MAD

PROJECT ID: 5939-00-70

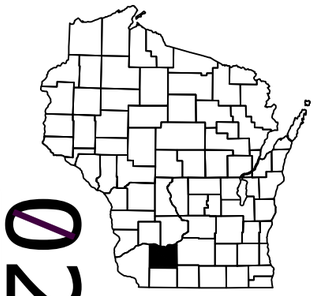
WITH: N/A

COUNTY: IOWA

OCTOBER 2022

ORDER OF SHEETS

TOTAL SHEETS = 136



02

N

DESIGN DESIGNATION

A.A.D.T.	2023	=	1,710
A.A.D.T.	2043	=	1,710
D.H.V.		=	230
D.D.		=	60/40
T.		=	19.7%
DESIGN SPEED		=	40 - 60 MPH
ESALS		=	630,000

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	95.36
PROPOSED OR NEW R/W LINE			
SLOPE INTERCEPT		CULVERT (Profile View)	
REFERENCE LINE	300'EB'	UTILITIES	
EXISTING CULVERT		ELECTRIC	E
PROPOSED CULVERT (Box or Pipe)		FIBER OPTIC	FO
COMBUSTIBLE FLUIDS	CAUTION	GAS	G
		SANITARY SEWER	SAN
		STORM SEWER	SS
		TELEPHONE	T
MARSH AREA		WATER	W
		UTILITY PEDESTAL	
		POWER POLE	
WOODED OR SHRUB AREA		TELEPHONE POLE	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

COBB - AVOCA

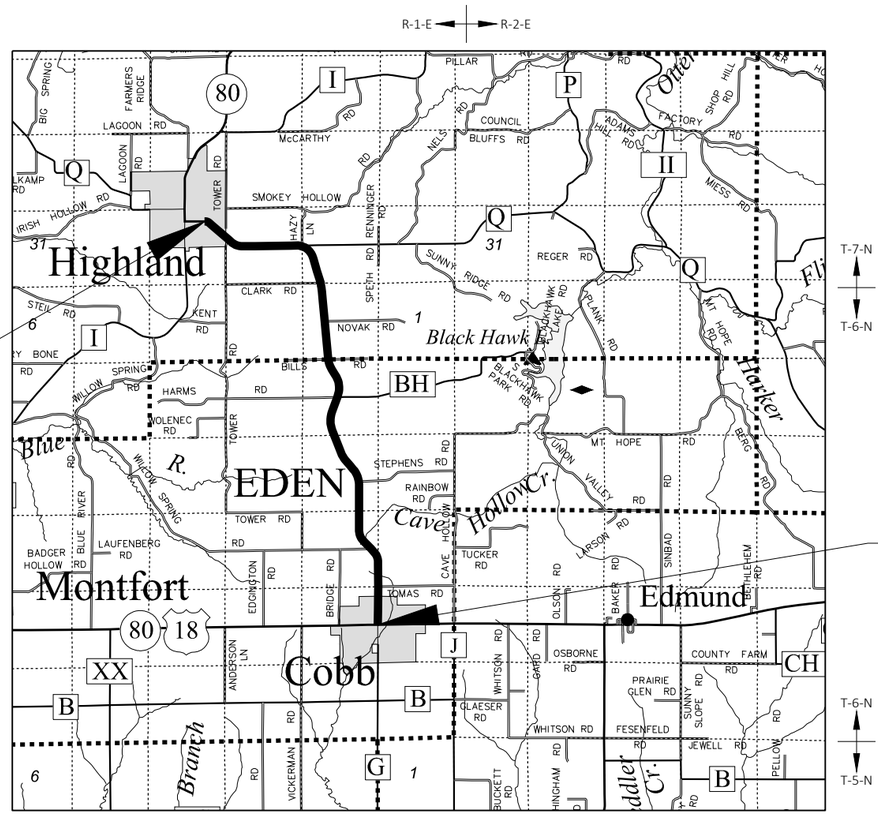
USH 18 TO KENNEDY STREET

STH 80

IOWA COUNTY

STATE PROJECT NUMBER
5939-00-70

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5939-00-70	———	—



END PROJECT
STA 351+50.00 'WB'

BEGIN PROJECT
STA 0+24.49 'WB'
Y= 156,234.67
X= 325,838.03

LAYOUT

SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = 6.652 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), IOWA COUNTY, NAD83 (2011). IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 18.

ACCEPTED FOR
VILLAGE OF COBB
Date 7-6-22 Robert Rowell
(Signature and Title of Official)

ORIGINAL PLANS PREPARED BY
KL Engineering
[A] Better Experience

WISCONSIN
JOSHUA P. MELBY
43963-6
MENOMONIE, WIS
PROFESSIONAL ENGINEER

DATE: 07-05-2022 Joshua P. Melby
(Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	KL ENGINEERING
Designer	KL ENGINEERING
Project Manager	JOSH KOEBERNICK, P.E.
Regional Examiner	SW REGION
Regional Supervisor	MARC SCHWEIGER, P.E.

APPROVED FOR THE DEPARTMENT

DATE: 07-14-2022 Josh Koebernick
(Signature)

E

UTILITY CONTACTS

ELECTRICITY

ALLIANT ENERGY
CURTIS VACHA
490 SHAKERAG ST
MINERAL POINT, WI 53565-1000
(608) 458-4209 (O)
(608) 341-9623 (M)
CURTISVACHA@ALLIANTENERGY.COM

GAS/PETROLEUM

ALLIANT ENERGY
CURTIS VACHA
490 SHAKERAG ST
MINERAL POINT, WI 53565-1000
(608) 458-4209 (O)
(608) 341-9623 (M)
CURTISVACHA@ALLIANTENERGY.COM

ELECTRICITY

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2489 RINDEN RD
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(608) 877-7650
DVOSBERG@ATCLLC.COM

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PLATTEVILLE, WI 53818
(608) 482-5377
DOUG.MCGOWAN1@LUMEN.COM

COMMUNICATIONS

CHARTER COMMUNICATIONS
STEVE HEGGE
271 DANIELS ST
MADISON, WI 53718
(608) 576-2613
STEVE.HEGGE@CHARTER.COM

COMMUNICATIONS

FRONTIER COMMUNICATIONS OF WI LLC
CALVIN KLADE
1851 N 14TH AVE
WAUSAU, WI 54401
(715) 847-1525 (O)
(715) 573-2110 (M)
CALVIN.KLADE@FTR.COM

SEWER

VILLAGE OF COBB
MARK FLANAGAN
501 BENSON ST.
P.O. BOX 158
COBB, WI 53526
(608) 623-2777
MGFLANAGAN@CHARTER.NET

WATER

VILLAGE OF COBB
MARK FLANAGAN
501 BENSON ST.
P.O. BOX 158
COBB, WI 53526
(608) 623-2777
MGFLANAGAN@CHARTER.NET

WATER

VILLAGE OF HIGHLAND
TOM HEBGEN
530 MAIN ST.
P.O. BOX 284
HIGHLAND, WI 53543
(608) 929-7781 (O)
(608) 574-7436 (M)
THEBGEN@VILLAGEOFHIGHLAND.NET

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

STANDARD ABBREVIATIONS

BAD	BASE AGGREGATE DENSE
BM	BENCH MARK
BLDG.	BUILDING
CTR	CENTER
C/L	CENTERLINE
C.E.	COMMERCIAL ENTRANCE
CONC.	CONCRETE
CSW	CONCRETE SIDEWALK
CMCP	CORRUGATED METAL CULVERT PIPE
CP	CULVERT PIPE
CPCS	CULVERT PIPE CORRUGATED STEEL
CPRC	CULVERT PIPE REINFORCED CONCRETE
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
CPT	CONSTRUCTION PERMIT
EB	EASTBOUND
ELEC	ELECTRIC
IE	INVERT ELEVATION
EX.	EXISTING
FO	FIBER OPTIC
F.E.	FIELD ENTRANCE
GAS	GAS
HMA	HOT MIX ASPHALT
HSE.	HOUSE
LHF	LEFT HAND FORWARD
MH	MANHOLE
MAX.	MAXIMUM
MIN.	MINIMUM
NOR.	NORMAL
NTS	NOT TO SCALE
PLE	PERMANENT LIMITED EASEMENT
P.E.	PRIVATE ENTRANCE
P.L.	PROPERTY LINE
PROP.	PROPOSED
PRW	PROPOSED RIGHT-OF-WAY
RAD	RADIUS
R/L	REFERENCE LINE
RCCP	REINFORCED CONCRETE CULVERT PIPE
REQ'D.	REQUIRED
RHF	RIGHT HAND FORWARD
RW	RIGHT-OF-WAY LINE
SAN	SANITARY SEWER
SHLD	SHOULDER
SW	SIDEWALK
SF	SQUARE FEET
SY	SQUARE YARD
S.D.D.	STANDARD DETAIL DRAWING
STA	STATION
SS	STORM SEWER
TEL	TELEPHONE
TLE	TEMPORARY LIMITED EASEMENT
TYP	TYPICAL
WAT	WATER
WB	WESTBOUND

GENERAL NOTES

ALL RADII DIMENSIONS ARE MEASURED TO THE FACE OF 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 ARE THAT ARE NOT SHOWN.

RIGHT OF WAY LINES SHOWN ON THE CROSS SECTIONS AND PLAN SHEETS ARE APPROXIMATE.

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

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, PASSING OR PARKING LANE.

THE EXACT LOCATIONS OF PRIVATE ENTRANCES ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER. ALL DRIVEWAYS ARE TO REPLACED IN KIND UNLESS OTHERWISE DIRECTED BY THE ENGINEER, OR AS SHOWN ON THE PLANS.

SIDEWALK AND CURB & GUTTER REPLACEMENT SHOULD BE TO THE NEAREST JOINT. LIMITS ARE APPROXIMATE AND ARE TO BE VERIFIED IN THE FIELD BY THE ENGINEER. MATCH EXISTING SIDEWALK WIDTH.

PROTECT INLETS WITH PROPER INLET PROTECTION AT LOCATIONS EXHIBITING RISK OF BEING IMPACTED BY CONSTRUCTION OPERATIONS AS SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR WILL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY THE OPERATION OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS.

PLACE TOPSOIL IN ALL GRADED AREAS AS DESIGNATED BY THE ENGINEER IMMEDIATELY AFTER GRADING HAS BEEN COMPLETED. SEED AND FERTILIZE ALL AREAS 5 DAYS AFTER PLACEMENT OF TOPSOIL.

TEMPORARY STORAGE OF ANY EXCAVATED MATERIAL WILL NOT BE PERMITTED IN WETLANDS, FLOODWAY, OR FLOODPLAIN OF ANY WATERWAY.

SAWCUT ASPHALTIC AND CONCRETE DRIVEWAYS AND/OR PARKING LOTS AT THE MATCHLINE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

THE EROSION CONTROL FEATURES AS SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER.

EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.

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

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 2".

4 FOOT WIDE SIDEWALK REQUIRES TRANSVERSE JOINTS SPACED AT 4 FEET, 5 FOOT WIDE SIDEWALK REQUIRES TRANSVERSE JOINTS SPACED AT 5 FEET AND 6 FOOT WIDE SIDEWALK REQUIRES TRANSVERSE JOINTS SPACED AT 6 FEET.

FOR ALL CURB RAMPS, REFER TO THE STANDARD DETAIL DRAWINGS FOR THE RAMP TAPER DIMENSIONS. SIDEWALK WIDTHS ARE DIMENSIONED IN THE PLAN.

THE CONTRACTOR WILL COORDINATE WITH LOCAL BUSINESSES WHEN ACCESS TO THE BUSINESS WILL BE CLOSED OFF FOR SIDEWALK INSTALLATION AND ANY OTHER WORK THAT MAY IMPACT THE PEDESTRIAN ACCESS.

HMA PAVEMENT, WHEN INDICATED ON THE PLANS, SHALL CONSIST OF COURSE THICKNESSES AS FOLLOWS:

ROADWAY	TOTAL PAVEMENT THICKNESS	LOWER LAYER THICKNESS & TYPE	UPPER LAYER THICKNESS & TYPE
STH 80 (OVERLAY)	3.50"	1.75" (4 LT 58-28 S)	1.75" (4 LT 58-28 S)
STH 80 (CULVERT REPLACEMENTS)	5.25"	3" (ASPHALTIC SURFACE)	2.25" (ASPHALTIC SURFACE)

	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0 - 2	2 - 6	6 & OVER	0 - 2	2 - 6	6 & OVER	0 - 2	2 - 6	6 & OVER	0 - 2	2 - 6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .50	.19 .34	.28 .41	.38 .56
MEDIAN STRIP-TURF	.19 .24	.20 .26	.24 .30	.19 .25	.22 .28	.26 .33	.20 .26	.23 .30	.30 .37	.20 .27	.25 .32	.30 .40
SIDE SLOPE-TURF			.25 .32			.27 .34			.28 .36			.30 .38
PAVEMENT:												
ASPHALT	0.70 - 0.95											
CONCRETE	0.80 - 0.95											
BRICK	0.70 - 0.80											
DRIVES, WALKS	0.75 - 0.85											
ROOFS	0.75 - 0.95											
GRAVEL ROADS, SHOULDERS	0.40 - 0.60											

TOTAL PROJECT AREA = 28.79 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.59 ACRES

ORDER OF DETAIL SHEETS

ALIGNMENT IDENTIFIERS

'CG'	CTH G
'WB'	STH 80

DNR LIAISON

DEPARTMENT OF NATURAL RESOURCES
ERIC HEGGELUND
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
(608) 228-7927
ERIC.HEGGELUND@WISCONSIN.GOV

WISDOT

WISDOT SOUTHWEST REGION (MADISON)
JOSH KOEBERNICK, P.E.
2101 WRIGHT STREET
MADISON, WI 53704
(608) 246-3859
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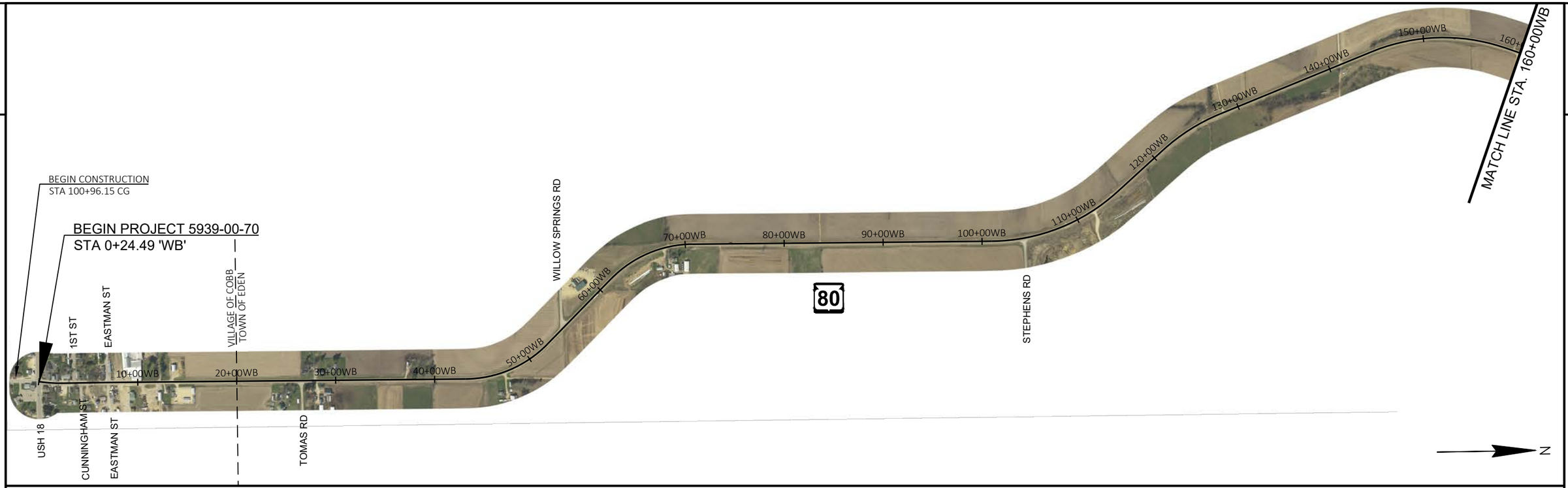
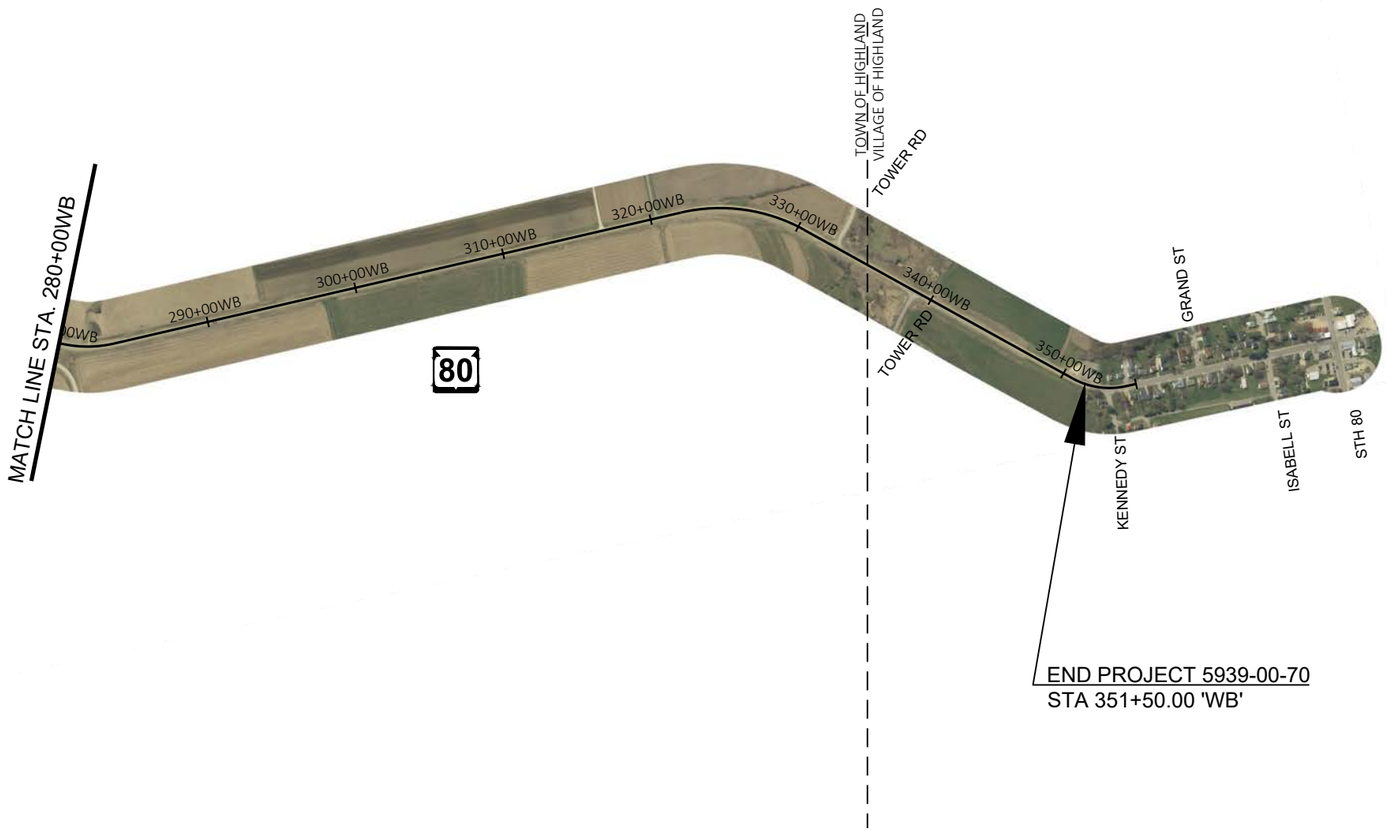
CONSULTANT

KL ENGINEERING, INC.
JOSHUA MELBY, P.E.
393 RED CEDAR ST, SUITE 2
MENOMONIE, WI 54751
(715) 231-1600
JMELBY@KLENGINEERING.COM



PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	PROJECT OVERVIEW	SHEET 3	E

2

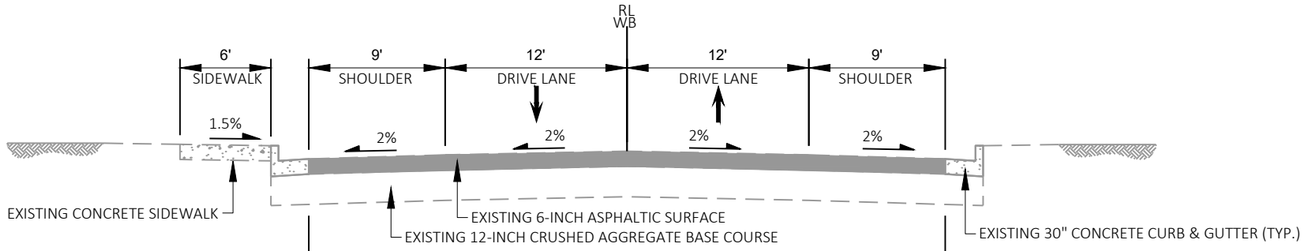


PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	PROJECT OVERVIEW	SHEET 4	E

FILE NAME : G:\WDOTSW\19054-000 STH 80 IOWA CO\CIVIL 3D\SHEETSPLAN\020201-PO.DWG
LAYOUT NAME - sheet 2

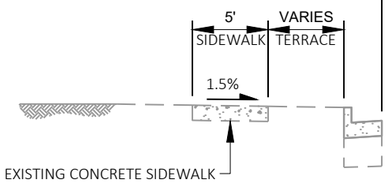
PLOT DATE : 6/30/2022 4:52 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : ##########

2



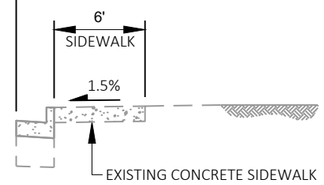
EXISTING TYPICAL SECTION

STA 0+24.49 'WB' - STA 7+19.61 'WB'



PARTIAL EXISTING TYPICAL SECTION

STA 3+80 'WB' - STA 7+20 'WB'



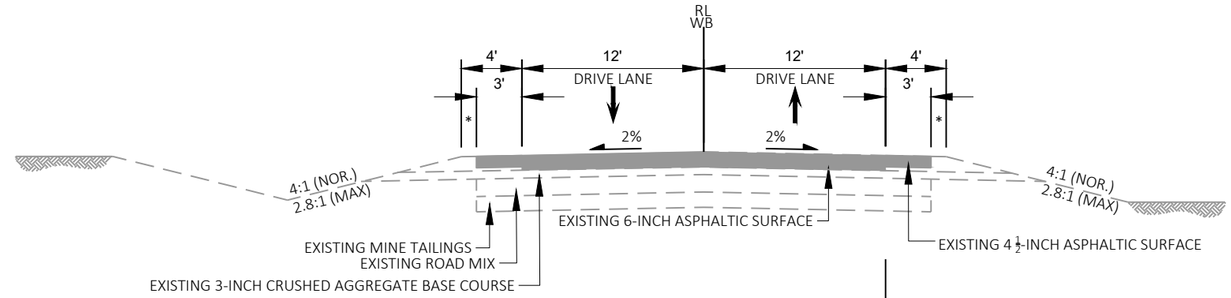
PARTIAL EXISTING TYPICAL SECTION

STA 0+24 'WB' - STA 4+09 'WB'

PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	TYPICAL SECTIONS - EXISTING	SHEET 5	E

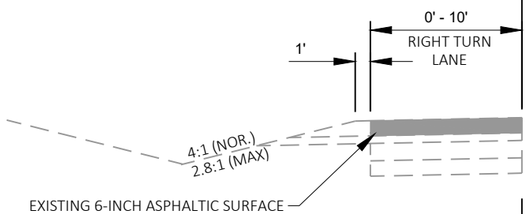
FILE NAME : G:\WDOTSW\19054-000 STH 80 IOWA CO\CIVIL 3D\SHEETSPLAN\020301-TS-EX.DWG
LAYOUT NAME - SHEET 1
PLOT DATE : 6/30/2022 4:53 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



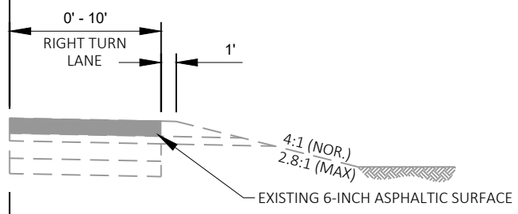
EXISTING TYPICAL SECTION

STA 7+19.61 'WB' - STA 351+50.00 'WB'



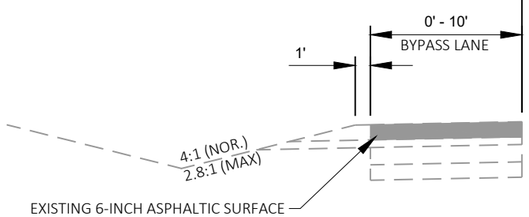
PARTIAL EXISTING TYPICAL SECTION

STA 167+34 'WB' - STA 170+67 'WB'
STA 331+76 'WB' - STA 334+37 'WB'



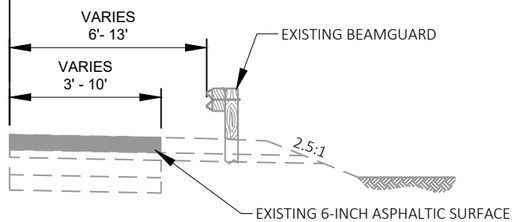
PARTIAL EXISTING TYPICAL SECTION

STA 165+60 'WB' - STA 170+67 'WB'
STA 222+71 'WB' - STA 224+71 'WB'
STA 275+81 'WB' - STA 280+34 'WB'



PARTIAL EXISTING TYPICAL SECTION

STA 274+64 'WB' - STA 281+58 'WB'

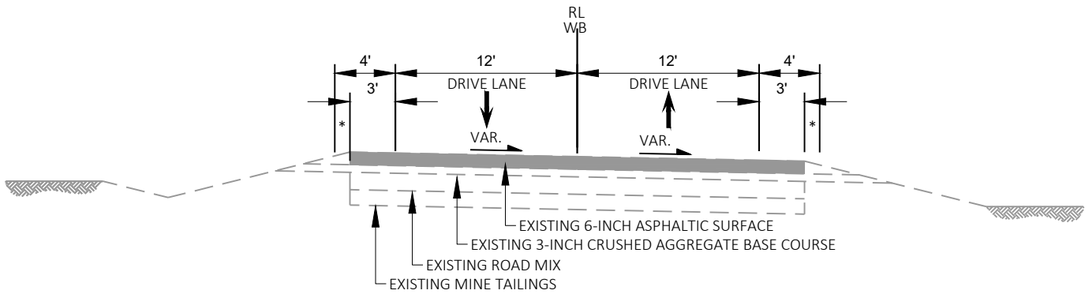


PARTIAL EXISTING TYPICAL SECTION

STA 335+55 'WB' - STA 338+14 'WB'

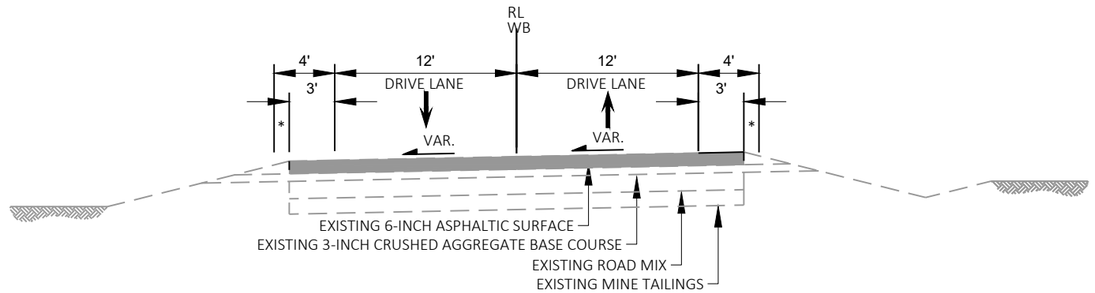
* 1-FT TO 6-FT GRAVEL SHOULDER IN VARIOUS LOCATIONS. FIELD VERIFICATION REQUIRED

PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	TYPICAL SECTIONS - EXISTING	SHEET 6	E



EXISTING TYPICAL SECTION
SUPERELEVATED

* 1-FT TO 6-FT GRAVEL SHOULDER IN VARIOUS LOCATIONS. FIELD VERIFICATION REQUIRED



* 1-FT TO 6-FT GRAVEL SHOULDER IN VARIOUS LOCATIONS. FIELD VERIFICATION REQUIRED

EXISTING TYPICAL SECTION
SUPERELEVATED

2

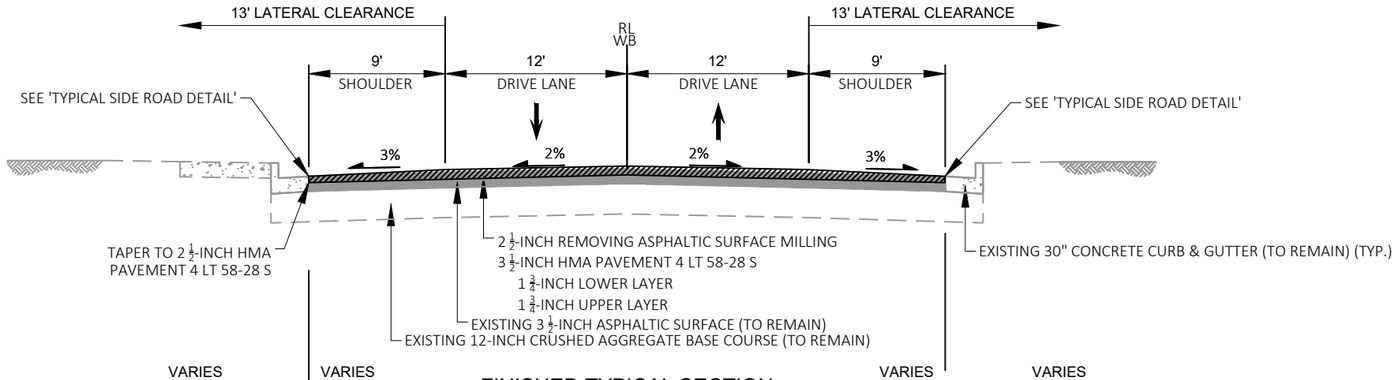
PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	TYPICAL SECTIONS - EXISTING	SHEET 7	E

FILE NAME : G:\WDOTSW\19054-000 STH 80 IOWA CO\CIVIL 3D\SHEETSPLAN\020301-TS-EX.DWG
LAYOUT NAME - SHEET 3
PLOT DATE : 6/30/2022 4:53 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

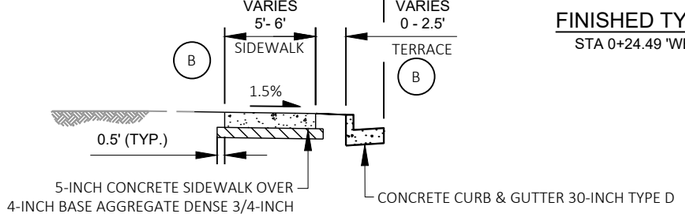
LEGEND

- (A) FERTILIZER TYPE B & SEEDING MIX #30
- (B) TOPSOIL, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I TYPE A & SEEDING MIXTURE NO. 40
- (1) ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL
- (2) STEEL PLATE BEAM GUARD CLASS & STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL (SEE PLAN SHEETS FOR LOCATIONS)



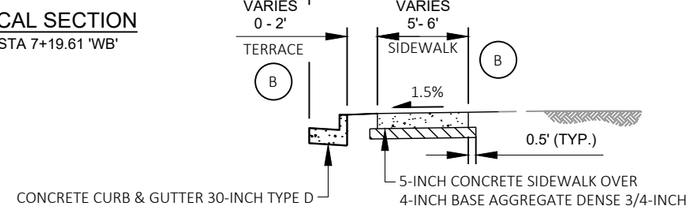
FINISHED TYPICAL SECTION

STA 0+24.49 'WB' - STA 7+19.61 'WB'



PARTIAL FINISHED TYPICAL SECTION

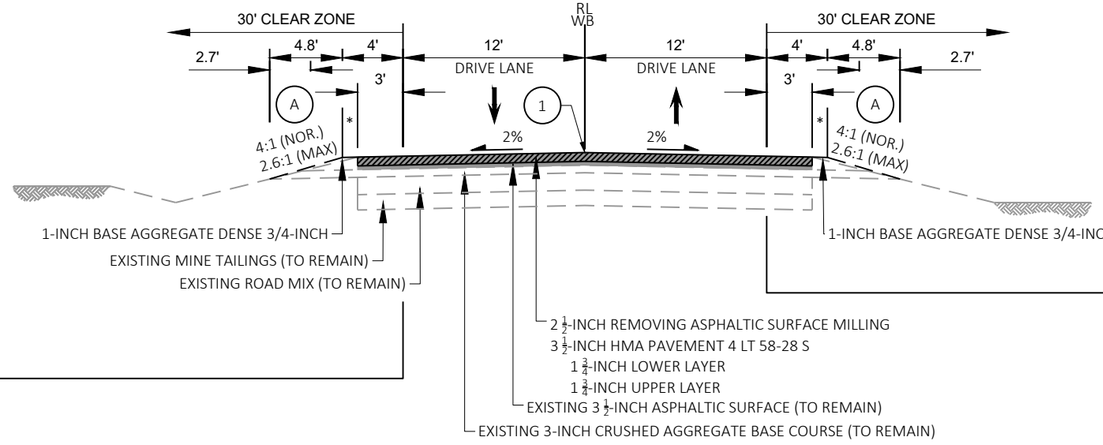
STA 0+24 'WB' - STA 0+39 'WB'
STA 3+25 'WB' - STA 4+09 'WB'



PARTIAL FINISHED TYPICAL SECTION

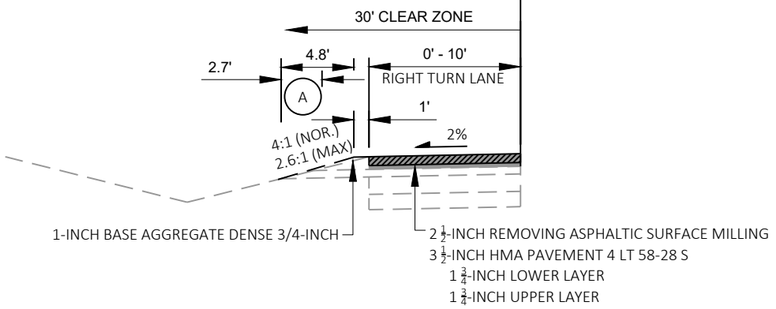
STA 0+24 'WB' - STA 0+66 'WB'
STA 3+78 'WB' - STA 4+52 'WB'

* 1-FT TO 6-FT GRAVEL SHOULDER IN VARIOUS LOCATIONS. FIELD VERIFICATION REQUIRED



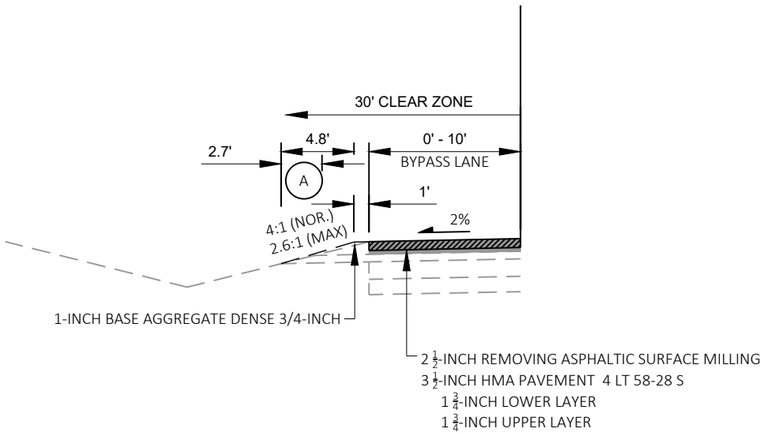
FINISHED TYPICAL SECTION

STA 7+19.61 'WB' - STA 351+50.00 'WB'



PARTIAL FINISHED TYPICAL SECTION

STA 167+34 'WB' - STA 170+67 'WB'
STA 331+76 'WB' - STA 334+37 'WB'

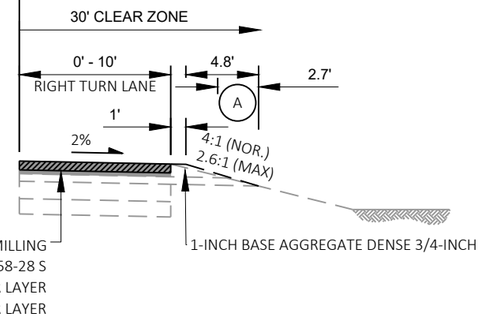


PARTIAL FINISHED TYPICAL SECTION

STA 274+64 'WB' - STA 281+58 'WB'

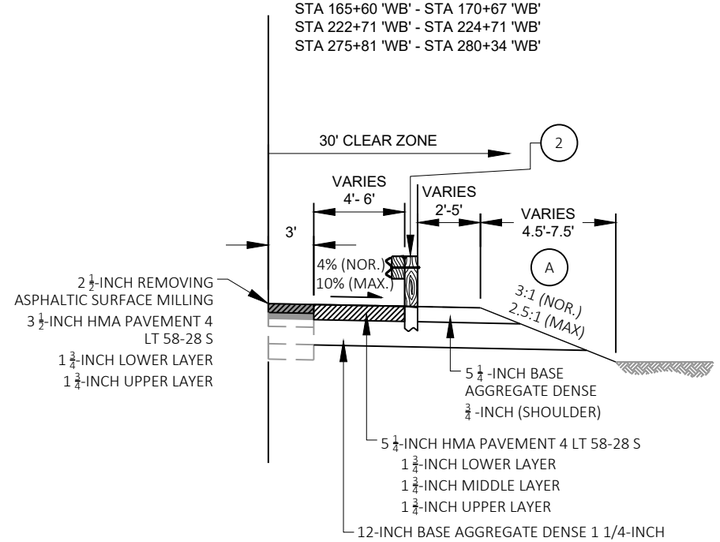
LEGEND

- (A) FERTILIZER TYPE B & SEEDING MIX #30
- (B) TOPSOIL, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I TYPE A & SEEDING MIXTURE NO. 40
- (1) ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL
- (2) STEEL PLATE BEAM GUARD CLASS & STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL (SEE PLAN SHEETS FOR LOCATIONS)



PARTIAL FINISHED TYPICAL SECTION

STA 165+60 'WB' - STA 170+67 'WB'
STA 222+71 'WB' - STA 224+71 'WB'
STA 275+81 'WB' - STA 280+34 'WB'



PARTIAL FINISHED TYPICAL SECTION

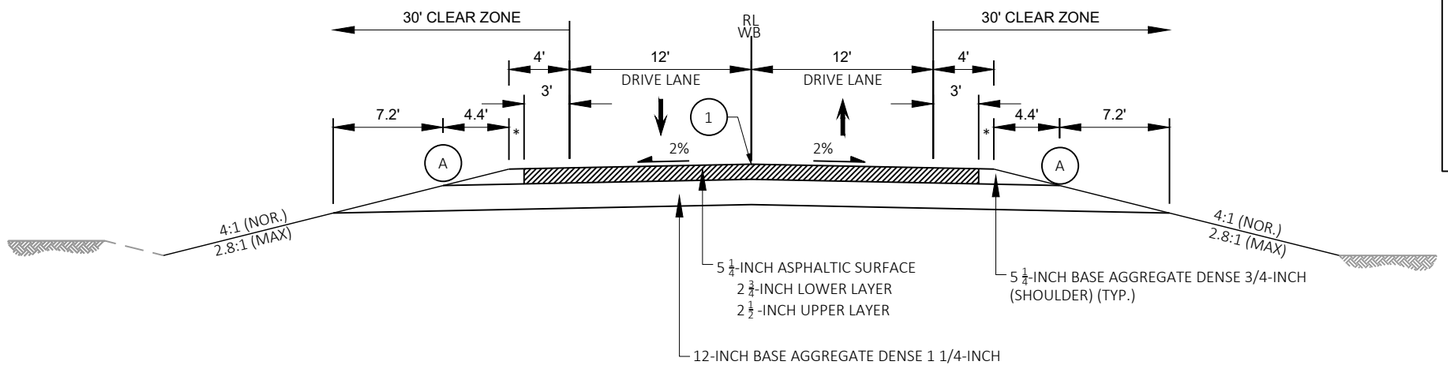
STA 332+93.66 'WB' - STA 336+24.25 'WB'

PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	TYPICAL SECTIONS - FINISHED	SHEET 9	E

2

LEGEND

- (A) FERTILIZER TYPE B & SEEDING MIX #30
- (B) TOPSOIL, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I TYPE A & SEEDING MIXTURE NO. 40
- (1) ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL
- (2) STEEL PLATE BEAM GUARD CLASS & STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL (SEE PLAN SHEETS FOR LOCATIONS)

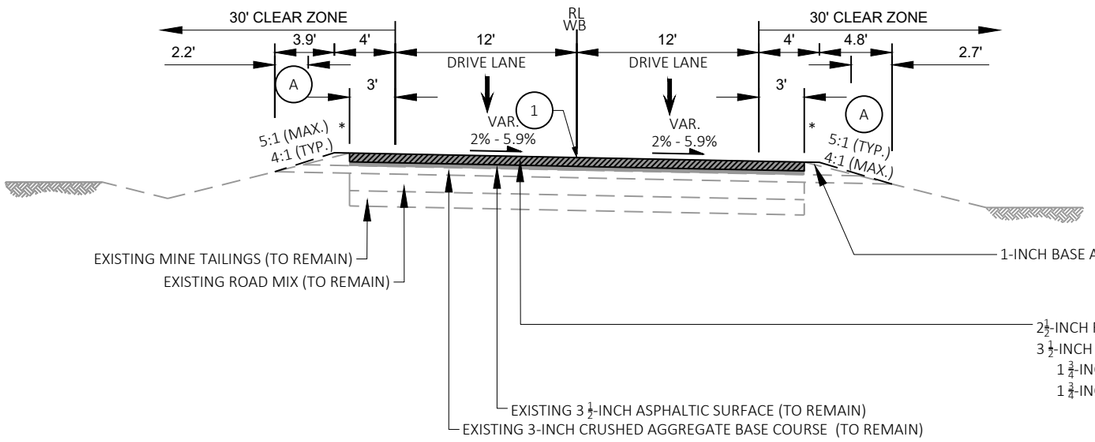


FINISHED TYPICAL SECTION

CULVERT REPLACEMENT

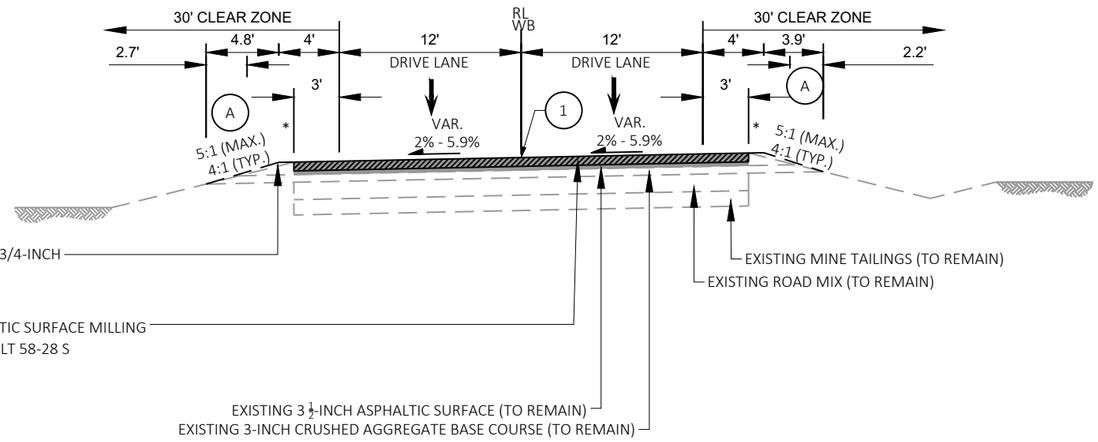
STA. 22+37.90 'WB' - STA. 22+58.27 'WB'
STA. 33+92.36 'WB' - STA. 34+12.54 'WB'
STA. 45+05.45 'WB' - STA. 45+33.29 'WB'
STA. 62+52.46 'WB' - STA. 62+72.47 'WB'
STA. 80+92.01 'WB' - STA. 81+12.01 'WB'
STA. 103+65.31 'WB' - STA. 103+85.62 'WB'
STA. 136+85.21 'WB' - STA. 137+05.21 'WB'
STA. 209+12.96 'WB' - STA. 209+32.96 'WB'
STA. 241+02.31 'WB' - STA. 241+22.32 'WB'
STA. 248+76.66 'WB' - STA. 248+96.67 'WB'
STA. 280+19.50 'WB' - STA. 280+78.72 'WB'
STA. 299+05.82 'WB' - STA. 299+25.83 'WB'
STA. 307+53.01 'WB' - STA. 307+73.02 'WB'
STA. 314+19.67 'WB' - STA. 314+39.67 'WB'

* 1-FT TO 6-FT GRAVEL SHOULDER IN VARIOUS LOCATIONS. FIELD VERIFICATION REQUIRED



FINISHED TYPICAL SECTION

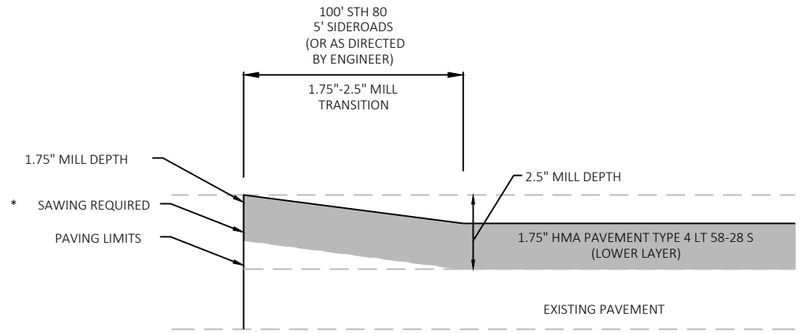
SUPERELEVATED



FINISHED TYPICAL SECTION

SUPERELEVATED

PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	TYPICAL SECTIONS - FINISHED	SHEET 10	E

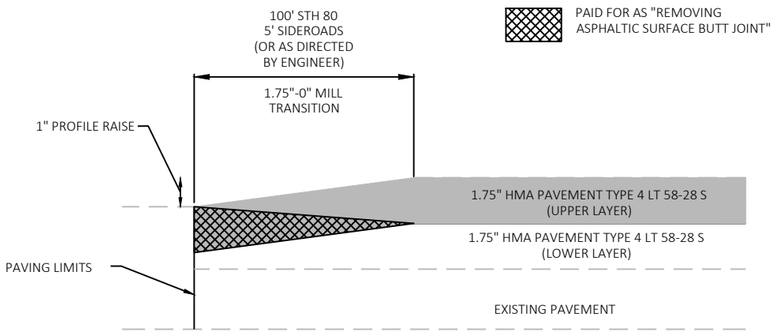


MILL AND REMOVE 2.5" OF EXISTING SURFACE, EXCEPT IN TRANSITION AREA
MILL AND REMOVE 1.75" TO 2.5" OF EXISTING SURFACE IN TRANSITION AREA
OVERLAY 1.75" HMA PAVEMENT TYPE 4 LT 58/-28 S (LOWER LAYER)

* SAWING IS INCIDENTAL TO 'REMOVING ASPHALTIC SURFACE BUTT JOINT' ITEM

STH 80 JOINT TRANSITION DETAIL: LOWER LAYER

REQUIRED AT BEGIN AND END OF PROJECT
(EXACT LOCATION AND LENGTH TO BE DETERMINED BY THE ENGINEER)



PAID FOR AS "REMOVING ASPHALTIC SURFACE BUTT JOINT"

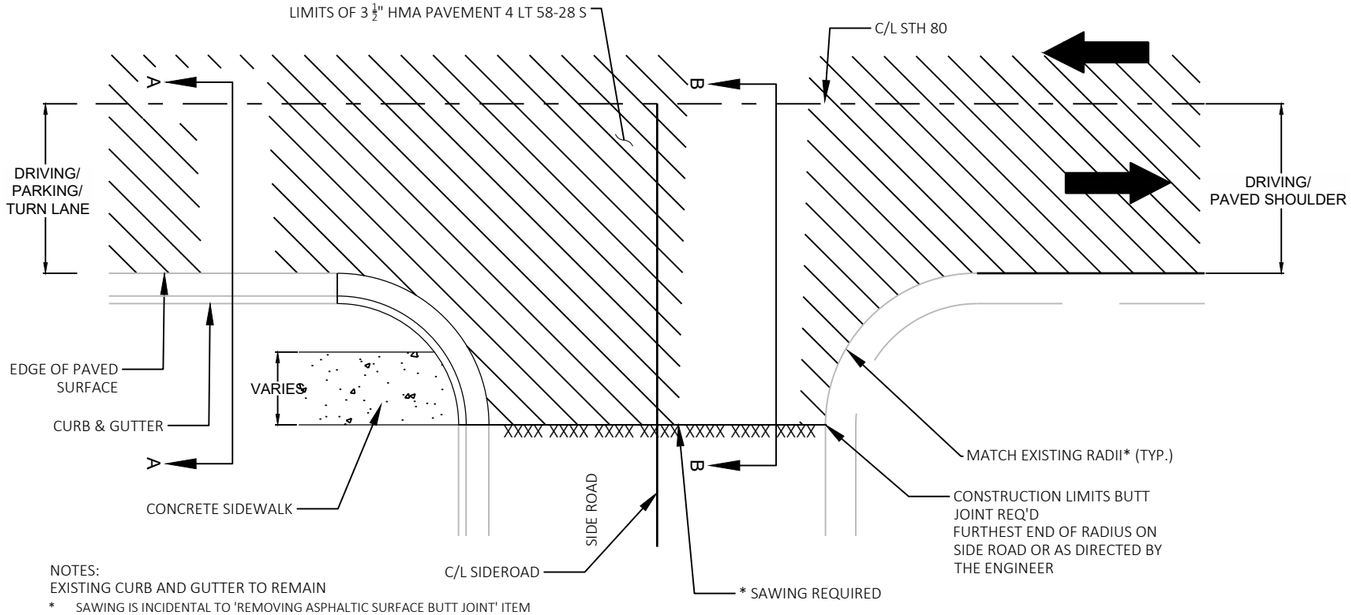
STH 80 MAINLINE REMOVING ASPHALTIC SURFACE BUTT JOINT DETAIL: UPPER LAYER

REQUIRED AT BEGIN AND END OF PROJECT
(EXACT LOCATION AND LENGTH TO BE DETERMINED BY THE ENGINEER)

REMOVING ASPHALTIC SURFACE BUTT JOINT

URBAN DETAIL

RURAL DETAIL



NOTES:
EXISTING CURB AND GUTTER TO REMAIN

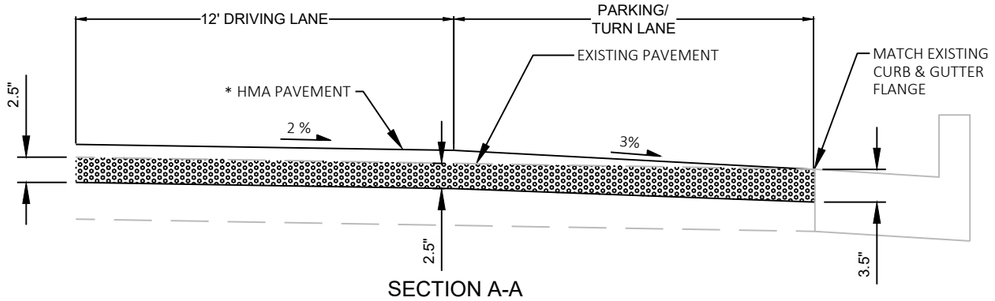
* SAWING IS INCIDENTAL TO 'REMOVING ASPHALTIC SURFACE BUTT JOINT' ITEM

LIMITS OF 2 1/2-INCH REMOVING ASPHALTIC SURFACE MILLING AND PLACE 3 1/2-INCH HMA PAVEMENT 4 LT 58-28 S

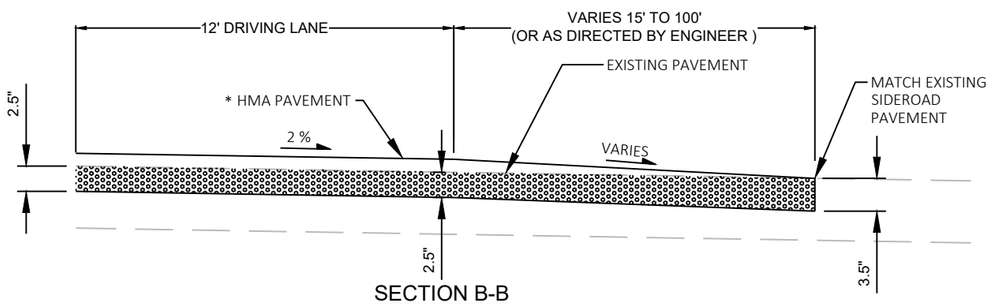
PLAN VIEW

2 1/2-INCH REMOVING ASPHALTIC SURFACE MILLING

* SEE TYPICAL SECTIONS FOR PAVEMENT TYPE AND THICKNESS OF INDIVIDUAL LAYERS



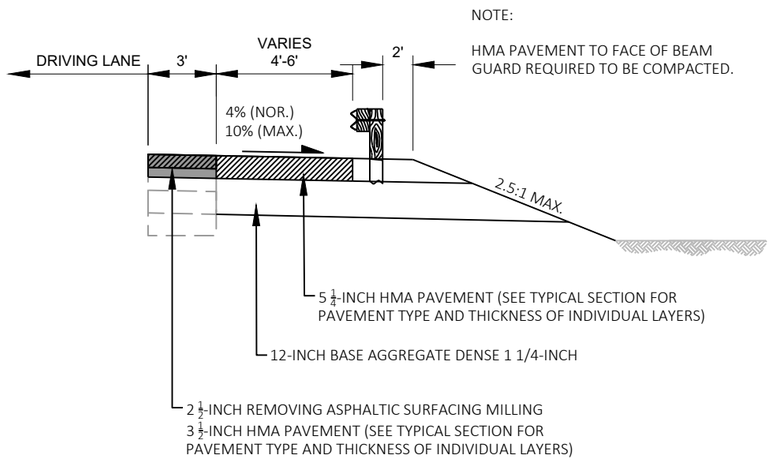
SECTION A-A



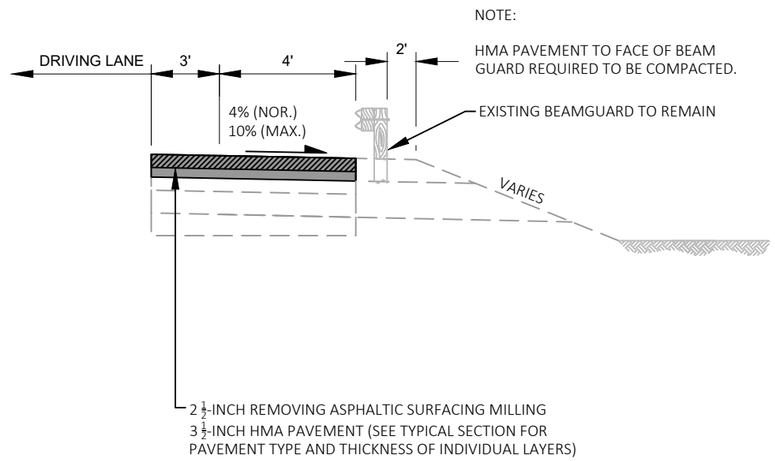
SECTION B-B

TYPICAL SIDE ROAD DETAIL

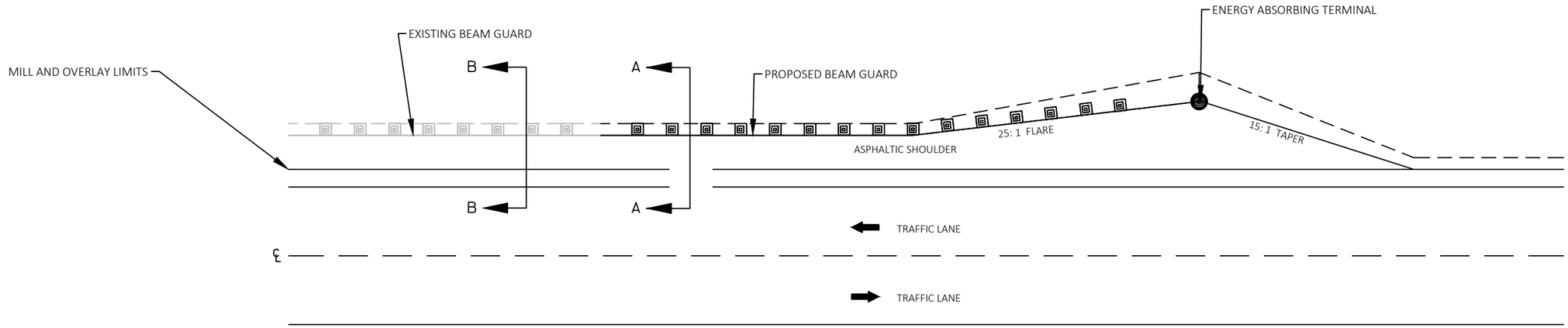
PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	CONSTRUCTION DETAILS	SHEET 11	E



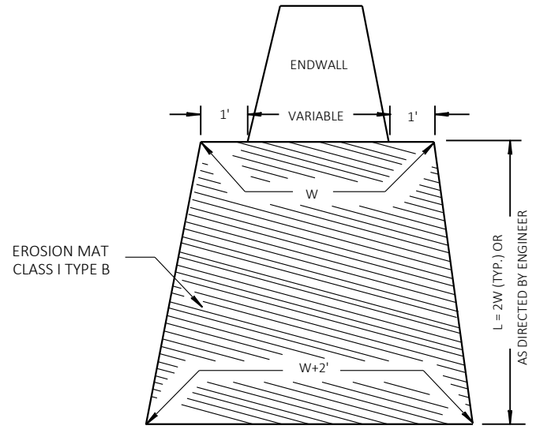
SECTION A-A



SECTION B-B



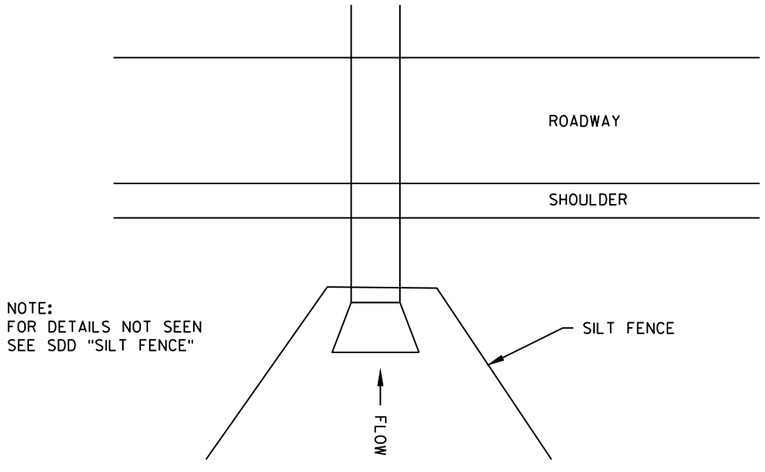
DETAIL FOR ASPHALTIC SHOULDER AT GUARDRAIL



EROSION MAT TREATMENT AT CULVERTS

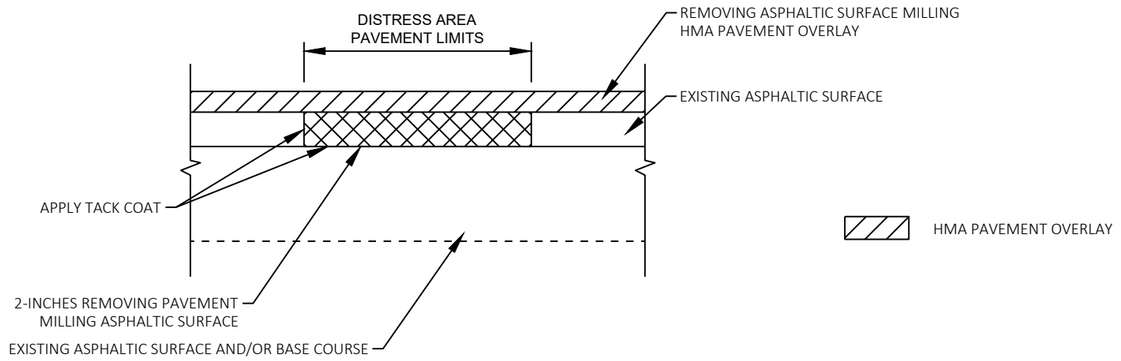
LOCATION:

STA 22+80 'WB'	STA 209+23 'WB'
STA 34+43 'WB'	STA 241+18 'WB'
STA 45+15 'WB'	STA 248+71 'WB'
STA 45+23 'WB'	STA 280+07 'WB'
STA 62+82 'WB	STA 280+09 'WB'
STA 66+38 'WB'	STA 299+05 'WB'
STA 80+92 'WB'	STA 307+25 'WB'
STA 103+95 'WB'	STA 314+55 'WB'
STA 137+16 'WB'	

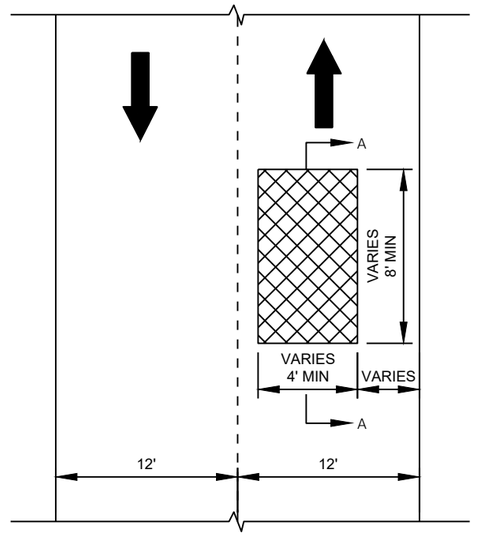


TYPICAL SILT FENCE DETAIL AT PIPE INLET

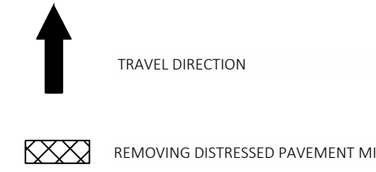
(SEE EROSION CONTROL PLAN FOR LOCATIONS)



SECTION A-A

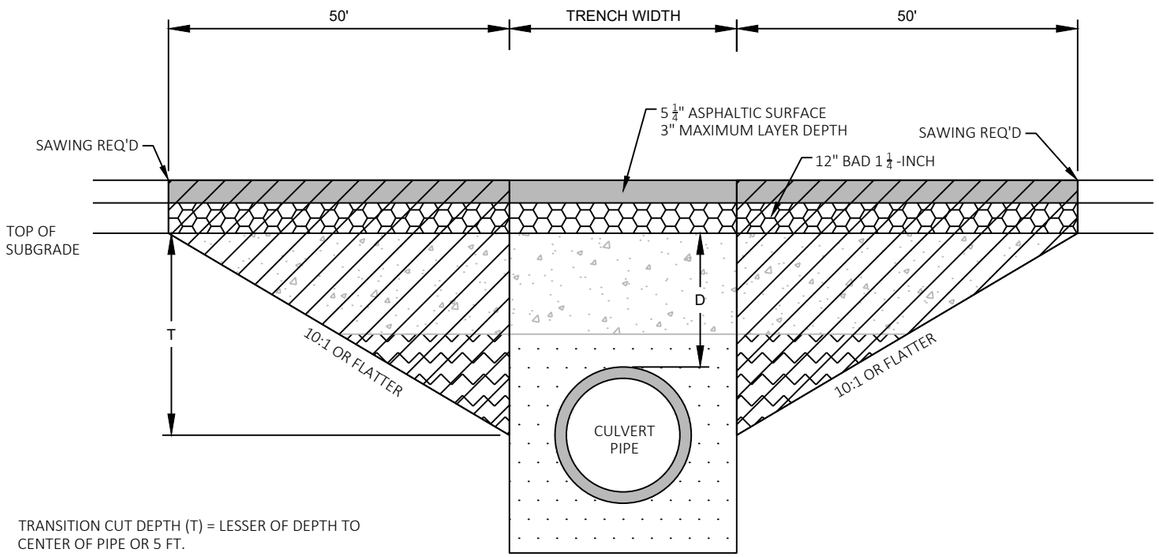


PLAN VIEW



EXACT LOCATION AND LIMITS OF REMOVING DISTRESSED PAVEMENT MILLING TO BE DETERMINED BY THE ENGINEER IN THE FIELD

REMOVING DISTRESSED PAVEMENT MILLING DETAIL



TRANSITION CUT DEPTH (T) = LESSER OF DEPTH TO CENTER OF PIPE OR 5 FT.

DO NOT EXTEND TRANSITION CUT BELOW HORIZONTAL CENTER OF PIPE.

DEPTH D < 6 FT

LEGEND

- PROPOSED SURFACE
- PROPOSED BASE
- TRENCH BACKFILL
- TRENCH OR FOUNDATION BACKFILL
- FOUNDATION BACKFILL
- TRANSITION CUT

CULVERT PIPE TRANSITION

ROUTE	STA (CL)	APPROX. DEPTH D (FT)	PIPE DIA (IN)	REMARKS
STH 80	STA. 22+80	3.1	24	NEW CPCS
STH 80	STA. 34+43	0.7	24	NEW CPCS
STH 80	STA. 45+16	1.4	24	NEW CPCS
STH 80	STA. 45+23	1.3	24	NEW CPCS
STH 80	STA. 62+82	5.2	24	NEW CPCS
STH 80	STA. 80+92	2.4	24	NEW CPCS
STH 80	STA. 103+95	5.7	24	NEW CPCS
STH 80	STA. 137+16	4.1	24	NEW CPCS
STH 80	STA. 209+23	2.1	24	NEW CPCS
STH 80	STA. 241+18	5.4	24	NEW CPCS
STH 80	STA. 248+71	5.1	24	NEW CPCS
STH 80	STA. 280+07	4.6	24	NEW CPCS
STH 80	STA. 280+09	4.5	24	NEW CPCS
STH 80	STA. 299+05	0.3	24	NEW CPCS
STH 80	STA. 307+25	4.7	24	NEW CPCS
STH 80	STA. 314+55	2.8	24	NEW CPCS

NOTES

TRANSITION CUT IS INCIDENTAL TO CULVERT PIPE ITEM.

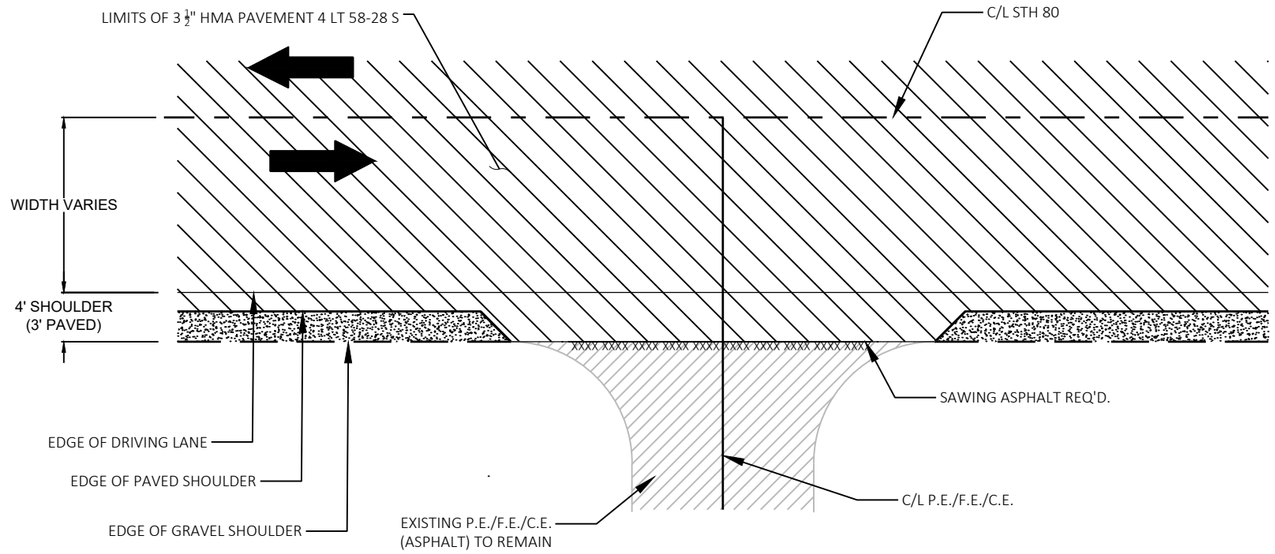
TRANSITION CUT WIDTH IS FROM SUBGRADE SHOULDER POINT TO SUBGRADE SHOULDER POINT.

BACKFILL TRANSITION CUT AREAS WITH FOUNDATION AND TRENCH BACKFILL AS SPECIFIED IN STANDARD SPEC 520.

PERFORM CULVERT PIPE INSTALLATION BEFORE MILLING AND PAVING.

COMPLETE CULVERT PIPE TRANSITION PRIOR TO ASPHALTIC SURFACE MILLING OPERATIONS.

