EAU

DECEMBER 2023

PROJECT ID: 7560-05-74

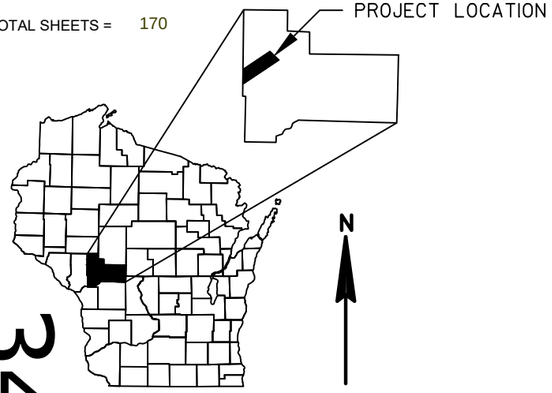
WITH: N/A

COUNTY: JACKSON

34

ORDER OF SHEETS

TOTAL SHEETS = 170



DESIGN DESIGNATION

A.A.D.T.	(2023)	=	3,960
A.A.D.T.	(2043)	=	4,470
D.H.V.	(2043)	=	225
D.D.	(%)	=	50/50
T.		=	18.40%
DESIGN SPEED		=	55 MPH (RURAL), 30 MPH (URBAN)
ESALS		=	2,050,000

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

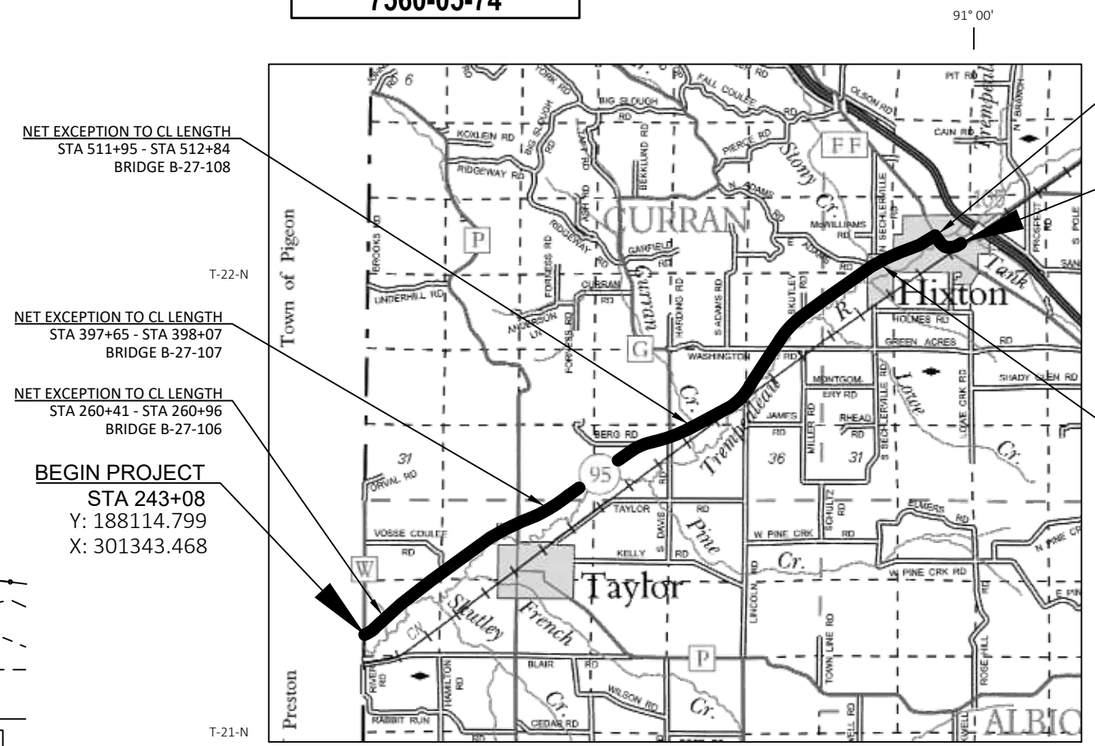
BLAIR - MERRILLAN

TREMPEALEAU/JACKSON CO LN TO IH 94

STH 95
JACKSON COUNTY

STATE PROJECT NUMBER
7560-05-74

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
7560-05-74	———	—



LAYOUT

SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = 9.642 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, JACKSON COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88(2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

ORIGINAL PLANS PREPARED BY

WSP
831 Critter Court
Suite 400
Onalaska, WI 54650
Phone: (608) 519-1455

WISCONSIN
RYAN B. McKANE
E-37669
HOLMEN WI.
PROFESSIONAL ENGINEER

Ryan B McKane

1/23/2023 (Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	KNIGHT E/A
Designer	WSP USA
Project Manager	BRETT HOLLISTER
Regional Examiner	TOU YANG
Regional Supervisor	JIM KOENIG

APPROVED FOR THE DEPARTMENT

DATE: 1/23/2023 James Koenig (Signature)

E

STANDARD ABBREVIATIONS

AC	ACRE	INL	INLET
AGG	AGGREGATE	INV	INVERT
AH	AHEAD	JCT	JUNCTION
AADT	ANNUAL AVERAGE DAILY TRAFFIC	LT	LEFT
ASPH	ASPHALTIC	L	LENGTH OF CURVE
AVG	AVERAGE	LIN FT or LF	LINEAR FOOT
BK	BACK	LS	LUMP SUM
BAD	BASE AGGREGATE DENSE	NC	NORMAL CROWN
BM	BENCH MARK	N	NORTH
BR	BRIDGE	NB	NORTHBOUND
CL or C/L	CENTER LINE	NO	NUMBER
CE	COMMERCIAL ENTRANCE	PT	POINT
CONC	CONCRETE	PC	POINT OF CURVATURE
CO	COUNTY	PI	POINT OF INTERSECTION
CTH	COUNTY TRUNK HIGHWAY	PT	POINT OF TANGENCY
CR	CREEK	PCC	PORTLAND CEMENT CONCRETE
CABC	CRUSHED AGGREGATE BASE COURSE	LB	POUND
CSD	COMMUNITY SENSITIVE DESIGN	PE	PRIVATE ENTRANCE
CY or CUYD	CUBIC YARD	R	RADIUS
CULV	CULVERT	RL or R/L	REFERENCE LINE
CP	CULVERT PIPE	RT	RIGHT
C & G	CURB AND GUTTER	R/W	RIGHT-OF-WAY
D	DEGREE OF CURVE	RD	ROAD
DIA	DIAMETER	SHLDR	SHOULDER
DISCH	DISCHARGE	SB	SOUTHBOUND
E	EAST	SF or SQ FT	SQUARE FEET
EB	EASTBOUND	SY or SQ YD	SQUARE YARD
EL or ELEV	ELEVATION	SDD	STANDARD DETAIL DRAWINGS
EW	ENDWALL	STH	STATE TRUNK HIGHWAYS
ENT	ENTRANCE	SE	SUPERELEVATION
EXC	EXCAVATION	T	TANGENT
EX	EXISTING	TEMP	TEMPORARY
FERT	FERTILIZER	TWLTL	TWO-WAY LEFT-TURN LANE
FE	FIELD ENTRANCE	UG	UNDERGROUND
FL or F/L	FLOW LINE	USH	UNITED STATES HIGHWAY
FT	FOOT	V	VELOCITY OR DESIGN SPEED
HE	HIGHWAY EASEMENT	VC	VERTICAL CURVE
HMA	HOT MIX ASPHALT	WB	WESTBOUND
CWT	HUNDREDWEIGHT	YD	YARD

GENERAL NOTES

- NO TREES OR SHRUBS SHALL BE REMOVED UNLESS SUCH TREES OR SHRUBS HAVE BEEN DESGINATED FOR REMOVAL BY THE ENGINEER.
- DISTURBED AREAS WITHIN THE RIGHT OF WAY ARE TO BE SALVAGED TOPSOILED, FERTILIZED, SEEDED, AND MULCHED AS DIRECTED BY THE ENGINEER.
- MATCH EXISTING DRIVEWAYS WITH IN-KIND MATERIALS.
- PAVING LIMITS ARE TO BE DETERMINED BY THE ENGINEER.
- TYPICAL SECTIONS SHOW THE GENERAL FEATURES THROUGHOUT THE PROJECT. PAVEMENT SLOPES, TERRACE SLOPES, ETC., MAY VARY WITHIN THE LIMITS OF THE SECTION.
- WHEN PORTIONS OF EXISTING ASPHALTIC SURFACES ARE TO BE REMOVED TO ACCOMMODATE NEW CONSTRUCTION, THE LINE OF SUCH REMOVAL SHALL BE NEATLY DELINEATED WITH A SAW CUT JOINT THROUGH THE ASPHALTIC SURFACE SO THAT REMOVAL OF THE ASPHALT SHALL BE ACCOMPLISHED WITHOUT DAMAGE TO REMAINING PORTIONS. THE LOCATION OF SAW JOINTS AND THE AMOUNT REMOVED AT SIDE ROADS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- CROSS SLOPES AS SHOWN ON THE TYPICAL SECTION WILL VARY AT THE INTERSECTIONS.
- THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLAN ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
- HMA PAVEMENT TO BE PLACED IN 1.5-INCH LOWER LIFT AND 1.75-INCH UPPER LIFT.
- APPLY TACK COAT AT A RATE OF 0.07 GAL/SY TO MILLED SURFACES AND 0.05 GAL/SY BETWEEN LAYERS OF HMA PAVEMENT.
- SURFACE WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/IN.
- WHEN THE QUANTITIY OF BASE AGGREGATE IS MEASURED FOR PAVEMENT BY THE TON OR CUBIC YARD, 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.
- EXISTING RIGHT OF WAY DEPICTED ON THE PLANS ARE BASED OFF OF PREVIOUS AS BUILTS. IF CONFLICTS ARE ANTICIPATED, THE CONTRACTOR SHALL FIELD VERIFY EXACT LIMITS AND NOTIFY THE ENGINEER.

ORDER OF TYPICAL SECTION & DETAIL SHEETS

1. PROJECT OVERVIEW
2. TYPICAL SECTIONS
3. CONSTRUCTION DETAILS
4. CURB RAMP DETAILS
5. ALIGNMENT DETAIL & TIES

UTILITY CONTACTS

AT&T LEGACY - COMMUNICATION LINE
KENNETH NINE
110 N MAIN ST
CULVER, IN 46511
(574) 904-6336
KNINE@JMCEAINC.COM

BRIGHTSPEED - COMMUNICATION LINE
BRIAN STELPLUGH
333 NORTH FRONT STREET
LA CROSSE, WI 54601
(608) 796-5142
BRIAN.STELPLUGH@BRIGHTSPEED.COM

DAIRYLAND POWER COOPERATIVE - ELECTRICITY
MICHAEL LYDON
P.O. BOX 817
LA CROSSE, WI 54602-0817
(608) 787-1381
MICHAEL.LYDON@DAIRYLANDPOWER.COM

HIXTON WASTEWATER TREATMENT FACILITY - SEWER
JIM SIMONSON
145 E MAIN ST
P.O. BOX 127
HIXTON, WI 54635
(715) 963-3732
JIMSIMONSON@TCC.COOP

JACKSON ELECTRIC COOPERATIVE - ELECTRICITY
ERIC STEIEN
N6868 CO HWY F
P.O. BOX 546
BLACK RIVER FALLS, WI 54615
(715) 284-5385
ESTEIEN@JACKELEC.COM

NORTHERN NATURAL GAS COMPANY - GAS/PETROLEUM
JASON GOODWIN
4685 212TH STREET W
FARMINGTON, MN 55024
(612) 456-1711
JASON.GOODWIN@NNGCO.COM

RIVERLAND ENERGY COOPERATIVE - ELECTRICITY
TIM HOLTAN
N28988 STATE ROAD 93
ARCADIA WI 54612-0277
(608) 323-3381
THOLTAN@RIVERLANDENERGY.COM

TRI-COUNTY COMMUNICATIONS COOPERATIVE - COMMUNICATION LINE
JAY KONSELA
417 5TH AVE N
P.O. BOX 578
STRUM, WI 54770
(715) 695-2691
JKONSELA@TCCPRO.NET

VILLAGE OF HIXTON - WATER
JIM SIMONSON
145 E MAIN ST
P.O. BOX 127
HIXTON, WI 54635
(715) 963-3732
JIMSIMONSON@TCC.COOP

WE ENERGIES - GAS/PETROLEUM
TRAVIS KAHL
1921 8TH STREET SO
WISCONSIN RAPIDS, WI 54494
(715) 421-7256
TRAVIS.KAHL@WECENERGYGROUP.COM

XCEL ENERGY - ELECTRICITY
JORDAN JANDT
3215 COMMERCE ST
LA CROSSE, WI 54603
(608) 789-3629
JORDAN.R.JANDT@XCELENERGY.COM

JIMSIMONSON@TCC.COOP

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

WISDOT UTILITIES

WISDOT - COMMUNICATION LINE
JOHN MITTELSTADT
433 W. ST. PAUL AVE.
STE. 300
MILWAUKEE, WI 53203-3007
(608) 205-7859
JOHN.MITTELSTADT@DOT.WI.GOV

PROJECT CONTACTS

WISDOT PROJECT MANAGER
DANIEL RAMBO, PE
718 W CLAIREMONT AVE
EAU CLAIRE, WI 54701
(715) 514-7255
DANIEL.RAMBO@DOT.WI.US

DESIGN CONTACT
WSP USA
RYAN MCKANE, PE
831 CRITTER COURT, SUITE 400
ONALASKA, WI 54650
(608) 385-5307
RYAN.MCKANE@WSP.COM

WDNR: JACKSON COUNTY
BRAD BETTHAUSER
910 HIGHWAY 54 EAST
BLACK RIVER FALLS, WI 54615
(715) 213-9064
BRADLEY.BETTHAUSER@WISCONSIN.GOV

RUNOFF COEFFICIENT TABLE

A	HYDROLOGIC SOIL GROUP											
	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 = 8.70 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 6.38 ACRES

PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	GEN NOTES, STAND ABBR, & CONTACTS	SHEET	E

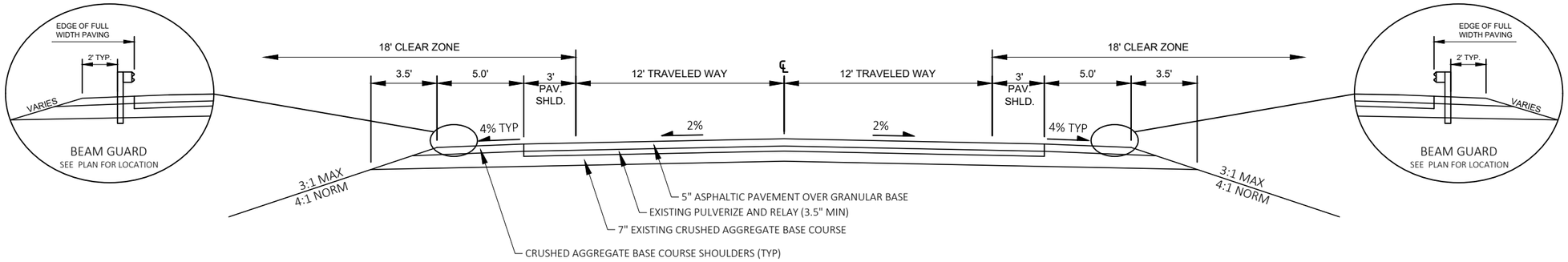
FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

2

PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	PROJECT OVERVIEW	SHEET 4	E

FILE NAME : W:\7545_03\CAD\! 7560-05-04\SHEETSPLAN\020201_PO - COPY.DWG
LAYOUT NAME - 1
PLOT DATE : 1/5/2023 8:14 AM
PLOT BY : PASCH, TRENTON
PLOT NAME :
PLOT SCALE : 1 IN:2000 FT
WISDOT/CADDS SHEET 42

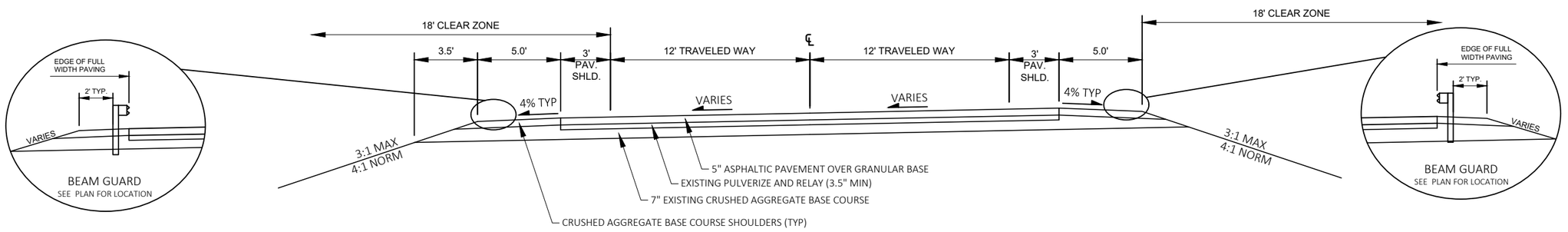
2



TYPICAL EXISTING SECTION - STH 95

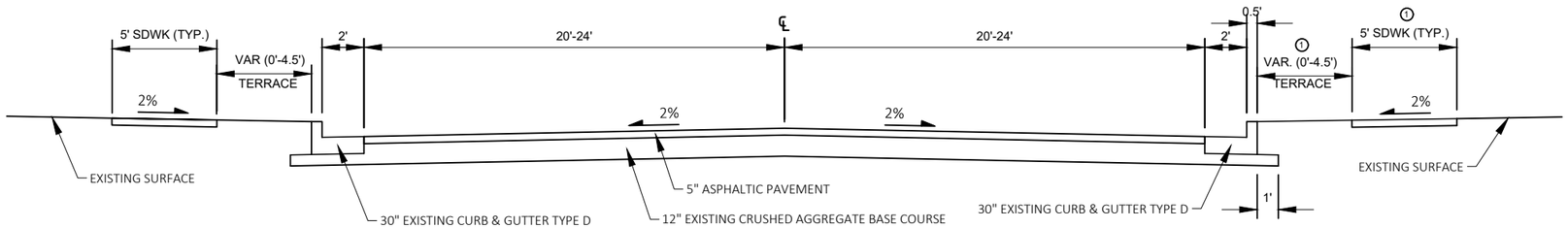
STA. 241+16 - STA. 711+00

NOTE: EXCEPT AT THE FOLLOWING STATIONS



TYPICAL EXISTING SECTION - STH 95

STA. 241+30 - STA. 249+64
STA. 281+88 - STA. 292+19
STA. 344+82 - STA. 371+73
STA. 388+11 - STA. 400+22
STA. 469+18 - STA. 479+12
STA. 492+99 - STA. 509+28
STA. 542+07 - STA. 558+48
STA. 605+86 - STA. 612+54
STA. 622+67 - STA. 630+55
STA. 683+84 - STA. 688+39
STA. 692+25 - STA. 696+27

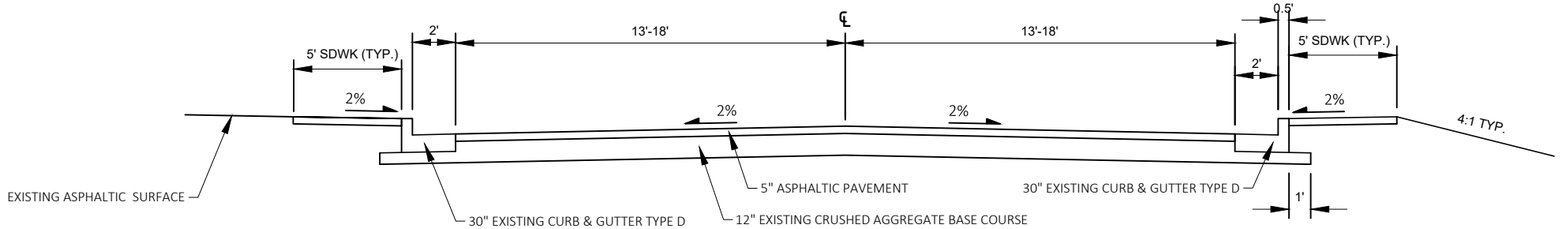


TYPICAL EXISTING SECTION - STH 95

STA. 711+00 - STA. 734+10.73

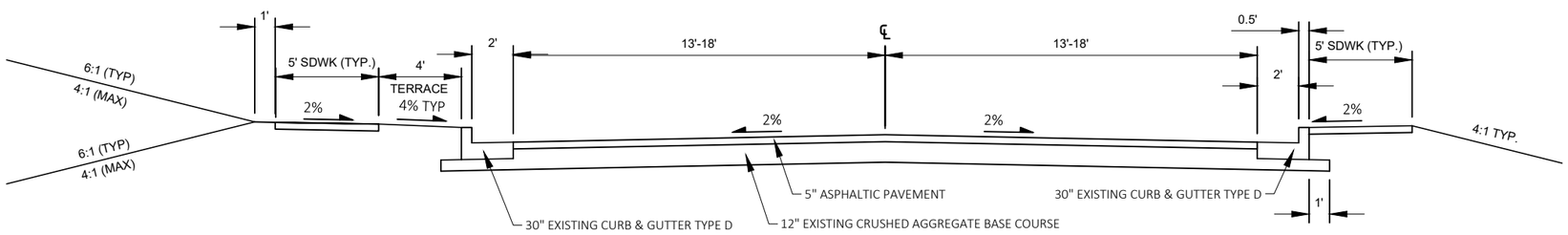
NOTES:

1 SEE PLAN & PROFILE FOR WIDTHS AND TAPERS



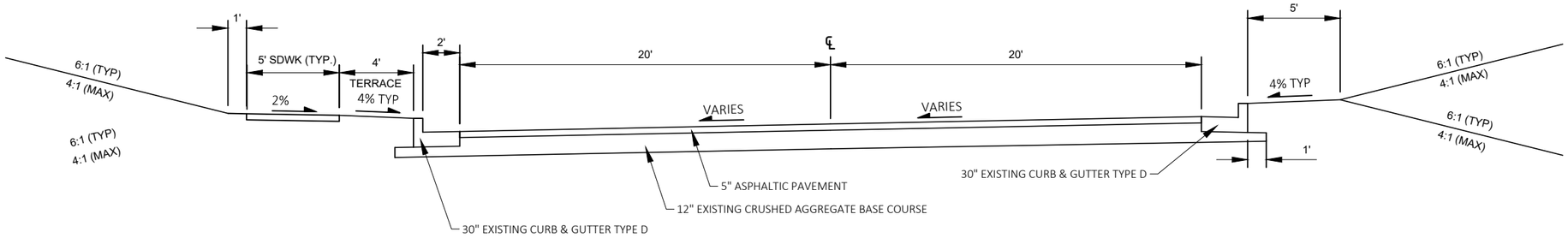
TYPICAL EXISTING SECTION - STH 95

STA. 734+10.73 - STA. 735+69.35



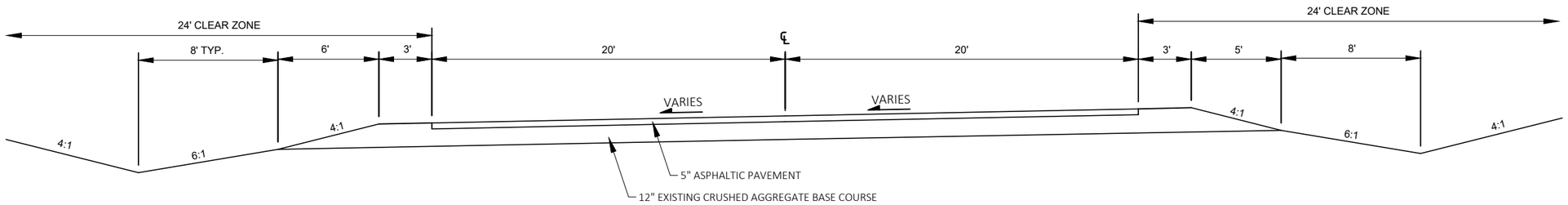
TYPICAL EXISTING SECTION - STH 95

STA. 737+99.44 - STA. 739+16.38



TYPICAL EXISTING SECTION - STH 95

STA. 739+16.38 - STA. 748+74.90



TYPICAL EXISTING SECTION - STH 95

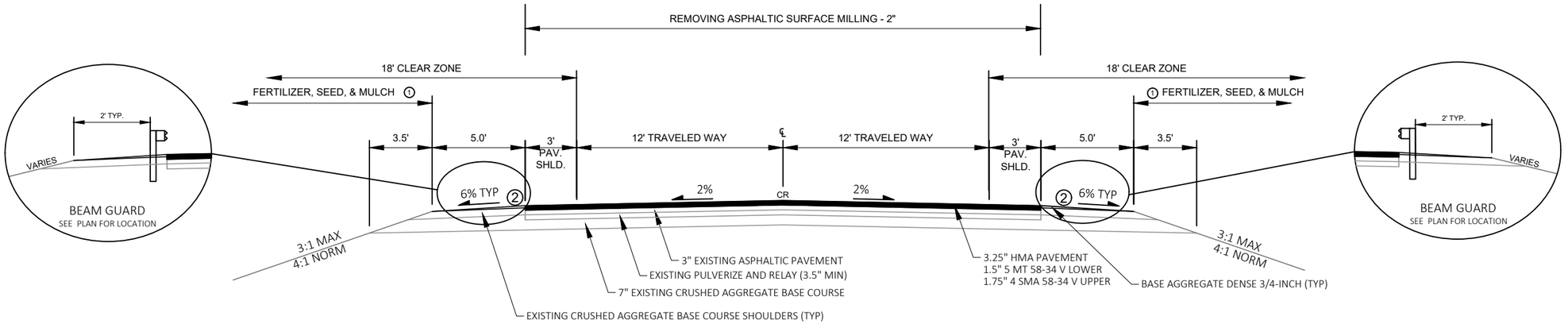
STA. 748+74.90 - STA. 756+52

PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	TYPICAL SECTIONS	SHEET 7	E

FILE NAME : W:\7545_03\CAD\! 7560-05-04\SHEETSPLAN\020301_TS.DWG
LAYOUT NAME - 3

PLOT DATE : 1/5/2023 10:37 AM PLOT BY : PASCH, TRENTON PLOT NAME : PLOT SCALE : ##########

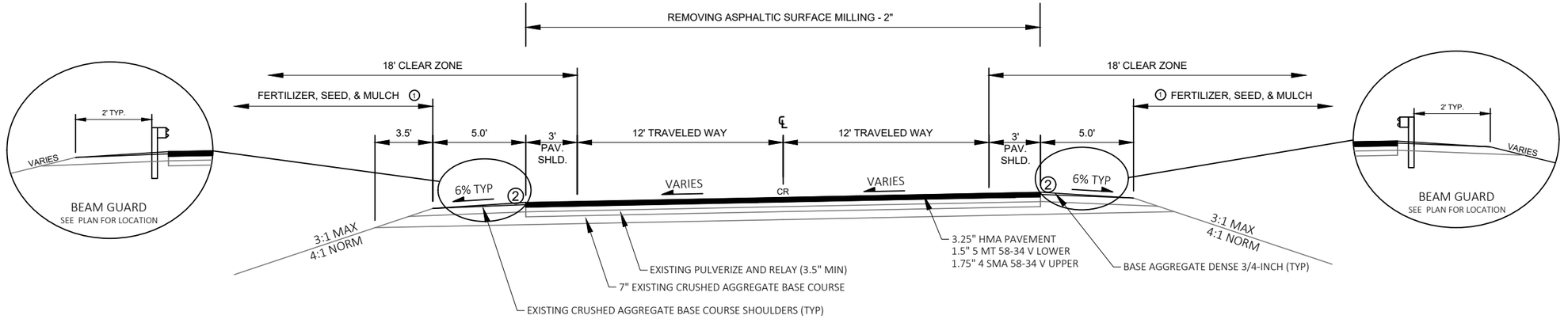
WISDOT/CADDS SHEET 42



TYPICAL PROPOSED SECTION - STH 95

STA. 241+16 - STA. 711+00

NOTE: EXCEPT AT THE FOLLOWING STATIONS



TYPICAL PROPOSED SECTION - STH 95

STA. 241+30 - STA. 249+64
STA. 281+88 - STA. 292+19
STA. 344+82 - STA. 371+73
STA. 388+11 - STA. 400+22
STA. 469+18 - STA. 479+12
STA. 492+99 - STA. 509+28
STA. 542+07 - STA. 558+48
STA. 605+86 - STA. 612+54
STA. 622+67 - STA. 630+55
STA. 683+84 - STA. 688+39
STA. 692+25 - STA. 696+27

NOTES:

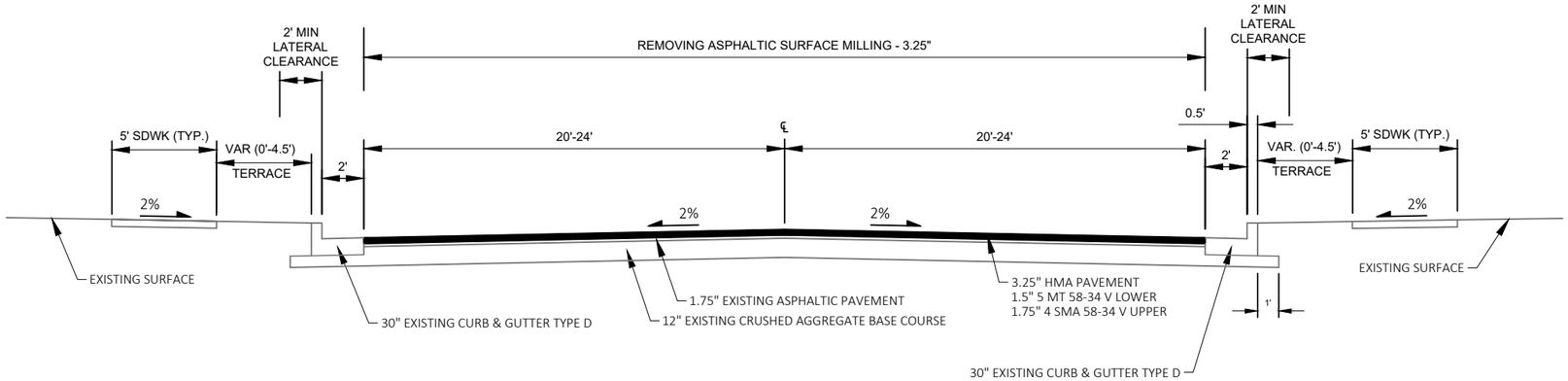
CR = CENTERLINE RUMBLE STRIPS

SEE PLAN SHEETS FOR SUPERELEVATION LOCATIONS

① RESTORATION ITEMS TO EXTEND 5-FT BEYOND DAYLIGHT OF SLOPE

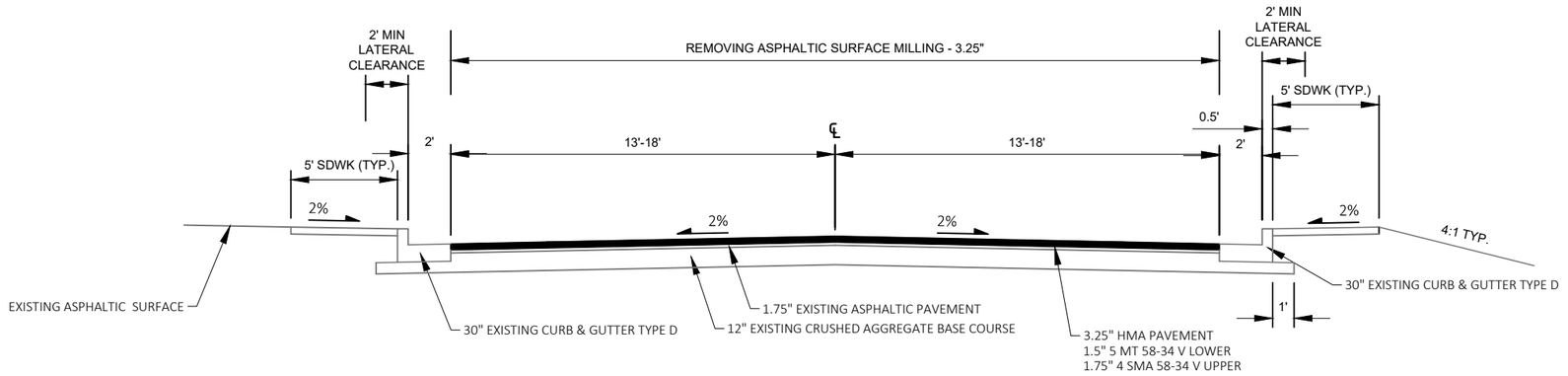
② ROUND SHOULDERS TO MATCH EXISTING SLOPES

PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	TYPICAL SECTIONS	SHEET 8	E



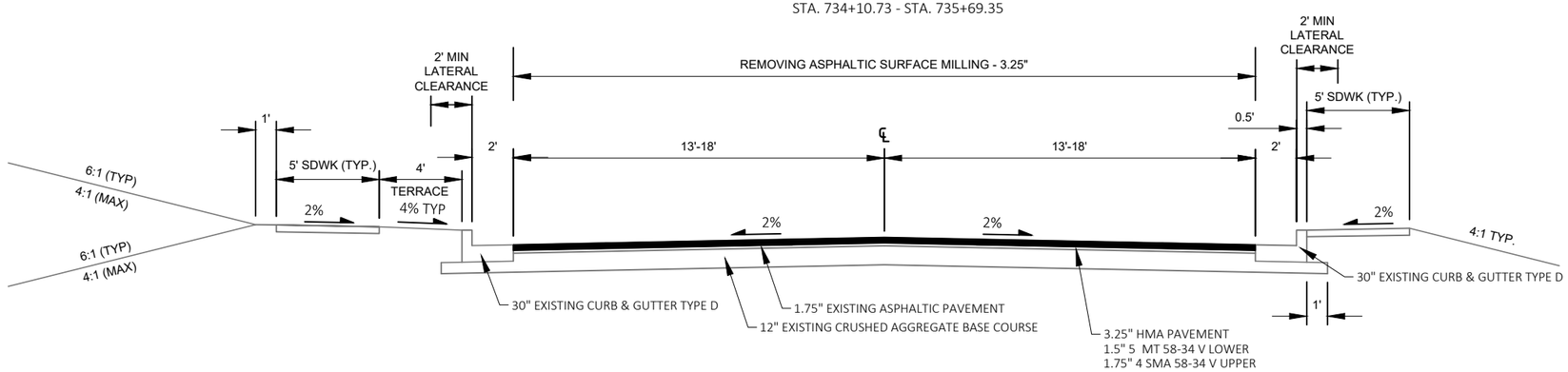
TYPICAL PROPOSED SECTION - STH 95

STA. 711+00 - STA. 734+10.73



TYPICAL PROPOSED SECTION - STH 95

STA. 734+10.73 - STA. 735+69.35

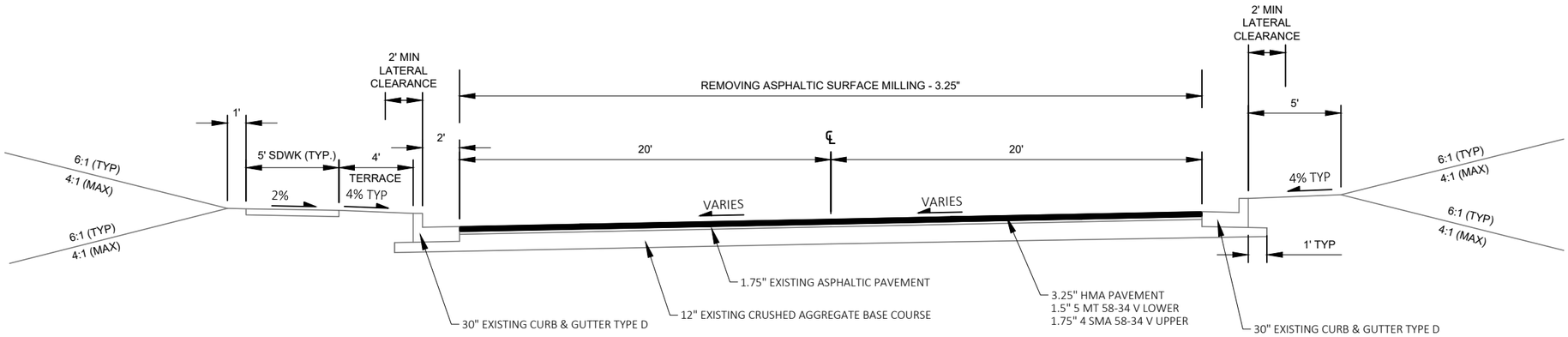


TYPICAL PROPOSED SECTION - STH 95

STA. 737+99.44 - STA. 739+16.38

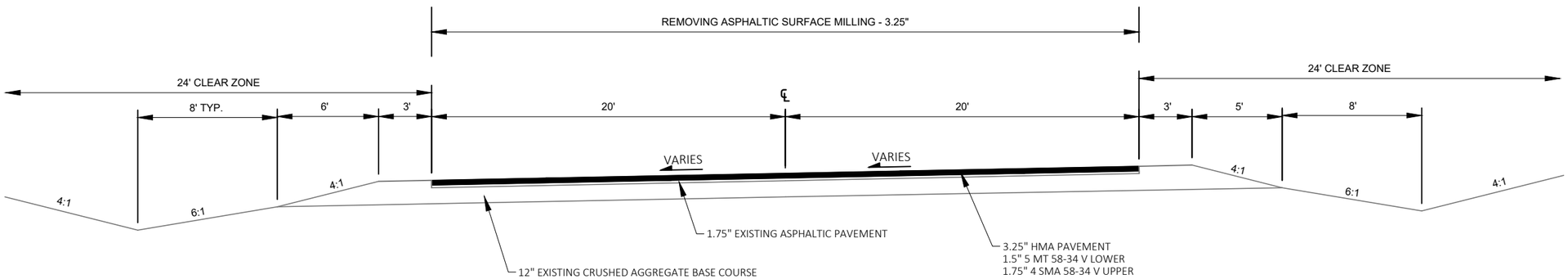
PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	TYPICAL SECTIONS	SHEET 9	E

2



TYPICAL PROPOSED SECTION - STH 95

STA. 739+16.38 - STA. 748+74.90



TYPICAL PROPOSED SECTION - STH 95

STA. 748+74.90 - STA. 756+52

PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	TYPICAL SECTIONS	SHEET 10	E

2

NOTES

DETAILS OF CONSTRUCTION AND EROSION CONTROL DEVICES NOT SHOWN ON THIS DRAWING SHALL CONFORM TO PERTINENT REQUIREMENTS OF THE WISCONSIN DOT STANDARD DETAILS.

BACKFILL ALL HOLES REMAINING DUE TO GUARDRAIL POST REMOVAL WITH BASE AGGREGATE DENSE 3/4-INCH

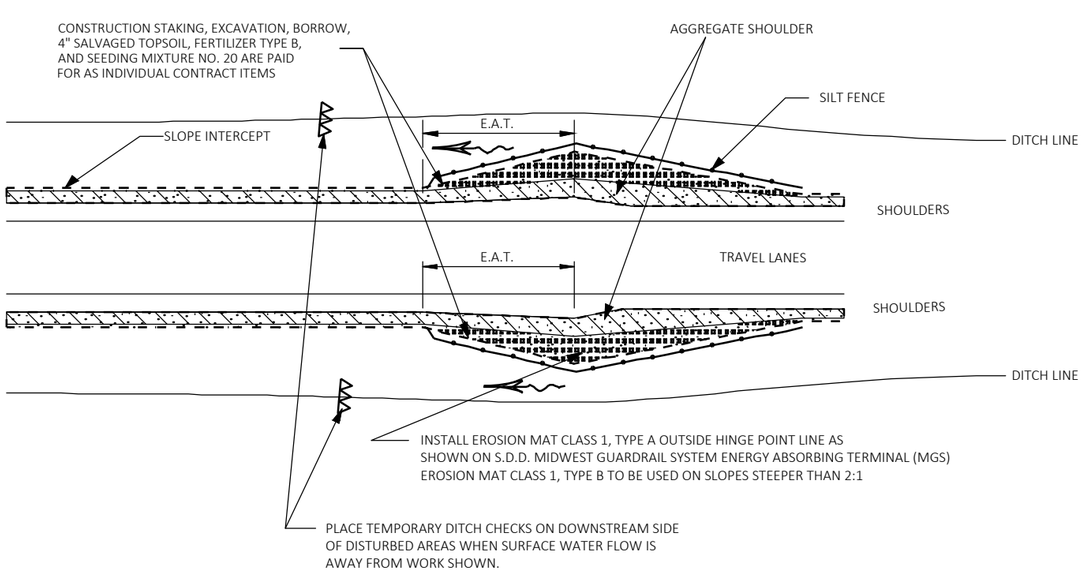
SPECIAL CONSTRUCTION, EROSION CONTROL AND RESTORATION DETAILS PROVIDED IN THE SITE SPECIFIC BEAM GUARD DETAIL.

*TYPICAL EROSION CONTROL DEVICE INSTALLATION. SEE MISCELLANEOUS QUANTITIES FOR QUANTITIES PER LOCATION. ANY EROSION CONTROL DEVICES NOT SHOWN ON THIS DETAIL WILL BE SHOWN ON THE BEAM GUARD DETAILS. EROSION CONTROL AND CONSTRUCTION REQUIRED AT EACH SITE WILL VARY.

LEGEND

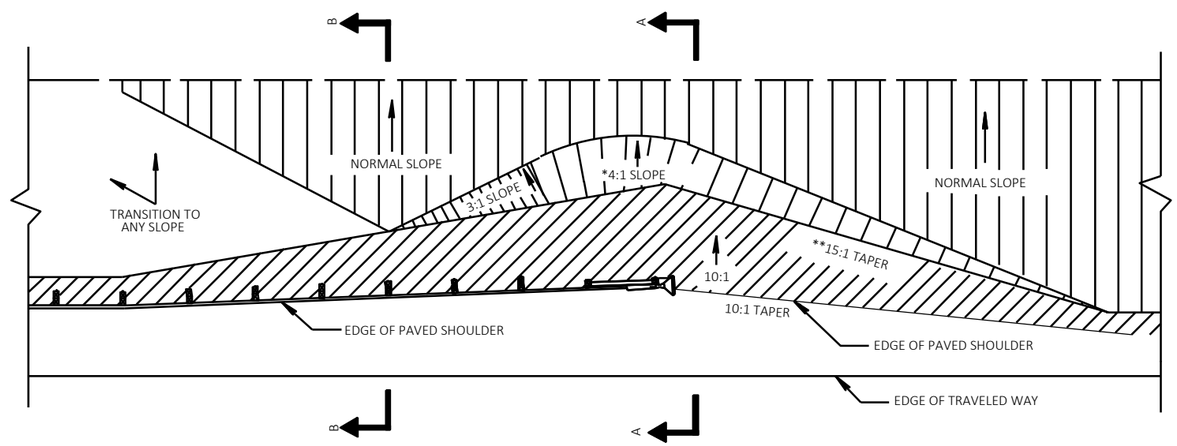
- EROSION MAT CLASS I, TYPE A
- SILT FENCE
- TEMPORARY DITCH CHECK
- BASE AGGREGATE DENSE 3/4"
- LIMITS OF CONSTRUCTION
- SLOPE INTERCEPT

BACKFILL ANY DISTURBED SHOULDER WITH BASE AGGREGATE DENSE 3/4", SHAPE AND COMPACT. PLACE FROM EDGE OF PAVED SHOULDER TO HINGE POINT.

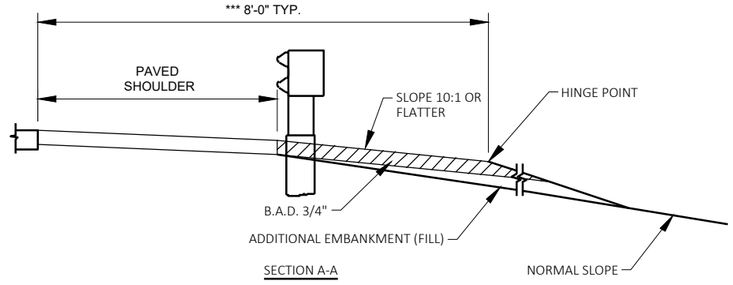


TYPICAL DETAIL FOR CONSTRUCTION, EROSION CONTROL & RESTORATION

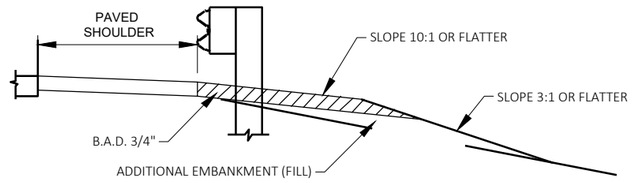
AT MGS ENERGY ABSORBING TERMINAL INSTALLATIONS



PLAN VIEW



SECTION A-A



SECTION B-B

FILL AREA AT BEAMGURAD

NOTES

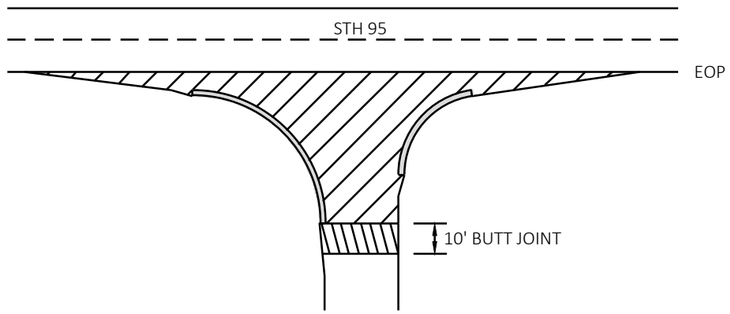
* LOCATIONS NOTED AS "MODIFIED GRADING" MAY HAVE A 2.5:1 SLOPE BEYOND THE CLEAR ZONE HINGE POINT.

** TAPER MAY BE REDUCED TO 10:1 AS APPROVED BY THE ENGINEER

*** LOCATIONS NOTED AS "MODIFIED GRADING SECTION" MAY HAVE THE E.A.T. OFFSET REDUCED FROM 2' TO 0' AND THE SHOULDER HINGE POINT AT THE E.A.T. REDUCED FROM 8' TO 3' WITH 2.5:1 GRADING BEYOND THE SHOULDER HINGE POINT

ALL AREAS BEYOND THE AGGREGATE SHOULDER HINGE POINT SHALL BE SEEDED AND FERTILIZED

BARRIER SYSTEM GRADING SHAPING FINISHING

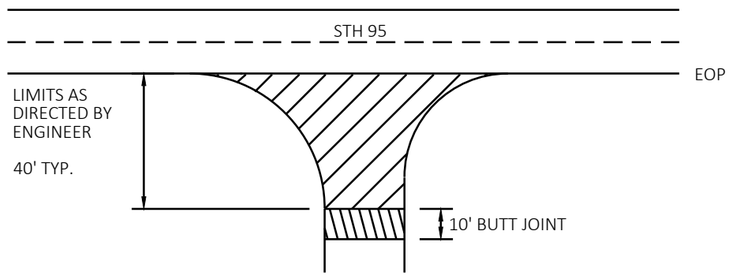


REMOVING ASPHALTIC SURFACE MILLING - 2"

REMOVING ASPHALTIC SURFACE BUTT JOINTS - 3.25"
SEE BUTT JOINT DETAIL

NOTES:
1. SAWCUTS IN THESE LOCATIONS ARE INCIDENTAL TO REMOVING ASPHALTIC SURFACE BUTT JOINTS ITEM.
2. WHEN MATCHING TO AN UNPAVED SURFACE BUTT JOINT IS NOT REQUIRED.

SIDE ROADS
WITH CURB AND GUTTER

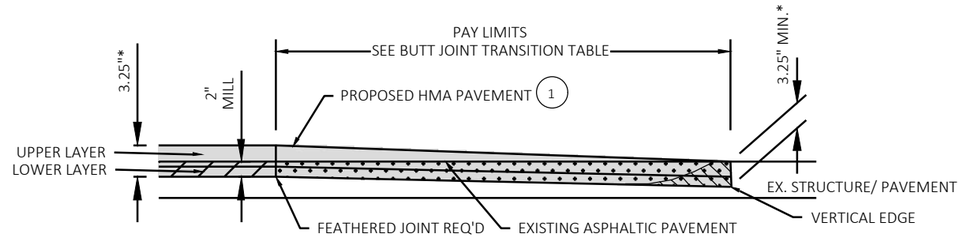


REMOVING ASPHALTIC SURFACE MILLING - 2"

REMOVING ASPHALTIC SURFACE BUTT JOINTS - 3.25"
SEE BUTT JOINT DETAIL

NOTES:
1. SAWCUTS IN THESE LOCATIONS ARE INCIDENTAL TO REMOVING ASPHALTIC SURFACE BUTT JOINTS ITEM.
2. WHEN MATCHING TO AN UNPAVED SURFACE BUTT JOINT IS NOT REQUIRED.

SIDE ROADS
WITHOUT CURB AND GUTTER



(1) SEE TYPICAL SECTIONS FOR PAVEMENT TYPE AND THICKNESS OF INDIVIDUAL LAYERS

HMA PAVEMENT

REMOVING ASPHALTIC SURFACE MILLING

REMOVING ASPHALTIC SURFACE BUTT JOINTS

REMOVE ASPHALTIC SURFACE WEDGE AT BUTT JOINT TO CREATE VERTICAL EDGE

NOTE:
SAWCUTS IN THESE LOCATIONS ARE INCIDENTAL TO REMOVING ASPHALTIC SURFACE BUTT JOINTS ITEM.
*PROPOSED TOTAL HMA OVERLAY THICKNESS

BUTT JOINT DETAIL FOR MILLED ASPHALTIC PAVEMENTS (PROFILE CHANGE)

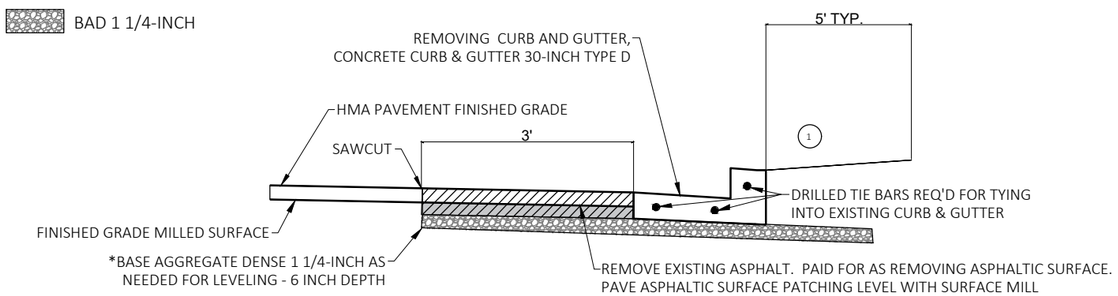
Design Speed mph	Change in Profile Grade Percent	Transition Length Per Inch of Vertical Height Differential ft	Round-up 1"	New Profile 2.0"	2.5"	3.0"	3.5"	4.0"	4.5"	5.0"	5.5"	6.0"
20	1.2	6.94	10	20	25	30	35	40	45	50	55	60
30	1.0	8.33	10	20	25	30	35	40	45	50	55	60
40	0.8	10.42	15	30	38	45	53	60	68	75	83	90
45	0.7	11.90	15	30	38	45	53	60	68	75	83	90
50	0.6	13.89	20	40	50	60	70	80	90	100	110	120
60	0.4	20.83	25	50	63	75	88	100	113	125	138	150
65	0.3	27.78	30	60	75	90	105	120	135	150	165	180
70	0.2	41.67	45	90	113	135	158	180	203	225	248	270

STH 95 RURAL DESIGN SPEED = 55 MPH (USE 60 MPH)
STH 95 URBAN DESIGN SPEED = 30 MPH
SIDEROAD DESIGN SPEED = N/A (SEE OTHER DETAIL)

REMOVING ASPHALTIC SURFACE

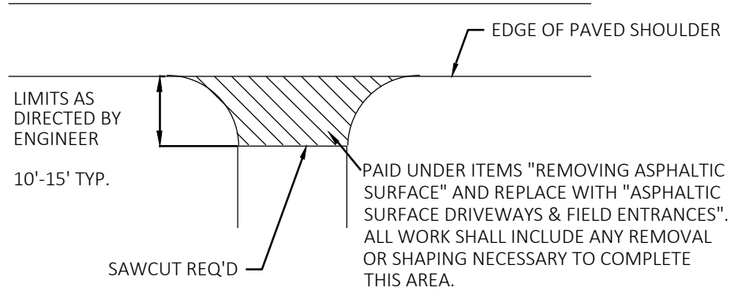
ASPHALTIC SURFACE PATCHING

BAD 1 1/4-INCH

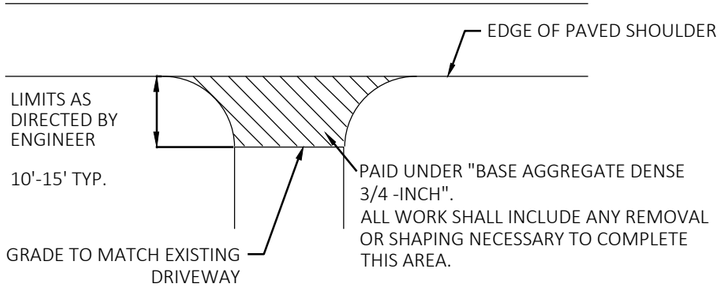


CURB & GUTTER REMOVAL AND REPLACE DETAIL

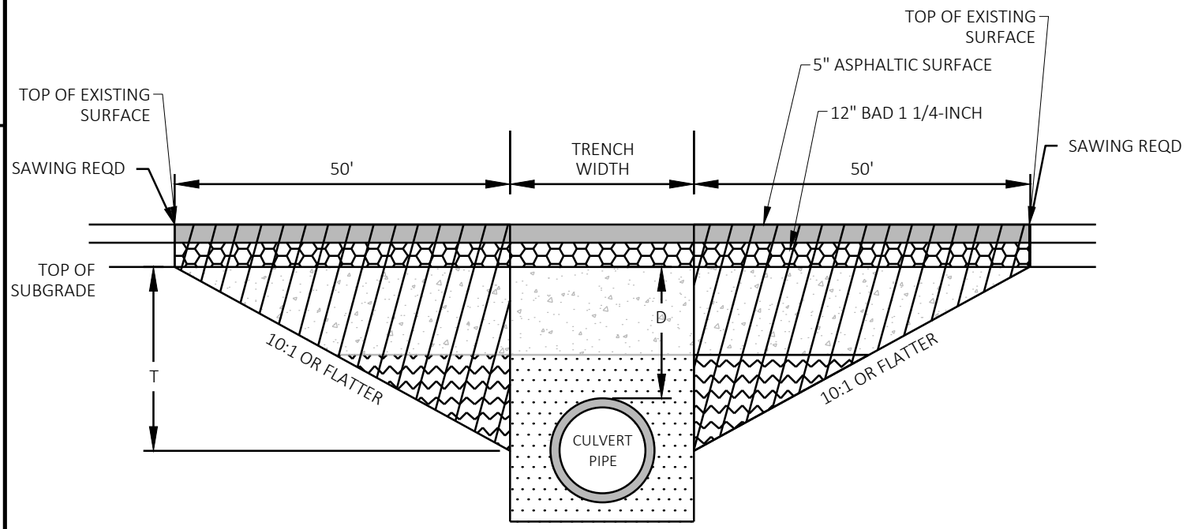
(1) SALVAGED TOPSOIL, EROSION MAT URBAN CLASS I TYPE A, FERTIZER TYPE B, SEEDING MIXTURE NO. 40 REQ'D



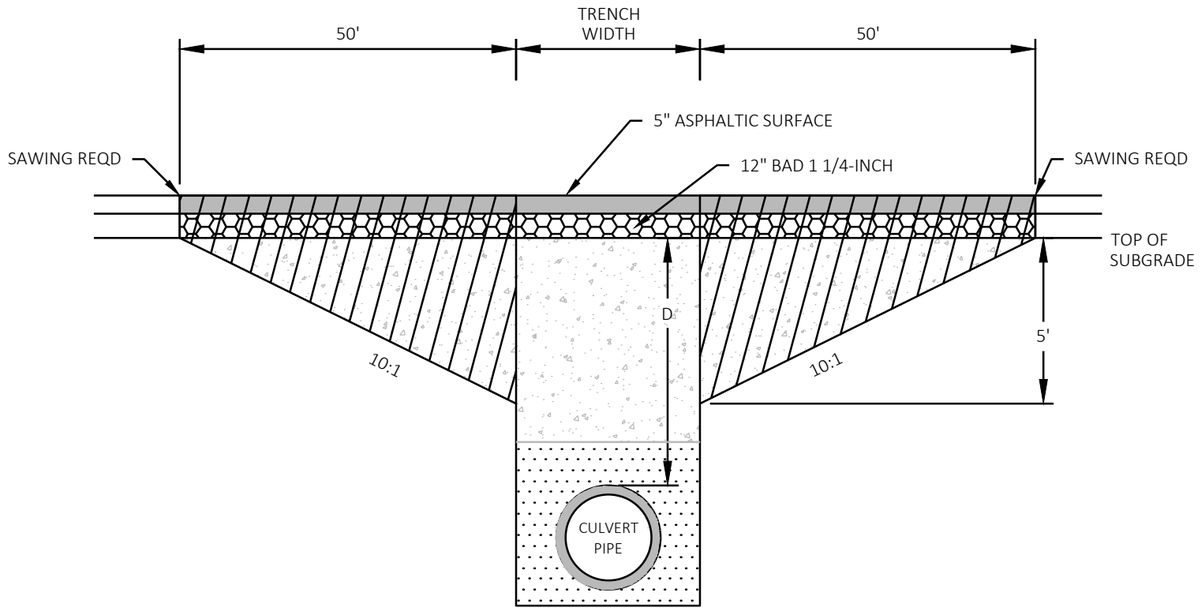
RURAL ASPHALT DRIVEWAY DETAIL



RURAL GRAVEL DRIVEWAY DETAIL



DEPTH D < 6 FT



DEPTH D ≥ 6 FT

TRANSITION CUT DEPTH (T) = THE LESSER OF DEPTH TO CENTER OF PIPE OR 5 FT.
DO NOT EXTEND TRANSITION CUT BELOW HORIZONTAL CENTER OF PIPE.

CULVERT INSTALLATION DETAIL

NOTES

- TRANSITION CUT IS PAID AS EXCAVATION COMMON.
- TRANSITION CUT WIDTH IS FROM SUBGRADE SHOULDER POINT TO SUBGRADE SHOULDER POINT.
- PERFORM CULVERT PIPE INSTALLATION BEFORE MILLING AND PAVING.
- BACKFILL THE TRANSITION CUT AREAS WITH TRENCH BACKFILL AS SPECIFIED IN STANDARD SPEC 520.
- PAVE THE 5" ASPHALTIC SURFACE IN TWO LIFTS (3" LOWER & 2" UPPER).

CULVERT PIPE TRANSITION

ROUTE	STA.	CL DEPTH	PIPE DIA. (IN)	REMARKS
STH 95	280+53	5.1 FT	36	CULVERT #270950030
STH 95	314+03/07	3.2/3.1 FT	HE 19x30	CULVERT #270950080
STH 95	318+66	6.1 FT	24	CULVERT #270950081
STH 95	323+16	3.6 FT	72	CULVERT #270950090
STH 95	682+96	4.2 FT	HE 29x45	CULVERT #270950550

PROPOSED SURFACE

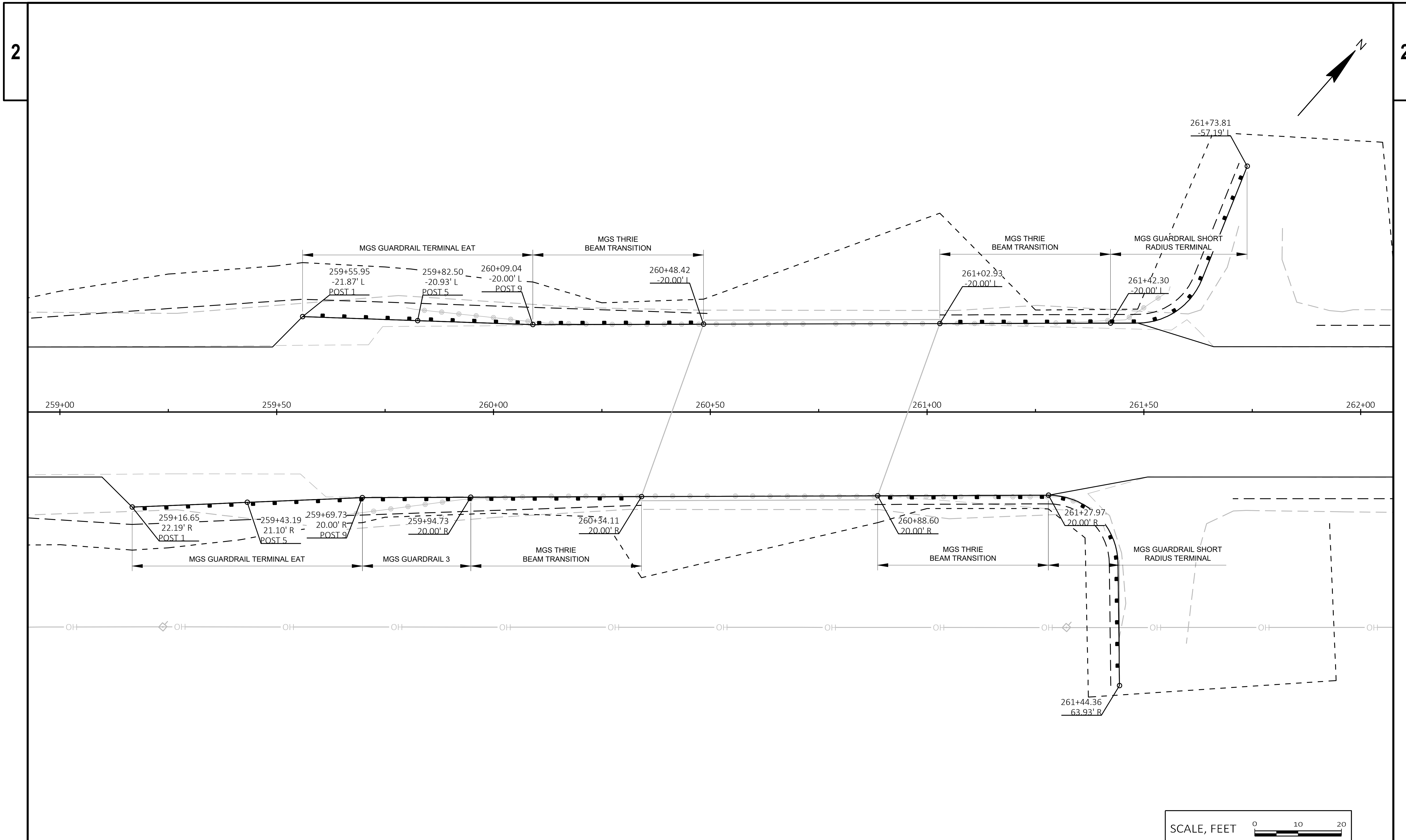
PROPOSED BASE

TRENCH BACKFILL

TRENCH OR FOUNDATION BACKFILL

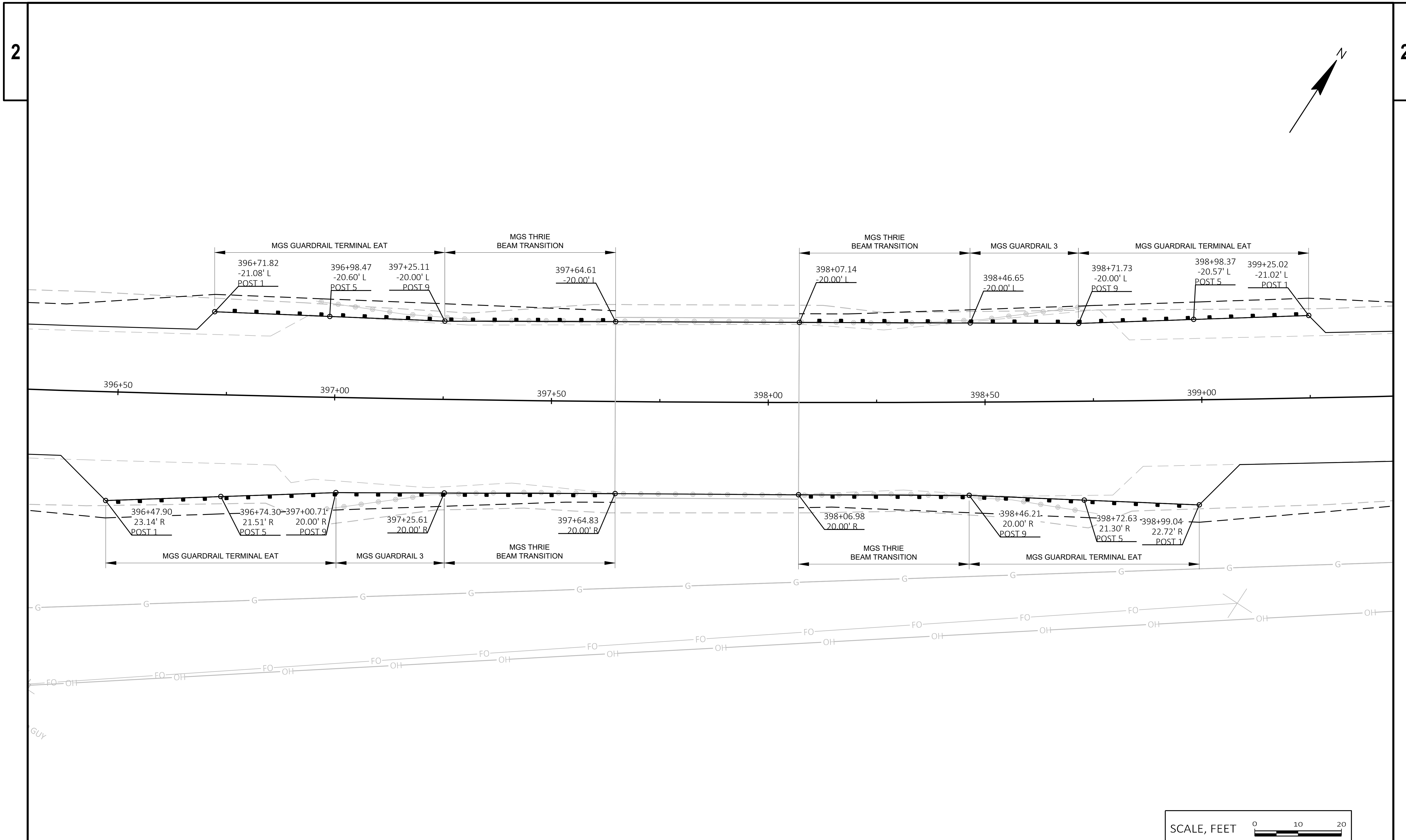
FOUNDATION BACKFILL

TRANSITION CUT



PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	CONSTRUCTION DETAILS-GUARDRAIL LAYOUT	SHEET 15	E

FILE NAME : W:\7545_03\CAD\! 7560-05-04\SHEETSPLAN\021002_CD.DWG PLOT DATE : 1/25/2023 7:30 AM PLOT BY : PASCH, TRENTON PLOT NAME : PLOT SCALE : ##########
LAYOUT NAME - 1 WISDOT/CADDS SHEET 42


2
2
N
MGS GUARDRAIL TERMINAL EAT
MGS THRIE BEAM TRANSITION
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL 3
MGS GUARDRAIL TERMINAL EAT
396+71.82 -21.08' L POST 1
396+98.47 -20.60' L POST 5
397+25.11 -20.00' L POST 9
397+64.61 -20.00' L
398+07.14 -20.00' L
398+46.65 -20.00' L
398+71.73 -20.00' L POST 9
398+98.37 -20.57' L POST 5
399+25.02 -21.02' L POST 1
396+50
397+00
397+50
398+00
398+50
399+00
396+47.90 23.14' R POST 1
396+74.30 21.51' R POST 5
397+00.71 20.00' R POST 9
397+25.61 20.00' R
397+64.83 20.00' R
398+06.98 20.00' R
398+46.21 20.00' R POST 9
398+72.63 21.30' R POST 5
398+99.04 22.72' R POST 1
MGS GUARDRAIL TERMINAL EAT
MGS GUARDRAIL 3
MGS THRIE BEAM TRANSITION
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL TERMINAL EAT
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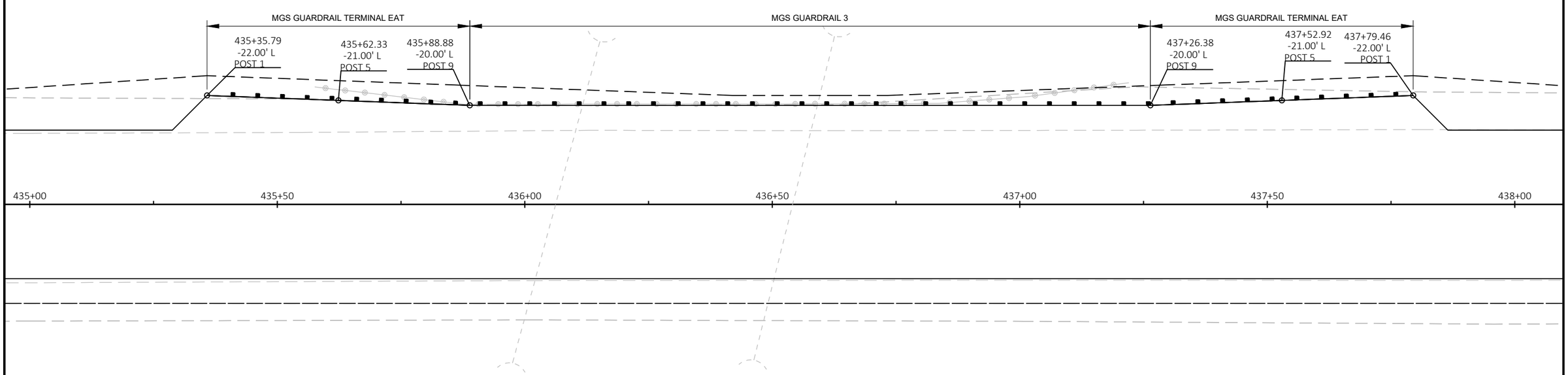
2

2



SCALE, FEET 0 10 20

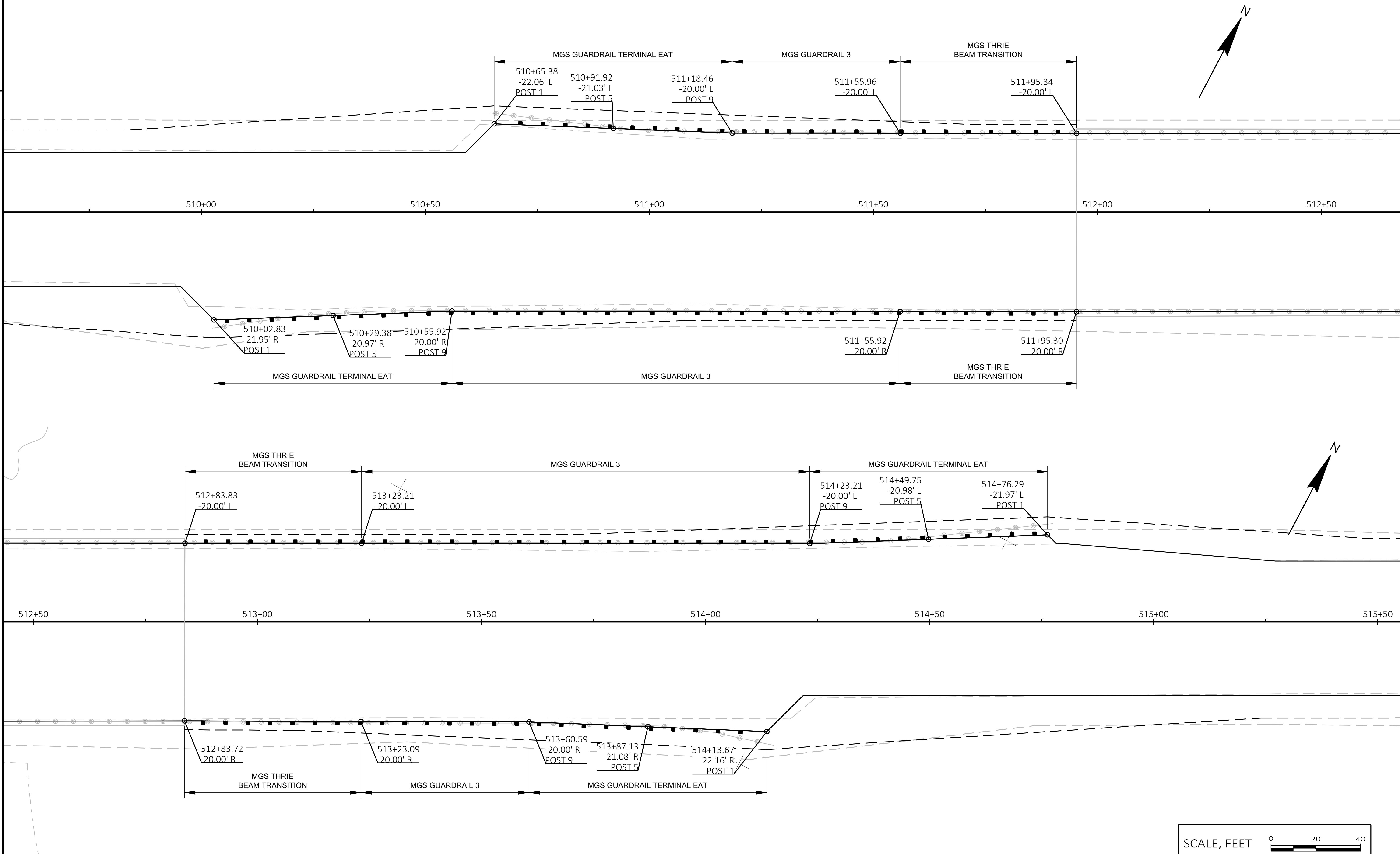
PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	CONSTRUCTION DETAILS-GUARDRAIL LAYOUT	SHEET 17	E

FILE NAME : W:\7545_03\CAD\! 7560-05-04\SHEETSPLAN\021002_CD.DWG
LAYOUT NAME - 3

PLOT DATE : 1/25/2023 7:30 AM PLOT BY : PASCH, TRENTON PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

2

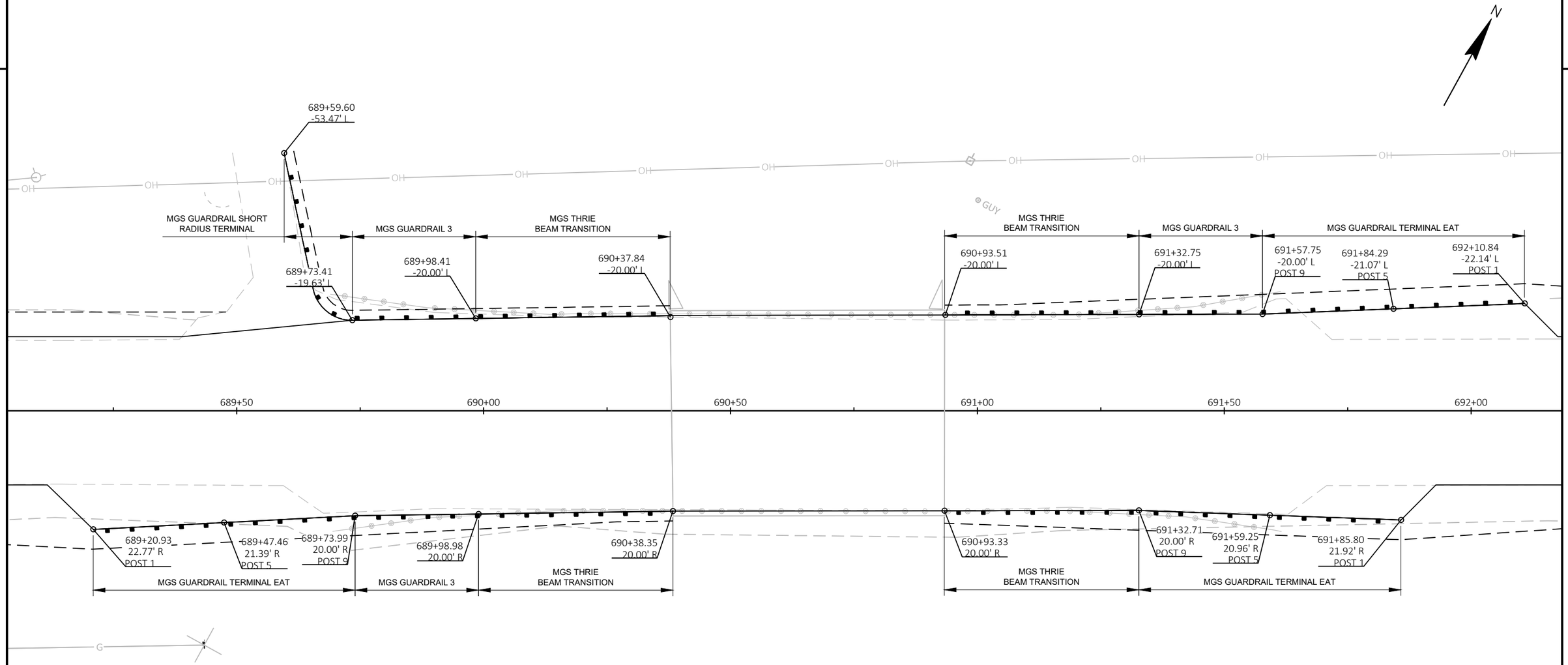


MGS GUARDRAIL TERMINAL EAT
MGS GUARDRAIL 3
MGS THRIE BEAM TRANSITION
510+65.38 -22.06' L POST 1
510+91.92 -21.03' L POST 5
511+18.46 -20.00' L POST 9
511+55.96 -20.00' L
511+95.34 -20.00' L
N
510+00
510+50
511+00
511+50
512+00
512+50
510+02.83 21.95' R POST 1
510+29.38 20.97' R POST 5
510+55.92 20.00' R POST 9
511+55.92 20.00' R
511+95.30 20.00' R
MGS GUARDRAIL TERMINAL EAT
MGS GUARDRAIL 3
MGS THRIE BEAM TRANSITION
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL 3
MGS GUARDRAIL TERMINAL EAT
512+83.83 -20.00' L
513+23.21 -20.00' L
514+23.21 -20.00' L POST 9
514+49.75 -20.98' L POST 5
514+76.29 -21.97' L POST 1
N
512+50
513+00
513+50
514+00
514+50
515+00
515+50
512+83.72 20.00' R
513+23.09 20.00' R
513+60.59 20.00' R POST 9
513+87.13 21.08' R POST 5
514+13.67 22.16' R POST 1
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL 3
MGS GUARDRAIL TERMINAL EAT
SCALE, FEET
0
20
40

2

PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	CONSTRUCTION DETAILS-GUARDRAIL LAYOUT	SHEET 18	E

2



SCALE, FEET 0 10 20

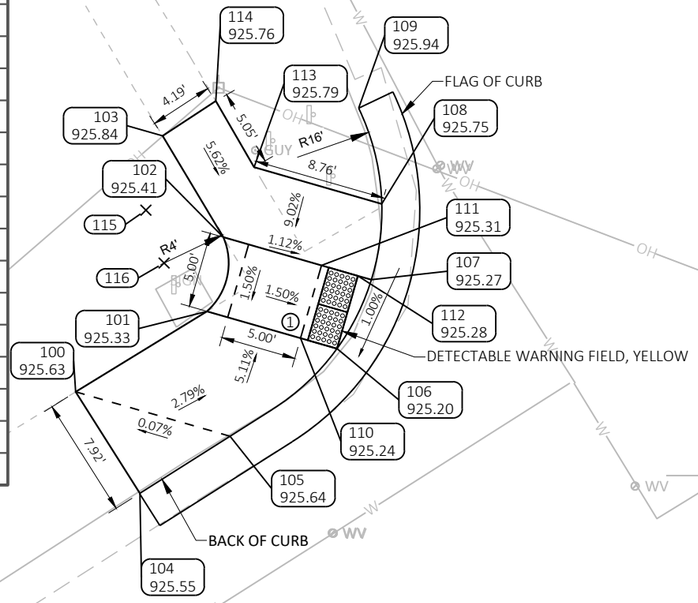
PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	CONSTRUCTION DETAILS-GUARDRAIL LAYOUT	SHEET 19	E

FILE NAME : W:\7545_03\CAD\! 7560-05-04\SHEETSPLAN\021002_CD.DWG
LAYOUT NAME - 5
PLOT DATE : 1/25/2023 7:30 AM
PLOT BY : PASCH, TRENTON
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

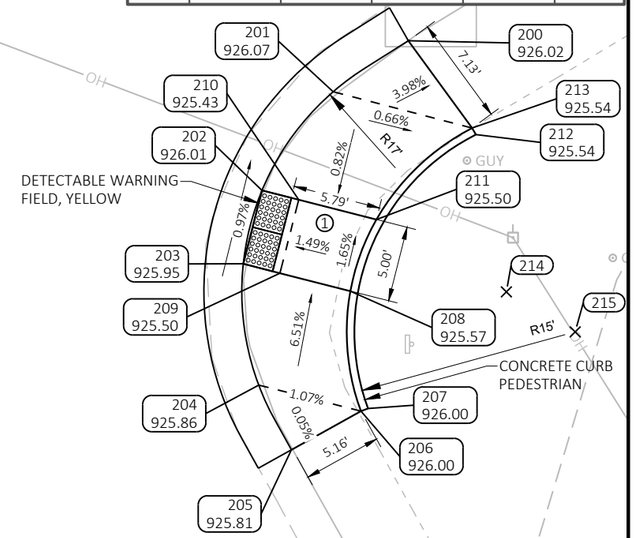
2

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
100	733+65.45	-35.494 LT	215793.84	340944.34	
101	733+75.61	-35.422 LT	215799.15	340953.00	
102	733+79.11	-39.007 LT	215804.04	340954.08	
103	733+79.25	-46.796 LT	215810.73	340950.08	
104	733+65.50	-27.572 LT	215787.14	340948.57	
105	733+72.55	-27.623 LT	215790.91	340954.52	
106	733+81.59	-28.795 LT	215796.68	340961.58	
107	733+85.92	-31.456 LT	215801.23	340963.85	
108	733+89.15	-35.343 LT	215806.24	340964.54	
109	733+91.20	-41.506 LT	215812.55	340963.01	
110	733+79.92	-30.652 LT	215797.37	340959.18	
111	733+83.63	-34.001 LT	215802.18	340960.56	
112	733+85.30	-32.144 LT	215801.49	340962.96	
113	733+83.28	-41.851 LT	215808.66	340956.11	
114	733+83.44	-46.897 LT	215813.03	340953.58	
115	733+75.72	-43.217 LT	215805.82	340948.97	16
116	733+74.90	-39.625 LT	215802.34	340950.17	4

MAIN ST & STATE ST
NW QUADRANT
CURB RAMP TYPE 1/1A

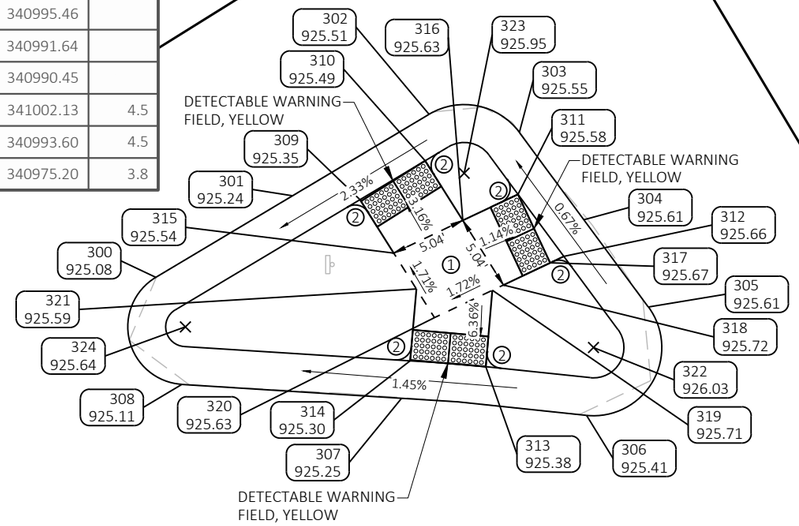


STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
200	734+34.96	-41.242 LT	215787.97	341049.37	
201	734+35.31	-35.259 LT	215784.60	341044.41	
202	734+38.49	-27.891 LT	215778.10	341039.71	
203	734+42.02	-24.349 LT	215773.25	341038.48	
204	734+49.41	-21.128 LT	215765.25	341039.50	
205	734+54.18	-20.795 LT	215760.98	341041.66	
206	734+54.35	-26.039 LT	215763.53	341046.24	
207	734+54.44	-26.531 LT	215763.71	341046.71	
208	734+47.19	-29.496 LT	215771.45	341045.55	
209	734+43.79	-26.113 LT	215772.63	341040.90	
210	734+40.26	-29.655 LT	215777.48	341042.14	
211	734+44.01	-33.389 LT	215776.17	341047.26	
212	734+42.56	-41.904 LT	215781.78	341053.83	
213	734+42.06	-41.908 LT	215782.21	341053.58	
214	734+52.50	-38.317 LT	215771.40	341055.84	17
215	734+57.10	-40.859 LT	215768.76	341060.38	15



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
300	733+69.46	12.751 RT	215755.01	340973.25	
301	733+79.96	12.952 RT	215760.39	340982.27	
302	733+90.45	13.152 RT	215765.76	340991.28	
303	734+28.36	15.517 RT	215764.57	340997.24	
304	734+35.48	14.811 RT	215758.81	341001.50	
305	734+42.61	14.105 RT	215753.05	341005.75	
306	734+46.66	21.270 RT	215745.90	341001.67	
307	733+79.01	28.100 RT	215747.03	340989.47	
308	733+67.18	19.653 RT	215747.94	340974.96	
309	733+83.61	15.522 RT	215760.14	340986.73	
310	733+88.61	15.617 RT	215762.70	340991.02	
311	734+31.81	17.687 RT	215760.49	340997.15	
312	734+36.89	17.184 RT	215756.39	341000.18	
313	734+40.49	25.339 RT	215749.11	340995.02	
314	733+80.80	26.304 RT	215749.49	340990.03	
315	733+83.64	19.693 RT	215756.61	340988.95	
316	733+88.64	20.272 RT	215758.76	340993.50	
317	734+36.79	18.176 RT	215755.96	340999.28	
318	734+36.46	21.571 RT	215754.50	340996.19	

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
319	734+36.39	22.379 RT	215754.16	340995.46	
320	733+83.67	24.730 RT	215752.35	340991.64	
321	733+83.65	22.496 RT	215754.24	340990.45	
322	734+43.05	18.583 RT	215750.38	341002.13	4.5
323	733+90.37	17.679 RT	215761.88	340993.60	4.5
324	733+69.39	16.556 RT	215751.74	340975.20	3.8



① LANDING PAD
② INSTALL TRANSITION NOSE

MAIN ST & STATE ST
ISLAND
CURB RAMP TYPE 6

MAIN ST & STATE ST
SE QUADRANT
CURB RAMP TYPE 1A

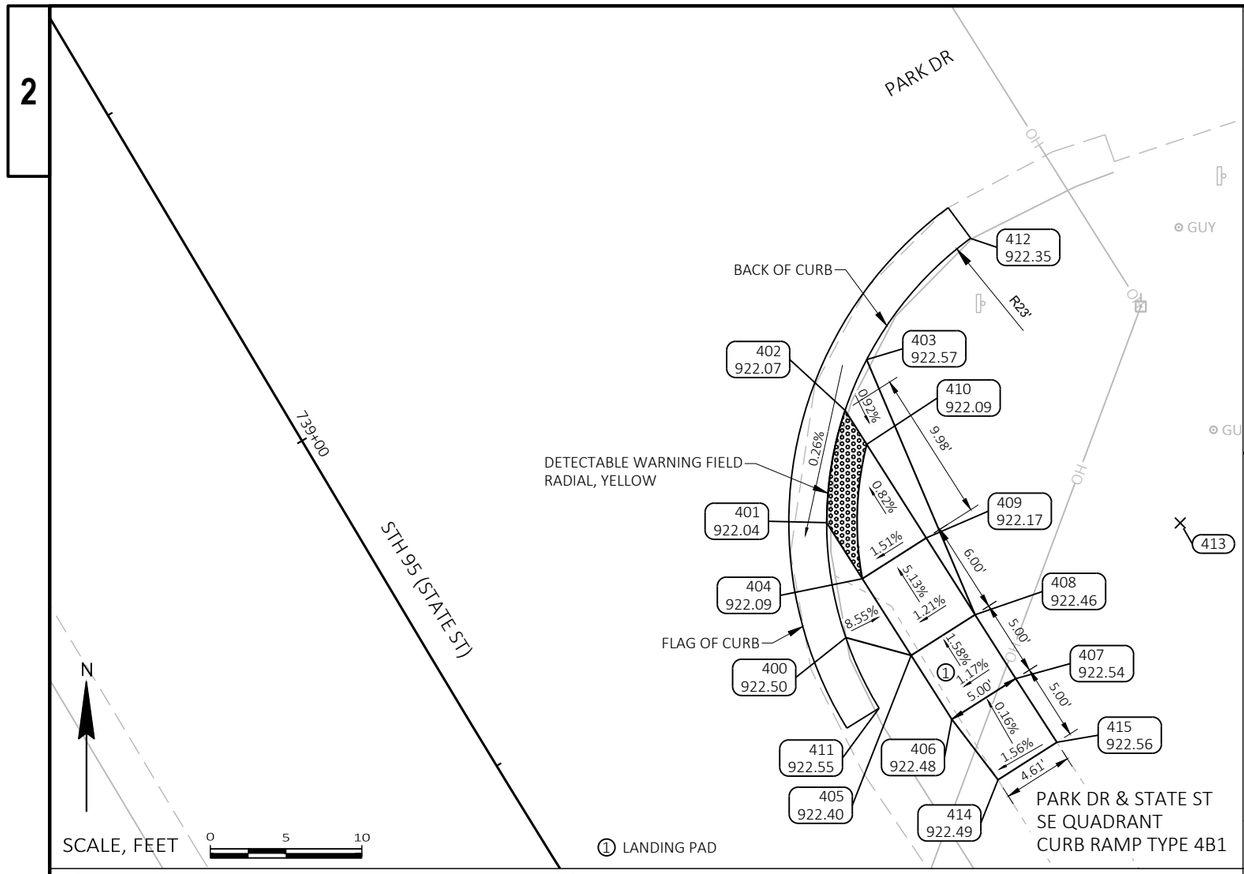
N

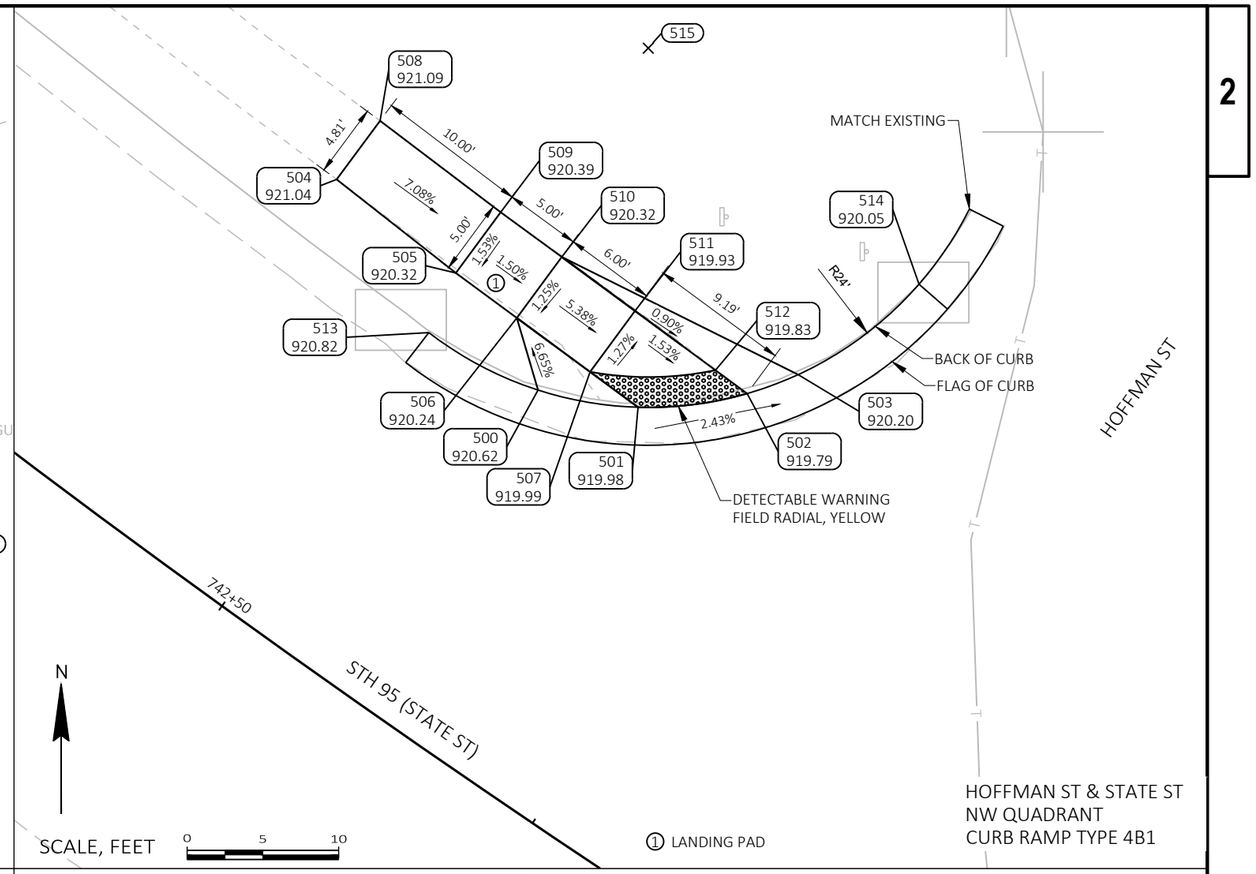
SCALE, FEET 0 5 10

PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	CURB RAMP DETAILS	SHEET 20	E

FILE NAME : W:\7545_03\CAD\! 7560-05-04\SHEETSPLAN\021301_CR.DWG
LAYOUT NAME - 01
PLOT DATE : 1/27/2023 9:24 AM
PLOT BY : SEBESTA, MAXWELL
PLOT NAME :
PLOT SCALE : ##########

WISDOT/CADDS SHEET 42





STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
400	739+29.94	-24.085 LT	215354.47	341288.06	
401	739+22.58	-26.947 LT	215362.04	341286.78	
402	739+16.65	-31.806 LT	215369.44	341287.99	
403	739+14.49	-34.743 LT	215372.79	341289.41	
404	739+27.11	-27.028 LT	215358.34	341289.13	
405	739+33.31	-27.100 LT	215353.28	341292.35	
406	739+38.48	-27.125 LT	215349.06	341295.03	
407	739+38.47	-32.125 LT	215351.75	341299.25	
408	739+33.27	-32.100 LT	215355.97	341296.57	
409	739+27.03	-32.027 LT	215361.03	341293.35	
410	739+19.41	-31.877 LT	215367.20	341289.42	
411	739+35.20	-23.460 LT	215349.80	341290.24	
412	739+11.10	-44.703 LT	215380.80	341296.23	
413	739+35.43	-46.790 LT	215362.02	341310.11	23
414	739+43.66	-27.550 LT	215345.08	341298.08	
415	739+43.68	-32.158 LT	215347.55	341301.97	

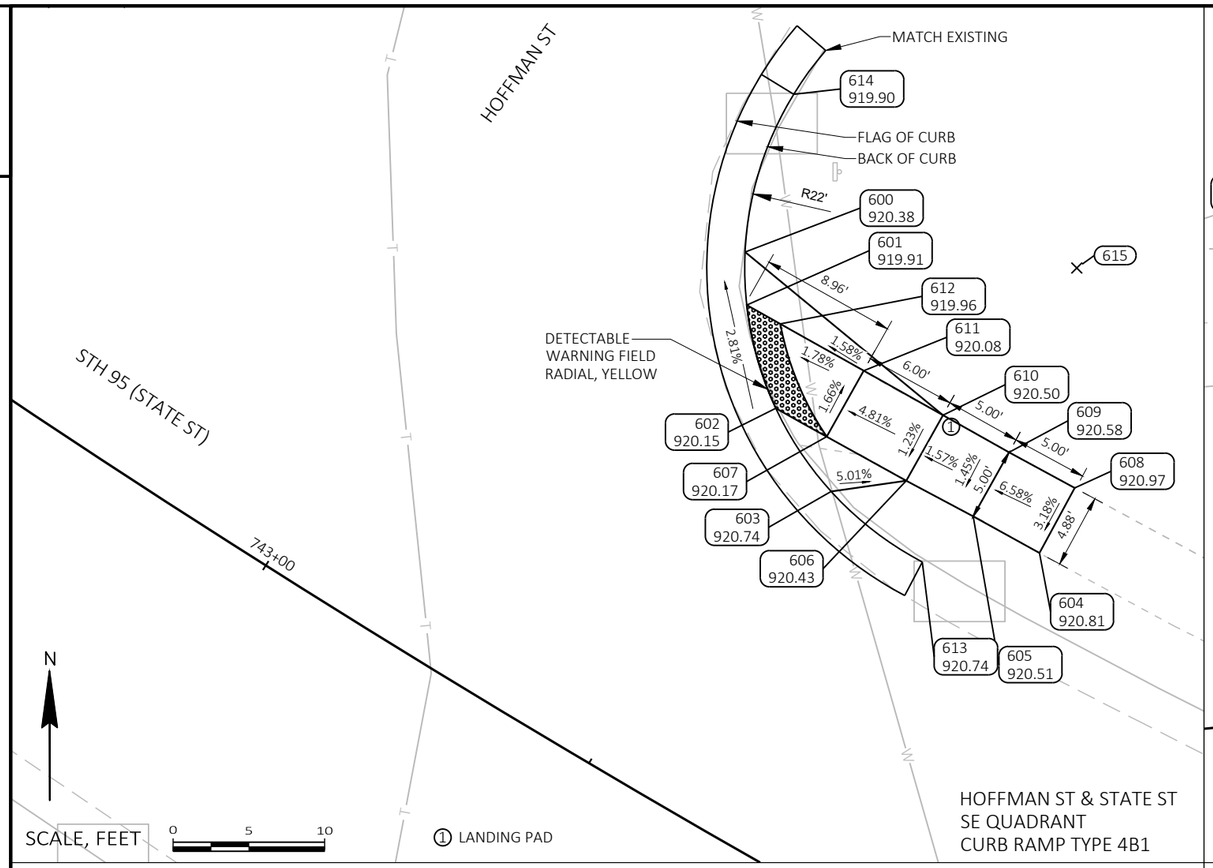
RADIAL TILE									
WARNING FIELD AREA (SF)	RADIUS AT BACK OF CURB (FT)	LONG CHORD				LANDING DISTANCE			
		POINT	-	POINT	LENGTH	POINT	-	POINT	LENGTH (FT)
16.28	23.33	401	-	402	7.54	402	-	409	9.97

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
500	742+58.83	-23.716 LT	215123.31	341505.19	
501	742+65.07	-26.569 LT	215122.17	341511.78	
502	742+70.68	-31.400 LT	215123.08	341518.98	
503	742+72.84	-34.327 LT	215124.32	341522.35	
504	742+39.30	-27.182 LT	215137.21	341491.89	
505	742+49.63	-26.849 LT	215131.03	341499.76	
506	742+54.80	-26.787 LT	215128.07	341503.79	
507	742+61.01	-26.670 LT	215124.51	341508.62	
508	742+39.30	-31.991 LT	215141.07	341494.76	
509	742+49.68	-31.827 LT	215135.04	341502.71	
510	742+54.89	-31.786 LT	215132.09	341506.75	
511	742+61.13	-31.669 LT	215128.53	341511.58	
512	742+67.98	-31.487 LT	215124.62	341516.89	
513	742+50.52	-22.618 LT	215127.10	341497.98	
514	742+76.27	-43.744 LT	215130.29	341530.33	
515	742+51.33	-46.305 LT	215145.86	341512.46	24

RADIAL TILE									
WARNING FIELD AREA (SF)	RADIUS AT BACK OF CURB (FT)	LONG CHORD				LANDING DISTANCE			
		POINT	-	POINT	LENGTH	POINT	-	POINT	LENGTH (FT)
15.48	23.7	501	-	502	7.28	502	-	511	9.19

PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	CURB RAMP DETAILS	SHEET 21	E

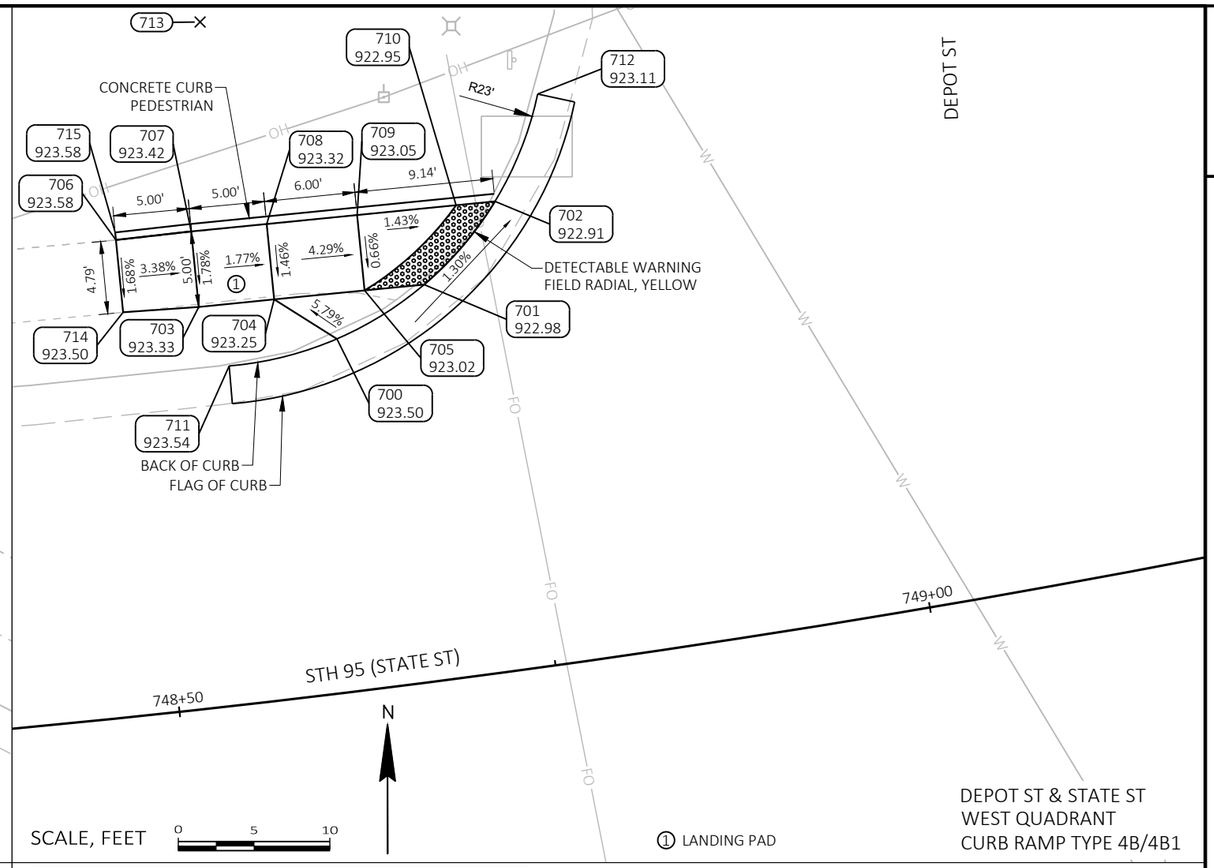
FILE NAME : W:\7545_03\CAD\! 7560-05-04\SHEETSPLAN\021301_CR.DWG
LAYOUT NAME - 02
PLOT DATE : 1/27/2023 9:24 AM
PLOT BY : SEBESTA, MAXWELL
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42



HOFFMAN ST & STATE ST
SE QUADRANT
CURB RAMP TYPE 4B1

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
600	743+16.34	-34.236 LT	215101.73	341557.36	
601	743+18.33	-31.295 LT	215098.22	341557.47	
602	743+23.66	-26.434 LT	215091.42	341559.39	
603	743+29.77	-23.555 LT	215085.93	341563.04	
604	743+44.16	-26.850 LT	215081.87	341576.78	
605	743+38.99	-26.805 LT	215084.28	341572.41	
606	743+33.83	-26.658 LT	215086.64	341568.00	
607	743+27.63	-26.529 LT	215089.54	341562.75	
608	743+44.09	-31.734 LT	215086.16	341579.11	
609	743+38.97	-31.656 LT	215088.51	341574.78	
610	743+33.77	-31.612 LT	215090.96	341570.42	
611	743+27.53	-31.517 LT	215093.90	341565.19	
612	743+20.96	-31.369 LT	215096.99	341559.68	
613	743+37.53	-22.530 LT	215081.27	341569.06	
614	743+13.55	-44.796 LT	215112.13	341560.57	
615	743+36.72	-44.433 LT	215100.68	341579.25	22

RADIAL TILE									
WARNING FIELD AREA (SF)	RADIUS AT BACK OF CURB (FT)	LONG CHORD				LANDING DISTANCE			
		POINT	-	POINT	LENGTH	POINT	-	POINT	LENGTH (FT)
15.09	21.92	601	-	602	7.11	601	-	611	8.85



DEPOT ST & STATE ST
WEST QUADRANT
CURB RAMP TYPE 4B/4B1

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
700	748+63.35	-23.243 LT	214983.47	342061.82	
701	748+69.71	-26.065 LT	214987.06	342067.57	
702	748+75.27	-30.873 LT	214992.54	342072.25	
703	748+54.27	-26.416 LT	214985.58	342052.70	
704	748+59.43	-26.330 LT	214986.07	342057.67	
705	748+65.63	-26.185 LT	214986.67	342063.64	
706	748+49.14	-31.401 LT	214990.00	342047.24	
707	748+54.34	-31.415 LT	214990.56	342052.20	
708	748+59.54	-31.329 LT	214991.05	342057.18	
709	748+65.77	-31.183 LT	214991.64	342063.15	
710	748+72.59	-30.971 LT	214992.29	342069.68	
711	748+55.87	-22.316 LT	214981.68	342054.71	
712	748+79.22	-37.488 LT	214999.62	342075.06	
713	748+56.60	-45.085 LT	215004.38	342052.79	23
714	748+49.10	-26.608 LT	214985.23	342047.71	
715	748+49.14	-31.901 LT	214990.49	342047.19	

RADIAL TILE									
WARNING FIELD AREA (SF)	RADIUS AT BACK OF CURB (FT)	LONG CHORD				LANDING DISTANCE			
		POINT	-	POINT	LENGTH	POINT	-	POINT	LENGTH (FT)
15.41	22.78	701	-	702	7.24	702	-	709	9.1

PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	CURB RAMP DETAILS	SHEET 22	E

FILE NAME : W:\7545_03\CAD\! 7560-05-04\SHEETSPLAN\021301_CR.DWG
LAYOUT NAME - 03
PLOT DATE : 1/27/2023 9:24 AM
PLOT BY : SEBESTA, MAXWELL
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2

NOTES:

1. STH 95 TO REMAIN OPEN FOR PEDESTRIAN TRAFFIC. USE TEMPORARY PEDESTRIAN SURFACE ITEMS, TEMPORARY CURB RAMPS, TEMPORARY PEDESTRIAN BARRICADE, AND TEMPORARY MARKING PAINT AS SPECIFIED. SEE SDD 15D30 TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION.
2. SIGNS TO BE PLACED ON TRAFFIC CONTROL BARRICADES TYPE II.
3. EXACT LOCATIONS TO BE DETERMINED BY ENGINEER IN FIELD.

