

STANDARD ABBREVIATIONS

ADT= AVERAGE DAILY TRAFFIC	PAVT= PAVEMENT
AGGR= AGGREGATE	PC= POINT OF CURVATURE
AH= AHEAD	PE= PRIVATE ENTRANCE
ASPH= ASPHALTIC	PI= POINT OF INTERSECTION
BLDG= BUILDING	PL= PROPERTY LINE
BM= BENCH MARK	PP= POWER POLE
CE= COMMERCIAL ENTRANCE	PT= POINT OF TANGENCY
C&G= CURB & GUTTER	R= RADIUS OR RANGE
CL= CENTER LINE	RCCP= REINFORCED CONCRETE CULVERT PIPE
CMCP= CORRUGATED METAL CULVERT PIPE	RCPSS= REINFORCED CONCRETE PIPE, STORM SEWER
CONC= CONCRETE	RDWY= ROADWAY
CONST= CONSTRUCTION	REQD= REQUIRED
COR= CORNER	RHF= RIGHT HAND FORWARD
CY= CUBIC YARD	RL= REFERENCE LINE
D= DEGREE OF CURVE	RO= RUNOFF
DHV= DESIGN HOUR VOLUME	RT= RIGHT
EL= ELEVATION	R/W= RIGHT-OF-WAY
ELEC= ELECTRIC	S= SHED
EXIST= EXISTING	SAN= SANITARY SEWER
FE= FIELD ENTRANCE	SE= SUPERELEVATION
F-F= FACE TO FACE	SEC= SECTION
FH= FIRE HYDRANT	SHLD= SHOULDER
FL= FLOW LINE	SS= STORM SEWER
FT= FEET (FOOT)	STA= STATION
G= GAS	STH= STATE TRUNK HIGHWAY
GV= GAS VALVE	SY= SQUARE YARD
H= HOUSE	T= TANGENT OR TRUCKS
HOR= HORIZONTAL	TEL= TELEPHONE
IN= INCHES	TL= TRANSIT LINE
INL= INLET	TLE= TEMPORARY LIMITED EASEMENT
IP= IRON PIPE	TN= TOWN
L= LENGTH OF CURVE	TYP= TYPICAL
LF= LINEAR FEET	UG= UNDERGROUND
LHF= LEFT HAND FORWARD	UNCL= UNCLASSIFIED
LT= LEFT	USGS= UNITED STATES GEOLOGICAL SURVEY
MAX= MAXIMUM	VAR= VARIABLE
MIN= MINIMUM	VC= VERTICAL CURVE
MH= MANHOLE	VERT= VERTICAL
NC= NORMAL CROWN	W= WATER
NOR= NORMAL	

STANDARD DETAIL DRAWINGS

8A5-9a	INLET COVERS
8A5-9d	INLET AND MANHOLE COVERS
8B6-3	MANHOLES TYPE 1
8B7-3	MANHOLES TYPE 2 AND 3
8C1-4	INLETS, TYPES 1, 2 AND 3
8D1-11	CONCRETE CURB, CONCRETE CURB AND GUTTER AND PAVEMENT TIES
8E7-1	EROSION MAT
8E8-1	TYPICAL INSTALLATIONS OF EROSION BALES
8E9-3	SILT FENCE
8F1-10a	APRON ENDWALLS FOR CULVERT PIPE
8F1-10b	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
8F4-5	JOINT TIES FOR CONCRETE PIPE
8F6-3	REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN
9B2-5	CONDUIT
9B4-1	PULL BOX
9C2-1	CONCRETE BASES
9D1-1	CABINET SERVICE INSTALLATION
9E1-1d	POLE MOUNTINGS FOR LIGHTING UNITS TYPE 5
9E1-1e	HARDWARE DETAILS FOR POLE MOUNTINGS
9E3-1	NON-FREEWAY LIGHTING UNIT POLE WIRING
9F2-1	LOOP DETECTOR INSTALLED IN NEW CONCRETE PAVEMENT 8X8X8-INCH JUNCTION BOX
13C1-9	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND PAVEMENT TIES
13C12-2	DOWELED NON-REINFORCED CONCRETE PAVEMENT: RANDOM SPACED JOINTS 17'-20'-18'-19'
14B15-1a	CLASS "A" STEEL PLATE BEAM GUARD, INSTALLATION & ELEMENTS
14B16-1a,b	CLASS "A" STEEL PLATE BEAM GUARD, END TREATMENT WITH ANCHORAGE, TYPE 1 & TYPE 2
14B18-1a	CLASS "A" STEEL PLATE BEAM GUARD, (AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS)
15C2-2	BARRICADES AND TRAFFIC CONTROL FOR ROAD CLOSURES
15C7-2	PAVEMENT MARKING SYMBOLS
15C8-5a	PAVEMENT MARKING (MAINLINE AND INTERSECTIONS)
15C8-5b	PAVEMENT MARKING (LEFT TURN LANE)
15C8-5c	PAVEMENT MARKING (ISLANDS, STOPLINE & CROSSWALK)
15C11-4	FLEXIBLE TUBULAR MARKER DELINEATOR POST, ANCHOR & BASES
15C12-1	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
16A1-4	LANDMARK REFERENCE MONUMENTS AND COVERS

GENERAL NOTES

PLAN ELEVATIONS = USGS DATUM

SHRINKAGE VARIABLE, UNCLASSIFIED ESTIMATED @ 30 PERCENT.

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

ALL RADII ARE MEASURED TO THE FACE OF CURB UNLESS OTHERWISE SHOWN OR NOTED.

EXPANSION JOINTS ARE TO BE CONSTRUCTED AT ALL RADIUS POINTS IN THE CONCRETE CURB AND GUTTER.

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

GRADE ELEVATIONS OF INLETS SHOWN ON THE STORM SEWER DETAILS ARE AT THE FLOWLINE OF THE CASTING AND ARE DEPRESSED 1" BELOW THE NORMAL FLOWLINE OF THE GUTTER.

GRADE ELEVATIONS OF MANHOLES SHOWN ON THE STORM SEWER DETAILS ARE AT THE TOP OF BOX.

THE EXISTING CONCRETE PAVEMENT IS TO BE REMOVED. THE QUANTITY OF SUCH MATERIAL HAS NOT BEEN DEDUCTED FROM THE UNCLASSIFIED EXCAVATION.

ALL GRANULAR MATERIAL PLACED UNDER THE CONCRETE SIDEWALKS, DRIVEWAYS, AND RETAINING WALLS SHALL BE INCLUDED IN THE COST OF THE BID ITEM OF CONCRETE SIDEWALKS, DRIVEWAYS OR RETAINING WALLS.

REMOVAL ITEMS REQUIRING RESTORATION OF ASPHALT OR CONCRETE ROADWAYS, DRIVEWAYS, AND SIDEWALKS SHALL BE REMOVED TO AN EXISTING JOINT OR SAWED AS DETERMINED BY THE ENGINEER OR SHOWN ON THE PLANS. THE COST OF SAWING WILL BE MEASURED AND PAID FOR AS A BID ITEM.

WHEN THE QUANTITY OF THE ITEMS OF BASE OR SURFACE COURSE IS MEASURED FOR PAYMENT BY THE TON, THE DEPTH OR THICKNESS OF THE COURSE SHOWN ON THE PLAN IS APPROXIMATE. THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF MATERIAL.

CURVE DATA IS BASED ON THE ARC DEFINITION.

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

THE COST OF CONNECTING CULVERT PIPE, STORM SEWER PIPE OR DRAIN TILE TO EXISTING DRAINAGE STRUCTURES SHALL BE INCIDENTAL TO OTHER CONSTRUCTION ITEMS.

ELEVATION SHOWN ON CROSS SECTIONS ARE SUBGRADE ELEVATIONS.

BEARINGS SHOWN ON THIS PLAN ARE GRID BEARINGS.

THE 3-INCH ASPHALTIC PAVEMENT, TYPE MV, SHALL CONSIST OF A 1 1/2 -INCH BINDER COURSE TOPPED BY A 1 1/2 -INCH SURFACE COURSE.

CURB AND GUTTER ADJACENT TO ASPHALTIC PAVEMENT SHALL BE TYPE D

PRIOR TO LANE CLOSURES, THE CONTRACTOR SHALL PROVIDE THE ENGINEER, PRESCOTT POLICE DEPT., PIERCE COUNTY SHERIFF DEPT. AND THE STATE HIGHWAY PATROL WITH THE NAME AND TELEPHONE NUMBER OF A LOCAL PERSON RESPONSIBLE FOR THE EMERGENCY MAINTENANCE OF TRAFFIC CONTROL.

EXCAVATION BELOW SUBGRADE (EBS) IS NOT USED TO BALANCE YARDAGE AND IS NOT SHOWN ON THE CROSS-SECTIONS, BUT IS MEASURED AND PAID FOR AS SECTIONS AS SHOWN ON THE CROSS-SECTIONS INCLUDE THE THICKNESS OF ENGINEER.

PIPE ELEVATIONS AS SHOWN ON THE PLANS MAY BE ADJUSTED TO FIT EXISTING FIELD CONDITIONS.

THE EROSION CONTROL FEATURES AS SHOWN ON THE PLAN ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATION SHALL BE DETERMINED BY THE ENGINEER.

ASPHALTIC PAVEMENT FOR SIDE ROADS NOT NOTED ON THE PLAN SHALL BE 3-INCH ASPHALTIC CONCRETE PAVEMENT, TYPE MV OVER 6-INCH CRUSHED AGGREGATE BASE COURSE.

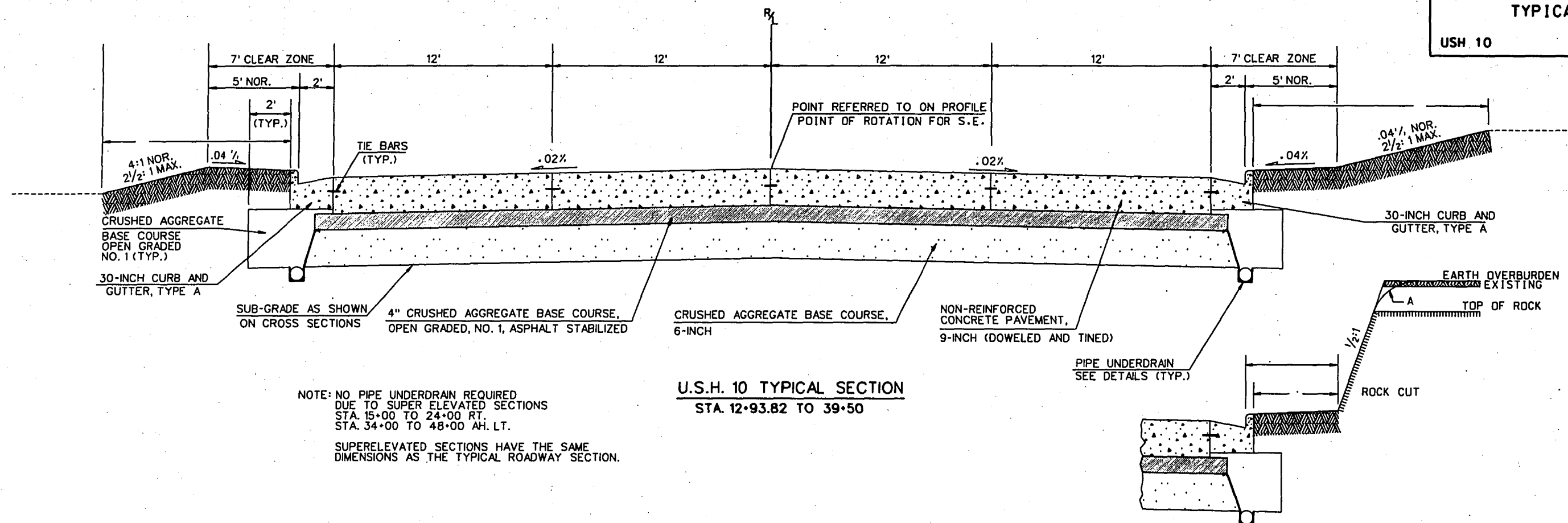
CONCRETE PAVEMENT AT INTERSECTIONS, EXCEPT AS OTHERWISE NOTED OR DETAILED, SHALL BE CONSTRUCTED (UNDOWELED) TO THE SAME DEPTH AS THE THRU ROADWAY.

THE ORIGINAL GROUND AT THE SLOPE INTERCEPT IN CUT AND FILL SECTIONS SHALL BE ROUNDED, TYPICALLY 4 FEET EITHER SIDE OF THE THEORETICAL SLOPE INTERCEPTS.

APPR ATE PERMANENT SIGNING AND PAVEMENT MARKING TO BE IN PLACE PRIOR TO STAGE III, AS APPROVED BY THE ENGINEER. SEE SIGNING AND PAVEMENT MARKING DETAILS.

UTILITIES

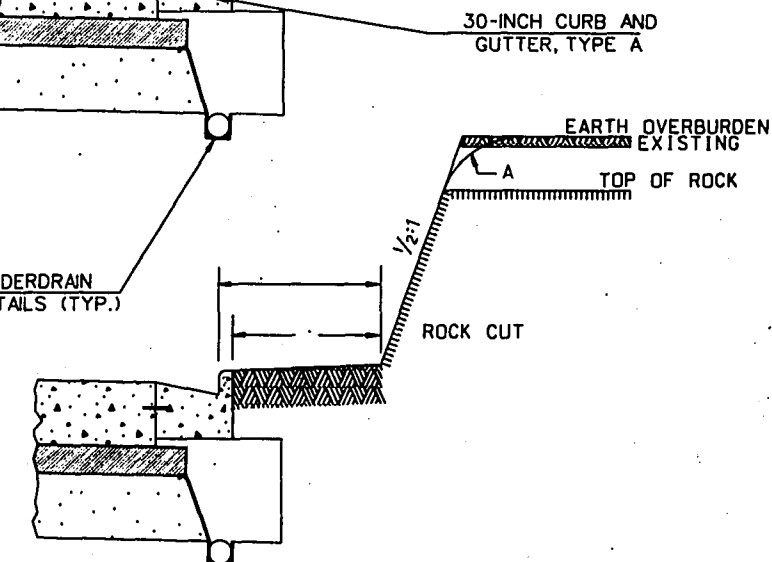
ELECTRIC	NORTHERN STATES POWER CO. JERRY LARSON 1201 LIVINGSTONE RD. HUDSON, WI 54016 (715) 386-2314
TELEPHONE	GTE NORTH INCORPORATED GARY SCHIEFFER 20 SOUTH WILSON AVE. RICE LAKE, WI 54868 (715) 234-5528
CABLE TV	KING VIDEO CABLEVISION PAT WAGNER 7584 80th STREET SOUTH COTTAGE GROVE, MN 55016 TELE. # 1-800-255-4640
GAS	ST. CROIX VALLEY NATURAL GAS DUANE PEDERSON 212 NORTH MAIN STREET RIVER FALLS, WI 54022 (715) 425-6177
WATER & SEWER	CITY OF PRESCOTT JEFF KITTLESON DPW 800 BORNER STREET PRESCOTT, WI 54021 (715) 262-5544
	DIGGERS HOTLINE 1-800-242-8511



U.S.H. 10 TYPICAL SECTION
STA. 12+93.82 TO 39+50

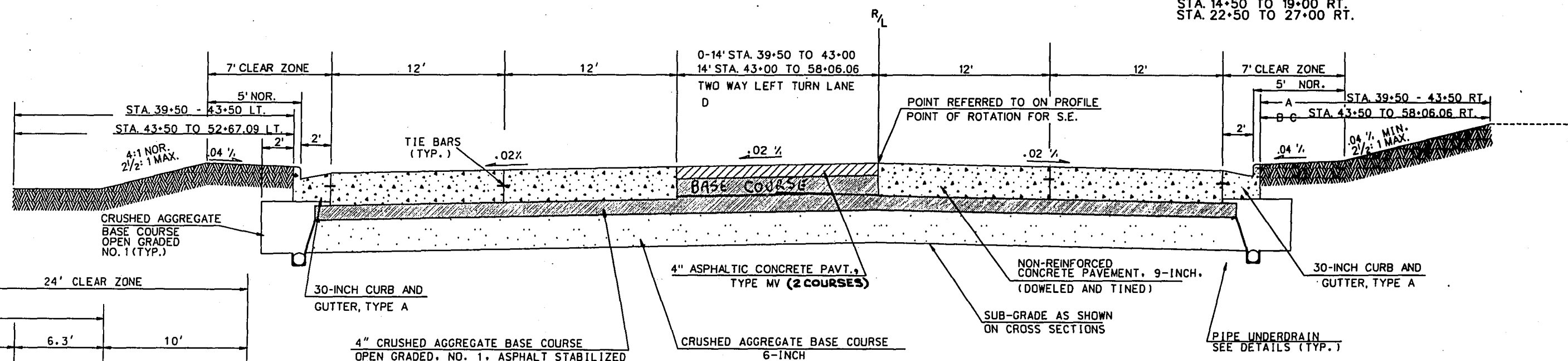
NOTE: NO PIPE UNDERDRAIN REQUIRED
DUE TO SUPER ELEVATED SECTIONS
STA. 15+00 TO 24+00 RT.
STA. 34+00 TO 48+00 AH. LT.

SUPERELEVATED SECTIONS HAVE THE SAME
DIMENSIONS AS THE TYPICAL ROADWAY SECTION.



U.S.H. 10 TYPICAL SECTION ROCK CUT

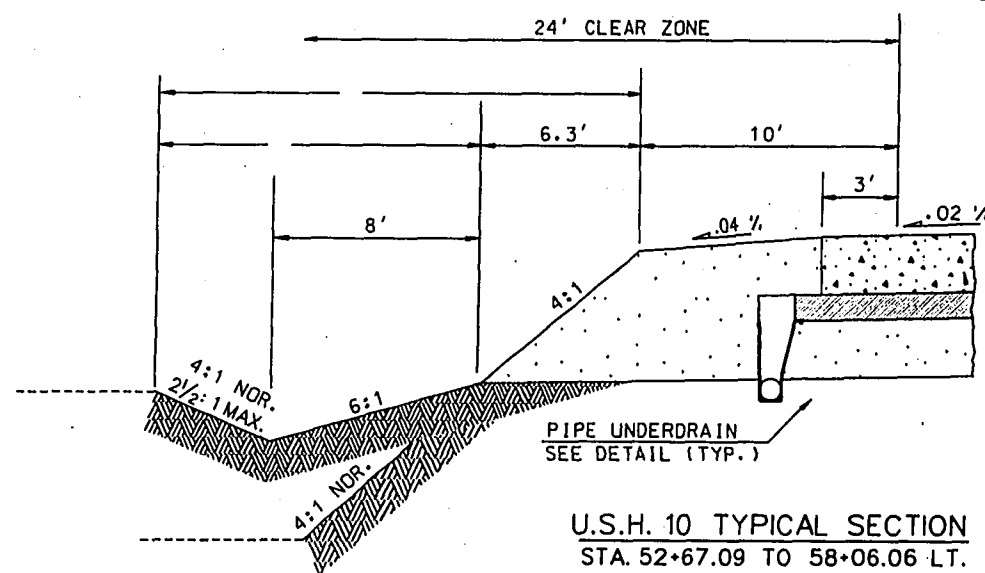
STA. 14+50 TO 19+00 RT.
STA. 22+50 TO 27+00 RT.



U.S.H. 10 TYPICAL SECTION

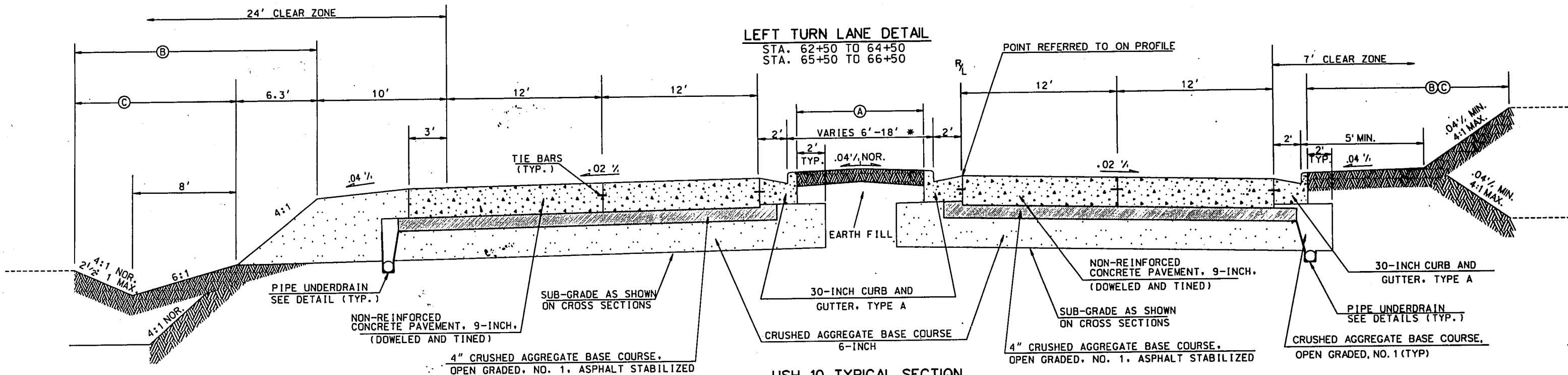
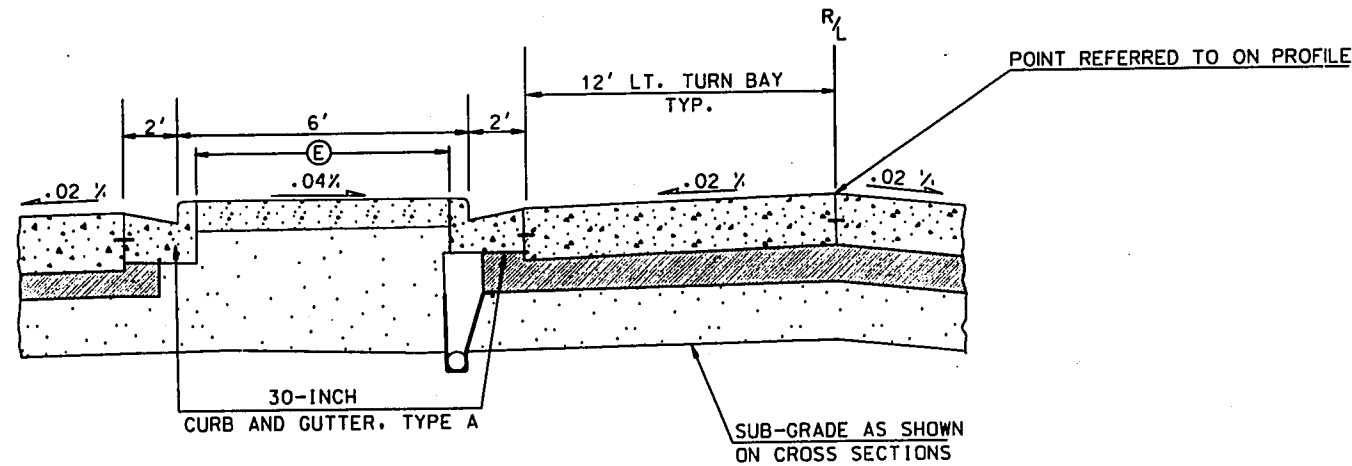
STA. 39+50 TO 58+06.06 RT.
STA. 39+50 TO 52+67.09 LT.

NOTE: NO PIPE UNDERDRAIN REQUIRED
DUE TO SUPER ELEVATED SECTIONS
STA. 34+00 TO 48+00 AH. LT.
SUPERELEVATED SECTIONS HAVE THE SAME
DIMENSIONS AS THE TYPICAL ROADWAY SECTION.



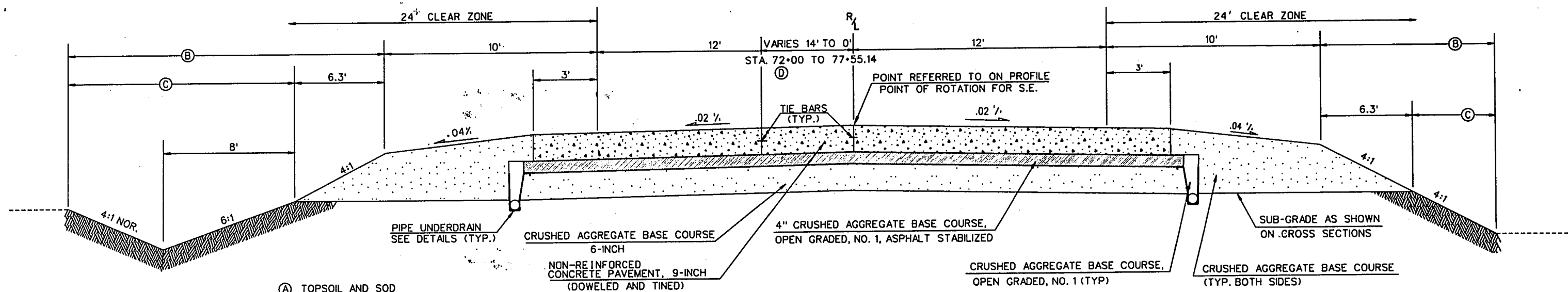
U.S.H. 10 TYPICAL SECTION
STA. 52+67.09 TO 58+06.06 LT.

- A TOPSOIL AND SOD
B SEED AND FERTILIZER
C TOPSOIL AND MULCH (TYP.)
D CONCRETE CORRUGATED MEDIAN
STA. 40+50 TO 40+82



US 10 TYPICAL SECTION

STA. 58+06.06 TO 72+00
* SEE LEFT TURN DETAIL STA. 62+50 - 64+50
65+50 - 66+50



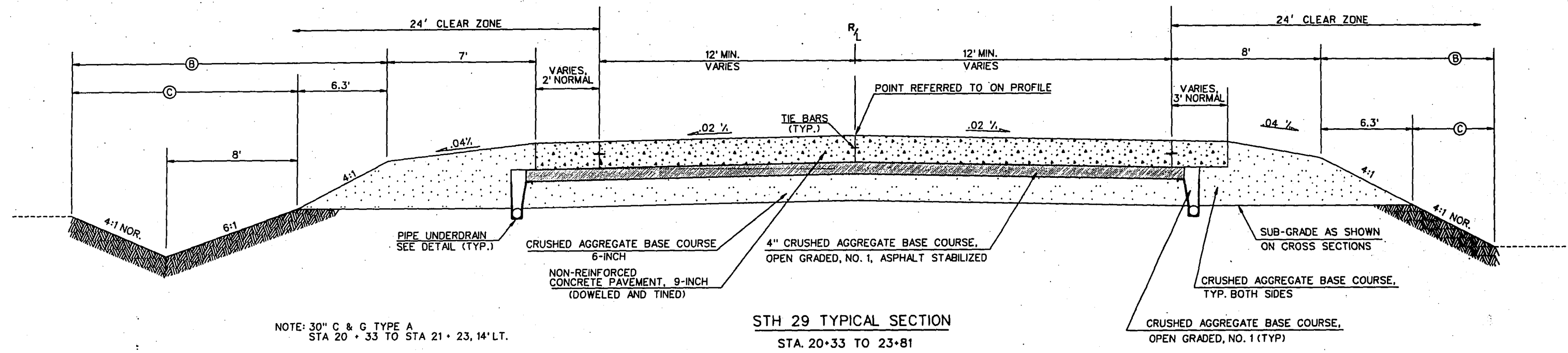
US 10 TYPICAL SECTION

STA. 72+00 TO 89+03.25

NOTE: NO PIPE UNDERDRAIN REQUIRED DUE TO SUPER ELEVATED SECTIONS STA 80+00 TO 83+00 LT. STA 84+00 TO 87+00 RT. SUPERELEVATED SECTIONS HAVE THE SAME DIMENSIONS AS THE TYPICAL ROADWAY SECTION.

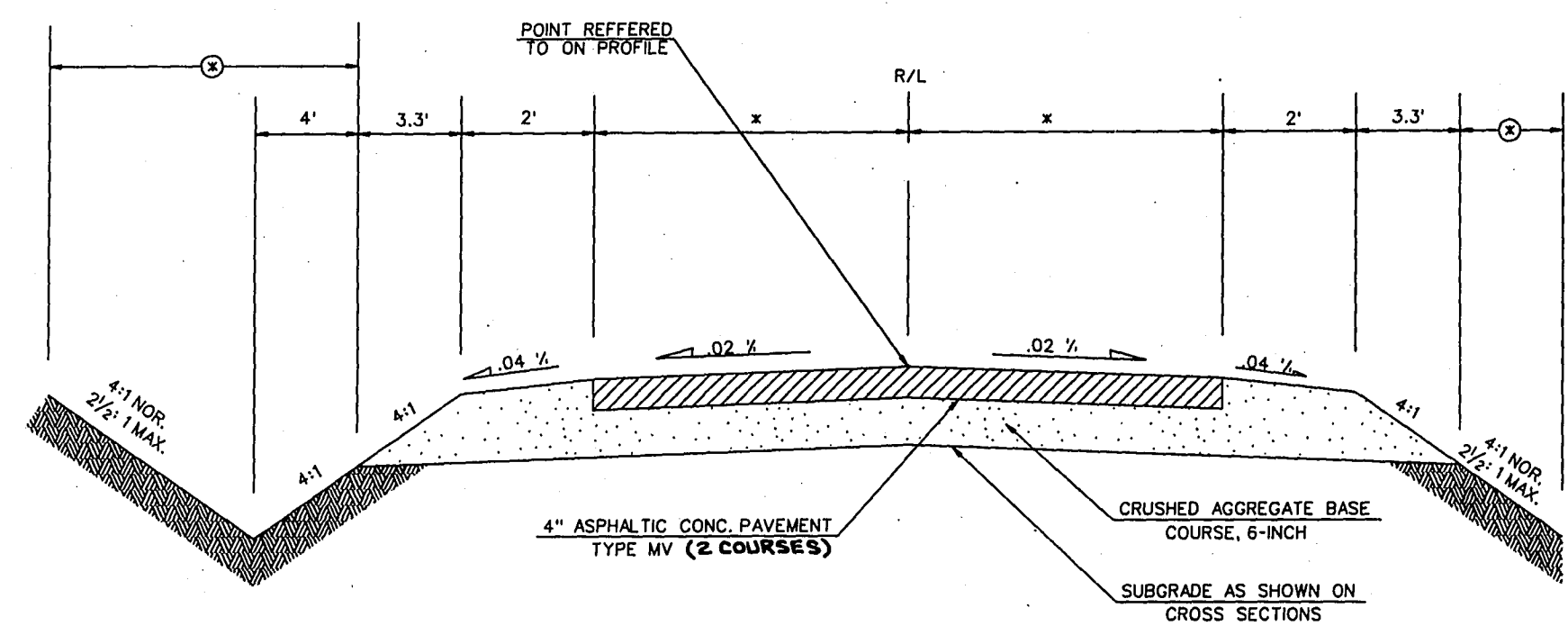
Note: No Pipe Underdrain
STA 67+32 To 89+00 RT

- (A) TOPSOIL AND SOD
- (B) SEED AND FERTILIZER
- (C) TOPSOIL AND MULCH (TYP)
- (D) CONCRETE CORRUGATED MEDIAN STA 72+00 TO 73+00
- (E) CONCRETE SIDEWALK, 4-INCH



STH 29 TYPICAL SECTION
STA. 20+33 TO 23+81

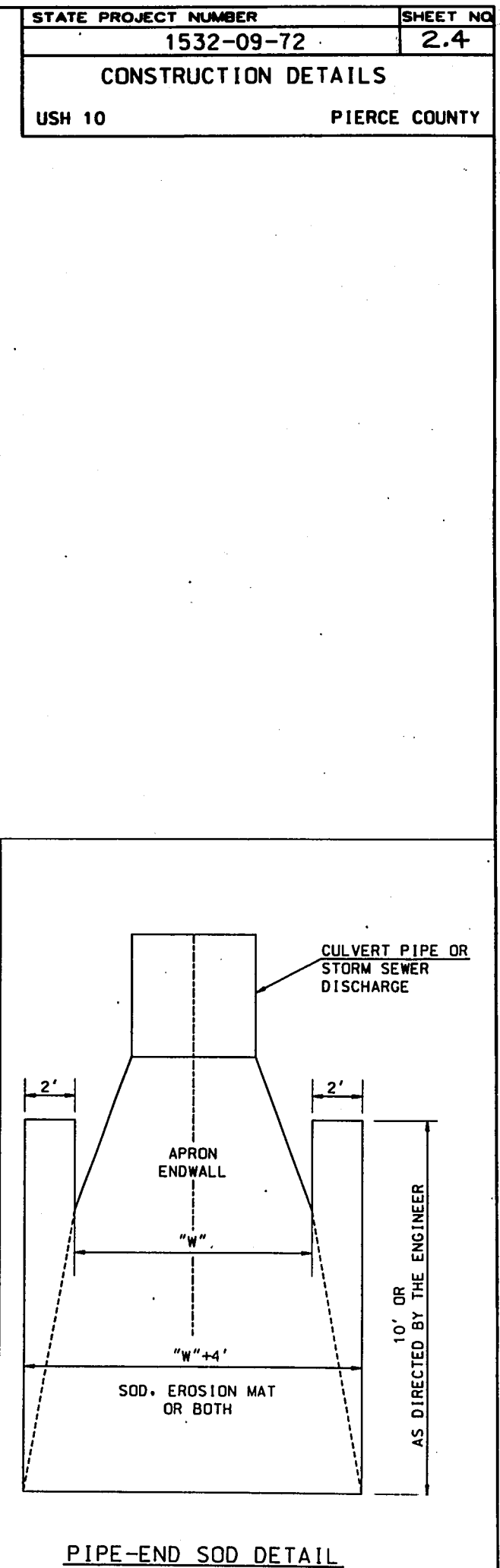
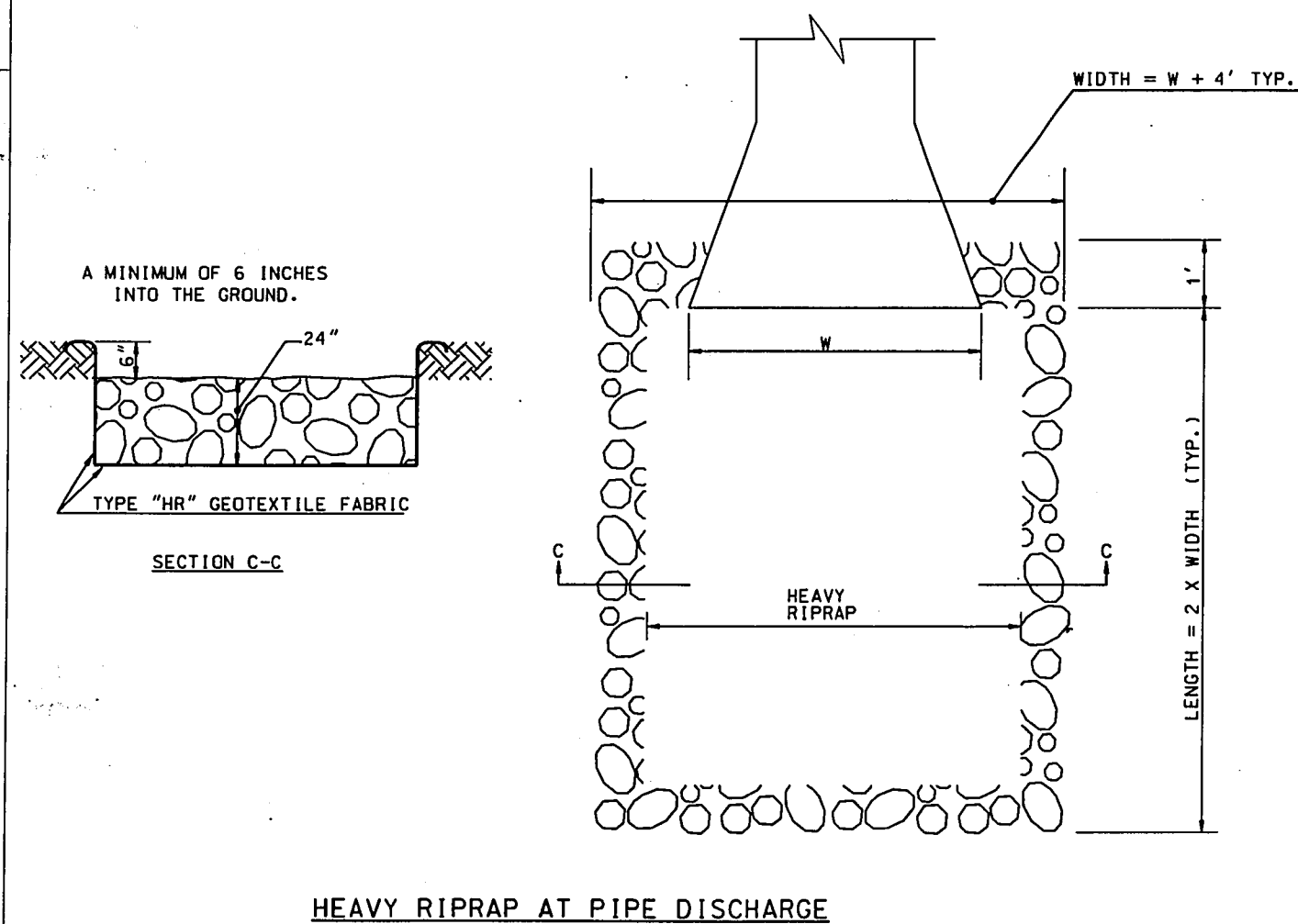
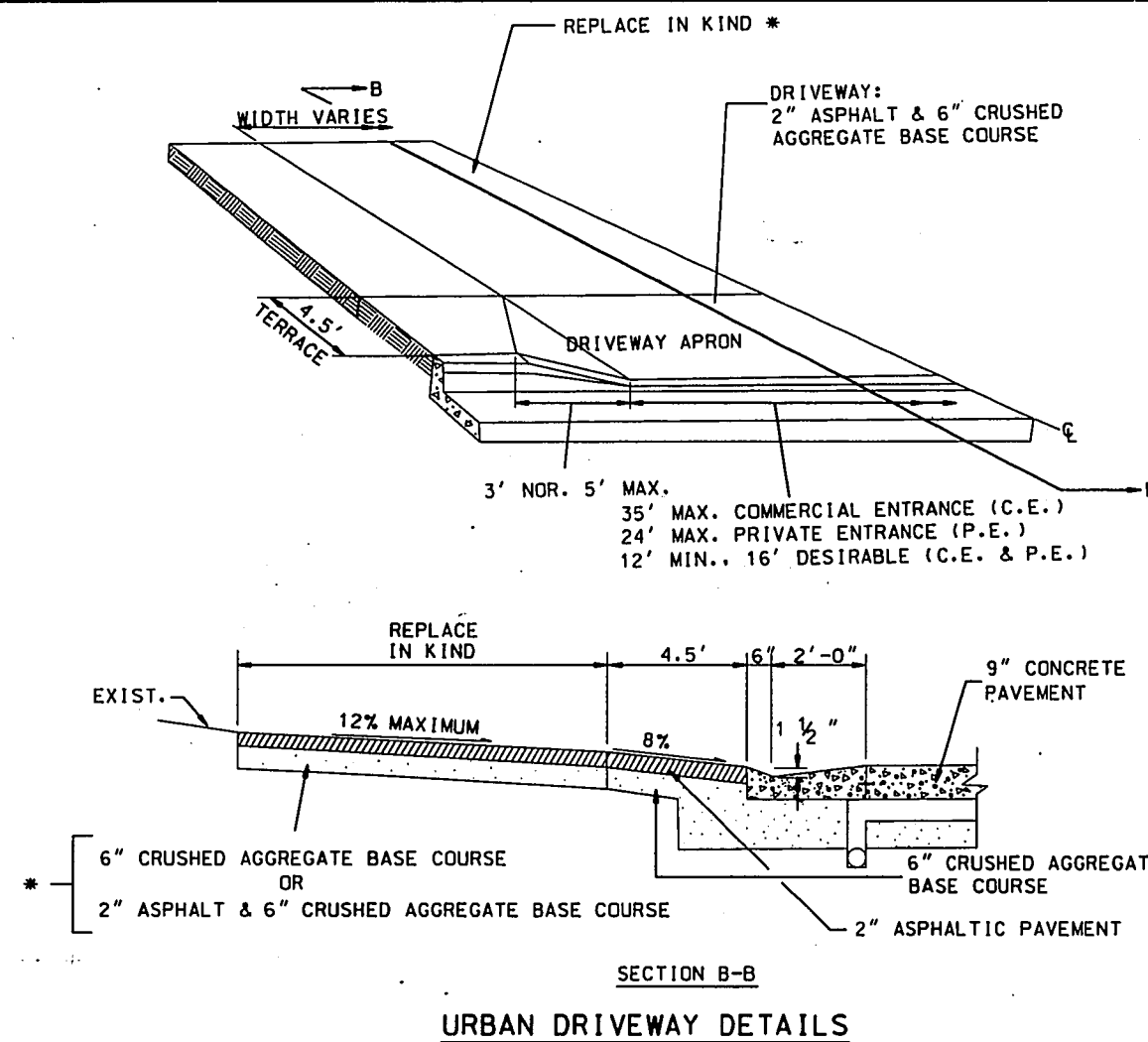
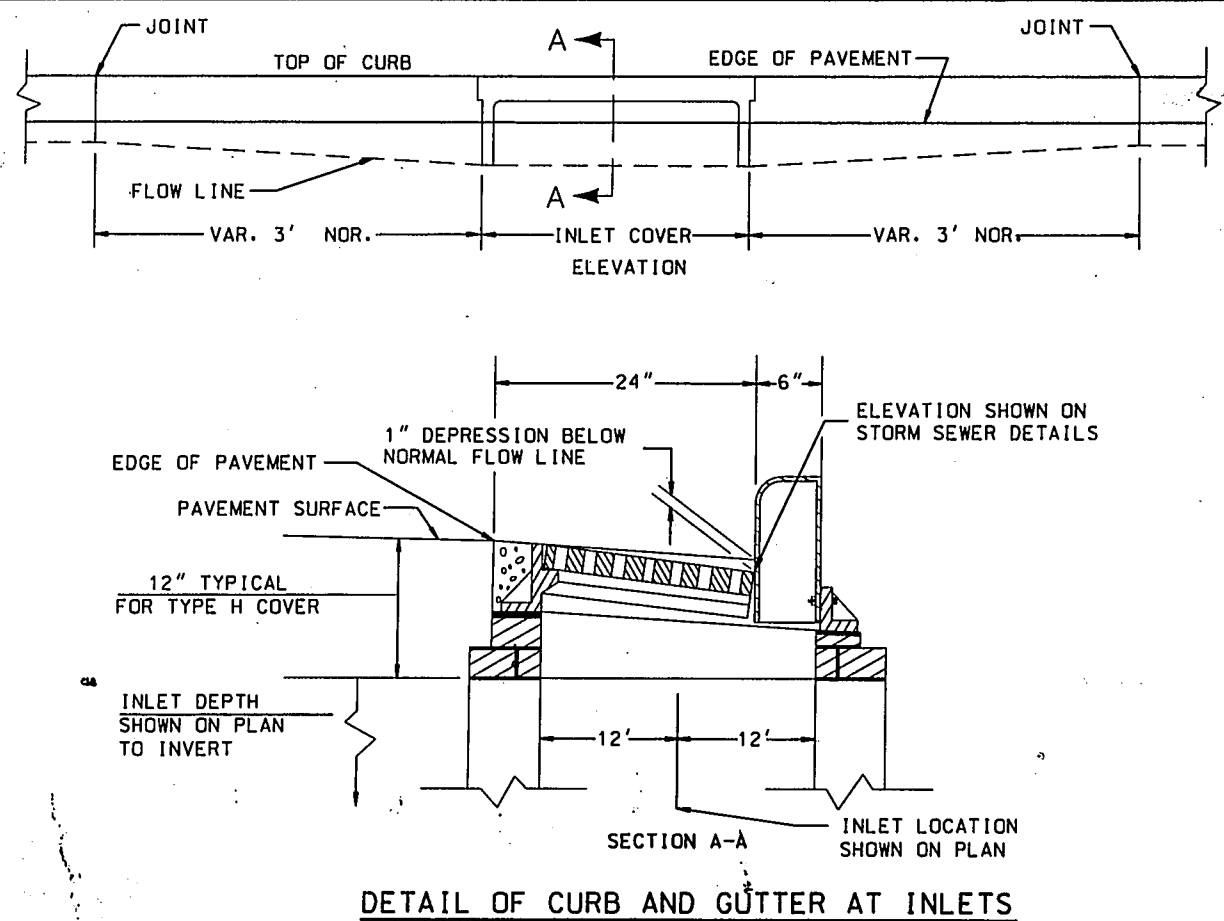
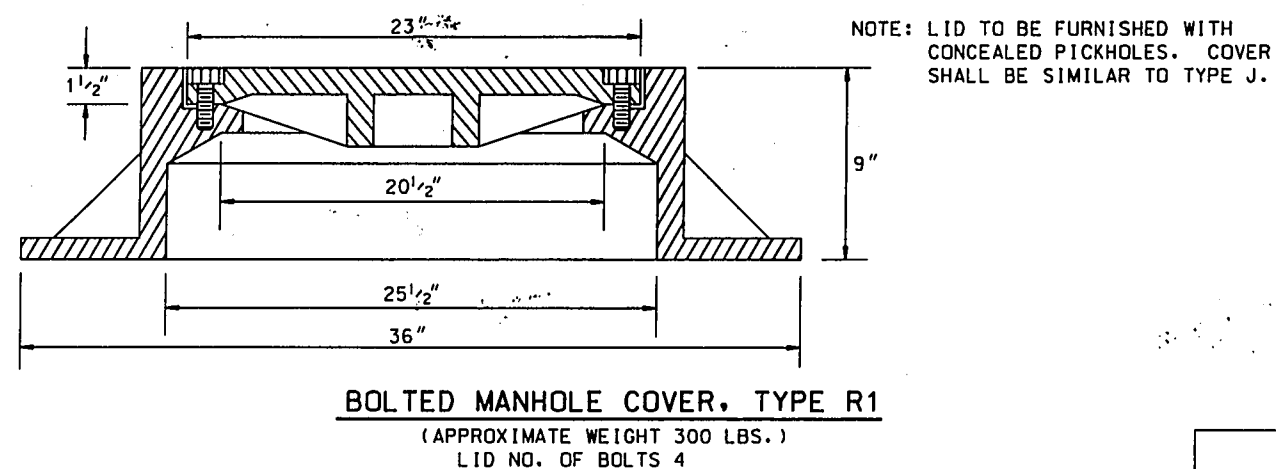
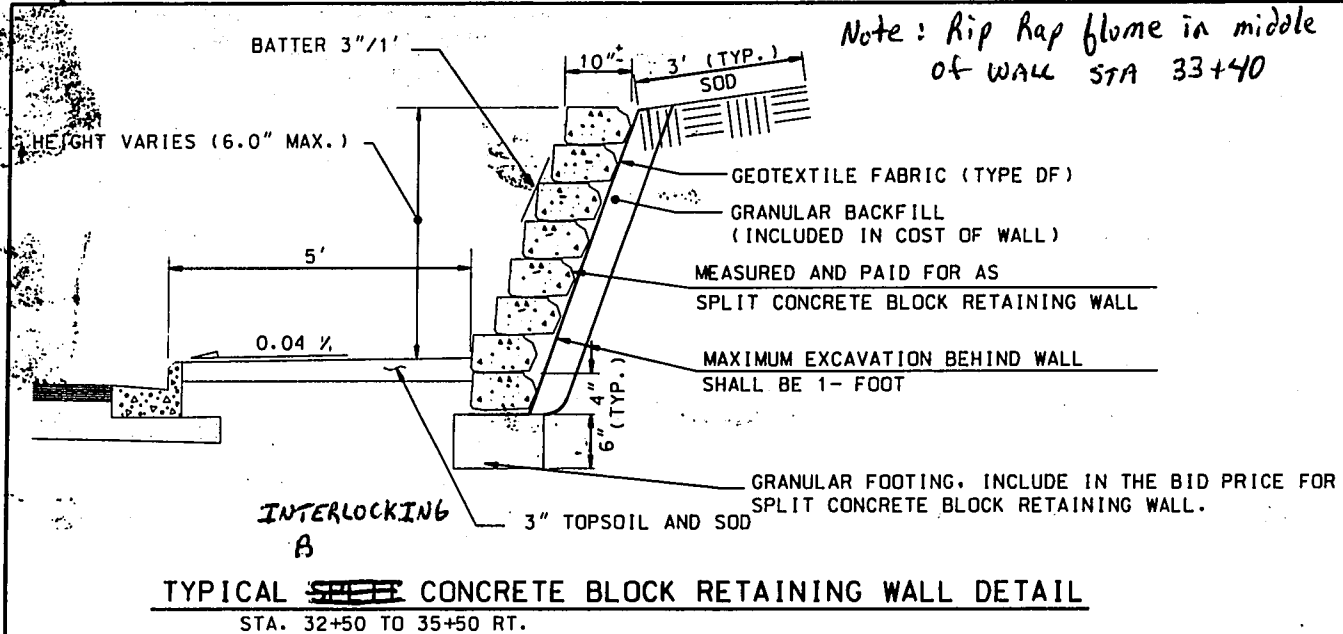
*Note: No Pipe Underdrain
Sta 20+33 To 23.81 LT*