2

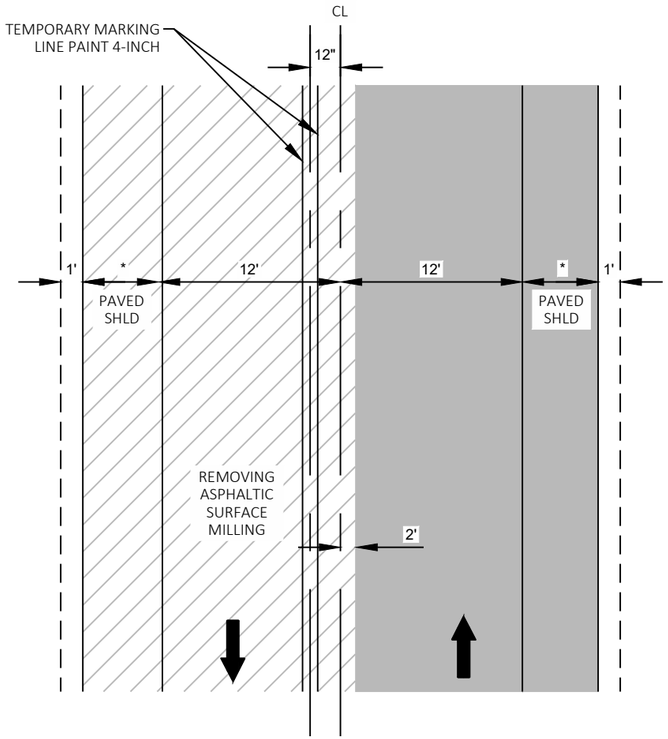


LIMITS OF 2 1/2-INCH REMOVING ASPHALTIC SURFACE MILLING AND PLACE 3 1/2-INCH HMA PAVEMENT 4 LT 58-28 S

LIMITS OF BASE AGGREGATE DENSE 3/4-INCH

LIMITS OF EXISTING ASPHALTIC SURFACE P.E./F.E./C.E. TO REMAIN

P.E./F.E./C.E. (EXISTING ASPHALT) DRIVEWAY DETAIL-RURAL

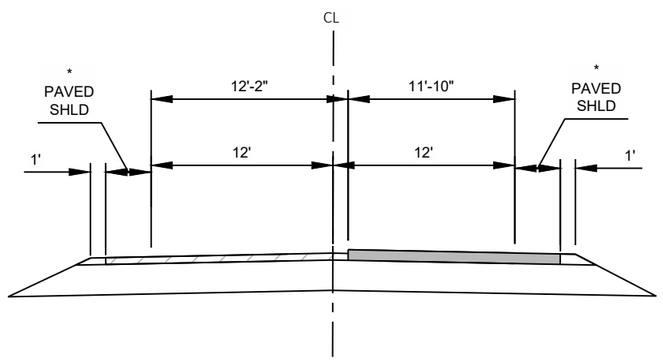


PLAN VIEW

EXISTING ASPHALTIC SURFACE TO REMAIN

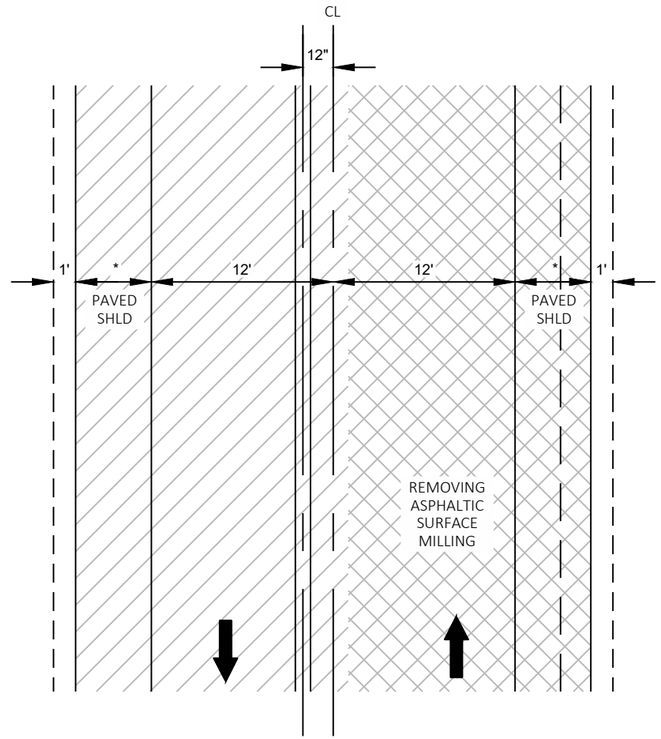
FIRST PASS 1.75" HMA PAVEMENT 4 LT 58-28 S

* PAVED SHOULDER WIDTH VARIES BASED ON TYPICAL SECTIONS



* PAVED SHOULDER WIDTH VARIES BASED ON TYPICAL SECTIONS

CROSS SECTION VIEW
FIRST PASS DETAIL
(LOWER LAYER)



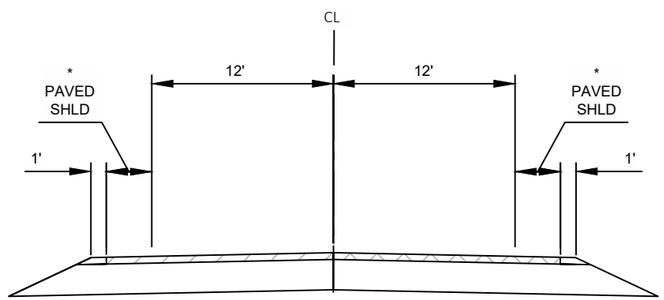
PLAN VIEW

EXISTING ASPHALTIC SURFACE TO REMAIN

FIRST PASS 1.75" HMA PAVEMENT 4 LT 58-28 S

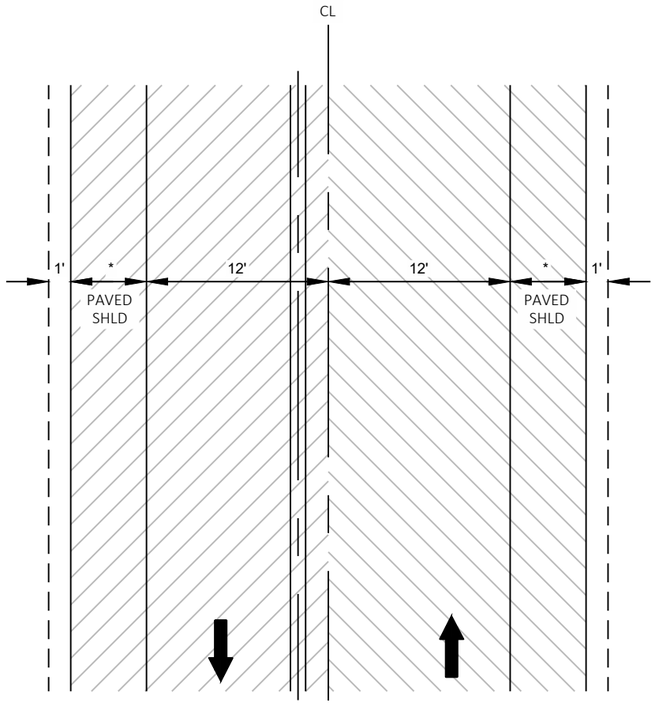
SECOND PASS 1.75" HMA PAVEMENT 4 LT 58-28 S

* PAVED SHOULDER WIDTH VARIES BASED ON TYPICAL SECTIONS



CROSS SECTION VIEW
SECOND PASS DETAIL
(LOWER LAYER)

* PAVED SHOULDER WIDTH VARIES BASED ON TYPICAL SECTIONS



PLAN VIEW

EXISTING ASPHALTIC SURFACE TO REMAIN

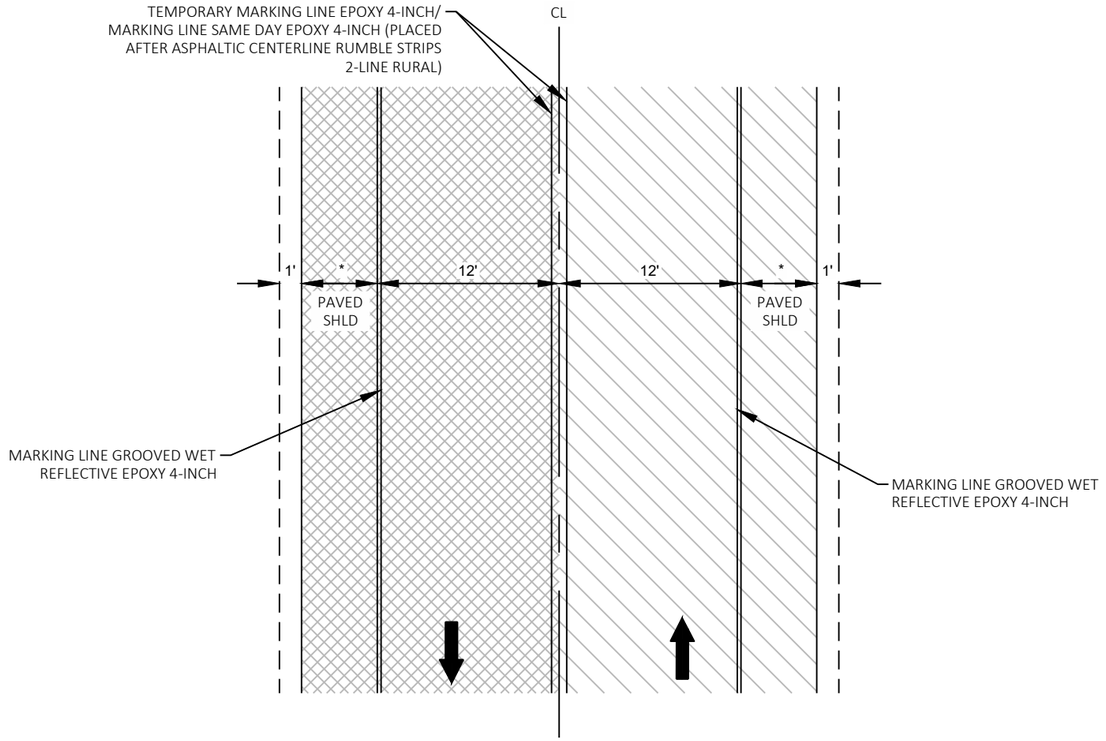
FIRST PASS 1.75" HMA PAVEMENT 4 LT 58-28 S

SECOND PASS 1.75" HMA PAVEMENT 4LT 58-28 S

THIRD PASS 1.75" HMA PAVEMENT 4LT 58-28 S

* PAVED SHOULDER WIDTH VARIES BASED ON TYPICAL SECTIONS

SEE THE FOLLOWING S.D.D. FOR ADDITIONAL DETAILS:
S.D.D. PAVEMENT MARKING, MAINLINE AND TURN LANES
S.D.D. STOP LINE AND CROSSWALK PAVEMENT MARKING
S.D.D. PAVEMENT MARKING



PLAN VIEW

EXISTING ASPHALTIC SURFACE TO REMAIN

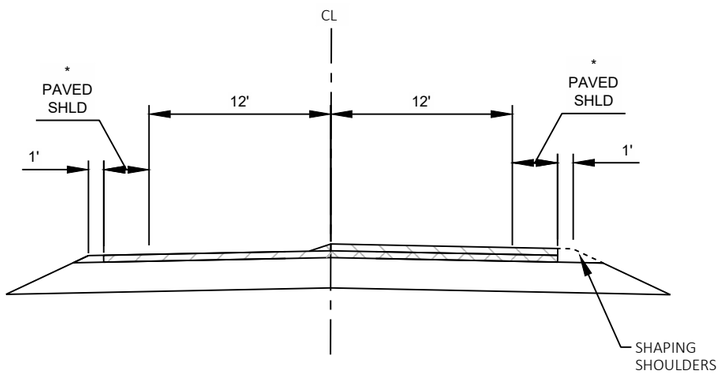
FIRST PASS 1.75" HMA PAVEMENT 4 LT 58-28 S

SECOND PASS 1.75" HMA PAVEMENT 4LT 58-28 S

THIRD PASS 1.75" HMA PAVEMENT 4LT 58-28 S

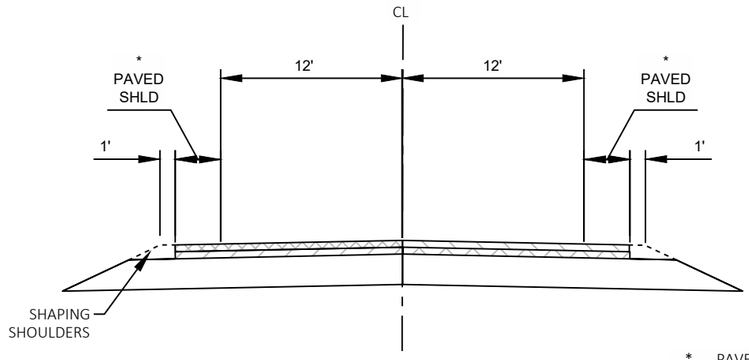
FOURTH PASS 1.75" HMA PAVEMENT 4LT 58-28 S

* PAVED SHOULDER WIDTH VARIES BASED ON TYPICAL SECTIONS



CROSS SECTION VIEW
THIRD PASS DETAIL
(UPPER LAYER)

* PAVED SHOULDER WIDTH VARIES BASED ON TYPICAL SECTIONS



CROSS SECTION VIEW
FOURTH PASS DETAIL
(UPPER LAYER)

* PAVED SHOULDER WIDTH VARIES BASED ON TYPICAL SECTIONS

LEGEND

	SURFACE WATER FLOW
	INLET PROTECTION TYPE C
	TOPSOIL, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I TYPE A & SEEDING MIXTURE NO. 40
	GRADED FLARE
R/W	RIGHT OF WAY
TLE	TEMPORARY LIMITED EASEMENT
PRW	PERMANENT RIGHT OF WAY
CPED	CONCRETE CURB PEDESTRIAN
CS-5	CONCRETE SIDEWALK 5-INCH
MEF	MAXIMUM EXTENT FEASIBLE

2

N

CTH G

USH 18

STH 80

1ST STREET

CUNNINGHAM STREET

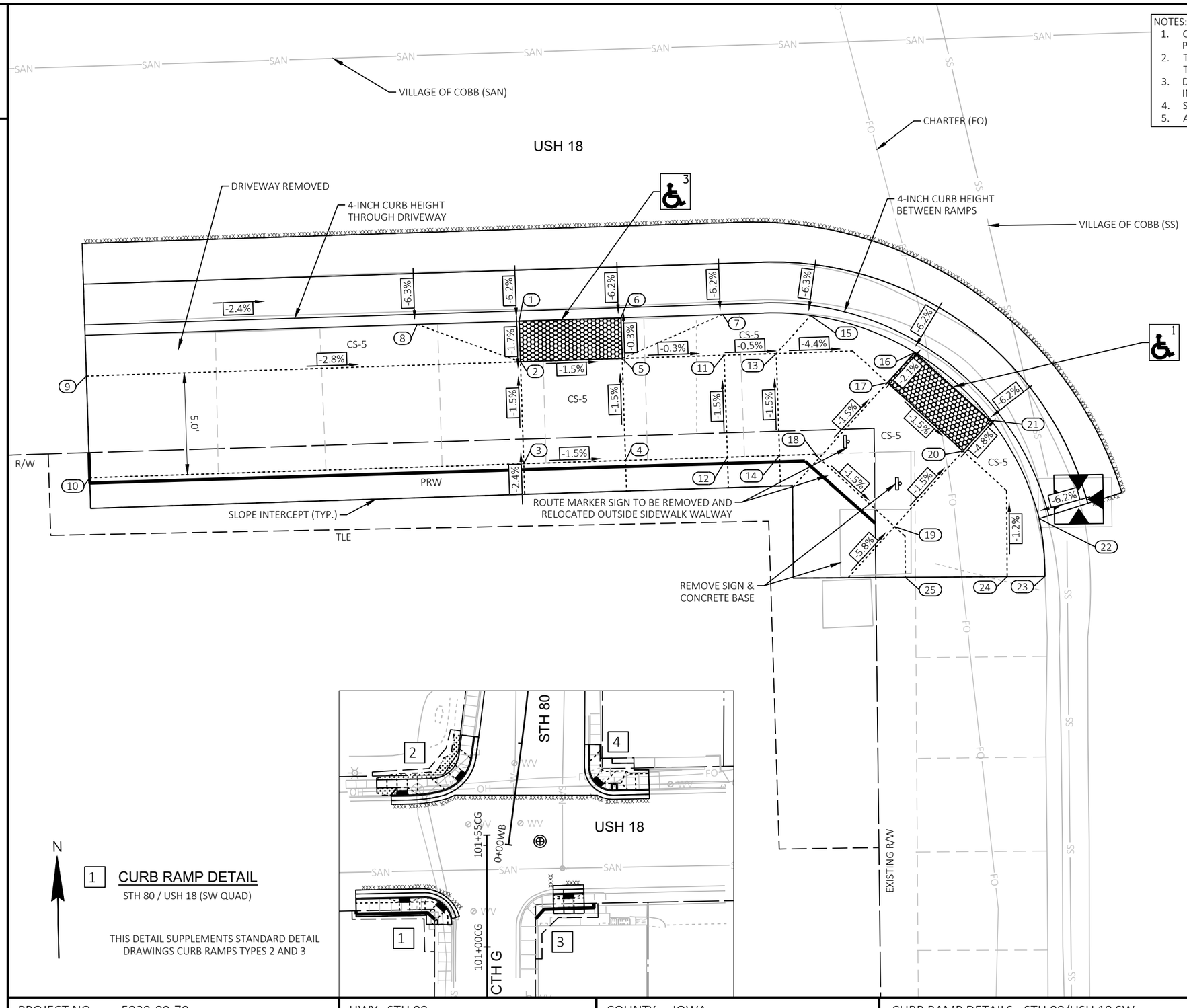
1 2 3 4 5 6 7 8

PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	CONSTRUCTION DETAILS - CURB RAMP DETAIL - OVERVIEW	SHEET 18 E

FILE NAME : G:\WDOTSW\19054-000 STH 80 IOWA CO\CIVIL 3D\SHEETSPLAN\021002-CD_CURB RAMPS.DWG
LAYOUT NAME - Curb Ramp - Overview

PLOT DATE : 7/11/2022 5:14 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : ##########

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO THE CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
3. DASHED SIDEWALK JOINT LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATIONAL PURPOSES ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 80 R/L.



N

1 CURB RAMP DETAIL
STH 80 / USH 18 (SW QUAD)

THIS DETAIL SUPPLEMENTS STANDARD DETAIL DRAWINGS CURB RAMPS TYPES 2 AND 3

SW			
POINT NO.	STATION	OFFSET	ELEVATION
1	101+24.00CG	42.98' LT	1173.51
2	101+22.00CG	42.94' LT	1173.48
3	101+17.00CG	42.86' LT	1173.55
4	101+17.08CG	37.86' LT	1173.48
5	101+22.08CG	37.94' LT	1173.40
6	101+24.08CG	37.98' LT	1173.40
7	101+24.17CG	32.98' LT	1173.62
8	101+23.91CG	47.98' LT	1173.92
9	101+21.64CG	64.24' LT	---
10	101+16.64CG	64.16' LT	---
11	101+22.17CG	32.95' LT	1173.39
12	101+17.17CG	32.86' LT	1173.46
13	101+22.21CG	30.39' LT	1173.37
14	101+17.21CG	30.30' LT	1173.45
15	101+24.05CG	28.67' LT	1173.53
16	101+22.16CG	23.59' LT	1173.08
17	101+20.70CG	24.96' LT	1173.11
18	101+17.05CG	28.37' LT	1173.18
19	101+13.63CG	24.72' LT	1173.11
20	101+17.29CG	21.30' LT	1173.03
21	101+18.78CG	19.91' LT	1172.92
22	101+13.91CG	17.62' LT	---
23	101+11.08CG	17.38' LT	---
24	101+11.09CG	19.23' LT	---
25	101+11.14CG	24.23' LT	---

--- DENOTES "MATCH EXISTING"

PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	CURB RAMP DETAILS - STH 80/USH 18 SW	SHEET 19	E

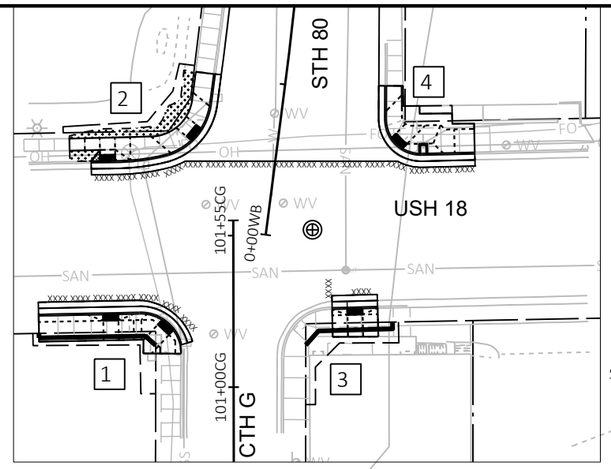
2

N

2 CURB RAMP DETAIL

STH 80 / USH 18 (NW QUAD)

THIS DETAIL SUPPLEMENTS STANDARD DETAIL DRAWINGS CURB RAMPS TYPES 1 AND 1-A & CURB RAMPS TYPES 2 AND 3.



NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO THE CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
3. DASHED SIDEWALK JOINT LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATIONAL PURPOSES ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 80 R/L.

NW			
POINT NO.	STATION	OFFSET	ELEVATION
50	0+19.16WB	67.71' LT	---
51	0+23.11WB	68.32' LT	---
52	0+23.86WB	63.33' LT	1174.93
53	0+19.93WB	62.72' LT	1174.87
54	0+24.65WB	58.44' LT	1174.64
55	0+20.70WB	57.83' LT	1174.58
56	0+16.63WB	60.23' LT	1174.95
57	0+17.08WB	57.26' LT	1174.43
58	0+17.82WB	52.32' LT	1174.29
59	0+21.47WB	52.89' LT	1174.50
60	0+25.42WB	53.50' LT	1174.56
61	0+26.17WB	48.51' LT	1174.48
62	0+18.66WB	47.39' LT	1174.48
63	0+27.26WB	41.66' LT	1174.37
64	0+22.77WB	34.51' LT	1174.19
65	0+31.23WB	33.88' LT	1173.79
66	0+27.78WB	28.38' LT	1173.56
67	0+35.36WB	31.05' LT	1173.69
68	0+32.01WB	25.73' LT	1173.56
69	0+39.71WB	23.88' LT	1174.15
70	0+43.44WB	29.82' LT	1174.28
71	0+50.50WB	23.81' LT	---
72	0+50.42WB	29.80' LT	---

--- DENOTES "MATCH EXISTING"

PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	CONSTRUCTION DETAILS - CURB RAMP DETAIL - STH 80/USH 18 NW	SHEET 20	E

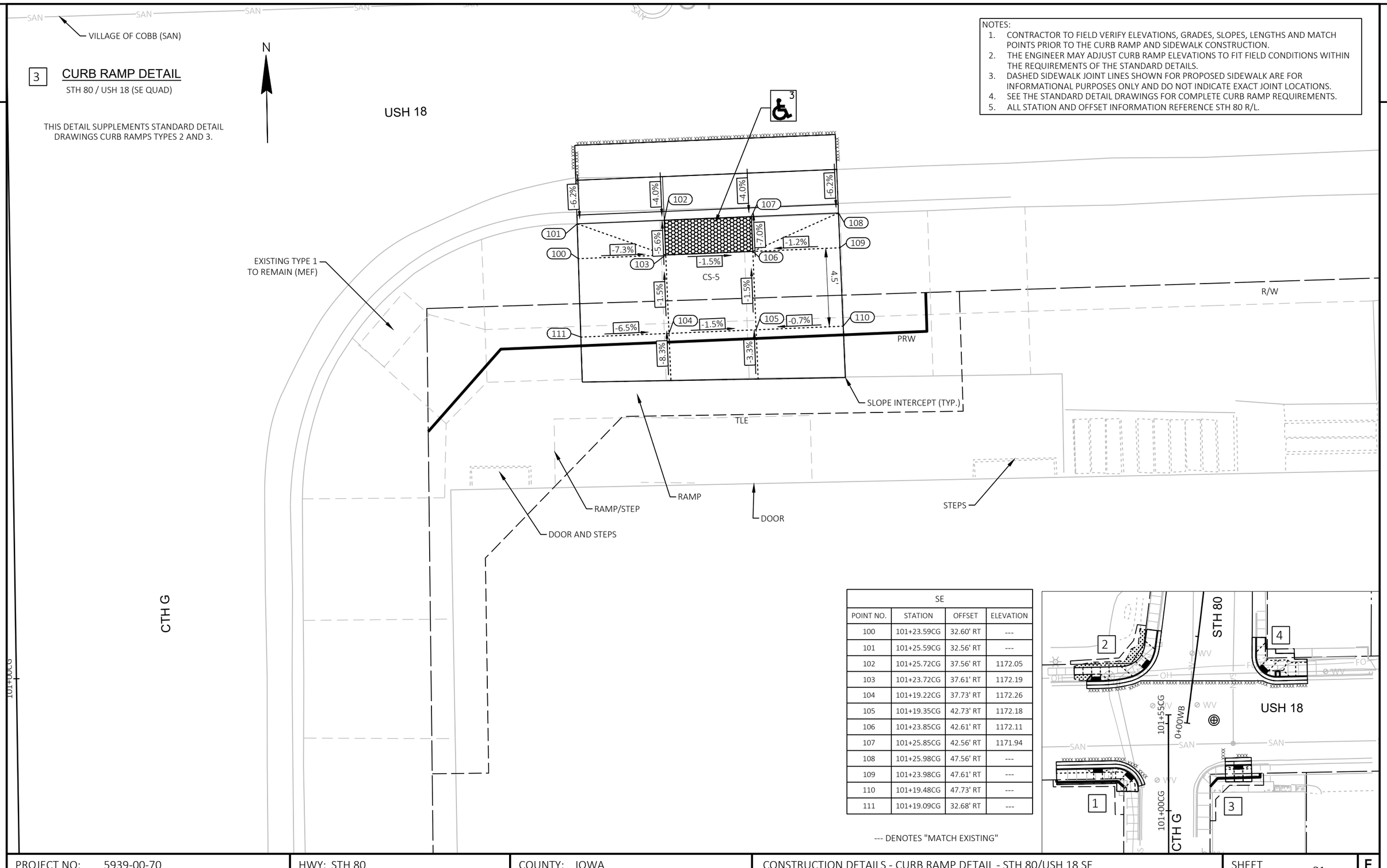
2

3 CURB RAMP DETAIL

STH 80 / USH 18 (SE QUAD)

THIS DETAIL SUPPLEMENTS STANDARD DETAIL DRAWINGS CURB RAMPS TYPES 2 AND 3.

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO THE CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
3. DASHED SIDEWALK JOINT LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATIONAL PURPOSES ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 80 R/L.



SE			
POINT NO.	STATION	OFFSET	ELEVATION
100	101+23.59CG	32.60' RT	---
101	101+25.59CG	32.56' RT	---
102	101+25.72CG	37.56' RT	1172.05
103	101+23.72CG	37.61' RT	1172.19
104	101+19.22CG	37.73' RT	1172.26
105	101+19.35CG	42.73' RT	1172.18
106	101+23.85CG	42.61' RT	1172.11
107	101+25.85CG	42.56' RT	1171.94
108	101+25.98CG	47.56' RT	---
109	101+23.98CG	47.61' RT	---
110	101+19.48CG	47.73' RT	---
111	101+19.09CG	32.68' RT	---

--- DENOTES "MATCH EXISTING"

PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	CONSTRUCTION DETAILS - CURB RAMP DETAIL - STH 80/USH 18 SE	SHEET 21	E

2

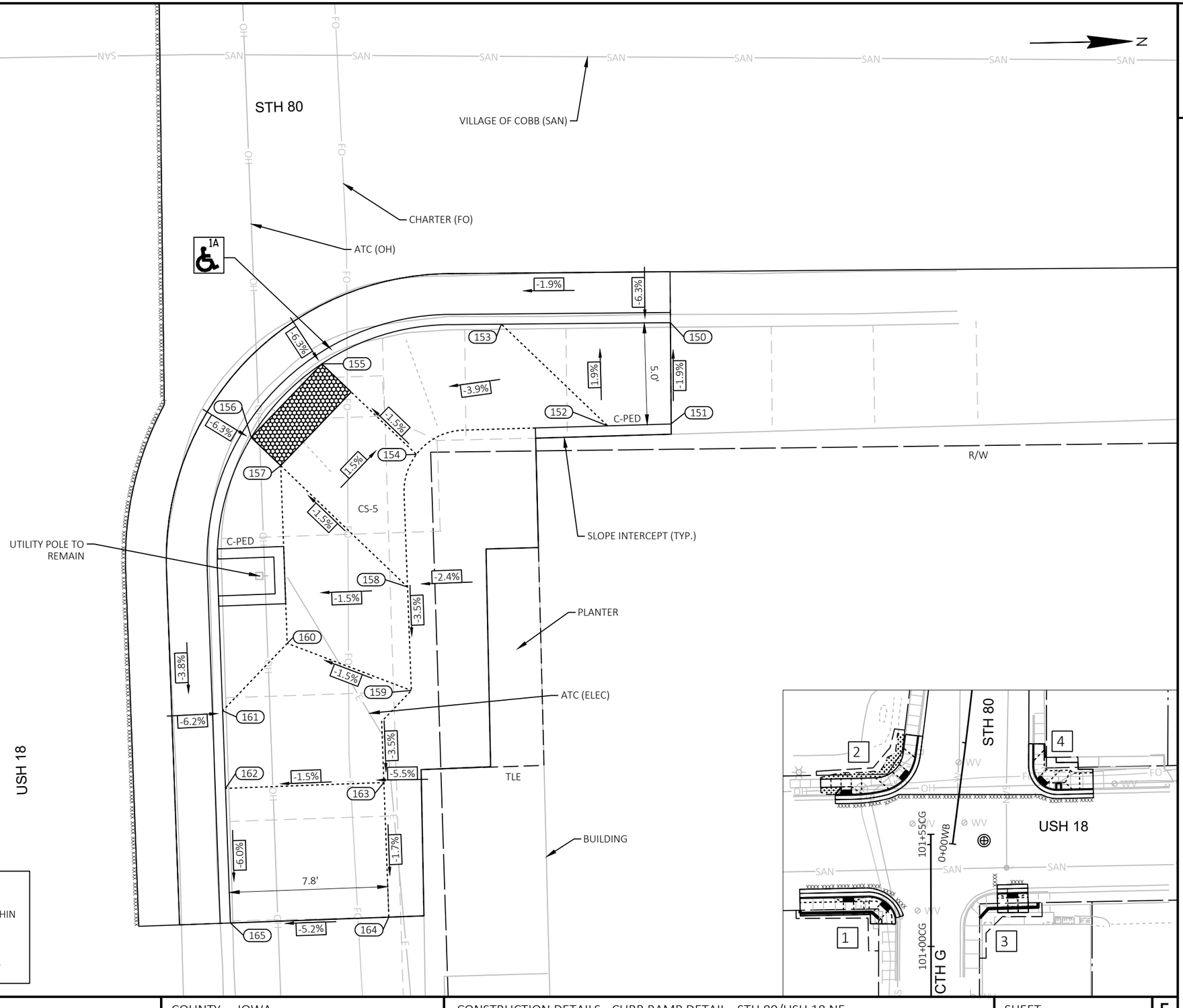
4 CURB RAMP DETAIL

STH 80 / USH 18 (NE QUAD)

THIS DETAIL SUPPLEMENTS STANDARD DETAIL DRAWINGS CURB RAMPS TYPES 1 AND 1-A.

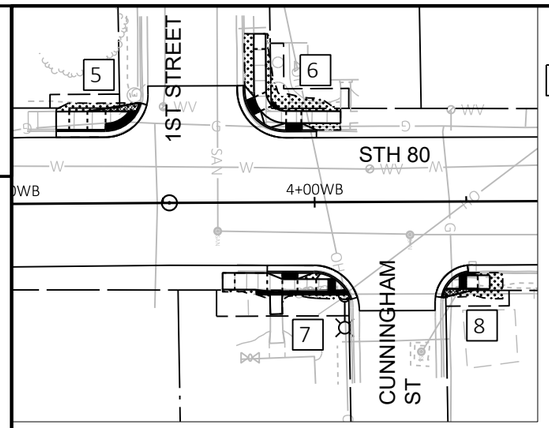
NE			
POINT NO.	STATION	OFFSET	ELEVATION
150	0+53.67WB	33.17' RT	---
151	0+54.22WB	38.11' RT	---
152	0+51.23WB	38.55' RT	1173.30
153	0+45.61WB	34.18' RT	1173.22
154	0+42.23WB	41.01' RT	1172.66
155	0+37.11WB	37.13' RT	1172.86
156	0+34.09WB	41.12' RT	1172.49
157	0+35.68WB	42.33' RT	1172.52
158	0+42.55WB	47.52' RT	1172.59
159	0+43.32WB	52.54' RT	1172.43
160	0+37.01WB	50.95' RT	1172.41
161	0+34.24WB	54.60' RT	1172.39
162	0+34.82WB	58.37' RT	1172.03
163	0+42.51WB	57.18' RT	1172.24
164	0+43.52WB	63.71' RT	---
165	0+35.83WB	64.90' RT	---

--- DENOTES "MATCH EXISTING"



NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO THE CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
3. DASHED SIDEWALK JOINT LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATIONAL PURPOSES ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 80 R/L.

PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	CONSTRUCTION DETAILS - CURB RAMP DETAIL - STH 80/USH 18 NE	SHEET 22	E

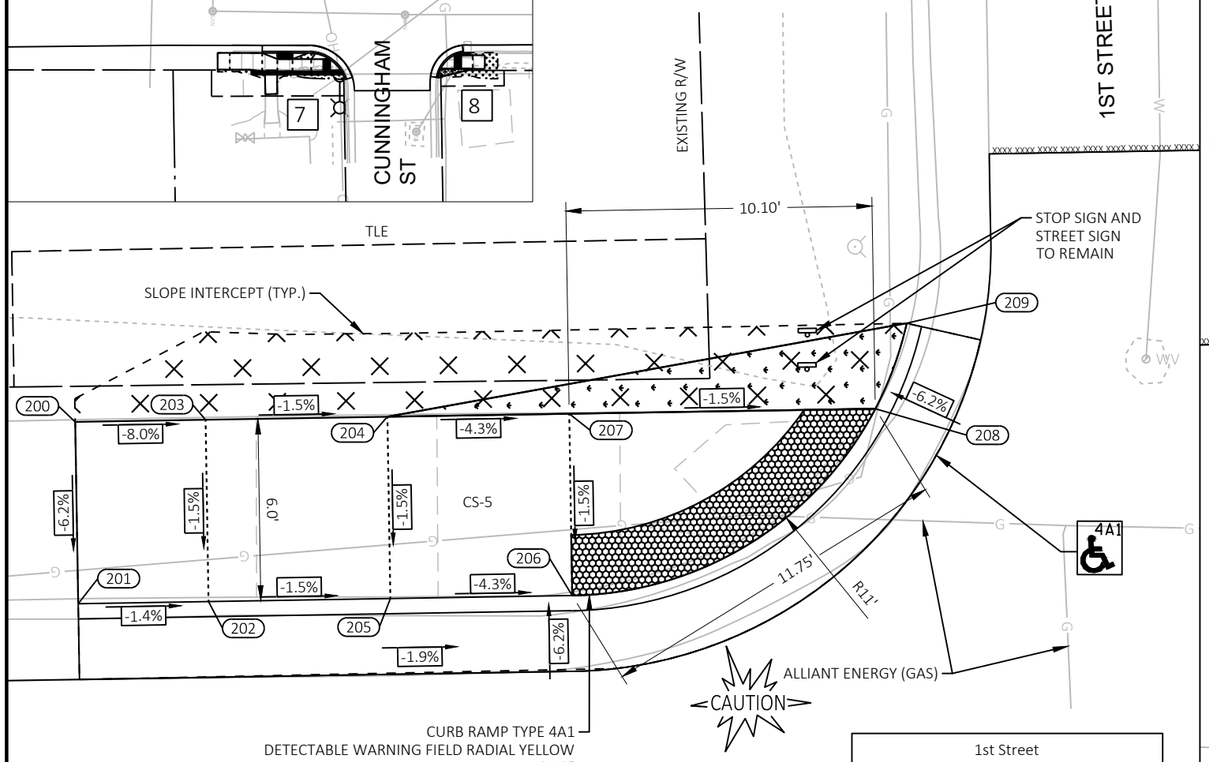


N

5 CURB RAMP DETAIL

STH 80 / 1ST STREET (SW QUAD)

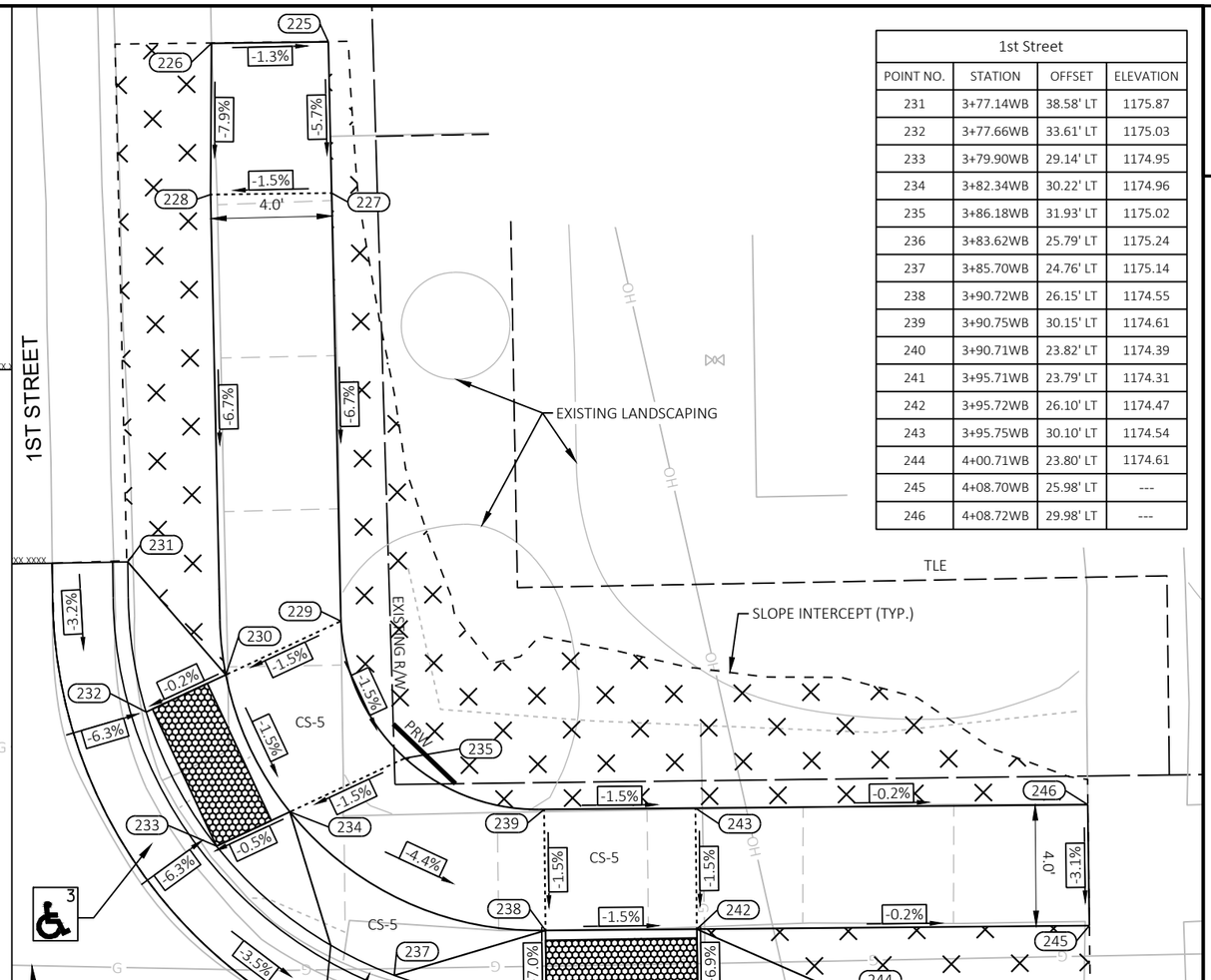
THIS DETAIL SUPPLEMENTS STANDARD DETAIL DRAWINGS CURB RAMPS TYPES 4A AND 4A1.



1st Street			
POINT NO.	STATION	OFFSET	ELEVATION
200	3+14.91WB	30.36' LT	---
201	3+14.89WB	24.36' LT	---
202	3+19.19WB	24.35' LT	1176.73
203	3+19.21WB	30.35' LT	1176.82
204	3+25.21WB	30.33' LT	1176.73
205	3+25.19WB	24.33' LT	1176.64
206	3+31.19WB	24.32' LT	1176.38
207	3+31.21WB	30.32' LT	1176.47
208	3+41.31WB	30.29' LT	1176.32
209	3+42.40WB	33.08' LT	1176.76
225	3+84.08WB	55.65' LT	---
226	3+80.22WB	55.67' LT	---
227	3+84.10WB	50.65' LT	1176.05
228	3+80.10WB	50.67' LT	1175.99
229	3+84.15WB	36.50' LT	1175.10
230	3+80.31WB	34.79' LT	1175.03

--- DENOTES "MATCH EXISTING"

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO THE CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
3. DASHED SIDEWALK JOINT LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATIONAL PURPOSES ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 80 R/L.



1st Street			
POINT NO.	STATION	OFFSET	ELEVATION
231	3+77.14WB	38.58' LT	1175.87
232	3+77.66WB	33.61' LT	1175.03
233	3+79.90WB	29.14' LT	1174.95
234	3+82.34WB	30.22' LT	1174.96
235	3+86.18WB	31.93' LT	1175.02
236	3+83.62WB	25.79' LT	1175.24
237	3+85.70WB	24.76' LT	1175.14
238	3+90.72WB	26.15' LT	1174.55
239	3+90.75WB	30.15' LT	1174.61
240	3+90.71WB	23.82' LT	1174.39
241	3+95.71WB	23.79' LT	1174.31
242	3+95.72WB	26.10' LT	1174.47
243	3+95.75WB	30.10' LT	1174.54
244	4+00.71WB	23.80' LT	1174.61
245	4+08.70WB	25.98' LT	---
246	4+08.72WB	29.98' LT	---

N

6 CURB RAMP DETAIL

STH 80 / 1ST STREET (NW QUAD)

THIS DETAIL SUPPLEMENTS STANDARD DETAIL DRAWINGS CURB RAMPS TYPE 1 AND 1-A AND CURB RAMP TYPES 2 AND 3.

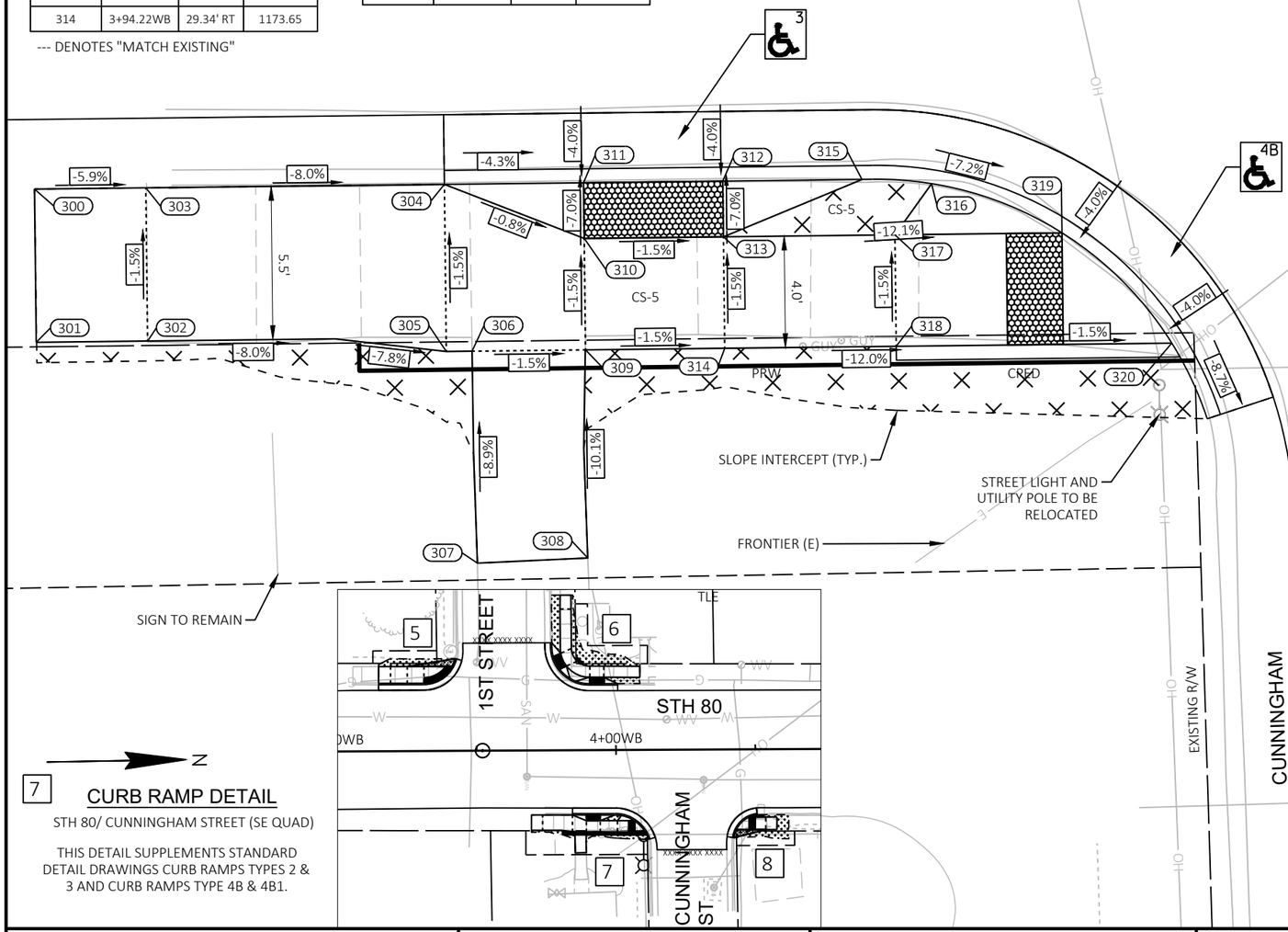
PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	CONSTRUCTION DETAILS - CURB RAMP DETAIL - 1ST STREET	SHEET 23	E

FILE NAME : G:\WDOTSW\19054-000 STH 80 IOWA CO\CIVIL 3D\SHEETSPLAN\021002-CD_CURB RAMPS.DWG
LAYOUT NAME - STH 80 _1ST ST
PLOT DATE : 7/11/2022 5:15 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : ##########

Cunningham			
POINT NO.	STATION	OFFSET	ELEVATION
300	3+69.53WB	23.17' RT	---
301	3+69.50WB	28.67' RT	---
302	3+73.50WB	28.70' RT	1174.65
303	3+73.53WB	23.20' RT	1174.57
304	3+84.26WB	23.27' RT	1173.71
305	3+84.22WB	29.27' RT	1173.80
306	3+85.14WB	29.28' RT	1173.79
307	3+85.20WB	36.89' RT	---
308	3+89.16WB	36.77' RT	---
309	3+89.22WB	29.30' RT	1173.72
310	3+89.24WB	25.30' RT	1173.66
311	3+89.26WB	23.30' RT	1173.52
312	3+94.26WB	23.34' RT	1173.45
313	3+94.24WB	25.34' RT	1173.59
314	3+94.22WB	29.34' RT	1173.65

--- DENOTES "MATCH EXISTING"

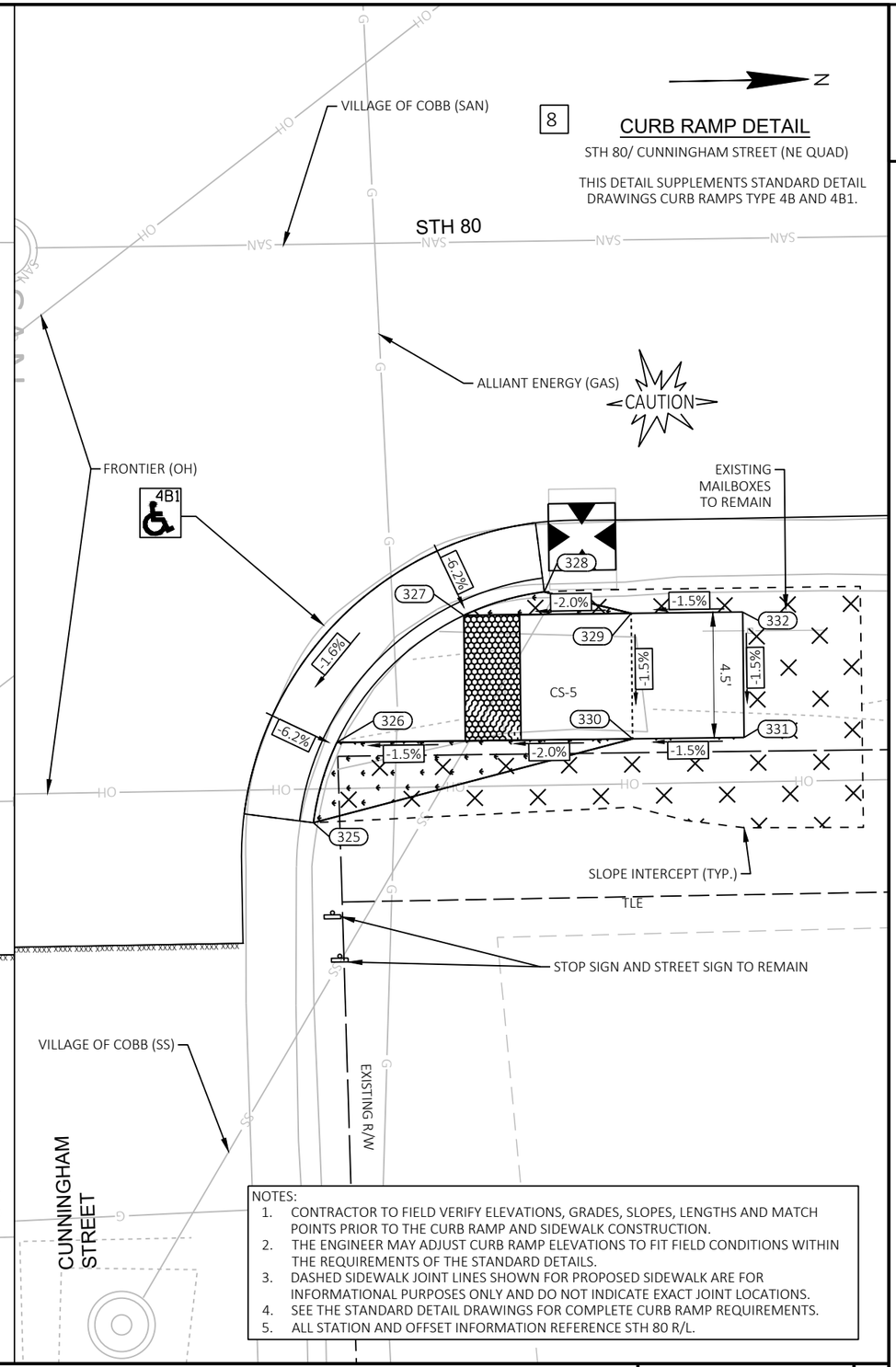
Cunningham			
POINT NO.	STATION	OFFSET	ELEVATION
315	3+99.26WB	23.37' RT	1173.80
316	4+01.75WB	23.57' RT	1173.62
317	4+00.40WB	25.38' RT	1172.85
318	4+00.38WB	29.38' RT	1172.91
319	4+06.40WB	25.41' RT	1172.13
320	4+10.27WB	29.44' RT	1172.14
325	4+42.16WB	31.64' RT	1171.93
326	4+43.05WB	28.77' RT	1171.89
327	4+47.69WB	24.30' RT	1172.01
328	4+50.59WB	23.51' RT	1172.41
329	4+53.69WB	24.34' RT	1172.12
330	4+53.66WB	28.84' RT	1172.05
331	4+57.66WB	28.86' RT	1172.11
332	4+57.69WB	24.37' RT	1172.18



7 CURB RAMP DETAIL

STH 80/ CUNNINGHAM STREET (SE QUAD)

THIS DETAIL SUPPLEMENTS STANDARD DETAIL DRAWINGS CURB RAMPS TYPES 2 & 3 AND CURB RAMPS TYPE 4B & 4B1.



8 CURB RAMP DETAIL

STH 80/ CUNNINGHAM STREET (NE QUAD)

THIS DETAIL SUPPLEMENTS STANDARD DETAIL DRAWINGS CURB RAMPS TYPE 4B AND 4B1.

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO THE CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
3. DASHED SIDEWALK JOINT LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATIONAL PURPOSES ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 80 R/L.

2

2

GENERAL NOTES FOR TRAFFIC CONTROL

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

2) A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE WORK AREAS IF WARRANTED BY CONDITIONS OR AS DIRECTED BY THE ENGINEER.

3) ALL SIGNS ARE 48" X 48" UNLESS NOTED.

4) "WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

5) ALL TYPE II BARRICADES SHALL BE 4' WIDE AND ALL TYPE III BARRICADES SHALL BE 8' WIDE, UNLESS OTHERWISE NOTED, AND EQUIPPED WITH TWO TYPE "A" (LOW INTENSITY FLASHING) LIGHTS.

6) WHEN A SEGMENT OF THE PROJECT IS NOT SHOWN ON THE STAGING PLANS, USE THE SAME TRAFFIC CONTROL AS THE PREVIOUS STAGE FOR THAT SEGMENT UNLESS OTHERWISE NOTED OR DIRECTED BY ENGINEER.

7) EXISTING AND ADVANCE WARNING TRAFFIC SIGNS MAY REQUIRE RELOCATION DURING CONSTRUCTION STAGING, INCIDENTAL TO THE CONTRACT.

8) MAINTAIN LOCAL ACCESS AT ALL TIMES UNLESS OTHERWISE NOTED IN THE TRAFFIC CONTROL PLANS.

TRAFFIC CONTROL LEGEND

TRAFFIC CONTROL BARRICADE TYPE III

TRAFFIC CONTROL BARRICADE TYPE III WITH ATTACHED SIGN AND TRAFFIC CONTROL WARNING LIGHT TYPE A

TRAFFIC CONTROL SIGNS (ON EXISTING SUPPORT)

TRAFFIC CONTROL SIGNS (ON PERMANENT SUPPORT)

MB

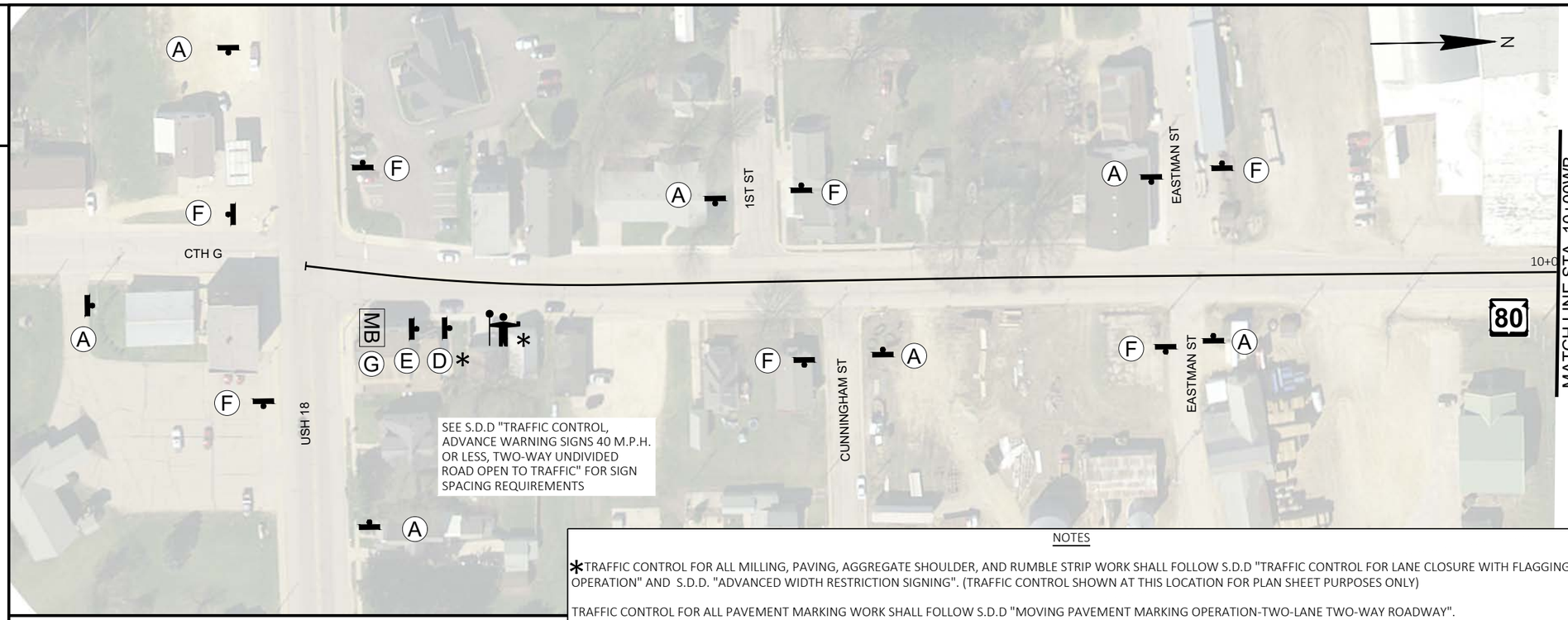
TRAFFIC CONTROL SIGNS PCMS

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	TRAFFIC CONTROL - NOTES & LEGEND	SHEET 25	E

2



A — ROAD WORK AHEAD (W20-1A)

B — ONE LANE ROAD AHEAD (W20-4A)

C — BE PREPARED TO STOP (W03-4)

D — (W20-7A)

E — ROAD WORK NEXT 7 MILES (G20-1, 60"X24")

F — END ROAD WORK (G20-2A, 48"X24")

G

FRAME 1	FRAME 2
HWY 80 CLOSED BEGINS	XXXDAY XX XX XX

PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE IN PLACE FOR 7 DAYS PRIOR TO, AND DURING, THE STH 80 DETOUR.

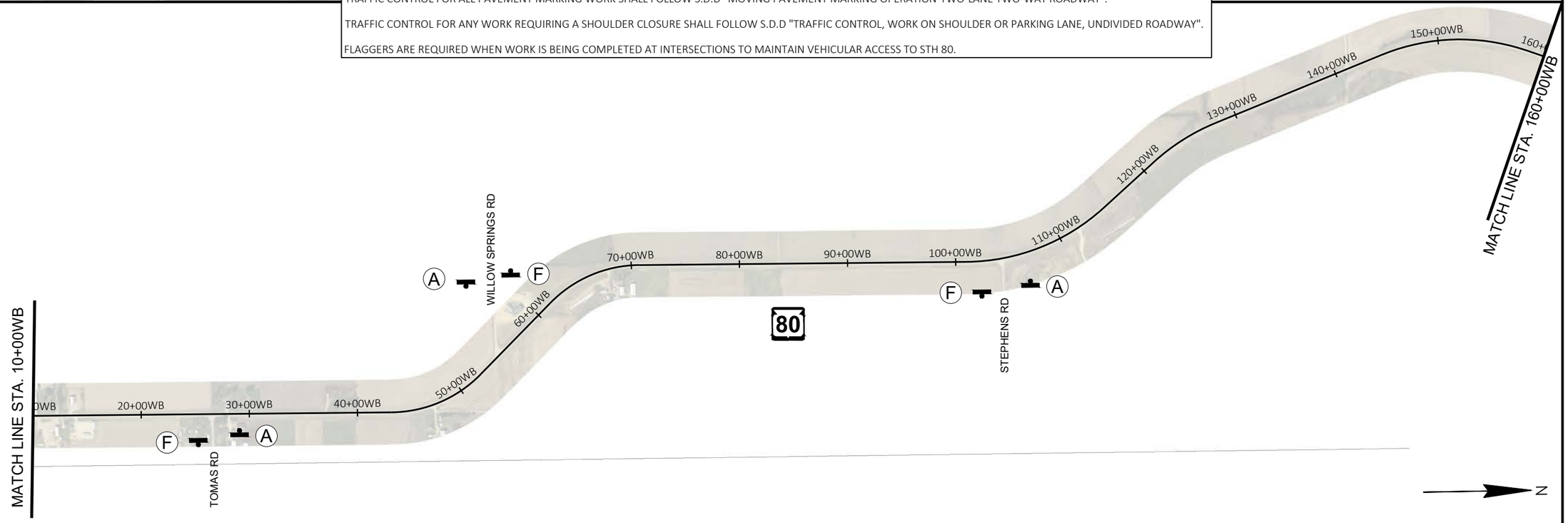
NOTES

*TRAFFIC CONTROL FOR ALL MILLING, PAVING, AGGREGATE SHOULDER, AND RUMBLE STRIP WORK SHALL FOLLOW S.D.D "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" AND S.D.D. "ADVANCED WIDTH RESTRICTION SIGNING". (TRAFFIC CONTROL SHOWN AT THIS LOCATION FOR PLAN SHEET PURPOSES ONLY)

TRAFFIC CONTROL FOR ALL PAVEMENT MARKING WORK SHALL FOLLOW S.D.D "MOVING PAVEMENT MARKING OPERATION-TWO-LANE TWO-WAY ROADWAY".

TRAFFIC CONTROL FOR ANY WORK REQUIRING A SHOULDER CLOSURE SHALL FOLLOW S.D.D "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY".

FLAGGERS ARE REQUIRED WHEN WORK IS BEING COMPLETED AT INTERSECTIONS TO MAINTAIN VEHICULAR ACCESS TO STH 80.

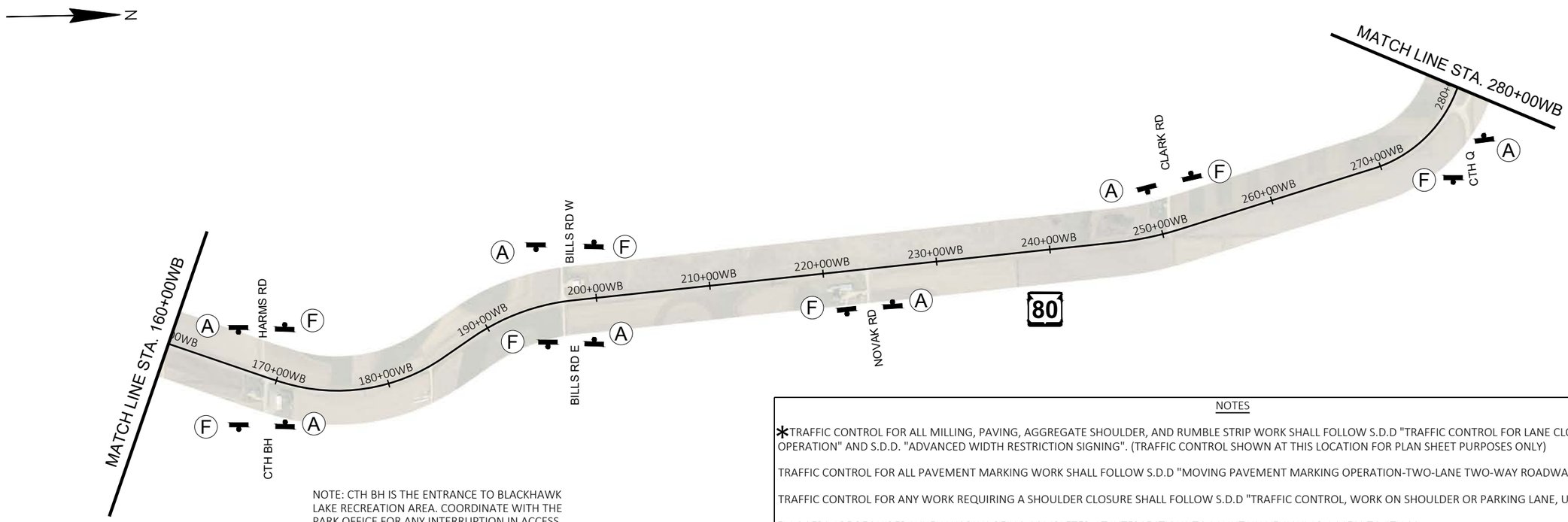


PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	TRAFFIC CONTROL OVERVIEW	SHEET 26	E

FILE NAME : G:\WDOTSW\19054-000 STH 80 IOWA CO\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\025100-TC-FLAGGING.DWG
LAYOUT NAME - sheet 1

PLOT DATE : 6/30/2022 5:17 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42



NOTE: CTH BH IS THE ENTRANCE TO BLACKHAWK LAKE RECREATION AREA. COORDINATE WITH THE PARK OFFICE FOR ANY INTERRUPTION IN ACCESS

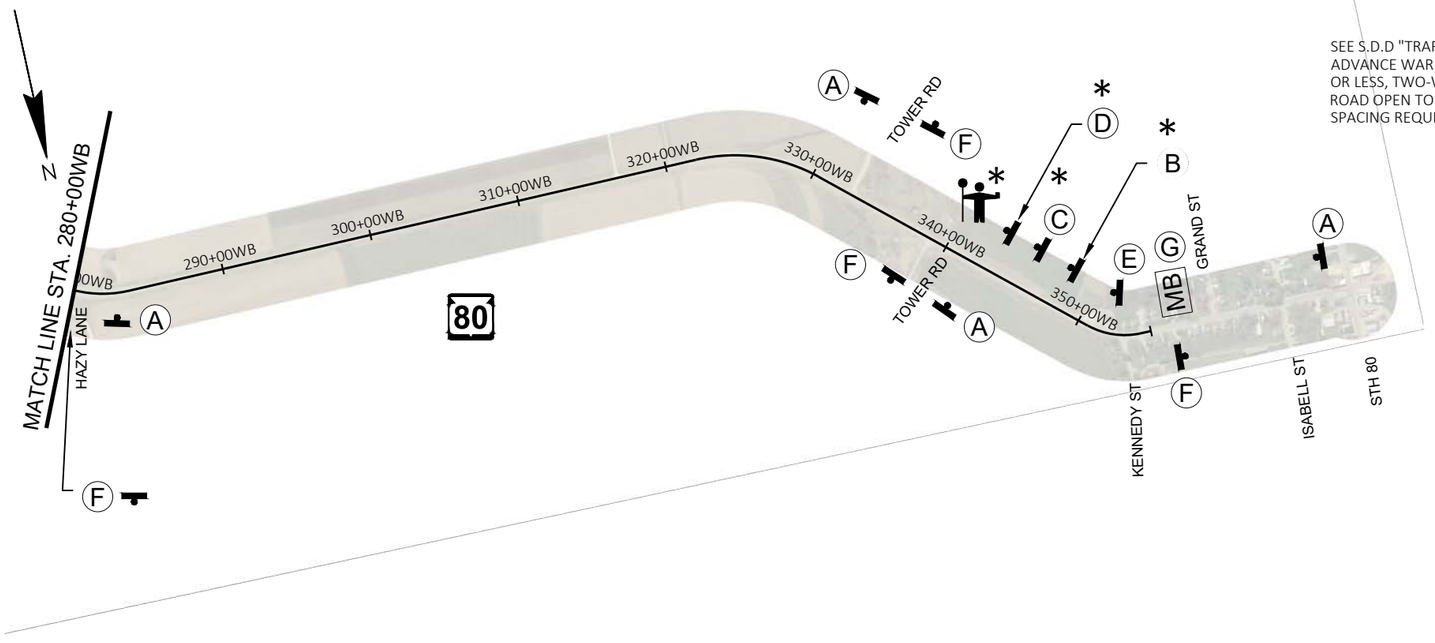
NOTES

*TRAFFIC CONTROL FOR ALL MILLING, PAVING, AGGREGATE SHOULDER, AND RUMBLE STRIP WORK SHALL FOLLOW S.D.D "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" AND S.D.D. "ADVANCED WIDTH RESTRICTION SIGNING". (TRAFFIC CONTROL SHOWN AT THIS LOCATION FOR PLAN SHEET PURPOSES ONLY)

TRAFFIC CONTROL FOR ALL PAVEMENT MARKING WORK SHALL FOLLOW S.D.D "MOVING PAVEMENT MARKING OPERATION-TWO-LANE TWO-WAY ROADWAY".

TRAFFIC CONTROL FOR ANY WORK REQUIRING A SHOULDER CLOSURE SHALL FOLLOW S.D.D "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY".

FLAGGERS ARE REQUIRED WHEN WORK IS BEING COMPLETED AT INTERSECTIONS TO MAINTAIN VEHICULAR ACCESS TO STH 80.



SEE S.D.D "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR SIGN SPACING REQUIREMENTS

A — ROAD WORK AHEAD — W20-1A

B — ONE LANE ROAD AHEAD — W20-4A

C — BE PREPARED TO STOP — W03-4

D — W20-7A

E — ROAD WORK NEXT 7 MILES — G20-1 60"X24"

F — END ROAD WORK — G20-2A 48"X24"

G

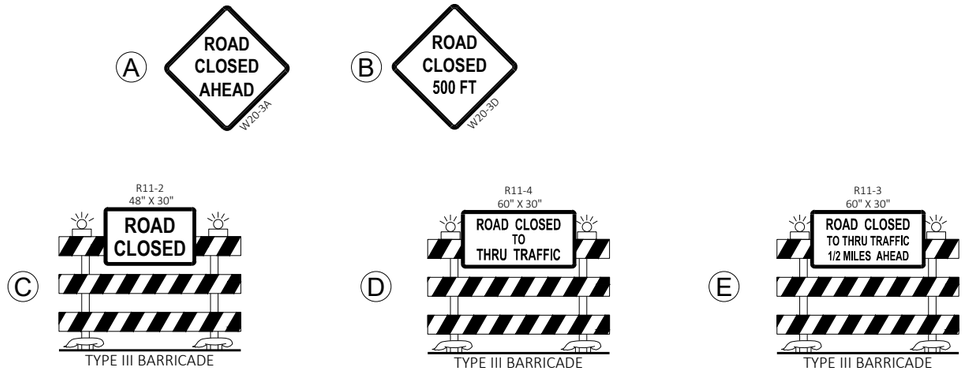
FRAME 1	FRAME 2
HWY 80	XXXDAY
CLOSED	XX XX XX
BEGINS	

PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE IN PLACE FOR 7 DAYS PRIOR TO, AND DURING, THE STH 80 DETOUR.

PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	TRAFFIC CONTROL OVERVIEW	SHEET 27	E

FILE NAME : G:\WDOTSW\19054-000 STH 80 IOWA CO\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\025100-TC-FLAGGING.DWG
LAYOUT NAME - sheet 2

PLOT DATE : 6/30/2022 5:17 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : ###########



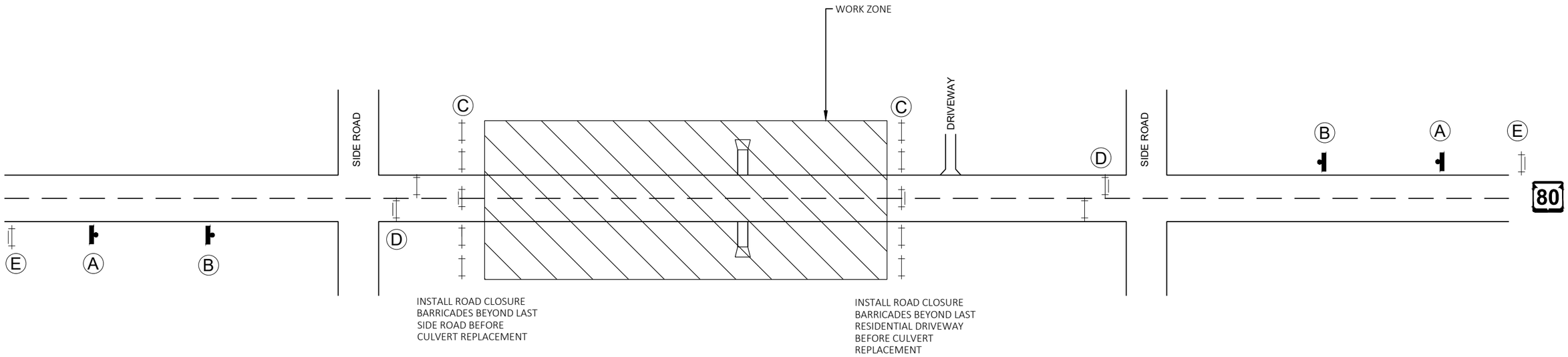
NOTES

TRAFFIC CONTROL FOR THE ROAD CLOSURE SHALL FOLLOW S.D.D "BARRICADES AND SIGNS FOR MAINLINE CLOSURES".

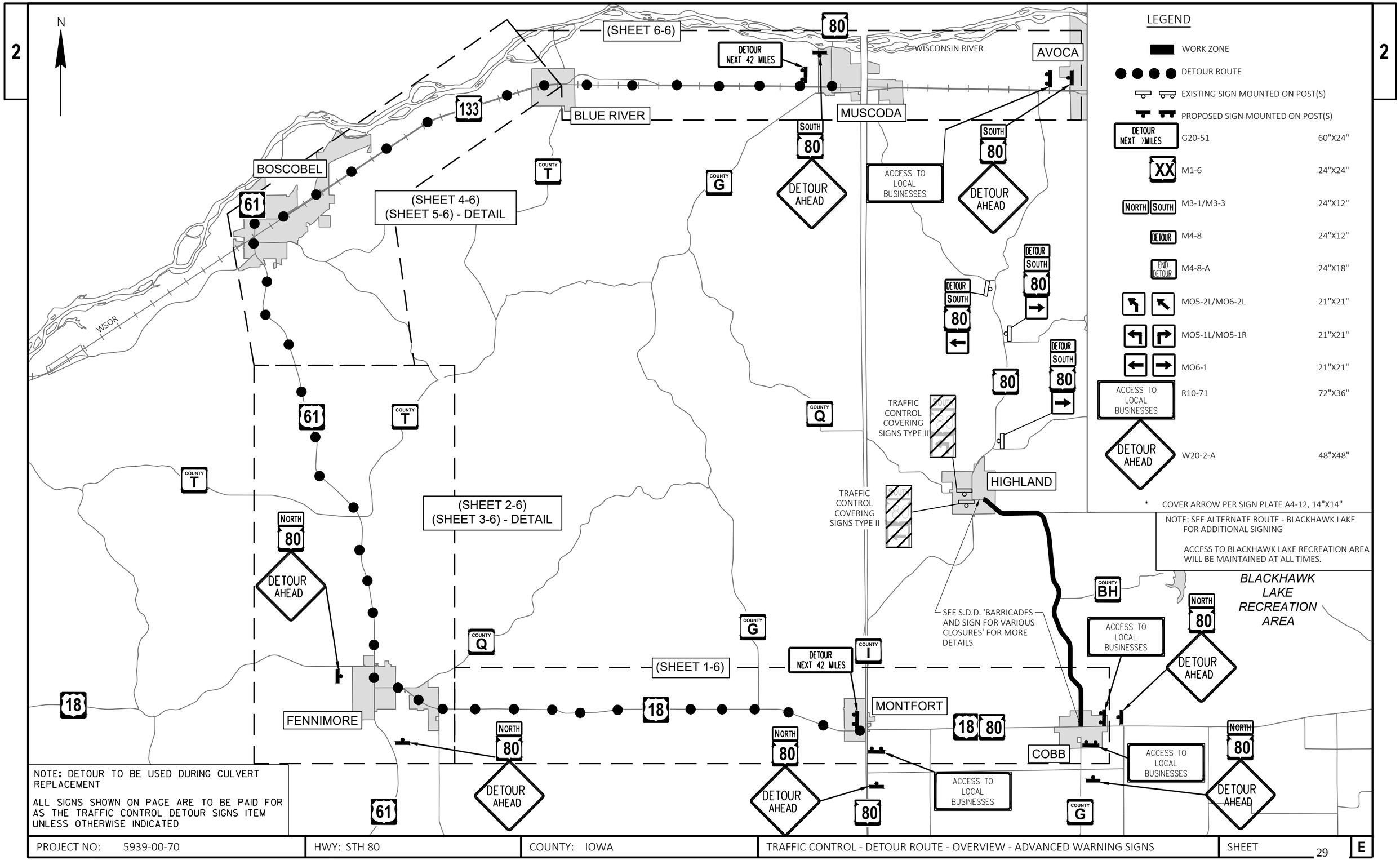
THIS DETAIL SHEET SHALL BE USED IN CONJUNCTION WITH THE DETOUR SIGNING DETAIL ONLY WHEN CULVERT PIPE WORK IS BEING COMPLETED.

