SUP

DECEMBER 2022

PROJECT ID: 1560-00-75

WITH: N/A

COUNTY: SAWYER

ORDER OF SHEETS

TOTAL SHEETS = 56

34

N

DESIGN DESIGNATION

A.A.D.T.	2023	=	11,760
A.A.D.T.	2043	=	12,810
D.H.V.		=	640
D.D.		=	63/37
T.		=	7.8 %
DESIGN SPEED		=	30 MPH
ESALS		=	2,500,000

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

C HAYWARD, FIRST STREET

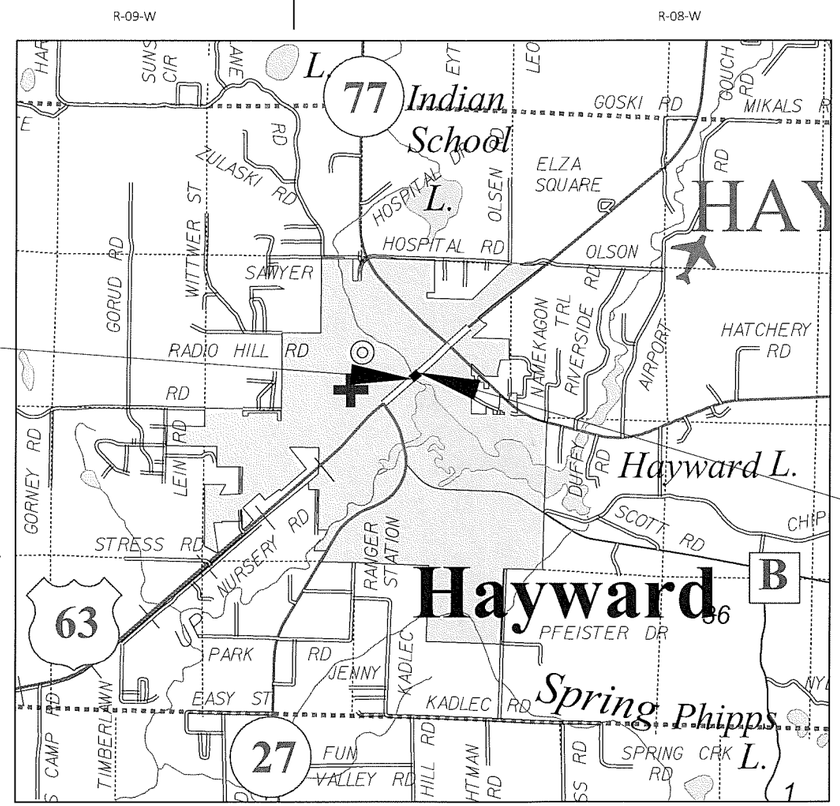
SMITH LAKE CREEK CULVERT

USH 63

SAWYER COUNTY

STATE PROJECT NUMBER
1560-00-75

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1560-00-75	WISC 2023118	1



LAYOUT

SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 0.017 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), SAWYER 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 12A.

ORIGINAL PLANS PREPARED BY

SEH

WISCONSIN
TARA L. KRISTA
37975
CHIPPEWA FALLS, WI
PROFESSIONAL ENGINEER

DATE: 7-20-2022 Tara L. Krista
(Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	SEH/WISDOT
Designer	SEH
Project Manager	PHILLIP KEPPERS
Regional Examiner	REGIONAL EXAMINER
Regional Supervisor	REGIONAL SUPERVISOR

APPROVED FOR THE DEPARTMENT

DATE: 7/21/2022 Philip Keppers
(Signature)

E

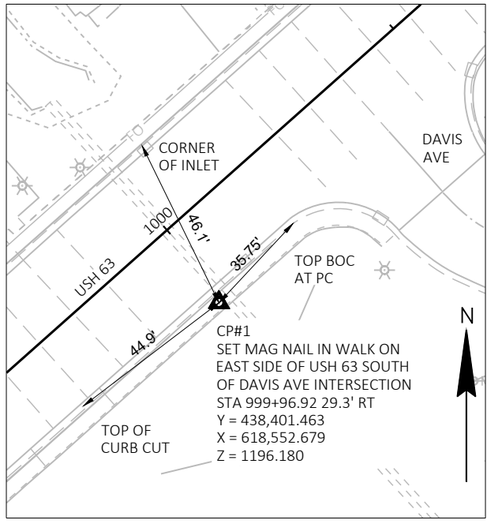
FILE NAME : X:\UZ\W\WITNW\154087\5-FINAL-DSGN\CIVIL 3D - 15600005 - USH 63\SHEETSPLAN\010101 TI.DWG

PLOT DATE : 7/19/2022 9:39 AM

PLOT BY : JUSTIN SHAVLIK

PLOT NAME :

CONTROL TIES



GENERAL NOTES

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

WHEN THE QUANTITY OF BASE AGGREGATE IS MEASURED FOR PAYMENT BY THE TON, THE DEPTH OR THICKNESS OF THE LAYER SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

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

THE EXACT LOCATION OF THE EROSION CONTROL DEVICES SHALL BE DETERMINED IN THE FIELD.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, ARE TO BE 4-INCH SALVAGED TOPSOILED, SEEDED, TEMPORARY SEEDED, FERTILIZED, AND EMATTED AS SHOWN ON THE TYPICAL SECTIONS. FINISHED SEEDED SURFACE SHALL BE 1-INCH BELOW THE TOP OF ADJACENT CONCRETE.

A VERTICAL SAWCUT SHALL BE MADE THROUGH EXISTING PAVEMENTS AT REMOVAL LIMITS.

ALL PAVEMENT DIMENSIONS AND STATIONS ARE SHOWN TO THE EDGE OF PAVEMENT UNLESS NOTED OTHERWISE.

UTILITY CONTACTS

CITY OF HAYWARD W&S - SEWER
15889 W. 3RD STREET
HAYWARD, WI 54843
TELEPHONE: 715.634.4312, 715.699.4612 (MOBILE)
ATTENTION: JOHN MCCUE
EMAIL: PW3@CENTURYTEL.NET

CITY OF HAYWARD W&S - WATER
15889 W. 3RD STREET
HAYWARD, WI 54843
TELEPHONE: 715.634.4312, 715.699.4612 (MOBILE)
ATTENTION: JOHN MCCUE
EMAIL: PW3@CENTURYTEL.NET

WE ENERGIES - GAS/PETROLEUM
104 W. SOUTH ST.
RICE LAKE, WI 54868
TELEPHONE: 715-234-9605, 715-213-4327 (MOBILE)
ATTENTION: STEVEN CHAVERS
EMAIL: STEVEN.CHAVERS@WE-ENERGIES.COM

XCEL ENERGY - ELECTRICITY
2400 FARM RD
ASHLAND, WI 54806
TELEPHONE: 715.209.3071 (MOBILE)
ATTENTION: MURRAY SMERER
EMAIL: MURRAYSMERER@GMAIL.COM

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

WISDOT CONTACTS
1701 NORTH 4TH STREET
SUPERIOR, WI 54880
TELEPHONE: 715.395.3027
ATTENTION: PHILIP KEPPERS
EMAIL: PHILIP.KEPPERS@DOT.WI.GOV

NWR ELECTRICAL FIELD UNIT (UTILITIES)
TELEPHONE: 715 577-5399

DESIGN CONTACT
10 NORTH BRIDGE STREET
CHIPPEWA FALLS, WI 54729
TELEPHONE: 715.720.6291
ATTENTION: TARA KRISTA
EMAIL: TKRISTA@SEHINC.COM

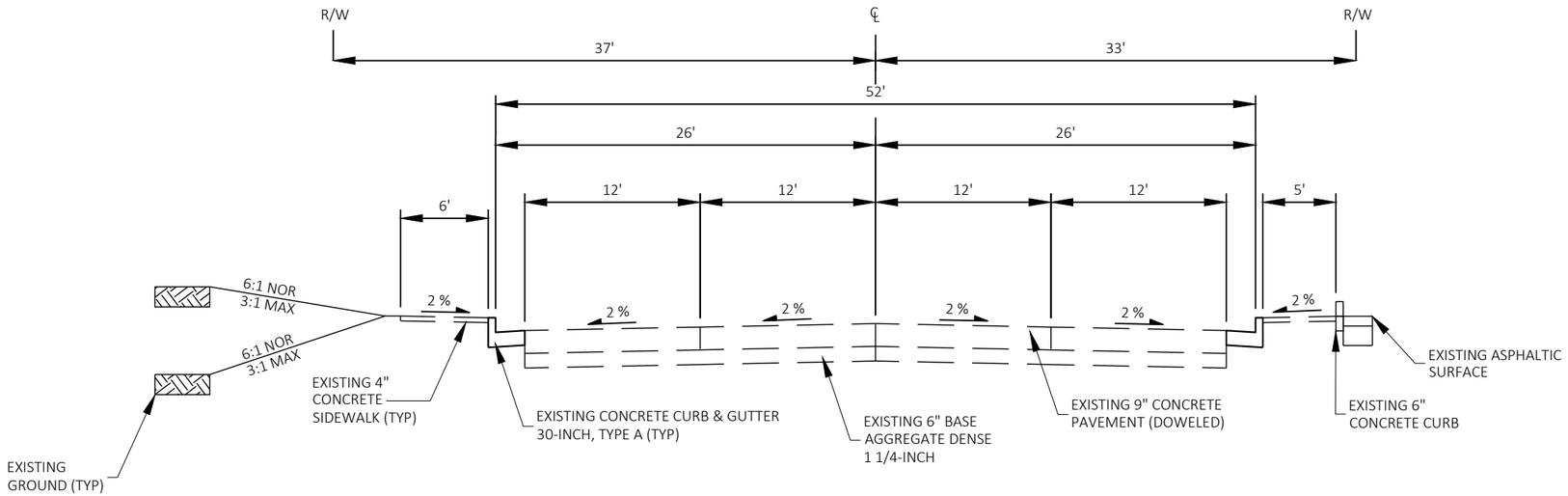
WDNR CONTACT
DNR NORTHERN REGION HQ
810 WEST MAPLE STREET
SPOONER, WI 54801
TELEPHONE: 715.635.4228
ATTENTION: SHAWN HASELEU
EMAIL: SHAWN.HASELEU@WISCONSIN.GOV

CITY CONTACT
CITY OF HAYWARD
15889 W. 3RD STREET
P.O. BOX 969
HAYWARD, WI 54843
TELEPHONE: 715.634.4612
ATTENTION: JOHN MCCUE
EMAIL: PW3@CENTURYTEL.NET

RUNOFF COEFFICIENT TABLE

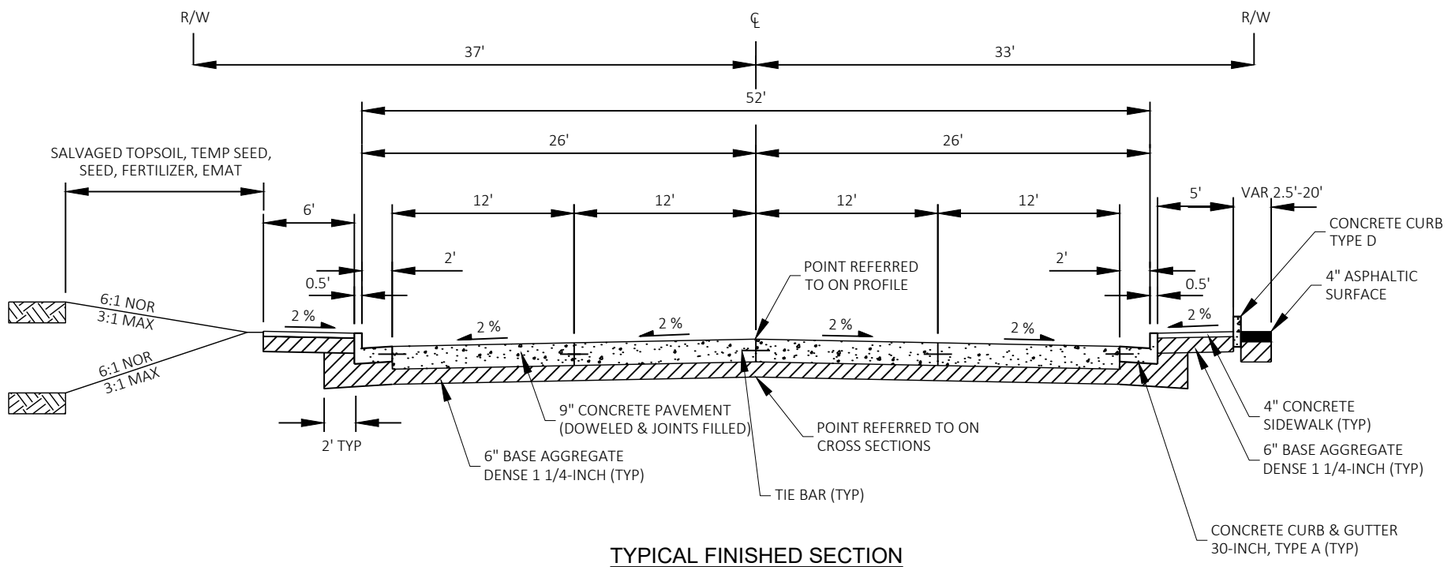
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33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

TOTAL PROJECT AREA = 0.3 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.2 ACRES



TYPICAL EXISTING SECTION

USH 63
STA 999+58.59 TO STA 1000+47.96

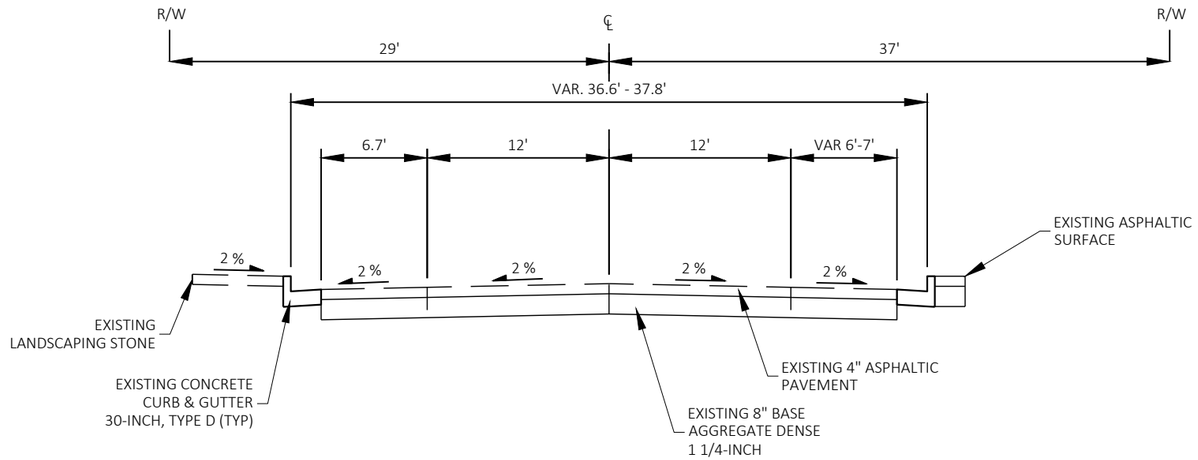


TYPICAL FINISHED SECTION

USH 63
STA 999+58.59 TO STA 1000+47.96

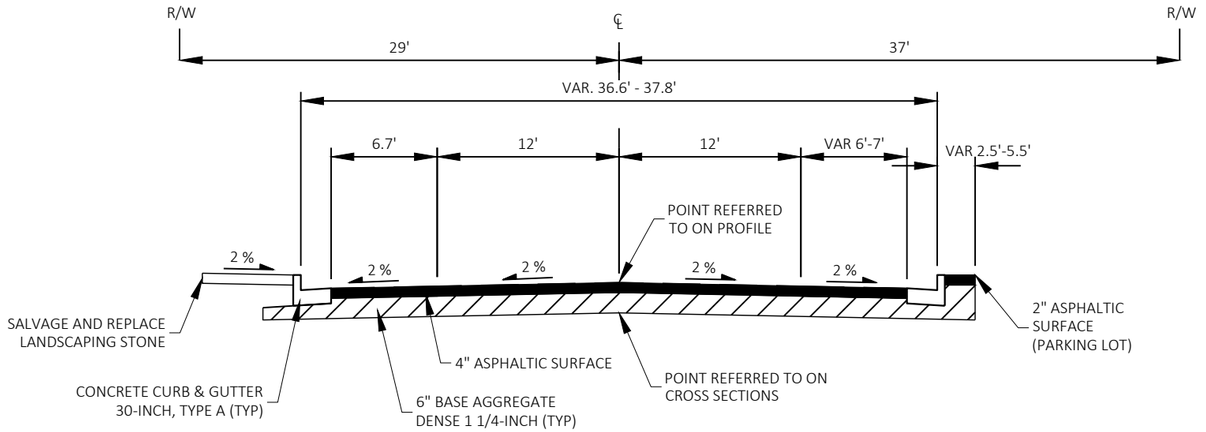
PROJECT NO: 1560-00-75	HWY: USH 63	COUNTY: SAWYER	TYPICAL SECTION	SHEET 3	E

2



TYPICAL EXISTING SECTION

DAVIS AVE
STA 2000+50.97 TO STA 2000+66.83

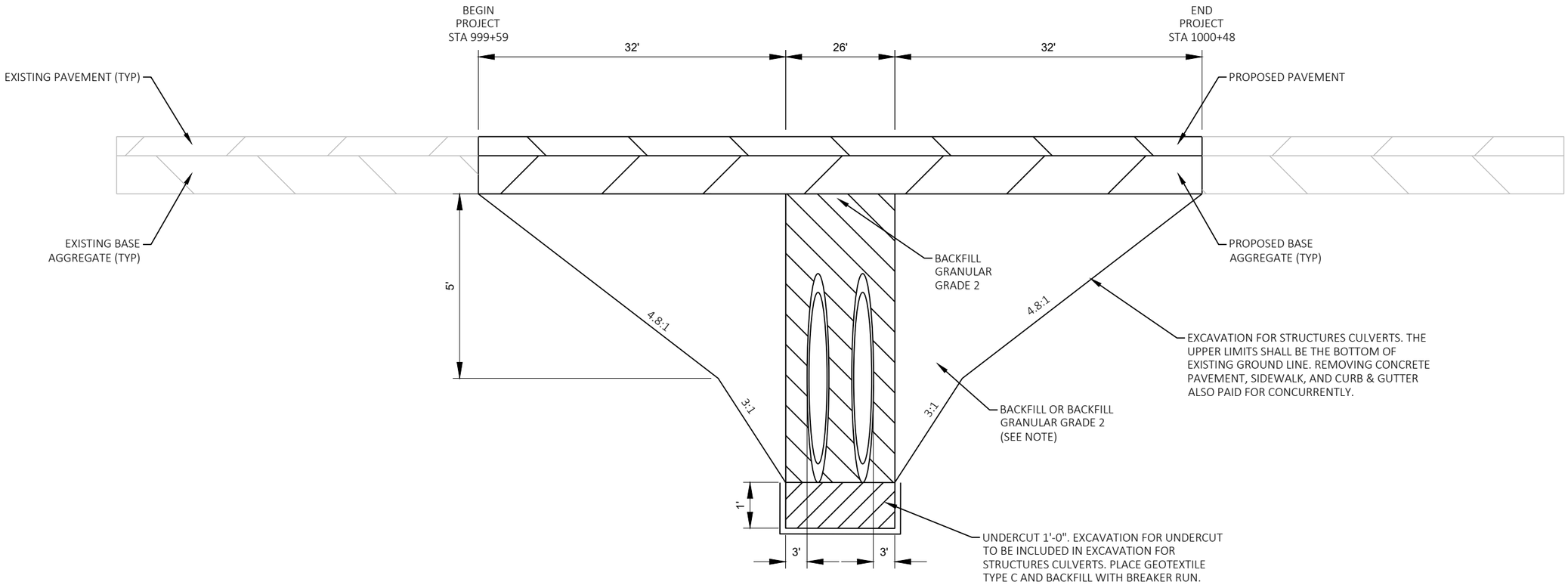


TYPICAL FINISHED SECTION

DAVIS AVE
STA 2000+50.97 TO STA 2000+66.83

PROJECT NO: 1560-00-75	HWY: USH 63	COUNTY: SAWYER	TYPICAL SECTION	SHEET 4	E

FILE NAME : X:\UZ\W\WITNW\154087\5-FINAL-DSGN\CIVIL 3D - 15600005 - USH 63\SHEETSPLAN\020301 TS.DWG
LAYOUT NAME - 020302-ts
PLOT DATE : 7/20/2022 2:29 PM PLOT BY : JUSTIN SHAVLIK PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



NOTE: BACKFILL INCLUDED UNDER EXCAVATION FOR STRUCTURES CULVERTS UNLESS DETERMINED TO BE UNUSABLE BY THE ENGINEER. ALL MATERIAL REMOVED FOR INSTALL TO BE REUSED AS BACKFILL EXCEPT WHERE BACKFILL GRANULAR GRADE 2 IS SHOWN.

CULVERT EXCAVATION AND INSTALLATION DETAIL

2

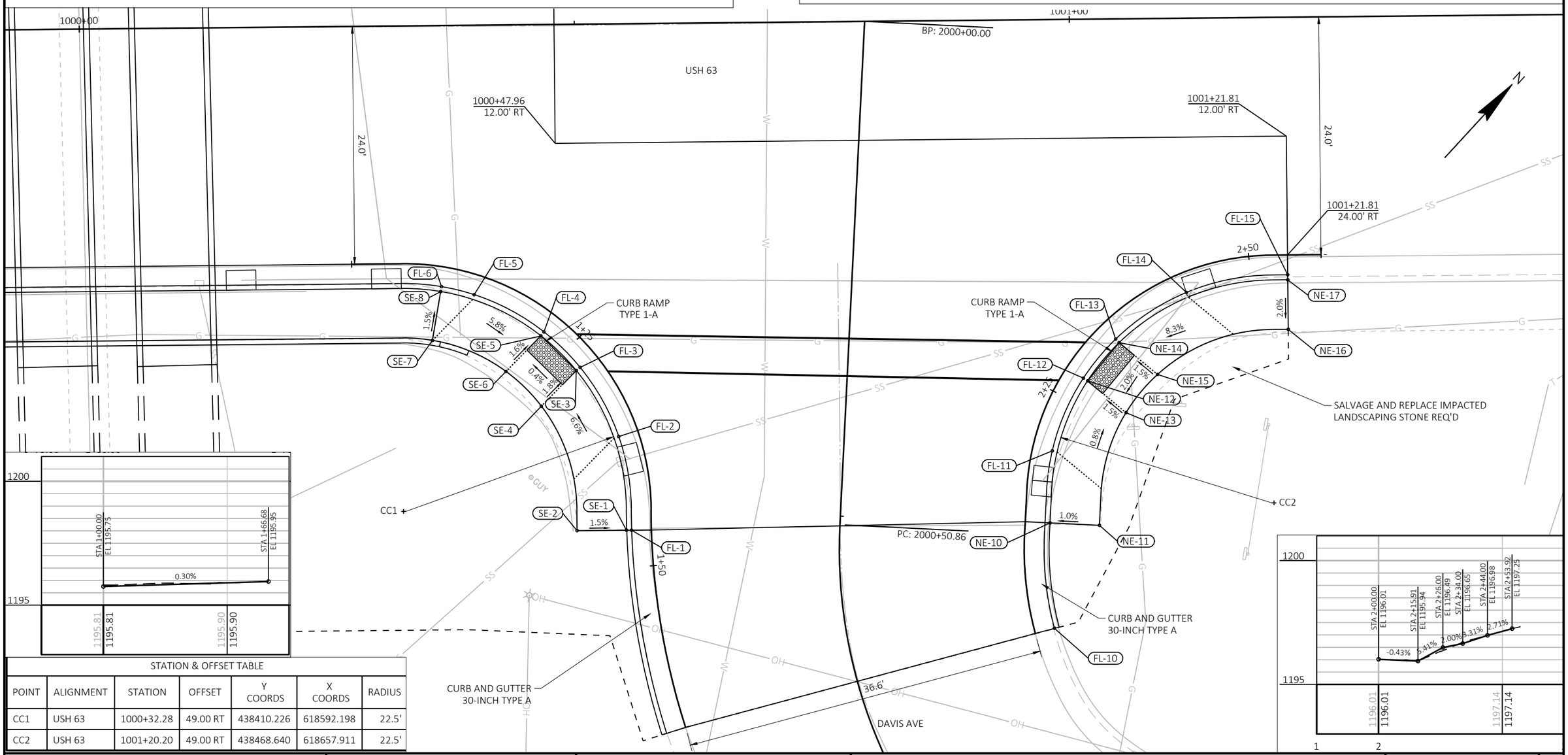
SE Quad					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
FL-1	1+46.39	2.00' RT	1195.81	438423.92	618610.80
FL-2	1+36.15	2.00' RT	1195.78	438430.19	618603.61
FL-3	1+27.42	2.00' RT	1195.75	438432.89	618596.09
FL-4	1+21.85	2.00' RT	1195.74	438433.19	618590.99
FL-5	1+13.12	2.00' RT	1195.71	438431.39	618583.20
FL-6	1+09.43	2.00' RT	1195.71	438429.84	618580.19
SE-1	1+46.39	2.51' RT	1196.31	438423.58	618610.42
SE-2	1+46.39	7.50' RT	1196.38	438420.27	618606.69

SE Quad					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
SE-3	1+27.42	2.50' RT	1195.75	438432.40	618596.01
SE-4	1+28.22	7.50' RT	1195.84	438427.37	618595.71
SE-5	1+21.85	2.50' RT	1195.74	438432.69	618591.01
SE-6	1+21.05	7.50' RT	1195.82	438427.66	618590.72
SE-7	1+09.43	7.50' RT	1196.27	438425.15	618583.06
SE-8	1+09.43	2.50' RT	1196.20	438429.41	618580.45

NE Quad					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
FL-10	1000+97.90	61.44' RT	1195.93	438444.52	618649.51
FL-11	1000+97.86	43.54' RT	1196.03	438457.88	618637.58
FL-12	1001+01.07	36.22' RT	1196.45	438465.48	618635.13
FL-13	1001+04.37	32.32' RT	1196.56	438470.59	618634.99
FL-14	1001+11.56	27.68' RT	1196.86	438478.83	618637.29
FL-15	1001+21.81	26.00' RT	1197.17	438486.90	618643.83
NE-10	1000+97.56	50.80' RT	1196.38	438452.25	618642.19
NE-11	1001+02.55	51.10' RT	1196.43	438455.35	618646.11

NE Quad					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
NE-12	1001+01.50	36.51' RT	1196.45	438465.55	618635.64
NE-13	1001+05.34	39.75' RT	1196.52	438465.68	618640.66
NE-14	1001+04.71	32.68' RT	1196.56	438470.55	618635.49
NE-15	1001+08.57	35.93' RT	1196.63	438470.68	618640.53
NE-16	1001+21.81	31.50' RT	1197.57	438482.79	618647.49
NE-17	1001+21.81	26.51' RT	1197.67	438486.52	618644.17

2



STATION & OFFSET TABLE						
POINT	ALIGNMENT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
CC1	USH 63	1000+32.28	49.00 RT	438410.226	618592.198	22.5'
CC2	USH 63	1001+20.20	49.00 RT	438468.640	618657.911	22.5'

PROJECT NO: 1560-00-75	HWY: USH 63	COUNTY: SAWYER	CURB RAMP DETAILS	SHEET 6	E

2

CONNECT TO EXISTING
27-INCH RCP STORM SEWER
INV EL: 1190.56 FIELD VERIFY

1 STA 1001+13, 26.7' RT
INLETS 6-H

P-1A

1A STA 1000+97, 50.7' RT
INLETS 2x3-H-S

USH 63/ STH 27

1001+00

CAUTION

REMOVE EXISTING 27"
RCP STORM SEWER

P-1

2B STA 1000+55, 44.0' RT
INLETS 2x3-H-S

REMOVE EXISTING 27" RCP
STORM SEWER TO TLE LIMITS
SEALING PIPES REQ'D AT
LIMITS
ABANDONING MANHOLES

P-2B

STA 1000+33, 25.5' LT
INLETS 2x3-H-S 3B

STA 1000+25, 25.6' LT
INLETS 5-H-S 3

STA 1000+25, 42.0' LT
MANHOLES 5-J 4

P-3B

2 STA 1000+31, 25.5' RT
INLETS 6-H-S

REMOVE EXISTING 18" RCP
STORM SEWER TO TLE LIMITS
SEALING PIPES REQ'D AT LIMITS

STA 1000+21, 46.8' LT
APRON ENDWALLS FOR CPRC 30-INCH 5

P-2

P-2A

P-4

P-3

P-3A

REMOVE EXISTING 18" RCP
STORM SEWER & AEW

3A STA 1000+16, 25.5' LT
INLETS 2x3-H-S

2A STA 1000+16, 25.5' RT
INLETS 2x3-H-S

STA 999+87, 44.0' LT
APRON ENDWALLS FOR CPRC 24-INCH 7

1000+00

P-6

WORK BY OTHERS PRIOR
TO CONSTRUCTION

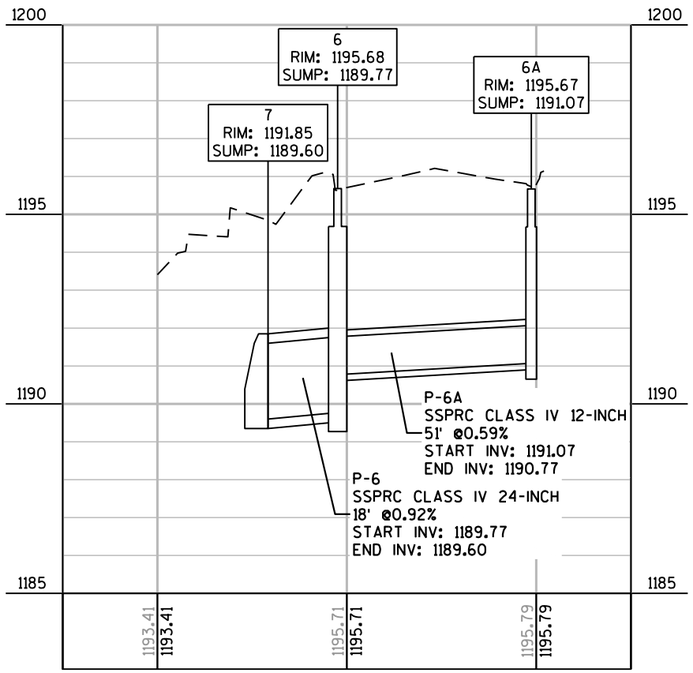
REMOVE TEMPORARY 18"
STORM SEWER PIPE (INSTALLED BY
OTHERS PRIOR TO
CONSTRUCTION)

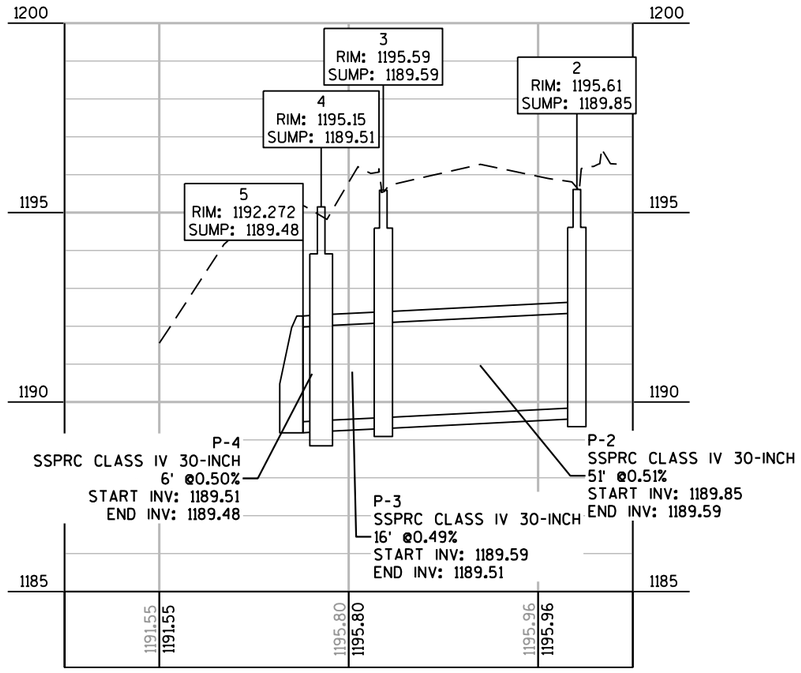
6 STA 999+86, 25.6' LT
INLETS 5-H

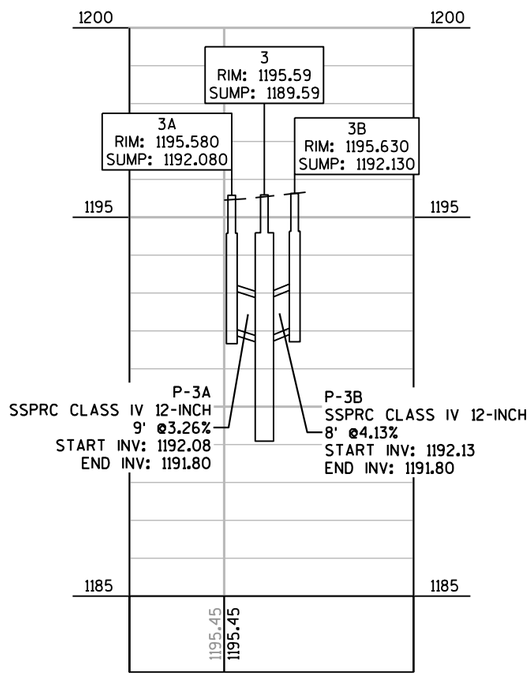
6A STA 998+87, 25.5' RT
INLETS 2x3-H

CAUTION

NOTE: PERMISSION OBTAINED TO
WORK OUTSIDE TLE LIMITS FOR
ABANDONING MANHOLES WORK

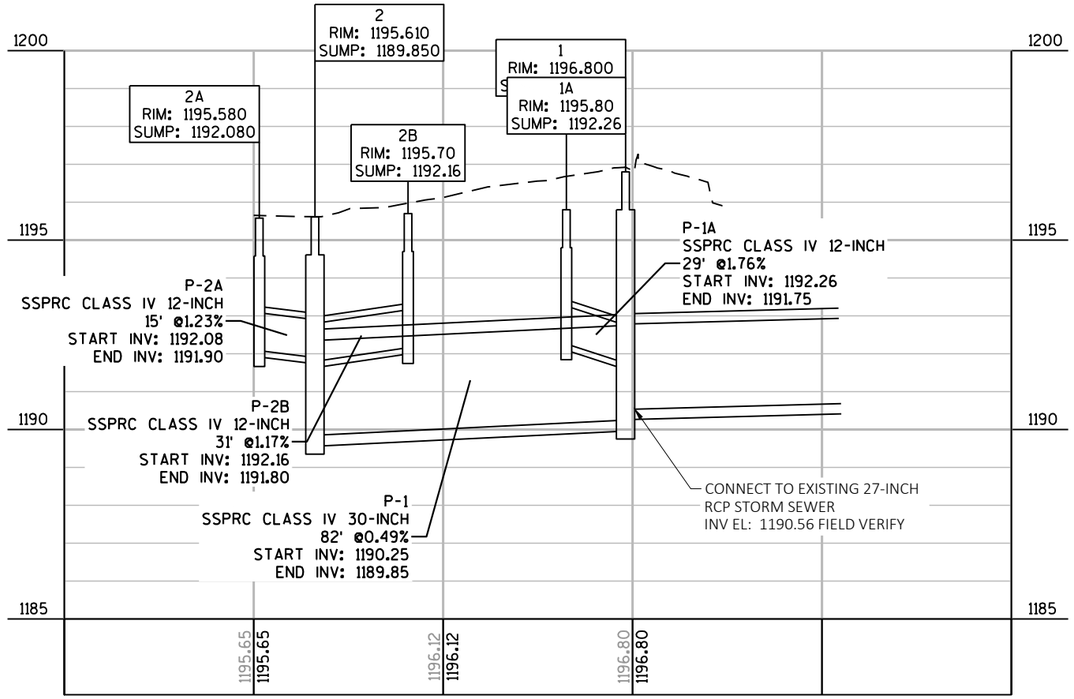






PROJECT NO: 1560-00-75	HWY: USH 63	COUNTY: SAWYER	STORM SEWER	SHEET 7	E

2



PROJECT NO: 1560-00-75	HWY: USH 63	COUNTY: SAWYER	STORM SEWER	SHEET 8	E

2

TC LEGEND

- DRUM
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA
- COVER SIGN
- DETOUR ROUTE

NOTES:

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

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE TYPE 2 UNLESS OTHERWISE NOTED

UNLESS OTHERWISE NOTED THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES DURING CONSTRUCTION.

