOWN, SOUTH PEDESTAL SIMILAR)



SECTION G

(NORTH ABUT. ARCH SEAT PEDESTAL SHOWN,
SOUTH ABUT. ARCH SEAT PEDESTAL SIMILAR)

USE ¾" BEVELS TYP. AT ARCH PEDESTALS.

B.F. DENOTES BACK FACE

E.F. DENOTES EACH FACE

F.F. DENOTES FRONT FACE

▨ VERT. CONST. JT. - KEYWAY FORMED BY A SURFACED BEVELED 2" x 8". BEVEL EXPOSED EDGES ¾". FOR ALTERNATE CONST. JT. DETAILS SEE SHEET 28

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

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ABUT. ARCH SEAT PEDESTAL DETAILS

SHEET 22 OF 63
236

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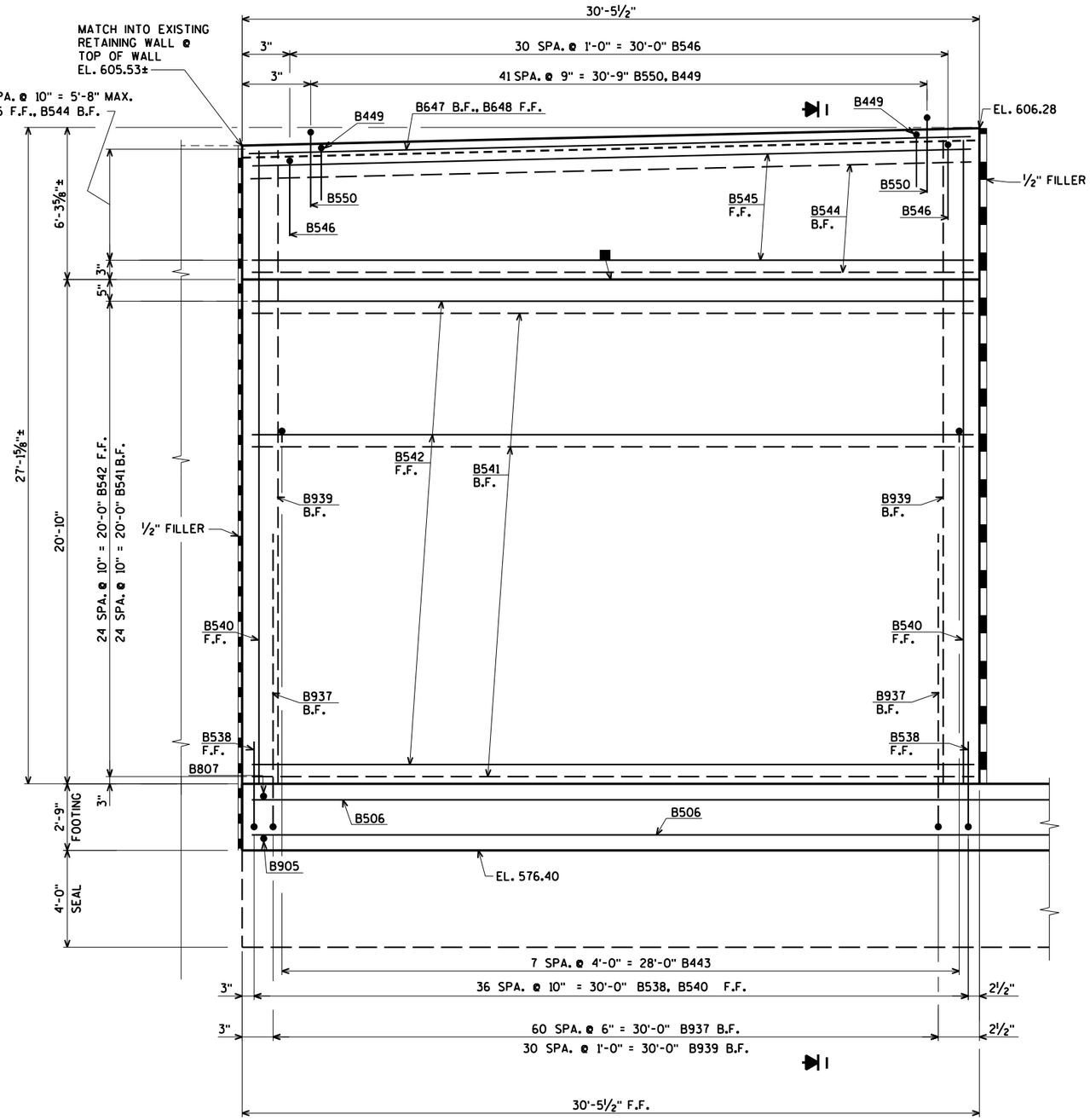
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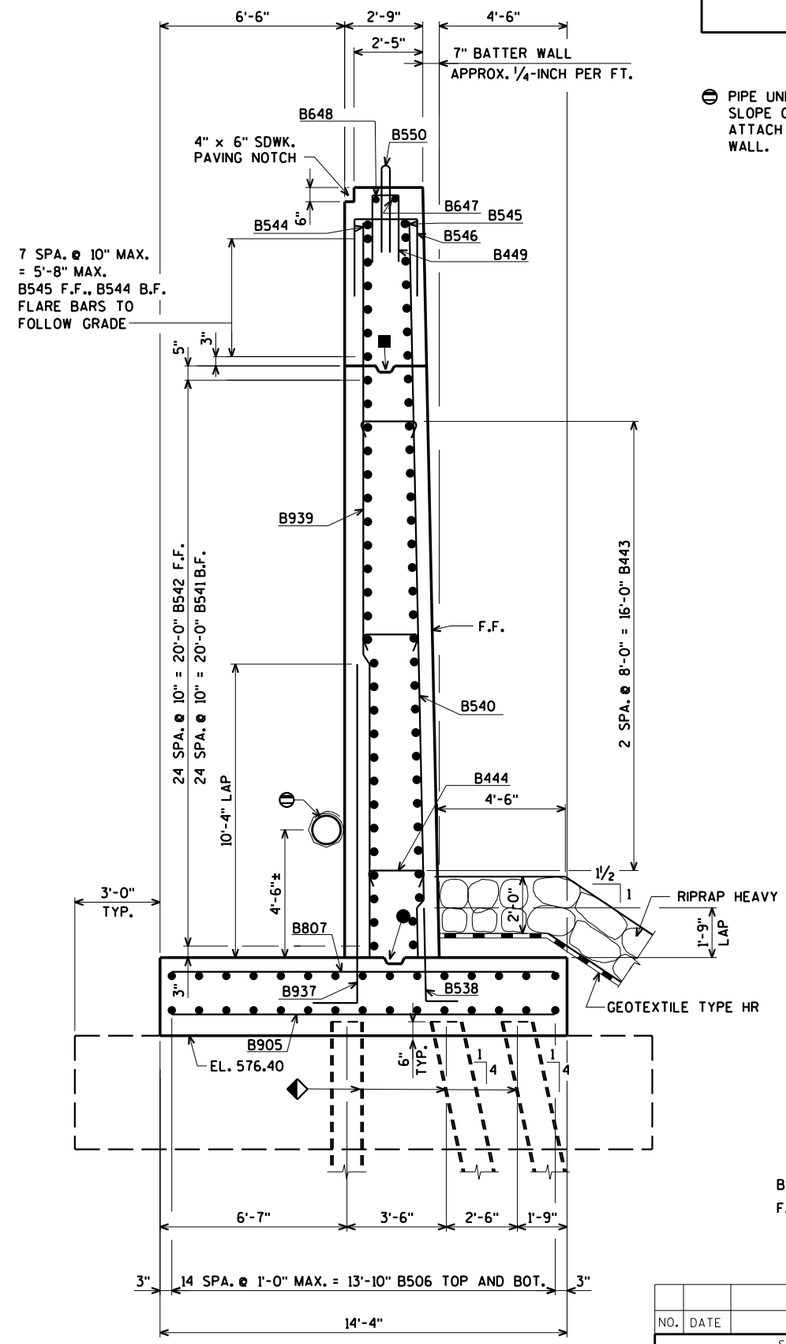
ELEVATION - WING 3

PILASTER, PARAPET AND PILES NOT SHOWN FOR CLARITY.

NOTE: SEE SHEETS 15 & 19 FOR ABUTMENT BODY DETAILS.

◆ ABUTMENT TO BE SUPPORTED ON HP 10 x 42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE. ESTIMATED LENGTH 40'-0".

■ OPT. KEYED CONST. JOINT - FORMED BY A SURFACED BEVELED 2" x 6" WITH RUBBERIZED MEMBRANE WATERPROOFING ON B.F. (COST OF RUBBERIZED MEMBRANE WATERPROOFING IS INCIDENTAL TO BID ITEM "CONCRETE MANSONRY BRIDGES" IF OPT. CONST. JOINT USED).



SECTION I

● KEYED CONST. JOINT - FORMED BY A SURFACED BEVELED 2" x 6"

⊖ PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH TO EXISTING PIPE AT EXISTING WALL.

B.F. DENOTES BACK FACE
F.F. DENOTES FRONT FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

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WING 3 DETAILS

SHEET 23 OF 63
237

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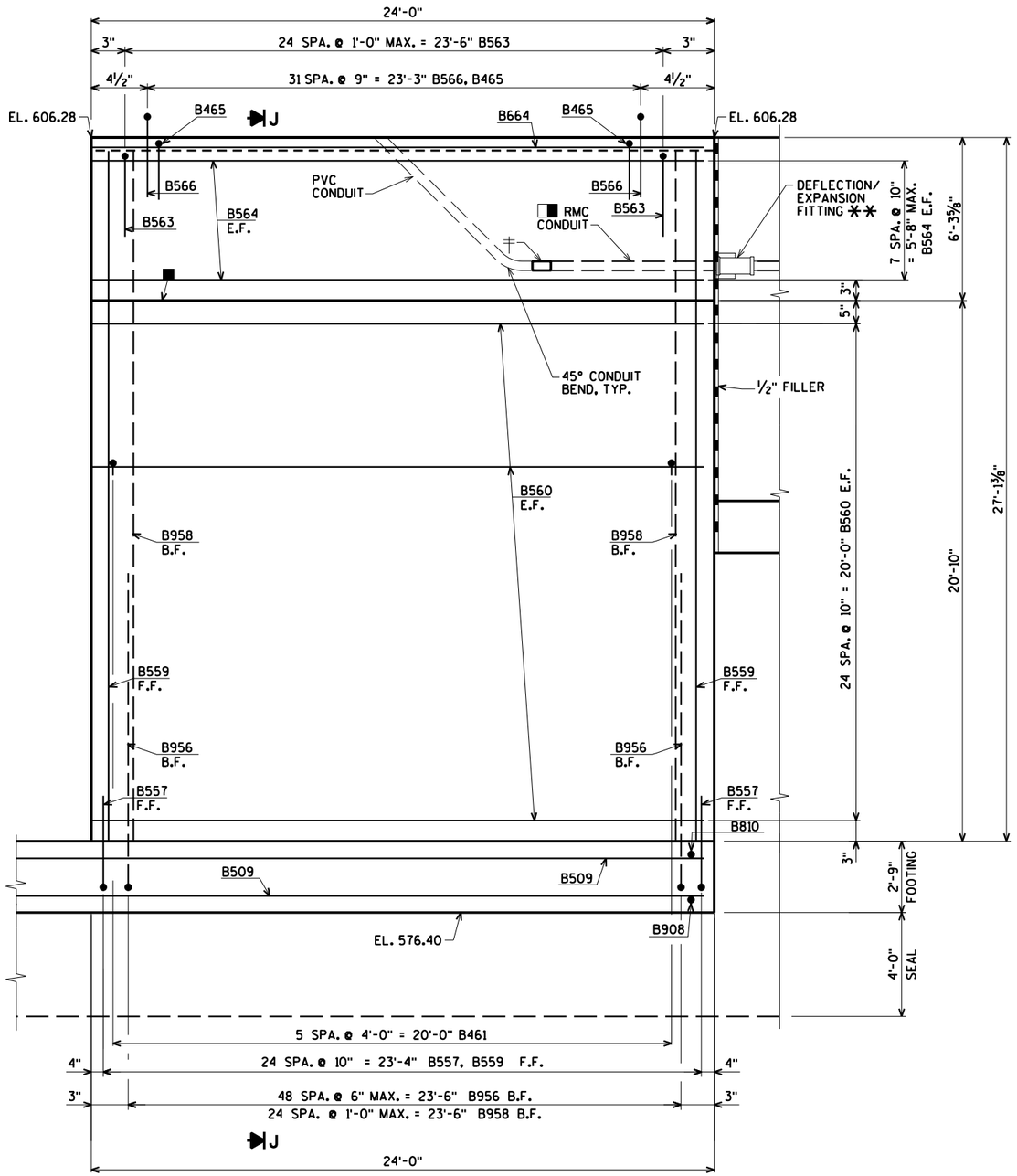
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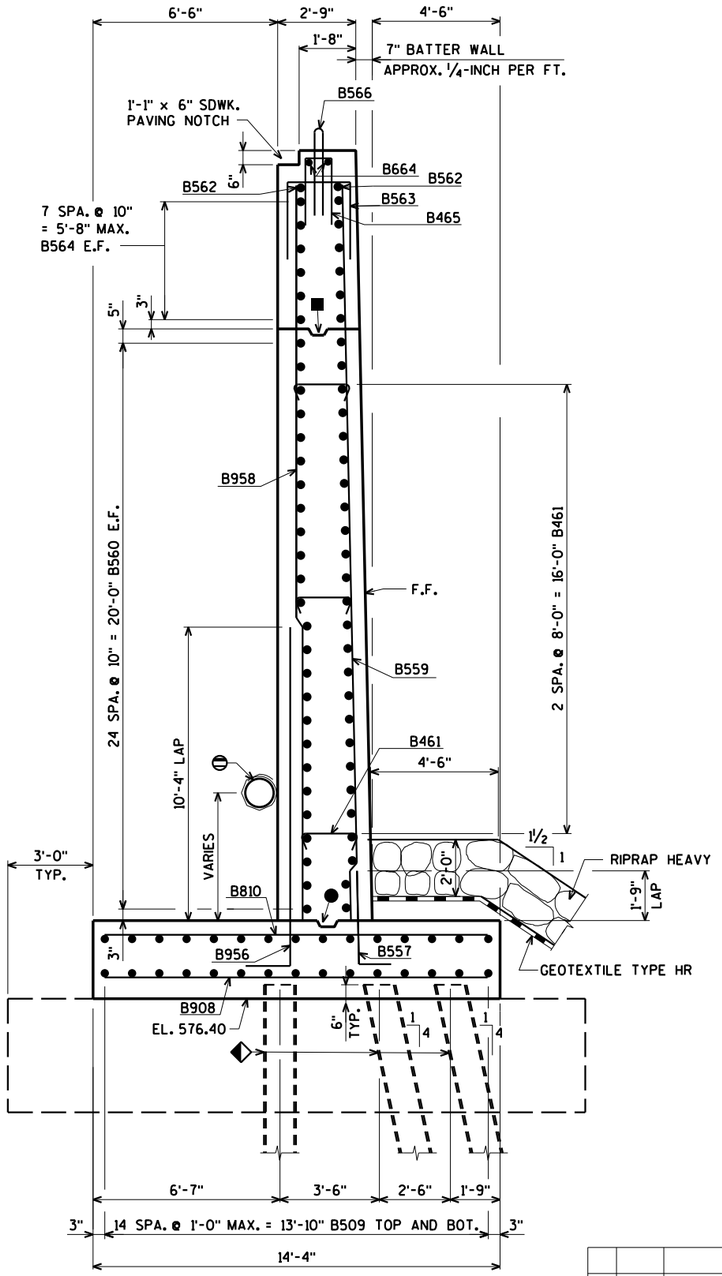
STATE PROJECT NUMBER

2703-00-72



ELEVATION - WING 4

PILASTER, PARAPET AND PILES NOT SHOWN FOR CLARITY.



SECTION J

PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE.

OPT. KEYED CONST. JOINT - FORMED BY A SURFACED BEVELED 2" x 6" WITH RUBBERIZED MEMBRANE WATERPROOFING ON B.F. (COST OF RUBBERIZED MEMBRANE WATERPROOFING IS INCIDENTAL TO BID ITEM "CONCRETE MANSONRY BRIDGES" IF OPT. CONST. JOINT USED).

KEYED CONST. JOINT - FORMED BY A SURFACED BEVELED 2" x 6"

ABUTMENT TO BE SUPPORTED ON HP 10 x 42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE. ESTIMATED LENGTH 45'-0".

NOTE: SEE SHEETS 15 & 19 FOR ABUTMENT BODY DETAILS.

B.F. DENOTES BACK FACE

E.F. DENOTES EACH FACE

F.F. DENOTES FRONT FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

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WING 4
DETAILS
TALL SECTION

SHEET 24 OF 63
238

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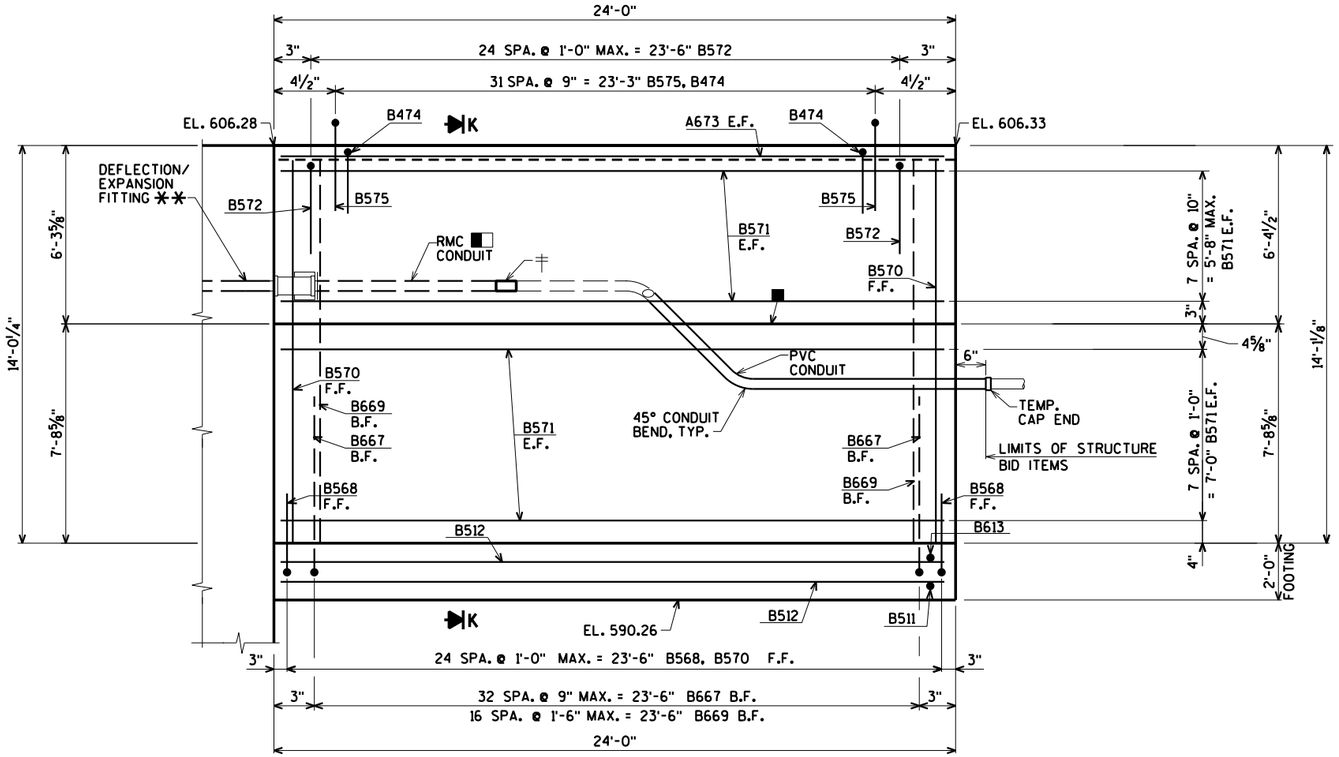
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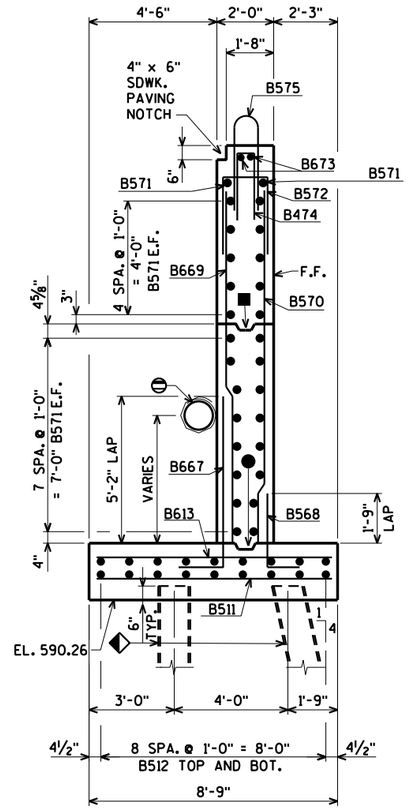
STATE PROJECT NUMBER

2703-00-72



ELEVATION - WING 4

PILIASTER, PARAPET AND PILES NOT SHOWN FOR CLARITY.



SECTION K

NOTE: SEE SHEETS 15 & 19
FOR ABUTMENT BODY DETAILS.

◆ ABUTMENT TO BE SUPPORTED ON HP 10 x 42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE. ESTIMATED LENGTH 45'-0".

⊖ PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE.

■ OPT. KEYED CONST. JOINT - FORMED BY A SURFACED BEVELED 2" x 6" WITH RUBBERIZED MEMBRANE WATERPROOFING ON B.F. (COST OF RUBBERIZED MEMBRANE WATERPROOFING IS INCIDENTAL TO BID ITEM "CONCRETE MANSONRY BRIDGES" IF OPT. CONST. JOINT USED).

● KEYED CONST. JOINT - FORMED BY A SURFACED BEVELED 2" x 6"

B.F. DENOTES BACK FACE
E.F. DENOTES EACH FACE
F.F. DENOTES FRONT FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

DRAWN BY CJM | PLANS CK'D. AEB

WING 4
DETAILS
SHORT SECTION

SHEET 25 OF 63
239

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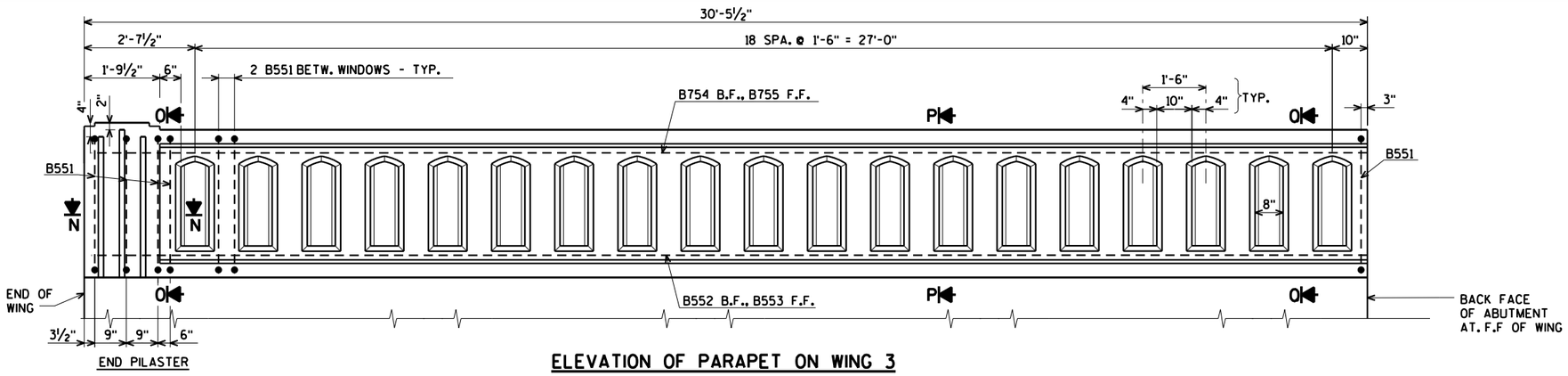
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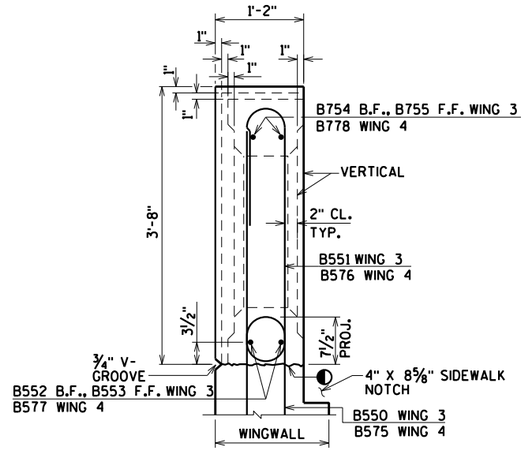
STATE PROJECT NUMBER

2703-00-72

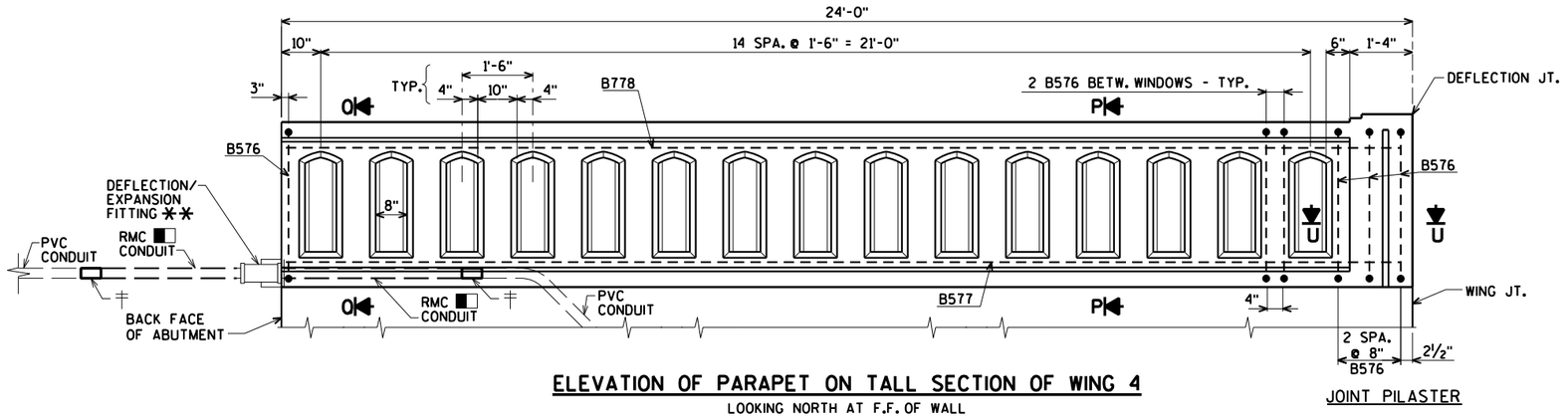


ELEVATION OF PARAPET ON WING 3

LOOKING AT F.F. OF WALL



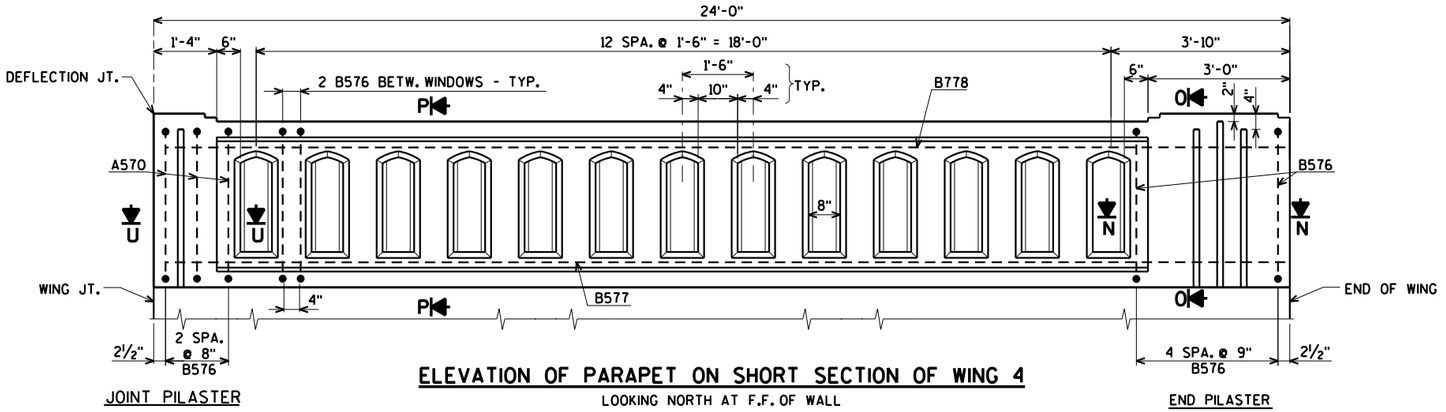
SECTION O



ELEVATION OF PARAPET ON TALL SECTION OF WING 4

LOOKING NORTH AT F.F. OF WALL

JOINT PILASTER



JOINT PILASTER

ELEVATION OF PARAPET ON SHORT SECTION OF WING 4

LOOKING NORTH AT F.F. OF WALL

END PILASTER

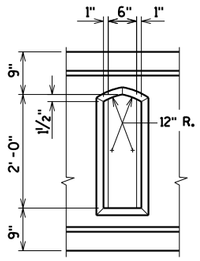
LEGEND

■ USE 2" DIA. RIGID METALLIC (RMC) CONDUIT AT FITTINGS. PROVIDE RMC FOR 3'-0" MIN. ON EACH SIDE OF JOINT OPENINGS UNLESS NOTED OTHERWISE.

‡ NONMETALLIC CONDUIT TO METALLIC CONDUIT ADAPTER FITTING (UL OR NRTL LISTED FOR ELECTRICAL USE SHALL BE USED).

✳ EXPANSION FITTING REQUIREMENTS (IF USED):
4" TOTAL MOVEMENT WITH BONDING JUMPER
8" TOTAL MOVEMENT WITH BONDING JUMPER

✳ DEFLECTION/EXPANSION FITTING REQUIREMENTS (IF USED):
UP TO ¾" CONDUIT CONTRACTION OR EXPANSION AND UP TO 30° OF ANGULAR MISALIGNMENT IN ANY DIRECTION WITH BONDING JUMPER



WINDOW DETAILS

SEE SHEET 59 FOR CONDUIT EXPANSION/DEFLECTION FITTING DETAIL.

B.F. DENOTES BACK FACE

F.F. DENOTES FRONT FACE

◐ CONST. JOINT - STRIKE OFF AS SHOWN AND LEAVE ROUGH.

FOR SECTIONS 'N', 'P', 'O', 'R' & 'U', SEE SHEET 58.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

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EAST ABUTMENT PARAPET DETAILS

SHEET 26 OF 63
240

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STATE PROJECT NUMBER

2703-00-72

BILL OF BARS

BAR NO.	COATED BAR	NO. REQ'D.	LENGTH	BENT BAR	BUNDLED BAR	SERIES	13,800# COATED 44,890# UNCOATED LOCATION
B1001		75	13-11				FOOTING BOT. TRANS. @ BODY
B502		30	32-4				FOOTING LONGIT. @ BODY NORTH
B503		30	31-10				FOOTING LONGIT. @ BODY SOUTH
B904		75	13-11				FOOTING TOP TRANS. @ BODY
B905		49	14-0				FOOTING BOT. TRANS. @ WING 3
B506		30	36-1				FOOTING LONGIT. @ WING 3
B807		49	14-0				FOOTING TOP TRANS. @ WING 3
B908		24	14-0				FOOTING BOT. TRANS @ WING 4
B509		30	20-3				FOOTING LONGIT. @ WING 4
B810		24	14-0				FOOTING TRANS. TOP @ WING 4
B511		25	8-5				FOOTING BOT. TRANS @ WING 4
B512		20	23-8				FOOTING LONGIT. @ WING 4
B613		33	8-5				FOOTING TRANS. TOP @ WING 4
B914		105	13-7	X			BODY VERT. B.F.
B515		81	4-9	X			BODY VERT F.F.
B916		14	11-5	X			ARCH PEDESTAL VERT.
B917		20	12-11	X			ARCH PEDESTAL VERT.
B518		24	12-1	X			ARCH PEDESTAL HORIZ.
B519		10	6-9	X			ARCH PEDESTAL SEAT
B520		40	3-8				ARCH PEDESTAL SEAT VERT.
B521		16	6-1	X			ARCH PEDESTAL SEAT HORIZ.
B922		51	20-8				BODY VERT. B.F.
B523		75	20-5				BODY VERT F.F.
B924	X	6	25-5				PILASTER VERT. B.F.
B525	X	30	23-5				PILASTER VERT.
B526		124	28-9				BODY HORIZ. E.F.
B427		39	3-11	X			BODY TIES
B528	X	64	12-7	X			PILASTER HORIZ.
B529		50	6-5	X			BODY VERT. TOP
B530		4	5-5	X			BODY VERT. TOP
B431		3	3-6				BODY TOP HORIZ.
B432		34	5-4	X			BODY TOP NOTCH VERT.
B433		4	28-9				BODY TOP NOTCH HORIZ.
B934	X	6	9-9				PILASTER VERT. TOP B.F.
B535	X	30	9-9				PILASTER VERT. TOP
B536	X	6	7-9	X			PILASTER VERT. TOP
B937		61	13-11	X			WING 3 VERT. B.F.
B538		37	4-9	X			WING 3 VERT. F.F.
B939	X	31	26-5				WING 3 VERT B.F.
B540	X	37	26-11				WING 3 VERT. F.F.
B541		25	30-1				WING 3 HORIZ. B.F.
B542		25	30-1				WING 3 HORIZ. F.F.
B443		24	3-5	X		⊗	WING 3 TIES
B544	X	8	30-0				WING 3 HORIZ. TOP B.F.
B545	X	8	30-0				WING 3 HORIZ. TOP F.F.
B546	X	31	5-8	X			WING 3 VERT. TOP
B647	X	1	31-5				WING 3 NOTCH HORIZ. B.F.
B648	X	1	30-0				WING 3 NOTCH HORIZ. F.F.
B449	X	42	4-5	X			WING 3 NOTCH VERT.
B550	X	42	4-4	X			WING 3 PARAPET DOWEL
B551	X	41	8-6	X			WING 3 PARAPET VERT.
B552	X	1	31-5				WING 3 PARAPET HORIZ. BOT. B.F.
B553	X	1	30-1				WING 3 PARAPET HORIZ. BOT. F.F.
B754	X	1	31-5				WING 3 PARAPET HORIZ. TOP B.F.
B755	X	1	30-1				WING 3 PARAPET HORIZ TOP F.F.

BILL OF BARS

BAR NO.	COATED BAR	NO. REQ'D.	LENGTH	BENT BAR	BUNDLED BAR	SERIES	LOCATION
B956		49	13-11	X			WING 4 VERT. B.F.
B557		25	4-9	X			WING 4 VERT. F.F.
B958	X	25	26-5				WING 4 VERT. B.F.
B559	X	25	26-11				WING 4 VERT. F.F.
B560		50	23-8				WING 4 HORIZ. E.F.
B461		18	3-5	X		⊗	WING 4 TIES
B562	X	2	23-8				WING 4 HORIZ. TOP E.F.
B563	X	25	5-8	X			WING 4 VERT. TOP
B664	X	2	23-8				WING 4 NOTCH HORIZ. E.F.
B465	X	32	4-5	X			WING 4 NOTCH VERT.
B566	X	32	4-4	X			WING 4 PARAPET DOWEL
B667		33	7-6	X			WING 4 VERT. B.F. END
B568		25	4-0	X			WING 4 VERT. F.F. END
B669	X	17	13-5				WING 4 VERT. B.F. END
B570	X	25	13-11				WING 4 VERT. F.F. END
B571	X	2	23-8				WING 4 HORIZ. E.F. END
B572	X	25	4-11	X			WING 4 VERT. TOP END
B673	X	2	23-8				WING 4 TOP NOTCH HORIZ. E.F.
B474	X	32	3-8	X			WING 4 TOP NOTCH VERT. END
B575	X	32	4-4	X			WING 4 PARAPET DOWEL END
B576	X	64	8-6	X			WING 4 PARAPET VERT.
B577	X	4	23-8				WING 4 PARAPET HORIZ. BOT. E.F.
B778	X	4	23-8				WING 4 PARAPET HORIZ. TOP E.F.
B579	X	21	8-0	X			ABUT. HORIZ. @ WING 3
B580	X	1	20-6				ABUT. VERT. @ WING 3

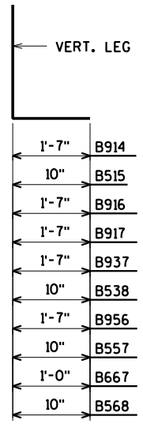
BENDING DIMENSIONS ARE OUT TO OUT OF BARS.

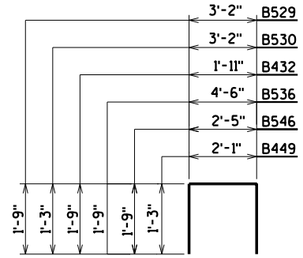
⊗ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

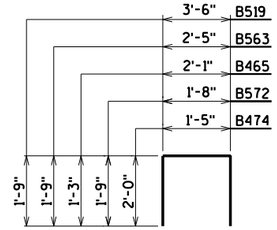
BAR SERIES TABLE

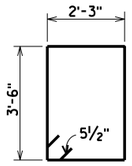
BAR MARK	NO REQ'D.	LENGTH
B443	3 SERIES OF 8	3'-1" TO 3'-9"
B461	3 SERIES OF 6	3'-1" TO 3'-9"

BUNDLE AND TAG EACH SERIES SEPARATELY.

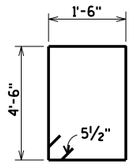




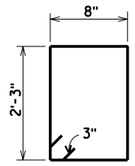




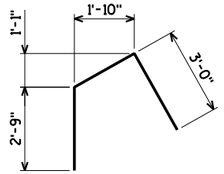
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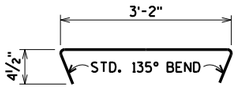
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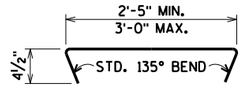
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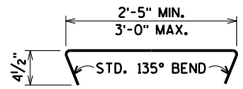
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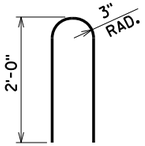
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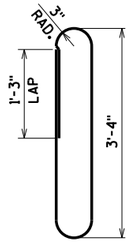
B443



B461



A550
A566
A575



A551
A576

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

DRAWN BY CJM | PLANS CK'D. AEB

EAST ABUTMENT
BILL OF
BARS

SHEET 27 OF 63
241

ORIGINAL PLANS PREPARED BY

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3/5/2021
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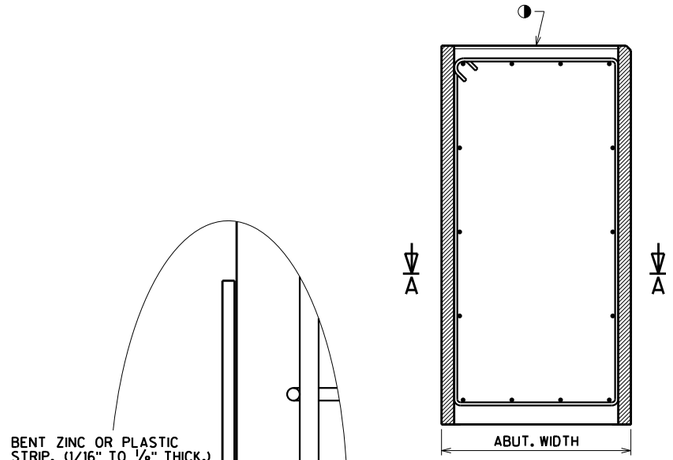
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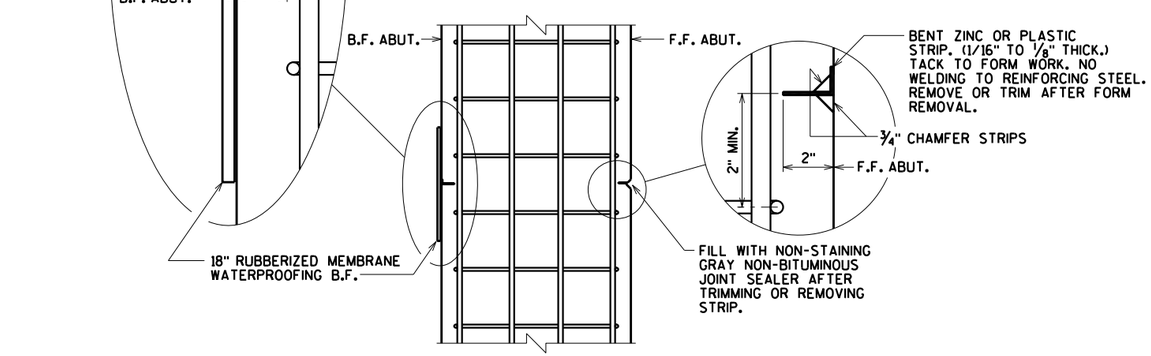
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STATE PROJECT NUMBER

2703-00-72



SECTION THRU ABUTMENT BODY



SECTION A-A

ALTERNATE CONSTRUCTION JOINT AT ABUTMENT

NOTES

PARTIAL ZINC OR PLASTIC BULKHEAD MAY BE USED AS ALTERNATE CONSTRUCTION JOINT, WITH THE PERMISSION OF THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

VERTICAL CONSTRUCTION JOINT KEYWAY IS NOT REQUIRED WHEN USING ALTERNATE CONSTRUCTION JOINT.

CARE IS TO BE USED IN CASTING CONCRETE AROUND BULKHEAD TO PREVENT DISLOCATION OR MISALIGNMENT OF THE BULKHEAD.

SAW CUTTING JOINT IS NOT ALLOWED.

◑ USE A JOINT TOOL TO CONSTRUCT A CONTRACTION JOINT APPROXIMATELY 1/2" DEEP.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

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ALTERNATE CONSTRUCTION JOINT

SHEET 28 OF 63
242

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8

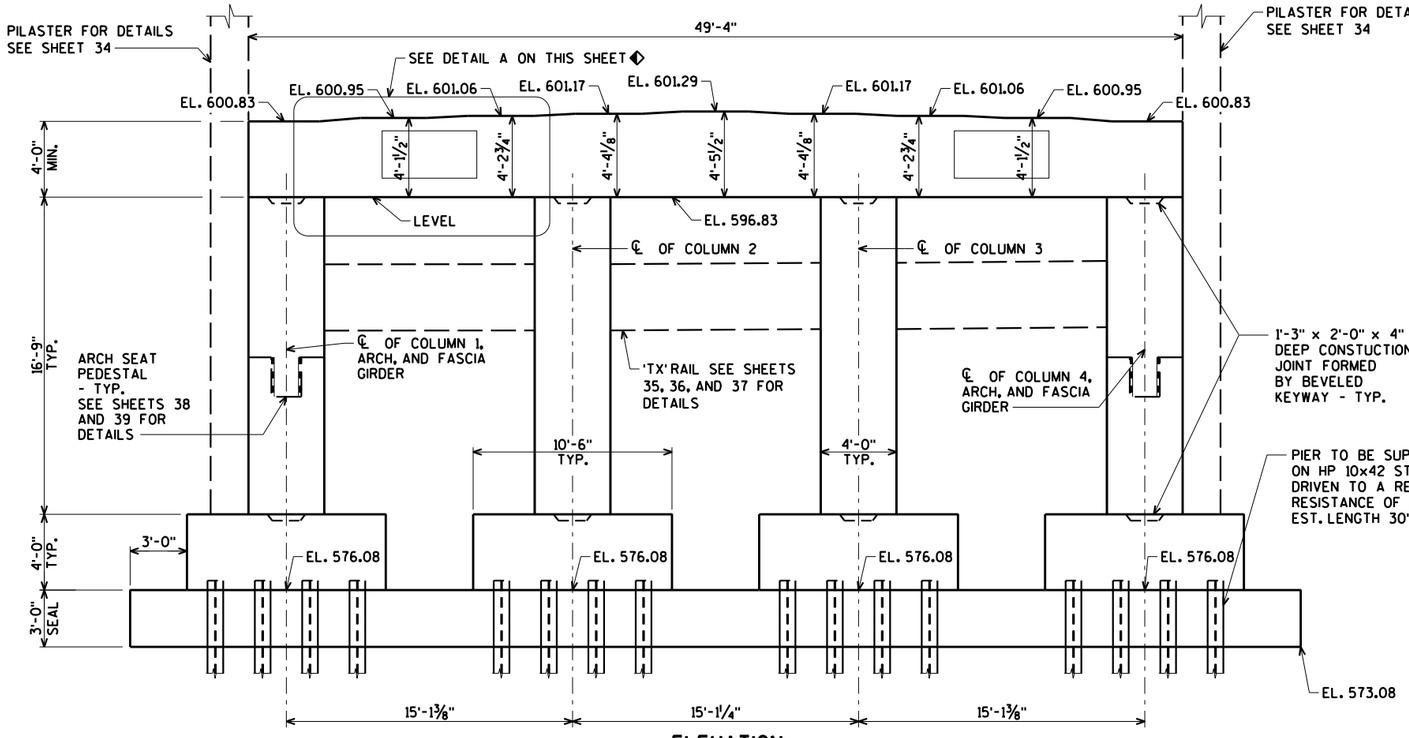
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2/26/2021
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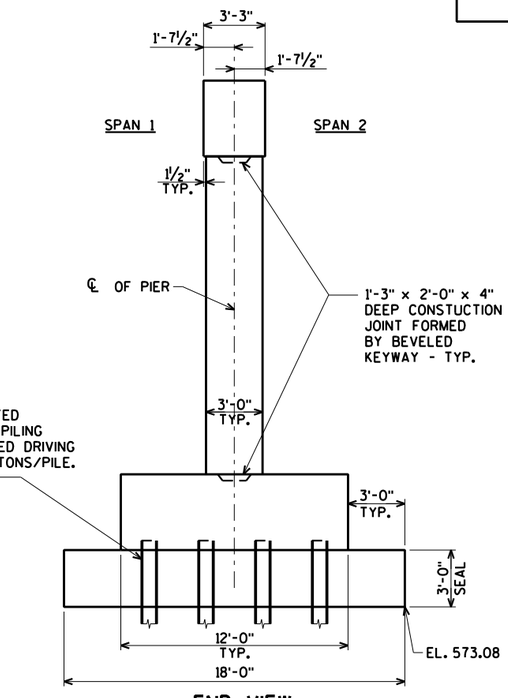
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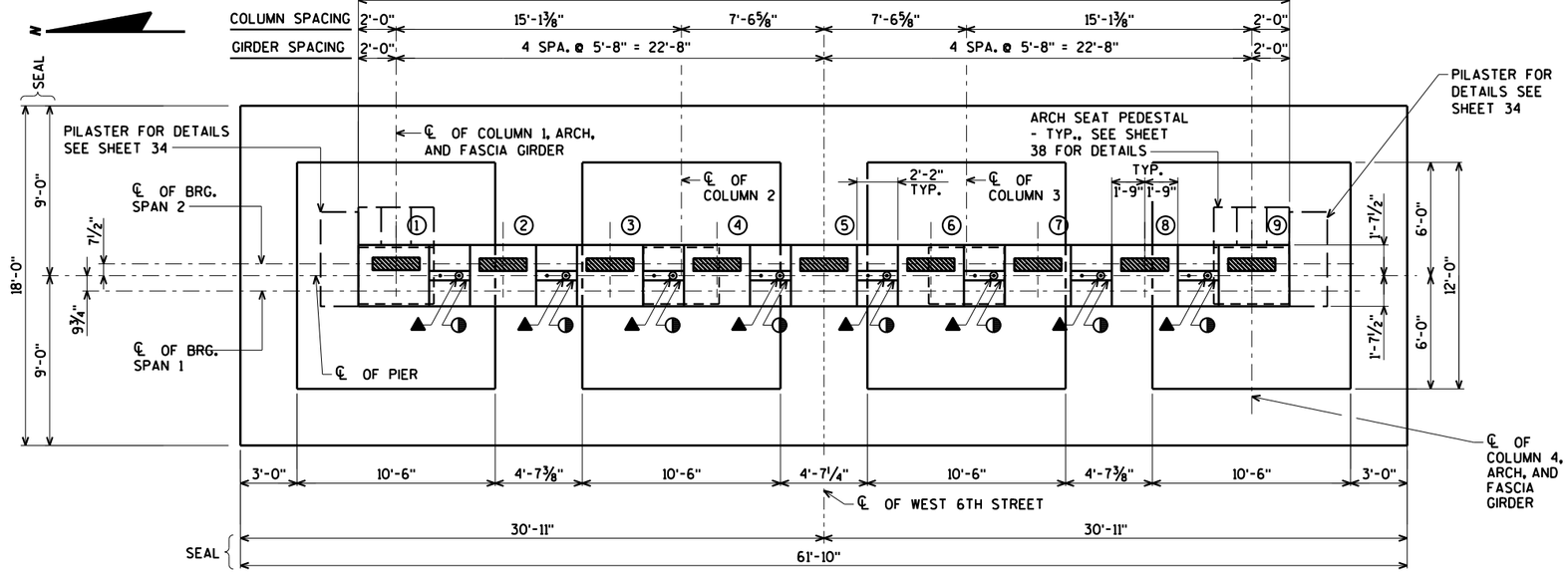
2703-00-72



ELEVATION
(LOOKING EAST)



END VIEW
(LOOKING NORTH)
PILASTER AND PRECAST ARCH SEAT NOT SHOWN FOR CLARITY

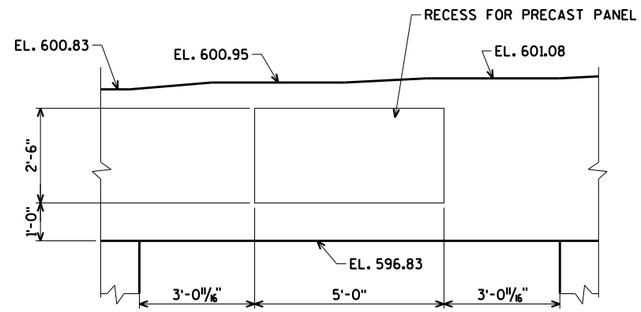


PLAN

◑ KEYED CONSTRUCTION JOINT. FORMED BY SURFACED BEVELED 2" X 6" BETWEEN BEAM SEATS.

▲ P508 BARS AT 1'-0" CENTERS. BETWEEN BEAM SEATS. EMBED 1'-0" INTO CAP CONCRETE.

◆ RECESSED PANEL ONLY ON WEST SIDE OF PIER CAP - TYP.