LEGEND

- TEMPORARY CURB RAMPS
- TEMPORARY PEDESTRIAN SURFACE
- WORK AREA

1. SIDEWALK CLOSED — R9-9 24"X12"
2. SIDEWALK CLOSED CROSS HERE — R9-11A 24"X12"
3. SIDEWALK CLOSED CROSS HERE — R9-11A 24"X12"
4. "TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH" FOR TEMPORARY CROSSINGS

PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	PEDESTRIAN TRAFFIC CONTROL PLAN	SHEET 23	E

FILE NAME : W:\7545_03\CAD\! 7560-05-04\SHEETSPLAN\025100_TC_S1.DWG
LAYOUT NAME - 1
PLOT DATE : 9/18/2023 2:41 PM
PLOT BY : MCKANE, RYAN
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

NOTES:

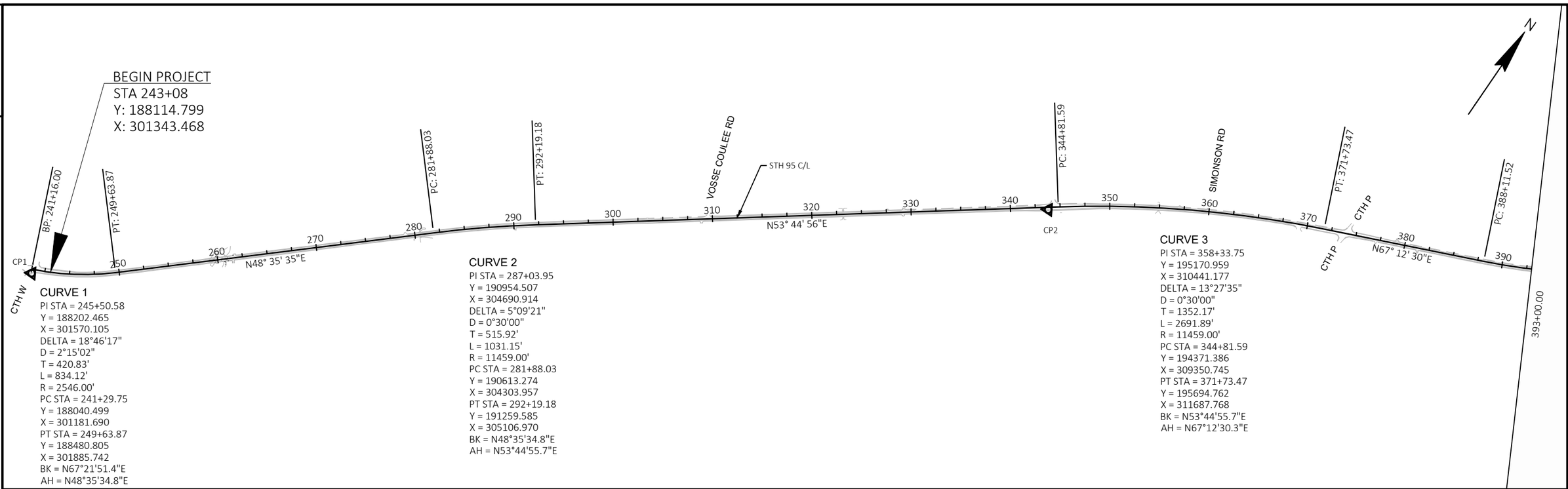
1. STH 95 TO REMAIN OPEN FOR PEDESTRIAN TRAFFIC. USE TEMPORARY PEDESTRIAN SURFACE ITEMS, TEMPORARY CURB RAMPS, TEMPORARY PEDESTRIAN BARRICADE, AND TEMPORARY MARKING PAINT AS SPECIFIED. SEE SDD 15D30 TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION.
2. SIGNS TO BE PLACED ON TRAFFIC CONTROL BARRICADES TYPE II.
3. EXACT LOCATIONS TO BE DETERMINED BY ENGINEER IN FIELD.

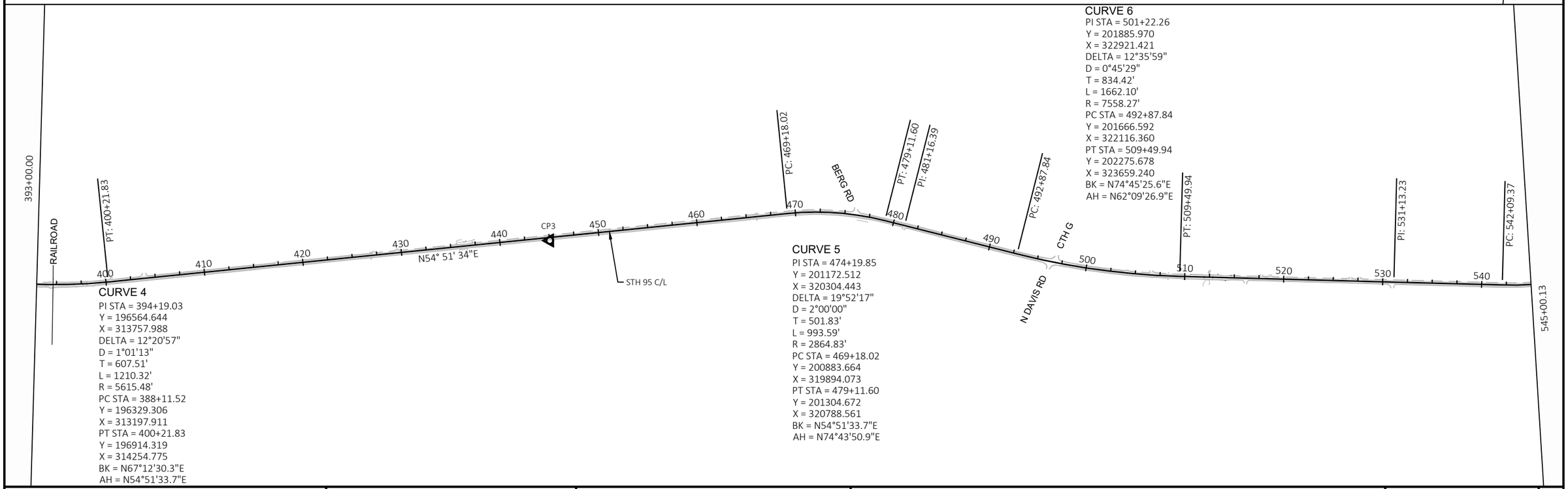
LEGEND

- TEMPORARY CURB RAMPS
- TEMPORARY PEDESTRIAN SURFACE
- WORK AREA

1. SIDEWALK CLOSED — R9-9 24"X12"
2. SIDEWALK CLOSED / CROSS HERE — R9-11A 24"X12"
3. SIDEWALK CLOSED / CROSS HERE — R9-11A 24"X12"
4. "TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH" FOR TEMPORARY CROSSINGS

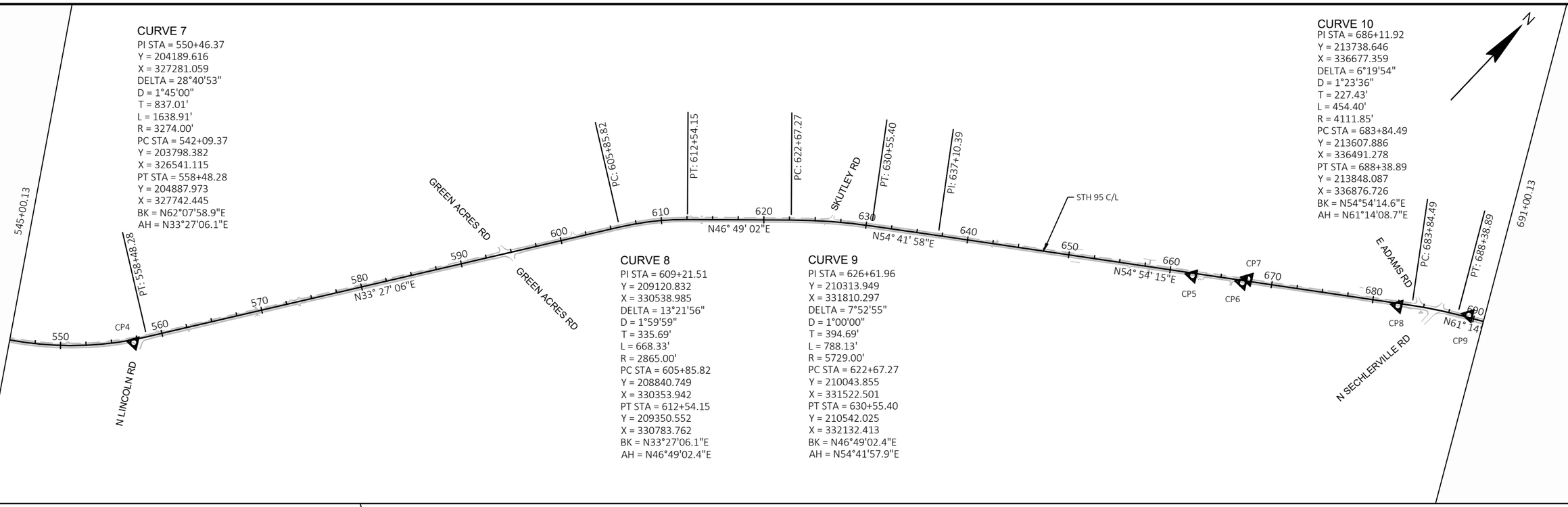
PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	PEDESTRIAN TRAFFIC CONTROL PLAN	SHEET 24	E

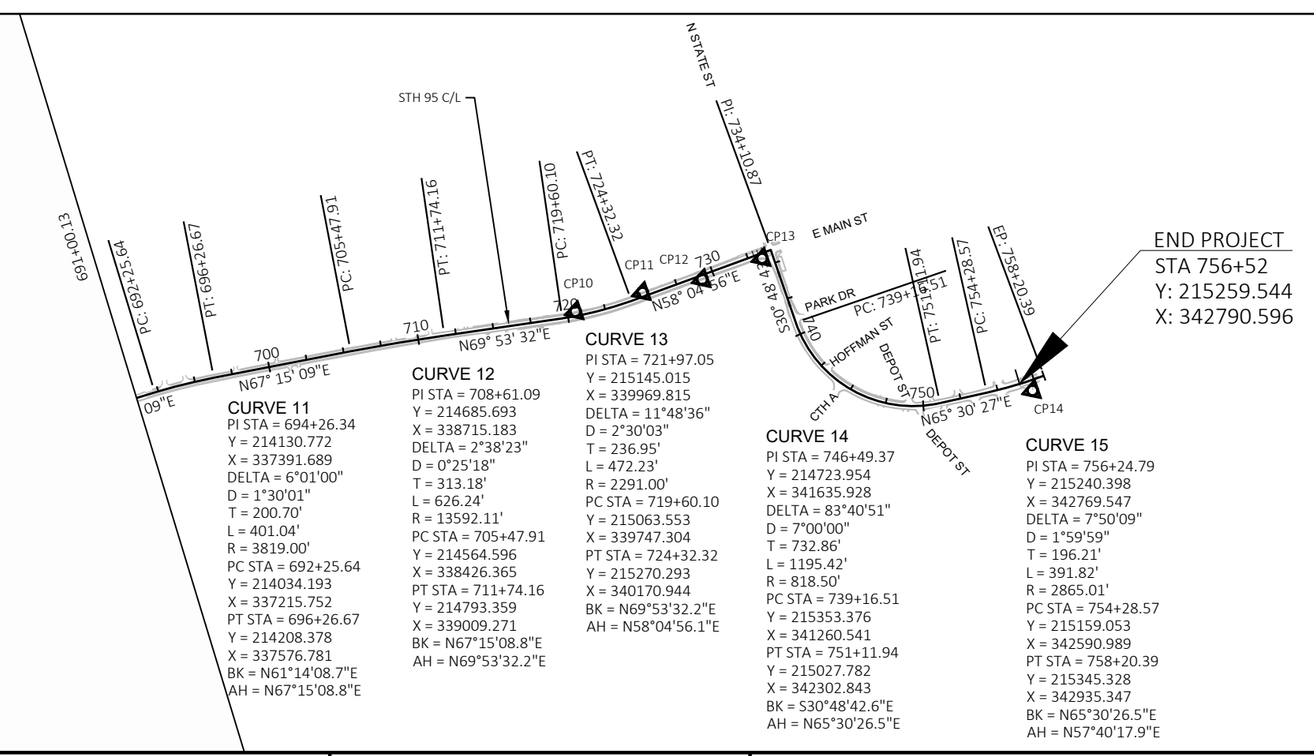




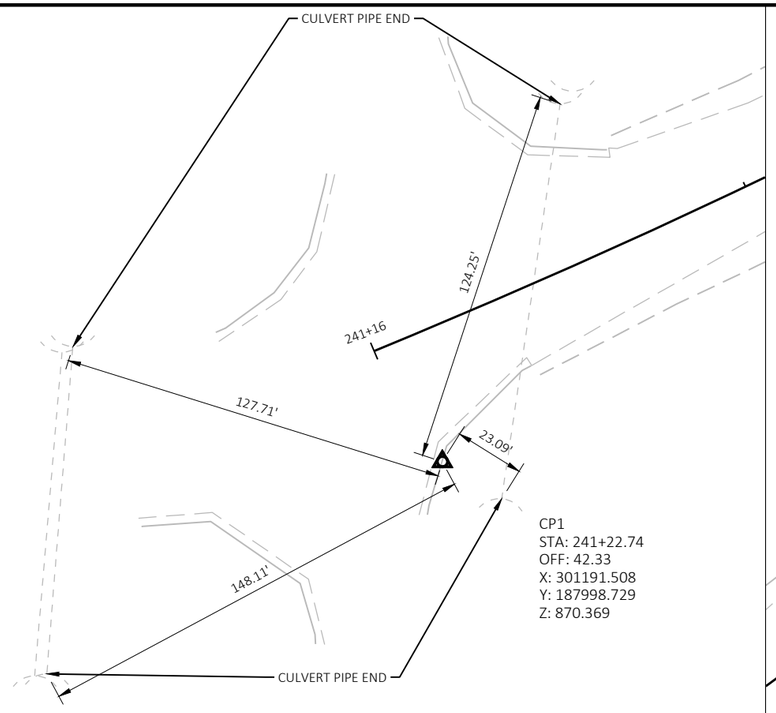
PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	ALIGNMENT DETAIL	SHEET 25	E

2

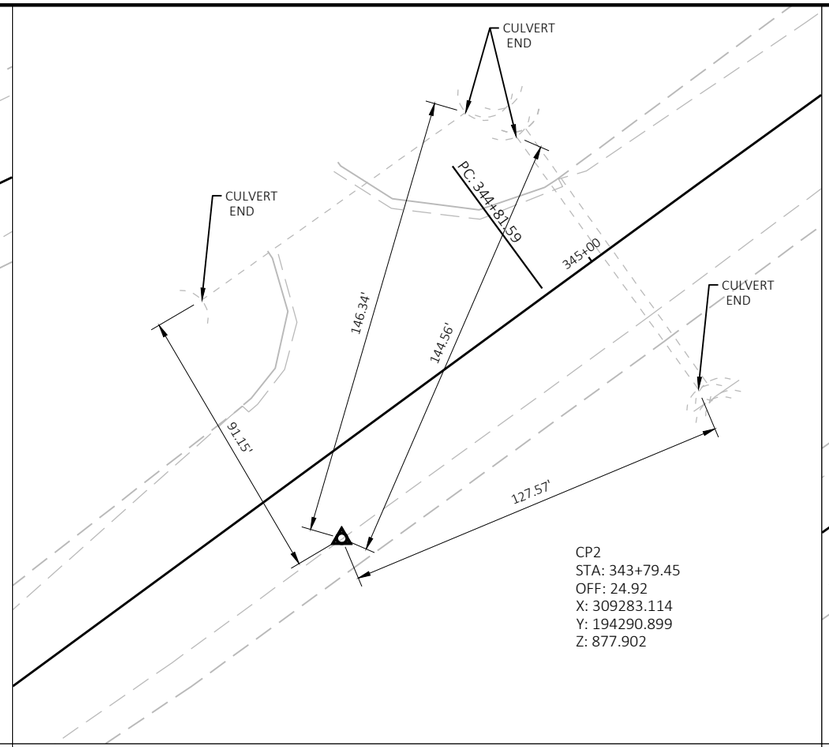




PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	ALIGNMENT DETAIL	SHEET 26	E



CP1
STA: 241+22.74
OFF: 42.33
X: 301191.508
Y: 187998.729
Z: 870.369



CP2
STA: 343+79.45
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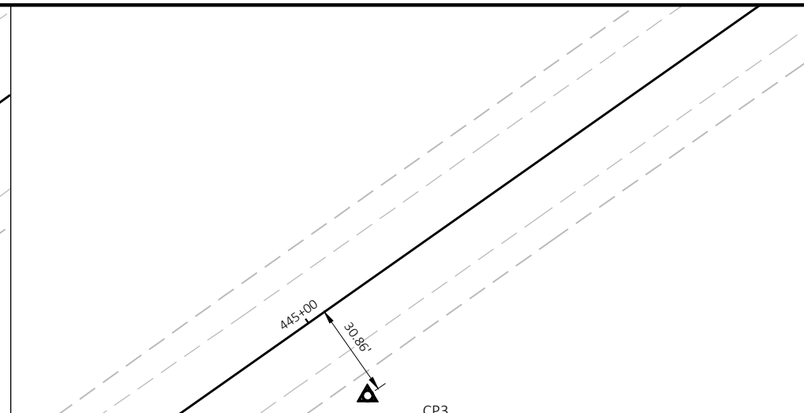
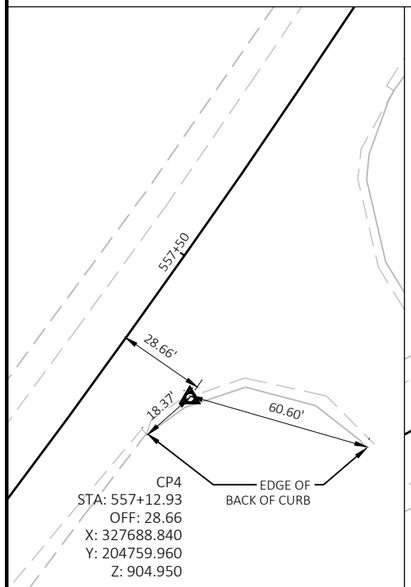
Z: 877.902

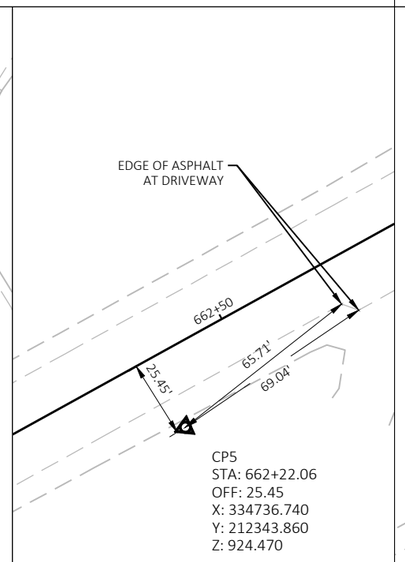


CP3
STA: 445+02.06
OFF: 30.86
X: 317936.210
Y: 199467.836
Z: 887.420

2



CP4
STA: 557+12.93
OFF: 28.66
X: 327688.840
Y: 204759.960
Z: 904.950



CP5
STA: 662+22.06
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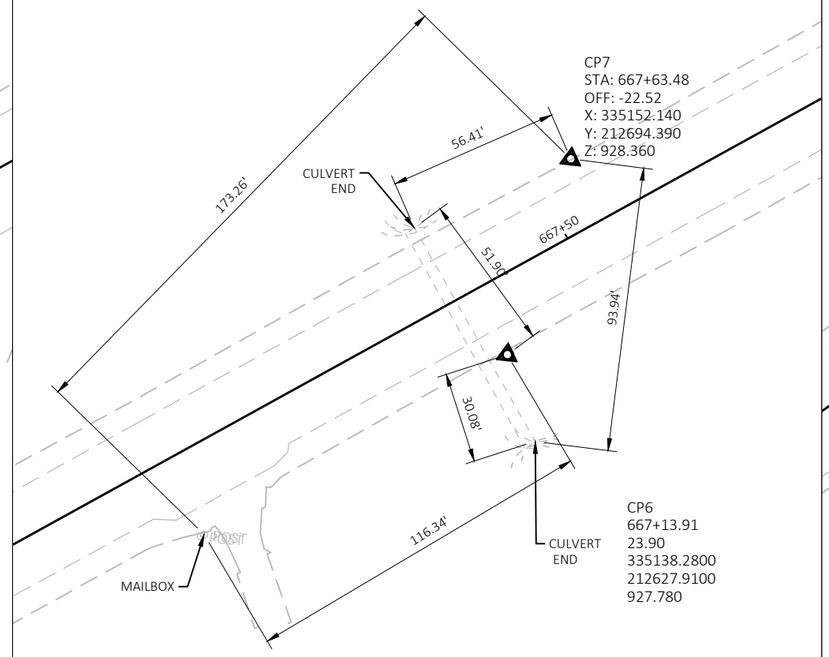
Y: 212343.860
Z: 924.470



CP6
667+13.91
23.90
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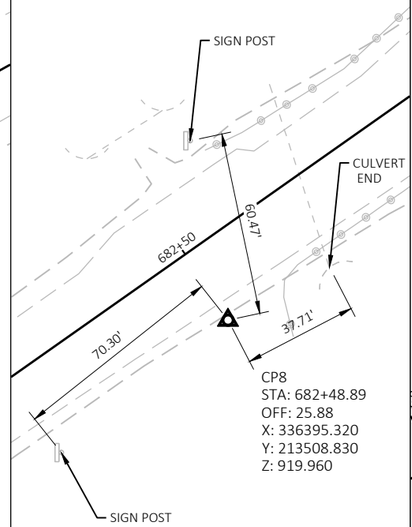
212627.9100
927.780



CP8
STA: 682+48.89
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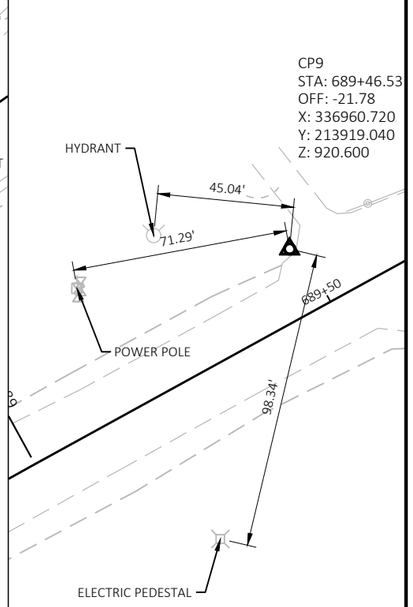
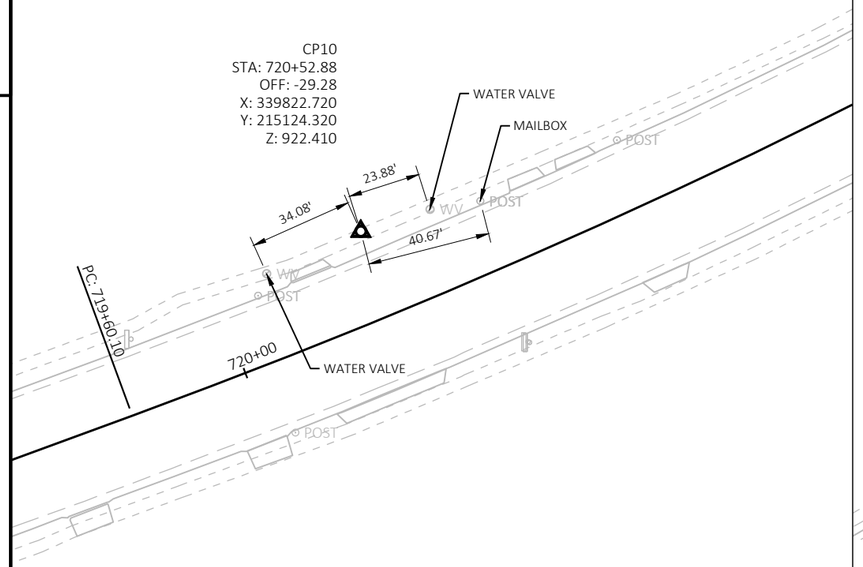
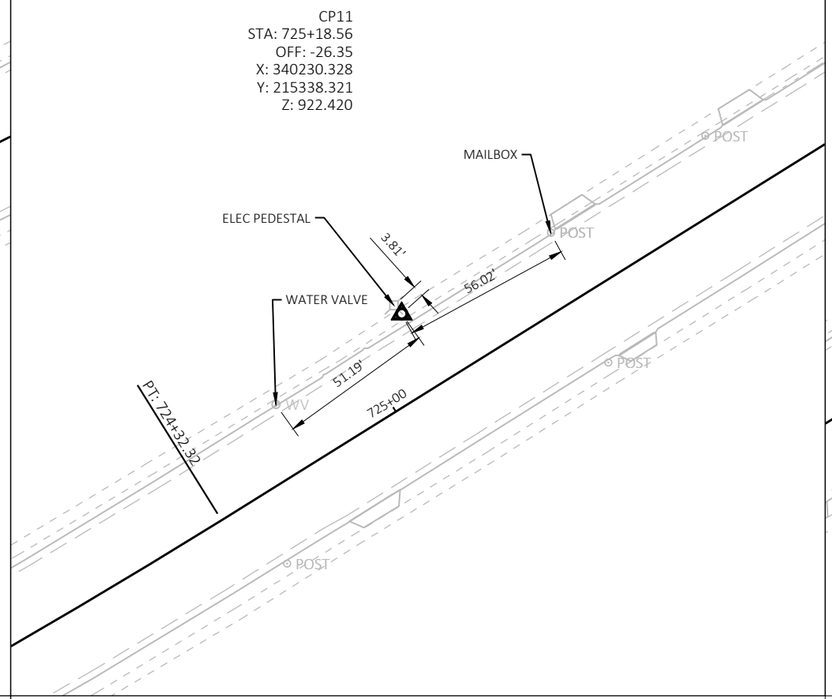
Y: 213508.830
Z: 919.960

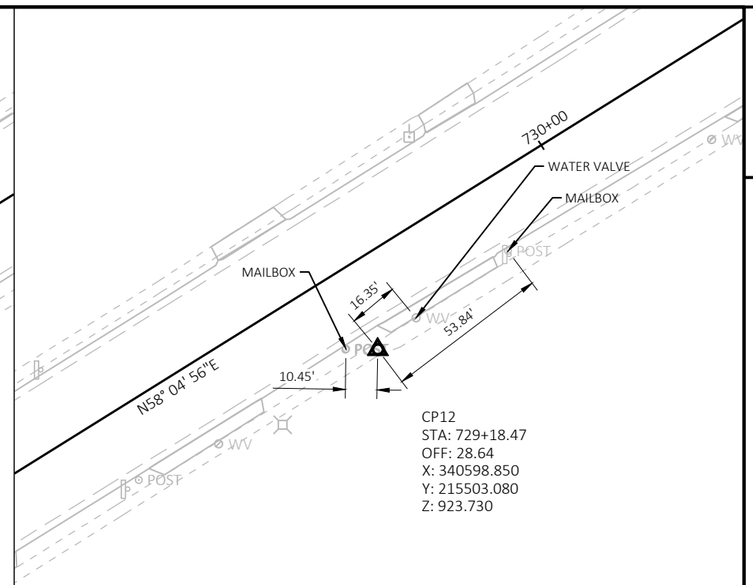


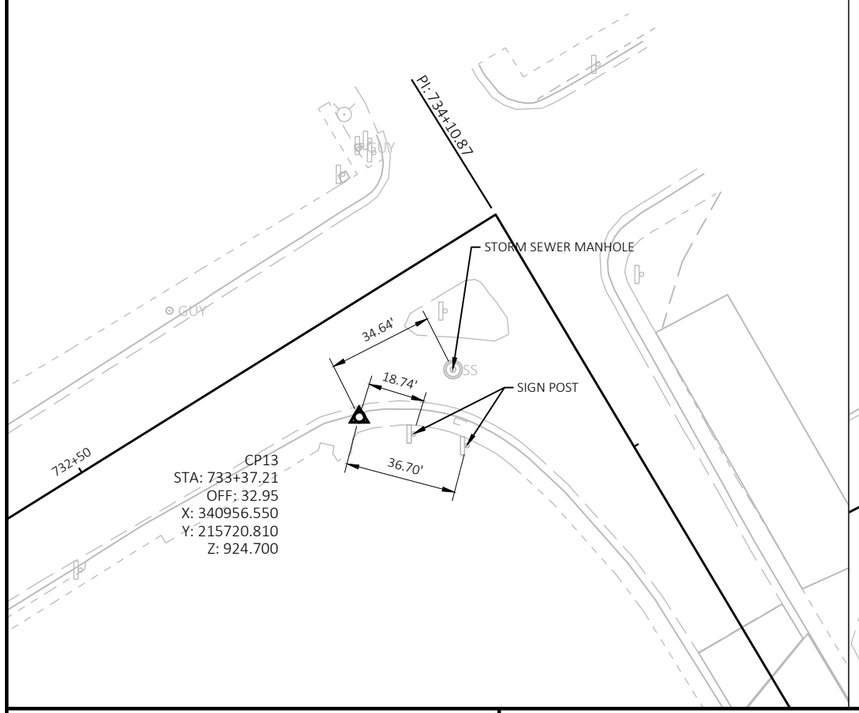
CP9
STA: 689+46.53
OFF: -21.78
X: 336960.720
Y: 213919.040
Z: 920.600

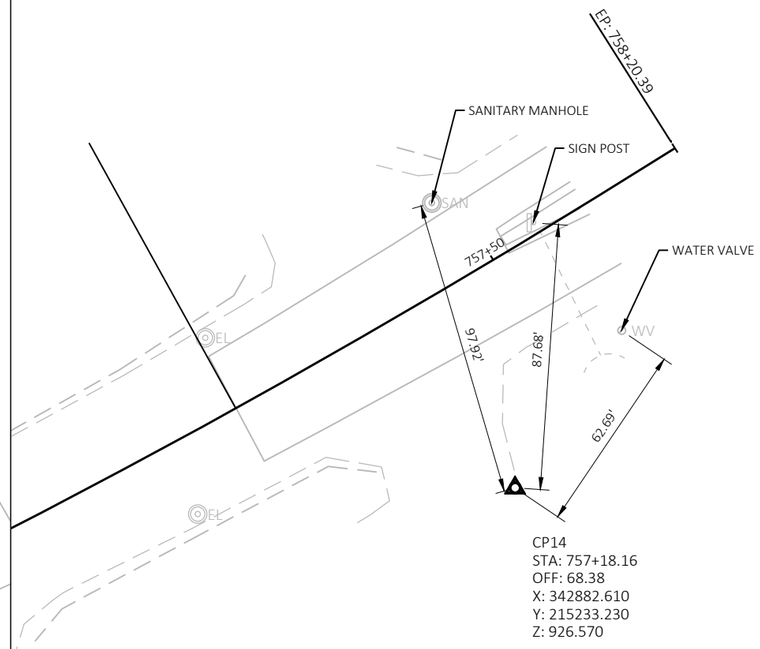
PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	ALIGNMENT DETAIL	SHEET 27	E











PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	ALIGNMENT DETAIL	SHEET 28	E

Estimate Of Quantities

7560-05-74

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	5.000	5.000
0004	201.0205	Grubbing	STA	5.000	5.000
0006	203.0100	Removing Small Pipe Culverts	EACH	6.000	6.000
0008	204.0110	Removing Asphaltic Surface	SY	241.000	241.000
0010	204.0115	Removing Asphaltic Surface Butt Joints	SY	2,815.000	2,815.000
0012	204.0120	Removing Asphaltic Surface Milling	SY	181,483.000	181,483.000
0014	204.0150	Removing Curb & Gutter	LF	294.000	294.000
0016	204.0155	Removing Concrete Sidewalk	SY	121.000	121.000
0018	205.0100	Excavation Common	CY	3,816.000	3,816.000
0020	208.1500.S	Temporary Lane Shift During Culvert Work	EACH	6.000	6.000
0022	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 7560-05-74	EACH	1.000	1.000
0024	213.0100	Finishing Roadway (project) 01. 7560-05-74	EACH	1.000	1.000
0026	305.0110	Base Aggregate Dense 3/4-Inch	TON	3,932.000	3,932.000
0028	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	2,137.000	2,137.000
0030	305.0500	Shaping Shoulders	STA	16.000	16.000
0032	416.0610	Drilled Tie Bars	EACH	36.000	36.000
0034	450.4000	HMA Cold Weather Paving	TON	500.000	500.000
0036	455.0605	Tack Coat	GAL	22,189.000	22,189.000
0038	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	2.000	2.000
0040	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	2.000	2.000
0042	460.2000	Incentive Density HMA Pavement	DOL	8,510.000	8,510.000
0044	460.2005	Incentive Density PWL HMA Pavement	DOL	11,390.000	11,390.000
0046	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	41,080.000	41,080.000
0048	460.2010	Incentive Air Voids HMA Pavement	DOL	15,000.000	15,000.000
0050	460.6645	HMA Pavement 5 MT 58-34 V	TON	15,462.000	15,462.000
0052	460.8644	HMA Pavement 4 SMA 58-34 V	TON	18,039.000	18,039.000
0054	460.9000.S	Material Transfer Vehicle	EACH	1.000	1.000
0056	465.0105	Asphaltic Surface	TON	1,788.000	1,788.000
0058	465.0110	Asphaltic Surface Patching	TON	320.000	320.000
0060	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	144.000	144.000
0062	465.0560	Asphaltic Rumble Strips, Centerline	LF	41,868.000	41,868.000
0064	504.0900	Concrete Masonry Endwalls	CY	10.000	10.000
0066	520.1024	Apron Endwalls for Culvert Pipe 24-Inch	EACH	2.000	2.000
0068	520.1036	Apron Endwalls for Culvert Pipe 36-Inch	EACH	2.000	2.000
0070	520.3324	Culvert Pipe Class III-A 24-Inch	LF	74.000	74.000
0072	520.3336	Culvert Pipe Class III-A 36-Inch	LF	62.000	62.000
0074	520.8700	Cleaning Culvert Pipes	EACH	19.000	19.000
0076	520.9700.S	Culvert Pipe Liners (size) 01. 24-INCH	LF	70.000	70.000
0078	520.9700.S	Culvert Pipe Liners (size) 02. 36-INCH	LF	154.000	154.000
0080	520.9750.S	Cleaning Culvert Pipes for Liner Verification	EACH	3.000	3.000
0082	522.1500	Pipe Cattle Pass Reinforced Concrete	LF	60.000	60.000
0084	522.2329	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 29x45-Inch	LF	66.000	66.000
0086	522.2419	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 19x30-Inch	LF	120.000	120.000
0088	522.2619	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 19x30-Inch	EACH	4.000	4.000
0090	522.2629	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 29x45-Inch	EACH	2.000	2.000
0092	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	294.000	294.000
0094	601.0600	Concrete Curb Pedestrian	LF	43.000	43.000
0096	602.0405	Concrete Sidewalk 4-Inch	SF	1,293.000	1,293.000
0098	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	50.000	50.000

7560-05-74

Line	Item	Item Description	Unit	Total	Qty
0100	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	65.000	65.000
0102	611.0430	Reconstructing Inlets	EACH	1.000	1.000
0104	611.0624	Inlet Covers Type H	EACH	1.000	1.000
0106	611.8115	Adjusting Inlet Covers	EACH	4.000	4.000
0108	611.8120.S	Cover Plates Temporary	EACH	1.000	1.000
0110	614.0920	Salvaged Rail	LF	1,843.000	1,843.000
0112	614.2300	MGS Guardrail 3	LF	646.800	646.800
0114	614.2350	MGS Guardrail Short Radius	LF	62.500	62.500
0116	614.2500	MGS Thrie Beam Transition	LF	630.400	630.400
0118	614.2610	MGS Guardrail Terminal EAT	EACH	15.000	15.000
0120	614.2630	MGS Guardrail Short Radius Terminal	EACH	3.000	3.000
0122	618.0100	Maintenance And Repair of Haul Roads (project) 01. 7560-05-74	EACH	1.000	1.000
0124	619.1000	Mobilization	EACH	1.000	1.000
0126	624.0100	Water	MGAL	59.000	59.000
0128	625.0500	Salvaged Topsoil	SY	12,250.000	12,250.000
0130	627.0200	Mulching	SY	1,950.000	1,950.000
0132	628.1504	Silt Fence	LF	2,500.000	2,500.000
0134	628.1520	Silt Fence Maintenance	LF	2,500.000	2,500.000
0136	628.1905	Mobilizations Erosion Control	EACH	5.000	5.000
0138	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0140	628.2002	Erosion Mat Class I Type A	SY	10,000.000	10,000.000
0142	628.2006	Erosion Mat Urban Class I Type A	SY	430.000	430.000
0144	628.7015	Inlet Protection Type C	EACH	26.000	26.000
0146	628.7504	Temporary Ditch Checks	LF	200.000	200.000
0148	628.7555	Culvert Pipe Checks	EACH	70.000	70.000
0150	629.0210	Fertilizer Type B	CWT	8.000	8.000
0152	630.0120	Seeding Mixture No. 20	LB	315.000	315.000
0154	630.0140	Seeding Mixture No. 40	LB	12.000	12.000
0156	630.0200	Seeding Temporary	LB	330.000	330.000
0158	633.5200	Markers Culvert End	EACH	12.000	12.000
0160	638.2102	Moving Signs Type II	EACH	19.000	19.000
0162	638.4000	Moving Small Sign Supports	EACH	19.000	19.000
0164	642.5001	Field Office Type B	EACH	1.000	1.000
0166	643.0300	Traffic Control Drums	DAY	1,945.000	1,945.000
0168	643.0410	Traffic Control Barricades Type II	DAY	70.000	70.000
0170	643.0715	Traffic Control Warning Lights Type C	DAY	375.000	375.000
0172	643.0900	Traffic Control Signs	DAY	2,526.000	2,526.000
0174	643.1050	Traffic Control Signs PCMS	DAY	28.000	28.000
0176	643.3165	Temporary Marking Line Paint 6-Inch	LF	81,903.000	81,903.000
0178	643.3350	Temporary Marking Crosswalk Removable Tape 6-inch	LF	298.000	298.000
0180	643.5000	Traffic Control	EACH	1.000	1.000
0182	644.1430	Temporary Pedestrian Surface Plate	SF	1,324.000	1,324.000
0184	644.1601	Temporary Pedestrian Curb Ramp	DAY	112.000	112.000
0186	644.1810	Temporary Pedestrian Barricade	LF	300.000	300.000
0188	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	129,579.000	129,579.000
0190	646.4820	Marking Line Same Day Epoxy 10-Inch	LF	963.000	963.000
0192	646.5020	Marking Arrow Epoxy	EACH	1.000	1.000
0194	646.5120	Marking Word Epoxy	EACH	1.000	1.000
0196	646.5320	Marking Railroad Crossing Epoxy	EACH	2.000	2.000

Estimate Of Quantities

7560-05-74

Line	Item	Item Description	Unit	Total	Qty
0198	646.6020	Marking Stop Line Epoxy 12-Inch	LF	73.000	73.000
0200	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	496.000	496.000
0202	646.8120	Marking Curb Epoxy	LF	56.000	56.000
0204	646.8220	Marking Island Nose Epoxy	EACH	3.000	3.000
0206	650.6000	Construction Staking Pipe Culverts	EACH	6.000	6.000
0208	650.8000	Construction Staking Resurfacing Reference	LF	51,344.000	51,344.000
0210	650.9000	Construction Staking Curb Ramps	EACH	9.000	9.000
0212	650.9500	Construction Staking Sidewalk (project) 01. 7560-05-74	EACH	1.000	1.000
0214	650.9911	Construction Staking Supplemental Control (project) 01. 7560-05-74	EACH	1.000	1.000
0216	690.0150	Sawing Asphalt	LF	500.000	500.000
0218	690.0250	Sawing Concrete	LF	25.000	25.000
0220	740.0440	Incentive IRI Ride	DOL	38,538.000	38,538.000
0222	SPV.0060	Special 01. Cleaning Ditch	EACH	15.000	15.000

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PAVEMENT REMOVAL SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	REMOVING ASPHALTIC SURFACE 204.0110 SY	REMOVING ASPHALTIC SURFACE BUTT JOINTS 204.0115 SY	REMOVING ASPHALTIC SURFACE MILLING 204.0120 SY	REMARKS
0010	243+08	-	243+58	STH 95	-	218	-	
0010	243+58	-	259+90	STH 95	-	-	5549	
0010	259+90	-	260+41	STH 95	-	225	-	
0010	260+95	-	261+46	STH 95	-	228	-	
0010	261+46	-	397+14	STH 95	-	-	46854	
0010	308+89	-	310+10	VOSSE COULEE RD	-	-	106	
0010	309+40	-	309+75	VOSSE COULEE RD	-	34	-	
0010	342+25	-	345+16	SIDE ROAD	-	-	393	
0010	344+21	-	344+53	SIDE ROAD	-	33	-	
0010	372+87	-	375+03	CTY P	-	-	617	
0010	373+36	-	374+42	CTY P	-	96	-	
0010	397+14	-	397+65	STH 95	-	212	-	
0010	398+07	-	398+58	STH 95	-	220	-	
0010	398+58	-	511+45	STH 95	-	-	37730	
0010	474+83	-	476+67	BERG RD	-	-	254	
0010	475+92	-	476+20	BERG RD	-	31	-	
0010	494+55	-	497+70	CTH G	-	-	823	
0010	496+10	-	497+01	CTH G	-	68	-	
0010	511+45	-	511+95	STH 95	-	213	-	
0010	512+83	-	513+34	STH 95	-	212	-	
0010	513+34	-	689+88	STH 95	-	-	59939	
0010	556+95	-	558+33	LINCOLN RD	-	-	329	
0010	557+40	-	557+80	LINCOLN RD	-	54	-	
0010	592+96	-	595+45	GREEN ACRES RD	-	-	654	
0010	593+97	-	595+18	GREEN ACRES RD	-	68	-	
0010	625+75	-	627+21	SKUTLEY RD	-	-	175	
0010	626+56	-	626+80	SKUTLEY RD	-	25	-	
0010	683+32	-	685+13	ADAMS RD	-	-	245	
0010	684+27	-	684+52	ADAMS RD	-	31	-	
0010	685+30	-	687+35	SECHLERVILLE RD	-	-	607	
0010	685+53	-	686+86	SECHLERVILLE RD	-	80	-	
0010	689+88	-	690+38	STH 95	-	218	-	
0010	690+93	-	691+44	STH 95	-	218	-	
0010	710+50	-	711+00	STH 95	-	191	-	
0010	691+44	-	711+00	STH 95	-	-	6542	
0010	711+00	-	735+69	STH 95	-	36	11450	
0010	737+99	-	756+52	STH 95	-	104	8474	
0010	738+75	-	739+09	PARK DR	-	-	134	
0010	742+79	-	743+11	HOFFMAN ST S	-	-	108	
0010	744+07	-	744+46	S STATE ST	-	-	251	
0010	748+81	-	749+27	DEPOT ST NORTH SIDE	-	-	102	
0010	749+60	-	749+94	DEPOT ST SOUTH SIDE	-	-	147	
0010	733+65	-	748+79	CURB REMOVAL AREAS	97	-	-	
0010				PROJECT LIMITS	144	-	-	DRIVEWAYS
				PROJECT TOTALS =	**241**	**2,815**	**181,483**	

CLEARING & GRUBBING

CATEGORY	STATION	TO	STATION	LOCATION	CLEARING 201.0105 STA	GRUBBING 201.0205 STA	REMARKS
0010	313+35	-	314+35	LT	1	1	CULVERT REPLACEMENT
0010	313+75	-	314+75	RT	1	1	CULVERT REPLACEMENT
0010	318+15	-	319+15	LT/RT	2	2	CULVERT REPLACEMENT
0010	682+60	-	683+60	RT	1	1	CULVERT REPLACEMENT
					5	**5**	

TEMPORARY LANE SHIFT DURING CULVERT WORK

CATEGORY	STATION	LOCATION	208.1500.S EACH	REMARKS
0010	280+53	STH 95	1	
0010	314+03	STH 95	1	
0010	314+07	STH 95	1	
0010	318+66	STH 95	1	
0010	323+16	STH 95	1	
0010	682+96	STH 95	1	
		TOTAL	**6**	

BASE AGGREGATE DENSE 3/4-INCH

CATEGORY	STATION	LOCATION	305.0110 TON	REMARKS
0010	PROJECT LIMITS	STH 95	3,792	SHOULDERS
0010	PROJECT LIMITS	STH 95	140	DRIVEWAYS
		PROJECT TOTAL =	**3,932**	

BASE AGGREGATE DENSE 1 1/4-INCH

CATEGORY	STATION		TO STATION	LOCATION	305.0120 TON	REMARKS
0010	280+01	-	281+06	STH 95	373	CULVERT REPLACEMENT
0010	313+37	-	314+74	STH 95	486	CULVERT REPLACEMENT
0010	318+14	-	319+18	STH 95	369	CULVERT REPLACEMENT
0010	322+61	-	323+71	STH 95	390	CULVERT REPLACEMENT
0010	682+37	-	683+55	STH 95	419	CULVERT REPLACEMENT
0010					100	UNDISTRIBUTED
				PROJECT TOTALS =	**2,137**	

SHAPING SHOULDERS

CATEGORY	STATION		TO STATION	LOCATION	305.0500 STA
0010	748+75	-	756+52	END PROJECT	16
				PROJECT TOTALS =	**16**

DIVISION		FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION (1) CUT (2)	205.0100 COMMON EXCAVATION (1) EBS EXCAVATION (3)	SALVAGED/ UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	UNEXPANDED FILL	EXPANDED FILL (6) FACTOR 1.30	MASS ORDINATE +/- (7)	WASTE
DIVISION 1 SUBTOTAL	258+00	262+00	BEAMGUARD 1	0	0	0	0	22	29	-29	0
DIVISION 2 SUBTOTAL	280+00	281+00	CULVERT 1	748	0	0	748	85	111	638	638
DIVISION 3 SUBTOTAL	313+50	314+50	CULVERT 2	966	0	0	966	0	0	966	966
DIVISION 4 SUBTOTAL	318+50	319+00	CULVERT 3	449	0	0	449	0	0	449	449
DIVISION 5 SUBTOTAL	323+00	323+50	CULVERT 4	542	0	0	542	0	0	542	542
DIVISION 6 SUBTOTAL	394+50	401+00	BEAMGUARD 2	0	0	0	0	243	316	-316	0
DIVISION 7 SUBTOTAL	434+00	439+00	BEAMGUARD 3	0	0	0	0	103	134	-134	0
DIVISION 8 SUBTOTAL	509+00	516+00	BEAMGUARD 4	0	0	0	0	164	213	-213	0
DIVISION 9 SUBTOTAL	682+50	683+50	CULVERT 5	1,111	0	0	1,111	36	47	1,064	1,064
DIVISION 10 SUBTOTAL	687+50	693+00	BEAMGUARD 5	0	0	0	0	122	159	-159	0
GRAND TOTAL				3,816	0	0	3,816	775	1,008	2,809	3,659
TOTAL COMMON EXC				3,816							

NOTES:

(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100

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

(3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT BORROW MATERIAL. NOTE: THIS IS DESIGNERS CHOICE, CAN BE BACKFILLED WITH BORROW, OR CUT AS WELL.

(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL

(5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL

(6) EXPANDED FILL FACTOR = 1.3

(7) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

(8) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

(9) ALL QUANTITIES FROM THE ABOVE TABLE ARE IN CUBIC YARDS (CY) UNLESS NOTED OTHERWISE.

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CURB & GUTTER SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	REMOVING CURB & GUTTER 204.0150 LF	CONCRETE CURB & GUTTER 30-INCH TYPE D 601.0411 LF	DRILLED TIE BARS 416.0610 EACH	REMARKS
0010	733+65	-	733+91	NW STATE ST INTERSECTION	34	34	6	
0010	733+67	-	734+45	PORKCHOP ISLAND STATE ST	77	77	-	
0010	734+32	-	734+54	SE STATE ST INTERSECTION	33	33	6	
0010	739+11	-	739+35	PARK DRIVE SOUTH SIDE	36	36	6	
0010	742+43	-	742+76	HOFFMAN ST WEST SIDE	43	43	6	
0010	743+13	-	743+36	HOFFMAN ST EAST SIDE	41	41	6	
0010	748+55	-	748+79	DEPOT ST WEST SIDE	30	30	6	
				PROJECT TOTALS =	**294**	**294**	**36**	

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RUMBLE STRIP SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	ASPHALTIC RUMBLE STRIPS, CENTERLINE 465.0560 LF	REMARKS
0010	243+08	-	711+00	STH 95 C/L	41,868	RURAL SECTION
				PROJECT TOTAL =	**41,868**	

SIDEWALK & CURB RAMPS SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	REMOVING CONCRETE SIDEWALK 204.0155 SY	CONCRETE CURB PEDESTRIAN 601.0600 LF	CONCRETE SIDEWALK 4-INCH 602.0405 SF	CURB RAMP DETECTABLE WARNING FIELD YELLOW 602.0505 SF	CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW 602.0605 SF	CONSTRUCTION STAKING CURB RAMPS 650.9000 EACH
0010	733+65	-	733+89	STATE ST INTERSECTION NW CORNER	23	-	225	10	-	1
0010	733+66	-	734+32	PORKCHOP ISLAND STATE ST	30	-	264	30	-	3
0010	734+33	-	734+54	SE STATE ST INTERSECTION	19	22	189	10	-	1
0010	739+14	-	739+44	PARK DRIVE SE CORNER	10	-	158	-	17	1
0010	742+39	-	742+73	HOFFMAN ST NW CORNER	16	-	177	-	16	1
0010	743+16	-	743+44	HOFFMAN ST SE CORNER	13	-	150	-	16	1
0010	748+50	-	748+76	DEPOT ST NE CORNER	10	21	130	-	16	1
				PROJECT TOTALS =	**121**	**43**	**1,293**	**50**	**65**	**9**

ASPHALT ITEMS SUMMARY

CATEGORY	STATION		TO STATION	LOCATION	HMA PAVEMENT 5 MT 58-34 V 460.6645 TON	HMA PAVEMENT 4 SMA 58-34 V 460.8644 TON	HMA COLD WEATHER PAVING 450.4000 TON	TACK COAT 455.0605 GAL	ASPHALTIC SURFACE 465.0105 TON	ASPHALTIC SURFACE PATCHING 465.0110 TON	ASPHALTIC SURFACE DRIVEWAY AND FIELD ENTRANCES 465.0120 TON	COMMENTS
0010	243+08	-	260+19	STH 95	504	588	-	719	-	-	-	
0010	260+96	-	397+65	STH 95	3973	4635	-	5676	-	-	-	
0010	280+01	-	281+06	STH 95	-	-	-	18	136	-	-	CULVERT 280+53
0010	313+37	-	314+74	STH 95	-	-	-	23	179	-	-	CULVERTS 314+03/07
0010	318+14	-	319+18	STH 95	-	-	-	18	135	-	-	CULVERT 318+66
0100	322+61	-	323+71	STH 95	-	-	-	19	144	-	-	CULVERT 323+16
0010	398+08	-	511+95	STH 95	3206	3740	-	4580	-	-	-	
0010	512+84	-	690+38	STH 95	5071	5917	-	7245	-	-	-	
0010	690+93	-	711+00	STH 95	568	663	-	812	-	-	-	
0010	711+00	-	735+69	STH 95	962	1123	-	1374	-	-	-	
0010	737+99	-	756+52	STH 95	712	831	425	1017	-	-	-	
0010	308+89	-	310+10	VOSSE COULEE RD	12	14	-	17	-	-	-	
0010	342+25	-	345+16	SIDE ROAD	36	42	-	52	-	-	-	
0010	372+87	-	375+03	CTY P	60	70	-	86	-	-	-	
0010	474+83	-	476+67	BERG RD	24	28	-	35	-	-	-	
0010	494+55	-	497+70	CTH G	75	88	-	107	-	-	-	
0010	556+95	-	558+33	LINCOLN RD	33	38	-	46	-	-	-	
0010	592+96	-	595+45	GREEN ACRES RD	61	71	-	87	-	-	-	
0010	625+75	-	627+21	SKUTLEY RD	17	20	-	24	-	-	-	
0010	682+37	-	683+55	STH 95	-	-	-	25	194	-	-	CULVERT 682+96
0010	683+32	-	685+13	ADAMS RD	24	28	-	34	-	-	-	
0010	685+30	-	687+35	SECHLIERVILLE RD	58	68	-	83	-	-	-	
0010	738+75	-	739+09	PARK DR	12	14	14	17	-	-	-	
0010	742+79	-	743+11	HOFFMAN ST S	10	11	11	13	-	-	-	
0010	744+07	-	744+46	S STATE ST	22	25	25	31	-	-	-	
0010	748+81	-	749+27	DEPOT ST NORTH SIDE	9	10	10	13	-	-	-	
0010	749+60	-	749+94	DEPOT ST SOUTH SIDE	13	15	15	18	-	-	-	
0010	243+58	-	756+52	DRIVEWAYS	-	-	-	-	-	-	144	
0010	733+65	-	748+79	CURB REPLACEMENT AREAS	-	-	-	-	-	20	-	
0010	243+58	-	756+52	MISC REPAIRS	-	-	-	-	1000	200	-	
0010	243+58	-	756+52	MINOR REPAIRS	-	-	-	-	-	100	-	
					15,462	**18,039**	**500**	**22,189**	**1,788**	**320**	**144**	

FOR INFORMATIONAL PURPOSES ONLY

STATION		LOCATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR	
								MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
243+08	756+52	2-12FT DRIVING LANES	UPPER LAYER	HMA PAVEMENT 5 MT 58-34 V	4 SMA 58-34 V	13290	1.75"	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
243+08	756+52	2-12FT DRIVING LANES	LOWER LAYER	MILLED EXISTING HMA SURFACE	5 MT 58-34 V	11390	1.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
243+08	756+52	2 PAVED SHOULDERS	UPPER LAYER	HMA PAVEMENT 5 MT 58-34 V	4 SMA 58-34 V	4208	1.75"	QMP AS PER SS 460	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
243+08	756+52	2 PAVED SHOULDERS	LOWER LAYER	MILLED EXISTING HMA SURFACE	5 MT 58-34 V	3606	1.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE

HMA PAVEMENT INCENTIVE SUMMARY

CATEGORY	LOCATION	HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP VOLUMETRICS 460.0105.S EACH	HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP DENSITY 460.0110.S EACH
0010	PROJECT LIMITS	2	2
		2	**2**

ADDITIONAL HMA PAVEMENT ITEMS

CATEGORY	LOCATION	PREPARE FOUNDATION FOR ASPHALTIC PAVING SPECIAL (PROJECT) 01. 7560-05-74 211.0101 EACH	MATERIAL TRANSFER VEHICLE 460.9000.S EACH
0010	STH 95	1	1
		1	**1**

CLEANING CULVERT PIPES

CATEGORY	STATION	LOCATION	520.8700 EACH
0010	374+72	STH 95	1
0010	390+11	STH 95	1
0010	408+28	STH 95	1
0010	408+33	STH 95	1
0010	417+56	STH 95	1
0010	421+05	STH 95	1
0010	436+06	STH 95	1
0010	436+54	STH 95	1
0010	472+64	STH 95	1
0010	486+38	STH 95	1
0010	486+41	STH 95	1
0010	574+44	STH 95	1
0010	579+87	STH 95	1
0010	586+61	STH 95	1
0010	593+87	STH 95	1
0010	619+80	STH 95	1
0010	633+00	STH 95	1
0010	679+30	STH 95	1
0010	744+86	STH 95	1
		PROJECT TOTALS =	**19**

REMOVING SMALL PIPE CULVERTS

CATEGORY	STATION	LOCATION	203.0100 EACH	REMARKS
0010	280+53	STH 95	1	
0010	314+03	STH 95	1	
0010	314+07	STH 95	1	
0010	318+66	STH 95	1	
0010	323+16	STH 95	1	
0010	682+96	STH 95	1	
		TOTAL	**6**	

CULVERT LINER SUMMARY

CATEGORY	STATION	LOCATION	CULVERT PIPE LINERS, 24-INCH 520.9700.S.01 LF	CULVERT PIPE LINERS, 36-INCH 520.9700.S.02 LF	CLEANING CULVERT PIPES FOR LINER VERIFICATION 520.9750.S EACH
0010	408+28	STH 95	-	77	1
0010	408+33	STH 95	-	77	1
0010	579+87	STH 95	70	-	1
			70	**154**	**3**

CULVERT SUMMARY

CATEGORY	STATION	LOCATION	CONCRETE MASONRY ENDWALLS 504.0900 CY	APRON ENDWALLS FOR CULVERT PIPE 24-INCH 520.1024 EACH	APRON ENDWALLS FOR CULVERT PIPE 36-INCH 520.1036 EACH	CULVERT PIPE CLASS III-A 24-INCH 520.3324 LF	CULVERT PIPE CLASS III-A 36-INCH 520.3336 LF	PIPE CATTLE PASS REINFORCED CONCRETE 522.1500 LF	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 29x45-INCH 522.2329 LF	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 19x30-INCH 522.2419 LF	APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 19x30-INCH 522.2619 EACH	APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 29x45-INCH 522.2629 EACH	CONSTRUCTION STAKING PIPE CULVERTS 650.6000 EACH	REMARKS
0010	280+53	STH 95	-	-	2	-	62	-	-	-	-	-	1	0.079" MIN THICKNESS FOR STEEL PIPE
0010	314+03	STH 95	-	-	-	-	-	-	-	60	2	-	1	
0010	314+07	STH 95	-	-	-	-	-	-	-	60	2	-	1	
0010	318+66	STH 95	-	2	-	74	-	-	-	-	-	-	1	0.064" MIN THICKNESS FOR STEEL PIPE
0010	323+16	STH 95	10	-	-	-	-	60	-	-	-	-	1	
0010	682+96	STH 95	-	-	-	-	-	-	66	-	-	2	1	
			10	**2**	**2**	**74**	**62**	**60**	**66**	**120**	**4**	**2**	**6**	

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STORM SEWER SUMMARY

CATEGORY	STATION	LOCATION	611.0430 RECONSTRUCTING INLETS EACH	611.0624 INLET COVERS TYPE H EACH	611.8115 ADJUSTING INLET COVERS EACH	611.8120.S COVER PLATES TEMPORARY EACH	RIM ELEVATION	REMARKS
0010	100+37M	LT	-	-	1	-		MAIN ST
0010	742+48	LT	1	1	-	1	920.24	HOFFMAN ST
0010	742+77	LT	-	-	1	-		HOFFMAN ST
0010	743+14	LT	-	-	1	-		HOFFMAN ST
0010	748+77	LT	-	-	1	-		DEPOT ST
PROJECT TOTALS =			**1**	**1**	**4**	**1**		

WATER

CATEGORY	LOCATION	624.0100 MGAL	REMARKS
0010	STH 80	59	3/4-IN
PROJECT TOTAL =		**59**	

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BEAM GUARD SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	SALVAGED RAIL 614.092 LF	MGS GUARDRAIL 3 614.2300 LF	MGS GUARDRAIL SHORT RADIUS 614.2350 LF	MGS THRIE BEAM TRANSITION 614.2500 LF	MGS GUARDRAIL TERMINAL EAT 614.2610 EACH	MGS GUARDRAIL SHORT RADIUS TERMINAL 614.2630 EACH	REMARKS
0010	259+56	-	260+48	LT	69	-	-	39.4	1	-	B-27-106
0010	261+03	-	261+74	LT	56	28.1	25	39.4	-	1	B-27-106
0010	259+17	-	260+34	RT	70	25	-	39.4	1	-	B-27-106
0010	260+89	-	261+44	RT	57	28.1	25	39.4	-	1	B-27-106
0010	396+72	-	397+65	LT	70	-	-	39.4	1	-	B-27-107
0010	398+07	-	399+25	LT	70	25	-	39.4	1	-	B-27-107
0010	396+48	-	397+65	RT	69	25	-	39.4	1	-	B-27-107
0010	398+07	-	398+99	RT	70	-	-	39.4	1	-	B-27-107
0010	435+36	-	437+79	LT	165	137.5	-	-	2	-	72-INCH CULVERT
0010	510+66	-	511+95	LT	132	37.5	-	39.4	1	-	B-27-108
0010	512+84	-	514+76	LT	194	100	-	39.4	1	-	B-27-108
0010	510+03	-	511+95	RT	194	100	-	39.4	1	-	B-27-108
0010	512+84	-	514+14	RT	132	37.5	-	39.4	1	-	B-27-108
0010	682+75	-	683+76	LT	102	-	-	-	-	-	CULVERT REPLACEMENT - REMOVAL ONLY
0010	682+63	-	683+66	RT	115	-	-	-	-	-	CULVERT REPLACEMENT - REMOVAL ONLY
0010	689+60	-	690+38	LT	70	53.1	12.5	39.4	-	1	B-27-144
0010	690+94	-	692+11	LT	69	25	-	39.4	1	-	B-27-144
0010	689+21	-	690+38	RT	70	25	-	39.4	1	-	B-27-144
0010	690+93	-	691+86	RT	69	-	-	39.4	1	-	B-27-144
PROJECT TOTAL					**1843**	**646.8**	**62.5**	**630.4**	**15**	**3**	

EROSION CONTROL ITEMS

CATEGORY	STATION	-	STATION	LOCATION	SALVAGED TOPSOIL 625.0500 SY	MULCHING 627.0200 SY	EROSION MAT CLASS 1 TYPE A 628.2002 SY	EROSION MAT URBAN CLASS 1 TYPE A 628.2006 SY	FERTILIZER TYPE B 629.0210 CWT	SEEDING MIXTURE NO. 20 630.0120 LB	SEEDING MIXTURE NO. 40 630.0140 LB	TEMPORARY SEEDING 630.0200 LB	REMARKS
0010	258+25	-	261+49	BRIDGE B-27-106	482	-	482	-	0.31	13.1	-	13.1	BEAMGUARD REPLACEMENT
0010	279+76	-	281+31	CULVERT 280+53	779	377	203	200	0.50	11.1	6.7	17.7	CULVERT REPLACEMENT
0010	313+12	-	314+99	CULVERTS 314+03/07	551	276	275	-	0.35	14.9	-	14.9	CULVERT REPLACEMENT
0010	317+89	-	319+43	CULVERT 318+66	716	373	343	-	0.46	19.4	-	19.4	CULVERT REPLACEMENT
0010	322+36	-	323+96	CULVERT 323+16	717	333	385	-	0.46	19.4	-	19.4	CULVERT REPLACEMENT
0010	395+42	-	400+25	BRIDGE B-27-107	1434	-	1434	-	0.91	38.8	-	38.8	BEAMGUARD REPLACEMENT
0010	434+46	-	438+69	CULVERTS 436+06/54	711	-	711	-	0.45	19.2	-	19.2	BEAMGUARD REPLACEMENT
0010	509+00	-	515+77	BRIDGE B-27-108	2925	-	2925	-	1.85	79.0	-	79.0	BEAMGUARD REPLACEMENT
0010	682+12	-	683+80	CULVERT 682+96	543	210	334	-	0.35	14.7	-	16.0	CULVERT REPLACEMENT
0010	688+21	-	692+65	BRIDGE B-27-144	977	-	977	-	0.62	26.4	-	26.4	BEAMGUARD REPLACEMENT
0010	733+65	-	748+79		-	-	-	144	0.10	-	2.6	2.4	CURB & GUTTER AND SIDEWALK REPLACEMENT
0010				PROJECT LIMITS	2415	381	1931	86	1.64	59.0	2.7	63.7	UNDISTRIBUTED
	PROJECT TOTALS =				**12,250**	**1,950**	**10,000**	**430**	**8.0**	**315.0**	**12.0**	**330.0**	

NOTE: MULCHING TO BE PLACED IN LOCATIONS NOT RECEIVING EMAT WITH SLOPES FLATTER THAN 3:1.
NOTE: EMAT CLASS I TYPE A TO BE PLACED IN LOCATIONS WITH SLOPES 3:1 OR STEEPER.
NOTE: EMAT URBAN CLASS I TYPE A TO BE PLACED IN ALL URBAN/MOWABLE LAWN AREAS.

MOBILIZATIONS EROSION CONTROL SUMMARY

CATEGORY	LOCATION	MOBILIZATIONS EROSION CONTROL 628.1905 EACH	MOBILIZATIONS EMERGENCY EROSION CONTROL 628.1910 EACH	REMARKS
0010	PROJECT LIMITS	5	3	
	PROJECT TOTALS =	**5**	**3**	

SILT FENCE SUMMARY

CATEGORY	LOCATION	SILT FENCE 628.1504 LF	SILT FENCE MAINENANCE 628.1520 LF	REMARKS
0010	280+53	240	240	120 FT EACH SIDE OF CULVERT
0010	314+05	270	270	135 FT EACH SIDE OF CULVERT
0010	318+66	240	240	120 FT EACH SIDE OF CULVERT
0010	323+16	240	240	120 FT EACH SIDE OF CULVERT
0010	436+25	100	100	100 FT RT SIDE OF CULVERTS
0010	682+96	270	270	135 FT EACH SIDE OF CULVERT
0010	PROJECT LIMITS	690	690	CULVERT LINING, CLEANING, AND DITCHING LOCATIONS
0010	PROJECT LIMITS	450	450	UNDISTRIBUTED
	PROJECT TOTALS =	**2500**	**2500**	

INLET PROTECTION TYPE C

CATEGORY	STATION	LOCATION	628.7015 EACH	REMARKS
0010	713+22	LT	1	
0010	716+46	LT	1	
0010	717+76	LT & RT	2	
0010	721+66	LT & RT	2	
0010	724+59	LT & RT	2	
0010	731+12	LT & RT	2	
0010	734+10	LT	1	
0010	734+34	LT	1	
0010	735+79	LT	1	
0010	735+90	RT	1	
0010	738+31	RT	1	
0010	738+42	LT	1	
0010	742+49	LT	1	
0010	742+77	LT	1	
0010	743+01	RT	1	
0010	743+13	LT	1	
0010	743+41	LT	1	
0010	744+86	RT	1	
0010	746+70	LT	1	
0010	748+77	LT	1	
0010	749+23	LT	1	
0010	749+96	RT	1	
PROJECT TOTALS =			**26**	

TEMPORARY DITCH CHECK

CATEGORY	STATION	LOCATION	628.7504 LF	REMARKS
0010	274+63	LT & RT	20	
0010	280+53	LT	10	
0010	314+03	LT	10	
0010	318+66	LT	10	
0010	334+15	LT & RT	20	
0010	366+13	LT & RT	20	
0010	477+05	RT	10	
0010	491+99	LT & RT	20	
0010	650+80	LT & RT	20	
0010	657+92	LT	10	
0010	667+04	LT	10	
0010	PROJECT LIMITS		40	UNDISTRIBUTED
PROJECT TOTALS =			**200**	

CULVERT PIPE CHECKS

CATEGORY	STATION	LOCATION	628.7555 EACH	REMARKS
0010	274+63	STH 95	2	CLEANING DITCHES
0010	274+77	STH 95	2	CLEANING DITCHES
0010	280+53	STH 95	2	CULVERT REPLACEMENT
0010	314+03	STH 95	2	CULVERT REPLACEMENT
0010	314+07	STH 95	2	CULVERT REPLACEMENT
0010	318+66	STH 95	2	CULVERT REPLACEMENT
0010	323+16	STH 95	2	CULVERT REPLACEMENT
0010	334+15	STH 95	2	CLEANING DITCHES
0010	366+13	STH 95	2	CLEANING DITCHES
0010	366+17	STH 95	2	CLEANING DITCHES
0010	374+72	STH 95	2	CLEANING CULVERT
0010	390+11	STH 95	2	CLEANING CULVERT
0010	408+28	STH 95	2	CLEANING/LINING CULVERT
0010	408+33	STH 95	2	CLEANING/LINING CULVERT
0010	417+56	STH 95	2	CLEANING CULVERT
0010	421+05	STH 95	2	CLEANING CULVERT
0010	436+06	STH 95	2	CLEANING CULVERT
0010	436+54	STH 95	2	CLEANING CULVERT
0010	472+64	STH 95	2	CLEANING CULVERT
0010	477+05	STH 95	2	CLEANING DITCHES
0010	486+38	STH 95	2	CLEANING CULVERT
0010	486+41	STH 95	2	CLEANING CULVERT
0010	491+99	STH 95	2	CLEANING DITCHES
0010	574+44	STH 95	2	CLEANING CULVERT
0010	579+87	STH 95	2	CLEANING/LINING CULVERT
0010	586+61	STH 95	2	CLEANING CULVERT
0010	593+87	STH 95	2	CLEANING CULVERT
0010	619+80	STH 95	2	CLEANING CULVERT
0010	633+00	STH 95	2	CLEANING CULVERT
0010	650+80	STH 95	2	CLEANING DITCHES
0010	657+92	STH 95	2	CLEANING DITCHES
0010	667+04	STH 95	2	CLEANING DITCHES
0010	667+08	STH 95	2	CLEANING DITCHES
0010	679+30	STH 95	2	CLEANING CULVERT
0010	682+96	STH 95	2	CULVERT REPLACEMENT
			70	

3

MARKER CULVERT ENDS

CATEGORY	STATION	LOCATION	633.5200 EACH	REMARKS
0010	280+53	STH 95	2	
0010	314+03	STH 95	2	
0010	314+07	STH 95	2	
0010	318+66	STH 95	2	
0010	323+16	STH 95	2	
0010	682+96	STH 95	2	
			12	

MOVING SIGN SUMMARY

CATEGORY	STATION	LOCATION	MOVING SIGNS TYPE II 638.2102 EACH	MOVING SMALL SIGN SUPPORTS 638.4000 EACH	REMARKS
0010	299+31	LT	1	1	NO PASSING ZONE
0010	335+80	LT	1	1	NO PASSING ZONE
0010	388+73	LT	1	1	NO PASSING ZONE
0010	405+91	RT	1	1	NO PASSING ZONE
0010	463+85	LT	1	1	NO PASSING ZONE
0010	486+01	RT	1	1	NO PASSING ZONE
0010	536+29	LT	1	1	NO PASSING ZONE
0010	564+67	RT	1	1	NO PASSING ZONE
0010	599+53	LT	1	1	NO PASSING ZONE
0010	616+55	RT	1	1	NO PASSING ZONE
0010	615+85	LT	1	1	NO PASSING ZONE
0010	635+00	RT	1	1	NO PASSING ZONE
0010	680+00	LT	1	1	NO PASSING ZONE
0010	702+00	RT	1	1	NO PASSING ZONE
0010	UNDISTRIBUTED		5	5	
PROJECT TOTAL =			**19**	**19**	

3

TRAFFIC CONTROL SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	TRAFFIC CONTROL DRUMS 643.0300 QTY	TRAFFIC CONTROL DRUMS 643.0300 DAY	TRAFFIC CONTROL BARRICADES TYPE II 643.0410 QTY	TRAFFIC CONTROL BARRICADES TYPE II 643.0410 DAY	TRAFFIC CONTROL WARNING LIGHTS TYPE C 643.0715 QTY	TRAFFIC CONTROL WARNING LIGHTS TYPE C 643.0715 DAY	TRAFFIC CONTROL SIGNS 643.0900 QTY	TRAFFIC CONTROL SIGNS 643.0900 DAY	TRAFFIC CONTROL PCMS 643.1050 QTY	TRAFFIC CONTROL PCMS 643.1050 DAY	TRAFFIC CONTROL 643.5000 EACH
0010	BOP	-	EOP	MAINLINE	-	-	-	-	-	-	-	750	2	28	-
0010	733+00	-	749+00	SIDEWALK CLOSURES	5	70	5	70	-	-	9	126	-	-	-
0010	BOP	-	EOP	SIDEROADS	-	-	-	-	-	-	-	1,650	-	-	-
0010				UNDISTRIBUTED	-	1,875	-	-	-	**375**	-	-	-	-	1
				PROJECT TOTAL =		**1,945**		**70**		**375**		**2,526**		**28**	**1**

TEMPORARY PEDESTRIAN ITEMS

CATEGORY	LOCATION	TEMPORARY PEDESTRIAN SURFACE PLATE 644.1430 SF	TEMPORARY PEDESTRIAN CURB RAMP 644.1601 DAY	TEMPORARY PEDESTRIAN BARRICADE 644.1810 LF
0010	N STATE ST (WEST)	126	14	-
0010	N STATE ST (EAST)	43	14	-
0010	E MAIN ST (NORTH)	-	14	-
0010	E MAIN ST (SOUTH)	172	14	-
0010	STH 95 & PARK ST (SOUTH)	369	28	-
0010	HOFFMAN ST (WEST)	216	14	-
0010	HOFFMAN ST (EAST)	225	14	-
0010	DEPOT ST (WEST)	-	-	-
0010	UNDISTRIBUTED	173	-	300
	PROJECT TOTALS =	**1,324**	**112**	**300**

PAVEMENT MARKING LINE SUMMARY

CATEGORY	STATION	TO STATION	LOCATION	MARKING LINE GROOVED WET REF EPOXY 6-INCH 646.2040 LF	MARKING LINE SAME DAY EPOXY 10-INCH 646.4820 LF	TEMPORARY MARKING LINE PAINT 6-INCH 643.3165 LF	TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH 643.3350 LF	REMARKS
0010	243+08	- 245+68	STH 95 C/L	520	-	1,560	-	DOUBLE CENTERLINE - YELLOW
0010	245+68	- 257+04	STH 95 C/L	1,420	-	3,681	-	SOLID/DASHED CENTERLINE - YELLOW
0010	257+04	- 299+31	STH 95 C/L	1,057	-	1017	-	DASHED CENTERLINE - YELLOW
0010	299+31	- 305+52	STH 95 C/L	776	-	2,012	-	SOLID/DASHED CENTERLINE - YELLOW
0010	305+52	- 306+75	STH 95 C/L	31	-	30	-	DASHED CENTERLINE - YELLOW
0010	306+75	- 315+94	STH 95 C/L	1,149	-	2,978	-	SOLID/DASHED CENTERLINE - YELLOW
0010	315+94	- 335+96	STH 95 C/L	501	-	483	-	DASHED CENTERLINE - YELLOW
0010	335+96	- 344+32	STH 95 C/L	1,045	-	2,709	-	SOLID/DASHED CENTERLINE - YELLOW
0010	344+32	- 388+73	STH 95 C/L	1,110	-	1068	-	DASHED CENTERLINE - YELLOW
0010	388+73	- 394+57	STH 95 C/L	730	-	1,892	-	SOLID/DASHED CENTERLINE - YELLOW
0010	394+57	- 394+75	STH 95 C/L	36	-	108	-	DOUBLE CENTERLINE - YELLOW
0010	394+75	- 405+91	STH 95 C/L	1,395	-	3,616	-	SOLID/DASHED CENTERLINE - YELLOW
0010	405+91	- 463+83	STH 95 C/L	1,448	-	1392	-	DASHED CENTERLINE - YELLOW
0010	463+83	- 473+61	STH 95 C/L	1,223	-	3,169	-	SOLID/DASHED CENTERLINE - YELLOW
0010	473+61	- 475+27	STH 95 C/L	332	-	996	-	DOUBLE CENTERLINE - YELLOW
0010	475+27	- 486+01	STH 95 C/L	1,343	-	3,480	-	SOLID/DASHED CENTERLINE - YELLOW
0010	486+01	- 536+28	STH 95 C/L	1,257	-	1209	-	DASHED CENTERLINE - YELLOW
0010	536+28	- 545+00	STH 95 C/L	1,090	-	2,825	-	SOLID/DASHED CENTERLINE - YELLOW
0010	545+00	- 552+00	STH 95 C/L	1400	-	4,200	-	DOUBLE CENTERLINE - YELLOW
0010	552+00	- 564+67	STH 95 C/L	1,584	-	4,105	-	SOLID/DASHED CENTERLINE - YELLOW
0010	564+67	- 599+52	STH 95 C/L	871	-	837	-	DASHED CENTERLINE - YELLOW
0010	599+52	- 609+22	STH 95 C/L	1,213	-	3,143	-	SOLID/DASHED CENTERLINE - YELLOW
0010	609+22	- 615+82	STH 95 C/L	825	-	2,138	-	SOLID/DASHED CENTERLINE - YELLOW
0010	615+82	- 616+56	STH 95 C/L	148	-	444	-	DOUBLE CENTERLINE - YELLOW
0010	616+56	- 622+67	STH 95 C/L	764	-	1,980	-	SOLID/DASHED CENTERLINE - YELLOW
0010	622+67	- 630+55	STH 95 C/L	197	-	192	-	DASHED CENTERLINE - YELLOW
0010	630+55	- 635+00	STH 95 C/L	556	-	1,442	-	SOLID/DASHED CENTERLINE - YELLOW
0010	635+00	- 680+00	STH 95 C/L	1,125	-	1080	-	DASHED CENTERLINE - YELLOW
0010	680+00	- 690+94	STH 95 C/L	1,368	-	3,545	-	SOLID/DASHED CENTERLINE - YELLOW
0010	690+94	- 692+02	STH 95 C/L	216	-	648	-	DOUBLE CENTERLINE - YELLOW
0010	692+02	- 702+00	STH 95 C/L	1,248	-	3,234	-	SOLID/DASHED CENTERLINE - YELLOW
0010	702+00	- 711+00	STH 95 C/L	225	-	216	-	DASHED CENTERLINE - YELLOW
0010	711+00	- 726+12	STH 95 C/L	378	-	363	-	DASHED CENTERLINE - YELLOW
0010	711+00	- 733+78	STH 95 C/L	2,848	-	7,381	-	SOLID/DASHED CENTERLINE - YELLOW
0010	734+40	- 743+90	STH 95 C/L	1900	-	5,700	-	DOUBLE CENTERLINE - YELLOW
0010	744+80	- 754+29	STH 95 C/L	1898	-	5,694	-	DOUBLE CENTERLINE - YELLOW
0010	754+29	- 756+52	STH 95 C/L	446	-	1,338	-	DOUBLE CENTERLINE - YELLOW
0010	243+08	- 243+98	RT TURN	-	90	-	-	WHITE
0010	243+08	- 372+87	LANE EDGE RT	12,979	-	-	-	WHITE
0010	243+08	- 343+79	LANE EDGE LT	9,814	-	-	-	WHITE
0010	345+07	- 346+99	RT TURN	-	192	-	-	WHITE
0010	345+07	- 373+57	LANE EDGE LT	2,856	-	-	-	WHITE
0010	371+73	- 372+88	RT TURN	-	115	-	-	WHITE
0010	374+36	- 594+06	LANE EDGE RT	21,979	-	-	-	WHITE
0010	374+81	- 376+35	RT TURN	-	154	-	-	WHITE
0010	374+82	- 593+71	LANE EDGE LT	21,884	-	-	-	WHITE
0010	595+04	- 684+08	LANE EDGE LT	8,909	-	-	-	WHITE
0010	595+45	- 685+32	LANE EDGE RT	8,982	-	-	-	WHITE
0010	685+14	- 686+07	LANE EDGE LT	96	-	-	-	WHITE
0010	686+61	- 714+45	LANE EDGE RT	2,782	-	-	-	WHITE
0010	686+99	- 711+00	LANE EDGE LT	2,404	-	-	-	WHITE
0010	729+67	- 733+79	RT TURN	-	412	-	-	WHITE
0010	750+40	- 756+52	LANE EDGE LT	610	-	-	-	WHITE
0010	750+40	- 756+52	LANE EDGE RT	615	-	-	-	WHITE
0010	733+94	- 734+11	N STATE ST	-	-	-	74	TEMPORARY CROSSWALK - SOLID WHITE
0010	734+11	- 734+32	E MAIN ST	-	-	-	86	TEMPORARY CROSSWALK - SOLID WHITE
0010	739+56	- 739+61	STH 95	-	-	-	80	TEMPORARY CROSSWALK - SOLID WHITE
0010	742+79	- 743+11	HOFFMAN ST	-	-	-	58	TEMPORARY CROSSWALK - SOLID WHITE
			PROJECT TOTALS =	**129,579**	**963**	**81,903**	**298**	

NOTE: TEMP. MARKING LINE PAINT PLACED IN 3 APPLICATIONS (MILLED, LOWER & FINAL LAYER)
TEMP. CROSSWALK MARKINGS ASSUME 3 APPLICATIONS

PAVEMENT MARKING SUMMARY

CATEGORY	STATION	TO STATION	LOCATION	MARKING ARROW EPOXY 646.5020 EACH	MARKING WORD EPOXY 646.5120 EACH	MARKING RAILROAD CROSSINGS EPOXY 646.5320 EACH	MARKING STOP LINE EPOXY 12-INCH 646.6020 LF	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH 646.7420 LF	MARKING CURB EPOXY 646.8120 LF	MARKING ISLAND NOSE EPOXY 646.8220 EACH	REMARKS
0010	386+81	- 394+31	SOUTH OF RR	-	-	1	-	-	-	-	
0010	394+95	- 402+45	NORTH OF RR	-	-	1	-	-	-	-	
0010	729+92	- 729+92	RT TURN	-	1	-	-	-	-	-	
0010	730+47	- 730+47	RT TURN	1	-	-	-	-	-	-	
0010	733+68	- 733+93	PORKCHOP ISLAND	-	-	-	-	-	56	3	
0010	733+78	- 100M+35	MAIN & STATE ST	-	-	-	54	-	-	-	3 STOP LINES AT INTERSECTION
0010	733+81	- 100M+31	MAIN & STATE ST	-	-	-	-	390	-	-	ALL CROSSWALKS AT INTERSECTION
0010	738+58	- 739+22	PARK DR	-	-	-	19	106	-	-	
			PROJECT TOTALS =	**1**	**1**	**2**	**73**	**496**	**56**	**3**	

CONSTRUCTION STAKING SUMMARY

CATEGORY	STATION	TO STATION	LOCATION	RESURFACING REFERENCE 650.8000 LF	SIDEWALK (PROJECT) 01. 7560-05-74 650.9500 EACH	SUPPLEMENTAL CONTROL (PROJECT) 01.7560-05-74 650.9911 EACH
0010	243+08	- 756+52	STH 95	51,344	1	1
			PROJECT TOTAL =	**51,344**	**1**	**1**

SAWING ASPHALT

CATEGORY	STATION	LOCATION	690.0150 LF	REMARKS
	279+04	DRIVEWAY LT	20	
0010	313+37	STH 95	30	CULVERT REPLACEMENTS
0010	314+74	STH 95	30	CULVERT REPLACEMENTS
0010	318+14	STH 95	30	CULVERT REPLACEMENTS
0010	319+18	STH 95	30	CULVERT REPLACEMENTS
0010	322+61	STH 95	30	CULVERT REPLACEMENTS
0010	323+71	STH 95	30	CULVERT REPLACEMENTS
0010	344+43	DRIVEWAY LT	61	
0010	369+06	DRIVEWAY RT	53	
0010	377+05	DRIVEWAY RT	13	
0010	417+45	DRIVEWAY LT	21	
0010	601+24	DRIVEWAY LT	33	
0010	689+61	DRIVEWAY LT	12	
0010	693+00	DRIVEWAY LT	44	
0010	694+47	DRIVEWAY LT	35	
0010	697+80	DRIVEWAY LT	23	
0010	710+85	DRIVEWAY LT	25	
		PROJECT TOTAL =	**500**	

SAWING CONCRETE

CATEGORY	LOCATION	690.0250 LF	REMARKS
0010	NW STATE ST INT	5	CURB & GUTTER
0010	SE STATE ST INT	5	CURB & GUTTER
0010	PARK DR	5	CURB & GUTTER
0010	HOFFMAN ST	5	CURB & GUTTER
0010	DEPOT ST	5	CURB & GUTTER
	PROJECT TOTAL =	**25**	

CLEANING DITCH

CATEGORY	STATION	TO STATION	LOCATION	SPV.0060.01 EACH	REMARKS
0010	274+55	- 274+85	STH 95	2	2 CULVERTS
0010	334+00	- 334+30	STH 95	2	
0010	366+00	- 366+30	STH 95	2	2 CULVERTS
0010	476+90	- 477+20	STH 95	1	EB SIDE ONLY
0010	491+85	- 492+15	STH 95	2	
0010	650+65	- 650+95	STH 95	2	
0010	657+75	- 658+05	STH 95	2	
0010	666+90	- 667+20	STH 95	2	2 CULVERTS
		PROJECT TOTALS =		**15**	

TRANSPORTATION PROJECT PLAT NO: 7560-05-24 - 4.01

THAT PART OF NE ¼ OF THE NW ¼ OF SECTION 35, TOWNSHIP 22 NORTH, RANGE 6 WEST
TOWN OF CURRAN, JACKSON COUNTY, WISCONSIN.

RELOCATION ORDER STH 95 BLAIR-MERRILLAN (TREMPEALEAU/JACKSON CO LN TO IH 94) JACKSON COUNTY

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

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

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE 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 PROVISION OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

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

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

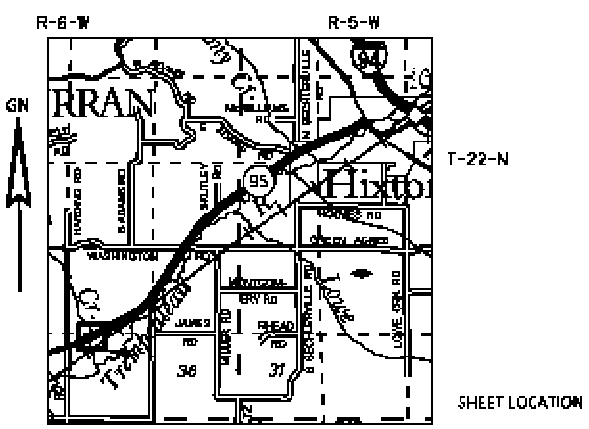
FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN THE NW REGION IN EAU CLAIRE.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 95 ESTABLISHED FROM PREVIOUS PROJECTS PLAT W SC 5082 AND 7560-06-21.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7560-05-24-4.01
SHEET 1 OF 2

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 ACRES	R/W EXISTING	R/W TOTAL ACRES	TLE ACRES
1	AM SILICA, LLC	TLE	-	-	-	0.029

4

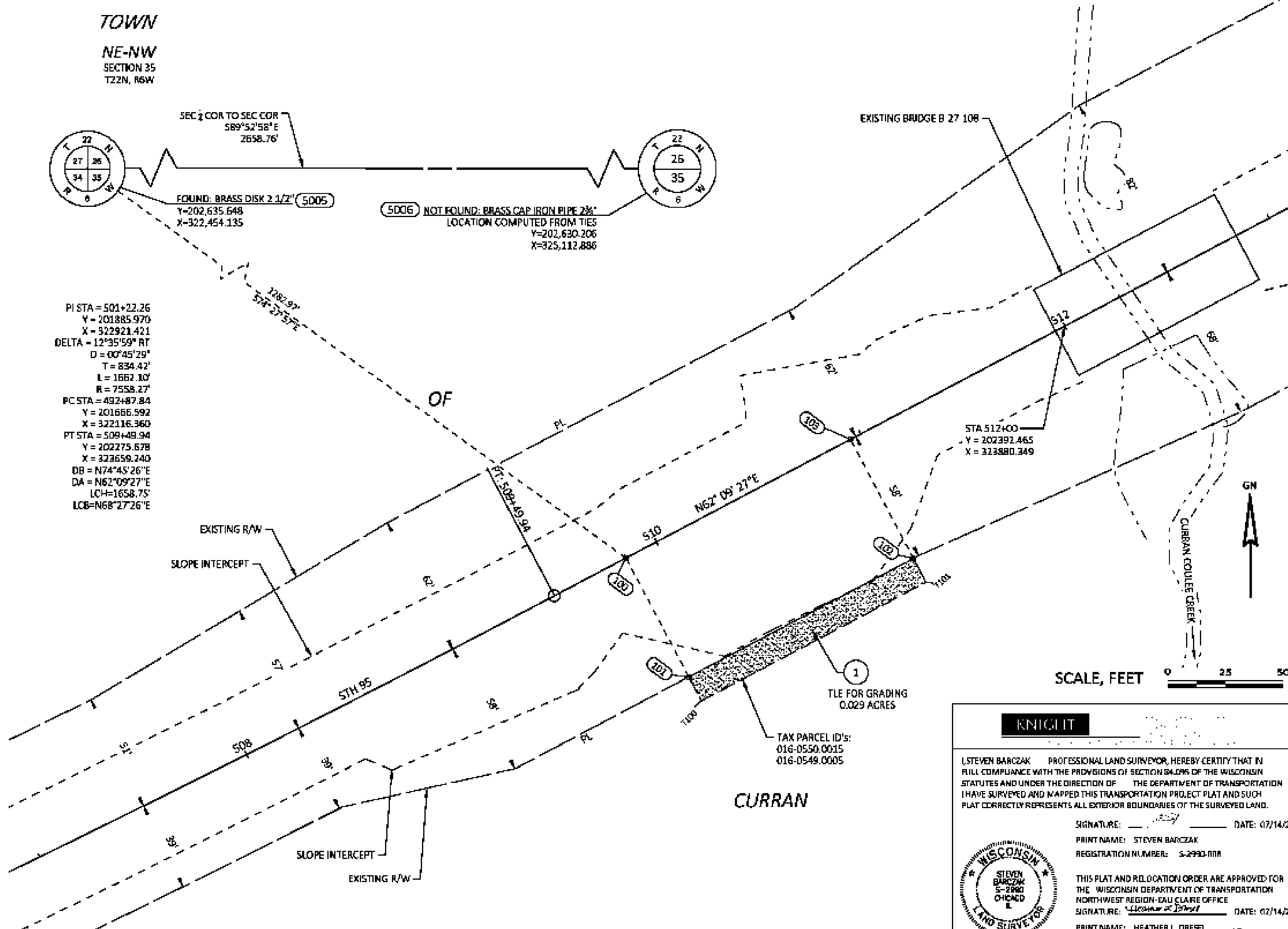


LAYOUT
NOT TO SCALE

TLE STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
T100	509+85.00	70.00'	202230.154	323722.931
T101	510+95.00	70.00'	202281.529	323820.197

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
100	509+85.00	0.00'	202252.051	323690.238
101	509+85.00	58.30'	202240.503	323717.465
102	510+95.00	58.30'	202291.876	323814.733
103	510+95.00	0.00'	202343.425	323787.508

COURSE TABLE				
POINT	-	POINT	COURSE	DISTANCE
5005	-	100	S74°27'57"E	1282.97'
100	-	101	S27°50'33"E	58.30'
101	-	102	N62°09'32"E	110.00'
102	-	103	N27°50'37"W	58.30'
103	-	100	S62°09'27"W	110.00'



4

KNIGHT

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

SIGNATURE: ____________ DATE: 07/14/2022
PRINT NAME: STEVEN BARCZAK
REGISTRATION NUMBER: S-2990-008

WISCONSIN STEVEN BARCZAK S-2990 CHICAGO IL LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHWEST REGION-EAU CLAIRE OFFICE
SIGNATURE: ____________ DATE: 07/14/2022
PRINT NAME: HEATHER L DRESEL

FILE NAME: W:\7545_03\CAD\7560-05-04\SHEETSPLAN\040101_RP.DWG PLOT DATE: 7/14/2022 2:20 PM PLOT BY: KAKACEK, JOHN PLOT NAME: PLOT SCALE: ##########
APPRAISAL PLAT DATE: 06/20/2022

7560-05-24

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
7560-05-24
BLAIR - MERRILLAN
TREMPEALEAU/JACKSON CO LN TO IH 94
STH 95
JACKSON COUNTY

THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 7560-05-24.