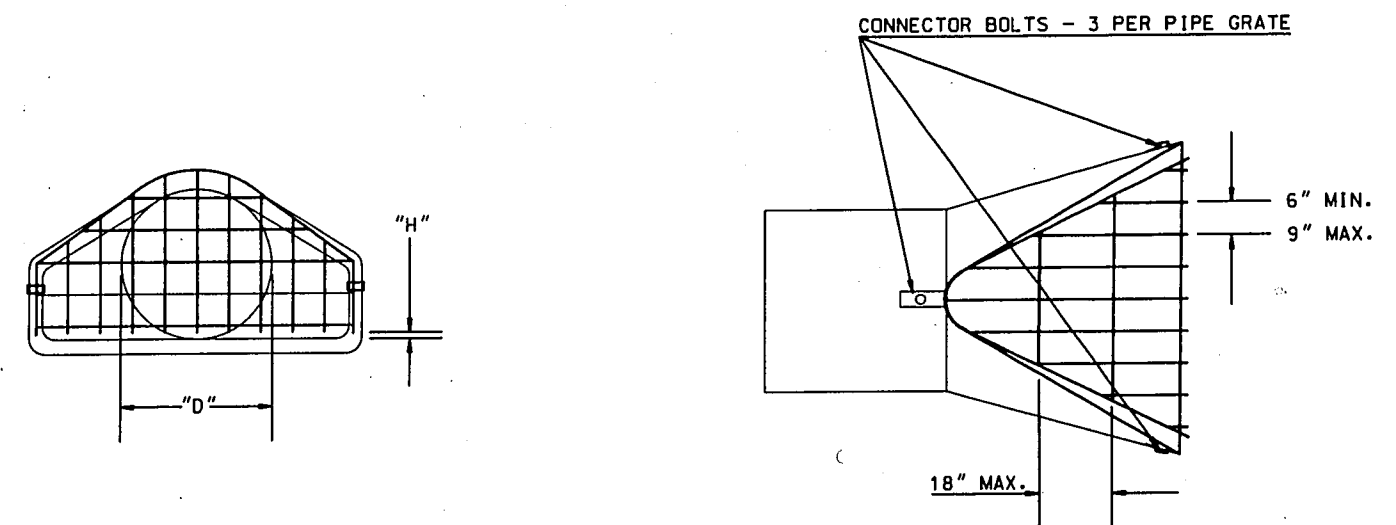
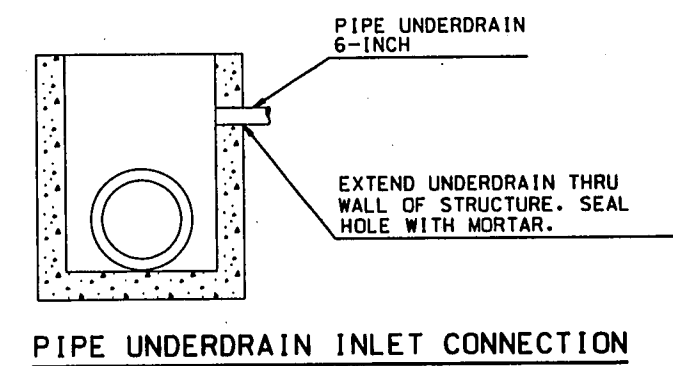
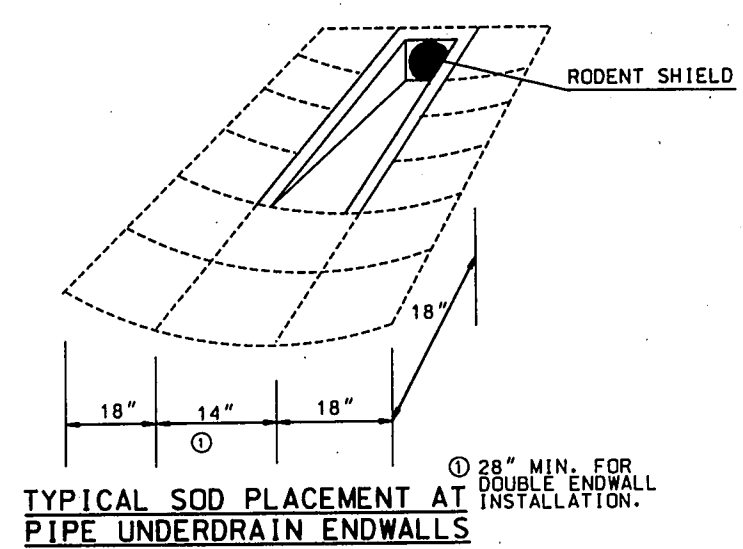
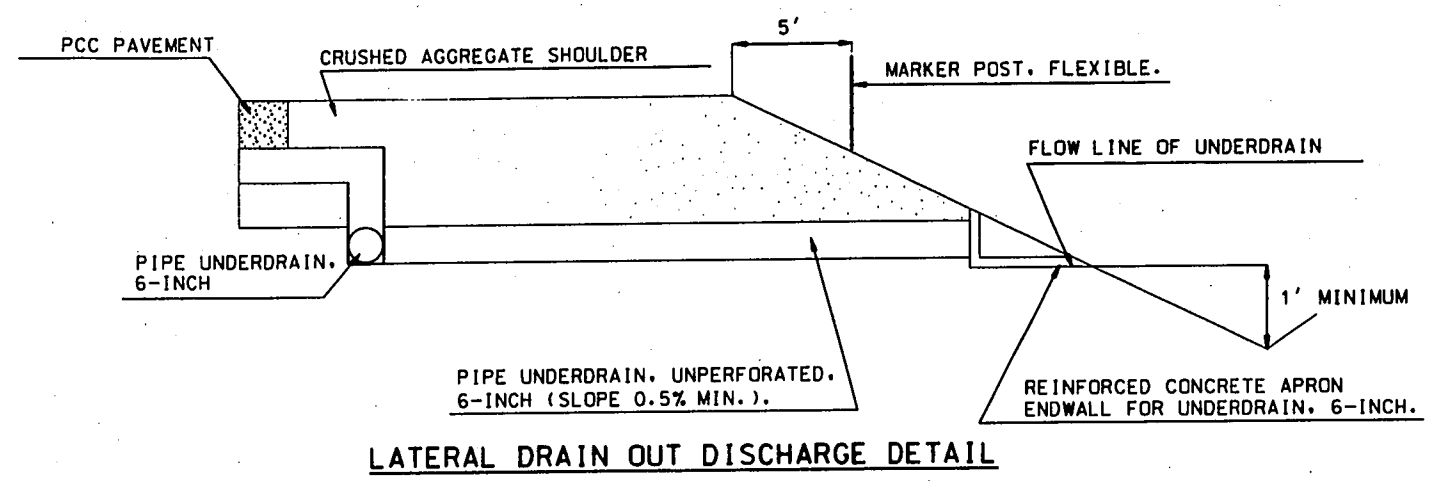


SIDEROAD TYPICAL SECTION

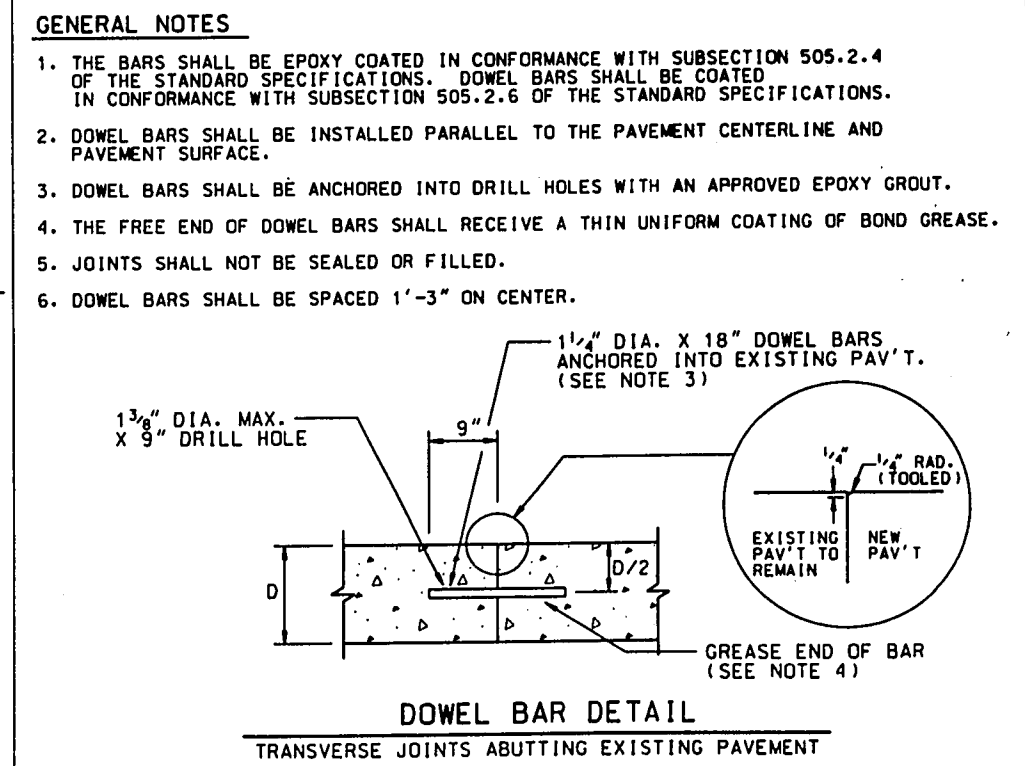
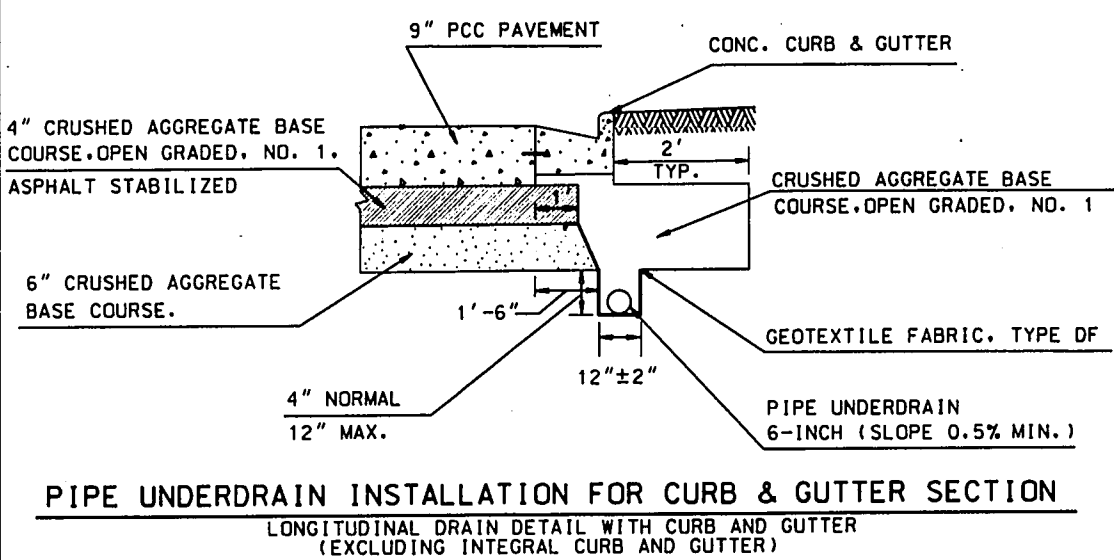
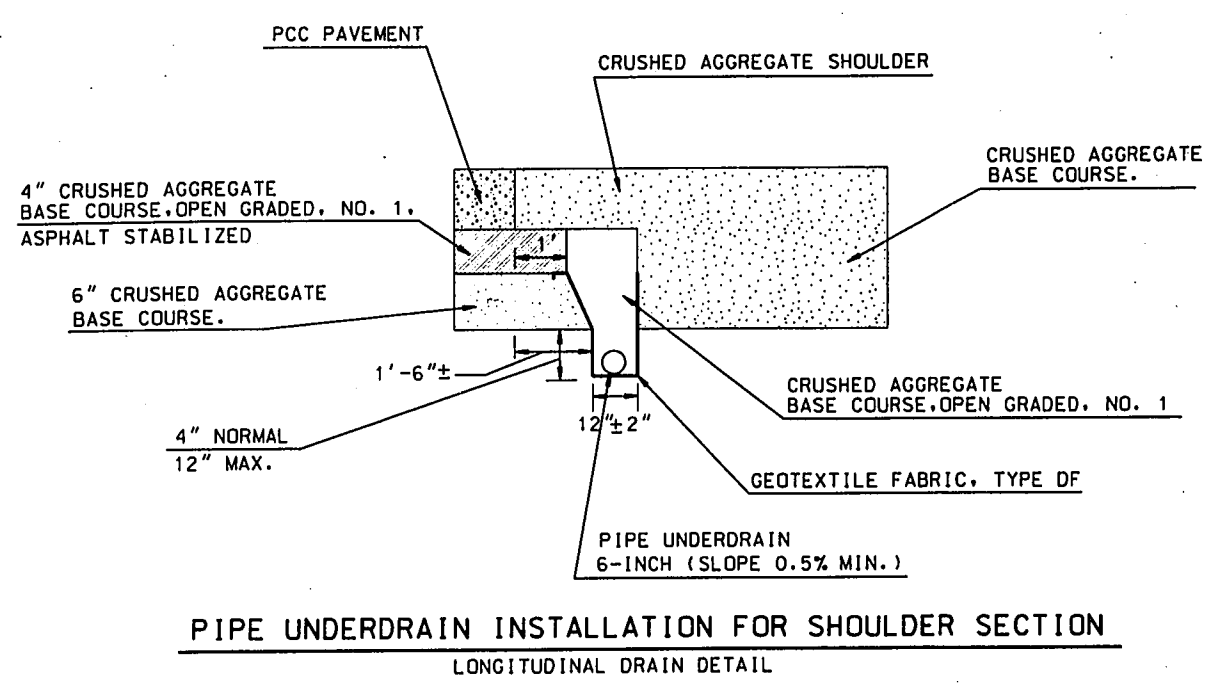
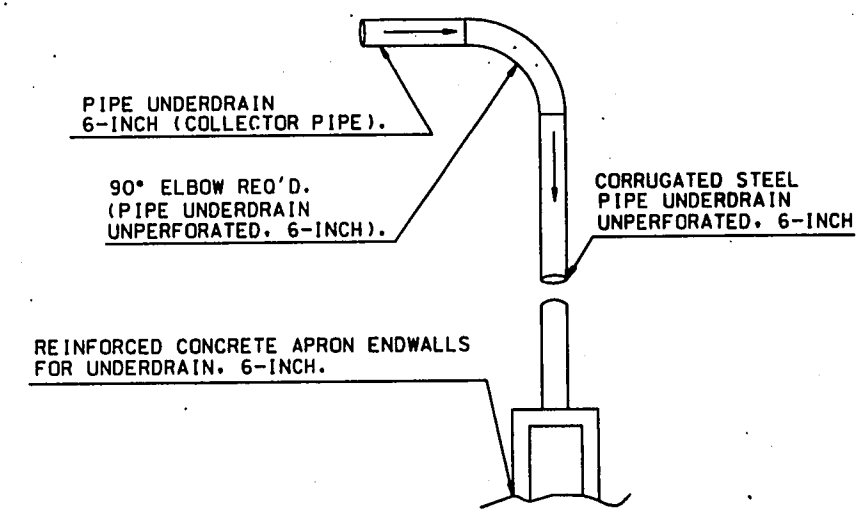
- (A) TOPSOIL AND SOD
- (B) SEED AND FERTILIZER
- (C) TOPSOIL AND MULCH (TYP.)

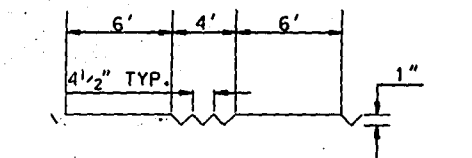
ELLEN STREET, x= 10' AT MATCH IN, (x) - (A)
 HILTON STREET, x= 12' AT MATCH IN, (x) - (A)
 PEARL STREET (NORTH), x= 12' AT MATCH IN, (x) - (A)
 CANTON STREET (NORTH), x= 11' AT MATCH IN, (x) - (B) (C)



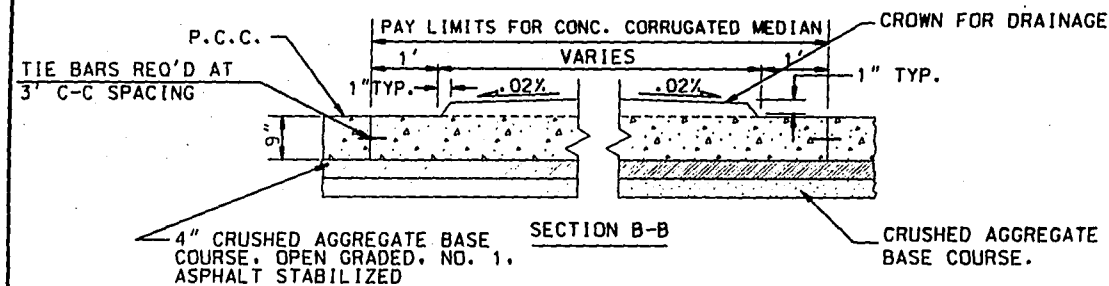


"D" - PIPE SIZE IN INCHES	BAR DIA. (INCHES)	BOLT DIA. (INCHES)	"H" (INCHES)
12"-18"	3/4	5/8	4
21"-42"	1	3/4	6
48"-72"	1-1/4	1	6

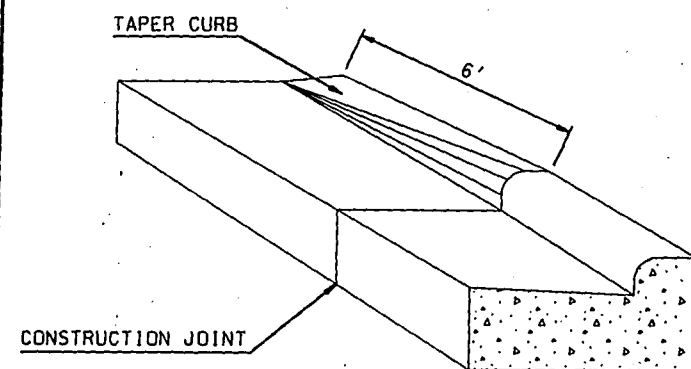




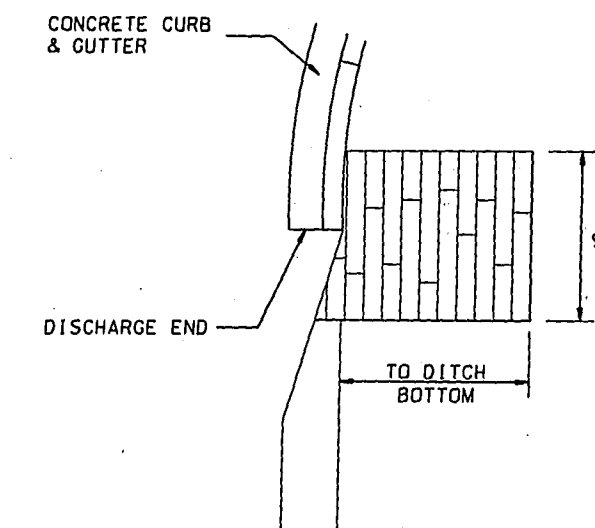
PROFILE ALONG CORRUGATION



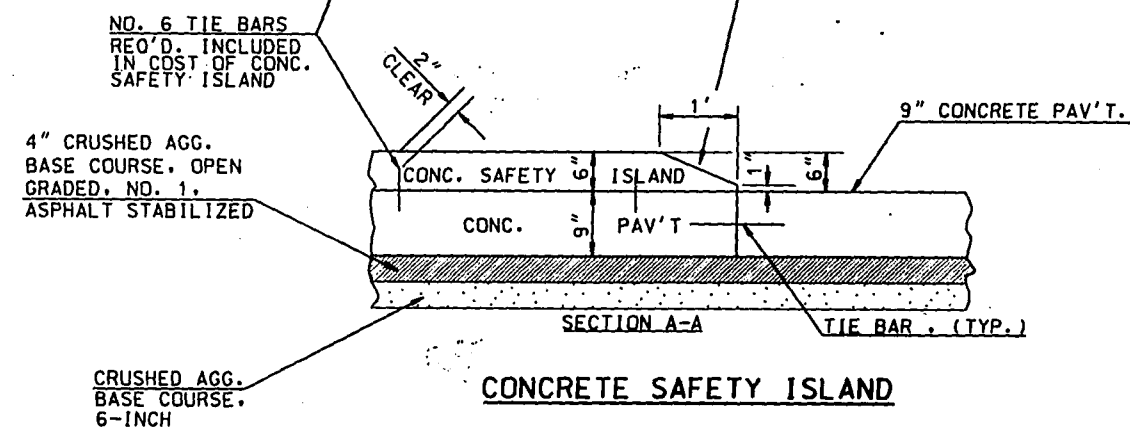
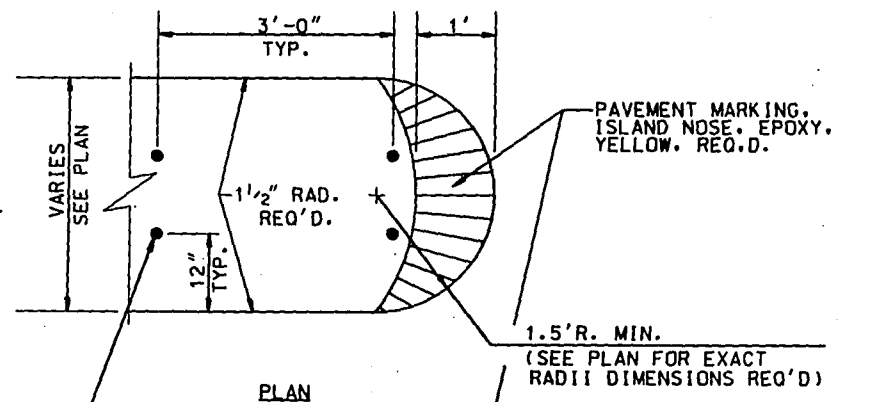
CONCRETE CORRUGATED MEDIAN



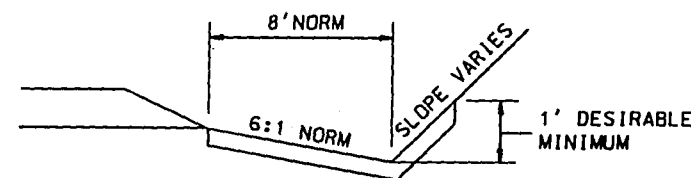
DETAIL OF CURB & GUTTER TERMINI



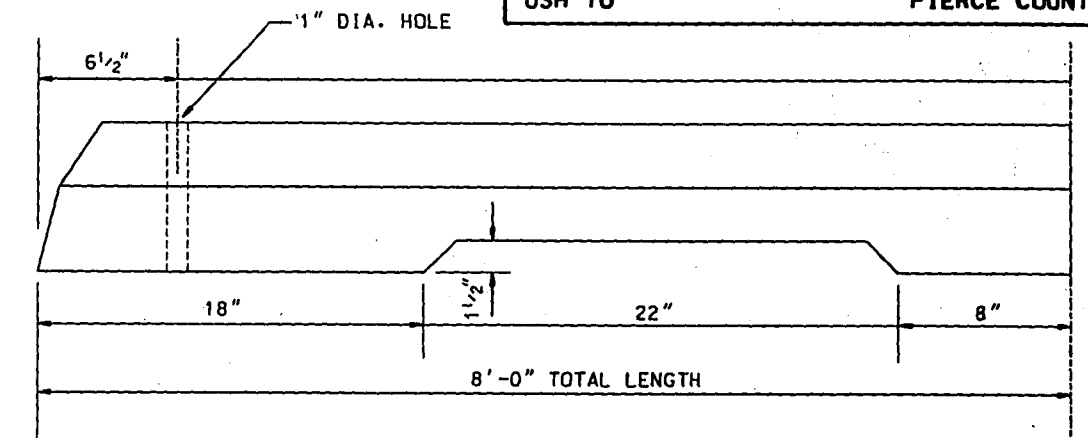
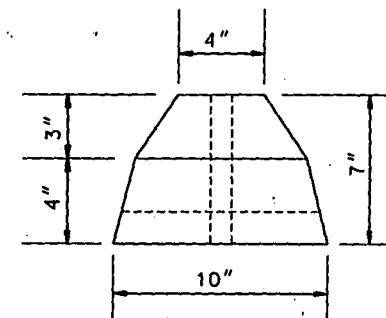
SOD FLUME DETAIL



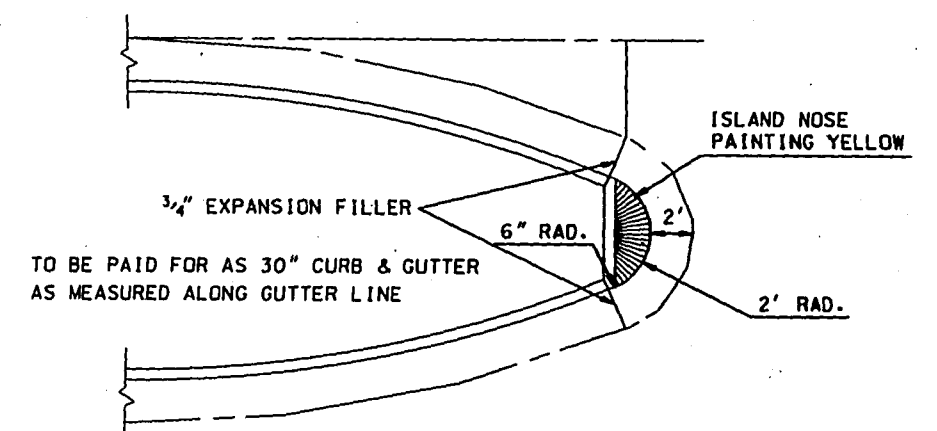
CONCRETE SAFETY ISLAND



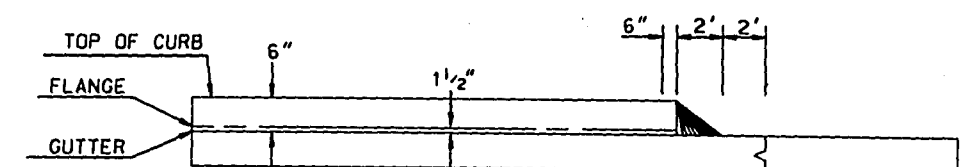
SOD OR EROSION MAT DETAIL FOR DITCHES



PRECAST CONCRETE CURB



DETAIL OF ISLAND NOSE
(TO BE USED FOR ALL ISLAND NOSE 5' R. OR LESS)
(NOT ONLY BULL NOSE)

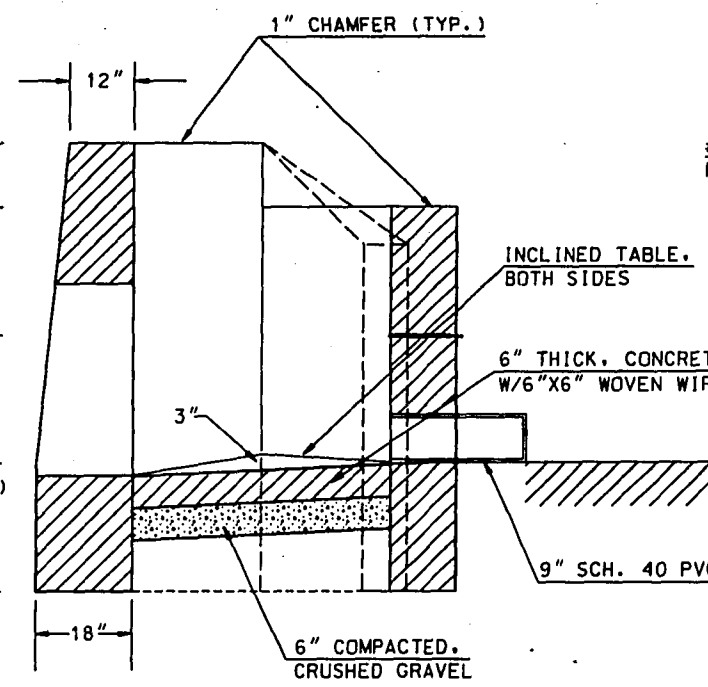
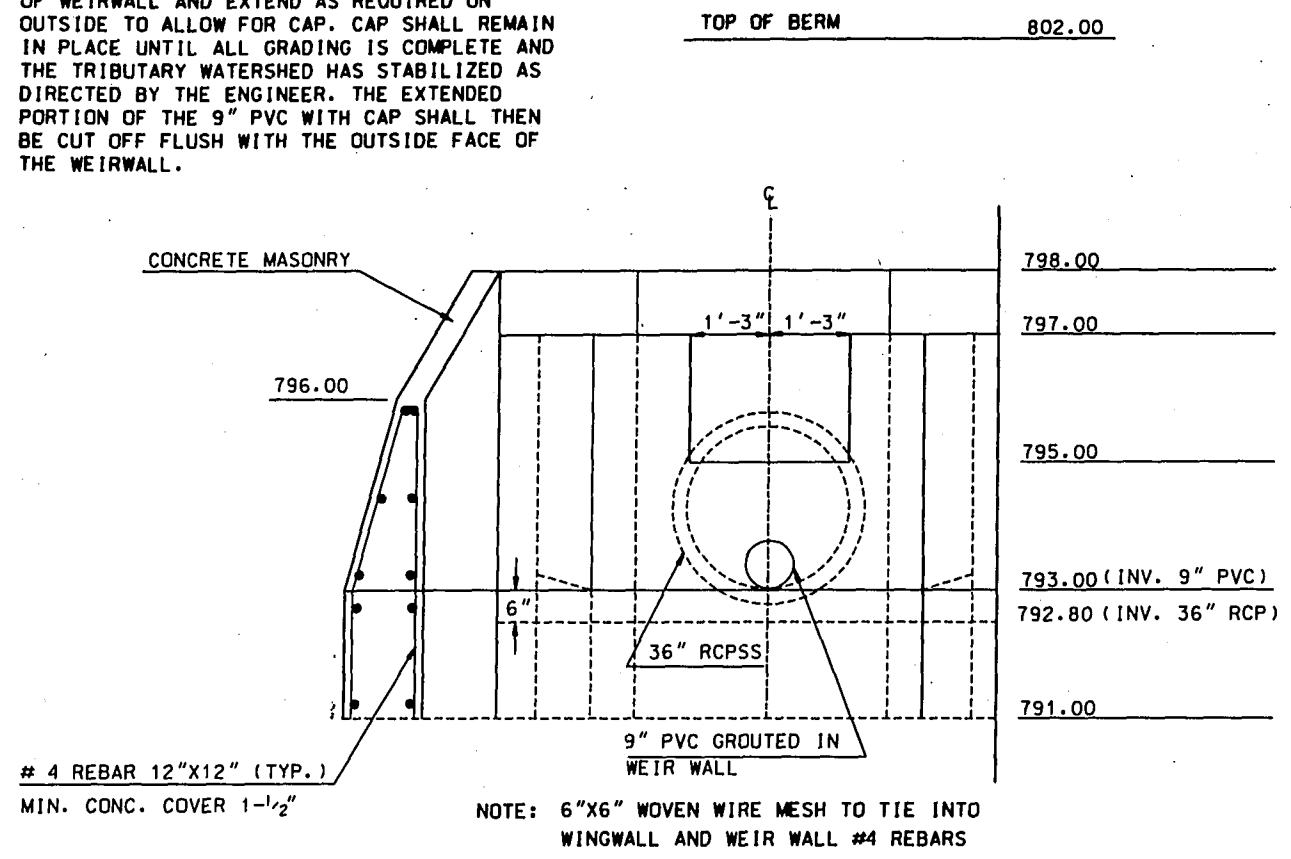


ELEVATION
N.T.S.

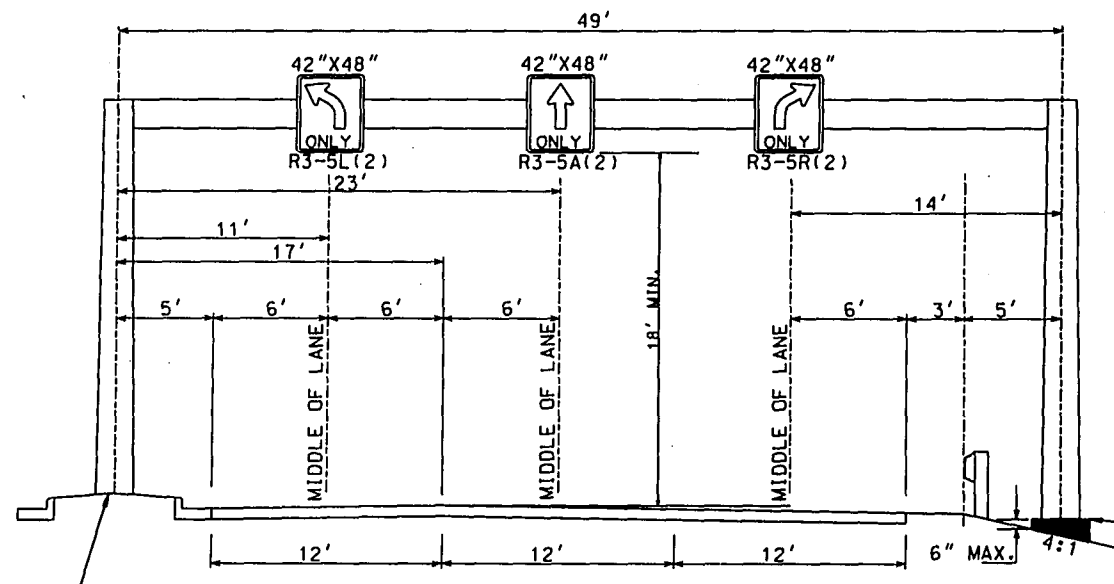
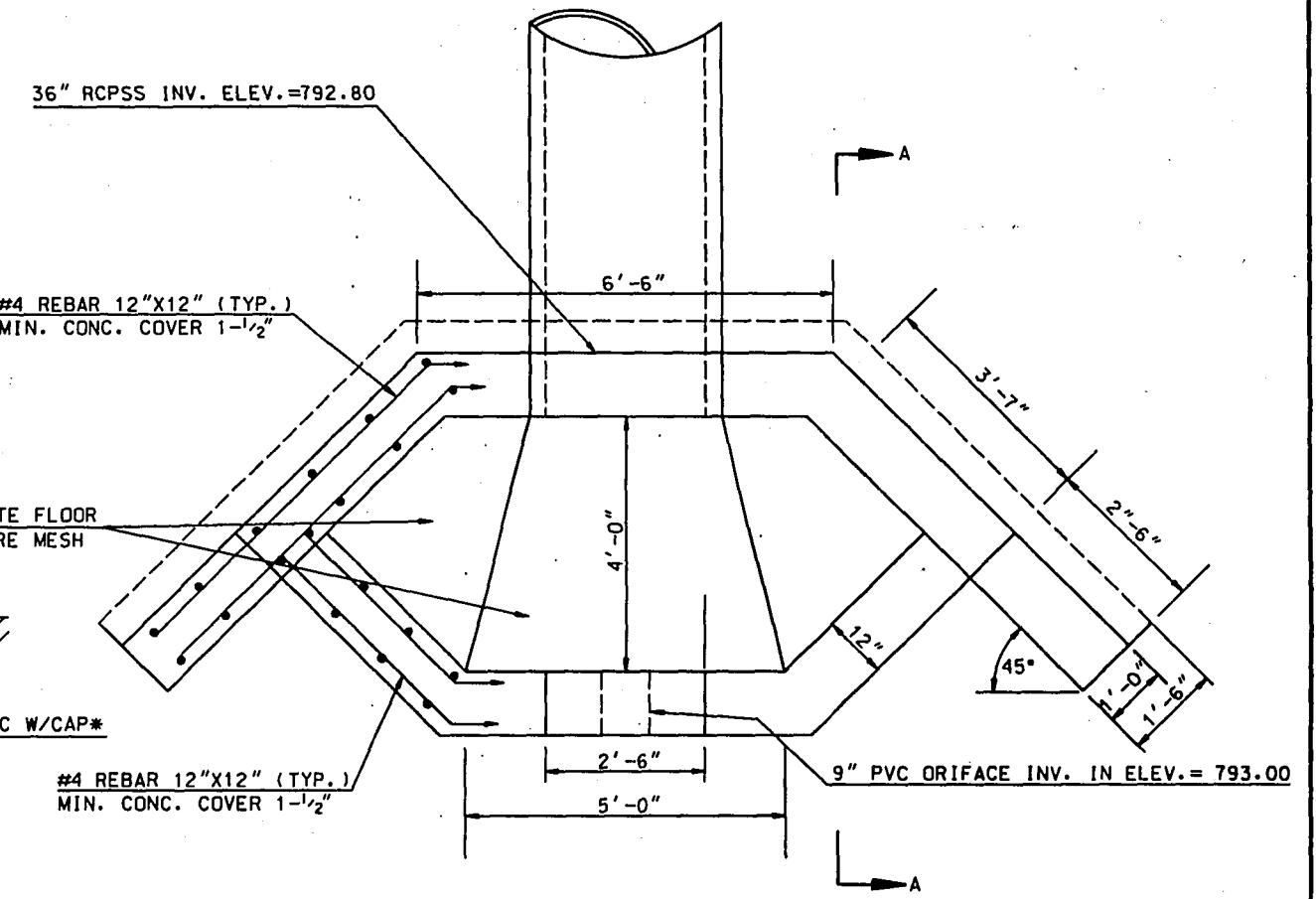
SECTION A-A

PLAN VIEW
N.T.S.

* 9" SCHEDULE 40 PVC TO BE FLUSH ON INSIDE OF WEIRWALL AND EXTEND AS REQUIRED ON OUTSIDE TO ALLOW FOR CAP. CAP SHALL REMAIN IN PLACE UNTIL ALL GRADING IS COMPLETE AND THE TRIBUTARY WATERSHED HAS STABILIZED AS DIRECTED BY THE ENGINEER. THE EXTENDED PORTION OF THE 9" PVC WITH CAP SHALL THEN BE CUT OFF FLUSH WITH THE OUTSIDE FACE OF THE WEIRWALL.



"ENDWALL. WEIR" DETAILS

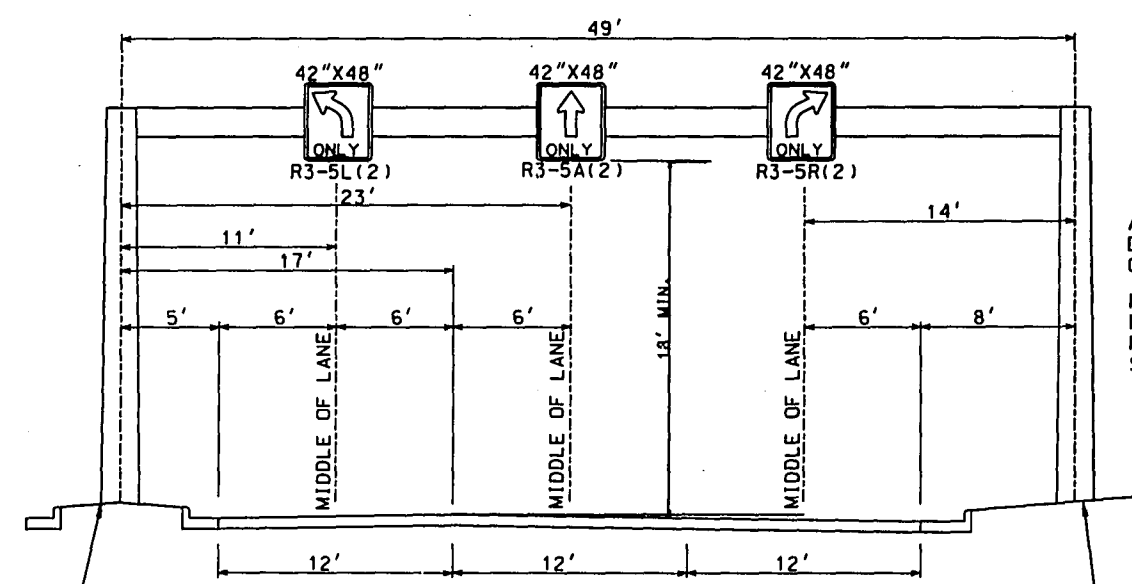


OVERHEAD SIGN SUPPORT
STA. 66+50 WESTBOUND

ACTUAL SIGN SIZE IS 14 S.F.
DESIGN FOR 30 SF CENTERED ON SUPPORT AS SHOWN

MOUNTING HARWARE SHALL BE FURNISHED BY THE CONTRACTOR. PAID FOR AS PART OF OVERHEAD SIGN SUPPORT

CONCRETE BASE REQUIRED AS PART OF THIS ITEM



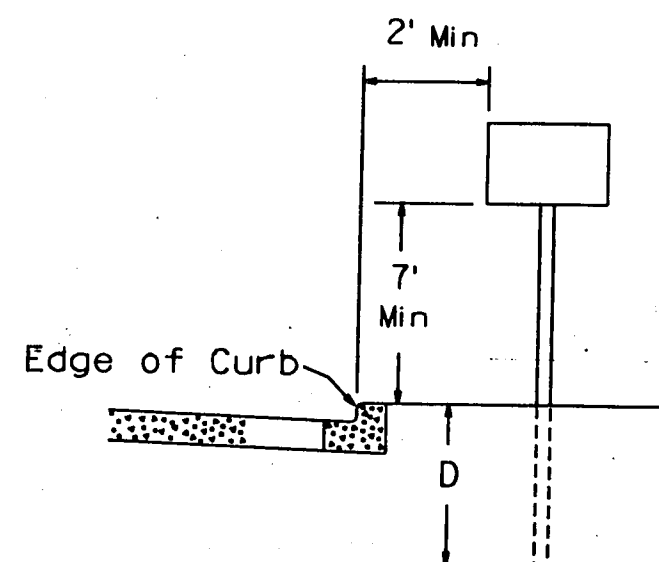
OVERHEAD SIGN SUPPORT
STA. 62+50 EASTBOUND

ACTUAL SIGN SIZE IS 14 S.F.
DESIGN FOR 30 SF CENTERED ON SUPPORT AS SHOWN

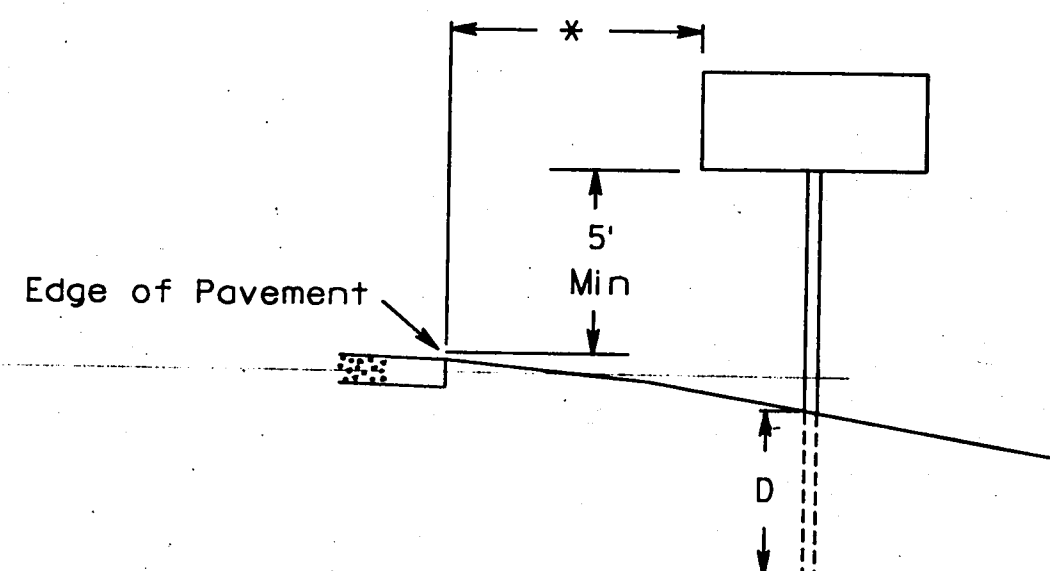
MOUNTING HARWARE SHALL BE FURNISHED BY THE CONTRACTOR. PAID FOR AS PART OF OVERHEAD SIGN SUPPORT

CONCRETE BASE REQUIRED AS PART OF THIS ITEM

URBAN AREA



RURAL AREA

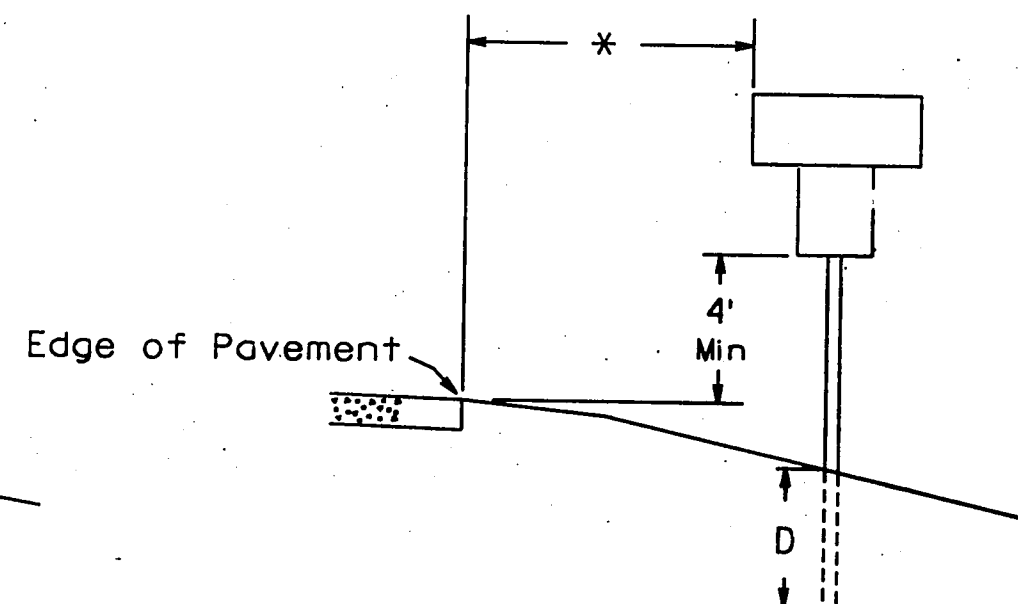
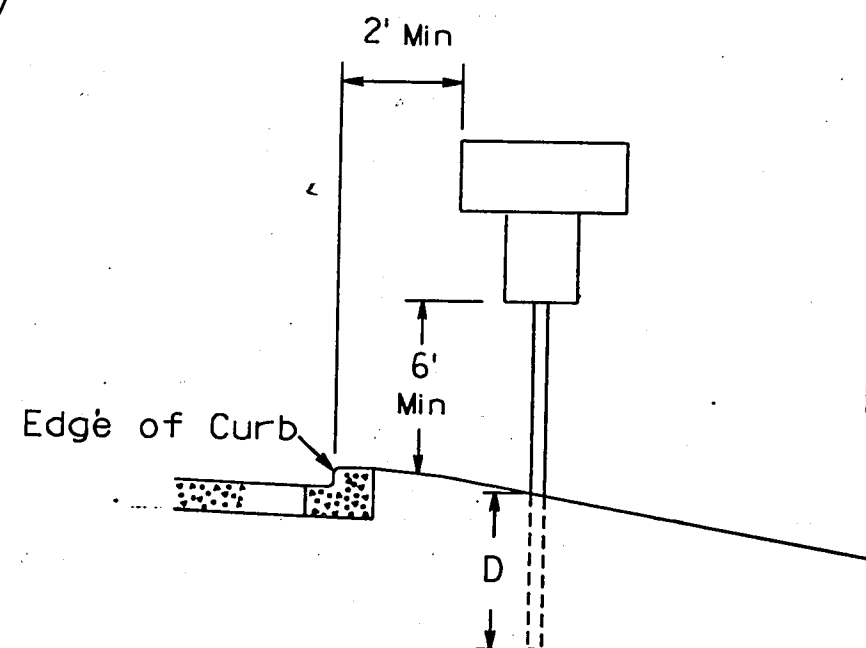


GENERAL NOTES

1. Sign assemblies wider than 4 feet or larger than 20 sq. ft. shall be mounted on multiple posts. See plate A4-4 for typical installations.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'



* 12 feet minimum from edge of pavement.
Where there is a paved shoulder, 6' minimum from edge of paved shoulder, but at least 12 feet from edge of pavement.