DETAIL A
(LOOKING EAST)
(SIMILAR FOR PANEL BETWEEN COL. 3 & 4)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

DRAWN BY JLB | PLANS CK'D. AEB

PIER

SHEET 29 OF 63
243

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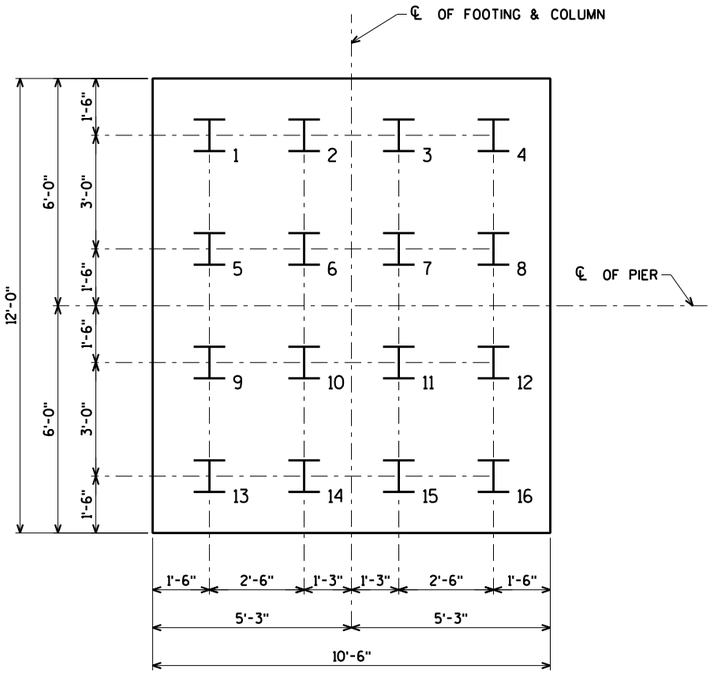
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2/26/2021

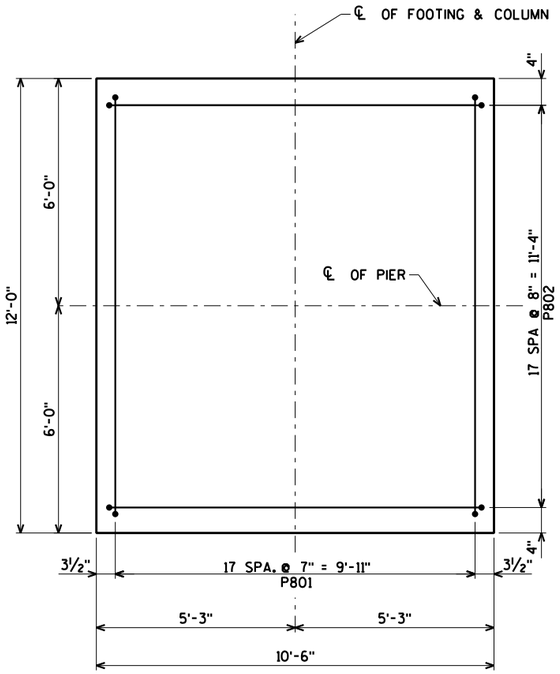
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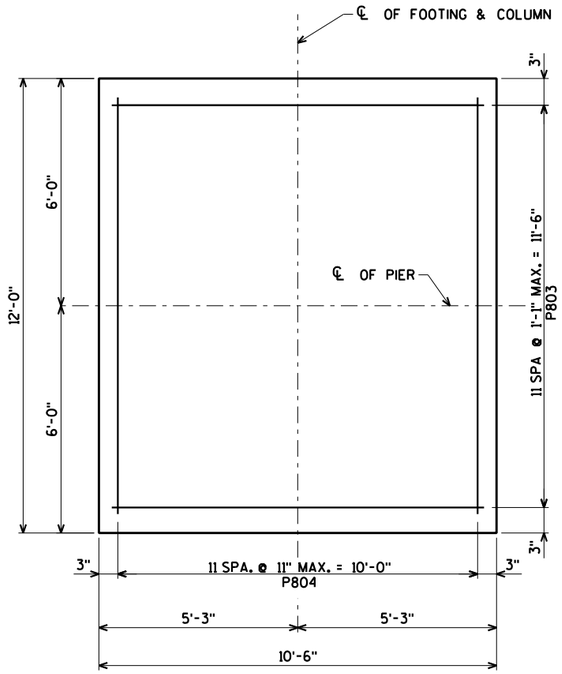
TYPICAL FOOTING PILE LAYOUT

(4 FOOTINGS REQUIRED)



TYPICAL FOOTING REINFORCEMENT PLAN - BOTTOM

(4 FOOTINGS REQUIRED)



TYPICAL FOOTING REINFORCEMENT PLAN - TOP

(4 FOOTINGS REQUIRED)

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

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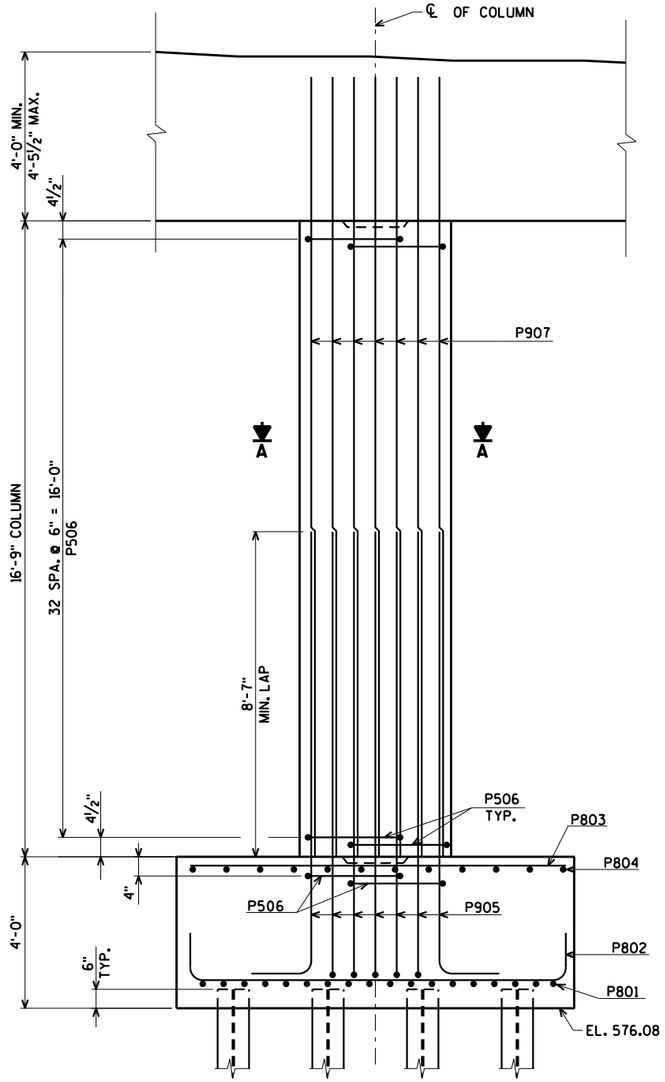
PIER FOOTINGS

SHEET 30 OF 63
244

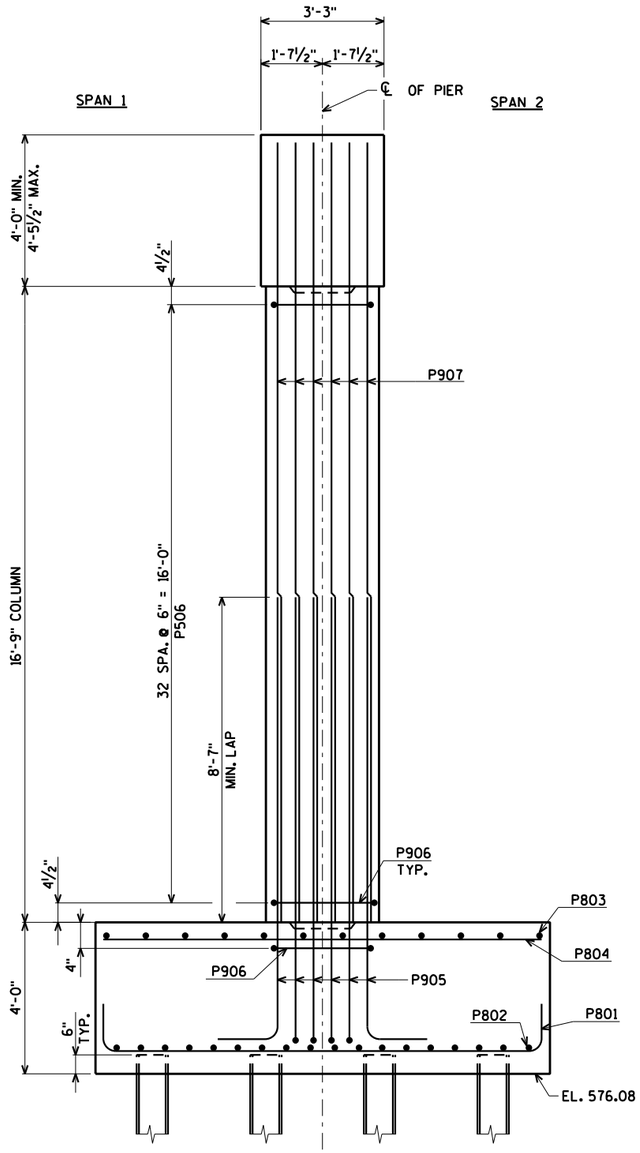
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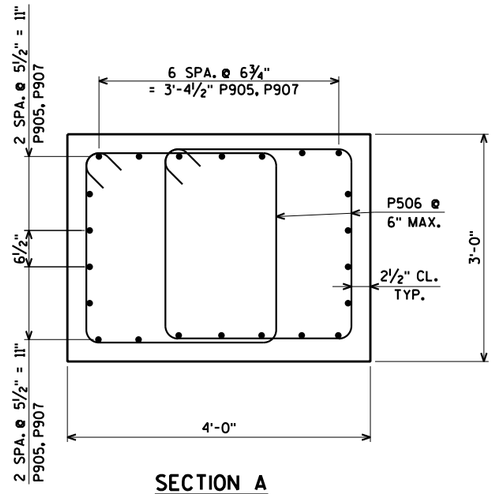
STATE PROJECT NUMBER
2703-00-72



COLUMN ELEVATION
(LOOKING EAST)



COLUMN ELEVATION
(LOOKING NORTH)



SECTION A

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

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PIER COLUMNS

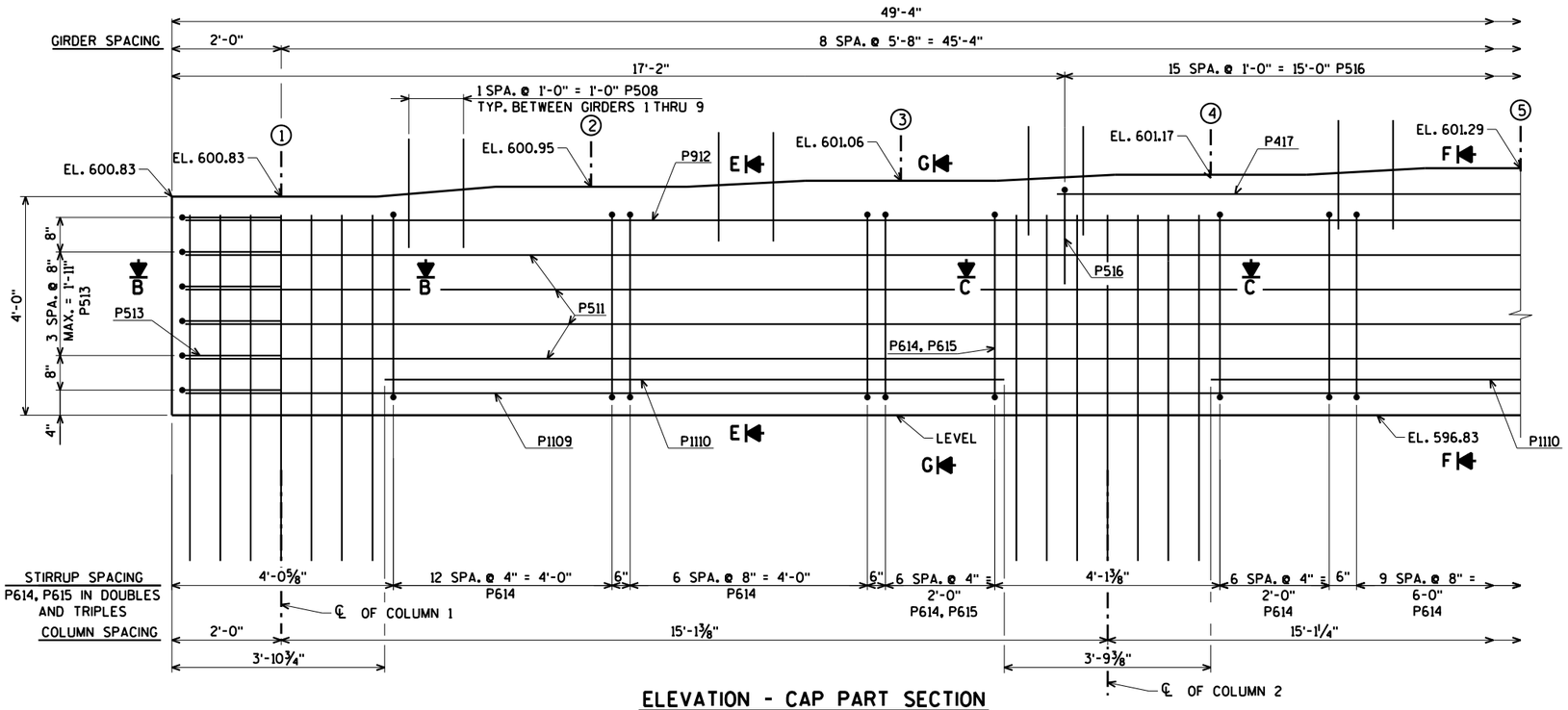
SHEET 31 OF 63
245

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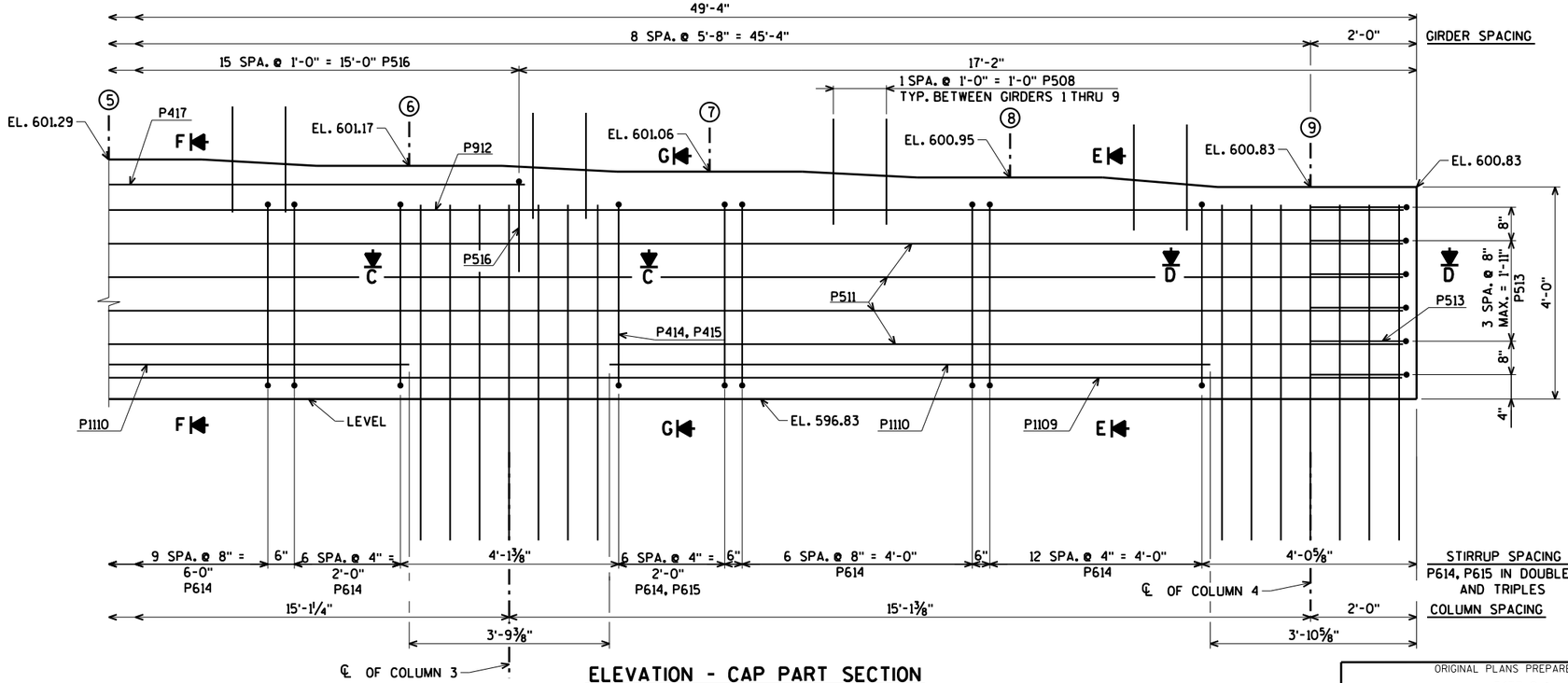
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ELEVATION - CAP PART SECTION

(LOOKING EAST)



ELEVATION - CAP PART SECTION

(LOOKING EAST)

FOR SECTIONS B THRU G, SEE SHEET 33.

FOR DEPTH OF CAP AT BEAM SEATS ALONG ℄ PIER, SEE SHEET 29.

▲ EMBED P508 BARS 1'-0" INTO CAP CONCRETE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
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STRUCTURE B-51-155

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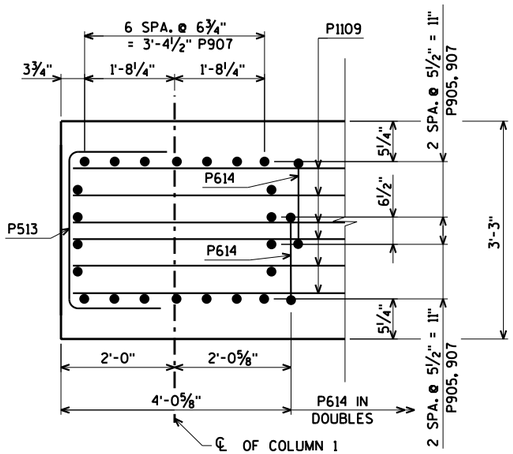
PIER CAP

SHEET 32 OF 63
246

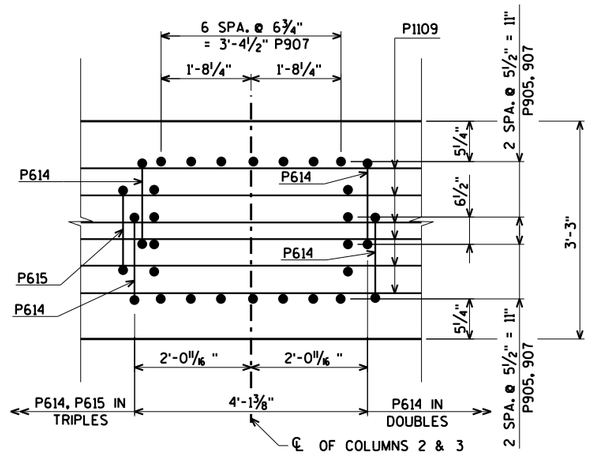
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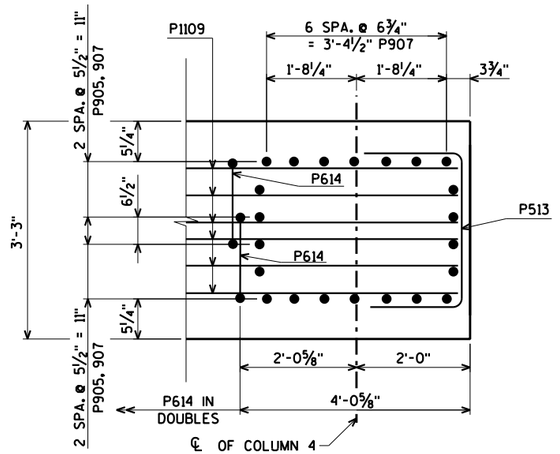
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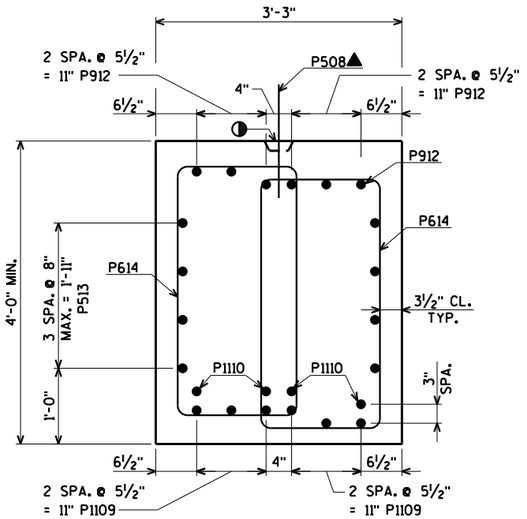
SECTION B



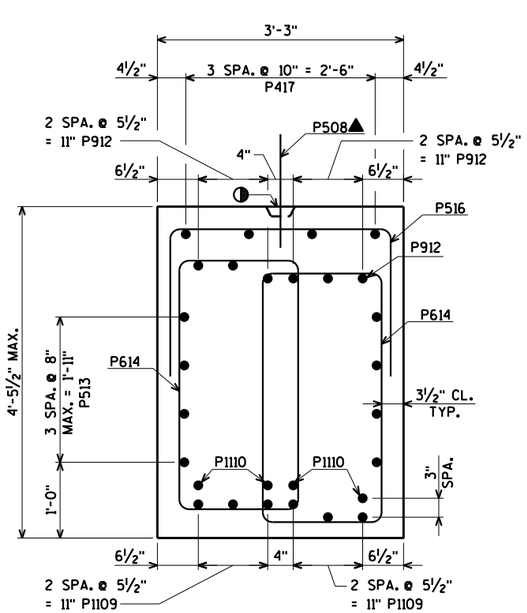
SECTION C



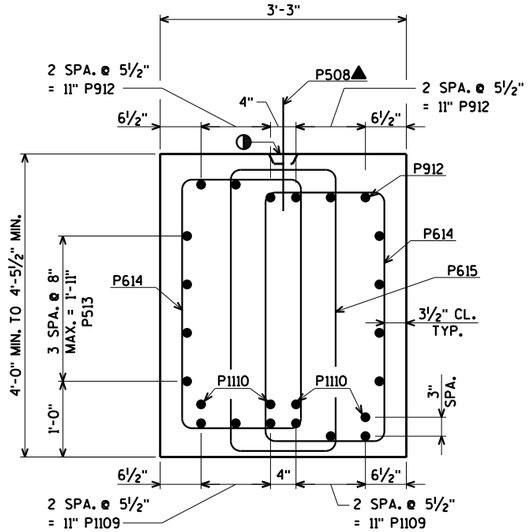
SECTION D



SECTION E
(LOOKING NORTH)



SECTION F
(LOOKING NORTH)



SECTION G
(LOOKING NORTH)

◑ KEYED CONSTRUCTION JOINT FORMED BY A SURFACED BEVELED 2" x 6" BETWEEN BEAM SEATS.

▲ EMBED P508 BARS 1'-0" INTO CAP CONCRETE.

FOR LOCATIONS OF SECTIONS B THRU G, SEE SHEET 32.

E.F. DENOTES EACH FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

DRAWN BY JLB | PLANS CK'D. AEB

PIER DETAILS

SHEET 33 OF 63
247

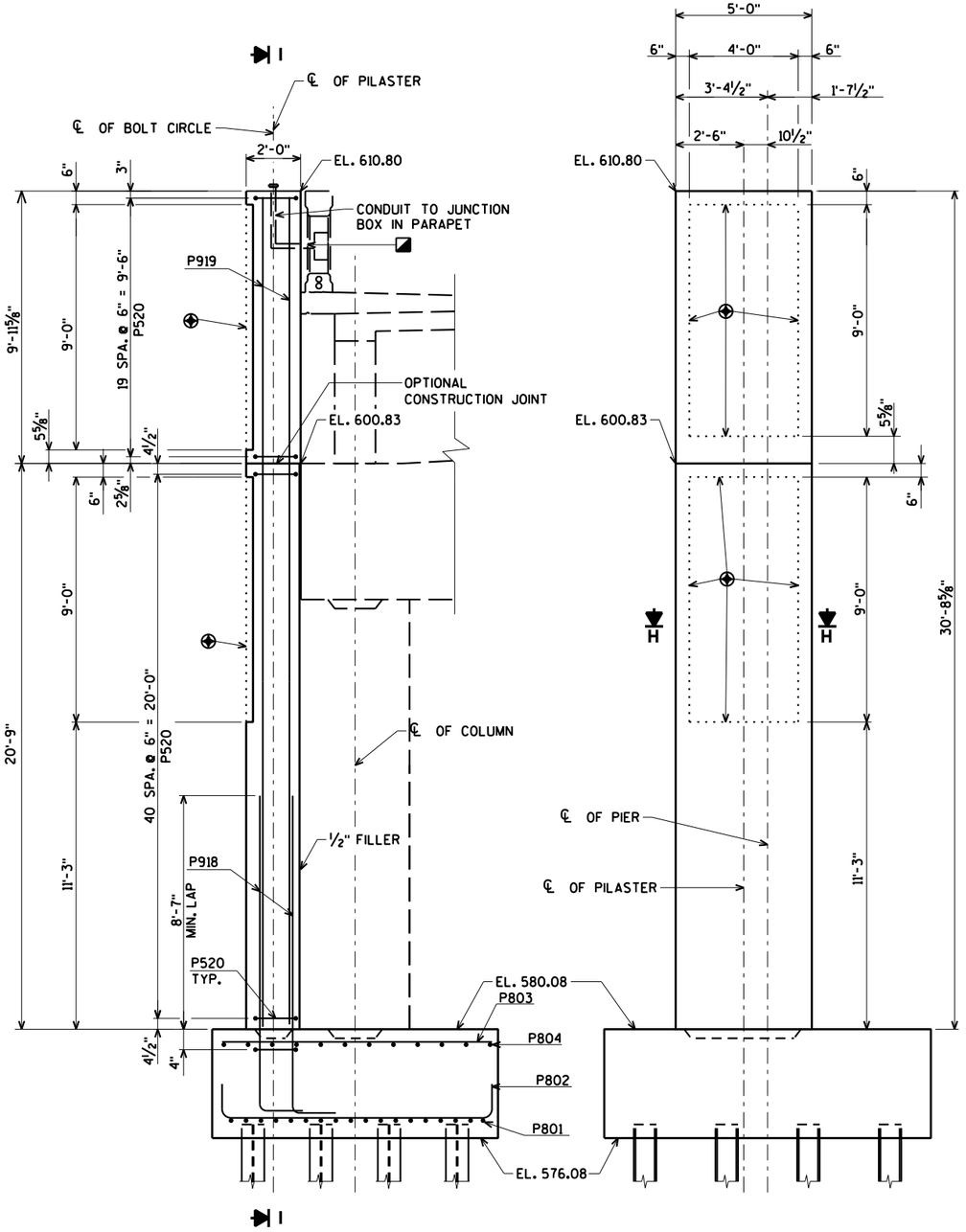
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3/3/2021
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STATE PROJECT NUMBER

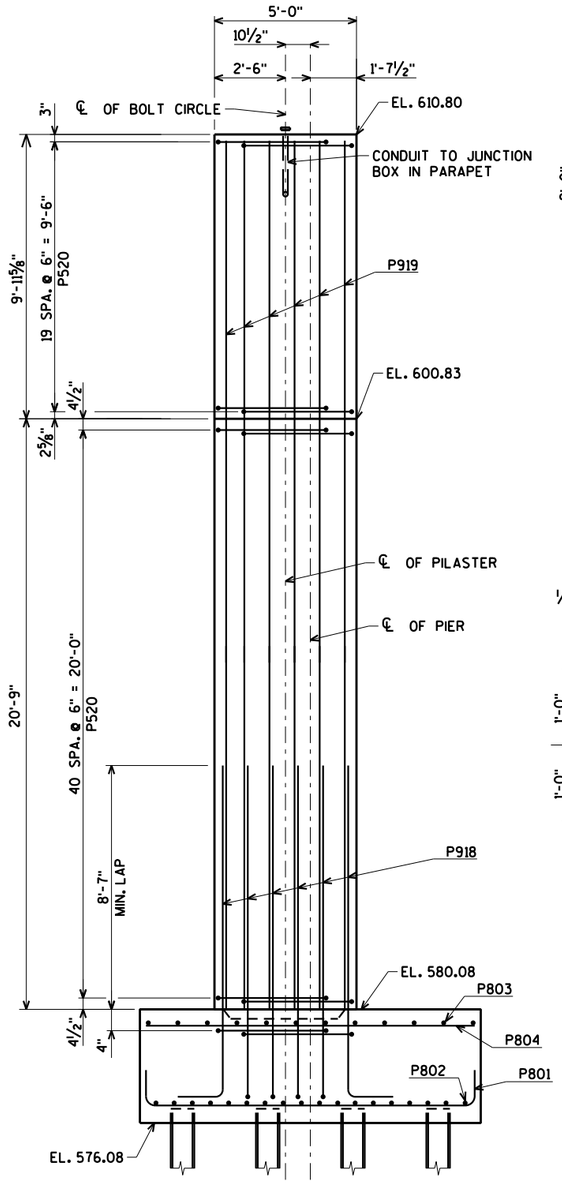
2703-00-72

PLACE DEFLECTION/EXPANSION AND 4" EXPANSION FITTING AT INTERFACE OF TYPE 'TX' RAILING AND LIGHTING PILASTER. SEE SHEET 59 FOR DETAILS.

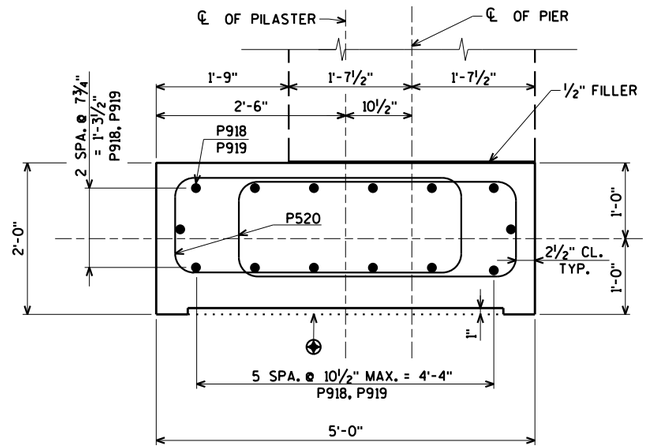


ELEVATION
(LOOKING EAST)
(NORTH PILASTER SHOWN, SOUTH SIMILAR)

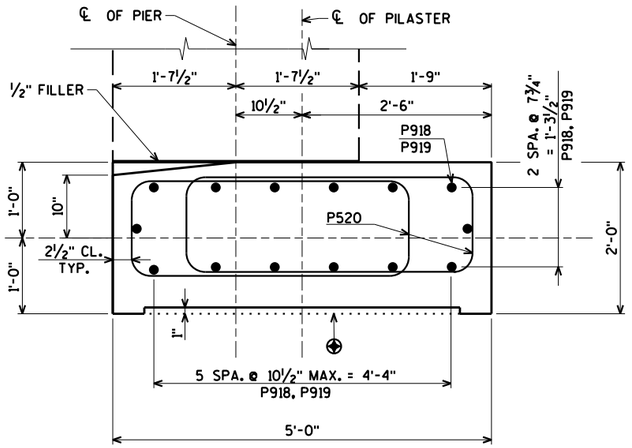
END VIEW
(LOOKING SOUTH)
(NORTH PILASTER SHOWN, SOUTH SIMILAR)



SECTION I



SECTION H NORTH PILASTER



SECTION H SOUTH PILASTER

NOTE THE NOTCH DUE TO SPAN 1 KINK AT THE SUPERSTRUCTURE. MAINTAIN 2" CLEAR CONCRETE TO BAR STEEL

⊕ LIMITS OF RECESS FOR MOSIAC PANELS. FOR DETAILS SEE SHEET 62.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

DRAWN BY JLB | PLANS CK'D. AEB

PIER PILASTERS

SHEET 34 OF 63
248

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2/26/2021

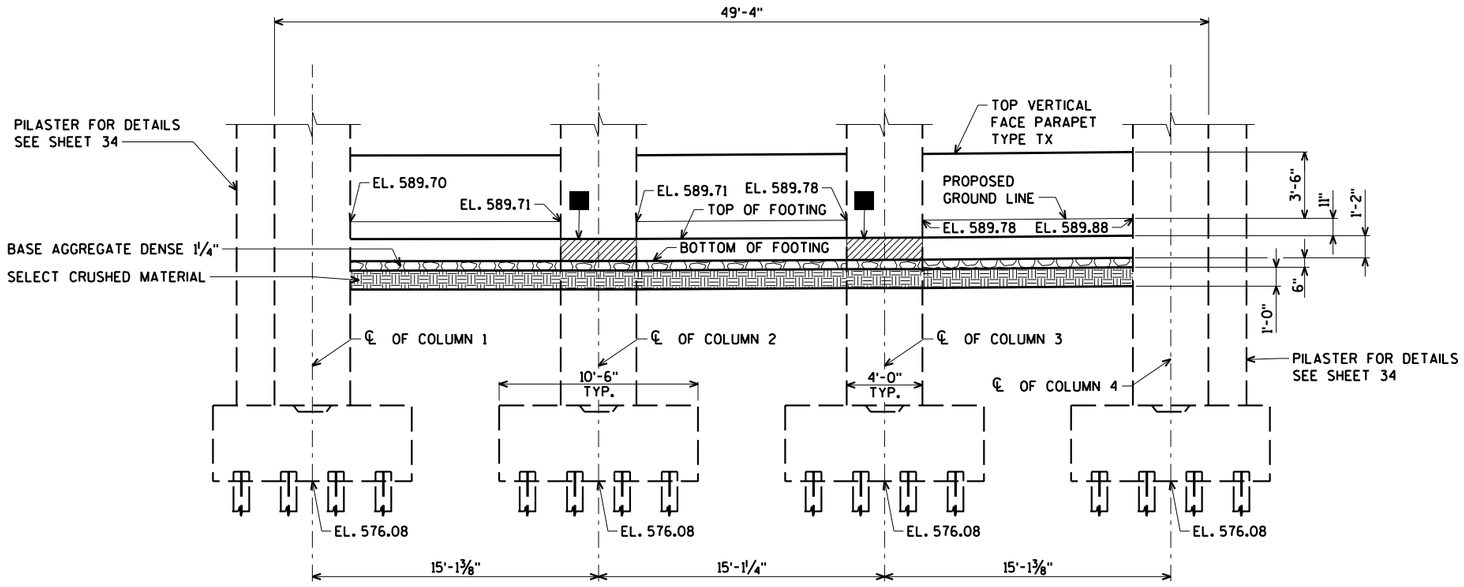
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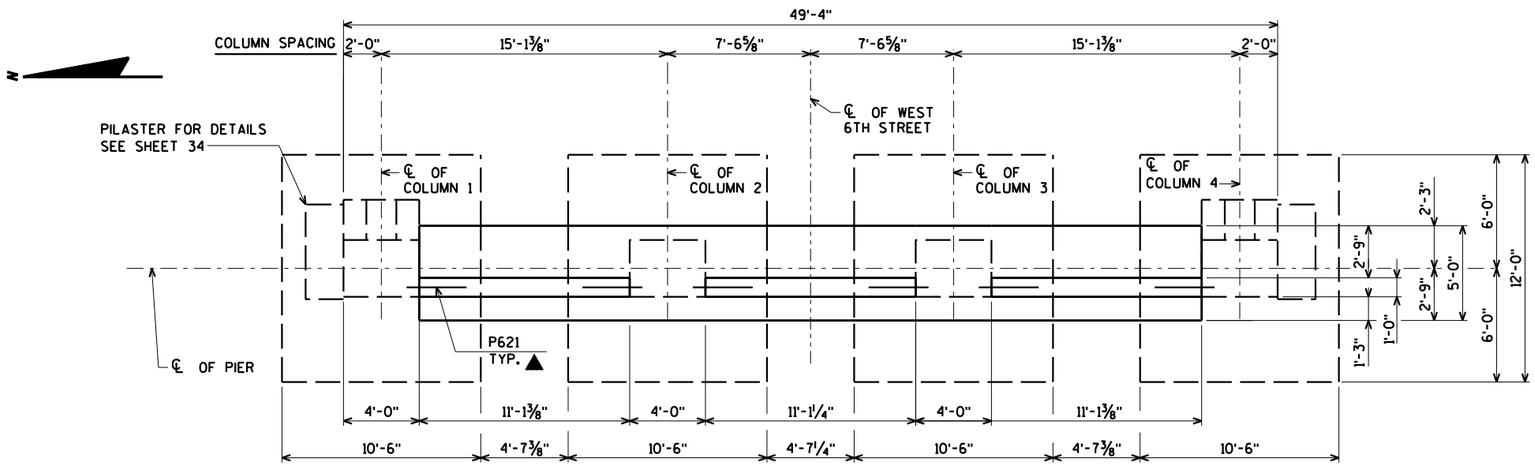
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STATE PROJECT NUMBER

2703-00-72



ELEVATION
(LOOKING EAST)



PLAN

NOTES

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

BARRIER AND FOOTING SHALL CONSIST OF CAST IN PLACE CONSTRUCTION. NO JOINTS SHALL BE ALLOWED IN THE BARRIER. CONSTRUCTION JOINTS WILL ONLY BE ALLOWED IN THE FOOTING AT LOCATIONS SHOWN IN THE "PLAN VIEW".

DO NOT CUT OR DRILL INTO THE COLUMN BAR STEEL.

ALL REINFORMENT SHALL BE EPOXY-COATED.

USE 2-INCH MINIMUM BAR CLEARANCE, EXCEPT AT FOOTINGS PROIVDE 3-INCH BAR CLEARANCE FROM BOTTOM OF FOOTING TO BOTTOM TRANSVERSE REINFORMENT.

PROVIDE ¾-INCH BEVEL ON BARRIER EDGES, TOP, AND ENDS.

▲ ADHESIVE ANCHOR #6 BAR, 8" MIN. EMBED

■ PLACE ½" FILLER BEWEEN COLUMN AND CONCRETE FOOTING (TYP.)

NO.	DATE	REVISION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

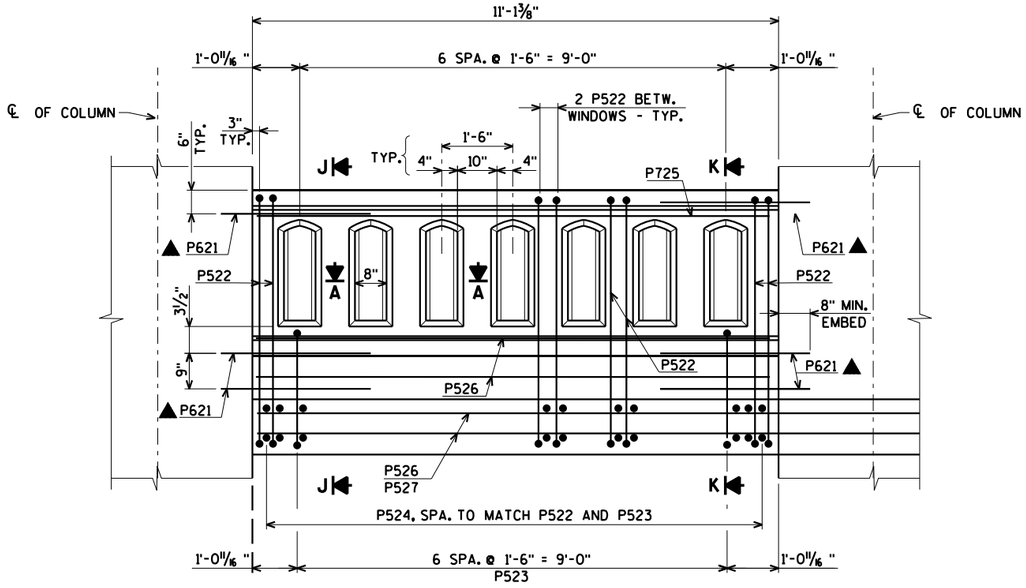
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PIER BARRIER

SHEET 35 OF 63
249

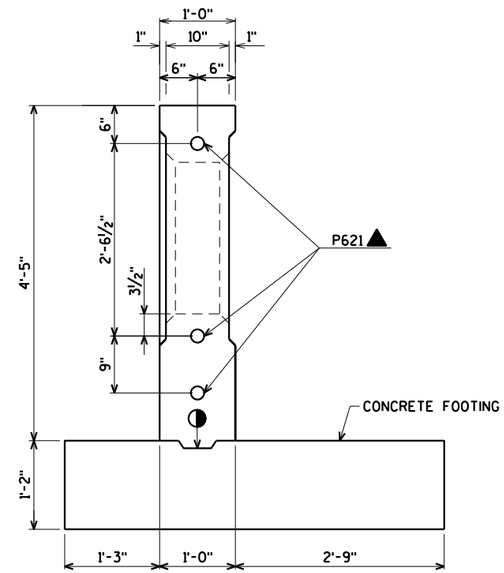
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ELEVATION OF BARRIER BETWEEN EXTERIOR COLUMNS

LOOKING EAST
ALL TRANSVERSE HORIZONTAL BARS IN FOOTING ARE P524 UNLESS OTHERWISE SHOWN.



ADHESIVE ANCHOR LAYOUT

STATE PROJECT NUMBER

2703-00-72

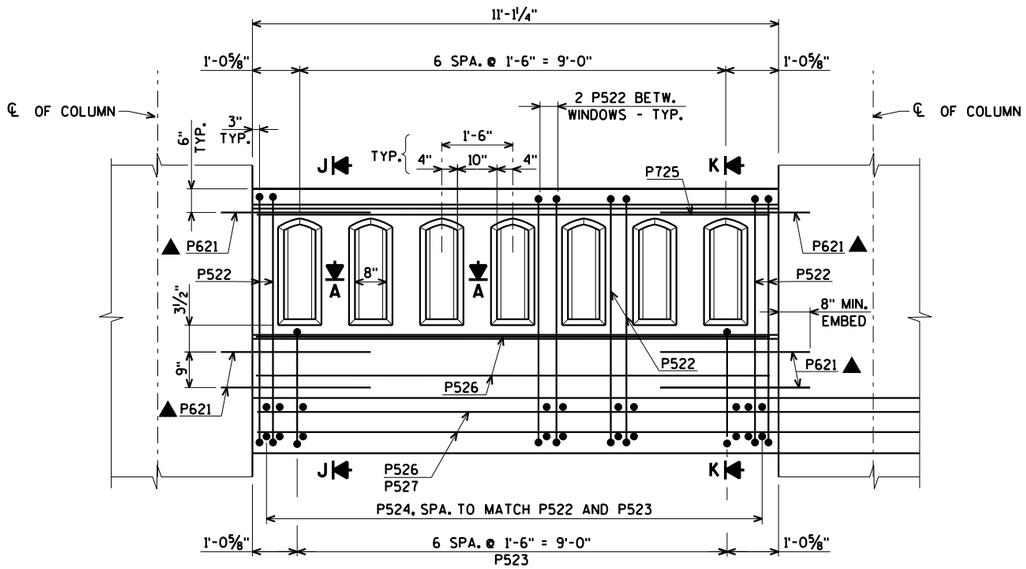
NOTES

BID ITEM SHALL BE "PARAPET CONCRETE TYPE 'TX'", WHICH SHALL INCLUDE ALL ITEMS ABOVE FOOTING SHOWN.

◑ NOTCH FORMED BY SURFACE BEVELED 2"x6".

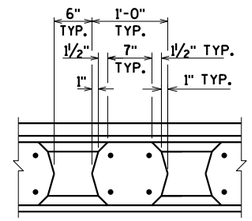
▲ ADHESIVE ANCHOR #6 BAR, 8" MIN. EMBED

FOR SECTIONS J THRU K, SEE SHEET 37.

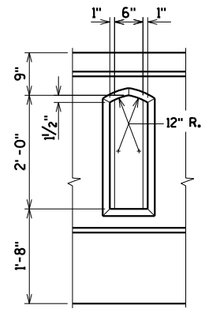


ELEVATION OF BARRIER BETWEEN INTERIOR COLUMNS

LOOKING EAST
ALL TRANSVERSE HORIZONTAL BARS IN FOOTING ARE P524 UNLESS OTHERWISE SHOWN.



SECTION A-A



WINDOW DETAILS

F.F. DENOTES FRONT FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

DRAWN BY JLB | PLANS CK'D. AEB

PIER BARRIER DETAILS

SHEET 36 OF 63
250

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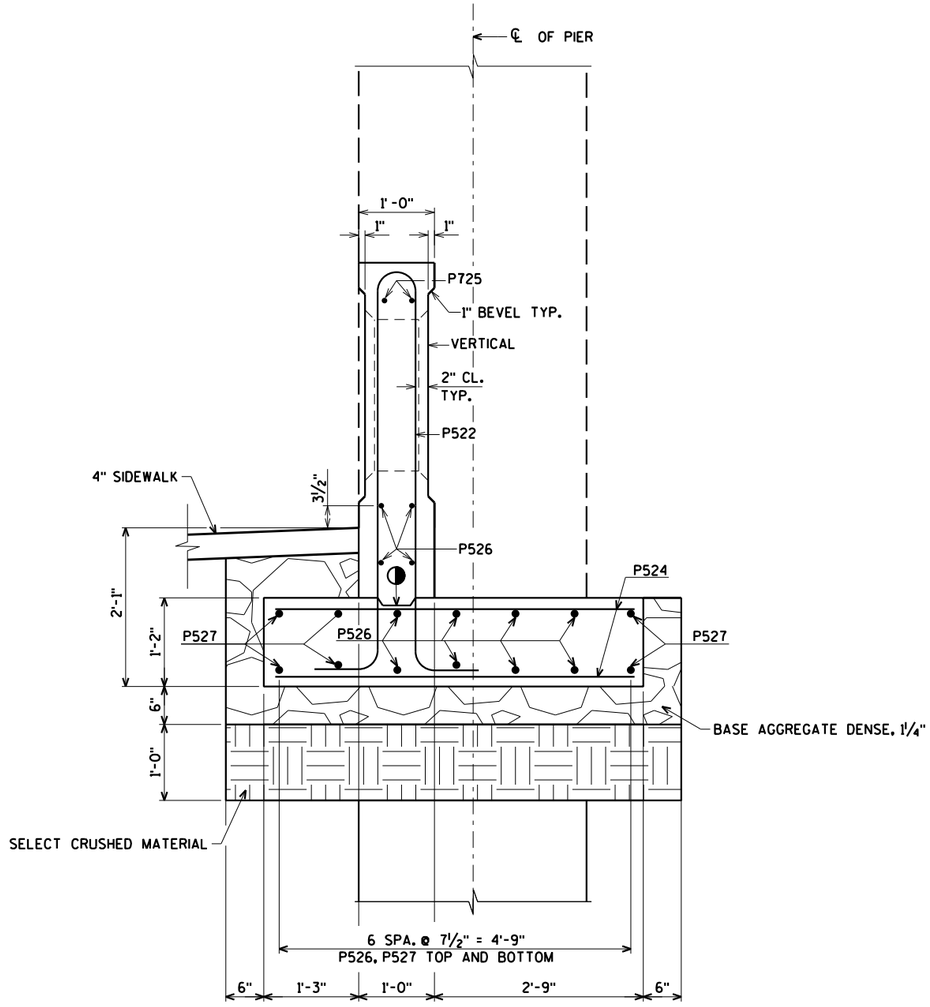
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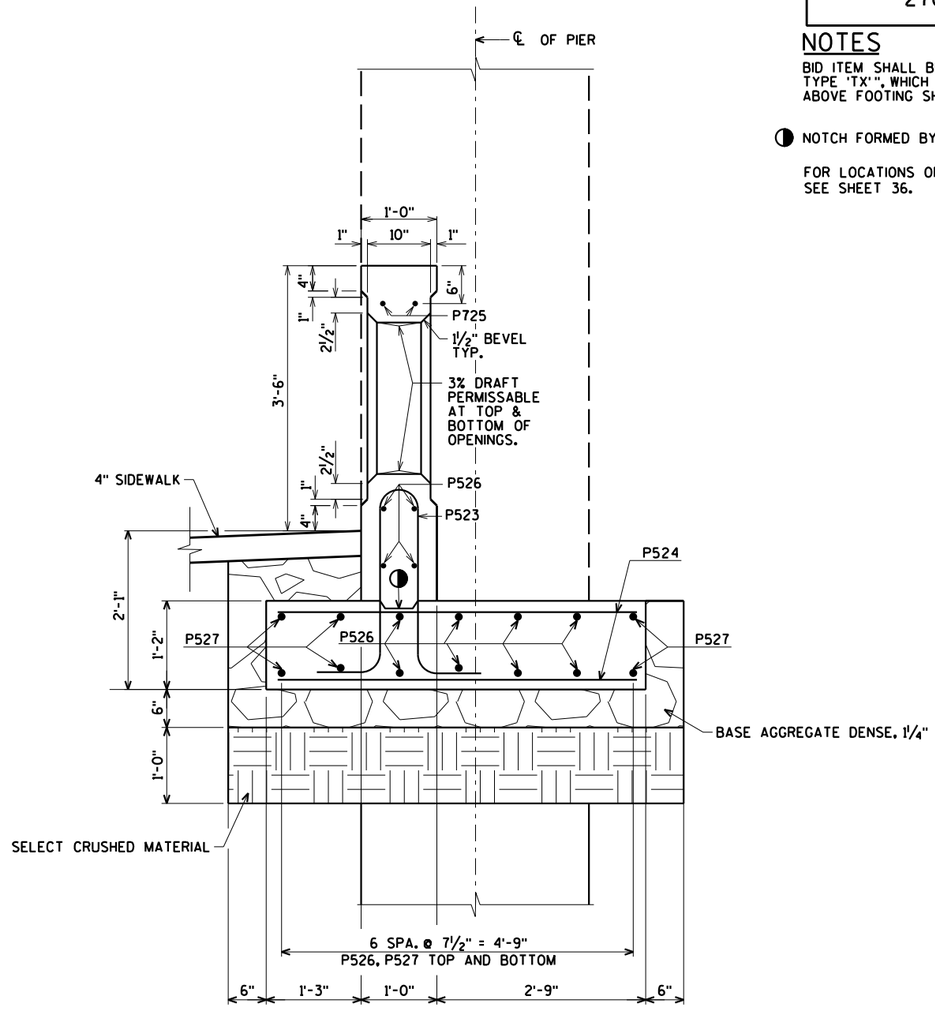
BID ITEM SHALL BE "PARAPET CONCRETE TYPE 'TX'", WHICH SHALL INCLUDE ALL ITEMS ABOVE FOOTING SHOWN.

◑ NOTCH FORMED BY SURFACE BEVELED 2"x6".

FOR LOCATIONS OF SECTIONS J AND K, SEE SHEET 36.