NOTES:

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 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 NEW REFERENCE LINES.

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

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

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN THE NW REGION IN EAU CLAIRE.

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

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

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW RE1 ERENCE LINE
NEW R/W LINE
EXISTING R/W OR HE LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING — TO BE REMOVED
BRIDGE

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

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

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

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

PARCEL NUMBER (25)
UTILITY NUMBER (40)
PARALLEL OFFSETS

CONVENTIONAL ABBREVIATIONS

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

CURVE DATA

LONG CHORD	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
ST — STORM SEWER

GN

LAYOUT
SCALE 0 0.5 MI.

PROJECT NUMBER 7560-05-24 -4, 01
SHEET 2 OF 2
AMENDMENT NO:

TITLE NAME: W:\7545_03\CADD\7560-05-04\SHEETSPLANS\040101_RP.DWG
LAYOUT NAME: TPP Title 34x22
PLOT DATE: 10/25/2021 PLOT BY: KARACEK, JOHN PLOT NAME: _____
APPRAISAL PLAT DATE: _____

TRANSPORTATION PROJECT PLAT NO: 7560-05-24 - 4.02

THAT PART OF SOUTHEAST ¼ OF THE SOUTHEAST ¼ OF SECTION 18, TOWNSHIP 22 NORTH, RANGE 5 WEST
VILLAGE OF HIXTON, JACKSON COUNTY, WISCONSIN.

RELOCATION ORDER STH 95 BLAIR-MERRILLAN (TREMPEALEAU/JACKSON CO LN TO IH 94) JACKSON COUNTY

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

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

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE 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 PROVISION OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

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 ACRES	R/W EXISTING	R/W TOTAL ACRES	TLE ACRES
2	ANNET TRAUTLEIN	FEE	0.003	-	0.003	-

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN JACKSON COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 410047.

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

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

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN THE NW REGION IN EAU CLAIRE.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT OF WAY FOR STH 95 ESTABLISHED FROM PREVIOUS PROJECTS PLAT W SC 5082 AND 7560 06 21.

PROJECT BASE LINE IS NOT COINCIDENT WITH EXISTING CENTERLINE OF STH 95.

Document Number: 410789
Vol: Page:
Shari Kang
Register of Deeds
Jackson County, WI
Recorded: 08/26/2022 08:19 AM
Recording Fee Paid: 25.00
Number of Pages: 1
ELECTRONICALLY RECORDED

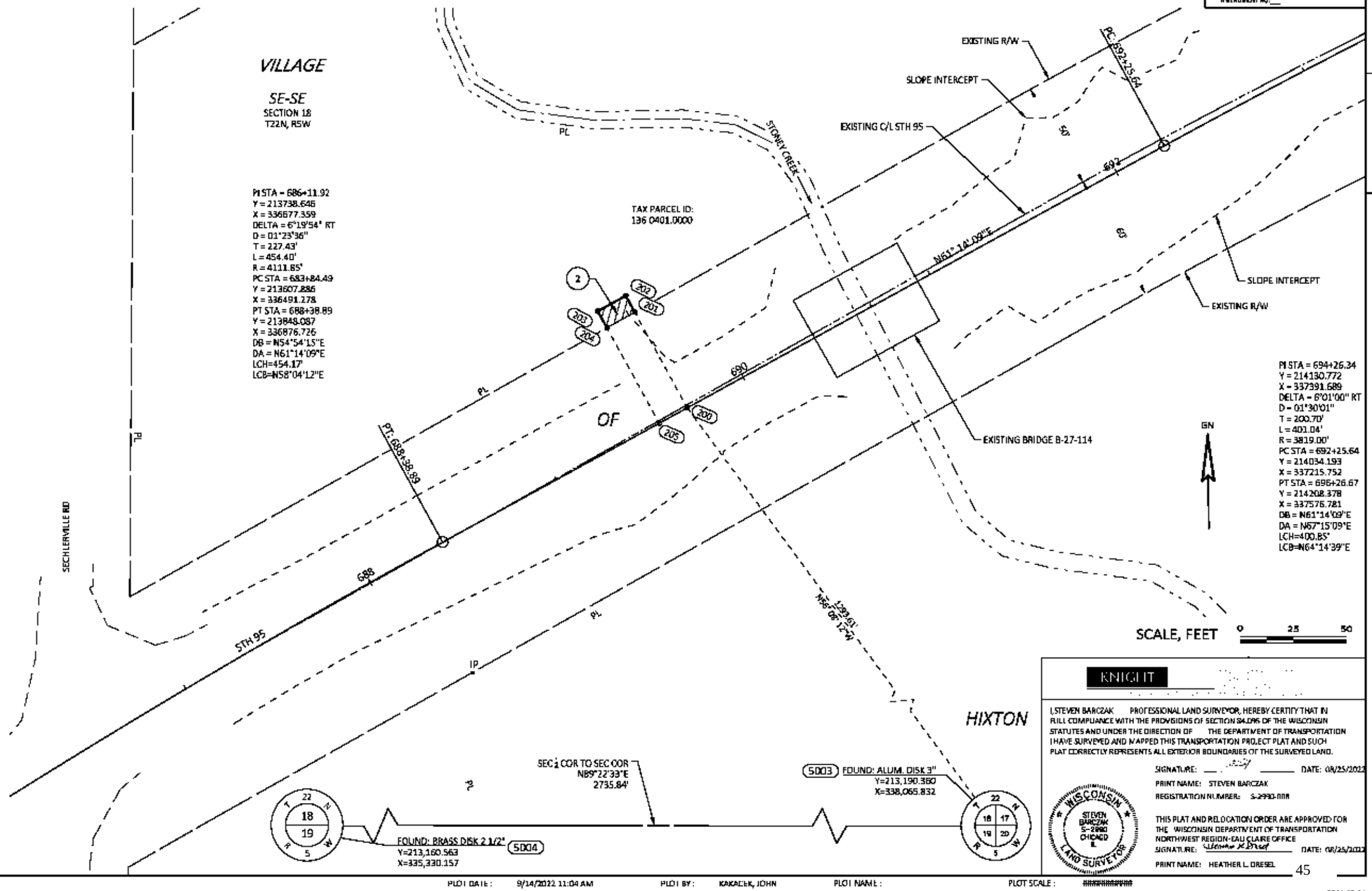
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7560-05-24-4.02
AMENDMENT NO:___

SHEET LOCATION

LAYOUT
NOT TO SCALE

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
200	689+70.00	0.00'	213911.178	336991.658
201	689+70.00	-51.26'	213956.114	336966.991
202	689+70.00	-60.00'	213963.775	336962.786
203	689+55.00	-60.00'	213956.557	336949.637
204	689+55.00	-51.09'	213948.749	336953.922
205	689+55.00	0.00'	213903.961	336978.510

COURSE TABLE				
POINT	-	POINT	COURSE	DISTANCE
200	-	201	N28°45'51"W	51.26'
201	-	202	N28°45'51"W	8.74'
202	-	203	S61°14'09"W	15.00'
203	-	204	S28°45'51"E	8.91'
204	-	205	S28°45'55"E	51.09'
206	-	200	N61°14'09"E	15.00'



KNIGHT

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

SIGNATURE: _____ DATE: 08/25/2022
PRINT NAME: STEVEN BARCZAK
REGISTRATION NUMBER: S-2990-DOT

WISCONSIN STEVEN BARCZAK S-2990 CHICAGO IL LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHWEST REGION-EAU CLAIRE OFFICE
SIGNATURE: _____ DATE: 08/25/2022
PRINT NAME: HEATHER L. DRESEL

FILE NAME: W:\7560_03\CADD\7560-05-04\SHEETSPLAN\PA01101_RP.DWG
APPRAISAL PLAT DATE: 08/31/2022
PLOT DATE: 9/14/2022 11:04 AM
PLOT BY: KAKACEK, JOHN
PLOT NAME:
PLOT SCALE: ##########

Document Number: 418790
Vol: Page:
Sheri Parg
Register of Deeds
Jackson County, WI
Recorded: 09/16/2022 08:26 AM
Recording Fee Paid: 25.00
Number of Pages: 1
ELECTRONICALLY RECORDED

TRANSPORTATION PROJECT PLAT NO: 7560-05-24 - 4.03

THAT PART OF NORTHWEST ¼ OF THE SOUTHEAST ¼ OF SECTION 17, TOWNSHIP 22 NORTH, RANGE 5 WEST
VILLAGE OF HIXTON, JACKSON COUNTY, WISCONSIN.

RELOCATION ORDER STH 95 BLAIR-MERRILLAN (TREMPEALEAU/JACKSON CO LN TO IH 94) JACKSON COUNTY

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

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

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE 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 PROVISION OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN JACKSON COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 410047.

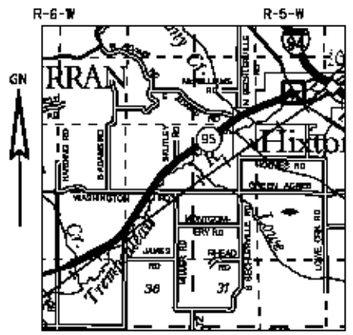
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), JACKSON COUNTY, NAD 83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES

ALL NEW RIGHT OF WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN THE NW REGION IN EAU CLAIRE.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR STH 95 ESTABLISHED FROM PREVIOUS PROJECTS PLAT WISC 5082 AND 7560 06 21; PLAT OF SURVEY DATED MARCH 13, 2018 AND RECORDED IN VOLUME 1 PAGE 089; PLAT OF WILLIAMSPORT, FILED FOR RECORD ON OCTOBER 16, 1862.

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 ACRES	R/W EXISTING	R/W TOTAL ACRES	TLE ACRES
3	RCD PROPERTIES INC.	TLE	-	-	-	0.004



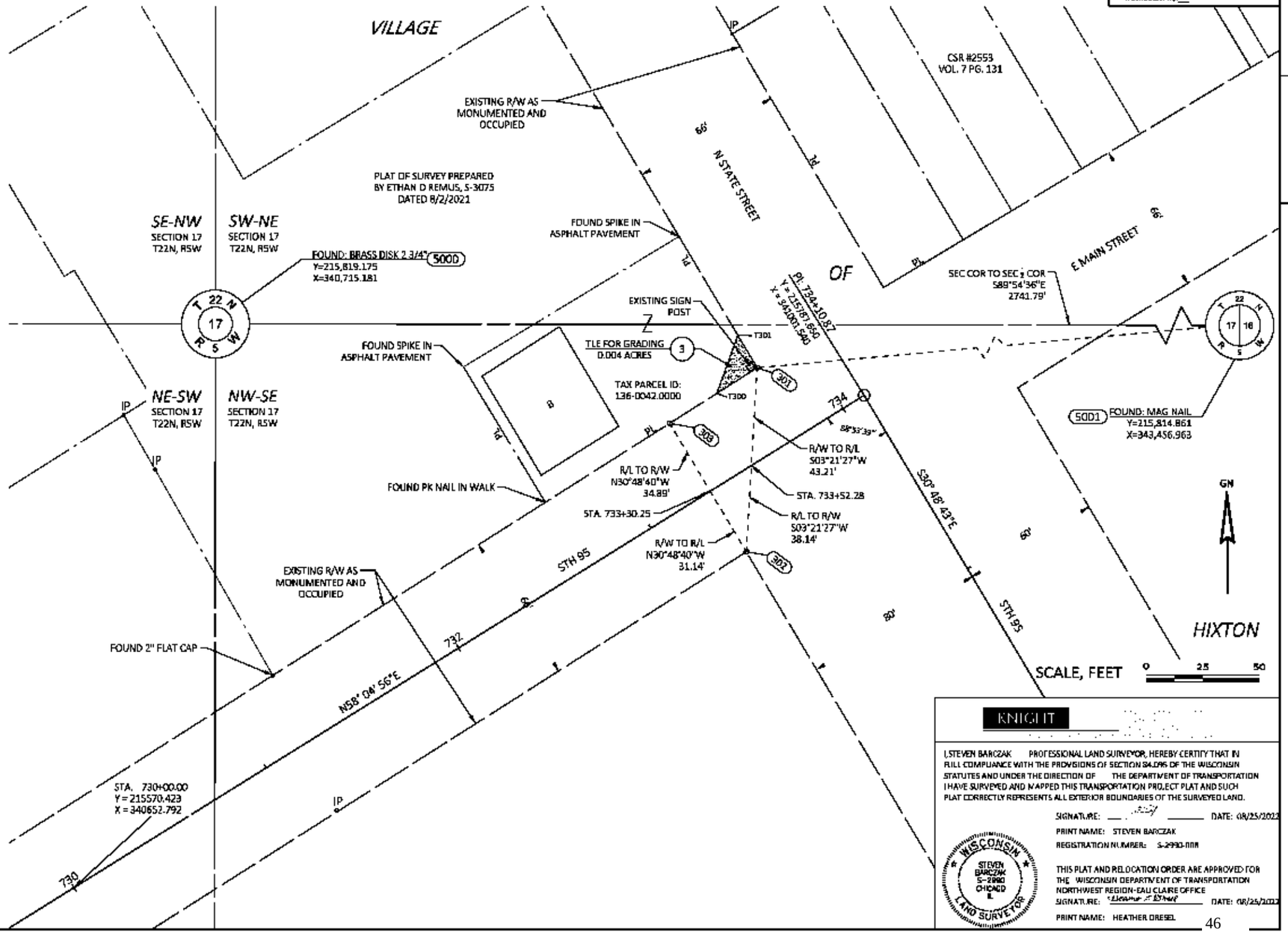
LAYOUT
NOT TO SCALE

TLE STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
T300	733+56.16	-35.10'	215788.516	340936.548
T301	733+77.56	-51.96'	215814.142	340945.802

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
301	733+77.23	-35.28'	215799.807	340954.337
302	733+30.25	31.13'	215718.601	340949.573
303	733+30.25	-34.89'	215775.308	340915.754

COURSE TABLE				
POINT	-	POINT	COURSE	DISTANCE
5001	-	301	S89°39'19"W	2502.67'
303	-	301	N57°35'09"E	45.70'

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7560-05-24-4.03
AMENDMENT NO:___



KNIGHT

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

SIGNATURE: _____ DATE: 08/25/2022
PRINT NAME: STEVEN BARCZAK
REGISTRATION NUMBER: S-2990-0008

WISCONSIN STEVEN BARCZAK S-2990 CHICAGO IL LAND SURVEYOR

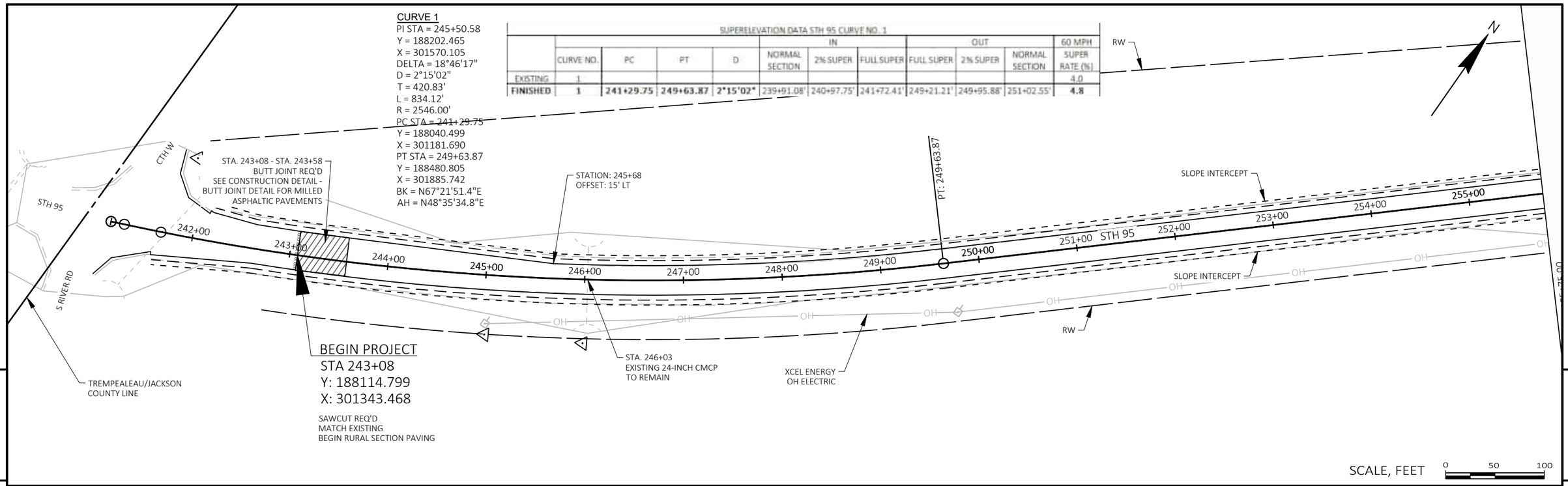
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHWEST REGION-EAU CLAIRE OFFICE
SIGNATURE: _____ DATE: 08/25/2022
PRINT NAME: HEATHER DRESEL

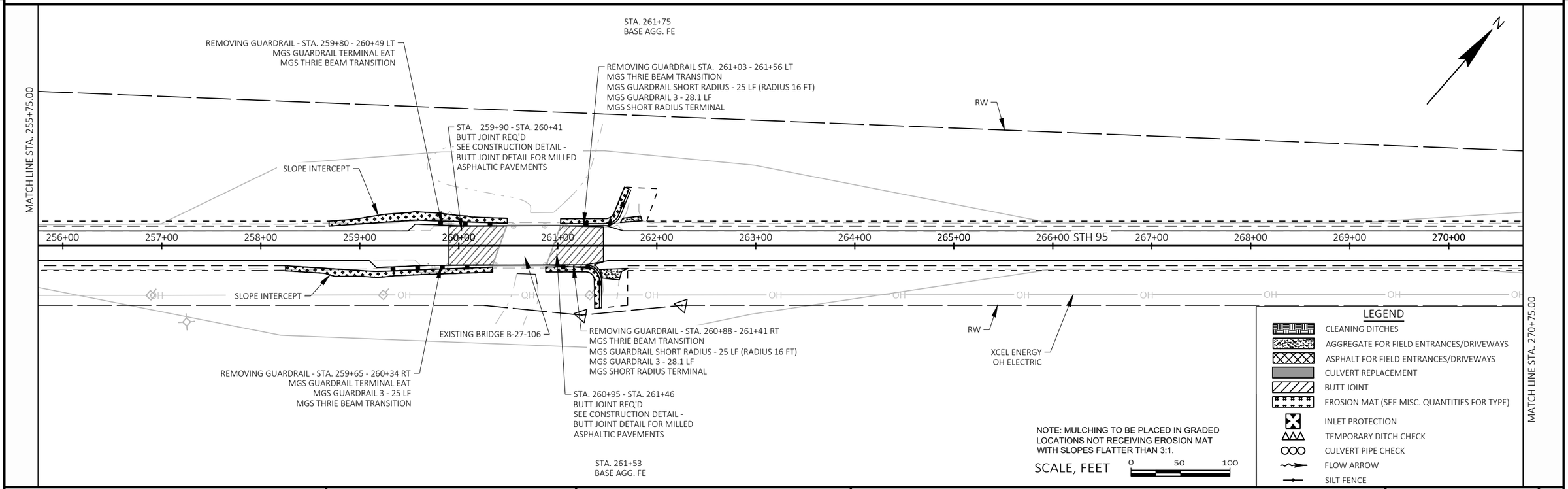
FILE NAME : W:\7545_03\CADD\7560-05-04\SHEETS\PLAN\P40101_RP.DWG
APPRAISAL PLAT DATE : 08/31/2022
PLOT DATE : 9/14/2022 11:04 AM PLOT BY : KAKACEK, JOHN PLOT NAME : PLOT SCALE : ##########
7560-05-24 4.03

CURVE 1
PI STA = 245+50.58
Y = 188202.465
X = 301570.105
DELTA = 18°46'17"
D = 2°15'02"
T = 420.83'
L = 834.12'
R = 2546.00'
PC STA = 241+29.75
Y = 188040.499
X = 301181.690
PT STA = 249+63.87
Y = 188480.805
X = 301885.742
BK = N67°21'51.4"E
AH = N48°35'34.8"E

SUPERELEVATION DATA STH 95 CURVE NO. 1

	CURVE NO.	PC	PT	D	IN: NORMAL SECTION	IN: 2% SUPER	IN: FULL SUPER	OUT: FULL SUPER	OUT: 2% SUPER	OUT: NORMAL SECTION	60 MPH SUPER RATE (%)
EXISTING	1										4.0
FINISHED	**1**	**241+29.75**	**249+63.87**	**2°15'02"**	239+91.08'	240+97.75'	241+72.41'	249+21.21'	249+95.88'	251+02.55'	**4.8**





PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	PLAN SHEETS	SHEET 47	E

MATCH LINE STA. 270+75.00

STA. 279+05
ASHALT PE
SAWCUT REQ'D

CULVERT REPLACEMENT EROSION CONTROL
MULCH: 279+76-280+28; 280+78-281+31
EMAT CLASS I TYPE A: 280+28-280+78

RW

PC: 281+88.03

BRIGHTSPEED
OH UTILITY

SLOPE INTERCEPT

STA. 274+63
EXISTING 36-INCH CMCP
2 EACH - CLEANING DITCHES REQ'D

271+00 272+00 273+00 274+00 275+00 276+00 STH 95 277+00 278+00 279+00 280+00 281+00 282+00 283+00 284+00 285+00

OH

XCEL ENERGY
OH ELECTRIC

STA. 274+77
EXISTING 36-INCH CMCP
CLEANING DITCHES REQ'D
(INCLUDED WITH ADJACENT CULVERT)

SLOPE INTERCEPT

CULVERT 270950030
STA. 280+53
EXISTING CATTLE PASS CORRUGATED STEEL 60"X36"
REMOVING SMALL CULVERT PIPE REQ'D
62 LF CP CLASS III-A 36-INCH REQ'D
2 - APRON ENDWALLS FOR CP 36-INCH REQ'D
IE = 869.20' --- OE = 868.59'
SEE CONSTRUCTION DETAIL - CULVERT INSTALLATION DETAIL

0.003 ACRES WETLAND IMPACTS
OF WET MEADOW

WETLAND BOUNDARY

RW

MATCH LINE STA. 285+50.00

SCALE, FEET 0 50 100

5

5

CURVE 2
PI STA = 287+03.95
Y = 190954.507
X = 304690.914
DELTA = 5°09'21"
D = 0°30'00"
T = 515.92'
L = 1031.15'
R = 11459.00'
PC STA = 281+88.03
Y = 190613.274
X = 304303.957
PT STA = 292+19.18
Y = 191259.585
X = 305106.970
BK = N48°35'34.8"E
AH = N53°44'55.7"E
S.E. RATE = 2.0%

MATCH LINE STA. 285+50.00

PT: 292+19.18

RW

SLOPE INTERCEPT

286+00 287+00 288+00 289+00 290+00 291+0 STH 95 292+00 293+00 294+00 295+00 296+00 297+00 298+00 299+00 300+00

STA. 286+12
EXISTING 36-INCH CMCP
TO REMAIN

SLOPE INTERCEPT

STA. 292+43
EXISTING 24-INCH CMCP
TO REMAIN

STA. 296+09
EXISTING 30-INCH CMCP
TO REMAIN

RW

STA. 290+13
BASE AGG. FE

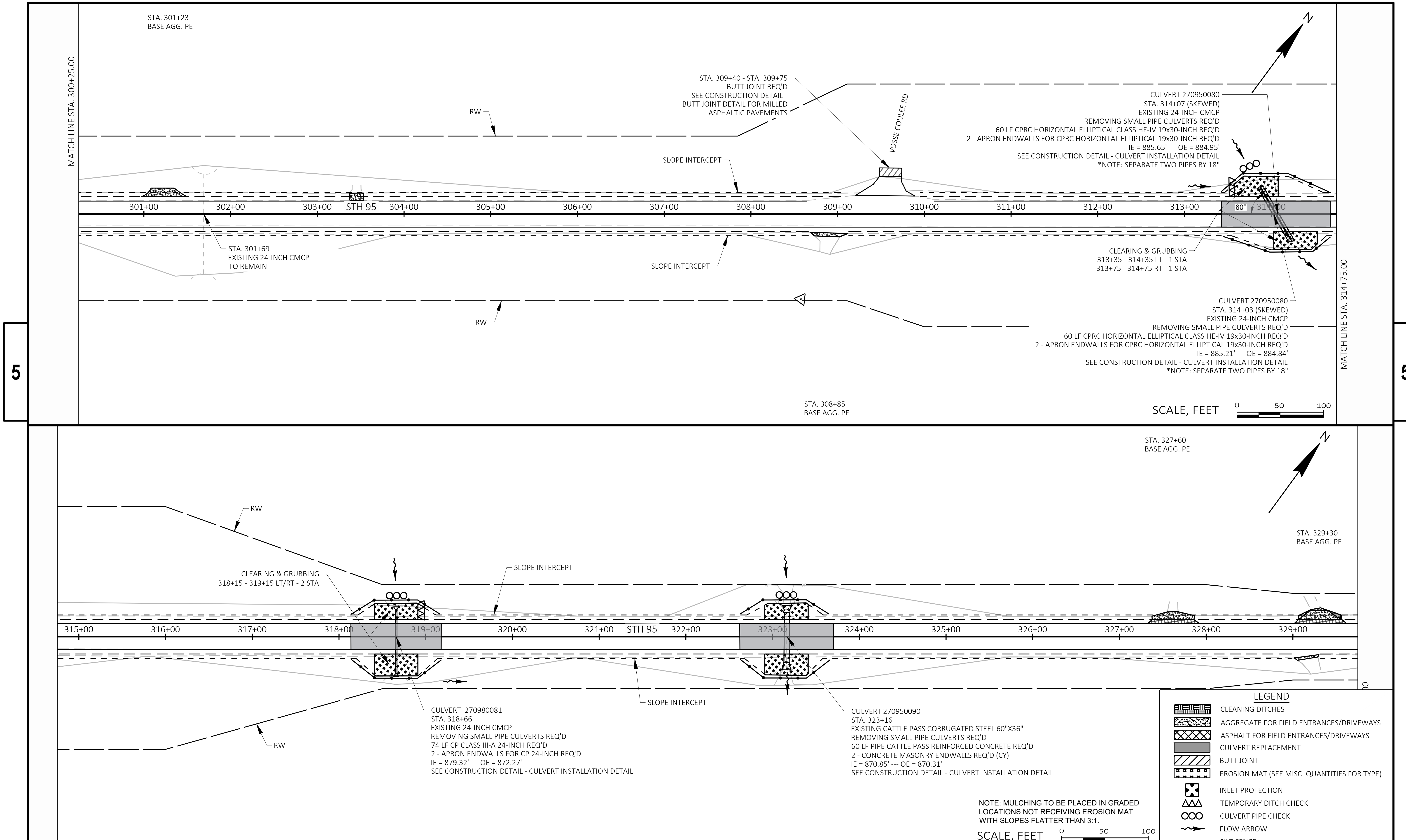
NOTE: MULCHING TO BE PLACED IN GRADED LOCATIONS NOT RECEIVING EROSION MAT WITH SLOPES FLATTER THAN 3:1.

SCALE, FEET 0 50 100

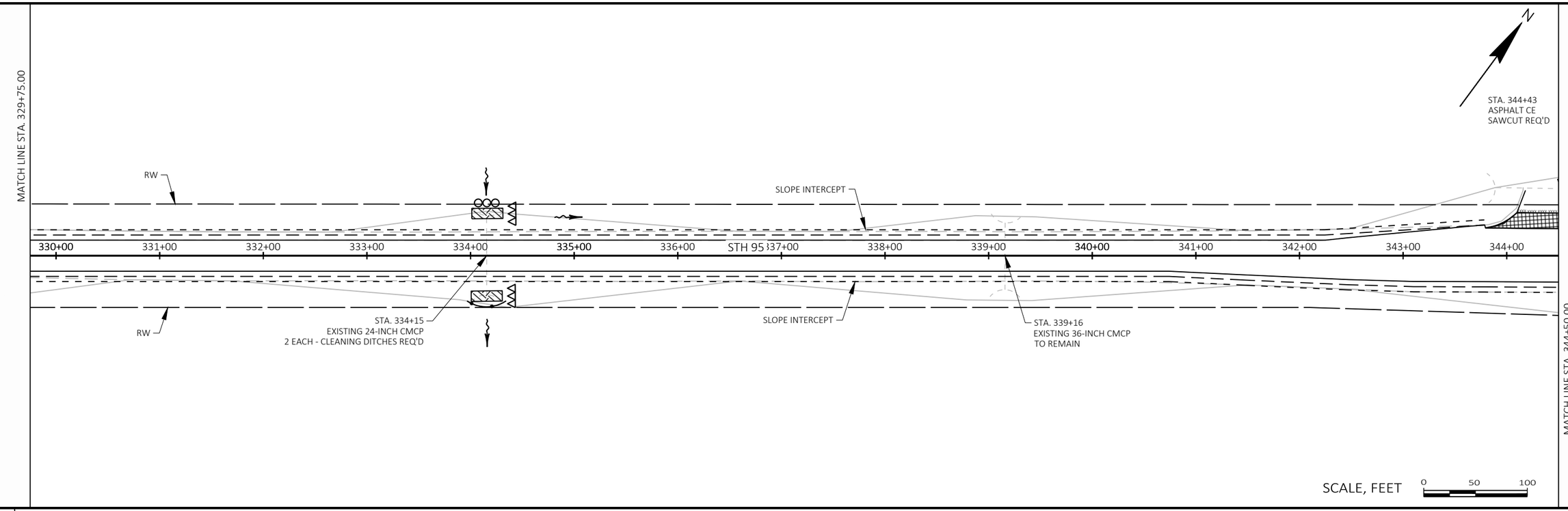
LEGEND

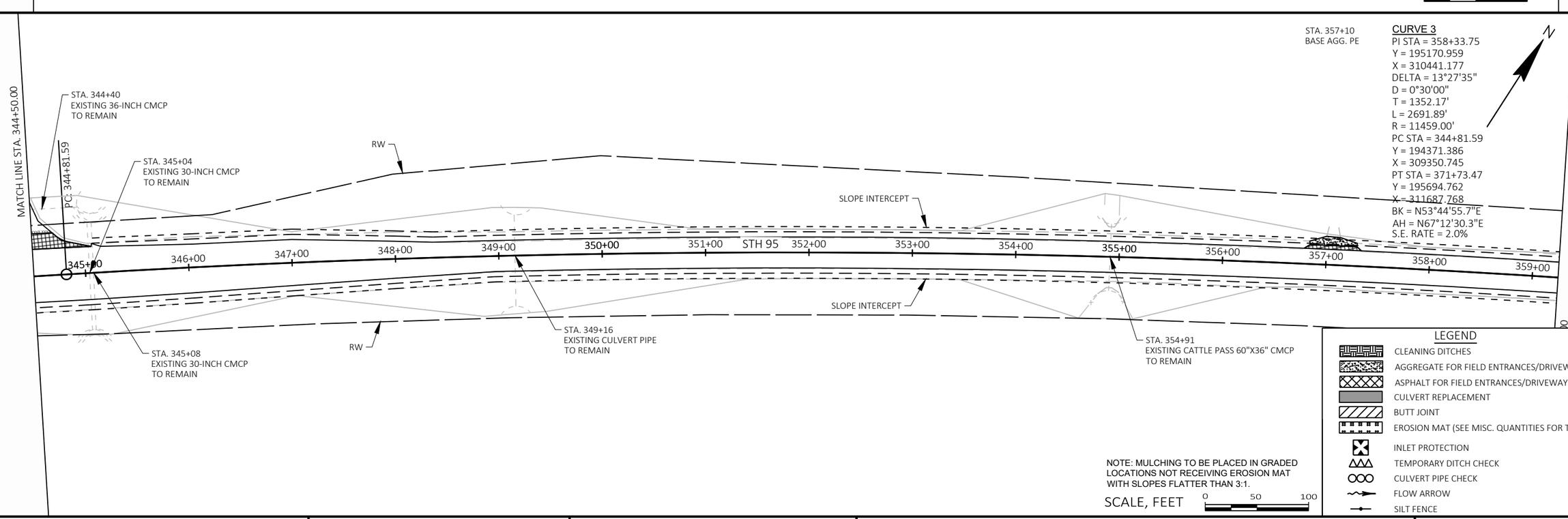
- CLEANING DITCHES
- AGGREGATE FOR FIELD ENTRANCES/DRIVEWAYS
- ASPHALT FOR FIELD ENTRANCES/DRIVEWAYS
- CULVERT REPLACEMENT
- BUTT JOINT
- EROSION MAT (SEE MISC. QUANTITIES FOR TYPE)
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- FLOW ARROW
- SILT FENCE

PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	PLAN SHEETS	SHEET 48 E



PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	PLAN SHEETS	SHEET 49	E





PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	PLAN SHEETS	SHEET 50	E

STA. 359+90
BASE AGG. PE

MATCH LINE STA. 359+25.00

RW

SLOPE INTERCEPT

360+00 361+00 362+00 STH 95 363+00 364+00 365+00 366+00 367+00 368+00 369+00 370+00 371+00 372+00 373+00 374+00

SLOPE INTERCEPT

RW

STA. 366+17
EXISTING CULVERT PIPE
CLEANING DITCHES REQ'D
(INCLUDED IN ADJACENT CULVERT)

STA. 366+13
EXISTING CULVERT PIPE
2 EACH - CLEANING DITCHES REQ'D

PT: 371+73.47

STA. 374+02 - STA. 374+42
BUTT JOINT REQ'D
SEE CONSTRUCTION DETAIL -
BUTT JOINT DETAIL FOR MILLED
ASPHALTIC PAVEMENTS

STA. 373+36 - STA. 373+92
BUTT JOINT REQ'D
SEE CONSTRUCTION DETAIL -
BUTT JOINT DETAIL FOR MILLED
ASPHALTIC PAVEMENTS

CTH P

MATCH LINE STA. 374+25.00

STA. 369+06
ASPHALT CE
SAWCUT REQ'D

SCALE, FEET 0 50 100

5

5

STA. 379+15
BASE AGG. PE

MATCH LINE STA. 374+25.00

CTH P

STA. 374+66
EXISTING 30-INCH CMCP

RW

SLOPE INTERCEPT

MARKING RAILROAD CROSSING
SEE SDD - SIGNING AND PAVEMENT MARKING DETAILS
FOR RAILROAD - HIGHWAY GRADE CROSSINGS

PC: 388+11.52

375+00 376+00 377+00 378+00 379+00 380+00 381+00 382+00 STH 95 383+00 384+00 385+00 386+00 387+00 388+00

STA. 374+72
EXISTING 30-INCH CMCP
CLEANING CULVERT PIPES REQ'D

RW

SLOPE INTERCEPT

STA. 377+05
ASPHALT PE
SAWCUT REQ'D

STA. 381+35
BASE AGG. PE

NOTE: MULCHING TO BE PLACED IN GRADED LOCATIONS NOT RECEIVING EROSION MAT WITH SLOPES FLATTER THAN 3:1.

SCALE, FEET 0 50 100

LEGEND

- CLEANING DITCHES
- AGGREGATE FOR FIELD ENTRANCES/DRIVEWAYS
- ASPHALT FOR FIELD ENTRANCES/DRIVEWAYS
- CULVERT REPLACEMENT
- BUTT JOINT
- EROSION MAT (SEE MISC. QUANTITIES FOR TYPE)
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- FLOW ARROW
- SILT FENCE

PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	PLAN SHEETS	SHEET 51	E

FILE NAME : W:\7545_03\CAD\! 7560-05-04\SHEETSPLAN\050201_PN.DWG
LAYOUT NAME - 5

PLOT DATE : 1/27/2023 12:09 PM PLOT BY : SEBESTA, MAXWELL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

CURVE 4
PI STA = 394+19.03
Y = 196564.644
X = 313757.988
DELTA = 12°20'57"
D = 1°01'13"
T = 607.51'
L = 1210.32'
R = 5615.48'
PC STA = 388+11.52
Y = 196329.306
X = 313197.911
PT STA = 400+21.83
Y = 196914.319
X = 314254.775
BK = N67°12'30.3"E
AH = N54°51'33.7"E

SUPERELEVATION DATA STH 95 CURVE NO. 4

					IN			OUT			60 MPH
	CURVE NO.	PC	PT	D	NORMAL SECTION	2% SUPER	FULL SUPER	FULL SUPER	2% SUPER	NORMAL SECTION	SUPER RATE (%)
EXISTING	4			1°00'00"							2.7
FINISHED	4	388+11.52	400+21.83	1°01'13"	387+07.94'	388+15.08'	388+36.51'	399+96.83'	400+18.26'	401+25.41'	2.8

MATCH LINE STA. 388+75.00

STA. 390+11
EXISTING CULVERT PIPE
CLEANING CULVERT PIPES REQ'D

XCEL ENERGY UG ELECTRIC

CN CROSSING
913796W

REMOVING GUARDRAIL - STA. 396+95 - 397+65 LT
MGS GUARDRAIL TERMINAL EAT
MGS THRIE BEAM TRANSITION

SLOPE INTERCEPT

STA. 394+11 - STA. 394+61
BUTT JOINT REQ'D
SEE CONSTRUCTION DETAIL -
BUTT JOINT DETAIL FOR MILLED
ASPHALTIC PAVEMENTS

RAILROAD STOP
BAR

STA. 394+68 - STA. 395+18
BUTT JOINT REQ'D
SEE CONSTRUCTION DETAIL -
BUTT JOINT DETAIL FOR MILLED
ASPHALTIC PAVEMENTS

REMOVING GUARDRAIL - STA. 396+97 - 397+65 RT
MGS GUARDRAIL TERMINAL EAT
MGS GUARDRAIL 3 - 25 LF
MGS THRIE BEAM TRANSITION

SLOPE INTERCEPT

BRIGHTSPEED
UG FIBER OPTIC

STA. 397+14 - STA. 397+65
BUTT JOINT REQ'D
SEE CONSTRUCTION DETAIL -
BUTT JOINT DETAIL FOR MILLED
ASPHALTIC PAVEMENTS

REMOVING GUARDRAIL STA. 398+07 - 398+76 LT
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL 3 - 25 LF
MGS GUARDRAIL TERMINAL EAT

EXISTING BRIDGE B-27-107

STA. 398+07 - STA. 398+58
BUTT JOINT REQ'D
SEE CONSTRUCTION DETAIL -
BUTT JOINT DETAIL FOR MILLED
ASPHALTIC PAVEMENTS

REMOVING GUARDRAIL - STA. 398+07 - 398+76 RT
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL TERMINAL EAT

PT: 400+21.83

STA. 400+55
ASPHALT PE

MARKING RAILROAD CROSSING
SEE SDD - SIGNING AND PAVEMENT MARKING DETAILS
FOR RAILROAD - HIGHWAY GRADE CROSSINGS

XCEL ENERGY
OH ELECTRIC

WE ENERGIES
UG GAS

RW

RW

MATCH LINE STA. 403+25.00

SCALE, FEET 0 50 100

STA. 403+95
BASE AGG. PE

MATCH LINE STA. 403+25.00

RW

RW

STA. 408+28
EXISTING 36-INCH CMCP
1 - CLEANING CULVERT PIPES FOR LINER VERIFICATION REQ'D
77 LF - CULVERT PIPE LINERS REQ'D

STA. 408+33
EXISTING 36-INCH CMCP
1 - CLEANING CULVERT PIPES FOR LINER VERIFICATION REQ'D
77 LF - CULVERT PIPE LINERS REQ'D

SLOPE INTERCEPT

SLOPE INTERCEPT

WE ENERGIES UG GAS

STA. 417+45
ASPHALT PE
SAWCUT REQ'D

STA. 417+56
EXISTING 24-INCH CMCP
CLEANING CULVERT PIPES REQ'D

BRIGHTSPEED
UG FIBER OPTIC

NOTE: MULCHING TO BE PLACED IN GRADED LOCATIONS NOT RECEIVING EROSION MAT WITH SLOPES FLATTER THAN 3:1.

SCALE, FEET 0 50 100

LEGEND
- CLEANING DITCHES
- AGGREGATE FOR FIELD ENTRANCES/DRIVEWAYS
- ASPHALT FOR FIELD ENTRANCES/DRIVEWAYS
- CULVERT REPLACEMENT
- BUTT JOINT
- EROSION MAT (SEE MISC. QUANTITIES FOR TYPE)
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- FLOW ARROW
- SILT FENCE

PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	PLAN SHEETS	SHEET 52	E

FILE NAME : W:\7545_03\CAD\! 7560-05-04\SHEETSPLAN\050201_PN.DWG
LAYOUT NAME - 6
PLOT DATE : 1/27/2023 12:09 PM PLOT BY : SEBESTA, MAXWELL PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

MATCH LINE STA. 418+25.00

STA. 427+30
BASE AGG. PE

STA. 429+60
BASE AGG. PE

RW

SLOPE INTERCEPT

419+00 420+00 421+00 422+00 423+00 STH 95 424+00 425+00 426+00 427+00 428+00 429+00 430+00 431+00 432+00

FO

STA. 421+05
EXISTING 24-INCH CMCP
CLEANING CULVERT PIPES REQ'D

SLOPE INTERCEPT

STA. 426+90
EXISTING CATTLE PASS 60"X36" CMCP
TO REMAIN

RW

BRIGHTSPEED
UG FIBER OPTIC

SCALE, FEET 0 50 100

MATCH LINE STA. 432+75.00

REMOVING GUARDRAIL STA. 435+58 - 437+22 LT
MGS GUARDRAIL TERMINAL EAT - 2 EACH
MGS GUARDRAIL 3 - 137.5 LF

RW

SLOPE INTERCEPT

433+00 434+00 435+00 436+00 437+00 438+00 439+00 440+00 441+00 442+00 STH 95 443+00 444+00 445+00 446+00 447+00

SLOPE INTERCEPT

STA. 436+06
EXISTING 72-INCH CMCP
CLEANING CULVERT PIPES REQ'D

STA. 436+54
EXISTING 72-INCH CMCP
CLEANING CULVERT PIPES REQ'D

RW

LEGEND

- CLEANING DITCHES
- AGGREGATE FOR FIELD ENTRANCES/DRIVEWAYS
- ASPHALT FOR FIELD ENTRANCES/DRIVEWAYS
- CULVERT REPLACEMENT
- BUTT JOINT
- EROSION MAT (SEE MISC. QUANTITIES FOR TYPE)
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- FLOW ARROW
- SILT FENCE

NOTE: MULCHING TO BE PLACED IN GRADED LOCATIONS NOT RECEIVING EROSION MAT WITH SLOPES FLATTER THAN 3:1.

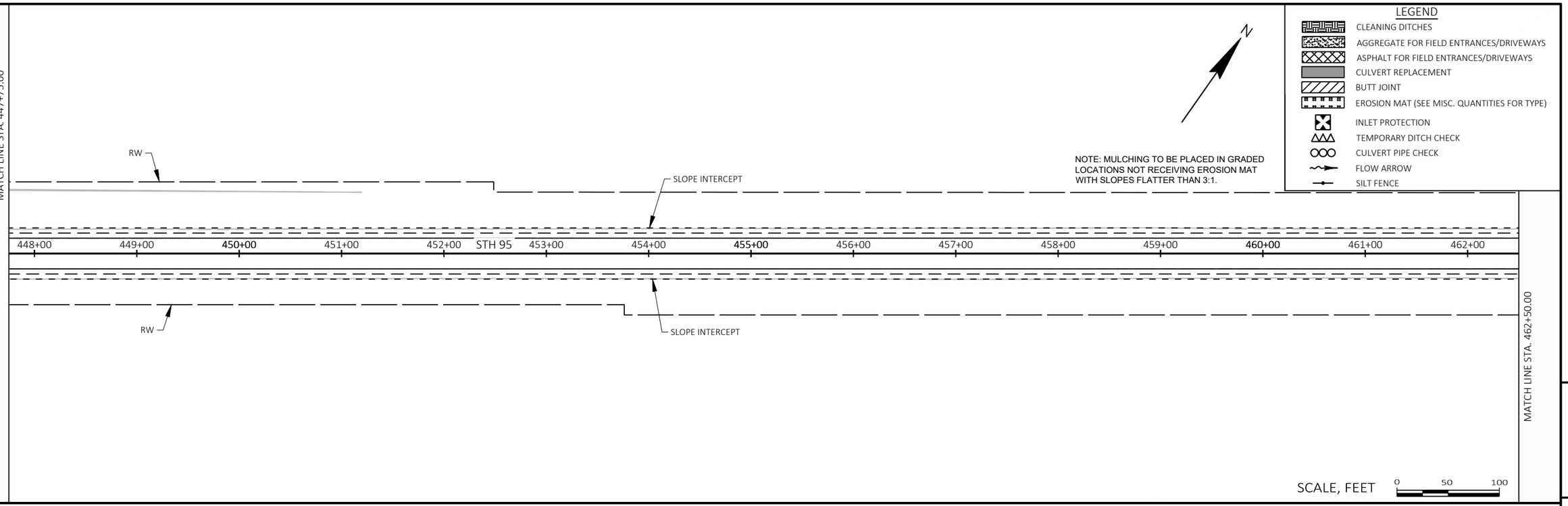
SCALE, FEET 0 50 100

PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	PLAN SHEETS	SHEET 53	E

FILE NAME : W:\7545_03\CAD\! 7560-05-04\SHEETSPLAN\050201_PN.DWG
LAYOUT NAME - 7

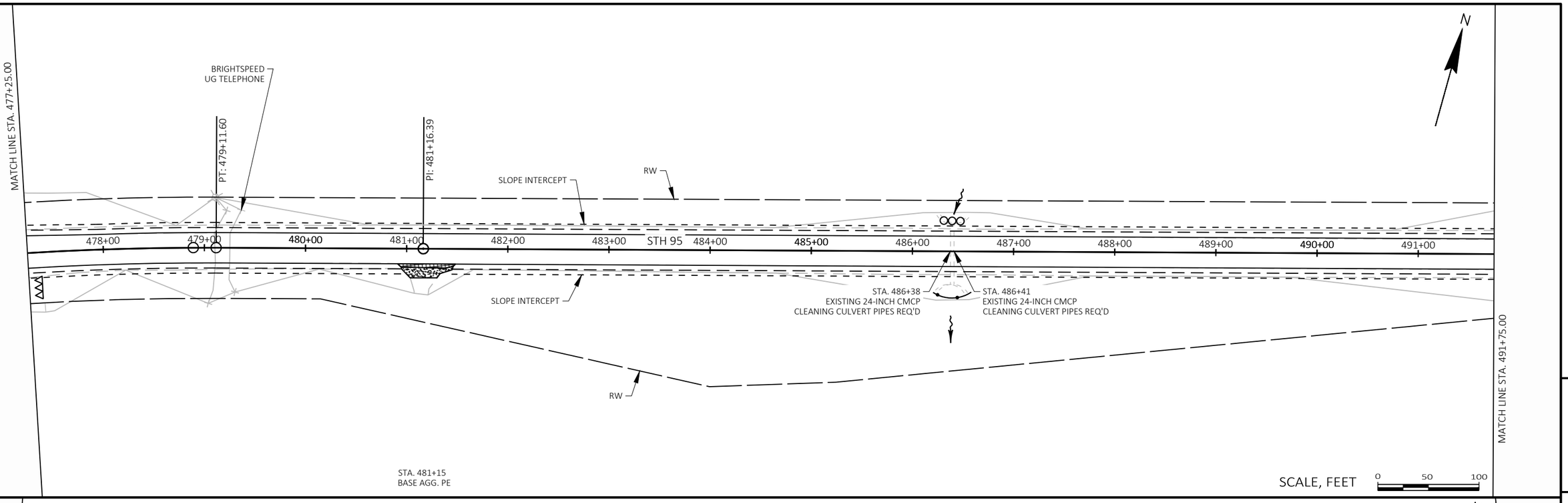
PLOT DATE : 1/27/2023 12:09 PM PLOT BY : SEBESTA, MAXWELL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



SUPERELEVATION DATA STH 95 CURVE NO. 5											
					IN			OUT			60 MPH
	CURVE NO.	PC	PT	D	NORMAL SECTION	2% SUPER	FULL SUPER	FULL SUPER	2% SUPER	NORMAL SECTION	SUPER RATE (%)
EXISTING	5			2°00'00"							4.5
FINISHED	**5**	**469+18.02**	**479+11.60**	**2°00'00"**	467+82.53'	468+89.49'	469+59.01'	478+70.61'	479+40.13'	480+47.09'	**4.6**

PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	PLAN SHEETS	SHEET 54	E



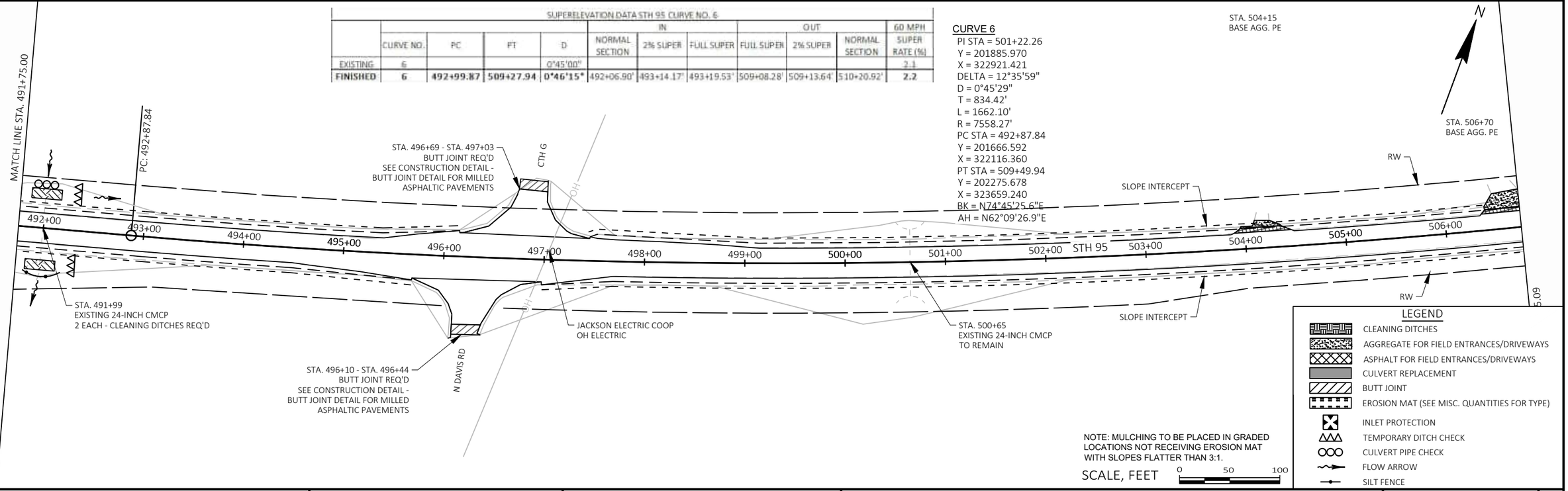
STA. 481+15
BASE AGG. PE

SUPERELEVATION DATA STH 95 CURVE NO. 6

					IN			OUT			60 MPH
	CURVE NO.	PC	FT	D	NORMAL SECTION	2% SUPER	FULL SUPER	FULL SUPER	2% SUPER	NORMAL SECTION	SUPER RATE (%)
EXISTING	6			0°45'00"							2.1
FINISHED	**6**	**492+99.87**	**509+27.94**	**0°46'15"**	492+06.90'	493+14.17'	493+19.53'	509+08.28'	509+13.64'	510+20.92'	**2.2**

CURVE 6
PI STA = 501+22.26
Y = 201885.970
X = 322921.421
DELTA = 12°35'59"
D = 0°45'29"
T = 834.42'
L = 1662.10'
R = 7558.27'
PC STA = 492+87.84
Y = 201666.592
X = 322116.360
PT STA = 509+49.94
Y = 202275.678
X = 323659.240
BK = N74°45'25.6"E
AH = N62°09'26.9"E

STA. 504+15
BASE AGG. PE



LEGEND
- CLEANING DITCHES
- AGGREGATE FOR FIELD ENTRANCES/DRIVEWAYS
- ASPHALT FOR FIELD ENTRANCES/DRIVEWAYS
- CULVERT REPLACEMENT
- BUTT JOINT
- EROSION MAT (SEE MISC. QUANTITIES FOR TYPE)
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- FLOW ARROW
- SILT FENCE

NOTE: MULCHING TO BE PLACED IN GRADED LOCATIONS NOT RECEIVING EROSION MAT WITH SLOPES FLATTER THAN 3:1.

SCALE, FEET 0 50 100

PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	PLAN SHEETS	SHEET 55	E

MATCH LINE STA. 506+75.09

STA. 517+70
BASE AGG. PE

STA. 518+65
BASE AGG. PE

REMOVING GUARDRAIL - STA. 510+64 - 511+95 LT
MGS GUARDRAIL TERMINAL EAT
MGS GUARDRAIL 3 - 37.5 LF
MGS THRIE BEAM TRANSITION

STA. 511+45 - STA. 511+95
BUTT JOINT REQ'D
SEE CONSTRUCTION DETAIL -
BUTT JOINT DETAIL FOR MILLED
ASPHALTIC PAVEMENTS

REMOVING GUARDRAIL STA. 512+84 - 514+77 LT
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL 3 - 100 LF
MGS GUARDRAIL TERMINAL EAT

PI: 509+49.94

RW

SLOPE INTERCEPT

507+00 508+00 509+00 510+00 511+00 512+00 513+00 514+00 515+00 516+00 STH 95 517+00 518+00 519+00 520+00 521+00

STA. 508+34
EXISTING CATTLE PASS 60"X36" CMCP
TO REMAIN

REMOVING GUARDRAIL - STA. 510+02 - 511+95 RT
MGS GUARDRAIL TERMINAL EAT
MGS GUARDRAIL 3 - 100 LF
MGS THRIE BEAM TRANSITION

EXISTING BRIDGE B-27-108

STA. 512+83 - STA. 513+34
BUTT JOINT REQ'D
SEE CONSTRUCTION DETAIL -
BUTT JOINT DETAIL FOR MILLED
ASPHALTIC PAVEMENTS

SLOPE INTERCEPT

REMOVING GUARDRAIL - STA. 512+84 - 514+15 RT
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL 3 - 37.5 LF
MGS GUARDRAIL TERMINAL EAT

RW

MATCH LINE STA. 521+50.13

STA. 516+15
BASE AGG. PE

SCALE, FEET 0 50 100

5

5

STA. 526+70
BASE AGG. PE

STA. 527+80
BASE AGG. PE

MATCH LINE STA. 521+50.13

RW

PI: 531+13.23

SLOPE INTERCEPT

522+00 523+00 524+00 525+00 526+00 527+00 528+00 529+00 530+00 531+00 532+00 STH 95 533+00 534+00 535+00 536+00

RW

ENVIRONMENTALLY
SENSITIVE AREA

STA. 529+98
EXISTING 24-INCH CMCP
TO REMAIN

SLOPE INTERCEPT

STA. 530+95
BASE AGG. PE

NOTE: MULCHING TO BE PLACED IN GRADED LOCATIONS NOT RECEIVING EROSION MAT WITH SLOPES FLATTER THAN 3:1.

SCALE, FEET 0 50 100

LEGEND

- CLEANING DITCHES
- AGGREGATE FOR FIELD ENTRANCES/DRIVEWAYS
- ASPHALT FOR FIELD ENTRANCES/DRIVEWAYS
- CULVERT REPLACEMENT
- BUTT JOINT
- EROSION MAT (SEE MISC. QUANTITIES FOR TYPE)
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- FLOW ARROW
- SILT FENCE

PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	PLAN SHEETS	SHEET 56	E

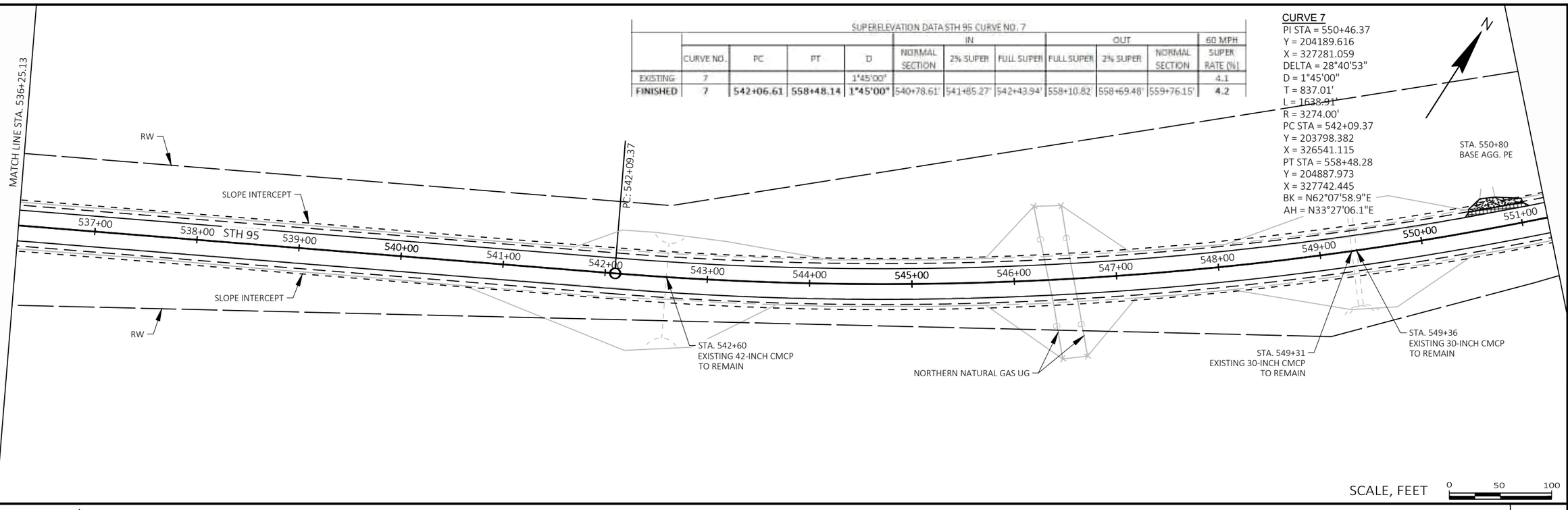
FILE NAME : W:\7545_03\CAD\! 7560-05-04\SHEETSPLAN\050201_PN.DWG
LAYOUT NAME - 10

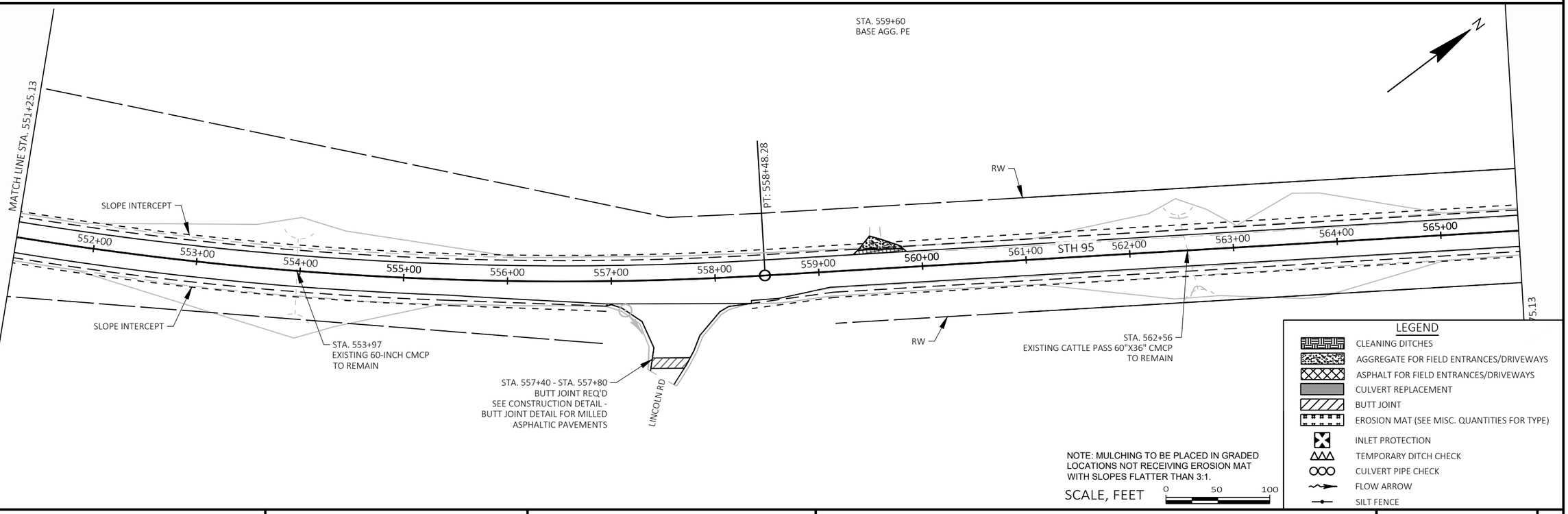
PLOT DATE : 1/27/2023 12:10 PM PLOT BY : SEBESTA, MAXWELL PLOT NAME : PLOT SCALE : 1 IN:100 FT

SUPERELEVATION DATA STH 95 CURVE NO. 7

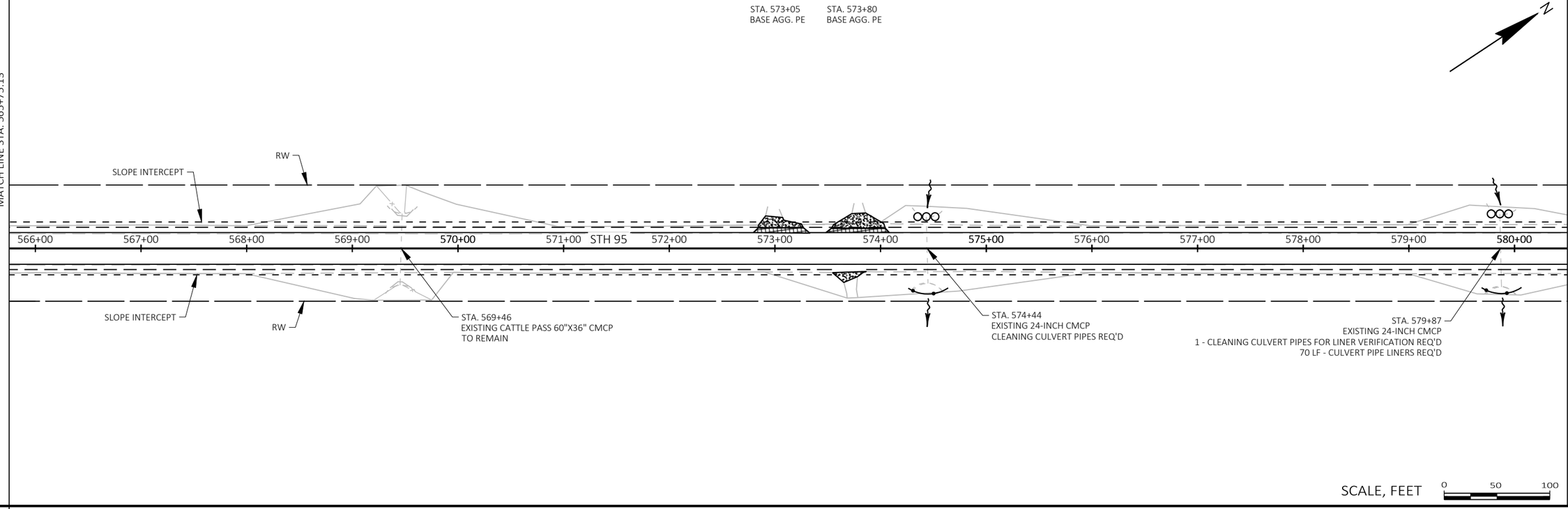
	CURVE NO.	PC	PT	D	IN: NORMAL SECTION	IN: 2% SUPER	IN: FULL SUPER	OUT: FULL SUPER	OUT: 2% SUPER	OUT: NORMAL SECTION	60 MPH SUPER RATE (%)
EXISTING	7			1°45'00"							4.1
FINISHED	7	542+06.61	558+48.14	1°45'00"	540+78.61'	541+85.27'	542+43.94'	558+10.82'	558+69.48'	559+76.15'	4.2

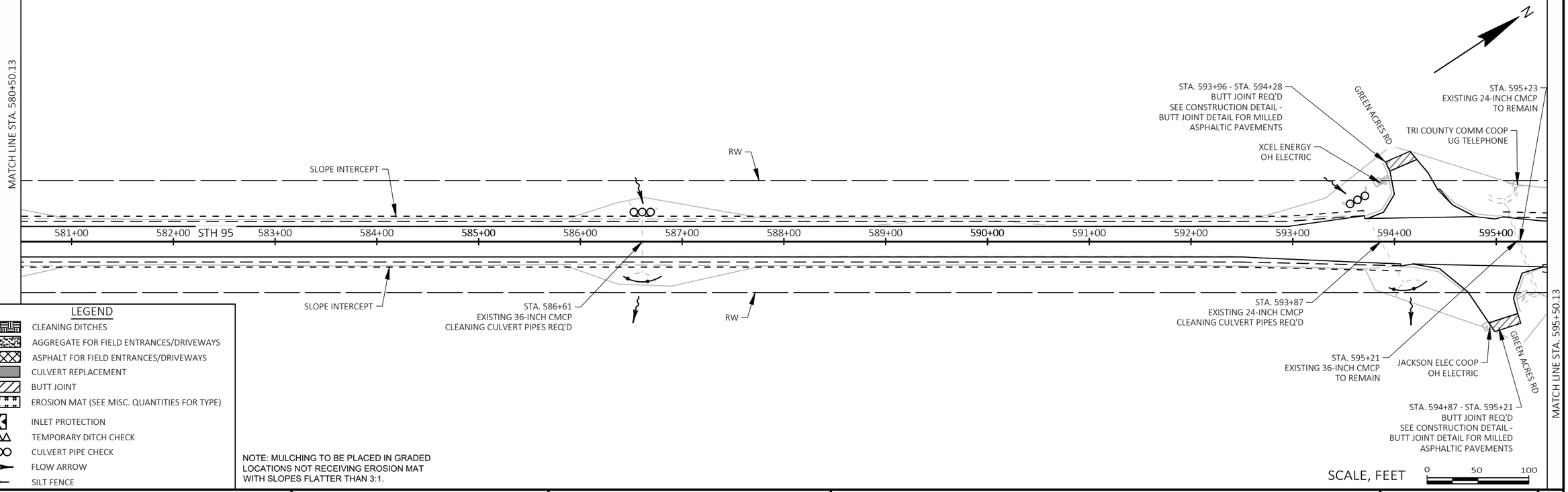
CURVE 7
PI STA = 550+46.37
Y = 204189.616
X = 327281.059
DELTA = 28°40'53"
D = 1°45'00"
T = 837.01'
L = 1638.91'
R = 3274.00'
PC STA = 542+09.37
Y = 203798.382
X = 326541.115
PT STA = 558+48.28
Y = 204887.973
X = 327742.445
BK = N62°07'58.9"E
AH = N33°27'06.1"E





PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	PLAN SHEETS	SHEET 57	E





LEGEND

- CLEANING DITCHES
- AGGREGATE FOR FIELD ENTRANCES/DRIVEWAYS
- ASPHALT FOR FIELD ENTRANCES/DRIVEWAYS
- CULVERT REPLACEMENT
- BUTT JOINT
- EROSION MAT (SEE MISC. QUANTITIES FOR TYPE)
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- FLOW ARROW
- SILT FENCE

NOTE: MULCHING TO BE PLACED IN GRADED LOCATIONS NOT RECEIVING EROSION MAT WITH SLOPES FLATTER THAN 3:1.

PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	PLAN SHEETS	SHEET 58	E

FILE NAME : W:\7545_03\CAD\! 7560-05-04\SHEETSPLAN\050201_PN.DWG
LAYOUT NAME - 12

PLOT DATE : 1/27/2023 12:10 PM PLOT BY : SEBESTA, MAXWELL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

STA. 601+24
ASPHALT PE
SAWCUT REQ'D

SUPERELEVATION DATA STH 95 CURVE NO. 8

					IN			OUT			60 MPH
	CURVE NO.	PC	PT	D	NORMAL SECTION	2% SUPER	FULL SUPER	FULL SUPER	2% SUPER	NORMAL SECTION	SUPER RATE (%)
EXISTING	8			2°00'00"							4.5
FINISHED	**8**	**605+85.69**	**612+54.02**	**1°59'59"**	604+50.21'	605+57.16'	606+26.68'	612+13.02'	612+82.54'	613+89.50'	**4.6**

CURVE 8
PI STA = 609+21.51
Y = 209120.832
X = 330538.985
DELTA = 13°21'56"
D = 1°59'59"
T = 335.69'
L = 668.33'
R = 2865.00'
PC STA = 605+85.82
Y = 208840.749
X = 330353.942
PT STA = 612+54.15
Y = 209350.552
X = 330783.762
BK = N33°27'06.1"E
AH = N46°49'02.4"E

MATCH LINE STA. 595+50.13

RW

SLOPE INTERCEPT

PC: 605+85.82

596+00 597+00 598+00 STH 95 599+00 600+00 601+00 602+00 603+00 604+00 605+00 606+00 607+00 608+00 609+00

SLOPE INTERCEPT

RW

MATCH LINE STA. 609+75.13

SCALE, FEET 0 50 100

5

5

STA. 612+75
BASE AGG. PE

MATCH LINE STA. 609+75.13

PT: 612+54.15

RW

SLOPE INTERCEPT

PC: 622+67.27

610+00 611+00 612+00 613+00 614+00 615+00 616+00 617+00 618+00 STH 95 619+00 620+00 621+00 622+00 623+00 624+00

RW

STA. 613+94
EXISTING CATTLE PASS 60"X36" CMCP
TO REMAIN

SLOPE INTERCEPT

STA. 619+80
EXISTING 24-INCH CMCP
CLEANING CULVERT PIPES REQ'D

MATCH LINE STA. 609+75.13

LEGEND

- CLEANING DITCHES
- AGGREGATE FOR FIELD ENTRANCES/DRIVEWAYS
- ASPHALT FOR FIELD ENTRANCES/DRIVEWAYS
- CULVERT REPLACEMENT
- BUTT JOINT
- EROSION MAT (SEE MISC. QUANTITIES FOR TYPE)
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- FLOW ARROW
- SILT FENCE

NOTE: MULCHING TO BE PLACED IN GRADED LOCATIONS NOT RECEIVING EROSION MAT WITH SLOPES FLATTER THAN 3:1.

SCALE, FEET 0 50 100

PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	PLAN SHEETS	SHEET 59	E

FILE NAME : W:\7545_03\CAD\! 7560-05-04\SHEETSPLAN\050201_PN.DWG
LAYOUT NAME - 13

PLOT DATE : 1/27/2023 12:10 PM PLOT BY : SEBESTA, MAXWELL PLOT NAME : PLOT SCALE : 1 IN:100 FT

CURVE 9
PI STA = 626+61.96
Y = 210313.949
X = 331810.297
DELTA = 7°52'55"
D = 1°00'00"
T = 394.69'
L = 788.13'
R = 5729.00'
PC STA = 622+67.27
Y = 210043.855
X = 331522.501
PT STA = 630+55.40
Y = 210542.025
X = 332132.413
BK = N46°49'02.4"E
AH = N54°41'57.9"E

SUPERELEVATION DATA STH 95 CURVE NO. 9

					IN			OUT			60 MPH
	CURVE NO.	PC	PT	D	NORMAL SECTION	2% SUPER	FULL SUPER	FULL SUPER	2% SUPER	NORMAL SECTION	SUPER RATE (%)
EXISTING	9			1°00'00"							2.7
FINISHED	**9**	**622+67.14**	**630+55.26**	**1°00'00"**	621+63.56'	622+70.70'	622+92.13'	630+30.27'	630+51.69'	631+58.84'	**2.8**

MATCH LINE STA. 624+75.13

STA. 626+56 - STA. 626+80
BUTT JOINT REQ'D
SEE CONSTRUCTION DETAIL -
BUTT JOINT DETAIL FOR MILLED
ASPHALTIC PAVEMENTS

STA. 626+03
EXISTING 48-INCH CMCP
TO REMAIN

SKUTLEY RD

RW

PT: 630+55.40

SLOPE INTERCEPT

STA. 633+00
EXISTING 24-INCH CMCP
CLEANING CULVERT PIPES REQ'D

PI: 637+10.39

625+00 626+00 627+00 628+00 629+00 630+00 631+00 STH 95 632+00 633+00 634+00 635+00 636+00 637+00 638+00 639+00

STA. 626+52
EXISTING 36-INCH CMCP
TO REMAIN

STA. 626+09
EXISTING 48-INCH CMCP
TO REMAIN

RW

SLOPE INTERCEPT

STA. 636+75
EXISTING 24-INCH CMCP
TO REMAIN

MATCH LINE STA. 639+50.13

SCALE, FEET 0 50 100

STA. 639+60
BASE AGG. PE

MATCH LINE STA. 639+50.13

RW

SLOPE INTERCEPT

TRI COUNTY COMM
UG TELEPHONE

XCEL ENERGY
OH ELECTRIC

640+00 641+00 642+00 643+00 644+00 645+00 646+00 STH 95 647+00 648+00 649+00 650+00 651+00 652+00 653+00 654+00

RW

STA. 642+69
EXISTING CATTLE PASS 60"X36" CMCP
TO REMAIN

SLOPE INTERCEPT

STA. 650+80
EXISTING 24-INCH CMCP
2 EACH - CLEANING DITCHES REQ'D

LEGEND
- CLEANING DITCHES
- AGGREGATE FOR FIELD ENTRANCES/DRIVEWAYS
- ASPHALT FOR FIELD ENTRANCES/DRIVEWAYS
- CULVERT REPLACEMENT
- BUTT JOINT
- EROSION MAT (SEE MISC. QUANTITIES FOR TYPE)
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- FLOW ARROW
- SILT FENCE

NOTE: MULCHING TO BE PLACED IN GRADED LOCATIONS NOT RECEIVING EROSION MAT WITH SLOPES FLATTER THAN 3:1.

SCALE, FEET 0 50 100

PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	PLAN SHEETS	SHEET 60	E

FILE NAME : W:\7545_03\CAD\! 7560-05-04\SHEETSPLAN\050201_PN.DWG
LAYOUT NAME - 14
PLOT DATE : 1/27/2023 12:10 PM PLOT BY : SEBESTA, MAXWELL PLOT NAME : PLOT SCALE : 1 IN:100 FT

MATCH LINE STA. 654+25.13

TRI COUNTY COMM
UG TELEPHONE

RW

XCEL ENERGY
OH ELECTRIC

SLOPE INTERCEPT

STA. 667+04
EXISTING 24-INCH CMCP
2 EACH - CLEANING DITCHES REQ'D

655+00 656+00 657+00 658+00 659+00 660+00 661+00 STH 95 662+00 663+00 664+00 665+00 666+00 667+00 668+00

STA. 667+08
EXISTING 24-INCH CMCP
CLEANING DITCHES REQ'D
(INCLUDED IN ADJACENT CULVERT)

RW

SLOPE INTERCEPT

BRIGHTSPEED
UG COMM PEDESTAL

STA. 657+92
EXISTING CATTLE PASS 60"X36" CMCP
2 EACH - CLEANING DITCHES REQ'D

MATCH LINE STA. 668+75.13

STA. 655+99
BASE AGG. PE

STA. 663+00
BASE AGG. PE

STA. 666+05
BASE AGG. PE

SCALE, FEET 0 50 100

STA. 682+60
BASE AGG. PE

MATCH LINE STA. 668+75.13

RW

XCEL ENERGY
OH ELECTRIC

SLOPE INTERCEPT

669+00 670+00 671+00 672+00 STH 95 673+00 674+00 675+00 676+00 677+00 678+00 679+00 680+00 681+00 682+00 683+00

CULVERT 270950550
STA. 682+96 (SKEWED)
EXISTING 36-INCH CMCP
REMOVING SMALL PIPE CULVERTS REQ'D
66 LF PIPE CPRC HORIZONTAL ELLIPTICAL CLASS HE-III 29X45-INCH REQ'D
2 - APRON ENDWALLS FOR CPRC HORIZONTAL ELLIPTICAL 29X45-INCH REQ'D
IE = 914.21' --- OE = 913.60'
SEE CONSTRUCTION DETAIL - CULVERT INSTALLATION DETAIL

REMOVING GUARDRAIL
STA. 682+75 - 683+76 LT

73°

SLOPE INTERCEPT

RW

STA. 679+30
EXISTING 24-INCH CMCP
CLEANING CULVERT PIPES REQ'D

BRIGHTSPEED
UG FIBER OPTIC

CLEARING & GRUBBING
682+60 - 683+60 RT - 1 STA

REMOVING GUARDRAIL
STA. 682+63 - 683+66 RT

MATCH LINE STA. 683+75.13

SCALE, FEET 0 50 100

LEGEND

- CLEANING DITCHES
- AGGREGATE FOR FIELD ENTRANCES/DRIVEWAYS
- ASPHALT FOR FIELD ENTRANCES/DRIVEWAYS
- CULVERT REPLACEMENT
- BUTT JOINT
- EROSION MAT (SEE MISC. QUANTITIES FOR TYPE)
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- FLOW ARROW
- SILT FENCE

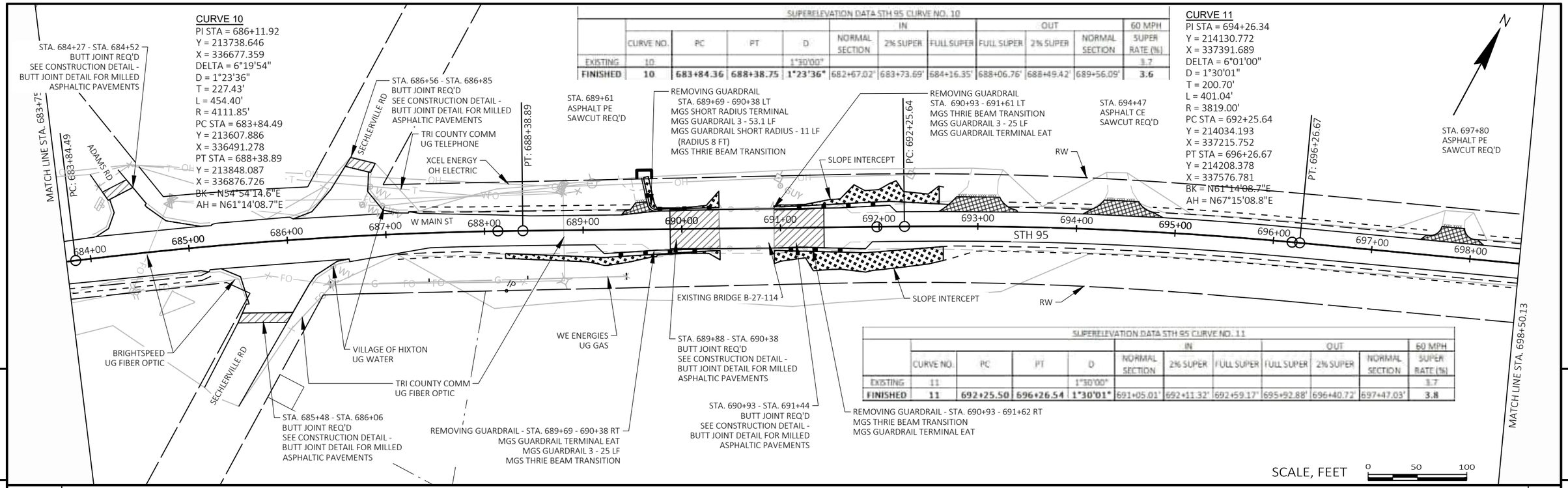
NOTE: MULCHING TO BE PLACED IN GRADED LOCATIONS NOT RECEIVING EROSION MAT WITH SLOPES FLATTER THAN 3:1.

PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	PLAN SHEETS	SHEET 61 E

FILE NAME : W:\7545_03\CAD\! 7560-05-04\SHEETSPLAN\050201_PN.DWG
LAYOUT NAME - 15

PLOT DATE : 1/27/2023 12:10 PM PLOT BY : SEBESTA, MAXWELL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	PLAN SHEETS	SHEET 62	E

FILE NAME : W:\7545_03\CAD\! 7560-05-04\SHEETSPLAN\050201_PN.DWG
LAYOUT NAME - 16
PLOT DATE : 1/27/2023 12:10 PM
PLOT BY : SEBESTA, MAXWELL
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

LEGEND

- CLEANING DITCHES
- AGGREGATE FOR FIELD ENTRANCES/DRIVEWAYS
- ASPHALT FOR FIELD ENTRANCES/DRIVEWAYS
- CULVERT REPLACEMENT
- BUTT JOINT
- EROSION MAT (SEE MISC. QUANTITIES FOR TYPE)
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- FLOW ARROW
- SILT FENCE

NOTE: MULCHING TO BE PLACED IN GRADED LOCATIONS NOT RECEIVING EROSION MAT WITH SLOPES FLATTER THAN 3:1.

STA. 714+50
ASPHALT PE

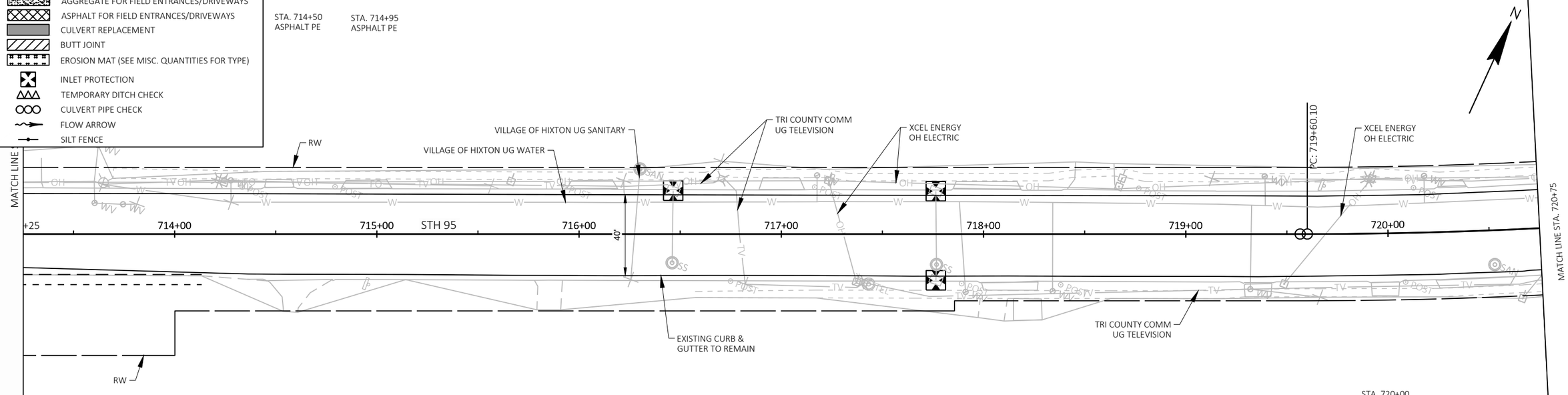
STA. 714+95
ASPHALT PE

STA. 715+90
CONCRETE PE

STA. 717+00
ASPHALT PE

STA. 718+55
ASPHALT PE

STA. 720+25
ASPHALT PE



STA. 720+00
BASE AGG. PE

SCALE, FEET 0 25 50

STA. 714+60
BASE AGG. PE

STA. 715+85
BASE AGG. PE

STA. 718+05
ASPHALT PE

STA. 718+20
CONCRETE PE

STA. 721+10/30
ASPHALT PE (2)

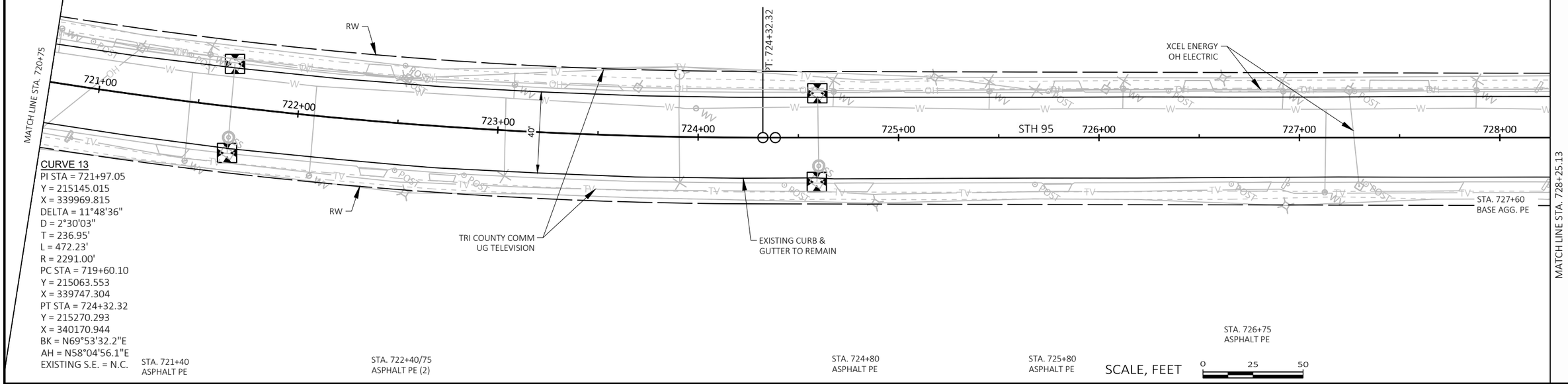
STA. 722+40
ASPHALT PE

STA. 723+47
ASPHALT PE

STA. 725+80
ASPHALT PE

STA. 726+40
ASPHALT PE

STA. 727+50
ASPHALT/BASE AGG. PE



CURVE 13
PI STA = 721+97.05
Y = 215145.015
X = 339969.815
DELTA = 11°48'36"
D = 2°30'03"
T = 236.95'
L = 472.23'
R = 2291.00'
PC STA = 719+60.10
Y = 215063.553
X = 339747.304
PT STA = 724+32.32
Y = 215270.293
X = 340170.944
BK = N69°53'32.2"E
AH = N58°04'56.1"E
EXISTING S.E. = N.C.

STA. 721+40
ASPHALT PE

STA. 722+40/75
ASPHALT PE (2)

STA. 724+80
ASPHALT PE

STA. 725+80
ASPHALT PE

STA. 726+75
ASPHALT PE

SCALE, FEET 0 25 50

PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	PLAN SHEETS	SHEET 63	E

FILE NAME : W:\7545_03\CAD\! 7560-05-04\SHEETSPLAN\050201_PN.DWG
LAYOUT NAME - 17

PLOT DATE : 1/27/2023 12:10 PM PLOT BY : SEBESTA, MAXWELL PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

STA. 729+00
BASE AGG. PE

STA. 730+70
ASPHALT PE

VILLAGE OF HIXTON UG WATER

XCEL ENERGY
OH ELECTRIC

RW

MATCH LINE STA. 728+25.00

729+00 730+00 731+00 STH 95 732+00 733+00 734+00

40'

50'

TRI COUNTY COMM
UG TELEVISION

RW

BUTT JOINT REQ'D
SEE CONSTRUCTION DETAIL -
BUTT JOINT DETAIL FOR MILLED ASPHALTIC PAVEMENTS

CURB RAMP TYPE 1/1A REQ'D
(SEE CURB RAMP DETAILS)

PROPOSED RW

VILLAGE OF HIXTON UG SANITARY

BUTT JOINT REQ'D
SEE CONSTRUCTION DETAIL -
BUTT JOINT DETAIL FOR MILLED ASPHALTIC PAVEMENTS

E MAIN ST

VILLAGE OF HIXTON
UG WATER

CURB RAMP TYPE 1A REQ'D
(SEE CURB RAMP DETAILS)

ISLAND CURB RAMP TYPE 6 REQ'D
(SEE CURB RAMP DETAILS)

N STATE ST

735+00

XCEL ENERGY
OH ELECTRIC

SCALE, FEET 0 25 50

MATCH LINE STA. 735+25.00

STA. 728+55
BASE AGG. PE

STA. 729+50
BASE AGG. CE

STA. 731+00
ASPHALT CE

5

5

BUTT JOINT REQ'D
SEE CONSTRUCTION DETAIL -
BUTT JOINT DETAIL FOR MILLED
ASPHALTIC PAVEMENTS

XCEL ENERGY
OH ELECTRIC

VILLAGE OF HIXTON UG SANITARY

EXISTING CONCRETE
APPROACH SLAB TO REMAIN

EXISTING CONCRETE
APPROACH SLAB TO REMAIN

EXISTING BRIDGE B-27-160

STA. 738+74 - STA. 739+09
BUTT JOINT REQ'D
SEE CONSTRUCTION DETAIL -
BUTT JOINT DETAIL FOR MILLED
ASPHALTIC PAVEMENTS

PARK DR

CURB RAMP TYPE 4B1 REQ'D
(SEE CURB RAMP DETAILS)

RW

MATCH LINE STA. 742+25.00

736+00 737+00 STH 95 738+00 739+00 740+00 741+00 742+00

40'

RW

BUTT JOINT REQ'D
SEE CONSTRUCTION DETAIL -
BUTT JOINT DETAIL FOR MILLED
ASPHALTIC PAVEMENTS

NOTE: MULCHING TO BE PLACED IN GRADED LOCATIONS NOT RECEIVING EROSION MAT WITH SLOPES FLATTER THAN 3:1.

SCALE, FEET 0 25 50

LEGEND

- CLEANING DITCHES
- AGGREGATE FOR FIELD ENTRANCES/DRIVEWAYS
- ASPHALT FOR FIELD ENTRANCES/DRIVEWAYS
- CULVERT REPLACEMENT
- BUTT JOINT
- EROSION MAT (SEE MISC. QUANTITIES FOR TYPE)
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- FLOW ARROW
- SILT FENCE

PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	PLAN SHEETS	SHEET 64	E

MATCH LINE STA. 742+25.00

HOFFMAN ST S

CURB RAMP TYPE 4B1 REQ'D
(SEE CURB RAMP DETAILS)

STA. 742+79 - STA. 743+11
BUTT JOINT REQ'D
SEE CONSTRUCTION DETAIL -
BUTT JOINT DETAIL FOR MILLED
ASPHALTIC PAVEMENTS

CURB RAMP TYPE 4B1 REQ'D
(SEE CURB RAMP DETAILS)

743+00

RECONSTRUCTING INLET AND
INLET COVER TYPE H REQ'D
STA. 742+48, 22.0' LT
RIM ELEV = 920.24 FT
NOTES:
REPAIR & SEAL ANY DAMAGED
JOINTS AND PIPE CONNECTIONS

TRI COUNTY COMM
UG TELEPHONE

744+00

VILLAGE OF HIXTON
UG WATER

VILLAGE OF HIXTON
UG SANITARY

745+00

746+00

40'

STH 95

747+00

STA. 744+07 - STA. 744+49
BUTT JOINT REQ'D
SEE CONSTRUCTION DETAIL -
BUTT JOINT DETAIL FOR MILLED
ASPHALTIC PAVEMENTS

S STATE ST

STA. 744+86
EXISTING 18-INCH RCCP
CLEANING CULVERT PIPES REQ'D

XCEL ENERGY
OH ELECTRIC

CURVE 14
PI STA = 746+49.37
Y = 214723.954
X = 341635.928
DELTA = 83°40'51"
D = 7°00'00"
T = 732.86'
L = 1195.42'
R = 818.50'
PC STA = 739+16.51
Y = 215353.376
X = 341260.541
PT STA = 751+11.94
Y = 215027.782
X = 342302.843
BK = S30°48'42.6"E
AH = N65°30'26.5"E
EXISTING S.E. = 5.0 %

STA. 746+85
ASPHALT PE

RW

STA. 747+25
ASPHALT PE

RW

STA. 748+81 - STA. 749+27
BUTT JOINT REQ'D
SEE CONSTRUCTION DETAIL -
BUTT JOINT DETAIL FOR MILLED
ASPHALTIC PAVEMENTS

CURB RAMP TYPE 4B/4B1 REQ'D
(SEE CURB RAMP DETAILS)

DEPOT ST

VILLAGE OF HIXTON UG
SANITARY

MATCH LINE STA. 749+75.00

749+00

748+00

VILLAGE OF HIXTON
UG WATER

TRI COUNTY COMM
UG FIBER OPTIC

REMOVING ASPHALTIC SURFACE
AND BUTT JOINTS REQ'D
STA. 749+61 - STA. 749+94

DEPOT ST

STA. 748+85
ASPHALT PE

N

SCALE, FEET 0 25 50

5

5

STA. 750+65
BASE AGG. PE

STA. 752+40
ASPHALT CE

CURVE 15
PI STA = 756+24.79
Y = 215240.398
X = 342769.547
DELTA = 7°50'09"
D = 1°59'59"
T = 196.21'
L = 391.82'
R = 2865.01'
PC STA = 754+28.57
Y = 215159.053
X = 342590.989
PT STA = 758+20.39
Y = 215345.328
X = 342935.347
BK = N65°30'26.5"E
AH = N57°40'17.9"E
EXISTING S.E. = 2.0%

STA. 755+15
ASPHALT CE

STA. 757+15
ASPHALT CE

END PROJECT
STA 756+52
Y: 215259.544
X: 342790.596
MATCH EXISTING
SAWCUT REQ'D

VILLAGE OF HIXTON
UG SANITARY

TRI COUNTY COMM
UG TELEVISION

RW

PT: 751+11.94

PC: 754+28.57

ASPHALT SHOULDER

CONCRETE
PAVEMENT

757+00

756+00

755+00

754+00

753+00

752+00

751+00

750+00

STH 95

38'

ASPHALT SHOULDER

BUTT JOINT REQ'D
SEE CONSTRUCTION DETAIL -
BUTT JOINT DETAIL FOR MILLED
ASPHALTIC PAVEMENTS

MATCH LINE STA. 749+75.00

STA. 752+97
EXISTING 18"X24" RCCP
HORIZONTAL ELLIPTICAL TO REMAIN

STA. 753+03
EXISTING 18"X24" RCCP
HORIZONTAL ELLIPTICAL TO REMAIN

VILLAGE OF HIXTON UG SANITARY

VILLAGE OF HIXTON
UG WATER

WE ENERGIES UG GAS

STA. 755+15
ASPHALT CE

DEPOT ST

STA. 749+61 - STA. 749+94
BUTT JOINT REQ'D
SEE CONSTRUCTION DETAIL -
BUTT JOINT DETAIL FOR MILLED
ASPHALTIC PAVEMENTS

RW

STA. 751+30
BASE AGG. PE

STA. 753+40
ASPHALT CE

NOTE: MULCHING TO BE PLACED IN GRADED LOCATIONS NOT RECEIVING EROSION MAT WITH SLOPES FLATTER THAN 3:1.