VALID FOR THE CULVERTS LOCATED AT STA:

- 22+80 'WB'
- 34+43 'WB'
- 45+15 'WB'
- 45+23 'WB'
- 62+82 'WB'
- 80+92 'WB'
- 103+95 'WB'
- 137+16 'WB'
- 209+23 'WB'
- 241+18 'WB'
- 248+71 'WB'
- 280+07 'WB'
- 280+09 'WB'
- 299+05 'WB'
- 307+25 'WB'
- 314+55 'WB'



TYPICAL ROAD CLOSURE



PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	TRAFFIC CONTROL - DETOUR ROUTE - OVERVIEW - ADVANCED WARNING SIGNS	SHEET 29 E

FILE NAME : G:\WDOTSW\19054-000 STH 80 IOWA CO\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\027001-DT.DWG
LAYOUT NAME - 027001-dt
PLOT DATE : 7/11/2022 5:23 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:2 MI
WISDOT/CADDS SHEET 42

2

N

MATCH LINE A

18

DETOUR NORTH 80

MONTFORT

WEST 18

COUNTY I

SOUTH 80 COUNTY I DETOUR NORTH 80

SOUTH WEST 80 18 DETOUR NORTH 80

JCT COUNTY I

JCT COUNTY XX

END DETOUR

EAST 18 WEST 80 SOUTH 80

TRAFFIC CONTROL COVERING SIGNS TYPE II

END DETOUR

COUNTY I SOUTH 80

80

DETOUR WEST EAST NORTH 18 18 80

COUNTY XX

DETOUR WEST EAST NORTH 18 18 80

18 80

R11-3 60" X 30"

ROAD CLOSED TO THRU TRAFFIC 11 MILES AHEAD

TYPE III BARRICADE

80

DETOUR NORTH COUNTY G 80

WEST SOUTH 18 80

DETOUR WEST SOUTH NORTH 18 80 80

COBB

DETOUR NORTH 80

DETOUR 80 18

COUNTY G

2

N

MATCH LINE B

DETOUR SOUTH 80

18

DETOUR NORTH 80

WEST 18

COUNTY G

JCT COUNTY G

DETOUR NORTH 80

DETOUR SOUTH 80

JCT COUNTY G

EAST 18

DETOUR SOUTH 80

MATCH LINE A

PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	TRAFFIC CONTROL - DETOUR ROUTE (SHEET 1 - 6)	SHEET 30	E

FILE NAME : G:\WDOTSW\19054-000 STH 80 IOWA CO\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\027001-DT.DWG
LAYOUT NAME - 027001-dt - 1
PLOT DATE : 7/11/2022 5:23 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:0.5 MI
WISDOT/CADDS SHEET 42

MATCH LINE C

61

DETOUR SOUTH 80

EAST 18 | SOUTH 61 | WEST 18

SEE DETAIL - 1
(SHEET 3-6)

18

DETOUR NORTH 80

WEST 18

COUNTY Q

JCT COUNTY Q

DETOUR NORTH 80

JCT COUNTY F

COUNTY Q

COUNTY F

FENNIMORE

JCT COUNTY Q

COUNTY Q

EAST 18

DETOUR SOUTH 80

18

MATCH LINE B

JCT COUNTY F

COUNTY F

EAST 18

61

COUNTY F

N

MATCH LINE D

61

N

T

DETOUR NORTH 80

NORTH 61

T

SOUTH 61

JCT COUNTY T

DETOUR SOUTH 80

MATCH LINE C

2

PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	TRAFFIC CONTROL - DETOUR ROUTE (SHEET 2 - 6)	SHEET 31	E

FILE NAME : G:\WDOTSW\19054-000 STH 80 IOWA CO\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\027001-DT.DWG
LAYOUT NAME - 027001-dt - 2
PLOT DATE : 7/11/2022 5:23 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

NOTE: NOT ALL SIDE ROADS SHOWN FOR CLARITY PURPOSES

N

FENNIMORE

5TH STREET

7TH STREET

8TH STREET

10TH STREET

11TH STREET

12TH STREET

13TH STREET

JEFFERSON STREET

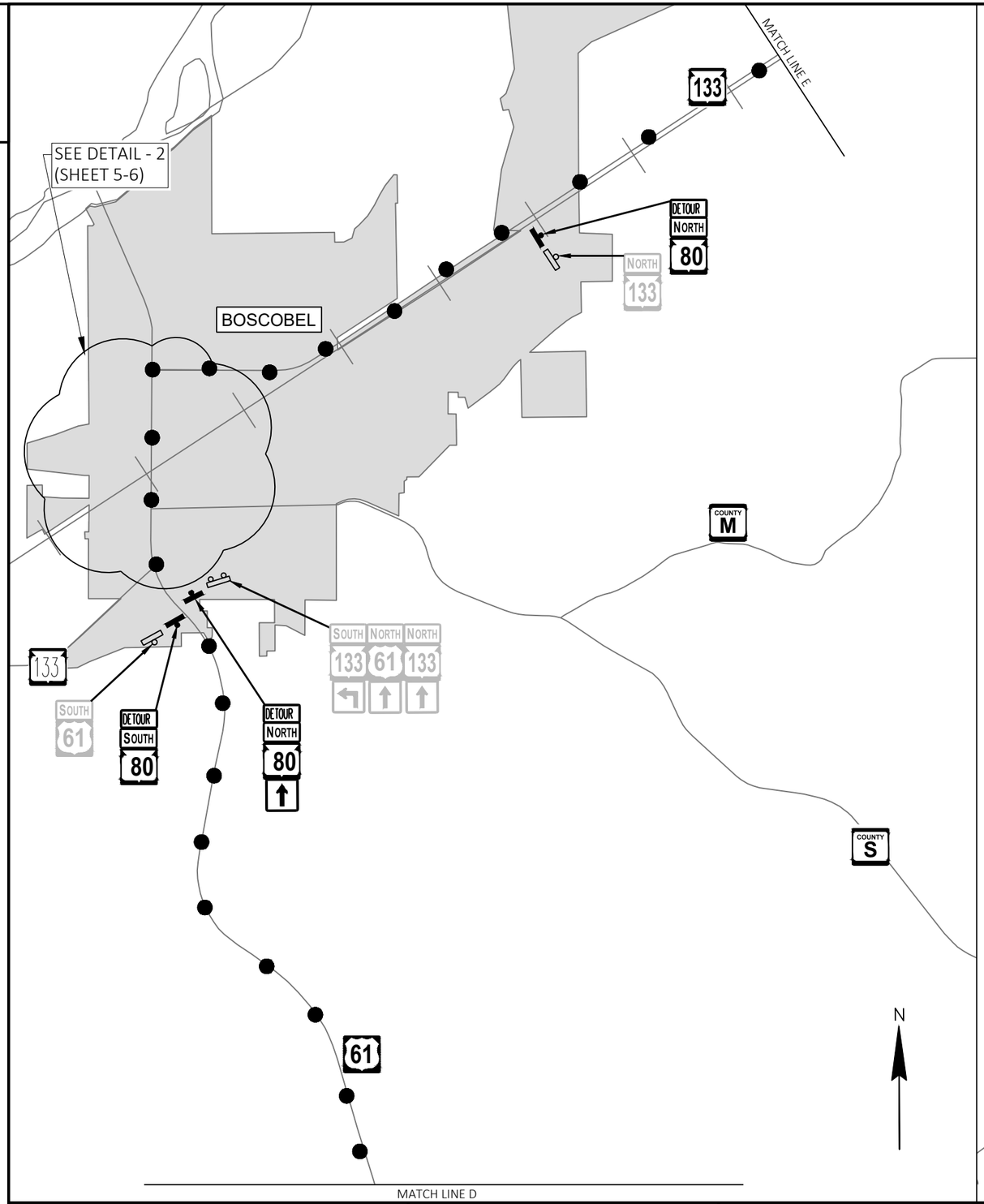
MARSDEN PARK STREET

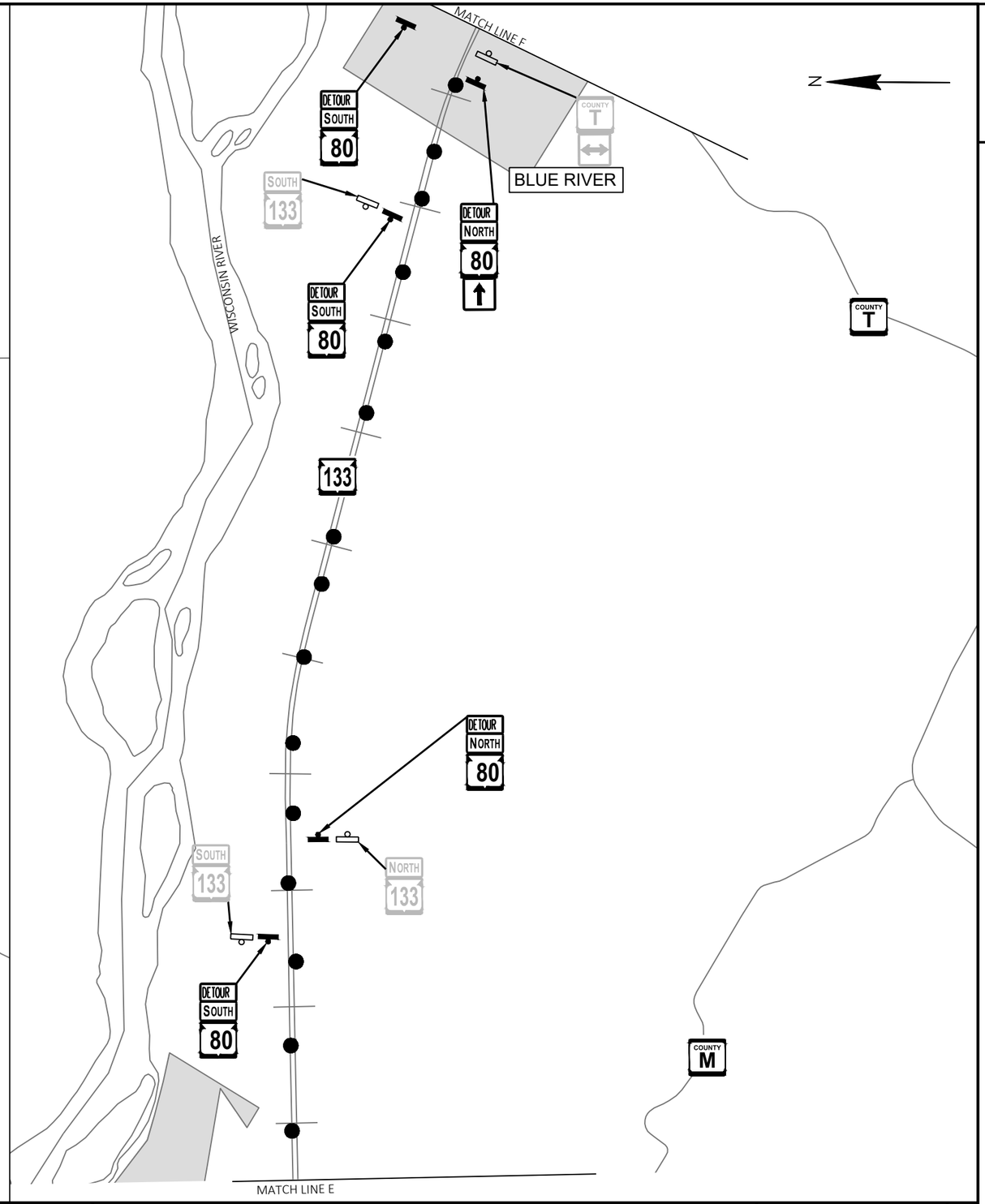
PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	TRAFFIC CONTROL - DETOUR ROUTE -- DETAIL 1 (SHEET 3 - 6)	SHEET 32	E

FILE NAME : G:\WDOTSW\19054-000 STH 80 IOWA CO\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\027001-DT.DWG
LAYOUT NAME - 027001-dt - 2 - blowup

PLOT DATE : 7/11/2022 5:23 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : ############

WISDOT/CADDS SHEET 42





2

PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	TRAFFIC CONTROL - DETOUR ROUTE (SHEET 4 - 6)	SHEET 33	E

FILE NAME : G:\WDOTSW\19054-000 STH 80 IOWA CO\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\027001-DT.DWG
LAYOUT NAME - 027001-dt - 3
PLOT DATE : 7/11/2022 5:23 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

NOTE: NOT ALL SIDE ROADS SHOWN FOR CLARITY PURPOSES

N

BOSCOBEL

W PRAIRIE STREET (STH 133)

W DU BAY STREET

W OAK STREET

PARKER STREET

MARY STREET

MARY STREET

61

133

PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	TRAFFIC CONTROL - DETOUR ROUTE - DETAIL 2 (SHEET 5 - 6)	SHEET 34	E

FILE NAME : G:\WDOTSW\19054-000 STH 80 IOWA CO\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\027001-DT.DWG
LAYOUT NAME - 027001-dt - 3 BLOWUP

PLOT DATE : 7/11/2022 5:23 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : ##########

2

2

MATCH LINE F

COUNTY T

DETOUR SOUTH 80

SOUTH 133

JCT COUNTY T

NORTH 133

BLUE RIVER

DETOUR NORTH 80

JCT COUNTY T

COUNTY T

133

WISCONSIN RIVER

N

DETOUR SOUTH 80

NORTH SOUTH 133 133

DETOUR SOUTH 80

MUSCODA

80

DETOUR SOUTH 80

SOUTH 133

SOUTH NORTH 133 80

DETOUR SOUTH 80

SOUTH NORTH 133 80

END DETOUR

NORTH SOUTH NORTH 80 80 133

TRAFFIC CONTROL COVERING SIGNS TYPE II

COUNTY G

NORTH SOUTH NORTH 80 80 133

TRAFFIC CONTROL COVERING SIGNS TYPE II

DETOUR SOUTH 80

DETOUR SOUTH 80

NORTH SOUTH NORTH 80 133

MATCH LINE G

WISCONSIN RIVER

N

JCT COUNTY P

MATCH LINE G

DETOUR NEXT 47 MILES

NORTH SOUTH 80 133

DETOUR SOUTH 80

DETOUR SOUTH NORTH 80 80

Muscoda

Cobb

DETOUR SOUTH NORTH NORTH 80 80 133

133 80

Avoca

Lone Rock

Cobb

TRAFFIC CONTROL COVERING SIGNS TYPE II

R11-3 60" X 30"

ROAD CLOSED TO THRU TRAFFIC 11 MILES AHEAD

TYPE III BARRICADE

M4-9L 30"X24"

DETOUR

TYPE III BARRICADE

80

COUNTY P

PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	TRAFFIC CONTROL - DETOUR ROUTE (SHEET 6 - 6)	SHEET 35	E

FILE NAME : G:\WDOTSW\19054-000 STH 80 IOWA CO\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\027001-DT.DWG
LAYOUT NAME - 027001-dt - 4
PLOT DATE : 7/11/2022 5:23 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : ############
WISDOT/CADDS SHEET 42

2

PHASE A (CULVERT REPAIR TO BE COMPLETED BETWEEN BOP & CTH BH)

N

80

TO Blackhawk Lake Rec Area

COUNTY I

COUNTY Q

HIGHLAND

COUNTY Q

COUNTY I

80

COUNTY BH

Blackhawk Lake Rec Area

Blackhawk Lake Rec Area

BLACKHAWK LAKE RECREATION AREA

TO Blackhawk Lake Rec Area

TO Blackhawk Lake Rec Area

MONTFORT

18 80

COBB

TO Blackhawk Lake Rec Area

TO Blackhawk Lake Rec Area

TO Blackhawk Lake Rec Area

Blackhawk Lake Rec Area

COUNTY G

80

PHASE B (CULVERT REPAIR TO BE COMPLETED BETWEEN CTH BH & EOP)

N

80

TO Blackhawk Lake Rec Area

COUNTY I

COUNTY Q

HIGHLAND

COUNTY Q

COUNTY I

COUNTY BH

Blackhawk Lake Rec Area

Blackhawk Lake Rec Area

BLACKHAWK LAKE RECREATION AREA

80

TO Blackhawk Lake Rec Area

Blackhawk Lake Rec Area

MONTFORT

18 80

COBB

Blackhawk Lake Rec Area

COUNTY G

80

LEGEND

WORK ZONE

DETOUR ROUTE

EXISTING SIGN MOUNTED ON POST

PROPOSED SIGN MOUNTED ON POST

TRAFFIC CONTROL COVERING SIGNS TYPE II

TO MO4-5 24" X 12"

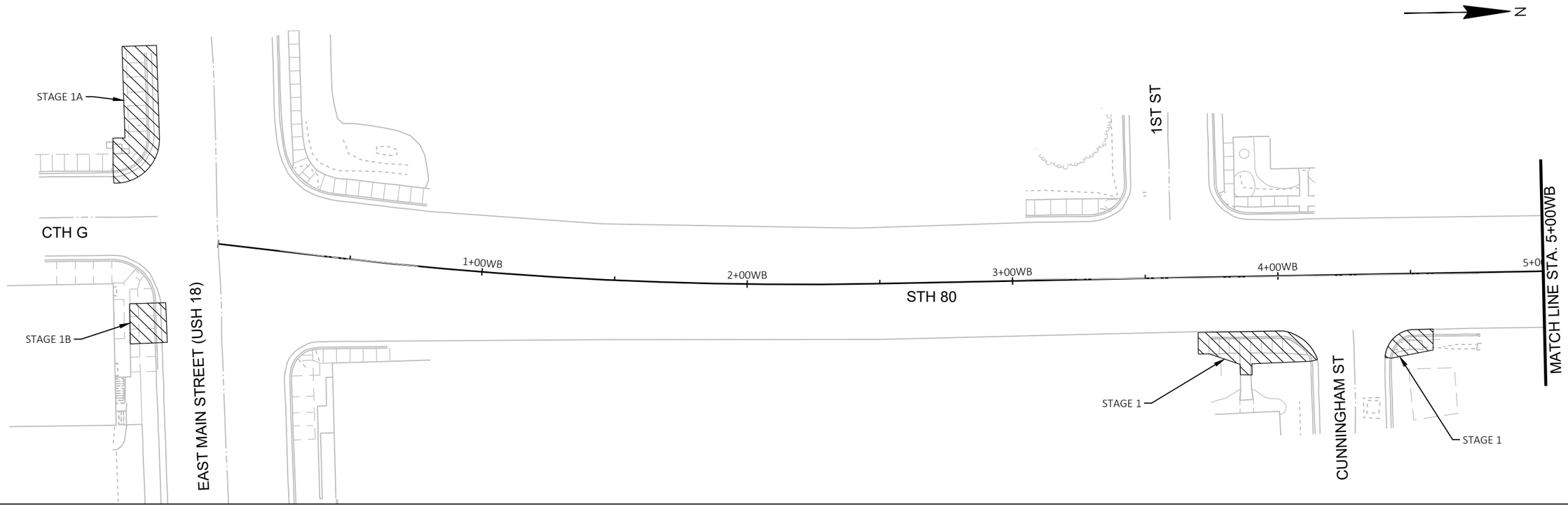
Blackhawk Lake Rec Area FIXED MESSAGE SIGN (SEE SIGN PLATE DETAILS)

* COVER ARROW PER SIGN PLATE A4-12, 14"X14"

2

PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	TRAFFIC CONTROL - ALTERNATE ROUTE - BLACKHAWK LAKE	SHEET 36	E

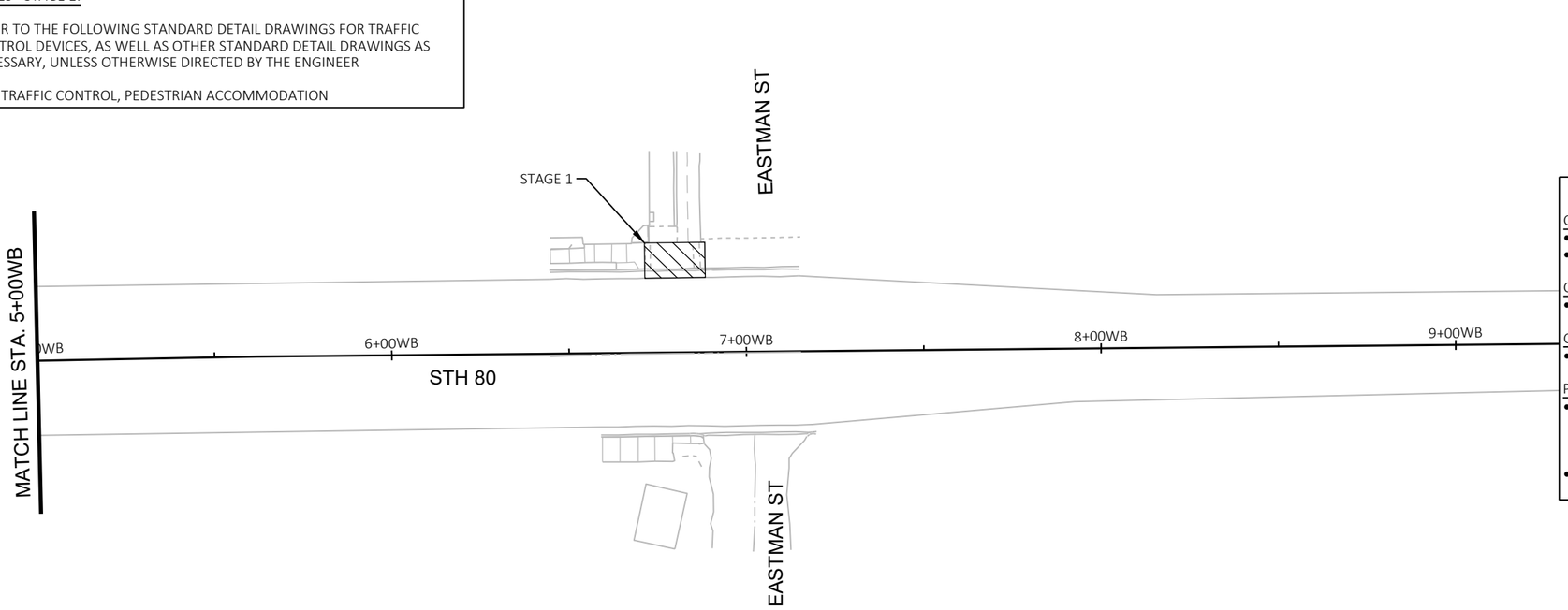
2



NOTES - STAGE 1:

REFER TO THE FOLLOWING STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL DEVICES, AS WELL AS OTHER STANDARD DETAIL DRAWINGS AS NECESSARY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER

- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION



STAGE 1 - STH 80

CONSTRUCTION OPERATIONS - STAGE 1:
- CONSTRUCT CUNNINGHAM STREET CURB RAMPS
- CONSTRUCT EASTMAN STREET (WEST) CURB RECONSTRUCT & SIDEWALK REPLACEMENT

CONSTRUCTION OPERATIONS - STAGE 1A:
- CONSTRUCT CTH G (SW) CURB RAMPS

CONSTRUCTION OPERATIONS - STAGE 1B:
- CONSTRUCT CTH G (SE) CURB RAMPS

PEDESTRIAN ACCOMMODATIONS:
- MAINTAIN AN ADA ACCESSIBLE PEDESTRIAN ACCESS, 6-FT WIDE DESIRABLE (4-FT MINIMUM) ON EITHER THE EXISTING SIDEWALK OR A TEMPORARY SIDEWALK SURFACE FOR ALL BUSINESS AND RESIDENTIAL ENTRANCES ALONG STH 80 THROUGH THE WORK ZONE DURING CURB RAMP REPLACEMENT.
- THE CONTRACTOR WILL ONLY BE ALLOWED TO REMOVE THE SIDEWALK ON ONE SIDE OF THE STREET AT A TIME.

PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	TRAFFIC CONTROL - PEDESTRIAN DETOUR - STAGE 1 OVERVIEW	SHEET 37	E

FILE NAME : G:\WDOTSW\19054-000 STH 80 IOWA CO\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\025100-TC-PED - STAGE 1- OVERVIEW.DWG
LAYOUT NAME - sheet 1
PLOT DATE : 6/30/2022 5:20 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : ############
WISDOT/CADDS SHEET 42

2

MATCHLINE C

N

WORK ZONE
STAGE 1

CUNNINGHAM
STREET

HSE
HSE
HSE
A/C
FLAG
IP
BLDG
BLDG
SIGN
SIGN
BLDG
IP

4+00WB

STH 80

1ST STREET

IP
IP

M4-60L

TEMPORARY
MARKING LINE
PAINT 4-INCH

TEMPORARY PEDESTRIAN
CURB RAMP

3+00WB

IP

MATCHLINE A

IP
IP

WORK ZONE
STAGE 1

BLDG
BLDG
BLDG
BLDG
BLDG
BLDG

SIDEWALK
CLOSED
R9-9

IP

7+00WB

STH 80

N

EASTMAN STREET

IP
IP

6+00WB

MATCHLINE C

2

PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	TRAFFIC CONTROL - PEDESTRIAN DETOUR STAGE 1	SHEET 38	E

FILE NAME : G:\WDOTSW\19054-000 STH 80 IOWA CO\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\025100-TC-PED - STAGE1 AND 1A.DWG
LAYOUT NAME - 03

PLOT DATE : 7/11/2022 5:26 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 44

2

MATCHLINE A

N

STH 80

DRURY STREET

W11-2
W16-7R

W11-2
W16-7L

HYDRANT

POLE

TEMPORARY PEDESTRIAN CURB RAMP

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH

EAST MAIN STREET (USH 18)

M4-60R

BLDG

BLDG

W11-2
W16-7L

W11-2
W16-7R

M4-60L

SIDEWALK CLOSED
R9-9

WORK ZONE STAGE 1A

SIDEWALK CLOSED
R9-9

CTH G

BLDG

BLDG

BLDG

M4-60R

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH

TEMPORARY PEDESTRIAN CURB RAMP

DRIVEWAY

PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	TRAFFIC CONTROL - PEDESTRIAN DETOUR STAGE 1A	SHEET 39	E

FILE NAME : G:\WDOTSW\19054-000 STH 80 IOWA CO\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\025100-TC-PED - STAGE1 AND 1A.DWG
LAYOUT NAME - 01

PLOT DATE : 7/11/2022 5:26 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

2

MATCHLINE A

STH 80

CTH G

N

EAST MAIN STREET (USH 18)

W11-2
W16-7R

W11-2
W16-7L

HYDRANT

SIGN

TEMPORARY PEDESTRIAN CURB RAMP

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH

TEMPORARY PEDESTRIAN CURB RAMP

SIDEWALK CLOSED
R9-9

WORK ZONE STAGE 1B

M4-60L

W11-2
W16-7L

W11-2
W16-7R

M4-60L

M4-60R

BLDG

BLDG

BLDG

BLDG

2

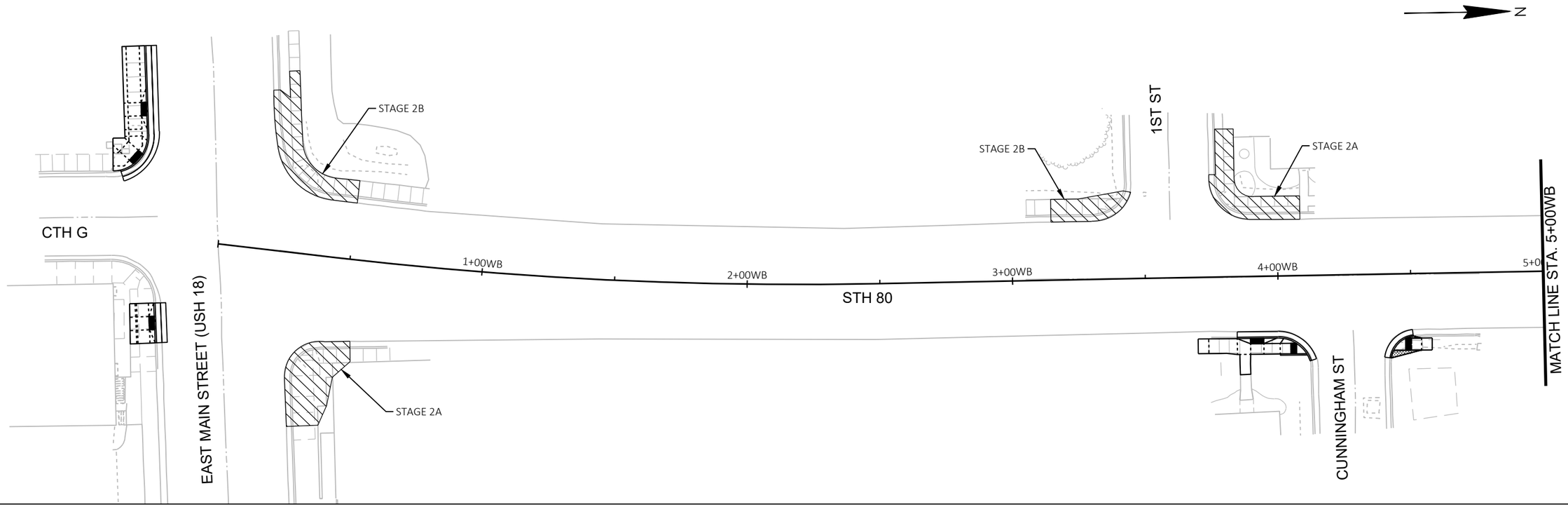
PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	TRAFFIC CONTROL - PEDESTRIAN DETOUR STAGE 1B	SHEET 40	E

FILE NAME : G:\WDOTSW\19054-000 STH 80 IOWA CO\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\025100-TC-PED - STAGE1B.DWG
LAYOUT NAME - 02

PLOT DATE : 7/11/2022 5:28 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

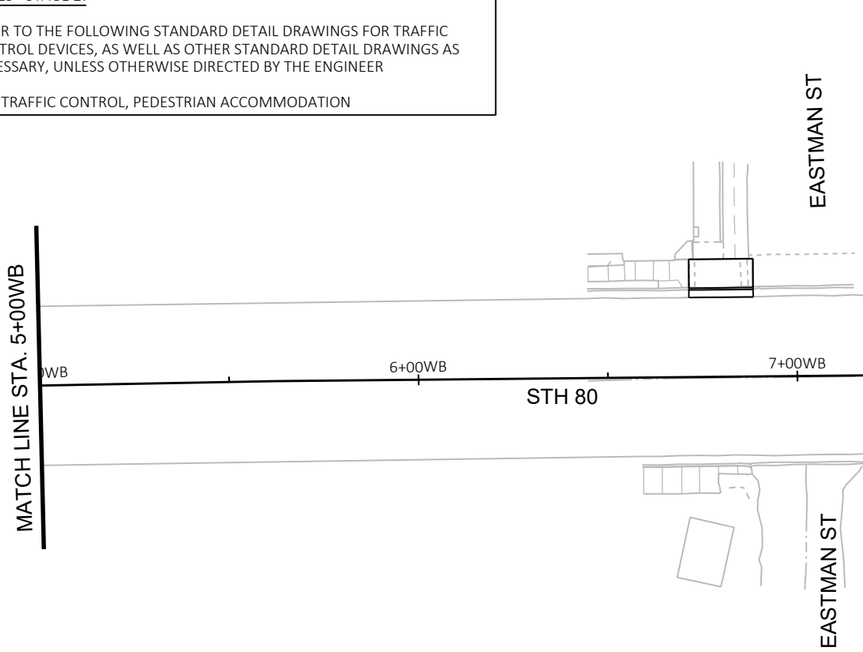
2



NOTES - STAGE 2:

REFER TO THE FOLLOWING STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL DEVICES, AS WELL AS OTHER STANDARD DETAIL DRAWINGS AS NECESSARY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER

- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION



STAGE 2 - STH 80

CONSTRUCTION OPERATIONS - STAGE 2A:

- CONSTRUCT USH 18/STH 80 (NE) CURB RAMPS
- CONSTRUCT 1ST STREET (NW) CURB RAMPS

CONSTRUCTION OPERATIONS - STAGE 2B:

- CONSTRUCT USH 18/STH 80 (NW) CURB RAMPS
- CONSTRUCT 1ST STREET (SW) CURB RAMPS

PEDESTRIAN ACCOMMODATIONS:

- MAINTAIN AN ADA ACCESSIBLE PEDESTRIAN ACCESS, 6-FT WIDE DESIRABLE (4-FT MINIMUM) ON EITHER THE EXISTING SIDEWALK OR A TEMPORARY SIDEWALK SURFACE FOR ALL BUSINESS AND RESIDENTIAL ENTRANCES ALONG STH 80 THROUGH THE WORK ZONE DURING CURB RAMP REPLACEMENT.
- THE CONTRACTOR WILL ONLY BE ALLOWED TO REMOVE THE SIDEWALK ON ONE SIDE OF THE STREET AT A TIME.

PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	TRAFFIC CONTROL - PEDESTRIAN DETOUR - STAGE 2 OVERVIEW	SHEET 41	E

FILE NAME : G:\WDOTSW\19054-000 STH 80 IOWA CO\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\025100-TC-PED - STAGE 2- OVERVIEW.DWG
LAYOUT NAME - sheet 1

PLOT DATE : 6/30/2022 5:21 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : ##########

DRURY STREET

W11-2
W16-7R

HYDRANT

POLE

M4-60R

W11-2
W16-7L

TEMPORARY PEDESTRIAN CURB RAMP

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH

MATCHLINE A

STH 80

SIDEWALK CLOSED
R9-9

BLDG

WORK ZONE STAGE 2A

SIDEWALK CLOSED
R9-9

EAST MAIN STREET (USH 18)

MATCHLINE B

M4-60L

CTH G

N

2

W11-2
W16-7L

W11-2
W16-7R

M4-60R

W11-2
W16-7R

W11-2
W16-7L

M4-60L

SIGN

HYDRANT

TEMPORARY PEDESTRIAN CURB RAMP

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH

MATCHLINE B

EAST MAIN STREET (USH 18)

W11-2
W16-7L

TEMPORARY PEDESTRIAN CURB RAMP

W11-2
W16-7R

M4-60L

M4-60R

N

IP

IP

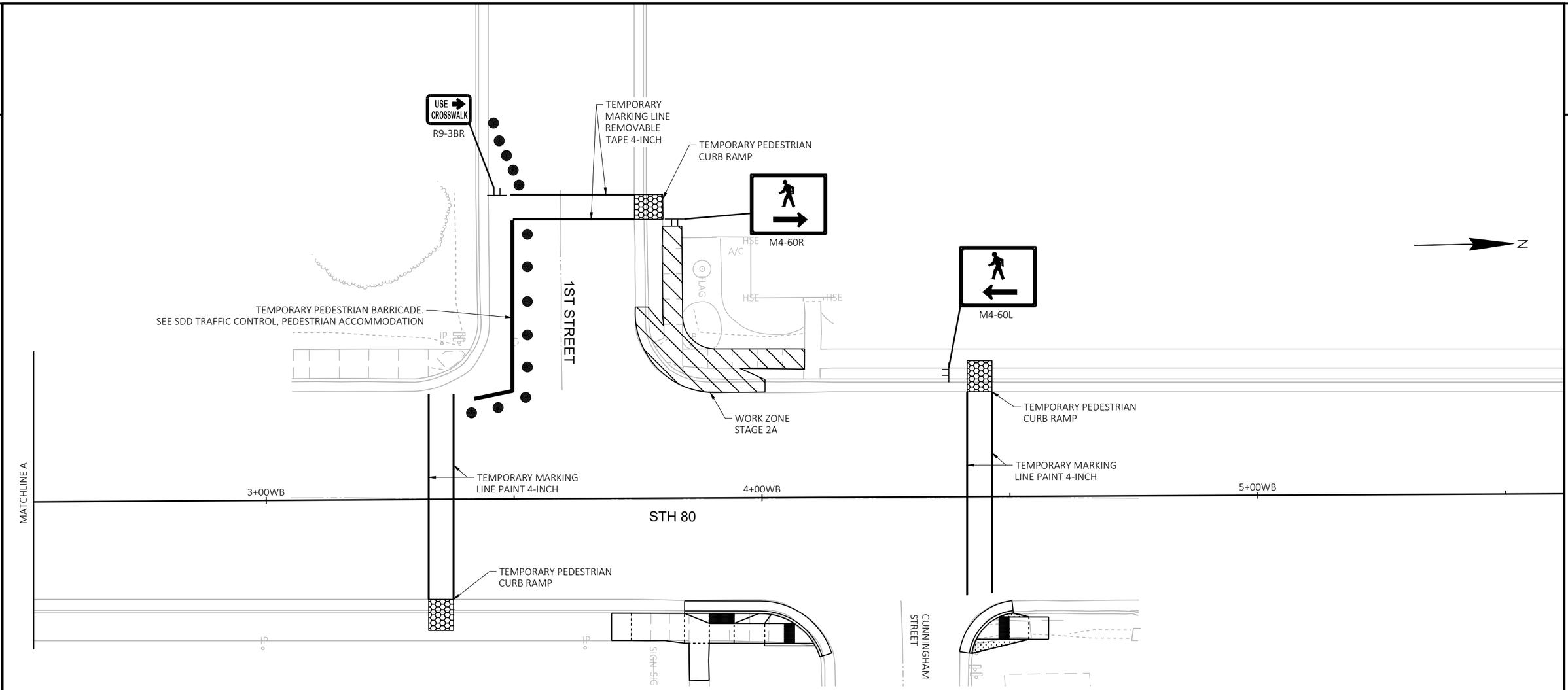
PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	TRAFFIC CONTROL - PEDESTRIAN DETOUR STAGE 2A	SHEET 42	E

FILE NAME : G:\WDOTSW\19054-000 STH 80 IOWA CO\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\025100-TC-PED - STAGE 2A.DWG
LAYOUT NAME - 01

PLOT DATE : 7/11/2022 5:37 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

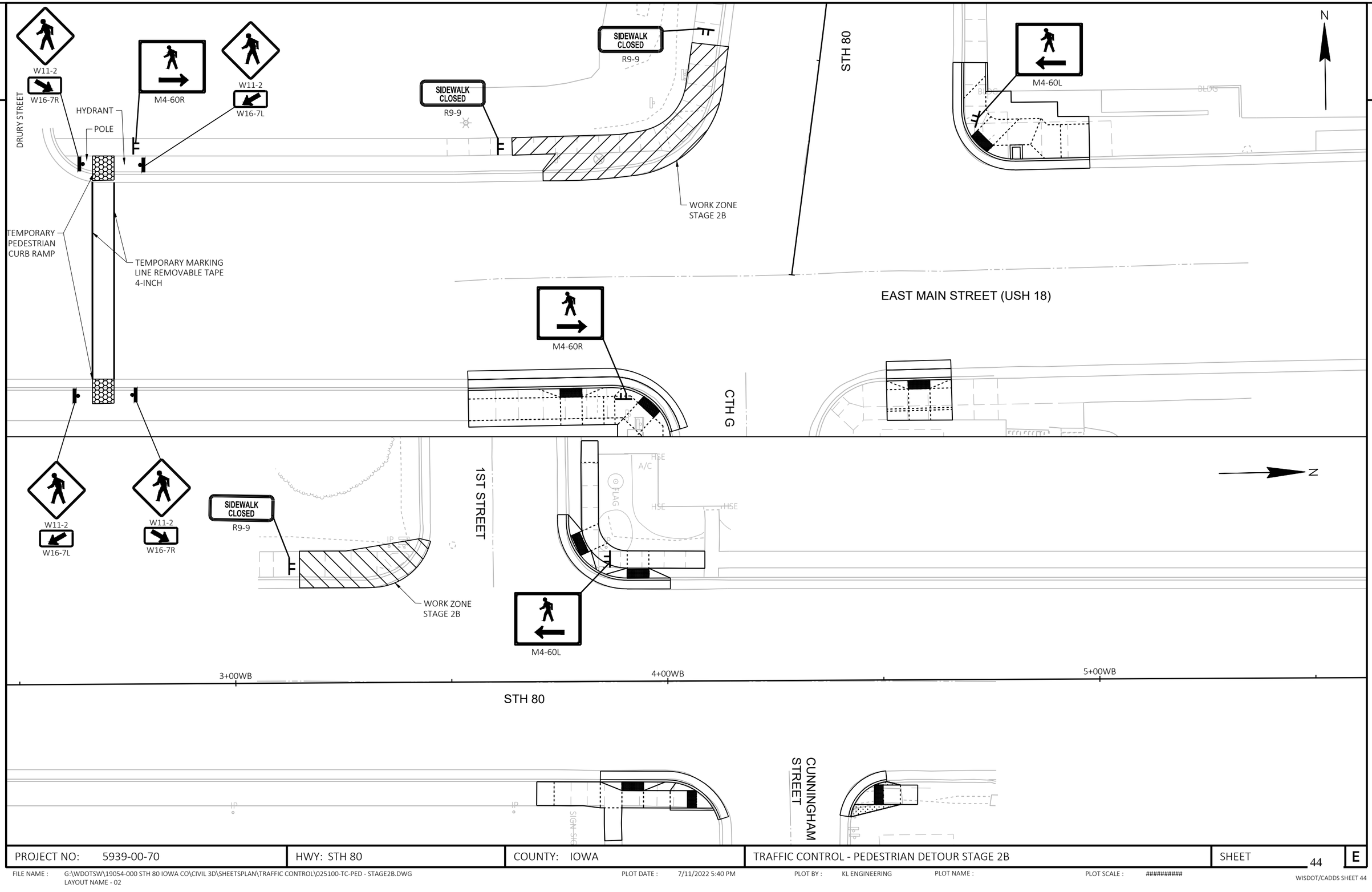
2



PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	TRAFFIC CONTROL - PEDESTRIAN DETOUR STAGE 2A	SHEET 43	E

FILE NAME : G:\WDOTSW\19054-000 STH 80 IOWA CO\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\025100-TC-PED - STAGE 2A.DWG
LAYOUT NAME - 01 (2)

PLOT DATE : 7/11/2022 5:37 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : ##########


W11-2
W16-7R
M4-60R
W11-2
W16-7L
DRURY STREET
HYDRANT
POLE
SIDEWALK CLOSED
R9-9
SIDEWALK CLOSED
R9-9
WORK ZONE STAGE 2B
STH 80
M4-60L
N
TEMPORARY PEDESTRIAN CURB RAMP
TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH
EAST MAIN STREET (USH 18)
M4-60R
CTH G
W11-2
W16-7L
W11-2
W16-7R
SIDEWALK CLOSED
R9-9
1ST STREET
WORK ZONE STAGE 2B
M4-60L
3+00WB
4+00WB
5+00WB
STH 80
CUNNINGHAM STREET

Estimate Of Quantities

5939-00-70

Line	Item	Item Description	Unit	Total	Qty
0002	203.0100	Removing Small Pipe Culverts	EACH	16.000	16.000
0004	204.0115	Removing Asphaltic Surface Butt Joints	SY	1,200.000	1,200.000
0006	204.0120	Removing Asphaltic Surface Milling	SY	123,800.000	123,800.000
0008	204.0150	Removing Curb & Gutter	LF	300.000	300.000
0010	204.0155	Removing Concrete Sidewalk	SY	230.000	230.000
0012	204.0165	Removing Guardrail	LF	53.000	53.000
0014	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 5939-00-70	EACH	1.000	1.000
0016	213.0100	Finishing Roadway (project) 01. 5939-00-70	EACH	1.000	1.000
0018	305.0110	Base Aggregate Dense 3/4-Inch	TON	2,000.000	2,000.000
0020	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	6,000.000	6,000.000
0022	455.0605	Tack Coat	GAL	19,700.000	19,700.000
0024	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000	1.000
0026	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	3.000	3.000
0028	460.2000	Incentive Density HMA Pavement	DOL	220.000	220.000
0030	460.2005	Incentive Density PWL HMA Pavement	DOL	18,370.000	18,370.000
0032	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	17,560.000	17,560.000
0034	460.2010	Incentive Air Voids HMA Pavement	DOL	24,321.000	24,321.000
0036	460.5224	HMA Pavement 4 LT 58-28 S	TON	24,400.000	24,400.000
0038	465.0105	Asphaltic Surface	TON	2,000.000	2,000.000
0040	465.0475	Asphalt Centerline Rumble Strips 2-Lane Rural	LF	30,450.000	30,450.000
0042	521.1024	Apron Endwalls for Culvert Pipe Steel 24-Inch	EACH	34.000	34.000
0044	521.3124	Culvert Pipe Corrugated Steel 24-Inch	LF	1,165.000	1,165.000
0046	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	300.000	300.000
0048	601.0600	Concrete Curb Pedestrian	LF	25.000	25.000
0050	602.0410	Concrete Sidewalk 5-Inch	SF	2,200.000	2,200.000
0052	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	108.000	108.000
0054	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	21.000	21.000
0056	611.0530	Manhole Covers Type J	EACH	1.000	1.000
0058	611.8110	Adjusting Manhole Covers	EACH	6.000	6.000
0060	611.8120.S	Cover Plates Temporary	EACH	6.000	6.000
0062	614.0010	Barrier System Grading Shaping Finishing	EACH	1.000	1.000
0064	614.0305	Steel Plate Beam Guard Class A	LF	188.000	188.000
0066	614.0370	Steel Plate Beam Guard Energy Absorbing Terminal	EACH	1.000	1.000
0068	616.0700.S	Fence Safety	LF	200.000	200.000
0070	618.0100	Maintenance And Repair of Haul Roads (project) 01. 5939-00-70	EACH	1.000	1.000
0072	619.1000	Mobilization	EACH	1.000	1.000
0074	624.0100	Water	MGAL	74.000	74.000
0076	625.0100	Topsoil	SY	100.000	100.000
0078	625.0500	Salvaged Topsoil	SY	4,600.000	4,600.000
0080	628.1504	Silt Fence	LF	4,200.000	4,200.000
0082	628.1520	Silt Fence Maintenance	LF	13,700.000	13,700.000
0084	628.1905	Mobilizations Erosion Control	EACH	5.000	5.000
0086	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	4.000
0088	628.2004	Erosion Mat Class I Type B	SY	4,800.000	4,800.000
0090	628.2006	Erosion Mat Urban Class I Type A	SY	100.000	100.000
0092	628.7015	Inlet Protection Type C	EACH	9.000	9.000
0094	628.7504	Temporary Ditch Checks	LF	15.000	15.000
0096	628.7555	Culvert Pipe Checks	EACH	65.000	65.000
0098	629.0210	Fertilizer Type B	CWT	1.000	1.000

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Line	Item	Item Description	Unit	Total	Qty
0100	630.0130	Seeding Mixture No. 30	LB	85.000	85.000
0102	630.0140	Seeding Mixture No. 40	LB	2.000	2.000
0104	630.0500	Seed Water	MGAL	390.000	390.000
0106	633.5200	Markers Culvert End	EACH	34.000	34.000
0108	642.5001	Field Office Type B	EACH	1.000	1.000
0110	643.0300	Traffic Control Drums	DAY	1,600.000	1,600.000
0112	643.0420	Traffic Control Barricades Type III	DAY	900.000	900.000
0114	643.0705	Traffic Control Warning Lights Type A	DAY	1,300.000	1,300.000
0116	643.0900	Traffic Control Signs	DAY	26,970.000	26,970.000
0118	643.0920	Traffic Control Covering Signs Type II	EACH	19.000	19.000
0120	643.1000	Traffic Control Signs Fixed Message	SF	97.000	97.000
0122	643.1050	Traffic Control Signs PCMS	DAY	130.000	130.000
0124	643.5000	Traffic Control	EACH	1.000	1.000
0126	644.1601	Temporary Pedestrian Curb Ramp	DAY	80.000	80.000
0128	644.1810	Temporary Pedestrian Barricade	LF	40.000	40.000
0130	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	67,400.000	67,400.000
0132	646.4520	Marking Line Same Day Epoxy 4-Inch	LF	70,300.000	70,300.000
0134	646.6120	Marking Stop Line Epoxy 18-Inch	LF	22.000	22.000
0136	646.8120	Marking Curb Epoxy	LF	230.000	230.000
0138	649.0105	Temporary Marking Line Paint 4-Inch	LF	111,570.000	111,570.000
0140	649.0120	Temporary Marking Line Epoxy 4-Inch	LF	55,700.000	55,700.000
0142	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	340.000	340.000
0144	649.0820	Temporary Marking Stop Line Epoxy 18-Inch	LF	22.000	22.000
0146	650.4500	Construction Staking Subgrade	LF	330.000	330.000
0148	650.5000	Construction Staking Base	LF	35,125.000	35,125.000
0150	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	300.000	300.000
0152	650.6000	Construction Staking Pipe Culverts	EACH	16.000	16.000
0154	650.8000	Construction Staking Resurfacing Reference	LF	35,125.000	35,125.000
0156	650.9000	Construction Staking Curb Ramps	EACH	12.000	12.000
0158	650.9910	Construction Staking Supplemental Control (project) 01. 5939-00-70	LS	1.000	1.000
0160	650.9920	Construction Staking Slope Stakes	LF	330.000	330.000
0162	690.0150	Sawing Asphalt	LF	1,420.000	1,420.000
0164	690.0250	Sawing Concrete	LF	250.000	250.000
0166	740.0440	Incentive IRI Ride	DOL	13,304.000	13,304.000
0168	SPV.0060	Special 01. Adjusting Water Valve Boxes	EACH	4.000	4.000
0170	SPV.0060	Special 02. Landmark Reference Monuments Special	EACH	3.000	3.000
0172	SPV.0060	Special 03. Unbury and Adjusting Water Valve Boxes	EACH	1.000	1.000
0174	SPV.0165	Special 01. Shotcrete Surface Repair	SF	135.000	135.000
0176	SPV.0180	Special 01. Removing Distressed Pavement Milling	SY	3,720.000	3,720.000

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REMOVING SMALL PIPE CULVERTS

203.0100

CATEGORY	STATION	(EA)	NOTES
0010			
	22+80 WB	1	24 INCH CMCP
	34+43 WB	1	24 INCH CMCP
	45+15 WB	1	24 INCH CMCP
	45+23 WB	1	24 INCH CMCP
	62+82 WB	1	24 INCH CMCP
	80+92 WB	1	24 INCH CMCP
	103+95 WB	1	24 INCH CMCP
	137+16 WB	1	24 INCH CMCP
	209+23 WB	1	24 INCH CMCP
	241+18 WB	1	24 INCH CMCP
	248+71 WB	1	24 INCH CMCP
	280+07 WB	1	24 INCH CMCP
	280+09 WB	1	24 INCH CMCP
	299+05 WB	1	24 INCH CMCP
	307+25 WB	1	24 INCH CMCP
	314+55 WB	1	24 INCH CMCP
	CAT 0010 SUBTOTAL	16	
PROJECT 5939-00-70 TOTAL		**16**	

REMOVING ASPHALTIC SURFACE BUTT JOINTS

204.0115

CATEGORY	LOCATION	STATION TO STATION	(SY)
0010			
	STH 80	0+25 - 1+25 'WB'	568
	1ST ST	--	19
	CUNNINGHAM ST	--	16
	TOMAS RD	--	15
	WILLOW SPRINGS RD	--	18
	STEPHENS RD	--	15
	HARMS RD	--	15
	CTH BH	--	17
	BILLS RD W	--	17
	NOVAK RD	--	15
	CLARK RD	--	16
	CTH Q	--	28
	TOWER RD	--	15
	TOWER RD	--	15
	STH 80	350+50 - 351+50 'WB'	413
	CAT 0010 SUBTOTAL		1,200
PROJECT 5939-00-70 TOTAL			**1,200**

REMOVING ASPHALTIC SURFACE MILLING

204.0120

CATEGORY	LOCATION	STATION TO STATION	(SY)
0010			
	CTH G	101+14 'CG' - 101+55 'CG'	20
	USH 18 - EASTMAN ST	0+24 'WB' - 7+20 'WB'	1,843
	EASTMAN ST - TOMAS RD	7+20 'WB' - 27+00 'WB'	6,708
	TOMAS RD - STEPHENS RD	27+00 'WB' - 105+00 'WB'	26,791
	STEPHENS RD - CTH BH	105+00 'WB' - 170+67 'WB'	22,163
	CTH BH - CTH Q	170+67 'WB' - 279+74 'WB'	38,555
	CTH Q - KENNEDY ST	279+74 'WB' - 351+50 'WB'	26,100
		CAT 0010 SUBTOTAL	122,180
0020			
	USH 18 - EASTMAN ST	0+25 'WB' - 7+20 'WB'	1,620
		CAT 0020 SUBTOTAL	1,620
PROJECT 5939-00-70 TOTAL			**123,800**

REMOVING CURB & GUTTER

204.0150

CATEGORY	LOCATION		(LF)
0010			
	STH 80 / USH 18	NW QUADRANT	59
	STH 80 / USH 18	SW QUADRANT	52
	STH 80 / USH 18	NE QUADRANT	47
	STH 80 / USH 18	SE QUADRANT	15
	STH 80 / 1ST ST	NW QUADRANT	33
	STH 80 / 1ST ST	SW QUADRANT	32
	STH 80 / CUNNINGHAM ST	NE QUADRANT	13
	STH 80 / CUNNINGHAM ST	SE QUADRANT	32
	STH 80 / EASTMAN ST	WEST	17
		CAT 0010 SUBTOTAL	300
PROJECT 5939-00-70 TOTAL			**300**

REMOVING CONCRETE SIDEWALK

204.0155

CATEGORY	LOCATION		(SY)
0010			
	STH 80 / USH 18	NW QUADRANT	34
	STH 80 / USH 18	SW QUADRANT	47
	STH 80 / USH 18	NE QUADRANT	43
	STH 80 / USH 18	SE QUADRANT	15
	STH 80 / 1ST ST	NW QUADRANT	23
	STH 80 / 1ST ST	SW QUADRANT	15
	STH 80 / CUNNINGHAM ST	NE QUADRANT	5
	STH 80 / CUNNINGHAM ST	SE QUADRANT	31
	STH 80 / EASTMAN ST	WEST	17
		CAT 0010 SUBTOTAL	230
PROJECT 5939-00-70 TOTAL			**230**

REMOVING GUARDRAIL

204.0165

CATEGORY	LOCATION	STATION TO STATION	OFFSET	(LF)
0010				
	CTH Q - KENNEDY ST	335+71 - 336+24 'WB'	RT	53
			CAT 0010 SUBTOTAL	53
PROJECT 5939-00-70 TOTAL				**53**

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BASE AGGREGATE DENSE

			305.0110	305.0120	624.0100
CATEGORY	LOCATION	STATION TO STATION	3/4-INCH (TON)	1 1/4-INCH (TON)	WATER (MGAL)
0010					
	CTH G	101+14 'CG' - 101+55 'CG'	19	-	0.2
	USH 18 - EASTMAN ST	0+25 'WB' - 7+20 'WB'	61	-	0.6
	EASTMAN ST - TOMAS RD	7+20 'WB' - 26+59 'WB'	46	372	4.2
	TOMAS RD - STEPHENS RD	26+59 'WB' - 104+23 'WB'	194	1,876	20.7
	STEPHENS RD - CTH BH	104+23 'WB' - 169+33 'WB'	110	372	4.8
	CTH BH - CTH Q	169+33 'WB' - 278+30 'WB'	348	1,157	15.2
	CTH Q - KENNEDY ST	278+30 'WB' - 351+50 'WB'	652	2,143	28.3
		UDISTRIBUTED	570	80	-
		CAT 0010 SUBTOTAL	2,000	6,000	74
PROJECT 5939-00-70 TOTAL			**2,000**	**6,000**	**74**

HMA ITEMS

CATEGORY	LOCATION	STATION TO STATION	455.0605 TACK COAT (GAL)	460.5224 HMA PAVEMENT 4 LT 58-28 S (TON)	REMARKS
0010					
	CTH G	101+14 'CG' - 101+55 'CG'	2	23	-
	USH 18 - EASTMAN ST	0+25 'WB' - 7+20 'WB'	256	378	-
	EASTMAN ST - TOMAS RD	7+20 'WB' - 26+59 'WB'	937	1,332	-
	TOMAS RD - STEPHENS RD	26+59 'WB' - 104+23 'WB'	3,749	5,268	-
	STEPHENS RD - CTH BH	104+23 'WB' - 169+33 'WB'	3,101	4,361	-
	CTH BH - CTH Q	169+33 'WB' - 278+30 'WB'	5,396	7,574	-
	CTH Q - KENNEDY ST	278+30 'WB' - 351+50 'WB'	3,660	5,134	-
		UNDISTRIBUTED	2,369	-	TO BE USED FOR DISTRESSED PAVEMENT AREAS
		CAT 0010 SUBTOTAL	19,470	24,070	
0020					
	USH 18 - EASTMAN ST	0+25 'WB' - 7+20 'WB'	230	330	-
		CAT 0020 SUBTOTAL	230	330	
PROJECT 5939-00-70 TOTAL			**19,700**	**24,400**	

ASPHALTIC SURFACE

CATEGORY	LOCATION	STATION TO STATION	465.0105 ASPHALTIC SURFACE (TON)	465.0475 ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL (LF)	REMARKS
0010					
	CTH G	101+14 'CG' - 101+55 'CG'	-	-	-
	USH 18 - EASTMAN ST	0+24 'WB' - 7+20 'WB'	-	-	-
	EASTMAN ST - TOMAS RD	7+20 'WB' - 27+00 'WB'	102	1,750	-
	TOMAS RD - STEPHENS RD	27+00 'WB' - 105+00 'WB'	536	6,979	-
	STEPHENS RD - CTH BH	105+00 'WB' - 170+67 'WB'	107	6,066	-
	CTH BH - CTH Q	170+67 'WB' - 279+74 'WB'	311	9,326	-
	CTH Q - KENNEDY ST	279+74 'WB' - 351+50 'WB'	494	6,329	-
		UNDISTRIBUTED	451	-	TO BE USED FOR DISTRESSED PAVEMENT AREAS
		CAT 0010 SUBTOTAL	2,000	30,450	
PROJECT 5939-00-70 TOTAL			**2,000**	**30,450**	

PWL Mixture Use Table

Location	Station	Mixture Use	Underlying Surface	Bid Item	Tons	Thickness	Quality Management Program to be used for:	
							Mixture Acceptance	Density Acceptance
PAVED SHOULDERS AT CURB RAMPS, LT AND RT	101+15 - 101+30 'G'	UPPER AND LOWER LAYERS	EXISTING MILLED SURFACE	HMA PAVEMENT 4 LT 58-28 S	3	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive.
PAVED SHOULDERS AT CURB RAMPS, LT AND RT	0+12 - 0+33 'WB'	UPPER AND LOWER LAYERS	EXISTING MILLED SURFACE	HMA PAVEMENT 4 LT 58-28 S	3	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive.
12 FT DRIVING LANES, LT AND RT	0+24 - 21+96 'WB'	UPPER AND LOWER LAYERS	EXISTING MILLED SURFACE	HMA PAVEMENT 4 LT 58-28 S	1135	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
PARKING LANES, LT AND RT	0+24 - 7+20 'WB'	UPPER AND LOWER LAYERS	EXISTING MILLED SURFACE	HMA PAVEMENT 4 LT 58-28 S	293	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive.
PAVED SHOULDERS, LT AND RT	3+31 - 4+50 'WB'	UPPER AND LOWER LAYERS	EXISTING MILLED SURFACE	HMA PAVEMENT 4 LT 58-28 S	23	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive.
PAVED SHOULDERS, LT AND RT	7+20 - 21+96 'WB'	UPPER AND LOWER LAYERS	EXISTING MILLED SURFACE	HMA PAVEMENT 4 LT 58-28 S	205	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive.
CULVERT REPLACEMENT 12FT DRIVING LANES, LT AND RT	21+96 - 23+00 'WB'	UPPER AND LOWER LAYERS	ASPHALTIC SURFACE	HMA PAVEMENT 4 LT 58-28 S	55	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
CULVERT REPLACEMENT 3FT SHOULDERS, LT AND RT	21+96 - 23+00 'WB'	UPPER AND LOWER LAYERS	ASPHALTIC SURFACE	HMA PAVEMENT 4 LT 58-28 S	14	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive.
12 FT DRIVING LANES, LT AND RT	23+00 - 33+50 'WB'	UPPER AND LOWER LAYERS	EXISTING MILLED SURFACE	HMA PAVEMENT 4 LT 58-28 S	550	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
3 FT PAVED SHOULDERS, LT AND RT	23+00 - 33+50 'WB'	UPPER AND LOWER LAYERS	EXISTING MILLED SURFACE	HMA PAVEMENT 4 LT 58-28 S	189	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive.
CULVERT REPLACEMENT 12FT DRIVING LANES, LT AND RT	33+50 - 34+54 'WB'	UPPER AND LOWER LAYERS	ASPHALTIC SURFACE	HMA PAVEMENT 4 LT 58-28 S	55	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
CULVERT REPLACEMENT 3FT PAVED SHOULDERS, LT AND RT	33+50 - 34+54 'WB'	UPPER AND LOWER LAYERS	ASPHALTIC SURFACE	HMA PAVEMENT 4 LT 58-28 S	14	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive.
12 FT DRIVING LANES, LT AND RT	34+54 - 44+63 'WB'	UPPER AND LOWER LAYERS	EXISTING MILLED SURFACE	HMA PAVEMENT 4 LT 58-28 S	527	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
3 FT PAVED SHOULDERS, LT AND RT	34+54 - 44+63 'WB'	UPPER AND LOWER LAYERS	EXISTING MILLED SURFACE	HMA PAVEMENT 4 LT 58-28 S	132	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive.
CULVERT REPLACEMENT 12FT DRIVING LANES, LT AND RT	44+63 - 45+75 'WB'	UPPER AND LOWER LAYERS	ASPHALTIC SURFACE	HMA PAVEMENT 4 LT 58-28 S	59	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
CULVERT REPLACEMENT 3FT PAVED SHOULDERS, LT AND RT	44+63 - 45+75 'WB'	UPPER AND LOWER LAYERS	ASPHALTIC SURFACE	HMA PAVEMENT 4 LT 58-28 S	15	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive.
12 FT DRIVING LANES, LT AND RT	45+75 - 62+10 'WB'	UPPER AND LOWER LAYERS	EXISTING MILLED SURFACE	HMA PAVEMENT 4 LT 58-28 S	855	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
3 FT PAVED SHOULDERS, LT AND RT	45+75 - 62+10 'WB'	UPPER AND LOWER LAYERS	EXISTING MILLED SURFACE	HMA PAVEMENT 4 LT 58-28 S	315	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive.
CULVERT REPLACEMENT 12FT DRIVING LANES, LT AND RT	62+10 - 63+14 'WB'	UPPER AND LOWER LAYERS	ASPHALTIC SURFACE	HMA PAVEMENT 4 LT 58-28 S	55	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
CULVERT REPLACEMENT 3 FT PAVED SHOULDERS, LT AND RT	62+10 - 63+14 'WB'	UPPER AND LOWER LAYERS	ASPHALTIC SURFACE	HMA PAVEMENT 4 LT 58-28 S	14	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive.
12 FT DRIVING LANES, LT AND RT	63+14 - 80+50 'WB'	UPPER AND LOWER LAYERS	EXISTING MILLED SURFACE	HMA PAVEMENT 4 LT 58-28 S	908	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
3 FT PAVED SHOULDERS, LT AND RT	63+14 - 80+50 'WB'	UPPER AND LOWER LAYERS	EXISTING MILLED SURFACE	HMA PAVEMENT 4 LT 58-28 S	228	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive.
CULVERT REPLACEMENT 12FT DRIVING LANES, LT AND RT	80+50 - 81+54 'WB'	UPPER AND LOWER LAYERS	ASPHALTIC SURFACE	HMA PAVEMENT 4 LT 58-28 S	55	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
CULVERT REPLACEMENT 3 FT PAVED SHOULDERS, LT AND RT	80+50 - 81+54 'WB'	UPPER AND LOWER LAYERS	ASPHALTIC SURFACE	HMA PAVEMENT 4 LT 58-28 S	14	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive.
12 FT DRIVING LANES, LT AND RT	81+54 - 103+23 'WB'	UPPER AND LOWER LAYERS	EXISTING MILLED SURFACE	HMA PAVEMENT 4 LT 58-28 S	1134	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
3 FT PAVED SHOULDERS, LT AND RT	81+54 - 103+23 'WB'	UPPER AND LOWER LAYERS	EXISTING MILLED SURFACE	HMA PAVEMENT 4 LT 58-28 S	284	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive.
CULVERT REPLACEMENT 12FT DRIVING LANES, LT AND RT	103+23 - 104+28 'WB'	UPPER AND LOWER LAYERS	ASPHALTIC SURFACE	HMA PAVEMENT 4 LT 58-28 S	56	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
CULVERT REPLACEMENT 3 FT PAVED SHOULDERS, LT AND RT	103+23 - 104+28 'WB'	UPPER AND LOWER LAYERS	ASPHALTIC SURFACE	HMA PAVEMENT 4 LT 58-28 S	26	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive.
12 FT DRIVING LANES, LT AND RT	104+28 - 136+43 'WB'	UPPER AND LOWER LAYERS	EXISTING MILLED SURFACE	HMA PAVEMENT 4 LT 58-28 S	1681	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
3 FT PAVED SHOULDERS, LT AND RT	104+28 - 136+43 'WB'	UPPER AND LOWER LAYERS	EXISTING MILLED SURFACE	HMA PAVEMENT 4 LT 58-28 S	491	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive.
CULVERT REPLACEMENT 12FT DRIVING LANES, LT AND RT	136+43 - 137+47 'WB'	UPPER AND LOWER LAYERS	ASPHALTIC SURFACE	HMA PAVEMENT 4 LT 58-28 S	55	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
CULVERT REPLACEMENT 3 FT PAVED SHOULDERS, LT AND RT	136+43 - 137+47 'WB'	UPPER AND LOWER LAYERS	ASPHALTIC SURFACE	HMA PAVEMENT 4 LT 58-28 S	14	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive.
12 FT DRIVING LANES, LT AND RT	137+47 - 208+71 'WB'	UPPER AND LOWER LAYERS	EXISTING MILLED SURFACE	HMA PAVEMENT 4 LT 58-28 S	3724	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
3 FT PAVED SHOULDERS, LT AND RT	137+47 - 208+71 'WB'	UPPER AND LOWER LAYERS	EXISTING MILLED SURFACE	HMA PAVEMENT 4 LT 58-28 S	1221	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive.

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PWL Mixture Use Table								
Location	Station	Mixture Use	Underlying Surface	Bid Item	Tons	Thickness	Quality Management Program to be used for:	
							Mixture Acceptance	Density Acceptance
CULVERT REPLACEMENT 12FT DRIVING LANES, LT AND RT	208+71 - 209+75 'WB'	UPPER AND LOWER LAYERS	ASPHALTIC SURFACE	HMA PAVEMENT 4 LT 58-28 S	55	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
CULVERT REPLACEMENT 3 FT PAVED SHOULDERS, LT AND RT	208+71 - 209+75 'WB'	UPPER AND LOWER LAYERS	ASPHALTIC SURFACE	HMA PAVEMENT 4 LT 58-28 S	14	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive.
12 FT DRIVING LANES, LT AND RT	209+75 - 240+60 'WB'	UPPER AND LOWER LAYERS	EXISTING MILLED SURFACE	HMA PAVEMENT 4 LT 58-28 S	1613	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
3 FT PAVED SHOULDERS, LT AND RT	209+75 - 240+60 'WB'	UPPER AND LOWER LAYERS	EXISTING MILLED SURFACE	HMA PAVEMENT 4 LT 58-28 S	480	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive.
CULVERT REPLACEMENT 12FT DRIVING LANES, LT AND RT	240+60 - 241+64 'WB'	UPPER AND LOWER LAYERS	ASPHALTIC SURFACE	HMA PAVEMENT 4 LT 58-28 S	55	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
CULVERT REPLACEMENT 3 FT PAVED SHOULDERS, LT AND RT	240+60 - 241+64 'WB'	UPPER AND LOWER LAYERS	ASPHALTIC SURFACE	HMA PAVEMENT 4 LT 58-28 S	14	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive.
12 FT DRIVING LANES, LT AND RT	241+64 - 248+35 'WB'	UPPER AND LOWER LAYERS	EXISTING MILLED SURFACE	HMA PAVEMENT 4 LT 58-28 S	351	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
3 FT PAVED SHOULDERS, LT AND RT	241+64 - 248+35 'WB'	UPPER AND LOWER LAYERS	EXISTING MILLED SURFACE	HMA PAVEMENT 4 LT 58-28 S	88	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive.
CULVERT REPLACEMENT 12FT DRIVING LANES, LT AND RT	248+35 - 249+39 'WB'	UPPER AND LOWER LAYERS	ASPHALTIC SURFACE	HMA PAVEMENT 4 LT 58-28 S	55	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
CULVERT REPLACEMENT 3 FT PAVED SHOULDERS, LT AND RT	248+35 - 249+39 'WB'	UPPER AND LOWER LAYERS	ASPHALTIC SURFACE	HMA PAVEMENT 4 LT 58-28 S	14	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive.
12 FT DRIVING LANES, LT AND RT	249+39 - 279+74 'WB'	UPPER AND LOWER LAYERS	EXISTING MILLED SURFACE	HMA PAVEMENT 4 LT 58-28 S	1587	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
3 FT PAVED SHOULDERS, LT AND RT	249+39 - 279+74 'WB'	UPPER AND LOWER LAYERS	EXISTING MILLED SURFACE	HMA PAVEMENT 4 LT 58-28 S	638	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive.
CULVERT REPLACEMENT 12FT DRIVING LANES, LT AND RT	279+74 - 281+23 'WB'	UPPER AND LOWER LAYERS	ASPHALTIC SURFACE	HMA PAVEMENT 4 LT 58-28 S	78	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
CULVERT REPLACEMENT 3 FT PAVED SHOULDERS, LT AND RT	279+74 - 281+23 'WB'	UPPER AND LOWER LAYERS	ASPHALTIC SURFACE	HMA PAVEMENT 4 LT 58-28 S	42	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive.
12 FT DRIVING LANES, LT AND RT	281+23 - 298+64 'WB'	UPPER AND LOWER LAYERS	EXISTING MILLED SURFACE	HMA PAVEMENT 4 LT 58-28 S	912	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
3 FT PAVED SHOULDERS, LT AND RT	281+23 - 298+64 'WB'	UPPER AND LOWER LAYERS	EXISTING MILLED SURFACE	HMA PAVEMENT 4 LT 58-28 S	230	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive.
CULVERT REPLACEMENT 12FT DRIVING LANES, LT AND RT	298+64 - 299+68 'WB'	UPPER AND LOWER LAYERS	ASPHALTIC SURFACE	HMA PAVEMENT 4 LT 58-28 S	55	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
CULVERT REPLACEMENT 3 FT PAVED SHOULDERS, LT AND RT	298+64 - 299+68 'WB'	UPPER AND LOWER LAYERS	ASPHALTIC SURFACE	HMA PAVEMENT 4 LT 58-28 S	14	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive.
12 FT DRIVING LANES, LT AND RT	299+68 - 307+11 'WB'	UPPER AND LOWER LAYERS	EXISTING MILLED SURFACE	HMA PAVEMENT 4 LT 58-28 S	389	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
3 FT PAVED SHOULDERS, LT AND RT	299+68 - 307+11 'WB'	UPPER AND LOWER LAYERS	EXISTING MILLED SURFACE	HMA PAVEMENT 4 LT 58-28 S	100	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive.
CULVERT REPLACEMENT 12FT DRIVING LANES, LT AND RT	307+11 - 308+15 'WB'	UPPER AND LOWER LAYERS	ASPHALTIC SURFACE	HMA PAVEMENT 4 LT 58-28 S	55	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
CULVERT REPLACEMENT 3 FT PAVED SHOULDERS, LT AND RT	307+11 - 308+15 'WB'	UPPER AND LOWER LAYERS	ASPHALTIC SURFACE	HMA PAVEMENT 4 LT 58-28 S	14	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive.
12 FT DRIVING LANES, LT AND RT	308+15 - 313+78 'WB'	UPPER AND LOWER LAYERS	EXISTING MILLED SURFACE	HMA PAVEMENT 4 LT 58-28 S	295	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
3 FT PAVED SHOULDERS, LT AND RT	308+15 - 313+78 'WB'	UPPER AND LOWER LAYERS	EXISTING MILLED SURFACE	HMA PAVEMENT 4 LT 58-28 S	74	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive.
CULVERT REPLACEMENT 12FT DRIVING LANES, LT AND RT	313+78 - 314+82 'WB'	UPPER AND LOWER LAYERS	ASPHALTIC SURFACE	HMA PAVEMENT 4 LT 58-28 S	55	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
CULVERT REPLACEMENT 3 FT PAVED SHOULDERS, LT AND RT	313+78 - 314+82 'WB'	UPPER AND LOWER LAYERS	ASPHALTIC SURFACE	HMA PAVEMENT 4 LT 58-28 S	14	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive.
12 FT DRIVING LANES, LT AND RT	314+82 - 351+50 'WB'	UPPER AND LOWER LAYERS	EXISTING MILLED SURFACE	HMA PAVEMENT 4 LT 58-28 S	1911	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
3 FT PAVED SHOULDERS, LT AND RT	314+82 - 351+50 'WB'	UPPER AND LOWER LAYERS	EXISTING MILLED SURFACE	HMA PAVEMENT 4 LT 58-28 S	717	3.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive.

