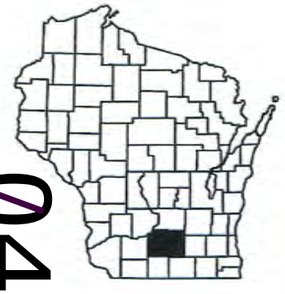
MAD MAR 2017

PROJECT ID: 1690-05-71
WITH: 1690-05-72

COUNTY: DANE

ORDER OF SHEETS

TOTAL SHEETS = 192



N

DESIGN DESIGNATION

A.A.D.T.	2016	=	6200
A.A.D.T.	2036	=	7900
D.H.V.		=	805
D.D.		=	60/40
T.		=	5.5%
DESIGN SPEED		=	35 MPH
ESALS		=	920,000

CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	ROCK
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	LABEL
EXISTING RIGHT OF WAY		GRADE ELEVATION	956
PROPOSED OR NEW R/W LINE		CULVERT (Profile View)	
SLOPE INTERCEPT		UTILITIES	
REFERENCE LINE		ELECTRIC	E
EXISTING CULVERT		FIBER OPTIC	FO
PROPOSED CULVERT (Box or Pipe)		GAS	G
COMBUSTIBLE FLUIDS	CAUTION	SANITARY SEWER	SAN
		STORM SEWER	SS
		TELEPHONE	T
MARSH AREA		WATER	W
		UTILITY PEDESTAL	
		POWER POLE	
WOODED OR SHRUB AREA		TELEPHONE POLE	

Subcontractor List:
Augelli Concrete & Excavating, LLC
Guide Lines Pavement Marking, LLC
Hard Rock Sawing & Drilling Specialist Co.
Lunda Construction Company
Payne and Dolan, Inc.
SJK Engineering, LLC
T-N-T Tree Service, LLC
Traffic Control & Protection
West-Land Restoration, Inc.
Yahara Materials, Inc.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

NEW GLARUS - VERONA
STH 92 TO CTH D
STH 69
DANE COUNTY

STATE PROJECT NUMBER
1690-05-71

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1690-05-71	WISC 2017094	1

AS-BUILT PLAN

SUPERVISOR: Bill Strobel
PROJECT LEADER: Derrick Ballweg
PROJECT MANAGER: Mahesh Shrestha
PRIME CONTRACTOR: H. James & Sons, Inc.
WORK STARTED: 5/22/17
WORK COMPLETED: 8/30/17

END PROJECT 1690-05-71
STA. 28+50.00

B-13-337
EXCEPTION TO NET
CENTERLINE LENGTH
142.67'

BEGIN PROJECT 1690-05-71
STA. 10+17.94
Y=404,492.01
X=781,199.50

LAYOUT
SCALE 0 1/8 MILE

TOTAL NET LENGTH OF CENTERLINE = 0.320 MI (URBAN)

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, DANE 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.

ORIGINAL PLANS PREPARED BY
GRAEF 125 S. 84TH STREET, SUITE 401 MILWAUKEE, WI 53214

WISCONSIN
JACQUELYN M. MESSER
41278
DELAFIELD, WI
PROFESSIONAL ENGINEER

10/21/16 (Date) Jacquelyn M Messer (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	GRAEF
Designer	GRAEF
Project Manager	MAHESH SHRESTHA
Regional Examiner	
Regional Supervisor	BILL STROBEL

APPROVED FOR THE DEPARTMENT
DATE: 10/24/2016 (Signature)

E

FILE NAME : L:\JOBS2014\20145023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\OLD\010101_TI.DWG
2014-5023 - 010101_TI - TITLE SHEET 1 IN EQ 0.5 MI

PLOT DATE : 10/24/2016 8:20 AM PLOT BY : MESSER, JACKIE PLOT NAME :

WISDOT/CADDS SHEET 10

2

GENERAL NOTES

NO TREES OR SHRUBS ARE TO BE REMOVED UNLESS INDICATED FOR REMOVAL BY THE ENGINEER.

THE EXACT LOCATION OF PRIVATE ENTRANCES IS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

ALL HOLES OR OPENINGS BELOW SUBGRADE RESULTING FROM THE ABANDONMENT OR REMOVAL OF EXISTING STRUCTURES OR FROM GRUBBING OF TREES OR STUMPS SHALL BE BACKFILLED WITH GRANULAR BACKFILL. BACKFILL GRANULAR MATERIAL IS INCIDENTAL TO THE REMOVAL ITEM.

ALL RADIUS DIMENSIONS FOR CURB & GUTTER ARE GIVEN TO THE FLANGE.
ALL ELEVATIONS ALONG CURB & GUTTER ARE GIVEN TO THE FLANGE.
OFFSETS NOTED ARE TO THE FLANGE OR EDGE OF LANE IF NO CURB, UNLESS OTHERWISE NOTED.

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.

HMA PAVEMENT WHERE INDICATED ON THE PLANS, SHALL CONSIST OF LAYERS AS FOLLOWS, UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE ENGINEER.

5.0" DEPTH	3.0" OF HMA PAVEMENT 3 LT 58-28 S, AS THE LOWER LAYER
	2.0" OF HMA PAVEMENT 4 LT 58-28 S, AS THE UPPER LAYER
4.0" DEPTH	2.0" OF HMA PAVEMENT ~~4~~ 3 LT 58-28 S, AS THE LOWER LAYER
	2.0" OF HMA PAVEMENT 4 LT 58-28 S, AS THE UPPER LAYER

HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/IN.

HMA PAVING JOINTS ON THE PROJECT SHALL BE A VERTICAL LONGITUDINAL JOINTS IN PLACE OF THE NOTCHED WEDGE LONGITUDINAL JOINTS. CONTRACTOR SHALL REFER TO THE LONGITUDINAL JOINT SECTION OF THE STANDARD SPECIFICATION.

THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, BIKE OR PARKING LANE.

SILT FENCE SHALL BE INSTALLED IN THE LOCATIONS SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.

ASPHALT AND CONCRETE DRIVEWAYS SHALL BE SAWCUT AT THE MATCH LINE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

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

INLET PROTECTION IS REQUIRED AT ALL INLETS AS PER DETAIL OR AS DIRECTED BY THE ENGINEER.

REMOVAL OF EROSION CONTROL DEVICES IS INCLUDED IN THE COST OF THEIR RESPECTIVE BID ITEMS.

SIGNS IN CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED AS DIRECTED BY THE ENGINEER AND PAID FOR UNDER THE ITEM TRAFFIC CONTROL COVERING SIGNS TYPE II.

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

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

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

EROSION CONTROL BMP'S ARE AT SUGGESTED LOCATIONS. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S 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.

DISTANCE BEHIND CURB TO UTILITY POLES MAY REQUIRE CONCRETE CURB AND GUTTER TO BE HAND FORMED RATHER THAN SLIP FORMED. THIS WILL BE INCIDENTAL TO THE ITEM.

STANDARD ABBREVIATIONS

AEW	APRON END WALL
AGG	AGGREGATE
BAD	BASE AGGREGATE DENSE
BM	BENCH MARK
C&G	CURB AND GUTTER
C/L	CENTER OR CONSTRUCTION LINE
CONC	CONCRETE
CP	CULVERT PIPE
CPCM	CULVERT PIPE CORRUGATED METAL
CPRC	CULVERT PIPE REINFORCED CONCRETE
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
CSCP	CORRUGATED STEEL CULVERT PIPE
CSPA	CORRUGATED STEEL PIPE ARCH
CSD	CONCRETE SURFACE DRAIN
CY	CUBIC-YARD
D	DEGREE OF CURVE
Δ	DELTA
DISCH	DISCHARGE
FE	FIELD ENTRANCE
HERCP	HORIZONTAL ELLIPTICAL REINFORCED CONCRETE PIPE
HMA	HOT MIX ASPHALT
INV	INVERT
L	LENGTH OF CURVE
LHF	LEFT HAND FORWARD
LT	LEFT
MIN	MINIMUM
M/L	MATCHLINE
NB	NORTHBOUND
NC	NORMAL CROWN
NTS	NOT TO SCALE
PAVT	PAVEMENT
PB	PULL BOX
PC	POINT-OF-CURVE
PCC	POINT OF COMPOUND CURVE
PE	PRIVATE ENTRANCE
PI	POINT OF INTERSECTION
PLE	PERMANENT LIMITED EASEMENT
PT	POINT OF TANGENT
PVC	POINT OF VERTICAL CURVE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENT
R	RADIUS OF CURVE
R/L	REFERENCE LINE
R/W	RIGHT OF WAY
RAD	RADIUS
RC	REVERSE CROWN
RCAEW	APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE
RCHESS	REINFORCED CONCRETE HORIZONTAL ELLIPTICAL STORM SEWER
RCPSS	REINFORCED CONCRETE PIPE - STORM SEWER
REQD	REQUIRED
RHF	RIGHT HAND FORWARD
RO	RUN OFF LENGTH
RT	RIGHT
SALV	SALVAGED
SB	SIGNAL BASE
SDD	STANDARD DETAIL DRAWING
SE	SUPER ELEVATION
SF	SQUARE FOOT
STA	STATION
SY	SQUARE YARD
T	TANGENT LENGTH
TC	TOP OF CURB
TLE	TEMPORARY LIMITED EASEMENT

SECTION 2 ORDER OF SHEETS

UTILITIES

COMMUNICATION LINE
CHARTER COMMUNICATIONS
MARK GAUGER
2701 DANIELS ST.
MADISON, WI 53718
(608) 575-6415 (MOBILE)
MARK.GAUGER@CHARTER.COM

COMMUNICATION LINE
FRONTIER COMMUNICATIONS OF WI LLC.
ED STIEBER
100 COMMUNICATIONS DRIVE
SUN PRAIRIE, WI 53590
(608) 837-1410
(262) 325-7048 (MOBILE)
EDWARD.O.STIEBER@FTR.COM

ELECTRICITY
ALLIANT ENERGY
RICK MARTINGILIO
2147 COUNTY HWY PB
VERONA, WI 53593
(608) 845-1120
RICKAMARTINGILIO@ALLIANTENERGY.COM

GAS
WE ENERGIES
ADAM MARING
N3025 14TH AVENUE
MONROE, WI 53566
(608) 328-5679
(608) 426-1715
ADAM.MARING@WE-ENERGIES.COM

WATER/SANITARY SEWER
VILLAGE OF BELLEVILLE
TIM FRANCOIS
20 RIVER STREET
BELLEVILLE, WI 53508
(608) 424-3666
(608) 395-5183 (MOBILE)
TFRANCOIS@VILLAGEOFBELLEVILLE.COM

VILLAGE CONTACT

VILLAGE OF BELLEVILLE
TIM FRANCOIS
20 RIVER ST.
BELLEVILLE, WI 53508
(608) 424-3666
(608) 395-5183 (MOBILE)
TFRANCOIS@VILLAGEOFBELLEVILLE.COM

WISDOT CONTACT

WISCONSIN DEPT OF TRANSPORTATION, SW REGION
MAHESH SHRESTHA
2101 WRIGHT STREET
MADISON, WI 53704
(608) 245-2674
MAHESH.SHRESTHA@DOT.WI.GOV

DEPT. OF NATURAL RESOURCES

WISCONSIN DEPT. OF NATURAL RESOURCES
ERIC HEGGELUND
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
(608) 275-3301
ERIC.HEGGELUND@WISCONSIN.GOV

DESIGN CONTACT

GRAEF
MARY BETH PETTIT
125 S. 84TH STREET, SUITE 401
MILWAUKEE, WI 53214
(414) 266-9175
MARYBETH.PETTIT@GRAEF-USA.COM

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

2

N

5TH AVE.

FEDERAL AVE.

BADGER STATE TRAIL

END PROJECT 1690-05-71
STA. 28+50.00

MC CORMICK ST.

D

D

3RD AVE.

REMY ROAD

LAKE BELLE VIEW

RIVER ST.

N. PARK ST.

COUNTRYSIDE DR.

ENTERPRISE AVE.

BROSS CIR.

SERV-US ST.

ENTERPRISE AVE.

69

SUGAR RIVER

B-13-337
EXCEPTION TO NET
CENTERLINE LENGTH
142.67'

BEGIN PROJECT 1690-05-71
STA. 10+17.94
Y=404,492.01
X=781,199.50

SUGAR RIVER

92

W. MAIN ST.

E. MAIN ST.

W. PEARL ST.

E. PEARL ST.

LINCOLN ST.

S. HARRISON ST.

FREDERICK ST.

GREEN ST.

S. VINE ST.

S. PARK ST.

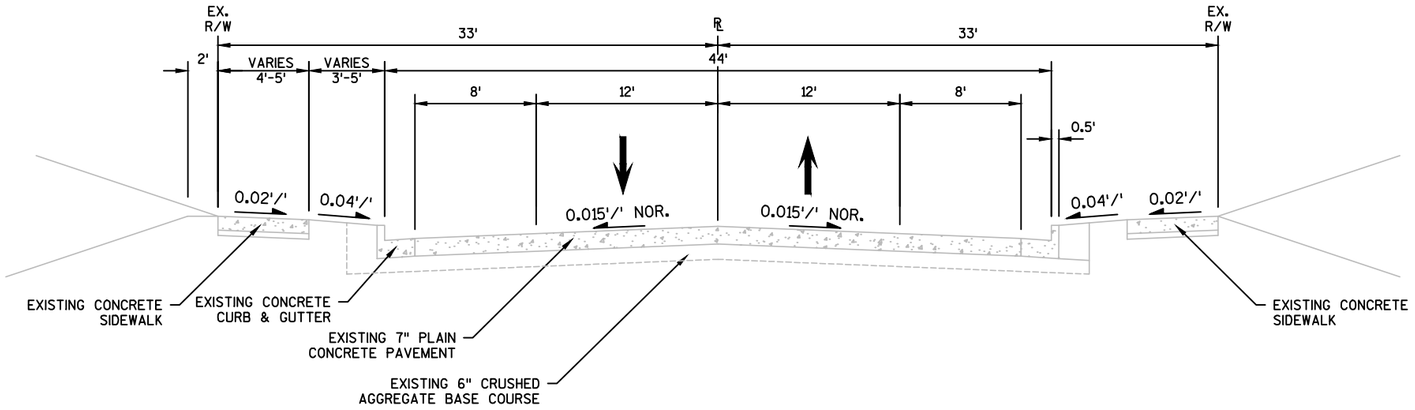
MITCHELL ST.

EVARTS ST.

EAST AVE.

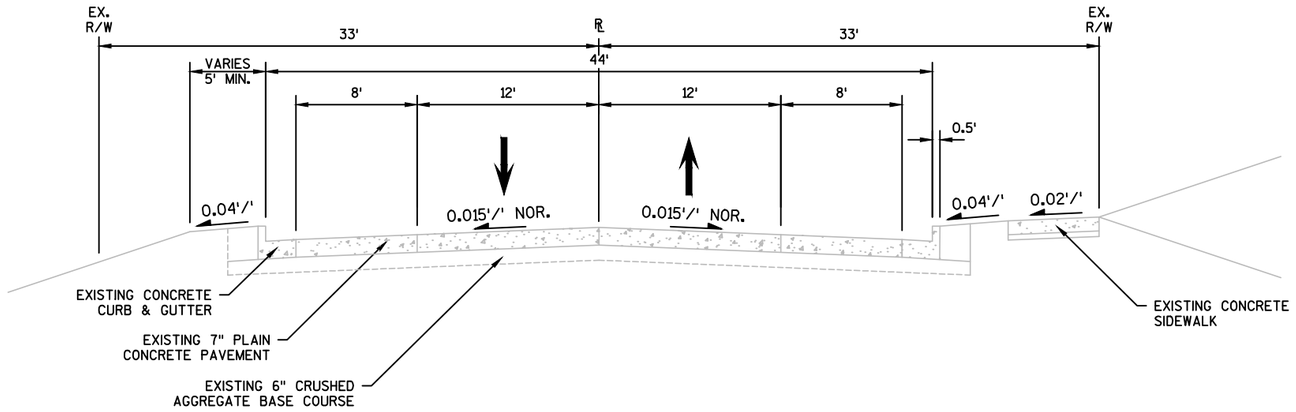
92

PROJECT NO:1690-05-71	HWY: STH 69	COUNTY: DANE	PROJECT OVERVIEW	SHEET 3	E



EXISTING TYPICAL SECTION STH 69

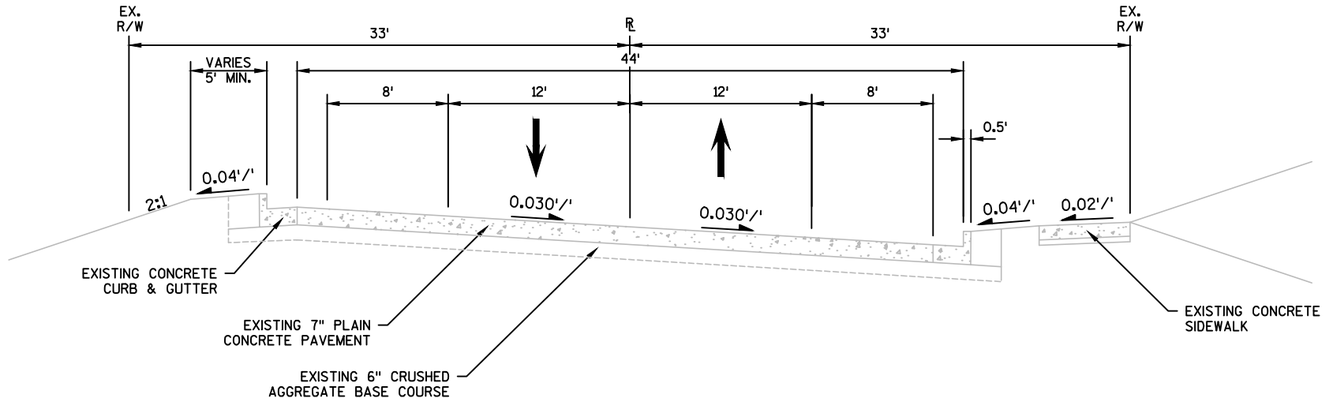
STA 10+17.94 TO STA 18+10.00



EXISTING TYPICAL SECTION STH 69

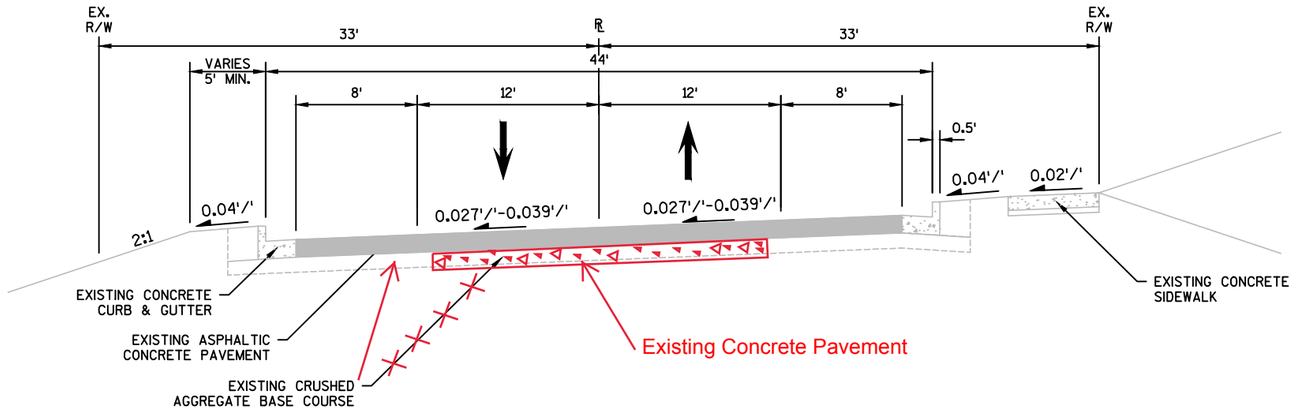
STA 18+10.00 TO STA 24+75.00

PROJECT NO:1690-05-71	HWY: STH 69	COUNTY: DANE	EXISTING TYPICAL SECTIONS	SHEET 4	E



EXISTING TYPICAL SECTION STH 69

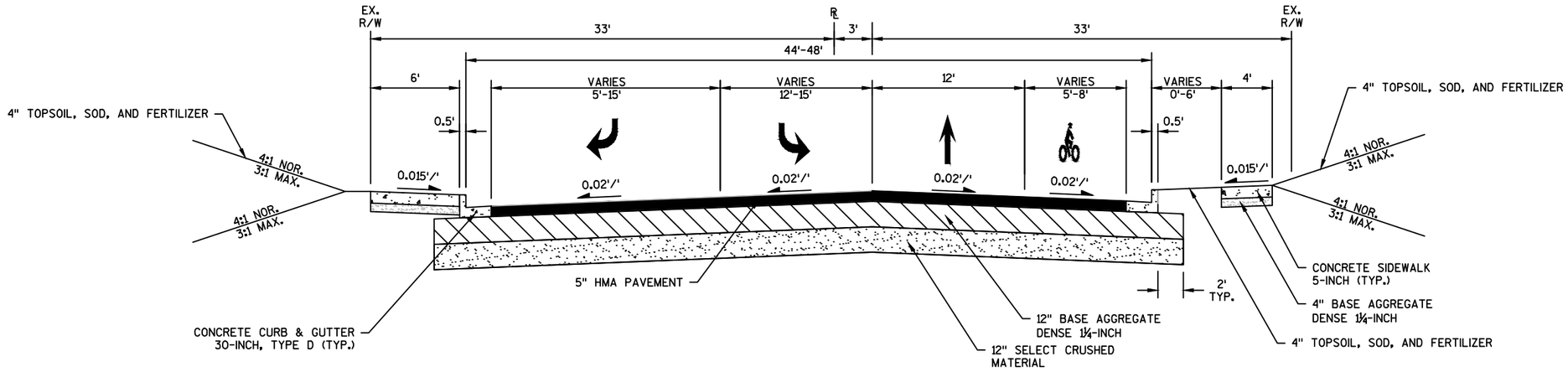
STA 24+75 TO STA 26+50



EXISTING TYPICAL SECTION STH 69

STA 26+50 TO STA 28+50

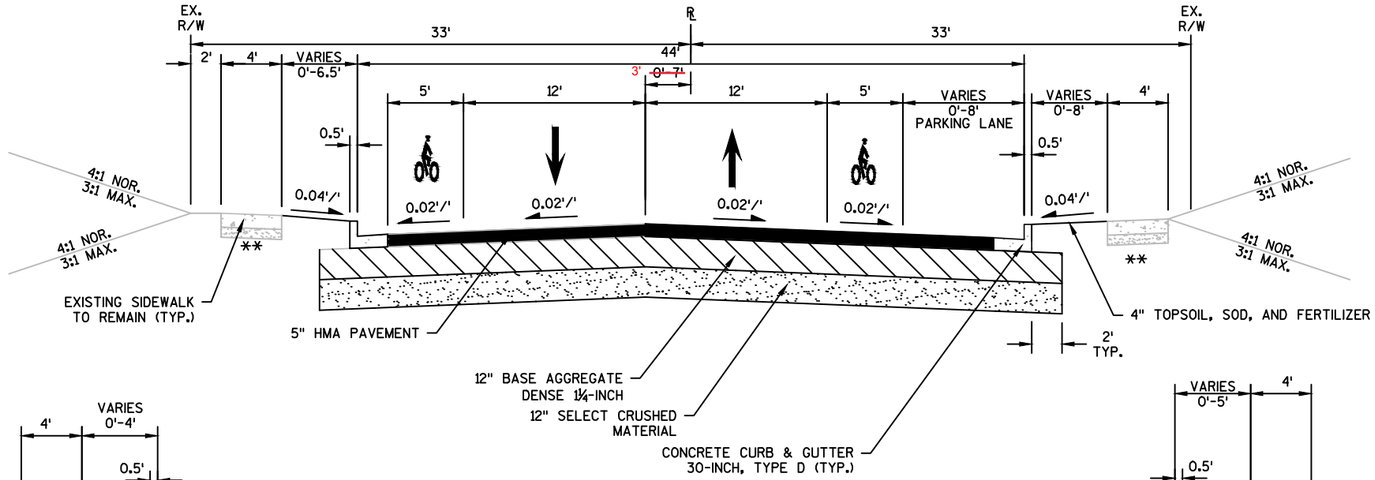
PROJECT NO:1690-05-71	HWY: STH 69	COUNTY: DANE	EXISTING TYPICAL SECTIONS	SHEET 5	E



FINISHED TYPICAL SECTION STH 69

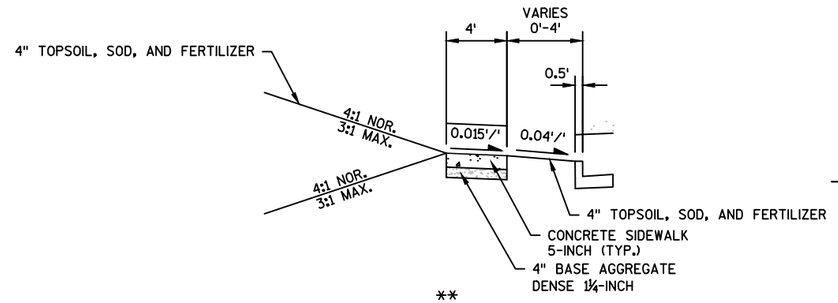
STA 10+17.94 TO STA 13+65.95

* NOTE: B-13-337
STA. 13+65.95 TO STA. 15+08.62

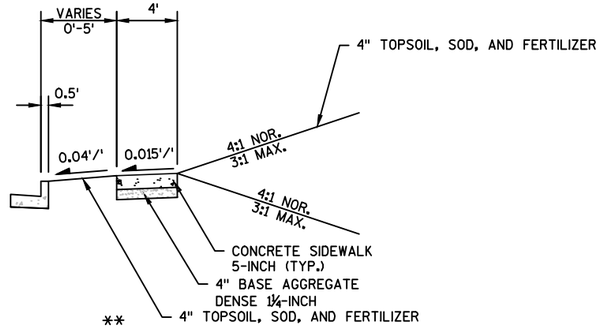


FINISHED TYPICAL SECTION STH 69

STA 15+08.62 TO STA 17+90.00

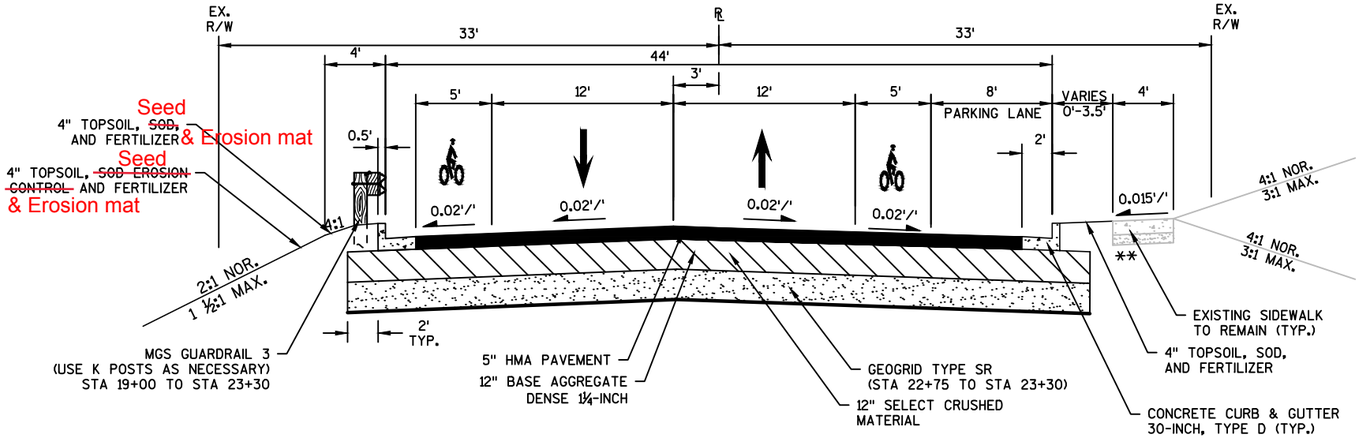


STA 15+09 TO STA 15+29
STA 15+90 TO STA 16+09
STA 16+40 TO STA 16+59
STA 17+59 TO STA 17+90



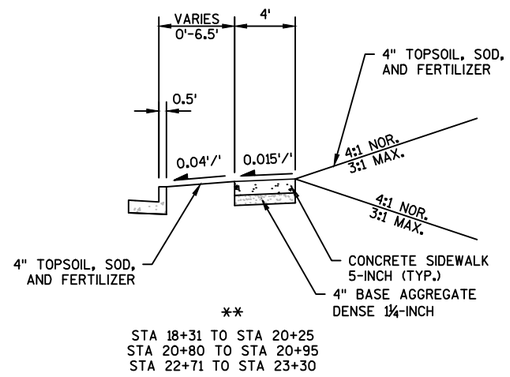
STA 15+09 TO STA 15+86
STA 16+72 TO STA 16+82
STA 17+21 TO STA 17+37
STA 17+57 TO STA 17+90

PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	FINISHED TYPICAL SECTIONS	SHEET 6	E

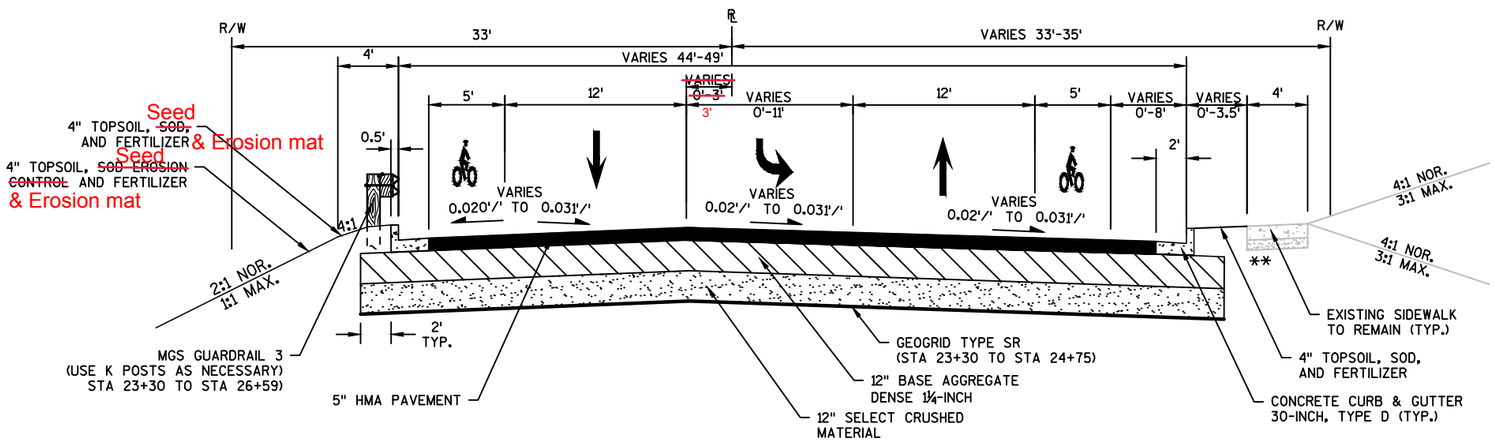


FINISHED TYPICAL SECTION STH 69

STA 17+90.00 TO STA 23+30.00

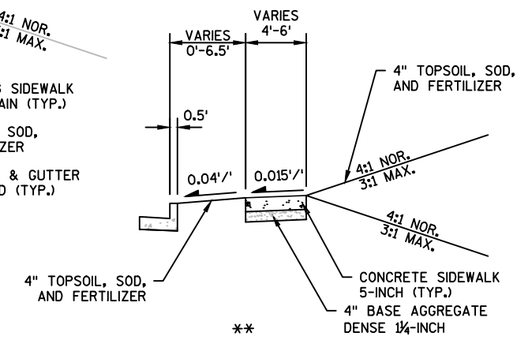


STA 18+31 TO STA 20+25
STA 20+80 TO STA 20+95
STA 22+71 TO STA 23+30



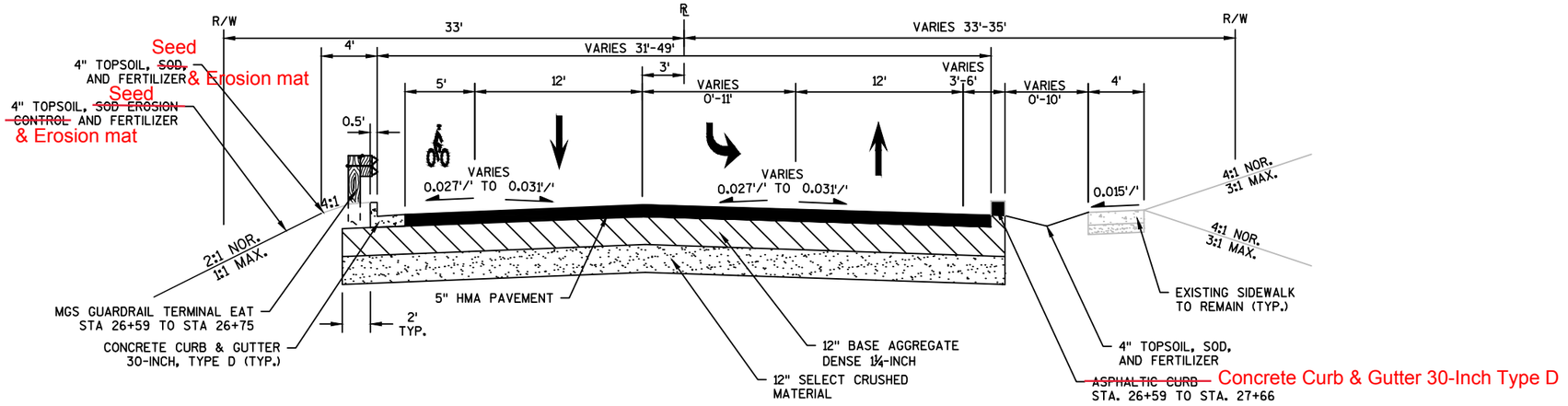
FINISHED TYPICAL SECTION STH 69

STA 23+30.00 TO STA 26+59.00



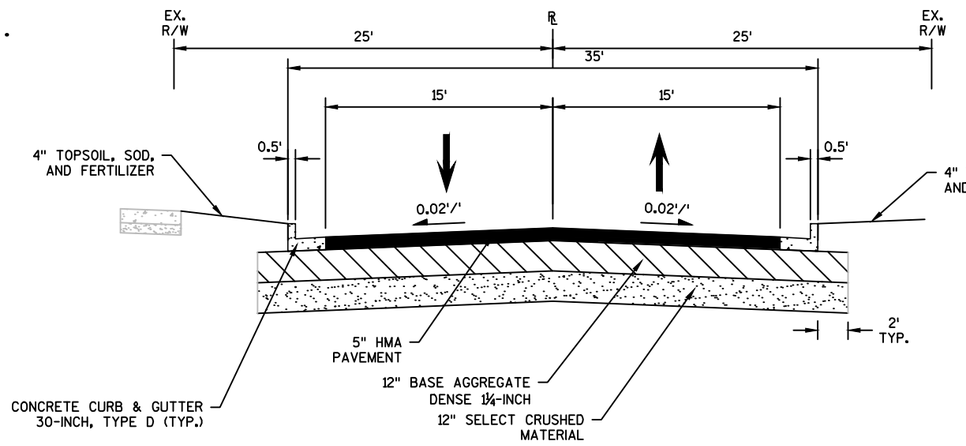
STA 23+30 TO STA 23+41
STA 23+93 TO STA 25+45
STA 26+35 TO STA 29+55

PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	FINISHED TYPICAL SECTION	SHEET 7	E



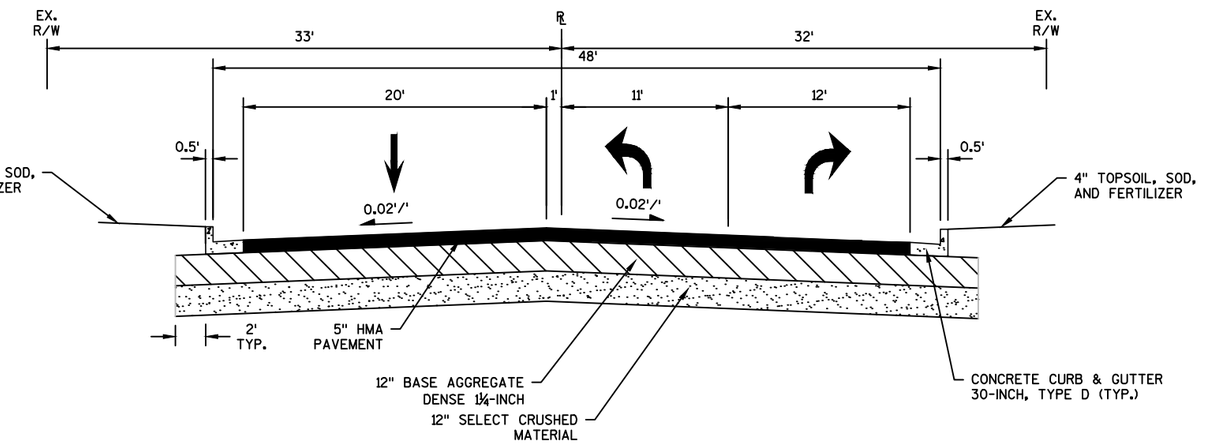
FINISHED TYPICAL SECTION STH 69

STA 26+59.00 TO STA 28+50.00



FINISHED TYPICAL SECTION - SERV-US STREET

STA 201+28.62 TO STA 201+47.35



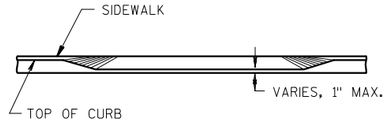
FINISHED TYPICAL SECTION - CTH D

STA 102+94.48 TO STA 104+26.53

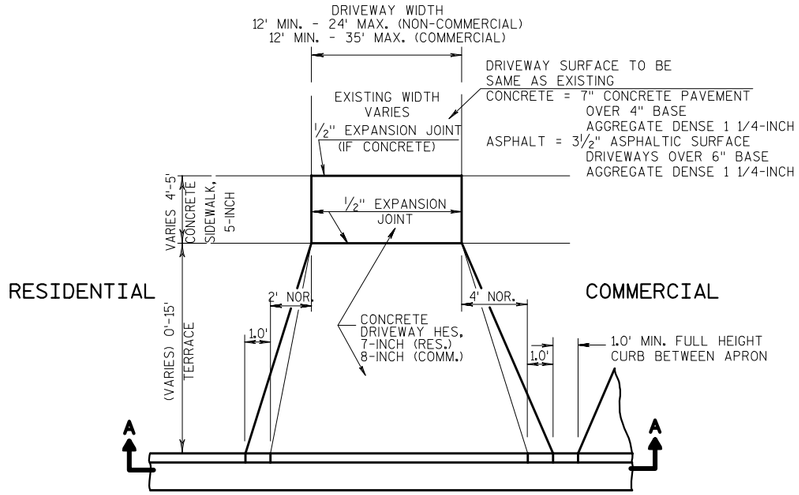
PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	PLAN: FINISHED TYPICAL SECTION	SHEET 8	E

FILE NAME : K:\JOBS2014\20145023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\020302_TS.DWG PLOT DATE : 12/7/2016 2:21 PM PLOT BY : MESSER, JACKIE PLOT NAME : PLOT SCALE : 1 IN:10 FT

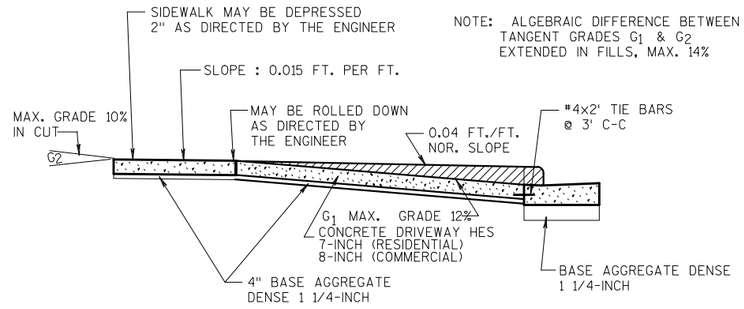
WISDOT/CADDS SHEET 42



SECTION A-A

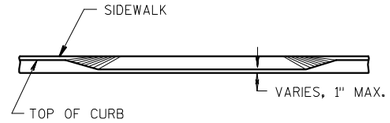


PLAN

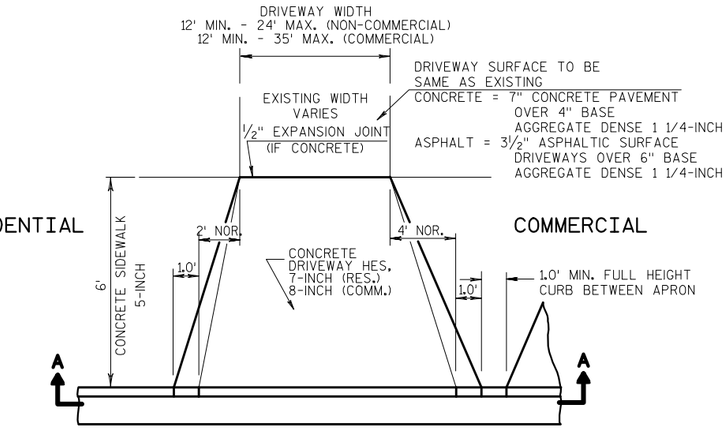


PROFILE

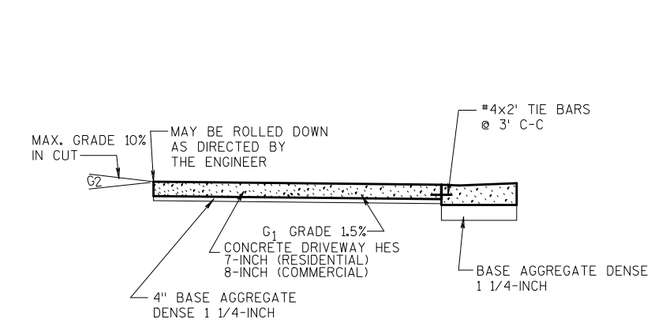
CONCRETE-FLARED DRIVEWAY DETAIL (WITH TERRACE)



SECTION A-A

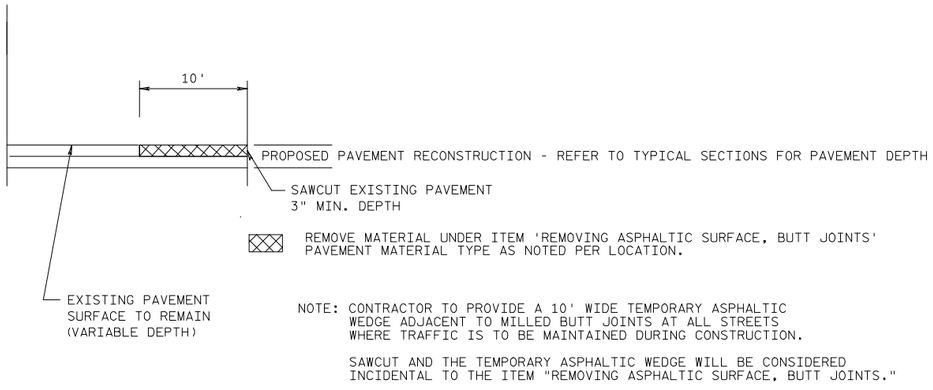


PLAN



PROFILE

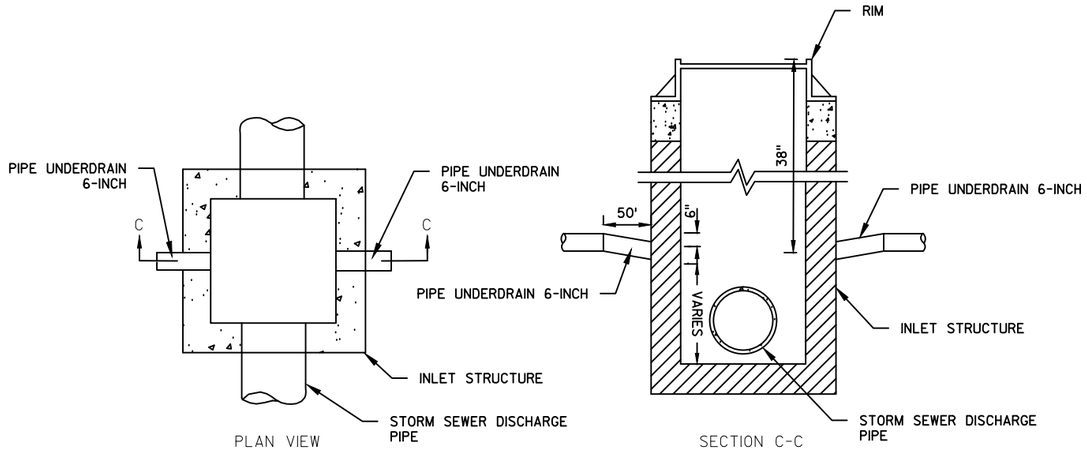
CONCRETE-FLARED DRIVEWAY DETAIL (NO TERRACE)



NOTE: CONTRACTOR TO PROVIDE A 10' WIDE TEMPORARY ASPHALTIC WEDGE ADJACENT TO MILLED BUTT JOINTS AT ALL STREETS WHERE TRAFFIC IS TO BE MAINTAINED DURING CONSTRUCTION.

SAWCUT AND THE TEMPORARY ASPHALTIC WEDGE WILL BE CONSIDERED INCIDENTAL TO THE ITEM "REMOVING ASPHALTIC SURFACE, BUTT JOINTS."

BUTT JOINT DETAIL



UNDERDRAIN OUTFALL AT INLET

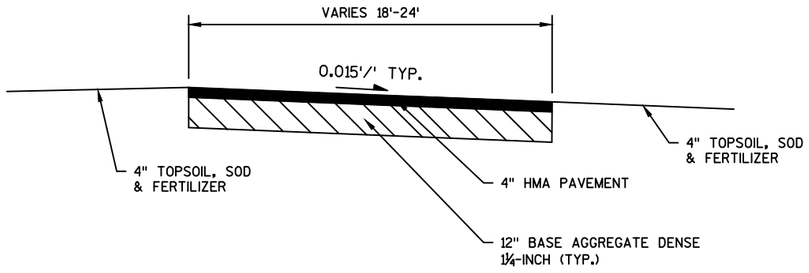
NOTES:

1. PROVIDE TWO 6" DIA. OPENINGS FOR UNDERDRAIN PIPE A MINIMUM OF 38" BELOW THE RIM ELEVATION.

2. SEE DRAINAGE TABLE AND MISCELLANEOUS QUANTITIES FOR PIPE UNDERDRAIN LOCATIONS.

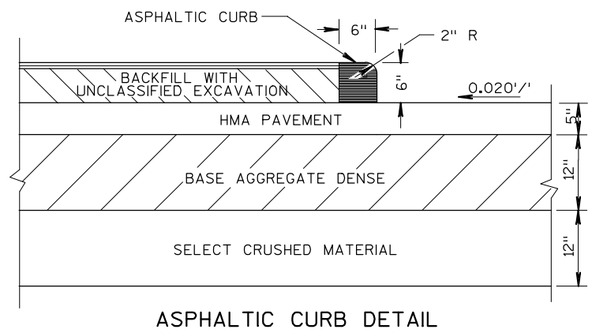
3. PIPE UNDERDRAIN ONLY REQUIRED ON HIGH SIDE OF INLET IN SLOPED CONDITION.

4. PIPE UNDERDRAIN REQUIRED ON BOTH SIDES OF INLET IN SAG CONDITION.



FINISHED TYPICAL SECTION - BROSS CIRCLE

SEE PLAN DETAILS FOR ROADWAY DIMENSIONS
(FACING EAST)

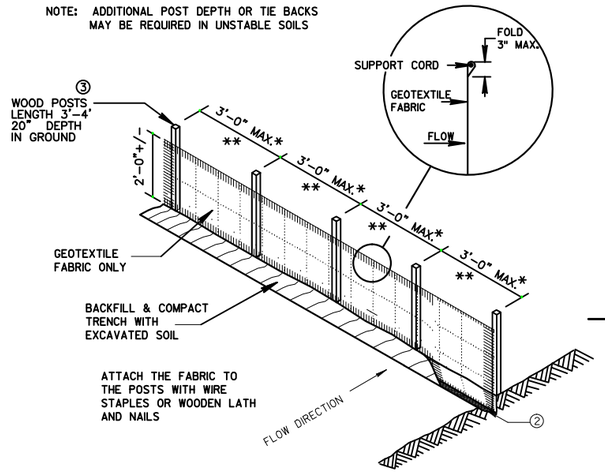


ASPHALTIC CURB DETAIL

PROJECT NO:1690-05-71	HWY: STH 69	COUNTY: DANE	CONSTRUCTION DETAILS	SHEET 10	E

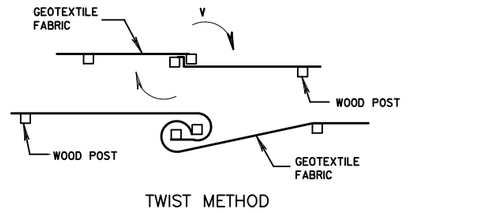
2

NOTE: ADDITIONAL POST DEPTH OR TIE BACKS MAY BE REQUIRED IN UNSTABLE SOILS

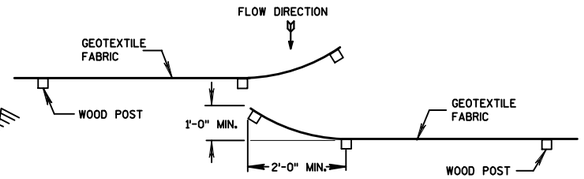


**NOTE: DOUBLE STAKED IN WETLAND AREAS.

*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

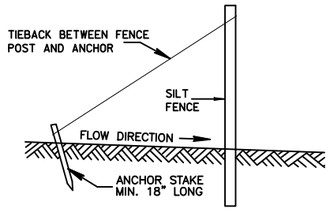


TWIST METHOD

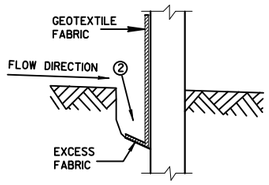


HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK
(WHEN ADDITIONAL SUPPORT REQUIRED)



TRENCH DETAIL

GENERAL NOTES:

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

② 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 1 1/8 " X 1 1/8 " OF OAK OR HICKORY.

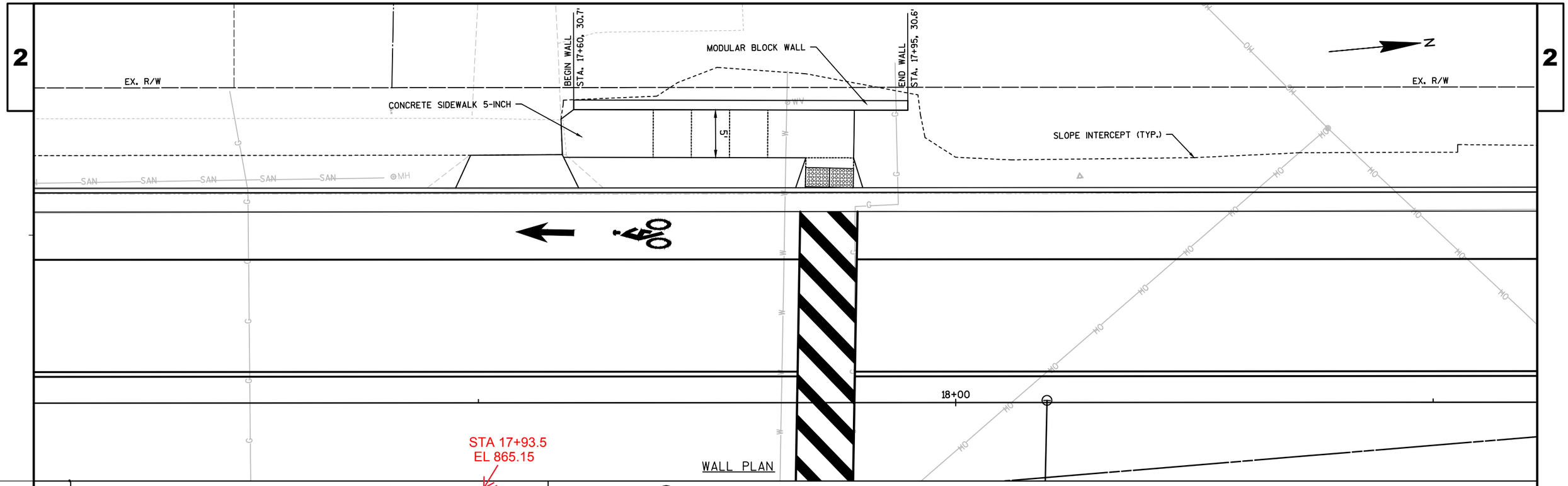
④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

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.

This drawing based on Wisconsin Department of Transportation Standard Detail Drawing.

SILT FENCE SPECIAL DETAIL

(ALSO REQUIRED AROUND STOCKPILES)
N.T.S.



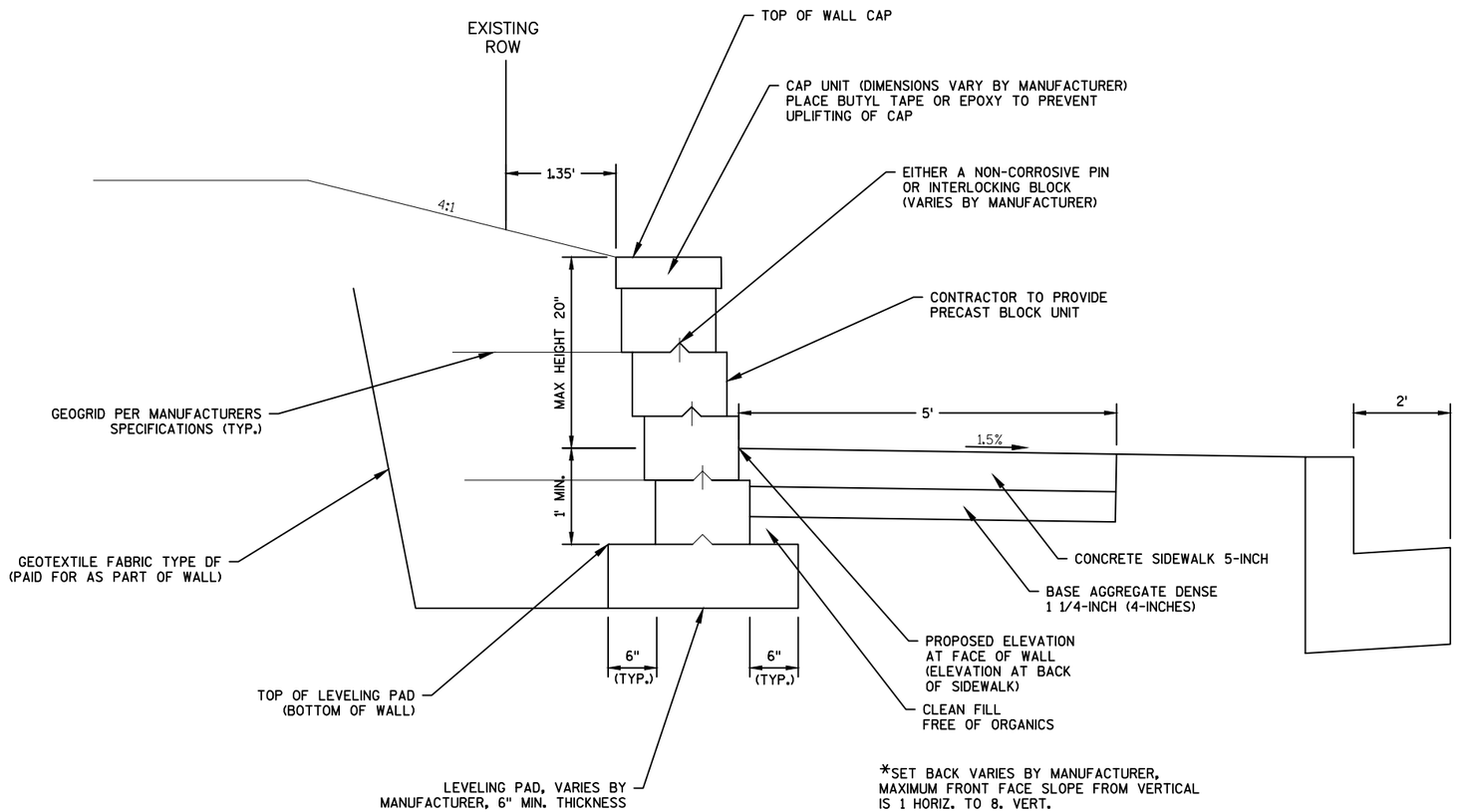
MODULAR BLOCK WALL ELEVATION TABLE

STATION	A PROPOSED GROUND ELEVATION AT FACE OF WALL	B TOP OF WALL CAP	C EXISTING GROUND ELEVATION AT FACE OF WALL	D TOP OF LEVELING PAD
17+60	863.15	~~863.82~~ 863.15	863.45	861.47
17+65	863.16	~~863.82~~ 865.15	864.56	861.47
17+70	863.21	~~864.48~~ 865.15	864.78	861.47
17+75	863.21	~~864.48~~ 865.15	864.85	861.47
17+80	862.98	~~864.48~~ 865.15	864.86	~~861.47~~ 860.81
17+85	862.80	~~864.48~~ 865.15	864.67	~~861.47~~ 860.81
17+90	862.80	~~864.48~~ 865.15	864.39	~~861.47~~ 860.81
17+95	* 863.6	864.48	864.40	~~861.47~~ 860.81

* THERE IS NO PROPOSED SIDEWALK AT THIS LOCATION.
GRADE REPRESENTS PROPOSED GROUND ELEVATION AT WALL.

NOTE: THE MODULAR BLOCK WALL ELEVATIONS SHOWN ARE FOR BIDDING AND SIZING PURPOSES. ADJUSTMENTS TO THE ELEVATION SHOWN MAY VARY BASED ON SIZE AND TYPE OF BLOCK THAT IS USED FOR THE PROJECT.

2



TYPICAL RETAINING WALL SECTION – REINFORCED

MODULAR BLOCK WALL
N.T.S.

2

LEGEND

- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- CLEARING AND GRUBBING AREA
- X — CLEARING AND GRUBBING INDIVIDUAL TREE
- REMOVING CURB & GUTTER
- SAWING CONCRETE
- SAWING ASPHALT YYY
- REMOVING STORM SEWER
- XX — EXISTING DRAINAGE STRUCTURE TO BE REMOVED

* Work performed under 1690-05-72 ID

EXISTING PIPE AND FLARED END SECTION TO BE RELOCATED APPROXIMATELY 50' WEST BY OTHERS

PROPOSED R/W

SLOPE INTERCEPT (TYP.)

DRIVEWAY APRON REMOVED PRIOR TO CONSTRUCTION (UTLILITY RELOCATE)

EBS

WETLAND BOUNDARY (TYP.)

BROSS CIRCLE

STH 92 (MAIN STREET)

STH 69 (RIVER STREET)

Removing asphalt (paid for as removing pavement) *

EX. R/W

TLE

301+00

302+00

303+00

304+00

305+00

11+00

12+00

13+00

14+00

15+00

16+00

17+00

MATCHLINE STA. 17+00

100

101

102

103

104

105

EXISTING FLARED END SECTION TO REMAIN

FLAG POLES TO BE REMOVED AND RELOCATED (BY OTHERS)

EXISTING MONUMENT TO BE REMOVED BY OTHERS PRIOR TO CONSTRUCTION

SIDEWALK NOT REMOVED

38 AND 44 RIVER STREET DRIVEWAYS WERE ONE DRIVEWAY AT THE BEGINNING OF THE PROJECT (UTILITY RELOCATE REPLACED CONCRETE)

GENERAL NOTES

1. PAVEMENT REPLACEMENT, SIDEWALK REPLACEMENT, AND CURB & GUTTER REMOVAL LOCATIONS SHOWN ON THIS PLAN SHALL BE FIELD VERIFIED WITH THE ENGINEER PRIOR TO REMOVAL
2. CURB AND GUTTER REMOVALS SHALL BE SAWCUT OR REMOVED TO THE NEAREST JOINT AS DIRECTED BY THE ENGINEER
3. STATION/OFFSET INFORMATION FOR REMOVALS IS APPROXIMATE. REMOVALS SHALL BE TAKEN TO THE NEAREST JOINT AND/OR SAWCUT AS DIRECTED BY THE ENGINEER.

PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	REMOVAL PLAN	SHEET 14	E

FILE NAME : K:\JOBS2014\20145023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021001_RM.DWG
LAYOUT NAME - 021001_RM - 022501_SS

PLOT DATE : 12/7/2016 2:23 PM PLOT BY : MESSER, JACKIE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 41

LEGEND

- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- CLEARING AND GRUBBING AREA
- X — CLEARING AND GRUBBING INDIVIDUAL TREE
- REMOVING CURB & GUTTER
- SAWING CONCRETE
- SAWING ASPHALT
- REMOVING STORM SEWER
- XX — EXISTING DRAINAGE STRUCTURE TO BE REMOVED

N

REMOVED BY PROPERTY OWNER

Remove Existing Outfall

~~ABANDON & PLUG EXISTING OUTFALL IN PLACE~~

EBS

SLOPE INTERCEPT (TYP.)

WETLAND BOUNDARY (TYP.)

EXISTING OUTFALL TO REMAIN

TLE

EX. R/W

PLE

MATCHLINE STA. 17+00

MATCHLINE STA. 24+50

18+00 19+00 20+00 21+00 22+00 23+00 24+00

STH 69 (RIVER STREET)

201+00

SEE V-US STREET

107 106 109 108

SIDEWALK NOT REMOVED

SIDEWALK NOT REMOVED

GENERAL NOTES

1. PAVEMENT REPLACEMENT, SIDEWALK REPLACEMENT, AND CURB & GUTTER REMOVAL LOCATIONS SHOWN ON THIS PLAN SHALL BE FIELD VERIFIED WITH THE ENGINEER PRIOR TO REMOVAL
2. CURB AND GUTTER REMOVALS SHALL BE SAWCUT OR REMOVED TO THE NEAREST JOINT AS DIRECTED BY THE ENGINEER
3. STATION/OFFSET INFORMATION FOR REMOVALS IS APPROXIMATE. REMOVALS SHALL BE TAKEN TO THE NEAREST JOINT AND/OR SAWCUT AS DIRECTED BY THE ENGINEER.

PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	REMOVAL PLAN	SHEET 15	E

LEGEND

REMOVING PAVEMENT

REMOVING CONCRETE SIDEWALK

CLEARING AND GRUBBING AREA

X CLEARING AND GRUBBING INDIVIDUAL TREE

REMOVING CURB & GUTTER

SAWING CONCRETE

SAWING ASPHALT Y Y Y

REMOVING STORM SEWER

XX EXISTING DRAINAGE STRUCTURE TO BE REMOVED

N

REMOVE & REPLACE EXISTING 18" SSRCP OUTFALL

No Existing Inlet

WETLAND BOUNDARY (TYP.)

SLOPE INTERCEPT (TYP.)

MATCHLINE STA. 24+50

TLE

EX. R/W

PROPOSED R/W

25+00

26+00

27+00

28+00

29+00

30+00

31+00

104+00

103+00

102+00

CTH D (3RD AVENUE)

STH 69 (RIVER STREET)

110

GENERAL NOTES

1. PAVEMENT REPLACEMENT, SIDEWALK REPLACEMENT, AND CURB & GUTTER REMOVAL LOCATIONS SHOWN ON THIS PLAN SHALL BE FIELD VERIFIED WITH THE ENGINEER PRIOR TO REMOVAL
2. CURB AND GUTTER REMOVALS SHALL BE SAWCUT OR REMOVED TO THE NEAREST JOINT AS DIRECTED BY THE ENGINEER
3. STATION/OFFSET INFORMATION FOR REMOVALS IS APPROXIMATE. REMOVALS SHALL BE TAKEN TO THE NEAREST JOINT AND/OR SAWCUT AS DIRECTED BY THE ENGINEER.

PROJECT NO:1690-05-71	HWY: STH 69	COUNTY: DANE	REMOVAL PLAN	SHEET 16 E

2

N

10+62.76
34.28' LT
865.51

End Ped Curb

10+48.94
43.90' LT
865.41

PEDESTRIAN CURB

End Ped Curb

10+41.14
54.51' LT
865.53

10+38.13
59.46' LT
866.73

CR2
(MOD)

10+49.13
34.59' LT
865.27

STA. 10+45.98
OFF. 34.69' LT

10+43.00
40.93' LT
865.48

STH 69 (RIVER STREET)

STH 92 (MAIN STREET)

BEGIN PROJECT 1690-05-71
STA. 10+17.94

PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	CURB RAMP DETAILS	SHEET 17	E

2

2

N

STH 69 (RIVER STREET)

STH 92 (MAIN STREET)

BEGIN PROJECT 1690-05-71
STA. 10+17.94

10+50
863.58
866.37
(866.97)

7'
865.52
864.98
864.91
10+50.72
43.76' RT
865.19
10+50.56
36.02' RT
865.07
865.15
1.5%
10+44.75
45.52' RT
865.36
STA. 10+47.53
OFF. 34.78' RT
1.5%
865.55
10+42.75
46.42' RT
865.55
10+44.59
37.67' RT
865.24
865.49
CR2
(MOD)
10+40.17
41.41' RT
865.54
10+36.00
51.99' RT
866.23
0.5%
866.77
1.5%
866.57
10+32.98
41.55' RT
865.77
10+31.16
46.09' RT
865.82
866.01
866.27
866.13
866.25
(866.14)
STA. 10+26.49
OFF. 49.07' RT
10+27.07
52.18' RT
866.10

304+00

STA. 303+75.65
OFF. 20.44' RT

303+73.14
22.95' RT
~~(866.74)~~
866.24

303+78.14
22.96' RT
~~(866.68)~~
866.18

2.6%
7%
2.5%
CR2

303+73.12
27.14' RT
~~(866.85)~~
866.52

303+78.12
27.32' RT
~~(866.79)~~
866.46

PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	CURB RAMP DETAILS	SHEET 18	E

FILE NAME : K:\JOBS2014\20145023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021101_ID.DWG PLOT DATE : 12/7/2016 2:24 PM PLOT BY : MESSER, JACKIE PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 42

2

BROSS CIRCLE

N

15+95.39
30.39' LT
862.06

(862.62)

(862.56)

16+01.39
30.39' LT
861.90

15+90.39
29.90' LT
(862.13)

4 @ 3.4%

16+07.80
30.39' LT
861.81

24'

862.10

862.33

862.46

16+41.35
30.40' LT
862.18

16+47.76
30.40' LT
862.28

CR 4B1

16+53.76
30.41' LT
862.34

(862.46)

1.5%

2.7%

0.6%

3.7%

5'

1.5%

(862.10)

861.90

STA. 16+08.32
OFF. 27.66' LT

862.08

STA. 16+40.83
OFF. 27.68' LT

862.30

1.0%

2.0%

1.5%

0.5%

(862.30)

861.54

861.71

15+90.39
25.98' LT
862.10

861.84

15+95.39
25.38' LT
862.03

16+03.09
25.39' LT
861.78

CR 4B1

861.82

861.96

862.23

16+46.05
25.40' LT
862.11

16+53.76
25.40' LT
862.26

861.95

862.14

862.23

STH 69 (RIVER STREET)

862.00

862.09

862.07

862.16

862.26

862.48

862.57

16+50

16+00

16+50

17+00

861.54

861.64

861.73

861.83

861.92

862.02

862.11

862.84

862.90

PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	CURB RAMP DETAILS	SHEET 19	E

2

2

MODULAR BLOCK WALL
(20" HEIGHT MAX.)

17+84.33
30.63' LT
862.82

17+89.40
30.62' LT
862.81

17+89.32
25.62' LT
862.73

(863.07)
863.17
863.22
862.82
862.81
863.10
863.14
1.5%
1.5%
1.5%
5'
1.5%
5.0%
5.0%

862.41
862.55
862.65
862.67
862.68
862.69
862.67
862.60
862.48

17+84.32
25.63' LT
862.74

17+84.26
22.00' LT
862.54

17+89.26
22.00' LT
862.55

CR3

STA. 17+86.72
OFF. 20.00' LT

862.74
862.89
862.99
863.03
863.01
862.94
862.82

17+50
18+00
18+50

17+84.08
27.78' RT
862.39

17+81.73
30.70' RT
862.58

STA. 17+86.16
OFF. 26.97' RT

STH 69 (RIVER STREET)

862.29
862.43
862.51
862.55
(HIGH POINT)
862.55
862.39
862.89
862.62
862.54
862.51
862.49

(862.79)
(862.84)
(862.88)
(862.93)

(862.77)
3.1%
4'
1.5%
(862.89)
5.0%
5'
5.0%
(862.88)
0.8%
1.5%

STA. 17+86.72
OFF. 27.53' RT

17+87.48
31.53' RT
862.36

17+85.27
34.27' RT
862.54

862.45

17+79.21
33.82' RT
862.64

CR1

(862.84)
3.0%
4'
1.0%
(862.84)
(862.80)

17+82.74
37.41' RT
862.60

862.08

862.21
(LOW POINT)

SERV-US STREET

862.47

15'
15'

18+41.66
25.61' RT
862.53

(HIGH POINT)
862.49

18+35.63
25.68' RT
862.26

862.42
862.30
862.37
862.33

STA. 18+29.76
OFF. 28.01' RT

18+30.06
30.74' RT
862.21

18+36.59
30.67' RT
862.31

862.27

(LOW POINT)
862.20

4.5%
0.4%
4.8%
5'
1.5%
4.0%
1.5%
4'

862.36
862.85
862.91
862.84
862.97
862.90

CR
4B1

18+41.66
30.61' RT
862.55

N

PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	CURB RAMP DETAILS	SHEET 20	E

2

2

N

GUY POLE

870.33 870.70 871.07 871.41 871.58 871.76

17'

870.40 870.54 870.70 870.89 871.06 871.24

3'

25+00 25+50 26+00

21'

STH 69 (RIVER STREET)

25+31.12
25.86' RT
870.45

25+38.89
27.35' RT
869.92

869.92 870.03 870.11 (HIGH POINT) 870.14 870.12 870.06 870.10 870.07 870.47

104+00

870.50 870.52 870.50 870.01

0.4% 0.4% 0.8% 6.7%

6' 1.5% 0.3% 0.3% 5'

1.0% 0.8% 1.1% 7.0%

STA. 25+47.74
OFF. 30.25' RT

869.91 (LOW POINT) 869.95

870.59 870.54 870.50

(870.68)

25+30.69
31.82' RT
870.43

25+36.85
32.23' RT
870.01

CR 4A1

25+47.68
32.86' RT
869.86

870.60

871.01

CTH D (3RD AVENUE)

870

PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	CURB RAMP DETAILS	SHEET 21	E

2

2

N

871.76
871.95
872.15
872.36
872.55
872.37

871.24
871.43
871.63
871.83
872.05
872.22

26+00
26+50
27+00

STH 69 (RIVER STREET)

26+53.45
27.77' RT
870.89

26+45.19
28.95' RT
870.54

4" CURB HEAD AT THIS LOCATION

0.00
104+00
870.47
870.49
870.66
870.57
870.69
870.83
871.00
871.31
872.01

STA. 26+34.01
OFF. 31.61' RT

870.21
(LOW POINT)
870.04

4.3%
2.4%
1.5%
1.2%
1.5%
5'
6'
871.03
871.26
871.44
871.65
(872.47)
1.5
6.8%
2.8%
5.0%
5.0%
5.0%
870.94
871.19
871.44
872.00
(872.61)

CR
4A1

26+33.52
34.26' RT
870.19

26+47.51
33.88' RT
870.39

26+53.69
33.66' RT
870.80

870.09

CTH D (3RD AVENUE)

871.01

PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	CURB RAMP DETAILS	SHEET 22	E

FILE NAME : K:\JOBS2014\20145023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021101_ID.DWG
LAYOUT NAME - 021101_ID - 021106_ID

PLOT DATE : 12/7/2016 2:24 PM PLOT BY : MESSER, JACKIE PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 42

POINT NUMBER	STATION	OFFSET	DESCRIPTION
1	302+24.52	20.38 LT	BEGIN CURB & GUTTER, BEGIN 20D RADIUS
2	302+24.56	120.38 LT	10D RADIUS
3	302+83.08	36.29 LT	END 10D RADIUS, BEGIN TANGENT
4	302+87.32	42.35 LT	END TANGENT, BEGIN 40 RADIUS
5	10+73.30	64.00 LT	40' RADIUS
6	10+73.20	24.00 LT	END 40 RADIUS
7	304+07.25	20.35 LT	BEGIN CURB & GUTTER
8	305+91.56	20.50 LT	BEGIN 30 RADIUS
9	10+72.38	79.78 RT	30 RADIUS
10	10+54.13	35.83 RT	END 30 RADIUS, BEGIN TANGENT
11	10+87.79	23.63 RT	END TANGENT, BEGIN 10D RADIUS
12	11+14.49	120.00 RT	10D RADIUS
13	11+14.49	20.00 RT	END 10D RADIUS

LEGEND

- 30D — CONCRETE CURB & GUTTER; TYPE; SIZE
- PAV 1 — 5" HMA PAVEMENT, OVER 12" BASE AGGREGATE DENSE 1¼-INCH OVER 12" SELECT CRUSHED MATERIAL
- SW — CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1¼-INCH
- AS — ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- DWY — CONCRETE DRIVEWAY (DEPTH)
- GR — GRAVEL DRIVEWAY
- BTJ — BUTT JOINT

* Work performed under 1690-05-72 ID

MATCHLINE STA. 12+25

STH 69 (RIVER STREET)

STH 92 (MAIN STREET)

STA. 11+95 34.2' LT

STA. 11+95 34.5' RT

STA. 11+52 34.8' LT

(7-INCH) DWY

DWY (8-INCH)

Grass terrace eliminated, concrete sidewalk poured all the way up to back of curb

SLOPE INTERCEPT (TYP.)

PROPOSED R/W

EX. R/W

TLE

Geogrid

CURB RAMP TYPE 2 (MOD)

CURB RAMP TYPE 2

BP: 300+00.00

PI: 304+32.51

PI: 305+10.15

301"M" 302"M" 303"M" 304"M" 305"M" 306"M"

BEGIN PROJECT 1690-05-71
STA. 10+17.94
Y=404,492.01
X=781,199.50

BP: 10+00.00

Asphalt Pavement *

VINE STREET

PARK STREET

N

PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	PLAN DETAILS	SHEET 23	E

FILE NAME : K:\JOBS2014\20145023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021201_PD.DWG PLOT DATE : 12/7/2016 2:32 PM PLOT BY : MESSER, JACKIE PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

2

LEGEND

- 30D — CONCRETE CURB & GUTTER (TYPE / SIZE)
- PAV 1 — 5" HMA PAVEMENT, OVER 12" BASE AGGREGATE DENSE 1¼-INCH OVER 12" SELECT CRUSHED MATERIAL
- SW — CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1¼-INCH
- AS — ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- DWY — CONCRETE DRIVEWAY (DEPTH)
- GR — GRAVEL DRIVEWAY
- BTJ — BUTT JOINT

WETLAND BOUNDARY (TYP.)

SLOPE INTERCEPT (TYP.)

4" HMA PAVEMENT OVER 12" BASE AGGREGATE DENSE 1¼-INCH

SAWCUT AND MATCH 127', LT

BROSS CIRCLE

CURB RAMP TYPE 4B1

Geogrid

STRUCTURE B-13-337

CONCRETE PAVEMENT APPROACH SLAB

STH 69 (RIVER STREET)

SUGAR RIVER

MATCHLINE STA. 12+25

MATCHLINE STA. 17+50

MATCHLINE STA. 0+00

DWY (8-INCH)

DWY (7-INCH)

SLOPE INTERCEPT (TYP.)

Grass terrace eliminated, concrete sidewalk poured all the way up to back of curb

POINT NUMBER	STATION	OFFSET	DESCRIPTION
20	12+79.00	24.00 LT	BEGIN TAPER
21	13+54.01	20.15 LT	END TAPER
22	13+40.53	29.36 LT	BEGIN SIDEWALK TAPER
23	13+56.33	26.85 LT	END SIDEWALK TAPER
24	13+66.00	20.19 LT	END CURB & GUTTER, BEGIN STRUCTURE
25	15+08.62	20.00 LT	END STRUCTURE, BEGIN CURB & GUTTER
26	15+24.61	20.00 LT	BEGIN 760' RADIUS
27	15+92.58	20.00 LT	END TAPER, BEGIN 20' RADIUS
28	15+92.58	40.00 LT	20' RADIUS
29	16+12.58	40.00 LT	END 20' RADIUS
30	16+36.58	40.00 LT	BEGIN 20' RADIUS
31	16+56.58	40.00 LT	20' RADIUS
32	16+56.58	20.00 LT	END 20' RADIUS
33	12+54.42	32.50' RT	BEGIN SIDEWALK TAPER
34	12+90.47	25.55' RT	SIDEWALK PI
35	13+56.45	27.00' RT	END SIDEWALK TAPER
36	13+66.01	20.00' RT	END CURB & GUTTER, BEGIN STRUCTURE
37	15+08.86	20.00' RT	END STRUCTURE, BEGUN CURB & GUTTER
38	15+20.02	26.50' RT	BEGIN SIDEWALK TAPER
39	15+24.61	20.00' RT	BEGIN 680' RADIUS
40	15+28.87	23.53' RT	SIDEWALK PI
41	15+44.24	20.00' RT	END 720' RADIUS
42	15+78.43	20.00' RT	END 680' RADIUS

PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	PLAN DETAILS	SHEET 24	E

FILE NAME : K:\JOBS2014\20145023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021201_PD.DWG PLOT DATE : 12/7/2016 2:32 PM PLOT BY : MESSER, JACKIE PLOT NAME : PLOT SCALE : 1:40_XREF

2

LAKE BELLE VIEW

BEGIN GEOGRID TYPE SR
~~STA 22+75~~

WETLAND BOUNDARY (TYP.)

MGS GUARDRAIL 3

MGS GUARDRAIL TERMINAL TYPE 2

SLOPE INTERCEPT (TYP.)

STA. 17+53
26.0' LT

DWY (7-INCH)

STA. 17+89

MODULAR BLOCK WALL

TLE

EX. R/W

SW

58

30D

Geogrid

Geogrid

MATCHLINE STA. 23+50

CURB RAMP TYPE 3

PAV 1

EP: 201+92.60

18+00

19+00

20+00

21+00

22+00

23+00

STH 69 (RIVER STREET)

50

5T

CURB RAMP TYPE 1

CURB RAMP TYPE 4B1

51

52

55

56

53

54

15'

BTJ

PLE

201+00

SERV-US STREET

REMOVE AND REPLACE LANDSCAPING BRICKS (PAID FOR AS EXCAVATION COMMON)

SAWCUT AND MATCH EXISTING STA. ~~201+18~~ 200+93

PI: 200+62.22

BP: 200+00.00

EX. R/W

25'

25'

STA. 17+72

STA. 19+60
25.9' RT

STA. 20+25

STA. 20+75
25.9' RT

STA. 20+80

STA. 21+00
25.8' RT

STA. 20+95

REMOVE AND REPLACE LANDSCAPING STONES (PAID FOR AS EXCAVATION COMMON)

STA. 22+66
25.9' RT

STA. 22+71

STA. 23+41

REMOVE SHRUBS

MATCHLINE STA. 0+00

33'

20'

4'

LEGEND

30D	CONCRETE CURB & GUTTER TYPE SIZE
PAV 1	5" HMA PAVEMENT, OVER 12" BASE AGGREGATE DENSE OVER 12" SELECT CRUSHED MATERIAL
SW	CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1¼-INCH
AS	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
DWY	CONCRETE DRIVEWAY (DEPTH)
GR	GRAVEL DRIVEWAY
BTJ	BUTT JOINT

POINT NUMBER	STATION	OFFSET	DESCRIPTION
50	17+68.83	20.00' RT	BEGIN 25' RADIUS
51	17+68.83	45.00' RT	25' RADIUS
52	17+98.83	45.59' RT	END 25' RADIUS
53	~~201+28.39~~	14.64' LT	BEGIN CURB & GUTTER
54	~~201+28.96~~	14.66' RT	BEGIN CURB & GUTTER
55	18+23.11	44.48' RT	BEGIN 25' RADIUS
56	18.48.11	45.00' RT	25' RADIUS
57	18+48.11	20.00' RT	END 25' RADIUS
58	19+00.00	25.22' LT	BEGIN MGS GUARDRAIL 3

201+93
201+93

PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	PLAN DETAILS	SHEET 25	E

FILE NAME : K:\JOBS2014\20145023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021201_PD.DWG PLOT DATE : 12/7/2016 2:32 PM PLOT BY : MESSER, JACKIE PLOT NAME : PLOT SCALE : 1:40_XREF

POINT NUMBER	STATION	OFFSET	DESCRIPTION
60	24+57.28	20.00' RT	BEGIN TAPER
61	24+90.66	30.00' RT	BEGIN SIDEWALK TAPER
62	25+28.60	23.16' RT	BEGIN 30' RADIUS
63	25+27.61	53.15' RT	30' RADIUS
64	25+58.87	49.94' RT	END 30' RADIUS
102+80 65	~~103+35.63~~	22.00' LT	BEGIN CURB & GUTTER
102+80 66	~~103+33.81~~	22.69' RT	BEGIN CURB & GUTTER
67	103+43.49	22.68' RT	BEGIN 45' RADIUS
68	26+58.59	70.00' RT	45' RADIUS
69	26+58.59	25.00' RT	END 45' RADIUS, BEGIN 1100' RADIUS
70	26+58.90	27.00' RT	~~BEGIN TEMPORARY ASPHALTIC CURB~~ BEGIN SHOULDER TAPER
71	27+65.89	16.27' RT	END ~~TEMPORARY ASPHALTIC CURB~~
72	28+29.94	10.93' RT	END SHOULDER TAPER
73	28+50.00	20.35' LT	END CURB & GUTTER
74	--	--	-- NOT USED --
75	25+22.22	20.00' LT	BEING 1145' RADIUS
76	25+84.99	927.84' RT	1145' RAIDIUS
77	27+18.44	20.00' LT	END 1145' RADIUS, BEGIN TANGENT
78	27+51.94	20.00' LT	END TANGENT, BEGIN 2960' RADIUS
79	34+52.42	1451.12' LT	2960' RADIUS
80	28+21.24	20.00' LT	END 2960' RADIUS, BEGIN TANGENT
81	26+25.00	23.22' LT	BEGIN MGS GUARDRAIL TERMINAL EAT
82	26+75.00	25.22' LT	END MGS GUARDRAIL TERMINAL EAT

Curb & Gutter

LEGEND

- 30D — CONCRETE CURB & GUTTER TYPE SIZE
- PAV 1 — 5" HMA PAVEMENT, OVER 12" BASE AGGREGATE DENSE OVER 12" SELECT CRUSHED MATERIAL
- SW — CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1¼-INCH
- AS — ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- DWY — CONCRETE DRIVEWAY (DEPTH)
- GR — GRAVEL DRIVEWAY
- BTJ — BUTT JOINT

LAKE BELLE VIEW

N

Geogrid

WETLAND BOUNDARY (TYP.)

MGS GUARDRAIL 3

MGS GUARDRAIL TERMINAL EAT

END PROJECT 1690-05-71
STA. 28+50.00

SLOPE INTERCEPT (TYP.)

TLE

EX. R/W

MATCHLINE STA. 23+50

STH 69 (RIVER STREET)

CURB RAMP TYPE 4A1

EP: 104+26.03

PC: 25+22.22

PT: 27+18.44

PC: 27+51.94

24+00 25+00 26+00 27+00 28+00 29+00

20' 33'

PROPOSED R/W

STA. 23+93

STA. 24+21
26.00' RT

(7-INCH) DWY

END GEOGRID
STA 24+75

STA. 25+48
81.2' RT

(7-INCH) DWY

22' 23' 33' 33'

104"D"

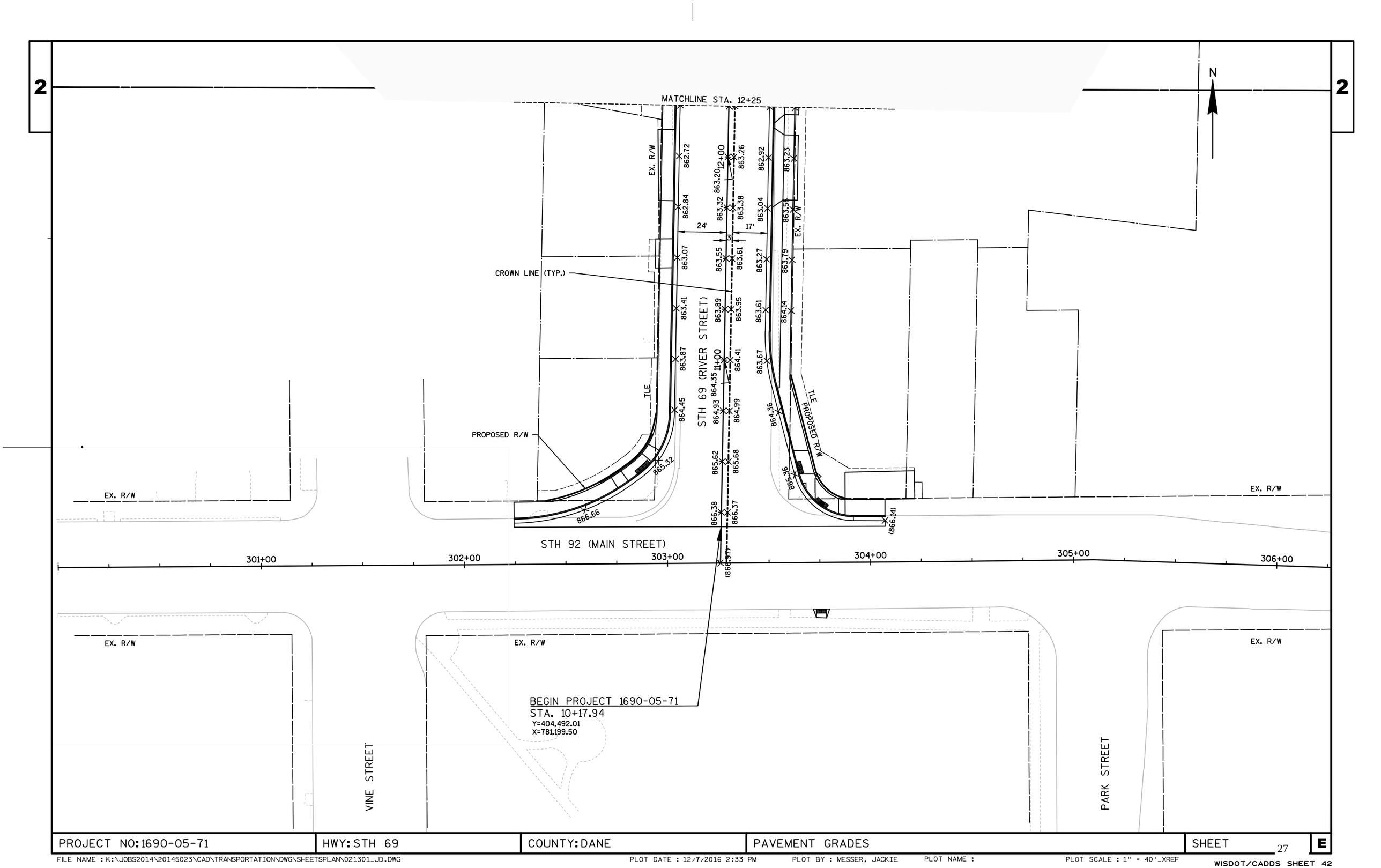
CTH D (3RD AVENUE)

SAWCUT AND MATCH EXISTING
STA. ~~102+94~~ 102+80

STA. 27+03
30.3' RT

STA. 27+88
23.1' RT

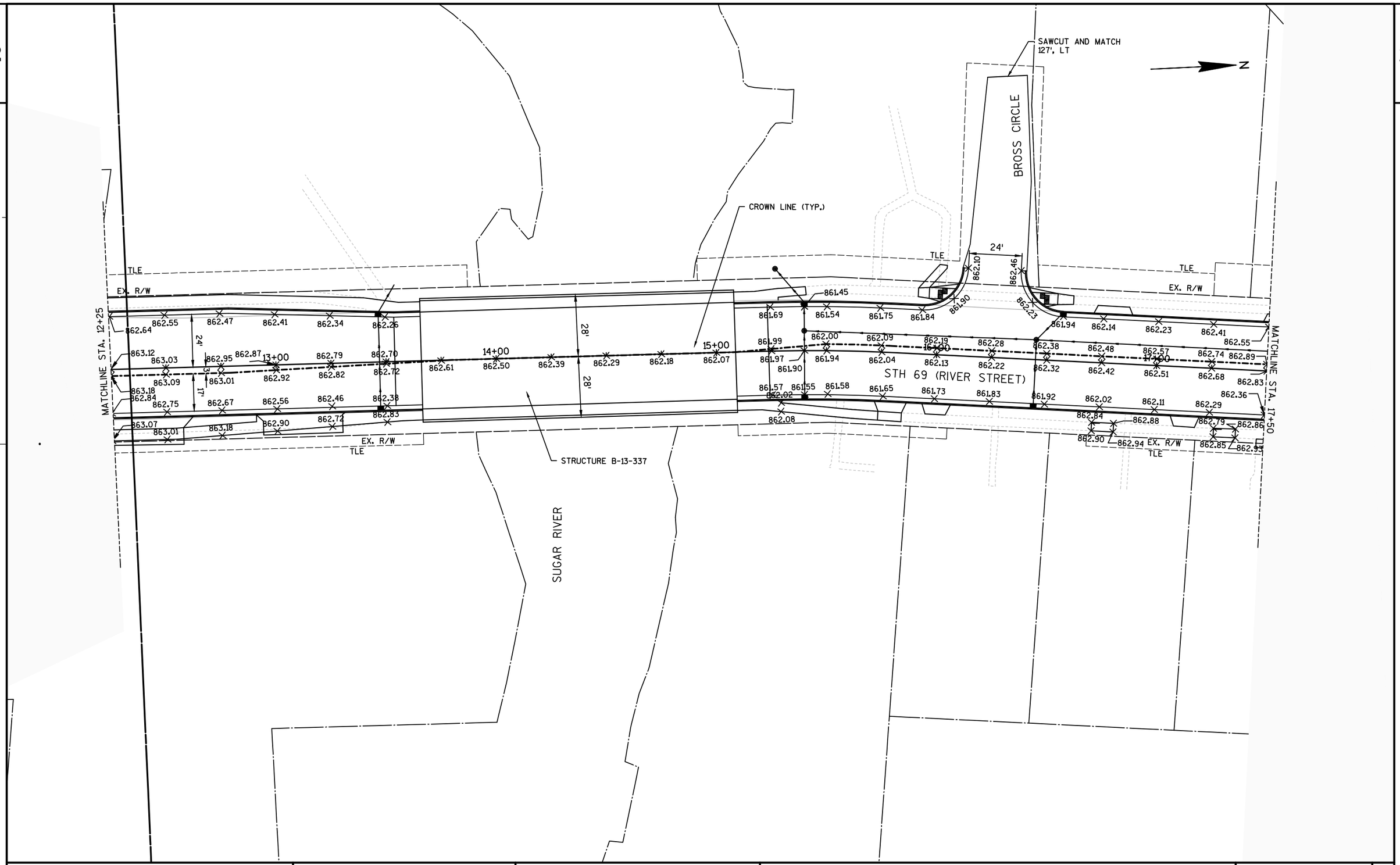
PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	PLAN DETAILS	SHEET 26	E



PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	PAVEMENT GRADES	SHEET	E

FILE NAME : K:\JOBS2014\20145023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021301_JD.DWG PLOT DATE : 12/7/2016 2:33 PM PLOT BY : MESSER, JACKIE PLOT NAME : PLOT SCALE : 1" = 40'_XREF

2



PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	PAVEMENT GRADES	SHEET 28	E

2

2

N

CROWN LINE (TYP.)

TLE

EX. R/W

MATCHLINE STA. 17+50

MATCHLINE STA. 23+50

STH 69 (RIVER STREET)

862.65 862.69 862.67 862.60 862.48 862.37 862.36 862.46 862.68 863.00 863.44 863.98 864.64 865.37 866.11 866.82 867.45 867.97 868.40 868.72 868.95 869.10 869.23

862.99 863.03 863.01 862.94 862.82 862.71 862.70 862.80 863.02 863.34 863.78 864.32 864.98 865.71 866.45 867.16 867.79 868.31 868.74 869.06 869.29 869.43 869.57

19+00 20+00 21+00 22+00 23+00

862.93 862.97 862.95 862.88 862.76 862.65 862.64 862.74 862.96 863.28 863.72 864.26 864.92 865.65 866.39 867.10 867.73 868.25 868.68 869.00 869.23 869.38 869.51

17'

3"

20'

862.50 862.55 862.62 862.54 862.47 862.40 862.29 862.24 862.34 862.56 862.88 863.32 863.86 864.52 865.25 865.99 866.70 867.33 867.85 868.28 868.60 868.83 868.97 869.11

(863.34)

862.50 862.35

862.46

862.47

862.24

862.20

862.20

15' 15'

862.32 862.76 862.38

(862.41) (862.96) (862.49)

PROPOSED R/W

SAWCUT AND MATCH EXISTING STA. ~~201+18~~ 200+94

201+00

SERV-US STREET

EX. R/W

25' 25'

862.91 863.12 863.27 863.41 863.10 863.10 863.42 (863.97) (865.33) (865.66) 865.48

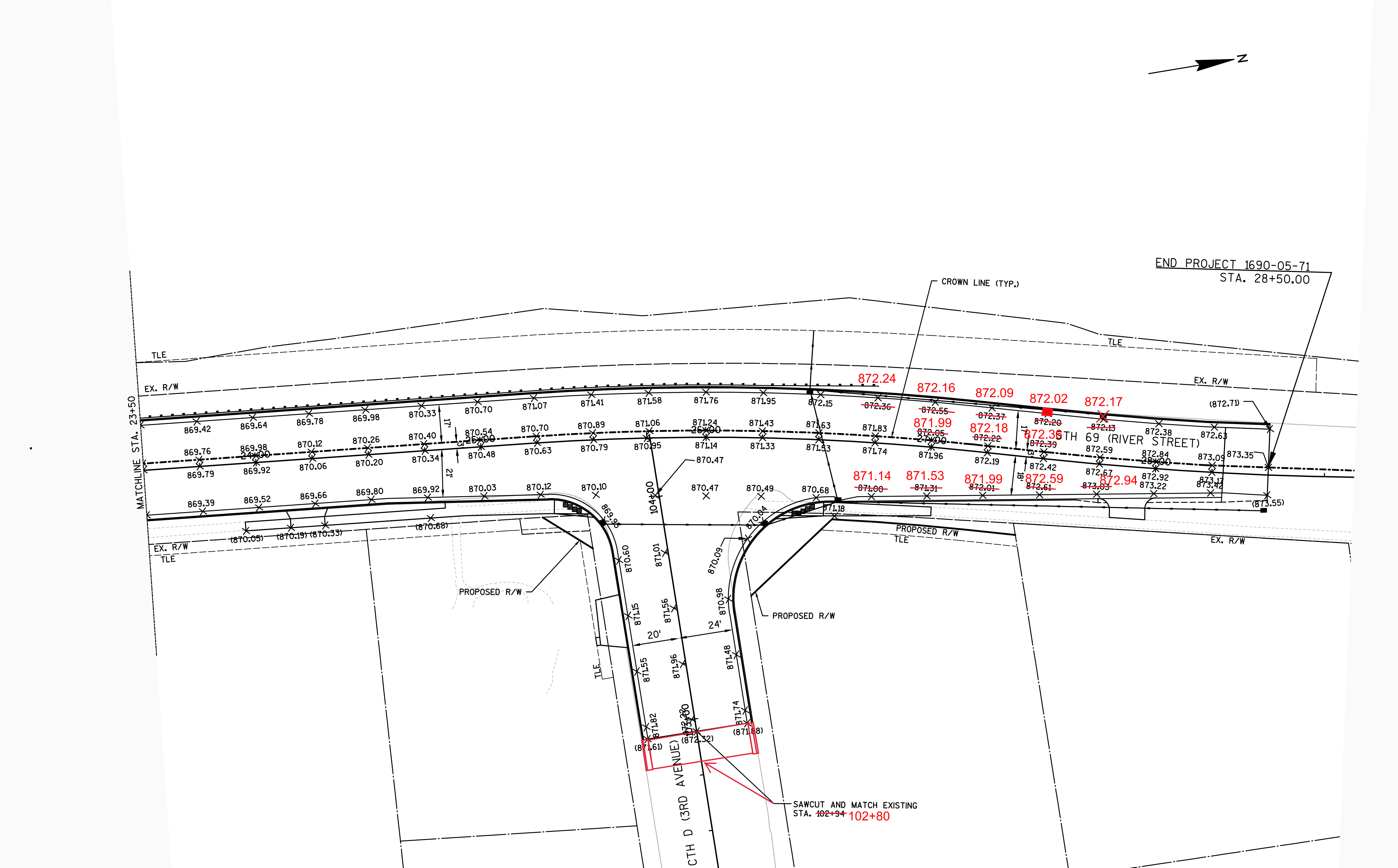
EX. R/W TLE

869.11 869.28 869.74 869.68 869.25 869.66 869.65 869.32

EX. R/W TLE

PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	PAVEMENT GRADES	SHEET 29	E

2



2

PROJECT NO:1690-05-71	HWY:STH 69	COUNTY:DANE	PAVEMENT GRADES	SHEET 30	E

FILE NAME : K:\JOBS2014\20145023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021301_JD.DWG
LAYOUT NAME - 021301_JD - 024504_JD

PLOT DATE : 12/7/2016 2:33 PM PLOT BY : MESSER, JACKIE PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

LEGEND

4" TOPSOIL, SOD AND FERTILIZER

~~4" TOPSOIL, SOD EROSION CONTROL, AND FERTILIZER~~

INLET PROTECTION

FLOW ARROW

SILT FENCE

Topsoil, Seed, Fertilizer, & Erosion Mat

GENERAL NOTES:

1. DO NOT PLACE SILT FENCE ON OR OUTSIDE OF THE RIGHT-OF-WAY.
2. INLET PROTECTION TYPE A SHALL BE PLACED AT ALL PROPOSED INLET LOCATIONS DURING INLET CONSTRUCTION AND GRADING STAGES. INLET PROTECTION TYPE C OR TYPE D SHALL BE INSTALLED ON PROPOSED INLETS AFTER THE INLET IS CONSTRUCTED.
3. EROSION CONTROL FEATURES AS SHOWN ON THE PLANS ARE SUGGESTED LOCATIONS. LOCATIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
4. REMOVE TEMPORARY EROSION CONTROL FEATURES AS AREA IS STABILIZED OR AS DIRECTED BY THE ENGINEER.
5. SILT FENCE SPECIAL LOCATED IN WETLAND AREAS ALONG THE WEST SIDE OF THE ROADWAY SHALL REQUIRE HALF THE POST DISTANCE (OR DOUBLE THE MINIMUM REQUIRED POSTS).
6. PLACE TWO TOTAL ROCK BAGS PER EACH INLET PROTECTION INSTALLED. ONE ROCK BAG SHALL BE PLACED ON EACH SIDE OF THE INLET PROTECTION.
7. EROSION MAT CLASS I TYPE A SHALL ONLY BE USED FOR TEMPORARY STABILIZATION IN AREAS WHERE SOD EROSION CONTROL IS TO BE INSTALLED.

MATCHLINE STA. 12+25

Concrete

Concrete

SLOPE INTERCEPT (TYP.)

PROPOSED R/W

Topsoil, Sod, & Fertilizer

~~PROPOSED PLANTER (TOPSOIL AND MULCH)~~

PROPOSED R/W

SLOPE INTERCEPT (TYP.)

STH 69 (RIVER STREET)

12+00

11+00

EX. R/W

TLE

EX. R/W

TLE

EX. R/W

EX. R/W

EX. R/W

EX. R/W

301+00

302+00

303+00

304+00

305+00

306+00

STH 92 (MAIN STREET)

33'

33'

VINE STREET

PARK STREET

BEGIN PROJECT 1690-05-71
STA. 10+17.94
Y=404,492.01
X=781,199.50

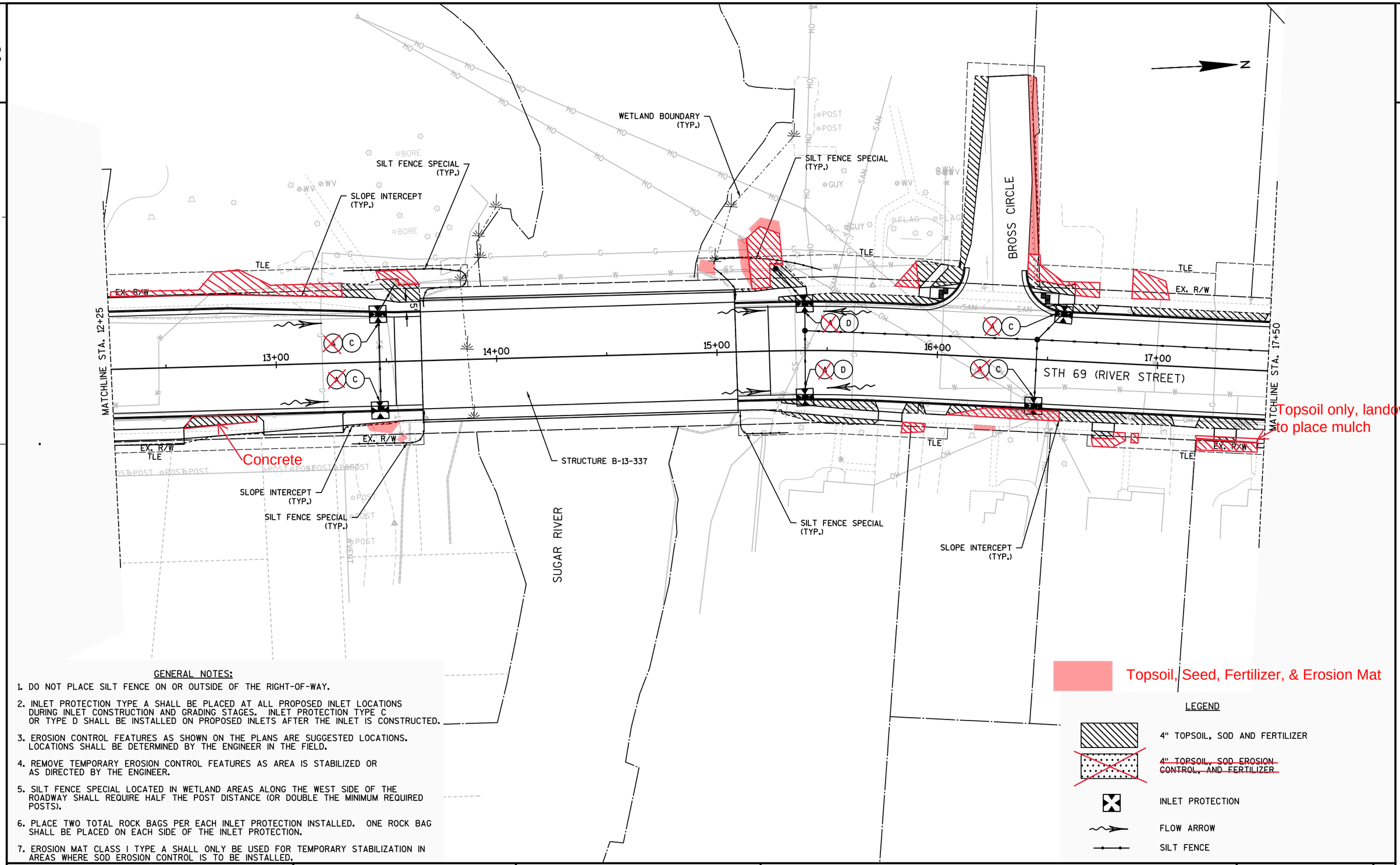
N

PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	EROSION CONTROL	SHEET	E

FILE NAME : K:\JOBS2014\20145023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\022001_EC.DWG PLOT DATE : 12/21/2016 12:27 PM PLOT BY : MESSER, JACKIE PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

2



GENERAL NOTES:

1. DO NOT PLACE SILT FENCE ON OR OUTSIDE OF THE RIGHT-OF-WAY.
2. INLET PROTECTION TYPE A SHALL BE PLACED AT ALL PROPOSED INLET LOCATIONS DURING INLET CONSTRUCTION AND GRADING STAGES. INLET PROTECTION TYPE C OR TYPE D SHALL BE INSTALLED ON PROPOSED INLETS AFTER THE INLET IS CONSTRUCTED.
3. EROSION CONTROL FEATURES AS SHOWN ON THE PLANS ARE SUGGESTED LOCATIONS. LOCATIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
4. REMOVE TEMPORARY EROSION CONTROL FEATURES AS AREA IS STABILIZED OR AS DIRECTED BY THE ENGINEER.
5. SILT FENCE SPECIAL LOCATED IN WETLAND AREAS ALONG THE WEST SIDE OF THE ROADWAY SHALL REQUIRE HALF THE POST DISTANCE (OR DOUBLE THE MINIMUM REQUIRED POSTS).
6. PLACE TWO TOTAL ROCK BAGS PER EACH INLET PROTECTION INSTALLED. ONE ROCK BAG SHALL BE PLACED ON EACH SIDE OF THE INLET PROTECTION.
7. EROSION MAT CLASS I TYPE A SHALL ONLY BE USED FOR TEMPORARY STABILIZATION IN AREAS WHERE SOD EROSION CONTROL IS TO BE INSTALLED.

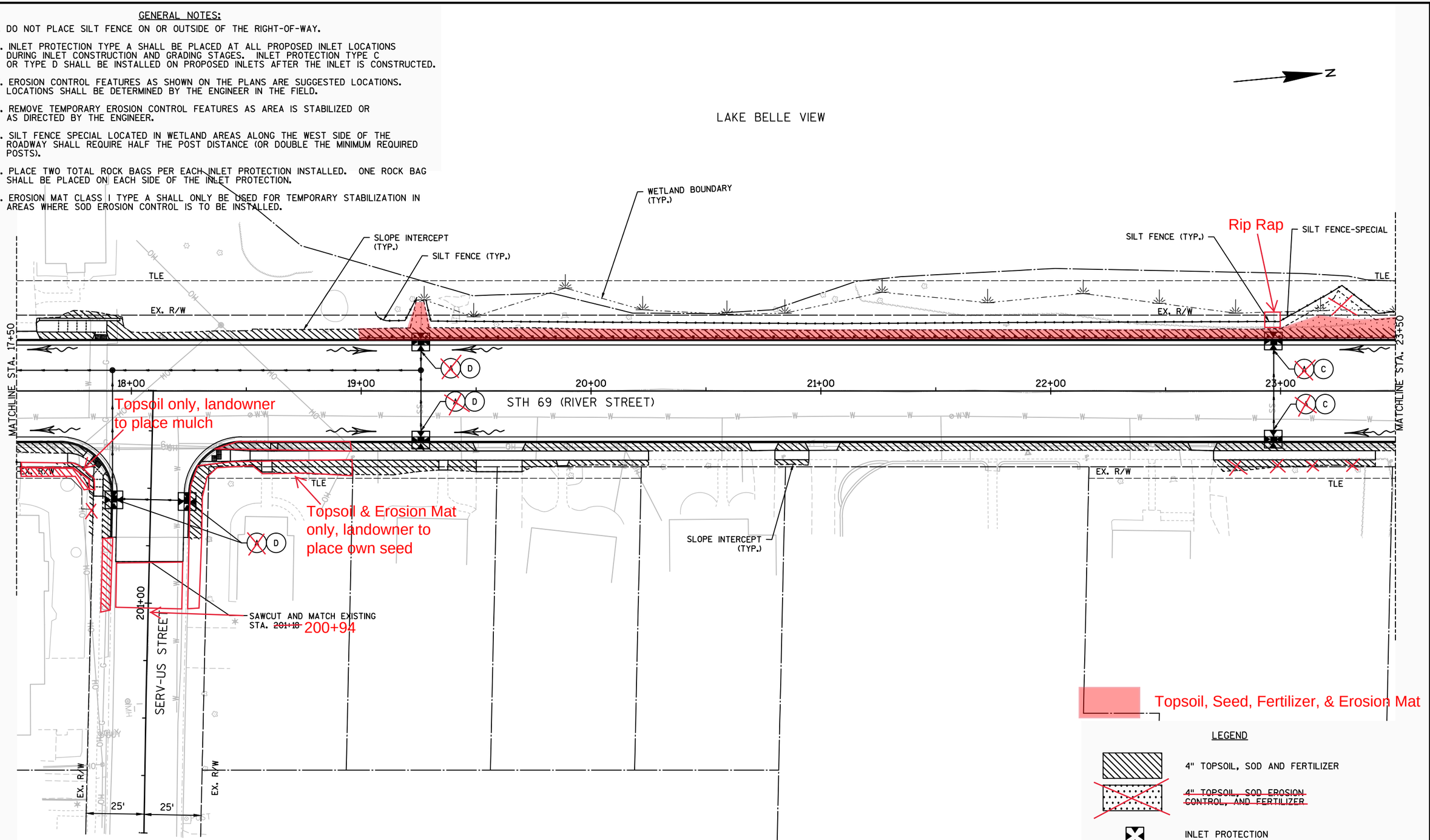
LEGEND

- 4" TOPSOIL, SOD AND FERTILIZER
- ~~4" TOPSOIL, SOD EROSION CONTROL, AND FERTILIZER~~
- INLET PROTECTION
- FLOW ARROW
- SILT FENCE

PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	EROSION CONTROL	SHEET 32	E

GENERAL NOTES:

1. DO NOT PLACE SILT FENCE ON OR OUTSIDE OF THE RIGHT-OF-WAY.
2. INLET PROTECTION TYPE A SHALL BE PLACED AT ALL PROPOSED INLET LOCATIONS DURING INLET CONSTRUCTION AND GRADING STAGES. INLET PROTECTION TYPE C OR TYPE D SHALL BE INSTALLED ON PROPOSED INLETS AFTER THE INLET IS CONSTRUCTED.
3. EROSION CONTROL FEATURES AS SHOWN ON THE PLANS ARE SUGGESTED LOCATIONS. LOCATIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
4. REMOVE TEMPORARY EROSION CONTROL FEATURES AS AREA IS STABILIZED OR AS DIRECTED BY THE ENGINEER.
5. SILT FENCE SPECIAL LOCATED IN WETLAND AREAS ALONG THE WEST SIDE OF THE ROADWAY SHALL REQUIRE HALF THE POST DISTANCE (OR DOUBLE THE MINIMUM REQUIRED POSTS).
6. PLACE TWO TOTAL ROCK BAGS PER EACH INLET PROTECTION INSTALLED. ONE ROCK BAG SHALL BE PLACED ON EACH SIDE OF THE INLET PROTECTION.
7. EROSION MAT CLASS I TYPE A SHALL ONLY BE USED FOR TEMPORARY STABILIZATION IN AREAS WHERE SOD EROSION CONTROL IS TO BE INSTALLED.



PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	EROSION CONTROL	SHEET 33	E

FILE NAME : K:\JOBS2014\20145023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\022001_EC.DWG PLOT DATE : 12/21/2016 12:27 PM PLOT BY : MESSER, JACKIE PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42

GENERAL NOTES:

1. DO NOT PLACE SILT FENCE ON OR OUTSIDE OF THE RIGHT-OF-WAY.
2. INLET PROTECTION TYPE A SHALL BE PLACED AT ALL PROPOSED INLET LOCATIONS DURING INLET CONSTRUCTION AND GRADING STAGES. INLET PROTECTION TYPE C OR TYPE D SHALL BE INSTALLED ON PROPOSED INLETS AFTER THE INLET IS CONSTRUCTED.
3. EROSION CONTROL FEATURES AS SHOWN ON THE PLANS ARE SUGGESTED LOCATIONS. LOCATIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
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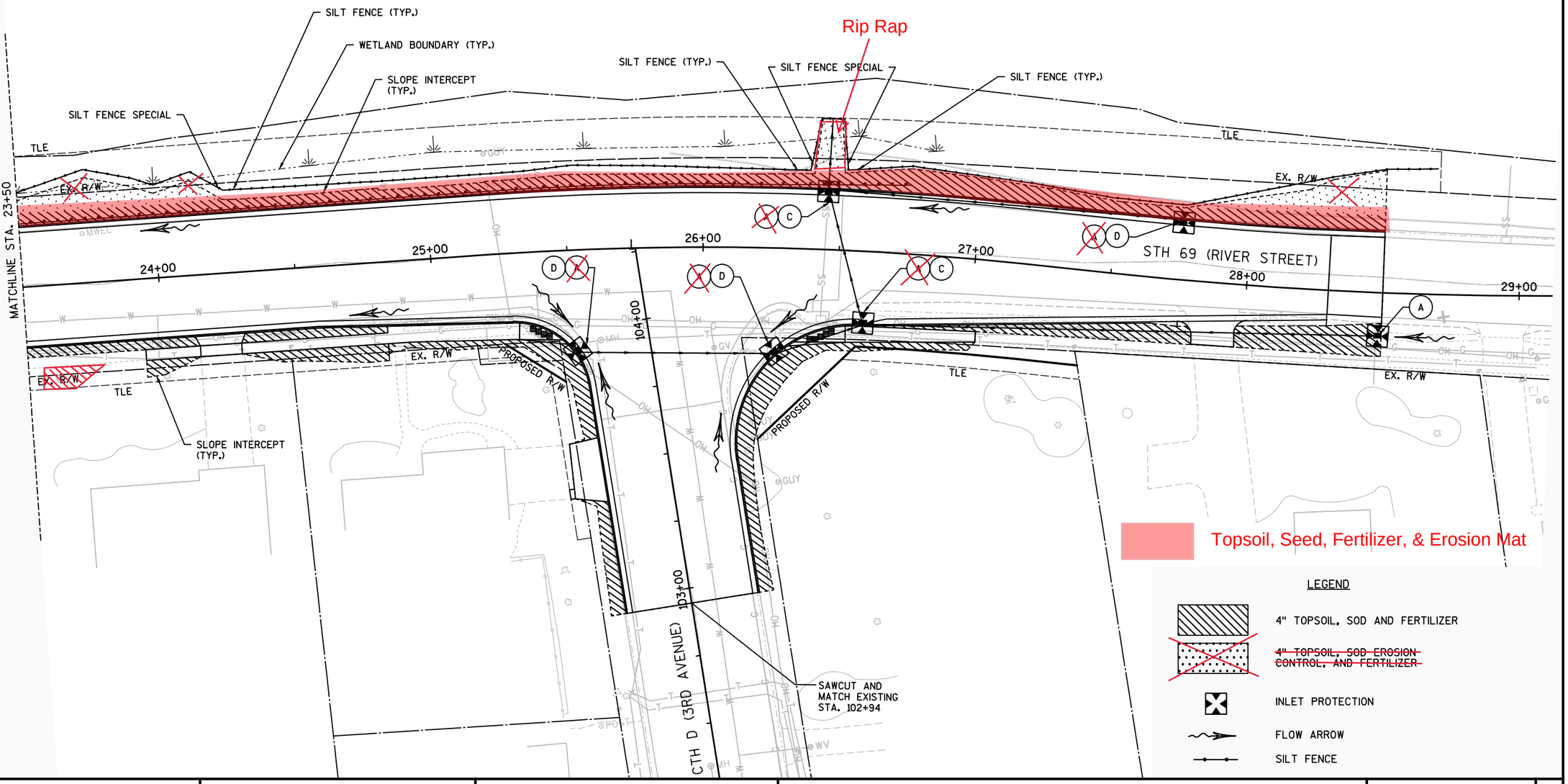
6. PLACE TWO TOTAL ROCK BAGS PER EACH INLET PROTECTION INSTALLED. ONE ROCK BAG SHALL BE PLACED ON EACH SIDE OF THE INLET PROTECTION.
7. EROSION MAT CLASS I TYPE A SHALL ONLY BE USED FOR TEMPORARY STABILIZATION IN AREAS WHERE SOD EROSION CONTROL IS TO BE INSTALLED.

LAKE BELLE VIEW



PROJECT NO:1690-05-71	HWY: STH 69	COUNTY: DANE	EROSION CONTROL	SHEET 34	E

LEGEND

(XX) PROPOSED DRAINAGE STRUCTURE

⬡XX⬡ EXISTING STRUCTURE TO BE RECONSTRUCTED

NOTE: SEE DRAINAGE TABLE FOR LOCATIONS OF PIPE UNDERDRAIN 6-INCH.

EXISTING PIPE AND FLARED END SECTION TO BE RELOCATED APPROXIMATELY 50' WEST BY OTHERS

STA. 13+54, 34.8' LT (202) EXISTING MANHOLE

STA. 13+47, 20.5' LT (201) INLETS 2X3-FT, H

STA. 13+47, 20.2' RT (200) INLETS 2X3-FT, H

STA. 15+28, 37.3' LT (300) MANHOLES 4-FT DIAMETER, J

STA. 15+40, 9.0' LT (302) MANHOLES 5-FT DIAMETER, J

STA. 15+40, ~~19.5'~~ 20.0' LT (301) INLETS 4-FT DIAMETER, H-S

STA. 15+40, ~~20.5'~~ 20.0' RT (303) INLETS 2X3-FT, H-S

STA. 16+45, 9.0' LT (304) MANHOLES 7-FT DIAMETER, J

STA. 16+57, 20.0' LT (305) INLETS 2X3-FT, H

STA. 16+45, 20.0' RT (306) INLETS 2X3-FT, H

WETLAND BOUNDARY (TYP.)

PROPOSED R/W

SLOPE INTERCEPT (TYP.)

EXISTING FLARED END SECTION TO REMAIN

STH 92 (MAIN STREET)

STH 69 (RIVER STREET)

BROSS CIRCLE

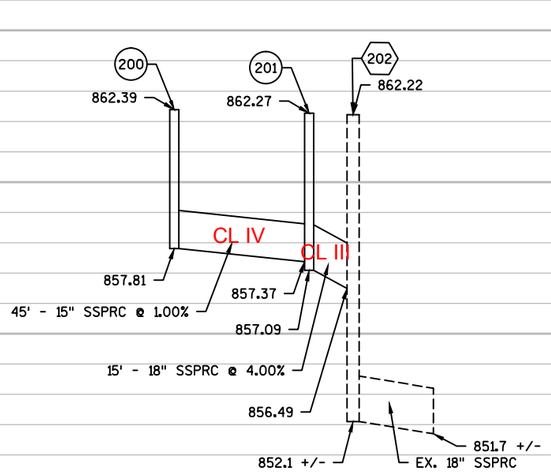
CAUTION

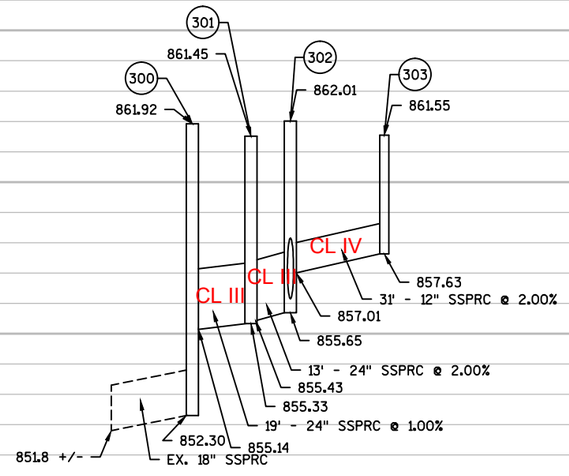
TLE

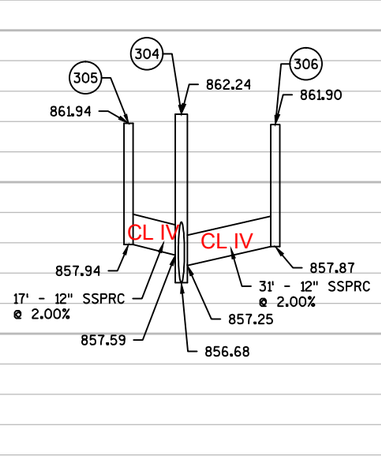
EX. R/W

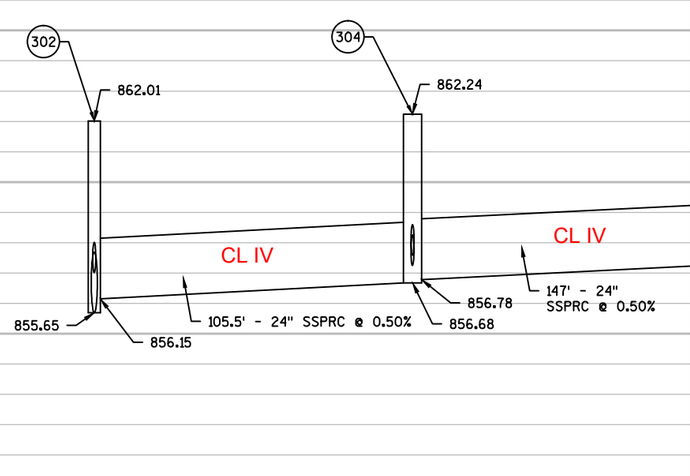
MATCHLINE STA. 17+00

DRAIN TILE ADDED FOR EXISTING YARD DRAIN AT 38 RIVER STREET









PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	STORM SEWER PLAN	SHEET 35	E

FILE NAME : K:\JOBS2014\20145023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 022501_SS

PLOT DATE : 12/7/2016 2:35 PM PLOT BY : MESSER, JACKIE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 41

NOTE: SEE DRAINAGE TABLE FOR LOCATIONS OF PIPE UNDERDRAIN 6-INCH.

LEGEND

(XX) PROPOSED DRAINAGE STRUCTURE

(XX) EXISTING STRUCTURE TO BE RECONSTRUCTED

STA. 19+26, 9.0' LT
MANHOLES 4-FT DIAMETER, J (308)

STA. 19+26, 20.0' LT
INLETS 2X3-FT, H-S (307)

ABANDONING CULVERT PIPE IN PLACE

SLOPE INTERCEPT (TYP.)

WETLAND BOUNDARY (TYP.)

EXISTING OUTFALL TO REMAIN

(401) STA. 22+97, 20.0' LT
INLETS 2X3-FT, H

(310) STA. 17+92, 9.0' LT
MANHOLES 4-FT DIAMETER, J

TLE

EX. R/W

MATCHLINE STA. 17+00

MATCHLINE STA. 24+50

18+00 19+00 20+00 21+00 22+00 23+00 24+00

STH 69 (RIVER STREET)

PLE

(309) STA. 19+26, 20.0' RT
INLETS 2X3-FT, H-S

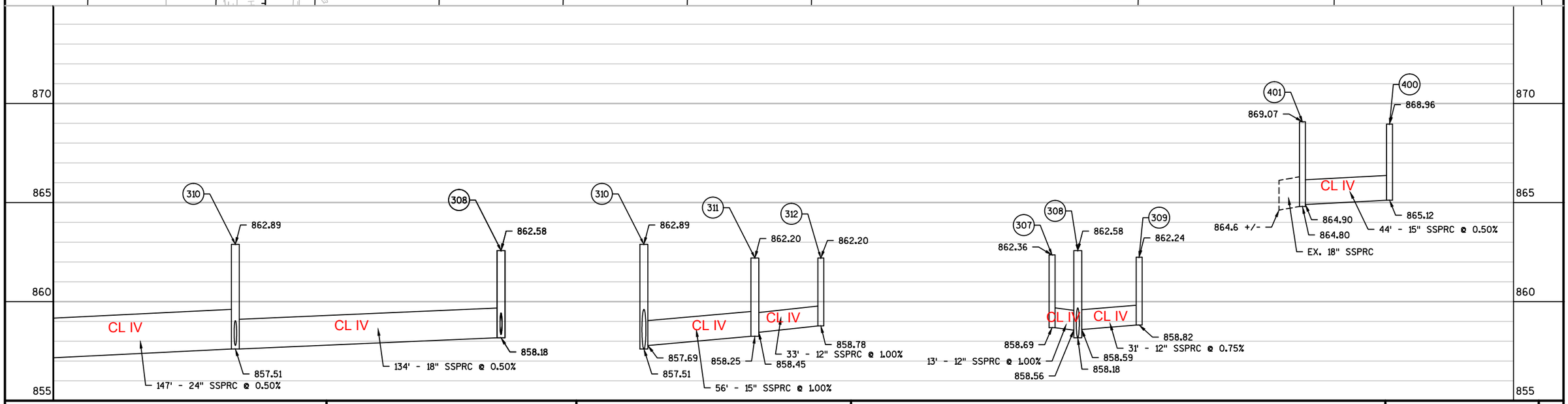
CAUTION

(400) STA. 22+97, 20.0' RT
INLETS 2X3-FT, H

(311) STA. 201+45, 14.6' LT
INLETS 4-FT DIAMETER, H-S

201+00 SERV-US STREET

(312) STA. 201+45, 14.6' RT
INLETS 2X3-FT, H-S



PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	STORM SEWER PLAN	SHEET	E

FILE NAME : K:\JOBS2014\20145023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 022502_SS

PLOT DATE : 12/7/2016 2:35 PM PLOT BY : MESSER, JACKIE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 41

NOTE: SEE DRAINAGE TABLE FOR LOCATIONS OF PIPE UNDERDRAIN 6-INCH.

LEGEND

(XX) PROPOSED DRAINAGE STRUCTURE

(XX) EXISTING STRUCTURE TO BE RECONSTRUCTED

REMOVE & REPLACE EXISTING 18" SSPRC OUTFALL

504 STA. 26+45, 48.0' LT
FLARED END SECTION 18" SSPRC

WETLAND BOUNDARY (TYP.)

503 STA. 26+45, 20.0' LT
INLETS 4-FT DIAMETER, H

27+50

506 STA. ~~27+75~~, 20.0' LT
INLETS 2X3-FT, H-S

SLOPE INTERCEPT (TYP.)

MATCHLINE STA. 24+50

TLE

EX. R/W

25+00

26+00

27+00

28+00

29+00

30+00

31+00

STH 69 (RIVER STREET)

36' RT

STA. 25+53, ~~36.7' RT~~
INLETS 2X3-FT, H-S 500

PROPOSED R/W

104+00

CTH D (3RD AVENUE)

103+00

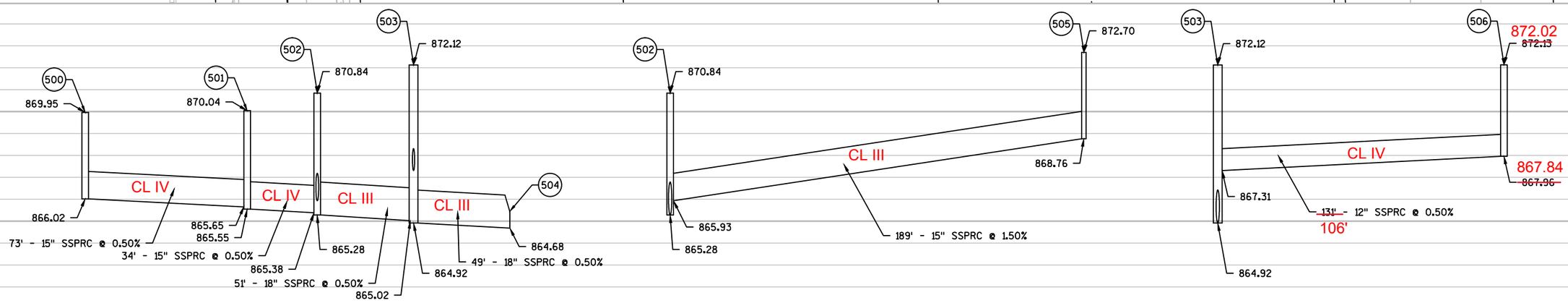
502 STA. 26+59, 25.2' RT
INLETS 4-FT DIAMETER, H

26+26 37.4' RT

501 STA. ~~26+27, 37.6' RT~~
INLETS 4-FT DIAMETER, H-S

STA. 28+48, 15.9' RT
INLETS ~~2x2-FT~~, B
2x2.5-FT 505

CAUTION



PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	STORM SEWER PLAN	SHEET 37	E

FILE NAME : K:\JOBS2014\20145023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 022503_SS

PLOT DATE : 12/7/2016 2:35 PM PLOT BY : MESSER, JACKIE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 41

2

DRAINAGE TABLE

STRUCT. NO.	STATION	OFFSET	C-C (FT)	TO STRUCT.	INLET/CB TYPE & COVER	MH TYPE & COVER	RIM/GRATE ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCH. ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	DISCHARGE PIPE CLASS	REMARKS	PIPE JOINT TIES
200	13+47.00	20.2' RT	45	201	INL 2X3 H	-- --	862.39	4.58	15	857.81	857.36	45.00	1.00	IV ~~III~~	50' OF PIPE UNDERDRAIN 6-INCH SHALL BE CONNECTED TO HIGH SIDE OF INLET.	
201	13+47.00	20.5' LT	15	202	INL 2X3 H	-- --	862.27	5.18	18	857.09	856.49	15.00	4.00	III	50' OF PIPE UNDERDRAIN 6-INCH SHALL BE CONNECTED TO HIGH SIDE OF INLET. CONNECT TO EXISTING STORM SEWER MANHOLE 202. (NOTE: EXISTING PIPE AT MANHOLE 202 IS TO BE RELOCATED APPROXIMATELY 50' WEST BY OTHERS PRIOR TO CONSTRUCTION. VERIFY CHANGES TO MANHOLE	X
307	19+26.00	20.0' LT	13	308	INL 2X3 H-S	-- --	862.36	3.67	12	858.69	858.56	13.00	1.00	IV	50' OF PIPE UNDERDRAIN 6-INCH SHALL BE CONNECTED ON BOTH SIDES OF INLET IN SAG CONDITION.	
309	19+26.00	20.0' RT	31	308	INL 2X3 H-S	-- --	862.24	3.42	12	858.82	858.59	31.00	0.75	IV	50' OF PIPE UNDERDRAIN 6-INCH SHALL BE CONNECTED ON BOTH SIDES OF INLET IN SAG CONDITION.	
308	19+26.00	9.0' LT	134	310	-- --	4FT J	862.58	4.40	18	858.18	857.51	134.00	0.50	~~III~~ IV		
312	201+45.00	14.6' RT	33	311	INL 2X3 H-S	-- --	862.20	3.42	12	858.78	858.45	33.00	1.00	IV	50' OF PIPE UNDERDRAIN 6-INCH SHALL BE CONNECTED ON BOTH SIDES OF INLET IN SAG CONDITION.	
311	201+45.00	14.6' LT	56	310	INL 4FT H-S	-- --	862.20	3.95	15	858.25	857.69	56.00	1.00	IV ~~III~~	50' OF PIPE UNDERDRAIN 6-INCH SHALL BE CONNECTED ON BOTH SIDES OF INLET IN SAG CONDITION.	
310	17+92.00	9.0' LT	147	304	-- --	4FT J	862.89	5.38	24	857.51	856.78	147.00	0.50	~~III~~ IV		
305	16+57.00	20.0' LT	17	304	INL 2X3 H	-- --	861.94	4.00	12	857.94	857.60	17.00	2.00	IV	50' OF PIPE UNDERDRAIN 6-INCH SHALL BE CONNECTED ON BOTH SIDES OF INLET IN SAG CONDITION.	
306	16+45.00	20.0' RT	31	304	INL 2X3 H	-- --	861.90	4.03	12	857.87	857.25	31.00	2.00	IV		
304	16+45.00	9.0' LT	106	302	-- --	7FT J	862.24	5.56	24	856.68	856.15	105.50	0.50	~~III~~ IV		
303	15+40.00	20' ~~20.5'~~ RT	31	302	INL 2X3 H-S	-- --	861.55	3.92	12	857.63	857.01	31.00	2.00	IV	50' OF PIPE UNDERDRAIN 6-INCH SHALL BE CONNECTED ON BOTH SIDES OF INLET IN SAG CONDITION.	
302	15+40.00	9.0' LT	13	301	-- --	5FT J	862.01	6.36	24	855.65	855.39	13.00	2.00	III		
301	15+40.00	20' ~~19.5'~~ LT	19	300	INL 4FT H-S	-- --	861.45	6.12	24	855.33	855.14	19.00	1.00	III	50' OF PIPE UNDERDRAIN 6-INCH SHALL BE CONNECTED ON BOTH SIDES OF INLET IN SAG CONDITION.	
300	15+28.00	37.3' LT	--	--	-- --	4FT J	861.92	9.62	--	852.30	--	--	--	--	CONNECT TO EXISTING STORM SEWER OUTFALL PIPE INTO SUGAR RIVER, 18" S I.E. 852.3 +/-.	
400	22+97.00	20.0' RT	44	401	INL 2X3 H	-- --	868.96	3.84	15	865.12	864.90	44.00	0.50	IV ~~III~~	50' OF PIPE UNDERDRAIN 6-INCH SHALL BE CONNECTED TO HIGH SIDE OF INLET.	
401	22+97.00	20.0' LT	--	--	INL 2X3 H	-- --	869.07	4.27	--	864.80	--	--	--	--	50' OF PIPE UNDERDRAIN 6-INCH SHALL BE CONNECTED TO HIGH SIDE OF INLET. CONNECT TO EXISTING STORM SEWER OUTFALL PIPE INTO LAKE BELLE VIEW, 18" W I.E. 864.8 +/-.	
500	25+53.00	36' ~~36.7' RT~~	73	501	INL 2X3 H-S	-- --	869.95	3.93	15	866.02	865.66	73.00	0.50	IV ~~III~~	50' OF PIPE UNDERDRAIN 6-INCH SHALL BE CONNECTED ON BOTH SIDES OF INLET IN SAG CONDITION.	X
501	26+26 ~~26+27.00~~	37.4' ~~37.6' RT~~	34	502	INL 4FT H-S	-- --	870.04	4.49	15	865.55	865.38	34.00	0.50	IV ~~III~~	50' OF PIPE UNDERDRAIN 6-INCH SHALL BE CONNECTED ON BOTH SIDES OF INLET IN SAG CONDITION.	
505	28+48.00	15.9' RT	189	502	INL 2X2 B	-- --	872.70	3.94	15	868.76	865.93	189.00	1.50	III		X
502	26+59.00	25.2' RT	51	503	INL 4FT H	-- --	870.84	5.56	18	865.28	865.03	51.00	0.50	III	50' OF PIPE UNDERDRAIN 6-INCH SHALL BE CONNECTED TO HIGH SIDE OF INLET.	
506	27+50 ~~27+75.00~~	20.0' LT	31	503	INL 2X3 H-S	-- --	872.02 ~~872.13~~	4.17	12	867.84 ~~867.96~~	867.31	105.75' ~~130.75~~	0.50	IV	50' OF PIPE UNDERDRAIN 6-INCH SHALL BE CONNECTED ON BOTH SIDES OF INLET IN SAG CONDITION.	
503	26+45.00	20.0' LT	49	504	INL 4FT H	-- --	872.12	7.20	18	864.92	864.68	49.00	0.50	III	50' OF PIPE UNDERDRAIN 6-INCH SHALL BE CONNECTED TO HIGH SIDE OF INLET. APRON ENDWALL REQUIRED AT STRUCTURE 504. DISCHARGE INVERT SHOWN IS TO END OF FLARED END SECTION.	

NOTES:

1. STATIONS AND OFFSETS TO MANHOLES AND INLETS 2X2 ARE GIVEN TO THE CENTER OF STRUCTURE.
2. STATIONS AND OFFSETS TO INLETS IN CURB ARE GIVEN TO FLANGE LINE OF CURB.
3. STATIONS, OFFSETS AND ELEVATIONS OF ENDWALLS ARE GIVEN TO THE END OF THE ENDWALL.
4. MANHOLE AND INLETS 2X2 RIM/GRATE ELEVATIONS ARE GIVEN TO THE CENTER OF STRUCTURE.
5. CURB INLET RIM/GRATE ELEVATIONS ARE GIVEN TO FLANGE LINE.
6. DEPTH OF MANHOLES AND INLETS ARE MEASURED FROM THE LOWEST INVERT OF THE STRUCTURE TO THE RIM/GRATE ELEVATION.
7. PIPE LENGTHS FOR STRUCTURES ARE SHOWN FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE.
8. CONTRACTOR SHALL VERIFY DEPTH AND ELEVATIONS OF ALL EXISTING STORM SEWER STRUCTURES BEFORE BEGINNING WORK AND SHALL REPORT ANY DISCREPANCIES TO ENGINEER PRIOR TO BEGINNING WORK.

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- VMS VARIABLE MESSAGE SIGN
- EXISTING LIGHT
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

N

MATCHLINE STA. 12+25

STH 69 (RIVER STREET)

STH 92 (MAIN STREET)

211 BIKE LANE BEGINS — R3-17 30"X24" / R3-17-AP 30"X12"

210 DO NOT ENTER — MOVE

209 NORTH 69 — J4-1 24"X36"

107 SOUTH 69 / NORTH 69 — STOP ONCOMING TRAFFIC DOES NOT STOP — REMOVE

206 STOP — R1-1 36"X36"

207 ONCOMING TRAFFIC DOES NOT STOP — W4-4B 42"X15"

106 NORTH 69 SPEED LIMIT 30 — REMOVE

208 SOUTH 69 / WEST 92 / NORTH 69 — JV 48"X93"

105 STOP — TRAFFIC FROM RIGHT DOES NOT STOP — REMOVE

204 STOP — R1-1 36"X36"

205 TRAFFIC FROM RIGHT DOES NOT STOP — W4-4AR 42"X15"

SLOPE INTERCEPT (TYP.)

PROPOSED R/W

EX. R/W

TLE

ONLY

200 NORTH 69 / EAST 92 / NEXT LEFT — J2-2 48"X57"

104 NORTH 69 / EAST 92 — REMOVE

201 NORTH 69 — J13-1 24"X57"

100 NORTH 69 — REMOVE

101 EAST 92 / SOUTH 69 / WEST 92 — REMOVE

202 EAST 92 / SOUTH 69 / WEST 92 — J2-3 72"X57"

103 ESTR

102 REMOVE BY OTHERS — TRAFFIC MUST YIELD TO PEDESTRIANS IN CROSSWALK

203 EAST 92 — J3-1 24"X57"

108 EAST 92 — REMOVE

212 W1-7 48"X24"

BEGIN PROJECT 1690-05-71
STA. 10+17.94
Y=404,492.01
X=781,199.50

SIGN #200 PLACED ON EXISTING LIGHT POLE (SAME LOCATION SIGN #104 WAS AT). NO SIGN POLE INSTALLED.

EXISTING POLE AT SIGN #108 LEFT IN PLACE. EXISTING STREET SIGN PLATES ON TOP OF POLE.

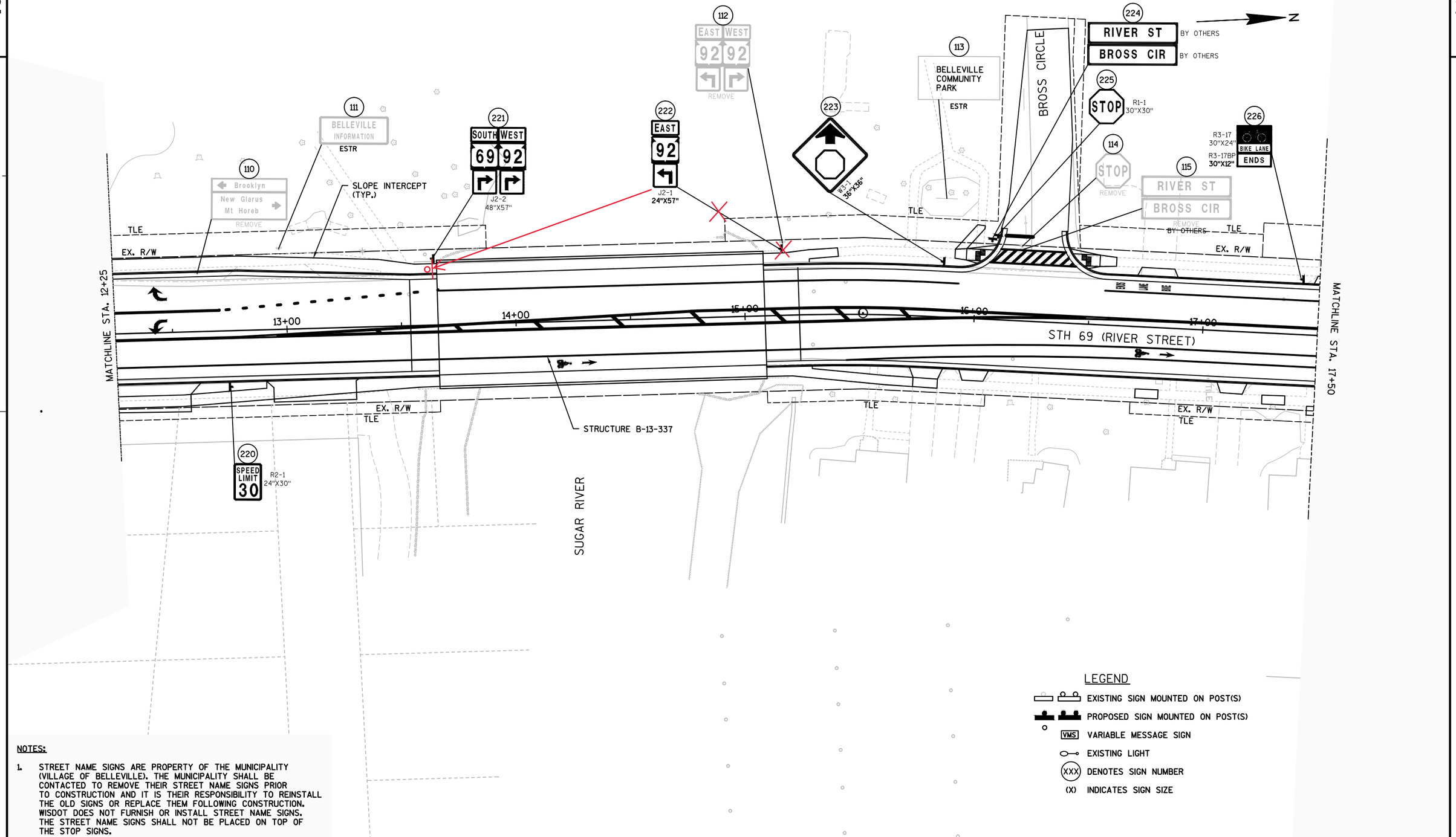
VINE STREET

PARK STREET

NOTES:

1. STREET NAME SIGNS ARE PROPERTY OF THE MUNICIPALITY (VILLAGE OF BELLEVILLE). THE MUNICIPALITY SHALL BE CONTACTED TO REMOVE THEIR STREET NAME SIGNS PRIOR TO CONSTRUCTION AND IT IS THEIR RESPONSIBILITY TO REINSTALL THE OLD SIGNS OR REPLACE THEM FOLLOWING CONSTRUCTION. WISDOT DOES NOT FURNISH OR INSTALL STREET NAME SIGNS. THE STREET NAME SIGNS SHALL NOT BE PLACED ON TOP OF THE STOP SIGNS.

PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	PERMANENT SIGNING	SHEET 39	E



NOTES:

1. STREET NAME SIGNS ARE PROPERTY OF THE MUNICIPALITY (VILLAGE OF BELLEVILLE). THE MUNICIPALITY SHALL BE CONTACTED TO REMOVE THEIR STREET NAME SIGNS PRIOR TO CONSTRUCTION AND IT IS THEIR RESPONSIBILITY TO REINSTALL THE OLD SIGNS OR REPLACE THEM FOLLOWING CONSTRUCTION. WISDOT DOES NOT FURNISH OR INSTALL STREET NAME SIGNS. THE STREET NAME SIGNS SHALL NOT BE PLACED ON TOP OF THE STOP SIGNS.

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT
- (XXX) — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE

PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	PERMANENT SIGNING	SHEET 40	E

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

VMS VARIABLE MESSAGE SIGN

EXISTING LIGHT

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

N

MATCHLINE STA. 17+50

MATCHLINE STA. 23+50

STH 69 (RIVER STREET)

18+00 19+00 20+00 21+00 22+00 23+00

SERV-US STREET

201+00

TLE

EX. R/W

123 SOUTH 69 REMOVE

124 REMOVE

234 JCT 92 J1-1 24"X39"

127 LAKE BELLE VIEW REMOVE BY OTHERS

128 JCT 92 REMOVE

236 BIKE LANE R3-17 30"X24"

120 SPEED LIMIT 30 REMOVE

121 STOP REMOVE

122 RIVER ST SERV-US ST REMOVE BY OTHERS

231 STOP R1-1 30"X30"

230 SPEED LIMIT 30 R2-1 24"X30"

232 RIVER ST BY OTHERS SERV-US ST BY OTHERS

233 BIKE LANE R3-17 30"X24"

125 JCT COUNTY D REMOVE

235 JCT COUNTY D J1-1 24"X39"

126 REMOVE

SLOPE INTERCEPT (TYP.)

NOTES:

1. STREET NAME SIGNS ARE PROPERTY OF THE MUNICIPALITY (VILLAGE OF BELLEVILLE). THE MUNICIPALITY SHALL BE CONTACTED TO REMOVE THEIR STREET NAME SIGNS PRIOR TO CONSTRUCTION AND IT IS THEIR RESPONSIBILITY TO REINSTALL THE OLD SIGNS OR REPLACE THEM FOLLOWING CONSTRUCTION. WISDOT DOES NOT FURNISH OR INSTALL STREET NAME SIGNS. THE STREET NAME SIGNS SHALL NOT BE PLACED ON TOP OF THE STOP SIGNS.

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- VMS VARIABLE MESSAGE SIGN
- EXISTING LIGHT
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

N

134 UNITED METHODIST CHURCH
REMOVE BY OTHERS

139 UNITED CHURCH OF CHRIST
REMOVE BY OTHERS

240 SPEED LIMIT 30 R2-1 24"X30"

130 SPEED LIMIT 30 REMOVE

241 SOUTH 69 J4-1 24"X36"

135 REMOVE

246 W1-7 48"X24"

136 COUNTY D REMOVE

247 COUNTY D J13-1 24"X45"

END PROJECT 1690-05-71
STA. 28+50.00

251 BIKE LANE BEGINS R3-17 30"X24" R3-17-AP 30"X12"

TLE

EX. R/W

GUY POLE

MWEL

MATCHLINE STA. 23+50

24+00 25+00 26+00 27+00 28+00 29+00

STH 69 (RIVER STREET)

23+00

EX. R/W

TLE

252 BIKE LANE ENDS R3-17 30"X24" R3-17-BP 30"X12"

131 SPEED LIMIT 30 REMOVE

243 COUNTY D J13-1 24"X45"

132 COUNTY D REMOVE

133 COUNTY D SPEED LIMIT 30 REMOVE

TLE

242 SPEED LIMIT 30 R2-1 24"X30"

244 COUNTY D M1-5A 24"X24"

245 SPEED LIMIT 30 R2-1 24"X30"

CTH D (3RD AVENUE)

103+00

250 RIVER ST BY OTHERS
THIRD AVE BY OTHERS
PROPOSED R/W
TLE

138 69 REMOVE

STOP REMOVE 137

249 STOP R1-1 30"X30"

248 69 J13-1 24"X45"

EX. R/W

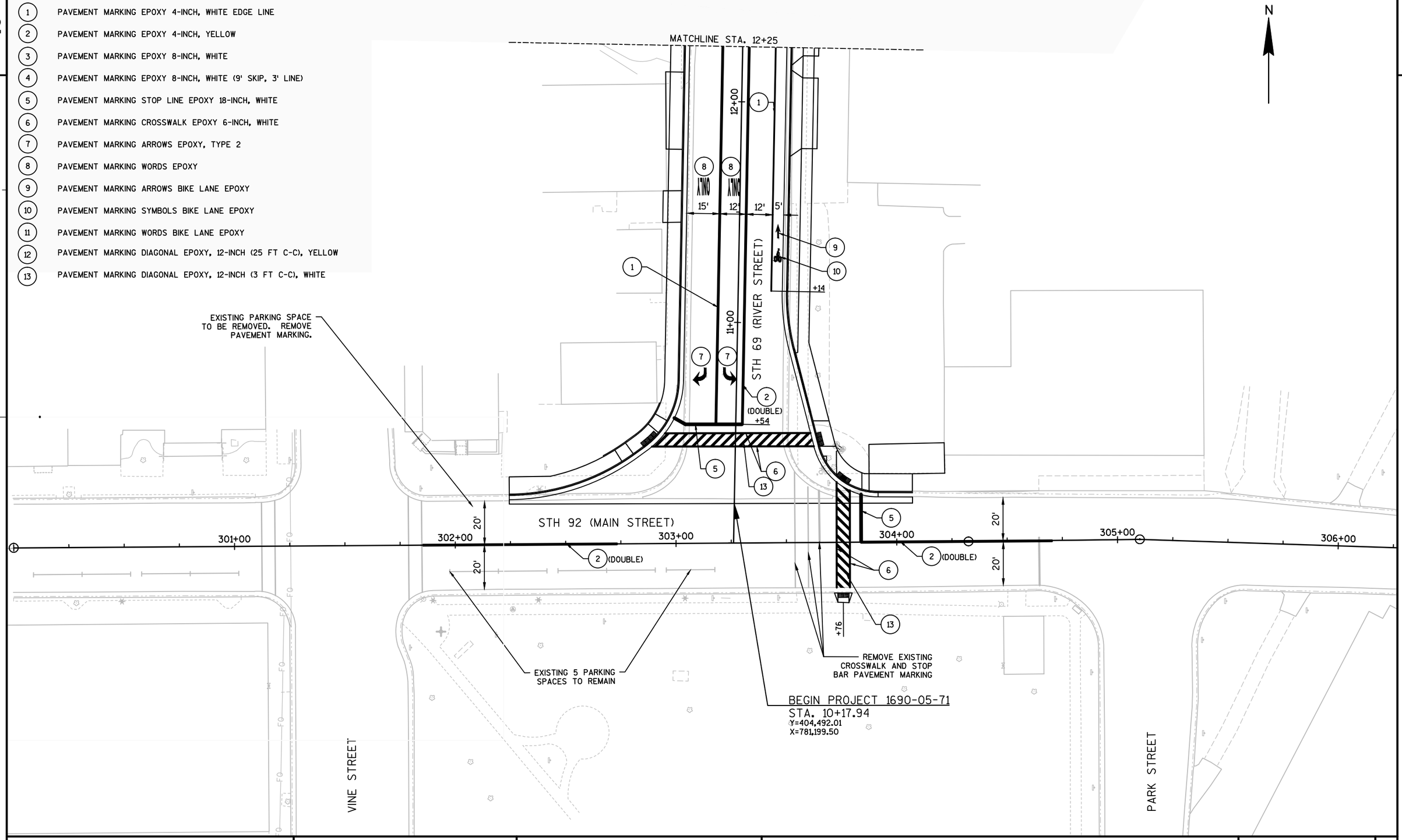
NOTES:

1. STREET NAME SIGNS ARE PROPERTY OF THE MUNICIPALITY (VILLAGE OF BELLEVILLE). THE MUNICIPALITY SHALL BE CONTACTED TO REMOVE THEIR STREET NAME SIGNS PRIOR TO CONSTRUCTION AND IT IS THEIR RESPONSIBILITY TO REINSTALL THE OLD SIGNS OR REPLACE THEM FOLLOWING CONSTRUCTION. WISDOT DOES NOT FURNISH OR INSTALL STREET NAME SIGNS. THE STREET NAME SIGNS SHALL NOT BE PLACED ON TOP OF THE STOP SIGNS.

PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	PERMANENT SIGNING	SHEET 42	E

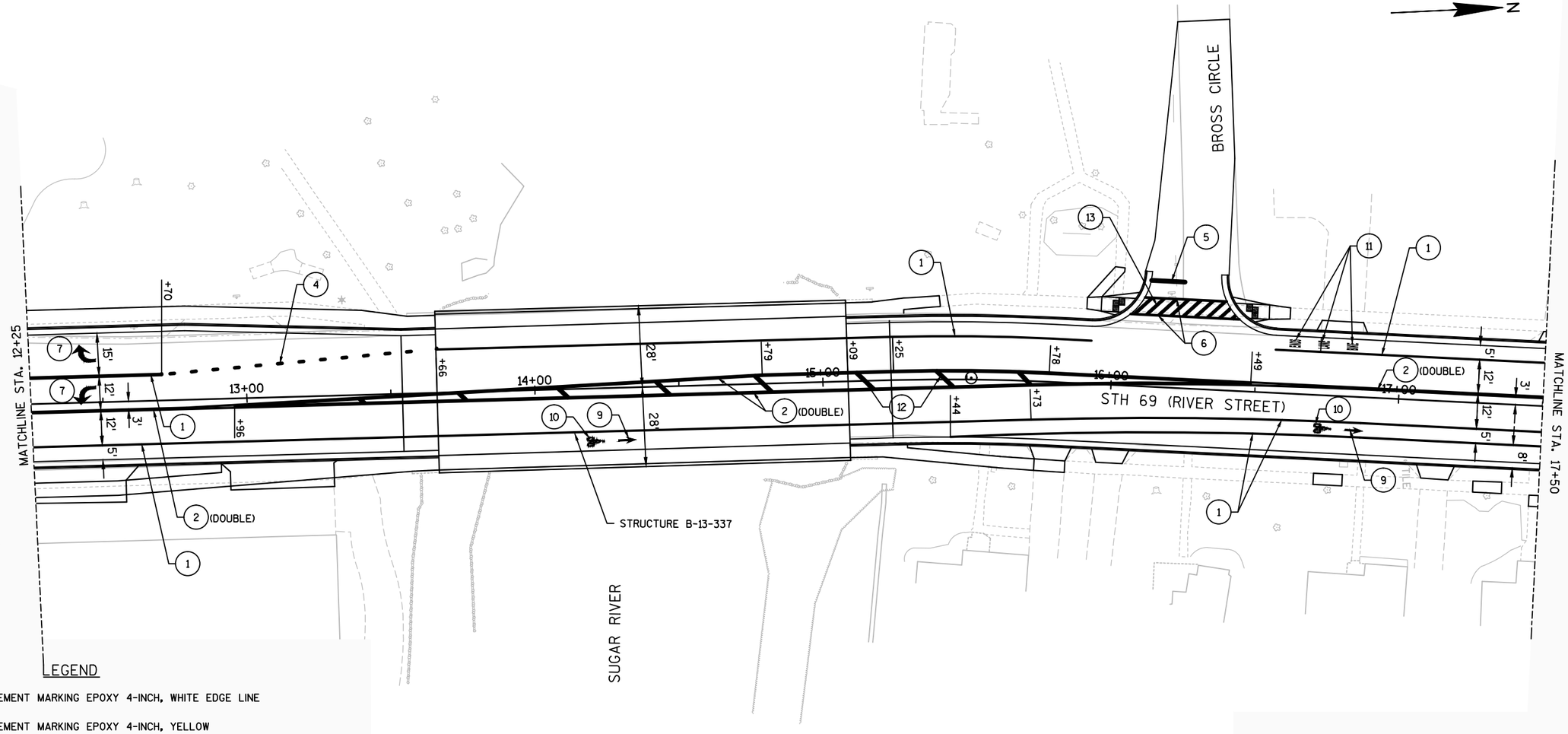
LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE EDGE LINE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 8-INCH, WHITE
4. PAVEMENT MARKING EPOXY 8-INCH, WHITE (9' SKIP, 3' LINE)
5. PAVEMENT MARKING STOP LINE EPOXY 18-INCH, WHITE
6. PAVEMENT MARKING CROSSWALK EPOXY 6-INCH, WHITE
7. PAVEMENT MARKING ARROWS EPOXY, TYPE 2
8. PAVEMENT MARKING WORDS EPOXY
9. PAVEMENT MARKING ARROWS BIKE LANE EPOXY
10. PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY
11. PAVEMENT MARKING WORDS BIKE LANE EPOXY
12. PAVEMENT MARKING DIAGONAL EPOXY, 12-INCH (25 FT C-C), YELLOW
13. PAVEMENT MARKING DIAGONAL EPOXY, 12-INCH (3 FT C-C), WHITE



PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	PAVEMENT MARKING	SHEET 43	E

2



LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE EDGE LINE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 8-INCH, WHITE
4. PAVEMENT MARKING EPOXY 8-INCH, WHITE (9' SKIP, 3' LINE)
5. PAVEMENT MARKING STOP LINE EPOXY 18-INCH, WHITE
6. PAVEMENT MARKING CROSSWALK EPOXY 6-INCH, WHITE
7. PAVEMENT MARKING ARROWS EPOXY, TYPE 2
8. PAVEMENT MARKING WORDS EPOXY
9. PAVEMENT MARKING ARROWS BIKE LANE EPOXY
10. PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY
11. PAVEMENT MARKING WORDS BIKE LANE EPOXY
12. PAVEMENT MARKING DIAGONAL EPOXY, 12-INCH (25 FT C-C), YELLOW
13. PAVEMENT MARKING DIAGONAL EPOXY, 12-INCH (3 FT C-C), WHITE

PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	PAVEMENT MARKING	SHEET 44	E

FILE NAME : K:\JOBS2014\20145023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\024501_PM.DWG PLOT DATE : 12/7/2016 2:37 PM PLOT BY : MESSER, JACKIE PLOT NAME :

2

N

LANE LINE AND CENTERLINE
PAVEMENT MARKINGS NOT PLACED
THROUGH THE INTERSECTION

MATCHLINE STA. 17+50

MATCHLINE STA. 23+50

STH 69 (RIVER STREET)

SERV-US STREET

201+00

+83

+89

+35

+23

18'00

19'00

20'00

21'00

22'00

23'00

(DOUBLE)

5'

12'

3'

8'

15'

15'

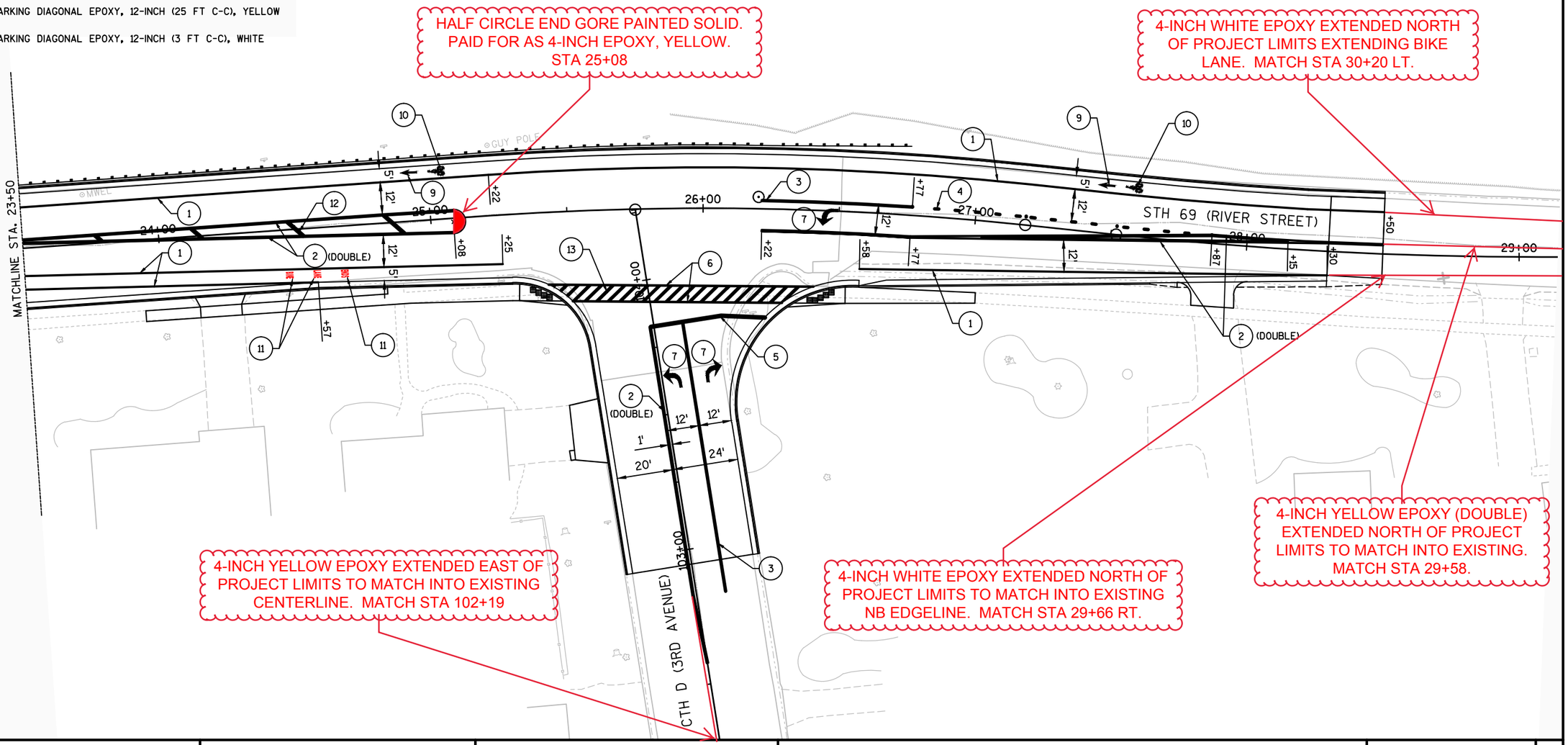
LEGEND

1	PAVEMENT MARKING EPOXY 4-INCH, WHITE EDGE LINE
2	PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3	PAVEMENT MARKING EPOXY 8-INCH, WHITE
4	PAVEMENT MARKING EPOXY 8-INCH, WHITE (9' SKIP, 3' LINE)
5	PAVEMENT MARKING STOP LINE EPOXY 18-INCH, WHITE
6	PAVEMENT MARKING CROSSWALK EPOXY 6-INCH, WHITE
7	PAVEMENT MARKING ARROWS EPOXY, TYPE 2
8	PAVEMENT MARKING WORDS EPOXY
9	PAVEMENT MARKING ARROWS BIKE LANE EPOXY
10	PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY
11	PAVEMENT MARKING WORDS BIKE LANE EPOXY
12	PAVEMENT MARKING DIAGONAL EPOXY, 12-INCH (25 FT C-C), YELLOW
13	PAVEMENT MARKING DIAGONAL EPOXY, 12-INCH (3 FT C-C), WHITE

PROJECT NO:1690-05-71	HWY: STH 69	COUNTY: DANE	PAVEMENT MARKING	SHEET 45	E

LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE EDGE LINE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 8-INCH, WHITE
4. PAVEMENT MARKING EPOXY 8-INCH, WHITE (9' SKIP, 3' LINE)
5. PAVEMENT MARKING STOP LINE EPOXY 18-INCH, WHITE
6. PAVEMENT MARKING CROSSWALK EPOXY 6-INCH, WHITE
7. PAVEMENT MARKING ARROWS EPOXY, TYPE 2
8. PAVEMENT MARKING WORDS EPOXY
9. PAVEMENT MARKING ARROWS BIKE LANE EPOXY
10. PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY
11. PAVEMENT MARKING WORDS BIKE LANE EPOXY
12. PAVEMENT MARKING DIAGONAL EPOXY, 12-INCH (25 FT C-C), YELLOW
13. PAVEMENT MARKING DIAGONAL EPOXY, 12-INCH (3 FT C-C), WHITE



PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	PAVEMENT MARKING	SHEET 46	E

2

LEGEND

- TEMPORARY CROSSWALK LOCATION (PAID FOR AS TEMPORARY CURB RAMP SPV.0045.01)
- TEMPORARY PEDESTRIAN ACCOMMODATIONS IN PARKING LANE
- TEMPORARY CURB RAMP & TEMPORARY PEDESTRIAN SURFACE ASPHALT (PAID FOR AS TEMPORARY CURB RAMP SPV.0045.01)
- TRAFFIC CONTROL DRUMS (25' SPACING)
- TYPE III BARRICADE WITH TYPE A LIGHTS
- TYPE II BARRICADE WITH ONE TYPE A LIGHT
- TEMPORARY PEDESTRIAN SAFETY FENCE

DURING CONSTRUCTION, CLOSE AND REMOVE & REPLACE ONLY ONE SIDE OF CONCRETE SIDEWALK AT A TIME TO PROVIDE CONTINUOUS PEDESTRIAN ACCESS ALONG THE BLOCK.

MATCHLINE STA. 12+25

N

STH 69 (RIVER STREET)

12+00

11+00

EX. R/W

TLE

PROPOSED R/W

SLOPE INTERCEPT (TYP.)

SIDEWALK CLOSED AHEAD CROSS HERE R9-11 48"X24"

SIDEWALK CLOSED CROSS HERE R9-11-A 48"X24"

SIDEWALK CLOSED R9-9 24"X12"

W11-2 30"X30"

W16-7L 24"X12"

POST

FLAG

STH 92 (MAIN STREET)

301"M" 302"M" 303"M" 304"M" 305"M" 306"M"

SS

BEGIN PROJECT 1690-05-71
STA. 10+17.94
Y=404,492.01
X=781,199.50

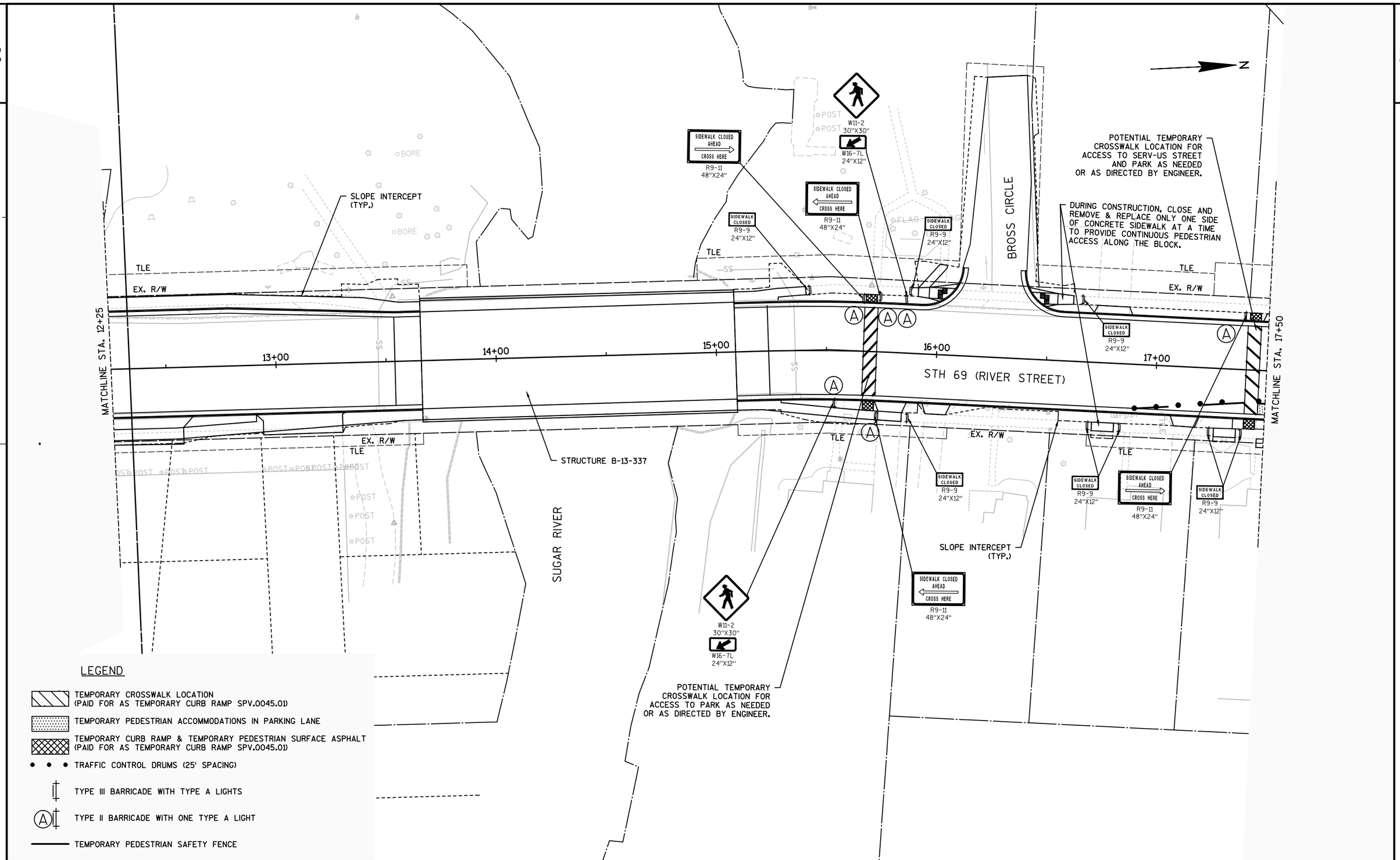
UTILIZE EXISTING CROSSWALKS AS NEEDED OR UNTIL UNAVAILABLE DUE TO PROPOSED CONSTRUCTION

STAGE TEMPORARY CROSSWALK LOCATION AT STH 92 AND PARK STREET AS NEEDED OR AS DIRECTED BY ENGINEER. UTILIZE EXISTING RAMP ON NORTH SIDE OF STH 92.

VINE STREET

PARK STREET

PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	TRAFFIC CONTROL - PEDESTRIAN ACCESS	SHEET 47	E



PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	TRAFFIC CONTROL - PEDESTRIAN ACCESS	SHEET 48	E

2

N

LAKE BELLE VIEW

FROM SERV-US STREET THROUGH REMAINDER OF PROJECT, USE THE EXISTING EASTERN PARKING LANE AS TEMPORARY PEDESTRIAN ACCOMMODATIONS AND INSTALL DRUMS TO PROTECT PEDESTRIANS FROM VEHICULAR TRAFFIC AND CONSTRUCTION ACTIVITIES WHILE THE EAST SIDEWALK IS BEING CONSTRUCTED. SEE SDD 15D30 FOR ADDITIONAL INFORMATION.

SLOPE INTERCEPT (TYP.)

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

TLE
EX. R/W

MATCHLINE STA. 17+50

MATCHLINE STA. 23+50

SIDEWALK CLOSED
R9-9
24"X12"

18+00 19+00 20+00 21+00 22+00 23+00

STH 69 (RIVER STREET)

5'

PLE

201+00

SERV-US STREET

SLOPE INTERCEPT (TYP.)

SPACE DRUMS TO PROVIDE ACCESS TO DRIVEWAYS (TYP.)

LEGEND

- TEMPORARY CROSSWALK LOCATION (PAID FOR AS TEMPORARY CURB RAMP SPV.0045.01)
- TEMPORARY PEDESTRIAN ACCOMMODATIONS IN PARKING LANE
- TEMPORARY CURB RAMP & TEMPORARY PEDESTRIAN SURFACE ASPHALT (PAID FOR AS TEMPORARY CURB RAMP SPV.0045.01)
- TRAFFIC CONTROL DRUMS (25' SPACING)
- TYPE III BARRICADE WITH TYPE A LIGHTS
- TYPE II BARRICADE WITH ONE TYPE A LIGHT
- TEMPORARY PEDESTRIAN SAFETY FENCE

PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	TRAFFIC CONTROL - PEDESTRIAN ACCESS	SHEET 49 E

2

2

LEGEND

- TEMPORARY CROSSWALK LOCATION (PAID FOR AS TEMPORARY CURB RAMP SPV.0045.01)
- TEMPORARY PEDESTRIAN ACCOMMODATIONS IN PARKING LANE
- TEMPORARY CURB RAMP & TEMPORARY PEDESTRIAN SURFACE ASPHALT (PAID FOR AS TEMPORARY CURB RAMP SPV.0045.01)
- TRAFFIC CONTROL DRUMS (25' SPACING)
- TYPE III BARRICADE WITH TYPE A LIGHTS
- TYPE II BARRICADE WITH ONE TYPE A LIGHT
- TEMPORARY PEDESTRIAN SAFETY FENCE

N

LAKE BELLE VIEW

FROM SERV-US STREET THROUGH REMAINDER OF PROJECT, USE THE EXISTING EASTERN PARKING LANE AS TEMPORARY PEDESTRIAN ACCOMMODATIONS AND INSTALL DRUMS TO PROTECT PEDESTRIANS FROM VEHICULAR TRAFFIC AND CONSTRUCTION ACTIVITIES WHILE THE EAST SIDEWALK IS BEING CONSTRUCTED. SEE SDD 15D30 FOR ADDITIONAL INFORMATION.

END PROJECT 1690-05-71
STA. 28+50.00

SLOPE INTERCEPT (TYP.)

TLE

EX. R/W

24+00 25+00 26+00 27+00 28+00 29+00

STH 69 (RIVER STREET)

5'

104'D"

103'D"

SIDEWALK CLOSED
R9-9
24"X12"

PROPOSED R/W

SLOPE INTERCEPT (TYP.)

SPACE DRUMS TO PROVIDE ACCESS TO DRIVEWAYS (TYP.)

CTH D (3RD AVENUE)

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
CROSS HERE
R9-11-A
48"X24"

PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	TRAFFIC CONTROL - PEDESTRIAN ACCESS	SHEET 50	E

1 — END DETOUR — M4-8A 24"X18"

2A — NORTH 69 — M3-1 24"X12" / M1-6 24"X24" — DETOUR AHEAD W20-2-A

2B — SOUTH 69 — M3-3 24"X12" / M1-6 24"X24" — DETOUR AHEAD W20-2-A

3 — ROAD CLOSED TO THRU TRAFFIC — R11-4 60"X30" — *ON TYPE III BARICADE

4 — ROAD CLOSED 5 MILES AHEAD LOCAL TRAFFIC ONLY — R11-3 60"X30" — *ON TYPE III BARICADE

4A — ROAD CLOSED 4 MILES AHEAD LOCAL TRAFFIC ONLY — R11-3 60"X30" — *ON TYPE III BARICADE

ADDED DETOUR SIGNS DUE TO CONFUSION ABOUT ROUTE TO THE UW HEALTH CLINIC

5 — DETOUR NORTH 69 — M4-8 24"X12" / M3-1 24"X12" / M1-6 24"X24" / M05-1L SIZE

6 — DETOUR NORTH 69 — M4-8 24"X12" / M3-1 24"X12" / M1-6 24"X24" / M06-1 21"X21"

7 — DETOUR NORTH 69 — M4-8 24"X12" / M3-1 24"X12" / M1-6 24"X24"

7A — DETOUR NORTH 69 — M4-8 24"X12" / M3-1 24"X12" / M1-6 24"X24" / M06-1 21"X21"

8 — DETOUR NORTH 69 — M4-8 24"X12" / M3-1 24"X12" / M1-6 24"X24" / M05-1R SIZE

9 — DETOUR NORTH 69 — M4-8 24"X12" / M3-1 24"X12" / M1-6 24"X24" / M06-1 21"X21"

10 — DETOUR SOUTH 69 — M4-8 24"X12" / M3-3 24"X12" / M1-6 24"X24" / M06-1 21"X21"

11 — DETOUR SOUTH 69 — M4-8 24"X12" / M3-3 24"X12" / M1-6 24"X24" / M05-1R SIZE

12 — DETOUR SOUTH 69 — M4-8 24"X12" / M3-3 24"X12" / M1-6 24"X24" / M06-1 21"X21"

13 — DETOUR SOUTH 69 — M4-8 24"X12" / M3-3 24"X12" / M1-6 24"X24"

13A — DETOUR SOUTH 69 — M4-8 24"X12" / M3-3 24"X12" / M1-6 24"X24" / M06-1 21"X21"

14 — DETOUR SOUTH 69 — M4-8 24"X12" / M3-3 24"X12" / M1-6 24"X24" / M05-1L 21"X21"

(COVER) NORTH EAST SOUTH 69 92 69

(COVER) NORTH EAST SOUTH 69 92 69 — END DETOUR M4-8A 24"X18"

DETOUR M4-8 24"X12" — WEST NORTH EAST 92 69 92 — M05-1L 21"X21"

69 — M1-6 24"X24" / M06-1 21"X21"

(COVER) 69 92

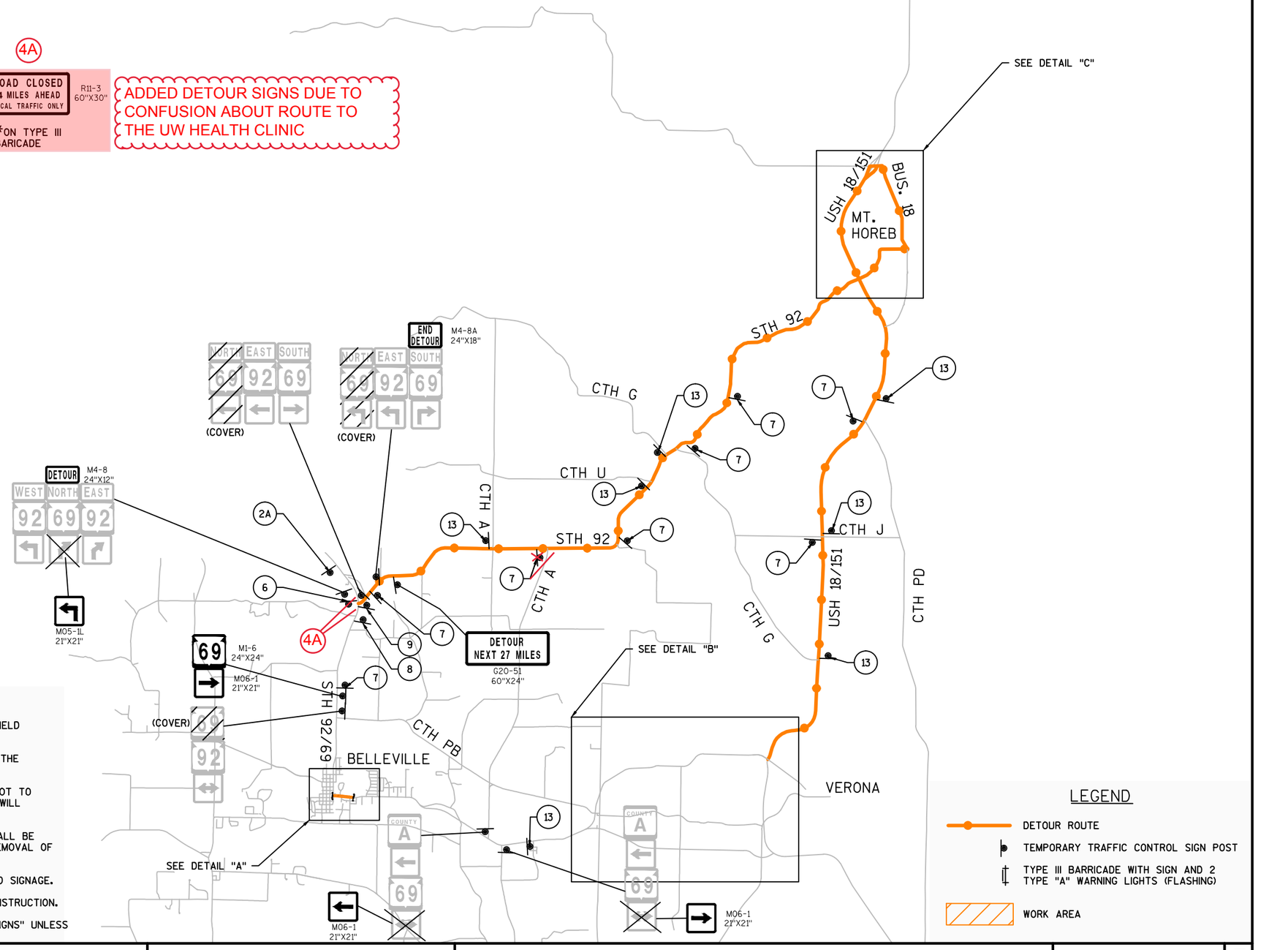
DETOUR NEXT 27 MILES — G20-51 60"X24"

SEE DETAIL "A"

SEE DETAIL "B"

SEE DETAIL "C"

M06-1 21"X21"



NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES.

THE SPACING BETWEEN THE TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED NOT TO CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200' 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. COVERING OR REMOVAL OF SIGNS SHALL BE PAID FOR AS "TRAFFIC CONTROL COVERING SIGNS TYPE II".

FOLLOW SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" FOR MAINLINE ROAD CLOSED SIGNAGE.

INSTALL TRAFFIC CONTROL SIGNS PCMS AT APPROACHING ROADWAYS 7 DAYS PRIOR TO CONSTRUCTION.

ALL SIGNS SHOWN ON DETOUR PLAN SHALL BE PAID FOR AS "TRAFFIC CONTROL DETOUR SIGNS" UNLESS OTHERWISE INDICATED.

LEGEND

- DETOUR ROUTE
- TEMPORARY TRAFFIC CONTROL SIGN POST
- TYPE III BARRICADE WITH SIGN AND 2 TYPE "A" WARNING LIGHTS (FLASHING)
- WORK AREA

PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	DETOUR ROUTE	SHEET 51	E

FILE NAME : K:\JOBS2014\20145023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\027001_DT.DWG
LAYOUT NAME - 027001_DT - 027001_DT
PLOT DATE : 12/8/2016 4:58 PM PLOT BY : MESSER, JACKIE PLOT NAME : PLOT SCALE : 1 IN:2 MI
WISDOT/CADDS SHEET 42

1 — END DETOUR — M4-8A 24"X18"

2A — NORTH 69 — M3-1 24"X12" — M1-6 24"X24" — DETOUR AHEAD W20-2-A

2B — SOUTH 69 — M3-3 24"X12" — M1-6 24"X24" — DETOUR AHEAD W20-2-A

3 — ROAD CLOSED TO THRU TRAFFIC — R11-4 60"X30" — *ON TYPE III BARICADE

4 — ROAD CLOSED 5 MILES AHEAD LOCAL TRAFFIC ONLY — R11-3 60"X30" — *ON TYPE III BARICADE

5 — DETOUR NORTH 69 — M4-8 24"X12" — M3-1 24"X12" — M1-6 24"X24" — M05-1L SIZE

6 — DETOUR NORTH 69 — M4-8 24"X12" — M3-1 24"X12" — M1-6 24"X24" — M06-1 21"X21"

7 — DETOUR NORTH 69 — M4-8 24"X12" — M3-1 24"X12" — M1-6 24"X24"

7A — DETOUR NORTH 69 — M4-8 24"X12" — M3-1 24"X12" — M1-6 24"X24" — M06-1 21"X21"

8 — DETOUR NORTH 69 — M4-8 24"X12" — M3-1 24"X12" — M1-6 24"X24" — M05-1R SIZE

9 — DETOUR NORTH 69 — M4-8 24"X12" — M3-1 24"X12" — M1-6 24"X24" — M06-1 21"X21"

10 — DETOUR SOUTH 69 — M4-8 24"X12" — M3-3 24"X12" — M1-6 24"X24" — M06-1 21"X21"

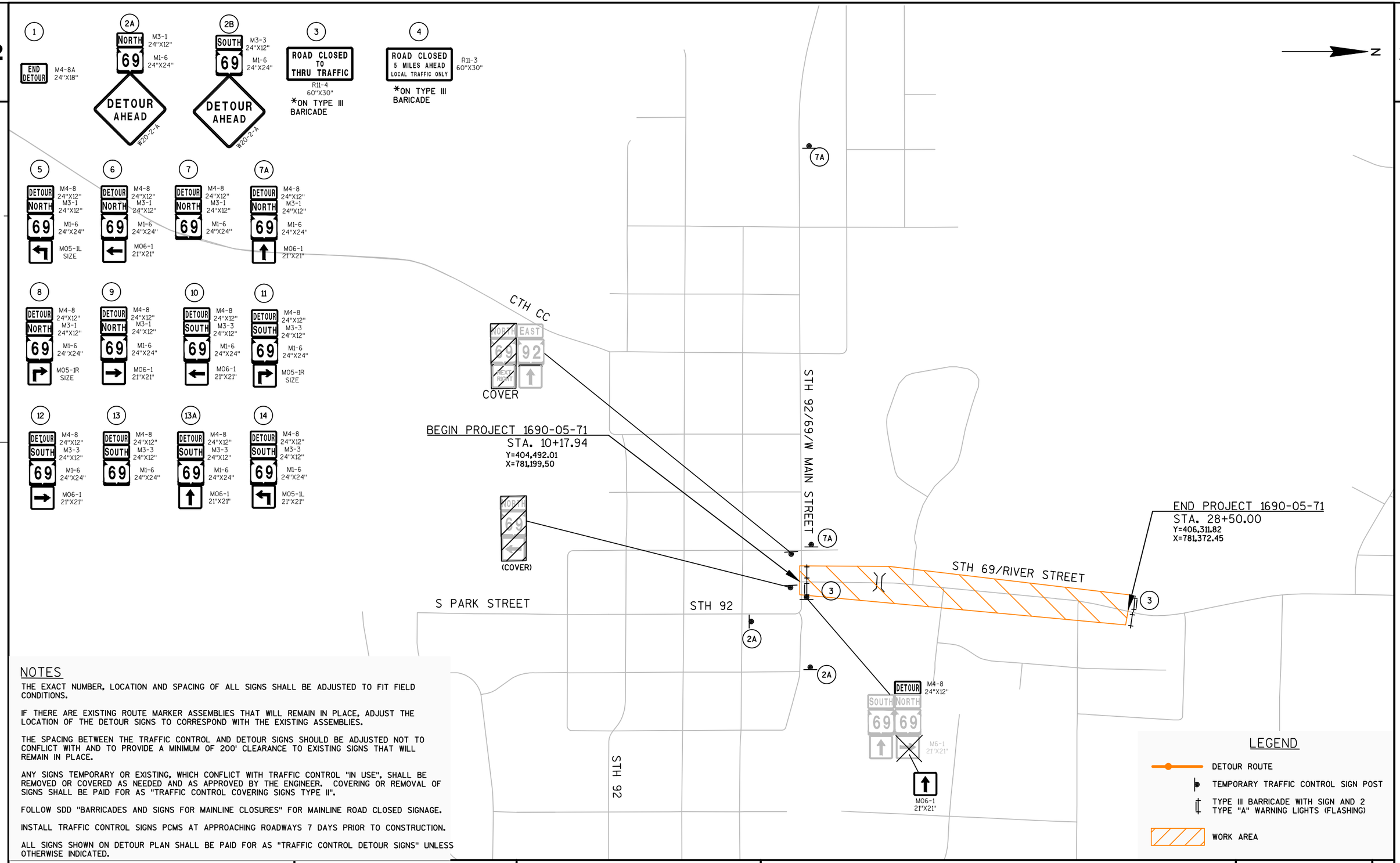
11 — DETOUR SOUTH 69 — M4-8 24"X12" — M3-3 24"X12" — M1-6 24"X24" — M05-1R SIZE

12 — DETOUR SOUTH 69 — M4-8 24"X12" — M3-3 24"X12" — M1-6 24"X24" — M06-1 21"X21"

13 — DETOUR SOUTH 69 — M4-8 24"X12" — M3-3 24"X12" — M1-6 24"X24"

13A — DETOUR SOUTH 69 — M4-8 24"X12" — M3-3 24"X12" — M1-6 24"X24" — M06-1 21"X21"

14 — DETOUR SOUTH 69 — M4-8 24"X12" — M3-3 24"X12" — M1-6 24"X24" — M05-1L 21"X21"



NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES.

THE SPACING BETWEEN THE TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED NOT TO CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200' 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. COVERING OR REMOVAL OF SIGNS SHALL BE PAID FOR AS "TRAFFIC CONTROL COVERING SIGNS TYPE II".

FOLLOW SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" FOR MAINLINE ROAD CLOSED SIGNAGE.

INSTALL TRAFFIC CONTROL SIGNS PCMS AT APPROACHING ROADWAYS 7 DAYS PRIOR TO CONSTRUCTION.

ALL SIGNS SHOWN ON DETOUR PLAN SHALL BE PAID FOR AS "TRAFFIC CONTROL DETOUR SIGNS" UNLESS OTHERWISE INDICATED.

PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	DETOUR ROUTE - DETAIL "A"	SHEET 52	E

1 — END DETOUR M4-8A 24"X18"

2A — NORTH 69 M3-1 24"X12" / M1-6 24"X24" — DETOUR AHEAD W20-2-A

2B — SOUTH 69 M3-3 24"X12" / M1-6 24"X24" — DETOUR AHEAD W20-2-A

3 — ROAD CLOSED TO THRU TRAFFIC R11-4 60"X30" *ON TYPE III BARICADE

4 — ROAD CLOSED 5 MILES AHEAD LOCAL TRAFFIC ONLY R11-3 60"X30" *ON TYPE III BARICADE

5 — DETOUR NORTH 69 M4-8 24"X12" / M3-1 24"X12" / M1-6 24"X24" / M05-1L SIZE

6 — DETOUR NORTH 69 M4-8 24"X12" / M3-1 24"X12" / M1-6 24"X24" / M06-1 21"X21"

7 — DETOUR NORTH 69 M4-8 24"X12" / M3-1 24"X12" / M1-6 24"X24"

7A — DETOUR NORTH 69 M4-8 24"X12" / M3-1 24"X12" / M1-6 24"X24" / M06-1 21"X21"

8 — DETOUR NORTH 69 M4-8 24"X12" / M3-1 24"X12" / M1-6 24"X24" / M05-1R SIZE

9 — DETOUR NORTH 69 M4-8 24"X12" / M3-1 24"X12" / M1-6 24"X24" / M06-1 21"X21"

10 — DETOUR SOUTH 69 M4-8 24"X12" / M3-3 24"X12" / M1-6 24"X24" / M06-1 21"X21"

11 — DETOUR SOUTH 69 M4-8 24"X12" / M3-3 24"X12" / M1-6 24"X24" / M05-1R SIZE

12 — DETOUR SOUTH 69 M4-8 24"X12" / M3-3 24"X12" / M1-6 24"X24" / M06-1 21"X21"

13 — DETOUR SOUTH 69 M4-8 24"X12" / M3-3 24"X12" / M1-6 24"X24"

13A — DETOUR SOUTH 69 M4-8 24"X12" / M3-3 24"X12" / M1-6 24"X24" / M06-1 21"X21"

14 — DETOUR SOUTH 69 M4-8 24"X12" / M3-3 24"X12" / M1-6 24"X24" / M05-1L 21"X21"

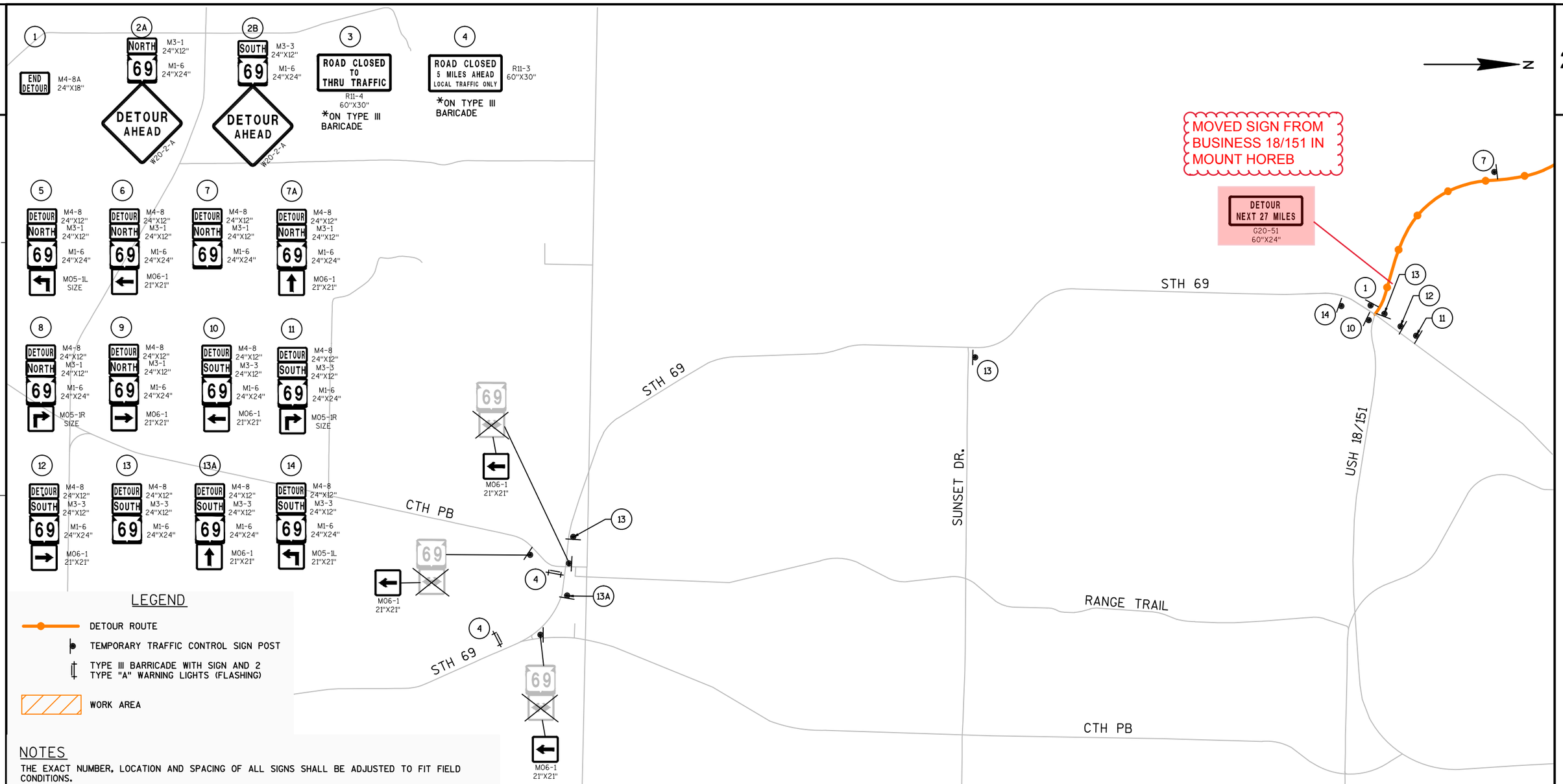
69 — M06-1 21"X21"

69 — M06-1 21"X21"

69 — M06-1 21"X21"

MOVED SIGN FROM BUSINESS 18/151 IN MOUNT HOREB

DETOUR NEXT 27 MILES G20-51 60"X24"



LEGEND

- DETOUR ROUTE
- TEMPORARY TRAFFIC CONTROL SIGN POST
- TYPE III BARRICADE WITH SIGN AND 2 TYPE "A" WARNING LIGHTS (FLASHING)
- WORK AREA

NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES.

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FOLLOW SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" FOR MAINLINE ROAD CLOSED SIGNAGE.

INSTALL TRAFFIC CONTROL SIGNS PCMS AT APPROACHING ROADWAYS 7 DAYS PRIOR TO CONSTRUCTION.

ALL SIGNS SHOWN ON DETOUR PLAN SHALL BE PAID FOR AS "TRAFFIC CONTROL DETOUR SIGNS" UNLESS OTHERWISE INDICATED.

PROJECT NO:1690-05-71	HWY: STH 69	COUNTY: DANE	DETOUR ROUTE - DETAIL "B"	SHEET 53 E

1

END DETOUR M4-8A 24"X18"

2A

NORTH 69 M3-1 24"X12" M1-6 24"X24"

DETOUR AHEAD W20-2-A

2B

SOUTH 69 M3-3 24"X12" M1-6 24"X24"

DETOUR AHEAD W20-2-A

3

ROAD CLOSED TO THRU TRAFFIC R11-4 60"X30"

*ON TYPE III BARICADE

4

ROAD CLOSED 5 MILES AHEAD LOCAL TRAFFIC ONLY R11-3 60"X30"

*ON TYPE III BARICADE

5

DETOUR NORTH 69 M4-8 24"X12" M3-1 24"X12" M1-6 24"X24" M05-1L SIZE

6

DETOUR NORTH 69 M4-8 24"X12" M3-1 24"X12" M1-6 24"X24" M06-1 21"X21"

7

DETOUR NORTH 69 M4-8 24"X12" M3-1 24"X12" M1-6 24"X24"

7A

DETOUR NORTH 69 M4-8 24"X12" M3-1 24"X12" M1-6 24"X24" M06-1 21"X21"

8

DETOUR NORTH 69 M4-8 24"X12" M3-1 24"X12" M1-6 24"X24" M05-1R SIZE

9

DETOUR NORTH 69 M4-8 24"X12" M3-1 24"X12" M1-6 24"X24" M06-1 21"X21"

10

DETOUR SOUTH 69 M4-8 24"X12" M3-3 24"X12" M1-6 24"X24" M06-1 21"X21"

11

DETOUR SOUTH 69 M4-8 24"X12" M3-3 24"X12" M1-6 24"X24" M05-1R SIZE

12

DETOUR SOUTH 69 M4-8 24"X12" M3-3 24"X12" M1-6 24"X24" M06-1 21"X21"

13

DETOUR SOUTH 69 M4-8 24"X12" M3-3 24"X12" M1-6 24"X24"

13A

DETOUR SOUTH 69 M4-8 24"X12" M3-3 24"X12" M1-6 24"X24" M06-1 21"X21"

14

DETOUR SOUTH 69 M4-8 24"X12" M3-3 24"X12" M1-6 24"X24" M05-1L 21"X21"

LEGEND

- DETOUR ROUTE
- TEMPORARY TRAFFIC CONTROL SIGN POST
- TYPE III BARICADE WITH SIGN AND 2 TYPE "A" WARNING LIGHTS (FLASHING)
- WORK AREA

NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES.

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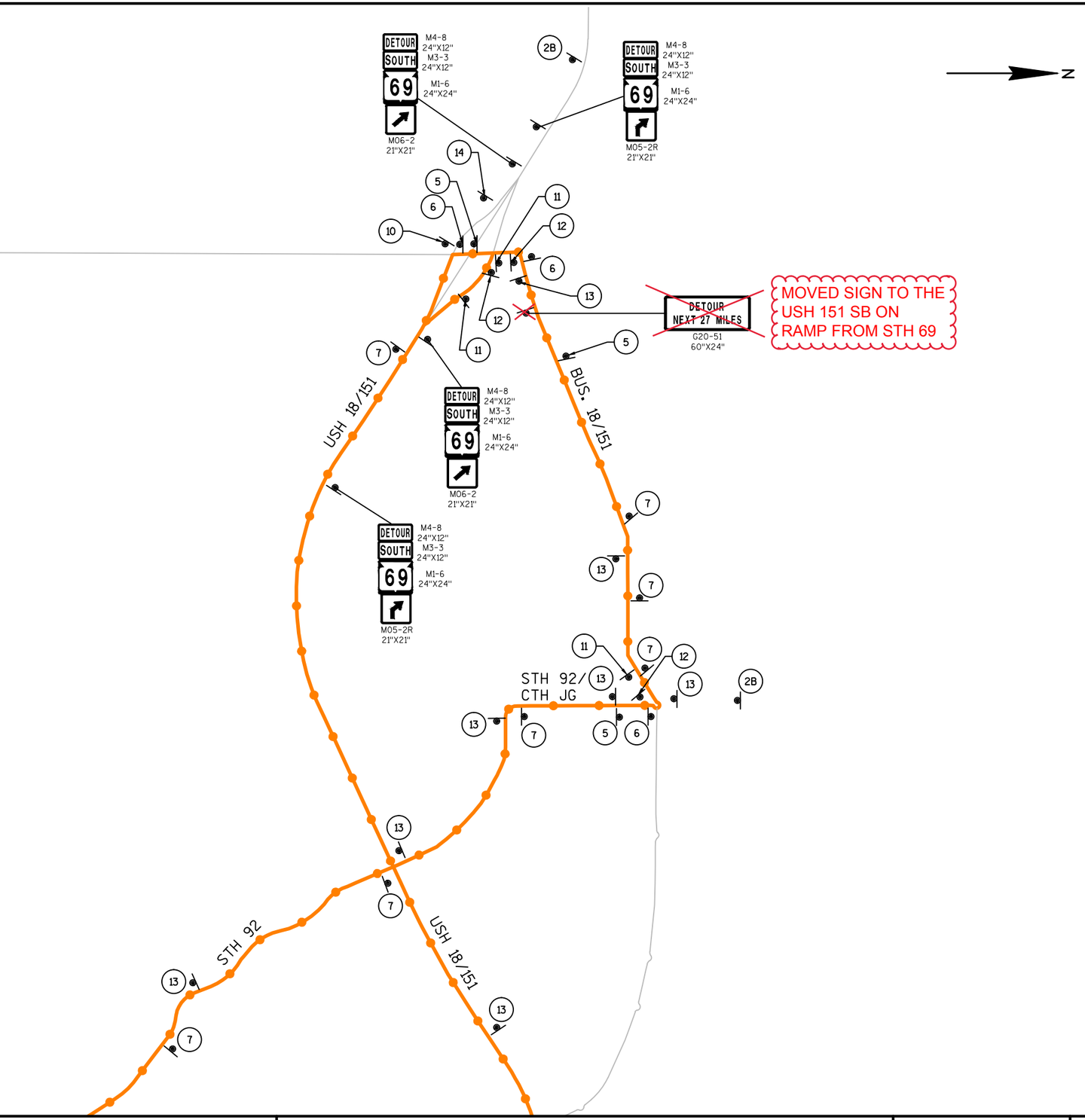
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE", SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. COVERING OR REMOVAL OF SIGNS SHALL BE PAID FOR AS "TRAFFIC CONTROL COVERING SIGNS TYPE II".

FOLLOW SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" FOR MAINLINE ROAD CLOSED SIGNAGE.

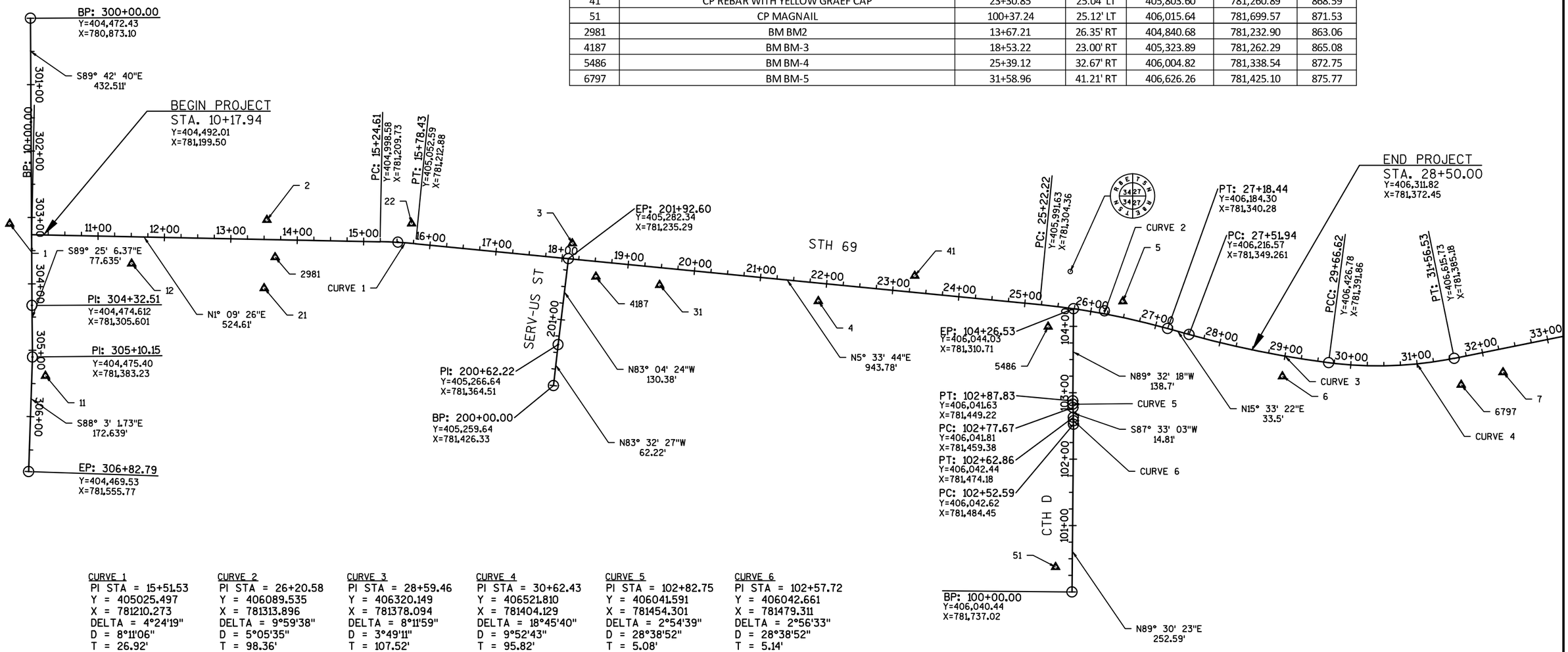
INSTALL TRAFFIC CONTROL SIGNS PCMS AT APPROACHING ROADWAYS 7 DAYS PRIOR TO CONSTRUCTION.

ALL SIGNS SHOWN ON DETOUR PLAN SHALL BE PAID FOR AS "TRAFFIC CONTROL DETOUR SIGNS" UNLESS OTHERWISE INDICATED.



PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	DETOUR ROUTE - DETAIL "C"	SHEET 54	E

CONTROL POINTS						
POINT	Description	STATION	OFFSET	Y COORDINATE	X COORDINATE	ELEVATION
1	CP REBAR WITH YELLOW GRAEF CAP	9+67.06	17.18' LT	404,441.14	781,182.57	867.07
2	CP REBAR WITH YELLOW GRAEF CAP	13+53.67	29.56' LT	404,828.27	781,176.72	862.52
3	CP REBAR WITH YELLOW GRAEF CAP	18+13.02	23.70' LT	405,288.07	781,212.06	862.97
4	CP MAGNAIL	21+90.00	26.96' RT	405,658.42	781,299.02	868.18
5	CP REBAR WITH YELLOW GRAEF CAP	26+44.15	23.81' LT	406,117.05	781,299.43	872.84
6	CP MAGNAIL	29+01.46	30.56' RT	406,357.14	781,412.23	874.16
7	CP REBAR WITH YELLOW GRAEF CAP	32.24.54	35.07' RT	406,689.34	781,406.11	874.09
11	CP MAGNAIL	10+25.07	211.92' RT	404,494.88	781,411.52	866.05
12	CP MAGNAIL	11+51.46	40.27' RT	404,624.70	781,242.46	863.62
21	CP MAGNAIL	13+51.61	73.33' RT	404,824.14	781,279.55	862.99
22	CP MAGNAIL	15+69.58	30.00' LT	405,046.01	781,182.20	862.12
31	CP MAGNAIL	19+49.91	25.95' RT	405,419.51	781,274.71	862.91
41	CP REBAR WITH YELLOW GRAEF CAP	23+30.85	25.04' LT	405,803.60	781,260.89	868.59
51	CP MAGNAIL	100+37.24	25.12' LT	406,015.64	781,699.57	871.53
2981	BM BM2	13+67.21	26.35' RT	404,840.68	781,232.90	863.06
4187	BM BM-3	18+53.22	23.00' RT	405,323.89	781,262.29	865.08
5486	BM BM-4	25+39.12	32.67' RT	406,004.82	781,338.54	872.75
6797	BM BM-5	31+58.96	41.21' RT	406,626.26	781,425.10	875.77



CURVE 1	CURVE 2	CURVE 3	CURVE 4	CURVE 5	CURVE 6
PI STA = 15+51.53	PI STA = 26+20.58	PI STA = 28+59.46	PI STA = 30+62.43	PI STA = 102+82.75	PI STA = 102+57.72
Y = 405025.497	Y = 406089.535	Y = 406320.149	Y = 406521.810	Y = 406041.591	Y = 406042.661
X = 781210.273	X = 781313.896	X = 781378.094	X = 781404.129	X = 781454.301	X = 781479.311
DELTA = 4°24'19"	DELTA = 9°59'38"	DELTA = 8°11'59"	DELTA = 18°45'40"	DELTA = 2°54'39"	DELTA = 2°56'33"
D = 8°11'06"	D = 5°05'35"	D = 3°49'11"	D = 9°52'43"	D = 28°38'52"	D = 28°38'52"
T = 26.92'	T = 98.36'	T = 107.52'	T = 95.82'	T = 5.08'	T = 5.14'
L = 53.82'	L = 196.23'	L = 214.67'	L = 189.92'	L = 10.16'	L = 10.27'
R = 700.00'	R = 1125.00'	R = 1500.00'	R = 580.00'	R = 200.00'	R = 200.00'
PC STA = 15+24.61	PC STA = 25+22.22	PC STA = 27+51.94	PC STA = 29+66.62	PC STA = 102+77.67	PC STA = 102+52.59
PT STA = 15+78.43	PT STA = 27+18.44	PT STA = 29+66.62	PT STA = 31+56.53	PT STA = 102+87.83	PT STA = 102+62.86

PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	ALIGNMENT PLAN	SHEET 55	E

1690-05-71

Line	Item	Item Description	Unit	Total	Qty
0010	201.0105	Clearing	STA	2.000	2.000
0020	201.0120	Clearing	ID	120.000	120.000
0030	201.0205	Grubbing	STA	2.000	2.000
0040	201.0220	Grubbing	ID	120.000	120.000
0050	204.0100	Removing Pavement	SY	8,466.000	8,466.000
0060	204.0115	Removing Asphaltic Surface Butt Joints	SY	198.000	198.000
0070	204.0150	Removing Curb & Gutter	LF	342.000	342.000
0080	204.0155	Removing Concrete Sidewalk	SY	718.000	718.000
0090	204.0210	Removing Manholes	EACH	1.000	1.000
0100	204.0220	Removing Inlets	EACH	11.000	11.000
0110	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	72.000	72.000
0120	204.0245	Removing Storm Sewer (size) 02. 15-Inch	LF	160.000	160.000
0130	204.0245	Removing Storm Sewer (size) 03. 18-Inch	LF	113.000	113.000
0140	204.0270	Abandoning Culvert Pipes	EACH	1.000	1.000
0150	205.0100	Excavation Common	CY	13,093.000	13,093.000
0160	213.0100	Finishing Roadway (project) 01. 1690-05-71	EACH	1.000	1.000
0170	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	7,434.000	7,434.000
0180	312.0110	Select Crushed Material	TON	6,978.000	6,978.000
0190	415.0410	Concrete Pavement Approach Slab	SY	120.000	120.000
0200	416.0170	Concrete Driveway 7-Inch	SY	135.000	135.000
0210	416.0180	Concrete Driveway 8-Inch	SY	125.000	125.000
0220	440.4410	Incentive IRI Ride	DOL	640.000	640.000
0230	455.0605	Tack Coat	GAL	1,809.000	1,809.000
0240	460.2000	Incentive Density HMA Pavement	DOL	1,650.000	1,650.000
0250	460.4110.S	Reheating HMA Pavement Longitudinal Joints	LF	3,701.000	3,701.000
0260	460.5223	HMA Pavement 3 LT 58-28 S	TON	1,462.000	1,462.000
0270	460.5224	HMA Pavement 4 LT 58-28 S	TON	1,026.000	1,026.000
0280	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	20.000	20.000
0290	465.0310	Asphaltic Curb	LF	107.000	107.000
0300	502.3200	Protective Surface Treatment	SY	698.000	698.000
0310	509.0301	Preparation Decks Type 1	SY	200.000	200.000
0320	509.0302	Preparation Decks Type 2	SY	103.000	103.000
0330	509.0500	Cleaning Decks	SY	698.000	698.000
0340	509.1200	Curb Repair	LF	10.000	10.000
0350	509.1500	Concrete Surface Repair	SF	19.000	19.000
0360	509.2000	Full-Depth Deck Repair	SY	1.000	1.000
0370	509.2500	Concrete Masonry Overlay Decks	CY	69.000	69.000
0380	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	1.000	1.000
0390	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	3,412.000	3,412.000

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Line	Item	Item Description	Unit	Total	Qty
0400	601.0600	Concrete Curb Pedestrian	LF	36.000	36.000
0410	602.0410	Concrete Sidewalk 5-Inch	SF	6,459.000	6,459.000
0420	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	147.000	147.000
0430	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	441.000	441.000
0440	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	249.000	249.000
0450	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	285.000	285.000
0460	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	287.000	287.000
0470	611.0420	Reconstructing Manholes	EACH	1.000	1.000
0480	611.0530	Manhole Covers Type J	EACH	5.000	5.000
0490	611.0606	Inlet Covers Type B	EACH	1.000	1.000
0500	611.0624	Inlet Covers Type H	EACH	8.000	8.000
0510	611.0639	Inlet Covers Type H-S	EACH	9.000	9.000
0520	611.2004	Manholes 4-FT Diameter	EACH	3.000	3.000
0530	611.2005	Manholes 5-FT Diameter	EACH	1.000	1.000
0540	611.2007	Manholes 7-FT Diameter	EACH	1.000	1.000
0550	611.3004	Inlets 4-FT Diameter	EACH	5.000	5.000
0560	611.3220	Inlets 2x2-FT	EACH	1.000	1.000
0570	611.3230	Inlets 2x3-FT	EACH	12.000	12.000
0580	612.0106	Pipe Underdrain 6-Inch	LF	1,300.000	1,300.000
0590	614.2300	MGS Guardrail 3	LF	728.000	728.000
0600	614.2610	MGS Guardrail Terminal EAT	EACH	1.000	1.000
0610	614.2620	MGS Guardrail Terminal Type 2	EACH	1.000	1.000
0620	619.1000	Mobilization	EACH	0.900	0.900
0630	624.0100	Water	MGAL	74.000	74.000
0640	625.0100	Topsoil	SY	1,929.000	1,929.000
0650	627.0200	Mulching	SY	22.000	22.000
0660	628.1504	Silt Fence	LF	839.000	839.000
0670	628.1520	Silt Fence Maintenance	LF	1,256.000	1,256.000
0680	628.1905	Mobilizations Erosion Control	EACH	10.000	10.000
0690	628.1910	Mobilizations Emergency Erosion Control	EACH	5.000	5.000
0700	628.2006	Erosion Mat Urban Class I Type A	SY	260.000	260.000
0710	628.7005	Inlet Protection Type A	EACH	18.000	18.000
0720	628.7015	Inlet Protection Type C	EACH	9.000	9.000
0730	628.7020	Inlet Protection Type D	EACH	9.000	9.000
0740	628.7570	Rock Bags	EACH	72.000	72.000
0750	629.0210	Fertilizer Type B	CWT	1.200	1.200
0770	631.0300	Sod Water	MGAL	129.000	129.000

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Line	Item	Item Description	Unit	Total	Qty
0780	631.1000	Sod Lawn	SY	1,648.000	1,648.000
0790	631.1100	Sod Erosion Control	SY	259.000	259.000
0800	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	13.000	13.000
0810	634.0816	Posts Tubular Steel 2x2-Inch X 16-FT	EACH	19.000	19.000
0820	634.0818	Posts Tubular Steel 2x2-Inch X 18-FT	EACH	1.000	1.000
0830	637.2210	Signs Type II Reflective H	SF	271.000	271.000
0840	637.2230	Signs Type II Reflective F	SF	31.000	31.000
0850	638.2102	Moving Signs Type II	EACH	1.000	1.000
0860	638.2602	Removing Signs Type II	EACH	24.000	24.000
0870	638.3000	Removing Small Sign Supports	EACH	27.000	27.000
0880	638.4000	Moving Small Sign Supports	EACH	1.000	1.000
0890	642.5201	Field Office Type C	EACH	1.000	1.000
0900	643.0100	Traffic Control (project) 01. 1690-05-71	EACH	1.000	1.000
0920	643.0300	Traffic Control Drums	DAY	1,526.000	1,526.000
0930	643.0420	Traffic Control Barricades Type III	DAY	3,706.000	3,706.000
0940	643.0705	Traffic Control Warning Lights Type A	DAY	5,995.000	5,995.000
0950	643.0900	Traffic Control Signs	DAY	4,033.000	4,033.000
0960	643.0920	Traffic Control Covering Signs Type II	EACH	13.000	13.000
0970	643.1050	Traffic Control Signs PCMS	DAY	327.000	327.000
0980	643.2000	Traffic Control Detour (project) 01. 1690-05-71	EACH	1.000	1.000
0990	643.3000	Traffic Control Detour Signs	DAY	51,993.000	51,993.000
1000	644.1410.S	Temporary Pedestrian Surface Asphalt	SF	210.000	210.000
1010	644.1616.S	Temporary Pedestrian Safety Fence	LF	875.000	875.000
1020	645.0220	Geogrid Type SR	SY	1,089.000	1,089.000
1030	646.0106	Pavement Marking Epoxy 4-Inch	LF	9,436.000	9,436.000
1040	646.0126	Pavement Marking Epoxy 8-Inch	LF	380.000	380.000
1050	646.0600	Removing Pavement Markings	LF	144.000	144.000
1060	647.0166	Pavement Marking Arrows Epoxy Type 2	EACH	7.000	7.000
1070	647.0206	Pavement Marking Arrows Bike Lane Epoxy	EACH	11.000	11.000
1080	647.0306	Pavement Marking Symbols Bike Lane Epoxy	EACH	11.000	11.000
1090	647.0356	Pavement Marking Words Epoxy	EACH	2.000	2.000
1100	647.0406	Pavement Marking Words Bike Lane Epoxy	EACH	6.000	6.000
1110	647.0566	Pavement Marking Stop Line Epoxy 18-Inch	LF	122.000	122.000
1130	647.0726	Pavement Marking Diagonal Epoxy 12-Inch	LF	716.000	716.000
1140	647.0766	Pavement Marking Crosswalk Epoxy 6-Inch	LF	638.000	638.000
1150	650.4000	Construction Staking Storm Sewer	EACH	23.000	23.000
1160	650.4500	Construction Staking Subgrade	LF	1,689.000	1,689.000
1170	650.5000	Construction Staking Base	LF	1,689.000	1,689.000
1180	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	3,448.000	3,448.000
1190	650.6500	Construction Staking Structure Layout (structure) 01. B-	LS	1.000	1.000

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Line	Item	Item Description	Unit	Total	Qty
		13-337			
1200	650.7000	Construction Staking Concrete Pavement	LF	27.000	27.000
1210	650.9910	Construction Staking Supplemental Control (project) 01. 1690-05-71	LS	1.000	1.000
1220	650.9920	Construction Staking Slope Stakes	LF	1,689.000	1,689.000
1230	690.0150	Sawing Asphalt	LF	541.000	541.000
1240	690.0250	Sawing Concrete	LF	14.000	14.000
1250	715.0415	Incentive Strength Concrete Pavement	DOL	500.000	500.000
1260	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	500.000	500.000
1270	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	350.000	350.000
1280	SPV.0045	Special 01. Temporary Curb Ramp	DAY	175.000	175.000
1570	SPV.0060	Special 29. Construction Staking Curb Ramp	EACH	11.000	11.000
1640	SPV.0090	Special 07. Silt Fence Special	LF	417.000	417.000
1670	SPV.0165	Special 02. Wall Modular Block Gravity LRFD	SF	102.000	102.000

CLEARING AND GRUBBING

STREET	STATION	TO	STATION	OFFSET	CAT 10 201.0105 CLEARING STA	CAT 10 201.0120 CLEARING ID	CAT 10 201.0205 GRUBBING STA	CAT 10 201.0220 GRUBBING ID
STH 69	10+17	-	17+00	RT	-	16	-	16
STH 69	17+00	-	24+50	LT	1	104	1	104
STH 69	24+50	-	28+50	LT	1	-	1	-
				PROJECT TOTALS	2	120	2	120

3

REMOVING PAVEMENT

STREET	FROM STA		TO STA	CAT 10 204.0100 SY
STH 69	10+17	-	17+00	3,171
STH 69	17+00	-	24+50	3,761
STH 69	24+50	-	28+50	1,255
SERV-US STREET	201+18	-	201+72	253
CTH D	102+94	-	104+01	26
PROJECT TOTAL				8,466

REMOVING ASPHALTIC SURFACE BUTT JOINTS

STREET	FROM		TO STA	LOCATION	CAT 10 204.0115 SY
STH 69	23+50	-	28+50	LT & RT	65
SERV-US STREET	201+18	-	201+72	LT & RT	34
CTH D	102+94	-	104+01	LT & RT	99
PROJECT TOTAL					198

REMOVING CURB & GUTTER

STREET	FROM STA		TO STA	CAT 10 204.0150 LF
STH 69	10+17	-	17+00	--
STH 69	17+00	-	24+50	--
STH 69	24+50	-	28+50	342
PROJECT TOTAL				342

REMOVING CONCRETE SIDEWALK

STREET	FROM STA		TO STA	OFFSET	CAT 10 204.0155 SY
STH 69	10+17	-	17+00	LT & RT	482
STH 69	17+00	-	24+50	RT	151
STH 69	24+50	-	28+50	RT	85
SERV-US STREET	201+18	-	201+72	--	0
CTH D	102+94	-	104+01	--	0
PROJECT TOTAL					718

3

REMOVING MANHOLES

STREET	STATION	OFFSET		CAT 10 204.0210 EACH
STH 69	15+28	37.1'	LT	1
PROJECT TOTAL				1

REMOVING INLETS

STREET	STATION	OFFSET		CAT 10 204.0220 EACH
STH 69	13+48	22.0'	RT	1
STH 69	13+47	22.5'	LT	1
STH 69	15+36	21.3'	RT	1
STH 69	15+35	21.9'	LT	1
STH 69	16+13	21.5'	RT	1
STH 69	19+26	21.5'	RT	1
STH 69	19+26	21.5'	LT	1
STH 69	22+97	21.3'	RT	1
STH 69	22+97	21.6'	LT	1
STH 69	26+44	26.0'	RT	1
STH 69	26+44	20.9'	LT	1
PROJECT TOTAL				11

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REMOVING STORM SEWER (SIZE)

STREET	STATION	LOCATION	CAT 10 204.0245.01 (12-INCH) LF	CAT 10 204.0245.02 (15-INCH) LF	CAT 10 204.0245.03 (18-INCH) LF
STH 69	13+47	LT & RT	--	56	--
STH 69	15+40	LT & RT	--	44	--
STH 69	15+35	LT	--	16	--
STH 69	15+40-16+13	RT	72	--	--
STH 69	19+26	LT & RT	--	--	44
STH 69	22+95	LT & RT	--	44	--
STH 69	26+45	LT & RT	--	--	69
PROJECT TOTAL			72	160	113

ABANDONING CULVERT PIPES

STREET	STATION	LOCATION	CAT 10 204.0270 EACH
STH 69	19+26	LT	1
PROJECT TOTAL			1

FINISHING ROADWAY (1690-05-71)

STREET	CAT 10 213.0100 EACH
PROJECT 1690-05-71	1
	1

EARTHWORK SUMMARY

Division	From/To Station	Location	Common Excavation (1)	(item # 205.0100)	Salvaged/ Unusable Pavement Material (4)	Available Material (5)	Unexpanded Fill	Expanded Fill (13)	Mass Ordinate +/- (14)	Waste	Borrow (15)	Comment:
			Cut (2)	EBS Excavation (3)				Factor 1.11				
CATEGORY 10 (PRIORITY 1)												
STH 69	10+17 to 28+50	Mainline	8934	0	1581	7353	162	179	7174	7174	-	
CTH D	6+38 to 9+50	Mainline	697	0	87	611	38	42	569	569	-	
STH 69	16+50 to 23+50	Parking Lane	363	0	88	275	0	0	275	275	-	
BROSS CIRCLE	16+26	Driveway	122	0	0	122	0	0	122	122	-	
* UNDISTRIBUTED		Project	0	2977	0	0	0	0	0		-	
PROJECT TOTAL			Total Common Exc	13093	1755	8361	200	221	8139	8139	-	

1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
2) Salvaged/Unsuable Pavement Material is included in Cut.
3) EBS Excavation
4) Salvaged/Unusable Pavement Material
5) Available Material = Cut - Salvaged/Unusuable Pavement Material
13) Expanded Fill. Factor = 1.11
Depending on selections:

Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh - Reduced EBS) * Fill Factor
Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced EBS) * Fill Factor
Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh) * Fill Factor
Expanded Fill = Unexpanded Fill * Fill Factor

14) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.
15) Borrow Excavation: Borrow shall not contain organics. See Specifications for additional information.

* Undistributed EBS is calculated as 10% of pavement area with a depth of 1-ft.

3

BASE AGGREGATE DENSE 1-1/4 INCH

STREET	FROM		TO	LOCATION	OFFSET	305.0120 TON	CATEGORY
STH 69	10+18	-	12+25	MAINLINE	LT & RT	1,112	10
STH 69	12+25	-	17+50	MAINLINE	LT & RT	1,362	10
STH 69	17+50	-	23+50	MAINLINE	LT & RT	1,944	10
STH 69	23+50	-	28+50	MAINLINE	LT & RT	1,798	10
SERV-US STREET	201+18	-	201+72	SIDE STREET	LT & RT	176	10
CTH D	102+94	-	104+01	SIDE STREET	LT & RT	500	10
UNDISTRIBUTED				DRIVEWAYS	LT & RT	30	10
STH 69	12+25	-	17+50	PARKING LANE	RT	28	10
STH 69	17+50	-	23+50	PARKING LANE	RT	254	10
BROSS CIRCLE		-		RADIUS RETURN	LT	78	10
BROSS CIRCLE		-		DRIVEWAY	LT	152	10
PROJECT TOTAL						7,434	

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SELECT CRUSHED MATERIAL

STREET	FROM		TO	LOCATION	OFFSET	312.0110 TON	CATEGORY
STH 69	10+18	-	12+25	MAINLINE	LT & RT	1,012	10
STH 69	12+25	-	17+50	MAINLINE	LT & RT	1,282	10
STH 69	17+50	-	23+50	MAINLINE	LT & RT	1,898	10
STH 69	23+50	-	28+50	MAINLINE	LT & RT	1,764	10
SERV-US STREET	201+18	-	201+72	SIDE STREET	LT & RT	176	10
CTH D	102+94	-	104+01	SIDE STREET	LT & RT	492	10
STH 69	12+25	-	17+50	PARKING LANE	RT	28	10
STH 69	17+50	-	23+50	PARKING LANE	RT	254	10
BROSS CIRCLE		-		RADIUS RETURN	LT	72	10
BROSS CIRCLE		-		DRIVEWAY	LT	0	10
PROJECT TOTAL						6,978	

CONCRETE PAVEMENT APPROACH SLAB

STREET	FROM STA		TO STA	CAT 10 415.0410 SY
STH 69	13+54	-	13+66	53
STH 69	15+08	-	15+93	67
PROJECT TOTAL				120

CONCRETE DRIVEWAY 7-INCH

STREET	FROM STATION	TO STATION	CAT 10 416.0170 SY
STH 69	10+17	12+25	31
STH 69	12+25	17+50	29
STH 69	17+50	23+50	35
STH 69	23+50	28+50	13
SERV-US STREET	201+18	201+72	-
CTH D	102+94	104+01	27
PROJECT TOTAL			135

3

CONCRETE DRIVEWAY 8-INCH

STREET	FROM STATION	TO STATION	CAT 10 416.0180 SY
STH 69	10+17	12+25	55
STH 69	12+25	17+50	70
STH 69	17+50	23+50	-
STH 69	23+50	28+50	-
SERV-US STREET	201+18	201+72	-
CTH D	102+94	104+01	-
PROJECT TOTAL			125

REHEATING HMA PAVEMENT LONGITUDINAL JOINTS

STREET	FROM STATION		TO STATION	CAT 10 460.4110.S LF
STH 69	10+18	-	28+50	3379
SERV-US STREET	201+18	-	201+72	108
CTH D	102+94	-	104+01	214
PROJECT TOTAL				3701

3

ASPHALTIC PAVEMENT

STREET	FROM		TO	LOCATION	455.0605 TACK COAT GAL	460.5223 HMA PAVEMENT 3 LT 58-28 S TON	460.5224 HMA PAVEMENT 4 LT 58-28 S TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	CATEGORY
STH 69	10+18	-	12+25	MAINLINE	253	212	142	12	10
STH 69	12+25	-	17+50	MAINLINE	316	265	177	4	10
STH 69	17+50	-	23+50	MAINLINE	457	384	256	0	10
STH 69	23+50	-	28+50	MAINLINE	453	380	253	4	10
SERV-US STREET	201+18	-	201+72	SIDE STREET	41	35	23	0	10
CTH D	102+94	-	104+01	SIDE STREET	122	103	68	0	10
STH 69	12+25	-	17+50	PARKING LANE	8	7	5	0	10
STH 69	17+50	-	23+50	PARKING LANE	76	64	43	0	10
BROSS CIRCLE		-		RADIUS RETURN	14	12	8	0	10
BROSS CIRCLE		-		DRIVEWAY	69	0	51	0	10
PROJECT TOTALS					1809	1462	1026	20	

3

ASPHALTIC CURB

STREET	FROM STATION		TO STATION	OFFSET	CAT 10 465.0310 LF
STH 69	26+59	-	27+66	RT	107
PROJECT TOTAL					107

CONCRETE CURB & GUTTER 30-INCH TYPE D

STREET	FROM STATION		TO STATION	OFFSET	CAT 10 601.0411 LF
STH 69	10+17	-	12+25	LT & RT	487
STH 69	12+25	-	17+50	LT & RT	763
STH 69	17+50	-	23+50	LT & RT	1,120
STH 69	23+50	-	28+50	LT & RT	680
SERV-US STREET	201+18	-	201+72	LT & RT	111
CTH D	102+94	-	104+01	LT & RT	251
PROJECT TOTAL					3,412

3

CONCRETE CURB PEDESTRIAN

STREET	FROM STATION		TO STATION	OFFSET	CAT 10 601.0411 LF
STH 69	10+38	-	10+63	LT	36
PROJECT TOTAL					36

CONCRETE SIDEWALK 5-INCH

STREET	FROM STA		TO STA	OFFSET	CAT 10 602.0410 SF
STH 69	10+17	-	12+25	LT & RT	2,138
STH 69	12+25	-	17+50	LT & RT	1,973
STH 69	17+50	-	23+50	LT & RT	1,368
STH 69	23+50	-	28+50	RT	980
PROJECT TOTAL					6,459

CURB RAMP DETECTABLE WARNING FIELD YELLOW

STREET	FROM STA	OFFSET	CAT 10 602.0505 SF
STH 92	303+75	LT	13
STH 92	303+75	RT	10
STH 69	10+46	LT	16
STH 69	10+46	RT	12
STH 69	16+10	LT	13
STH 69	16+41	LT	13
STH 69	17+87	LT	10
STH 69	17+87	RT	10
STH 69	18+30	RT	13
STH 69	25+47	RT	17
STH 69	26+35	RT	20
		PROJECT TOTAL	147

STORM SEWER PIPE

STREET	FROM STATION		TO STATION	CAT 10 608.0315 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH LF	CAT 10 608.0318 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH LF	CAT 10 608.0324 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH LF	CAT 10 608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF
STH 69	10+17	-	17+00	45	15	193	79
STH 69	17+00	-	24+50	100	134	92	77
STH 69	24+50	-	28+50	296	100	--	131
PROJECT TOTAL				441	249	285	287

PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	MISCELLANEOUS QUANTITIES	SHEET:	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

STORM SEWER STRUCTURES

STREET	STRUCTURE NO.	STATION	OFFSET	CAT 10 522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH LF	CAT 10 611.0420 RECONSTRUCTING MANHOLES EACH	CAT 10 611.0530 MANHOLE COVERS TYPE J EACH	CAT 10 611.0606 INLET COVERS TYPE B EACH	CAT 10 611.0624 INLET COVERS TYPE H EACH	CAT 10 611.0639 INLET COVERS TYPE H-S EACH	CAT 10 611.2004 MANHOLES 4-FT DIAMETER EACH	CAT 10 611.2005 MANHOLES 5-FT DIAMETER EACH	CAT 10 611.2007 MANHOLES 7-FT DIAMETER EACH	CAT 10 611.3004 INLETS 4-FT DIAMETER EACH	CAT 10 611.3220 INLETS 2X2-FT EACH	CAT 10 611.3230 INLETS 2X3-FT EACH
STH 69	200	13+47	20.2' RT	--	--	--	--	1	--	--	--	--	--	--	1
STH 69	201	13+47	20.5' LT	--	--	--	--	1	--	--	--	--	--	--	1
STH 69	202	13+54	34.8' LT	--	1	--	--	--	--	--	--	--	--	--	--
STH 69	300	15+28	37.3' LT	--	--	1	--	--	--	1	--	--	--	--	--
STH 69	301	15+40	19.5' LT	--	--	--	--	--	1	--	--	--	1	--	--
STH 69	302	15+40	9.0' LT	--	--	1	--	--	--	--	1	--	--	--	--
STH 69	303	15+40	20.5' RT	--	--	--	--	--	1	--	--	--	--	--	1
STH 69	304	16+45	9.0' LT	--	--	1	--	--	--	--	--	1	--	--	--
STH 69	305	16+57	20.0' LT	--	--	--	--	1	--	--	--	--	--	--	1
STH 69	306	16+45	20.0' RT	--	--	--	--	1	--	--	--	--	--	--	1
STH 69	307	19+26	20.0' LT	--	--	--	--	--	1	--	--	--	--	--	1
STH 69	308	19+26	9.0' LT	--	--	1	--	--	--	1	--	--	--	--	--
STH 69	309	19+26	20.0' RT	--	--	--	--	--	1	--	--	--	--	--	1
STH 69	310	17+92	9.0 ' LT	--	--	1	--	--	--	1	--	--	--	--	--
SERV-US	311	201+45	14.6' LT	--	--	--	--	--	1	--	--	--	1	--	--
SERV-US	312	201+45	14.6' RT	--	--	--	--	--	1	--	--	--	--	--	1
STH 69	400	22+97	20.0' RT	--	--	--	--	1	--	--	--	--	--	--	1
STH 69	401	22+97	20.0' LT	--	--	--	--	1	--	--	--	--	--	--	1
STH 69	500	25+53	36.7' RT	--	--	--	--	--	1	--	--	--	--	--	1
STH 69	501	26+27	37.6' RT	--	--	--	--	--	1	--	--	--	1	--	--
STH 69	502	26+59	25.2' RT	--	--	--	--	1	--	--	--	--	1	--	--
STH 69	503	26+45	20.0' LT	--	--	--	--	1	--	--	--	--	1	--	--
STH 69	507	26+45	48' LT	1	--	--	--	--	--	--	--	--	--	--	--
STH 69	505	28+48	15.9' RT	--	--	--	1	--	--	--	--	--	--	1	--
STH 69	506	27+75	20.0' LT	--	--	--	--	--	1	--	--	--	--	--	1
PROJECT TOTAL				1	1	5	1	8	9	3	1	1	5	1	12

PIPE UNDERDRAIN 6-INCH

STREET	FROM STATION		TO STATION	CAT 10 612.0106 LF
STH 69	10+17	-	17+00	400
STH 69	17+00	-	24+50	300
STH 69	24+50	-	28+50	200
SERV-US STREET	201+18	-	201+72	200
CTH D	102+94	-	104+01	200
PROJECT TOTAL				1,300

MGS GUARDRAIL *

STREET	STATION	OFFSET	CAT 10 MGS GUARDRAIL 3 614.2300 LF	CAT 10 MGS GUARDRAIL TERMINAL EAT 614.2610 EACH	CAT 10 MGS GUARDRAIL TERMINAL TYPE 2 614.2620 EACH
STH 69	19+00 TO 26+50	LT	728	1	1
		PROJECT TOTAL	728	1	1

* NOTE: MGS GUARDRAIL WITH TYPE K POSTS MAY BE USED AS NECESSARY DUE TO SLOPES BEHIND GUARDRAIL.

MOBILIZATION

LOCATION	* CAT 10 619.1000 EACH
PROJECT 1690-05-71	0.9
PROJECT TOTAL	0.9

* MOBILIZATION = COMBINATION OF PROJECT ID 1690-05-71 AND 1690-05-72. ADDITIONAL 0.1 QUANTITY OF MOBILIZATION IN PROJECT 1690-05-72.

WATER

STREET	FROM	TO	624.0100 MGAL	CATEGORY
STH 69	10+17	12+25	11.1	10
STH 69	12+25	17+50	13.6	10
STH 69	17+50	23+50	19.4	10
STH 69	23+50	28+50	18.0	10
SERV-US STREET	201+18	201+72	1.8	10
CTH D	102+94	104+01	5.0	10
STH 69	12+25	17+50	0.3	10
STH 69	17+50	23+50	2.5	10
BROSS CIRCLE	RADIUS RETURN		0.8	10
BROSS CIRCLE	DRIVEWAY		1.5	10
		PROJECT TOTAL	74	

TOPSOIL

STREET	FROM STATION		TO STATION	CAT 10 625.0100 SY
STH 69	10+17	-	12+25	69
STH 69	12+25	-	17+50	304
STH 69	17+50	-	23+50	747
STH 69	23+50	-	28+50	634
UNDISTRIBUTED				175
	PROJECT TOTAL			1929

MULCHING

STREET	FROM STATION		TO STATION	CAT 10 627.0200 SY
STH 69	10+17	-	12+25	20
UNDISTRIBUTED				2
	PROJECT TOTAL			22

SILT FENCE

STREET	FROM STATION		TO STATION	CAT 10 628.1504 SILT FENCE LF	CAT 10 628.1520 SILT FENCE MAINTENANCE LF	CAT 10 SPV.0090.07 SILT FENCE SPECIAL LF
STH 69	10+17	-	12+25	0	0	0
STH 69	12+25	-	17+50	0	230	230
STH 69	17+50	-	23+50	404	464	60
STH 69	23+50	-	28+50	435	562	127
SERV-US STREET	201+18	-	201+72	0	0	0
CTH D	102+94	-	104+01	0	0	0
	PROJECT TOTAL			839	1,256	417

EROSION CONTROL MOBILIZATIONS

LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
PROJECT 1690-05-71	10	5
PROJECT TOTAL	10	5

3

EROSION MAT *

STREET	FROM STATION		TO STATION	CAT 10 628.2006 EROSION MAT URBAN CLASS I TYPE A SY
UNDISTRIBUTED				260
PROJECT TOTAL				260

* NOTE: UNDISTRIBUTED QUANTITY FOR EROSION MAT SHALL ONLY BE USED FOR TEMPORARY STABILIZATION IN AREAS WHERE SOD EROSION CONTROL IS TO BE INSTALLED.

INLET PROTECTION

STREET	FROM STATION		TO STATION	CAT 10 628.7005 INLET PROTECTION TYPE A EACH	CAT 10 628.7015 INLET PROTECTION TYPE C EACH	CAT 10 628.7020 INLET PROTECTION TYPE D EACH
STH 69	10+17	-	12+25	0	1	0
STH 69	12+25	-	17+50	6	4	2
STH 69	17+50	-	23+50	4	2	2
STH 69	23+50	-	28+50	6	2	3
SERV-US STREET	201+18	-	201+72	2	0	2
CTH D	102+94	-	104+01	0	0	0
PROJECT TOTAL				18	9	9

ROCK BAGS

STREET	FROM STATION		TO STATION	CAT 10 628.7570 EACH
STH 69	10+17	-	12+25	2
STH 69	12+25	-	17+50	24
STH 69	17+50	-	23+50	16
STH 69	23+50	-	28+50	22
SERV-US STREET	201+18	-	201+72	8
CTH D	102+94	-	104+01	0
PROJECT TOTAL				72

FERTILIZER TYPE B

STREET	FROM		TO	CAT 10 629.0210 CWT
STH 69	10+17	-	12+25	0.0
STH 69	12+25	-	17+50	0.2
STH 69	17+50	-	23+50	0.5
STH 69	23+50	-	28+50	0.4
UNDISTRIBUTED				0.1
PROJECT TOTAL				1.2

SOD QUANTITIES

STREET	FROM	TO	CAT 10 631.0300 SOD WATER MGAL	CAT 10 631.1000 SOD LAWN SY	CAT 10 631.1100 SOD EROSION CONTROL SY
STH 69	10+17	12+25	3	49	0
STH 69	12+25	17+50	20	254	50
STH 69	17+50	23+50	50	644	103
STH 69	23+50	28+50	43	551	83
UNDISTRIBUTED	UNDISTRIBUTED		12	150	24
PROJECT TOTAL			129	1,648	259

3

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TYPE II SIGNS

SIGN NO.	LOCATION	STATION	OFFSET	SIGN CODE	MESSAGE	SIZE	634.0814 POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH	634.0816 POSTS TUBULAR STEEL 2X2-INCH X 16-FT EACH	634.0818 POSTS TUBULAR STEEL 2X2-INCH X 18-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.2102 MOVING SIGNS TYPE II EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	REMARKS
														ALL SIGNS CATEGORY 0010 UNLESS OTHERWISE NOTED
200	STH 92	301+93	25' RT	J2-2	NORTH, STH 69, NEXT LEFT EAST, STH 92, AHEAD ARROW	48 X 57	-	~~1~~	-	19.0	1.9	-	-	
201	STH 92	303+17	25' RT	J13-1	NORTH, STH 69, LEFT ARROW	24 X 57	-	1	-	9.5	-	-	-	
202	STH 92	303+23	25' RT	J2-3	EAST, STH 92, LEFT ARROW SOUTH, STH 69, RIGHT ARROW WEST, STH 92, RIGHT ARROW	72 X 57	-	-	-	28.5	-	-	-	
203	STH 92	304+23	25' RT	J3-1	EAST, STH 92, RIGHT ARROW	24 X 57	-	1	-	9.5	-	-	-	
204	STH 69	10+58	31' LT	R1-1	STOP	36 X 36	-	1	-	7.5	-	-	-	
205	STH 69	10+58	31' LT	R11-54-F	TRAFFIC FROM RIGHT DOES NOT STOP	42 X 15	-	-	-	4.4	-	-	-	SAME POST AS 204
206	STH 92	10+26	60' RT	R1-1	STOP	36 X 36	-	1	-	9.0	-	-	-	
207	STH 92	10+26	60' RT	W4-4B	ONCOMING TRAFFIC DOES NOT STOP	42 X 15	-	-	-	-	4.4	-	-	SAME POST AS 206
208	STH 69	304+22	25' LT	JV3-3	SOUTH, STH 69, WEST, STH 92, AHEAD ARROW (BLANK), NORTH STH 69, RIGHT	48 X 93	-	-	1	31.0	-	-	-	
209	STH 69	11+12	25' RT	J4-1	NORTH, STH 69	24 X 36	-	1	-	6.0	-	-	-	
210	STH 69	11+49	34' RT	--	DO NOT ENTER	- -	-	-	-	-	-	1.0	1.0	
211	STH 69	11+68	25' RT	R3-17, R3-17-AP	BIKE LANE, BEGINS	30 X 36	-	1	-	7.5	-	-	-	
212	STH 69	303+29	25' RT	W1-7	DOUBLE ARROW	48 X 24	1	-	-	-	8.0	-	-	
220	STH 69	12+74	25' RT	R2-1	SPEED LIMIT 30 MPH	24 X 30	1	-	-	5.0	-	-	-	
221	STH 69	13+65	30' LT	J2-2	SOUTH, STH 69, AHEAD RIGHT ARROW WEST, STH 92, AHEAD RIGHT ARROW	48 X 57	-	1	-	19.0	-	-	-	
222	STH 69	15+16	29' LT	J2-1	EAST, STH 92, AHEAD LEFT ARROW	24 X 57	-	1	-	9.5	-	-	-	
223	STH 69	15+85	24' LT	W3-1	STOP AHEAD	36 X 36	-	1	-	-	9.0	-	-	
224	STH 69	16+07	35' LT	-	RIVER ST, BROSS CIR	- -	-	-	-	-	-	-	-	TO BE INSTALLED BY OTHERS
225	STH 69	16+09	37' LT	R1-1	STOP	30 X 30	1	-	-	5.2	-	-	-	
226	STH 69	17+43	25' LT	R3-17, R3-17-BP	BIKE LANE, ENDS	30 X 36	-	1	-	7.5	-	-	-	TWO SIGNS ON SAME POST
230	STH 69	17+64	25' RT	R2-1	SPEED LIMIT 30	24 X 30	1	-	-	5.0	-	-	-	
231	STH 69	18+29	41' RT	R1-1	STOP	30 X 30	1	-	-	5.2	-	-	-	
232	STH 69	18+47	24' RT	-	RIVER ST, SERV-US ST	- -	-	-	-	-	-	-	-	TO BE INSTALLED BY OTHERS
233	STH 69	19+00	25' RT	R3-17	BIKE LANE	30 X 24	1	-	-	5.0	-	-	-	
234	STH 69	19+85	25' LT	J1-1	JCT, STH 92	24 X 39	-	1	-	6.5	-	-	-	
235	STH 69	20+14	25' RT	J1-1	JCT, CTH D	24 X 39	-	1	-	6.5	-	-	-	
236	STH 69	20+48	27' LT	R3-17	BIKE LANE	30 X 24	1	-	-	5.0	-	-	-	
240	STH 69	23+52	26' LT	R2-1	SPEED LIMIT 30	24 X 30	1	-	-	5.0	-	-	-	
241	STH 69	24+47	25' LT	J4-1	SOUTH, STH 69	24 X 36	-	1	-	6.0	-	-	-	
242	STH 69	23+55	25' RT	R2-1	SPEED LIMIT 30	24 X 30	1	-	-	5.0	-	-	-	
243	STH 69	24+61	24' RT	J13-1	CTH D, RIGHT ARROW	24 X 45	-	1	-	7.5	-	-	-	
244	CTH D	103+13	27' LT	M1-5A	CTH D	24 X 24	1	-	-	4.0	-	-	-	
245	CTH D	102+57	27' LT	R2-1	SPEED LIMIT 30 MPH	24 X 30	1	-	-	5.0	-	-	-	
246	STH 69	25+82	25' LT	W1-7	DOUBLE ARROW	48 X 24	1	-	-	-	8.0	-	-	
247	STH 69	26+18	25' LT	J13-1	CTH D, LEFT ARROW	24 X 45	-	1	-	7.5	-	-	-	
248	STH 69	26+29	45' RT	J13-1	STH 69, DOUBLE ARROW	24 X 45	-	1	-	7.5	-	-	-	
249	STH 69	26+24	45' RT	R1-1	STOP	30 X 30	1	-	-	5.2	-	-	-	
250	STH 69	26+33	37' RT	-	RIVER ST, THIRD AVE	- -	-	-	-	-	-	-	-	TO BE INSTALLED BY OTHERS
251	STH 69	28+48	26' RT	R3-17, R3-17-AP	BIKE LANE, BEGINS	30 X 36	-	1	-	7.5	-	-	-	TWO SIGNS ON SAME POST
252	STH 69	23+99	24' RT	R3-17, R3-17-BP	BIKE LANE, ENDS	30 X 36	-	1	-	-	-	-	-	TWO SIGNS ON SAME POST
					PROJECT TOTAL		13	19	1	271	31	1	1	

REMOVING SIGNS TYPE II

REMOVAL NO.	LOCATION	MESSAGE	STATION	OFFSET	CAT 10 638.2602 REMOVING SIGNS TYPE II EACH	CAT 10 638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
100	STH 92	NORTH, STH 69, ARROW	303+17	25' RT	1	1	
101	STH 92	EAST, STH 92, ARROW, SOUTH, STH 69, ARROW, WEST, STH 92, ARROW, NO U-TURN, DOUBLE ARROW	303+23	25' RT	1	2	
102	STH 92	TRAFFIC MUST YIELD TO PEDESTRIANS IN CROSSWALK	303+33	25' RT	--	--	EXISTING SIGN TO REMAIN
103	STH 92	STREET NAME SIGNS	303+46	25' RT	--	--	EXISTING SIGN TO REMAIN
104	STH 92	NORTH, STH 69, ARROW EAST, STH 92, ARROW	301+94	25' RT	1	2	
105	STH 69	STOP, TRAFFIC FROM RIGHT DOES NOT STOP	10+70	27' LT	1	1	
106	STH 69	NORTH, STH 69, SPEED LIMIT	10+75	26' RT	1	1	
107	STH 69	STOP, ONCOMING TRAFFIC DOES NOT STOP	10+28	43' RT	1	1	
110	STH 69	BROOKLYN, NEW GLARUS, MT HOREB	12+62	26' LT	1	2	
111	STH 69	BELLEVILLE INFORMATION	12+98	36' LT	--	--	EXISTING SIGN TO REMAIN
112	STH 69	EAST, STH 92, ARROW, WEST, STH 92, ARROW	15+17	32' LT	1	1	
113	STH 69	BELLEVILLE COMMUNITY PARK	15+86	52' LT	--	--	EXISTING SIGN TO REMAIN
114	STH 69	STOP	16+19	33' LT	1	1	
115	STH 69	STREET NAME SIGNS	16+20	31' LT	--	--	SIGN TO BE REMOVED BY OTHERS
120	STH 69	SPEED LIMIT	17+66	25' RT	1	1	
121	STH 69	STOP	201+55	22' RT	1	1	
122	STH 69	STREET NAME SIGNS	201+58	23' RT	--	--	SIGN TO BE REMOVED BY OTHERS
123	STH 69	SOUTH, STH 69, ARROW	18+85	26' LT	1	1	
124	STH 69	STOP AHEAD	19+84	25' LT	1	1	
125	STH 69	JCT, CTH D	20+11	25' RT	1	1	
126	STH 69	CURVE AHEAD	22+07	25' RT	1	1	
127	STH 69	LAKE BELLE VIEW	21+81	29' LT	--	--	EXISTING SIGN TO REMAIN
128	STH 69	JCT, STH 92	22+95	26' LT	1	1	
130	STH 69	SPEED LIMIT	24+40	27' LT	1	1	
131	STH 69	SPEED LIMIT	24+47	24' RT	1	1	
132	STH 69	CTH D, ARROW	25+24	24' RT	1	1	
133	CTH D	CTH D, SPEED LIMIT	103+14	28' LT	1	1	
134	STH 69	UNITED METHODIST CHURCH	24+85	28' LT	--	--	EXISTING SIGN TO REMAIN
135	STH 69	DOUBLE ARROW	25+80	26' LT	1	1	
136	STH 69	CTH D, ARROW	26+14	26' LT	1	1	
137	STH 69	STOP	103+83	34' RT	1	1	
138	STH 69	STH 69, DOUBLE ARROW	103+82	37' RT	1	1	
139	STH 69	UNITED CHURCH OF CHRIST	26+95	32' LT	--	--	EXISTING SIGN TO REMAIN
				PROJECT TOTALS	24	27	

3

FIELD OFFICE TYPE C

LOCATION	642.5201 EACH
PROJECT 1690-05-71	1
PROJECT TOTAL	1

TRAFFIC CONTROL DETOUR

PROJECT	LOCATION	DAYS	643.2000 TRAFFIC CONTROL DETOUR EACH	643.3000 TRAFFIC CONTROL DETOUR SIGNS EACH	643.3000 TRAFFIC CONTROL DETOUR SIGNS DAYS
1690-05-71	DETOUR ROUTE	109	1	477	51993
PROJECT TOTAL			1		51,993

3

TRAFFIC CONTROL

CATEGORY	STREET	DAYS	643.0100.01 TRAFFIC CONTROL (1690-05-71) EACH	643.0300 TRAFFIC CONTROL DRUMS * DRUM	DAYS	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH	DAYS	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH	DAYS	643.0900 TRAFFIC CONTROL SIGNS EACH	DAYS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS EACH	DAYS
10	STH 69	109	1	42	1,526	34	3706	55	5,995	37	4,033	13	3	327
	PROJECT TOTAL	109	1		1,526		3,706		5,995		4,033	13		327

* TRAFFIC CONTROL DRUMS USED FOR TEMPORARY PEDESTRIAN ACCESS ASSUMES 1/3 OF TOTAL CONSTRUCTION TIME (35 DAYS)

TEMPORARY PEDESTRIAN SURFACE ASPHALT

STREET	STATION	OFFSET	CAT 10 644.1410.S SF
STH 69	304"M"	22' RT	34
STH 69	15+70	24' LT	17
STH 69	15+70	25' RT	21
STH 69	17+44	24' LT	17
STH 69	17+43	25' RT	21
STH 69	27+20	18' RT	81
SERV-US ST	201+39	19' LT	19
PROJECT TOTAL			210

TEMPORARY PEDESTRIAN SAFETY FENCE

STREET	FROM STA		TO STA	CAT 10 644.1616.S LF
STH 69	10+17	-	12+25	0
STH 69	12+25	-	17+50	37
STH 69	17+50		23+50	506
STH 69	23+50	-	28+50	332
PROJECT TOTAL				875

3

GEOGRID TYPE SR

STREET	FROM		TO	LOCATION	CAT 10 645.0220 SY
STH 69	17+50	-	23+50	MAINLINE	408
STH 69	23+50	-	28+50	MAINLINE	681
PROJECT TOTAL					1,089

REMOVING PAVEMENT MARKING

STREET	CAT 10 646.0600 REMOVING PAVEMENT MARKING LF
STH 92	144
PROJECT TOTAL	144

3

PAVEMENT MARKING

STREET	FROM STATION		TO STATION	LOCATION	CAT 10 646.0106 EPOXY 4-INCH WHITE LF	CAT 10 646.0106 EPOXY 4-INCH YELLOW LF	CAT 10 646.0126 EPOXY 8-INCH WHITE LF	CAT 10 647.0166 ARROWS EPOXY TYPE 2 EACH	CAT 10 647.0206 ARROWS BIKE LANE EPOXY EACH	CAT 10 647.0306 SYMBOLS BIKE LANE EPOXY EACH	CAT 10 647.0356 WORDS EPOXY EACH	CAT 10 647.0406 WORDS BIKE LANE EPOXY EACH	CAT 10 647.0566 STOP LINE EPOXY 18-INCH LF	CAT 10 647.0726 DIAGONAL EPOXY 12-INCH YELLOW LF	CAT 30 647.0726 DIAGONAL EPOXY 12-INCH WHITE LF	CAT 10 647.0766 CROSSWALK EPOXY 6-INCH LF
CATEGORY 10																
STH 69	10+17	-	12+25	MAINLINE	109	690	170	2	1	1	2	--	53	--	--	231
STH 69	12+25	-	17+50	MAINLINE	1,051	1,758	83	2	2	2	--	3	--	45	--	--
STH 69	17+50	-	23+50	MAINLINE	1,215	1,241	--	--	6	6	--	--	16	--	--	171
STH 69	23+50	-	28+50	MAINLINE	1,312	1,395	128	3	2	2	--	3	42	25	--	169
STH 69	10+17	-	12+25	PARKING LANE	--	--	--	--	--	--	--	--	--	--	--	--
STH 69	12+25	-	17+50	PARKING LANE/BROSS CIRCLE	98	--	--	--	--	--	--	--	12	--	--	66
STH 69	17+50	-	23+50	PARKING LANE	567	--	--	--	--	--	--	--	--	--	--	--
STH 69	23+50	-	28+50	PARKING LANE	--	--	--	--	--	--	--	--	--	--	--	--
SUBTOTAL					4,352	5,084	380	7	11	11	2	6	122	70	0	638
CATEGORY 10 TOTAL					9,436		380	7	11	11	2	6	122	70	0	638
CATEGORY 30																
STH 69	10+17	-	28+50	CROSSWALKS	--	--	--	--	--	--	--	--	--	--	646	--
SUBTOTAL					0	0	0	0	0	0	0	0	0	0	646	0
CATEGORY 30 TOTAL					0		0	0	0	0	0	0	0	0	646	0
PROJECT TOTAL					9,436		380	7	11	11	2	6	122	70	646	638

3

CONSTRUCTION STAKING

ITEM	QUANTITY	UNIT	DESCRIPTION	CATEGORY
650.4000	23	EACH	CONSTRUCTION STAKING STORM SEWER	0010
650.4500	1,689	LF	CONSTRUCTION STAKING SUBGRADE	0010
650.5000	1,689	LF	CONSTRUCTION STAKING BASE	0010
650.5500	3,448	LF	CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER	0010
650.6500	1	LS	CONSTRUCTION STAKING STRUCTURE LAYOUT (B-13-337)	0020
650.7000	27	LF	CONSTRUCTION STAKING CONCRETE PAVEMENT	0010
650.9910	1	LS	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (ID 1690-05-71)	0010
650.9920	0	LF	CONSTRUCTION STAKING SLOPE STAKES	0010
SPV.0060.29	11	EACH	CONSTRUCTION STAKING CURB RAMP	0010

3

SAWING ASPHALT

STREET	STATION		TO STATION	CAT 10 690.0150 LF
STH 69	10+17	-	17+00	398
STH 69	17+00	-	24+50	47
STH 69	24+50	-	28+50	96
			PROJECT TOTAL	541

SAWING CONCRETE

STREET	STATION		0	CAT 10 690.0250 LF
STH 69	10+17	-	17+00	14
STH 69	17+00	-	24+50	--
STH 69	24+50	-	28+50	--
			PROJECT TOTAL	14

TEMPORARY CURB RAMP

SPV.0045.01

PROJECT	*DAYS	EACH	DAYS
1690-05-71	35	5	175
PROJECT TOTAL			175

* ASSUMES CROSSWALKS WILL BE IN PLACE 1/3 OF TOTAL CONSTRUCTION TIME.

WALL MODULAR BLOCK GRAVITY LRFD

SPV.0165.02

STREET	FROM	TO	SF
STH 69	17+60	17+95	102
		TOTAL	102

The most current Right of Way information should be viewed in DOTView using the Real Estate Project ID. The Plat information contained in this AsBuilt Plan may not be final records.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET

1690-05-21

NEW GLARUS - VERONA

STH 92 TO CTH D

STH 69

DANE COUNTY

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC) — W (TYPE)
FEE ACQUISITION AREA (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (HIGHWAY, PERMANENT LIMITED, OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING
NATIONAL GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT

SECTION CORNER
NOTATION FOR COMBUSTABLE FLUIDS — CAUTION
NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES — CAUTION
ELECTRIC POLE
TELEPHONE POLE
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE	■	⌐
TELEPHONE POLE	⌀	⌀
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)	⌀	⌀

ACCESS CONTROLLED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)

BRIDGE

R/W MONUMENT ●
NON-MONUMENTED R/W POINT ○
FOUND IRON PIN IP
VALVE (GAS, WATER, ETC.) ⊘ (TYPE)
SIGN ▷ SIGN
OFF-PREMISE SIGN — I-25 — SIGN

PARCEL NUMBER (25)
UTILITY NUMBER (40)

CONVENTIONAL ABBREVIATIONS

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

CURVE DATA

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

CONVENTIONAL UTILITY SYMBOLS

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

PROJECT LOCATION

LAYOUT
SCALE 0 0.25 MI.

THE NOTES,CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 1690-05-21

NOTES:

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

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY ¾" X 24" REBARS) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

ALL RIGHT-OF-WAY LINES DEPICTED IN THE NON-ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

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.

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.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND 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, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHTS TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

AN EASEMENT FOR HIGHWAY PURPOSES (HE), AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

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.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:

EXISTING HIGHWAY RIGHT OF WAY FOR STH 69 ESTABLISHED FROM PREVIOUS PROJECT AND SURVEYS: RIGHT OF WAY PLAT FROM FEDERAL AID PROJECT NO. 379B, RIGHT OF WAY PROJECT NO. 5606-00-24 DATED AUG. 8TH, 2008, THE ORIGINAL PLAT OF BELLEVILLE, CSM NO. 8526, CSM NO. 4123, PLAT OF SURVEY 93-0764, PLAT OF SURVEY 94-0441, PLAT OF SURVEY 2014-00782 AND BLAZER SUBDIVISION.
EXISTING HIGHWAY RIGHT OF WAY FOR EAST MAIN STREET ESTABLISHED FROM RIGHT OF WAY PROJECT NO. 5606-00-24 DATED AUG. 8TH, 2008 AND THE ORIGINAL PLAT OF BELLEVILLE.
EXISTING HIGHWAY RIGHT OF WAY FOR SERV-US STREET ESTABLISHED FROM PREVIOUS PROJECT AND SURVEYS: RIGHT OF WAY PLAT FROM FEDERAL AID PROJECT NO. 379B AND THE ORIGINAL PLAT OF BELLEVILLE, PLAT OF SURVEY 93-0764.
EXISTING HIGHWAY RIGHT OF WAY FOR CTH D ESTABLISHED FROM PREVIOUS PROJECT AND SURVEYS: RIGHT OF WAY PLAT FROM FEDERAL AID PROJECT NO. 379B, RIGHT OF WAY PROJECT NO. 5606-00-24 DATED AUG. 8TH, 2008, CSM NO. 8526 AND BLAZER SUBDIVISION.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1690-05-21 - 4.01
SHEET 2 OF 2
AMENDMENT NO:

FILE NAME : C:\USERS\DOTC4C\DESKTOP\16900521\040101_RT.DWG
APPRAISAL PLAT DATE : 12/21/15
PLOT DATE : 12/21/15
PLOT BY : CLARK, CLYDE J
PLOT NAME : ----------

TRANSPORTATION PROJECT PLAT NO: 1690-05-21 - 4.01

THAT PART OF LOT 1 OF BLOCK 23, LOT 3 OF BLOCK 22 AND BLOCK 28 IN THE ORIGINAL PLAT OF BELLEVILLE. ALL IN SECTION 34, T 5 N, R 8 E, VILLAGE OF BELLEVILLE, DANE COUNTY, WISCONSIN

RELOCATION ORDER STH 69 NEW GLARUS - VERONA (STH 69 TO CTH D)

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS
DOCUMENT #5205485
12/23/2015 11:08 AM
TRANS. FEE:
EXEMPT #:
REC. FEE: 25.00
PAGES: 2
THIS IS A COPY, ORIGINAL DOCUMENT IS FILED AT THE COUNTY REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1690-05-21 - 4.01
SHEET 1 OF 2

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE AID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

HEREBY ORDERS THAT:
TO EFFECT THIS CHANGE, PURSUANT TO AURHORITY GRANTED UNDER SECTION 84.02 (3), 84.09 AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.

2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN. PURSUANT TO THE PROVISIONS OF SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

PI = 300+00.00"MA"
Y = 404,472.433
X = 780,873.095

POT = 303+26.04"MA"
Y = 404,474.076
X = 781,199.136

PI = 304+32.51"MA"
Y = 404,474.616
X = 781,305.601
Delta = 00° 17' 34" RT.

PI = 305+10.15"MA"
Y = 404,472.046
X = 781,383.231
Delta = 02° 31' 52" RT.

PI = 306+82.79"MA"
Y = 404,469.527
X = 781,555.771

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER NAMES ARE SHOWN FOR FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION

PARCEL NUMBER	OWNER(S)	INTERESTED REQUIRED	R/W ACRES OR S.F. REQUIRED NEW	EXISTING	TOTAL	TLE ACRES OR S.F.
1	KIMBERLY A. BUDENZ	FEE, ACCESS RIGHTS, & TLE	631		631	360
2	JOHN W. FISCHL	TLE				116
3	EUGENE A. SHORT & JANIE L. FROEHLICH	TLE				103
4	VILLAGE OF BELLEVILLE	FEE & TLE	554		554	1785
	ALL AREAS SHOWN IN SQUARE FEET UNLESS OTHERWISE NOTED.					
	*PURPOSE FOR ALL TLES IS FOR GRADING PURPOSES					

R/W STATION & OFFSET TABLE

Point No.	Station	Offset
100	12+34.04	33.00'
101	10+93.30	33.00'
102	10+46.94	45.84'
103	303+88.34"MA"	31.34'
104	302+40.45"MA"	31.29'
105	10+45.76	49.69'
106	10+48.92	45.53'
107	10+67.70	34.00'
108	10+73.20	33.00'
109	12+32.99	33.00'

TLE STATION & OFFSET TABLE

Point No.	Station	Offset
T1	10+62.74	39.65'
T2	10+62.87	35.80'
T3	11+00.44	35.80'
T31	11+00.47	34.48'
T32	11+42.63	35.16'
T33	11+42.63	38.00'
T34	11+58.88	38.00'
T39	12+32.91	38.00'
T40	10+33.85	98.73'
T42	12+34.12	38.00'
T45	11+59.03	33.29'
T49	12+18.13	34.78'
T52	12+18.67	38.00'
T54	304+21.73	39.20'
T55	304+25.60"MA"	39.17'
T83	11+59.99 "MA"	38.00'
T84	10+93.98	38.00'
T85	10+55.92	48.54'
T86	10+47.93	62.35'
T87	304+21.79	46.35'
T89	10+52.11 "MA"	47.96'
T90	10+48.94	52.11'
T91	10+34.23	82.11'
T92	10+34.01	90.80'
T93	10+29.01	90.80'

R/W Course Table

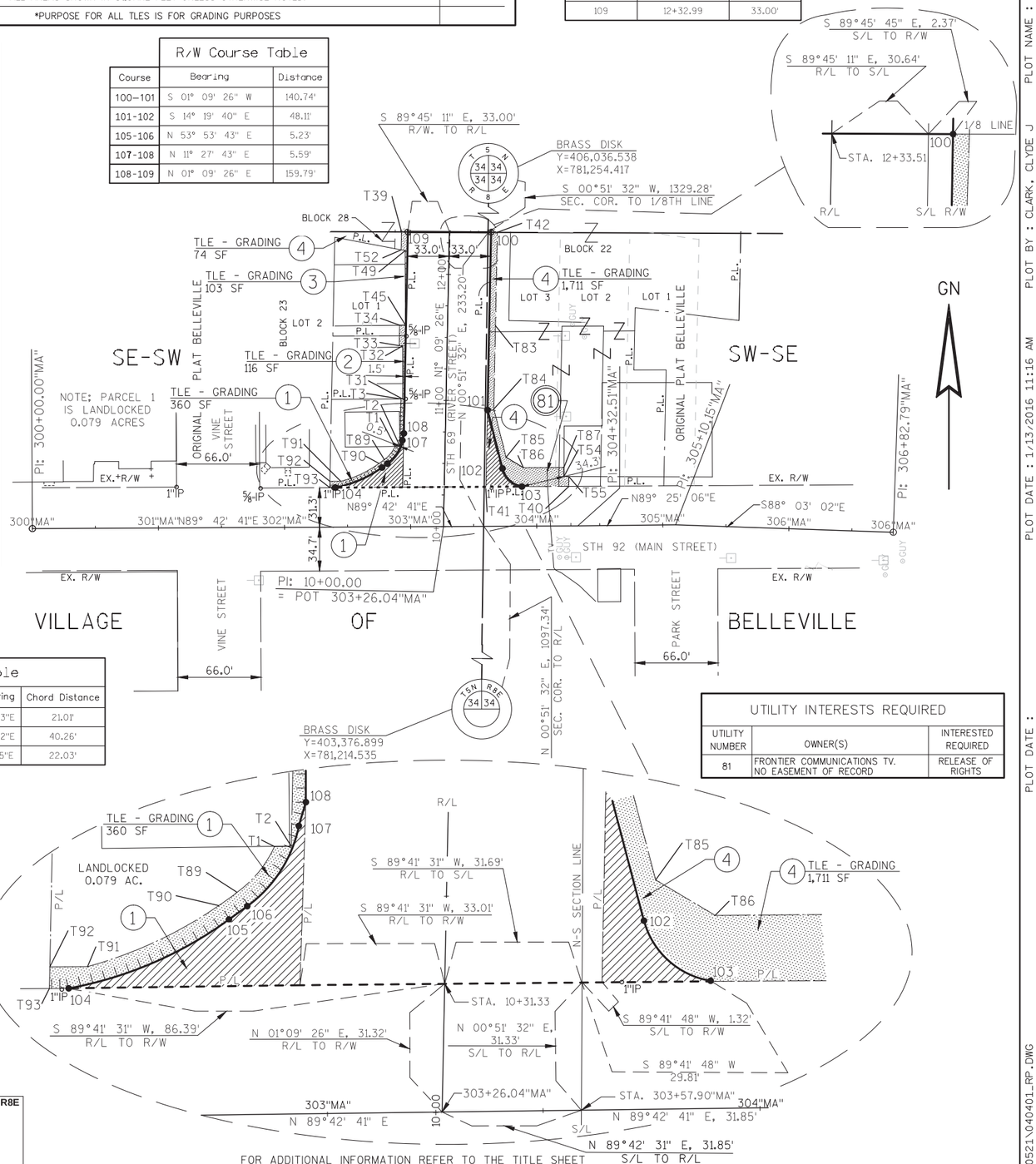
Course	Bearing	Distance
100-101	S 01° 09' 26" W	140.74'
101-102	S 14° 19' 40" E	48.11'
105-106	N 53° 53' 43" E	5.23'
107-108	N 11° 27' 43" E	5.59'
108-109	N 01° 09' 26" E	159.79'

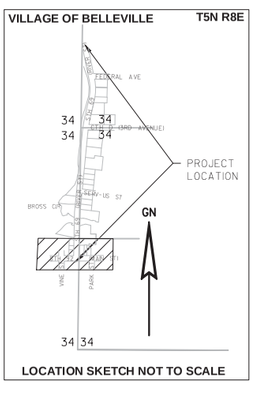
R/W Curve Table

Curve	Length	Radius	Chord Bearing	Chord Distance
102-103	22.19'	19.50'	S46° 55' 43"E	21.01'
104-105	40.60'	90.50'	N66° 44' 52"E	40.26'
106-107	22.54'	30.50'	N32° 43' 15"E	22.03'

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER(S)	INTERESTED REQUIRED
81	FRONTIER COMMUNICATIONS TV. NO EASEMENT OF RECORD	RELEASE OF RIGHTS





FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET RECORDED AS SHEET 2 OF 2.

POSITIONS SHOWN ON THE PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD 83/2011 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 69 ESTABLISHED FROM RIGHT OF WAY PLAT FROM FEDERAL AID PROJECT NO. 379B, RIGHT OF WAY PROJECT NO. 5606-00-24 DATED AUG. 8TH, 2008 AND THE ORIGINAL PLAT OF BELLEVILLE.

EXISTING HIGHWAY RIGHT-OF WAY FOR EAST MAIN STREET (STH 92) ESTABLISHED FROM RIGHT OF WAY PROJECT NO. 5606-00-24 DATED AUG. 8TH, 2008 AND THE ORIGINAL PLAT OF BELLEVILLE.

GRÄEF

SCALE, FEET
0 50 100

I, MICHAEL RATZBURG PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

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

SIGNATURE: _____ DATE:12/21/15
PRINT NAME: MICHAEL RATZBURG
REGISTRATION NUMBER: S-2236

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION
SW REGION - MADISON OFFICE
SIGNATURE: Cory Schlagel DATE:12/22/15
PRINT NAME: CORY SCHLAGEL

TRANSPORTATION PROJECT PLAT NO: 1690-05-21 -4.02 AMENDMENT 2 - CHANGES UTILITY PARCEL 85 TO 81. TRANSPORTATION PROJECT PLAT NO: 1690-05-21 -4.02 RECORDED AS DOCUMENT NUMBER 5207895

THAT PART OF LOT 1 OF CSM NO. 8526, LOTS 6 & 7 OF BLOCK 27, LOTS 3 AND 6 OF BLOCK 22, VACATED DALE ST. AND BLOCK 28 OF THE ORIGINAL PLAT OF BELLEVILLE, ALL IN SECTION 34 AND THAT PART OF THE NE 1/4 OF THE SW 1/4 AND THE NW 1/4 OF THE SE 1/4 OF SECTION 34, T 5 N, R 8 E, VILLAGE OF BELLEVILLE, DANE COUNTY, WISCONSIN

RELOCATION ORDER STH 69 NEW GLARUS - VERONA (STH 69 TO CTH D)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE AID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

HEREBY ORDERS THAT:
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09 AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN. PURSUANT TO THE PROVISIONS OF SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1690-05-21 - 4.02
AMENDMENT NO: 2

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER NAMES ARE SHOWN FOR FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION

PARCEL NUMBER	OWNER(S)	INTERESTED REQUIRED	R/W ACRES OR S.F. REQUIRED NEW	EXISTING	TOTAL	TLE ACRES OR S.F.
4	VILLAGE OF BELLEVILLE	TLE				6602
7	MARK A. SCHWOEGLER	TLE				390
8	ANN MARIE L. CAIN	TLE				84
9	LYNDA D. BOYCE	TLE				249
11	JOHN P. & JUDITH L. BAUMGARTNER	TLE				385
12	DAVID R. & JILL M. WENNESHEIMER	TLE				314
13	WILLIAM J. & DEBRA L. RUPP	TLE				314
14	RONALD L. & LINDA R. GROFFY	TLE				314
16	JOSEPH F. DONLIN	TLE				660
17	WILLARD S. & VALARIA D. MELAND	TLE				491
18	MICHAEL W. & KELI C. MEYERS	FEE, TLE	149		149	713
19	LARRY A. & DAWN C. HAYSLETT	TLE				10,612
21	ROBERT M. & CYNTHIA S. TWOREK	TLE				1,290

ALL AREAS SHOWN IN SQUARE FEET UNLESS OTHERWISE NOTED.

*PURPOSE FOR ALL TLES IS FOR GRADING

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, DANE COUNTY AS SHEET 2 OF 2 OF DOCUMENT 5205485

POSITIONS SHOWN ON THE PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD 83/2011 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

R/W Course Table

Course	Bearing	Distance
200-201	S 00° 31' 04" W	25.28'
201-202	N 89° 28' 56" W	57.93'
202-203	S 41° 15' 46" W	26.25'
204-205	S 05° 33' 44" W	674.58'
205-206	S 14° 31' 34" E	53.69'
206-207	N 83° 09' 21" W	18.45'
207-210	S 05° 33' 44" W	230.95'
210-211	S 01° 09' 26" W	316.23'
212-213	N 01° 09' 26" E	319.81'
213-214	N 05° 33' 44" E	958.08'

R/W Curve Table

Curve	Length	Radius	Chord Bearing	Chord Distance
203-204	16.80'	1428.04'	S05° 53' 57"W	16.80'
214-215	55.81'	1494.04'	N06° 37' 57"E	55.80'

CURVE 1
PI = 15+51.53
Y = 405,025.497
X = 781,210.273
Delta = 4° 24' 19"
D = 8° 11' 06"
T = 26.92'
L = 53.82'
R = 700.00'
DB = N01° 09' 26"E
DA = N05° 33' 44"E

CURVE 2
PI = 26+20.58
Y = 406,089.535
X = 781,313.896
Delta = 9° 59' 38"
D = 5° 05' 35"
T = 98.36'
L = 196.23'
R = 1125.00'
DB = N05° 33' 44"E
DA = N15° 33' 22"E
PT = 27+18.44

PI = 200+62.22"SE"
Y = 405,266.639
X = 781,364.510
Delta = 00° 28' 03" RT.
POT = 201+92.60"SE"
Y = 405,282.338
X = 781,235.286

TLE STATION & OFFSET TABLE

Point No.	Station	Offset
T4	12+47.68	43.00'
T5	13+87.85	43.00'
T6	13+87.85	33.00'
T7	14+92.27	33.00'
T8	14+92.27	43.01'
T9	15+51.52	43.55'
T10	16+08.45	43.00'
T11	16+07.22	133.00'
T12	16+42.23	133.00'
T13	16+44.08	43.00'
T14	17+24.42	43.00'
T15	17+24.42	48.00'
T16	19+26.14	48.00'
T17	19+48.54	41.47'
T18	19+82.99	42.55'
T19	20+18.15	33.88'
T20	20+52.59	33.69'
T21	20+79.03	35.36'
T22	21+15.37	47.71'
T23	21+18.09	48.00'
T24	23+46.97	48.00'
T25	23+71.85	46.94'
T26	23+81.73	48.00'
T27	25+08.32	48.00'
T28	25+61.08	47.72'
T37	12+46.74	38.00'
T39	12+32.91	38.00'

TLE STATION & OFFSET TABLE

Point No.	Station	Offset
T42	12+34.12	38.00'
T43	13+66.01	33.00'
T44	15+08.89	33.00'
T46	16+06.36	33.00'
T47	16+69.79	33.00'
T48	16+37.48	133.00'
T50	20+21.89	33.00'
T51	22+16.64	33.00'
T53	16+43.34	51.22'
T65	103+23.98"D"	36.40'
T66	103+86.22 "D"	36.34'
T67	25+32.57	38.15'
T69	25+08.32	38.00'
T70	22+16.53	38.00'
T71	20+21.81	38.00'
T72	18+33.63	38.00'
T74	201+40.30 "SE"	29.99'
T75	201+48.78 "SE"	30.03'
T76	17+73.73	38.00'
T77	17+35.85	38.02'
T78	16+69.79	38.07'
T79	16+06.36	38.00'
T80	15+51.52	37.51'
T81	15+08.89	38.00'
T82	13+66.01	38.00'
T93	201+52.78 "SE"	25.03'
T94	17+77.73	33.00'

R/W STATION & OFFSET TABLE

Point No.	Station	Offset
200	103+23.95"D"	6.12'
201	103+23.97"D"	31.40'
202	103+81.91"D"	31.35'
203	25+25.20	33.09'
204	25+08.32	33.00'
205	18+33.74	33.00'
206	201+40.34"SE"	25.01'
207	17+83.73	33.00'
210	15+51.52	32.51'
211	12+34.04	33.00'
212	12+32.99	33.00'
213	15+51.52	33.54'
214	25+08.32	33.00'
215	25+62.94	32.72'

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER(S)	INTERESTED REQUIRED
81	FRONTIER COMMUNICATIONS DOC. 1639653	RELEASE OF RIGHTS
82	WE ENERGIES-GAS NO EASEMENT OF RECORD	RELEASE OF RIGHTS
83	VILLAGE OF BELLEVILLE WATER NO EASEMENT OF RECORD	RELEASE OF RIGHTS
84	VILLAGE OF BELLEVILLE SEWER NO EASEMENT OF RECORD	RELEASE OF RIGHTS

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 69 ESTABLISHED FROM RIGHT OF WAY PLAT FROM FEDERAL AID PROJECT NO. 379B, CSM NO. 8526 AND THE ORIGINAL PLAT OF BELLEVILLE.

FOR LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WDOT OFFICE IN MADISON.

EXISTING HIGHWAY RIGHT-OF WAY FOR SERV-US STREET ESTABLISHED FROM RIGHT OF WAY PLAT FROM FEDERAL AID PROJECT NO. 379B, PLAT OF SURVEY 93-0764 AND THE ORIGINAL PLAT OF BELLEVILLE.

I, MICHAEL RATZBURG PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: _____ DATE:12/12/16
PRINT NAME: MICHAEL RATZBURG
REGISTRATION NUMBER: S-2236

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SW REGION - MADISON OFFICE

SIGNATURE: _____ DATE:
PRINT NAME: CORY SCHLAGEL

GRÄEF

SCALE, FEET
0 50 100

TRANSPORTATION PROJECT PLAT NO: 1690-05-21 - 4.03

THAT PART OF LOT 2 OF BLAZER SUBDIVISION NORTH PARK STREET ADDITION. ALL IN SECTION 34 AND THAT PART OF THE SW 1/4 OF THE NE 1/4 OF SECTION 34, T 5 N, R 8 E, VILLAGE OF BELLEVILLE, DANE COUNTY, WISCONSIN

RELOCATION ORDER STH 69 NEW GLARUS - VERONA (STH 69 TO CTH D)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE AID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

HEREBY ORDERS THAT:
TO EFFECT THIS CHANGE, PURSUANT TO AURHORITY GRANTED UNDER SECTION 84.02 (3), 84.09 AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.

2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN. PURSUANT TO THE PROVISIONS OF SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS
DOCUMENT #5207896
01/07/2016 11:13 AM
TRANS. FEE:
EXEMPT #:
REC. FEE: 25.00
PAGES: 1
THIS IS A COPY. ORIGINAL DOCUMENT IS FILED AT THE COUNTY REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1690-05-21 - 4.03

SCHEDULE OF LANDS & INTERESTS REQUIRED		OWNER NAMES ARE SHOWN FOR FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION			
PARCEL NUMBER	OWNER(S)	INTERESTED REQUIRED	R/W ACRES OR S.F. REQUIRED NEW	EXISTING	TOTAL	TLE ACRES OR S.F.
24	HERBERT & LUANNE BLASER REVOCABLE TRUST	FEE, TLE	1.116		1.116	423
4	VILLAGE OF BELLEVILLE	TLE				4,658
	ALL AREAS SHOWN IN SQUARE FEET UNLESS OTHERWISE NOTED.					
	*PURPOSE FOR ALL TLES IS FOR GRADING PURPOSES					

CURVE 2
PI = 26+20.58
Y = 406,089.535
X = 781,313.896
Delta = 9° 59' 38"
D = 5° 05' 35"
T = 98.36'
L = 196.23'
R = 1125.00'
DB = N05° 33' 44"E
DA = N15° 33' 22"E
PC = 25+22.22

CURVE 3
PI = 28+59.46
Y = 406,320.149
X = 781,378.094
Delta = 8° 11' 59"
D = 3° 49' 11"
T = 107.52'
L = 214.67'
R = 1500.00'
DB = N15° 33' 22"E
DA = N07° 21' 23"E

CURVE 4
PI = 30+62.43
Y = 406,521.810
X = 781,404.129
Delta = 18° 45' 40"
D = 9° 52' 43"
T = 95.82'
L = 189.92'
R = 580.00'
DB = N07° 21' 23"E
DA = N11° 24' 17"W

CURVE 5
PI = 102+82.75"D"
Y = 406,041.591
X = 781,454.301
Delta = 2° 54' 39"
D = 28° 38' 52"
T = 5.08'
L = 10.16'
R = 200.00'
DB = S87° 33' 03"W
DA = N89° 32' 18"W

CURVE 6
PI = 102+57.72"D"
Y = 406,042.661
X = 781,479.311
Delta = 2° 56' 33"
D = 28° 38' 52"
T = 5.14'
L = 10.27'
R = 200.00'
DB = N89° 30' 23"W
DA = S87° 33' 03"W

PI = 100+00.00"D"
Y = 406,040.441
X = 781,737.024

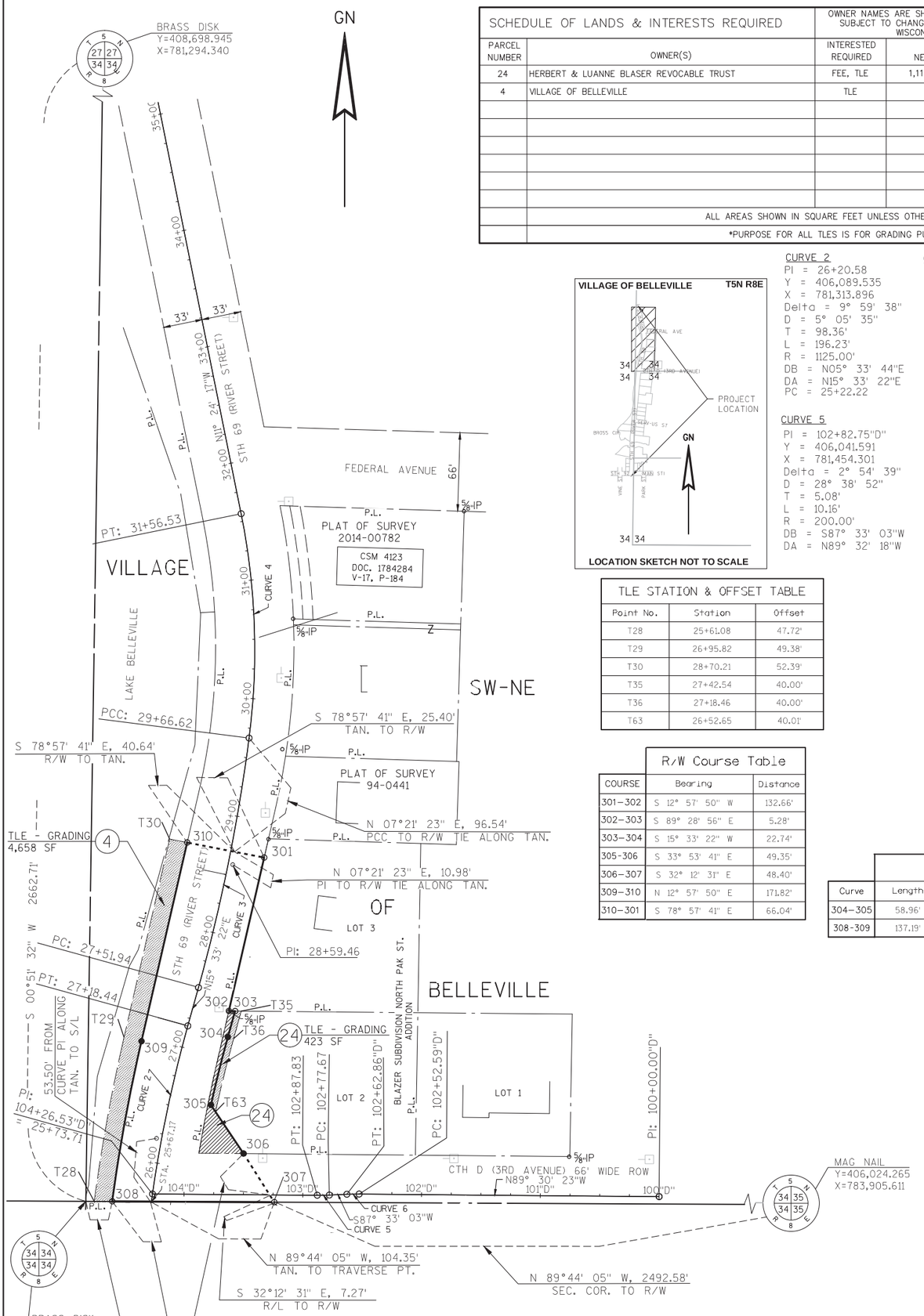
PI = 104+26.53"D"
Y = 406,042.750
X = 781,310.524

TLE STATION & OFFSET TABLE		
Point No.	Station	Offset
T28	25+61.08	47.72'
T29	26+95.82	49.38'
T30	28+70.21	52.39'
T35	27+42.54	40.00'
T36	27+18.46	40.00'
T63	26+52.65	40.01'

R/W STATION & OFFSET TABLE		
Point No.	Station	Offset
301	28+70.21	28.65'
302	27+39.82	29.90'
303	27+41.19	35.00'
304	27+18.45	35.00'
305	26+57.60	35.01'
306	103+50.07"D"	34.62'
307	103+23.95"D"	6.12'
308	25+62.94	32.72'
309	26+96.18	34.39'
310	28+70.21	37.39'

R/W Course Table		
COURSE	Bearing	Distance
301-302	S 12° 57' 50" W	132.66'
302-303	S 89° 28' 56" E	5.28'
303-304	S 15° 33' 22" W	22.74'
305-306	S 33° 53' 41" E	49.35'
306-307	S 32° 12' 31" E	48.40'
309-310	N 12° 57' 50" E	171.82'
310-301	S 78° 57' 41" E	66.04'

R/W Curve Table				
Curve	Length	Radius	Chord Bearing	Chord Distance
304-305	58.96'	1093.93'	S13° 59' 41"W	58.95'
308-309	137.19'	1494.04'	N10° 19' 59"E	137.15'



FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DANE COUNTY AS SHEET SHEET 2 OF 2 OF DOCUMENT 5205485.

POSITIONS SHOWN ON THE PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD 83/2011 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 69 ESTABLISHED FROM RIGHT OF WAY PLAT FROM FEDERAL AID PROJECT NO. 379B, BLAZER SUBDIVISION AND CSM NO. 4123.

FOR LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WDOT OFFICE IN MADISON.

GRÄEF

SCALE, FEET
0 50 100

I, MICHAEL RATZBURG PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

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

SIGNATURE: _____ DATE:12/21/15
PRINT NAME:MICHAEL RATZBURG
REGISTRATION NUMBER:S-2236

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION
SW REGION - MADISON OFFICE
SIGNATURE: Cory Schlagel DATE:1/6/2016
PRINT NAME: CORY SCHLAGEL

FILE NAME : C:\USERS\DOTC4C\DESKTOP\16900521\040401_RP.DWG
APPRAISAL PLAT DATE : 12/21/2015
PLOT DATE : 1/13/2016 12:58 PM PLOT BY : CLARK, CLYDE J PLOT NAME : PLOT SCALE : ********** 4.03 1690-05-21 77

DATE: OCT. 2, 2015

REVISION DATE

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE		
POINT	Y	X
100	404,707.401	781,236.855
101	404,566.690	781,234.013
102	404,520.075	781,245.919
103	404,505.726	781,261.268
104	404,504.933	781,113.385
105	404,520.828	781,150.377
106	404,523.907	781,154.599
107	404,542.445	781,166.510
108	404,547.923	781,167.620
109	404,707.685	781,170.847
200	406,035.804	781,413.057
201	406,010.520	781,412.828
202	406,011.044	781,354.897
203	405,991.313	781,337.586
204	405,974.608	781,335.860
205	405,303.205	781,270.474
206	405,248.538	781,306.366
207	405,251.826	781,278.977

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE		
POINT	Y	X
208	405,250.518	781,278.827
209	405,241.231	781,264.439
210	405,023.562	781,243.241
211	404,707.401	781,236.855
212	404,707.685	781,170.847
213	405,027.433	781,177.305
214	405,981.005	781,270.171
215	406,036.435	781,276.616
301	406,326.151	781,404.576
302	406,196.871	781,374.816
303	406,196.824	781,380.094
304	406,174.919	781,373.996
305	406,117.717	781,359.740
306	406,076.754	781,387.260
307	406,035.804	781,413.057
308	406,036.435	781,276.616
309	406,171.356	781,301.216
310	406,338.795	781,339.761

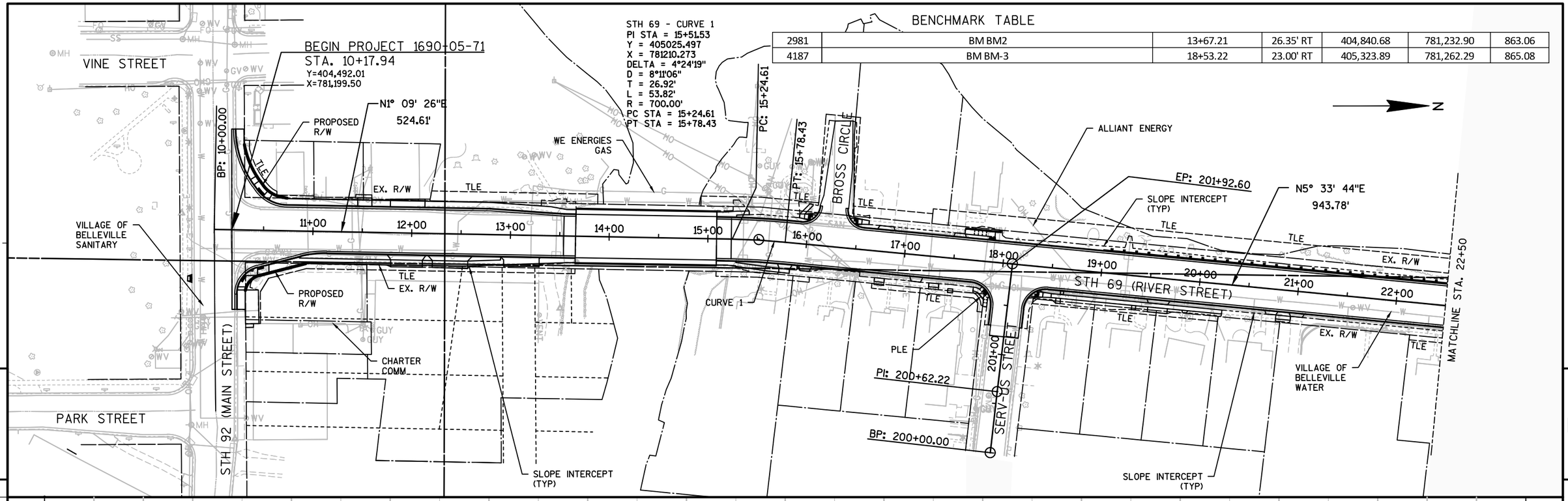
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83/2011 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES. GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

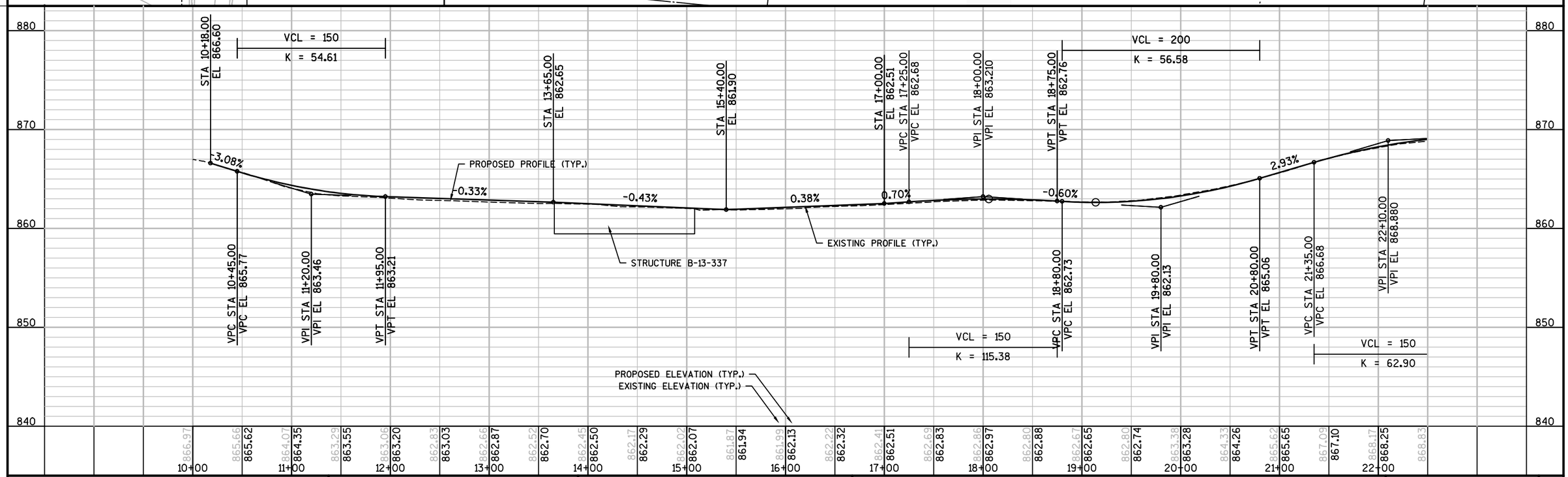
FILE NAME : C:\USERS\DOTC4C\DESKTOP\16900521\040401_RP.DWG PLOT DATE : 12/14/2012 7:46 PM PLOT BY : CLARK, CLYDE J PLOT NAME : ----------

1690-05-21 4.04

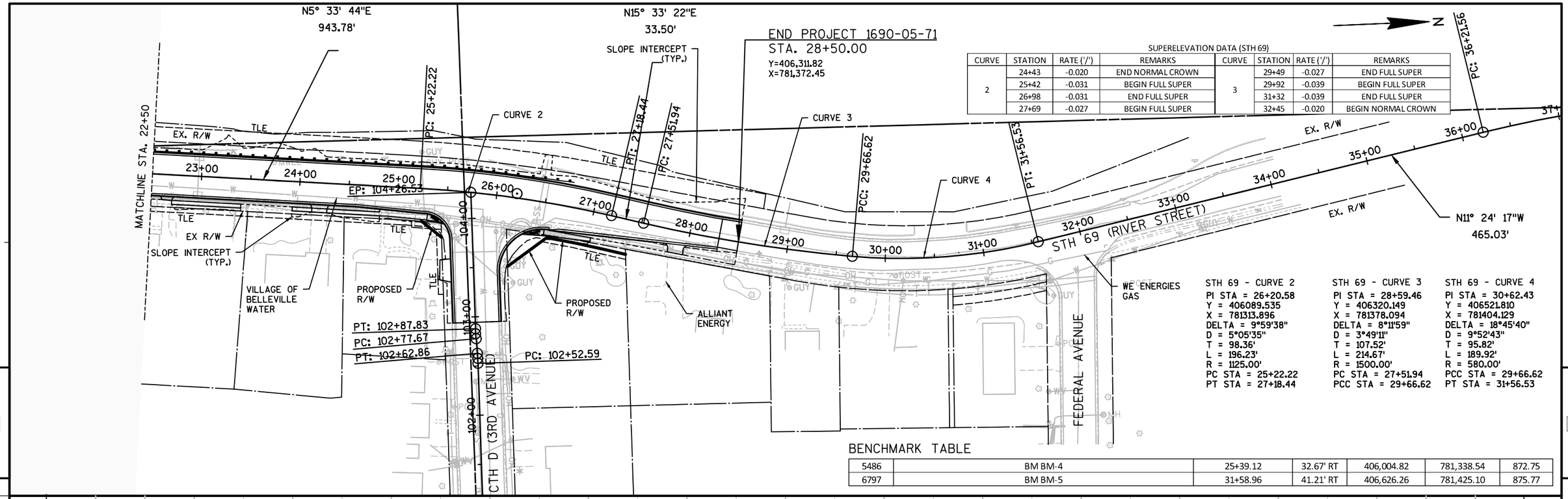
BENCHMARK TABLE

2981	BM BM2	13+67.21	26.35' RT	404,840.68	781,232.90	863.06
4187	BM BM-3	18+53.22	23.00' RT	405,323.89	781,262.29	865.08





PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	PLAN AND PROFILE	SHEET 79	E



CURVE	STATION	RATE ('/')	REMARKS	CURVE	STATION	RATE ('/')	REMARKS
2	24+43	-0.020	END NORMAL CROWN	3	29+49	-0.027	END FULL SUPER
	25+42	-0.031	BEGIN FULL SUPER		29+92	-0.039	BEGIN FULL SUPER
	26+98	-0.031	END FULL SUPER		31+32	-0.039	END FULL SUPER
	27+69	-0.027	BEGIN FULL SUPER		32+45	-0.020	BEGIN NORMAL CROWN

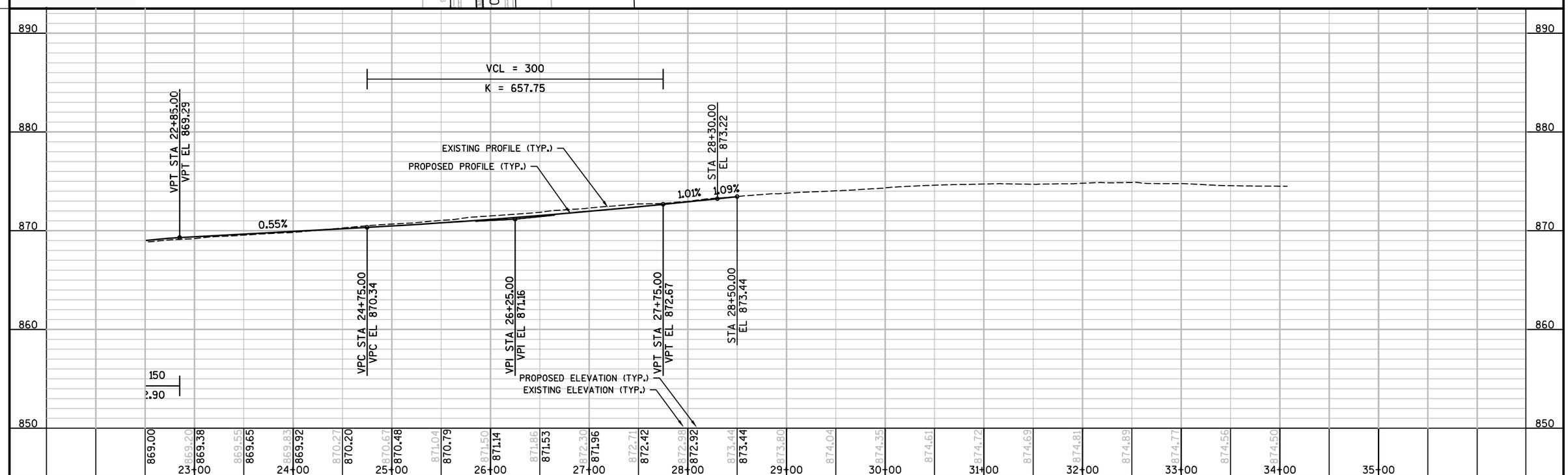
STH 69 - CURVE 2
PI STA = 26+20.58
Y = 406089.535
X = 781313.896
DELTA = 9°59'38"
D = 5°05'35"
T = 98.36'
L = 196.23'
R = 1125.00'
PC STA = 25+22.22
PT STA = 27+18.44

STH 69 - CURVE 3
PI STA = 28+59.46
Y = 406320.149
X = 781378.094
DELTA = 8°11'59"
D = 3°49'11"
T = 107.52'
L = 214.67'
R = 1500.00'
PC STA = 27+51.94
PCC STA = 29+66.62

STH 69 - CURVE 4
PI STA = 30+62.43
Y = 406521.810
X = 781404.129
DELTA = 18°45'40"
D = 9°52'43"
T = 95.82'
L = 189.92'
R = 580.00'
PCC STA = 29+66.62
PT STA = 31+56.53

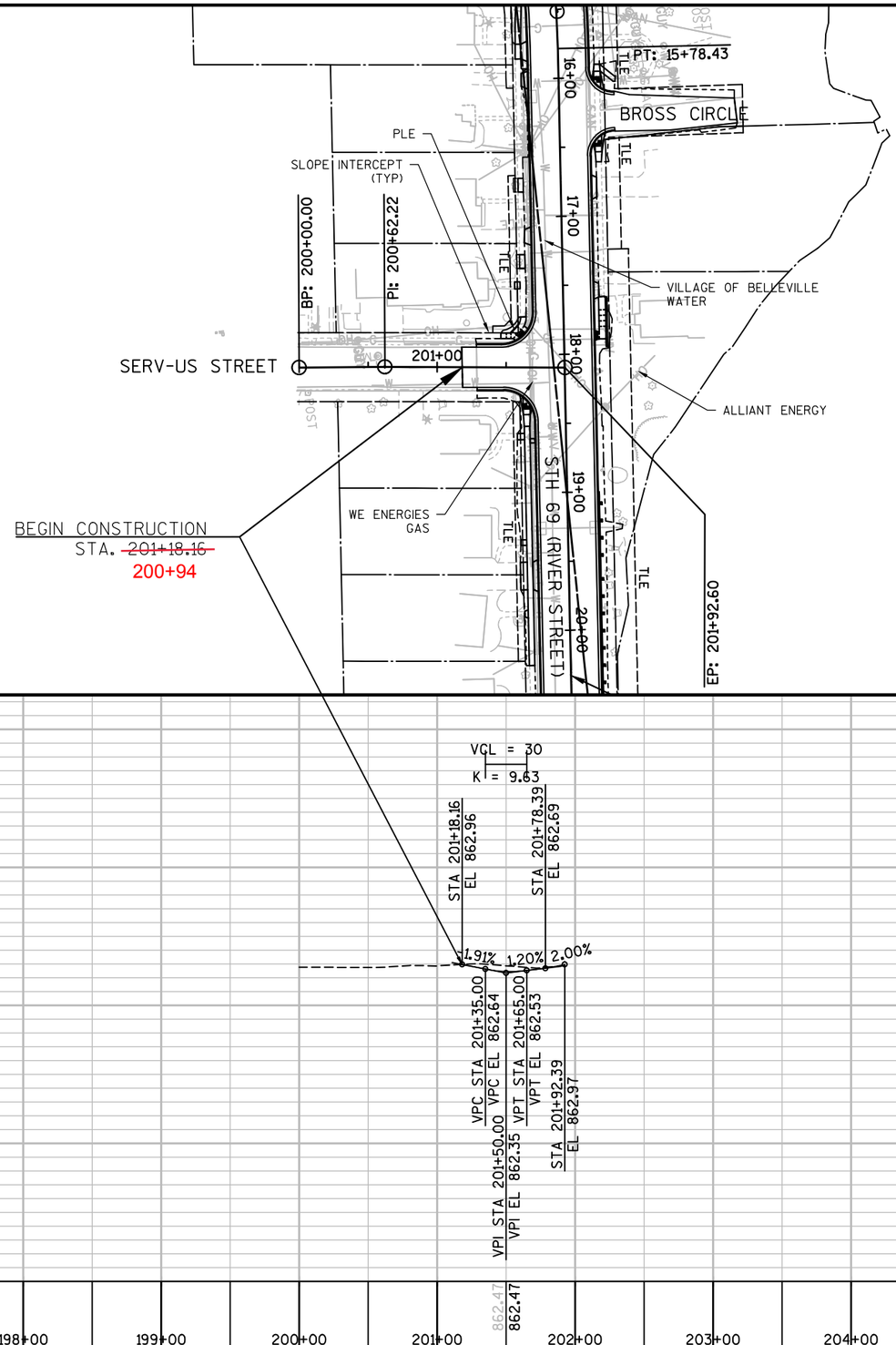
BENCHMARK TABLE

5486	BM BM-4	25+39.12	32.67' RT	406,004.82	781,338.54	872.75
6797	BM BM-5	31+58.96	41.21' RT	406,626.26	781,425.10	875.77



PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	PLAN AND PROFILE	SHEET 80	E

FILE NAME : K:\JOBS2014\20145023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - 050101_PP - 050102_PP
PLOT DATE : 12/7/2016 2:39 PM PLOT BY : MESSER, JACKIE PLOT NAME : PLOT SCALE : 1" = 100'_XREF
WISDOT/CADDS SHEET 44

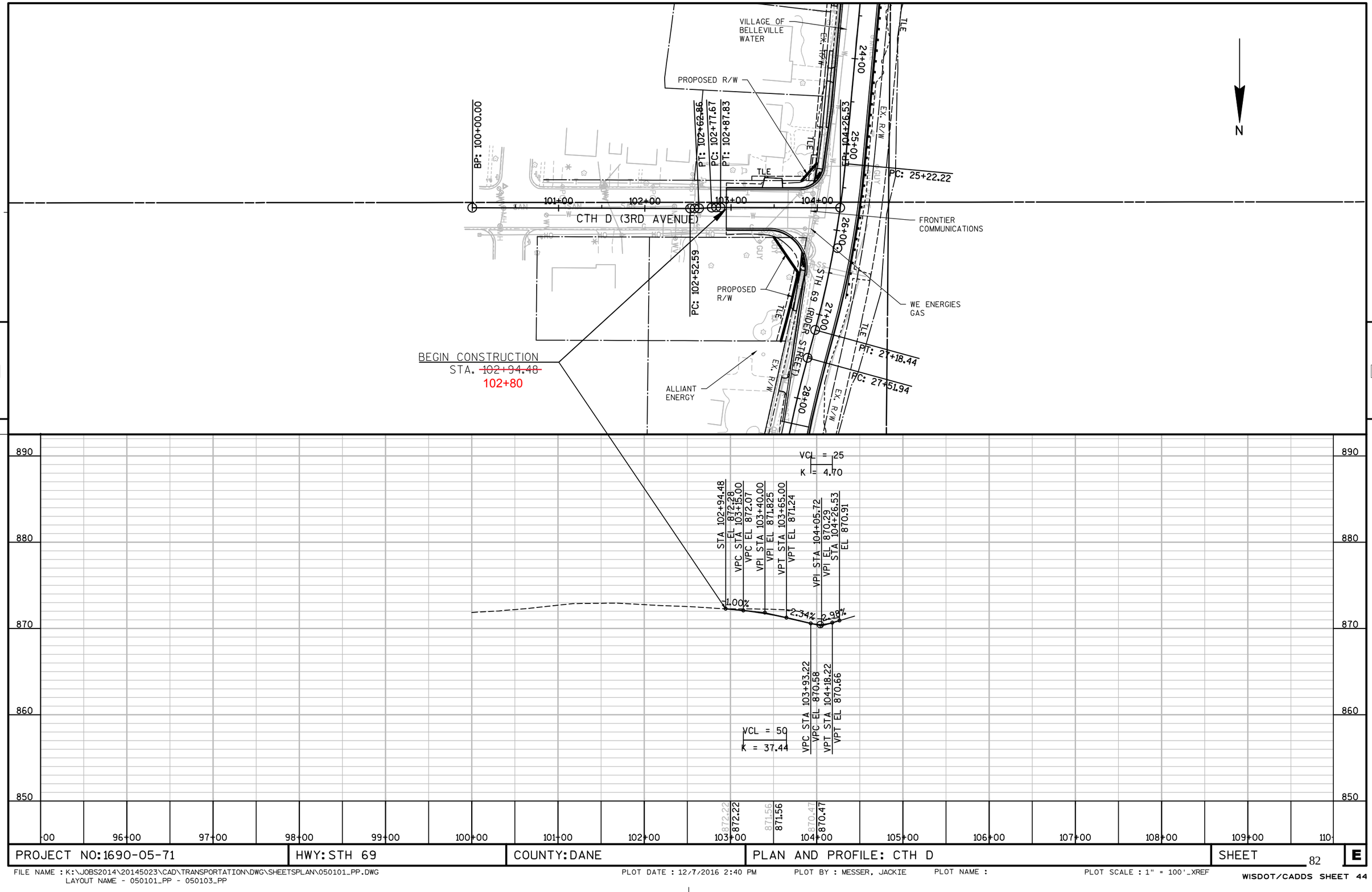


PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	PLAN AND PROFILE: SERV-US STREET	SHEET 81	E

FILE NAME : K:\JOBS2014\20145023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - 050101_PP - 050103_PP

PLOT DATE : 12/7/2016 2:39 PM PLOT BY : MESSER, JACKIE PLOT NAME : PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 44



PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	PLAN AND PROFILE: CTH D	SHEET 82	E

FILE NAME : K:\JOBS2014\20145023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - 050101_PP - 050103_PP

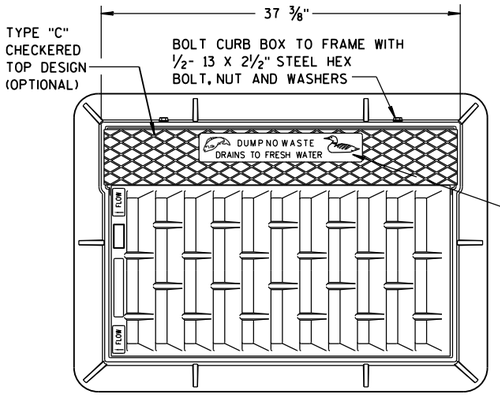
PLOT DATE : 12/7/2016 2:40 PM PLOT BY : MESSER, JACKIE PLOT NAME : PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 44

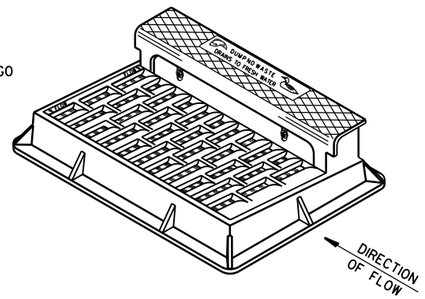
Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-01	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C06-01	INLETS 3-FT AND 4-FT DIAMETER
08C07-01	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-19	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D05-17A	CURB RAMPS TYPES 1 AND 1-A
08D05-17B	CURB RAMPS TYPES 2 AND 3
08D05-17C	CURB RAMPS TYPES 4A AND 4A1
08D05-17D	CURB RAMPS TYPE 4B AND 4B1
08D05-17E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
09A01-13B	AT-GRADE SIDE ROAD INTERSECTION, TYPE "A1" & "A2"
13B02-08A	CONCRETE PAVEMENT APPROACH SLAB
14B42-04A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-04B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-04C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-02A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-02B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-02C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B47-02A	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-02B	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-02C	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
15C02-06A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-03	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-13A	PAVEMENT MARKING SYMBOLS
15C07-13B	PAVEMENT MARKING WORDS
15C07-13C	PAVEMENT MARKING ARROWS
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16B	PAVEMENT MARKING (INTERSECTIONS)
15C08-16E	PAVEMENT MARKING (LEFT TURN LANE)
15C18-03	MEDIAN ISLAND MARKING
15C29-04A	BICYCLE LANE MARKING
15C29-04B	PAVEMENT MARKING FOR SHARED LANE 35 MPH OR LESS
15C33-02	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D12-06A	TRAFFIC CONTROL, LANE CLOSURE
15D21-04	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D30-03A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-03B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-03C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

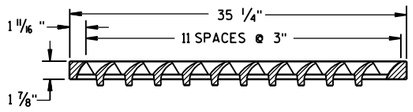
6

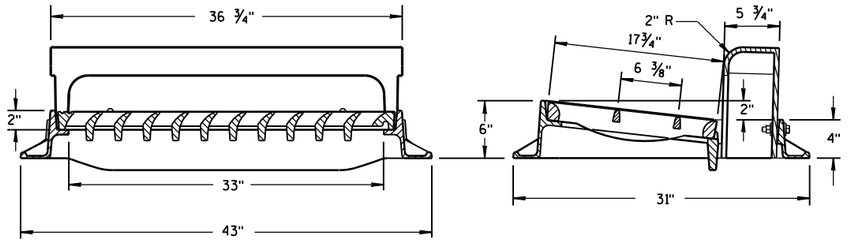


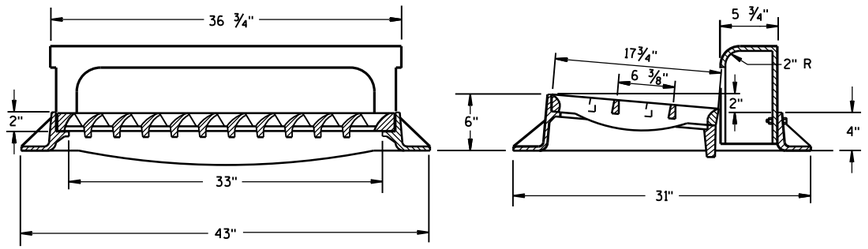
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

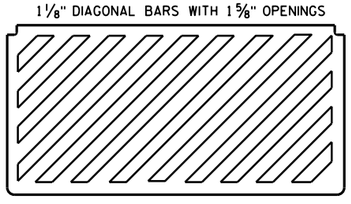






TYPE "H"

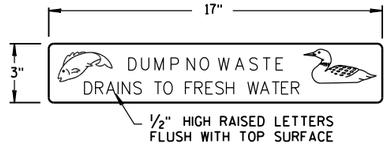
NOTE: EITHER CASTING IS ACCEPTABLE



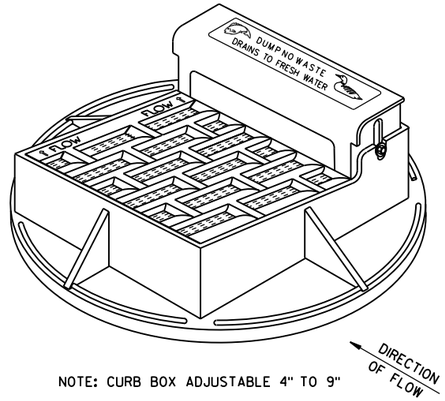
SPECIAL GRATE FOR TYPE "H" COVER

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

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

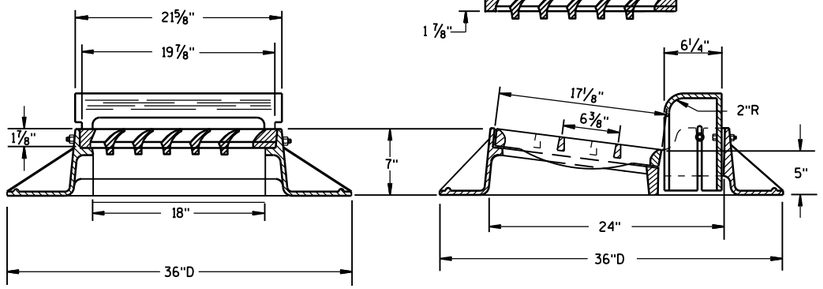


LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

NOTE:
GRATE IS REVERSIBLE.



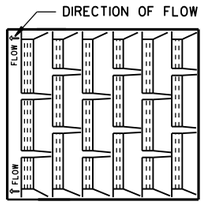
TYPE "A"

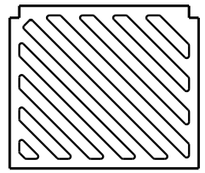
GENERAL NOTES

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

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.

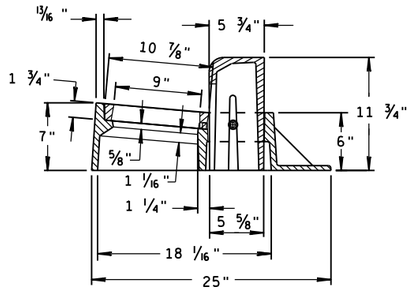


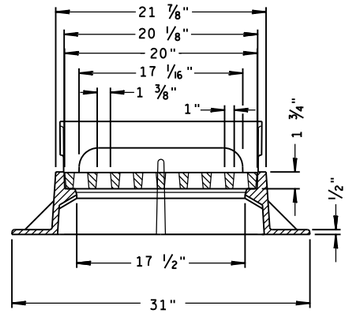


SPECIAL GRATE FOR TYPE "A" COVER

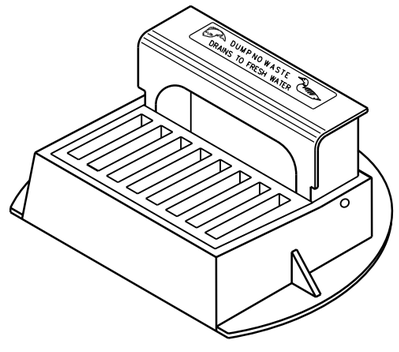
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)





TYPE "Z"



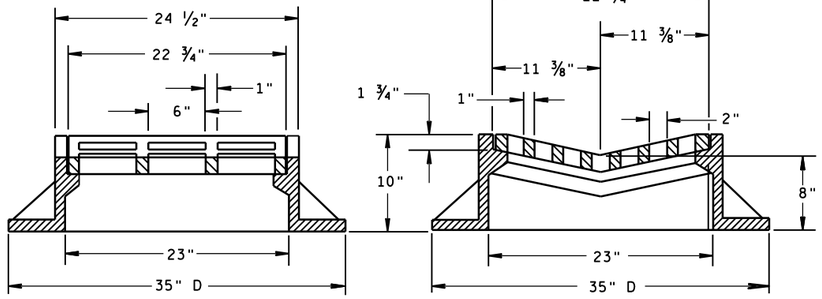
INLET COVERS TYPE A, H, A-S, H-S & Z

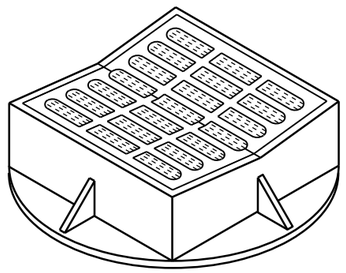
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

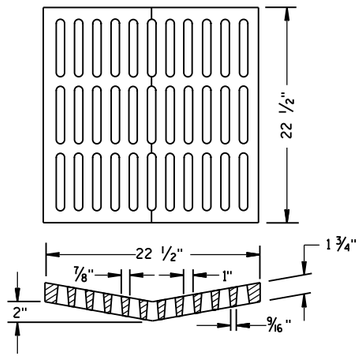
6

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



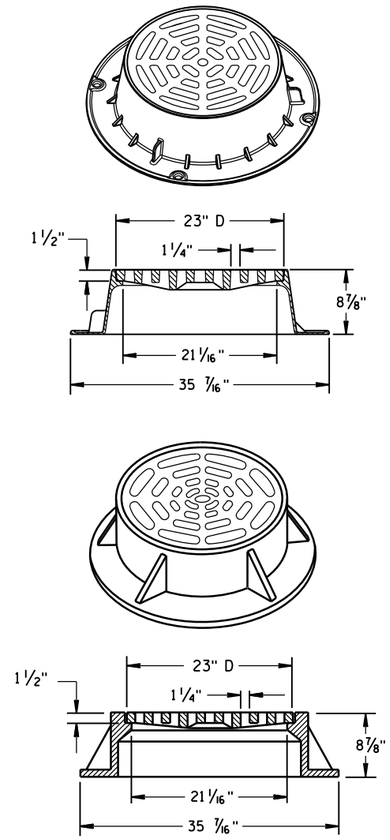


TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.
NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

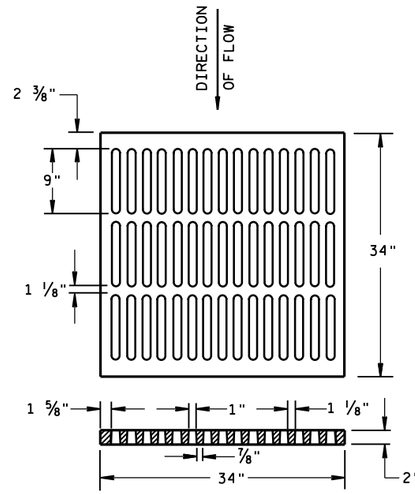
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

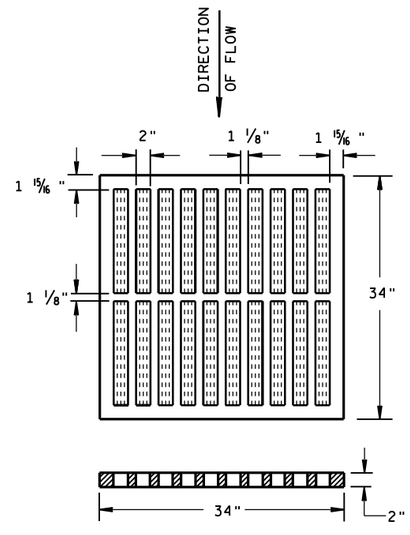
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



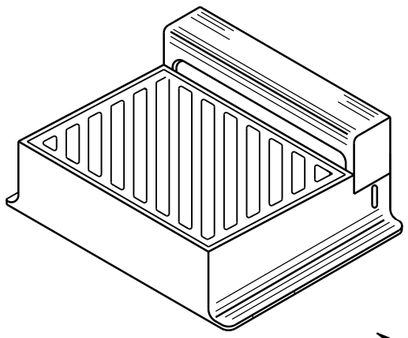
ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

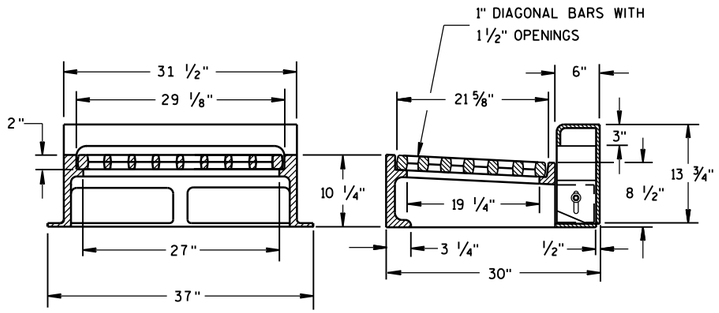


TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS
NOTED AS TYPE MS ON DRAINAGE TABLE



DIAGONAL SLOTS, SHALL BE ORIENTED TO THE DIRECTION OF FLOW AS ILLUSTRATED. GRATES ARE MANUFACTURED TO BE REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

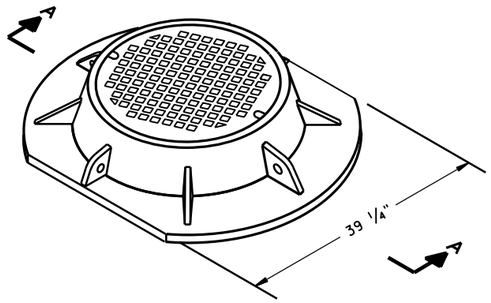
INLET COVERS
TYPE B, B-A, C, MS, MS-A, & WM

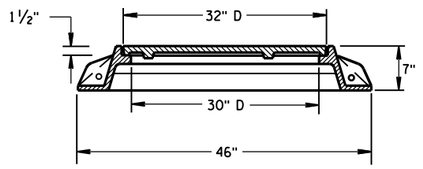
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

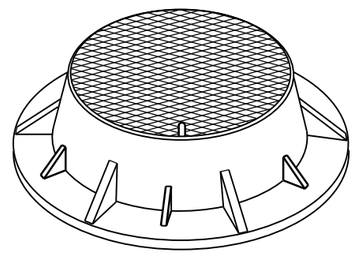
6

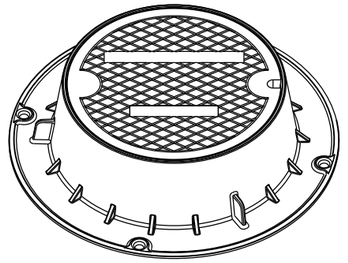
S.D.D. 8 A 5-19b

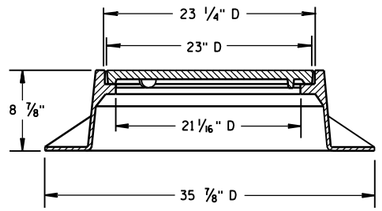


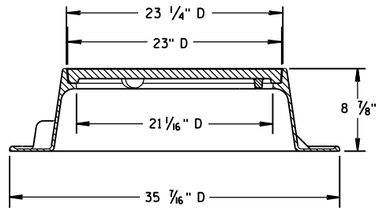


SECTION A-A
TYPE "K"









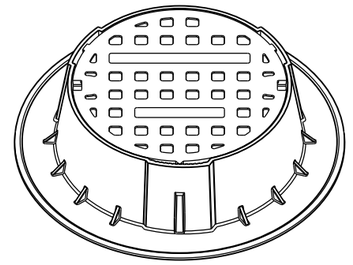
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

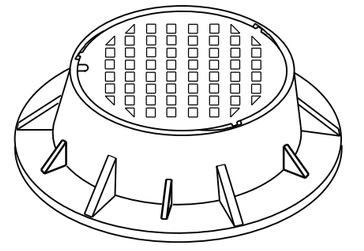
GENERAL NOTES

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.

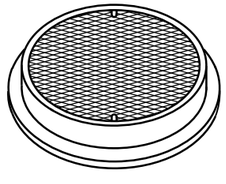
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

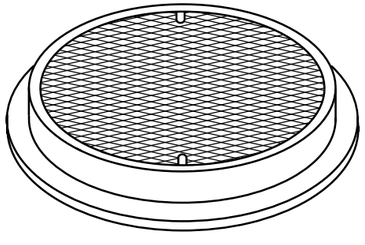
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

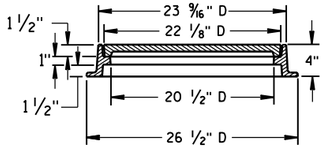




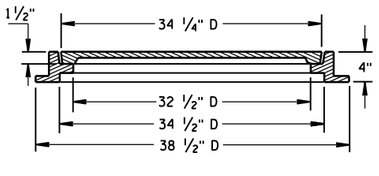
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



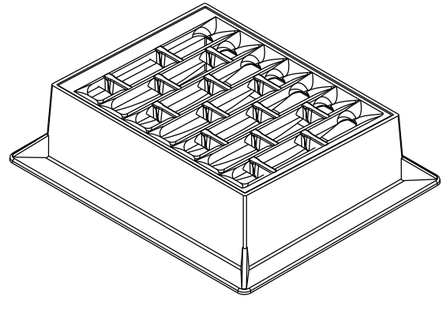


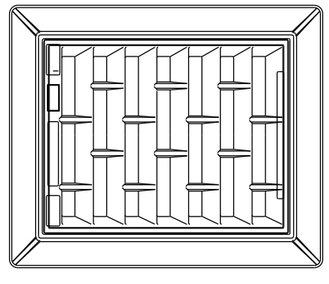


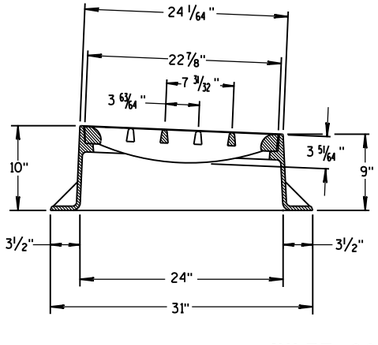
TYPE "L"

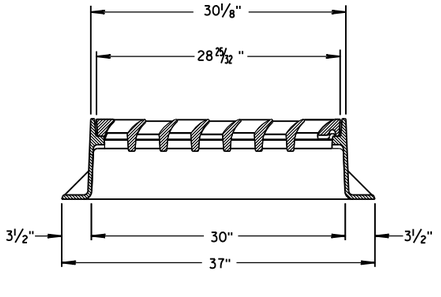


TYPE "M"









INLET COVER TYPE "BW"

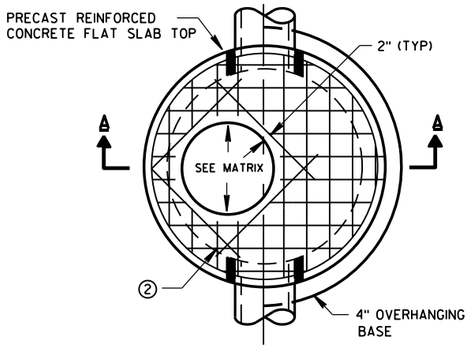
INLET COVER TYPE BW
MANHOLE COVERS, TYPE K, J, J-S, L & M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

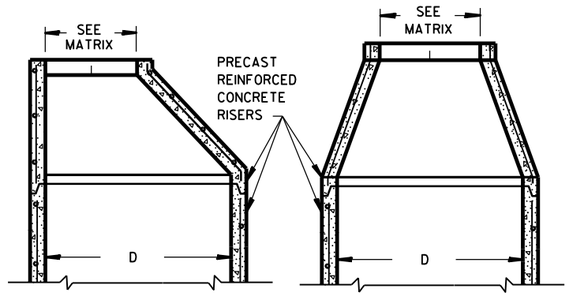
APPROVED
11/27/2013
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

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

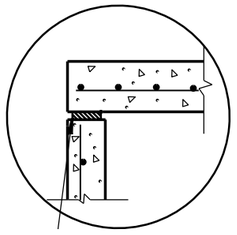


PLAN VIEW CIRCULAR OPENING

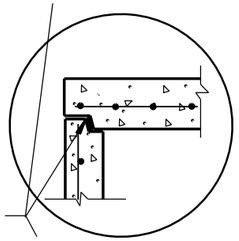


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

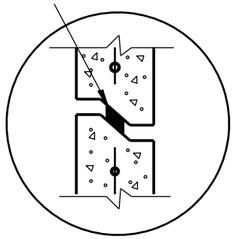


TOP WITH PLAIN END JOINT



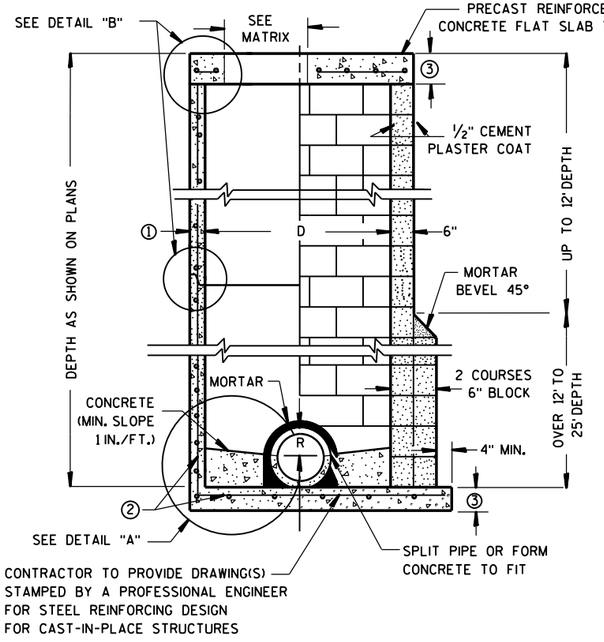
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



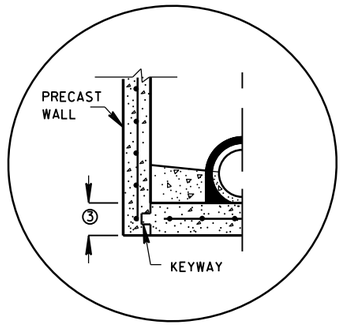
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

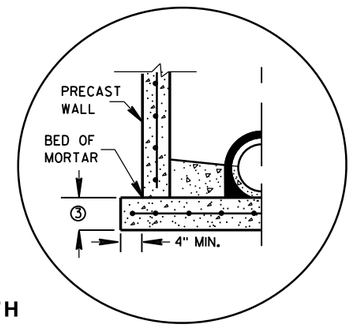


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

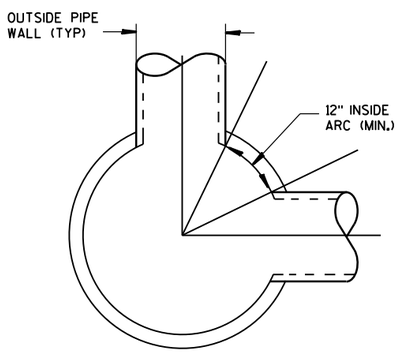


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



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 GRANULAR 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. THE CONE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

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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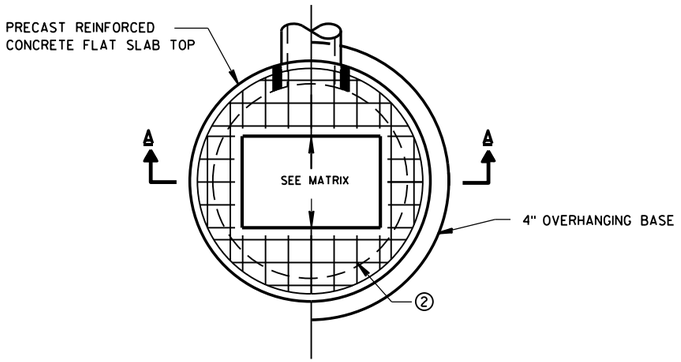
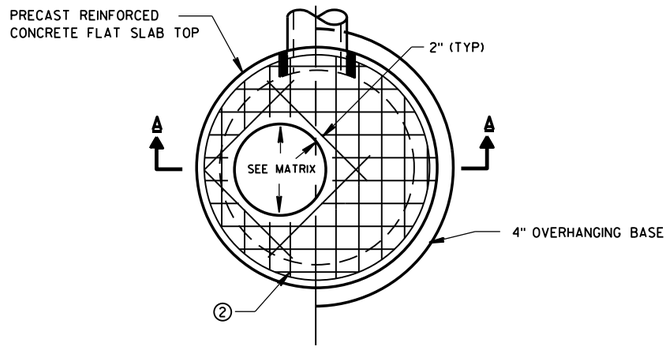
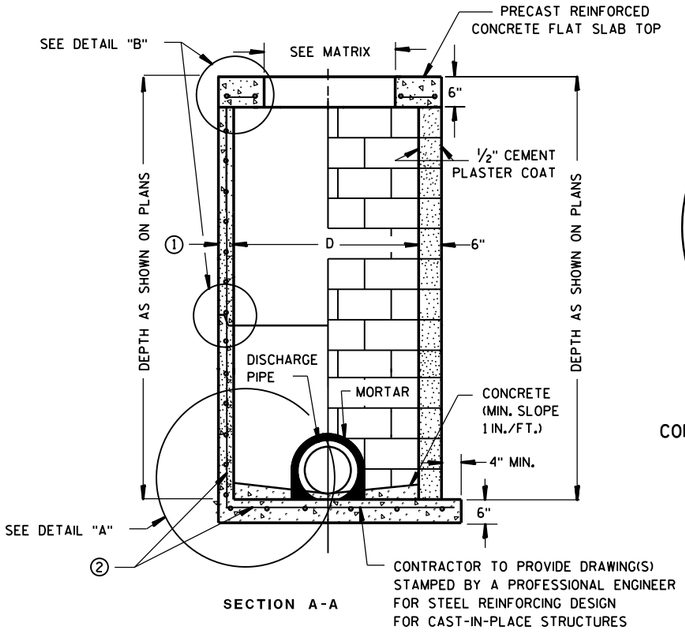


PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

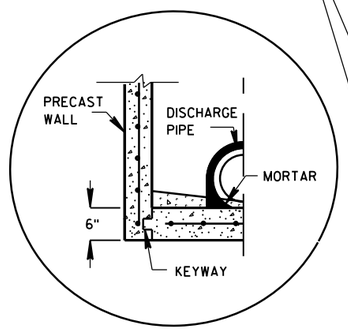


SECTION A-A

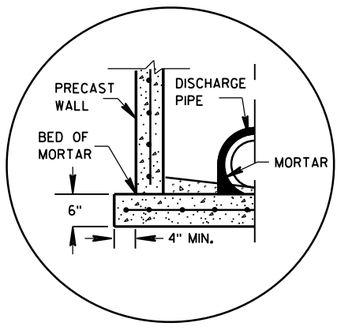
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

CIRCULAR INLETS W/ FLAT TOP

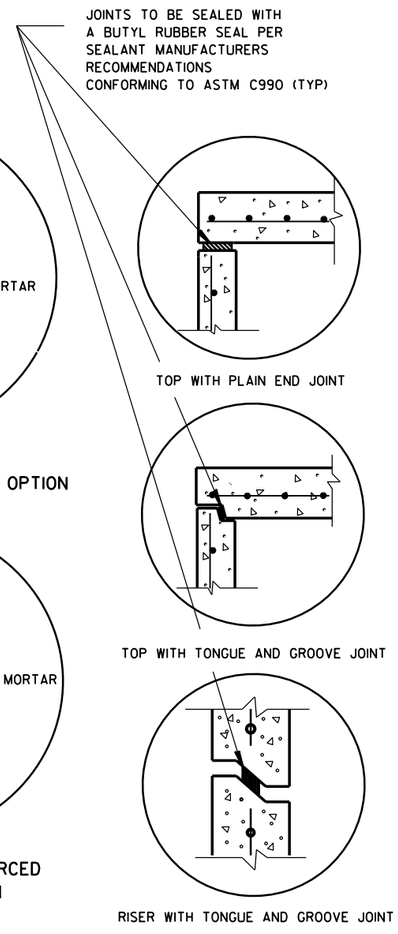


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "B"

GENERAL NOTES

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

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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 GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

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

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

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

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

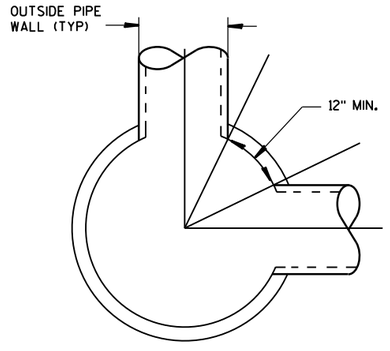
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.

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

INLET COVER OPENING MATRIX

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



DETAIL "C"

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

INLETS 3-FT AND 4-FT DIAMETER

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ROADWAY STANDARDS DEVELOPMENT ENGINEER

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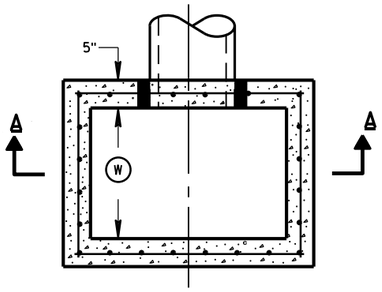
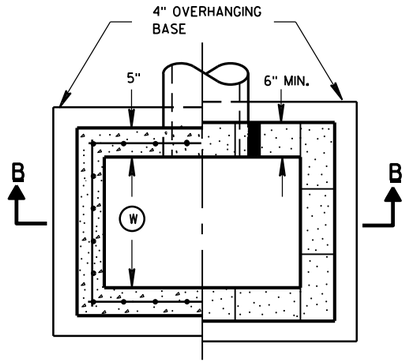
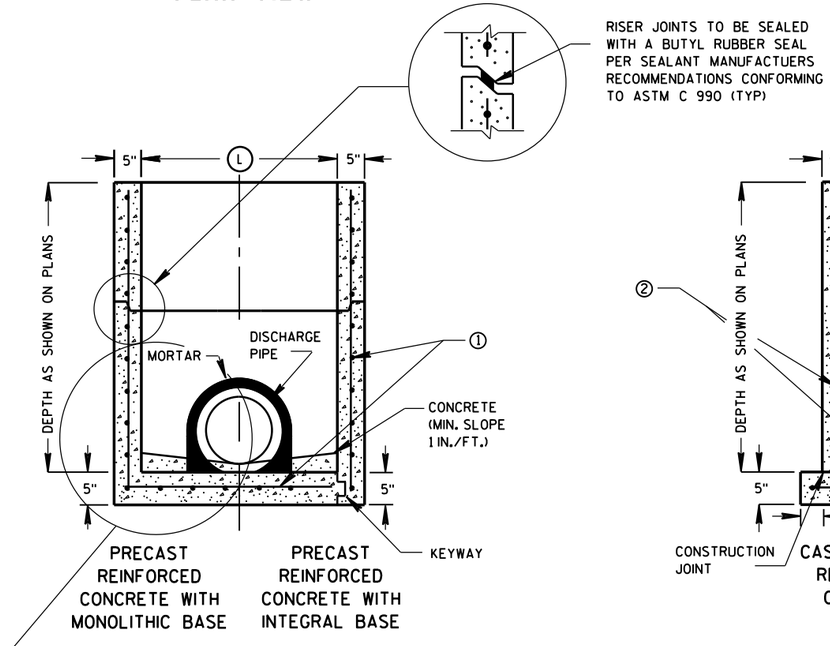
INLETS 3-FT AND 4-FT DIAMETER



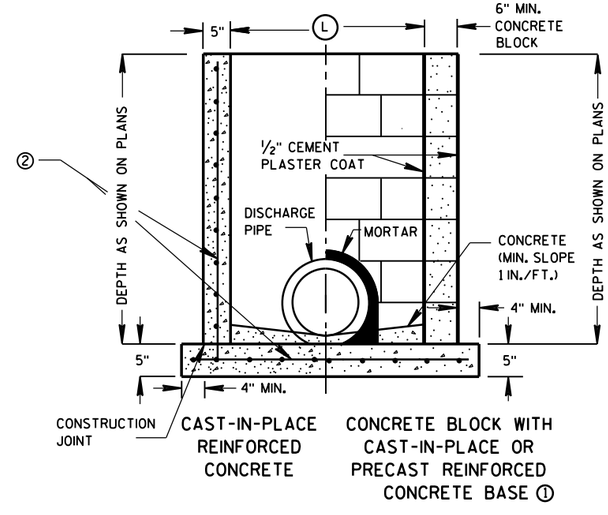
PLAN VIEW



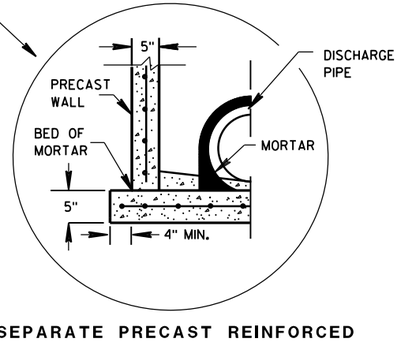
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

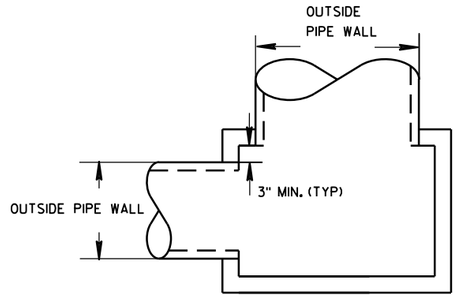
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH (W) (FT)	LENGTH (L) (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

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ROADWAY STANDARDS DE
ENGINEER

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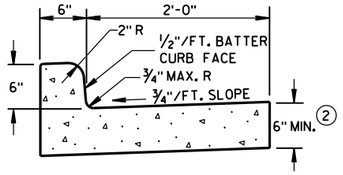
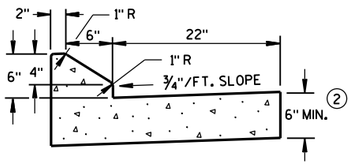
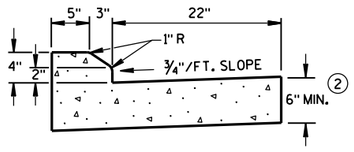
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT



TYPES A & D ①

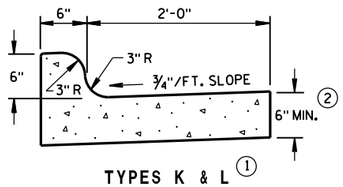


6" SLOPED CURB TYPES G & J ①

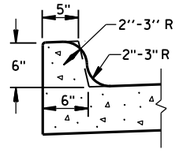


4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"

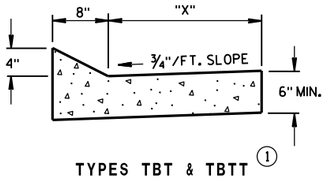


TYPES K & L ①



OPTIONAL CURB SHAPE FOR TYPES K & L ①

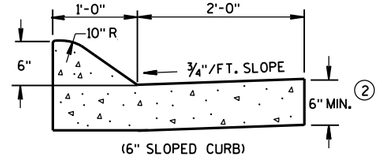
CONCRETE CURB & GUTTER 30"



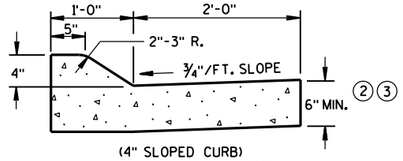
TYPES TBT & TBTT ①

CONCRETE CURB & GUTTER

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

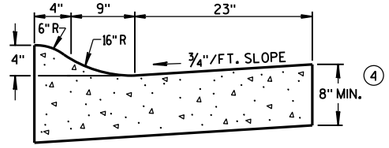


(6" SLOPED CURB)



(4" SLOPED CURB)

TYPES A & D ①



4" SLOPED CURB TYPES R & T ①⑤

CONCRETE CURB & GUTTER 36"

GENERAL NOTES

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

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

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

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

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

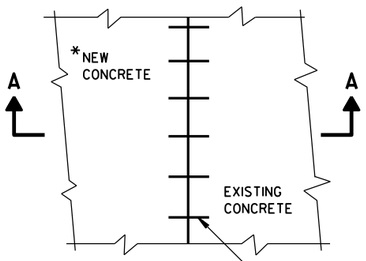
② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

③ USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

④ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

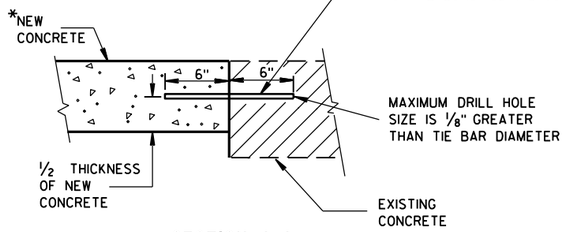
⑤ THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

⑥ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



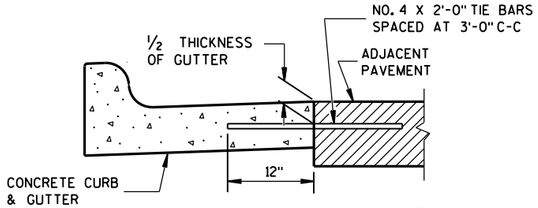
*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

PLAN VIEW

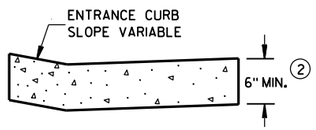


SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT

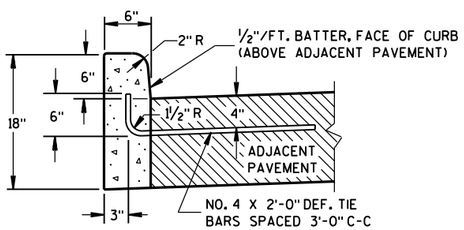


TYPICAL TIE BAR LOCATION ①

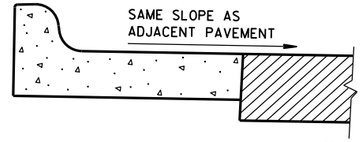


DRIVEWAY ENTRANCE CURB

(WHEN DIRECTED BY THE ENGINEER)

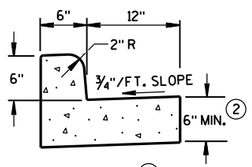


① TYPES A & D



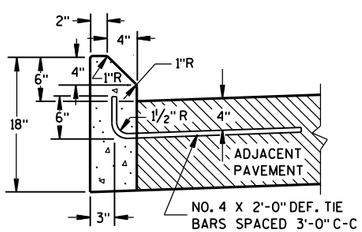
⑥ REVERSE SLOPE GUTTER

(TYPICAL FOR ALL CURB & GUTTER TYPES)



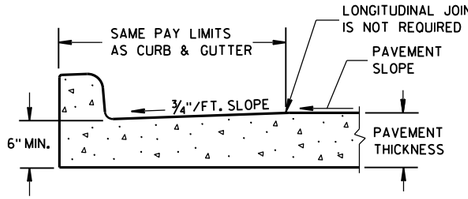
① TYPES A & D

CONCRETE CURB & GUTTER 18"

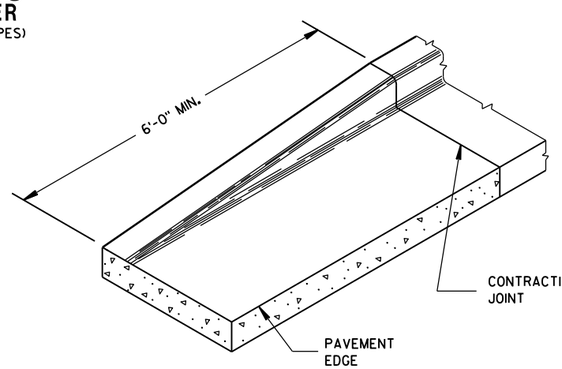


① TYPES G & J

CONCRETE CURB



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



END SECTION CURB & GUTTER

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

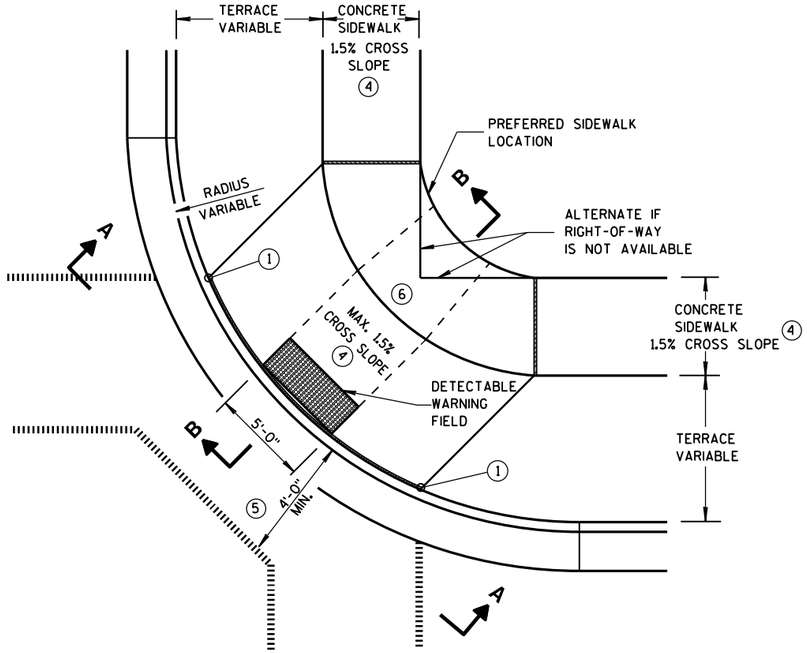
June, 2016 — DATE

/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

6

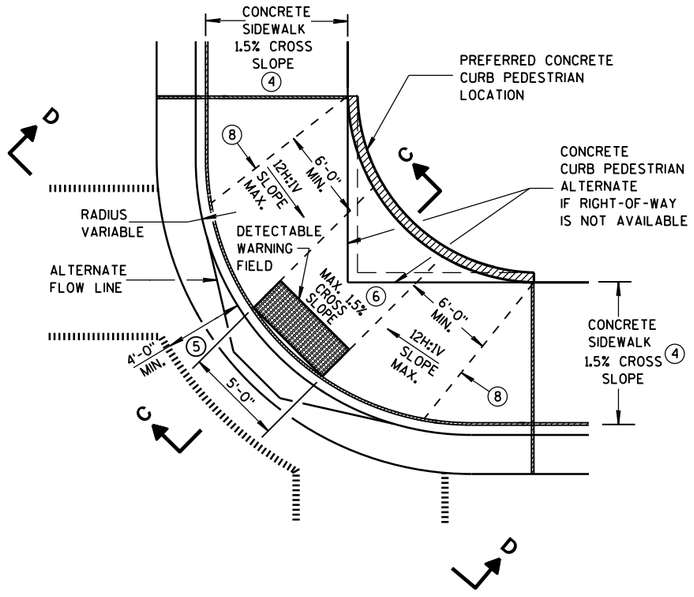
S.D.D. 8 D 1-19



PLAN VIEW

TYPE 1 RAMP

(CENTER OF CORNER RADIUS)



PLAN VIEW

TYPE 1-A RAMP

(NO TERRACE)

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.

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAL FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD".

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL NOT EXCEED 7%.

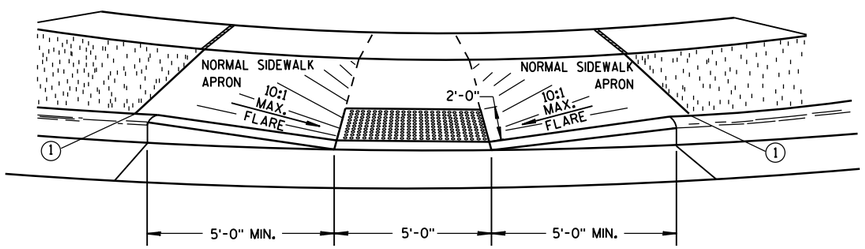
(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA. (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.

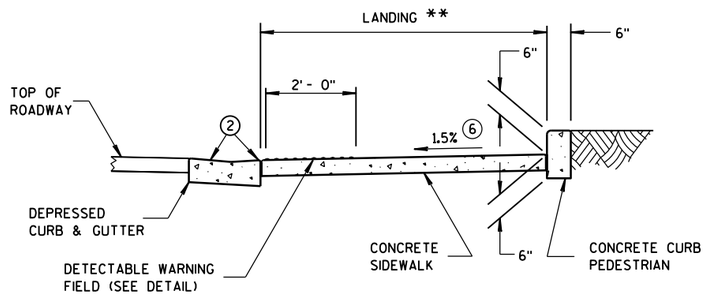
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

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



VIEW A-A

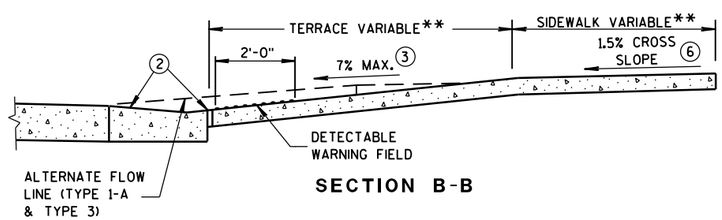
** WIDTH SHOWN ELSEWHERE IN THE PLANS



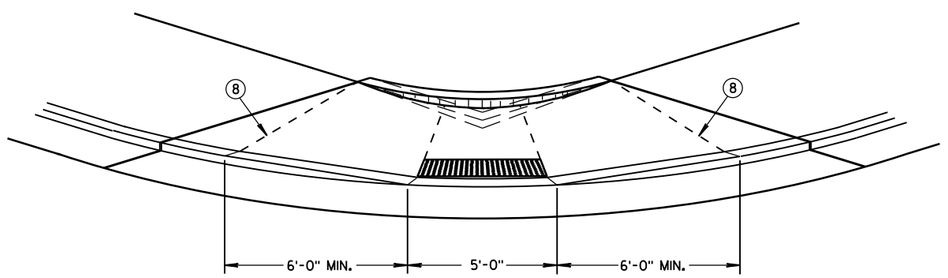
SECTION C-C

LEGEND

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



SECTION B-B



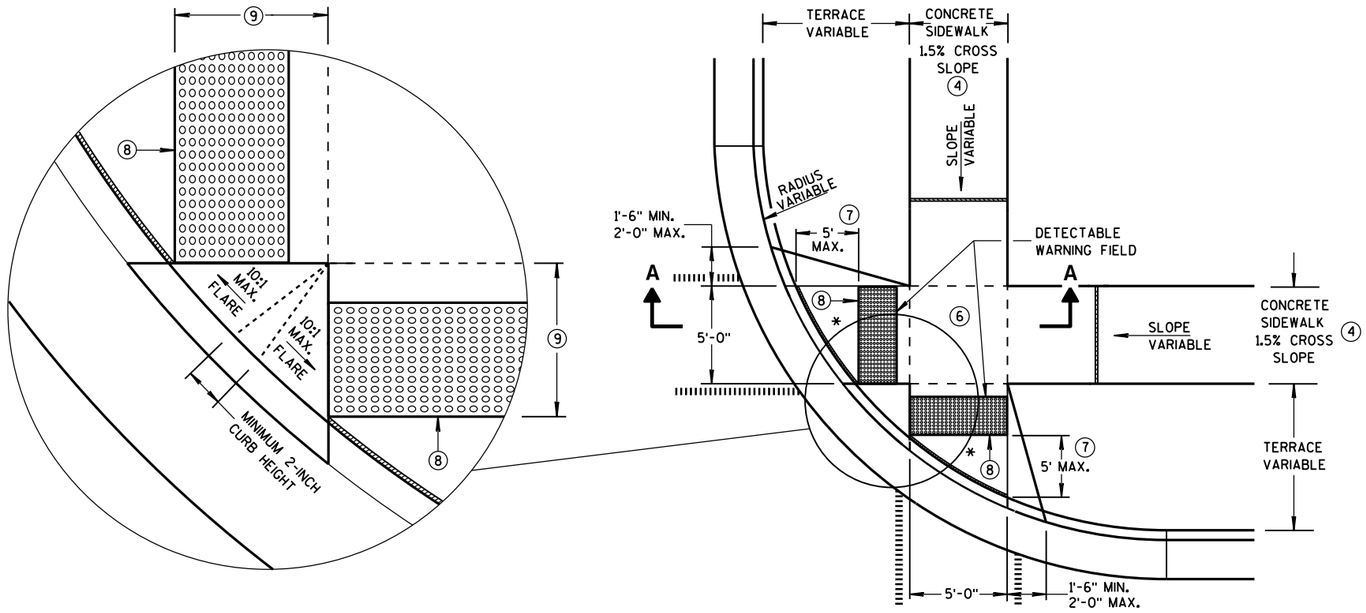
VIEW D-D

CURB RAMPS
TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 8 D 5-17a

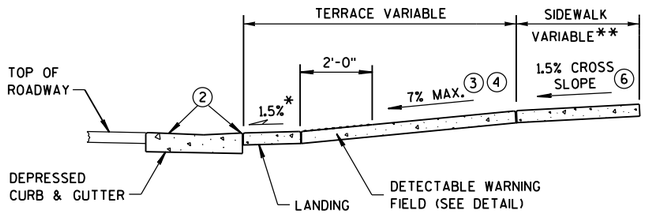


PLAN VIEW

TYPE 2 RAMP

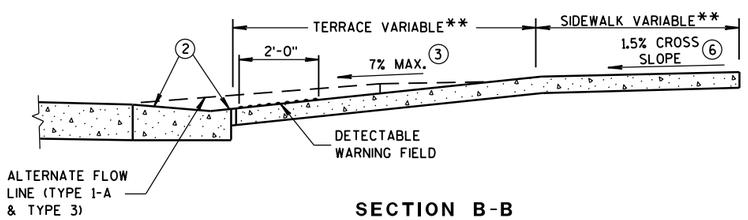
(ON LINE WITH SIDEWALK)

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



SECTION A-A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL NOT EXCEED 7%.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

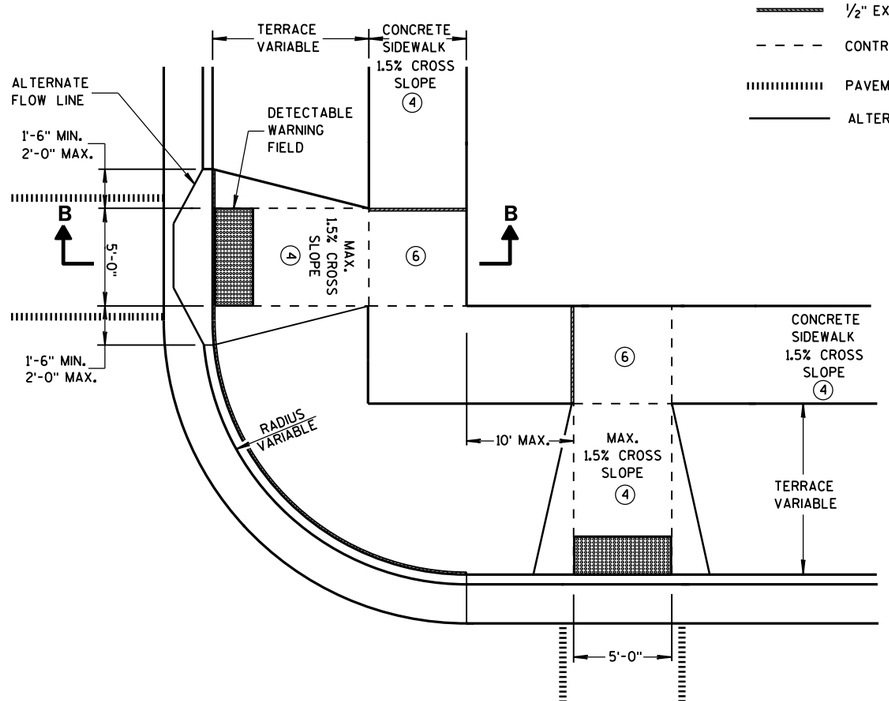
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, STAGGER ADDITIONAL DETECTABLE WARNING PANEL FORWARD TO REDUCE THIS DISTANCE. PROVIDE MINIMUM 12-INCH ROW OVERLAP TO AVOID SIDESTEP OF DOME DETECTION. ALIGN DOMES BETWEEN OVERLAPPING ROWS AND IN DIRECTION OF PEDESTRIAN TRAVEL.

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

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

LEGEND

- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



PLAN VIEW

TYPE 3 RAMP

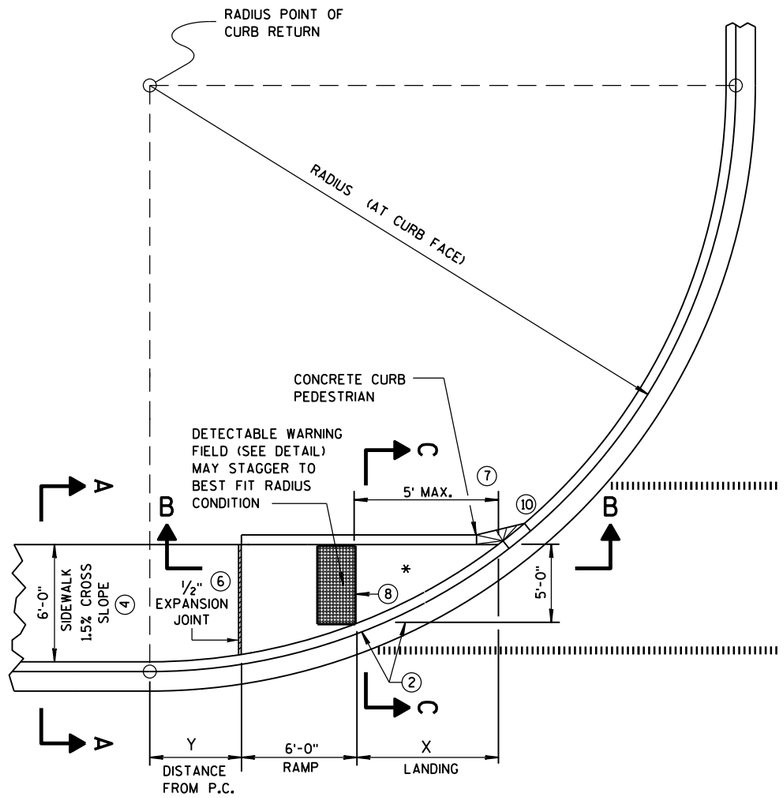
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

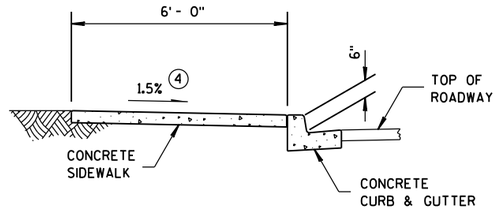
S.D.D. 8 D 5-17b



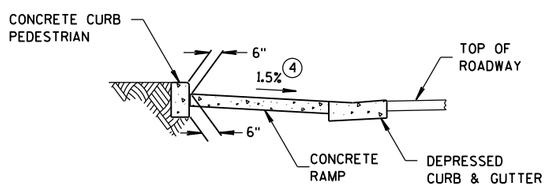
CURB RAMP TYPE 4A
PLAN VIEW

RADIUS (AT CURB FACE)	X	Y
20 FEET	7'-11"	0'-2"
30 FEET	10'-2¾"	1'-7½"
40 FEET	12'-1¼"	2'-10"
50 FEET	13'-8¾"	3'-10¾"
60 FEET	15'-2"	4'-10¼"

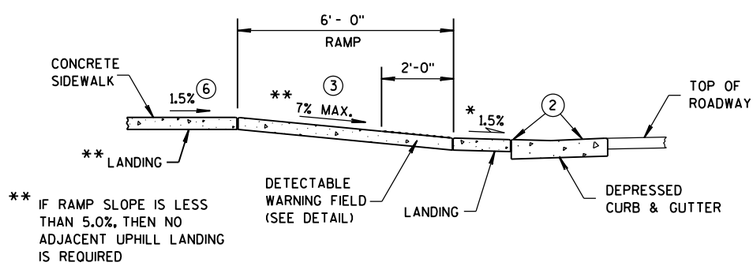
INTERMEDIATE RADII CAN BE INTERPOLATED



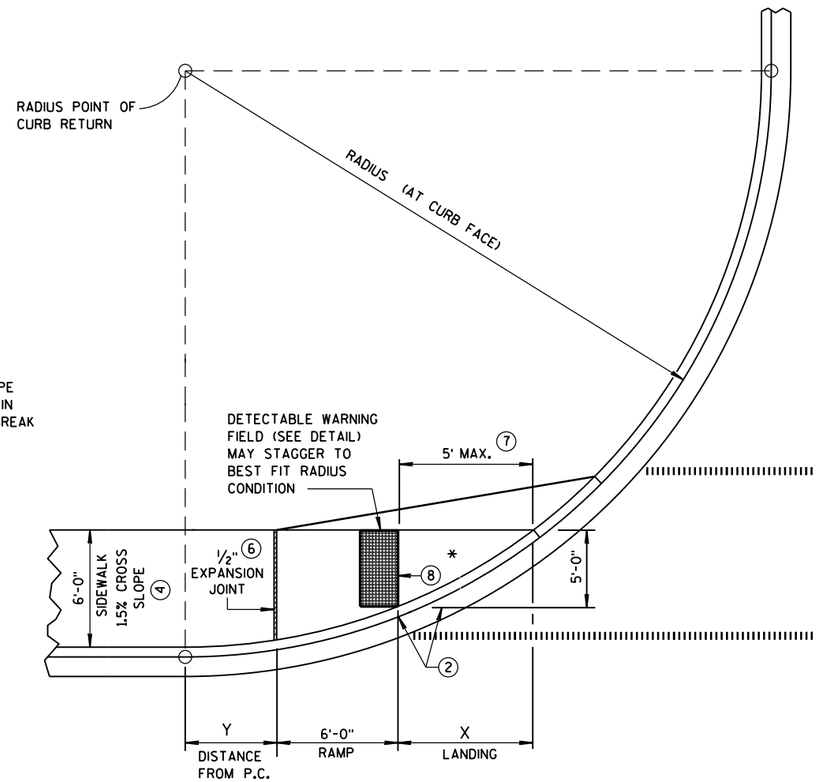
SECTION A-A FOR TYPE 4A



SECTION C-C FOR TYPE 4A



SECTION B-B FOR TYPE 4A



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

CURB RAMP TYPE 4A1
PLAN VIEW

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL NOT EXCEED 7%.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

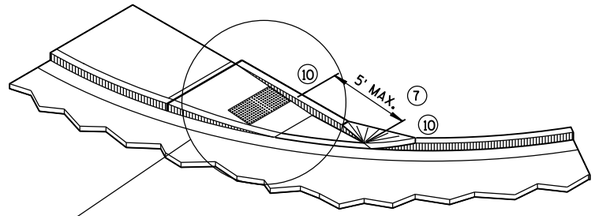
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

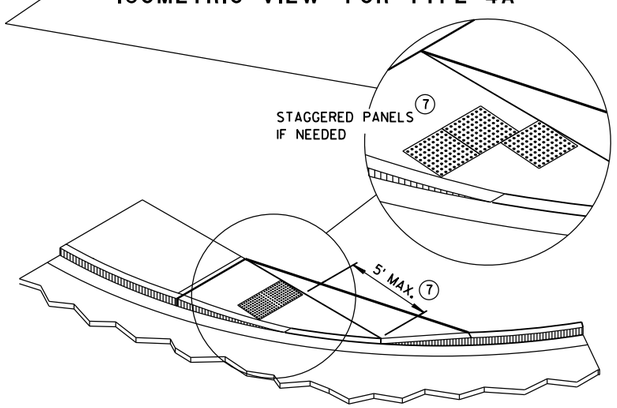
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, STAGGER ADDITIONAL DETECTABLE WARNING PANEL FORWARD TO REDUCE THIS DISTANCE. PROVIDE MINIMUM 12-INCH ROW OVERLAP TO AVOID SIDESTEP OF DOME DETECTION. ALIGN DOMES BETWEEN OVERLAPPING ROWS AND IN DIRECTION OF PEDESTRIAN TRAVEL.

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

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



ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

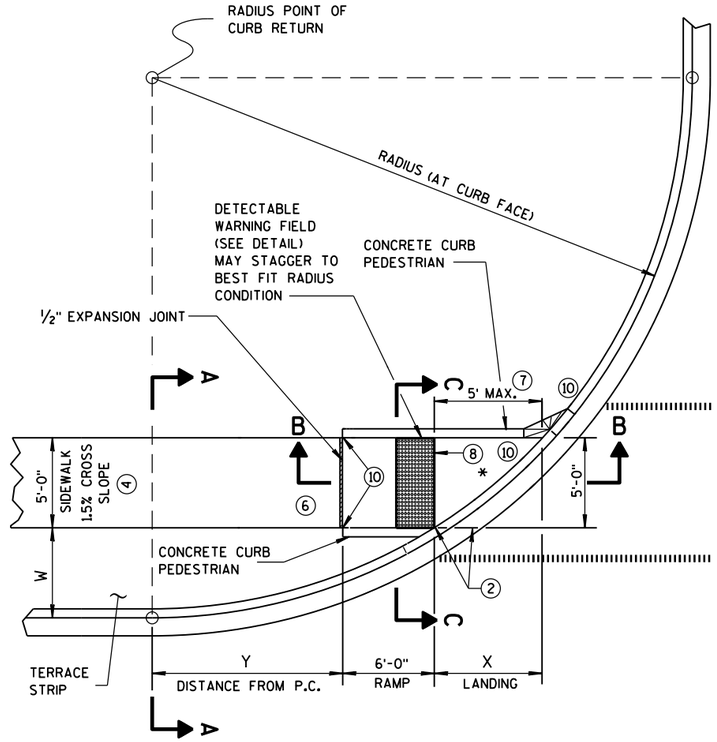
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPES 4A AND 4A1

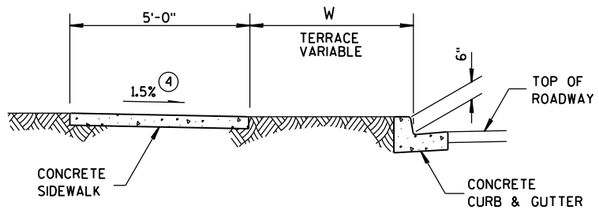
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

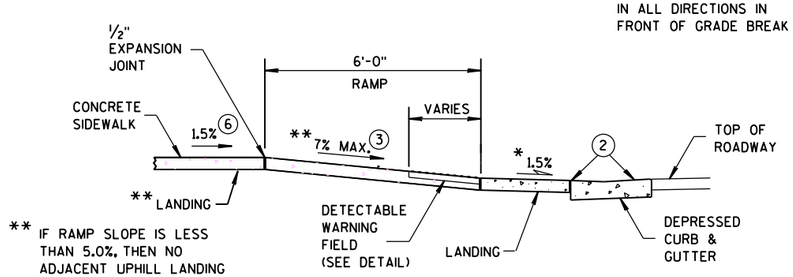
S.D.D. 8 D 5-17c



CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A FOR TYPE 4B



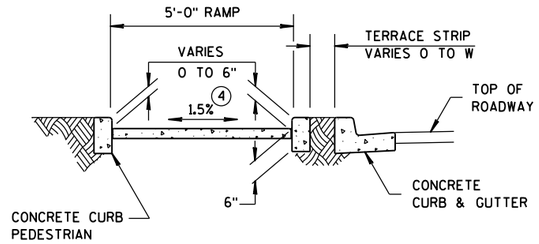
SECTION B-B FOR TYPE 4B

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

PAVEMENT MARKING CROSSWALK (WHITE)



SECTION C-C FOR TYPE 4B

RADIUS (AT CURB FACE)	W = 3'-0"		W = 4'-0"		W = 5'-0"		W = 6'-0"		W = 7'-0"	
	X	Y	X	Y	X	Y	X	Y	X	Y
20 FEET	5'-9¾"	3'-6½"	4'-11½"	5'-1¾"	4'-3¼"	6'-5½"	3'-8¾"	7'-6¾"	3'-3"	8'-6¼"
30 FEET	7'-9¼"	5'-10½"	6'-9½"	7'-11¼"	6'-0¼"	9'-8"	5'-5"	11'-1¾"	4'-10¾"	12'-5¾"
40 FEET	9'-4"	7'-10"	8'-2¾"	10'-3"	7'-4¾"	12'-3¾"	6'-8½"	14'-1¼"	6'-1¾"	15'-8½"
50 FEET	10'-8"	9'-6½"	9'-5½"	12'-3¼"	8'-6½"	14'-7½"	7'-9¾"	16'-8¼"	7'-2½"	18'-6¼"
60 FEET	11'-10¼"	11'-0¾"	10'-6½"	14'-1¼"	9'-6½"	16'-8½"	8'-9¼"	18'-11¾"	8'-1½"	21'-0½"

INTERMEDIATE RADII CAN BE INTERPOLATED

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL NOT EXCEED 7%.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

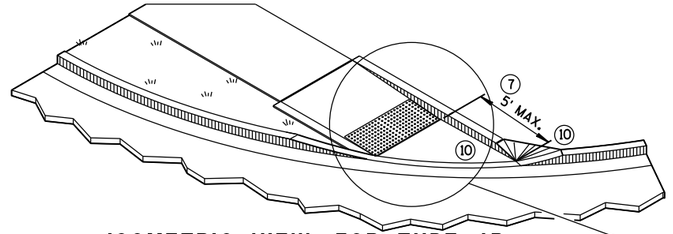
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

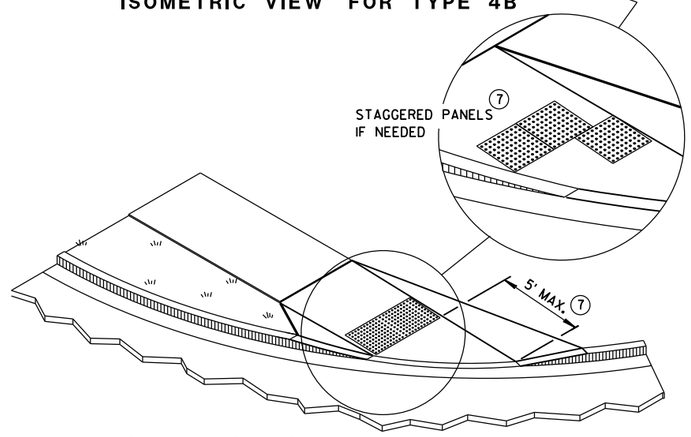
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, STAGGER ADDITIONAL DETECTABLE WARNING PANEL FORWARD TO REDUCE THIS DISTANCE. PROVIDE MINIMUM 12-INCH ROW OVERLAP TO AVOID SIDESTEP OF DOME DETECTION. ALIGN DOMES BETWEEN OVERLAPPING ROWS AND IN DIRECTION OF PEDESTRIAN TRAVEL.

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

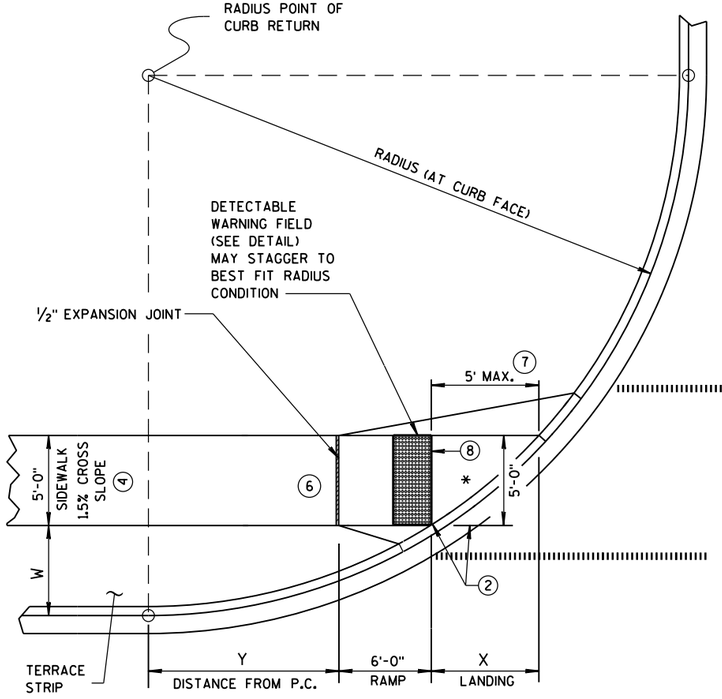
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1



CURB RAMP TYPE 4B1
PLAN VIEW

CURB RAMPS TYPE 4B AND 4B1

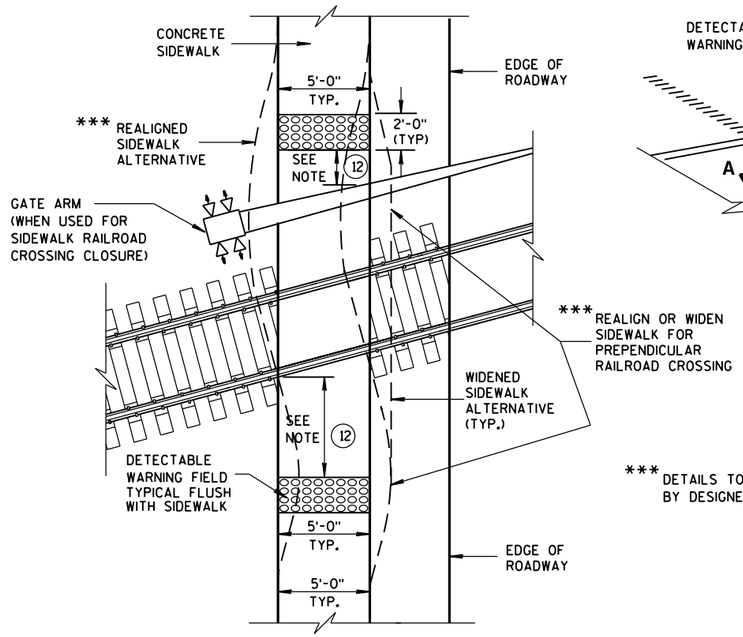
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 8 D 5-17d

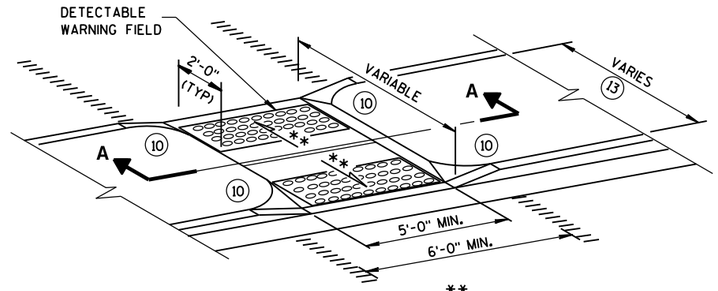
6

S.D.D. 8 D 5-17d



*** DETAILS TO BE DETERMINED BY DESIGNER

TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING



** 1% MIN. (PROVIDE DRAINAGE)

MEDIAN ISLAND NON-ELEVATED CROSSING
TYPE 5

GENERAL NOTES

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL NOT EXCEED 7%.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

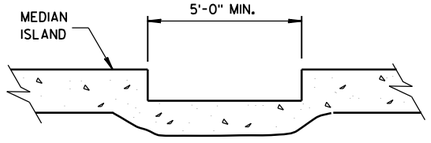
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

(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.

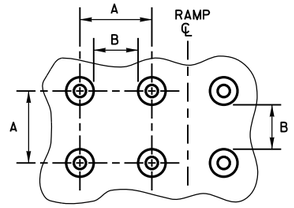
(13) DO NOT INSTALL DETECTABLE WARNING FIELDS IF MEDIAN WIDTH BETWEEN BACK OF CURBS IS LESS THAN 6 FEET.



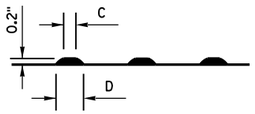
SECTION A-A

	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.

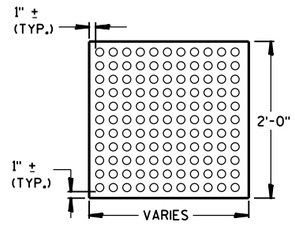


PLAN VIEW

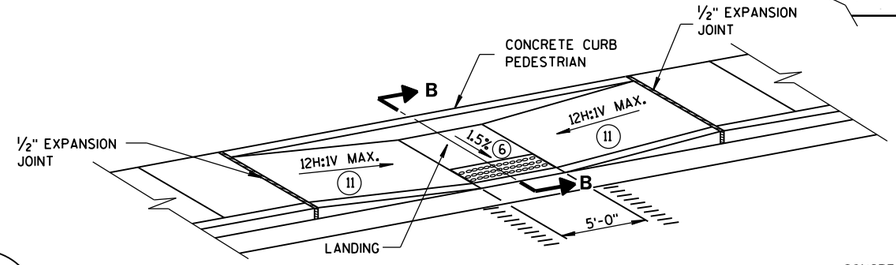


ELEVATION VIEW

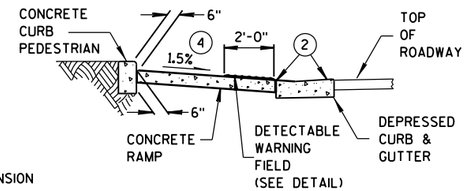
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



PLAN VIEW
DETECTABLE WARNING FIELD (TYPICAL)

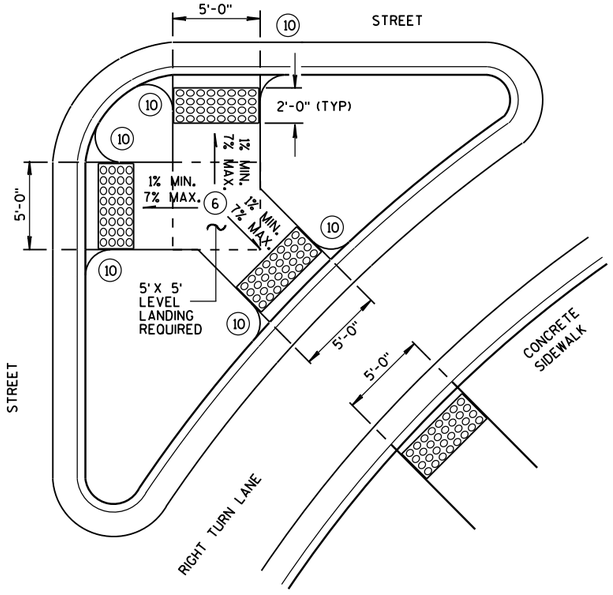


MID-BLOCK CROSSING
TYPE 7A

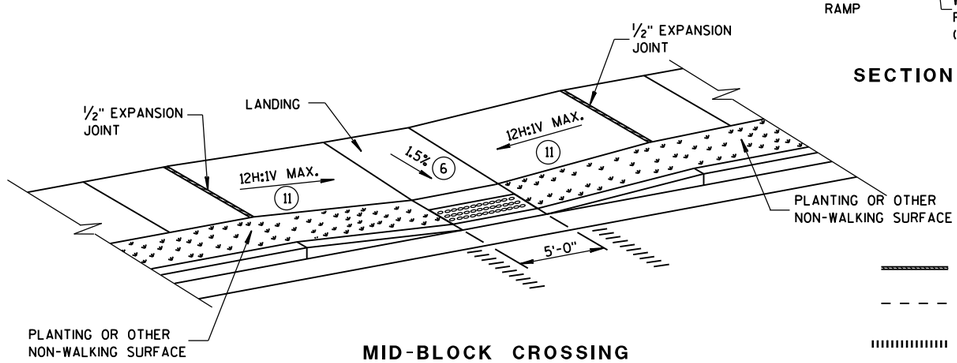


SECTION B-B

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



TYPE 6
DETECTABLE WARNING AT ISLANDS



MID-BLOCK CROSSING
TYPE 7B

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

LEGEND

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2016 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

S.D.D. 8 D 5-17e

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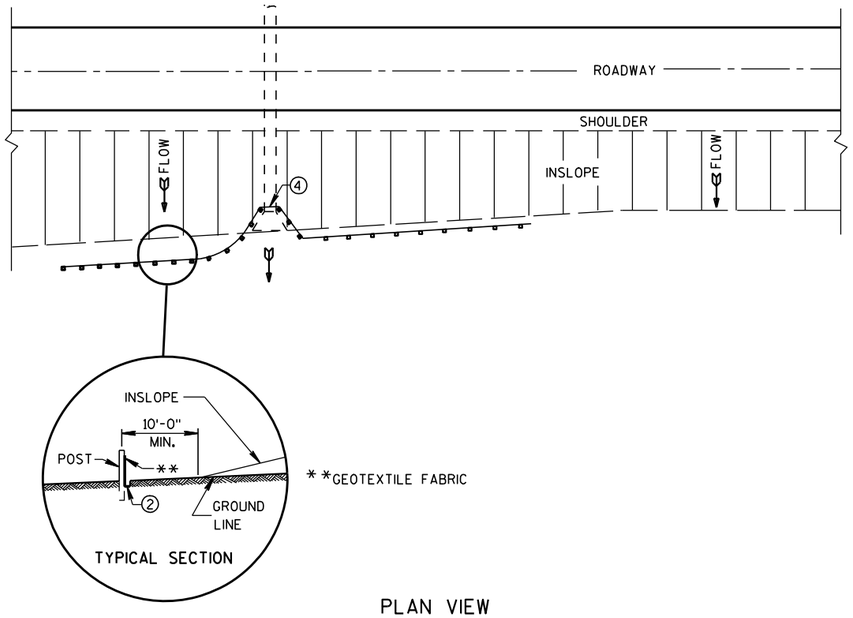
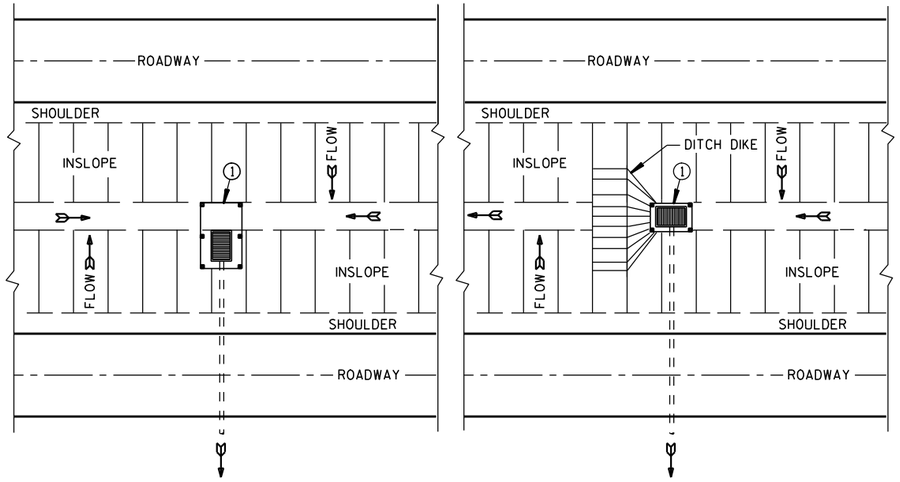
S.D.D. 8 D 5-17e



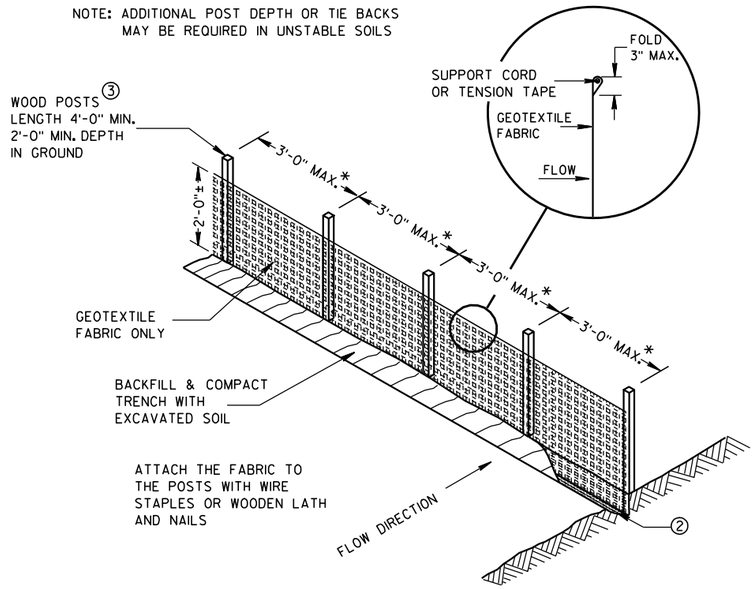
PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE

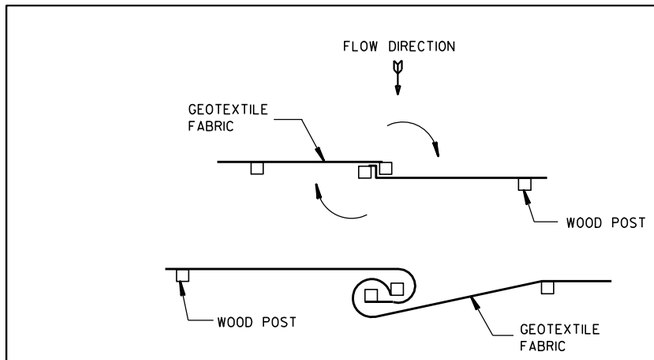


PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS



SILT FENCE

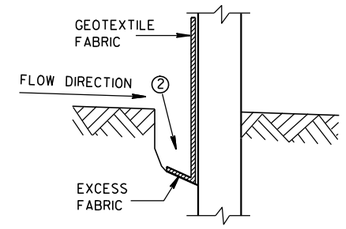


JOINING TWO LENGTHS OF SILT FENCE 5

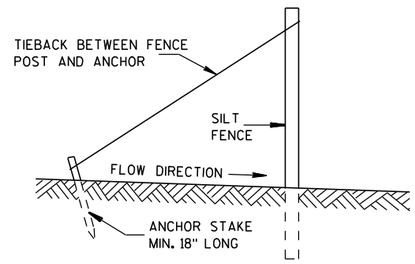
GENERAL NOTES

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 TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

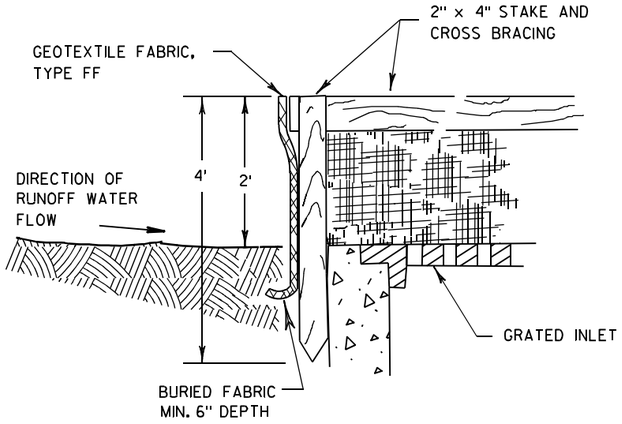
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

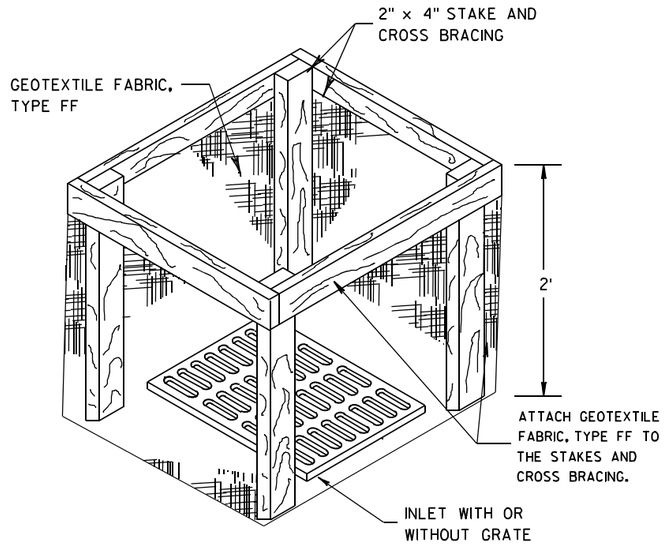
6

S.D.D. 8 E 9-6

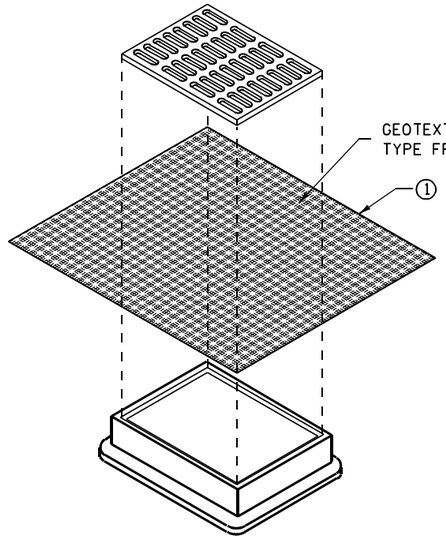
6

S.D.D. 8 E 9-6



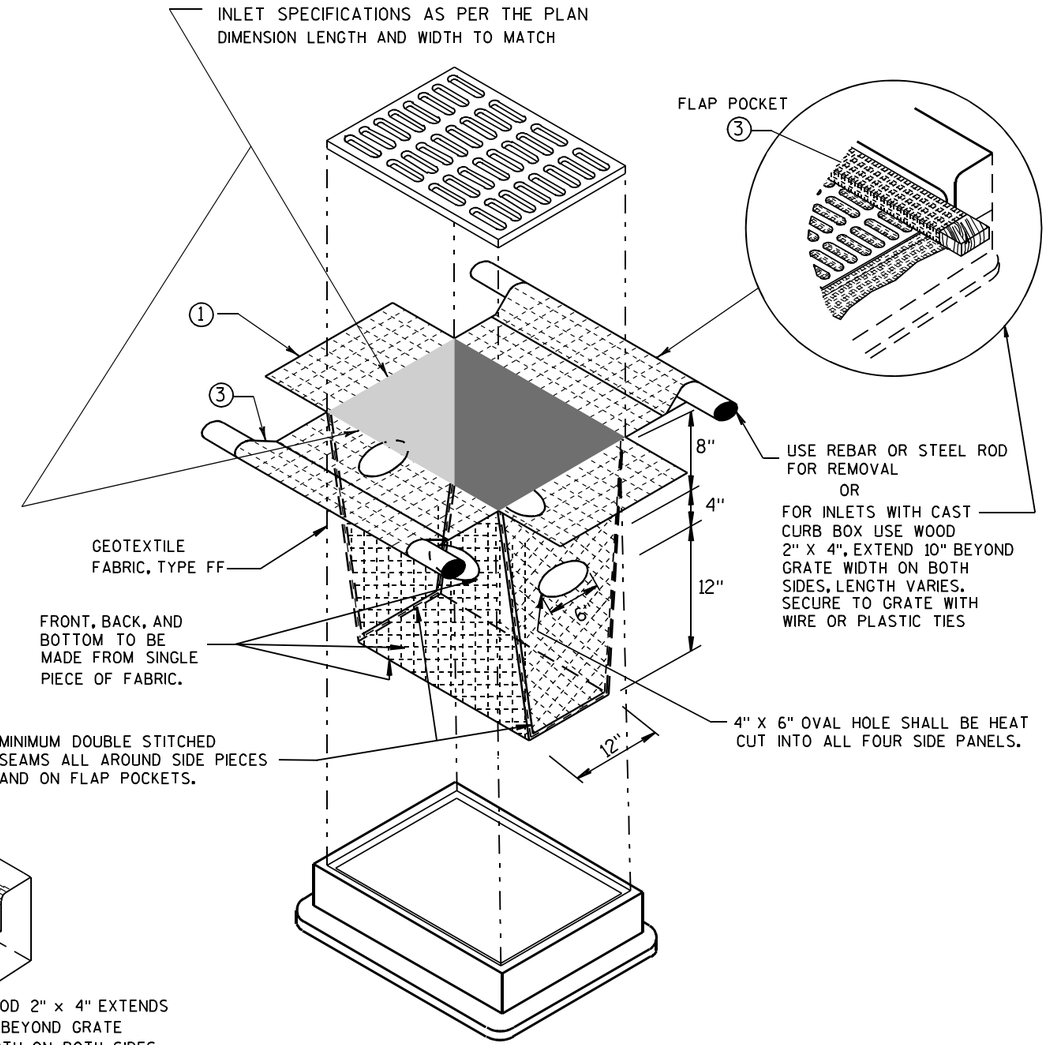


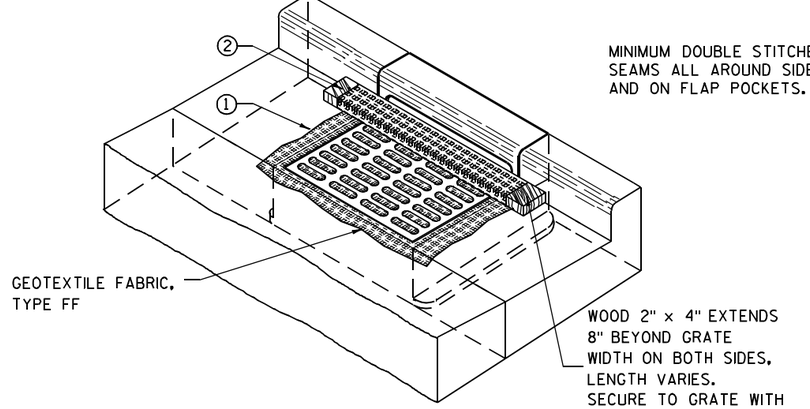
INLET PROTECTION, TYPE A



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

METAL APRON ENDWALLS

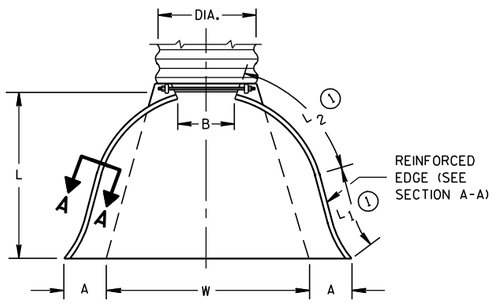
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

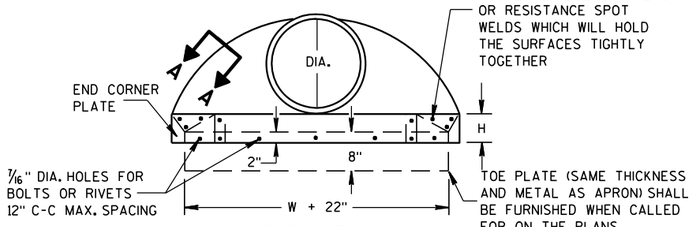
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

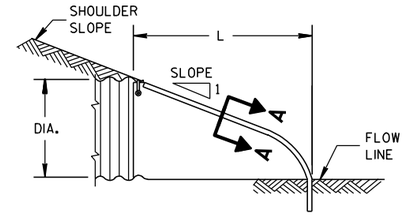
*MINIMUM
**MAXIMUM



PLAN VIEW

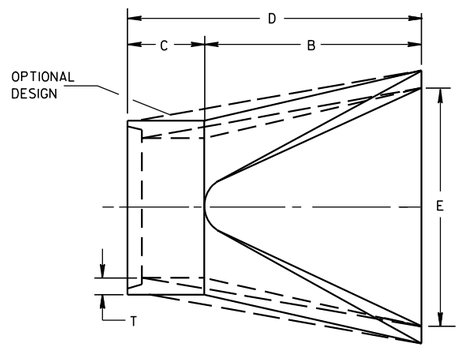


END VIEW

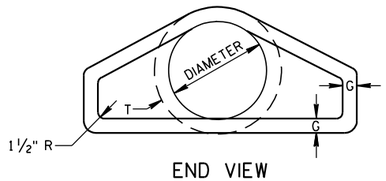


SIDE ELEVATION

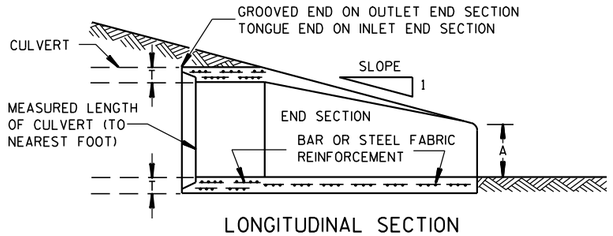
METAL ENDWALLS



PLAN

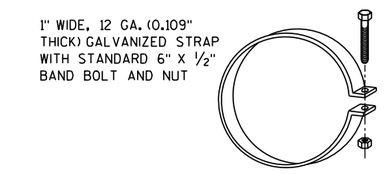


END VIEW



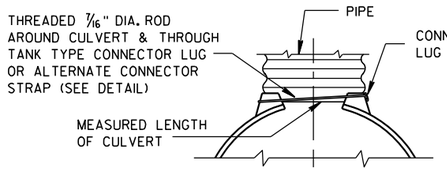
LONGITUDINAL SECTION

CONCRETE ENDWALLS

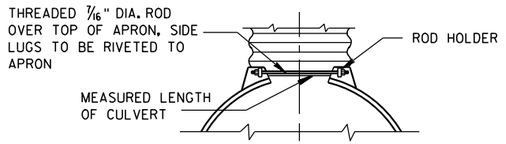


ALTERNATE FOR TYPE 1 CONNECTION

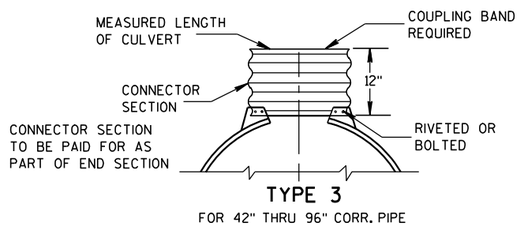
END SECTION CONNECTOR STRAP



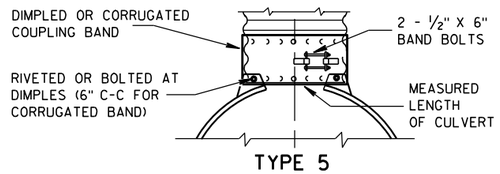
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

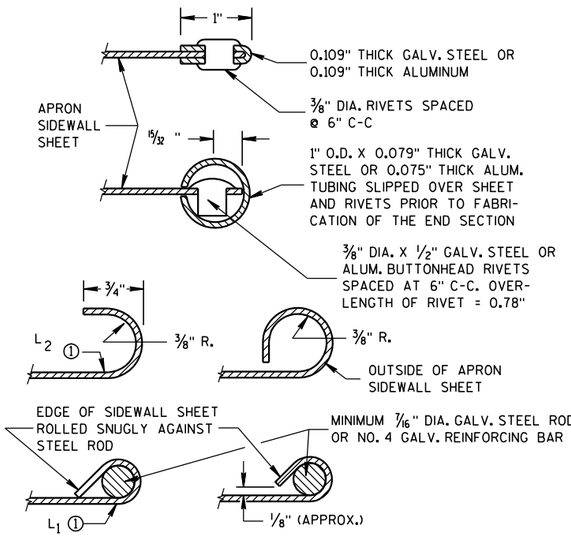
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

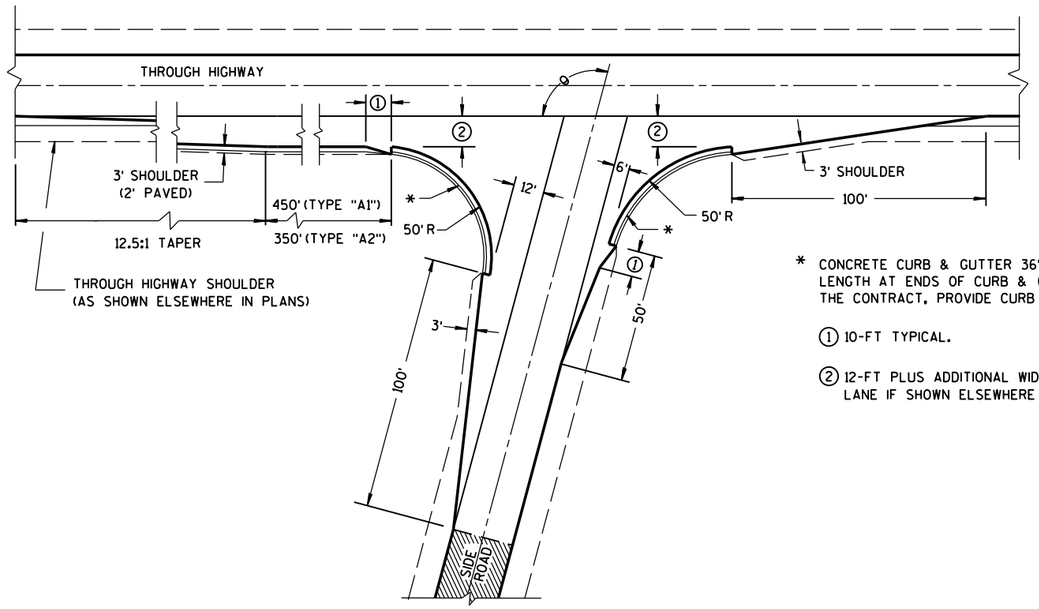
APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 F 1-11



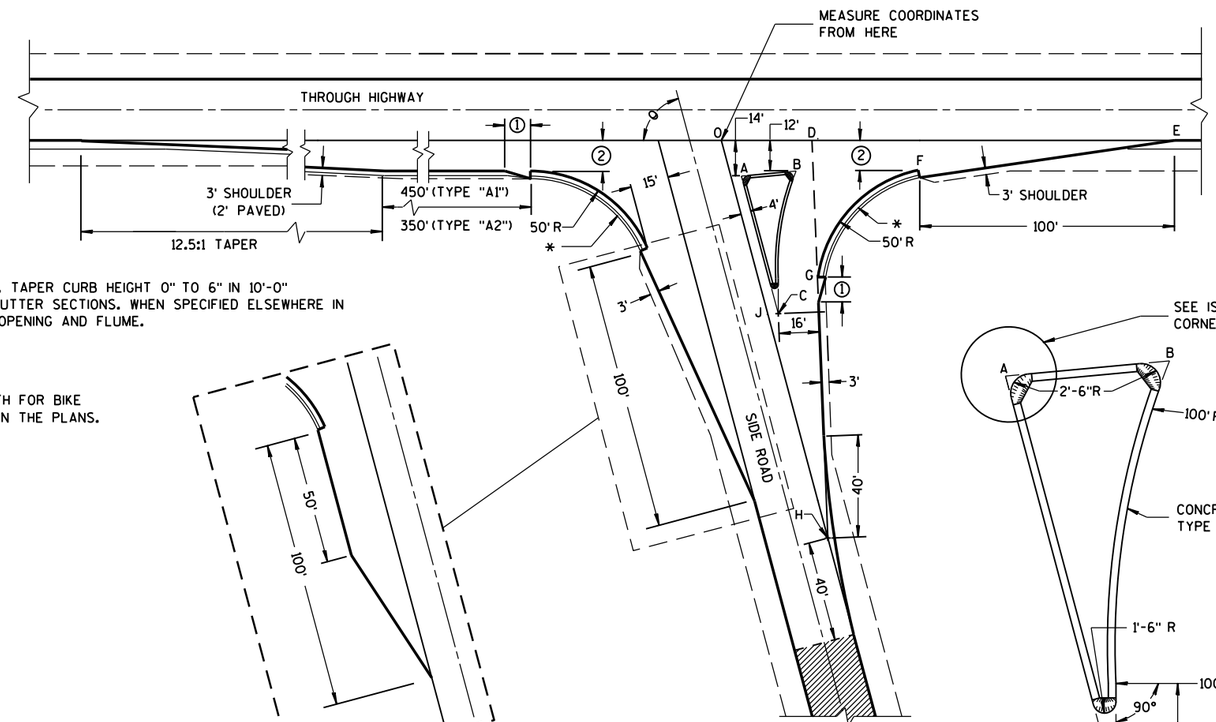
θ = MORE THAN 80°

* CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

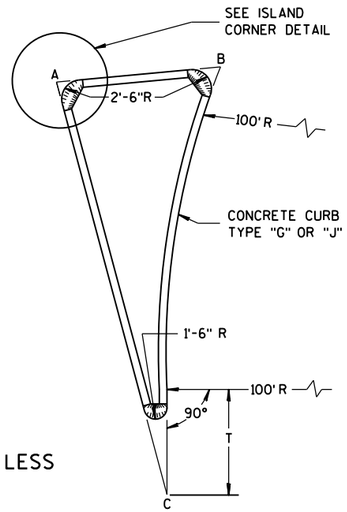
① 10-FT TYPICAL.

② 12-FT PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLANS.

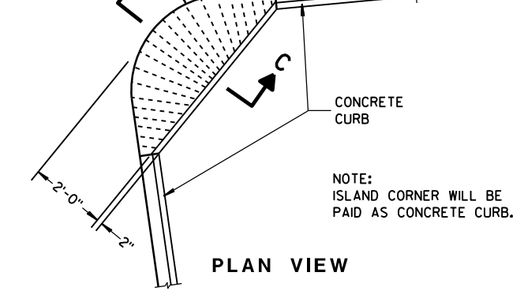
EXISTING PAVED SURFACE



θ = ACUTE ANGLES 80° OR LESS

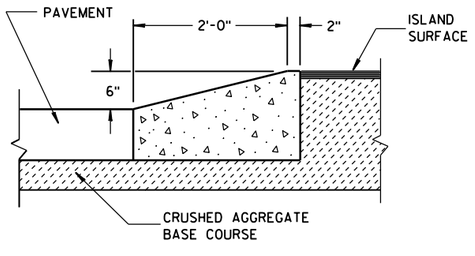


SIDE ROAD WIDENING AND TAPER REQUIRED WHERE THE THROUGH HIGHWAY CARRIES TWO-WAY TRAFFIC
θ = ACUTE ANGLES 70° OR LESS



NOTE:
ISLAND CORNER WILL BE PAID AS CONCRETE CURB.

PLAN VIEW



SECTION C-C

ISLAND CORNER DETAIL

(TO BE CONSTRUCTED AT ALL ISLAND CORNERS)

TABLE OF DIMENSIONS FOR
VARIABLE SIDE ROAD INTERSECTION ANGLES
(INTERPOLATE VALUES FOR ANGLES NOT SHOWN)

ANGLE θ DEGREES	COORDINATES IN FEET (MEASURED FROM POINT "O") X / Y								LENGTH IN FEET				
	A	B	C	D	E	F	G	H	AB	AC	T	OJ	OH
60	12.7 / -14.0	44.9 / -12.0	46.4 / -72.4	41.9 / 0.0	205.0 / 0.0	104.6 / -12.0	64.0 / -75.5	85.0 / -147.1	32.3	67.4	4.9	85.9	169.9
65	10.9 / -14.0	39.0 / -12.0	37.8 / -71.6	39.4 / 0.0	196.1 / 0.0	95.7 / -12.0	54.1 / -71.5	70.5 / -151.3	28.2	63.6	8.5	80.9	166.9
70	9.4 / -14.0	33.9 / -12.0	29.8 / -70.1	37.4 / 0.0	188.3 / 0.0	87.8 / -12.0	45.6 / -67.5	56.1 / -154.2	24.6	59.7	11.5	76.1	164.1
75	7.9 / -14.0	29.3 / -12.0	22.3 / -67.9	35.7 / 0.0	181.2 / 0.0	80.7 / -12.0	38.2 / -63.4	41.8 / -155.9	21.5	55.8	13.8	71.4	161.4
80	6.5 / -14.0	25.4 / -12.0	15.6 / -65.2	34.4 / 0.0	174.8 / 0.0	74.4 / -12.0	31.8 / -59.3	27.6 / -156.5	18.9	52.0	15.6	66.9	158.9

TYPE "A1" & "A2" SIDE ROAD INTERSECTION DETAILS

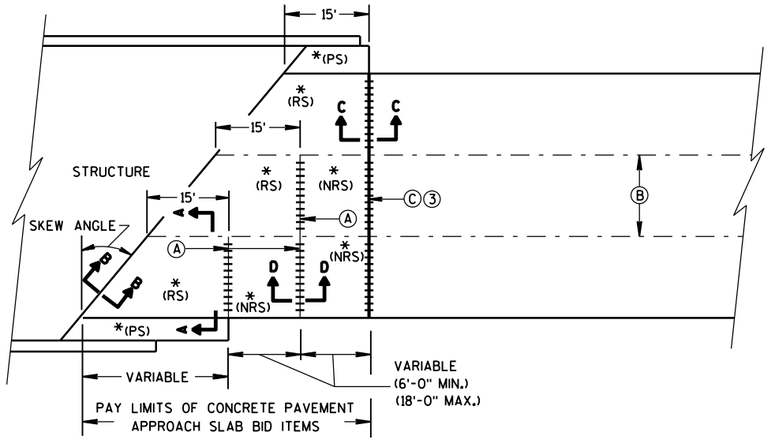
AT-GRADE SIDE ROAD INTERSECTION, TYPE "A1" & "A2"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

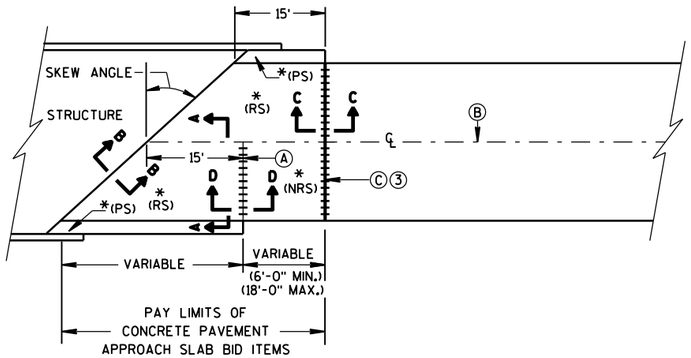
APPROVED
12/18/12 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

S.D.D. 9 A 1-13b

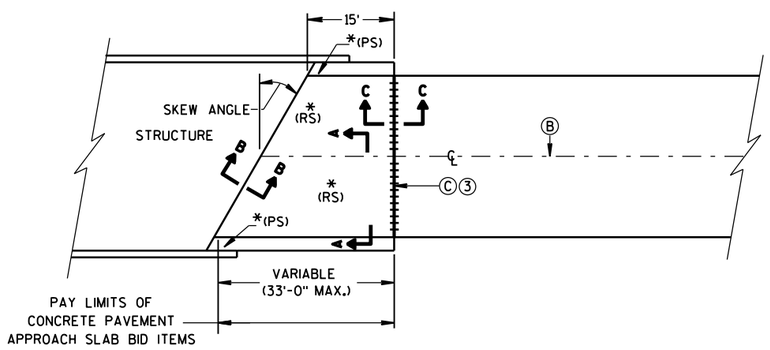
S.D.D. 9 A 1-13b



SKEWED APPROACH
(PAVEMENT MORE THAN 2 LANES)



SKEWS >20°
(PAVEMENT WIDTH ≤30')



SKEWS ≤20°
(PAVEMENT WIDTH ≤30')

APPROACH SLAB AND ADJACENT PAVEMENT

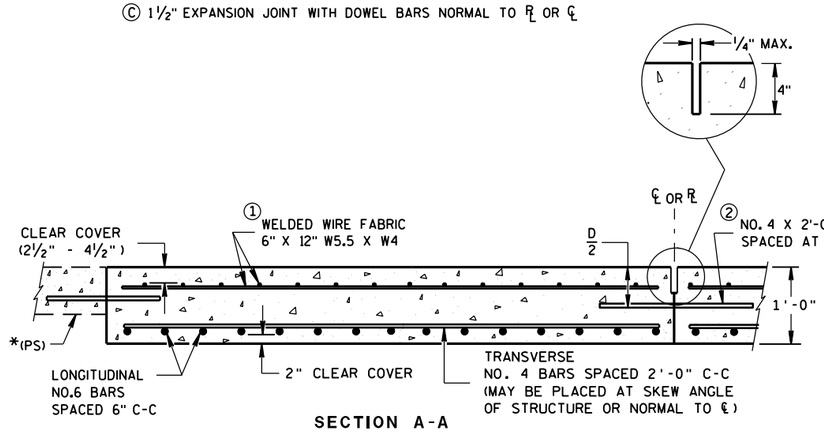
*(RS) = REINFORCED CONCRETE SLAB
*(PS) = PAVED CONCRETE SHOULDER OR CONCRETE DRAINAGE SLAB
(SEE DETAILS ELSEWHERE IN THE PLAN)
*(NRS) = NON-REINFORCED CONCRETE SLAB

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

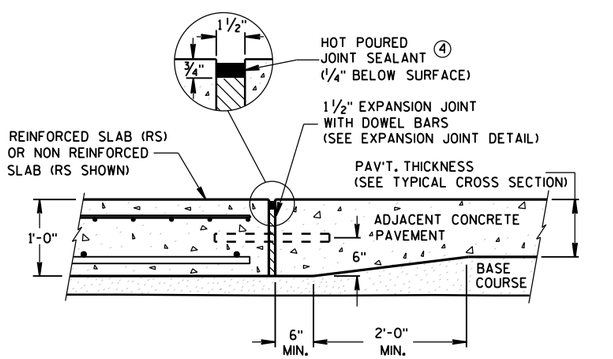
Ⓐ STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℄

Ⓑ STANDARD LONGITUDINAL JOINT WITH TIE BARS.

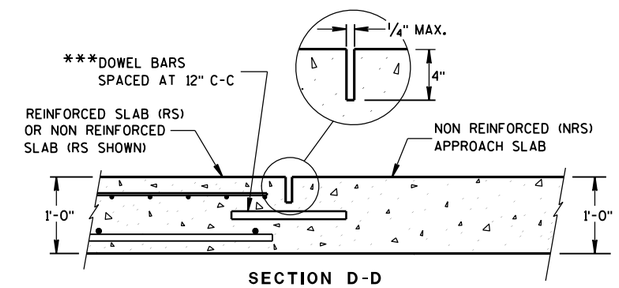
Ⓒ 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℄



SECTION A-A
REINFORCEMENT POSITIONING DETAIL



SECTION C-C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT



SECTION D-D
CONTRACTION JOINT

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.

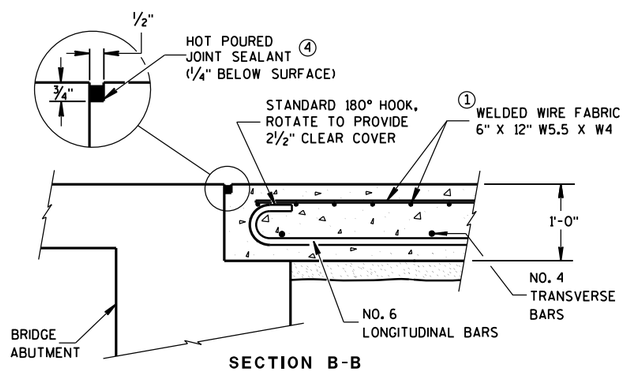
① THE CONTRACTOR MAY USE NO. 4 BARS SPACED AT 2'-0" C-C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.

② THE CONTRACTOR MAY OMIT TIE BARS BETWEEN REINFORCED SLABS WHERE SLAB REINFORCEMENT BARS EXTEND ACROSS THE CENTERLINE OR REFERENCE LINE.

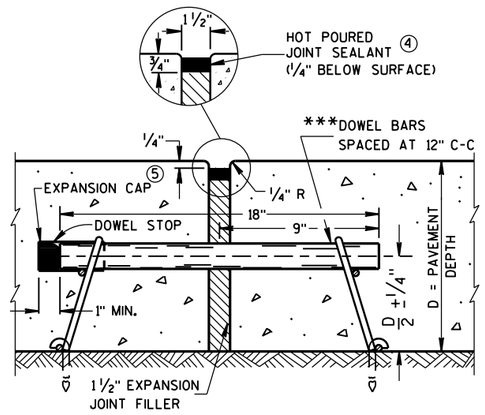
③ DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING AN HMA PAVEMENT.

④ USE A JOINT SEALANT MEETING THE REQUIREMENTS OF ASTM D6690.

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.



SECTION B-B
BEND DETAIL
BOTTOM REINFORCEMENT



EXPANSION JOINT DETAIL

CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015
DATE
/S/ Peter Kemp, P.E.
PAVEMENT SUPER
FHWA

6

S.D.D. 13 B 2-8a

6

S.D.D. 13 B 2-8a

① WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

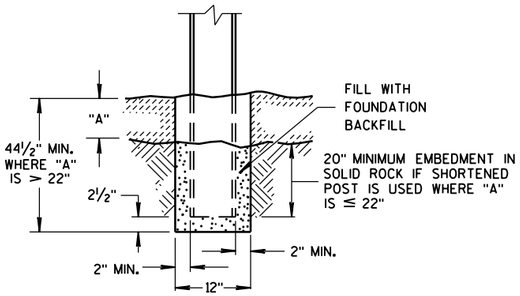
② USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

③ IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2½ INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

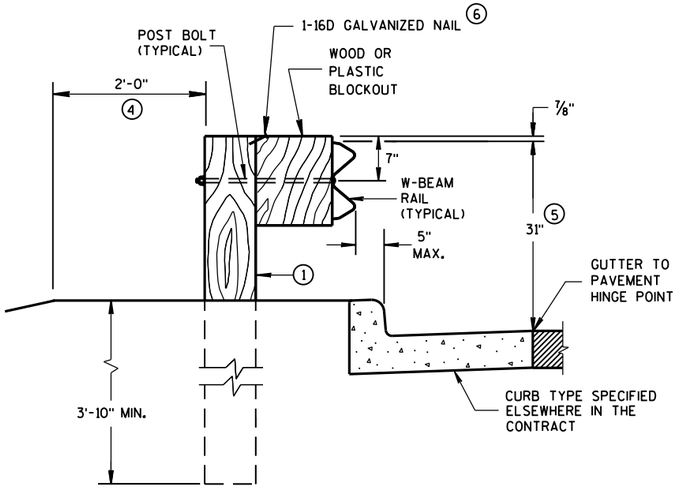
④ WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

⑤ FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ± 1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27¾" TO 32".

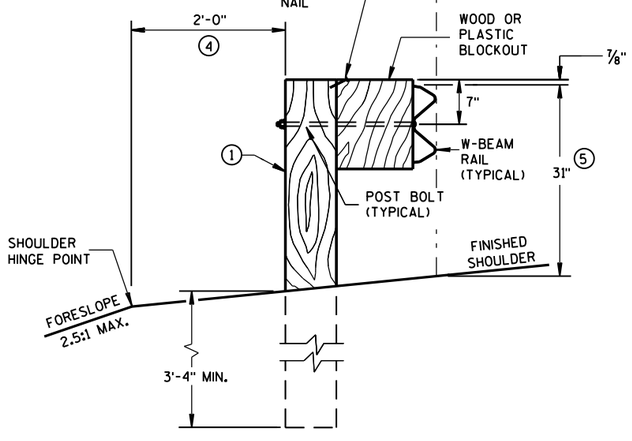
⑥ WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.



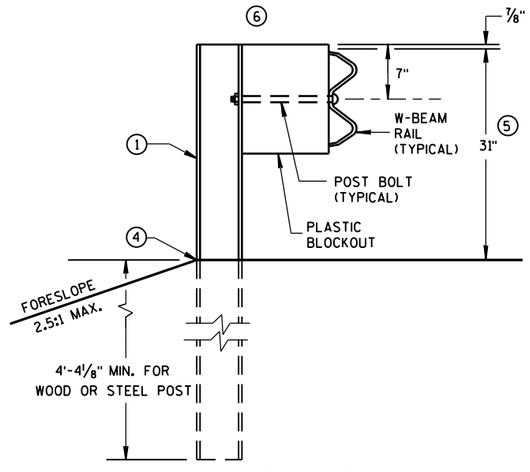
END VIEW
SETTING STEEL OR WOOD POST IN ROCK ③



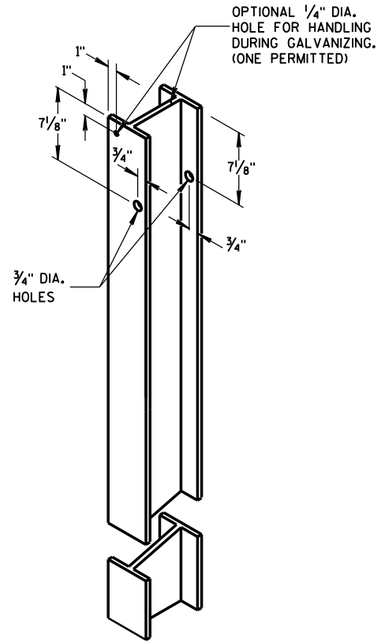
END VIEW
LOCATED ALONG A CURBED ROADWAY



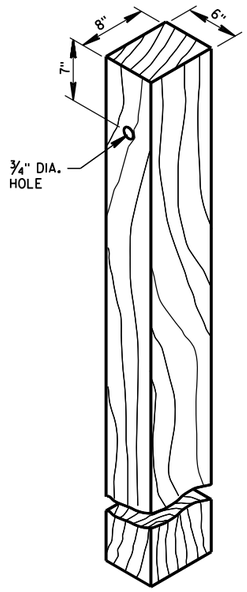
END VIEW
LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



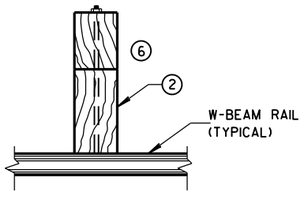
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



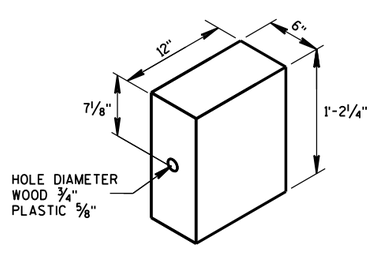
STEEL POST &
HOLE PUNCHING DETAIL
(w6X9) ①



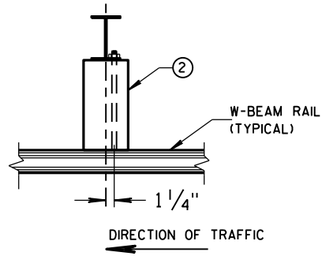
WOOD POST
(6" X 8") NOMINAL ①



PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



WOOD OR
PLASTIC BLOCKOUT ②

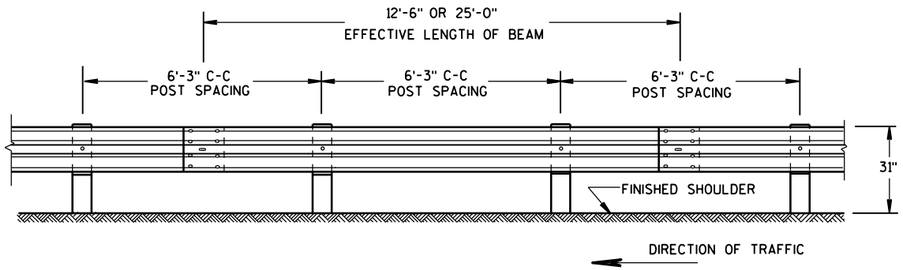


PLAN VIEW
STEEL POST,
PLASTIC BLOCKOUT & BEAM

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

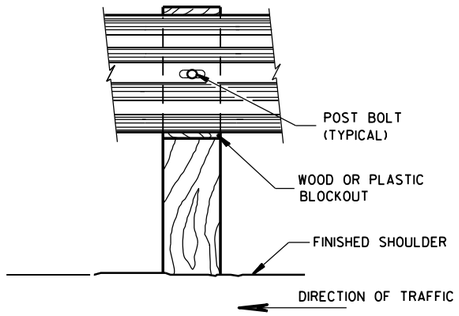
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 42-4a



FRONT VIEW

POST SPACING STANDARD INSTALLATION



FRONT VIEW AT WOOD POST

7. PROVIDE SILVER REFLECTIVE SHEETING ON ALL REFLECTORS EXCEPT THOSE LOCATED ALONG THE LEFT EDGE OF ONE-WAY ROADWAYS, WHICH SHALL BE PROVIDED WITH YELLOW REFLECTIVE SHEETING. SHEETING IS TYPE H. SEE STANDARD SPECIFICATION 637.

8. DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL. RAIL SPLICE LOCATIONS ARE THE ONLY ACCEPTABLE LOCATIONS FOR REFLECTORS.

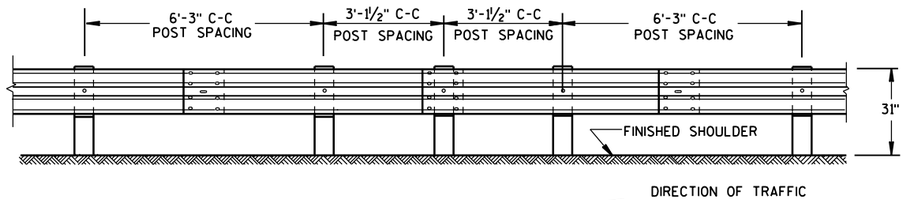
9. REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.

10. PROVIDE AN ANGLE OF BEND OF 90° ± 1° FOR TWO-SIDED REFLECTORS.

11. 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

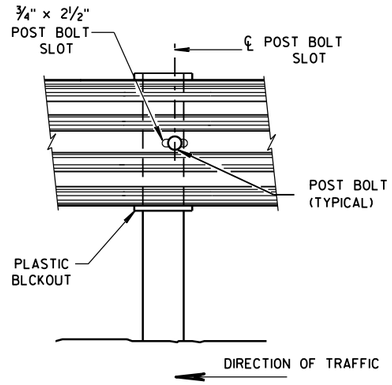
POST BOLTS ARE A 5/8" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND 5/8" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

GUARD RAIL SPLICE BOLTS ARE A 5/8" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

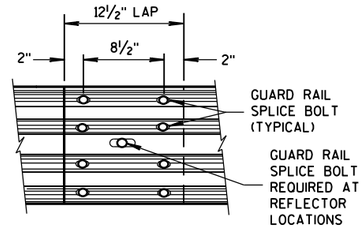


FRONT VIEW

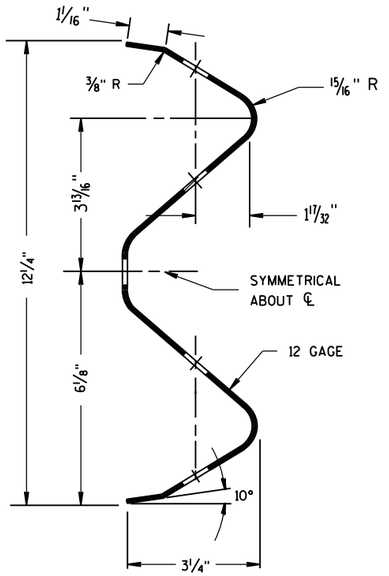
HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)



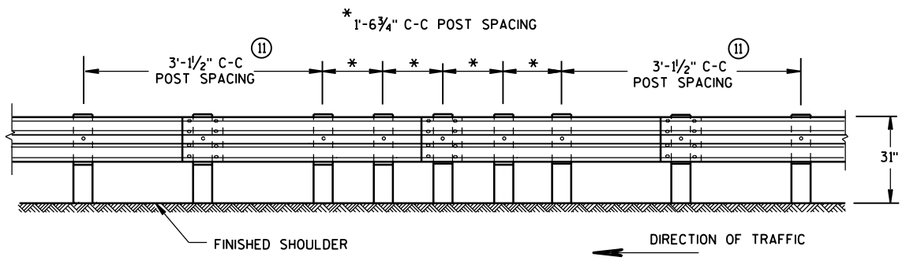
FRONT VIEW AT STEEL POST



FRONT VIEW
MID-SPAN BEAM SPLICE

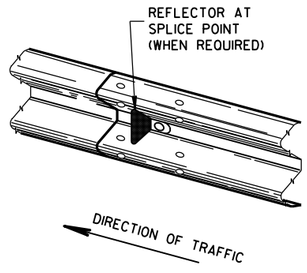


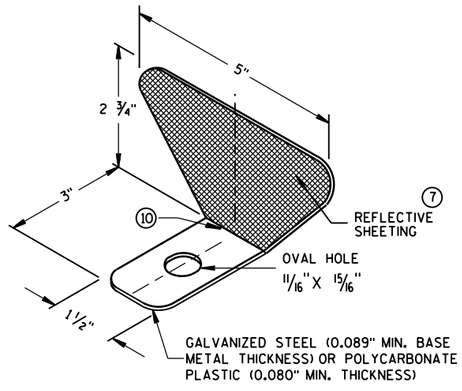
SECTION THRU W-BEAM RAIL



FRONT VIEW

QUARTER POST SPACING (QS)





ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION (7)

REFLECTOR SPACING (8)

	BEAM GUARD LENGTH	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200' > 200'	50' C-C 100' C-C	1 1	3
TWO WAY TRAFFIC	< 200' > 200'	25' C-C 50' C-C	1 (9) 1	6
TWO WAY TRAFFIC	< 200' > 200'	50' C-C 100' C-C	2 2 (10)	3

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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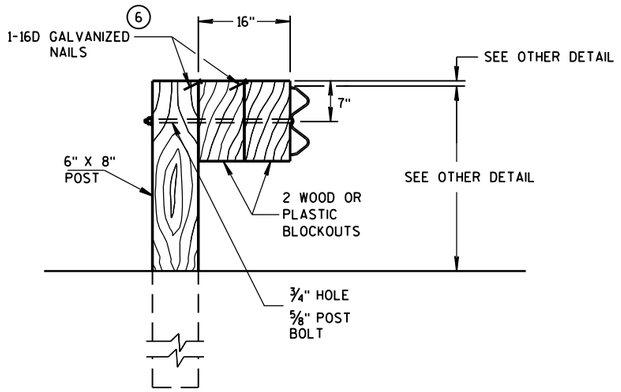
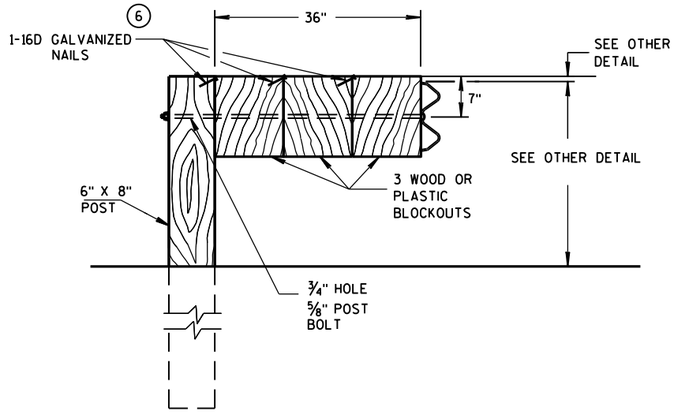
S.D.D. 14 B 42-4b



DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

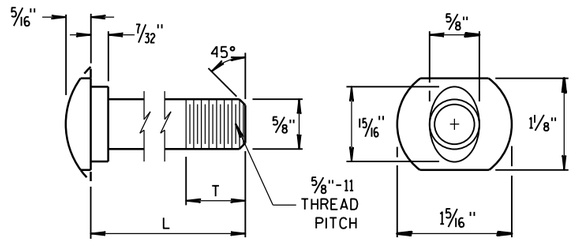


DETAIL FOR 36" BLOCKOUT DEPTH

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

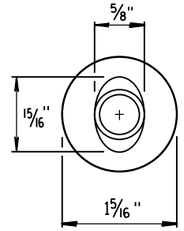
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

NOTE: 1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 1/16".
2. IF THE BOLT EXTENDS MORE THAN 1/4" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

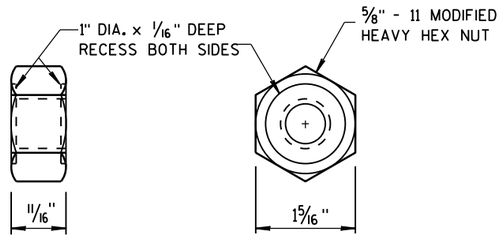


POST BOLT TABLE

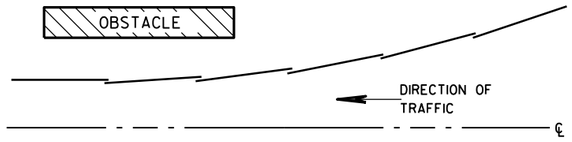
L	T (MIN.)
1 1/4"	1 1/8"
2"	1 3/4"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



ALTERNATE BOLT HEAD

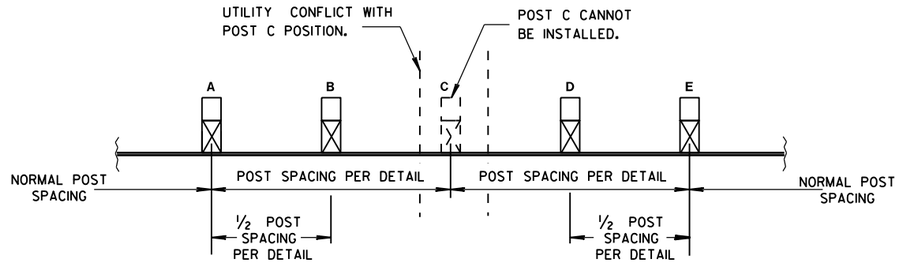


POST BOLT, SPLICE BOLT AND RECESS NUT

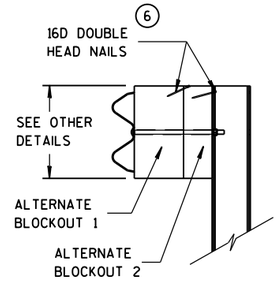


PLAN VIEW

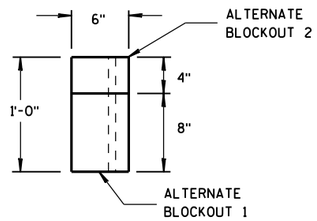
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



SIDE VIEW



TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

S.D.D. 14 B 42-4c

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL), AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED.

(C) DIFFERENT MANUFACTURES REQUIRE DIFFERENT PERFORATED W-BEAM RAIL END PANELS. SEE MANUFACTURES INFORMATION.

(D) THE TOP OF THE STEEL TUBE ON POST 1 AND POST 2 SHALL NOT BE MORE THAN 3" ABOVE THE FINISH GROUND ELEVATION.

(F) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER.

(G) ½" DIAMETER X 3" LONG LAG BOLT AND WASHER.

(H) HARDWARE VARIES BETWEEN DIFFERENT MANUFACTURES. SEE MANUFACTURE'S DRAWING FOR INFORMATION.

(I) DIMENSIONS MAY VARY. SEE MANUFACTURE'S INFORMATION.

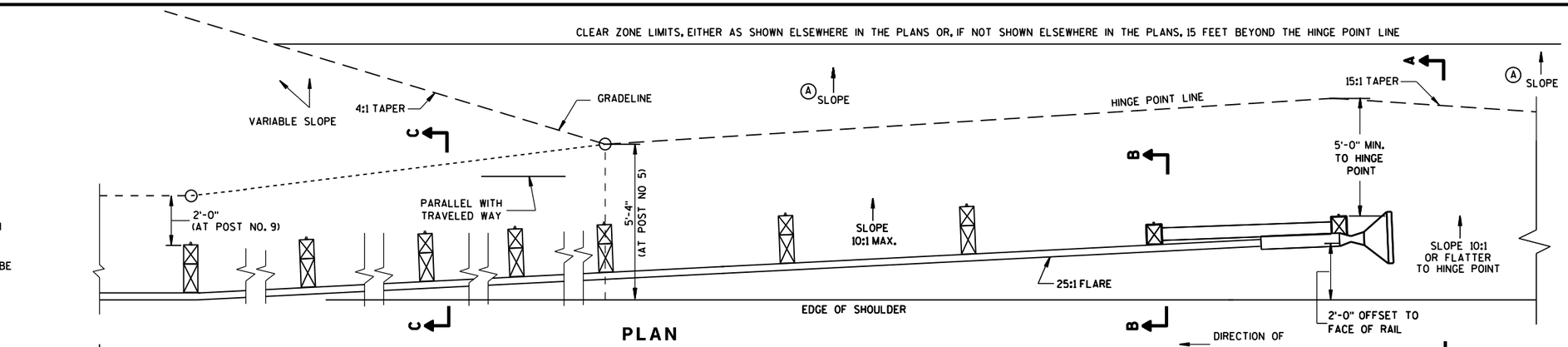
SEE SDD 14B42 FOR MORE INFORMATION.

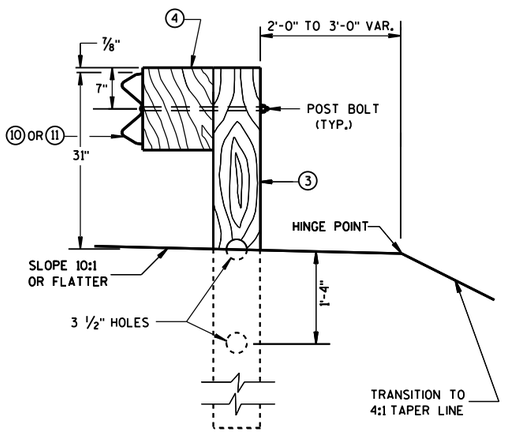
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

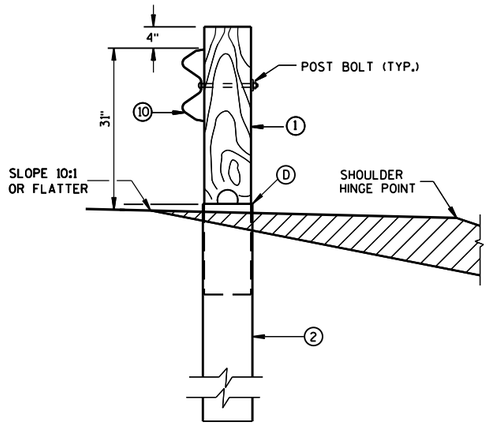
W-BEAM RAIL SPLICES ARE LOCATED AT POST NUMBER 3, AND BETWEEN POST 5 AND 6, BETWEEN POSTS 7 AND 8, AND MIDDLE OF THE SPAN AFTER POST 9.

THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE.

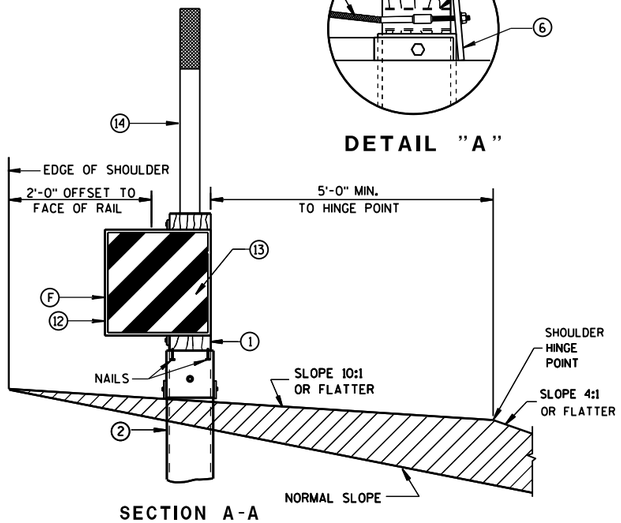




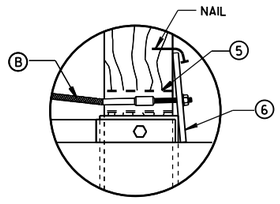
SECTION C-C
TYPICAL AT POST NOS. 3-9



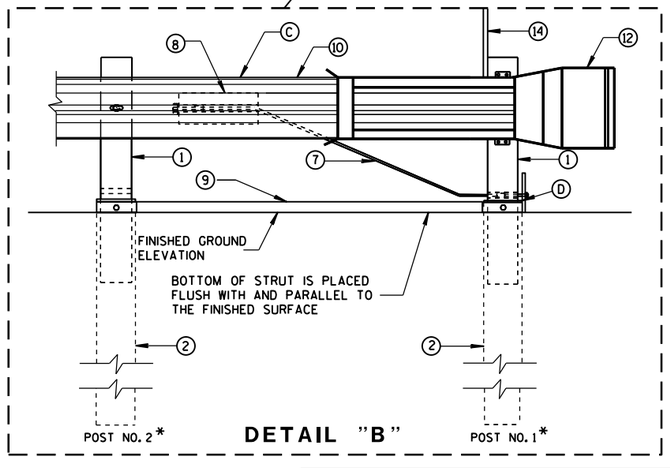
SECTION B-B
TYPICAL AT POST NO. 2*



SECTION A-A
TYPICAL AT POST NO. 1*



DETAIL "A"



DETAIL "B"

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

S.D.D. 14 B 44-2a

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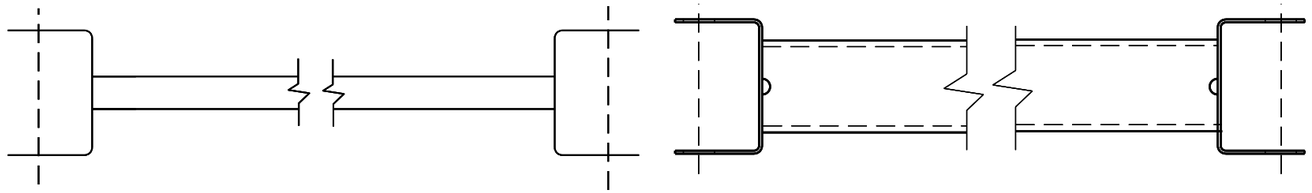
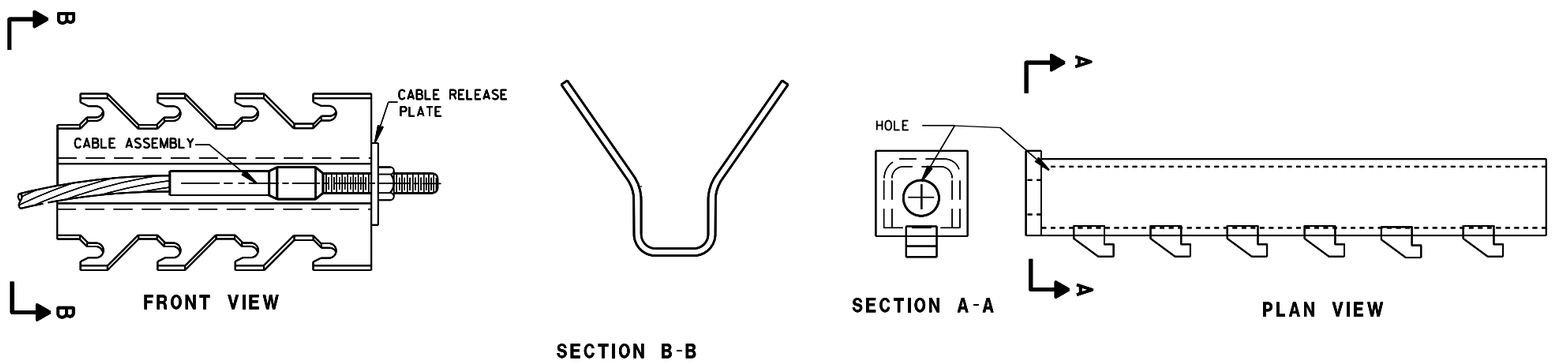


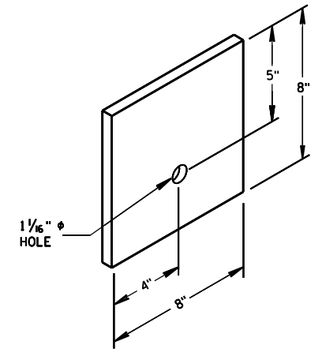
GENERIC GROUND STRUT (9) (H)

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUFACTURER'S DETAILS FOR MORE INFORMATION.
(1)	WOOD BREAKAWAY POST
(2)	6" X 8" X 0.188", 6'-0" LONG FOUNDATION TUBE AT POSTS 1 AND 2
(3)	WOOD CRT
(4)	WOOD BLOCKOUT
(5)	PIPE SLEEVE
(6)	BEARING PLATE
(7)	BCT CABLE ASSEMBLY
(8)	ANCHOR CABLE BOX
(9)	GROUND STRUT
(10)	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
(11)	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
(12)	END SECTION EAT
(13)	0.040" ALUMINUM SHEET WITH REFLECTIVE SHEETING TYPE F PER SECTION 637 OF THE STANDARD SPECIFICATIONS
(14)	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)



GENERIC ANCHOR CABLE BOX (8) (H)

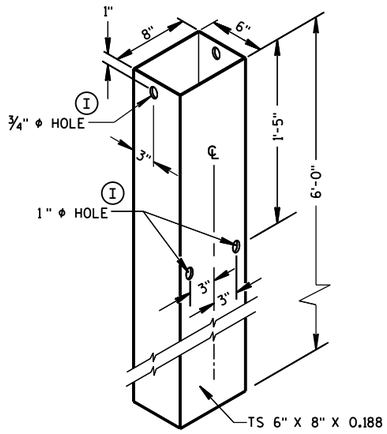


BEARING PLATE (6)

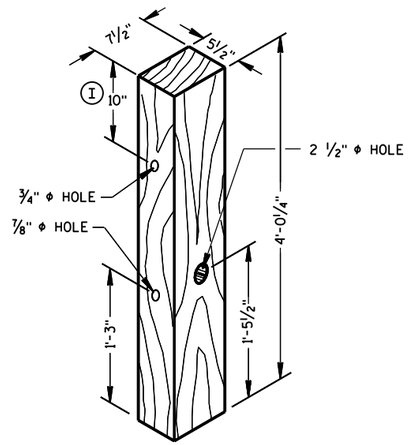
MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 44-2b

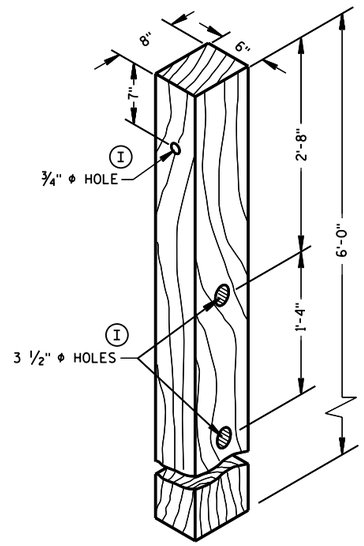


FOUNDATION TUBE (2)



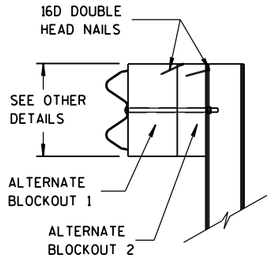
POSTS NUMBER 1 AND 2

WOOD BREAKAWAY POST (1)

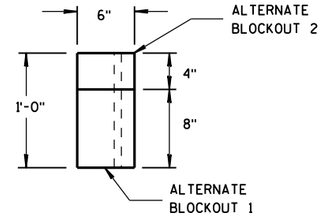


POSTS NUMBER 3-9

WOOD CRT POST (3)

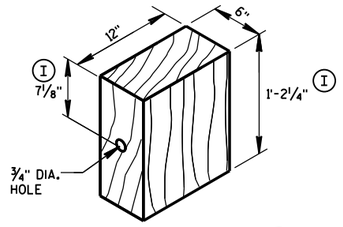


SIDE VIEW



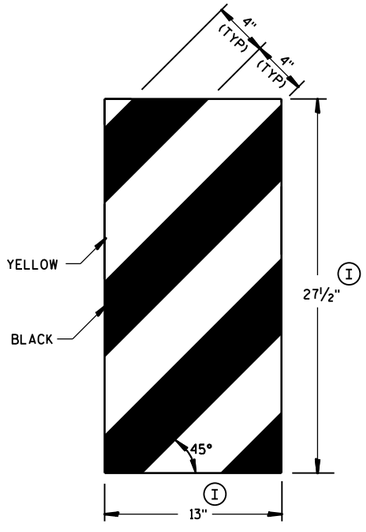
TOP VIEW

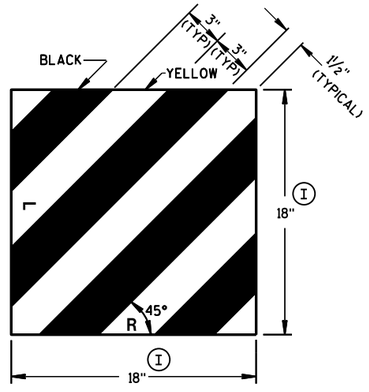
ALTERNATE WOOD BLOCKOUT DETAIL



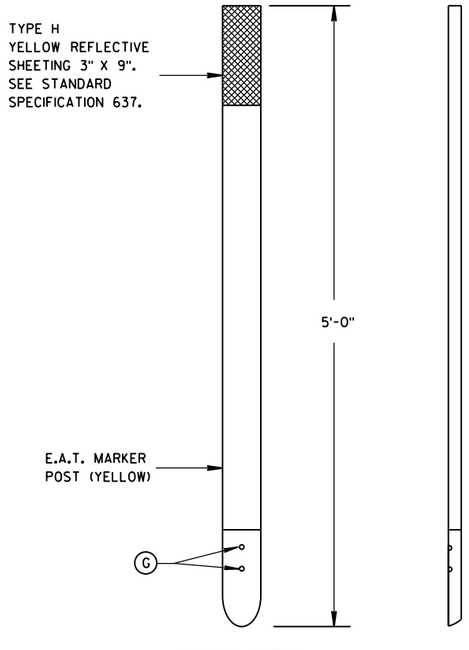
WOOD BLOCKOUT (4)

REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2





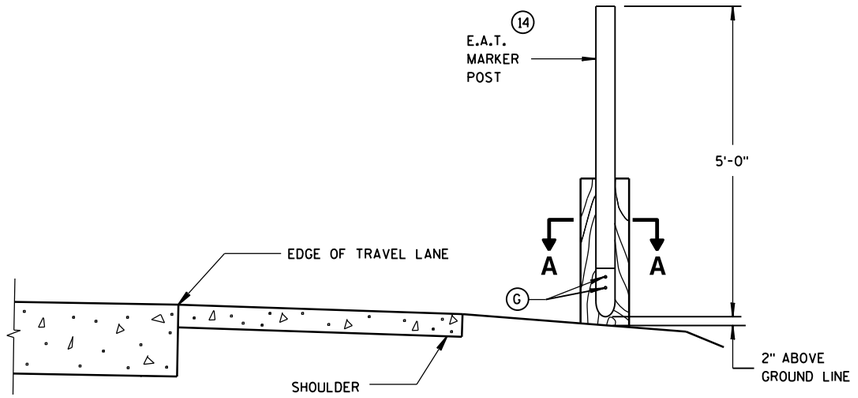
GENERIC REFLECTIVE SHEETING (13) (H)



FRONT VIEW

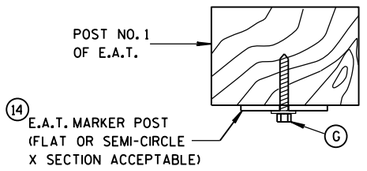
SIDE VIEW

E.A.T. MARKER POST (14)



TYPICAL INSTALLATION OF E.A.T. MARKER POST BACKSIDE OF POST NO. 1

(E.A.T. AND RAIL REMOVED FOR CLARITY)

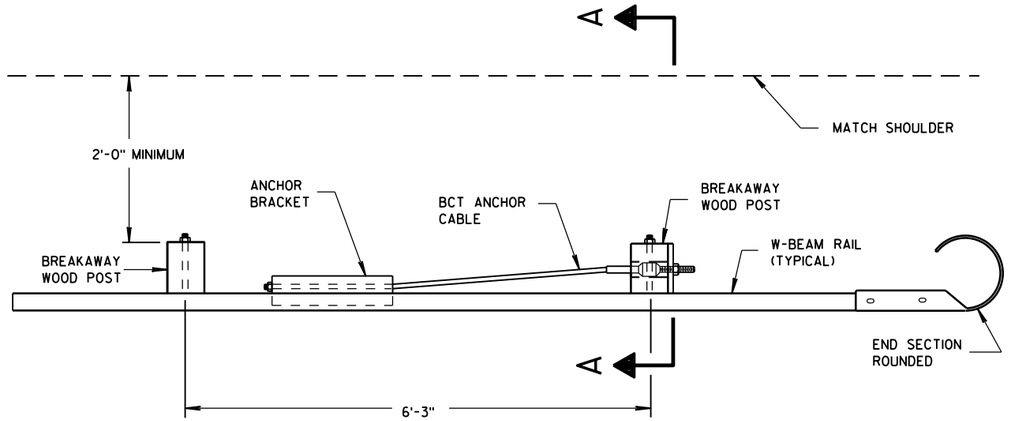


SECTION A-A

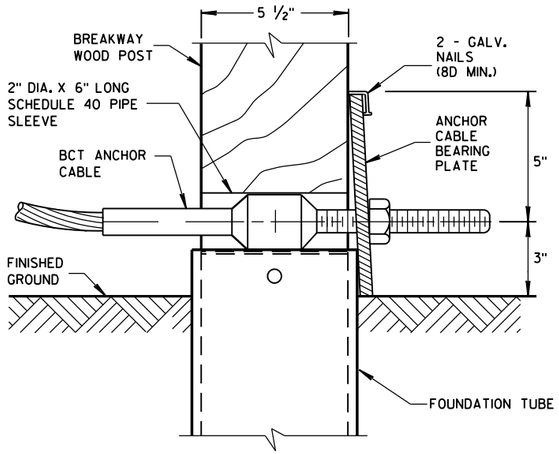
MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA



PLAN VIEW



DETAIL A

POST NO. 1
GROUNG STRUT NOT SHOWN FOR CLARITY.

GENERAL NOTES

SEE SDD 14 B 42 FOR MORE INFORMATION.

END SECTION BOLTS AND NUTS HAVE THE SAME MATERIAL REQUIREMENTS AS SPLICE BOLTS.

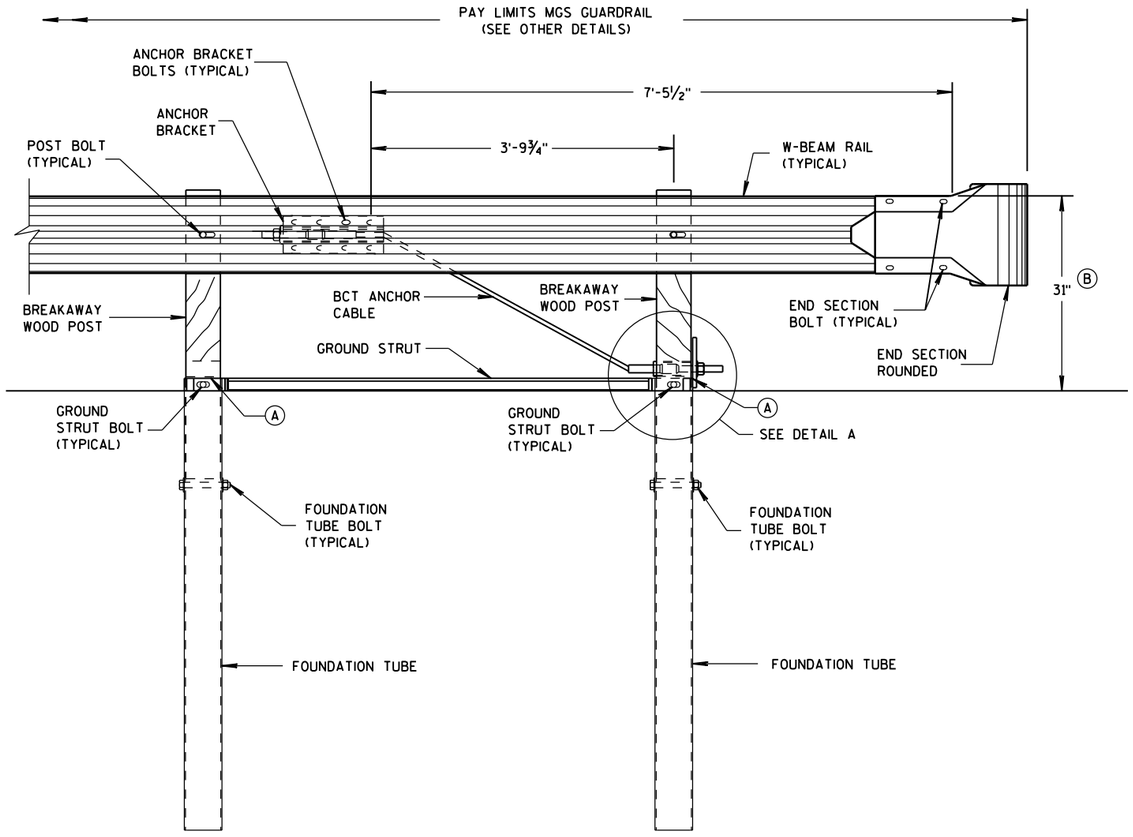
FOUNDATION TUBE BOLTS ARE ⅞" DIAMETER ASTM A307 HEX HEAD BOLT. FOUNDATION TUBE BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 ⅞" DIAMETER FLAT WASHERS. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.

ANCHOR BRACKET AND GROUND STRUT BOLTS ARE A ⅝" DIAMETER ASTM A307 HEX HEAD BOLT. ANCHOR BRACKET BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 ⅝" DIAMETER FLAT WASHERS. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.

W-BEAM END SECTION ROUNDED HAS THE SAME MATERIAL PROPERTIES AS STANDARD STEEL RAIL.

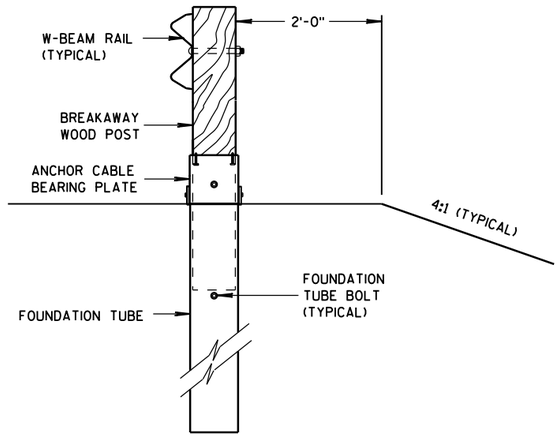
(A) TOP OF FOUNDATION TUBE SHALL BE NO MORE THAN 3" ABOVE FINISHED GROUND.

(B) FOR NEW CONSTRUCTION TOP OF RAIL IS 31" ± 1".
FOR EXISTING INSTALLATIONS TOP OF RAIL IS BETWEEN 27¾" TO 32" ± 1".

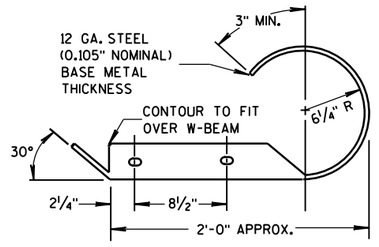


FRONT VIEW

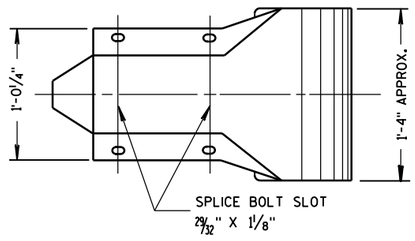
END RAIL DETAIL



SECTION A-A



PLAN VIEW



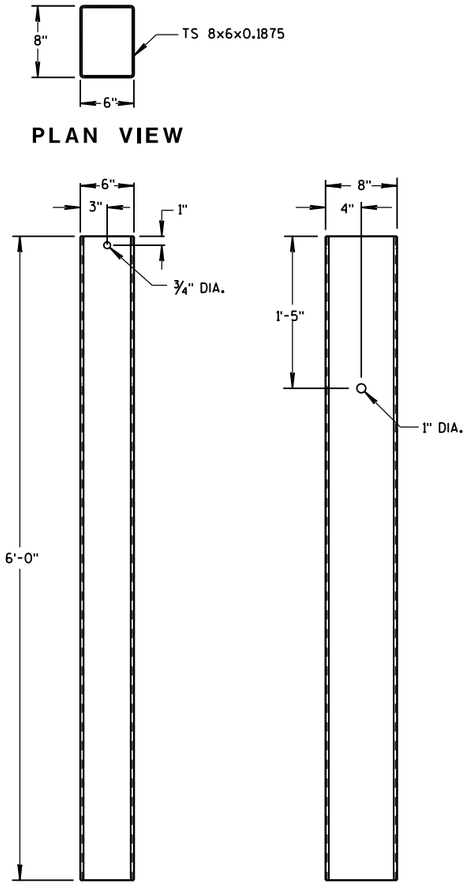
FRONT VIEW

W BEAM END SECTION ROUNDED

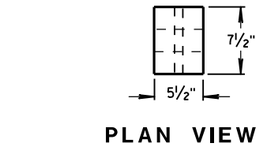
MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

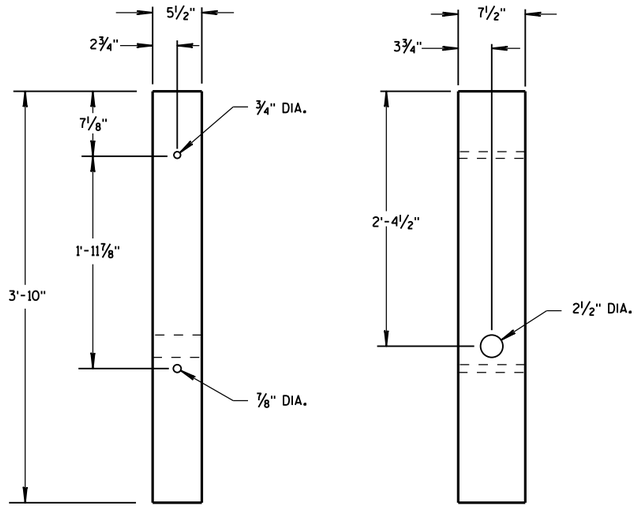
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6
S.D.D. 14 B 47-2a



FOUNDATION TUBE



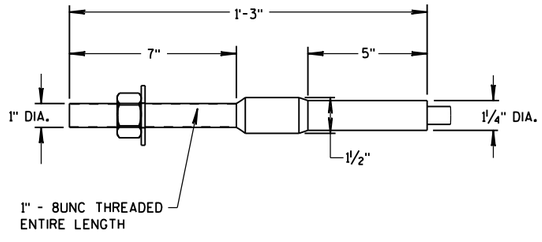


BREAKAWAY WOOD POST

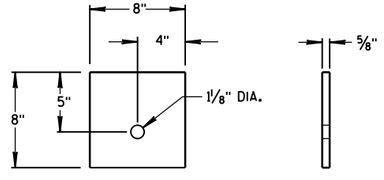
GENERAL NOTES

BCT ANCHOR CABLE IS A ¾" DIAMETER 6X19 IWRC IPS GALVANIZED WIRE ROPE. THE SWAGED FITTINGS AND STUD ARE REQUIRED. END FITTING SHALL BE MACHINED FROM HOT-ROLLED CARBON STEEL CONFORMING TO ASTM A576 GRADE 1035 AND GALVANIZED ACCORDING TO ASTM A123. TREADED STUD SHALL CONFORM TO ASTM A325 OR SAE GRADE 5. MINIMUM BREAKING STRENGTH OF WIRE ROPE IS 43,000 LB. WIRE ROPE IS TO BE TAUT.

BCT ANCHOR CABLE



DETAIL B



ANCHOR CABLE
BEARING PLATE

MIDWEST GUARDRAIL
SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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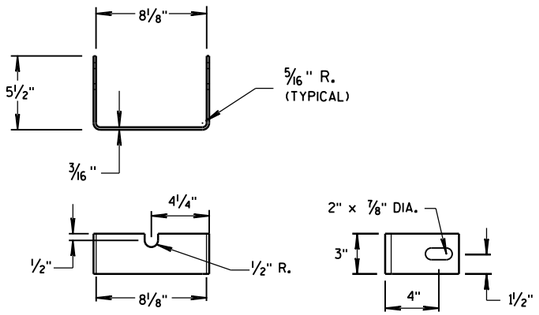
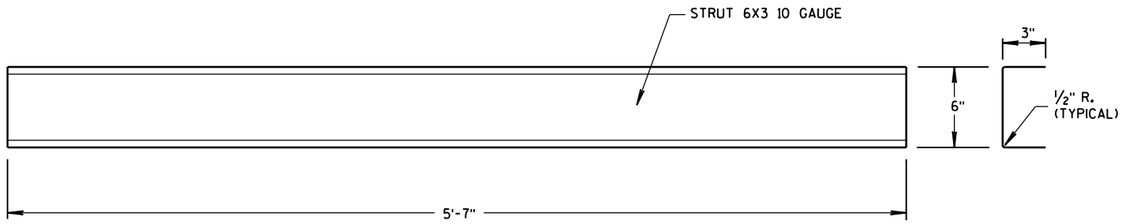
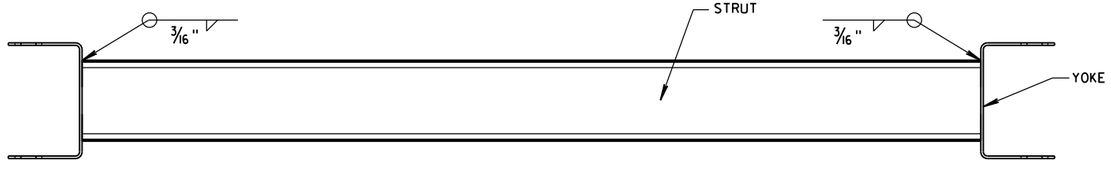
S.D.D. 14 B 47-2b



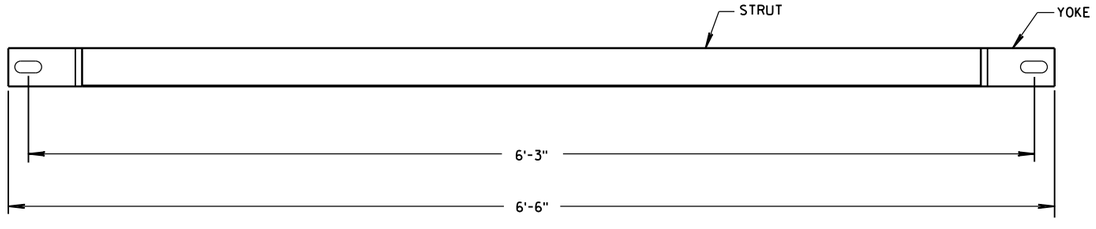
YOKE DETAIL



STRUT DETAIL

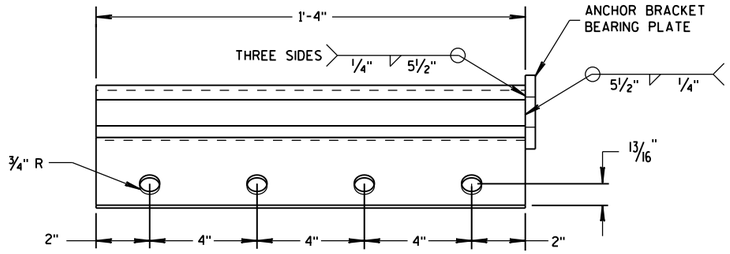


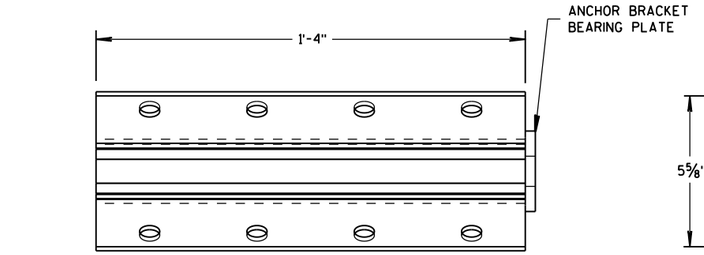
PLAN VIEW

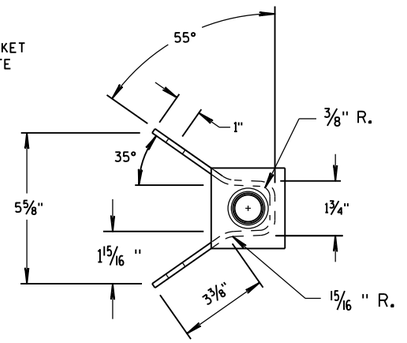


FRONT VIEW

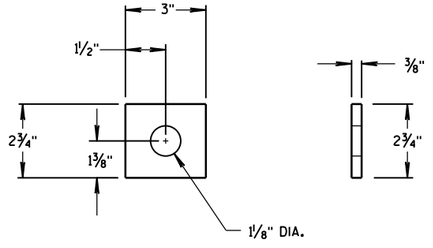
GROUND STRUT DETAIL







ANCHOR BRACKET

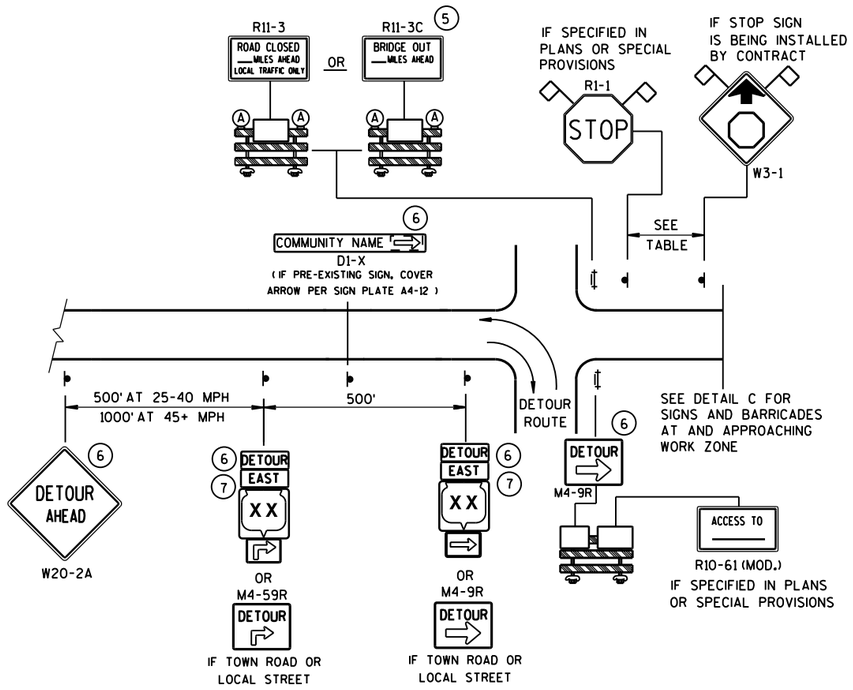


ANCHOR BRACKET BEARING PLATE

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

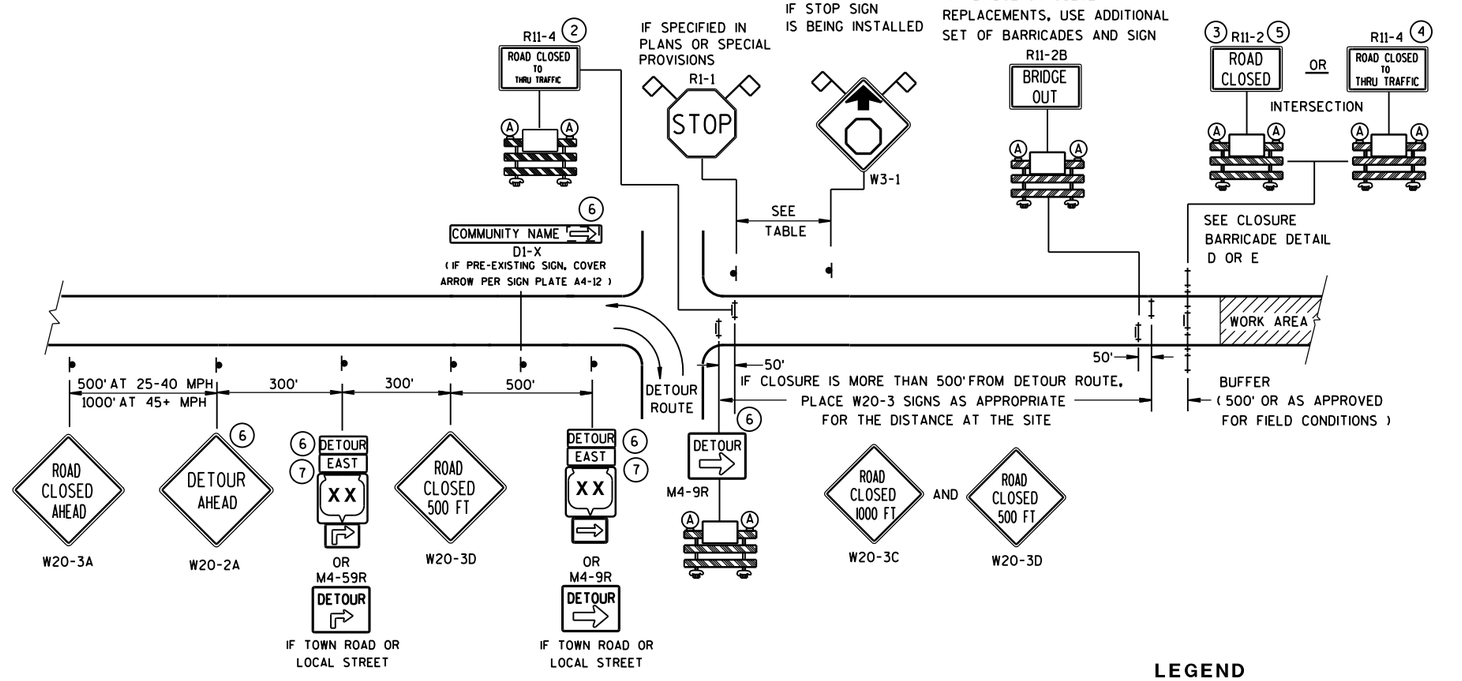
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA



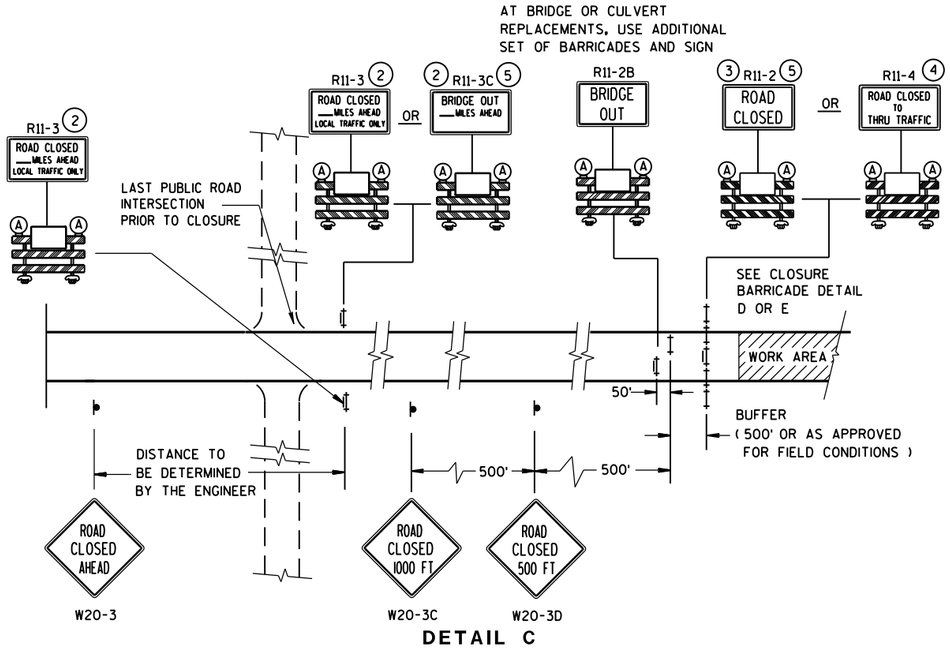
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "**b**"
FOR GENERAL NOTES
AND FOOTNOTES (1) THROUGH (7)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

6

S.D.D. 15 C 2-6a

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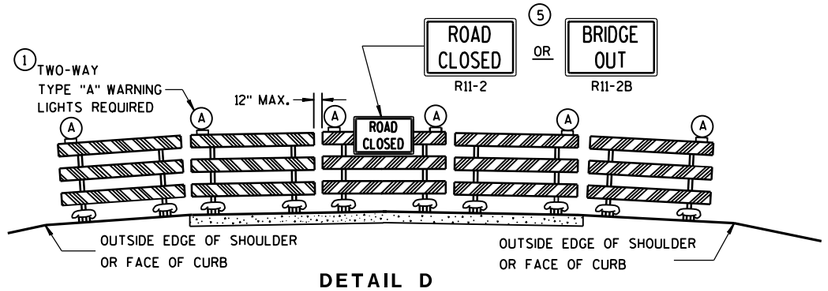
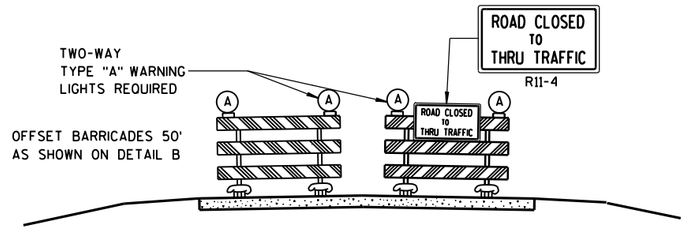
S.D.D. 15 C 2-6a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-SHEET "**a**" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

THE R11-2, R11-3, M4-9, R11-4 AND R10-61 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT LIGHT SPACING).

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Sept. 2015 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO SAFETY ENGI — FIC — FHWA

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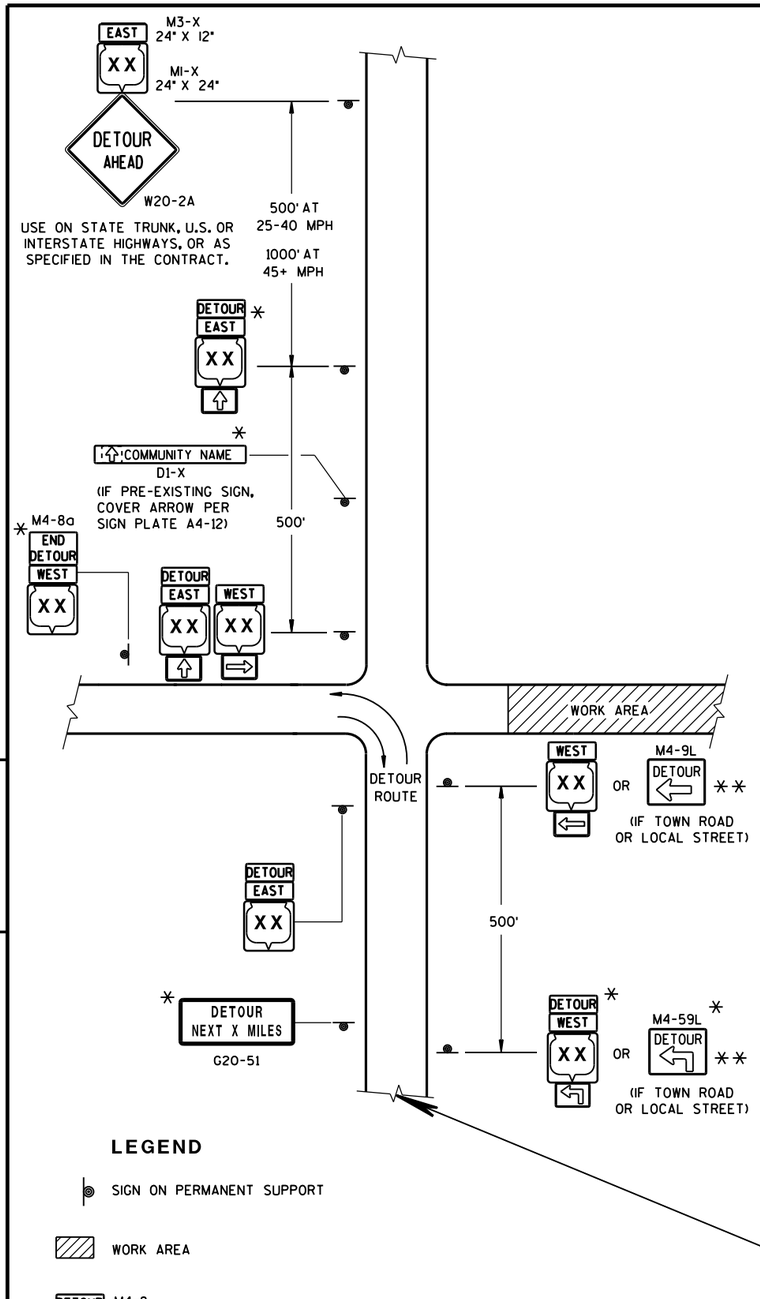
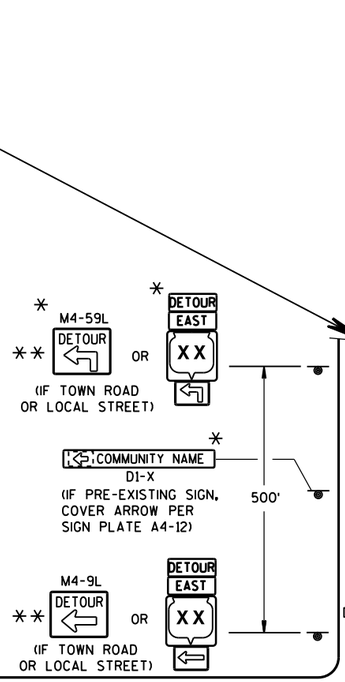
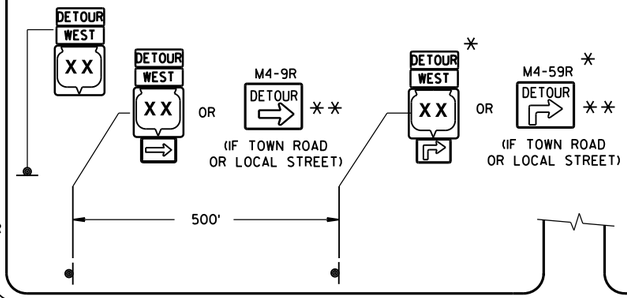
S.D.D. 15 C 2-6b

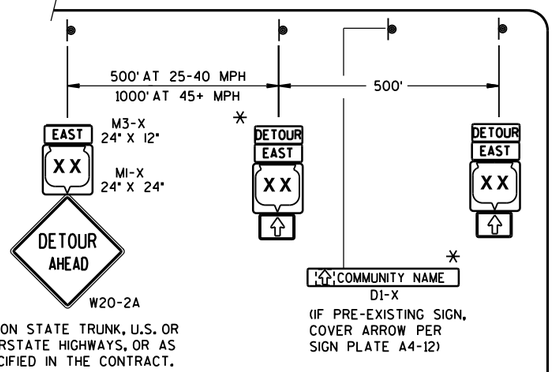
THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

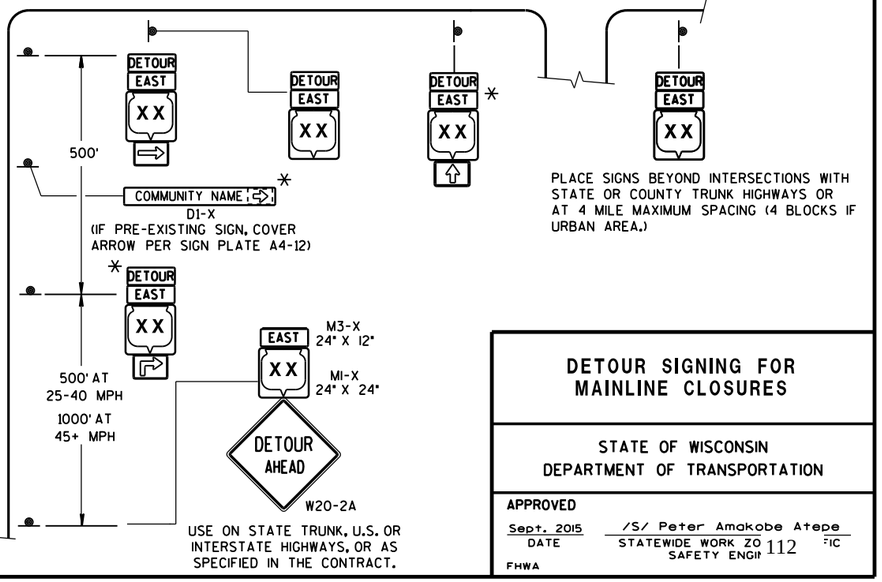


MATCH POINT









GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

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

"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- MO5-1 AND MO6-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-9 SHALL BE 30" X 24".
- M4-8a SHALL BE 24" X 18".
- G20-51 SHALL BE 60" X 24".
- W20-2 SHALL BE 48" X 48".
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR EAST — M4-8 / M3-X
- XX OR COUNTY XX OR XX — M1-4 / M1-5A / M1-6
- MO5-1 OR MO6-1 OR MO6-1

SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD 15C2-SHEET "a"

DETAIL F

DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2015 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO SAFETY ENGI FIC

FHWA

S.D.D. 15 C 2-6c

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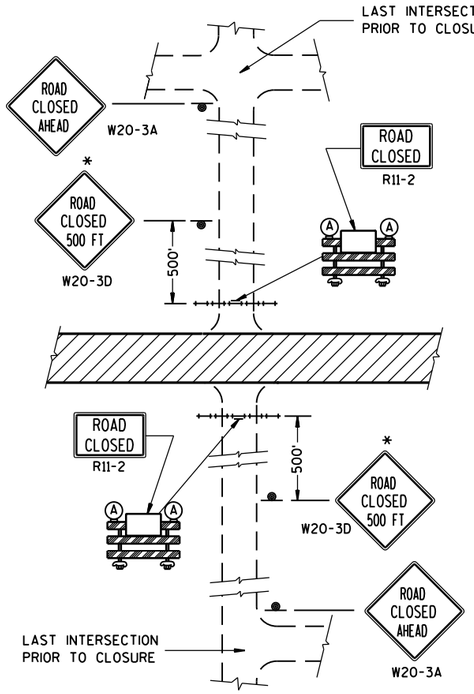
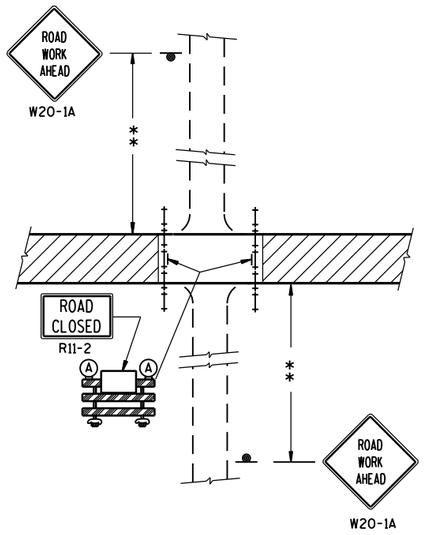


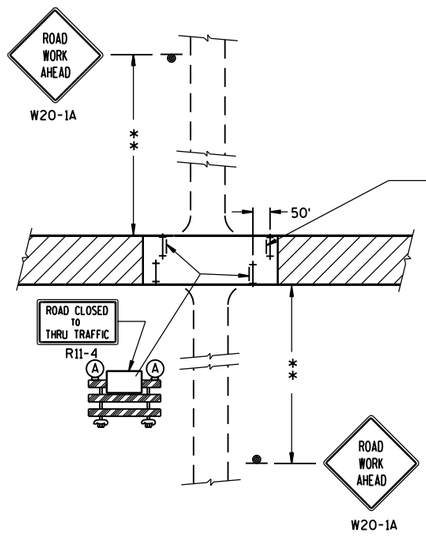
DETAIL 1

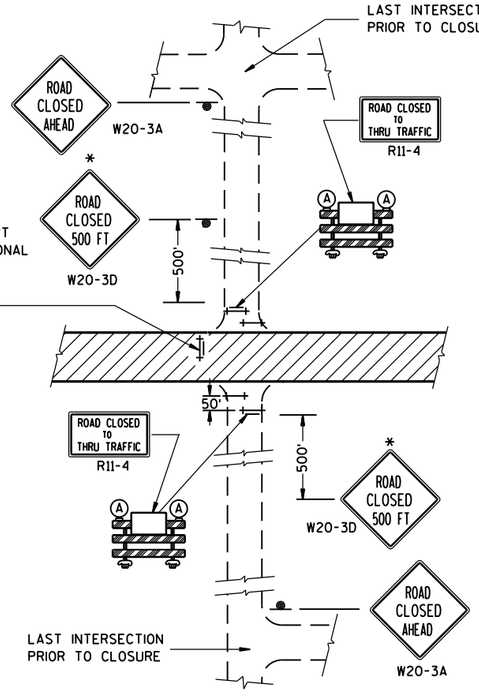
(NO ACCESS TO PROJECT)



DETAIL 2

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





DETAIL 3

(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS).

DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO... SAFETY ENGI... — FHWA

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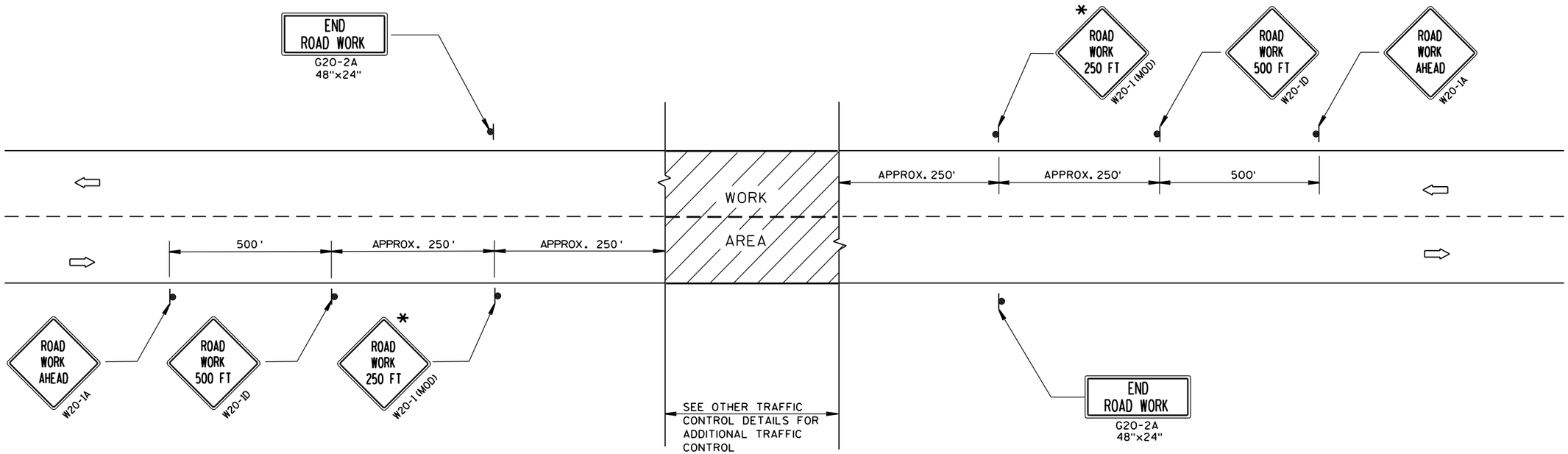
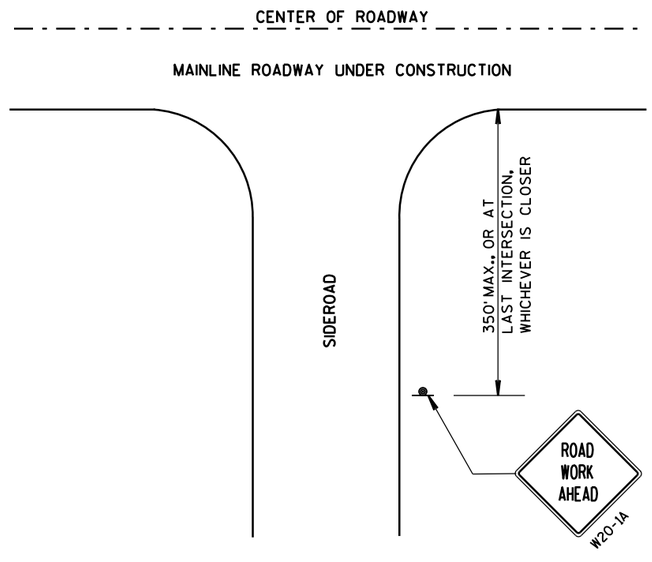
S.D.D. 15 C 3-3



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS.

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

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

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FT" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZOI SAFETY ENGIN IC
FHWA

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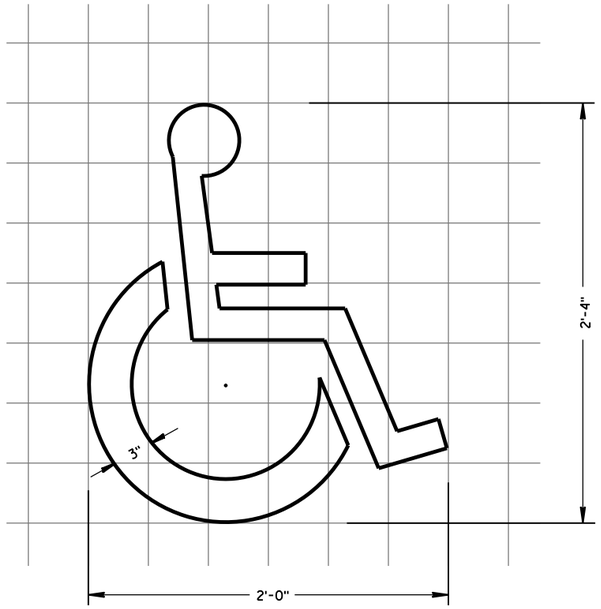
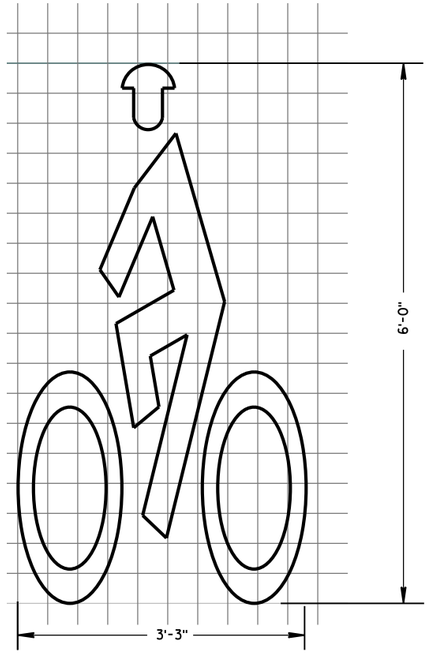
S.D.D. 15 C 5-3

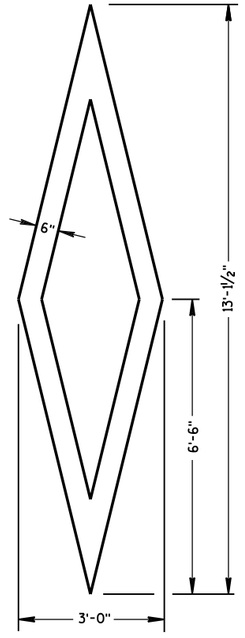
GENERAL NOTES

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.





BIKE CROSSING SYMBOL



PREFERENTIAL LANE SYMBOL

6

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S.D.D. 15 C 7-13a

S.D.D. 15 C 7-13a

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

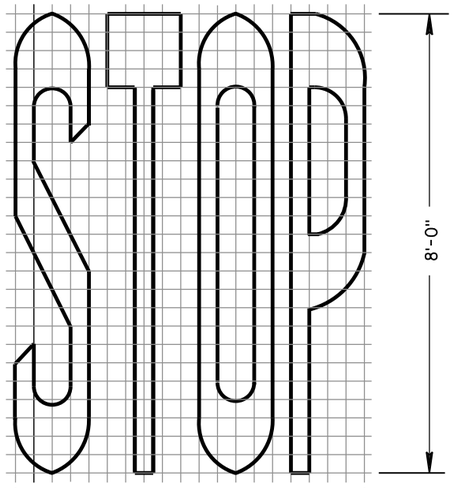
4/18/16 — DATE

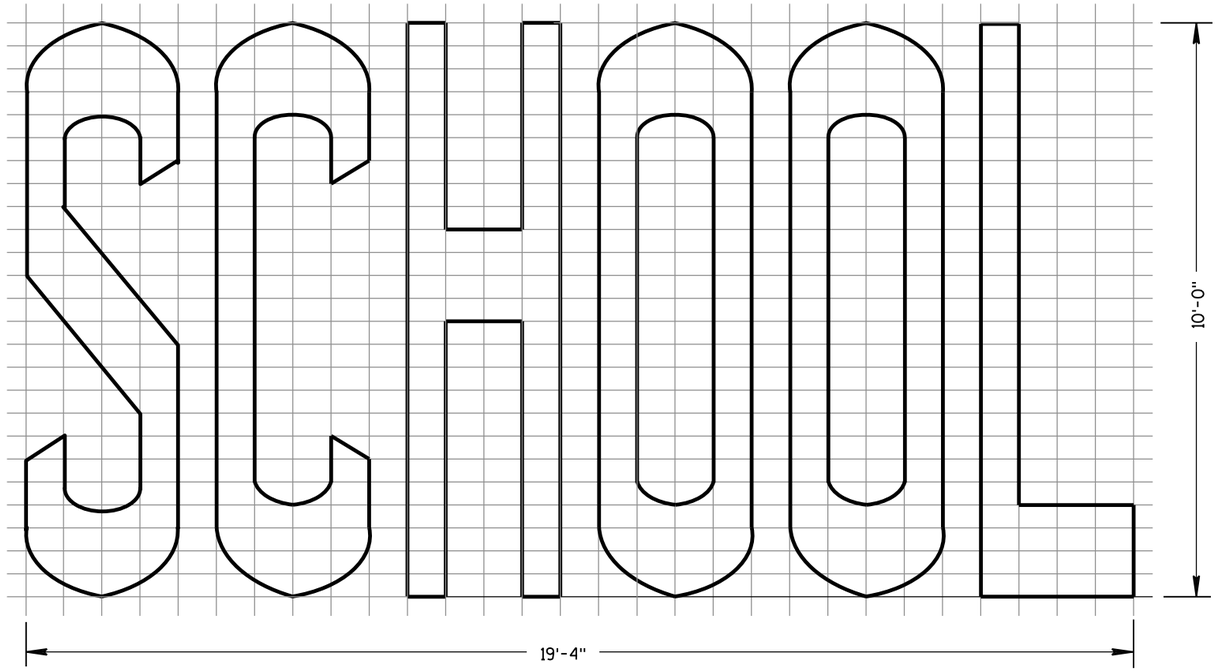
/S/ Matthew R. Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

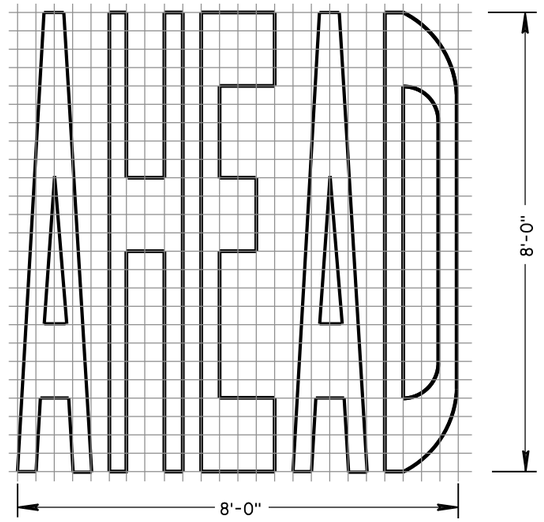
GENERAL NOTES

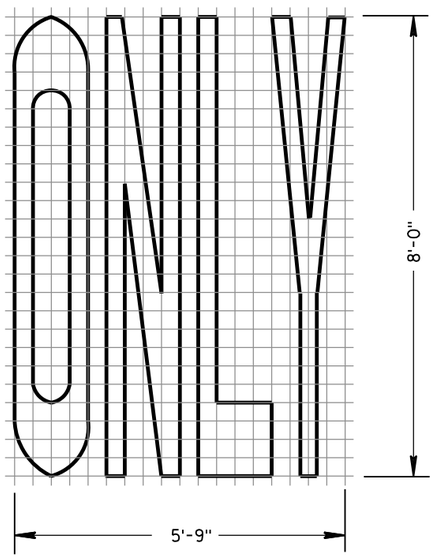
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

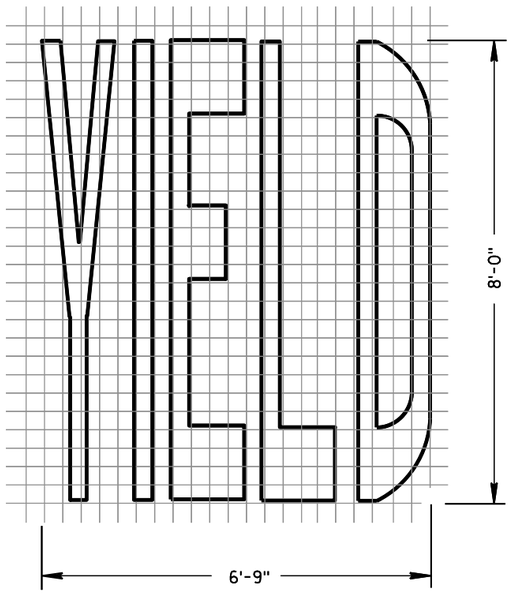


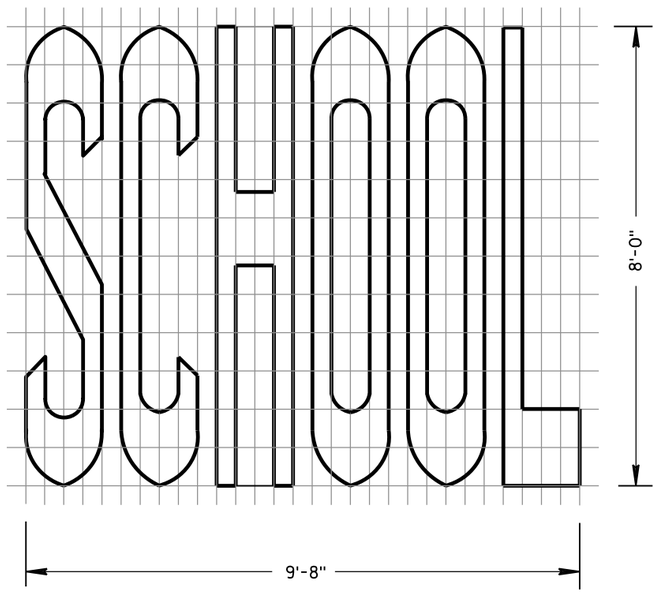


TWO-LANE









SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-18-16	/S/ Matthew R. Rauch	
DATE	STATE SIGNING AND MARK	EER

FHWA

6

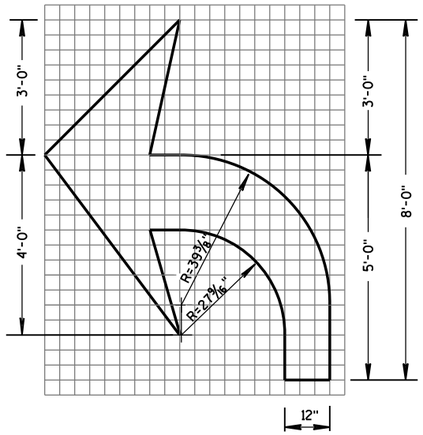
S.D.D. 15 C 7-13b

6

S.D.D. 15 C 7-13b

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.



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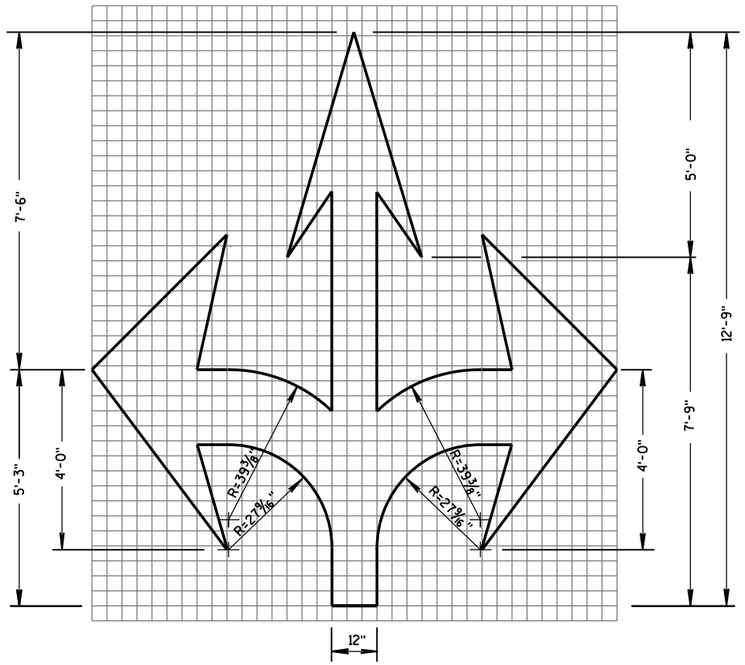
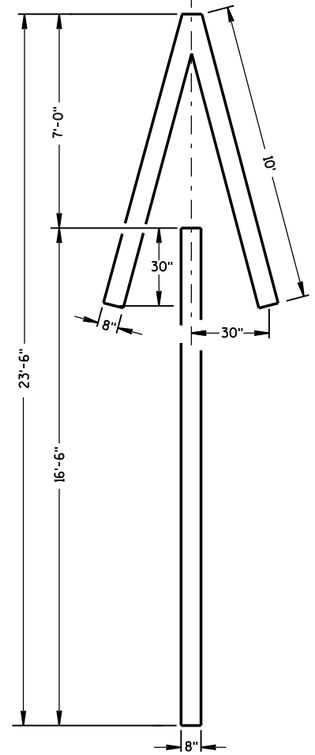


TYPE 6



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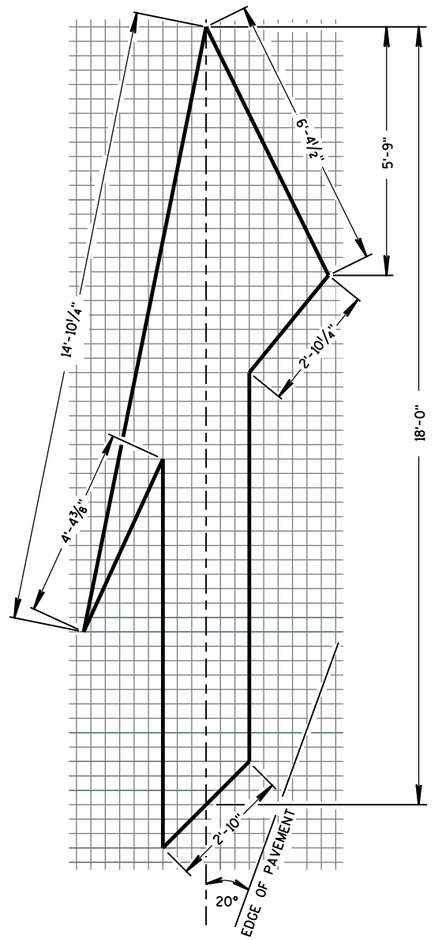
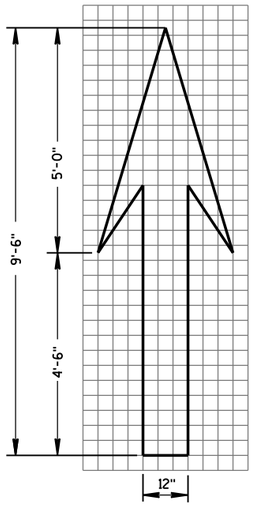
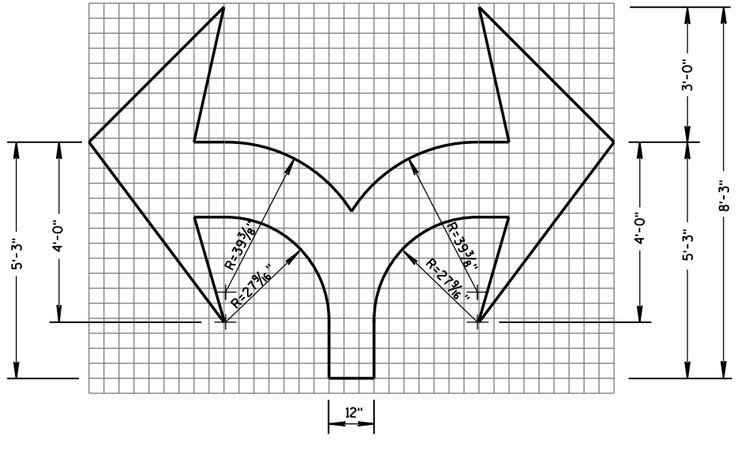


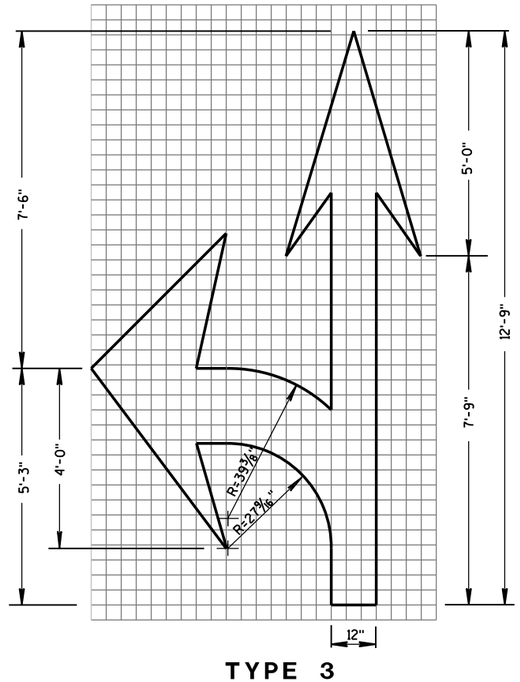
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-18-16 DATE
/S/ Matthew R. Rauch
STATE SIGNING AND MAR[illegible]NEER
FHWA

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S.D.D. 15 C 7-13c

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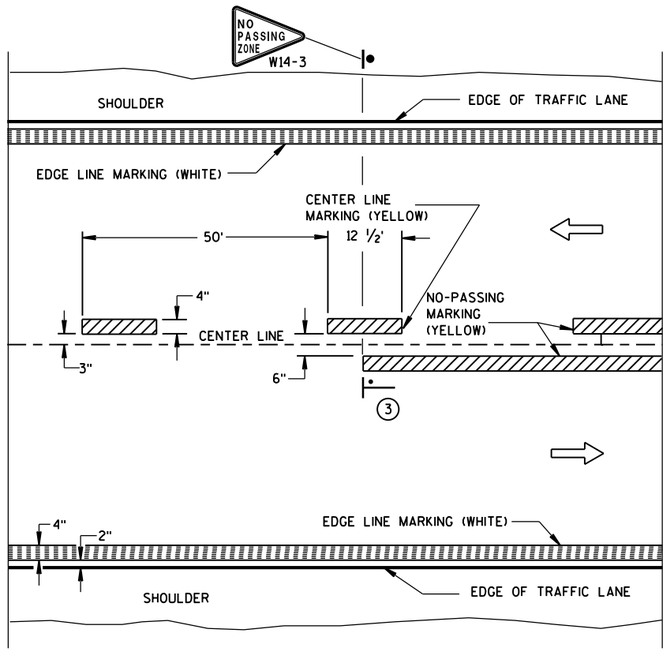
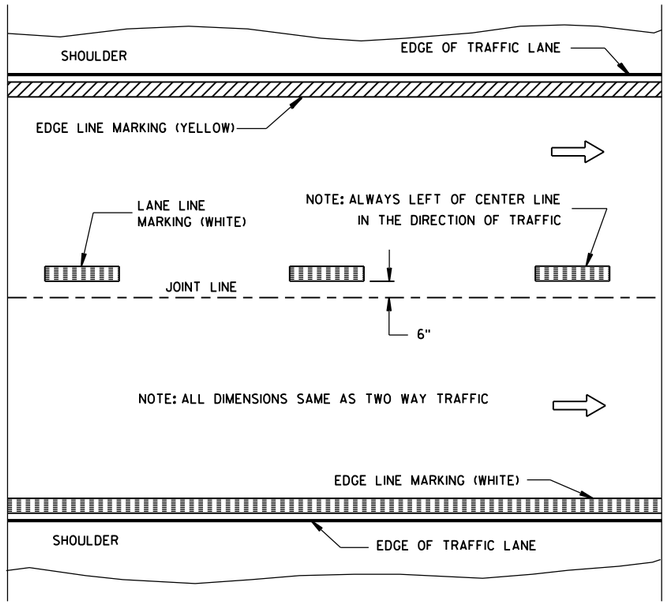
S.D.D. 15 C 7-13c

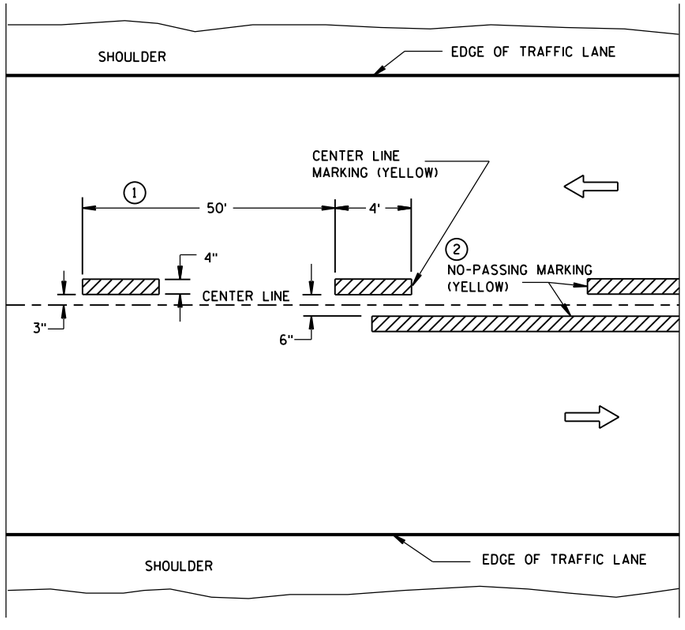


TWO WAY TRAFFIC

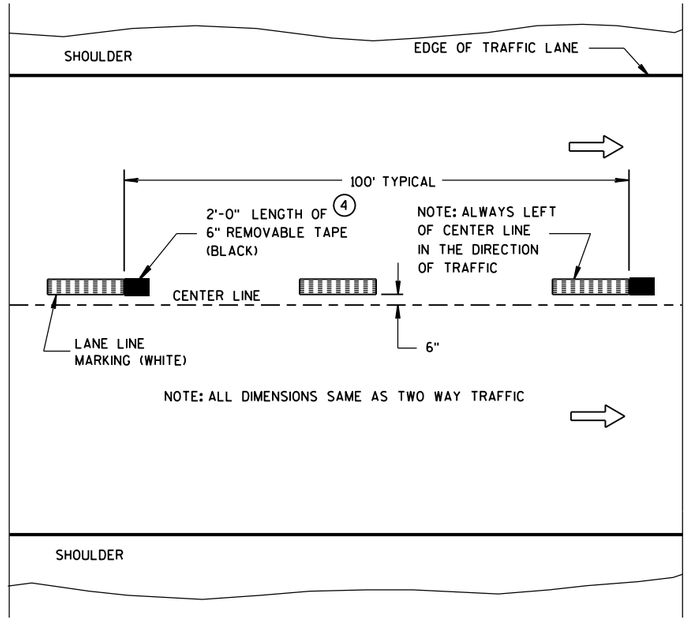


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

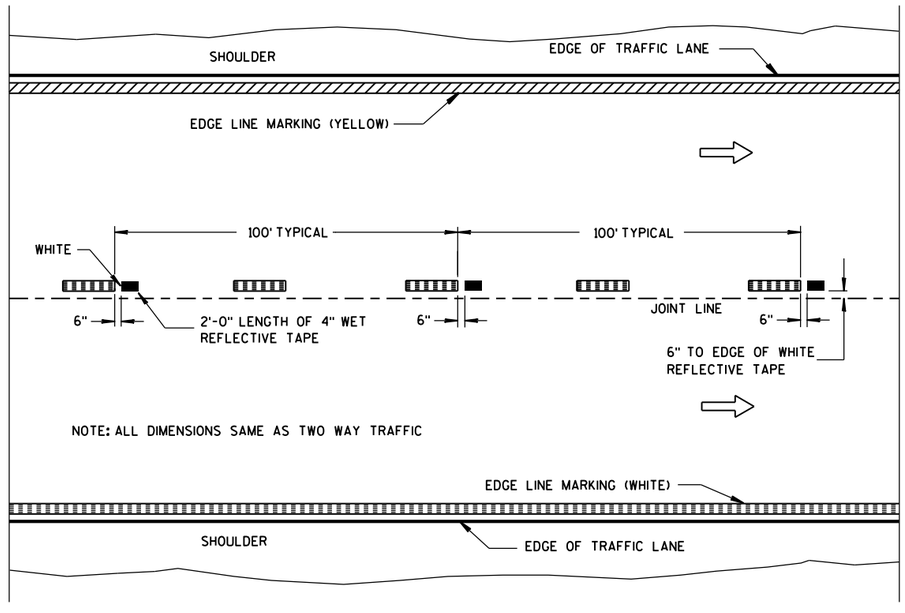
GENERAL NOTES

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

1. HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
2. NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.
3. NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.
4. CONCRETE ONLY.

NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



WET REFLECTIVE TAPE SUPPLEMENT TO
SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE

LEGEND

"T" MARKING

POST MOUNTED SIGN

PAVEMENT MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-13-2013 — DATE

/S/ Travis Feltes — STATE TRAFFIC E

FHWA

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S.D.D. 15 C 8-16a

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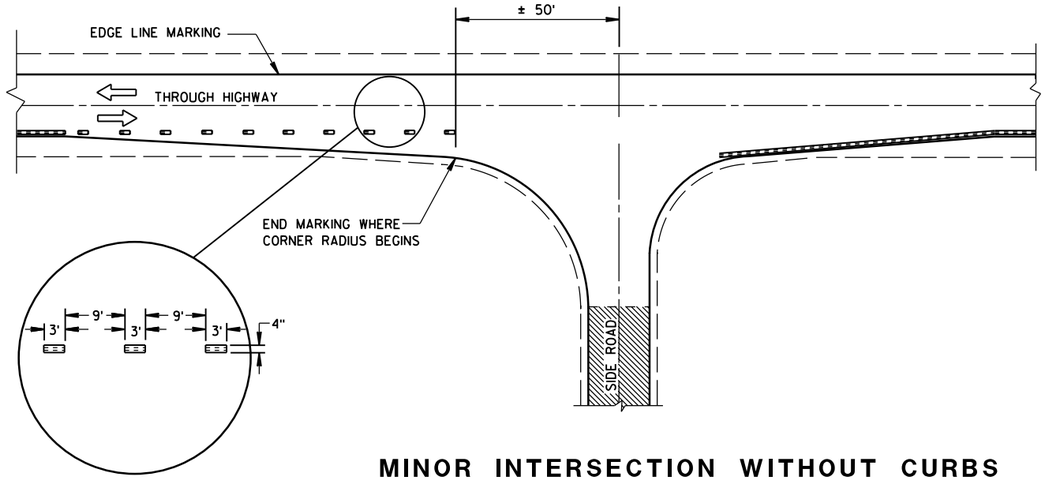
S.D.D. 15 C 8-16a



MINOR INTERSECTION WITHOUT CURBS

GENERAL NOTES

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

(2) WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

(3) ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.

(4) THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.

(5) BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.

(6) BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

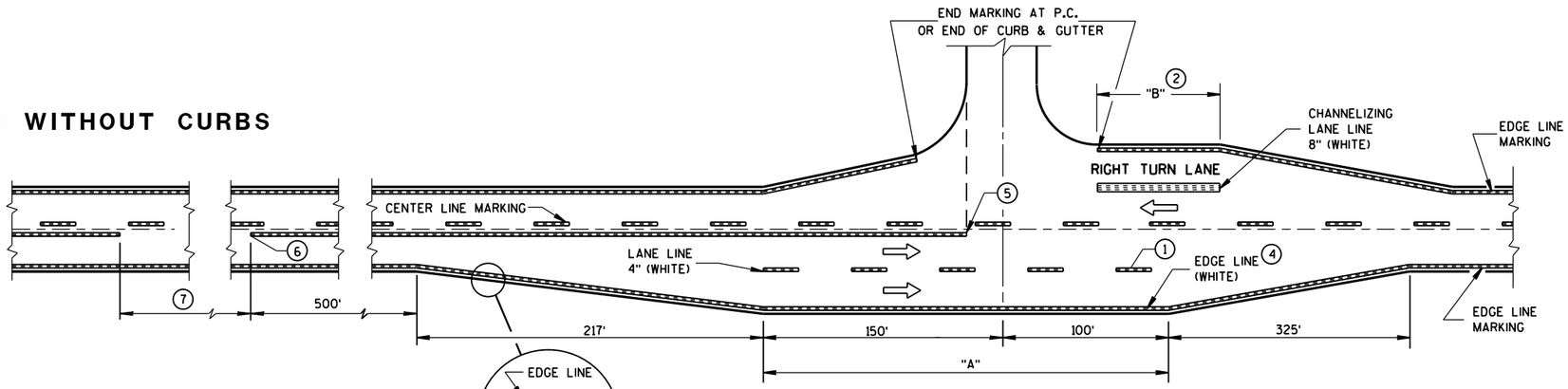
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

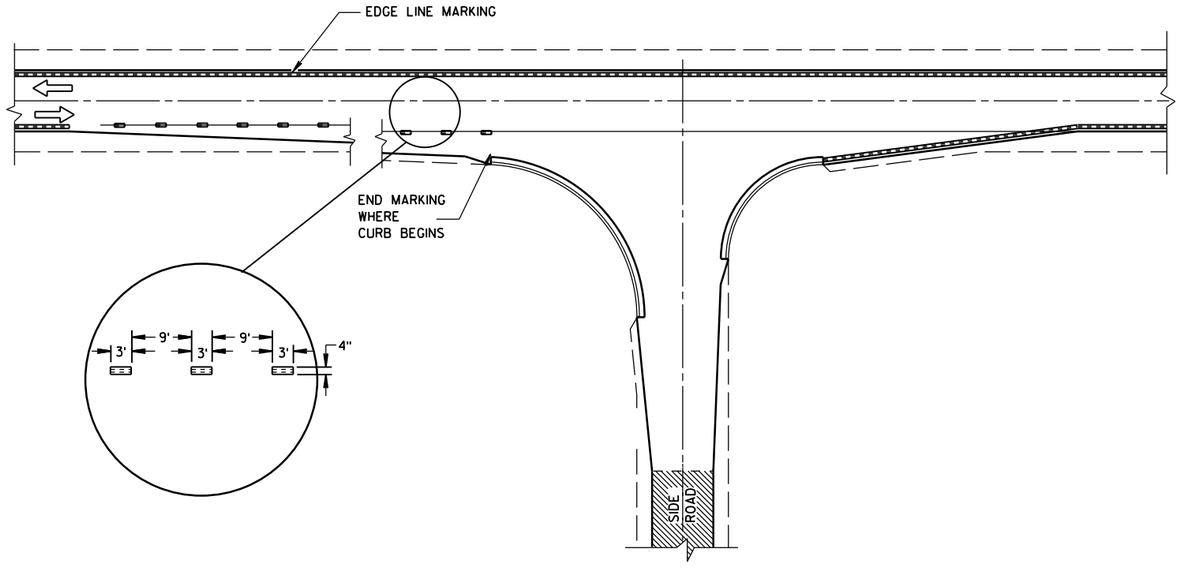
(7)

POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792



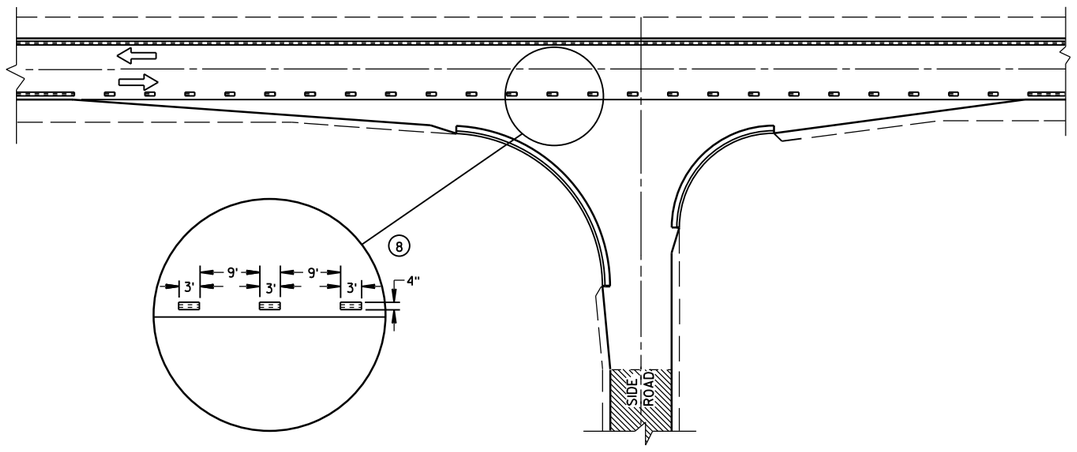
MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)



MINOR INTERSECTION WITH CURBS

(TYPICAL MARKING)



MINOR INTERSECTION WITH CURBS

(3) (FOR SPECIAL CONDITIONS AS SPECIFIED)

PAVEMENT MARKING
(INTERSECTIONS)

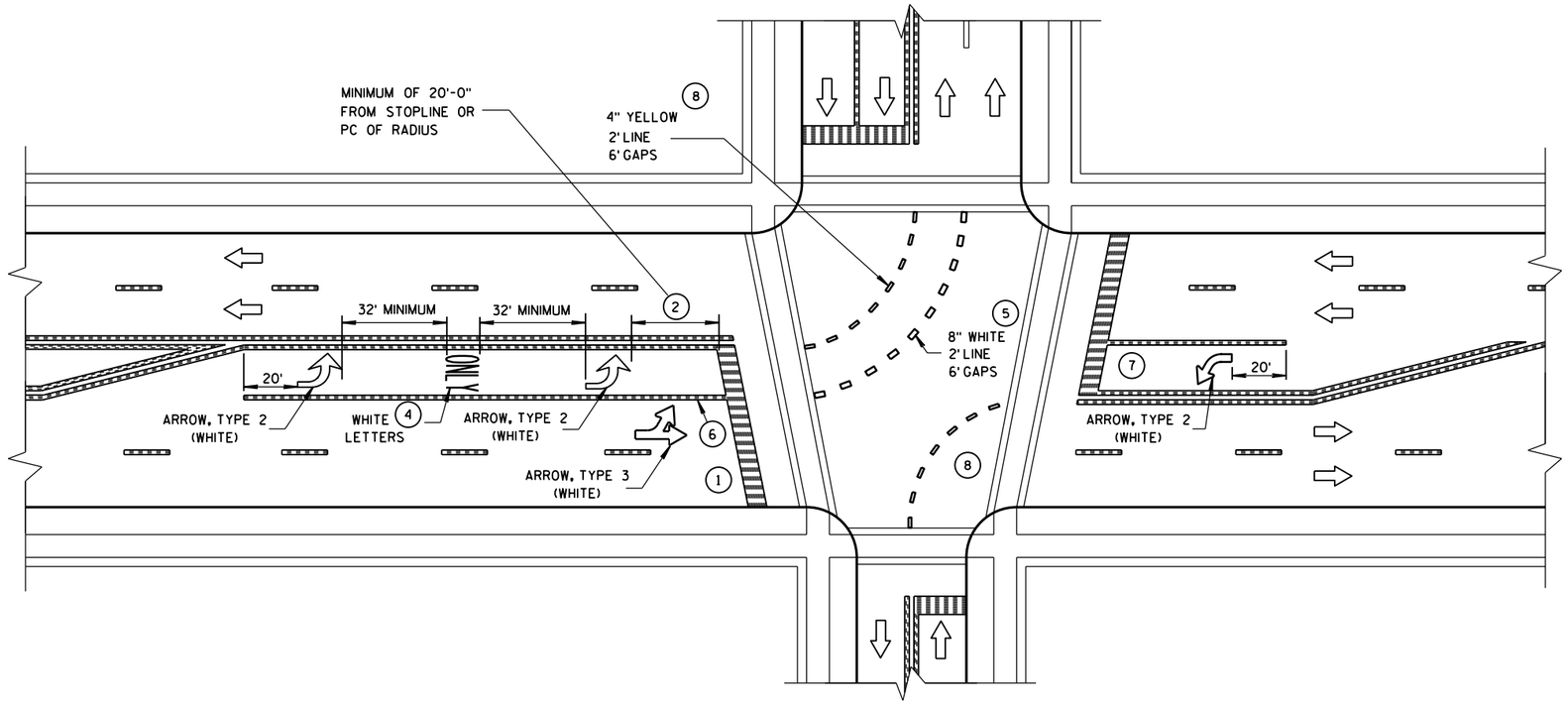
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 15 C 8-16b

6

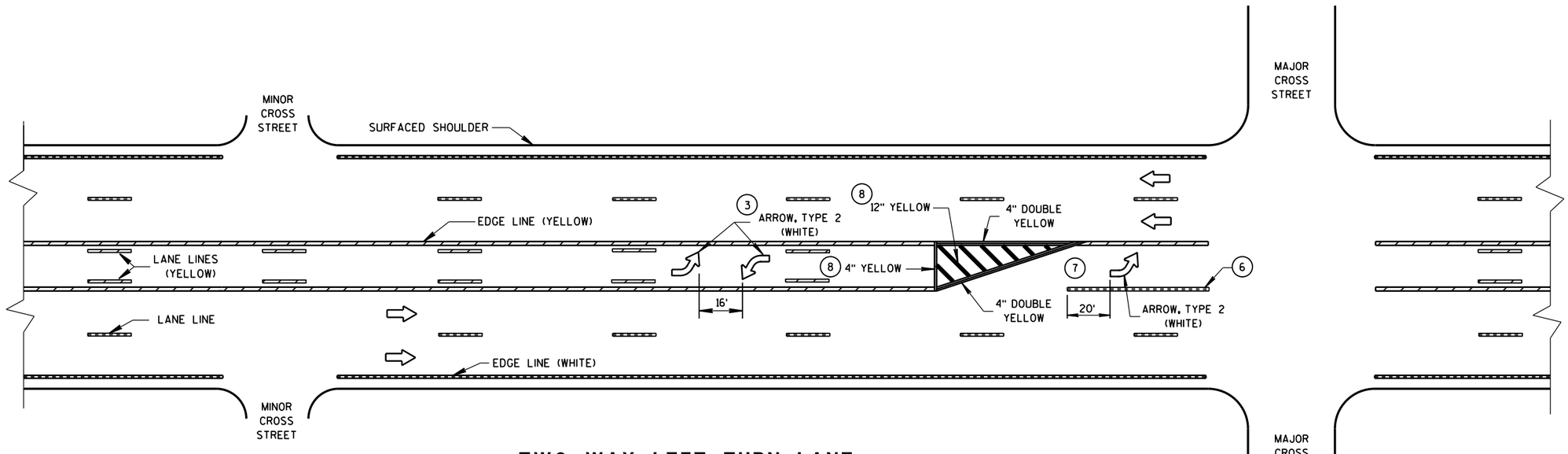
S.D.D. 15 C 8-16b



GENERAL NOTES

1. STOP BAR IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
2. DISTANCE MAY BE ADJUSTED TO ACCOMODATE SHORT LEFT TURN LANES. AS APPROVED BY THE ENGINEER.
3. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
4. ADD EXTRA SETS OF ONE ARROW AND ONE ONLY PER 160 FEET OR WHEN ON A CURVE.
5. 8" WHITE WITH 2' LINE 6' GAPS FOR DUAL TURN LANE.
6. 8" WHITE
7. ADD SECOND ARROW WHEN TURN BAY IS GREATER THAN OR EQUAL TO 108 FEET.
8. REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TWO WAY LEFT TURN LANE

PAVEMENT MARKING (LEFT TURN LANE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 15 C 8-16e

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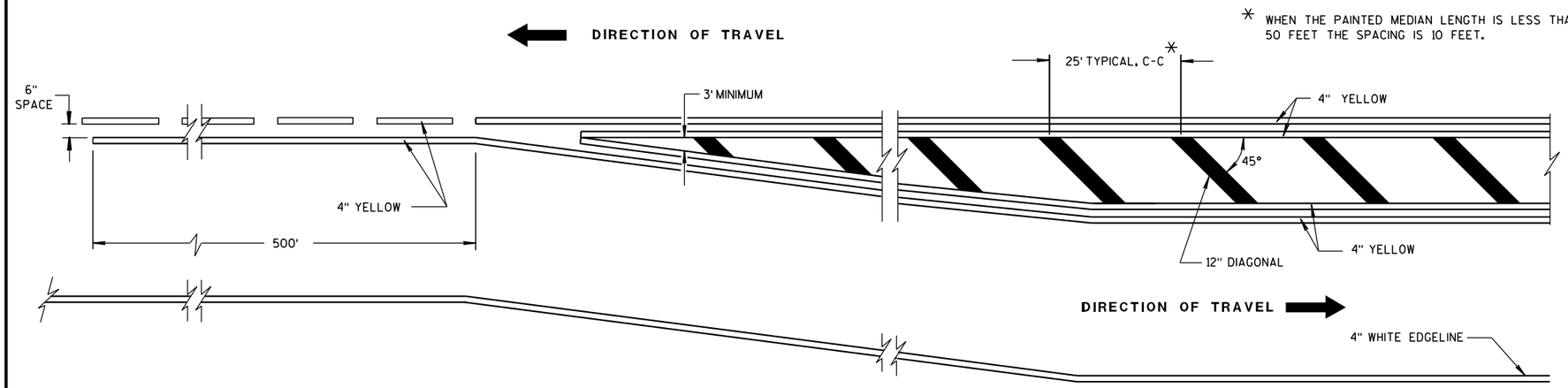
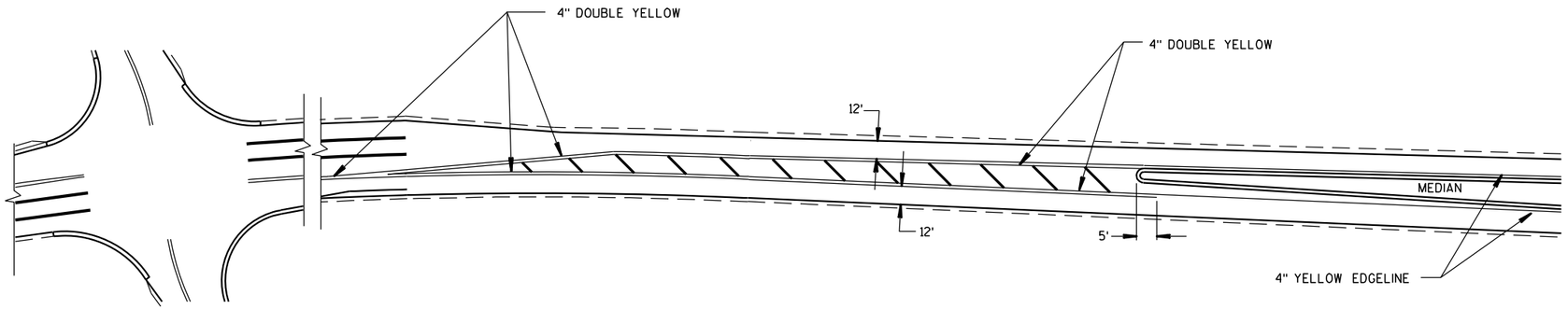
S.D.D. 15 C 8-16e



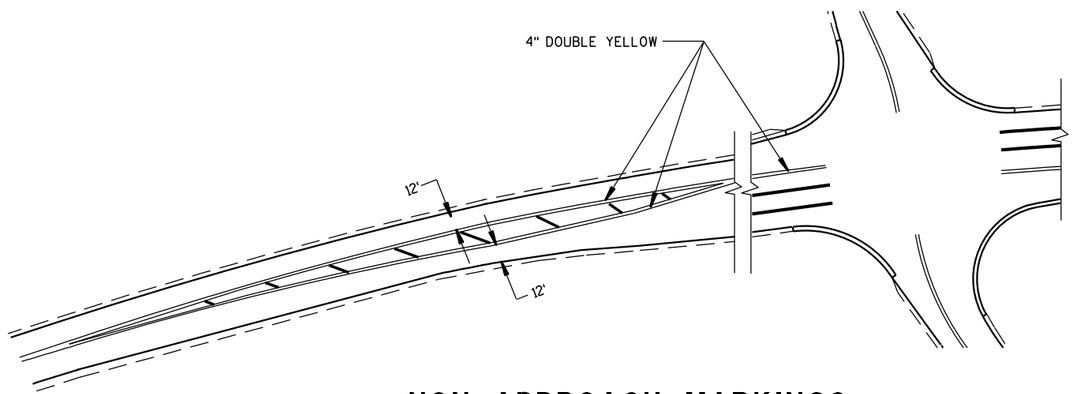
MEDIAN ISLAND DETAIL

GENERAL NOTE

DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

MEDIAN ISLAND MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 2-5-09 DATE	/S/ Thomas N. Nothohm STATE TRAFFIC ENGINEER
FHWA	

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S.D.D. 15 C 18-3

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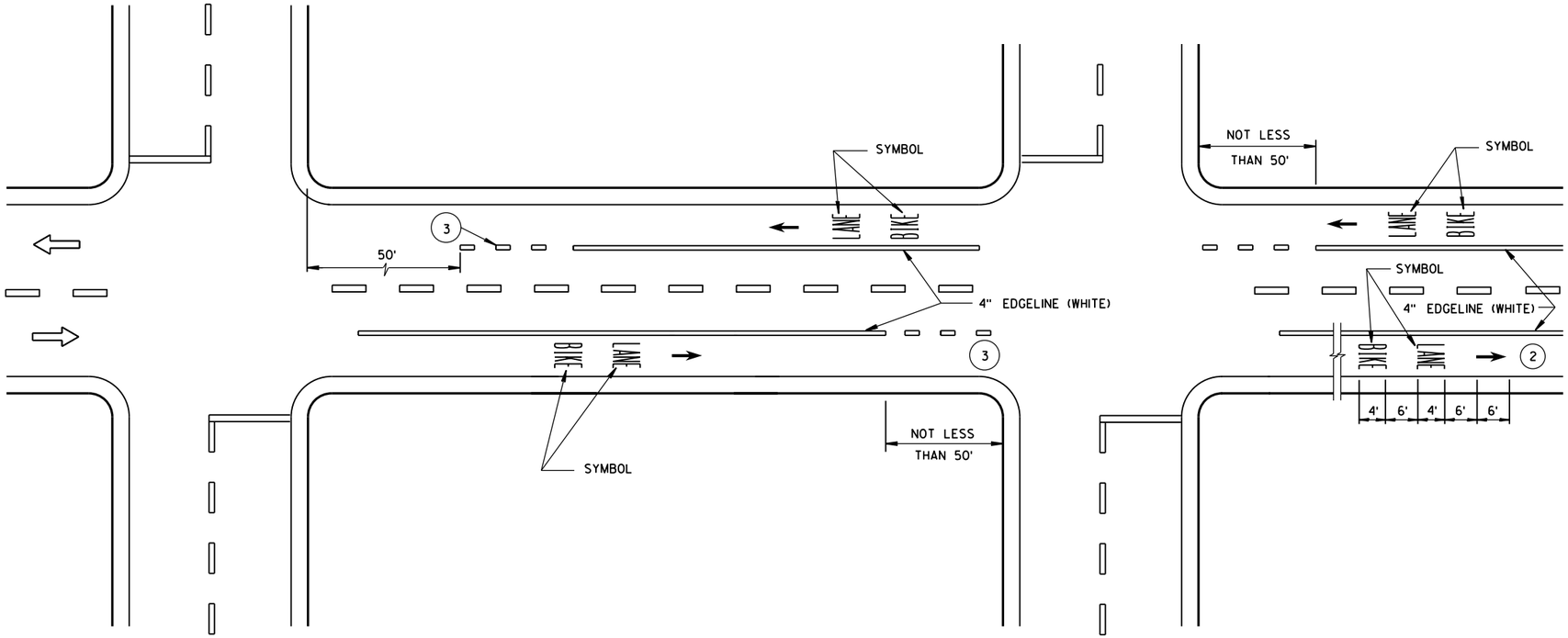
S.D.D. 15 C 18-3

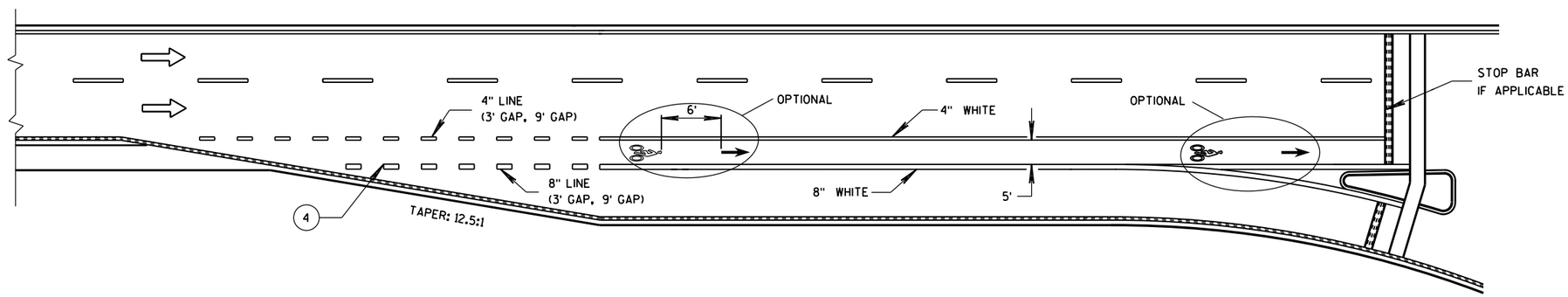


GENERAL NOTES

1. DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
2. MINIMUM OF ONE PER BLOCK. MAXIMUM OF 250 FEET.
3. DOTTED LINES (3'LINE, 9'GAP) SHOULD BE USED 50 FEET TO 200 FEET IN ADVANCE OF AN INTERSECTION WHERE THERE IS NO RIGHT TURN ONLY LANE AND THERE IS HEAVY RIGHT TURN TRAFFIC OR THERE IS A NEAR-SIDE BUS STOP. AT OTHER INTERSECTIONS WHERE RIGHT TURN TRAFFIC IS LIGHT TO MODERATE, A SOLID LINE CAN BE USED UP TO THE INTERSECTION.
4. IF SIGNED AND/OR MARKED AS A BICYCLE FACILITY INCLUDE SECOND LINE OF LINE-SPACE MARKING, OTHERWISE DO NOT.

DIRECTION OF TRAVEL

DESIGNATED BICYCLE LANE
NO PARKING



BIKE LANE - 4-LANE DIVIDED WITH RIGHT TURN LANE

BICYCLE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-18-2016 DATE
/S/ Matthew R. Rauch
STATE SIGNING AND MAR NEER
FHWA

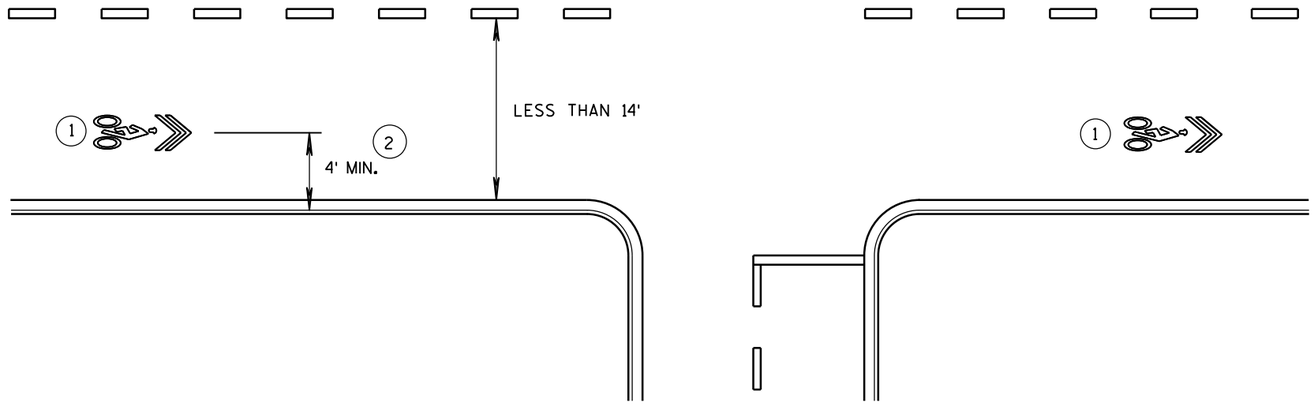
6

S.D.D. 15 C 29-4a

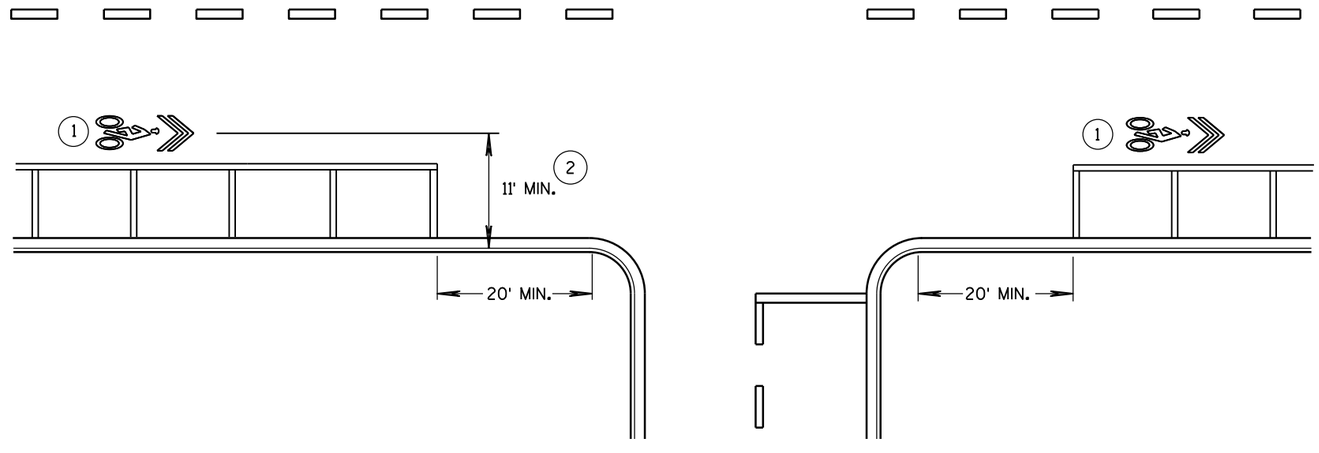
GENERAL NOTES

(1) MINIMUM OF ONE PER BLOCK, MAXIMUM OF 250 FEET.

(2) OR TO EDGE OF PAVEMENT WITHOUT CURB.



WITHOUT PARKING



WITH PARKING

PAVEMENT MARKING FOR
SHARED LANE
35 MPH OR LESS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-18-2016
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MARKING ENGINEER

FHWA

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S.D.D. 15 C 29-4b

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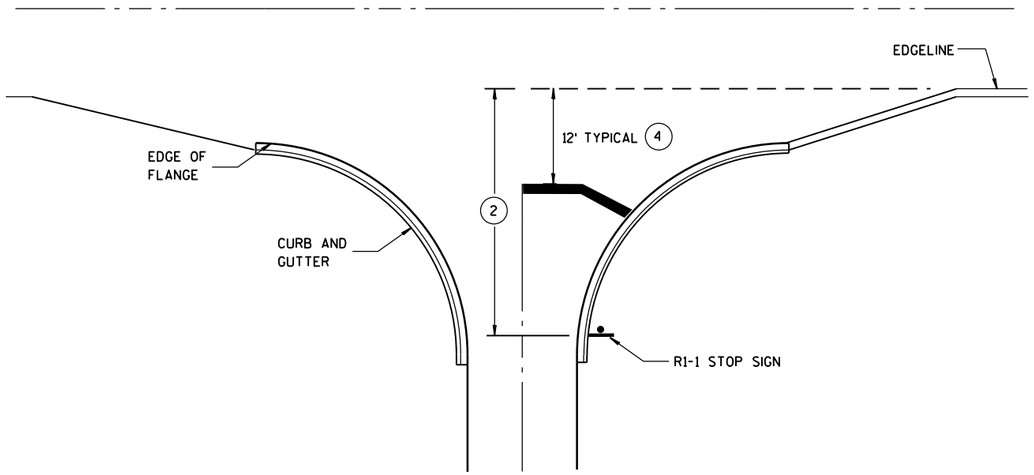
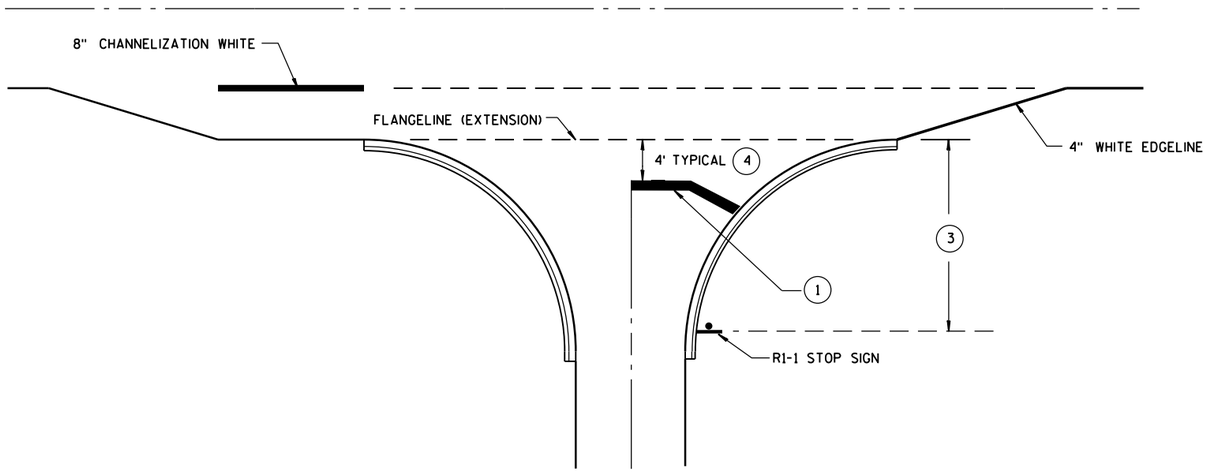
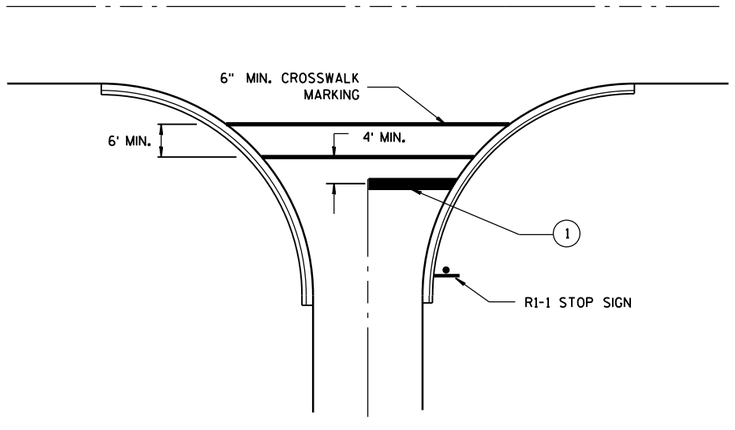
S.D.D. 15 C 29-4b



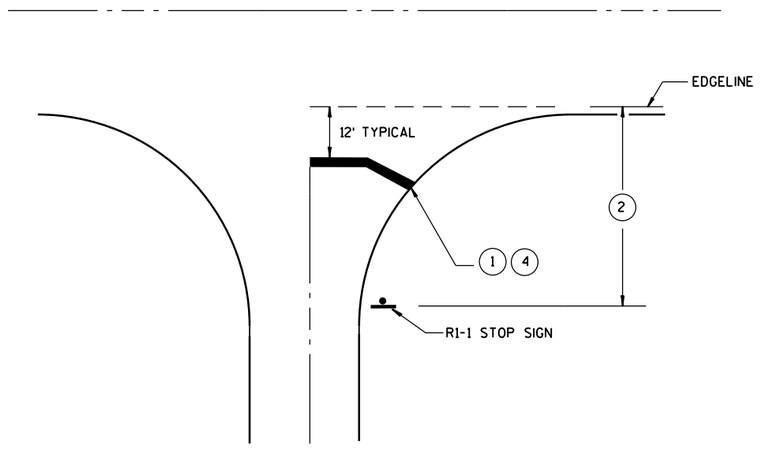
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE THAN NO STOP LINE IS REQUIRED.
3. IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.
4. MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES. (NO CLOSER THAN 4 FEET).

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-18-2016
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAR[illegible]NEER

FHWA

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S.D.D. 15 C 33-2

S.D.D. 15 C 33-2

LEGEND

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

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIREABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

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

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

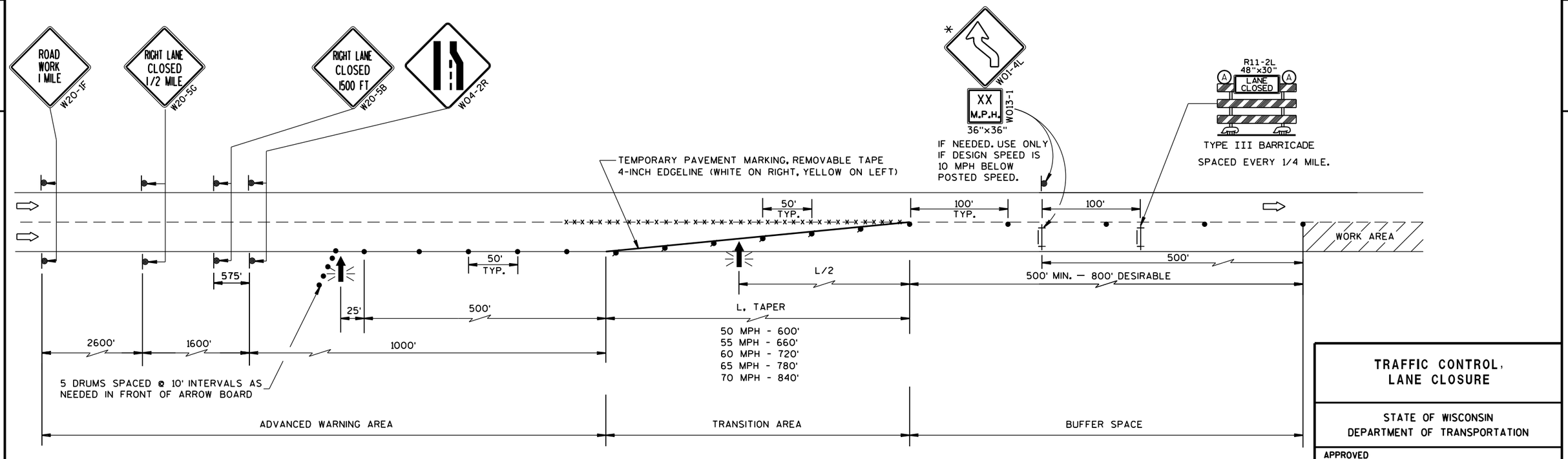
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

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

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

* THE LEFT REVERSE CURVE SIGN (WO1-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.



TRAFFIC CONTROL, LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2016 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA

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S.D.D. 15 D 12-6a

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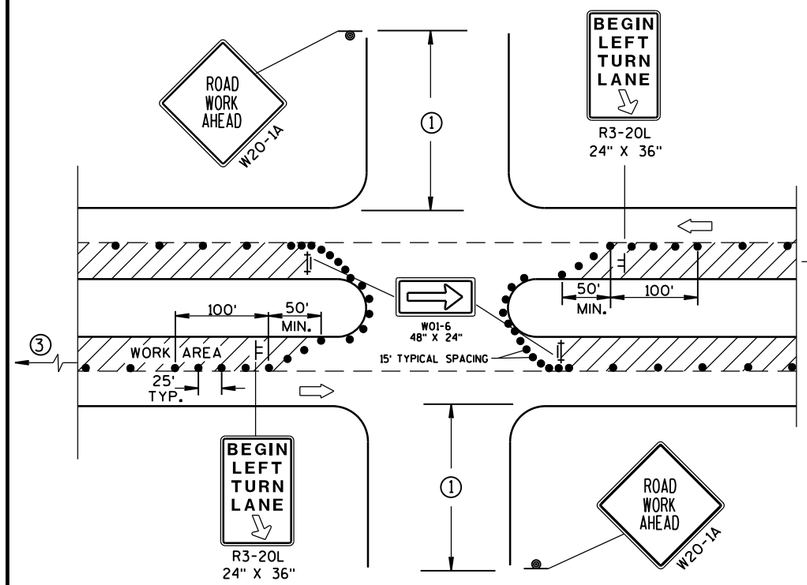
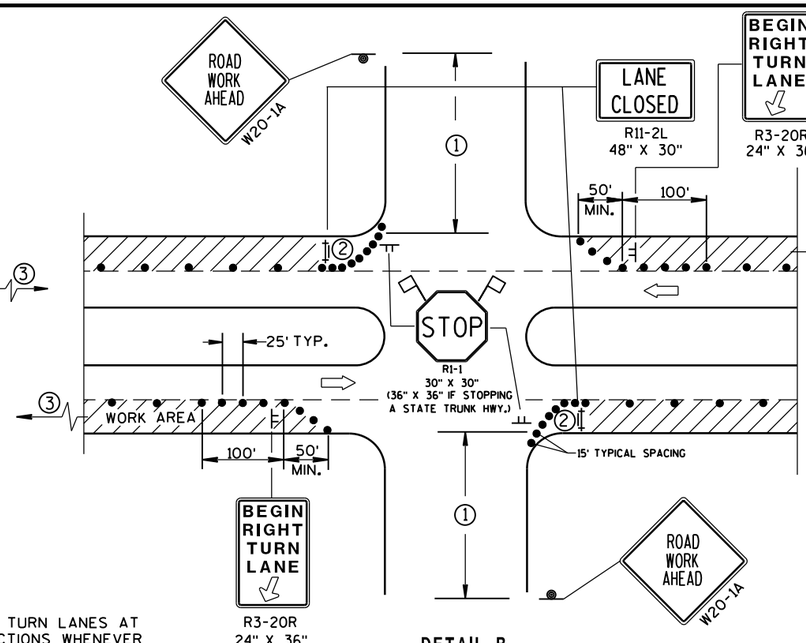
S.D.D. 15 D 12-6a



DETAIL A

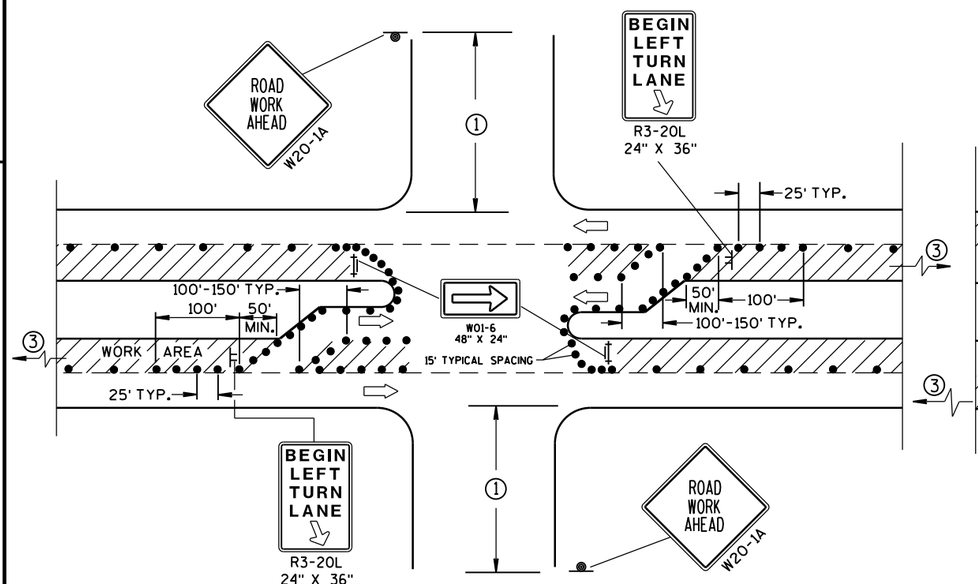
FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



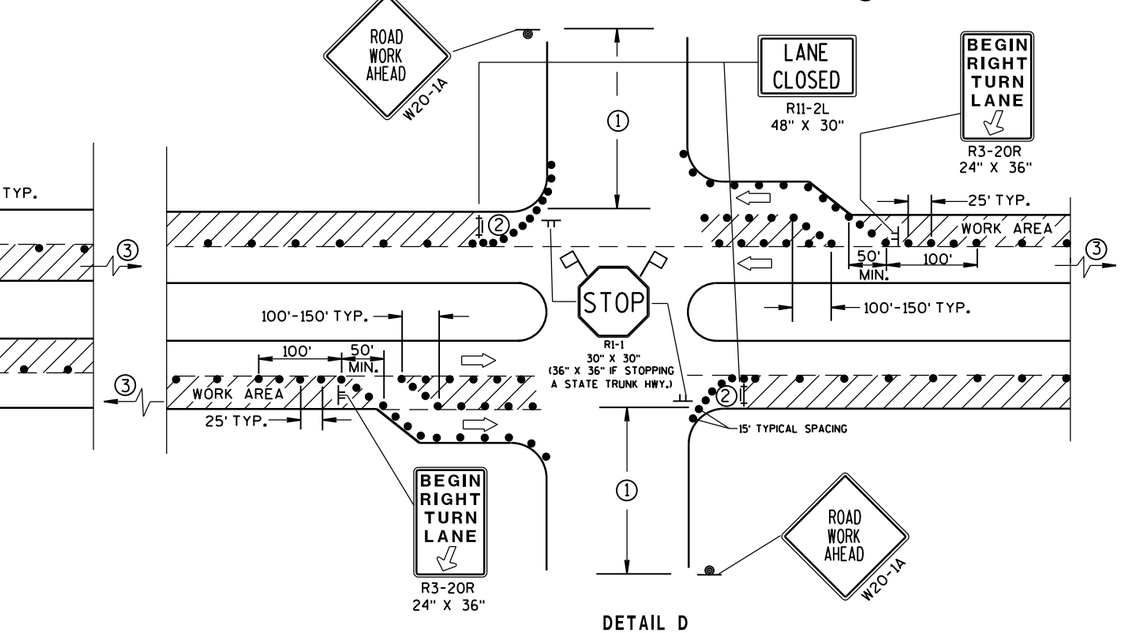
DETAIL B

FOR RIGHT LANE CLOSURE AT INTERSECTION



DETAIL C

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)



DETAIL D

FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

GENERAL NOTES

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

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

① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35-40 MPH.
200' IF 25-30 MPH.

② ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., (ORANGE)
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016
DATE
/S/ Peter Anakobe Atepe
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

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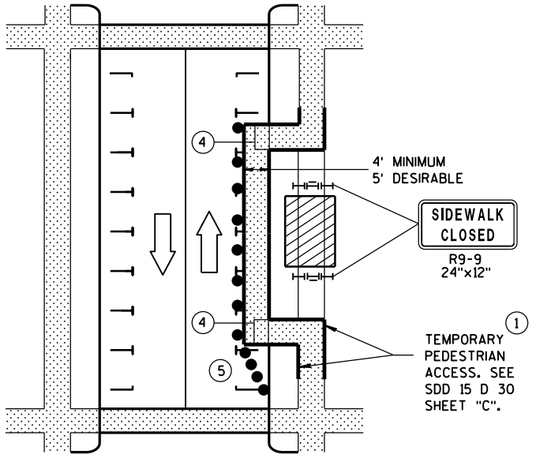
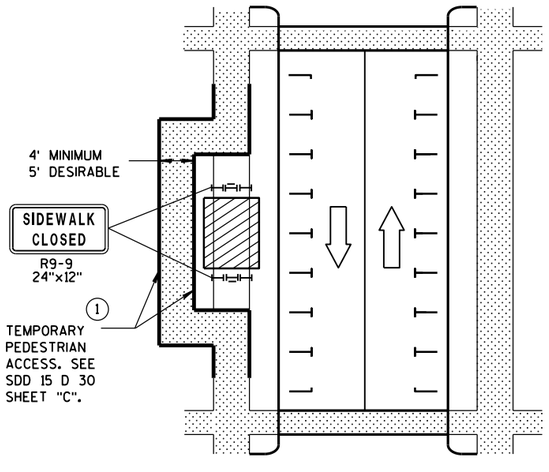
S.D.D. 15 D 21-4

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

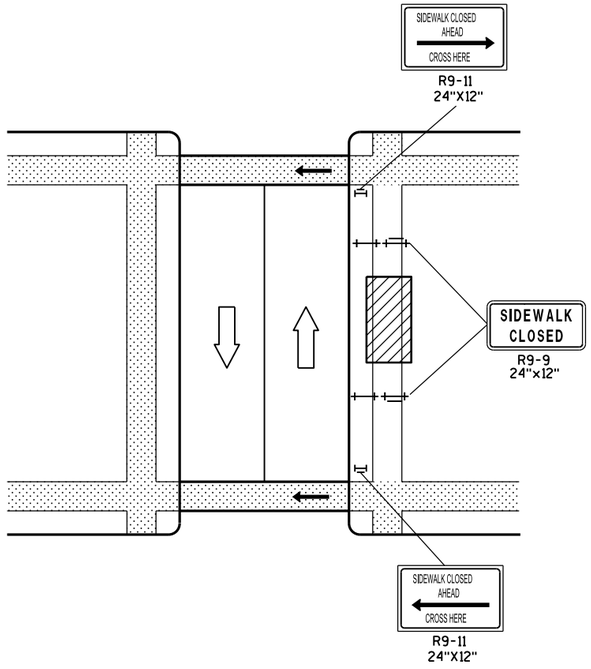


MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE

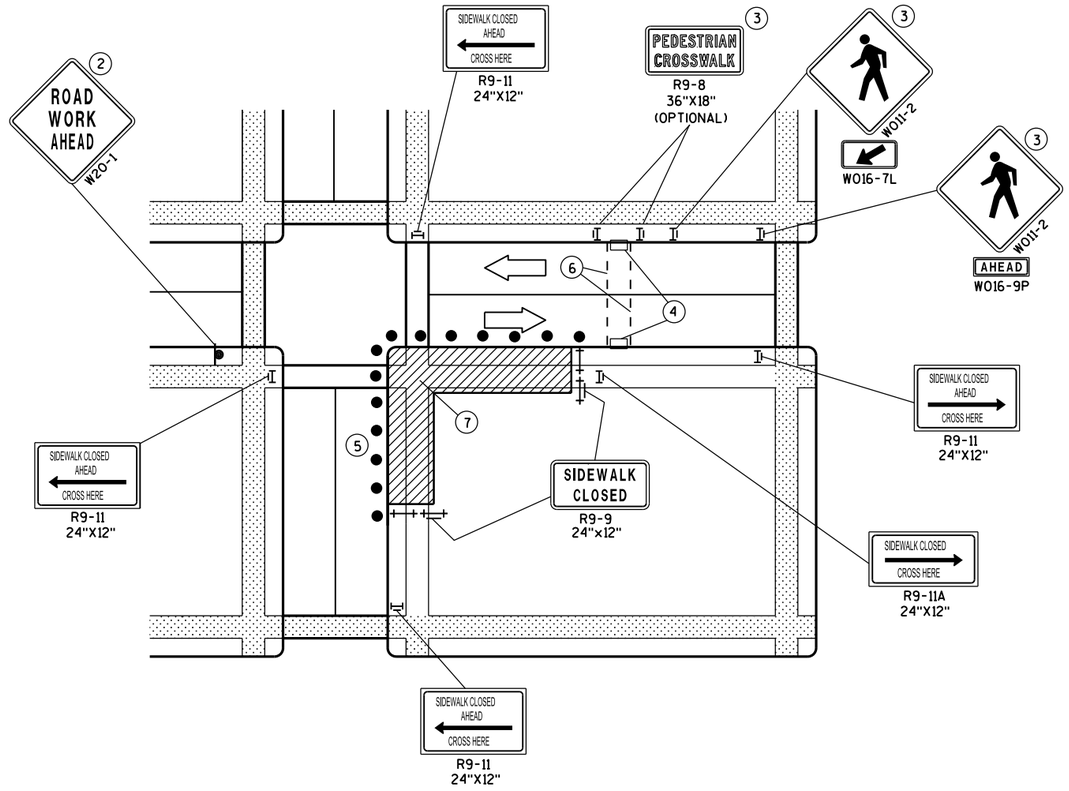
NOTE: LAYOUT SAME AS ABOVE.



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 NIGHTTIME 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 BETWEEN 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 W011-2 SIGN ASSEMBLIES. IF PROVIDED INCLUDE ON BOTH SIDES OF THE CROSSWALK.

(4) TEMPORARY CURB RAMPS. SEE SDD 15 D 30 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
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- PEDESTRIAN CHANNELIZATION DEVICE
- 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)
- DIRECTION OF TRAFFIC
- TRAFFIC CONTOL DRUM

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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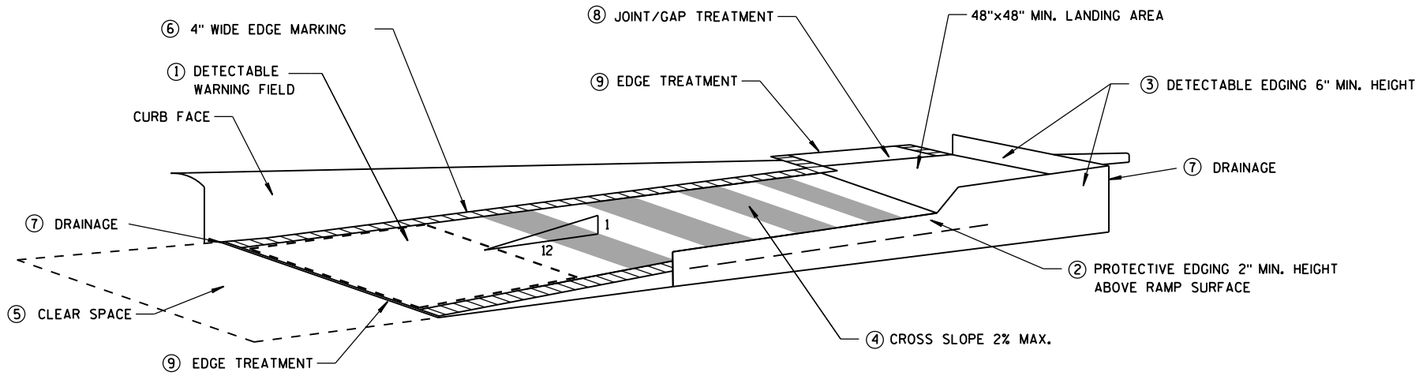


TEMPORARY CURB RAMP PARALLEL TO CURB

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 FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 8D5 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"X48" MIN. SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

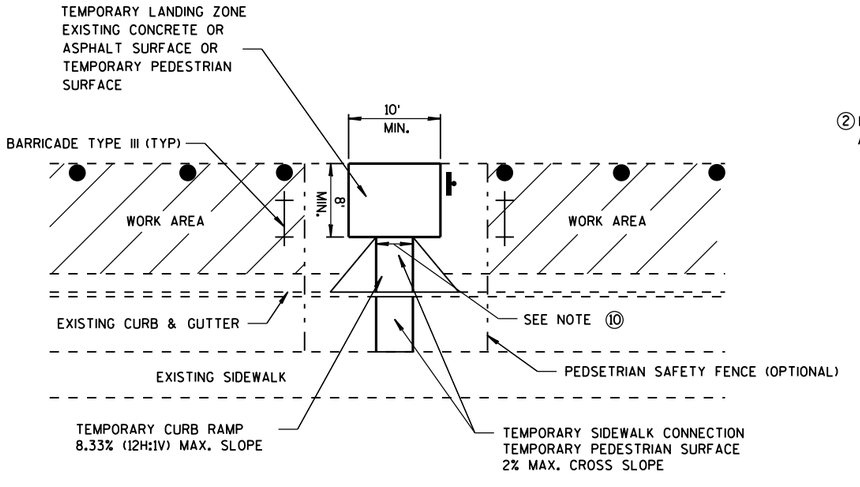
⑥ THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.

⑦ DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

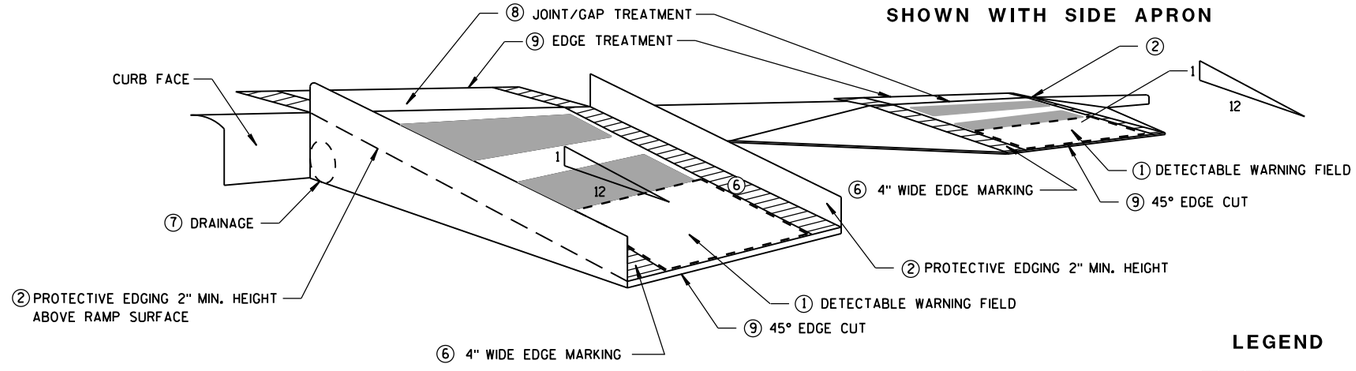
⑧ LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

⑨ CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES SHALL BE VERTICAL UP TO 1/4" HIGH, AND BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".

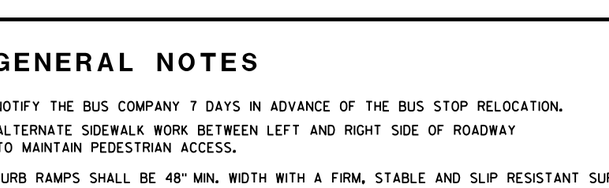
⑩ 5' WIDE MIN. WITH PEDSETRIAN SAFETY FENCE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY FENCE.



TEMPORARY BUS STOP PAD



SHOWN WITH PROTECTIVE EDGE



TEMPORARY CURB RAMP PERPENDICULAR TO CURB

LEGEND

WORK AREA

TYPE III BARRICADE

TRAFFIC CONTOL DRUM

TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2016 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZO SAFETY ENGI IC

FHWA

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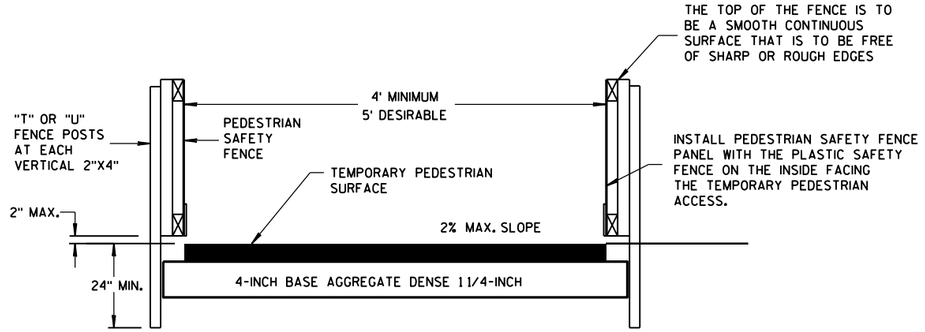
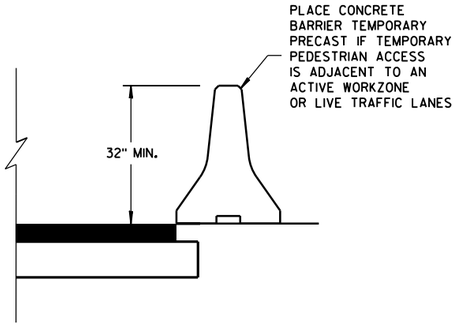
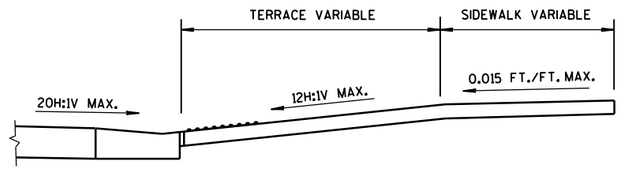




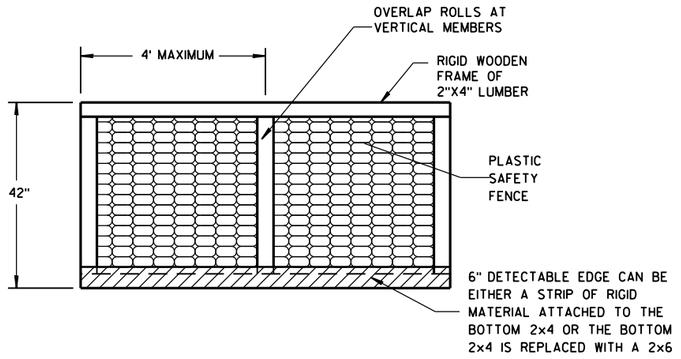
TEMPORARY PEDESTRIAN ACCESS

GENERAL NOTES

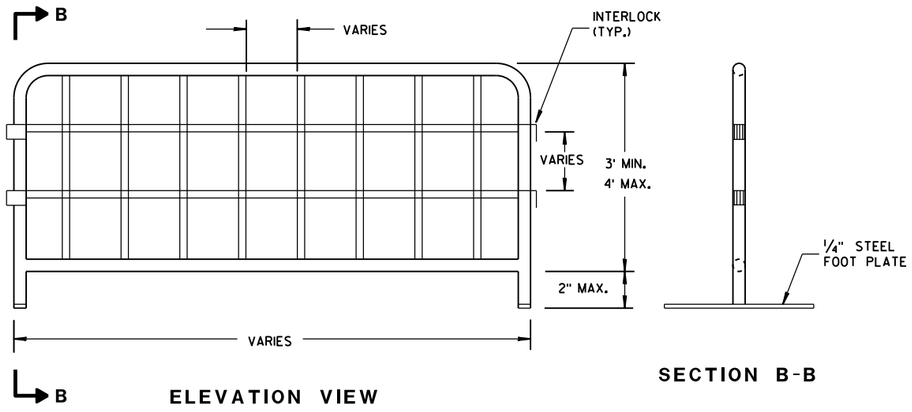
(1) INTERCHANGEABLE WITH THE PEDESTRIAN SAFETY FENCE.



SECTION A-A



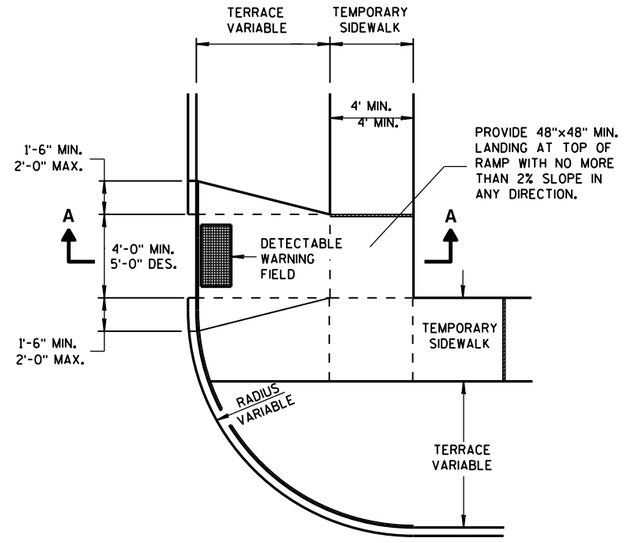
PEDESTRIAN SAFETY FENCE



ELEVATION VIEW

SECTION B-B

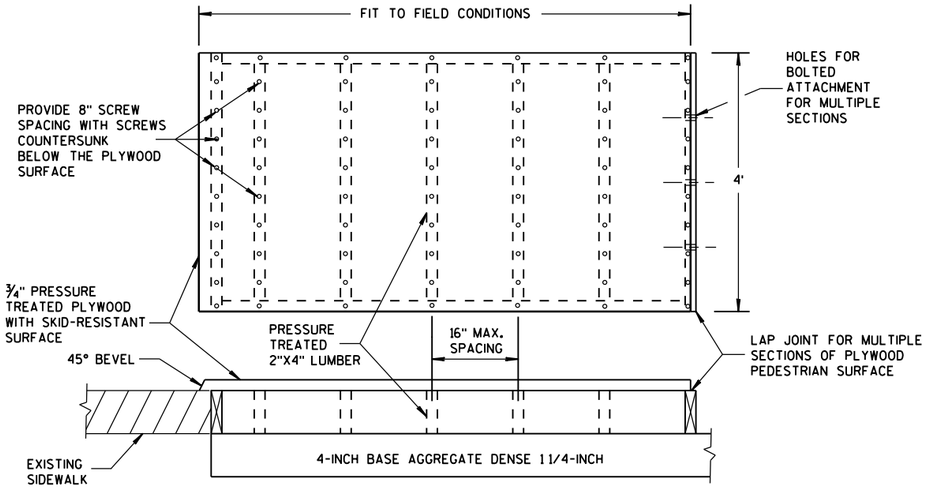
TEMPORARY PEDESTRIAN STEEL BARRICADE (1)



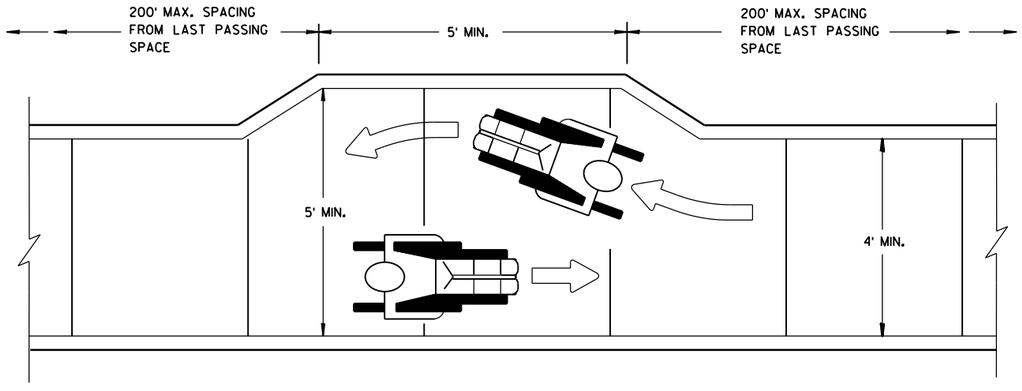
PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)



TEMPORARY PEDESTRIAN SURFACE PLYWOOD



NARROW SIDEWALK PASSING DETAIL

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016
DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZON SAFETY ENGIN IC
FHWA

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S.D.D. 15 D 30-3c

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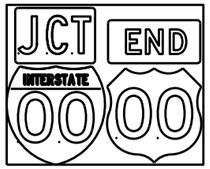
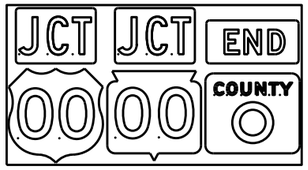
S.D.D. 15 D 30-3c

TYPICAL ASSEMBLIES

J1-1

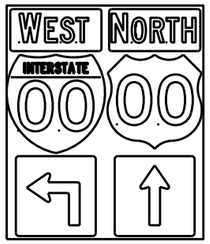


J1-2

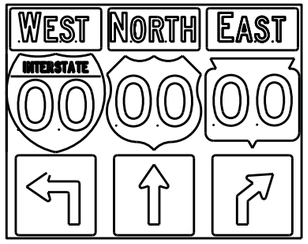


J1-3

J2-1



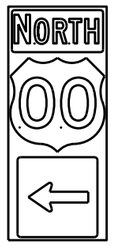
J2-2



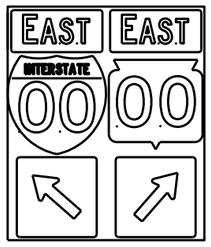
J2-3

JV

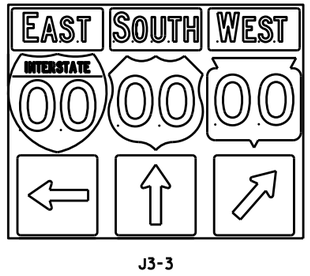
(Typical Vertical J-Assembly
See Note 10 and 11)



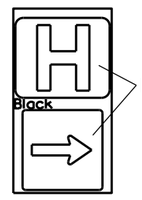
J3-1



J3-2

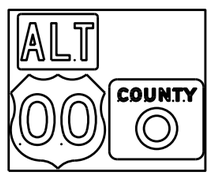


J3-3

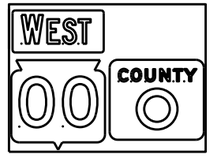


JH-1

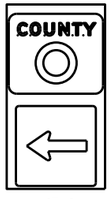
J4-1



J4-2



J4-2



J13-1

J12-1

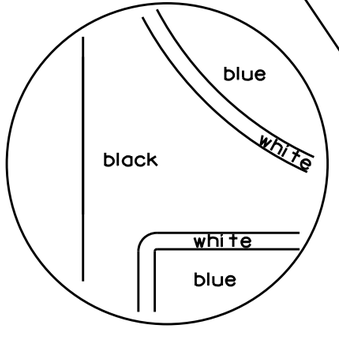
J32-1

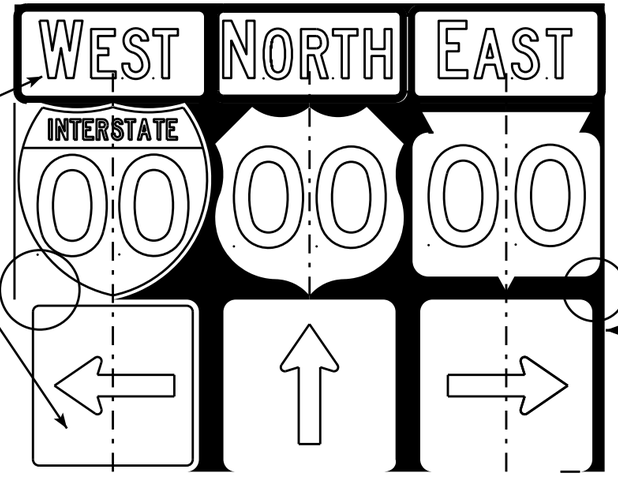
J33-1

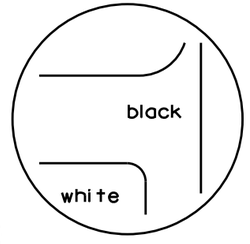
J23-1

J22-1

[blue background with interstate]







[black background]

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

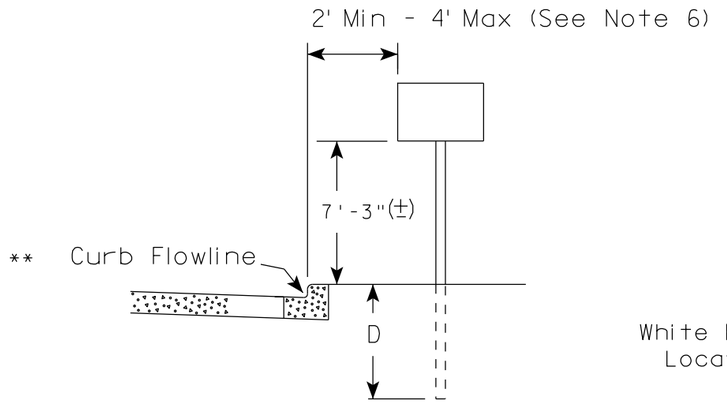
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/06/14 PL... A2-1S.8

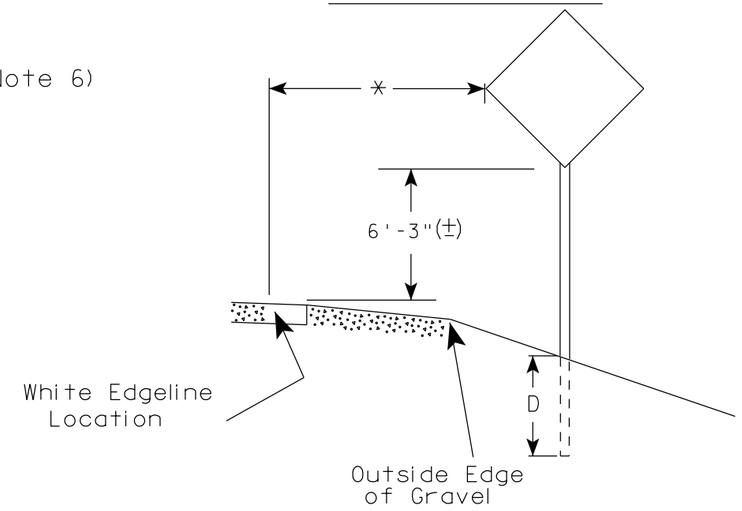
PROJECT NO: SHEET NO: E

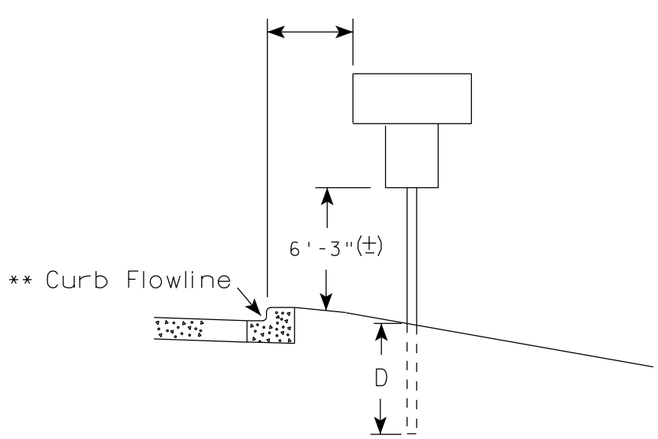
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :
WISDOT/CADDS SHEET 42

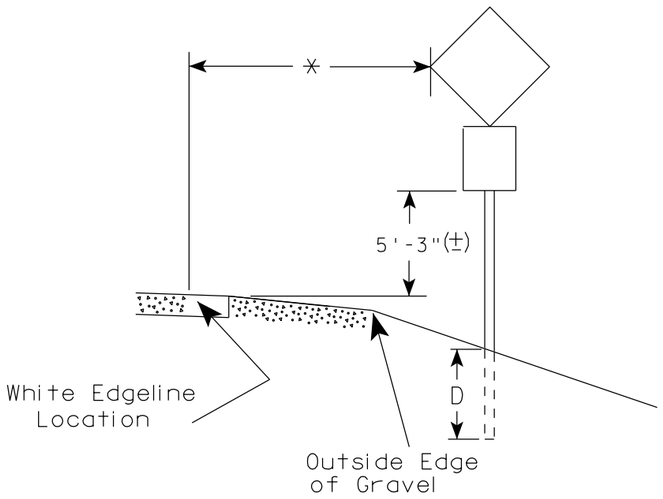
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

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

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

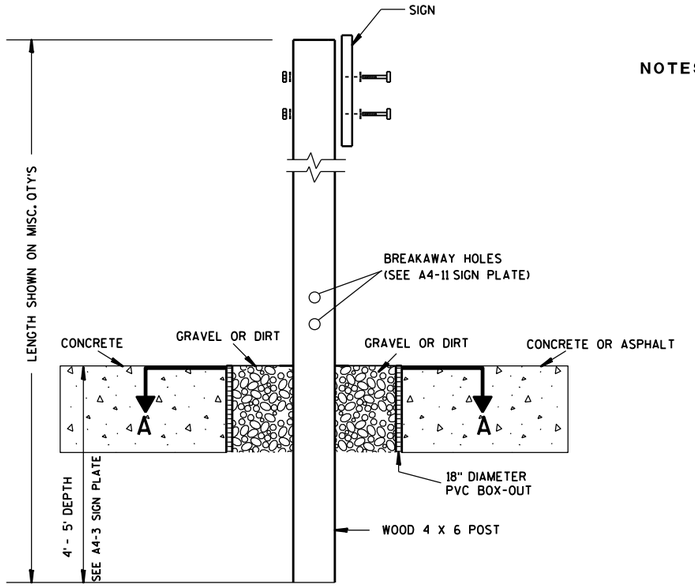
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-3.20

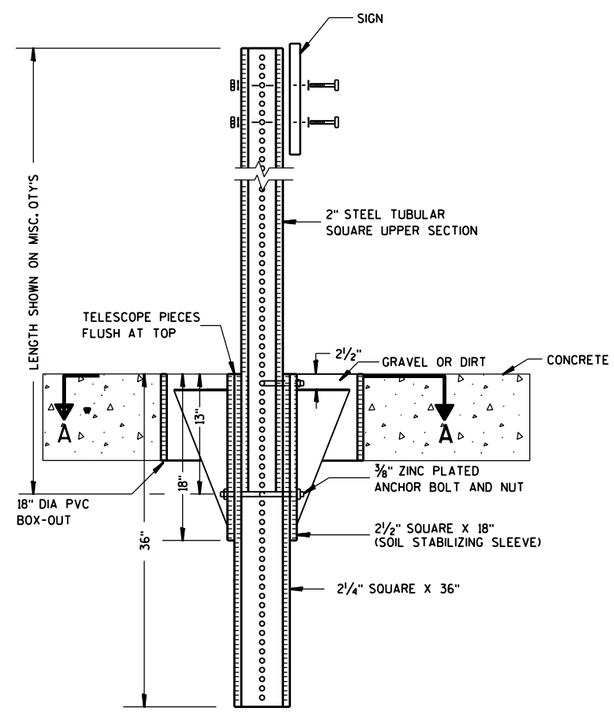
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



ELEVATION VIEW

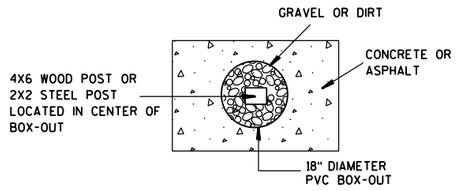
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

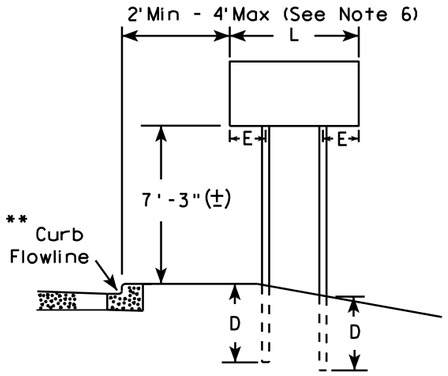
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

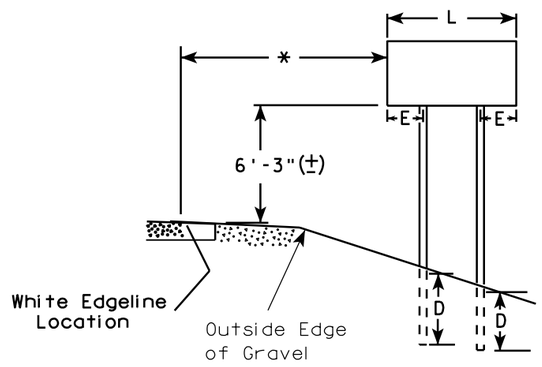
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

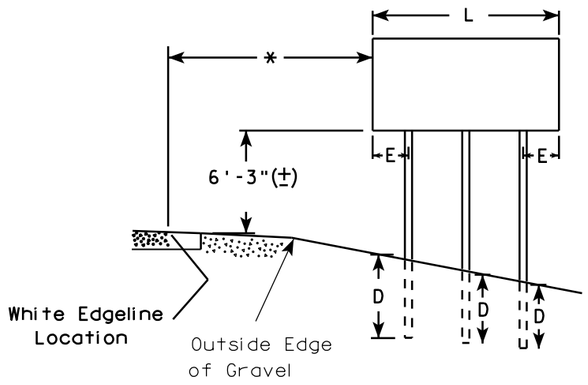
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

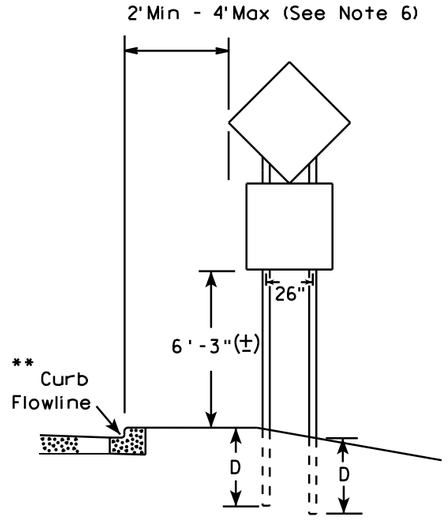
URBAN AREA



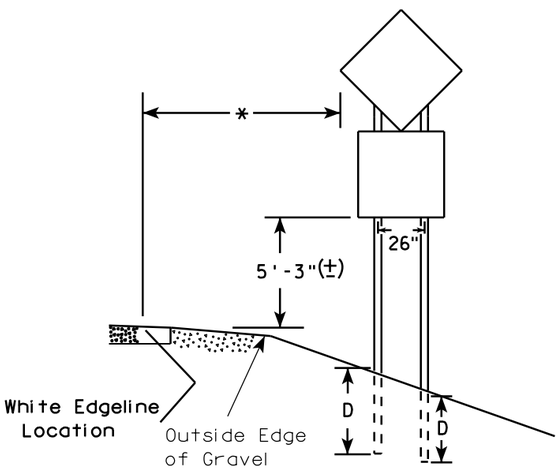
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
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.

***

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
Greater than 48" Less than 60"	12"
60" to 120"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 120" less than 168"	12"

SIGN SHAPE OTHER THAN DIAMOND (FOUR POSTS REQUIRED)	
L	E
168" and greater	12"

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

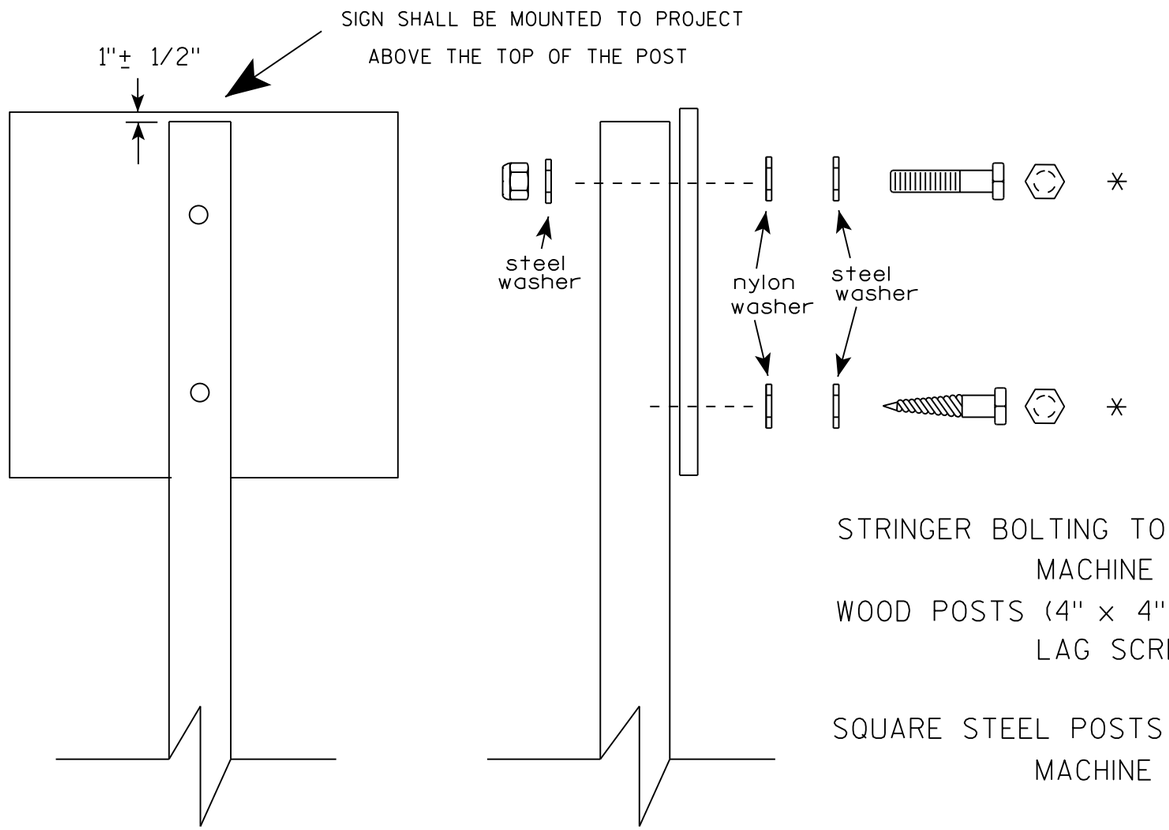
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-4 133 14

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A44.DGN PLOT DATE : 23-JUL-2015 15:23 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 107.021305:1.000000

WISDOT/CADDS SHEET 42



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

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts
WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)
SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)
RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH
WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

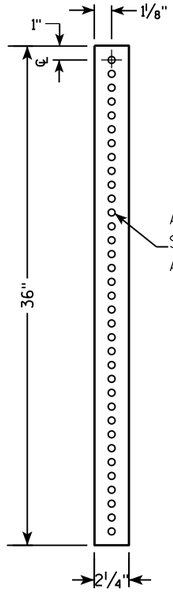
DATE 8/11/16 PLATE NO. A4-8.8

PROJECT NO: SHEET NO: E

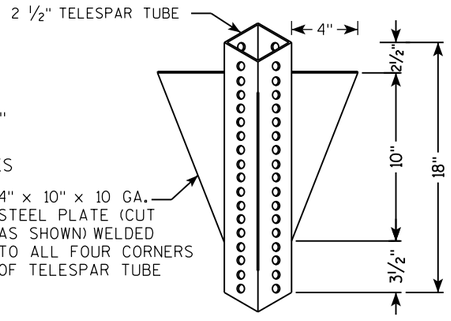
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 11-AUG-2016 11:35 PLOT BY : $$ plotuser $$

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

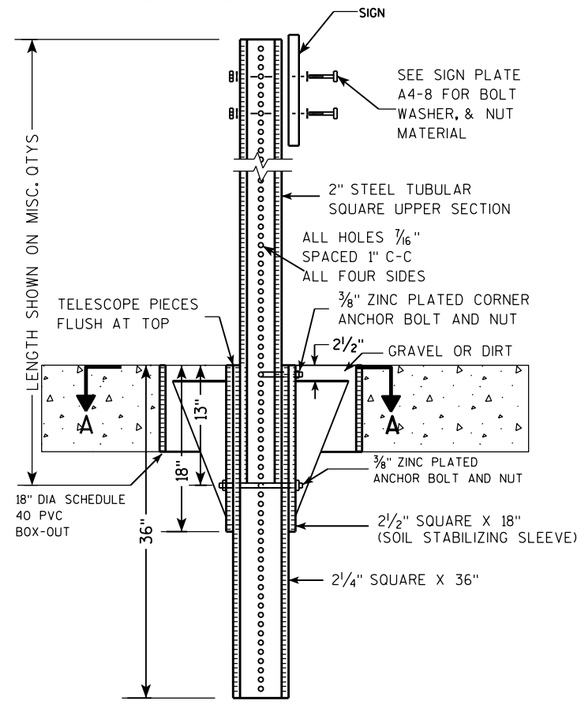
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



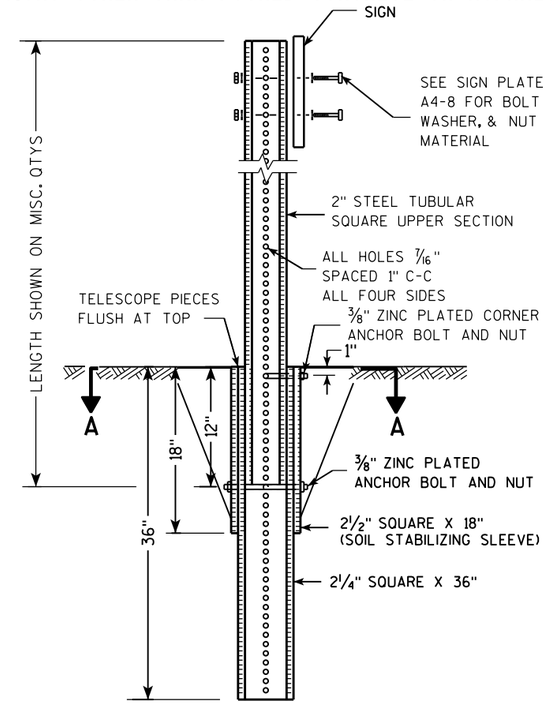
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

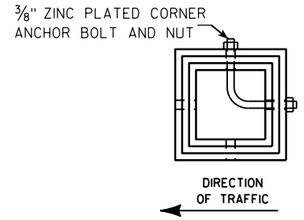


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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

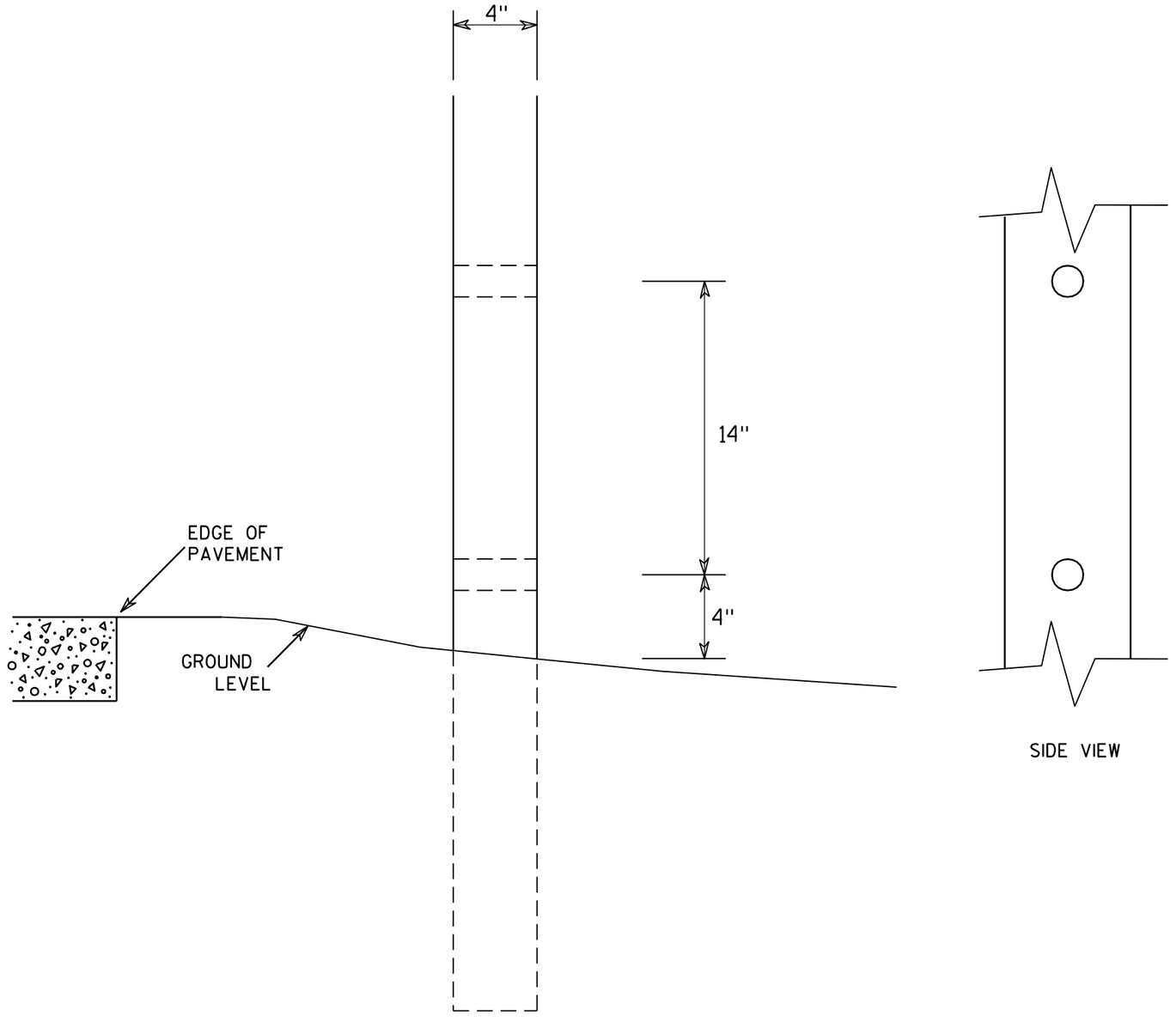
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

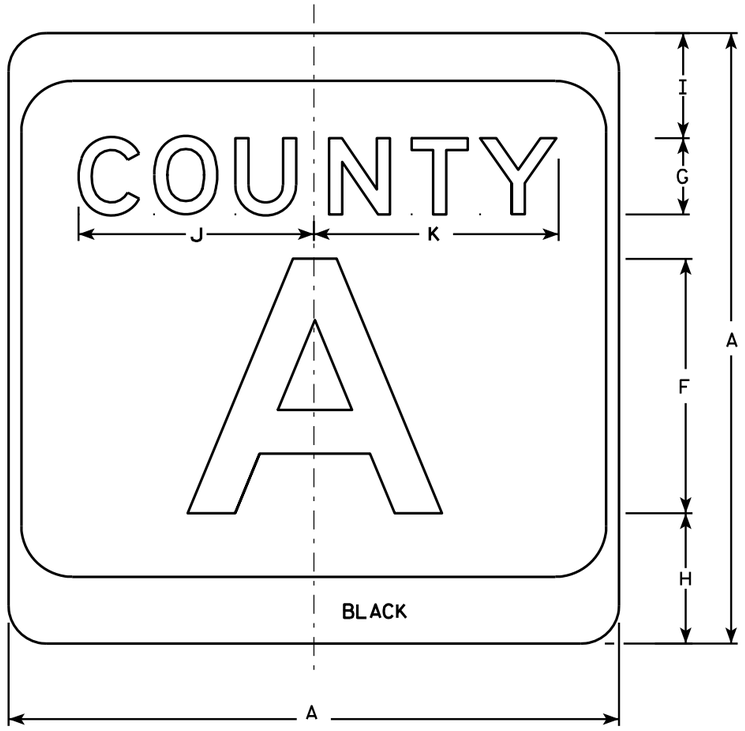
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

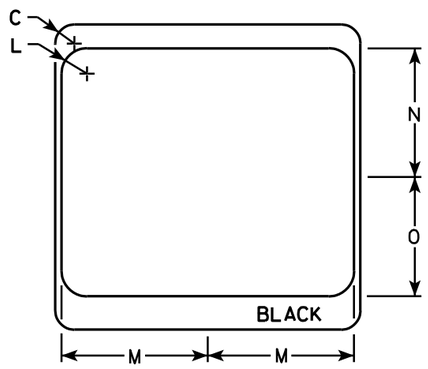
APPROVED Chester J Spang
for State Traffic Engineer

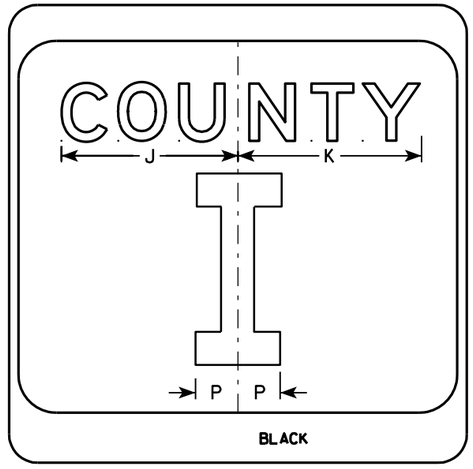
DATE 3/27/97 PLATE NO. A4-11.2

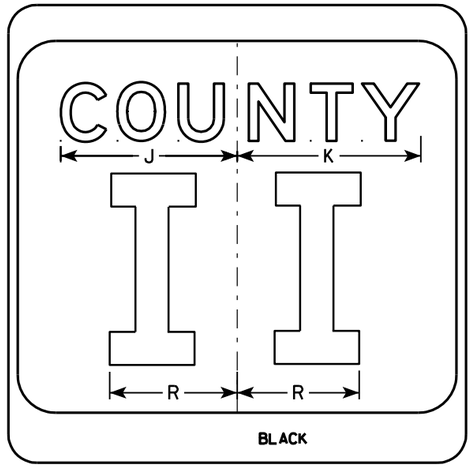
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 136	E



M1-5A







NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 7
   Message - Black
3. Message Series - see Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

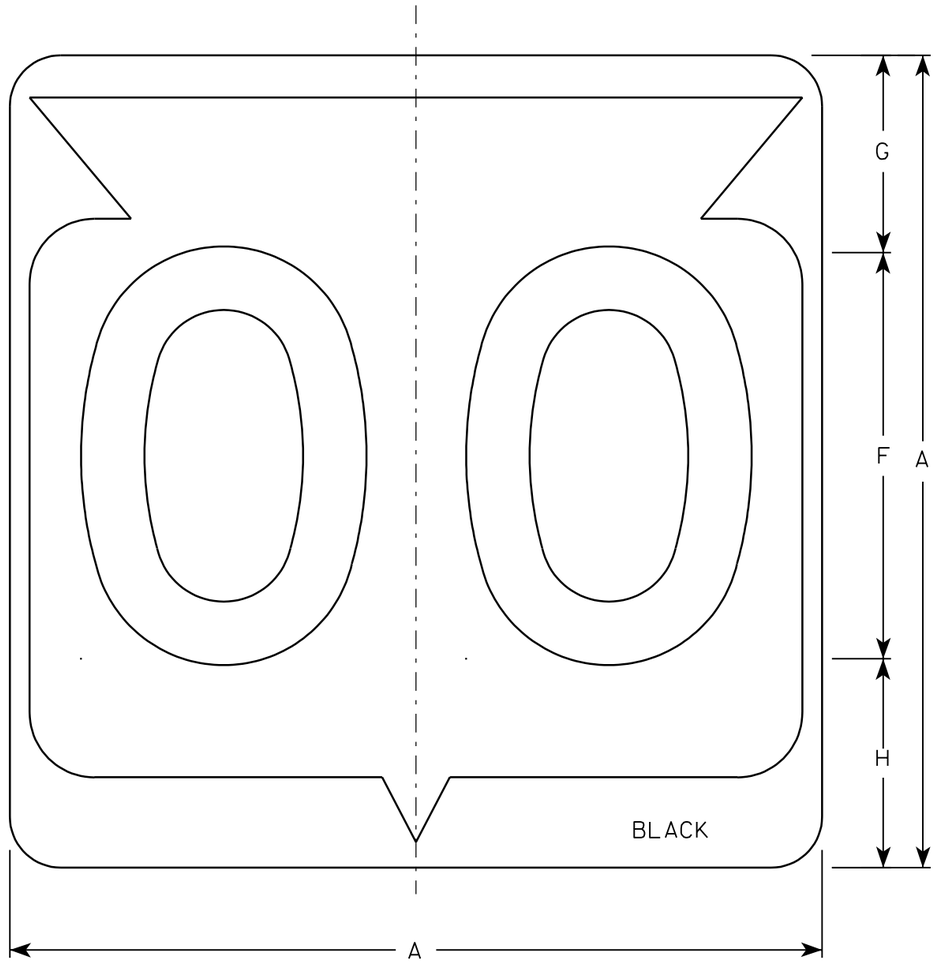
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 137 | E

7

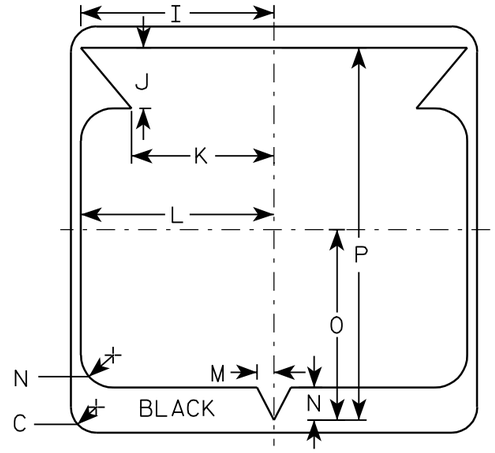
FILE NAME : C:\Users\PROJECTS\tr_stdplate\M15A.DGN PLOT DATE : 29-SEP-2011 11:25 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.959043:1.000000
WISDOT/CADDS SHEET 42



M1-6

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   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. Substitute appropriate Series numerals and adjust spacing as per plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective



Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 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																												
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0	.36
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81

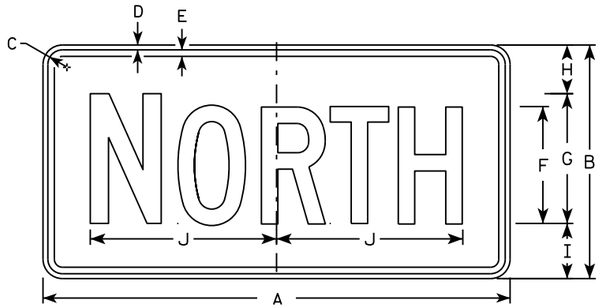
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

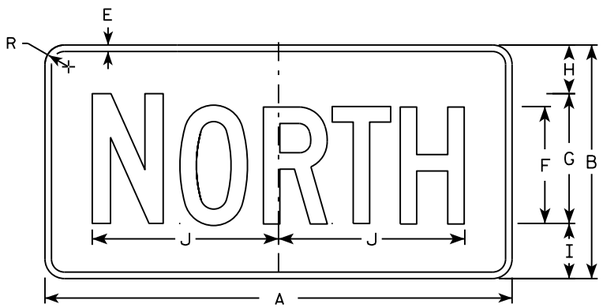
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 138	E



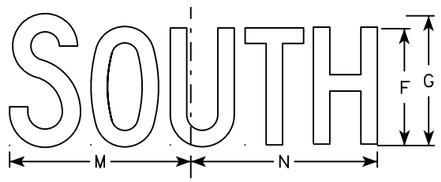
M3-1
MM3-1
MP3-1



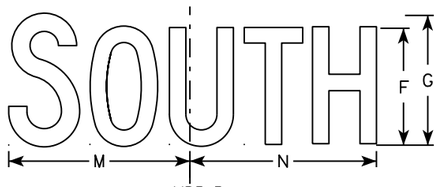
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

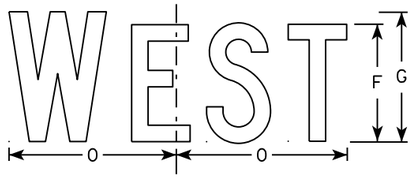
MB3-2
MK3-2
MN3-2



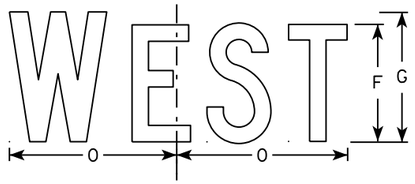
M3-3
MM3-3
MP3-3



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

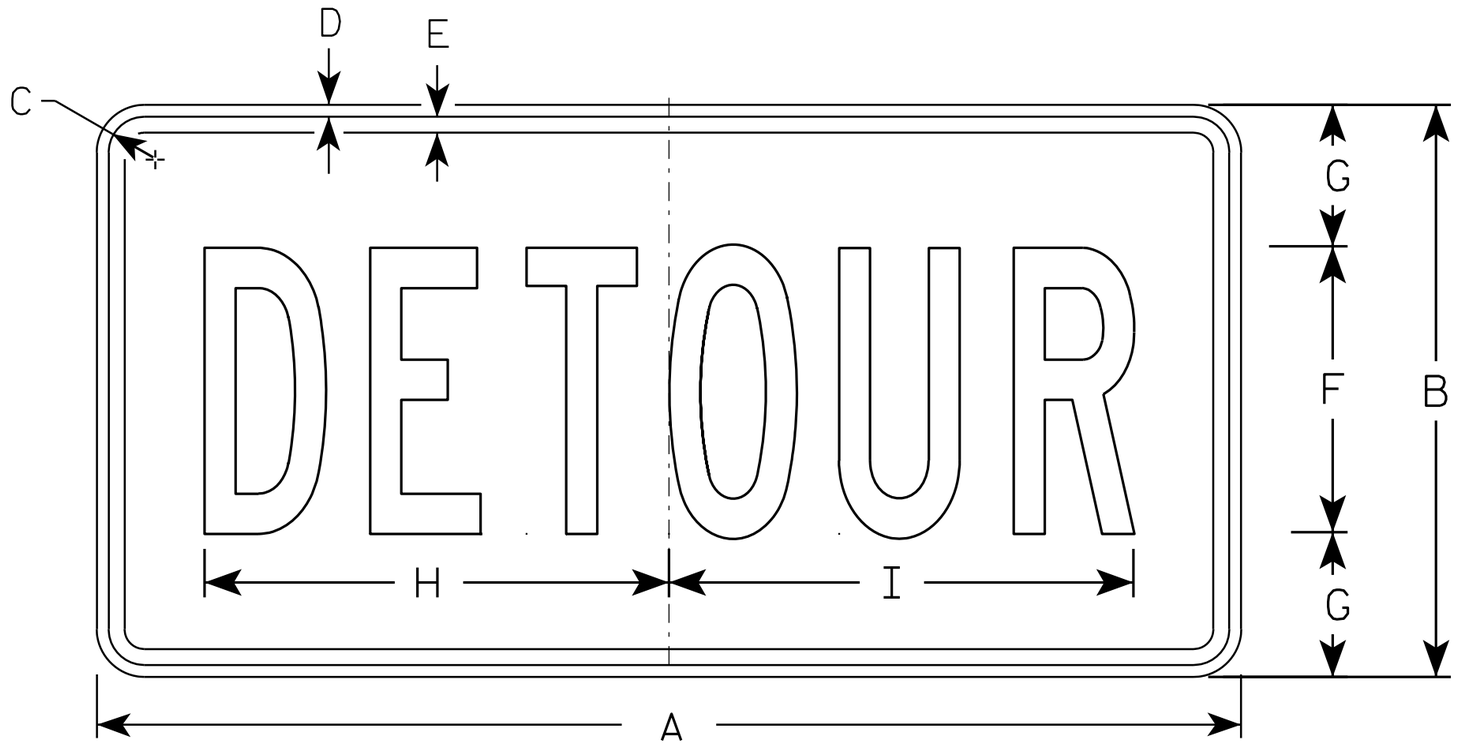
WISCONSIN DEPT OF TRANSPORTATION

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																											

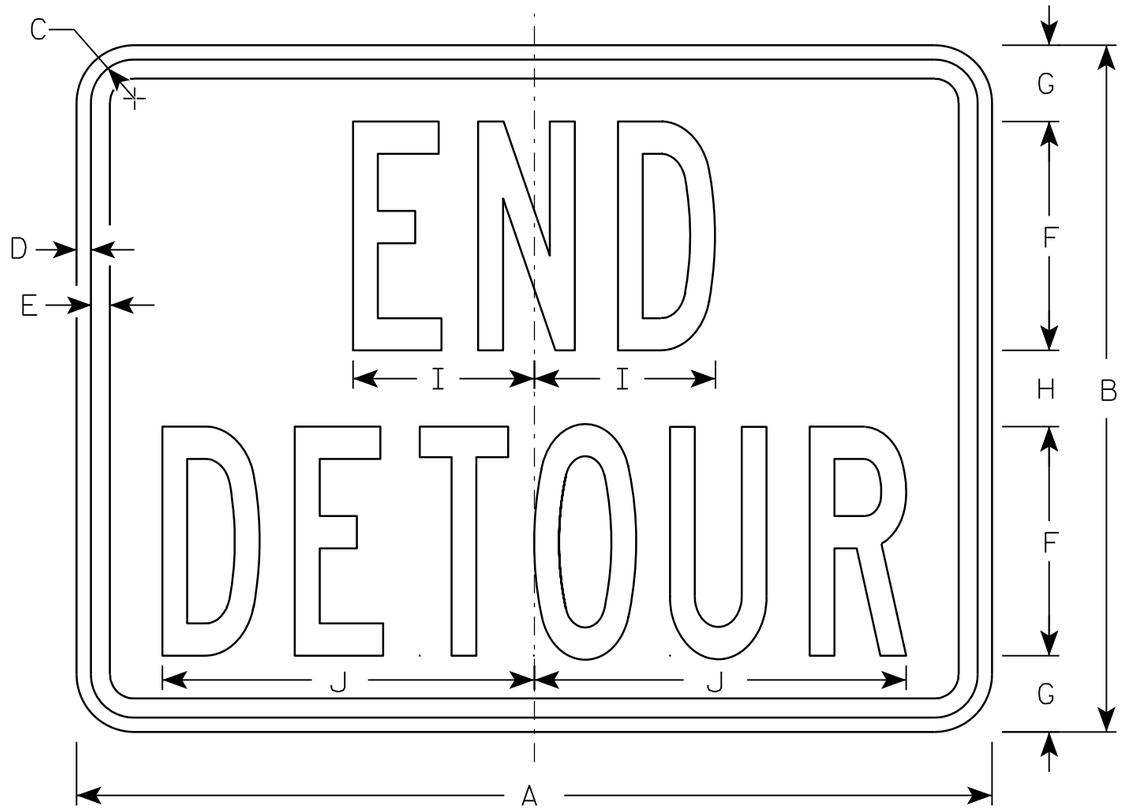
STANDARD SIGN
M4-8

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: 140	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																											

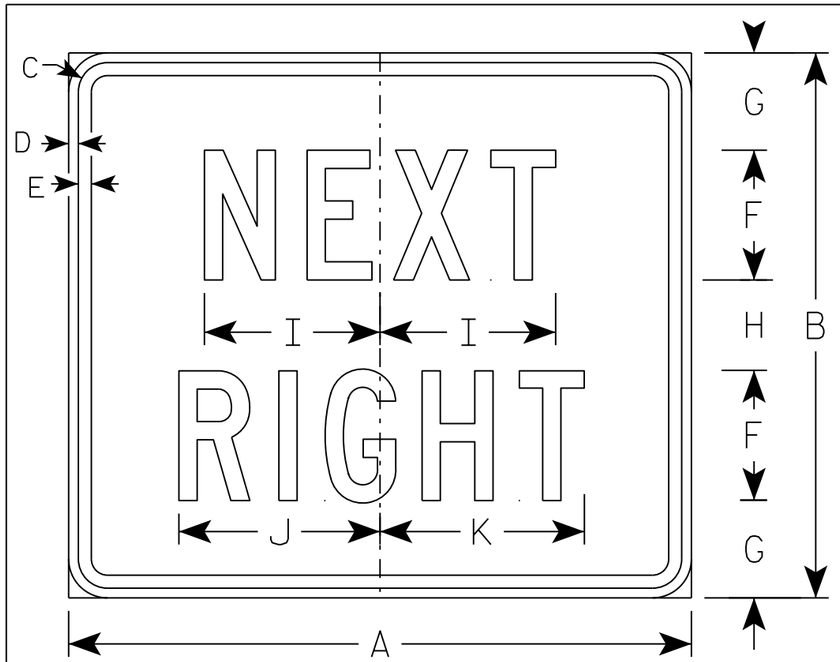
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

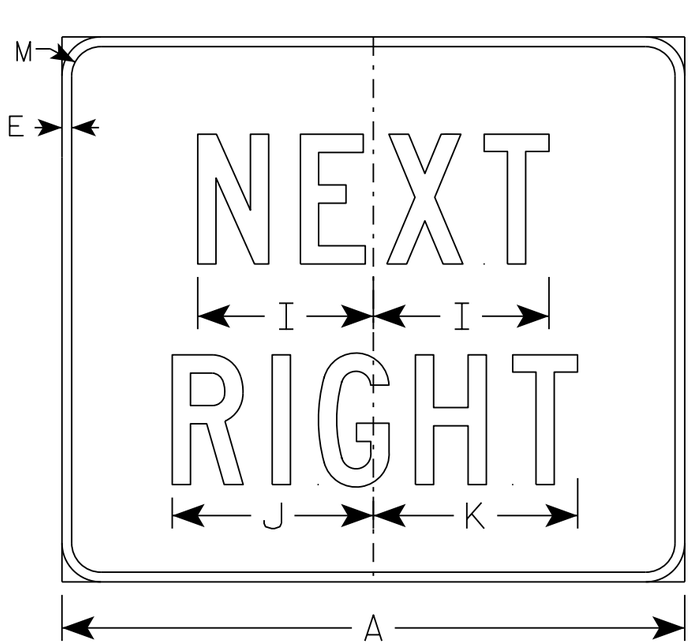
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

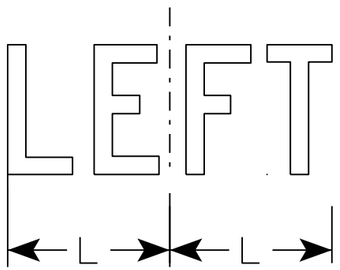
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 141	E



M4-21R
MM4-21R
MO4-21R
MP4-21R



MB4-21R
MK4-21R
MN4-21R
MR4-21R



M4-21L
MB4-21L
MK4-21L
MM4-21L
MN4-21L
MO4-21L
MP4-21L
MR4-21L

NOTES

1. Sign is Type II - Type H except as Shown
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. M4-21 Background - White
   Message - Black
   MB4-21 Background - Blue
   Message - White
   MK4-21 Background - Green
   Message - White
   MM4-21 Background - White
   Message - Green
   MN4-21 Background - Brown
   Message - White
   MO4-21 Background - Orange - Type F Reflective
   Message - Black
   MP4-21 Background - White
   Message - Blue
   MR4-21 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	21	1 1/8	3/8	1/2	5	3 3/4	3 1/2	6 3/4	7 3/4	7 7/8	6 1/4	1 1/2														3.5
3	36	30	1 5/8	5/8	3/4	8	4 3/4	4 1/2	10 7/8	12 5/8	12 1/2	10 1/8	1 7/8														7.5
4																											
5																											

STANDARD SIGN
M4-21

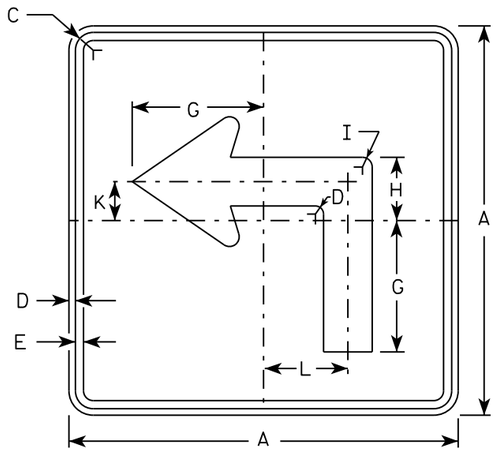
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

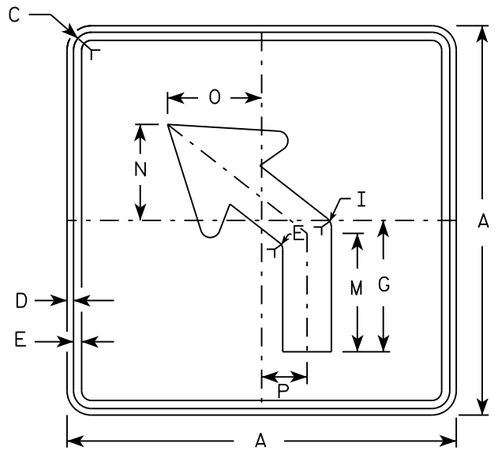
DATE 10/15/15 PLATE NO. M4-21.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

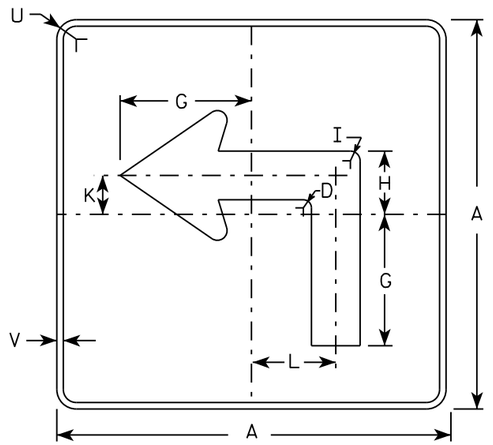
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M421.DGN PLOT DATE : 01-DEC-2015 18:03 PLOT BY : $$ platuser $$ PLOT NAME : PLOT SCALE : 5.837526:1.000000



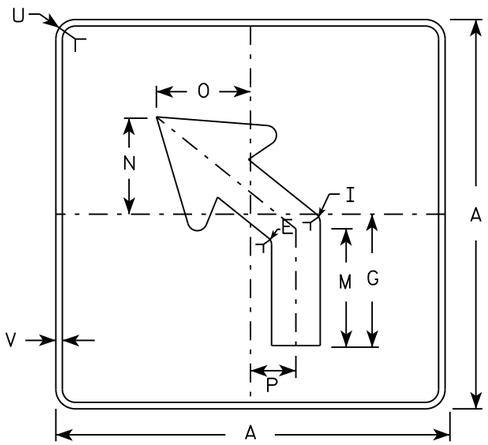
M5-1L
MM5-1L
MO5-1L
MP5-1L



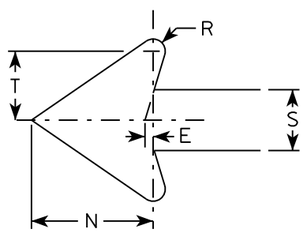
M5-2L
MM5-2L
MO5-2L
MP5-2L



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

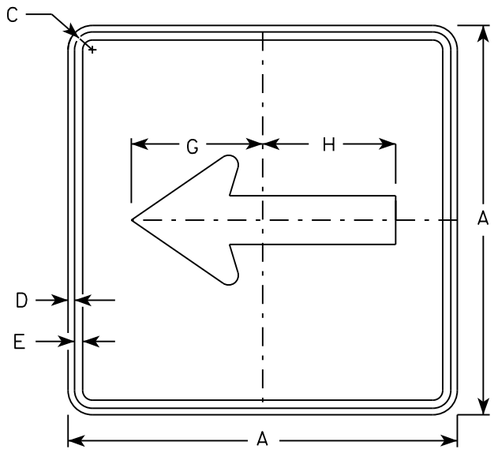
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

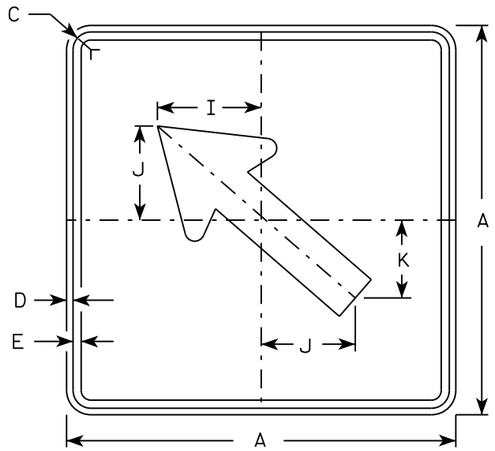
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE NO. M5-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



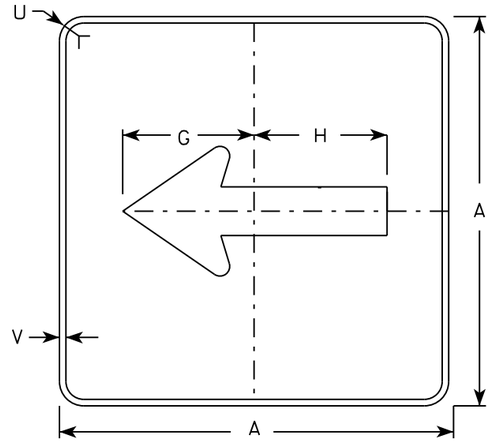
M6-1
MM6-1
MO6-1
MP6-1



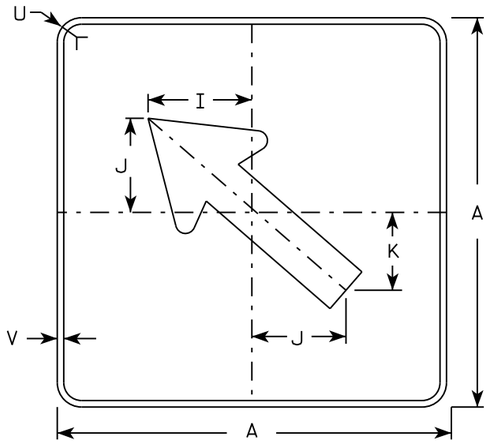
M6-2
MM6-2
MO6-2
MP6-2

NOTES

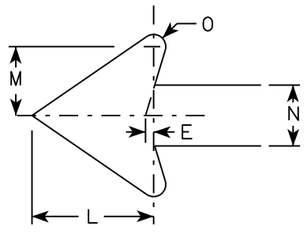
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - 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

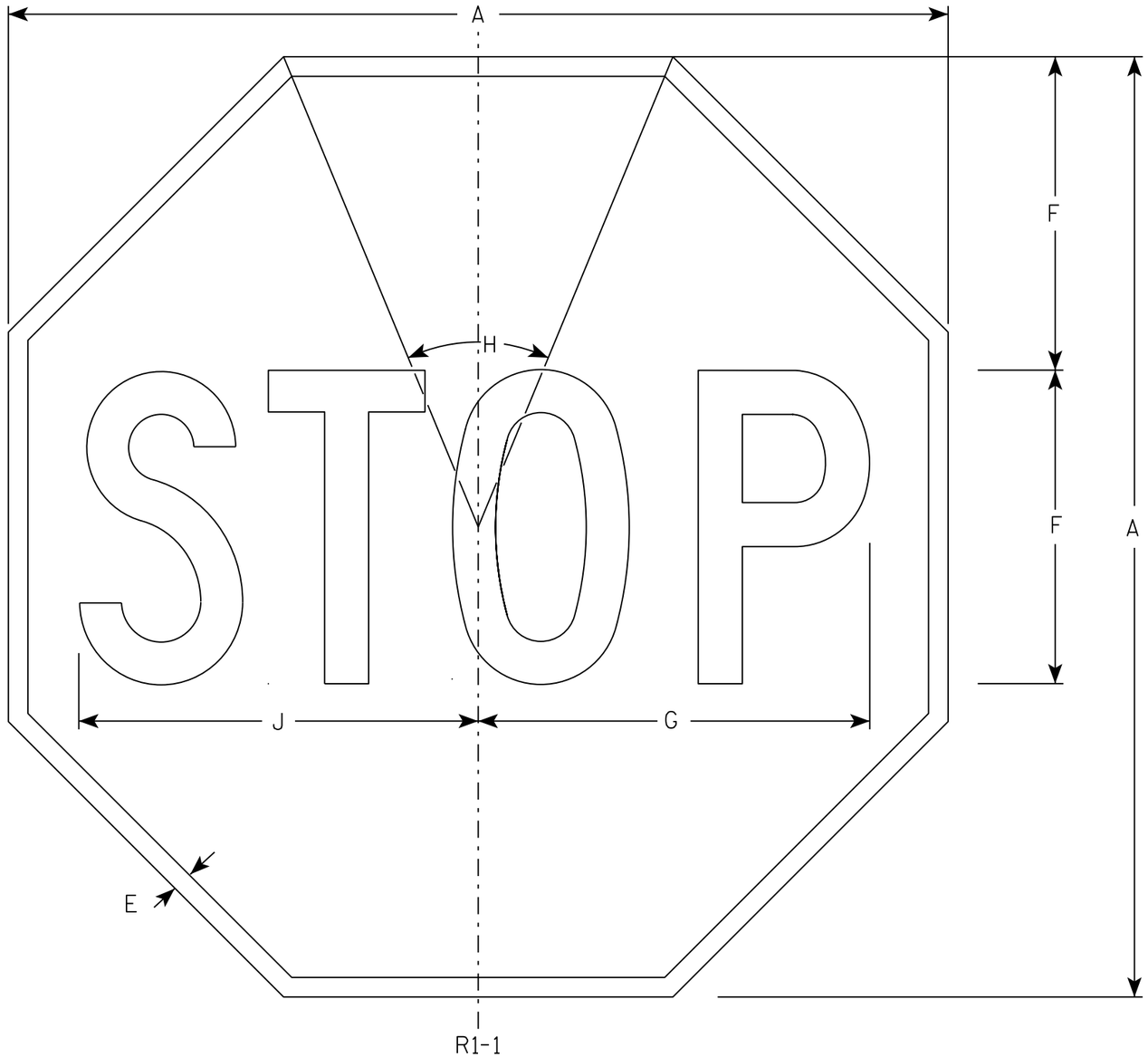
STANDARD SIGN
M6-1 & M6-2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 144 M6-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



R1-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - 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

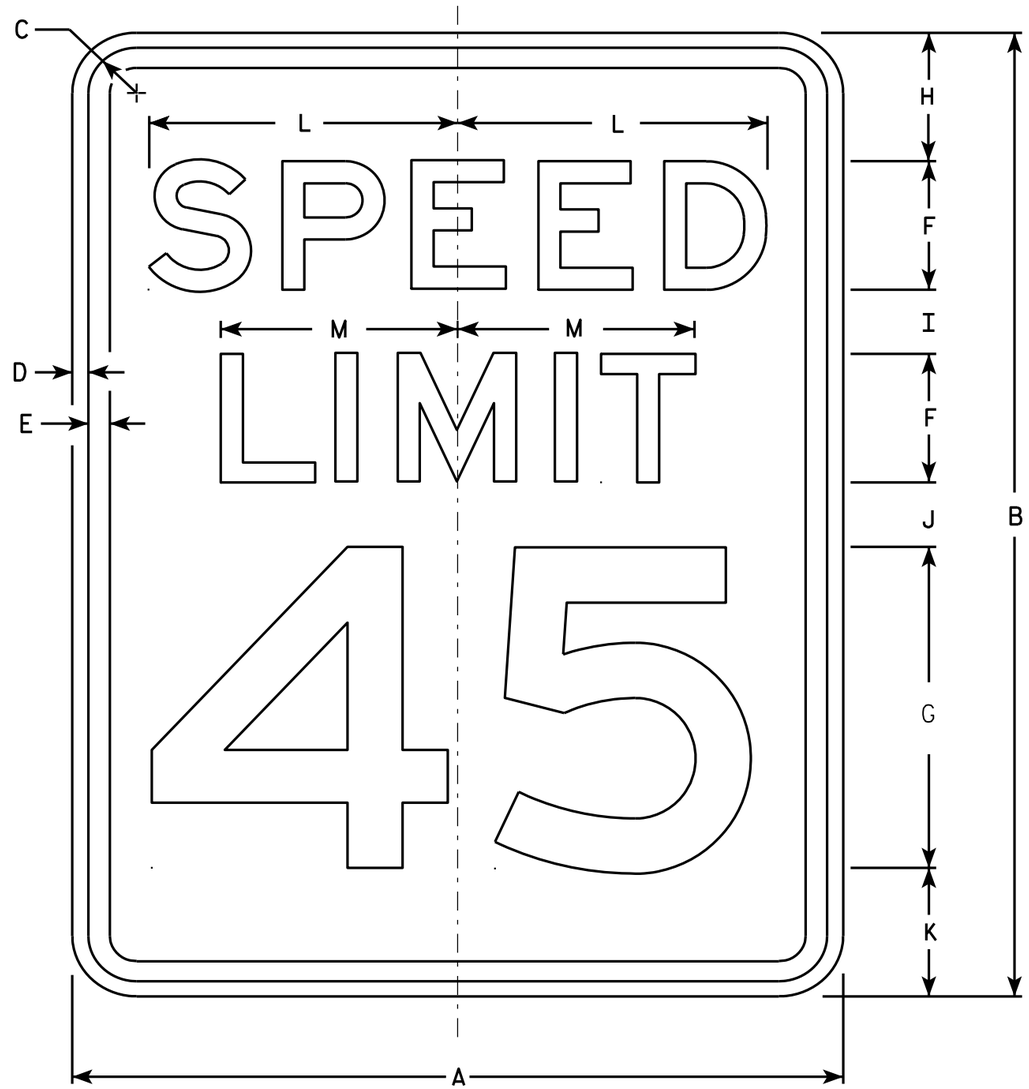
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE 145 R1-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R11.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.378143:1.000000



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

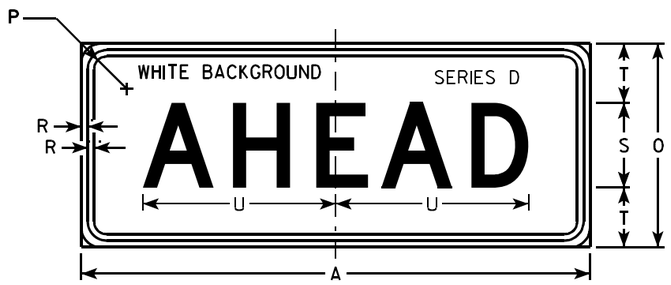
DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 146 | E

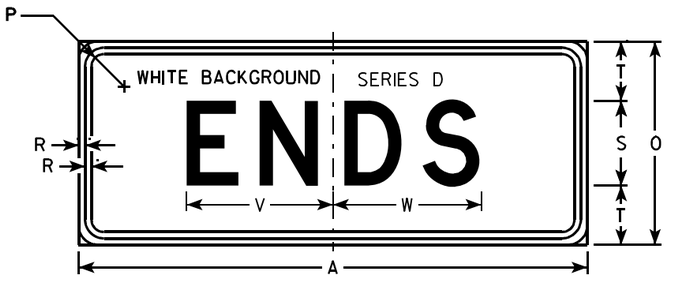
R3-17

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - AS SHOWN
   Message - BLACK
3. Message Series - C or as noted on the Signs.
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.



R3-17ap



R3-17bp

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	R3-17 Area sq. ft.	R3-17ap Area sq. ft.	R3-17bp Area sq. ft.
1																													
2S	30	24	1 1/8	3/8	1/2	2	4	4 1/8	7 7/8	6 3/8	9 1/2	2 5/8	7/8	13	12	1 1/8	3 3/8	3/8	5	3 1/2	11 3/8	8 5/8	8 3/4	2 3/8	15 5/8	8	5.0	2.5	2.5
2M	30	24	1 1/8	3/8	1/2	2	4	4 1/8	7 7/8	6 3/8	9 1/2	2 5/8	7/8	13	12	1 1/8	3 3/8	3/8	5	3 1/2	11 3/8	8 5/8	8 3/4	2 3/8	15 5/8	8	5.0	2.5	2.5
3																													
4																													
5																													

STANDARD SIGN
R3-17 & R3-17a&bp

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/12/2011 PLATE NO. R3-17.2

PROJECT NO:

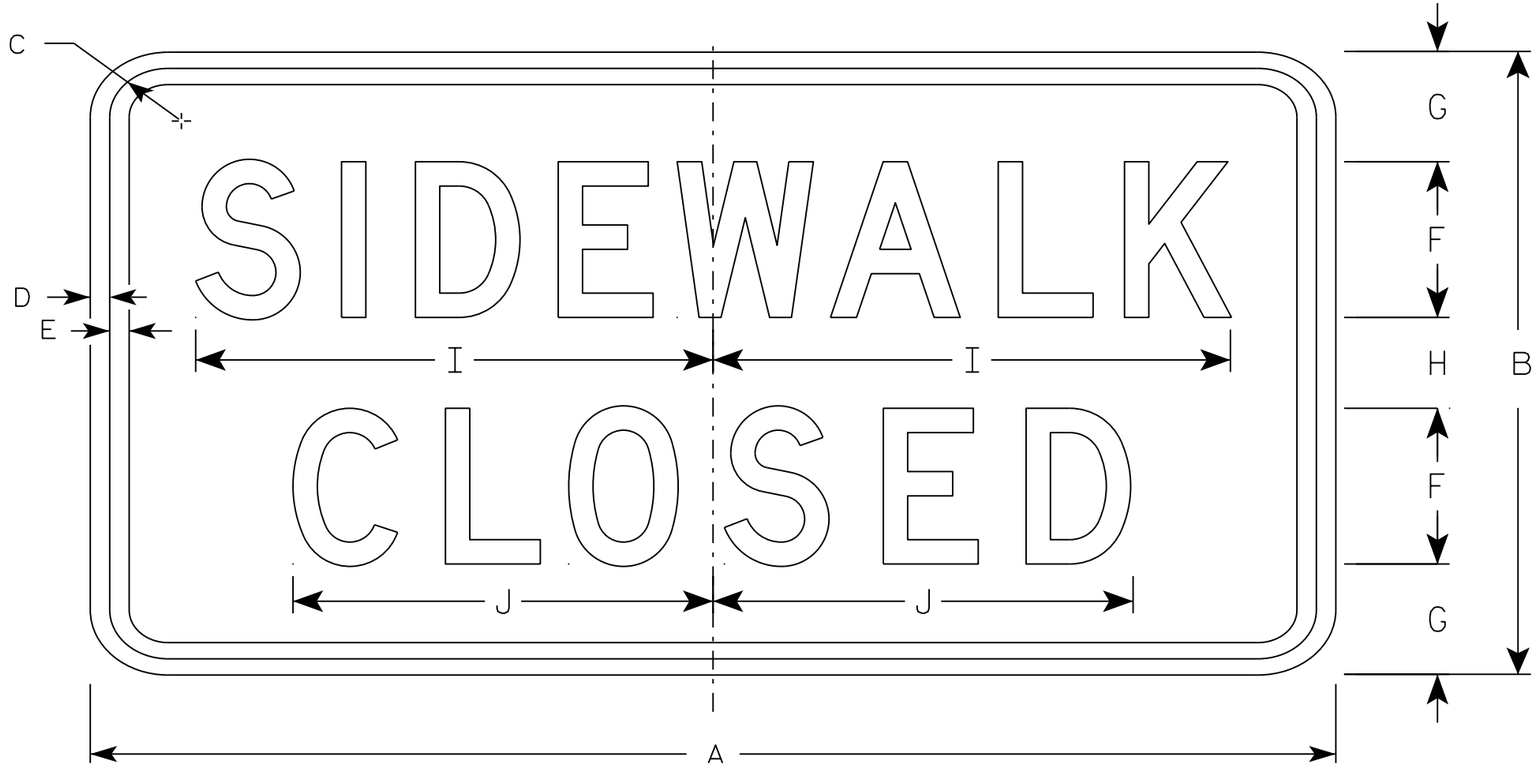
SHEET NO: 147 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R317.DGN PLOT DATE : 02-APR-2013 14:09 PLOT BY : mscj9h

WISDOT/CADDS SHEET 42

7

7



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																											

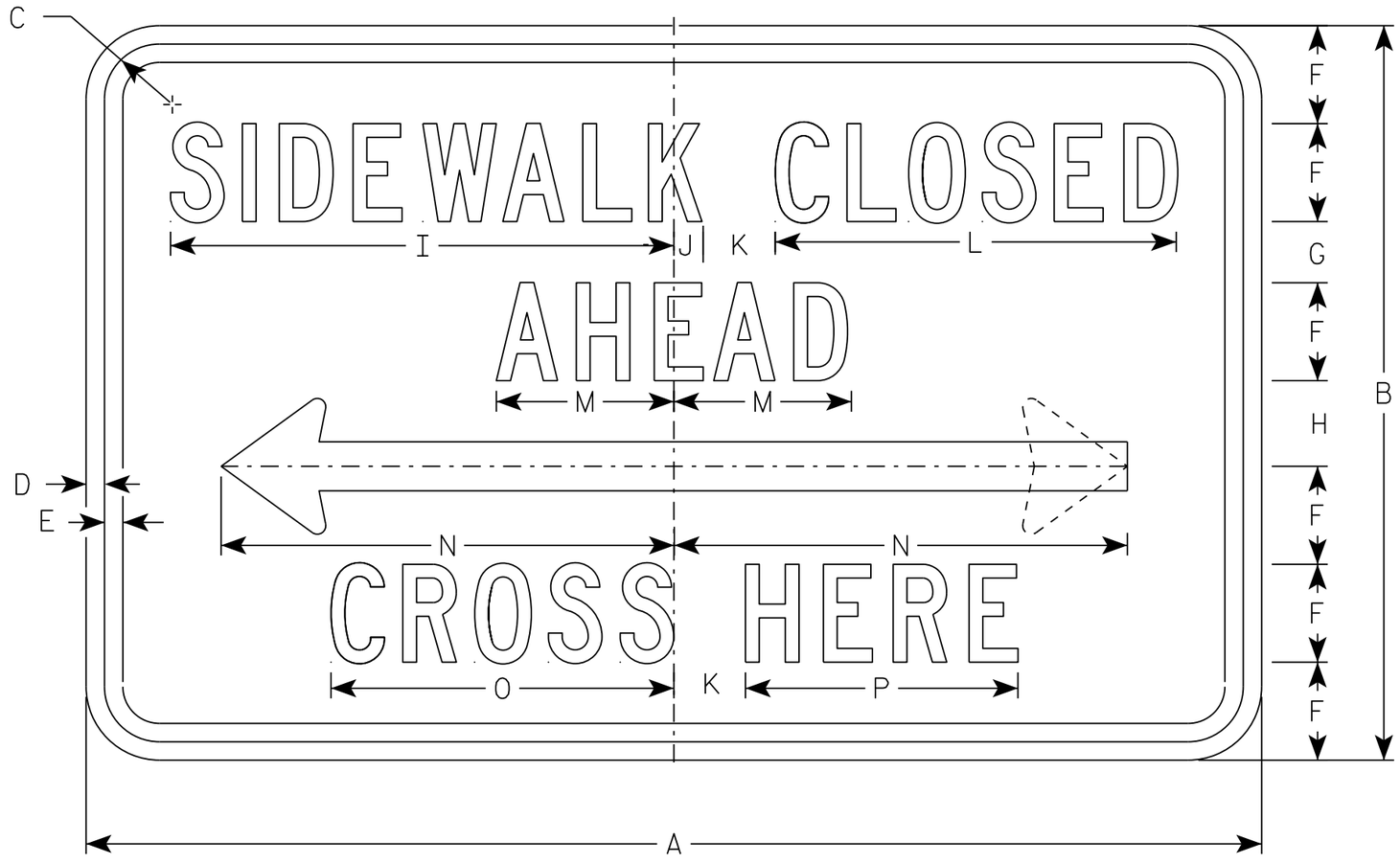
STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

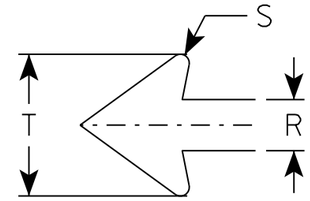
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/11/16 PLATE 148 R9-9.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



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

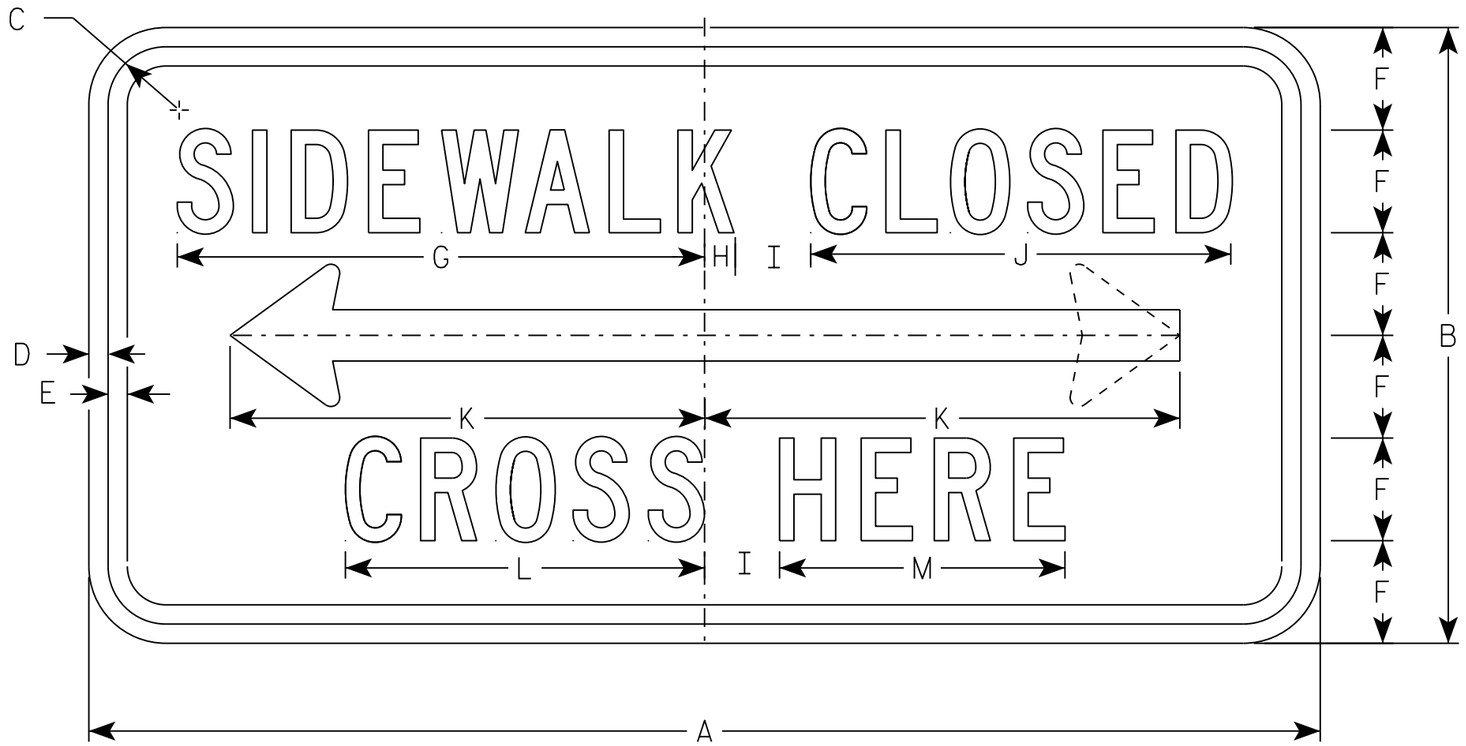
APPROVED Matthew R Rauch
for State Traffic Engineer

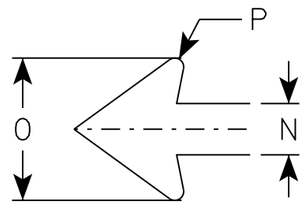
DATE 11/29/16 PLATE NO. R9-11.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 149	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. Use Size 2 for Sidewalks. Use Size 3 for paths and Trails.





R9-11A

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	13	3/4	2	10 1/4	12 3/8	8 7/8	6 7/8	1 1/4	3 5/8	1/4											3.125
4																											
5																											

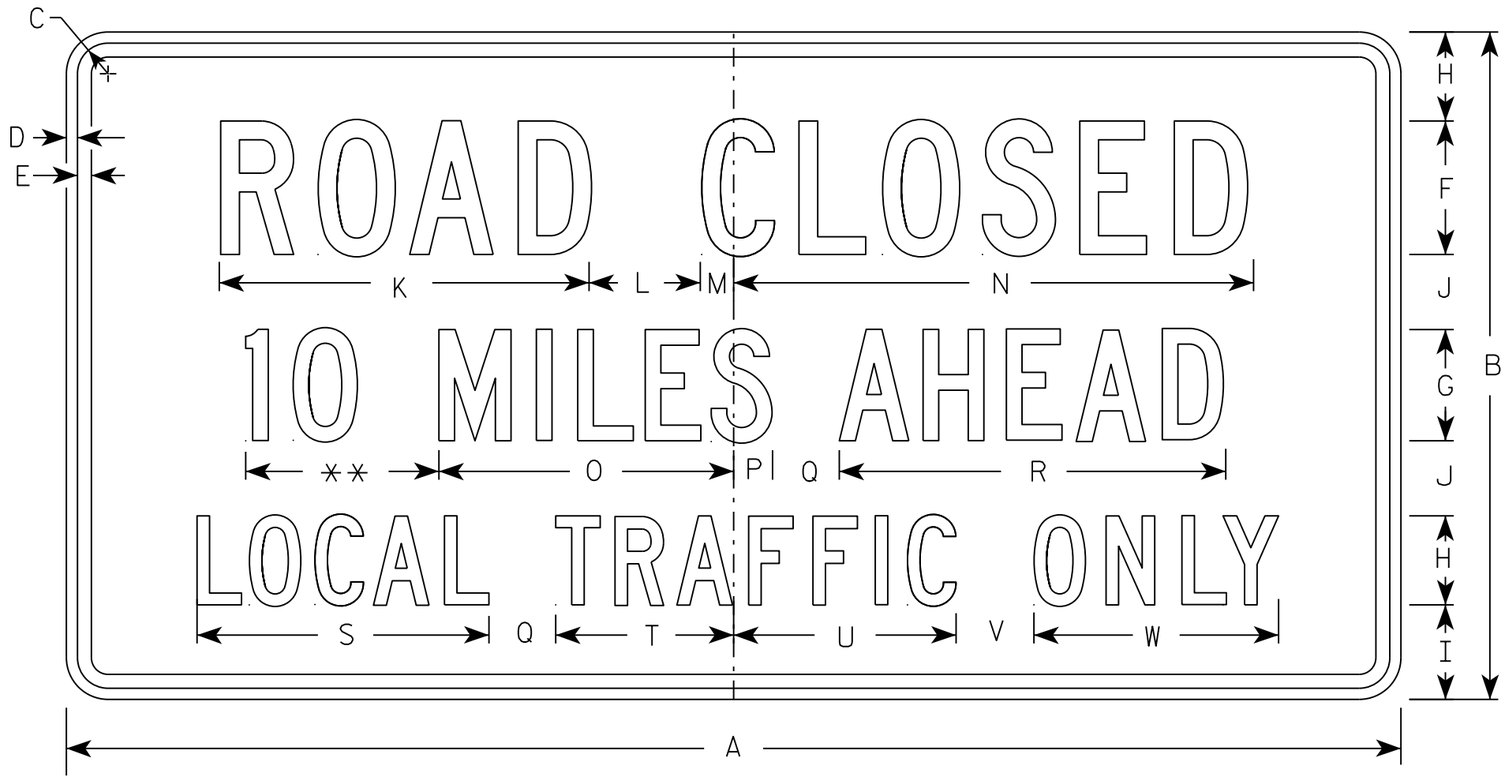
STANDARD SIGN
R9-11A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/29/16 PLATE NO. R9-11A.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 150 E



R11-3

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.

** 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				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				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				12.5
3																											
4																											
5																											

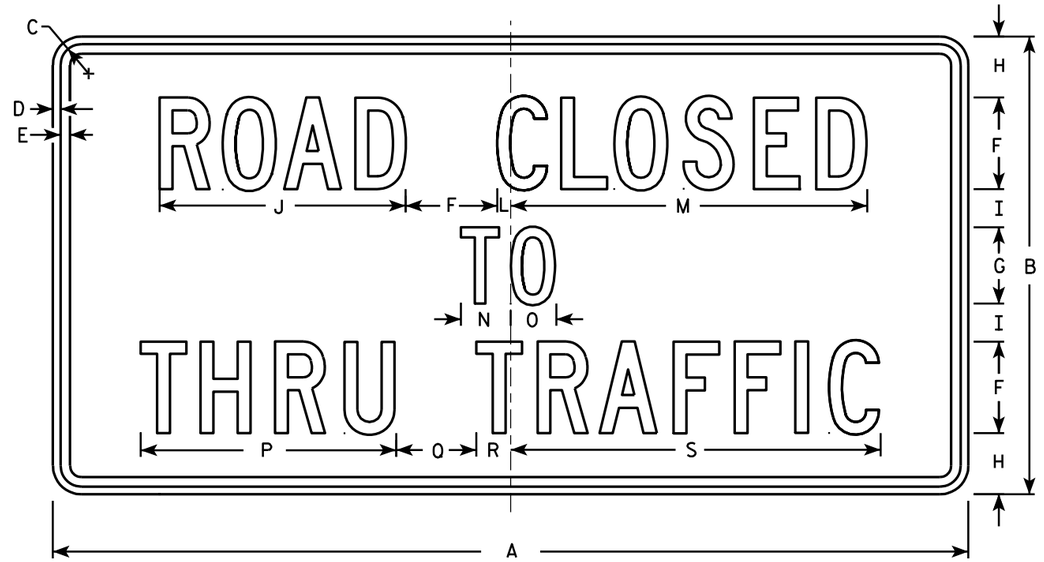
STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/28/16 PLATE NO. R11-3.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 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																											

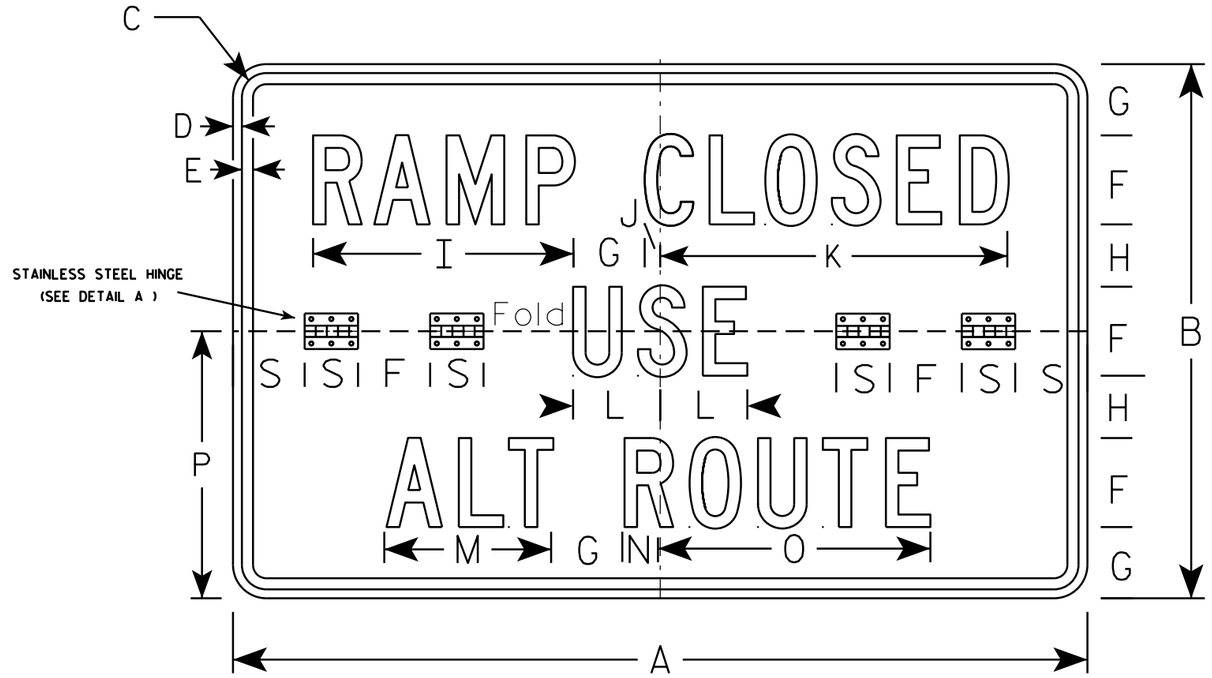
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

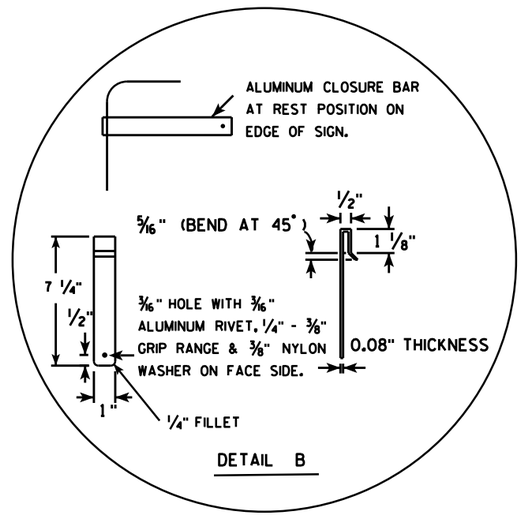
DATE 4/1/11 PLATE NO. R11-4.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 152 | E



R11-54F

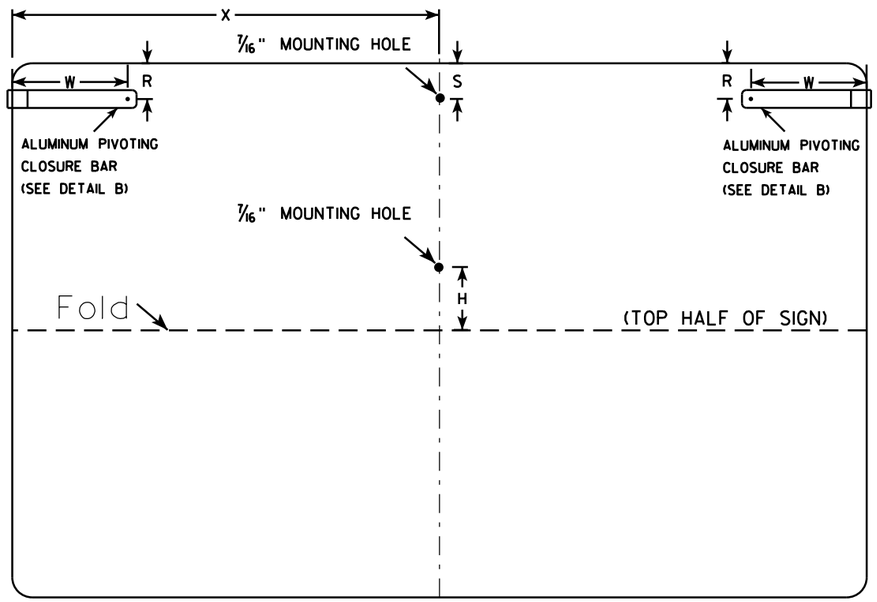
DETAIL A



DETAIL B

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - C
4. Sign Base Material shall be aluminum, corners and borders shall be rounded.
5. All hardware used on the folding sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.
6. Refer to plate A5-3A for sign blank layout.



(BACK VIEW)

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	5	4	3 1/2	14 5/8	7/8	19 1/2	4 7/8	9 3/8	2	15 1/4	15		2	3	2 5/8	1 1/4	11/16	6 1/2	24			10.0
2M	48	30	1 3/8	1/2	5/8	5	4	3 1/2	14 5/8	7/8	19 1/2	4 7/8	9 3/8	2	15 1/4	15		2	3	2 5/8	1 1/4	11/16	6 1/2	24			10.0
3																											
4																											
5																											

STANDARD SIGN
R11-54F

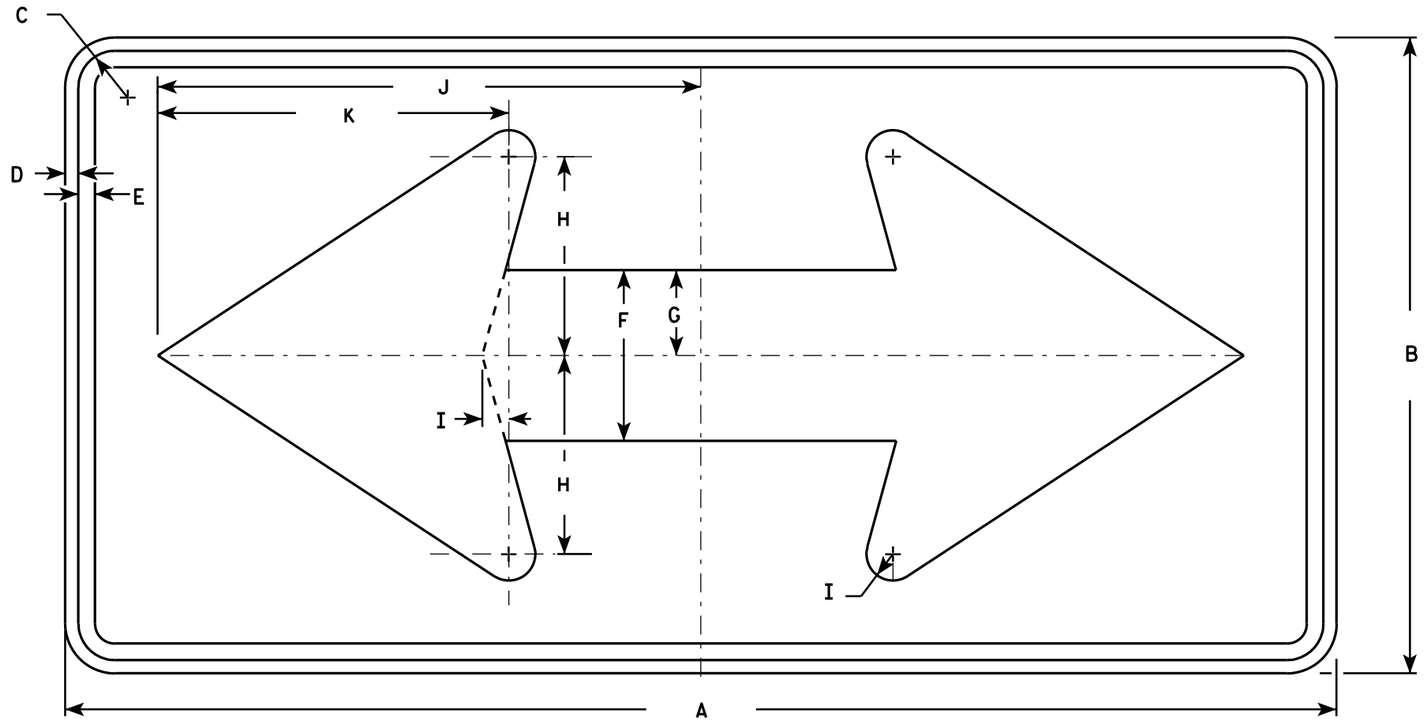
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/28/14 PLATE NO. R11-54F.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R1154F.DGN PLOT DATE : 28-MAY-2014 14:15 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 8.511110:1.000000
WISDOT/CADDS SHEET 42



W1-7

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	1/2	5	2 1/2	5 3/4	3/4	15 5/8	10 1/8																4.5
2S	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
2M	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
3	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
4	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
5	96	48	2 1/4	3/4	1	13	6 1/2	15	2	41	26 1/2																32.0

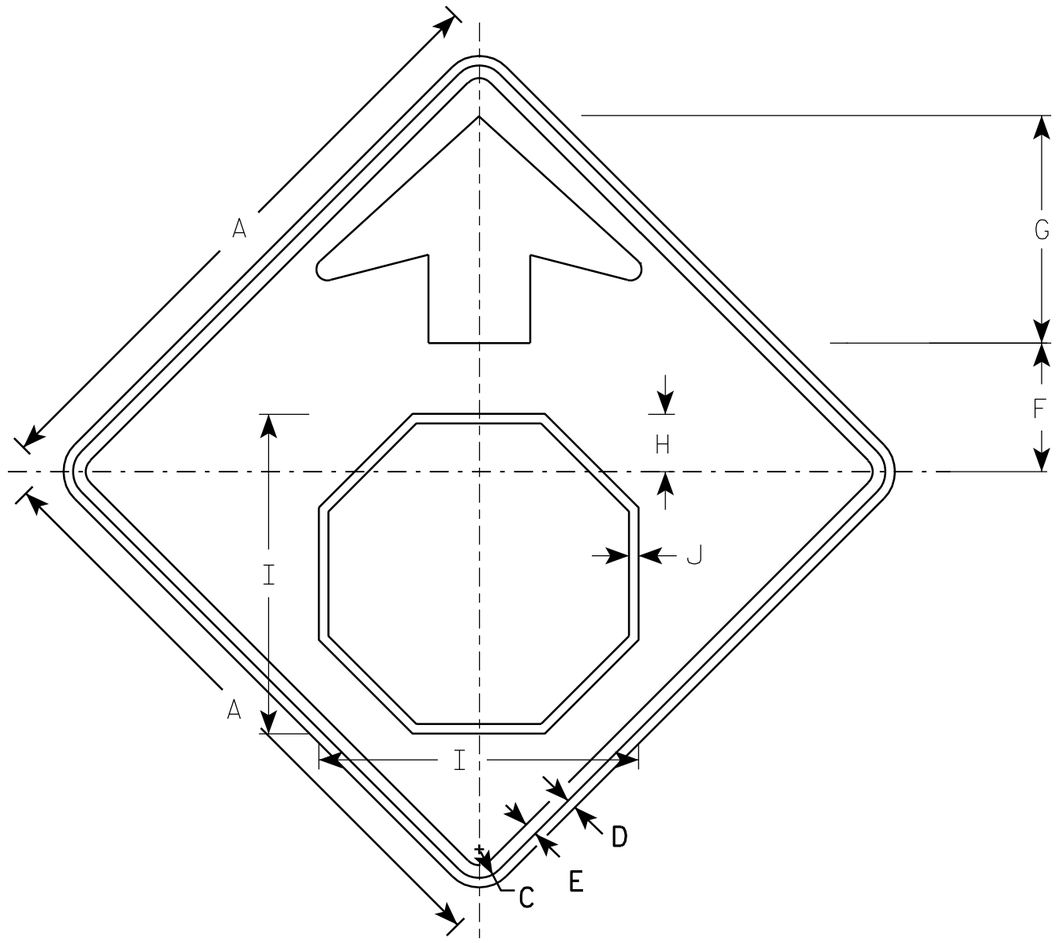
STANDARD SIGN
W1-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-7.7

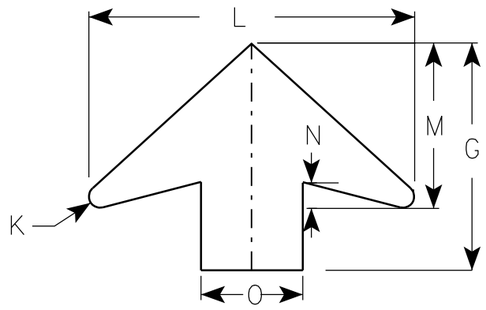
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 154 | E



W3-1

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Arrow & Border - BLACK
   Stop Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	6 1/4	11 1/4	2 7/8	15 3/4	1/2	1/2	16	8	1 1/4	5												6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0

STANDARD SIGN
W3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-1.12

PROJECT NO:

SHEET NO: 155 E

W4-4B

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	12	1 1/8	3/8	1/2	3	2 1/4	1 1/2	12 3/8	5/8	1 1/2	10 3/8	6 1/4	2 1/4	2 1/4	6 1/4											2.5
2M	30	12	1 1/8	3/8	1/2	3	2 1/4	1 1/2	12 3/8	5/8	1 1/2	10 3/8	6 1/4	2 1/4	2 1/4	6 1/4											2.5
3	42	15	1 1/8	3/8	1/2	4	2 5/8	1 3/4	16 7/8	5/8	2 3/8	13 7/8	8 3/8	3	3 1/8	8 3/8											4.17
4	48	18	1 1/8	3/8	1/2	5	3	2	21	5/8	3 1/8	17 1/4	10 1/2	3 5/8	3 7/8	10 3/8											6.0
5																											

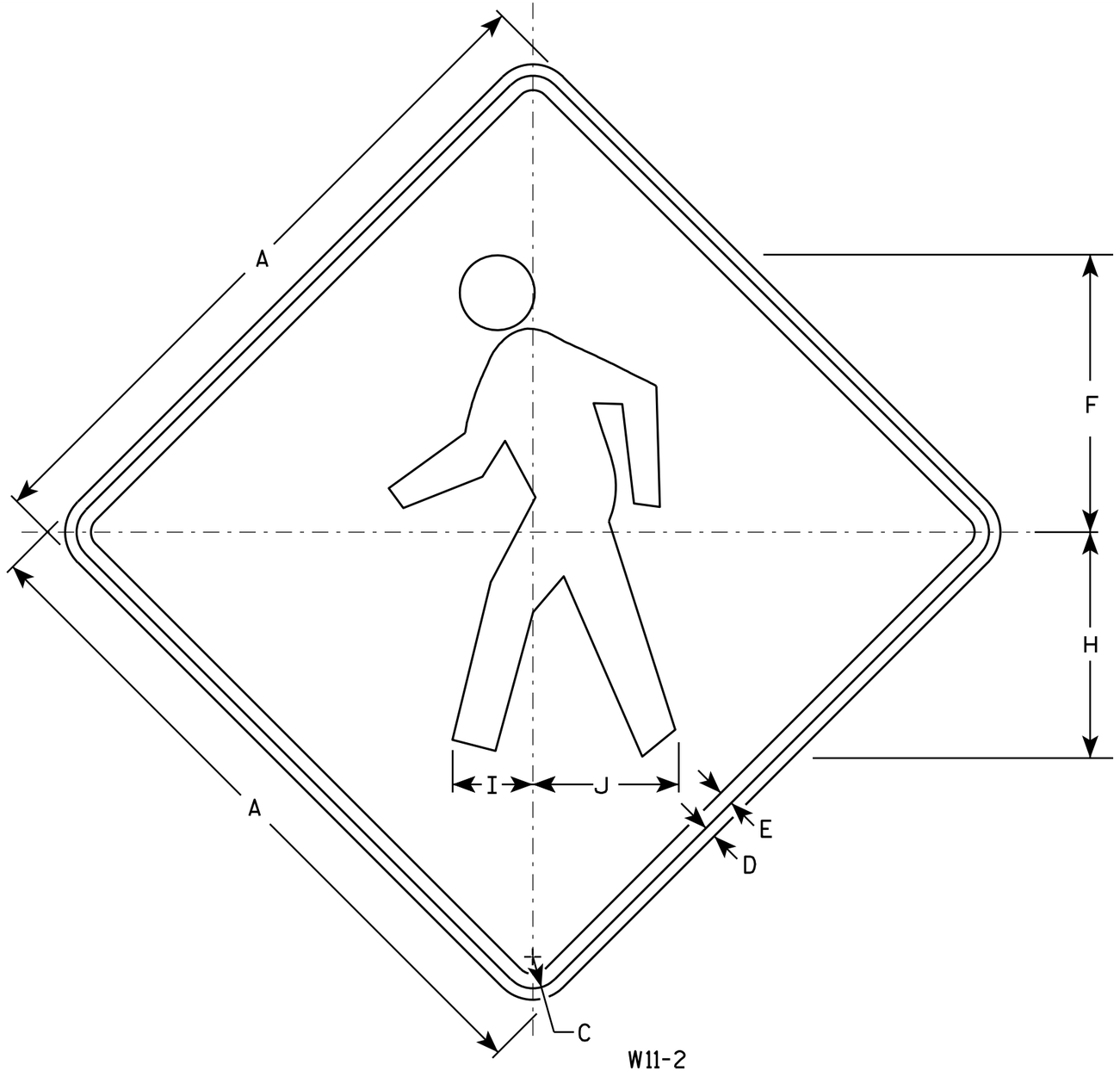
STANDARD SIGN
W4-4B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W4-4B.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 156	E



W11-2

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. 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	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																											

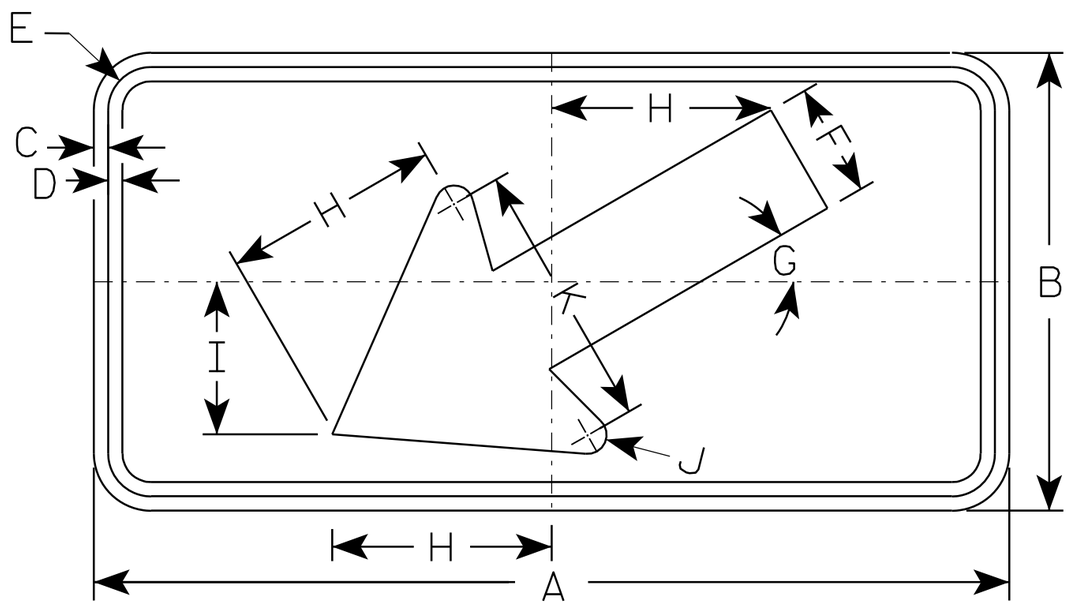
STANDARD SIGN
W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W11-2.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 157	E



W16-7L

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
   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. W16-7R is the same as W16-L 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																											
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																											8
5																											8

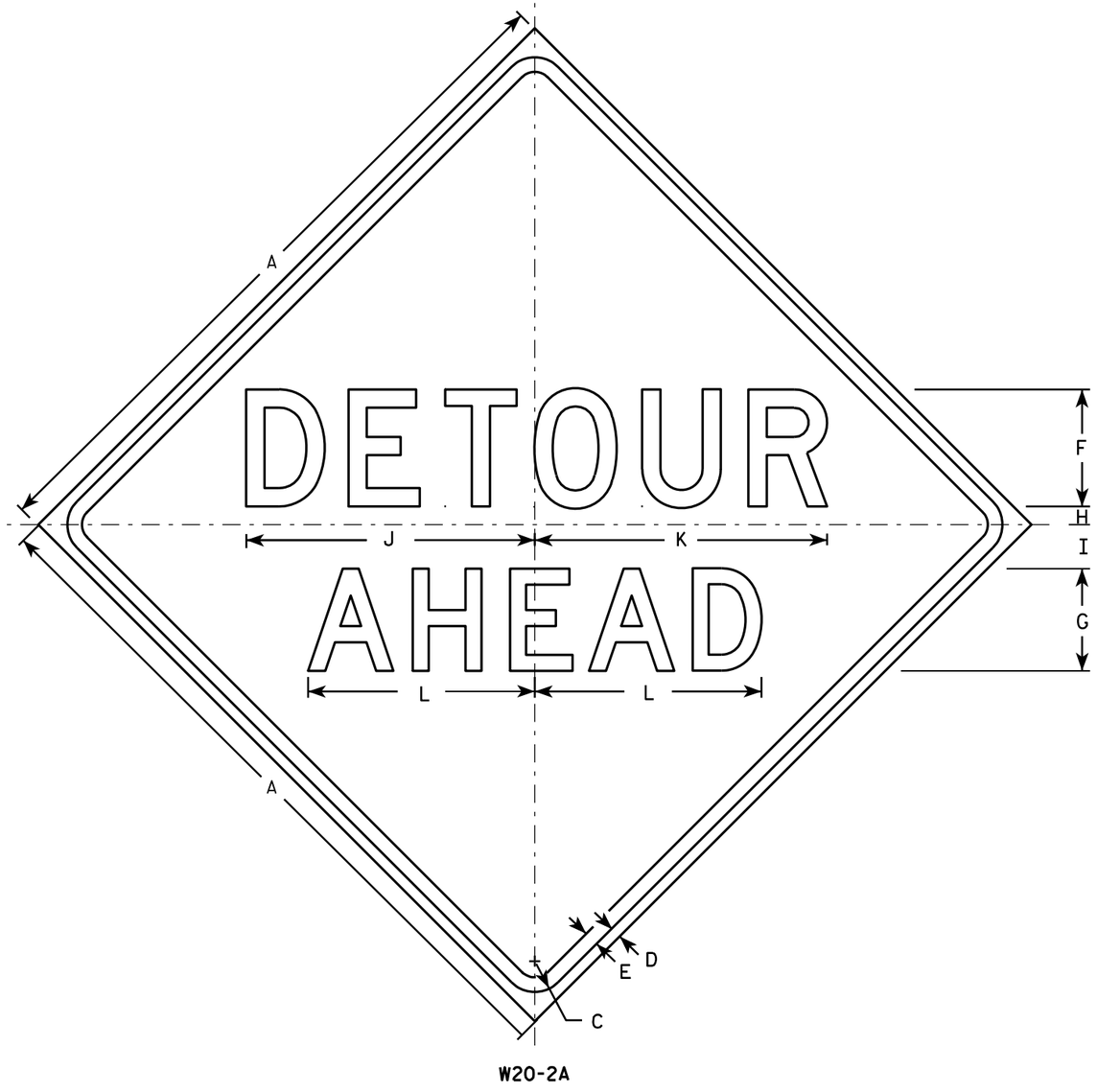
STANDARD SIGN
W16-7

WISCONSIN DEPT OF TRANSPORTATION

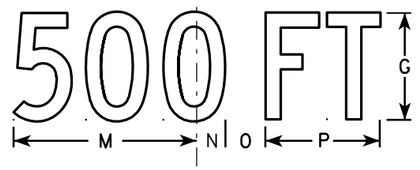
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/02/10 PLATE NO. W16-7.5

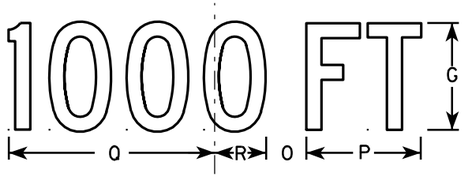
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 158	E



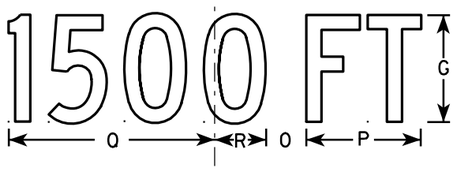
W20-2A



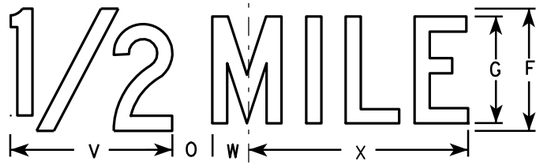
W20-2D



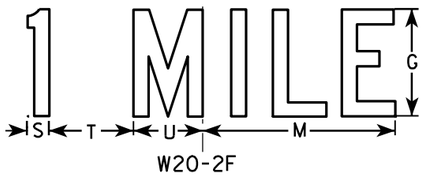
W20-2C



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

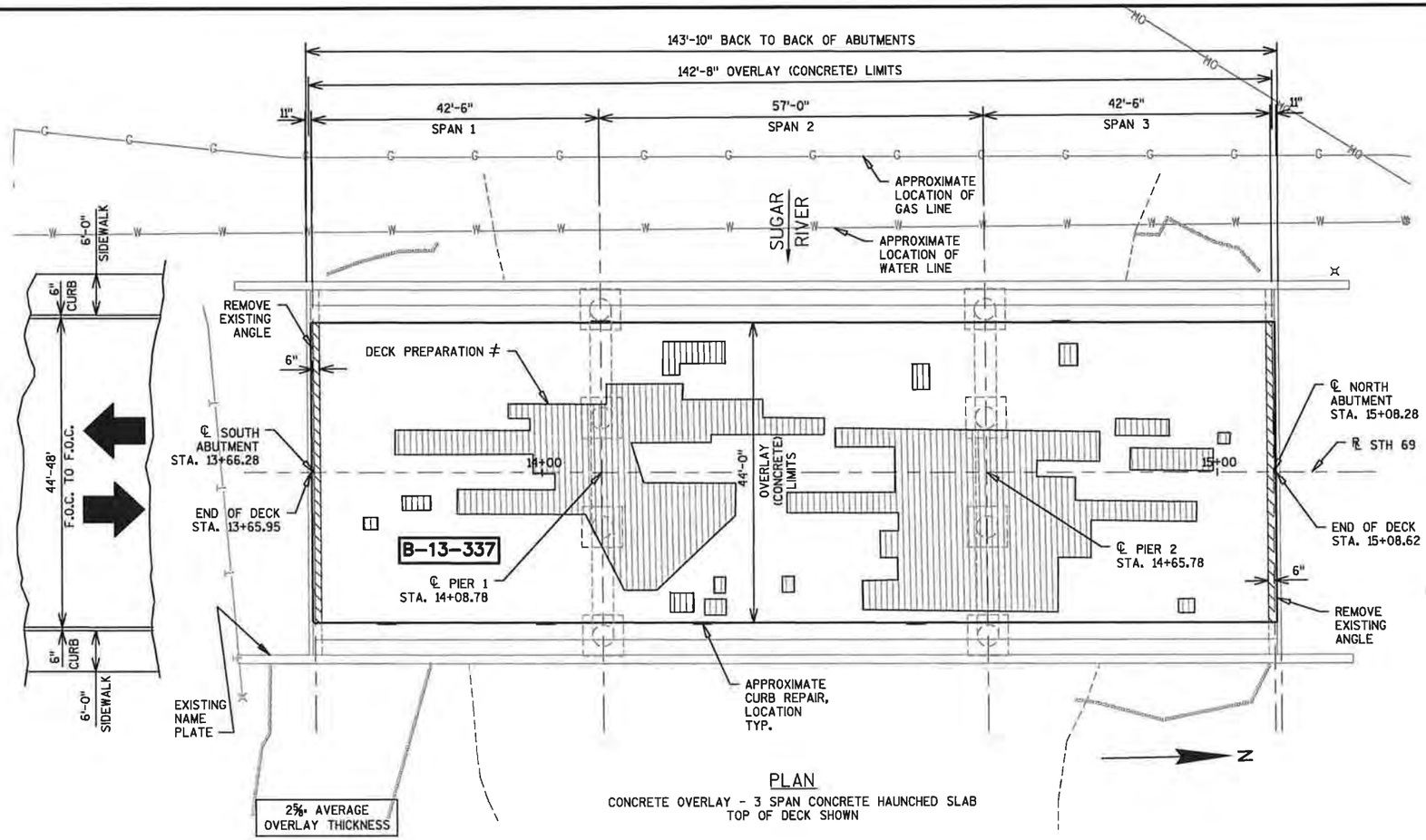
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 159	E

STATE PROJECT NUMBER
1690-05-71

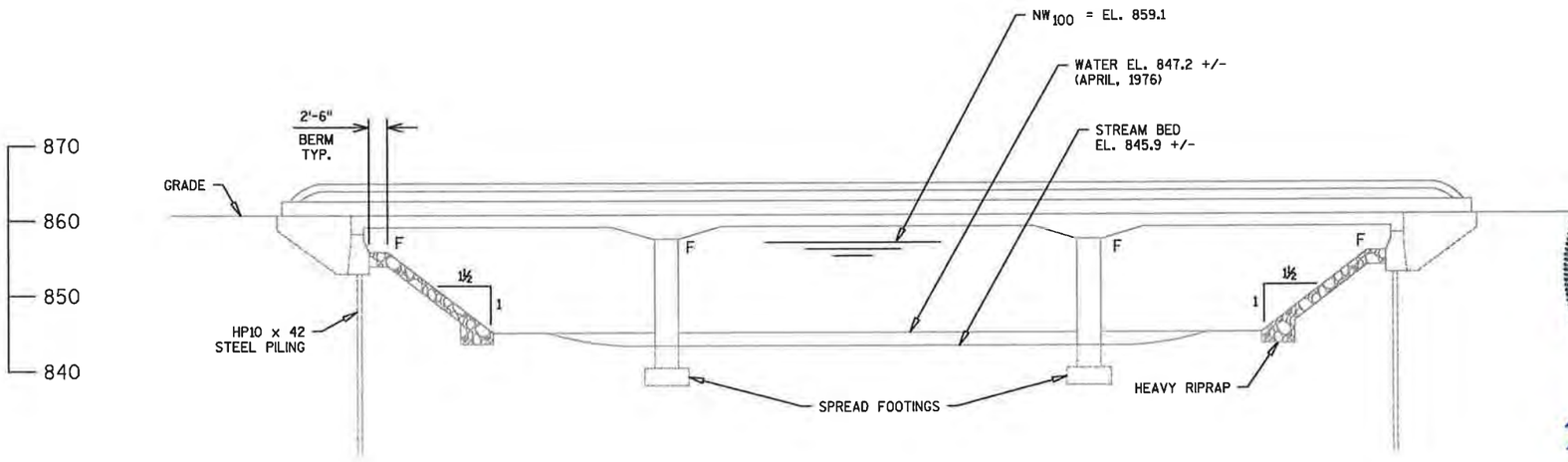


PLAN

CONCRETE OVERLAY - 3 SPAN CONCRETE HAUNCHED SLAB
TOP OF DECK SHOWN

≠ SURVEY TYPE: INFRARED INSPECTION
SURVEY COMPLETED DATE: 10/21/2014 BY AECOM

See next sheet for as-built deck repair areas



ELEVATION

LIST OF DRAWINGS

1. GENERAL PLAN & ELEVATION
2. CROSS SECTION & QUANTITIES

WISCONSIN
KEVIN G. WOOD
E-32070
MILWAUKEE, WI
PROFESSIONAL ENGINEER

Oct. 11, 2016

BUREAU OF STRUCTURES CONTACT:
WILLIAM DREHER (608) 266-8489

CONSULTANT CONTACT:
KEVIN G. WOOD (414) 259-1500

NO.	DATE	REVISION	BY

GRÄEF
5126 West Terrace Drive, Suite 111
Madison, WI 53718-8345
608 / 242 1550
608 / 242 0787 fax
www.graef-usa.com

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 11/18/16
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-13-337

STH 69 OVER SUGAR RIVER

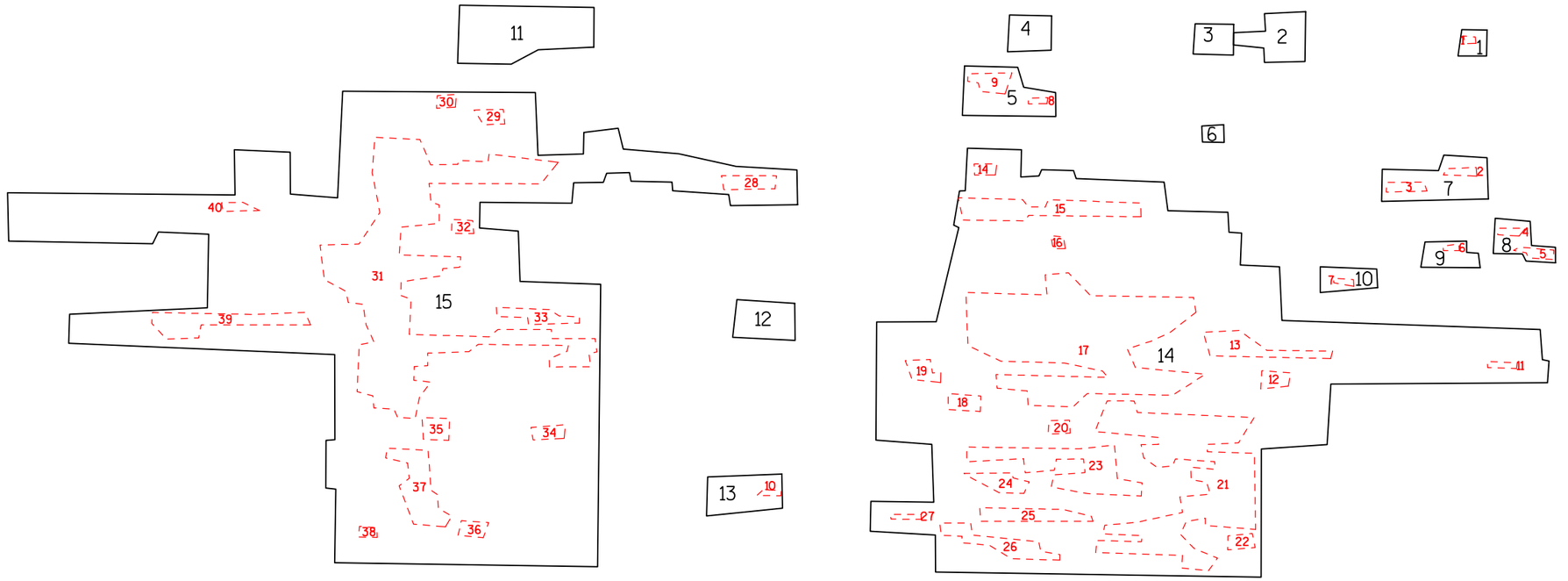
COUNTY	~~TOWN/CITY/~~VILLAGE
DANE	BELLEVILLE

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
RPB	KGW	SRK	KGW

GENERAL PLAN & ELEVATION

SHEET 1 OF 2
160



PREPARATION DECKS TYPE 1

1	4.0 SF	0.4 SY
2	13.9 SF	1.5 SY
3	6.8 SF	0.8 SY
4	8.7 SF	1.0 SY
5	21.2 SF	2.4 SY
6	2.1 SF	0.2 SY
7	21.7 SF	2.4 SY
8	9.6 SF	1.1 SY

9	7.5 SF	0.8 SY
10	7.2 SF	0.8 SY
11	38.3 SF	4.3 SY
12	12.8 SF	1.4 SY
13	15.6 SF	1.7 SY
14	881.4 SF	97.9 SY
15	889.0 SF	98.8 SY
	TOTAL	**215.4 SY**

PREPARATION DECKS TYPE 2

1	0.4 SF	0.1 SY
2	1.3 SF	0.1 SY
3	2.1 SF	0.2 SY
4	1.0 SF	0.1 SY
5	1.8 SF	0.2 SY
6	0.5 SF	0.1 SY
7	0.6 SF	0.1 SY
8	0.6 SF	0.1 SY

9	3.8 SF	0.4 SY
10	0.7 SF	0.1 SY
11	1.0 SF	0.1 SY
12	2.5 SF	0.3 SY
13	9.8 SF	1.1 SY
14	1.4 SF	0.2 SY
15	17.0 SF	1.9 SY
16	0.9 SF	0.1 SY

17	106.7 SF	11.9 SY
18	2.9 SF	0.3 SY
19	3.1 SF	0.3 SY
20	1.6 SF	0.2 SY
21	73.2 SF	8.1 SY
22	2.1 SF	0.2 SY
23	23.6 SF	2.6 SY
24	4.6 SF	0.5 SY

25	7.4 SF	0.8 SY
26	9.1 SF	1.0 SY
27	0.8 SF	0.1 SY
28	4.1 SF	0.5 SY
29	2.1 SF	0.2 SY
30	1.4 SF	0.2 SY
31	128.4 SF	14.3 SY
32	1.6 SF	0.2 SY

33	4.8 SF	0.5 SY
34	2.4 SF	0.3 SY
35	3.3 SF	0.4 SY
36	2.3 SF	0.3 SY
37	13.6 SF	1.5 SY
38	1.0 SF	0.1 SY
39	13.3 SF	1.5 SY
40	1.4 SF	0.2 SY
	TOTALS	**51.4 SY**

STATE PROJECT NUMBER
1690-05-71

BENCH MARK

BM#2 - ALUMINUM DISC IN THE SIDEWALK AT THE SOUTHEAST CORNER OF THE BRIDGE WITH ELEVATION 863.06

TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEMS	UNIT	S. ABUT	N. ABUT	PIER 1	PIER 2	SUPER	TOTAL
502.3200	PROTECTIVE SURFACE TREATMENT	SY	-	-	-	-	698	698
509.0301	PREPARATION DECKS TYPE 1	SY	-	-	-	-	200	200
509.0302	PREPARATION DECKS TYPE 2	SY	-	-	-	-	103	103
509.0500	CLEANING DECKS	SY	-	-	-	-	698	698
509.1200	CURB REPAIR	LF	-	-	-	-	10	10
509.1500	CONCRETE SURFACE REPAIR	SF	-	2	17	-	-	19
509.2000	FULL-DEPTH DECK REPAIR	SY	-	-	-	-	1	1
509.2500	CONCRETE MASONRY OVERLAY DECKS	CY	-	-	-	-	69	69
	NON-BID ITEMS							

DESIGN DATA

LIVE LOAD:
DESIGN LOADING: HS-20

INVENTORY RATING: HS-23

OPERATING RATING: HS-39

WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 250 KIPS

MATERIAL PROPERTIES:
CONCRETE MASONRY OVERLAY DECKS.....f'c = 4,000 P.S.I.

TRAFFIC DATA

STH 69
A.D.T. = 6,200 (2016)
A.D.T. = 7,900 (2036)
RDS = 35 MPH

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

USE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK.

BEVEL ALL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

A MINIMUM OF 1" OF CONCRETE SHALL BE REMOVED FROM THE ENTIRE BRIDGE DECK UNDER THE BID ITEM "CLEANING DECKS". ORIGINAL PLANS INDICATE A 2½-INCH TOP OF CONCRETE COVER.

THE EXISTING STRUCTURE, B-13-337, IS A 3-SPAN CONCRETE HAUNCHED SLAB BRIDGE WITH AN OVERALL WIDTH OF 56'-0" AND AN OVERALL LENGTH OF 143'-10". THE ENTIRE DECK SURFACE IS TO BE PREPARED FOR A NEW CONCRETE OVERLAY.

ANY EXCAVATION REQUIRED TO COMPLETE THE OVERLAY OR THE PAVING BLOCK AT ABUTMENTS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

ALL CONCRETE REMOVAL NOT COVERED WITH A CONCRETE OVERLAY SHALL BE DEFINED WITH A 1" SAWCUT.

PROTECTIVE SURFACE TREATMENT SHALL BE APPLIED TO THE ENTIRE TOP SURFACE OF THE NEW CONCRETE OVERLAY.

CLEAN AND FILL EXISTING LONGITUDINAL AND TRANSVERSE CRACKS WITH PENETRATING EPOXY AS DIRECTED BY THE FIELD ENGINEER.

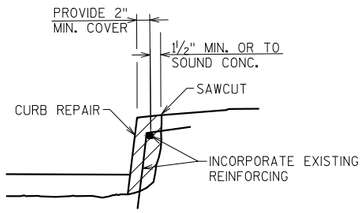
"PREPARATION DECKS TYPE 1", "PREPARATION DECKS TYPE 2", AND "FULL-DEPTH DECK REPAIR" AREAS ARE BASED ON THE PLANS AND AS DETERMINED BY THE ENGINEER. DECK PREPARATION AND FULL-DEPTH DECK REPAIRS SHALL BE FILLED WITH "CONCRETE MASONRY OVERLAY DECKS."

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD BASED ON A MINIMUM OVERLAY THICKNESS OF 1½" PLACED ABOVE THE DECK SURFACE AFTER SURFACE PREPARATION. EXPECTED AVERAGE OVERLAY THICKNESS IS 2⅝". IF EXPECTED AVERAGE OVERLAY THICKNESS IS EXCEEDED BY MORE THAN ½", CONTACT THE STRUCTURES DESIGN SECTION.

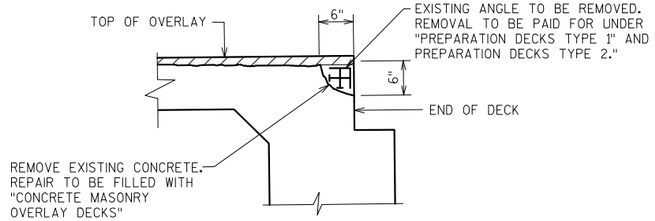
"CONCRETE SURFACE REPAIR" AND "CURB REPAIR" AS DIRECTED BY THE FIELD ENGINEER. QUANTITIES SHOWN ON THE PLANS ARE APPROXIMATE.

AT "CURB REPAIR" EXPOSE EXISTING REINFORCEMENT A MINIMUM OF 1½" CLEAR.

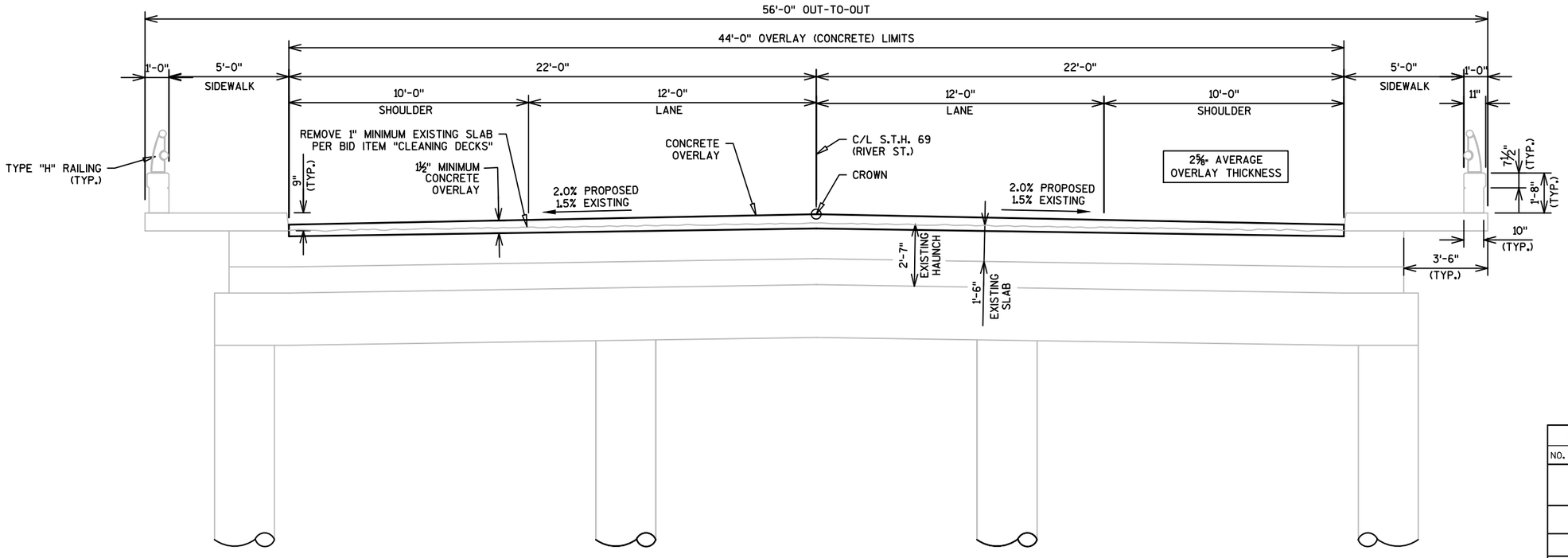
NOT MORE THAN 1/3 OF THE TOP BAR STEEL SHALL BE EXPOSED IN THE NEGATIVE MOMENT AREA
IF THE BAR ENDS ARE NOT ANCHORED. IF MORE THAN 1/3 OF THE STEEL IS EXPOSED, EITHER THE CENTERS OF ADJACENT SPANS MUST BE SHORED OR ONLY LONGITUDINALLY OVERLAY 1/3 OF THE BRIDGE AT A TIME.



CURB REPAIR DETAIL



SECTION AT END OF SLAB



CROSS SECTION THRU ROADWAY

LOOKING NORTH

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-337

DRAWN BY SRK | PLANS CK'D. KGW

CROSS SECTION & QUANTITIES

SHEET 2 OF 2

161

STH 69 **CATEGORY 10**

STATION	Distance	AREA (SF) Cut	AREA (SF) Salvaged / Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged / Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.11	Mass Ordinate Note 8
10+19		389	107	0	0	0	0	0	0	0
10+50	31	210	31	0	343	79	0	343	0	264
11+00	50	123	25	6	308	51	6	652	6	515
11+50	50	118	33	0	224	53	6	875	13	679
12+00	50	130	40	0	229	68	0	1105	13	841
12+50	50	123	32	0	234	67	0	1339	13	1008
13+00	50	122	38	0	226	65	0	1565	13	1170
13+50	50	118	23	0	222	57	0	1787	13	1335
13+66	16	123	23	18	71	14	5	1859	19	1387
STRUCTURE B-13-337										
15+09		114	23	25	0	0	0	1859	19	1387
15+50	41	124	23	1	181	35	20	2039	41	1510
15+80	30	161	30	1	158	29	1	2198	42	1638
16+00	20	164	27	0	121	21	0	2318	42	1737
16+26	26	99	29	0	126	27	0	2445	42	1836
16+50	24	158	20	0	114	22	0	2559	42	1928
16+79	29	214	23	0	200	23	0	2758	42	2105
17+00	21	208	20	1	164	17	0	2923	43	2252
17+14	14	180	24	1	101	11	0	3023	43	2341
17+32	18	153	20	1	111	15	1	3135	44	2437
17+50	18	111	23	2	88	14	1	3223	45	2509
17+75	25	116	21	1	105	21	1	3328	46	2593
17+87	12	150	25	0	59	10	0	3387	46	2641
18+00	13	210	46	0	87	17	0	3474	47	2711
18+50	50	101	20	0	288	60	1	3762	47	2938
19+00	50	113	20	0	198	37	0	3960	47	3099
19+50	50	111	26	1	207	42	1	4167	49	3262
19+60	10	110	26	2	41	10	1	4208	49	3293
20+00	40	111	20	1	164	34	2	4371	51	3421
20+50	50	103	20	1	198	37	1	4569	53	3581
20+75	25	97	23	0	93	20	0	4662	53	3653
21+00	25	96	23	2	90	22	1	4751	55	3720
21+50	50	111	20	1	192	40	3	4943	58	3868
22+00	50	101	20	0	196	37	1	5139	59	4026
22+50	50	96	20	1	182	37	1	5322	60	4171
22+66	16	93	23	1	56	13	0	5377	61	4213
23+00	34	101	20	1	122	27	1	5499	62	4307
23+50	50	109	23	6	195	40	6	5694	69	4455
24+00	50	117	23	4	209	43	9	5903	79	4610
24+21	21	142	29	1	101	20	2	6004	81	4688
24+50	29	171	23	0	168	28	1	6172	82	4827
25+00	50	185	23	0	329	43	0	6501	82	5113
25+50	50	233	28	0	388	48	0	6889	82	5453
26+00	50	444	87	0	628	106	0	7516	83	5974
26+50	50	150	22	27	550	101	25	8067	111	6395
27+00	50	133	0	4	262	21	28	8329	142	6605
27+50	50	120	0	3	234	0	6	8563	149	6833
27+89	39	102	0	0	160	0	2	8723	151	6991
28+00	11	97	0	2	41	0	1	8763	152	7031
28+29	29	90	0	15	100	0	9	8864	162	7121
28+50	21	91	0	26	70	0	16	8934	179	7174
				Column totals	8934	1581	162			

STH 69 **CATEGORY 10- BROSS CIRCLE AND EASTBOUND PARKING LANE**

STATION	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)		
		Cut	Salvaged / Unusable Pavement Material	Fill	Cut Note 1	Salvaged / Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cut 1.00 Note 1	Expanded Fill 1.11	Mass Ordinate Note 8
16+50	0	15	4	0	0	0	0	0	0	0	0	0	0
16+79	29	15	4	0	16	4	0	0	0	0	16	0	12
17+00	21	15	4	0	11	3	0	0	0	0	27	0	20
17+14	14	15	4	0	8	2	0	0	0	0	34	0	26
17+32	18	15	4	0	10	2	0	0	0	0	44	0	33
17+50	18	15	4	0	10	2	0	0	0	0	54	0	41
17+75	25	15	4	0	13	3	0	0	0	0	67	0	51
17+87	12	15	4	0	6	2	0	0	0	0	74	0	56
18+00	13	15	4	0	7	2	0	0	0	0	81	0	61
18+50	50	15	4	0	27	6	0	0	0	0	107	0	81
19+00	50	15	4	0	27	6	0	0	0	0	134	0	102
19+50	50	15	4	0	27	6	0	0	0	0	161	0	122
19+60	10	15	4	0	5	1	0	0	0	0	166	0	126
20+00	40	15	4	0	21	5	0	0	0	0	188	0	143
20+50	50	15	4	0	27	6	0	0	0	0	215	0	163
20+75	25	15	4	0	13	3	0	0	0	0	228	0	173
21+00	25	15	4	0	13	3	0	0	0	0	242	0	183
21+50	50	15	4	0	27	6	0	0	0	0	269	0	204
22+00	50	15	4	0	27	6	0	0	0	0	295	0	224
22+50	50	15	4	0	27	6	0	0	0	0	322	0	244
22+66	16	15	4	0	9	2	0	0	0	0	331	0	251
23+00	34	15	4	0	18	4	0	0	0	0	349	0	265
23+50	50	0	0	0	13	3	0	0	0	0	363	0	275
Column totals					363	88	0	0	0	0			

CTH D **CATEGORY 10**

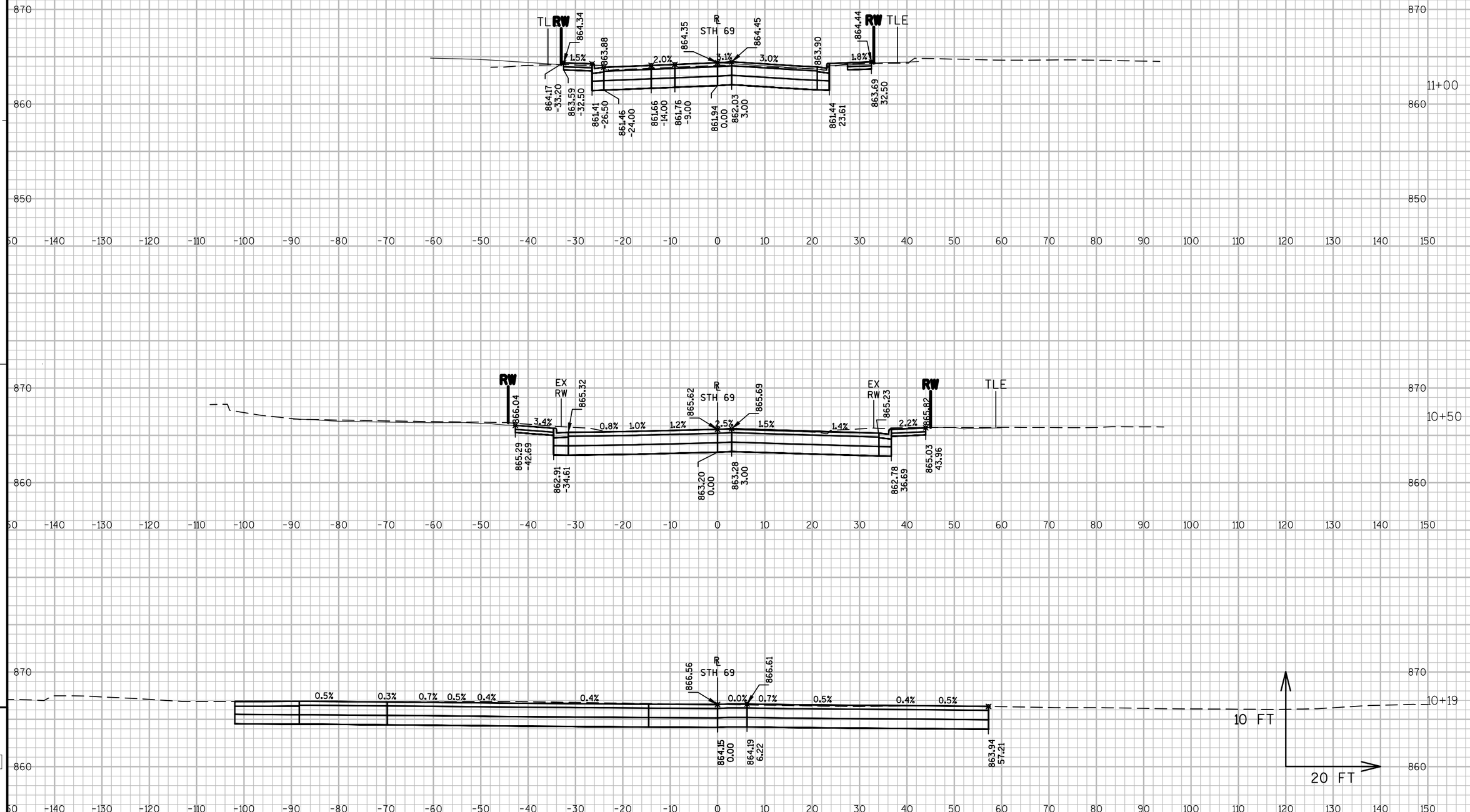
STATION	Distance	AREA (SF) Cut	AREA (SF) Salvaged / Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged / Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.11	Mass Ordinate Note 8
102+94		0	26	0	0	0	0	0	0	0
103+00	6	132	26	4	15	6	0	15	0	8
103+25	25	166	26	24	138	24	13	153	15	108
103+50	25	203	26	14	171	24	18	324	34	235
103+75	25	350	26	1	256	24	7	580	42	459
103+83	8	446	26	0	118	8	0	697	42	569
				Column totals	697	87	38			

9

9

PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	EARTHWORK	SHEET:	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

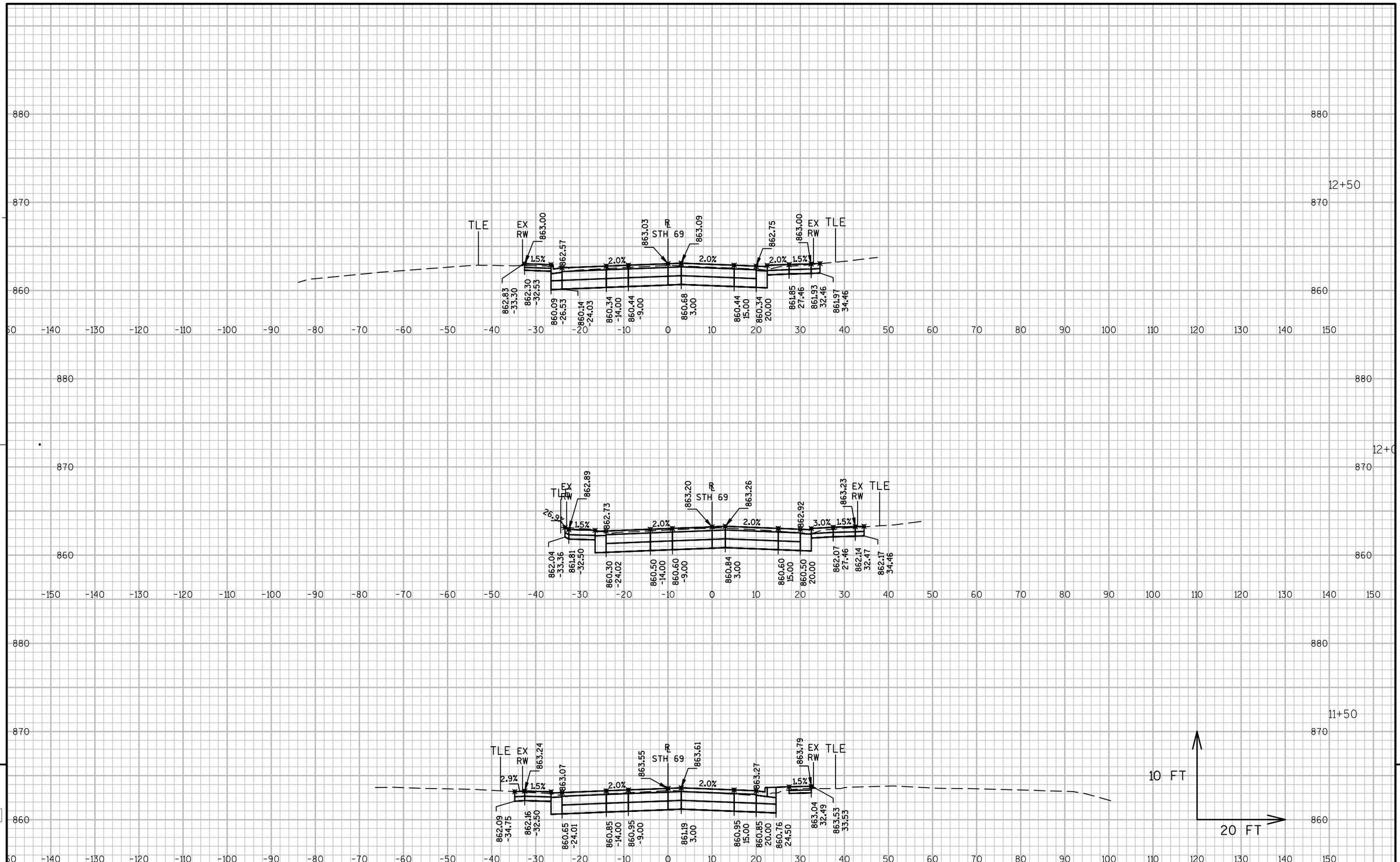


PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	CROSS SECTIONS: STH 69	SHEET 165

FILE NAME : K:\JOBS2014\20145023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS

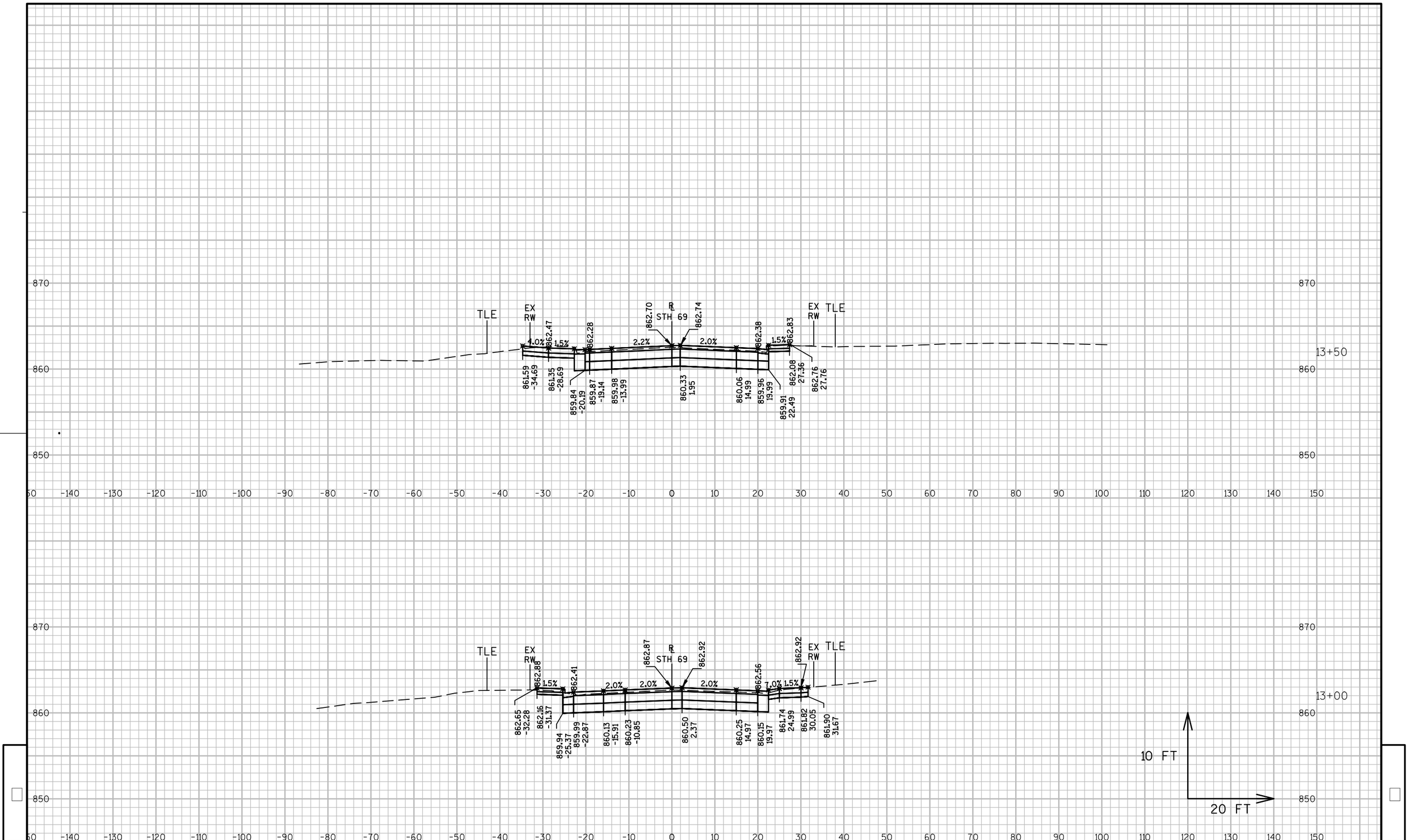
PLOT DATE : 12/7/2016 2:40 PM PLOT BY : MESSER, JACKIE PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	CROSS SECTIONS: STH 69	SHEET 166

FILE NAME : K:\JOBS2014\20145023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090202_XS
PLOT DATE : 12/7/2016 2:40 PM
PLOT BY : MESSER, JACKIE
PLOT NAME :
PLOT SCALE : 1" = 20'_XREF
WISDOT/CADDS SHEET 49

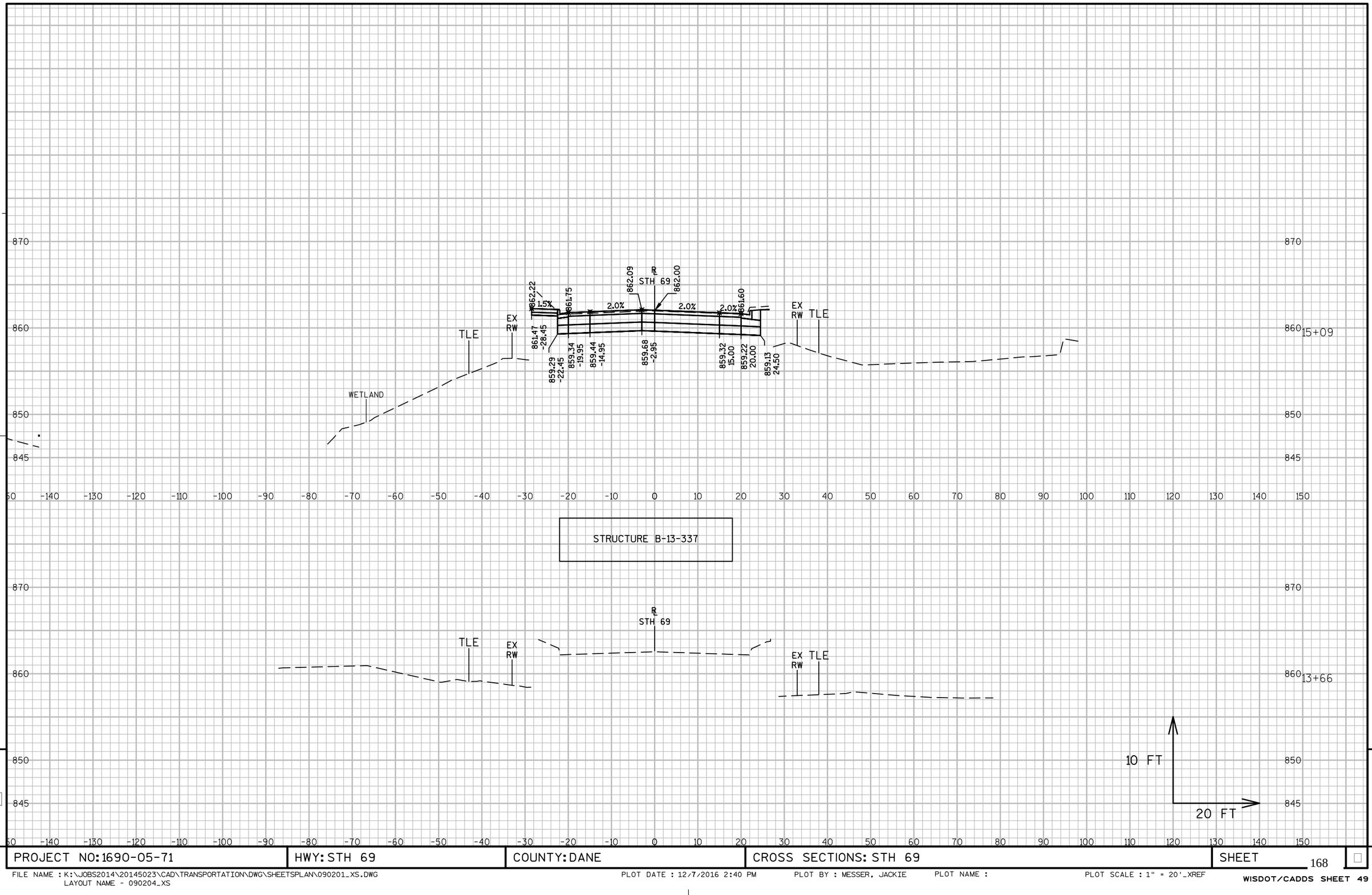


PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	CROSS SECTIONS: STH 69	SHEET 167

FILE NAME : K:\JOBS2014\20145023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090203_XS

PLOT DATE : 12/7/2016 2:40 PM PLOT BY : MESSER, JACKIE PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

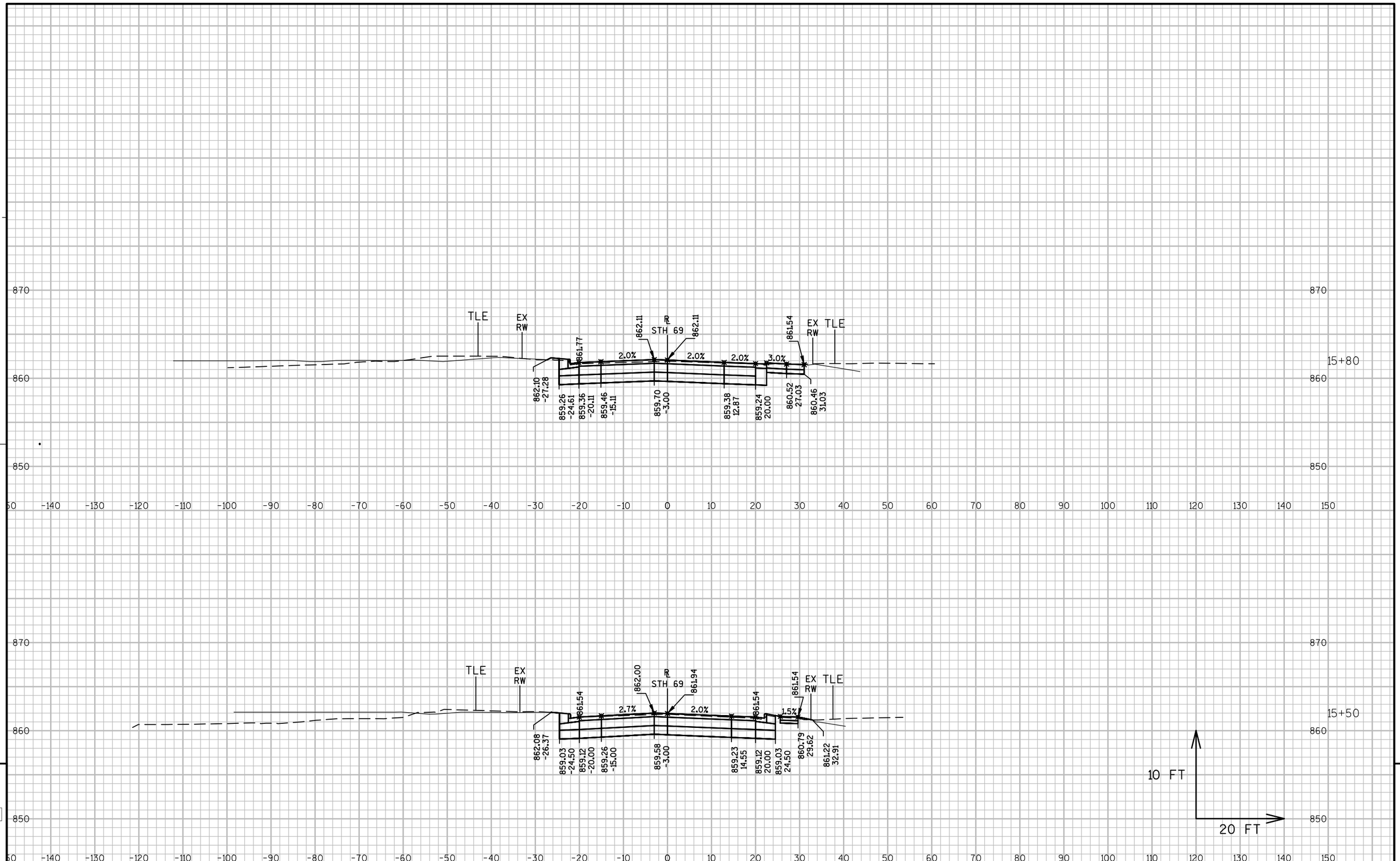


PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	CROSS SECTIONS: STH 69	SHEET 168

FILE NAME : K:\JOBS2014\20145023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090204_XS

PLOT DATE : 12/7/2016 2:40 PM PLOT BY : MESSER, JACKIE PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

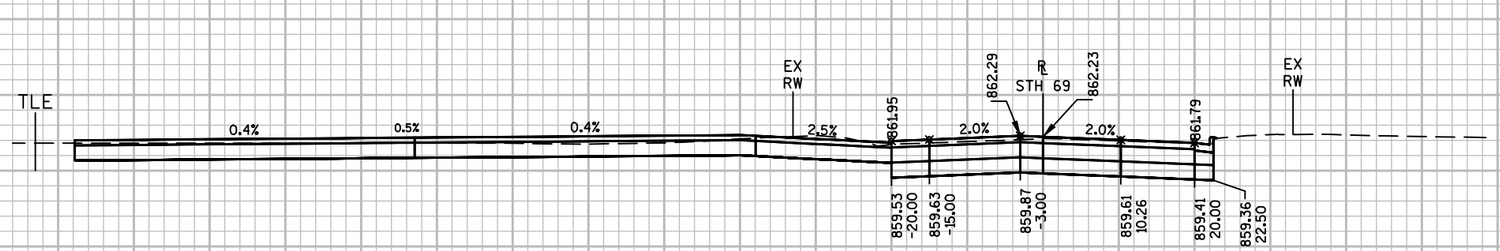


PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	CROSS SECTIONS: STH 69	SHEET 169

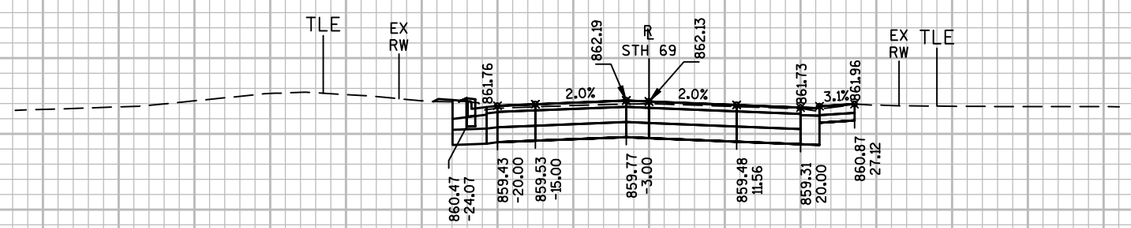
FILE NAME : K:\JOBS2014\20145023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090205_XS

PLOT DATE : 12/7/2016 2:41 PM PLOT BY : MESSER, JACKIE PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



16+26



16+00

10 FT

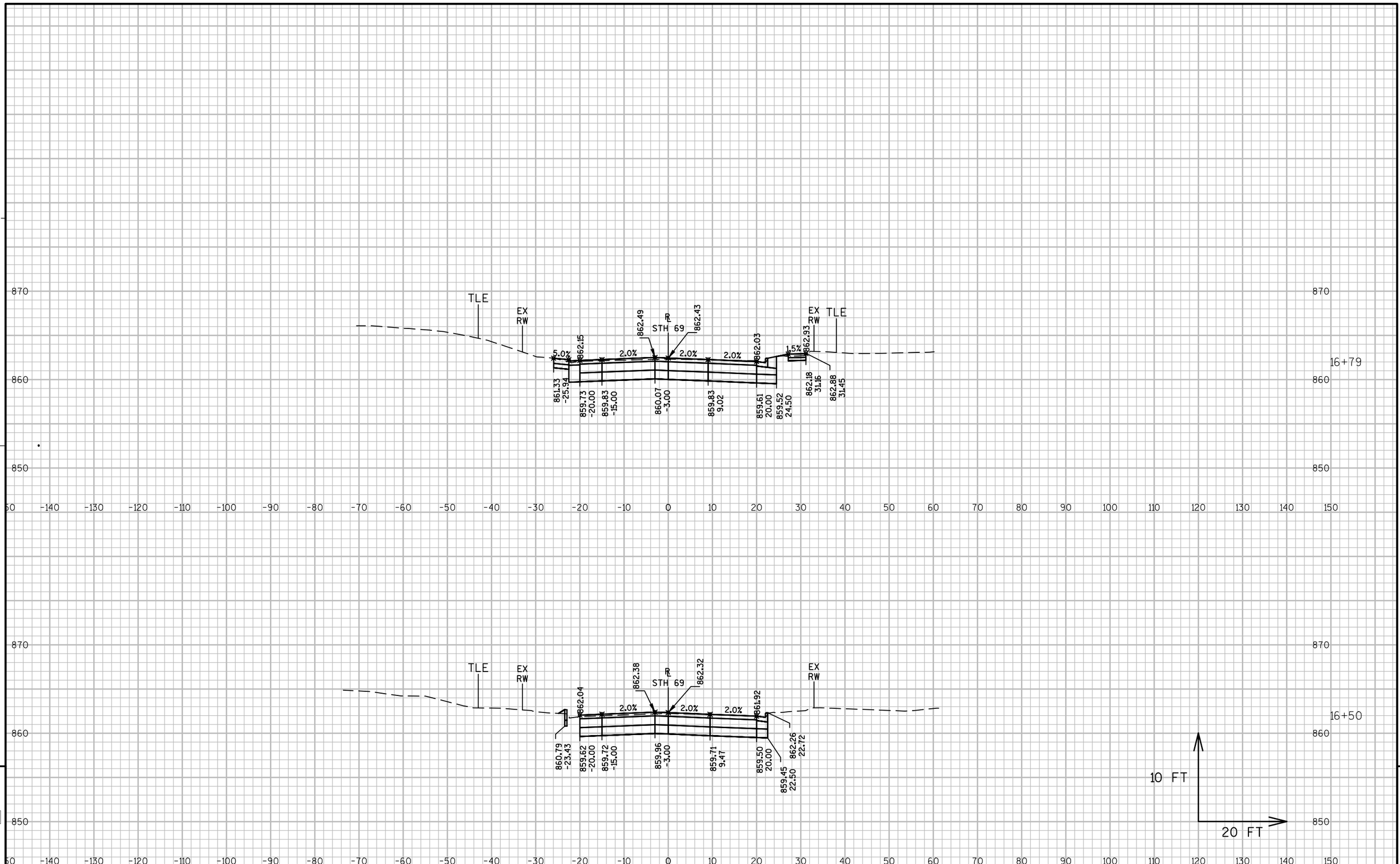
20 FT

PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	CROSS SECTIONS: STH 69	SHEET 170

FILE NAME : K:\JOBS2014\20145023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090206_XS

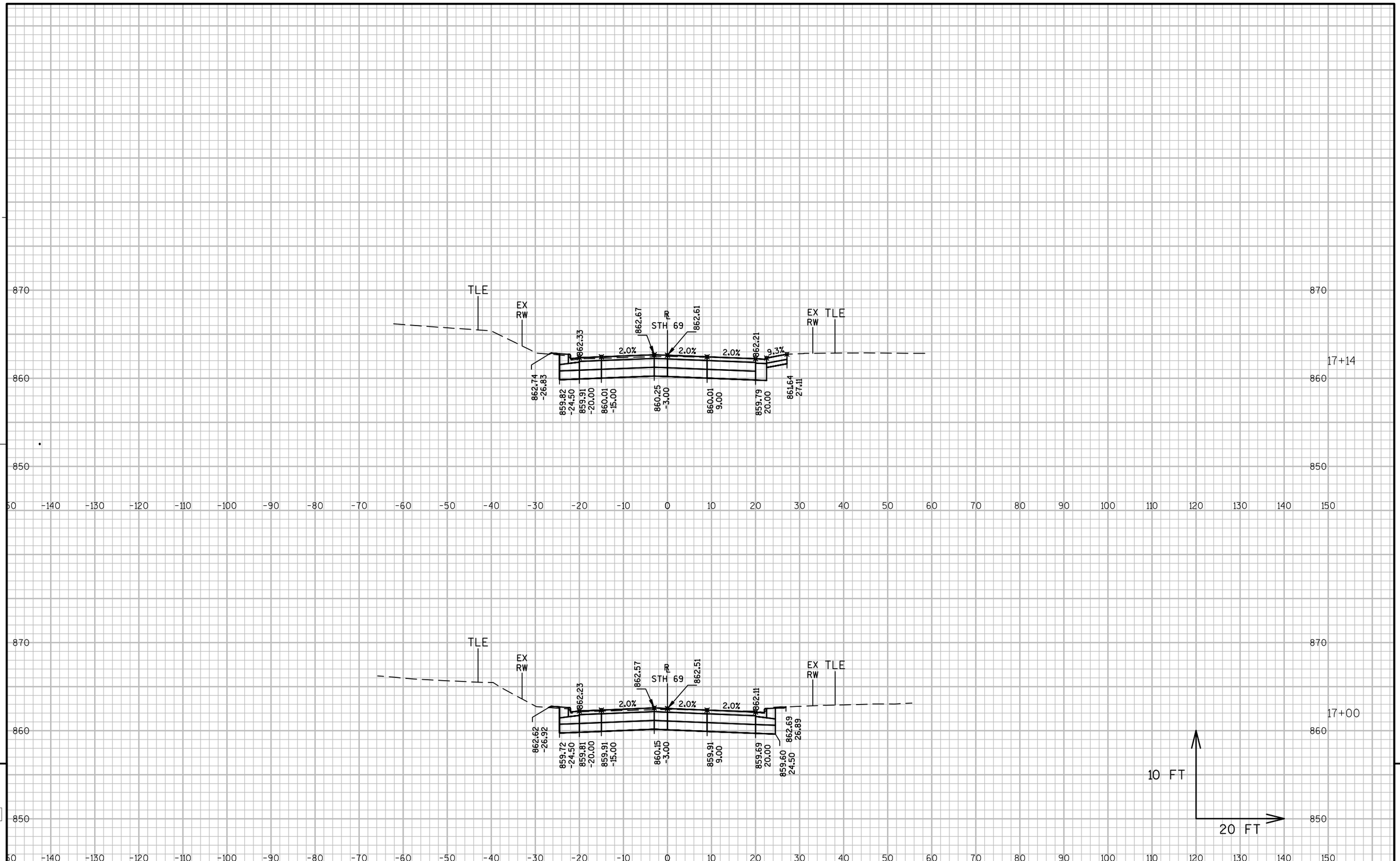
PLOT DATE : 12/7/2016 2:41 PM PLOT BY : MESSER, JACKIE PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

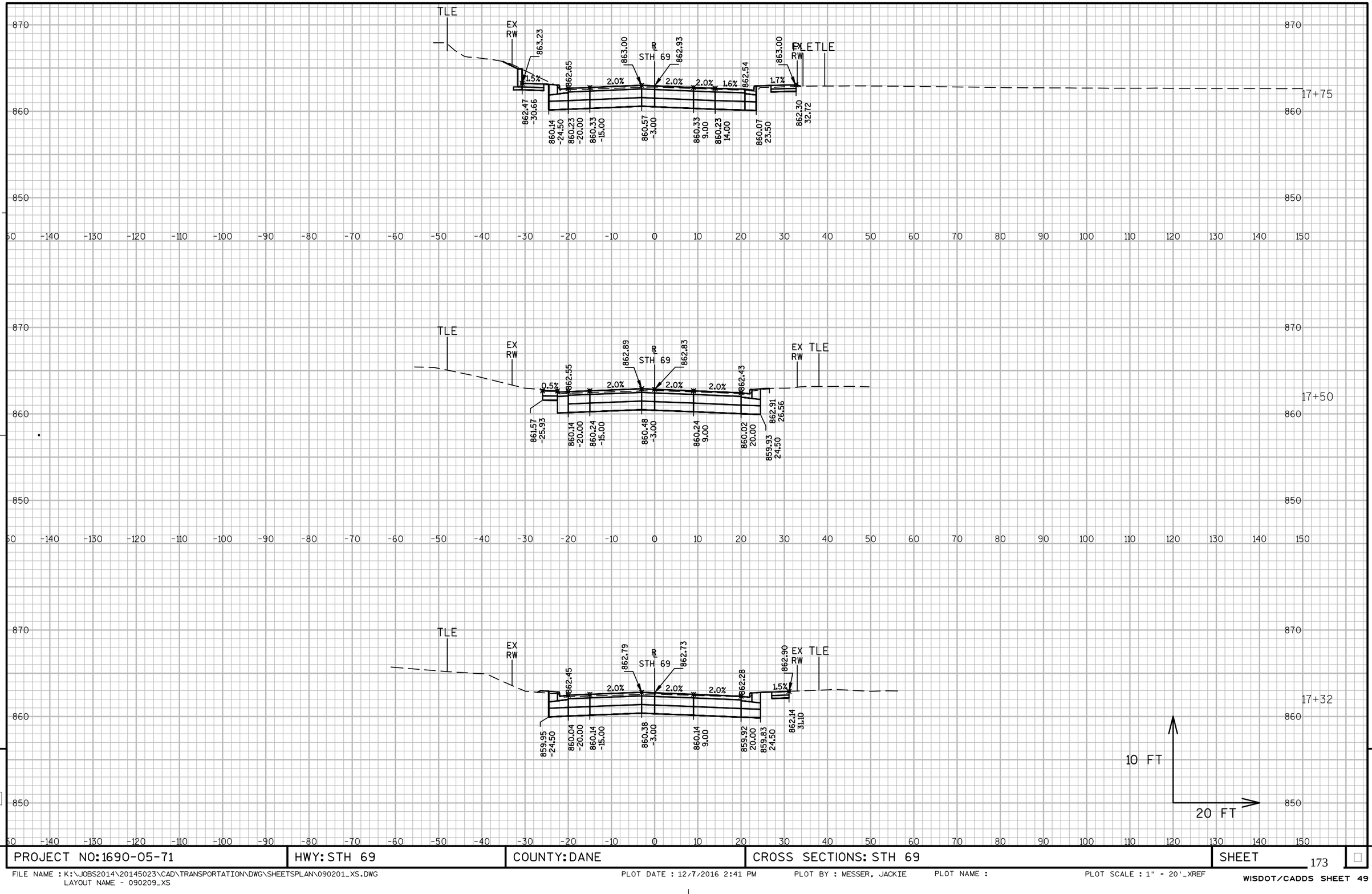


PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	CROSS SECTIONS: STH 69	SHEET 171

FILE NAME : K:\JOBS2014\20145023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090207_XS
PLOT DATE : 12/7/2016 2:41 PM PLOT BY : MESSER, JACKIE PLOT NAME : PLOT SCALE : 1" = 20'_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	CROSS SECTIONS: STH 69	SHEET 172

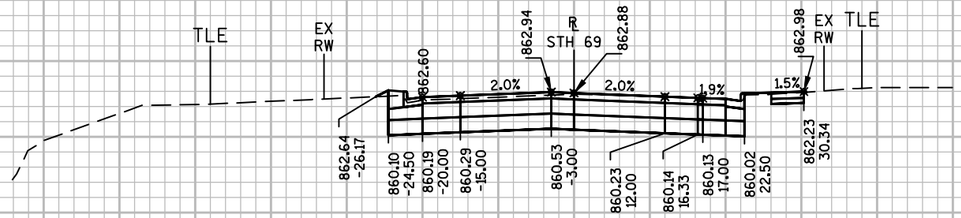


PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	CROSS SECTIONS: STH 69	SHEET 173

FILE NAME : K:\JOBS2014\20145023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090209_XS

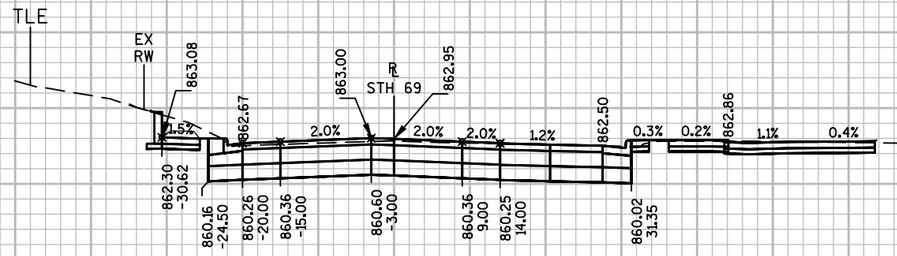
PLOT DATE : 12/7/2016 2:41 PM PLOT BY : MESSER, JACKIE PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

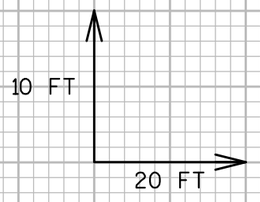


18+50

18+00



17+87



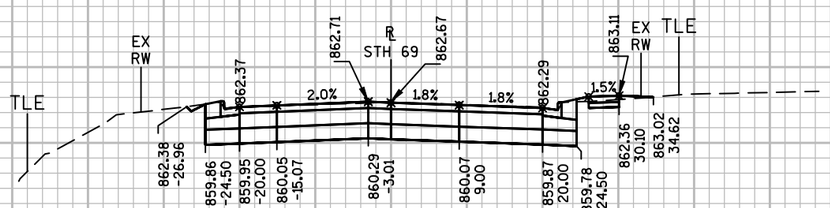
PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	CROSS SECTIONS: STH 69	SHEET 174

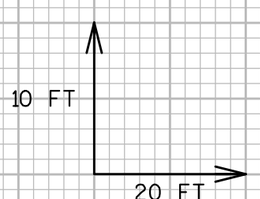
FILE NAME : K:\JOBS2014\20145023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090210_XS

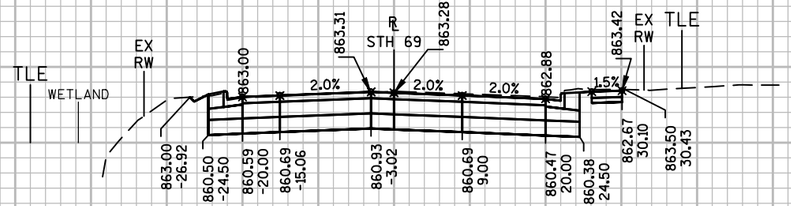
PLOT DATE : 12/7/2016 2:41 PM PLOT BY : MESSER, JACKIE PLOT NAME : PLOT SCALE : 1" = 20'_XREF

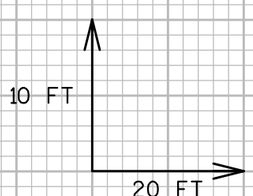
WISDOT/CADDS SHEET 49


EX
RW
WETLAND
862.72
-27.45
859.96
-24.50
862.49
860.05
-20.00
862.80
860.15
-15.07
STH 69
862.74
860.39
-3.01
2.0%
2.0%
2.0%
860.15
9.00
862.34
859.93
20.00
1.5%
2.0%
862.92
861.77
26.07
EX
RW
5.0%
TLE
861.83
30.07
862.08
35.07
870
860
850
19+50


TLE
EX
RW
862.38
-26.96
859.86
-24.50
862.37
859.95
-20.00
862.71
860.05
-15.07
STH 69
862.67
860.29
-3.01
1.8%
1.8%
860.07
9.00
862.29
859.87
20.00
1.5%
863.11
859.78
24.50
EX
RW
TLE
862.36
30.10
863.02
34.62
870
860
850
19+00


10 FT
20 FT





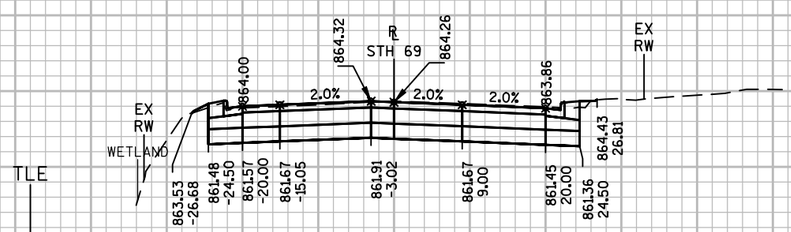
PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	CROSS SECTIONS: STH 69	SHEET 176

FILE NAME : K:\JOBS2014\20145023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090212_XS

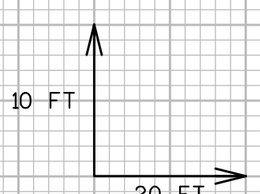
PLOT DATE : 12/7/2016 2:41 PM PLOT BY : MESSER, JACKIE PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

20+75



20+50

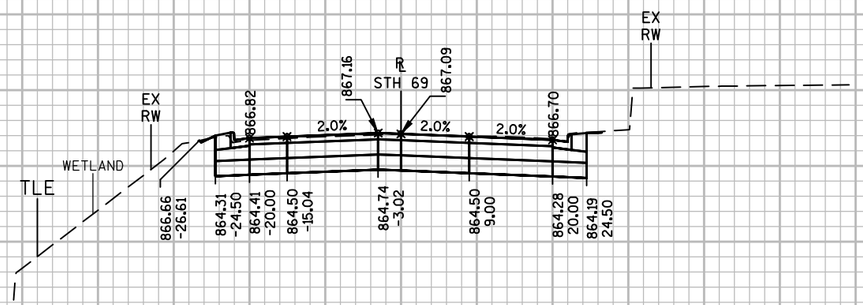


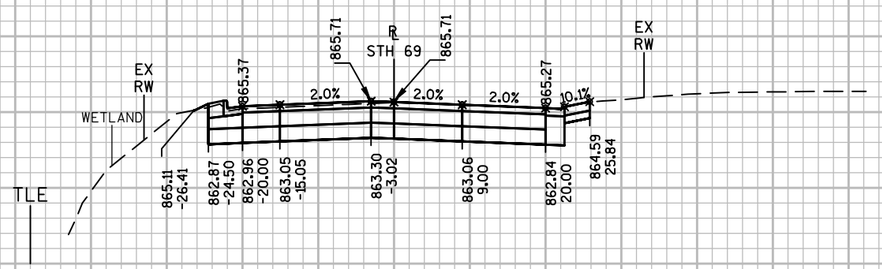
PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	CROSS SECTIONS: STH 69	SHEET 177

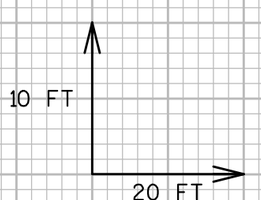
FILE NAME : K:\JOBS2014\20145023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090213_XS

PLOT DATE : 12/7/2016 2:41 PM PLOT BY : MESSER, JACKIE PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49





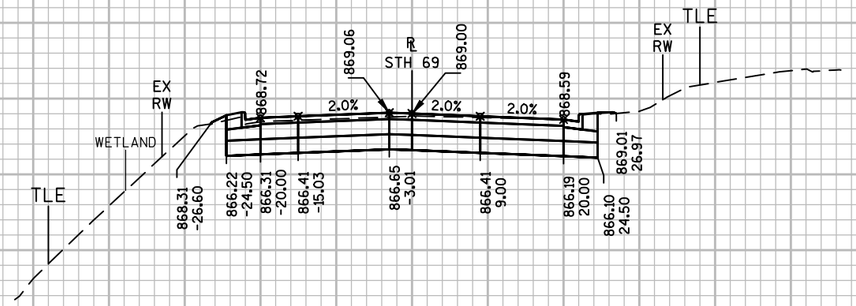


PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	CROSS SECTIONS: STH 69	SHEET

FILE NAME : K:\JOBS2014\20145023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090214_XS

PLOT DATE : 12/7/2016 2:41 PM PLOT BY : MESSER, JACKIE PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



22+50

22+00

10 FT

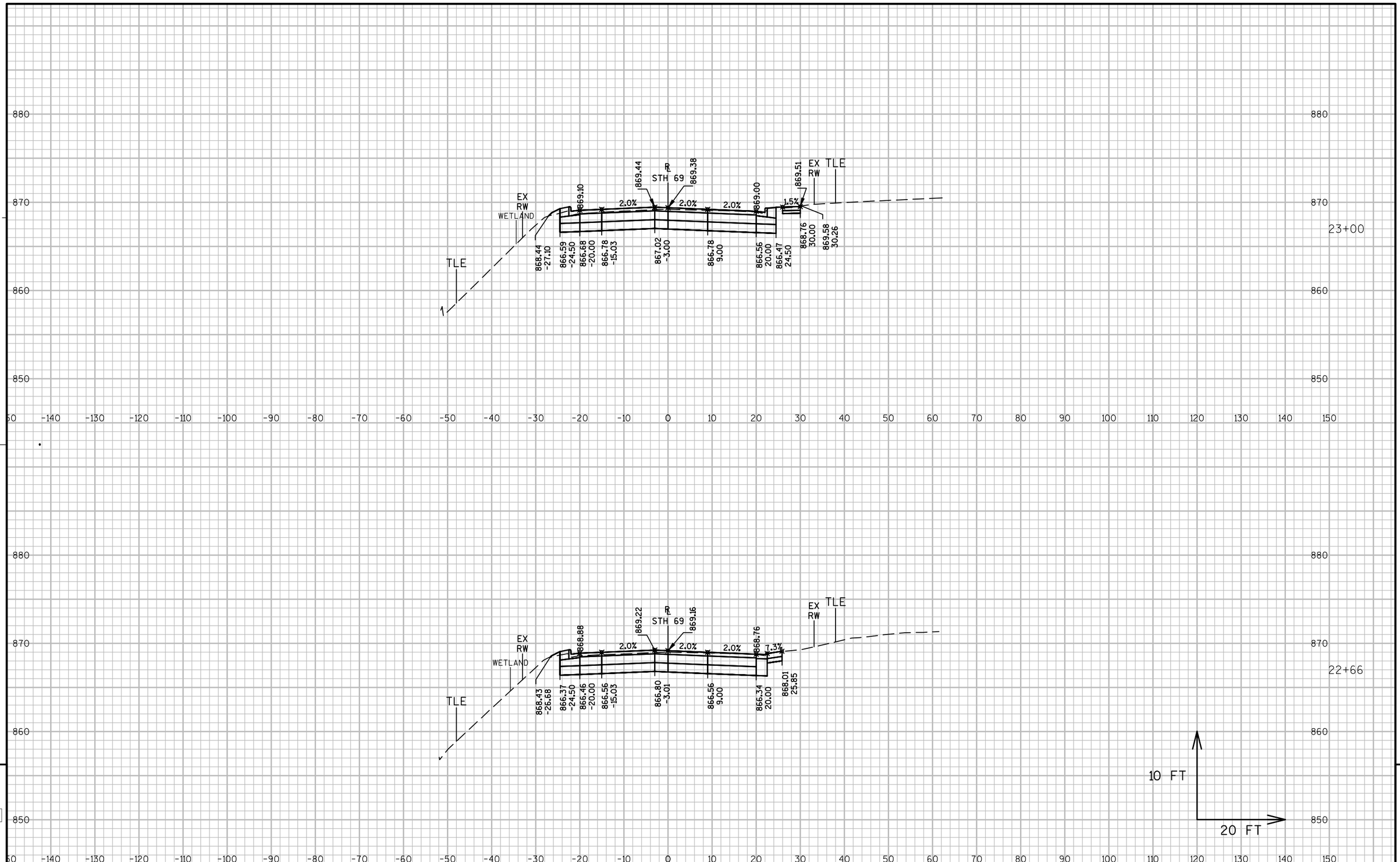
20 FT

PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	CROSS SECTIONS: STH 69	SHEET 179

FILE NAME : K:\JOBS2014\20145023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090215_XS

PLOT DATE : 12/7/2016 2:41 PM PLOT BY : MESSER, JACKIE PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

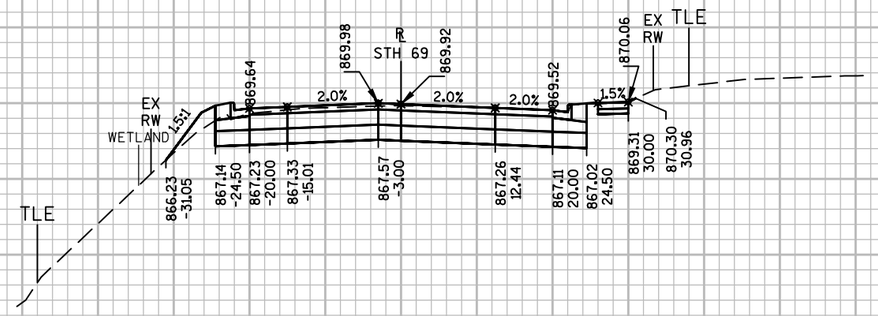


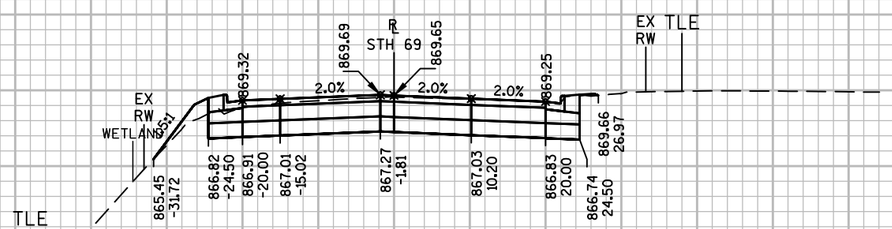
PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	CROSS SECTIONS: STH 69	SHEET 180

FILE NAME : K:\JOBS2014\20145023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090216_XS

PLOT DATE : 12/7/2016 2:41 PM PLOT BY : MESSER, JACKIE PLOT NAME : PLOT SCALE : 1" = 20'_XREF

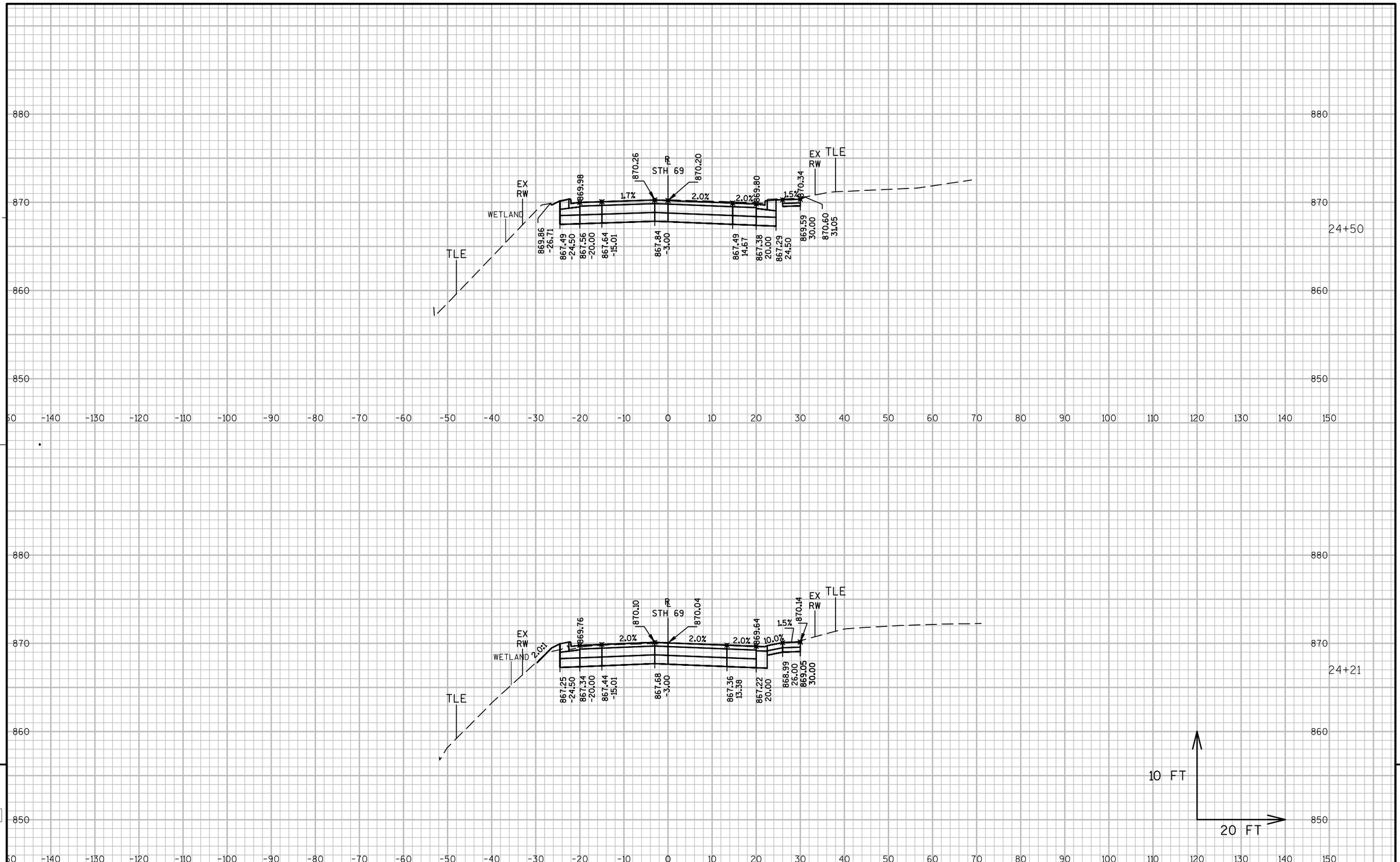
WISDOT/CADDS SHEET 49





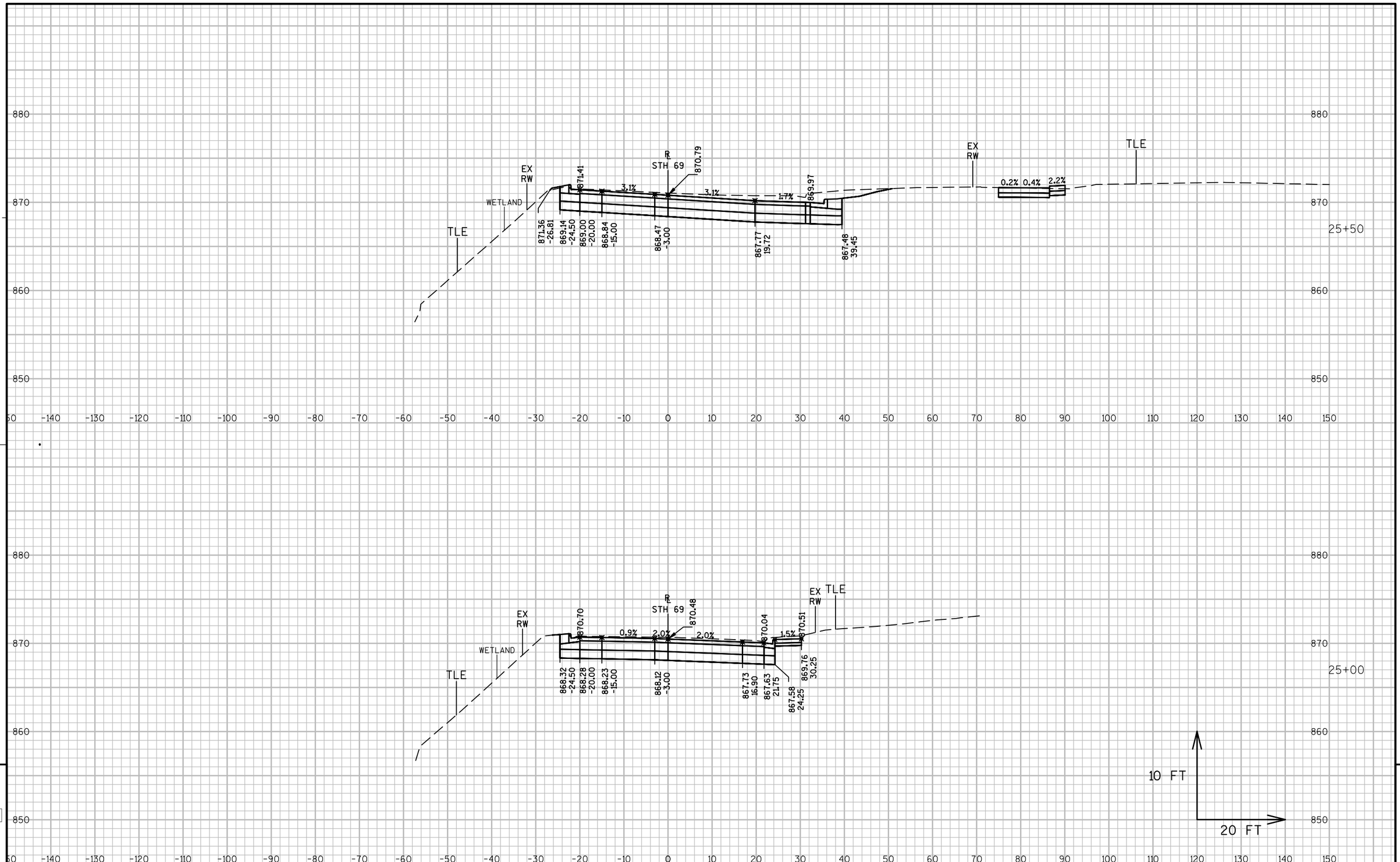
PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	CROSS SECTIONS: STH 69	SHEET 181

FILE NAME : K:\JOBS2014\20145023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090217_XS
PLOT DATE : 12/7/2016 2:42 PM PLOT BY : MESSER, JACKIE PLOT NAME : PLOT SCALE : 1" = 20'_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	CROSS SECTIONS: STH 69	SHEET 182

FILE NAME : K:\JOBS2014\20145023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090218_XS
PLOT DATE : 12/7/2016 2:42 PM PLOT BY : MESSER, JACKIE PLOT NAME : PLOT SCALE : 1" = 20'_XREF
WISDOT/CADDS SHEET 49

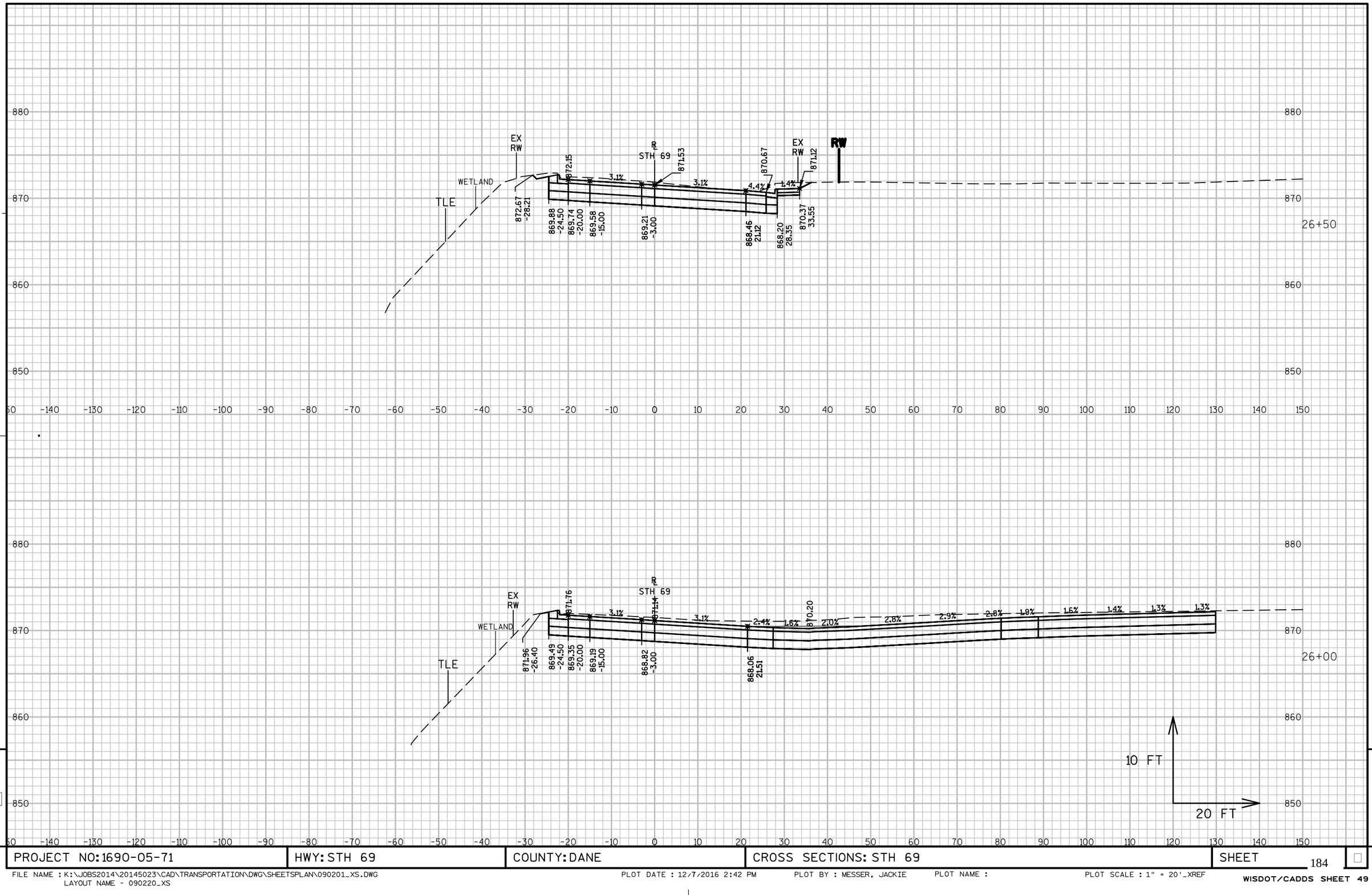


PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	CROSS SECTIONS: STH 69	SHEET 183

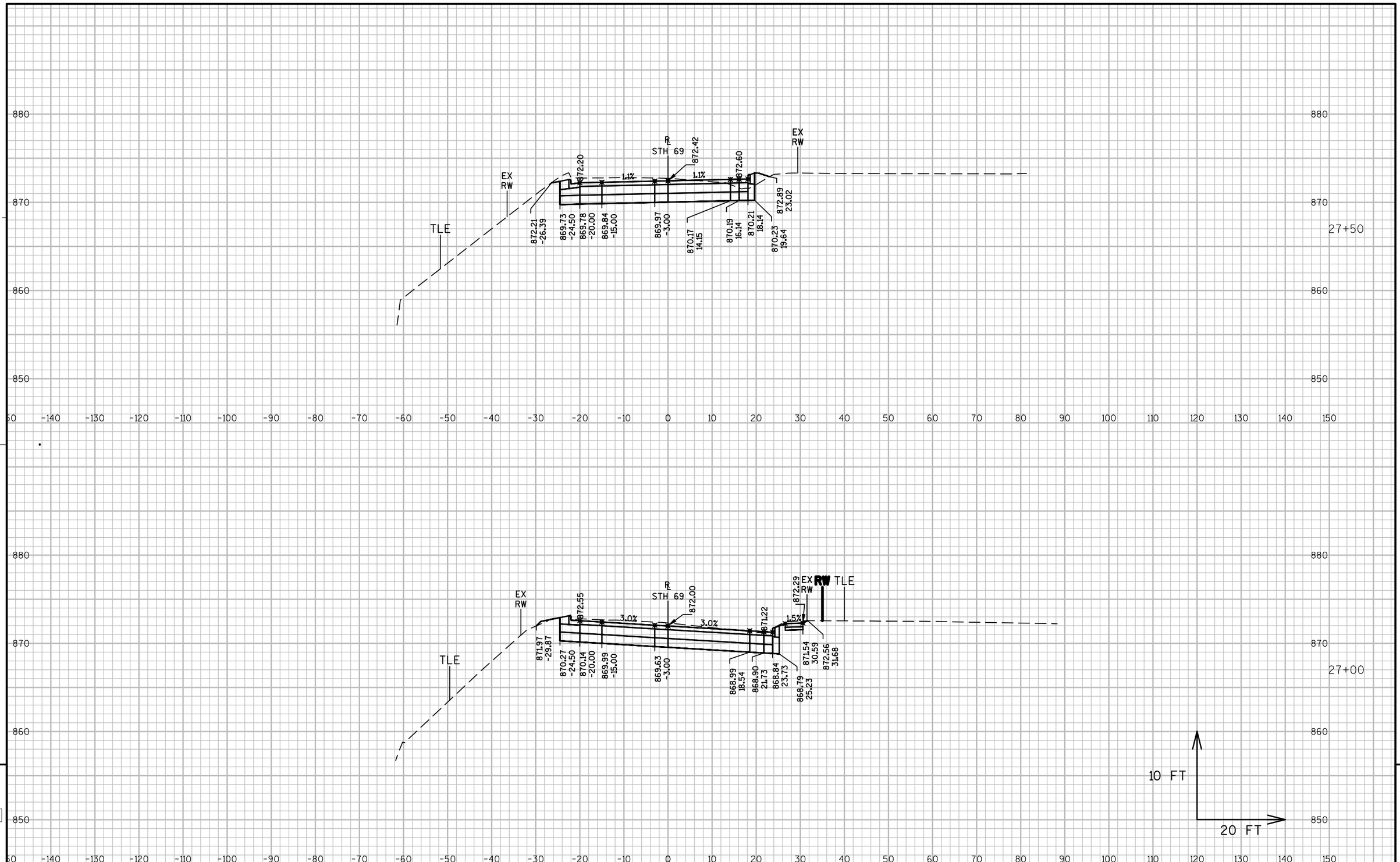
FILE NAME : K:\JOBS2014\20145023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090219_XS

PLOT DATE : 12/7/2016 2:42 PM PLOT BY : MESSER, JACKIE PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	CROSS SECTIONS: STH 69	SHEET 184

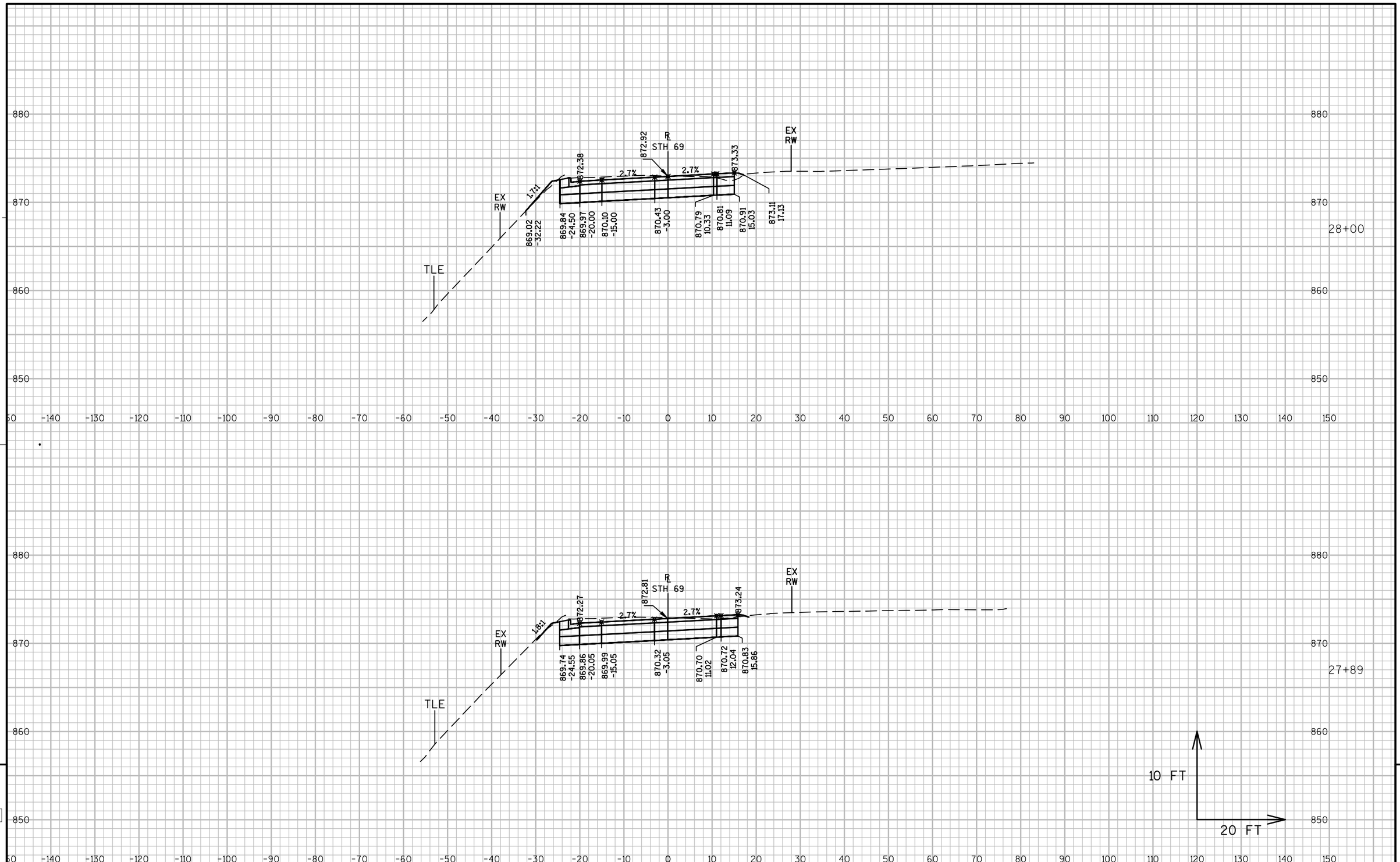


PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	CROSS SECTIONS: STH 69	SHEET 185

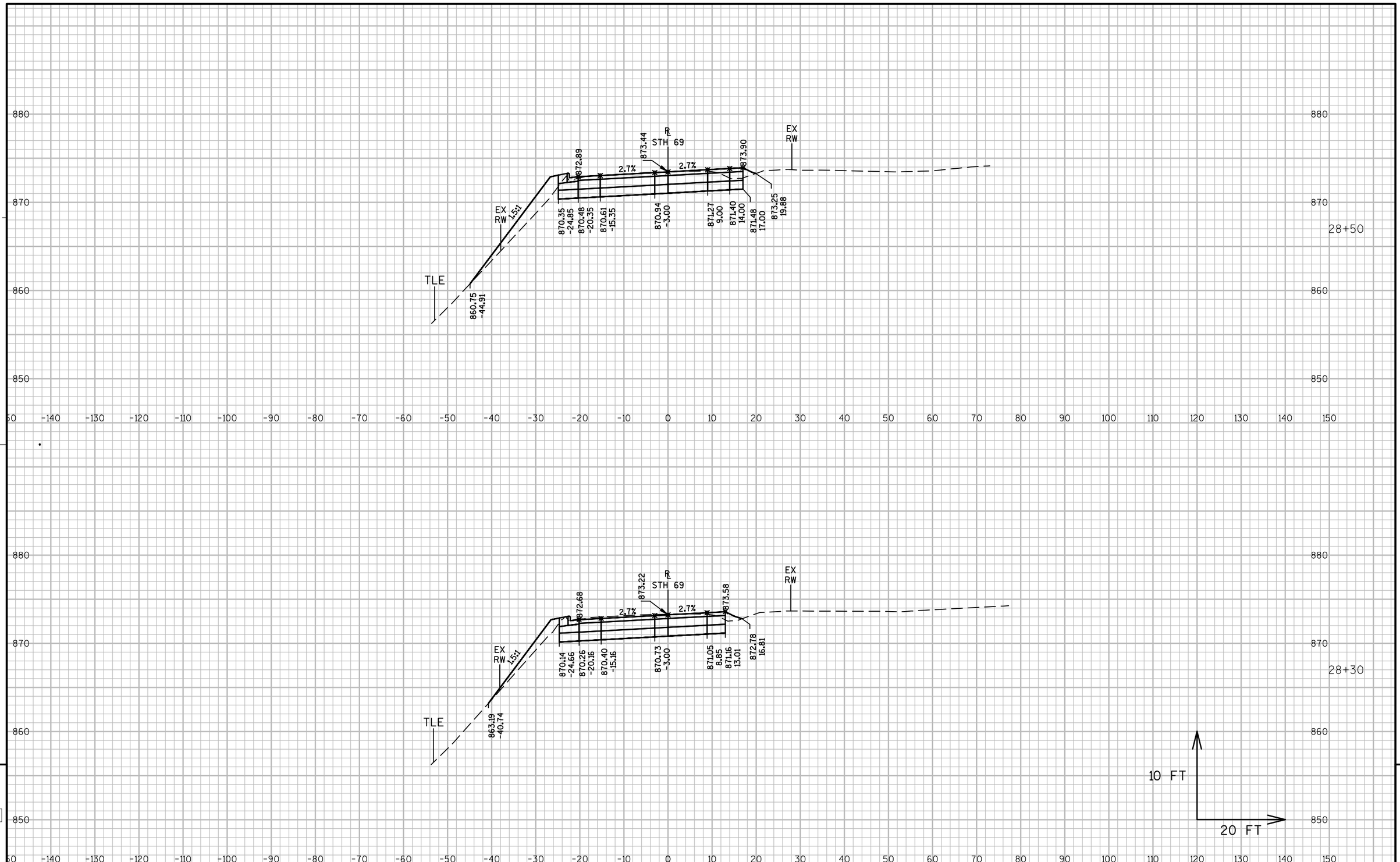
FILE NAME : K:\JOBS2014\20145023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090221_XS

PLOT DATE : 12/7/2016 2:42 PM PLOT BY : MESSER, JACKIE PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	CROSS SECTIONS: STH 69	SHEET 186

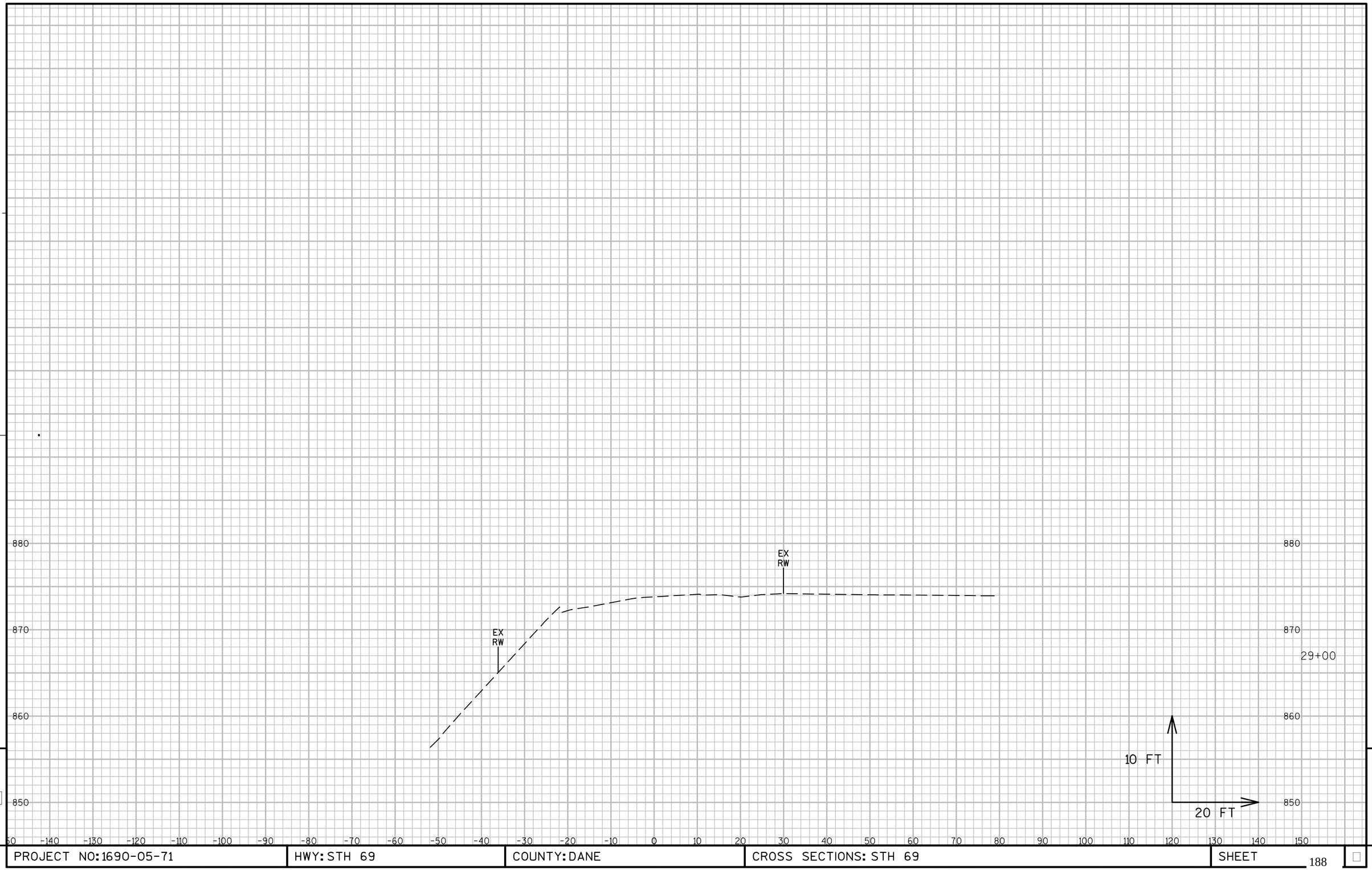


PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	CROSS SECTIONS: STH 69	SHEET 187

FILE NAME : K:\JOBS2014\20145023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090223_XS

PLOT DATE : 12/7/2016 2:42 PM PLOT BY : MESSER, JACKIE PLOT NAME : PLOT SCALE : 1" = 20'_XREF

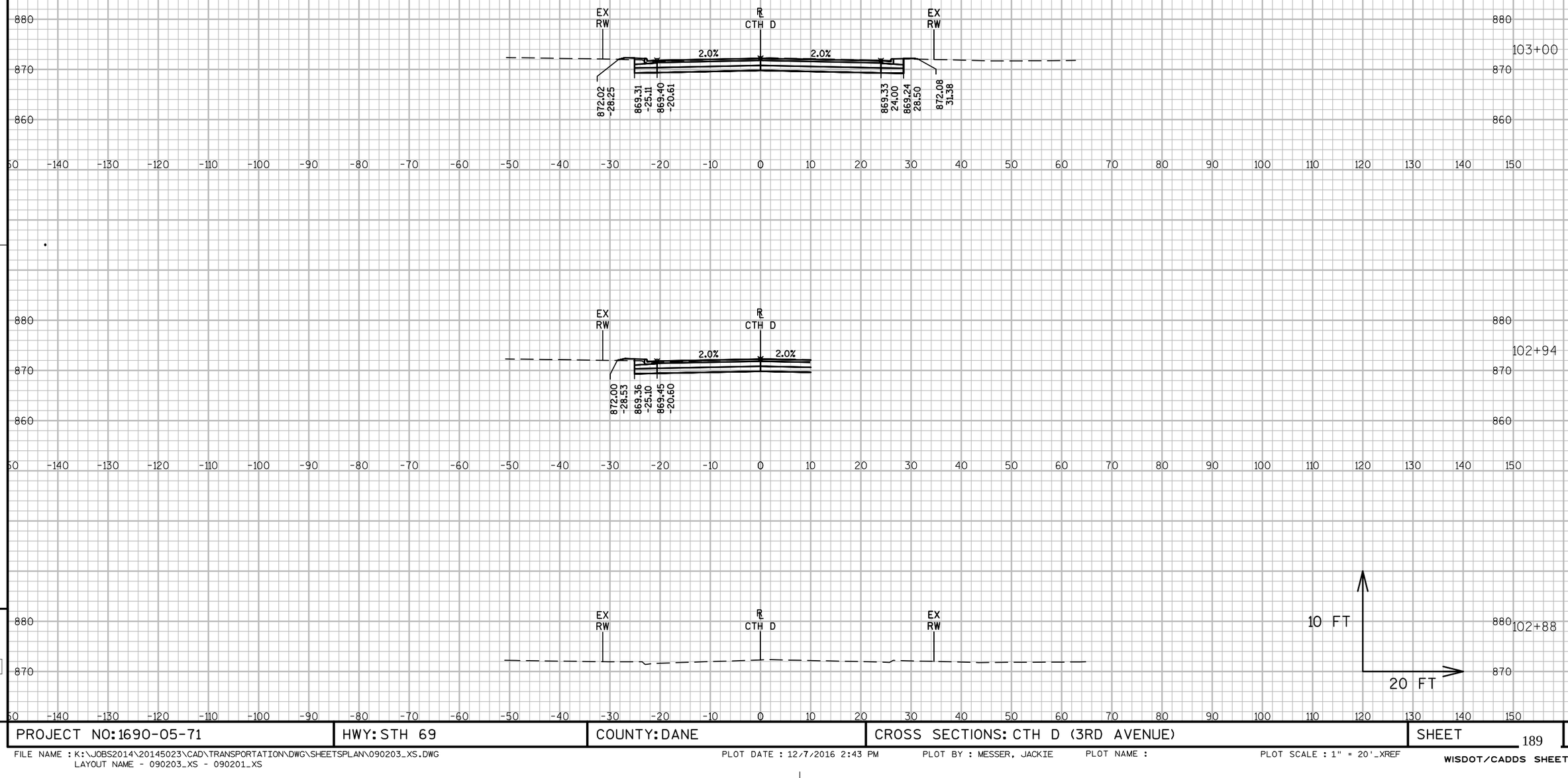
WISDOT/CADDS SHEET 49



PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	CROSS SECTIONS: STH 69	SHEET 188

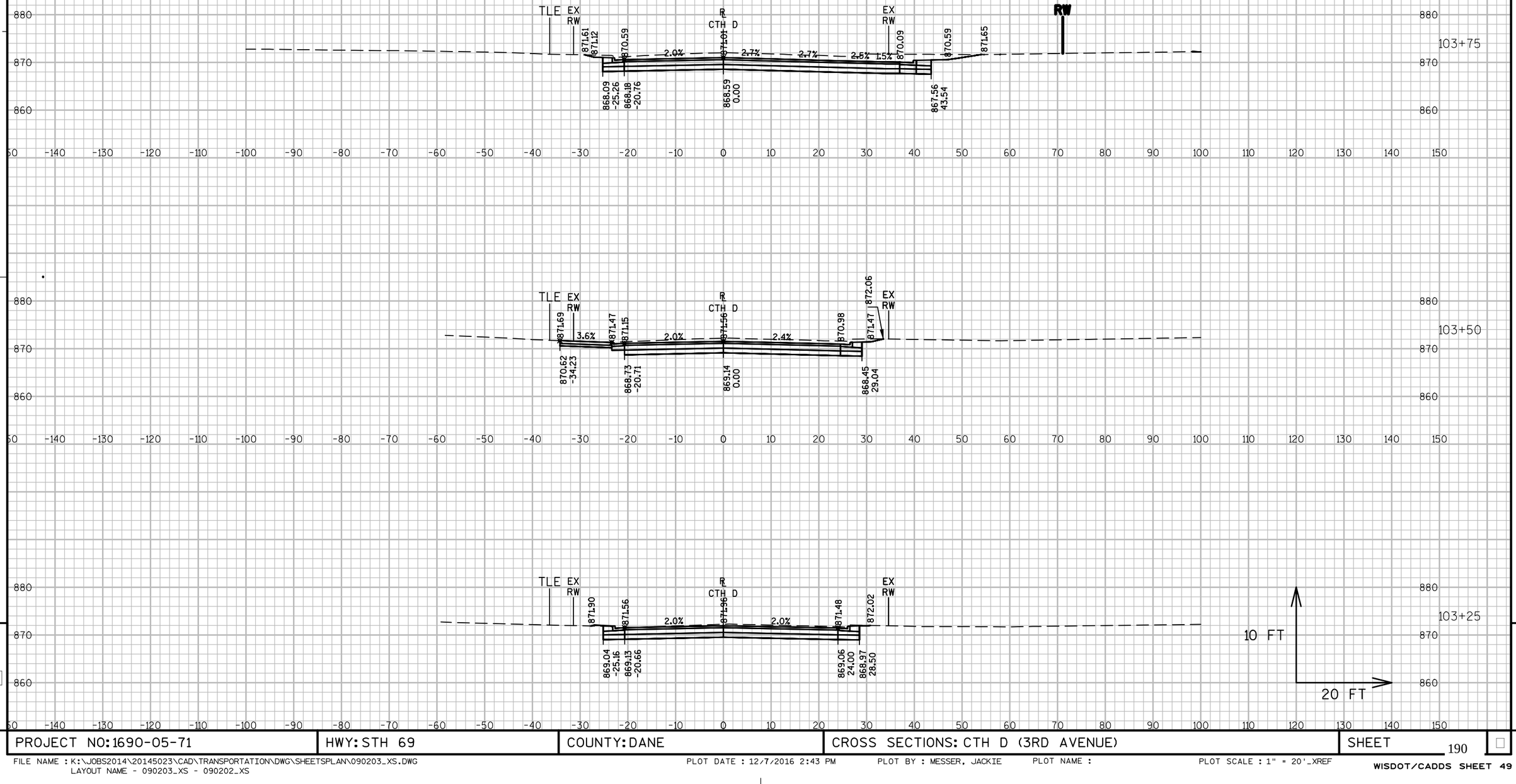
FILE NAME : K:\JOBS2014\20145023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090224_XS

PLOT DATE : 12/7/2016 2:42 PM PLOT BY : MESSER, JACKIE PLOT NAME : PLOT SCALE : 1" = 20'_XREF



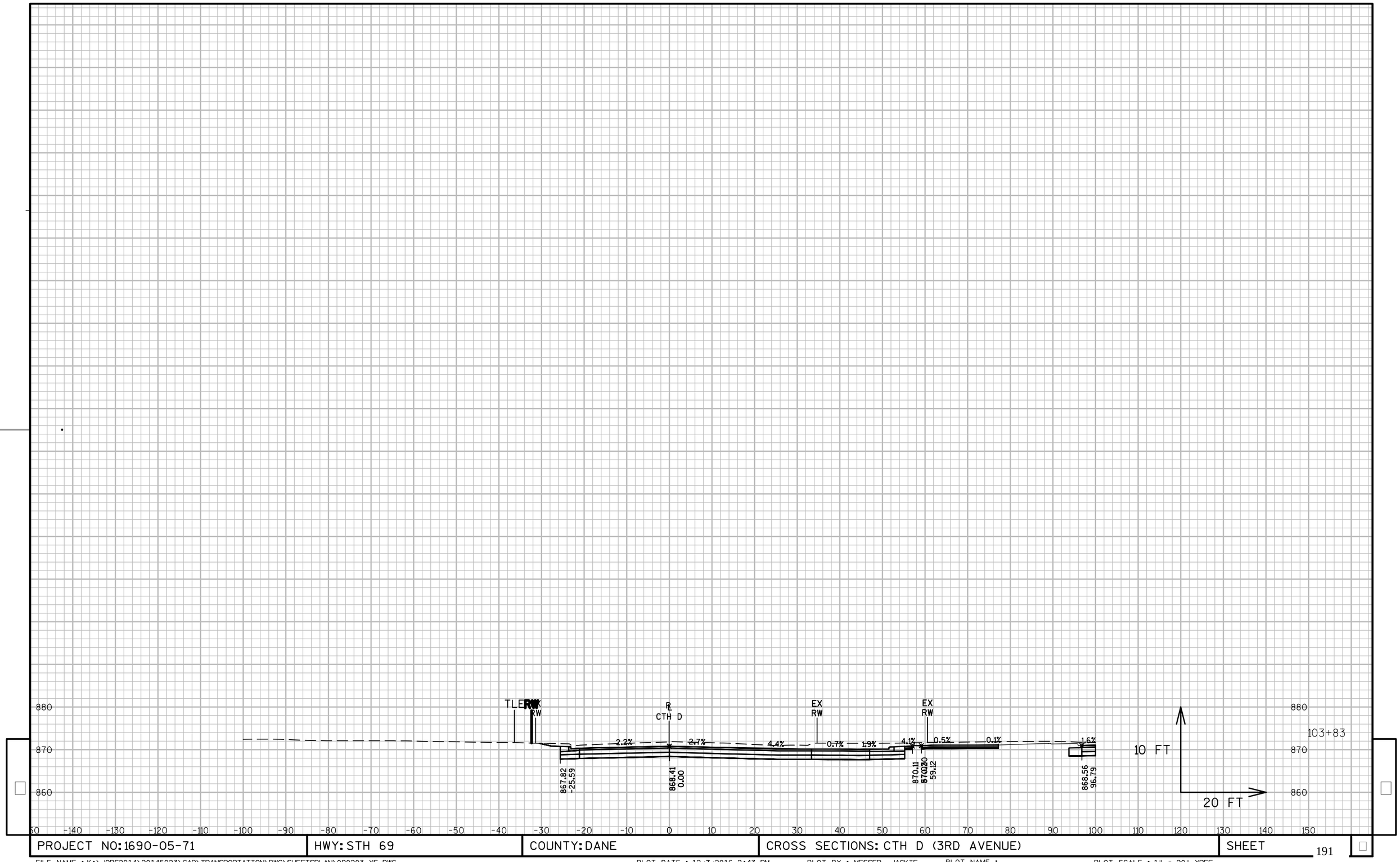
PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	CROSS SECTIONS: CTH D (3RD AVENUE)	SHEET 189

FILE NAME : K:\JOBS2014\20145023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090203_XS.DWG
LAYOUT NAME - 090203_XS - 090201_XS
PLOT DATE : 12/7/2016 2:43 PM PLOT BY : MESSER, JACKIE PLOT NAME : PLOT SCALE : 1" = 20'_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	CROSS SECTIONS: CTH D (3RD AVENUE)	SHEET 190

FILE NAME : K:\JOBS2014\20145023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090203_XS.DWG
LAYOUT NAME - 090203_XS - 090202_XS
PLOT DATE : 12/7/2016 2:43 PM PLOT BY : MESSER, JACKIE PLOT NAME : PLOT SCALE : 1" = 20'_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 1690-05-71	HWY: STH 69	COUNTY: DANE	CROSS SECTIONS: CTH D (3RD AVENUE)	SHEET 191

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

MAD MAR 2017

PROJECT ID: 1690-05-72
WITH: 1690-05-71

COUNTY: DANE

ORDER OF SHEETS

TOTAL SHEETS = 28

04

N

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

NEW GLARUS - VERONA

STH 92 TO CTH D

STH 69

DANE COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1690-05-72	———	—

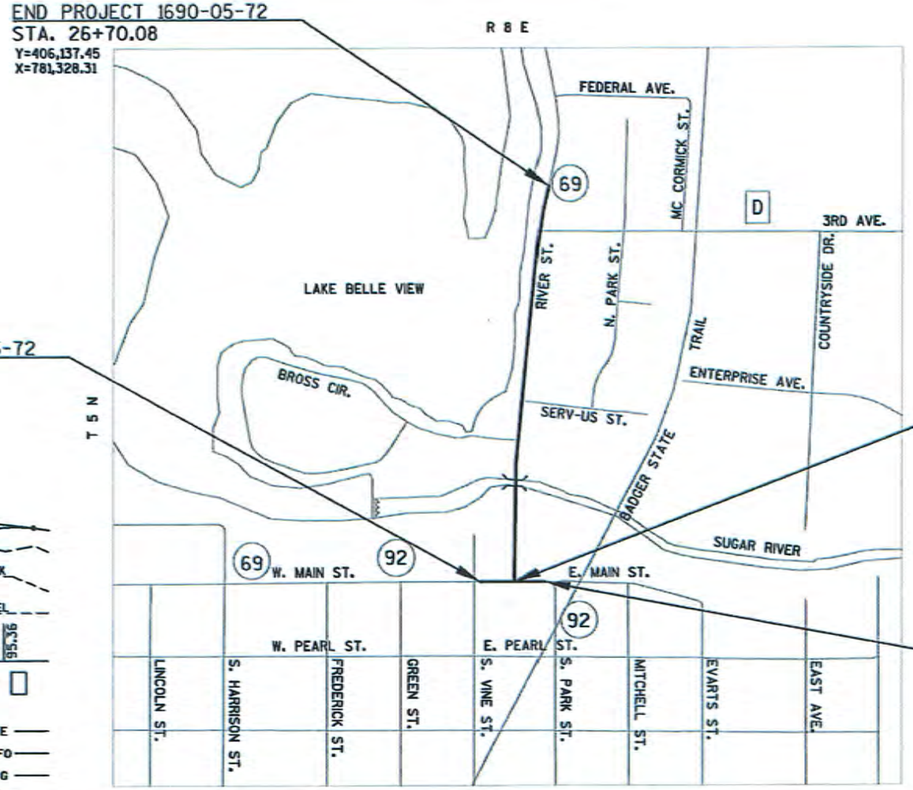
STATE PROJECT NUMBER
1690-05-72

END PROJECT 1690-05-72
STA. 26+70.08
Y=406,137.45
X=781,328.31

BEGIN PROJECT 1690-05-72
STA. 301+76.85
Y=404,473.32
X=781,049.94

STA 303+26.04 STH 69/92
STA 10+00.00 STH 69
Y=404,474.08
X=781,199.14

END CONSTRUCTION
STA. 304+62.37
Y=404,474.92
X=781,335.46



LAYOUT
SCALE 0 1/8 MILE

TOTAL NET LENGTH OF CENTERLINE = 0.370 MI (URBAN)

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, DANE 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.

DESIGN DESIGNATION

A.A.D.T.	2016	= 6200
A.A.D.T.	2036	= 7900
D.H.V.		= 805
D.D.		= 60/40
T.		= 5.5%
DESIGN SPEED		= 35 MPH
ESALS		= 920,000

CONVENTIONAL SYMBOLS

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

PROFILE
- GRADE LINE
- ORIGINAL GROUND
- MARSH OR ROCK PROFILE (To be noted as such) (ROCK)
- SPECIAL DITCH (LABEL)
- GRADE ELEVATION (965.96)
- 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

ORIGINAL PLANS PREPARED BY

MSA PROFESSIONAL SERVICES
ARCHITECTURE | ENGINEERING | ENVIRONMENTAL
FUNDING | PLANNING | SURVEYING
2901 International Ln Madison, WI 53704
(608) 242-7779 (800) 445-0579 Fax (608) 242-5664
Web Address: www.msa-ps.com

WISCONSIN
KEVIN C. LORD
E-35635
MADISON
WI
PROFESSIONAL ENGINEER

10-24-16 (Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY
- Surveyor: GRAEF
- Designer: MSA
- Project Manager: MAHESH SHRESTHA
- Regional Examiner:
- Regional Supervisor: BILL STROBEL

APPROVED FOR THE DEPARTMENT
DATE: 10/24/2016 (Signature)

E

2

GENERAL NOTES

NO TREES OR SHRUBS ARE TO BE REMOVED UNLESS INDICATED FOR REMOVAL BY THE ENGINEER.

THE EXACT LOCATION OF PRIVATE ENTRANCES IS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

ALL HOLES OR OPENINGS BELOW SUBGRADE RESULTING FROM THE ABANDONMENT OR REMOVAL OF EXISTING STRUCTURES OR FROM GRUBBING OF TREES OR STUMPS SHALL BE BACKFILLED WITH GRANULAR BACKFILL. BACKFILL GRANULAR MATERIAL IS INCIDENTAL TO THE REMOVAL ITEM.

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.

ALL FITTINGS USED FOR WATER MAIN INSTALLATION SHALL BE DUCTILE CAST IRON IN ACCORDANCE WITH AWWA C-110. STAINLESS STEEL OR COR-TEN BOLTS ARE TO BE USED ON ALL WATER MAIN FITTINGS. ALL JOINTS SHALL BE MEGA-LUG CLAMPS. MATERIAL SHALL BE INCIDENTAL AND PAID FOR ON THE SPECIFIC BID ITEM.

ALL DUCTILE IRON PIPE, FITTINGS, AND HYDRANT LEADS SHALL BE ENCASED IN 6 MIL POLYETHYLENE. POLYETHYLENE SHALL BE TAPED AT INTERVALS SUFFICIENT TO PREVENT SOIL FROM CONTACTING PIPE. MATERIAL SHALL BE INCIDENTAL TO THE PIPE AND FITTINGS PAID FOR ON SPECIFIC BID ITEMS.

ALL WATER MAIN SHALL BE DISINFECTED, TESTED, AND FLUSHED ACCORDING TO THE STANDARD SPECIFICATIONS. TESTING AND DISINFECTING SHALL BE CONSIDERED INCIDENTAL TO THE INSTALLATION OF THE PIPE AND SHALL NOT BE PAID FOR SEPARATELY. REPEATING TESTING NECESSARY TO OBTAIN A CONFORMING TEST SHALL NOT BE CONSIDERED JUSTIFICATION FOR ANY EXTRA EXPENSE, CHANGE ORDER, OR CONTRACT TIME DELAY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PERFORMING ALL TESTS WITHIN NORMAL WORKING HOURS, AND NO HYDROSTATIC PRESSURE TEST SHALL BE STARTED AFTER 4:00 PM.

HMA PAVEMENT WHERE INDICATED ON THE PLANS, SHALL CONSIST OF LAYERS AS FOLLOWS, UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE ENGINEER.

5.0" DEPTH	3.0" OF HMA PAVEMENT 3MT 58-28 S, AS THE LOWER LAYER
	2.0" OF HMA PAVEMENT 4MT 58-28 S, AS THE UPPER LAYER

HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/IN.

THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, BIKE OR PARKING LANE.

SILT FENCE SHALL BE INSTALLED IN THE LOCATIONS SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.

ASPHALT AND CONCRETE DRIVEWAYS SHALL BE SAWCUT AT THE MATCH LINE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

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

INLET PROTECTION IS REQUIRED AT ALL INLETS AS PER DETAIL OR AS DIRECTED BY THE ENGINEER.

REMOVAL OF EROSION CONTROL DEVICES IS INCLUDED IN THE COST OF THEIR RESPECTIVE BID ITEMS.

SIGNS IN CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED AS DIRECTED BY THE ENGINEER AND PAID FOR UNDER THE ITEM TRAFFIC CONTROL COVERING SIGNS.

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

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

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

EROSION CONTROL BMP'S ARE AT SUGGESTED LOCATIONS. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S 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.

DISTANCE BEHIND CURB TO UTILITY POLES MAY REQUIRE CONCRETE CURB AND GUTTER TO BE HAND FORMED RATHER THAN SLIP FORMED. THIS WILL BE INCIDENTAL TO THE ITEM.

STANDARD ABBREVIATIONS

AEW	APRON END WALL
AGG	AGGREGATE
BAD	BASE AGGREGATE DENSE
BM	BENCH MARK
C&G	CURB AND GUTTER
C/L	CENTER OR CONSTRUCTION LINE
CONC	CONCRETE
CP	CULVERT PIPE
CPCM	CULVERT PIPE CORRUGATED METAL
CPRC	CULVERT PIPE REINFORCED CONCRETE
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
CSCP	CORRUGATED STEEL CULVERT PIPE
CSPA	CORRUGATED STEEL PIPE ARCH
CSD	CONCRETE SURFACE DRAIN
CY	CUBIC-YARD
D	DEGREE OF CURVE
Δ	DELTA
DISCH	DISCHARGE
FE	FIELD ENTRANCE
HERCP	HORIZONTAL ELLIPTICAL REINFORCED CONCRETE PIPE
HMA	HOT MIX ASPHALT
INV	INVERT
L	LENGTH OF CURVE
LHF	LEFT HAND FORWARD
LT	LEFT
MIN	MINIMUM
M/L	MATCHLINE
NB	NORTHBOUND
NC	NORMAL CROWN
NTS	NOT TO SCALE
PAVT	PAVEMENT
PB	PULL BOX
PC	POINT-OF-CURVE
PCC	POINT OF COMPOUND CURVE
PE	PRIVATE ENTRANCE
PI	POINT OF INTERSECTION
PLE	PERMANENT LIMITED EASEMENT
PT	POINT OF TANGENT
PVC	POINT OF VERTICAL CURVE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENT
R	RADIUS OF CURVE
R/L	REFERENCE LINE
R/W	RIGHT OF WAY
RAD	RADIUS
RC	REVERSE CROWN
RCAEW	APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE
RCHESS	REINFORCED CONCRETE HORIZONTAL ELLIPTICAL STORM SEWER
RCPSS	REINFORCED CONCRETE PIPE - STORM SEWER
REQD	REQUIRED
RHF	RIGHT HAND FORWARD
RO	RUN OFF LENGTH
RT	RIGHT
SALV	SALVAGED
SB	SIGNAL BASE
SDD	STANDARD DETAIL DRAWING
SE	SUPER ELEVATION
SF	SQUARE FOOT
STA	STATION
SY	SQUARE YARD
T	TANGENT LENGTH
TC	TOP OF CURB
TLE	TEMPORARY LIMITED EASEMENT

SECTION 2 ORDER OF SHEETS

UTILITIES

COMMUNICATION LINE
CHARTER COMMUNICATIONS
BRANDON STORM
2701 DANIELS ST.
MADISON, WI 53718
(608) 274-3822
BRANDON.STORM@CHARTERCOM.COM

COMMUNICATION LINE
FRONTIER COMMUNICATIONS OF WI LLC.
ROBERT CHURCH
2222 WEST WISCONSIN ST.
PORTAGE, WI 53901
(608) 742-1817
ROBERT.CHURCH@FTR.COM

ELECTRICITY
ALLIANT ENERGY
JASON HOGAN
4902 N BILTMORE LN.
SUITE 1000
MADISON, WI 53718
(608) 458-4871
JASONHOGAN@ALLIANTENERGY.COM

GAS
WE ENERGIES
LATROY BRUMFIELD
333 WEST EVERETT ST.
ROOM A299
MILWAUKEE, WI 53203
(414) 221-5617
LATROY.BRUMFIELD@WE-ENERGIES.COM

WATER/SANITARY
VILLAGE OF BELLEVILLE
TIM FRANCOIS
20 RIVER ST.
PO BOX 79
BELLEVILLE, WI 53508
(608) 424-3666
TFRANCOIS@VILLAGEOFBELLEVILLE.COM

GENERAL NOTES

WHERE MENTIONED ELSEWHERE IN THE SPECIFICATIONS OR PLANS, THE "STANDARD SPECIFICATION" SHALL REFER TO THE LATEST EDITION OF THE STATE OF WISCONSIN: "STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION," AND THE LATEST AMENDMENTS (STATE SPECIFICATIONS) AND THE "VILLAGE OF BELLEVILLE STANDARD SPECIFICATIONS FOR PUBLIC WORKS IMPROVEMENTS" LAST REVISED IN APRIL 2007, (VILLAGE SPECIFICATIONS). IN INSTANCES WHERE THE STATE AND VILLAGE SPECIFICATION CONFLICT, THE STATE SPECIFICATION SHALL SUPERSEDE.

VILLAGE CONTACT

VILLAGE OF BELLEVILLE
TIM FRANCOIS
20 RIVER ST.
PO BOX 79
BELLEVILLE, WI 53508
(608) 424-3666
TFRANCOIS@VILLAGEOFBELLEVILLE.COM

WISDOT CONTACT

WISCONSIN DEPT OF TRANSPORTATION, SW REGION
MAHESH SHRESTHA
2101 WRIGHT STREET
MADISON, WI 53704
(608) 245-2674
MAHESH.SHRESTHA@DOT.WI.GOV

DEPT. OF NATURAL RESOURCES

WISCONSIN DEPT. OF NATURAL RESOURCES
ERIC HEGGELUND
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
(608) 275-3301
ERIC.HEGGELUND@WISCONSIN.GOV

DESIGN CONTACT

MSA PROFESSIONAL SERVICES
KEVIN LORD
2901 INTERNATIONAL LANE, SUITE 300
MADISON, WI 53704
(608) 242-7779
KLORD@MSA-PS.COM

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

2

2

N

5TH AVE.

BADGER STATE TRAIL

FEDERAL AVE.

END PROJECT 1690-05-72
STA. 26+70.08

MC CORMICK ST.

D

3RD AVE.

LAKE BELLE VIEW

RIVER ST.

N. PARK ST.

COUNTRYSIDE DR.

REMY ROAD

BROSS CIR.

SERV-US ST.

ENTERPRISE AVE.

BEGIN PROJECT 1690-05-72
STA. 301+76.85

STA. 303+26.04 STH 69/92
STA. 10+00.00 STH 69

SUGAR RIVER

END CONSTRUCTION
STA. 304+62.37

W. MAIN ST.

E. MAIN ST.

W. PEARL ST.

E. PEARL ST.

LINCOLN ST.

S. HARRISON ST.

FREDERICK ST.

GREEN ST.

S. VINE ST.

S. PARK ST.

MITCHELL ST.

EVARTS ST.

EAST AVE.

PROJECT NO: 1690-05-72	HWY: STH 69	COUNTY: DANE	PROJECT OVERVIEW	SHEET 3 E

FILE NAME : P:\370S\372\00372060\CADD\C3D\020201_PO.DWG
LAYOUT NAME - PROJECT OVERVIEW

PLOT DATE : 9/30/2016 3:01 PM PLOT BY : KEVIN LORD PLOT NAME : PLOT SCALE : 1IN = 400FT

2

N

RIVER STREET

STH 69

12+00

11+00

INLET PROTECTION TYPE D (TYP)

PAVEMENT SAWCUT AND REMOVAL LIMITS

PAVEMENT SAWCUT AND REMOVAL LIMITS

INLET PROTECTION TYPE D (TYP)

(STH 92) EAST MAIN STREET

301+00

302+00

303+00

304+00

305+00

306+00

12-INCH D.I.W.M.

PAVEMENT SAWCUT AND REMOVAL LIMITS

PAVEMENT SAWCUT AND REMOVAL LIMITS

EX. R/W

PAVEMENT SAWCUT AND REMOVAL LIMITS

CONCRETE CURB & GUTTER REMOVAL (TYP)

CONCRETE SIDEWALK REMOVAL

S. VINE STREET

STH 92/ S. PARK STREET

PROJECT NO:1690-05-72	HWY: STH 69	COUNTY: DANE	REMOVALS AND EROSION CONTROL	SHEET 4	E

2

N

12" X 8" REDUCER
8" VALVE WITH BOX
(2) 8" 45 BENDS CONNECT TO EXISTING
1-INCH WATER SERVICE (TYP.)
EX. R/W
STH 69
12" X 6" TEE CONNECT TO EXISTING 3" WATER SERVICE 6" X 3" REDUCER
12" X 10" TEE
12" X 6" REDUCER
(2) 6" 45° BENDS CONNECT TO EXISTING
(STH 92) EAST MAIN STREET
301+00
302+00
303+00
304+00
305+00
306+00
12-INCH D.I.W.M.
EX. R/W
12" X 12" TEE
1-INCH WATER SERVICE (TYP.) FOR EXISTING DRINKING FOUNTAIN
10" VALVE WITH BOX
10" X 6" TEE
8 LF OF 6" D.I.W.M.
6" VALVE WITH BOX
HYDRANT
CONNECT TO EXISTING WITH 10" X 6" REDUCER
SAWCUT (TYP.)
S. VINE STREET
12" X 6" TEE
18 LF OF 6" D.I.W.M.
6" VALVE WITH BOX
HYDRANT
STH 92/ S. PARK STREET

PROPOSED ℄ PROFILE
EXISTING SANITARY MANHOLE
6.5' MIN. BURY
12-INCH D.I.W.M.
18" MIN SEPARATION

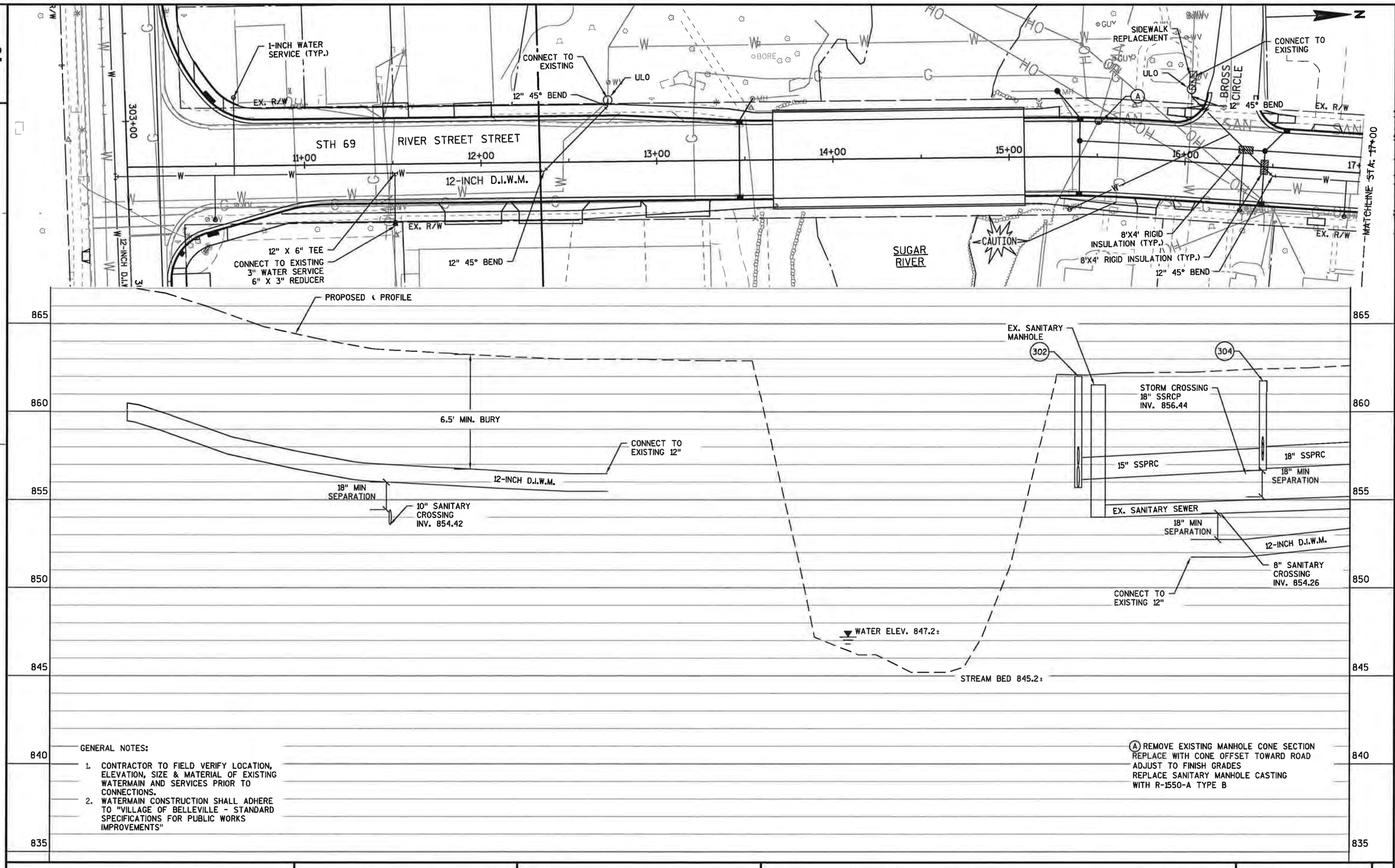
865
860
855
850

GENERAL NOTES:

1. CONTRACTOR TO FIELD VERIFY LOCATION, ELEVATION, SIZE & MATERIAL OF EXISTING WATERMAIN AND SERVICES PRIOR TO CONNECTIONS.
2. WATERMAIN CONSTRUCTION SHALL ADHERE TO "VILLAGE OF BELLEVILLE - STANDARD SPECIFICATIONS FOR PUBLIC WORKS IMPROVEMENTS"

PROJECT NO: 1690-05-72	HWY: STH 69	COUNTY: DANE	WATER MAIN PLAN & PROFILE	SHEET 5	E

FILE NAME : P:\370S\372\00372060\CADD\C3D\DESIGN MSA UTILITY.DWG
LAYOUT NAME - 022501_SS
PLOT DATE : 9/30/2016 2:50 PM PLOT BY : KEVIN LORD PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 41



GENERAL NOTES:

1. CONTRACTOR TO FIELD VERIFY LOCATION, ELEVATION, SIZE & MATERIAL OF EXISTING WATERMAIN AND SERVICES PRIOR TO CONNECTIONS.
2. WATERMAIN CONSTRUCTION SHALL ADHERE TO "VILLAGE OF BELLEVILLE - STANDARD SPECIFICATIONS FOR PUBLIC WORKS IMPROVEMENTS"

(A) REMOVE EXISTING MANHOLE CONE SECTION
REPLACE WITH CONE OFFSET TOWARD ROAD
ADJUST TO FINISH GRADES
REPLACE SANITARY MANHOLE CASTING
WITH R-1550-A TYPE B

PROJECT NO:1690-05-72	HWY: STH 69	COUNTY: DANE	WATER MAIN PLAN & PROFILE	SHEET 6	E

REPLACE SIDEWALK IF EXISTING SERVICE IS NOT COPPER AND REPLACED TO CURB STOP

REPLACE SANITARY MANHOLE CASTING WITH R 1550-A TYPE B ADJUST TO FINISH GRADE

12" VALVE WITH BOX

8' X 4' RIGID INSULATION (TYP.)

EX. R/W

STH 69

MATCHLINE STA. 17+00

MATCHLINE STA. 24+50

18+00 19+00 20+00 21+00 22+00 23+00 24+00

12-INCH D.I.W.M.

16-INCH D.I.W.M.

SERV-US STREET

201+00

12" X 6" TEE

6" VALVE WITH BOX

2 - 6" 45° BENDS CONNECT TO EXISTING

MAINTAIN 18" CLEARANCE BELOW WATER MAIN

12" X 6" TEE
19 LF OF 6" D.I.W.M.
6" VALVE WITH BOX
HYDRANT

1" WATER SERVICE (TYP.)

12" X 6" TEE
19 LF OF 6" D.I.W.M.
6" VALVE WITH BOX
HYDRANT

GENERAL NOTES:

1. CONTRACTOR TO FIELD VERIFY LOCATION, ELEVATION, SIZE & MATERIAL OF EXISTING WATERMAIN AND SERVICES PRIOR TO CONNECTIONS.
2. WATERMAIN CONSTRUCTION SHALL ADHERE TO "VILLAGE OF BELLEVILLE - STANDARD SPECIFICATIONS FOR PUBLIC WORKS IMPROVEMENTS"

870 865 860 855 852

PROPOSED ℄ PROFILE

310 308

EX. SANITARY MANHOLE

STORM CROSSING
15" SSRCP
INV. 857.82

STORM CROSSING
18" SSRCP
INV. 858.18

18-INCH SSPRC

18-INCH SSPRC

EX. SANITARY SEWER

18" MIN. SEPARATION

18" MIN. SEPARATION

12-INCH D.I.W.M.

6.5' MIN. BURY

STORM CROSSING
15" SSRCP
INV. 864.85

18" MIN. SEPARATION

PROJECT NO:1690-05-72	HWY: STH 69	COUNTY: DANE	WATER MAIN PLAN & PROFILE	SHEET 7	E

FILE NAME : P:\370S\372\00372060\CADD\C3D\DESIGN MSA UTILITY.DWG
LAYOUT NAME - 022502_SS

PLOT DATE : 9/30/2016 2:46 PM PLOT BY : KEVIN LORD PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 41

LEGEND

N

12" VALVE WITH BOX

8' X 4' RIGID INSULATION (TYP.)

EX. R/W

GUY

12" X 6" TEE

END WATERMAIN PLUG & BLOCK MARK UNDERGROUND WITH 4'X4' POST

GUY POLE

MATCHLINE STA. 24+50

25+00

12-INCH D.I.W.M.

26+00

27+00

STH 69

28+00

29+00

30+00

31+00

32+

104+00

EX. R/W

12" X 6" TEE
31 LF OF 6" D.I.W.M.
6" VALVE WITH BOX
HYDRANT

STORM INVERT=865.81
PAVEMENT ELEV=870.4

1" WATER SERVICE (TYP)

3RD AVE

6-INCH D.I.W.M.

6" 11.25° BEND

MAINTAIN 18" CLEARANCE BELOW STORM SEWER

8' X 4' RIGID INSULATION (TYP.)

103+00

6" VALVE WITH BOX

2 - 6" 45° BENDS CONNECT TO EXISTING

POST

EX. R/W

GUY

PROPOSED ℄ PROFILE

500 501 502 505

870

865

860

855

6.5' MIN. BURY

15" SSPRC

15" SSPRC

15" SSPRC

18" MIN. SEPARATION

12-INCH D.I.W.M.

3RD AVE. PROFILE

STA. 103+00

STA. 103+50

STA. 104+00

STORM SEWER CROSSING
INV=865.81

18" MIN. SEPARATION

6-INCH D.I.W.M.

GENERAL NOTES:

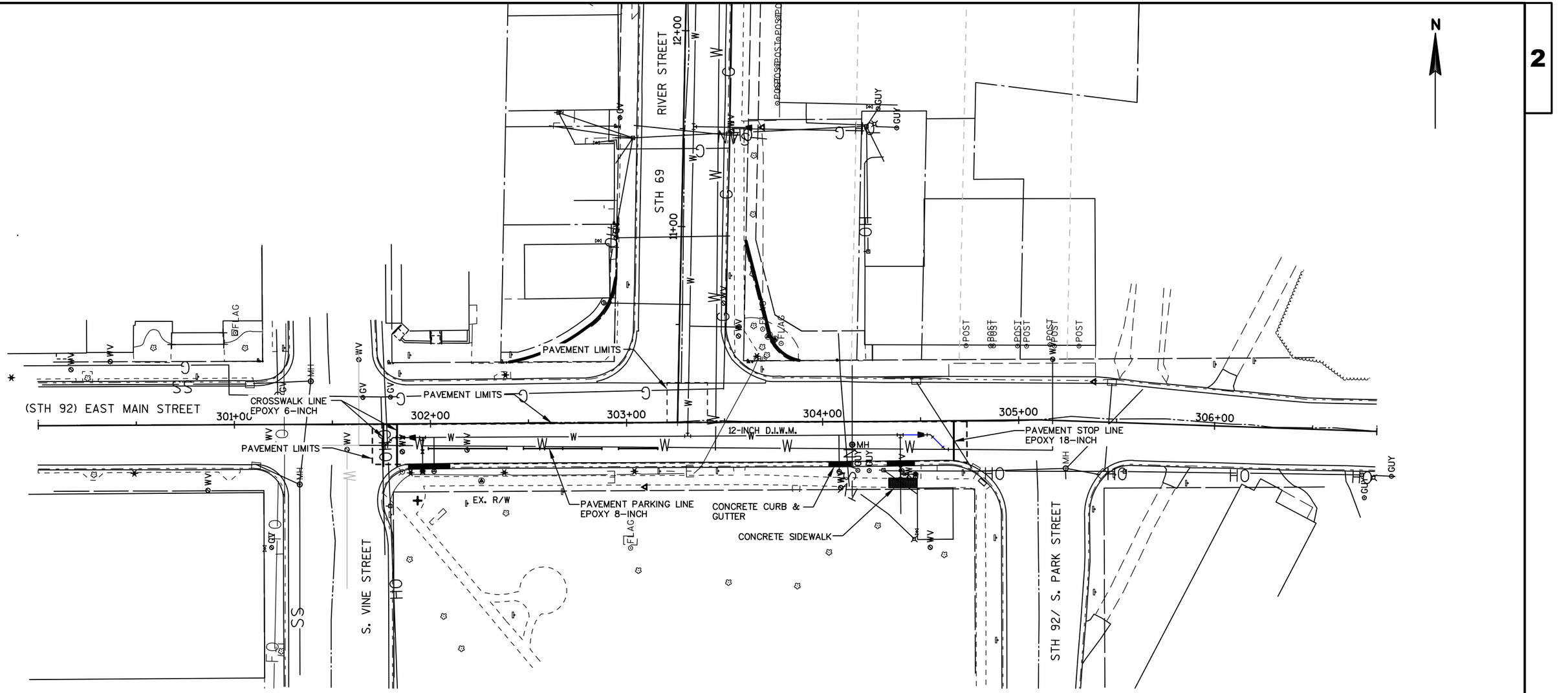
1. CONTRACTOR TO FIELD VERIFY LOCATION, ELEVATION, SIZE & MATERIAL OF EXISTING WATERMAIN AND SERVICES PRIOR TO CONNECTIONS.
2. WATERMAIN CONSTRUCTION SHALL ADHERE TO "VILLAGE OF BELLEVILLE - STANDARD SPECIFICATIONS FOR PUBLIC WORKS IMPROVEMENTS"

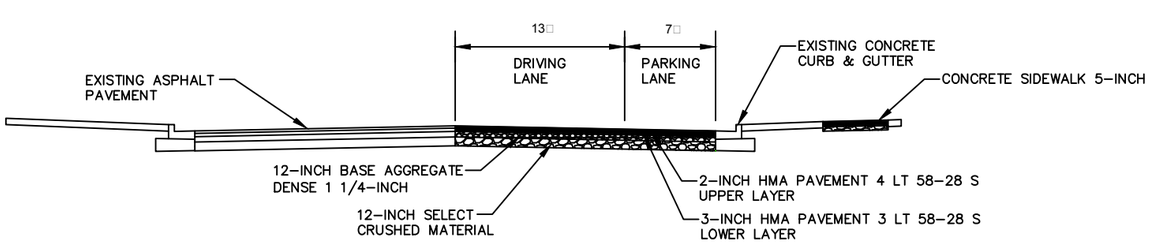
PROJECT NO: 1690-05-72	HWY: STH 69	COUNTY: DANE	WATER MAIN PLAN & PROFILE	SHEET 8	E

FILE NAME : P:\370S\372\00372060\CADD\C3D\DESIGN MSA UTILITY.DWG
LAYOUT NAME - 022503_SS

PLOT DATE : 9/30/2016 2:36 PM PLOT BY : KEVIN LORD PLOT NAME : PLOT SCALE : 1 IN:50 FT

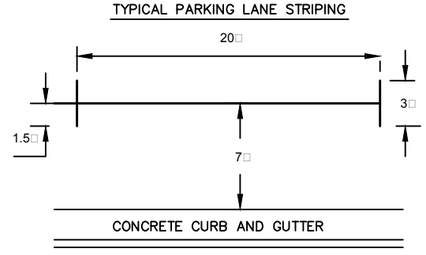
WISDOT/CADDS SHEET 41



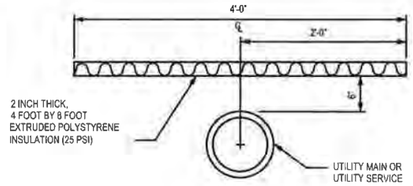


S.T.H. 69/92 (MAIN STREET)

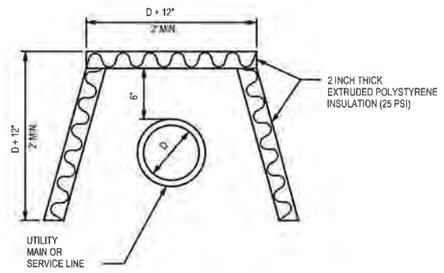
STA. 301+76.85 TO STA. 304+62.37
(TYPICAL SECTION REMAINS THE SAME
WHERE THE WATER MAIN CROSSES THE
NORTH LANES)



PROJECT NO:1690-05-72	HWY: STH 69	COUNTY: DANE	TYPICALS AND PAVEMENT MARKINGS	SHEET 9	E



STANDARD INSTALLATION

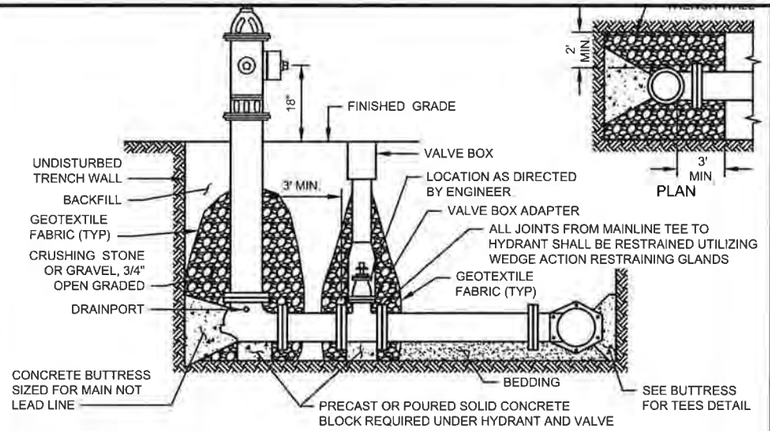


SIDE PROTECTION INSTALLATION

GENERAL NOTES:

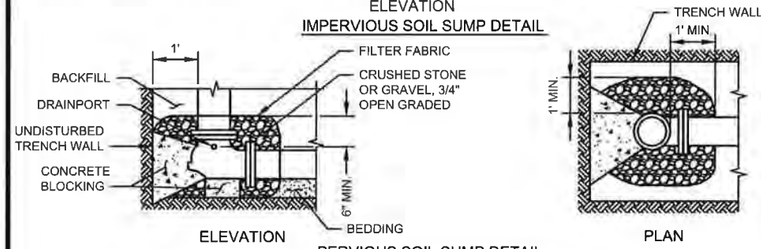
1 THE SIDE PROTECTION INSTALLATION SHALL BE USED WHERE FROST WILL PENETRATE BELOW THE PIPE INVERT.

PIPE INSULATION DETAIL
SCALE: NONE



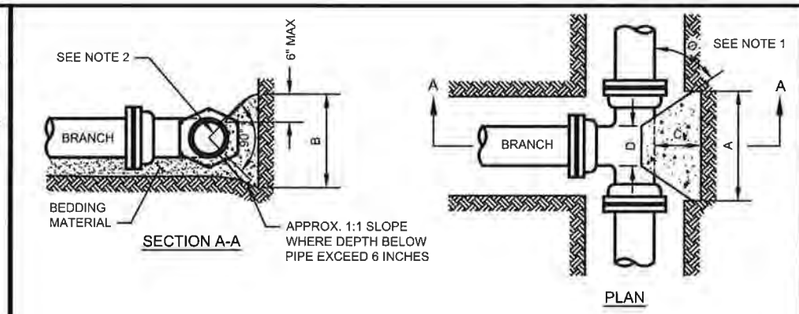
ELEVATION

IMPERVIOUS SOIL SUMP DETAIL



PERVIOUS SOIL SUMP DETAIL

HYDRANT AND LEAD CONNECTION DETAIL
NO SCALE



NOTES:

1 DIMENSION 'C' SHOULD BE LARGE ENOUGH TO MAKE ANGLE Ø GREATER THAN OR EQUAL TO 45°

2 CONCRETE SHOULD BEAR ON THIS QUADRANT OF PIPE AT A MINIMUM

3. DIMENSION 'D' SHOULD BE AS LARGE AS POSSIBLE BUT CONCRETE SHOULD NOT INTERFERE WITH MECHANICAL JOINTS.

4 BUTTRESS DIMENSIONS ARE BASED ON A SOIL RESISTANCE OF TWO TONS PER SQ. FT. AND A WATER PRESSURE OF 150 PSI INFORM THE ENGINEER IF ON-SITE SOIL DOES NOT MEET THIS CONDITION OR PRESSURES EXCEED 150 PSI

5. BUTTRESS TO BE PLACED AGAINST FIRM UNDISTURBED SOIL, OR DISTURBED SOIL COMPACTED TO 95%% OF MODIFIED PROCTOR DENSITY, ASTM D1557.

6. CONCRETE SHALL HAVE A MINIMUM 7-DAY COMPRESSIVE STRENGTH OF 2000 PSI

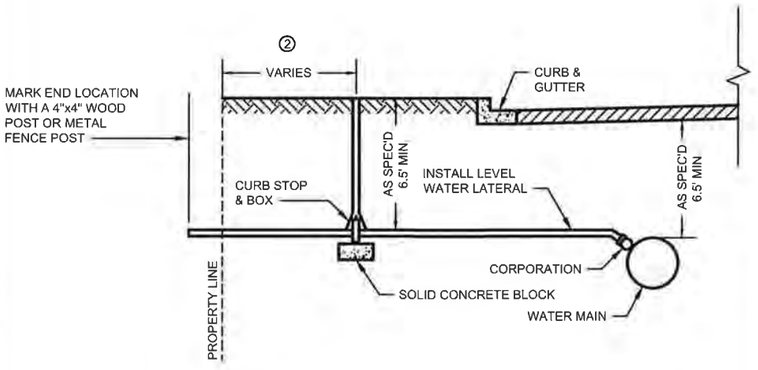
7. ALL POURED BUTTRESSED FITTINGS SHALL BE WRAPPED IN POLYETHYLENE

8. IN ADDITION TO BUTTRESSES, ALL JOINTS SURROUNDING TEES SHALL BE RESTRAINED WITH WEDGE ACTION RESTRAINING GLANDS.

BUTTRESS DIMENSIONS				
DIA	A	B	C	D
6"	1'-3"	1'-0"	SEE NOTE NO. 1	SEE NOTE NO. 3
8"	1'-6"	1'-4"		
10"	1'-10"	1'-8"		
12"	2'-3"	2'-0"		
16"	3'-2"	2'-6"		
20"	4'-0"	3'-0"		
24"	5'-3"	3'-4"		

DIA = BRANCH DIAMETER

BUTTRESS FOR TEES DETAIL
NO SCALE

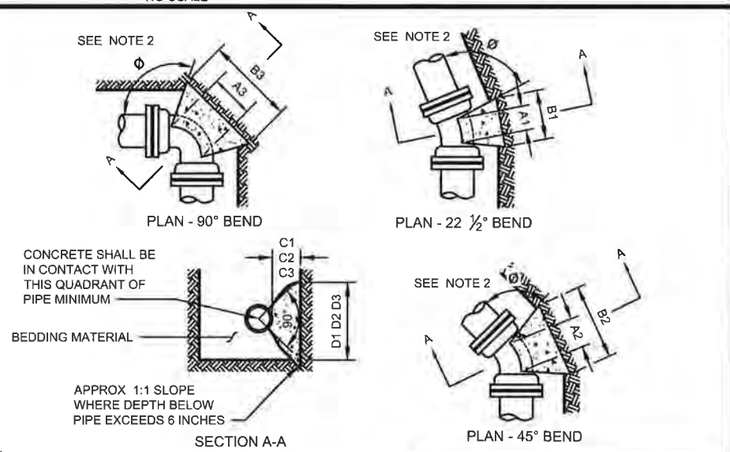


GENERAL NOTES:

1 SEE PLANS AND SPECIFICATIONS FOR SIZE AND TYPE OF CURB STOP AND BOX CORPORATION AND SERVICE LINE.

2 COMMUNITY STANDARDS SHALL SUPERSEDE THE DIMENSIONS FROM THE PROPERTY LINE

WATER SERVICE DETAIL
NO SCALE



NOTES:

1. DIMENSIONS IN TABLE ARE BASED ON A WATER PRESSURE OF 150 P.S.I. AND AN EARTH RESISTANCE OF 2 TONS PER SQ. FT INFORM THE ENGINEER IF PRESSURES EXCEED 150 PSI, OR ON-SITE SOIL DOES NOT MEET THIS CONDITION

2 DIMENSION C1 C2 C3 SHOULD BE LARGE ENOUGH TO MAKE ANGLE Ø EQUAL TO OR LARGER THAN 45°

3. DIMENSION A1 A2 A3 SHOULD BE AS LARGE AS POSSIBLE WITHOUT INTERFERING WITH THE MECHANICAL JOINT.

4. BUTTRESS TO BE POURED AGAINST FIRM UNDISTURBED SOIL, OR DISTURBED SOIL COMPACTED TO 95% OF MODIFIED PROCTOR DENSITY, ASTM D1557.

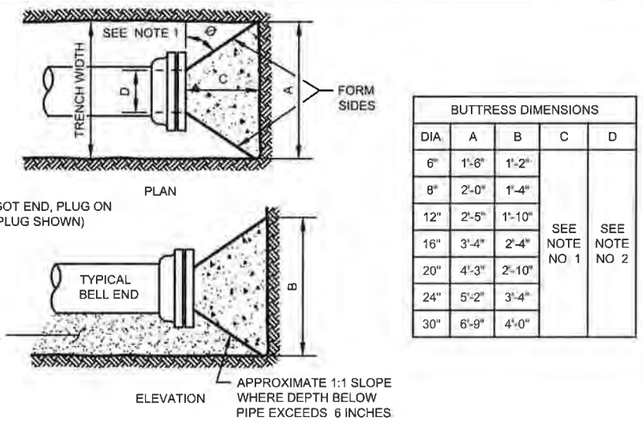
5 ALL BUTTRESSED FITTINGS SHALL BE WRAPPED IN POLYETHYLENE.

6 CONCRETE SHALL HAVE A MINIMUM 7-DAY COMPRESSIVE STRENGTH OF 2000 PSI

7. IN ADDITION TO BUTTRESS, ALL JOINTS SURROUNDING BENDS SHALL BE RESTRAINED WITH WEDGE ACTION RESTRAINING GLANDS.

BUTTRESS DIMENSIONS						
PIPE SIZE	22 ½° BENDS		45° BENDS		90° BENDS	
	B1	D1	B2	D2	B3	D3
6"	1'-0"	1'-0"	1'-0"	1'-0"	1'-4"	1'-2"
8"	1'-0"	1'-0"	1'-4"	1'-2"	1'-10"	1'-6"
10"	1'-2"	1'-2"	1'-7"	1'-7"	2'-3"	1'-10"
12"	1'-4"	1'-4"	1'-10"	1'-10"	2'-8"	2'-3"
16"	1'-10"	1'-8"	2'-6"	2'-4"	3'-10"	2'-10"
20"	2'-4"	2'-0"	3'-3"	2'-10"	5'-0"	3'-4"
24"	2'-10"	2'-4"	4'-0"	3'-3"	6'-4"	3'-10"

BUTTRESS FOR BENDS DETAIL
NO SCALE



BUTTRESS DIMENSIONS				
DIA	A	B	C	D
6"	1'-6"	1'-2"	SEE NOTE NO. 1	SEE NOTE NO. 2
8"	2'-0"	1'-4"		
12"	2'-5"	1'-10"		
16"	3'-4"	2'-4"		
20"	4'-3"	2'-10"		
24"	5'-2"	3'-4"		
30"	6'-9"	4'-0"		

NOTES:

1. DIMENSION 'C' SHOULD BE LARGE ENOUGH TO MAKE ANGLE Ø EQUAL TO OR LARGER THAN 45°.

2. DIMENSION 'D' EQUALS APPROX. I D OF PIPE LESS 2 INCHES. THE CONCRETE SHOULD NOT INTERFERE WITH THE MECHANICAL JOINTS.

3. WHERE BUTTRESSES ARE NOT POSSIBLE BECAUSE OF POOR SOIL CONDITIONS OR LACK OF ROOM, WEDGE ACTION RESTRAINING GLANDS SHALL BE PERMITTED

4. BUTTRESS DIMENSIONS ARE BASED ON A SOIL RESISTANCE OF TWO TONS PER SQ FT. AND A WATER PRESSURE OF 150 PSI. INFORM THE ENGINEER IF ON-SITE SOIL DOES NOT MEET THIS CONDITION OR PRESSURES EXCEED 150 PSI

5. BUTTRESS TO BE POURED AGAINST FIRM UNDISTURBED SOIL, OR DISTURBED SOIL COMPACTED TO 95% OF MODIFIED PROCTOR DENSITY, ASTM D1557

6. CONCRETE SHALL HAVE A MINIMUM 7-DAY COMPRESSIVE STRENGTH OF 2000 PSI

7. ALL POURED BUTTRESSED FITTINGS SHALL BE WRAPPED IN POLYETHYLENE.

8 NO WOOD BUTTRESS ALLOWED.

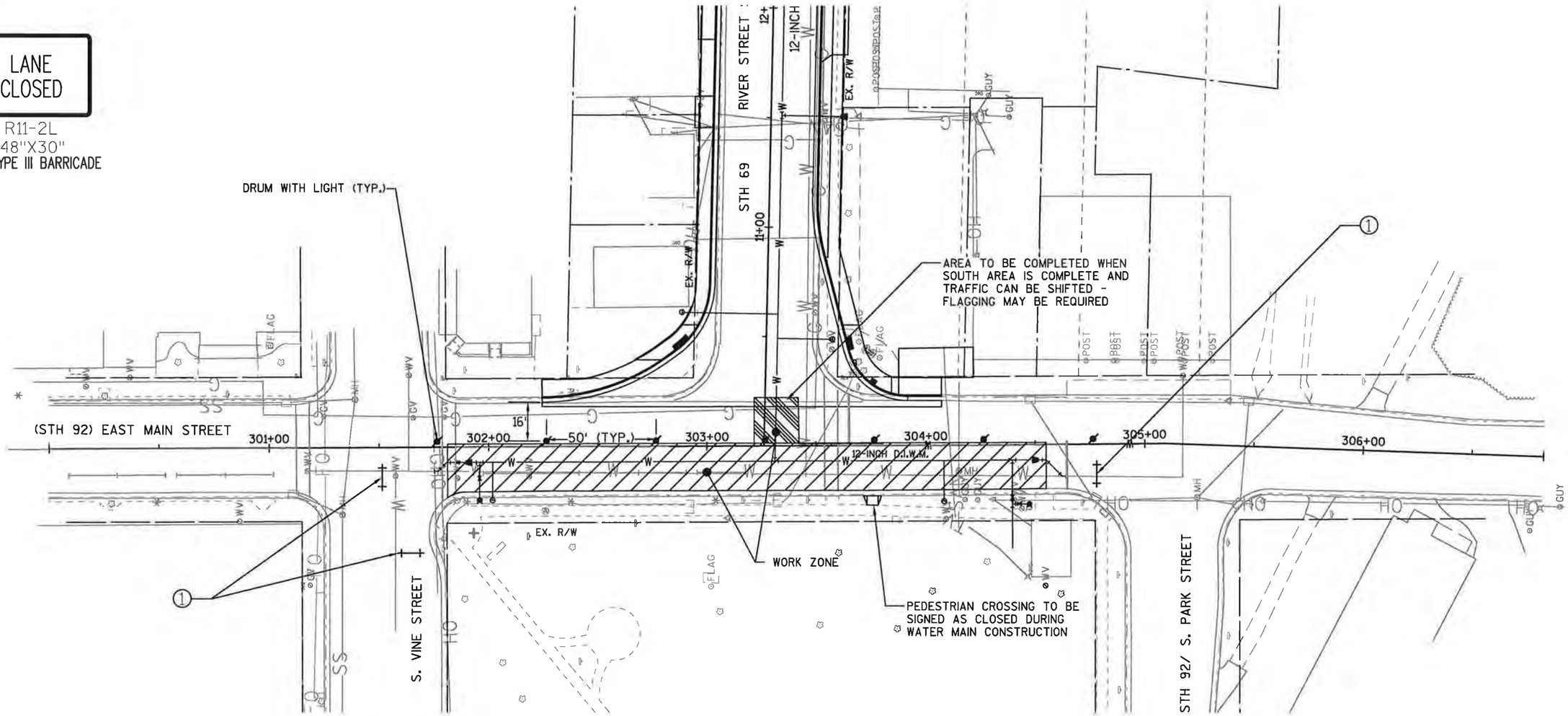
BUTTRESS FOR PLUGS DETAIL
NO SCALE

NOTES:

- CONTRACTOR SHALL REFER TO THE FOLLOWING WISDOT STANDARD DETAIL DRAWING FOR TRAFFIC CONTROL
  -TRAFFIC CONTROL, LANE CLOSURE
- PROVIDE FLAGGING FOR 1-WAY OPERATIONAL NEEDS PER WISDOT STANDARD DETAIL DRAWING: TRAFFIC CONTROL FOR LANE CLOSURE SUITABLE FOR MOVING OPERATIONS.
- CONTRACTOR TO MAINTAIN MINIMUM 16-FOOT WIDE THROUGH TRAFFIC LANE DURING WATERMAIN CONSTRUCTION.

N

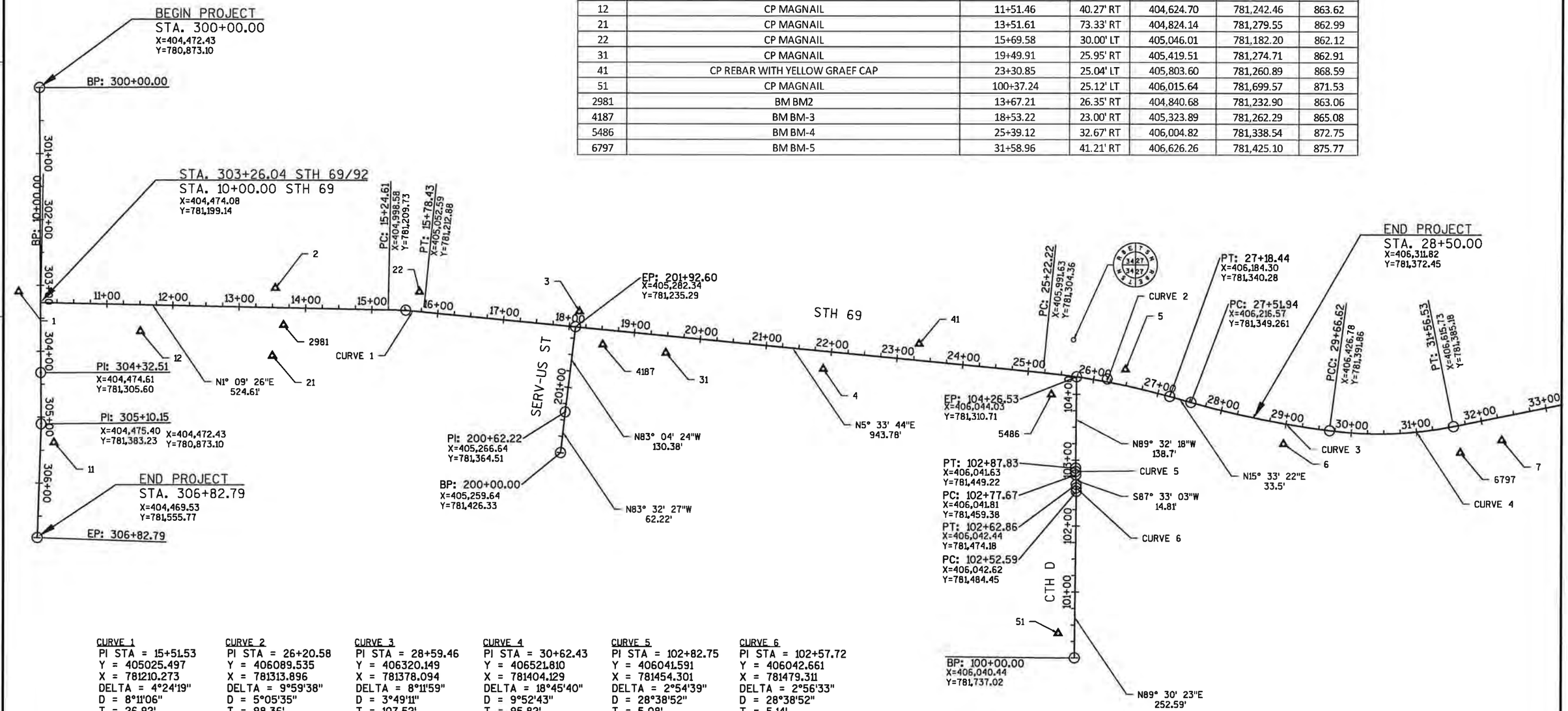
① LANE CLOSED
R11-2L
48"X30"
ON TYPE III BARRICADE



PROJECT NO:1690-05-72	HWY: STH 69	COUNTY: DANE	TRAFFIC CONTROL PLAN	SHEET 11	E

FILE NAME : P:\370S\372\00372060\CADD\C3D\DESIGN MSA UTILITY.DWG
LAYOUT NAME - 022501_SS
PLOT DATE : 9/30/2016 3:03 PM PLOT BY : KEVIN LORD PLOT NAME : PLOT SCALE : 1 IN:50 FT

CONTROL POINTS						
POINT	Description	STATION	OFFSET	Y COORDINATE	X COORDINATE	ELEVATION
1	CP REBAR WITH YELLOW GRAEF CAP	9+67.06	17.18' LT	404,441.14	781,182.57	867.07
2	CP REBAR WITH YELLOW GRAEF CAP	13+53.67	29.56' LT	404,828.27	781,176.72	862.52
3	CP REBAR WITH YELLOW GRAEF CAP	18+13.02	23.70' LT	405,288.07	781,212.06	862.97
4	CP MAGNAIL	21+90.00	26.96' RT	405,658.42	781,299.02	868.18
5	CP REBAR WITH YELLOW GRAEF CAP	26+44.15	23.81' LT	406,117.05	781,299.43	872.84
6	CP MAGNAIL	29+01.46	30.56' RT	406,357.14	781,412.23	874.16
7	CP REBAR WITH YELLOW GRAEF CAP	32.24.54	35.07' RT	406,689.34	781,406.11	874.09
11	CP MAGNAIL	10+25.07	211.92' RT	404,494.88	781,411.52	866.05
12	CP MAGNAIL	11+51.46	40.27' RT	404,624.70	781,242.46	863.62
21	CP MAGNAIL	13+51.61	73.33' RT	404,824.14	781,279.55	862.99
22	CP MAGNAIL	15+69.58	30.00' LT	405,046.01	781,182.20	862.12
31	CP MAGNAIL	19+49.91	25.95' RT	405,419.51	781,274.71	862.91
41	CP REBAR WITH YELLOW GRAEF CAP	23+30.85	25.04' LT	405,803.60	781,260.89	868.59
51	CP MAGNAIL	100+37.24	25.12' LT	406,015.64	781,699.57	871.53
2981	BM BM2	13+67.21	26.35' RT	404,840.68	781,232.90	863.06
4187	BM BM-3	18+53.22	23.00' RT	405,323.89	781,262.29	865.08
5486	BM BM-4	25+39.12	32.67' RT	406,004.82	781,338.54	872.75
6797	BM BM-5	31+58.96	41.21' RT	406,626.26	781,425.10	875.77



CURVE 1	CURVE 2	CURVE 3	CURVE 4	CURVE 5	CURVE 6
PI STA = 15+51.53	PI STA = 26+20.58	PI STA = 28+59.46	PI STA = 30+62.43	PI STA = 102+82.75	PI STA = 102+57.72
Y = 405025.497	Y = 406089.535	Y = 406320.149	Y = 406521.810	Y = 406041.591	Y = 406042.661
X = 781210.273	X = 781313.896	X = 781378.094	X = 781404.129	X = 781454.301	X = 781479.311
DELTA = 4°24'19"	DELTA = 9°59'38"	DELTA = 8°11'59"	DELTA = 18°45'40"	DELTA = 2°54'39"	DELTA = 2°56'33"
D = 8°11'06"	D = 5°05'35"	D = 3°49'11"	D = 9°52'43"	D = 28°38'52"	D = 28°38'52"
T = 26.92'	T = 98.36'	T = 107.52'	T = 95.82'	T = 5.08'	T = 5.14'
L = 53.82'	L = 196.23'	L = 214.67'	L = 189.92'	L = 10.16'	L = 10.27'
R = 700.00'	R = 1125.00'	R = 1500.00'	R = 580.00'	R = 200.00'	R = 200.00'
PC STA = 15+24.61	PC STA = 25+22.22	PC STA = 27+51.94	PC STA = 29+66.62	PC STA = 102+77.67	PC STA = 102+52.59
PT STA = 15+78.43	PT STA = 27+18.44	PT STA = 29+66.62	PT STA = 31+56.53	PT STA = 102+87.83	PT STA = 102+62.86

PROJECT NO: 1690-05-72	HWY: STH 69	COUNTY: DANE	ALIGNMENT PLAN	SHEET 12	E

1690-05-72

Line	Item	Item Description	Unit	Total	Qty
0050	204.0100	Removing Pavement	SY	718.000	718.000
0070	204.0150	Removing Curb & Gutter	LF	35.000	35.000
0080	204.0155	Removing Concrete Sidewalk	SY	115.000	115.000
0170	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	600.000	600.000
0240	460.2000	Incentive Density HMA Pavement	DOL	130.000	130.000
0260	460.5223	HMA Pavement 3 LT 58-28 S	TON	117.000	117.000
0270	460.5224	HMA Pavement 4 LT 58-28 S	TON	78.000	78.000
0390	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	35.000	35.000
0410	602.0410	Concrete Sidewalk 5-Inch	SF	115.000	115.000
0620	619.1000	Mobilization	EACH	0.100	0.100
0640	625.0100	Topsoil	SY	200.000	200.000
0730	628.7020	Inlet Protection Type D	EACH	4.000	4.000
0750	629.0210	Fertilizer Type B	CWT	0.250	0.250
0760	630.0140	Seeding Mixture No. 40	LB	5.000	5.000
0910	643.0100	Traffic Control (project) 02. 1690-05-72	EACH	1.000	1.000
0920	643.0300	Traffic Control Drums	DAY	98.000	98.000
0930	643.0420	Traffic Control Barricades Type III	DAY	42.000	42.000
1110	647.0566	Pavement Marking Stop Line Epoxy 18-Inch	LF	20.000	20.000
1120	647.0656	Pavement Marking Parking Stall Epoxy	LF	124.000	124.000
1140	647.0766	Pavement Marking Crosswalk Epoxy 6-Inch	LF	40.000	40.000
1230	690.0150	Sawing Asphalt	LF	400.000	400.000
1240	690.0250	Sawing Concrete	LF	30.000	30.000
1290	SPV.0060	Special 01. Remove & Salvage Existing Casting Frames & Grates	EACH	2.000	2.000
1300	SPV.0060	Special 02. Sanitary Manhole Casting R-1550-A	EACH	2.000	2.000
1310	SPV.0060	Special 03. Sanitary Manhole Chimney Seal	EACH	2.000	2.000
1320	SPV.0060	Special 04. Remove & Replace Sanitary Manhole Cone Section	EACH	1.000	1.000
1330	SPV.0060	Special 05. Adjust Casting	EACH	2.000	2.000
1340	SPV.0060	Special 06. Remove & Salvage Existing Hydrant	EACH	4.000	4.000
1350	SPV.0060	Special 07. Utility Line Opening - ULO	EACH	2.000	2.000
1360	SPV.0060	Special 08. 12-Inch D.I. 45 Deg. Bend	EACH	4.000	4.000
1370	SPV.0060	Special 09. 8-Inch D.I. 45 Deg. Bend	EACH	2.000	2.000
1380	SPV.0060	Special 10. 6-Inch D.I. 45 Deg. Bend	EACH	6.000	6.000
1390	SPV.0060	Special 11. 6-Inch D.I. 11.25 Deg. Bend	EACH	1.000	1.000
1400	SPV.0060	Special 12. 12-Inch x 12-Inch D.I. Tee	EACH	1.000	1.000
1410	SPV.0060	Special 13. 12-Inch x 10-Inch D.I. Tee	EACH	1.000	1.000
1420	SPV.0060	Special 14. 12-Inch x 6-Inch D.I. Tee	EACH	7.000	7.000
1430	SPV.0060	Special 15. 10-Inch x 6-Inch D.I. Tee	EACH	1.000	1.000
1440	SPV.0060	Special 16. 12-Inch D.I. Cap	EACH	1.000	1.000

1690-05-72

Line	Item	Item Description	Unit	Total	Qty
1450	SPV.0060	Special 17. 12-Inch x 8-Inch D.I. Reducer	EACH	1.000	1.000
1460	SPV.0060	Special 18. 12-Inch x 6-InchD.I. Reducer	EACH	1.000	1.000
1470	SPV.0060	Special 19. 10-Inch x 6-Inch D.I. Reducer	EACH	1.000	1.000
1480	SPV.0060	Special 20. 6-Inch x 3-Inch D.I. Reducer	EACH	1.000	1.000
1490	SPV.0060	Special 21. Water Service Tap W/Corp Stop 1-Inch	EACH	18.000	18.000
1500	SPV.0060	Special 22. Curb Stop and Box 1-Inch	EACH	18.000	18.000
1510	SPV.0060	Special 23. 12-Inch Valve and Box W/Alignment Saddle	EACH	2.000	2.000
1520	SPV.0060	Special 24. 10-Inch Valve and Box W/Alignment Saddle	EACH	1.000	1.000
1530	SPV.0060	Special 25. 8-Inch Valve and Box W/Alignment Saddle	EACH	1.000	1.000
1540	SPV.0060	Special 26. 6-Inch Valve and Box W/Alignment Saddle	EACH	7.000	7.000
1550	SPV.0060	Special 27. Connect to Existing Water Main	EACH	8.000	8.000
1560	SPV.0060	Special 28. Fire Hydrant	EACH	5.000	5.000
1580	SPV.0090	Special 01. Water Service 1-Inch Copper	LF	516.000	516.000
1590	SPV.0090	Special 02. D.I.W.M. 12-Inch	LF	1,625.000	1,625.000
1600	SPV.0090	Special 03. D.I.W.M. 10-Inch	LF	40.000	40.000
1610	SPV.0090	Special 04. D.I.W.M. 8-Inch	LF	16.000	16.000
1620	SPV.0090	Special 05. D.I.W.M. 6-Inch	LF	319.000	319.000
1630	SPV.0090	Special 06. Trench Backfill - Water Main	LF	2,050.000	2,050.000
1650	SPV.0105	Special 01. Abandon Existing Water Main	LS	1.000	1.000
1660	SPV.0165	Special 01. Insulation	SF	288.000	288.000

REMOVALS

CATEGORY	STATION	TO STATION	LOCATION	(204.0100) REMOVING PAVEMENT SY	(204.0150) REMOVING CURB AND GUTTER LF	(204.0155) REMOVING CONCRETE SIDEWALK SF	(690.0150) SAWING ASPHALT LF	(690.0250) SAWING CONCRETE LF
0020	301+71.00	304+74.00	RT	674			340	
0020	301+89.00	302+11.00	RT		12			5
0020	303+21.00	303+41.00	LT	44			60	
0020	304+02.00	304+10.00	RT		8			5
0020	304+32.00	304+47.00	RT		15			5
0020	304+34.00	304+49.00	RT			75		10
0020	16+00.00	16+04.00	LT			40		5
Project 1690-05-72 TOTAL				718	35	115	400	30

CONCRETE CURB & GUTTER AND SIDEWALK

CATEGORY	STATION	TO STATION	LOCATION	(601.0411) CONCRETE CURB & GUTTER 30-INCH TYPE D LF	(602.0410) CONCRETE SIDEWALK 5-INCH SF
0020	301+89.00	302+11.00	RT	12	
0020	304+02.00	304+10.00	RT	8	
0020	304+32.00	304+47.00	RT	15	
0020	304+34.00	304+49.00	RT		75
0020	16+00.00	16+04.00	LT		40
Project 1690-05-72 TOTAL				35	115

PAVEMENT MARKING

CATEGORY	STATION	TO STATION	LOCATION	(647.0656) PAVEMENT MARKING PARKING STALL EPOXY LF	(647.0566) PAVEMENT MARKING STOP LINE EPOXY 18-INCH LF	(647.0766) PAVEMENT MARKING CROSSWALK EPOXY 6-INCH LF
0020	301+76.00	301+85.00	RT			40
0020	301+98.00	303+17.00	RT	124		
0020	304+67.00	304+67.00	RT		20	
Project 1690-05-72 TOTAL				124	20	40

INLET PROTECTION

CATEGORY	STATION	LOCATION	(628.7020) INLET PROTECTION TYPE D EACH
0020	301+08.00	20' LT	1
0020	301+11.00	20' RT	1
0020	304+48.00	20' LT	1
0020	304+78.00	22' RT	1
Project 1690-05-72 TOTAL			4

RESTORATION

CATEGORY	STATION	TO STATION	LOCATION	(625.0100) TOPSOIL SY	(629.0210) FERTILIZER TYPE B CWT	(630.0140) SEEDING MIXTURE NO. 40 LB
0020	301+87.00	302+13.00	RT	15	0.02	0.4
0020	304+00.00	304+12.00	RT	10	0.01	0.2
0020	304+30.00	304+50.00	RT	15	0.02	0.4
0020	304+30.00	304+50.00	RT	100	0.12	2.5
0020	15+97.00	16+07.00	LT	60	0.08	1.5
Project 1690-05-72 TOTAL				200	0.25	5

MOBILIZATION

CATEGORY	LOCATION	(619.1000) MOBILIZATION EACH
0020	PROJECT 1690-05-72	0.1
Project 1690-05-72 TOTAL		0.1

* MOBILIZATION = COMBINATION OF PROJECT ID 1690-05-71 AND 1690-05-72. ADDITIONAL 0.9 QUANTITY OF MOBILIZATION IN PROJECT 1690-05-71.

TRAFFIC CONTROL

CATEGORY	LOCATION	(643.0100.02) TRAFFIC CONTROL (1690-05-72) EACH	(643.0300) TRAFFIC CONTROL DRUMS DRUM	(643.0300) TRAFFIC CONTROL DRUMS DAYS	(643.0420) TRAFFIC CONTROL BARRICADES TYPE III EACH	(643.0420) TRAFFIC CONTROL BARRICADES TYPE III DAYS
0020	STH 92	1	7	98	3	42
Project 1690-05-72 TOTAL		1	7	98	3	42

HMA PAVEMENT AND BASE AGGREGATE

CATEGORY	STATION	TO STATION	LOCATION	(305.0120) BASE AGGREGATE DENSE 1 1/4-INCH TON	(460.5223) HMA PAVEMENT 3 LT 58-28 S TON	(460.5224) HMA PAVEMENT 4 LT 58-28 S TON
0020	301+71.00	304+74.00	RT	565	110	73
0020	303+21.00	303+41.00	LT	35	7	5
Project 1690-05-72 TOTAL				600	117	78

PROPOSED FITTINGS

CATEGORY	STATION	LOCATION	(SPV.0060.08) 12-INCH D.I. 45 DEG. BEND EACH	(SPV.0060.09) 8-INCH D.I. 45 DEG. BEND EACH	(SPV.0060.10) 6-INCH D.I. 45 DEG. BEND EACH	(SPV.0060.11) 6-inch D.I. 11.25 DEG. BEND EACH	(SPV.0060.12) 12-INCH X 12-INCH D.I. TEE EACH	(SPV.0060.13) 12-INCH X 10-INCH D.I. TEE EACH	(SPV.0060.14) 12-INCH X 6-INCH D.I. TEE EACH	(SPV.0060.15) 10-INCH X 6-INCH D.I. TEE EACH	(SPV.0060.16) 12-INCH D.I. CAP EACH	(SPV.0060.17) 12-INCH X 8-INCH D.I. REDUCER EACH	(SPV.0060.18) 12-INCH X 6-INCH D.I. REDUCER EACH	(SPV.0060.19) 10-INCH X 6-INCH D.I. REDUCER 10" x 6"	(SPV.0060.20) 6-INCH X 3-INCH D.I. REDUCER EACH
0020	11+51.11	5.0' RT							1						
0020	11+51.15	32.9' RT													1
0020	12+58.01	5.0' RT	1												
0020	12+72.35	31.6' LT	1												
0020	16+01.25	37.3' LT	1												
0020	16+50.23	5.0' RT	1												
0020	18+17.45	5.0' RT							1						
0020	18+49.28	5.0' RT							1						
0020	20+85.00	5.0' RT							1						
0020	25+33.48	5.0' RT							1						
0020	25+94.22	5.0' RT							1						
0020	26+70.08	5.0' RT									1				
0020	102+97.28	9.1' RT			1										
0020	103+02.26	14.2' RT			1										
0020	104+01.86	15.4' RT				1									
0020	201+26.03	8.0' RT			1										
0020	201+21.73	12.4' RT			1										
0020	301+76.85	13.3' RT		1											
0020	301+80.81	7.0' RT		1											
0020	301+89.48	7.0' RT										1			
0020	301+95.91	7.0' RT							1						
0020	303+31.14	7.0' RT					1								
0020	304+39.57	7.0' RT						1							
0020	304+39.44	47.2' RT												1	
0020	304+39.50	27.0' RT								1					
0020	304+51.42	7.0' RT											1		
0020	304+54.91	7.0' RT			1										
0020	304+62.37	14.6' RT			1										
Project 1690-05-72 TOTAL			4	2	6	1	1	1	7	1	1	1	1	1	1

SANITARY SEWER

CATEGORY	STATION	LOCATION (FT)	RIM ELEVATION	(SPV.0060.01) REMOVE & SALVAGE EXISTING CASTINGS, FRAMES & GRATES EACH	(SPV.0060.02) SANITARY MANHOLE CASTING R-1550-A EACH	(SPV.0060.03) SANITARY MANHOLE CHIMNEY SEAL EACH	(SPV.0060.04) REMOVE & REPLACE SANITARY MANHOLE CONE SECTION EACH	(SPV.0060.05) ADJUST CASTING EACH
0010	15+50.39	21.2' LT	861.54	1	1	1	1	1
0010	17+41.12	23.7' LT	862.78	1	1	1		1
Project 1690-05-72 TOTAL				2	2	2	1	2

ABANDON WATER MAIN

CATEGORY	FROM STATION	FROM LOCATION	TO STATION	TO LOCATION	(SPV.0105.01) ABANDON EXISTING WATER MAIN LUMP SUM
0020	301+76.85	11.0' RT	304+62.37	14.6' RT	
0020	303+45.32	13.0' RT	12+46.39	16.6' RT	
0020	304+40.91	14.2' RT	304+39.49	47.4' RT	
0020	12+46.39	16.6' RT	12+46.99	12.3' LT	
0020	12+46.99	12.3' LT	12+72.45	34.3' LT	
0020	16+01.26	37.1' LT	16+01.84	15.3' RT	
0020	16+01.84	15.3' RT	25+88.05	16.0' RT	
0020	201+21.73	12.4' RT	201+81.55	10.8' RT	
0020	102+97.28	9.1' RT	104+08.67	10.5' RT	
Project 1690-05-72 TOTAL					1

WATER SERVICES

CATEGORY	STATION	LOCATION	(SPV.0060.21) WATER SERVICE TAP W/CORP STOP 1-INCH EACH	(SPV.0060.22) CURB STOP AND BOX 1-INCH EACH	(SPV.0090.01) WATER SERVICE 1-INCH COPPER LF
0020	10+49.33	30.4' RT	1	1	25
0020	10+60.25	38.8' LT	1	1	44
0020	15+34.39	29.9' RT	1	1	100
0020	16+32.74	25.5' RT	1	1	36
0020	16+92.34	25.2' RT	1	1	20
0020	17+23.29	31.7' LT	1	1	37
0020	17+32.87	25.4' RT	1	1	20
0020	17+78.41	31.4' LT	1	1	37
0020	18+63.42	24.5' RT	1	1	20
0020	19+38.57	24.7' RT	1	1	20
0020	19+80.25	24.2' RT	1	1	20
0020	20+52.91	24.7' RT	1	1	20
0020	21+48.58	24.3' RT	1	1	20
0020	22+30.10	24.3' RT	1	1	20
0020	23+94.45	24.3' RT	1	1	20
0020	24+73.44	24.7' RT	1	1	20
0020	302+01.79	24.3' RT	1	1	18
0020	304+08.38	25.5' RT	1	1	19
Project 1690-05-72 TOTAL			18	18	516

CONNECT TO EXISTING WATER MAIN

CATEGORY	STATION	LOCATION	(SPV.0060.07) UTILITY LINE OPENING - ULO EACH	(SPV.0060.27) CONNECT TO EXISTING WATER MAIN EACH
0020	11+51.15	32.9' RT		1
0020	12+72.35	35.6' LT		1
0020	12+72.47	35.6' LT	1	
0020	16+00.90	41.3' LT	1	
0020	16+00.94	46.3' LT		1
0020	102+97.28	9.1' RT		1
0020	201+21.73	12.4' RT		1
0020	301+76.85	10.9' RT		1
0020	304+39.44	47.2' RT		1
0020	304+62.76	14.9' RT		1
Project 1690-05-72 TOTAL			2	8

PROPOSED HYDRANTS

CATEGORY	STATION	LOCATION	(SPV.0060.06) REMOVE & SALVAGE EXISTING HYDRANT EACH	(SPV.0060.28) FIRE HYDRANT EACH
0020	18+49.58	24.5' RT		1
0020	18+53.28	22.8' RT	1	
0020	20+85.00	24.4' RT		1
0020	25+33.45	35.8' RT		1
0020	25+38.67	31.6' RT	1	
0020	301+85.58	24.5' RT	1	
0020	301+95.90	24.2' RT		1
0020	304+47.13	28.6' RT	1	
0020	304+47.21	27.1' RT		1
Project 1690-05-72 TOTAL			4	5

INSULATION

CATEGORY	STATION	LOCATION	(SPV.0165.01) INSULATION SF
0020	16+35.00	8.0' LT	32
0020	16+45.00	0.0' RT	32
0020	17+23.00	8.0' LT	32
0020	17+78.00	8.0' LT	32
0020	17+92.00	5.0' RT	32
0020	19+26.00	5.0' RT	32
0020	22+97.00	5.0' RT	32
0020	26+53.00	5.0' RT	32
0020	103+85.00	15.0' RT	32
Project 1690-05-72 TOTAL			288

PROPOSED VALVES

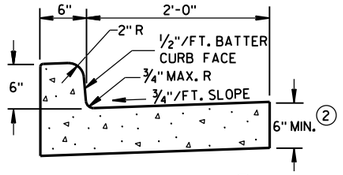
CATEGORY	STATION	LOCATION	(SPV.0060.23) 12-INCH VALVE AND BOX W/ALIGNMENT SADDLE EACH	(SPV.0060.24) 10-INCH VALVE AND BOX W/ALIGNMENT SADDLE EACH	(SPV.0060.25) 8-INCH VALVE AND BOX W/ALIGNMENT SADDLE EACH	(SPV.0060.26) 6-INCH VALVE AND BOX W/ALIGNMENT SADDLE EACH
0020	12+71.65	8.7' LT				
0020	18+21.48	5.0' RT	1			
0020	18+49.28	16.8' RT				1
0020	20+85.00	17.0' RT				1
0020	25+33.46	18.2' RT				1
0020	25+98.07	5.0' RT	1			
0020	103+07.77	14.2' RT				1
0020	201+31.41	8.0' RT				1
0020	301+85.76	7.0' RT			1	
0020	301+95.90	14.2' RT				1
0020	304+39.51	23.9' RT				1
0020	304+42.64	27.0' RT		1		
Project 1690-05-72 TOTAL			2	1	1	7

WATER MAIN

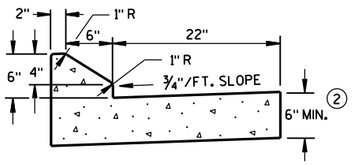
CATEGORY	FROM STATION	FROM LOCATION	TO STATION	TO LOCATION	(SPV.0090.02) D.I.W.M. 12-Inch LF	(SPV.0090.03) D.I.W.M. 10-Inch LF	(SPV.0090.04) D.I.W.M. 8-Inch LF	(SPV.0090.05) D.I.W.M. 6-Inch LF	(SPV.0090.06) TRENCH BACKFILL LF
0020	303+31.14	7.0' RT	12+35.77	5.0' RT	242				242
0020	11+51.15	5.0' RT	11+51.15	35.0' RT				30	40
0020	12+35.77	5.0' RT	12+72.35	31.6' LT	52				52
0020	12+72.35	31.6' LT	12+72.35	35.6' LT	4				9
0020	16+00.94	46.3' LT	16+01.25	37.3' LT	9				9
0020	16+01.25	37.3' LT	16+50.23	5.0' RT	64				69
0020	16+50.23	5.0' RT	18+17.45	5.0' RT	167				167
0020	18+17.45	5.0' RT	25+33.47	5.0' RT	684				684
0020	18+50.00	5.0' RT	18+50.00	24.0' RT				19	19
0020	25+33.47	5.0' RT	25+94.22	5.0' RT	61				61
0020	25+34.00	5.0' RT	35+34.00	36.0' RT				31	31
0020	25+94.22	5.0' RT	26+70.08	5.0' RT	76				76
0020	102+97.28	9.1' RT	103+02.26	14.1' RT				7	12
0020	103+02.26	14.1' RT	104+01.86	15.3' RT				100	100
0020	104+01.86	15.3' RT	104+18.56	18.2' RT				17	17
0020	201+21.73	12.4' RT	201+26.03	8.0' RT				6	11
0020	201+26.03	8.0' RT	201+87.58	8.0' RT				62	62
0020	301+76.85	13.3' RT	301+80.81	7.0' RT				6	11
0020	301+80.81	7.0' RT	301+89.48	7.0' RT			9		9
0020	301+89.48	7.0' RT	301+95.91	7.0' RT			7		7
0020	301+95.91	7.0' RT	301+95.90	24.2' RT				18	18
0020	301+95.91	7.0' RT	303+31.14	7.0' RT	135				135
0020	303+31.14	7.0' RT	304+50.00	7.0' RT	119				119
0020	304+39.57	7.0' RT	304+39.50	27.1' RT		20			20
0020	304+39.50	27.1' RT	304+39.44	47.2' RT		20			30
0020	304+39.50	27.1' RT	304+47.21	27.1' RT				8	8
0020	304+39.57	7.0' RT	304+51.42	7.0' RT	12				12
0020	304+51.42	7.0' RT	304+54.91	7.0' RT				4	4
0020	304+54.91	7.0' RT	304+62.37	14.6' RT				11	16
Project 1690-05-72 TOTAL					1625	40	16	319	2050

Standard Detail Drawing List

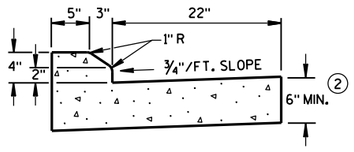
08D01-19	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08E10-02	INLET PROTECTION TYPE A, B, C AND D
15C05-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C12-04	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C33-02	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D12-06A	TRAFFIC CONTROL, LANE CLOSURE
15D21-04	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE



TYPES A & D ①

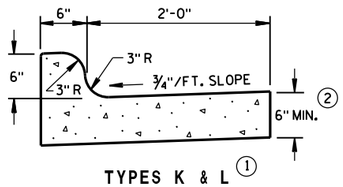


6" SLOPED CURB TYPES G & J ①

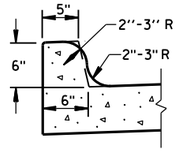


4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"

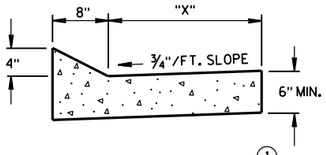


TYPES K & L ①



OPTIONAL CURB SHAPE FOR TYPES K & L ①

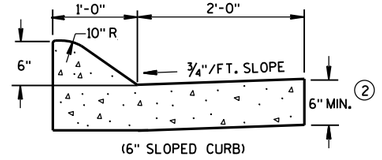
CONCRETE CURB & GUTTER 30"



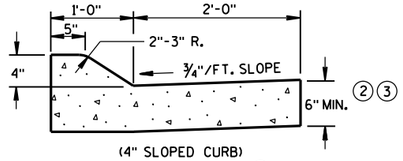
TYPES TBT & TBTT ①

CONCRETE CURB & GUTTER

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

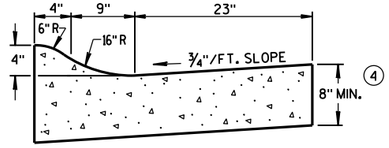


(6" SLOPED CURB)



(4" SLOPED CURB)

TYPES A & D ①



4" SLOPED CURB TYPES R & T ①⑤

CONCRETE CURB & GUTTER 36"

GENERAL NOTES

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

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

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

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

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

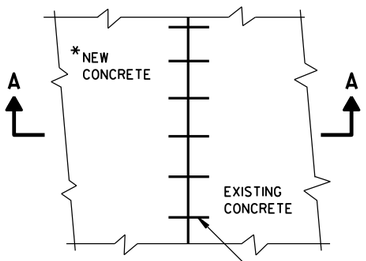
② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

③ USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

④ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

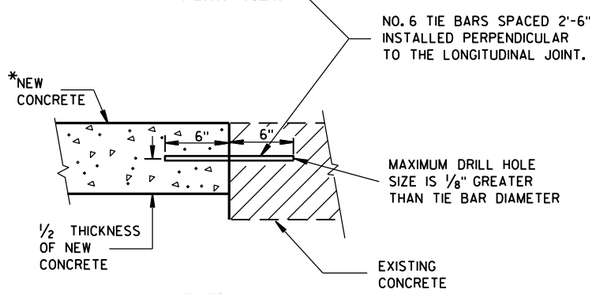
⑤ THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

⑥ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



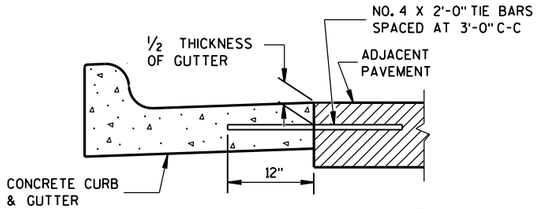
PLAN VIEW

*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

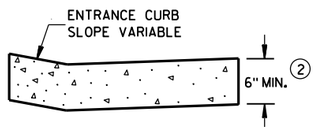


SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT

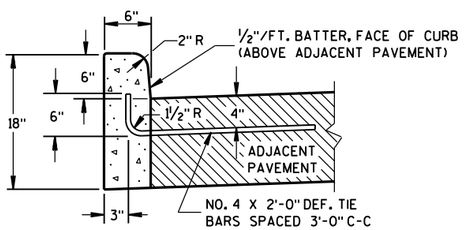


TYPICAL TIE BAR LOCATION ①

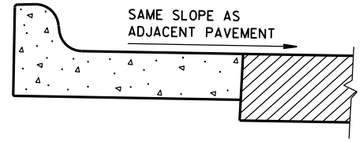


DRIVEWAY ENTRANCE CURB

(WHEN DIRECTED BY THE ENGINEER)

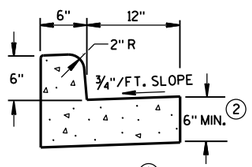


① TYPES A & D



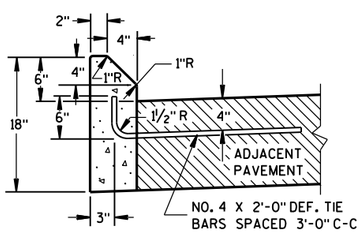
⑥ REVERSE SLOPE GUTTER

(TYPICAL FOR ALL CURB & GUTTER TYPES)



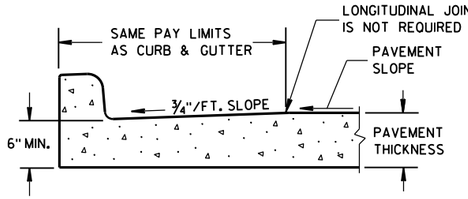
① TYPES A & D

CONCRETE CURB & GUTTER 18"

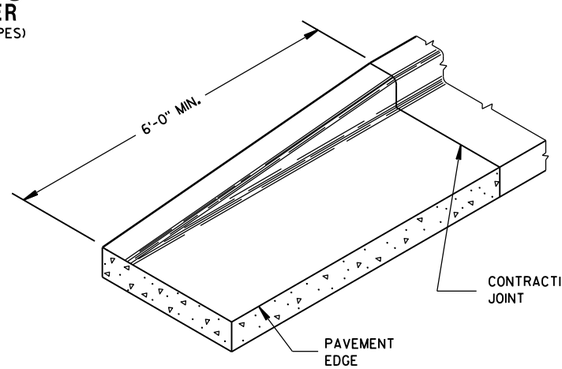


① TYPES G & J

CONCRETE CURB



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



END SECTION CURB & GUTTER

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

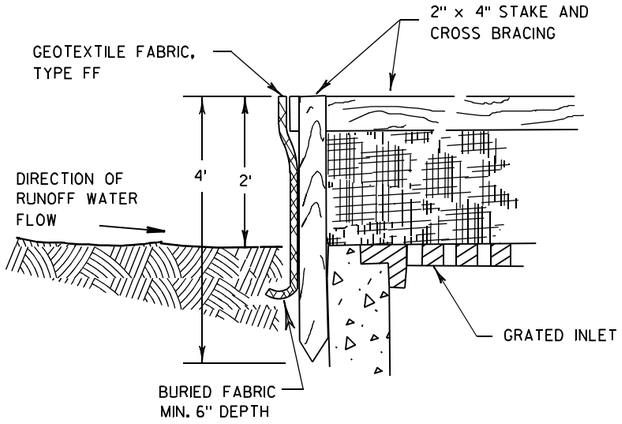
June, 2016 — DATE

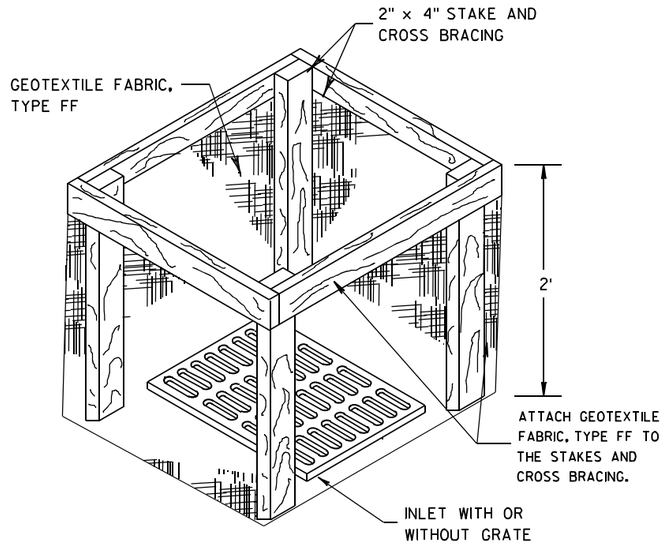
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

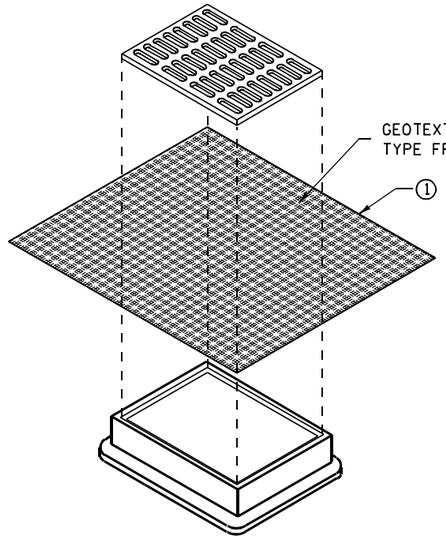
6

S.D.D. 8 D 1-19



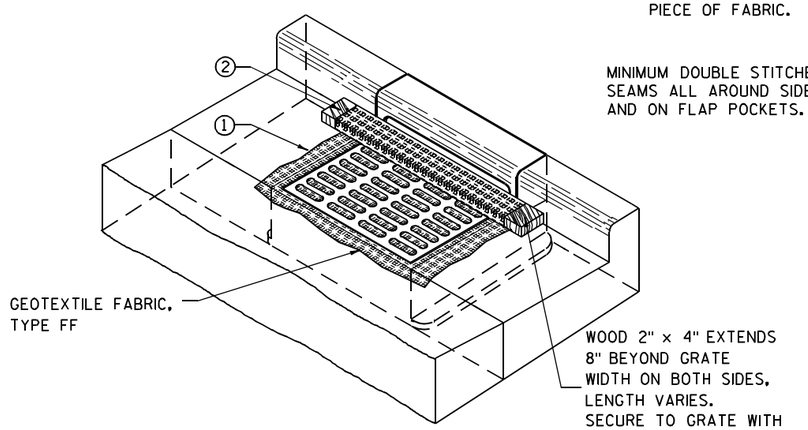


INLET PROTECTION, TYPE A

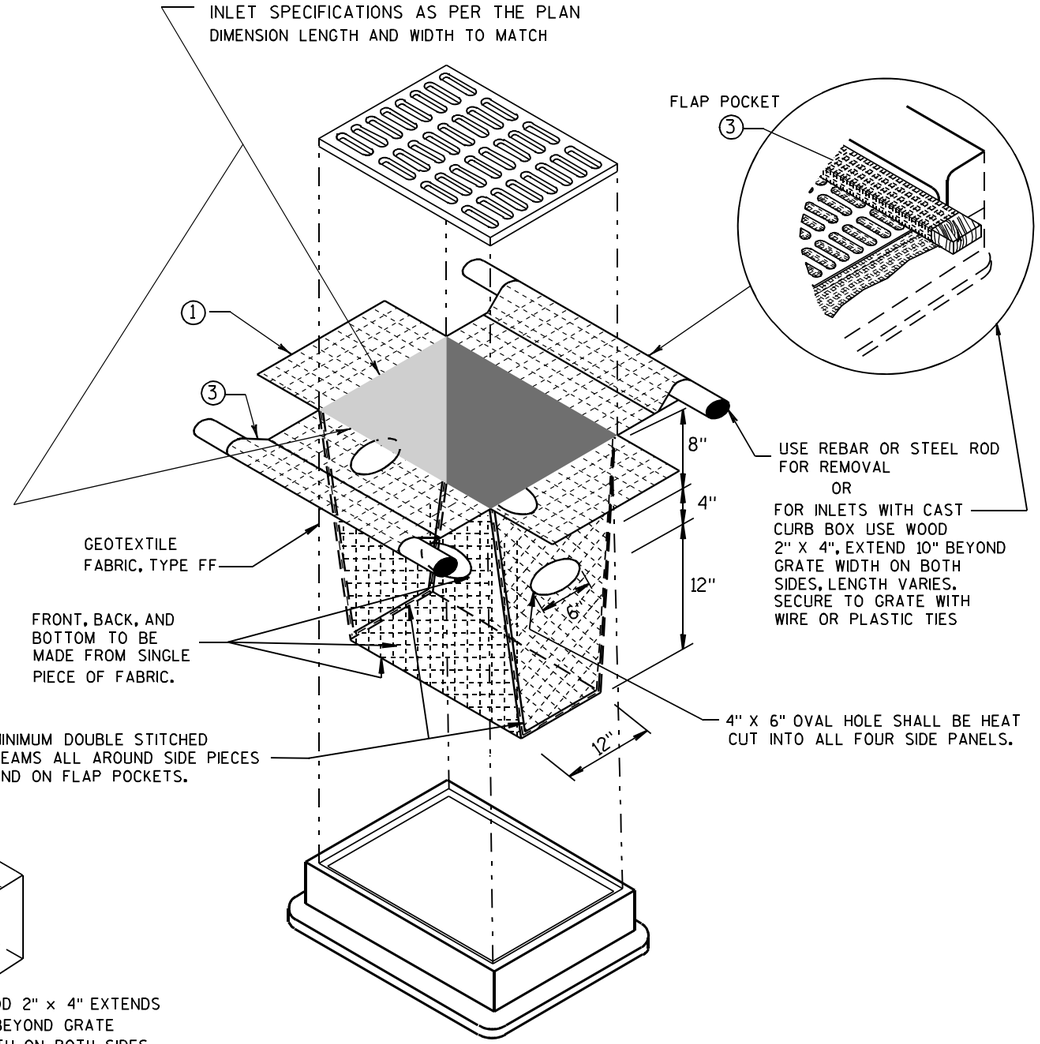


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

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S.D.D. 8 E 10-2

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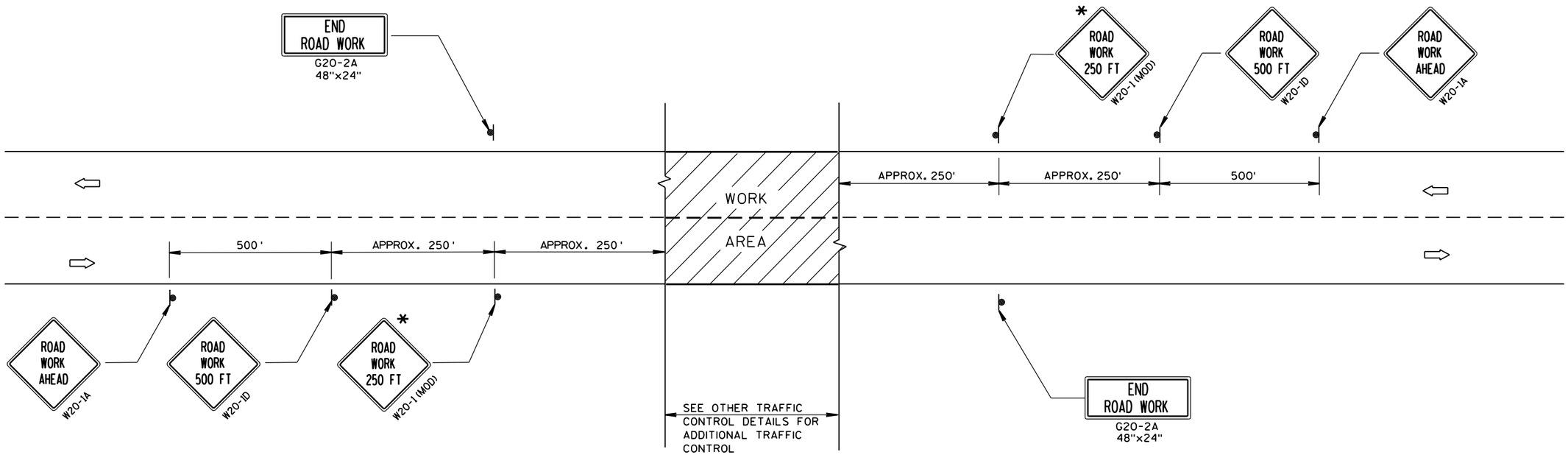
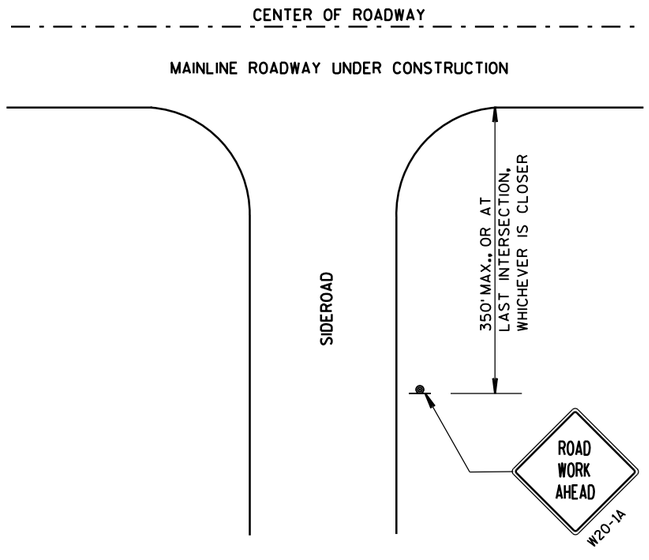
S.D.D. 8 E 10-2



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS.

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

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

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FT" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe — STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA

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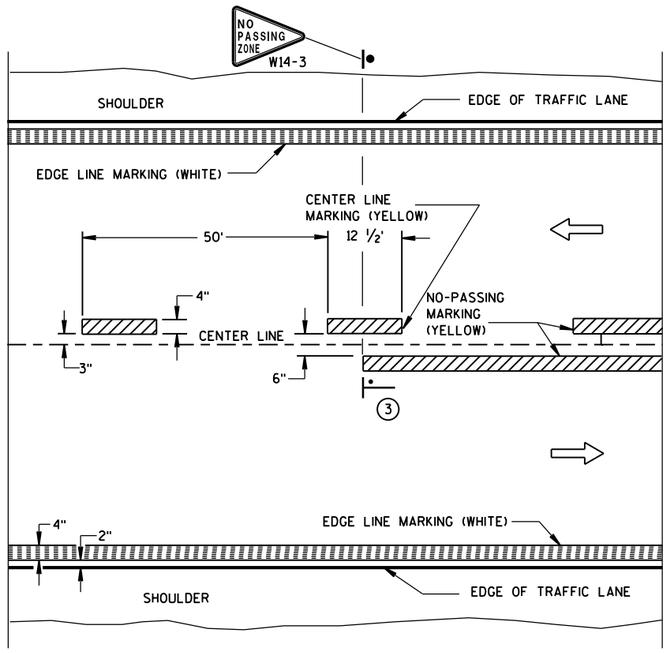
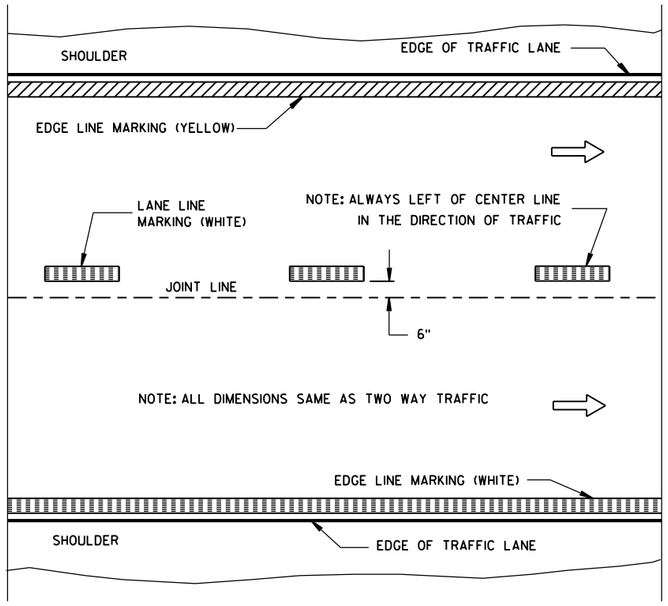
S.D.D. 15 C 5-3

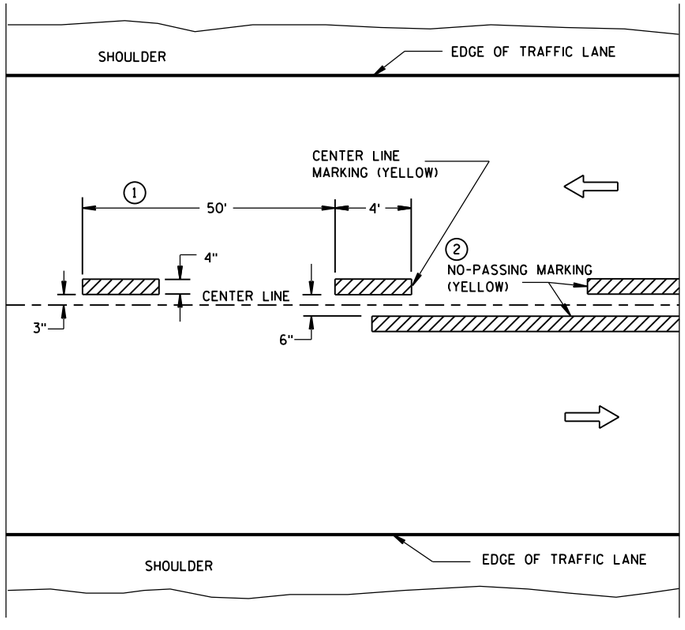


TWO WAY TRAFFIC

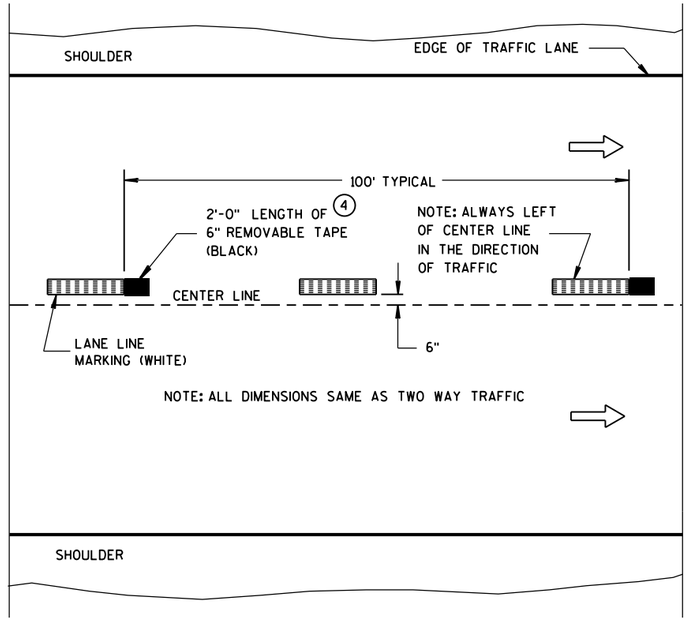


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

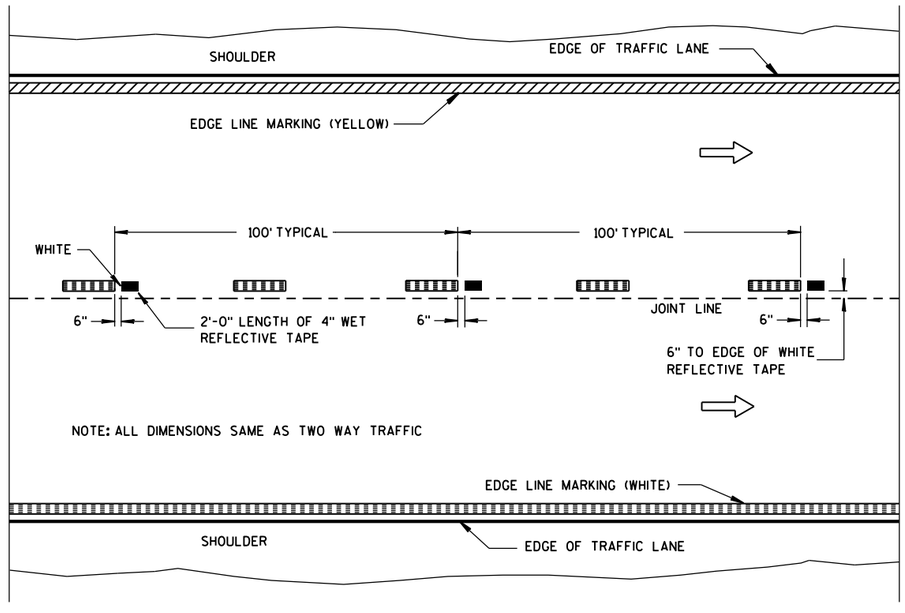
GENERAL NOTES

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

1. HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
2. NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.
3. NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.
4. CONCRETE ONLY.

NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



WET REFLECTIVE TAPE SUPPLEMENT TO
SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE

LEGEND

"T" MARKING

POST MOUNTED SIGN

PAVEMENT MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5-13-2013 DATE
/S/ Travis Feltes STATE TRAFFIC E
FHWA

6

S.D.D. 15 C 8-16a

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S.D.D. 15 C 8-16a

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA

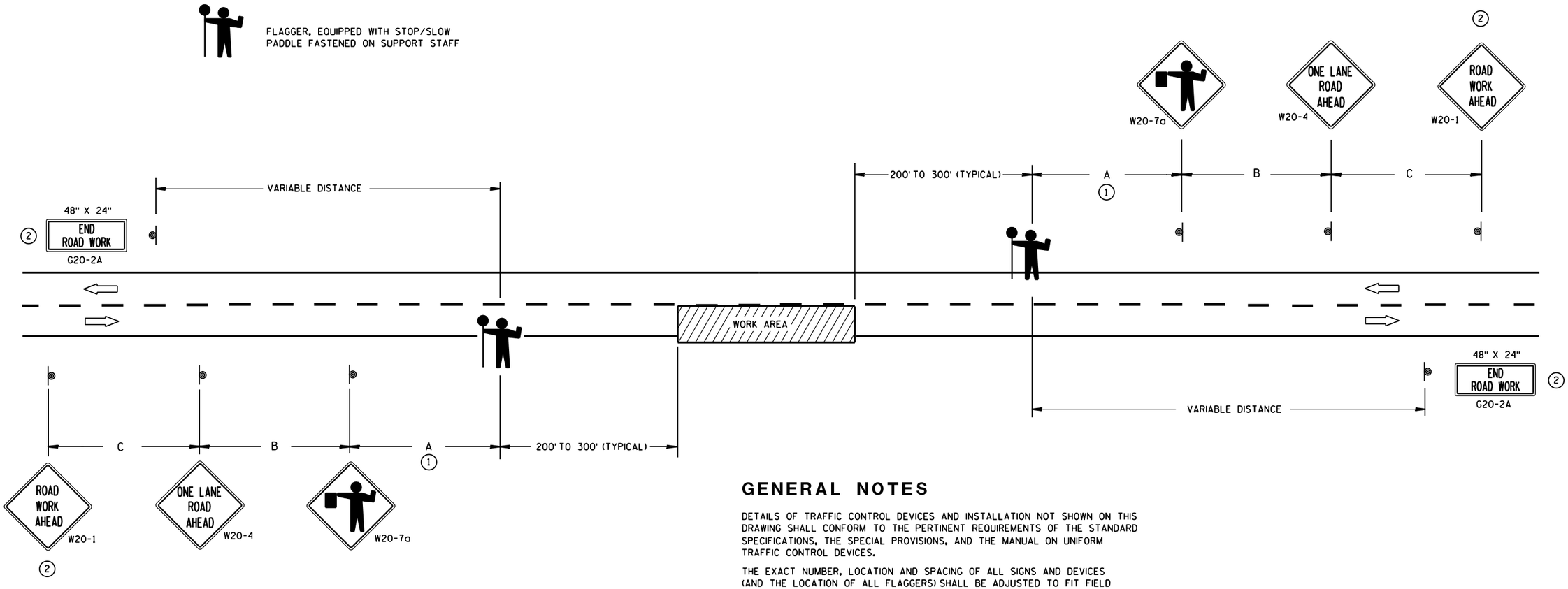
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN SPACING TABLE

SPEED LIMIT	SIGN SPACING A,B,C
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

BE PREPARED TO STOP
W3-4

USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



(1) FOR A MOVING WORK OPERATION,
SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

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.

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, COVER OR REMOVE ALL TEMPORARY TRAFFIC CONTROL SIGNS.

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

TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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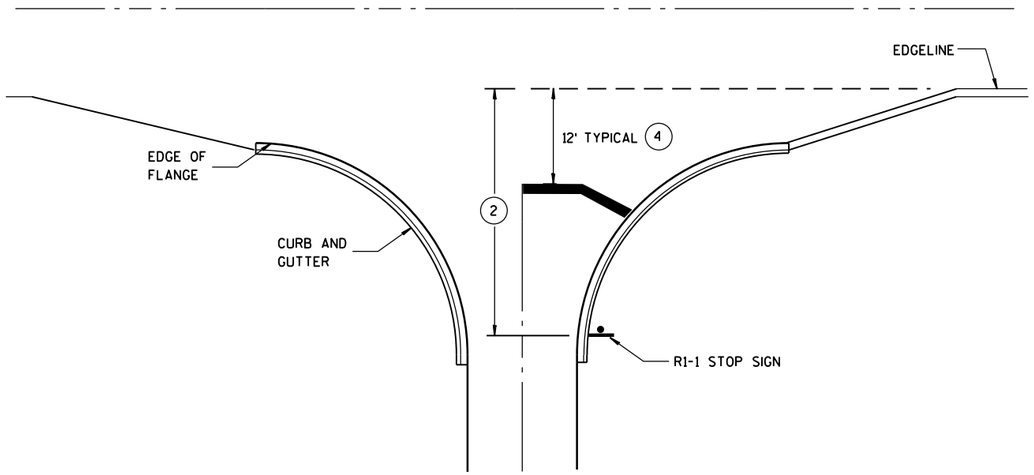
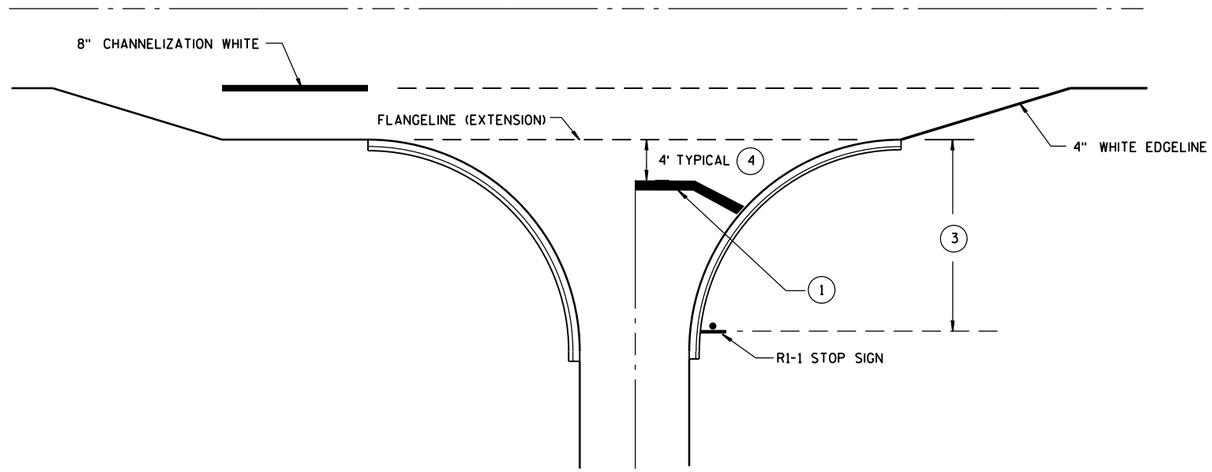
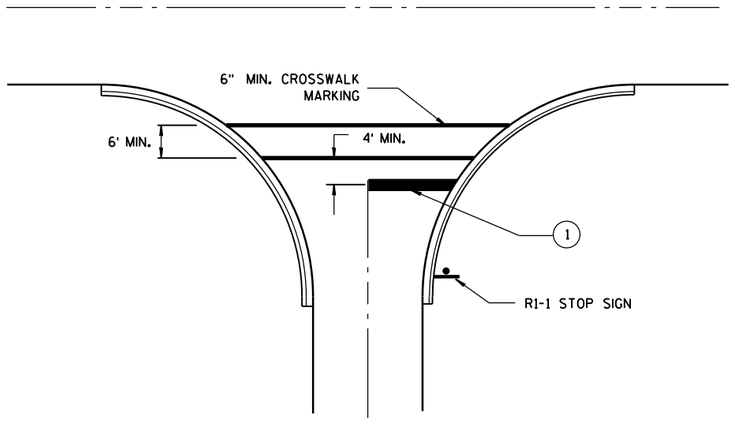
S.D.D. 15 C 12-4



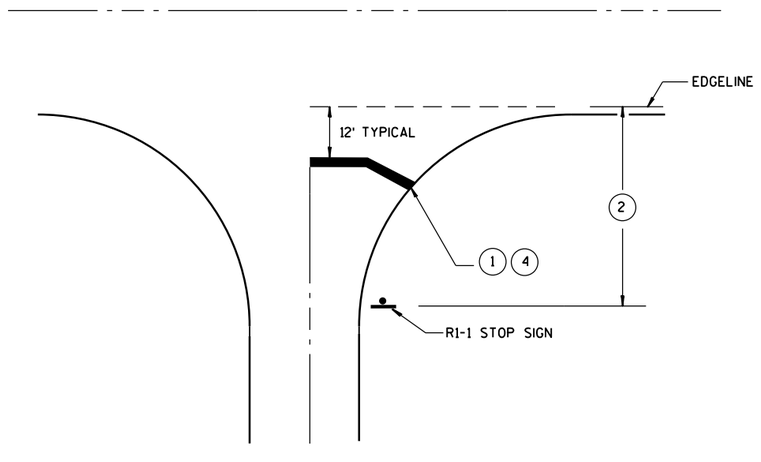
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE THAN NO STOP LINE IS REQUIRED.
3. IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.
4. MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES. (NO CLOSER THAN 4 FEET).

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-18-2016
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAR

NEER

FHWA

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S.D.D. 15 C 33-2

LEGEND

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

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIREABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

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

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

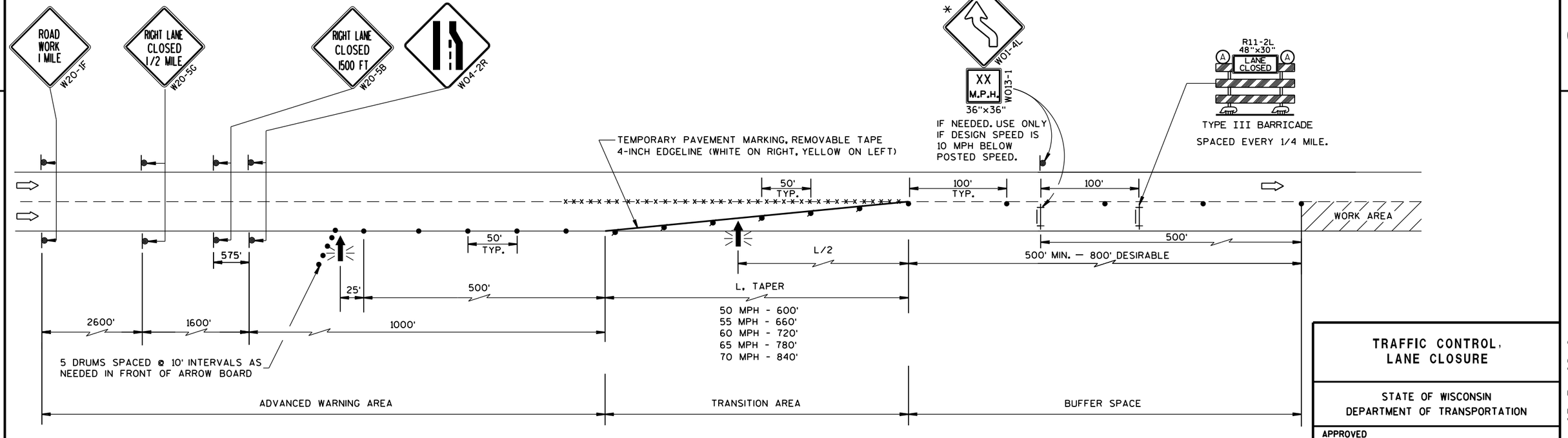
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

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

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

* THE LEFT REVERSE CURVE SIGN (WO1-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.



TRAFFIC CONTROL, LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2016 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA

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S.D.D. 15 D 12-6a

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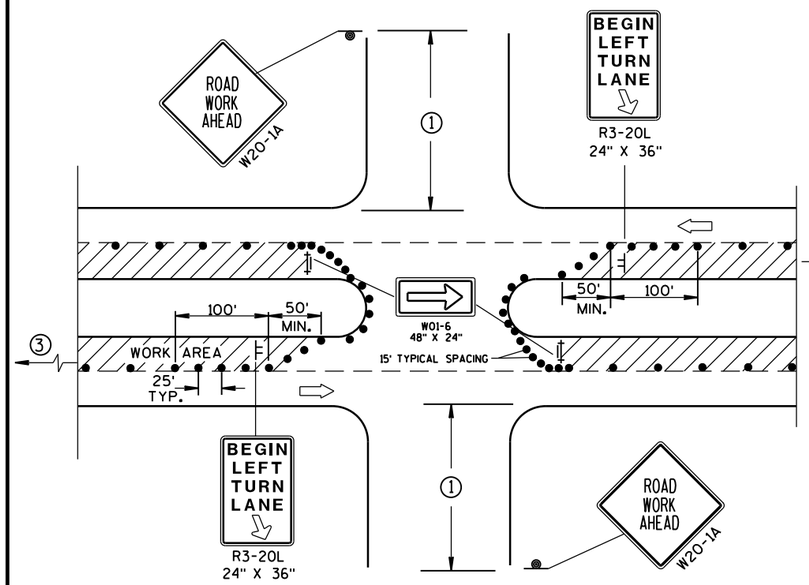
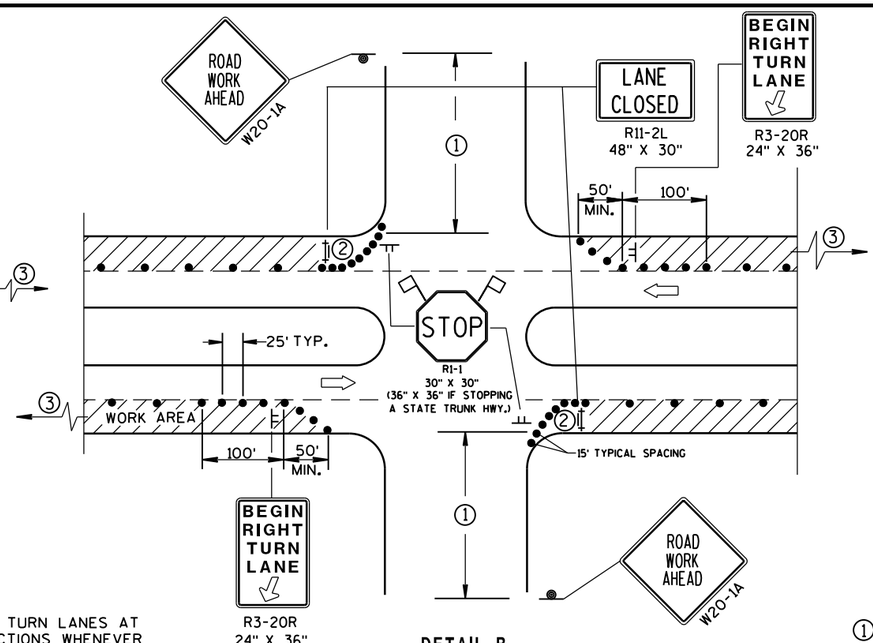
S.D.D. 15 D 12-6a



DETAIL A

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



DETAIL B

FOR RIGHT LANE CLOSURE AT INTERSECTION

GENERAL NOTES

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

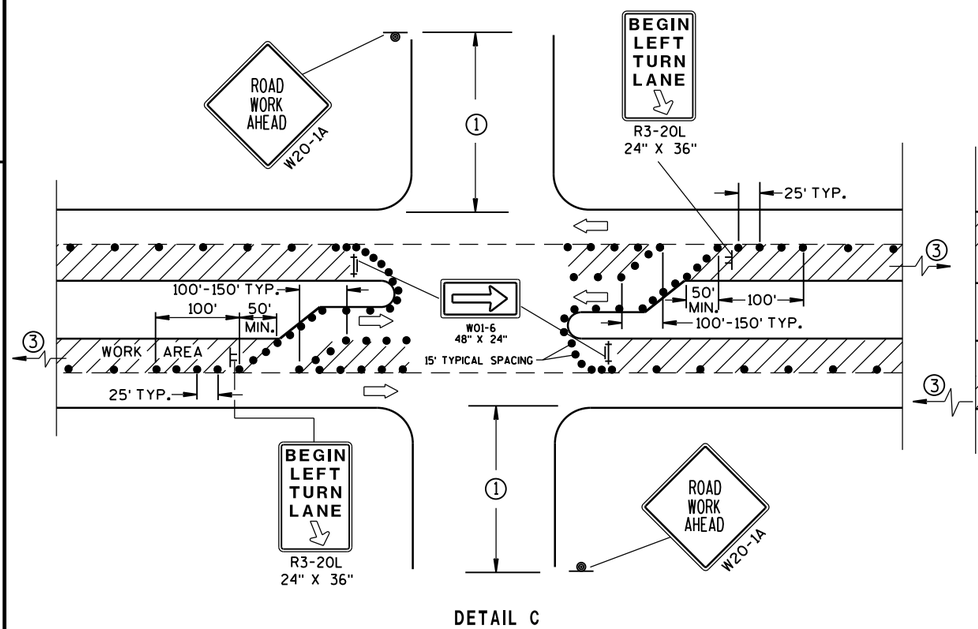
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35-40 MPH.
200' IF 25-30 MPH.

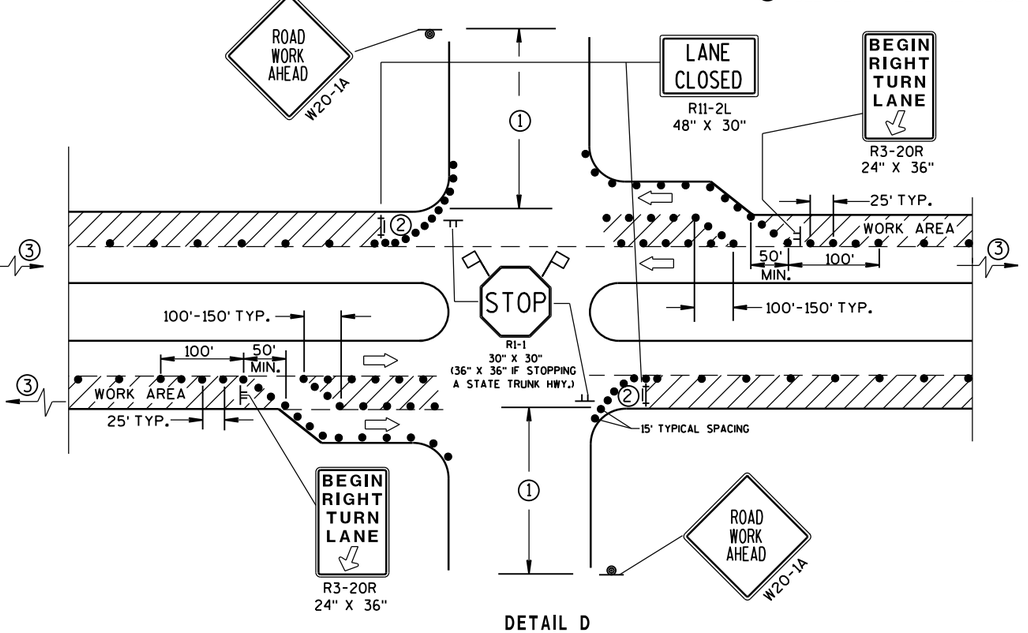
② ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.



DETAIL C

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)



DETAIL D

FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., (ORANGE)
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2016
DATE

/S/ Peter Anakobe Atepe
STATEWIDE WORK ZO[illegible] TIC
SAFETY ENGI[illegible]

FHWA

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S.D.D. 15 D 21-4

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S.D.D. 15 D 21-4

Notes

Wisconsin Department of Transportation

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through innovation and exceptional service.

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