SECTION J



SECTION K

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

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PIER BARRIER SECTIONS

SHEET 37 OF 63
251

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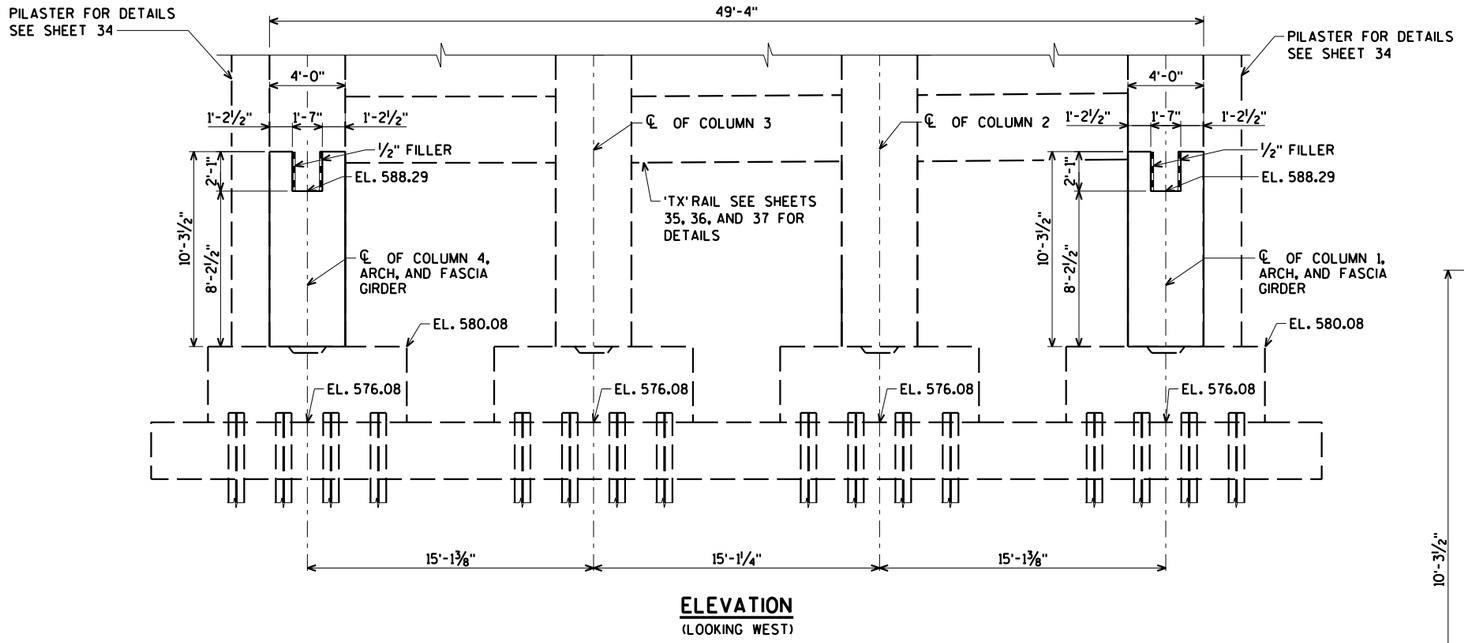
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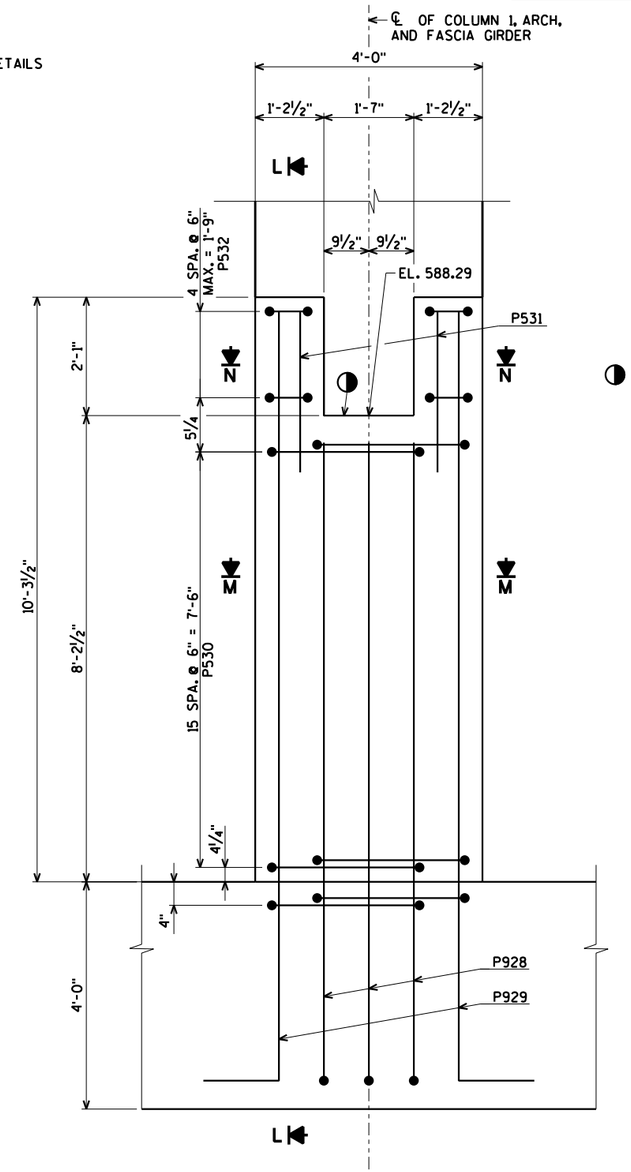
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STATE PROJECT NUMBER

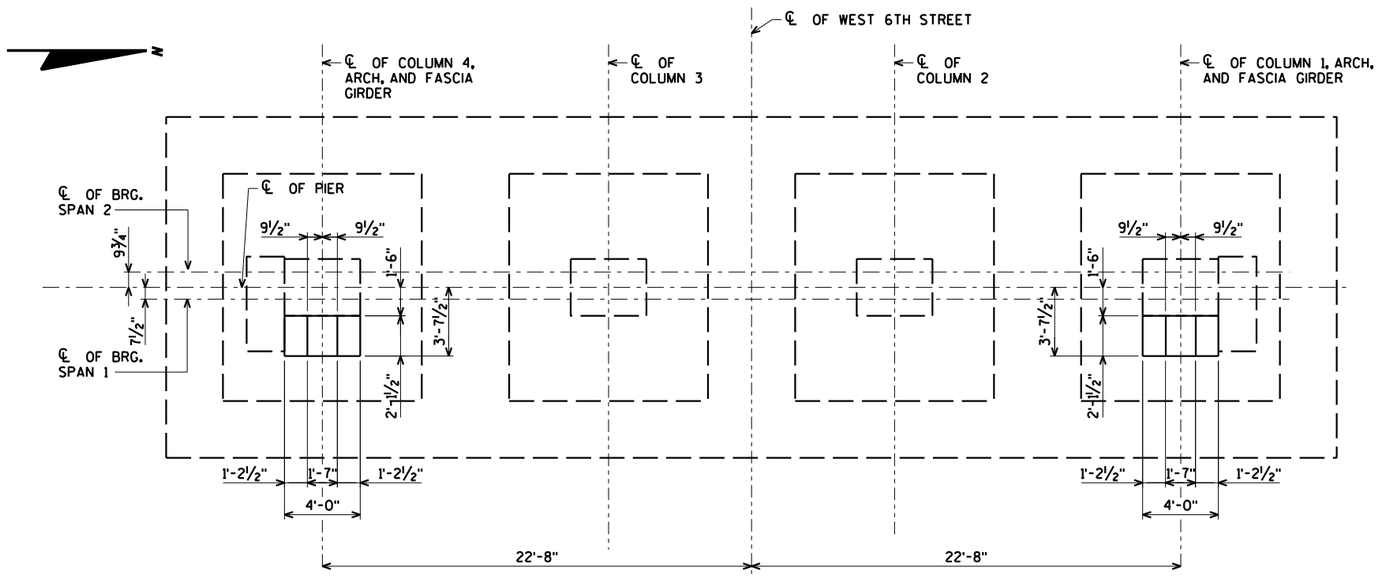
2703-00-72



ELEVATION
(LOOKING WEST)



◑ USE 1" BEARING PAD AT ARCH PEDESTAL BEAM SEAT. CUT TO FIT BEAM SEAT AREA



PLAN

ELEVATION
(NORTH PEDESTAL SHOWN, SOUTH PEDESTAL SIMILAR)

FOR SECTIONS J, K, L SEE SHEET 39

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

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PIER ARCH SEAT PEDESTAL

SHEET 38 OF 63
252

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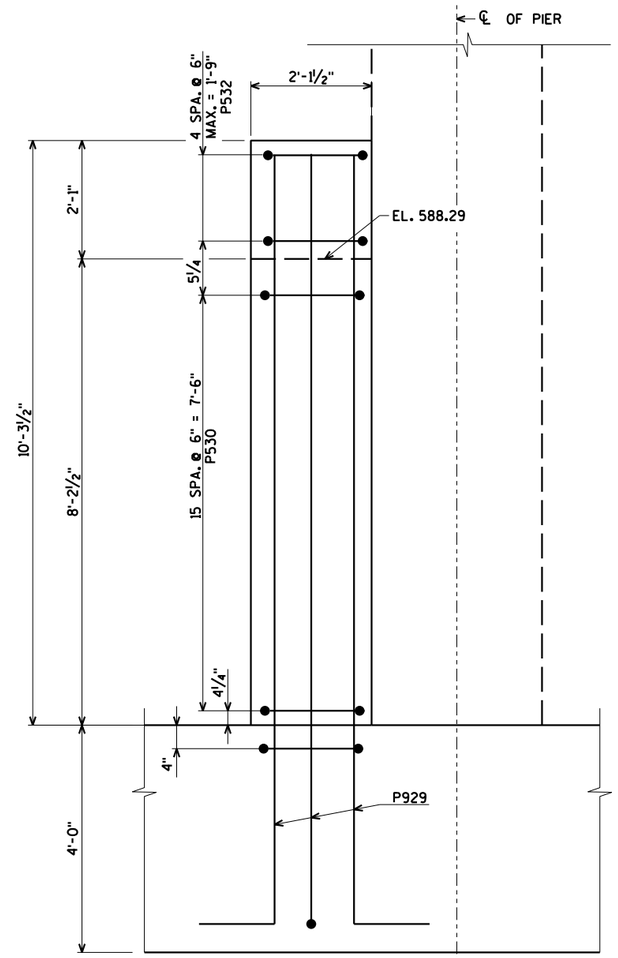
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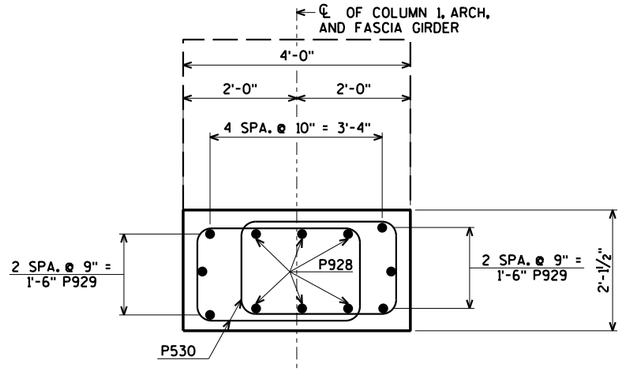
STATE PROJECT NUMBER

2703-00-72



SECTION L

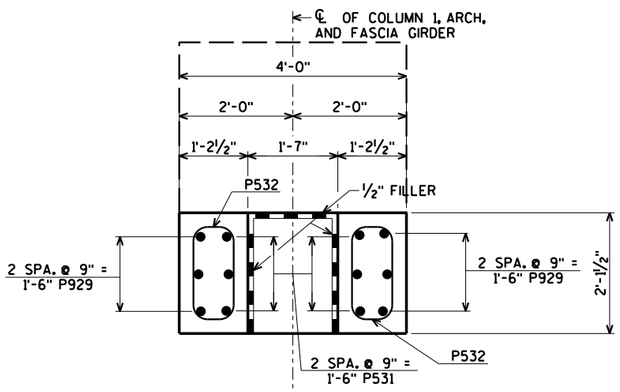
(NORTH ARCH SEAT PEDESTAL SHOWN, SOUTH ARCH SEAT PEDESTAL SIMILAR)



SECTION M

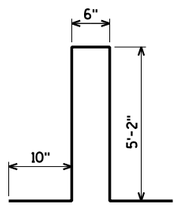
(NORTH ARCH SEAT PEDESTAL SHOWN, SOUTH ARCH SEAT PEDESTAL SIMILAR)

FOR LOCATIONS OF SECTIONS J, K, L SEE SHEET 38

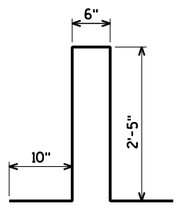


SECTION N

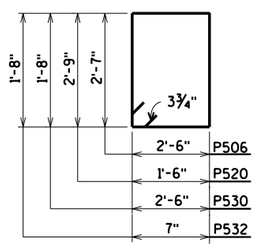
(NORTH ARCH SEAT PEDESTAL SHOWN, SOUTH ARCH SEAT PEDESTAL SIMILAR)

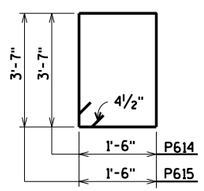


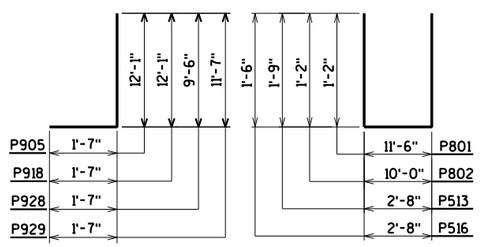
P522



P523







BILL OF BARS

BAR. NO.	COATED BAR	NO. REQ'D.	LENGTH	BENT BAR	BUNDLED BAR SERIES	30,100# COATED 7,790# UNCOATED LOCATION
P801		72	13-10	X		PIER FOOTING BOT.
P802		72	12-4	X		PIER FOOTING BOT.
P803		48	11-6			PIER FOOTING TOP
P804		48	10-0			PIER FOOTING TOP
P905	X	88	13-5	X		COLUMN DOWELS VERT.
P506	X	272	10-10	X		COLUMN TIES
P907	X	88	20-7			COLUMN VERT.
P508	X	16	2-0			CAP DOWELS
P1109	X	6	48-11			CAP HORIZ. BOT.
P1110	X	12	11-4			CAP HORIZ. BOT. BTWN. COLUMNS
P511	X	8	48-11			CAP HORIZ.
P912	X	6	48-11			CAP HORIZ. TOP
P513	X	12	6-2	X		CAP HORIZ. ENDS
P614	X	156	10-5	X		CAP STIRRUP VERT.
P615	X	14	10-5	X		CAP STIRRUP VERT.
P516	X	16	5-5	X		CAP VERT. MIDDLE
P417	X	4	15-2			CAP HORIZ. MIDDLE TOP
P918	X	28	13-5	X		PILASTER DOWELS VERT.
P919	X	28	30-6			PILSTER VERT.
P520	X	248	10-10	X		PILASTER TIES
▲ P621	X	18	3-2			TX RAIL ANCHOR
P522	X	48	12-0	X		TX RAIL VERT.
P523	X	21	6-6	X		TX RAIL VERT. WINDOW
P524	X	69	4-7			TX TAIL FOOTING TRANS.
P725	X	6	10-9			TX RAIL HORIZ. TOP
P526	X	36	10-9			TX RAIL HORIZ. BTWN. COLUMNS
P527	X	6	41-0			TX RAIL HORIZ.
P928	X	12	12-9	X		ARCH SEAT PEDESTAL VERT.
P929	X	12	14-10	X		ARCH SEAT PEDESTAL VERT.
P530	X	64	9-0	X		ARCH SEAT PEDESTAL STIRRUP
P531	X	12	2-11			ARCH SEAT PEDESTAL VERT. TOP
P532	X	20	5-2	X		ARCH SEAT PEDESTAL STIRRUP TOP

BENDING DIMENSIONS ARE OUT TO OUT OF BARS.

▲ ADHESIVE ANCHOR #6 BAR, 8" MIN. EMBED

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

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PIER BILL OF BARS

SHEET 39 OF 63
253

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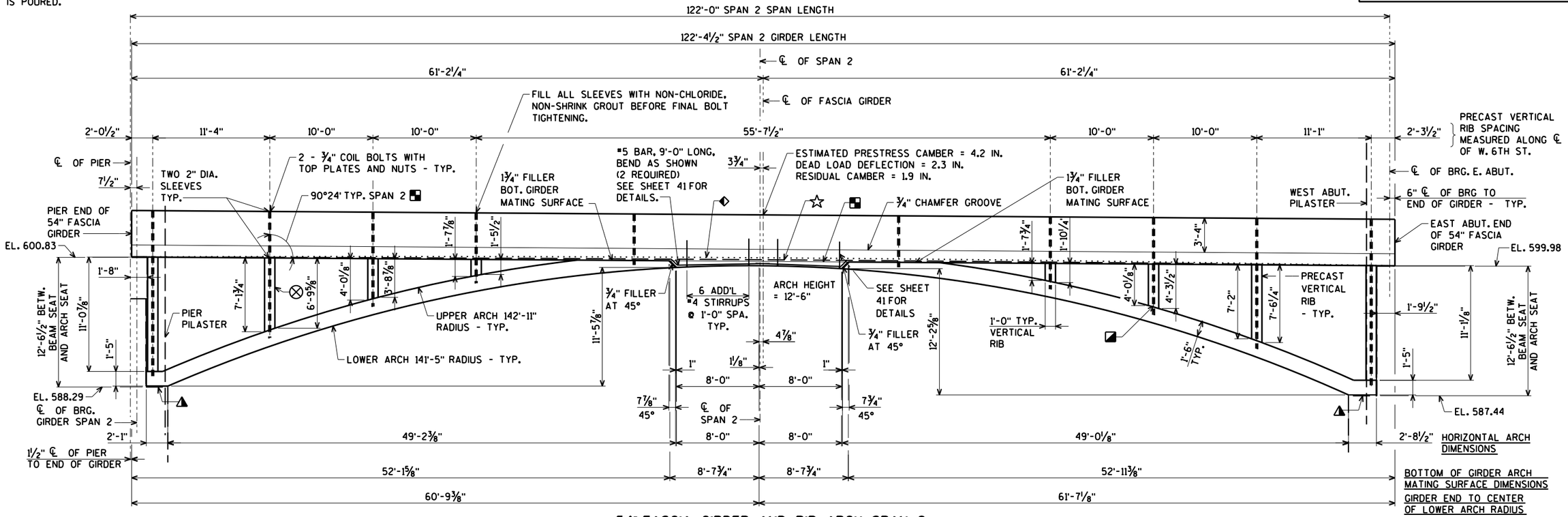
◆ DOTTED LINE IS BOTTOM OF GIRDER AT INITIAL PRESTRESS CAMBER OF 4.2-IN. BEFORE ANY SPAN 2 CONCRETE DECK, SIDWALK, AND PARAPET IS POURED.

☆ DASHED LINE IS BOTTOM OF GIRDER AFTER DEAD LOAD DEFLECTION OF THE SPAN 2 CONCRETE DECK, SIDWALK, AND PARAPET HAS BEEN POURED. THIS IS THE RESIDUAL CAMBER OF 1.9-IN. THERE IS A MINIMUM OF 1¾-IN. AND MAXIMUM OF 1⅞-IN. BETWEEM MATING SURFACES OF THE FASCIA GIRDER AND ARCH IN THIS STATE (WITHOUT TRAFFIC).

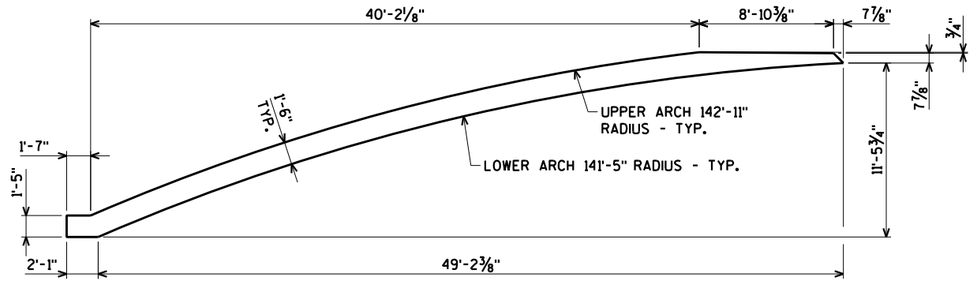
◪ THE THIN SOLID LINE IS BASED ON A NON-CAMBERED BOTTOM OF GIRDER (STRAIGHT). THIS IS WHAT THE DIMENSIONS OF THE RIBS AND ARCHES ARE BASED ON.

STATE PROJECT NUMBER

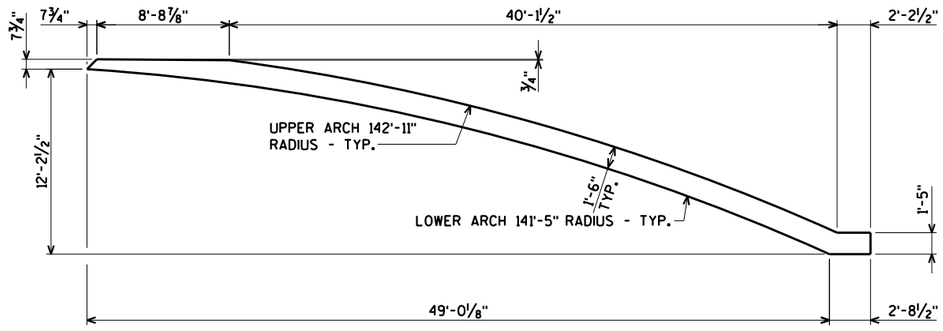
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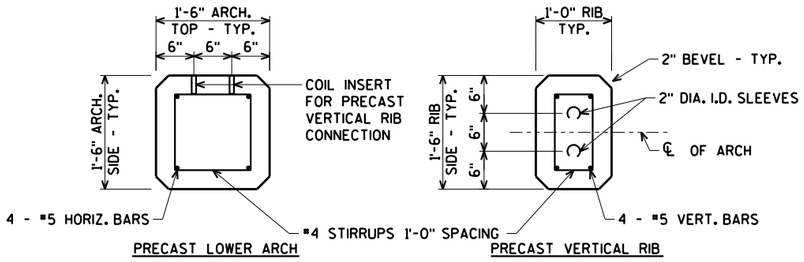
54" FASCIA GIRDER AND RIB ARCH SPAN 2



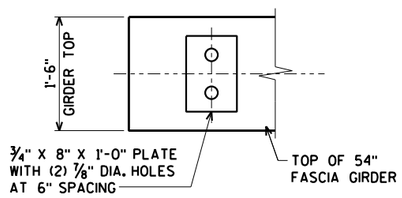
PIER ARCH SPAN 2 DETAILS



EAST ABUTMENT ARCH SPAN 2 DETAILS



TYPICAL SECTIONS



TOP PLATE DETAIL

⚠ USE 1" BEARING PAD AT ARCH PEDESTAL BEAM SEAT. CUT TO FIT BEAM SEAT AREA.

◪ DURING ASSEMBLY, PROVIDE NON-CHLORIDE, NON SHRINK GROUT BETWEEN MATING SURFACES (TYP.). FINISH SURFACES & MATED JOINTS WITH SACK RUB SURFACE

⊗ ASSEMBLE PRECAST MEMBERS SO THAT RIBS ARE VERTICAL. DISPLACE TOPS OF RIBS WITH TIE RODS & OVERSIZED SLEEVES AS NEEDED.

NO.	DATE	REVISION	BY

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STRUCTURE B-51-155

DRAWN BY CJM | PLANS CK'D. AEB

54" FASCIA GIRDER & RIB ARCH DETAILS

SHEET 40 OF 63
254

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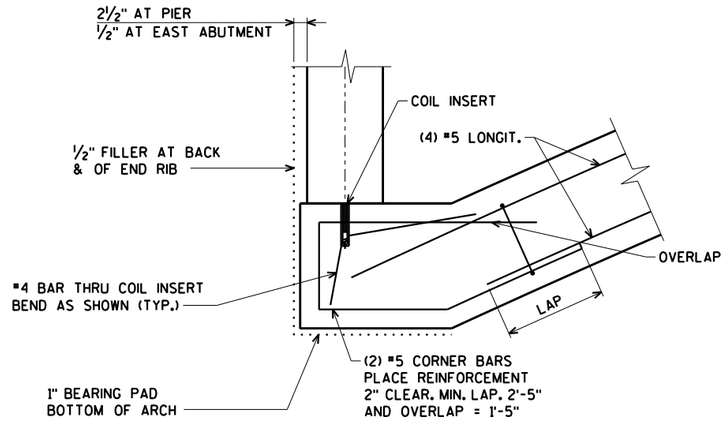
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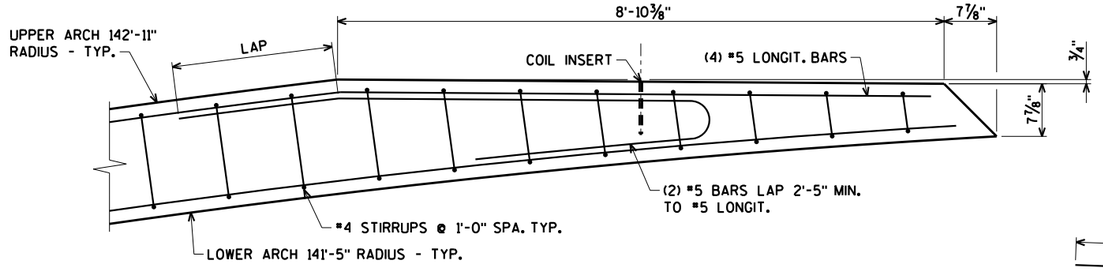
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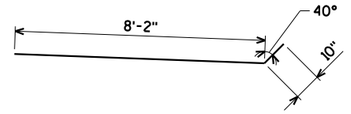
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CORNER DETAIL

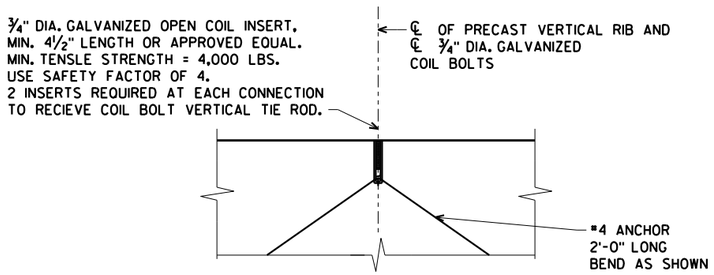


PIER ARCH POINT DETAIL

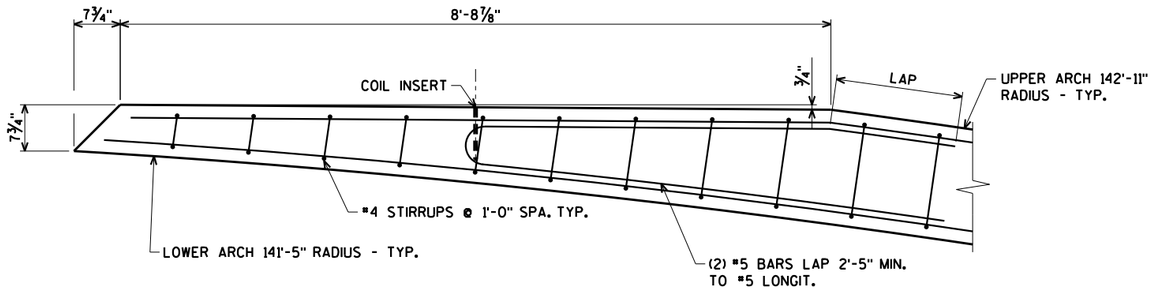


FASCIA GIRDER ARCH LONGIT. BAR

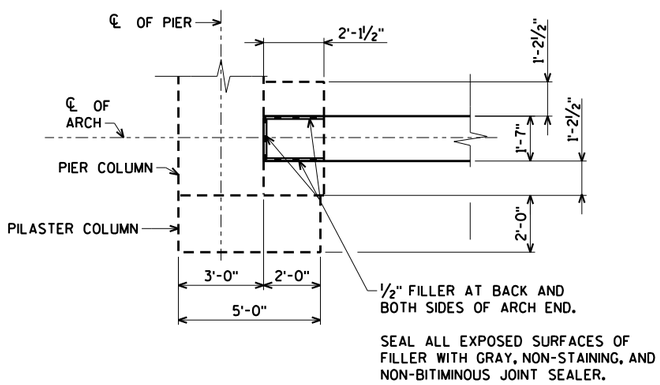
#5 BAR, 9'-0" LONG, BEND AS SHOWN
(4 REQUIRED EACH FASCIA GIRDER)



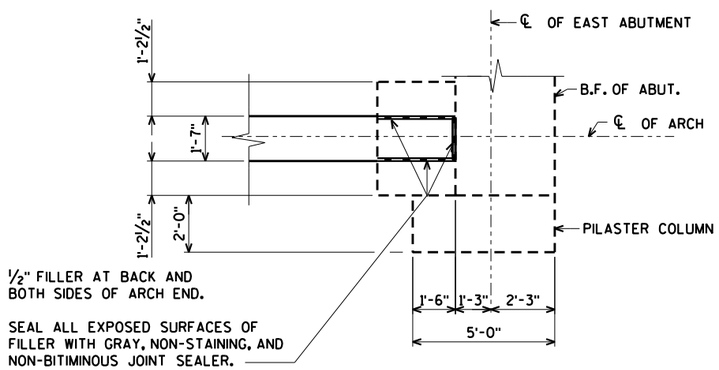
COIL INSERT DETAIL



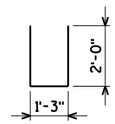
EAST ABUTMENT ARCH POINT DETAIL



PIER ARCH SEAT PLAN



EAST ABUT. ARCH SEAT PLAN



FASCIA GIRDER ARCH VERT. STIRRUPS

#5 BAR, 5'-0" LONG, BEND AS SHOWN
(12 REQUIRED EACH FASCIA GIRDER)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

DRAWN BY CJM | PLANS CK'D. AEB

PRECAST ARCH DETAILS

SHEET 41 OF 63
255

ORIGINAL PLANS PREPARED BY
AYRES
3433 Oakwood Hills Parkway
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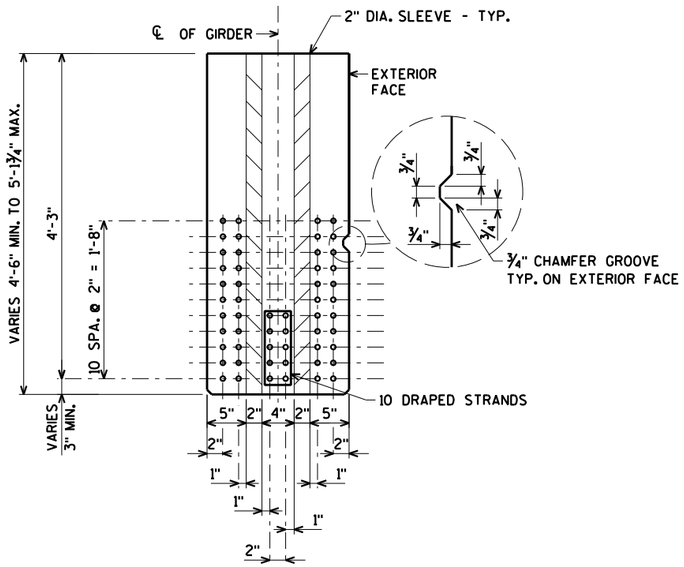
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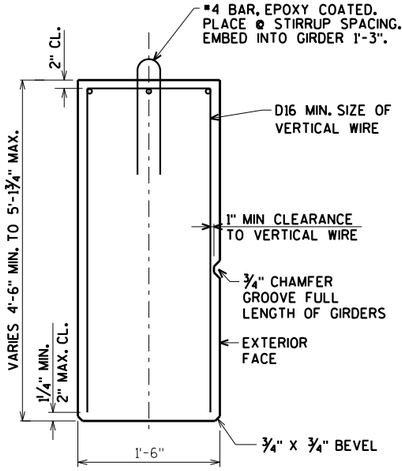
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STATE PROJECT NUMBER

2703-00-72

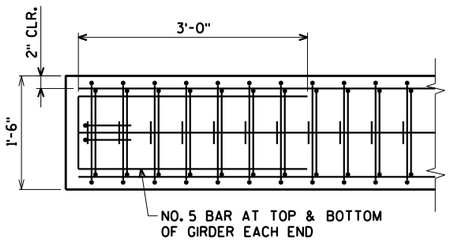


SECTION THRU FASCIA GIRDER ℄ SPAN 2



SECTION THRU GIRDER

SHOWING WELDED WIRE FABRIC (WWF) STIRRUPS
SEE DETAIL BELOW FOR EXTRA BOTTOM BARS



TOP VIEW OF GIRDER

NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY, EXCEPT THE OUTSIDE 15" OF GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 2" OF THE TOP FLANGE.

DO NOT APPLY CONCRETE SEALER OR EPOXY TO SURFACES RECEIVING APPLICATION OF CONCRETE STAINING.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS. SEE SECT. 503.3.3 OF STANDARD SPECIFICATIONS FOR GUIDANCE.

STRANDS SHALL BE FLUSH WITH END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, END OF STRANDS SHALL BE COATED WITH NON-BITUMINOUS JOINT SEALER. ~~FOR GIRDER ENDS THAT ARE FINALLY EXPOSED, COAT THE GIRDER ENDS, EXPOSED STRAND ENDS AND ALL NON-BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON-PIGMENTED EPOXY CONFORMING TO AASHTO M-235 TYPE III, GRADE 2, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO THE APPLICATION OF THE SEALER.~~

ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

PRESTRESSING STRANDS SHALL BE (0.6" DIAJ-7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 PSI.

FOR DIAPHRAGM INSERT & CONNECTION DETAILS SEE "STEEL DIAPHRAGM" SHEET.

SEE GIRDER DATA TABLE FOR REQUIRED CONCRETE STRENGTH WHEN LIFTING THE GIRDER AT EITHER THE GIRDER ENDS OR AT THE 0.1 L POINTS OF EACH END.

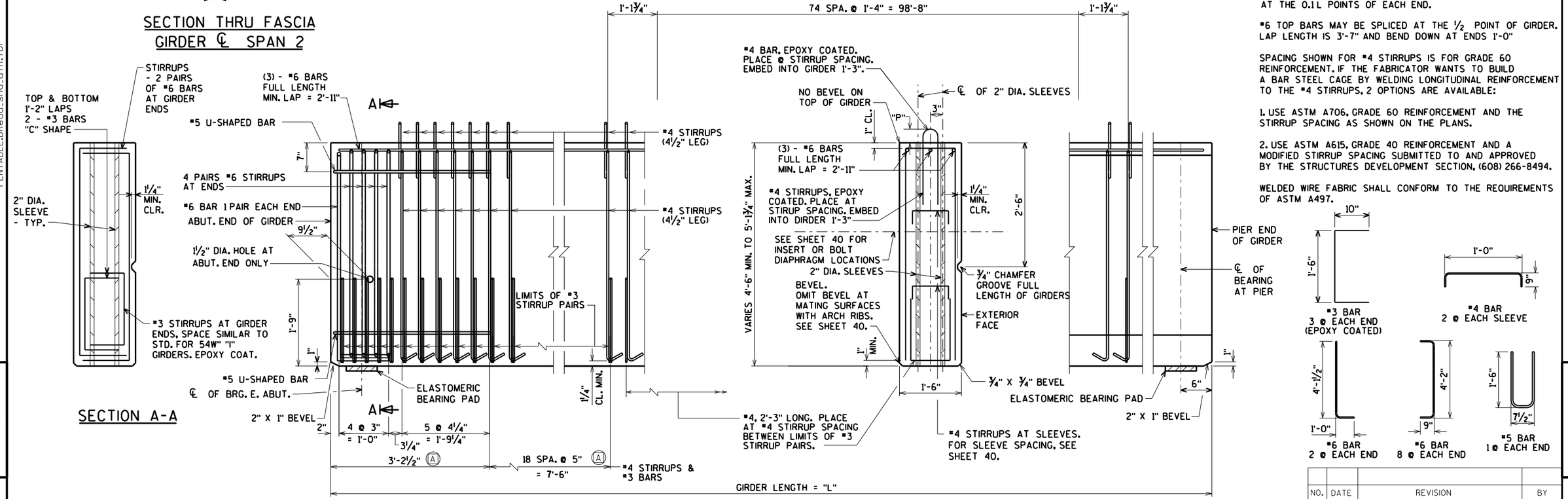
#6 TOP BARS MAY BE SPLICED AT THE ½ POINT OF GIRDER. LAP LENGTH IS 3'-7" AND BEND DOWN AT ENDS 1'-0"

SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT. IF THE FABRICATOR WANTS TO BUILD A BAR STEEL CAGE BY WELDING LONGITUDINAL REINFORCEMENT TO THE #4 STIRRUPS, 2 OPTIONS ARE AVAILABLE:

1. USE ASTM A706, GRADE 60 REINFORCEMENT AND THE STIRRUP SPACING AS SHOWN ON THE PLANS.

2. USE ASTM A615, GRADE 40 REINFORCEMENT AND A MODIFIED STIRRUP SPACING SUBMITTED TO AND APPROVED BY THE STRUCTURES DEVELOPMENT SECTION, (608) 266-8494.

WELDED WIRE FABRIC SHALL CONFORM TO THE REQUIREMENTS OF ASTM A497.



SECTION A-A

SIDE VIEW & TYP. SECTION IN SPAN

✳ MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

Ⓐ DETAIL TYP. AT EACH END

GIRDER DATA

SPAN	GIRDER	GIRDER LENGTH "L" (FEET)	DEAD LOAD DEFL. (IN.)									CONC. STRGTH. f'c (P.S.I.)	"P" (IN.)			DIA. OF STRAND (IN.)	DRAPED PATTERN						UNDRAPED PATTERN	
			1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10		1ST 1/3 OF GIRDER	MID 1/3 OF GIRDER	END 1/3 OF GIRDER		TOTAL NO. OF STRANDS	f'ci (P.S.I.) ✳	(IN.) "A"	"B" MIN.	"B" MAX.	"C"	TOTAL NO. OF STRANDS	f'ci (P.S.I.) ✳
2	1 & 9	122'-4½"	0.7	1.4	1.9	2.3	2.3	2.3	1.9	1.4	0.7	8,500	9"	7"	9"	0.6	54	6,800	48	16.5	19.5	6		

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Eau Claire, WI 54701
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

DRAWN BY CJM | PLANS CK'D. AEB

54" PRESTRESSED CONCRETE FASCIA GIRDER DETAILS

8

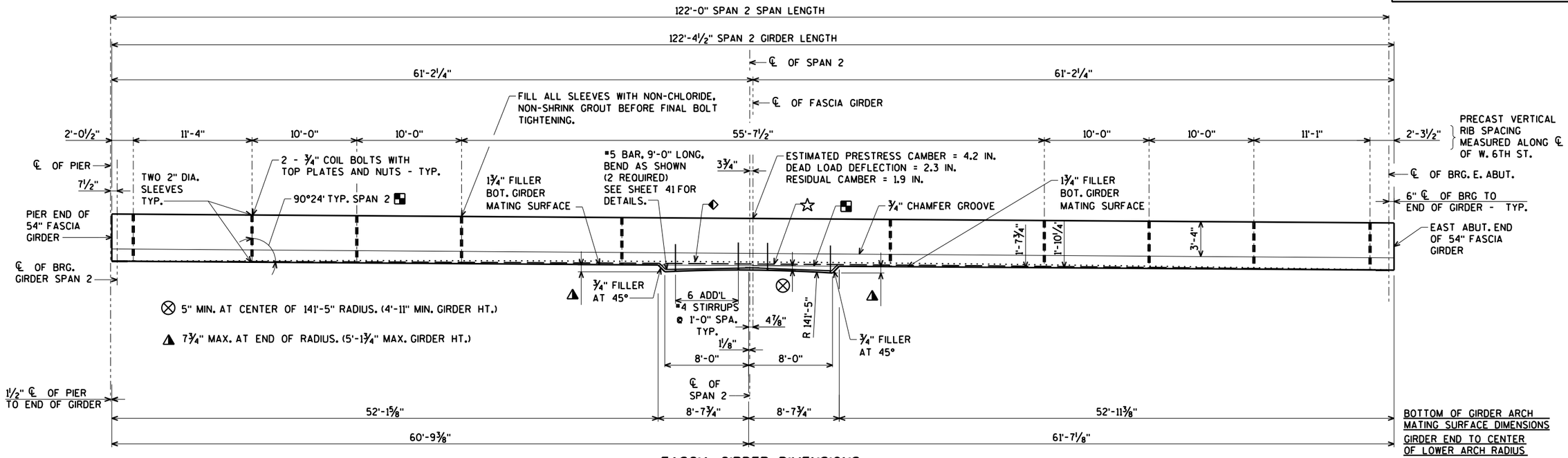
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STATE PROJECT NUMBER

2703-00-72

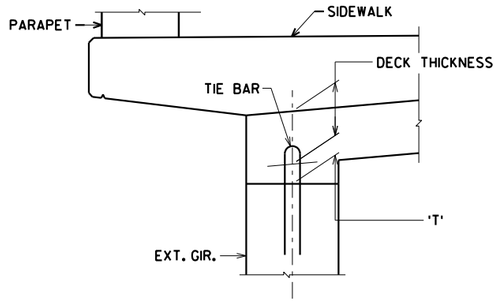


FASCIA GIRDER DIMENSIONS

◆ DOTTED LINE IS BOTTOM OF GIRDER AT INITIAL PRESTRESS CAMBER OF 4.2-IN. BEFORE ANY SPAN 2 CONCRETE DECK, SIDWALK, AND PARAPET IS POURED.

☆ DASHED LINE IS BOTTOM OF GIRDER AFTER DEAD LOAD DEFLECTION OF THE SPAN 2 CONCRETE DECK, SIDWALK, AND PARAPET HAS BEEN POURED. THIS IS THE RESIDUAL CAMBER OF 1.9-IN. THERE IS A MINIMUMUM OF 1¾-IN. AND MAXIMUM OF 1⅞-IN. BETWEEN MATING SURFACES OF THE FASCIA GIRDER AND ARCH IN THIS STATE (WITHOUT TRAFFIC).

■ THE THIN SOLID LINE IS BASED ON A NON-CAMBERED BOTTOM OF GIRDER (STRAIGHT). THIS IS WHAT THE DIMENSIONS OF THE RIBS AND ARCHES ARE BASED ON.



DECK HAUNCH DETAIL

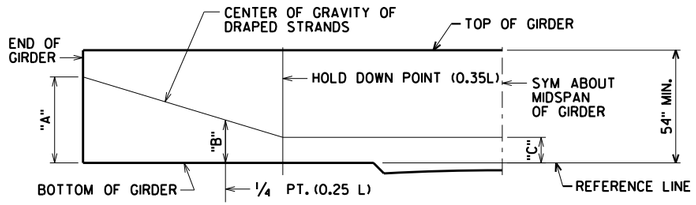
IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR. THE PLAN DECK THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR,

** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT ℄ OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEV. AT FINAL GRADE
\- TOP OF GIRDER ELEVATION
\+ DEAD LOAD DEFLECTION
\- DECK THICKNESS
= HAUNCH HEIGHT 'T'

NOTE: AN AVERAGE HAUNCH ('T') OF 3½" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".

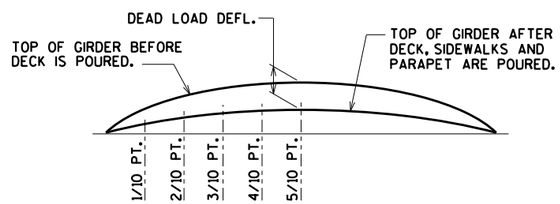


DRAPED STRAND PROFILE

*THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MIDSPAN MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

SPAN	CAMBER (IN.) *
2	4.2

THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T', USE ACTUAL GIRDER SHOTS.
THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.



DEAD LOAD DEFLECTION DIAGRAM

TOTAL NO. OF STRANDS = 54
TOTAL INITAL PRESTRESS FORCE = 2,373 KIPS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

DRAWN BY CJM | PLANS CK'D. AEB

54" PRESTRESSED CONCRETE FASCIA GIRDER DETAILS

SHEET 43 OF 63
257

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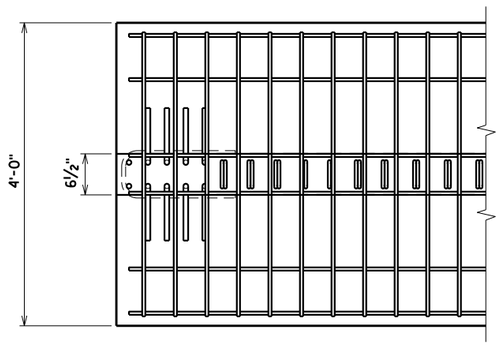
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STATE PROJECT NUMBER

2703-00-72



TOP FLANGE

NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY, EXCEPT THE OUTSIDE 15" OF GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 15" OF THE TOP FLANGE.

DO NOT APPLY CONCRETE SEALER OR EPOXY TO SURFACES RECEIVING APPLICATION OF CONCRETE STAINING.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS. SEE SECT. 503.3.3 OF STANDARD SPECIFICATIONS FOR GUIDANCE.

STRANDS SHALL BE FLUSH WITH END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, END OF STRANDS SHALL BE COATED WITH NON-BITUMINOUS JOINT SEALER. ~~FOR GIRDER ENDS THAT ARE FINALLY EXPOSED, COAT THE GIRDER ENDS, EXPOSED STRAND ENDS AND ALL NON BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON PIGMENTED EPOXY CONFORMING TO AASHTO M 235 TYPE III, GRADE 2, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO THE APPLICATION OF THE SEALER.~~

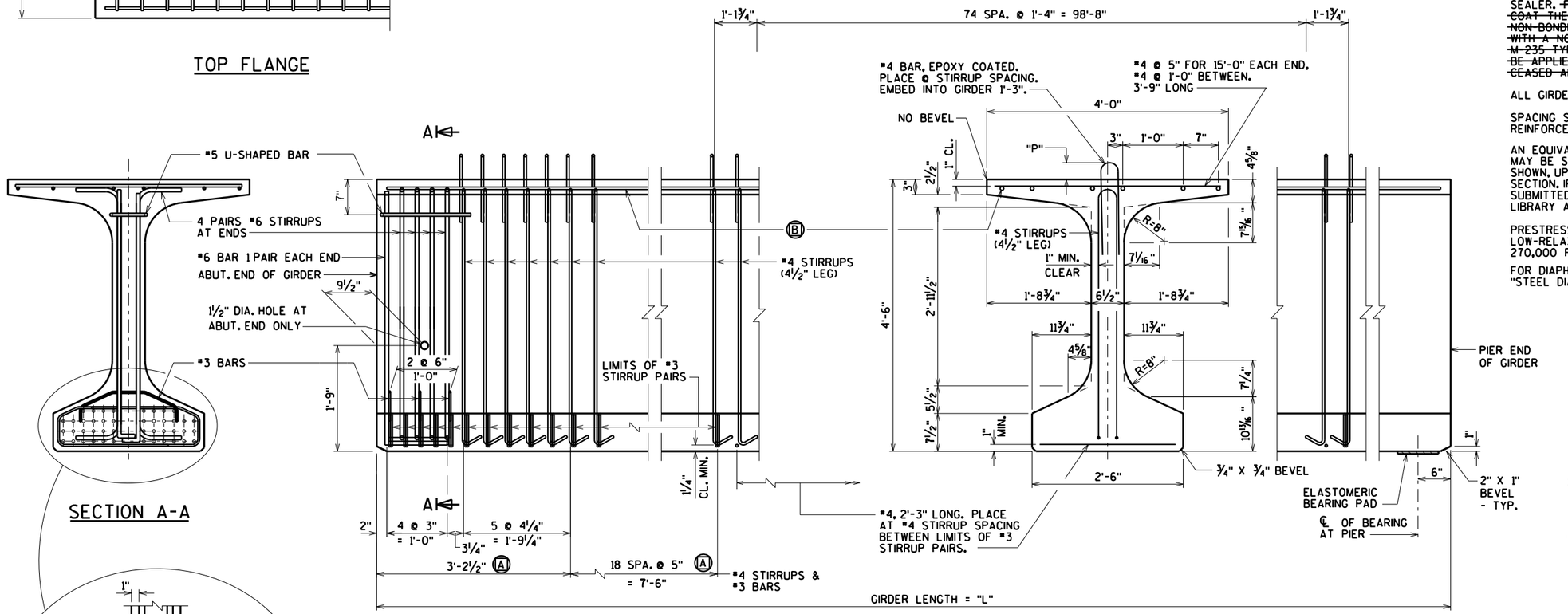
ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT.

AN EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A1064 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON ACCEPTANCE OF THE STRUCTURES MAINTENANCE SECTION. IF USED, WWF SUBSTITUTION DETAILS SHALL BE SUBMITTED ELECTRONICALLY TO THE WISDOT FABRICATION LIBRARY AND ACCEPTED PRIOR TO SHOP DRAWING SUBMITTAL.

PRESTRESSING STRANDS SHALL BE (0.6" DIA.)-7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 PSI.

FOR DIAPHRAGM INSERT & CONNECTION DETAILS SEE "STEEL DIAPHRAGM" SHEET.