CULVERT PIPES

CATEGORY	ROADWAY	INLET STATION	INLET OFFSET	INLET ** ELEVATION	OUTLET STATION	OUTLET OFFSET	OUTLET ** ELEVATION	SKEW	SLOPE %	PIPE THICKNESS STEEL (IN)	521.3124 CULVERT PIPE CORRUGATED STEEL 24-INCH (LF)	521.1024 APRON ENDWALLS FOR CULVERT PIPE STEEL 24-INCH (EACH)	633.5200 MARKERS CULVERT END (EACH)
0010	STH 80	22+48	27.1' LT	1185.33	22+49	34.3' RT	1182.08	0°	5.24	0.064	62	2	2
	STH 80	34+03	24.8' LT	1,190.47	34+02	25.4' RT	1,191.67	0°	2.40	0.064	50	2	2
	STH 80	45+14	30.8' LT	1,197.70	45+17	34.9' RT	1,196.77	3° RHF	1.41	0.064	66	2	2
	STH 80	45+22	30.9' LT	1,197.75	45+25	35.0' RT	1,196.73	2° RHF	1.55	0.064	66	2	2
	STH 80	62+62	39.2' LT	1,194.84	62+62	40.5' RT	1,191.21	0°	4.54	0.064	80	2	2
	STH 80	66+28	28.2' LT	1,196.47	66+24	36.9' RT	1,192.37	--	--	--	--	2	2
	STH 80	81+02	24.3' LT	1,199.53	81+02	36.9' RT	1,197.45	0°	3.35	0.064	62	2	2
	STH 80	103+69	39.0' RT	1,187.62	103+84	48.5' LT	1,178.15	10° RHF	10.52	0.064	90	2	2
	STH 80	136+95	30.2' RT	1,186.72	136+96	47.9' LT	1,182.40	1° LHF	5.54	0.064	78	2	2
	STH 80	209+23	23.2' RT	1,204.77	209+22	32.3' LT	1,198.94	1° RHF	10.60	0.064	55	2	2
	STH 80	241+11	31.7' RT	1,221.02	241+14	50.3' LT	1,213.75	2° LHF	8.87	0.064	82	2	2
	STH 80	248+85	36.5' RT	1,222.51	248+89	53.5' LT	1,216.59	2° LHF	6.43	0.064	92	2	2
	STH 80	280+16	35.0' RT	1,205.73	280+46	38.9' LT	1,201.80	21° LHF	4.91	0.064	80	2	2
	STH 80	280+90	63.9' RT	1,206.06	280+52	39.6' LT	1,202.01	21° RHF	3.68	0.064	110	2	2
	STH 80	299+16	24.9' RT	1,195.29	299+16	31.9' LT	1,193.83	0°	2.52	0.064	58	2	2
	STH 80	307+62	36.9' RT	1,172.18	307+64	35.0' LT	1,169.44	1° LHF	3.81	0.064	72	2	2
	STH 80	314+30	29.0' RT	1,179.86	314+30	32.5' LT	1,176.08	0°	6.10	0.064	62	2	2
CATEGORY 0010 SUBTOTAL											1,165	34	34
PROJECT 5939-00-70 TOTAL											**1,165**	**34**	**34**

** MATCH EXISTING PIPE ELEVATION AND SLOPE

CONCRETE CURB & GUTTER

CATEGORY	LOCATION		601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D (LF)	601.0600 CONCRETE CURB PEDESTRIAN (LF)
0010				
	STH 80 / USH 18	NW QUADRANT	59	-
	STH 80 / USH 18	SW QUADRANT	52	-
	STH 80 / USH 18	NE QUADRANT	47	15
	STH 80 / USH 18	SE QUADRANT	15	-
	STH 80 / 1st St	NW QUADRANT	33	-
	STH 80 / 1st St	SW QUADRANT	32	-
	STH 80 / Cunningham St	NE QUADRANT	13	-
	STH 80 / Cunningham St	SE QUADRANT	32	10
	STH 80 / Eastman St	WEST	17	-
		CAT 0010 SUBTOTAL	300	25
PROJECT 5939-00-70 TOTAL			**300**	**25**

CONCRETE SIDEWALK

CATEGORY	LOCATION		602.0410 CONCRETE SIDEWALK 5-INCH (SF)	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW (SF)	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW (SF)
0010					
	STH 80 / USH 18	NW QUADRANT	379	20	--
	STH 80 / USH 18	SW QUADRANT	419	20	--
	STH 80 / USH 18	NE QUADRANT	394	10	--
	STH 80 / USH 18	SE QUADRANT	143	10	--
	STH 80 / 1ST ST	NW QUADRANT	270	20	--
	STH 80 / 1ST ST	SW QUADRANT	144	--	21
	STH 80 / CUNNINGHAM ST	NE QUADRANT	63	10	--
	STH 80 / CUNNINGHAM ST	SE QUADRANT	255	18	--
	STH 80 / EASTMAN ST	WEST	133	--	--
		CAT 0010 SUBTOTAL	2,200	108	21
PROJECT 5939-00-70 TOTAL			**2,200**	**108**	**21**

BARRIER SYSTEM GRADING SHAPING FINISHING

				FOR INFORMATION ONLY, ITEMS PAID UNDER ITEM 614.0010					614.0010
CATEGORY	LOCATION	STATION TO STATION	OFFSET	EXCAVATION COMMON (CY)	BORROW (CY)	SALVAGED TOPSOIL (SY)	FERTILIZER TYPE B (CWT)	SEEDING MIXTURE NO. 30 (LB)	(EACH)
0010	STH 80	332+94 - 336+24 'WB'	RT	18	50	306	0.1	6	1
PROJECT 5939-00-70 TOTAL									**1**

STEEL PLATE BEAM GUARD

			614.0305	614.0370
CATEGORY	LOCATION	STATION TO STATION	CLASS A (LF)	ENERGY ABSORBING TERMINAL (EACH)
0010	CTH Q - KENNEDY ST	278+30 'WB' - 351+50 'WB'	188	1
		CAT 0010 SUBTOTAL	188	1
PROJECT 5939-00-70 TOTAL			**188**	**1**

EROSION CONTROL

			628.1504	628.1520	628.2004	628.2006	628.7015	628.7504	628.7555
CATEGORY	LOCATION	STATION TO STATION	SILT FENCE (LF)	SILT FENCE MAINTENANCE (LF)	EROSION MAT CLASS I TYPE B (SY)	EROSION MAT URBAN CLASS I TYPE A (SY)	INLET PROTECTION TYPE C (EACH)	TEMPORARY DITCH CHECKS (LF)	CULVERT PIPE CHECKS (EACH)
0010	CTH G	101+14 'CG' - 101+55 'CG'	-	-	-	-	1	-	-
	USH 18 - EASTMAN ST	0+25 'WB' - 7+20 'WB'	-	-	18	74	5	-	-
	EASTMAN ST - TOMAS RD	7+20 'WB' - 26+59 'WB'	205	683	186	-	1	-	3
	TOMAS RD - STEPHENS RD	26+59 'WB' - 104+23 'WB'	1,044	3,480	1,147	-	-	-	21
	STEPHENS RD - CTH BH	104+23 'WB' - 169+33 'WB'	225	750	286	-	-	-	3
	CTH BH - CTH Q	169+33 'WB' - 278+30 'WB'	656	2,187	781	-	-	-	9
	CTH Q - KENNEDY ST	278+30 'WB' - 351+50 'WB'	1,155	3,850	1,344	-	-	12	15
		UNDISTRIBUTED	915	2,750	1,038	26	2	3	14
		CAT 0010 SUBTOTAL	4,200	13,700	4,800	100	9	15	65
PROJECT 5939-00-70 TOTAL			**4,200**	**13,700**	**4,800**	**100**	**9**	**15**	**65**

MOBILIZATIONS

		628.1905	628.1910
CATEGORY	LOCATION	EROSION CONTROL (EACH)	EMERGENCY EROSION CONTROL (EACH)
0010	PROJECT 5939-00-70	5	4
PROJECT 5939-00-70 TOTAL		**5**	**4**

FENCE SAFETY

CATEGORY	LOCATION	STATION TO STATION	616.0700.S (LF)
0010	UNDISTRIBUTED		200
PROJECT 5939-00-70 TOTAL			**200**

LANDSCAPING

CATEGORY	LOCATION	STATION TO STATION	625.0100 TOPSOIL (SY)	625.0500 SALVAGED TOPSOIL (SY)	629.0210 FERTILIZER TYPE B (CWT)	630.0130 SEEDING MIXTURE NO. 30 (LB)	630.0140 SEEDING MIXTURE NO. 40 (LB)	630.0500 SEED WATER (MGAL)
0010								
	USH 18 - EASTMAN ST	0+25 'WB' - 7+20 'WB'	74	18	0.02	1	1	8
	EASTMAN ST - TOMAS RD	7+20 'WB' - 26+59 'WB'	-	176	0.03	3	-	15
	TOMAS RD - STEPHENS RD	26+59 'WB' - 104+23 'WB'	-	1,082	0.19	19	-	91
	STEPHENS RD - CTH BH	104+23 'WB' - 169+33 'WB'	-	277	0.05	5	-	23
	CTH BH - CTH Q	169+33 'WB' - 278+30 'WB'	-	753	0.14	14	-	63
	CTH Q - KENNEDY ST	278+30 'WB' - 351+50 'WB'	-	1,298	0.23	23	-	109
		UNDISTRIBUTED	26	996	0.17	20	1	80
		CAT 0010 SUBTOTAL	100	4,600	1	85	2	390
PROJECT 5939-00-70 TOTAL			**100**	**4,600**	**1**	**85**	**2**	**390**

3

TRAFFIC CONTROL

CATEGORY	LOCATION	DAYS	*643.0300 DRUMS (DAY)	643.0420 BARRICADES TYPE III (DAY)	643.0705 WARNING LIGHTS TYPE A (DAY)	*643.0900 SIGNS (DAY)	FOR INFORMATION ONLY, ITEM PAID UNDER ITEM 643.0920 NUMBER OF CYCLES	FOR INFORMATION ONLY, ITEM PAID UNDER ITEM 643.0920 NUMBER OF SIGNS	643.0920 COVERING SIGNS TYPE II (EACH)	643.1000 FIXED MESSAGE (SF)	643.1050 SIGNS PCMS (DAY)
0010											
	STAGE 1	63	-	-	-	5,418	-	-	-	-	-
	STAGE 2	31	-	-	-	4,991	-	-	-	-	-
	DETOUR	63	630	882	1260	15,876	1	17	17	-	126
	ALTERNATE ROUTE	63	-	-	-	567	1	2	2	97	-
	UNDISTRIBUTED	-	270	18	40	48	-	-	-	-	4
PROJECT 5939-00-70 TOTAL			**900**	**900**	**1,300**	**26,900**			**19**	**97**	**130**

*ADDITIONAL QUANTITIES FOUND IN "TEMPORARY PEDESTRIAN ACCOMODATION"

TEMPORARY PEDESTRIAN ACCOMODATION

CATEGORY	LOCATION	*643.0900 TRAFFIC CONTROL SIGNS (DAY)	*643.0300 TRAFFIC CONTROL DRUMS (DAY)	644.1601 TEMPORARY PEDESTRIAN CURB RAMP (DAY)	644.1810 TEMPORARY PEDESTRIAN BARRICADE (LF)	**649.0105 TEMPORARY MARKING LINE PAINT 4-INCH (LF)	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (LF)
0010							
	PEDESTRIAN DETOUR STAGE 1	27	385	35	-	87	193
	PEDESTRIAN DETOUR STAGE 2	43	315	45	40	183	147
PROJECT 5939-00-70 TOTAL		**70**	**700**	**80**	**40**	**270**	**340**

*ADDITIONAL QUANTITIES FOUND IN "TRAFFIC CONTROL"
**ADDITIONAL QUANTITIES FOUND IN "TEMPORARY PAVEMENT MARKING"

PAVEMENT MARKING

CATEGORY	LOCATION	STATION TO STATION	646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE) (LF)	646.4520 MARKING LINE SAME DAY EPOXY 4-INCH (YELLOW) (LF)	646.6120 MARKING STOP LINE EPOXY 18-INCH (LF)	646.8120 MARKING CURB EPOXY (LF)	REMARKS
0010							
	CTH G	101+14 'CG' - 101+55 'CG'	-		-	52	REPLACE IN KIND
	USH 18 - EASTMAN ST	0+25 'WB' - 7+20 'WB'	-	1,395	22	178	-
	EASTMAN ST - TOMAS RD	7+20 'WB' - 26+59 'WB'	3,813	3,883	-	-	-
	TOMAS RD - STEPHENS RD	26+59 'WB' - 104+23 'WB'	15,295	15,538	-	-	-
	STEPHENS RD - CTH BH	104+23 'WB' - 169+33 'WB'	12,737	13,030	-	-	-
	CTH BH - CTH Q	169+33 'WB' - 278+30 'WB'	21,237	21,804	-	-	-
	CTH Q - KENNEDY ST	278+30 'WB' - 351+50 'WB'	14,318	14,650	-	-	-
		CAT 0010 SUBTOTAL	67,400	70,300	22	230	
PROJECT 5939-00-70 TOTAL			**67,400**	**70,300**	**22**	**230**	

TEMPORARY MARKING

CATEGORY	LOCATION	STATION TO STATION	*649.0105 LINE PAINT 4-INCH YELLOW (LF)	649.0120 LINE EPOXY 4-INCH YELLOW (LF)	649.0820 STOP LINE EPOXY 18-INCH (LF)
0010					
	USH 18 - EASTMAN ST	0+25 'WB' - 7+20 'WB'	0	0	22
	EASTMAN ST - TOMAS RD	7+20 'WB' - 26+59 'WB'	2,790	1,405	-
	TOMAS RD - STEPHENS RD	26+59 'WB' - 104+23 'WB'	7,766	3,893	-
	STEPHENS RD - CTH BH	104+23 'WB' - 169+33 'WB'	31,076	15,548	-
	CTH BH - CTH Q	169+33 'WB' - 278+30 'WB'	26,060	13,040	-
	CTH Q - KENNEDY ST	278+30 'WB' - 351+50 'WB'	43,608	21,814	-
		CAT 0010 SUBTOTAL	111,300	55,700	22
PROJECT 5939-00-70 TOTAL			**111,300**	**55,700**	**22**

*ADDITIONAL QUANTITIES FOUND IN "TEMPORARY PEDESTRIAN ACCOMODATION"

SAWING

CATEGORY	LOCATION	STATION TO STATION	690.0150 ASPHALT (LF)	690.0250 CONCRETE (LF)
0010				
	CTH G	101+14 'CG' - 101+55 'CG'	80	113
	USH 18 - EASTMAN ST	0+25 'WB' - 7+20 'WB'	62	137
	EASTMAN ST - TOMAS RD	7+20 'WB' - 26+59 'WB'	60	-
	TOMAS RD - STEPHENS RD	26+59 'WB' - 104+23 'WB'	338	-
	STEPHENS RD - CTH BH	104+23 'WB' - 169+33 'WB'	60	-
	CTH BH - CTH Q	169+33 'WB' - 278+30 'WB'	180	-
	CTH Q - KENNEDY ST	278+30 'WB' - 351+50 'WB'	640	-
		CAT 0010 SUBTOTAL	1,420	250
PROJECT 5939-00-70 TOTAL			**1,420**	**250**

CONSTRUCTION STAKING

CATEGORY	LOCATION	STATION TO STATION	650.4500 SUBGRADE (LF)	650.5000 BASE (LF)	650.5500 CURB GUTTER AND CURB & GUTTER (LF)	650.6000 PIPE CULVERTS (EACH)	650.8000 RESURFACING REFERENCE (LF)	650.9000 CURB RAMPS (EACH)	650.9910 SUPPLEMENTAL CONTROL (5939-00-70) (EACH)	650.9920 SLOPE STAKES (LF)
0010										
	CTH G	101+14 'CG' - 101+55 'CG'	-	-	67	-	-	3	-	-
	USH 18 - EASTMAN ST	0+25 'WB' - 7+20 'WB'	-	695	233	-	695	9	-	-
	EASTMAN ST - TOMAS RD	7+20 'WB' - 26+59 'WB'	-	1,939	-	1	1,939	-	-	-
	TOMAS RD - STEPHENS RD	26+59 'WB' - 104+23 'WB'	-	7,764	-	6	7,764	-	-	-
	STEPHENS RD - CTH BH	104+23 'WB' - 169+33 'WB'	-	6,510	-	1	6,510	-	-	-
	CTH BH - CTH Q	169+33 'WB' - 278+30 'WB'	-	10,897	-	3	10,897	-	-	-
	CTH Q - KENNEDY ST	278+30 'WB' - 351+50 'WB'	330	7,320	-	5	7,320	-	-	330
										-
		UNDISTRIBUTED	-	-	-	-	-	-	1	-
		CAT 0010 SUBTOTAL	330	35,125	300	16	35,125	12	1	330
PROJECT 5939-00-70 TOTAL			**330**	**35,125**	**300**	**16**	**35,125**	**12**	**1**	**330**

LANDMARK REFERENCE MONUMENTS SPECIAL

SPV.0060.02

CATEGORY	LOCATION	STATION	OFFSET	DESCRIPTION	(EACH)
0010					
	EASTMAN ST - TOMAS RD	26+52 'WB'	1.7' LT	T-6-N R-1-E NE SECTION 26	1
	CTH Q - KENNEDY ST	280+71 'WB'	57.5' RT	T-7-N R-1-E EAST SECTION 34	1
	CTH Q - KENNEDY ST	307+08 'WB'	0.3' LT	T-7-N R-1-E SECTION 34	1
PROJECT 5939-00-70 TOTAL					**3**

SHOTCRETE SURFACE REPAIR

SPV.0165.01

CATEGORY	LOCATION	STATION TO STATION	(SF)
0010			
	CATTLE PASS - NW WING	334+25 'WB'	32
	CATTLE PASS - NE WING	334+25 'WB'	30
	CATTLE PASS - SW WING	334+25 'WB'	36
	CATTLE PASS - SE WING	334+25 'WB'	37
		CAT 0010 SUBTOTAL	135
PROJECT 5939-00-70 TOTAL			**135**

REMOVING DISTRESSED PAVEMENT MILLING

SPV.0180.01

CATEGORY	LOCATION	STATION TO STATION	(SY)
0010			
		UNDISTRIBUTED	3720
		CAT 0010 SUBTOTAL	3,720
PROJECT 5939-00-70 TOTAL			**3,720**

3

MANHOLE COVERS TYPE J

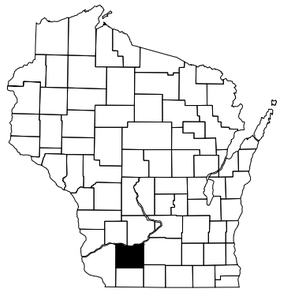
611.0530

CATEGORY	LOCATION	STATION TO STATION	(EACH)
0020			
	EASTMAN ST - TOMAS RD	9+01 'WB'	1
		CAT 0010 SUBTOTAL	1
PROJECT 5939-00-70 TOTAL			**1**

ADJUSTING ITEMS

CATEGORY	LOCATION	STATION TO STATION	611.8110 ADJUSTING MANHOLE COVERS (EACH)	611.8120.S COVER PLATES TEMPORARY (EACH)	SPV.0060.01 ADJUSTING WATER VALVE BOXES (EACH)	SPV.0060.03 UNBURY AND ADJUSTING WATER VALVE BOXES (EACH)
0020						
	USH 18 - EASTMAN ST	0+25 'WB' - 7+20 'WB'	6	6	4	1
		CAT 0020 SUBTOTAL	6	6	4	1
PROJECT 5939-00-70 TOTAL			**6**	**6**	**4**	**1**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
5939-00-20
COBB - AVOCA
(USH 18 TO KENNEDY STREET)
STH 80
IOWA COUNTY



CONVENTIONAL SYMBOLS

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

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
OFF-PREMISE SIGN

R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED) IP

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

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

PARCEL NUMBER 25 — UTILITY NUMBER 40
PARALLEL OFFSETS

CONVENTIONAL ABBREVIATIONS

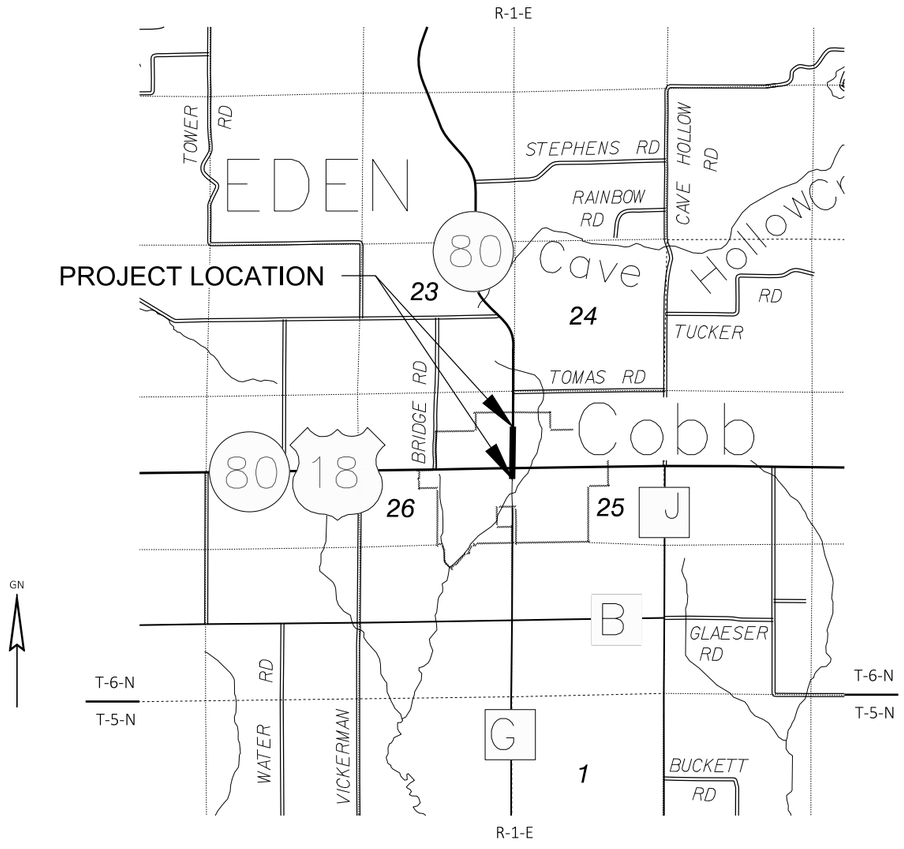
ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	RECORDED AS	(100')
ALUMINUM	ALUM	REEL / IMAGE	R/I
AND OTHERS	ET AL	REFERENCE LINE	R/L
BACK	BK	REMAINING	REM
BLOCK	BLK	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
CENTERLINE	C/L	RIGHT	RT
CERTIFIED SURVEY MAP	CSM	RIGHT OF WAY	R/W
CONCRETE	CONC	SECTION	SEC
COUNTY	CO	SEPTIC VENT	SEPV
COUNTY TRUNK HIGHWAY	CTH	SQUARE FEET	SF
DISTANCE	DIST	STATE TRUNK HIGHWAY	STH
CORNER	COR	STATION	STA
DOCUMENT NUMBER	DOC	TELEPHONE PEDESTAL	TP
EASEMENT	EASE	TEMPORARY LIMITED EASEMENT	TLE
EXISTING	EX	TRANSPORTATION PROJECT PLAT	TPP
GAS VALVE	GV	UNITED STATES HIGHWAY	USH
GRID NORTH	GN	VOLUME	V
HIGHWAY EASEMENT	HE		
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		
POINT OF COMPOUND CURVE	PCC		

CURVE DATA

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

CONVENTIONAL UTILITY SYMBOLS

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



LAYOUT
SCALE 0 0.5 MI.

THE NOTES,CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 5939-00-20.

NOTES:

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, 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 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.

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

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE TPP DETAIL PAGES.

INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON THE TPP DETAIL PAGES.

PROJECT NUMBER: 5939-00-20 - 4.01
SHEET: 2 OF 3
AMENDMENT NO:

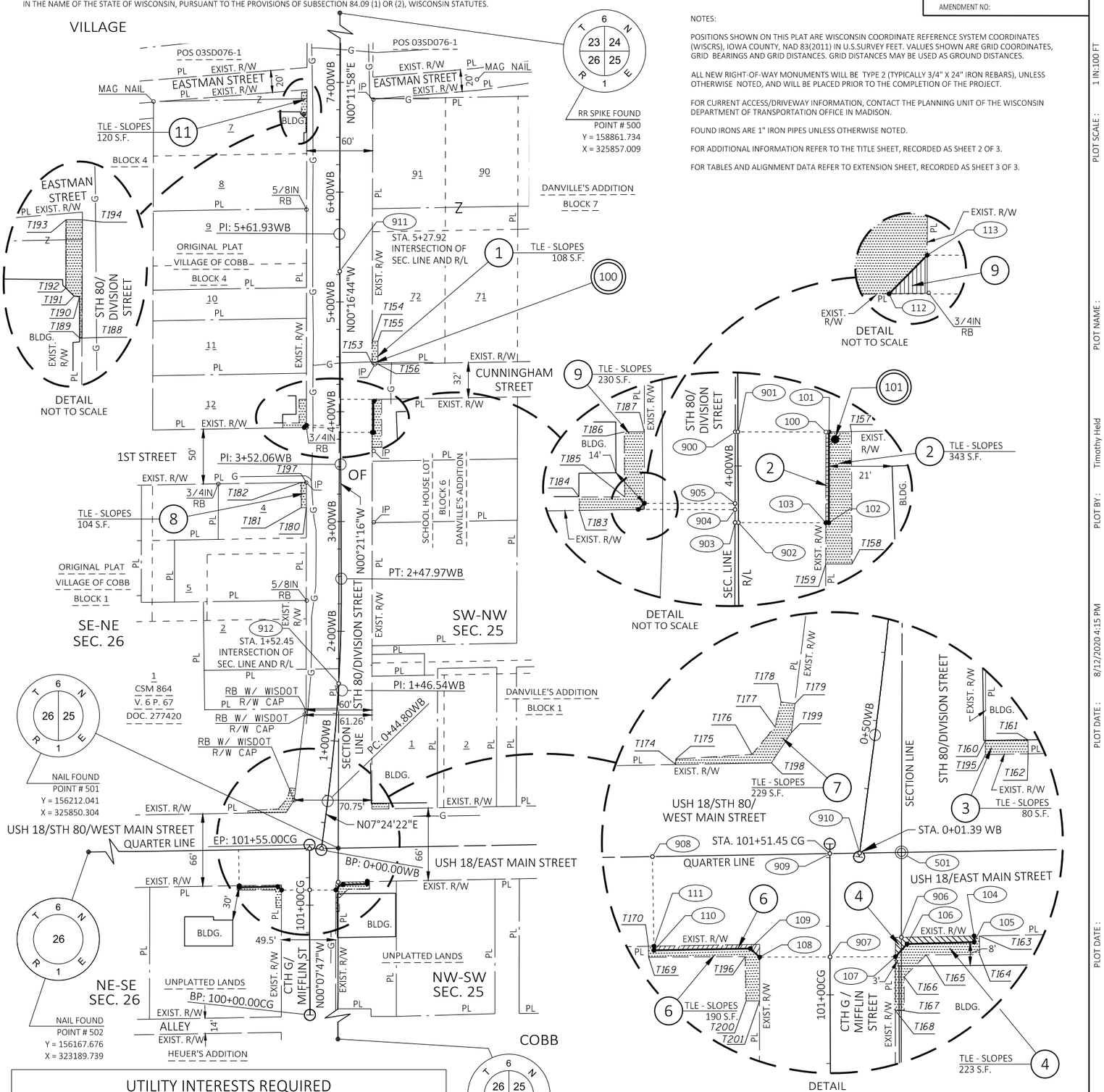
TRANSPORTATION PROJECT PLAT NO: 5939-00-20 - 4.01

THAT PART OF LOT 1, BLOCK 1, THE SCHOOL HOUSE LOT, BLOCK 6 AND LOT 72, BLOCK 7, DANVILLE'S ADDITION LOCATED IN THE SW 1/4 OF THE NW 1/4 OF SECTION 25; AND PART OF THE NW 1/4 OF THE SW 1/4 OF SECTION 25; PART OF THE NE 1/4 OF THE SE 1/4 OF SECTION 26; AND PART OF LOT 1 CERTIFIED SURVEY MAP NO. 864, RECORDED IN VOLUME 6, PAGE 67 AS DOCUMENT NUMBER 277420, LOT 4, BLOCK 1, LOTS 7 AND 12, BLOCK 4 OF THE ORIGINAL PLAT VILLAGE OF COBB LOCATED IN THE SE 1/4 OF THE NE 1/4 OF SECTION 26, ALL IN TOWN 6 NORTH, RANGE 1 EAST, VILLAGE OF COBB, IOWA COUNTY, WISCONSIN.

RELOCATION ORDER: STH 80, COBB - AVOCA, USH 18 TO KENNEDY STREET, IOWA COUNTY.

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 SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE-NAMED PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE-NAMED 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.



368617
ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN Iowa COUNTY, WISCONSIN AT 9:30 A.M ON September 11, 2020 AS DOCUMENT # 368617 AND FILED IN Plat Cab. B. Pages 105-107
SIGNATURE OF REGISTER OF DEEDS
Dixie L Edge

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5939-00-20-4.01
SHEET NUMBER 1 OF 3
AMENDMENT NO:

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), IOWA COUNTY, NAD 83(2011) IN U.S.SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

FOUND IRONS ARE 1" IRON PIPES UNLESS OTHERWISE NOTED.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 3.

FOR TABLES AND ALIGNMENT DATA REFER TO EXTENSION SHEET, RECORDED AS SHEET 3 OF 3.

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
100	ALLIANT ENERGY (GAS)	RELEASE OF RIGHTS
101	ALLIANT ENERGY (ELECTRIC)	RELEASE OF RIGHTS

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT. ALL AREAS SHOWN IN SQUARE FEET UNLESS OTHERWISE NOTED. TLE'S DO NOT IMPACT BUILDINGS.

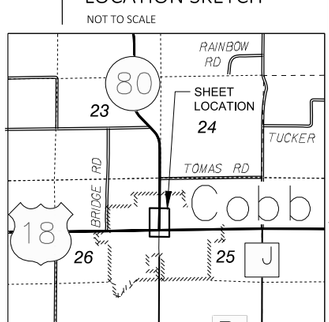
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W S.F. REQUIRED NEW	EXISTING	TOTAL	TLE S.F.
1	111 EASTMAN STREET, LLC	TLE	----	----	----	108
2	RONALD N. WALKER	FEE/TLE	30	----	30	343
3	RANDALL J. ZEIEN AND BILLIE JEAN ZEIEN	TLE	----	----	----	80
4	SHARI L. JOHNSON AND JASON W. FISHER	FEE/TLE	78	----	78	223
6	N AND S PROPERTIES, LLC	FEE/TLE	64	----	64	190
7	ROYAL BANK - COBB	TLE	----	----	----	229
8	RICHARD E. STARR AND DAWN R. STARR	TLE	----	----	----	104
9	DENNIS L. HORN AND GERALYN R. NOVINSKI AS TO A LIFE ESTATE, DENNIS HORN JR., DOROTHY ANNE POLKINGHORN AND ANNI SIGUINA, AS JOINT TENANTS, AS TO THE REMAINDER	FEE/TLE	2	----	2	230
11	211 DIVISION STREET, LLC	TLE	----	----	----	120

EASEMENT TABLE

OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL NO.
ALLIANT ENERGY (GAS)	NO EASEMENT OF RECORD FOUND	1
ALLIANT ENERGY (ELECTRIC)	NO EASEMENT OF RECORD FOUND	2

LOCATION SKETCH

NOT TO SCALE



HIGHWAY	BASIS
USH 18/STH 80/ W. MAIN ST.	R/W PROJ. 1660-04-21, ORIG. PLAT OF THE VILLAGE OF COBB, CSM 864
STH80/DIVISION ST.	R/W PROJ. 1660-04-21, ORIG. PLAT OF THE VILLAGE OF COBB, DANVILLE'S ADDITION, CSM 864, AND POS 03SD076-1
USH 18/E. MAIN ST.	R/W PROJ. 1660-04-21, DANVILLE'S ADDITION, POS 04S193
CTH G / MIFFLIN ST.	R/W PROJ. 1660-04-21, HEUER'S ADDITION
1ST STREET	ORIG. PLAT OF THE VILLAGE OF COBB, CSM 864, POS 03SD076-1
CUNNINGHAM ST.	DANVILLE'S ADDITION
EASTMAN ST.	POS 03SD076-1

KL Engineering [A] Better Experience

I, TIMOTHY M. HELD, 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, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: DATE: 08/12/20
PRINT NAME: TIMOTHY M. HELD
REGISTRATION NUMBER: S-2591

WISCONSIN TIMOTHY M. HELD S-2591 MADISON, WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT.

SIGNATURE: Cory Schlagel DATE: 9/3/2020
PRINT NAME: CORY SCHLAGEL

5939-00-20 4.01
1 IN:100 FT
PLOT SCALE :
PLOT NAME :
PLOT BY : Timothy Held
PLOT DATE : 8/12/2020 4:15 PM
PLOT DATE :
PLOT DATE :
FILE NAME : G:\WDOTSW\19054-000 STH 80 IOWA CO\CIVIL 3D\SHEETSPLAN\040101-RP.DWG
APPRAISAL PLAT DATE : 08/12/20

TRANSPORTATION PROJECT PLAT NO: 5939-00-20 - 4.01
EXTENSION SHEET

RELOCATION ORDER: STH 80, COBB - AVOCA, USH 18 TO KENNEDY STREET, IOWA COUNTY.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN IOWA COUNTY AS SHEET 2 OF 3.

NOTE:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), IOWA COUNTY, NAD 83(2011) IN U.S.SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

SHEET 3 OF 3 COURSE TABLES, OFFSET TABLES AND ALIGNMENT DATA

R/W COURSE TABLE			
FROM POINT	TO POINT	BEARING	DISTANCE
500	501	S00° 08' 42"W	2649.70'
500	911	S00° 08' 42"W	2124.33'
911	900	S00° 08' 42"W	116.63'
900	905	S00° 08' 42"W	23.68'
905	904	S00° 08' 42"W	2.04'
904	903	S00° 08' 42"W	4.27'
903	912	S00° 08' 42"W	228.81'
912	501	S00° 08' 42"W	149.94'
501	502	S89° 02' 41"W	2660.93'
501	910	S89° 02' 41"W	15.25'
910	909	S89° 02' 41"W	10.88'
909	908	S89° 02' 41"W	64.65'
908	502	S89° 02' 41"W	2570.15'
501	503	S00° 05' 42"W	2649.60'
501	906	S00° 05' 42"W	30.93'
906	503	S00° 05' 42"W	2618.67'
900	901	S89° 51' 18"E	0.86'
901	100	S89° 51' 18"E	29.08'
100	101	N89° 00' 02"E	1.00'
101	102	S00° 03' 41"W	30.00'
102	103	N89° 56' 19"W	1.00'
103	902	N89° 51' 18"W	28.91'
902	903	N89° 51' 18"W	1.08'
903	904	N00° 08' 42"E	4.27'
904	112	N89° 51' 18"W	32.01'
112	113	N44° 33' 26"E	2.85'
113	905	S89° 51' 18"E	30.02'
905	900	N00° 08' 42"E	23.68'
501	906	S00° 05' 42"W	30.93'
906	104	N88° 55' 20"E	26.49
104	105	S01° 04' 40"E	2.23'
105	106	S88° 22' 22"W	24.46
106	107	S42° 06' 05"W	6.30'
107	907	S89° 52' 13"W	23.84'
907	108	S89° 52' 13"W	25.66'
108	109	N47° 41' 22"W	4.61'
109	110	S88° 59' 34"W	35.09'
110	111	N01° 00' 26"W	1.50'
111	908	N00° 57' 19"W	32.65'
908	909	N89° 02' 41"E	64.65'
909	910	N89° 02' 41"E	10.88'
910	501	N89° 02' 41"E	15.25'

R/W Station & Offset Table		
Point No.	Station	Offset
100	4+11.07 WB	29.08'
101	4+11.08 WB	30.08'
102	3+80.88 WB	30.11'
103	3+81.09 WB	28.91'
104	101+21.34 CG	52.49'
105	101+19.11 CG	52.53'
106	101+18.47 CG	28.07'
107	101+13.81 CG	23.84'
108	101+13.81 CG	25.66'
109	101+16.92 CG	29.07'
110	101+16.38 CG	64.15'
111	101+17.88 CG	64.18'
112	3+85.81 WB	33.07'
113	3+87.84 WB	31.06'
900	4+11.29 WB	0.86'
901	4+11.29 WB	0.00'
902	3+82.30 WB	0.00'
903	3+82.31 WB	1.08'
904	3+85.58 WB	1.05'
905	3+87.62 WB	1.04'
906	101+20.90 CG	26.01'
907	101+13.81 CG	0.00'
908	101+50.52 CG	64.65'
909	101+51.45 CG	0.00'
910	0+1.39 WB	0.00'
911	5+27.92 WB	0.00'
912	1+52.45 WB	0.00'

TLE Station & Offset Table		
Point No.	Station	Offset
T153	4+43.08 WB	29.27'
T154	4+64.00 WB	29.40'
T155	4+64.00 WB	34.50'
T156	4+43.14 WB	34.50'
T157	4+11.18 WB	37.50'
T158	3+67.48 WB	37.49'
T159	3+67.51 WB	28.84'
T160	0+47.95 WB	40.16'
T161	0+50.02 WB	55.45'
T162	0+45.19 WB	56.19'
T163	101+21.37 CG	54.42'
T164	101+14.50 CG	54.53'
T165	101+14.50 CG	35.00'
T166	101+06.50 CG	27.00'
T167	100+94.16 CG	27.00'
T168	100+94.18 CG	23.76'
T169	101+13.85 CG	66.12'
T170	101+17.85 CG	66.18'
T174	0+24.74 WB	70.58'
T175	0+26.72 WB	70.88'
T176	0+32.00 WB	43.50'
T177	0+43.00 WB	36.50'
T178	0+52.50 WB	35.50'
T179	0+52.50 WB	30.41'
T180	3+13.00 WB	31.55'
T181	3+13.00 WB	36.00'
T182	3+35.82 WB	36.00'
T183	3+85.59 WB	52.50'
T184	3+90.00 WB	52.50'
T185	3+90.00 WB	37.50'
T186	4+11.47 WB	37.50'
T187	4+11.43 WB	30.92'
T188	6+55.38 WB	30.09'
T189	6+55.38 WB	30.80'
T190	6+67.85 WB	30.87'
T191	6+68.04 WB	32.52'
T192	6+70.42 WB	35.00'
T193	6+91.00 WB	35.00'
T194	6+91.00 WB	30.10'
T195	0+42.91 WB	40.82'
T196	101+14.01 CG	25.66'
T197	3+35.87 WB	31.39'
T198	0+29.84 WB	36.14'
T199	0+41.71 WB	30.36'
T200	100+97.90 CG	25.73'
T201	100+97.90 CG	30.62'

ALIGNMENT DATA
STH 80
BP = 0+00.00WB
Y = 156210.404
X = 325834.874

PI STA = 1+46.54WB
Y = 156355.722
X = 325853.763
DELTA = 7°45'38"LT
D = 3°49'11"
T = 101.74'
L = 203.17'
R = 1500.00'
PC STA = 0+44.80WB
PT STA = 2+47.97WB

PC STA 0+44.80WB TO 912
R= 1500.00'
LCH= 107.62'
LCB= N05°21'01"E
L= 107.64'

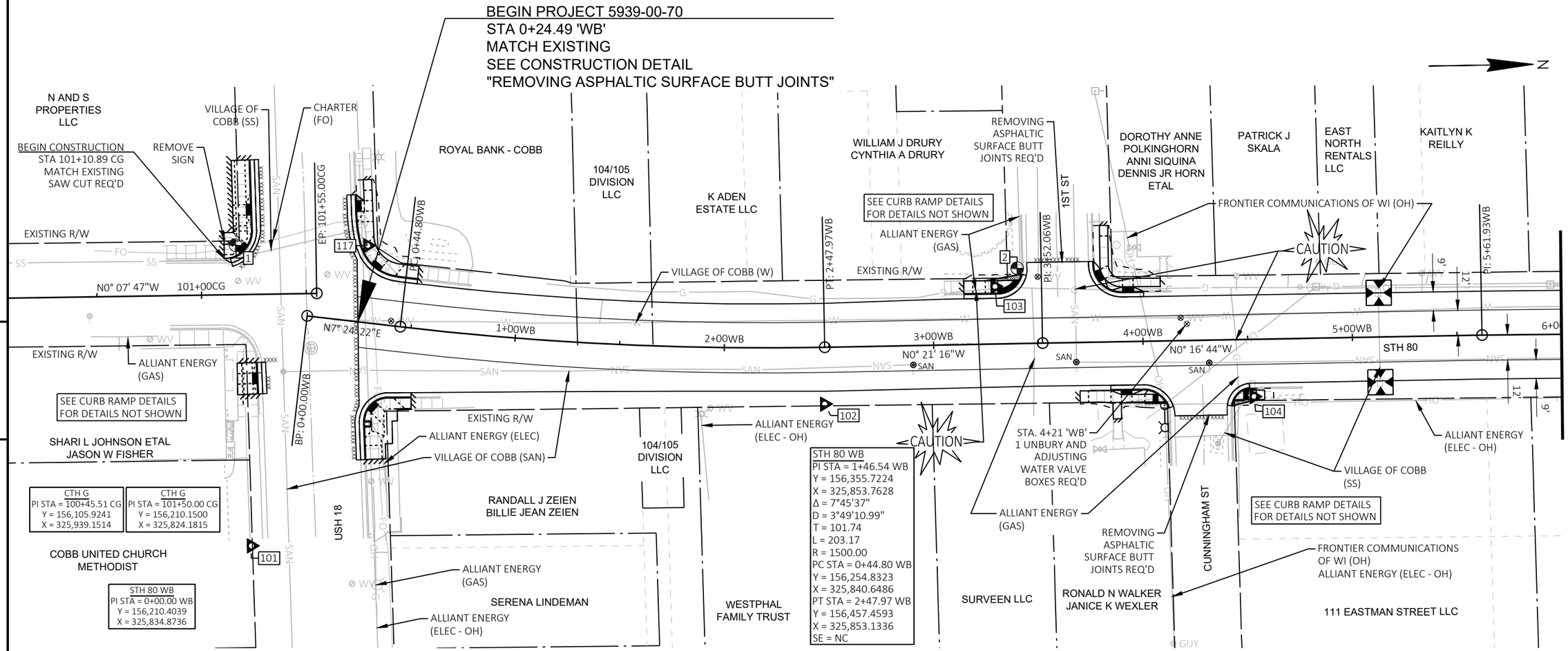
912 TO PT STA 2+47.97WB
R= 1500.00'
LCH= 95.51''
LCB= N01°28'12"E
L= 95.52'

PI=3+52.06WB
Y=156561.552
X=325852.490
DELTA=00°04'32" RT

PI=5+61.93WB
Y=156771.419
X=325851.468
DELTA=00°28'42" RT

MIFFLIN STREET
BP = 100+00.00CG
Y = 156060.153
X = 325824.521
EP = 101+55.00CG
Y = 156215.150
X = 325824.170

TPP NUMBER 5939-00-20 - 4.01
SHEET 3 OF 3



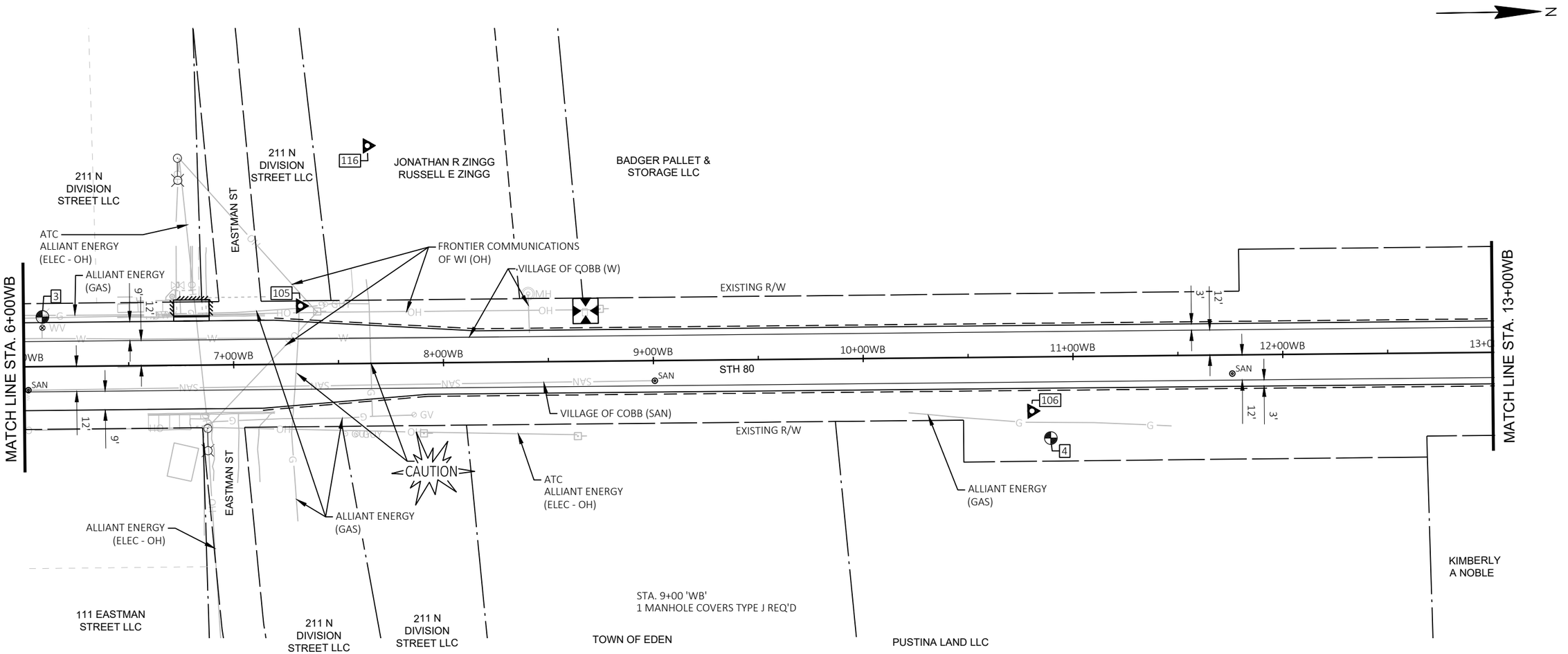
BENCHMARK AND CONTROL POINT INFORMATION					
POINT NO.	TYPE	Y	X	ELEVATION	DESCRIPTION
1	BM	156,176.69	325,800.68	1,174.70	CUT SQ NE COR METAL BASE FINGERSON'S SERVICE SGN
2	BM	156,549.80	325,816.66	1,178.84	CUT X WSW FLANGE BOLT HYD
101	CP	156,182.34	325,944.38	1,169.73	CUT X IN CONC S/W
102	CP	156,457.02	325,880.27	1,177.40	CUT X IN CONC S/W
103	CP	156,539.15	325,825.22	1,176.83	CUT X IN CONC S/W
104	CP	156,662.19	325,879.44	1,171.74	CUT X IN CONC S/W
117	CP	156,239.87	325,801.64	1,174.41	CUT X IN CONC S/W

LEGEND

- SURFACE WATER FLOW
- SILT FENCE
- EROSION MAT CLASS I TYPE B
- SAN ADJUSTING MANHOLE COVERS
- ⊗ ADJUSTING WATER VALVE BOXES
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- XXXXX SAWING ASPHALT
- INLET PROTECTION TYPE C

PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	PLAN SHEETS	SHEET 60	E

FILE NAME : G:\WDOTSW\19054-000 STH 80 IOWA CO\CIVIL 3D\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - BOP - 13+00
PLOT DATE : 7/25/2022 3:27 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:50 FT



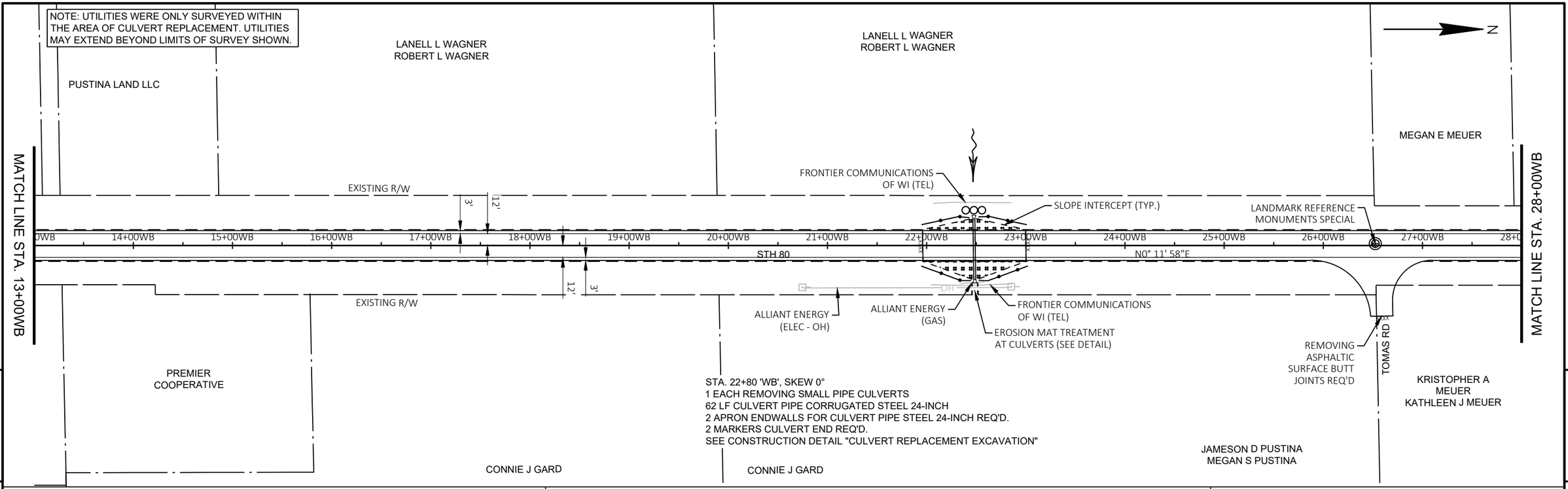
BENCHMARK AND CONTROL POINT INFORMATION					
POINT NO.	TYPE	Y	X	ELEVATION	DESCRIPTION
3	BM	156,818.59	325,828.02	1,176.01	CUT X NE FLANGE BOLT HYD
4	BM	157,298.38	325,892.11	1,177.98	RR SPIKE PPOL (NO #)
105	CP	156,941.68	325,824.39	1,178.38	5/8IN RB KL CAP
106	CP	157,289.55	325,879.10	1,178.11	5/8IN RB KL CAP
114	CP	156,909.26	326,045.17	1,174.56	MAG NAIL
115	CP	156,936.09	326,309.96	1,165.63	6IN NAIL
116	CP	156,974.51	325,748.46	1,180.32	6IN NAIL

LEGEND

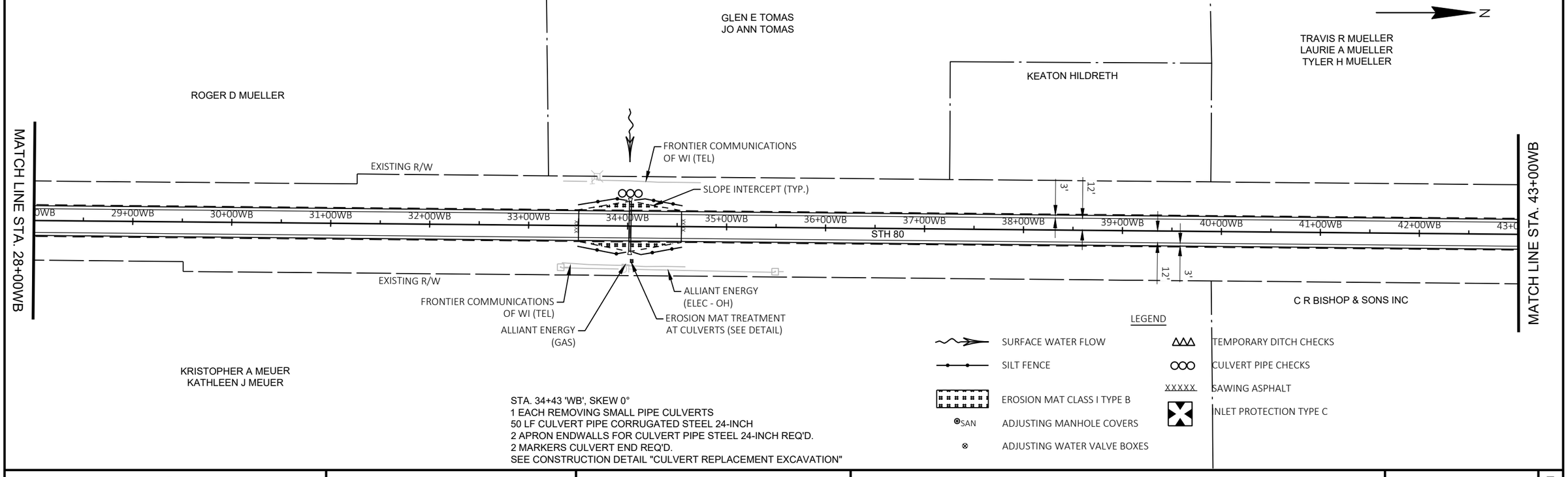
- SURFACE WATER FLOW
- SILT FENCE
- EROSION MAT CLASS I TYPE B
- SAN ADJUSTING MANHOLE COVERS
- ⊗ ADJUSTING WATER VALVE BOXES
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- XXXXX SAWING ASPHALT
- INLET PROTECTION TYPE C

PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	PLAN SHEETS	SHEET 61	E

NOTE: UTILITIES WERE ONLY SURVEYED WITHIN THE AREA OF CULVERT REPLACEMENT. UTILITIES MAY EXTEND BEYOND LIMITS OF SURVEY SHOWN.



STA. 22+80 'WB', SKEW 0°
1 EACH REMOVING SMALL PIPE CULVERTS
62 LF CULVERT PIPE CORRUGATED STEEL 24-INCH
2 APRON ENDWALLS FOR CULVERT PIPE STEEL 24-INCH REQ'D.
2 MARKERS CULVERT END REQ'D.
SEE CONSTRUCTION DETAIL "CULVERT REPLACEMENT EXCAVATION"



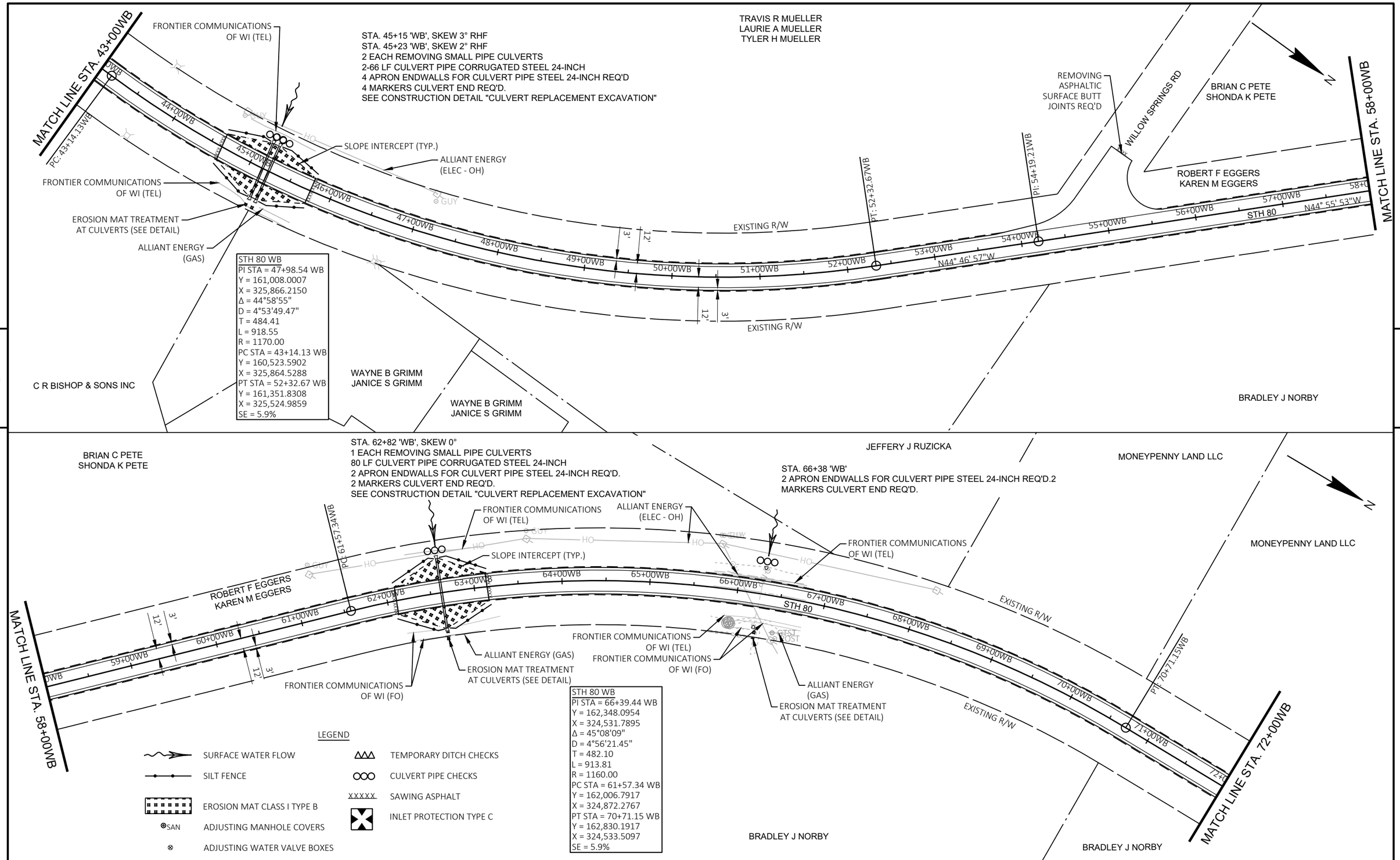
STA. 34+43 'WB', SKEW 0°
1 EACH REMOVING SMALL PIPE CULVERTS
50 LF CULVERT PIPE CORRUGATED STEEL 24-INCH
2 APRON ENDWALLS FOR CULVERT PIPE STEEL 24-INCH REQ'D.
2 MARKERS CULVERT END REQ'D.
SEE CONSTRUCTION DETAIL "CULVERT REPLACEMENT EXCAVATION"

LEGEND

SURFACE WATER FLOW	TEMPORARY DITCH CHECKS
SILT FENCE	CULVERT PIPE CHECKS
EROSION MAT CLASS I TYPE B	SAWING ASPHALT
SAN ADJUSTING MANHOLE COVERS	INLET PROTECTION TYPE C
ADJUSTING WATER VALVE BOXES	

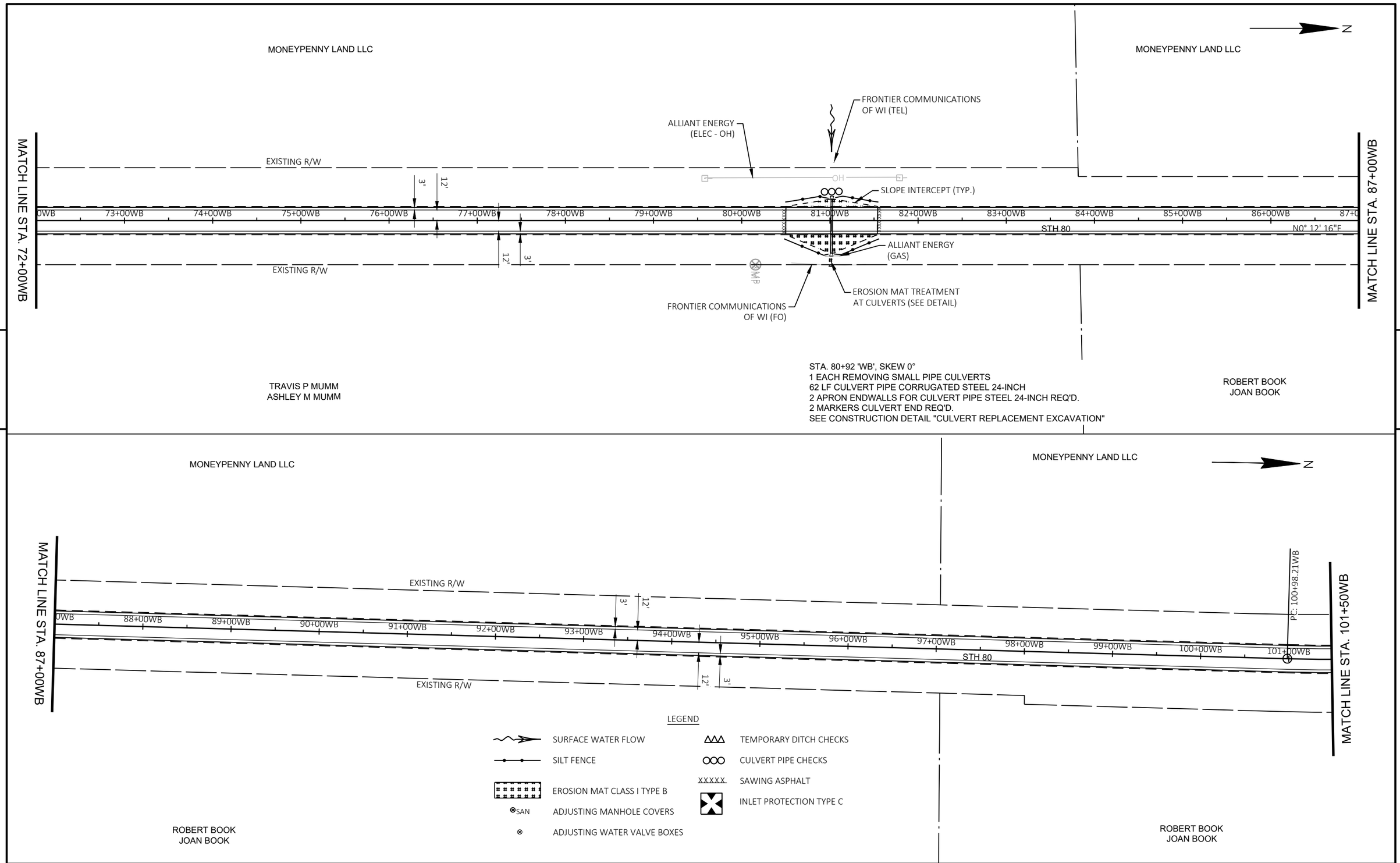
PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	PLAN SHEETS	SHEET 62	E

FILE NAME : G:\WDOTSW\19054-000 STH 80 IOWA CO\CIVIL 3D\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 13+00 - 43+00
PLOT DATE : 7/25/2022 3:27 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:100 FT



PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	PLAN SHEETS	SHEET 63	E

FILE NAME : G:\WDOTSW\19054-000 STH 80 IOWA CO\CIVIL 3D\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 43+00 - 72+00
PLOT DATE : 7/25/2022 3:27 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



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PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	PLAN SHEETS	SHEET 64	E

FILE NAME : G:\WDOTSW\19054-000 STH 80 IOWA CO\CIVIL 3D\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 72+00 - 101+50

PLOT DATE : 7/25/2022 3:27 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

STA. 103+95 'WB', SKEW 10° RHF
1 EACH REMOVING SMALL PIPE CULVERTS
90 LF CULVERT PIPE CORRUGATED STEEL 24-INCH
2 APRON ENDWALLS FOR CULVERT PIPE STEEL 24-INCH REQ'D.
2 MARKERS CULVERT END REQ'D.
SEE CONSTRUCTION DETAIL "CULVERT REPLACEMENT EXCAVATION"

MONEYPENNY LAND LLC

MONEYPENNY LAND LLC

MATCH LINE STA. 101+50WB

ALLIANT ENERGY (ELEC - OH)

EROSION MAT TREATMENT AT CULVERTS (SEE DETAIL)

FRONTIER COMMUNICATIONS OF WI (TEL)

SLOPE INTERCEPT (TYP.)

FRONTIER COMMUNICATIONS OF WI (FO)

FRONTIER COMMUNICATIONS OF WI (TEL)

ALLIANT ENERGY (GAS)

REMOVING ASPHALTIC SURFACE BUTT JOINTS REQ'D

STEPHENS RD

ROBERT BOOK
JOAN BOOK

DYERSVILLE READY MIX INC

DYERSVILLE READY MIX INC

DYERSVILLE READY MIX INC

EXISTING R/W

EXISTING R/W

102+00WB 103+00WB 104+00WB 105+00WB 106+00WB 107+00WB 108+00WB 109+00WB 110+00WB 111+00WB 112+00WB 113+00WB 114+00WB 115+00WB 116+

STH 80

3' 12'

3' 12'

PT: 114+92.05WB

MATCH LINE STA. 116+00WB

STH 80 WB
PI STA = 108+27.80 WB
Y = 166,586.8176
X = 324,546.9140
Δ = 41°48'44"
D = 2°59'59.20"
T = 729.59
L = 1393.84
R = 1910.00
PC STA = 100+98.21 WB
Y = 165,857.2326
X = 324,544.3107
PT STA = 114+92.05 WB
Y = 167,132.3383
X = 324,062.4471
SE = 5.0%

N

5

5

MONEYPENNY LAND LLC

C R BISHOP & SONS INC

KELLEY LIVING TRUST

PC: 121+22.08WB

PT: 128+01.56WB

EXISTING R/W

EXISTING R/W

116+00WB 117+00WB 118+00WB 119+00WB 120+00WB 121+00WB 122+00WB 123+00WB 124+00WB 125+00WB 126+00WB 127+00WB 128+00WB 129+00WB 130+00WB 131+

N41° 36' 28"W

STH 80

3' 12'

3' 12'

MATCH LINE STA. 116+00WB

MATCH LINE STA. 131+00WB

N

LEGEND

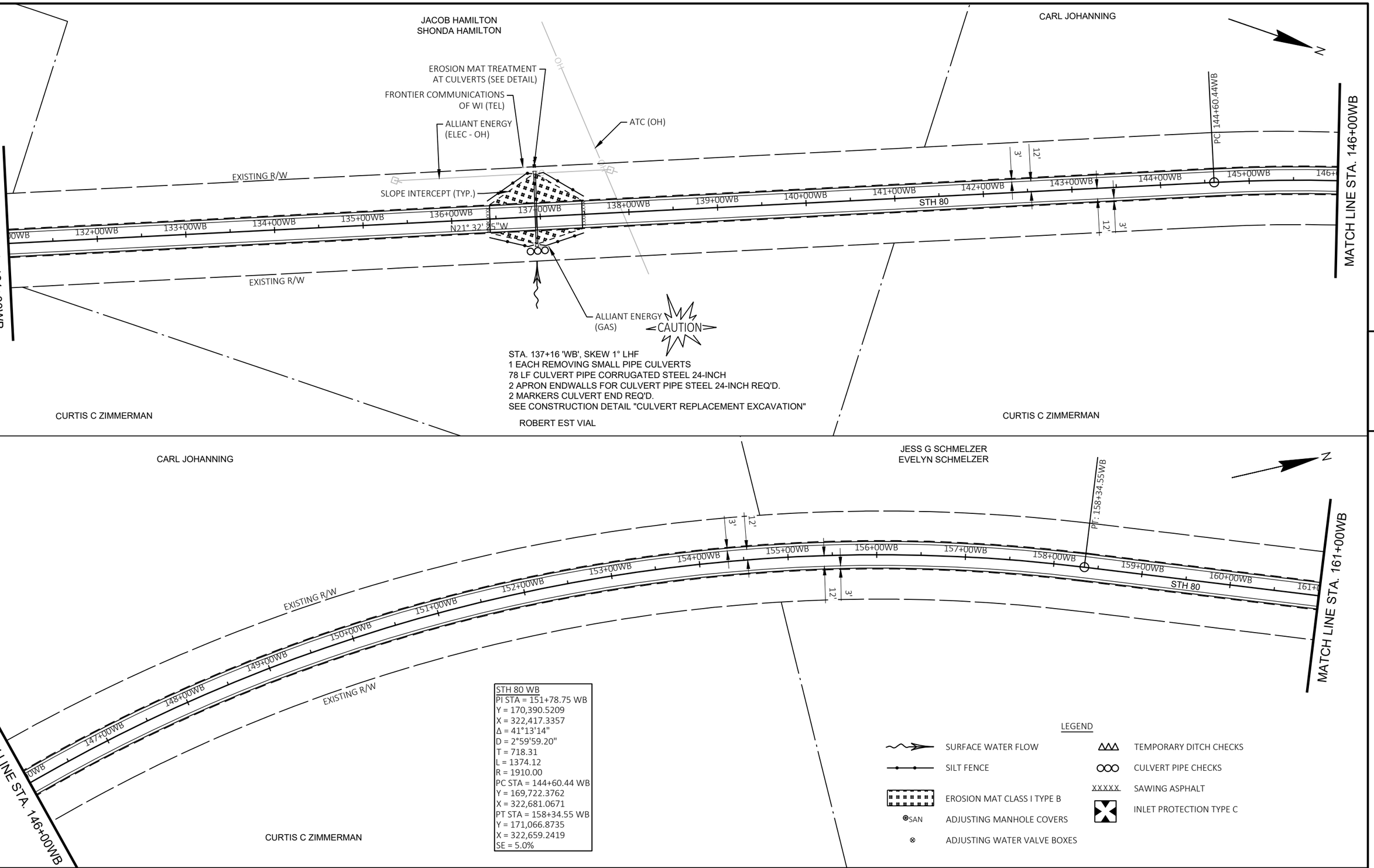
SURFACE WATER FLOW
SILT FENCE
EROSION MAT CLASS I TYPE B
SAN ADJUSTING MANHOLE COVERS
ADJUSTING WATER VALVE BOXES
TEMPORARY DITCH CHECKS
CULVERT PIPE CHECKS
XXXXX SAWING ASPHALT
INLET PROTECTION TYPE C

STH 80 WB
PI STA = 124+65.34 WB
Y = 167,860.0735
X = 323,416.1590
Δ = 20°04'03"
D = 2°57'12.21"
T = 343.25
L = 679.47
R = 1940.00
PC STA = 121+22.08 WB
Y = 167,603.4210
X = 323,644.0873
PT STA = 128+01.56 WB
Y = 168,179.3525
X = 323,290.1326
SE = 5.0%

DYERSVILLE READY MIX INC

CURTIS C ZIMMERMAN

PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	PLAN SHEETS	SHEET 65	E



PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	PLAN SHEETS	SHEET 66	E

FILE NAME : G:\WDOTSW\19054-000 STH 80 IOWA CO\CIVIL 3D\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 131+00 - 161+00
PLOT DATE : 7/25/2022 3:27 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:100 FT

JESS G SCHMELZER
EVELYN SCHMELZER

THOMAS D NOVAK
STACIE E NOVAK

N

MATCH LINE STA. 161+00WB

EXISTING R/W

162+00WB

163+00WB

164+00WB

165+00WB

166+00WB

167+00WB

168+00WB

169+00WB

170+00WB

171+00WB

172+00WB

173+00WB

174+00WB

175+00WB

176+

N19° 40' 49"E

STH 80

N17° 53' 03"E

HARMS RD

REMOVING ASPHALTIC SURFACE BUTT JOINTS REQ'D

PI: 169+46.11WB

PC: 170+58.02WB

3'

12'

MATCH LINE STA. 176+00WB

CTH I BH

REMOVING ASPHALTIC SURFACE BUTT JOINTS REQ'D

DALE B LEHMAN
DONNA M LEHMAN

MARK PALAN
BARBARA PALAN

JUDE P SCHMELZER
KATHLEEN M SCHMELZER

5

5

MATCH LINE STA. 176+00WB

THOMAS D NOVAK
STACIE E NOVAK

THOMAS D NOVAK
STACIE E NOVAK

N

177+00WB

178+00WB

179+00WB

180+00WB

181+00WB

182+00WB

183+00WB

184+00WB

185+00WB

186+00WB

187+00WB

188+00WB

189+00WB

190+00WB

191+

PI: 185+32.72WB

PC: 188+37.49WB

EXISTING R/W

N33° 57' 10"W

STH 80

EXISTING R/W

MATCH LINE STA. 191+00WB

STH 80 WB
PI STA = 178+50.15 WB
Y = 172,973.8606
X = 323,311.2066
Δ = 51°50'13"
D = 3°30'54.28"
T = 792.13
L = 1474.70
R = 1630.00
PC STA = 170+58.02 WB
Y = 172,220.0035
X = 323,067.9484
PT STA = 185+32.72 WB
Y = 173,630.9340
X = 322,868.7931
SE = 5.3%

LEGEND

- SURFACE WATER FLOW
- SILT FENCE
- EROSION MAT CLASS I TYPE B
- SAN ADJUSTING MANHOLE COVERS
- ADJUSTING WATER VALVE BOXES
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- XXXXX SAWING ASPHALT
- INLET PROTECTION TYPE C

JUDE P SCHMELZER
KATHLEEN M SCHMELZER

JUDE P SCHMELZER
KATHLEEN M SCHMELZER

PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	PLAN SHEETS	SHEET 67	E

FILE NAME : G:\WDOTSW\19054-000 STH 80 IOWA CO\CIVIL 3D\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 161+00 - 191+00

PLOT DATE : 7/25/2022 3:27 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:100 FT

THOMAS D NOVAK
STACIE E NOVAK

BENISH FAMILY TRUST

BENISH FAMILY TRUST

STH 80 WB
PI STA = 193+24.86 WB
Y = 174,288.0091
X = 322,426.3783
Δ = 28°37'44"
D = 2°59'59.20"
T = 487.37
L = 954.37
R = 1910.00
PC STA = 188+37.49 WB
Y = 173,883.7388
X = 322,698.5772
PT STA = 197+91.86 WB
Y = 174,773.2739
X = 322,381.1586
SE = 5.0%

REMOVING ASPHALTIC SURFACE BUTT JOINTS REQ'D

BILLS RD

PT: 197+91.86WB

EXISTING R/W

3'

12'

192+00WB 193+00WB 194+00WB 195+00WB 196+00WB 197+00WB 198+00WB 199+00WB 200+00WB 201+00WB 202+00WB 203+00WB 204+00WB 205+00WB

STH 80

EXISTING R/W

MATCH LINE STA. 191+00WB

MATCH LINE STA. 206+00WB

JUDE P SCHMELZER
KATHLEEN M SCHMELZERC

JOHN BENISH JR
KATHRYN ANN BENISH

5

5

BENISH FAMILY TRUST

BENISH FAMILY TRUST

EROSION MAT TREATMENT AT CULVERTS (SEE DETAIL)

ALLIANT ENERGY (ELEC - OH)

FRONTIER COMMUNICATIONS OF WI (TEL)

SLOPE INTERCEPT (TYP.)

EXISTING R/W

3'

12'

207+00WB 208+00WB 209+00WB 210+00WB 211+00WB 212+00WB 213+00WB 214+00WB 215+00WB 216+00WB 217+00WB 218+00WB 219+00WB 220+00WB

STH 80

ALLIANT ENERGY (GAS)

EXISTING R/W

FRONTIER COMMUNICATIONS OF WI (FO)

MATCH LINE STA. 206+00WB

MATCH LINE STA. 221+00WB

STA. 209+23 'WB', SKEW 1° RHF
1 EACH REMOVING SMALL PIPE CULVERTS
55 LF CULVERT PIPE CORRUGATED STEEL 24-INCH
2 APRON ENDWALLS FOR CULVERT PIPE STEEL 24-INCH REQ'D.
2 MARKERS CULVERT END REQ'D.
SEE CONSTRUCTION DETAIL "CULVERT REPLACEMENT EXCAVATION"

JOHN BENISH JR
KATHRYN ANN BENISH

JOHN BENISH JR
KATHRYN ANN BENISH

LEGEND

- SURFACE WATER FLOW
- SILT FENCE
- EROSION MAT CLASS I TYPE B
- SAN ADJUSTING MANHOLE COVERS
- ADJUSTING WATER VALVE BOXES
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- XXXXX SAWING ASPHALT
- INLET PROTECTION TYPE C

PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	PLAN SHEETS	SHEET 68	E

BENISH FAMILY TRUST

BENISH FAMILY TRUST

N

MATCH LINE STA. 221+00WB

MATCH LINE STA. 236+00WB

EXISTING R/W

3'

12'

0WB 222+00WB 223+00WB 224+00WB 225+00WB 226+00WB 227+00WB 228+00WB 229+00WB 230+00WB 231+00WB 232+00WB 233+00WB 234+00WB 235+00WB 236+

N5° 19' 26"W

STH 80

12'

3'

EXISTING R/W

REMOVING ASPHALTIC SURFACE BUTT JOINTS REQ'D

NOVAK RD

JOHN BENISH JR
KATHRYN ANN BENISH

JOHN BENISH JR
KATHRYN ANN BENISH

LEGEND

- SURFACE WATER FLOW
- SILT FENCE
- EROSION MAT CLASS I TYPE B
- SAN ADJUSTING MANHOLE COVERS
- ADJUSTING WATER VALVE BOXES
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- XXXXX SAWING ASPHALT
- INLET PROTECTION TYPE C

5

5

STA. 241+18 'WB', SKEW 2° LHF
1 EACH REMOVING SMALL PIPE CULVERTS
82 LF CULVERT PIPE CORRUGATED STEEL 24-INCH
2 APRON ENDWALLS FOR CULVERT PIPE STEEL 24-INCH REQ'D.
2 MARKERS CULVERT END REQ'D.
SEE CONSTRUCTION DETAIL "CULVERT REPLACEMENT EXCAVATION"

STA. 248+71 'WB', SKEW 2° LHF
1 EACH REMOVING SMALL PIPE CULVERTS
92 LF CULVERT PIPE CORRUGATED STEEL 24-INCH
2 APRON ENDWALLS FOR CULVERT PIPE STEEL 24-INCH REQ'D.
2 MARKERS CULVERT END REQ'D.
SEE CONSTRUCTION DETAIL "CULVERT REPLACEMENT EXCAVATION"

RAYMOND C POPPE
TIANA POPPE

N

MATCH LINE STA. 236+00WB

ALLIANT ENERGY (ELEC - OH)

FRONTIER COMMUNICATIONS OF WI (TEL)

EROSION MAT TREATMENT AT CULVERTS (SEE DETAIL)

BENISH FAMILY TRUST

MARK HEBGEN
JACKIE BENISH

RAYMOND C POPPE
TIANA POPPE

EXISTING R/W

SLOPE INTERCEPT (TYP.)

0WB 237+00WB 238+00WB 239+00WB 240+00WB 241+00WB 242+00WB 243+00WB 244+00WB 245+00WB 246+00WB 247+00WB 248+00WB 249+00WB 250+00WB 251+

3'

12'

PC: 245+89.37WB

STH 80

12'

3'

EXISTING R/W

ALLIANT ENERGY (GAS)

FRONTIER COMMUNICATIONS OF WI (TEL)

FRONTIER COMMUNICATIONS OF WI (FO)

ALLIANT ENERGY (ELEC - OH)

REMOVING ASPHALTIC SURFACE BUTT JOINTS REQ'D

EROSION MAT TREATMENT AT CULVERTS (SEE DETAIL)

FRONTIER COMMUNICATIONS OF WI (TEL)

SLOPE INTERCEPT (TYP.)

107

CLARK RD

MATCH LINE STA. 251+00WB

ALLIANT ENERGY (GAS)

FRONTIER COMMUNICATIONS OF WI (FO)

FRONTIER COMMUNICATIONS OF WI (TEL)

STH 80 WB
PI STA = 248+73.05 WB
Y = 179,832.5444
X = 321,909.7065
Δ = 11°18'34"
D = 1°59'59.47"
T = 283.68
L = 565.51
R = 2865.00
PC STA = 245+89.37 WB
Y = 179,550.0918
X = 321,936.0271
PT STA = 251+54.88 WB
Y = 180,104.3510
X = 321,828.5063
SE = 4.0%

RICHARD G SCULLION
TERESA SCULLION

BENCHMARK AND CONTROL POINT INFORMATION

POINT NO.	TYPE	Y	X	ELEVATION	DESCRIPTION
107	CP	179,888.24	321,863.13	1,226.72	5/8IN RB KL CAP

PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	PLAN SHEETS	SHEET 69	E

FILE NAME : G:\WDOTSW\19054-000 STH 80 IOWA CO\CIVIL 3D\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 221+00 - 251+00

PLOT DATE : 7/25/2022 3:27 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

THOMAS D NOVAK
STACIE E NOVAK

ALLIANT ENERGY
(ELEC - OH)

MATCH LINE STA. 251+00WB

PT: 251+54.88WB

EXISTING R/W

108

252+00WB 253+00WB 254+00WB 255+00WB 256+00WB 257+00WB 258+00WB 259+00WB 260+00WB 261+00WB 262+00WB 263+00WB 264+00WB 265+00WB 266+

12'
3'

N16° 37' 59"W

STH 80

12'
3'

EXISTING R/W

MATCH LINE STA. 266+00WB

THOMAS R WIENKES
LAURA R WIENKES

BENCHMARK AND CONTROL POINT INFORMATION					
POINT NO.	TYPE	Y	X	ELEVATION	DESCRIPTION
108	CP	180,061.95	321,801.86	1,226.70	5/8IN RB KL CAP

5

5

JOHN G LINSCHEID
JENNIFER J LINSHEID

THOMAS D NOVAK
STACIE E NOVAK

MATCH LINE STA. 266+00WB

00WB 267+00WB 268+00WB 269+00WB 270+00WB 271+00WB 272+00WB 273+00WB 274+00WB 275+00WB 276+00WB 277+00WB 278+00WB 279+00WB

EXISTING R/W

EXISTING R/W

PT: 269+34.29WB

12'
3'

12'
3'

STH 80 WB
PI STA = 274+66.69 WB
Y = 182,319.4312
X = 321,166.7672
Δ = 49°50'12"
D = 4°59'58.67"
T = 532.40
L = 996.81
R = 1146.00
PC STA = 269+34.29 WB
Y = 181,809.3057
X = 321,319.1635
PT STA = 279+31.10 WB
Y = 182,531.9826
X = 320,678.6335
SE = 5.9%

STA. 280+07 'WB', SKEW 21° LHF
1 EACH REMOVING SMALL PIPE CULVERTS
80 LF CULVERT PIPE CORRUGATED STEEL 24-INCH
2 APRON ENDWALLS FOR CULVERT PIPE STEEL 24-INCH REQ'D.
2 MARKERS CULVERT END REQ'D.
SEE CONSTRUCTION DETAIL "CULVERT REPLACEMENT EXCAVATION"

FRONTIER COMMUNICATIONS
OF WI (TEL)
EROSION MAT TREATMENT
AT CULVERTS (SEE DETAIL)
SLOPE INTERCEPT (TYP.)
ALLIANT ENERGY
(ELEC - OH)

PC: 280+33.69WB

PT: 279+31.10WB

280+00WB

N66° 28' 12"W

GUY

281+

MATCH LINE STA. 281+00WB

ALLIANT ENERGY
(ELEC - OH)

MP

CTH Q

STH 80

HAZY LN

ALLIANT ENERGY
(GAS)

REMOVING
ASPHALTIC
SURFACE BUTT
JOINTS REQ'D

LANDMARK
REFERENCE
MONUMENTS
SPECIAL

ALLIANT
ENERGY (GAS)

FRONTIER
COMMUNICATIONS
OF WI (FO)

LEGEND

- SURFACE WATER FLOW
- SILT FENCE
- EROSION MAT CLASS I TYPE B
- SAN ADJUSTING MANHOLE COVERS
- ADJUSTING WATER VALVE BOXES
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- XXXXX SAWING ASPHALT
- INLET PROTECTION TYPE C

THOMAS R WIENKES
LAURA R WIENKES

STA. 280+09 'WB', SKEW 21° RHF
1 EACH REMOVING SMALL PIPE CULVERTS
110 LF CULVERT PIPE CORRUGATED STEEL 24-INCH
2 APRON ENDWALLS FOR CULVERT PIPE STEEL 24-INCH REQ'D.
2 MARKERS CULVERT END REQ'D.
SEE CONSTRUCTION DETAIL "CULVERT REPLACEMENT EXCAVATION"

PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	PLAN SHEETS	SHEET 70	E

JOHN G LINSCHEID
JENNIFER J LINSCHEID

THOMAS D NOVAK
STACIE E NOVAK

N

MATCH LINE STA. 281+00WB

PT: 283+64.21WB

EXISTING R/W

3'
12'

282+00WB
283+00WB
284+00WB
285+00WB
286+00WB
287+00WB
288+00WB
289+00WB
290+00WB
291+00WB
292+00WB
293+00WB
294+00WB
295+00WB
296+

STH 80

SLOPE INTERCEPT (TYP.)

STH 80 WB
PI STA = 282+01.50 WB
Y = 182,639.9359
X = 320,430.7139
Δ = 24°26'06"
D = 7°23'34.81"
T = 167.81
L = 330.51
R = 775.00
PC STA = 280+33.69 WB
Y = 182,572.9417
X = 320,584.5690
PT STA = 283+64.21 WB
Y = 182,637.2859
X = 320,262.9265
SE = 5.9%

EXISTING R/W

MATCH LINE STA. 296+00WB

LEGEND

- SURFACE WATER FLOW
- SILT FENCE
- EROSION MAT CLASS I TYPE B
- SAN ADJUSTING MANHOLE COVERS
- ADJUSTING WATER VALVE BOXES
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- XXXXX SAWING ASPHALT
- INLET PROTECTION TYPE C

WILLIAM J WOLFE

WILLIAM J WOLFE

5

5

THOMAS D NOVAK
STACIE E NOVAK

THOMAS D NOVAK
STACIE E NOVAK

N

STA. 299+05 'WB', SKEW 0°
1 EACH REMOVING SMALL PIPE CULVERTS
58 LF CULVERT PIPE CORRUGATED STEEL 24-INCH
2 APRON ENDWALLS FOR CULVERT PIPE STEEL 24-INCH REQ'D.
2 MARKERS CULVERT END REQ'D.
SEE CONSTRUCTION DETAIL "CULVERT REPLACEMENT EXCAVATION"

ALLIANT ENERGY
(ELEC - OH)

EROSION MAT TREATMENT
AT CULVERTS (SEE DETAIL)

LANDMARK REFERENCE
MONUMENTS SPECIAL

ALLIANT ENERGY
(ELEC - OH)

EROSION MAT TREATMENT
AT CULVERTS (SEE DETAIL)

MATCH LINE STA. 296+00WB

EXISTING R/W

3'
12'

SLOPE INTERCEPT (TYP.)

SLOPE INTERCEPT (TYP.)

297+00WB
298+00WB
299+00WB
300+00WB
301+00WB
302+00WB
303+00WB
304+00WB
305+00WB
306+00WB
307+00WB
308+00WB
309+00WB
310+00WB
311+

S89° 05' 43"W

STH 80

12'
3'

EXISTING R/W

ALLIANT ENERGY
(GAS)

FRONTIER COMMUNICATIONS
OF WI (TEL)

ALLIANT ENERGY
(GAS)

MATCH LINE STA. 311+00WB

WILLIAM J WOLFE

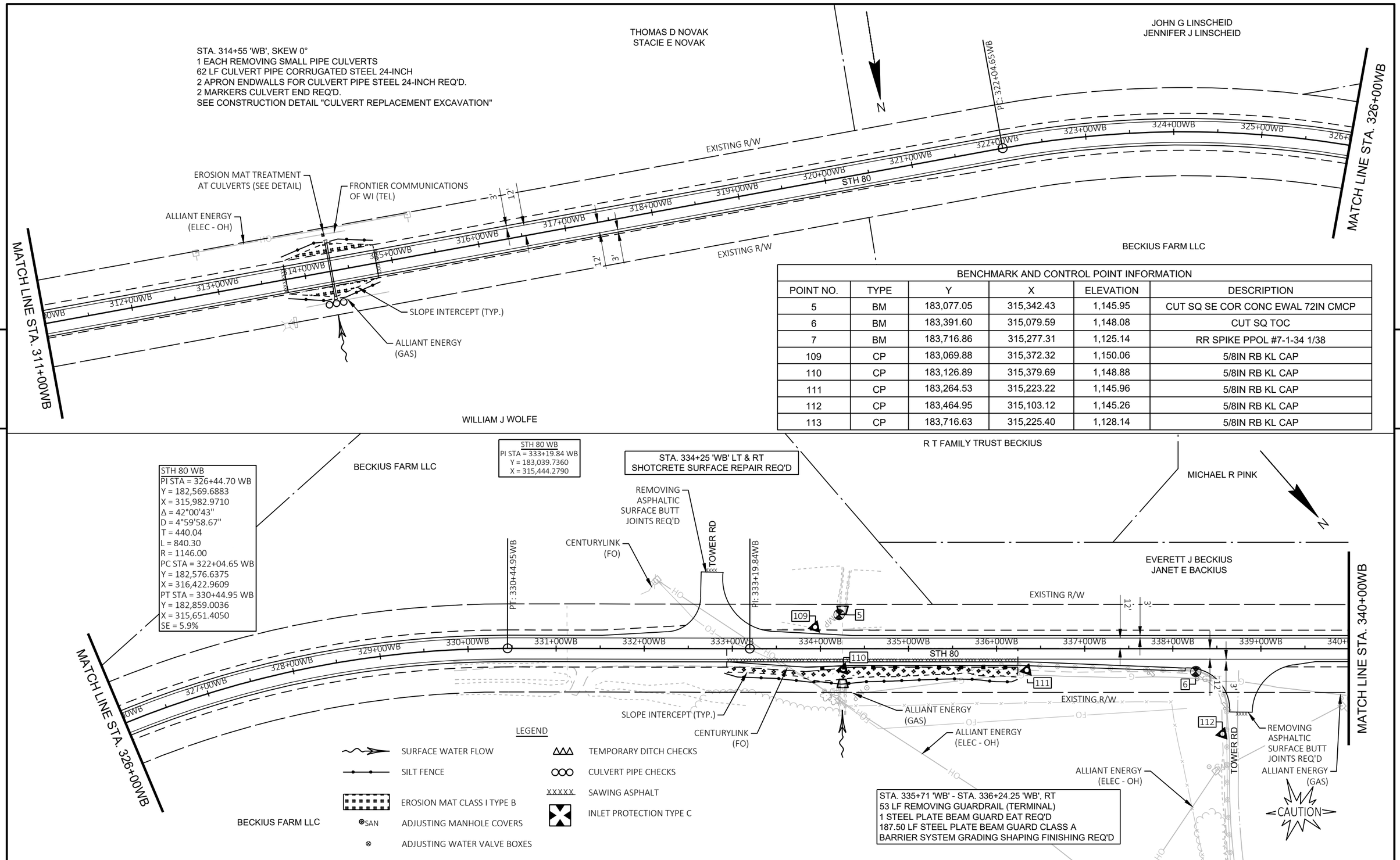
WILLIAM J WOLFE

ROBERT M HAHN
LINDA L HAHN

WILLIAM J WOLFE

STA. 307+25 'WB', SKEW 1° LHF
1 EACH REMOVING SMALL PIPE CULVERTS
72 LF CULVERT PIPE CORRUGATED STEEL 24-INCH
2 APRON ENDWALLS FOR CULVERT PIPE STEEL 24-INCH REQ'D.
2 MARKERS CULVERT END REQ'D.
SEE CONSTRUCTION DETAIL "CULVERT REPLACEMENT EXCAVATION"

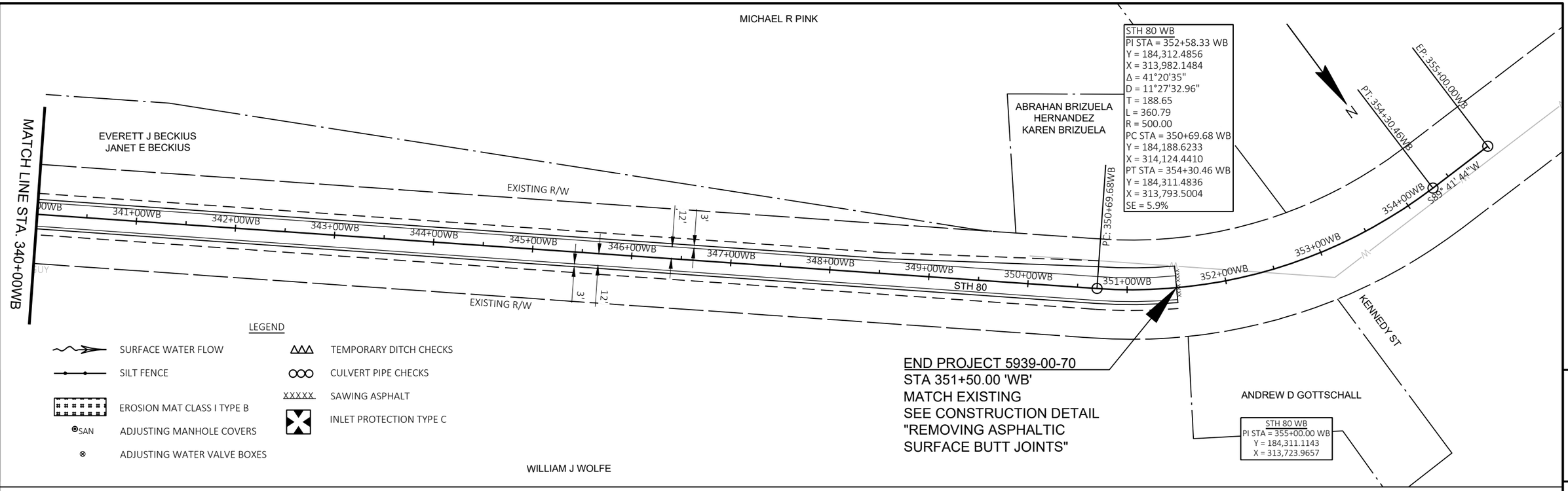
PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	PLAN SHEETS	SHEET 71	E



BENCHMARK AND CONTROL POINT INFORMATION					
POINT NO.	TYPE	Y	X	ELEVATION	DESCRIPTION
5	BM	183,077.05	315,342.43	1,145.95	CUT SQ SE COR CONC EWAL 72IN CMCP
6	BM	183,391.60	315,079.59	1,148.08	CUT SQ TOC
7	BM	183,716.86	315,277.31	1,125.14	RR SPIKE PPOL #7-1-34 1/38
109	CP	183,069.88	315,372.32	1,150.06	5/8IN RB KL CAP
110	CP	183,126.89	315,379.69	1,148.88	5/8IN RB KL CAP
111	CP	183,264.53	315,223.22	1,145.96	5/8IN RB KL CAP
112	CP	183,464.95	315,103.12	1,145.26	5/8IN RB KL CAP
113	CP	183,716.63	315,225.40	1,128.14	5/8IN RB KL CAP

PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	PLAN SHEETS	SHEET 72	E

FILE NAME : G:\WDOTSW\19054-000 STH 80 IOWA CO\CIVIL 3D\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 311+00 - 340+00
PLOT DATE : 7/25/2022 3:27 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : ##########



5

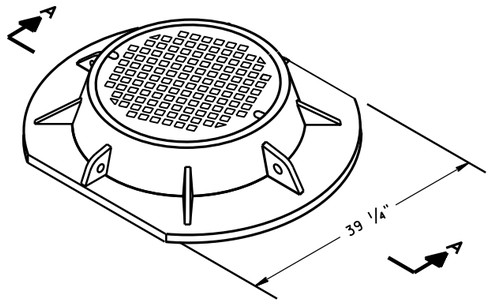
5

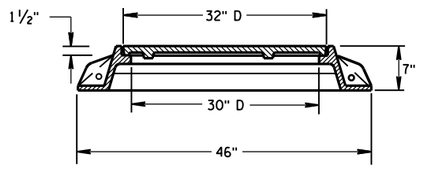
PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	PLAN SHEETS	SHEET 73	E

Standard Detail Drawing List

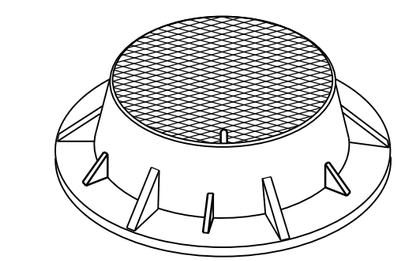
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
13A08-01	ASPHALTIC RUMBLE STRIPS AT INTERSECTION
13A11-03A	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13A11-03B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13C19-03	HMA LONGITUDINAL JOINTS
14B15-11A	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-11B	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-11C	STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS
14B24-09A	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B24-09B	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B24-09C	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B29-01	SAFETY EDGE
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-08C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C02-08F	ADVANCED WIDTH RESTRICTION SIGNING
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C08-21A	LONGITUDINAL MARKING (MAINLINE)
15C08-21B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-21C	PAVEMENT MARKING (TURN LANES)
15C08-21D	PAVEMENT MARKING (TURN LANES)
15C11-09B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C19-06A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C19-07A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C35-05A	PAVEMENT MARKING (INTERSECTIONS)
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-07A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-07C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
16A01-07	LANDMARK REFERENCE MONUMENTS AND COVERS

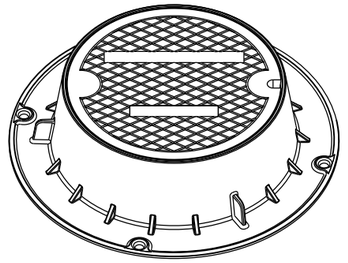
6

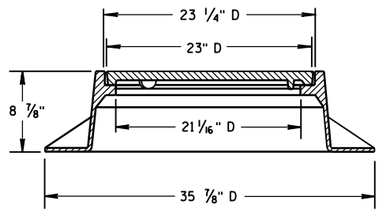


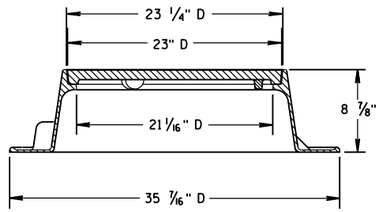


SECTION A-A
TYPE "K"









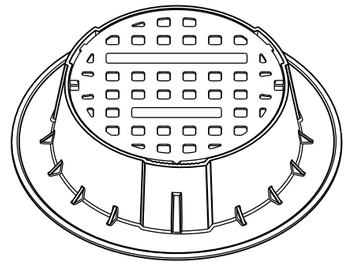
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

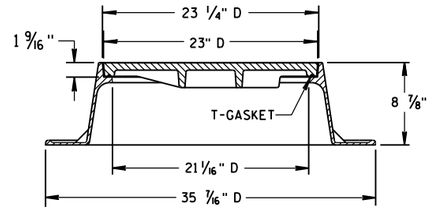
GENERAL NOTES

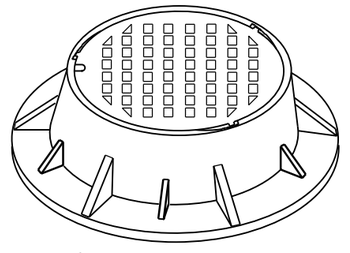
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

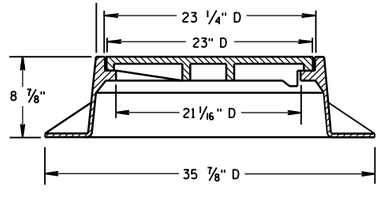
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

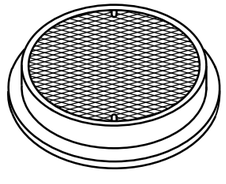


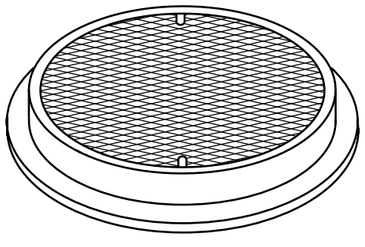


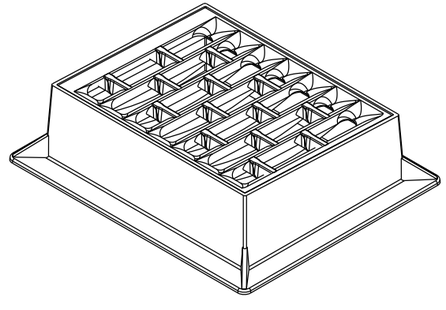


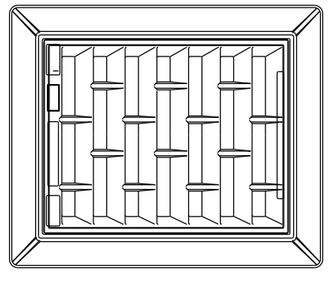


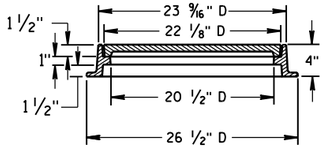
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



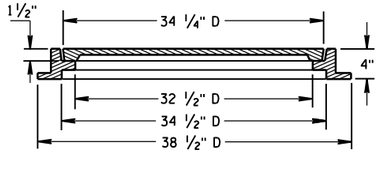




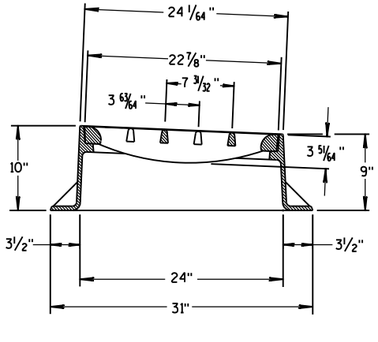


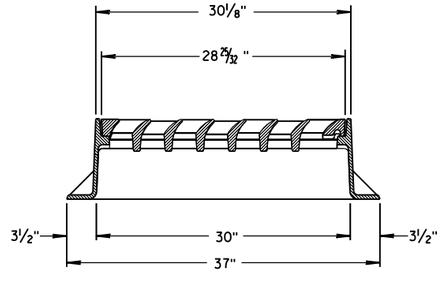


TYPE "L"



TYPE "M"



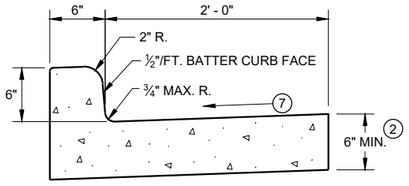


INLET COVER TYPE "BW"

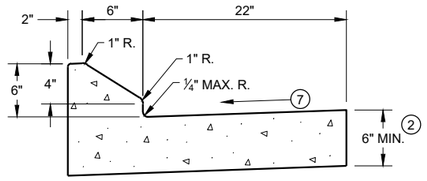
INLET COVER TYPE BW
MANHOLE COVERS, TYPE K, J, J-S, L & M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

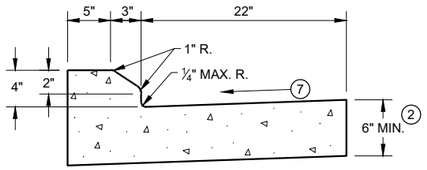
APPROVED
11/27/2013
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA



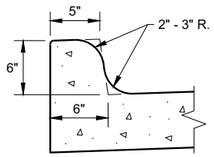
TYPES A (1) & D



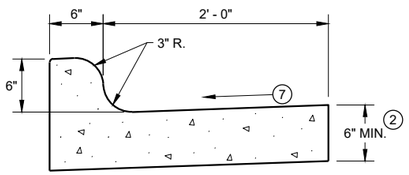
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

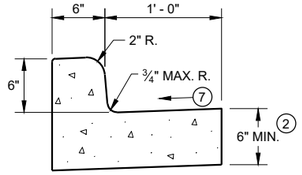


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



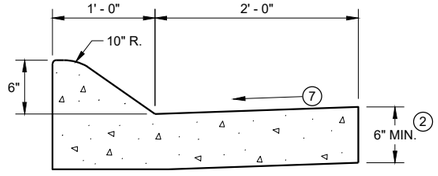
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

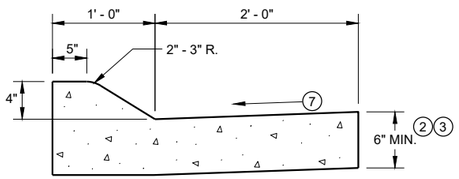


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

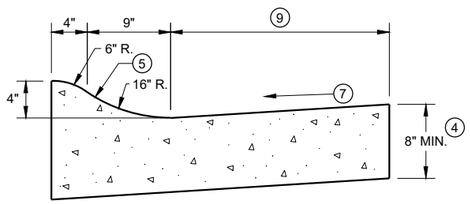


6" SLOPED CURB TYPES A (1) & D



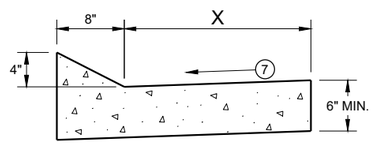
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

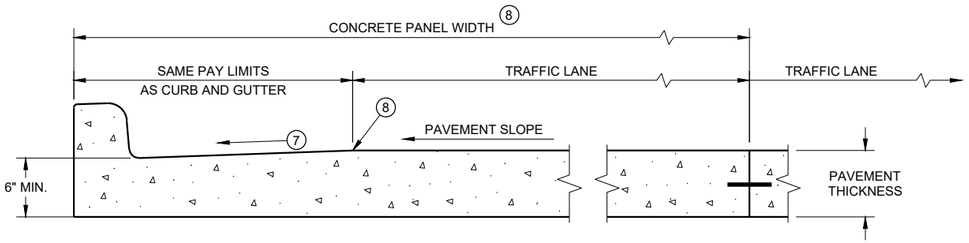


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

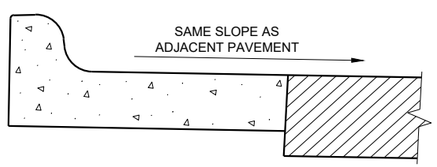
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

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

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

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

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

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

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

(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

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

(7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.

(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

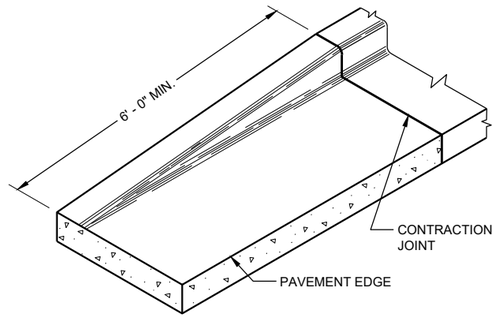
(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

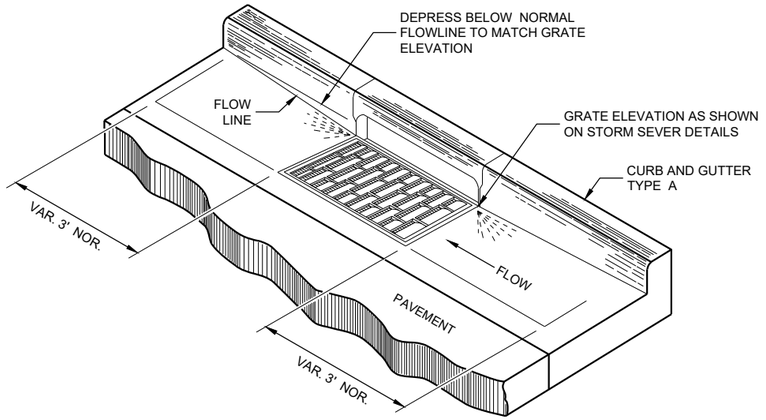
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D01 - 22a



END SECTIONCURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS
(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

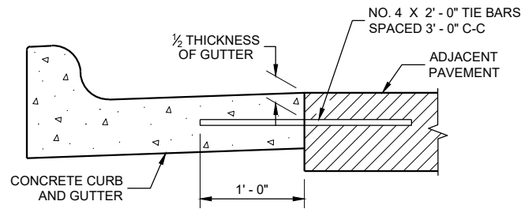
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

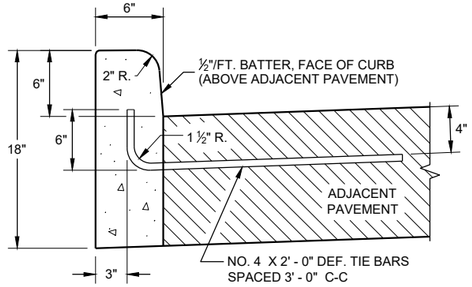
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

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

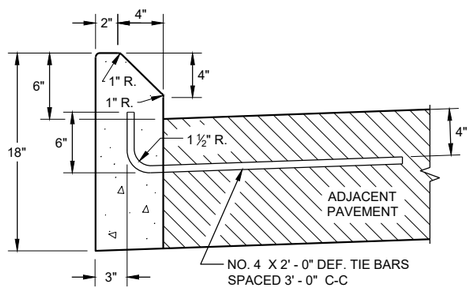
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

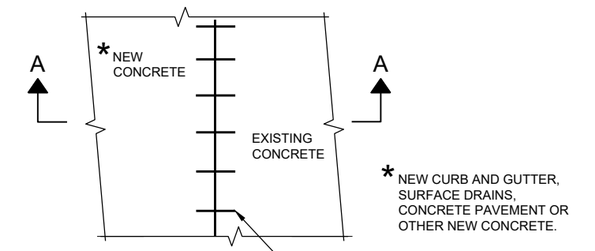


TYPES A (1) & D

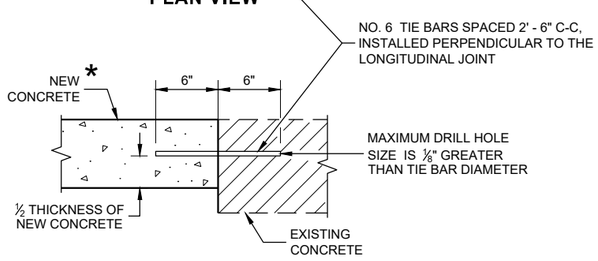


TYPES G (1) & J

CONCRETE CURB

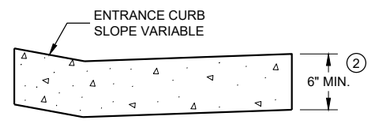


PLAN VIEW



SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB (9)
(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

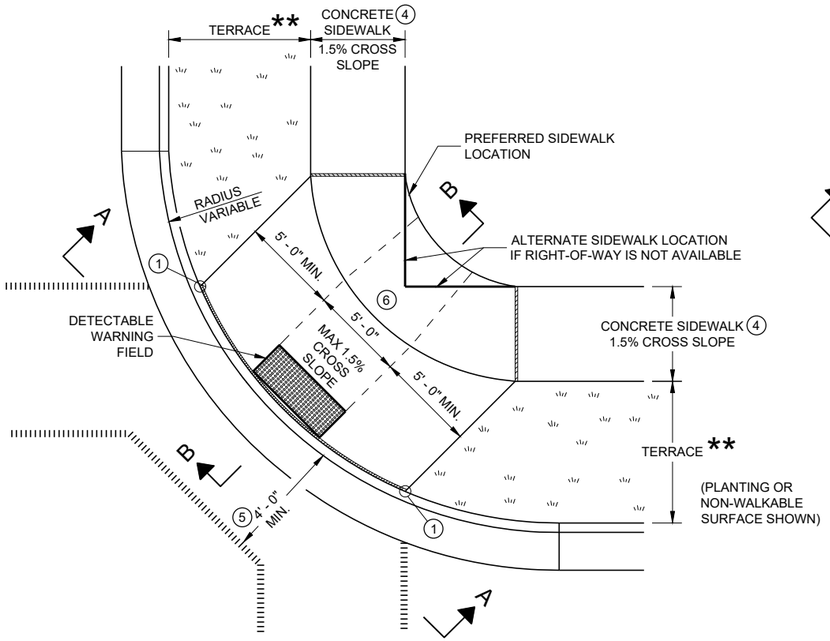
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

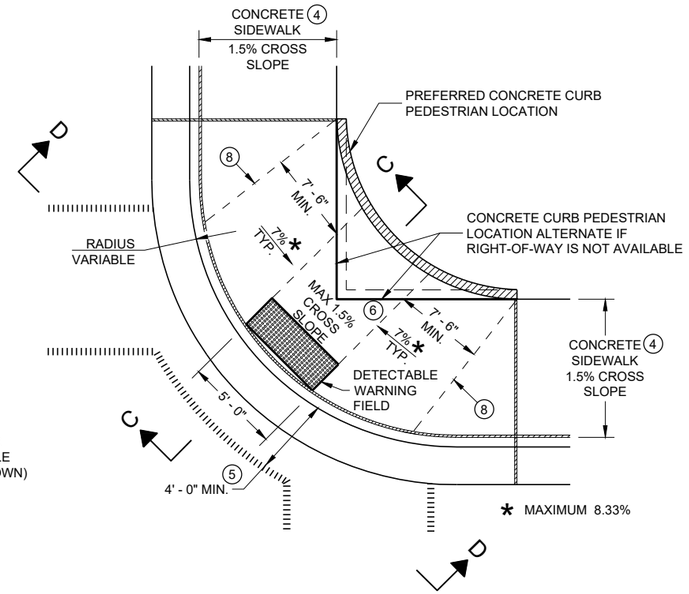
SDD08D01 - 22b



PLAN VIEW

CURB RAMP TYPE 1

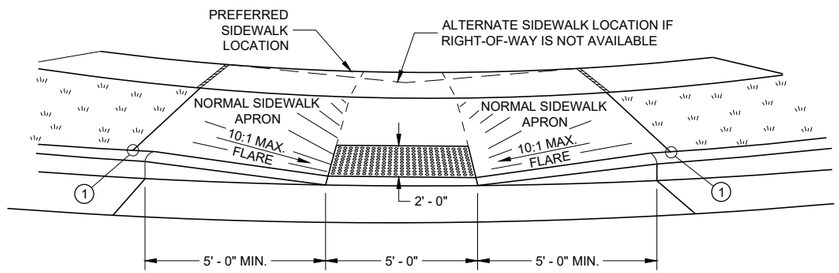
(CENTER OF CORNER RADIUS)



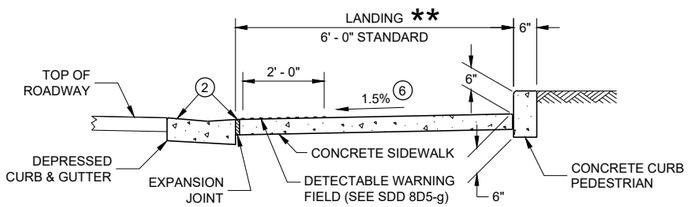
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

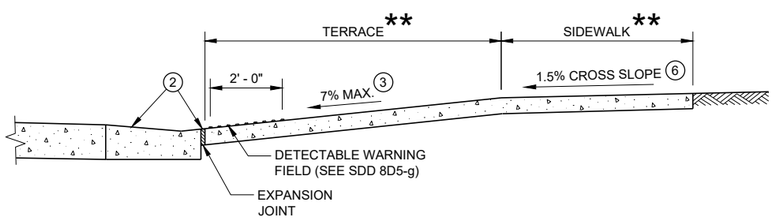


VIEW A - A FOR TYPE 1

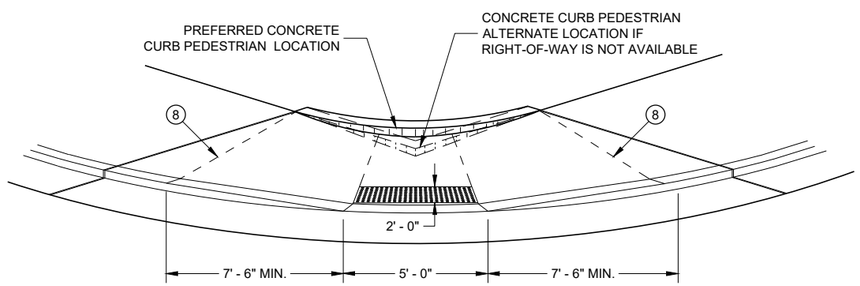


SECTION C - C FOR TYPE 1 - A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

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

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

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

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

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

LEGEND

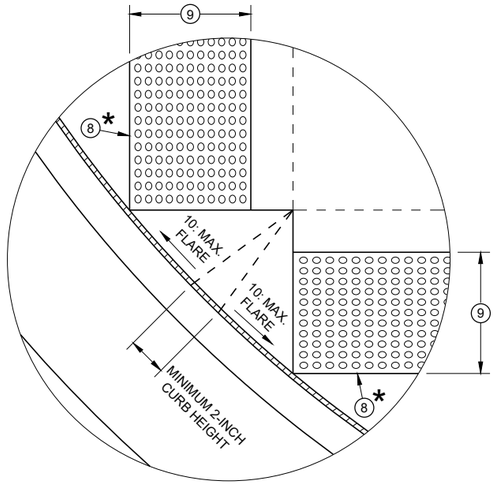
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 1 AND 1-A

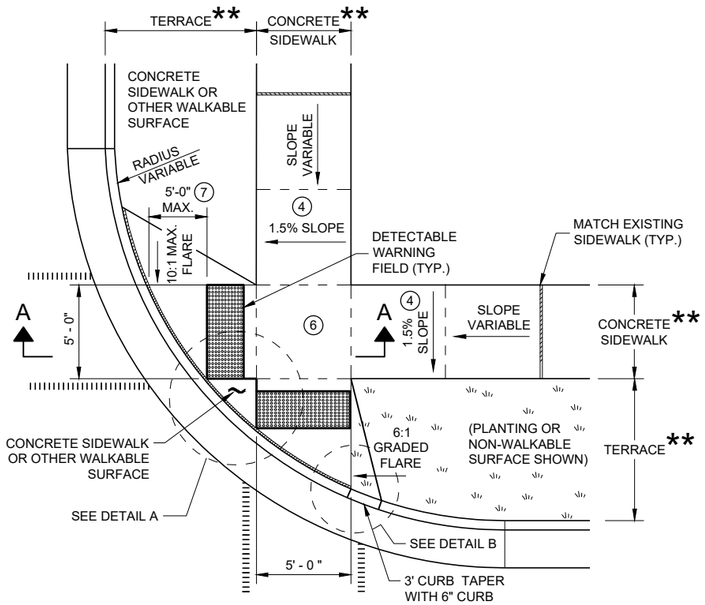
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20a



DETAIL A



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

GENERAL NOTES

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

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

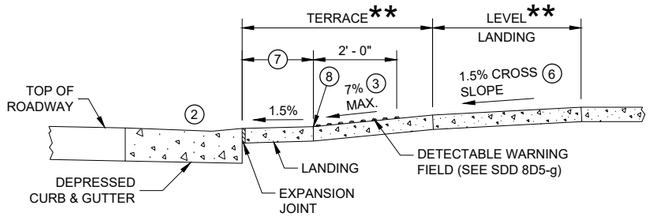
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

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

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

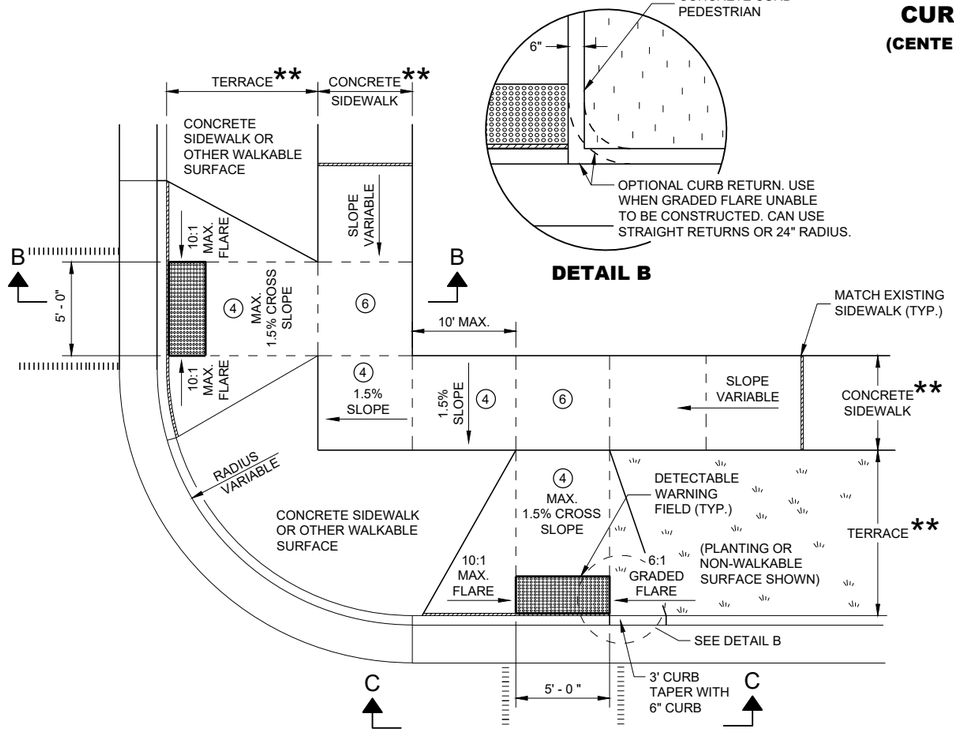
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2

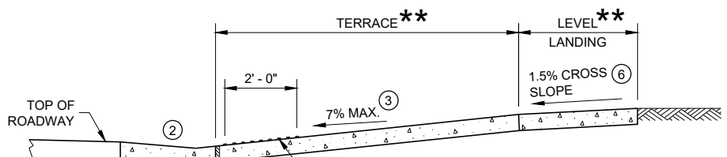
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

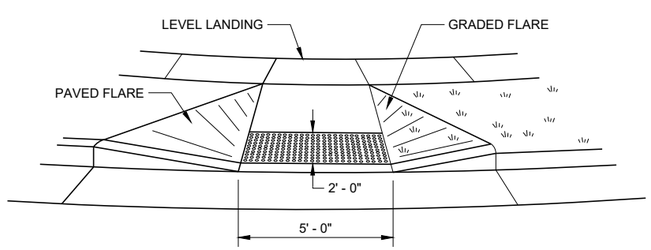


DETAIL B

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



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

LEGEND

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

CURB RAMPS TYPE 2 AND 3

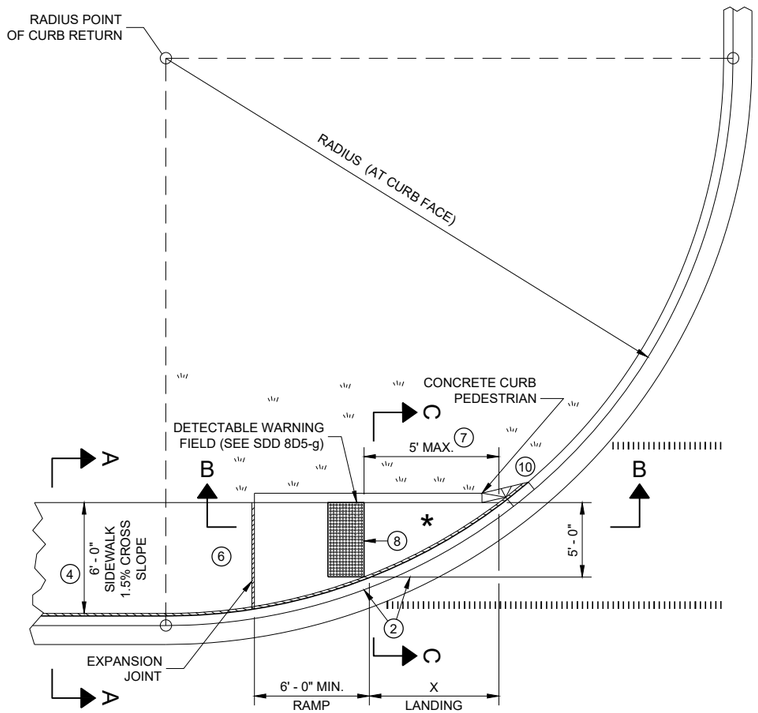
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20b

6

SDD 08D05 - 20b

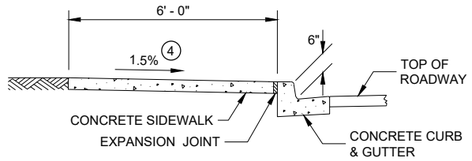


PLAN VIEW

CURB RAMP TYPE 4A

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"
15 FEET	6' - 5½"

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

GENERAL NOTES

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

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

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

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

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

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

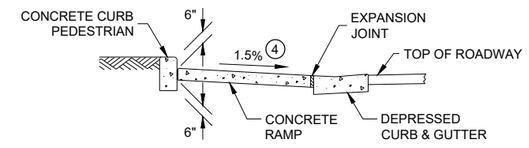
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

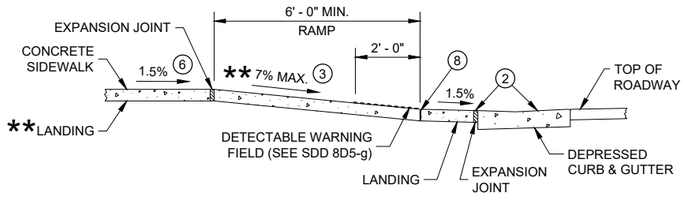
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)

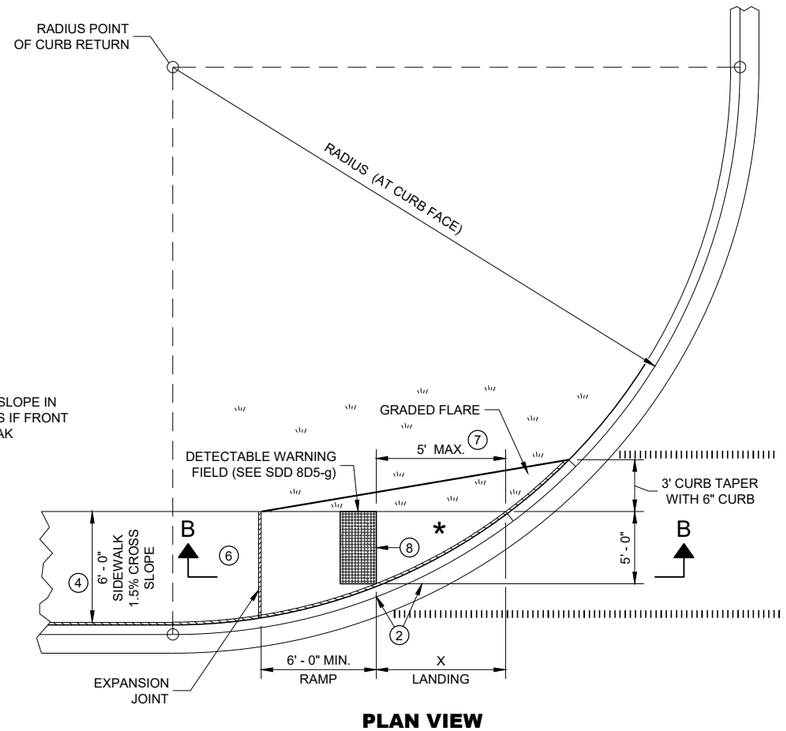


SECTION C - C FOR TYPE 4A



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

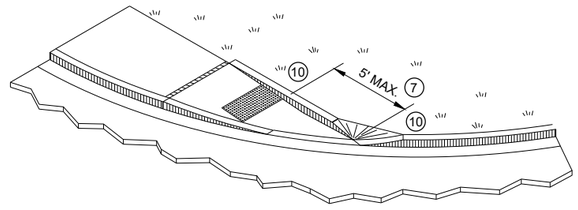
SECTION B - B FOR TYPE 4A AND TYPE 4A1



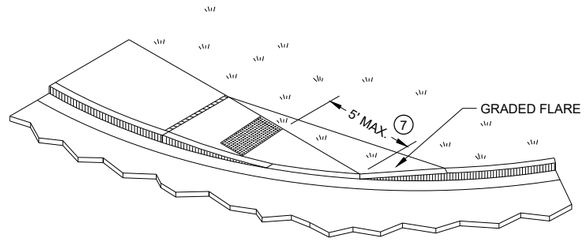
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



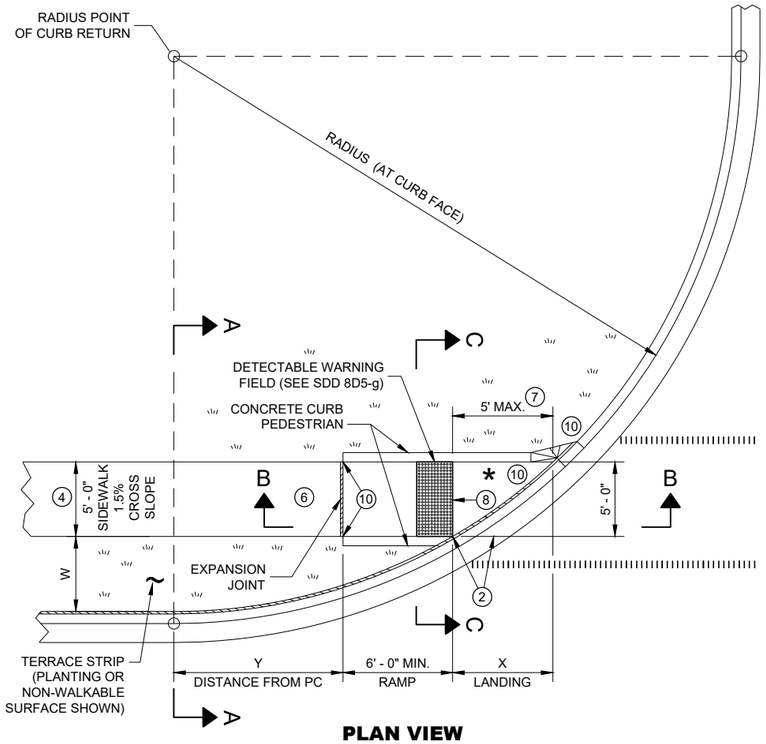
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20c



PLAN VIEW

CURB RAMP TYPE 4B

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 ¼"	0' - 5"	2' - 1"	1' - 4 ½"	1' - 5"	2' - 1"	0' - 10"	2' - 7 ½"	0' - 3 ¼"	3' - 0 ¼"						
15 FEET	4' - 6 ¾"	2' - 1 ¾"	3' - 9"	3' - 5 ¾"	3' - 1 ¼"	4' - 6"	2' - 6 ¾"	5' - 4 ½"	2' - 1"	6' - 1"	1' - 8"	6' - 8 ½"	1' - 3 ¼"	7' - 2 ½"	0' - 10 ¾"	7' - 7 ¼"
20 FEET	5' - 9 ¾"	3' - 6 ½"	4' - 11 ½"	5' - 1 ¾"	4' - 3 ¼"	6' - 5 ½"	3' - 8 ¾"	7' - 7"	3' - 3"	8' - 6 ½"	2' - 10"	9' - 4 ½"	2' - 5 ½"	10' - 1 ¼"	2' - 1 ¼"	10' - 9"
30 FEET			6' - 9 ¼"	7' - 11 ¼"	6' - 0 ¼"	9' - 8"	5' - 5"	11' - 1 ¾"	4' - 10 ¾"	12' - 5 ¾"	4' - 5 ½"	13' - 7 ¾"	4' - 0 ¾"	14' - 8 ½"	3' - 8 ½"	15' - 8 ¼"
40 FEET									6' - 1 ¾"	15' - 8 ½"	5' - 8"	17' - 2"	5' - 3"	18' - 5 ¾"	4' - 10 ¾"	19' - 8 ¼"
50 FEET															5' - 10 ¼"	23' - 2"

INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH

LEGEND

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

GENERAL NOTES

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

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

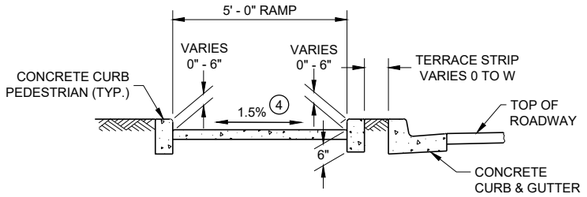
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

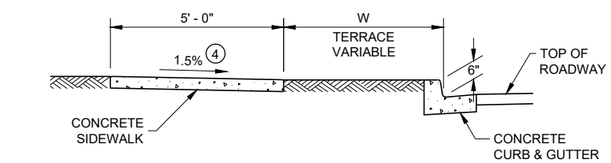
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

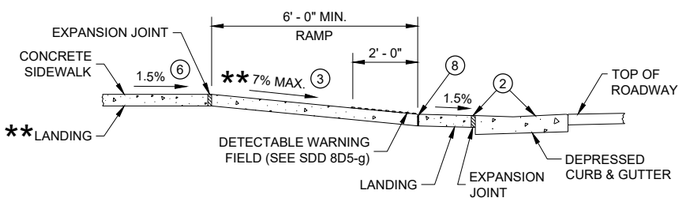
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



SECTION C - C FOR TYPE 4B



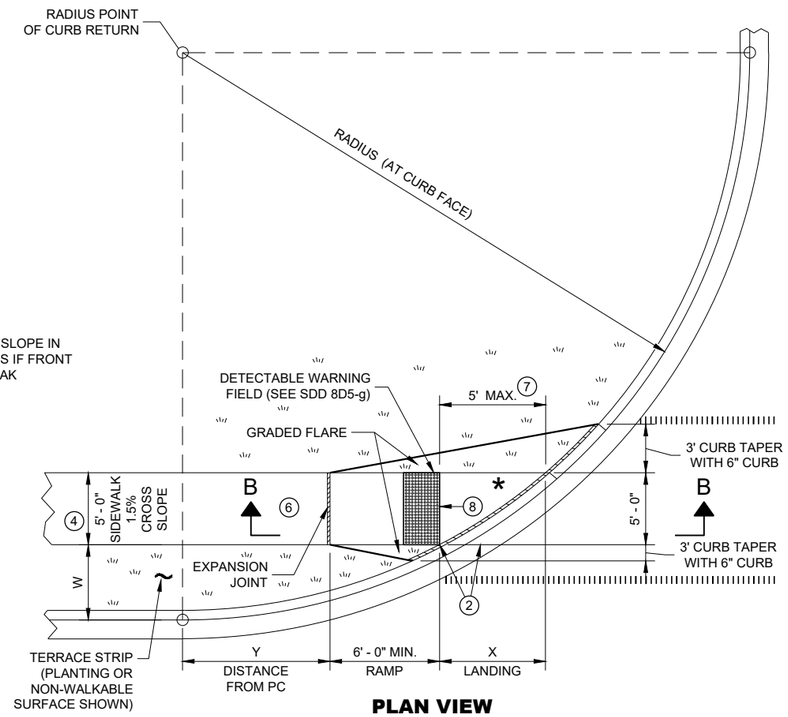
SECTION A - A FOR TYPE 4B



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

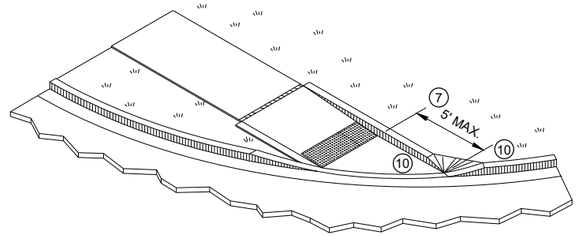
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

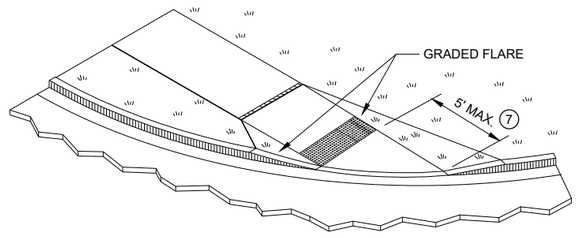


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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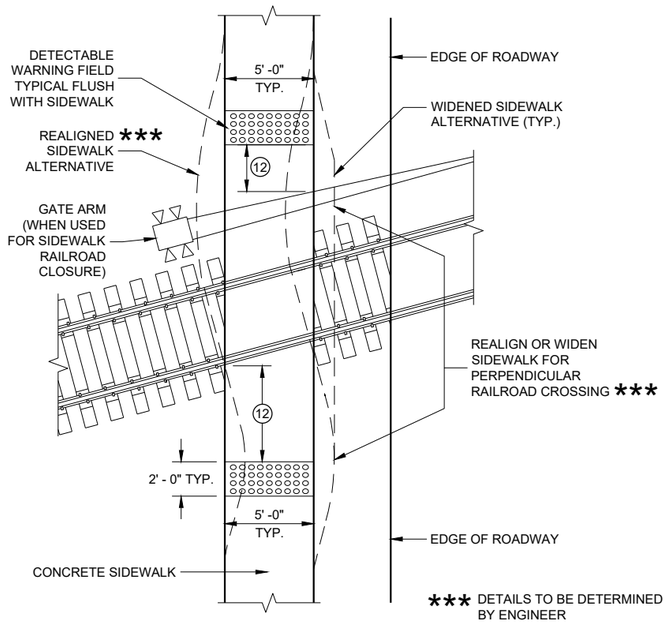
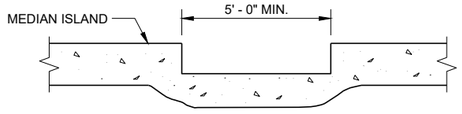
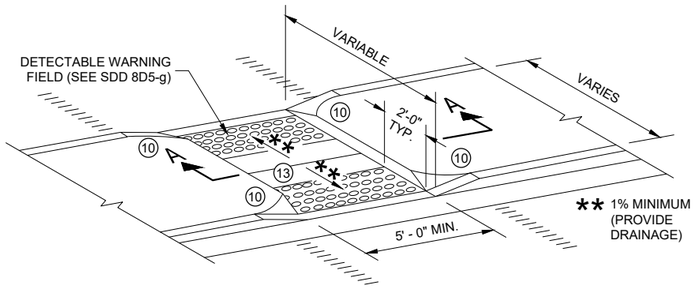


CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

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

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

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

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

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

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

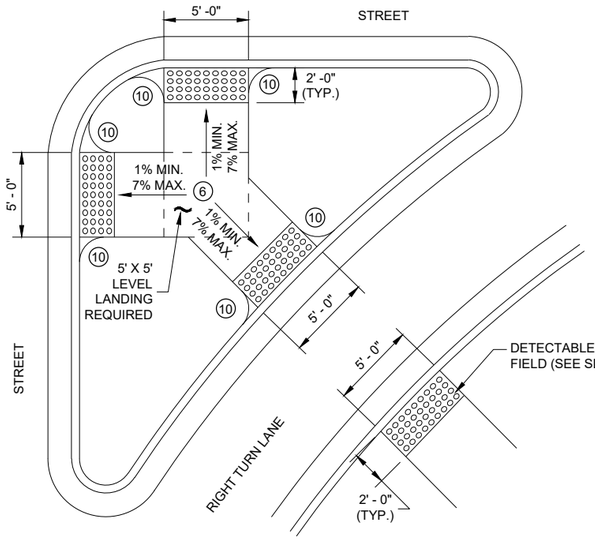
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

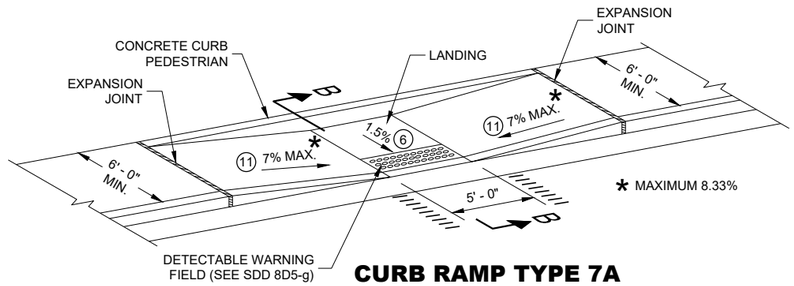
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

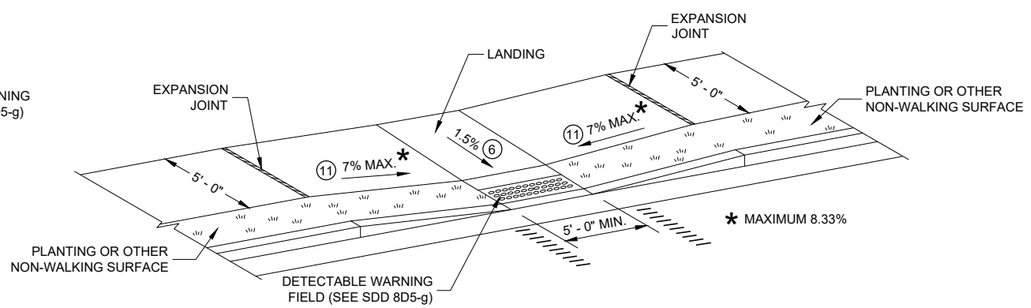
DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7A

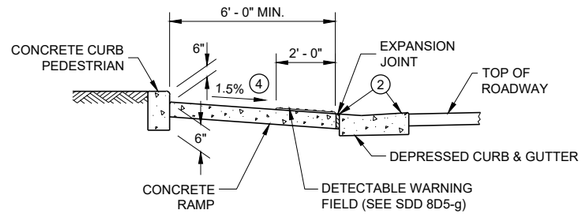
MID BLOCK CROSSING



CURB RAMP TYPE 7B

MID BLOCK CROSSING

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



SECTION B - B FOR TYPE 7A

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

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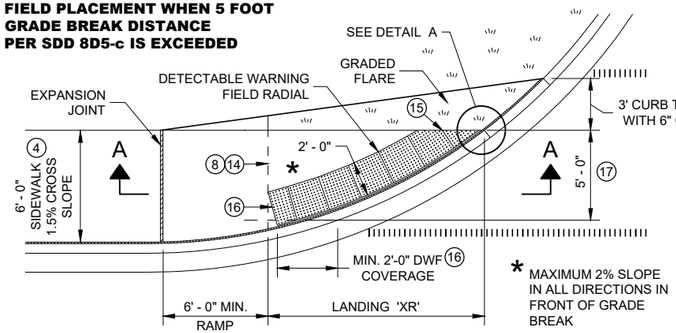
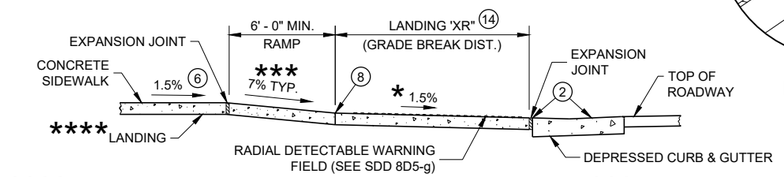
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



PLAN VIEW

CURB RAMP TYPE 4A1

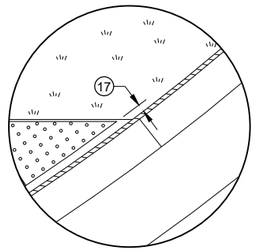
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



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

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1



DETAIL A

LEGEND

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

GENERAL NOTES

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

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

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

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

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

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

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

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

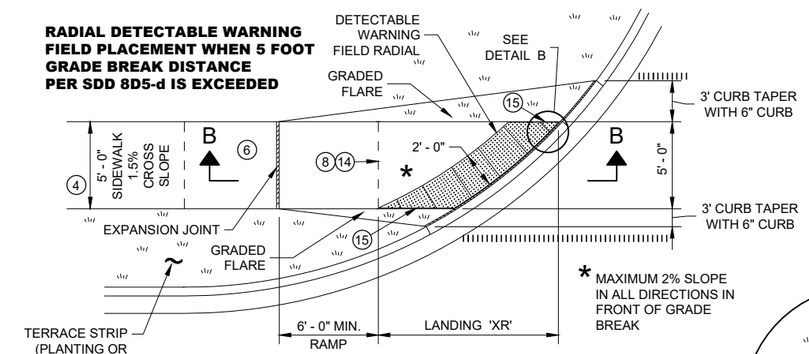
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

(17) A MAXIMUM 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

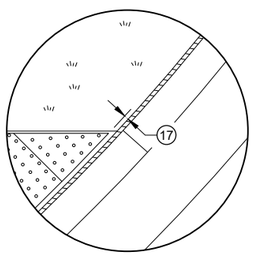
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



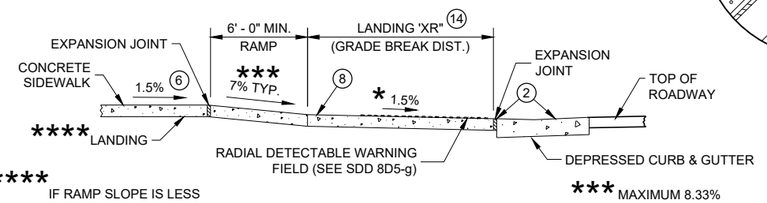
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B

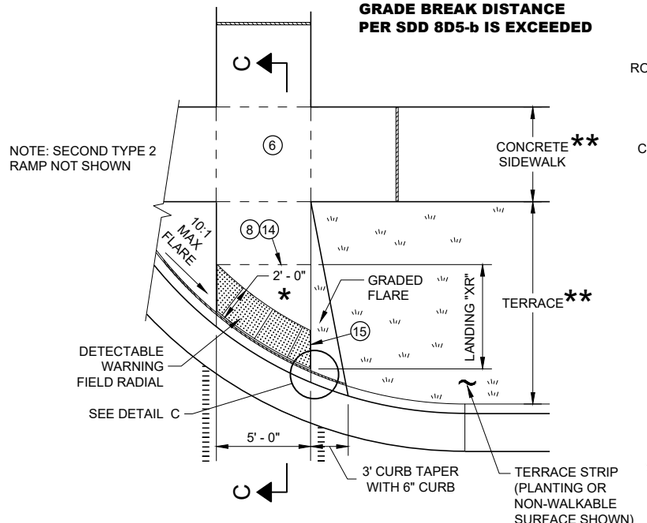


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION B - B FOR TYPE 4B1

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

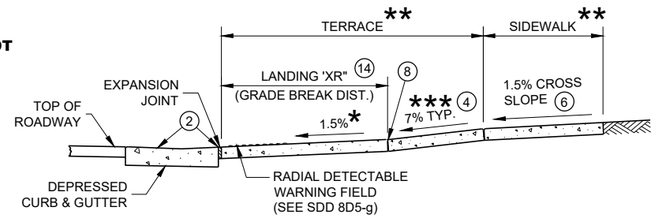


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

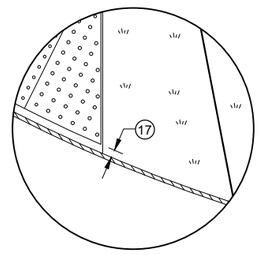


SECTION C - C FOR TYPE 2

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



DETAIL C

CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS

STATE OF WISCONSIN
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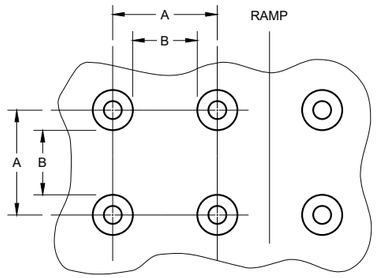
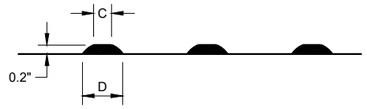
	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.

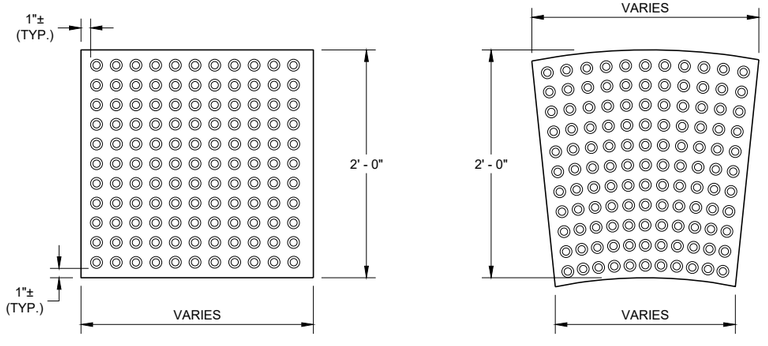


PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

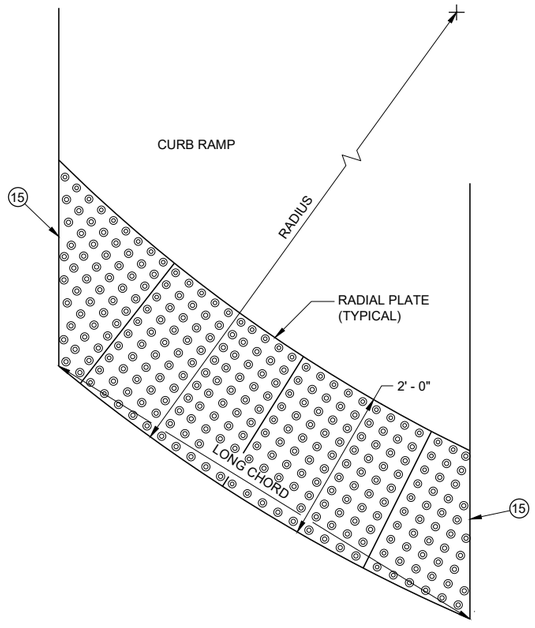
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE. FOLLOW MANUFACTURER'S RECOMMENDATIONS.

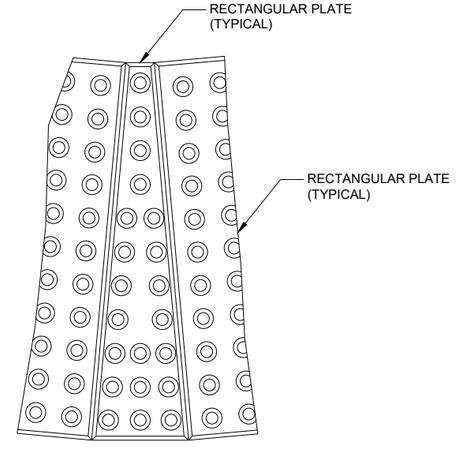
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 08D05 - 20g

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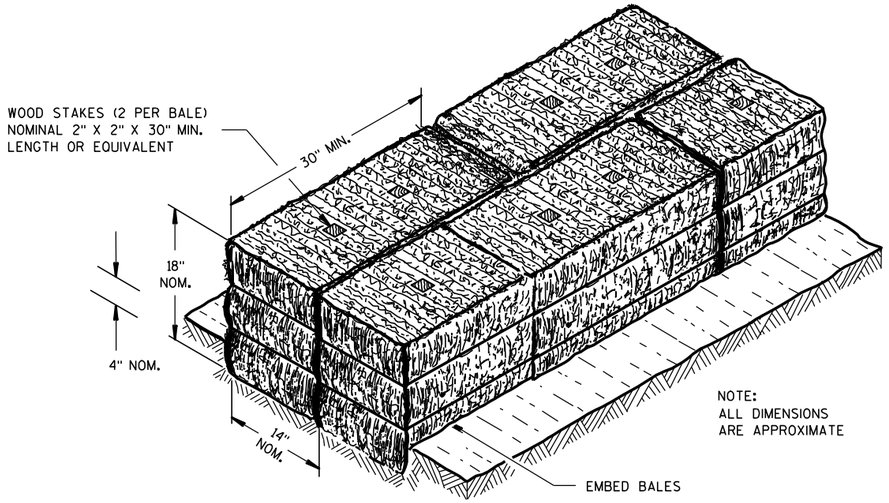
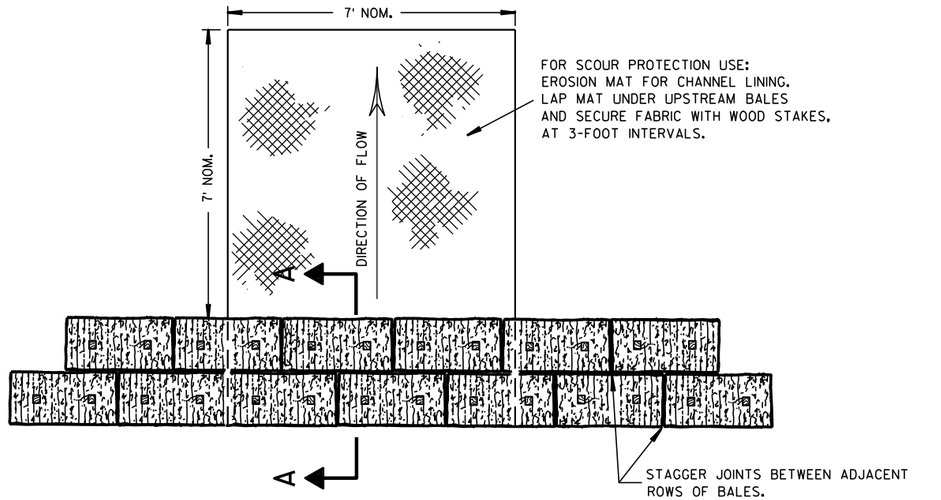
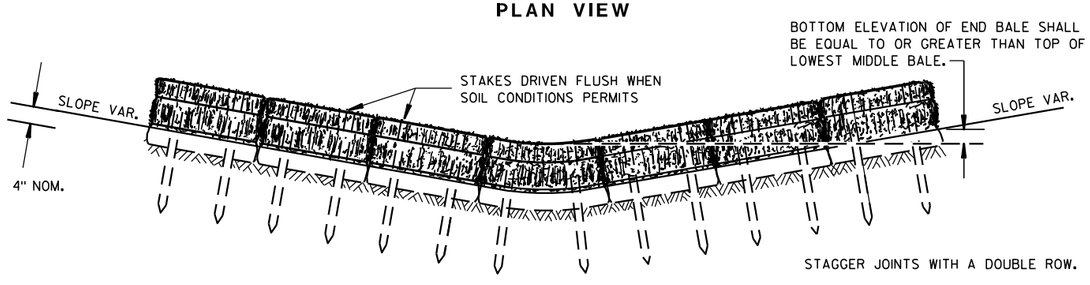
SDD 08D05 - 20g



SECTION A-A



PLAN VIEW



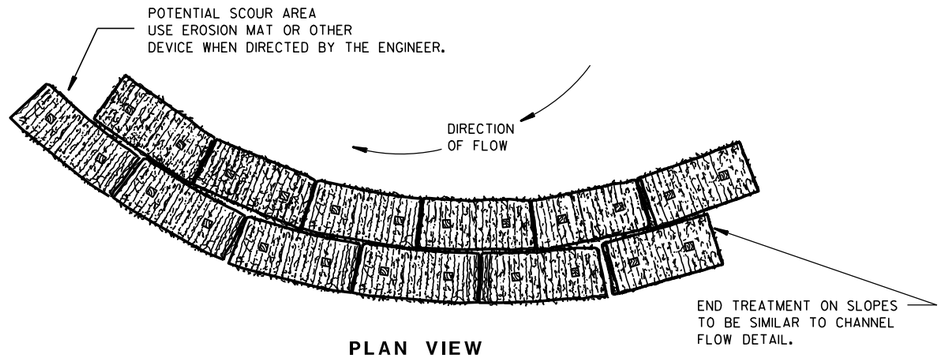
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

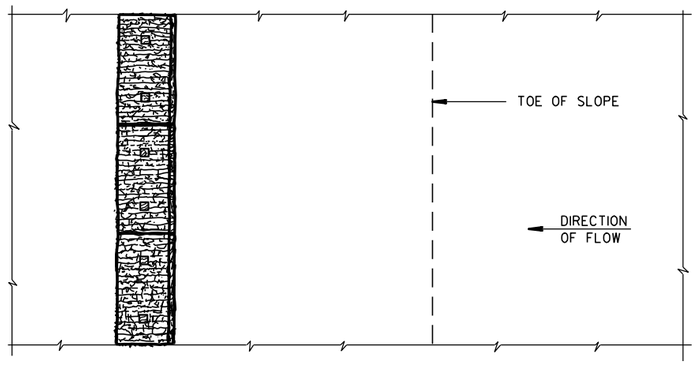
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

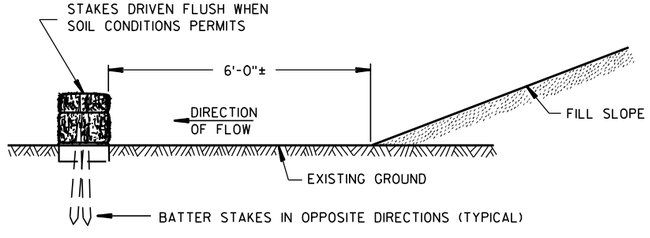


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

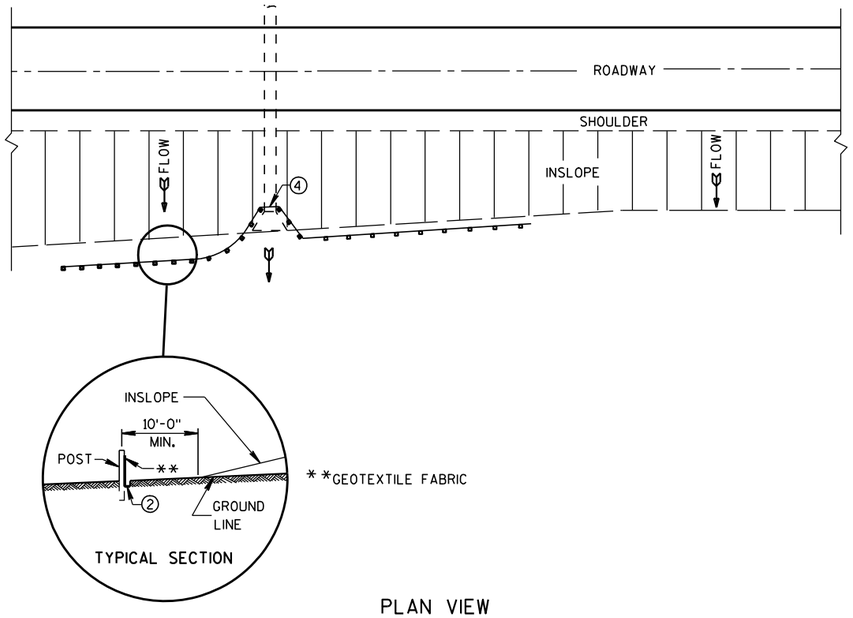
TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

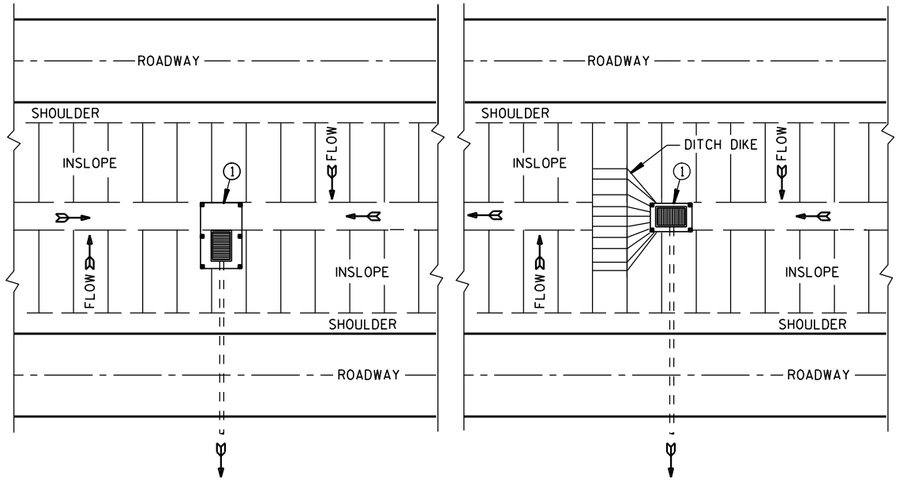
6/04/02 DATE — /S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



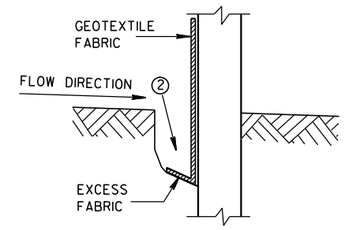
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

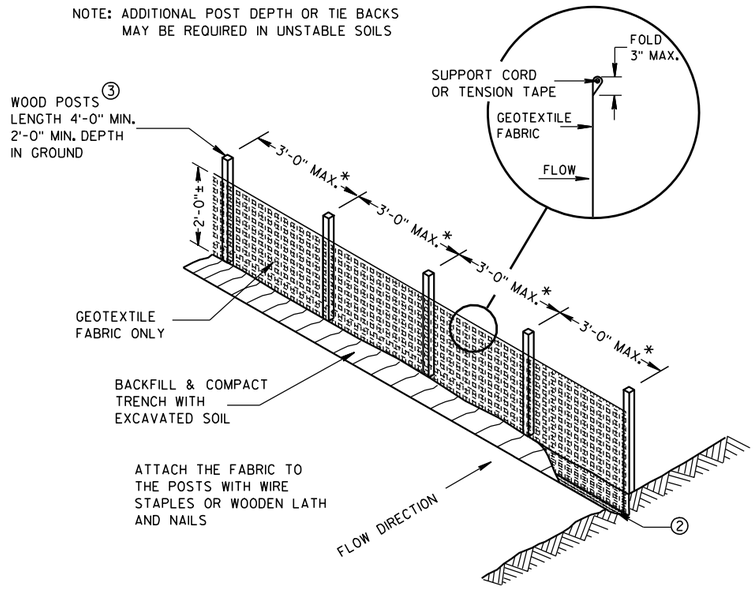
GENERAL NOTES

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

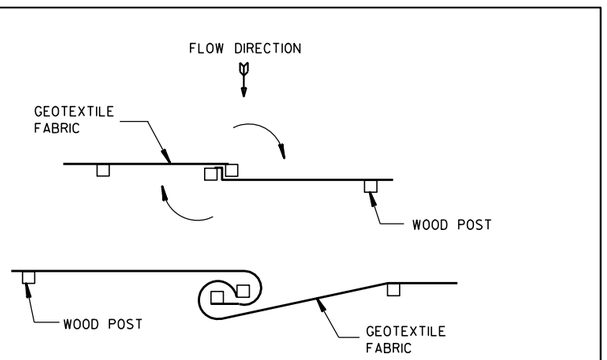
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



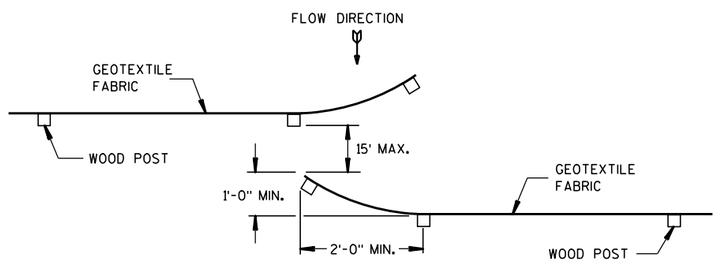
TRENCH DETAIL



SILT FENCE

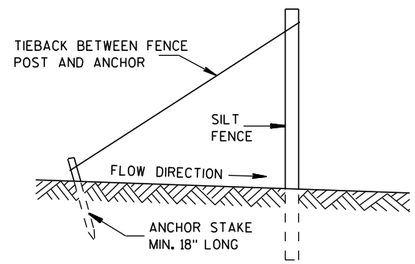


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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S.D.D. 8 E 9-6

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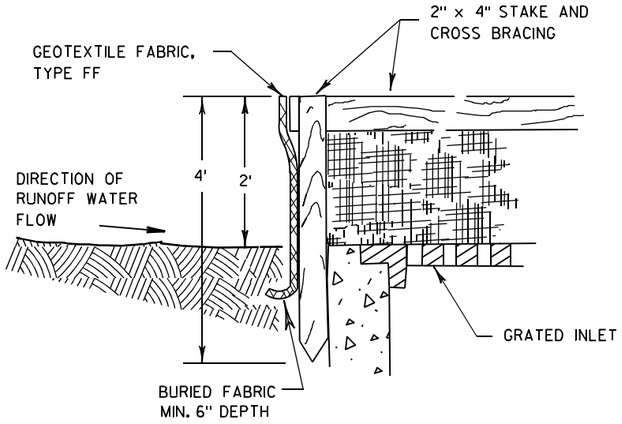
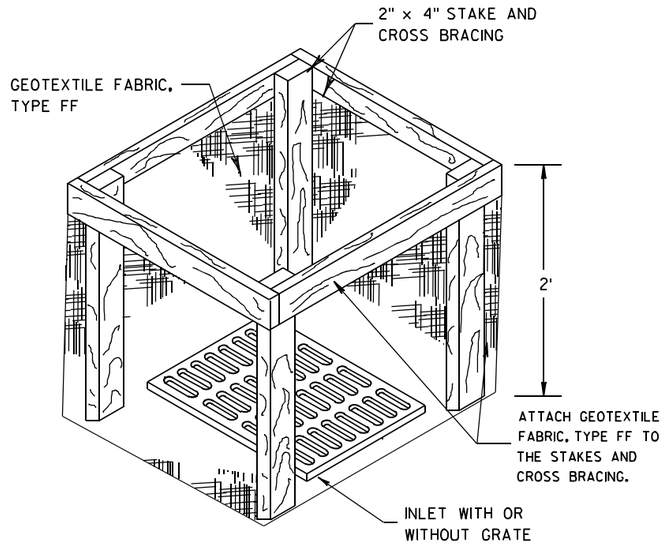
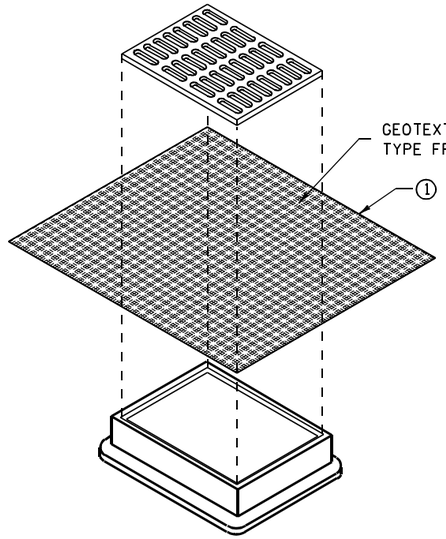
S.D.D. 8 E 9-6



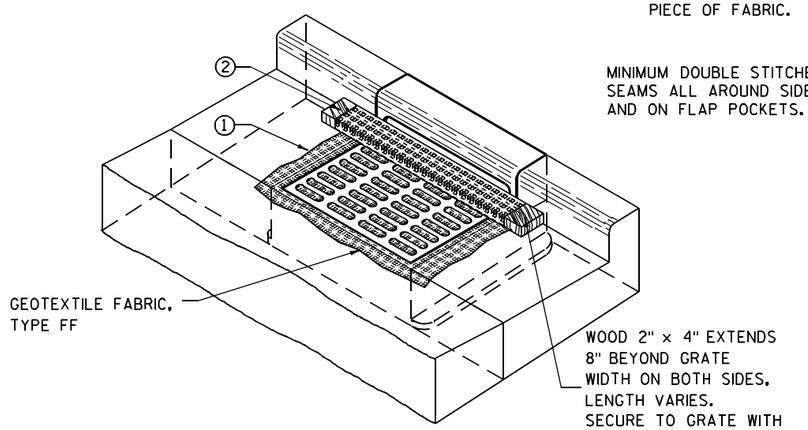


INLET PROTECTION, TYPE A

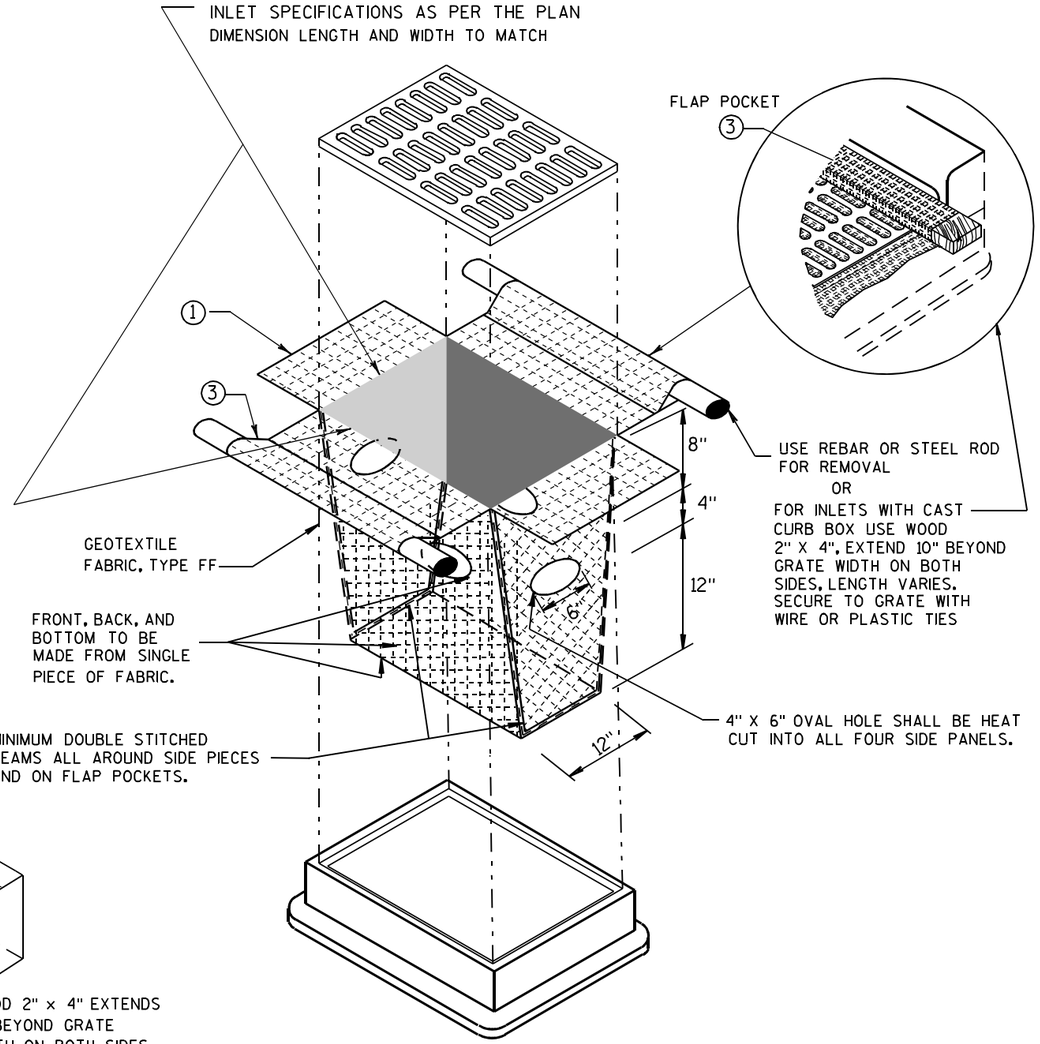


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

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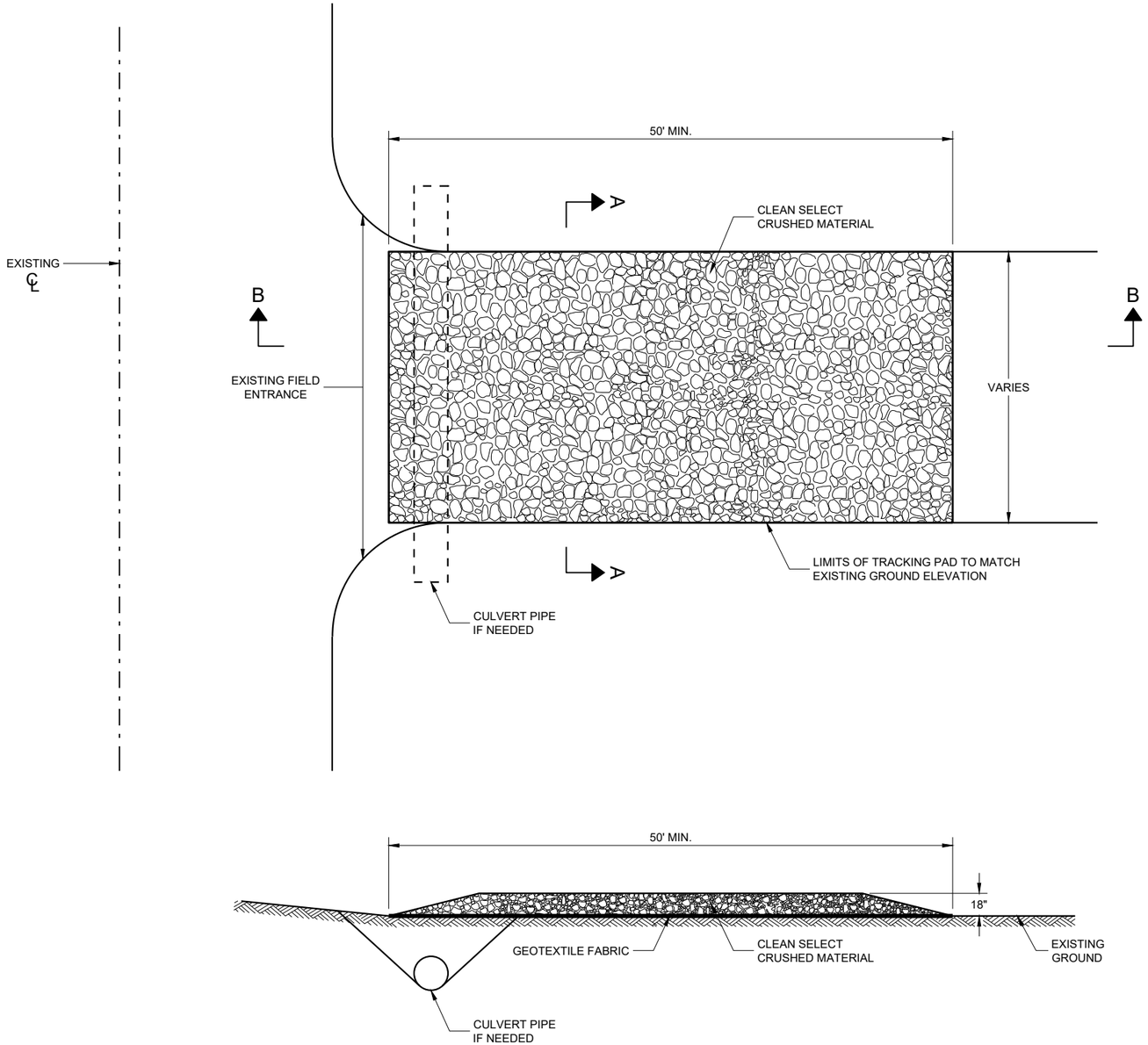
S.D.D. 8 E 10-2



SECTION B - B

GENERAL NOTES

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

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

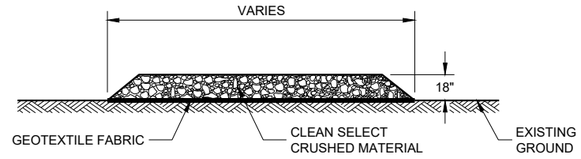
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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

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

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

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



SECTION A - A

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SDD 08E14 - 01

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/24/2011
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVE ENGINEER

FHWA

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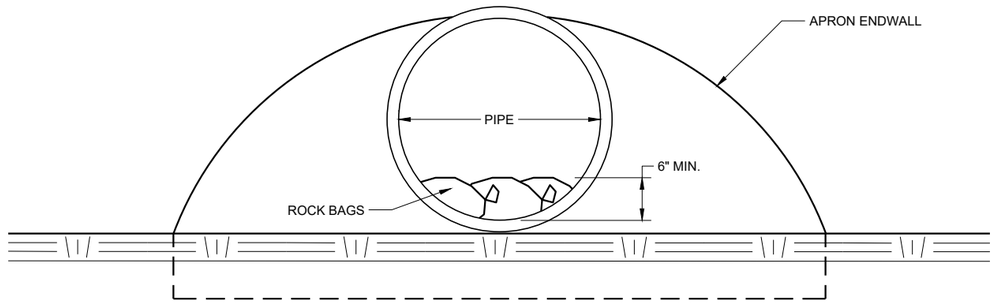
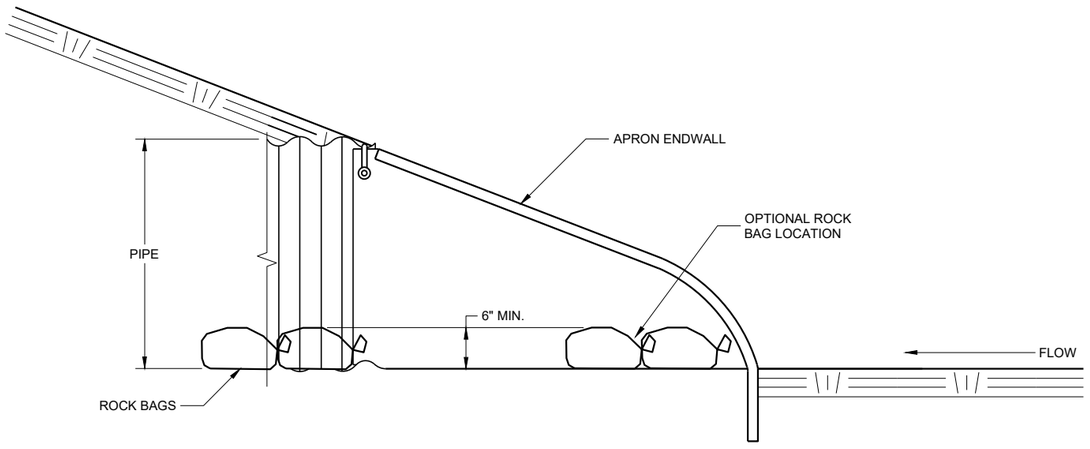
SDD 08E14 - 01



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019 — DATE
/S/ Daniel Schave — EROSION CONTROL ENGI
FHWA

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SDD 08E15 - 01

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SDD 08E15 - 01

METAL APRON ENDWALLS

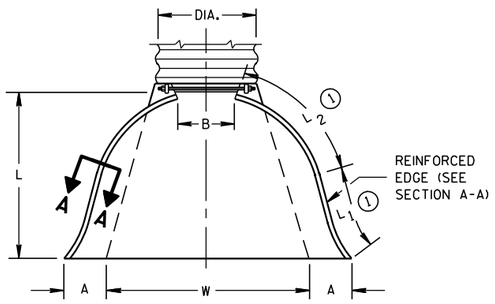
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

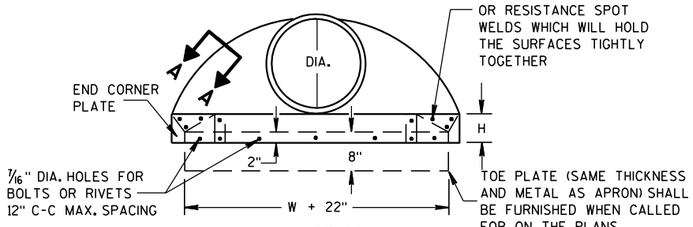
REINFORCED CONCRETE APRON ENDWALLS

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

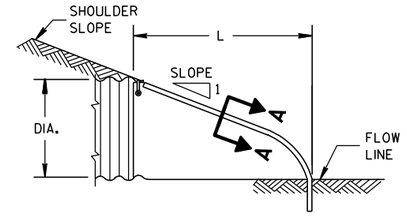
*MINIMUM
**MAXIMUM



PLAN VIEW

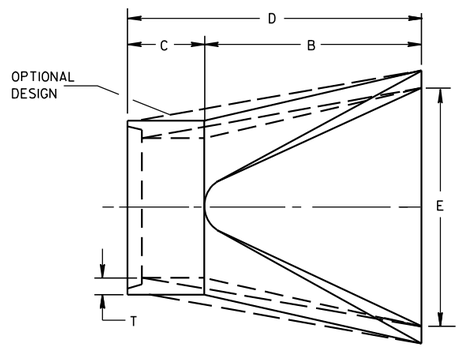


END VIEW

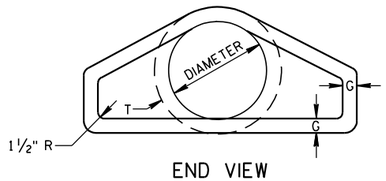


SIDE ELEVATION

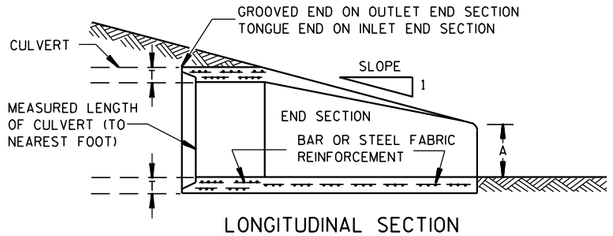
METAL ENDWALLS



PLAN

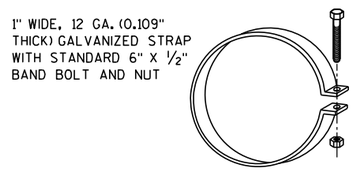


END VIEW



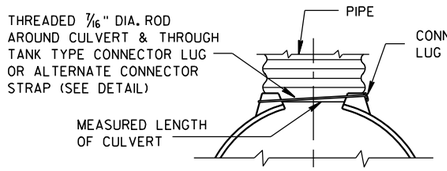
LONGITUDINAL SECTION

CONCRETE ENDWALLS

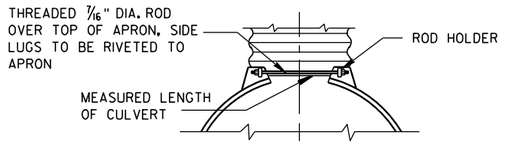


ALTERNATE FOR TYPE 1 CONNECTION

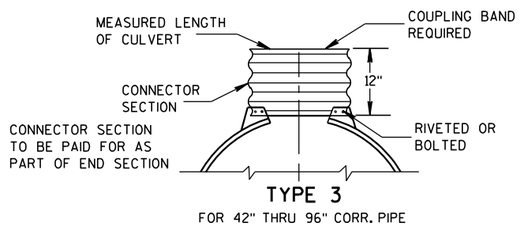
END SECTION CONNECTOR STRAP



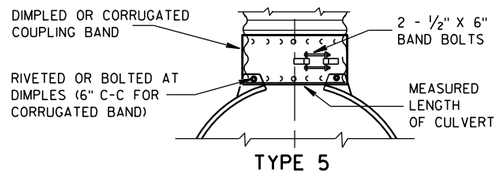
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

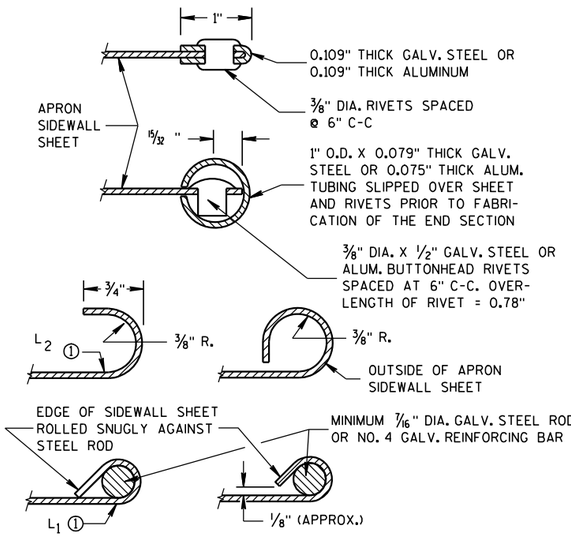
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

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

APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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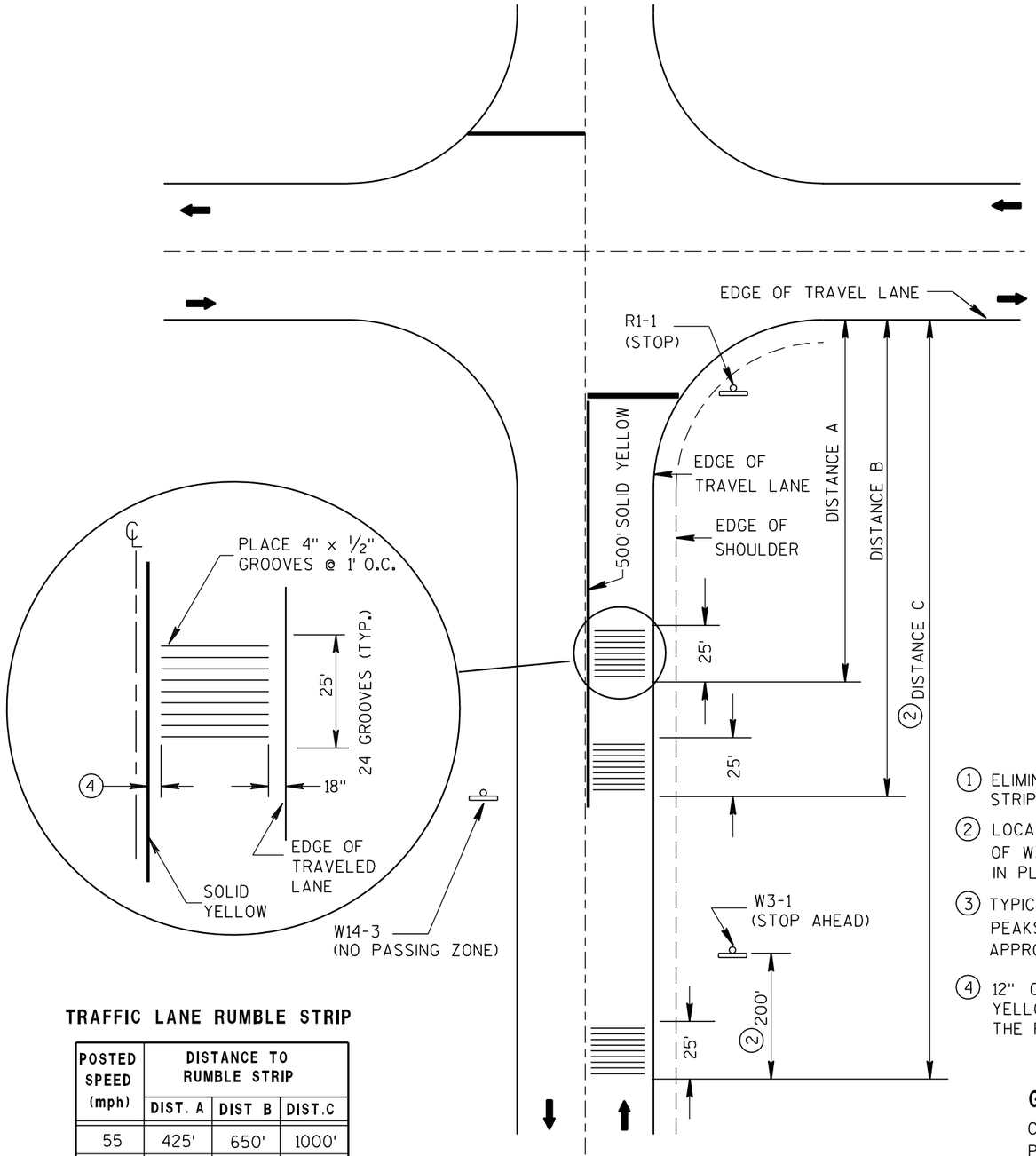


ARROW SYMBOL (➡) SHOWS DIRECTION OF TRAVEL

PLAN VIEW

RUMBLE STRIP LOCATION

TRAFFIC LANE RUMBLE STRIP

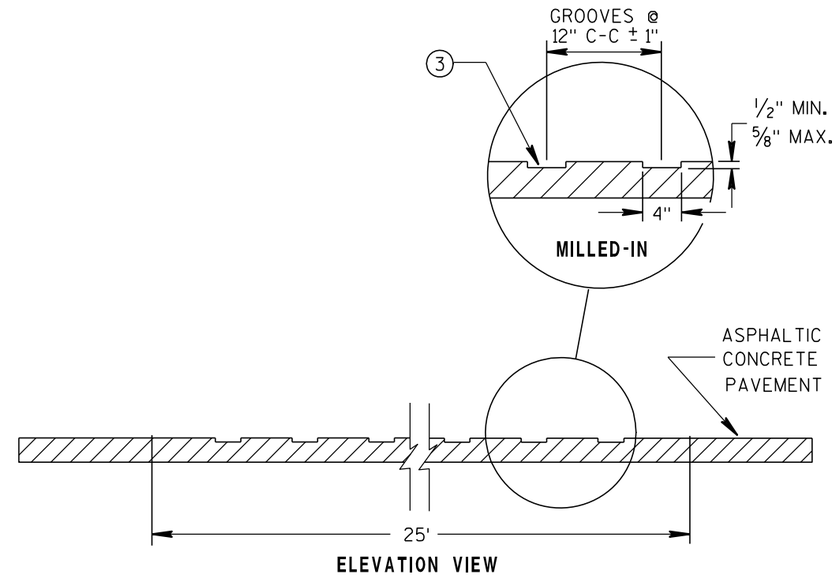
POSTED SPEED (mph)	DISTANCE TO RUMBLE STRIP		
	DIST. A	DIST B	DIST.C
55	425'	650'	1000'
50	325'	450'	800'
45	275'	400'	650'
40	225'	(1)	550'
35	175'	(1)	475'
≤ 30	125'	(1)	425'

(1) ELIMINATE THE MIDDLE SET OF RUMBLE STRIPS.

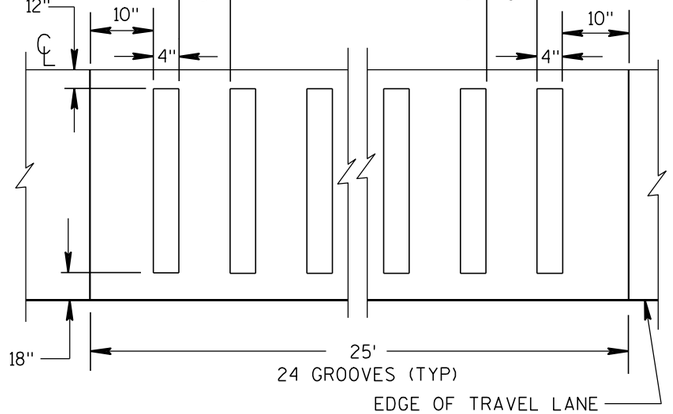
(2) LOCATE RUMBLE STRIP 200' IN ADVANCE OF W3-1 SIGN AS SHOWN. IF W3-1 IS NOT IN PLACE, USE DISTANCE C.

(3) TYPICAL VERTICAL VARIATION BETWEEN PEAKS AND VALLEYS WITHIN THE CUT APPROXIMATELY 1/16"

(4) 12" CLEAR BETWEEN THE SOLID YELLOW LINE AND THE EDGE OF THE RUMBLE.



ELEVATION VIEW



PLAN VIEW

ASPHALTIC PAVEMENT MILLED-IN

GENERAL NOTES

CONTRACTOR SHALL CONFIRM RUMBLE STRIP LOCATION WITH THE ENGINEER PRIOR TO INSTALLATION. THE ENGINEER MAY MODIFY THE RUMBLE STRIP LOCATION AS FIELD CONDITIONS DICTATE.

WHEN ASPHALTIC PAVEMENT IS NEW IN THE RUMBLE AREA THE CONTRACTOR SHALL ALLOW THE PAVEMENT TO CURE A MINIMUM OF 7 DAYS PRIOR TO RUMBLE INSTALLATION.

PAVEMENT MARKING AND SIGNING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

ASPHALTIC RUMBLE STRIPS AT INTERSECTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/17/2011
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS | 91
ENGINEER

FHWA

6

S.D.D. 13 A 8-1

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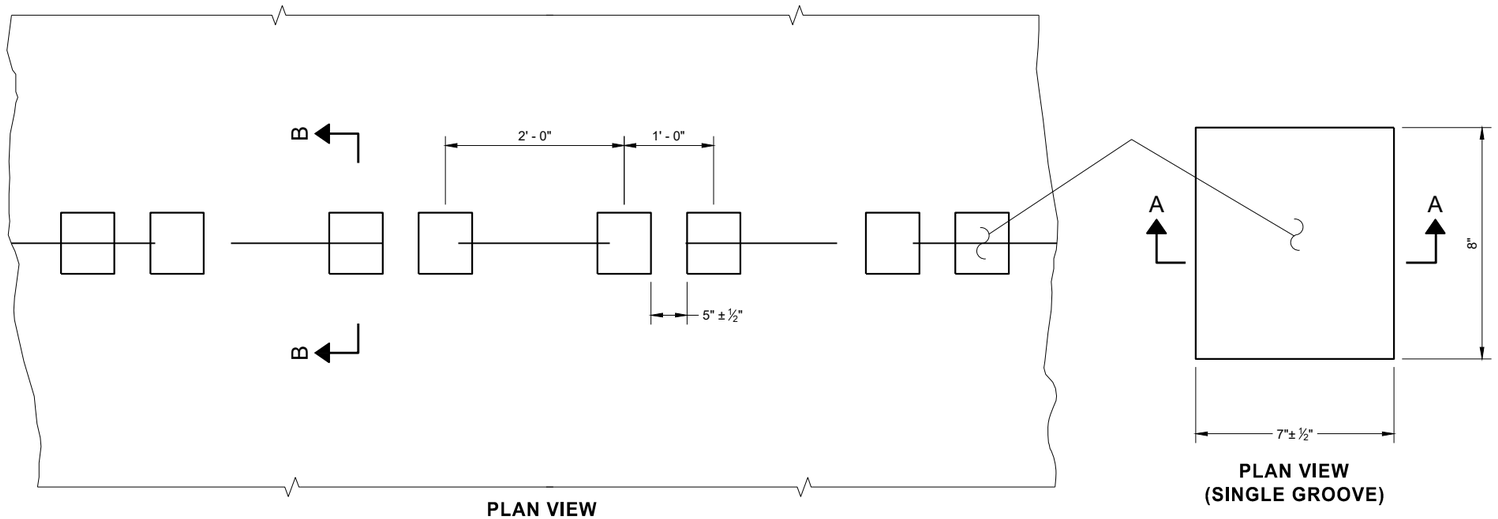
S.D.D. 13 A 8-1



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP

GENERAL NOTES

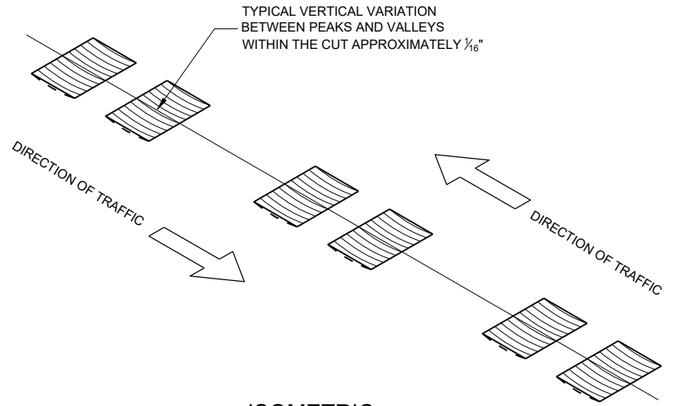
DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

DO NOT MILL CENTERLINE GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

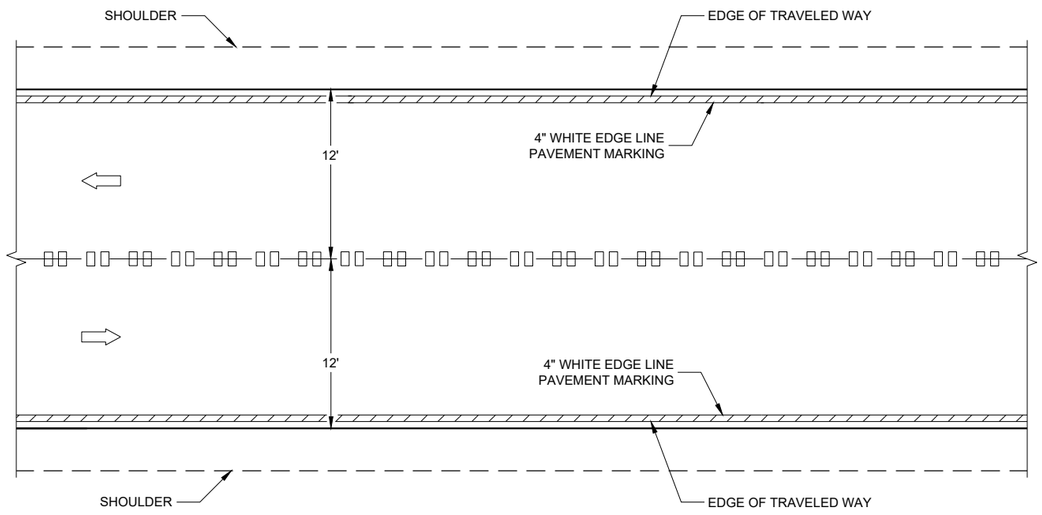
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

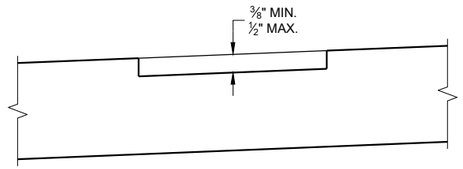
(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.



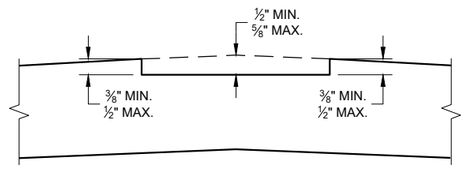
ISOMETRIC



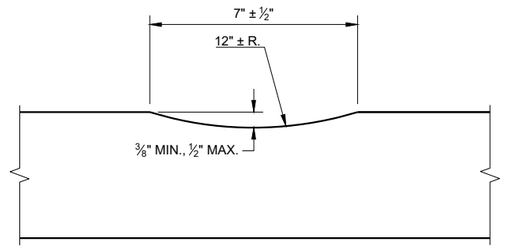
CENTERLINE GROOVES ON TWO-WAY ROADWAYS



SECTION B - B
SUPERELEVATED ROADWAY



SECTION B - B
CROWNED ROADWAY



SECTION A - A

2-LANE RURAL
CENTER LINE RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13A11 - 03a

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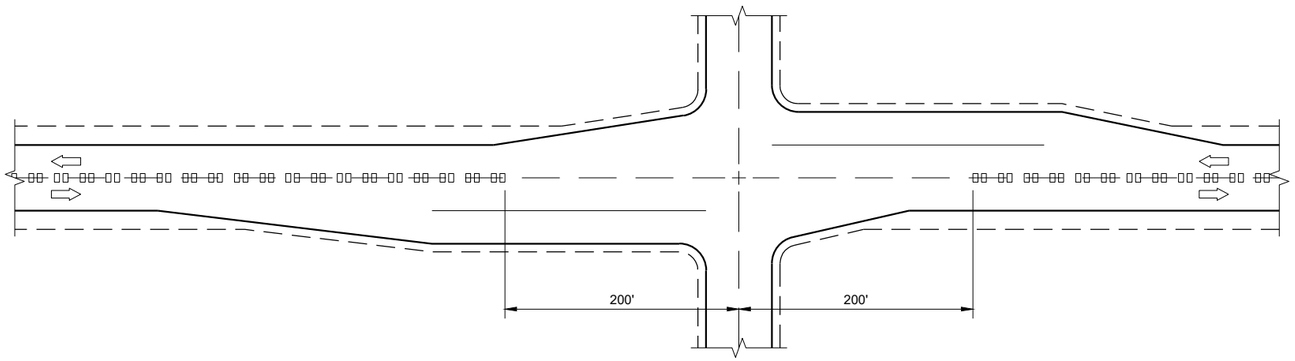
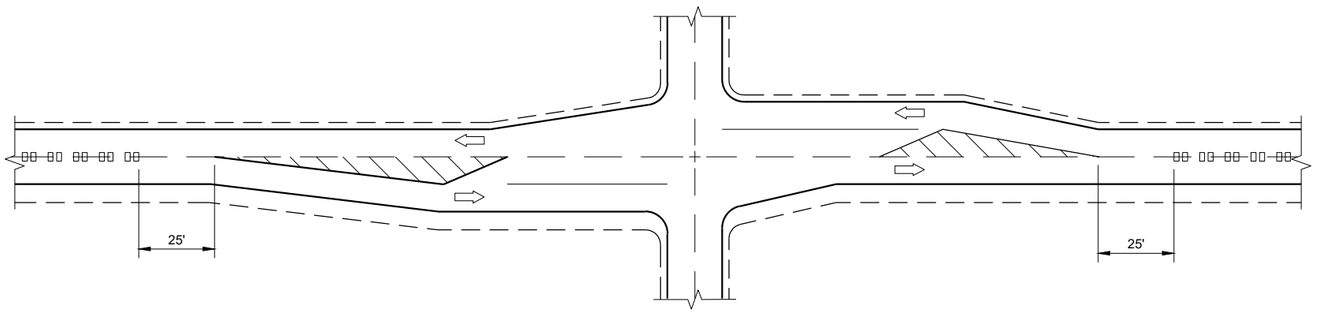
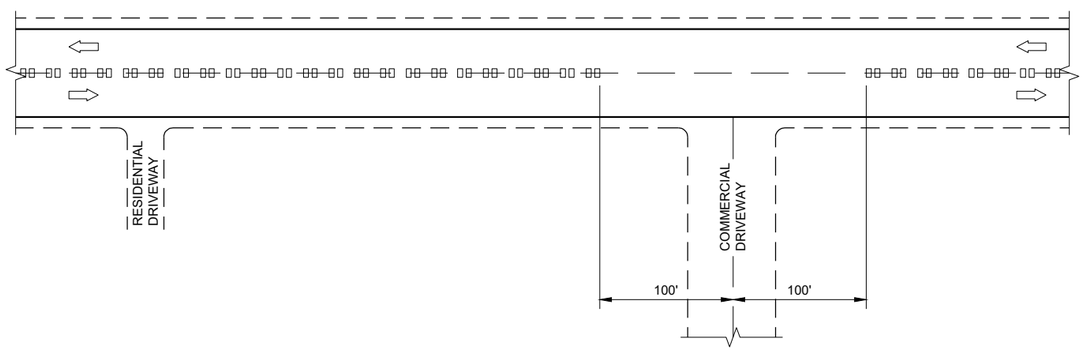
SDD 13A11 - 03a



CENTERLINE GROOVES AT INTERSECTIONS



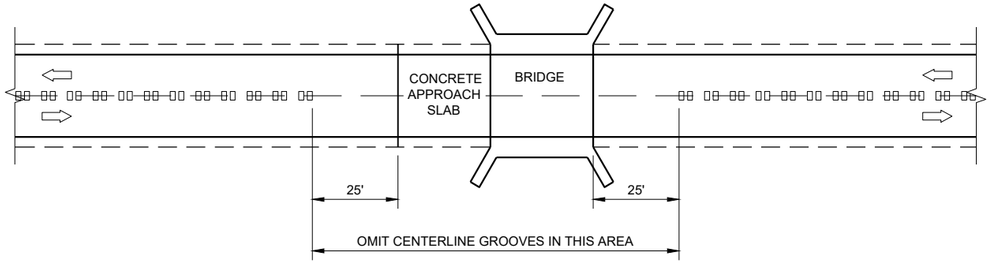
CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



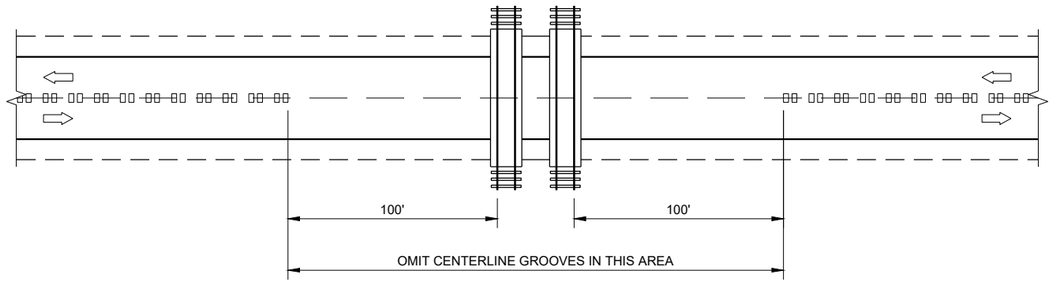
CENTERLINE GROOVES AT DRIVEWAYS (1)

GENERAL NOTES

(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.



CENTERLINE GROOVES AT BRIDGES



CENTERLINE GROOVES AT RAILROADS

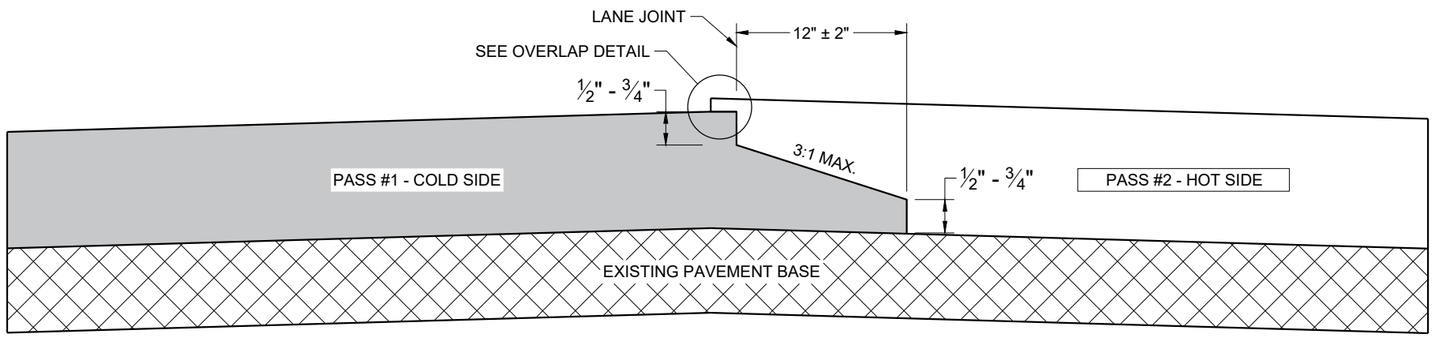
2-LANE RURAL CENTERLINE RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

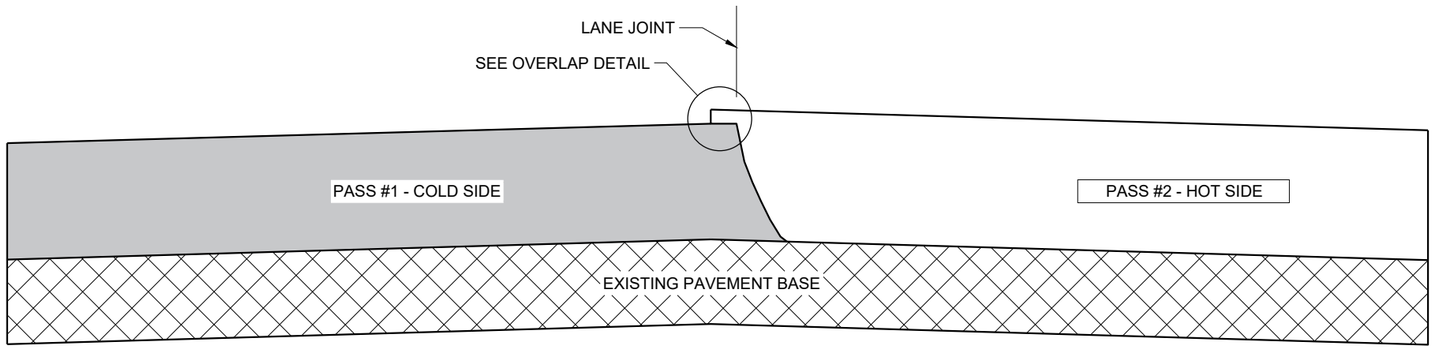
APPROVED
7/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

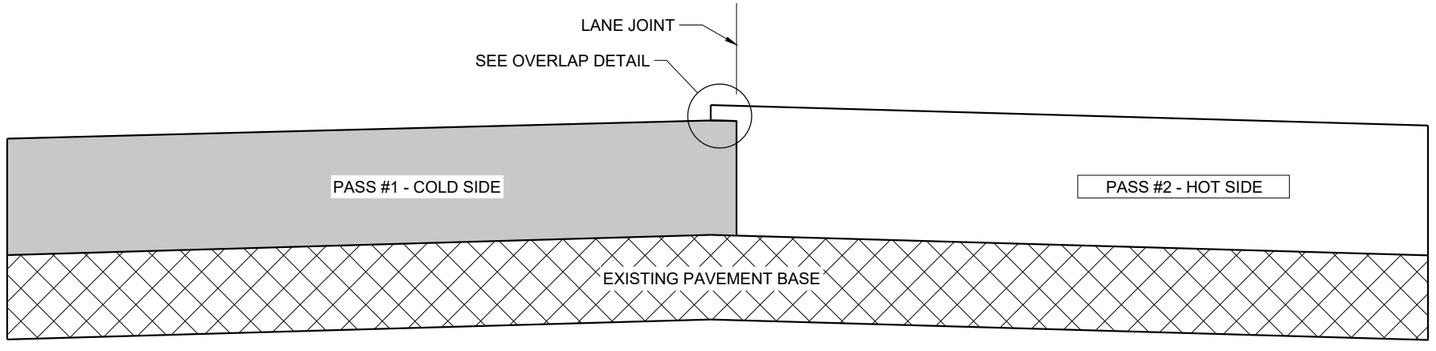
6
SDD 13A11 - 03b



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

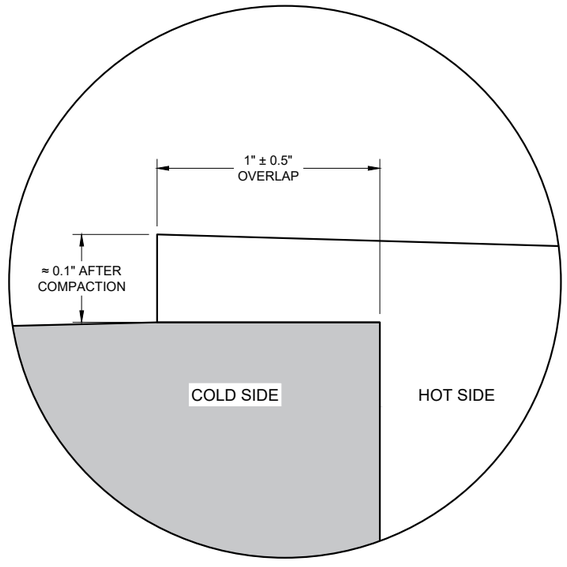
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.



OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2020 DATE	/S/ Steven Hefel HMA PAVEMENT ENGIN

FHWA

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SDD 13C19 - 03

GENERAL NOTES

(1) W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS. APPROVED PLASTIC BLOCKOUT DESIGNS MAY VARY FROM THIS TYPICAL DETAIL WHEN USED IN CONJUNCTION WITH STEEL POSTS.

DO NOT MIX STEEL POSTS AND WOOD POSTS IN A SINGLE INSTALLATION.

(2) USE STRUCTURAL STEEL POSTS CONFORMING TO ASTM A 36. GALVANIZED POSTS ACCORDING TO AASHTO M 111. EITHER SET THE POSTS IN DRILLED HOLES OR DRIVE TO GRADE. REMOVE MUSHROOMING CAUSED BY DRIVING AND REPAIR DAMAGED SPELTER COATING ON GALVANIZED POSTS.

(3) INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(4) USE EITHER WOOD OR APPROVED PLASTIC BLOCKOUTS ON WOOD POSTS.

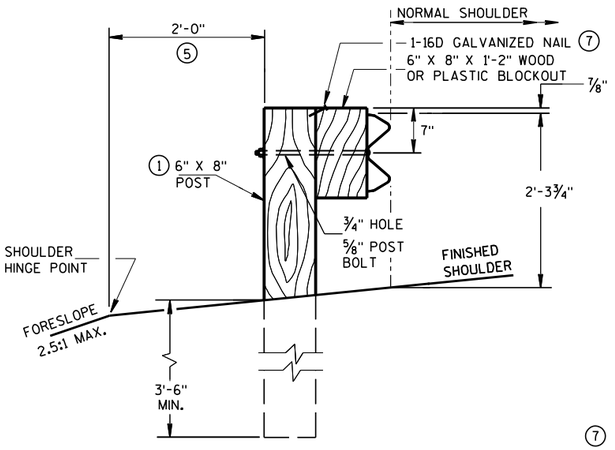
(5) IF THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING, W BEAM (LHW).

(6) IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCH DIAMETER POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE APPROXIMATELY 2½ INCHES DEEP. CUT THE POSTS TO LENGTH AND PLACE IN YHE HOLE. BACKFILL WITH MATERIAL EXCAVATED FROM THE HOLE AND COMPACT ADEQUATEY.

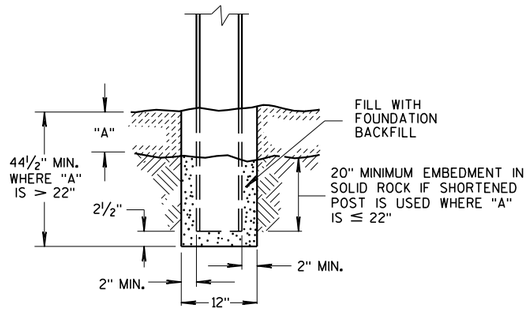
(7) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

INSTALL BEAM GUARD SECTIONS AND ALL NECESSARY HARDWARE ACCORDING TO THE APPLICABLE PLAN AND CURRENT STANDARD AND SUPPLEMENTAL SPECIFICATIONS.

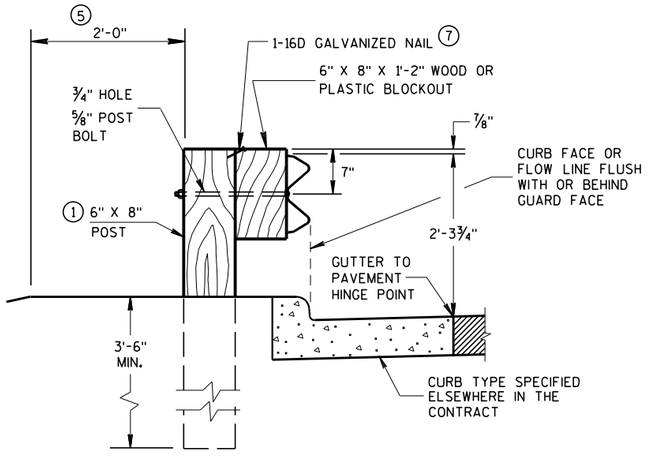
ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



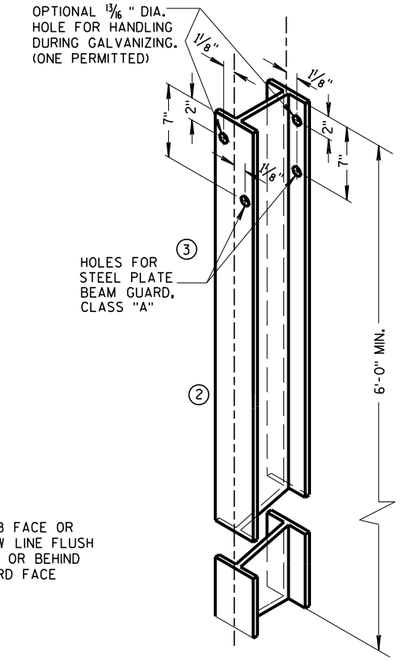
END VIEW
LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



END VIEW
SETTING STEEL OR WOOD POST IN ROCK (6)

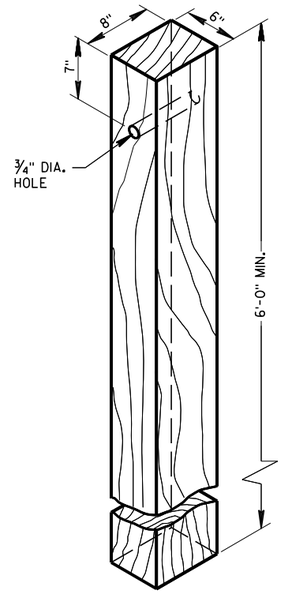


END VIEW
LOCATED ALONG A CURBED ROADWAY

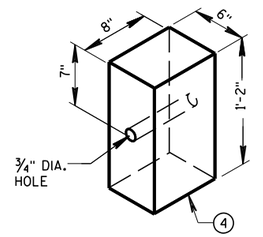


STEEL POST &
HOLE PUNCHING DETAIL
(W6 X 9) (1)

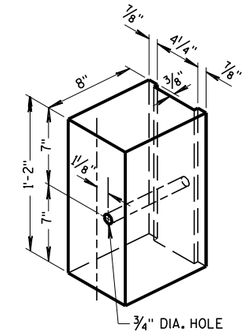
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



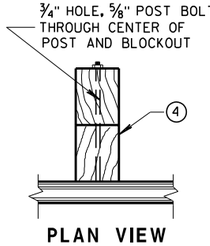
WOOD POST
(6"X8") NOMINAL



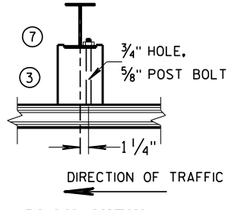
WOOD OR PLASTIC
BLOCKOUT FOR
WOOD POSTS



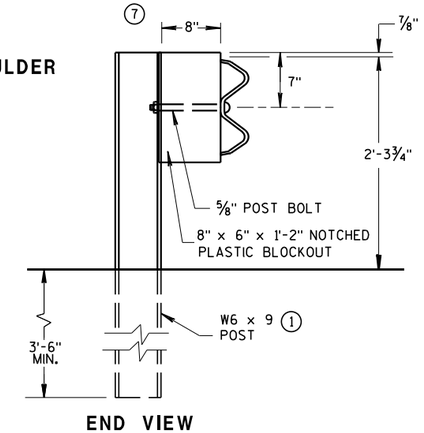
TYPICAL NOTCHED
PLASTIC BLOCKOUT
FOR STEEL POSTS (1)



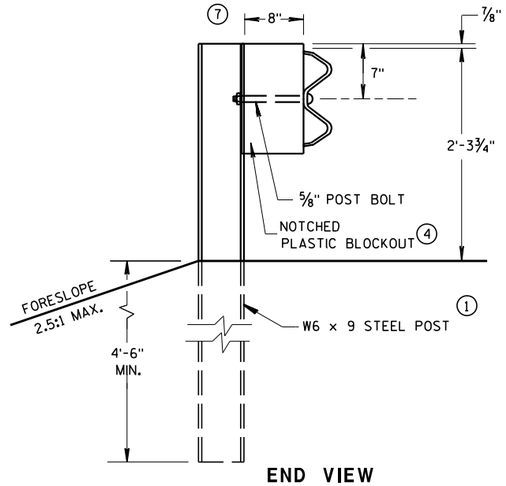
PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



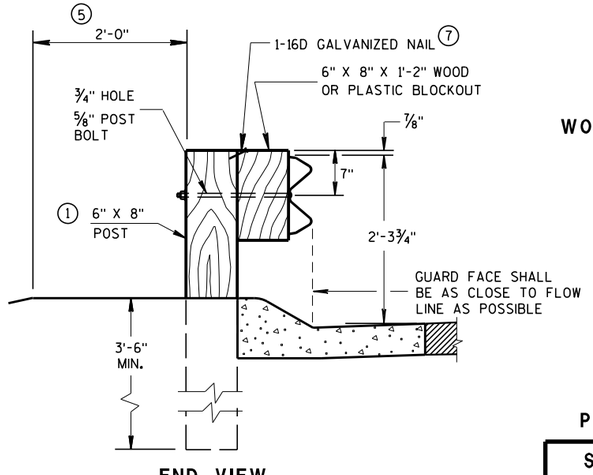
PLAN VIEW
STEEL POST, NOTCHED
PLASTIC BLOCKOUT & BEAM



END VIEW
STEEL POST & NOTCHED
PLASTIC BLOCKOUT ALTERNATIVE
STANDARD INSTALLATION



END VIEW
LONGER POST AT HALF
POST SPACING W BEAM
(LHW)



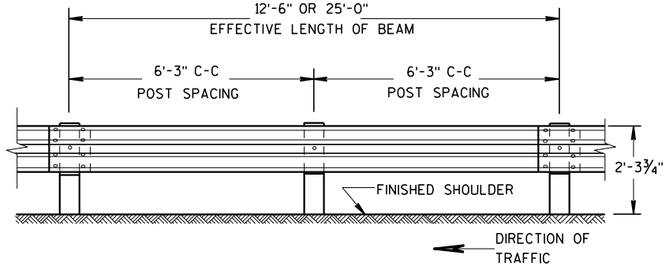
END VIEW
LOCATED ALONG A
MOUNTABLE CURBED ROADWAY

TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

STEEL PLATE BEAM GUARD,
CLASS "A"
INSTALLATION & ELEMENTS

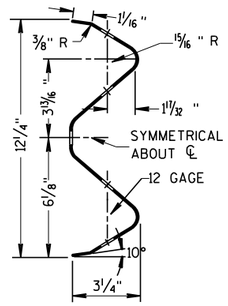
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 15-11a

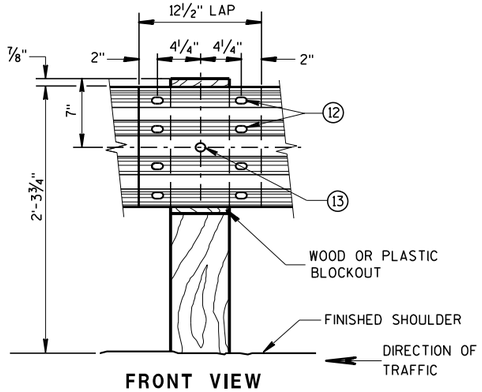


FRONT VIEW

POST SPACING STANDARD INSTALLATION



SECTION THRU W BEAM



FRONT VIEW

BEAM SPLICE AT WOOD POST AND POST MOUNTING DETAIL

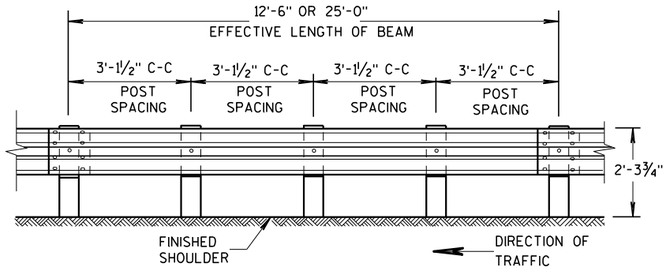
GENERAL NOTES

FURNISH GUARDRAIL DEFLECTORS FROM APPROVED PRODUCTS LIST.

(9) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINA. START REFLECTORS AT POST #9 AND SPACE EVENLY EVERY 100 FEET (MAX.) TO THE END OF GUARDRAIL RUN, USING A MINIMUM OF 3 REFLECTORS.

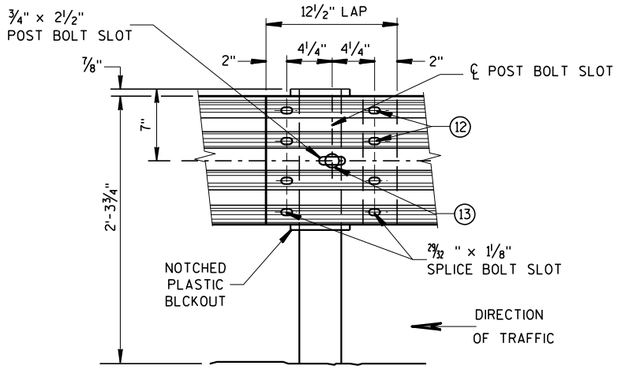
(12) 8 -⅝" ϕ X 2" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.

(13) ⅝" DIA. BUTTON HEAD BOLT AND RECESS NUT WITH ⅝" DIA. F844 FLAT WASHER UNDER NUT.



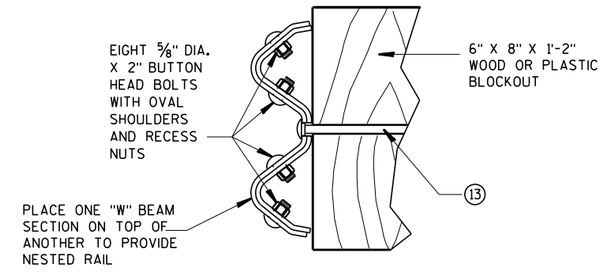
FRONT VIEW

POST SPACING FOR LONGER POST AT HALF POST SPACING W BEAM (LHW)



FRONT VIEW

BEAM SPLICE AT STEEL POST

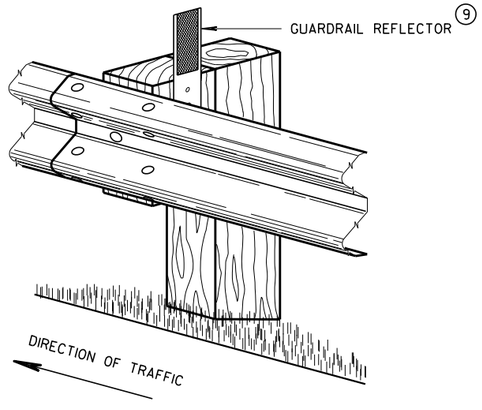


NESTED W BEAM (NW)

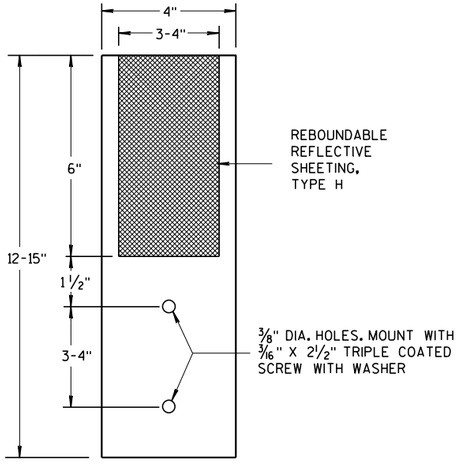
USE ALL OTHER STANDARD BEAM GUARD DETAILS FOR CONSTRUCTING NESTED W BEAM (NW)

TYPICAL SPLICING DETAILS OF STEEL PLATE BEAM GUARD

* USE DOUBLE SIDED WHITE GUADRAIL REFLECTORS ON ROADWAYS WITH BI-DIRECTIONAL TRAFFIC (NO MEDIAN). USE SINGLE SIDED WHITE (RIGHT SIDE) AND SINGLE SIDED YELLOW (LEFT SIDE) ON ROADWAYS WITH MEDIAN SEPARATION.



4" X 12" GUARDRAIL REFLECTOR DETAIL AND TYPICAL INSTALLATION *



4"x 12" GUARDRAIL REFLECTOR

STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS

STATE OF WISCO 96
DEPARTMENT OF TRANSPORTATION

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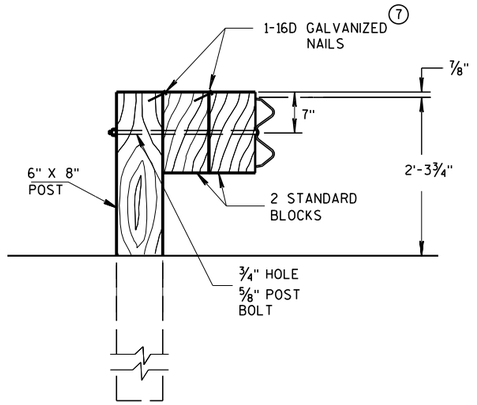
S.D.D. 14 B 15-11b

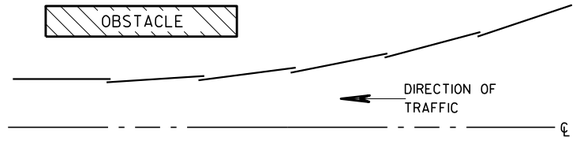
6

S.D.D. 14 B 15-11b



DETAIL FOR DOUBLE BLOCKS

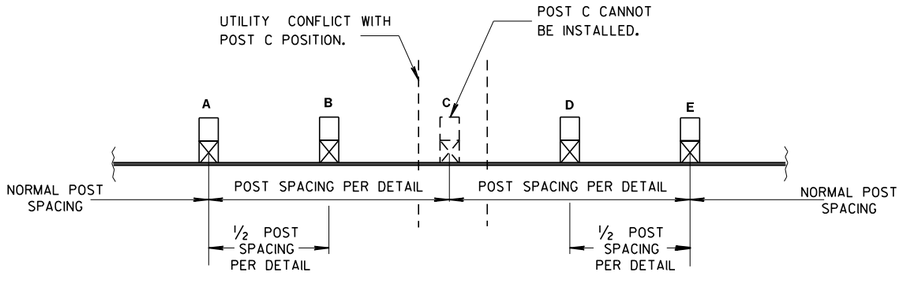
THE NUMBER OF DOUBLE BLOCK POSTS WITHIN A BARRIER RUN IS UNLIMITED



PLAN VIEW
BEAM LAPPING DETAIL

DETAIL FOR TRIPLE BLOCKS

TRIPLE BLOCK DETAIL IS LIMITED TO ONE LOCATION WITHIN A BEAM GUARD RUN.



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION

NOTES: USE DOUBLE OR TRIPLE BLOCKS WHEN UNDERGROUND OBSTACLES PREVENT THE POST FROM BEING INSTALLED.

DO NOT USE EXTRA 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.

STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS UNIT SUPERVISOR
FHWA

6

S.D.D. 14 B 15-11c

6

S.D.D. 14 B 15-11c

BILL OF MATERIALS

NOTE NO.	DESCRIPTION
①	WOOD BREAKAWAY TERMINAL POST: 5½" X 7½" X 3'-9"
②	STEEL TUBE TS 8" X 6" X 0.188", 6'-0"
④	WOOD BREAKAWAY CRT POST: 6" X 8" X 6'-0"
⑤	WOOD OFFSET BLOCKS: 6' X 8" X 1'-2"
⑥	PIPE SLEEVE: 2" X 5 ½" STANDARD PIPE
⑦	BEARING PLATE
⑧	BCT CABLE ASSEMBLY
⑨	CABLE ANCHOR BOX
⑩	STRUT & YOKE
⑪	STEEL PLATE BEAM, END PANEL 12 GA.
⑫	STEEL PLATE BEAM: 12 GA. 13'-6½"
⑬	IMPACT HEAD
⑭	0.040" ALUMINUM SHEET WITH REFLECTIVE SHEETING TYPE F PER SECTION 637 OF THE STANDARD SPECIFICATIONS

GENERAL NOTES

FOLLOW MANUFACTURE'S BOLTING RECOMMENDATIONS.

(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.

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

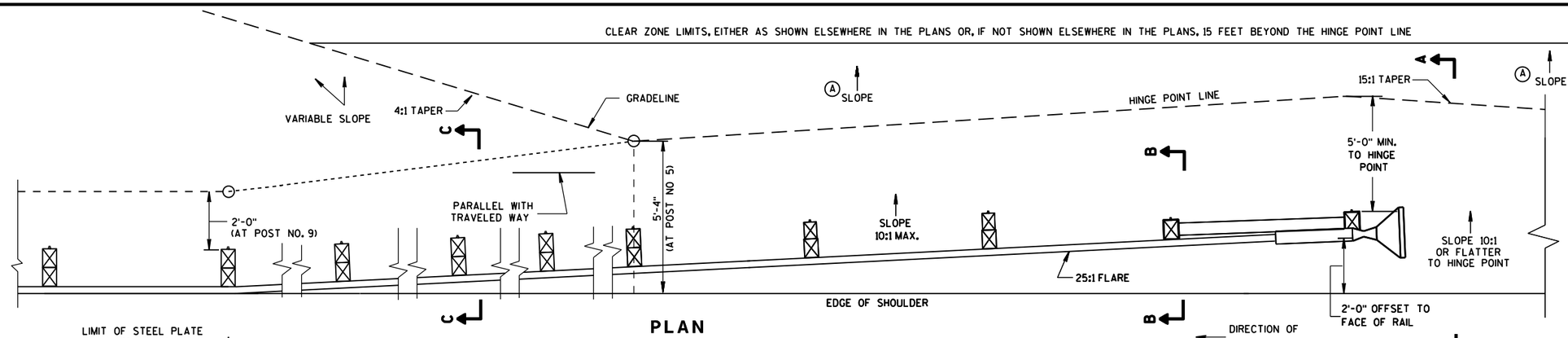
(E) THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST 3 THROUGH 8 SHALL BE ¾" ABOVE THE FINISHED GROUND LINE.

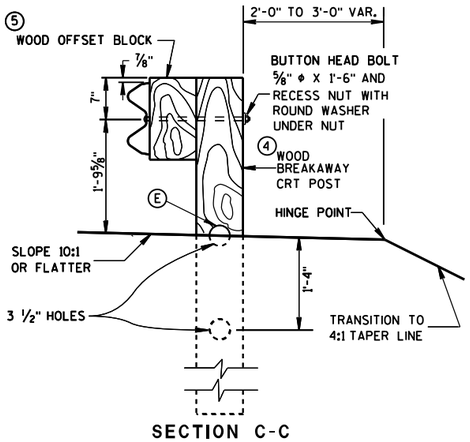
(F) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER.

STEEL POSTS SHALL NOT BE ALLOWED FOR USE WITH ENERGY ABSORBING TERMINALS.

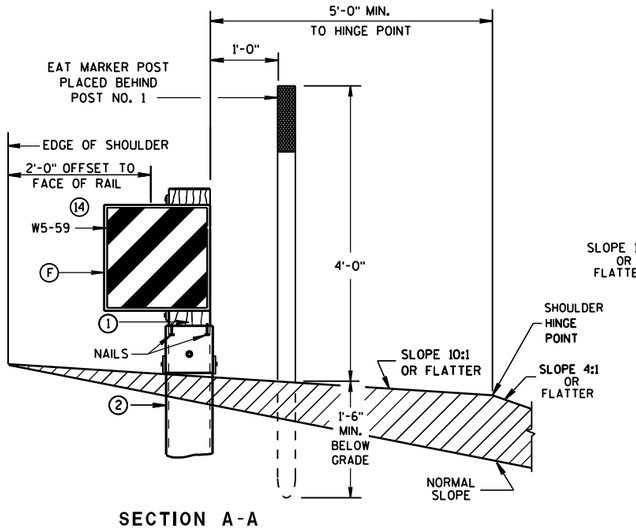
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

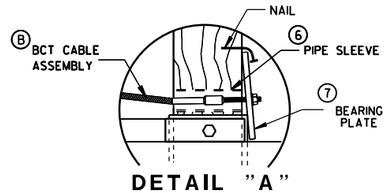




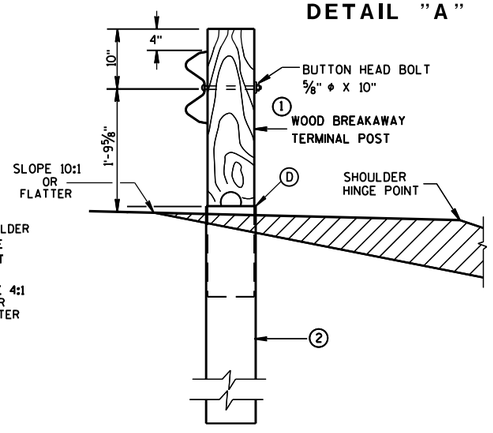
SECTION C-C
TYPICAL AT POST NOS. 6, 8



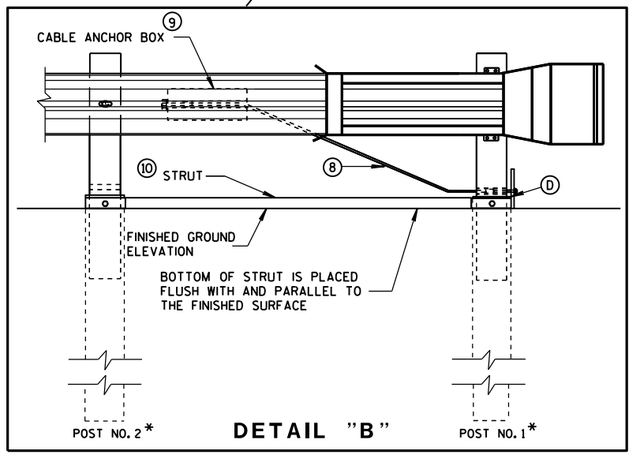
SECTION A-A
TYPICAL AT POST NO. 1*



DETAIL "A"



SECTION B-B
TYPICAL AT POST NO. 2*



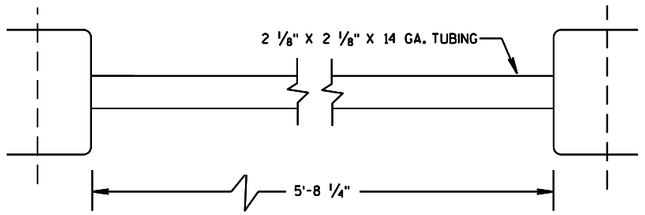
DETAIL "B"

STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL

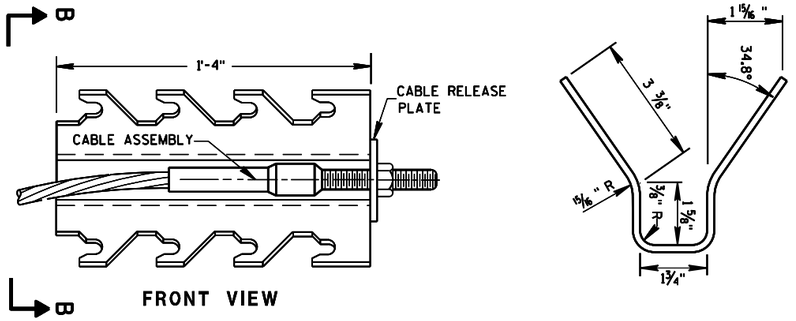
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

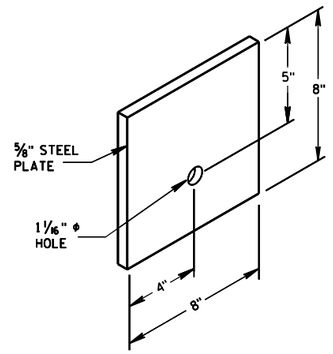
S.D.D. 14 B 24-9a



⑩ STRUT DETAIL



⑨ CABLE ANCHOR BOX



⑦ STEEL BEARING PLATE

6

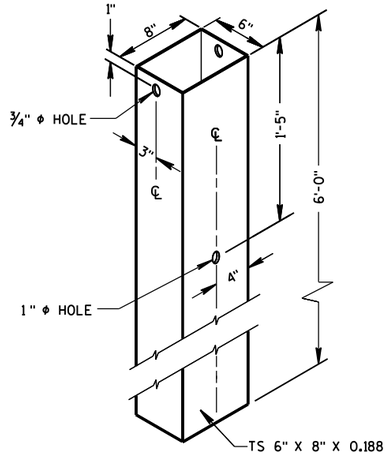
6

S.D.D. 14 B 24-9b

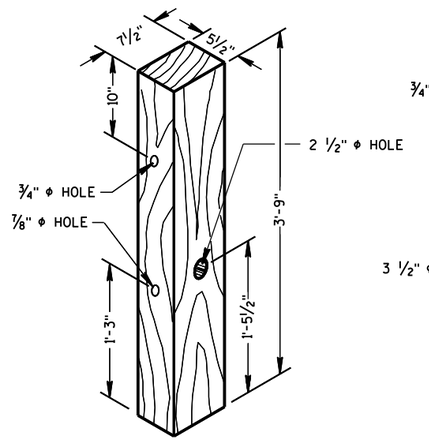
S.D.D. 14 B 24-9b

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

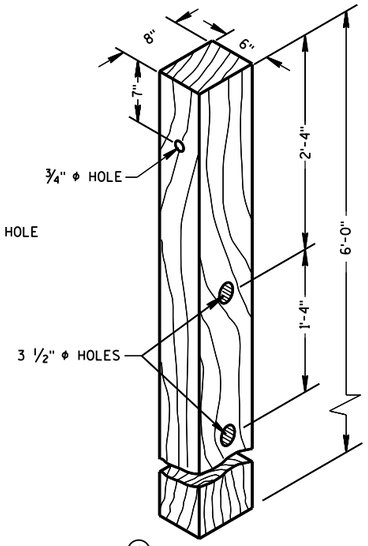
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI



② 72" STEEL TUBE
(POSTS NO. 1-2



① TERMINAL POST

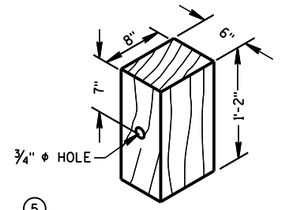


④ CRT POST
(POSTS NO'S 5-8

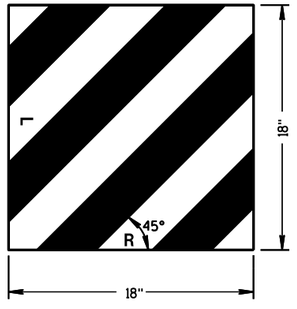
WOOD BREAKAWAY POSTS

GENERAL NOTES

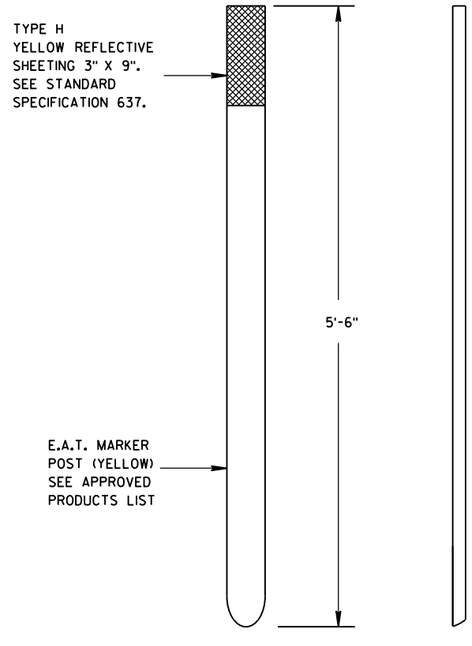
WHEN ROCK IS ENCOUNTERED DURING EXCAVATION, A 12 INCH DIA. POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK MAY BE USED IF APPROVED BY THE ENGINEER. GRANULAR MATERIAL SHALL BE PLACED IN THE BOTTOM OF THE HOLE APPROXIMATELY 2 1/2" INCHES DEEP TO PROVIDE DRAINAGE. THE SOIL TUBES SHALL BE FIELD CUT TO LENGTH, PLACED IN THE HOLE AND BACKFILLED WITH ADEQUATELY COMPACTED MATERIAL EXCAVATED FROM THE HOLE.



⑤ WOOD OFFSET BLOCK
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



⑭ REFLECTIVE SHEETING DETAILS



E.A.T. MARKER POST

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS
UNIT SUPERV...

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6

S.D.D. 14 B 24-9c

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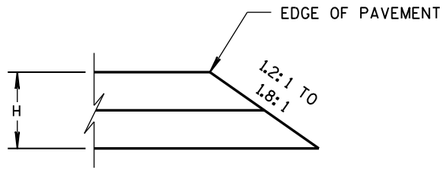
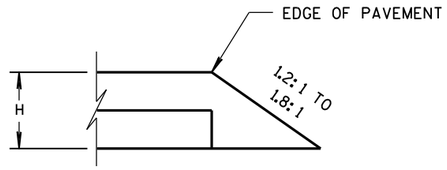
S.D.D. 14 B 24-9c



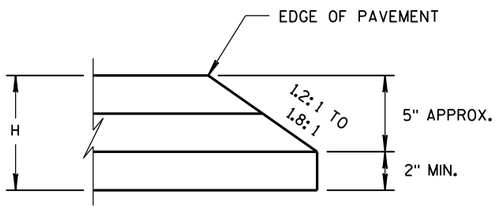
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



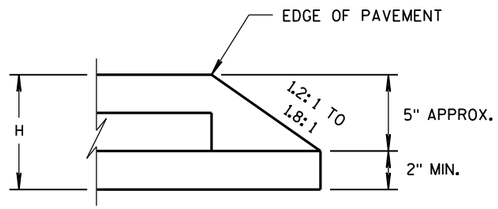
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

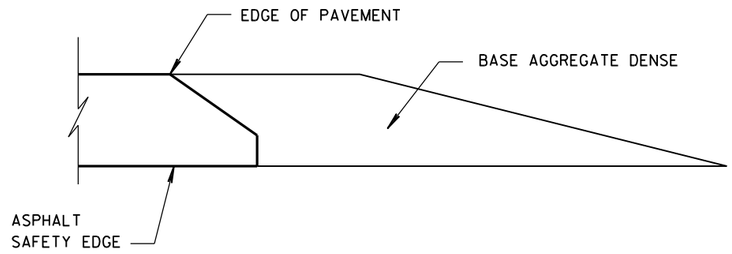
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

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S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

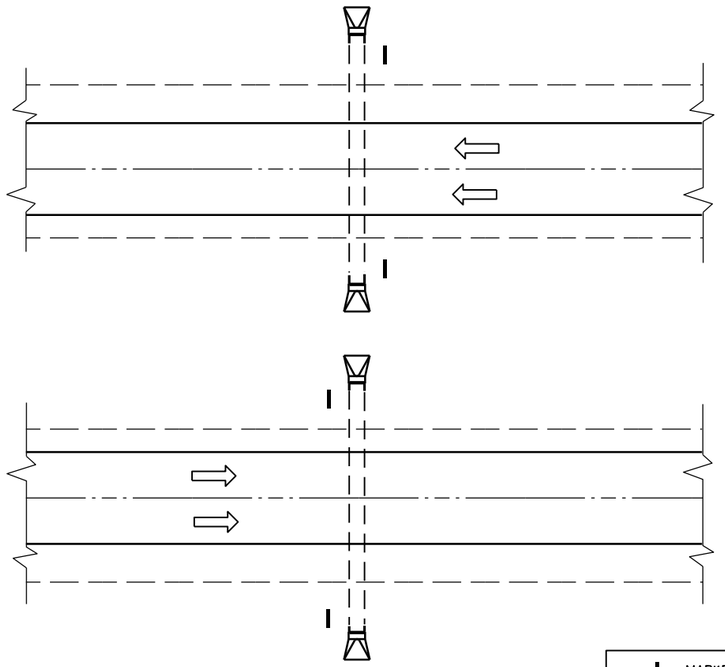
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/2012
DATE

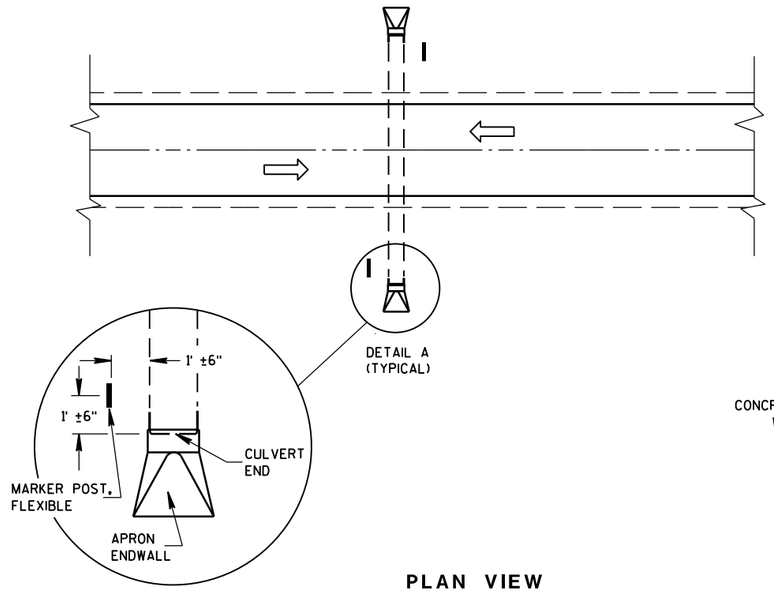
/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

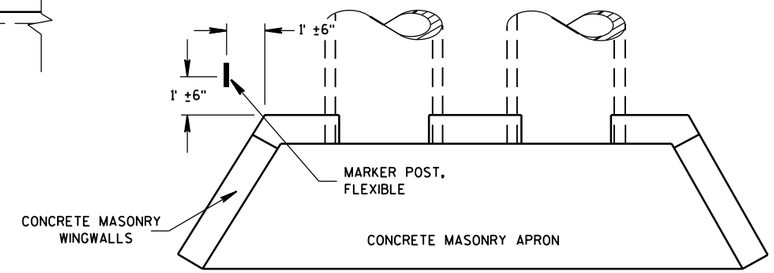
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

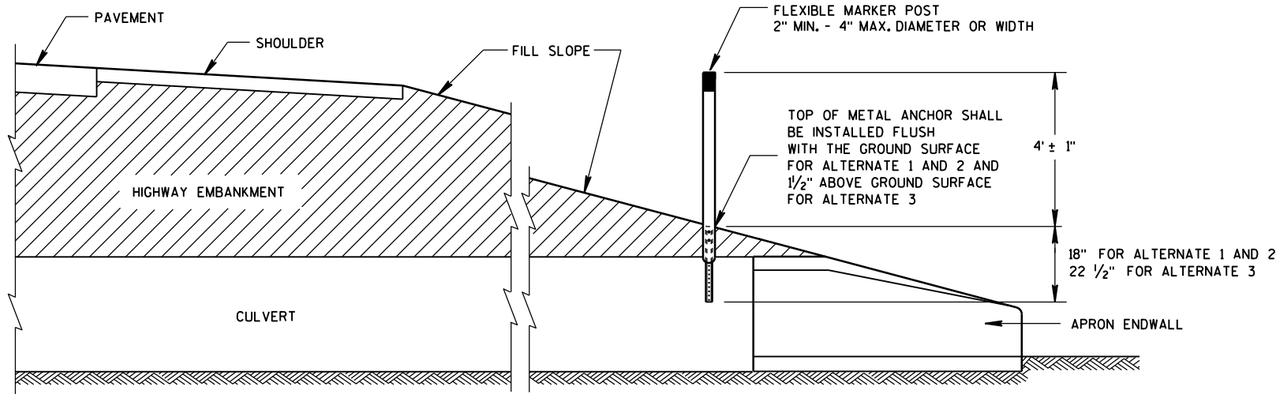
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

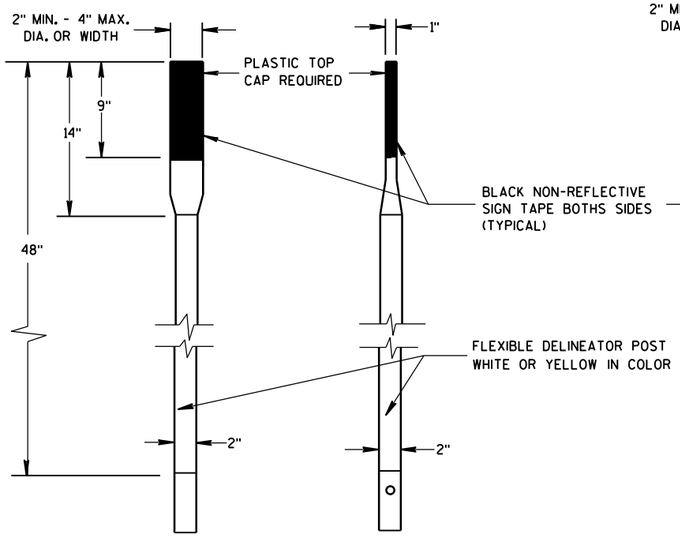
FLEXIBLE MARKER POST

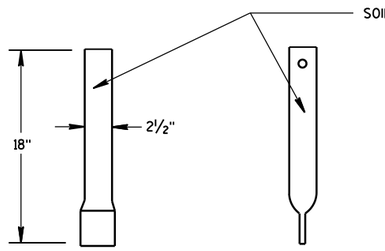
FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

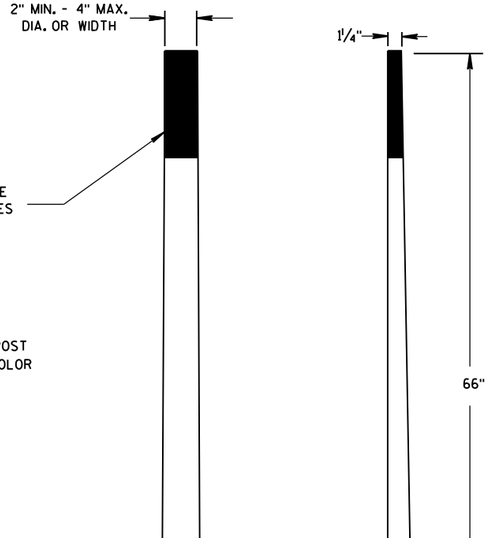
S.D.D. 15 A 3-2a





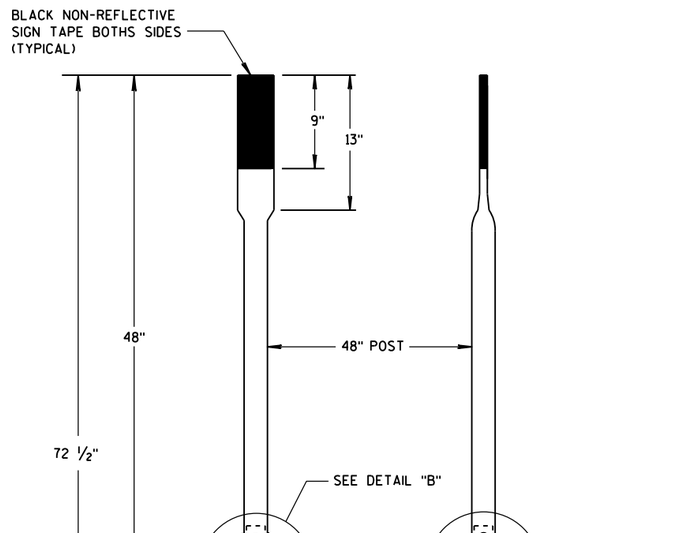
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

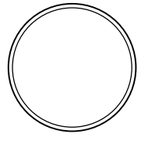
ALTERNATE 2



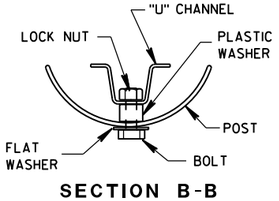
FRONT VIEW SIDE VIEW

ALTERNATE 3

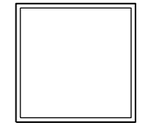
FLEXIBLE MARKER POSTS



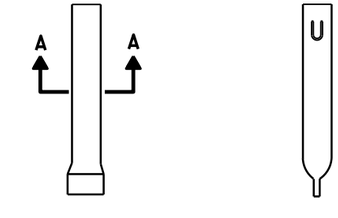
SECTION A-A



SECTION B-B

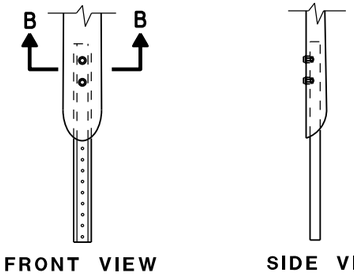


SECTION C-C



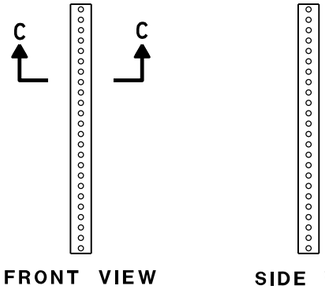
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

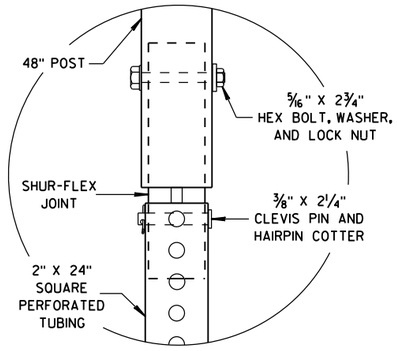
ALTERNATE 2



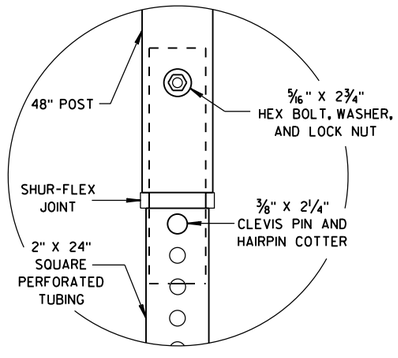
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/1/2012
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 A 3-2b

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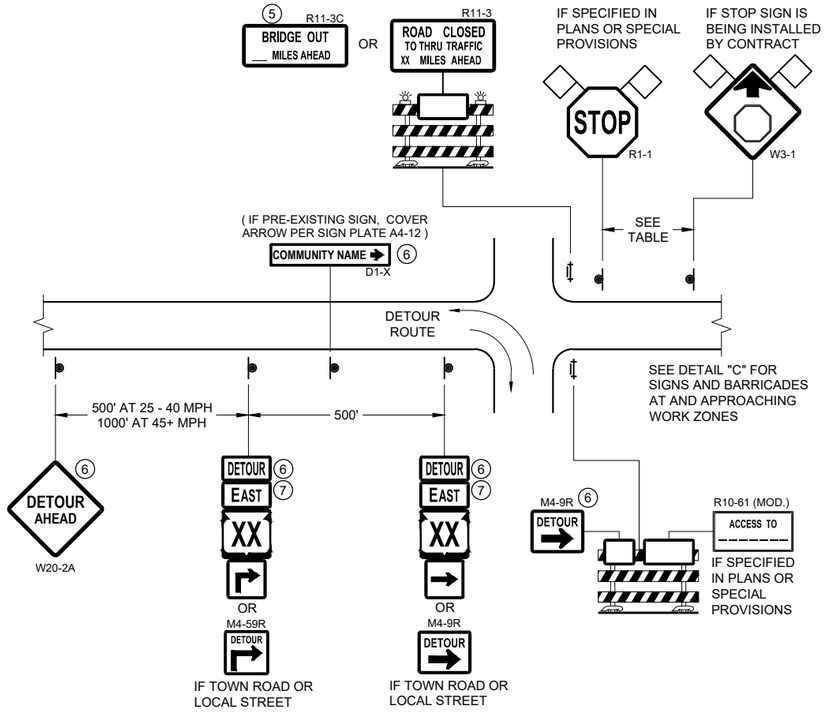
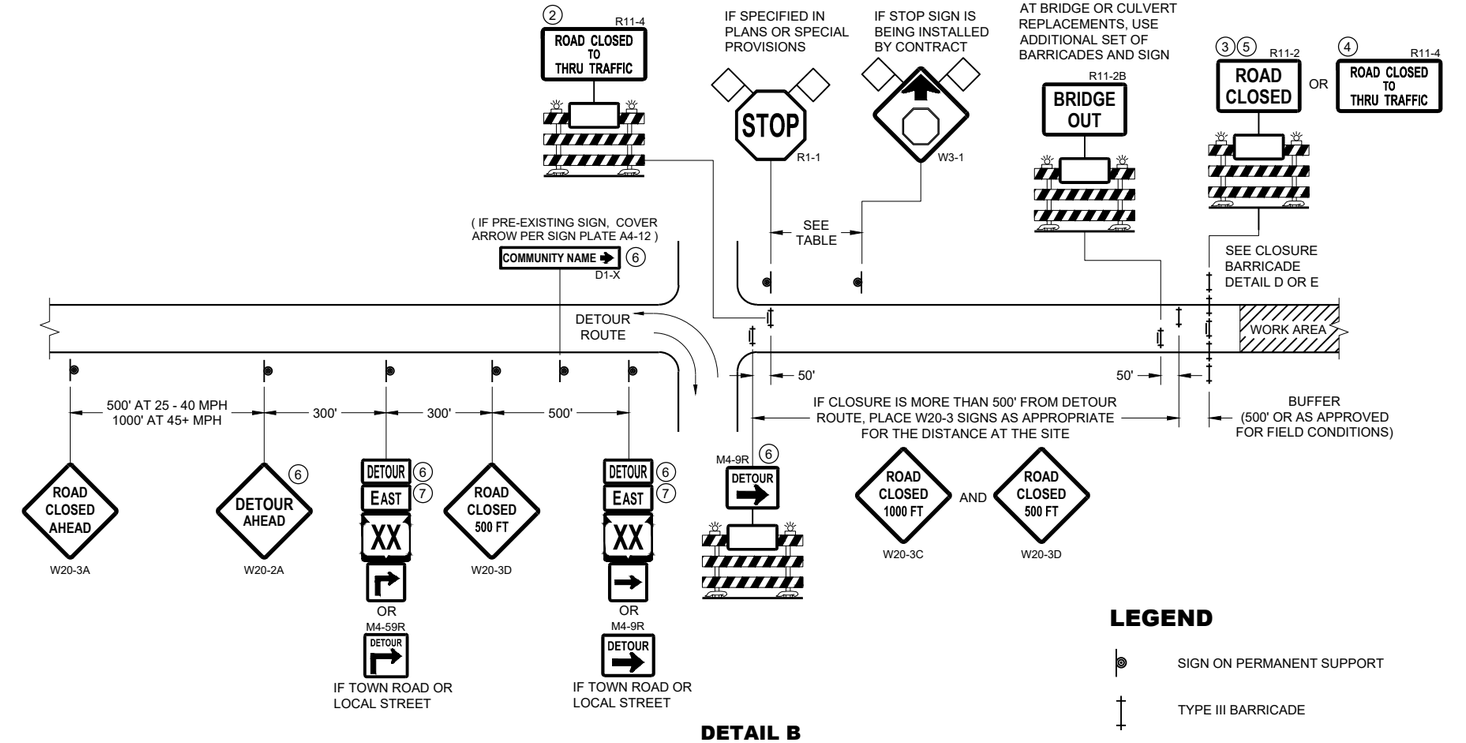
S.D.D. 15 A 3-2b



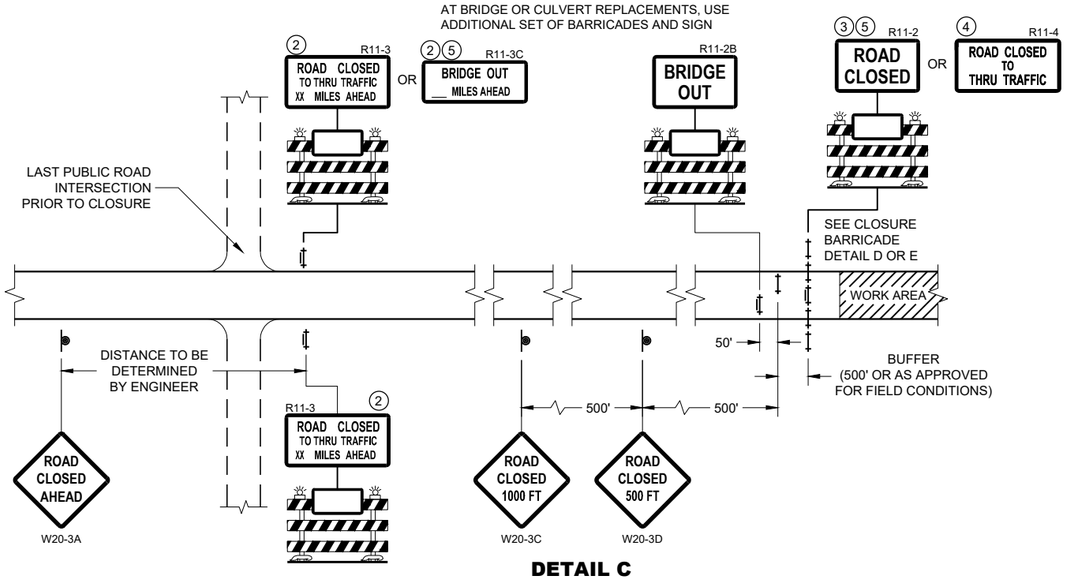
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

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



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

DETOUR M4 - 8
EAST M3 - X
XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A
M05 - 1 OR M06 - 1

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

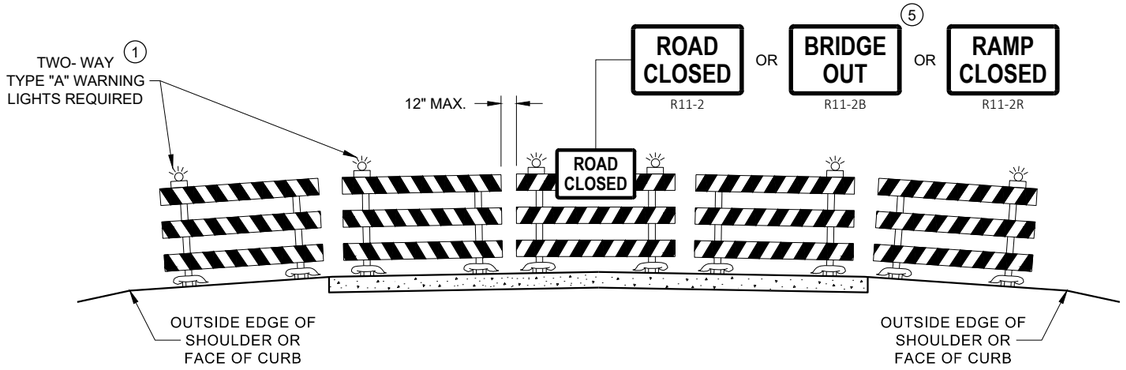
APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

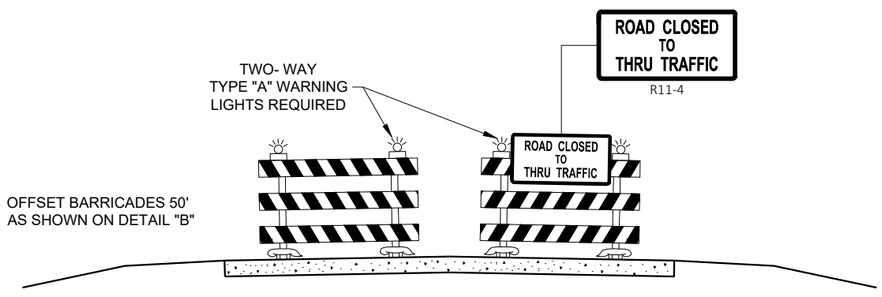
6

SDD 15C02 - 08a

SDD 15C02 - 08a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING.

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

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SDD 15C02 - 08b

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THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1 OR M06 - 1

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

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

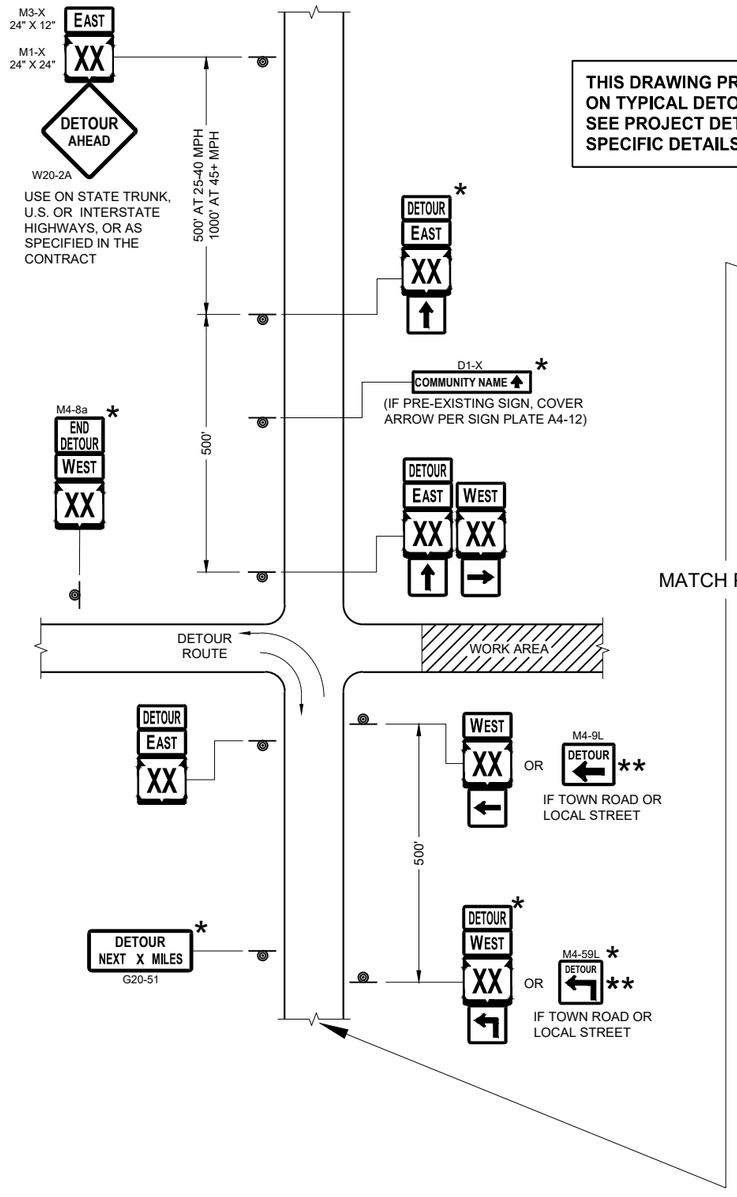
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

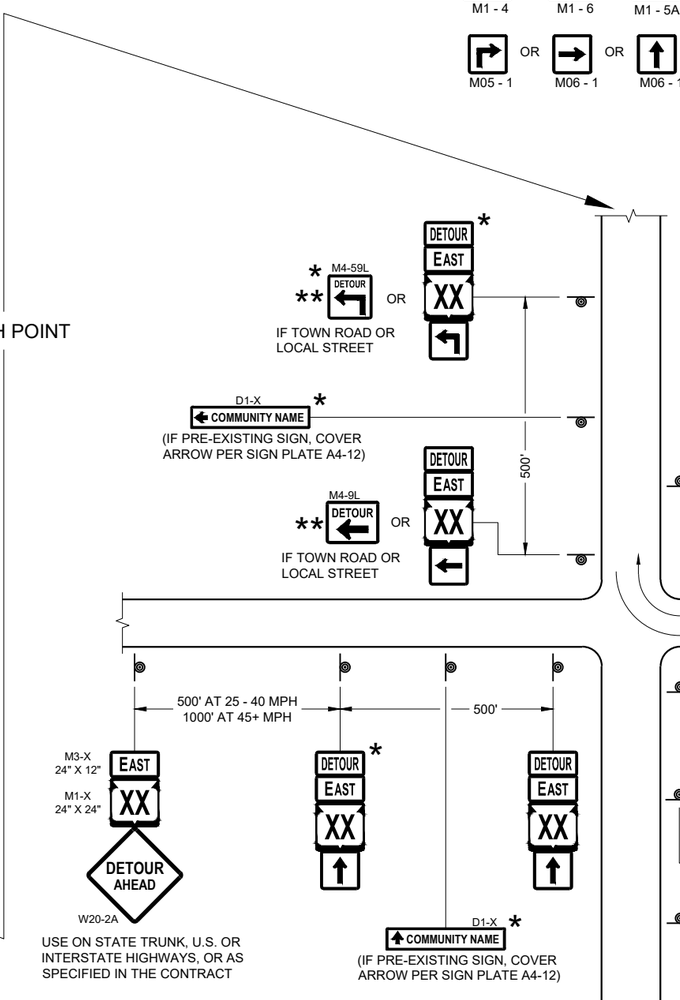
SIGN SIZES SHALL BE AS FOLLOWS:

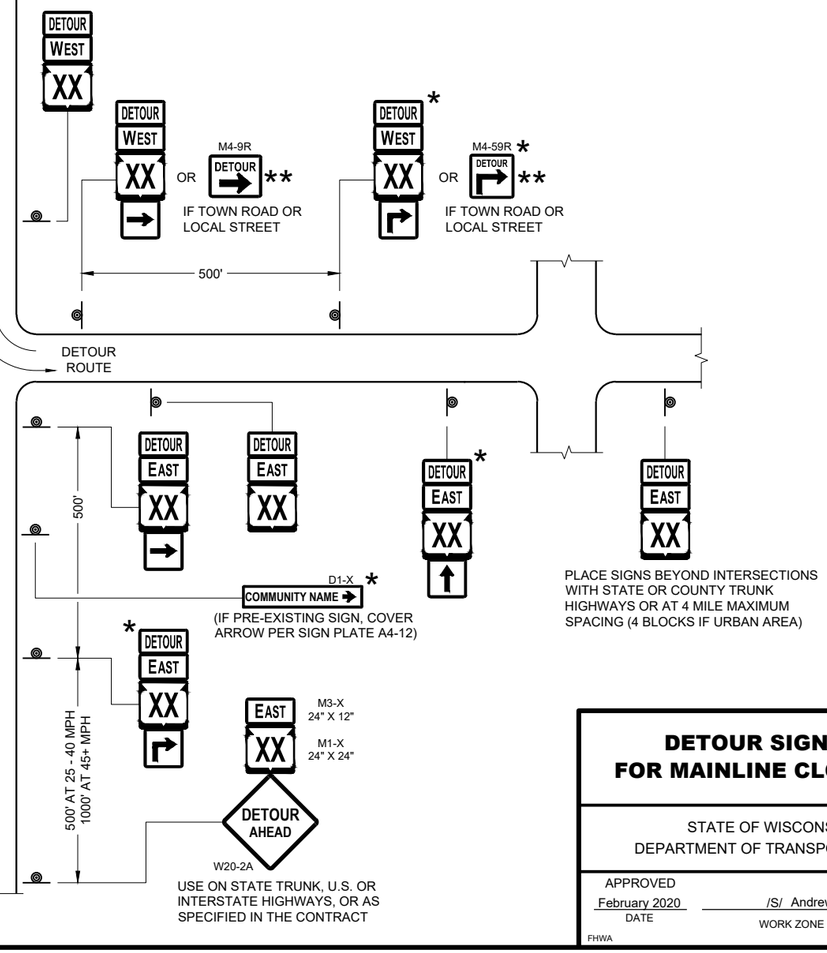
- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-59 SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.







SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

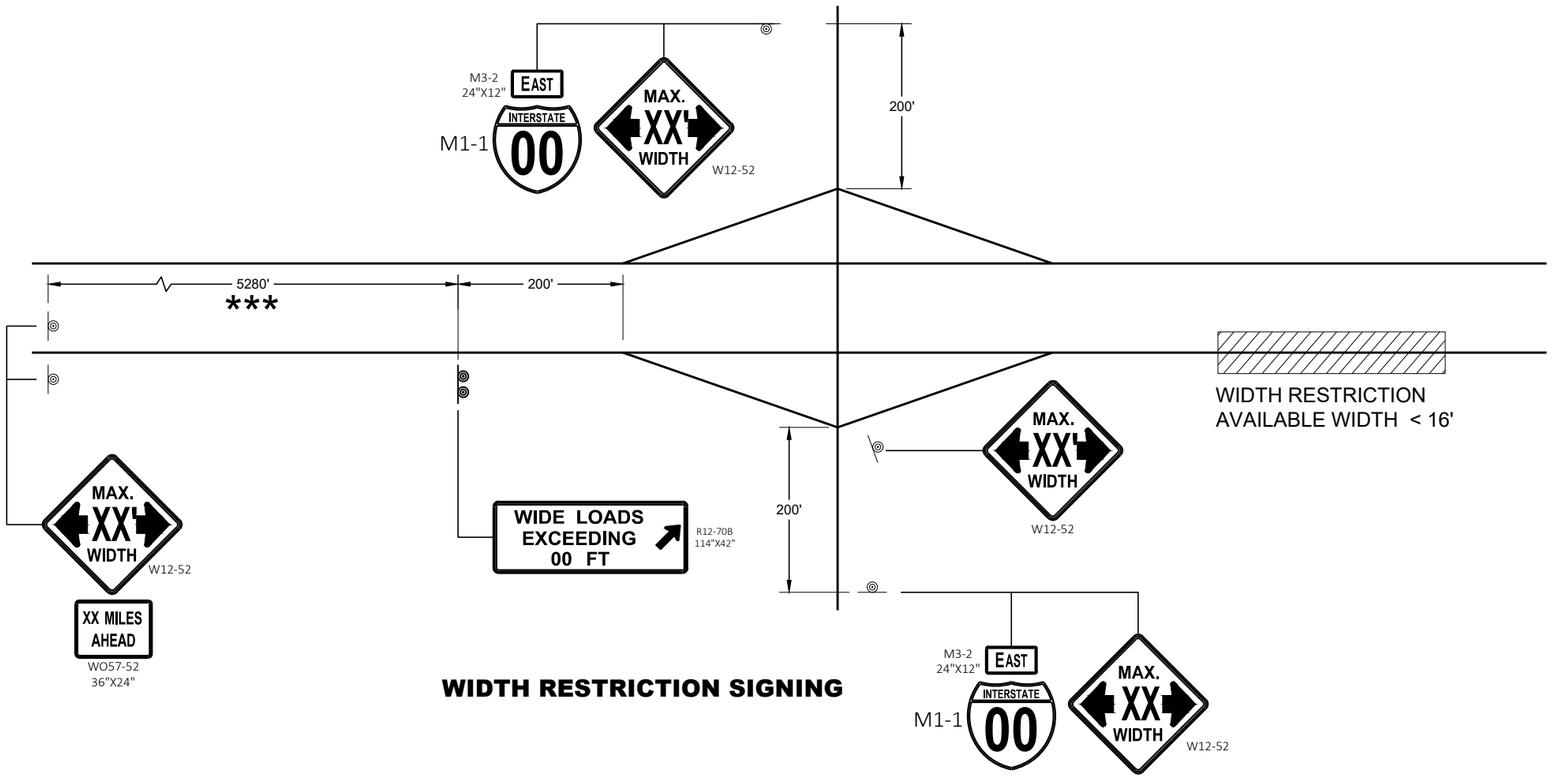
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15C02 - 08c



WIDTH RESTRICTION SIGNING

LEGEND

◎ SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

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

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

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

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

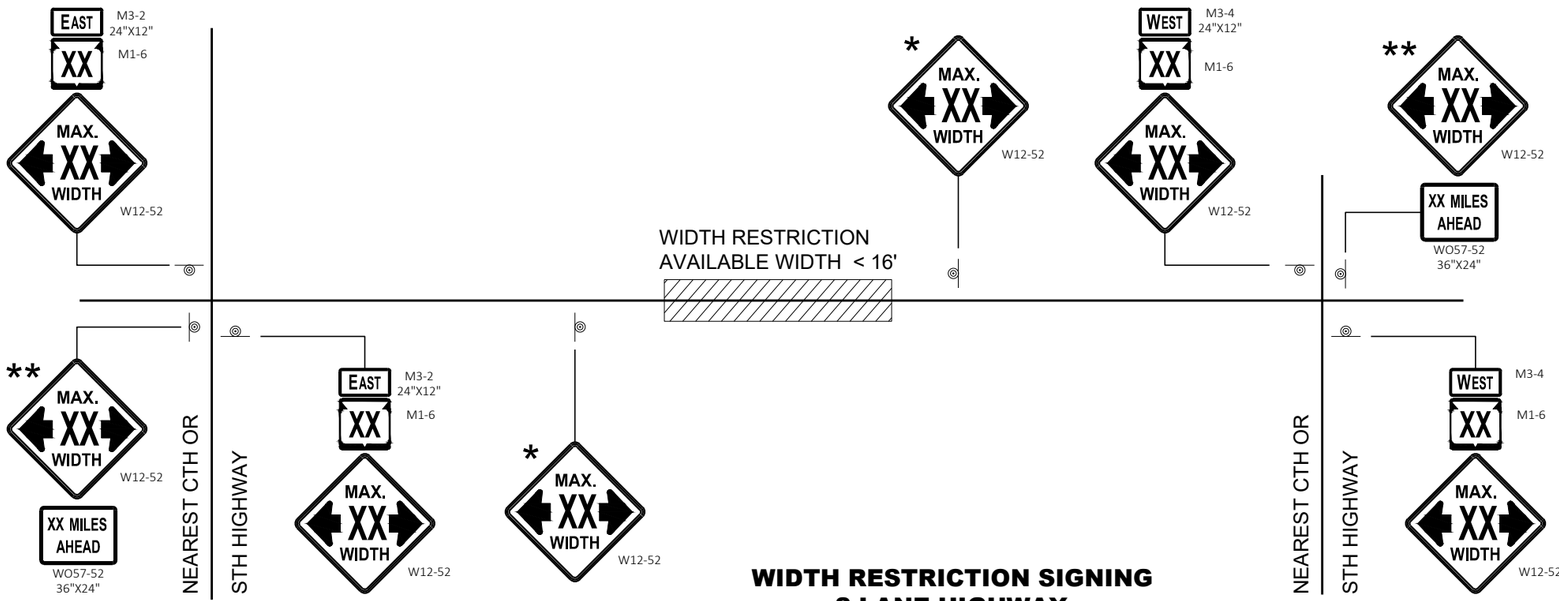
WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

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

** SIGN SHALL BE VISIBLE FROM ROADWAY.

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

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



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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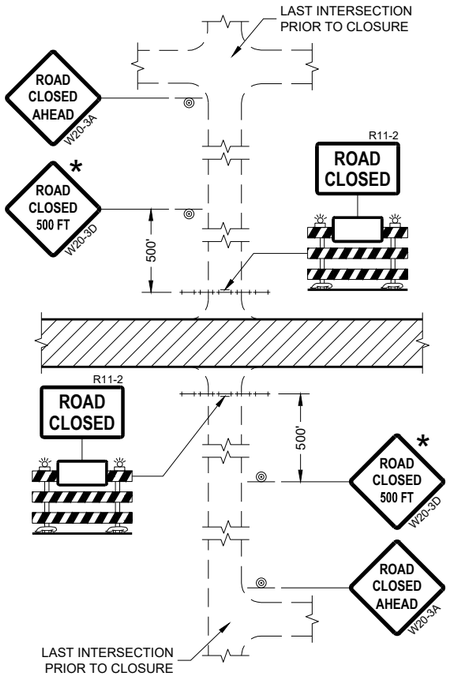
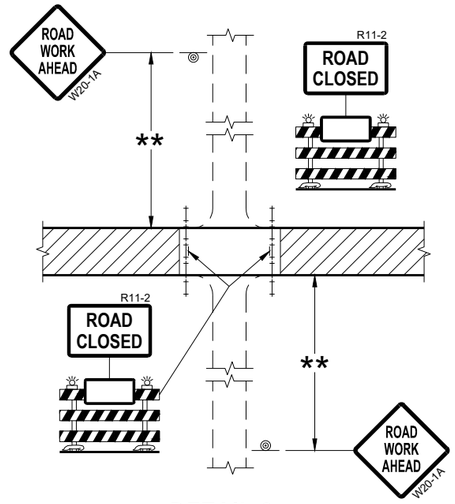
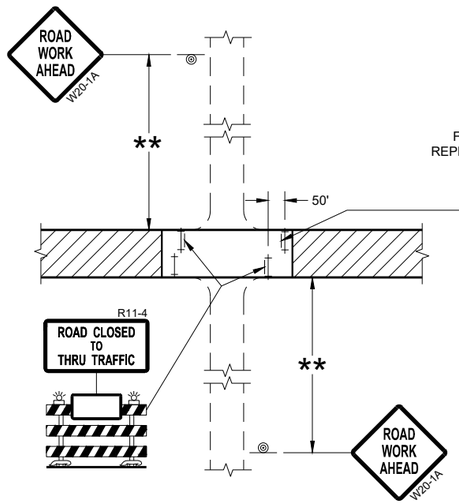
SDD 15C02 - 08f



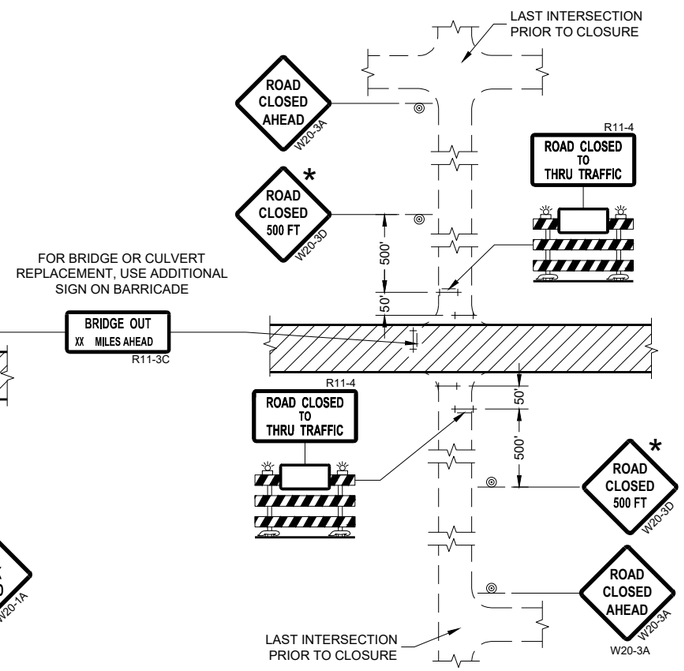
DETAIL 1
(NO ACCESS TO PROJECT)



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



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



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 (500 FEET DESIRABLE) TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

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

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

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

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

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

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

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

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C03 - 05

6

SDD 15C03 - 05

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 MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

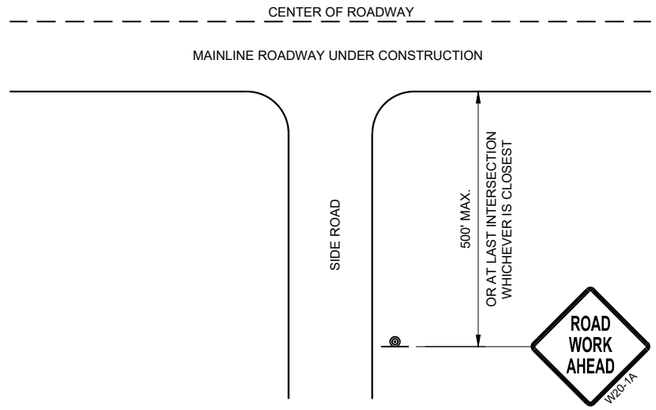
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN 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 REESTABLISHED.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS

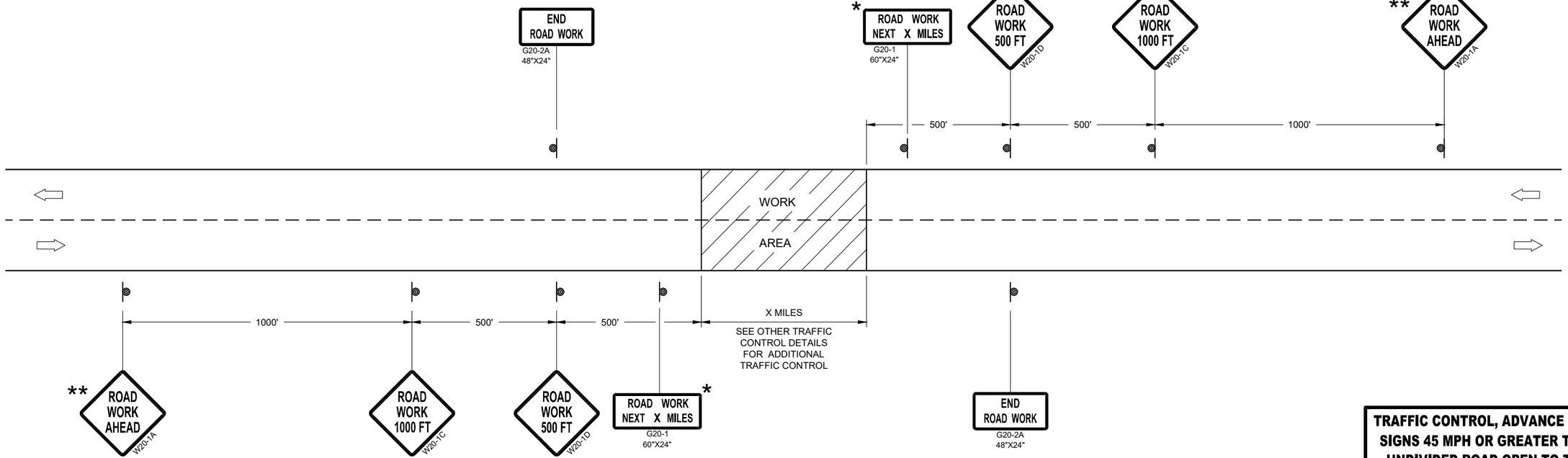
** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C04 - 05

GENERAL NOTES

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

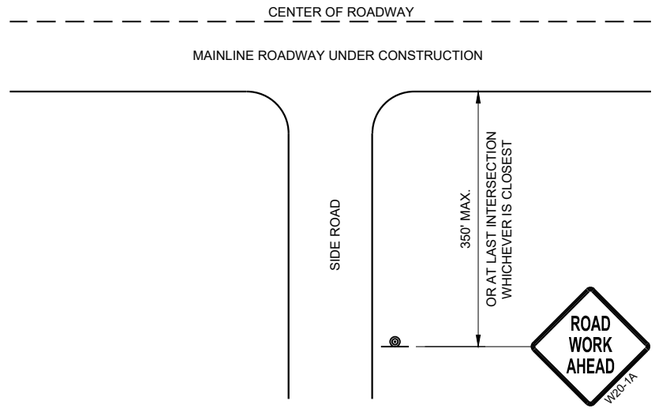
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN 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 REESTABLISHED.

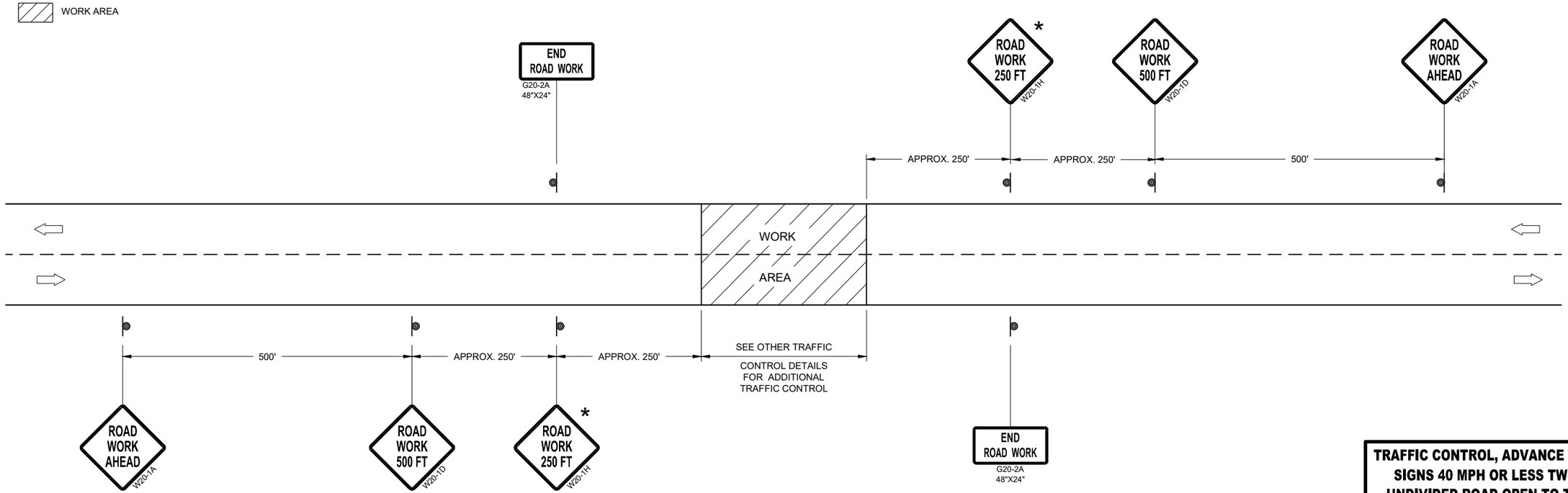
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C05 - 05

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SDD 15C05 - 05

GENERAL NOTES

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

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

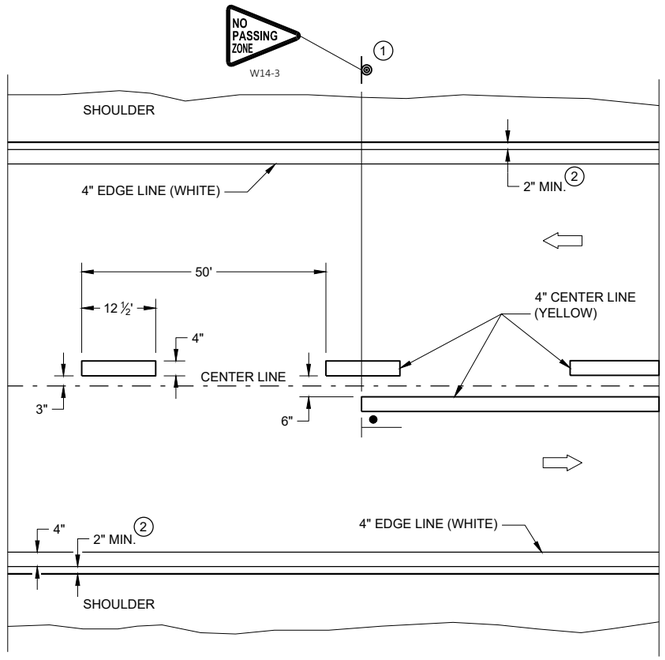
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

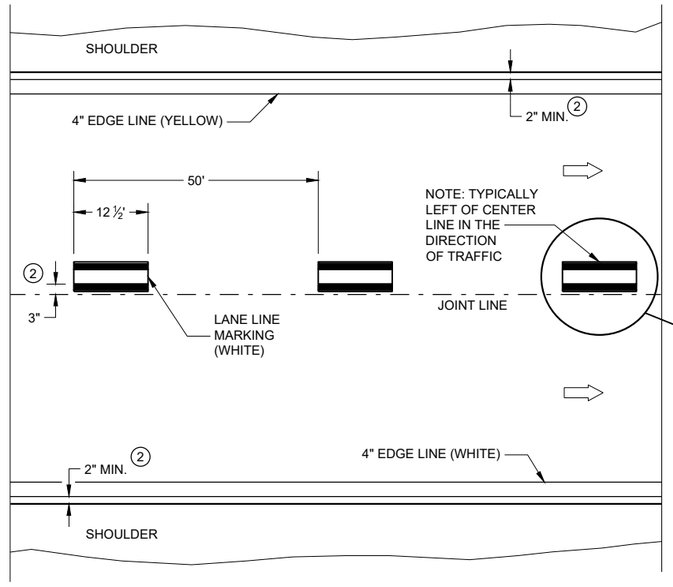
"T" MARKING

SIGN ON PERMANENT SUPPORT

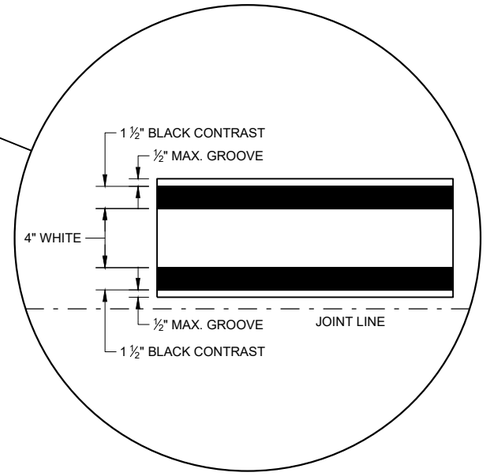
DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

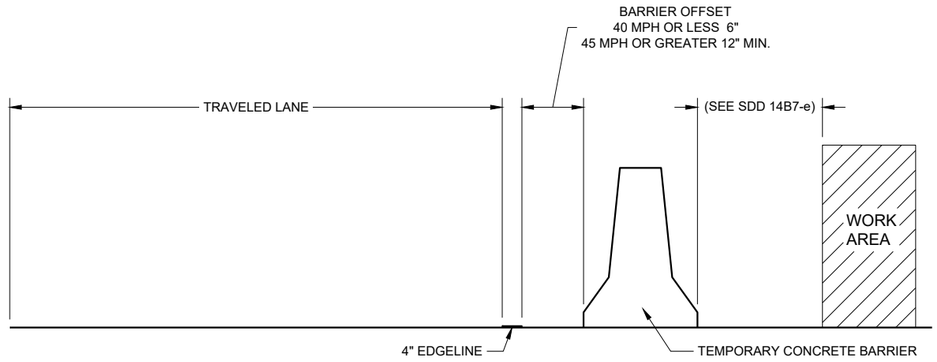
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Jeannie Silver — STATEWIDE SIGNING AND M ENGINEER

FHWA

SDD 15C08 - 21a

SDD 15C08 - 21a



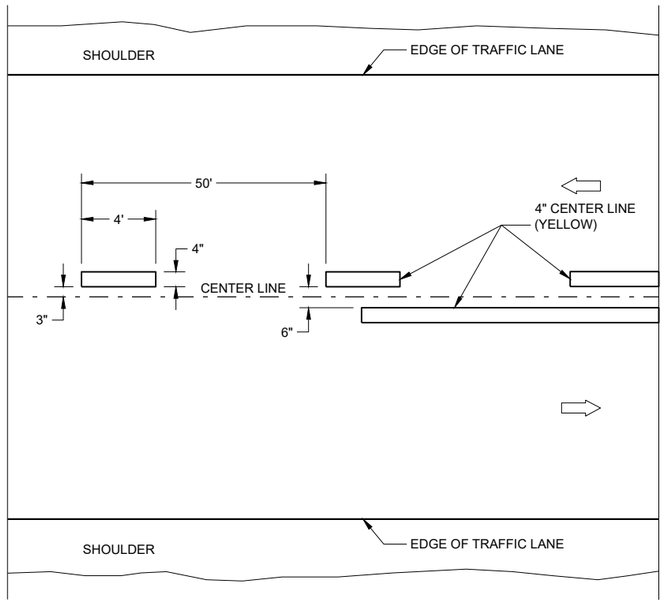
TEMPORARY BARRIER OFFSET FROM EDGELINE

GENERAL NOTES

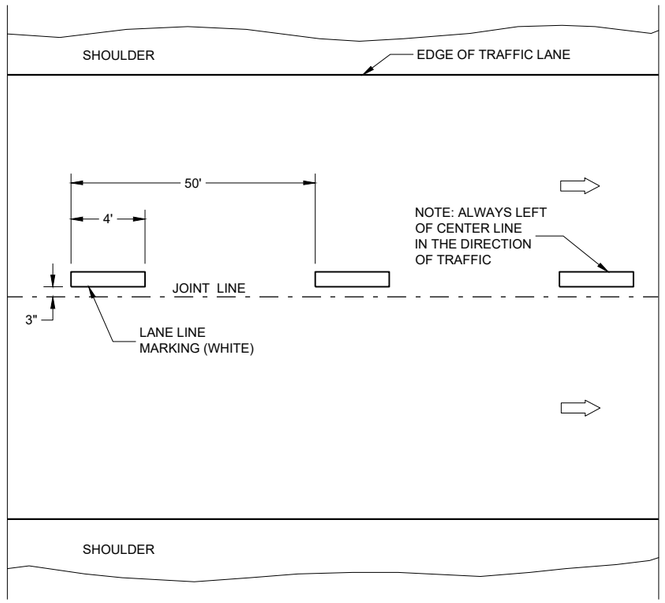
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

LEGEND

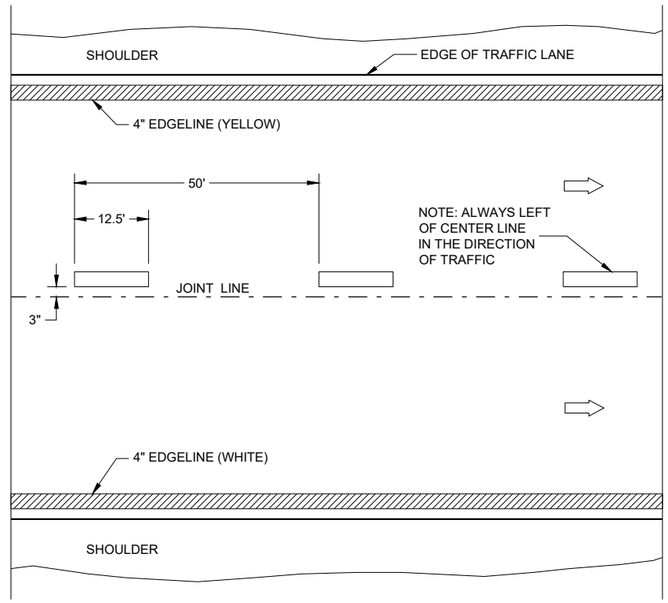
DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

6

SDD 15C08 - 21b

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2022
DATE

/S/ Jeannie Silver
STATEWIDE SIGNING AND M ENGINEER

FHWA

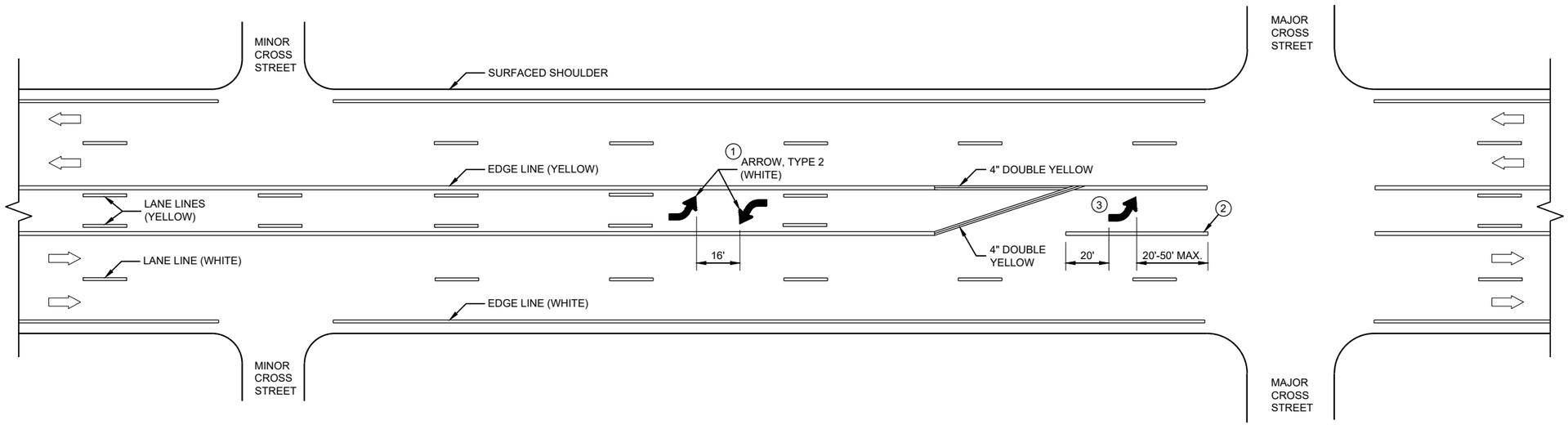
6

SDD 15C08 - 21b

GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 8" WHITE
3. TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

DIRECTION OF TRAFFIC



TWO WAY LEFT TURN LANE

6

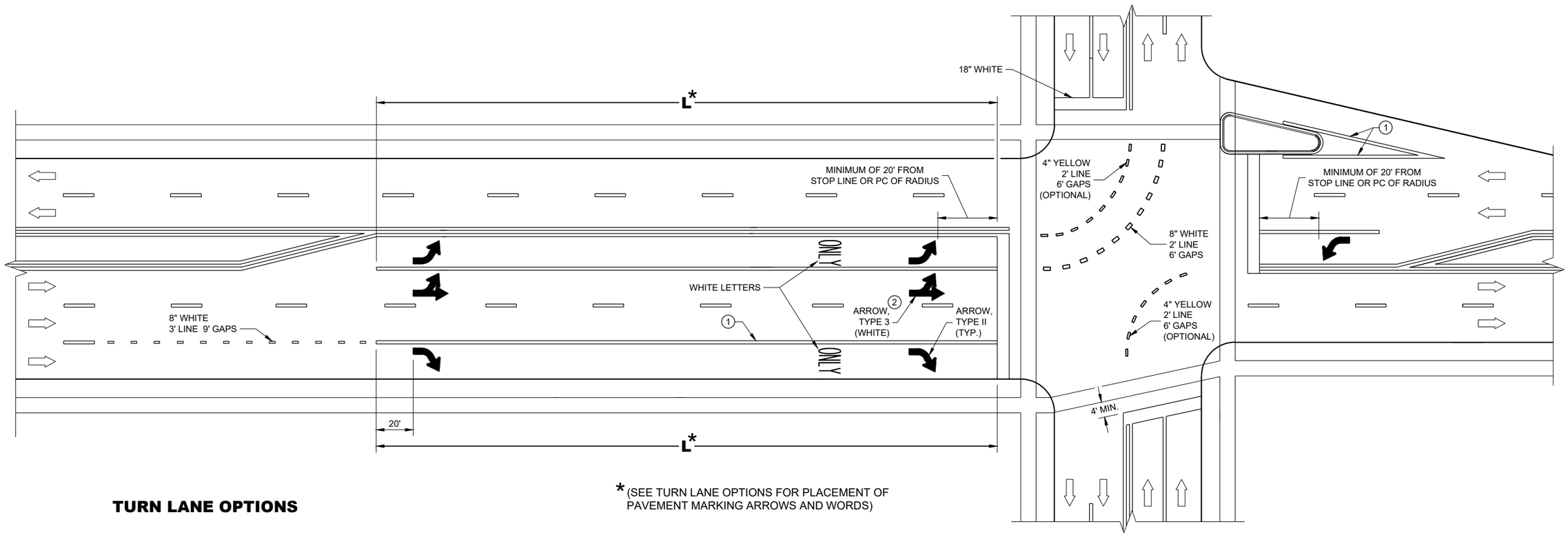
SDD 15C08 - 21c

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

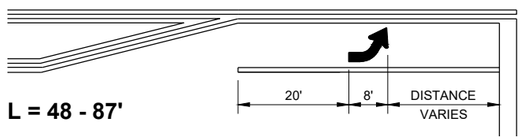
SDD 15C08 - 21c



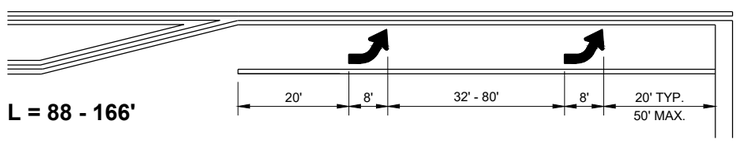
* (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

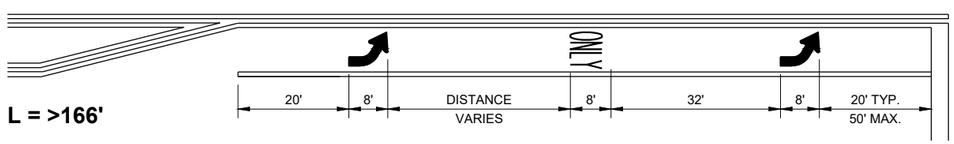
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

1. 8" WHITE
2. QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)

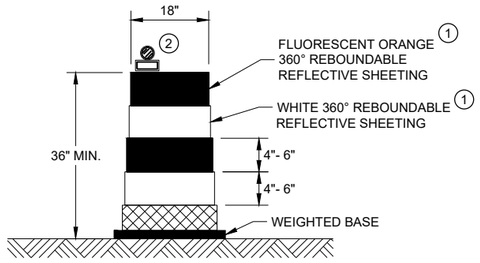
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

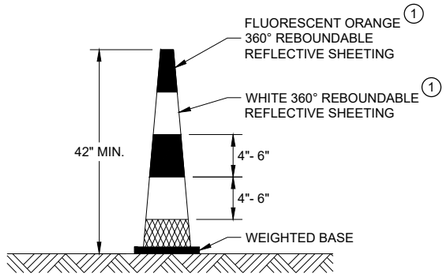
SDD 15C08 - 21d

GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.

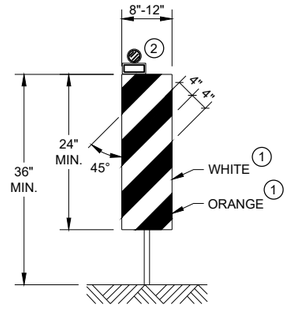


DRUM



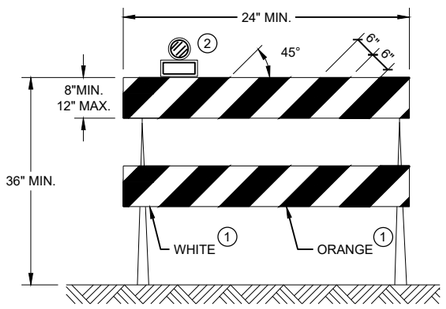
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



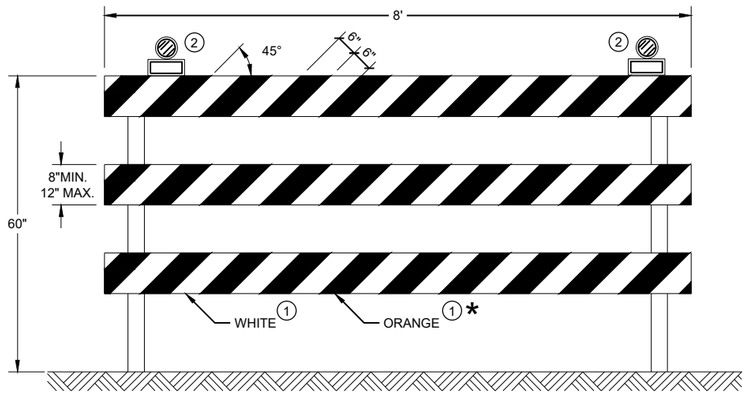
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD15C11 - 09b

6

SDD15C11 - 09b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

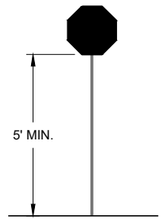
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



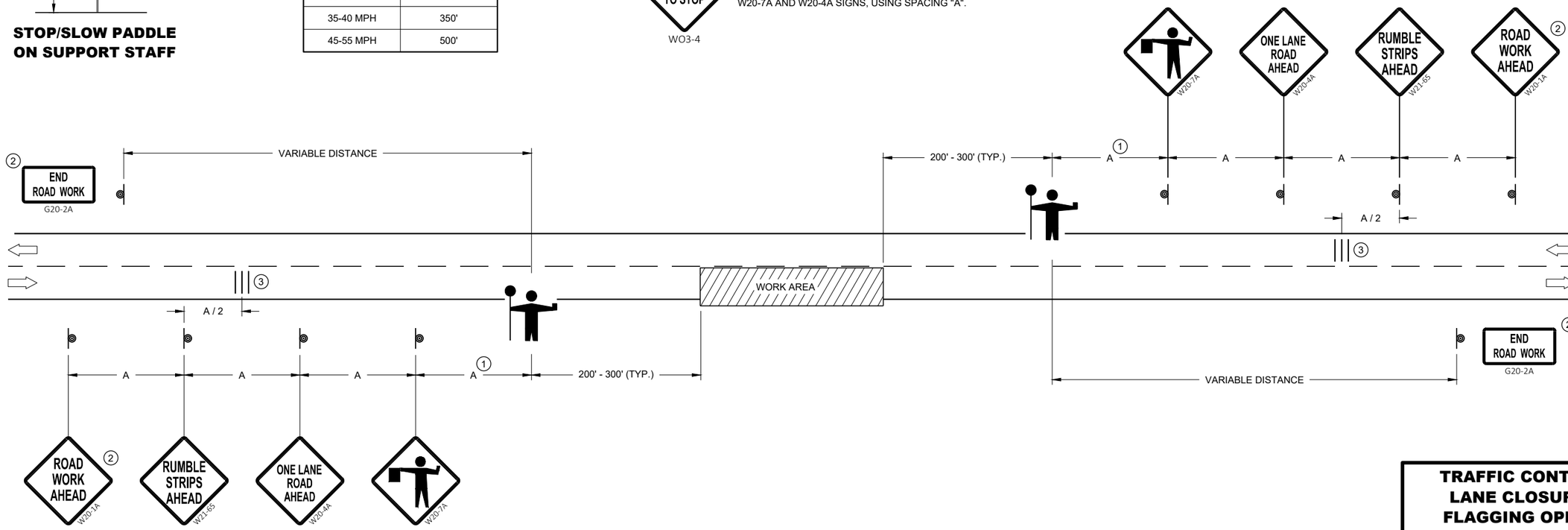
STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C12 - 09a

6

SDD 15C12 - 09a

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (CAUTION)

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

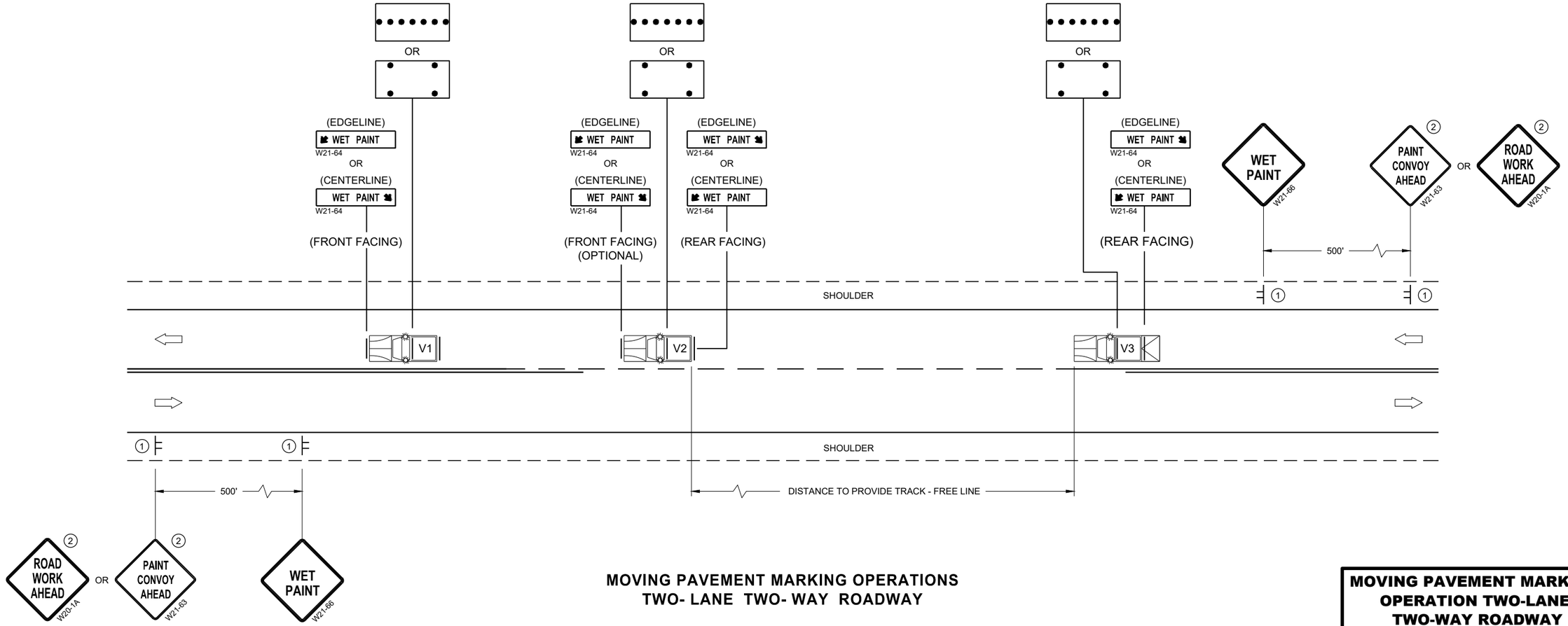
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.



MOVING PAVEMENT MARKING OPERATIONS TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15C19 - 06a

SDD 15C19 - 06a

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (CAUTION)

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

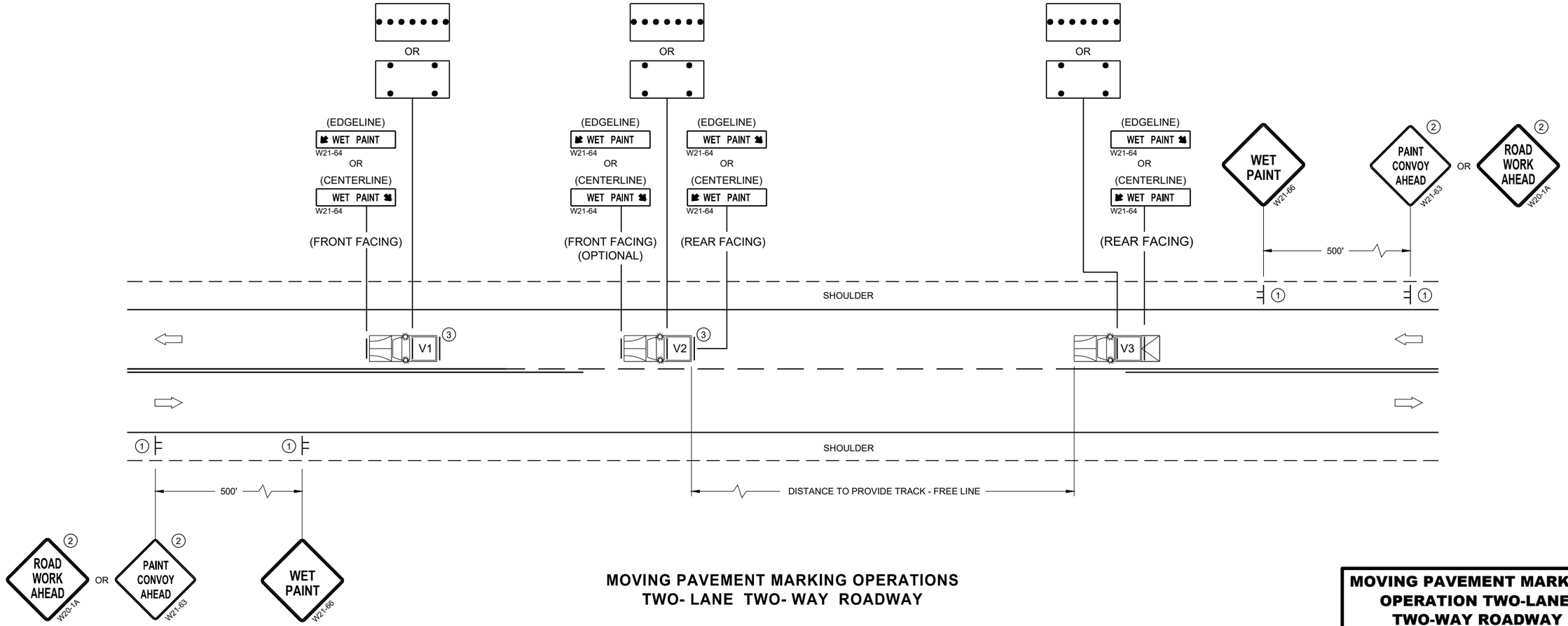
THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

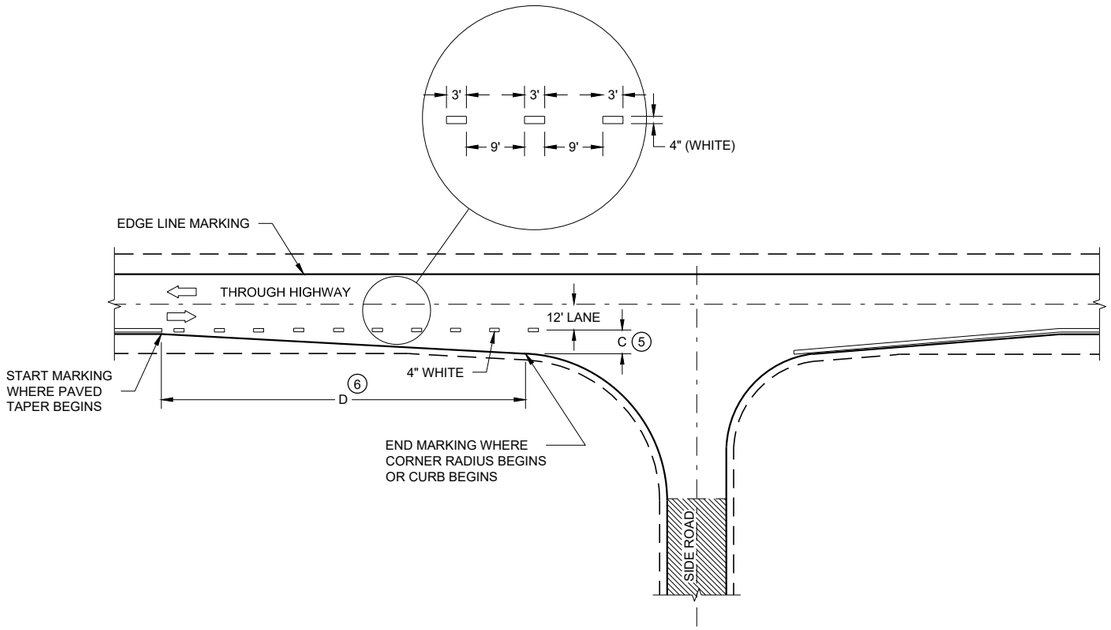
1. SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.
2. IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.
3. V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.



MOVING PAVEMENT MARKING OPERATIONS TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2022 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEE
FHWA	118

6
SDD 15C19 - 07a



MINOR INTERSECTION

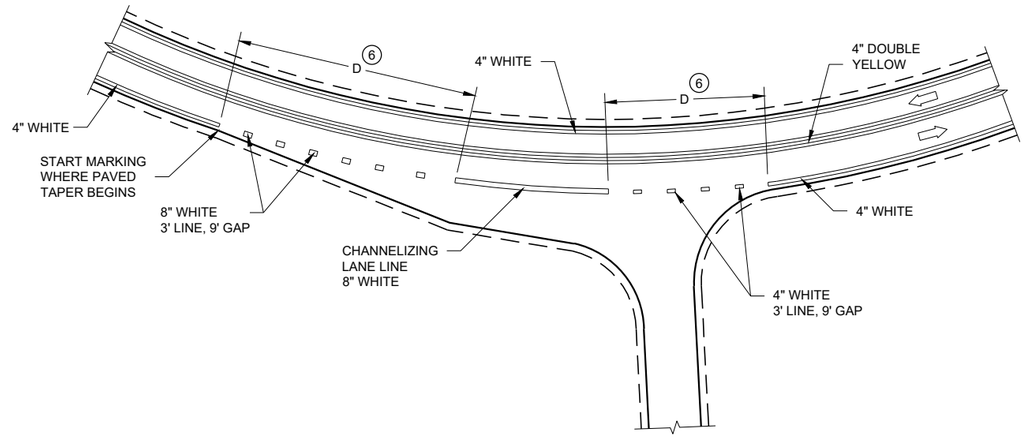
GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

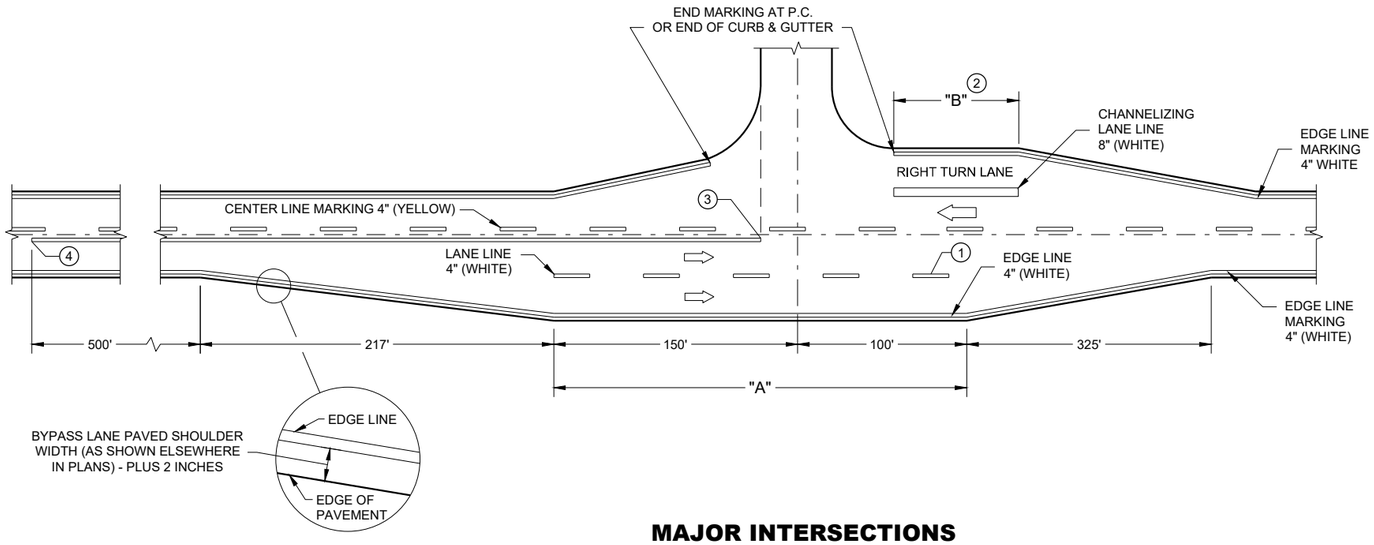
1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET, OMIT DOTTED EXTENSION.
6. WHEN DISTANCE "D" IS LESS THAN 50 FEET, OMIT DOTTED EXTENSION.

LEGEND

DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

PAVEMENT MARKING (INTERSECTIONS)

SDD 15C35 - 05a

6

LEGEND

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

WORK ZONE

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

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

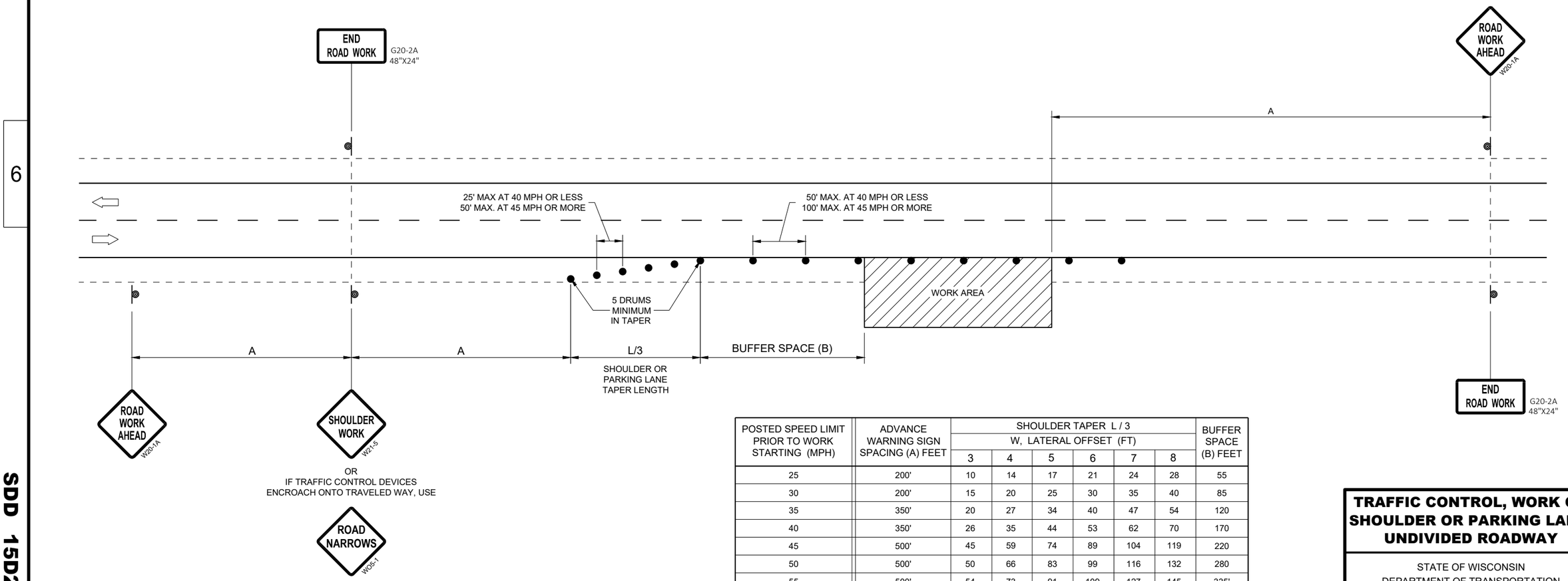
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

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

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45	59	74	89	104	119	220
50	500'	50	66	83	99	116	132	280
55	500'	54	73	91	109	127	145	335'

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

SDD 15D28 - 04

SDD 15D28 - 04

GENERAL NOTES

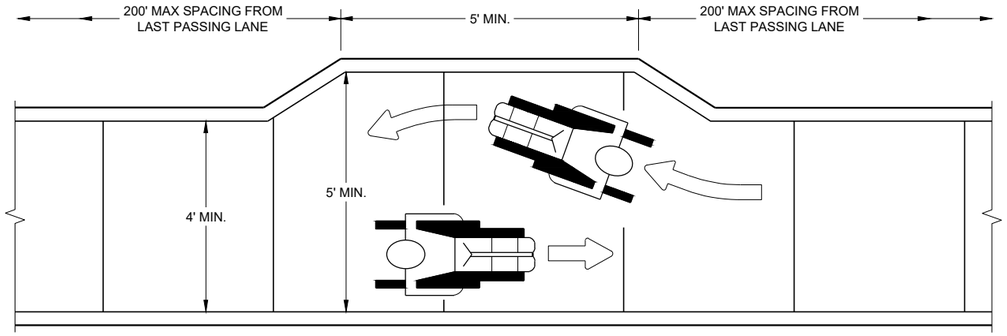
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

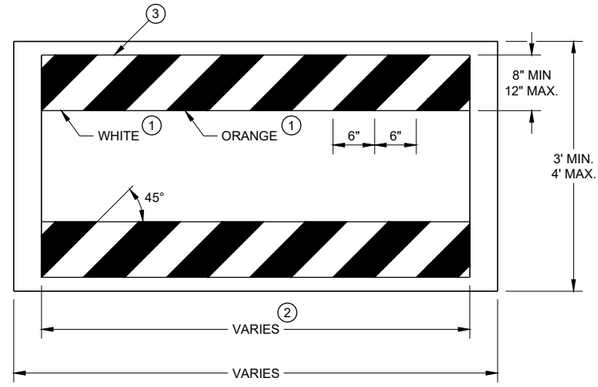
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

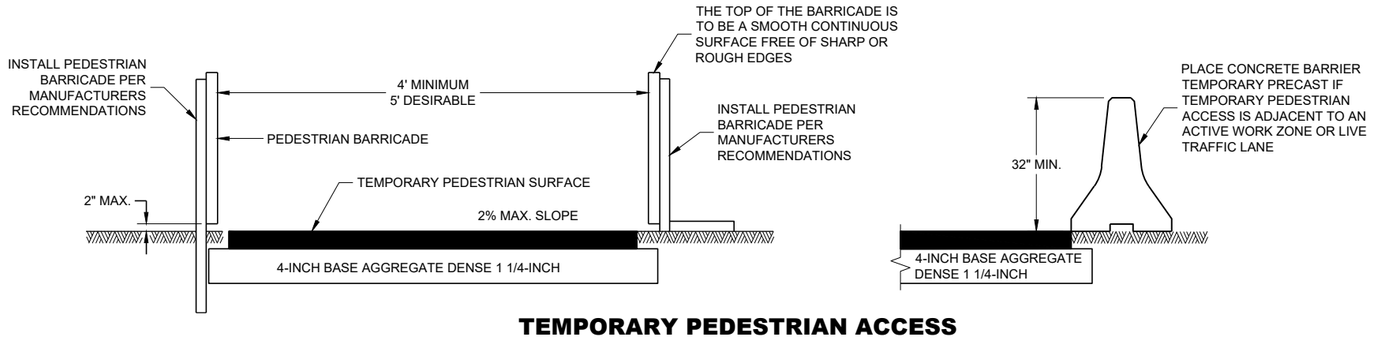
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*



TEMPORARY PEDESTRIAN ACCESS

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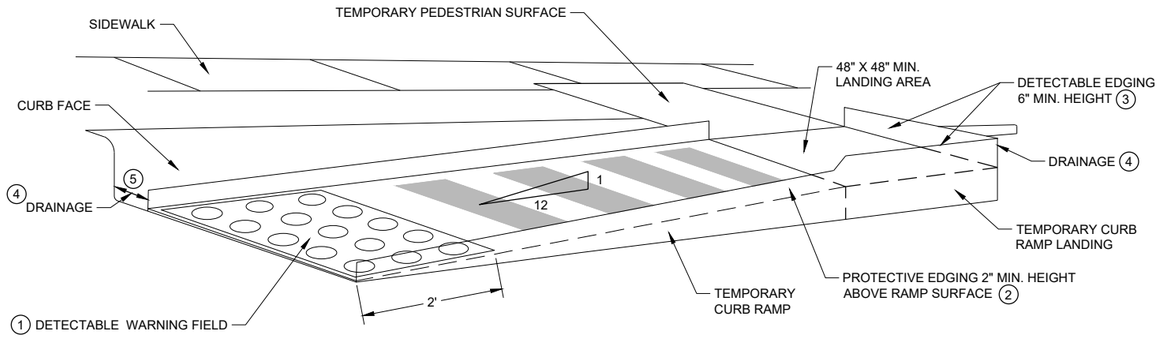
SDD 15D30 - 07a

SDD 15D30 - 07a

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION



PERSPECTIVE VIEW

GENERAL NOTES

CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.

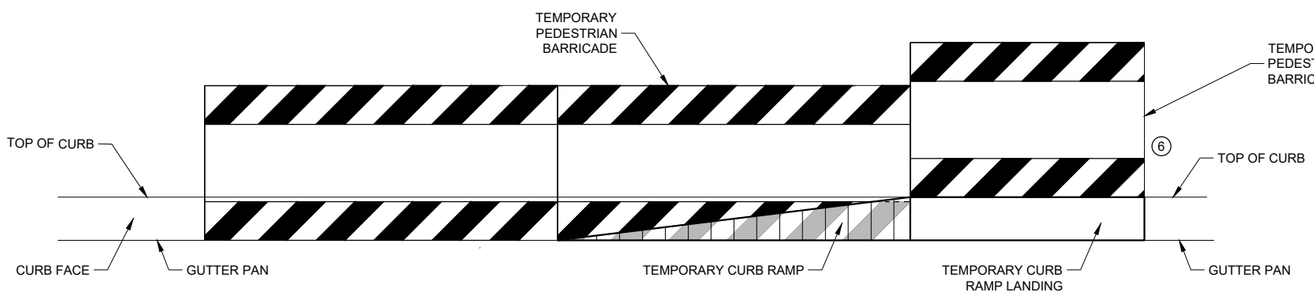
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

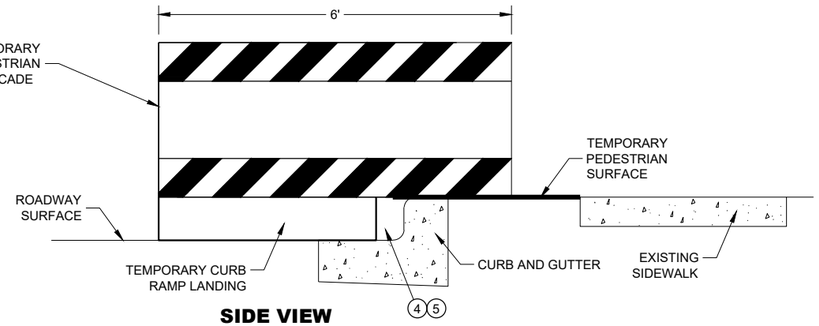
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) 6" MINIMUM BETWEEN CURB FACE AND EDGE OF RAMP

(6) IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.



FRONT VIEW



SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

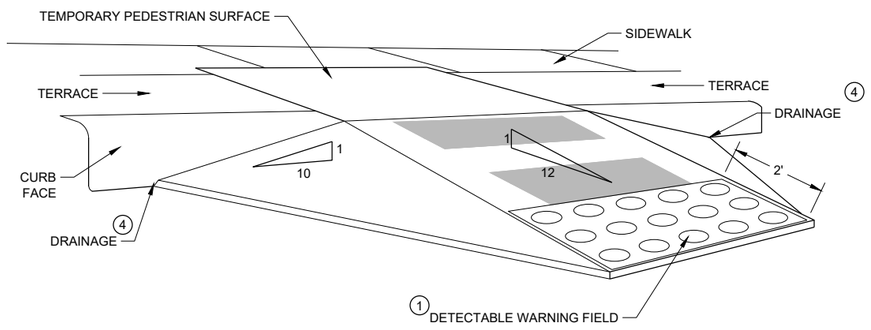
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

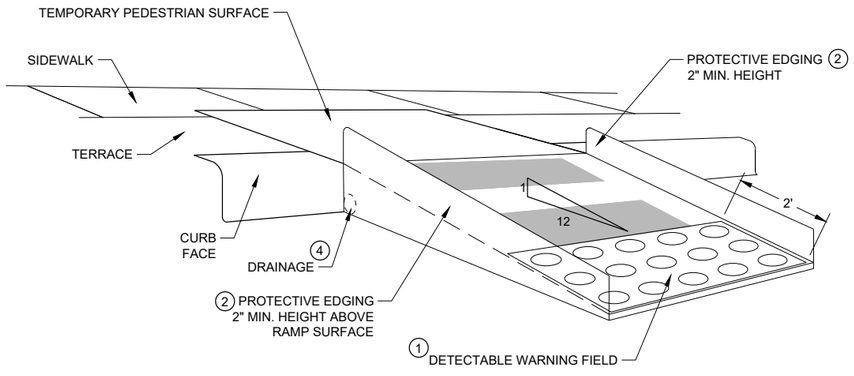
SDD 15D30 - 07b

6

SDD 15D30 - 07b



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

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

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

(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) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

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SDD 15D30 - 07c

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

GENERAL NOTES

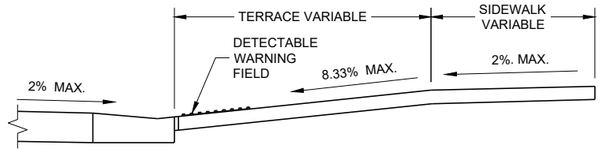
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

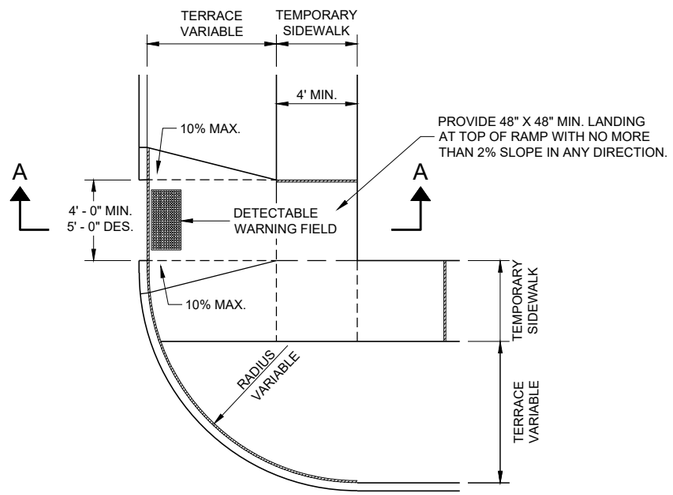
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



SECTION A - A



PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

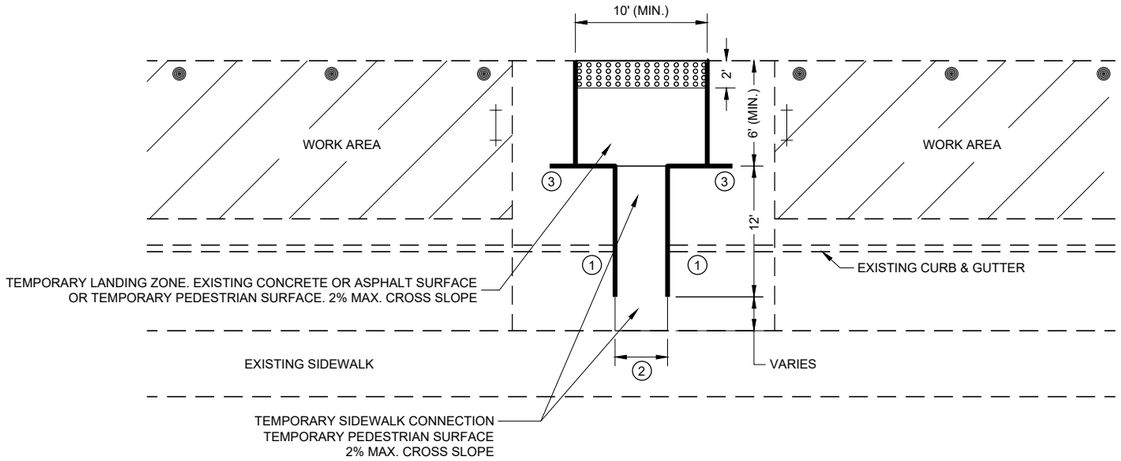
APPROVED
May 2022 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

6

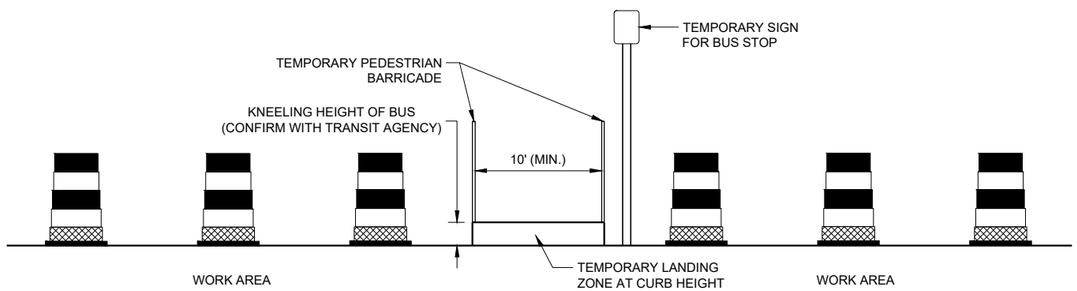
SDD 15D30 - 07d

6

SDD 15D30 - 07d



PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

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.

DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

(1) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(2) 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.

(3) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- WORK AREA

6

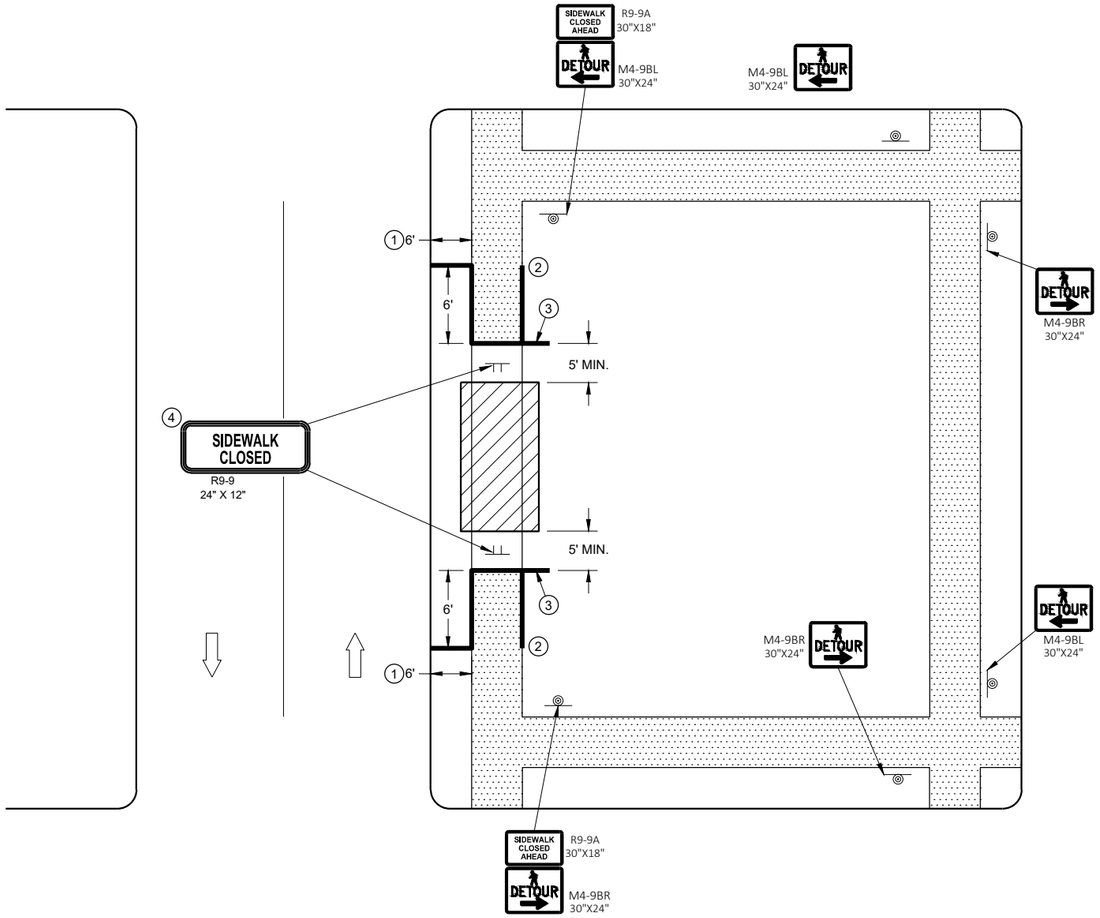
SDD 15D30 - 07e

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

GENERAL NOTES

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

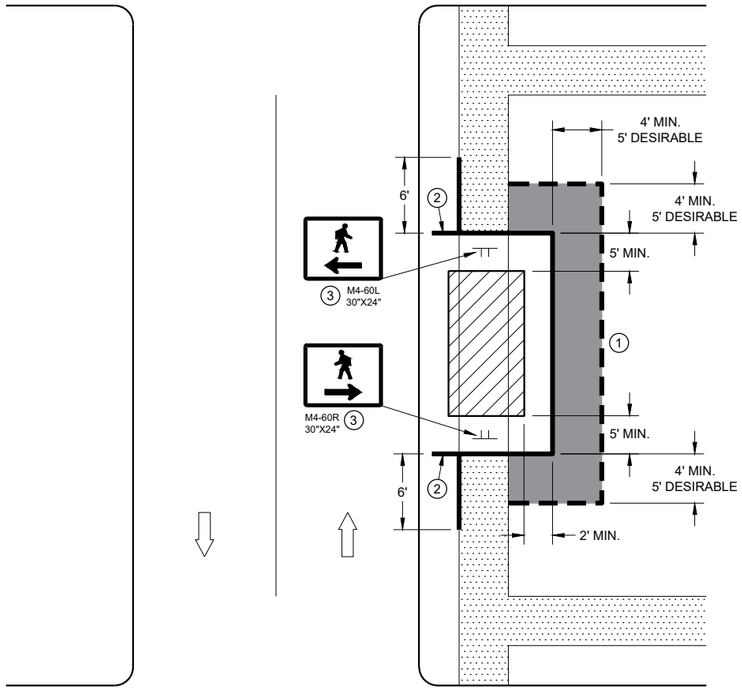
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

1. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
2. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK DIVERSION
SINGLE SIDE

6

SDD 15D30 - 07g

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD15D30 - 07g

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

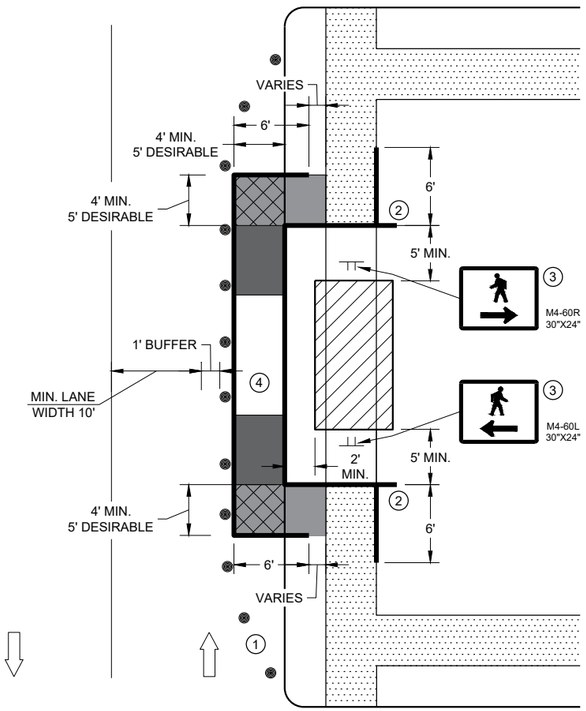
GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
2. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
4. USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE.



SIDEWALK DIVERSION, SINGLE SIDE

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 15D30 - 07h

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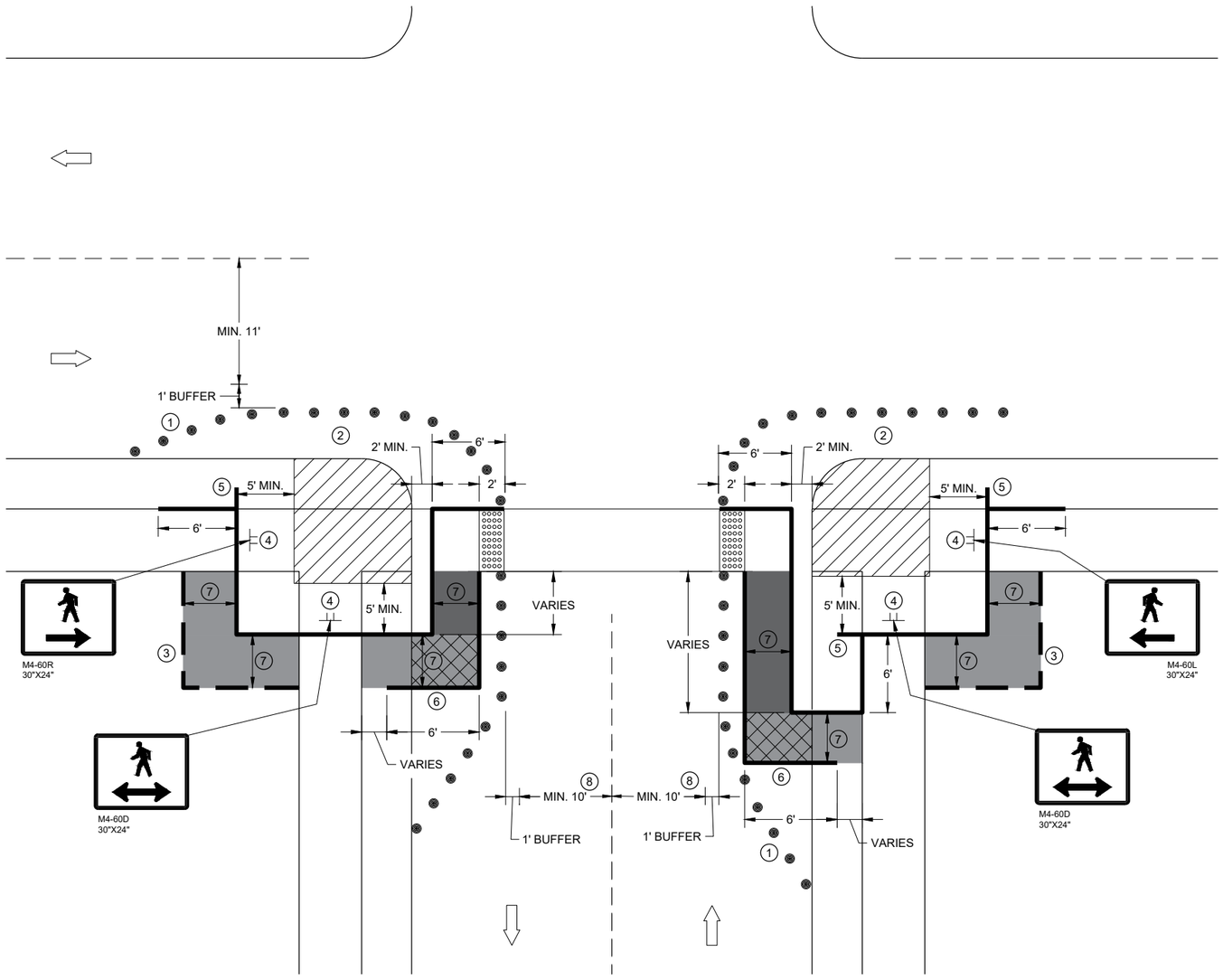
SDD 15D30 - 07h



CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

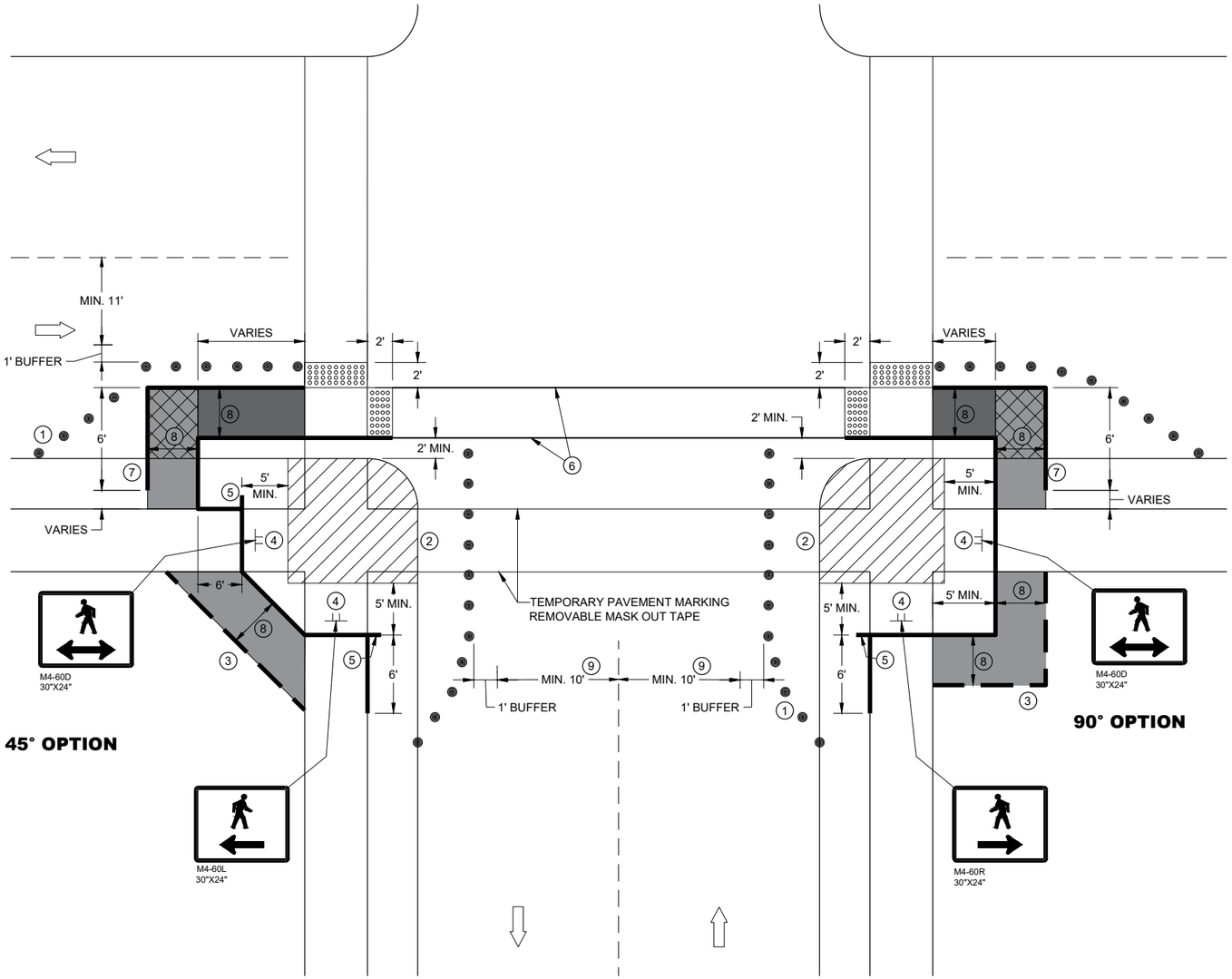
WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
7. 4 FEET MINIMUM, 5 FEET DESIRABLE
8. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. WHITE 6" TEMPORARY PAVEMENT MARKING
7. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
8. 4 FEET MINIMUM, 5 FEET DESIRABLE
9. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

SDD 15D30 - 07j

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GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

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

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

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

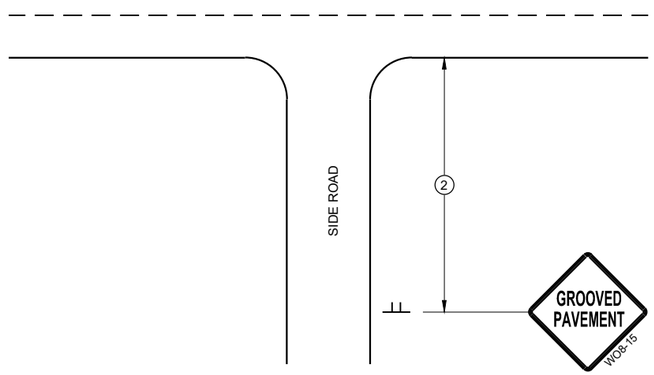
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

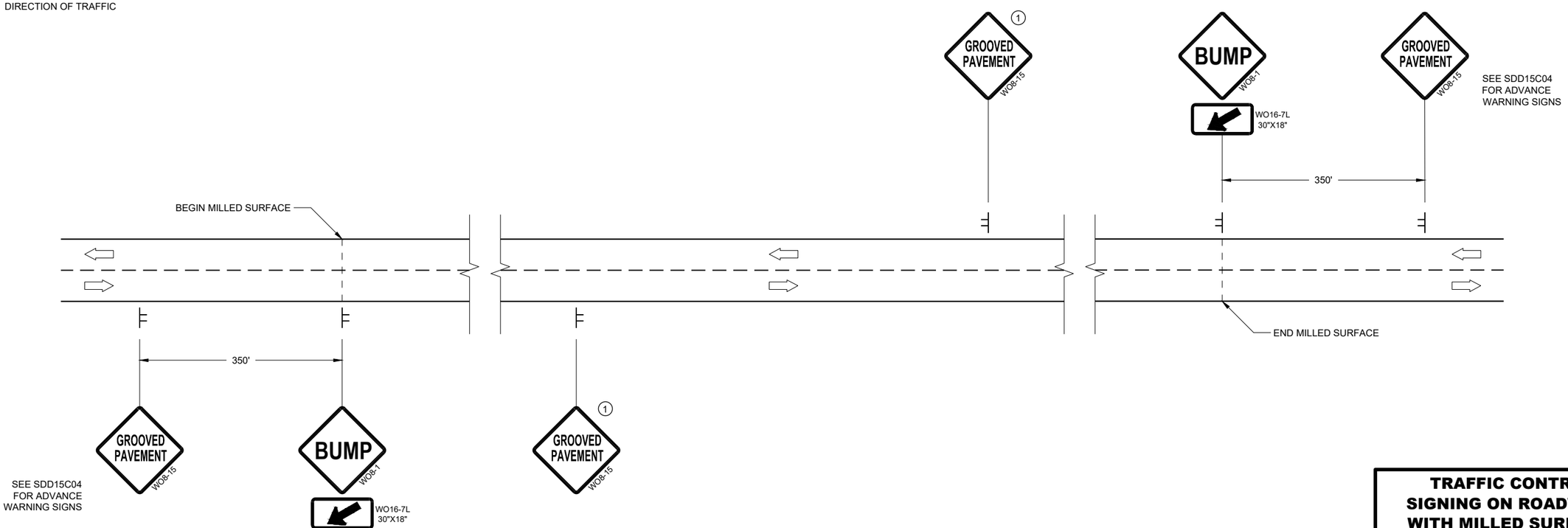
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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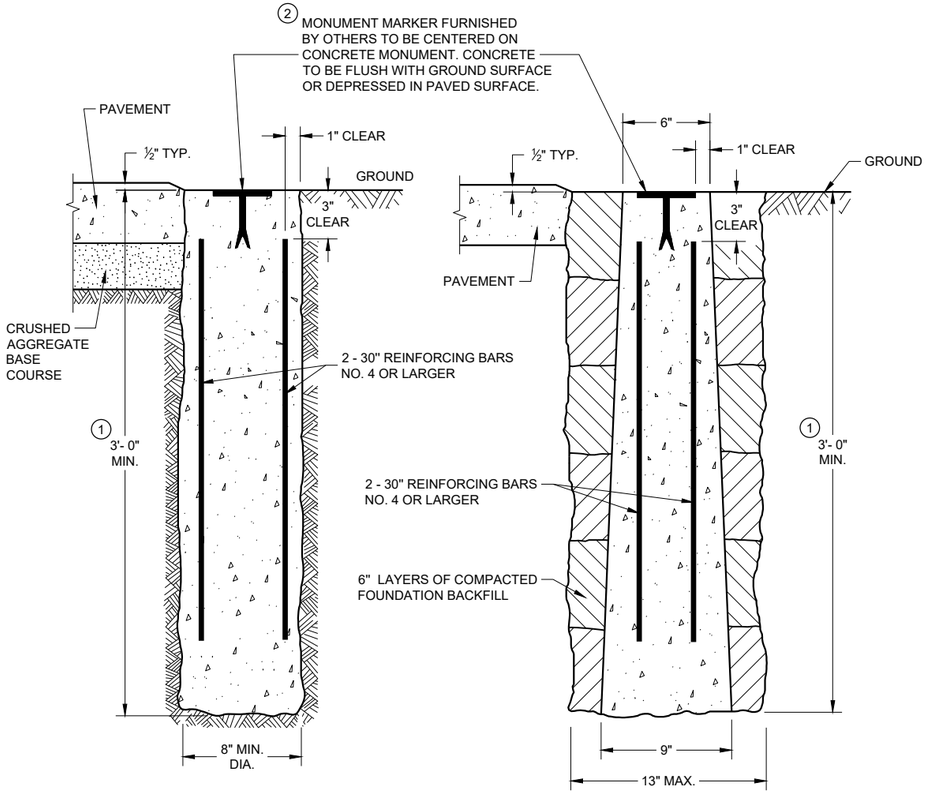
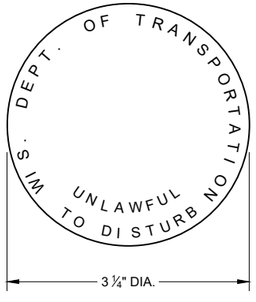
SDD 15D44 - 02



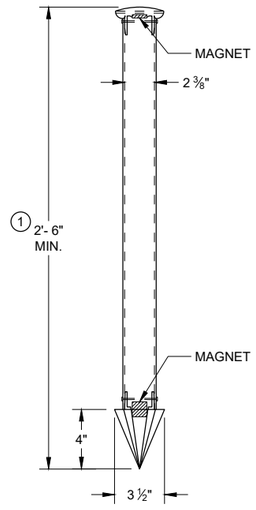
CAST-IN-PLACE **PRECAST**

CONCRETE MONUMENTS
TYPE A

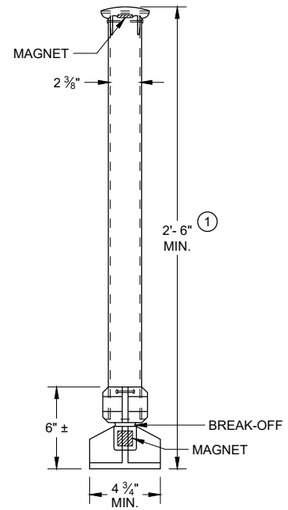


② **WIS DOT MONUMENT MARKER LOGO**

FOR TYPES "A", "C" & "D"

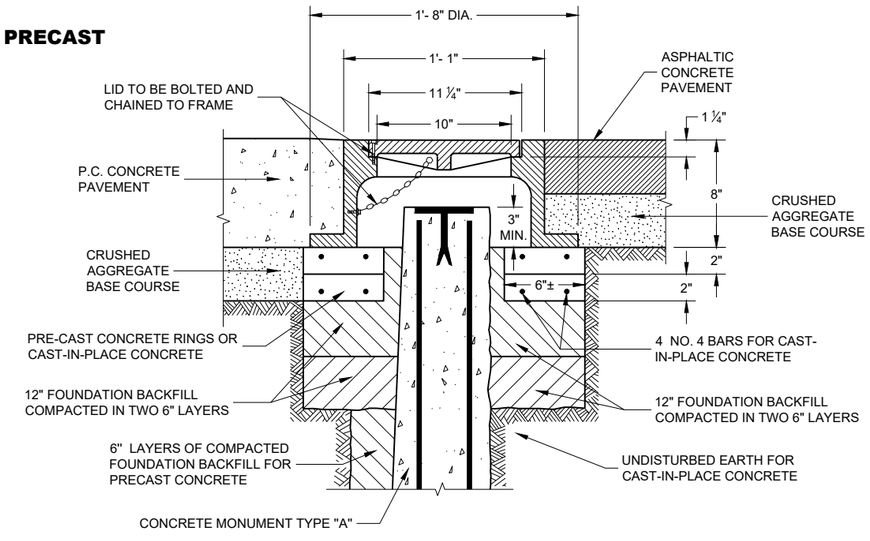


TYPE C DRIVEN MONUMENT



TYPE D NON-DRIVEN BREAK-OFF MONUMENT

ALUMINUM MONUMENTS
(INCLUDES MARKER)



CAST IRON MONUMENT COVER
(APPROXIMATE WEIGHT 95 LBS)

GENERAL NOTES

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

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

PERMANENT MAGNETS SHALL BE INSERTED NEAR THE TOP AND BOTTOM OF ALL ALUMINUM MONUMENTS SO THE MONUMENT CAN EASILY BE DETECTED BY A METAL DETECTOR.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

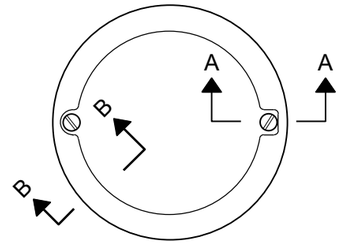
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

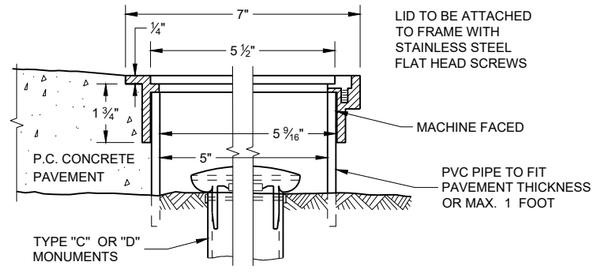
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WISDOT MARKER.



TOP VIEW



SECTION B-B **SECTION A-A**

ALUMINUM MONUMENT COVER
(APPROXIMATE WEIGHT 2 LBS)
(FOR CONCRETE PAVEMENT ONLY)

LANDMARK REFERENCE MONUMENTS AND COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Raymond A. Kumapayii
CHIEF SURVEYING AND MA
ENGINEER

FHWA

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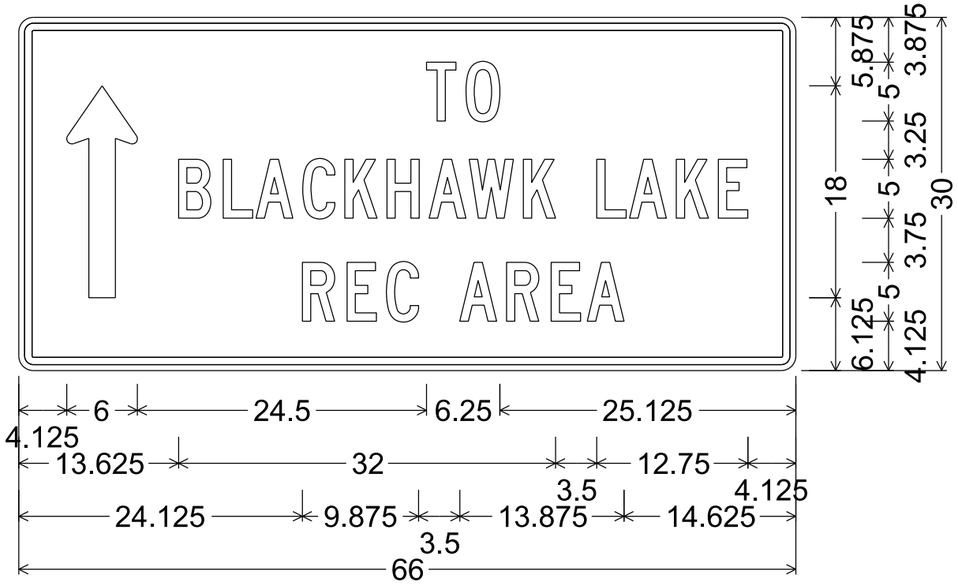
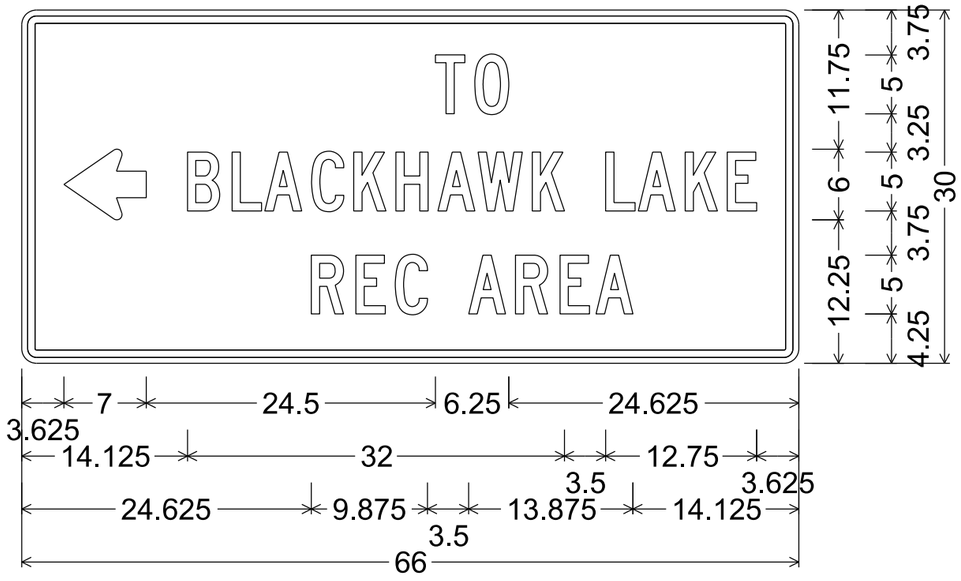
SDD 16A01 - 07



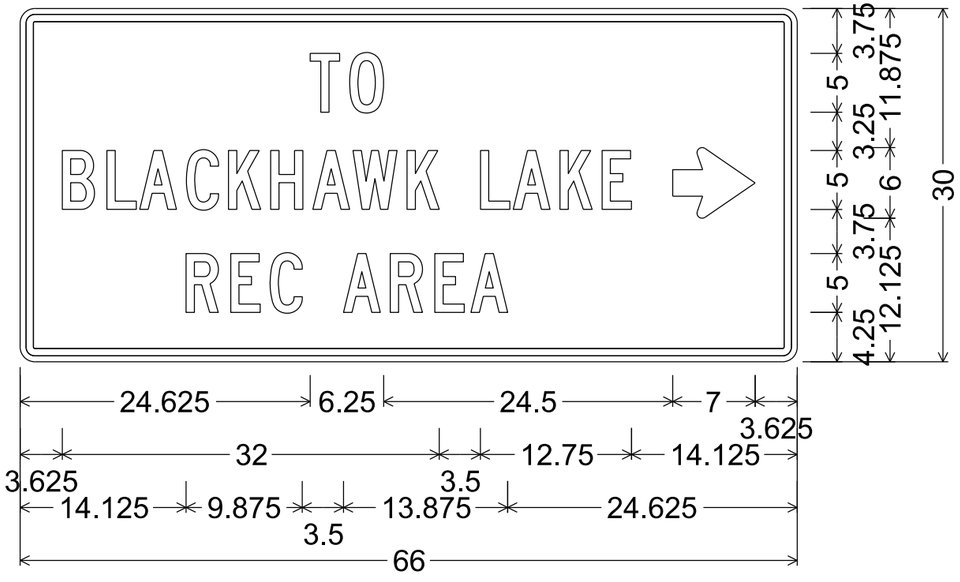
1.250" Radius, 0.625" Border, 0.500" Indent

NOTES

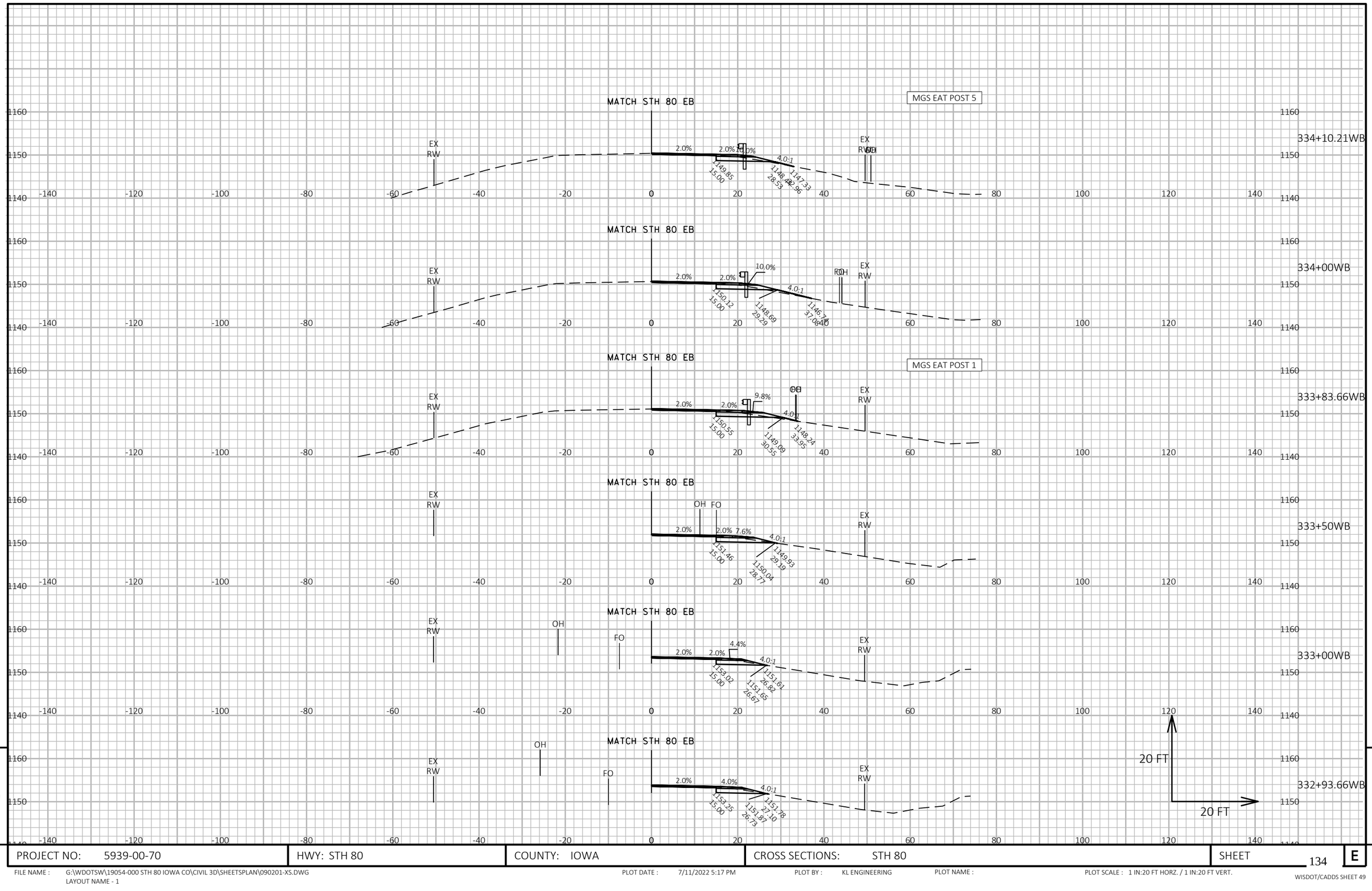
1. Fixed Message Signs - Type II Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C



1.250" Radius, 0.625" Border, 0.500" Indent



1.250" Radius, 0.625" Border, 0.500" Indent



PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	CROSS SECTIONS: STH 80	SHEET 134	E

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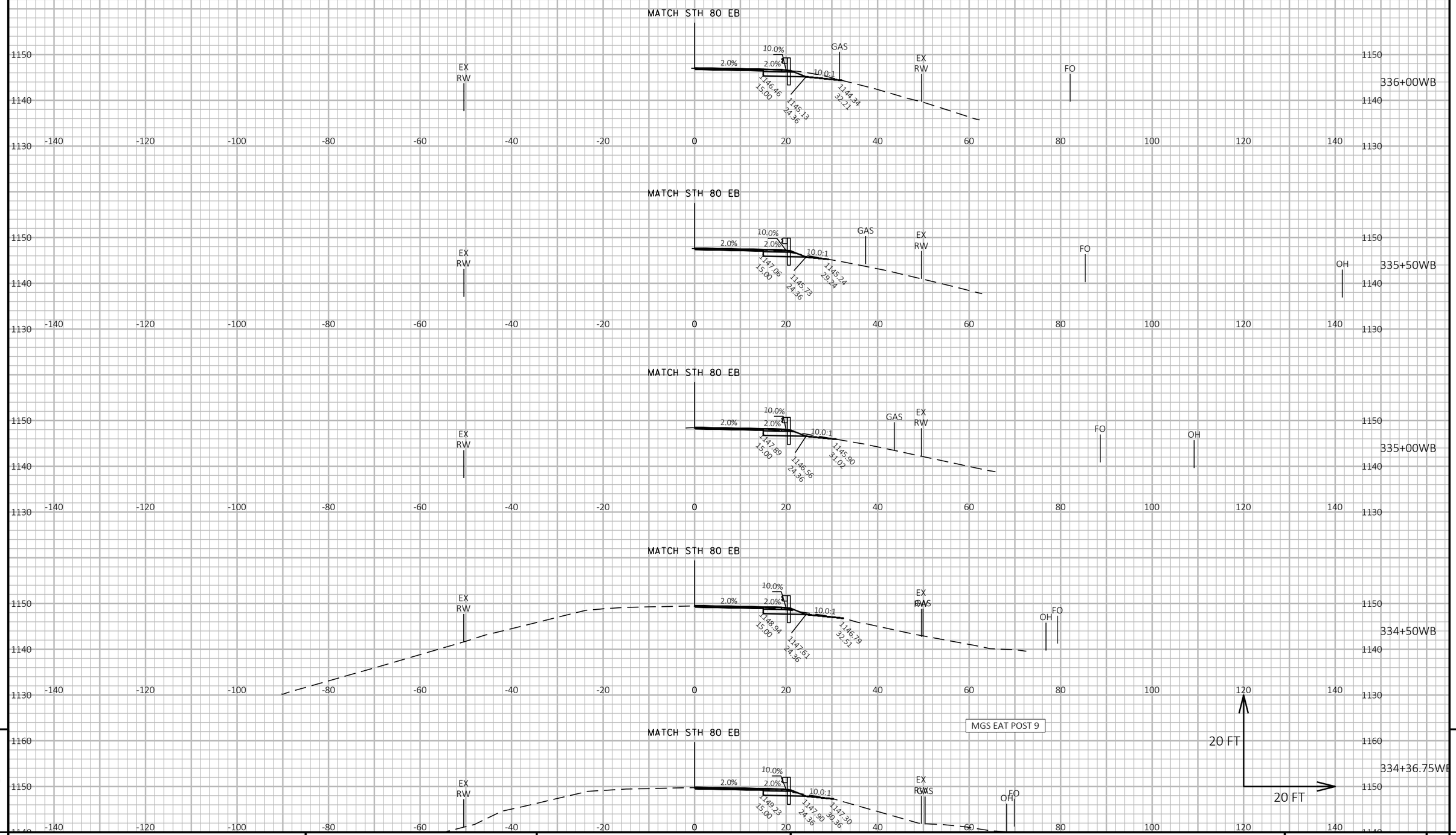
LAYOUT NAME - 1

PLOT DATE : 7/11/2022 5:17 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 5939-00-70	HWY: STH 80	COUNTY: IOWA	CROSS SECTIONS: STH 80	SHEET 135	E

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LAYOUT NAME - 2

PLOT DATE : 7/11/2022 5:17 PM

PLOT BY : KL ENGINEERING

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

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