ALL SIGNS OR PAVEMENT MARKING TEMPORARY OR EXISTING THAT MAY CONFLICT WITH THE CONSTRUCTION TRAFFIC PATTERN SHALL BE REMOVED OR COVERED.

ALL SIGNS SHALL BE FURNISHED BY THE CONTRACTOR.

ALL TRAFFIC CONTROL DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD) AND STANDARD DETAIL DRAWINGS.

ADVANCED LANE CLOSURES SHALL BE CLOSED AND SIGNED IN ACCORDANCE WITH SDD "TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT" "TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT" AND "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY".

ALL SIDEROADS INTERSECTIONS WITHIN THE PROJECT LIMITS SHALL BE CLOSED AND SIGNED IN ACCORDANCE WITH DETAIL 4 OF THE SDD "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES".

PROVIDE TRAFFIC CONTROL PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) AS SPECIFIED IN THE SPECIAL PROVISIONS ONE WEEK BEFORE CLOSING USH 63 AND IMPLEMENTING THE DETOUR. PLACE THE NORTHBOUND USH 63 TRAFFIC CONTROL PCMS AT THE SOUTH END OF THE WORK ZONE; PLACE THE SOUTHBOUND USH 63 TRAFFIC CONTROL PCMS AT THE NORTH END OF THE WORK ZONE

TYPICAL SIGN SPACING, SIGN CODES, SIGN SIZES AND ADDITIONAL GENERAL NOTES SHALL BE IN ACCORDANCE WITH SDD'S "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" AND "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES".

CLOSE USH 63 NB OUTSIDE ADDED LANE PRIOR TO VERMONT AVENUE

INSTALL 150' NB EXCLUSIVE RT TURN ONLY. RESTORE TO EXISTING CONDITION UPON DETOUR REMOVAL. SEE BLOWUP DETAIL

NEW TRAFFIC PATTERN AHEAD W23-2 36"X36"

R3-60L 30"X36" ONLY R3-50R 30"X36"

RIGHT LANE MUST TURN RIGHT R3-7R 30"X30"

M4-8A 24"X18" END DETOUR SOUTH 63

DETOUR AHEAD W20-2A

M3-1 24"X12" NORTH 27 NORTH 63 M3-1 24"X12" M1-6 24"X24" M1-4 24"X24"

NORTH 27 NORTH 63 SOUTH 27 MO5-1R 21"X21" MO5-1R 21"X21"

M4-8 24"X12" DETOUR NORTH 27 63 M4-8 24"X12" M3-1 24"X12" M1-6 24"X24" M1-4 24"X24" MO6-1 21"X21" MO6-1 21"X21"

M4-8 24"X12" TO COUNTY B M4-8 24"X12" DETOUR NORTH 27 63 SOUTH 27 MO6-1 21"X21" M6-1 21"X21"

END DETOUR SOUTH 27 M4-8A 24"X18" M3-3 24"X12" M1-6 24"X24"

EXISTING MEDIAN MARKING REMAINS

TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)

TEMPORARY MARKING ARROW REMOVABLE TAPE (TYP)

DAKOTA AVE

SOUTH 63 NORTH 27 NORTH 63 MO6-1 21"X21"

DETOUR M4-9R 30"X24"

BRIDGE OUT .20 MILES AHEAD R11-3C 60"X24"

M4-8 24"X12" DETOUR SOUTH 27 63 M4-8 24"X12" M3-3 24"X12" M1-6 24"X24" M1-4 24"X24" MO6-1 21"X21"

R3-60L 30"X36" ONLY R3-50R 30"X36"

M4-8 24"X12" DETOUR SOUTH 27 63 M4-8 24"X12" M3-3 24"X12" M1-6 24"X24" M1-4 24"X24" MO5-1L 21"X21" MO5-1R 21"X21"

STH 27

M4-8 24"X12" DETOUR NORTH 27 63 M4-8 24"X12" M3-1 24"X12" M1-6 24"X24" M1-4 24"X24" MO6-1 21"X21" MO6-1 21"X21"

M4-8 24"X12" DETOUR NORTH 27 63 M4-8 24"X12" M3-1 24"X12" M1-6 24"X24" M1-4 24"X24" MO5-1R 21"X21" MO5-1R 21"X21"

M3-1 24"X12" NORTH 27 NORTH 63 M3-1 24"X12" M1-6 24"X24" M1-4 24"X24"

DETOUR AHEAD W20-2A

MAIN ST

NORTH 27 NORTH 63

KANSAS AVE

NEW TRAFFIC PATTERN AHEAD W23-2 36"X36"

M4-8 24"X12" DETOUR SOUTH 27 63 M4-8 24"X12" M3-3 24"X12" M1-6 24"X24" M1-4 24"X24" MO6-1 21"X21"

BRIDGE OUT R11-2B 48"X30"

USH 63/STH 27

RAILROAD ST

EXTEND SB LEFT TURN LANE AN ADDITIONAL 100' RESTORE TO EXISTING CONDITION UPON DETOUR REMOVAL. SEE BLOWUP DETAIL

CALIFORNIAN AVE

2ND ST

N

UTILIZE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES"

4000

WORK ZONE

DAVIS S

BRIDGE OUT R11-2B 48"X30"

EXTEND SB LEFT TURN LANE 100'. TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)

REMOVE EXISTING CENTER MARKING LINE & NB LT TURN ARROW IN CONFLICT WITH SB LEFT TURN LANE EXTENSION

TEMPORARY MARKING ARROW REMOVABLE TAPE (TYP)

TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)

PROJECT NO: 1560-00-75	HWY: USH 63	COUNTY: SAWYER	TRAFFIC CONTROL DETOUR ROUTE	SHEET 9	E

TC LEGEND

- DRUM
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA
- COVER SIGN
- DETOUR ROUTE

2ND ST

WORK ZONE

TYPE III BARRICADE

BRIDGE OUT
R11-2B
48"X30"

1000'

USH 63/STH 27

BEAL AVE

DAVIS ST

UTILIZE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES"

FARMER ST

STH 27/STH 77

STH 77

USH 63

M3-3 24"X12" | SOUTH SOUTH | M3-3 24"X12"
M1-6 24"X24" | 27 63 | M1-4 24"X24"
DETOUR AHEAD W20-2A

M4-8 24"X12" | DETOUR DETOUR
EAST SOUTH SOUTH
63 77 27 63
MO6-1 21"X21" | MO6-1 21"X21"

Mellen
Ashland
Spooner
A4-12 14"X14"

M4-8 24"X12" | DETOUR DETOUR
EAST SOUTH SOUTH
63 77 27 63
MO6-1 21"X21" | MO6-1 21"X21"

BRIDGE OUT
.20 MILES AHEAD
R11-3C
60"X24"

SOUTH SOUTH
27 63

DETOUR
M4-9R
30"X24"

M4-8A 24"X18"
END DETOUR
NORTH WEST
27 77

M4-8 24"X12"
DETOUR
EAST SOUTH WEST NORTH
77 27 77 27
MO6-1 21"X21"

DETOUR | DETOUR SOUTH | M4-8 24"X12" | M3-3 24"X12" | M1-4 24"X24" | MO6-1 21"X21"
63

Spooner
Mellen
Minong
A4-12 14"X14"

M4-8 24"X12"
DETOUR
EAST SOUTH WEST NORTH
77 27 77 27
MO5-1L 21"X21"

DETOUR | DETOUR SOUTH | M4-8 24"X12" | M3-3 24"X12" | M1-4 24"X24"
63

CLOSE USH 63 SB
OUTSIDE ADDED LANE
NEAR WINDROSE LANE

JCT JCT | M2-1 21"X15" | M2-1 21"X15"
27 77 | M1-6 24"X24" | M1-6 24"X24"
DETOUR AHEAD W20-2A

M4-8A 24"X18"
END DETOUR
NORTH
63

M4-8 24"X12" | DETOUR DETOUR | M4-8 24"X12"
SOUTH SOUTH NORTH NORTH
63 27 27 63

REMAINS
Minong
Spooner
Ashland

M4-8 24"X12" | DETOUR DETOUR
SOUTH SOUTH NORTH NORTH
63 27 27 63

M3-3 24"X12" | SOUTH SOUTH | M3-3 24"X12"
M1-6 24"X24" | 27 63 | M1-4 24"X24"
DETOUR AHEAD W20-2A

M4-8 24"X12" | DETOUR DETOUR | M4-8 24"X12"
M3-3 24"X12" | SOUTH SOUTH | M3-3 24"X12"
M1-6 24"X24" | 27 63 | M1-4 24"X24"

M4-8 24"X12" | DETOUR DETOUR | M4-8 24"X12"
M3-3 24"X12" | SOUTH SOUTH | M3-3 24"X12"
M1-6 24"X24" | 27 63 | M1-4 24"X24"
M6-1 21"X21" | MO6-1 21"X21"

M3-1 24"X12" | NORTH NORTH | M3-1 24"X12"
M1-6 24"X24" | 27 63 | M1-4 24"X24"
MO5-1L 21"X21" | MO5-1L 21"X21"

M3-1 24"X12" | NORTH NORTH | M3-1 24"X12"
M1-6 24"X24" | 27 63 | M1-4 24"X24"
M6-1 21"X21" | MO6-1 21"X21"

M4-8 24"X12" | DETOUR DETOUR | M4-8 24"X12"
M3-1 24"X12" | NORTH NORTH | M3-1 24"X12"
M1-6 24"X24" | 27 63 | M1-4 24"X24"
MO6-1 21"X21" | MO6-1 21"X21"

PROJECT NO: 1560-00-75	HWY: USH 63	COUNTY: SAWYER	TRAFFIC CONTROL DETOUR ROUTE	SHEET 10	E

FILE NAME : X:\UZ\W\WITNW\154087\5-FINAL-DSGN\CIVIL 3D - 15600005 - USH 63\SHEETSPLAN\025101_TC.DWG
LAYOUT NAME - 02

PLOT DATE : 7/20/2022 2:32 PM PLOT BY : JUSTIN SHAVLIK PLOT NAME : PLOT SCALE : Custom

WISDOT/CADDS SHEET 42

2

2

LEGEND

- TYPE II BARRICADE WTH ATTACHED SIGN
- TEMPORARY PEDESTRIAN BARRICADE
- SIGN
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA
- DETOUR ROUTE

2ND ST

KANSAS AVE

USH 63/STH 27

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

DETOUR
M4-9BR
30"X24"

1000

DAVIS ST

DETOUR
M4-9BL
30"X24"

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

DETOUR
M4-9BR
30"X24"

BEAL AVE

DETOUR
M4-9BL
30"X24"

RAILROAD ST

DETOUR
M4-9BR
30"X24"

DETOUR
M4-9BL
30"X24"

PROJECT NO: 1560-00-75	HWY: USH 63	COUNTY: SAWYER	PEDESTRIAN DETOUR ROUTE	SHEET 11	E

FILE NAME : X:\UZ\W\WITNW\154087\5-FINAL-DSGN\CIVIL 3D - 15600005 - USH 63\SHEETSPLAN\025105_TC.DWG
LAYOUT NAME - 02

PLOT DATE : 7/20/2022 2:32 PM PLOT BY : JUSTIN SHAVLIK PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

Estimate Of Quantities

1560-00-75

Line	Item	Item Description	Unit	Total	Qty
0002	203.0220	Removing Structure (structure) 01. 1000+00	EACH	1.000	1.000
0004	204.0100	Removing Concrete Pavement	SY	719.000	719.000
0006	204.0130	Removing Curb	LF	80.000	80.000
0008	204.0150	Removing Curb & Gutter	LF	272.000	272.000
0010	204.0155	Removing Concrete Sidewalk	SY	140.000	140.000
0012	204.0210	Removing Manholes	EACH	2.000	2.000
0014	204.0215	Removing Catch Basins	EACH	2.000	2.000
0016	204.0245	Removing Storm Sewer (size) 01. 18-Inch	LF	67.000	67.000
0018	204.0245	Removing Storm Sewer (size) 02. 27-Inch	LF	86.000	86.000
0020	204.0250	Abandoning Manholes	EACH	1.000	1.000
0022	204.0280	Sealing Pipes	EACH	2.000	2.000
0024	205.0100	Excavation Common	CY	92.000	92.000
0026	206.2001	Excavation for Structures Culverts (structure) 01. Sta 999+97, Sta 1000+09	EACH	1.000	1.000
0028	209.2500	Backfill Granular Grade 2	TON	790.000	790.000
0030	213.0100	Finishing Roadway (project) 01. 1560-00-75	EACH	1.000	1.000
0032	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	371.000	371.000
0034	311.0115	Breaker Run	CY	81.000	81.000
0036	415.0090	Concrete Pavement 9-Inch	SY	719.000	719.000
0038	415.4100	Concrete Pavement Joint Filling	SY	719.000	719.000
0040	416.0610	Drilled Tie Bars	EACH	60.000	60.000
0042	416.0620	Drilled Dowel Bars	EACH	90.000	90.000
0044	455.0605	Tack Coat	GAL	4.000	4.000
0046	465.0105	Asphaltic Surface	TON	37.000	37.000
0048	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	1.000	1.000
0050	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	1.000	1.000
0052	522.2653	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 53x83-Inch	EACH	2.000	2.000
0054	601.0110	Concrete Curb Type D	LF	80.000	80.000
0056	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	272.000	272.000
0058	602.0405	Concrete Sidewalk 4-Inch	SF	1,259.000	1,259.000
0060	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	20.000	20.000
0062	606.0300	Riprap Heavy	CY	51.000	51.000
0064	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	114.000	114.000
0066	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	18.000	18.000
0068	608.0430	Storm Sewer Pipe Reinforced Concrete Class IV 30-Inch	LF	181.000	181.000
0070	611.0530	Manhole Covers Type J	EACH	1.000	1.000
0072	611.0624	Inlet Covers Type H	EACH	3.000	3.000
0074	611.0639	Inlet Covers Type H-S	EACH	7.000	7.000
0076	611.2005	Manholes 5-FT Diameter	EACH	3.000	3.000
0078	611.2006	Manholes 6-FT Diameter	EACH	2.000	2.000
0080	611.3230	Inlets 2x3-FT	EACH	6.000	6.000
0082	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1560-00-75	EACH	1.000	1.000
0084	619.1000	Mobilization	EACH	1.000	1.000
0086	624.0100	Water	MGAL	3.800	3.800
0088	625.0500	Salvaged Topsoil	SY	100.000	100.000
0090	628.1504	Silt Fence	LF	70.000	70.000
0092	628.1520	Silt Fence Maintenance	LF	70.000	70.000
0094	628.1905	Mobilizations Erosion Control	EACH	2.000	2.000
0096	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0098	628.2008	Erosion Mat Urban Class I Type B	SY	100.000	100.000

1560-00-75

Line	Item	Item Description	Unit	Total	Qty
0100	628.6005	Turbidity Barriers	SY	35.000	35.000
0102	628.7015	Inlet Protection Type C	EACH	10.000	10.000
0104	629.0210	Fertilizer Type B	CWT	0.100	0.100
0106	630.0120	Seeding Mixture No. 20	LB	3.000	3.000
0108	630.0200	Seeding Temporary	LB	3.000	3.000
0110	630.0500	Seed Water	MGAL	3.000	3.000
0112	633.5200	Markers Culvert End	EACH	1.000	1.000
0114	638.2102	Moving Signs Type II	EACH	3.000	3.000
0116	642.5001	Field Office Type B	EACH	1.000	1.000
0118	643.0300	Traffic Control Drums	DAY	13,950.000	13,950.000
0120	643.0410	Traffic Control Barricades Type II	DAY	135.000	135.000
0122	643.0420	Traffic Control Barricades Type III	DAY	540.000	540.000
0124	643.0705	Traffic Control Warning Lights Type A	DAY	900.000	900.000
0126	643.0900	Traffic Control Signs	DAY	8,550.000	8,550.000
0128	643.0920	Traffic Control Covering Signs Type II	EACH	29.000	29.000
0130	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0132	643.3105	Temporary Marking Line Paint 4-Inch	LF	250.000	250.000
0134	643.3205	Temporary Marking Line Paint 8-Inch	LF	250.000	250.000
0136	643.3550	Temporary Marking Arrow Removable Tape	EACH	8.000	8.000
0138	643.5000	Traffic Control	EACH	1.000	1.000
0140	644.1810	Temporary Pedestrian Barricade	LF	24.000	24.000
0142	645.0105	Geotextile Type C	SY	262.000	262.000
0144	645.0120	Geotextile Type HR	SY	100.000	100.000
0146	646.5020	Marking Arrow Epoxy	EACH	1.000	1.000
0148	646.6120	Marking Stop Line Epoxy 18-Inch	LF	18.000	18.000
0150	646.6464	Cold Weather Marking Epoxy 4-Inch	LF	738.000	738.000
0152	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	100.000	100.000
0154	646.9000	Marking Removal Line 4-Inch	LF	400.000	400.000
0156	646.9100	Marking Removal Line 8-Inch	LF	250.000	250.000
0158	646.9300	Marking Removal Special Marking	EACH	5.000	5.000
0160	650.4000	Construction Staking Storm Sewer	EACH	22.000	22.000
0162	650.4500	Construction Staking Subgrade	LF	89.000	89.000
0164	650.5000	Construction Staking Base	LF	89.000	89.000
0166	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	352.000	352.000
0168	650.6000	Construction Staking Pipe Culverts	EACH	2.000	2.000
0170	650.7000	Construction Staking Concrete Pavement	LF	89.000	89.000
0172	650.9000	Construction Staking Curb Ramps	EACH	2.000	2.000
0174	650.9911	Construction Staking Supplemental Control (project) 01. 1560-00-75	EACH	1.000	1.000
0176	650.9920	Construction Staking Slope Stakes	LF	89.000	89.000
0178	690.0150	Sawing Asphalt	LF	222.000	222.000
0180	690.0250	Sawing Concrete	LF	210.000	210.000
0182	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	500.000	500.000
0184	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	300.000	300.000
0186	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	300.000	300.000
0188	SPV.0090	Special 01. Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 53x83-Inc	LF	152.000	152.000
0190	SPV.0165	Special 01. Salvage and Replace Landscaping Stone	SF	110.000	110.000
0192	SPV.0195	Special 01. Excavation, Hauling, and Disposal of Contaminated Soil (Direct Landfill)	TON	195.000	195.000

3

REMOVING STRUCTURE

STATION	LOCATION	203.0220 (1000+00) EACH
USH 63		
1000+00	LT & RT	1
ITEM TOTALS		1

PAVEMENT REMOVALS

STATION	LOCATION	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0130 REMOVING CURB LF	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY
USH 63					
999+59 - 1001+22	LT & RT	719	80	272	140
ITEM TOTALS		719	80	272	140

STORM SEWER REMOVALS

STATION	LOCATION	204.0210 REMOVING MANHOLES EACH	204.0215 REMOVING CATCH BASINS EACH	204.0245.01 REMOVING STORM SEWER 18-INCH LF	204.0245.02 REMOVING STORM SEWER 27-INCH LF	204.0250 ABANDONING MANHOLES EACH	204.0280 SEALING PIPES EACH
USH 63							
1000+10 - 1000+12	RT	-	-	8	-	-	-
1000+12	LT	-	1	24	-	-	-
1000+12 - 1000+19	RT	-	1	35	-	-	1
1000+22	RT	-	-	-	-	1	-
1000+33 - 1000+54	RT	1	-	-	27	-	1
1000+54 - 1001+11	RT	1	-	-	59	-	-
ITEM TOTALS		2	2	67	86	1	2

EXCAVATION

STATION	LOCATION	205.0100 EXCAVATION COMMON CY	AVAILABLE MATERIAL CY	EXPANDED FILL CY	WASTE CY	REMARKS
USH 63						
1001+22 - 1001+22	LT & RT	92	64	0	64	FOR OUTSIDE CULVERT INSTALLATION AREA
ITEM TOTALS		92	64	0	64	

NOTES:
1) UNUSABLE ASPHALTIC PAVEMENT MATERIAL IS INCLUDED IN COMMON EXCAVATION.
2) AVAILABLE MATERIAL DOES NOT INCLUDE UNUSABLE PAVEMENT EXCAVATION VOLUME.
3) EXPANSION FACTOR = 1.3
4) CULVERT EXCAVATION INCLUDED IN ITEM EXCAVATION FOR STRUCTURES CULVERTS NOT SHOWN

EXCAVATION FOR STRUCTURES CULVERTS

STATION	LOCATION	206.2001 (STA 999+97, STA 1000+09) EACH
USH 63		
999+59 - 1001+22	LT & RT	1
ITEM TOTALS		1

BACKFILL GRANULAR

STATION	LOCATION	209.2500 GRADE 2 TON
USH 63		
999+87 - 1000+13	LT & RT	790
ITEM TOTALS		790

FINISHING ROADWAY (1560-00-75)

STATION	213.0100 EACH
USH 63	
PROJECT	1
ITEM TOTAL	1

BASE AGGREGATE DENSE

STATION	LOCATION	305.0120 1 1/4-INCH TON	624.0100 WATER MGAL
USH 63			
999+59 - 1001+22	LT & RT	371	3.8
ITEM TOTALS		371	3.8

BREAKER RUN

STATION	LOCATION	311.0115 CY	645.0105 GEOTEXTILE TYPE C SY
USH 63			
999+59 - 1001+22	LT & RT	81	262
ITEM TOTALS		81	262

CONCRETE PAVEMENT

STATION	LOCATION	415.0090 CONCRETE PAVEMENT 9-INCH SY	415.4100 CONCRETE PAVEMENT JOINT FILLING SY	416.0620 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH
USH 63					
999+59 - 1001+22	LT & RT	719	719	60	90
ITEM TOTALS		719	719	60	90

ASPHALTIC PAVEMENT

STATION	LOCATION	455.0605 TACK COAT GAL	465.0105 ASPHALTIC SURFACE TON	REMARKS
USH 63				
999+59 - 1000+50	RT	-	22	PARKING LOT
2000+51 - 2000+67	LT & RT	4	15	DAVIS AVE
ITEM TOTALS		4	37	

CULVERT ITEMS

STATION	LOCATION	522.2653 APRON ENDWALLS FOR CULVERT PIPE REINFORCED HORIZONTAL ELLIPTICAL 53X83-IN EACH	SPV.0090.01 CULVERT PIPE REINFORCED HORIZONTAL ELLIPTICAL CLASS HE-IV 53X83-IN LF
USH 63			
999+97	LT & RT	1	76
1000+09	LT & RT	1	76
ITEM TOTAL		2	152

CONCRETE CURB, CURB & GUTTER, AND SIDEWALK

STATION	LOCATION	601.0010 CONCRETE CURB TYPE D LF	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	602.0405 CONCRETE SIDEWALK 4-INCH SF	601.0010 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF
USH 63					
999+75 - 1000+29	LT & RT	80	272	1259	20
ITEM TOTALS		80	272	1259	20

RIPRAP

STATION	LOCATION	606.0300 RIPRAP HEAVY CY	645.0120 GEOTEXTILE TYPE HR SY
USH 63			
999+75 - 1000+29	LT	51	100
ITEM TOTALS		51	100

3

3

STORM SEWER PIPES

PIPE	FROM STR	TO STR	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	608.0412 CLASS IV 12-INCH LF	608.0424 CLASS IV 24-INCH LF	608.0430 CLASS IV 30-INCH LF
P-6	6	7 (AEW)	1	-	-	18	-
P-6A	6A	6	-	-	51	-	-
P-4	4	5 (AEW)	-	1	-	-	6
P-3	3	4	-	-	-	-	16
P-3A	3A	3	-	-	9	-	-
P-3B	3B	3	-	-	8	-	-
P-2	2	3	-	-		-	51
P-2A	2A	2	-	-	15	-	-
P-2B	2B	2	-	-	31	-	-
P-1	1	2	-	-	-	-	82
P-1A	1A	1	-	-	-	-	26
ITEM TOTALS			1	1	114	18	181

STORM SEWER STRUCTURES

STRUCTURE	STATION	LOCATION	611.0530 MANHOLE COVERS TYPE J EACH	611.0624 INLET COVERS TYPE H EACH	611.0639 INLET COVERS TYPE H-S EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH
1	1001+13	26.7' RT	-	1	-	-	1	-
1A	1000+97	46.6' RT	-	-	1	-	-	1
2	1000+31	25.5' RT	-	-	1	-	1	-
2A	1000+16	25.5' RT	-	-	1	-	-	1
2B	1000+55	44.0' RT	-	-	1	-	-	1
3	1000+25	25.6' LT	-	-	1	1	-	-
3A	1000+16	25.5' LT	-	-	1	-	-	1
3B	1000+33	25.5' LT	-	-	1	-	-	1
4	1000+25	42.0' LT	1	-	-	1	-	-
6	999+86	25.6' LT		1	-	1	-	-
6A	999+87	25.5' RT	-	1	-	-	-	1
ITEM TOTALS			1	3	7	3	2	6

MAINTENANCE AND REPAIR OF HAUL ROADS (1560-00-75)

STATION	618.0100 EACH
USH 63 PROJECT	1
ITEM TOTAL	1

MOBILIZATION

STATION	619.1000 EACH
USH 63 PROJECT	1
ITEM TOTAL	1

SALVAGED TOPSOIL AND SEEDING

STATION	LOCATION	625.0500 SALVAGED TOPSOIL SY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER MGAL
USH 63 999+59 - 1001+22	LT & RT	100	0.1	3	3	3
ITEM TOTALS		100	0.1	3	3	3

EROSION CONTROL ITEMS

STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	628.6005 TURBIDITY BARRIERS SY	628.7015 INLET PROTECTION TYPE C EACH
USH 63 999+59 - 1001+22	LT & RT	70	70	2	2	100	35	10
ITEM TOTALS		70	70	2	2	100	35	10

MARKERS CULVERT END

STATION	LOCATION	633.5200 EACH
USH 63 1000+09	LT	1
ITEM TOTALS		1

PERMANENT SIGNING

STATION	LOCATION	638.2102 MOVING SIGNS TYPE II EACH	REMARKS
USH 63 999+59 - 1001+22	LT & RT	3	SALVAGE AND REINSTALL EXISTING
ITEM TOTALS		3	

FIELD OFFICE TYPE B

STATION	642.5001 EACH
USH 63 PROJECT	1
ITEM TOTAL	1

TRAFFIC CONTROL

LOCATION	LOCATION	643.0300 TRAFFIC CONTROL DRUMS DAYS	** TRAFFIC CONTROL DRUMS EACH	643.0410 TRAFFIC CONTROL BARRICADES TYPE II DAYS	** TRAFFIC CONTROL BARRICADES TYPE II EACH	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAYS	** TRAFFIC CONTROL BARRICADES TYPE III EACH	643.0705 WARNING LIGHTS TYPE A DAYS	** WARNING LIGHTS TYPE A EACH	643.0900 TRAFFIC CONTROL SIGNS DAYS	** TRAFFIC CONTROL SIGNS EACH	** 643.0920 COVERING SIGNS TYPE II EACH	NUMBER OF CYCLES	NUMBER OF SIGNS	643.1050 SIGNS PCMS DAY	** SIGNS PCMS EACH	643.5000 TRAFFIC CONTROL EACH	** CALENDAR DAYS	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF
USH 63 PROJECT	LT & RT	13950	310	135	3	540	12	900	20	8550	190	29	1	29	14	2	1	45	24
ITEM TOTALS		13950		135		540		900		8550	190	29			14		1	45	24

**FOR INFORMATION ONLY

TEMPORARY MARKING

STATION	LOCATION	643.3105 TEMPORARY MARKING LINE PAINT 4-INCH LF	643.3205 TEMPORARY MARKING LINE PAINT 8-INCH LF	643.3550 TEMPORARY MARKING ARROW REMOVABLE TAPE EACH	REMARKS
USH 63 DETOUR	RT	-	150	4	FOR NB TURN LANE INSTALL AT STH 27
RAILROAD ST	LT & RT	270	100	4	FOR SB TURN LANE EXTENSION
ITEM TOTAL		270	250	8	

SAWING

STATION	LOCATION	690.0150 ASPHALT LF	690.0250 CONCRETE LF
USH 63			
999+59	LT & RT	-	66
999+58 - 1000+57	RT	135	-
1000+48	LT & RT	-	45
1000+48 - 1001+22		-	94
2000+67	LT & RT	37	5
UNDISTRIBUTED	LT & RT	50	-
ITEM TOTAL		222	210

PAVEMENT MARKING

STATION	LOCATION	646.5020 MARKING ARROW EPOXY EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.6464 COLD WEATHER MARKING EPOXY 4-INCH LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	REMARKS
USH 63						
999+50 - 1000+50	CL	-	-	200	-	DOUBLE YELLOW
999+50 - 1000+50	CL	-	-	50	-	WHITE SKIP
1000+50 - 1001+00	LT & RT	-	-	-	100	WHITE
2000+ 43	LT & RT	-	18	-	-	WHITE
USH 63 DETOUR	RT	-	-	38	-	WHITE SKIP, FOR NB TURN LANE REMOVAL AT STH 27
RAILROAD ST	LT & RT	-	-	200	-	FOR SB TURN LANE RESTORATION
RAILROAD ST	LT & RT	1		250		FOR SB TURN LANE RESTORATION
ITEM TOTAL		1	18	738	100	

SALVAGE AND REPLACE LANDSCAPING STONE

STATION	LOCATION	SPV.0165.01 SF
USH 63		
1001+02 - 1001+22	RT	110
ITEM TOTAL		110

MARKING REMOVAL

STATION	LOCATION	646.9000 LINE 4-INCH LF	646.9100 LINE 8-INCH LF	646.9300 SPECIAL MARKING EACH	REMARKS
USH 63 DETOUR	RT	-	150	-	FOR NB TURN LANE REMOVAL AT STH 27
RAILROAD ST	LT & RT	150	-	5	FOR SB TURN LANE EXTENSION
		250	100	-	FOR SB TURN LANE RESTORATION
ITEM TOTAL		400	250	5	

EXCAVATION, HAULING, AND DISPOSAL OF CONTAMINATED SOIL (DIRECT LANDFILL)

STATION	LOCATION	SPV.0195.01 TON	REMARKS
USH 63			
999+59 - 1000+48	LT & RT	195	IF ENCOUNTERED
ITEM TOTAL		195	

CONSTRUCTION STAKING

STATION	LOCATION	650.4000 STORM SEWER EACH	650.4500 SUBGRADE LF	650.5000 BASE LF	650.5500 CURB GUTTER AND CURB & GUTTER LF	650.6000 PIPE CULVERTS EACH	650.7000 CONCRETE PAVEMENT LF	650.9000 CURB RAMPS EACH	650.9911 SUPPLEMENTAL CONTROL (1560-00-75) EACH	650.9920 SLOPE STAKES LF
USH 63										
999+59 - 1000+48	LT & RT	22	89	89	352	2	89	2	1	89
ITEM TOTALS		22	89	89	352	2	89	2	1	89

TRANSPORTATION PROJECT PLAT NO: 1560-00-25-4.01

THAT PART OF LOTS 10, 11, & 12 OF BLOCK 22, NORTHSIDE ADDITION TO HAYWARD AND PART OF LOT 1 CERTIFIED SURVEY MAP NO. 6784 VOLUME 25, PAGE 286, DOCUMENT NO. 322744, AND PART OF OUTLOT 1 CERTIFIED SURVEY MAP NO. 7114, VOLUME 27 PAGE 253, DOCUMENT NO. 334112, LOCATED IN THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 22, TOWNSHIP 41 NORTH, RANGE 9 WEST, CITY OF HAYWARD, SAWYER COUNTY, WISCONSIN.