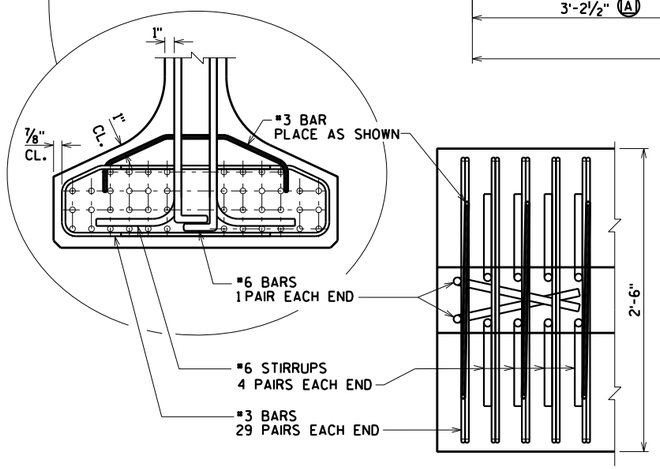


SECTION A-A

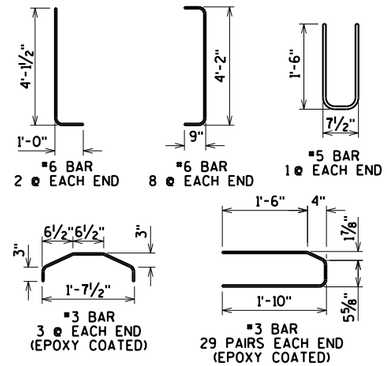
SIDE VIEW & TYP. SECTION IN SPAN

Ⓐ DETAIL TYP. AT EACH END

Ⓑ 6 #6 BARS, FULL LENGTH, MIN. LAP = 2'-11"



BOTTOM FLANGE



✳ MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

GIRDER DATA

SPAN	GIRDER	GIRDER LENGTH "L" (FEET)	DEAD LOAD DEFL. (IN.) 1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	CONC. STRGTH. f'c (P.S.I.)	"P" (IN.) 1ST 1/3 OF GIRDER	MID 1/3 OF GIRDER	END 1/3 OF GIRDER	DIA. OF STRAND (IN.)	DRAPED PATTERN TOTAL NO. OF STRANDS	f'ci (P.S.I.) ✳	(IN.) "A"	"B" MIN.	"B" MAX.	"C"	UNDRAPED PATTERN TOTAL NO. OF STRANDS	f'ci (P.S.I.) ✳
2	2-8	122'-4½"	0.7	1.3	1.8	2.2	2.3	2.2	1.8	1.3	0.7	8,500	9"	7"	9"	0.6	40	6,400	49	16	19	5		

ORIGINAL PLANS PREPARED BY

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

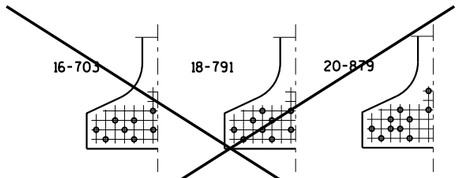
DRAWN BY CJM | PLANS CK'D. AEB

54W" PRESTRESSED GIRDER DETAILS

SHEET 44 OF 63
258

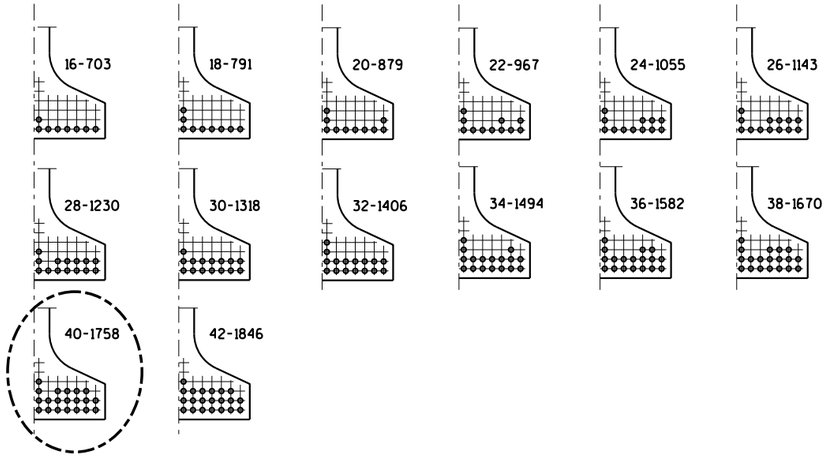
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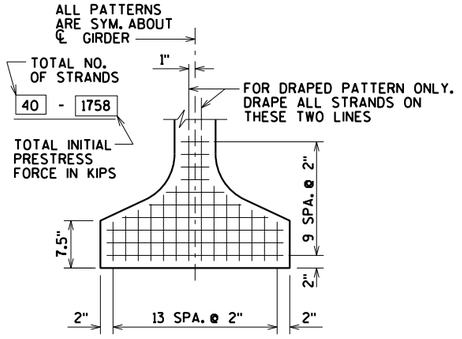
STANDARD ARRANGEMENTS TO RAISE CENTER OF GRAVITY TO AVOID DRAPING OF STRANDS

0.6" DIA. STRANDS

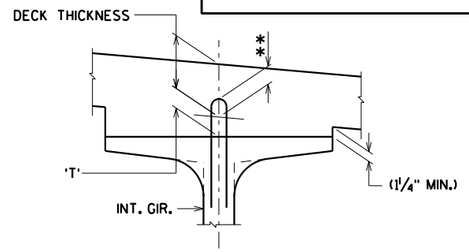


ARRANGEMENT AT ℄ SPAN - FOR GIRDERS WITH DRAPED STRANDS

0.6" DIA. STRANDS



TYP. STRAND PATTERN



DECK HAUNCH DETAIL

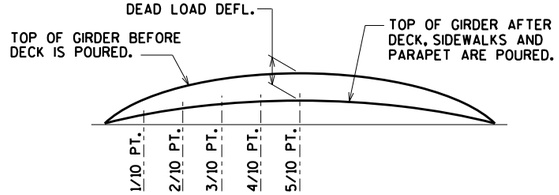
IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR. THE PLAN DECK THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR,

** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

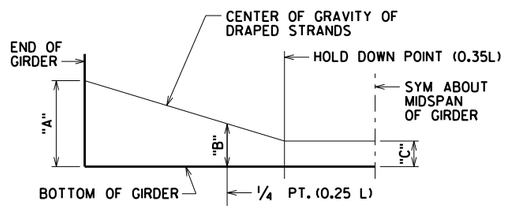
TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT ℄ OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEV. AT FINAL GRADE
- TOP OF GIRDER ELEVATION
+ DEAD LOAD DEFLECTION
- DECK THICKNESS
= HAUNCH HEIGHT 'T'

NOTE: AN AVERAGE HAUNCH ('T') OF 3½" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".



DEAD LOAD DEFLECTION DIAGRAM

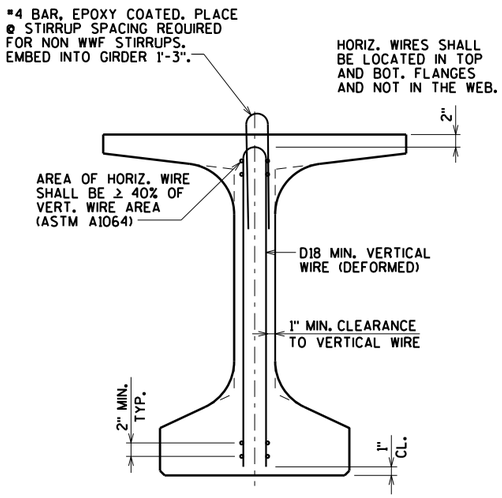


DRAPED STRAND PROFILE

*THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MIDSPAN MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

SPAN	CAMBER (IN.) *
2	1.9

THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T', USE ACTUAL GIRDER SHOTS.
THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.



SECTION THRU GIRDER

SHOWING WELDED WIRE FABRIC (WWF) STIRRUPS ASTM A1064 (FY = 70 KSI)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

DRAWN BY CJM | PLANS CK'D. AEB

54W" PRESTRESSED GIRDER DETAILS

SHEET 45 OF 63
259

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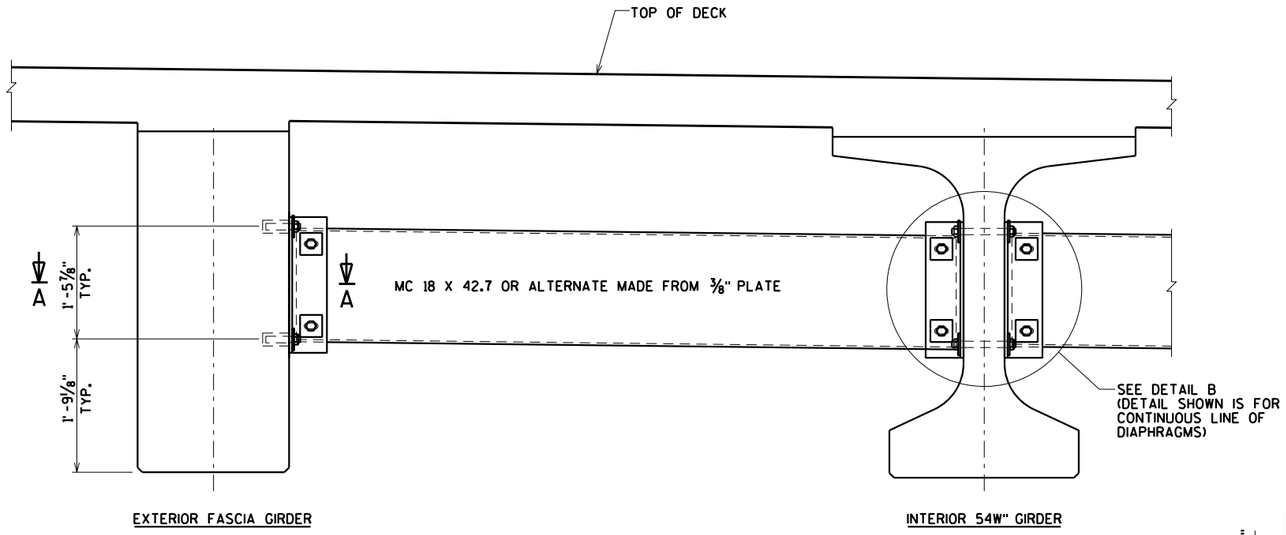
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STATE PROJECT NUMBER

2703-00-72



PART TRANSVERSE SECTION AT DIAPHRAGM

NOTES

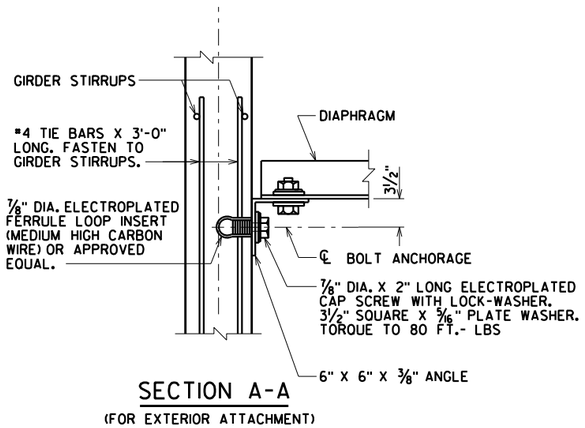
ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-51-155", EACH.

EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36.

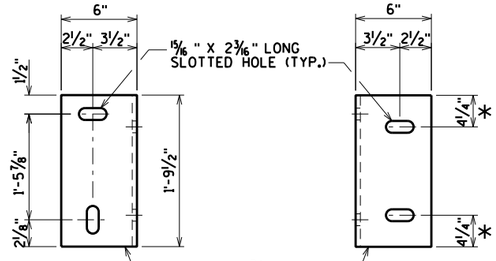
ALL DIAPHRAGM MATERIAL INCLUDING BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED AFTER FABRICATION.

STEEL DIAPHRAGM TO CONCRETE WEB CONNECTION SHALL BE SNUG-TIGHT PLUS ¼ TURN, UNLESS NOTED OTHERWISE. HIGH STRENGTH BOLTS FOR WEB CONNECTION SHALL MEET THE REQUIREMENTS FOR ASTM A325 OR ASTM A449.



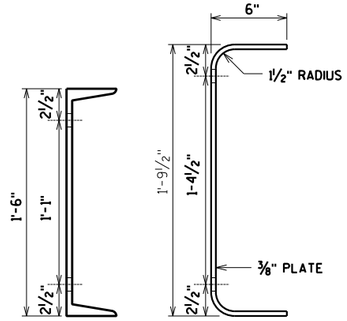
SECTION A-A

(FOR EXTERIOR ATTACHMENT)

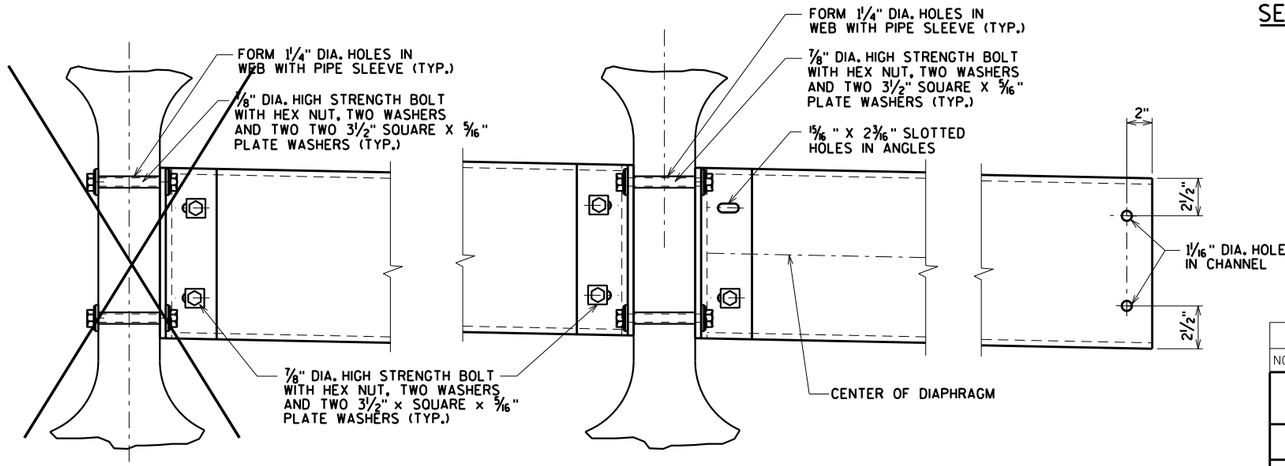


DIAPHRAGM SUPPORT

* 2½" FOR ALTERNATE PLATE DIAPHRAGM



SECTION THRU DIAPHRAGM



DETAIL B

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

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STEEL INTER. DIAPHRAGM DETAILS

SHEET 46 OF 63

260

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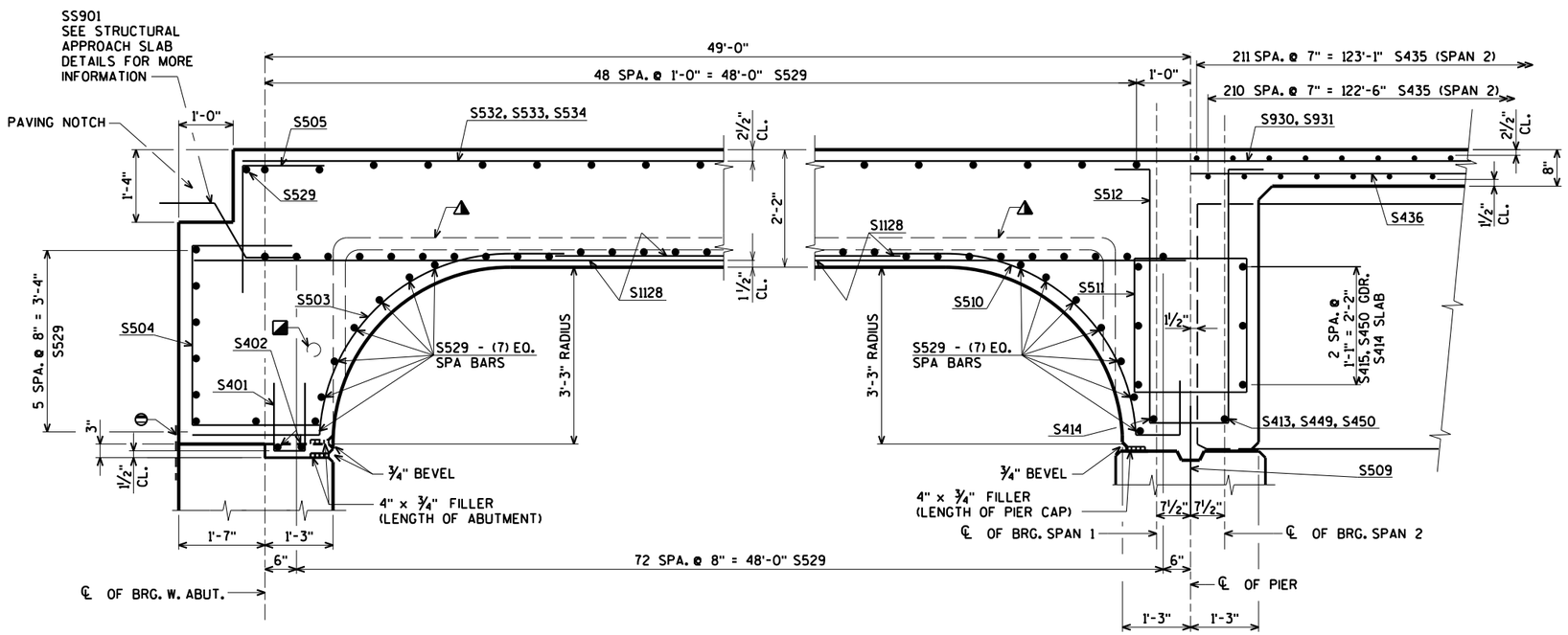
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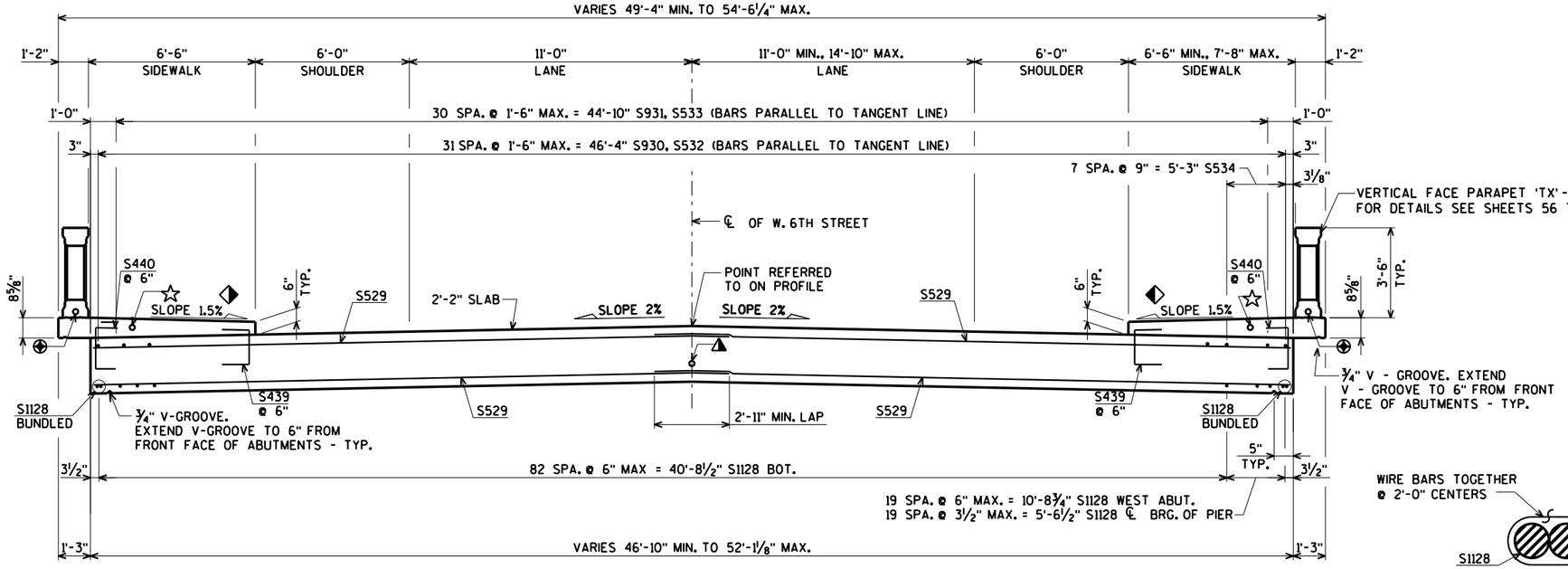
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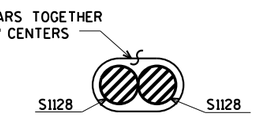


PART LONGITUDINAL SECTION



TYPICAL SECTION THRU SPAN 1

(LOOKING EAST)



BUNDLING DETAIL

- ONE 1" DIAMETER NON-METALLIC CONDUIT THAT RUNS FROM NW PILASTER, TO TOP OF WEST ABUTMENT AT ℄ OF BRG. W. ABUT. CONDUIT EXITS BOTTOM OF SLAB AT FRONT FACE OF WEST ABUTMENT.
- ONE 1" DIAMETER NON-METALLIC CONDUIT THAT RUNS FROM TOP OF WEST ABUTMENT TO TOP OF PIER IN SLAB AT ℄ OF STRUCTURE. CONDUIT EXITS BOTTOM OF SLAB AT FRONT FACE OF ABUTMENT AND FRONT FACE OF PIER.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ONE 2" DIAMETER NON-METALLIC CONDUIT IN TYPE 'TX' RAILING - TYP.
- 18" RUBBERIZED MEMBRANE WATERPROOFING BETWEEN WINGS.
- 2-INCH DIAMETER NON-METALLIC CONDUIT IN SIDEWALK, EXIT THRU DIAPHRAGM. CONDUIT IN SOUTH SIDEWALK WILL BE PROVIDED BY THE CITY OF RACINE AND IS TO BE INSTALLED BY THE CONTRACTOR. COST FOR INSTALLATION TO BE INCIDENTAL TO THE "CONCRETE MASONRY BRIDGES" BID ITEM.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

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SPAN 1 SUPERSTRUCTURE DETAILS

SHEET 47 OF 63
261

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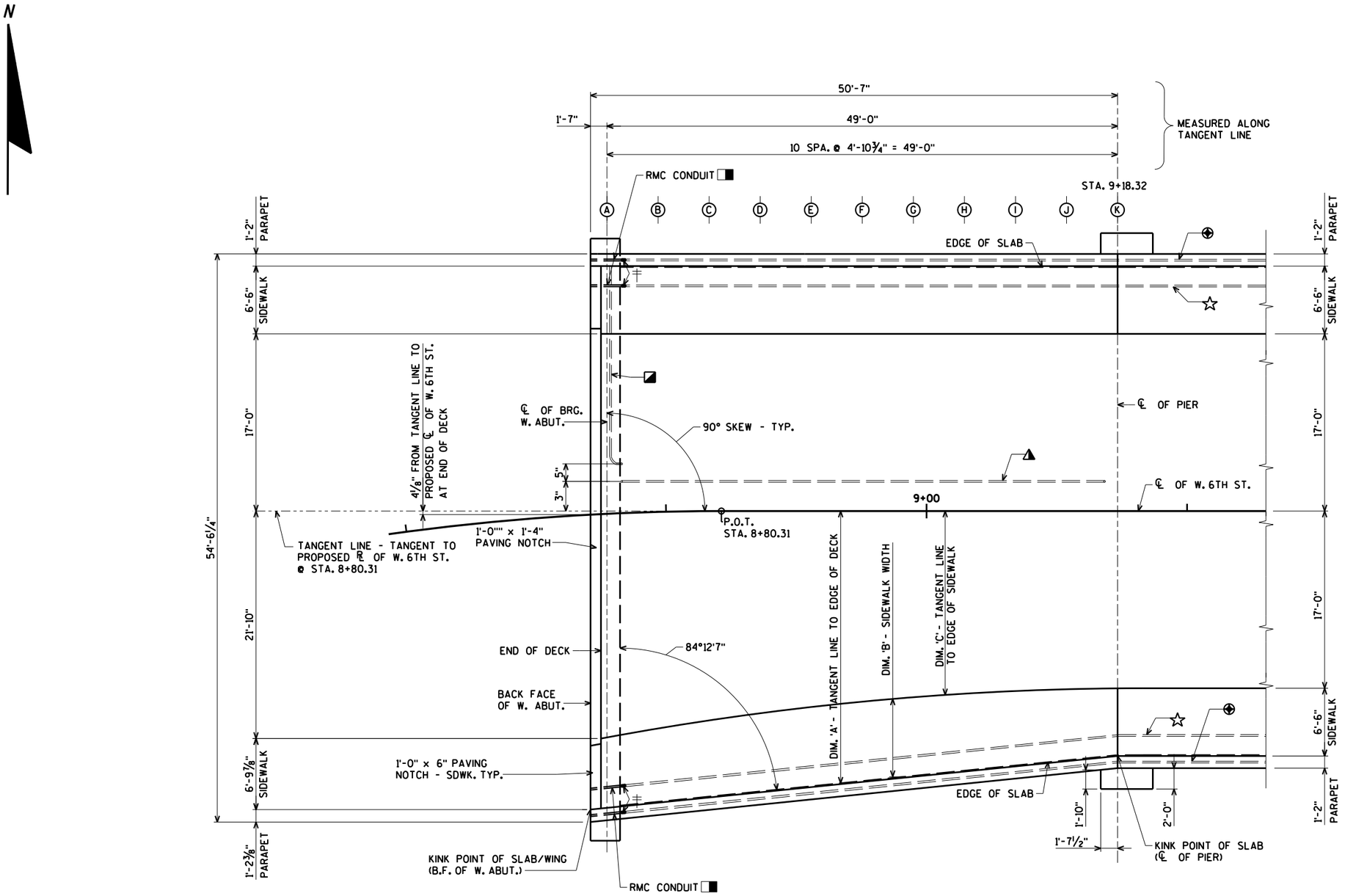
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PLAN - SPAN 1

☆ 2-INCH DIAMETER NON-METALLIC CONDUIT IN SIDEWALK, EXIT THRU DIAPHRAGM. CONDUIT IN SOUTH SIDEWALK WILL BE PROVIDED BY THE CITY OF RACINE AND IS TO BE INSTALLED BY THE CONTRACTOR. COST FOR INSTALLATION TO BE INCIDENTAL TO THE "CONCRETE MASONRY BRIDGES" BID ITEM.

◪ ONE 1" DIAMETER NON-METALLIC CONDUIT THAT RUNS FROM NW PILASTER, TO TOP OF WEST ABUTMENT AT ℄ OF BRG. W. ABUT. CONDUIT EXITS BOTTOM OF SLAB AT FRONT FACE OF WEST ABUTMENT.

▲ ONE 1" DIAMETER NON-METALLIC CONDUIT THAT RUNS FROM TOP OF WEST ABUTMENT TO TOP OF PIER IN SLAB AT ℄ OF STRUCTURE. CONDUIT EXITS BOTTOM OF SLAB AT FRONT FACE OF ABUTMENT AND FRONT FACE OF PIER.

⊕ ONE 2" DIAMETER NON-METALLIC CONDUIT IN TYPE 'TX' RAILING - TYP.

B.F. DENOTES BACK FACE.

TABLE OF DIMENSIONS

	'A'	'B'	'C'	'D'	'E'	'F'	'G'	'H'	'I'	'J'	'K'
DIM. "A"	28'-4¾"	27'-10¾"	27'-4¾"	26'-10⅞"	26'-4⅞"	25'-10⅞"	25'-4⅞"	24'-11"	24'-5"	23'-11"	23'-5"
DIM. "B"	6'-9⅛"	7'-1½"	7'-4¾"	7'-6"	7'-8¼"	7'-8⅜"	7'-7½"	7'-5⅝"	7'-2¾"	6'-10⅞"	6'-6"
DIM. "C"	21'-8⅝"	20'-10¼"	20'-1"	19'-4¾"	18'-9⅝"	18'-3½"	17'-10⅜"	17'-6¼"	17'-3¼"	17'-1⅛"	17'-0"

◪ USE 2" DIA. RIGID METALLIC (RMC) CONDUIT AT FITTINGS. PROVIDE RMC FOR 3'-0" MIN. ON EACH SIDE OF JOINT OPENINGS UNLESS NOTED OTHERWISE.

⫩ NONMETALLIC CONDUIT TO METALLIC CONDUIT ADAPTER FITTING (UL OR NRTL LISTED FOR ELECTRICAL USE SHALL BE USED).

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SPAN 1 GEOMETRY PLAN

SHEET 48 OF 63
262

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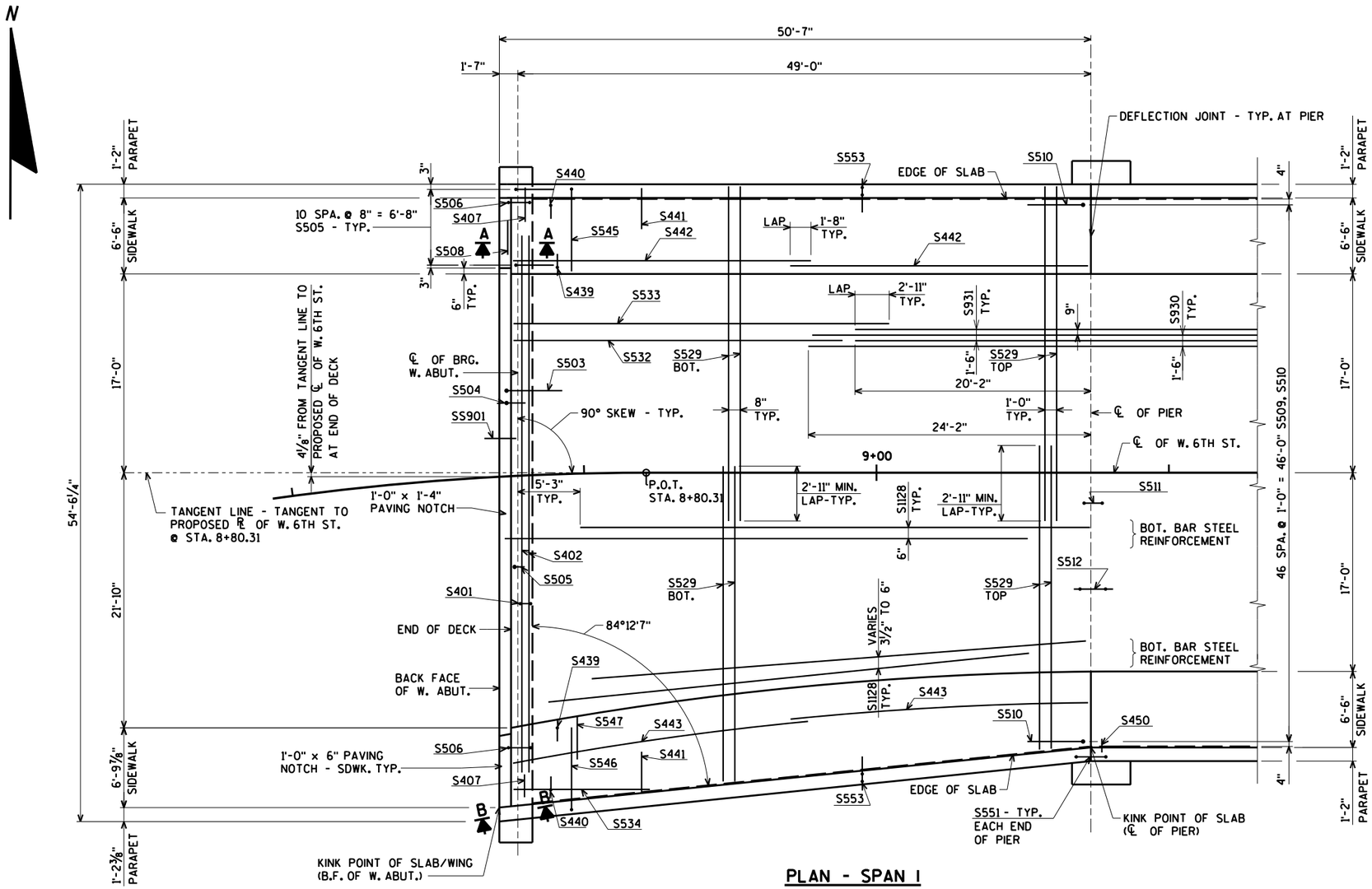
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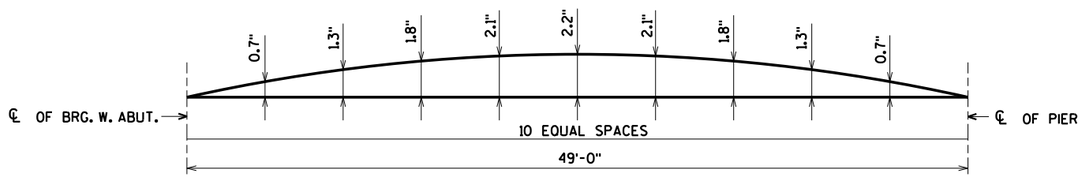
PLAN - SPAN 1

NOTE: LAP S547 BAR WITH S546 BAR TO ACCOUNT FOR CURVE OF SIDEWALK.

TOP TRANSVERSE BARS IN SLAB SHALL BE SUPPORTED BY INDIVIDUAL BAR CHAIRS AT APPROXIMATELY 3'-0" CENTERS EACH WAY. BOTTOM LONGITUDINAL BARS SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS AT APPROXIMATELY 4'-0" CENTERS.

ALL SLAB THICKNESS DIMENSIONS ARE MINIMUM. ANY TOLERANCES NECESSARY TO CORRECT CONSTRUCTION DISCREPANCIES ARE TO BE PLUS (+).

FOR SECTIONS A & B, SEE SHEET 50.



CAMBER DIAGRAM

CAMBER SPANS AS SHOWN TO PROVIDE FOR DEAD LOAD DEFLECTION & FUTURE CREEP. CAMBER DOES NOT INCLUDE ALLOWANCE FOR FORM SETTLEMENT.

PRIOR TO RELEASING SLAB FALSEWORK, TAKE TOP OF SLAB ELEVATIONS AT THE ℄ OF ABUTMENTS, AND AT 5/10 PTS. TO VERIFY CAMBER. TAKE ELEVATIONS ALONG EDGE OF SLAB AND CROWN OR ℄.

B.F. DENOTES BACK FACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

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SPAN 1 SUPERSTRUCTURE PLAN

SHEET 49 OF 63

263

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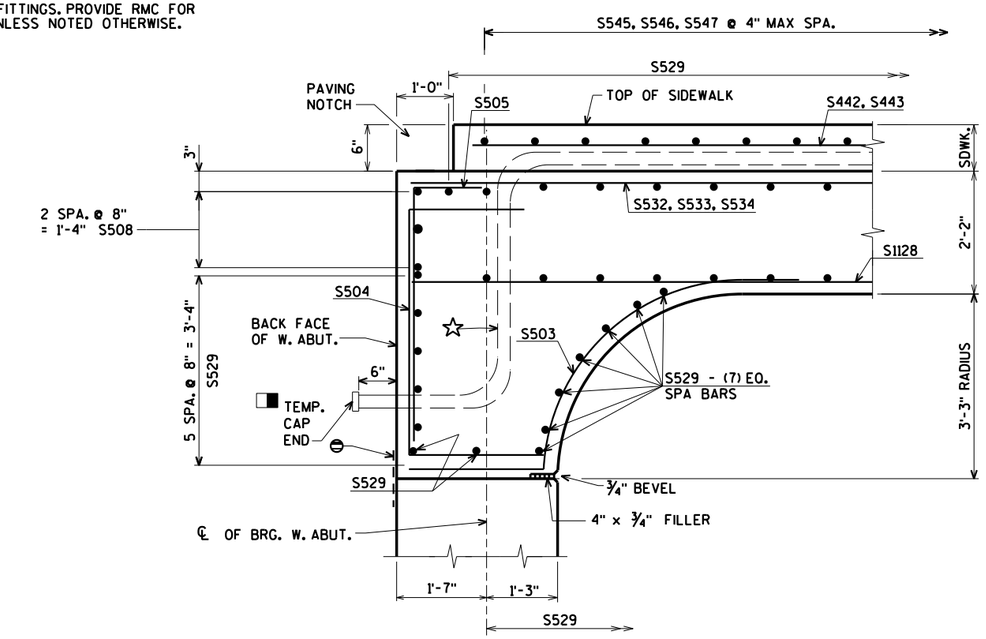
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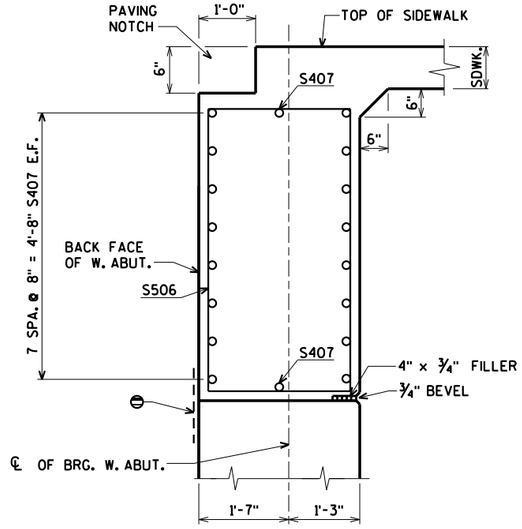
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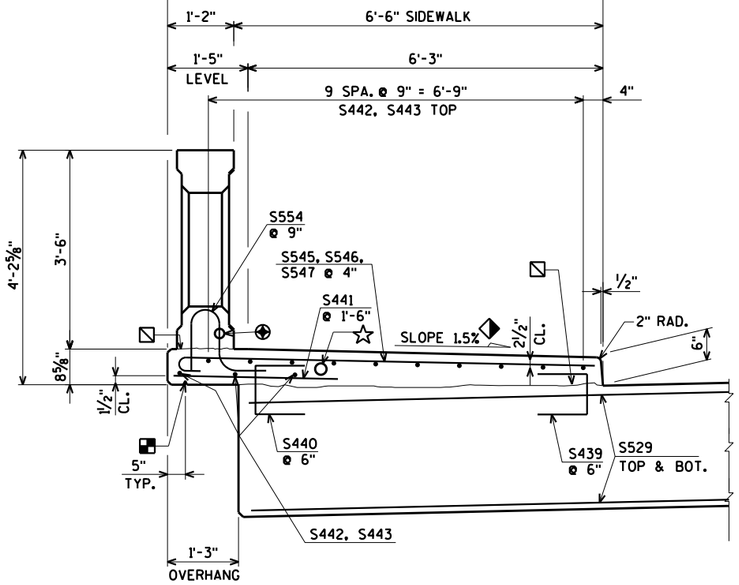
■ USE 2" DIA. RIGID METALLIC (RMC) CONDUIT AT FITTINGS. PROVIDE RMC FOR 3'-0" MIN. ON EACH SIDE OF JOINT OPENINGS UNLESS NOTED OTHERWISE.



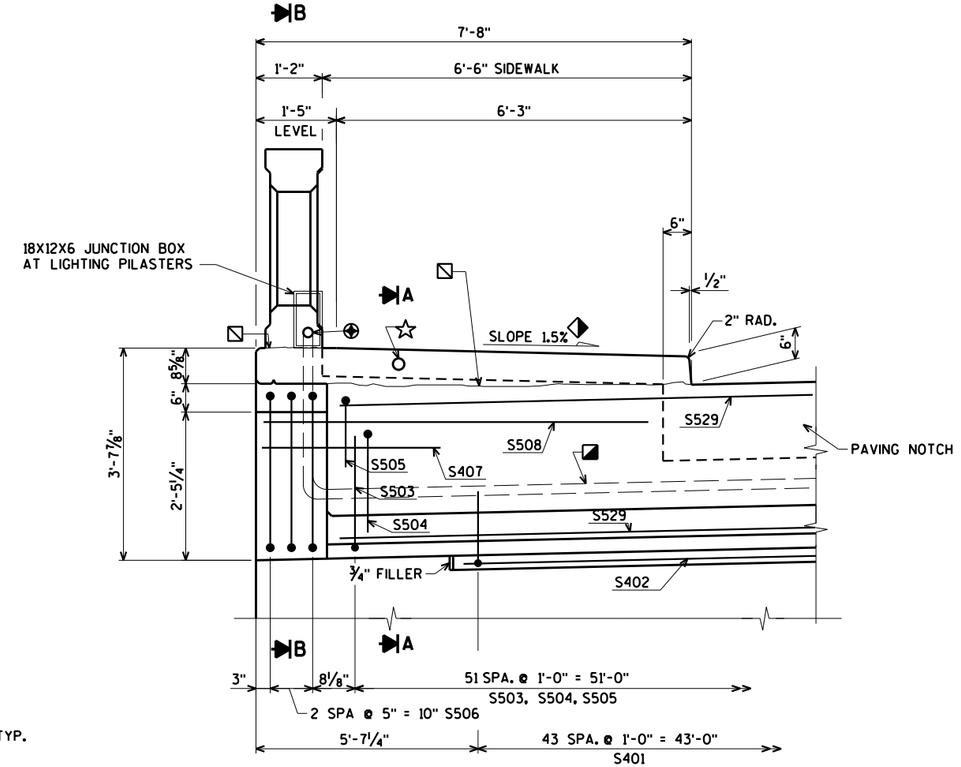
SECTION A



SECTION B



TYPICAL CROSS SECTION THRU SIDEWALK



PART SECTION AT ABUTMENT

(WING 2 SHOWN, WING 1 SIMILAR)

☐ CONST. JOINT - STRIKE OFF AS SHOWN AND LEAVE ROUGH. FOR DECK POUR, MATCH BRIDGE X-SLOPE.

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

■ ¾" V-GROOVE. EXTEND V-GROOVE TO 6" FROM FRONT FACE OF ABUTMENTS - TYP.

⊖ 18" RUBBERIZED MEMBRANE WATERPROOFING BETWEEN WINGS.

☆ 2-INCH DIAMETER NON-METALLIC CONDUIT IN SIDEWALK. EXIT THRU DIAPHRAGM. CONDUIT IN SOUTH SIDEWALK WILL BE PROVIDED BY THE CITY OF RACINE AND IS TO BE INSTALLED BY THE CONTRACTOR. COST FOR INSTALLATION TO BE INCIDENTAL TO THE "CONCRETE MASONRY BRIDGES" BID ITEM.

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⊕ ONE 2" DIAMETER NON-METALLIC CONDUIT IN TYPE 'TX' RAILING - TYP.

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STRUCTURE B-51-155

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SPAN 1 SUPERSTRUCTURE DETAILS

SHEET 50 OF 63

264

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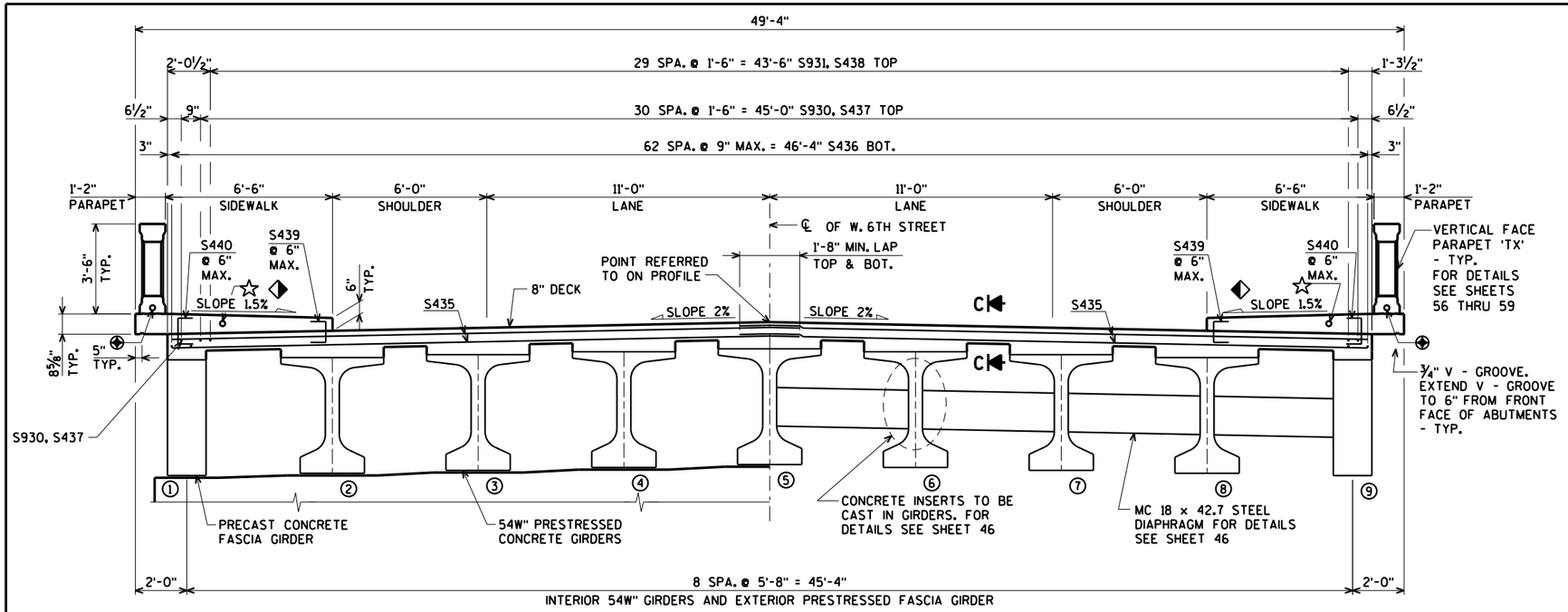
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AT PIER IN SPAN

TYPICAL SECTION THRU SPAN 2

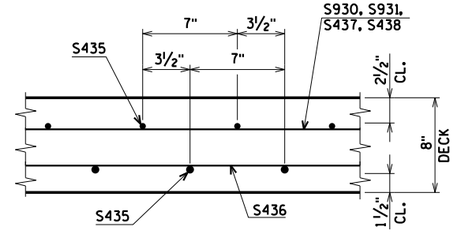
(LOOKING EAST)

☐ CONST. JOINT - STRIKE OFF AS SHOWN AND LEAVE ROUGH. FOR DECK POUR, MATCH BRIDGE X-SLOPE.

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

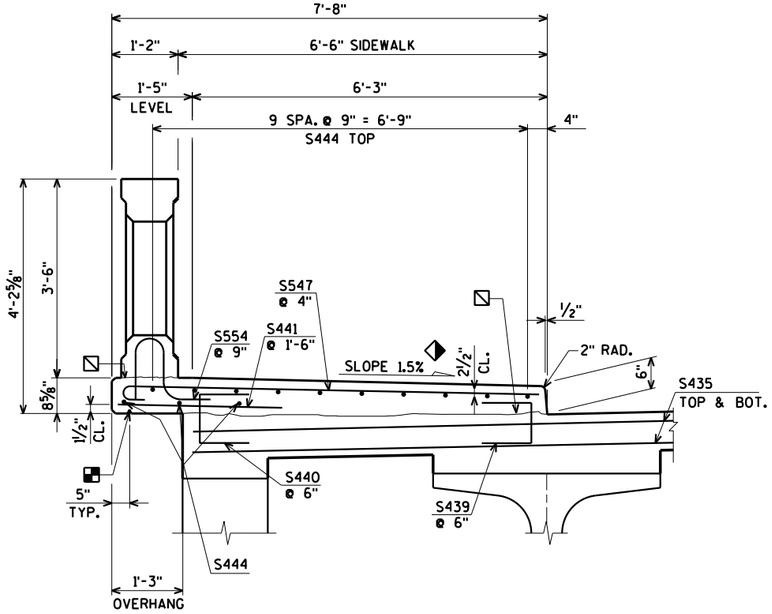
■ ¾" V-GROOVE. EXTEND V-GROOVE TO 6" FROM FRONT FACE OF ABUTMENTS - TYP.

⊕ ONE 2" DIAMETER NON-METALLIC CONDUIT IN TYPE 'TX' RAILING - TYP.

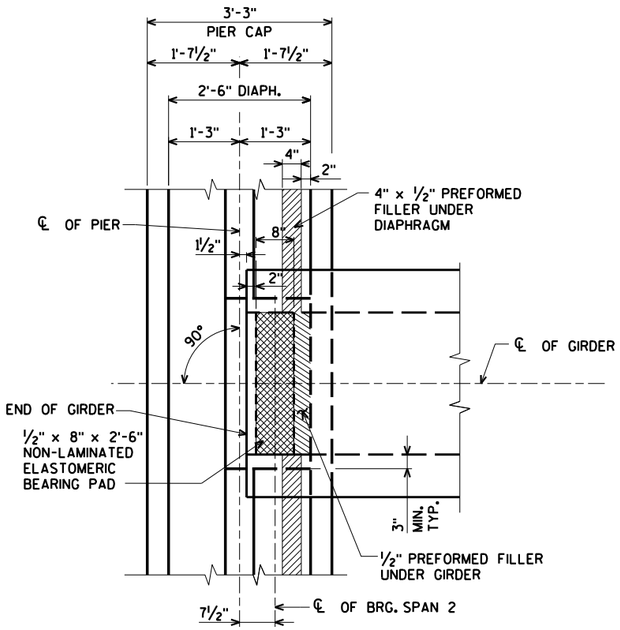


SECTION C

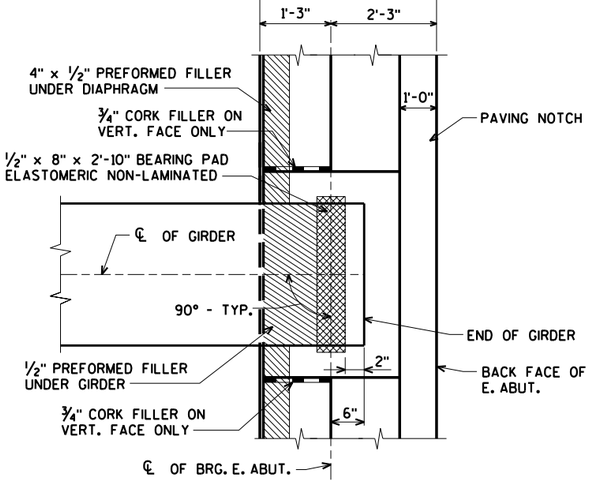
☆ 2-INCH DIAMETER NON-METALLIC CONDUIT IN SIDEWALK, EXIT THRU DIAPHRAGM. CONDUIT IN SOUTH SIDEWALK WILL BE PROVIDED BY THE CITY OF RACINE AND IS TO BE INSTALLED BY THE CONTRACTOR. COST FOR INSTALLATION TO BE INCIDENTAL TO THE "CONCRETE MASONRY BRIDGES" BID ITEM.



TYPICAL CROSS SECTION THRU SIDEWALK



54W" GIRDER BEARING PAD DETAIL AT PIERS



54W" GIRDER BEARING PAD DETAILS AT EAST ABUT.

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STRUCTURE B-51-155

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SPAN 2 SUPERSTRUCTURE

SHEET 51 OF 63
265

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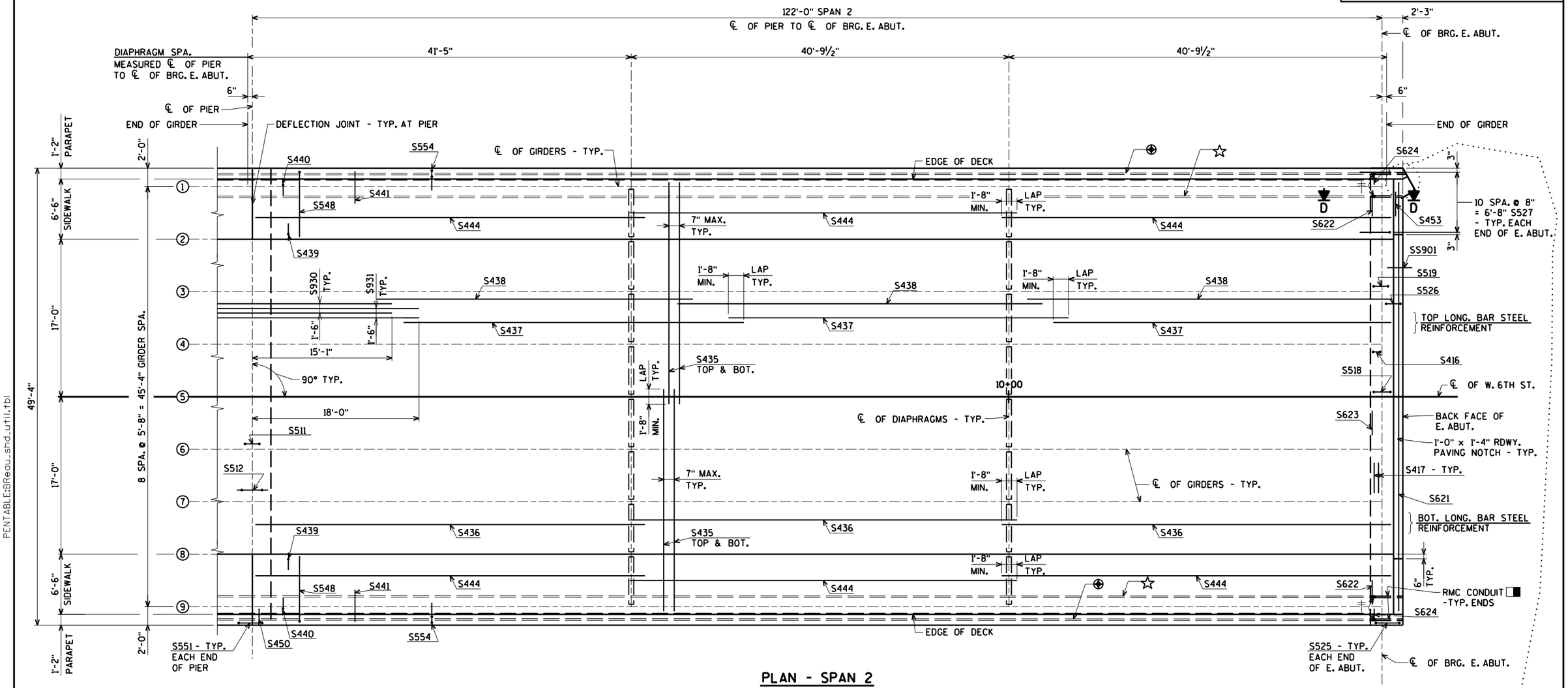
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PLAN - SPAN 2

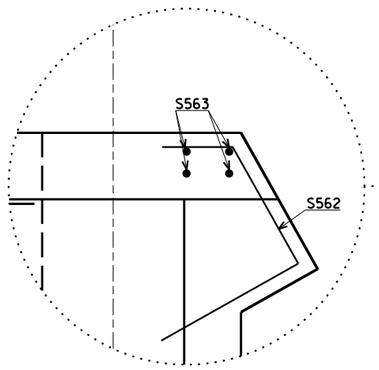
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⊕ ONE 2" DIAMETER NON-METALLIC CONDUIT IN TYPE 'TX' RAILING - TYP.