SCALE, FEET 0 25 50

LEGEND

- CLEANING DITCHES
- AGGREGATE FOR FIELD ENTRANCES/DRIVEWAYS
- ASPHALT FOR FIELD ENTRANCES/DRIVEWAYS
- CULVERT REPLACEMENT
- BUTT JOINT
- EROSION MAT (SEE MISC. QUANTITIES FOR TYPE)
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- FLOW ARROW
- SILT FENCE

PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	PLAN SHEETS	SHEET 65	E

Standard Detail Drawing List

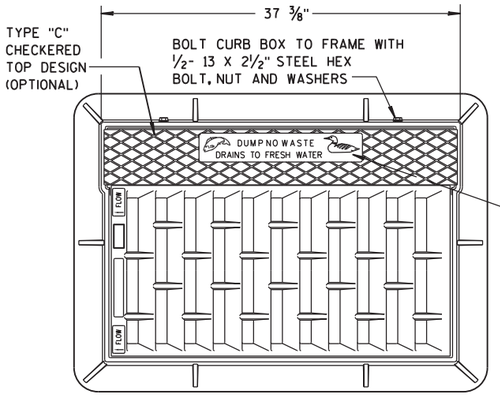
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F03-03	DETAILS FOR PIPE CATTLE PASS, CONCRETE ENDWALLS AND STEPS
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F08-02	STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED CROSS DRAINS
11B02-02	CONCRETE MEDIAN NOSE
13A11-04A	CENTERLINE RUMBLE STRIPS - ASPHALT
13A11-04D	CENTERLINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAILROADS
13B01-11A	PAVEMENT DETAILS FOR RAILROAD APPROACH
13B01-11B	TYPICAL SECTIONS FOR RAILWAY APPROACH
13C19-03	HMA LONGITUDINAL JOINTS
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-05A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05K	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05L	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B53-02A	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02B	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02C	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02D	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02E	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02F	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02G	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02H	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02I	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-23C	PAVEMENT MARKING (TURN LANES)
15C08-23D	PAVEMENT MARKING (TURN LANES)
15C09-13A	SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

6

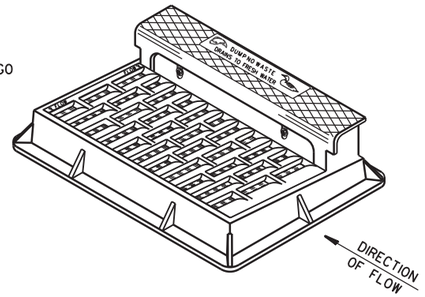
Standard Detail Drawing List

15C12-09B	TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE
15C18-08B	MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE
15C19-08A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D30-09A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D48-01	TRAFFIC CONTROL, LANE SHIFT IN FLAGGING OPERATION

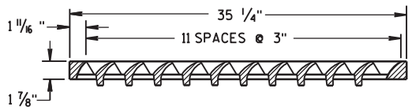
6

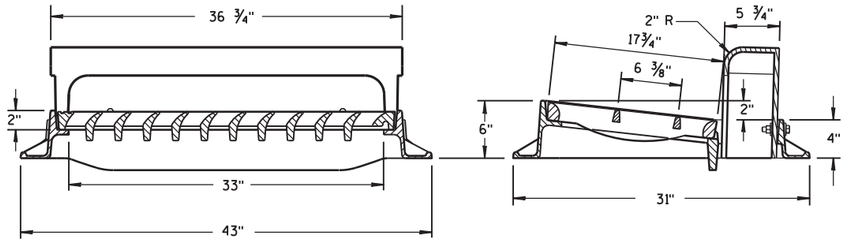


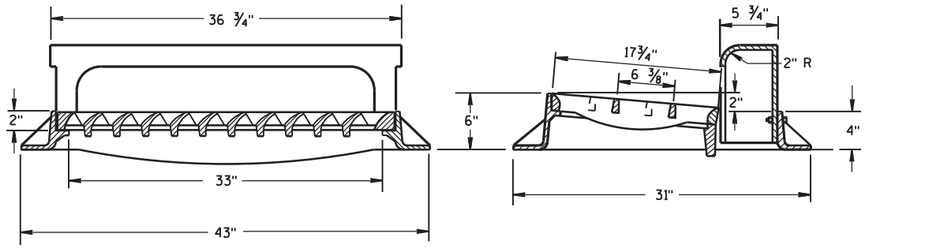
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

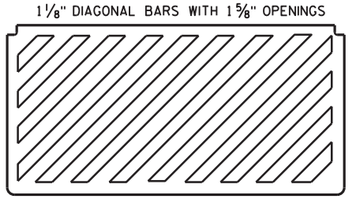






TYPE "H"

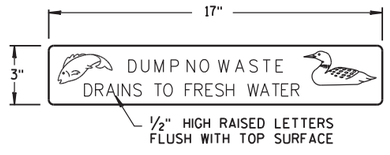
NOTE: EITHER CASTING IS ACCEPTABLE



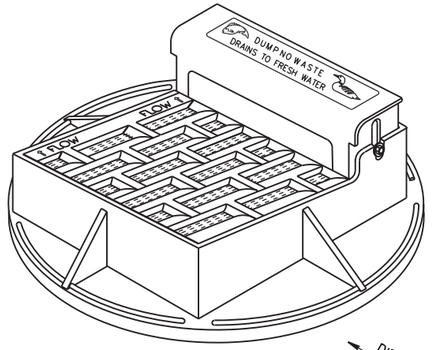
SPECIAL GRATE FOR TYPE "H" COVER

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

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

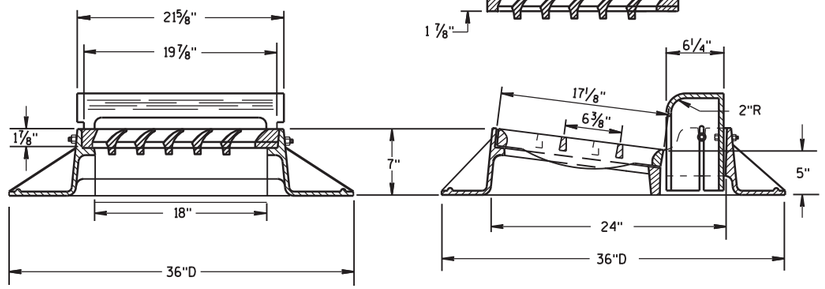


LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

NOTE:
GRATE IS REVERSIBLE.



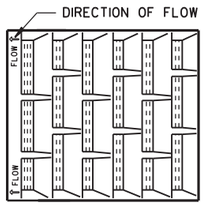
TYPE "A"

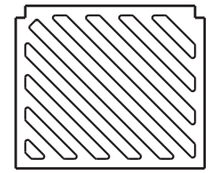
GENERAL NOTES

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

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

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

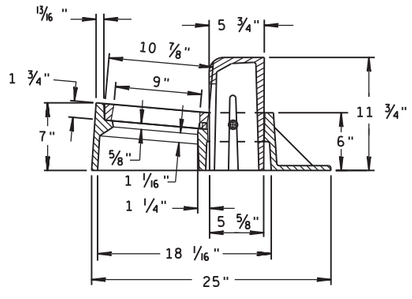


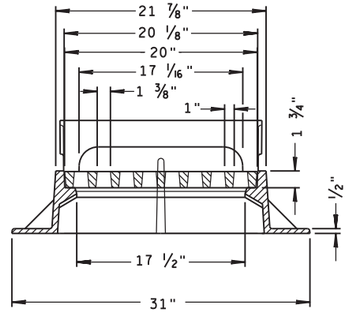


SPECIAL GRATE FOR TYPE "A" COVER

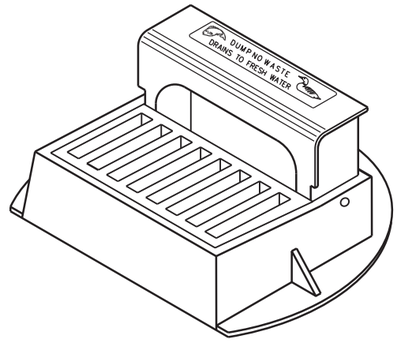
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)





TYPE "Z"



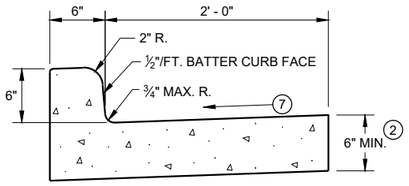
INLET COVERS TYPE A, H, A-S, H-S & Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

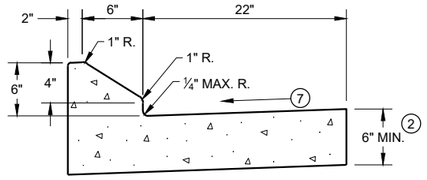
APPROVED
11-27-13 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA

6

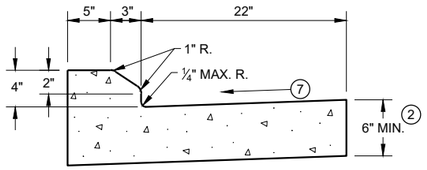
S.D.D. 8 A 5-19a



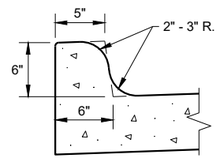
TYPES A (1) & D



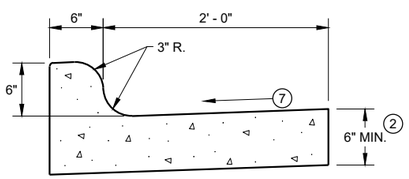
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

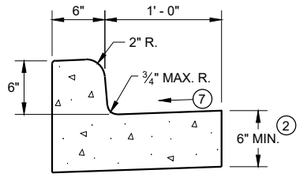


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



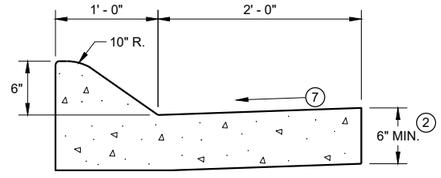
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

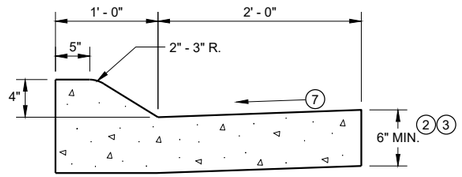


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

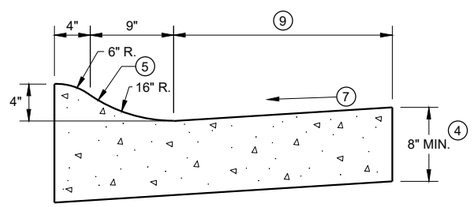


6" SLOPED CURB TYPES A (1) & D



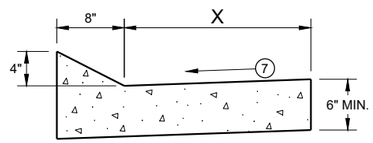
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

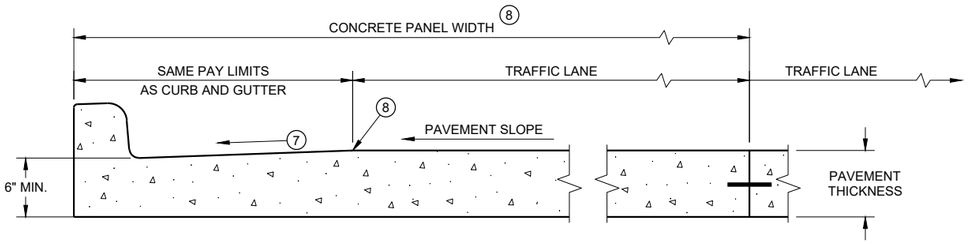


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

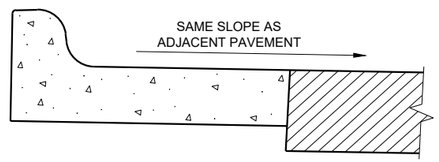
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

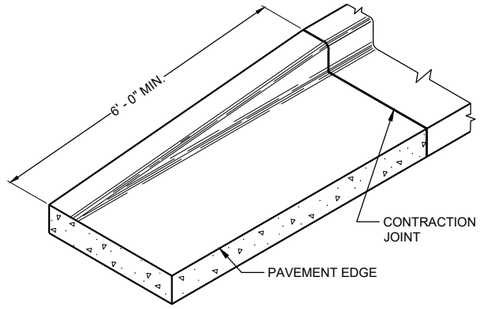
(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

(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

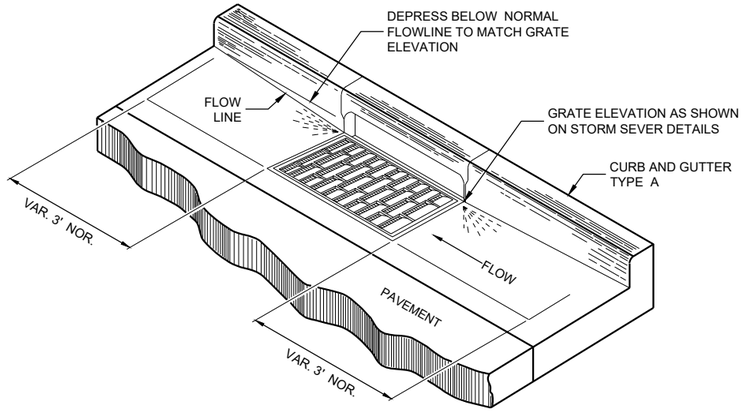
CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 08D01 - 23a



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.

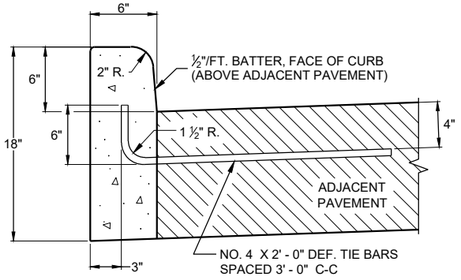
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

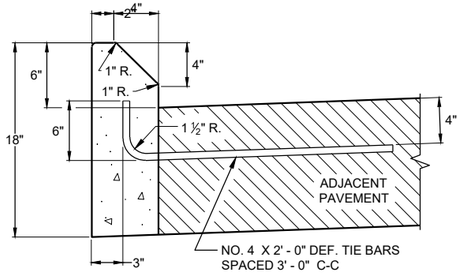
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

(11) PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.

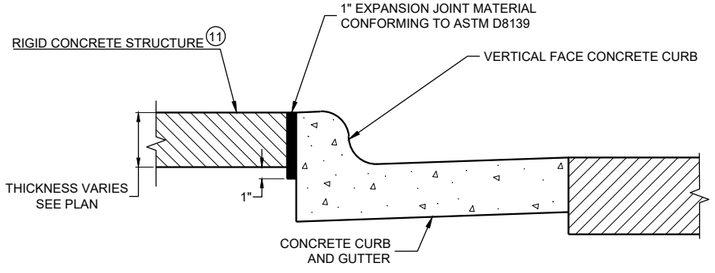


TYPES A (1) & D

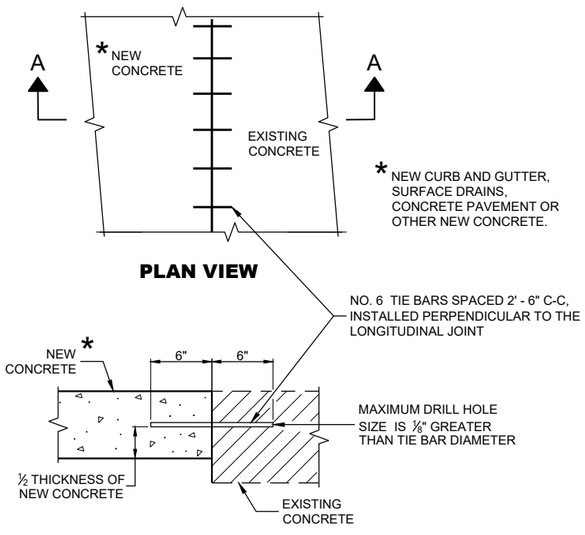


TYPES G (1) & J

CONCRETE CURB



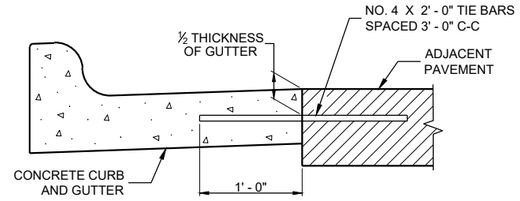
EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)



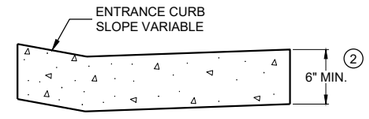
PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

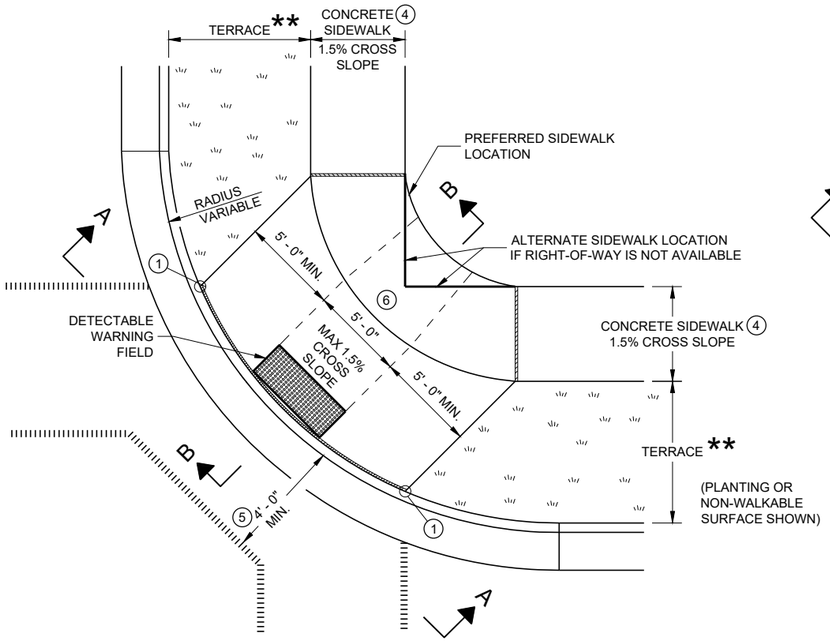
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

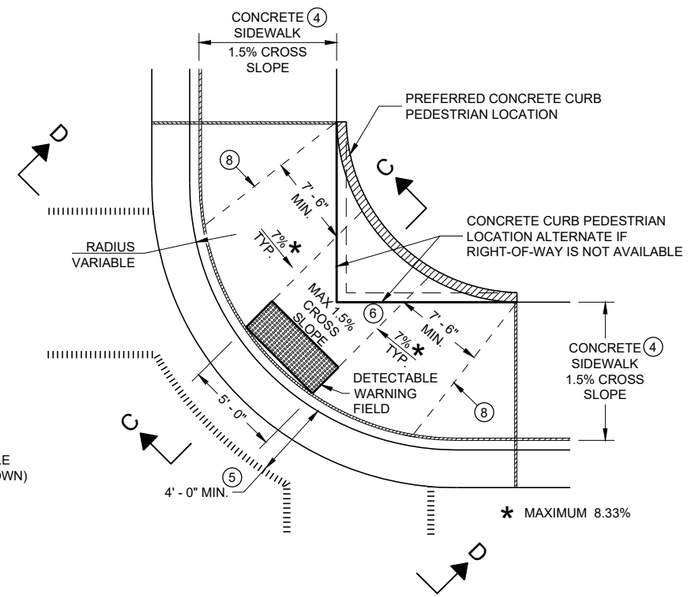
SDD08D01 - 23b



PLAN VIEW

CURB RAMP TYPE 1

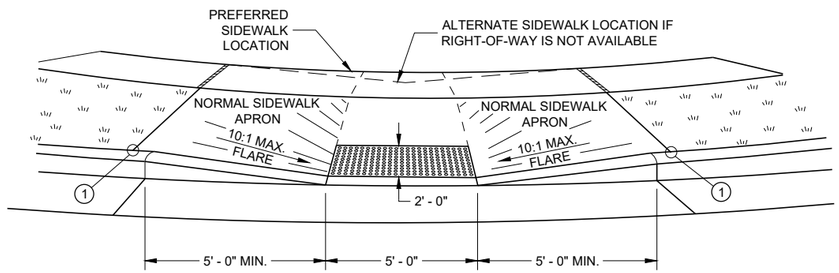
(CENTER OF CORNER RADIUS)



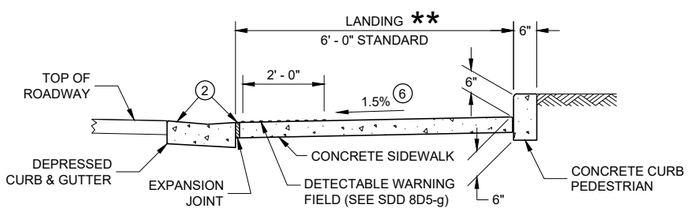
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

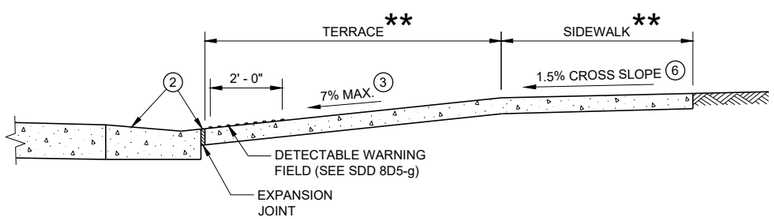


VIEW A - A FOR TYPE 1

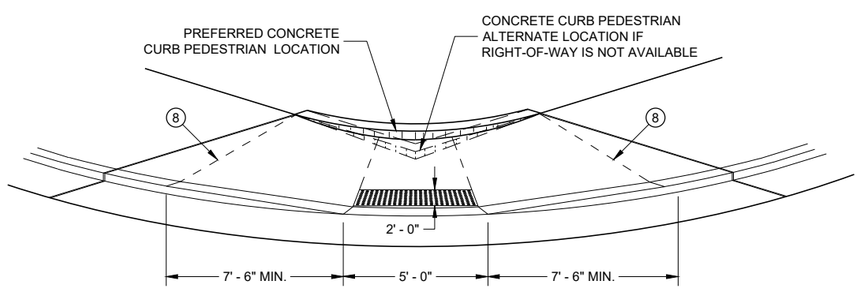


SECTION C - C FOR TYPE 1 - A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

LEGEND

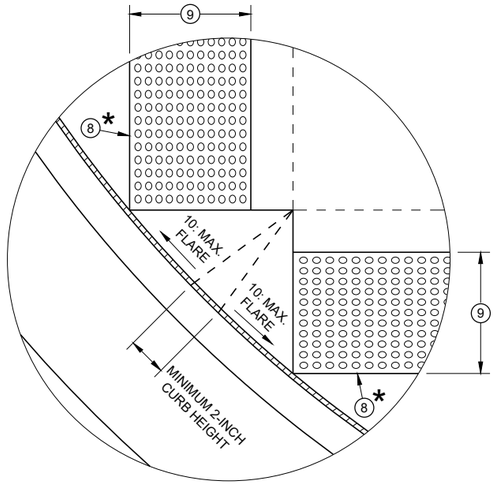
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 1 AND 1-A

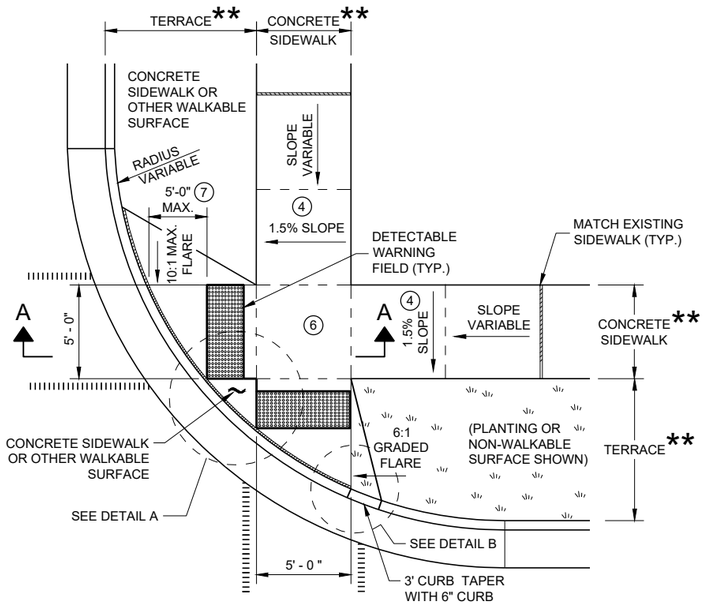
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20a



DETAIL A



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

GENERAL NOTES

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

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

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

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

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

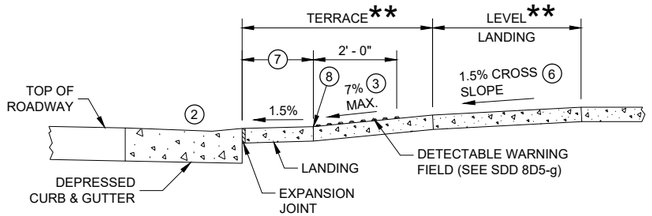
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

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

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

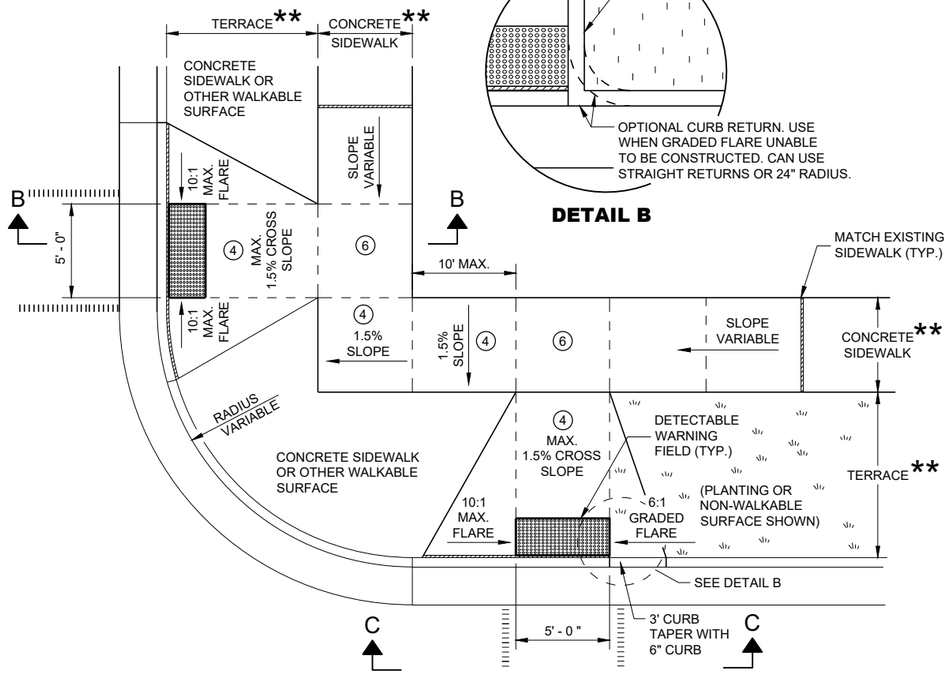
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2

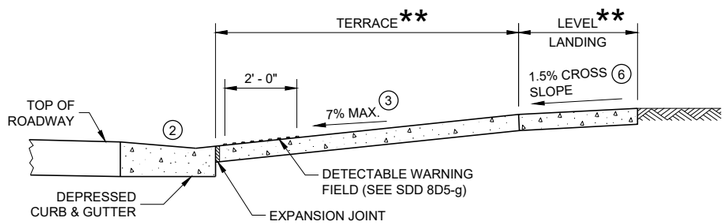
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

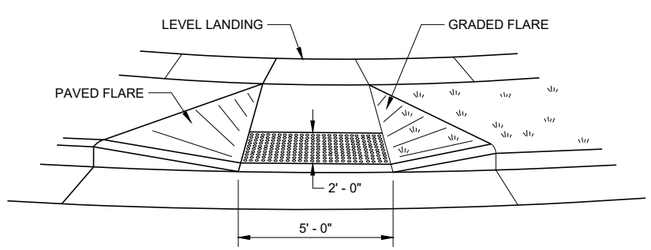


DETAIL B

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



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

LEGEND

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

CURB RAMPS TYPE 2 AND 3

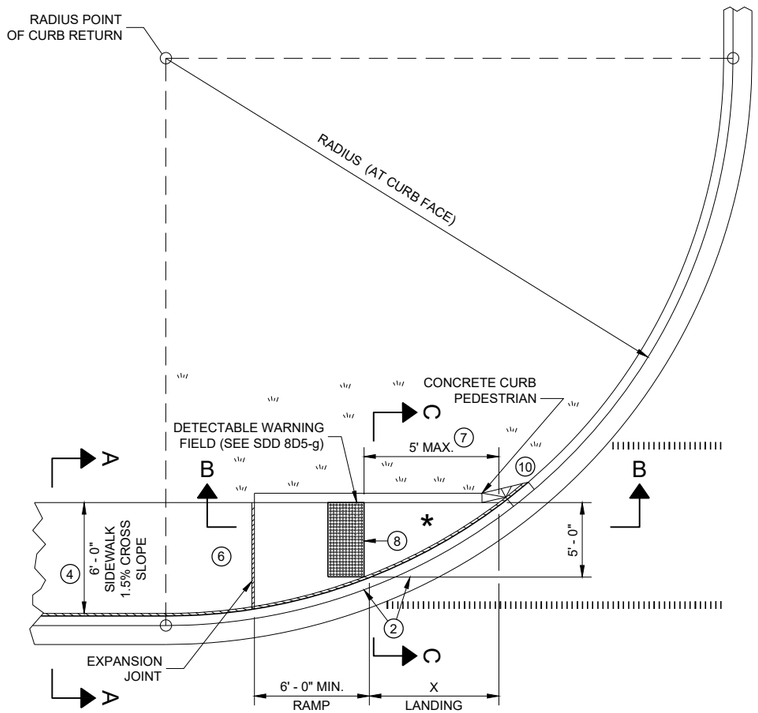
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20b

6

SDD 08D05 - 20b

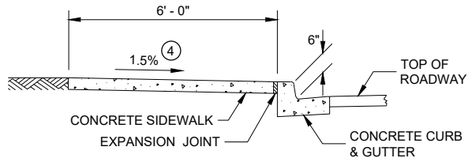


PLAN VIEW

CURB RAMP TYPE 4A

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

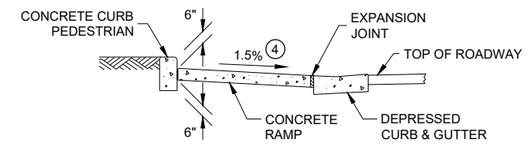
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

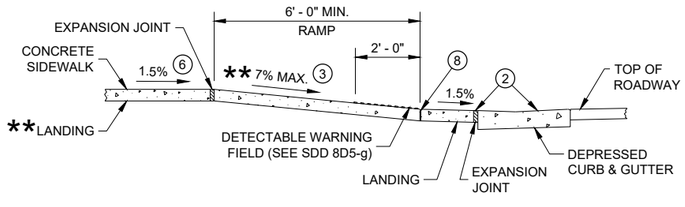
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



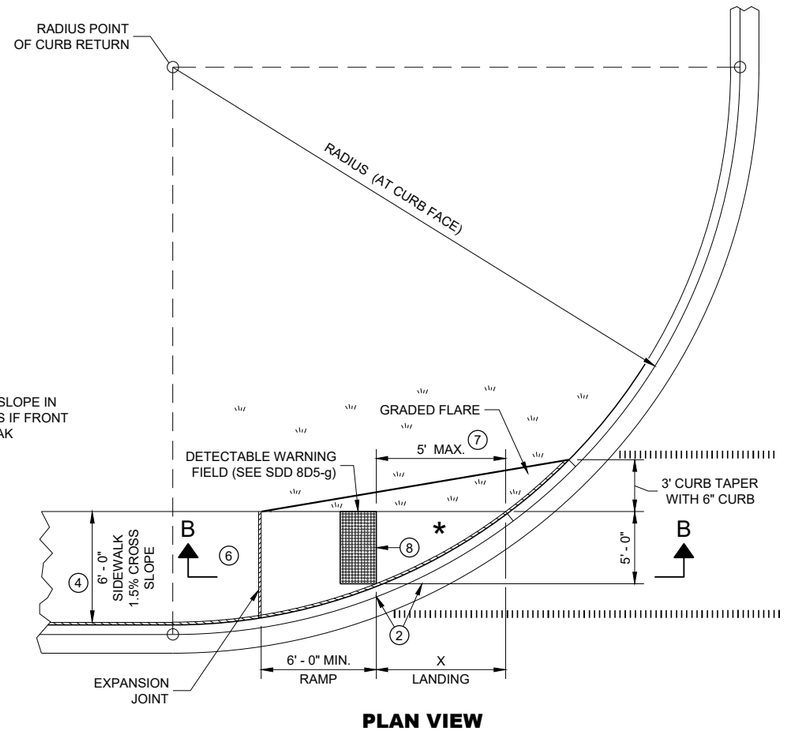
SECTION C - C FOR TYPE 4A



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

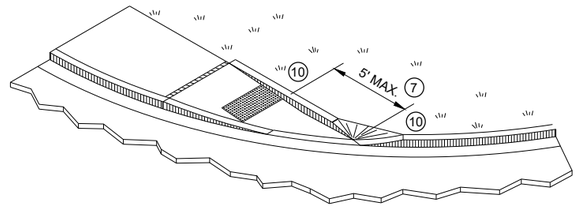
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

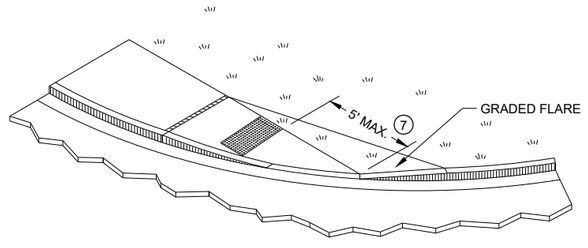


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



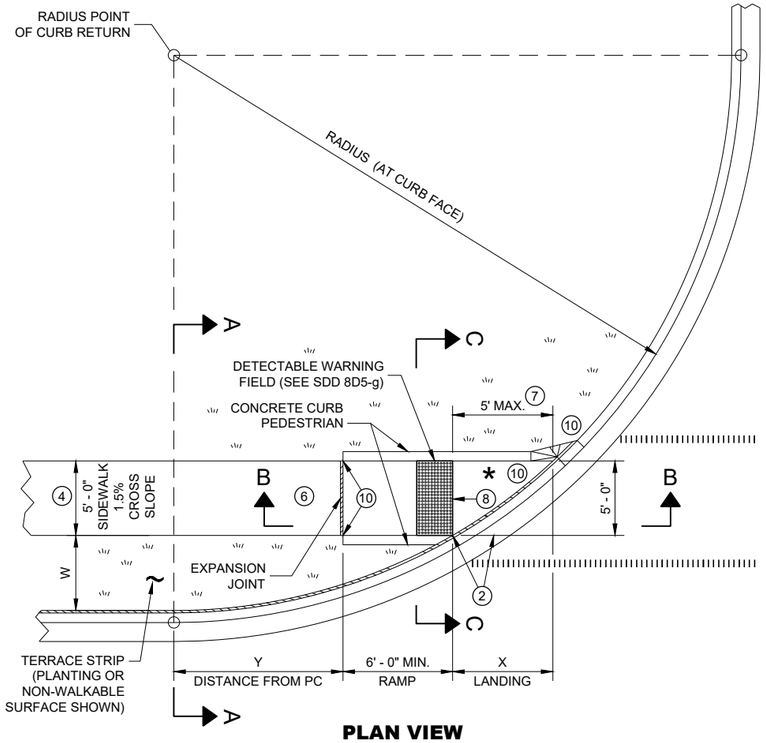
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20c



PLAN VIEW

CURB RAMP TYPE 4B

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

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

SECTION C - C FOR TYPE 4B

LEGEND

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

GENERAL NOTES

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

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

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

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

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

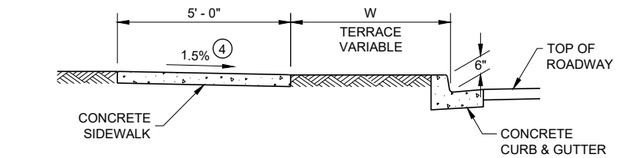
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

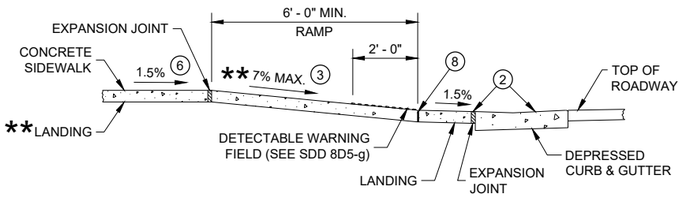
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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



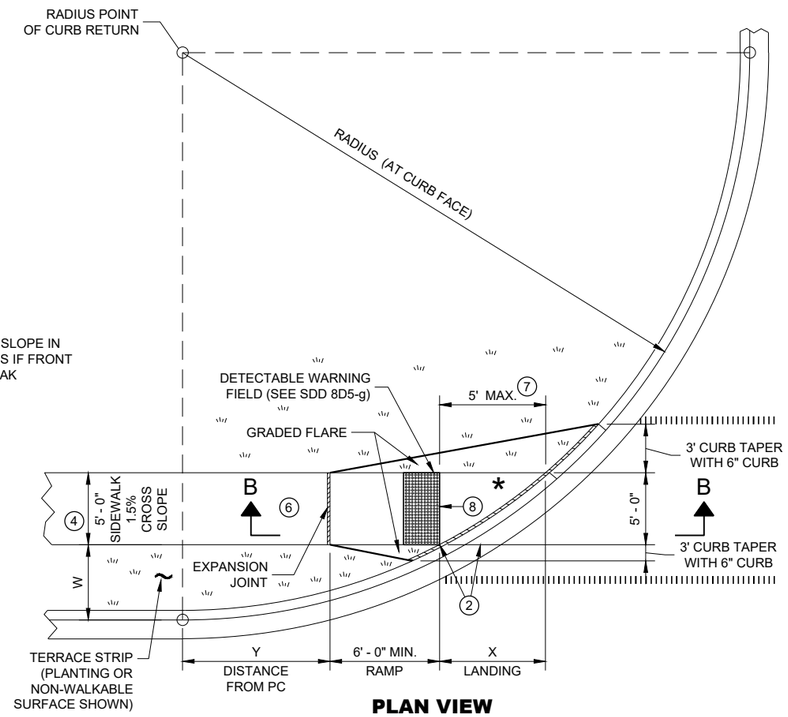
SECTION A - A FOR TYPE 4B



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

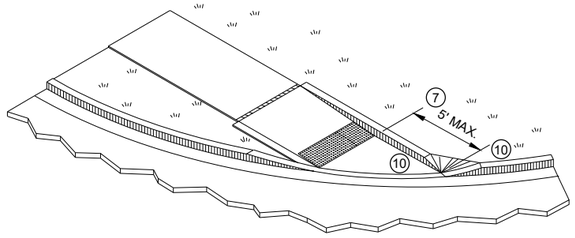
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

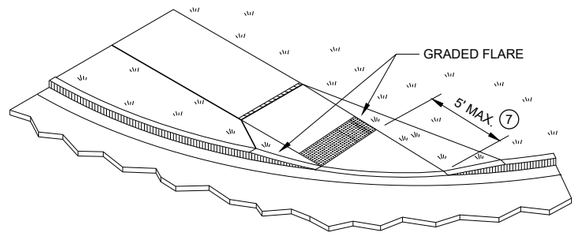


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



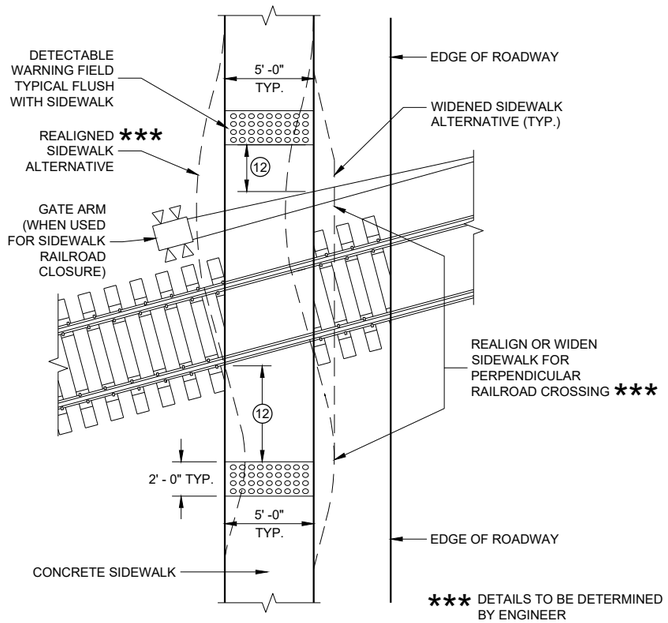
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

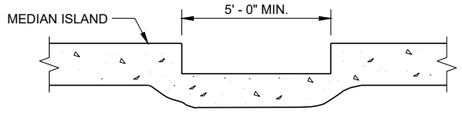
6

SDD 08D05 - 20d

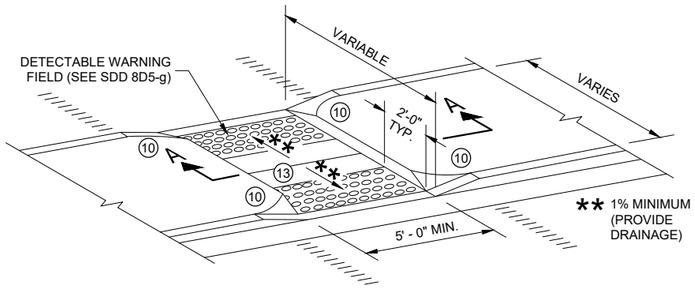


CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

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

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

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

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

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

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

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

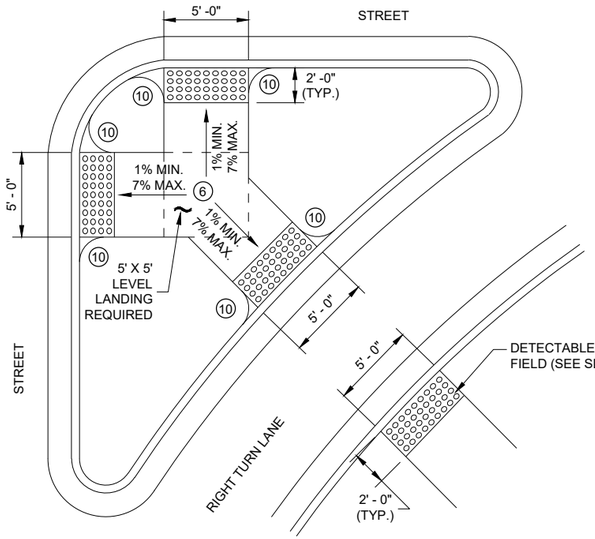
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

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

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

LEGEND

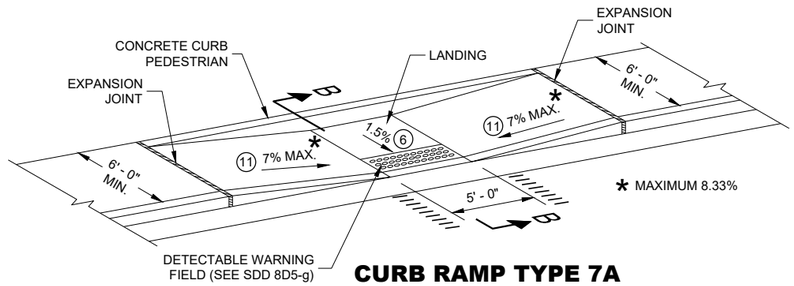
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

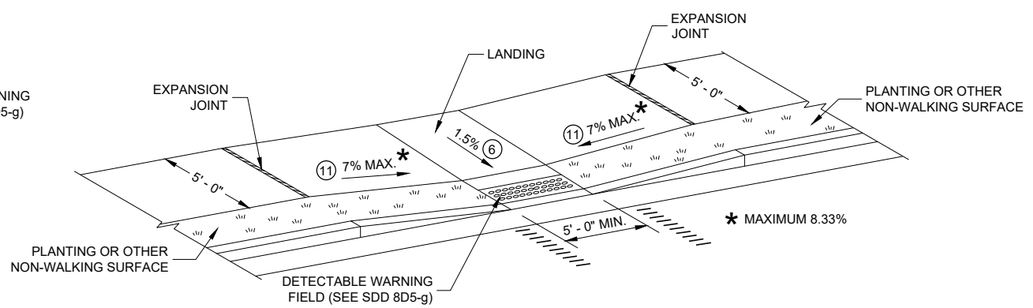
DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7A

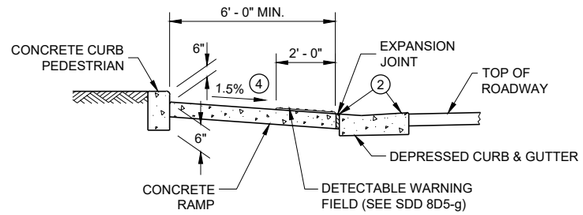
MID BLOCK CROSSING



CURB RAMP TYPE 7B

MID BLOCK CROSSING

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



SECTION B - B FOR TYPE 7A

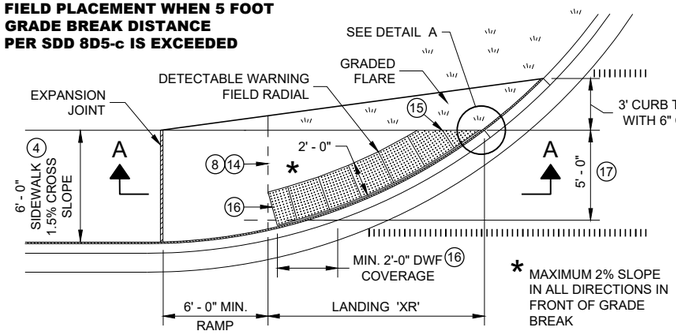
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20e

SDD 08D05 - 20e

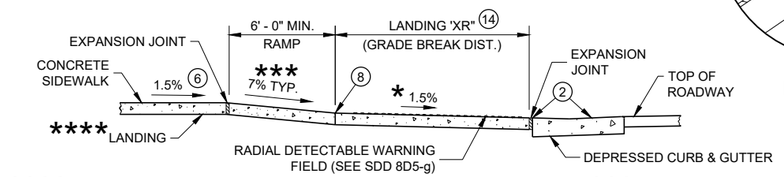
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



PLAN VIEW

CURB RAMP TYPE 4A1

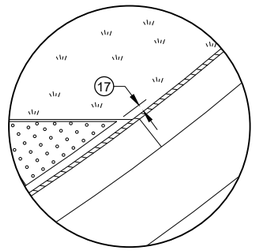
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



**** 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.

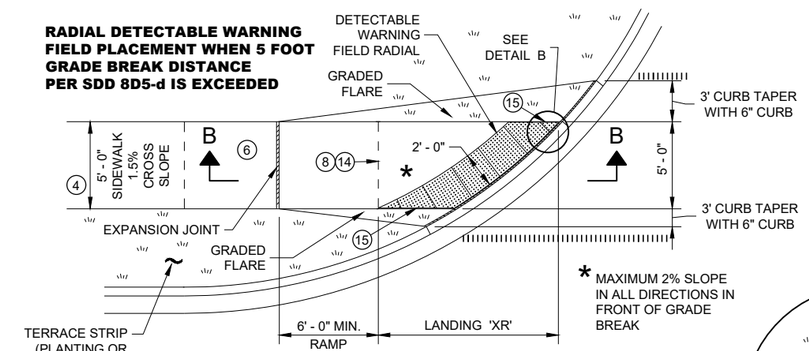
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(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.

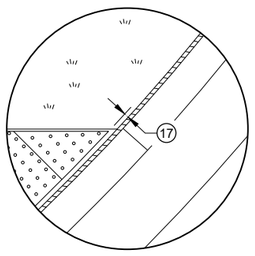
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



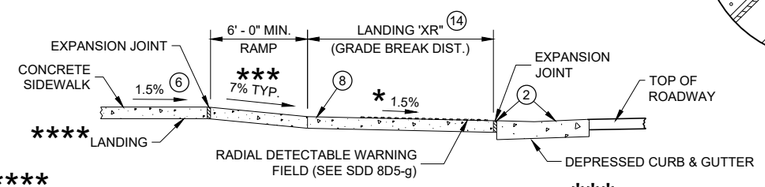
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B

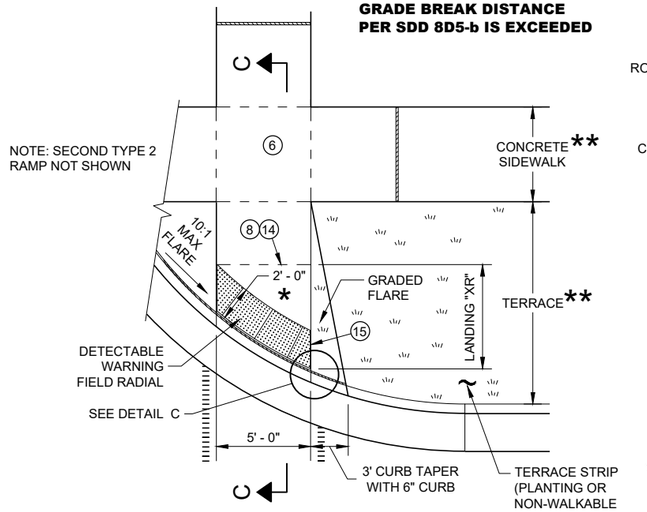


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** 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

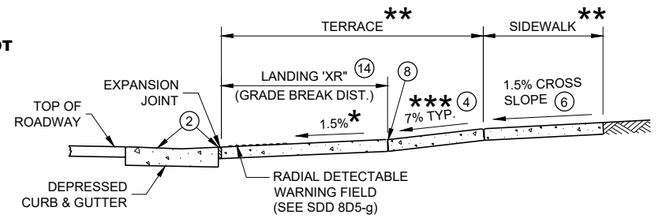


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

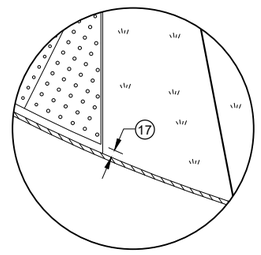


SECTION C - C FOR TYPE 2

* 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

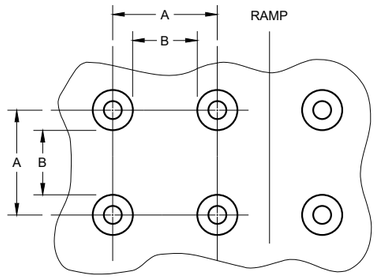
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20f

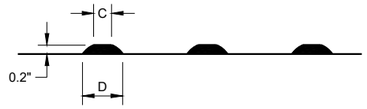
SDD 08D05 - 20f

	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.

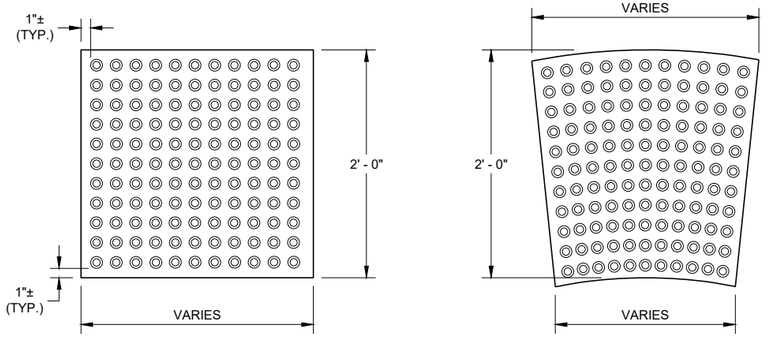


PLAN VIEW



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.

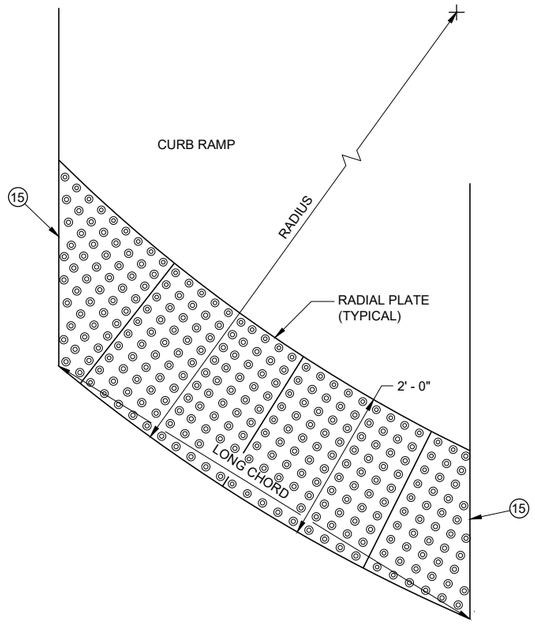
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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.

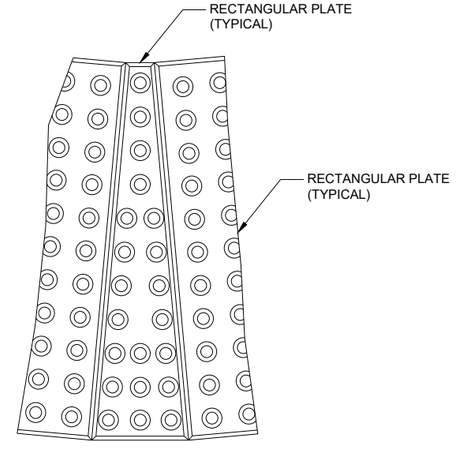
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

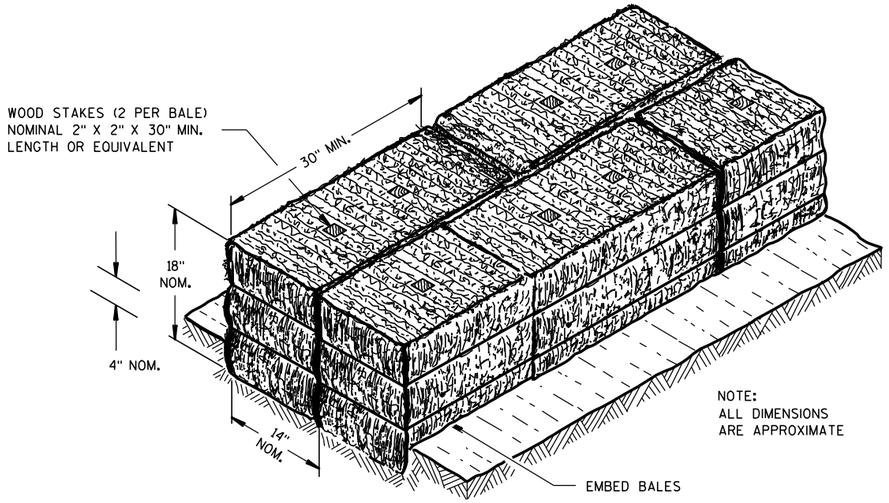
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

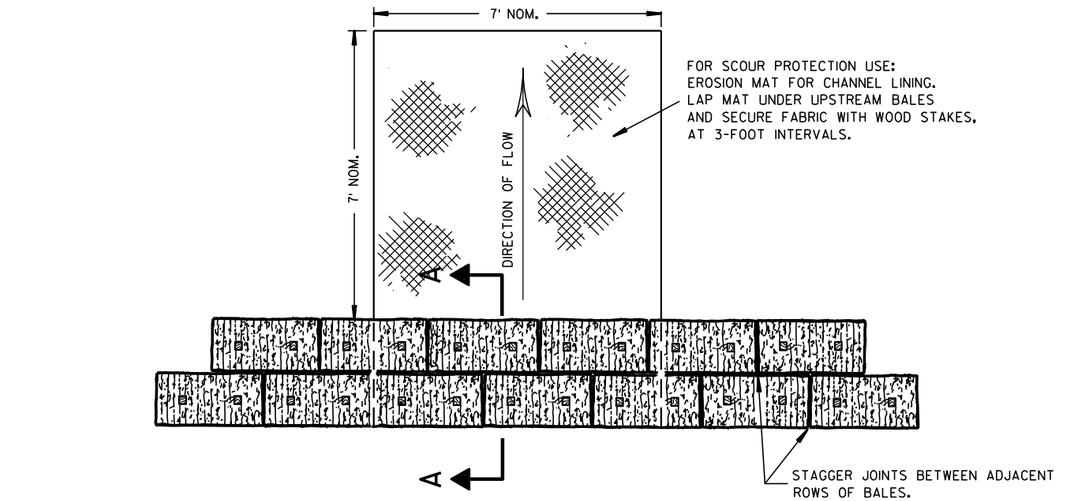
FHWA

6

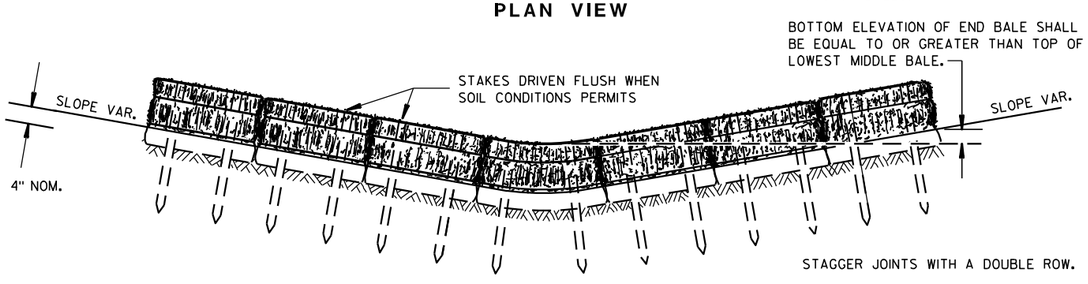
SDD 08D05 - 20g



SECTION A-A



PLAN VIEW



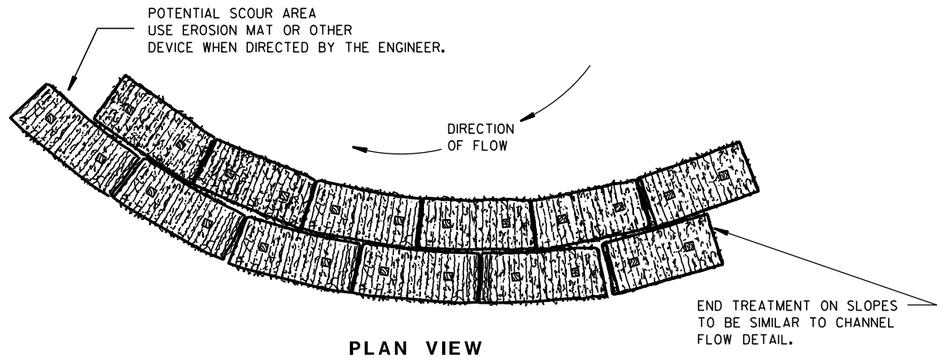
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

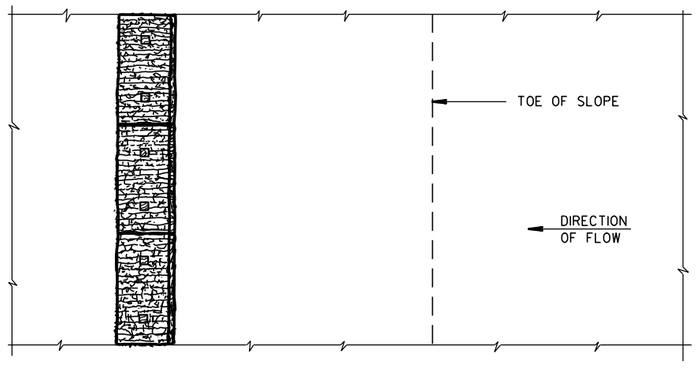
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

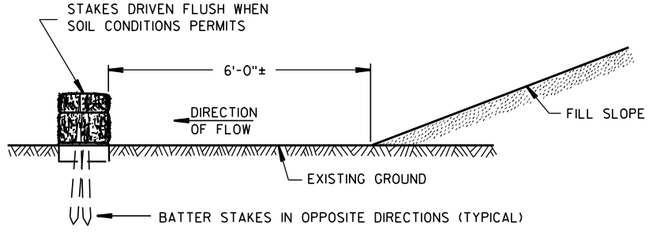


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

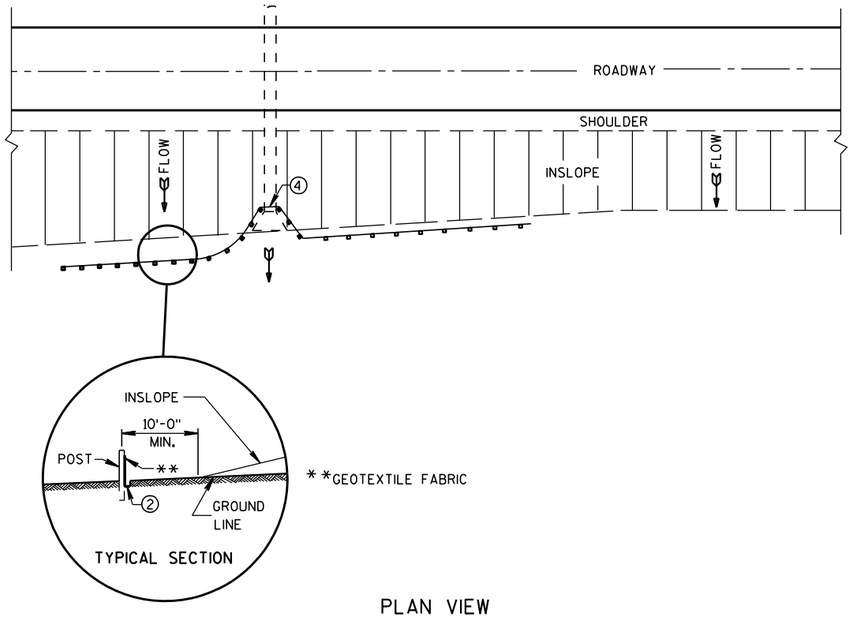
APPROVED
6/04/02 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 8-3

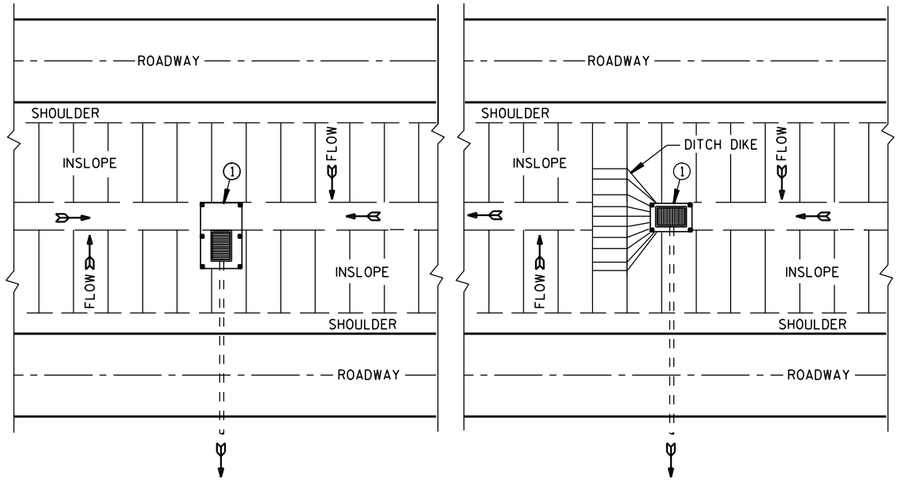
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



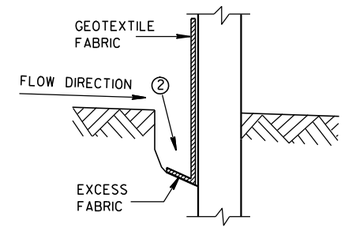
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

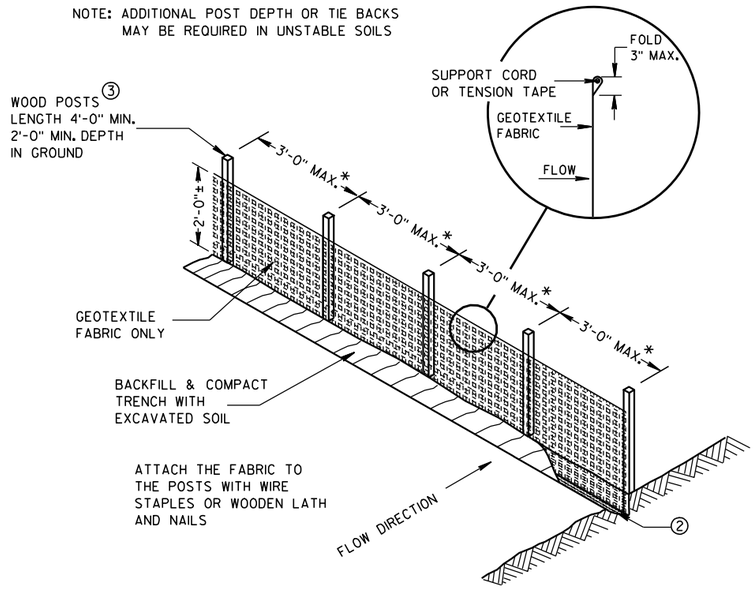
GENERAL NOTES

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

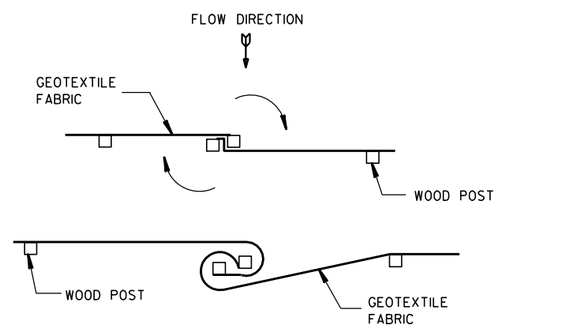
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL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



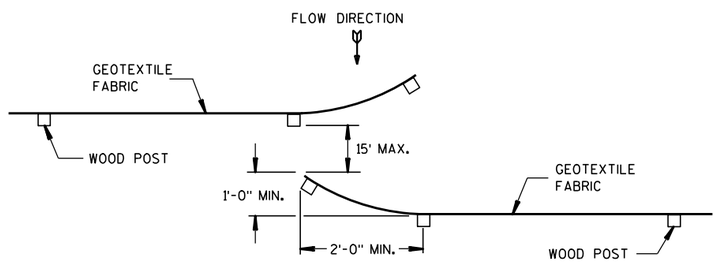
TRENCH DETAIL



SILT FENCE

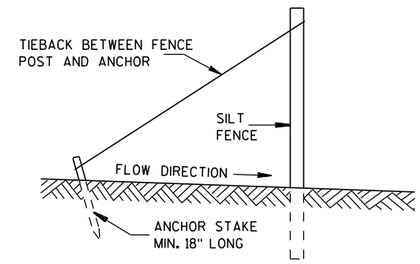


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

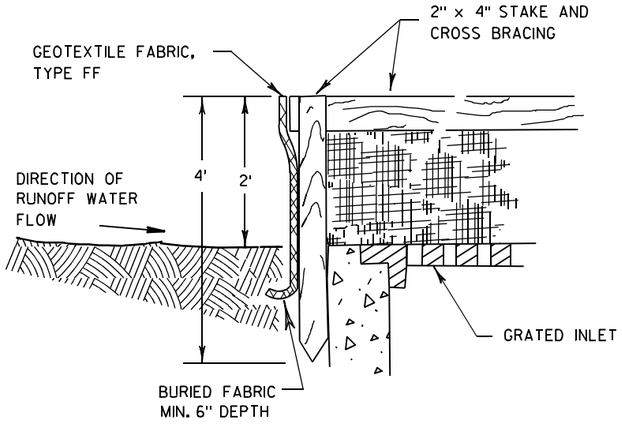
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

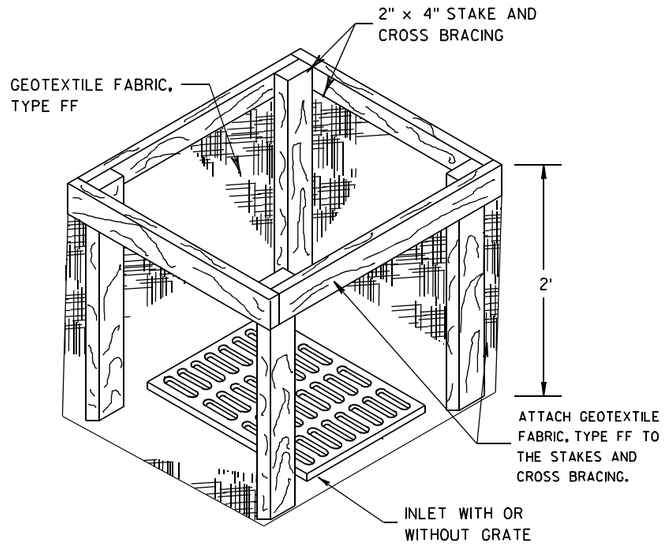
6

S.D.D. 8 E 9-6

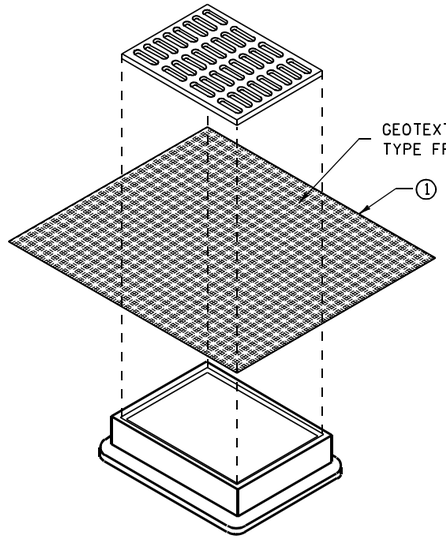
6

S.D.D. 8 E 9-6



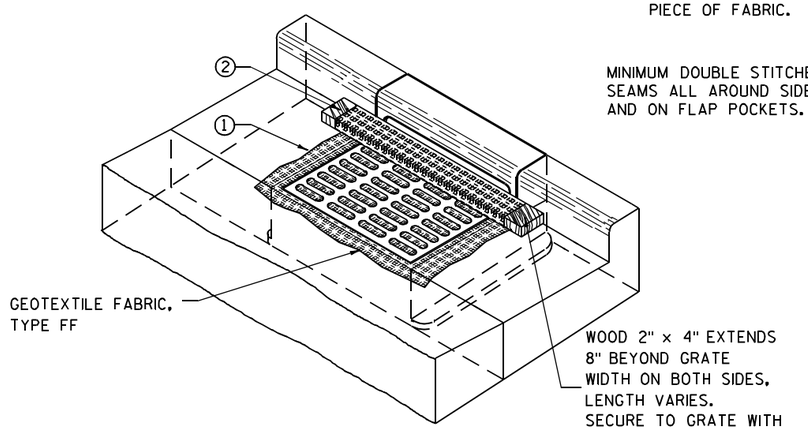


INLET PROTECTION, TYPE A

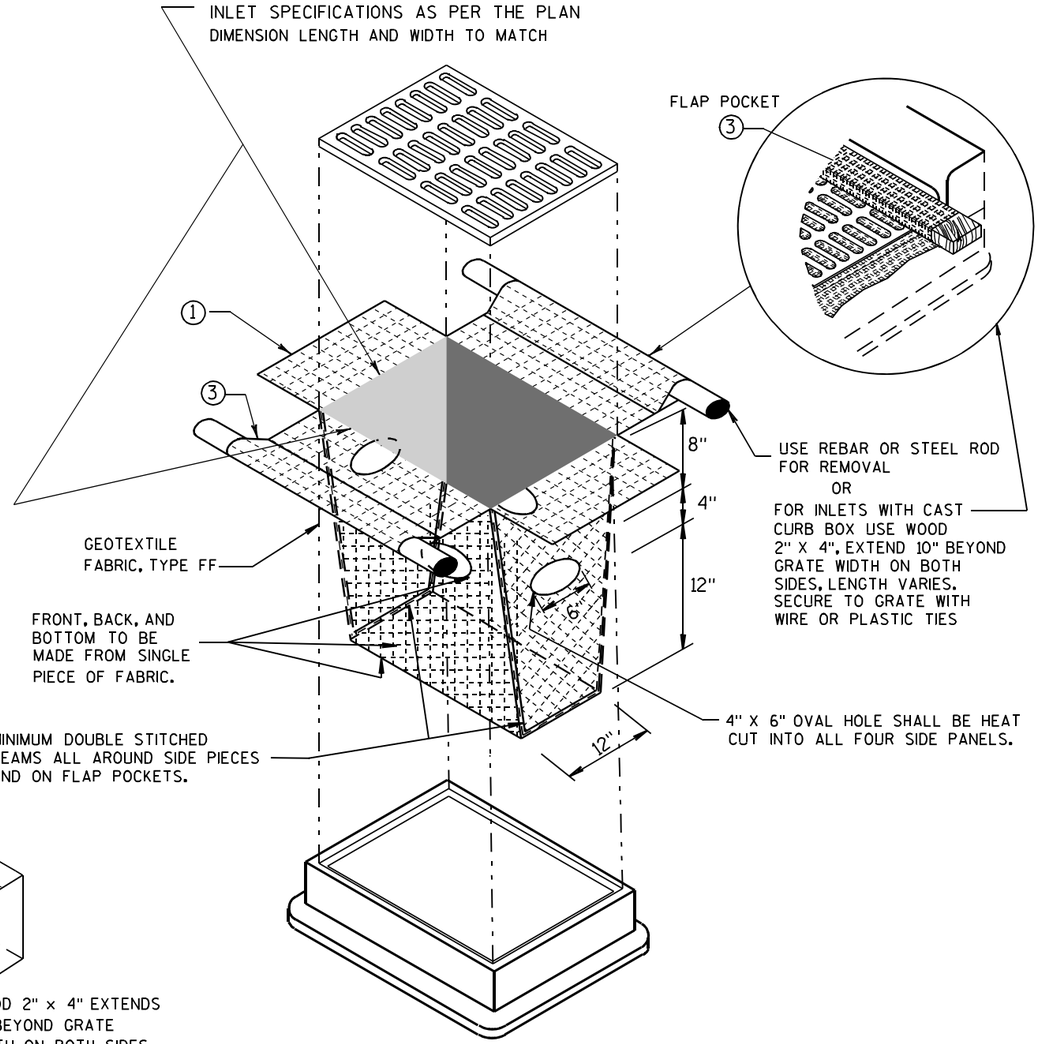


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

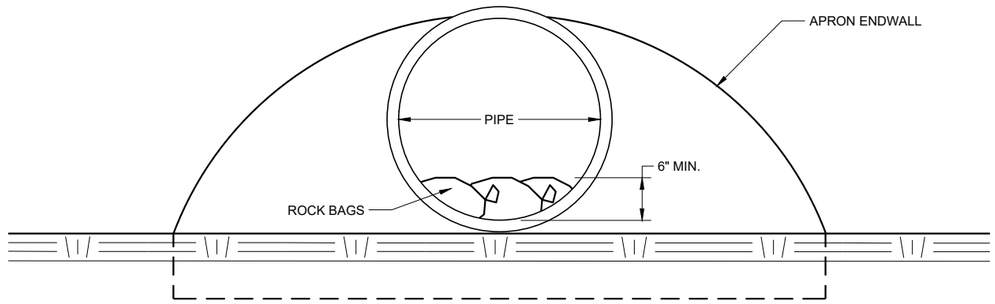
FHWA

6

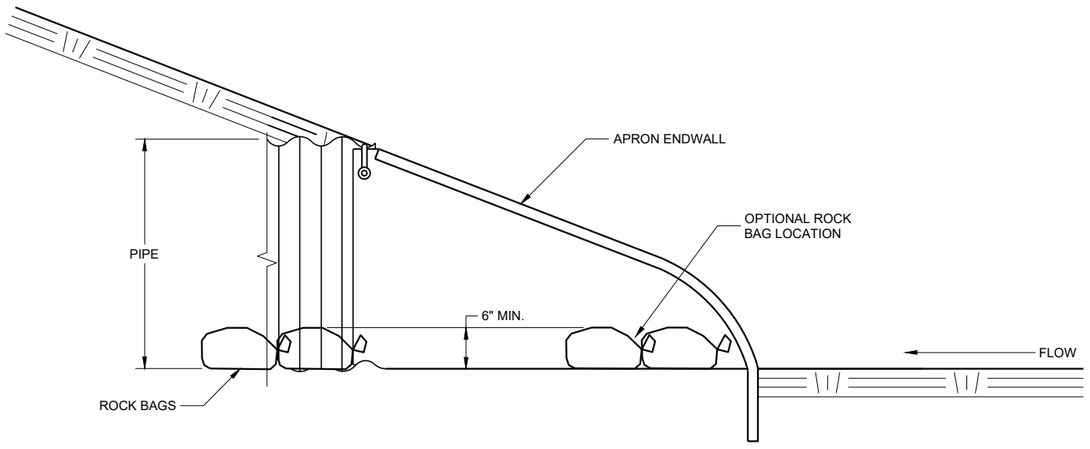
S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2019 DATE	/S/ Daniel Schave EROSION CONTROL ENGI
FHWA	

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SDD 08E15 - 01

METAL APRON ENDWALLS

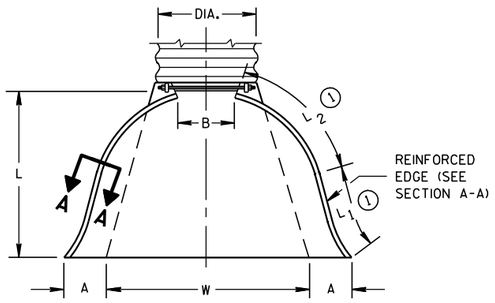
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

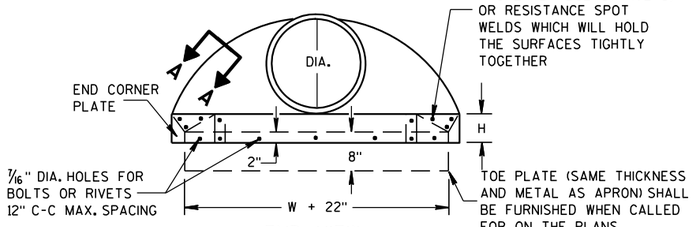
REINFORCED CONCRETE APRON ENDWALLS

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

*MINIMUM
**MAXIMUM



PLAN VIEW



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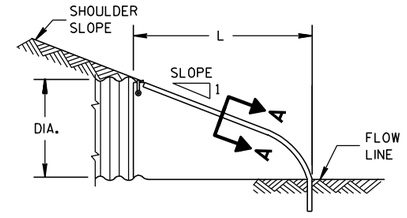
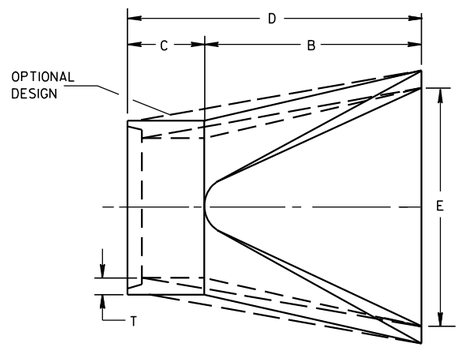
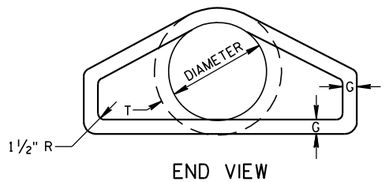


SIDE ELEVATION

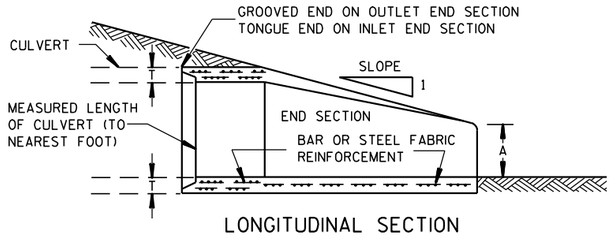
METAL ENDWALLS



PLAN

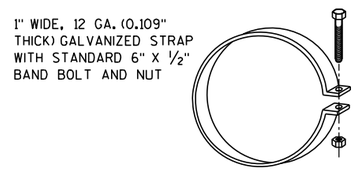


END VIEW



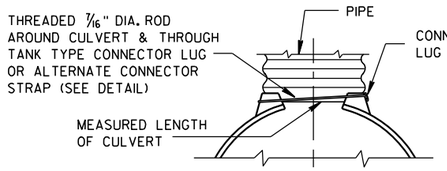
LONGITUDINAL SECTION

CONCRETE ENDWALLS

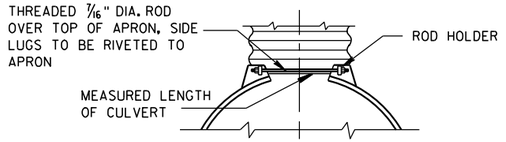


ALTERNATE FOR TYPE 1 CONNECTION

END SECTION CONNECTOR STRAP

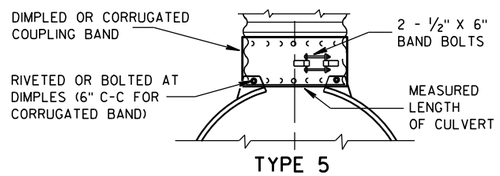


TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE

TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

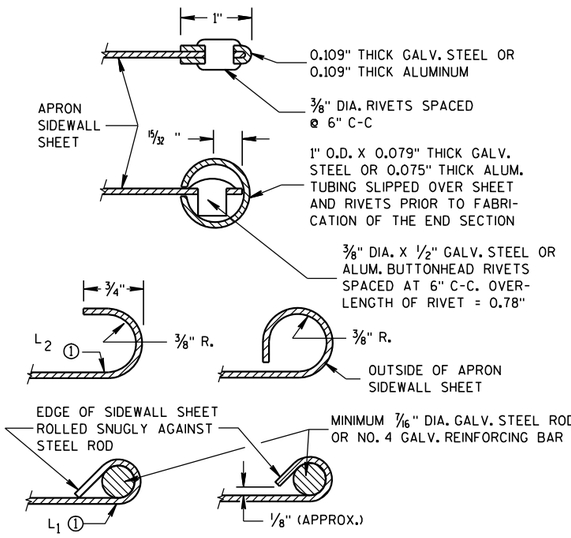
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

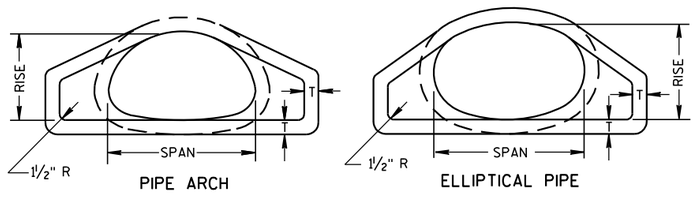
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

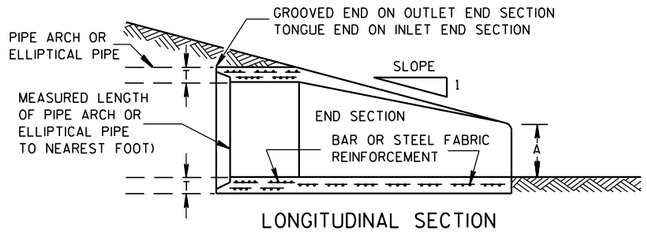
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

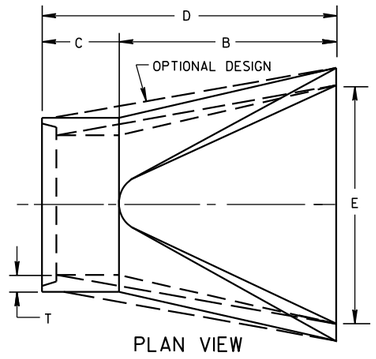
6
S.D.D. 8 F 1-11



END VIEW

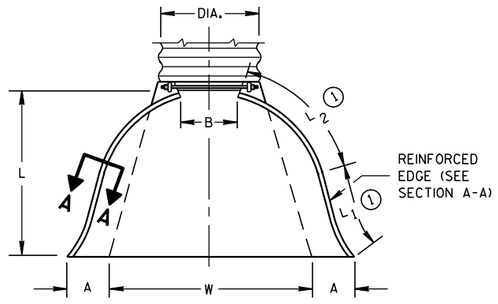


LONGITUDINAL SECTION

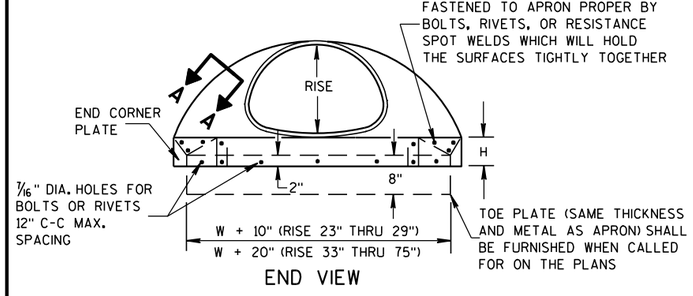


PLAN VIEW

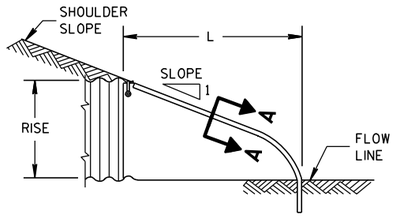
CONCRETE ENDWALLS



PLAN VIEW

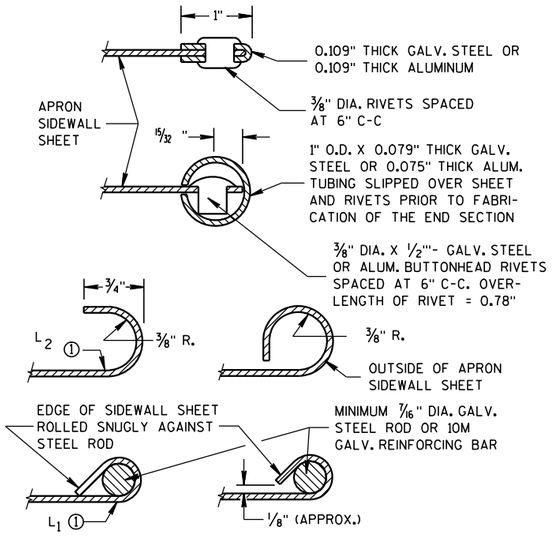


END VIEW



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

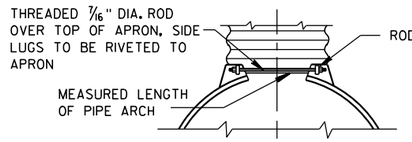
REINFORCED CONCRETE PIPE ARCH

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

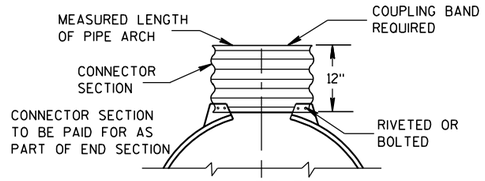
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48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

**NOMINAL SIZE



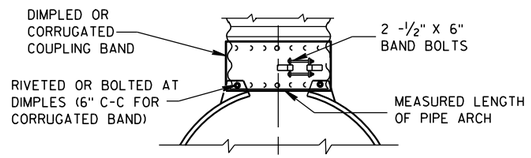
TYPE 2

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

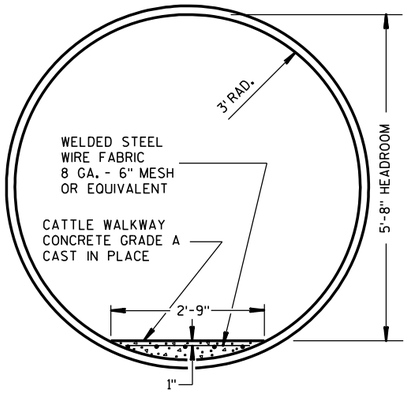
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/94 — DATE

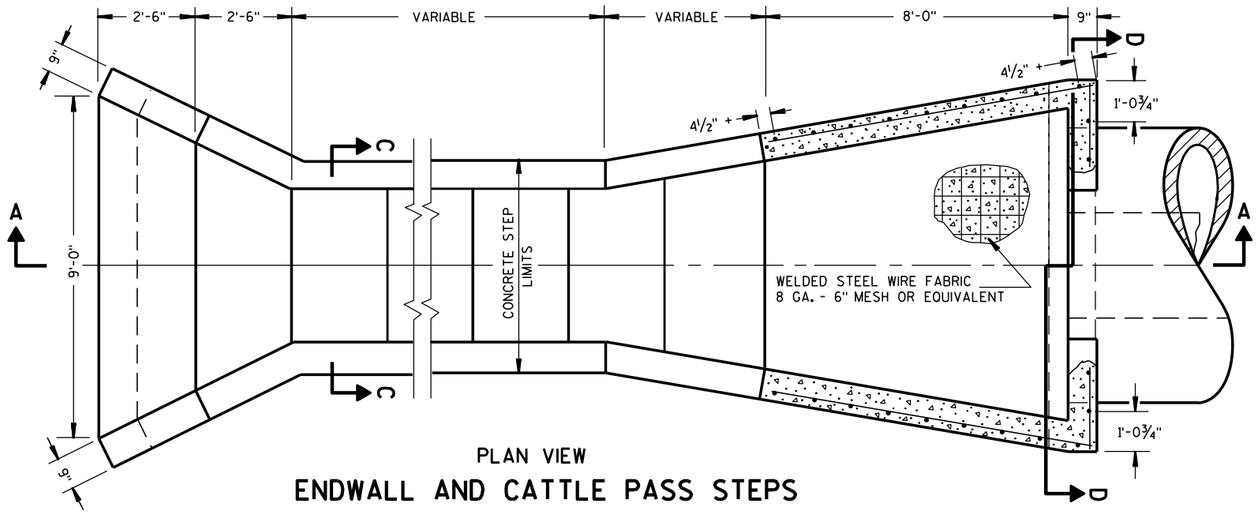
/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA



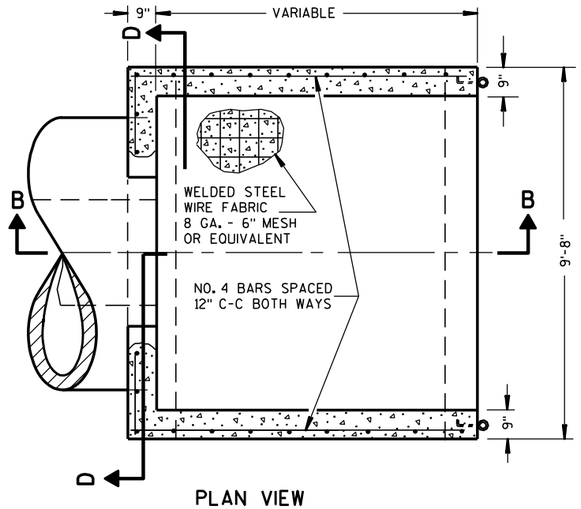
CROSS SECTION

CORRUGATED METAL PIPE CATTLE PASS



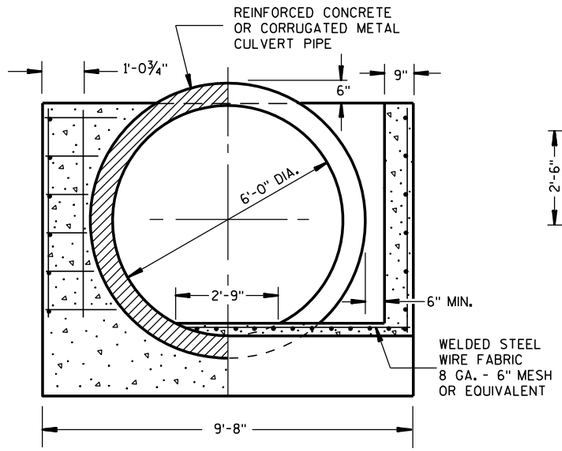
PLAN VIEW

ENDWALL AND CATTLE PASS STEPS

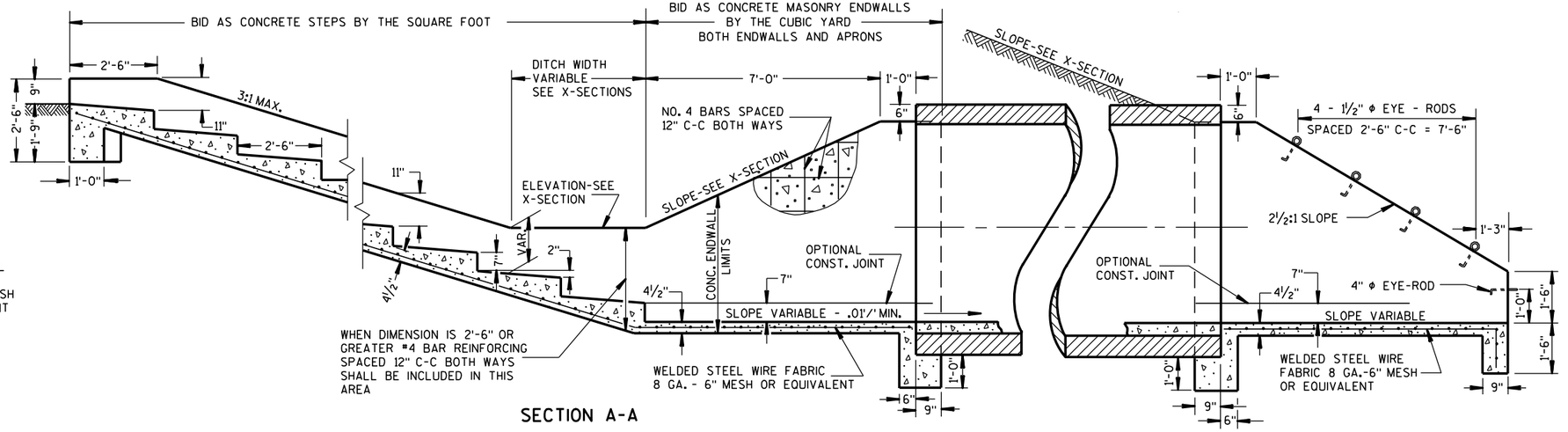


PLAN VIEW

ENDWALL FOR CATTLE PASS

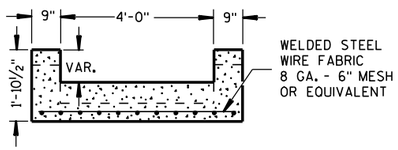


SECTION D-D

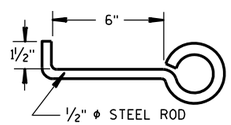


SECTION A-A

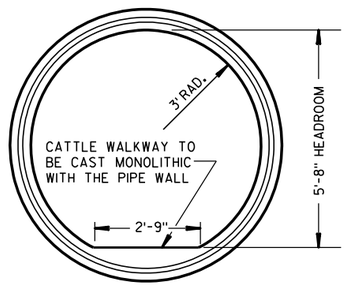
SECTION B-B



SECTION C-C



EYE-ROD ANCHOR



END VIEW

REINFORCED CONCRETE PIPE CATTLE PASS

GENERAL NOTES

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

ALL STEEL REINFORCEMENT IN ENDWALLS AND CATTLE PASS STEPS SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE NOTED.

ALL STEEL REINFORCEMENT OR FABRIC USED AS SHOWN ABOVE SHALL BE INCIDENTAL TO THE BID ITEM OF WHICH IT IS AN INTEGRAL PART.

EYE-RODS FOR FENCE CONNECTIONS SHALL BE PROVIDED BY THE CONTRACTOR AS AN INCIDENTAL TO THE BID ITEM OF CONCRETE MASONRY, ENDWALLS AND SHALL BE GALVANIZED.

CONCRETE USED FOR THE CATTLE WALKWAY WITHIN THE PIPE SHALL BE INCIDENTAL TO THE BID ITEM OF PIPE CATTLE PASS.

DETAILS FOR PIPE CATTLE PASS, CONCRETE ENDWALL AND STEPS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/6/75 — DATE

/S/ Harold Fiedler — STATE DESIGN ENGINEER

HWYS

FHWA

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S.D.D. 8 F 3-3

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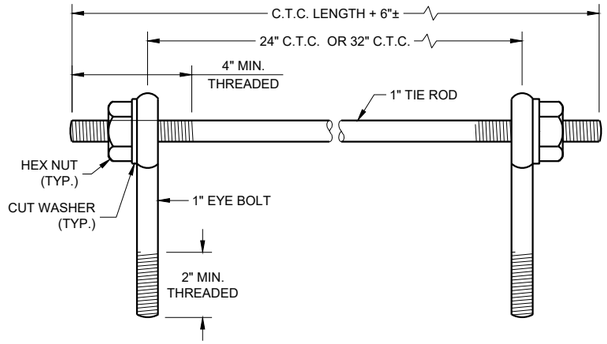
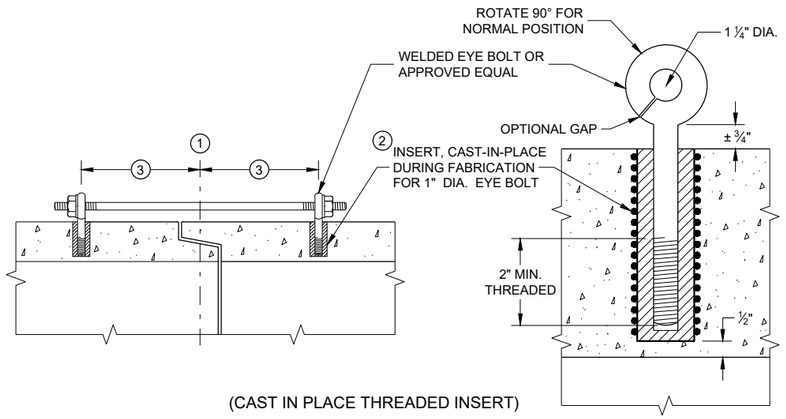
S.D.D. 8 F 3-3



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

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

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

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

(1) CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

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

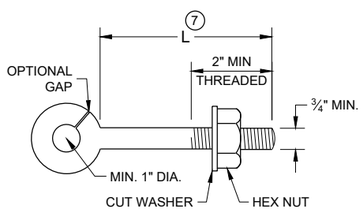
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

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

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

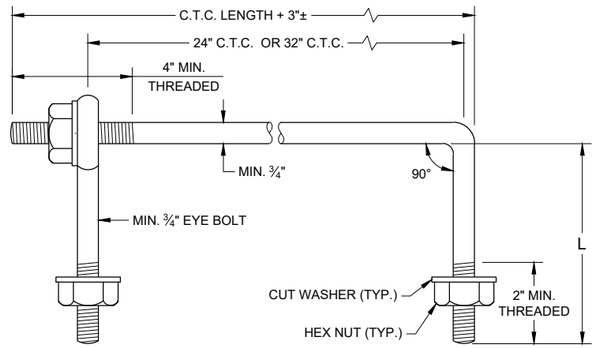
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

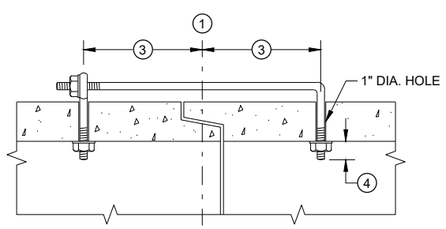


EYE BOLT (7)

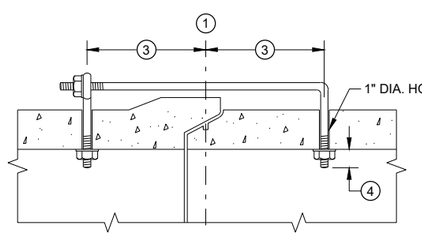
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

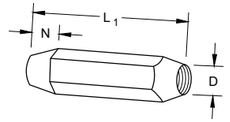
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12 - 60	⅝	⅝	5	½
66 - 84	¾	¾	5	½
90 - 144	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES



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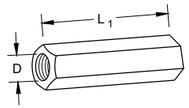
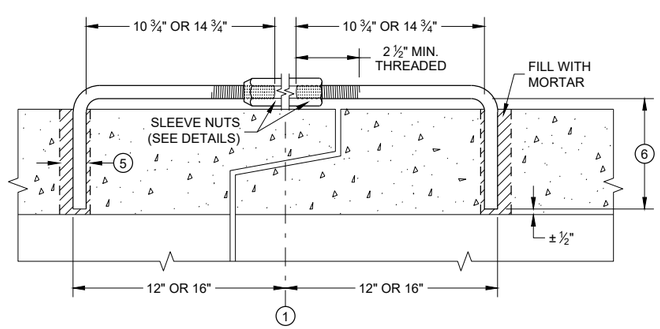


PLAIN

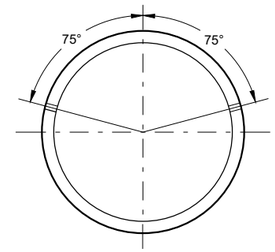
RIGHT AND LEFT THREADS

SLEEVE NUTS



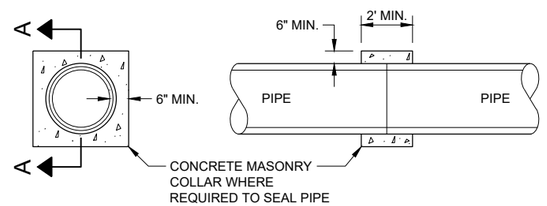
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

TRANSVERSE SECTION



SECTION A - A

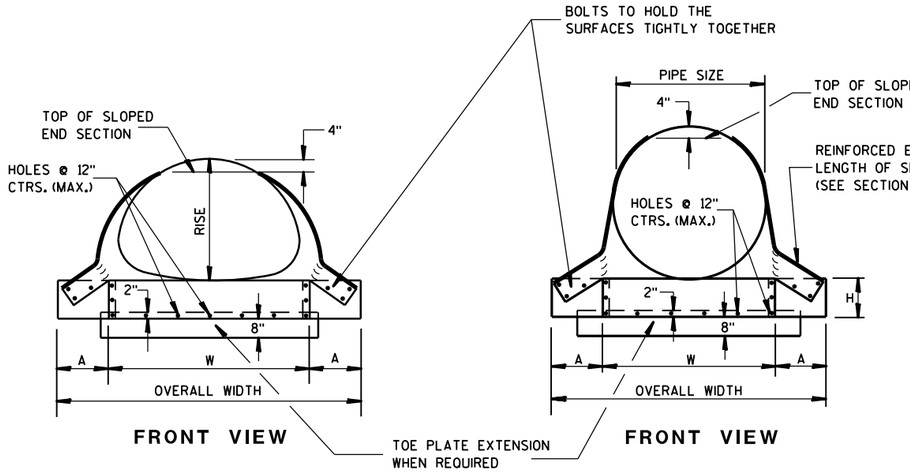
CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

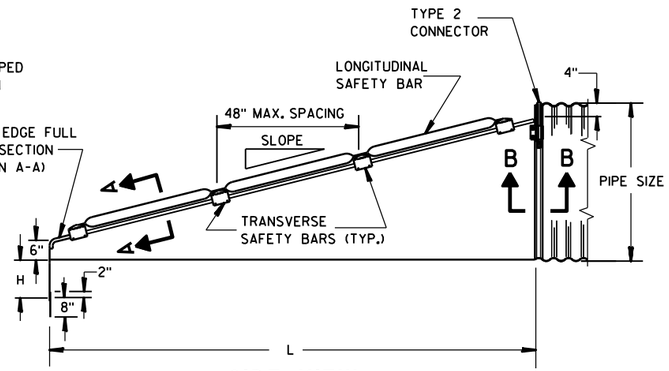
APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

6
SDD 08F04 - 08



FRONT VIEW

FRONT VIEW



SIDE VIEW
(48" SIZE ILLUSTRATED)

GENERAL NOTES

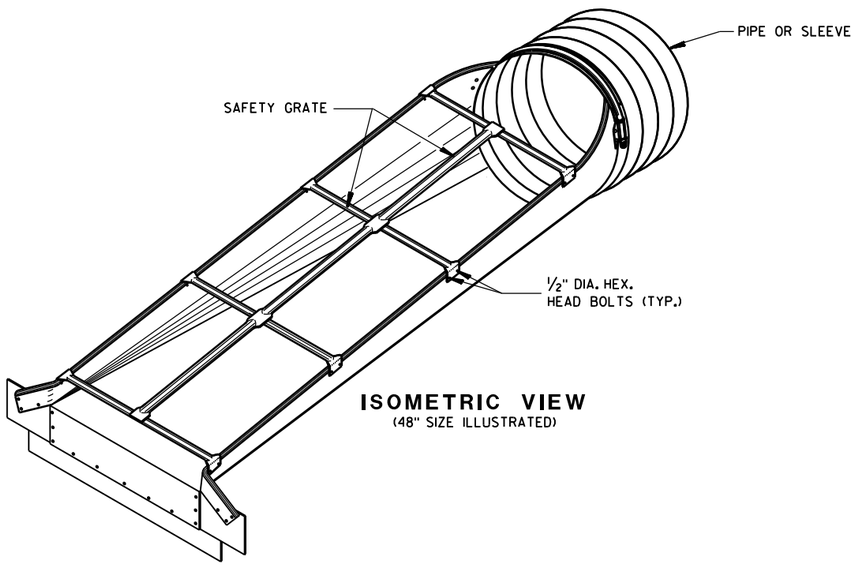
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

SAFETY GRATES SHALL BE FABRICATED FROM 3-INCH DIAMETER GALVANIZED PIPE MEETING THE REQUIREMENTS OF ASTM A-53, GRADE B, SCHEDULE 40 OR APPROVED EQUAL. THE LONGITUDINAL BAR SHALL BE WELDED TO THE TRANSVERSE BARS WHERE THE BARS CROSS. THE NUMBER OF TRANSVERSE BARS REQUIRED WILL VARY DEPENDING ON THE LENGTH OF THE END SECTION.