DATE DRAWN 9-12-91 DATE REDRAWN _____
DATE REVISED 1-14-92 _____

TYPICAL INSTALLATION OF
TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

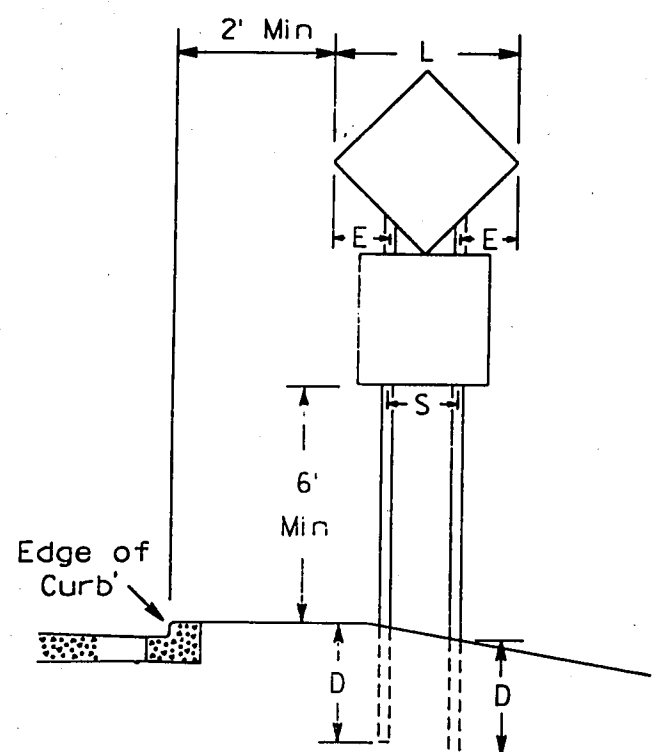
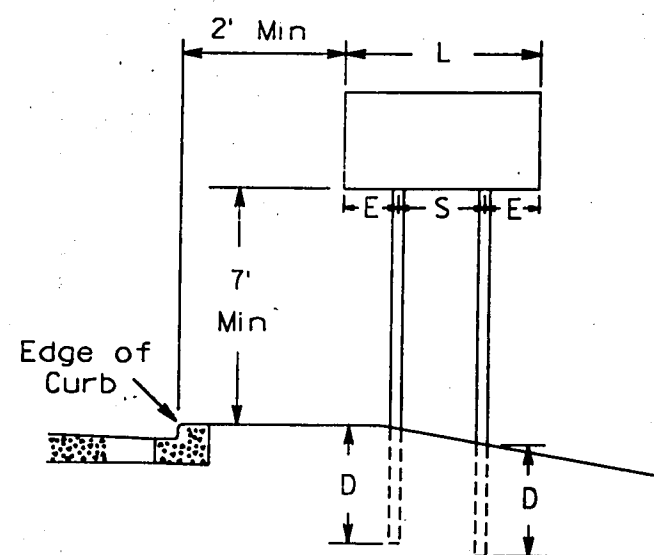
APPROVED

Robert F. Ruesch
State Traffic Engineer

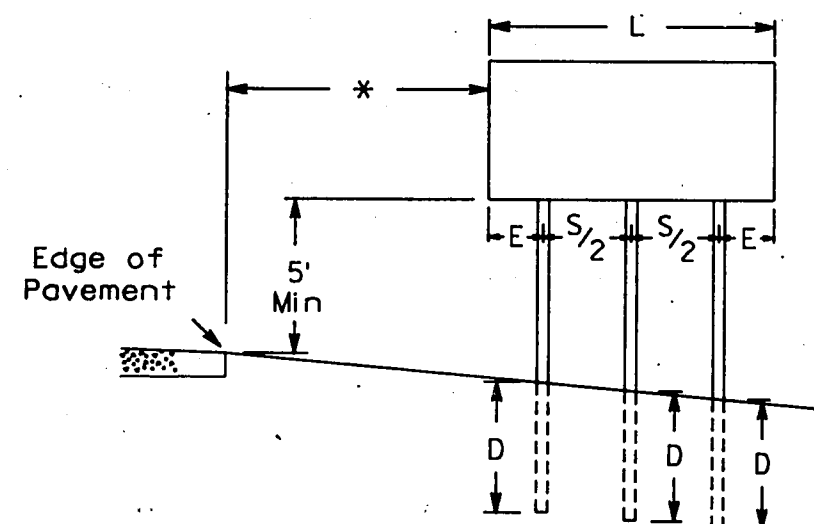
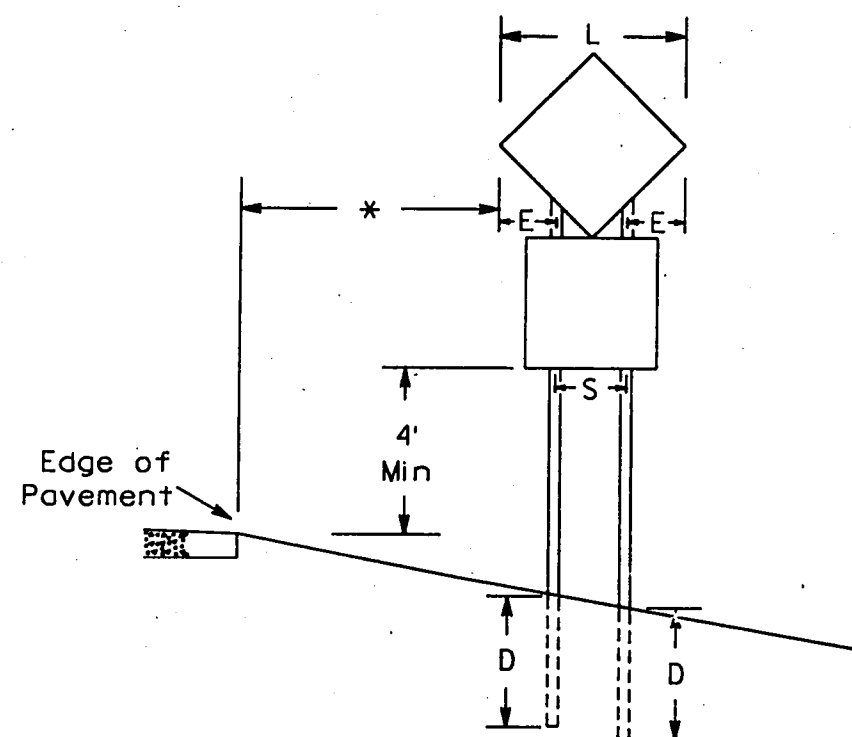
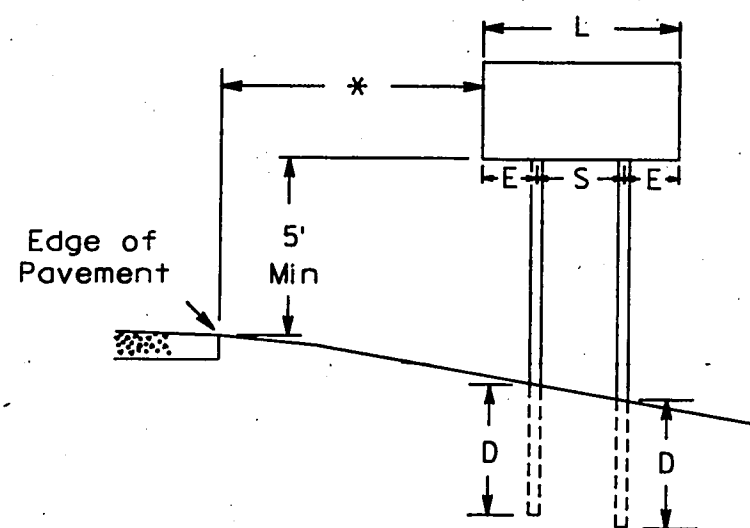
DATE 1/21/92

PLATE NO. A4-3.8

URBAN AREA



RURAL AREA



GENERAL NOTES

1. For 3 post installations, post spacing is $S/2$ and S must be greater than 7'-0"
2. For 4 post installations, post spacing is $S/3$ and S must be greater than 10'-6"

* 12 feet minimum from edge of pavement.
Where there is a paved shoulder, 6' minimum from edge of paved shoulder, but at least 12 feet from edge of pavement.

DIAMOND SHAPED SIGNS

L	S	E
Less than 60"	20"	$L/2 - 10$
60"--72"	32"	$L/2 - 16$
Greater than 72"	$3 L/5$	$L/5$

SIGN SHAPE OTHER THAN DIAMOND
(Two Post Installations)

L	S	E
Less than 60"	L-24"	12"
60" or more	$3 L/5$	$L/5$

POST EMBEDMENT DEPTH

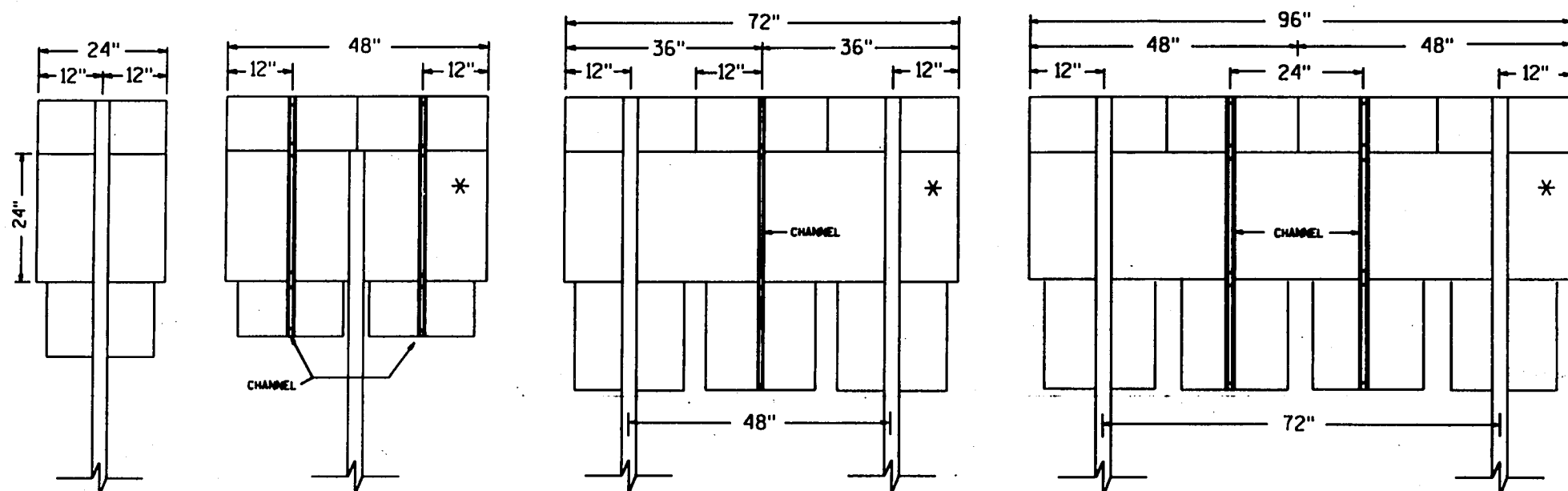
Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

DATE DRAWN 6-3-87 DATE REDRAWN 10-1-91
DATE REVISED 11-6-92TYPICAL INSTALLATION
OF TYPE II SIGNS
ON MULTIPLE POSTS

WISCONSIN DEPT. OF TRANSPORTATION

APPROVED

DATE 11-6-92 DRAWN BY A4-4.3



NOTES:

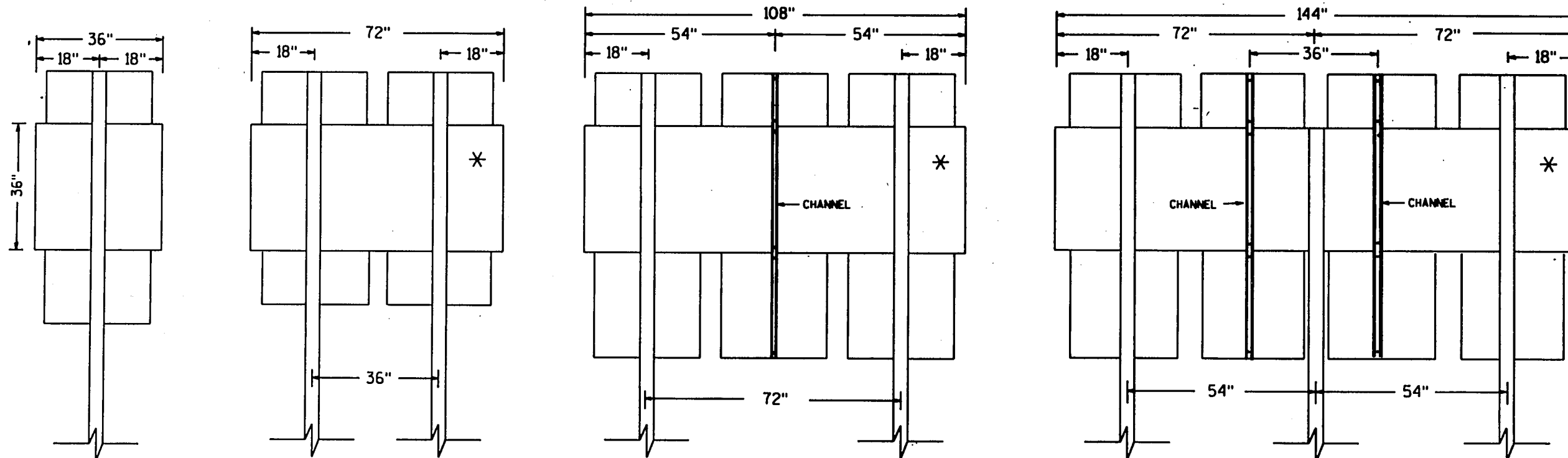
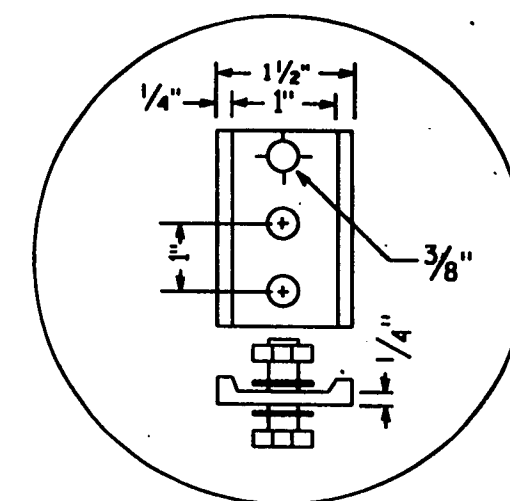
1. Post spacing shall be according to this detail but post embedment depth shall be in accordance with A4-4.
2. Channel material shall be as specified in Section 633 of Std. Specs. and weight shall be approx. 1.4 lbs/ft.
3. Base material for a multiple marker head panel (*) shall be one piece high density overlay plywood. All other materials within the assembly can be either plywood or aluminum.

CHANNEL HARDWARE:

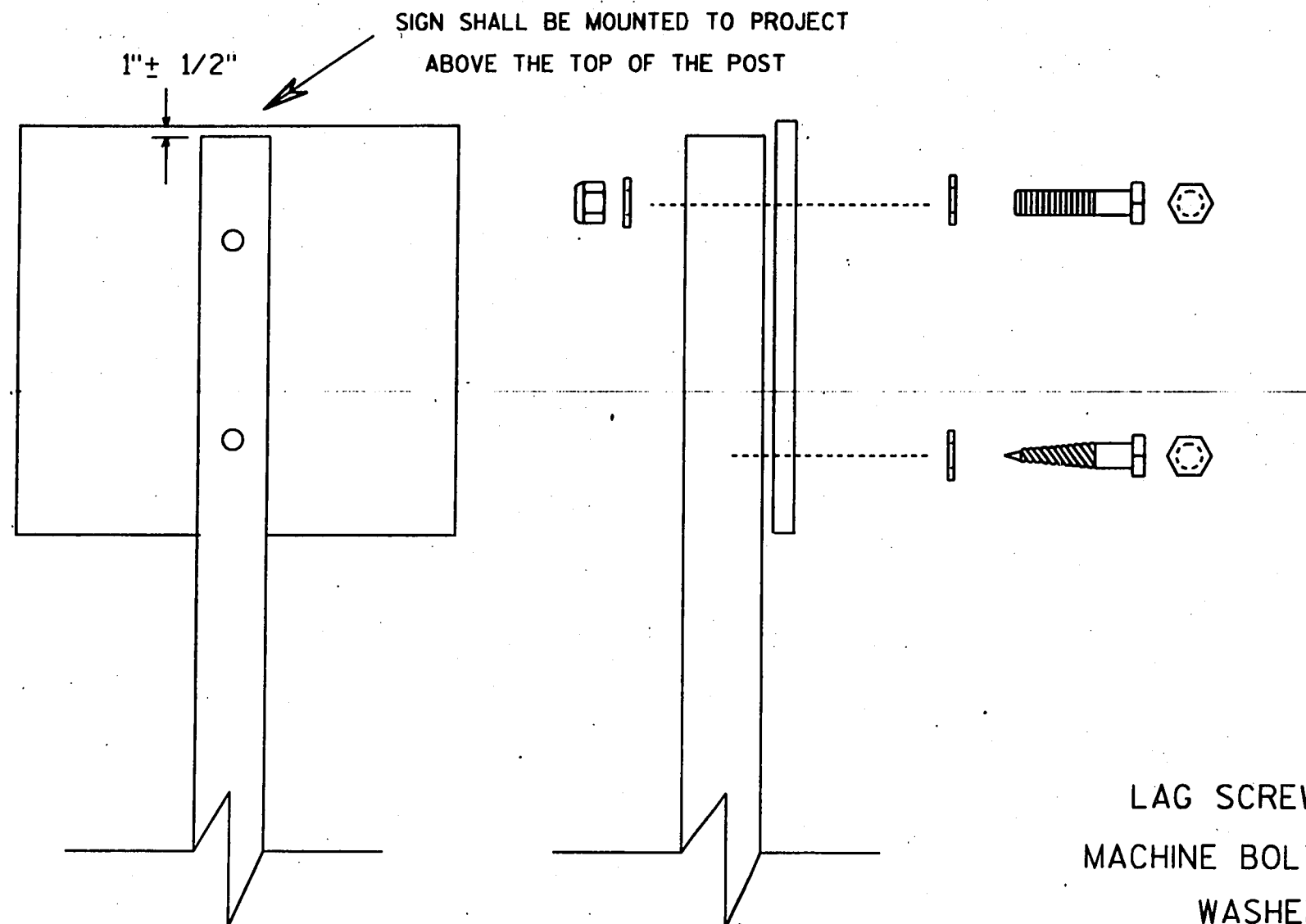
Aluminum Sign components: $\frac{1}{4}$ " x $\frac{3}{4}$ " bolt and $\frac{1}{4}$ " flat washers

Plywood Sign Components: $\frac{1}{4}$ " x $1\frac{1}{4}$ " bolt and $\frac{1}{4}$ " flat washers

CHANNEL DETAIL



DATE DRAWN 6-3-87	DATE REDRAWN 10-3-91
DATE REVISED	
TYPICAL PANEL INSTALLATION FOR J TYPE ASSEMBLIES	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED <i>John F. Vanecko</i> State Traffic Engineer	
DATE 11/5/91	PLATE NO. A4-5.3

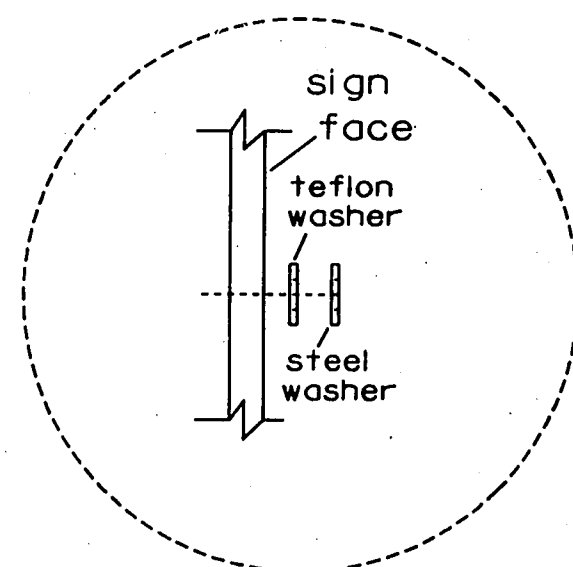


Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

- Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D, or
- Cadmium plated in accordance with ASTM Designation : B 766 TYPE 3, Class 12, or
- Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

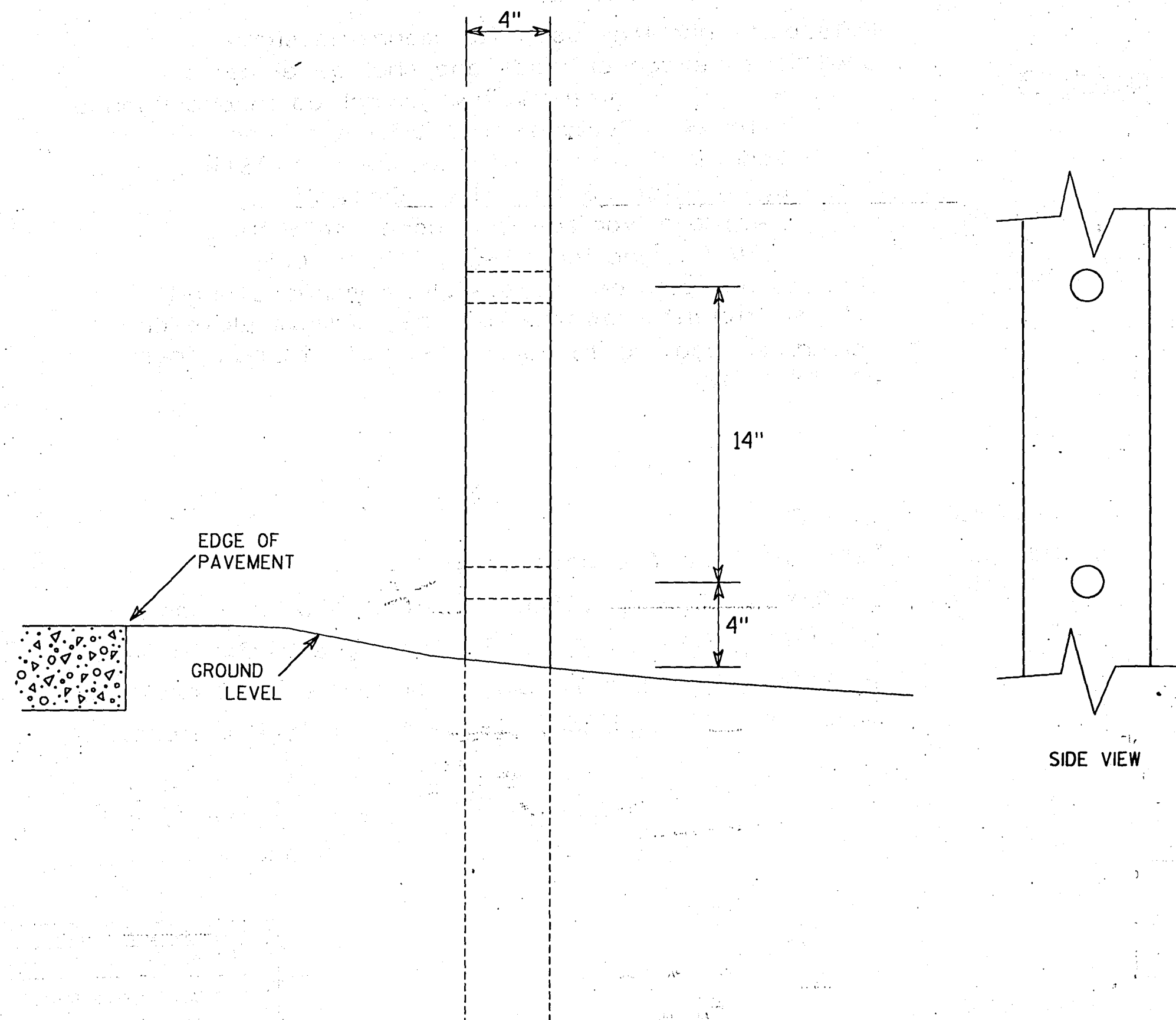
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

- LAG SCREWS - $\frac{3}{8}$ " X 3"
- MACHINE BOLTS - $\frac{5}{16}$ " X 6-1/2" or 7" Length w/ nuts
- WASHERS - 1" O.D. X $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ " STEEL for signs 24x24 and smaller.
 1-1/4" O.D. X $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ " STEEL for signs 24x30 to 36x48.
 1-1/2" O.D. X $\frac{7}{16}$ " I.D. X $\frac{1}{16}$ " STEEL for signs 48x48 and larger.
 1-1/4" O.D. X $\frac{3}{8}$ " I.D. X .080 TEFLON for all Type H signs.



Washer Placement when Sign Has Type H Face

DATE DRAWN 1-29-92	DATE REDRAWN
DATE REVISED	
ATTACHMENT OF SIGNS TO WOOD POSTS	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>State Traffic Engineer</i>
DATE 2-1-92	PLATE NO. A4-8.2

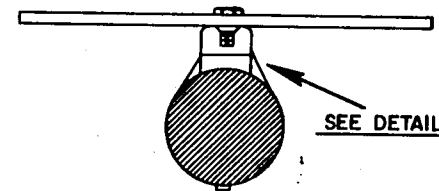
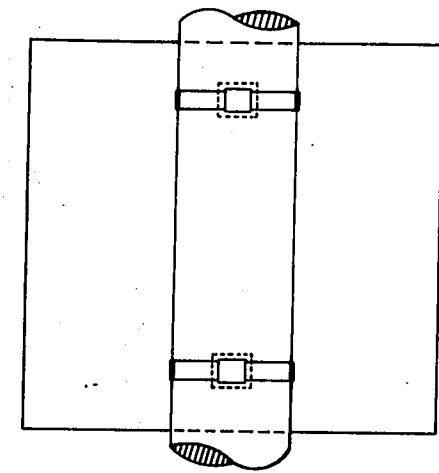


GENERAL NOTES

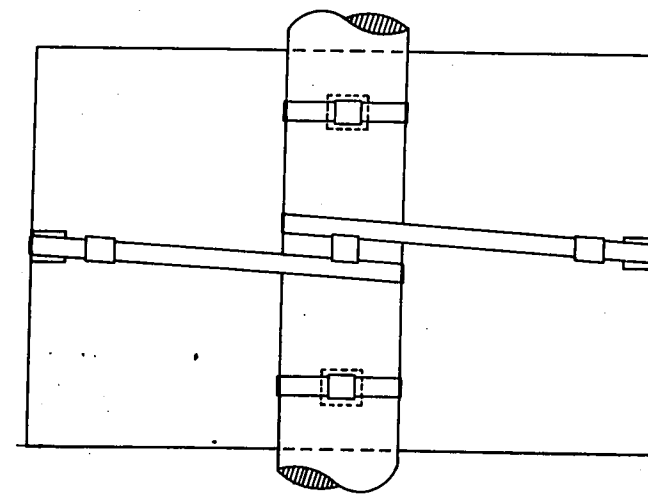
1. All 4x6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

DATE DRAWN <u>11-1-91</u>	DATE REDRAWN _____
DATE REVISED _____	
4 X 6 WOOD POST MODIFICATIONS	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED _____ State Traffic Engineer	
DATE <u>11/5/91</u>	PLATE NO. <u>A4-11.1</u>

SINGLE SIGN



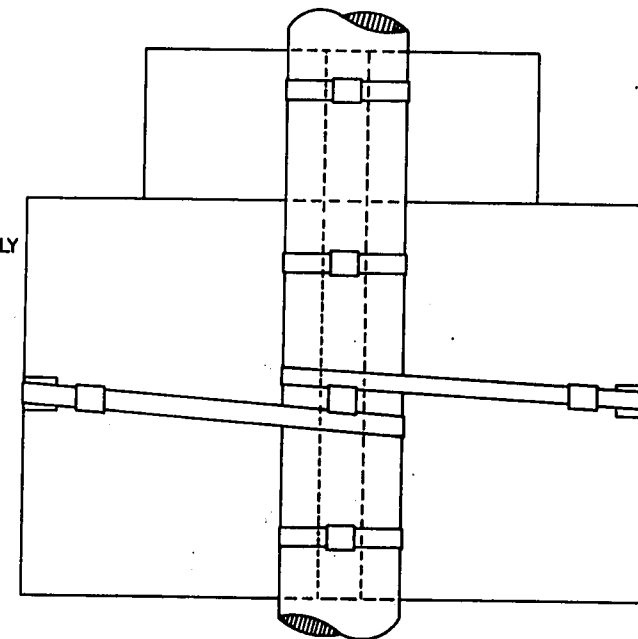
SEE DETAIL A



BRACKET BANDING

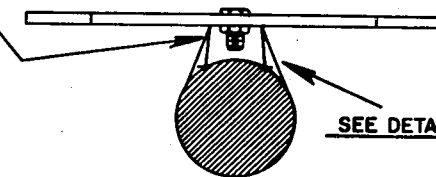
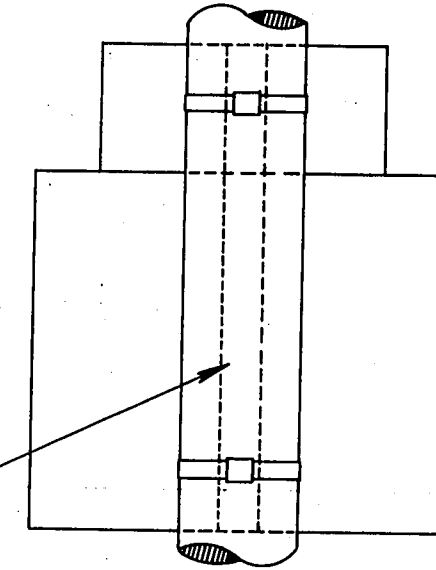
USE ONE BRACE BAND ON EACH SIGN 4 FEET OR MORE IN WIDTH.

BRACE BANDING SHALL BE TIGHTENED FIRMLY BUT NOT SO TIGHT AS TO APPRECIABLY CURVE FACE OF SIGN.



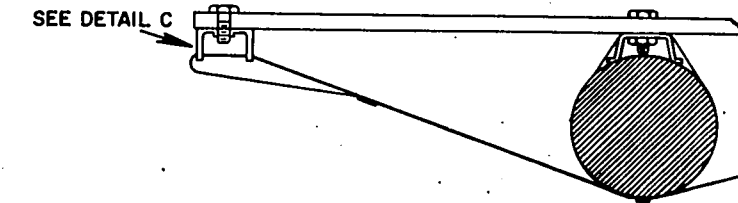
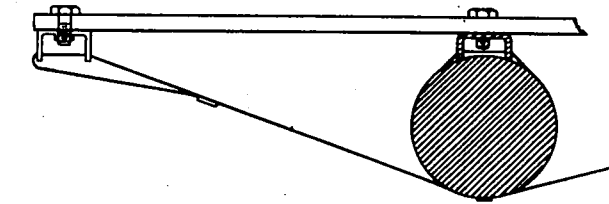
"J" ASSEMBLY

CHANNEL
SEE TYPICAL
PANEL INSTALLATION
SHEET

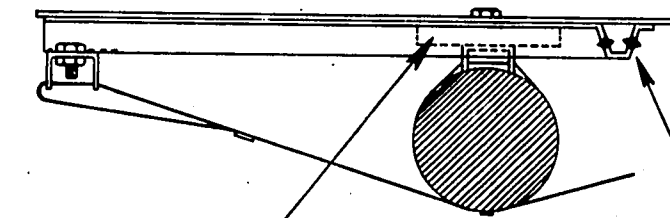


SEE DETAIL B

BRACKET BANDING



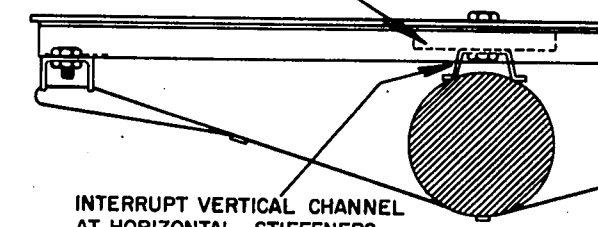
SEE DETAIL C



3/4" PLYWOOD BLOCK PAINTED
2 COATS ALUMINUM INTERRUPT
AT HORIZONTAL STIFFENERS

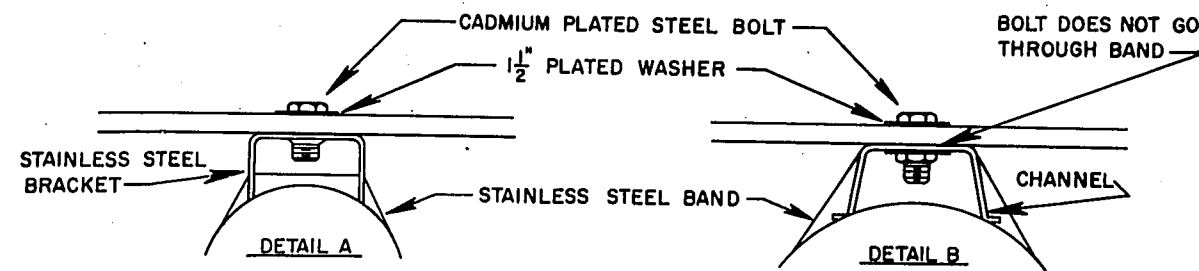
CHANNEL
(SAME TYPE AS USED
IN VERTICAL POSITION
IN "J" ASSEMBLY)

METAL SIGN



INTERRUPT VERTICAL CHANNEL
AT HORIZONTAL STIFFENERS

EACH SIDE OF BRACE BANDING
MAKES ONE COMPLETE LOOP
AROUND POLE-SEAL ON BACK
OF POLE



CADMIUM PLATED STEEL BOLT
1 1/2" PLATED WASHER

BOLT DOES NOT GO
THROUGH BAND

STAINLESS STEEL
BRACKET

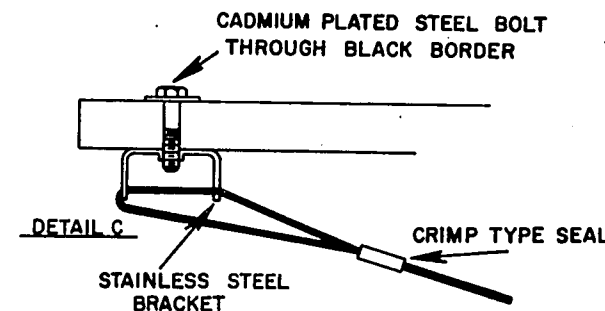
STAINLESS STEEL BAND

CHANNEL

DETAIL A

DETAIL B

BRACE BANDING



CADMIUM PLATED STEEL BOLT
THROUGH BLACK BORDER

DETAIL C

STAINLESS STEEL
BRACKET

CRIMP TYPE SEAL

NUMBER OF BRACKET BANDS

WHEN THE AREA OF THE SIGN OR SIGN
ASSEMBLY IS LESS THAN 10 SQUARE FEET
TWO BRACKET BANDS SHALL BE USED.
WHEN THE AREA IS 10 SQUARE FEET OR
MORE, THREE BRACKET BANDS SHALL BE
USED.

MATERIAL

BANDING AND ASSEMBLY BRACKET SHALL
STAINLESS STEEL ALL BANDING SHALL BE
3/4-INCH IN WIDTH

Date Redrawn - 2/18/71

Date Revised -

SIGN BANDING DETAILS

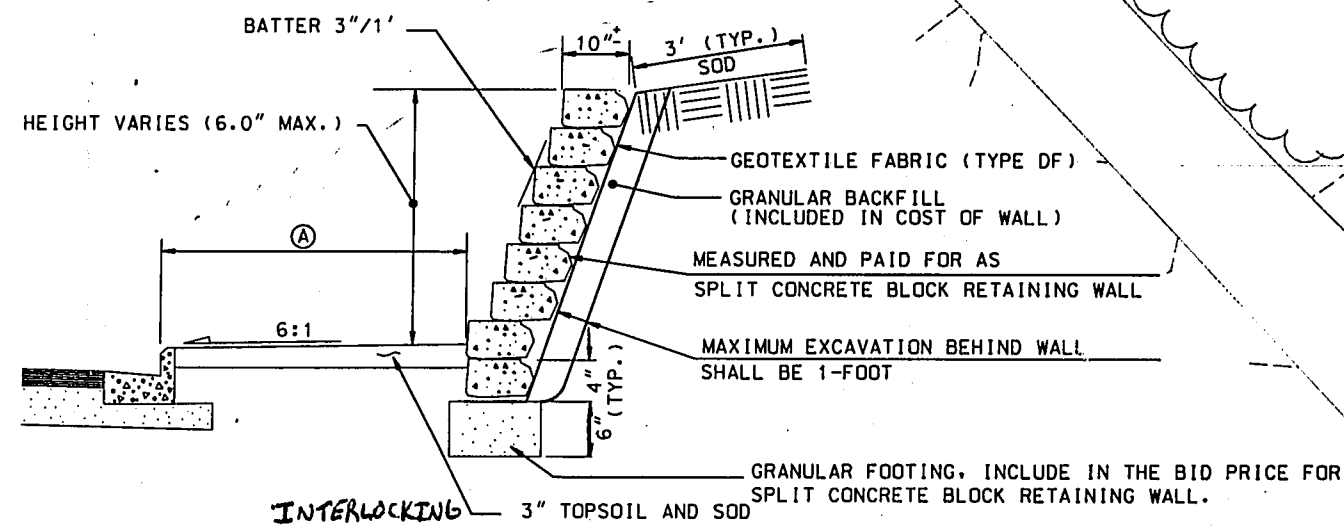
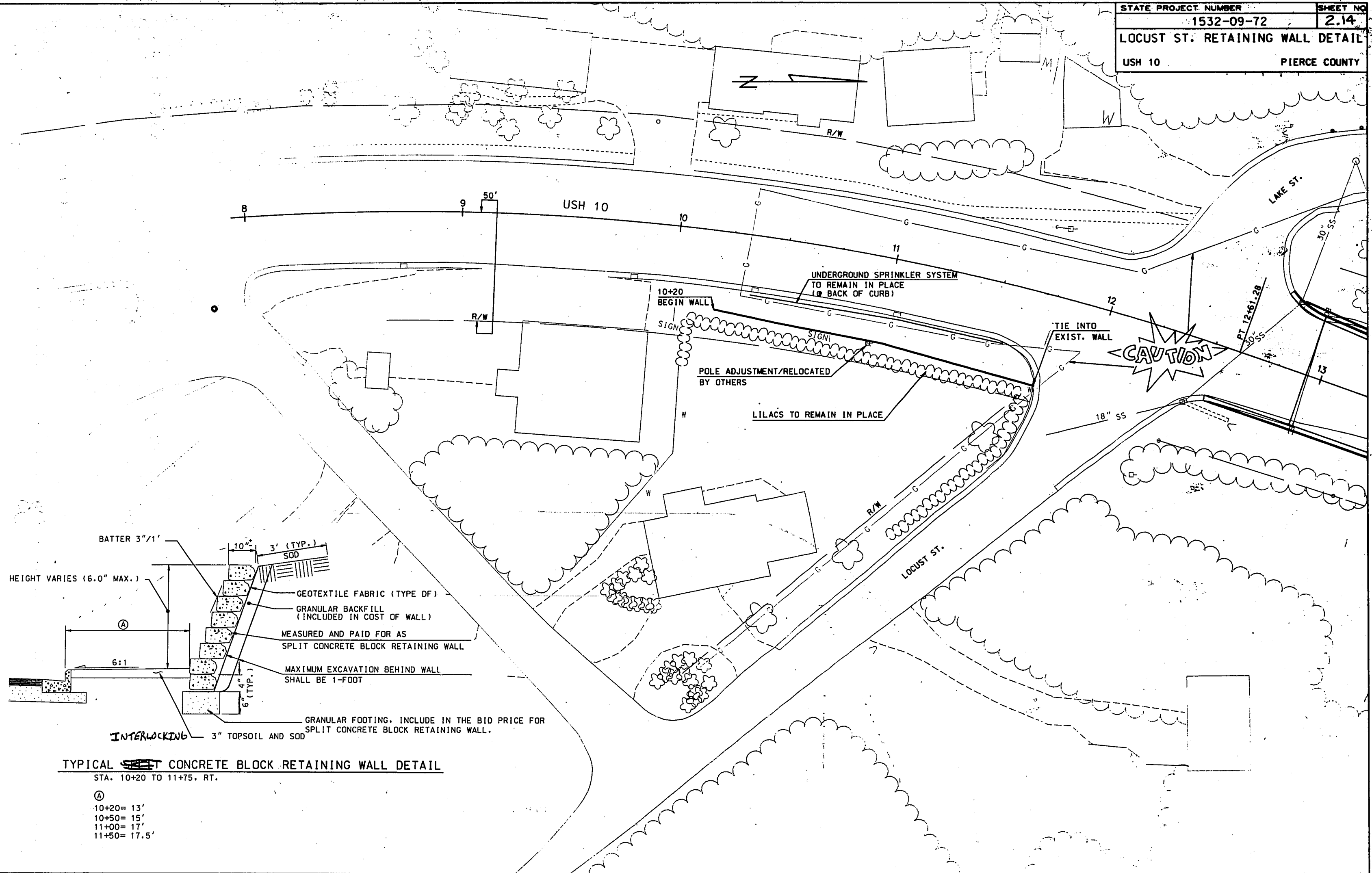
WISCONSIN DIVISION OF HIGHWAYS

APPROVED

CHIEF TRAFFIC ENGINEER

DATE

PLATE NO. A5-9.1



TYPICAL SPLIT CONCRETE BLOCK RETAINING WALL DETAIL

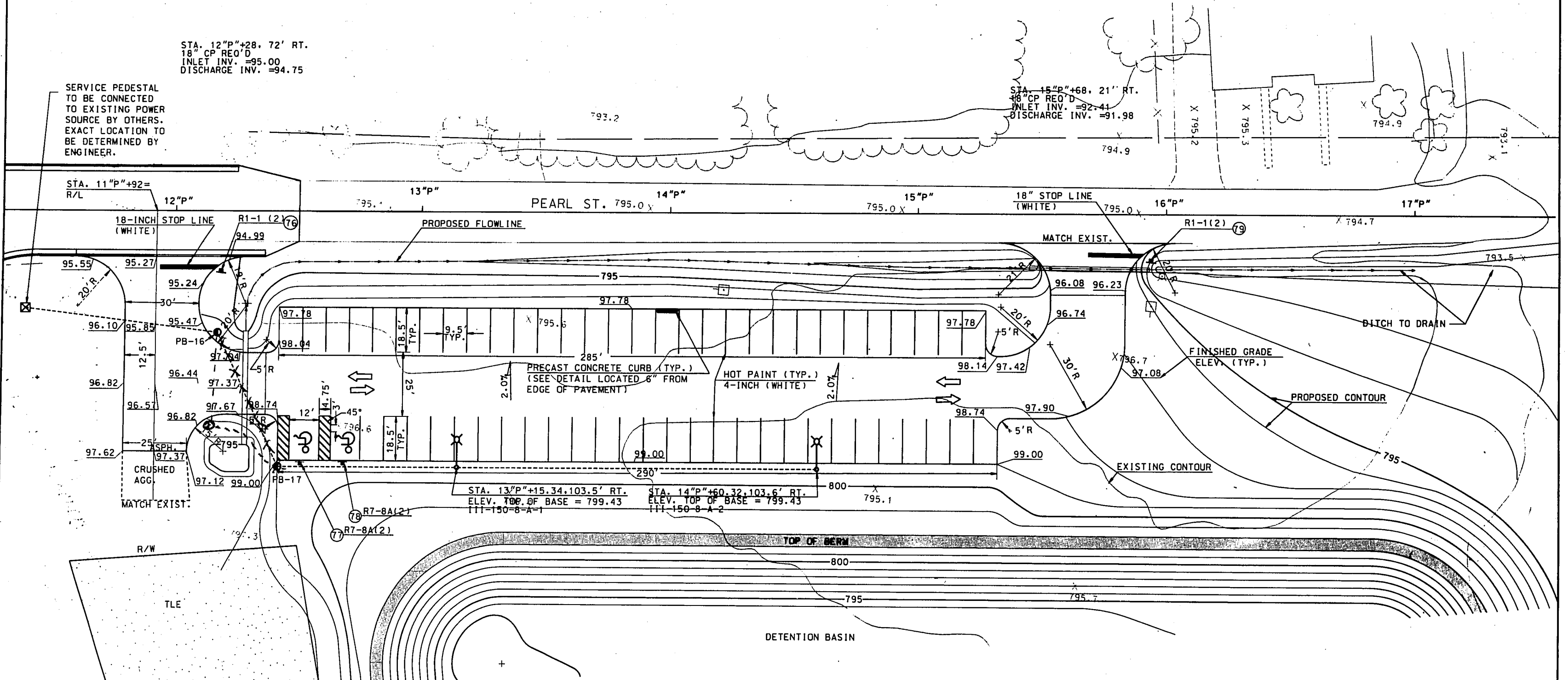
STA. 10+20 TO 11+75, RT.

①
 10+20= 13'
 10+50= 15'
 11+00= 17'
 11+50= 17.5'

STA. 12"P"+28.72' RT.
18" CP REQ'D
INLET INV. =95.00
DISCHARGE INV. =94.75

SERVICE PEDESTAL
TO BE CONNECTED
TO EXISTING POWER
SOURCE BY OTHERS.
EXACT LOCATION TO
BE DETERMINED BY
ENGINEER.

STA. 15"P"+68.21' RT.
18" CP REQ'D
INLET INV. =92.41
DISCHARGE INV. =91.98



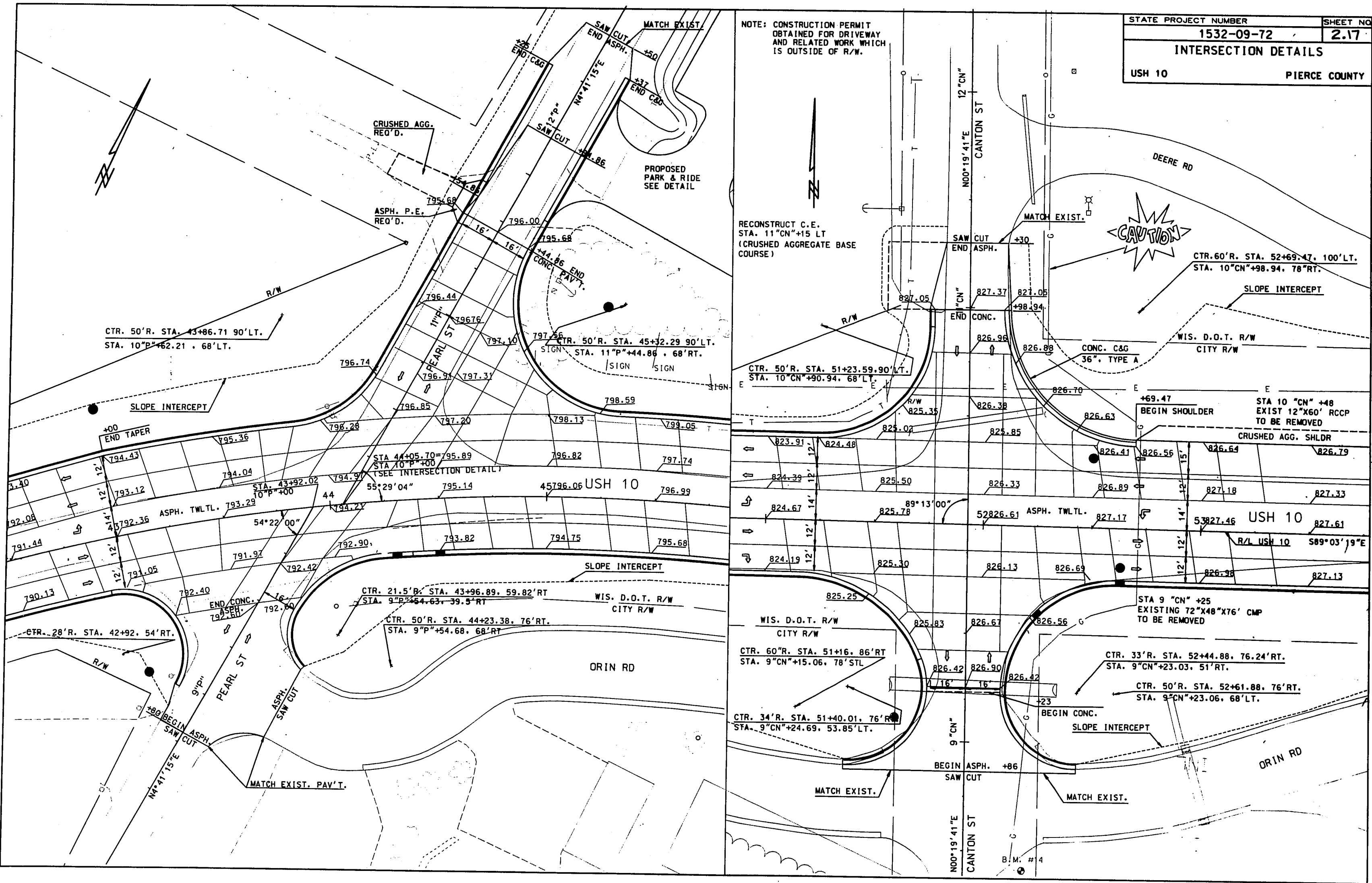
PARK AND RIDE TABLE		
STATION	OFFSET	RADIUS
11"P"+60.68	38.62	20'
12"P"+20.61	97.59	15'
12"P"+28.77	37.67	19'
12"P"+29.79	37.65	20'
12"P"+37.73	52.76	5'
12"P"+37.73	87.65	5'
15"P"+32.56	47.72	5'
15"P"+32.57	32.80	21'
15"P"+33.48	37.76	20'
15"P"+37.52	87.67	5'
15"P"+53.53	52.91	30'
16"P"+03.55	31.73	20'

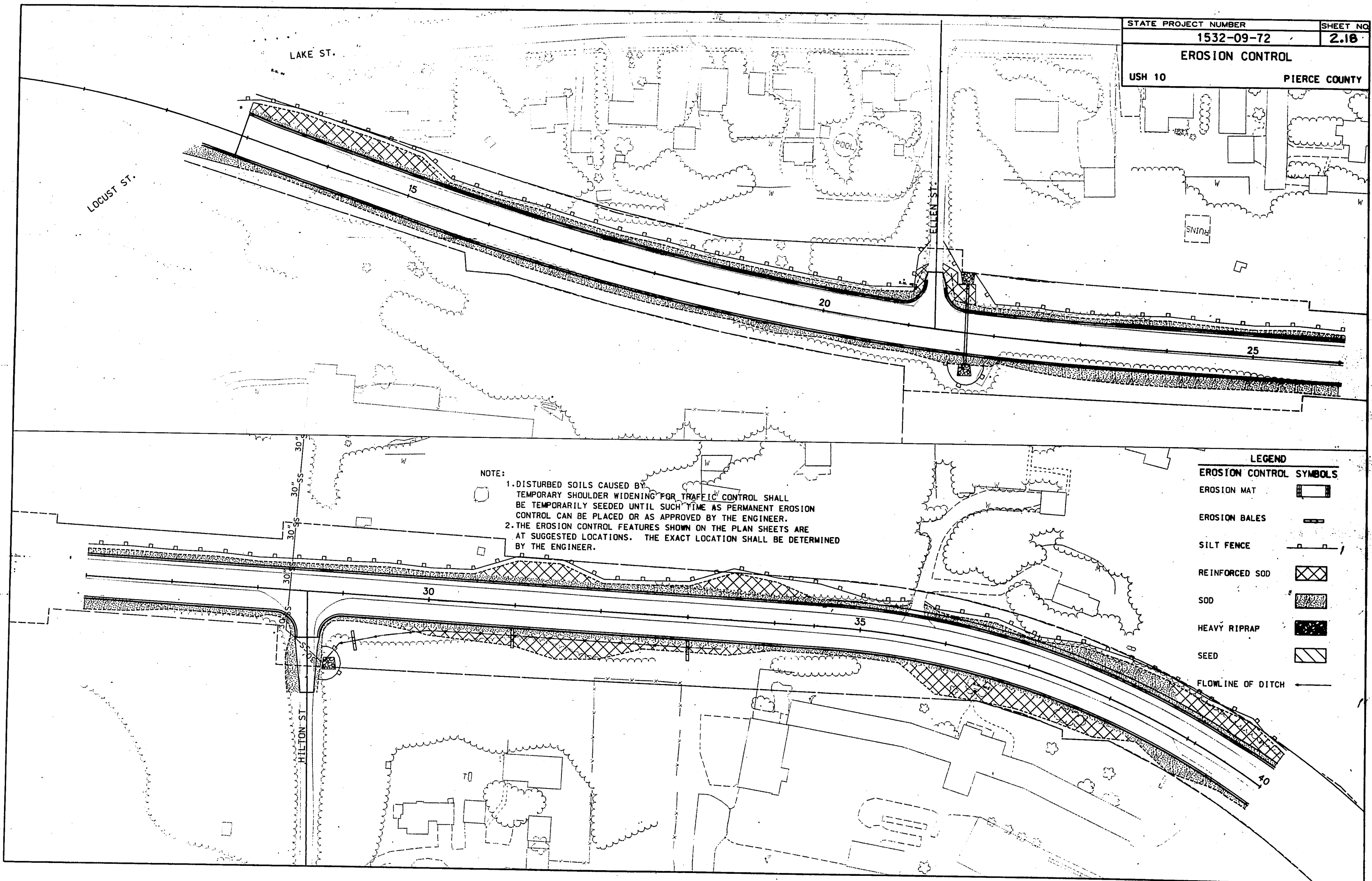
NOTE: PARK AND RIDE PAV'T STRUCTURE.
3" ASPHALTIC CONCRETE PAVEMENT, TYPE MV
OVER 6" CRUSHED AGGREGATE BASE COURSE.

- LEGEND**
- LUMINAIRE-PROPOSED
 - 24X36 INCH PULL BOX
 - SERVICE PEDESTAL
 - 2" CONDUIT

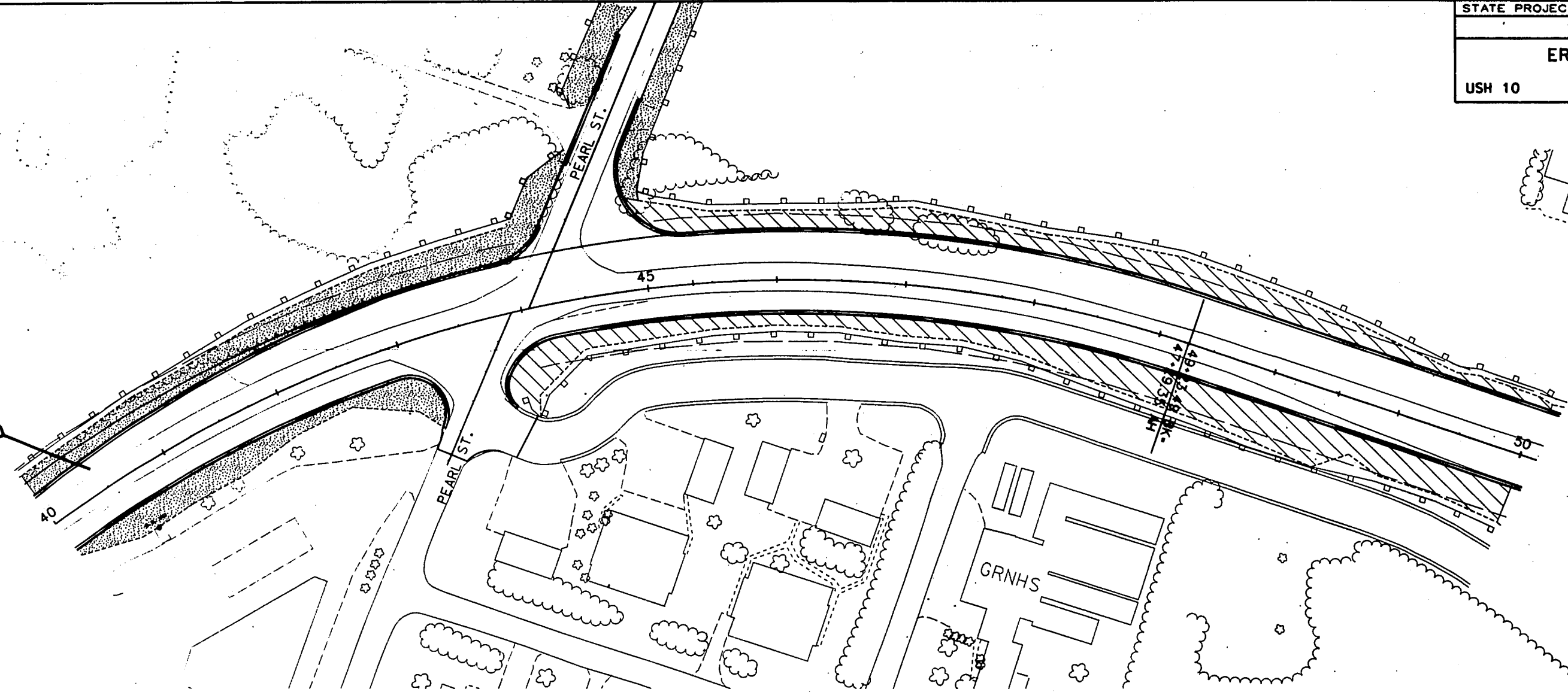
NOTE: CONSTRUCTION PERMIT
OBTAINED FOR DRIVEWAY
AND RELATED WORK WHICH
IS OUTSIDE OF R/W.

RECONSTRUCT C.E.
STA. 11"CN"+15 LT
(CRUSHED AGGREGATE BASE
COURSE)





ROUTED RIPRAP
REQ'D



NOTE:

1. DISTURBED SOILS CAUSED BY TEMPORARY SHOULDER WIDENING FOR TRAFFIC CONTROL SHALL BE TEMPORARILY SEEDD UNTIL SUCH TIME AS PERMANENT EROSION CONTROL CAN BE PLACED OR AS APPROVED BY THE ENGINEER.
2. THE EROSION CONTROL FEATURES SHOWN ON THE PLAN SHEETS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATION SHALL BE DETERMINED BY THE ENGINEER.

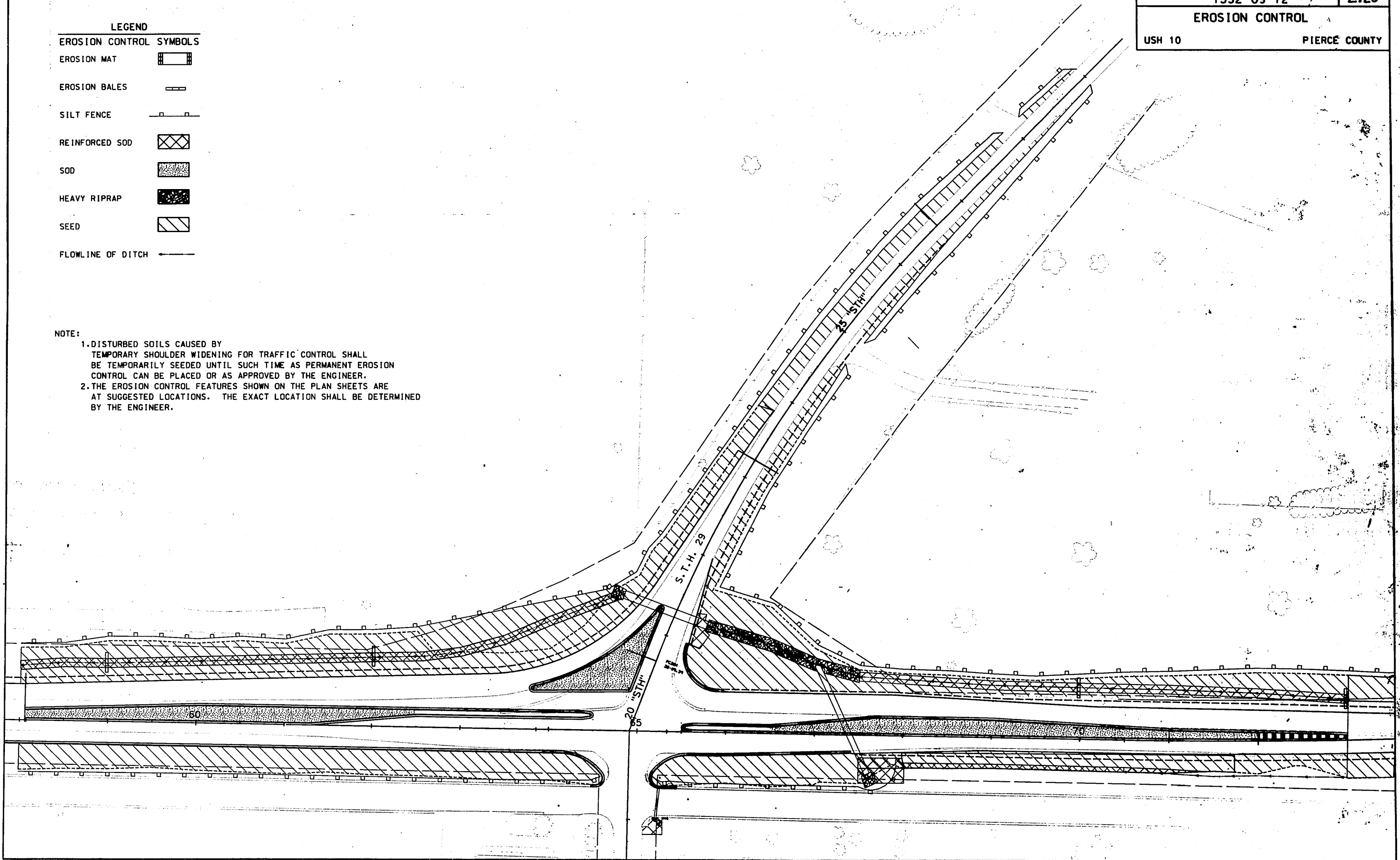
LEGEND

EROSION CONTROL SYMBOLS

- EROSION MAT
- EROSION BALES
- SILT FENCE
- REINFORCED SOD
- SOD
- HEAVY RIPRAP
- SEED
- FLOWLINE OF DITCH
- ROUTED RIPRAP

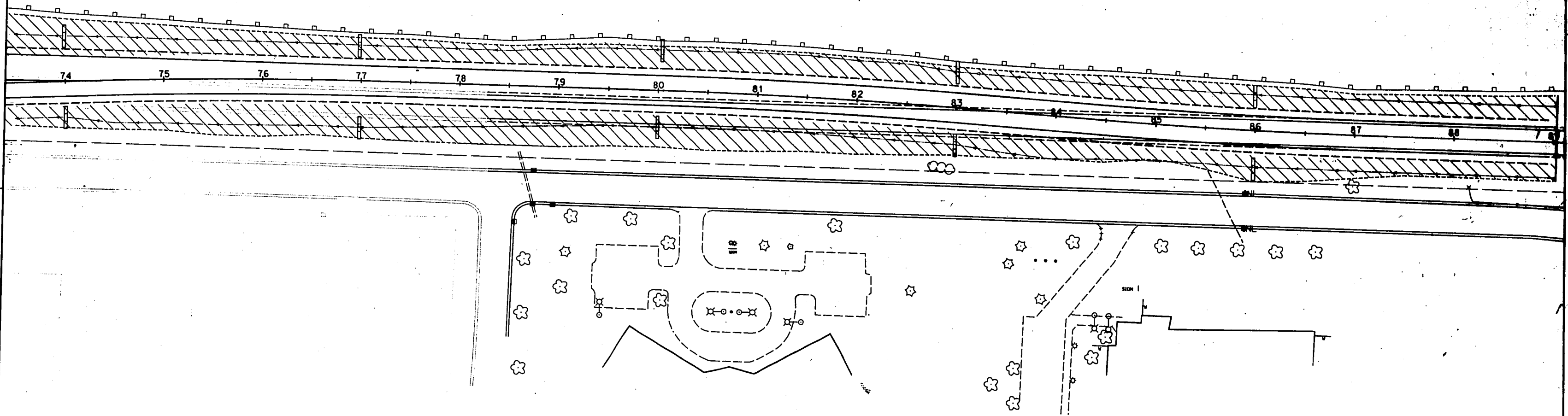
LEGEND	
EROSION CONTROL SYMBOLS	
EROSION MAT	
EROSION BALES	
SILT FENCE	
REINFORCED SOD	
SOD	
HEAVY RIPRAP	
SEED	
FLOWLINE OF DITCH	

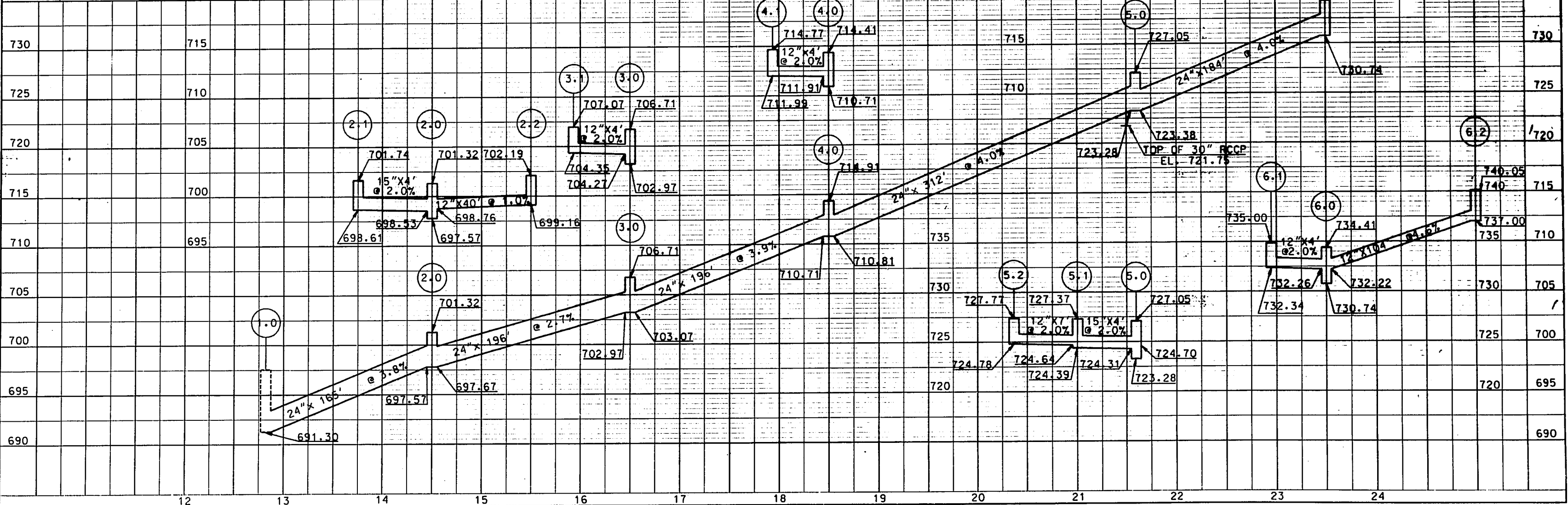
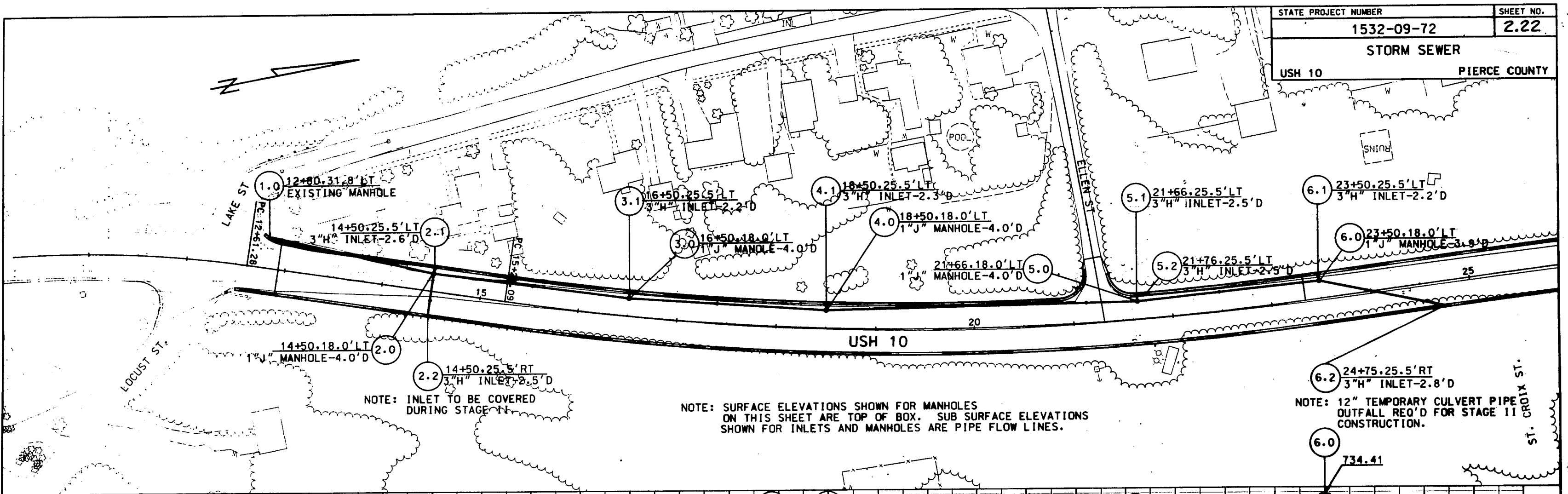
- NOTE:
1. DISTURBED SOILS CAUSED BY TEMPORARY SHOULDER WIDENING FOR TRAFFIC CONTROL SHALL BE TEMPORARILY SEEDED UNTIL SUCH TIME AS PERMANENT EROSION CONTROL CAN BE PLACED OR AS APPROVED BY THE ENGINEER.
 2. THE EROSION CONTROL FEATURES SHOWN ON THE PLAN SHEETS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATION SHALL BE DETERMINED BY THE ENGINEER.



LEGEND	
EROSION CONTROL SYMBOLS	
EROSION MAT	
EROSION BALES	
SILT FENCE	
REINFORCED SOD	
SOD	
HEAVY RIPRAP	
SEED	
FLOWLINE OF DITCH	

- NOTE:
1. DISTURBED SOILS CAUSED BY TEMPORARY SHOULDER WIDENING FOR TRAFFIC CONTROL SHALL BE TEMPORARILY SEEDED TILL SUCH TIME AS PERMANENT EROSION CONTROL CAN BE PLACED OR AS APPROVED BY THE ENGINEER.
 2. THE EROSION CONTROL FEATURES SHOWN ON THE PLAN SHEETS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATION SHALL BE DETERMINED BY THE ENGINEER.





STORM

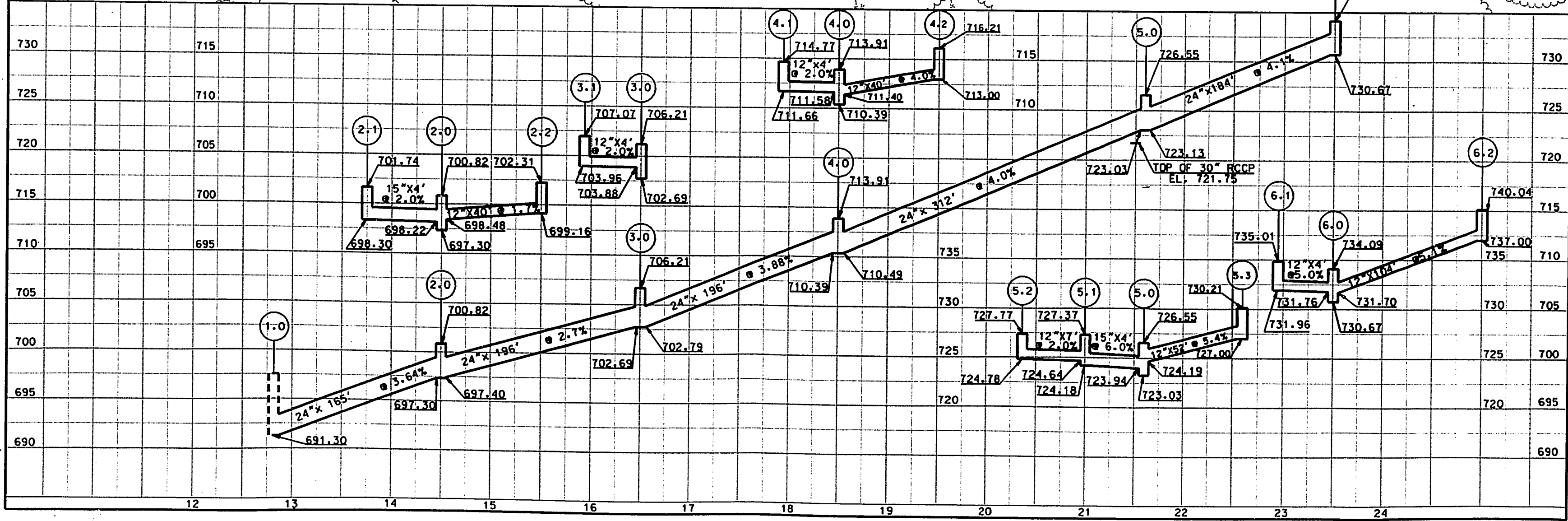
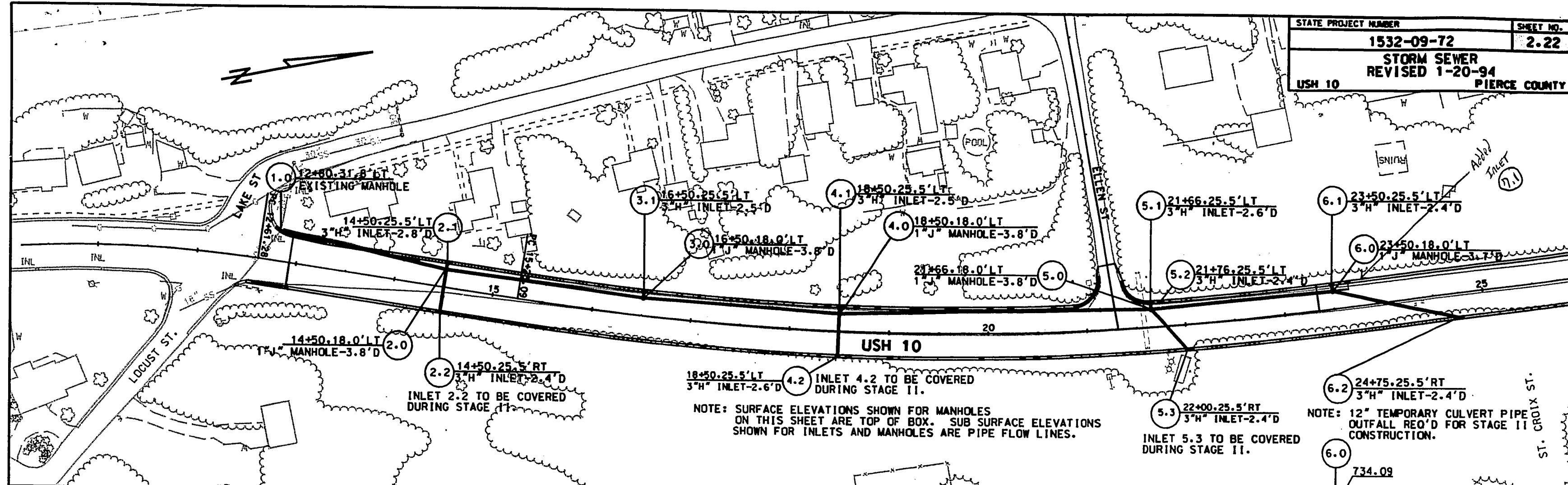
SEWER

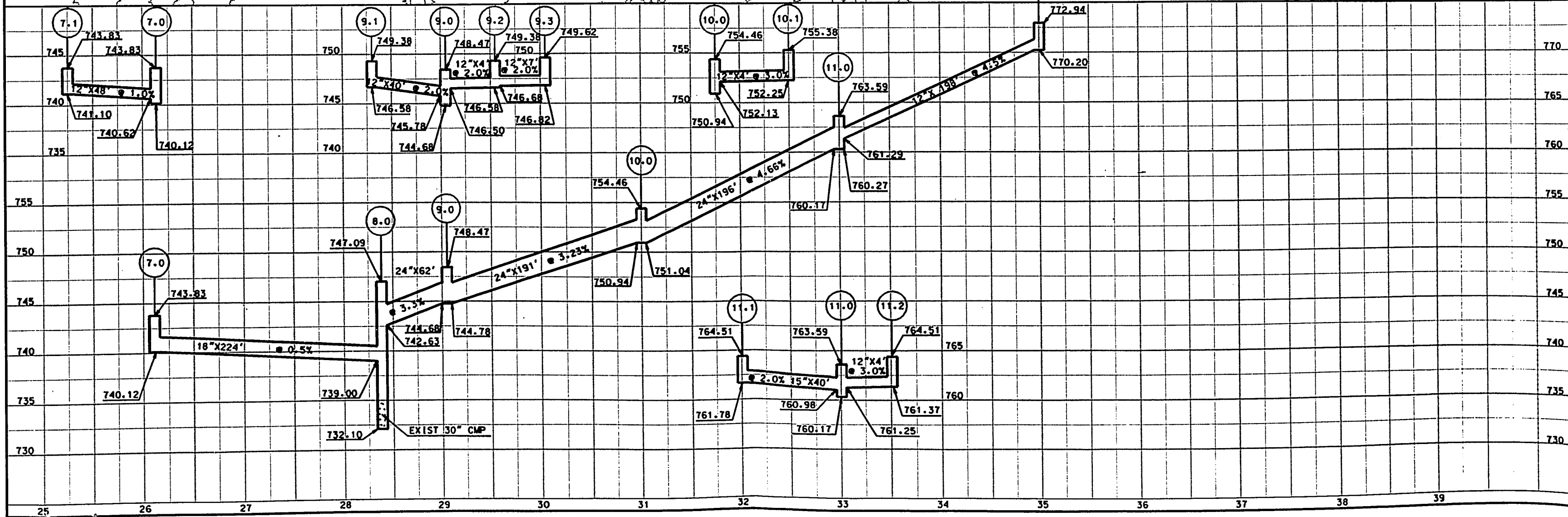
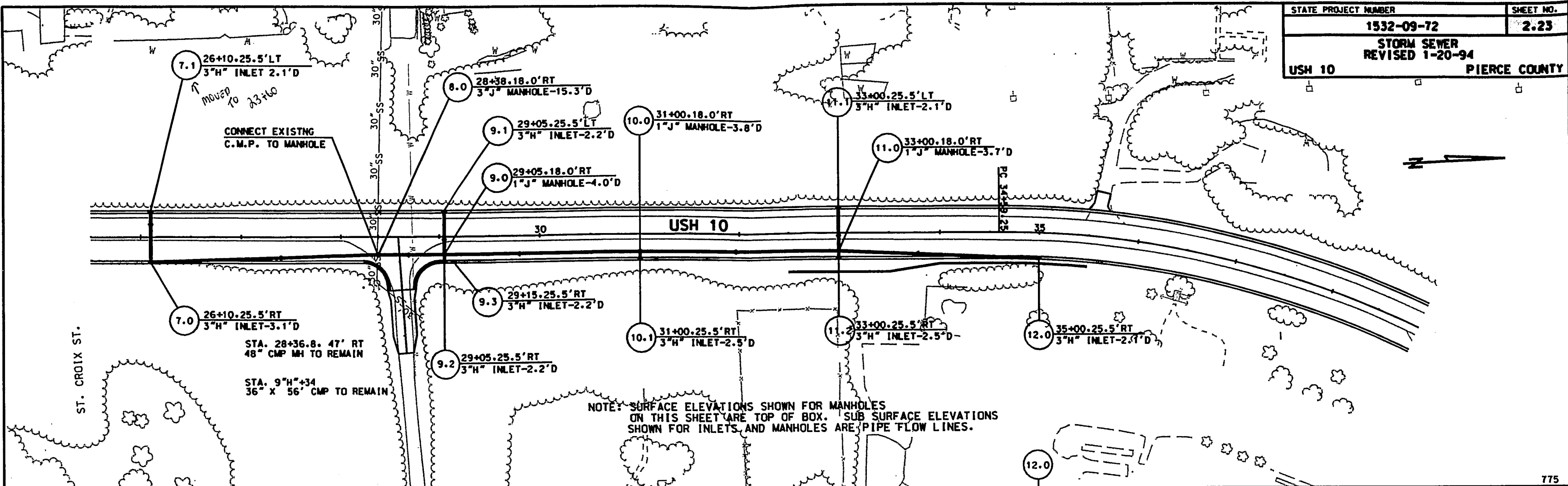
REVISED

VERSION

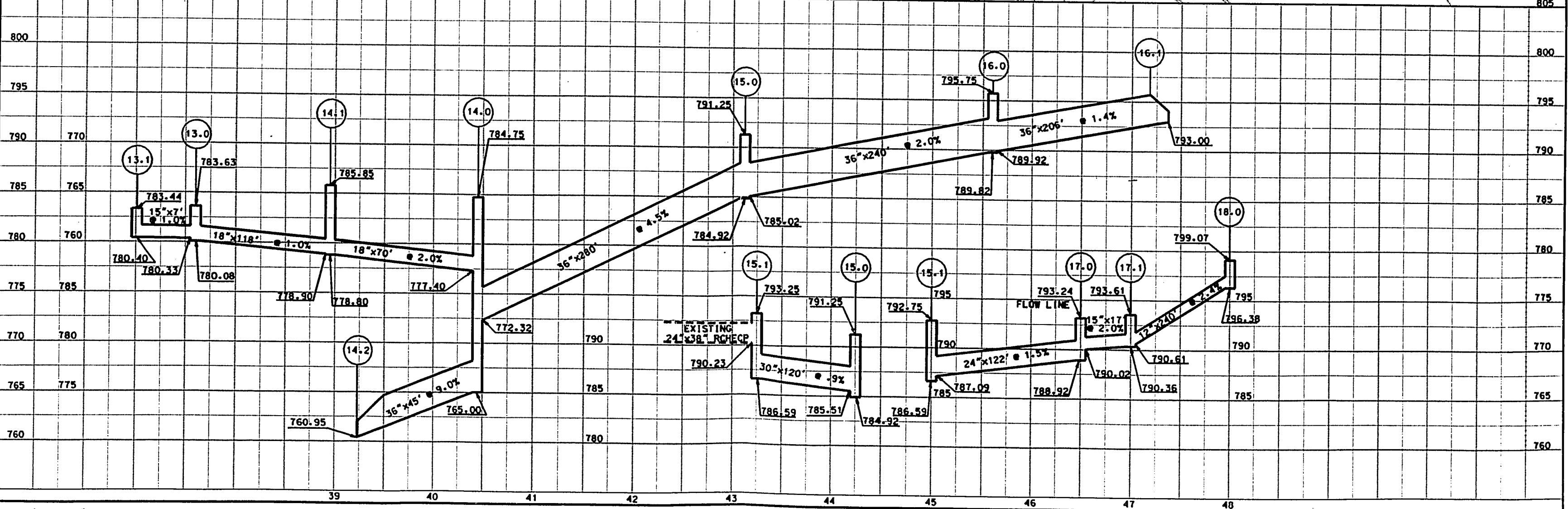
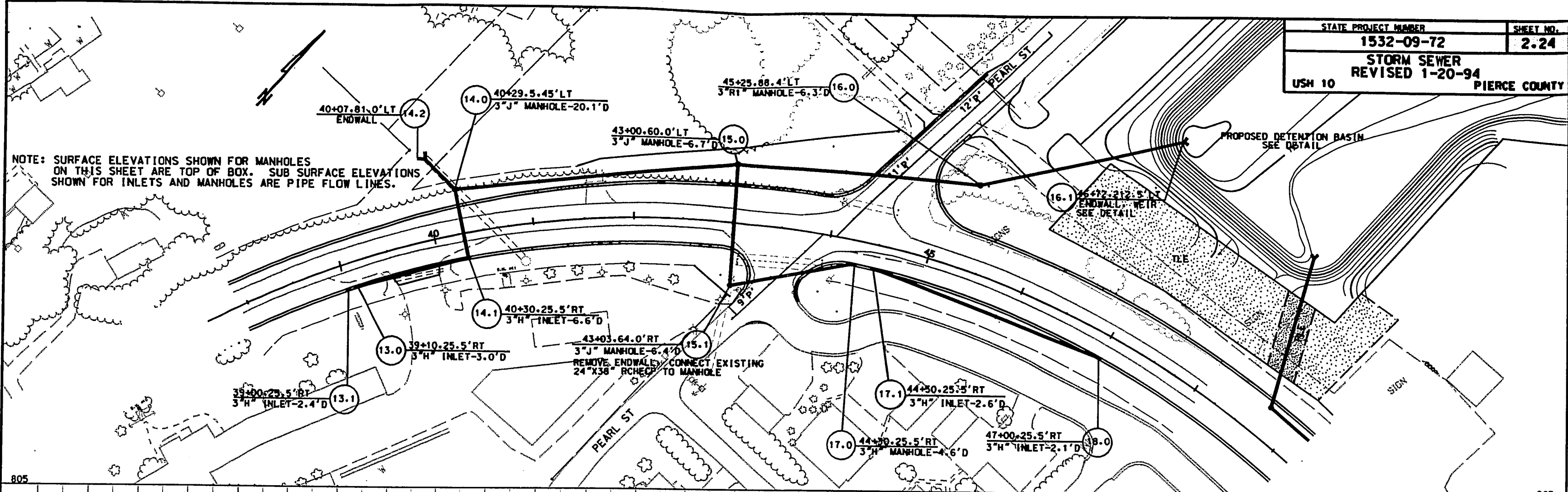
1-20-94

HAS YELLOW SHEET NO.

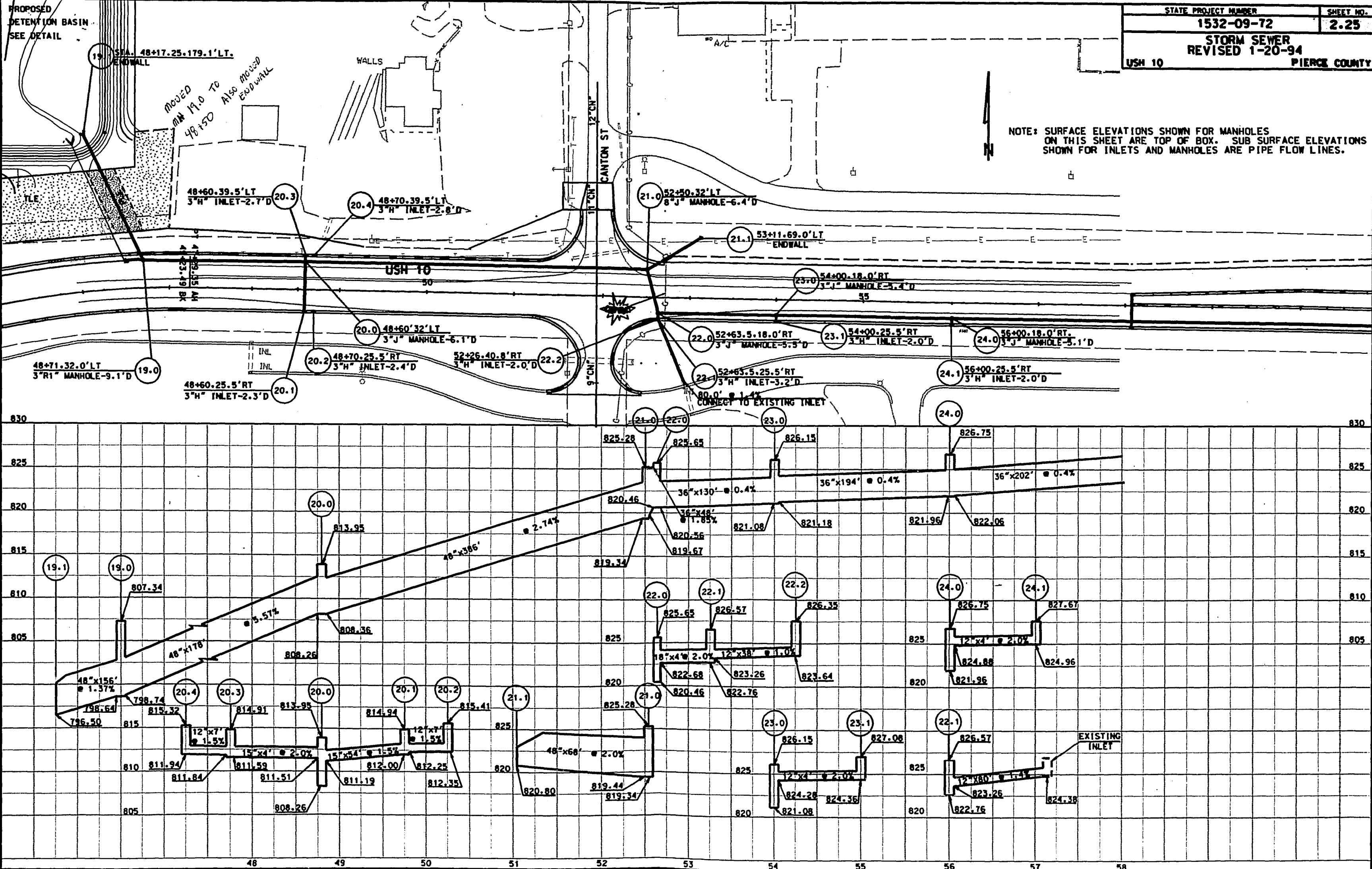


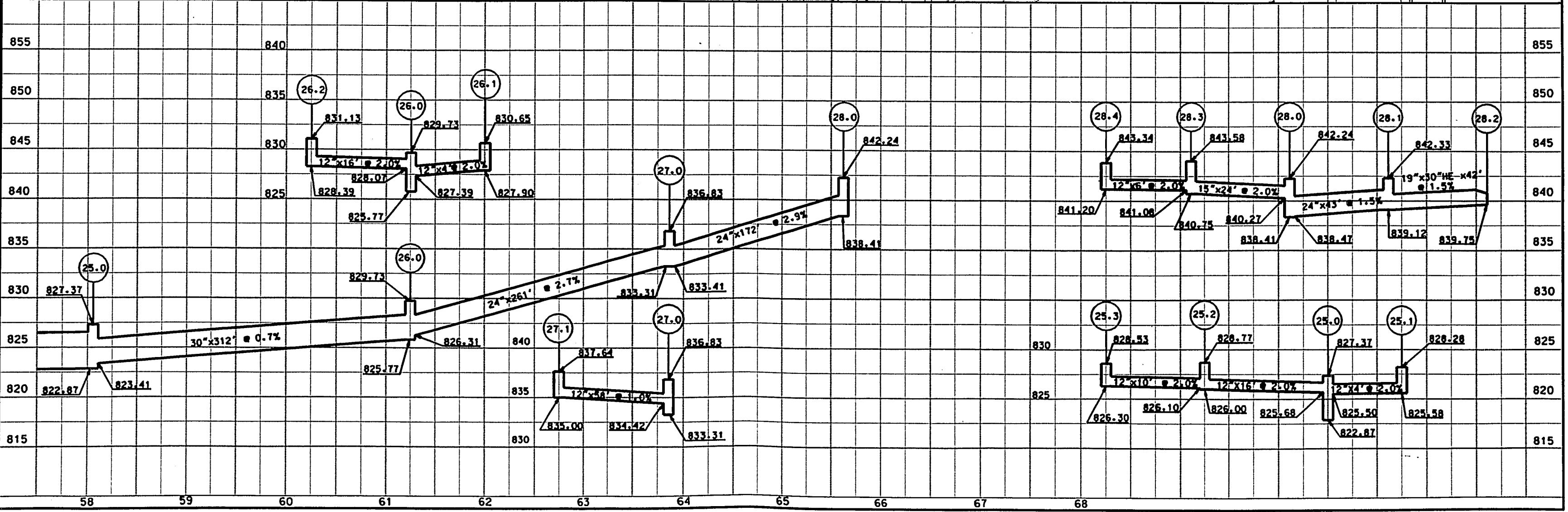
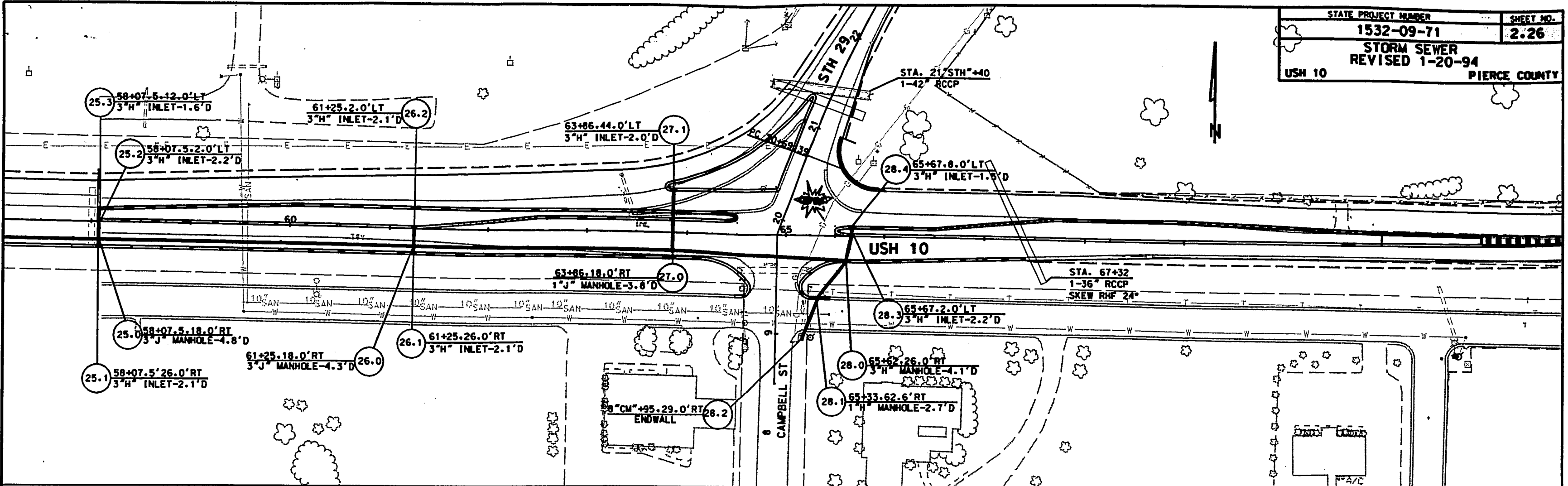


NOTE: SURFACE ELEVATIONS SHOWN FOR MANHOLES ON THIS SHEET ARE TOP OF BOX. SUB SURFACE ELEVATIONS SHOWN FOR INLETS AND MANHOLES ARE PIPE FLOW LINES.



**NOTE: SURFACE ELEVATIONS SHOWN FOR MANHOLES
ON THIS SHEET ARE TOP OF BOX. SUB SURFACE ELEVATIONS
SHOWN FOR INLETS AND MANHOLES ARE PIPE FLOW LINES.**





REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER & ENDWALLS

FROM (I.D.)	TO (I.D.)	DIAMETER (INCH)	LENGTH (L.F.)	REINFORCED CONC. APRON ENDWALL (EACH)	JOINT TIES EACH	PIPE GRATE EACH
1.0	2.0	24	165	-	-	-
2.1	2.0	15	4	-	-	-
2.0	2.2	12	40	-	-	-
2.0	3.0	24	196	-	-	-
3.1	3.0	12	4	-	-	-
3.0	4.0	24	196	-	-	-
4.2	4.0	12	40	-	-	-
4.1	4.0	12	4	-	-	-
4.0	5.0	24	312	-	-	-
5.3	5.0	12	52	-	-	-
5.2	5.1	12	7	-	-	-
5.1	5.0	15	4	-	-	-
5.0	6.0	24	184	-	-	-
6.1	6.0	12	4	-	-	-
6.0	6.2	12	104	-	-	-
7.0	7.1	12	48	-	-	-
7.0	8.0	18	224	-	-	-
EX.CMP	8.0	36	15	-	-	-
8.0	9.0	24	62	-	-	-
9.1	9.0	12	40	-	-	-
9.0	9.2	12	4	-	-	-
9.2	9.3	12	7	-	-	-
9.0	10.0	24	191	-	-	-
10.0	10.1	12	4	-	-	-
10.0	11.0	24	196	-	-	-
11.1	11.0	12	40	-	-	-
11.0	11.2	15	4	-	-	-
11.2	12.0	12	198	-	-	-
13.1	13.0	15	7	-	-	-
13.0	14.1	18	118	-	-	-
14.0	ENDWALL	36	45	1	12	1
14.0	14.1	18	70	-	-	-
14.0	15.0	36	280	-	-	-
15.1	15.0	30	120	-	-	-
15.1	17.0	24	122	-	-	-
15.0	16.0	36	240	-	-	-
16.0	16.1	36	161	1*	12	-
17.1	17.0	15	17	-	-	-
17.0	18.0	12	240	-	-	-
19.0	19.1	48	77	1	12	1
19.0	20.0	48	178	-	-	-
20.4	20.3	12	7	-	-	-
20.3	20.0	15	4	-	-	-
20.0	20.1	15	54	-	-	-
20.1	20.2	12	7	-	-	-
20.0	21.0	48	386	-	-	-
21.0	21.1	48	68	1	12	1
21.0	22.0	36	48	-	-	-
22.0	22.1	18	4	-	-	-
22.1	22.2	12	38	-	-	-
22.0	23.0	36	130	-	-	-
23.0	23.1	12	4	-	-	-
23.0	24.0	36	194	-	-	-
24.0	24.1	12	4	-	-	-
22.1	EXIST INLET	12	80	-	-	-
24.0	25.0	36	202	-	-	-
25.3	25.2	12	10	-	-	-
25.2	25.0	12	16	-	-	-
25.0	25.1	12	4	-	-	-
25.0	26.0	30	312	-	-	-
26.2	26.0	12	16	-	-	-
26.0	26.1	12	4	-	-	-
26.0	27.0	24	261	-	-	-
27.1	27.0	12	58	-	-	-
27.0	28.0	24	172	-	-	-
28.4	28.3	12	6	-	-	-
28.3	28.0	15	24	-	-	-
28.0	28.1	19x30HE	43	-	-	-
28.1	ENDWALL	19x30HE	42	1	6	-
				4	54	3

* ENDWALL WEIR NOT COUNTED IN R.C. APRON ENDWALL TOTAL
(PAID FOR AS "ENDWALL, WEIR.")

DRAINAGE STRUCTURES AND COVERS

STRUCTURE I.D.	STATION	OFFSET TO FLOWLINE	STRUCTURE TYPE (EACH) MH INLET	COVER (EACH)	DEPTH (FT)
2.0	14+50.0	18.0 LT	1	J	3.8
2.1	14+50.0	25.5 LT	-	H-LT	2.8
2.2	14+50.0	25.5 RT	-	H-RT	2.4
3.0	16+50.0	18.0 LT	1	J	3.8
3.1	16+50.0	25.5 LT	-	H-LT	2.5
4.0	18+50.0	18.0 LT	1	J	3.8
4.1	18+50.0	25.5 LT	-	H-LT	2.5
4.2	18+50.0	25.5 RT	-	H-RT	2.6
5.0	21+66.0	18.0 LT	1	J	3.8
5.1	21+66.0	25.5 LT	-	H-LT	2.6
5.2	21+76.0	25.5 LT	-	H-LT	2.4
5.3	22+00.0	25.5 RT	-	H-RT	2.4
6.0	23+50.0	18.0 LT	1	J	3.7
6.1	23+50.0	25.5 LT	-	H-LT	2.4
6.2	24+75.0	25.5 RT	-	H-RT	2.4
7.0	26+10.0	25.5 RT	-	H-RT	3.1
7.1	26+10.0	25.5 LT	-	H-LT	2.1
8.0	28+38.0	18.0 RT	3	J	15.3
9.0	29+05.0	18.0 RT	1	J	4.0
9.1	29+05.0	25.5 LT	-	H-LT	2.2
9.2	29+05.0	25.5 RT	-	H-RT	2.2
9.3	29+15.0	25.5 RT	-	H-RT	2.2
10.0	31+00.0	18.0 RT	1	J	3.8
10.1	31+00.0	25.5 RT	-	H-RT	2.5
11.0	33+00.0	18.0 RT	1	J	3.7
11.1	33+00.0	25.5 LT	-	H-LT	2.1
11.2	33+00.0	25.5 RT	-	H-RT	2.5
12.0	35+00.0	25.5 RT	-	H-RT	2.1
13.0	39+10.0	26.0 RT	-	H-RT	3.0
13.1	39+00.0	26.0 RT	-	H-RT	2.4
14.0	40+45.0	45.0 LT	3	J	20.1
14.1	40+30.0	25.5 RT	-	H-RT	6.6
15.0	43+00.0	60.0 LT	3	J	6.7
15.1	43+03.0	64.0 RT	3	J	6.4
16.0	45+25.0	88.4 LT	3	R1	6.3
17.0	44+30.0	25.5 RT	-	H-RT	4.6
17.1	44+50.0	25.5 RT	-	H-RT	2.6
18.0	47+00.0	25.5 RT	-	H-RT	2.1
19.0	48+71.0	32.0 LT	3	R1	9.1
20.0	48+60.0	32.0 LT	3	J	6.1
20.1	48+60.0	25.5 RT	-	H-RT	2.3
20.2	48+70.0	25.5 RT	-	H-RT	2.4
20.3	48+60.0	39.5 LT	-	H-LT	2.7
20.4	48+70.0	39.5 LT	-	H-LT	2.8
21.0	52+50.0	32.0 LT	8	J	6.4
22.0	52+63.5	18.0 RT	3	J	5.5
22.1	52+63.5	25.5 RT	-	H-RT	3.2
22.2	52+26.0	40.8 RT	-	H-LT	2.0
23.0	54+00.0	18.0 RT	3	J	5.4
23.1	54+00.0	25.5 RT	-	H-RT	2.0
24.0	56+00.0	18.0 RT	3	J	5.1
24.1	56+00.0	25.5 RT	-	H-RT	2.0
25.0	58+07.5	18.0 RT	3	J	4.8
25.1	58+07.5	25.5 RT	-	H-RT	2.1
25.2	58+07.5	1.5 LT	-	H-LT	2.2
25.3	58+07.5	12.5 LT	-	H-LT	1.6
26.0	61+25.0	18.0 RT	3	J	4.3
26.1	61+25.0	25.5 RT	-	H-RT	2.1
26.2	61+25.0	1.5 LT	-	H-LT	2.1
27.0	63+86.0	18.0 RT	1	J	3.8
27.1	63+86.0	43.5 LT	-	H-LT	2.0
28.0	65+62.0	25.5 RT	3	H-S	4.1
28.1	65+33.0	63.1 RT	1	H-S	2.7
28.3	65+67.0	1.5 LT	-	H-LT	2.2
28.4	65+67.0	8.5 LT	-	H-RT	1.5

REINFORCED CONCRETE PIPE, CLASS V, STORM SEWER

** FROM (I.D.)	** TO (I.D.)	DIAMETER (INCHES)	LENGTH (L.F.)	REINFORCED APRON ENDWALLS (EACH)
19.0	19.1	48	79	-
16.0	16.1	36	45	-
			124	

** EXACT LOCATION TO BE DETERMINED BY THE ENGINEER.

STATE PROJECT NUMBER	SHEET NO
1532-09-72	3C
MISCELLANEOUS QUANTITIES REVISED 1-20-94	
USH 10	PIERCE COUNTY

ROCK EXCAVATION FOR STORM SEWER

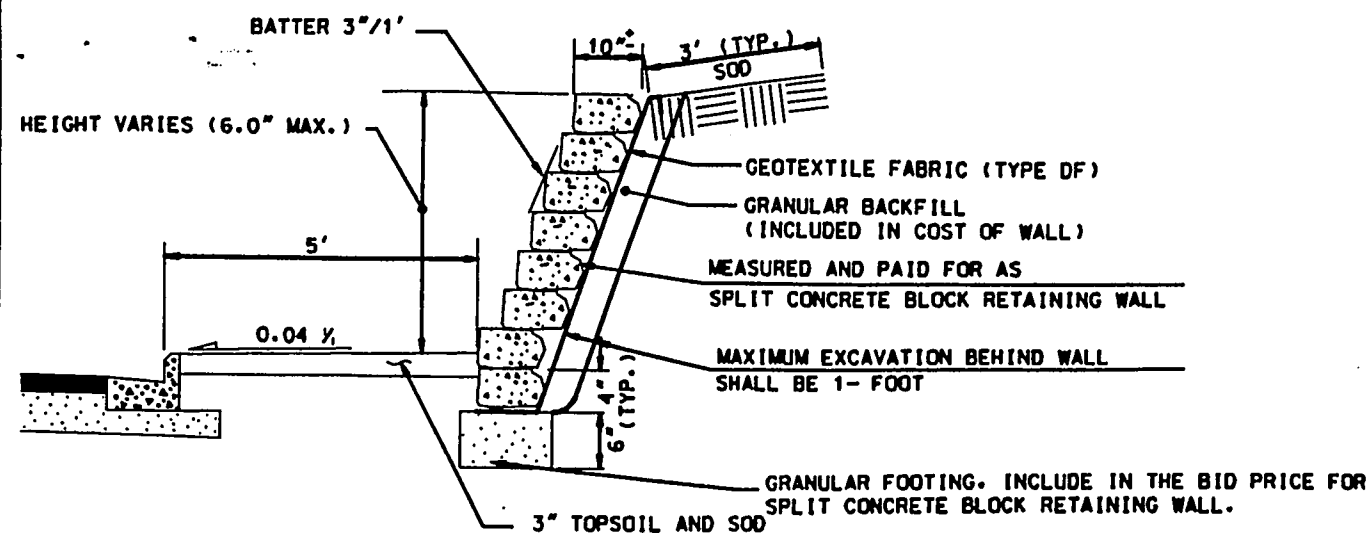
STRUCTURE - STRUCTURE	C.Y.
7.0 TO 8.0	87
14.0 TO 15.0	60
15.0 TO 15.1	42
15.0 TO 16.0	83
16.1 TO 16.0	98
15.1 TO 17.0	27
17.0 TO 18.0	9
19.0 TO 19.1	77
20.0 TO 21.0	348
21.1 TO 21.0	19
22.0 TO 23.0	5
23.0 TO 24.0	57
24.0 TO 25.0	60
25.0 TO 26.0	40
	1050

CLOSING CULVERT PIPES

STATION	LOCATION	QUANTITY EACH
12+44	30' RT	1

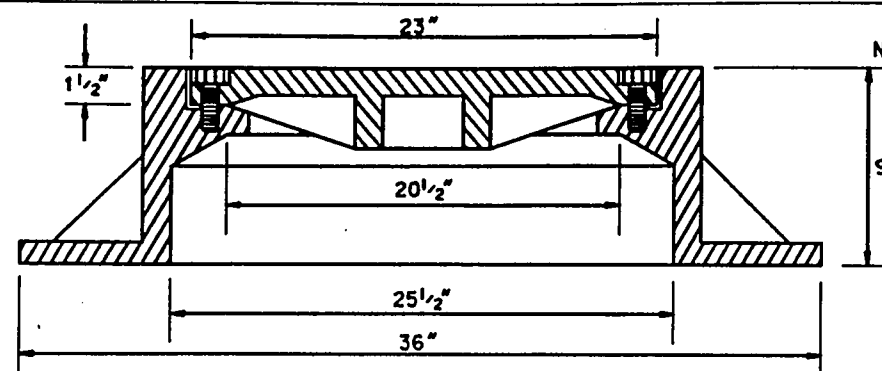
TEMPORARY CULVERT PIPE, 12-INCH

LOCATION	L.F.
24+75, 25.5' RT	60



TYPICAL SPLIT CONCRETE BLOCK RETAINING WALL DETAIL

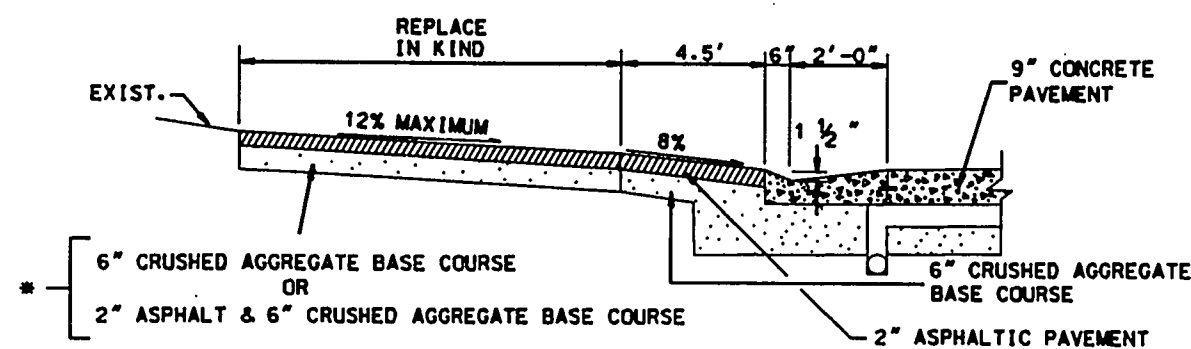
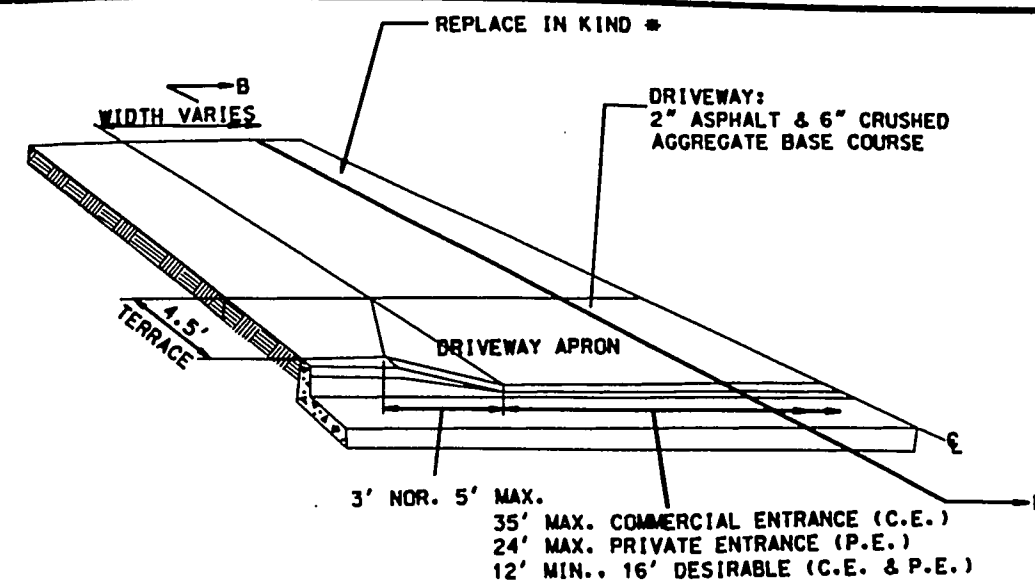
STA. 32+50 TO 35+50 RT.



BOLTED MANHOLE COVER, TYPE R1

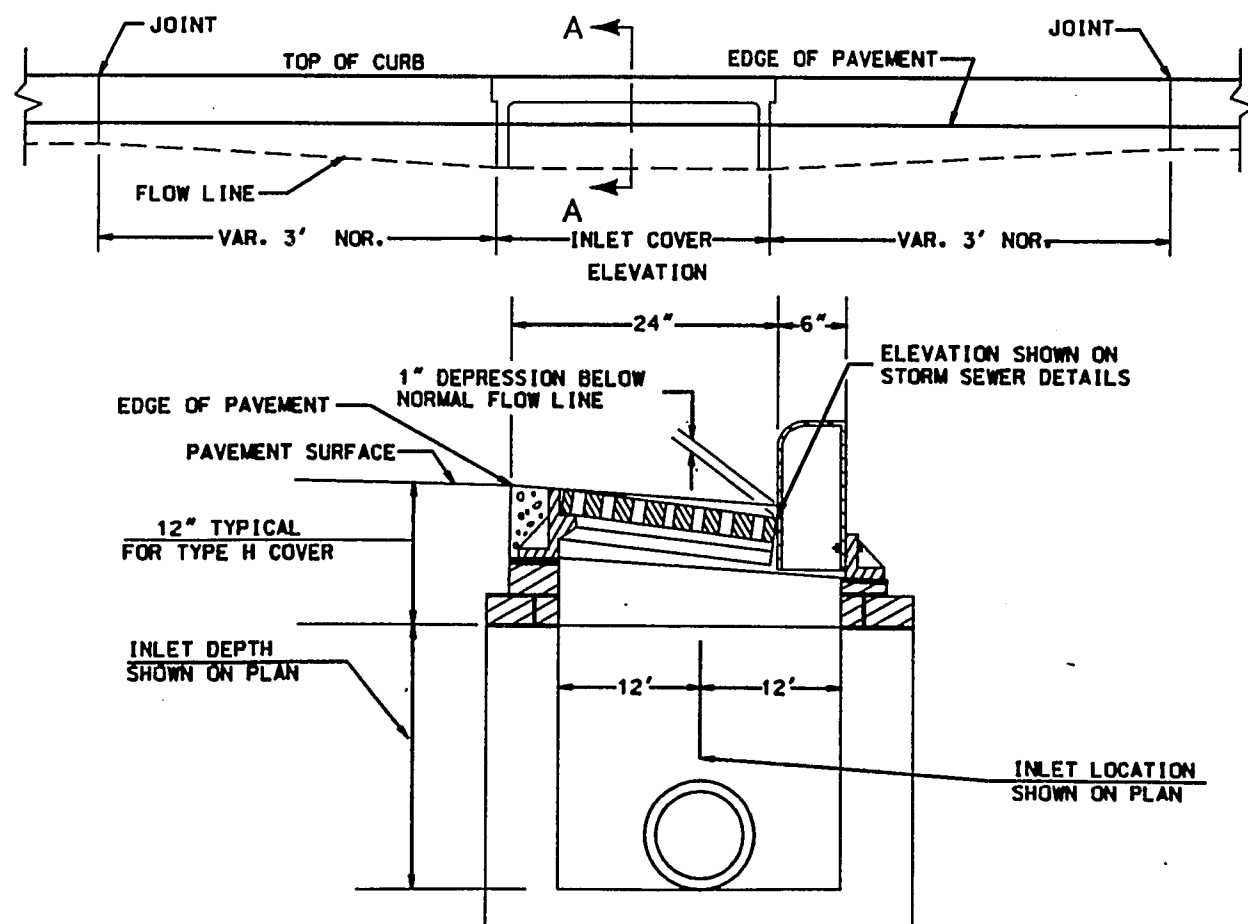
(APPROXIMATE WEIGHT 300 LBS.) LID NO. OF BOLTS 4

NOTE: LID TO BE FURNISHED WITH CONCEALED PICKHOLES. COVER SHALL BE SIMILAR TO TYPE J.



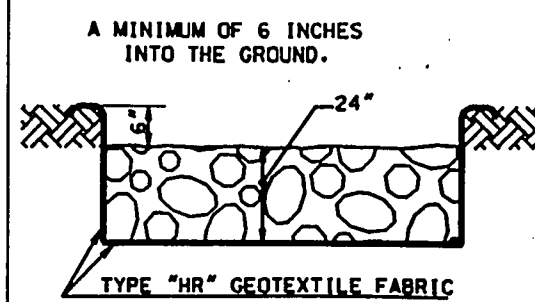
SECTION B-B

URBAN DRIVEWAY DETAILS



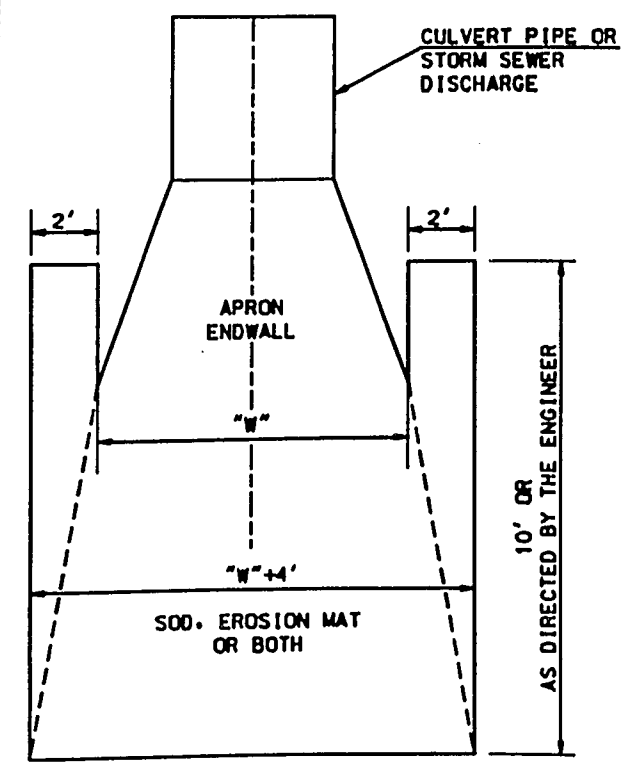
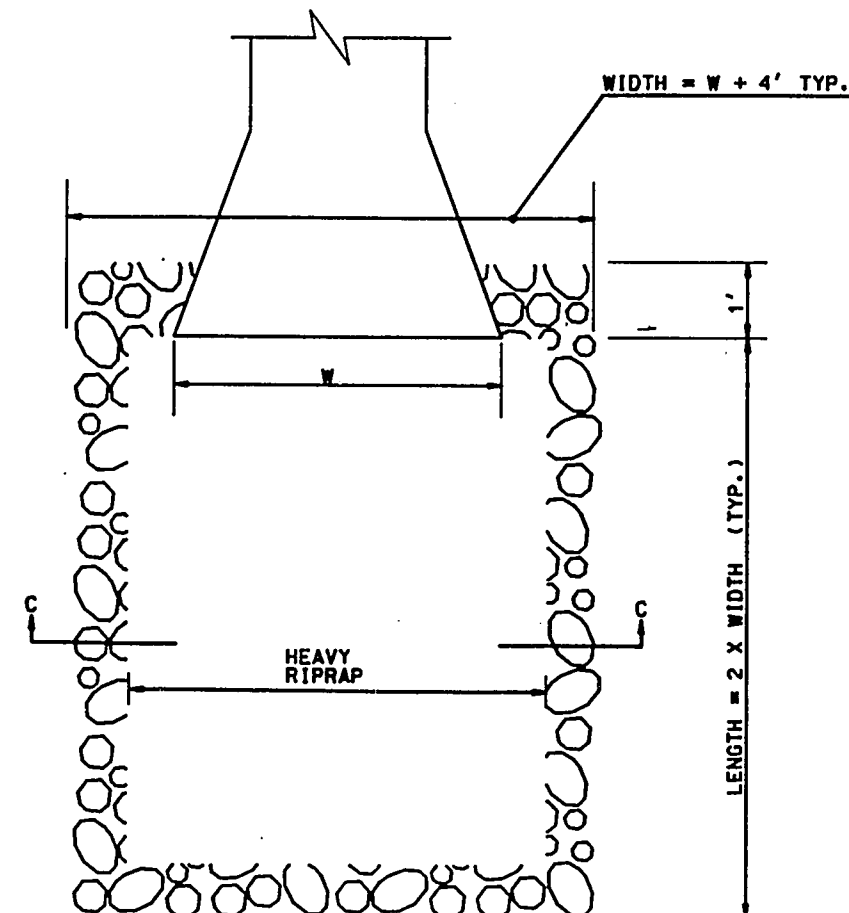
SECTION A-A

DETAIL OF CURB AND GUTTER AT INLETS

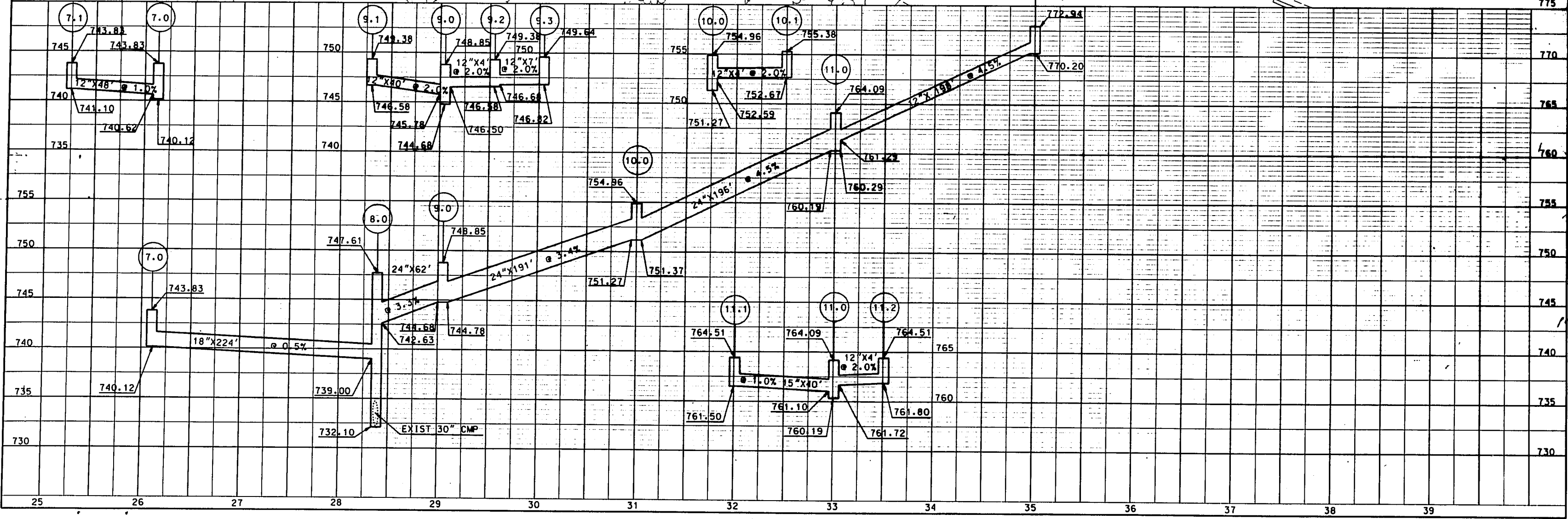
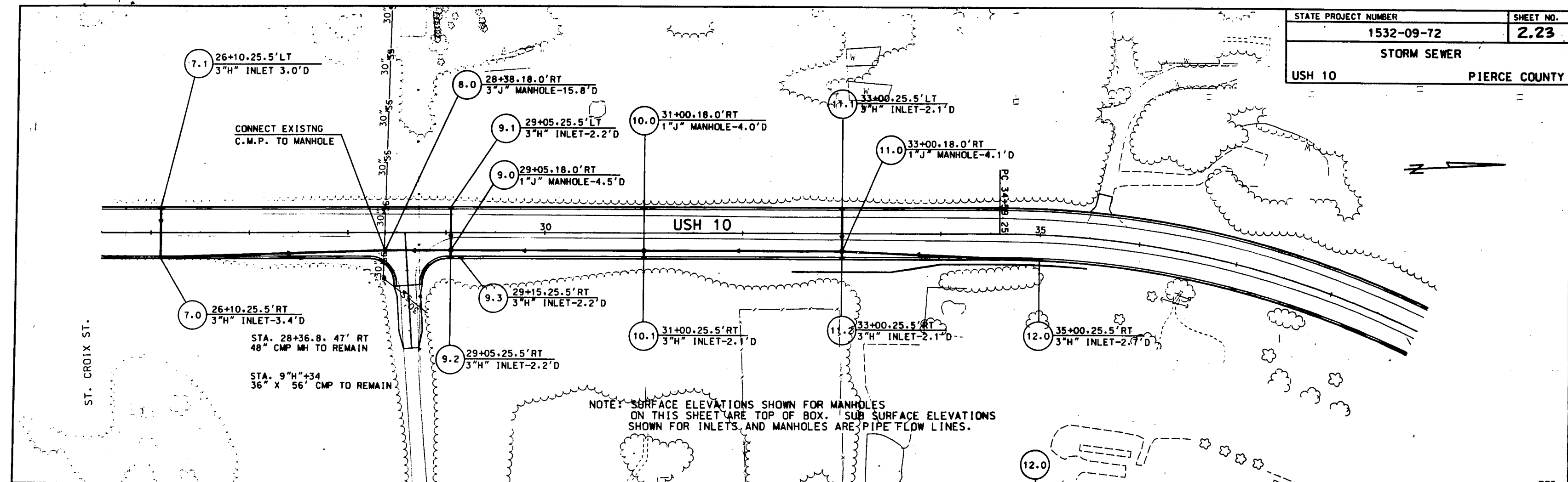


SECTION C-C

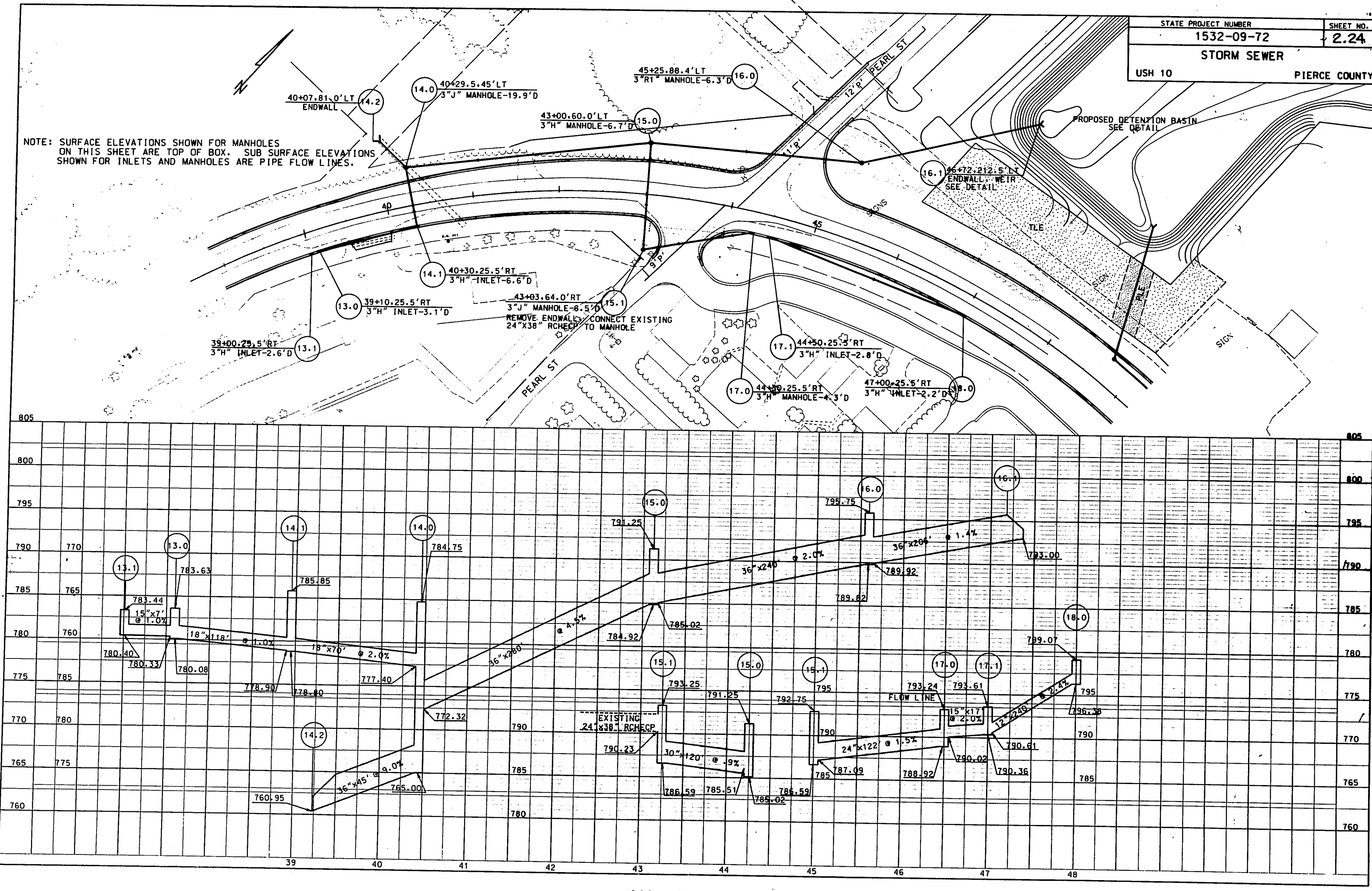
HEAVY RIPRAP AT PIPE DISCHARGE



PIPE-END SOD DETAIL

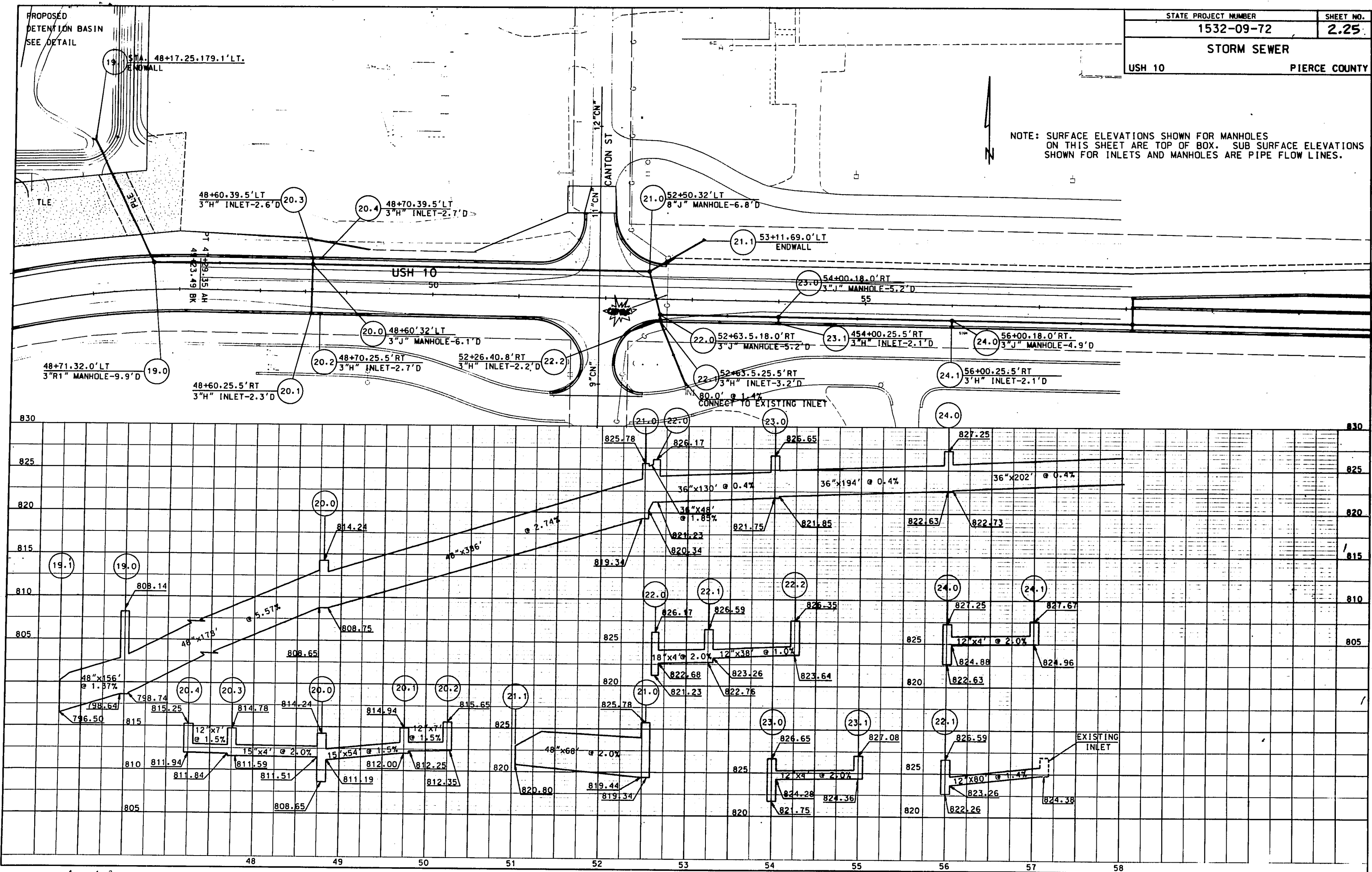


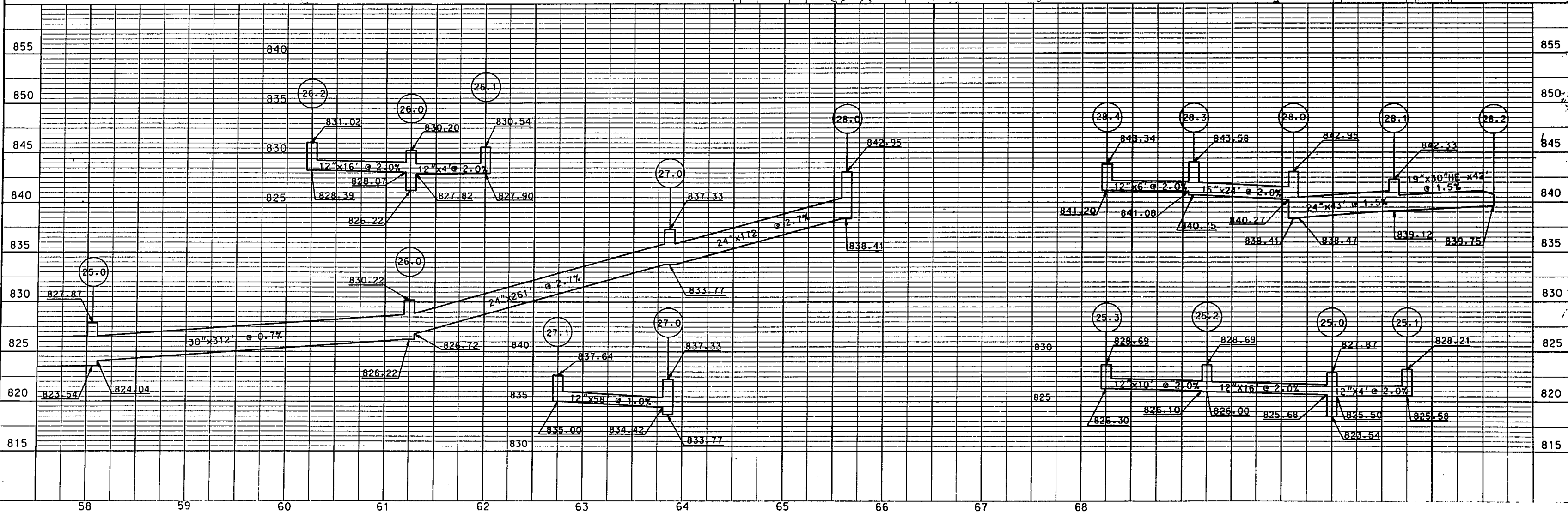
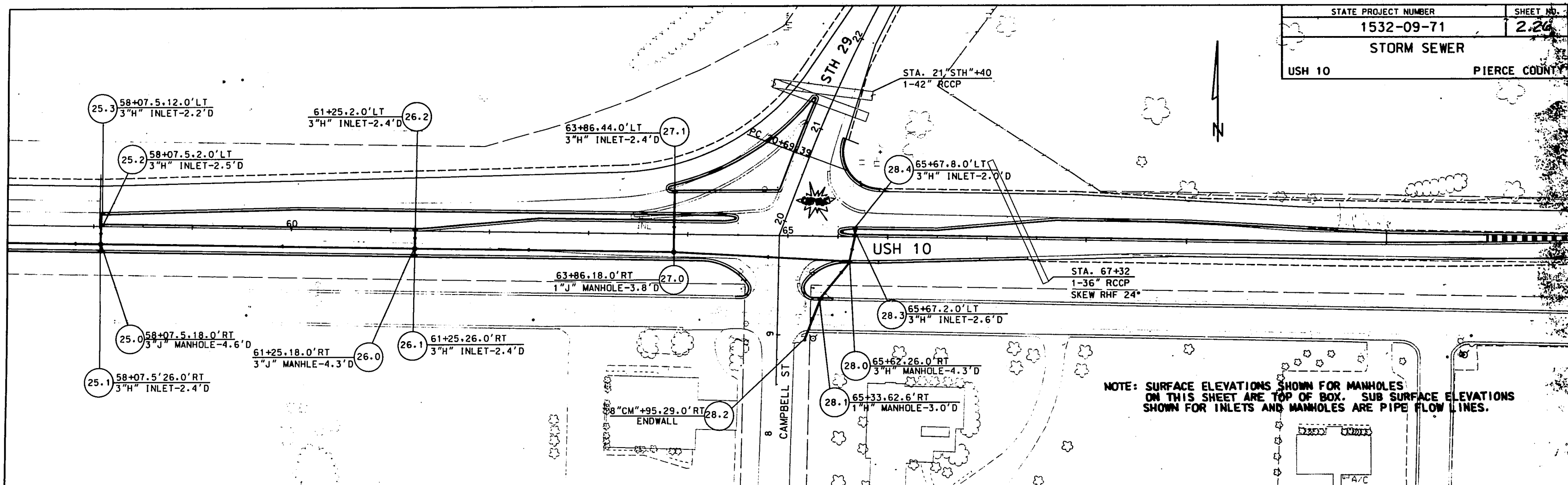
NOTE: SURFACE ELEVATIONS SHOWN FOR MANHOLES ON THIS SHEET ARE TOP OF BOX. SUB SURFACE ELEVATIONS SHOWN FOR INLETS AND MANHOLES ARE PIPE FLOW LINES.



PROPOSED
DETENTION BASIN
SEE DETAIL

NOTE: SURFACE ELEVATIONS SHOWN FOR MANHOLES
ON THIS SHEET ARE TOP OF BOX. SUB SURFACE ELEVATIONS
SHOWN FOR INLETS AND MANHOLES ARE PIPE FLOW LINES.



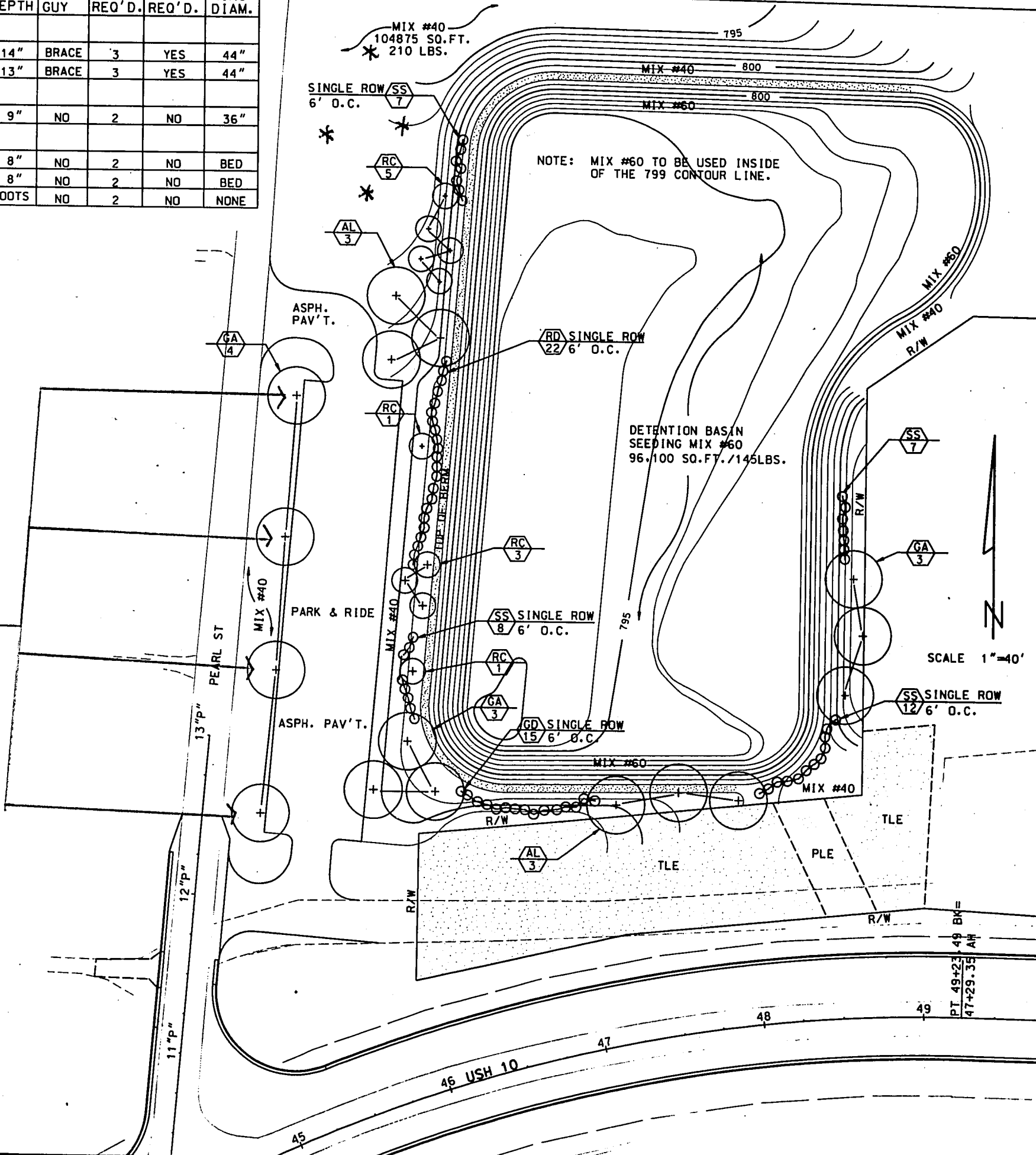


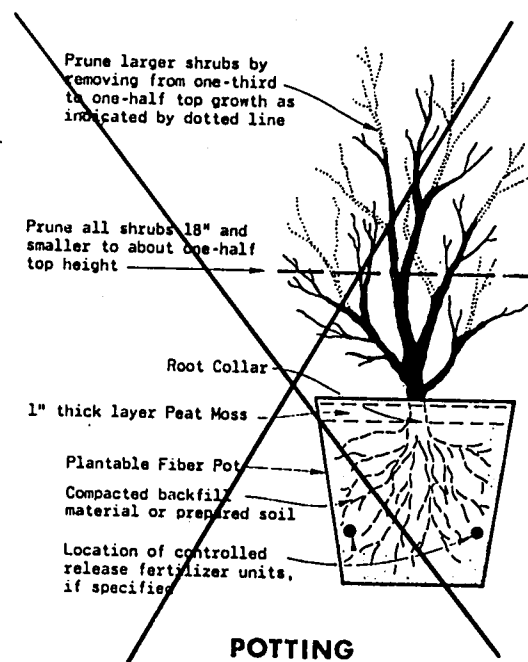
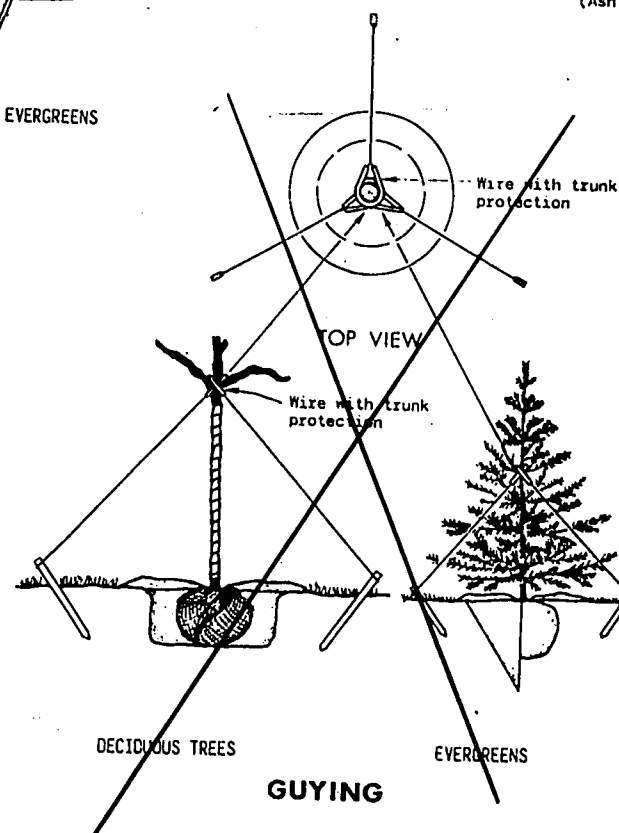
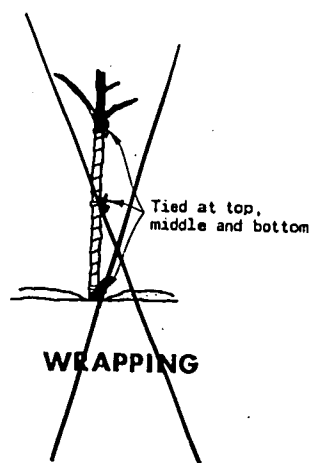
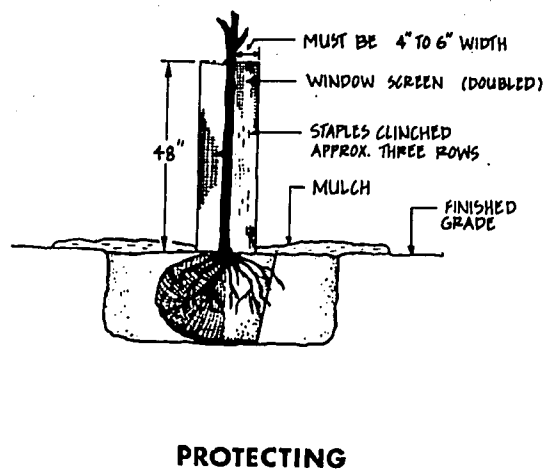
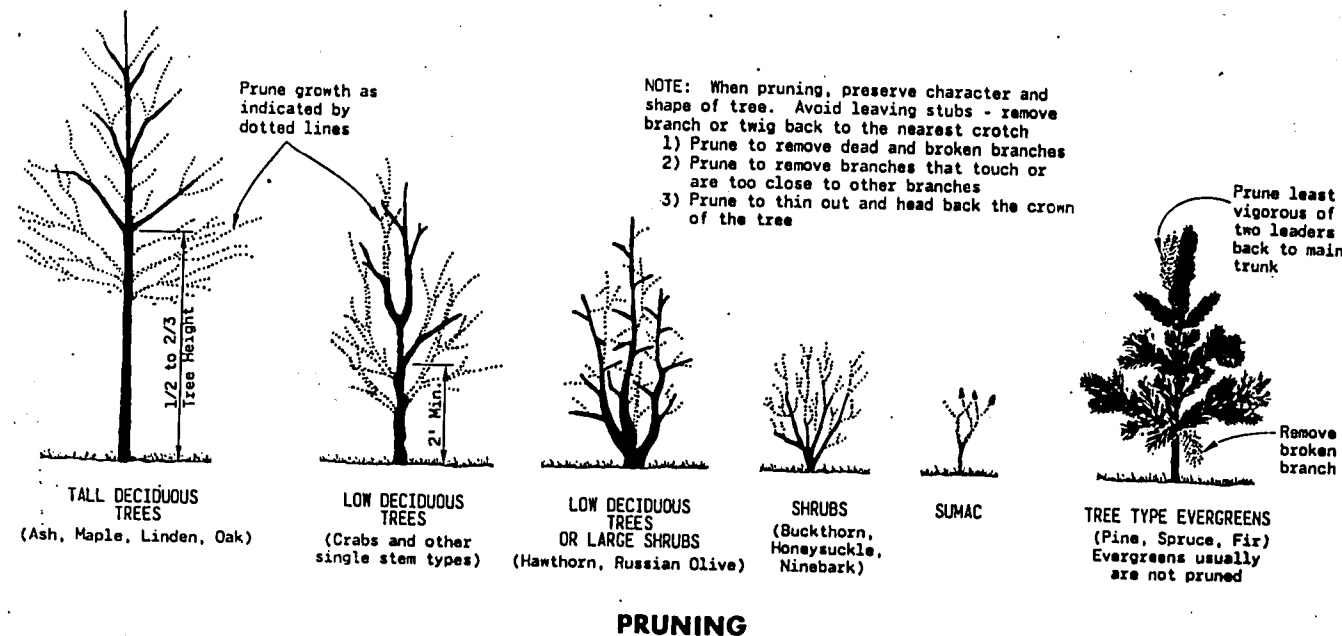
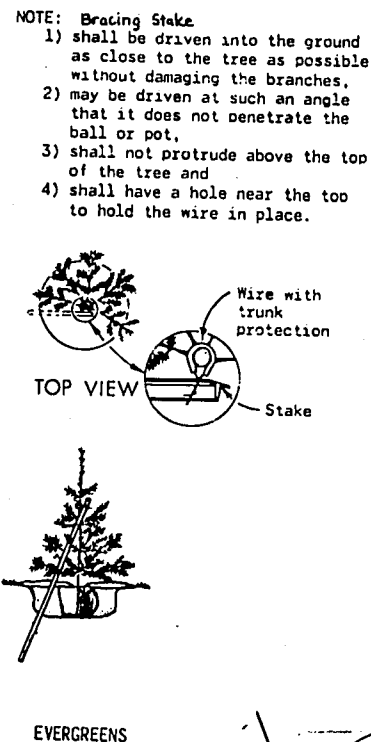
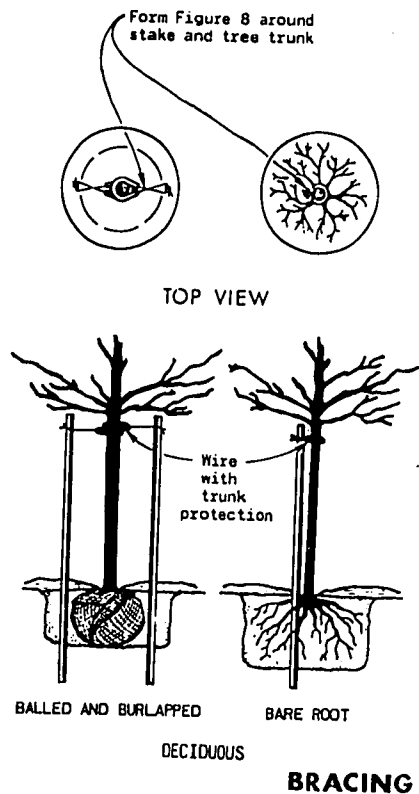
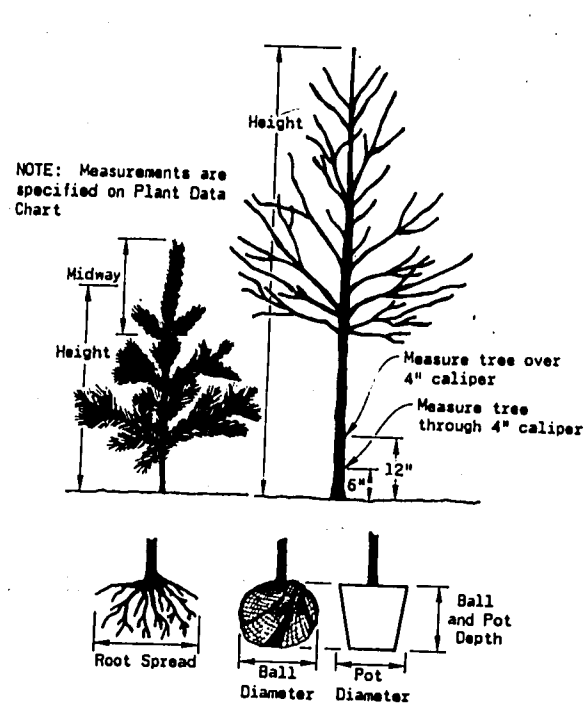
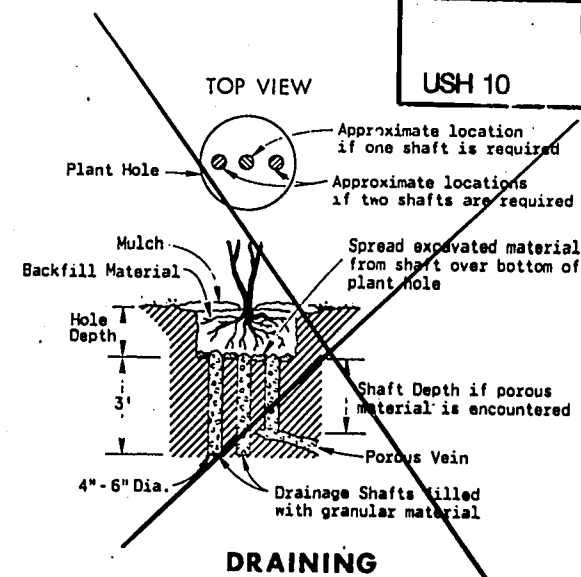
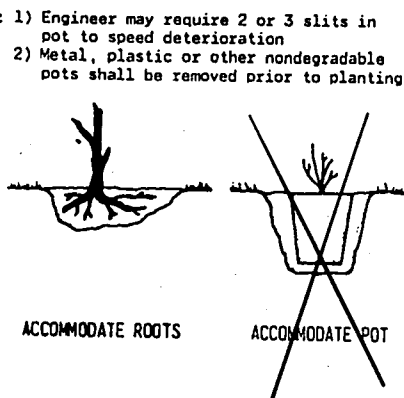
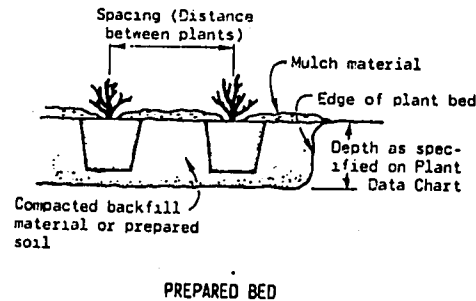
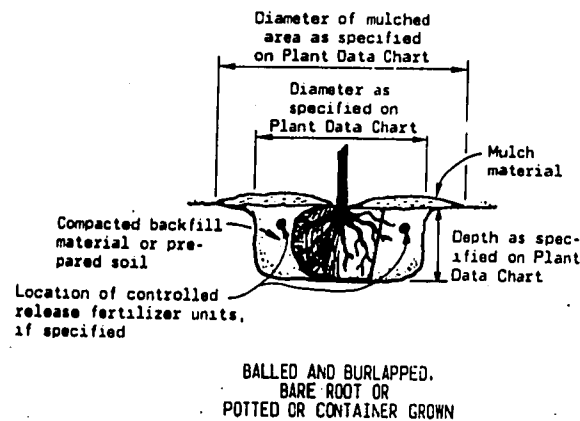
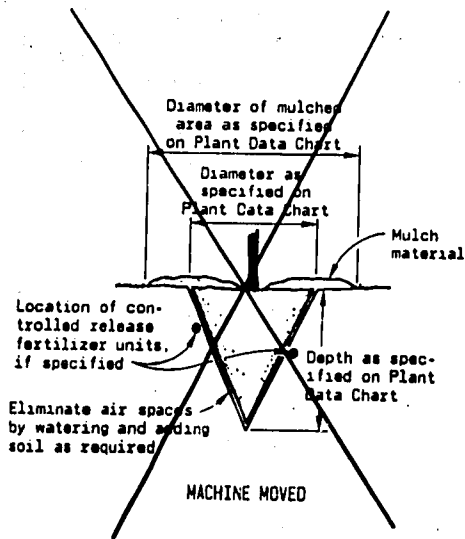
PLANT DATA CHART

SYM.	COMMON NAME	SCIENTIFIC NAME	TYPE	AVE. MATURE HEIGHT	SIZE WHEN PLANTED	ROOT ZONE MODE	MINIMUM SIZE					BRACE OR GUY	FERT. UNITS REQ'D.	RODENT PROTCT REQ'D.	MULCH RING DIAM.
							BALL		ROOT SPREAD	PLANT HOLE					
							DIAM.	DEPTH			DIAM.	DEPTH			
	TALL GROWING DECIDUOUS TREES														
GA.	ASH, GREEN SUMMIT	FRAXINUS AMERICANA 'SUMMIT'	1	75'	1 1/4" CAL	BR	-	-	20"	32"	14"	BRACE	3	YES	44"
AL	LINDEN, AMERICAN	TILIA AMERICANA	2	75'	1 1/2" CAL	B&B	20"	13"	-	32"	13"	BRACE	3	YES	44"
	SMALL GROWING EVERGREEN TREES														
RC	REDCEDAR, EASTERN	JUNIPERUS VIRGINIANA	6	50'	2' HT	B&B	12"	9"	-	24"	9"	NO	2	NO	36"
	DECIDUOUS SHRUBS														
GD	DOGWOOD, GRAY	CORNUS RACEMOSA	2	12'	2' HT	BR	-	-	11"	23"	8"	NO	2	NO	BED
RD	DOGWOOD, REDOSIER	CORNUS STOLONIFERA	2	12'	2' HT	BR	-	-	11"	23"	8"	NO	2	NO	BED
SS	SUMAC, SMOOTH	RHUS GLABRA	3	20'	2' HT	BR	-	-	11"	ACCOM. ROOTS		NO	2	NO	NONE

BR: BARE ROOT
B&B: BALLED AND BURLAPED

MOVED TREES BECAUSE OF
POWER LINE THEY ARE
INDICATED BY *

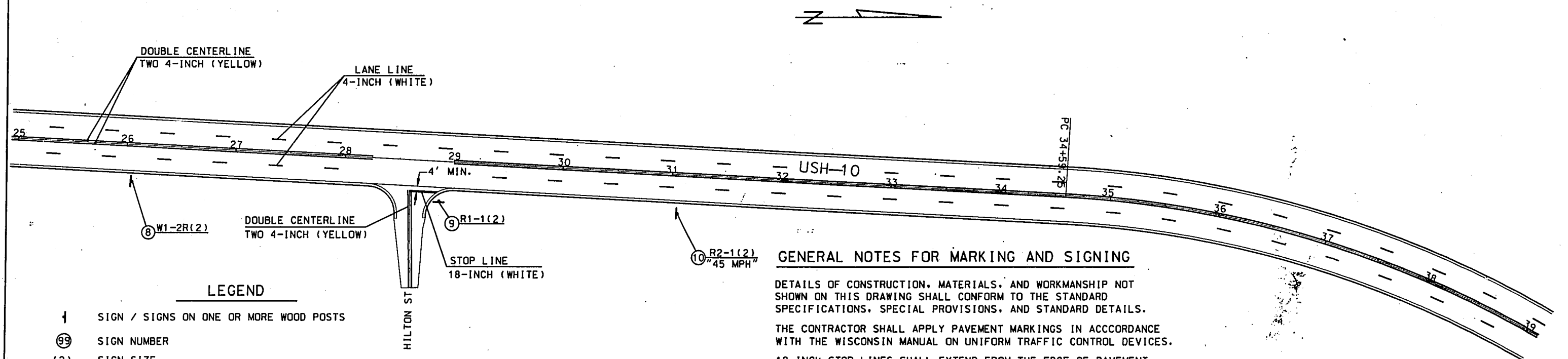
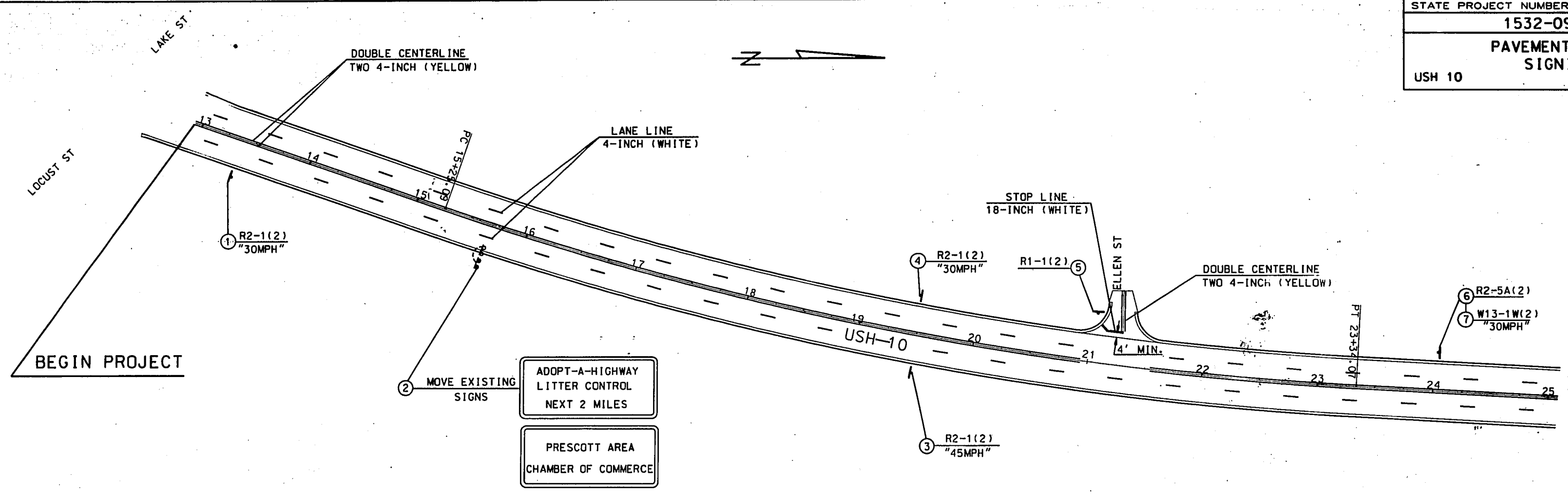




NOTES

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, and guying shall be used only when specified on the Plant Data Chart.



LEGEND

- 1 SIGN / SIGNS ON ONE OR MORE WOOD POSTS
- 99 SIGN NUMBER
- (2) SIGN SIZE

GENERAL NOTES FOR MARKING AND SIGNING

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

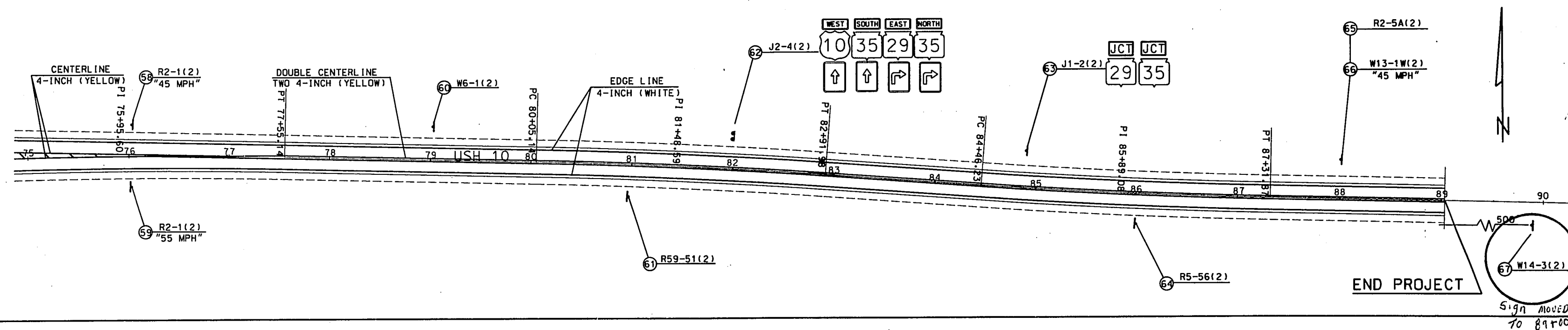
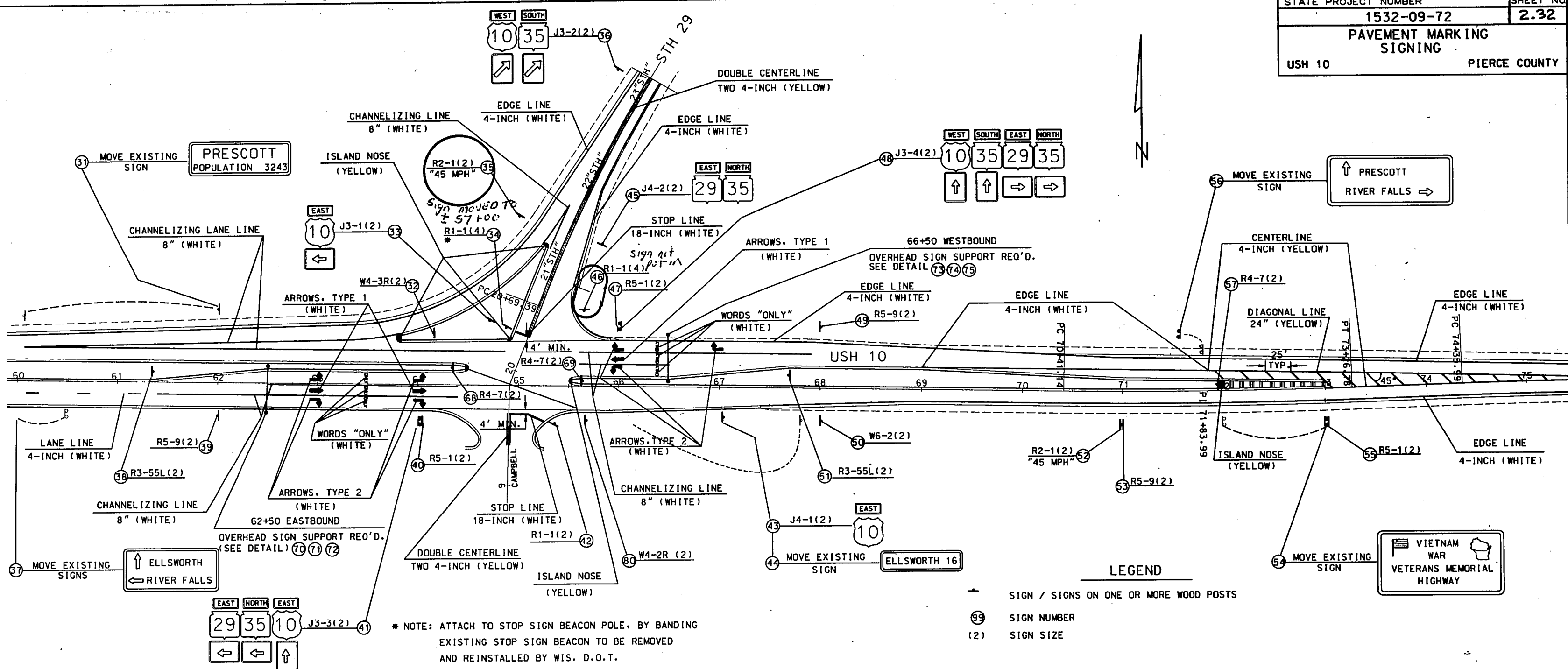
THE CONTRACTOR SHALL APPLY PAVEMENT MARKINGS IN ACCORDANCE WITH THE WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

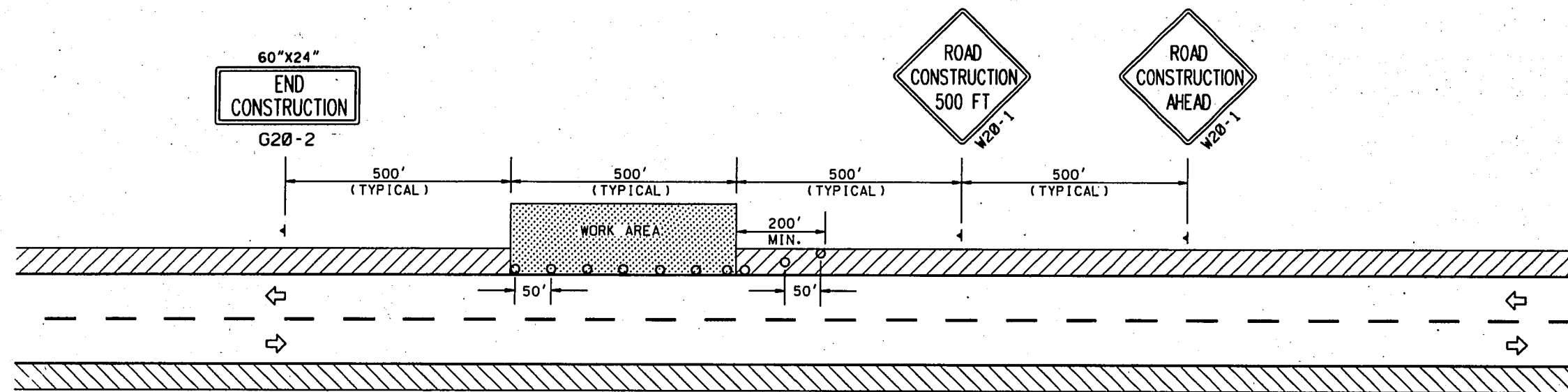
18-INCH STOP LINES SHALL EXTEND FROM THE EDGE OF PAVEMENT TO THE CENTER LINE OF THE ROADWAY. STOP LINE IS TO BE PARALLEL TO THE THROUGH EDGE OF PAVEMENT.

DO NOT INSTALL PAVEMENT MARKINGS THROUGH INTERSECTIONS.

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

ALL PAVEMENT MARKINGS TO BE EPOXY, EXCEPT IN PARK AND RIDE LOT WHERE HOT PAINT IS REQUIRED.



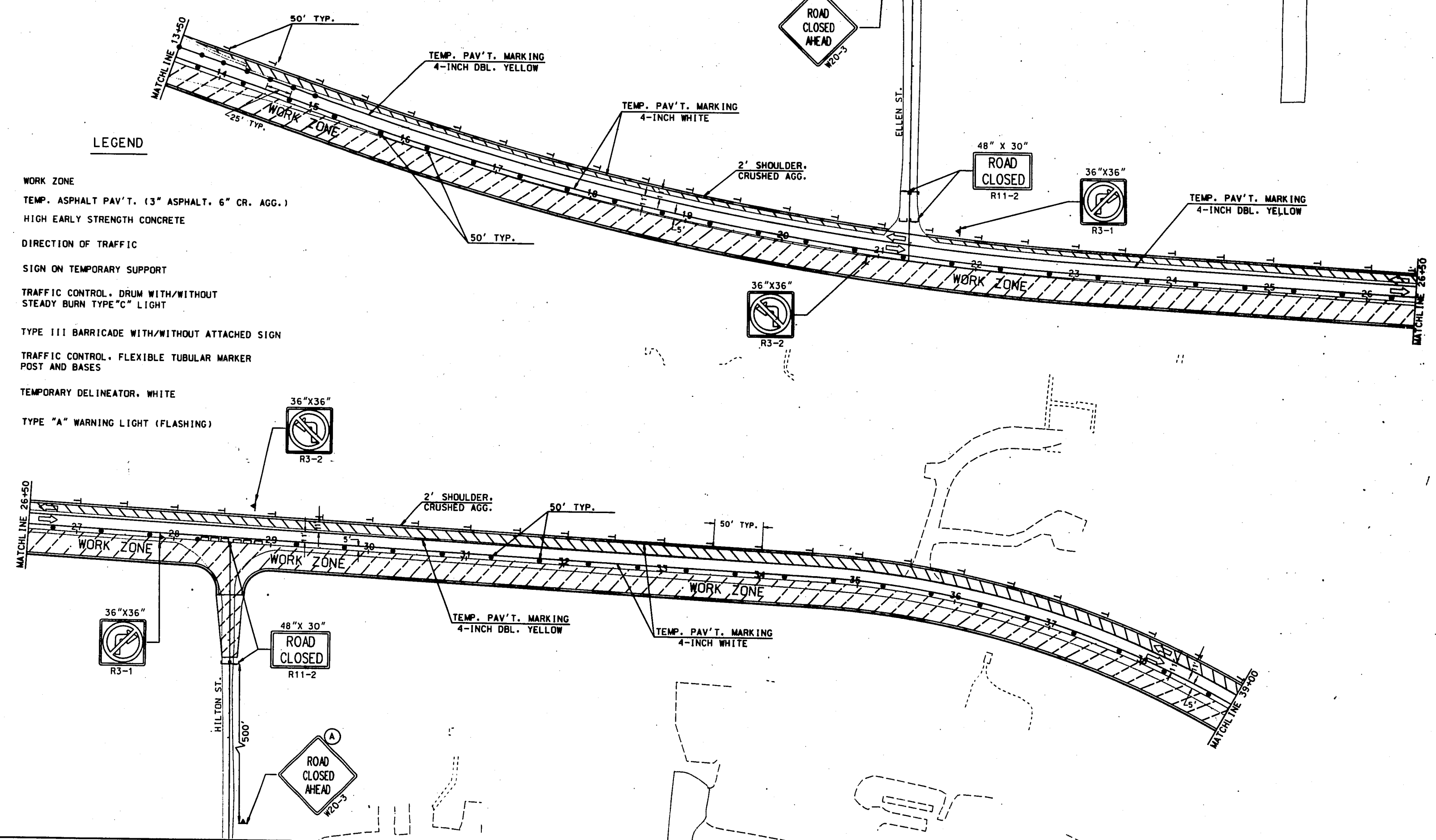


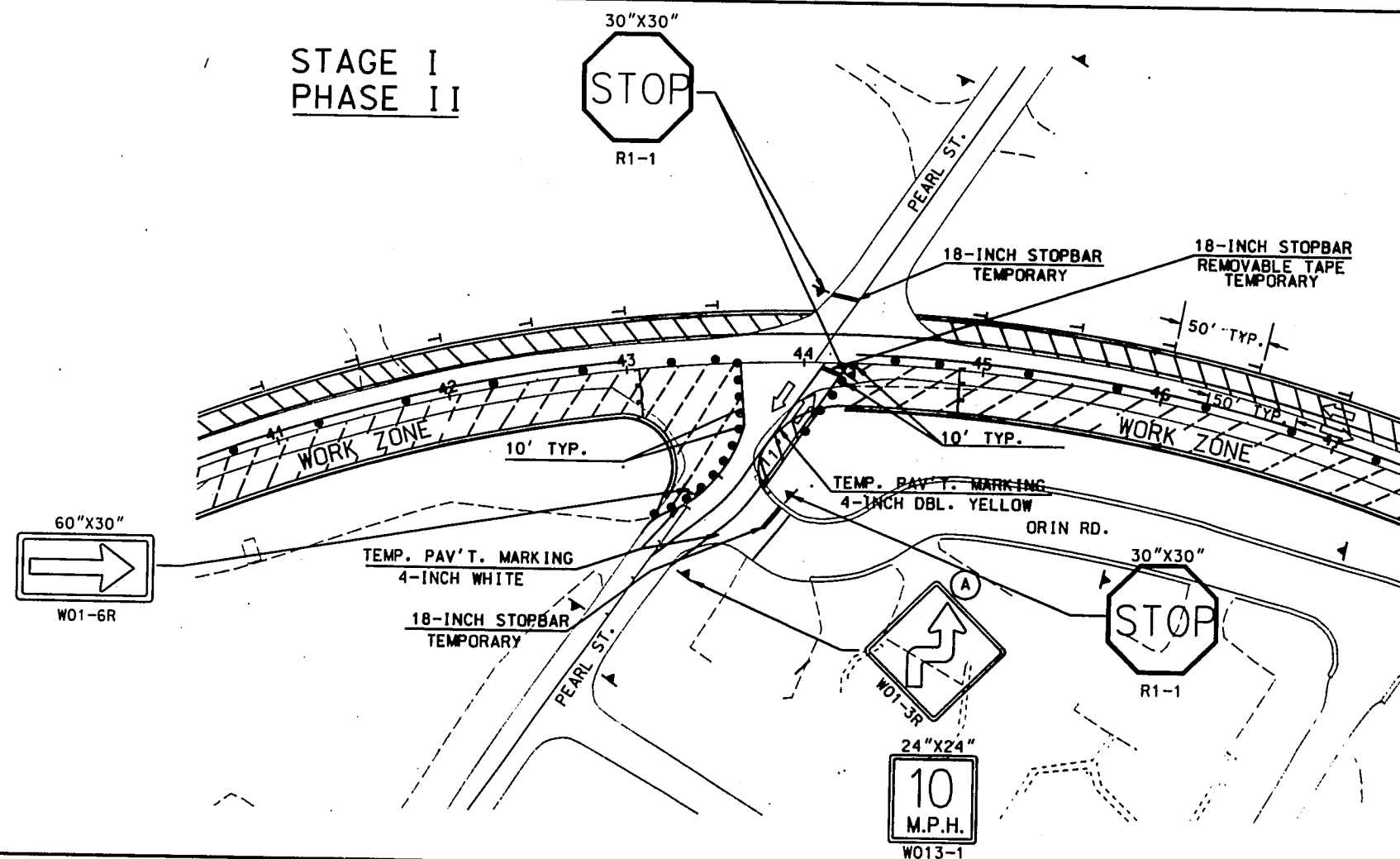
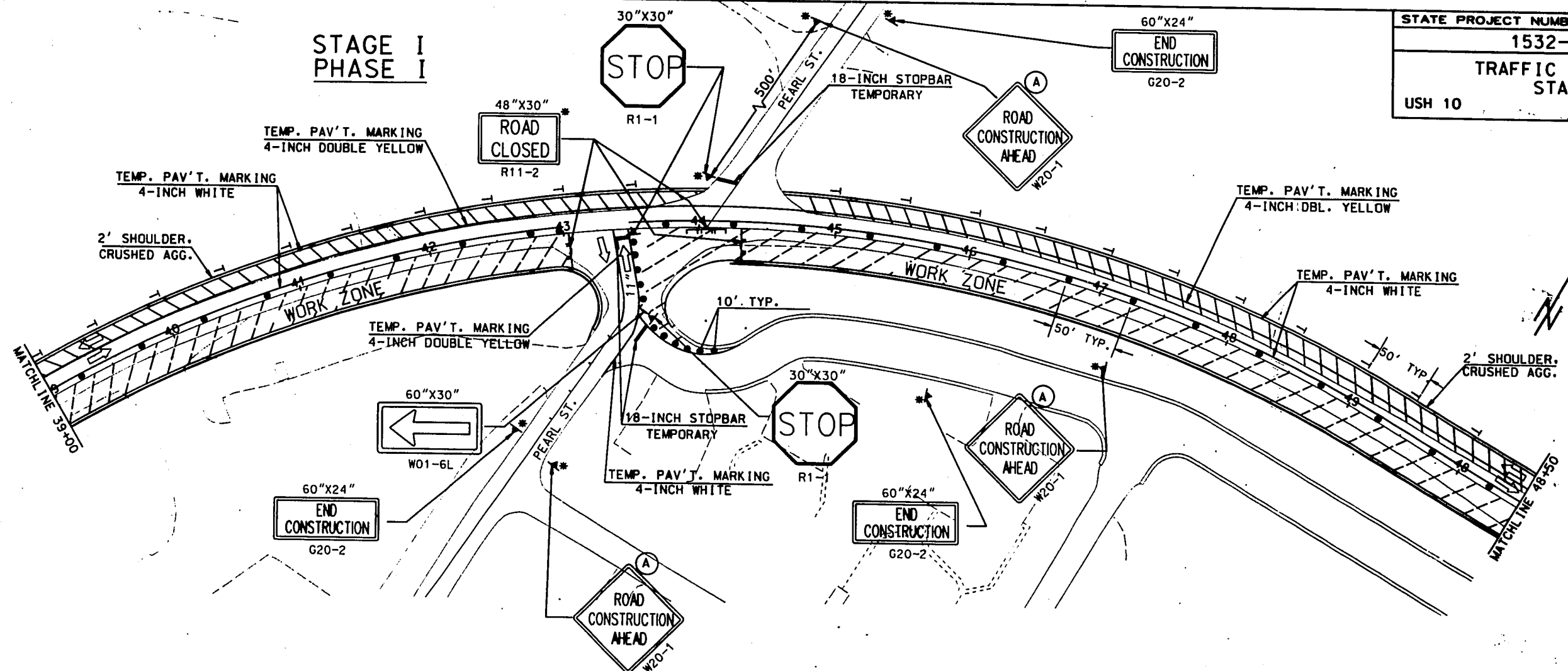
TRAFFIC CONTROL, SHOULDER WORK

STAGE I

LEGEND

-  WORK ZONE
-  TEMP. ASPHALT PAV'T. (3" ASPHALT, 6" CR. AGG.)
-  HIGH EARLY STRENGTH CONCRETE
-  DIRECTION OF TRAFFIC
-  SIGN ON TEMPORARY SUPPORT
-  TRAFFIC CONTROL, DRUM WITH/WITHOUT STEADY BURN TYPE "C" LIGHT
-  TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
-  TRAFFIC CONTROL, FLEXIBLE TUBULAR MARKER POST AND BASES
-  TEMPORARY DELINEATOR, WHITE
-  TYPE "A" WARNING LIGHT (FLASHING)



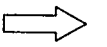
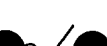
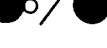
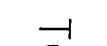


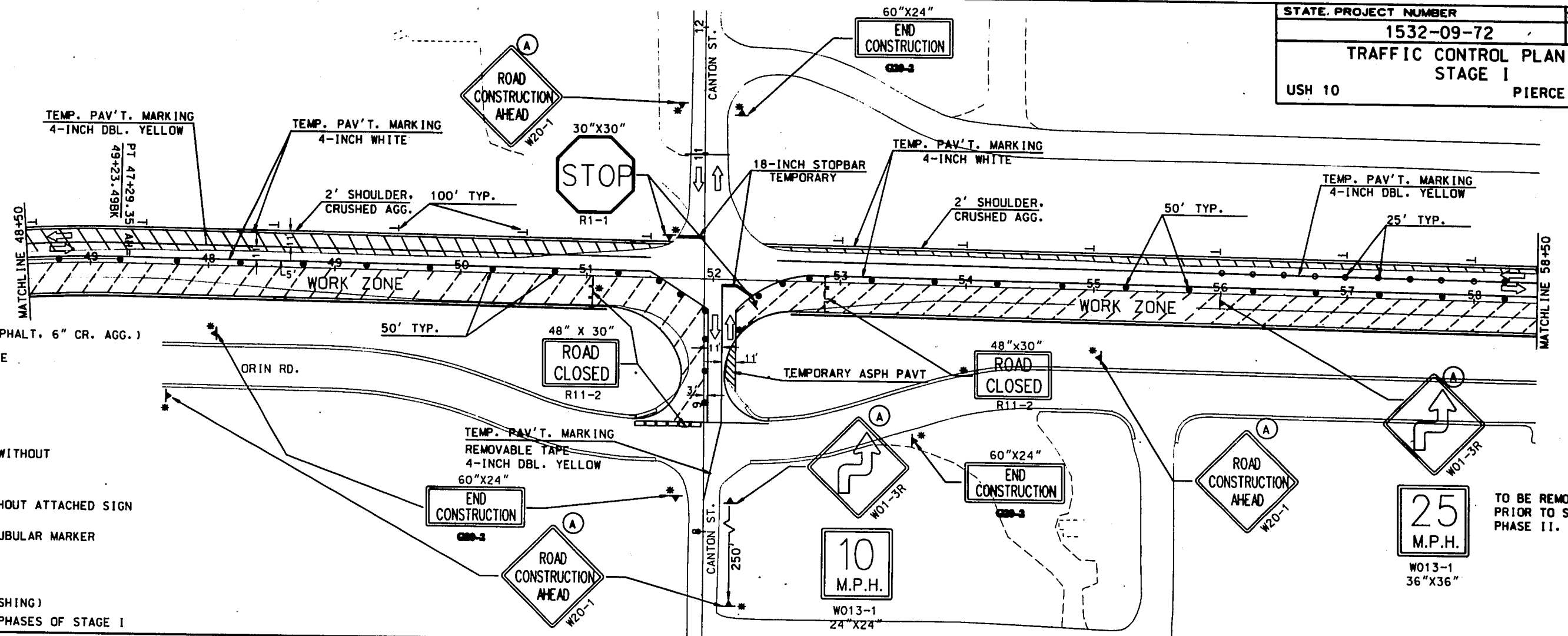
LEGEND

- WORK ZONE
- TEMP. ASPHALT PAV'T. (3" ASPHALT, 6" CR. AGG.)
- HIGH EARLY STRENGTH CONCRETE
- TRAFFIC FLOW
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL, DRUM WITH/WITHOUT STEADY BURN TYPE "C" LIGHT
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL, FLEXIBLE TUBULAR MARKER POST AND BASES
- TEMPORARY DELINEATOR, WHITE
- TYPE "A" WARNING LIGHT (FLASHING)
- TO REMAIN IN PLACE FOR ALL PHASES OF STAGE I

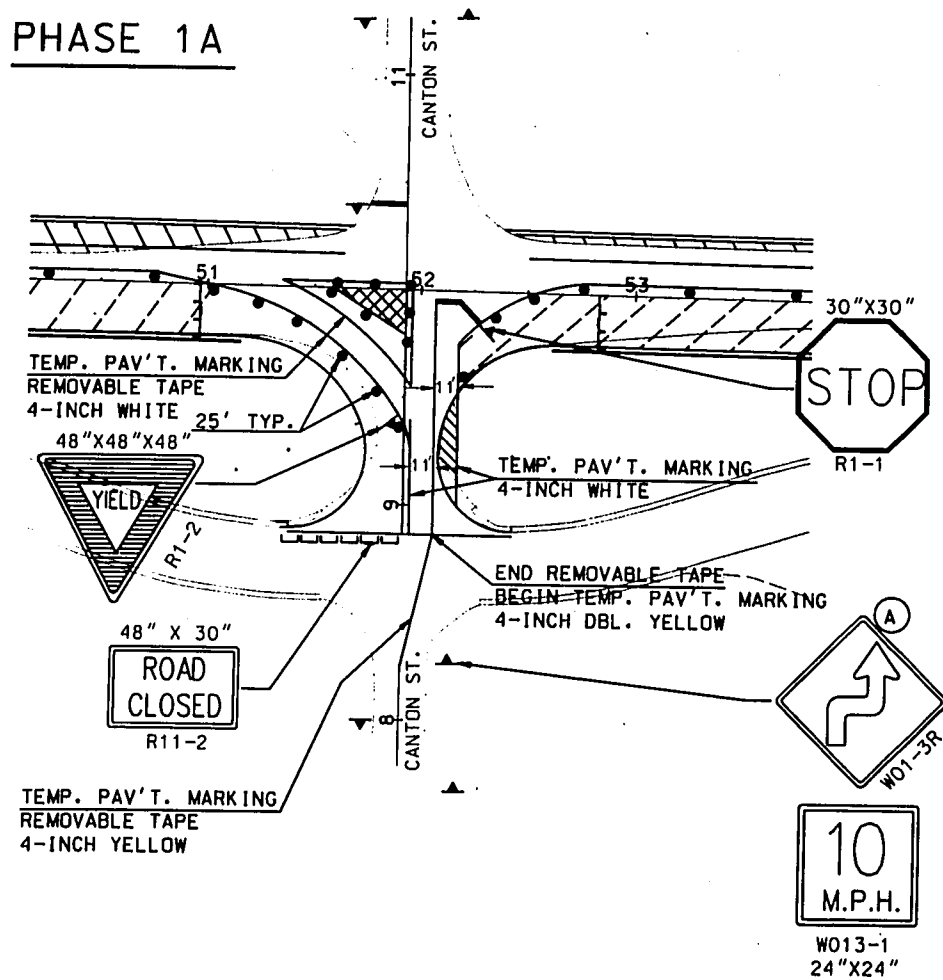
STAGE I PHASE I

LEGEND

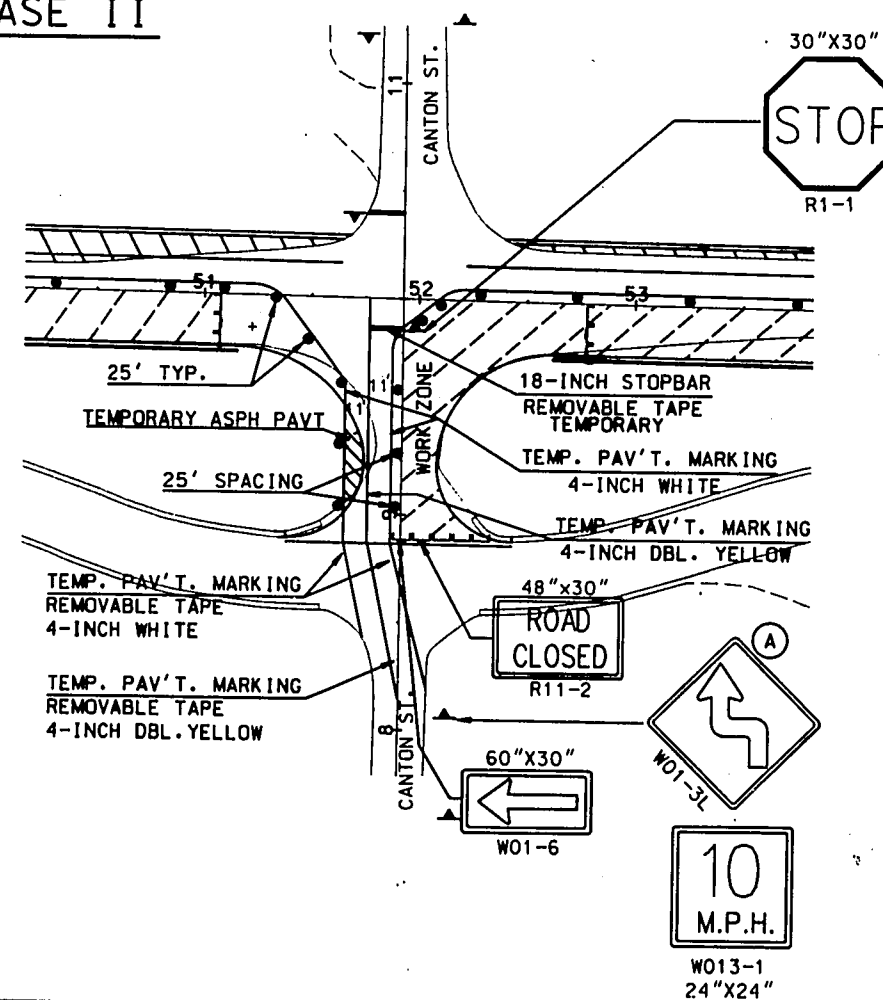
-  WORK ZONE
-  TEMP. ASPHALT PAV'T. (3" ASPHALT, 6" CR. AGG.)
-  HIGH EARLY STRENGTH CONCRETE
-  TRAFFIC FLOW
-  SIGN ON TEMPORARY SUPPORT
-  TRAFFIC CONTROL, DRUM WITH/WITHOUT STEADY BURN TYPE "C" LIGHT
-  TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
-  TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST AND BASES
-  TEMPORARY DELINEATOR, WHITE
-  TYPE "A" WARNING LIGHT (FLASHING)
-  TO REMAIN IN PLACE FOR ALL PHASES OF STAGE I



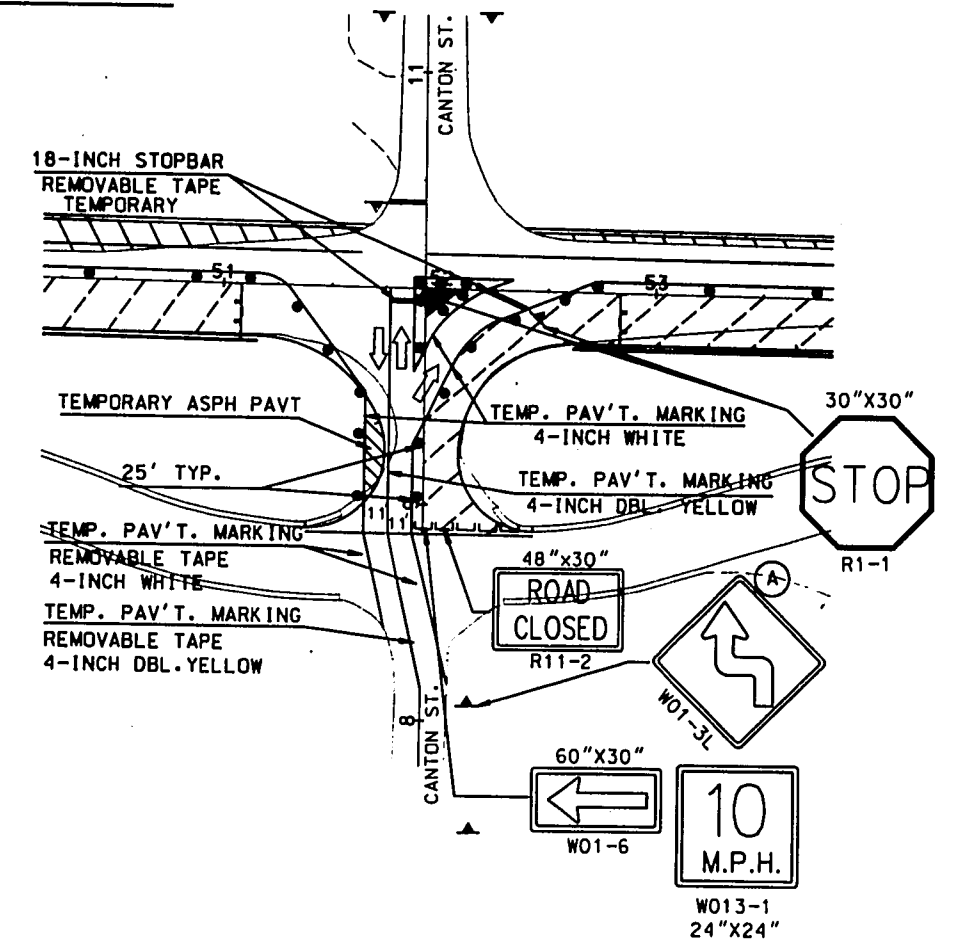
PHASE 1A



PHASE II

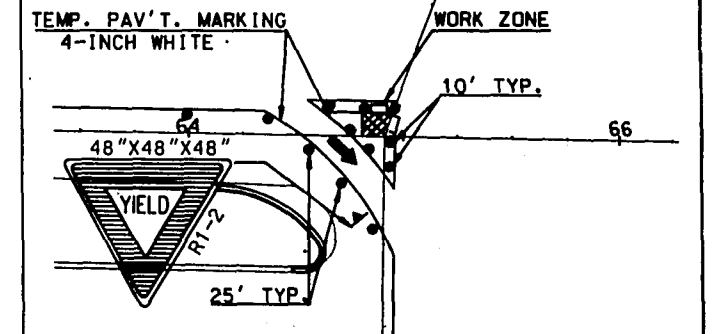


PHASE II-A

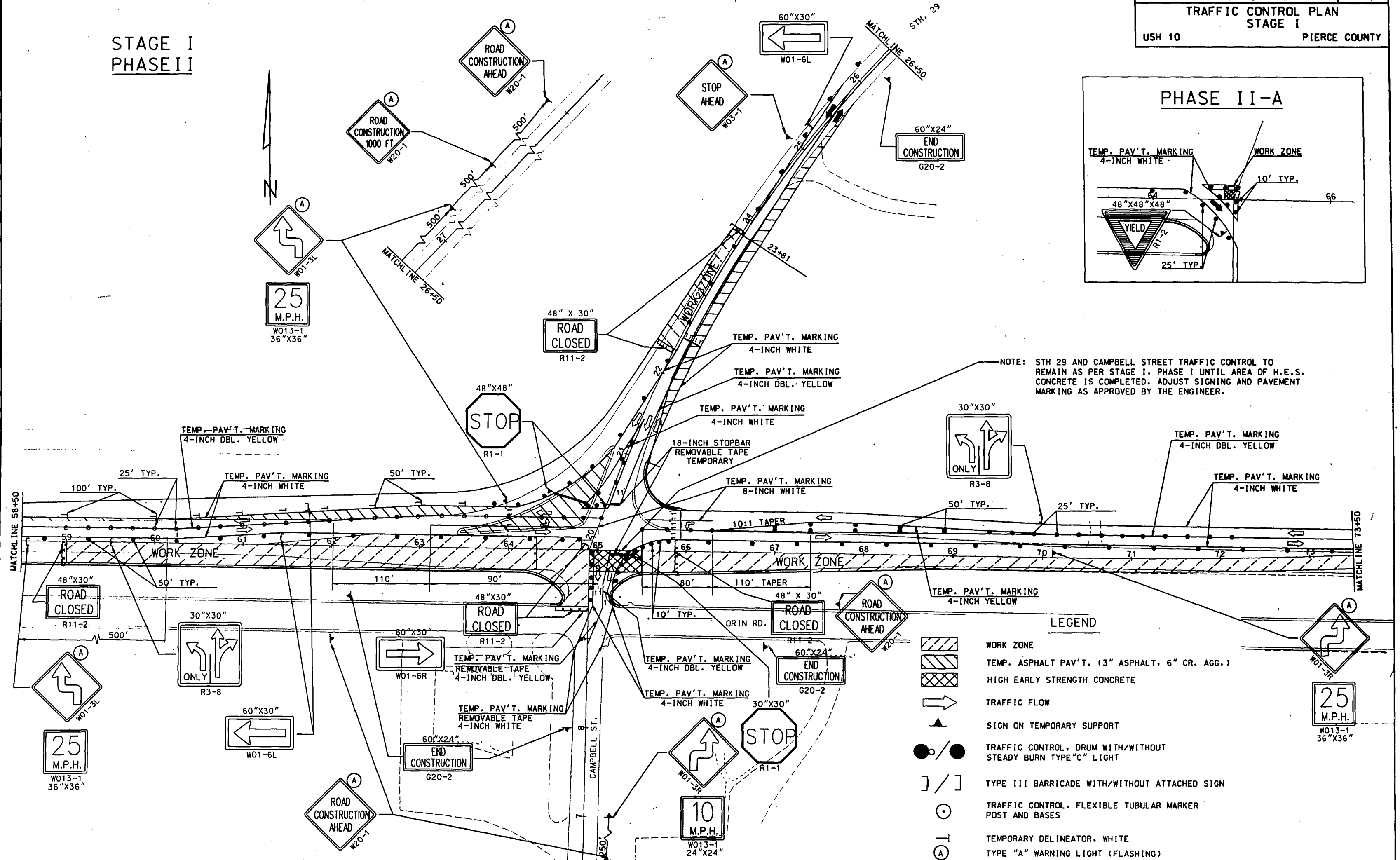


STAGE I
PHASE II

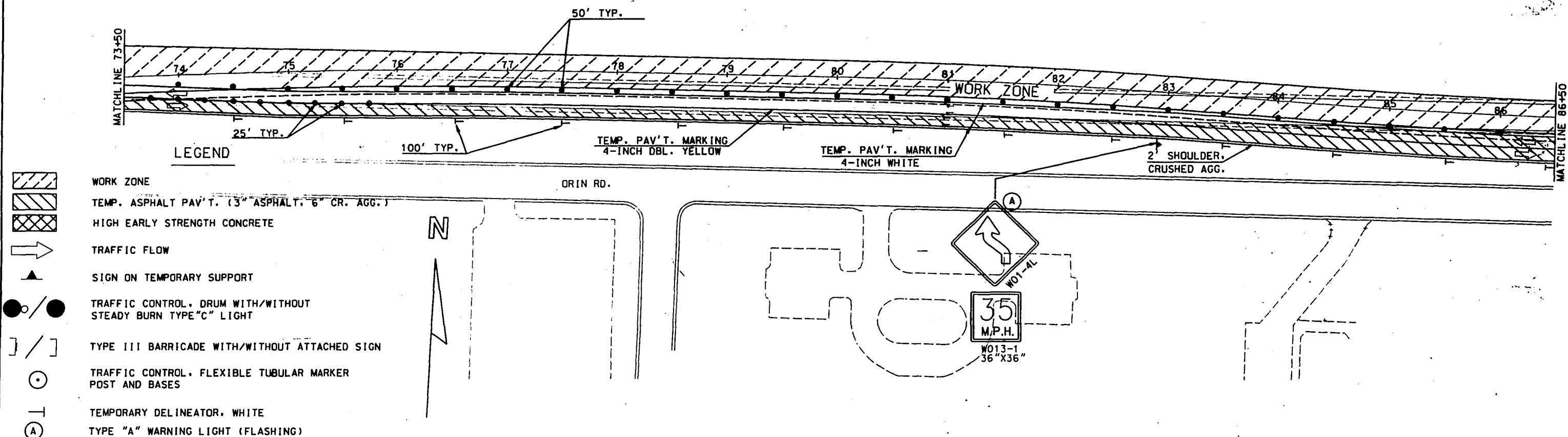
PHASE II-A



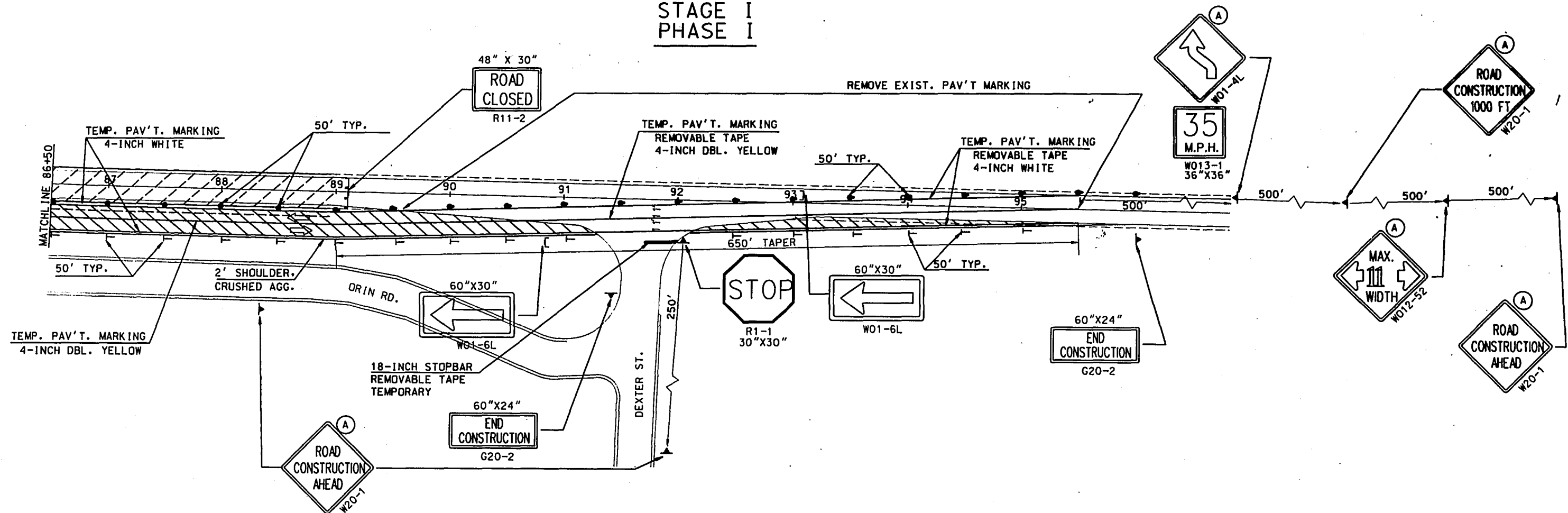
—NOTE: STH 29 AND CAMPBELL STREET TRAFFIC CONTROL TO REMAIN AS PER STAGE 1, PHASE 1 UNTIL AREA OF H.E.S. CONCRETE IS COMPLETED. ADJUST SIGNING AND PAVEMENT MARKING AS APPROVED BY THE ENGINEER.



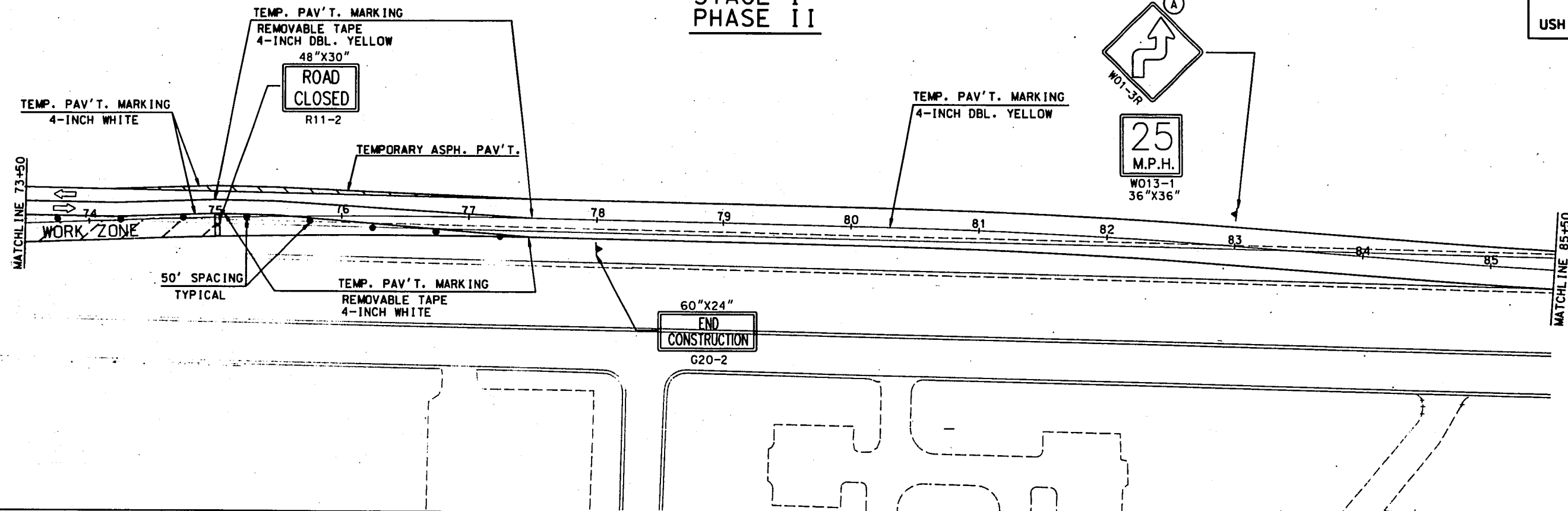
STAGE I PHASE I



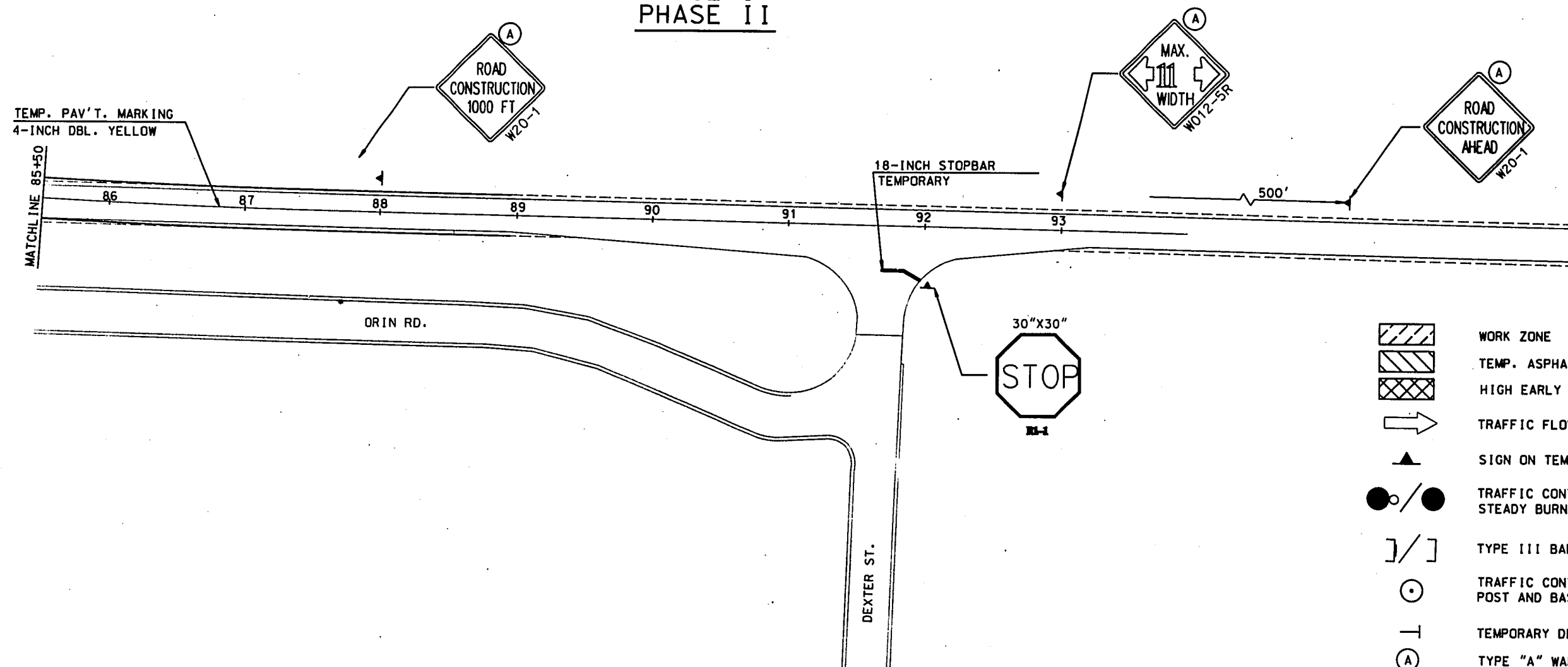
STAGE I PHASE I



STAGE I PHASE II

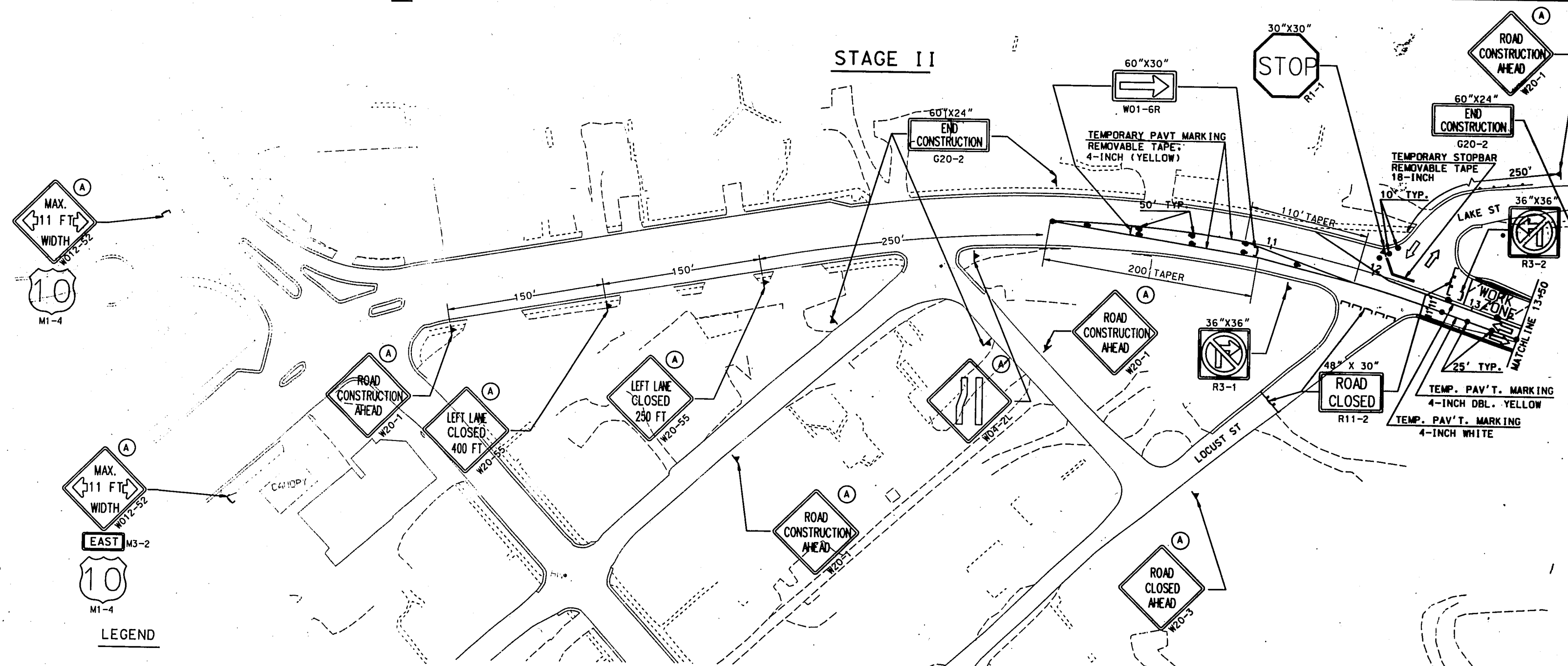


STAGE I PHASE II



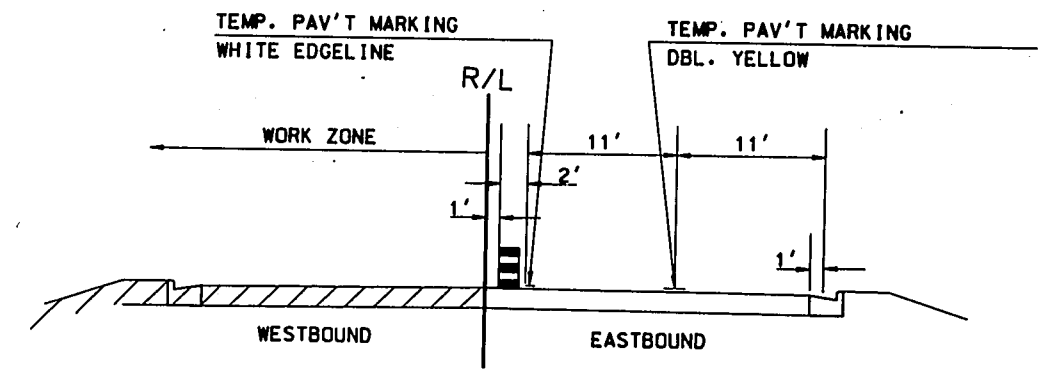
LEGEND

- WORK ZONE
- TEMP. ASPHALT PAV'T. (3" ASPHALT, 6" CR. AGG.)
- HIGH EARLY STRENGTH CONCRETE
- TRAFFIC FLOW
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL, DRUM WITH/WITHOUT STEADY BURN TYPE "C" LIGHT
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL, FLEXIBLE TUBULAR MARKER POST AND BASES
- TEMPORARY DELINEATOR, WHITE
- TYPE "A" WARNING LIGHT (FLASHING)

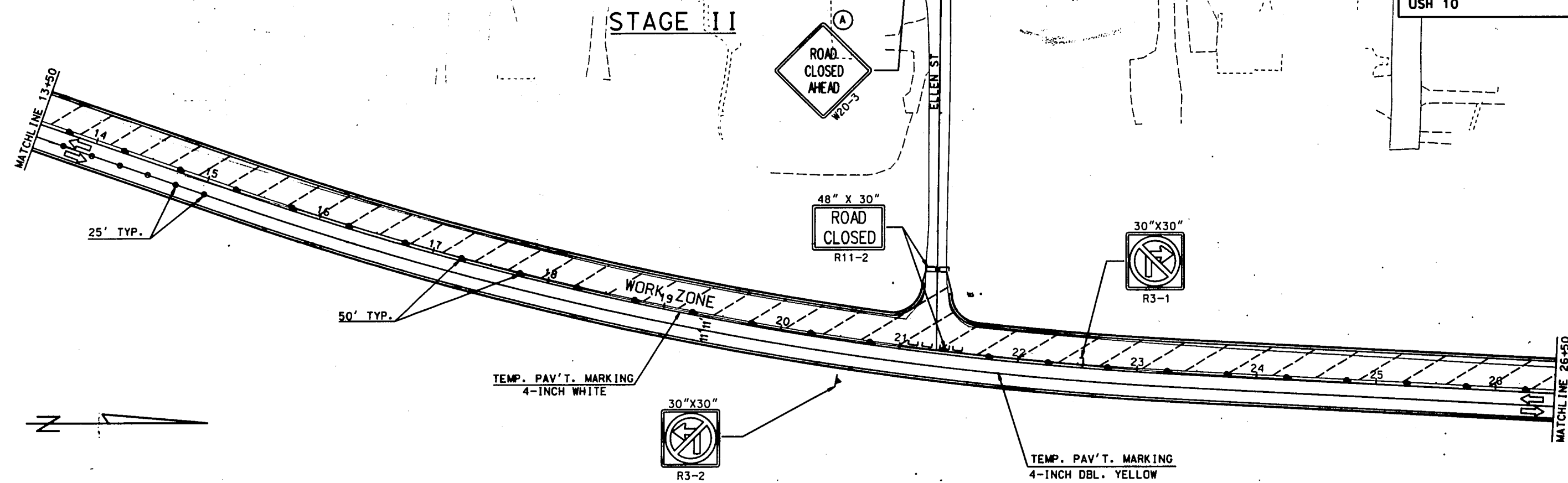


LEGEND

- WORK ZONE
- TEMP. ASPHALT PAV'T. (3" ASPHALT, 6" CR. AGG.)
- HIGH EARLY STRENGTH CONCRETE
- TRAFFIC FLOW
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL, NON-METALLIC DRUM WITH/WITHOUT STEADY BURN TYPE "C" LIGHT
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL, FLEXIBLE TUBULAR MARKER POST AND BASES
- TEMPORARY DELINEATOR, WHITE
- TYPE "A" WARNING LIGHT (FLASHING)

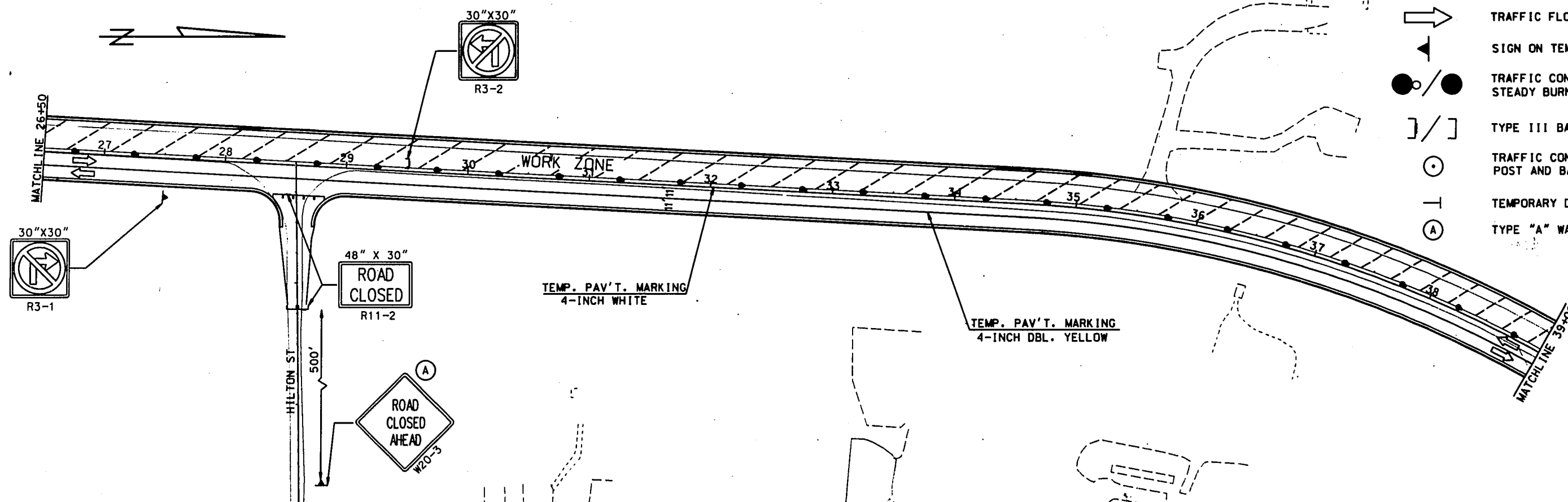


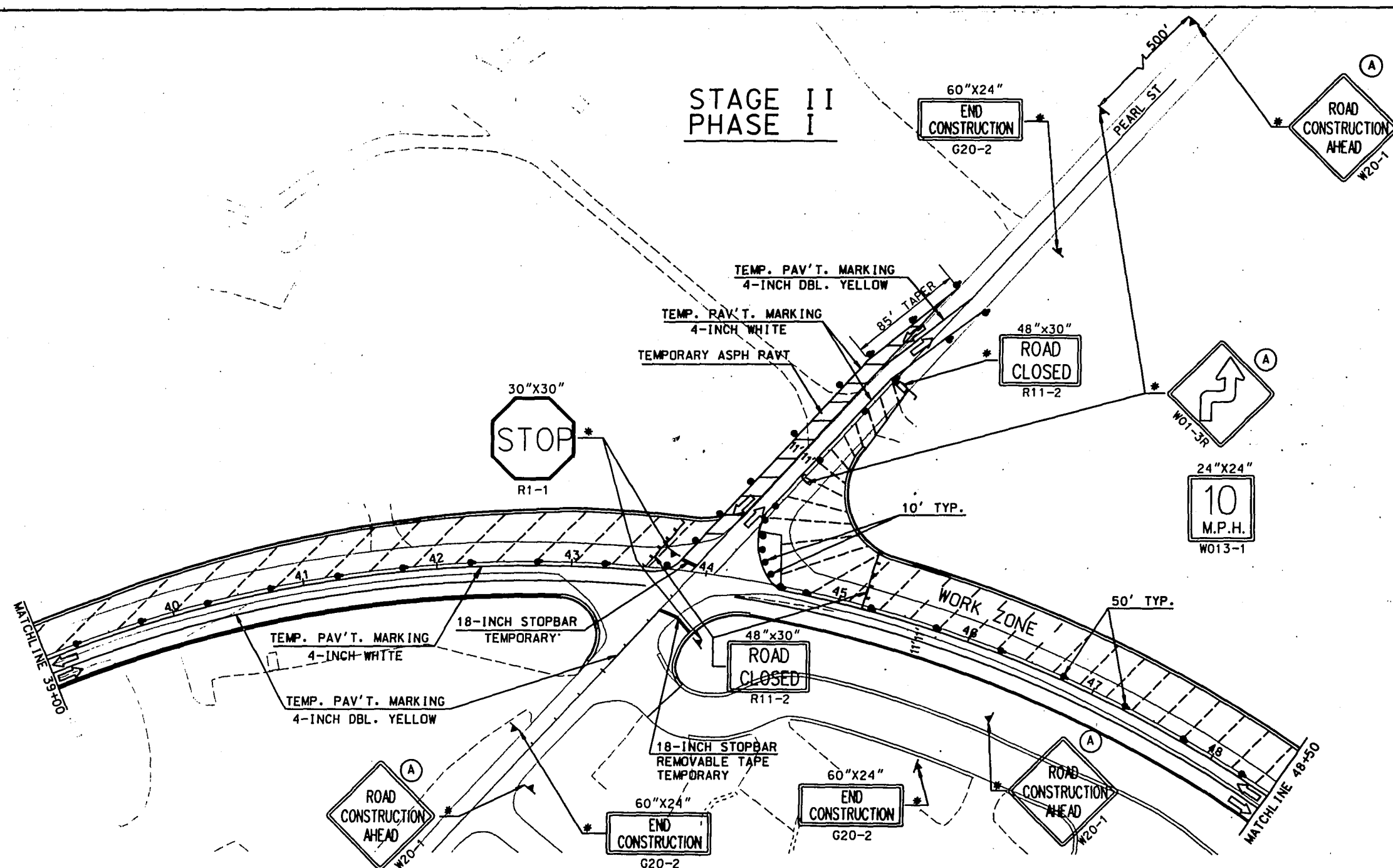
STAGE 2
STA. 12+93 - STA. 65+00



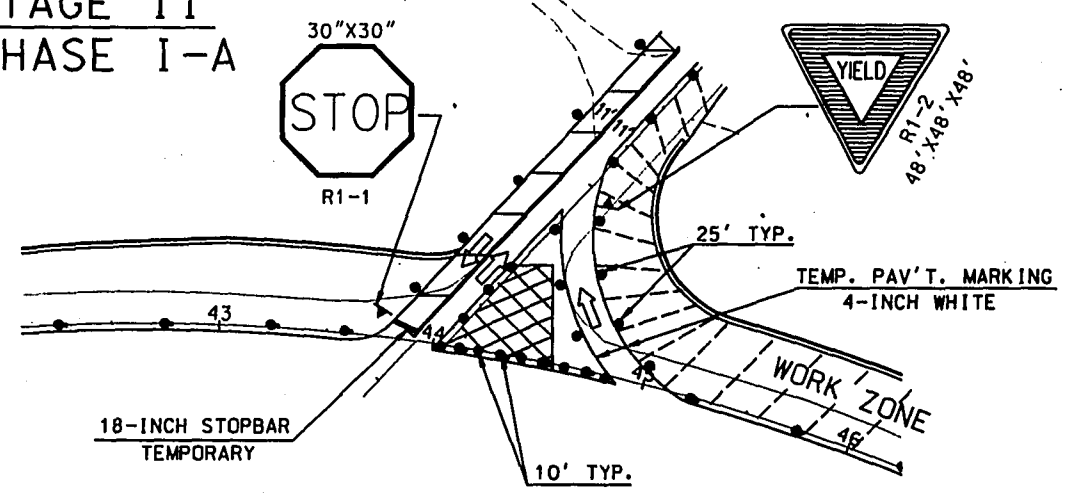
LEGEND

- WORK ZONE
- TEMP. ASPHALT PAV'T. (3" ASPHALT, 6" CR. AGG.)
- HIGH EARLY STRENGTH CONCRETE
- TRAFFIC FLOW
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL, NON-METALLIC DRUM WITH/WITHOUT STEADY BURN TYPE "C" LIGHT
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL, FLEXIBLE TUBULAR MARKER POST AND BASES
- TEMPORARY DELINEATOR, WHITE
- TYPE "A" WARNING LIGHT (FLASHING)





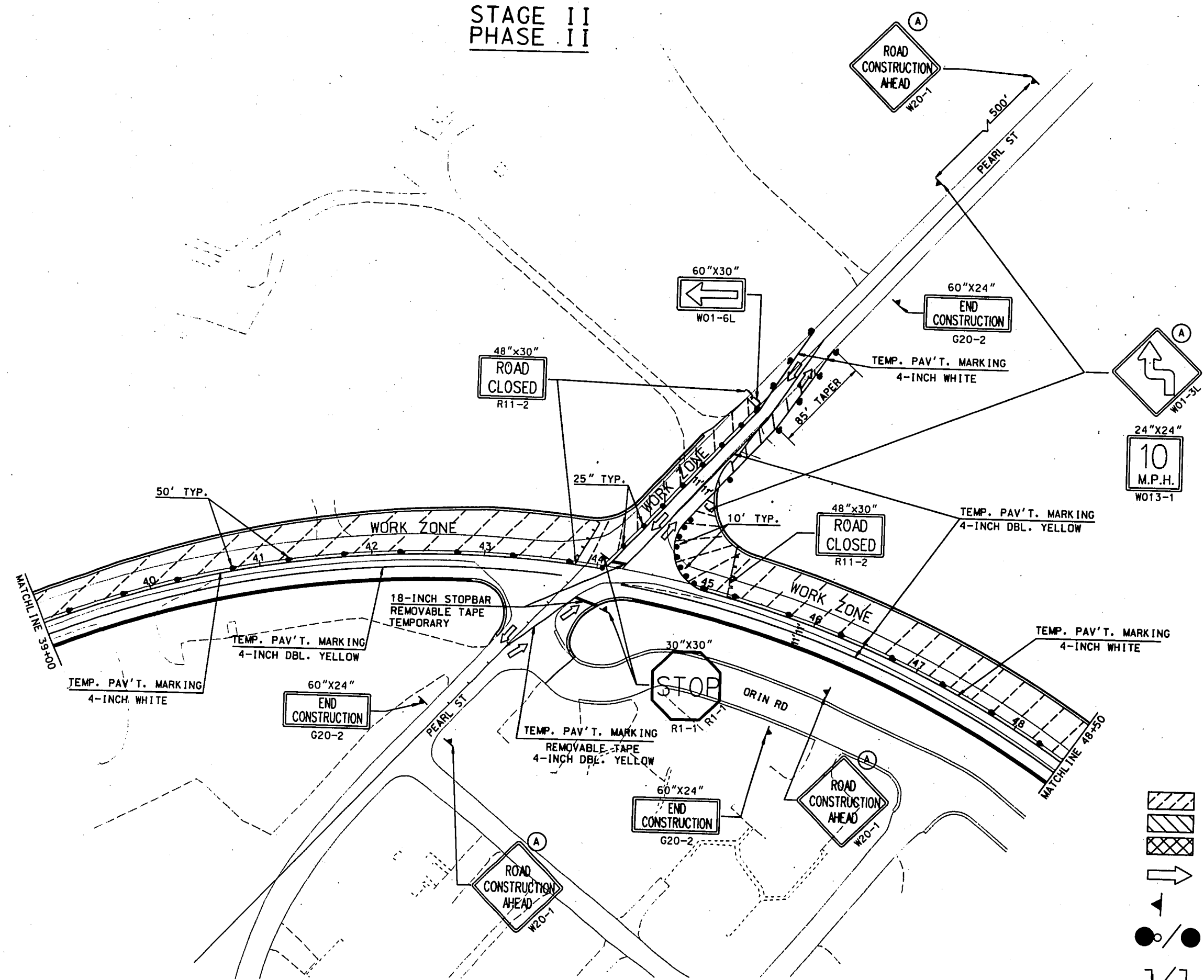
**STAGE II
PHASE I-A**



LEGEND

- WORK ZONE
- TEMP. ASPHALT PAV'T. (3" ASPHALT, 6" CR. AGG.)
- HIGH EARLY STRENGTH CONCRETE
- TRAFFIC FLOW
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL, NON-METALLIC DRUM WITH/WITHOUT STEADY BURN TYPE "G" LIGHT
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL, FLEXIBLE TUBULAR MARKER POST AND BASES
- TEMPORARY DELINEATOR, WHITE
- TO REMAIN IN PLACE FOR PHASE I-A OF STAGE II
- TYPE "A" WARNING LIGHT (FLASHING)

STAGE II PHASE II



LEGEND

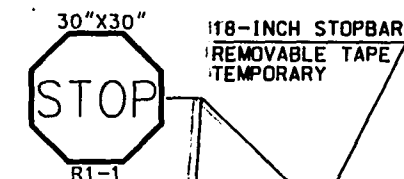
- WORK ZONE
- TEMP. ASPHALT PAV'T. (3" ASPHALT, 6" CR. AGG.)
- HIGH EARLY STRENGTH CONCRETE
- TRAFFIC FLOW
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL, NON-METALLIC DRUM WITH/WITHOUT STEADY BURN TYPE "C" LIGHT
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL, FLEXIBLE TUBULAR MARKER POST AND BASES
- TEMPORARY DELINEATOR, WHITE
- TYPE "A" WARNING LIGHT (FLASHING)

LEGEND

STAGE II PHASE I

-  WORK ZONE
-  TEMP. ASPHALT PAV'T. (3" ASPHALT, 6" CR. AGG.)
-  HIGH EARLY STRENGTH CONCRETE
-  TRAFFIC FLOW
-  SIGN ON TEMPORARY SUPPORT
-  TRAFFIC CONTROL, NON-METALLIC DRUM WITH/WITHOUT STEADY BURN TYPE "C" LIGHT
-  TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
-  TRAFFIC CONTROL, FLEXIBLE TUBULAR MARKER POST AND BASES
-  TEMPORARY DELINEATOR, WHITE
-  TO REMAIN IN PLACE FOR ALL PHASES OF STAGE II
-  TYPE "A" WARNING LIGHT (FLASHING)

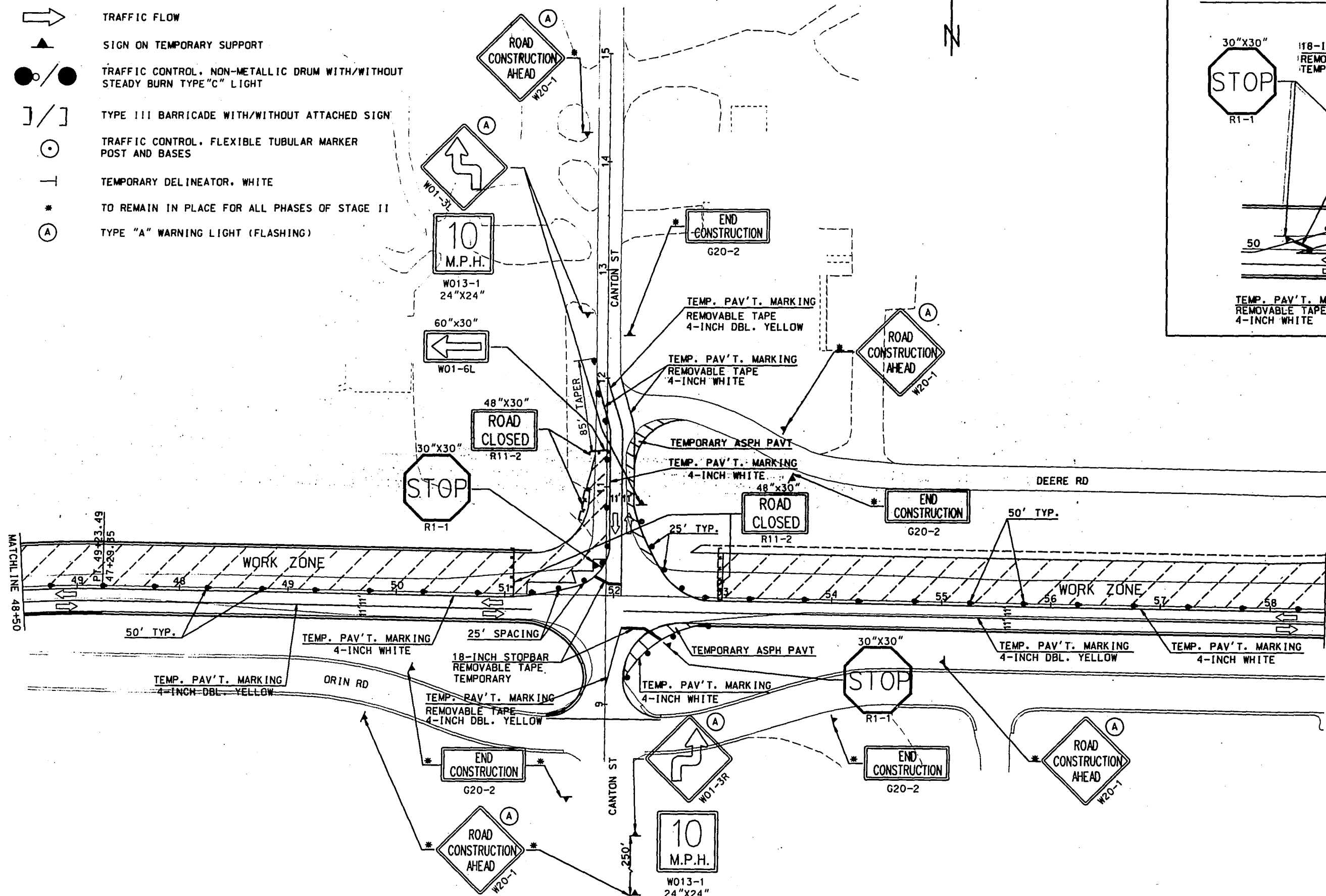
STAGE II PHASE II-A



50

TEMP. PAV'T. MARKING
REMOVABLE TAPE
4-INCH WHITE

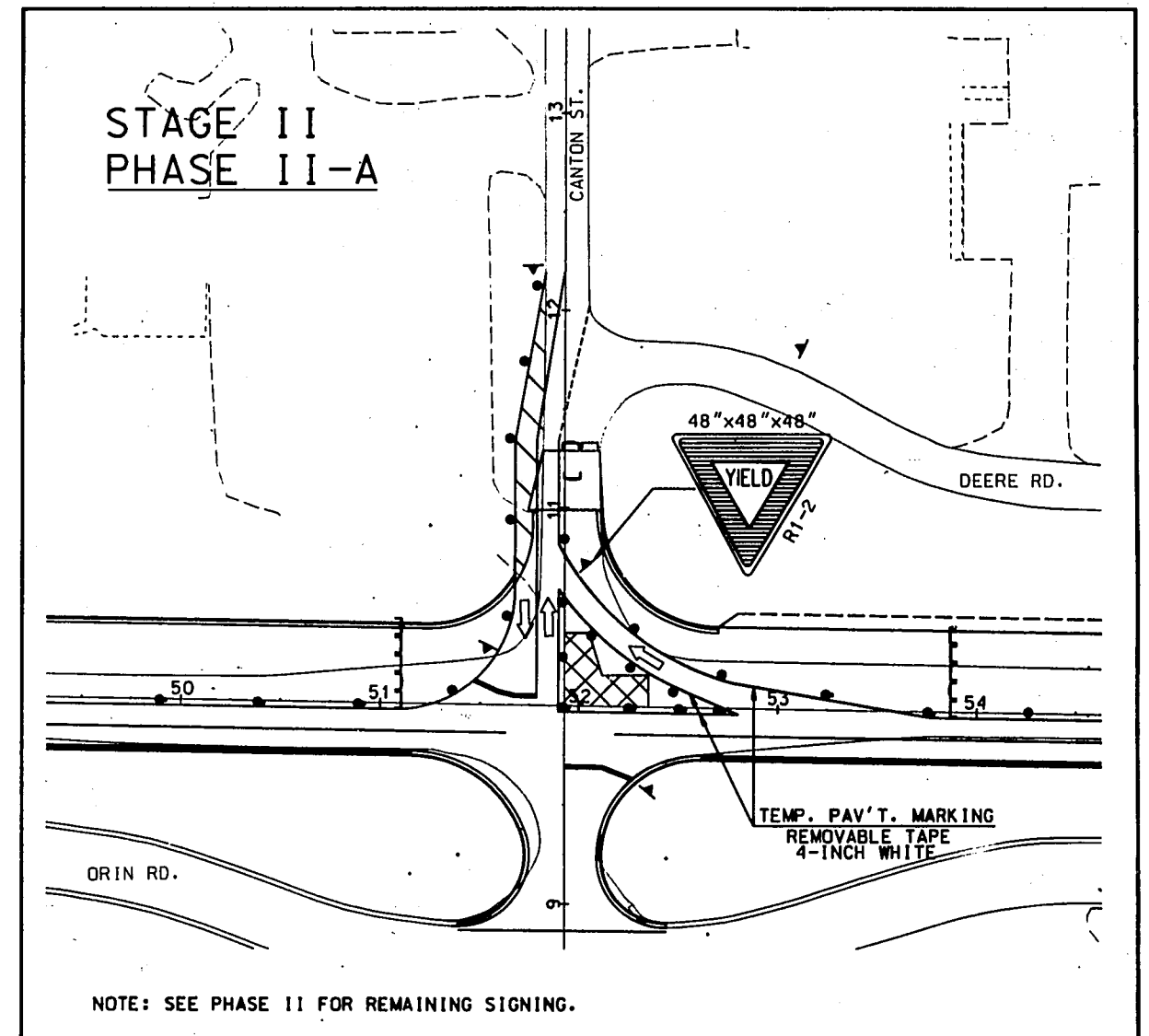
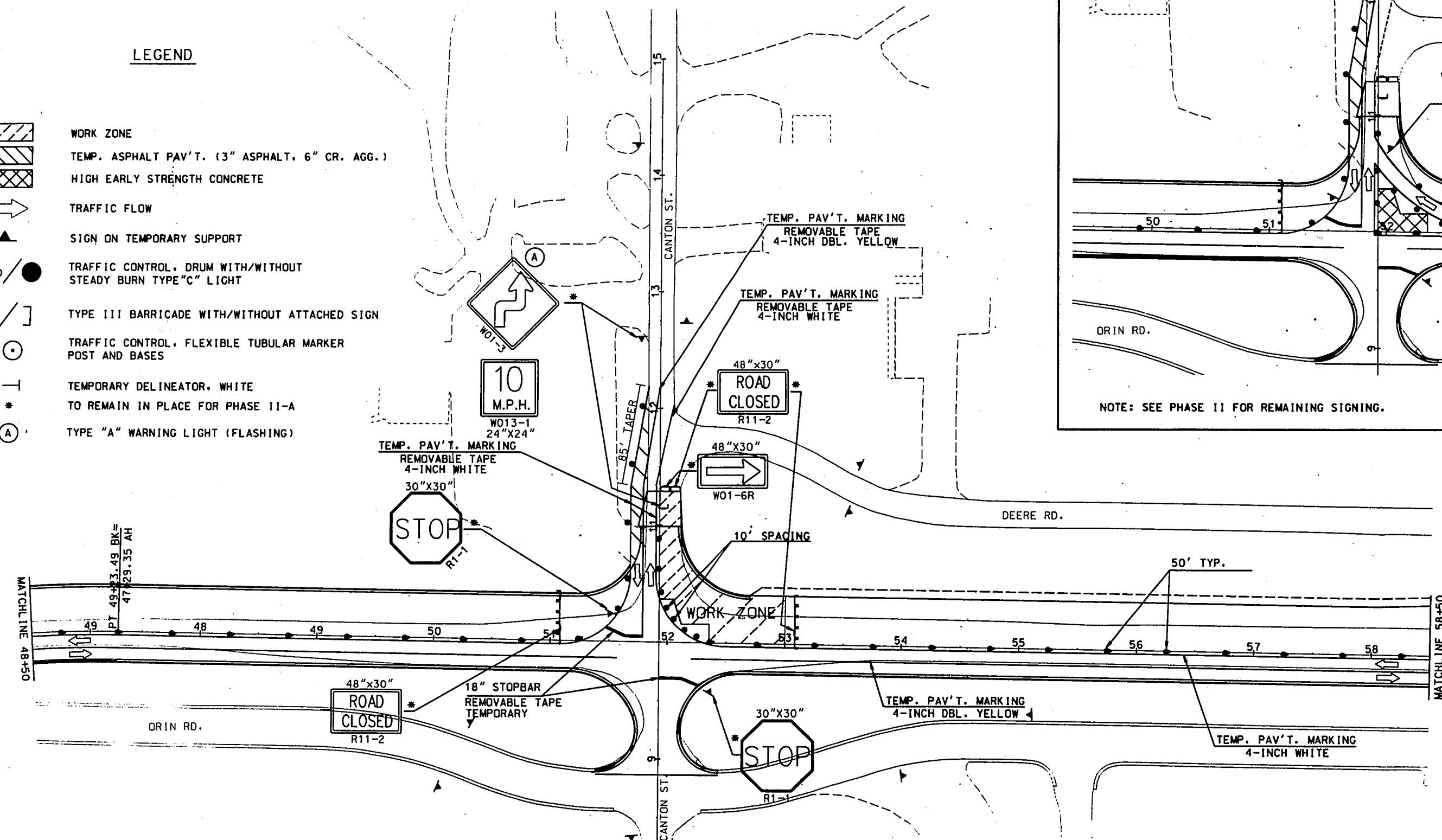
NOTE: SEE PHASE I FOR REMAINING SIGNING.



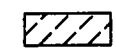
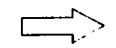
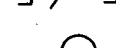
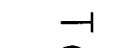
STAGE II PHASE II

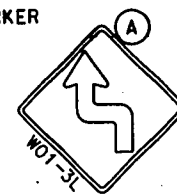
LEGEND

-  WORK ZONE
-  TEMP. ASPHALT PAV'T. (3" ASPHALT, 6" CR. AGG.)
-  HIGH EARLY STRENGTH CONCRETE
-  TRAFFIC FLOW
-  SIGN ON TEMPORARY SUPPORT
-  TRAFFIC CONTROL. DRUM WITH/WITHOUT STEADY BURN TYPE "C" LIGHT
-  TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
-  TRAFFIC CONTROL. FLEXIBLE TUBULAR MARKER POST AND BASES
-  TEMPORARY DELINEATOR. WHITE
-  TO REMAIN IN PLACE FOR PHASE II-A
-  TYPE "A" WARNING LIGHT (FLASHING)

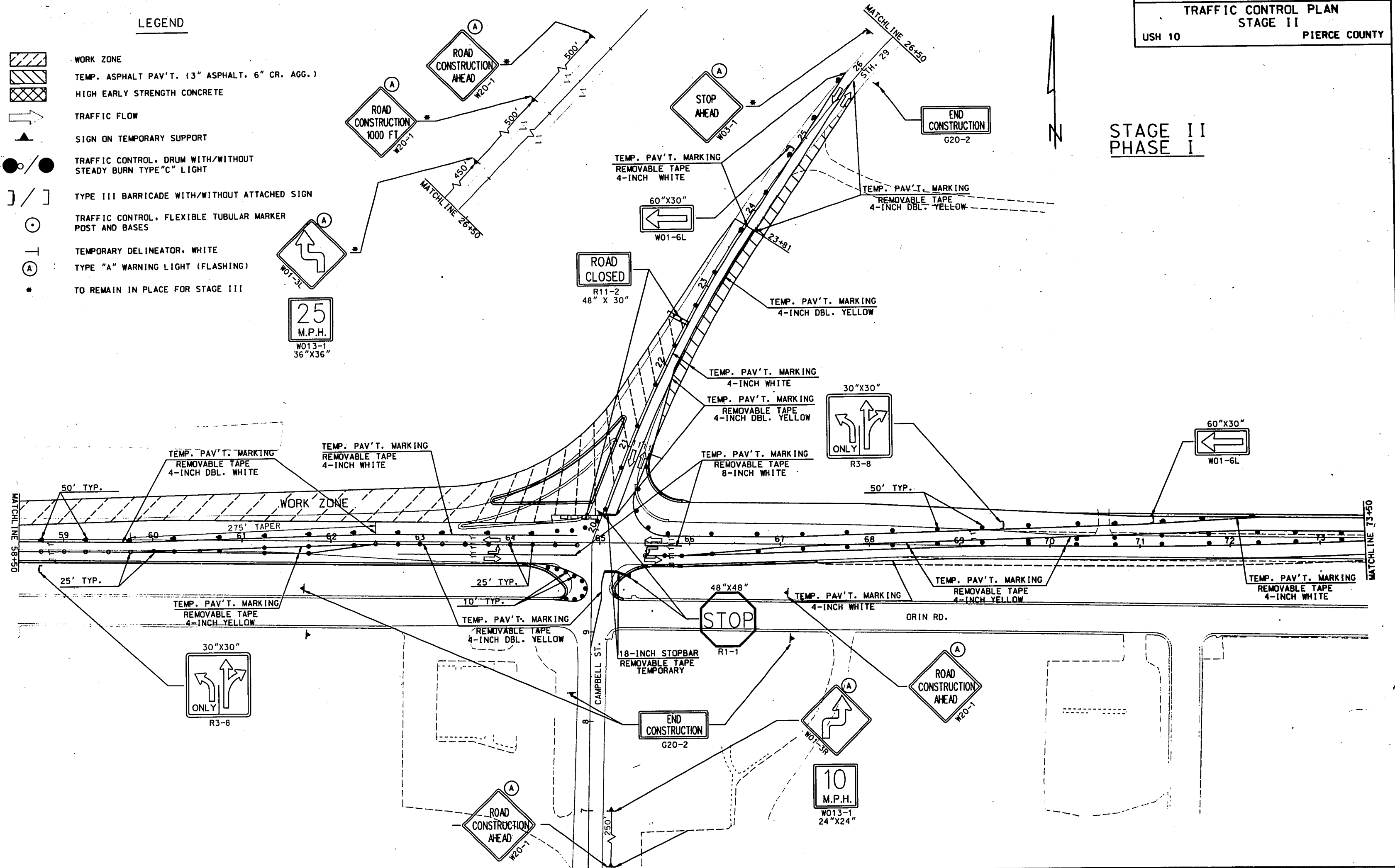


LEGEND

-  WORK ZONE
-  TEMP. ASPHALT PAV'T. (3" ASPHALT, 6" CR. AGG.)
-  HIGH EARLY STRENGTH CONCRETE
-  TRAFFIC FLOW
-  SIGN ON TEMPORARY SUPPORT
-  TRAFFIC CONTROL, DRUM WITH/WITHOUT STEADY BURN TYPE "C" LIGHT
-  TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
-  TRAFFIC CONTROL, FLEXIBLE TUBULAR MARKER POST AND BASES
-  TEMPORARY DELINEATOR, WHITE
-  TYPE "A" WARNING LIGHT (FLASHING)
-  TO REMAIN IN PLACE FOR STAGE III

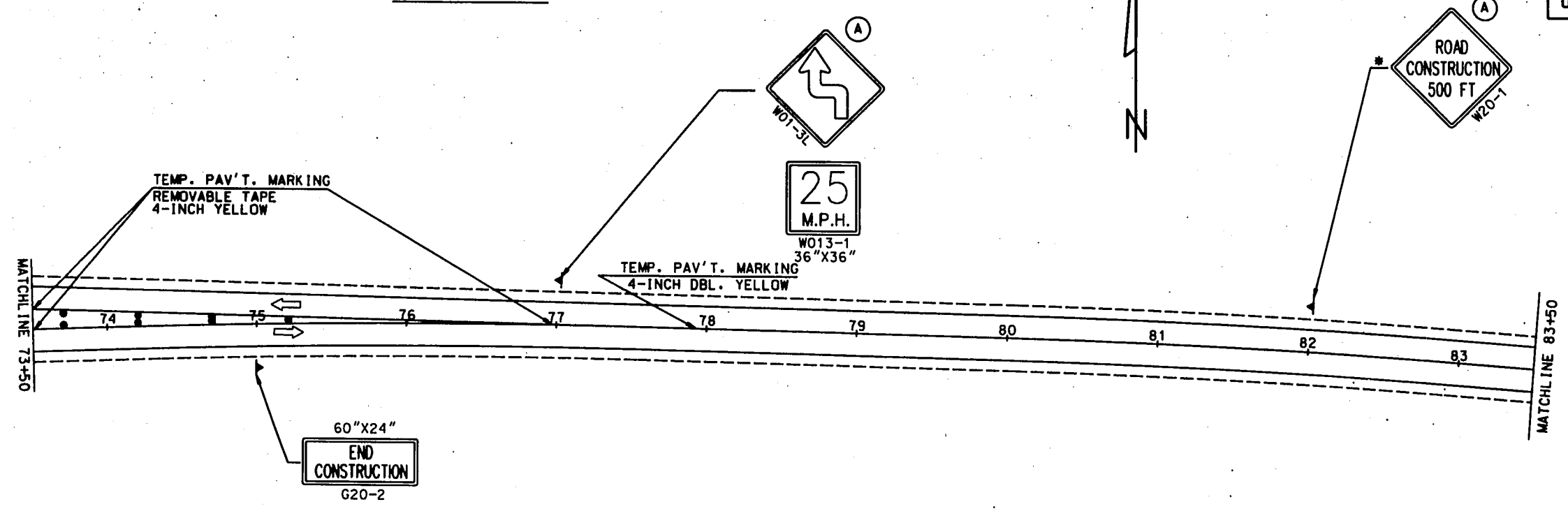


25
M.P.H.
W013-1
36" X 36"



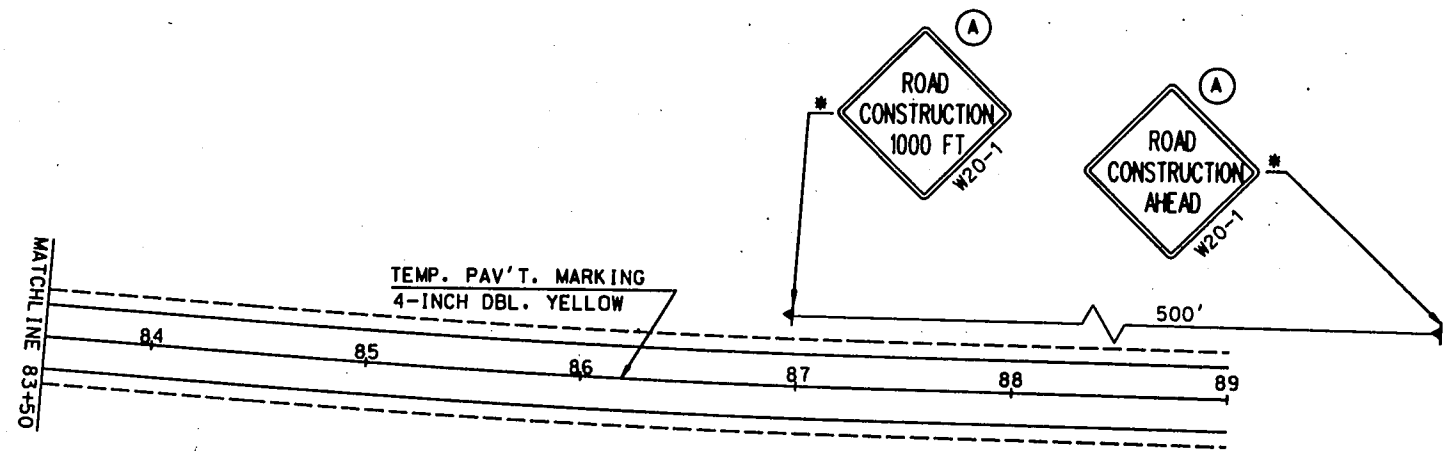
STAGE II
PHASE I

STAGE II



NOTE: APPROPRIATE PERMANENT SIGNING AND PAVEMENT MARKING TO BE IN PLACE PRIOR TO STAGE III, AS APPROVED BY THE ENGINEER. SEE SIGNING AND PAVEMENT MARKING DETAILS.

STAGE II

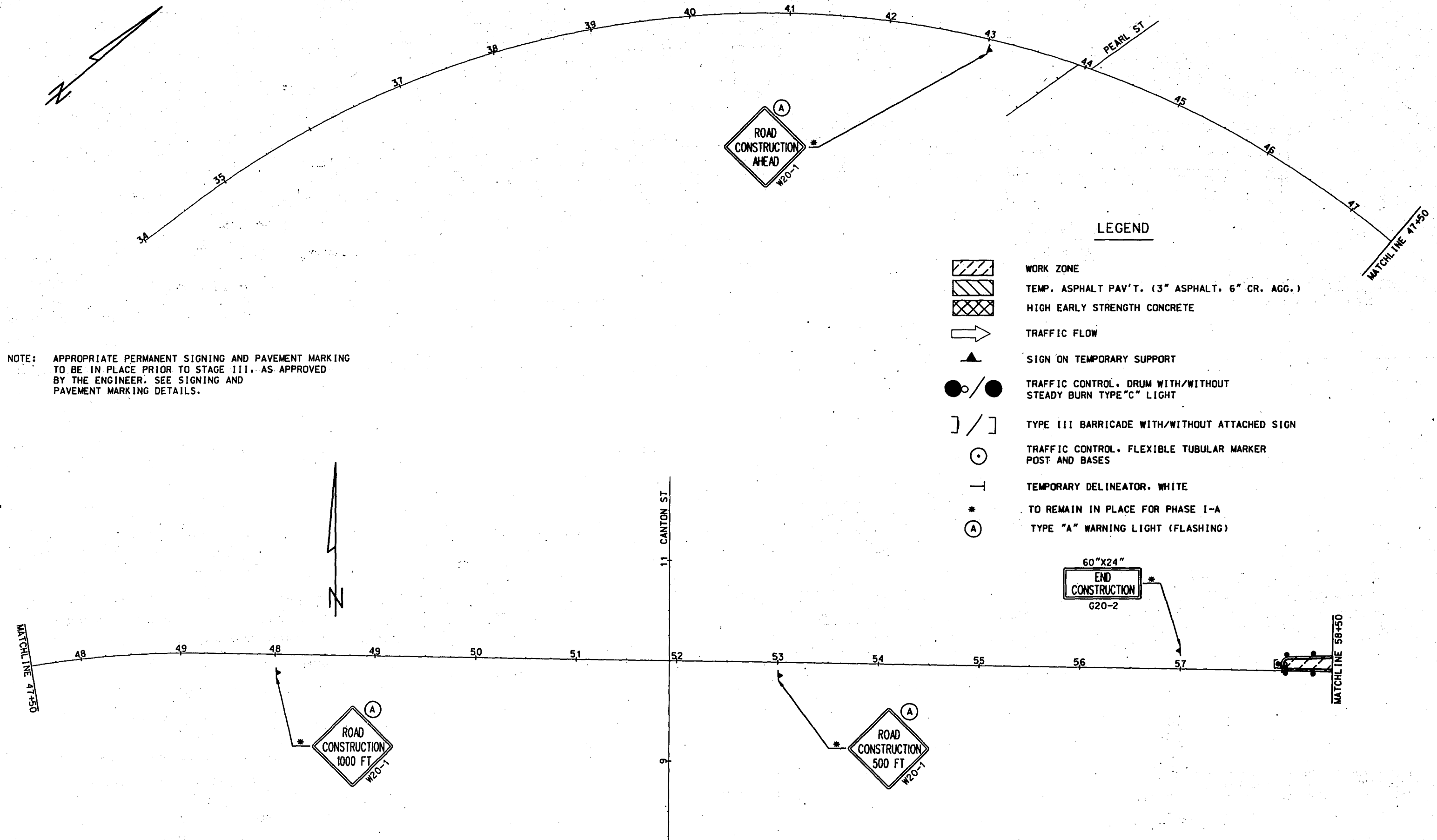


NOTE: APPROPRIATE PERMANENT SIGNING AND PAVEMENT MARKING TO BE IN PLACE PRIOR TO STAGE III, AS APPROVED BY THE ENGINEER. SEE SIGNING AND PAVEMENT MARKING DETAILS.

LEGEND

- WORK ZONE
- TEMP. ASPHALT PAV'T. (3" ASPHALT, 6" CR. AGG.)
- HIGH EARLY STRENGTH CONCRETE
- TRAFFIC FLOW
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL, DRUM WITH/WITHOUT STEADY BURN TYPE "C" LIGHT
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL, FLEXIBLE TUBULAR MARKER POST AND BASES
- TEMPORARY DELINEATOR, WHITE
- TYPE "A" WARNING LIGHT (FLASHING)
- TO REMAIN FOR STAGE III

STAGE III

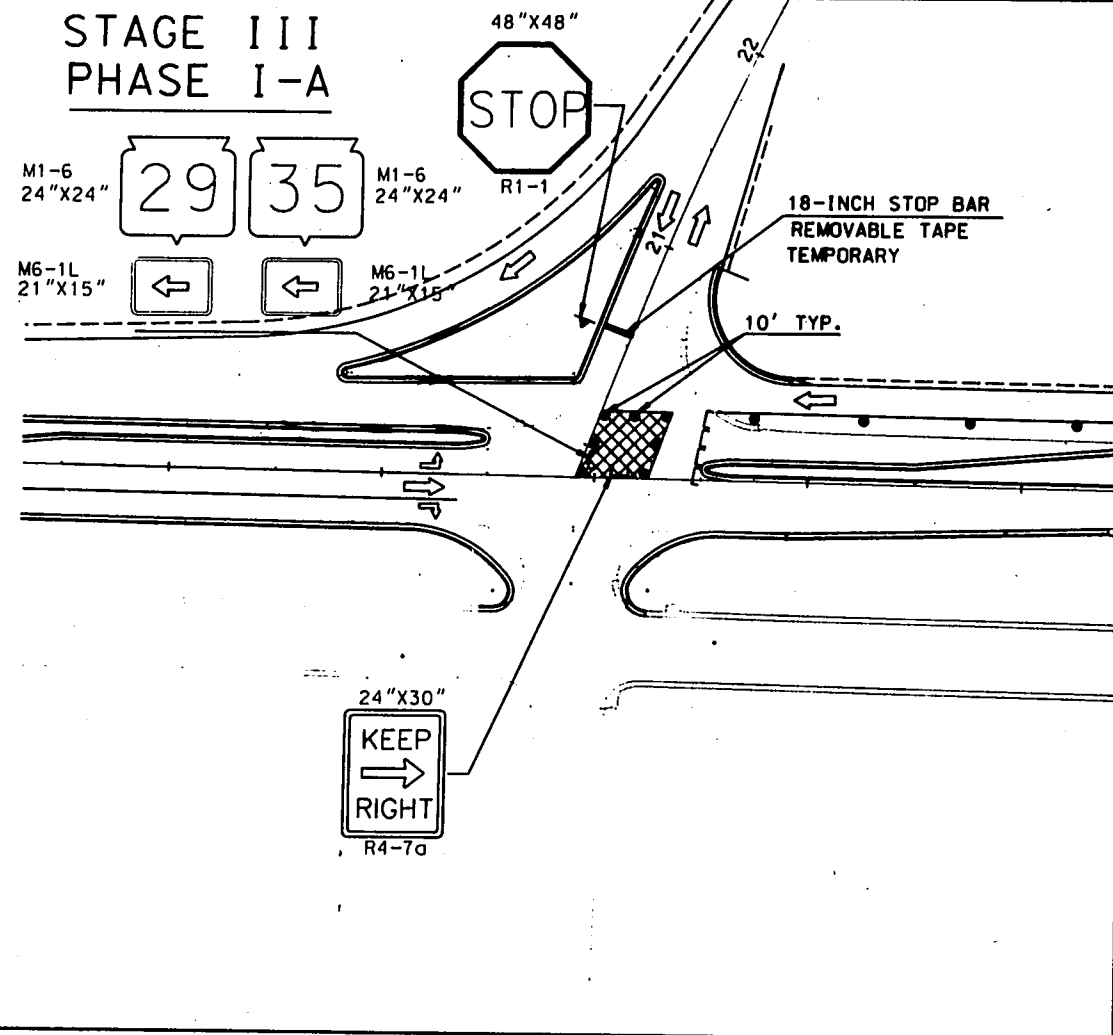


NOTE: APPROPRIATE PERMANENT SIGNING AND PAVEMENT MARKING TO BE IN PLACE PRIOR TO STAGE III, AS APPROVED BY THE ENGINEER. SEE SIGNING AND PAVEMENT MARKING DETAILS.

LEGEND

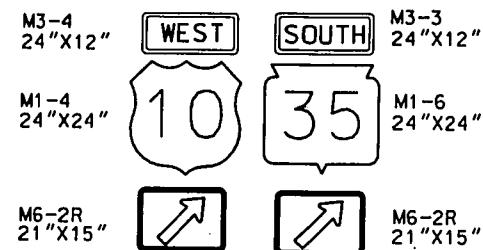
- WORK ZONE
- TEMP. ASPHALT PAV'T. (3" ASPHALT, 6" CR. AGG.)
- HIGH EARLY STRENGTH CONCRETE
- TRAFFIC FLOW
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL. DRUM WITH/WITHOUT STEADY BURN TYPE "C" LIGHT
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL. FLEXIBLE TUBULAR MARKER POST AND BASES
- TEMPORARY DELINEATOR, WHITE
- TO REMAIN IN PLACE FOR PHASE I-A
- TYPE "A" WARNING LIGHT (FLASHING)

STAGE III PHASE I-A



NOTE: APPROPRIATE PERMANENT SIGNING AND PAVEMENT MARKING TO BE IN PLACE PRIOR TO STAGE III. AS APPROVED BY THE ENGINEER. SEE SIGNING AND PAVEMENT MARKING DETAILS.

TEMP. PAV'T. MARKING
REMOVABLE TAPE
4-INCH WHITE

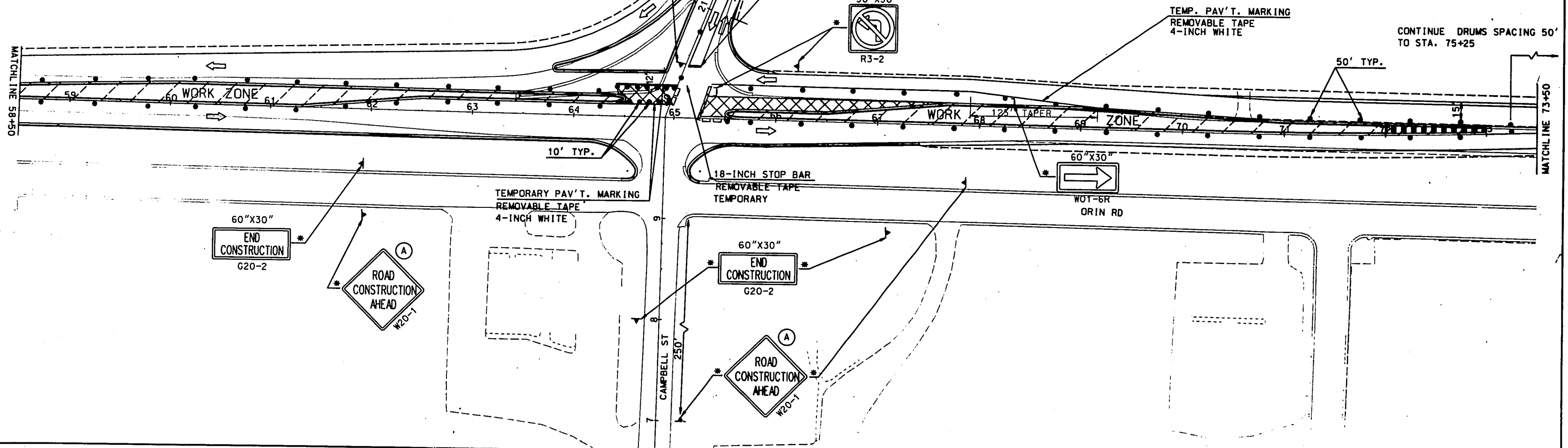


STAGE III PHASE I

STATE PROJECT NUMBER	1532-09-72	SHEET NO	2.51
TRAFFIC CONTROL PLAN STAGE III			
USH 10		PIERCE COUNTY	

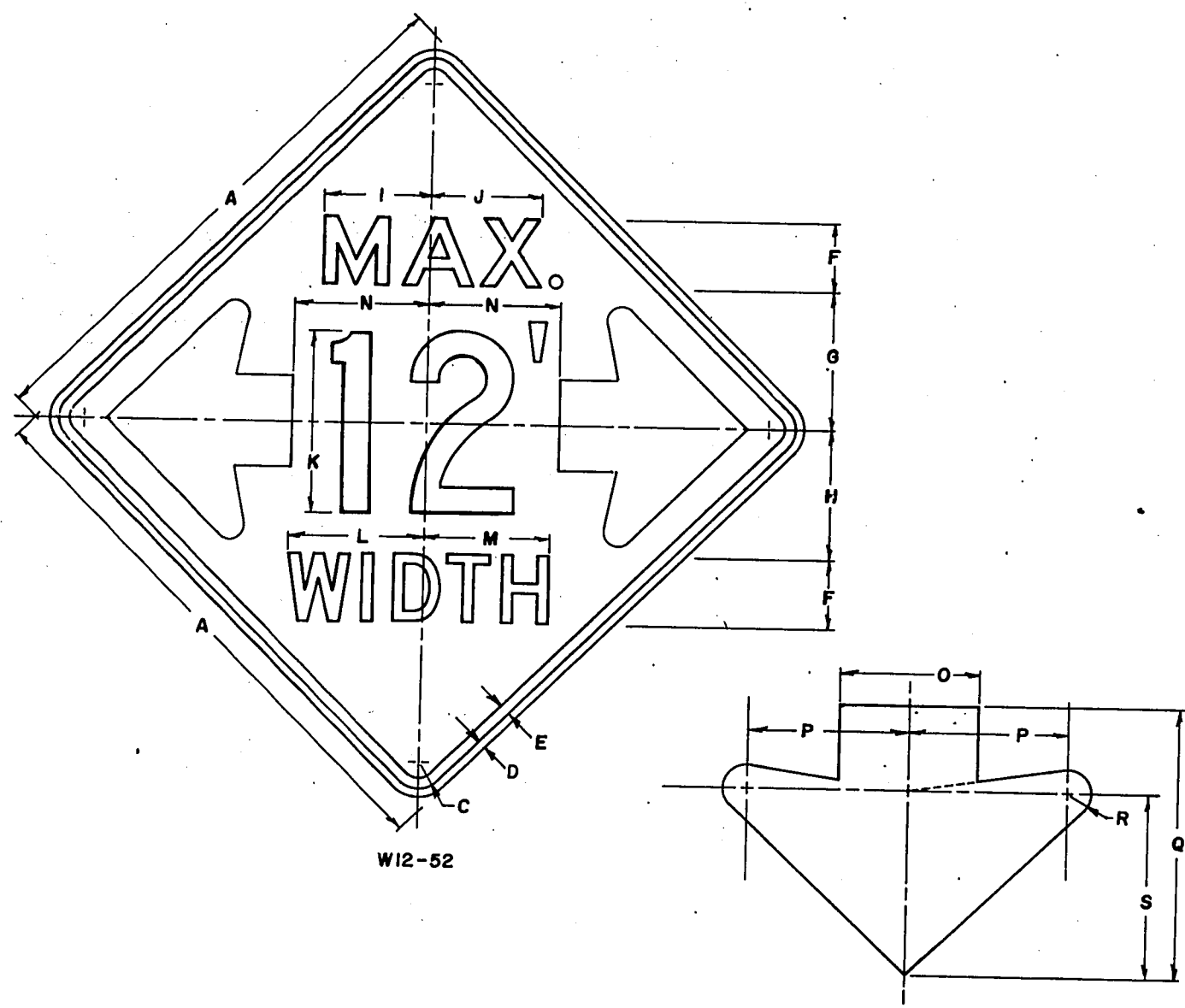
LEGEND

- WORK ZONE
- TEMP. ASPHALT PAV'T. (3" ASPHALT, 6" CR. AGG.)
- HIGH EARLY STRENGTH CONCRETE
- TRAFFIC FLOW
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL, NON-METALLIC DRUM WITH/WITHOUT STEADY BURN TYPE "C" LIGHT
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL, FLEXIBLE TUBULAR MARKER POST AND BASES
- TEMPORARY DELINEATOR, WHITE
- TO REMAIN IN PLACE FOR PHASE I-A
- TYPE "A" WARNING LIGHT (FLASHING)



NOTES

- 1. Sign is Type II Reflective - reference WIS D.O.T. Standard Specification for ROAD and BRIDGE CONSTRUCTION latest edition.
- 2. Color:
Background - Yellow
Message - Black
- 3. Message Series - See note 5
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. The top line is series E, the numerals are series C, and the bottom line is series D.
- 6. Substitute appropriate numerals and adjust spacing as required.



W12-52

SIZE	CODE 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	Bid Area Sq. Ft.
Minimum	1																											
Standard	2	48		2 1/4	3/4	1	6	12	11 3/8	9 1/4	9 5/8	16	11 3/4	10 7/8	11 1/2	8	9 3/16	15 5/8	1 5/16	10 5/8								16.0
Oversize	3																											
Exp-way	4																											
Freeway	5																											
Bicycle	6																											
Snowmobile	7																											
		AA	BB	CC	DD	EE	FF	GG	HH	II	JJ	KK	LL	MM	NN	OO	PP	QQ	RR	SS	TT	UU	VV	WW	XX	YY	ZZ	
Minimum	1																											
Standard	2																											
Oversize	3																											
Exp-way	4																											
Freeway	5																											
Bicycle	6																											
Snowmobile	7																											

Date Drawn - 1-22-82 *adw* Date Redrawn -

Date Revised - 4-7-86

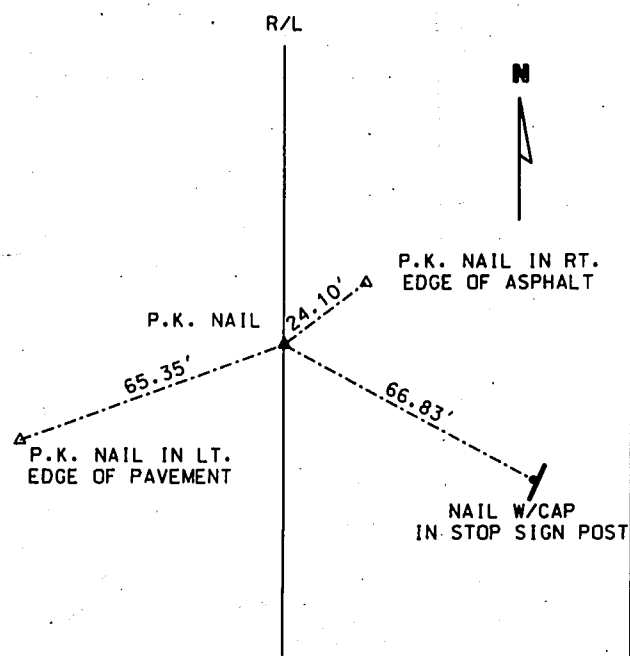
STANDARD SIGN
W12-52

WISCONSIN DEPT OF TRANSPORTATION

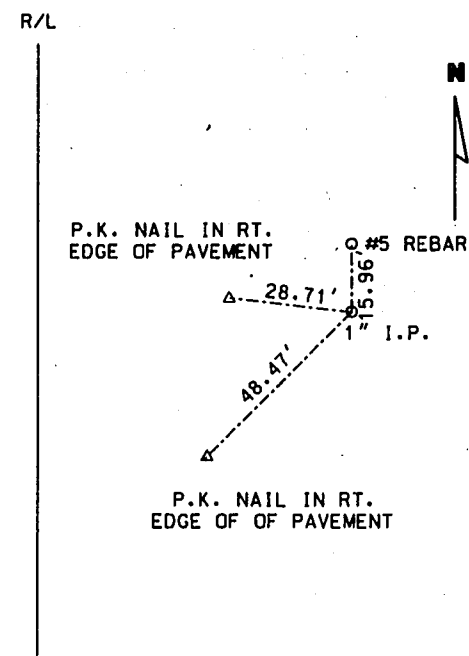
APPROVED *[Signature]*
Chief Traffic Engineer

DATE 2-23-86 PLATE NO W12-52.2

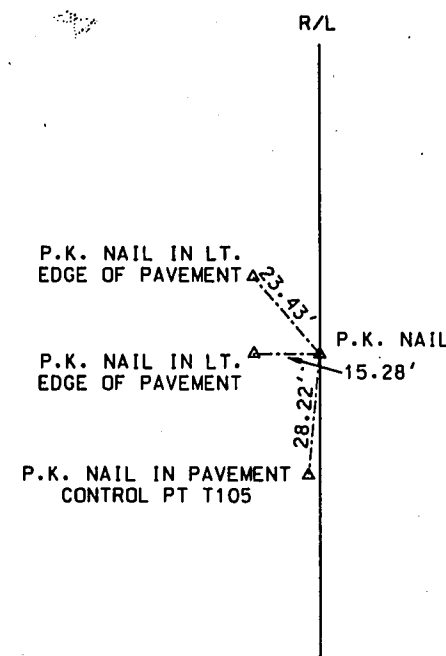
BEGIN PROJECT STA. 12+93.82



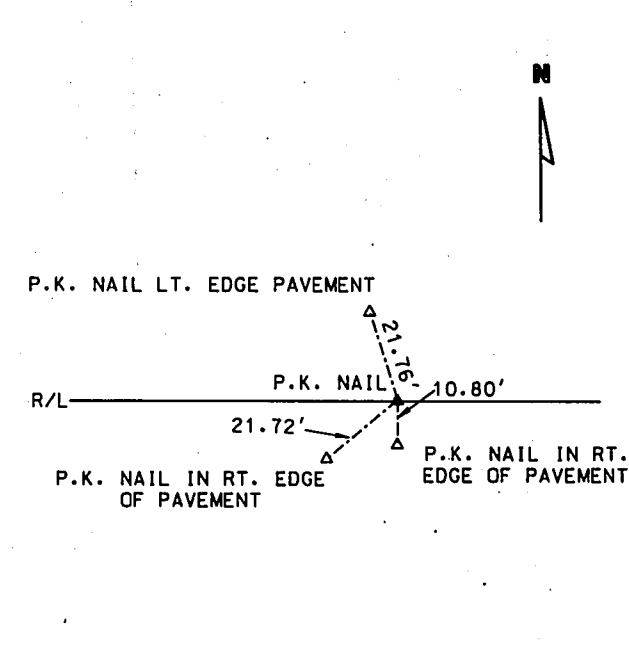
P.I. STA. 19+32.29



P.C. STA. 34+59.25

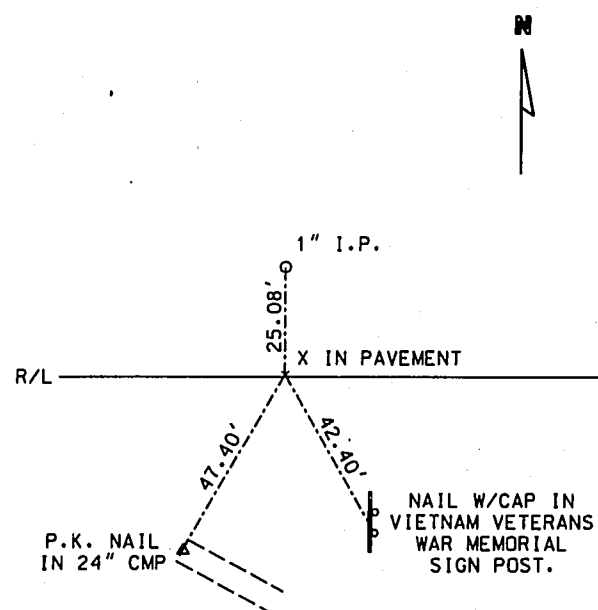


P.T. 47+29.35 AH
49+23.49 BK

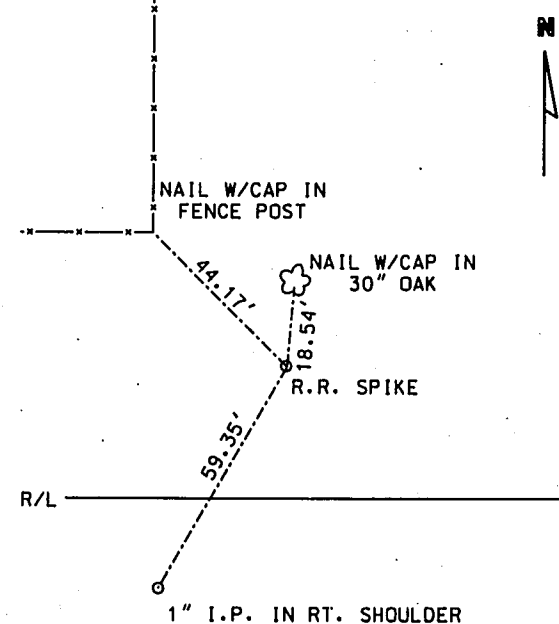


STATE, PROJECT NUMBER	SHEET NO.
1532-09-72	2.53
CONSTRUCTION TIES	
USH 10	PIERCE COUNTY

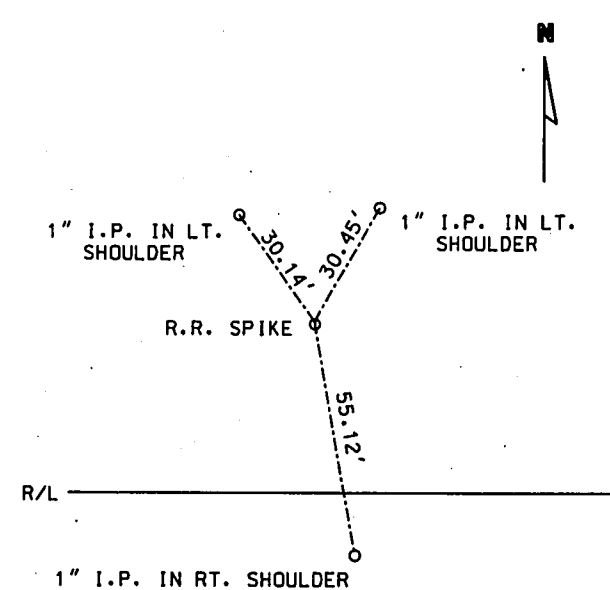
P.I. STA. 71+83.99



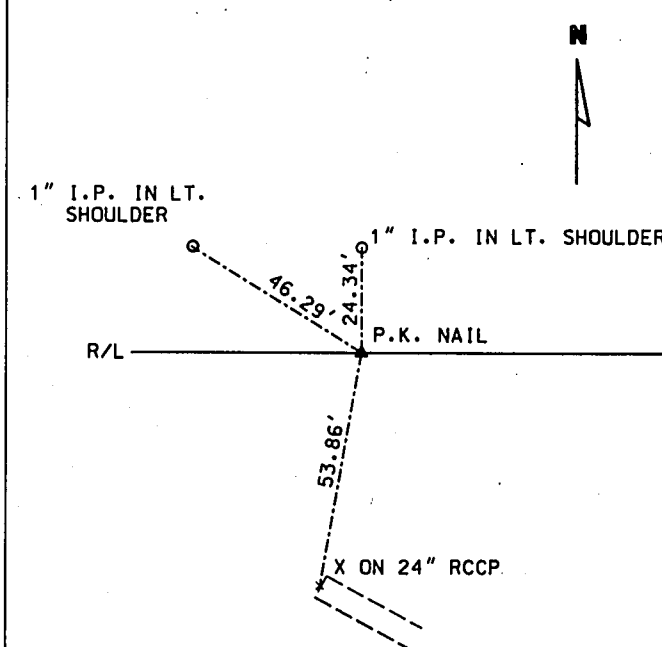
P.I. STA. 75+95.60



P.I. STA. 81+48.59



P.I. STA. 85+89.08



END PROJECT STA. 89+03.25