☆ 2-INCH DIAMETER NON-METALLIC CONDUIT IN SIDEWALK, EXIT THRU DIAPHRAGM. CONDUIT IN SOUTH SIDEWALK WILL BE PROVIDED BY THE CITY OF RACINE AND IS TO BE INSTALLED BY THE CONTRACTOR. COST FOR INSTALLATION TO BE INCIDENTAL TO THE "CONCRETE MASONRY BRIDGES" BID ITEM.

USE 2" DIA. RIGID METALLIC (RMC) CONDUIT AT FITTINGS. PROVIDE RMC FOR 3'-0" MIN. ON EACH SIDE OF JOINT OPENINGS UNLESS NOTED OTHERWISE.

NONMETALLIC CONDUIT TO METALLIC CONDUIT ADAPTER FITTING (UL OR NRTL LISTED FOR ELECTRICAL USE SHALL BE USED).



NE CORNER DETAIL

NOTE: S562 BARS ARE TO BE PLACED AT 1'-0" SPA. VERTICALLY FROM 2" CLEAR ABOVE BOTTOM OF DIAPHRAGM.

FOR SECTION D, SEE SHEET 53.

NO.	DATE	REVISION	BY

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SPAN 2 SUPERSTRUCTURE PLAN

SHEET 52 OF 63
266

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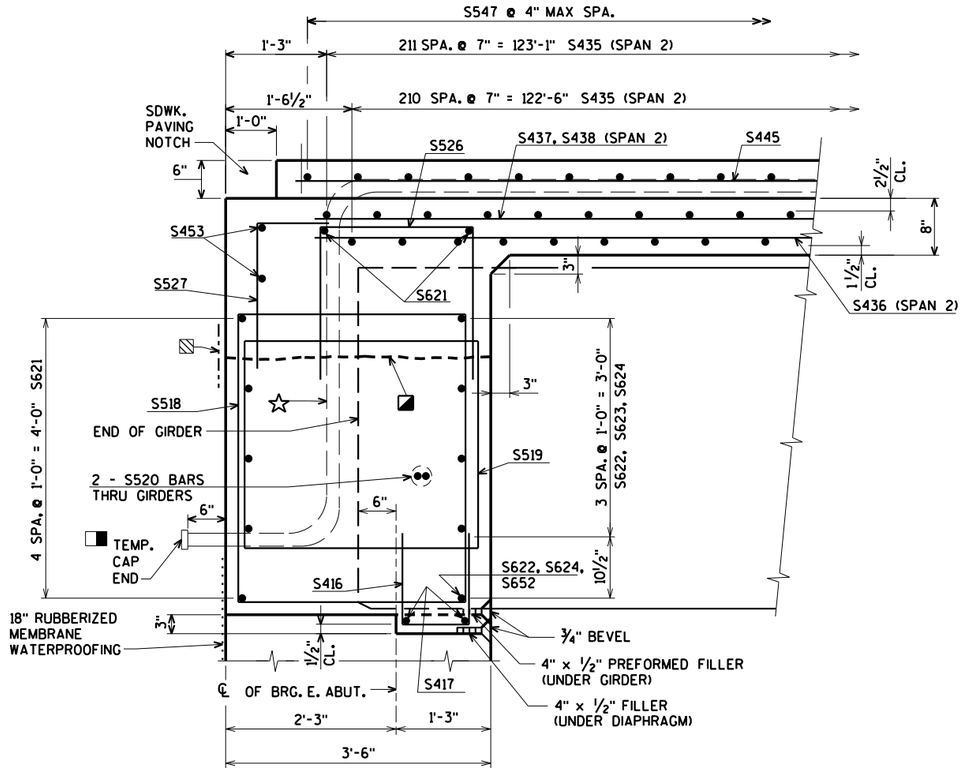
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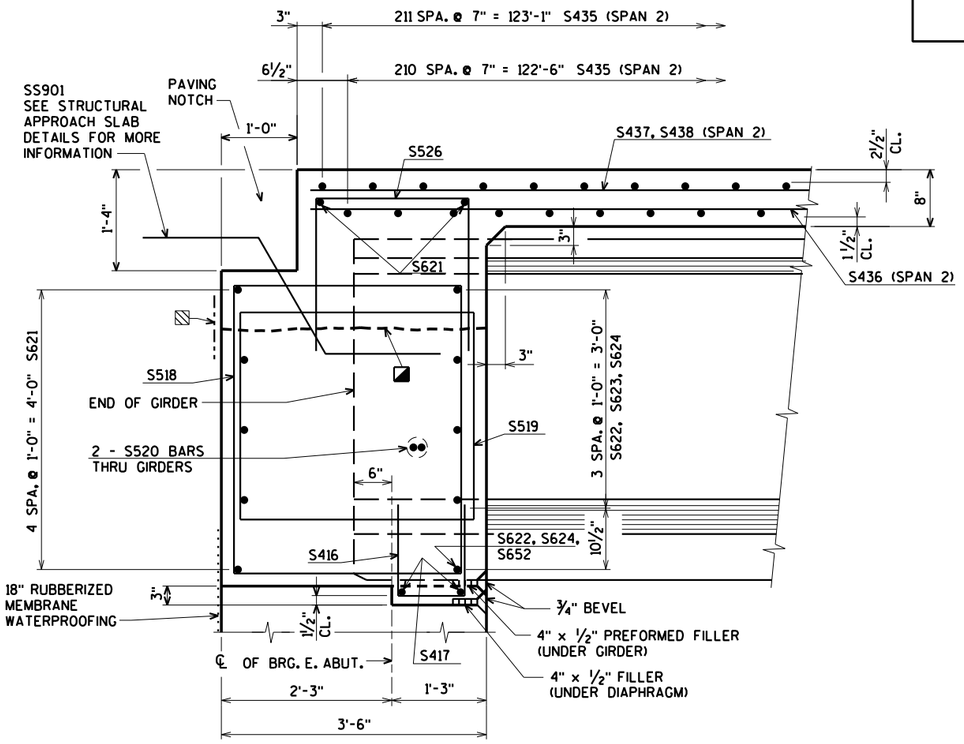
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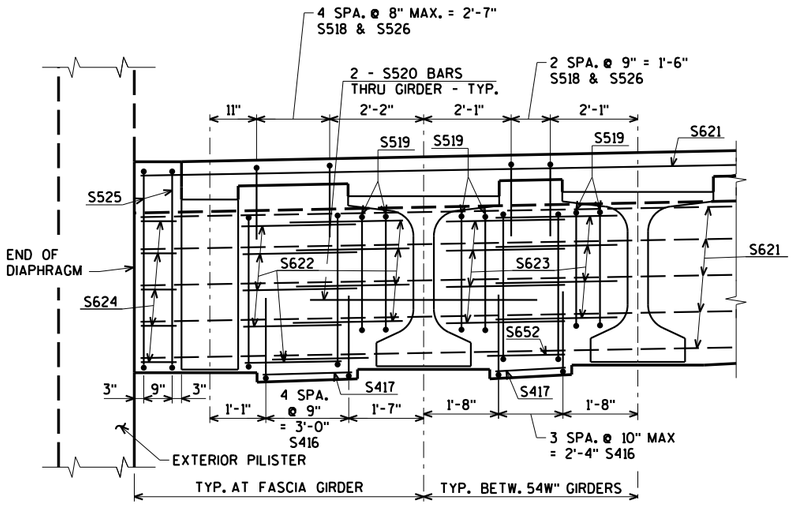


SECTION D

FOR LOCATION OF SECTION D, SEE SHEET 52.

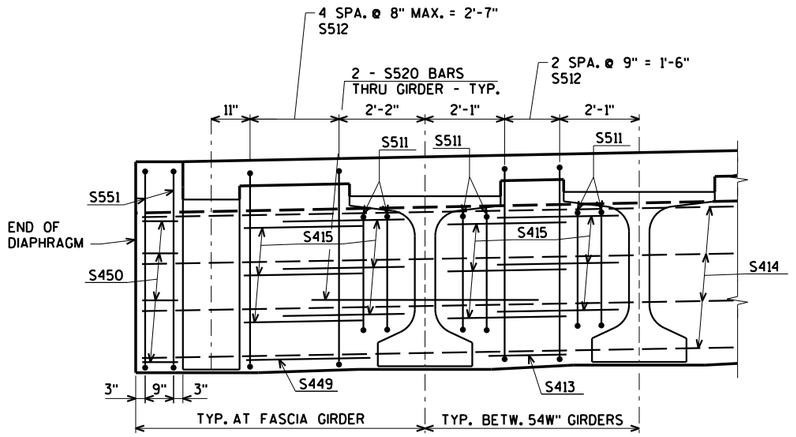


PART LONGITUDINAL SECTION



TRANSVERSE SECTION AT ABUTMENT DIAPHRAGM

(LOOKING EAST)



TRANSVERSE SECTION AT PIER DIAPHRAGM

(LOOKING EAST)

☆ 2-INCH DIAMETER NON-METALLIC CONDUIT IN SIDEWALK, EXIT THRU DIAPHRAGM. CONDUIT IN SOUTH SIDEWALK WILL BE PROVIDED BY THE CITY OF RACINE AND IS TO BE INSTALLED BY THE CONTRACTOR. COST FOR INSTALLATION TO BE INCIDENTAL TO THE "CONCRETE MASONRY BRIDGES" BID ITEM.

EXIT BOTH NORTH CONDUITS THRU DIAPH. AT NE QUADRANT ONLY.
EXIT SOUTH SIDEWALK CONDUIT ONLY THRU DIAPH. AT SE QUADRANT.
EXIT SOUTH TYPE 'TX' RAILING CONDUIT THRU WING 4.

▨ 18" RUBBERIZED MEMBRANE WATERPROOFING IF CONST. JT. IS USED. COST INCLUDED WITH BID ITEM "HIGH PERFORMANCE CONCRETE (HPC) MASONRY STRUCTURES"

◪ OPTIONAL CONSTRUCTION JOINT. IF USED, DECK POUR MUST BE WITHIN 2 WEEKS FROM THE TIME OF THE DIAPHRAGM POUR.

◧ USE 2" DIA. RIGID METALLIC (RMC) CONDUIT AT FITTINGS. PROVIDE RMC FOR 3'-0" MIN. ON EACH SIDE OF JOINT OPENINGS UNLESS NOTED OTHERWISE.

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SPAN 2 SUPERSTRUCTURE DETAILS

SHEET 53 OF 63
267

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STATE PROJECT NUMBER

2703-00-72

BILL OF BARS

BAR NO.	COATED BAR	NO. REQ'D.	LENGTH	BENT BAR	BUNDLED	BAR SERIES	94,610# COATED LOCATION
S401	X	44	3-3	X			SLAB @ WEST ABUT. NOTCH
S402	X	4	21-2				SLAB @ WEST ABUT. NOTCH
S503	X	52	9-3	X			SLAB @ WEST ABUT. HAUNCH
S504	X	52	8-6	X			SLAB @ WEST ABUT.
S505	X	52	4-7	X			SLAB VERT. NOTCH @ WEST ABUT.
S506	X	6	10-7	X			SLAB @ WEST ABUT. VERT.
S407	X	36	3-1				SLAB @ WEST ABUT. @ SIDEWALK
S508	X	6	6-10				SLAB HORZ. DIAPH. @ SDWK.
S509	X	47	2-0				VERT. DOWEL BAR PIER
S510	X	47	9-2	X			SLAB @ PIER VERT.
S511	X	28	9-11	X			DIAPH. @ PIER VERT.
S512	X	28	13-4	X			DIAPH. @ PIER VERT.
S413	X	6	2-10				DIAPH. @ PIER HORIZ. GDR.
S414	X	5	46-6				DIAPH. @ PIER HORIZ. SLAB
S415	X	48	3-3				DIAPH. @ PIER HORIZ. GDR.
S416	X	34	3-3	X			SLAB @ EAST ABUT. NOTCH
S417	X	16	1-10				SLAB @ EAST ABUT. NOTCH
S518	X	28	15-3	X			DIAPH. @ EAST ABUT. VERT.
S519	X	28	11-11	X			DIAPH. @ EAST ABUT. VERT.
S520	X	18	6-0				DIAPH. THRU. GIRDER HORIZ.
S621	X	7	46-6				DIAPH. @ EAST ABUT. HORIZ.
S622	X	20	2-7				DIAPH. @ EAST ABUT. HORIZ. BTW. FAS
S623	X	48	3-4				DIAPH. @ EAST ABUT. HORIZ. BTW. 54W
S624	X	10	0-11				DIAPH. @ EAST ABUT. HORIZ. ENDS
S525	X	4	17-3	X			DIAPH @ EAST ABUT. VERT. ENDS
S526	X	28	4-1	X			DIAPH. @ EAST ABUT. VERT. NOTCH.
S527	X	22	3-8	X			DIAPH. @ SDWK. VERT. EAST ABUT.
S1128	X	104	44-0				SPAN 1 SLAB LONG. BOT.
S529	X	286	27-5				SPAN 1 SLAB TRANS. TOP & BOT.
S930	X	32	39-3				SUPER. LONG. TOP @ PIER
S931	X	31	38-2				SUPER. LONG. TOP @ PIER
S532	X	32	28-2				SPAN 1 SLAB LONG. TOP
S533	X	31	32-2				SPAN 1 SLAB LONG. TOP
S534	X	8	25-0			⊗	SPAN 1 SLAB LONG TOP @ EDGE OF SLAB
S435	X	846	24-1				SPAN 2 DECK TRANS. TOP & BOT.
S436	X	189	42-2				SPAN 2 DECK LONG. BOT.
S437	X	96	36-9				SPAN 2 DECK LONG. TOP
S438	X	90	37-8				SPAN 2 DECK LONG. TOP
S439	X	693	2-5	X			SUPER. @ SDWK.
S440	X	693	2-7	X			SUPER. @ SDWK.
S441	X	232	2-1				SDWK. TRANS. BOT.
S442	X	24	25-6				SPAN 1 NORTH SDWK. LONG.
S443	X	24	25-8				SPAN 1 SOUTH SDWK. LONG.
S444	X	72	42-1				SPAN 2 SDWK. LONG.
S545	X	150	7-11	X			SPAN 1 NORTH SDWK. TRANS
S546	X	151	7-11	X			SPAN 1 SOUTH SDWK. TRANS
S547	X	151	3-10				SPAN 1 SOUTH SDWK. TRANS. LAP
S548	X	748	7-11	X			SPAN 2 SDWK. TRANS
S449	X	2	3-4				DIAPH. @ PIER HORIZ. GDR. BOT.
S450	X	8	0-11				DIAPH. @ PIER HORIZ. ENDS
S551	X	4	15-3	X			DIAPH @ PIER VERT. ENDS
S652	X	6	2-10				DIAPH. @ EAST ABUT. HORIZ. BTW. 54W
S453	X	4	6-10				DIAPH. @ EAST ABUT. HORIZ. ENDS
S554	X	460	3-4	X			PARAPET VERT @ SDWK.
S555	X	2	50-2				SPAN 1 NORTH PARAPET HORIZ. BOT.
S556	X	2	50-6				SPAN 1 SOUTH PARAPET HORIZ. BOT.
S557	X	12	43-1				SPAN 2 PARAPET HORIZ. BOT.
S558	X	453	8-6	X			PARAPET VERT.
S759	X	2	50-2				SPAN 1 NORTH PARAPET HORIZ. TOP
S760	X	2	50-6				SPAN 1 SOUTH PARAPET HORIZ. TOP
S761	X	12	43-5				SPAN 2 PARAPET HORIZ. TOP
S562	X	4	8-0	X			DIAPH. HORIZ. @ WING 3
S563	X	2	13-7	X			DIAPH. VERT. @ WING 3

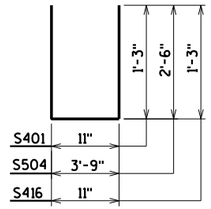
BENDING DIMENSIONS ARE OUT TO OUT OF BARS.

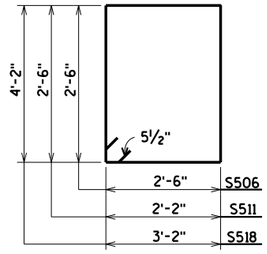
⊗ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

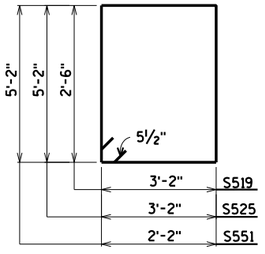
BAR SERIES TABLE

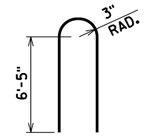
BAR MARK	NO REO'D.	LENGTH
S534	1 SERIES OF 8	0'-10" TO 49'-2"

BUNDLE AND TAG EACH SERIES SEPARATELY.

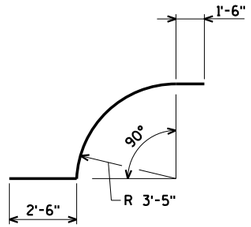




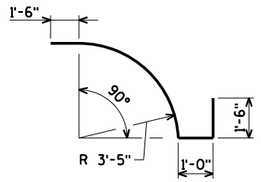




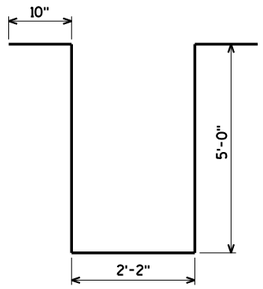
S563



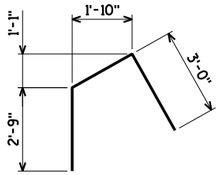
S503



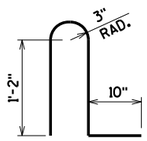
S510



S512

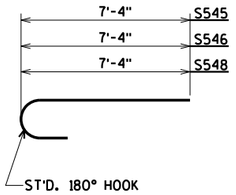


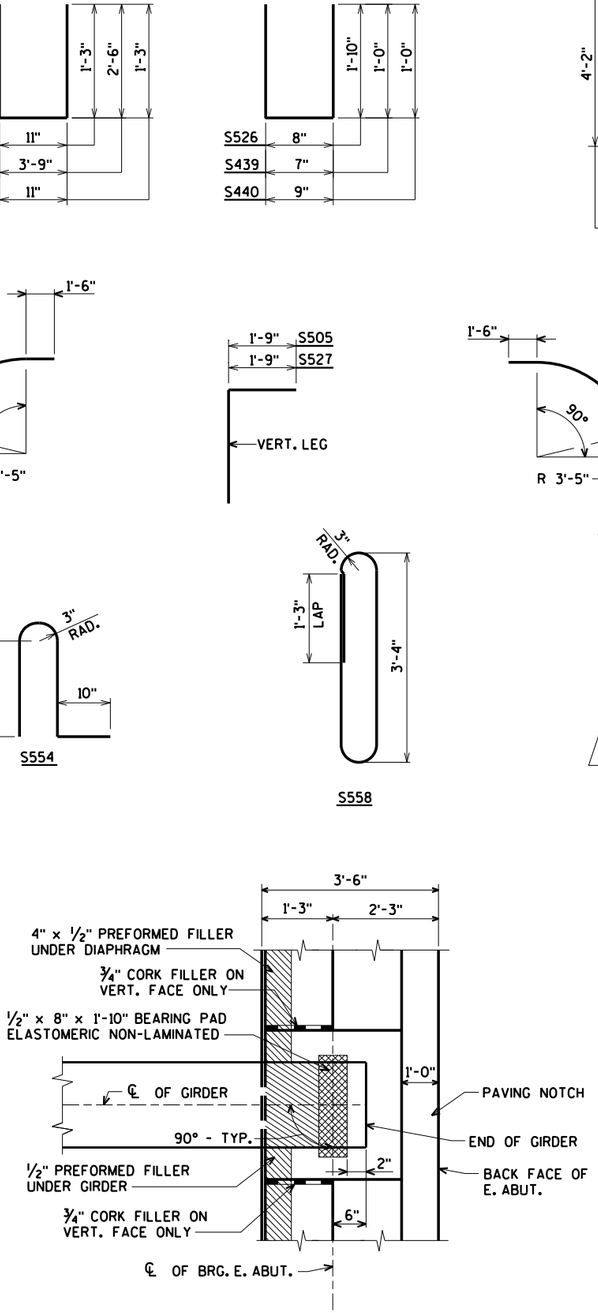
B562



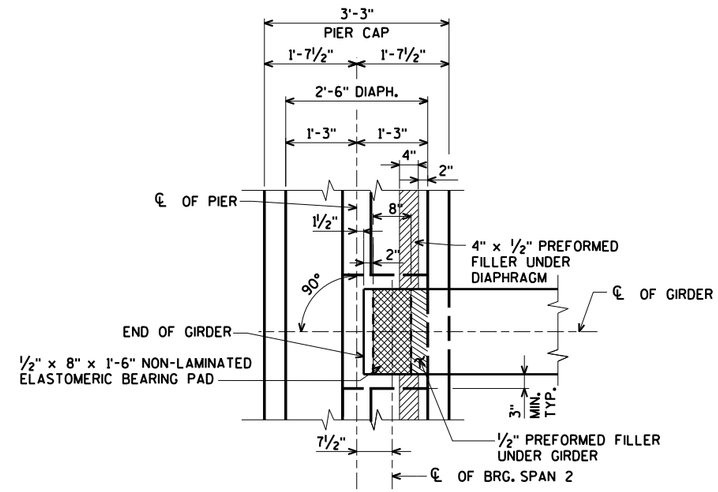
S554

S558





FASCIA GIRDER BEARING PAD DETAILS AT EAST ABUT.



FASCIA GIRDER BEARING PAD DETAIL AT PIERS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

DRAWN BY CJM | PLANS CK'D. AEB

SUPERSTRUCTURE BILL OF BARS

SHEET 54 OF 63
268

ORIGINAL PLANS PREPARED BY
AYRES
3433 Oakwood Hills Parkway
Eau Claire, WI 54701
www.AyresAssociates.com

3/9/2021
PENTABLE:BReau_shd_util.tbl

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STATE PROJECT NUMBER

2703-00-72

TOP OF DECK ELEVATIONS

SPAN 1											
	℄ OF BRG. WEST ABUT.	0.1 PT.	0.2 PT.	0.3 PT.	0.4 PT.	0.5 PT.	0.6 PT.	0.7 PT.	0.8 PT.	0.9 PT.	℄ OF PIER
NORTH EDGE OF DECK	606.74	606.71	606.67	606.64	606.60	606.57	606.54	606.50	606.47	606.43	606.40
GIRDER 1	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	606.41
NORTH FACE OF CURB	606.87	606.84	606.80	606.77	606.73	606.70	606.66	606.63	606.60	606.56	606.53
GIRDER 2	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	606.53
GIRDER 3	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	606.64
GIRDER 4	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	606.75
GIRDER 5/℄ OF W.6TH ST.	607.21	607.18	607.14	607.11	607.07	607.04	607.00	606.97	606.94	606.90	606.87
GIRDER 6	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	606.75
GIRDER 7	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	606.64
GIRDER 8	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	606.53
SOUTH FACE OF CURB	606.78	606.76	606.74	606.72	606.70	606.67	606.65	606.62	606.59	606.56	606.53
GIRDER 9	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	606.41
SOUTH EDGE OF DECK	606.64	606.62	606.59	606.57	606.54	606.52	606.50	606.47	606.45	606.42	606.40

SPAN 2											
	℄ OF PIER	0.1 PT.	0.2 PT.	0.3 PT.	0.4 PT.	0.5 PT.	0.6 PT.	0.7 PT.	0.8 PT.	0.9 PT.	℄ OF BRG. EAST ABUT.
NORTH EDGE OF DECK	606.40	606.31	606.23	606.14	606.06	605.97	605.89	605.80	605.72	605.63	605.54
GIRDER 1	606.41	606.33	606.24	606.16	606.07	605.99	605.90	605.82	605.73	605.64	605.56
NORTH FACE OF CURB	606.53	606.44	606.36	606.27	606.19	606.10	606.01	605.93	605.84	605.76	605.67
GIRDER 2	606.53	606.44	606.36	606.27	606.19	606.10	606.01	605.93	605.84	605.76	605.67
GIRDER 3	606.64	606.55	606.47	606.38	606.30	606.21	606.13	606.04	605.96	605.87	605.79
GIRDER 4	606.75	606.67	606.58	606.50	606.41	606.33	606.24	606.16	606.07	605.98	605.90
GIRDER 5/℄ OF W.6TH ST.	606.87	606.78	606.70	606.61	606.53	606.44	606.35	606.27	606.18	606.10	606.01
GIRDER 6	606.75	606.67	606.58	606.50	606.41	606.33	606.24	606.16	606.07	605.98	605.90
GIRDER 7	606.64	606.55	606.47	606.38	606.30	606.21	606.13	606.04	605.96	605.87	605.79
GIRDER 8	606.53	606.44	606.36	606.27	606.19	606.10	606.01	605.93	605.84	605.76	605.67
SOUTH FACE OF CURB	606.53	606.44	606.36	606.27	606.19	606.10	606.01	605.93	605.84	605.76	605.67
GIRDER 9	606.41	606.33	606.24	606.16	606.07	605.99	605.90	605.82	605.73	605.64	605.56
SOUTH EDGE OF DECK	606.40	606.31	606.23	606.14	606.06	605.97	605.89	605.80	605.72	605.63	605.54

1/20/2021
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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

DRAWN BY CJM | PLANS CK'D. AEB

TOP OF DECK ELEVATIONS

SHEET 55 OF 63
269

ORIGINAL PLANS PREPARED BY
AYRES
3433 Oakwood Hills Parkway
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www.AyresAssociates.com

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NORTH SIDE RAIL SPACING
(LOOKING NORTH)

△ CONTINUE PILASTER CONCRETE ON FRONT FACE OF WING 3 FOR 1'-6", AND PLACE ½" FILLER BETWEEN SUPERSTRUCTURE AND WING PILASTER POURS AS SHOWN ON WING 3 DETAILS.

SEE SHEET 62 FOR MOSAIC DETAILS.

LAP S761 3'-1" MIN.

LAP S557 2'-7" MIN.

F.F. DENOTES FRONT FACE

B.F. DENOTES BACK FACE

WORK THIS SHEET WITH SHEETS 47, 50, 51, 57, & 58.

STATE PROJECT NUMBER

2703-00-72

ORIGINAL PLANS PREPARED BY

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

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VERTICAL FACE PARAPET 'TX' NORTH LAYOUT

SHEET 56 OF 63
270

8

8

3/5/2021
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STATE PROJECT NUMBER

2703-00-72

SOUTH SIDE RAIL SPACING

(LOOKING NORTH)

SEE SHEET 62 FOR MOSAIC DETAILS

LAP S761 3'-1" MIN.

LAP S557 2'-7" MIN.

F.F. DENOTES FRONT FACE

B.F. DENOTES BACK FACE

WORK THIS SHEET WITH SHEETS 47, 50, 51, 56, & 58.

ORIGINAL PLANS PREPARED BY

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

DRAWN BY CJM | PLANS CK'D. AEB

VERTICAL FACE PARAPET 'TX' SOUTH LAYOUT

SHEET 57 OF 63

271

8

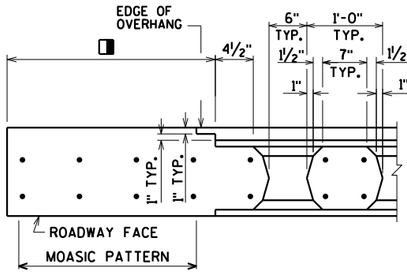
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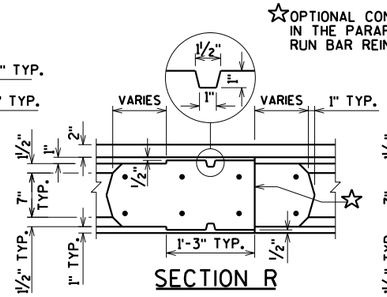
STATE PROJECT NUMBER

2703-00-72



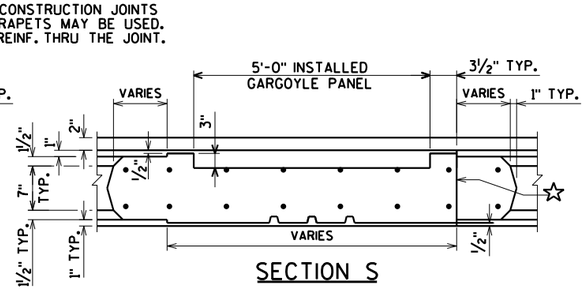
SECTION N

ABUTMENT PILASTER



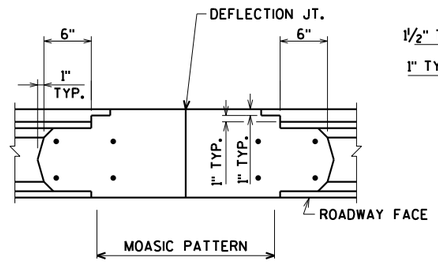
SECTION R

SPAN PILASTER



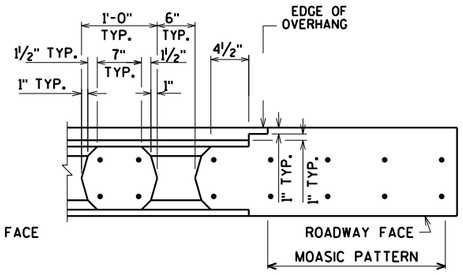
SECTION S

GARGOYLE PILASTER



SECTION T

PIER PILASTER

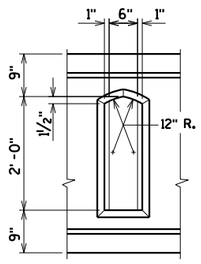


SECTION U

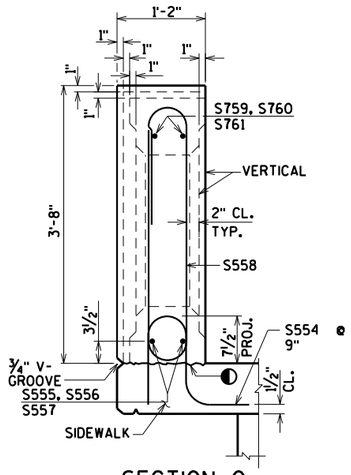
ABUTMENT PILASTER

LOCATION	LENGTH
SOUTHWEST QUADRANT	2'-7⅞"
NORTHWEST QUADRANT	2'-4"
NORTHEAST QUADRANT	2'-5¾"
SOUTHEAST QUADRANT	2'-5¾"

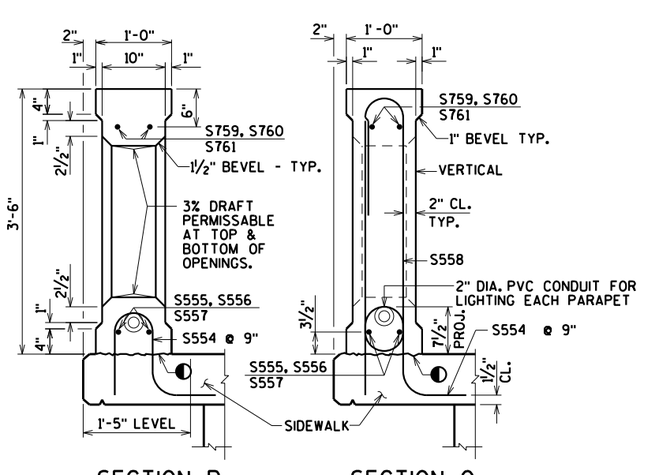
AT CENTERLINE OF RAILING.



WINDOW DETAILS

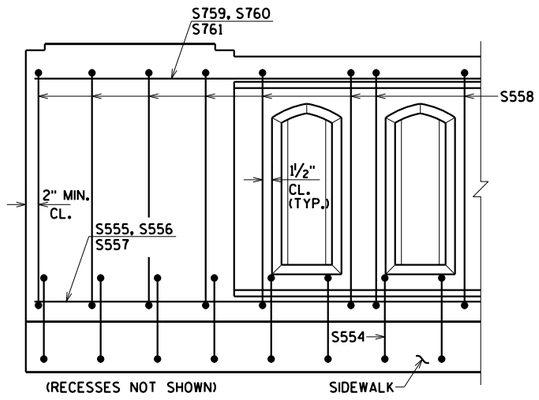


SECTION O



SECTION P

SECTION Q



ON BRIDGE

TYPICAL REINFORCEMENT PLACEMENT

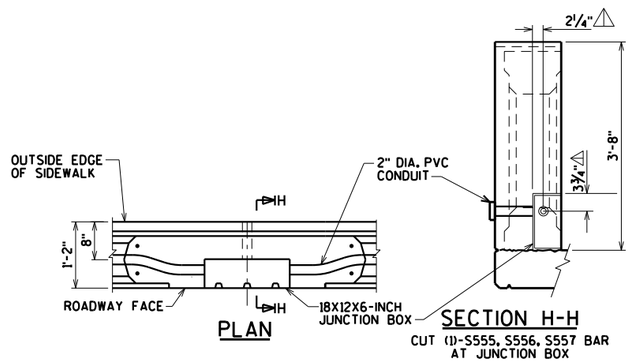
NOTE: SUPERSTRUCTURE DETAILS SHOWN, TOP OF WINGS SIMILAR

NOTES

BID ITEM SHALL BE "PARAPET CONCRETE TYPE 'TX'", WHICH SHALL INCLUDE ALL ITEMS SHOWN.

◐ CONST. JOINT - STRIKE OFF AS SHOWN AND LEAVE ROUGH.

⚠1 LOCATION OF CONDUIT IS MEASURED FROM OUTSIDE EDGE OF JUNCTION BOX.



JUNCTION BOX AT PILIASTER LIGHT STANDARD

SEE SHEET 62 FOR MOSAIC DETAILS.

SEE SHEET 63 FOR GARGOYLE PANEL DETAILS.

WORK THIS SHEET WITH SHEETS 11, 12, 26, 36, 37, 56 & 57.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-155

DRAWN BY CJM | PLANS CK'D. AEB

VERTICAL FACE PARAPET 'TX' DETAILS

SHEET 58 OF 63

272

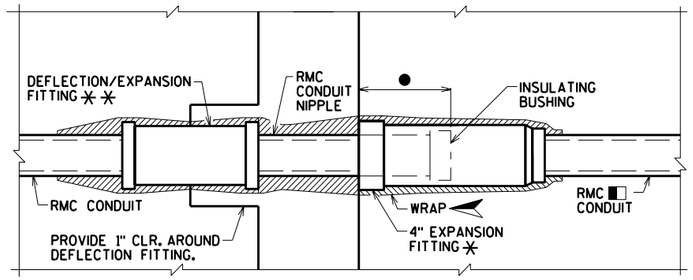
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8

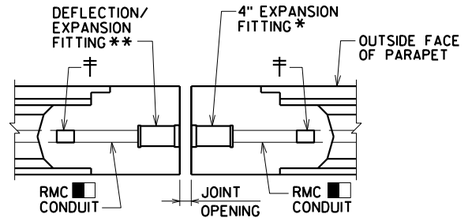
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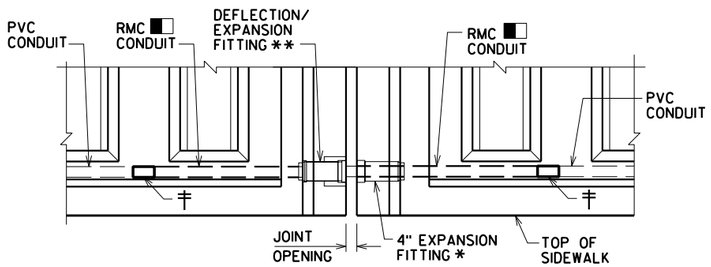


DEFLECTION/EXPANSION AND 4" EXPANSION FITTING

THIS DETAIL ACCOMMODATES A MAXIMUM OF 4" TOTAL MOVEMENT AND UP TO 30 DEGREES OF ANGULAR MISALIGNMENT IN ANY DIRECTION. BOND JUMPER NOT SHOWN FOR CLARITY



PLAN OF PARAPET AT DEFL. JOINT & EXP. JOINT



ELEVATION OF PARAPET AT DEFL. JOINT & EXP. JOINT

NOTES

CONDUIT SHALL BE EMBEDDED 2" CLEAR.

USE 2" DIA. RIGID NONMETALLIC CONDUIT (PVC) UNLESS NOTED OTHERWISE.

CONDUIT FITTINGS, CONDUIT BENDS, AND ADAPTER FITTINGS INCIDENTAL TO CONDUIT WORK.

CONDUIT BENDS SHALL CONFORM TO THE NATIONAL ELECTRIC CODE.

PROVIDE JUNCTION BOXES FROM THE APPROVED PRODUCTS LIST.

LEGEND

⋕ NONMETALLIC CONDUIT TO METALLIC CONDUIT ADAPTOR FITTING (UL OR NRTL LISTED FOR ELECTRICAL USE SHALL BE USED)

◧ USE 2" DIA. RIGID METALLIC (RMC) CONDUIT AT FITTINGS. PROVIDE RMC FOR 3'-0" MIN. ON EACH SIDE OF JOINT OPENINGS UNLESS NOTED OTHERWISE.

● POSITION MOVABLE END OF CONDUIT INSIDE EXPANSION FITTING, SUCH THAT IT WILL HAVE THE SAME ALLOWANCE FOR MOVEMENT (EXPANSION/CONTRACTION) AS THE EXPANSION DEVICE SET IN PLACE IN THE DECK BELOW IT. TAKE CARE TO INSTALL EXPANSION FITTING AND CONDUIT EXACTLY PARALLEL TO BRIDGE MOVEMENT.

◅ SPONGE RUBBER WRAP TO BE AASHTO M153, TYPE 1 OR EQUIVALENT - 1/4" MINIMUM THICKNESS. PROVIDE WRAP FOR THE ENTIRE LENGTH OF THE FITTING OR AS SHOWN. SPONGE RUBBER WRAP INCIDENTAL TO "CONDUIT RIGID METALLIC 2-INCH"

* EXPANSION FITTING REQUIREMENTS (IF USED):
- 4" TOTAL CONDUIT MOVEMENT WITH BONDING JUMPER

** DEFLECTION/EXPANSION FITTING REQUIREMENTS (IF USED):
- UP TO 3/4" CONDUIT CONTRACTION OR EXPANSION AND UP TO 30 DEGREES OF ANGULAR MISALIGNMENT IN ANY DIRECTION WITH BONDING JUMPER

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STRUCTURE B-51-155

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CONDUIT DETAILS

SHEET 59 OF 63
273

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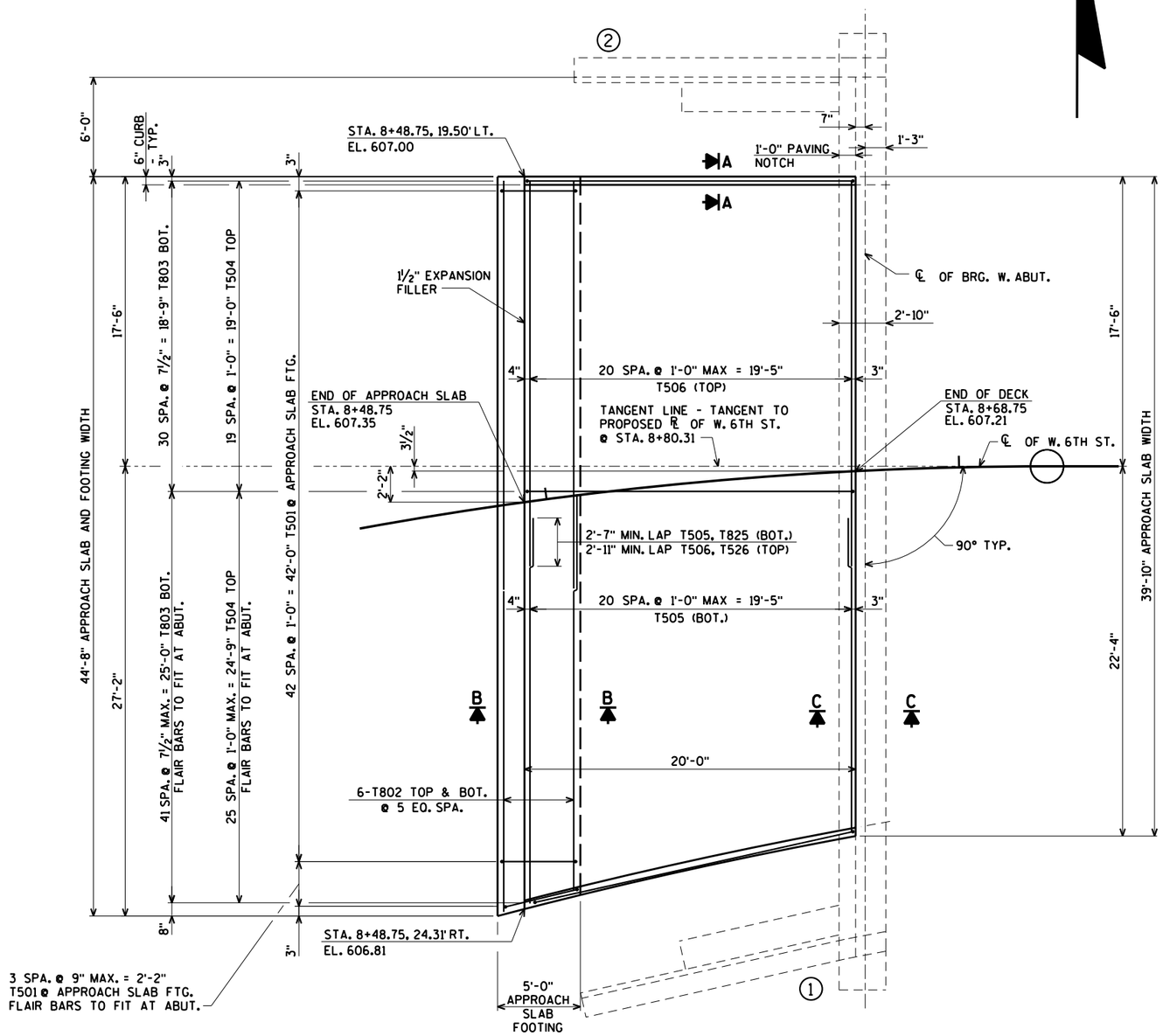
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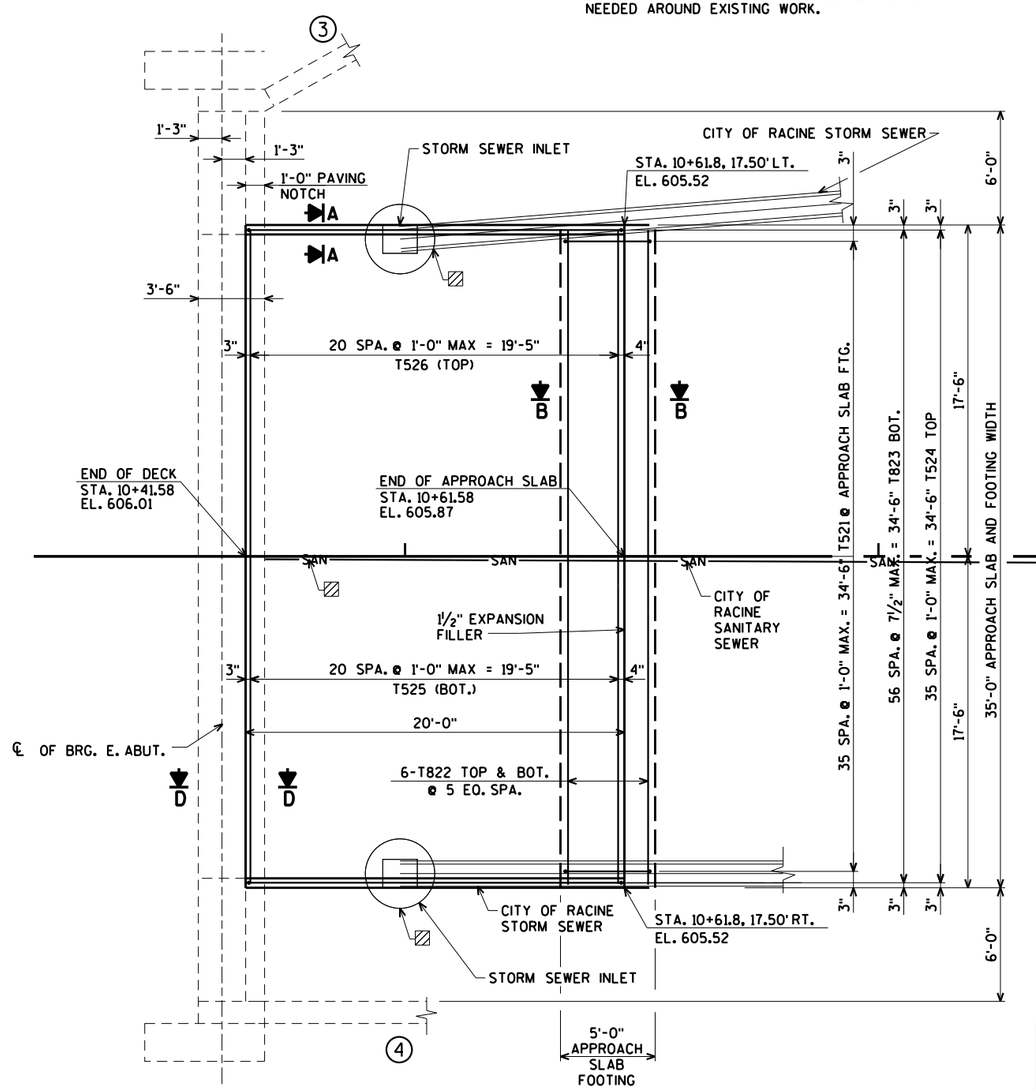
STATE PROJECT NUMBER
2703-00-72

N

▨ FORM EAST ABUT. APPROACH SLAB AROUND EXISTING SHALLOW STORM SEWER. FIELD CUT BARS AS NEEDED AROUND EXISTING WORK.



WEST APPROACH SLAB PLAN



EAST APPROACH SLAB PLAN

FOR DETAILS OF SECTIONS A. B. C. & D, SEE SHEET 61

WORK THIS SHEET WITH SHEET 61.

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DEPARTMENT OF TRANSPORTATION

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STRUCTURAL APPROACH SLABS

SHEET 60 OF 63
274

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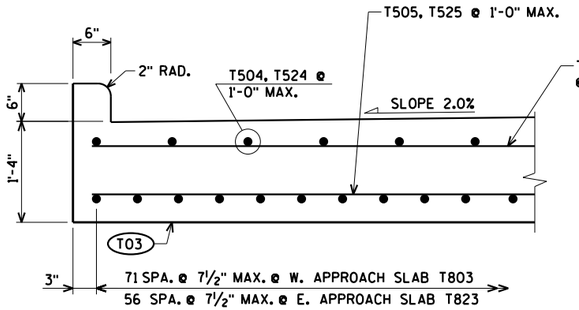
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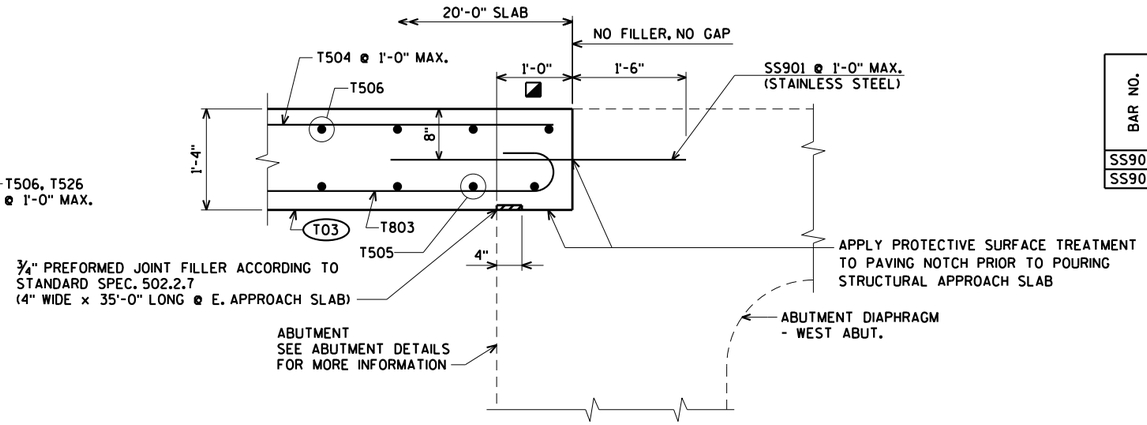
2703-00-72

FOR LOCATIONS OF SECTIONS A, B, C, AND D, SEE SHEET 61.



SECTION A

(NORTH CURB SHOWN, SOUTH CURB SIMILAR)



SECTION C

(WEST ABUT. - SLAB END)

BILL OF BARS

BAR NO.	COATED BAR	NO. REQ'D. W. APPR. SLAB	NO. REQ'D. E. APPR. SLAB	LENGTH	BENT BAR	BUNDLED	BAR SERIES	410* STAINLESS STEEL @ W. APPROACH SLAB 600* STAINLESS STEEL @ E. APPROACH SLAB LOCATION
SS901		40	0	3-0				CONC. ABUT. BACKWALL TO W. APPROACH SLAB
SS902		0	35	5-0	X			CONC. ABUT. BACKWALL TO E. APPROACH SLAB

WEST APPROACH SLAB

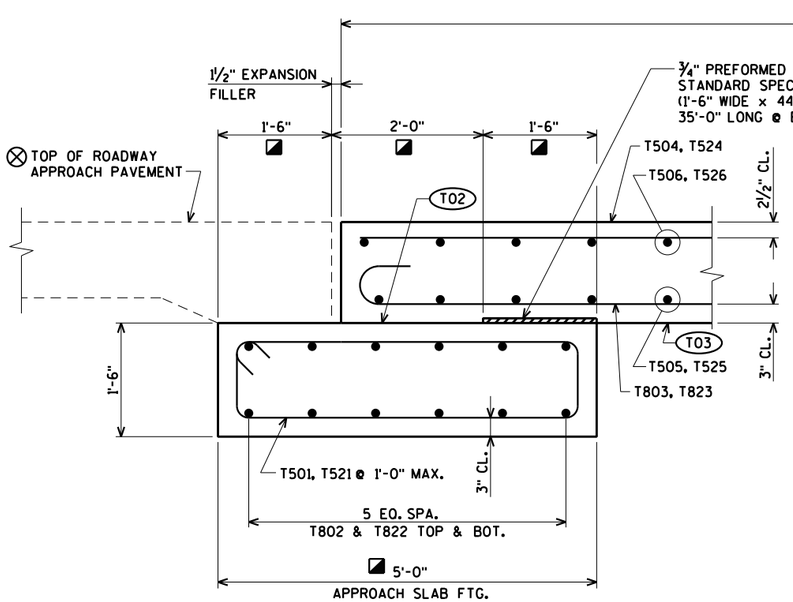
BAR NO.	COATED BAR	NO. REQ'D.	LENGTH	BENT BAR	BUNDLED	BAR SERIES	9,270 * COATED LOCATION
T501	X	43	11-3	X			APPROACH SLAB FTG. - STIRRUP
T802	X	24	25-1				APPROACH SLAB FTG. - TRANS.
T803	X	72	21-9	X			APPROACH SLAB - LONG. - BOT.
T504	X	45	19-6				APPROACH SLAB - LONG. - TOP
T505	X	42	23-6				APPROACH SLAB - TRANS. - BOT.
T506	X	42	23-8				APPROACH SLAB - TRANS. - TOP

BENDING DIMENSIONS ARE OUT TO OUT OF BARS.