RELOCATION ORDER USH 63, CITY OF HAYWARD, FIRST STREET, SMITH LAKE CREEK CULVERT, SAWYER COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, 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 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 SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

RECOVERED MONUMENTS			
POINT	NORTHING	EASTING	DESCRIPTION
6128	438146.143	618168.613	1" IRON PIPE
6131	438422.251	618581.281	PK NAIL
6132	438256.515	618394.718	1" IRON PIPE
6133	438246.199	618403.763	1" IRON PIPE
6134	438169.050	618299.638	1/2" IRON PIPE

PLE STATION OUT TABLE		
POINT	STATION	OFFSET
311	1000+31.00	62.24' LT
317	1001+04.59	51.43' RT
323	1000+18.67	62.24' LT

TLE STATION OUT TABLE		
POINT	STATION	OFFSET
301	999+70.00	70.00' LT
302	1000+35.00	70.00' LT
303	1000+60.00	37.23' LT
304	1001+31.45	32.79' RT
305	1001+05.27	64.69' RT
306	1000+38.70	62.00' RT
307	999+75.00	62.00' RT
324	999+68.36	37.26' LT
325	999+68.66	62.26' LT
326	999+92.87	70.00' LT
327	999+92.94	62.25' LT
328	1000+08.36	70.00' LT
329	1000+11.78	62.25' LT
330	1000+38.46	40.05' RT

RW COURSE TABLE		
COURSE	BEARING	DISTANCE
309-300	N35°06'54"W	37.51'
300-322	N48°23'00"E	78.37'
322-312	N48°23'00"E	31.63'
312-313	N48°23'00"E	71.58'
313-315	S41°38'06"E	37.21'
315-316	S41°38'06"E	32.79'
316-318	S48°23'00"W	17.20'
318-6131	S48°23'00"W	72.27'
6131-308	S48°23'00"W	100.11'
308-309	N35°06'54"W	32.94'

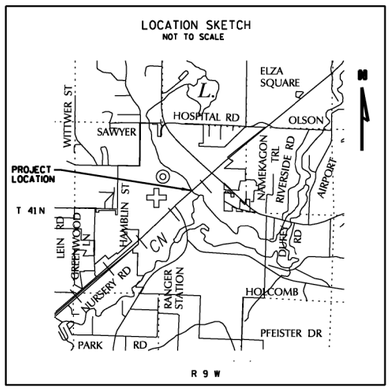
PLE COURSE TABLE		
COURSE	BEARING	DISTANCE
322-323	N40°56'53"W	25.00'
323-311	N48°23'00"E	12.33'
311-312	S78°51'47"E	31.41'
316-317	S00°42'59"W	25.22'
317-318	N42°15'55"W	18.65'

RW STATION OUT TABLE		
POINT	STATION	OFFSET
300	999+40.00	37.27' LT
308	999+32.00	32.73' RT
309	999+35.74	0.00' LT
312	1000+50.00	37.24' LT
313	1001+21.58	37.21' LT
315	1001+21.58	0.00' RT
316	1001+21.58	32.79' RT
318	1001+04.38	32.78' RT
322	1000+18.37	37.25' RT
6131	1000+32.11	32.76' RT

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	UTILITY OWNER (S)	INTEREST REQUIRED
100	WE ENERGIES (GAS)	RELEASE OF RIGHTS

UTILITY EASEMENT TABLE			
UTILITY NUMBER	PARCEL (S)	RECORDING INFORMATION	UTILITY NAME
100	3	NO EASEMENT OF RECORD	WE ENERGIES (GAS)
	4	NO EASEMENT OF RECORD	

LOCATION SKETCH
NOT TO SCALE



GN

0 40' 80'
SCALE, FEET

NOTES:

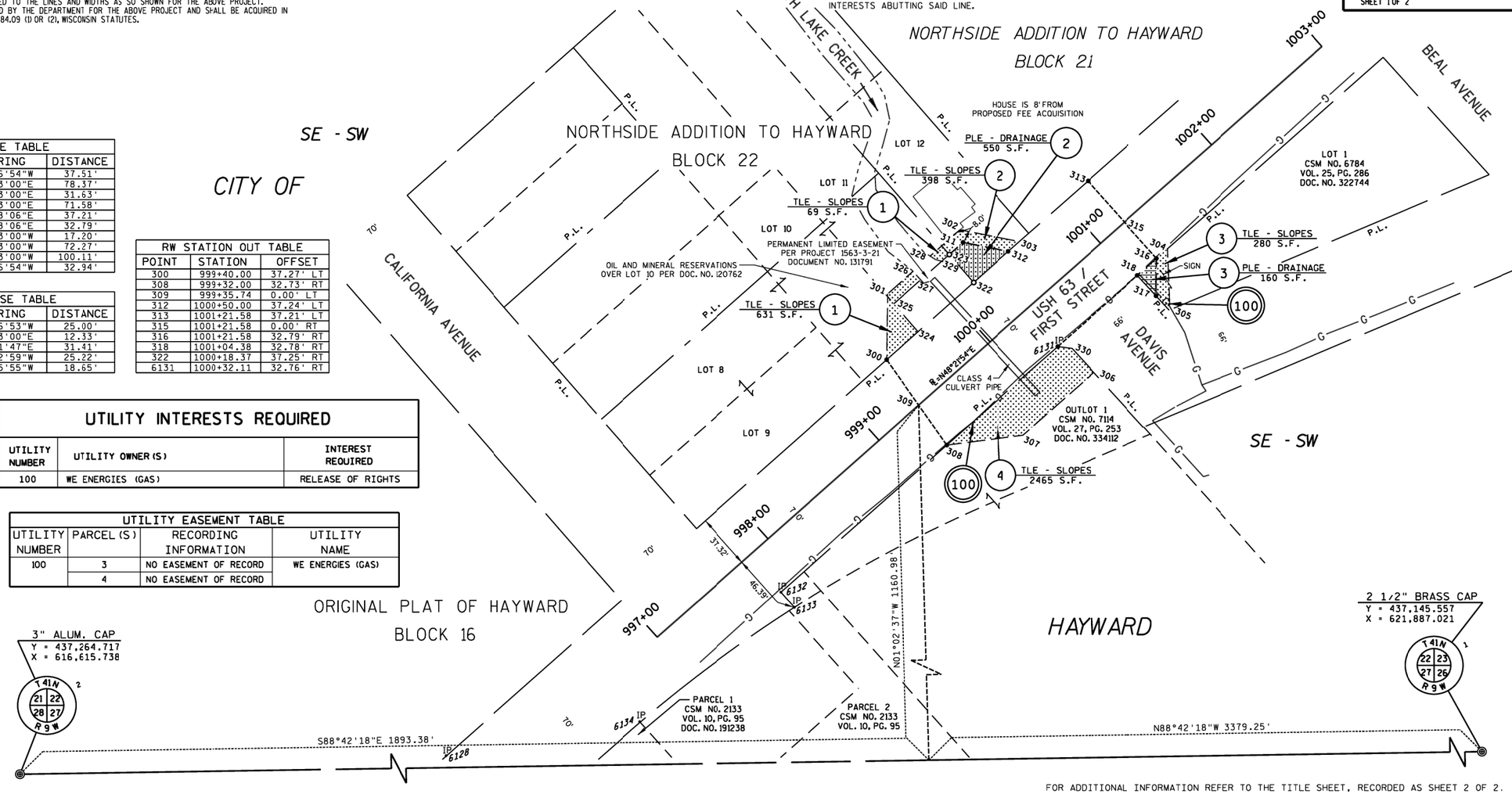
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), SAWYER COUNTY, NAD83(2011), IN US SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"X24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR USH 63 ESTABLISHED FROM CSM 7114, CSM 6784, NORTHSIDE ADDITION TO HAYWARD, AND PROJECT 1563-3-20.
EXISTING HIGHWAY RIGHT-OF-WAY FOR DAVIS AVENUE ESTABLISHED FROM CSM 7114.

FOR THE LATEST ACCESS / DRIVEWAY INFORMATION CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN SUPERIOR.

THE EASTERLY BOUNDARY OF LOT 11, BLOCK 22 HAS NOT BEEN LOCATED BY ACCEPTABLE SURVEY STANDARDS. IT IS THE INTENTION OF THE DEPARTMENT TO GRAPHICALLY REPRESENT ACQUIRED INTERESTS ABUTTING SAID LINE.



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W NEW S.F.	R/W EXISTING S.F.	R/W TOTAL S.F.	PLE S.F.	TLE S.F.
1	INDIANHEAD OIL CO., INC	TLE	---	---	---	---	700
2	CRAIG N. COOPER AND KATHLEEN A. COOPER	PLE/TLE	---	---	---	550	398
3	VENDOR: E & K INVESTMENTS, LLC PURCHASER: THE LAKES COMMUNITY HEALTH CENTER, INC.	PLE/TLE	---	---	---	160	280
4	AARON M. RESNICK	TLE	---	---	---	---	2465

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

SEH
10 N. BRIDGE STREET
CHIPPEWA FALLS, WI 54729

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

WISCONSIN JASON L. CANCE S-2688 CHIPPEWA FALLS WI LAND SURVEYOR

SIGNATURE: _____ DATE: 3-5-2021
PRINTED NAME: JASON L. CANCE
REGISTRATION NUMBER: S-2688

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR DEPARTMENT OF TRANSPORTATION, NORTHWEST REGION.

SIGNATURE: _____ DATE: 3-5-2021
PRINTED NAME: HEATHER L. DR

430334
PAULA CHISSER
REGISTER OF DEEDS
SAWYER COUNTY, WI
03/05/2021 02:06 PM
RECORDING FEE 25.00

PAGES: 2

The above recording information verifies that this document has been electronically recorded and returned to the submitter.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 1560-00-25-4.01
SHEET 1 OF 2

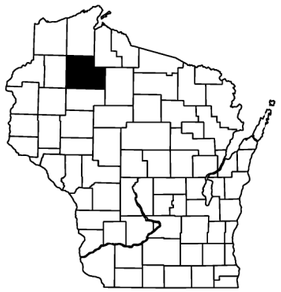
FILE NAME : C:\Users\jcance\Desktop\Desktop Projects\Hayward Smith Creek RW\040102 RPA.dgn
APPRAISAL PLAT DATE : 3-5-2021
PLOT DATE : 3/5/2021 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

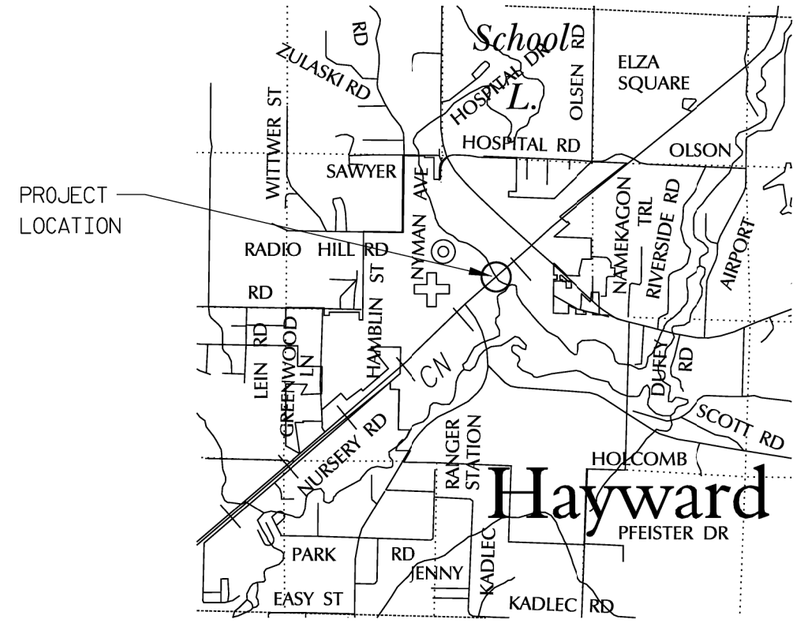
TRANSPORTATION PROJECT PLAT TITLE SHEET

PROJECT NO. 1560-00-25

CITY OF HAYWARD, FIRST STREET
SMITH LAKE CREEK CULVERT
USH 63
SAWYER COUNTY



R 9 W



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

	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	RESTICTIVE 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

N

LAYOUT
SCALE 0 1/2 MI.

THE NOTES, CONVENTIONAL SIGNS AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJEJCT PLAT FOR PROJECT 1560-00-25

NOTES:

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

ALL NEW RIGHT OF WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" 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 THE NEW REFERENCE LINES.

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

A **PERMANENT LIMITED EASEMENT (PLE)** IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE. BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENT ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

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

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

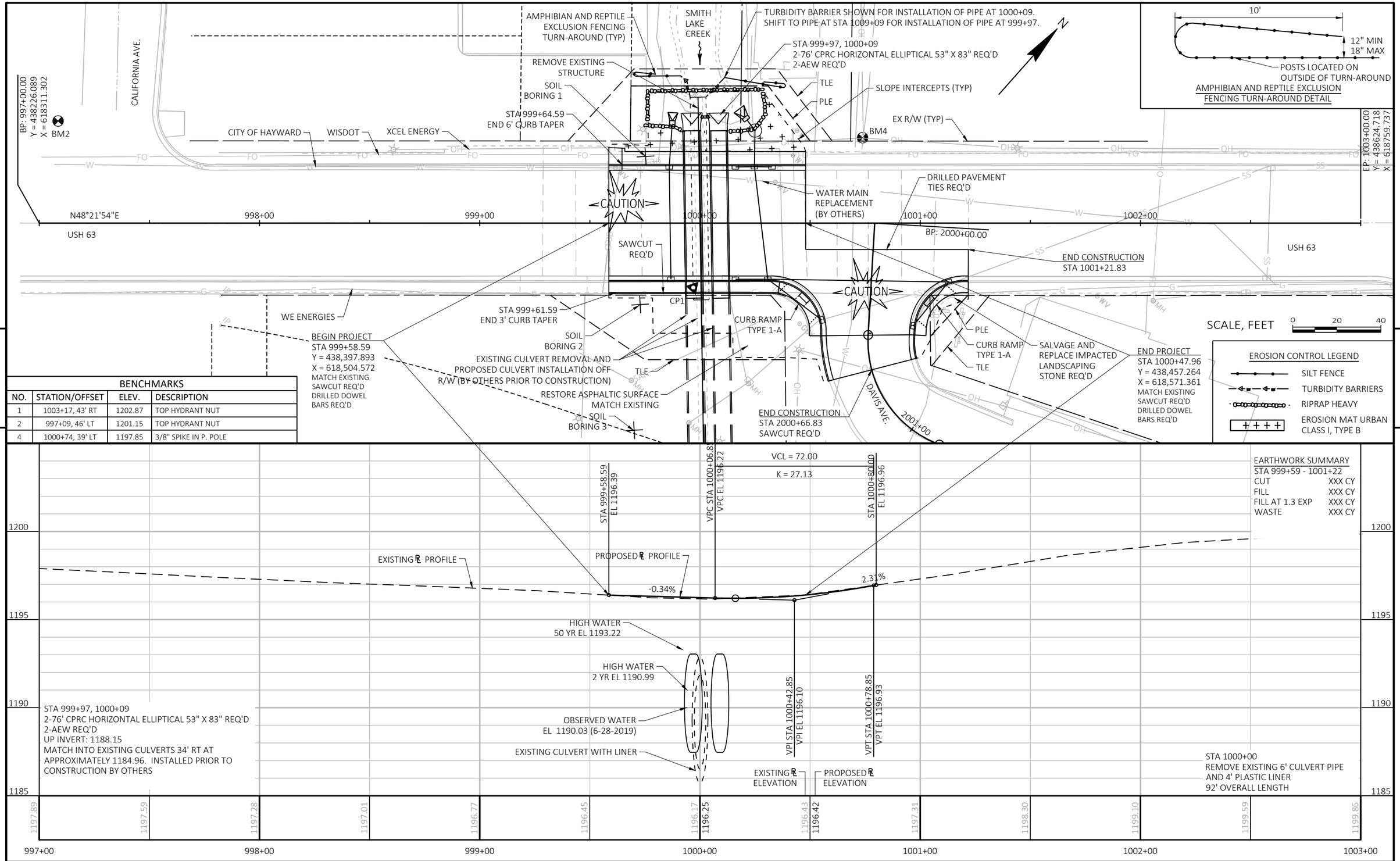
PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

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

SEH
401 FRENETTE DRIVE
CHIPPEWA FALLS, WI 54729

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1560-00-25 - 4.01
SHEET 2 OF 2

FILE NAME : C:\Users\jcance\Desktop\Desktop Projects\Hayward Smith Creek RW\040101 RP.dgn
PLOT DATE : 3/5/2021
PLOT BY : SEH
PLOT NAME :
PLOT SCALE : N/A
APPRAISAL PLAT DATE :



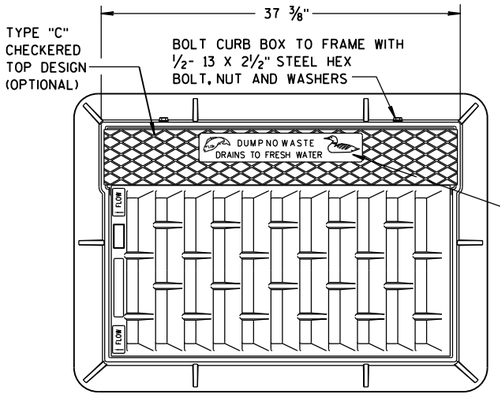
BENCHMARKS			
NO.	STATION/OFFSET	ELEV.	DESCRIPTION
1	1003+17, 43' RT	1202.87	TOP HYDRANT NUT
2	997+09, 46' LT	1201.15	TOP HYDRANT NUT
4	1000+74, 39' LT	1197.85	3/8" SPIKE IN P. POLE

PROJECT NO: 1560-00-75	HWY: USH 63	COUNTY: SAWYER	PLAN AND PROFILE	SHEET 19	E

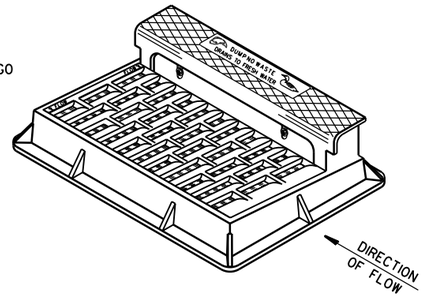
FILE NAME : X:\UZ\W\WITNW\154087\5-FINAL-DSGN\CIVIL 3D - 15600005 - USH 63\SHEETSPLAN\050101 PP.DWG
LAYOUT NAME - 050101
PLOT DATE : 7/29/2022 11:52 AM
PLOT BY : LAURA SCHIMMEL
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

Standard Detail Drawing List

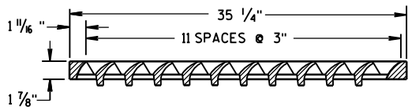
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-03	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E11-02	TURBIDITY BARRIER
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C18-07A	CONCRETE PAVEMENT JOINTING
13C18-07B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-07C	CONCRETE PAVEMENT JOINT TYPES
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
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C07-15C	PAVEMENT MARKING ARROWS
15C08-21A	LONGITUDINAL MARKING (MAINLINE)
15C08-21B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C11-09B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15D20-06B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D50-02A	TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT
15D50-02B	TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT

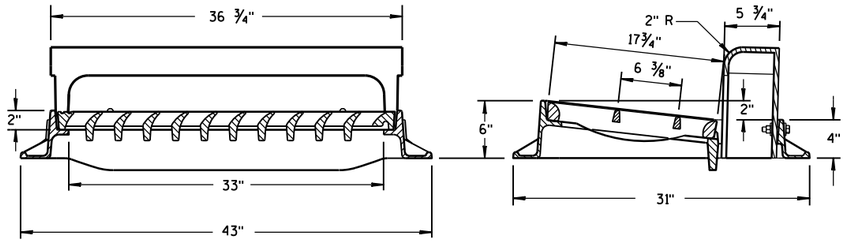


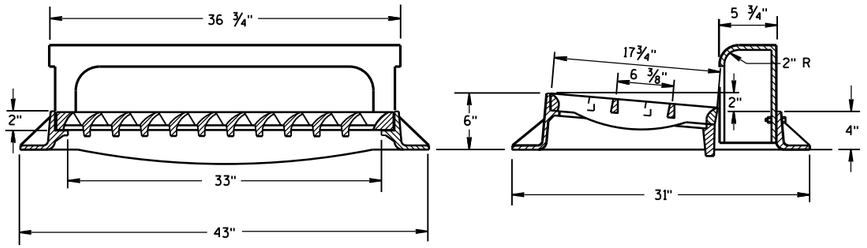
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

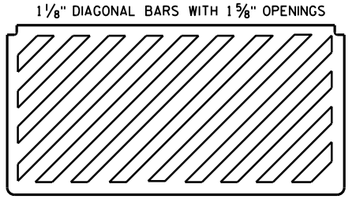






TYPE "H"

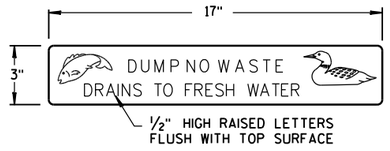
NOTE: EITHER CASTING IS ACCEPTABLE



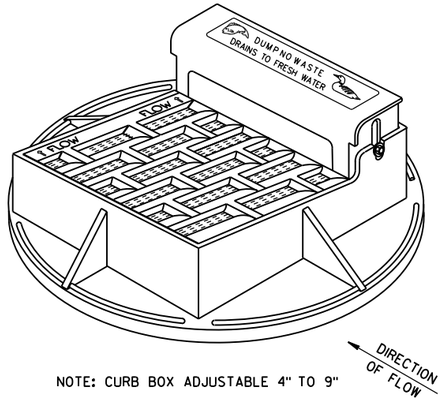
SPECIAL GRATE FOR TYPE "H" COVER

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

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

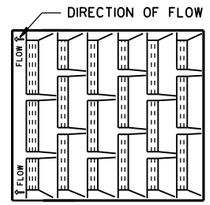
NOTE:
GRATE IS REVERSIBLE.

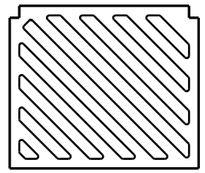
GENERAL NOTES

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

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

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

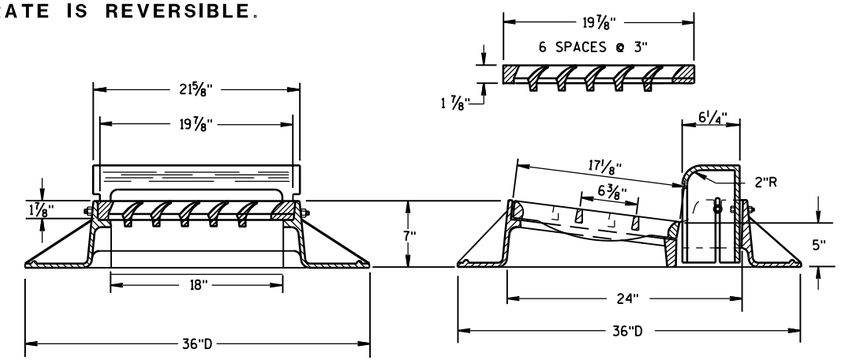




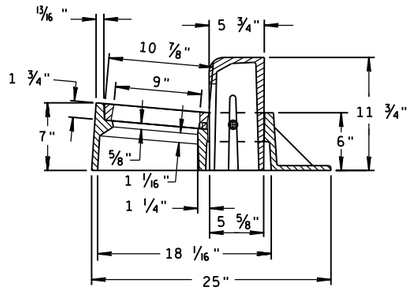
SPECIAL GRATE FOR TYPE "A" COVER

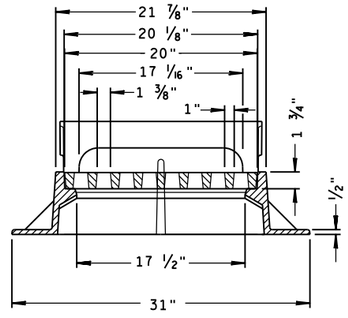
(MEASURES 19 3/4" X 17" X 1 7/8")

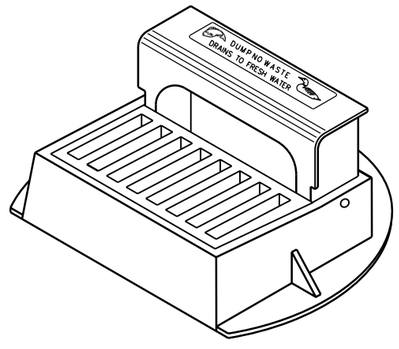
(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "A"







TYPE "Z"

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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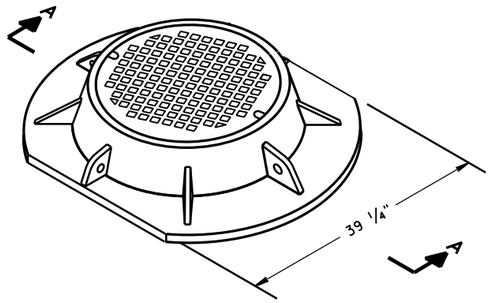
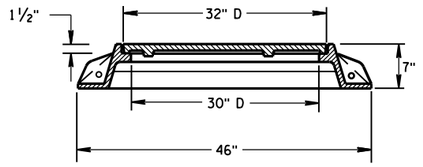
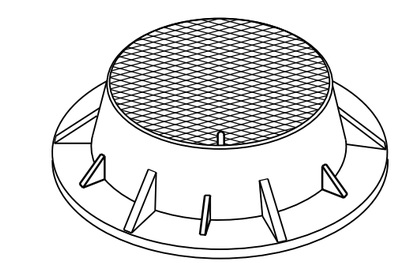
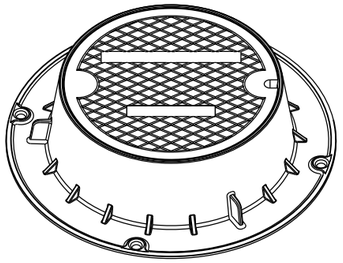
S.D.D. 8 A 5-19a

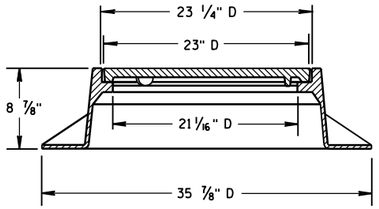


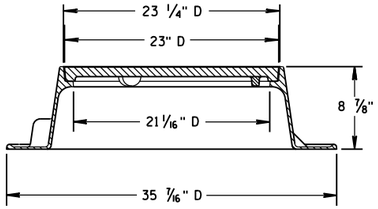


SECTION A-A
TYPE "K"









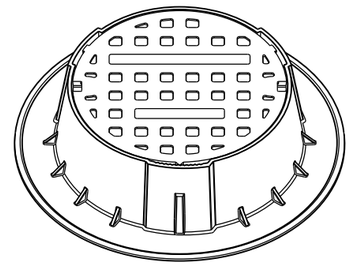
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

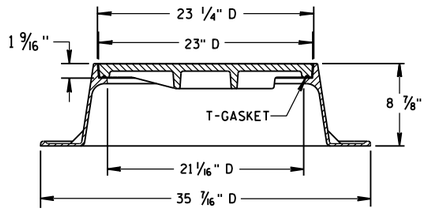
GENERAL NOTES

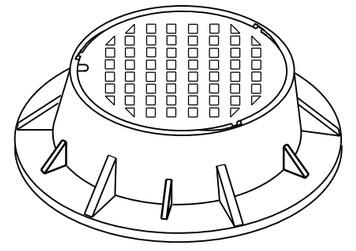
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

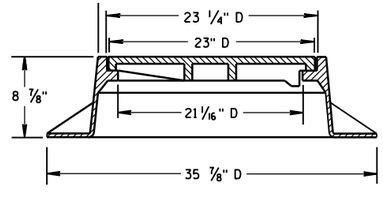
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

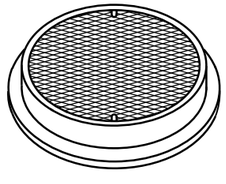


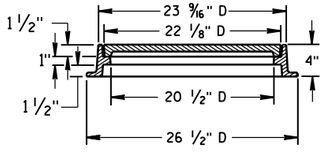




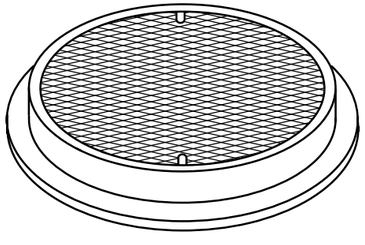


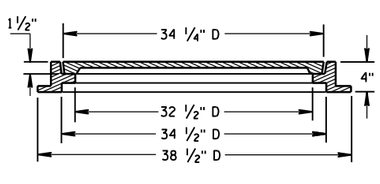
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



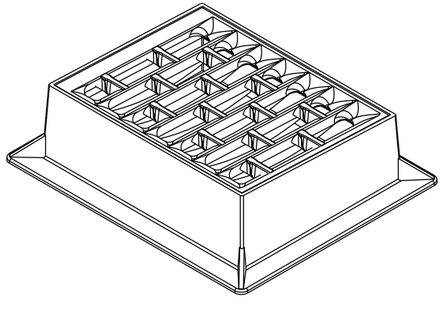


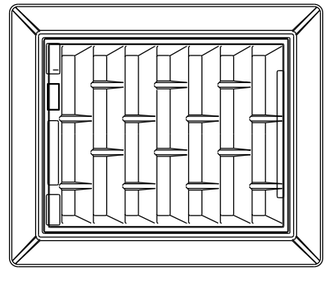
TYPE "L"

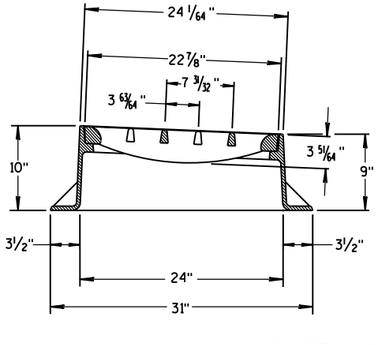


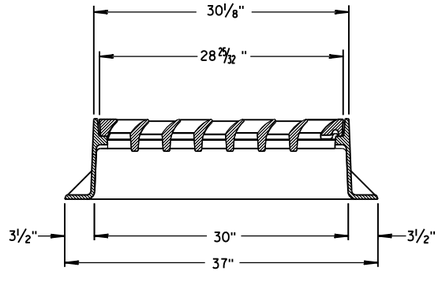


TYPE "M"









INLET COVER TYPE "BW"

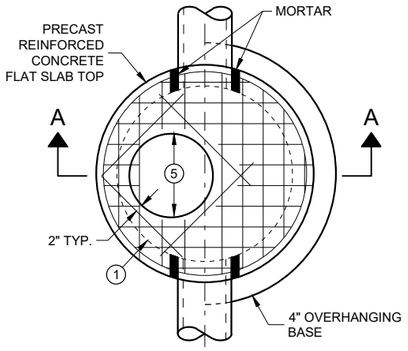
INLET COVER TYPE BW
MANHOLE COVERS, TYPE K, J, J-S, L & M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

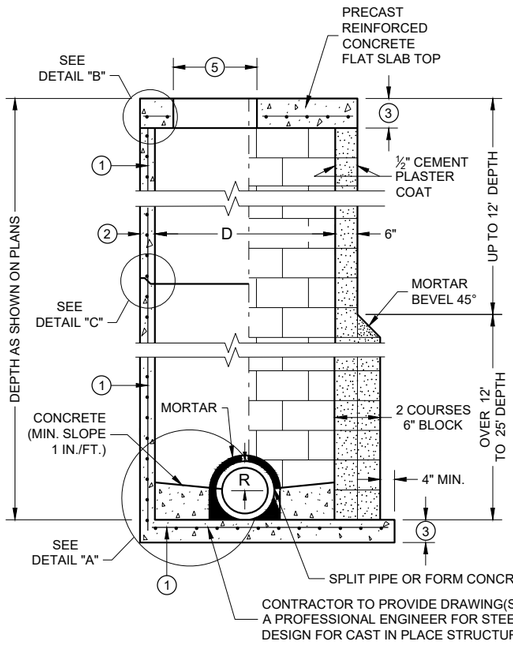
APPROVED
11/27/2013
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

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



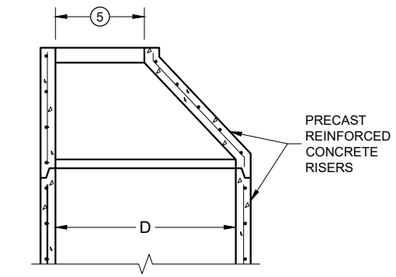
PLAN VIEW
CIRCULAR OPENING



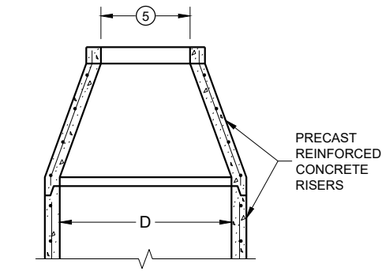
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)



OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

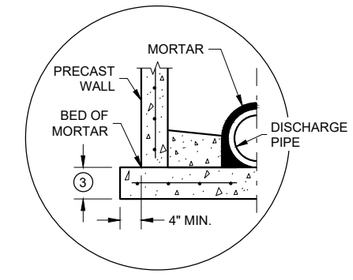
MANHOLE COVER OPENING MATRIX

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

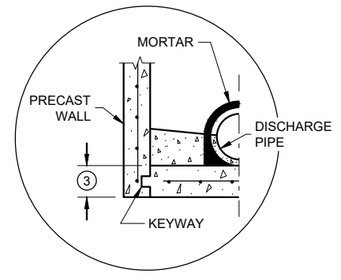
PIPE MATRIX

MANHOLE SIZE (DIA.)	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES		MINIMUM WALL THICKNESS (IN)	MINIMUM PRECAST FLAT SLAB TOP AND BASE THICKNESS
	180° SEPARATION (IN)	90° SEPARATION (IN)		
3-FT	15	12	4	6
4-FT	24	18	4	6
5-FT	36	24	5	8
6-FT	42	36	6	8
7-FT	48	36/42*	7	8
8-FT	60	42	8	8
9-FT	66	54	9	10
10-FT	72	60	10	10

*A 36" PIPE AND A 42" PIPE CAN BE PLACED WITHIN 90 DEGREES. SEE MINIMUM HORIZONTAL PIPE SEPARATION DETAIL.

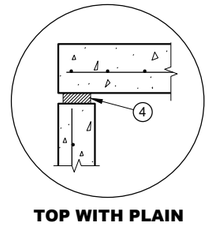


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

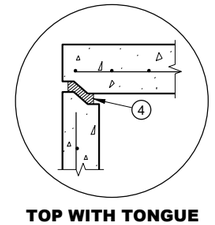


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

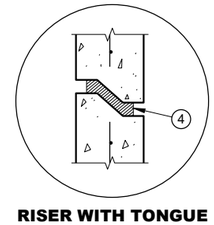
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B" **DETAIL "C"**

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

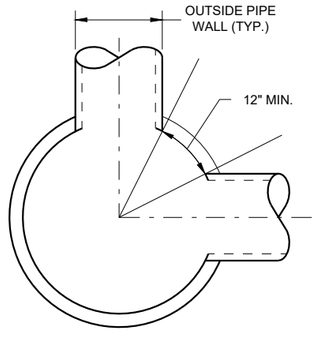
(1) FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(2) SEE PIPE MATRIX TABLE FOR MINIMUM WALL THICKNESS FOR PRECAST MANHOLES

(3) SEE PIPE MATRIX TABLE FOR MINIMUM THICKNESS OF PRECAST FLAT SLAB TOPS AND BASES.

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

(5) SEE MANHOLE COVER OPENING MATRIX.



MINIMUM HORIZONTAL PIPE SEPARATION

MANHOLES, 3-FT, 4-FT 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

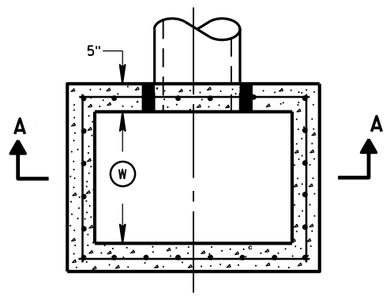
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

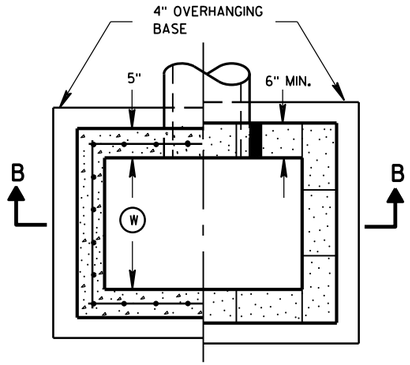
MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

6

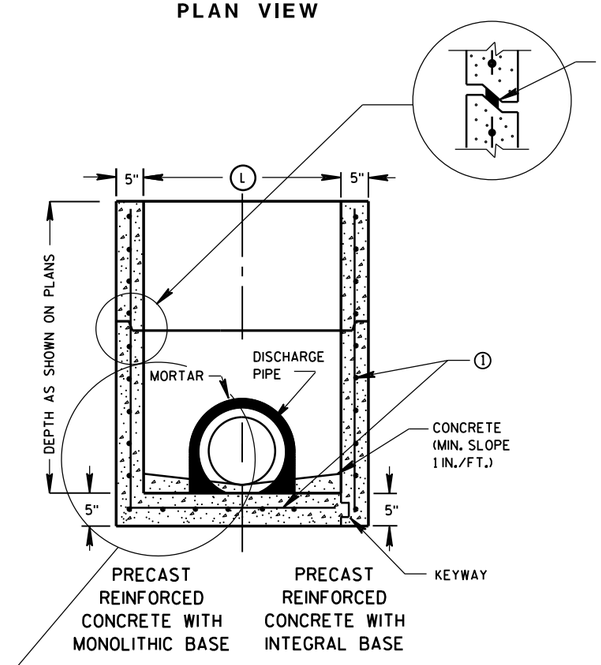
SDD 08B09 - 03



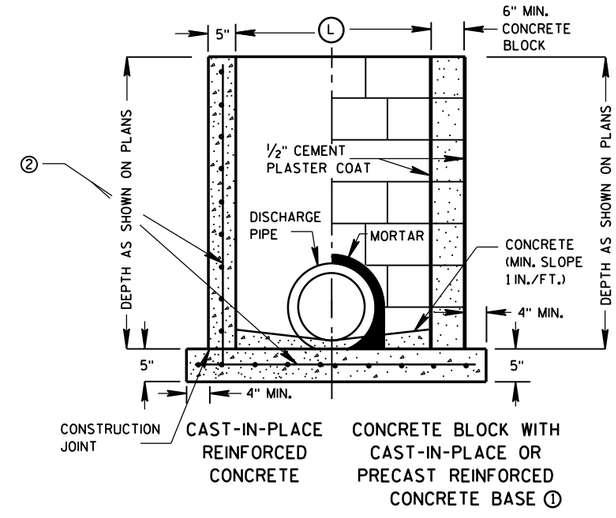
PLAN VIEW



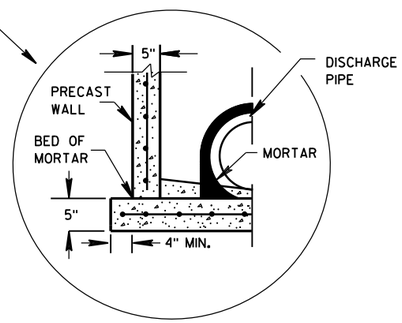
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

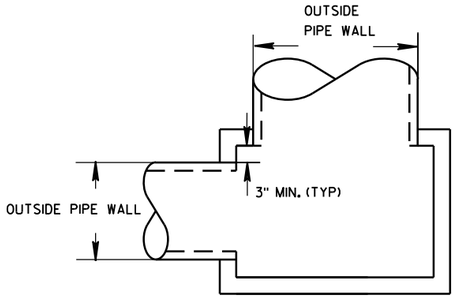
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

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

PIPE MATRIX

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



DETAIL "A"

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D IT
UNIT SUPERVIS
FHWA

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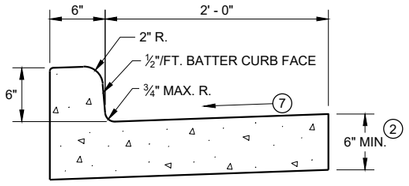
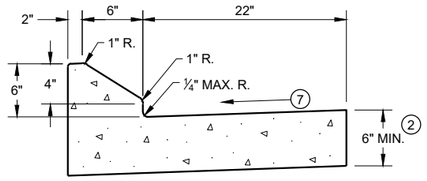
S.D.D. 8 C 7-2

6

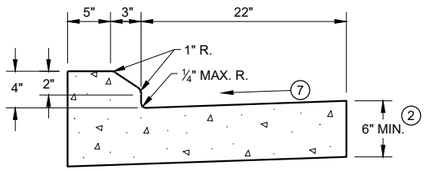
S.D.D. 8 C 7-2



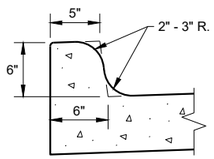
TYPES A[1] & D



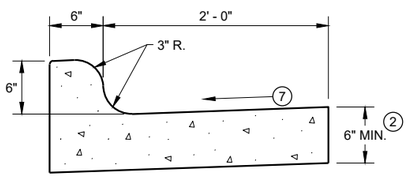
6" SLOPED CURB TYPES G[1] & J



4" SLOPED CURB TYPES G[1] & J

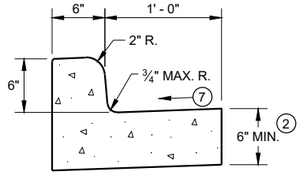


TYPES K[1] & L
(OPTIONAL CURB SHAPE)



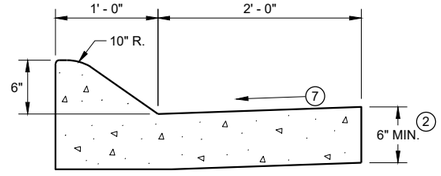
TYPES K[1] & L

CONCRETE CURB AND GUTTER 30"

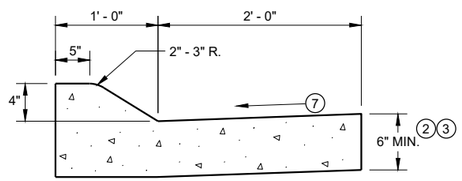


TYPES A[1] & D

CONCRETE CURB AND GUTTER 18"

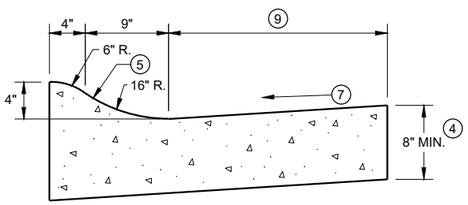


6" SLOPED CURB TYPES A[1] & D



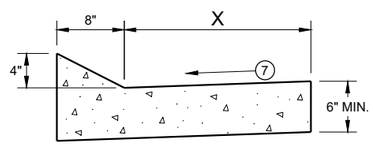
4" SLOPED CURB TYPES A[1] & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R[1] & T

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

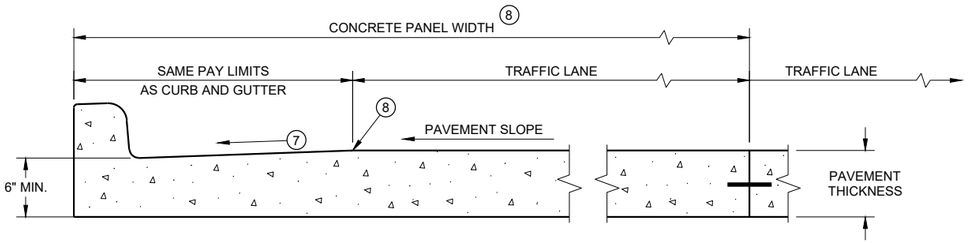


TYPES TBT & TBTT[1]

CONCRETE CURB AND GUTTER

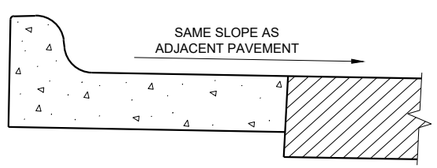
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

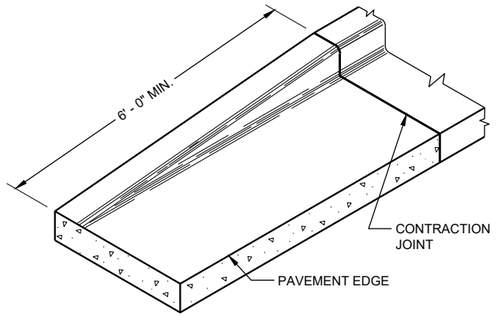
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

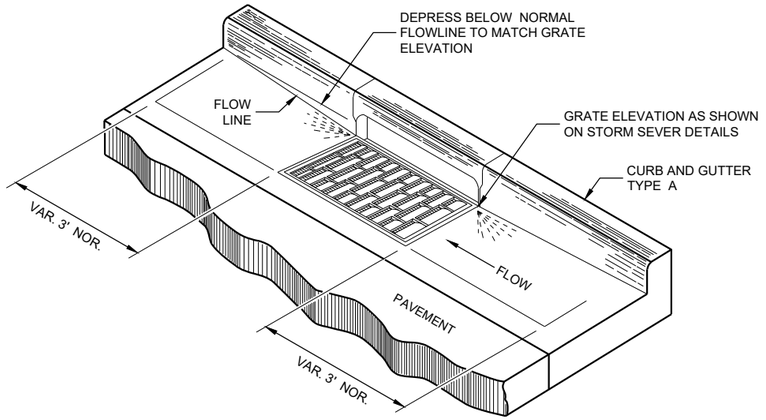
CONCRETE CURB AND GUTTER

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.

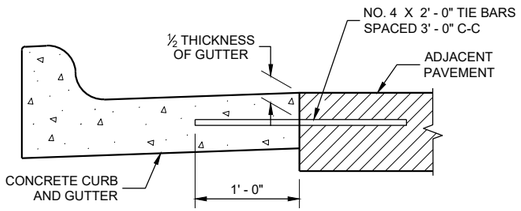
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

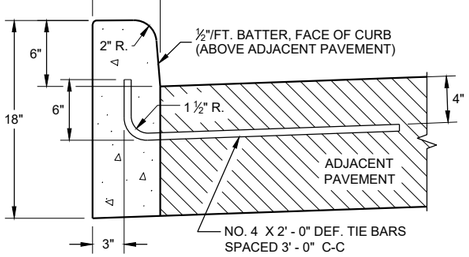
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(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.

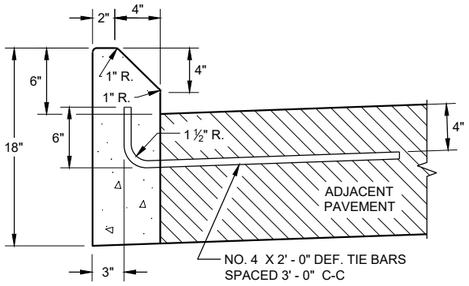
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

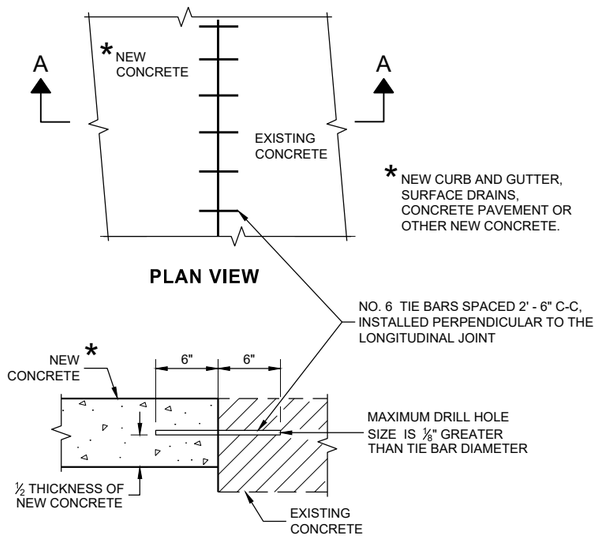


TYPES A (1) & D



TYPES G (1) & J

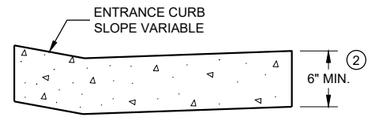
CONCRETE CURB



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

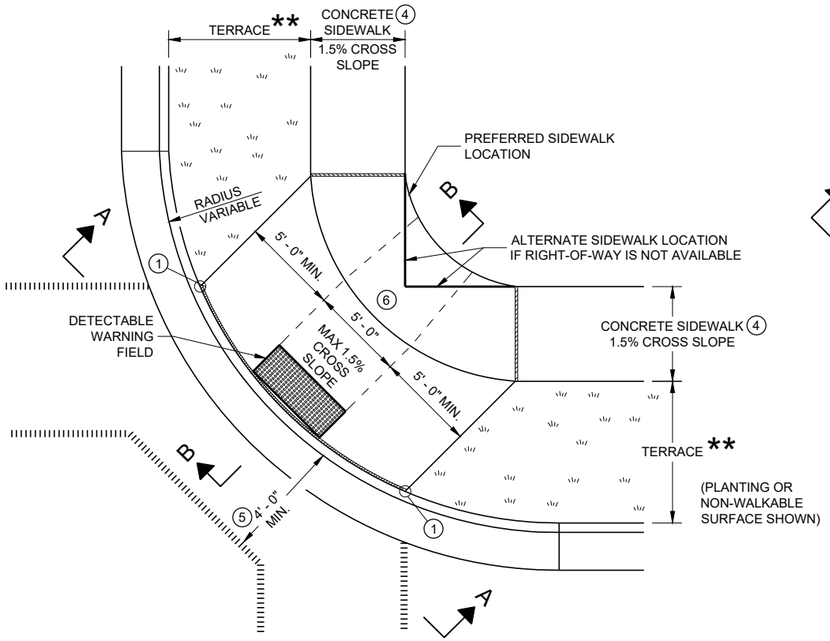
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

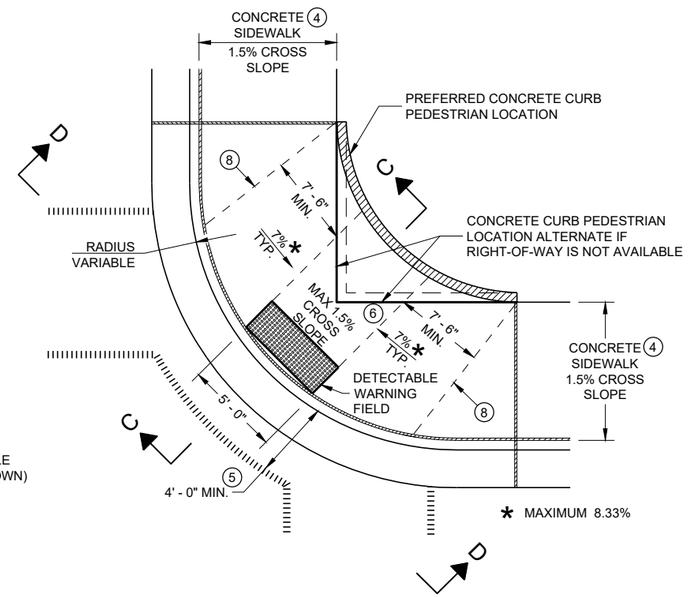
SDD08D01 - 22b



PLAN VIEW

CURB RAMP TYPE 1

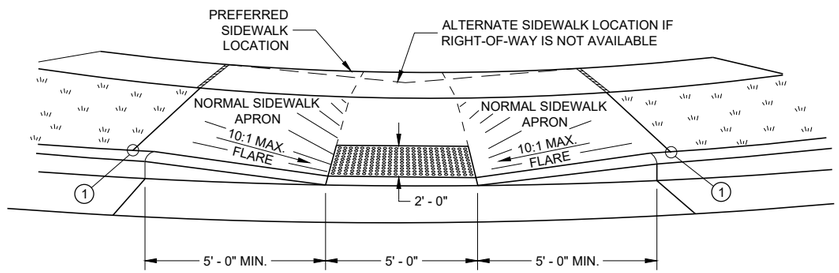
(CENTER OF CORNER RADIUS)



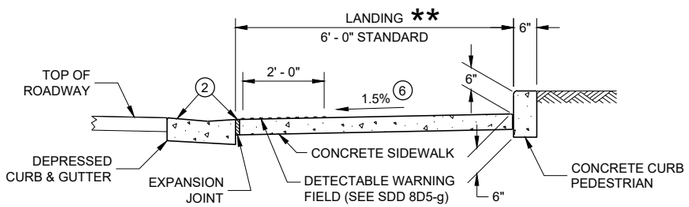
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

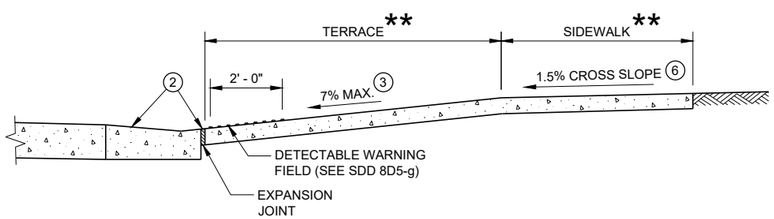


VIEW A - A FOR TYPE 1

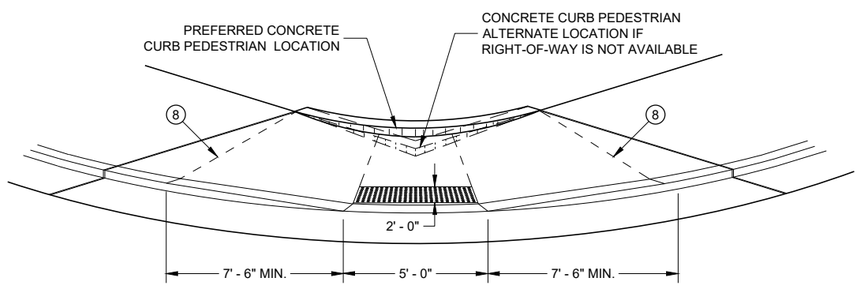


SECTION C - C FOR TYPE 1 - A

** 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)

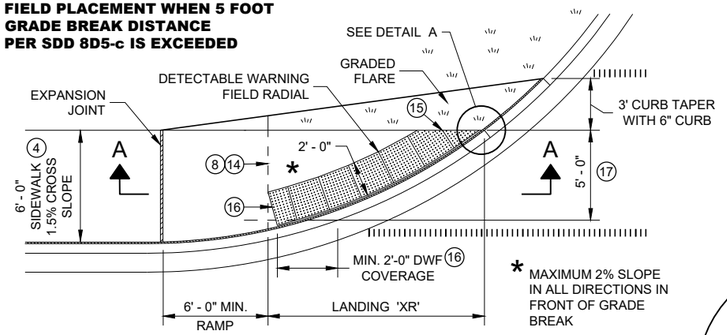
CURB RAMPS
TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20a
SDD 08D05 - 20a

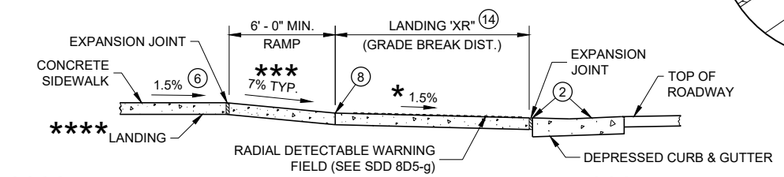
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



PLAN VIEW

CURB RAMP TYPE 4A1

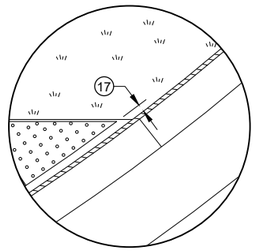
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



**** 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.

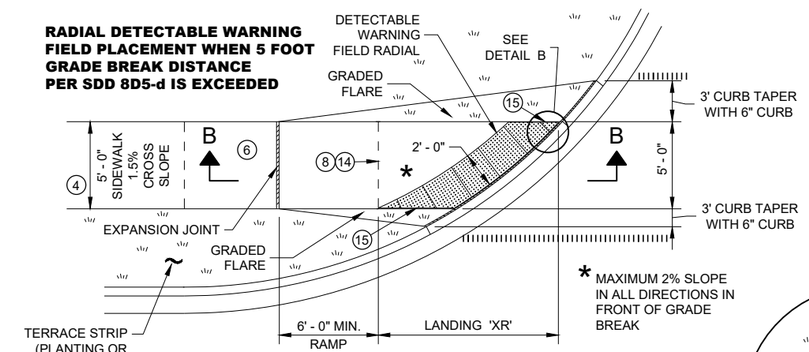
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(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.

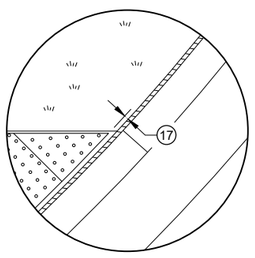
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



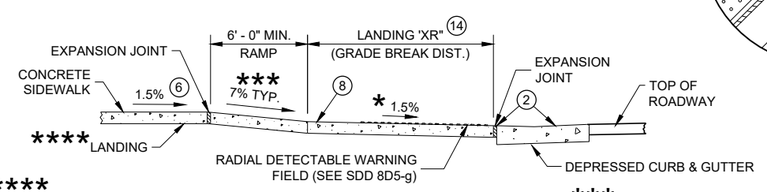
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B

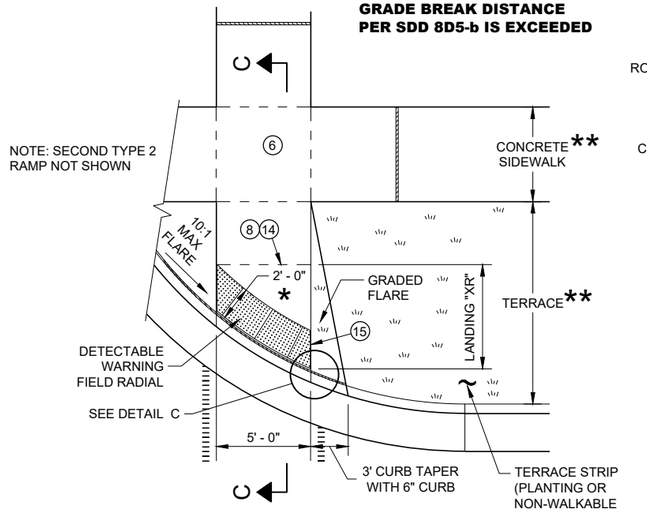


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** 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

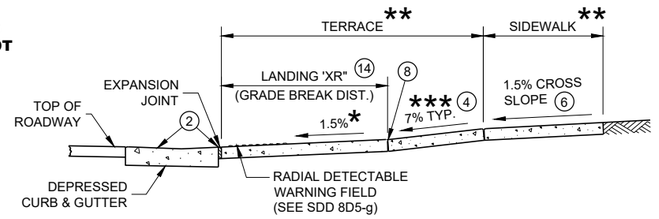


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

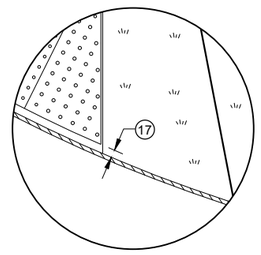


SECTION C - C FOR TYPE 2

* 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

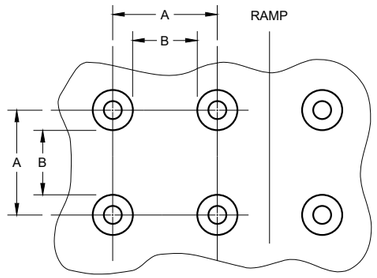
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20f

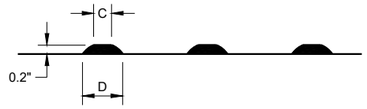
SDD 08D05 - 20f

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

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

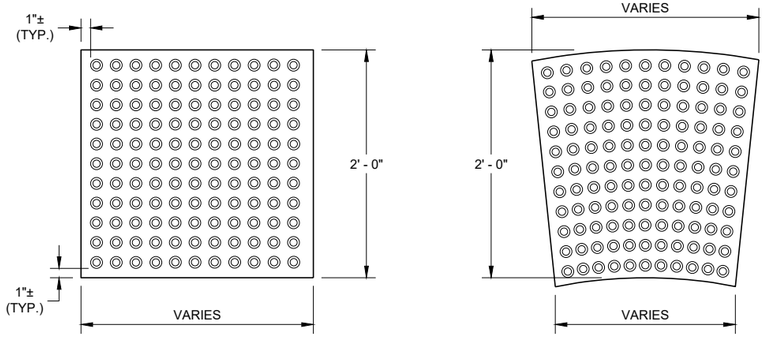


PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)

GENERAL NOTES

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

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

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

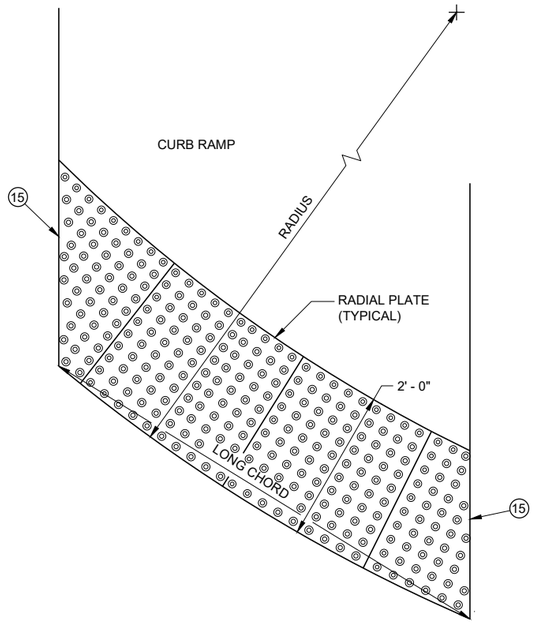
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

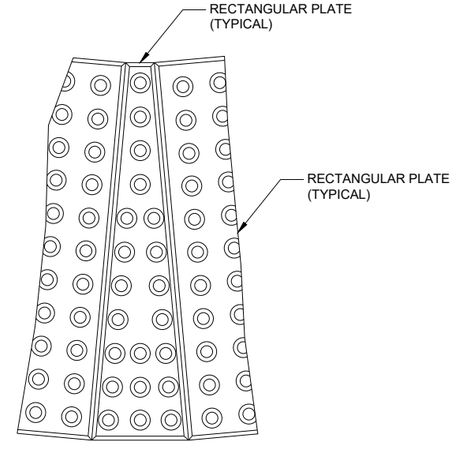
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

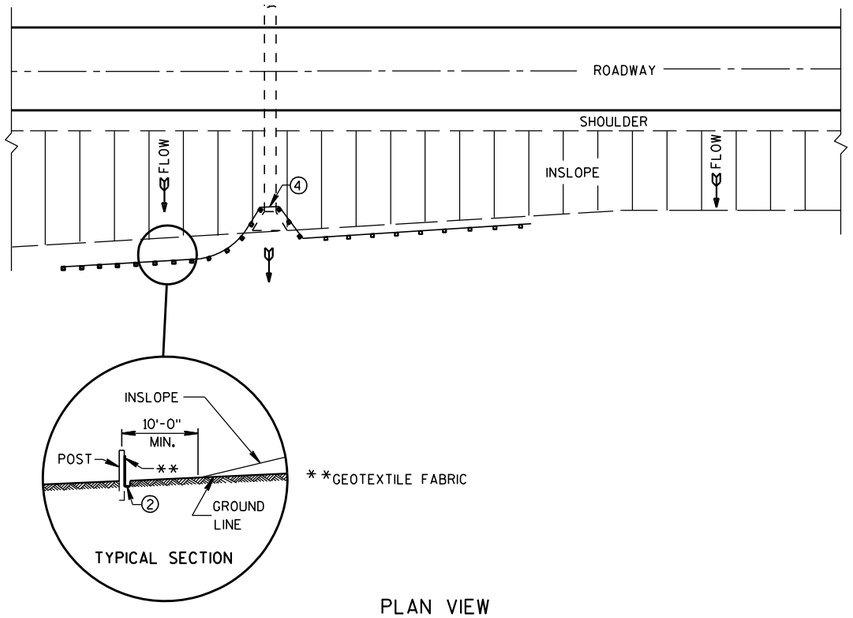
FHWA

6

SDD 08D05 - 20g

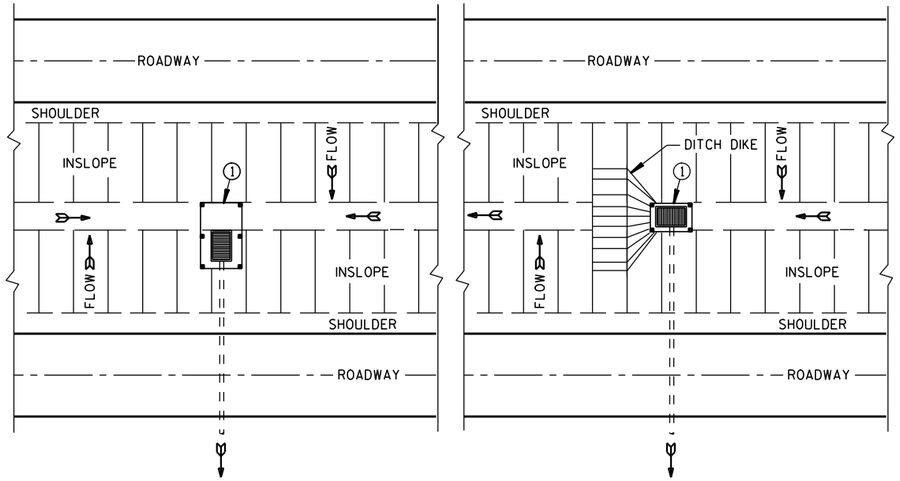
6

SDD 08D05 - 20g



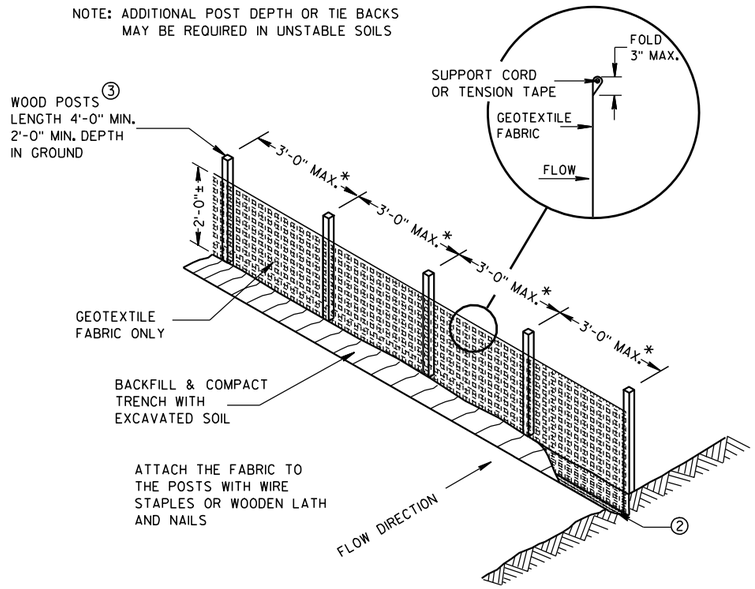
PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE

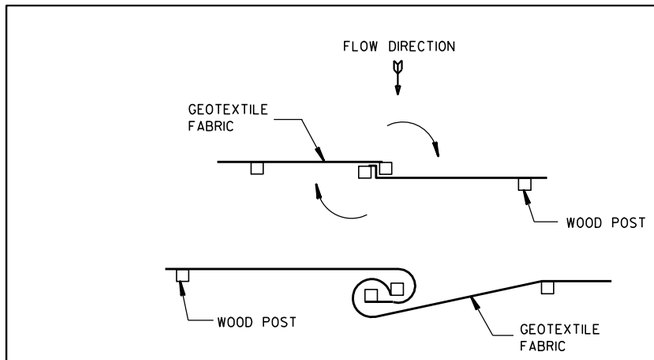


PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS



SILT FENCE

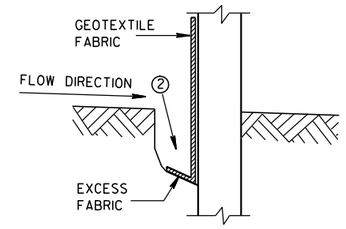


JOINING TWO LENGTHS OF SILT FENCE 5

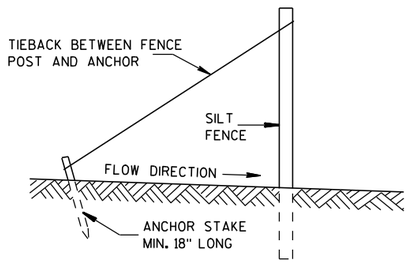
GENERAL NOTES

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

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



TRENCH DETAIL



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

S.D.D. 8 E 9-6

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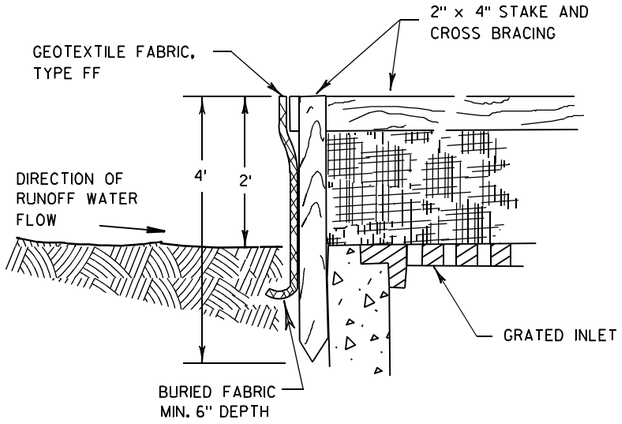
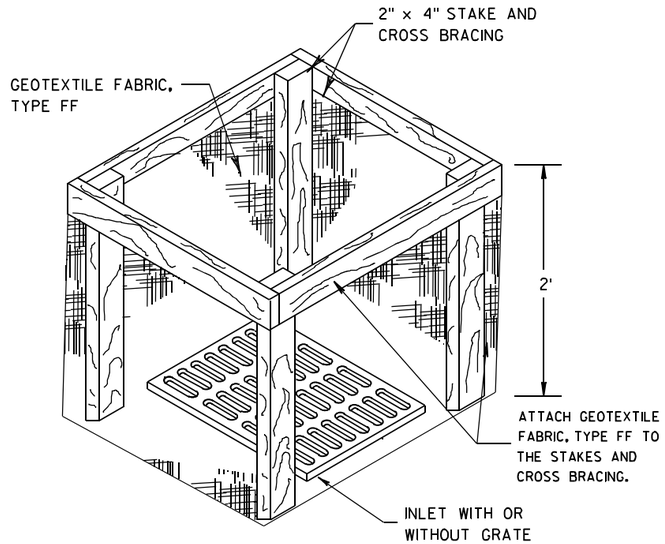
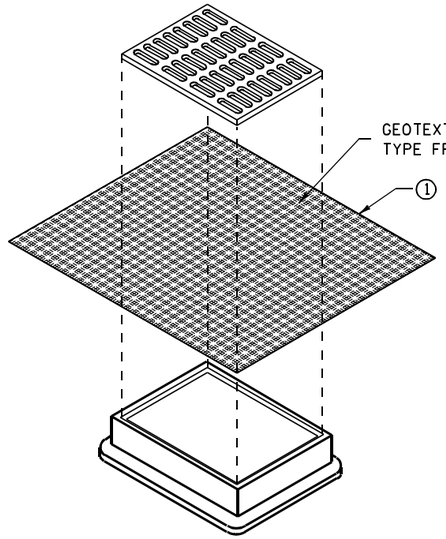
S.D.D. 8 E 9-6



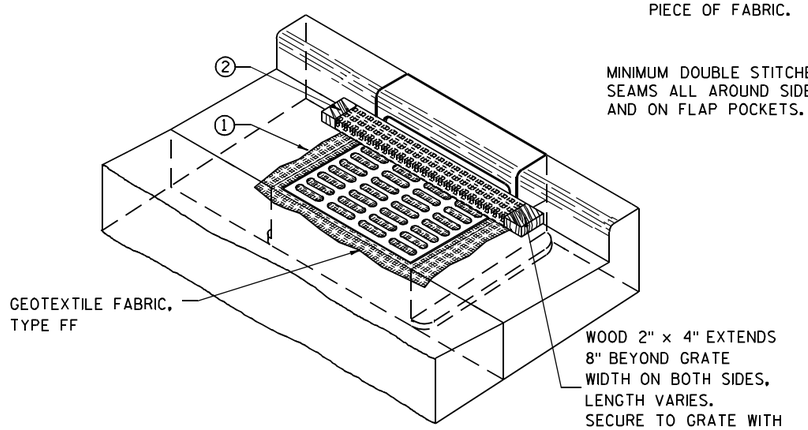


INLET PROTECTION, TYPE A

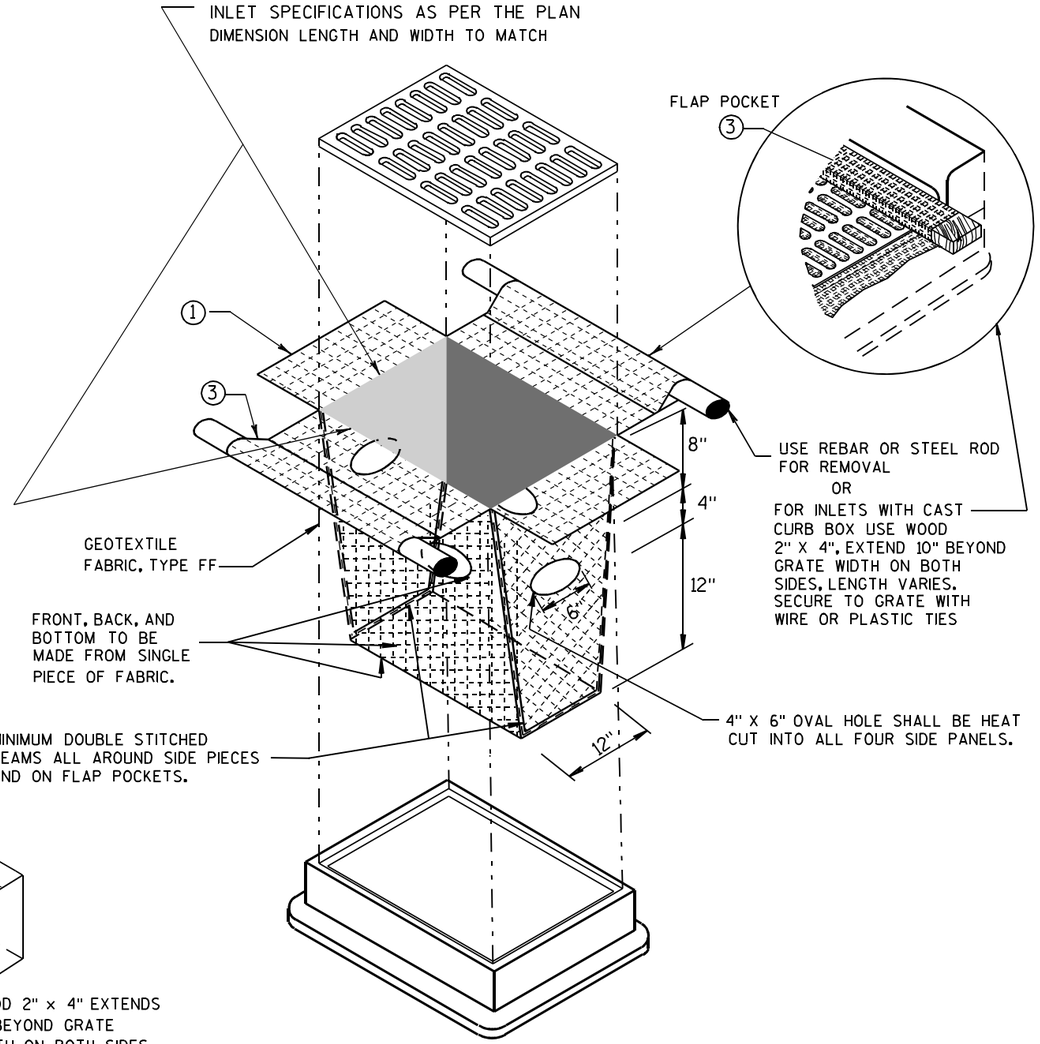


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

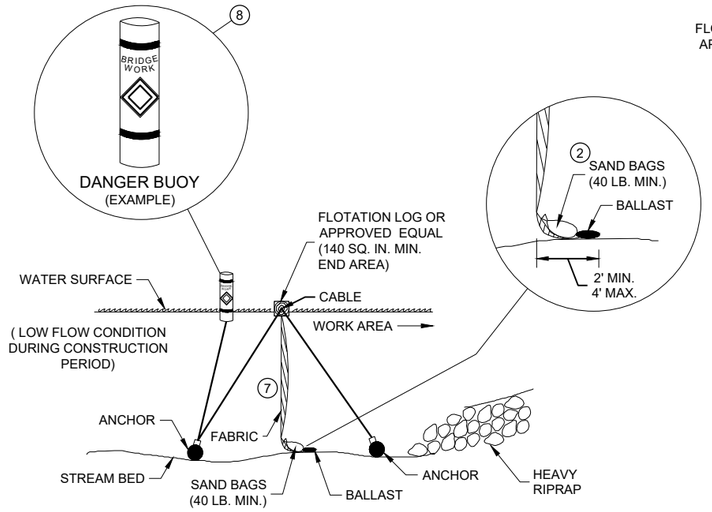
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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

INLET PROTECTION
TYPE A, B, C, AND D

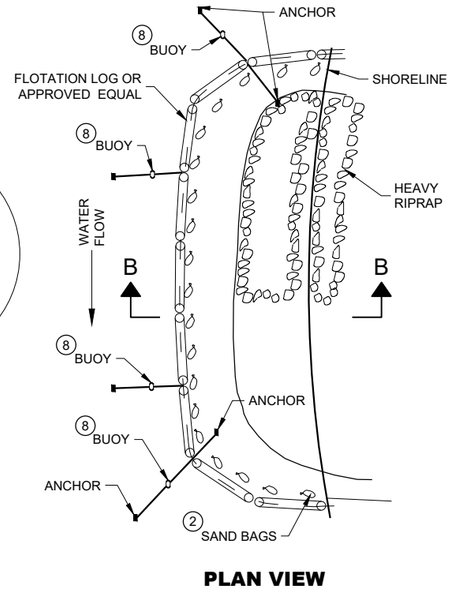
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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

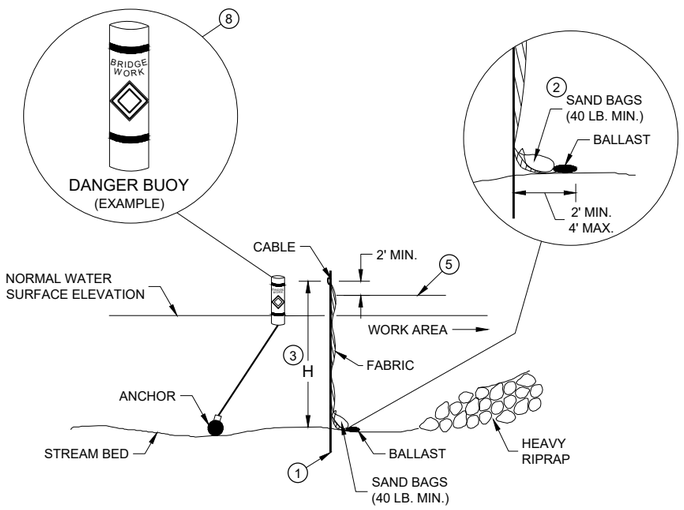


SECTION B - B

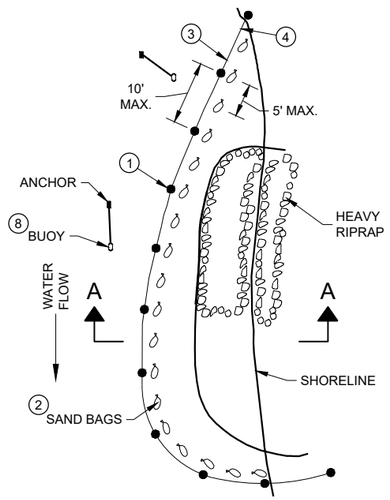


PLAN VIEW

TURBIDITY BARRIER - FLOAT ALTERNATIVE
CAUTION - SEE NOTE 6



SECTION A - A



PLAN VIEW

TURBIDITY BARRIER - STANDARD POST INSTALLATION

TURBIDITY BARRIER PLACEMENT DETAILS

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.

TURBIDITY BARRIER MAY BE REMOVED AT THE ENGINEERS DISCRETION, WHEN PERMANENT EROSION CONTROL MEASURES HAVE BEEN ESTABLISHED.

(1) DRIVEN STEEL POSTS, PIPES, OR CHANNELS. LENGTH SHALL BE SUFFICIENT TO SECURELY SUPPORT BARRIER AT HIGH WATER ELEVATIONS.

(2) SAND BAGS TO BE USED AS ADDITIONAL BALLAST WHEN ORDERED BY THE ENGINEER TO MEET ADVERSE FIELD CONDITIONS. SPACE AS APPROPRIATE FOR SITE CONDITIONS.

(3) WHEN BARRIER HEIGHT "H" EXCEEDS 8 FEET, POST SPACING MAY NEED TO BE DECREASED.

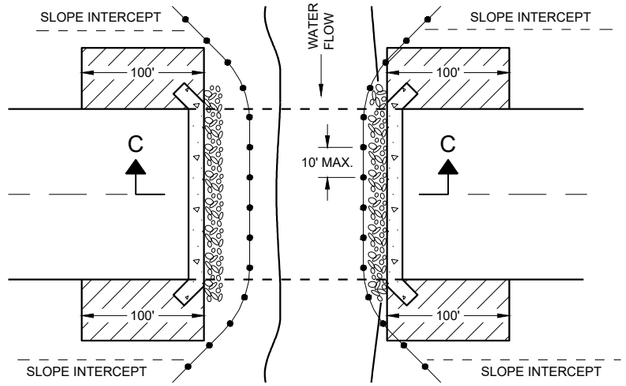
(4) IN WATERWAYS SUBJECT TO FLUCTUATING WATER ELEVATIONS, PROVISIONS SHOULD BE MADE TO ALLOW THE WATER TO EQUALIZE ON EACH SIDE OF THE BARRIER. THIS MAY BE ACCOMPLISHED BY LEAVING A PORTION OF THE BARRIER OPEN ON THE UPSTREAM END.

(5) ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION PERIOD. MINIMUM BARRIER HEIGHT SHALL BE 2' GREATER THAN EITHER THE Q2 ELEVATION OR THE ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION, WHICHEVER IS GREATER.

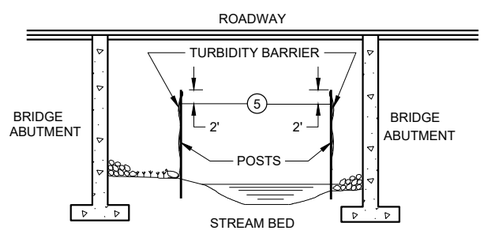
(6) FLOAT ALTERNATIVE WILL ONLY BE ALLOWED WITH WRITTEN APPROVAL OF THE ENGINEER, AND IS MEANT FOR LOCATIONS WHERE BEDROCK PREVENTS THE INSTALLATION OF POSTS.

(7) ALLOW SUFFICIENT SLACK VERTICALLY AND HORIZONTALLY SO THAT SEDIMENT BUILD UP WILL NOT SEPARATE OR LOWER THE TURBIDITY BARRIER.

(8) USE AS DIRECTED BY COAST GUARD OR DNR PERMIT WHEN WORKING IN NAVIGABLE WATERWAYS.



PLAN VIEW



SECTION C - C

TURBIDITY BARRIER DETAIL SHOWING TYPICAL PLACEMENT AT STRUCTURES

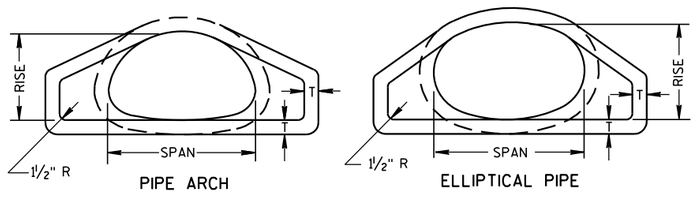
TURBIDITY BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

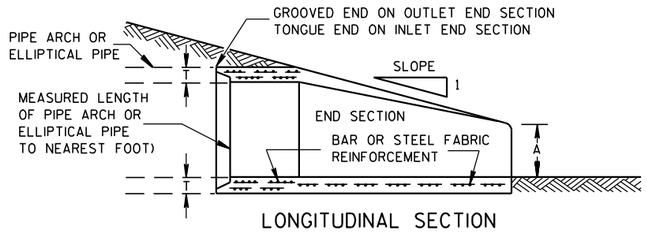
APPROVED
6/4/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

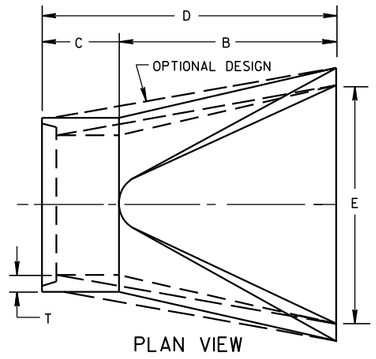
6
SDD 08E11 - 02



END VIEW

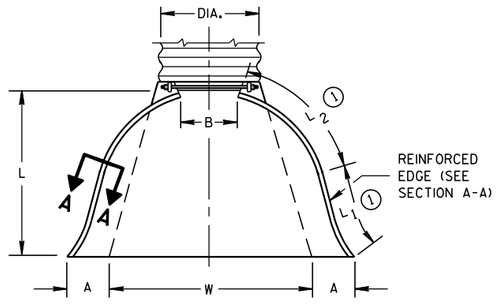


LONGITUDINAL SECTION

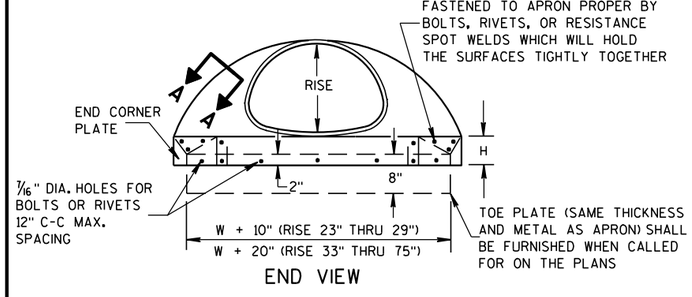


PLAN VIEW

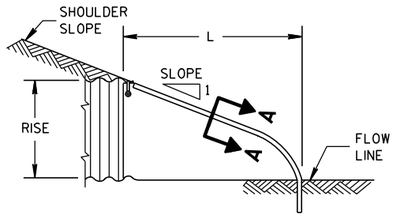
CONCRETE ENDWALLS



PLAN VIEW

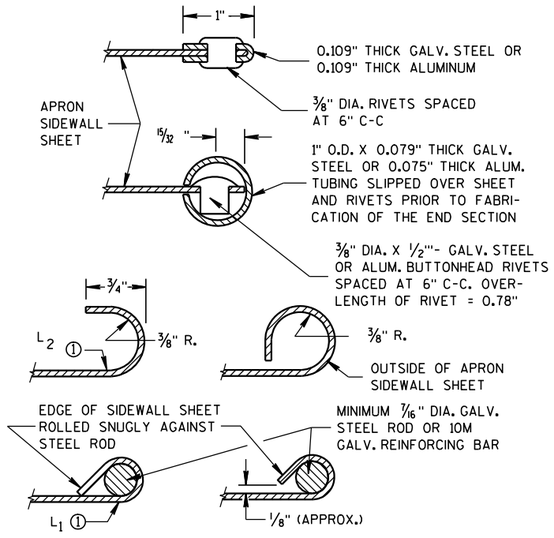


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	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
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37⅝	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45⅜	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	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
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

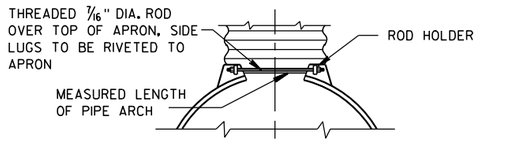
REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅛	60	36	96	72	3 to 1
42	51	31	4½	15 13/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

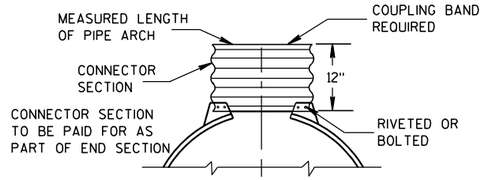
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



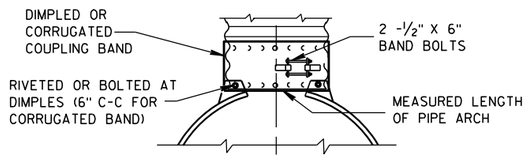
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

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

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH 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 ARCH 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 77" X 52" THROUGH 112" X 75" 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 ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

S.D.D. 8 F 2-1

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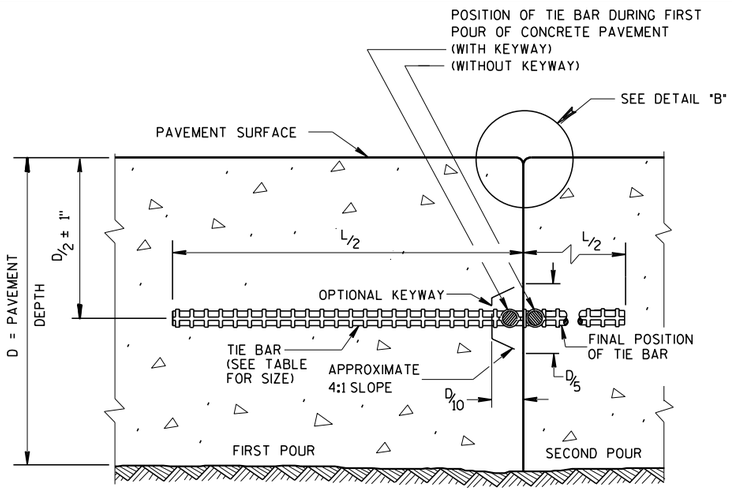
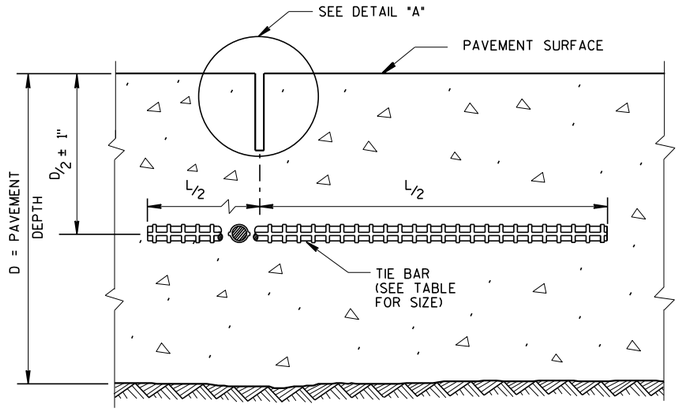


CONSTRUCTION JOINT



SAWED JOINT

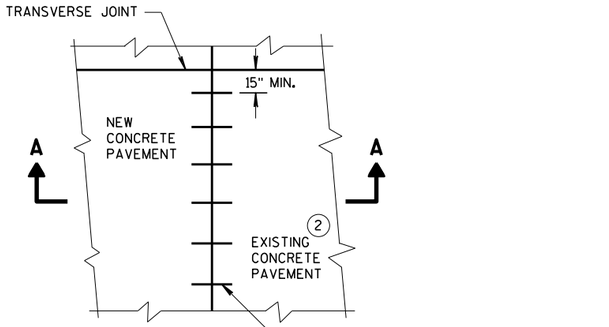
GENERAL NOTES

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

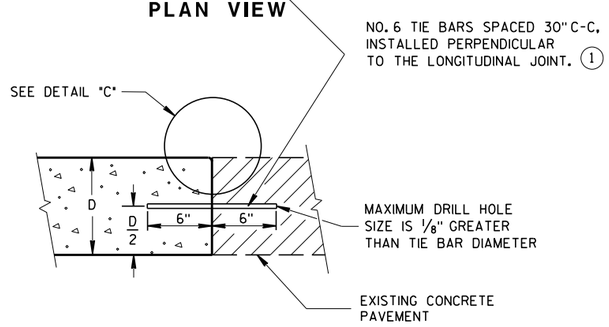
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

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

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

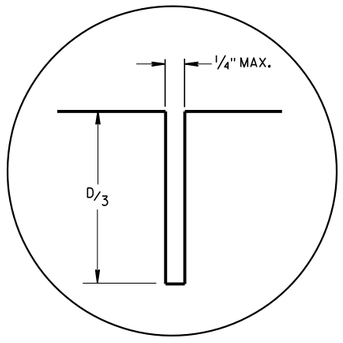


PLAN VIEW

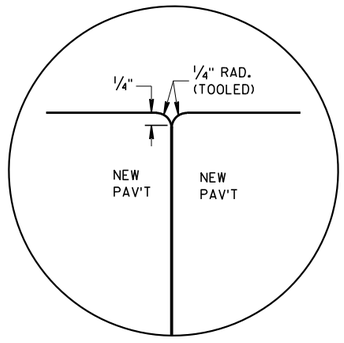


SECTION A-A

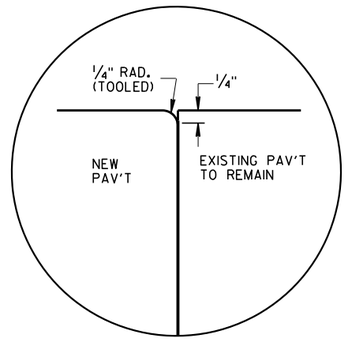
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



DETAIL "A"



DETAIL "B"



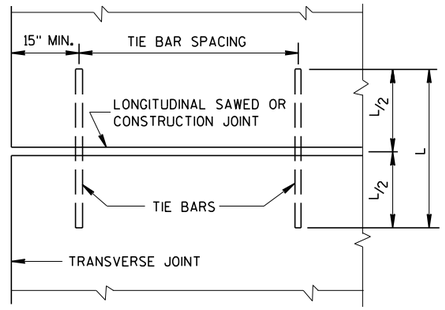
DETAIL "C"

TIE BAR TABLE

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

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

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



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT
LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPE
FHWA

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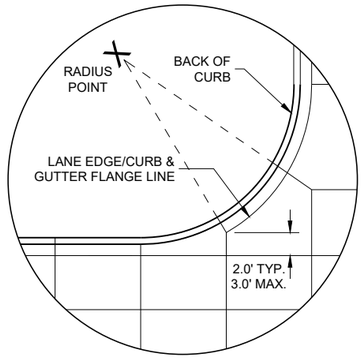
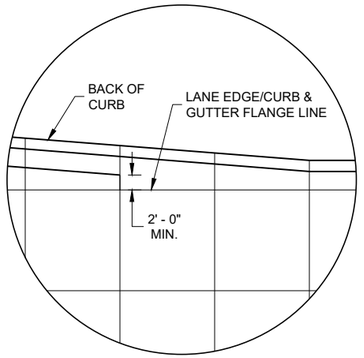
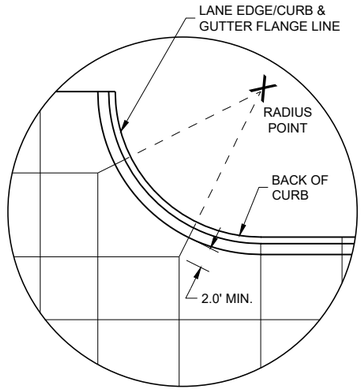
S.D.D. 13 C 1-19



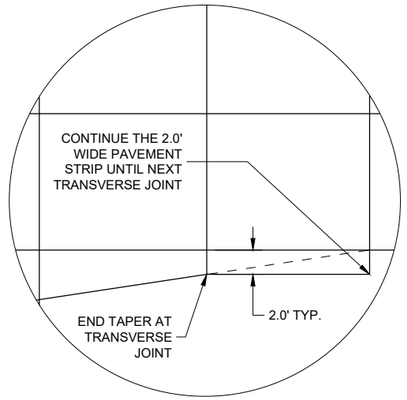
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

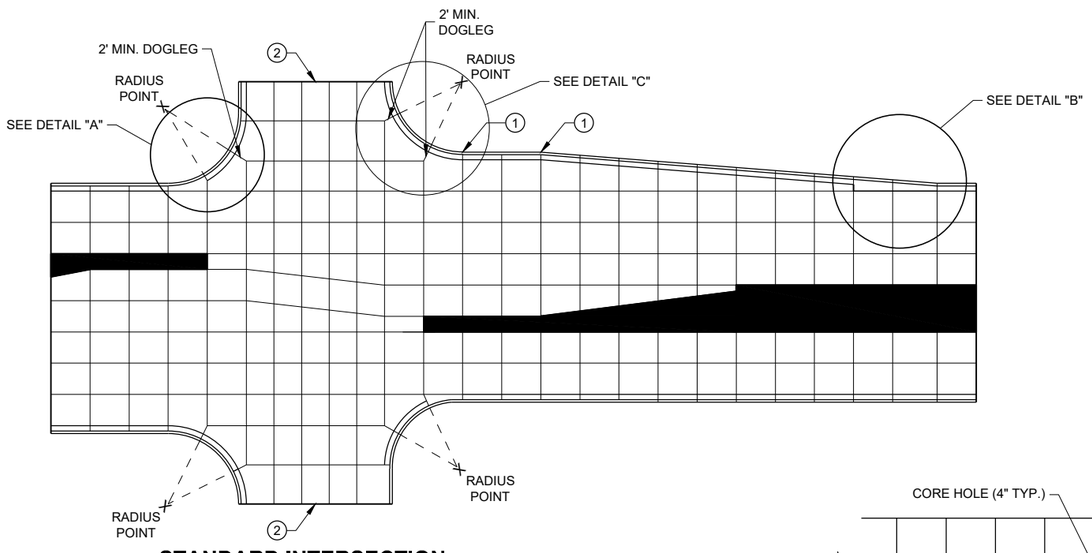
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

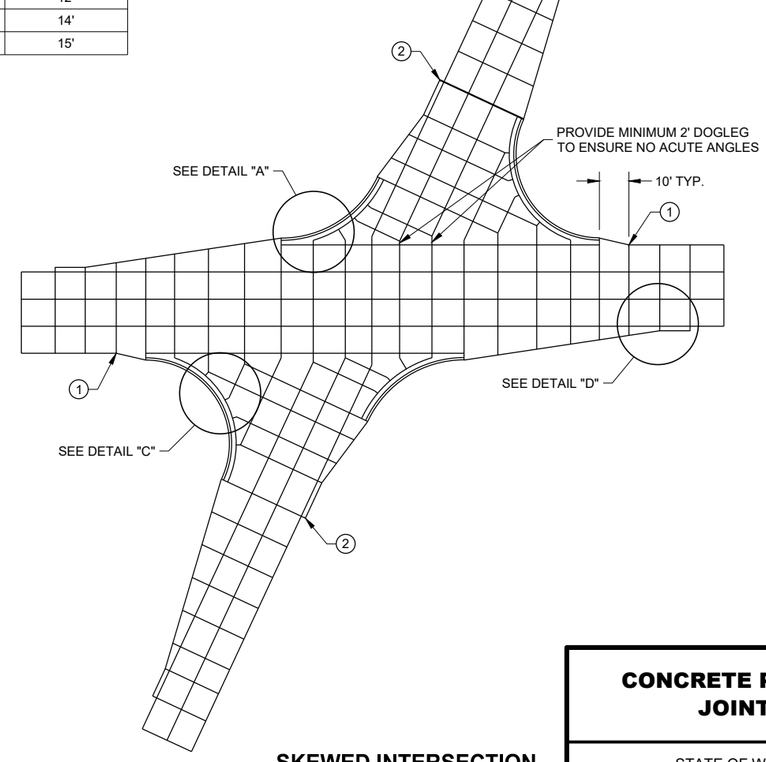
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITHEDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM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



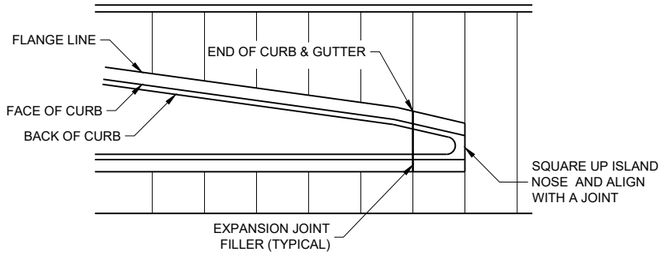
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

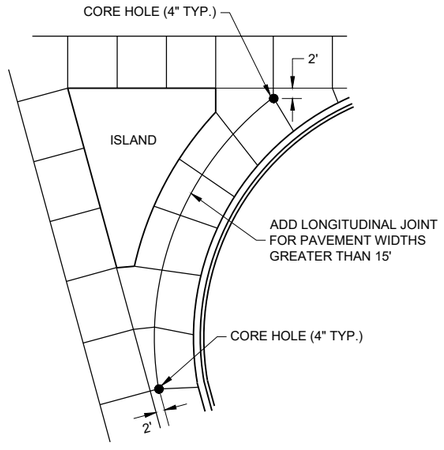
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 13C18 - 07a

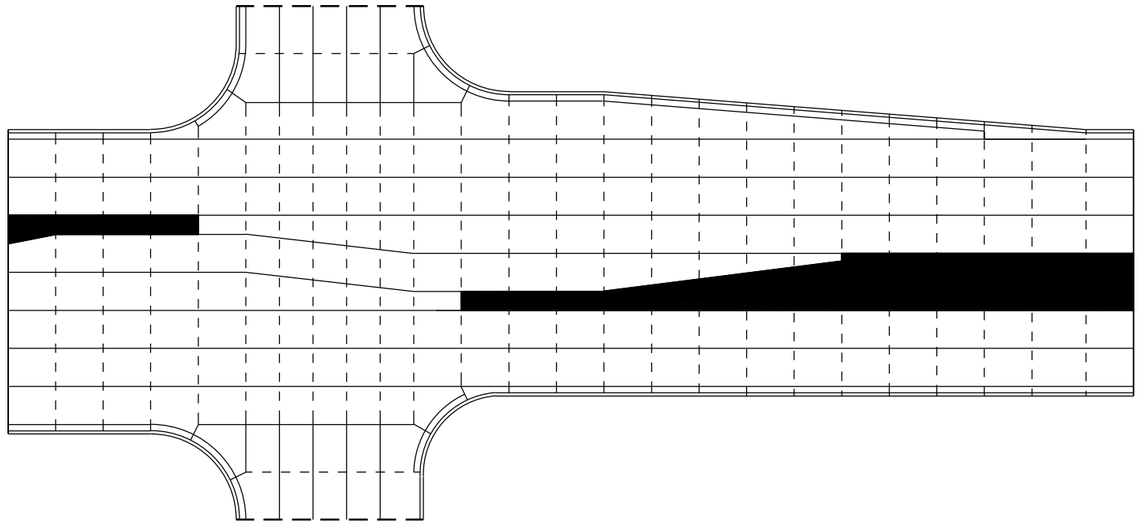
SDD 13C18 - 07a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

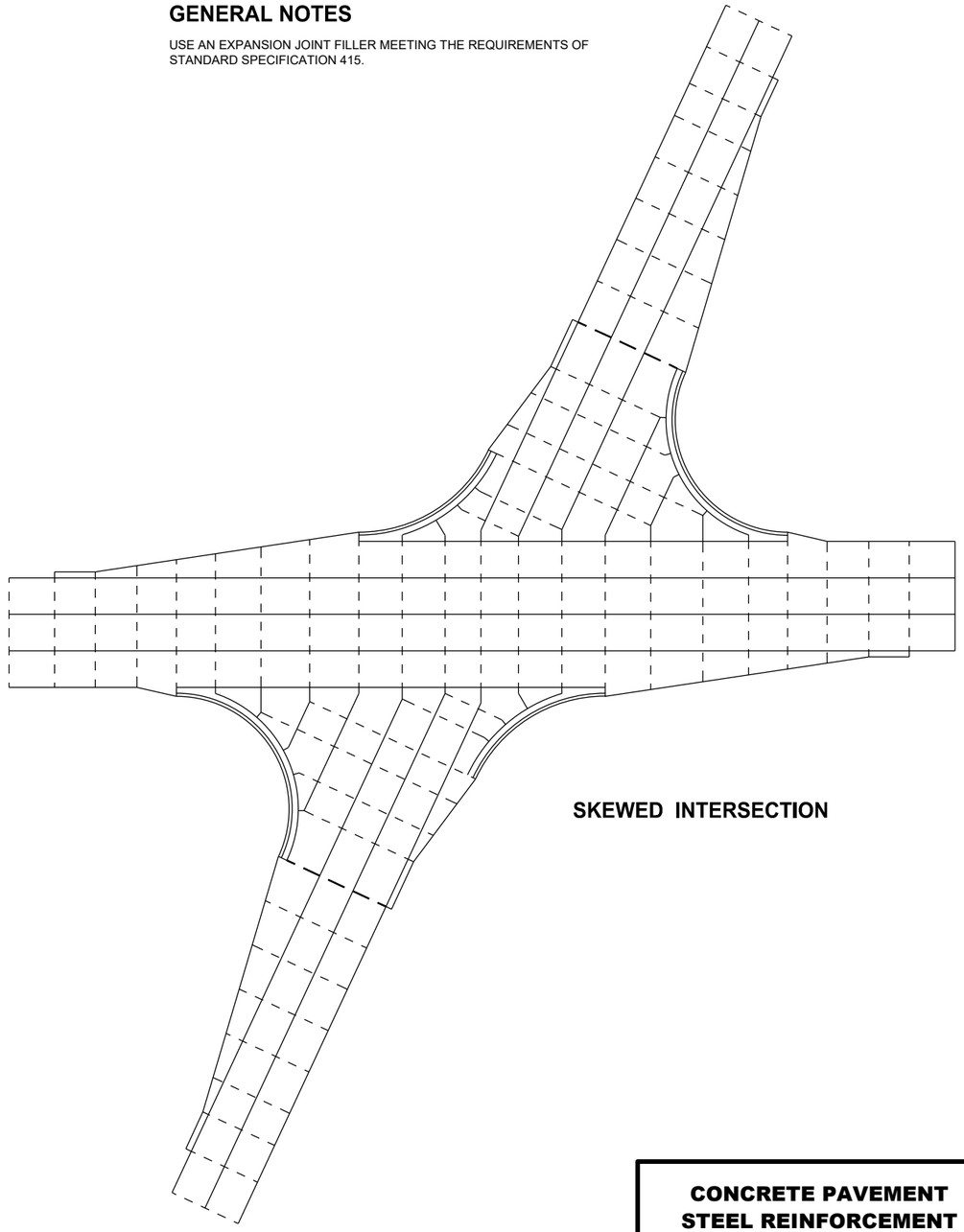
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

6

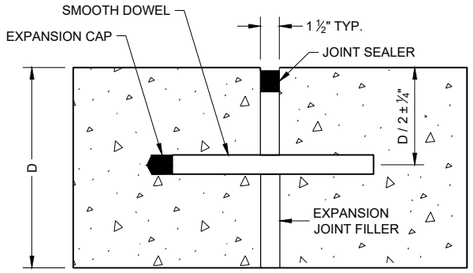
SDD 13C18 - 07b

CONCRETE PAVEMENT
STEEL REINFORCEMENT

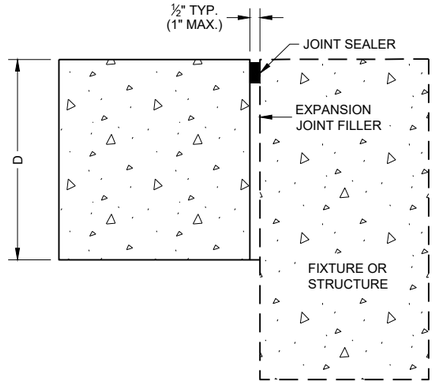
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 07b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

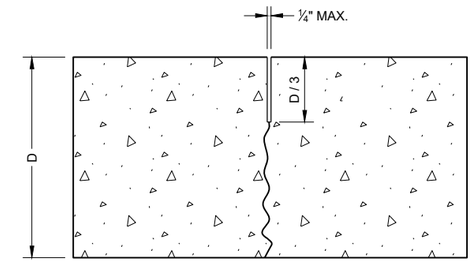
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4*	30"	24"**

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

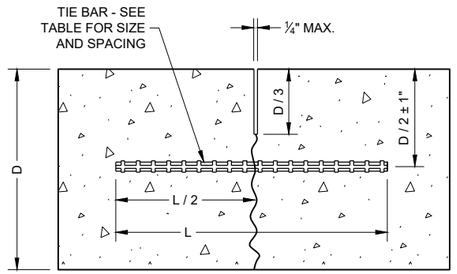
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

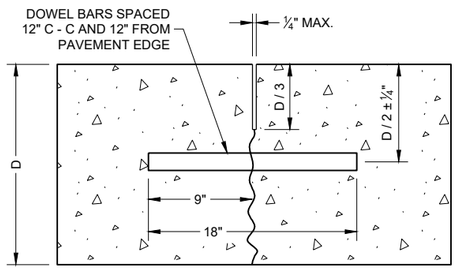
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



UNDOWELED TRANSVERSE

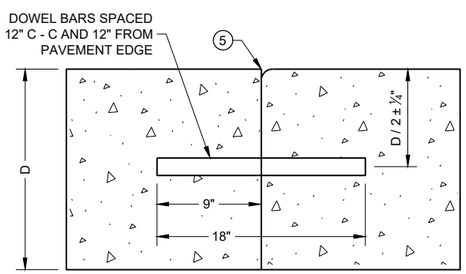


TIED LONGITUDINAL

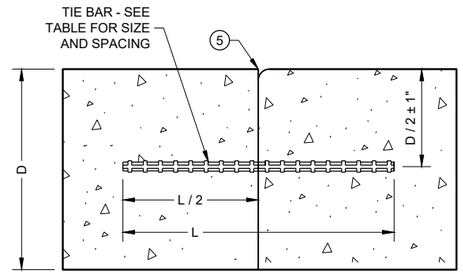


DOWELED TRANSVERSE

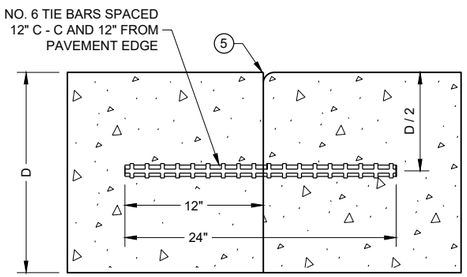
CONTRACTION JOINTS (2)



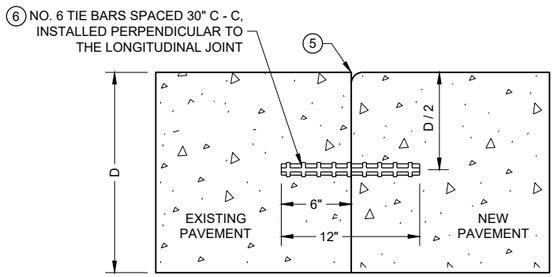
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



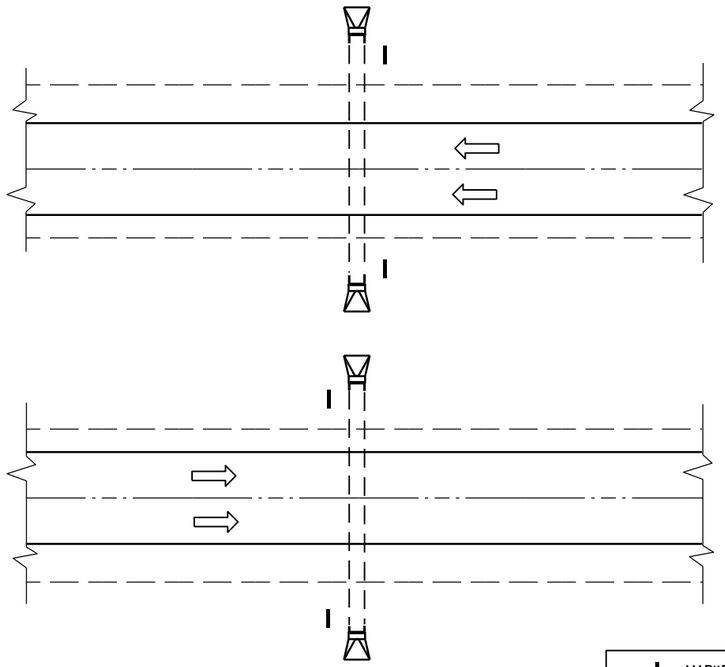
TIED LONGITUDINAL TO EXISTING

CONSTRUCTION JOINTS (4)

CONCRETE PAVEMENT JOINT TYPES

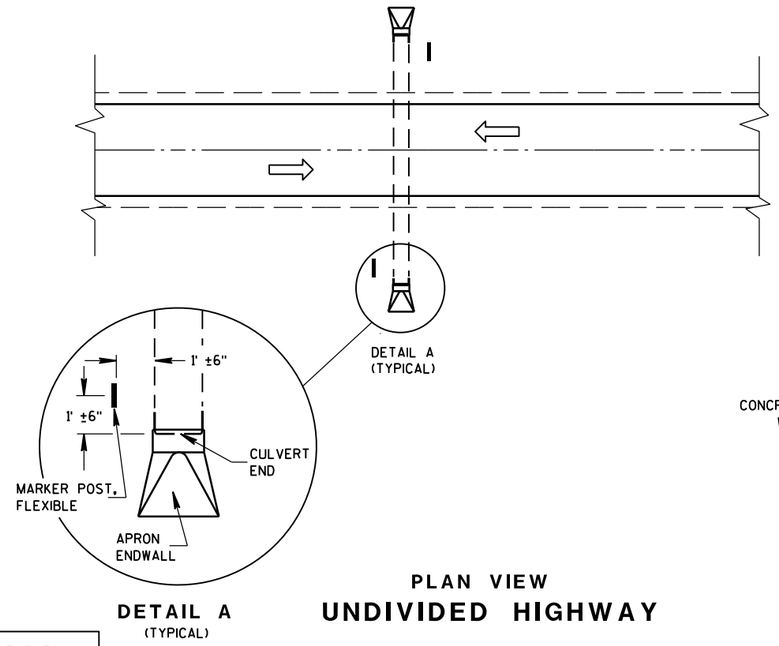
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 13C18 - 07c



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

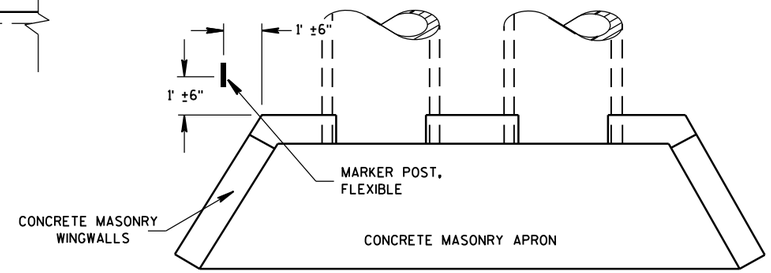
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

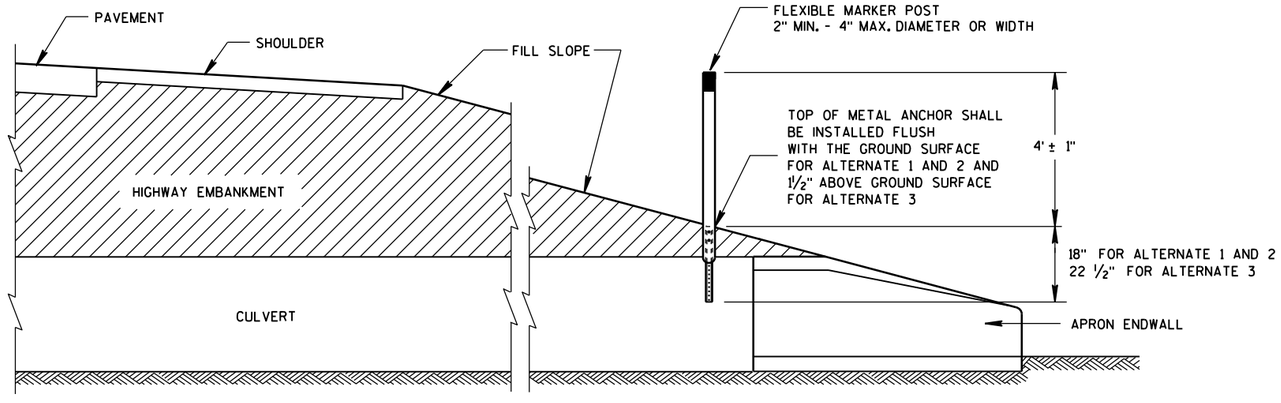
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



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

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

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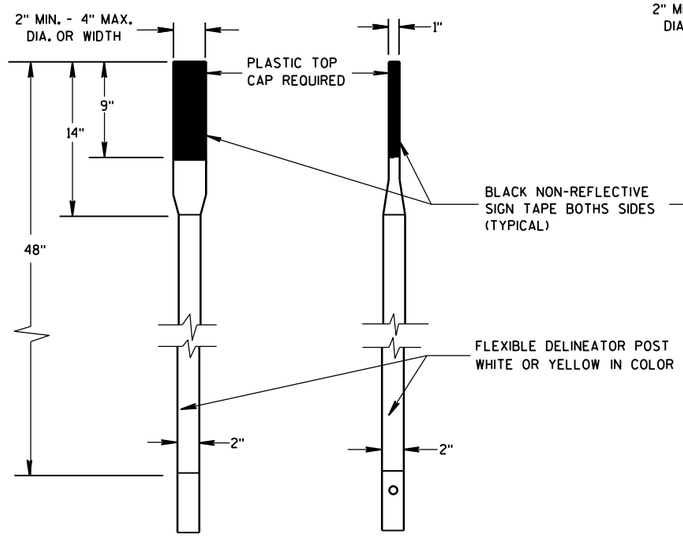
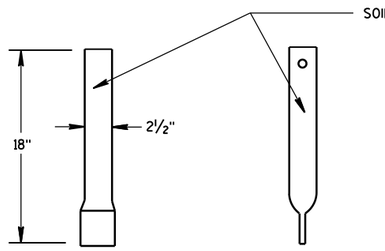
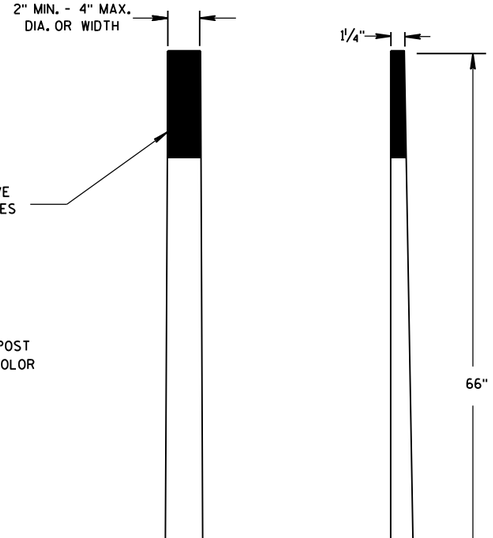
S.D.D. 15 A 3-2a





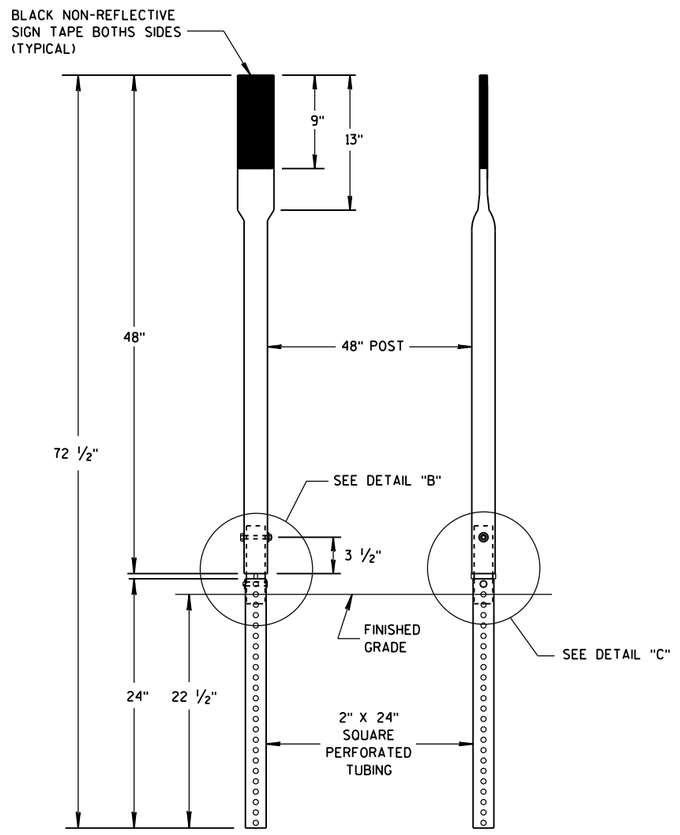
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

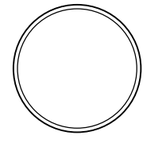
ALTERNATE 2



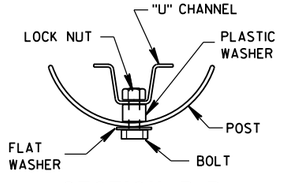
FRONT VIEW SIDE VIEW

ALTERNATE 3

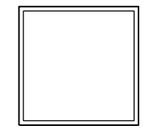
FLEXIBLE MARKER POSTS



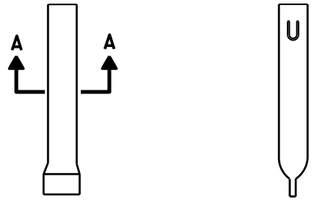
SECTION A-A



SECTION B-B

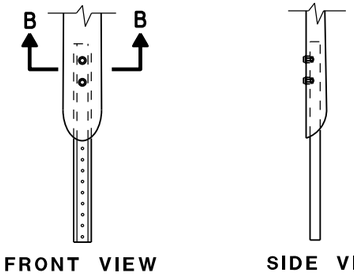


SECTION C-C



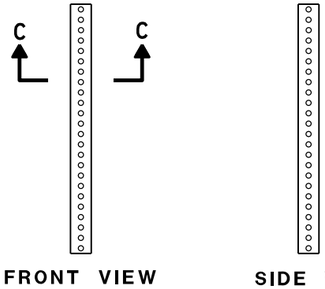
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

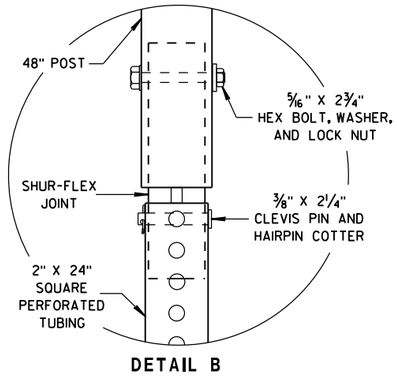
ALTERNATE 2



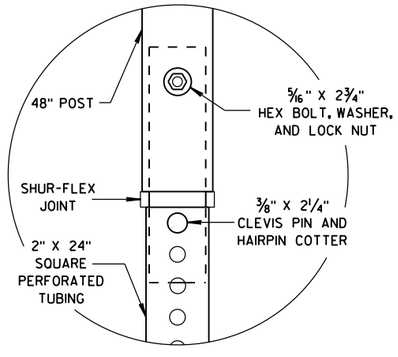
FRONT VIEW SIDE VIEW

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

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

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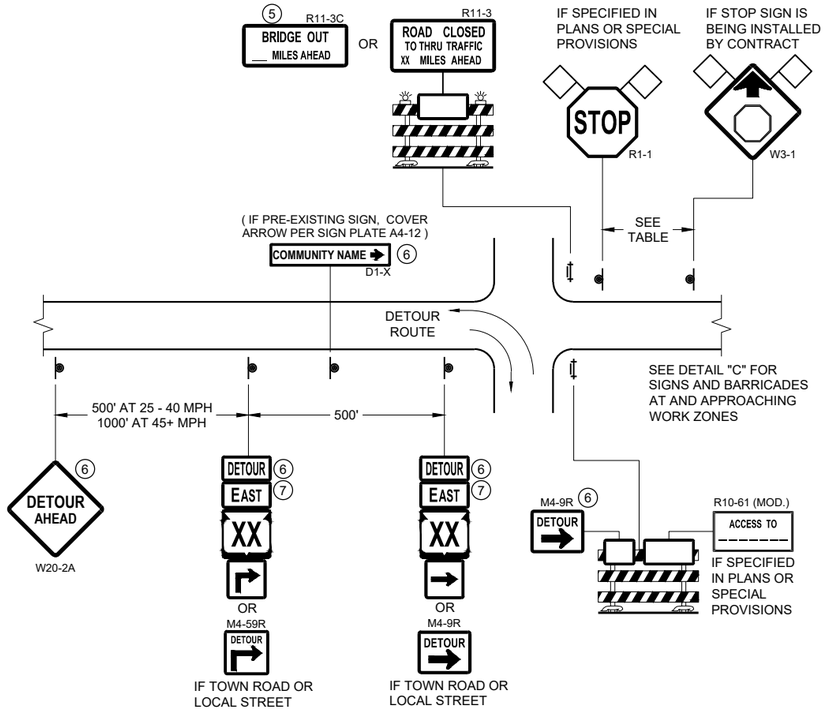
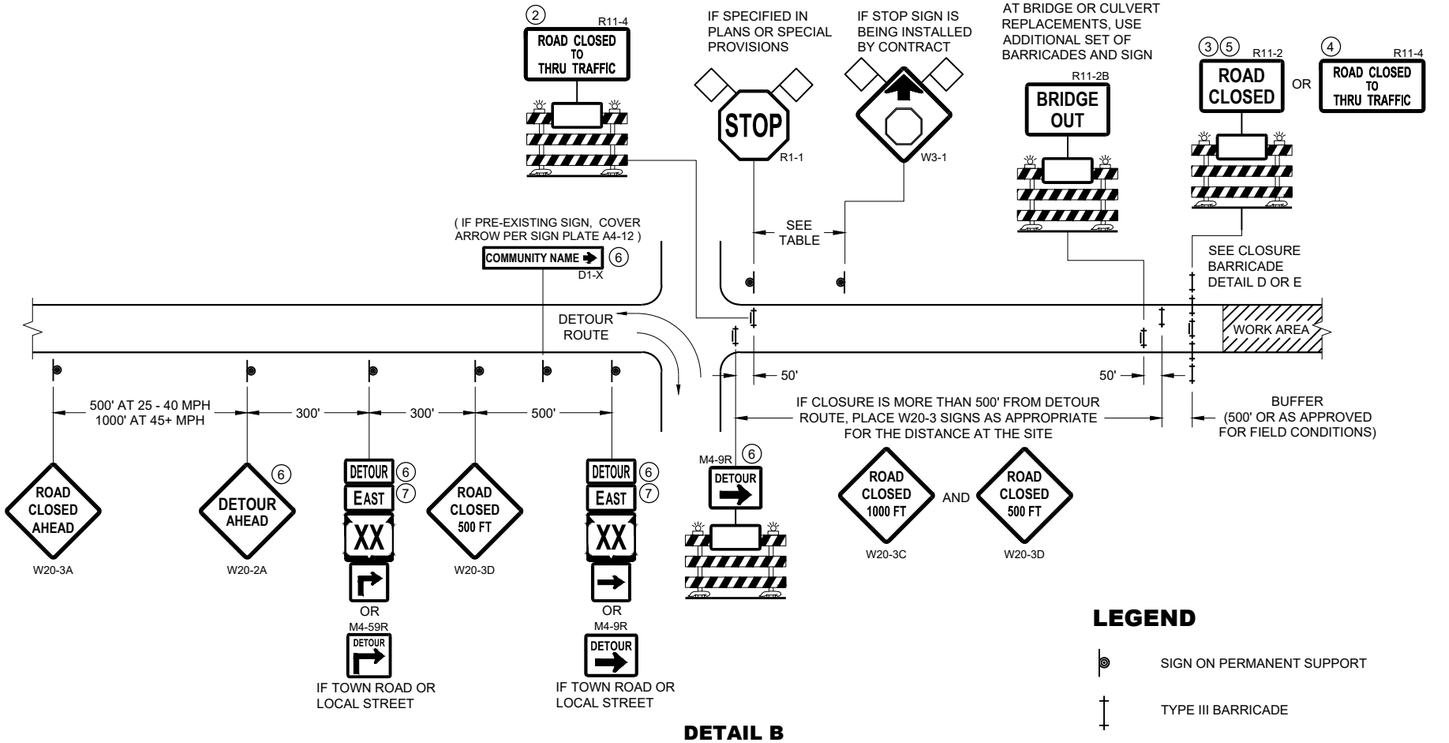
S.D.D. 15 A 3-2b



DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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



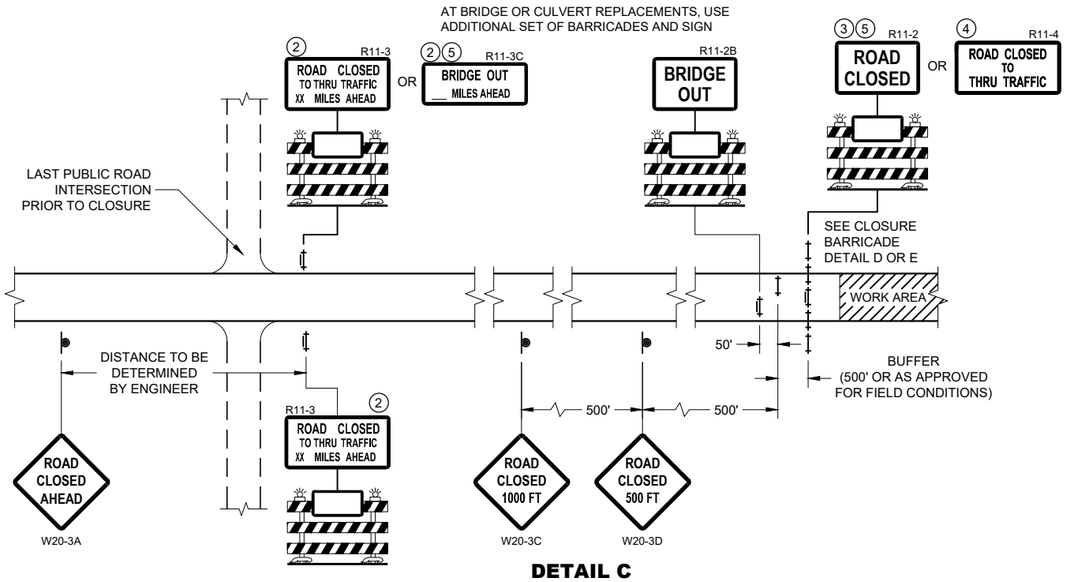
DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

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

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



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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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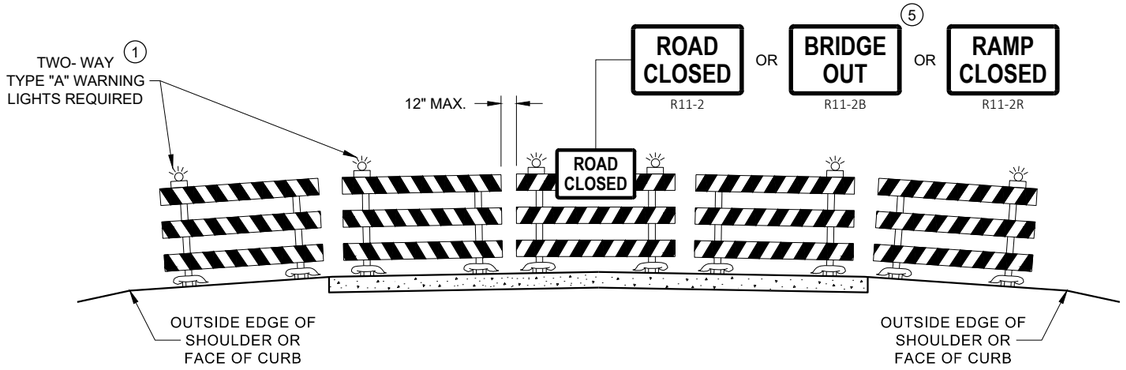
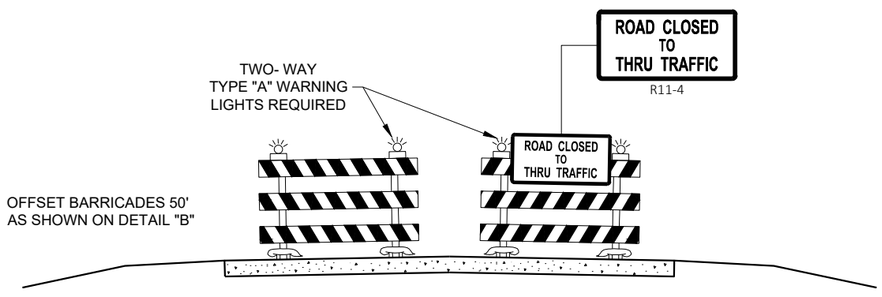
SDD 15C02 - 08a

SDD 15C02 - 08a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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SDD 15C02 - 08b

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SDD 15C02 - 08b

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

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR — 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.

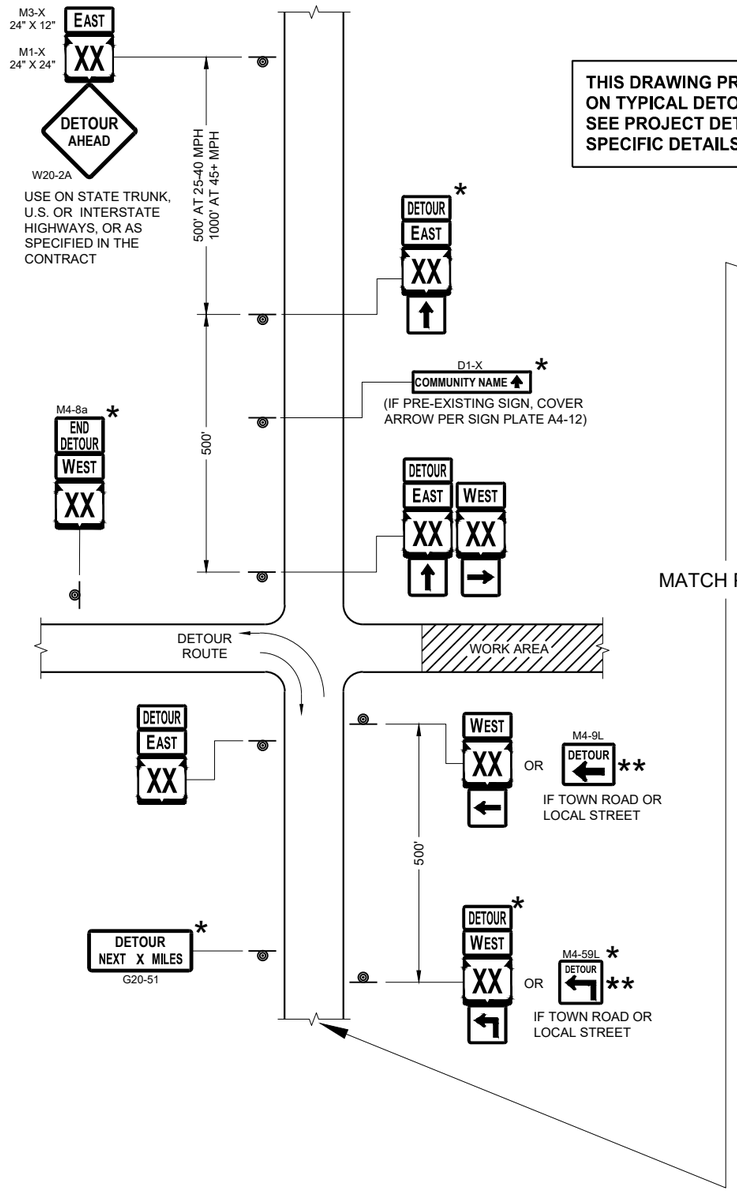
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

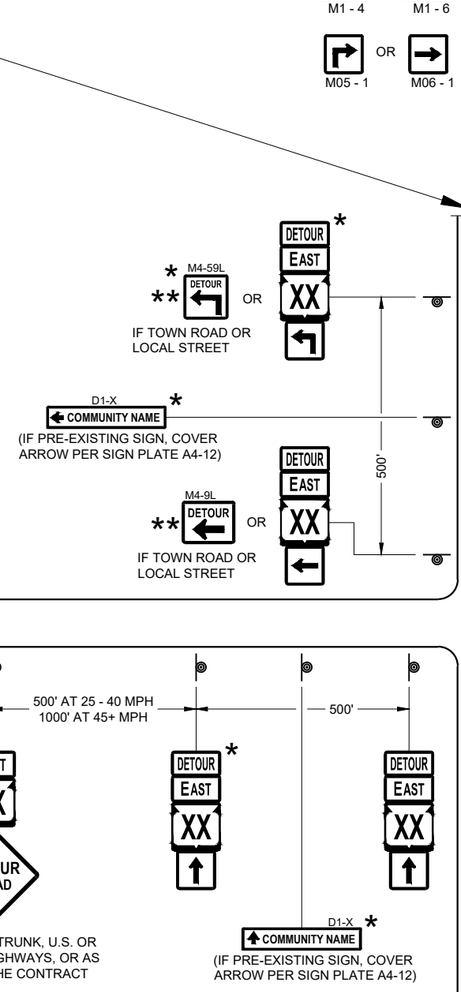
- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING 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.

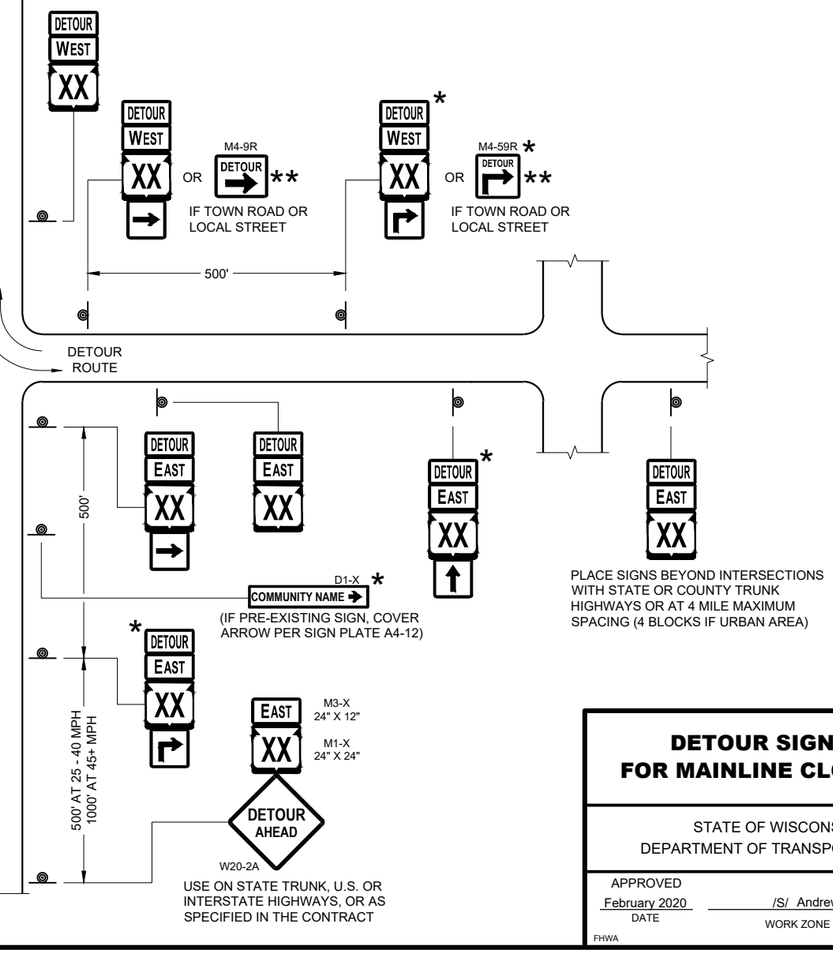
* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** 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.



MATCH POINT





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

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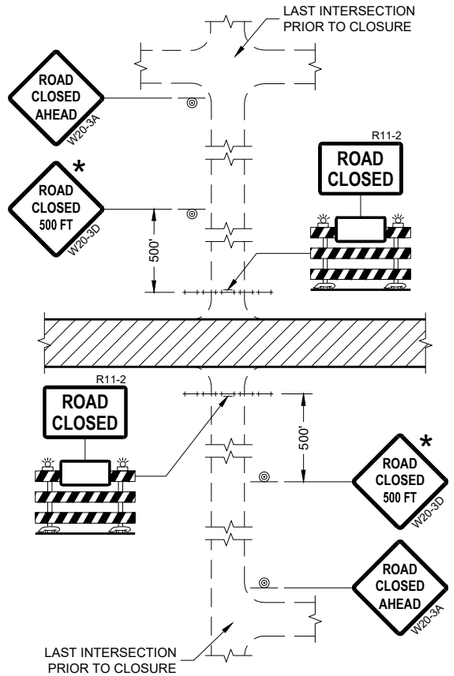
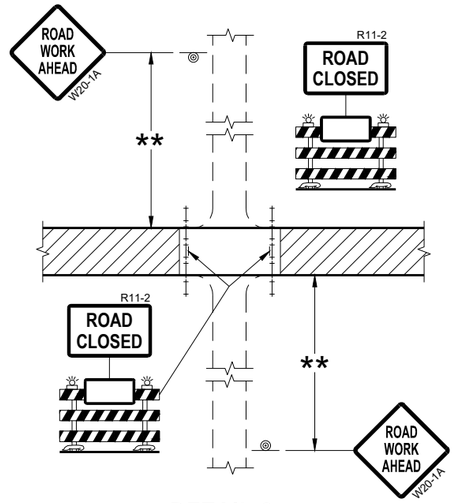
SDD 15C02 - 08c



DETAIL 1
(NO ACCESS TO PROJECT)



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

GENERAL NOTES

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

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

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

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

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

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

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

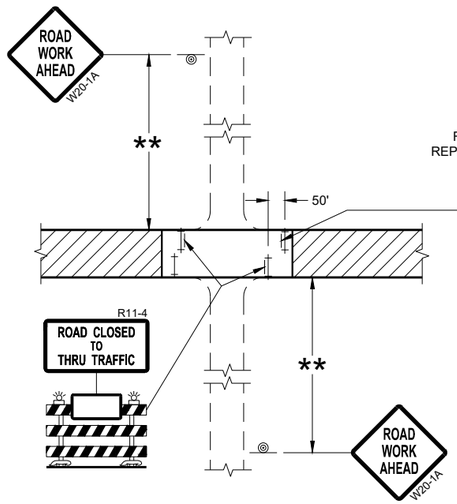
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

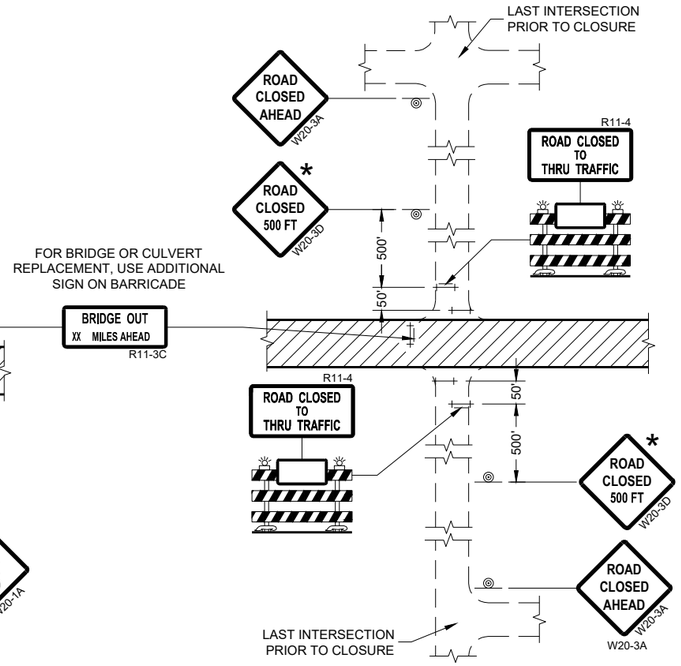
THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

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

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

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





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

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

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

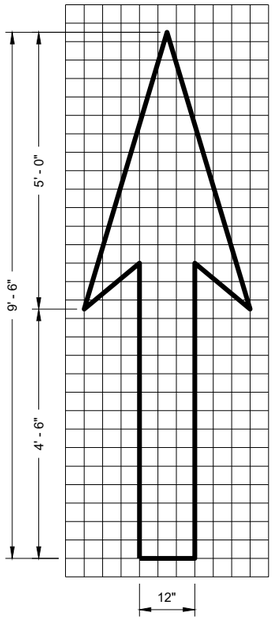
APPROVED
July 2018
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

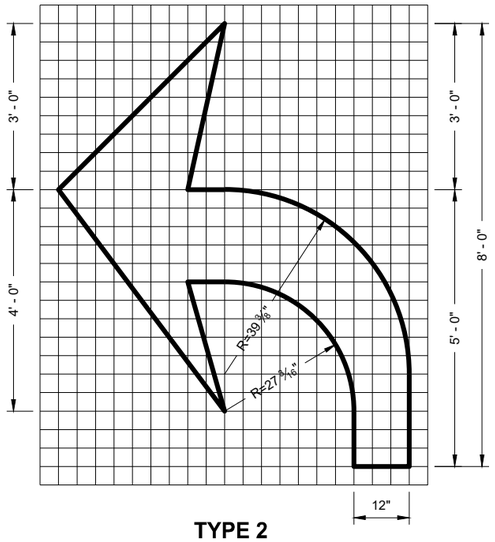
6
SDD 15C03 - 05

GENERAL NOTES

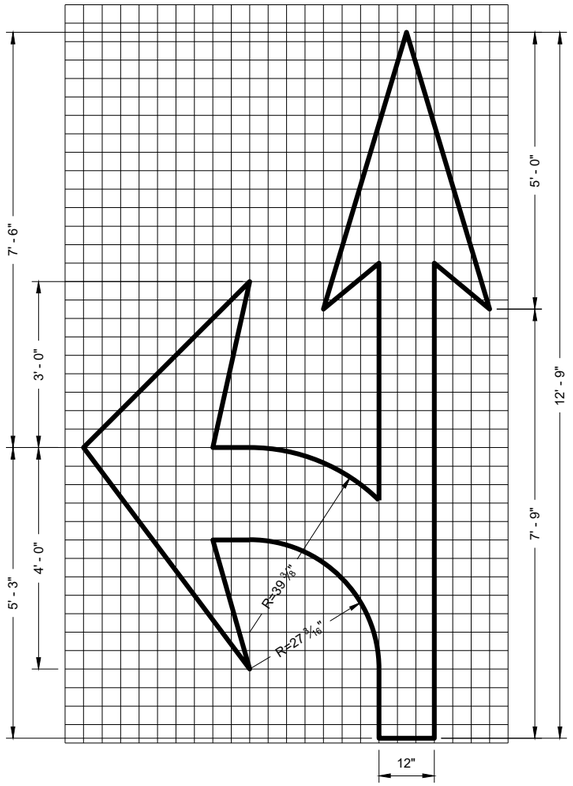
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



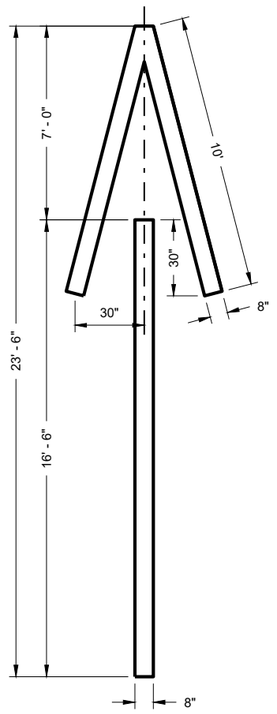
TYPE 1



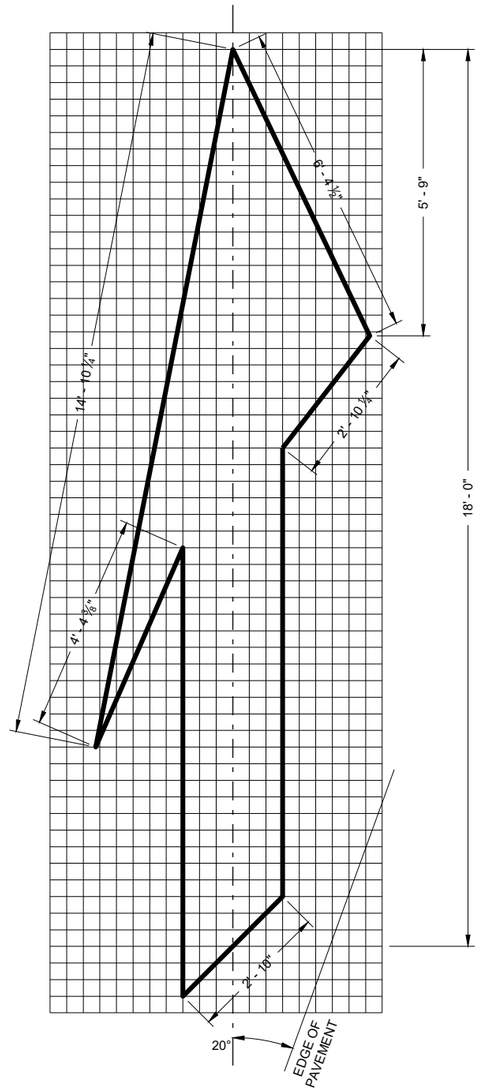
TYPE 2



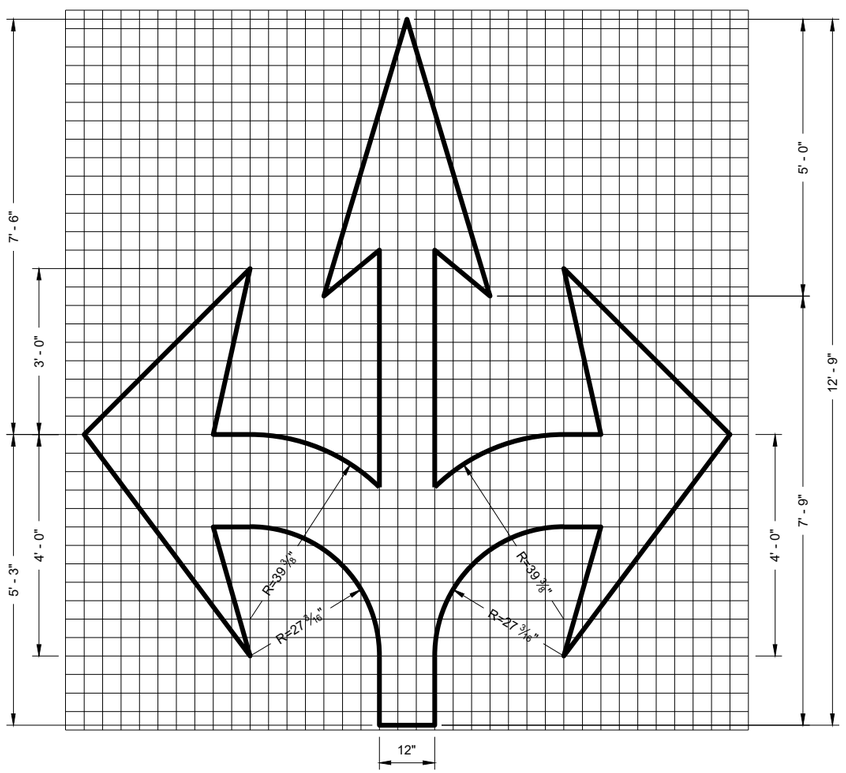
TYPE 3



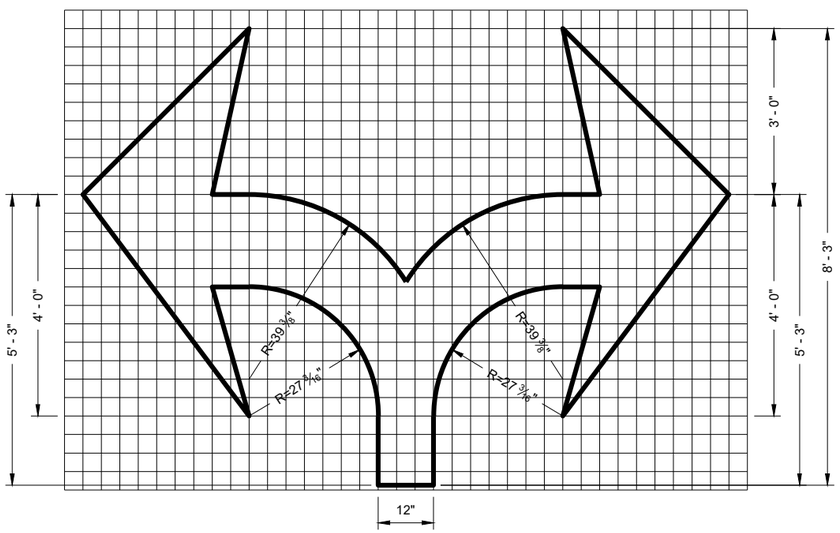
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 15C07 - 15c

6

SDD 15C07 - 15c

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

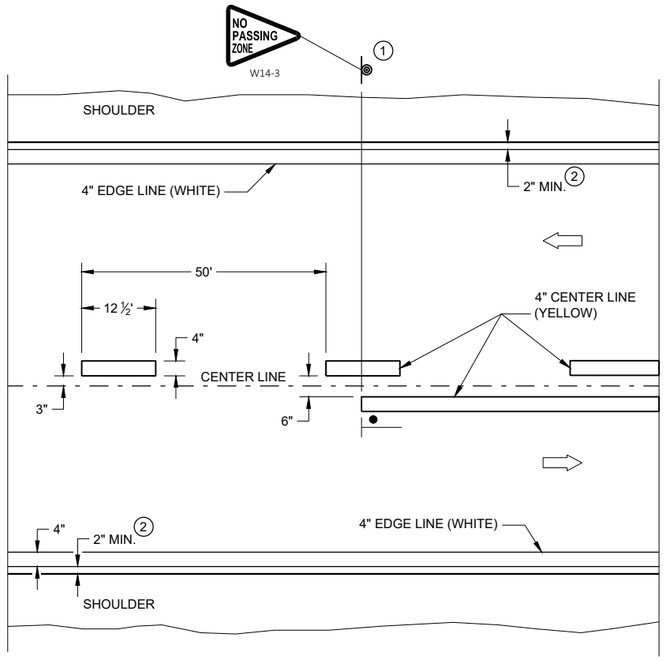
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

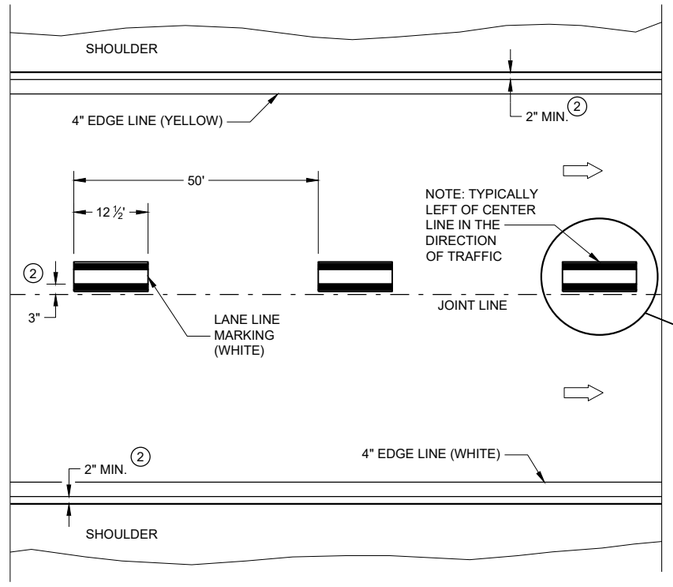
"T" MARKING

SIGN ON PERMANENT SUPPORT

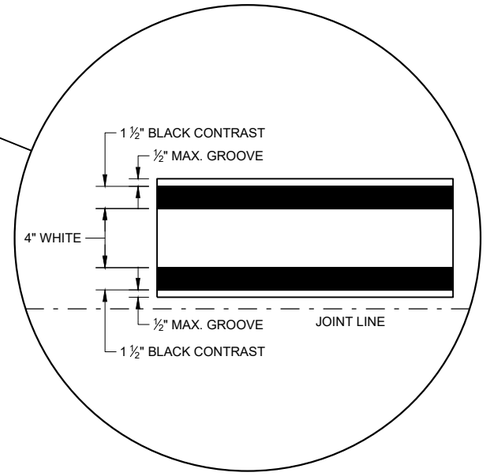
DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

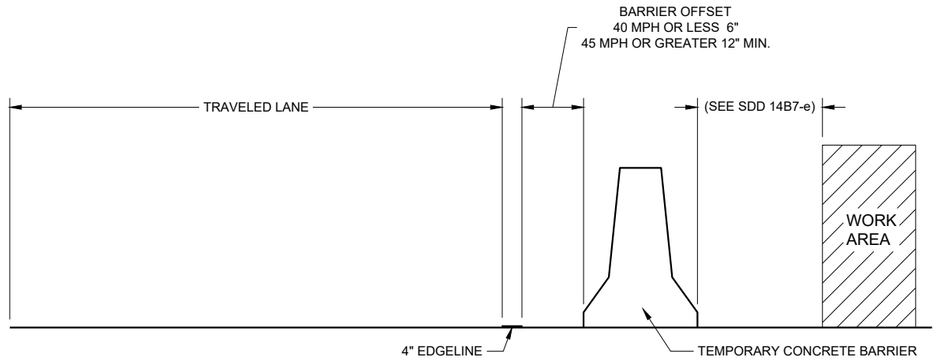
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

SDD 15C08 - 21a

SDD 15C08 - 21a



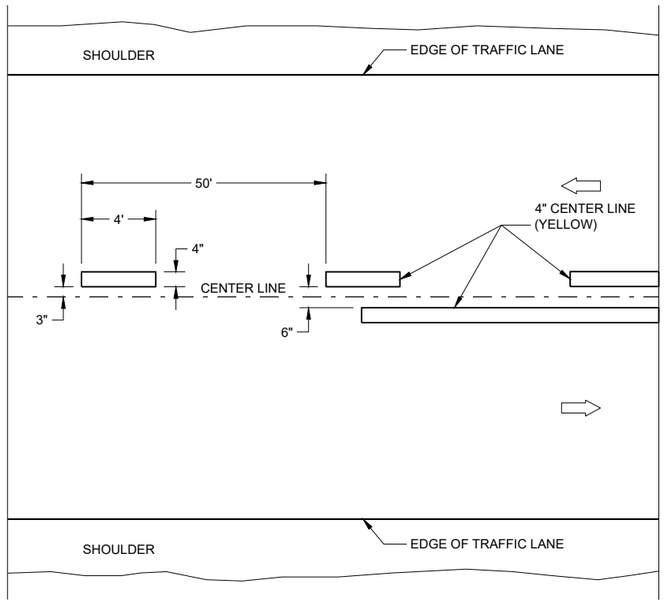
TEMPORARY BARRIER OFFSET FROM EDGELINE

GENERAL NOTES

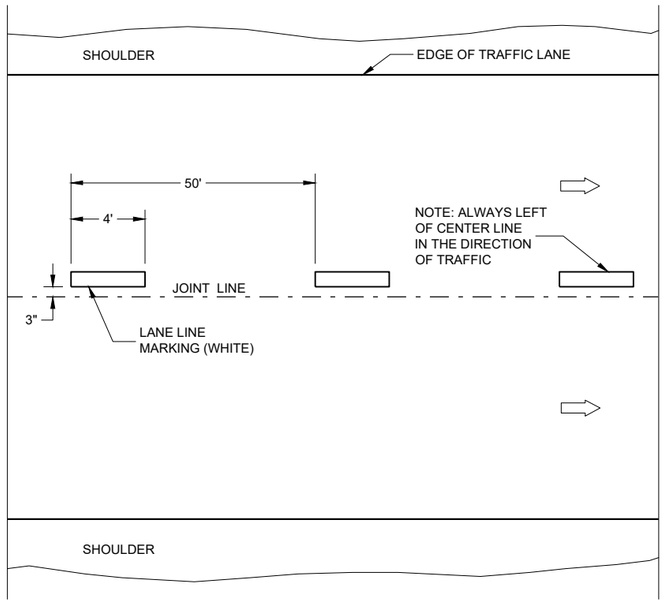
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

LEGEND

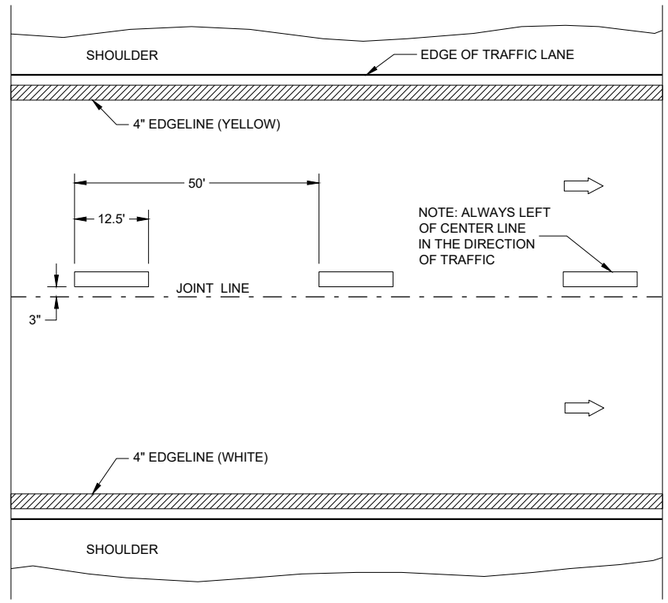
DIRECTION OF TRAFFIC



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

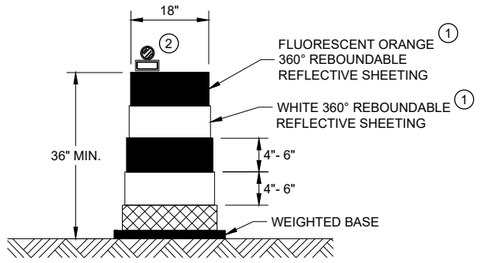
FHWA

6

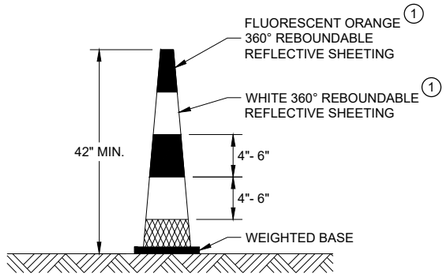
SDD 15C08 - 21b

GENERAL NOTES

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

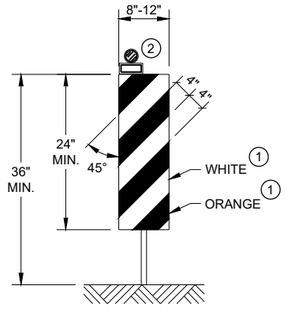


DRUM



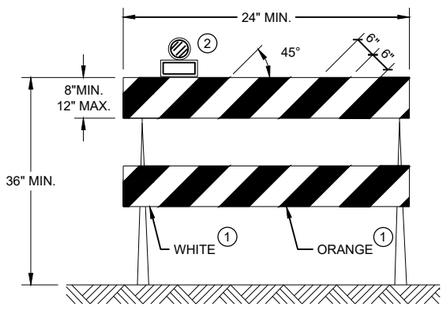
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



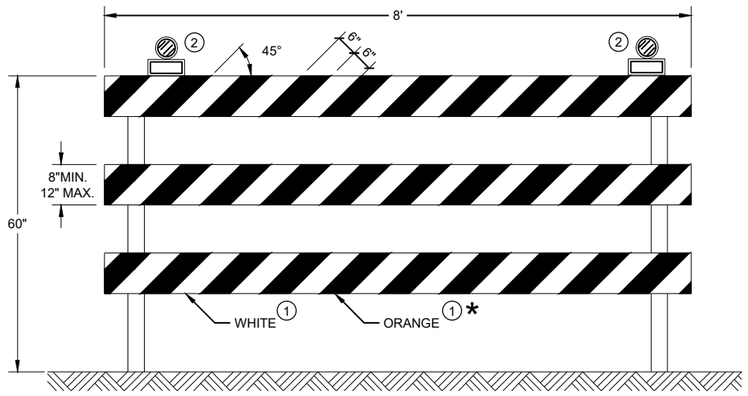
VERTICAL PANEL

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

SDD 15C11 - 09b

6

SDD 15C11 - 09b

LEGEND

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

GENERAL NOTES

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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

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

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

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

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

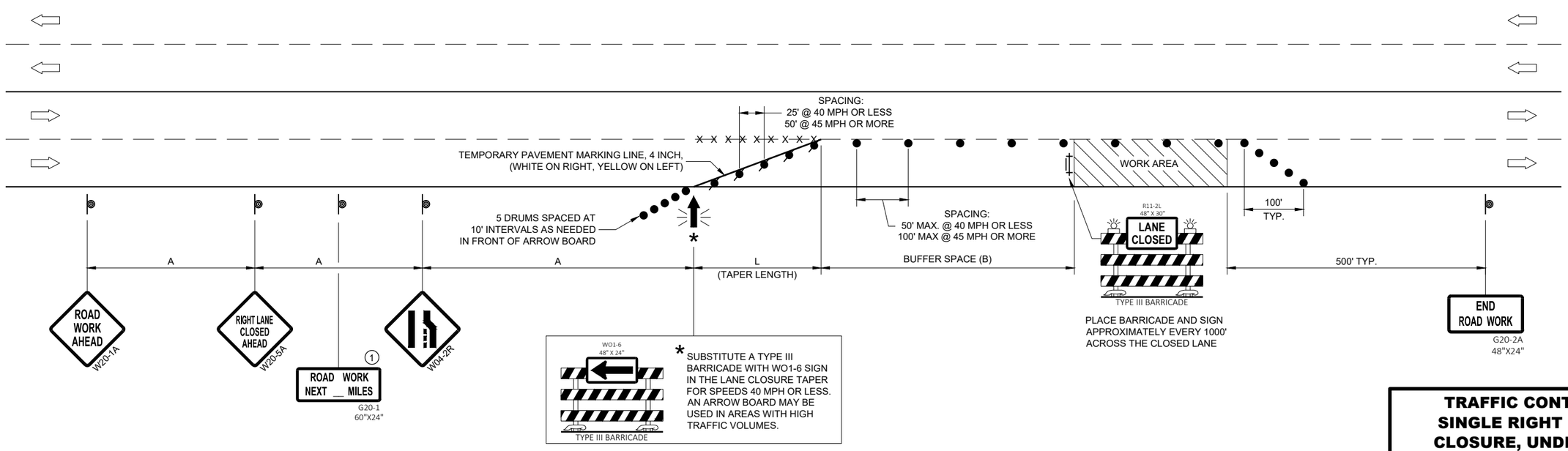
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

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

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

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'
50	500'	600'	280'
55	500'	660'	335'



TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

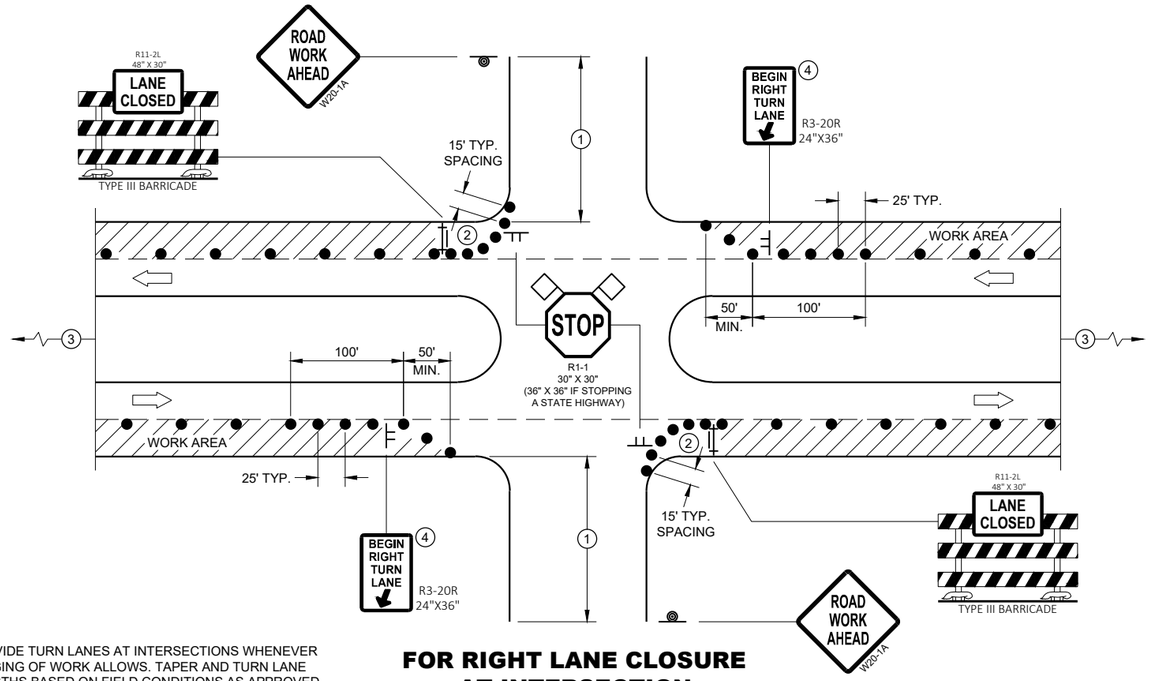
APPROVED
February 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15D20 - 06b

SDD 15D20 - 06b



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR RIGHT LANE CLOSURE AT INTERSECTION

GENERAL NOTES

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

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

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

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

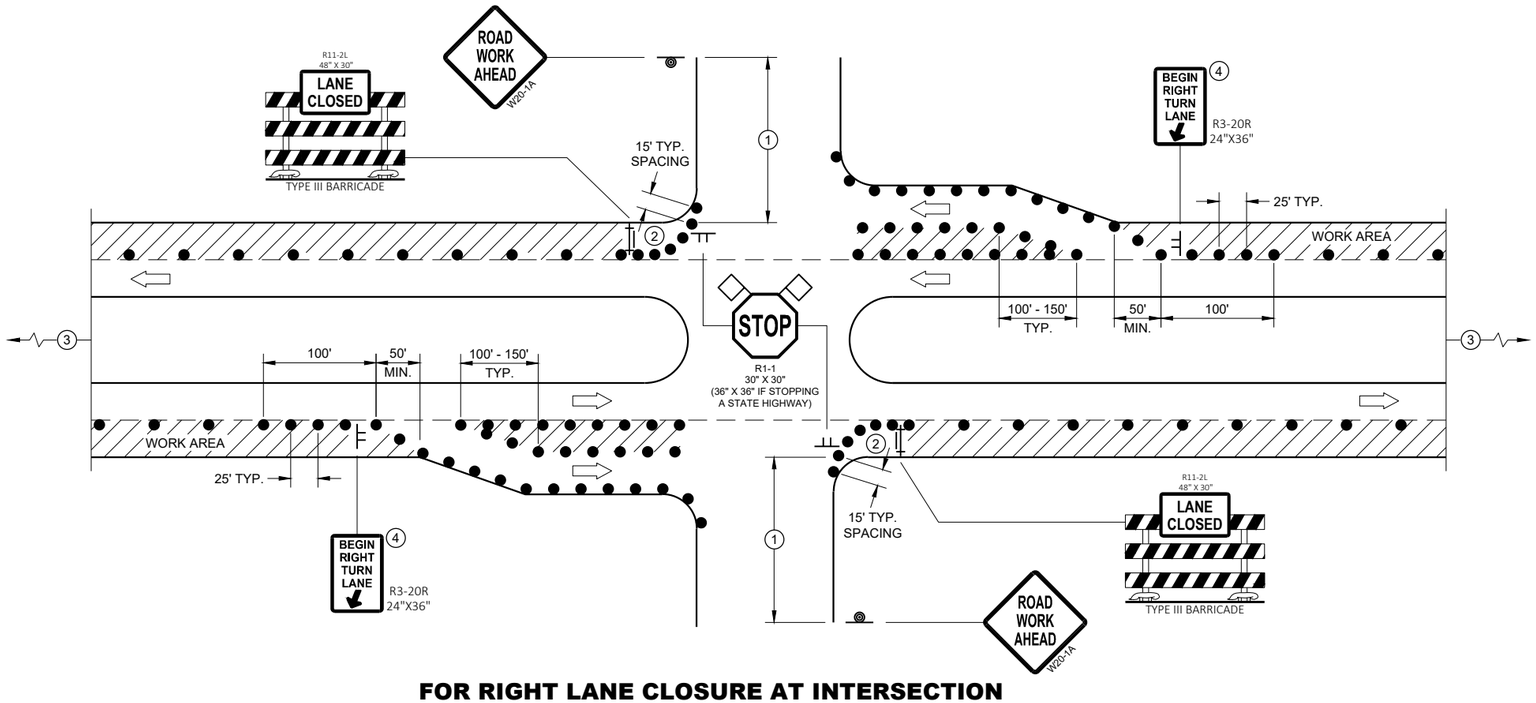
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.

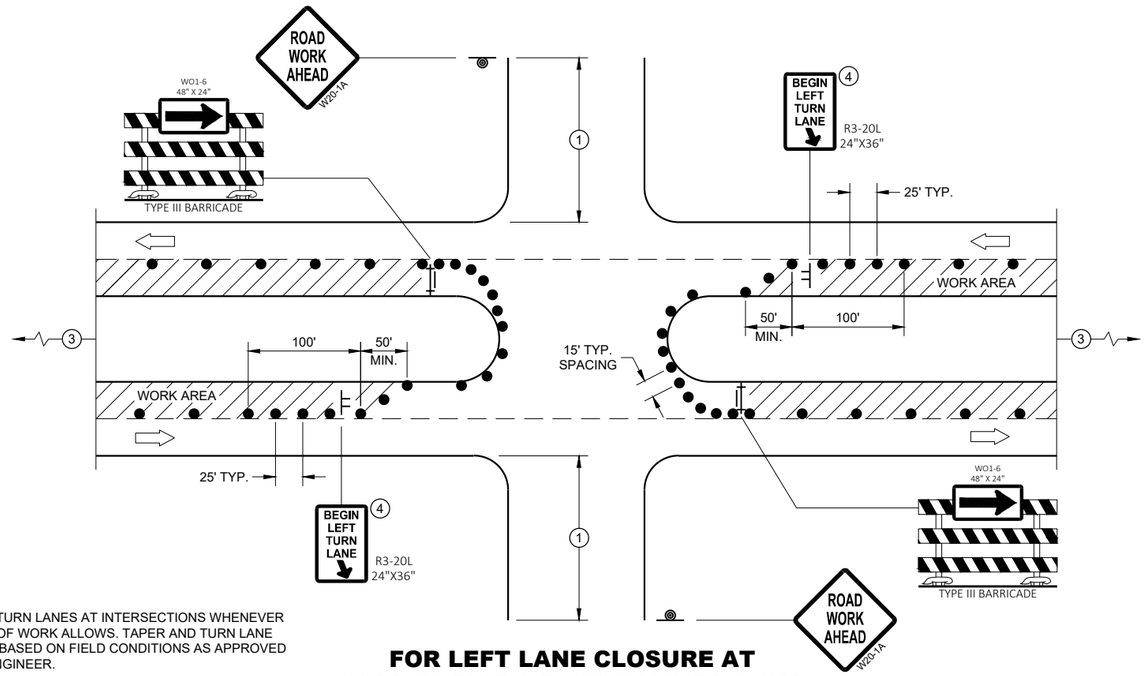


FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

GENERAL NOTES

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

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

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

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

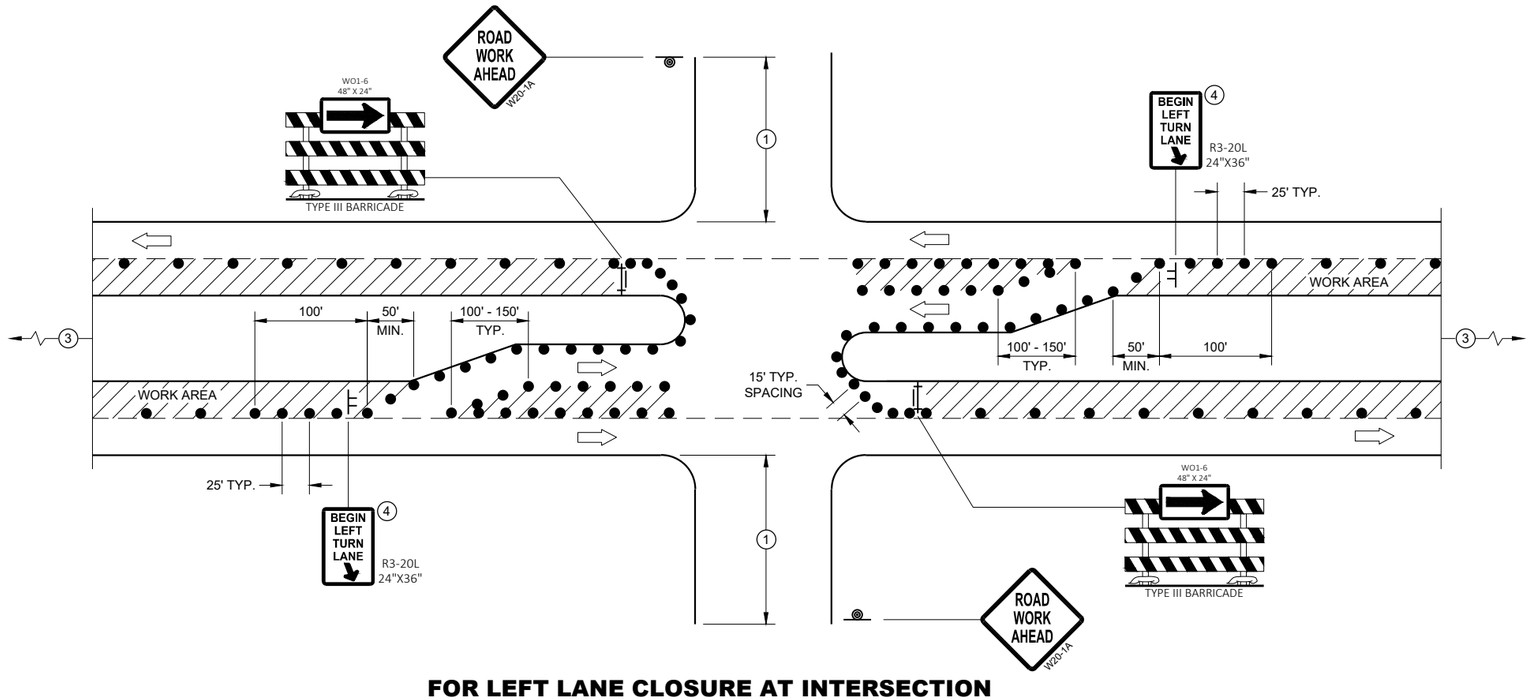
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D21 - 07b

6

SDD 15D21 - 07b

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)					
		3	4	5	6	7	8
25	200	10	14	17	21	24	28
30	200	15	20	25	30	35	40
35	350	20	27	34	40	47	54
40	350	26	35	44	53	62	70
45	500	45	59	74	89	104	119
50	500	50	66	83	99	116	132
55	500	54	73	91	109	127	145

GENERAL NOTES

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"x36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

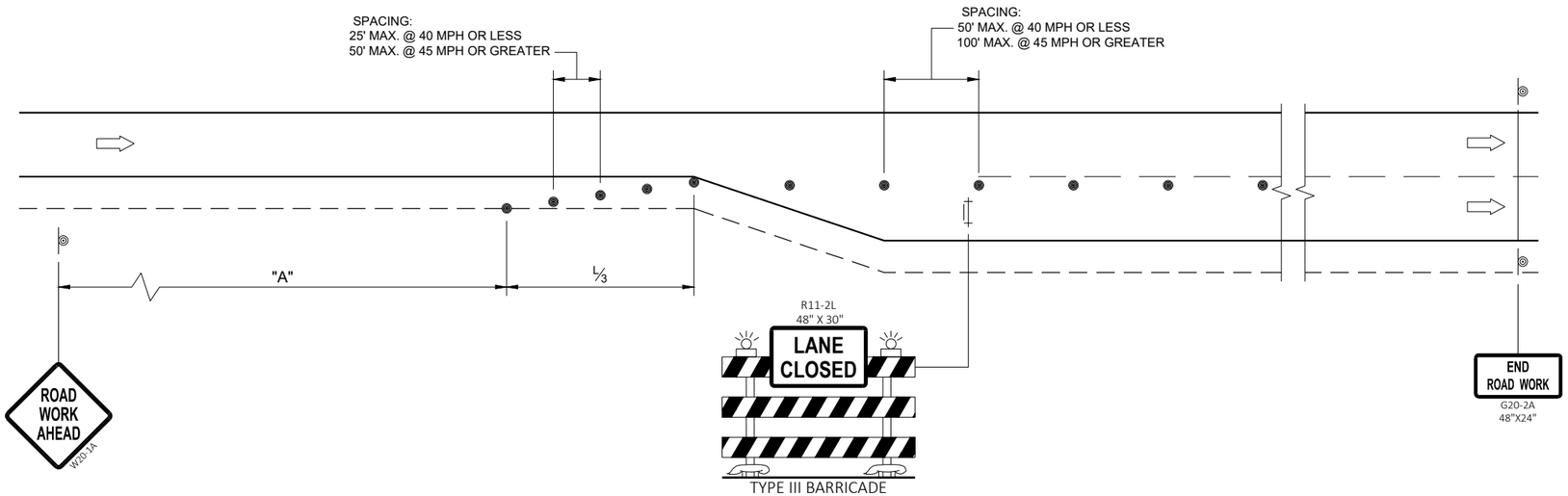
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

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

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.

W20-1 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 WORK IS LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS.



PLACE BARRICADE AND SIGN APPROXIMATELY EVERY 1000' ACROSS THE CLOSED LANE

6

6

SDD 15D50 - 02a

SDD 15D50 - 02a

TRAFFIC CONTROL
ADDED LANE CLOSURE
WITHOUT LANE SHIFT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER (L/2) FEET
25	200	60
30	200	90
35	350	120
40	350	160
45	500	270
50	500	300
55	500	330

GENERAL NOTES

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"x36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

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

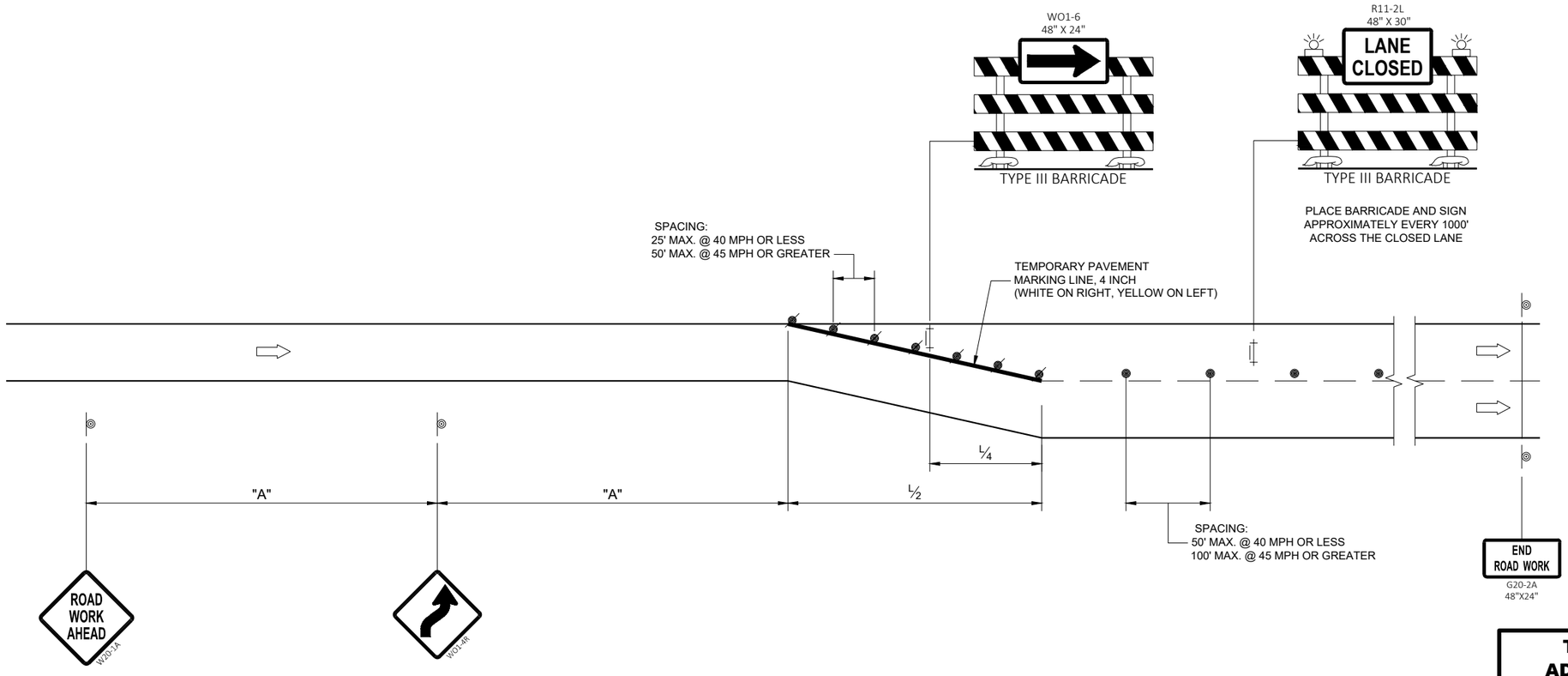
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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 SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

W20-1 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 WORK IS LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS.

PLACE TEMPORARY PAVEMENT MARKING AND PLACE TEMPORARY PAVEMENT LINE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.



TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

SDD 15D50 - 02b

6

SDD 15D50 - 02b

USH 63								
		AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		
Station Note 7	Distance	Cut Note 1, 6	Fill	Cut Note 1,6	Fill	Cut 1.00 Note 2, 6	Expanded Fill 1.30 Note 4	Mass Ordinate Note 5
999+59	0.0	81.8	0.0	0.0	0	0	0	0
999+75	16.4	76.5	0.3	48.1	0.1	48	0	48
999+97	22.0	94.5	0.3	69.7	0.2	118	0	117
1000+09	12.0	96.4	0.2	42.4	0.1	160	1	160
1000+25	16.0	105.7	0.4	59.9	0.2	220	1	219
1000+48	23.0	67.6	0.3	73.6	0.3	294	1	292

Notes: For information only. Cut and backfill required within excavation for structures limits (approx. Sta 999+59 to Sta 1000+48) is paid for as Excavation for Structures Culverts with the exception of removing concrete pavement, concrete sidewalk, and concrete curb & gutter and is shown for informaion only. See plan deatails for additional information.

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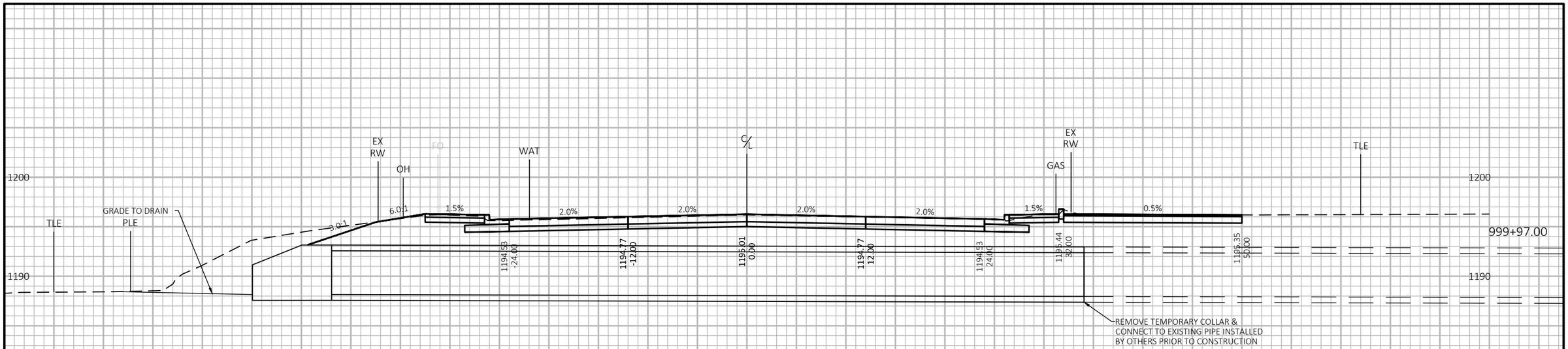

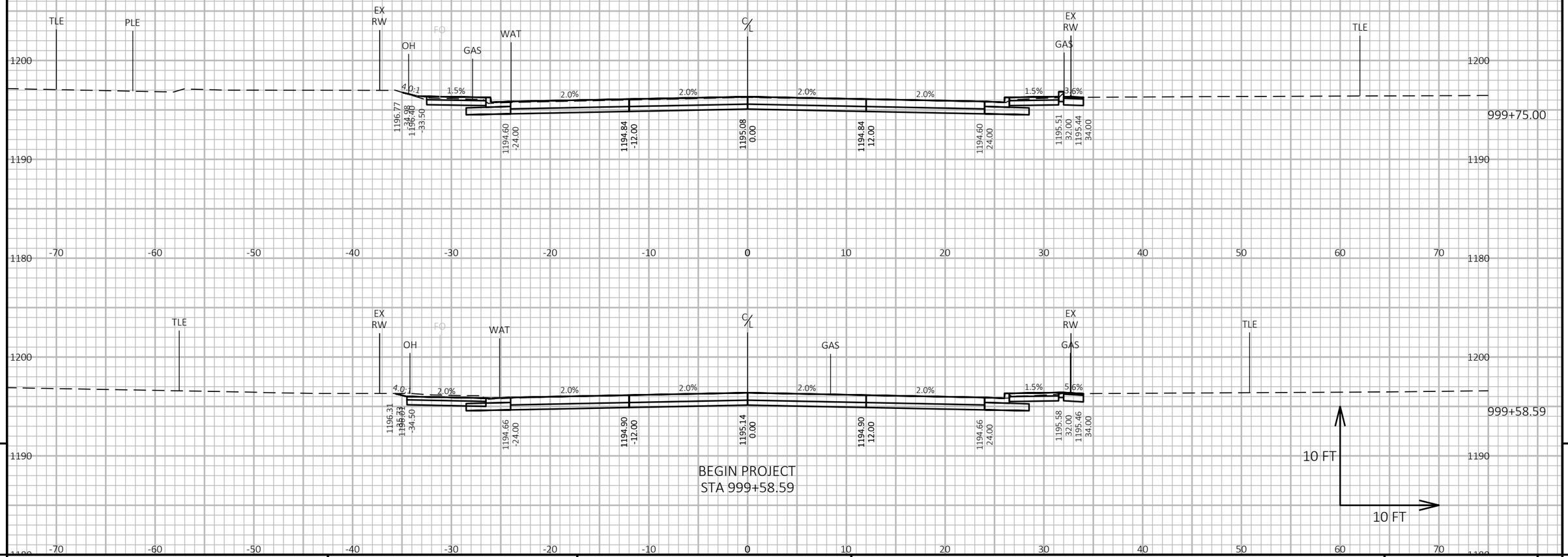

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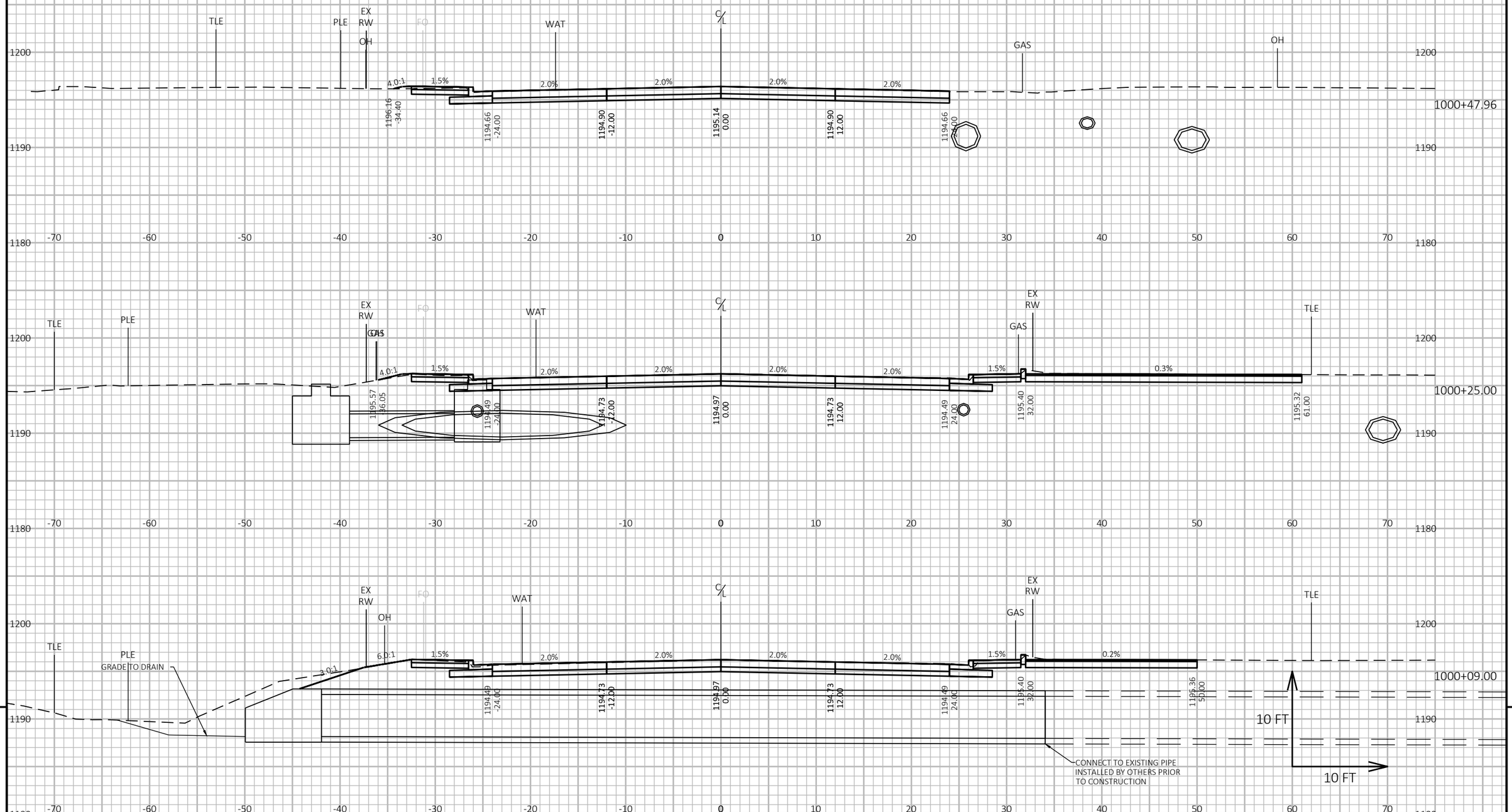
PROJECT NO: 1560-00-75	HWY: USH 63	COUNTY: SAWYER	CROSS SECTIONS	SHEET 54	E

FILE NAME : X:\UZ\W\WITNW\154087\5-FINAL-DSGN\CIVIL 3D - 15600005 - USH 63\SHEETSPLAN\090201 XS.DWG
LAYOUT NAME - 090201

PLOT DATE : 7/20/2022 2:35 PM PLOT BY : JUSTIN SHAVLIK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

END PROJECT
STA 1000+47.96



9

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PROJECT NO: 1560-00-75	HWY: USH 63	COUNTY: SAWYER	CROSS SECTIONS	SHEET 55	E

FILE NAME : X:\UZ\W\WITNW\154087\5-FINAL-DSGN\CIVIL 3D - 15600005 - USH 63\SHEETSPLAN\090201 XS.DWG
LAYOUT NAME - 090202

PLOT DATE : 7/20/2022 2:35 PM PLOT BY : JUSTIN SHAVLIK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

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through innovation and exceptional service.

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