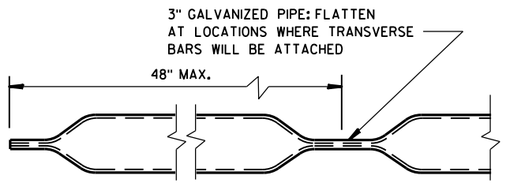
SLOPED STEEL ENDWALLS LOCATED AT THE ENDS OF CONCRETE CULVERT PIPE SHALL BE FURNISHED WITH STEEL ADAPTER SLEEVES.

STEEL APRON ENDWALLS FOR CULVERT PIPE CROSS DRAINS

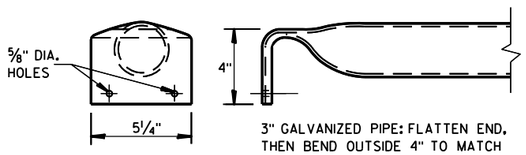
PIPE DIA. (IN.)	MIN. THICK.		DIMENSIONS (Inches)				L DIMENSIONS			
	IN.	GAGE	A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
36	.109	12	12	9	42	66	4:1	104	6:1	156
42	.109	12	16	12	48	80	4:1	128	6:1	192
48	.109	12	16	12	54	86	4:1	152	6:1	228
54	.109	12	16	12	60	92	4:1	176	6:1	264
60	.109	12	16	12	66	98	4:1	200	6:1	300



ISOMETRIC VIEW
(48" SIZE ILLUSTRATED)



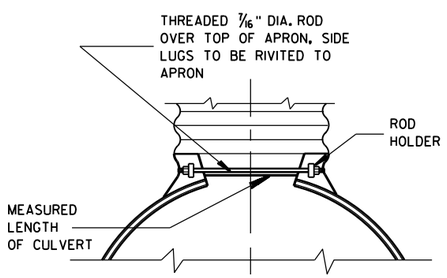
LONGITUDINAL SAFETY BAR



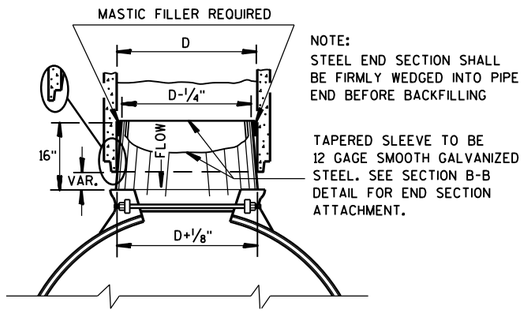
TRANSVERSE SAFETY BAR

STEEL APRON ENDWALLS FOR PIPE ARCH SLOPED CROSS DRAINS

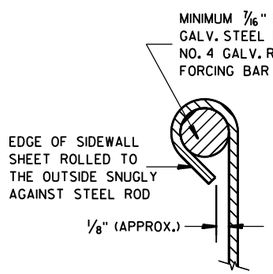
EQUIV. DIA. (IN.)	INCHES		MIN. THICK.		DIMENSIONS (Inches)				L DIMENSIONS			
	SPAN	RISE	IN.	GAGE	A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
30	35	24	.079	14	12	9	41	65	4:1	56	6:1	84
36	42	29	.109	12	12	9	48	72	4:1	76	6:1	114
42	49	33	.109	12	16	12	55	87	4:1	92	6:1	138
48	57	38	.109	12	16	12	63	95	4:1	112	6:1	168
54	64	43	.109	12	16	12	70	102	4:1	132	6:1	198
60	71	47	.109	12	16	12	77	109	4:1	148	6:1	222



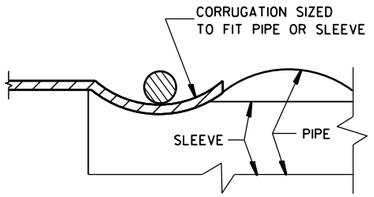
TYPE 2 CONNECTOR DETAIL



STEEL ADAPTER SLEEVE FOR CONCRETE PIPE



SECTION A-A



SECTION B-B

STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED CROSS DRAINS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/5/2012 — DATE

/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER

FHWA

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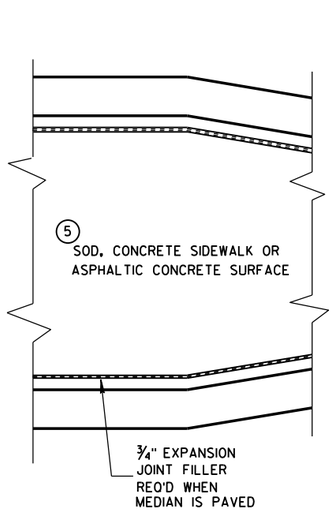
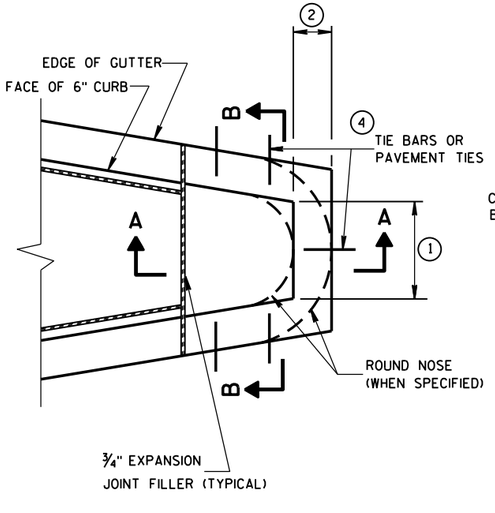
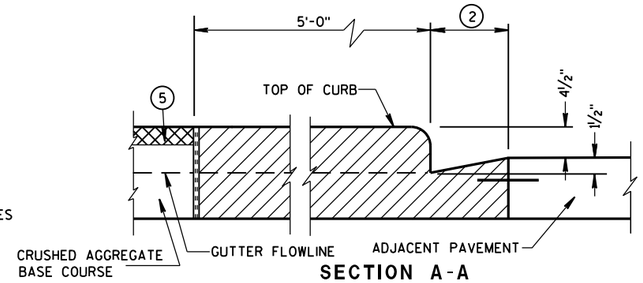
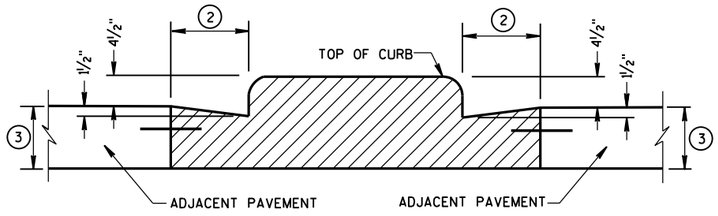
S.D.D. 8 F 8-2







SECTION A-A



SECTION B-B

CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

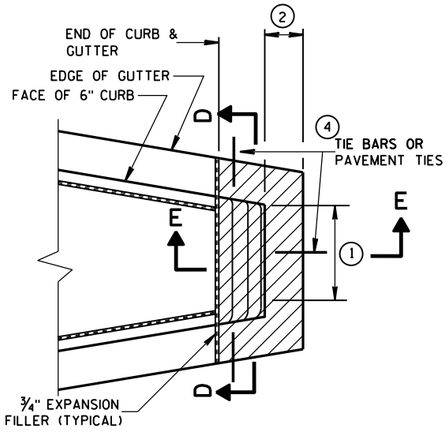
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

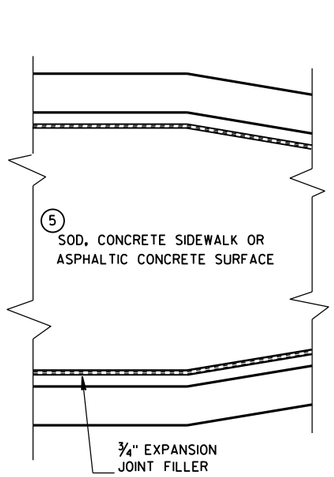
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

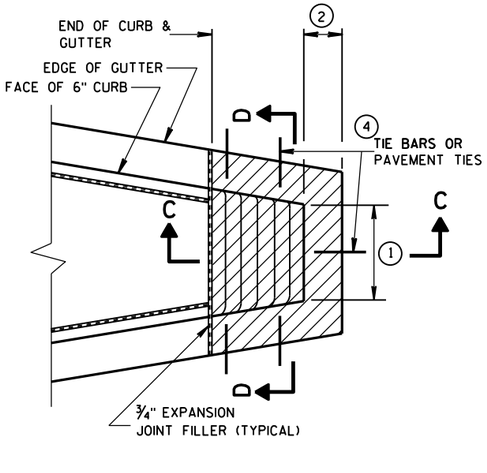
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

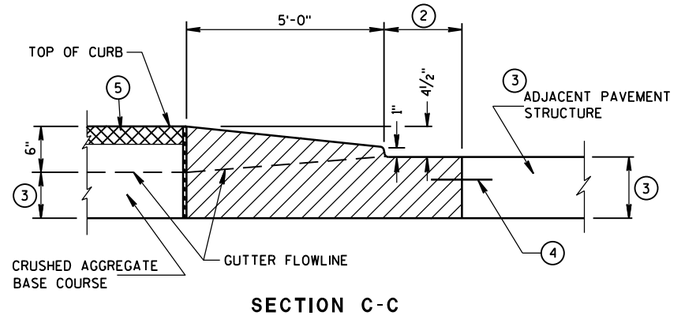
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



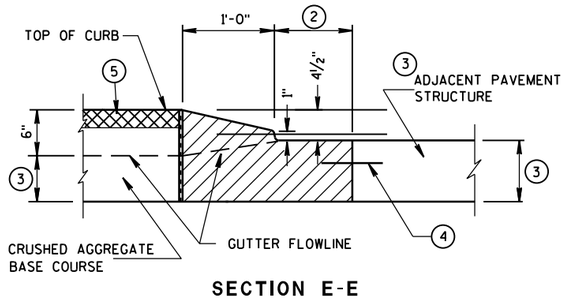




CONCRETE MEDIAN SLOPED NOSE TYPE 1

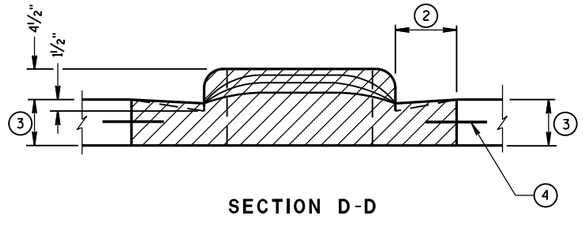


SECTION C-C



SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 2



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

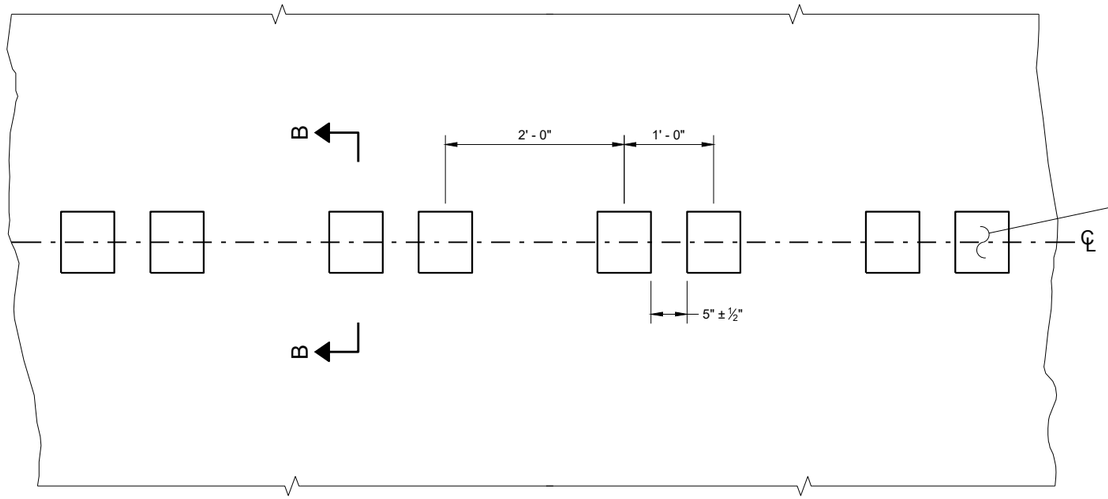
6

S.D.D. 11 B 2-2

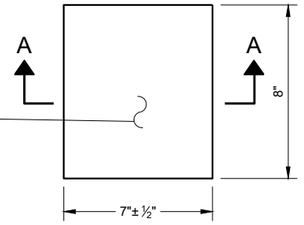
GENERAL NOTES

DO NOT MILL SHOULDER GROOVES THROUGH INTERSECTIONS, MARKED CROSSWALKS, NON-MOTORIZED PATH CROSSINGS, ETC. REFER TO SDD 13A11 SHEETS "d" AND "e".

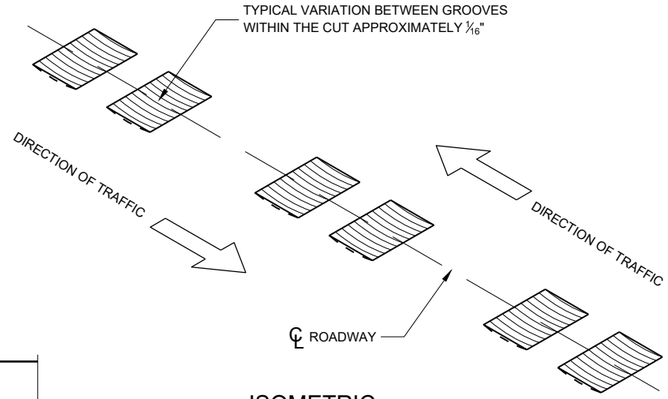
CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



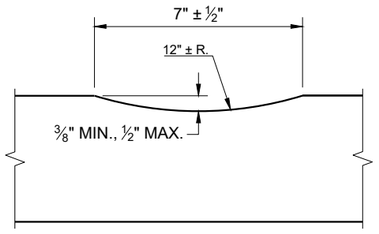
PLAN DETAIL VIEW



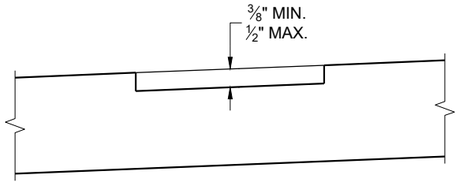
PLAN VIEW (SINGLE GROOVE)



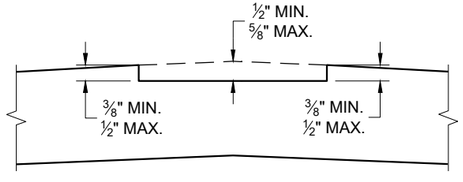
ISOMETRIC



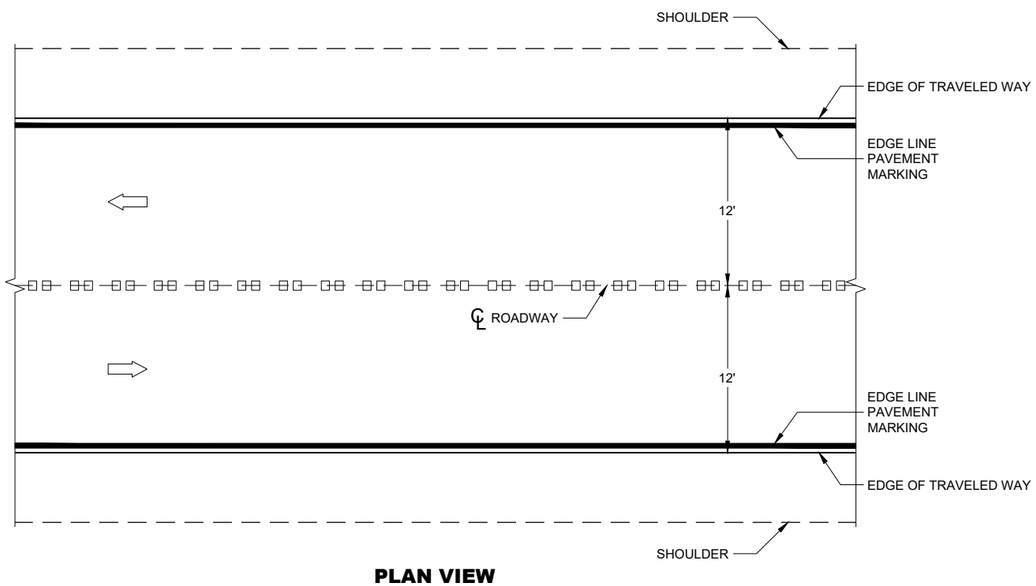
SECTION A - A



SECTION B - B
SUPERELEVATED ROADWAY



SECTION B - B
CROWNED ROADWAY



PLAN VIEW

CENTERLINE RUMBLE STRIPS - ASPHALT

CENTERLINE RUMBLE STRIPS - ASPHALT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13A11 - 04a

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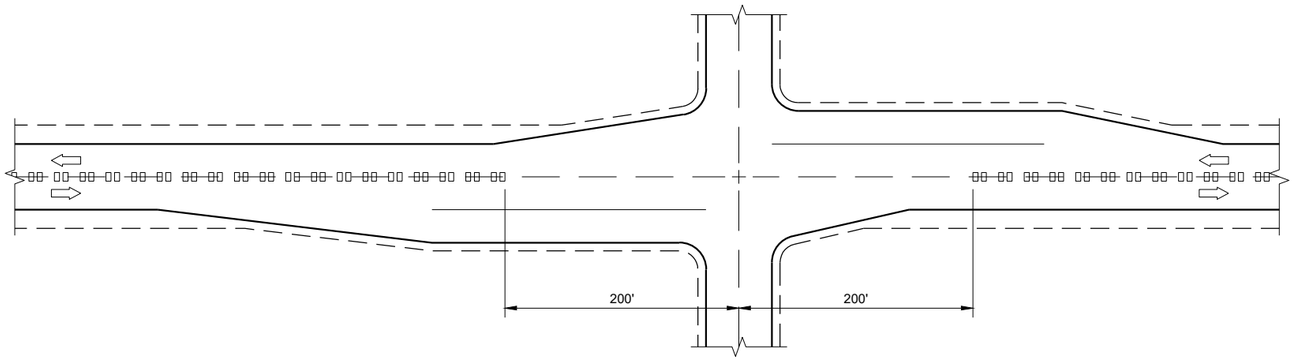
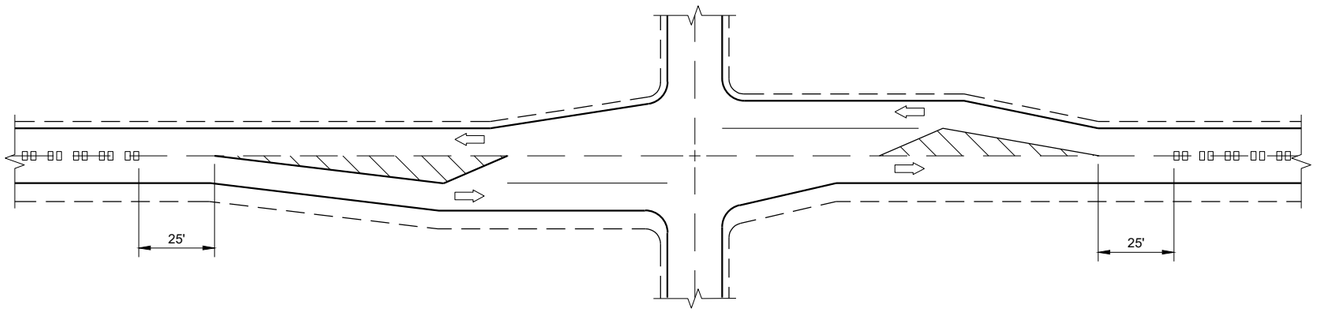
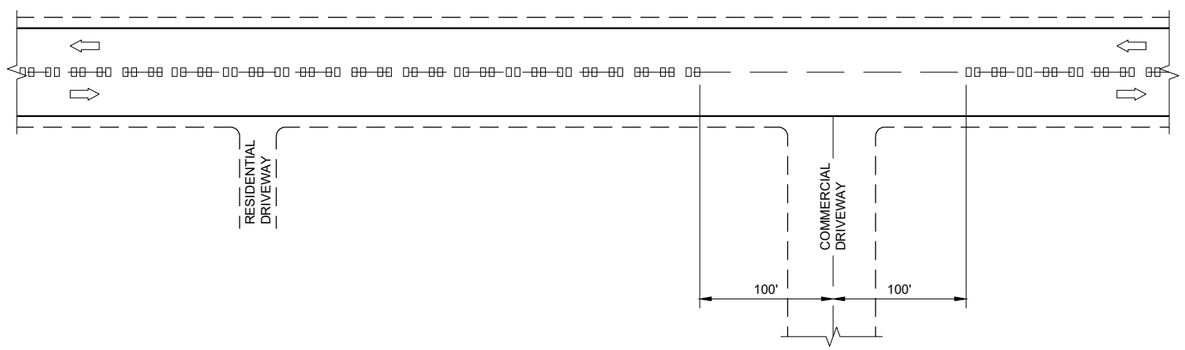
SDD 13A11 - 04a



CENTERLINE GROOVES AT INTERSECTIONS



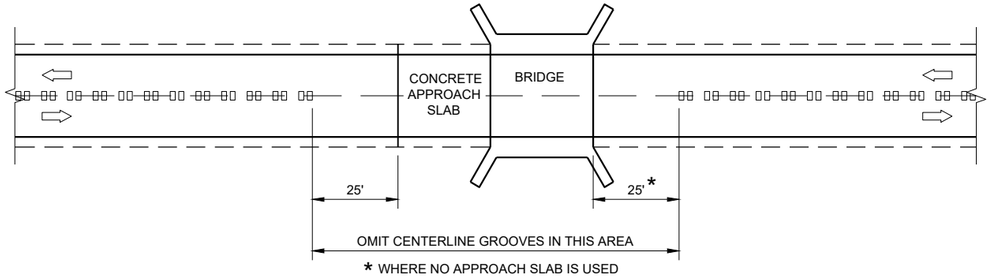
CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



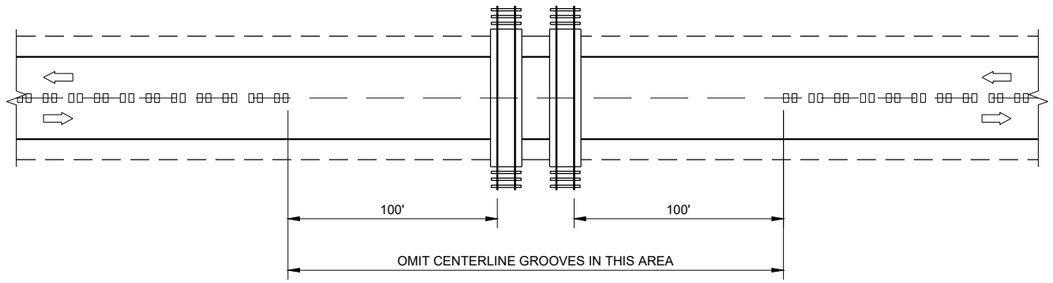
CENTERLINE GROOVES AT DRIVEWAYS (1)

GENERAL NOTES

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



CENTERLINE GROOVES AT BRIDGES



CENTERLINE GROOVES AT RAILROADS

CENTER LINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAIL ROADS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ John Jenkins — ROADWAY STANDARDS DEVE ENGINEER

FHWA

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SDD 13A11 - 04d

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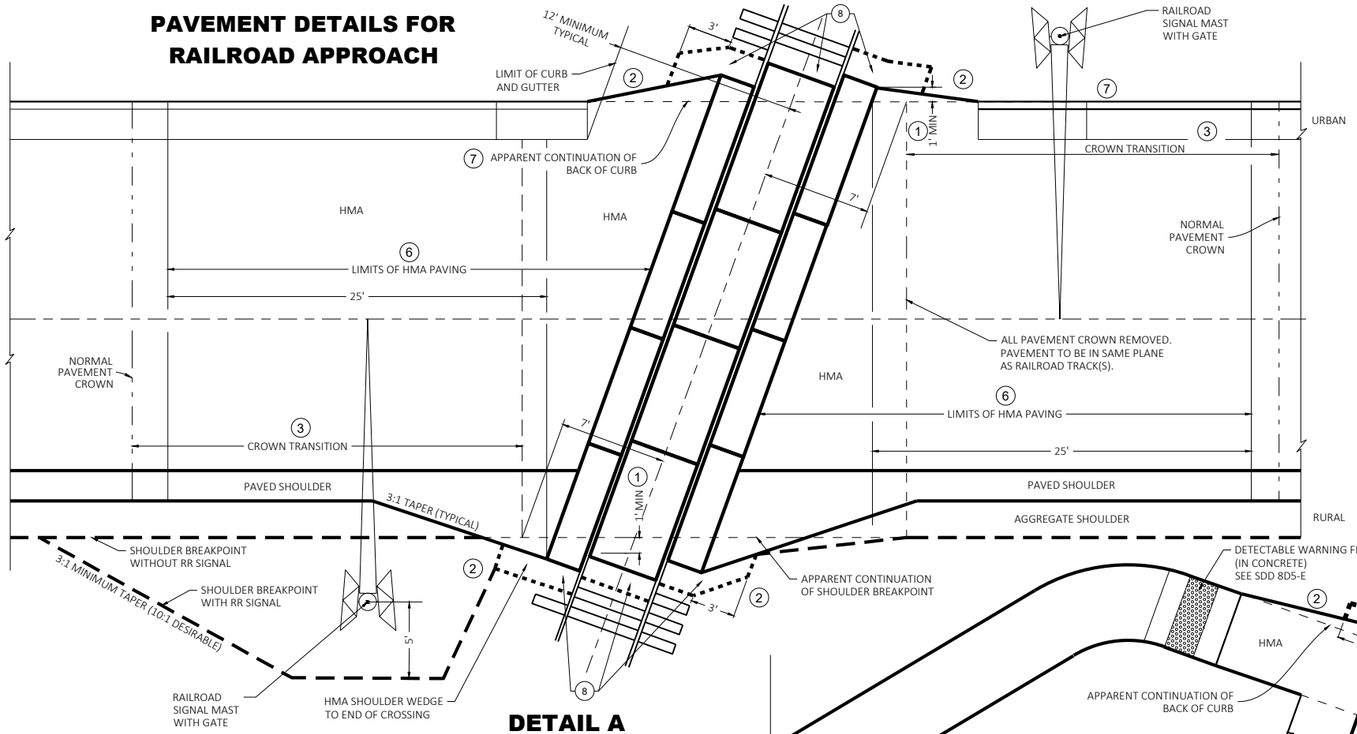
SDD 13A11 - 04d

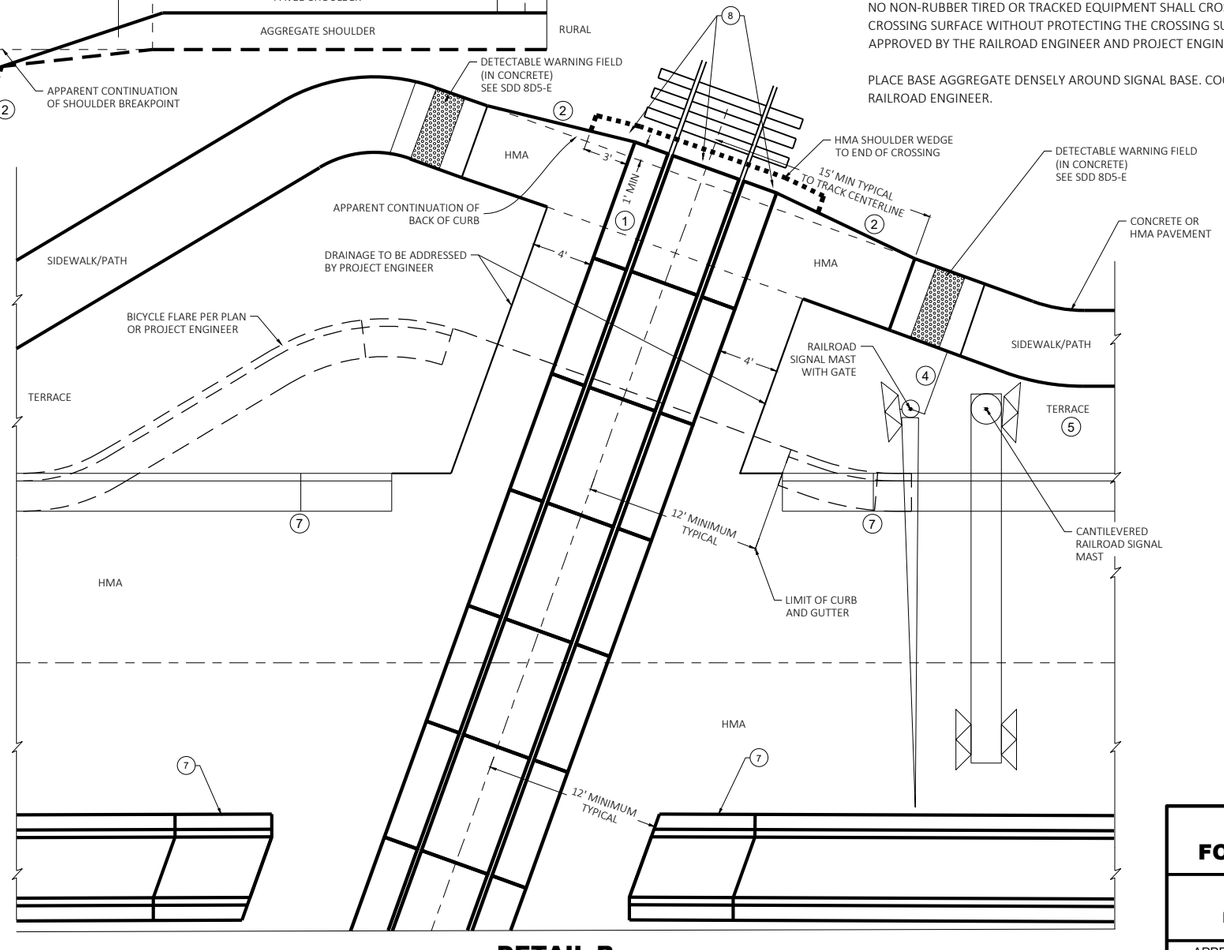
PAVEMENT DETAILS FOR RAILROAD APPROACH



DETAIL A
RAILROAD APPROACH

GENERAL NOTES CONTINUED

1. 1' MINIMUM CROSSING SURFACE COVERAGE PAST THE APPARENT CONTINUATION OF SHOULDER BREAKPOINT, BACK OF CURB, OR OUTSIDE EDGE OF SIDEWALK/PATH. INDIVIDUAL RAILROADS MAY HAVE DIFFERENT MINIMUM STANDARDS.
2. HMA FLARE FROM OUTSIDE EDGE OF SIDEWALK/PATH, BACK OF CURB, OR AGGREGATE SHOULDER BREAKPOINT TO THE END OF CROSSING SURFACE MATERIAL.
3. CROWN TRANSITION LENGTH SHOWN ELSEWHERE IN THE PLAN.
4. NEAR EDGE OF PATH TO THE CENTER OF SIGNAL OR GATE MAST SHOULD BE A MINIMUM OF 5'-0". FOR SIDEWALK, THE NEAR EDGE SHOULD BE A MINIMUM OF 3'-0" TO THE CENTER OF SIGNAL OR GATE. NEAR EDGE OF SIDEWALK TO A NON-GATED MAST OR CANTILEVER SHOULD BE A MINIMUM OF 2'-6". SEE PLAN FOR RAILROAD SIGNAL AND GATE LOCATION IF THEY ARE NOT ALREADY INSTALLED.
5. TERRACE WIDTH VARIES. SEE PLAN FOR RAILROAD SIGNAL AND GATE LOCATIONS. PER PLAN OR PROJECT ENGINEER THE TERRACE AND SIDEWALK/PATH GRADES SHALL BE TRANSITIONED TO MATCH THE GRADE OF THE TRACK. FIELD FIT TO AVOID PONDING.
6. 25' MINIMUM HMA PAVING MEASURED PARALLEL TO THE ROAD OR 10' MINIMUM MEASURED PERPENDICULAR TO THE TRACK FROM THE EDGE OF THE CROSSING SURFACE, WHICHEVER IS GREATER.
7. REFERENCE SDD 8-D-01 END SECTION CURB AND GUTTER. MEDIAN END NEAR THE TRACK SHOULD BE PARALLEL TO THE TRACK. 6'-0" TAPER FOR A MEDIAN SHOULD BE REDUCED TO GET FULL HEIGHT CURB WHERE THE GATE COMES DOWN. DESIGN OPTION TO POUR MEDIAN TAPER IN ONE PIECE. BUILD PER PLAN UNLESS OTHERWISE APPROVED BY THE RAILROAD ENGINEER AND THE PROJECT ENGINEER.
8. IF METAL END PLATES ARE NOT INSTALLED BY THE RAILROAD THEN HMA PAVEMENT WEDGE SHALL BE PLACED AT THE END OF THE LAST PANEL TAPERED TO BACK EDGE OF NEXT TIE AND THOROUGHLY COMPACTED. SEE DETAIL G.



DETAIL B
MEDIAN AND SIDEWALK/SHARED-USE PATH APPROACH

GENERAL NOTES

PLANS AND SECTIONS ARE TYPICAL. DIMENSIONS VARY PER PROJECT.

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

CROSSING SURFACE MATERIAL, RAILS, TIES, BALLAST, AND CROSSING DRAINAGE SYSTEM BY OTHERS UNLESS DIRECTED OTHERWISE. IF THE FINAL GRADES DON'T MATCH TO THE PLAN GRADES THEN GRADE ADJUSTMENTS WILL BE NECESSARY. CONFIRM NEW GRADES WITH PROJECT ENGINEER.

HMA PAVEMENT APPROACHES, HMA PAVEMENT CROSSING SURFACES, AND HMA FLANGEWAY/FIELD FILLERS TO BE REPLACED BY ROADWAY CONTRACTOR UNLESS DIRECTED OTHERWISE BY THE PLANS, SPECIAL PROVISIONS, RAILROAD ENGINEER, OR PROJECT ENGINEER.

HMA PAVEMENT SHALL BE ROLLED PARALLEL TO THE TRACK.

WHEN THERE IS A SIDEWALK OR SHARED-USE PATH, ADD DETECTABLE WARNING FIELDS PER CURRENT STANDARD DETAIL DRAWING 8D5-E.

THE CROSSING SHALL NOT BE OPENED TO ANY TYPE OF TRAFFIC UNTIL IT IS FULLY PAVED AND COOLED SUFFICIENTLY UNLESS OTHERWISE APPROVED BY THE RAILROAD ENGINEER AND THE PROJECT ENGINEER.

NO NON-RUBBER TIRED OR TRACKED EQUIPMENT SHALL CROSS OR SIT ON THE CROSSING SURFACE WITHOUT PROTECTING THE CROSSING SURFACE WITH A METHOD APPROVED BY THE RAILROAD ENGINEER AND PROJECT ENGINEER.

PLACE BASE AGGREGATE DENSELY AROUND SIGNAL BASE. COORDINATE WITH THE RAILROAD ENGINEER.

PAVEMENT DETAILS FOR RAILROAD APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Kristen Sommers
STATE RAILROAD ENGINEER AND SAFETY SUPERVISO

FHWA

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SDD 13B01-11a

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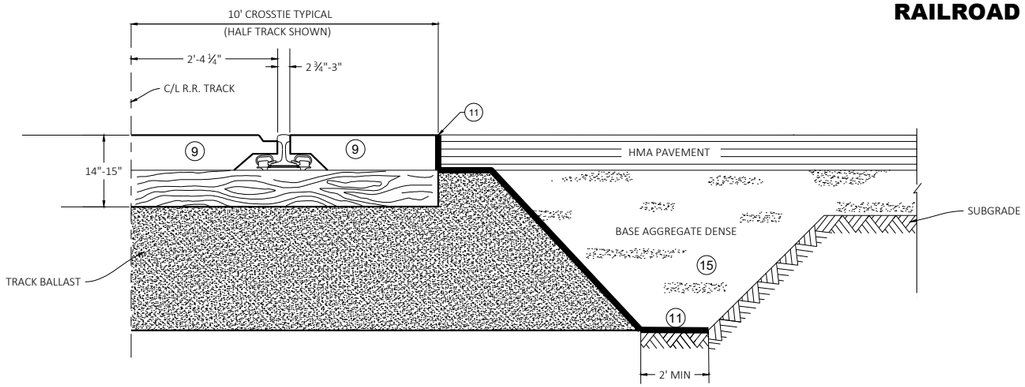
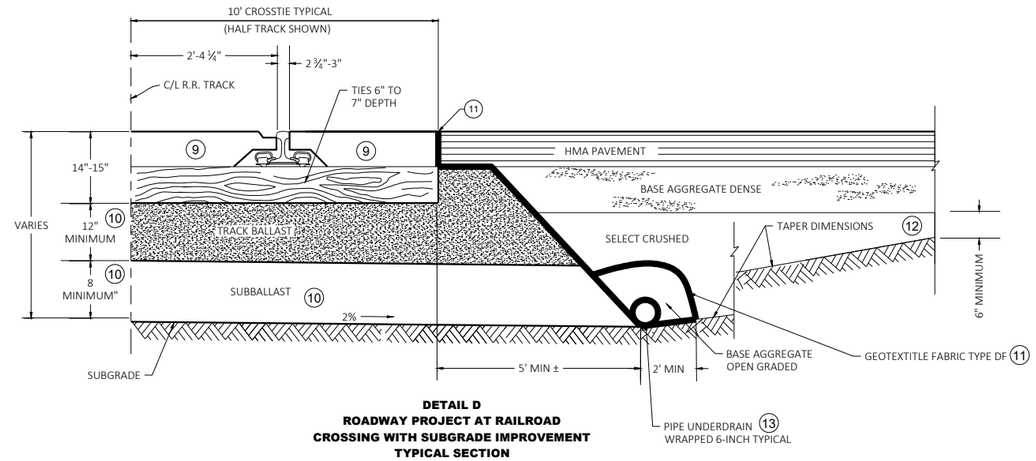
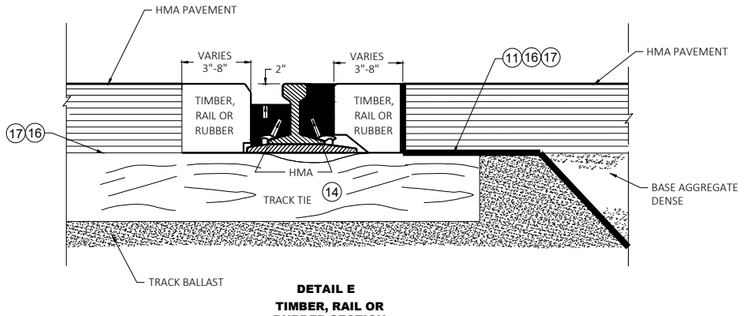
TYPICAL SECTIONS FOR RAILROAD APPROACH



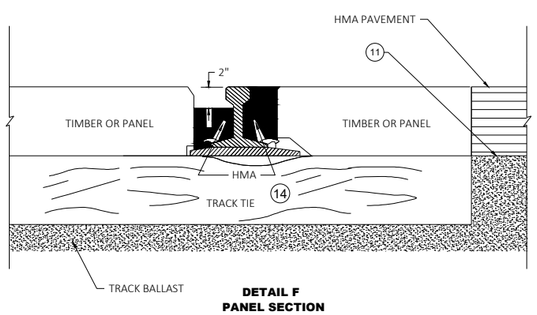
DETAIL C
ROADWAY PROJECT AT RAILROAD CROSSING WITHOUT SUBGRADE IMPROVEMENT
TYPICAL SECTION



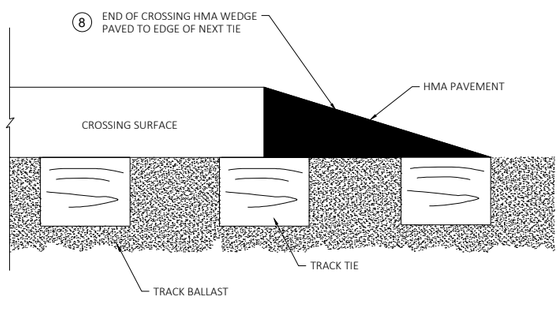
DETAIL D
ROADWAY PROJECT AT RAILROAD CROSSING WITH SUBGRADE IMPROVEMENT
TYPICAL SECTION



DETAIL E
TIMBER, RAIL OR RUBBER SECTION
HMA FLANGEWAY AND FIELD FILLERS



DETAIL F
PANEL SECTION
HMA FLANGEWAY AND FIELD FILLERS



DETAIL G
END OF CROSSING HMA WEDGE

GENERAL NOTES

8. IF METAL END PLATES ARE NOT INSTALLED BY THE RAILROAD THEN HMA PAVEMENT WEDGE SHALL BE PLACED AT THE END OF THE LAST PANEL TAPERED TO BACK EDGE OF NEXT TIE AND THOROUGHLY COMPACTED. SEE DETAIL A AND B.

9. MATCH THE CROSSING TYPE THAT IS INSTALLED UNLESS OTHERWISE DIRECTED BY PROJECT ENGINEER.

10. TRACK BALLAST AND SUBBALLAST REQUIRED 12" AND 8" MINIMUM DEPTHS RESPECTIVELY. DIMENSION FROM BOTTOM OF TRACK TIE TO HIGH SIDE OF 2% SLOPE. THE 2% SLOPE IS REQUIRED ON RAILROAD SUBBALLAST. SEE PLAN FOR CROWN, MATERIAL THICKNESS, AND SLOPE DIRECTION. SUBBALLAST CAN BE HMA, 1 1/2" BASE AGGREGATE DENSE, SELECT CRUSHED, OR A COMBINATION OF THEM.

11. GEOTEXTILE FABRIC TYPE SAS PLACED IN ORDER TO PROVIDE STABILIZATION AND SEPARATION ON TOP OF THE TRACK BALLAST WHERE IT IS UNDER HMA PAVEMENT, BASE AGGREGATE DENSE OR SELECT CRUSHED MATERIAL AND THE FIELD SIDE BALLAST CRIBS. GEOTEXTILE FABRIC TYPE DF PLACED IN ORDER TO PROVIDE STABILIZATION AND SEPARATION UNDER AND AROUND THE PIPE UNDERDRAIN. PLACING GEOTEXTILE FABRIC OR GEOGRID UNDER THE SUBBALLAST IS OPTIONAL.

12. TAPER DIMENSIONS PROVIDED BY PLAN OR BY PROJECT ENGINEER.

13. IF SHOWN ON THE PLAN, TYPICAL 6-INCH PERFORATED PVC SCHEDULE 80 PIPE UNDERDRAIN TO BE PLACED ALONG THE TOE OF SLOPE, GRADED TO DRAIN AND DAYLIGHT OR INTO STORM SEWER. BASE AGGREGATE OPEN GRADED OVER PIPE UNDERDRAIN AND THEN WRAPPED IN GEOTEXTILE FABRIC TYPE DF SCHEDULE A IN ORDER TO STABILIZE AND SEPARATE FROM SELECT CRUSHED.

14. HMA FLANGEWAY AND FIELD FILLERS ARE TO BE PLACED AND THOROUGHLY HAND COMPACTED BY THE CONTRACTOR, WHEN NOT PROVIDED BY OTHERS AS PART OF THE CROSSING SURFACE MATERIAL. IF THE CROSSING SURFACE IS NOT BEING REPLACED, THEN REMOVE AND REPLACE THE HMA FLANGEWAY AND FIELD FILLERS AS DIRECTED BY THE RAILROAD OR PROJECT ENGINEER.

15. GRADE TO MATCH EXISTING OR PROPOSED TYPICAL SECTION OF ROADWAY. SEE PLAN OR PROJECT ENGINEER FOR MORE DETAIL. IF NOT NOTED OTHERWISE IN THE PLAN, BACKFILL ANY REMOVED BASE AND SUBGRADE WITH BASE AGGREGATE DENSE.

16. IF THE CROSSING IS NOT BEING REPLACED, REMOVE AND REPLACE HMA AS DIRECTED BY RAILROAD AND PROJECT ENGINEER. CARE MUST BE TAKEN TO NOT DAMAGE CROSSING PANELS, TIES, RAIL, PLATES AND SPIKES.

17. PLACE HMA FULL DEPTH. AGGREGATE IS NOT TO BE PLACED BETWEEN THE RAILROAD TIES AND THE HMA PAVEMENT.

TYPEICAL SECTIONS FOR RAILWAY APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Kristen Sommers
STATE RAILROAD ENGINEER AND SAFETY SUPERVISOR

FHWA

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SDD 13B01-11b

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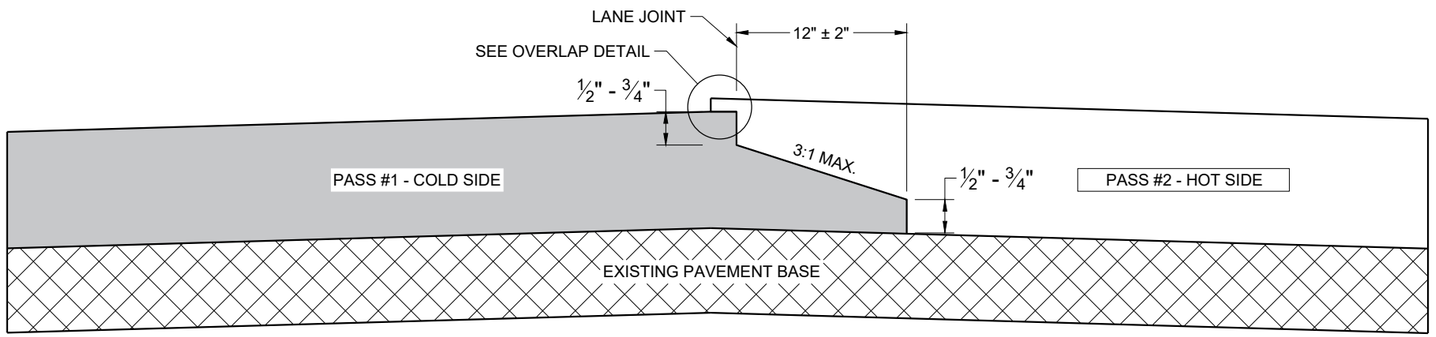
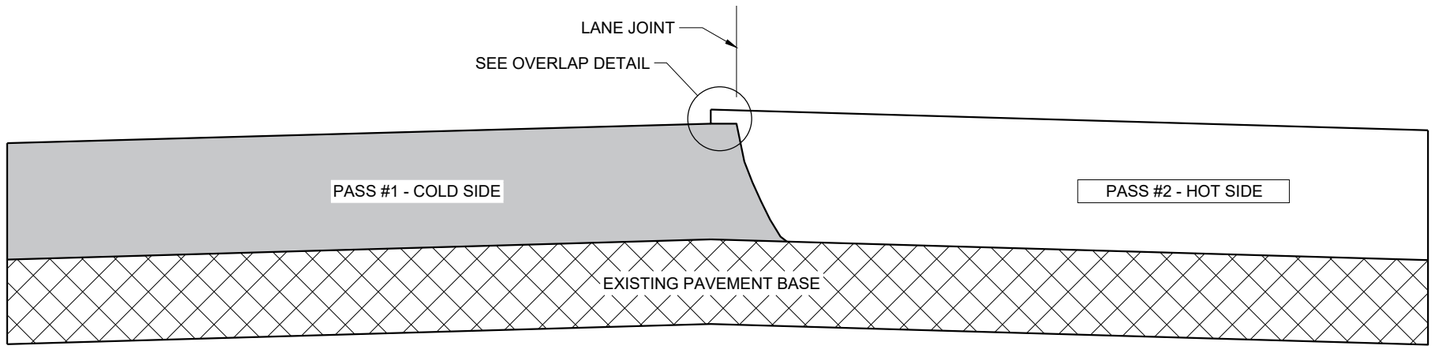
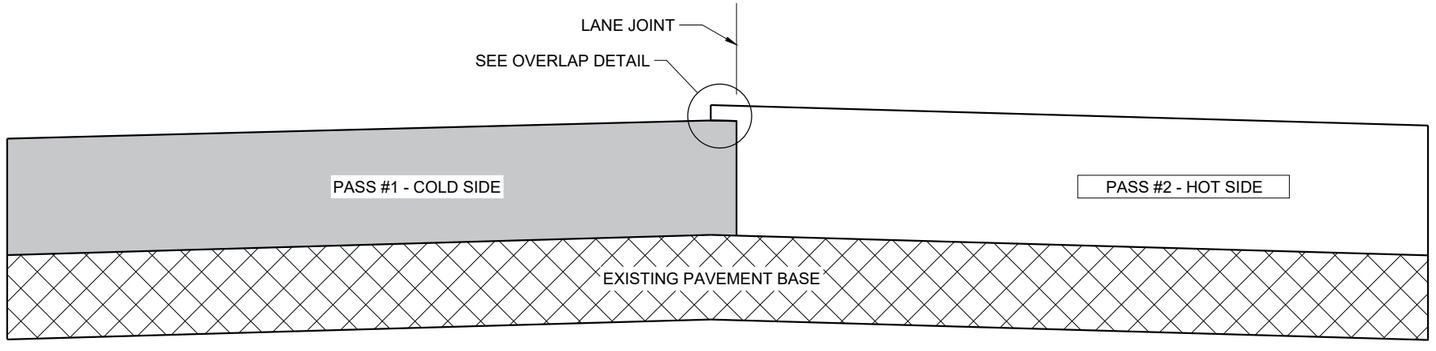
SDD 13B01-11b



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

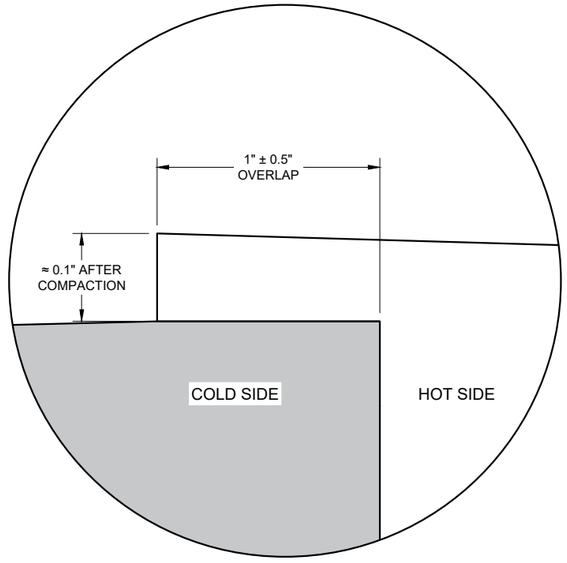
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

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SDD 13C19 - 03

SDD 13C19 - 03

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA

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

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

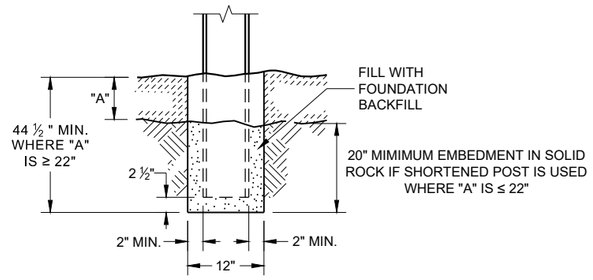
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

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

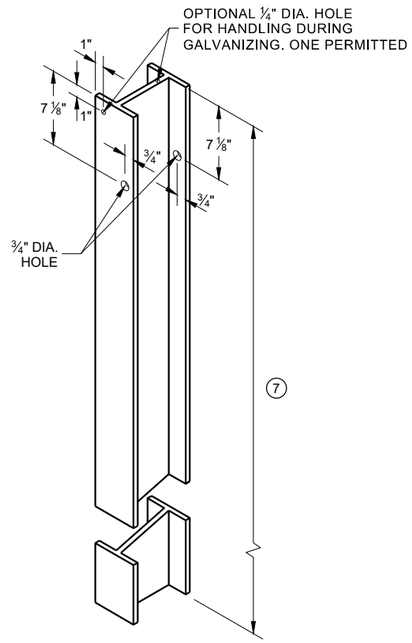
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

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

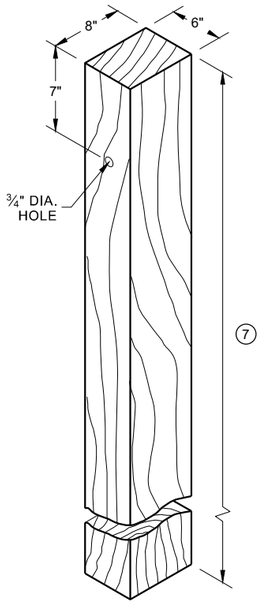
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



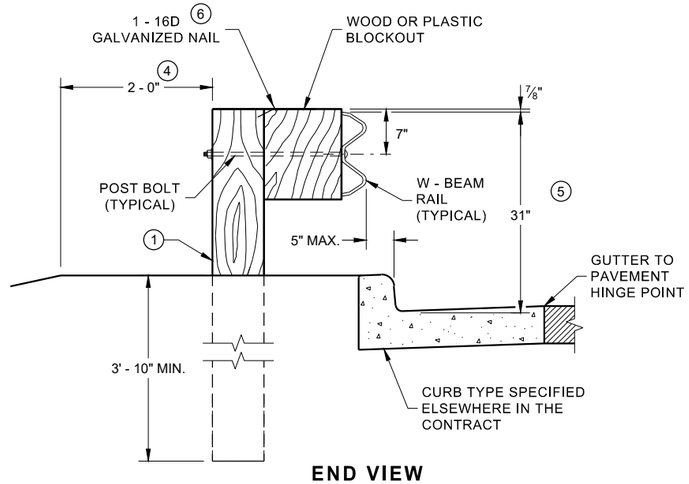
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



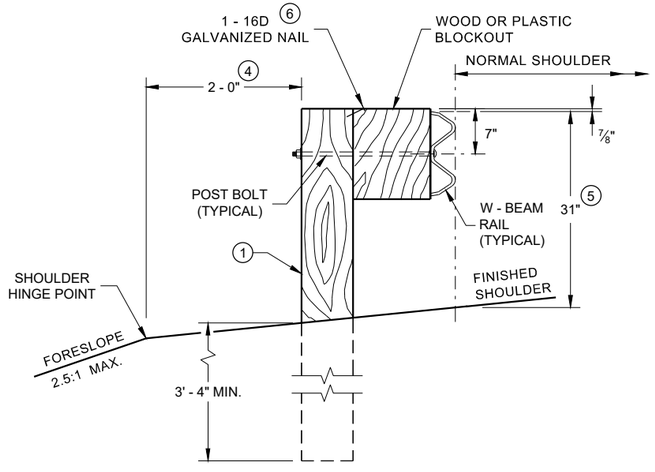
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



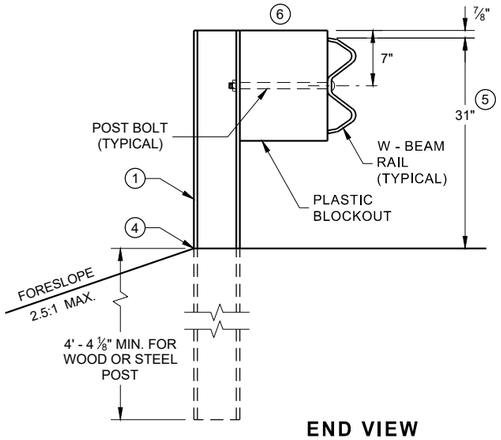
WOOD POST (6" X 8") NOMINAL (1)



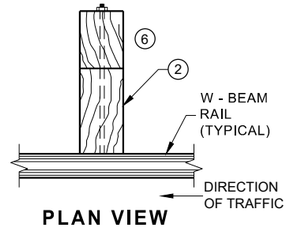
END VIEW
LOCATED ALONG A CURBED ROADWAY



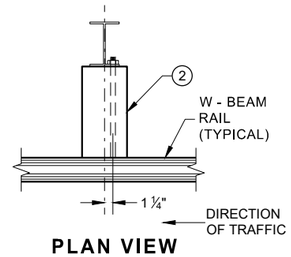
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



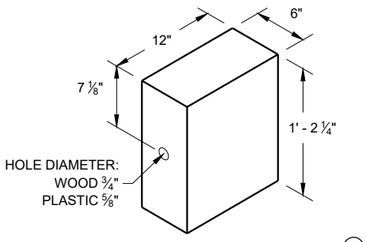
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM

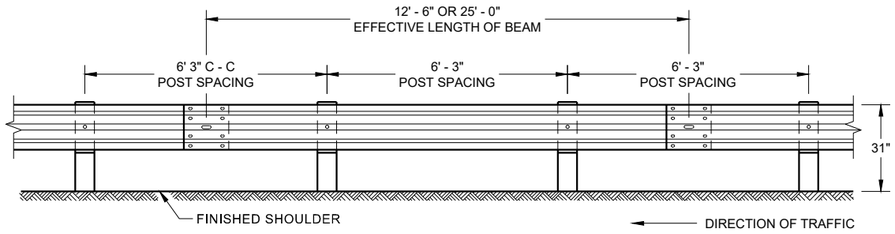


WOOD OR PLASTIC BLOCKOUT (2)

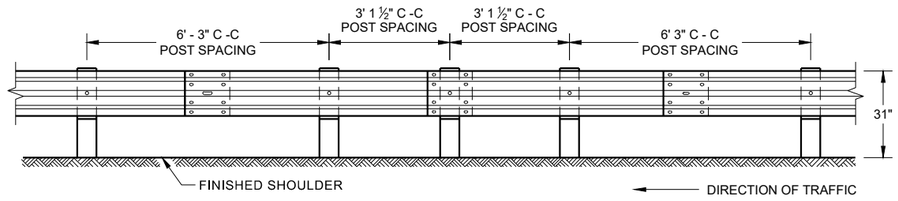
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

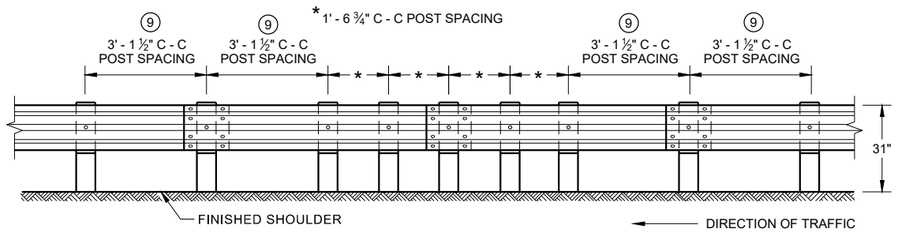
6
SDD 14B42 - 07a



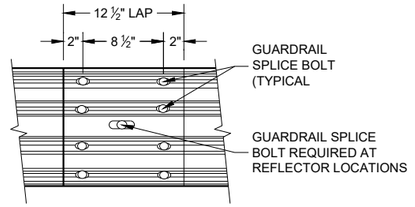
FRONT VIEW
POST SPACING STANDARD INSTALLATION



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



FRONT VIEW
QUARTER POST SPACING (QS)



FRONT VIEW
MID-SPAN BEAM SPLICE

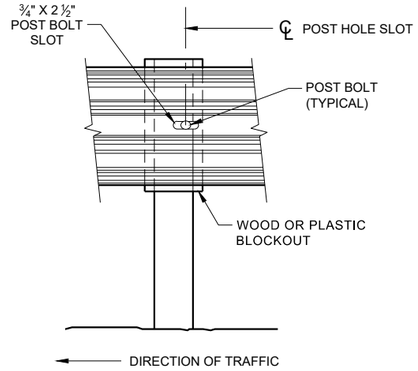
GENERAL NOTES

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

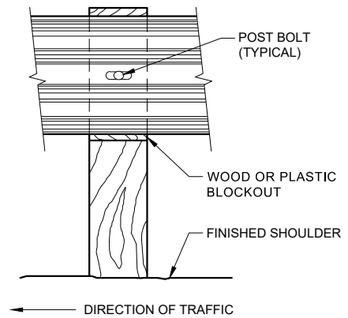
⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

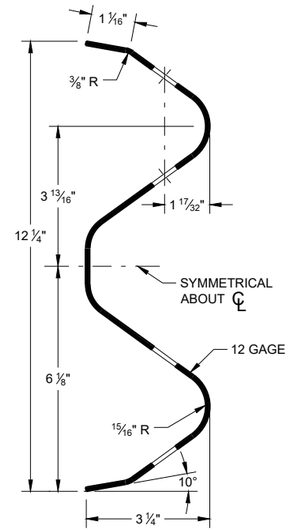
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.



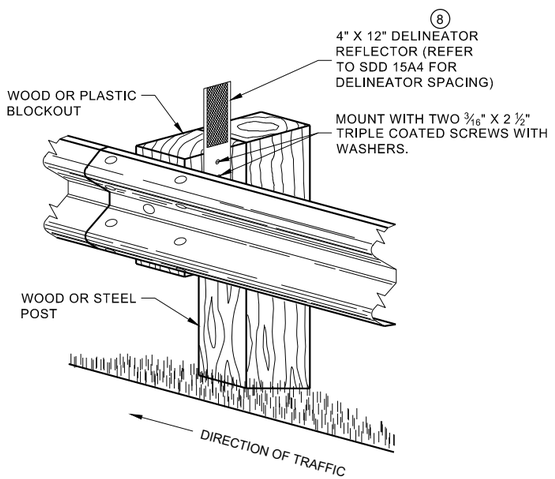
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



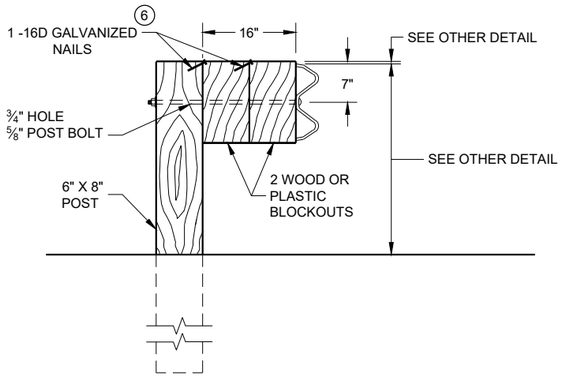
ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B42 - 07b

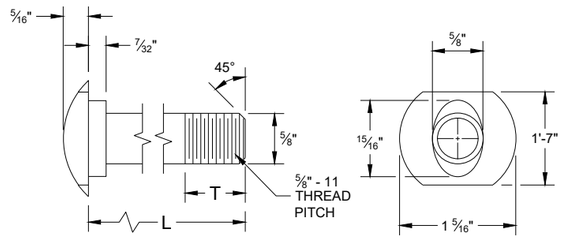


DETAIL FOR 16" BLOCKOUT DEPTH

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

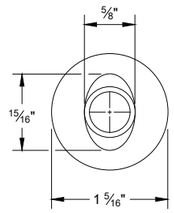
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3⁄16".
2. IF THE BOLT EXTENDS MORE THAN ¼" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

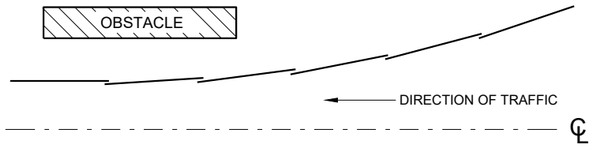


POST BOLT TABLE

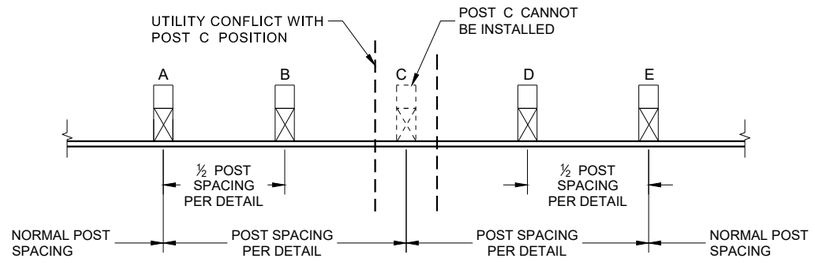
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



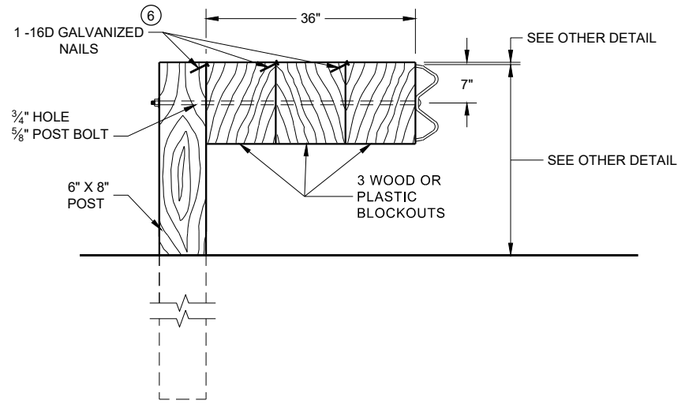
ALTERNATE BOLT HEAD



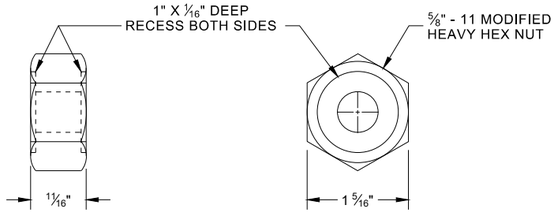
PLAN VIEW
BEAM LAPPING DETAIL



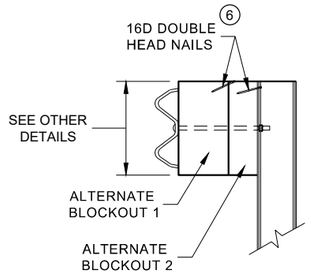
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



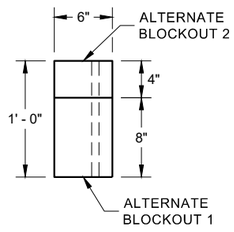
DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW



PLAN VIEW

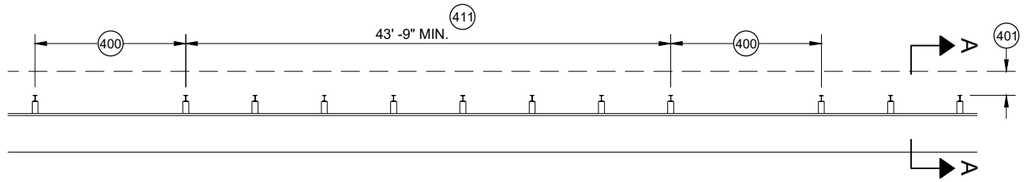
ALTERNATE WOOD BLOCKOUT DETAIL

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

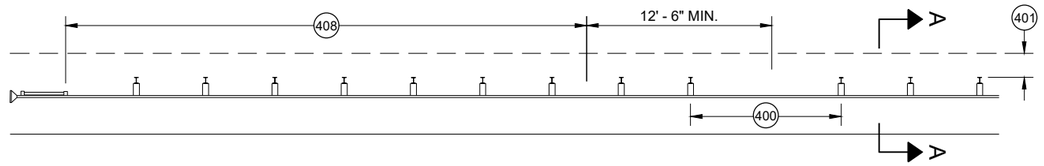
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

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

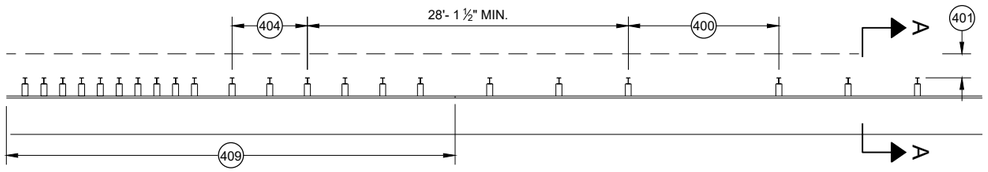
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL



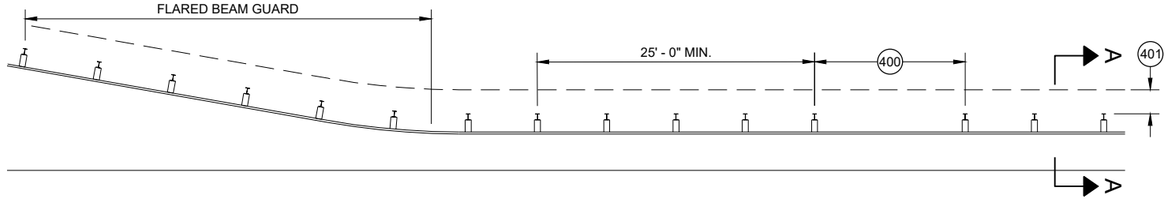
MISSING POST IN MGS GUARDRAIL



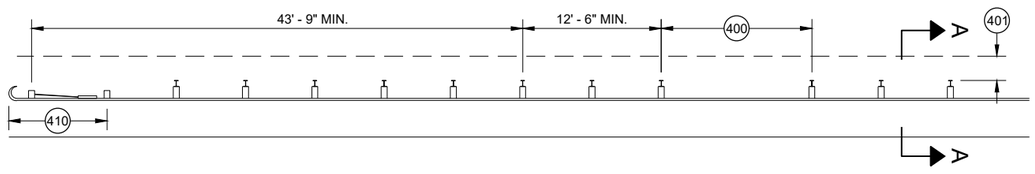
MISSING POST IN MGS GUARDRAIL NEAR EAT



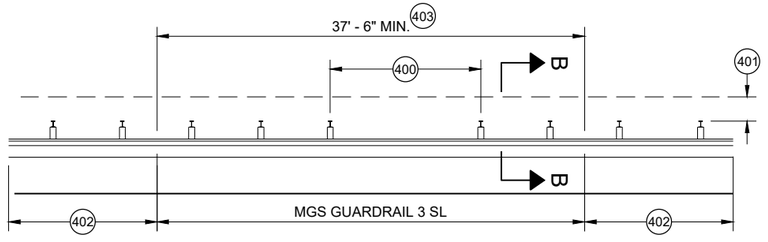
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

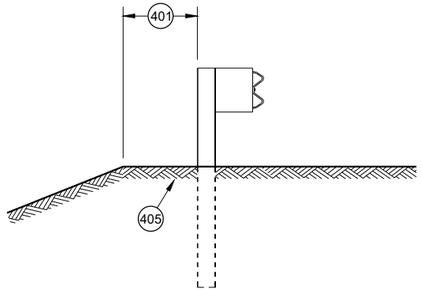


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

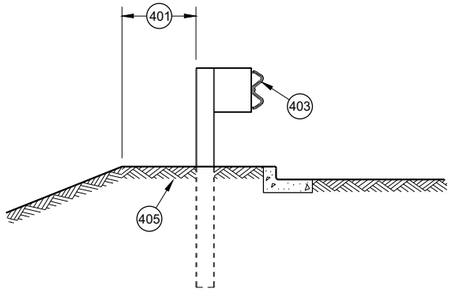


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

(400) MAX SPAN 12' - 6"
(401) 2' MIN.
(402) MGS GUARDRAIL 3
(403) NESTING BEAM GUARD
(404) ASYMMETRIC TRANSITION
(405) SOIL WELL DRAINED AND COMPACTED
(406) SEE OTHER DRAWINGS IN THIS SDD
(407) SEE OTHER DRAWINGS FOR MIN. SPACING BETWEEN SPANS
(408) SEE SDD 14B44
(409) SEE SDD 14B45
(410) SEE SDD 14B47
(411) MINIMUM DISTANCE BETWEEN MISSING POST SPANS.



SECTION A - A 406



SECTION B - B 406

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA

6

SDD 14B42 - 07d

SDD 14B42 - 07d

GENERAL NOTES

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

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

(C) DIFFERENT MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. SEE MANUFACTURER'S INFORMATION.

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

(E) HARDWARE MAY VARY BETWEEN MANUFACTURER. SEE MANUFACTURER'S DRAWING FOR INFORMATION.

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

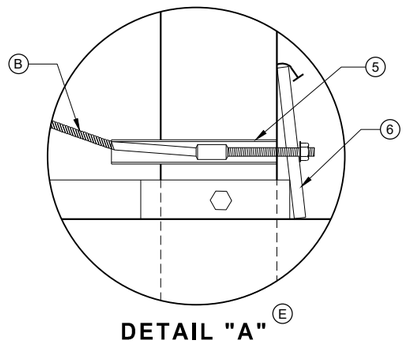
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

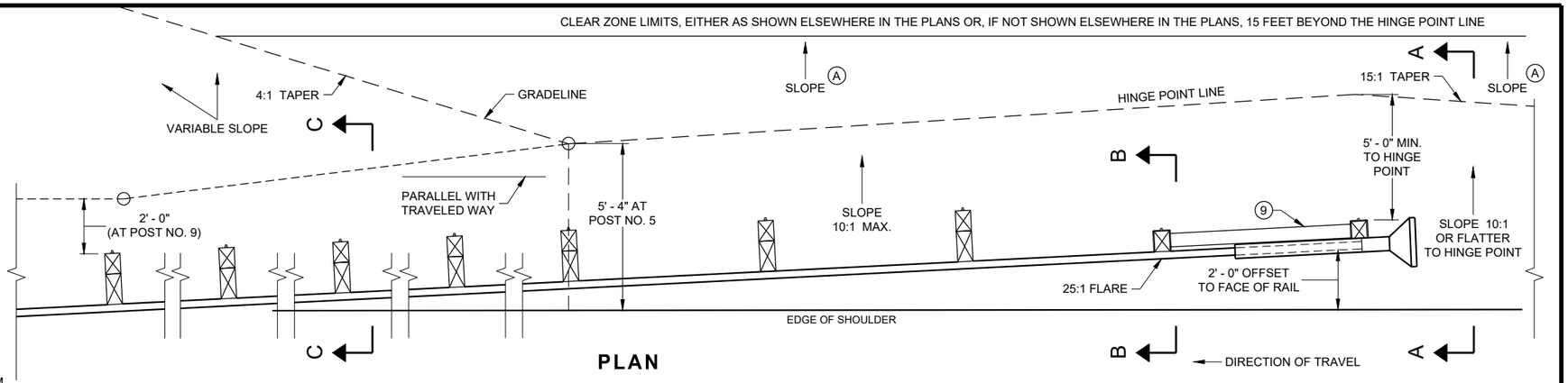
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

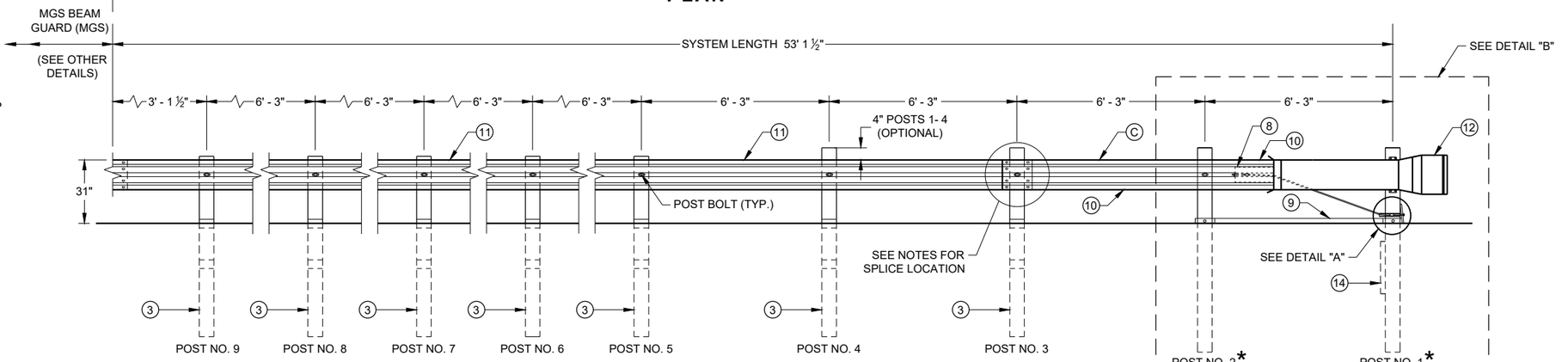
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



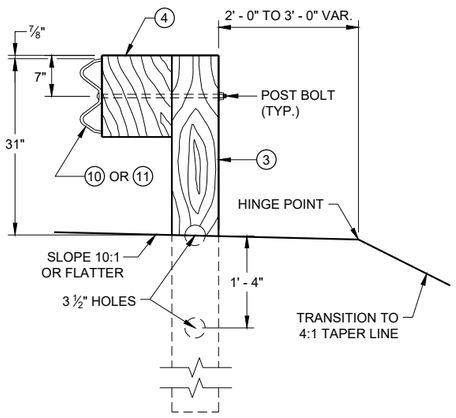
DETAIL "A" (E)



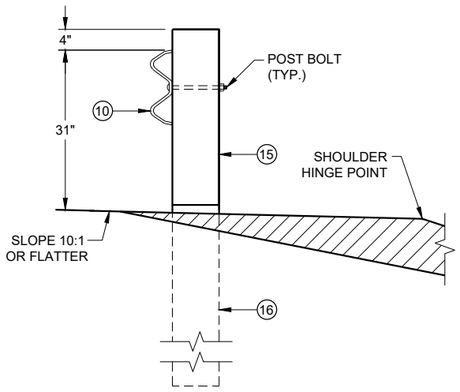
PLAN



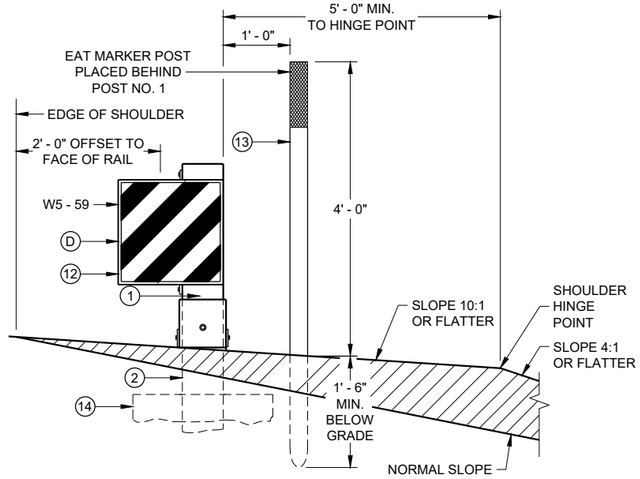
ELEVATION



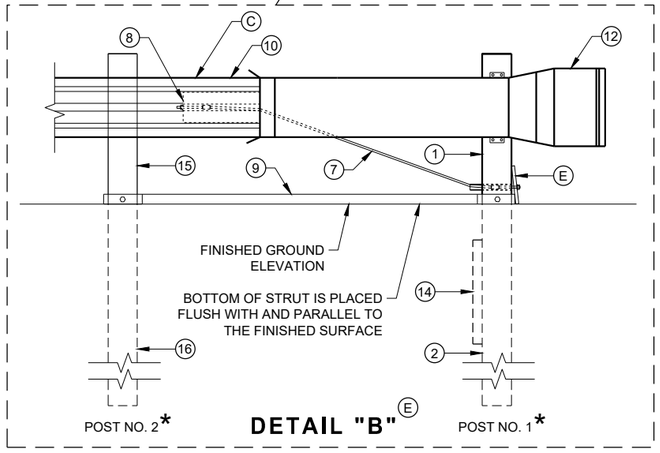
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



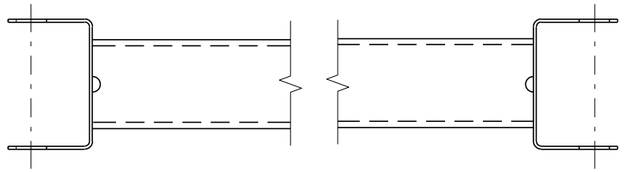
DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

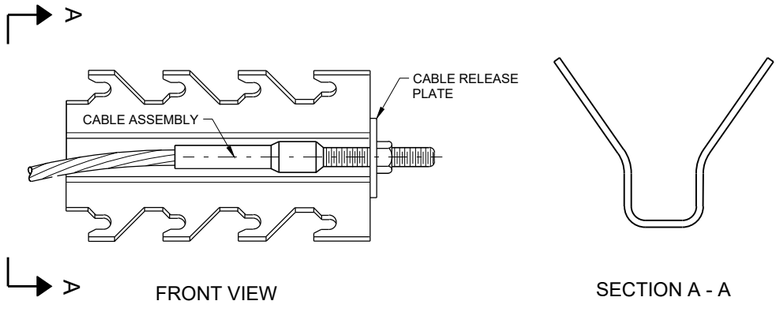
SDD 14B44 - 04a



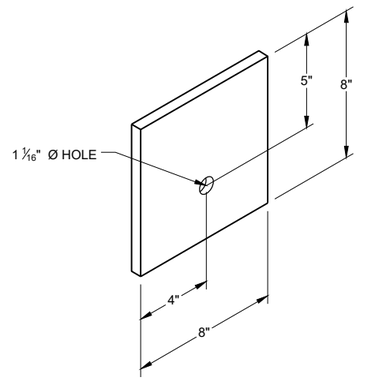
GENERIC GROUND STRUT ⑨ Ⓔ

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUGACTURER'S DETAILS FOR MORE INFORMATION.
①	UPPER POST NO. 1 6" X 6" TUBE
②	LOWER POST NO. 1
③	WOOD CRT
④	WOOD BLOCKOUT
⑤	PIPE SLEEVE
⑥	BEARING PLATE
⑦	BCT CABLE ASSEMBLY
⑧	ANCHOR CABLE BOX
⑨	GROUND STRUT
⑩	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
⑪	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
⑫	IMPACT HEAD
⑬	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
⑭	SOIL PLATE
⑮	UPPER POST NO. 2
⑯	LOWER POST NO. 2



GENERIC ANCHOR CABLE BOX ⑧ Ⓔ



BEARING PLATE ⑥ Ⓔ

6

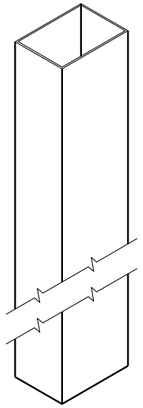
6

SDD 14B44 - 04b

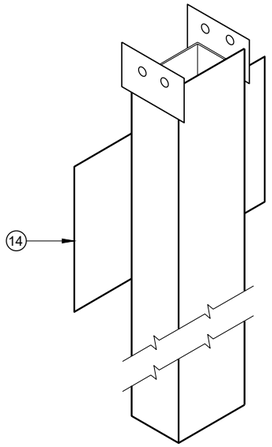
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

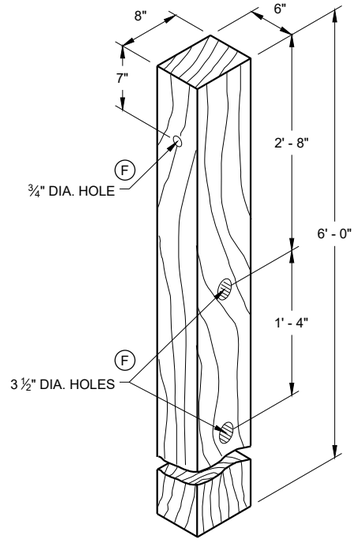
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



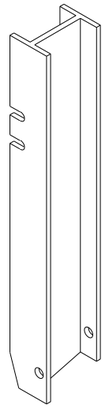
UPPER POST NO. 1 (1) (E)



LOWER POST NO. 1 (2) (E)



WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



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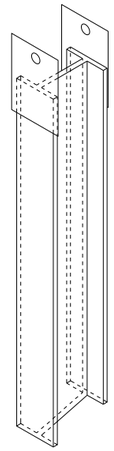

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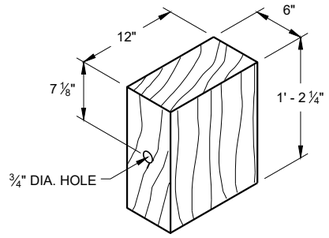
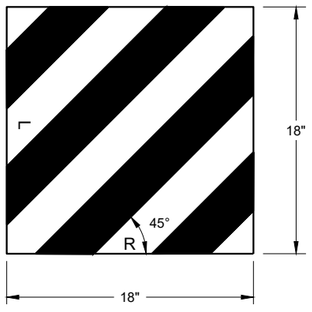
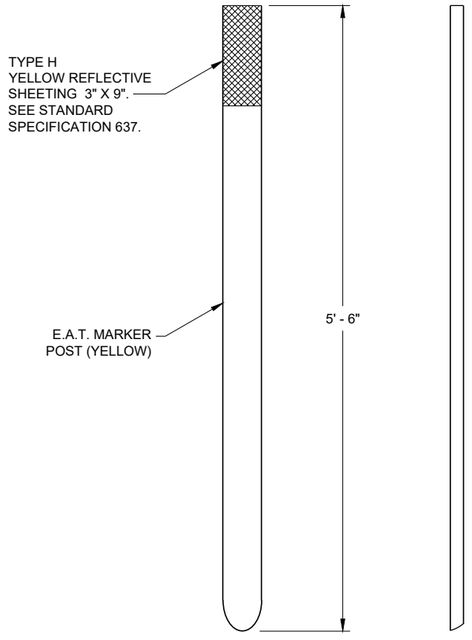


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



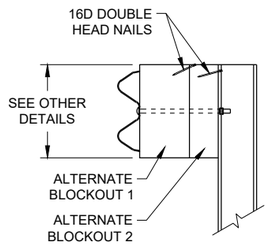
W5 - 59

REFLECTIVE SHEETING DETAIL (E)

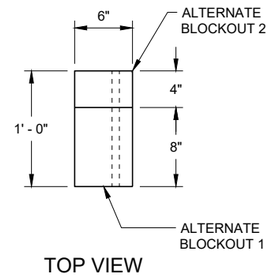


FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW



TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

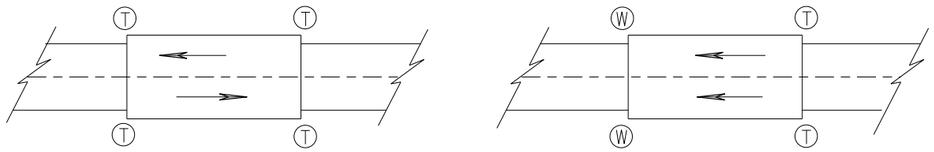
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

FHWA

6

SDD 14B44 - 04c
SDD 14B44 - 04c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

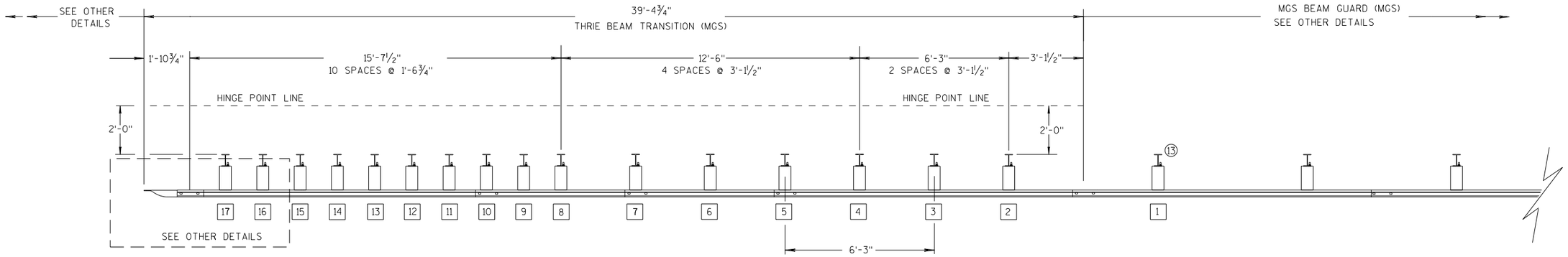
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

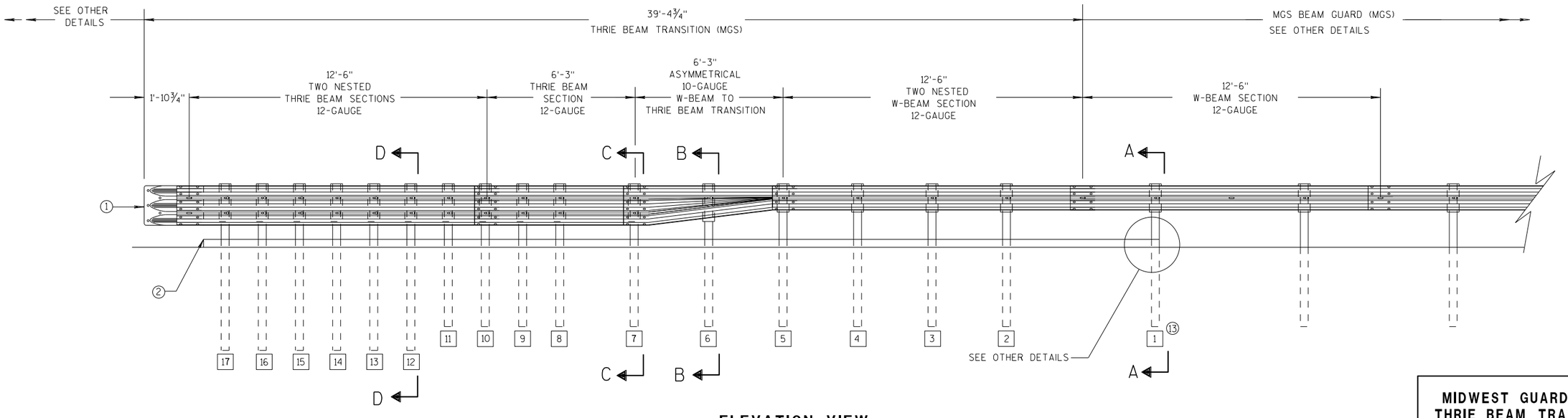
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD14B42



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 100

6

S.D.D. 14 B 45-5a

6

S.D.D. 14 B 45-5a

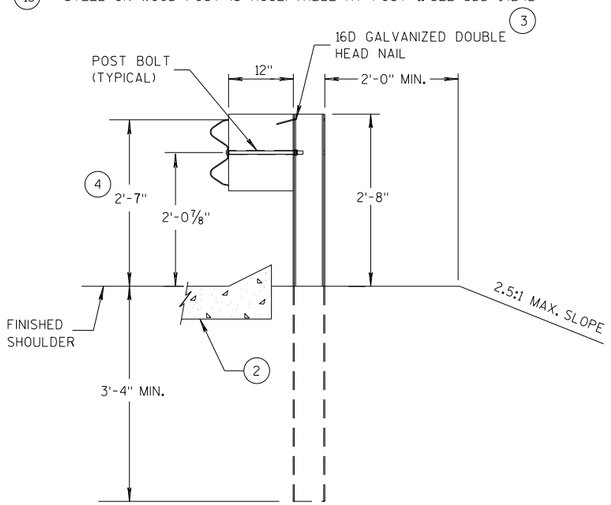
GENERAL NOTES

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

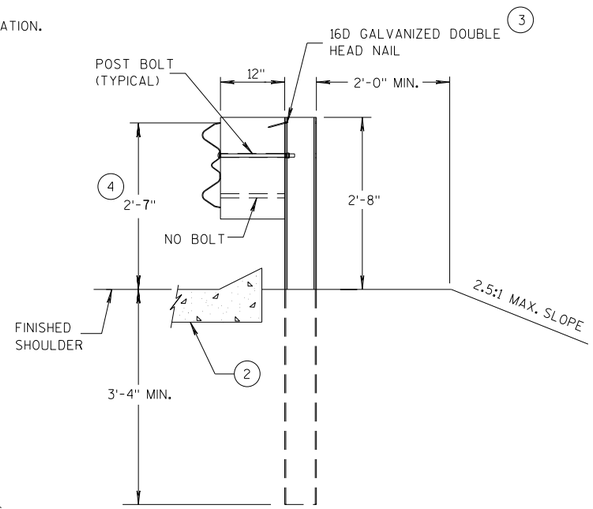
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



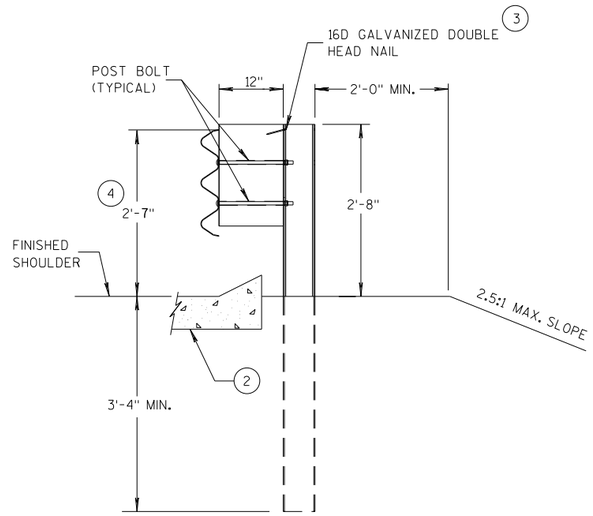
SECTION A-A (13)

POSTS 1-5



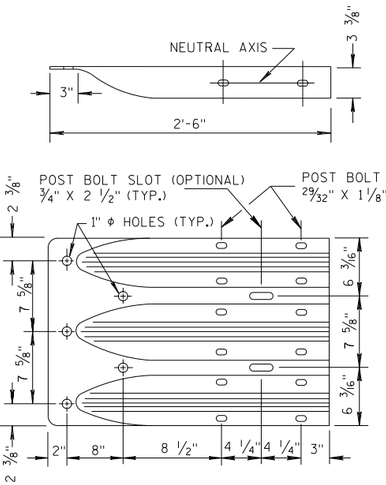
SECTION B-B

POST 6

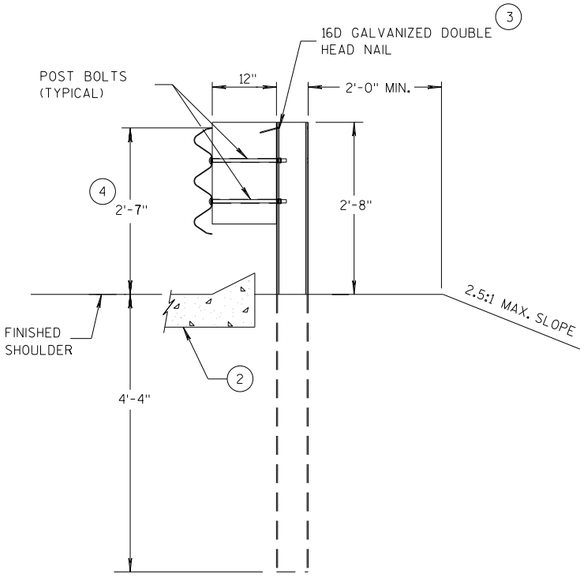


SECTION C-C

POSTS 7-11

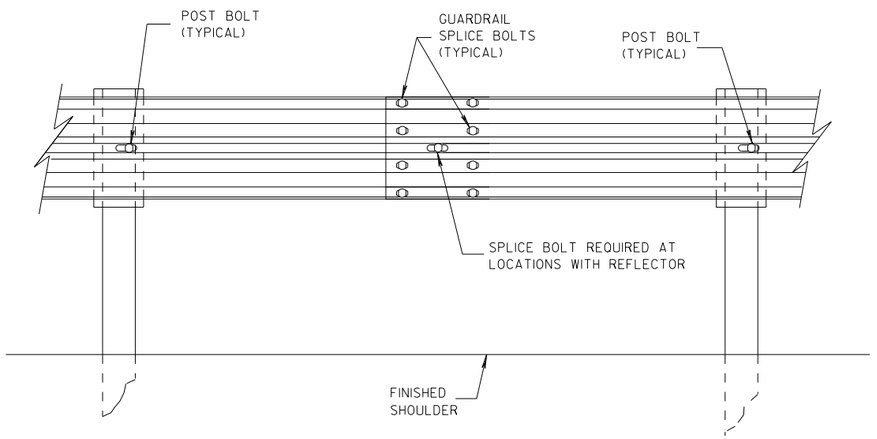


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-17



SPLICE DETAIL

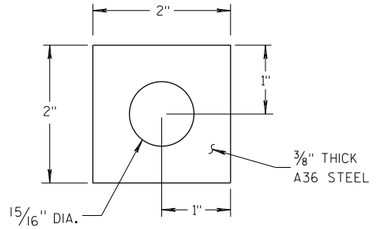
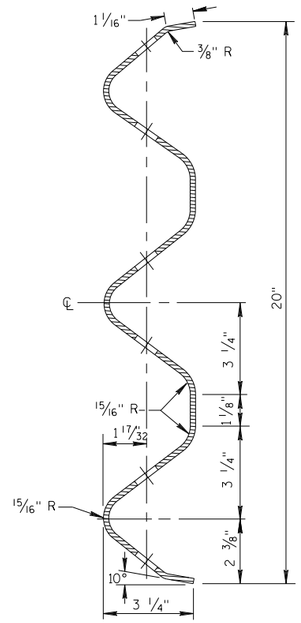


PLATE WASHER DETAIL



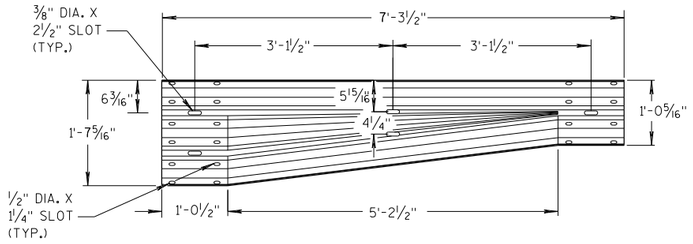
SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

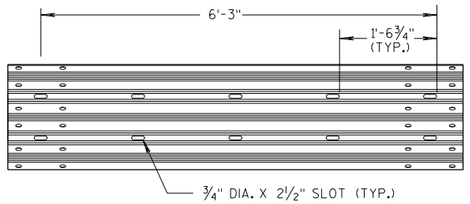
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

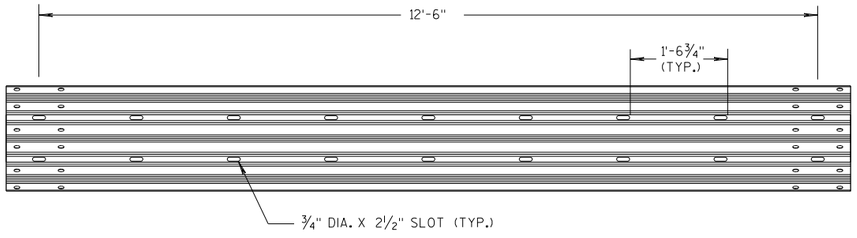
S.D.D. 14 B 45-5b



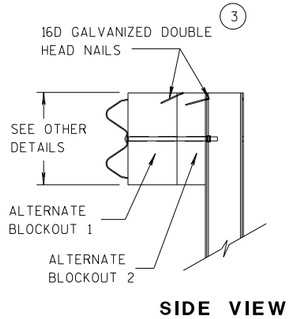
W-BEAM TO THRIE BEAM TRANSITION SECTION



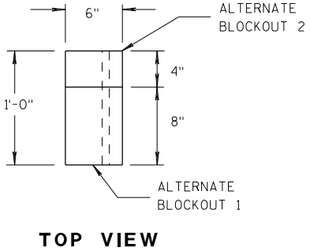
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

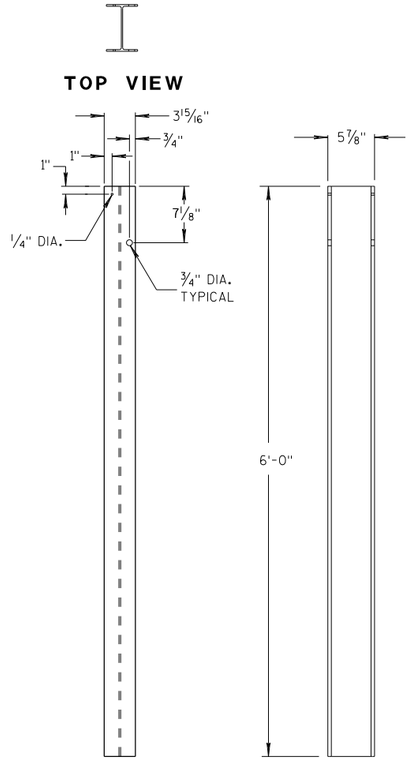


SIDE VIEW



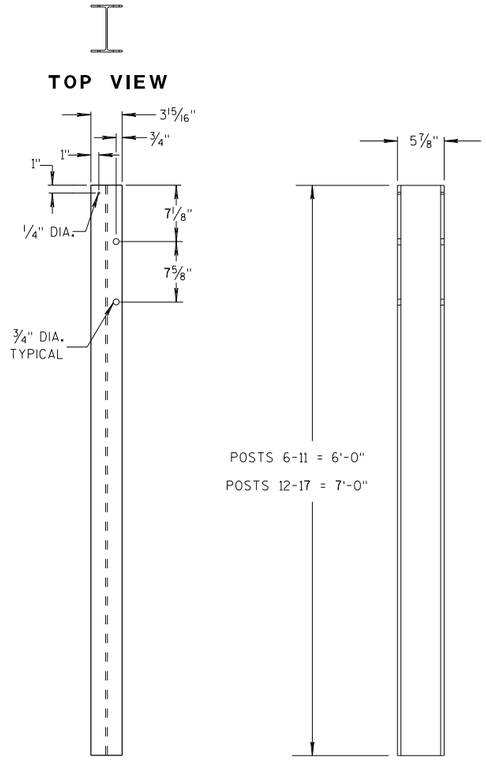
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



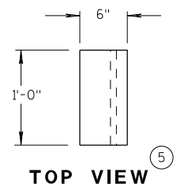
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

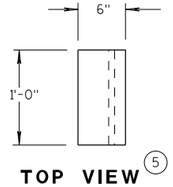


FRONT VIEW SIDE VIEW

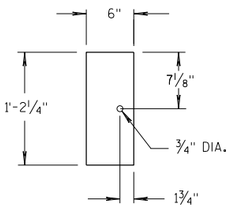
STEEL POSTS 6-17



TOP VIEW (5)

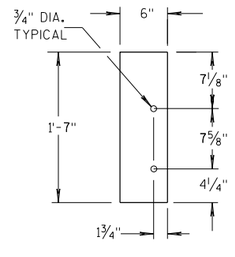


TOP VIEW (5)



FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

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

(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

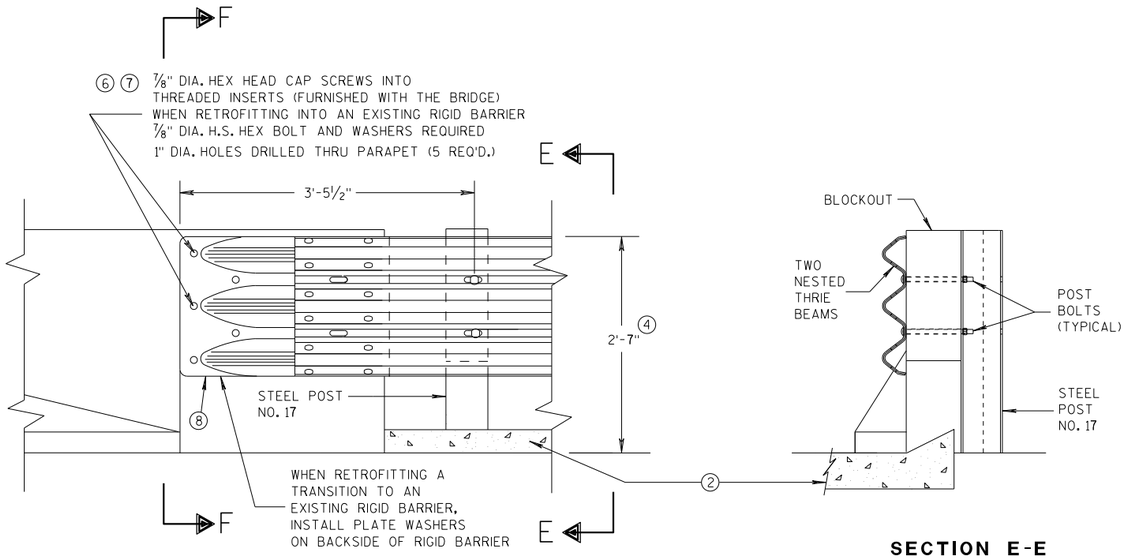
(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF

6

S.D.D. 14 B 45-5c



FRONT VIEW

SECTION E-E

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

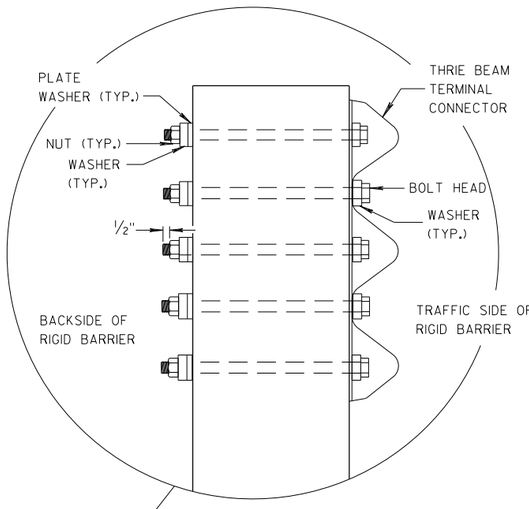
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

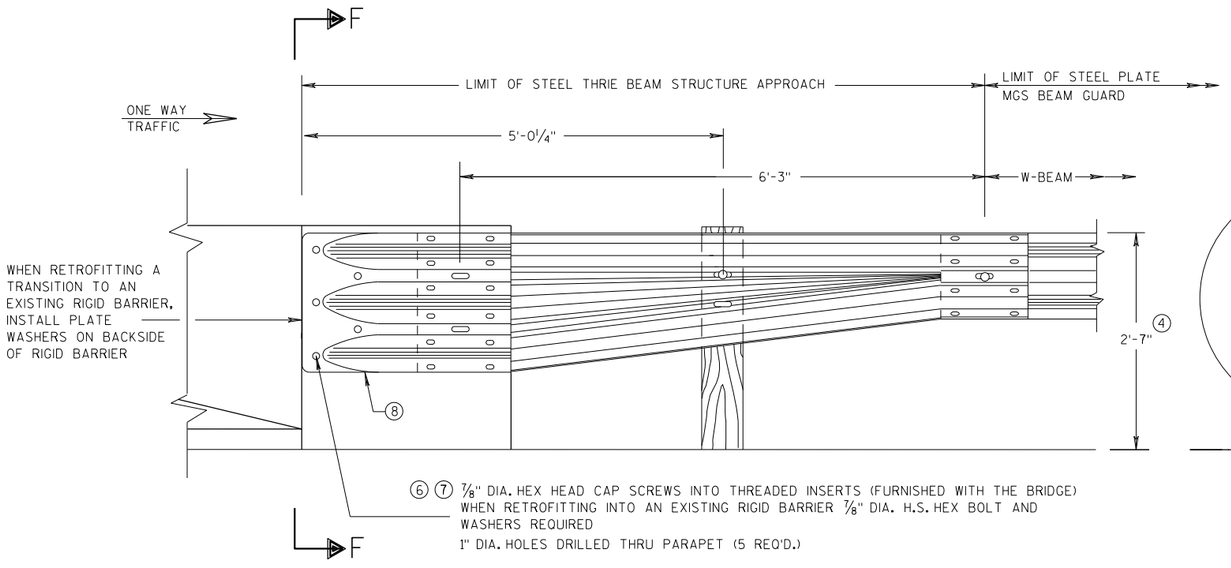
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

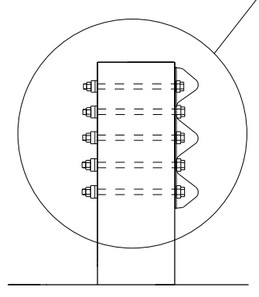
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

⑧ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

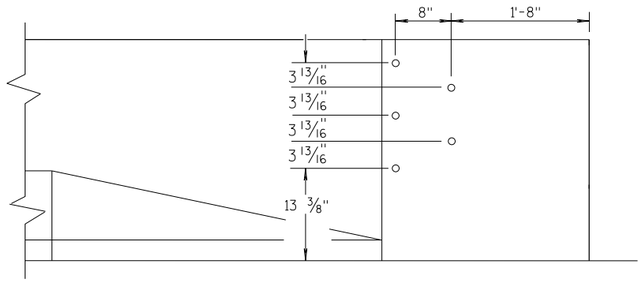




FRONT VIEW



SECTION F-F



DRILL HOLE LOCATION

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS D[illegible] UNIT SUPERVIS[illegible]NT
FHWA

6

S.D.D. 14 B 45-5d

6

S.D.D. 14 B 45-5d

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

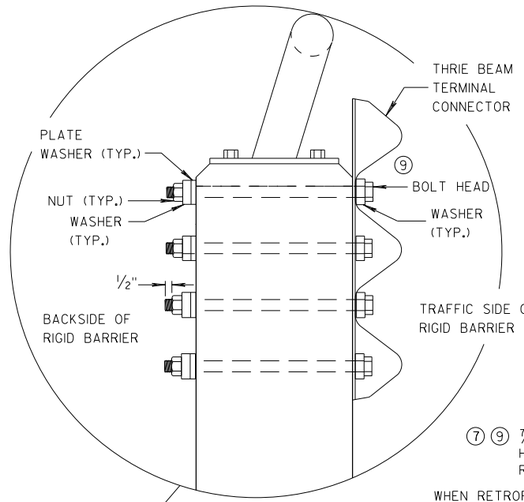
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

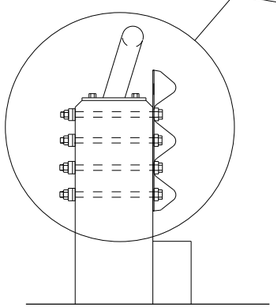
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

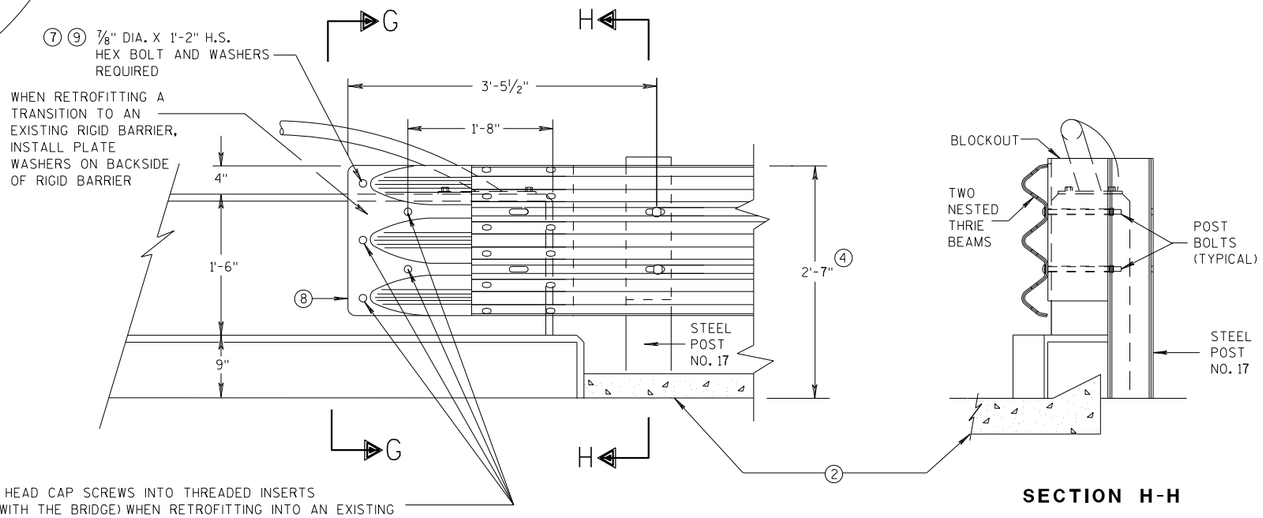
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

(9) BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.





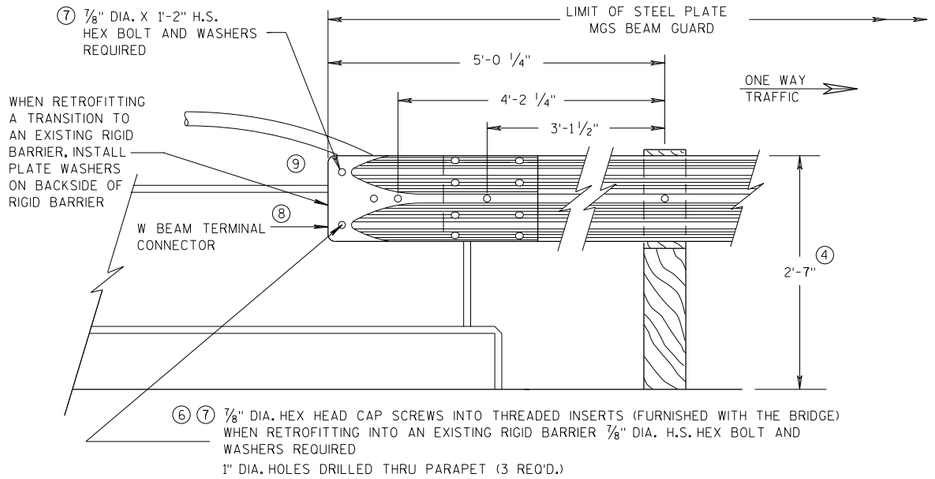
SECTION G-G



FRONT VIEW

SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS D
UNIT SUPERVI

NT

6

S.D.D. 14 B 45-5e

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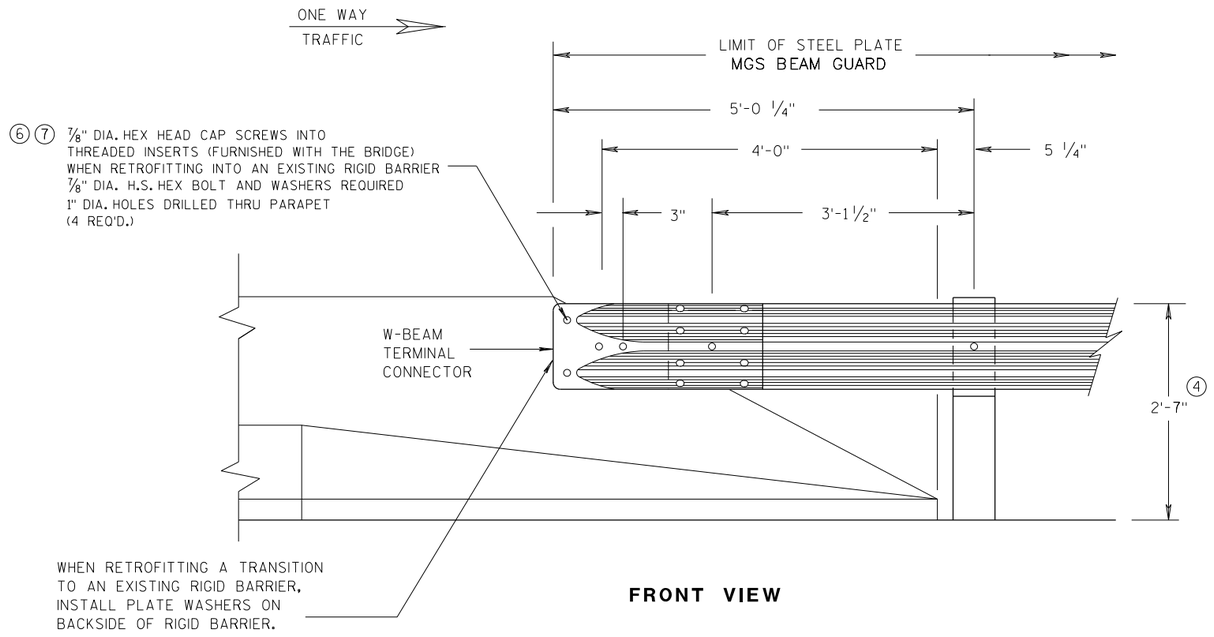
S.D.D. 14 B 45-5e



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

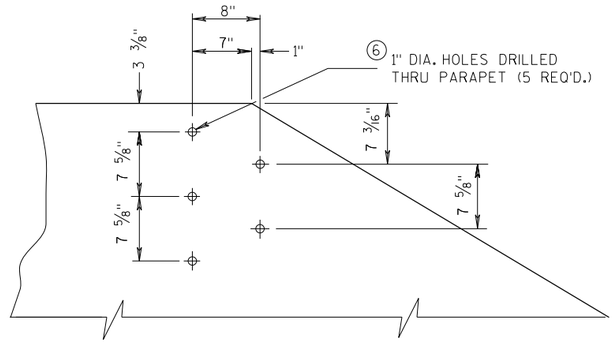
GENERAL NOTES

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

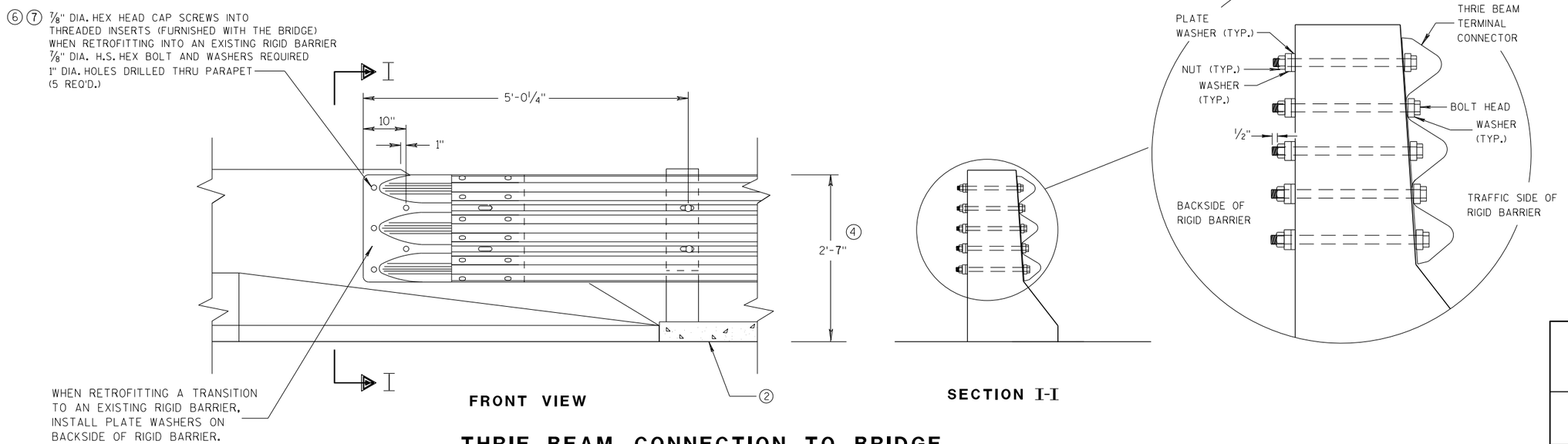
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



DRILL HOLE LOCATION AND PATTERN FOR THRIE BEAM CONNECTION



FRONT VIEW

SECTION I-I

THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS [illegible] UNIT SUPERVI[illegible]ENT
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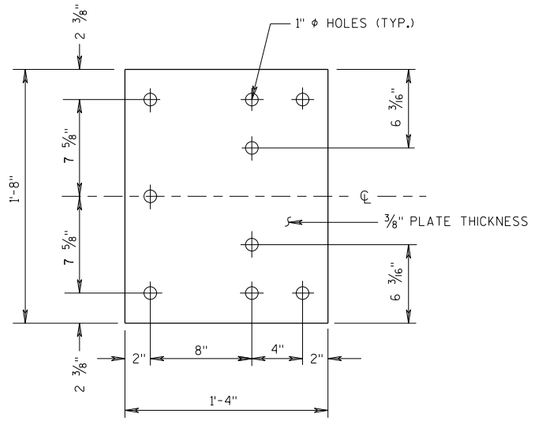
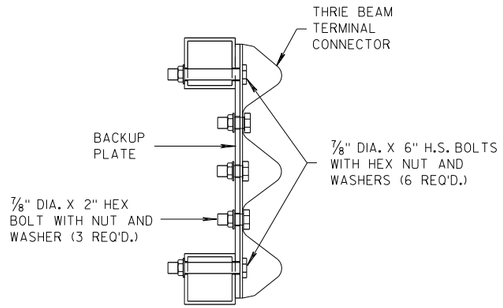
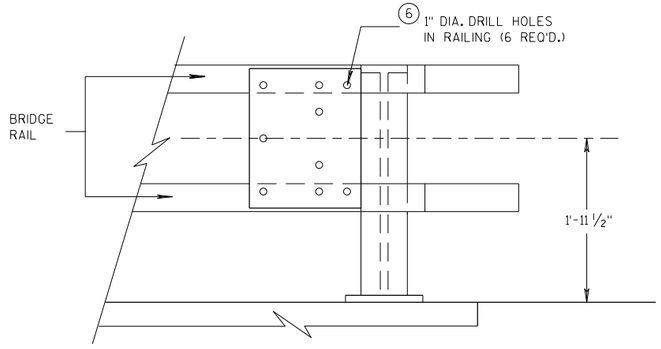


BACK-UP PLATE DETAIL



SECTION J-J

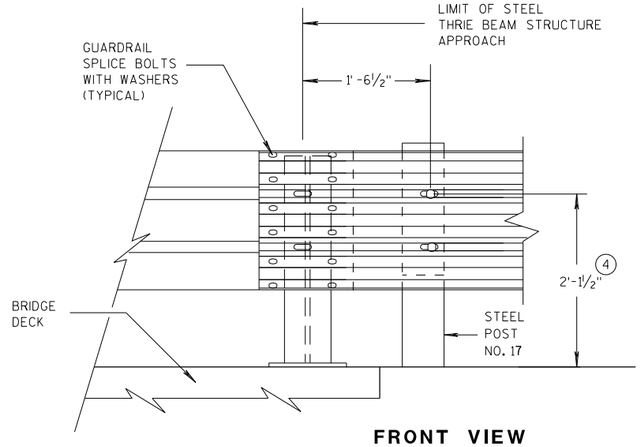


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

GENERAL NOTES

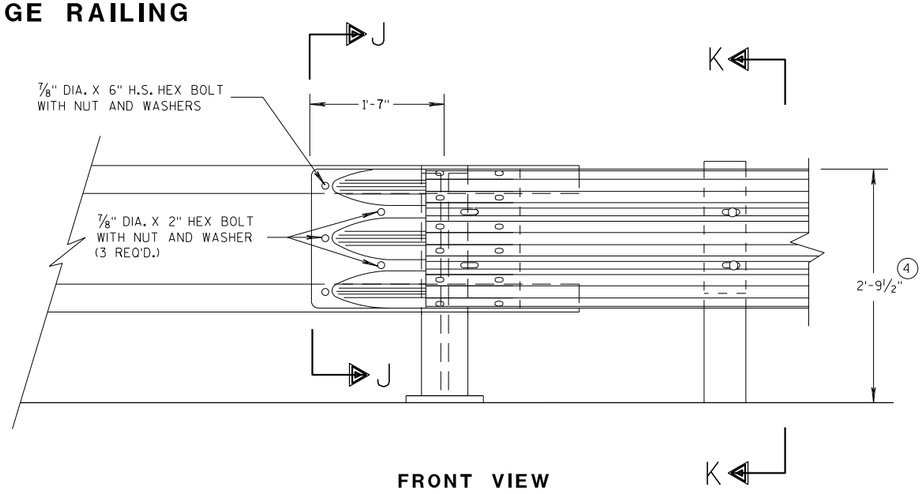
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING HOLES THROUGH THE PAPRPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

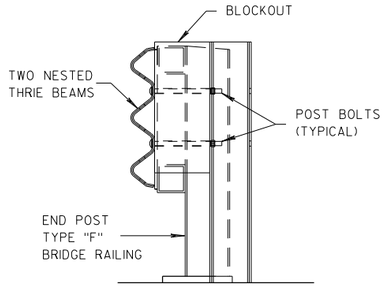


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 07/2018 — DATE — FHWA

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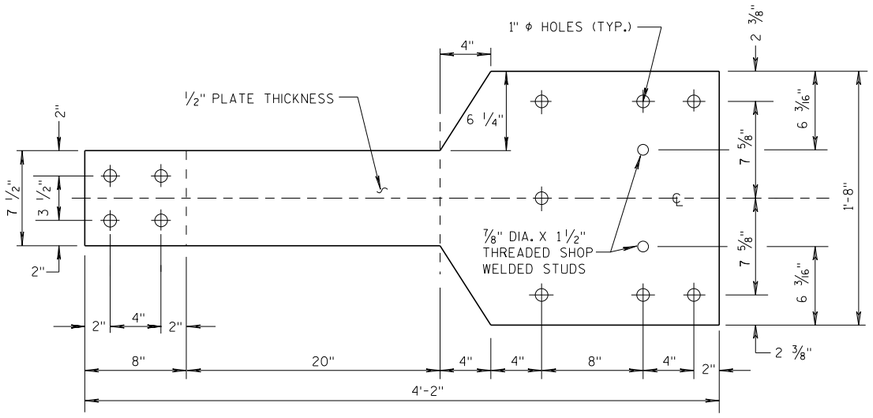
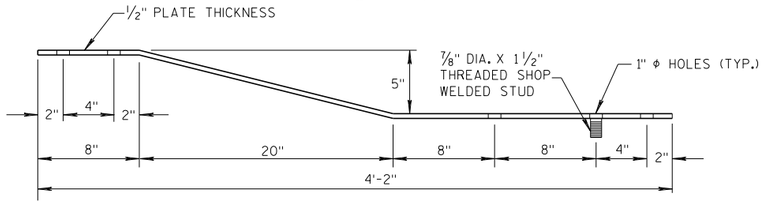
GENERAL NOTES

(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

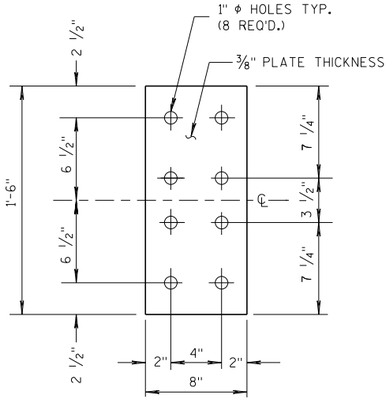


FRONT VIEW



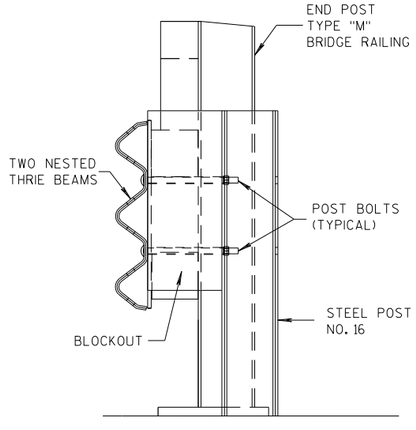
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

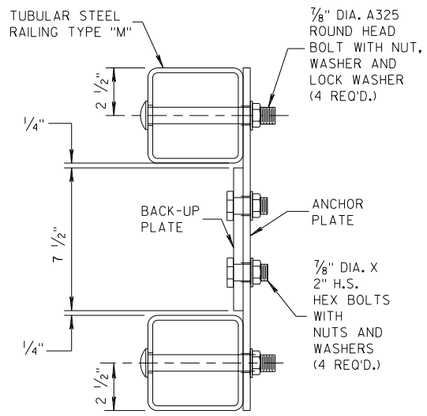


FRONT VIEW

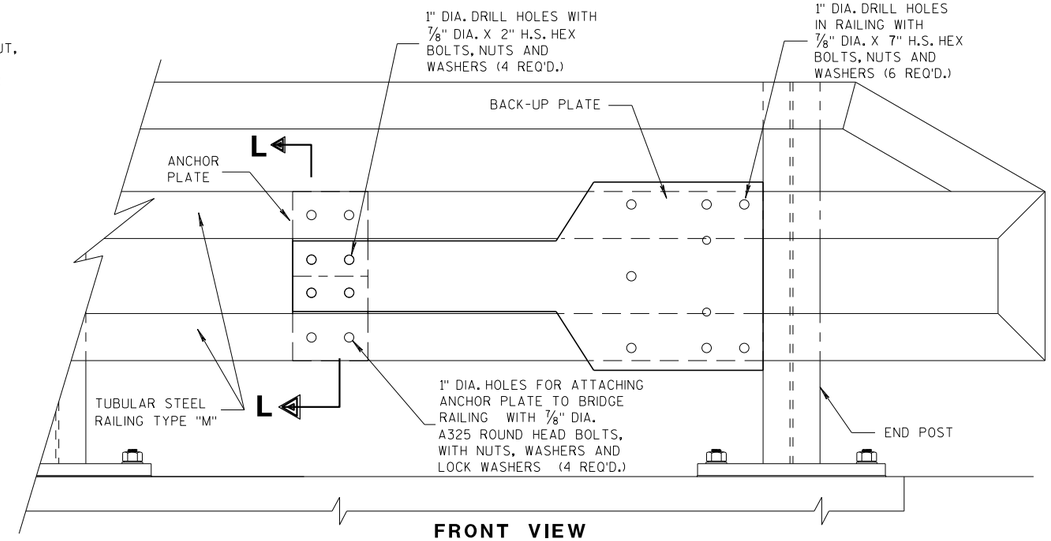
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M

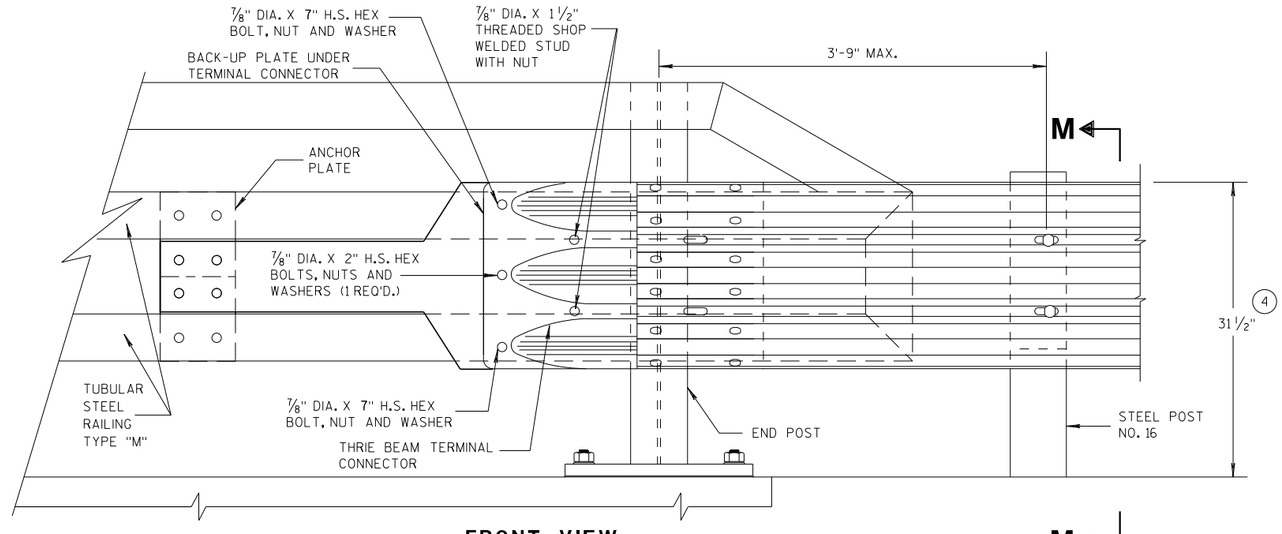


SECTION L-L

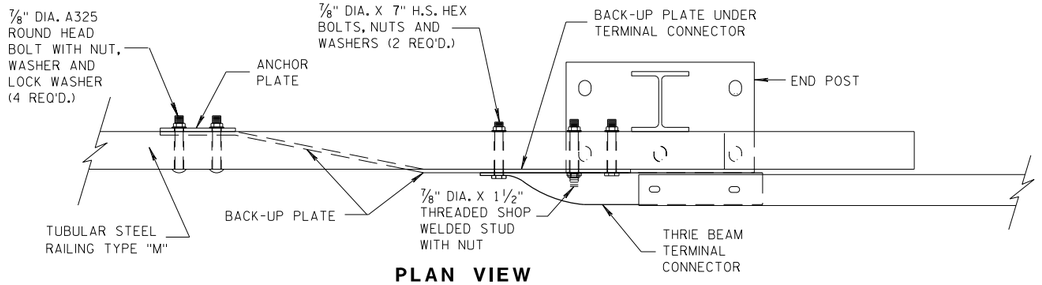


FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"



FRONT VIEW



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
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07/2018 — DATE
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GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

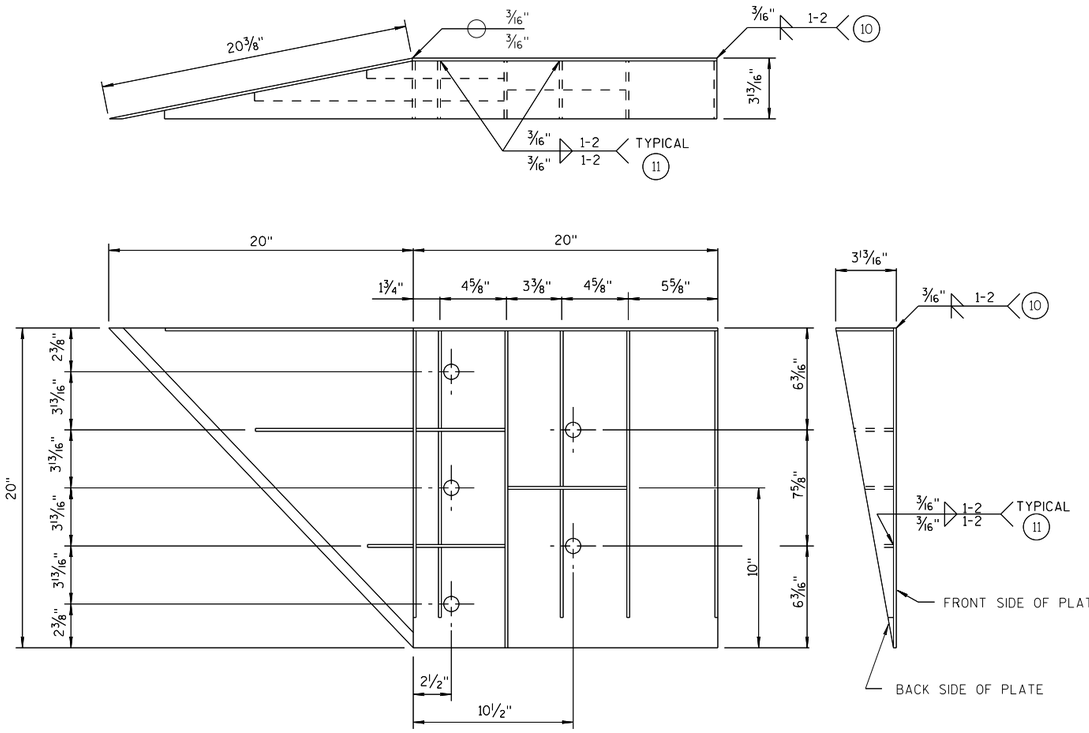
FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

(10) STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

(11) STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
3/16" FILLET WELD BY 1" LONG SPACED AT 2".



WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

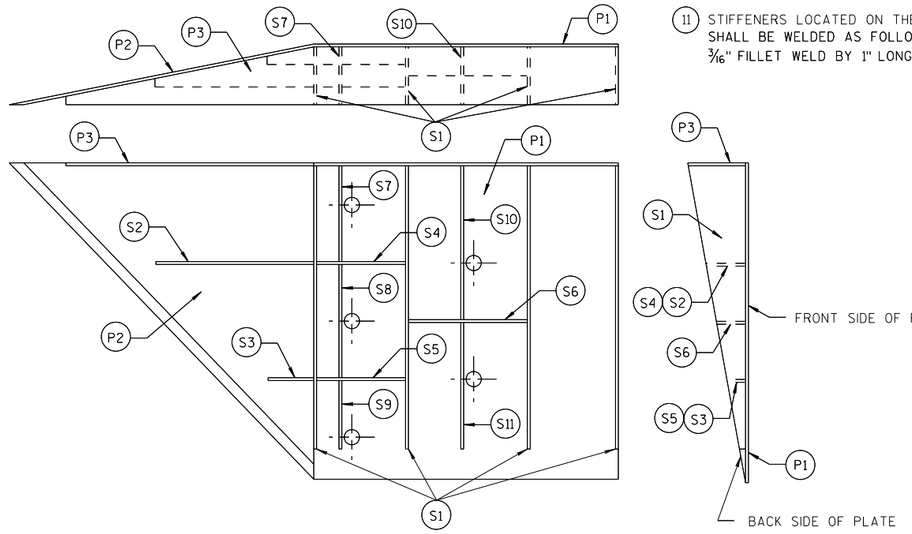


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 5/8" x 18 3/4"	1/4"
S2	1		10 1/4" x 2 7/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 1/8" x 1/2"	1/4"
S4	1		6 1/8" x 2 7/16"	1/4"
S5	1		6 1/8" x 1 1/16"	1/4"
S6	1		7 3/4" x 1 3/4"	1/4"
S7	1		2 9/16" x 6" x 3 5/8" x 5 7/8"	1/4"
S8	1		1 5/32" x 7 1/2" x 2 1/2" x 7 3/8"	1/4"
S9	1		6 1/16" x 6 3/16" x 1 3/32"	1/4"
S10	1		1 7/8" x 9 7/8" x 3 5/8" x 9 11/16"	1/4"
S11	1		8 1/2" x 8 3/4" x 1 13/16"	1/4"

SINGLE SLOPE CONNECTION PLATE

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
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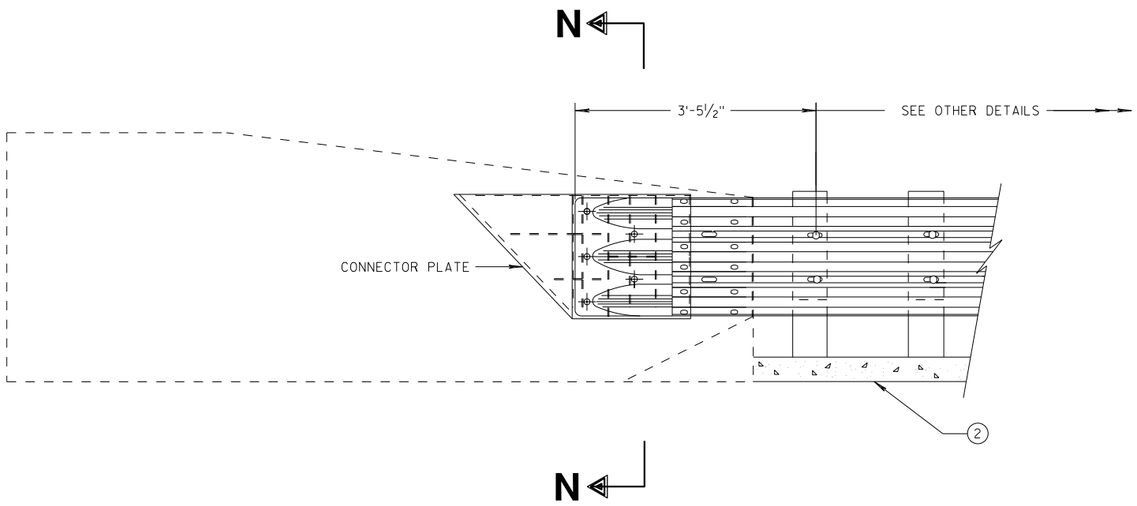
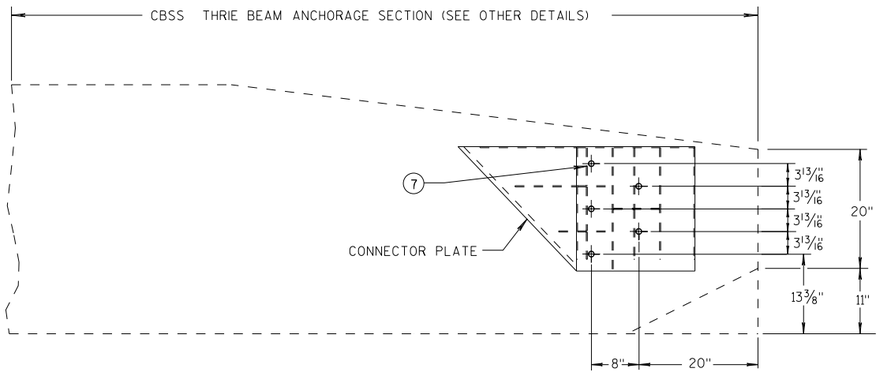


THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



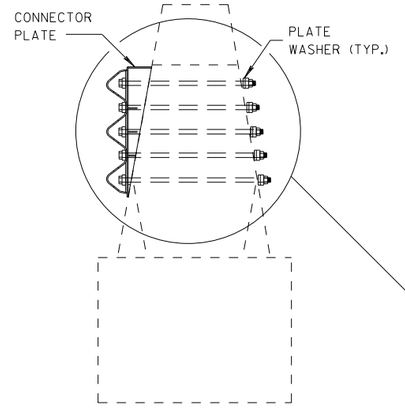
SINGLE SLOPE CONNECTION PLATE PLACEMENT

GENERAL NOTES

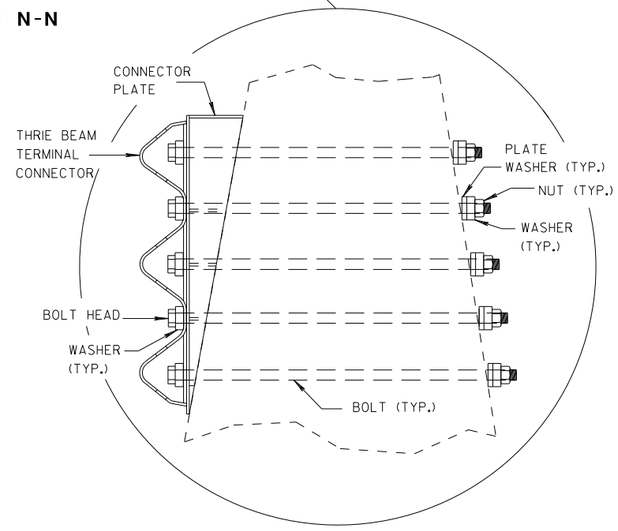
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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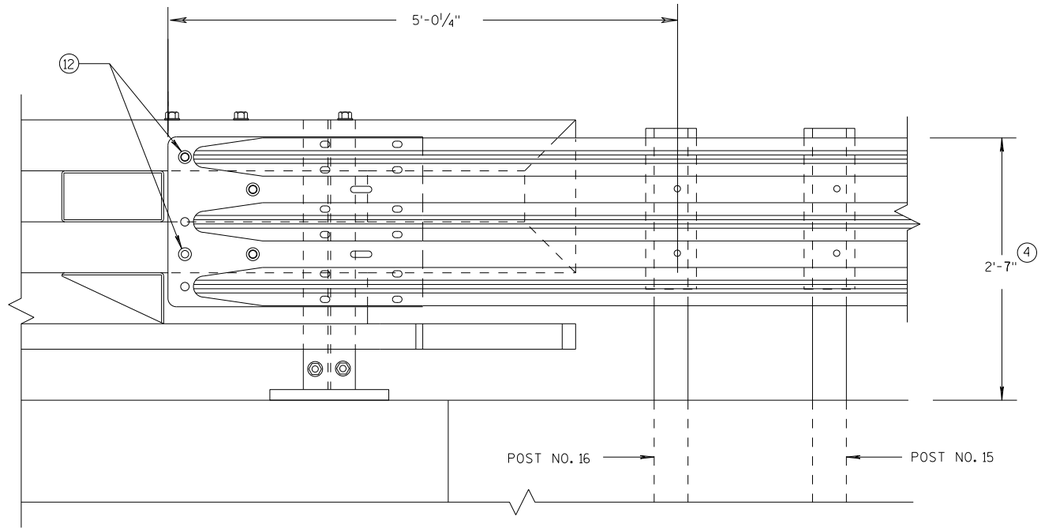
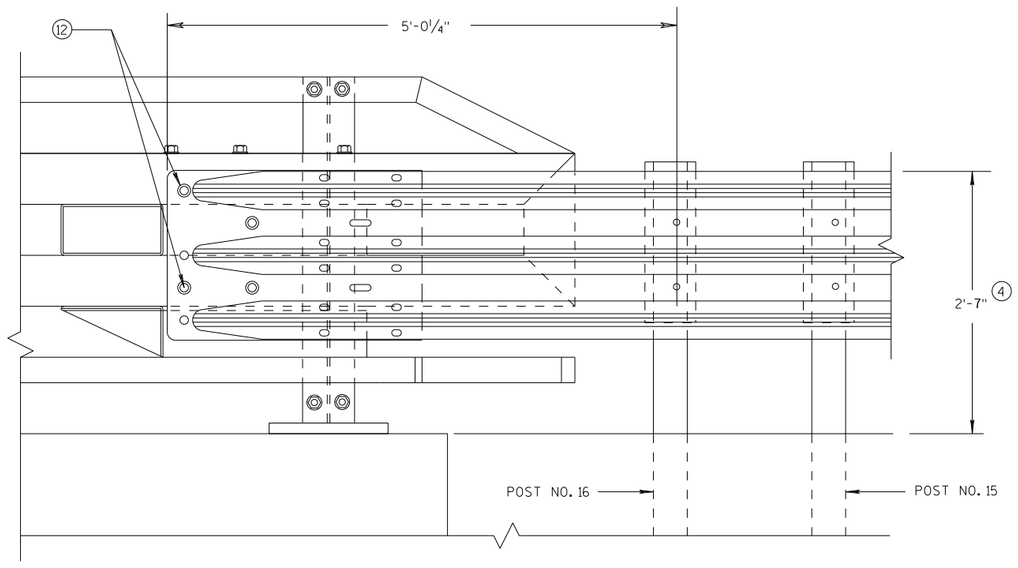


ELEVATION OF DETAIL AT NY3 END POST

THRIE BEAM RAIL ATTACHMENT



ELEVATION OF DETAIL AT NY4 END POST

THRIE BEAM RAIL ATTACHMENT

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
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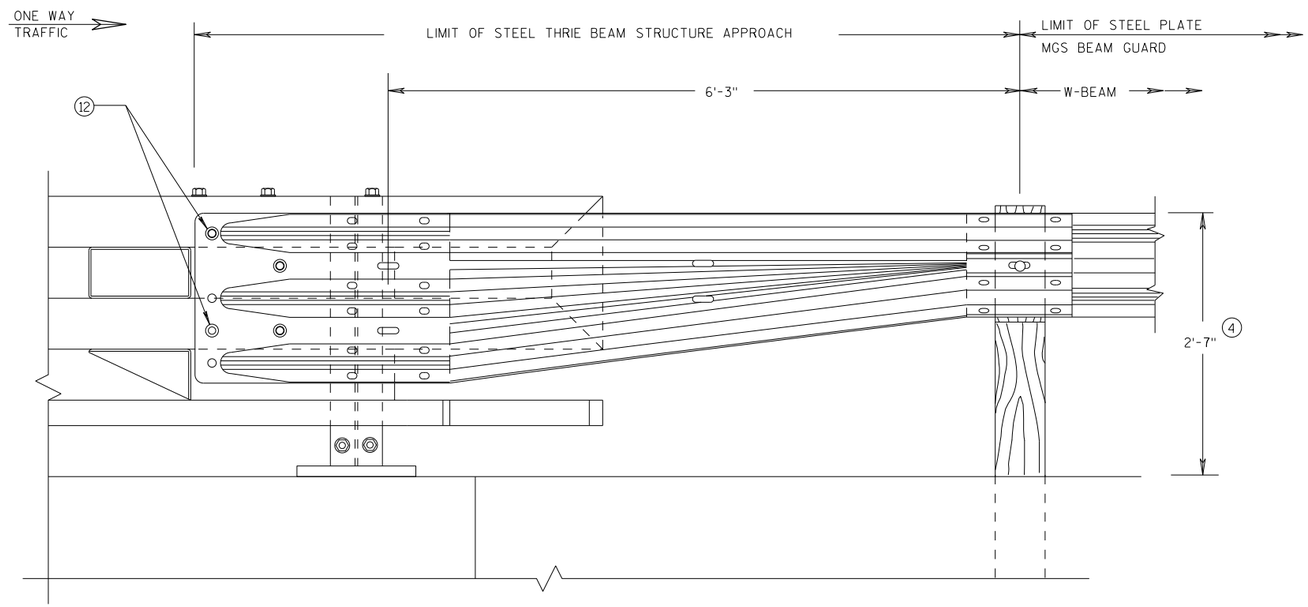


FRONT VIEW

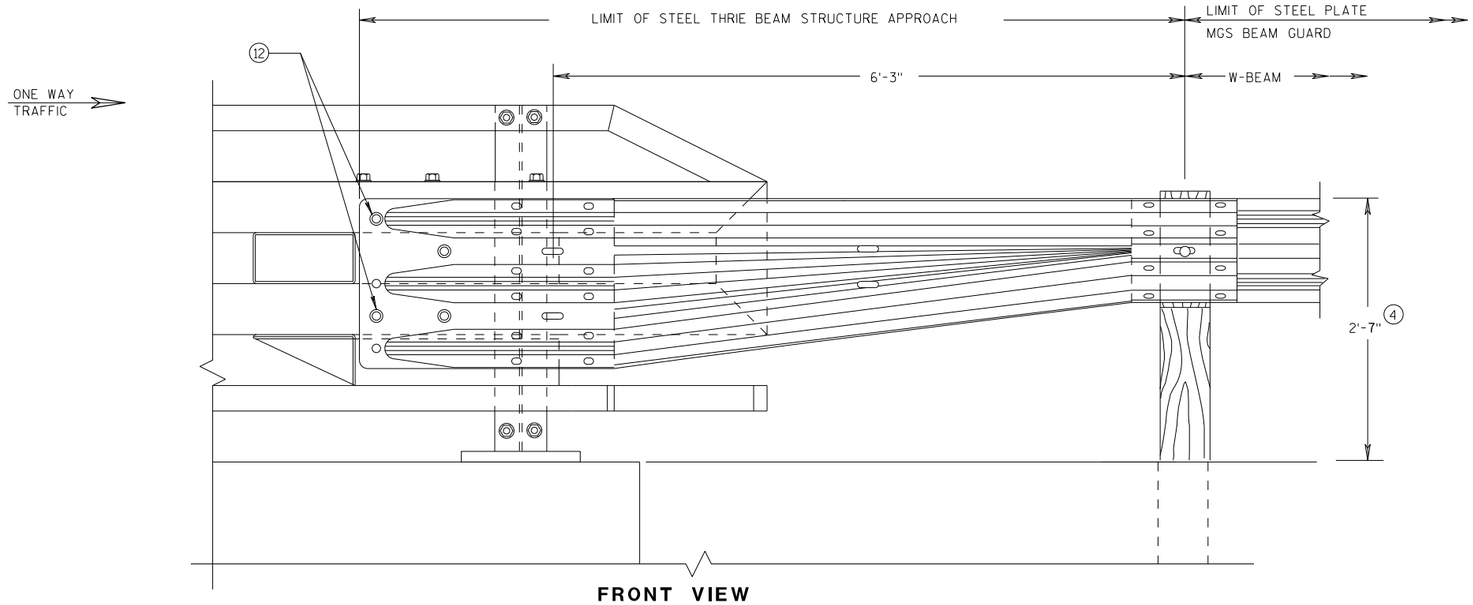
W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.



FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY4"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
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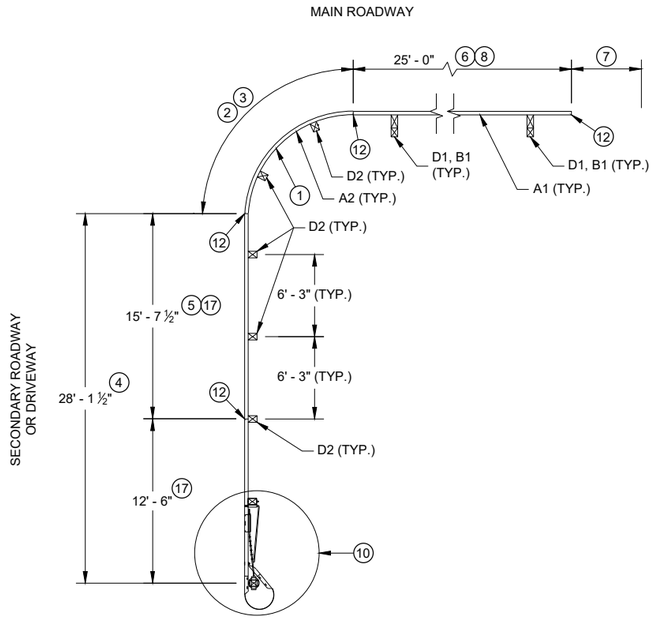
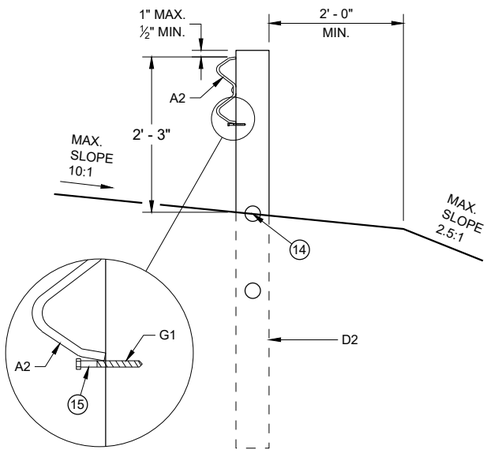
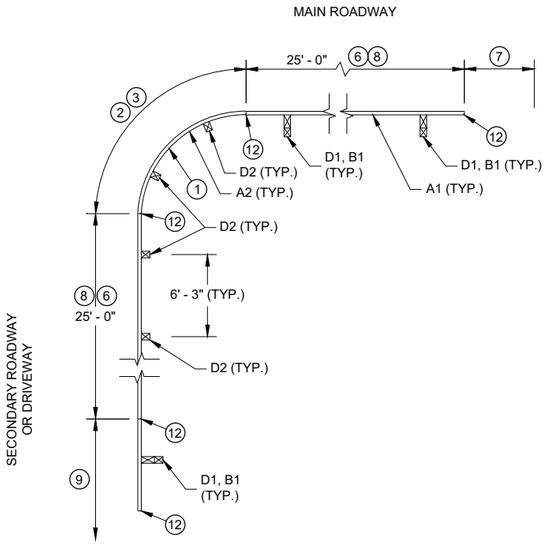


PLAN VIEW

SHORT RADIUS BEAM GUARD WITH SHORT RADIUS TERMINAL ON SECONDARY ROAD OR DRIVEWAY

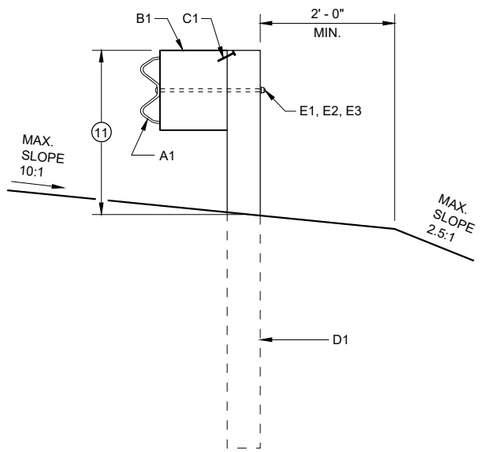


CONTROLLED RELEASE TERMINAL POST (CRT) IN RADIUS



PLAN VIEW

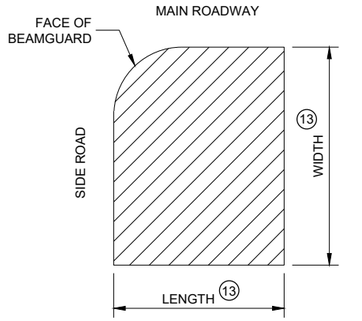
SHORT RADIUS BEAM GUARD WITH EAT, ADDITIONAL BEAM GUARD OR TRANSITION TO RIGID BARRIER ON SECONDARY ROAD OR DRIVEWAY



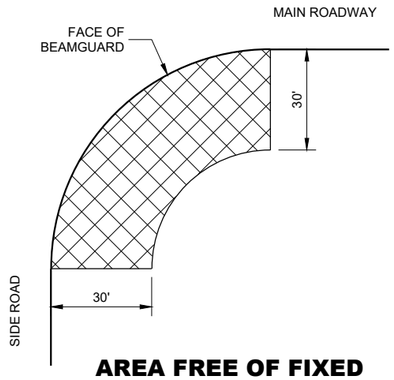
BEAM GUARD POSTS IN HEIGHT TRANSITION

TABLE FOR RADIUS OF 32' AND LESS

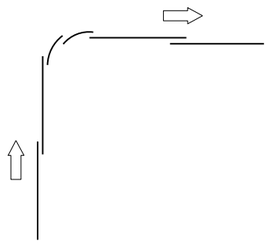
RADIUS (FT)	LENGTH (FT)	WIDTH (FT)
8	25	15
16	30	15
24	40	20
32	50	30



AREA FREE OF FIXED OBJECTS FOR RADIUS 32' AND LESS (16)



AREA FREE OF FIXED OBJECTS FOR RADIUS GREATER THAN 32'



LAP SPLICE DETAIL

GENERAL NOTES

SEE PLANS FOR OTHER BARRIER SYSTEM AND LOCATION SPECIFICS.

SEE SDD 14B42 FOR MORE INFORMATION ON BEAM GUARD INSTALLATION, PARTS, MATERIALS, AND INSTALLATION INFORMATION.

GALVANIZE PARTS AFTER FABRICATION.

WELDING TO FOLLOW CURRENT REQUIREMENTS OF THE AMERICAN WELDING SOCIETY STRUCTURAL WELDING CODE ANSI / AWS D1.1.

UNLESS NOTED OTHERWISE, ALL PLATES ARE FLAT AND FREE OF WARP.

UNLESS NOTED OTHERWISE, ALL EDGES ARE SMOOTH, STRAIGHT AND VERTICAL.

ALL CUTS AND HOLES, EXCEPT IN BEAM GUARD RAIL ARE TO BE MACHINED OR MACHINE FLAME CUT.

UNLESS NOTED OTHERWISE, CUT OR PROVIDE BOLTS THAT ARE ¼" TO ½" BEYOND THE NUT.

DRAWINGS ARE NOT TO SCALE.

(1) RADIUS MEASURE FROM INSIDE OF RAIL. LENGTH OF BEAM GUARD SHORT RADIUS GUARD MEASURED ALONG TRAFFIC SIDE OF RAIL. RADIUS BETWEEN 8 FEET TO 150 FEET. SEE PLAN FOR REQUIRED RADIUS. BEAM GUARD RAIL IN RADIUS IS SHOP BENT. ODD RAIL LENGTH OR FIELD CUTS MAY BE REQUIRED.

(2) CONTROLLED RELEASE TERMINAL (CRT) POSTS ARE USED IN THE RADIUS. CONTROLLED RELEASE TERMINAL (CRT) POSTS ARE SPACED 6' - 3". SEE PLAN FOR NUMBER OF CONTROLLED RELEASE (CRT) POSTS.

(3) WITHIN RADIUS BEAM GUARD RAILS ARE NOT BOLTED TO POSTS. BEAM GUARD RAIL IS RESTED ON TOP OF LAG SCREW.

(4) MINIMUM LENGTH OF BEAM GUARD ALONG SIDE ROAD OR DRIVEWAY TO INSTALL SHORT RADIUS TERMINAL. BEAM GUARD IS PAID WITH BEAM GUARD ITEM.

(5) ODD LENGTH OF BEAM GUARD REQUIRED TO INSTALL SHORT RADIUS TERMINAL.

(6) MINIMUM AMOUNT OF BEAM GUARD TO BE INSTALLED PRIOR TO TRANSITION TO RIGID BARRIER. ADDITIONAL BEAM GUARD, OR EAT. BEAM GUARD PAID FOR WITH BEAM GUARD ITEM. SEE PLANS FOR MORE DETAIL.

(7) BEAM GUARD, EAT, OR TRANSITION TO RIGID BARRIER. SEE PLAN.

(8) TOP OF BEAM GUARD BY THE RADIUS IS 27". HEIGHT OF BEAM GUARD IS 31" BY TRANSITION TO RIGID BARRIER, ADDITIONAL BEAM GUARD OR EAT.

(9) ADDITIONAL BEAM GUARD, EAT OR TRANSITION TO RIGID BARRIER. BEAM GUARD SHOWN. SEE PLAN FOR DETAILS.

(10) SHORT RADIUS TERMINAL (SEE OTHER DETAILS).

(11) HEIGHT VARIES. SEE NOTE (8) AND (8).

(12) BEAM GUARD RAIL SPLICE LOCATION. SPLICE LOCATION REQUIRES PART F1 AND F2. SEE SDD 14B42 FOR DETAILS.

(13) SEE TABLE FOR VALUES.

(14) MAXIMUM HEIGHT FOR CENTER OF HOLE IS ¾" ABOVE FINISHED GROUND ±1".

(15) DRILL POST $^{15}/_{64}$" DIA. PILOT HOLE. DO NOT HAMMER LAG SCREW INTO POST.

(16) SMALL SIGNS ON BREAKAWAY HARDWARE ARE ACCEPTABLE.

(17) TOP OF RAIL HEIGHT IS 27" WHEN USING A SHORT RADIUS TERMINAL (CRT).

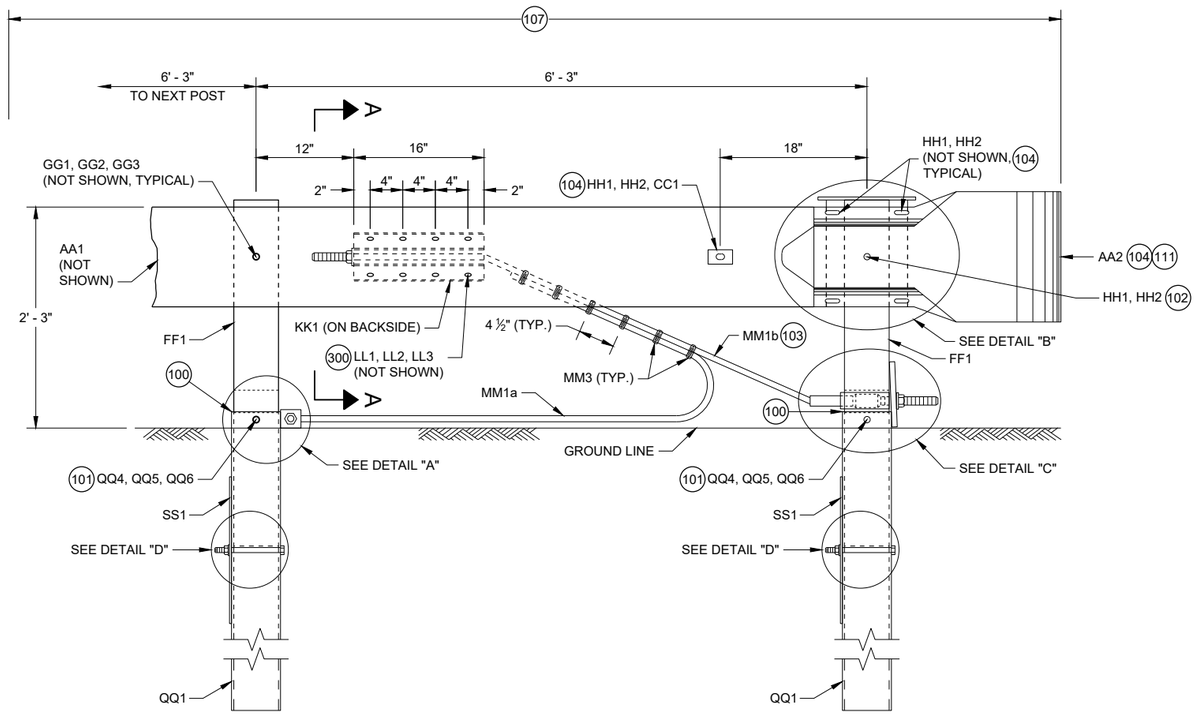
SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

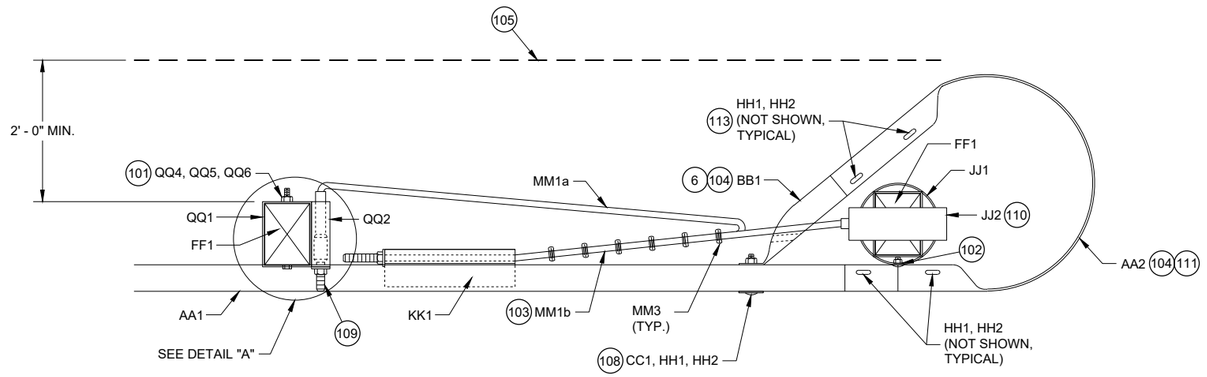
SDD 14B53 - 02a

SDD 14B53 - 02a



PROFILE VIEW

SHORT RADIUS TERMINAL



TOP VIEW

SHORT RADIUS TERMINAL

GENERAL NOTES

100 TOP OF FOUNDATION TUBE 2 INCHES MAXIMUM ABOVE FINISHED GROUND.

101 WASHERS REQUIRED BETWEEN BOLT HEAD AND FOUNDATION TUBE AND BETWEEN NUT AND FOUNDATION TUBE.

102 SPLICE BOLT AND NUT CONNECTS BEAM GUARD RAIL, W-BEAM SECTION BUFFER, AND STEEL PIPE ASSEMBLY. NO WASHER REQUIRED. SEE DETAIL "B".

103 CABLE IS TAUT.

104 ADJUST AA2 AND BB1 TO FIT.

105 BREAK POINT OF SHOULDER.

106 TACK WELD CABLE CONNECTOR TUBE PLATE TO CABLE CONNECTION TUBE. SEE DETAIL "A" PROFILE VIEW.

107 PAY LIMIT FOR BEAM GUARD.

108 SQUARE WASHER BETWEEN HEAD OF BOLT AND TRAFFIC FACE OF BEAM GUARD. ROUND WASHER REQUIRED BETWEEN NUT AND BB1.

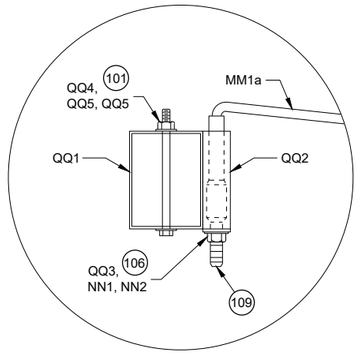
109 CUT OR PROVIDE THREADED STUD THAT IS FLUSH WITH FACE OF BEAM GUARD RAIL KK1 (PLUS OR MINUS ½" TOLERANCE). DEBURR AFTER CUTTING.

110 SEE STEEL PIPE ASSEMBLY DETAILS.

111 ATTACH UU2 WITH UU3. SHOP APPLY UU1 TO UU2.

112 FOUR (4) HH1 AND HH2 REQUIRED TO ATTACH AA1 TO AA2.

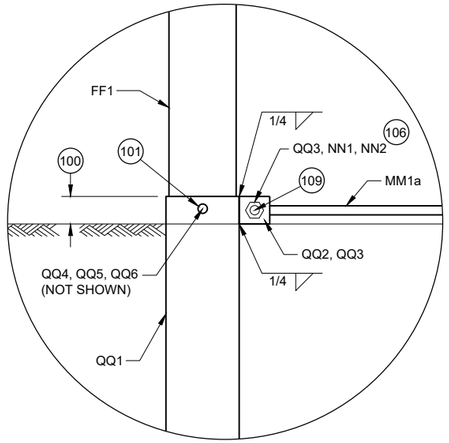
113 FOUR (4) HH1 AND HH2 REQUIRED TO ATTACH AA2 TO BB1.



TOP VIEW

DETAIL "A"

(WOOD BREAKAWAY AND BEAM GUARD RAIL POSTS NOT SHOWN)



PROFILE VIEW

DETAIL "A"

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

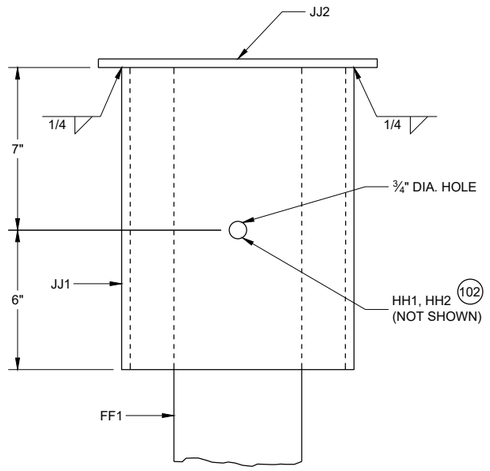
SDD 14B53 - 02b

6

SDD 14B53 - 02b

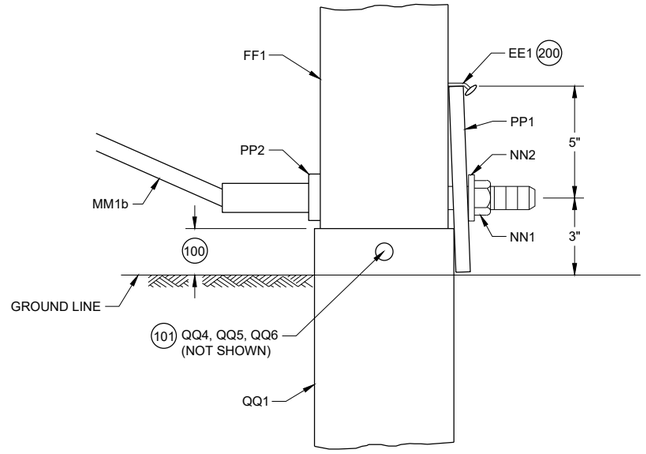
GENERAL NOTES

(200) TWO (2) NAILS SPACED 4 INCHES CENTER TO CENTER.



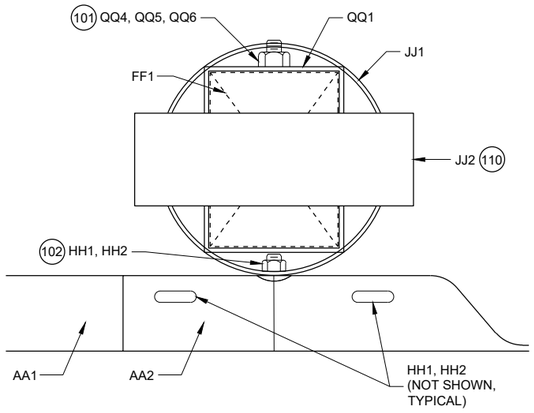
PROFILE VIEW

DETAIL "B"
STEEL PIPE ASSEMBLY
(BEAM GUARD AND W BEAM END SECTION NOT SHOWN)



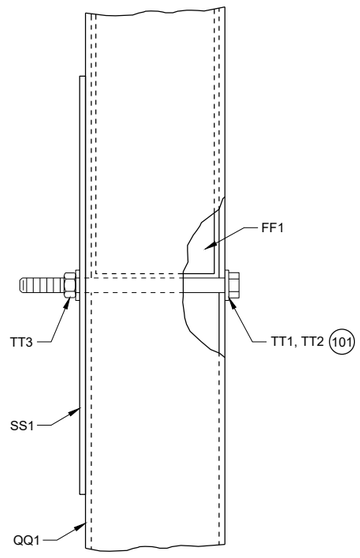
PROFILE VIEW

DETAIL "C"



PLAN VIEW

DETAIL "B"
STEEL PIPE ASSEMBLY



PROFILE VIEW

DETAIL "D"

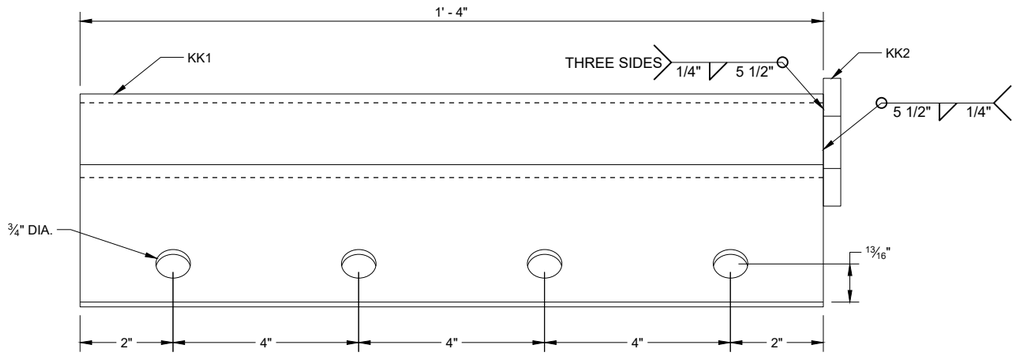
SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

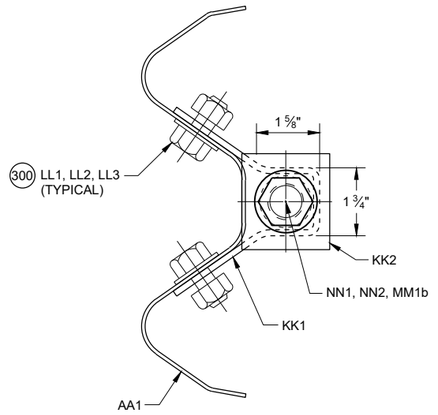
6

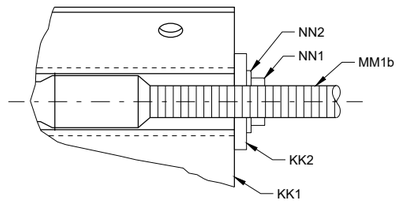
SDD 14B53 - 02c

GENERAL NOTES

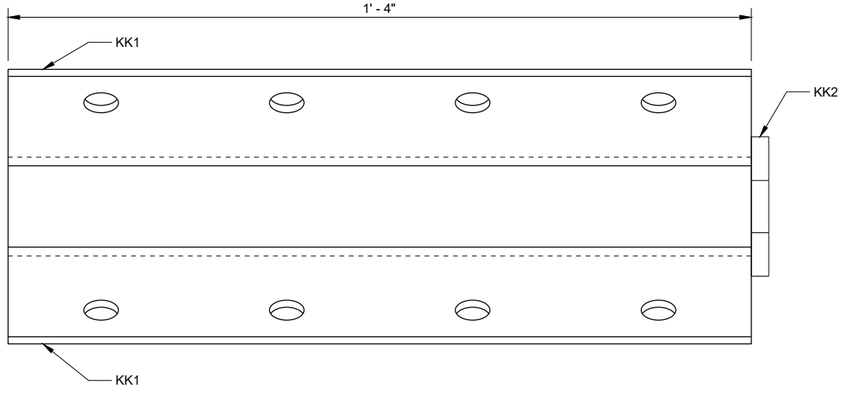
(300) WASHERS REQUIRED BETWEEN BOLT HEAD AND BEAM GUARD RAIL AND BETWEEN NUT AND ANCHOR BRACKET. EIGHT (8) LL1 AND LL3 REQUIRED. SIXTEEN (16) LL2 REQUIRED.

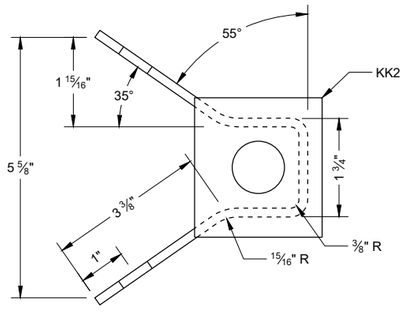




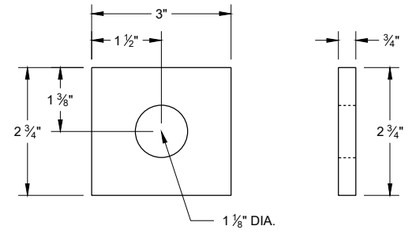


SECTION A - A





ANCHOR BRACKET (KK1, KK2)



ANCHOR BRACKET BEARING PLATE (KK2)

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

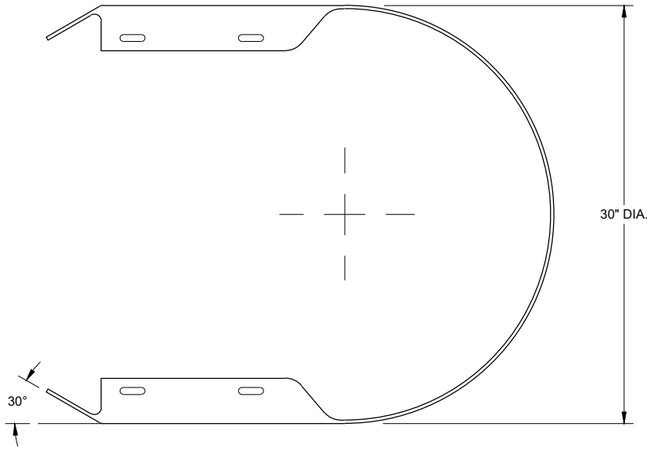
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 14B53 - 02d

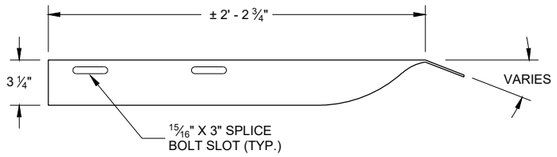
GENERAL NOTES

(400) CROSS SECTION OF PART IS TO FIT OVER AA1 .

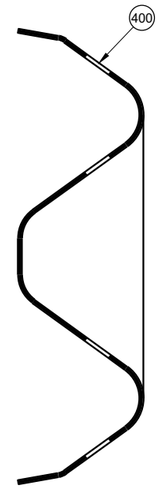
(401) CROSS SECTION OF PART IS TO FIT OVER OR UNDER AA1 .



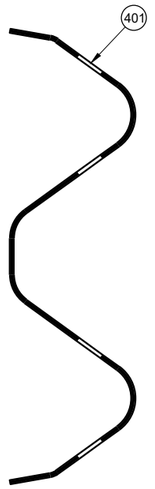
TOP VIEW



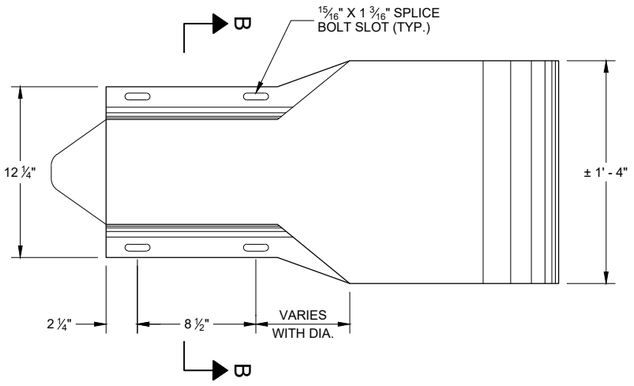
TOP VIEW



SECTION B -B

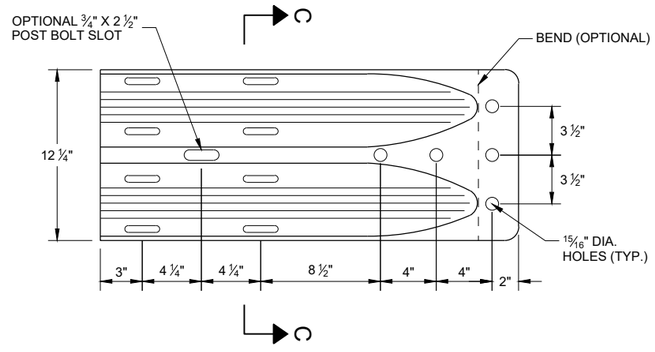


SECTION C -C



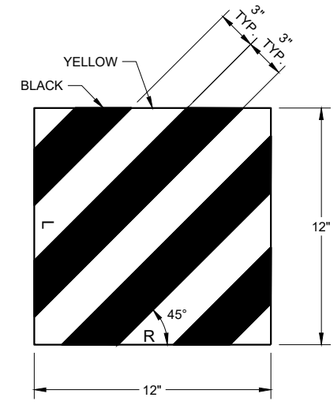
PROFILE VIEW

W BEAM
END SECTION BUFFER (AA2)



PROFILE VIEW

W BEAM
TERMINAL CONNECTOR (BB1)



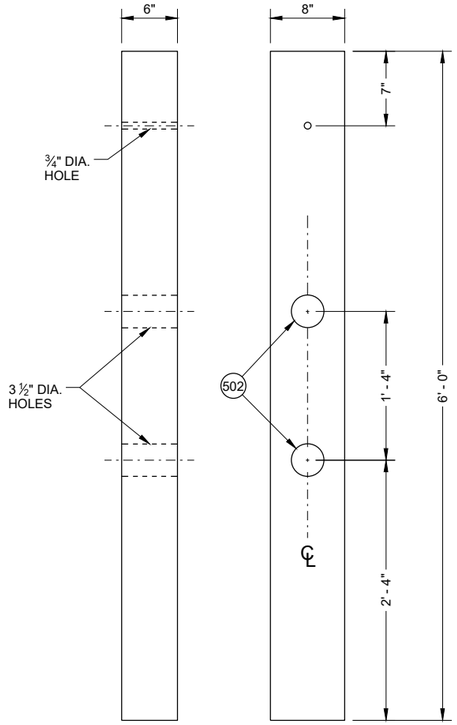
REFLECTIVE SHEETING (UU1, UU2)

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

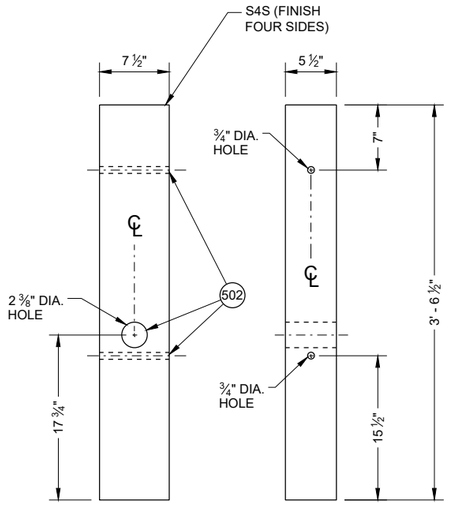
6

SDD 14B53 - 02e



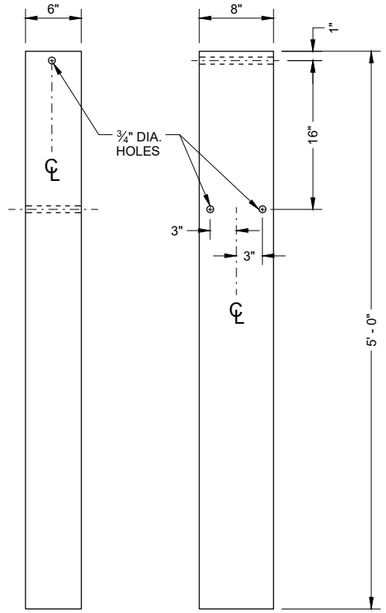
FRONT VIEW SIDE VIEW

CONTROLLED RELEASE POST (CRT) (DD2)



FRONT VIEW SIDE VIEW

WOOD BREAKAWAY POST (FF1)



FRONT VIEW SIDE VIEW

FOUNDATION TUBE (QQ1) (500)

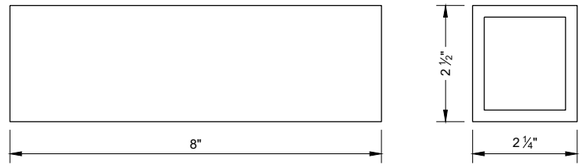
GENERAL NOTES

(500) SEE DETAIL "D" FOR LOCATION AND ATTACHMENT OF SS1.

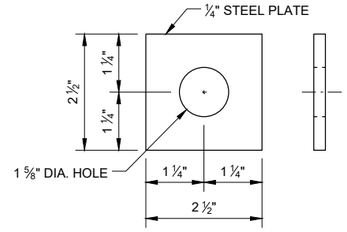
(501) FOR MM1a THREADED STUD ONLY REQUIRED ON ONE END. SWAGED FITTING REQUIRED.

(502) LOCATE HOLES ON THE CENTERLINE OF THE SIDE OF THE POST.

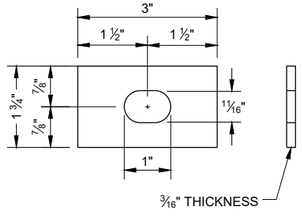
(503) MM1a MAY HAVE ONE THREADED STUD 4 INCHES LONG. SEE NOTE (109).



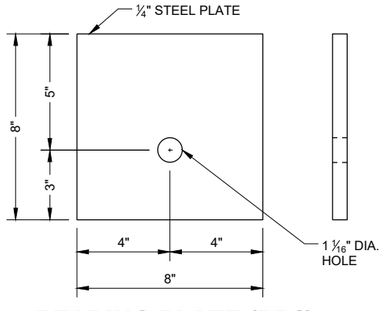
FOUNDATION TUBE - ANCHOR CABLE TUBE (QQ2)



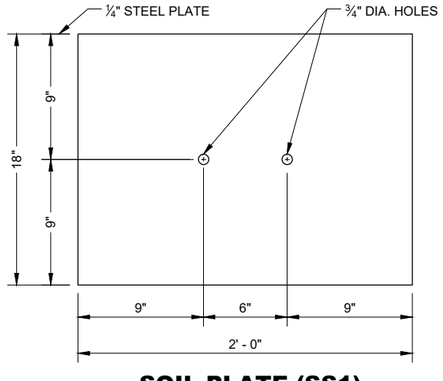
ANCHOR CABLE TUBE END PLATE (QQ3)



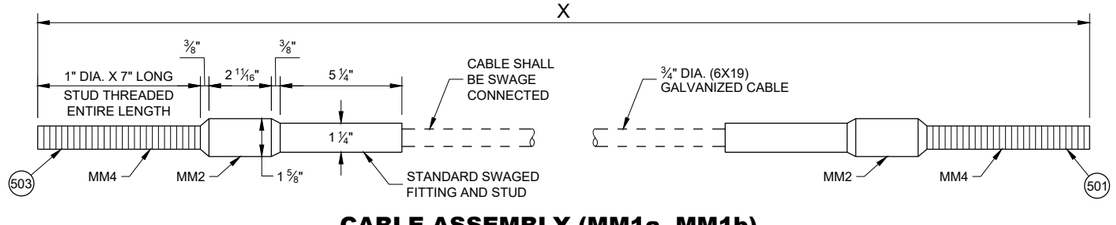
RECTANGULAR PLATE WASHER (CC1)



BEARING PLATE (PP1)



SOIL PLATE (SS1)



CABLE ASSEMBLY (MM1a, MM1b)

"X" LENGTH

MM1b	9' - 0"
MM1b	6' - 8"

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B53 - 02f

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
A1	BEAM GUARD RAIL	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
A2	BEAM GUARD RAIL - SHOP BENT	INDICATE ON BACK OF RAIL THE RADIUS THAT RAIL WAS BENT TO. SHOP BEND RADIUS IS TO THE NEAREST FOOT. FOLLOW AASHTO M180 ON HOW TO MARK RADIUS INFORMATION.	
		AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
B1	BLOCK - WOOD	WISDOT SPEC. 614	SEE SDD 14B42
C1	NAIL	ASTM A153 HOT DIP CLASS D	
		ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEAD)	
D1	POST-STRONG POST-WOOD	WISDOT SPEC. 614	SEE SDD 14B42
D2	POST-CRT-WOOD	WISDOT SPEC. 614	
E1	POST BOLT	ASTM A307 GRADE A OR SAE J429 GRADE 2	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
E2	POST BOLT - WASHER	ASTM F436 TYPE 1 (HARDEN TYPICALLY USED WITH STEEL) OR ASTM F844 (UNHARDENED TYPICALLY WITH WOOD)	5/8" DIA.
		GALV. AASHTO M111 / ASTM A 123 OR GALV. HOT DIP. TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
E3	POST BOLT - NUT	AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		ASTM A563 GRADE A HEAVY HEX HEAD	
F1	SPLICE BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		ASTM A307 GRADE A OR SAE J429 GRADE 2	
		UNC	
		AASHTO M180	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
F2	SPLICE BOLT - NUT	ASTM A563 GRADE A	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C/ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
G1	LAG SCREW	ASTM A308 GRADE A ASTM A153 CLASS D	1/2" DIA. 6" LONG
H1	DELINEATOR - BEAM GUARD		SEE SDD 14B42 FOR MORE INFORMATION
H2	DELINEATION - SHEETING	YELLOW OR WHITE	
		WISDOT SPEC 637 TYPE SH	
		APPROVED PRODUCT LIST	
J1	FOUNDATION BACKFILL	STANDARD SPEC. 614	
AA1	BEAM GUARD RAIL - PUNCHED	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
AA2	BEAM GUARD RAIL - END SECTION BUFFER	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
BB1	BEAM GUARD RAIL - TERMINAL CONNECTOR MODIFIED	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
CC1	SHORT RADIUS - SQUARE WASHER	AASHTO M180	
		GALV. AASHTO M111 / ASTM A123	
EE1	NAIL	ASTM A153 HOT DIP CLASS D	
		ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEADED)	
FF1	POST - BCT - WOOD	S4S FINISH ON 4 SIDES	
		WISDOT SPEC. 614	
GG1	POST BOLT	ASTM A307 GRADE A OR SAE J429 GRADE 2	3/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C/ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		UNC	
GG2	POST BOLT - WASHER	ASTM F436 TYPE 1 (HARDEN TYPICALLY USED WITH STEEL) OR ASTM F844 (UNHARDENED TYPICALLY WITH WOOD)	3/8" DIA.
		GALV. AASHTO M111 / ASTM A 123 OR GALV. HOT DIP. TO AASHTO M232 CLASS C/ASTM A153 CLASS C / ASTM F2329	

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

6

SDD 14B53 - 02g

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
GG3	POST BOLT - NUT	ASTM A563 GRADE A	⅜" DIA. SEE 14B42 FOR GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		ASTM A563 GRADE A HEAVY HEX HEAD	
HH1	SPLICE BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	⅜" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		ASTM A307 GRADE A OR SAE J429 GRADE 2	
		UNC	
		AASHTO M180 HEAD GEOMETRY	
HH2	SPLICE BOLT - NUT	ASTM A563 GRADE A	⅜" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
JJ1	PIPE - STEEL	ASTM A53 GALVANIZED GRADE B SCHEDULE 40	10" O.D.
JJ2	TOP PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	DIMENSIONS ⅜" X 4" X 1' - 0"
		GALV. AASHTO M111 / ASTM A123	
KK1	ANCHOR BRACKET	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
KK2	ANCHOR BRACKET - BEARING PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
LL1	ANCHOR BRACKET - BOLT	ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	⅝" DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
LL2	ANCHOR BRACKET - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	⅝" DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
LL3	ANCHOR BRACKET - NUT	ASTM A563 GRADE A	⅝" DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
MM1a	ANCHOR CABLE	AASHTO M30 / ASTM A741 INDEPENDENT WIRE CORE (IWRC) OR WIRE STRAND CORE (WCS), IMPROVED PLOW STEEL (IPS), 6X19, TYPE II OR IIc CLASS C ZINC COATED	
MM1b	ANCHOR CABLE	AASHTO M30 / ASTM A741 INDEPENDENT WIRE CORE (IWRC) OR WIRE STRAND CORE (WCS), IMPROVED PLOW STEEL (IPS), 6X19, TYPE II OR IIc CLASS C ZINC COATED	
MM2	ANCHOR CABLE - SWAGE FITTING	ASTM A576 GRADE 1035	
		SWAGE FITTINGS ARE TO BE FACTORY SWEDGED. WITH A BREAKING STRENGTH 40,000 LBS.	
		GALV. AASHTO M111 / ASTM A123	
		ASME B30.26 FORGED, CAST, OR DIE STAMPED WITH THE FOLLOWING INTO CONNECTION: NAME OF MANUFACTURER OR TRADEMARK OF CONNECTION'S MANUFACTURER, SIZE OR RATED LOAD, GRADE.	
MM3	WIRE ROPE CABLE CLAMPS	FF-C-450D TYPE 1 CLASS 1	¾"
		ASTM A153 HOT DIP CLASS D	
MM4	ANCHOR CABLE - SWAGE FITTING - STUD	ASTM F3125 GRADE A325 TYPE 1 OR SAE GRADE 5 OR ASTM A449 TYPE 1 HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
NN1	ANCHOR CABLE - NUT	ASTM A563 GRADE A	1" DIA.
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
NN2	ANCHOR CABLE - NUT - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	1" DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
PP1	BEARING PLATE AT POST	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
PP2	PIPE - STEEL	ASTM A53 GALVANIZED GRADE B SCHEDULE 40	2" DIA. x 6" LONG
QQ1	FOUNDATION TUBE	ASTM A500 GRADE B	8" X 6" X 3/16"
		GALV. AASHTO M111 / ASTM A123	
QQ2	SHORT RADIUS - FOUNDATION TUBE - ANCHOR CABLE - TUBE	ASTM A500 GRADE B	DIMENSIONS 2 1/2" X 2 1/4" X 1/4" X 8"
		GALV. AASHTO M111 / ASTM A123	
QQ3	SHORT RADIUS - SOIL TUBE - ANCHOR CABLE - TUBE - END PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	DIMENSIONS 2 1/2" X 2 1/2" X 1/4"
		GALV. AASHTO M111 / ASTM A123	
QQ4	GROUND STRUT AND YOKE - BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8 DIA.
		ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	
		UNC	
QQ5	GROUND PLATE AND YOKE - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	5/8 DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
QQ6	GROUND STRUT AND YOKE - NUT	HEAVY HEX	5/8 DIA.
		UNC	
		ASTM A563 GRADE A	
		OVER TAPPED NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
SS1	SOIL PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / A123	
TT1	SOIL PLATE - BOLT	ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	5/8 DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
TT2	SOIL PLATE - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	5/8 DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
TT3	SOIL PLATE - NUT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8 DIA.
UU1	OBJECT MARKER - SHEETING	MUTCD / WISDOT OBJECT MARKER TYPE 3	PATTERN AND COLOR FOR SHEETING. SHEETING TYPE FOR MARKER.
		WISDOT SPEC 637 TYPE F	
		APPROVED PRODUCT LIST	
UU2	OBJECT MARKER - ALUMINUM PLATE	WISDOT SPEC 637 ALUMINUM PLATE	MATERIAL AND THICKNESS OF MATERIALS
UU3	OBJECT MARKER - SCREWS	STAINLESS SELF-TAPPING SCREWS	
VV1	FOUNDATION BACKFILL	WISDOT SPEC 614	

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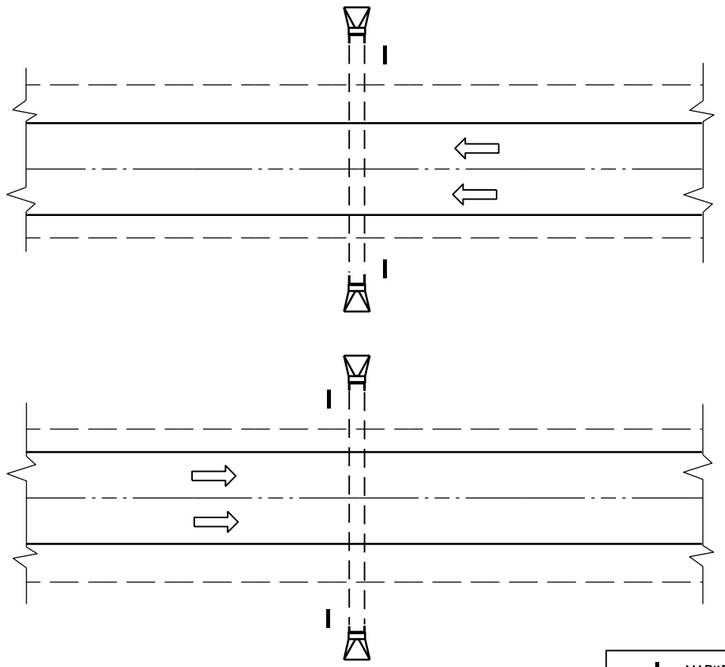
SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

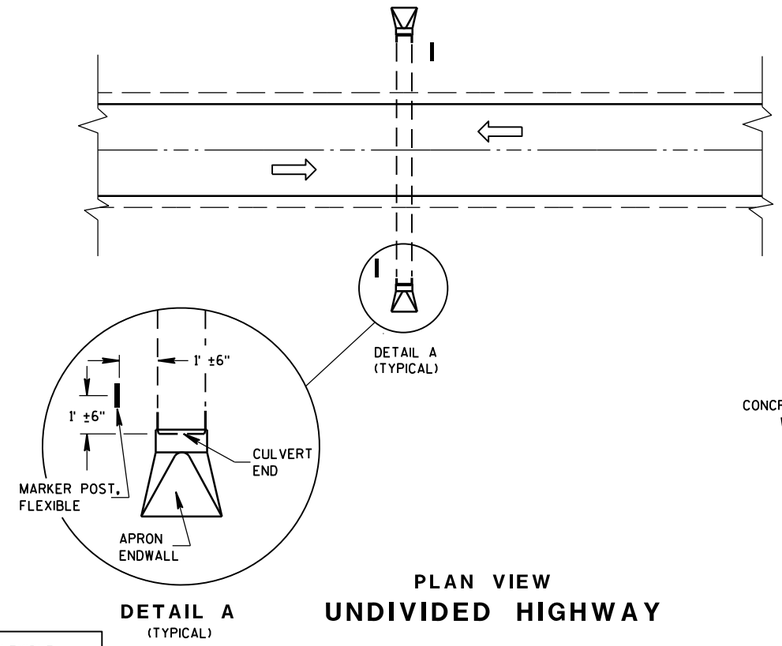
APPROVED
May 2022 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

SDD 14B53 - 02i



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

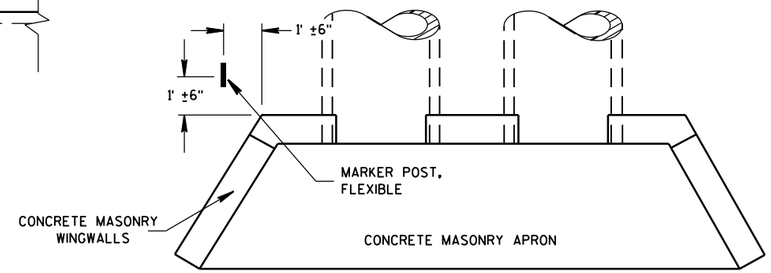
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

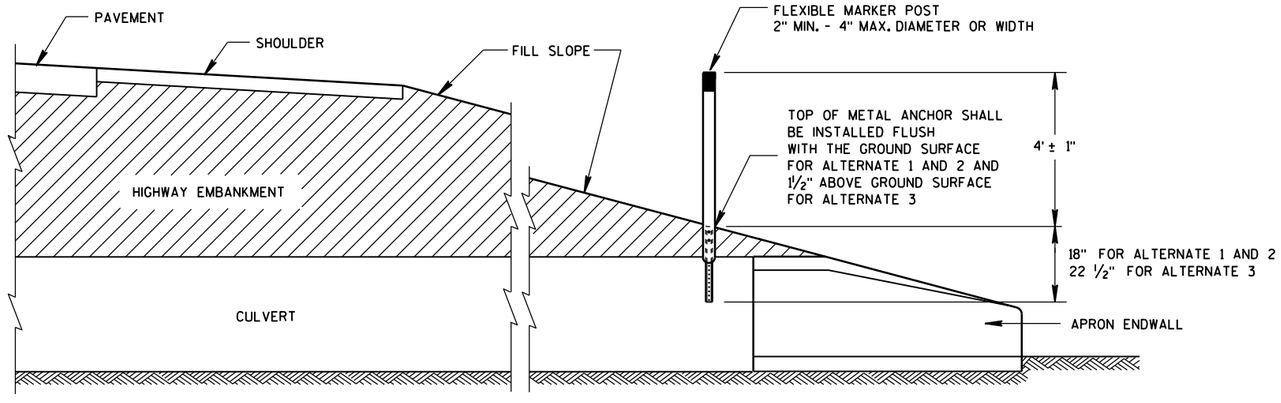
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



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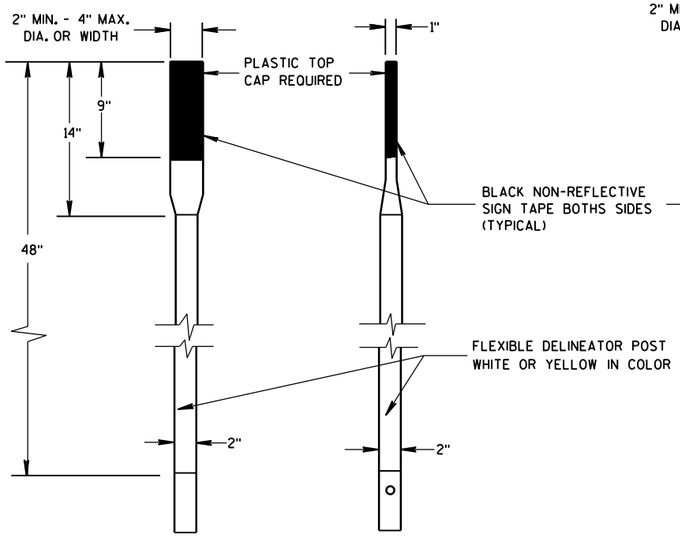
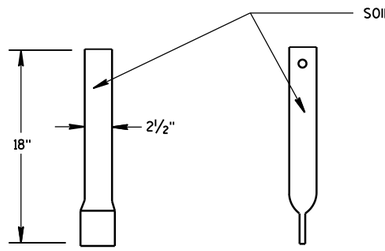
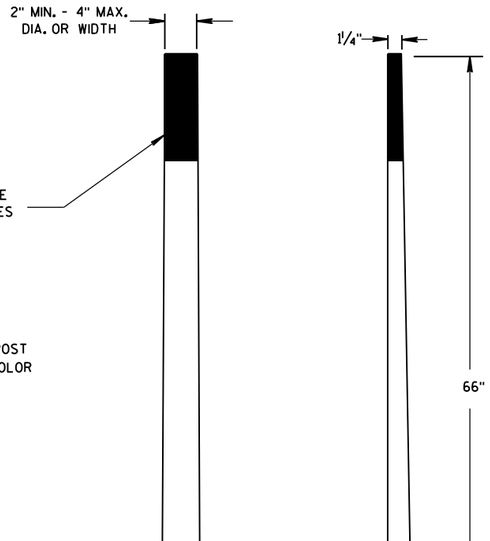
S.D.D. 15 A 3-2a





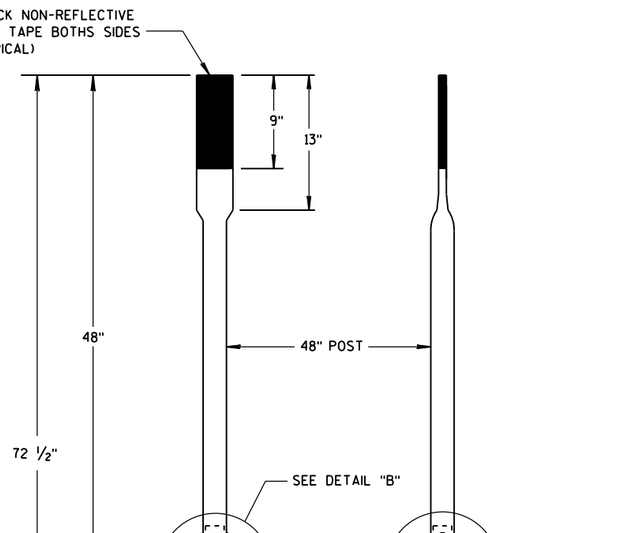
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

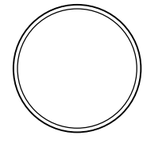
ALTERNATE 2



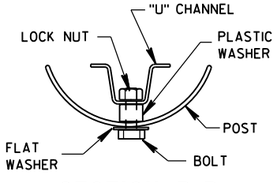
FRONT VIEW SIDE VIEW

ALTERNATE 3

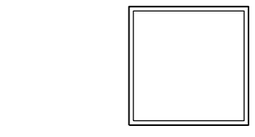
FLEXIBLE MARKER POSTS



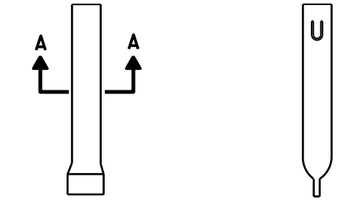
SECTION A-A



SECTION B-B

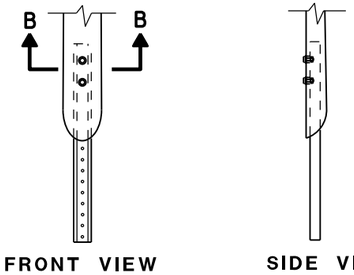


SECTION C-C



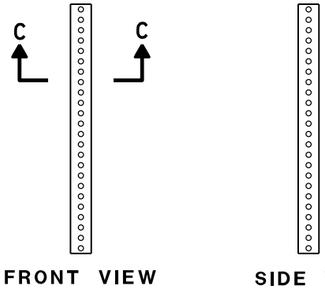
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

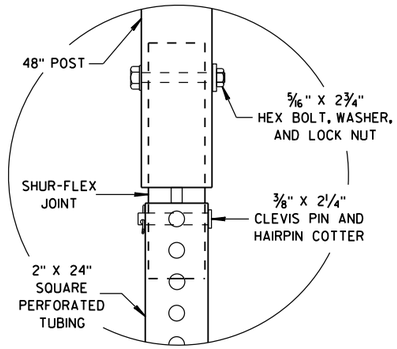
ALTERNATE 2



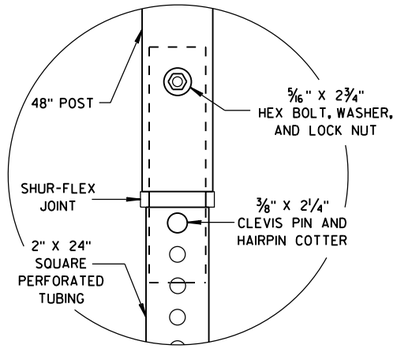
FRONT VIEW SIDE VIEW

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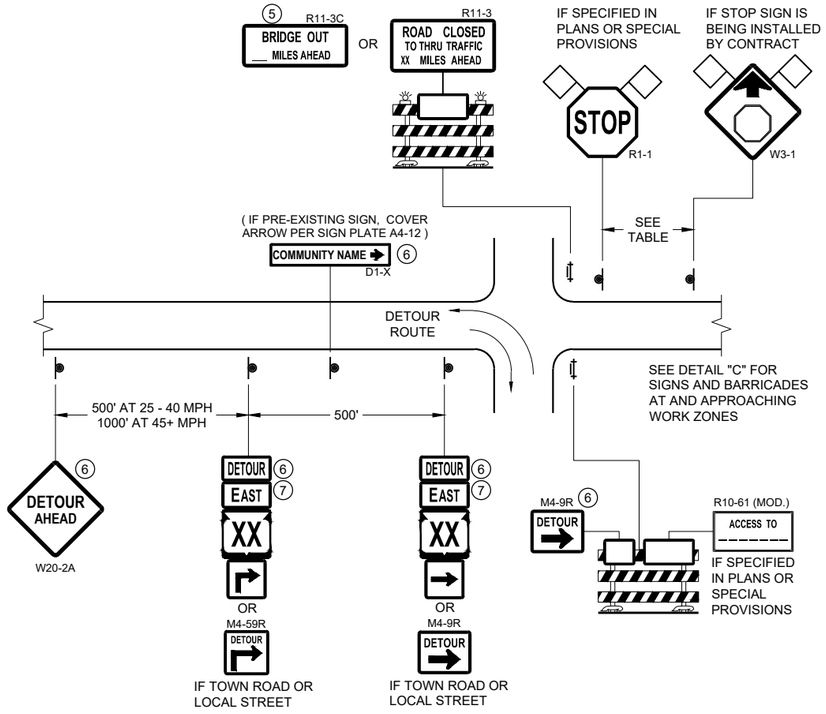
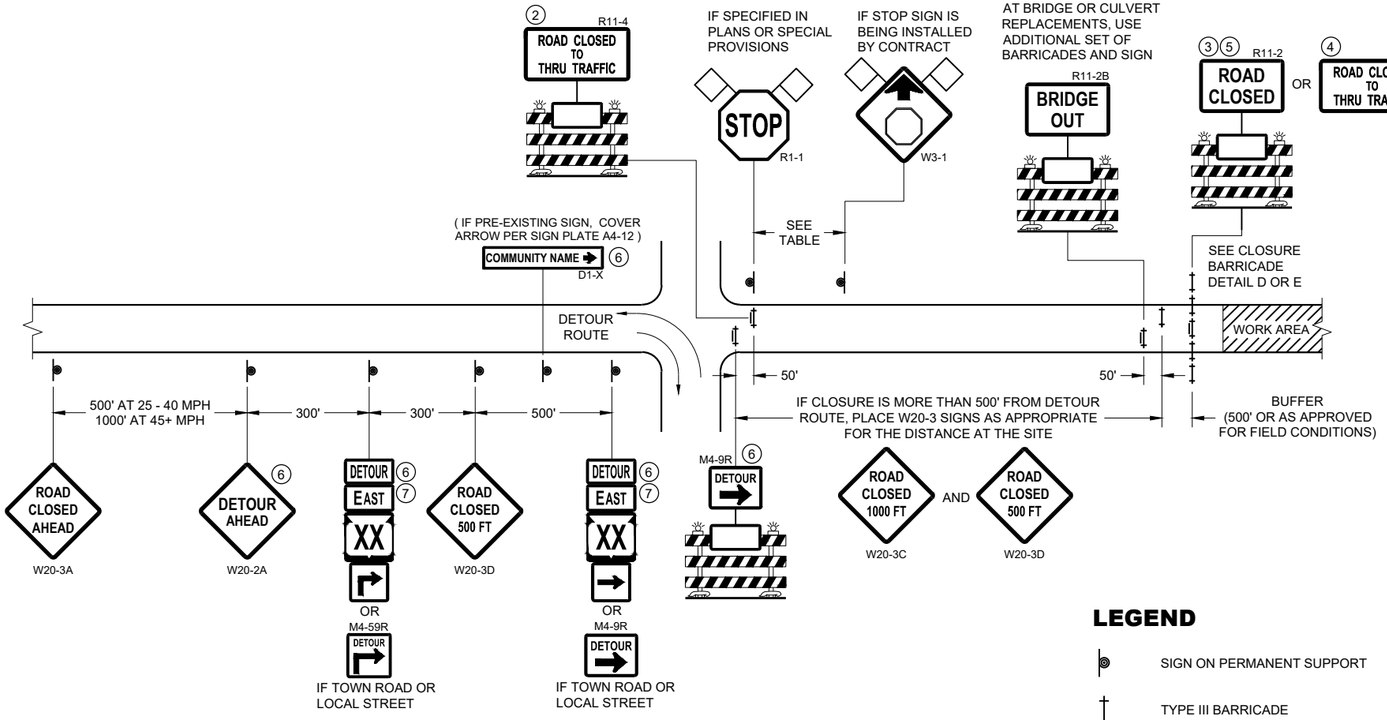
S.D.D. 15 A 3-2b



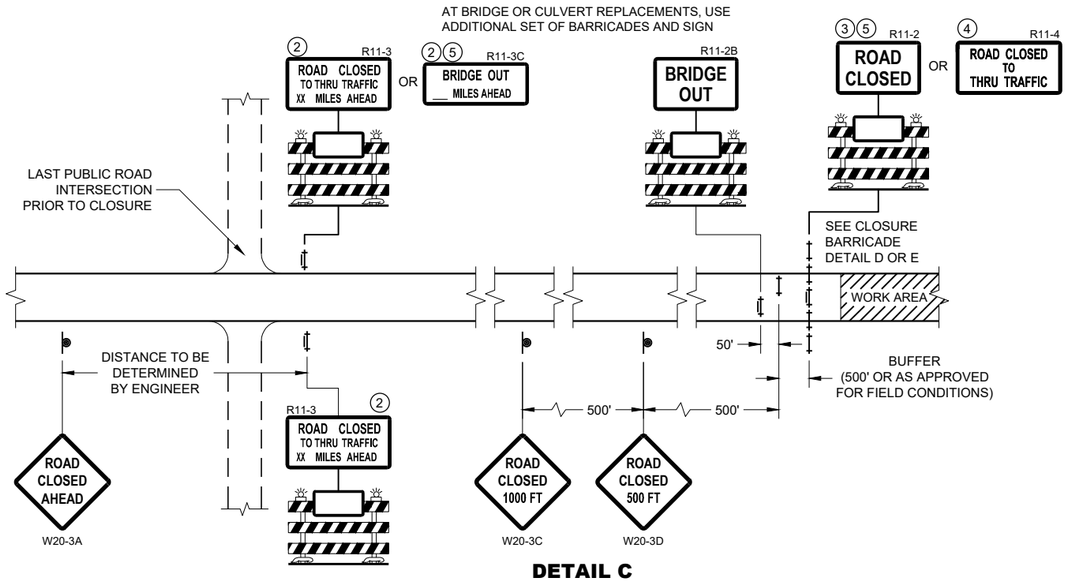
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

LEGEND

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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

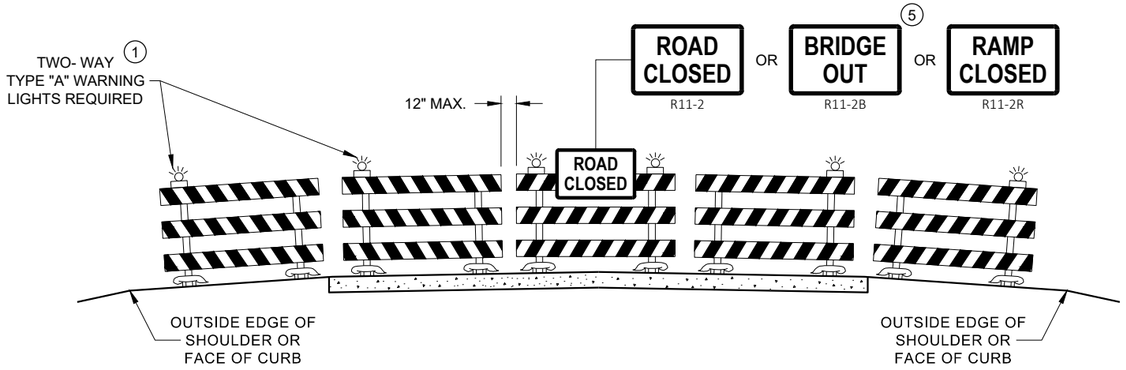
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

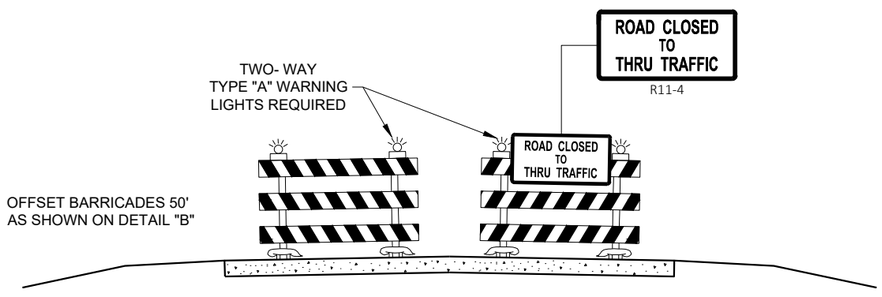
FHWA

6

SDD 15C02 - 09a



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
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

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SDD 15C02 - 09b

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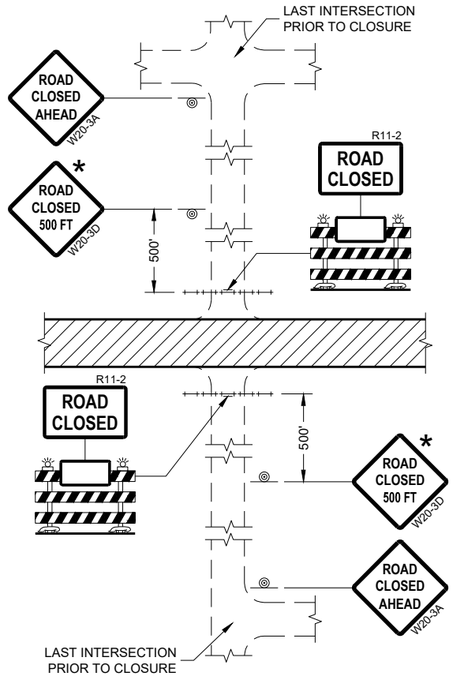
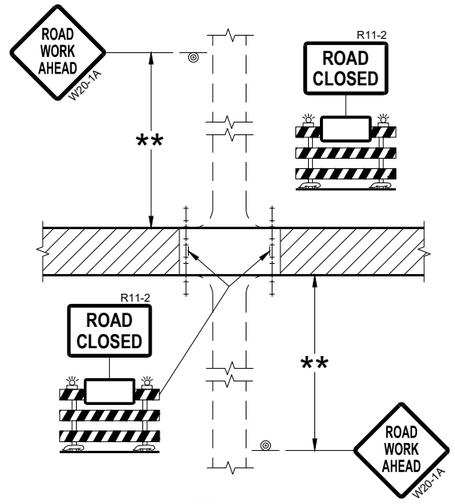
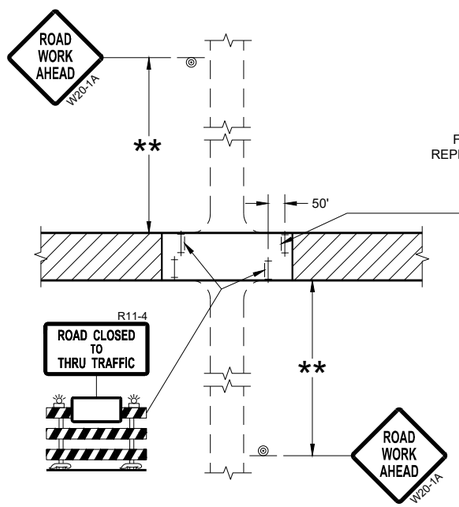
SDD 15C02 - 09b



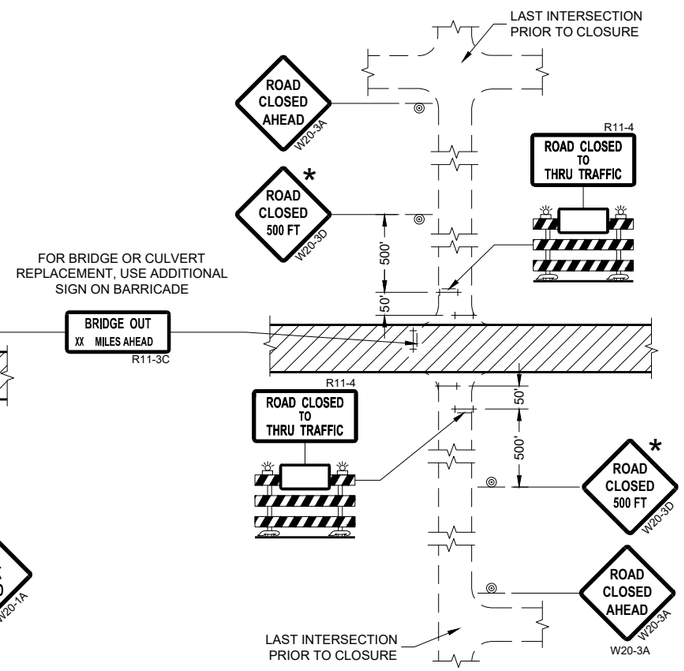
DETAIL 1
(NO ACCESS TO PROJECT)



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



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



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C03 - 05

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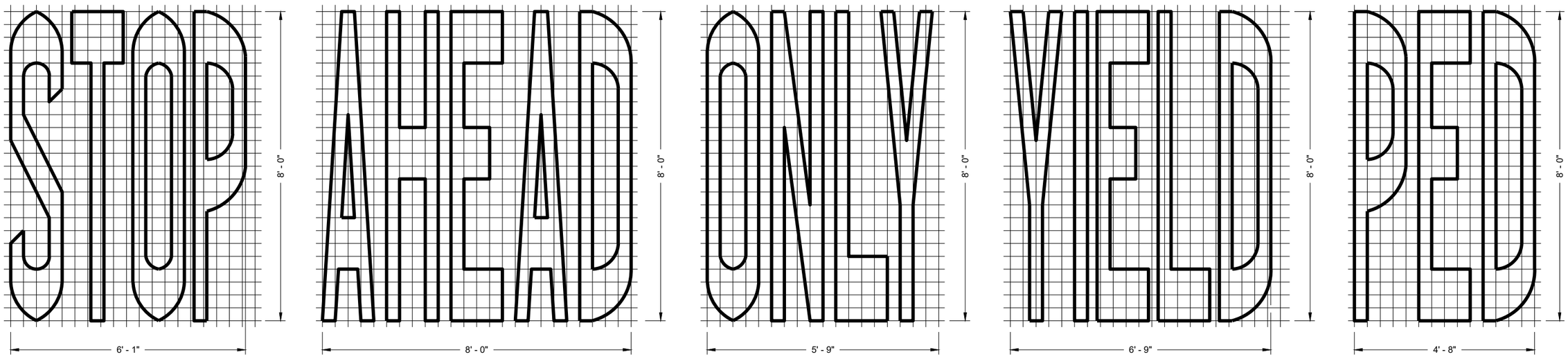
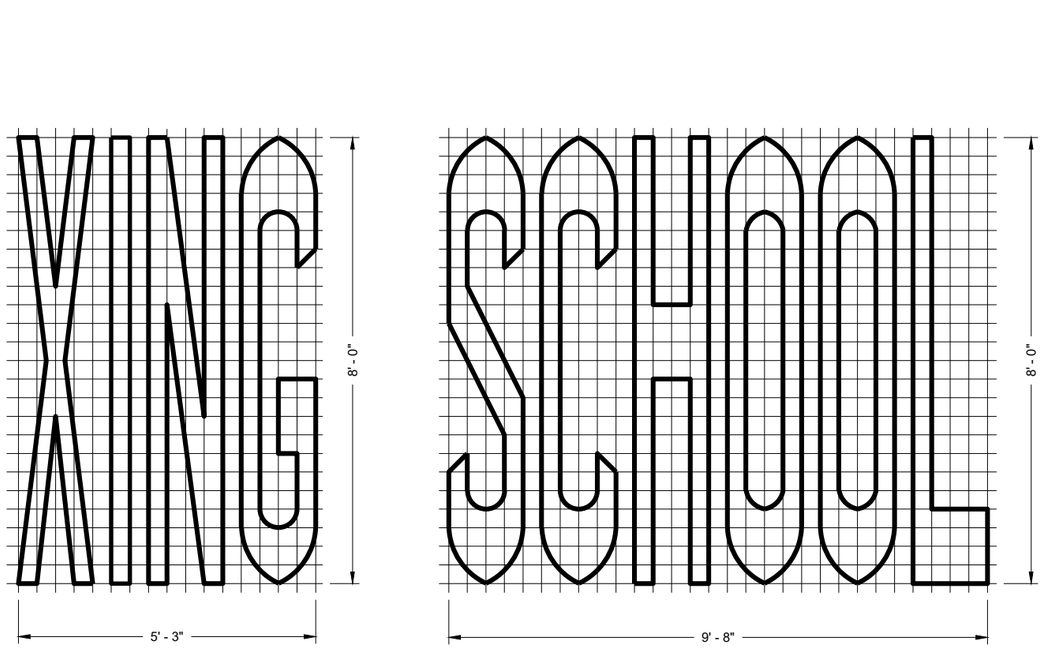
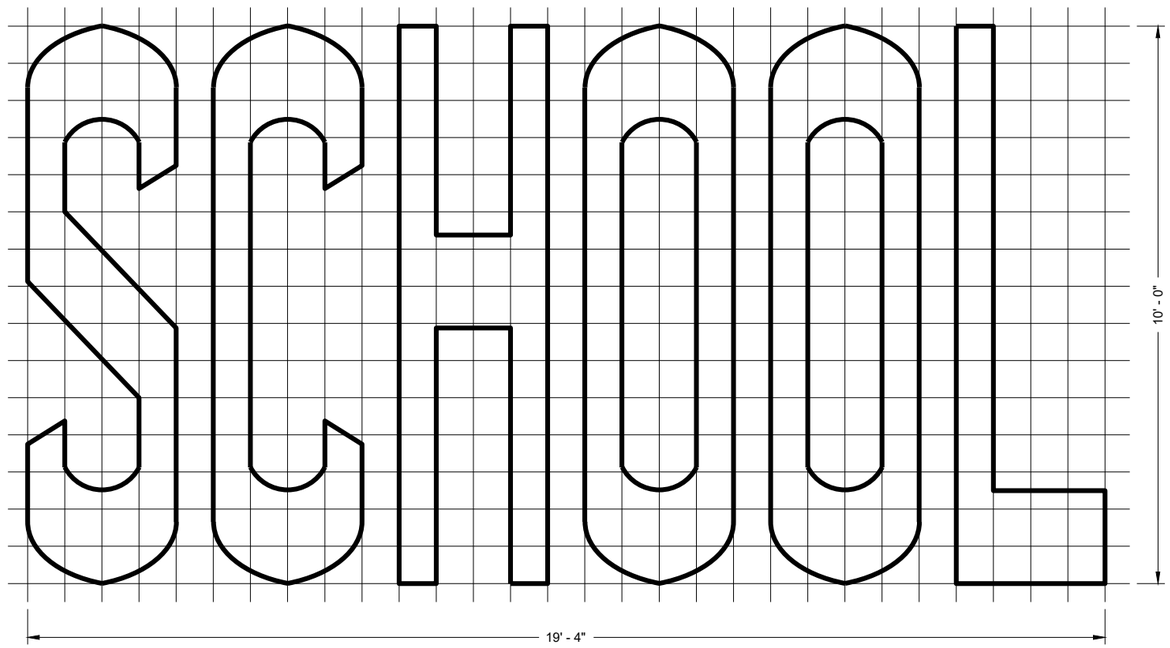
SDD 15C03 - 05





SINGLE LANE



TWO - LANE

GENERAL NOTES

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

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

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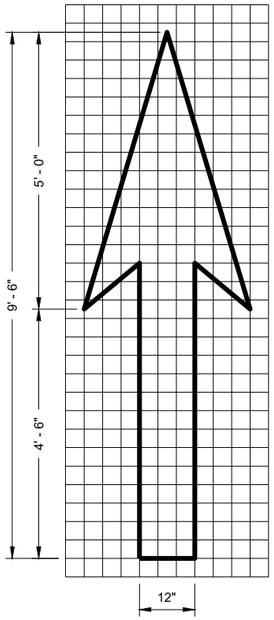
SDD 15C07 - 15b

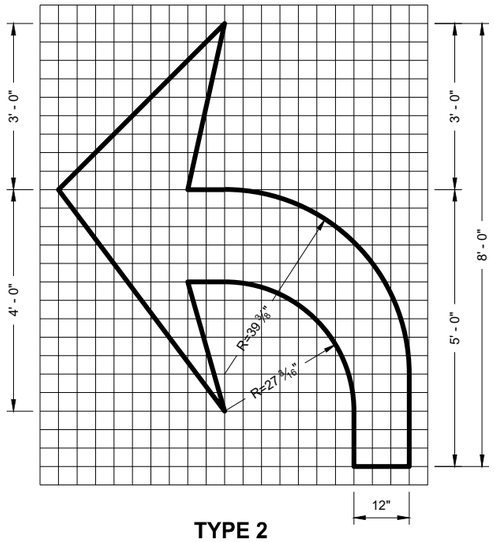
SDD 15C07 - 15b

GENERAL NOTES

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



TYPE 1



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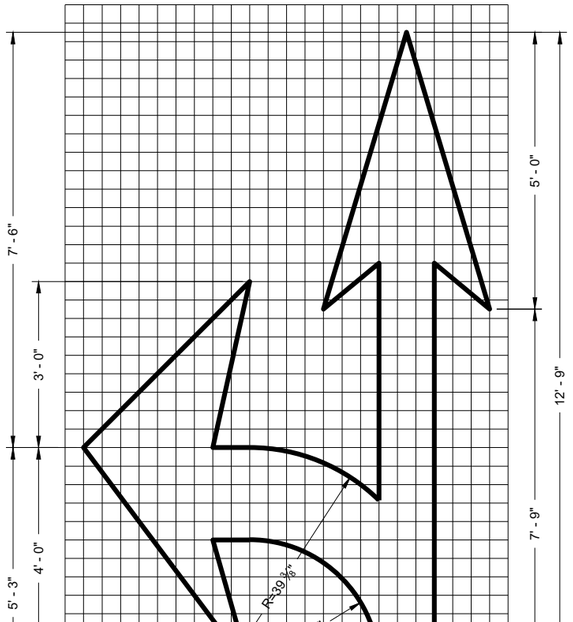

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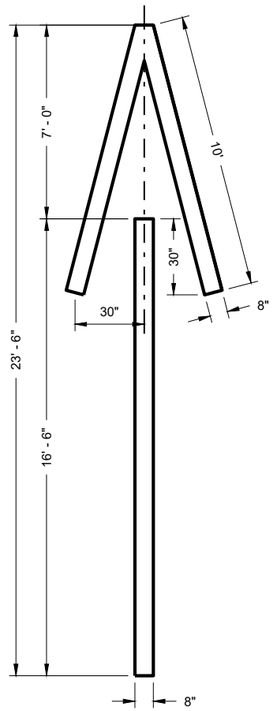
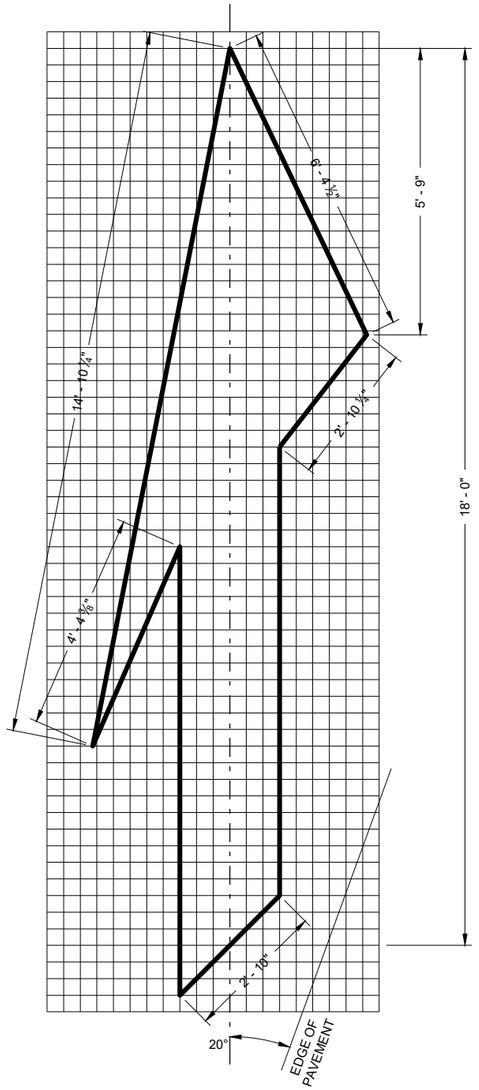
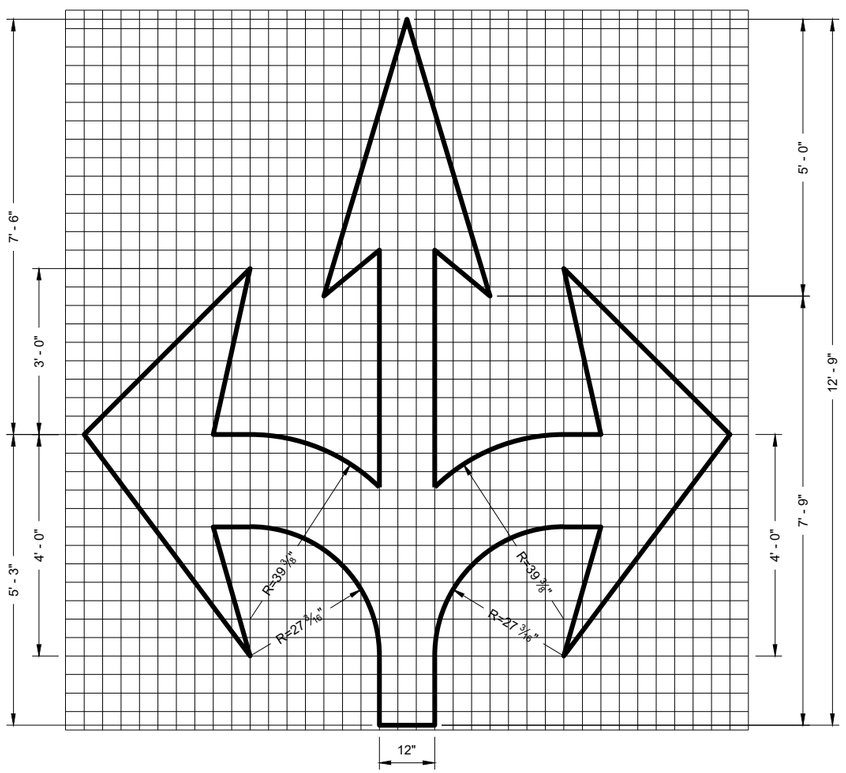


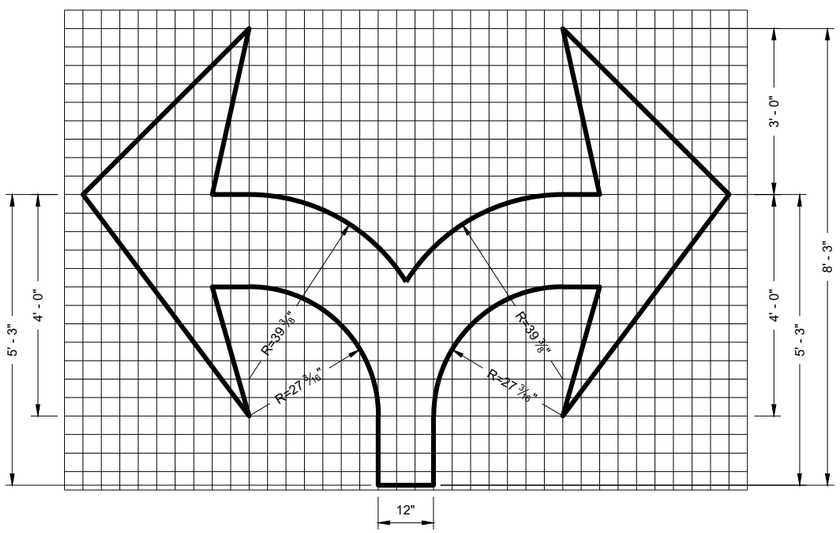
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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SDD 15C07 - 15c

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* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

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

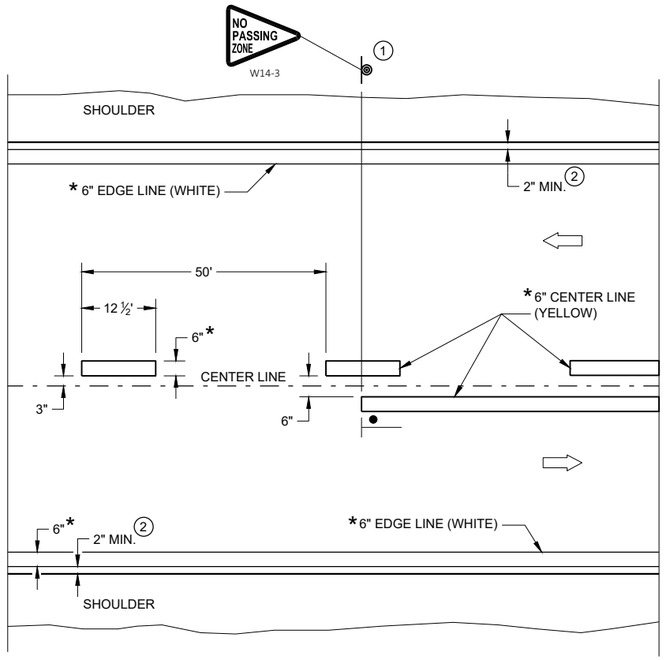
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

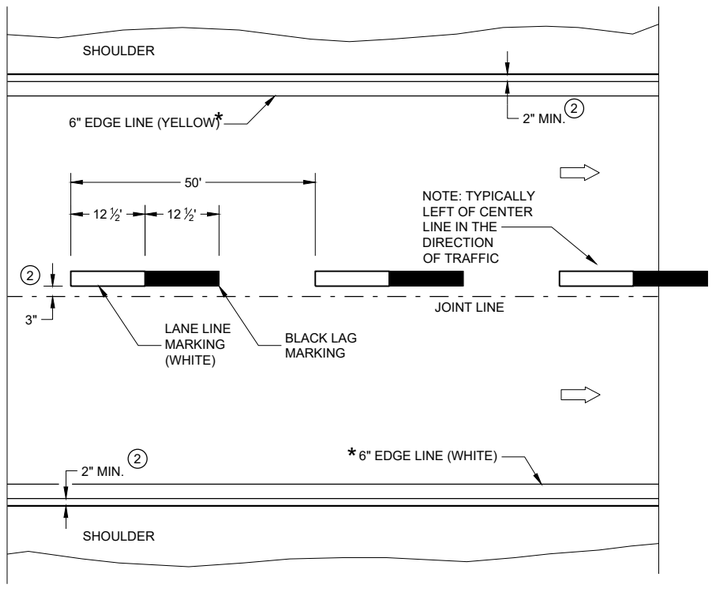
"T" MARKING

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 2023 — DATE
/S/ Jeannie Silver — STATEWIDE SIGNING AND M ENGINEER

FHWA

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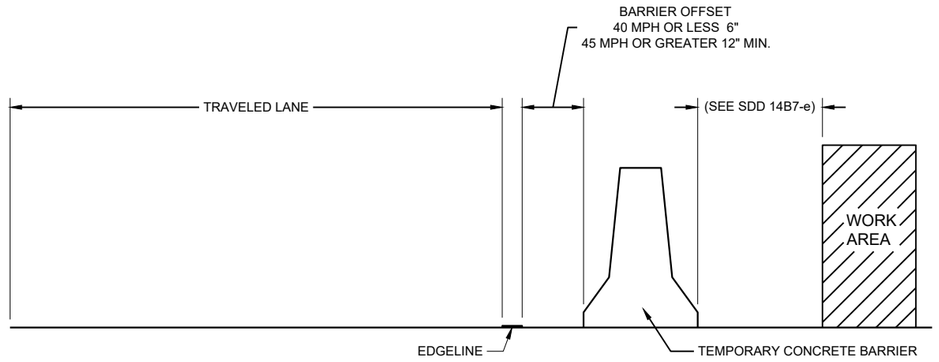
SDD 15C08-23a



TEMPORARY BARRIER OFFSET FROM EDGELINE

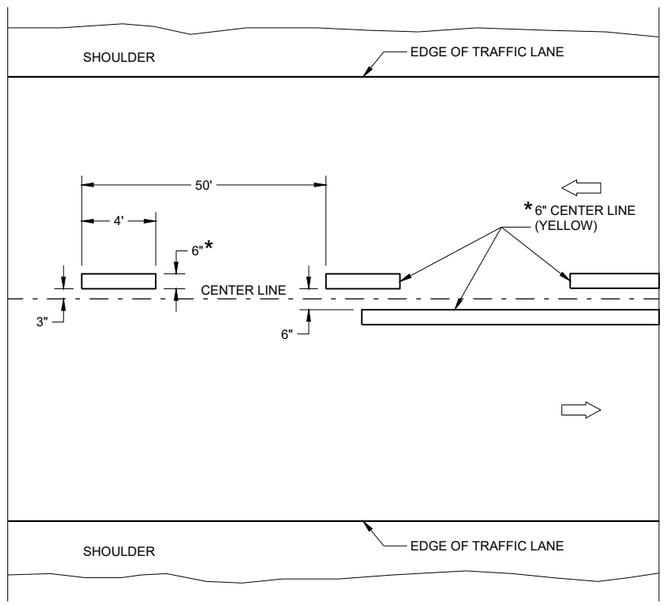
GENERAL NOTES

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

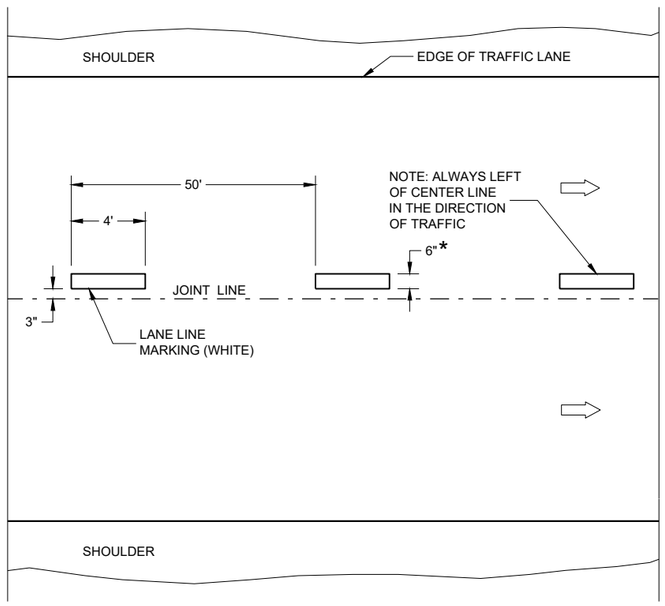
LEGEND

⇨ DIRECTION OF TRAFFIC

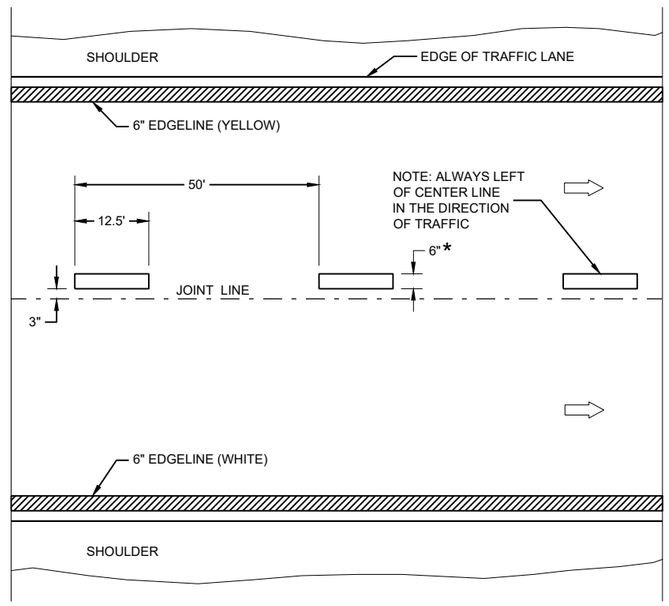
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — STATEWIDE SIGNING AND M ENGINEER

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SDD 15C08-23b

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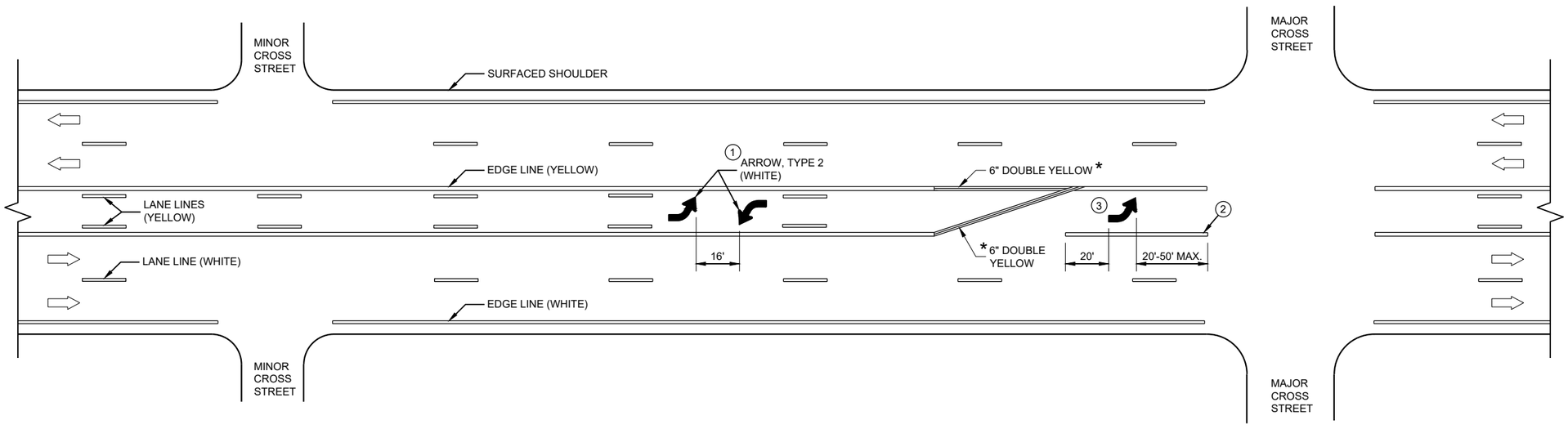
SDD 15C08-23b

GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 10" WHITE
3. TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

⇨ DIRECTION OF TRAFFIC

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY LEFT TURN LANE

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SDD 15C08-23c

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA· 130

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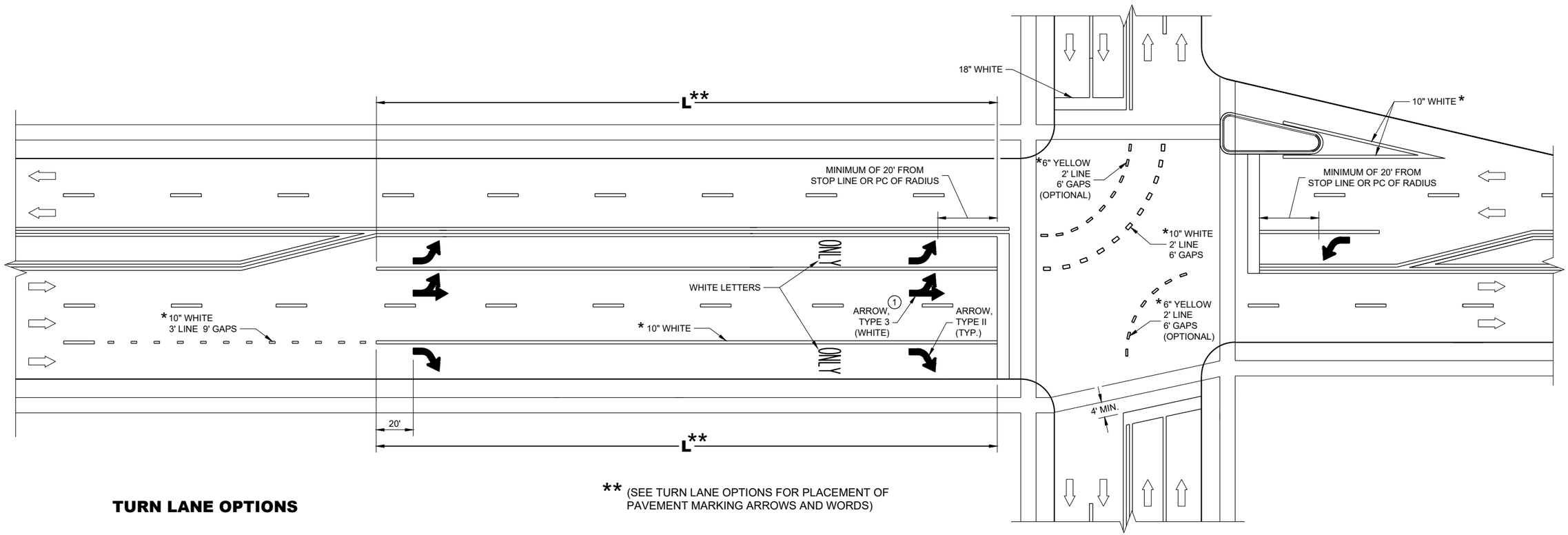
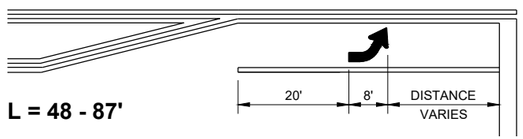
SDD 15C08-23c



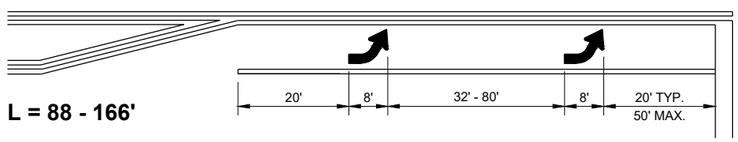
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

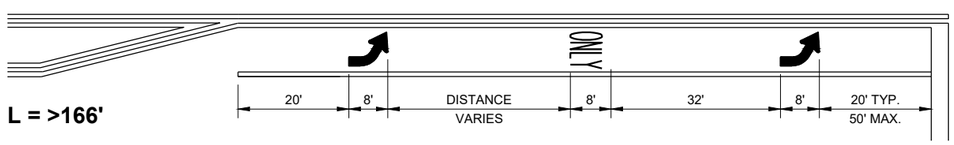
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

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

DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

PAVEMENT MARKING (TURN LANES)

SDD 15C08-23d

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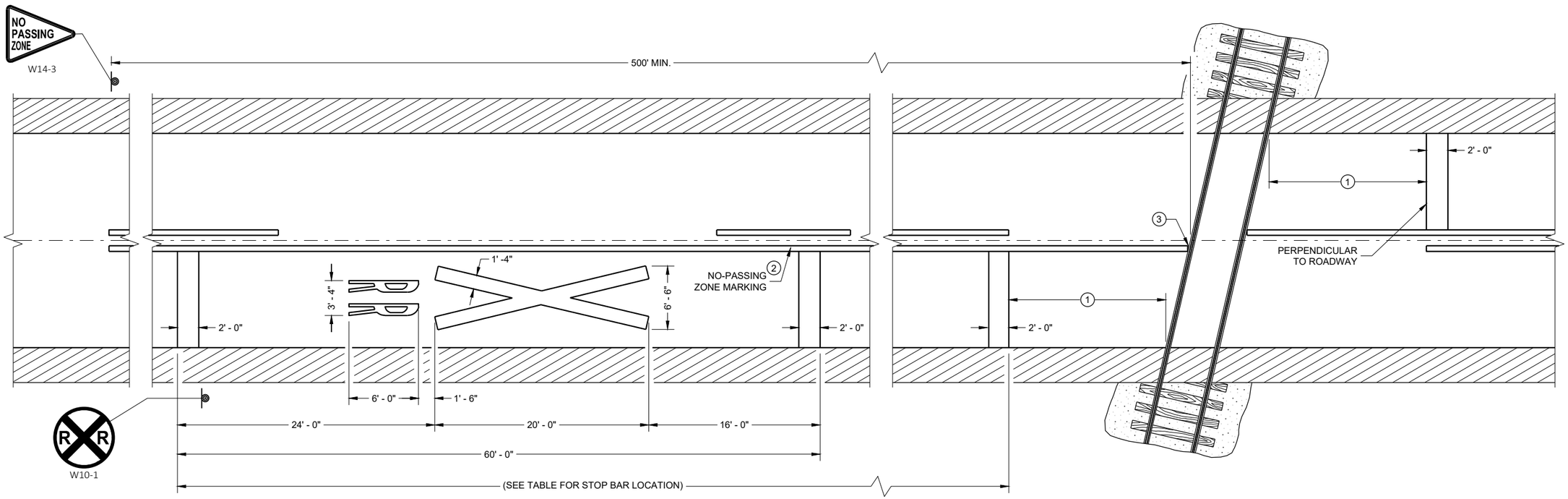
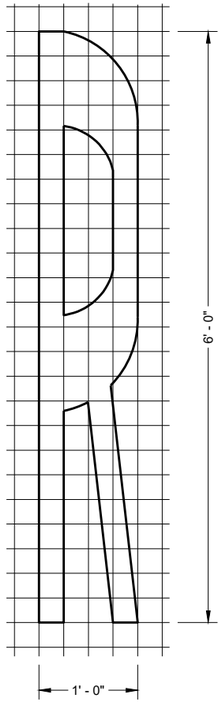


PAVEMENT MARKING



LEGEND

SIGN ON PERMANENT SUPPORT

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.

ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.

CENTER OR LANE LINES AND NO-PASSING ZONE MARKINGS SHOWN ON THIS DRAWING ARE REQUIRED AND PAID FOR UNDER OTHER ITEMS IN THE CONTRACT.

TRACE EXISTING SYMBOL WHERE EXISTING SYMBOLS ARE PLACED.

(1) PLACE STOP BAR APPROXIMATELY 8 FEET IN ADVANCE OF THE GATE (IF PRESENT), BUT NO CLOSER THAN 15 FEET IN ADVANCE OF THE NEAREST RAIL. FIELD-FIT STOP BAR TO MAXIMIZE VIEW OF APPROACHING TRAIN.

(2) 500' MINIMUM. MARKING LIMITS MAY BE EXTENDED AS DIRECTED BY THE ENGINEER TO MEET ADJACENT NO-PASSING ZONE MARKINGS.

(3) FOR MULTIPLE TRACK CROSSINGS, THE BARRIER LINE SHALL EXTEND TO THE NEAR RAIL OF THE FURTHEST TRACK IN THE DIRECTION OF HIGHWAY TRAVEL.

DISTANCE TABLE

TABLE BASED UPON 2C-4 WISCONSIN SUPPLEMENT OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

POSTED SPEED (M.P.H.)	DIMENSION RANGE (FEET)
25	150* - 250'
30	200* - 300'
35	250* - 450'
40	300* - 500'
45	400* - 650'
50	550* - 800'
55	750* - 1000'
60	1000* - 1250'
65	1000* - 1250'

* THE MINIMUM DISTANCES IN THE TABLE ARE DESIRABLE AND SHOULD BE USED. THE DISTANCES MAY BE INCREASED UP TO THE MAXIMUM TO ALLOW FOR FIELD CONDITIONS SUCH AS THE CLOSED PROXIMITY OF DRIVEWAYS, BRIDGES, SIDE ROADS OR OTHER FEATURES THAT WOULD PROHIBIT THE MINIMUM DISTANCES FROM BEING USED.

SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD - HIGHWAY GRADE CROSSINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2023
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAR ENGINEER

FHWA

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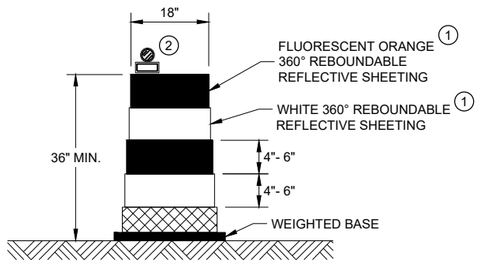
SDD 15C09-13a

SDD 15C09-13a

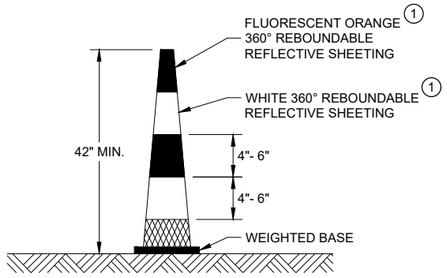
GENERAL NOTES

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

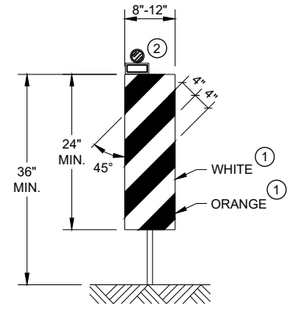
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

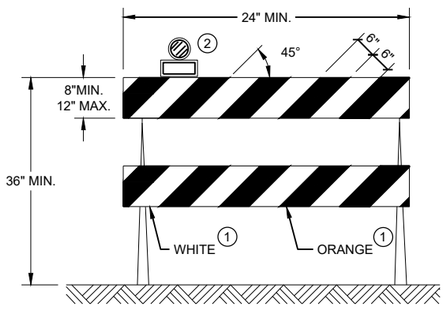
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



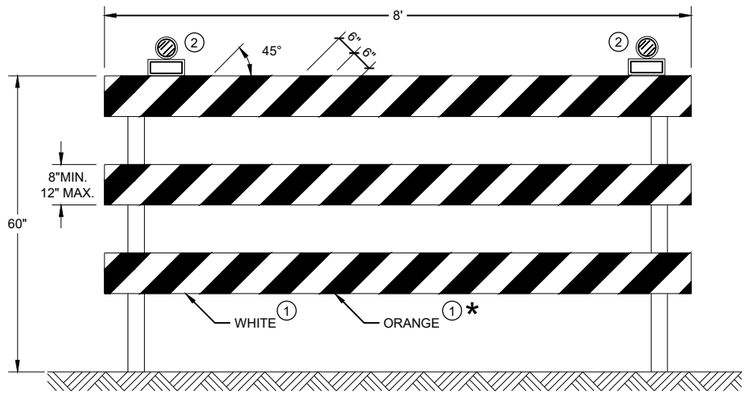
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

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

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

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

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

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

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

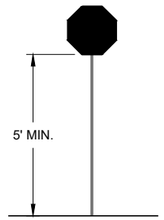
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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



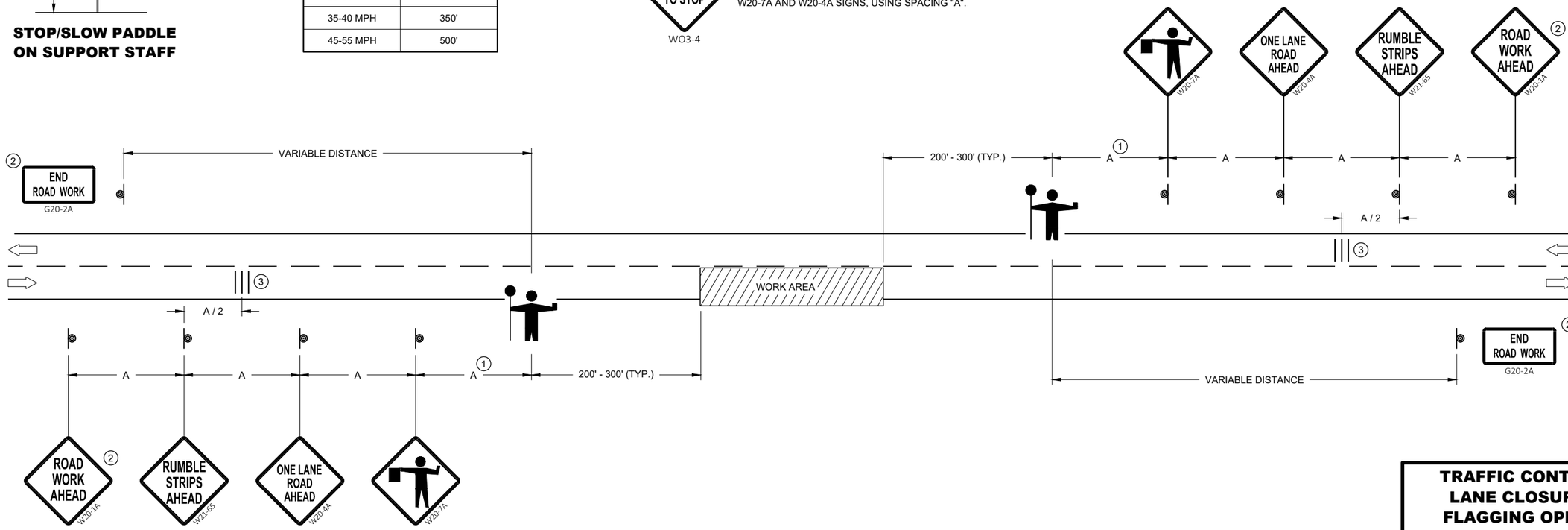
STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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

WO3-4

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



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C12 - 09a

6

SDD 15C12 - 09a

GENERAL NOTES

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL CONE 42-INCH

TRAFFIC CONTROL DRUM

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

AFAD — AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD)

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

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

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

(2) IF FLAGGERS ARE PHYSICALLY NEEDED TO FLAG, REPLACE WO3-4 SIGNS WITH W20-7A SIGNS.

TEMPORARY PORTABLE RUMBLE STRIPS

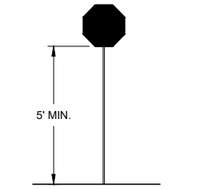
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

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

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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

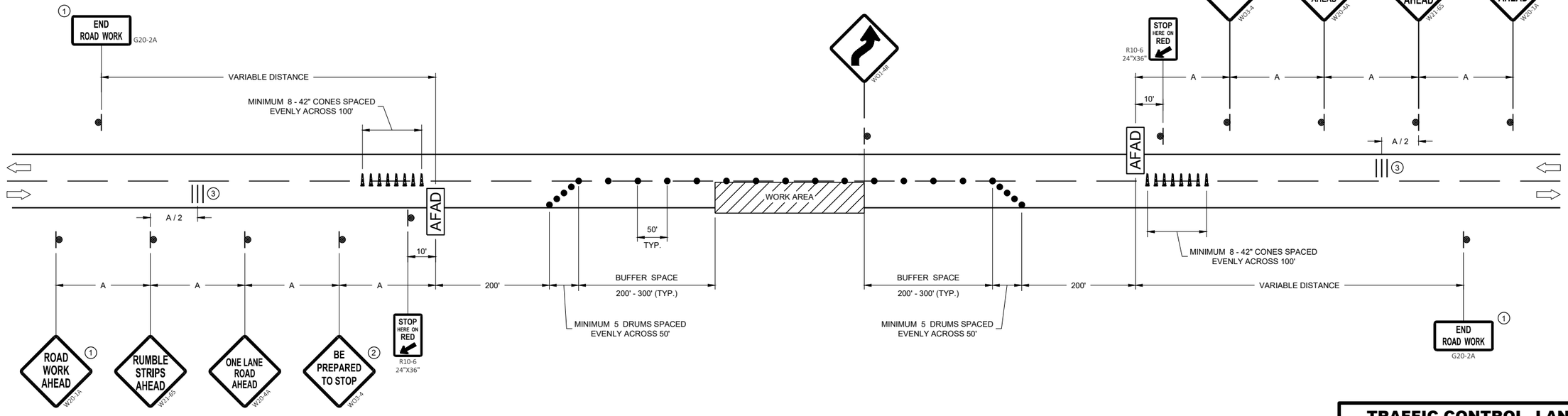
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSELY AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER.



STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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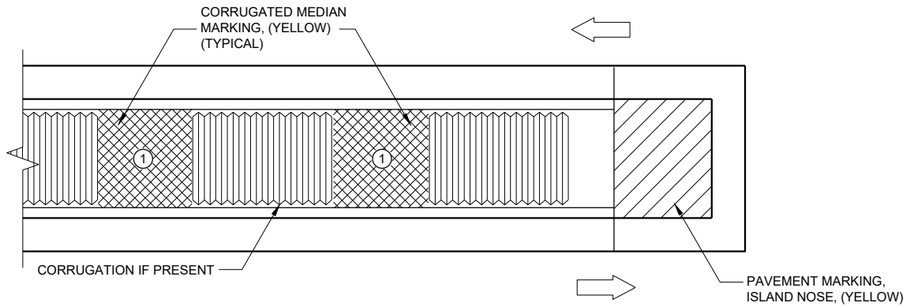
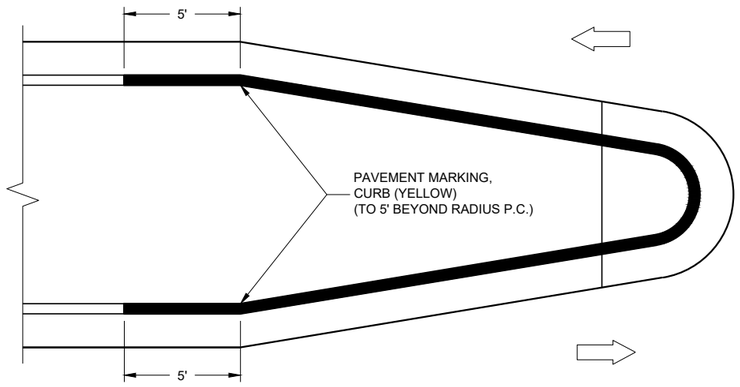
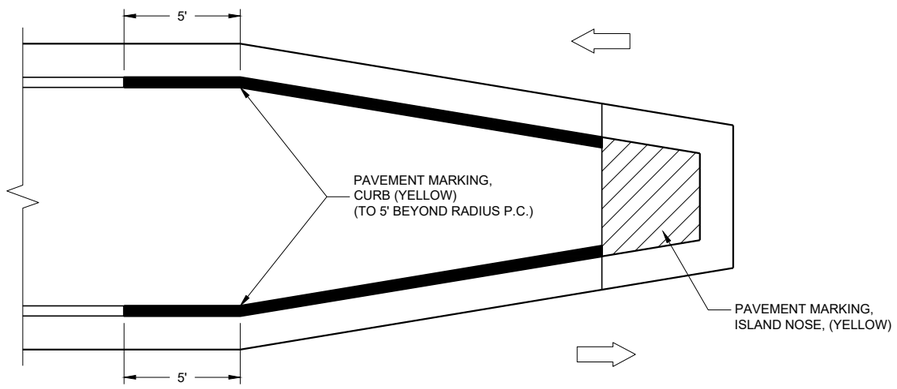
SDD 15C12 - 09b



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

PAVEMENT MARKINGS, MEDIAN ISLAND NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2023
DATE

/S/ Jeannie Silver
STATE SIGNING AND MAF ENGINEER

FHWA

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SDD 15C18-08b

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (CAUTION)

GENERAL NOTES

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

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

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

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

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

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

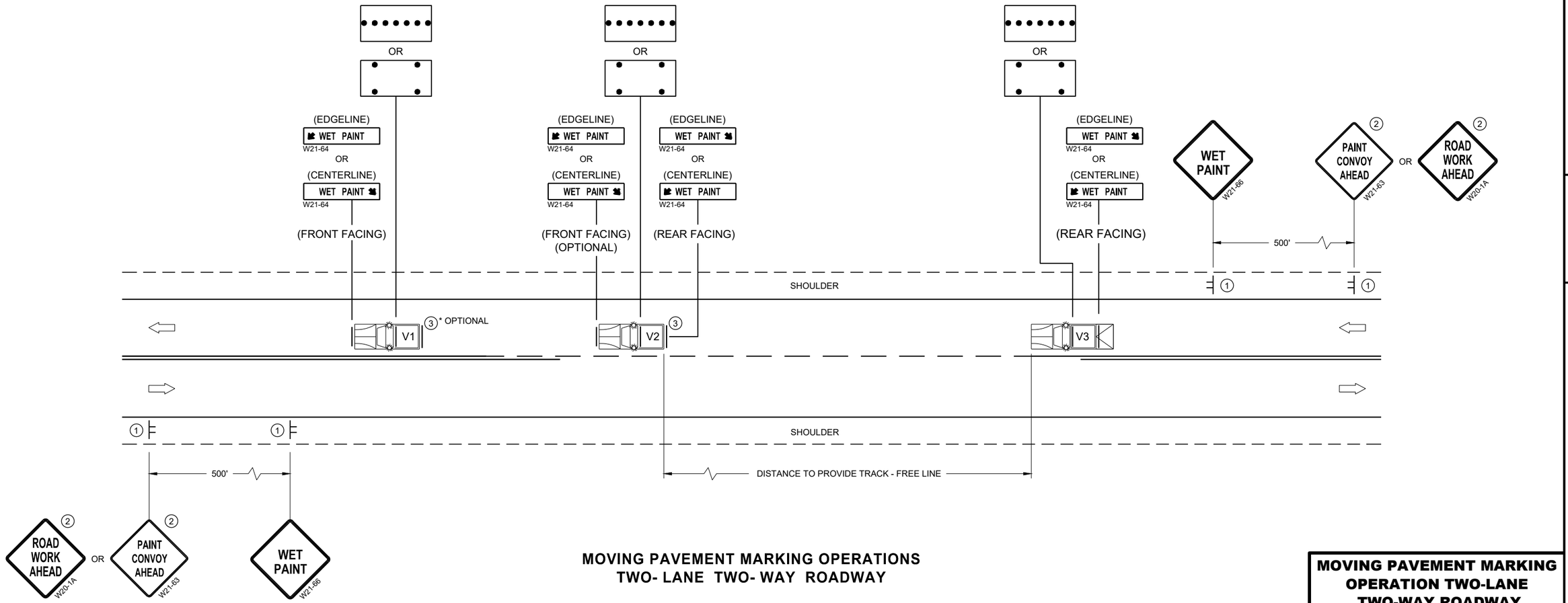
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

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

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

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

(3) V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.



MOVING PAVEMENT MARKING OPERATIONS
TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2023
DATE

/S/ Andrew I
WORK ZONE EN

FHWA

SDD 15C19-08a

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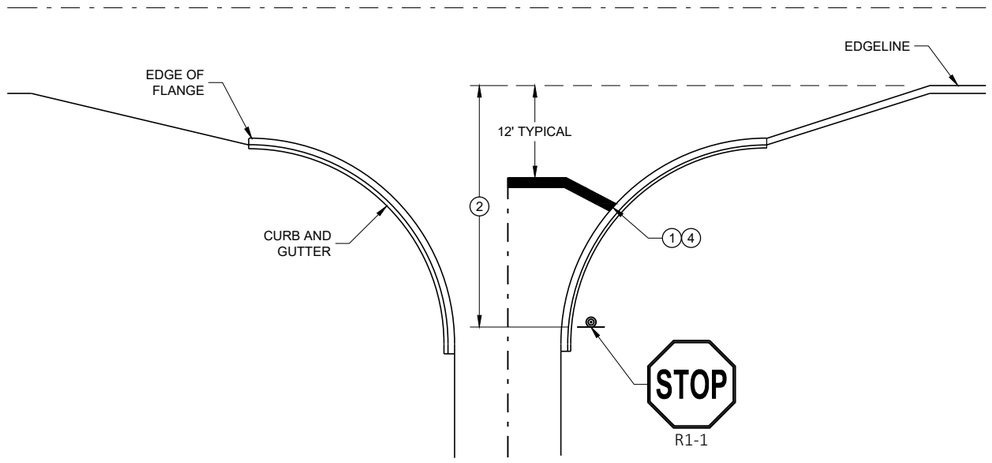
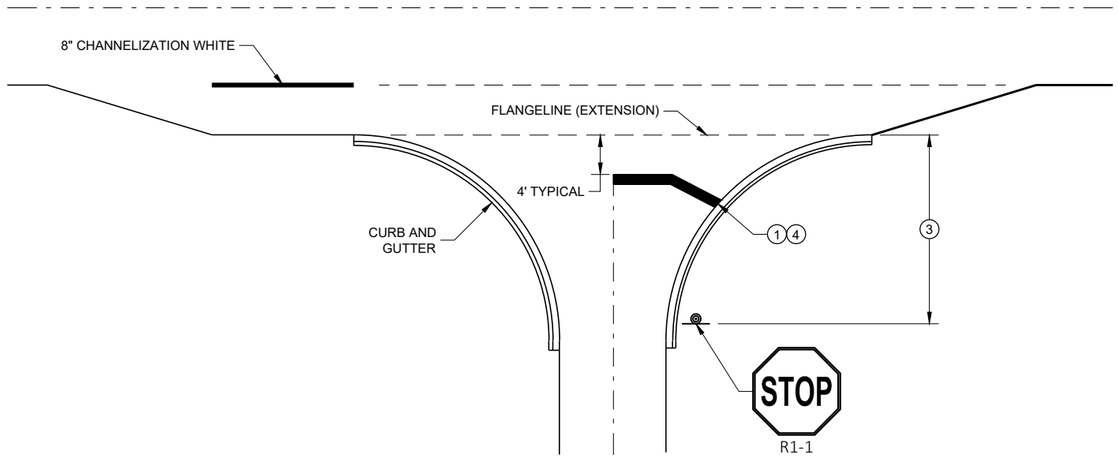
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

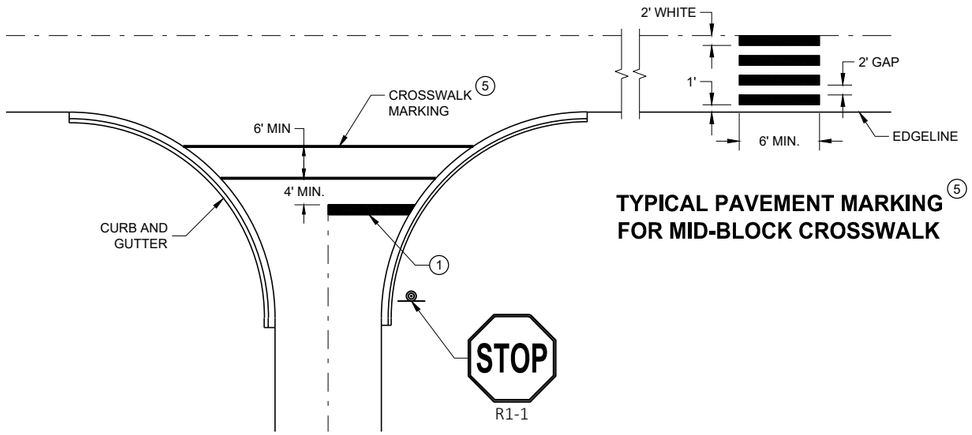
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION.
4. MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
5. LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES INSTEAD.



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

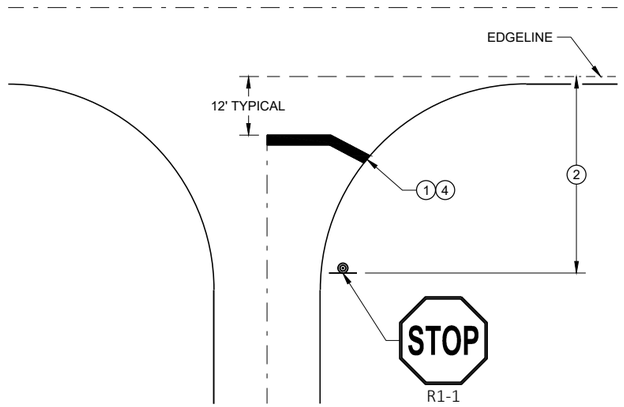


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

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SDD 15C33 - 04

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SDD 15C33 - 04

GENERAL NOTES

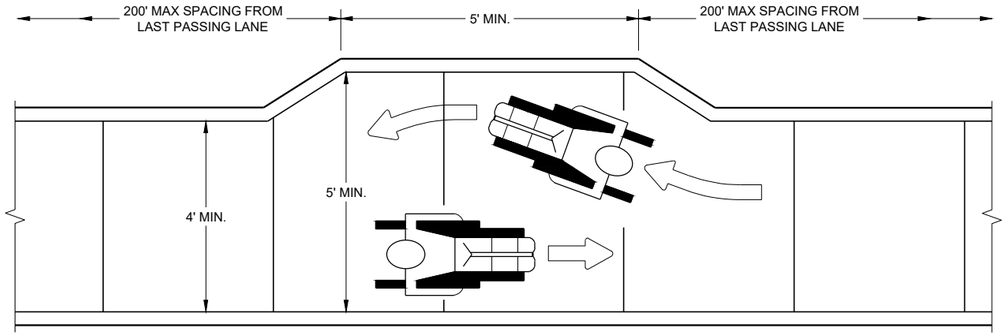
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

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

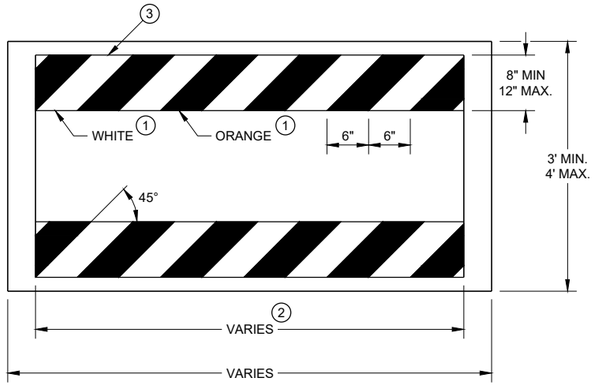
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

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

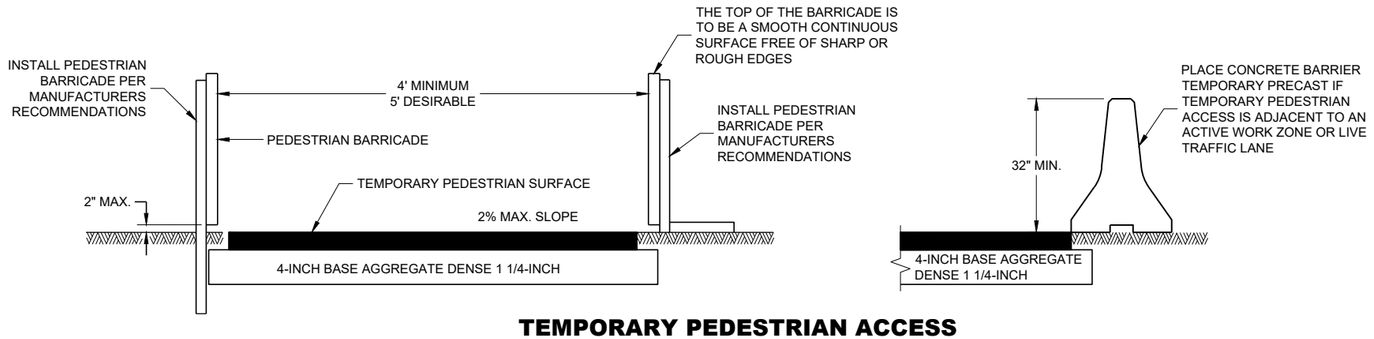
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*



TEMPORARY PEDESTRIAN ACCESS

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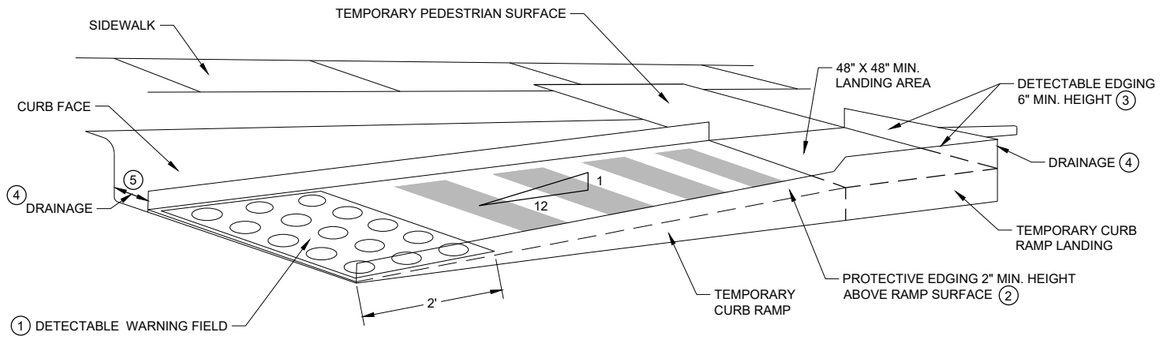
SDD 15D30 - 09a

SDD 15D30 - 09a

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION



PERSPECTIVE VIEW

GENERAL NOTES

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

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

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

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

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

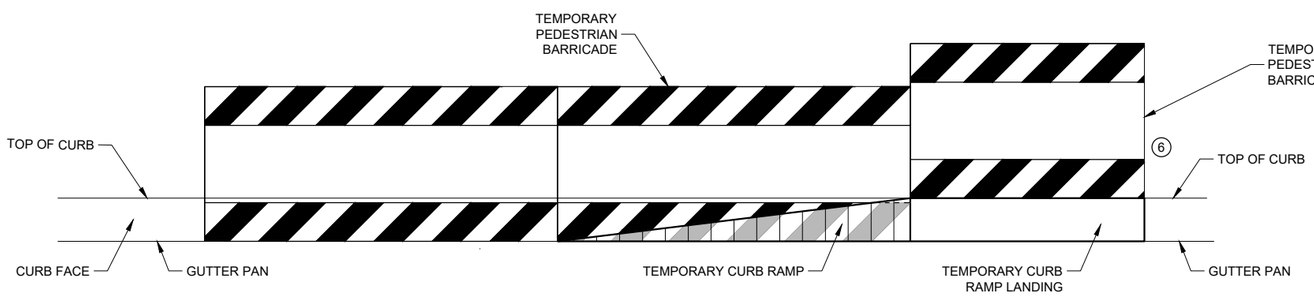
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

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

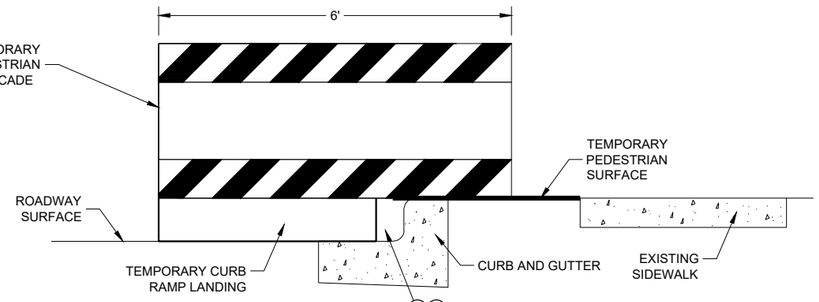
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.

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



FRONT VIEW



SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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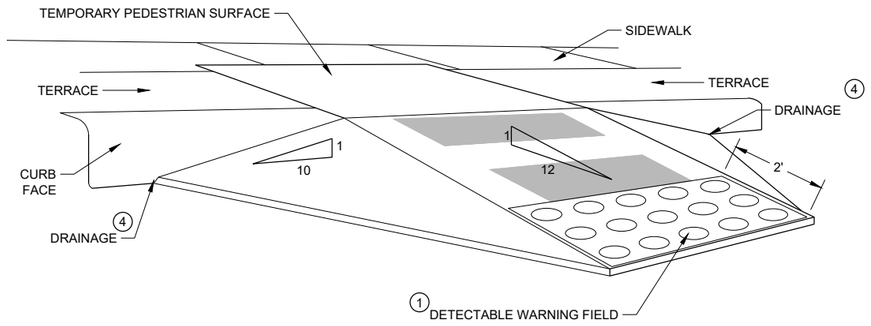
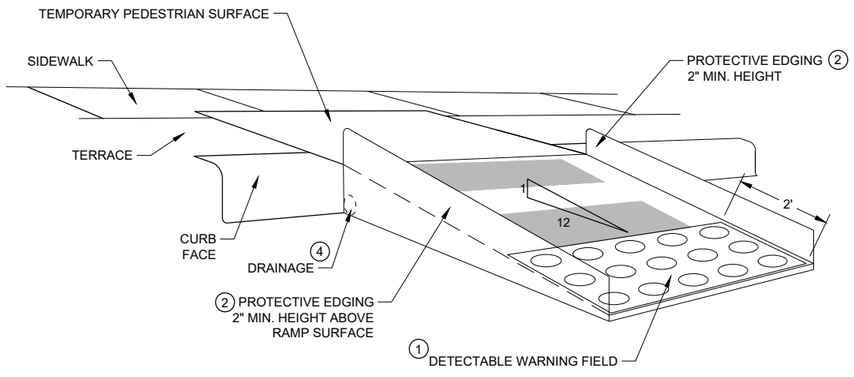
SDD 15D30 - 09b



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

GENERAL NOTES

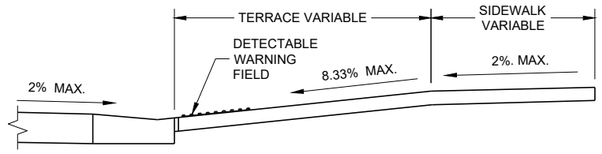
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

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

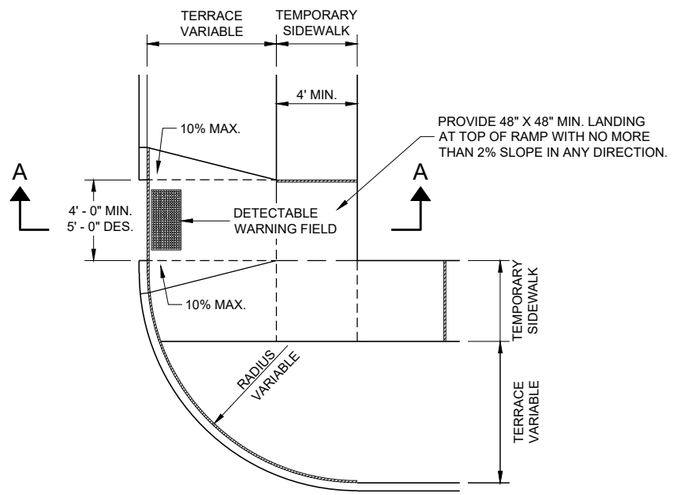
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

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

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



SECTION A - A



PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

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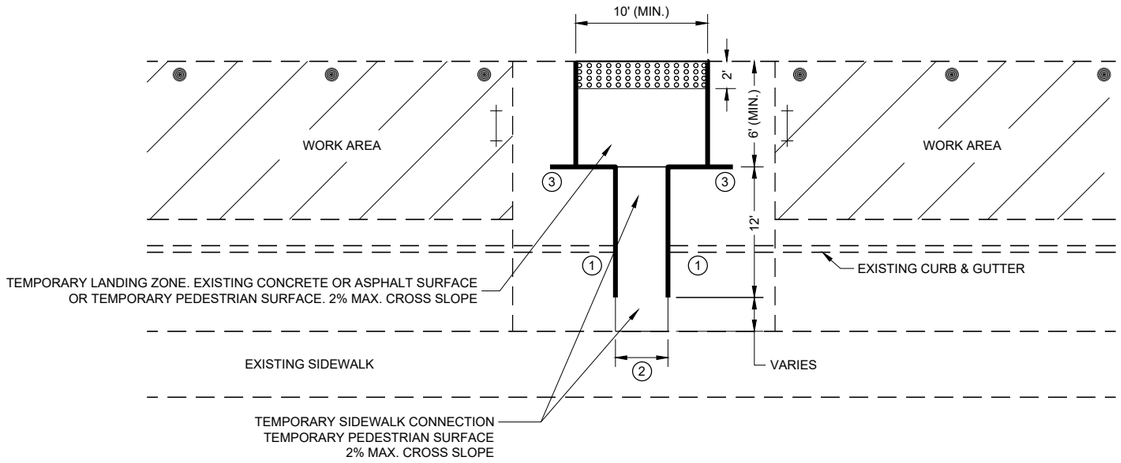
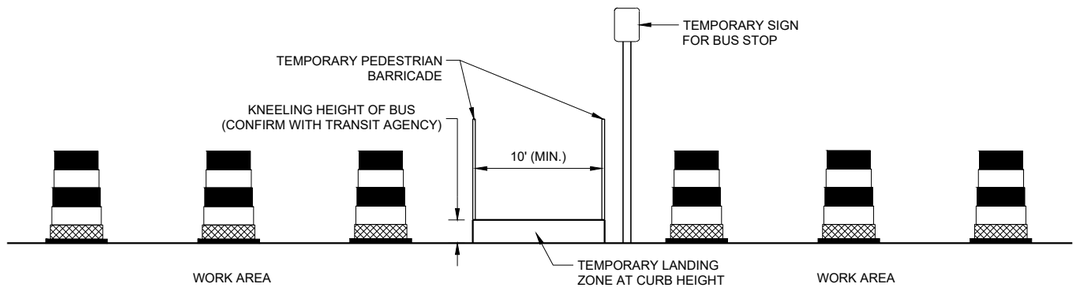


PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

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

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

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

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

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

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

(2) 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.

(3) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- WORK AREA

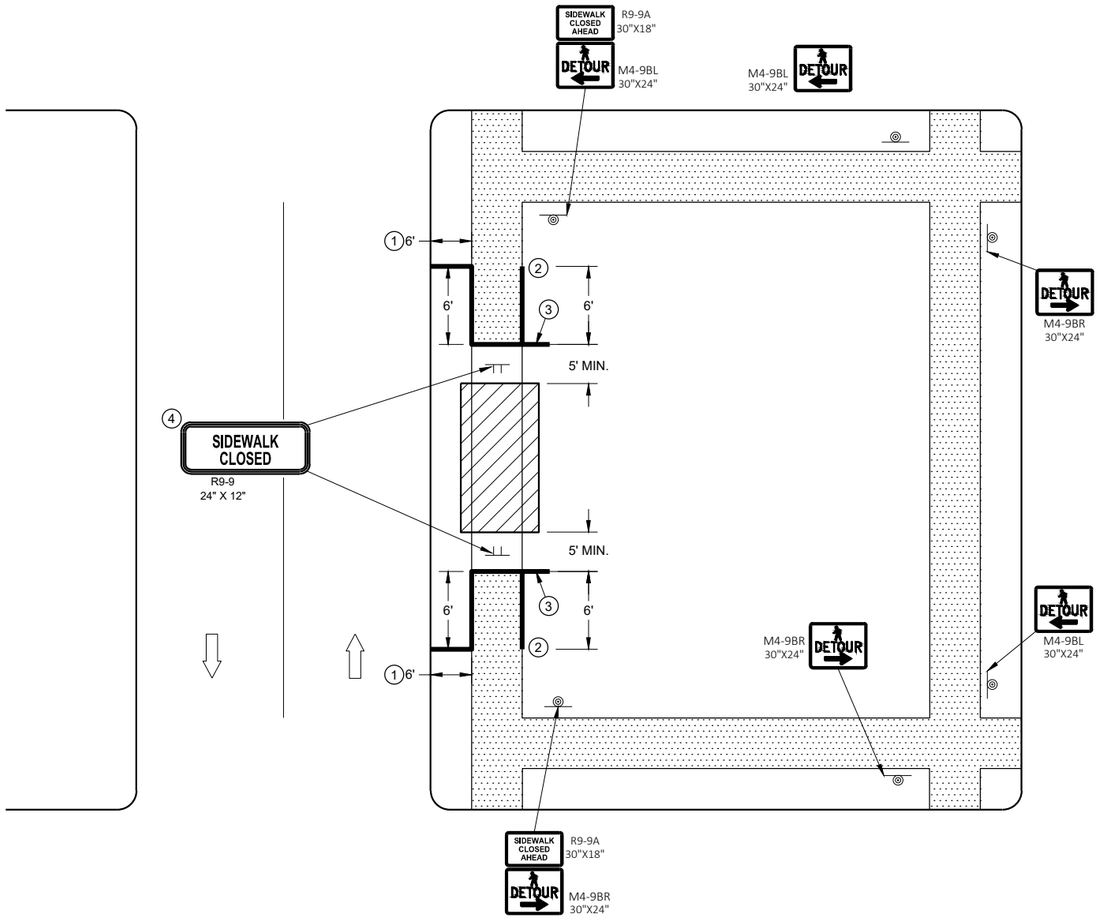
6

SDD 15D30 - 09e

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

GENERAL NOTES

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICTS WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

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SDD 15D30 - 09f

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

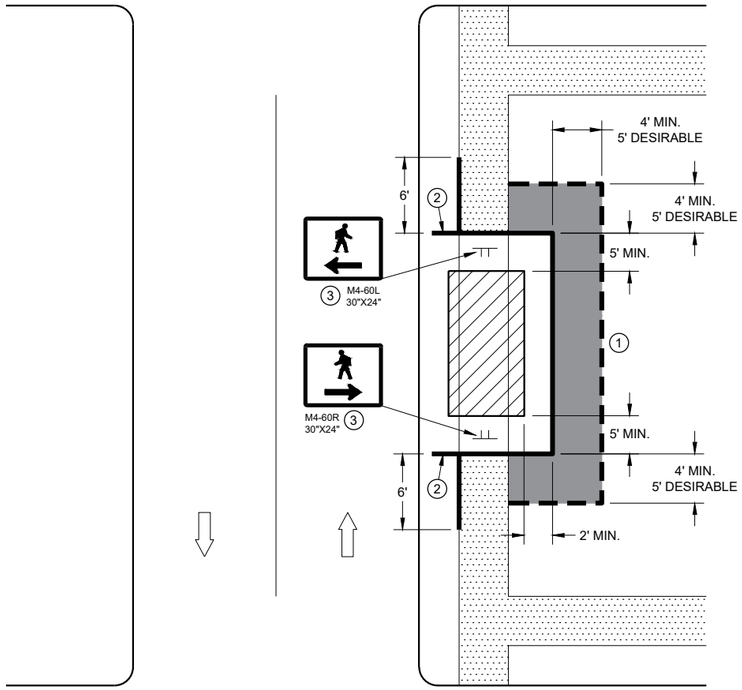
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

1. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
2. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK DIVERSION
SINGLE SIDE

6

SDD 15D30 - 09g

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD15D30 - 09g

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

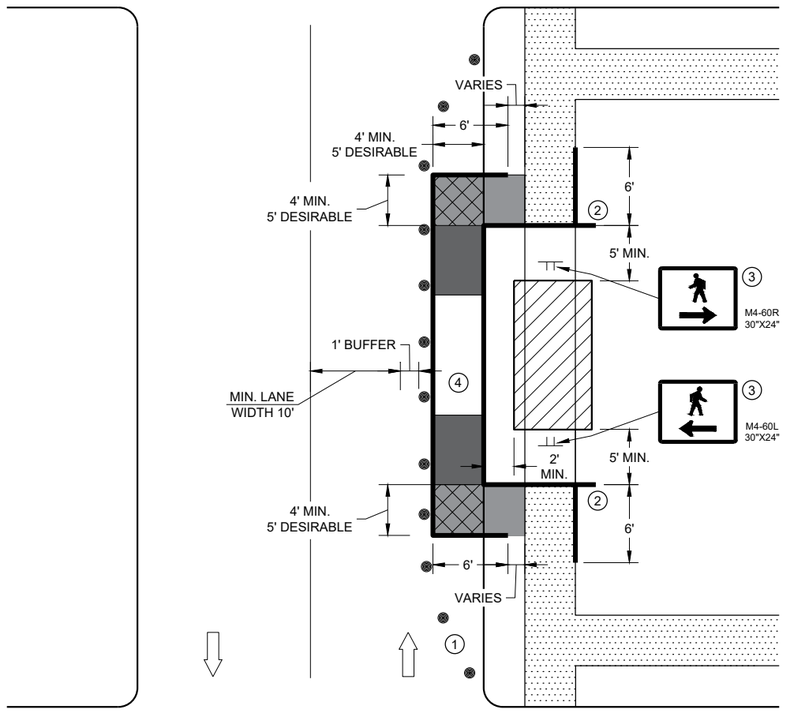
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

(1) SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.

(2) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.

(3) MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

(4) USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE.



SIDEWALK DIVERSION, SINGLE SIDE

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

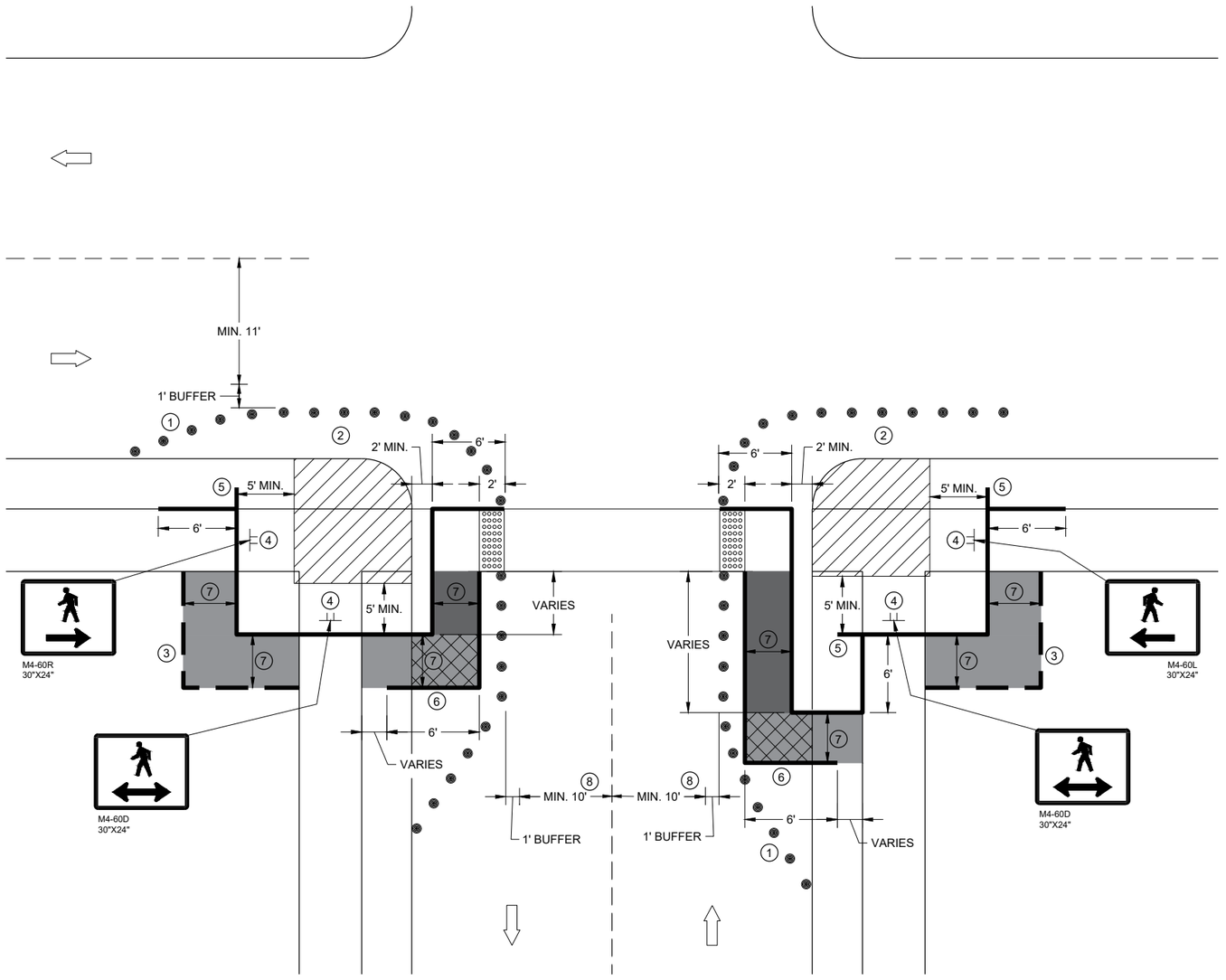
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30 - 09h

6

SDD 15D30 - 09h



CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

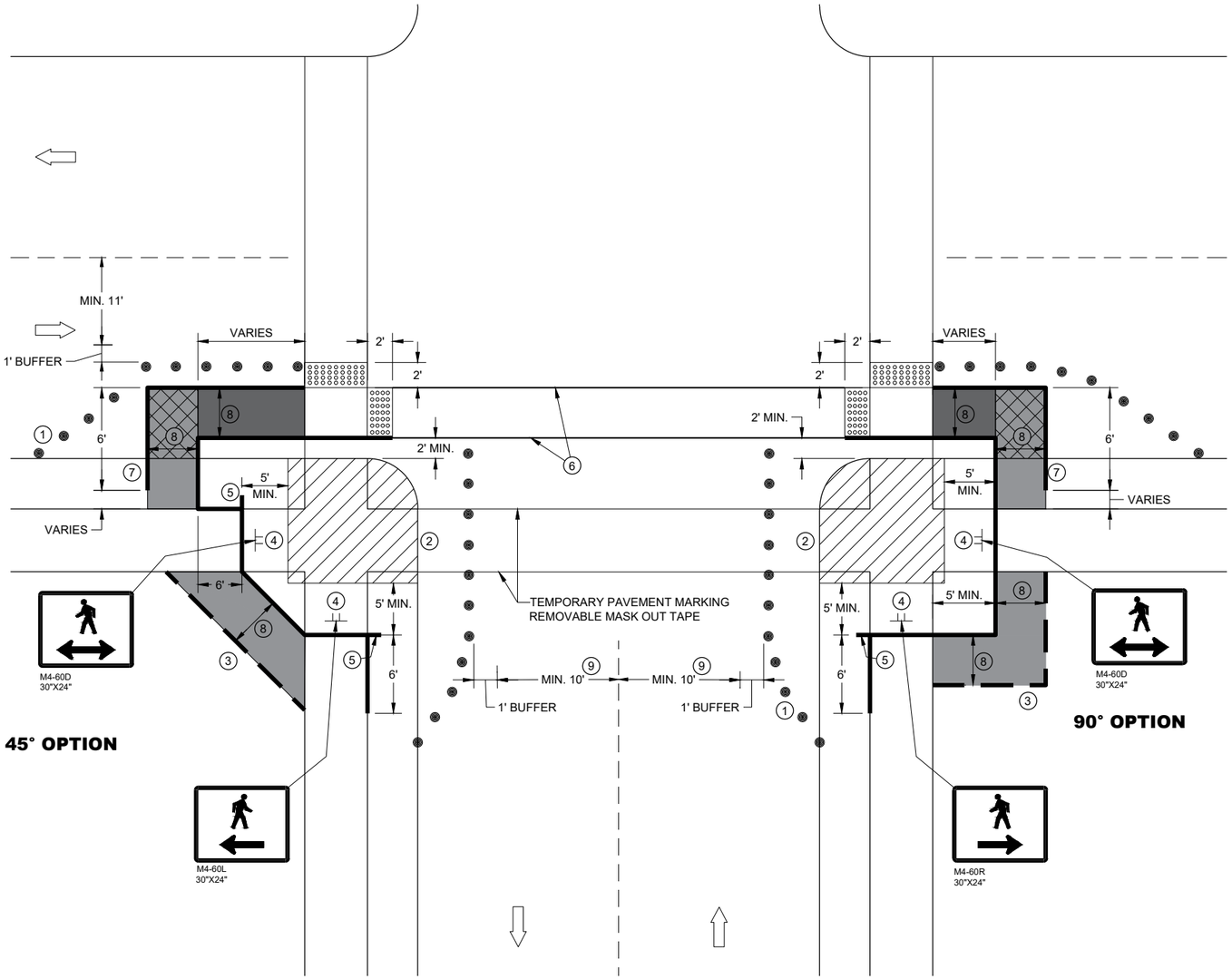
1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
7. 4 FEET MINIMUM, 5 FEET DESIRABLE
8. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

6
SDD 15D30 - 09i



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. WHITE 6" TEMPORARY PAVEMENT MARKING
7. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
8. 4 FEET MINIMUM, 5 FEET DESIRABLE
9. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

6

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

SDD 15D30 - 09j

LEGEND

SIGN ON PERMANENT SUPPORT

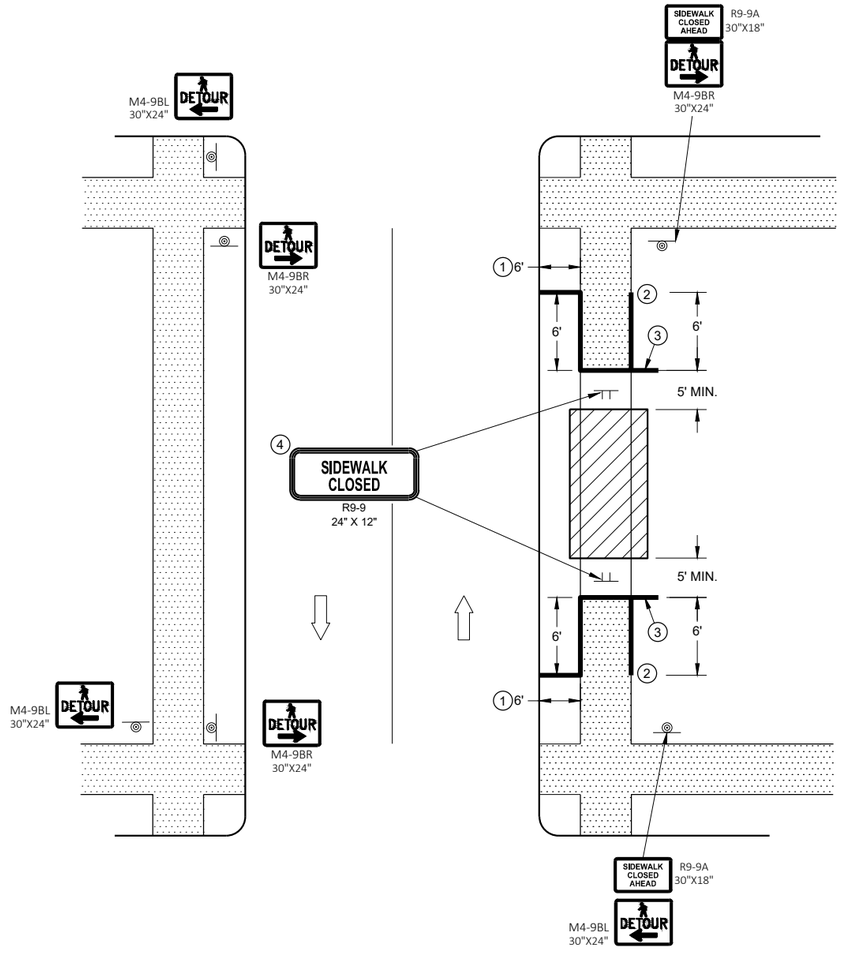
SIGN ON TEMPORARY SUPPORT

UNDER PEDESTRIAN TRAFFIC

WORK AREA

TEMPORARY PEDESTRIAN BARRICADE

DIRECTION OF TRAFFIC



GENERAL NOTES

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

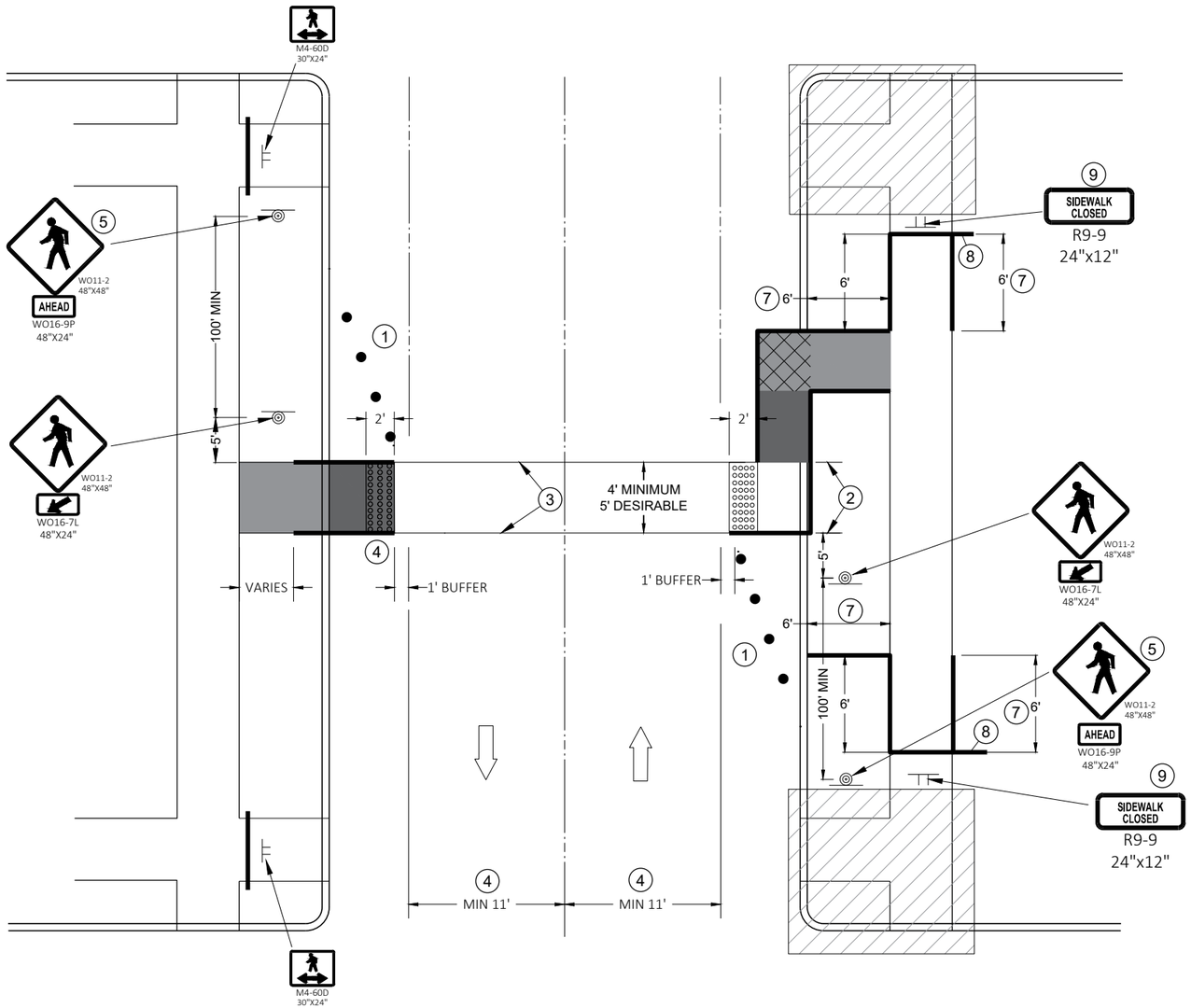
1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

SDD 15D30 - 09k



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

1. SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.
2. 4 FEET MINIMUM, 5 FEET DESIRABLE.
3. WHITE 6" TEMPORARY PAVEMENT MARKING.
4. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMPS MAY NEED TO BE UTILIZED.
5. IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING CANNOT BE ATTAINED BEFORE THE INTERSECTION, REMOVE THIS SIGN ASSEMBLY.
6. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
7. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
8. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF THE EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
9. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF THE SIGN.

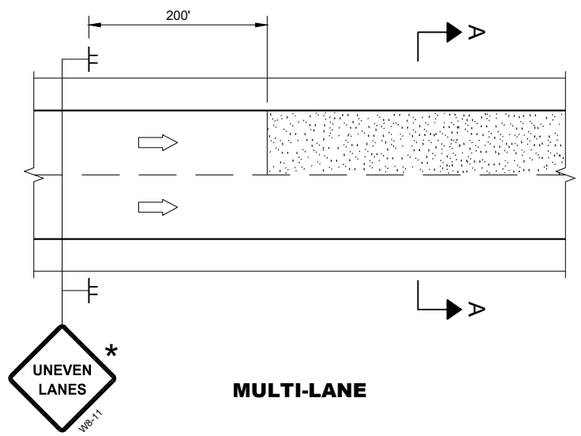
LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

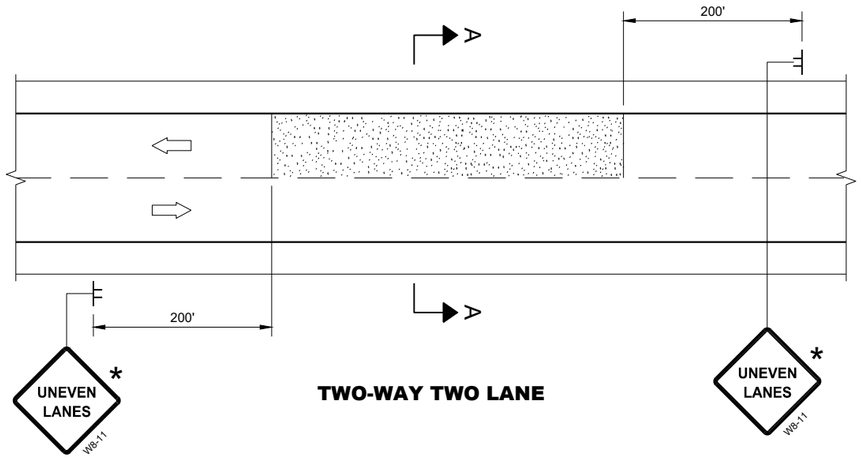
6

SDD 15D30 - 09L

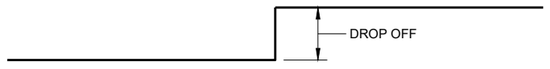
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION



MULTI-LANE

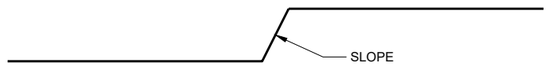


TWO-WAY TWO LANE

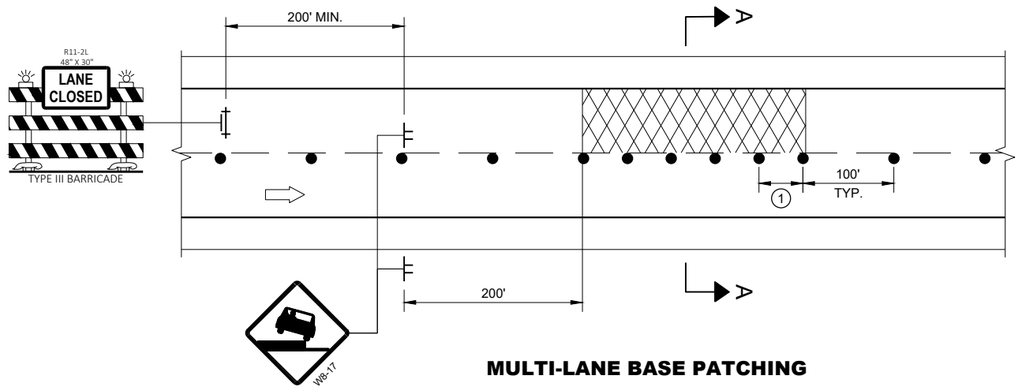


SECTION A - A

OR



SECTION A - A



MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

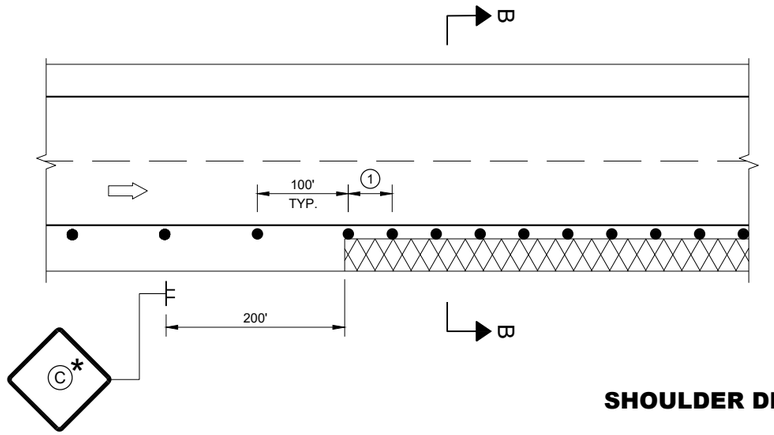
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

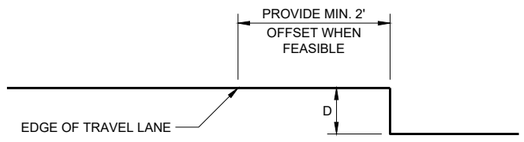
(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE



SHOULDER DROP-OFFS



SECTION B - B

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D39 - 02

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

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

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

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

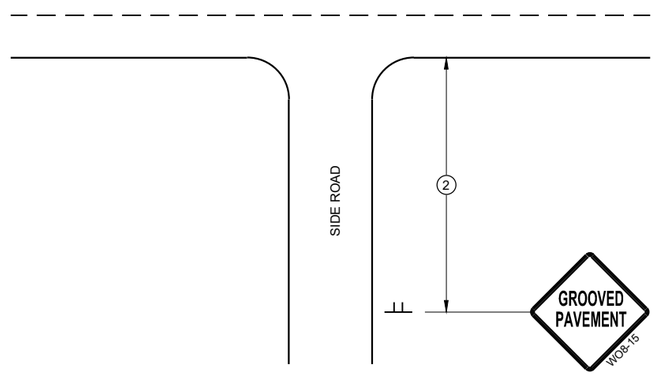
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

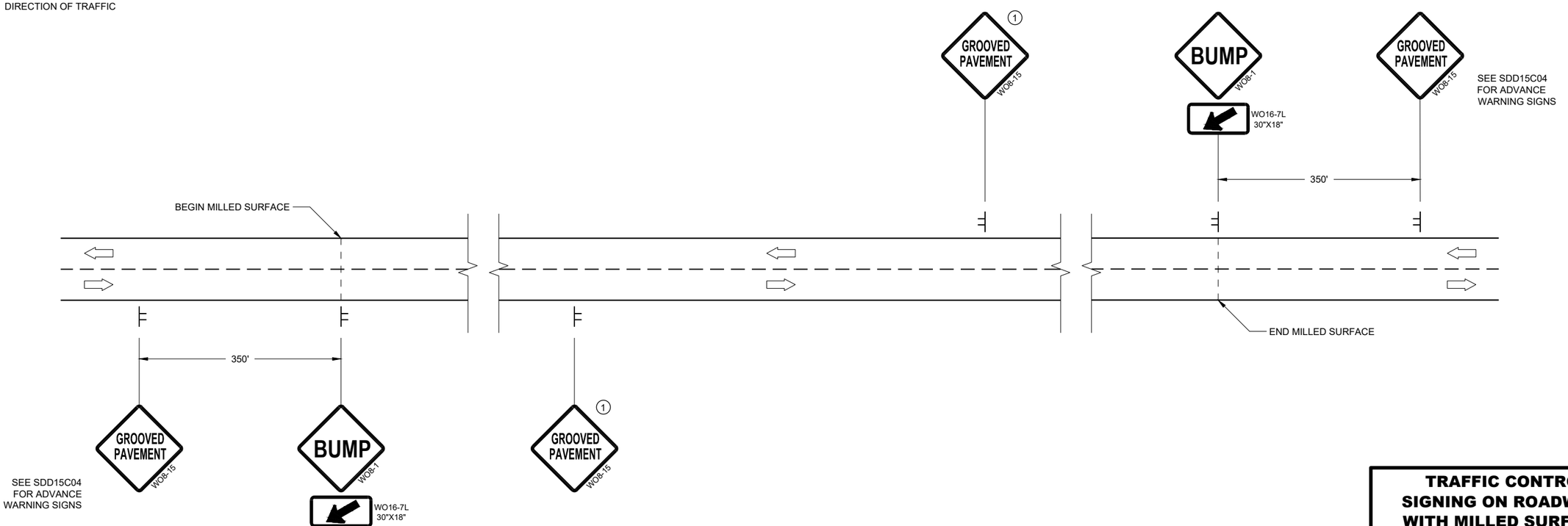
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

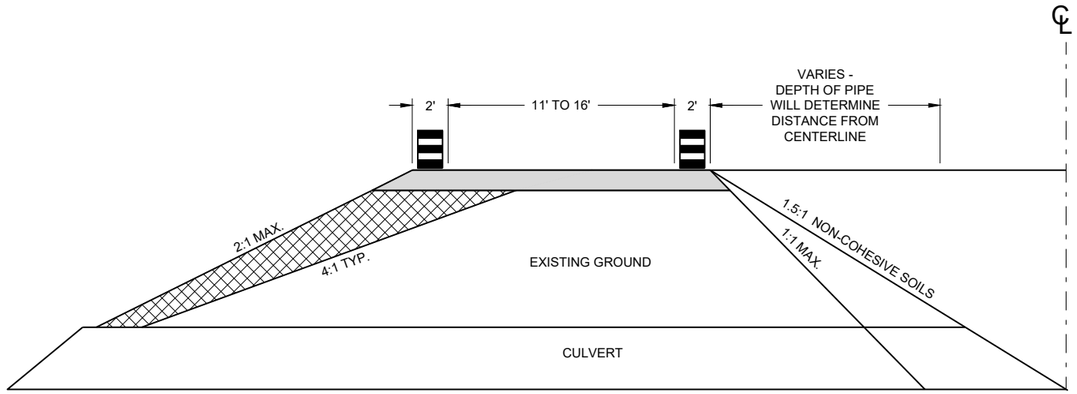
APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15D44 - 02

SDD 15D44 - 02



CROSS SECTION

GENERAL NOTES

USE 1:1 FOR COHESIVE CLAYS AND SILTS, LOAMS, SANDY CLAYS AND ANGULAR GRAVEL SOILS.
USE 1.5:1 FOR NON-COHESIVE SOILS.

THE TAPER SHOULD EXTEND ACROSS THE SHOULDER UNLESS DOING SO WOULD GREATLY CONFLICT WITH THE WORK OPERATION.

ALL LANE CLOSURE SIGNS SHALL BE REMOVED OR COVERED AND ALL DEVICES REMOVED BEYOND THE SHOULDER WHEN WORK IS NOT IN PROGRESS AND THE LANE IS RESTORED TO A SAFE OPERATING CONDITION.

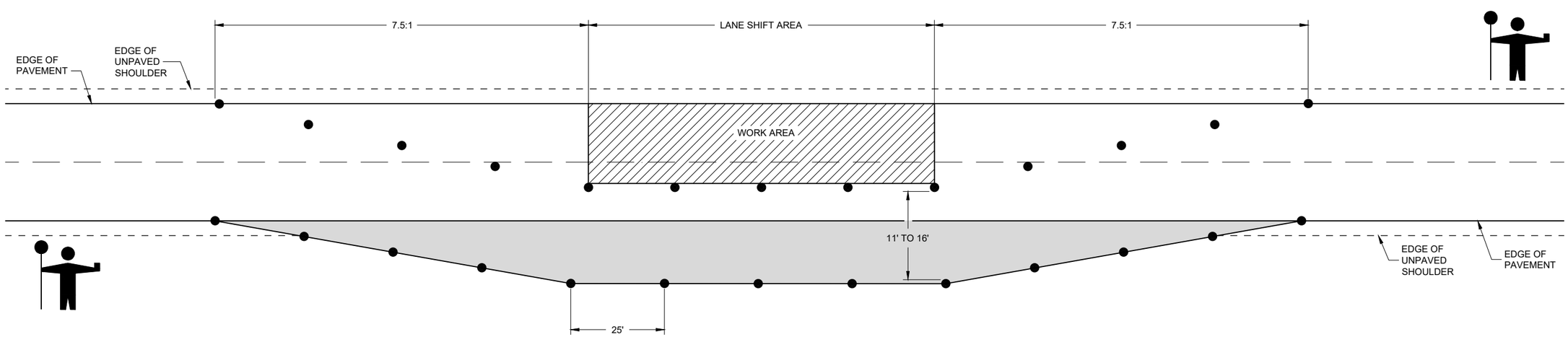
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

USE WITH SDD 15C12 "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATIONS"

USE WITH SDD 15D45 "SIGNING ON ROADWAYS WITH LOOSE GRAVEL"

LEGEND

- DRUM WITHOUT WARNING LIGHT
- 6" BASE AGGREGATE DENSE 1 ¼" -INCIDENTAL TO LANE SHIFT ITEM
- FILL - INCIDENTAL TO LANE SHIFT ITEM
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF



LANE SHIFT IN FLAGGING OPERATION

TRAFFIC CONTROL, TEMPORARY LANE SHIFT DURING CULVERT WORK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D48 - 01

6

SDD 15D48 - 01

DIVISION 1 - ALIGNMENT - STH95

STATION	REAL STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)						CUMULATIVE VOL (CY)							
			CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	EXPANDED ROCK	EXPANDED EBS BACKFILL	REDUCED MARSH IN FILL	REDUCED EBS IN FILL	MASS ORDINATE
															1.00	1.30	1.00	1.00	1.00	1.00	1.00	
									NOTE 1	NOTE 2	NOTE 3				NOTE 1		NOTE 4		NOTE 5	NOTE 6	NOTE 7	NOTE 8
258+00	25800.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
258+22.636	25822.64	22.64	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
258+50	25850.00	27.36	0.00	0.00	0.16	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
259+00	25900.00	50.00	0.00	0.00	3.54	0.00	0.00	0.00	0	0	3	0	0	0	0	4	0	0	0	0	0	-4
259+50	25950.00	50.00	0.00	0.00	6.56	0.00	0.00	0.00	0	0	9	0	0	0	0	16	0	0	0	0	0	-16
260+00	26000.00	50.00	0.00	0.00	1.97	0.00	0.00	0.00	0	0	8	0	0	0	0	26	0	0	0	0	0	-26
260+50	26050.00	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	2	0	0	0	0	29	0	0	0	0	0	-29
261+00	26100.00	50.00	0.00	0.00	0.01	0.00	0.00	0.00	0	0	0	0	0	0	0	29	0	0	0	0	0	-29
261+48.552	26148.55	48.55	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	29	0	0	0	0	0	-29
262+00	26200.00	51.45	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	29	0	0	0	0	0	-29
DIVISION 2 - ALIGNMENT - STH95																						
280+00	28000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	29	0	0	0	0	0	-29
280+53.35	28053.35	53.35	403.49	0.00	45.88	0.00	0.00	0.00	399	0	45	0	0	0	399	87	0	0	0	0	0	312
281+00	28100.00	46.65	0.00	0.00	0.00	0.00	0.00	0.00	349	0	40	0	0	0	748	139	0	0	0	0	0	609
DIVISION 3 - ALIGNMENT - STH95																						
313+50	31350.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	748	139	0	0	0	0	0	609
313+70	31370.00	20.00	306.47	0.00	0.00	0.00	0.00	0.00	114	0	0	0	0	0	862	139	0	0	0	0	0	723
314+40	31440.00	70.00	306.47	0.00	0.00	0.00	0.00	0.00	795	0	0	0	0	0	1,657	139	0	0	0	0	0	1,518
314+50	31450.00	10.00	0.00	0.00	0.00	0.00	0.00	0.00	57	0	0	0	0	0	1,714	139	0	0	0	0	0	1,575
DIVISION 4 - ALIGNMENT - STH95																						
318+50	31850.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	1,714	139	0	0	0	0	0	1,575
318+65.93	31865.93	15.93	485.60	0.00	0.27	0.00	0.00	0.00	143	0	0	0	0	0	1,857	139	0	0	0	0	0	1,718
319+00	31900.00	34.07	0.00	0.00	0.00	0.00	0.00	0.00	306	0	0	0	0	0	2,163	139	0	0	0	0	0	2,024
DIVISION 5 - ALIGNMENT - STH95																						
323+00	32300.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	2,163	139	0	0	0	0	0	2,024
323+16.799	32316.80	16.80	585.29	0.00	0.00	0.00	0.00	0.00	182	0	0	0	0	0	2,345	139	0	0	0	0	0	2,206
323+50	32350.00	33.20	0.00	0.00	0.00	0.00	0.00	0.00	360	0	0	0	0	0	2,705	139	0	0	0	0	0	2,566
DIVISION 6 - ALIGNMENT - STH95																						
394+50	39450.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	2,705	139	0	0	0	0	0	2,566
394+77.972	39477.97	27.97	0.00	0.00	2.56	0.00	0.00	0.00	0	0	1	0	0	0	2,705	140	0	0	0	0	0	2,565
395+00	39500.00	22.03	0.00	0.00	2.13	0.00	0.00	0.00	0	0	2	0	0	0	2,705	143	0	0	0	0	0	2,562
395+50	39550.00	50.00	0.00	0.00	1.80	0.00	0.00	0.00	0	0	4	0	0	0	2,705	148	0	0	0	0	0	2,557
396+00	39600.00	50.00	0.00	0.00	3.18	0.00	0.00	0.00	0	0	5	0	0	0	2,705	155	0	0	0	0	0	2,550
396+50	39650.00	50.00	0.00	0.00	16.82	0.00	0.00	0.00	0	0	19	0	0	0	2,705	179	0	0	0	0	0	2,526
397+00	39700.00	50.00	0.00	0.00	15.16	0.00	0.00	0.00	0	0	30	0	0	0	2,705	218	0	0	0	0	0	2,487
397+50	39750.00	50.00	0.00	0.00	7.72	0.00	0.00	0.00	0	0	21	0	0	0	2,705	246	0	0	0	0	0	2,459
398+00	39800.00	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	7	0	0	0	2,705	255	0	0	0	0	0	2,450
398+50	39850.00	50.00	0.00	0.00	11.77	0.00	0.00	0.00	0	0	11	0	0	0	2,705	269	0	0	0	0	0	2,436
399+00	39900.00	50.00	0.00	0.00	29.84	0.00	0.00	0.00	0	0	39	0	0	0	2,705	320	0	0	0	0	0	2,385
399+50	39950.00	50.00	0.00	0.00	30.70	0.00	0.00	0.00	0	0	56	0	0	0	2,705	393	0	0	0	0	0	2,312
400+00	40000.00	50.00	0.00	0.00	9.85	0.00	0.00	0.00	0	0	38	0	0	0	2,705	442	0	0	0	0	0	2,263
400+47.631	40047.63	47.63	0.00	0.00	0.60	0.00	0.00	0.00	0	0	9	0	0	0	2,705	454	0	0	0	0	0	2,251
401+00	40100.00	52.37	0.00	0.00	0.00	0.00	0.00	0.00	0	0	1	0	0	0	2,705	455	0	0	0	0	0	2,250

DIVISION 7 - ALIGNMENT - STH95

STATION	REAL STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)						CUMULATIVE VOL (CY)							
			CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.30	EXPANDED MARSH BACKFILL 1.00 NOTE 4	EXPANDED ROCK 1.00	EXPANDED EBS BACKFILL 1.00 NOTE 5	REDUCED MARSH IN FILL 1.00 NOTE 6	REDUCED EBS IN FILL 1.00 NOTE 7	MASS ORDINATE NOTE 8
									NOTE 1	NOTE 2	NOTE 3											
434+00	43400.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	2,705	455	0	0	0	0	0	2,250
434+46.134	43446.13	46.13	0.00	0.00	2.23	0.00	0.00	0.00	0	0	2	0	0	0	2,705	458	0	0	0	0	0	2,247
434+50	43450.00	3.87	0.00	0.00	2.53	0.00	0.00	0.00	0	0	0	0	0	0	2,705	458	0	0	0	0	0	2,247
435+00	43500.00	50.00	0.00	0.00	3.94	0.00	0.00	0.00	0	0	6	0	0	0	2,705	465	0	0	0	0	0	2,240
435+50	43550.00	50.00	0.00	0.00	2.94	0.00	0.00	0.00	0	0	6	0	0	0	2,705	473	0	0	0	0	0	2,232
436+00	43600.00	50.00	0.00	0.00	4.16	0.00	0.00	0.00	0	0	7	0	0	0	2,705	482	0	0	0	0	0	2,223
436+50	43650.00	50.00	0.00	0.00	7.31	0.00	0.00	0.00	0	0	11	0	0	0	2,705	497	0	0	0	0	0	2,208
437+00	43700.00	50.00	0.00	0.00	4.61	0.00	0.00	0.00	0	0	11	0	0	0	2,705	511	0	0	0	0	0	2,194
437+50	43750.00	50.00	0.00	0.00	8.76	0.00	0.00	0.00	0	0	12	0	0	0	2,705	527	0	0	0	0	0	2,179
438+00	43800.00	50.00	0.00	0.00	16.46	0.00	0.00	0.00	0	0	23	0	0	0	2,705	556	0	0	0	0	0	2,149
438+50	43850.00	50.00	0.00	0.00	5.68	0.00	0.00	0.00	0	0	21	0	0	0	2,705	584	0	0	0	0	0	2,121
438+69.12	43869.12	19.12	0.00	0.00	2.10	0.00	0.00	0.00	0	0	3	0	0	0	2,705	588	0	0	0	0	0	2,117
439+00	43900.00	30.88	0.00	0.00	0.00	0.00	0.00	0.00	0	0	1	0	0	0	2,705	589	0	0	0	0	0	2,116

DIVISION 8 - ALIGNMENT - STH95

509+00	50900.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	2,705	589	0	0	0	0	0	2,116
509+39.799	50939.80	39.80	0.00	0.00	3.21	0.00	0.00	0.00	0	0	2	0	0	0	2,705	592	0	0	0	0	0	2,114
509+50	50950.00	10.20	0.00	0.00	2.58	0.00	0.00	0.00	0	0	1	0	0	0	2,705	593	0	0	0	0	0	2,112
510+00	51000.00	50.00	0.00	0.00	0.31	0.00	0.00	0.00	0	0	3	0	0	0	2,705	597	0	0	0	0	0	2,108
510+50	51050.00	50.00	0.00	0.00	18.36	0.00	0.00	0.00	0	0	17	0	0	0	2,705	619	0	0	0	0	0	2,086
511+00	51100.00	50.00	0.00	0.00	6.80	0.00	0.00	0.00	0	0	23	0	0	0	2,705	649	0	0	0	0	0	2,056
511+50	51150.00	50.00	0.00	0.00	1.89	0.00	0.00	0.00	0	0	8	0	0	0	2,705	659	0	0	0	0	0	2,046
512+00	51200.00	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	2	0	0	0	2,705	662	0	0	0	0	0	2,043
512+50	51250.00	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	2,705	662	0	0	0	0	0	2,043
513+00	51300.00	50.00	0.00	0.00	1.06	0.00	0.00	0.00	0	0	1	0	0	0	2,705	663	0	0	0	0	0	2,042
513+50	51350.00	50.00	0.00	0.00	2.08	0.00	0.00	0.00	0	0	3	0	0	0	2,705	667	0	0	0	0	0	2,038
514+00	51400.00	50.00	0.00	0.00	15.64	0.00	0.00	0.00	0	0	16	0	0	0	2,705	688	0	0	0	0	0	2,017
514+50	51450.00	50.00	0.00	0.00	27.27	0.00	0.00	0.00	0	0	40	0	0	0	2,705	740	0	0	0	0	0	1,965
515+00	51500.00	50.00	0.00	0.00	11.38	0.00	0.00	0.00	0	0	36	0	0	0	2,705	787	0	0	0	0	0	1,919
515+47.188	51547.19	47.19	0.00	0.00	0.75	0.00	0.00	0.00	0	0	11	0	0	0	2,705	801	0	0	0	0	0	1,904
516+00	51600.00	52.81	0.00	0.00	0.00	0.00	0.00	0.00	0	0	1	0	0	0	2,705	802	0	0	0	0	0	1,903

DIVISION 9 - ALIGNMENT - STH95

682+50	68250.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	2,705	802	0	0	0	0	0	1,903
682+70	68270.00	20.00	413.82	0.00	0.00	0.00	0.00	0.00	153	0	0	0	0	0	2,858	802	0	0	0	0	0	2,056
683+15	68315.00	45.00	413.82	0.00	24.29	0.00	0.00	0.00	690	0	20	0	0	0	3,548	828	0	0	0	0	0	2,720
683+50	68350.00	35.00	0.00	0.00	0.00	0.00	0.00	0.00	268	0	16	0	0	0	3,816	849	0	0	0	0	0	2,967

DIVISION 10 - ALIGNMENT - STH95

STATION	REAL STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)						CUMULATIVE VOL (CY)							
			CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT 1.00	EXPANDED FILL 1.30	EXPANDED MARSH BACKFILL 1.00	EXPANDED ROCK 1.00	EXPANDED EBS BACKFILL 1.00	REDUCED MARSH IN FILL 1.00	REDUCED EBS IN FILL 1.00	MASS ORDINATE
									NOTE 1	NOTE 2	NOTE 3				NOTE 1		NOTE 4		NOTE 5	NOTE 6	NOTE 7	NOTE 8
687+50	68750.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	3,816	849	0	0	0	0	0	2,967
687+76.148	68776.15	26.15	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	3,816	849	0	0	0	0	0	2,967
688+00	68800.00	23.85	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	3,816	849	0	0	0	0	0	2,967
688+50	68850.00	50.00	0.00	0.00	2.08	0.00	0.00	0.00	0	0	2	0	0	0	3,816	852	0	0	0	0	0	2,965
689+00	68900.00	50.00	0.00	0.00	4.10	0.00	0.00	0.00	0	0	6	0	0	0	3,816	859	0	0	0	0	0	2,957
689+50	68950.00	50.00	0.00	0.00	2.15	0.00	0.00	0.00	0	0	6	0	0	0	3,816	867	0	0	0	0	0	2,949
690+00	69000.00	50.00	0.00	0.00	0.02	0.00	0.00	0.00	0	0	2	0	0	0	3,816	870	0	0	0	0	0	2,946
690+50	69050.00	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	3,816	870	0	0	0	0	0	2,946
691+00	69100.00	50.00	0.00	0.00	3.99	0.00	0.00	0.00	0	0	4	0	0	0	3,816	875	0	0	0	0	0	2,941
691+50	69150.00	50.00	0.00	0.00	10.51	0.00	0.00	0.00	0	0	13	0	0	0	3,816	892	0	0	0	0	0	2,924
692+00	69200.00	50.00	0.00	0.00	33.38	0.00	0.00	0.00	0	0	41	0	0	0	3,816	945	0	0	0	0	0	2,871
692+50	69250.00	50.00	0.00	0.00	11.45	0.00	0.00	0.00	0	0	42	0	0	0	3,816	1,000	0	0	0	0	0	2,816
692+72.271	69272.27	22.27	0.00	0.00	1.32	0.00	0.00	0.00	0	0	5	0	0	0	3,816	1,006	0	0	0	0	0	2,810
693+00	69300.00	27.73	0.00	0.00	0.00	0.00	0.00	0.00	0	0	1	0	0	0	3,816	1,008	0	0	0	0	0	2,809

Notes:

1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
4 - EXPANDED MARSH BACKFILL	WILL BE BACKFILLED WITH GRANULAR BACKFILL (OR CUT, OR BORROW)
5 - EXPANDED EBS	WILL BE BACKFILLED WITH GRANULAR BACKFILL (OR CUT, OR BORROW)
6 - REDUCED MARSH IN FILL	REDUCED MARSH EXCAVATION THAT CAN BE USED IN FILL
7 - REDUCED EBS IN FILL	REDUCED EBS EXCAVATION THAT CAN BE USED IN FILL
8 - MASS ORDINATE	IF MARSH OR EBS TO BE BACKFILLED WITH COMMON OR BORROW: [(CUT - SALVAGED PAVT - EXPANDED MARSH EXC - EXPANDED EBS) - ((FILL - REDUCED MARSH IN FILL - REDUCED EBS IN FILL - EXPANDED ROCK) * FILL FACTOR)]
8 - MASS ORDINATE	IF MARSH AND EBS TO BE BACKFILLED WITH GRANULAR: [CUT - SALVAGED PAVT - ((FILL - REDUCED MARSH IN FILL - REDUCED EBS IN FILL - EXPANDED ROCK) * FILL FACTOR)]
8 - MASS ORDINATE	IF MARSH AND EBS TO BE BACKFILLED WITH COMMON OR BORROW: [(CUT - SALVAGED PAVT - EXPANDED MARSH EXC - EXPANDED EBS) - ((FILL - EXPANDED ROCK) * FILL FACTOR)]
8 - MASS ORDINATE	IF MARSH AND EBS TO BE BACKFILLED WITH GRANULAR: [CUT - SALVAGED PAVT - ((FILL - EXPANDED ROCK) * FILL FACTOR)]

NOTE 4 - SELECT ONE BASED ON INPUT DIALOG SELECTION
NOTE 5 - SELECT ONE BASED ON INPUT DIALOG SELECTION
NOTE 6 - IF EXCAVATED MARSH CAN BE USED IN FILL
NOTE 7 - IF EXCAVATED EBS CAN BE USED IN FILL
NOTE 8 - SELECT ONE BASED ON MASS HAUL INPUT DIALOG SELECTION. EBS AND MARSH EXC USED OUTSIDE 1:1 IN FILL SLOPES
EBS AND MARSH EXC USED OUTSIDE 1:1 IN FILL SLOPES
MARSH AND EBS ARE NOT USABLE OUTSIDE THE 1:1 SLOPES
MARSH AND EBS ARE NOT USABLE OUTSIDE THE 1:1 SLOPES

9

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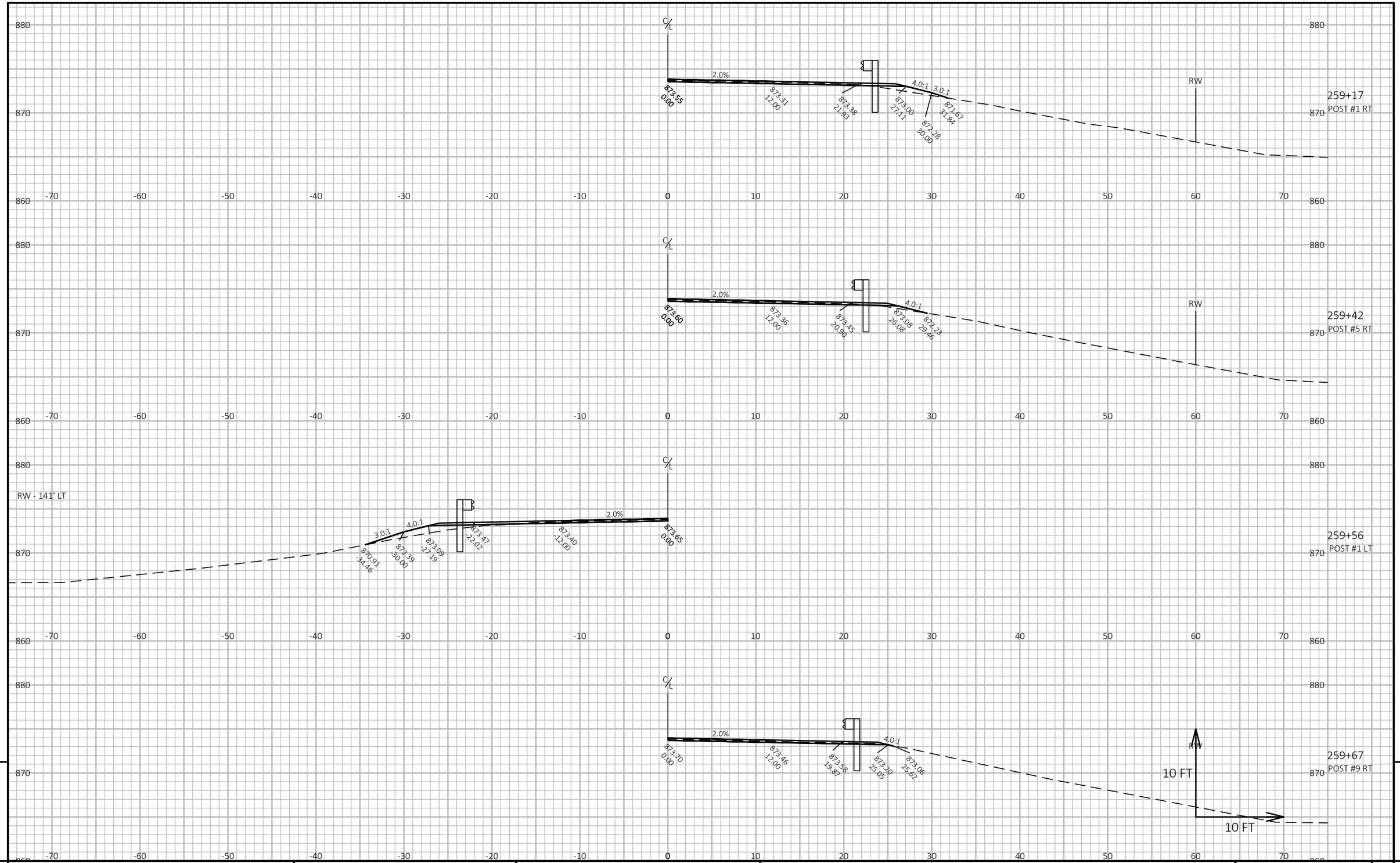

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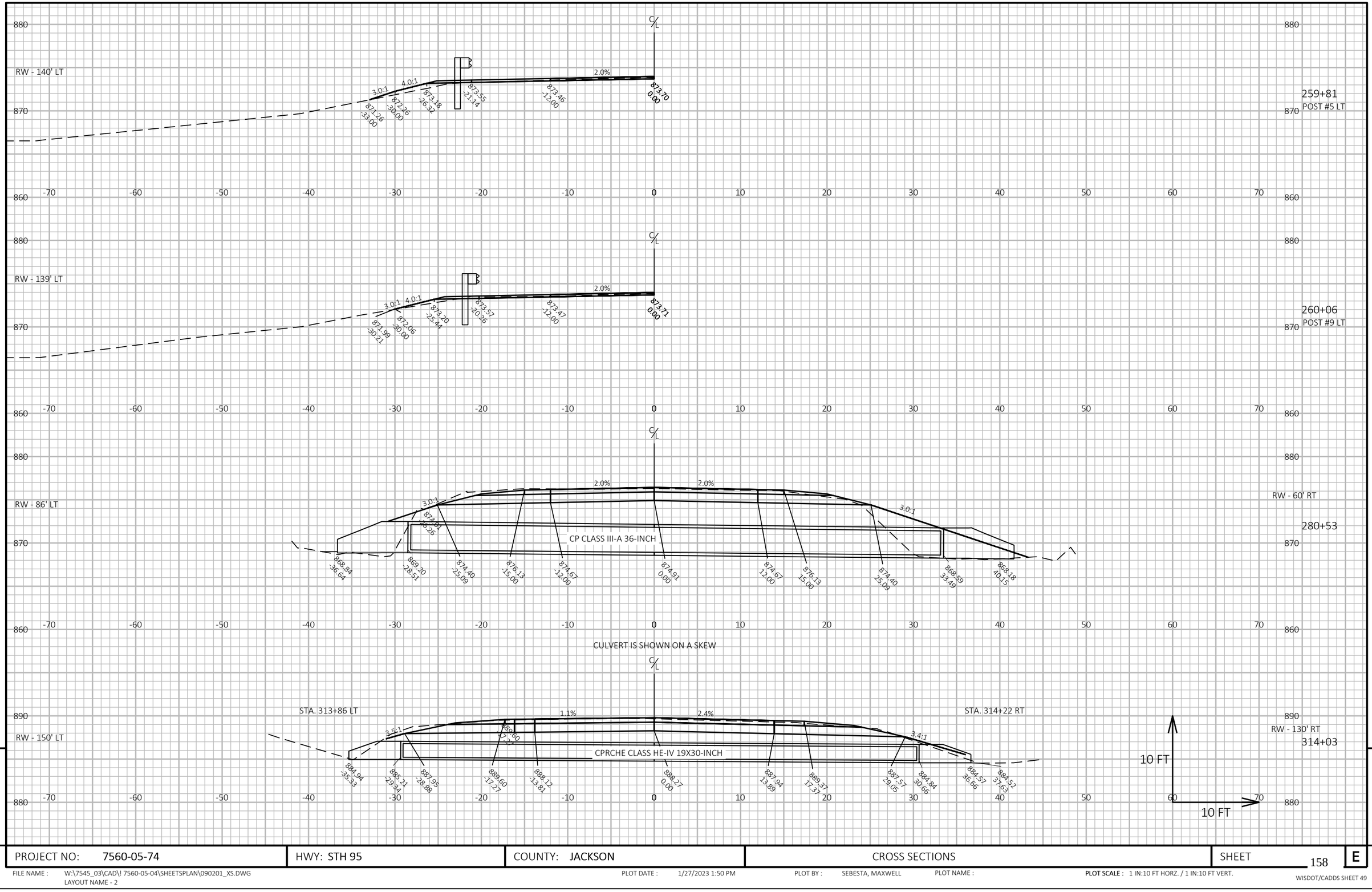
PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	CROSS SECTIONS	SHEET 157	E

FILE NAME : W:\7545_03\CAD\! 7560-05-04\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 1

PLOT DATE : 1/27/2023 1:50 PM PLOT BY : SEBESTA, MAXWELL PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	CROSS SECTIONS	SHEET 158	E

FILE NAME : W:\7545_03\CAD\! 7560-05-04\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 2

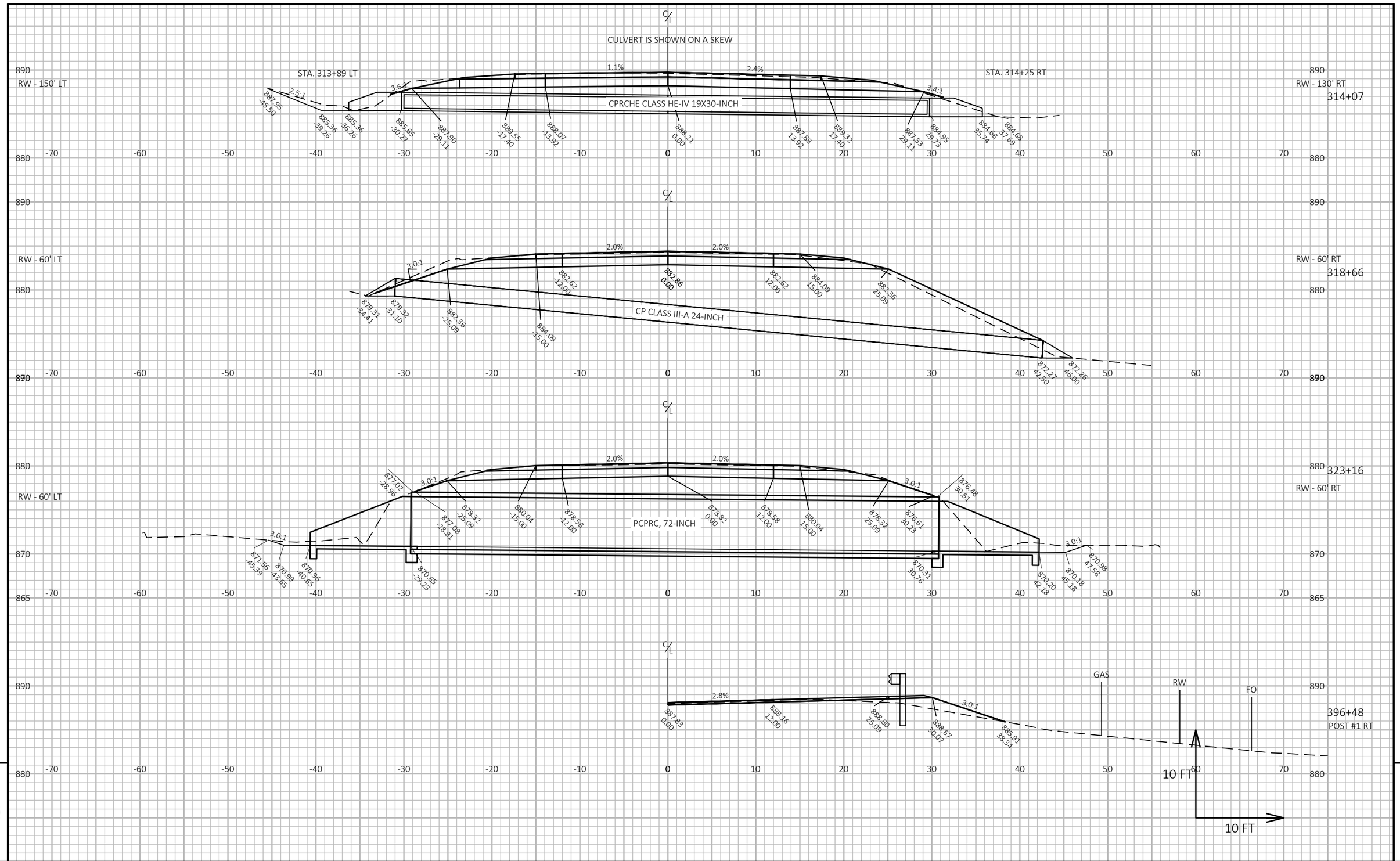
PLOT DATE : 1/27/2023 1:50 PM

PLOT BY : SEBESTA, MAXWELL

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	CROSS SECTIONS	SHEET 159	E

FILE NAME : W:\7545_03\CAD\! 7560-05-04\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 3

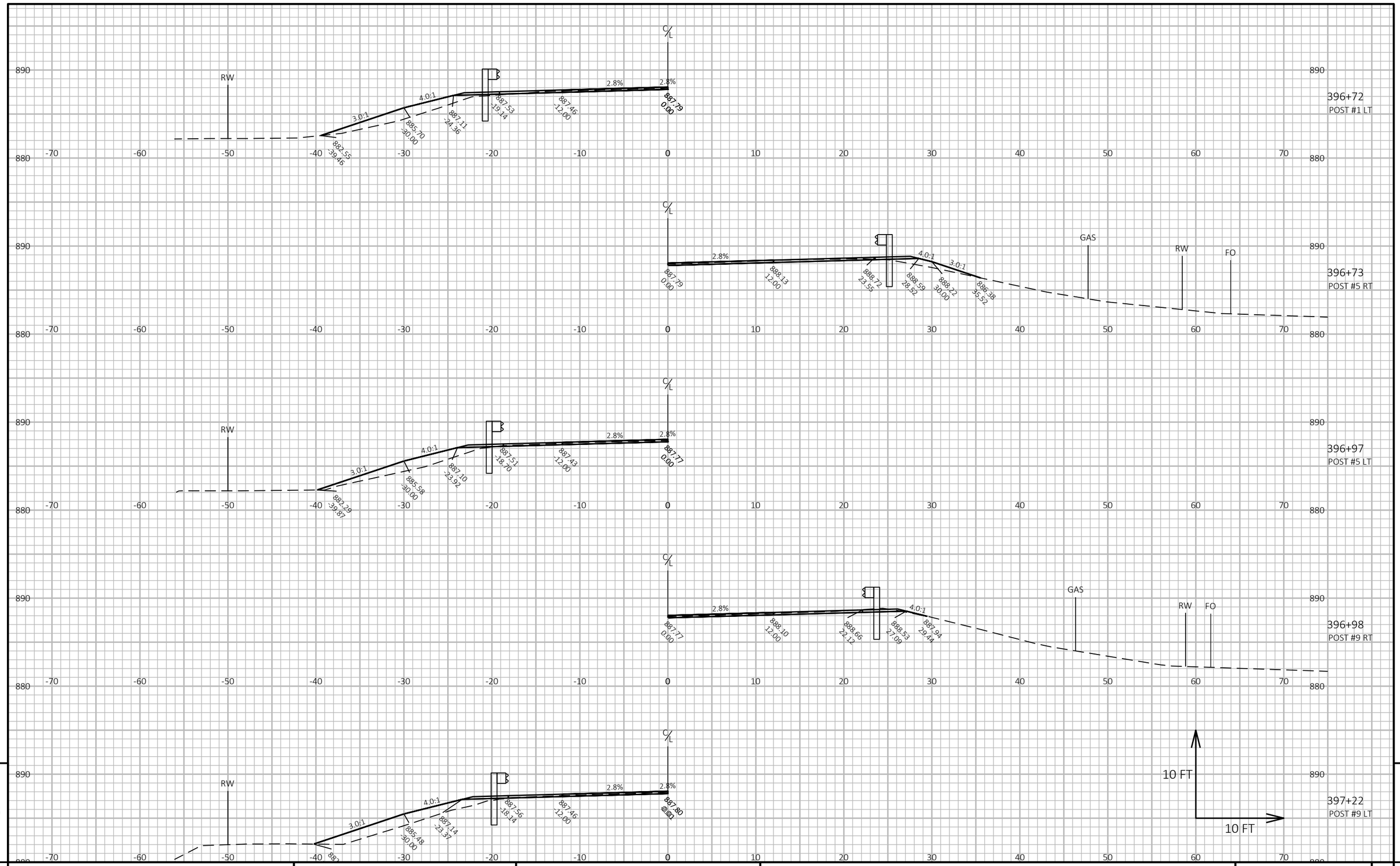
PLOT DATE : 1/27/2023 1:50 PM

PLOT BY : SEBESTA, MAXWELL

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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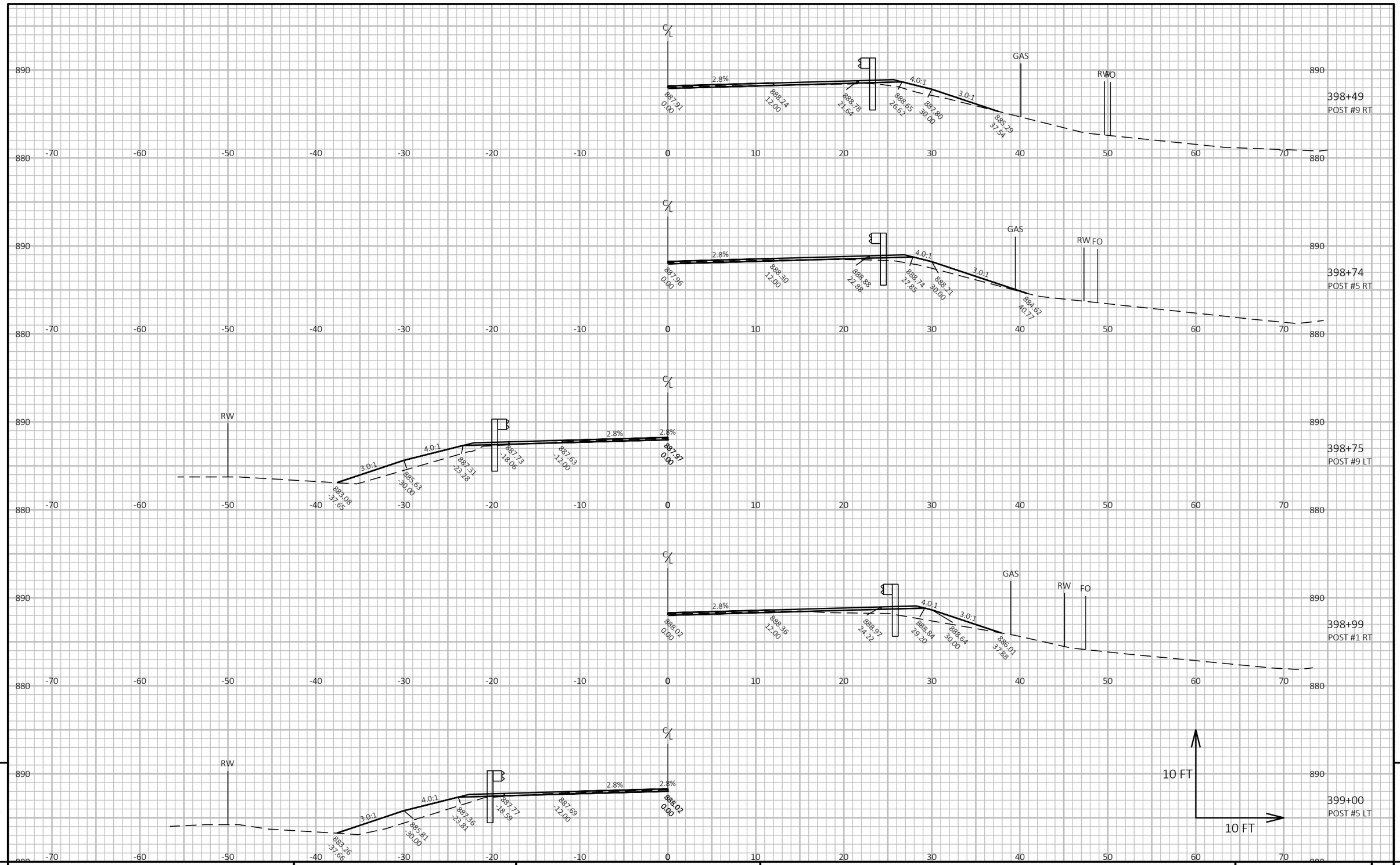
PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	CROSS SECTIONS	SHEET 160	E

FILE NAME : W:\7545_03\CAD\! 7560-05-04\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 4

PLOT DATE : 1/27/2023 1:50 PM PLOT BY : SEBESTA, MAXWELL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	CROSS SECTIONS	SHEET 161	E

FILE NAME : W:\7545_03\CAD\! 7560-05-04\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 5

PLOT DATE : 1/27/2023 1:50 PM PLOT BY : SEBESTA, MAXWELL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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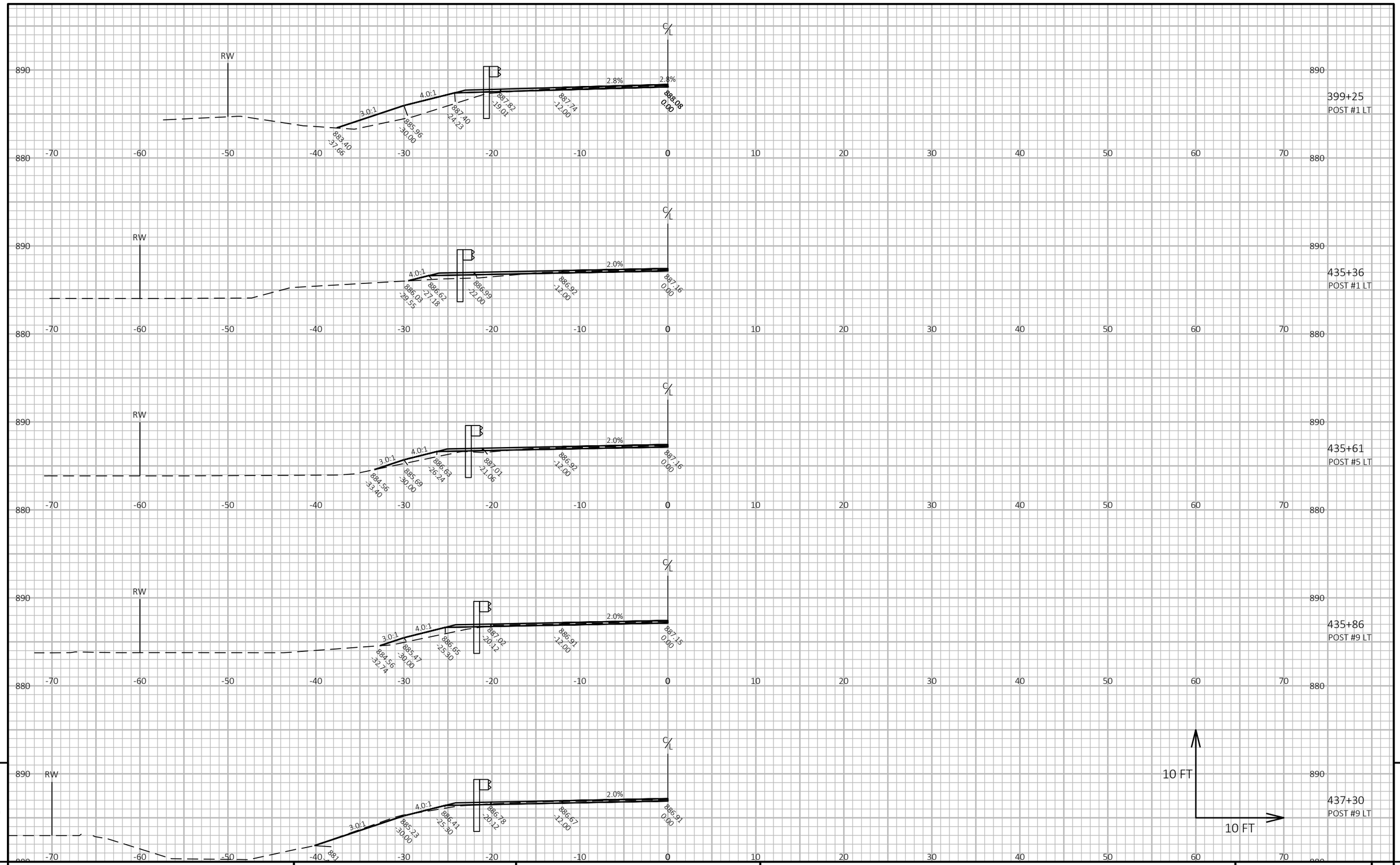

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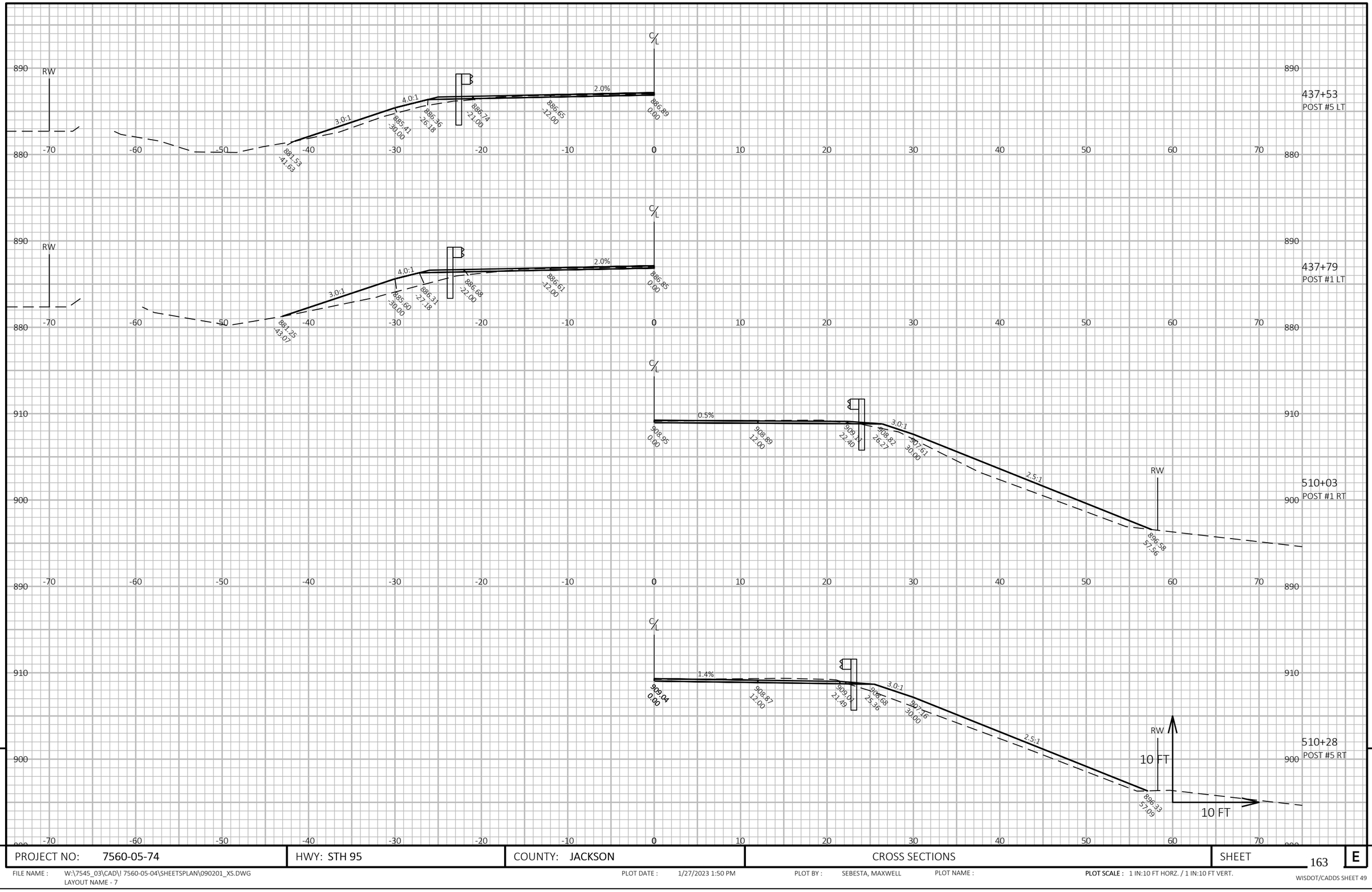
PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	CROSS SECTIONS	SHEET 162	E

FILE NAME : W:\7545_03\CAD\! 7560-05-04\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 6

PLOT DATE : 1/27/2023 1:50 PM PLOT BY : SEBESTA, MAXWELL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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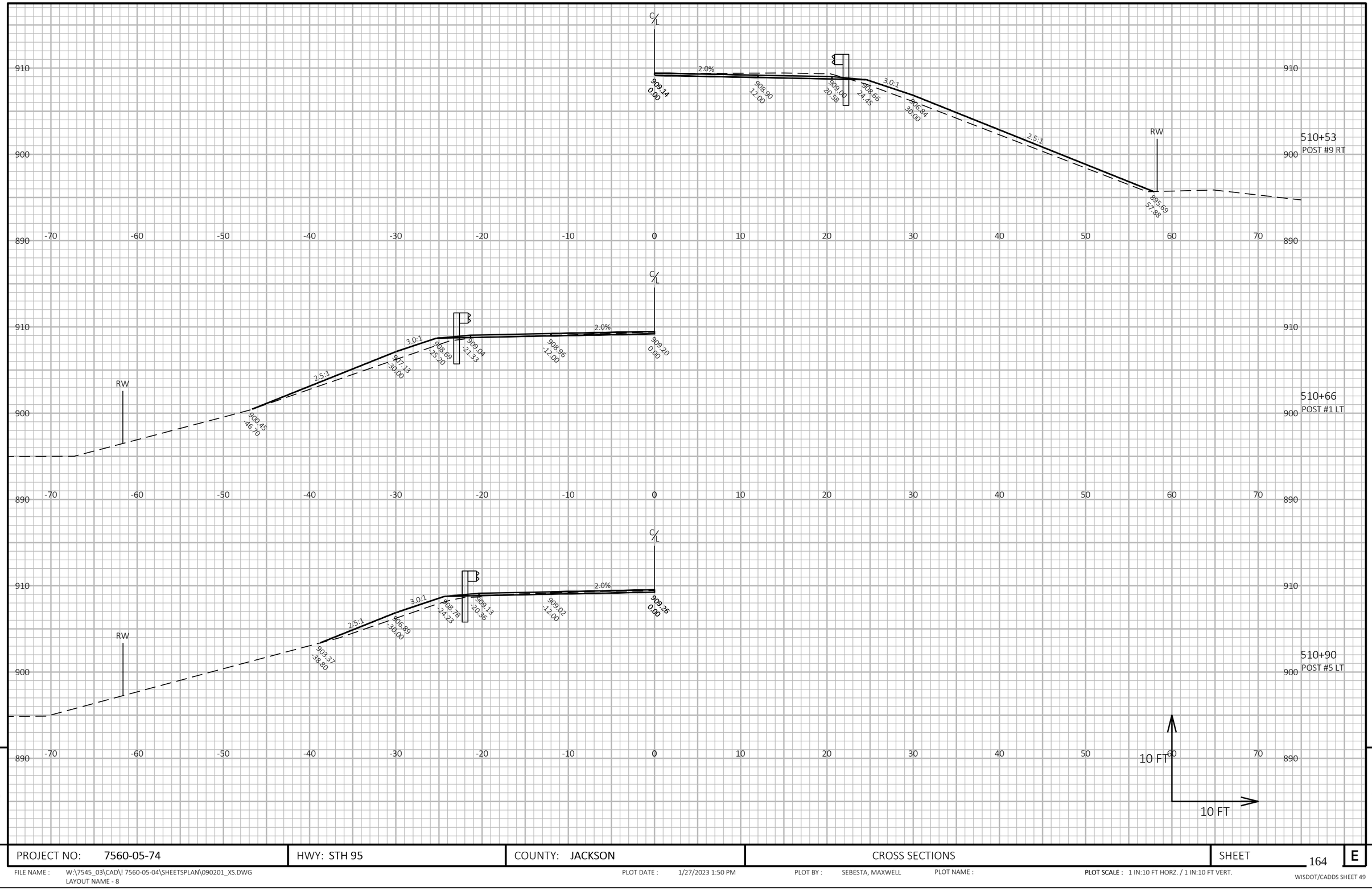
9

PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	CROSS SECTIONS	SHEET 163	E

FILE NAME : W:\7545_03\CAD\! 7560-05-04\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 7

PLOT DATE : 1/27/2023 1:50 PM PLOT BY : SEBESTA, MAXWELL PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

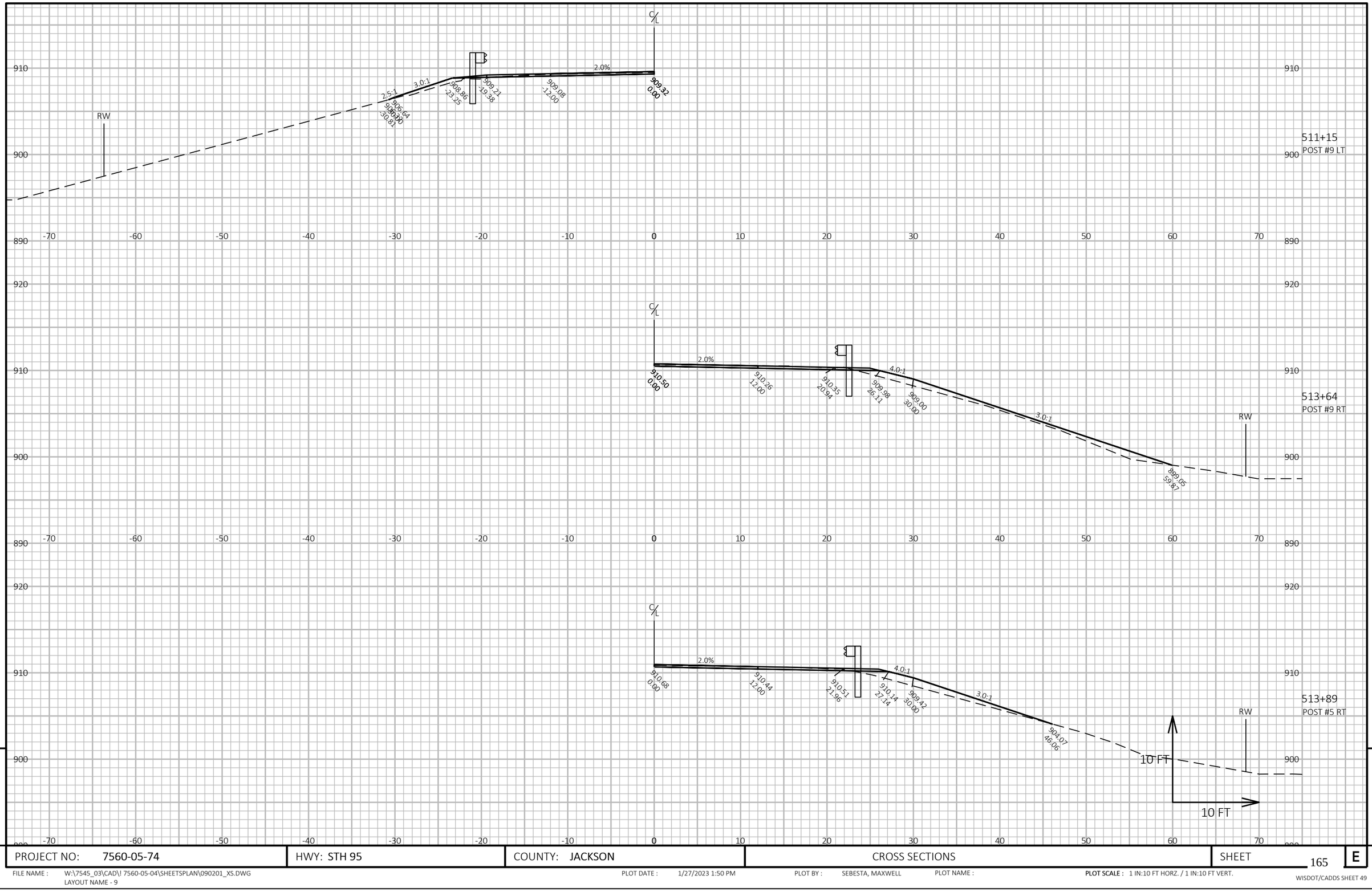
9

PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	CROSS SECTIONS	SHEET 164	E

FILE NAME : W:\7545_03\CAD\! 7560-05-04\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 8

PLOT DATE : 1/27/2023 1:50 PM PLOT BY : SEBESTA, MAXWELL PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

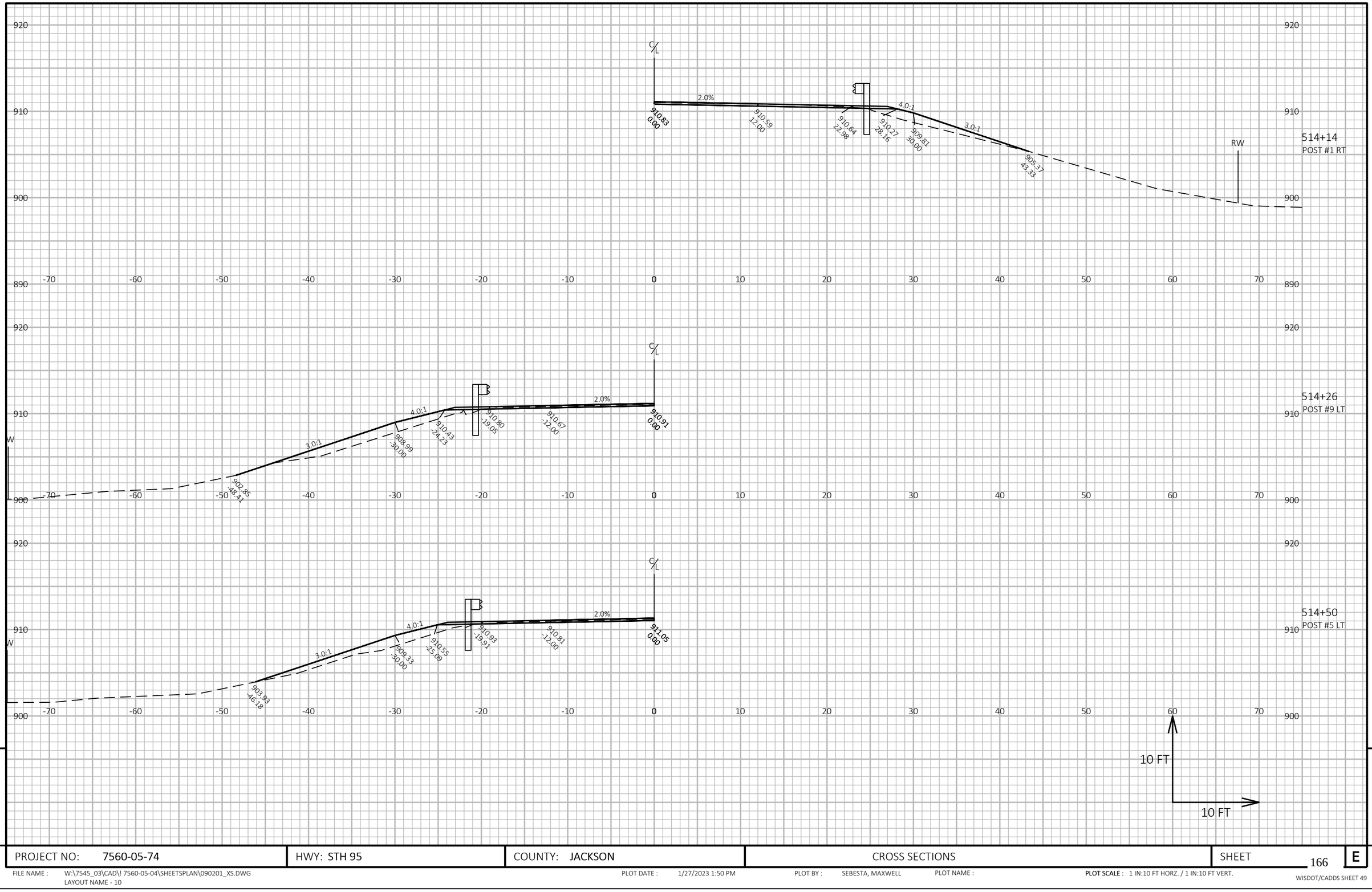
9

PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	CROSS SECTIONS	SHEET 165	E

FILE NAME : W:\7545_03\CAD\! 7560-05-04\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 9

PLOT DATE : 1/27/2023 1:50 PM PLOT BY : SEBESTA, MAXWELL PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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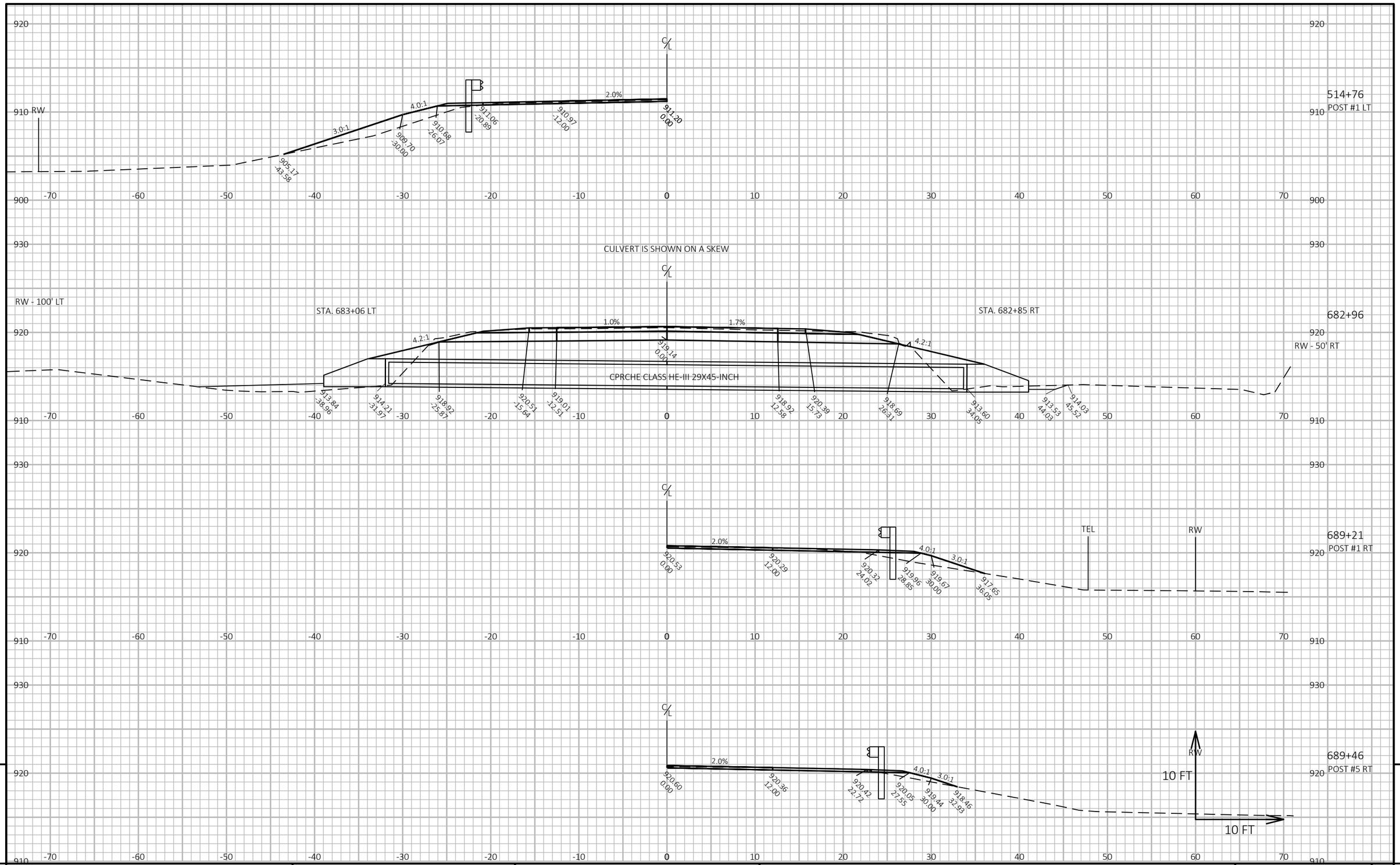
9

PROJECT NO: 7560-05-74	HWY: STH 95	COUNTY: JACKSON	CROSS SECTIONS	SHEET 166	E

FILE NAME : W:\7545_03\CAD\! 7560-05-04\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 10

PLOT DATE : 1/27/2023 1:50 PM PLOT BY : SEBESTA, MAXWELL PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 7650-05-74	HWY: STH 95	COUNTY: JACKSON	CROSS SECTIONS	SHEET 167	E

FILE NAME : W:\7545_03\CAD\! 7560-05-04\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 11

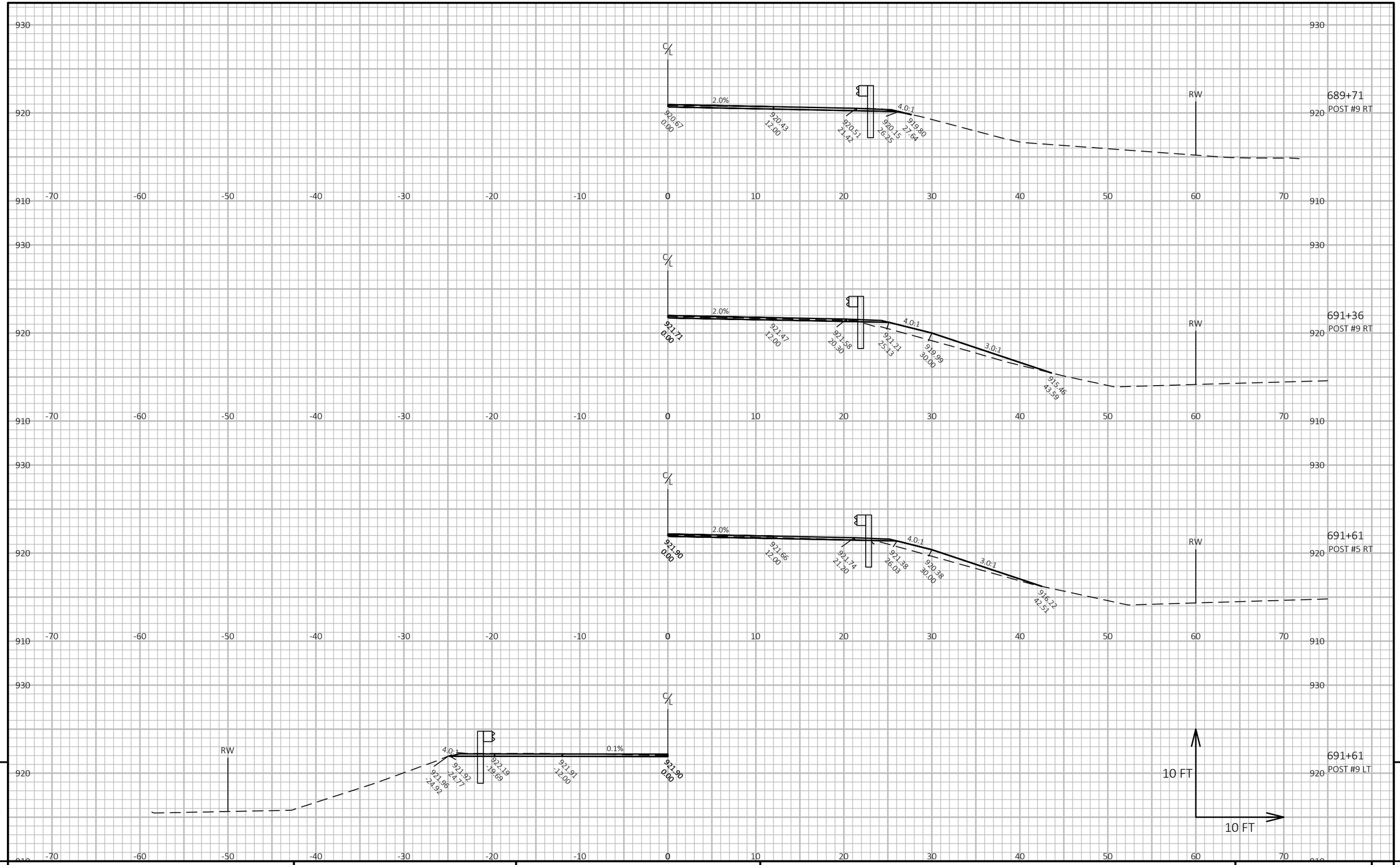
PLOT DATE : 1/27/2023 1:50 PM

PLOT BY : SEBESTA, MAXWELL

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

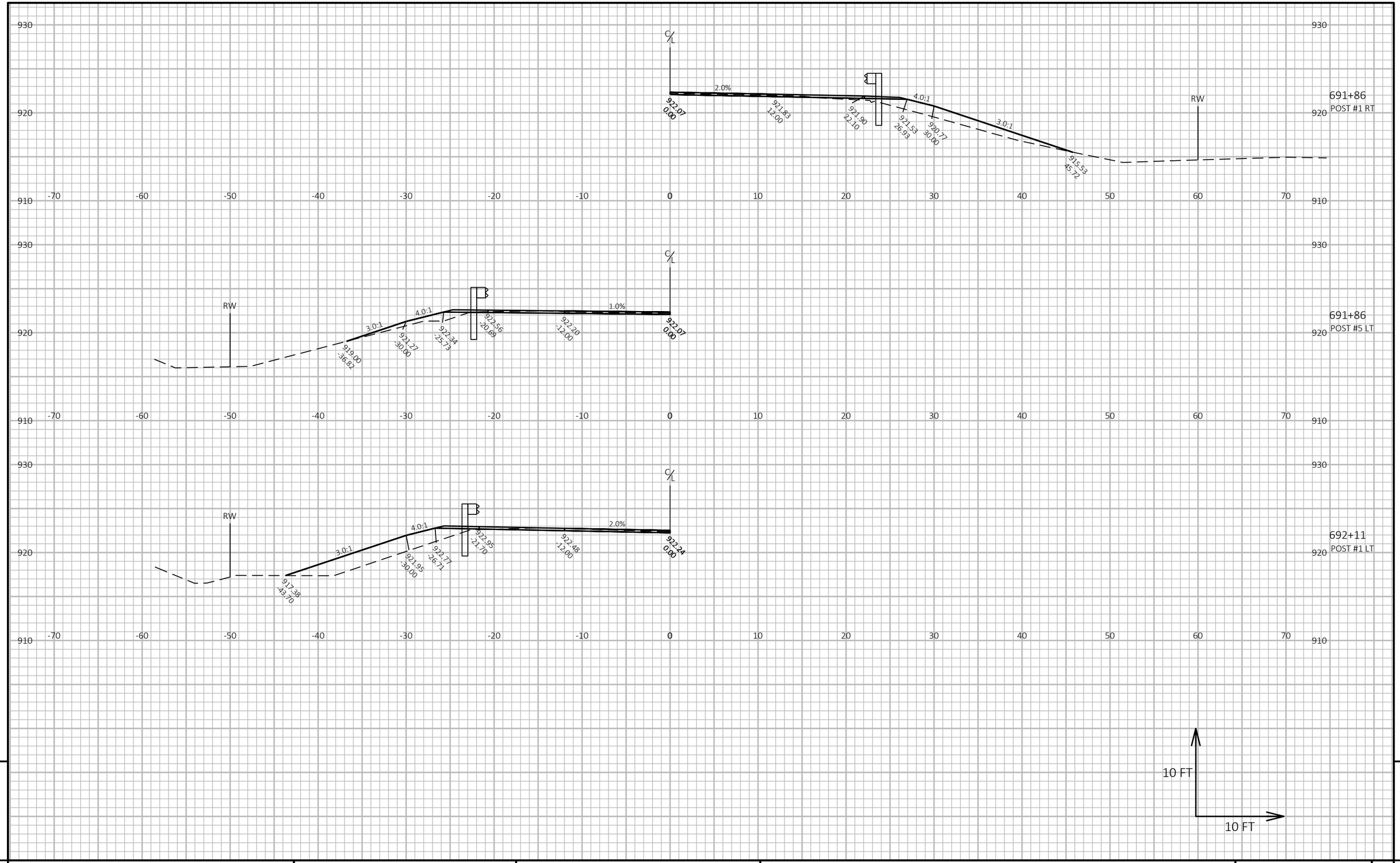
9

PROJECT NO: 7650-05-74	HWY: STH 95	COUNTY: JACKSON	CROSS SECTIONS	SHEET 168	E

FILE NAME : W:\7545_03\CAD\! 7560-05-04\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 12

PLOT DATE : 1/27/2023 1:50 PM PLOT BY : SEBESTA, MAXWELL PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 7650-05-74	HWY: STH 95	COUNTY: JACKSON	CROSS SECTIONS	SHEET 169	E

FILE NAME : W:\7545_03\CAD\! 7560-05-04\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 13

PLOT DATE : 1/27/2023 1:51 PM PLOT BY : SEBESTA, MAXWELL 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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