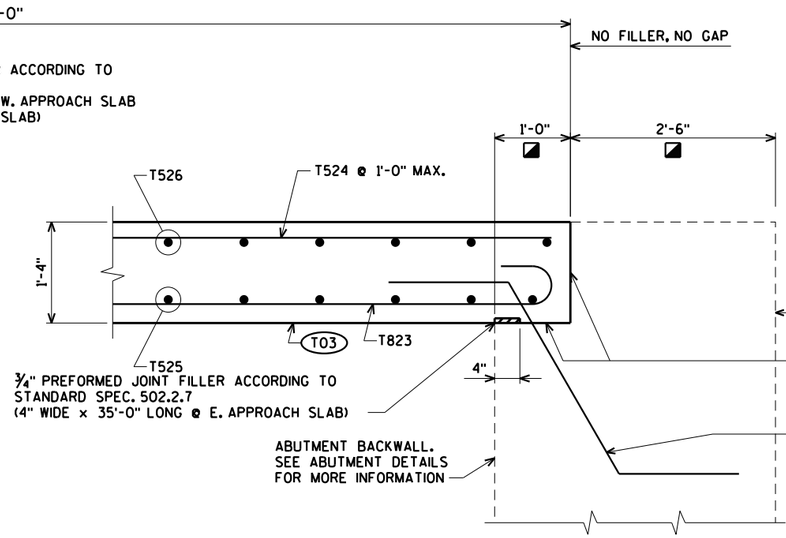
EAST APPROACH SLAB

BAR NO.	COATED BAR	NO. REQ'D.	LENGTH	BENT BAR	BUNDLED	BAR SERIES	7,280 * COATED LOCATION
T521	X	36	11-3	X			APPROACH SLAB FTG. - STIRRUP
T822	X	24	20-3				APPROACH SLAB FTG. - TRANS.
T823	X	57	21-9	X			APPROACH SLAB - LONG. - BOT.
T524	X	36	19-6				APPROACH SLAB - LONG. - TOP
T525	X	21	34-8				APPROACH SLAB - TRANS. - BOT.
T526	X	21	34-8				APPROACH SLAB - TRANS. - TOP

BENDING DIMENSIONS ARE OUT TO OUT OF BARS.



SECTION B



SECTION D

(EAST ABUT. - GIRDER END)

T02 STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE TOP OF FOOTING.

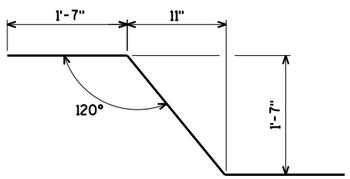
T03 PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE TOP OF SUBGRADE.

POLYETHYLENE SHEETS ARE INCLUDED WITH "CONCRETE MASONRY BRIDGES".

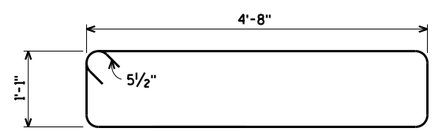
SECTION THRU APPROACH SLAB

◪ MEASURED NORMAL TO ABUTMENT

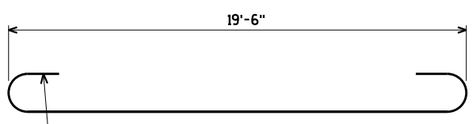
⊗ FOLLOW FDM 14-10-25 REQUIREMENTS FOR ROADWAY APPROACH



SS902



T501, T521



T803, T823

WORK THIS SHEET WITH SHEET 60.

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STRUCTURE B-51-155

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STRUCTURAL APPROACH SLAB DETAILS

SHEET 61 OF 63
275

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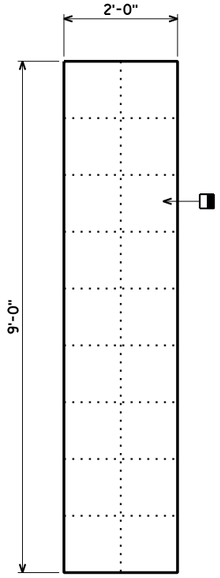
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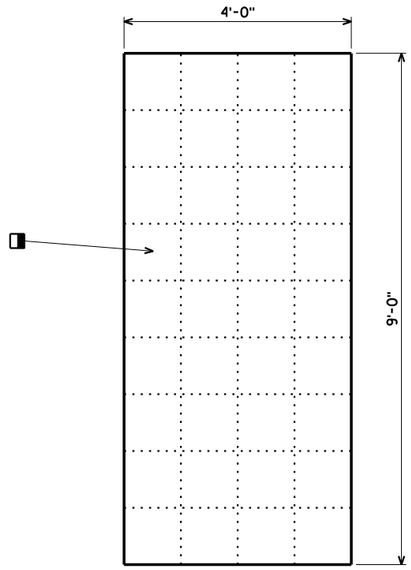
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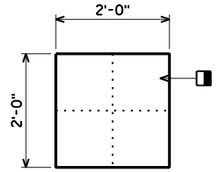
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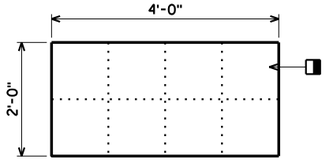
WEST ABUTMENT PILASTER - MOSAIC PANEL



PIER AND EAST ABUTMENT PILASTER - MOSAIC PANEL

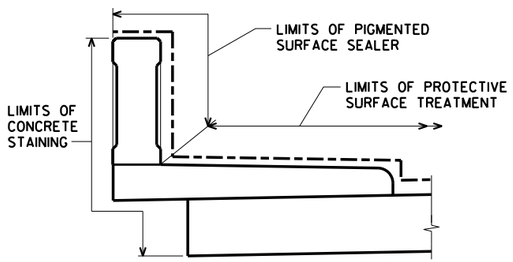


WEST ABUTMENT ROADWAY PARAPET FACE - MOSAIC PANEL

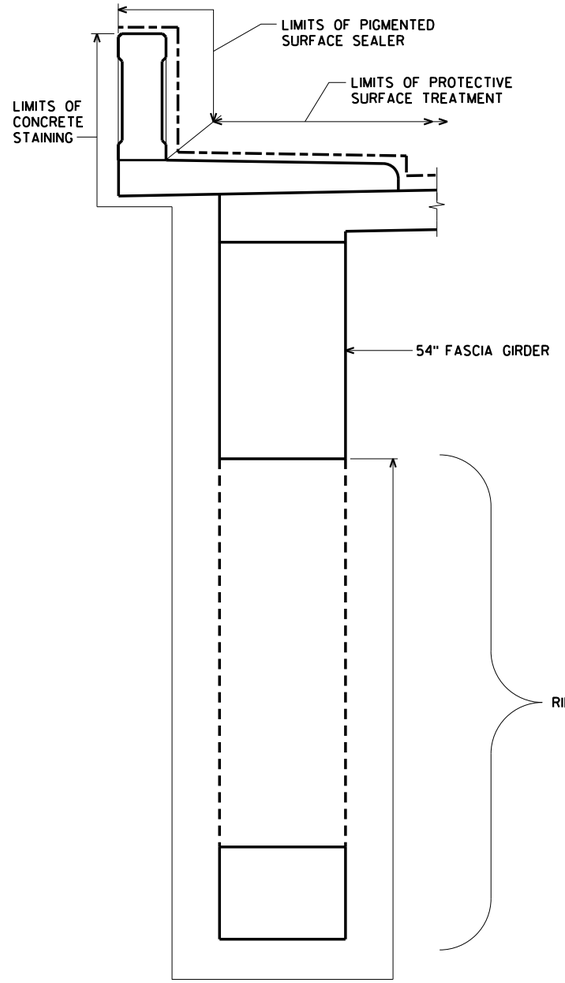


EAST ABUTMENT & PIER ROADWAY PARAPET FACE - MOSAIC PANEL

1'-0" X 1'-0" PATTERN. STAIN IN RANDOM, NON-REPEATING PATTERN WITH COLORS SELECTED BY THE CITY OF RACINE.



PROTECTIVE SURFACE TREATMENT AND PIGMENTED SURFACE SEALER DETAILS SPAN 1



PROTECTIVE SURFACE TREATMENT AND PIGMENTED SURFACE SEALER DETAILS SPAN 2

NOTES

CONCRETE STAIN SHALL BE PAID AS CONCRETE STAINING MULTI-COLOR.

EXPOSED FACES OF ABUTMENTS, PIER, PARAPETS, SLAB EDGES EXTERIOR OF EXTERIOR GIRDERS, AND ALL SIDES OF PRECAST CONCRETE ARCH TO BE STAINED WITH AMS COLOR NUMBER 26622.

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CONCRETE STAINING DETAILS

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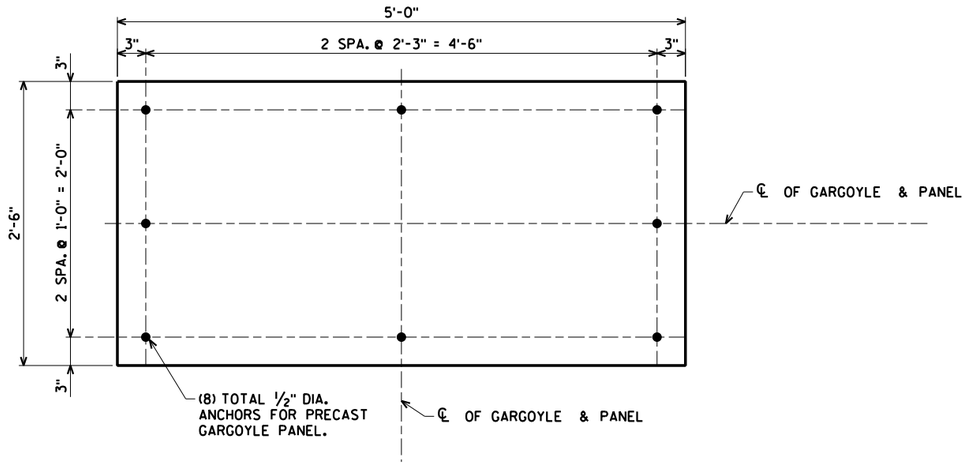
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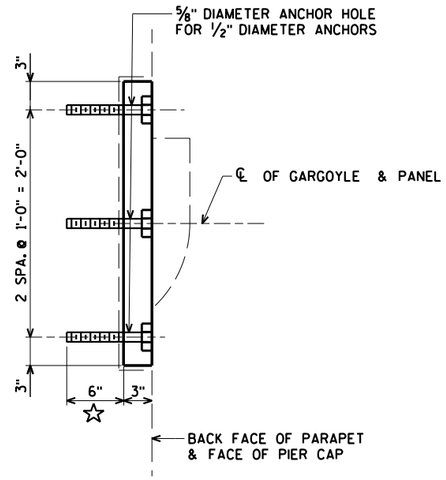
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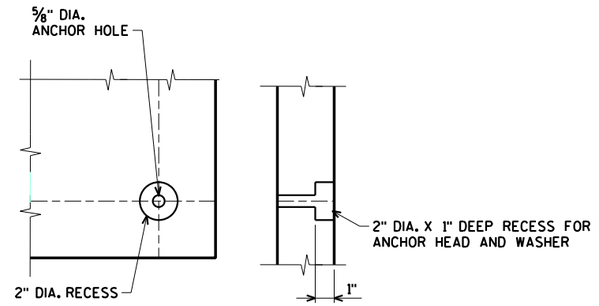


PANEL ANCHOR DETAIL



PANEL SIDE DETAIL

☆ ADHESIVE ANCHORS ½-INCH EMBED ANCHOR 6" MIN. INTO SOUND CONCRETE



ANCHOR HOLE DETAIL

NOTES

GARGOYLE IS TO BE THREE-DIMENSIONAL, WITH GARGOYLE HEAD AND FACIAL FEATURES TO EXTEND NO MORE THAN 8-INCHES FROM THE FACE OF THE PRECAST PANEL.

GARGOYLE SHALL BE COLOR STAINED, WITH DISTINCT COLORS THAT CONTRAST THE WINGS, HEAD, AND FRONT FACE OF PANEL. THIS SHALL BE PAID UNDER "PRECAST GARGOYLE PANEL" BID ITEM.

ALL DETAILS SHOWN ON THIS SHEET SHALL BE PAID UNDER BID ITEM "PRECAST GARGOYLE PANEL".

SEE SPECIAL PROVISIONS FOR ADDITIONAL GARGOYLE CONSTRUCTION INFOMATION.

CREATE A MOLD FROM EXISTING GARGOYLE LOCATED ON THE SIDE OF THE EXISTING BRIDGE P-51-709.

AFTER ANCHOR BOLTS ARE INSTALLED, FILL RECESS WITH CAULK. LEVEL WITH SURFACE OF GARGOYLE PANEL.



EXISTING GARGOYLE

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GARGOYLE PANEL DETAILS

SHEET 63 OF 63
277

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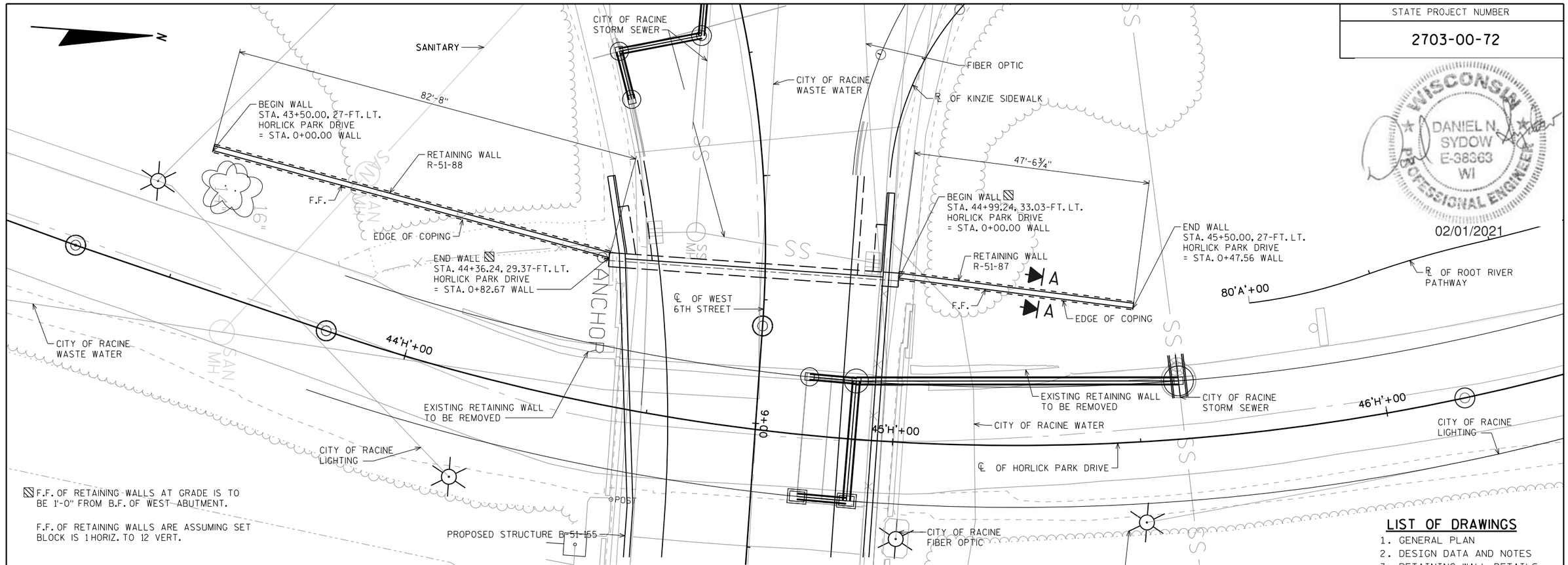
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02/01/2021

2/1/2021
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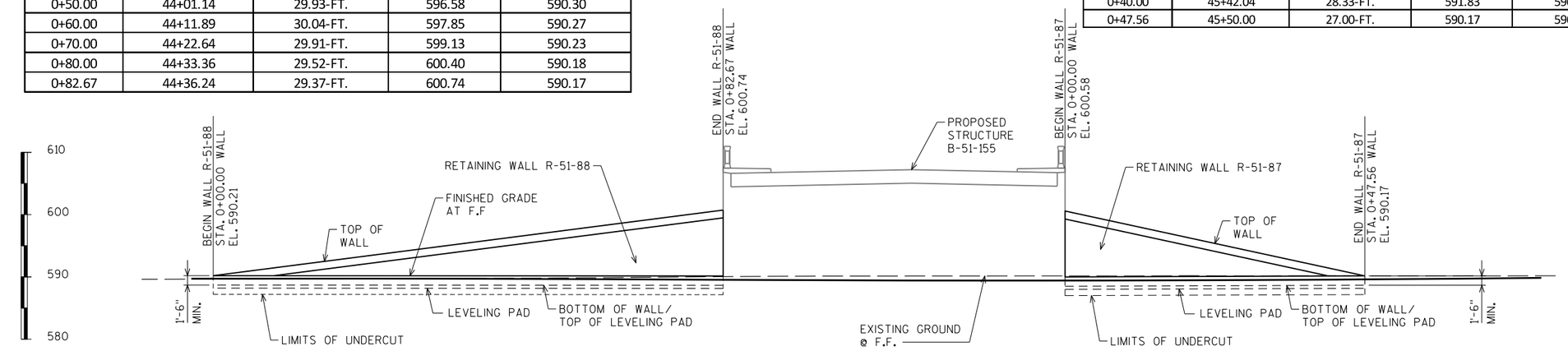
PLAN

WALL MODULAR BLOCK MSE

ALL DIMENSIONS MEASURED ALONG F.F.
FOR DETAIL OF SECTION A, SEE SHEET 2.

GEOMETRY TABLE - R-51-88 (SW)				
WALL STATION	ROADWAY STATION	OFFSET TO F.F. WALL	TOP OF WALL EL.	FINISHED GRADE EL.
0+0.00	43+50.00	27.00-FT.	590.21	590.21
0+10.00	43+59.98	27.66-FT.	591.48	590.24
0+20.00	43+69.95	28.31-FT.	592.76	590.27
0+30.00	43+79.94	28.96-FT.	594.03	590.29
0+40.00	43+90.40	29.58-FT.	595.30	590.30
0+50.00	44+01.14	29.93-FT.	596.58	590.30
0+60.00	44+11.89	30.04-FT.	597.85	590.27
0+70.00	44+22.64	29.91-FT.	599.13	590.23
0+80.00	44+33.36	29.52-FT.	600.40	590.18
0+82.67	44+36.24	29.37-FT.	600.74	590.17

GEOMETRY TABLE - R-51-87 (NW)				
WALL STATION	ROADWAY STATION	OFFSET TO F.F. WALL	TOP OF WALL EL.	FINISHED GRADE EL.
0+0.00	44+99.24	33.03-FT.	600.58	590.06
0+10.00	45+10.03	32.23-FT.	598.39	590.05
0+20.00	45+20.77	31.18-FT.	596.20	590.08
0+30.00	45+31.44	29.87-FT.	594.01	590.10
0+40.00	45+42.04	28.33-FT.	591.83	590.14
0+47.56	45+50.00	27.00-FT.	590.17	590.17



ELEVATION

LOOKING AT F.F. WALL

LIST OF DRAWINGS

1. GENERAL PLAN
2. DESIGN DATA AND NOTES
3. RETAINING WALL DETAILS
4. RAILING DETAILS
5. SUBSURFACE EXPLORATION

F.F. DENOTES FRONT FACE.

B.F. DENOTES BACK FACE.

FOR GENERAL NOTES
AND DESIGN DATA
SEE SHEET 2

DATE:
DATE:
DATE:
CHECKED BY:
BACK CHECKED BY:
CORRECTED BY:

NO.	DATE	REVISION	BY

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED SDR 02/05/21
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE R-51-87

HORLICK PARK DRIVE NW RETAINING WALL

COUNTY		~~TOWN~~/CITY/~~VILLAGE~~	
	RACINE		RACINE

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	KLW	DESIGN CK'D.	JLB	DRAWN BY	CJM	PLANS CK'D.	DNS

GENERAL PLAN

SHEET 1 OF 5
278

BRIDGE OFFICE CONTACT:
AARON BONK
(608)-261-0261

CONSULTANT CONTACT:
DAN SYDOW
(715)-834-3161

I.D.

DATE:

C:±Users±marcumc±Desktop±R-51-87 NW gp.dgn

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GENERAL NOTES

THE PLAN QUANTITY FOR THE BID ITEM "WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH" IS BASED ON A WALL HEIGHT MEASURED FROM THE TOP OF WALL TO A CONSTANT DEPTH OF 1'-6" BELOW FINISHED GRADE.

DRAWINGS SHALL NOT BE SCALED.

THE QUANTITY OF CONCRETE MASONRY, COATED REINFORCING STEEL, AND RUBBERIZED MEMBRANE WATERPROOFING FOR THE CAST-IN-PLACE COPING IS INCIDENTAL TO BID ITEM "WALL MODULAR BLOCK MECHANICALLY STABALIZED EARTH".

DESIGN DATA

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

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

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

THE RETAINIING WALL IS TO BE DESIGNED USING THE ELEVATIONS GIVEN ON SHEET 1.

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

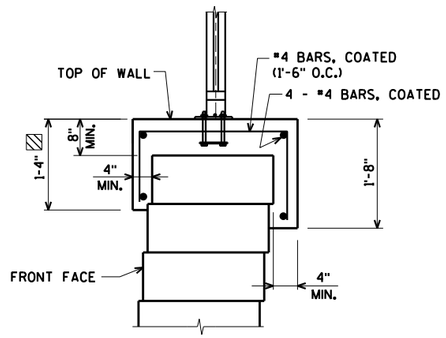
DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 100 psf.

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY (COPING)	f'_c =	3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT (GRADE 60)	f_y =	60,000 p.s.i.

NOTES

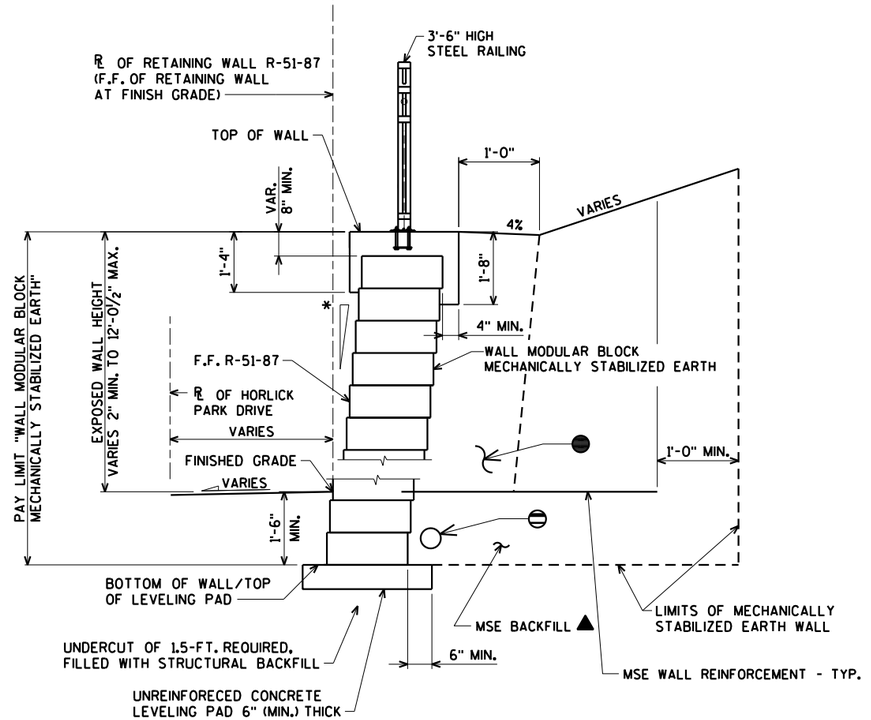
- THE LENGTHS PROVIDED IN THE TABLE ARE THE MINIMUM REQUIRED REINFORCEMENT LENGTHS BASED UPON THE MINIMUM DESCRIBED IN THE WALL SYSTEM SPECIAL PROVISIONS OR EXTERNAL AND OVERALL STABILITY AT THE DESIGNATED LOCATIONS. THESE DESIGNATED LOCATIONS REPRESENT TYPICAL AND CRITICAL WALL LOCATIONS, BUT SHALL NOT BE CONSIDERED ALL INCLUSIVE. THE CONTRACTOR DESIGN LENGTHS SHALL MEET OR EXCEED THE MINIMUM VALUES REPRESENTED IN THE TABLE AT THESE DESIGNATED LOCATIONS.
- ☆ THE LENGTHS PROVIDED IN THE TABLE ARE THE MINIMUM REQUIRED REINFORCMENT LENGTHS BASED ON OVERALL STABILITY PERFORMED BY THE WALL DESIGNER. COMPOUND STABILITY IS THE CONTRACTORS RESPONSIBILITY.
- ⊗ STRATUM LOCATIONS & SOIL DESCRIPTIONS AT EACH BORING LOCATION.



COPING DETAIL

▨ THIS DIMENSION MAY CHANGE DEPENDING ON HEIGHT OF BLOCKS. THIS DIMENSION TO BE CONSTANT FOR ENTIRE LENGTH OF WALL. MAXIMUM ALLOWABLE HEIGHT OF BLOCKS TO BE 8 INCHES.

MAINTAIN 2" MINIMUM COVER ON ALL REBAR.



SECTION A-A

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

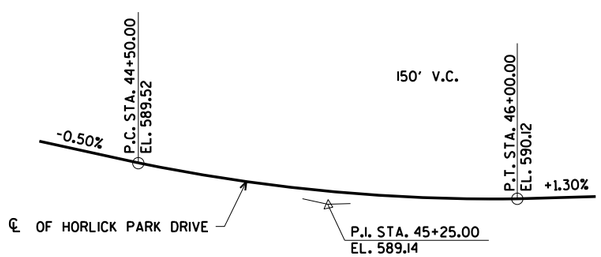
▲ INCIDENTAL TO BID ITEM "WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH".

WALL BACKFILL, COURSE AGGREGATE NO. 1 BACK FACE WALL (1'-0" MIN.) WITHIN WALL REINFORCING ZONE ▲.

PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED ON SHEET 3.

FOR LOCATION OF SECTION A, SEE SHEET 1.

F.F. DENOTES FRONT FACE.



PROFILE GRADE LINE
(HORLICK PARK DRIVE)

TOTAL ESTIMATED QUANTITIES

ITEM NUMBER	BID ITEMS	UNIT
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	50 LF
513.8016	RAILING STEEL PEDESTRIAN TYPE C3	50 LF
SPV.0165.01	WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH R-51-87	325 SF

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-51-87

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DESIGN DATA AND NOTES

SHEET 2 OF 5
279

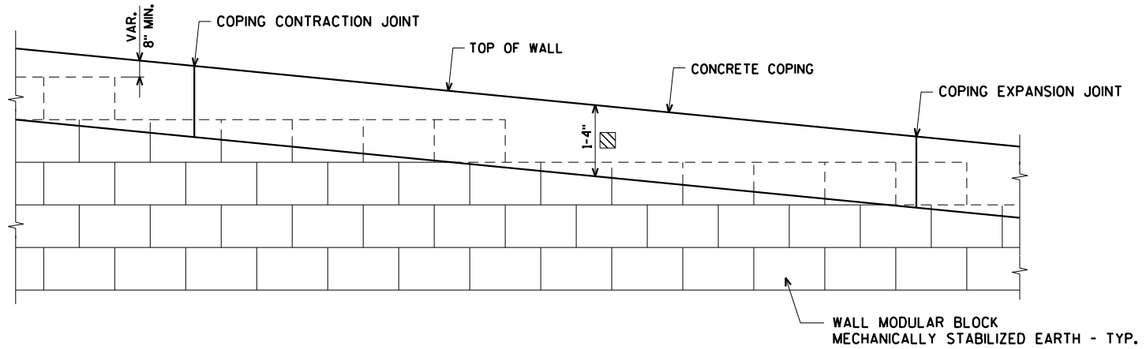
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2/1/2021
PENTABLE:BReau_shd_util.tbl



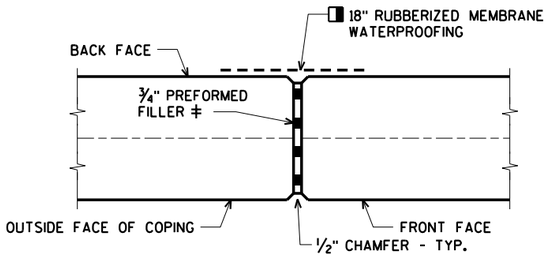
RETAINING WALL FACE & CONCRETE COPING DETAIL

▨ THIS DIMENSION MAY CHANGE DEPENDING ON HEIGHT OF BLOCKS. THIS DIMENSION TO BE CONSTANT FOR ENTIRE LENGTH OF WALL. MAXIMUM ALLOWABLE HEIGHT OF BLOCKS TO BE 8 INCHES.

SOIL PARAMETERS

STRATUM LOCATIONS AND SOIL DESCRIPTIONS	TOTAL UNIT WEIGHT (PCF)	FRICTION ANGLE (DEGREES)	COHESION (PSF)
REINFORCED ZONE ⊛	120	30	20,000
BACKFILL/STRUCTURAL FILL	120	32	0
BORING #1			
GRANULAR FILL EL. 606.0± - EL. 600.5± ⊠	120	28	0
COHESIVE FILL EL. 600.5± - EL. 595.5± ⊠	120	24	0
GRANULAR FILL EL. 595.5± - EL. 589.0± ⊠	120	28	0
NATURAL SANDY SILT EL. 589.0± - EL. 579.0± ⊠	115	29	0
NATURAL LEAN CLAY EL. 579.0± - EL. 565.0± ⊠	137	29.4	0

⊛ DESIGN WALL FOR THESE VALUES



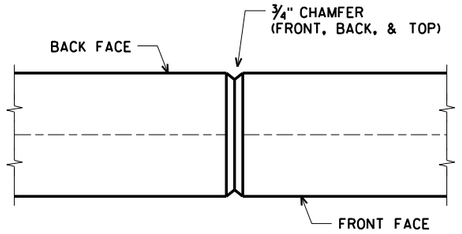
COPING EXPANSION JOINT

DO NOT RUN BAR STEEL THRU JOINT
MAXIMUM SPACING OF JOINT = 50'

◨ MEMBRANE WATERPROOFING TO EXTEND FROM TOP OF COPING TO 6" BELOW TOP OF PANELS.

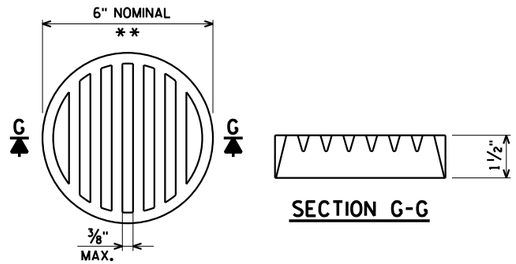
‡ SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONC.)

PLACE EXPANSION JOINTS AT EVERY THIRD JOINT AND AT ALL WALL RADIUS PC/PT POINTS AND BEND POINTS.



COPING CONTRACTION JOINT

DO NOT RUN BAR STEEL THRU JOINT
MAXIMUM SPACING OF JOINT = 12'



SECTION G-G

** DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 x 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

RODENT SHIELD DETAIL

WALL EXTERNAL & OVERALL STABILITY EVALUATION

DIMENSIONS	EVALUATED LOCATIONS
WALL HEIGHT (FEET)	12.02
EXPOSED WALL HEIGHT (FEET)	10.52
MINIMUM LENGTH OF REINFORCEMENT (FEET) ◪	9.62
WALL STATION STA. 0+00.00	
BORING USED	1
CAPACITY TO DEMAND RATIO (CDR)	
SLIDING (CDR>1.0)	1.3
ECCENTRICITY (CDR>1.0)	1.2
OVERALL STABILITY (CDR>1.0) ☆	1.1
BEARING RESISTANCE (CDR>1.0)	1.1
FACTORED BEARING RESISTANCE (psf)	5,530

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-51-87

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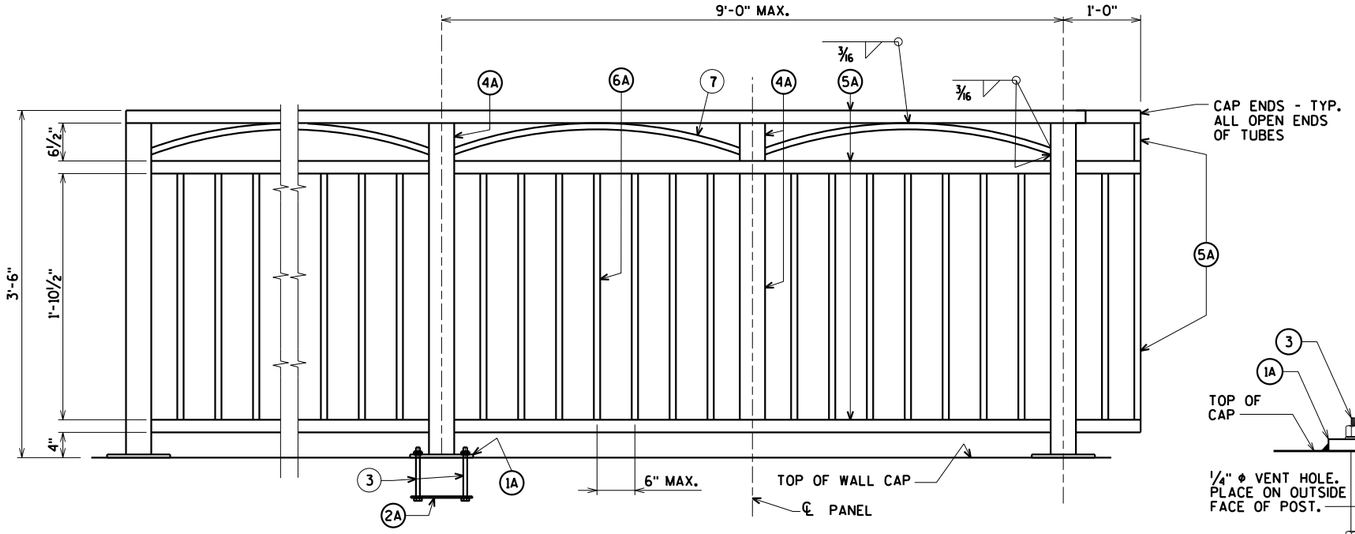
RETAINING WALL DETAILS

SHEET 3 OF 5
280

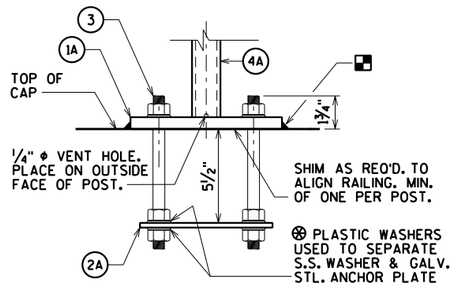
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ELEVATION OF RAILING



ANCHORAGE FOR RAIL POSTS

NOTE: ANCHOR PLATE NOT REQUIRED
WHEN ADHESIVE ANCHORS ARE USED.

LEGEND

(1A) PLATE ⅝" X 6" X 8" WITH ¾" X 1½" SLOTTED HOLES.

(2A) ¼" X 5" X 7" ANCHOR PLATE WITH 11/16" DIA. HOLES FOR THR'D. RODS NO. 3.

(3) ⅝" DIA. X 9" LONG, TYPE 316 STAINLESS STEEL THREADED RODS (MIN. TENSILE STRENGTH = 70 KSI) WITH NUT AND WASHERS OF SAME ALLOY GROUP. ALTERNATIVE ANCHORAGE: CONCRETE ADHESIVE ANCHORS ⅝-INCH. EMBED 7" IN CONCRETE FOR RAIL POSTS. EMBED 5" IN CONCRETE FOR END RAILS. ADHESIVE ANCHORS SHALL CONFORM TO SECTION 502.2.12 OF THE STANDARD SPECIFICATIONS.

(4A) STRUCTURAL TUBING 3" X 1½" X 3/16". PLACE VERTICAL. WELD TO NO. 1 & 5.

(5A) STRUCTURAL TUBING 3" X 1½" X 3/16" RAILS. WELD TO NO. 1 & NO. 4. INSIDE OF TUBE TO BE PAINTED AT ALL FIELD ERECTION & EXPANSION JOINTS.

(6A) BAR 1" X 1" PICKETS. WELD TO NO. 5. PLACE VERTICAL.

(7) BAR 1" X 1". BEND TO REQUIRED RADIUS. WELD TO NO. 4 & 5.

(9A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. PROVIDE "SLIDING FIT".

(10A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. (1'-4" @ FIELD ERECTION JTS.)

NOTES

BID ITEM SHALL BE "RAILING STEEL PEDESTRIAN TYPE C3", WHICH SHALL INCLUDE ALL STEEL ITEMS SHOWN.

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

ALL PLATES, BARS, AND RECTANGULAR SLEEVES SHALL CONFORM TO ASTM A709 GRADE 36. ALL STRUCTURAL TUBING SHALL CONFORM TO ASTM A500 GRADE B.

ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING. SET NORMAL TO GRADE.

CUT BOTTOM OF POST TO MAKE POST VERTICAL IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTION.

STEEL SHIMS SHALL BE PROVIDED & USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT, AND SHALL BE GALVANIZED.

◪ CAULK AROUND PERIMETER OF BASE PLATES, NO. 1, AND FILL BOLT SLOT OPENINGS IN SHIMS AND BASE PLATES WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

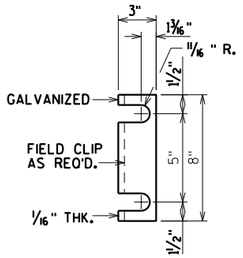
ALL JOINTS AND RECESSES IN CONCRETE PARAPET ARE TO BE VERTICAL.

ALL MATERIAL (EXCEPT NO. 3 & 12) SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, THE STEEL RAILING SHALL BE GIVEN A NO. 6 BLAST CLEANING PER SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE CONTRACT DOCUMENTS. THE RAILING SHALL BE PAINTED AMS STD. COLOR NO. 27038, BLACK, AS SPECIFIED IN THE CONTRACT DOCUMENT.

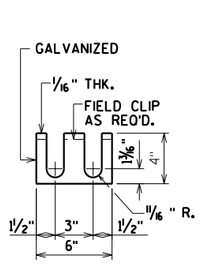
VENT HOLES SHALL BE DRILLED IN POST AND RAIL MEMBERS AS REQUIRED TO FACILITATE GALVANIZING AND DRAINAGE.

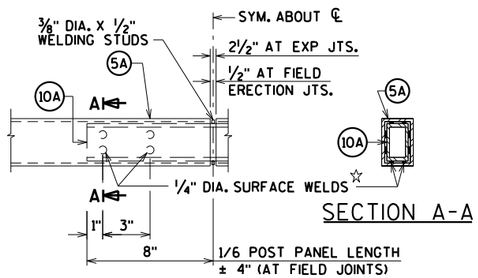
RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE 3 OR 4 POSTS.

TOUCH-UP PAINTING TO BE DONE AT COMPLETION OF STEEL RAILING INSTALLATION TO THE SATISFACTION OF THE ENGINEER AT NO EXTRA COST.



RAIL POST SHIM DETAIL
(2 SETS PER POST)

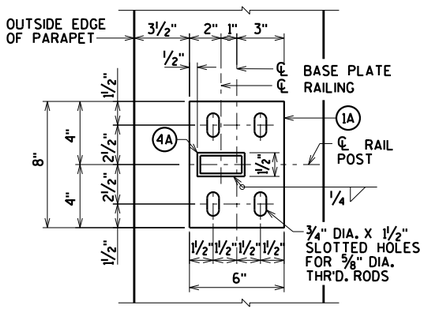




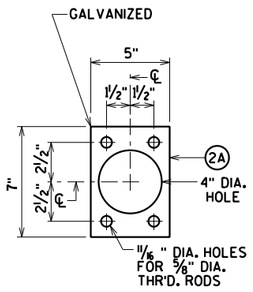
SECTION A-A

FIELD ERECTION JOINT DETAIL

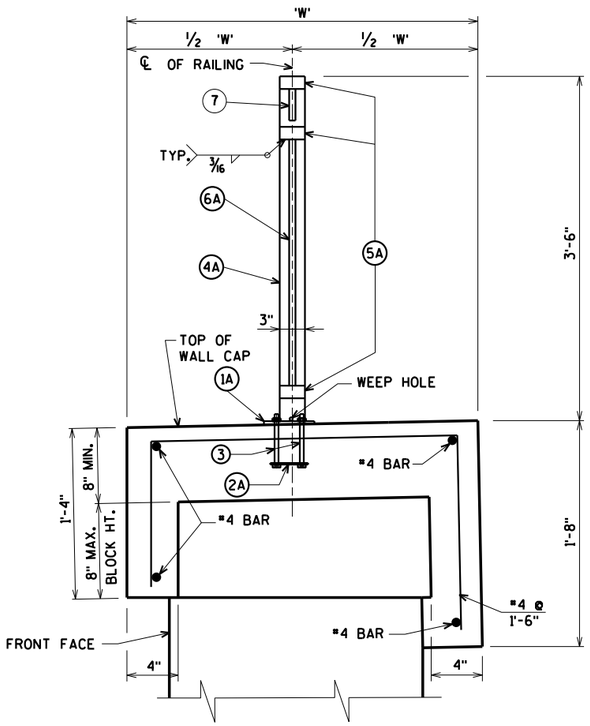
☆ MIN. ⅝" FLAT SURFACE DIA. PUNCHINGS OR STUDS MAY BE USED AS AN ALTERNATE.



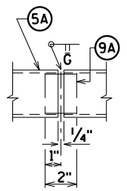
BASE PLATE



ANCHOR PLATE



SECTION THRU RAILING & CAP



SHOP RAIL
SPLICE DETAIL
(LOCATION MUST BE
SHOWN ON SHOP DRAWINGS)

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DEPARTMENT OF TRANSPORTATION

STRUCTURE R-51-87

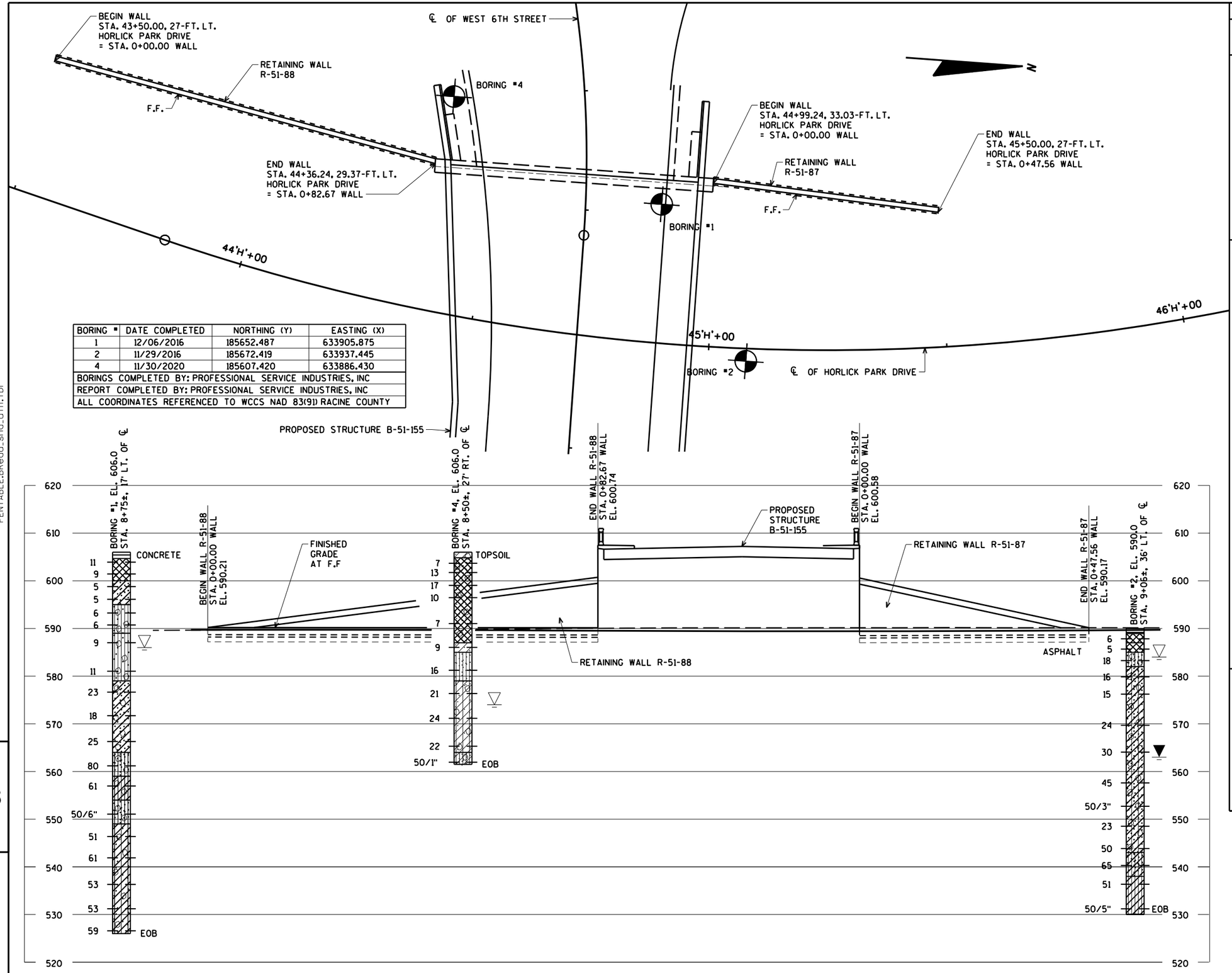
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RAILING DETAILS

SHEET 4 OF 5
281

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BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
1	12/06/2016	185652.487	633905.875
2	11/29/2016	185672.419	633937.445
4	11/30/2020	185607.420	633886.430
BORINGS COMPLETED BY: PROFESSIONAL SERVICE INDUSTRIES, INC			
REPORT COMPLETED BY: PROFESSIONAL SERVICE INDUSTRIES, INC			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) RACINE COUNTY			

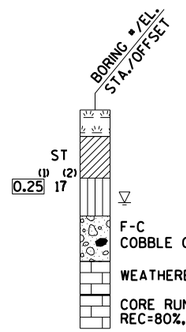
STATE PROJECT NUMBER

2703-00-72

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- ▽ AT TIME OF DRILLING
- ▼ END OF DRILLING
- ▽ AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-51-87

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SUBSURFACE EXPLORATION

SHEET 5 OF 5
282

2/1/2021
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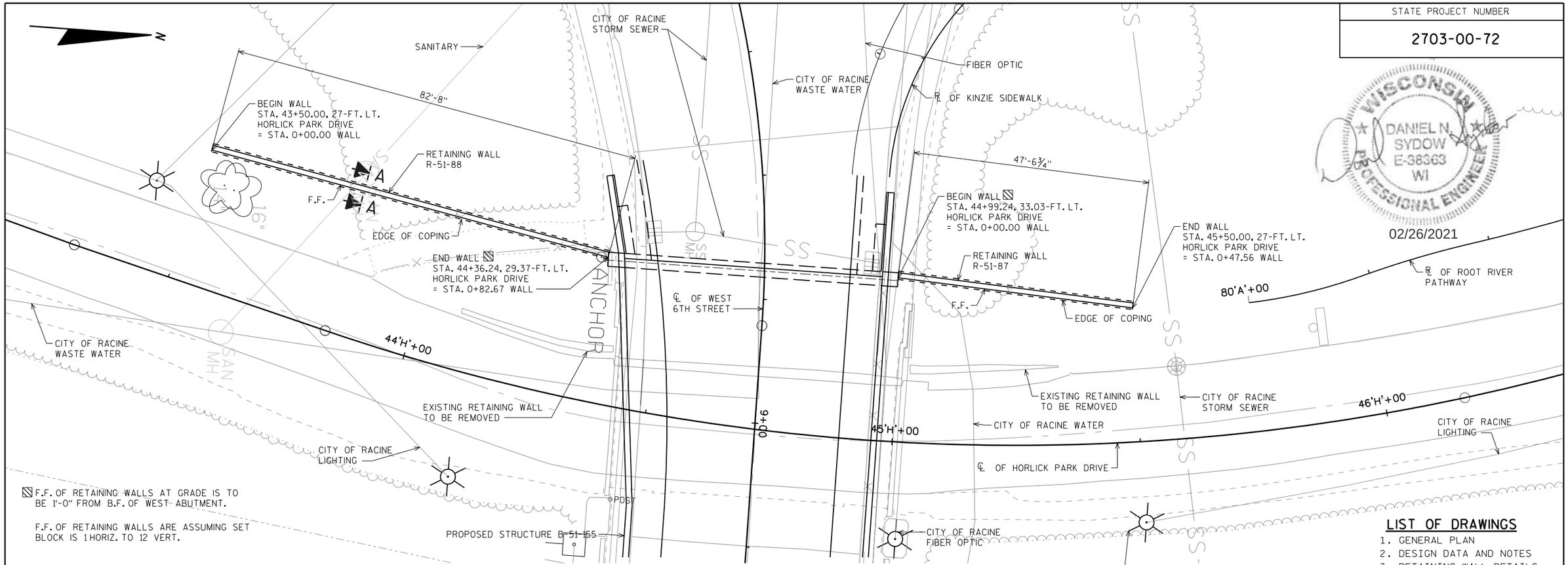
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STATE PROJECT NUMBER

2703-00-72

02/26/2021

2/1/2021
PENTABLE:BReau_shd_util.tbl



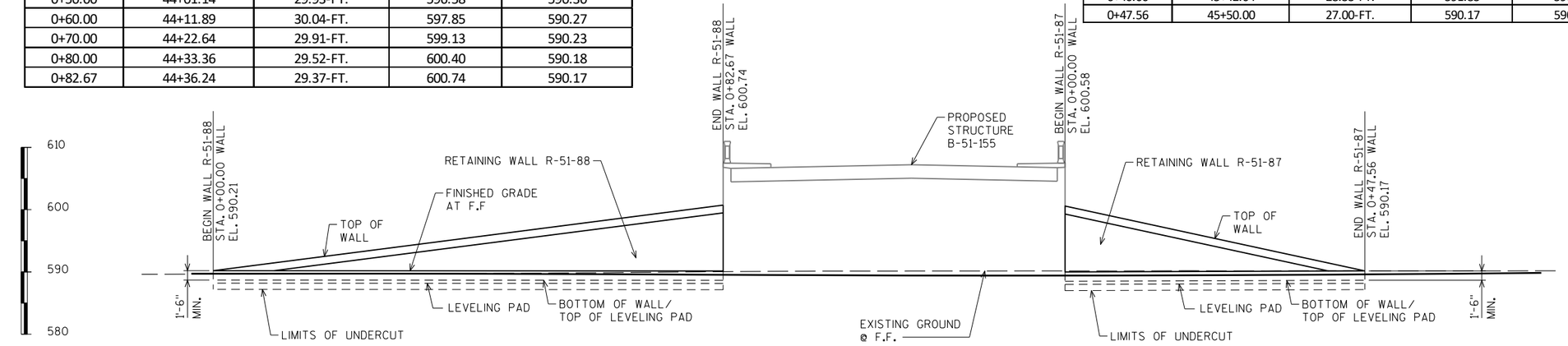
PLAN

WALL MODULAR BLOCK MSE

ALL DIMENSIONS MEASURED ALONG F.F.
FOR DETAIL OF SECTION A, SEE SHEET 2.

GEOMETRY TABLE - R-51-88 (SW)				
WALL STATION	ROADWAY STATION	OFFSET TO F.F. WALL	TOP OF WALL EL.	FINISHED GRADE EL.
0+0.00	43+50.00	27.00-FT.	590.21	590.21
0+10.00	43+59.98	27.66-FT.	591.48	590.24
0+20.00	43+69.95	28.31-FT.	592.76	590.27
0+30.00	43+79.94	28.96-FT.	594.03	590.29
0+40.00	43+90.40	29.58-FT.	595.30	590.30
0+50.00	44+01.14	29.93-FT.	596.58	590.30
0+60.00	44+11.89	30.04-FT.	597.85	590.27
0+70.00	44+22.64	29.91-FT.	599.13	590.23
0+80.00	44+33.36	29.52-FT.	600.40	590.18
0+82.67	44+36.24	29.37-FT.	600.74	590.17

GEOMETRY TABLE - R-51-87 (NW)				
WALL STATION	ROADWAY STATION	OFFSET TO F.F. WALL	TOP OF WALL EL.	FINISHED GRADE EL.
0+0.00	44+99.24	33.03-FT.	600.58	590.06
0+10.00	45+10.03	32.23-FT.	598.39	590.05
0+20.00	45+20.77	31.18-FT.	596.20	590.08
0+30.00	45+31.44	29.87-FT.	594.01	590.10
0+40.00	45+42.04	28.33-FT.	591.83	590.14
0+47.56	45+50.00	27.00-FT.	590.17	590.17



ELEVATION

LOOKING AT F.F. WALL

LIST OF DRAWINGS

1. GENERAL PLAN
2. DESIGN DATA AND NOTES
3. RETAINING WALL DETAILS
4. RAILING DETAILS
5. SUBSURFACE EXPLORATION

F.F. DENOTES FRONT FACE.

B.F. DENOTES BACK FACE.

FOR GENERAL NOTES AND DESIGN DATA SEE SHEET 2

DATE:
DATE:
DATE:
CHECKED BY:
BACK CHECKED BY:
CORRECTED BY:

NO.	DATE	REVISION	BY

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED SDR 03/02/21
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE R-51-88

HORLICK PARK DRIVE SW RETAINING WALL

COUNTY		~~TOWN~~/CITY/~~VILLAGE~~	
	RACINE		RACINE

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
KLW	JLB	CJM	DNS

BRIDGE OFFICE CONTACT:
AARON BONK
(608)-261-0261

CONSULTANT CONTACT:
DAN SYDOW
(715)-834-3161

GENERAL PLAN

SHEET 1 OF 5
283

I.D.

DATE:

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2/23/2021
PENTABLE:BReau_shd_util.tbl

GENERAL NOTES

THE PLAN QUANTITY FOR THE BID ITEM "WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH" IS BASED ON A WALL HEIGHT MEASURED FROM THE TOP OF WALL TO A CONSTANT DEPTH OF 1'-6" BELOW FINISHED GRADE.

DRAWINGS SHALL NOT BE SCALED.

THE QUANTITY OF CONCRETE MASONRY, COATED REINFORCING STEEL, AND RUBBERIZED MEMBRANE WATERPROOFING FOR THE CAST-IN-PLACE COPING IS INCIDENTAL TO BID ITEM "WALL MODULAR BLOCK MECHANICALLY STABALIZED EARTH".

DESIGN DATA

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

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

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

THE RETAINIING WALL IS TO BE DESIGNED USING THE ELEVATIONS GIVEN ON SHEET 1.

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

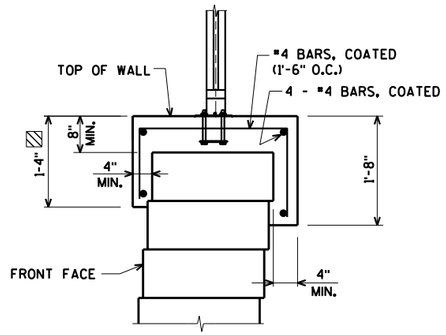
DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 100 psf.

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY (COPING)	f'_c =	3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT (GRADE 60)	f_y =	60,000 p.s.i.

NOTES

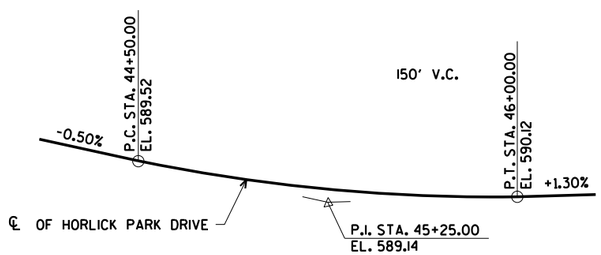
- THE LENGTHS PROVIDED IN THE TABLE ARE THE MINIMUM REQUIRED REINFORCEMENT LENGTHS BASED UPON THE MINIMUM DESCRIBED IN THE WALL SYSTEM SPECIAL PROVISIONS OR EXTERNAL AND OVERALL STABILITY AT THE DESIGNATED LOCATIONS. THESE DESIGNATED LOCATIONS REPRESENT TYPICAL AND CRITICAL WALL LOCATIONS, BUT SHALL NOT BE CONSIDERED ALL INCLUSIVE. THE CONTRACTOR DESIGN LENGTHS SHALL MEET OR EXCEED THE MINIMUM VALUES REPRESENTED IN THE TABLE AT THESE DESIGNATED LOCATIONS.
- ☆ THE LENGTHS PROVIDED IN THE TABLE ARE THE MINIMUM REQUIRED REINFORCMENT LENGTHS BASED ON OVERALL STABILITY PERFORMED BY THE WALL DESIGNER. COMPOUND STABILITY IS THE CONTRACTORS RESPONSIBILITY.
- ⊗ STRATUM LOCATIONS & SOIL DESCRIPTIONS AT EACH BORING LOCATION.



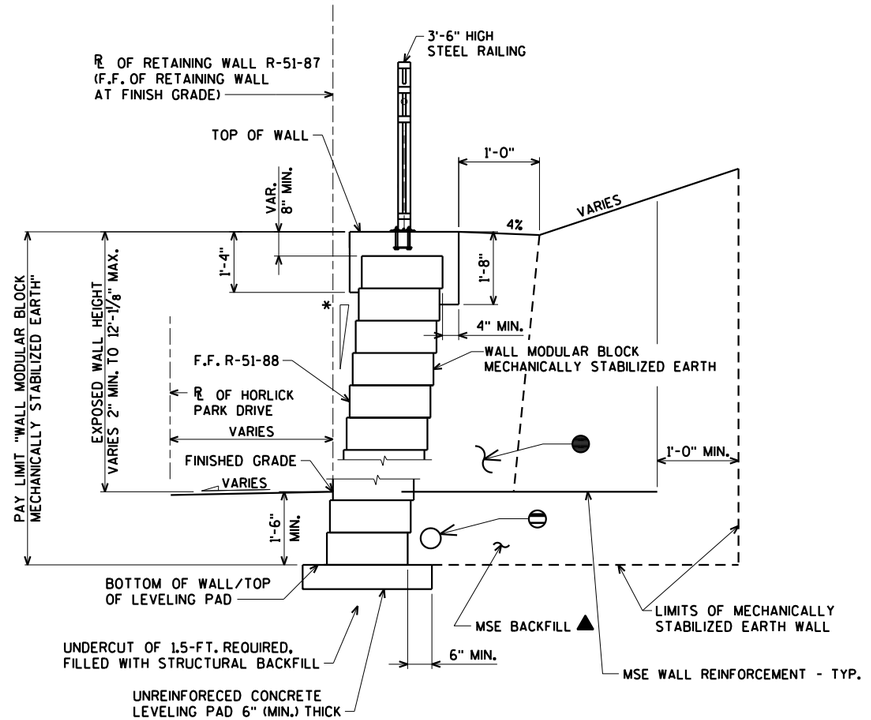
COPING DETAIL

▨ THIS DIMENSION MAY CHANGE DEPENDING ON HEIGHT OF BLOCKS. THIS DIMENSION TO BE CONSTANT FOR ENTIRE LENGTH OF WALL. MAXIMUM ALLOWABLE HEIGHT OF BLOCKS TO BE 9 INCHES.

MAINTAIN 2" MINIMUM COVER ON ALL REBAR.



PROFILE GRADE LINE
(HORLICK PARK DRIVE)



SECTION A-A

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

▲ INCIDENTAL TO BID ITEM "WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH".

WALL BACKFILL, COURSE AGGREGATE NO. 1 BACK FACE WALL (1'-0" MIN.) WITHIN WALL REINFORCING ZONE ▲.

PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED ON SHEET 3.

FOR LOCATION OF SECTION A, SEE SHEET 1.

F.F. DENOTES FRONT FACE.

TOTAL ESTIMATED QUANTITIES

ITEM NUMBER	BID ITEMS		UNIT
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	85	LF
513.8016	RAILING STEEL PEDESTRIAN TYPE C3	84	LF
SPV.0165.02	WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH R-51-88	560	SF

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-51-88

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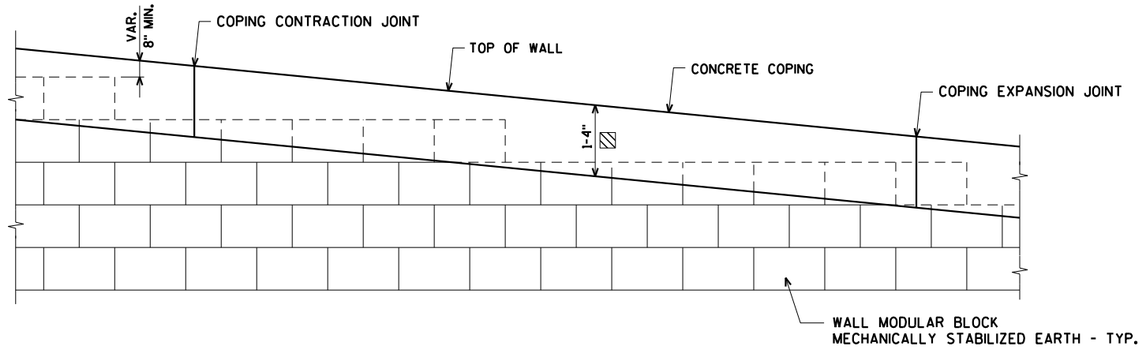
DESIGN DATA AND NOTES

SHEET 2 OF 5
284

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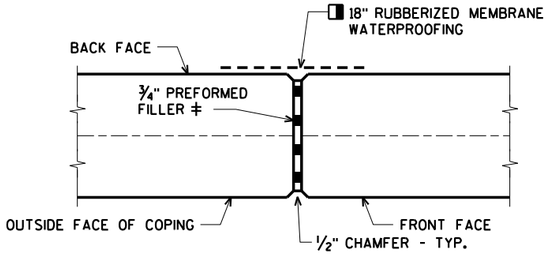
RETAINING WALL FACE & CONCRETE COPING DETAIL

▨ THIS DIMENSION MAY CHANGE DEPENDING ON HEIGHT OF BLOCKS. THIS DIMENSION TO BE CONSTANT FOR ENTIRE LENGTH OF WALL. MAXIMUM ALLOWABLE HEIGHT OF BLOCKS TO BE 8 INCHES.

SOIL PARAMETERS

STRATUM LOCATIONS AND SOIL DESCRIPTIONS	TOTAL UNIT WEIGHT (PCF)	FRICTION ANGLE (DEGREES)	COHESION (PSF)
REINFORCED ZONE ⊛	120	30	20,000
BACKFILL/STRUCTURAL FILL	120	32	0
BORING #4			
COHESIVE FILL EL. 606.0± - EL. 587.0± ⊠	120	24	0
NATURAL LEAN CLAY EL. 587.0± - EL. 585.0± ⊠	125	26	0
NATURAL SILTY SAND EL. 585.0± - EL. 579.0± ⊠	120	32	0
NATURAL LEAN CLAY EL. 579.0± - EL. 565.0± ⊠	137	29.4	0
NATURAL SANDY SILT EL. 565.0± - EL. 561.5± ⊠	125	34	0

⊛ DESIGN WALL FOR THESE VALUES



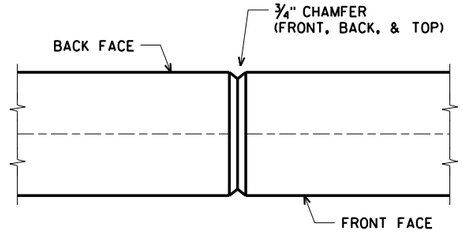
COPING EXPANSION JOINT

DO NOT RUN BAR STEEL THRU JOINT
MAXIMUM SPACING OF JOINT = 50'

◨ MEMBRANE WATERPROOFING TO EXTEND FROM TOP OF COPING TO 6" BELOW TOP OF PANELS.

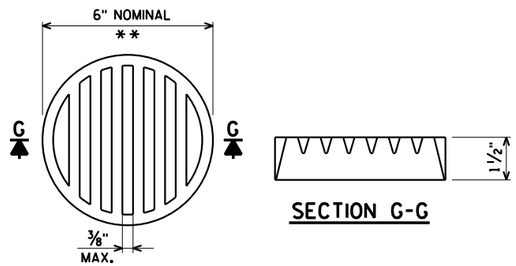
‡ SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONC.)

PLACE EXPANSION JOINTS AT EVERY THIRD JOINT AND AT ALL WALL RADIUS PC/PT POINTS AND BEND POINTS.



COPING CONTRACTION JOINT

DO NOT RUN BAR STEEL THRU JOINT
MAXIMUM SPACING OF JOINT = 12'



SECTION G-G

** DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 x 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

RODENT SHIELD DETAIL

WALL EXTERNAL & OVERALL STABILITY EVALUATION

DIMENSIONS	EVALUATED LOCATIONS
WALL HEIGHT (FEET)	12.07
EXPOSED WALL HEIGHT (FEET)	10.57
MINIMUM LENGTH OF REINFORCEMENT (FEET) ◪	9.66
WALL STATION STA. 0+82.67	
BORING USED	4
CAPACITY TO DEMAND RATIO (CDR)	
SLIDING (CDR>1.0)	1.3
ECCENTRICITY (CDR>1.0)	1.2
OVERALL STABILITY (CDR>1.0) ☆	1.0
BEARING RESISTANCE (CDR>1.0)	1.1
FACTORED BEARING RESISTANCE (psf)	5,590

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DEPARTMENT OF TRANSPORTATION

STRUCTURE R-51-88

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RETAINING WALL DETAILS

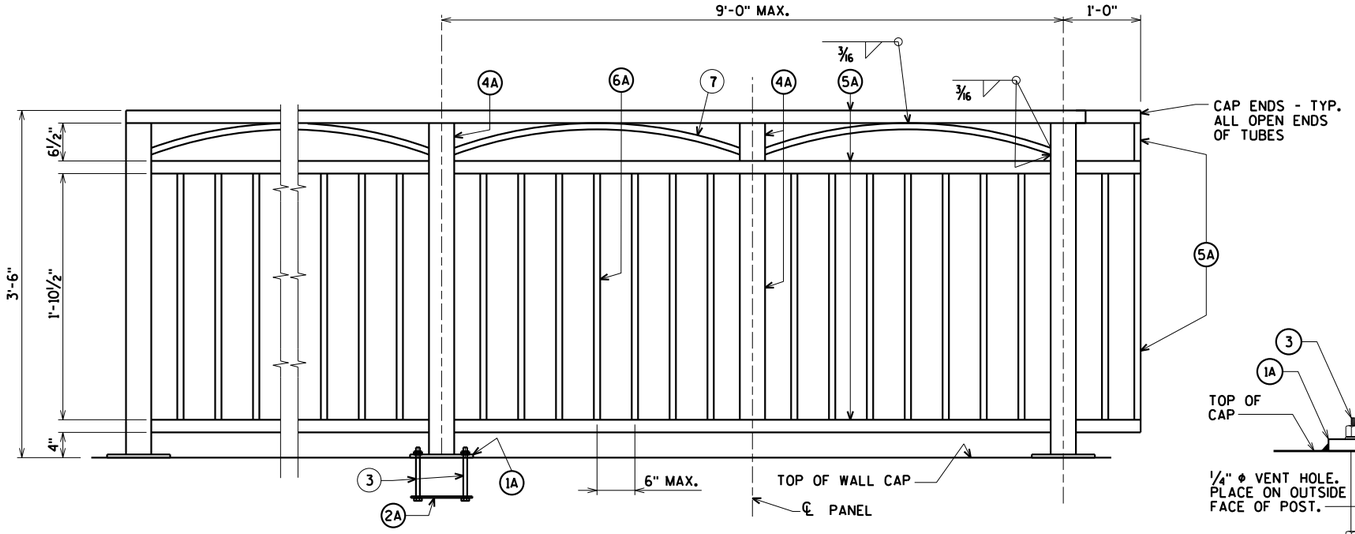
SHEET 3 OF 5
285

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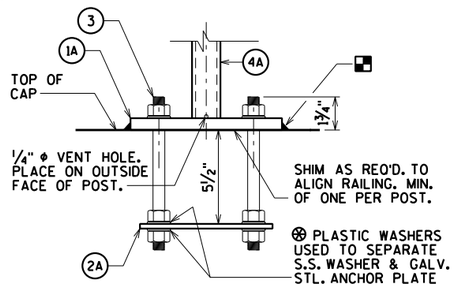
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ELEVATION OF RAILING



ANCHORAGE FOR RAIL POSTS

NOTE: ANCHOR PLATE NOT REQUIRED
WHEN ADHESIVE ANCHORS ARE USED.

LEGEND

(1A) PLATE 5/8" X 6" X 8" WITH 3/4" X 1 1/2" SLOTTED HOLES.

(2A) 1/4" X 5" X 7" ANCHOR PLATE WITH 11/16" DIA. HOLES FOR THR'D. RODS NO. 3.

(3) 5/8" DIA. X 9" LONG, TYPE 316 STAINLESS STEEL THREADED RODS (MIN. TENSILE STRENGTH = 70 KSI) WITH NUT AND WASHERS OF SAME ALLOY GROUP. ALTERNATIVE ANCHORAGE: CONCRETE ADHESIVE ANCHORS 5/8-INCH. EMBED 7" IN CONCRETE FOR RAIL POSTS. EMBED 5" IN CONCRETE FOR END RAILS. ADHESIVE ANCHORS SHALL CONFORM TO SECTION 502.2.12 OF THE STANDARD SPECIFICATIONS.

(4A) STRUCTURAL TUBING 3" X 1 1/2" X 3/16". PLACE VERTICAL. WELD TO NO. 1 & 5.

(5A) STRUCTURAL TUBING 3" X 1 1/2" X 3/16" RAILS. WELD TO NO. 1 & NO. 4. INSIDE OF TUBE TO BE PAINTED AT ALL FIELD ERECTION & EXPANSION JOINTS.

(6A) BAR 1" X 1" PICKETS. WELD TO NO. 5. PLACE VERTICAL.

(7) BAR 1" X 1". BEND TO REQUIRED RADIUS. WELD TO NO. 4 & 5.

(9A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. PROVIDE "SLIDING FIT".

(10A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. (1'-4" @ FIELD ERECTION JTS.)

NOTES

BID ITEM SHALL BE "RAILING STEEL PEDESTRIAN TYPE C3", WHICH SHALL INCLUDE ALL STEEL ITEMS SHOWN.

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

ALL PLATES, BARS, AND RECTANGULAR SLEEVES SHALL CONFORM TO ASTM A709 GRADE 36. ALL STRUCTURAL TUBING SHALL CONFORM TO ASTM A500 GRADE B.

ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING. SET NORMAL TO GRADE.

CUT BOTTOM OF POST TO MAKE POST VERTICAL IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTION.

STEEL SHIMS SHALL BE PROVIDED & USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT, AND SHALL BE GALVANIZED.

◪ CAULK AROUND PERIMETER OF BASE PLATES, NO. 1, AND FILL BOLT SLOT OPENINGS IN SHIMS AND BASE PLATES WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

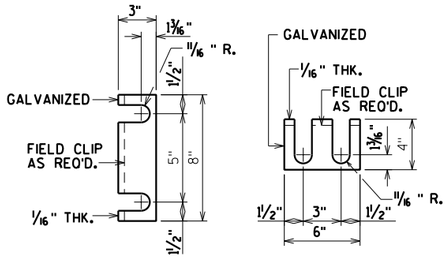
ALL JOINTS AND RECESSES IN CONCRETE PARAPET ARE TO BE VERTICAL.

ALL MATERIAL (EXCEPT NO. 3 & 12) SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, THE STEEL RAILING SHALL BE GIVEN A NO. 6 BLAST CLEANING PER SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE CONTRACT DOCUMENTS. THE RAILING SHALL BE PAINTED AMS STD. COLOR NO. 27038, BLACK, AS SPECIFIED IN THE CONTRACT DOCUMENT.

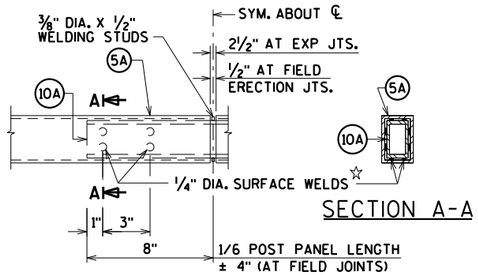
VENT HOLES SHALL BE DRILLED IN POST AND RAIL MEMBERS AS REQUIRED TO FACILITATE GALVANIZING AND DRAINAGE.

RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE 3 OR 4 POSTS.

TOUCH-UP PAINTING TO BE DONE AT COMPLETION OF STEEL RAILING INSTALLATION TO THE SATISFACTION OF THE ENGINEER AT NO EXTRA COST.



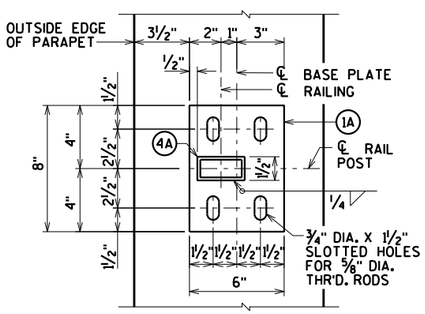
RAIL POST SHIM DETAIL
(2 SETS PER POST)



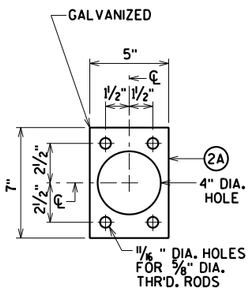
SECTION A-A

FIELD ERECTION JOINT DETAIL

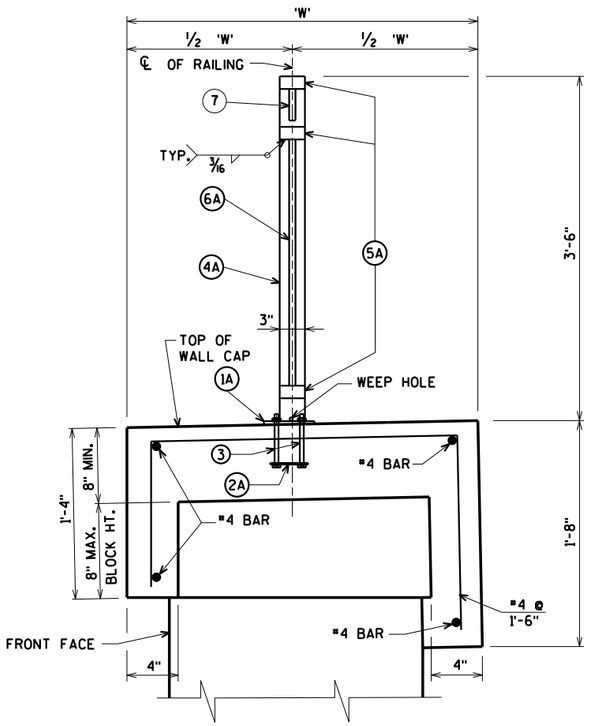
☆ MIN. 5/8" FLAT SURFACE DIA. PUNCHINGS OR STUDS MAY BE USED AS AN ALTERNATE.



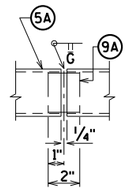
BASE PLATE



ANCHOR PLATE



SECTION THRU RAILING & CAP



SHOP RAIL
SPLICE DETAIL
(LOCATION MUST BE
SHOWN ON SHOP DRAWINGS)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-51-88

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RAILING DETAILS

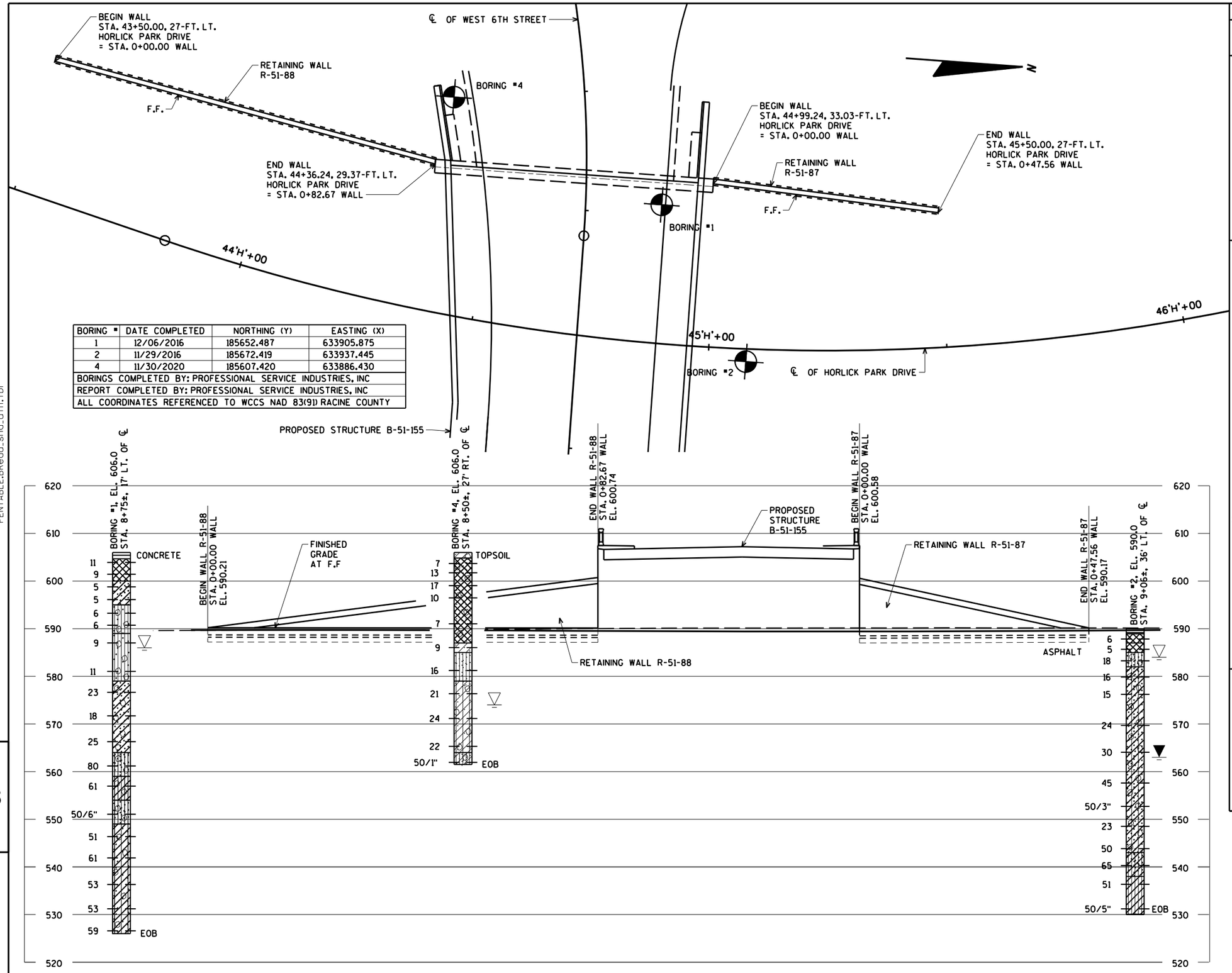
SHEET 4 OF 5
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1/22/2021
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BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
1	12/06/2016	185652.487	633905.875
2	11/29/2016	185672.419	633937.445
4	11/30/2020	185607.420	633886.430
BORINGS COMPLETED BY: PROFESSIONAL SERVICE INDUSTRIES, INC			
REPORT COMPLETED BY: PROFESSIONAL SERVICE INDUSTRIES, INC			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) RACINE COUNTY			

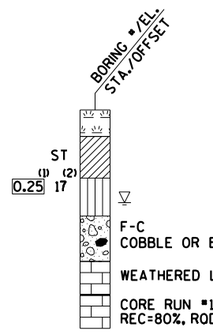
STATE PROJECT NUMBER

2703-00-72

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- ▽ AT TIME OF DRILLING
- ▼ END OF DRILLING
- ▽ AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
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STRUCTURE R-51-88

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SUBSURFACE EXPLORATION

SHEET 5 OF 5
287

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2/1/2021
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EARTHWORK STATION-BY-STATION

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)	
		CUT	UNUSABLE PAVEMENT MATERIAL	FILL	CUT NOTE 1	UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.15
6TH STREET/KINZIE AVE									
04+85	0.00	66.64	28.67	0.00	0	0	0	0	0
05+00	15.00	66.84	28.67	0.29	37	16	0	37	0
05+50	50.00	65.97	28.67	0.20	123	53	0	160	1
06+00	50.00	70.19	28.67	0.16	126	53	0	286	1
06+50	50.00	78.29	28.67	0.10	137	53	0	424	1
07+00	50.00	104.18	28.67	0.00	169	53	0	593	1
07+50	50.00	91.68	31.33	1.04	181	56	1	774	2
08+00	50.00	127.49	62.67	0.54	203	87	1	977	4
08+30	30.00	55.19	38.00	5.93	101	56	4	1,078	8
08+50	20.00	37.06	33.33	10.14	34	26	6	1,112	15
08+65	15.00	28.07	32.00	13.21	18	18	6	1,131	23
STRUCTURE B-51-155									
10+42	0.00	4.90	30.67	990.00	0	0	0	1,131	23
10+50	8.00	407.26	30.67	0.31	61	9	147	1,192	191
10+66	16.00	177.36	30.67	103.90	173	18	31	1,365	227
11+00	34.00	114.91	45.33	0.53	184	48	66	1,549	302
11+21	21.00	62.86	30.67	1.44	69	30	1	1,618	303
11+50	29.00	78.98	30.67	0.00	76	33	1	1,694	304
					1,694	609	265		

NOTES:
1. CUT INCLUDES UNUSABLE PAVEMENT MATERIAL
2. THIS DOES NOT SHOW UP IN CROSS SECTIONS
3. DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME

EARTHWORK STATION-BY-STATION

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)	
		CUT	UNUSABLE PAVEMENT MATERIAL	FILL	CUT NOTE 1	UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.15
HORLICK PARK DR									
42+40		4.50	0.00	0.00	0	0	0	0	0
42+50	10.00	10.00	0.00	0.00	3	0	0	3	0
42+75	25.00	10.00	0.00	0.00	9	0	0	12	0
42+80	5.00	98.20	18.33	0.00	10	0	0	22	0
43+00	20.00	97.53	18.33	0.00	72	14	0	94	0
43+50	50.00	101.48	18.33	0.00	184	34	0	279	0
44+00	50.00	176.45	18.33	0.62	257	34	1	536	1
44+25	25.00	361.16	18.33	0.16	249	17	0	785	1
44+50	25.00	444.02	18.33	2.69	373	17	1	1,158	3
45+00	50.00	532.25	18.33	0.00	904	34	2	2,062	5
45+25	25.00	232.60	18.33	0.41	354	17	0	2,416	6
45+50	25.00	149.16	18.33	0.11	177	17	0	2,593	6
46+00	50.00	86.49	18.33	2.55	218	34	2	2,811	9
46+50	50.00	71.38	18.33	15.34	146	34	17	2,957	28
46+75	25.00	71.50	18.33	23.37	66	17	18	3,023	48
47+00	25.00	78.49	20.83	10.27	69	18	16	3,092	66
47+25	25.00	104.54	30.00	2.34	85	24	6	3,177	73
47+50	25.00	11.91	0.00	1.22	54	14	2	3,231	75
47+66	16.00	12.07	0.00	0.50	7	0	1	3,238	76
					3,238	324	66		

NOTES:

1 CUT INCLUDES UNUSABLE PAVEMENT MATERIAL

2 THIS DOES NOT SHOW UP IN CROSS SECTIONS

3 DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME

EARTHWORK STATION-BY-STATION

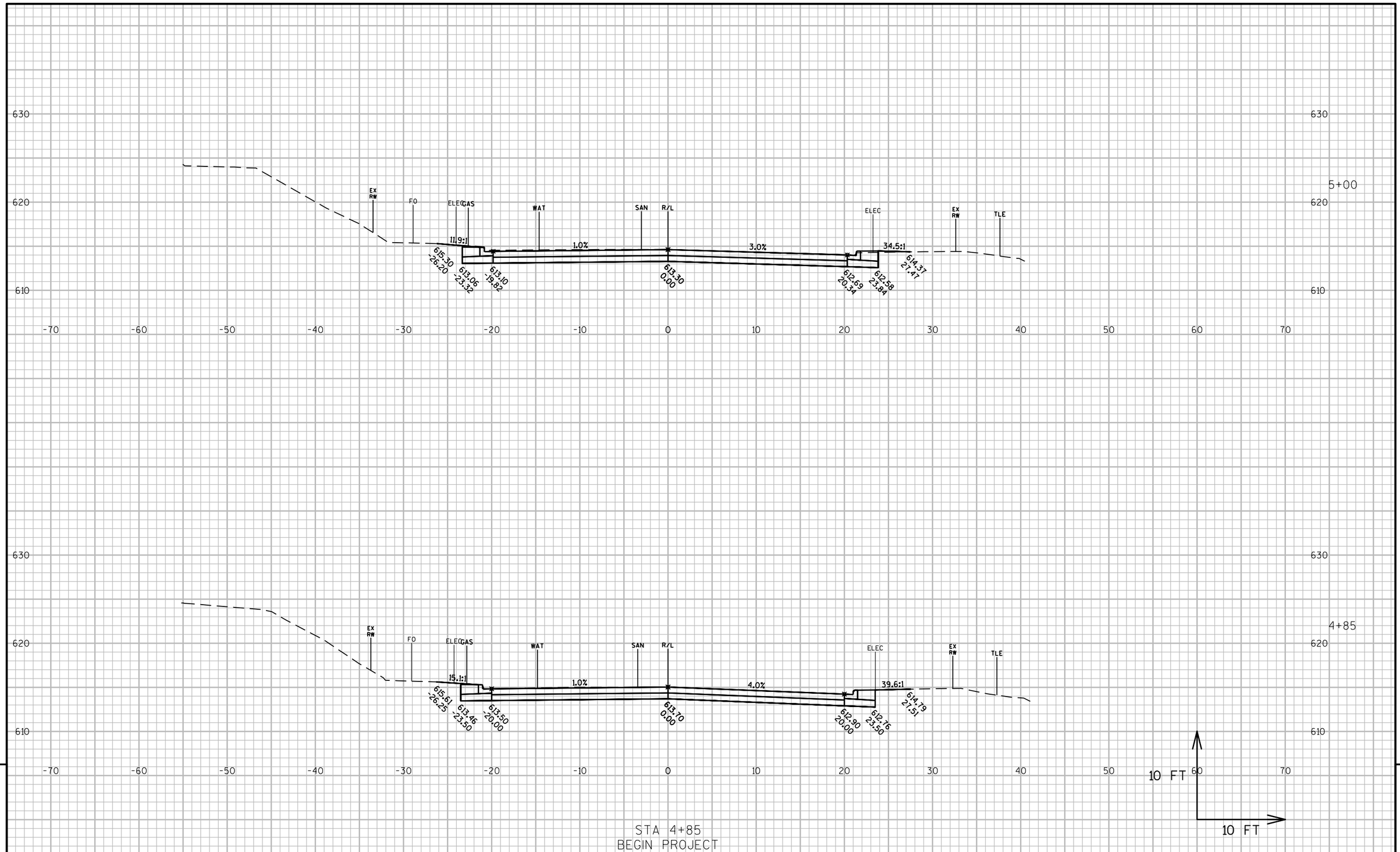
STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)	
		CUT	UNUSABLE PAVEMENT MATERIAL	FILL	CUT NOTE 1	UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.15
KINZIE AVE SIDEWALK									
70+43	0.00	28.22	0.00	0.84	0	0	0	0	0
70+50	7.00	22.84	0.00	0.06	7	0	0	7	0
70+67	17.00	30.48	0.00	0.00	17	0	0	23	0
70+75	8.00	15.62	0.00	0.00	7	0	0	30	0
71+00	25.00	16.83	0.00	0.00	15	0	0	45	0
71+25	25.00	17.43	0.00	0.00	16	0	0	61	0
71+50	25.00	26.73	0.00	0.00	20	0	0	82	0
71+75	25.00	28.85	0.00	0.00	26	0	0	107	0
72+00	25.00	30.58	0.00	0.00	28	0	0	135	0
72+25	25.00	25.19	0.00	0.00	26	0	0	161	0
					161	0	0		

NOTES:

1 CUT INCLUDES UNUSABLE PAVEMENT MATERIAL

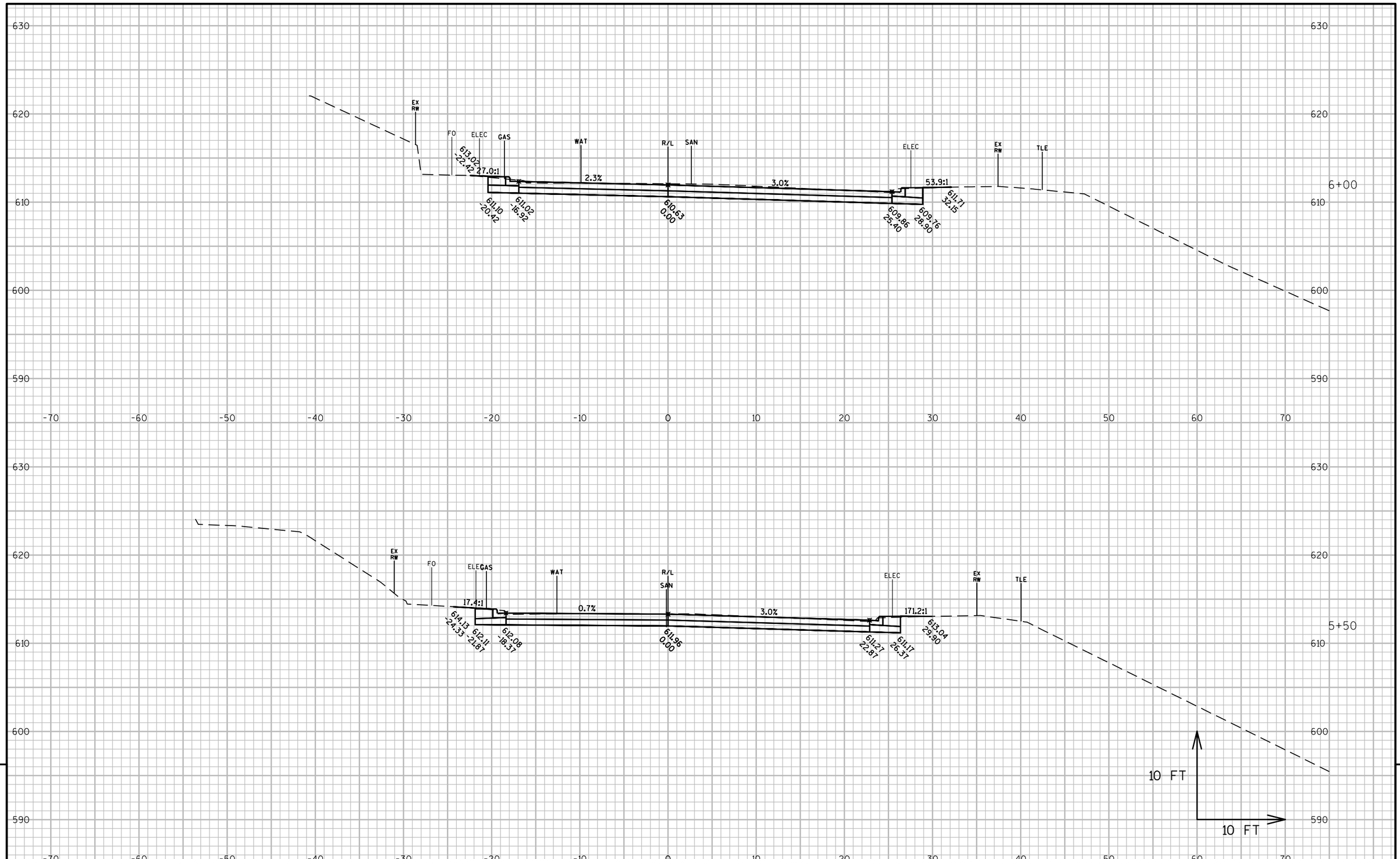
2 THIS DOES NOT SHOW UP IN CROSS SECTIONS

3 DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME

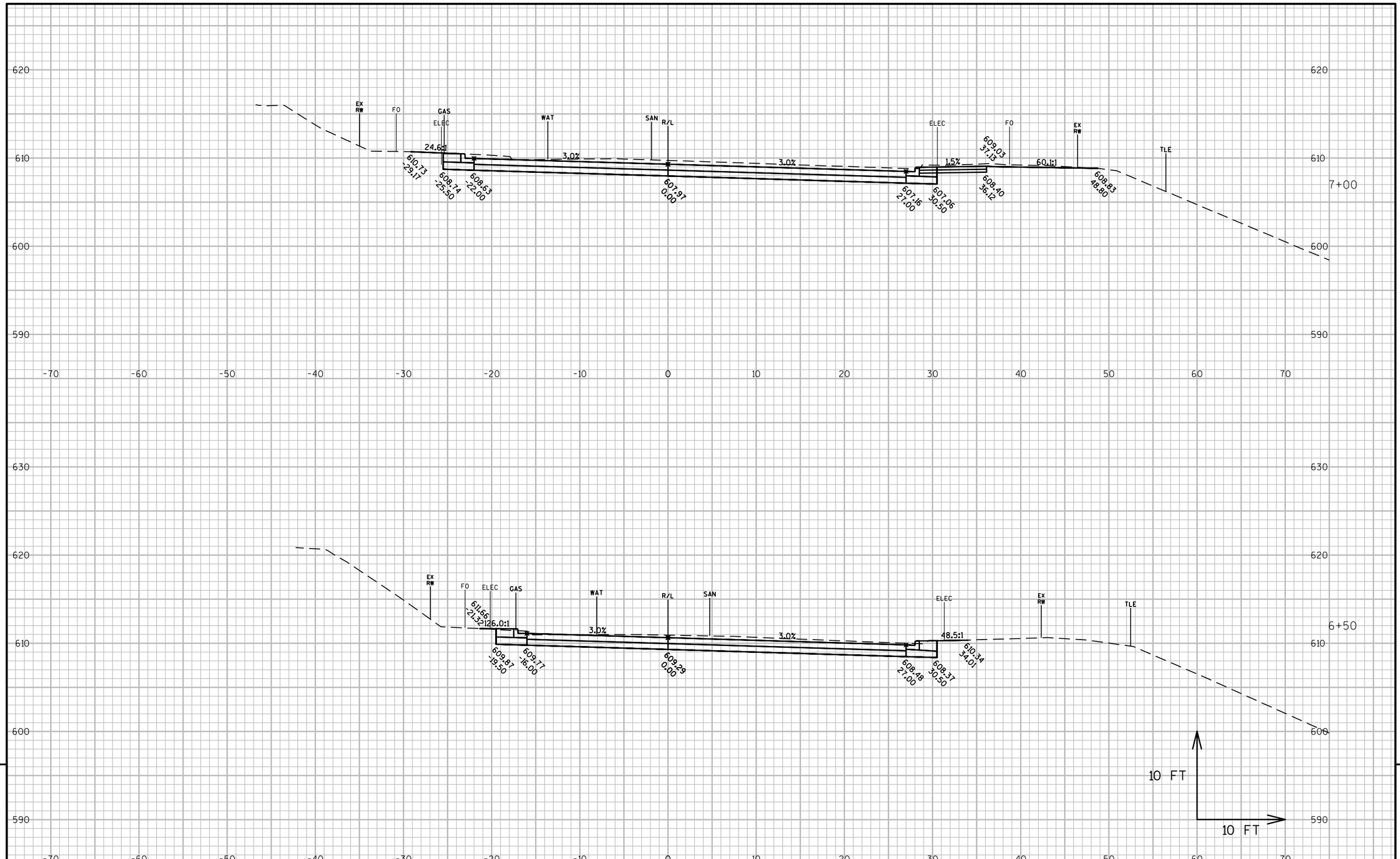


STA 4+85
BEGIN PROJECT

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	CROSS SECTIONS: WEST 6TH STREET	SHEET 291	E



PROJECT NO:2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	CROSS SECTIONS: WEST 6TH STREET	SHEET 292 E

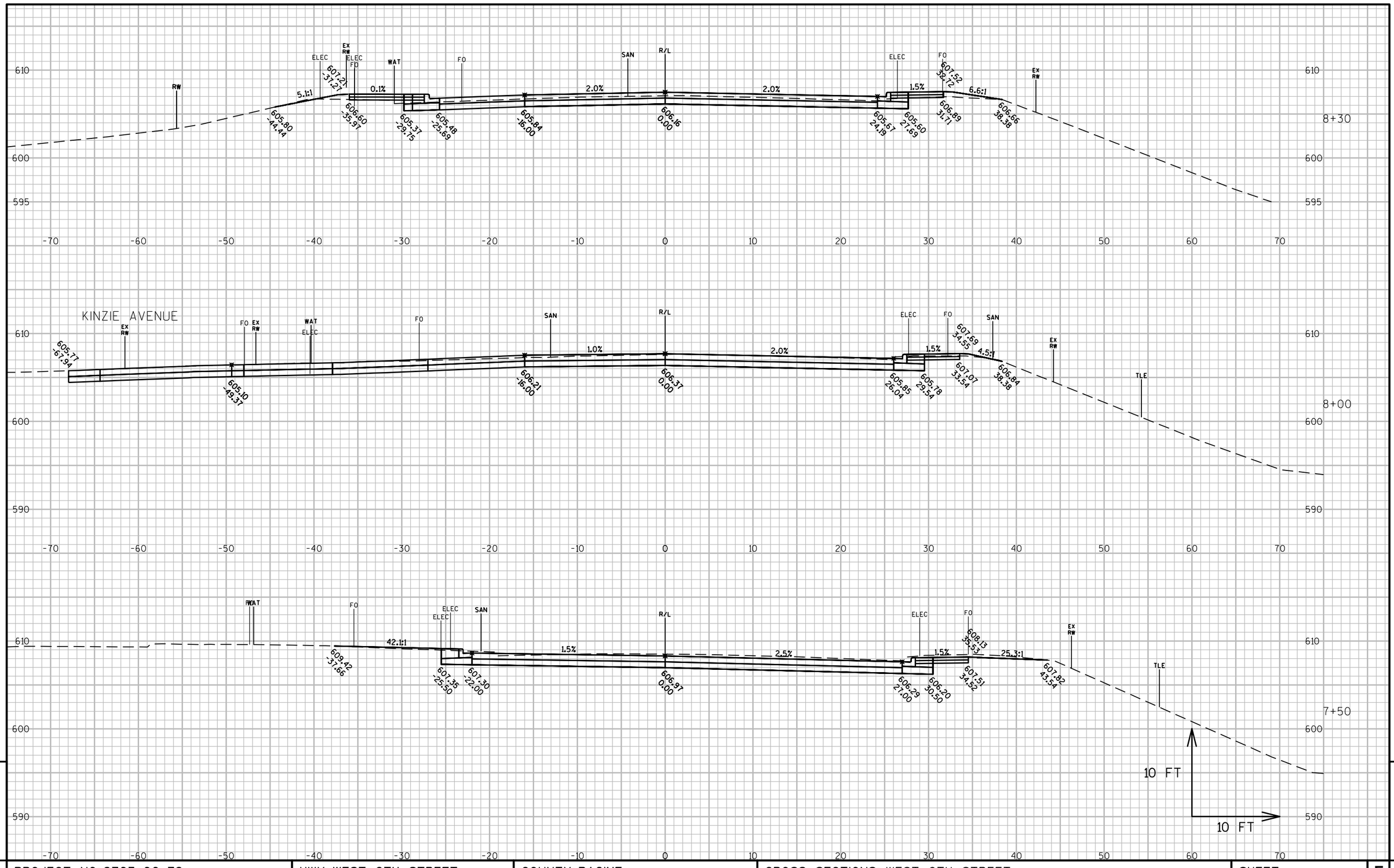


PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	CROSS SECTIONS: WEST 6TH STREET	SHEET 293 E

FILE NAME : I:\49\45041000 6TH\ROADWAY\C3D\DESIGN\CORRIDORS\CRDR-6TH.DWG
LAYOUT NAME - SECTION SHEET - (3)

PLOT DATE : 1/20/2021 5:22 PM PLOT BY : SANDERFOOT, JASON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



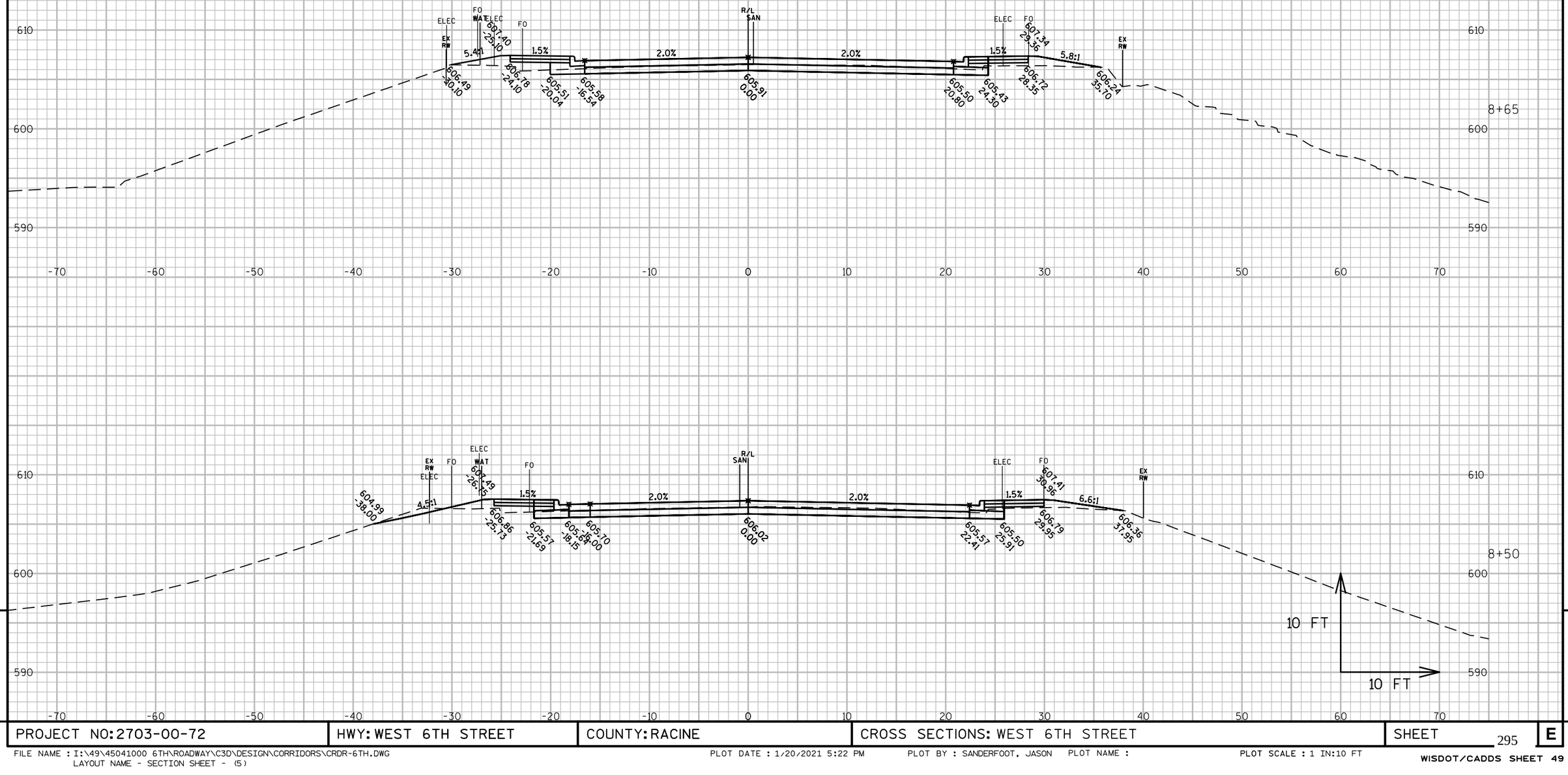
PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	CROSS SECTIONS: WEST 6TH STREET	SHEET 294	E

FILE NAME : I:\49\45041000 6TH\ROADWAY\C3D\DESIGN\CORRIDORS\CRDR-6TH.DWG
LAYOUT NAME - SECTION SHEET - (4)

PLOT DATE : 1/20/2021 5:22 PM PLOT BY : SANDERFOOT, JASON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

STRUCTURE B-51-155

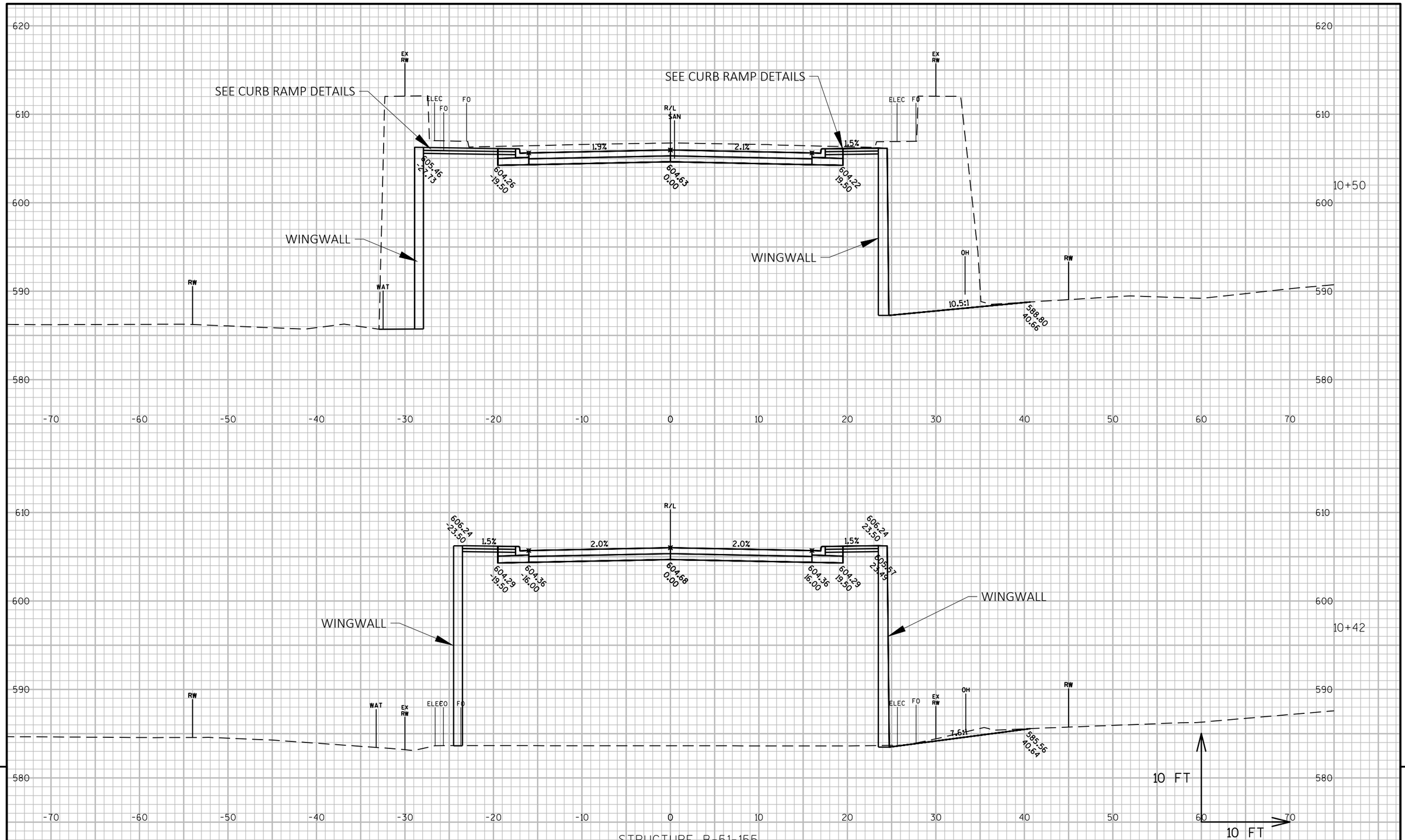


PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	CROSS SECTIONS: WEST 6TH STREET	SHEET 295	E

FILE NAME : I:\49\45041000 6TH\ROADWAY\C3D\DESIGN\CORRIDORS\CRDR-6TH.DWG
LAYOUT NAME - SECTION SHEET - (5)

PLOT DATE : 1/20/2021 5:22 PM PLOT BY : SANDERFOOT, JASON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



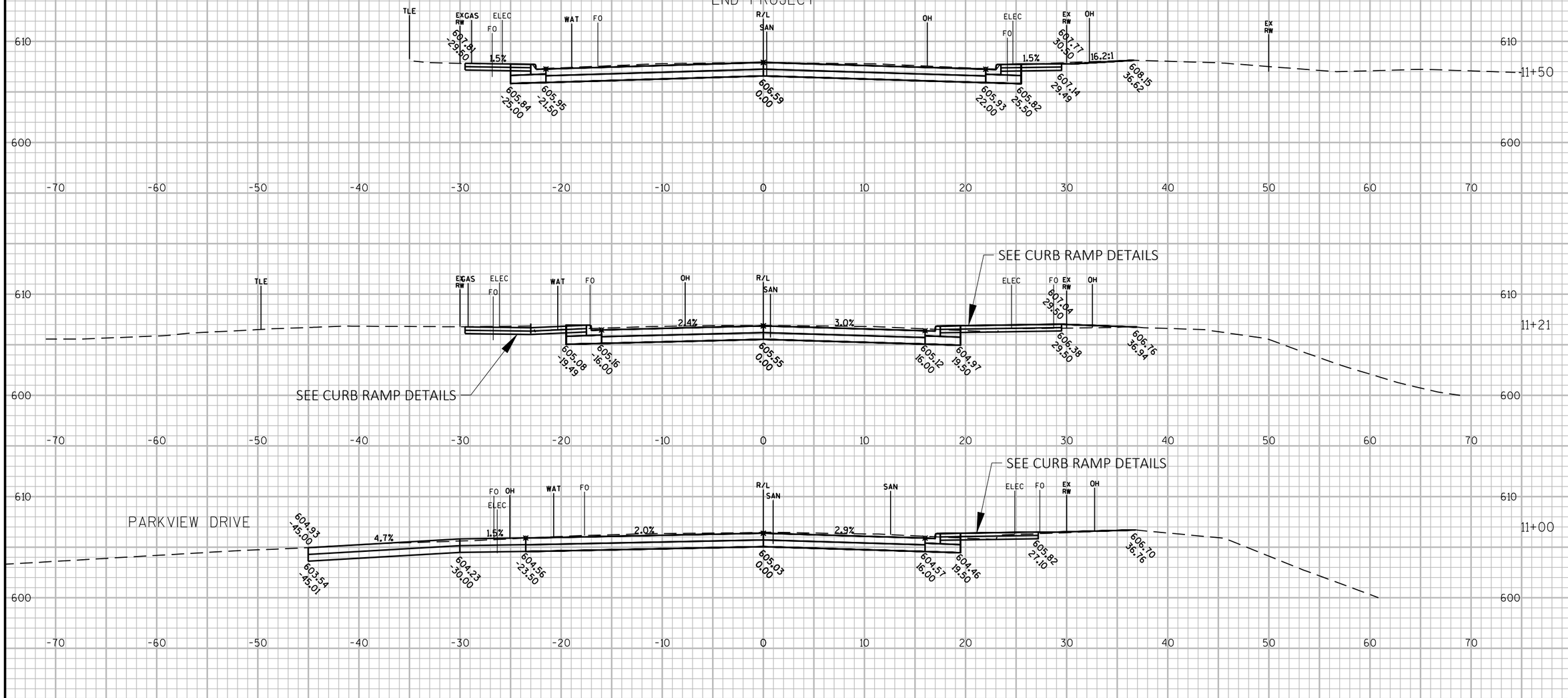
PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	CROSS SECTIONS: WEST 6TH STREET	SHEET 296	E

FILE NAME : I:\49\45041000 6TH\ROADWAY\C3D\DESIGN\CORRIDORS\CRDR-6TH.DWG
LAYOUT NAME - SECTION SHEET - (6)

PLOT DATE : 1/20/2021 5:22 PM PLOT BY : SANDERFOOT, JASON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

STA 11+50
END PROJECT



9

9

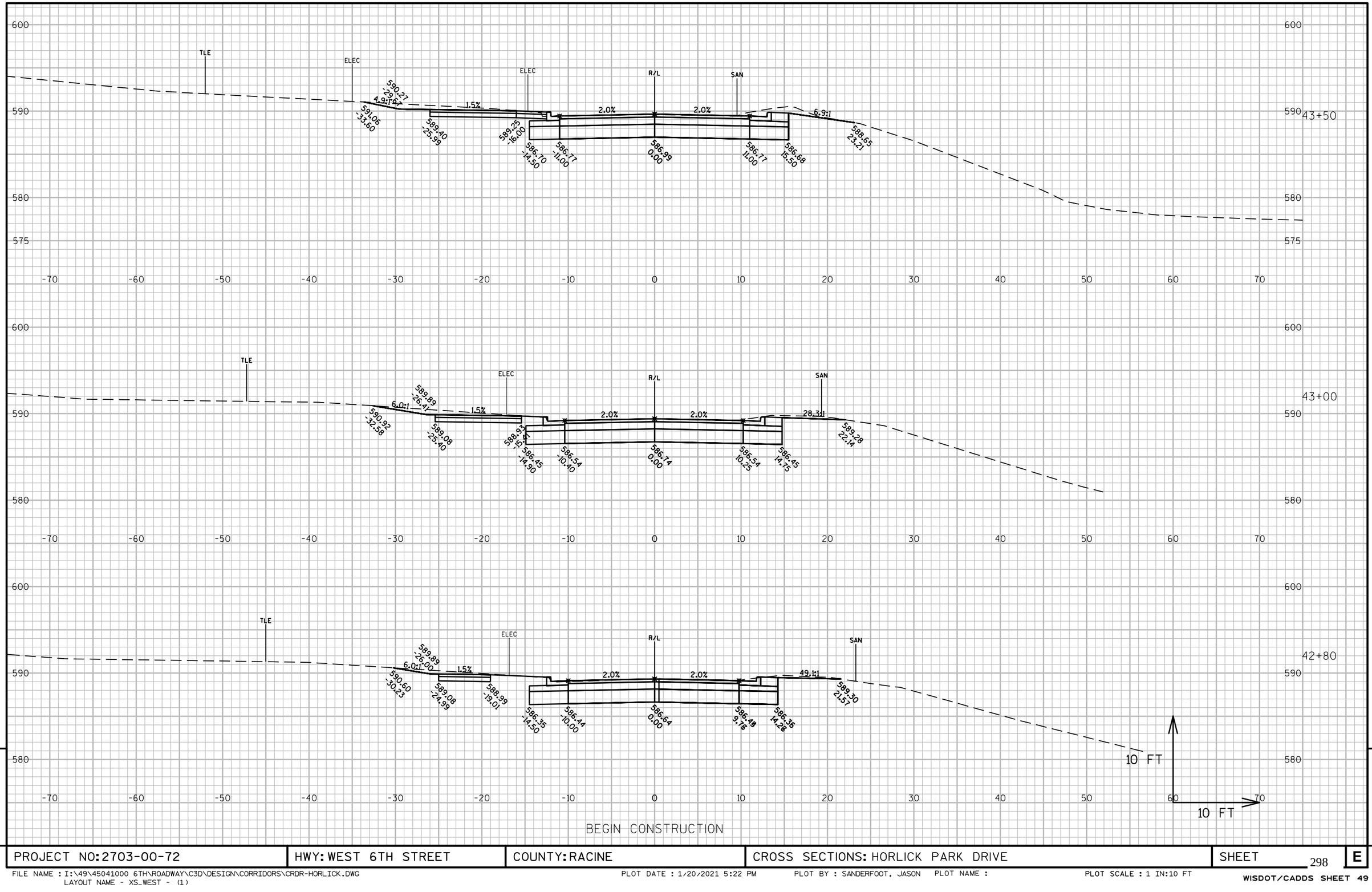
PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	CROSS SECTIONS: WEST 6TH STREET	SHEET 297	E

FILE NAME : I:\49\45041000 6TH\ROADWAY\C3D\DESIGN\CORRIDORS\CRDR-6TH.DWG
LAYOUT NAME - SECTION SHEET - (7)

PLOT DATE : 1/20/2021 5:22 PM PLOT BY : SANDERFOOT, JASON PLOT NAME :

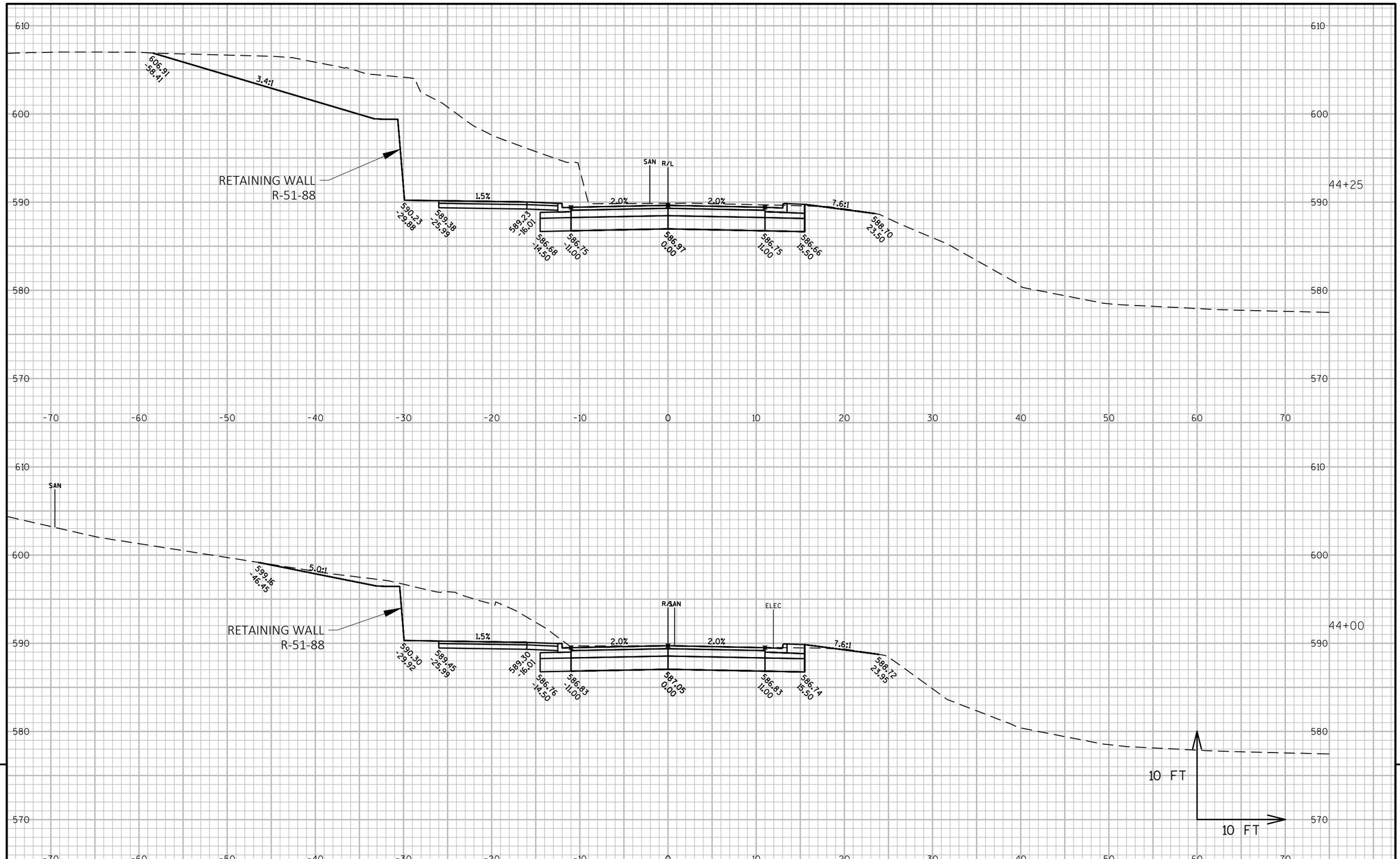
PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



BEGIN CONSTRUCTION

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	CROSS SECTIONS: HORLICK PARK DRIVE	SHEET 298	E



9

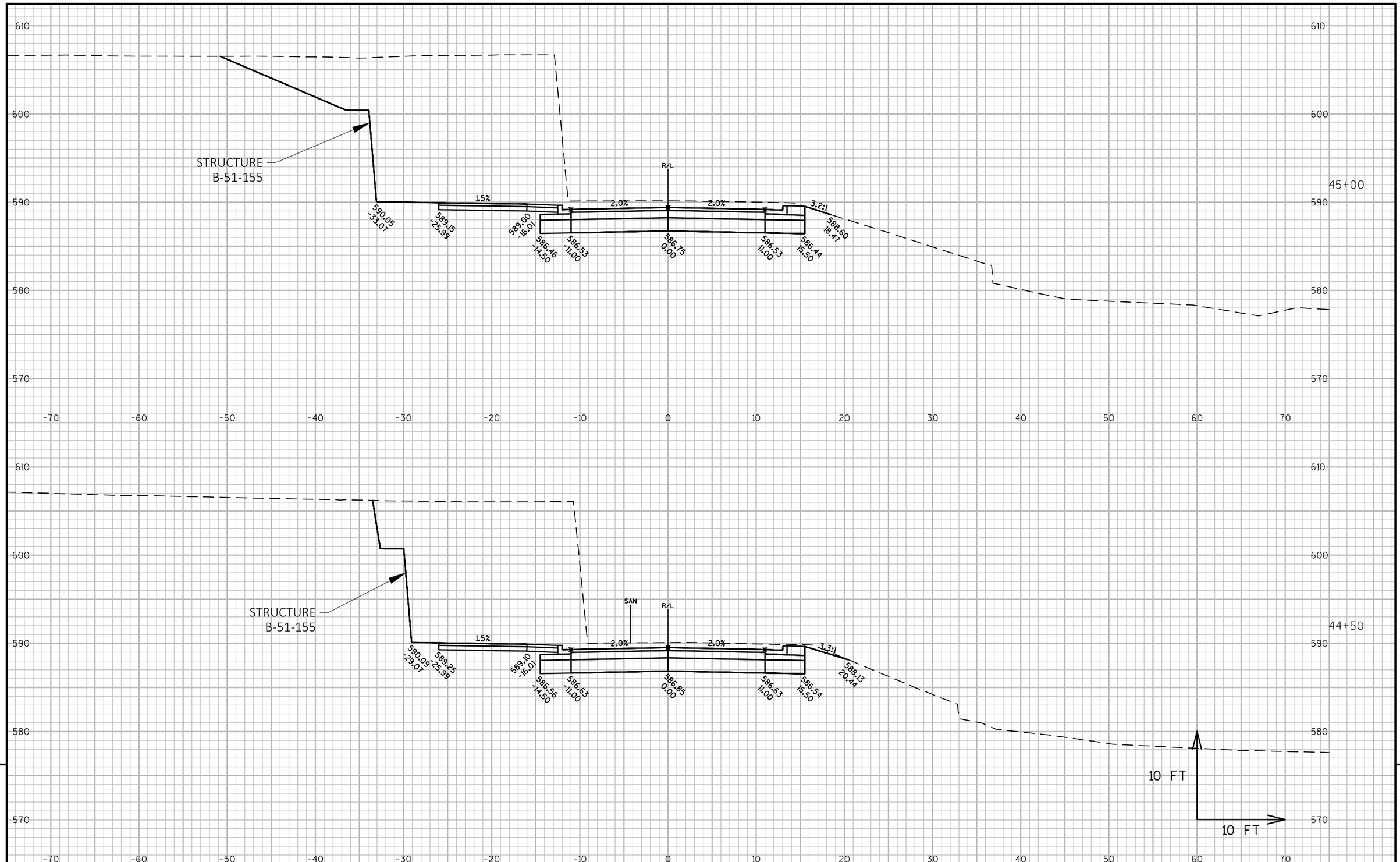
9

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	CROSS SECTIONS: HORLICK PARK DRIVE	SHEET 299	E

FILE NAME : I:\49\45041000 6TH\ROADWAY\C3D\DESIGN\CORRIDORS\CRDR-HORLICK.DWG
LAYOUT NAME - XS_WEST - (2)

PLOT DATE : 1/20/2021 5:22 PM PLOT BY : SANDERFOOT, JASON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

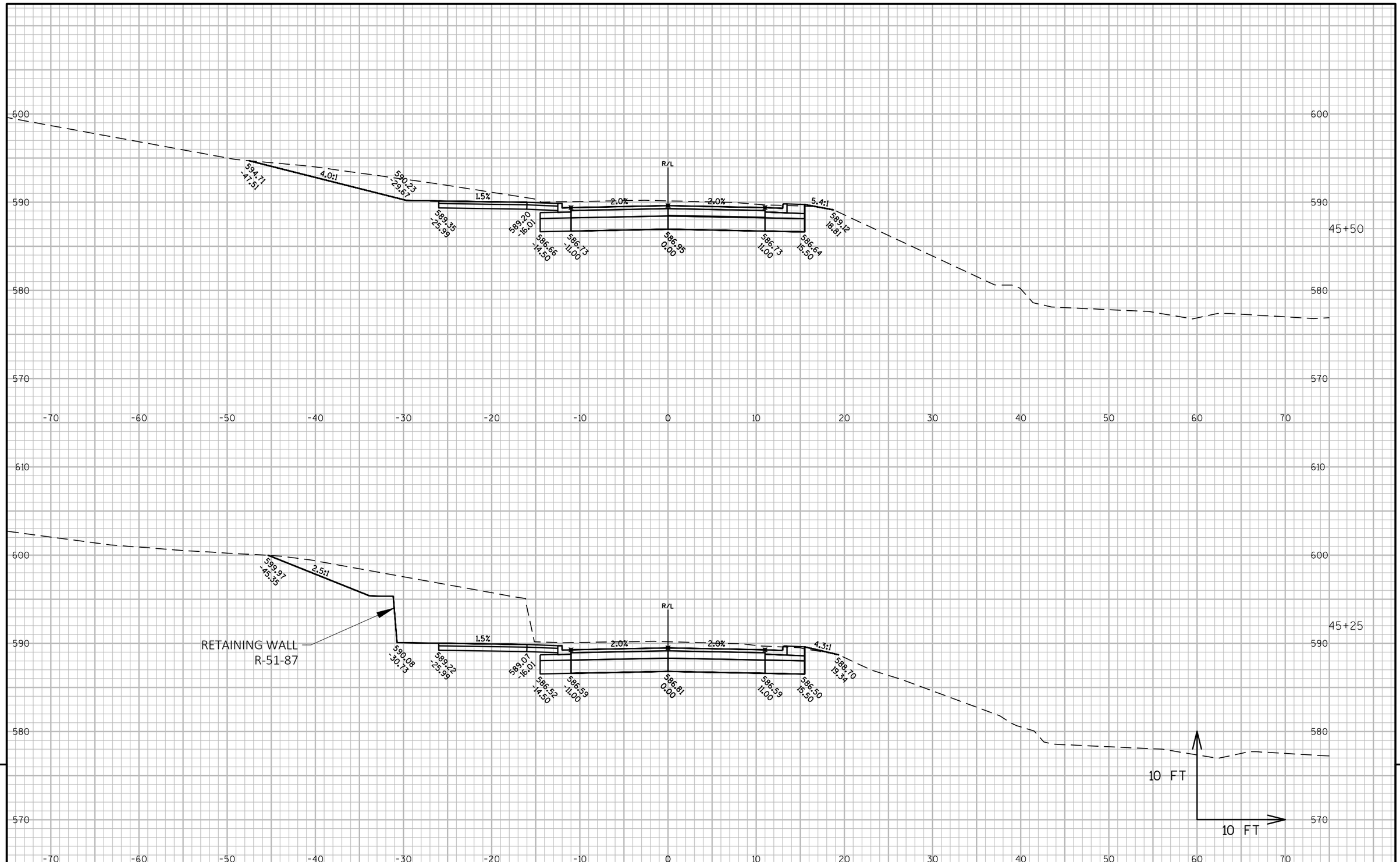


PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	CROSS SECTIONS: HORLICK PARK DRIVE	SHEET 300 E

FILE NAME : I:\49\45041000 6TH\ROADWAY\C3D\DESIGN\CORRIDORS\CRDR-HORLICK.DWG
LAYOUT NAME - XS_WEST - (3)

PLOT DATE : 1/20/2021 5:22 PM PLOT BY : SANDERFOOT, JASON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

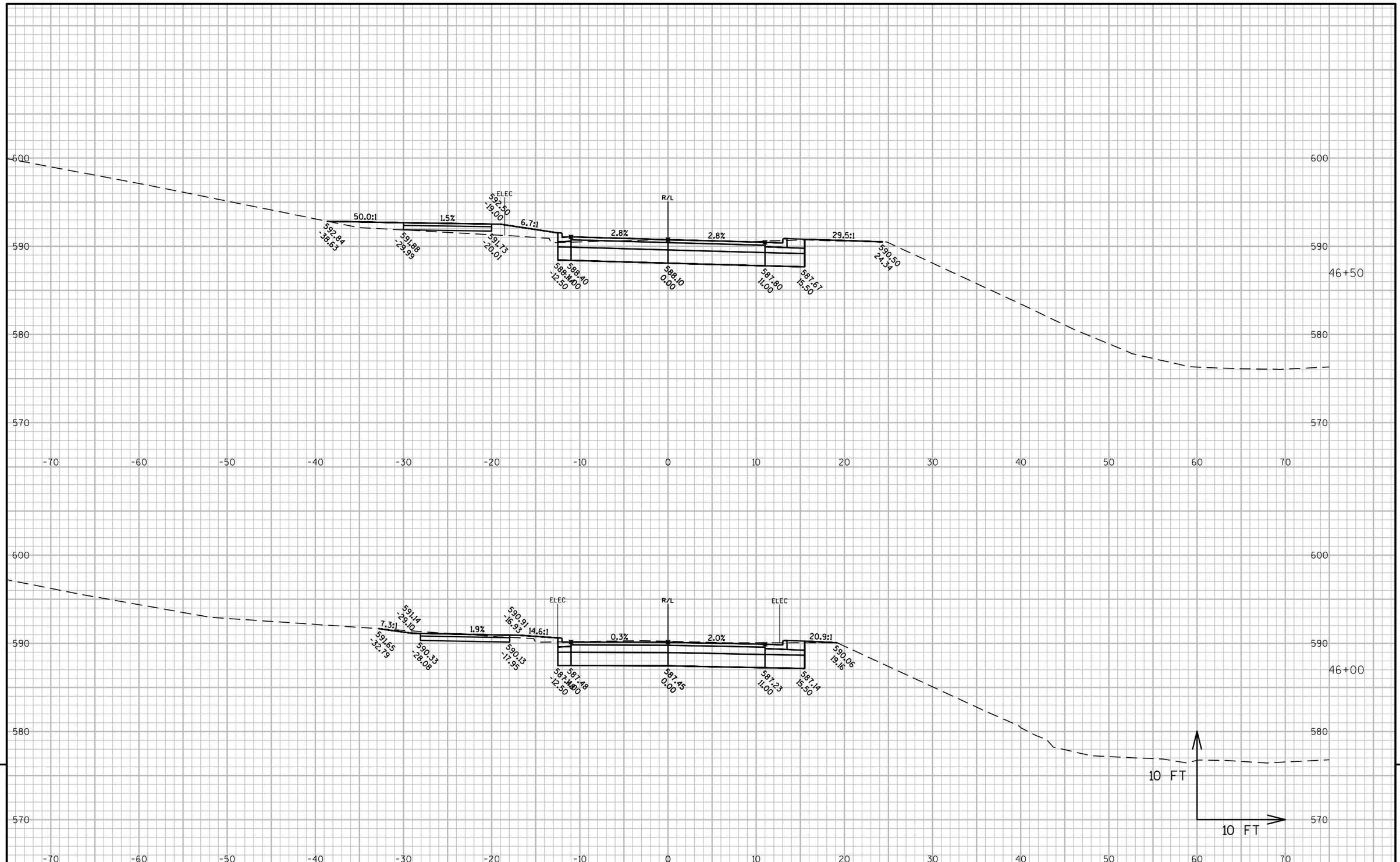
PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	CROSS SECTIONS: HORLICK PARK DRIVE	SHEET 301	E

9

FILE NAME : I:\49\45041000 6TH\ROADWAY\C3D\DESIGN\CORRIDORS\CRDR-HORLICK.DWG
LAYOUT NAME - XS_WEST - (4)

PLOT DATE : 1/20/2021 5:22 PM PLOT BY : SANDERFOOT, JASON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

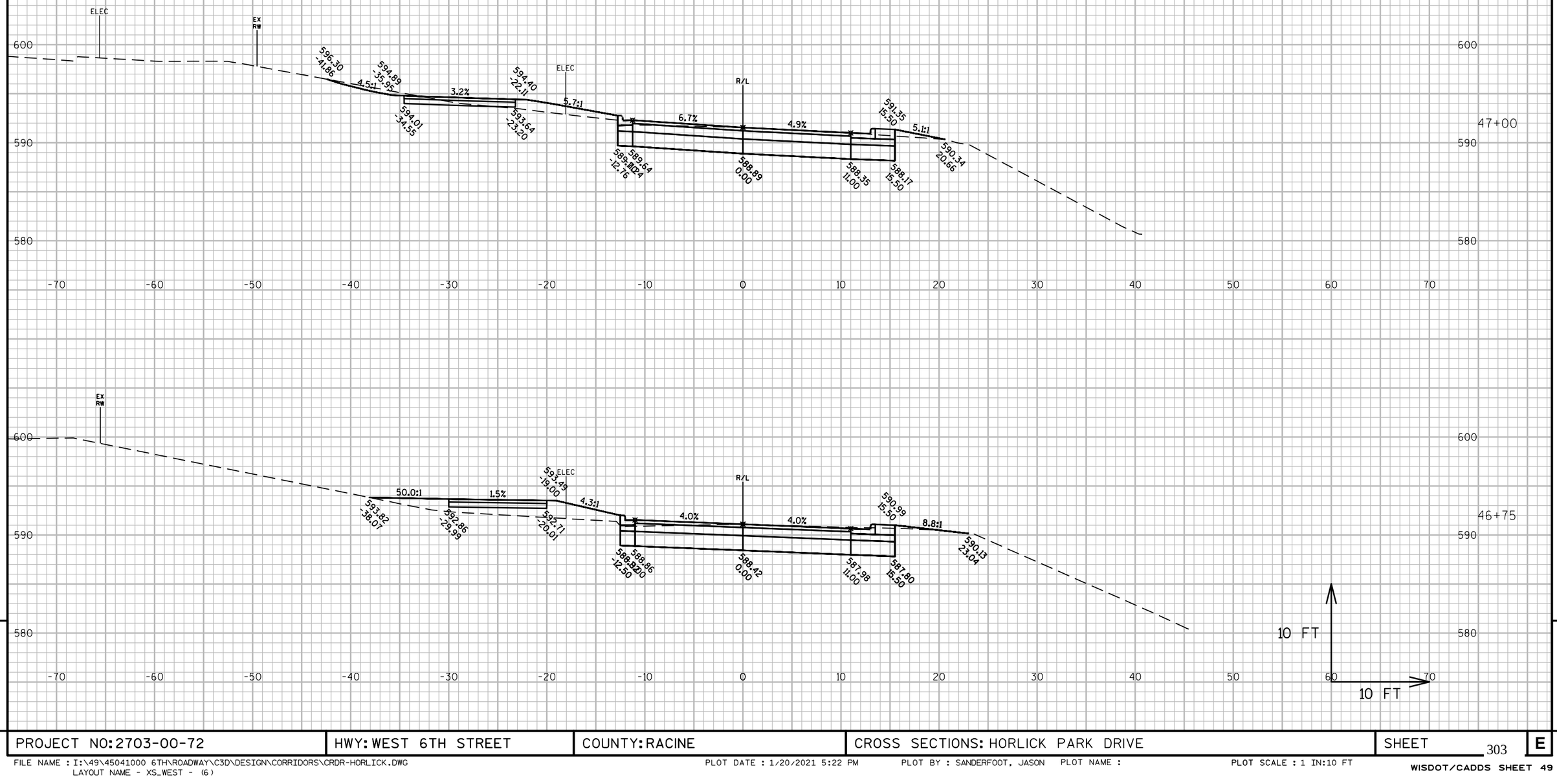


PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	CROSS SECTIONS: HORLICK PARK DRIVE	SHEET 302 E

FILE NAME : I:\49\45041000 6TH\ROADWAY\C3D\DESIGN\CORRIDORS\CRDR-HORLICK.DWG
LAYOUT NAME - XS_WEST - (5)

PLOT DATE : 1/20/2021 5:22 PM PLOT BY : SANDERFOOT, JASON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



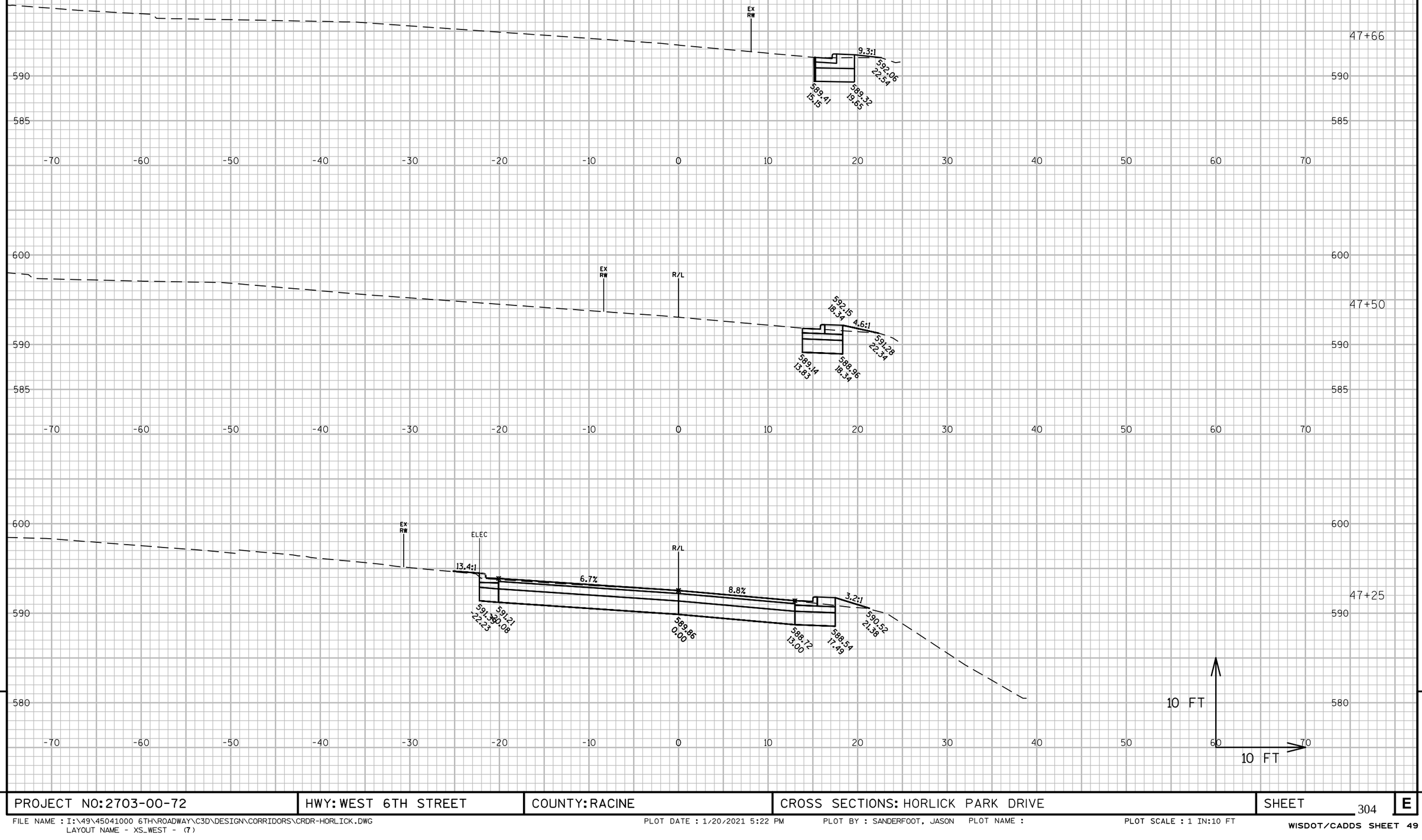
PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	CROSS SECTIONS: HORLICK PARK DRIVE	SHEET 303 E

FILE NAME : I:\49\45041000 6TH\ROADWAY\C3D\DESIGN\CORRIDORS\CRDR-HORLICK.DWG
LAYOUT NAME - XS_WEST - (6)

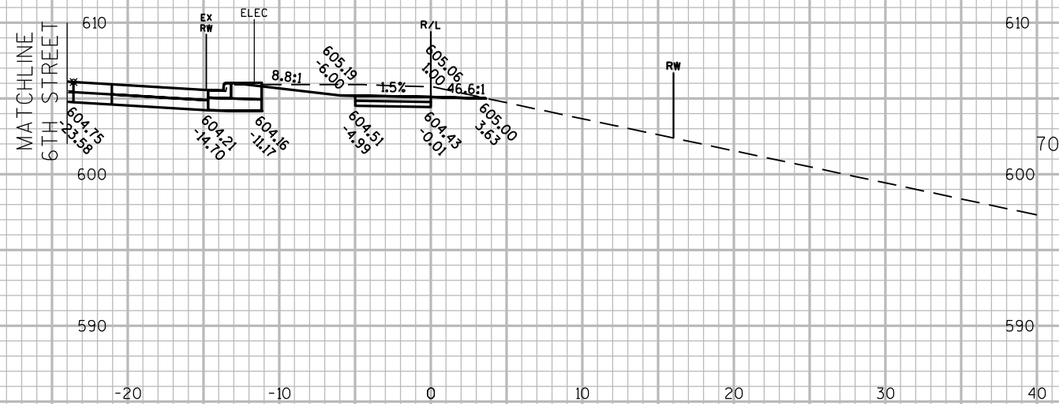
PLOT DATE : 1/20/2021 5:22 PM PLOT BY : SANDERFOOT, JASON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

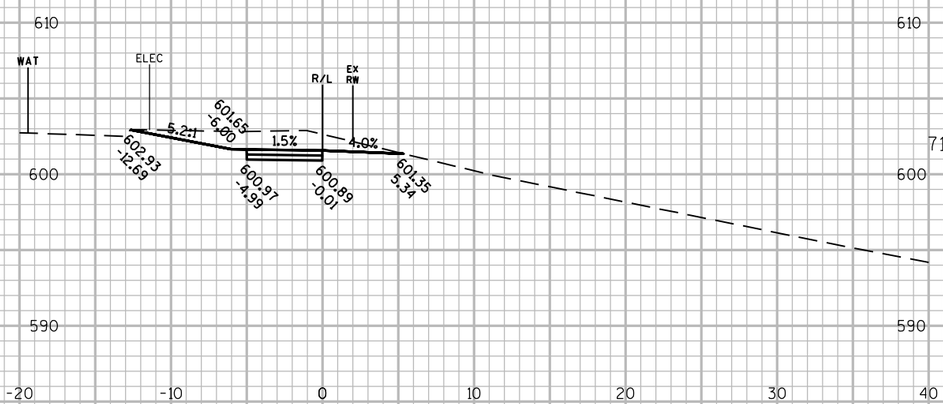
END CONSTRUCTION



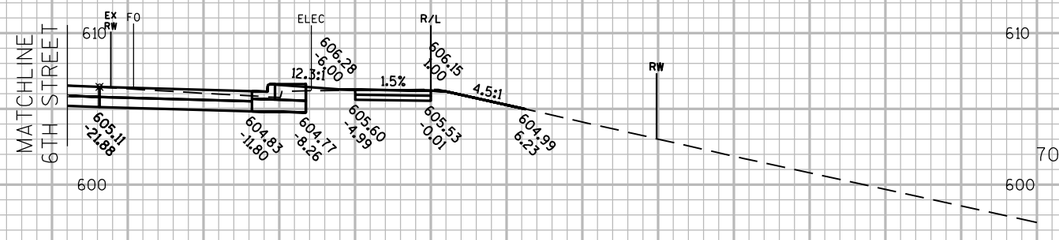
PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	CROSS SECTIONS: HORLICK PARK DRIVE	SHEET 304	E



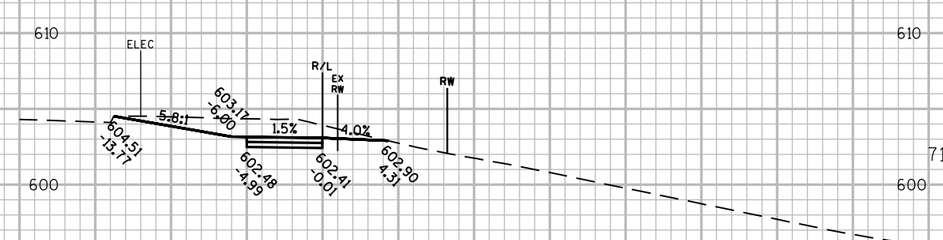
70+67



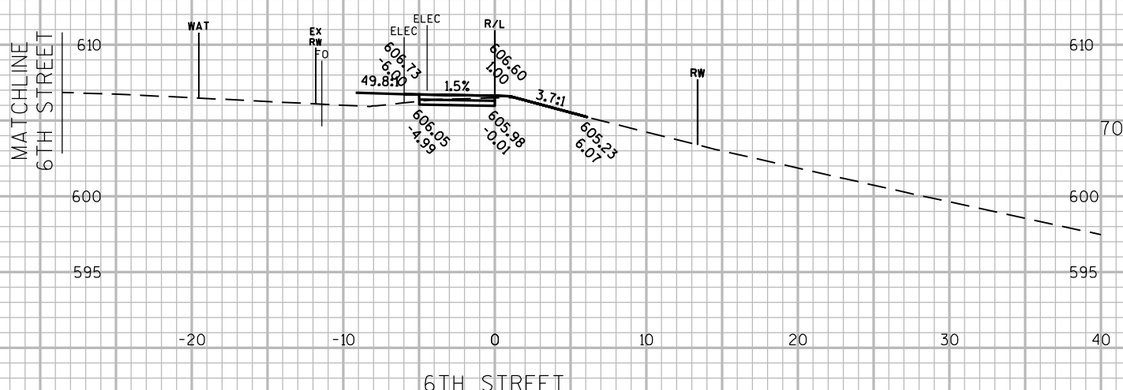
71+25



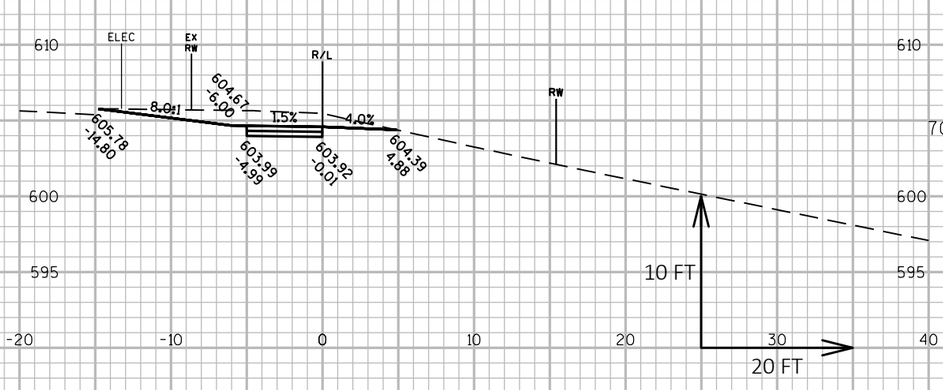
70+50



71+00



70+43



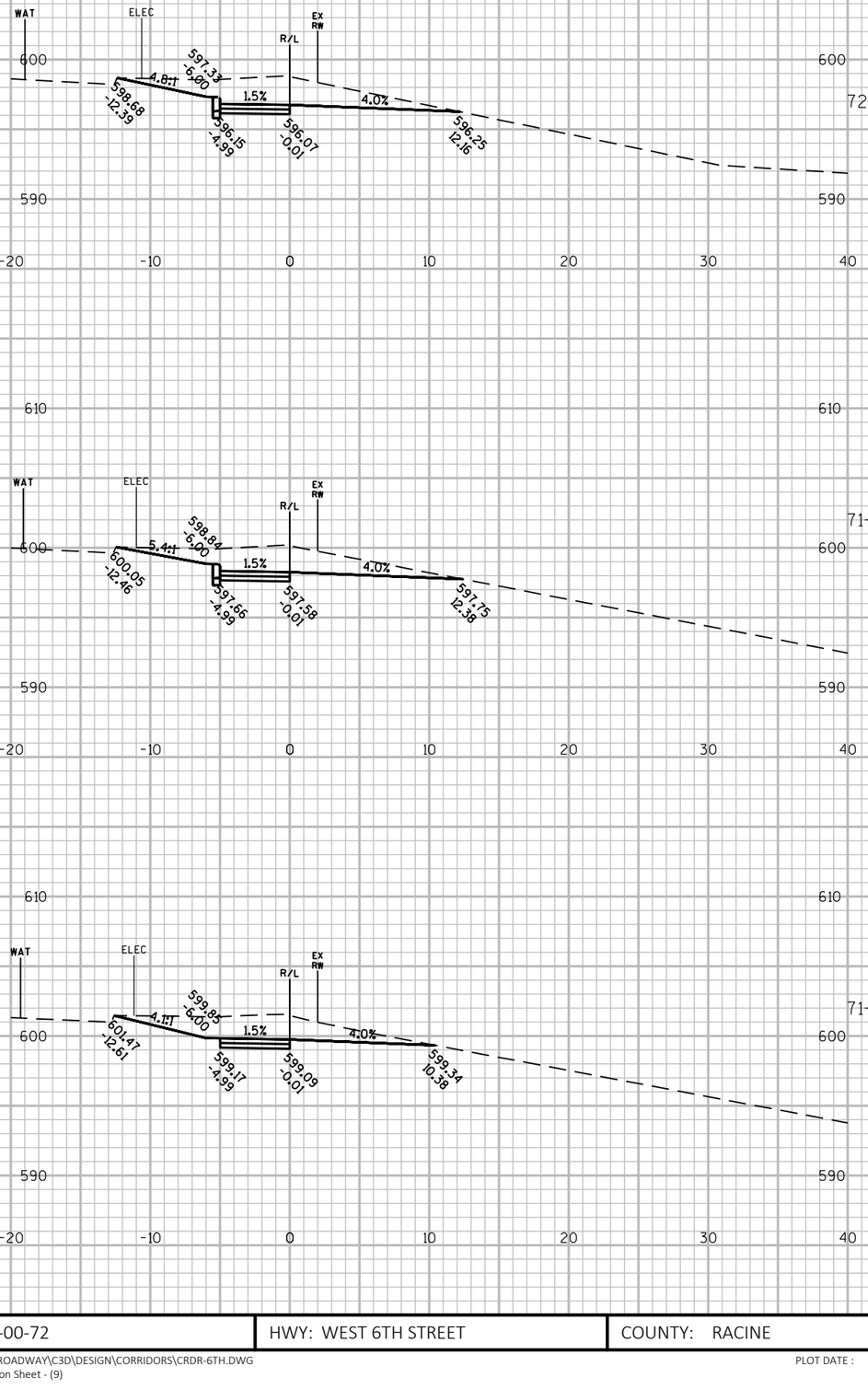
70+75

9

9

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	CROSS SECTIONS: KINZIE AVENUE SIDEWALK	SHEET 305	E

FILE NAME : I:\49\45041000 6TH\ROADWAY\C3D\DESIGN\CORRIDORS\CRDR-6TH.DWG
LAYOUT NAME - Section Sheet - (8)
PLOT DATE : 1/20/2021 5:22 PM
PLOT BY : SANDERFOOT, JASON
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 2703-00-72	HWY: WEST 6TH STREET	COUNTY: RACINE	CROSS SECTIONS: KINZIE AVENUE SIDEWALK	SHEET 306	E

FILE NAME : I:\49\45041000 6TH\ROADWAY\C3D\DESIGN\CORRIDORS\CRDR-6TH.DWG
LAYOUT NAME - Section Sheet - (9)

PLOT DATE : 1/20/2021 5:22 PM

PLOT BY : SANDERFOOT, JASON

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov