GRE

APR 2016

PROJECT ID: 4085-52-60

COUNTY: CALUMET

ORDER OF SHEETS

TOTAL SHEETS = 108

30

N

DESIGN DESIGNATION

A.A.D.T.	2013	=	6100
A.A.D.T.	2036	=	7100
D.H.V.		=	765
D.D.		=	60/40
T.		=	7.8%
DESIGN SPEED		=	55 m.p.h
ESALS		=	1,576,800

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

NEW HOLSTEIN - CHILTON

ALTONA AVE - USH 151

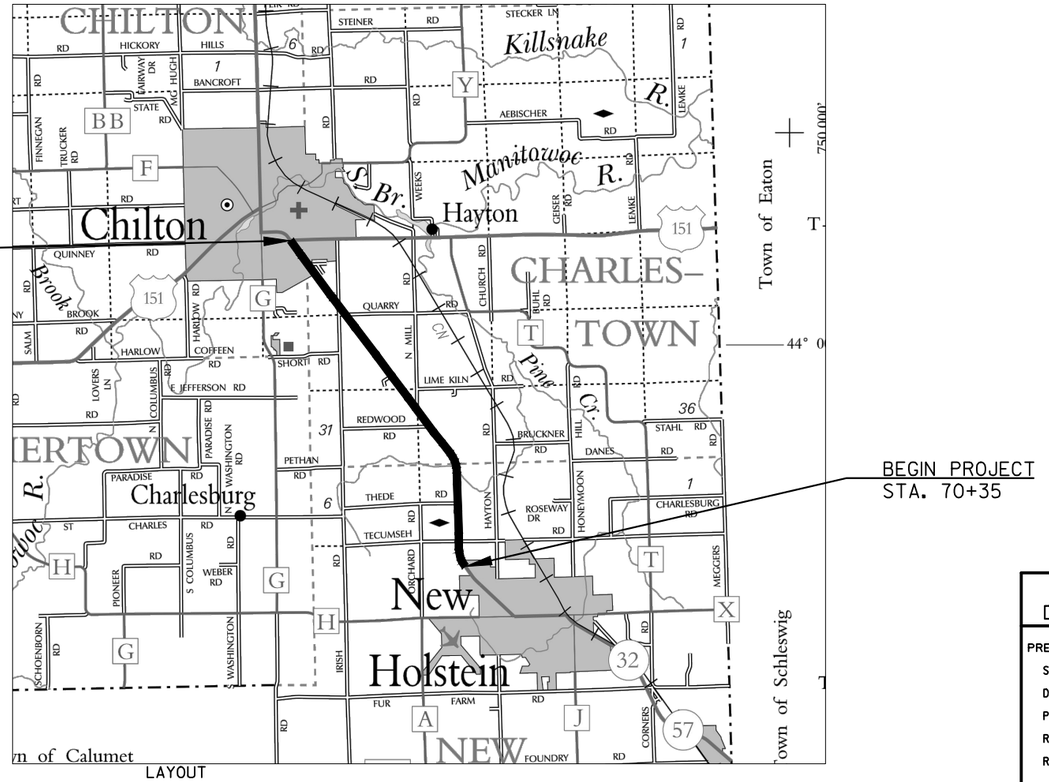
STH 32

CALUMET COUNTY

STATE PROJECT NUMBER
4085-52-60

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
4085-52-60	———	———

END PROJECT
STA. 346+85.09



BEGIN PROJECT
STA. 70+35

LAYOUT
SCALE 0 2 MILE

TOTAL NET LENGTH OF CENTERLINE = 5.2 MILES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	CORMAC MCINNIS
Designer	KYLE WITTE
Project Manager	TIM VERHAGEN
Regional Examiner	REGIONAL EXAMINER
Regional Supervisor	CHARLES KAROW

APPROVED FOR THE DEPARTMENT

DATE: 1/21/2016 Tim Verhagen (Signature)

E

GENERAL NOTES

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

THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO START OF WORK.

UTILITIES

AMERICAN TRANSMISSION COMPANY LLC - ELECTRICITY
801 O'KEEFE RD
P.O. BOX 6113
DE PERE, WI 54115-6113
ATTN: DOUG VOSBERG
PHONE(W): (608) 877-7650
EMAIL: DVOSBERG@ATCLLC.COM

CHARTER COMMUNICATIONS - COMMUNICATIONS
3315 LINCOLN AVENUE
TWO RIVERS, WI 54241
ATTN: NICK FRASE
PHONE (W): (920) 793-2216 EXT. 30
EMAIL: NICK.FRASE@CHARTER.COM

CITY OF CHILTON - SEWER, WATER
42 SCHOOL ST
CHILTON, WI 53014-1346
ATTN: TODD SCHWARZ
PHONE(W): (920) 849-2451 EXT. 320
EMAIL: CHILTONDPW@CHILTONWI.COM

FRONTIER NORTH INC. - COMMUNICATIONS
521 4TH ST.
WAUSAU, WI 54403
ATTN: RICHARD ENDSLEY
PHONE(W): (920) 893-7242
EMAIL: RICHARD.J.ENDSLEY@FRONTIER.COM

NEW HOLSTEIN PUBLIC UTILITIES - ELECTRICITY
2110 WASHINGTON ST.
NEW HOLSTEIN, WI 53061
ATTN: TOM PAFFORD
PHONE(W): (920) 898-5776
EMAIL: NH_ELECTRIC@WPPIENERGY.ORG

NEW HOLSTEIN PUBLIC UTILITIES - SEWER, WATER
2110 WASHINGTON ST.
NEW HOLSTEIN, WI 53061
ATTN: DON LINTNER
PHONE(W): (920) 898-5776
EMAIL: NH_TREATMENT@WPPIENERGY.ORG

WISCONSIN PUBLIC SERVICE CORPORATION - ELECTRICITY
800 COLUMBUS ST.
P.O. BOX 236
TWO RIVERS, WI 54241-0236
ATTN: JEFF PELISCHEK
PHONE (W): (920) 657-1816
EMAIL: JSPESCHEK@WISCONSINPUBLICSERVICE.COM

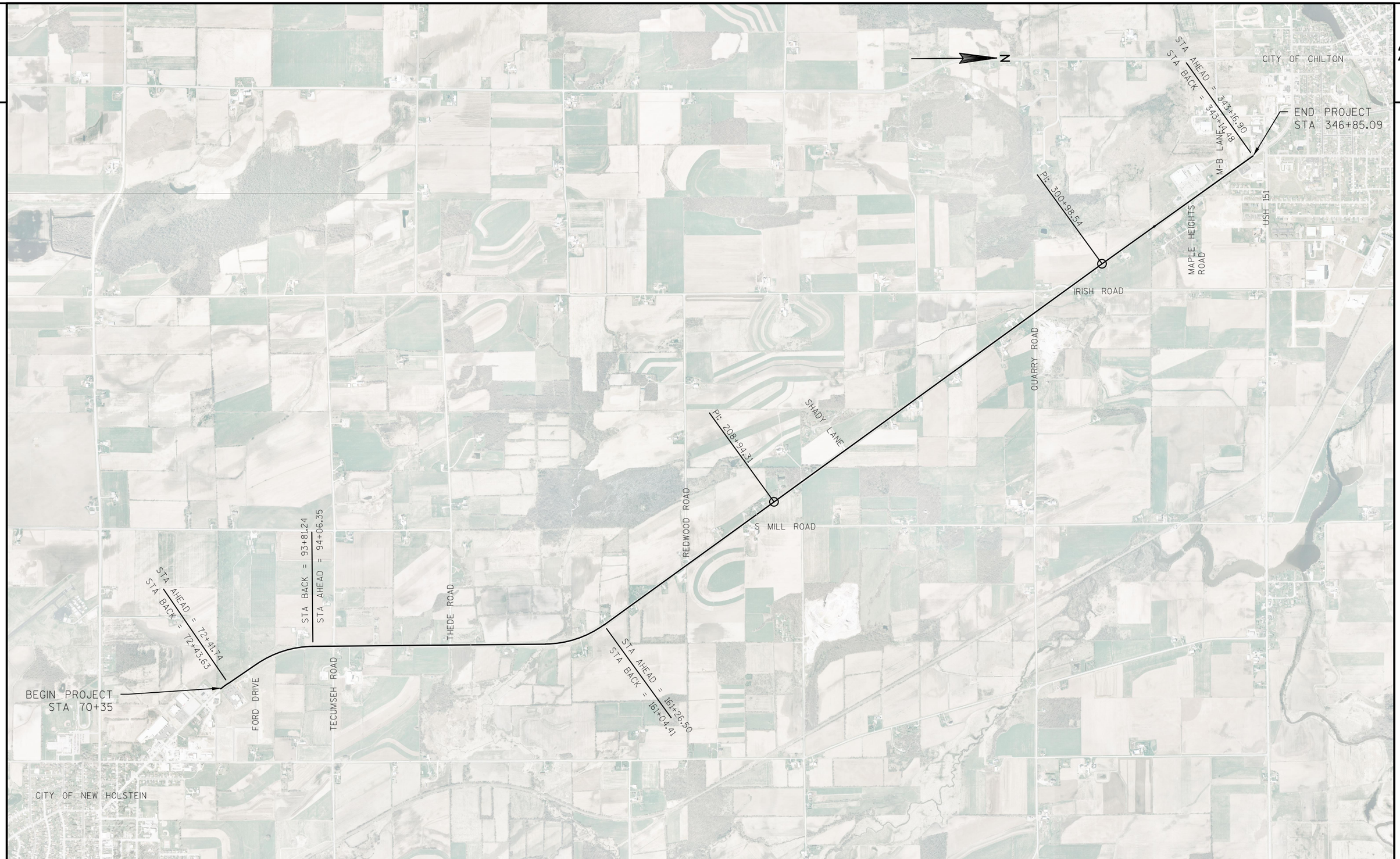
WISCONSIN PUBLIC SERVICE CORPORATION - GAS/PETROLEUM
933 S WILDWOOD AVENUE
P.O. BOX 329
SHEBOYGAN, WI 53082
ATTN: MICHAEL LOWTHER
PHONE(W): (920) 451-3743
EMAIL: MLLOWTHER@WISCONSINPUBLICSERVICE.COM

DNA AREA LIAISON

WISCONSIN DEPARTMENT OF NATURAL RESOURCES
2984 SHAWNO AVENUE
GREEN BAY, WI 54313-6727
ATTN: MATT SCHAEVE
PHONE: (920) 662-5472
FAX: (920) 662-5159
EMAIL:MATTEW.SCHAEVE@WISCONSIN.GOV

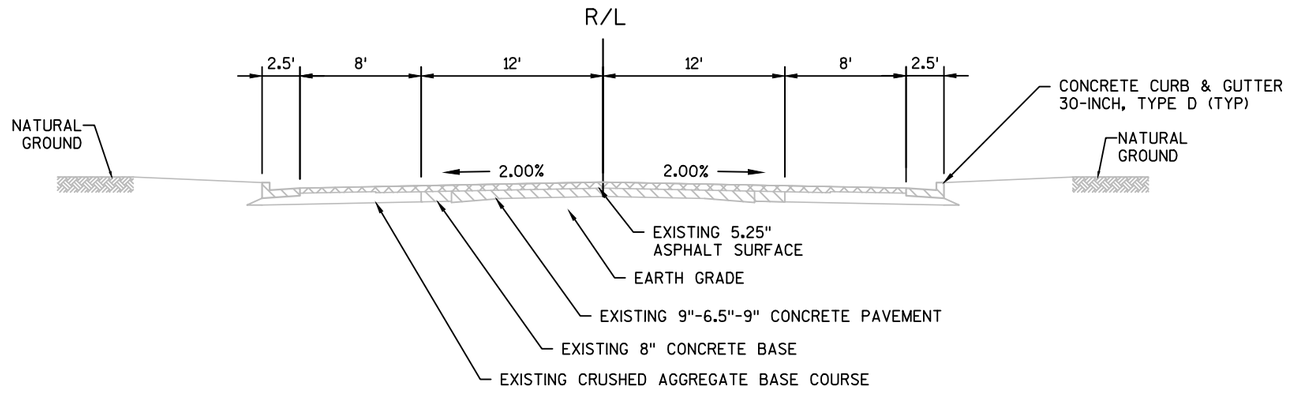
DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com

2



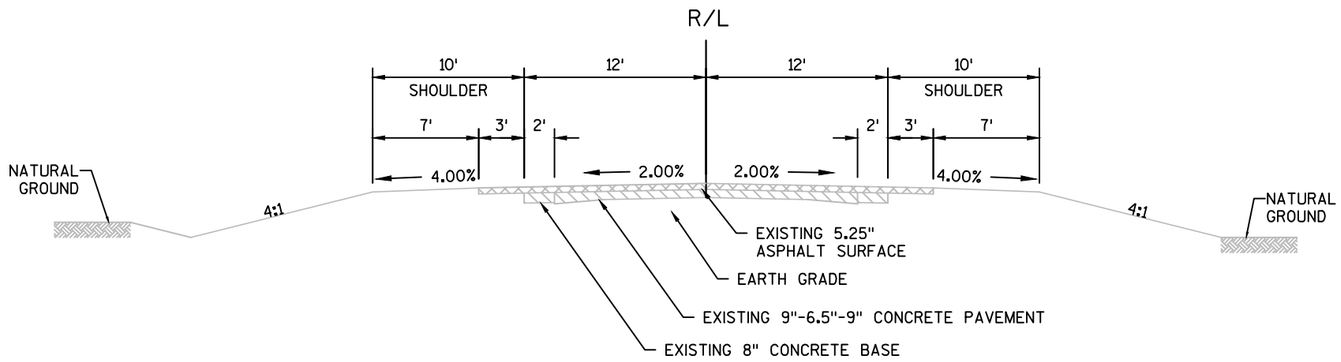
PROJECT NO: 4085-52-60	HWY: STH 32	COUNTY: CALUMET	PROJECT OVERVIEW	SHEET 3	E

2



TYPICAL EXISTING CROSS SECTION FOR S.T.H 32

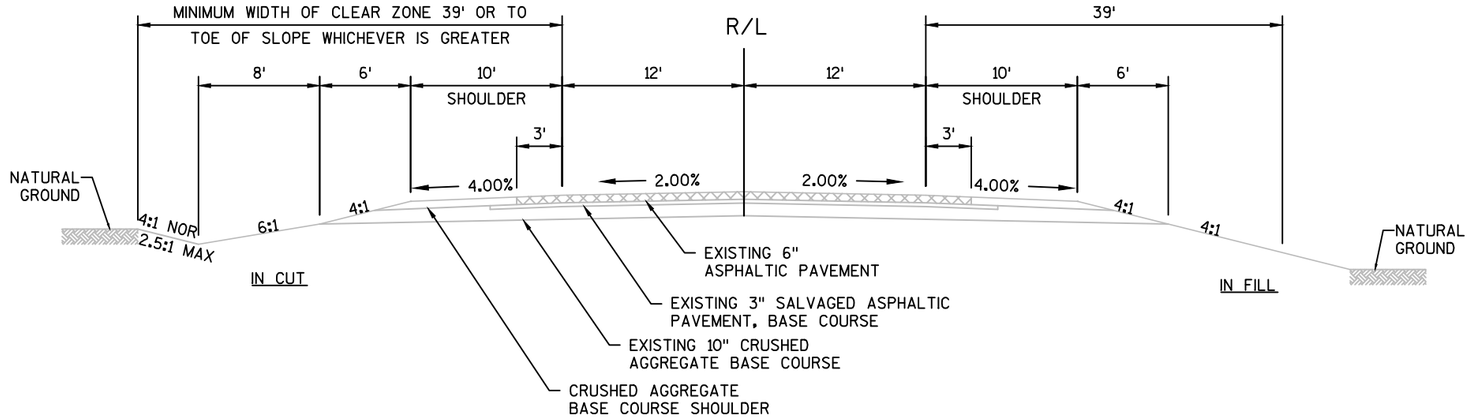
70+35 TO 77+90



TYPICAL EXISTING CROSS SECTION FOR S.T.H 32

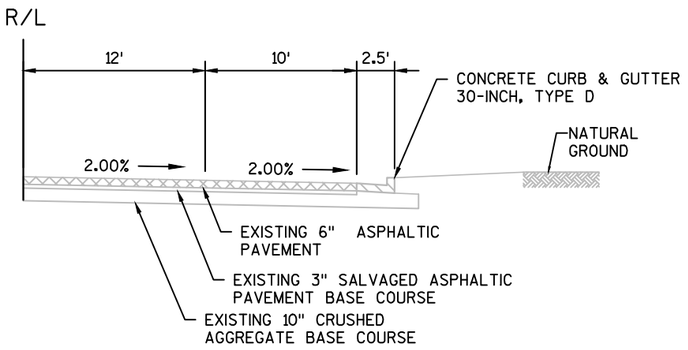
77+90 TO 133+00
168+78 TO 286+50
309+00 TO 320+70

PROJECT NO: 4085-52-60	HWY: STH 32	COUNTY: CALUMET	PLAN: EXISTING TYPICAL SECTION	SHEET 4	E



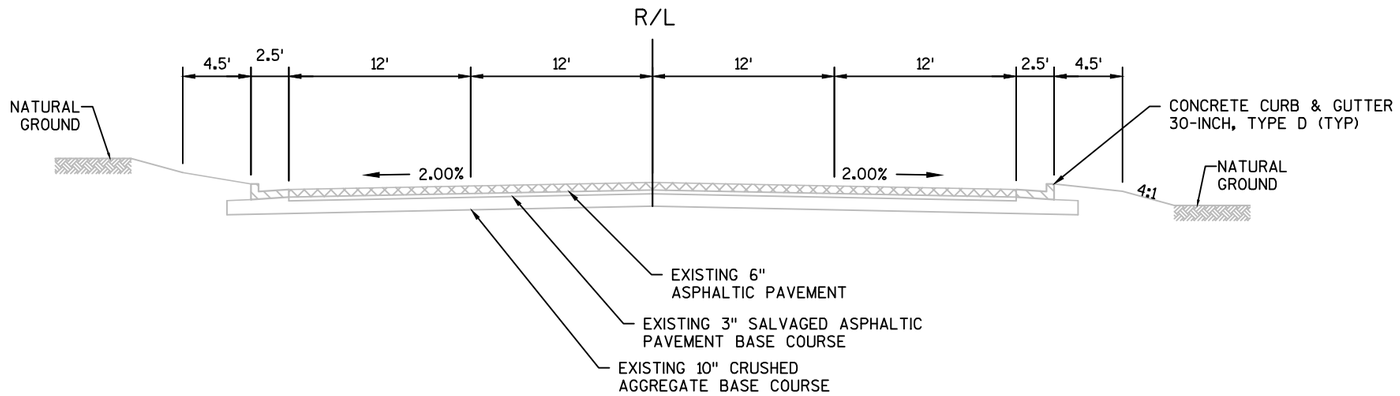
TYPICAL EXISTING CROSS SECTION FOR S.T.H 32

133+00 TO 168+78
286+50 TO 309+00
320+70 TO 323+70



TYPICAL EXISTING CROSS SECTION FOR S.T.H 32

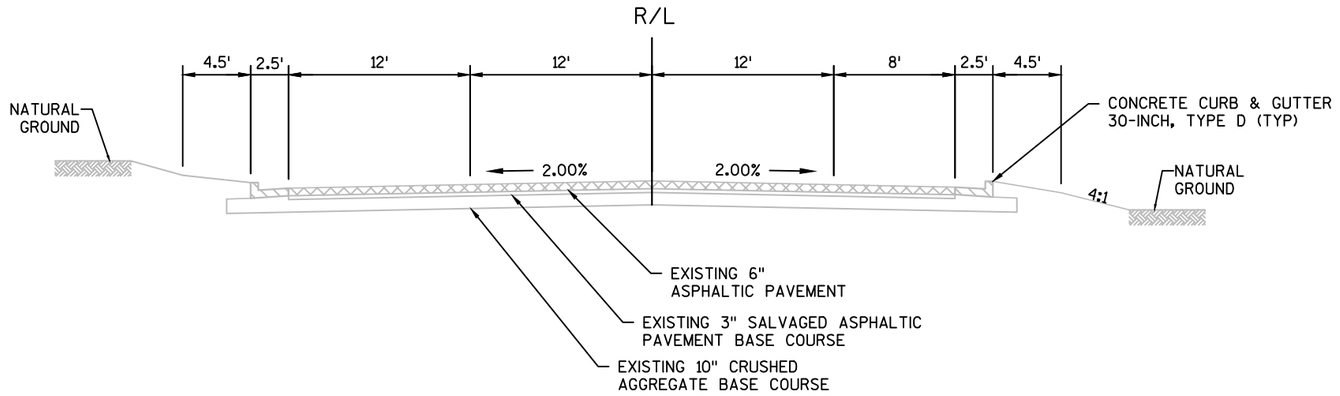
297+75 TO 299+25 RT



TYPICAL EXISTING CROSS SECTION FOR S.T.H 32

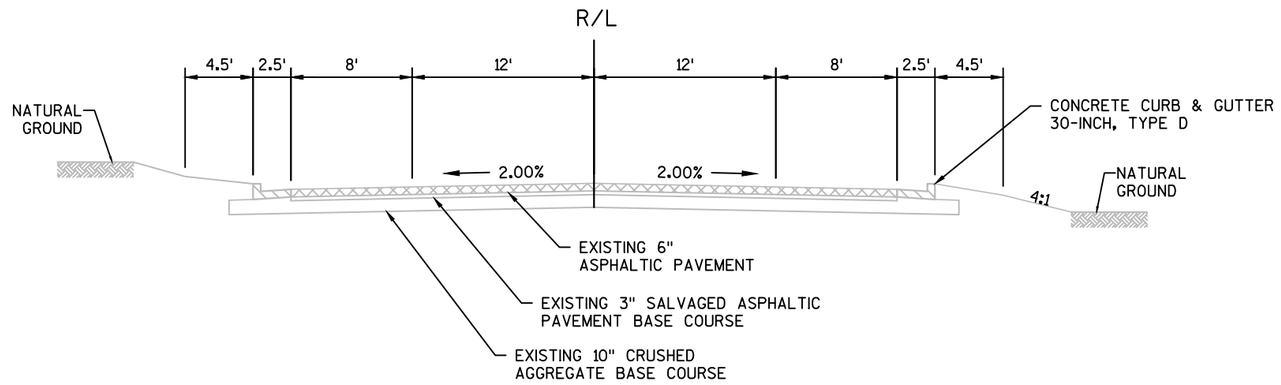
323+70 TO 328+25

PROJECT NO: 4085-52-60	HWY: STH 32	COUNTY: CALUMET	PLAN: EXISTING TYPICAL SECTION	SHEET 5	E



TYPICAL EXISTING CROSS SECTION FOR S.T.H 32

328+25 TO 335+00

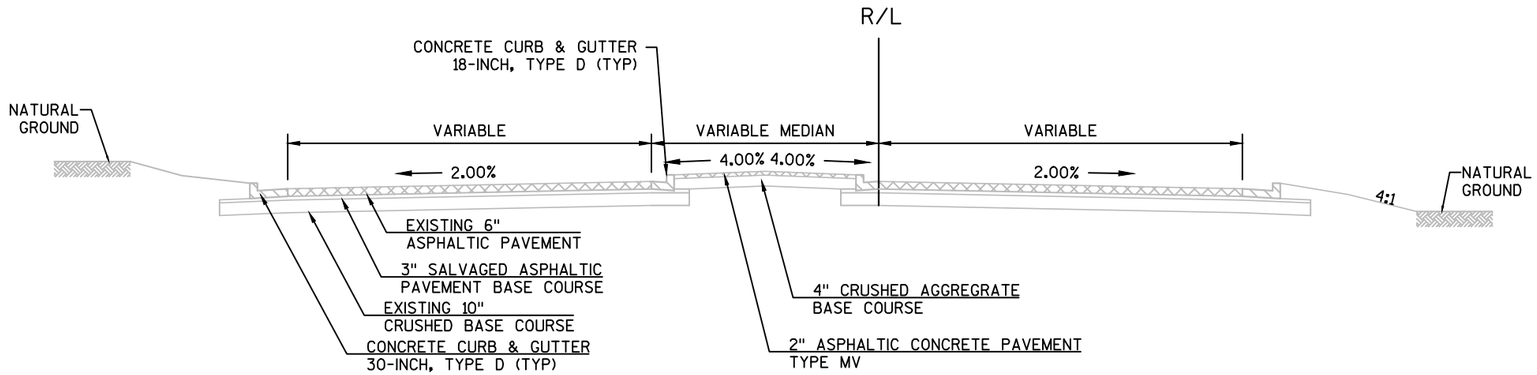


TYPICAL EXISTING CROSS SECTION FOR S.T.H 32

335+00 TO 345+02
346+40 TO 346+85

PROJECT NO: 4085-52-60	HWY: STH 32	COUNTY: CALUMET	PLAN: EXISTING TYPICAL SECTION	SHEET 6	E

2

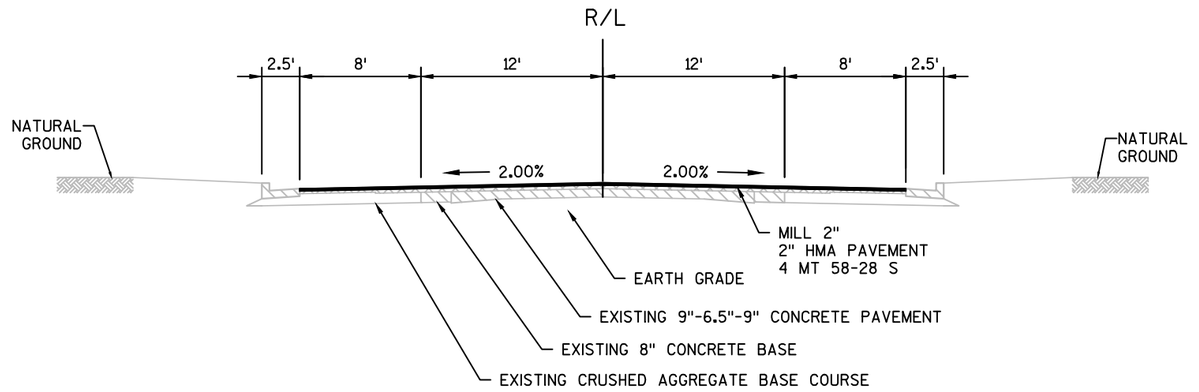


TYPICAL EXISTING CROSS SECTION FOR S.T.H 32

345+02 TO 346+40

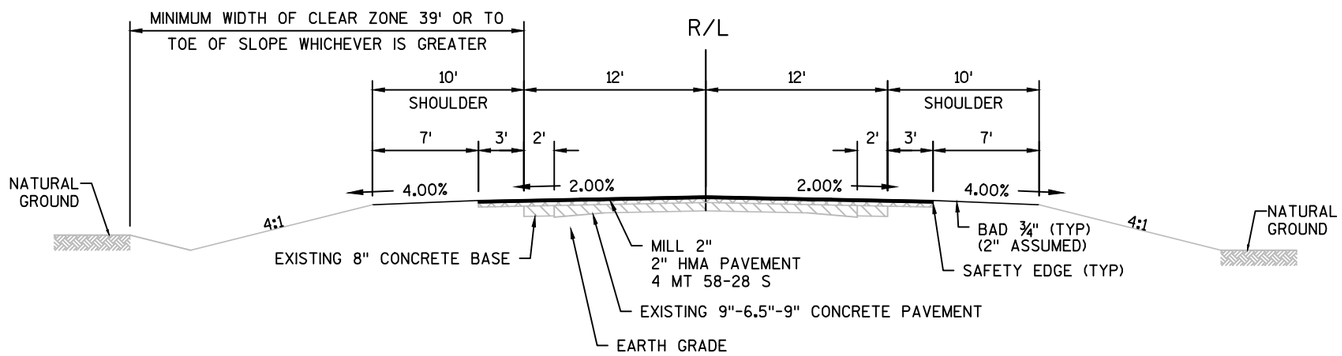
PROJECT NO: 4085-52-60	HWY: STH 32	COUNTY: CALUMET	PLAN: EXISTING TYPICAL SECTION	SHEET 7	E

2



TYPICAL PROPOSED CROSS SECTION FOR S.T.H 32

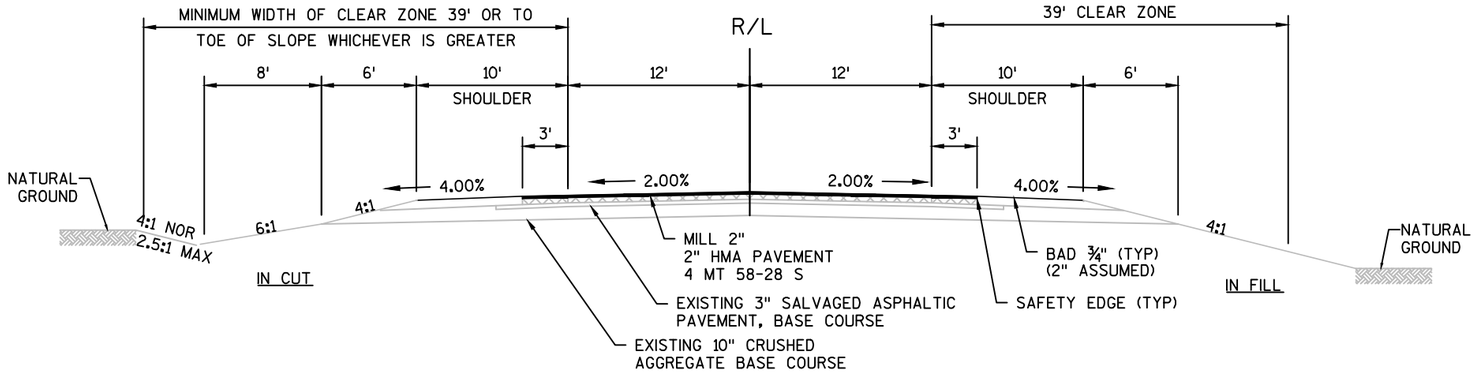
70+35 TO 77+90



TYPICAL PROPOSED CROSS SECTION FOR S.T.H 32

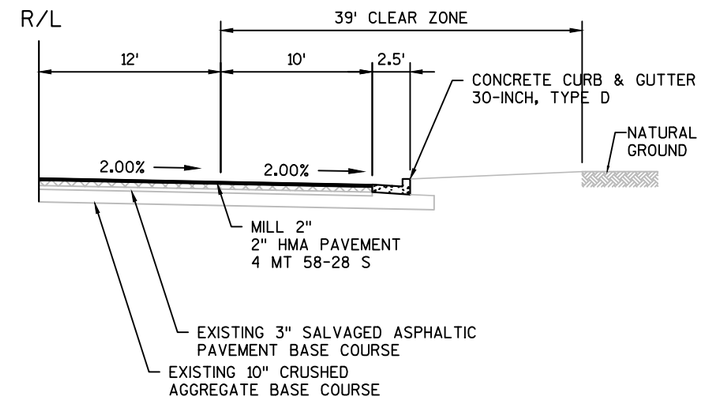
77+90 - 133+00
168+78 - 286+50
309+00 - 320+70

PROJECT NO: 4085-52-60	HWY: STH 32	COUNTY: CALUMET	PLAN: FINISHED TYPICAL SECTION	SHEET 8	E



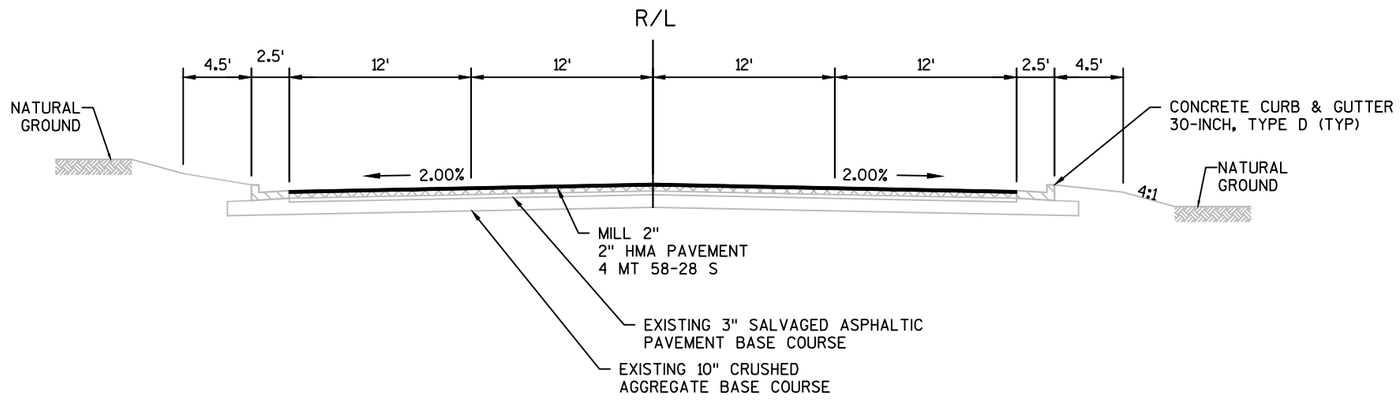
TYPICAL PROPOSED CROSS SECTION FOR S.T.H 32

133+00 TO 168+78
286+50 TO 309+00
320+70 TO 323+70



TYPICAL PROPOSED CROSS SECTION FOR S.T.H 32

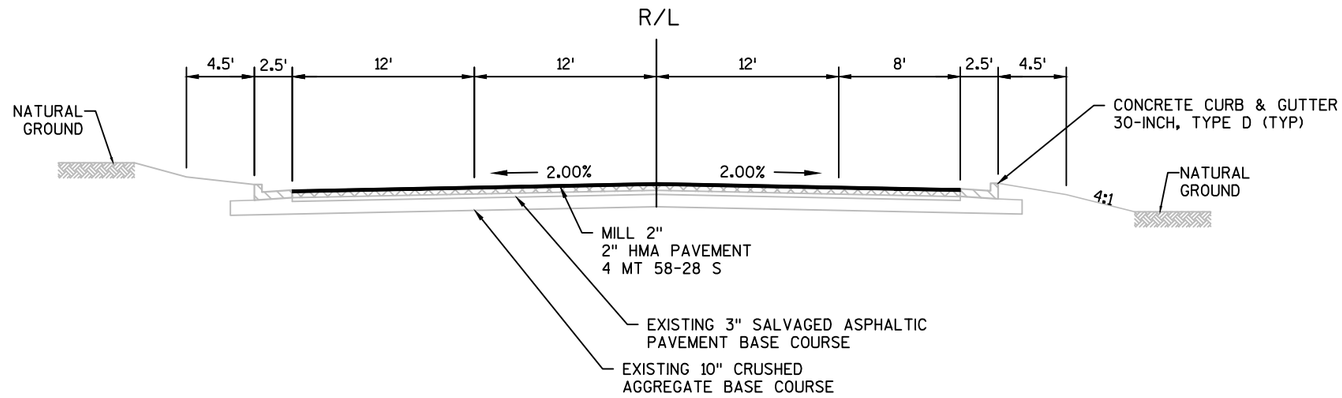
297+75 TO 299+25 RT



TYPICAL PROPOSED CROSS SECTION FOR S.T.H 32

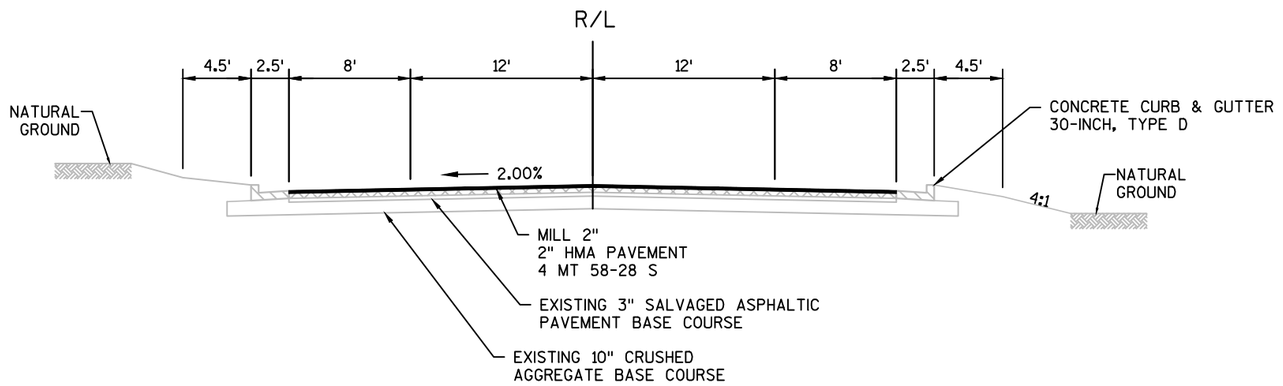
323+70 TO 328+25

2



TYPICAL PROPOSED CROSS SECTION FOR S.T.H 32

328+25 TO 335+00

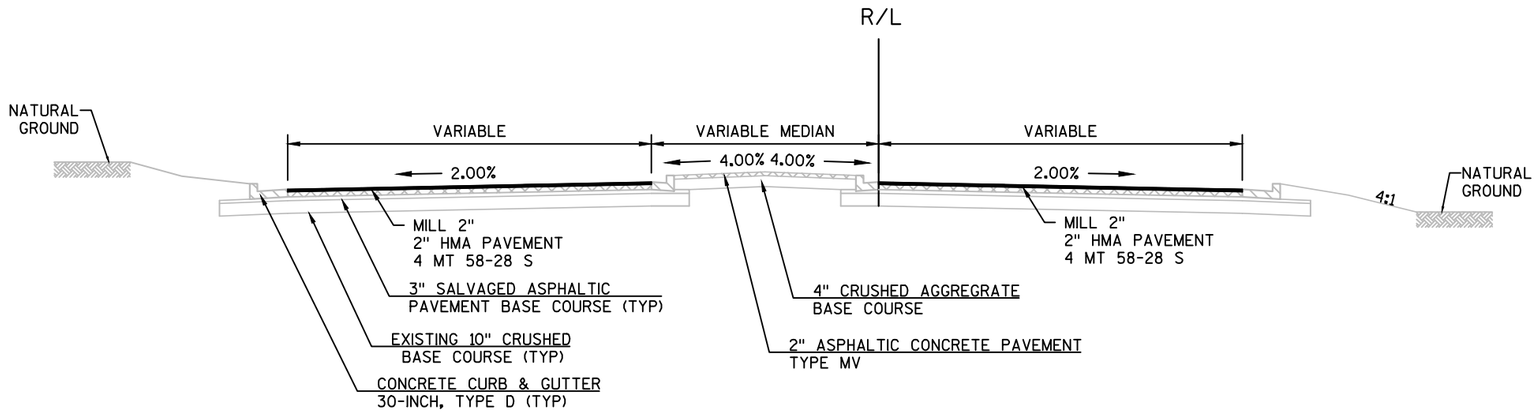


TYPICAL PROPOSED CROSS SECTION FOR S.T.H 32

335+00 TO 345+02

PROJECT NO: 4085-52-60	HWY: STH 32	COUNTY: CALUMET	PLAN: PROPOSED TYPICAL SECTION	SHEET 10	E

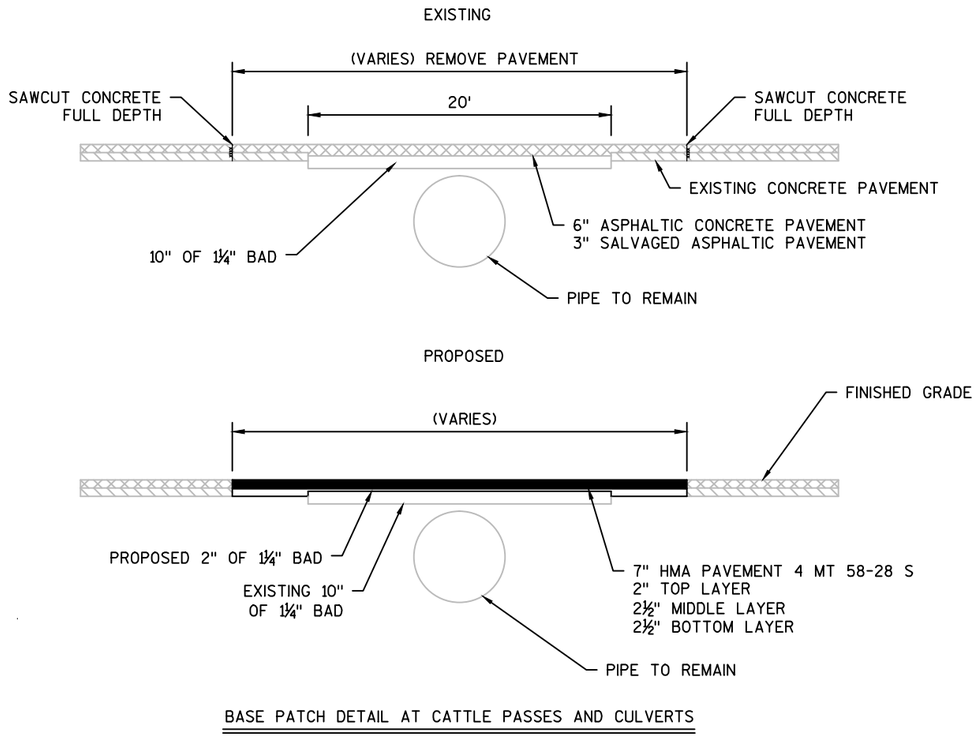
2



TYPICAL PROPOSED CROSS SECTION FOR S.T.H 32

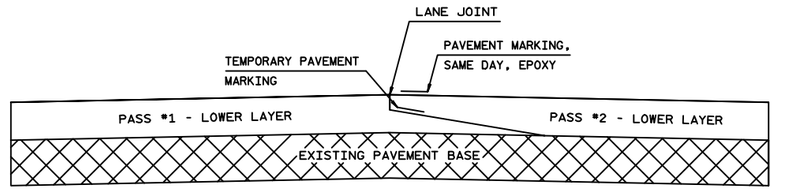
345+02 TO 346+13

2



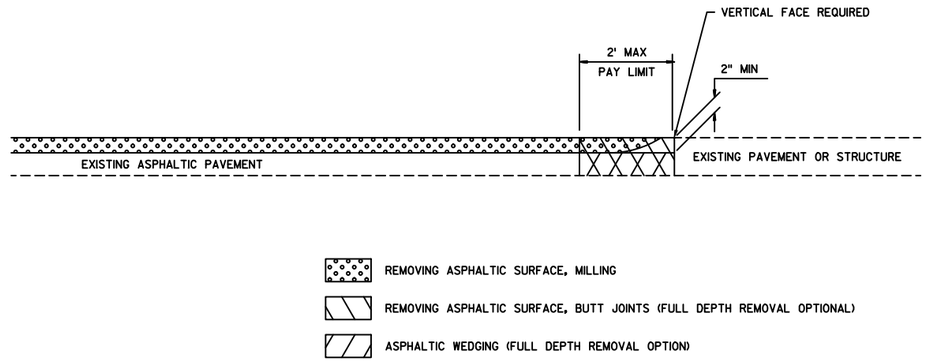
BASE PATCH DETAIL AT CATTLE PASSES AND CULVERTS

242+15 - 242+55
245+23 - 245+53
260+50 - 261+05
269+70 - 270+40
315+44 - 315+74

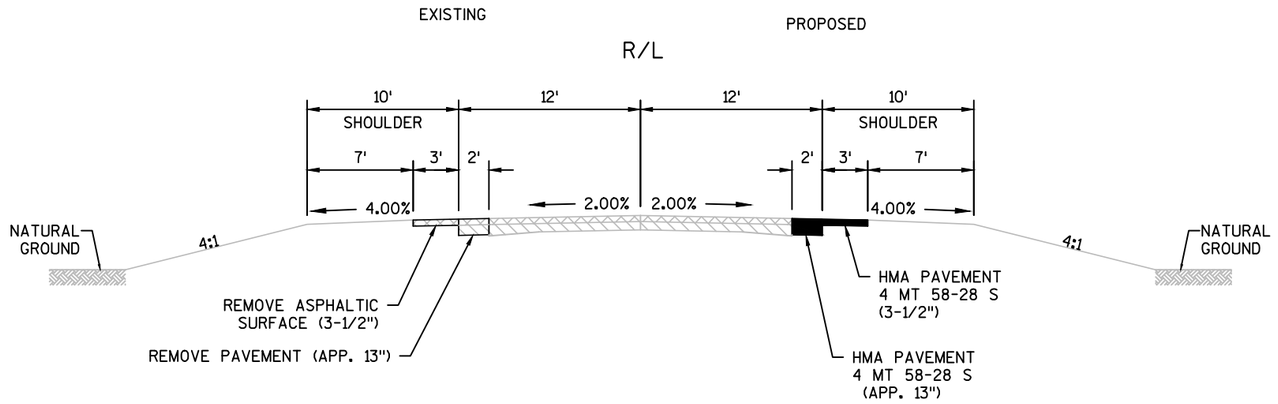


LOWER AND UPPER LAYERS

PAVEMENT MARKING DETAIL FOR TAPERED OVERLAPPING JOINTS IN ASPHALTIC PAVEMENTS



BUTT JOINT DETAIL FOR MILLED ASPHALTIC PAVEMENTS



FULL DEPTH / SHOULDER REPAIR

105+55 TO 108+33
178+89 TO 179+11
184+36 TO 187+75
208+23 TO 210+36
211+10 TO 211+24
229+67 TO 229+96
230+34 TO 230+55
277+86 TO 279+27

LEGEND

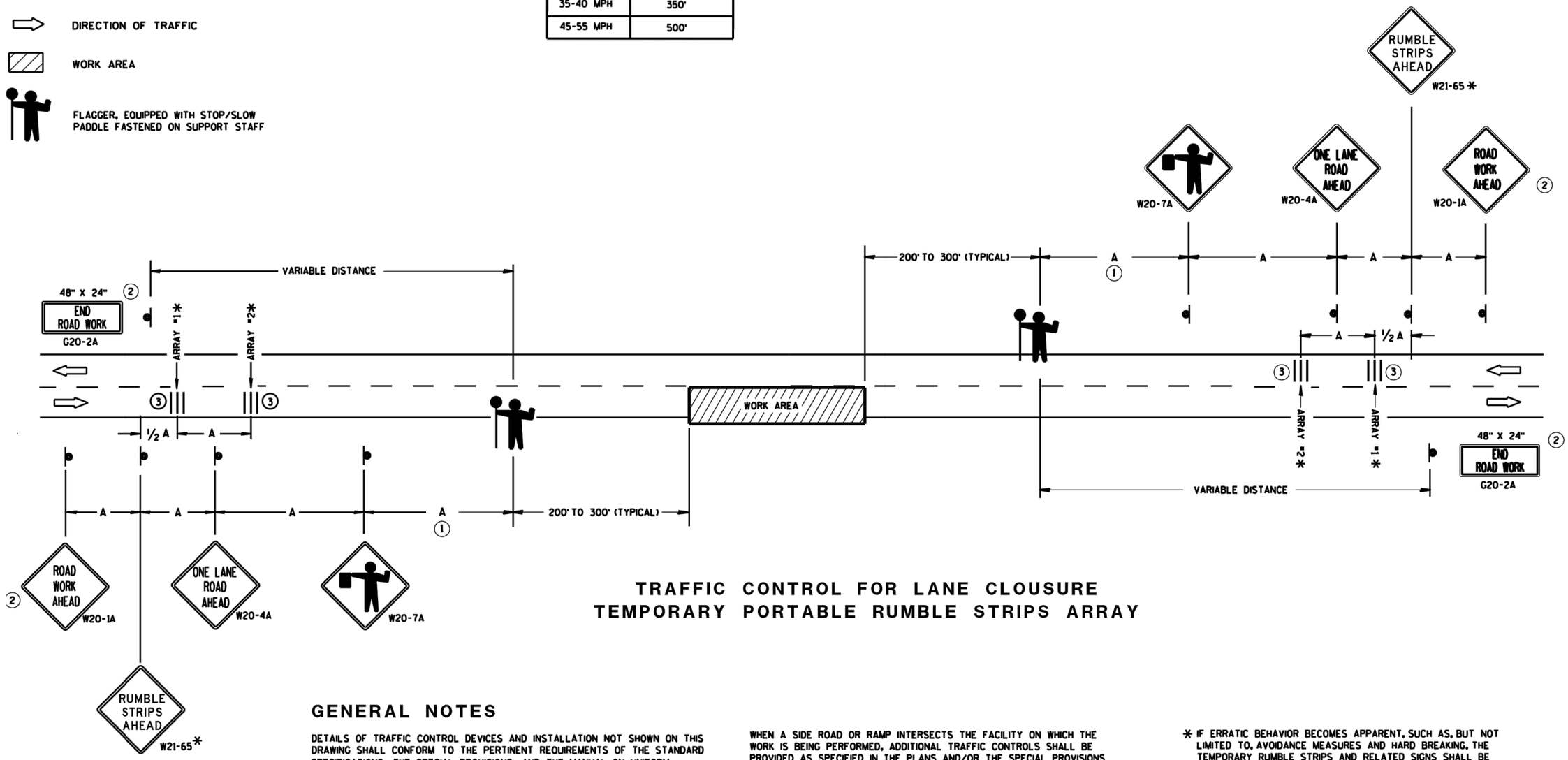
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN SPACING TABLE

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

BE PREPARED TO STOP
W03-4

USE OF THE "BE PREPARED TO STOP" 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 CLOUSURE
TEMPORARY PORTABLE RUMBLE STRIPS ARRAY

GENERAL NOTES

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

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

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

"W0" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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

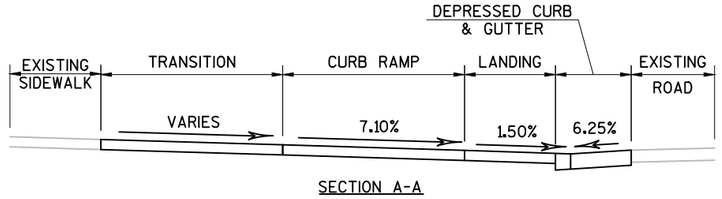
FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, REMOVE TEMPORARY RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

* IF ERRATIC BEHAVIOR BECOMES APPARENT, SUCH AS, BUT NOT LIMITED TO, AVOIDANCE MEASURES AND HARD BREAKING, THE TEMPORARY RUMBLE STRIPS AND RELATED SIGNS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.

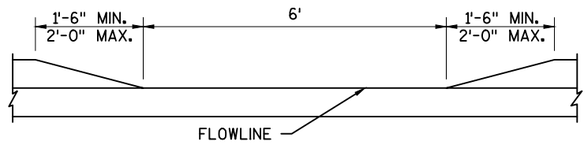
(1) FOR A MOVING WORK OPERATION, SIGNING AND TEMPORARY RUMBLE STRIPS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3,500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

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

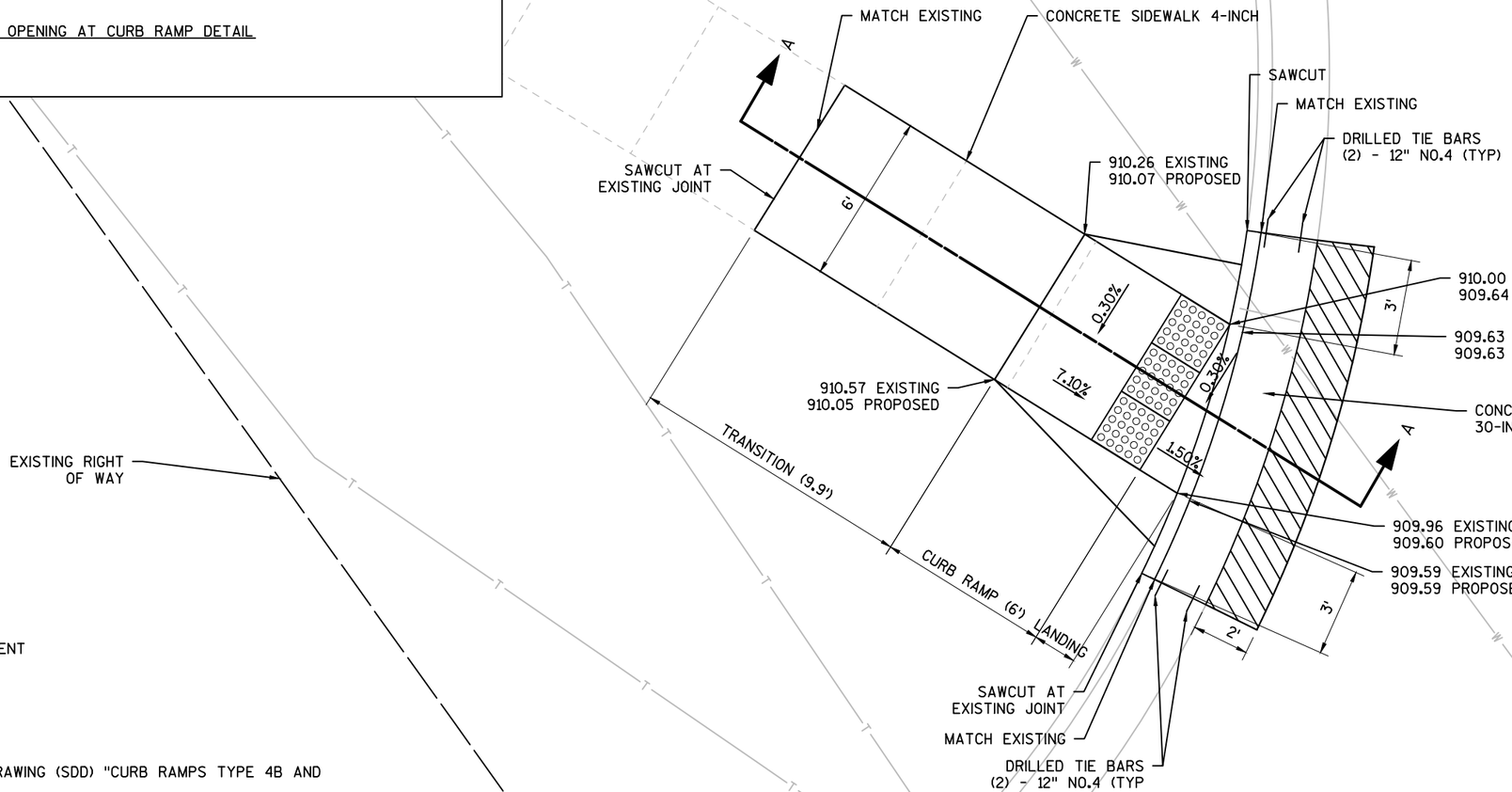
(3) EACH RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED 8 - 10 FEET CENTER TO CENTER, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.



SECTION A-A



CURB OPENING AT CURB RAMP DETAIL



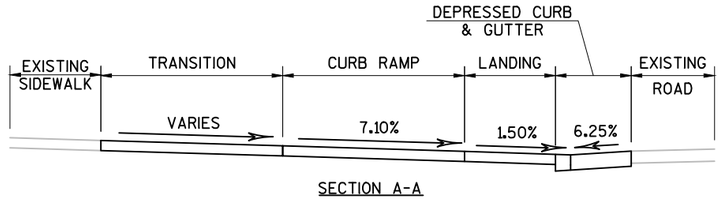
REMOVE AND REPLACE
EXISTING ASPHALT PAVEMENT

GENERAL NOTES:

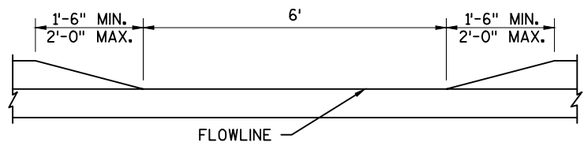
REFER TO STANDARD DETAIL DRAWING (SDD) "CURB RAMPS TYPE 4B AND 4B1" FOR ADDITIONAL DETAILS.

IN THE TRANSITION ZONE CROSS SLOPES MAY EXCEED 2% BUT RUNNING SLOPES SHALL NOT EXCEED 8.33%.

PROJECT NO: 4085-52-60	HWY: STH 32	COUNTY: CALUMET	CONSTRUCTION DETAIL: CURB RAMP A	SHEET 15	E



SECTION A-A



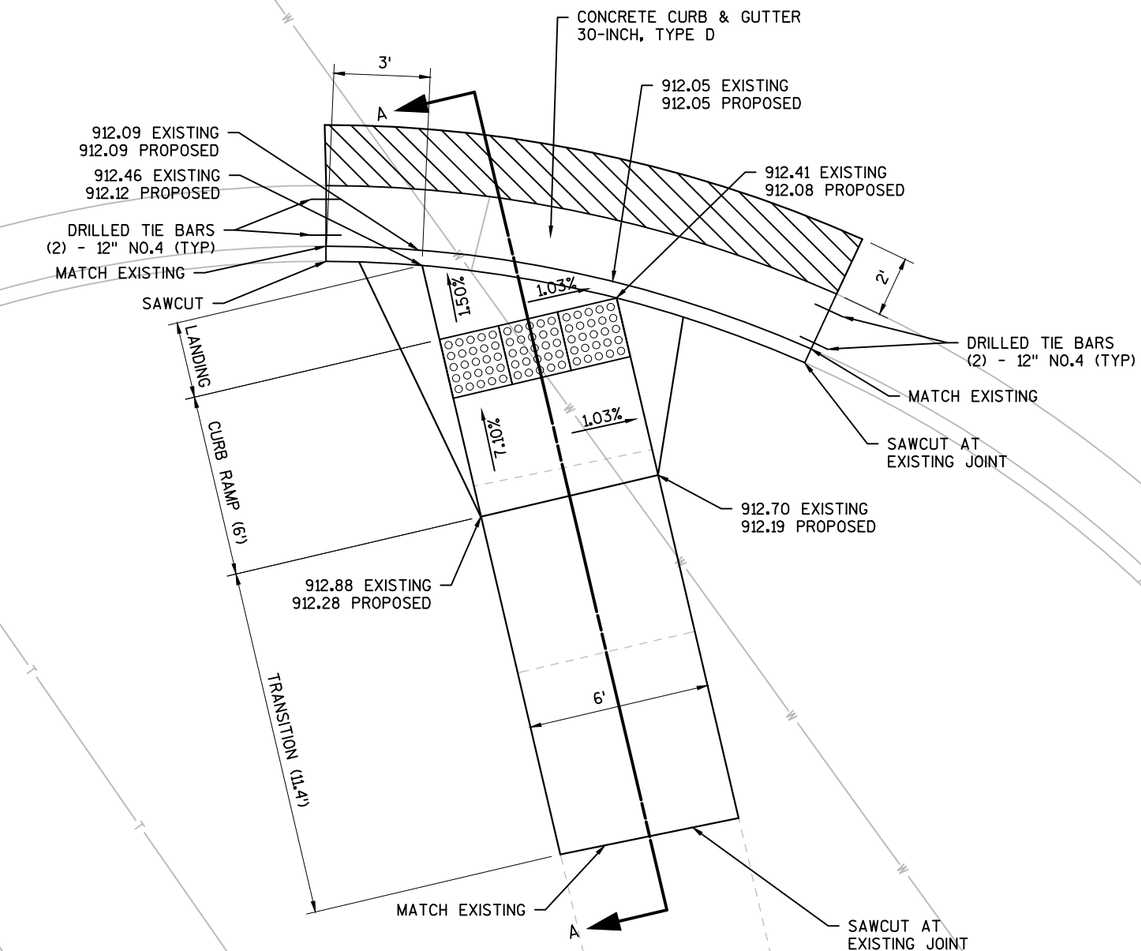
CURB OPENING AT CURB RAMP DETAIL

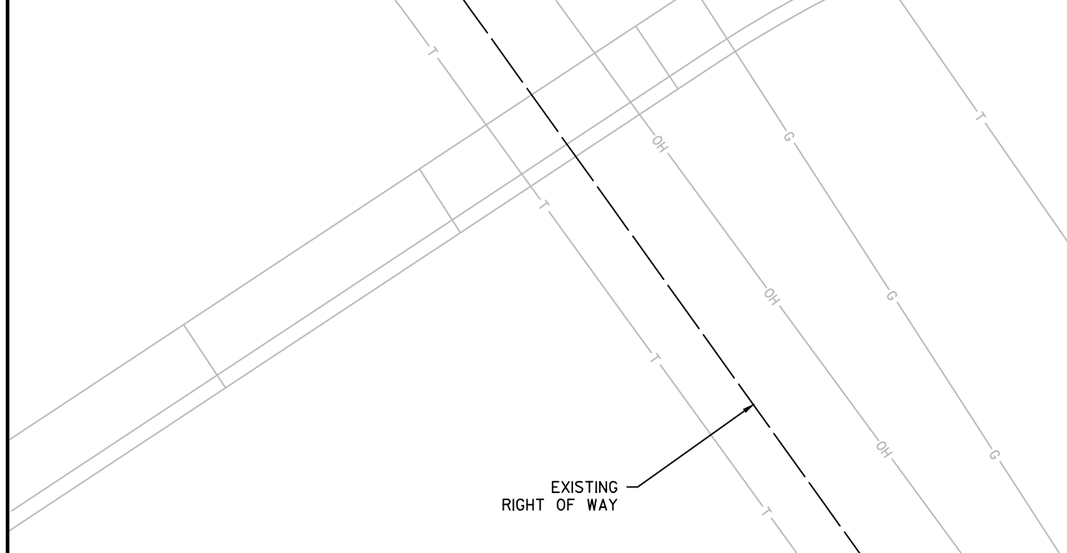
GENERAL NOTES:

REFER TO STANDARD DETAIL DRAWING (SDD) "CURB RAMPS TYPE 4B AND 4B1" FOR ADDITIONAL DETAILS.

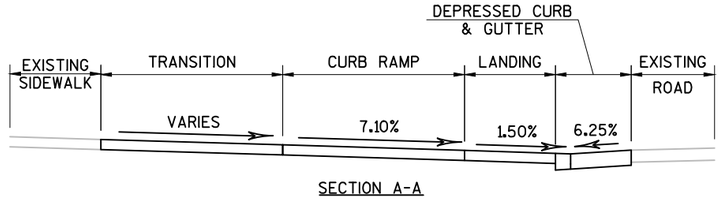
IN THE TRANSITION ZONE CROSS SLOPES MAY EXCEED 2% BUT RUNNING SLOPES SHALL NOT EXCEED 8.33%.

REMOVE AND REPLACE
EXISTING ASPHALT PAVEMENT

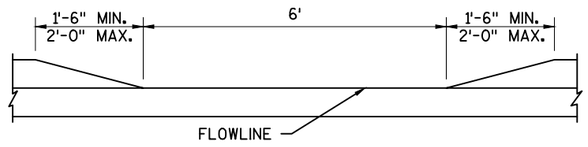




PROJECT NO: 4085-52-60	HWY: STH 32	COUNTY: CALUMET	CONSTRUCTION DETAIL: CURB RAMP B	SHEET 16	E



SECTION A-A



CURB OPENING AT CURB RAMP DETAIL

GENERAL NOTES:

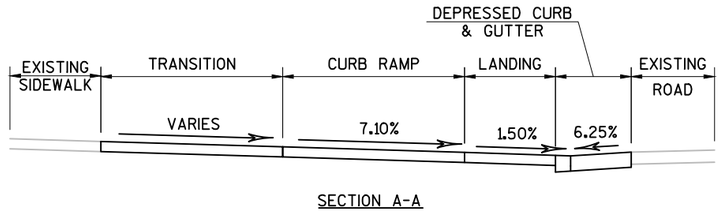
REFER TO STANDARD DETAIL DRAWING (SDD) "CURB RAMPS TYPE 4B AND 4B1" FOR ADDITIONAL DETAILS.

CONTRACTION JOINTS FIELD LOCATED.

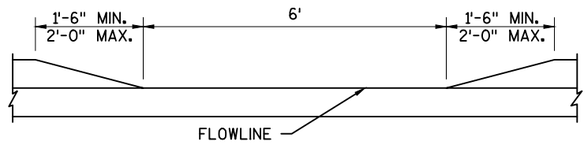
IN THE TRANSITION ZONE CROSS SLOPES MAY EXCEED 2% BUT RUNNING SLOPES SHALL NOT EXCEED 8.33%.

REMOVE AND REPLACE
EXISTING ASPHALT PAVEMENT

PROJECT NO: 4085-52-60	HWY: STH 32	COUNTY: CALUMET	CONSTRUCTION DETAIL: RAMP C	SHEET 17	E



SECTION A-A



CURB OPENING AT CURB RAMP DETAIL

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N

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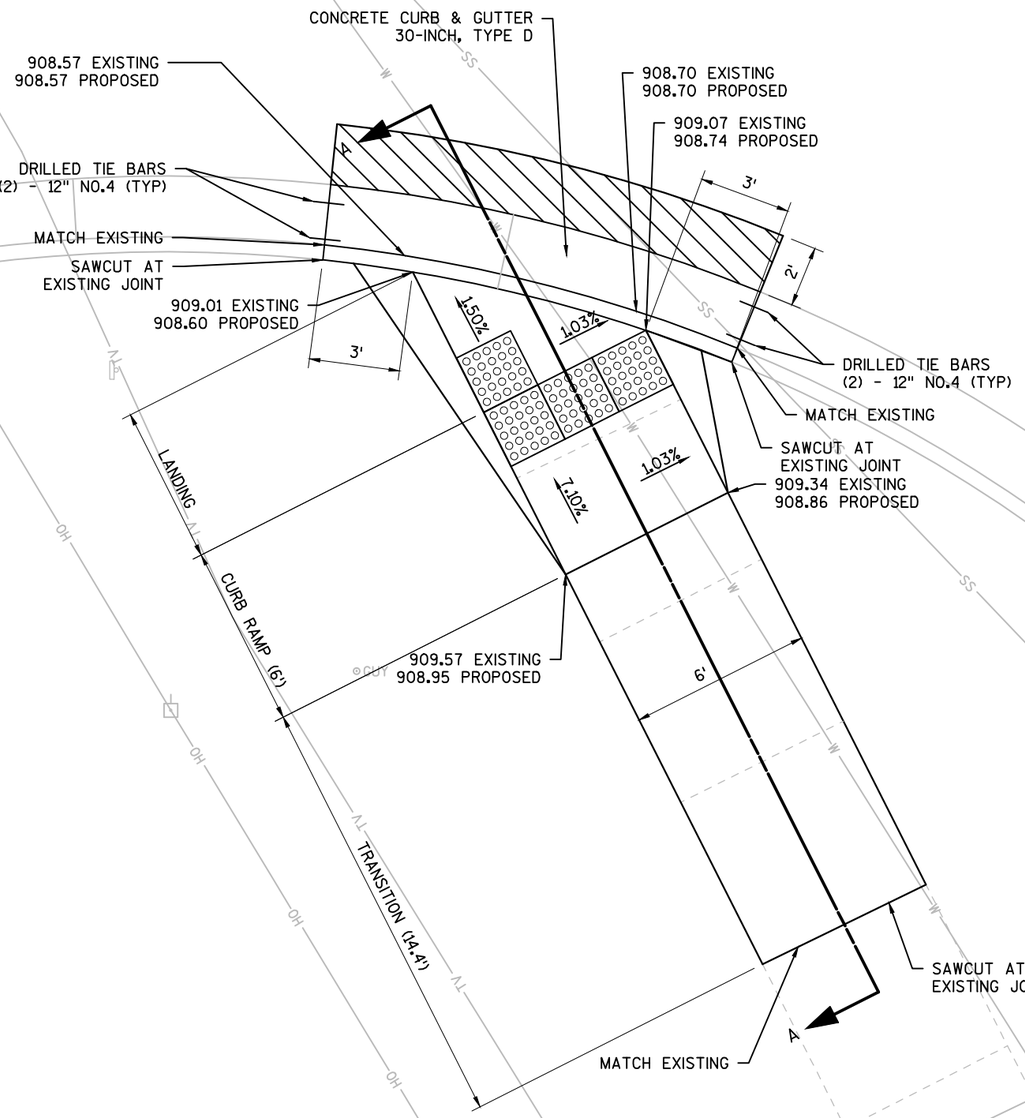
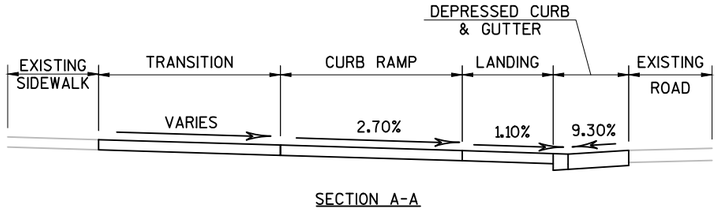
EXISTING ASPHALT PAVEMENT

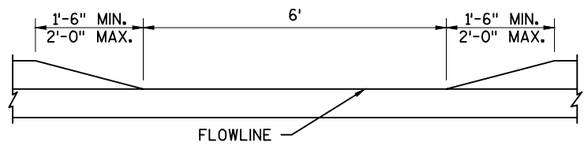


RIGHT OF WAY
IS OFF OF SHEET

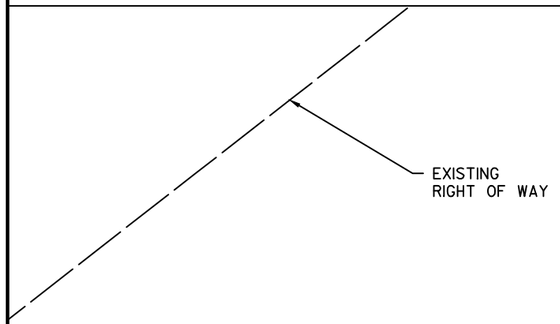
PROJECT NO: 4085-52-60	HWY: STH 32	COUNTY: CALUMET	CONSTRUCTION DETAIL: CURB RAMP D	SHEET 18	E

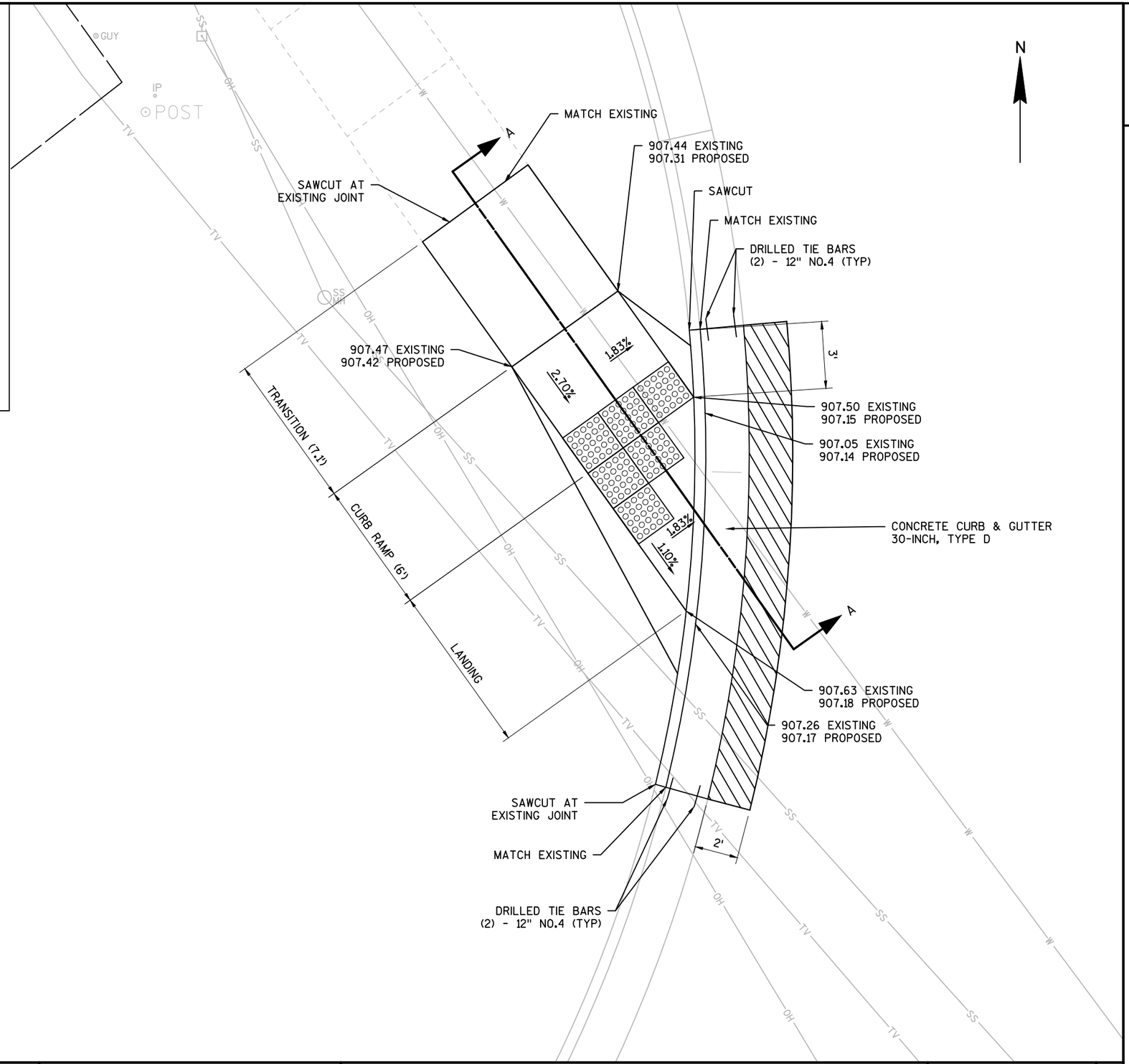


SECTION A-A



CURB OPENING AT CURB RAMP DETAIL





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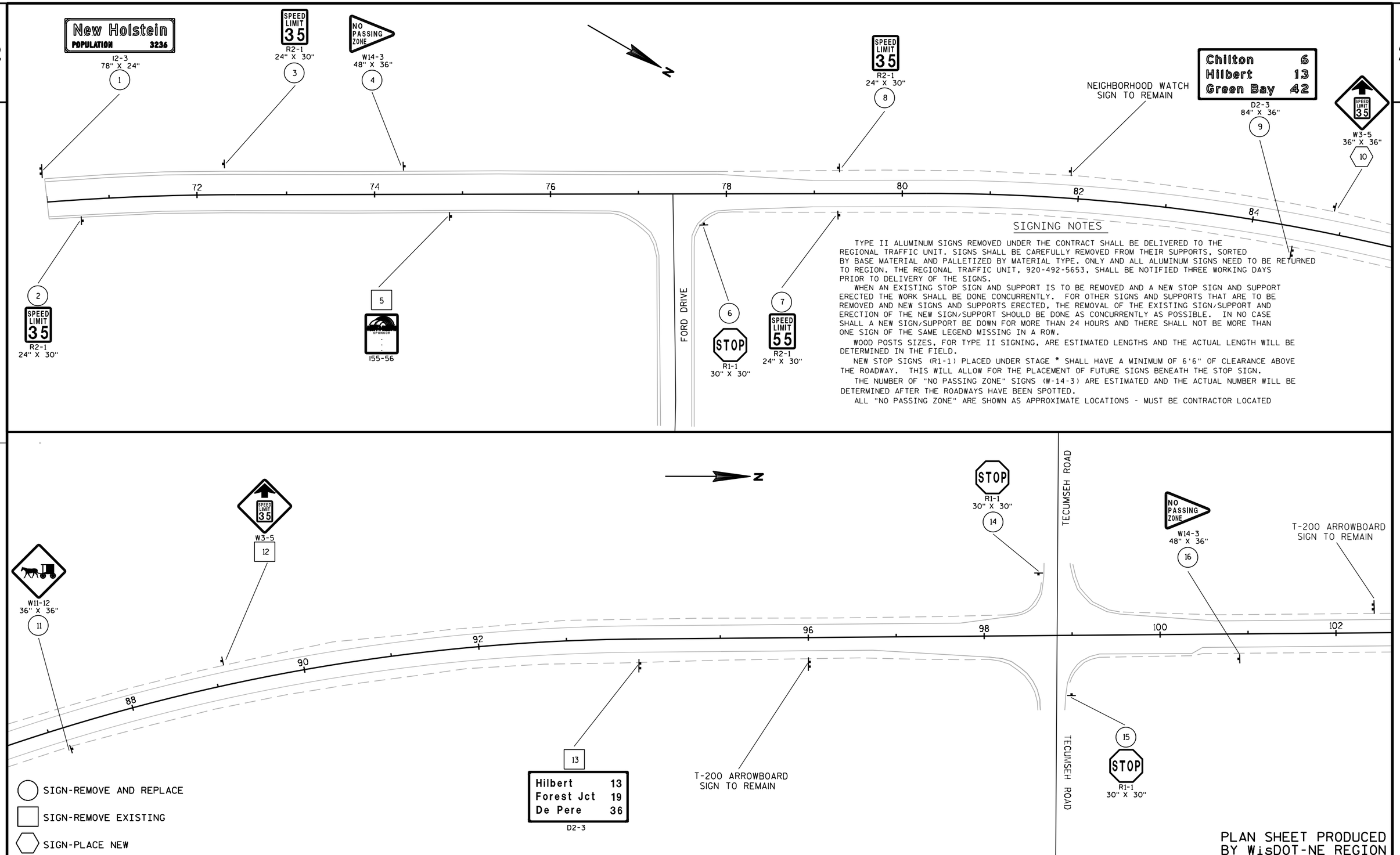
PROJECT NO: 4085-52-60	HWY: STH 32	COUNTY: CALUMET	CONSTRUCTION DETAIL: RAMP E	SHEET 19	E

2



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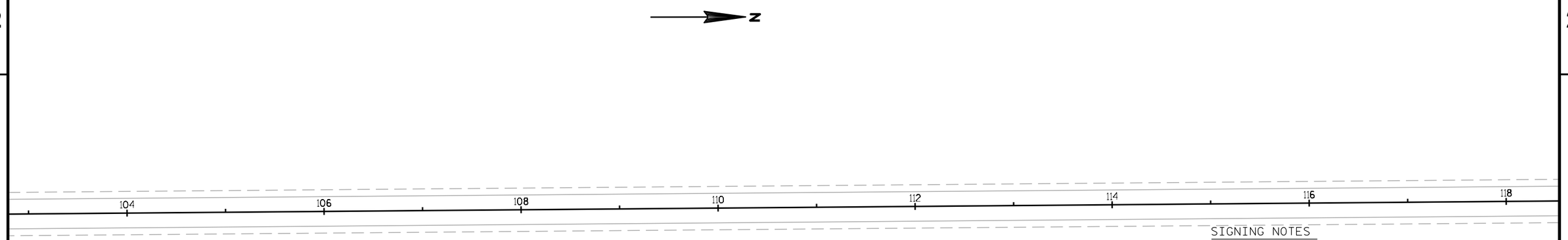
ALL "NO PASSING ZONE" ARE SHOWN AS APPROXIMATE LOCATIONS - MUST BE CONTRACTOR LOCATED

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 4085-52-60	HWY: STH 32	COUNTY: CALUMET	PERMANENT SIGNING	SHEET 20	E

2



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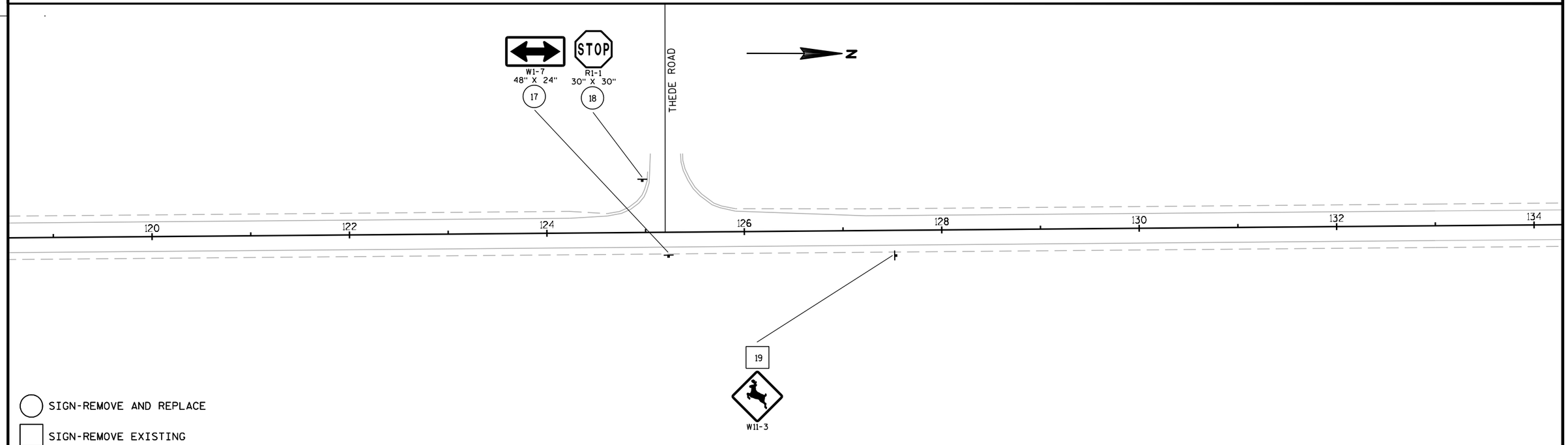


SIGN-REMOVE AND REPLACE

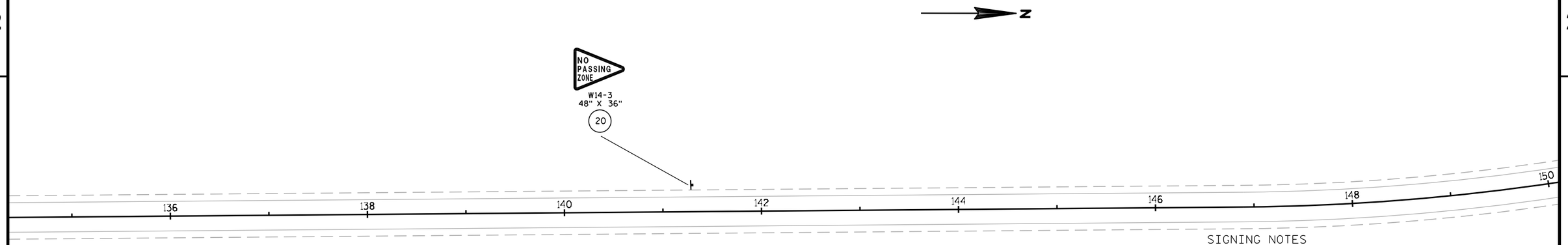
SIGN-REMOVE EXISTING

SIGN-PLACE NEW

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 4085-52-60	HWY: STH 32	COUNTY: CALUMET	PERMANENT SIGNING	SHEET 21	E

2



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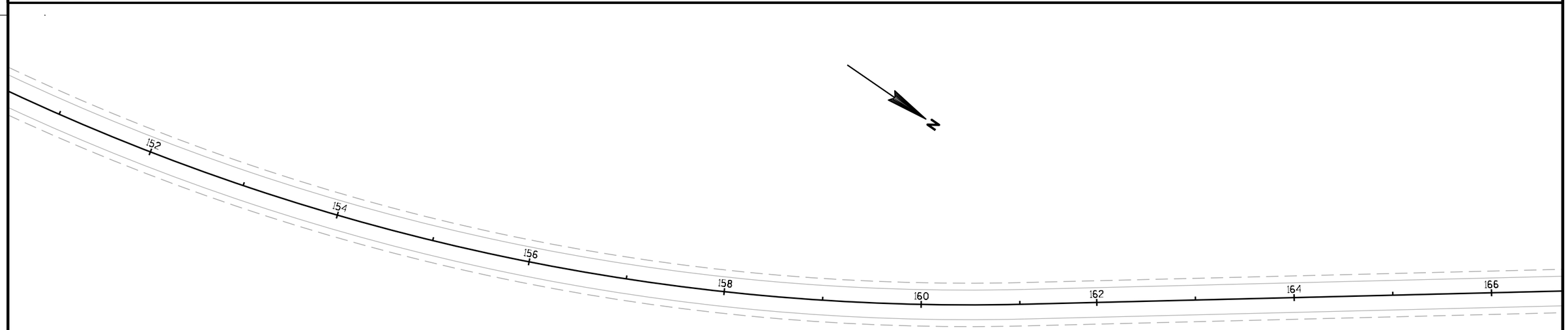


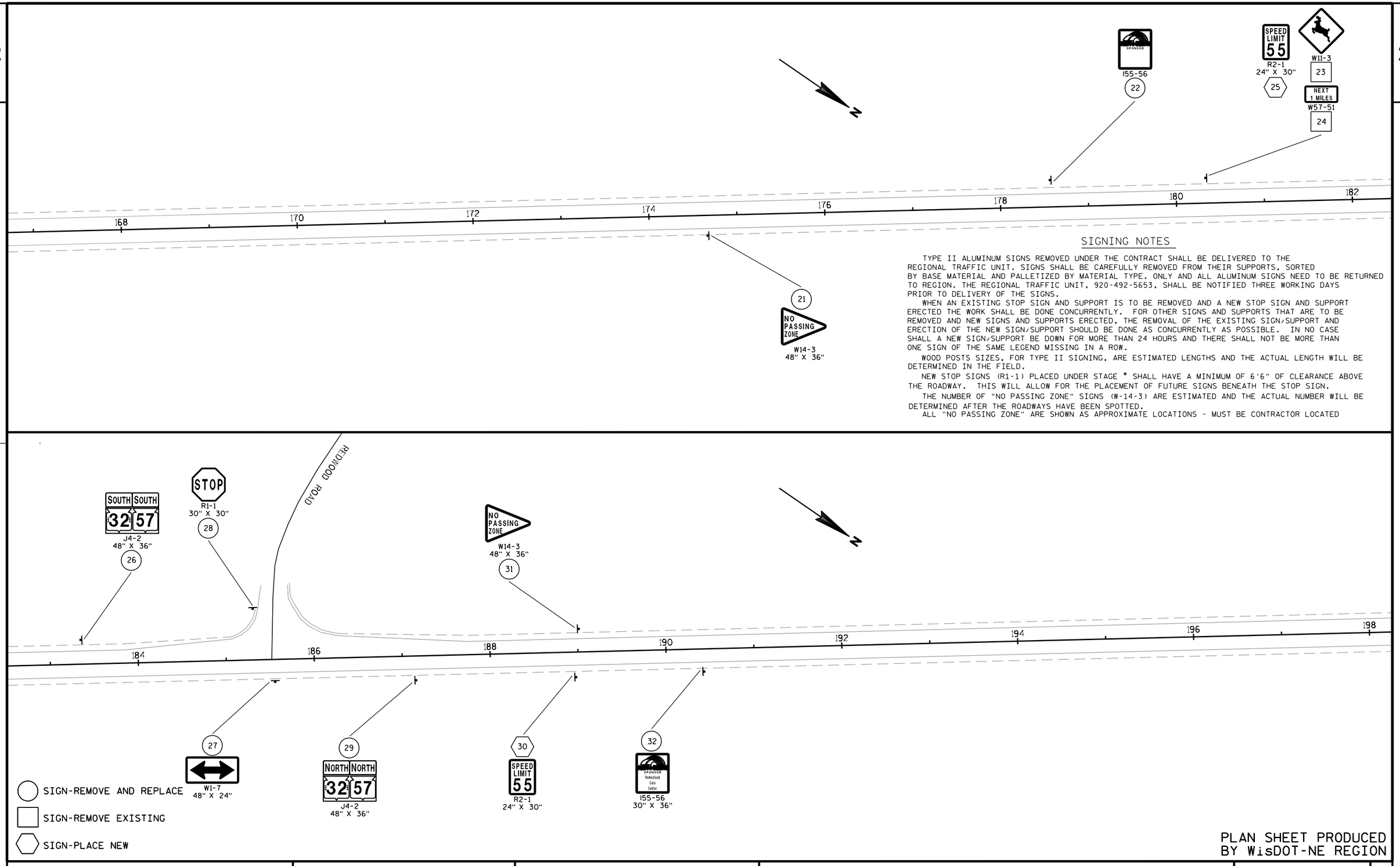
SIGN-REMOVE AND REPLACE

SIGN-REMOVE EXISTING

SIGN-PLACE NEW

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 4085-52-60	HWY: STH 32	COUNTY: CALUMET	PERMANENT SIGNING	SHEET 22	E



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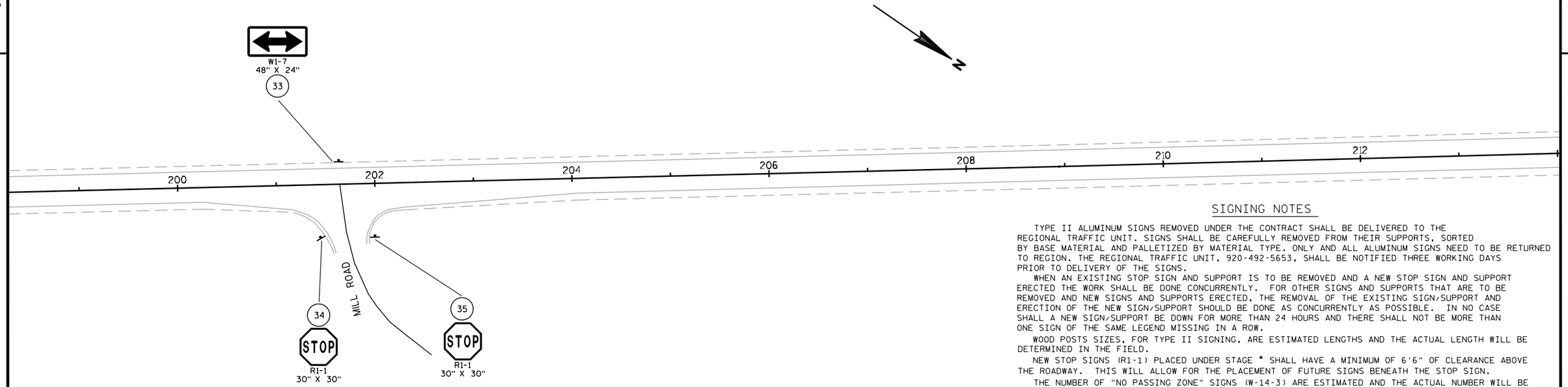
PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 4085-52-60	HWY: STH 32	COUNTY: CALUMET	PERMANENT SIGNING	SHEET 23	E

2



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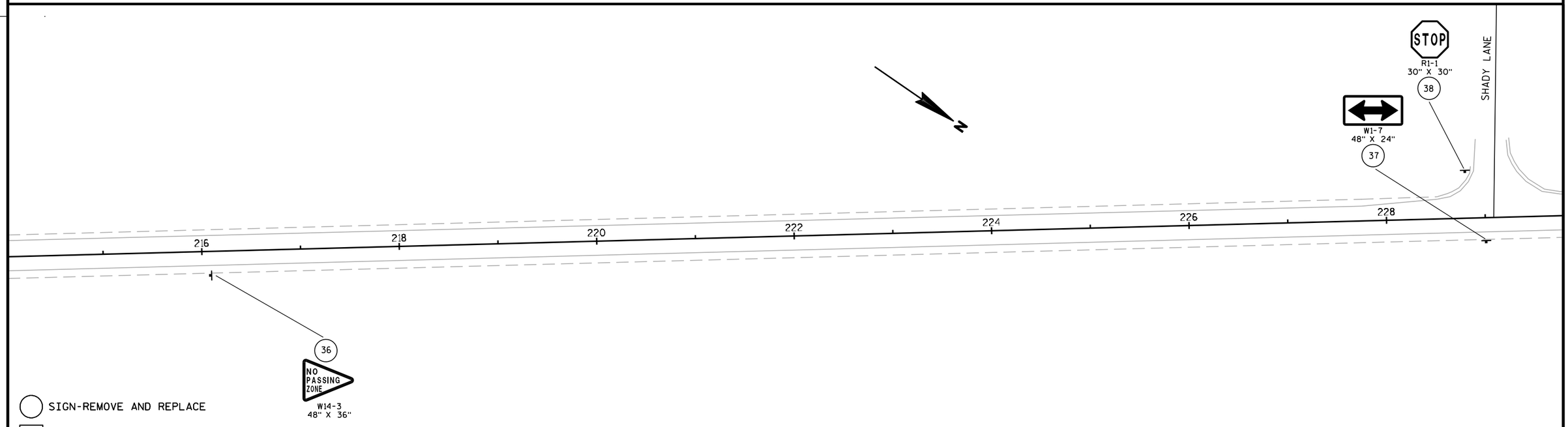


SIGN-REMOVE AND REPLACE

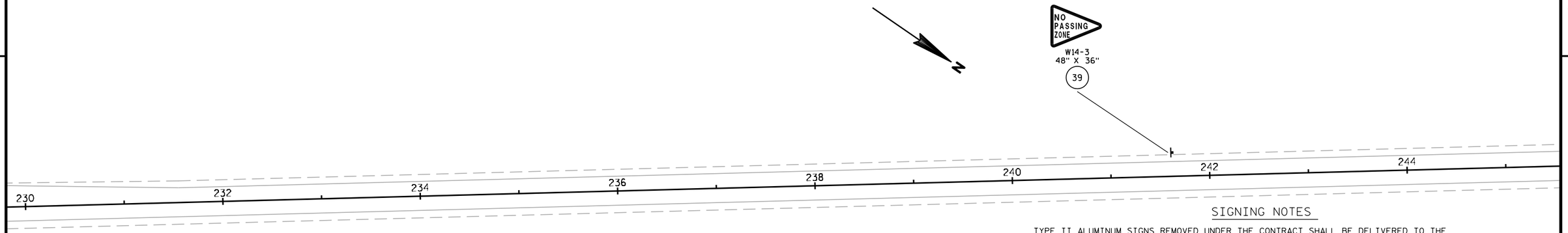
SIGN-REMOVE EXISTING

SIGN-PLACE NEW

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 4085-52-60	HWY: STH 32	COUNTY: CALUMET	PERMANENT SIGNING	SHEET 24	E

2



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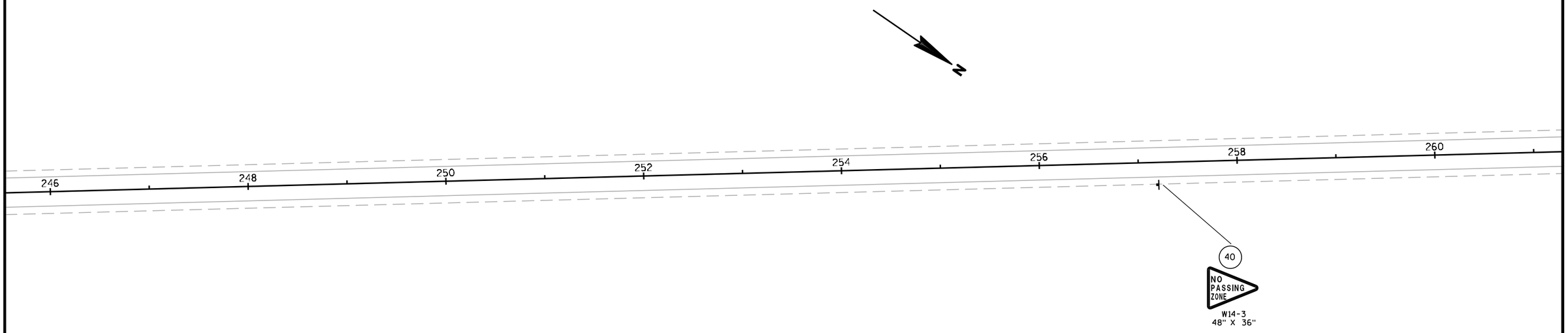


SIGN-REMOVE AND REPLACE

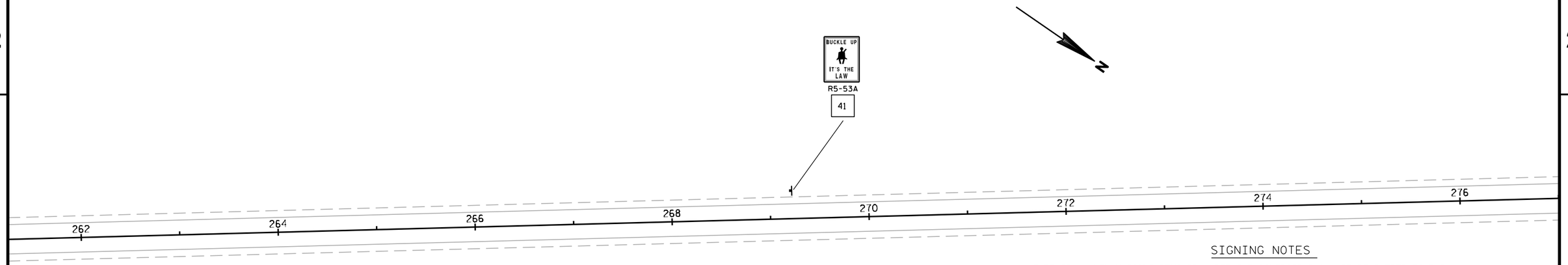
SIGN-REMOVE EXISTING

SIGN-PLACE NEW

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 4085-52-60	HWY: STH 32	COUNTY: CALUMET	PERMANENT SIGNING	SHEET 25	E

2



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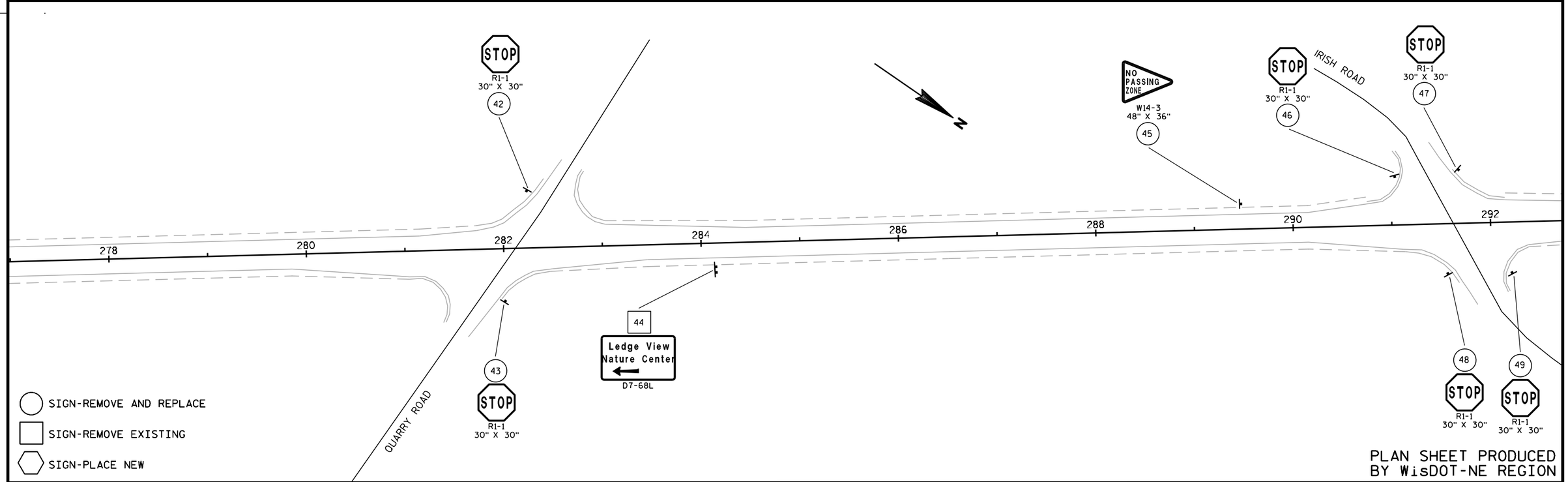
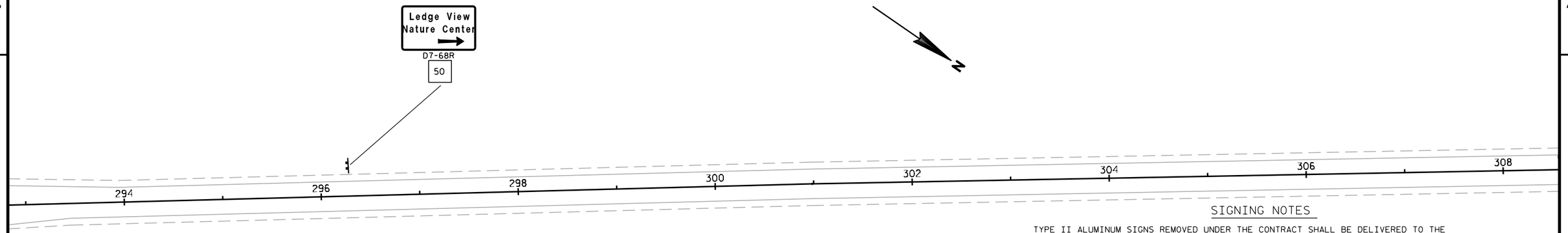


PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 4085-52-60	HWY: STH 32	COUNTY: CALUMET	PERMANENT SIGNING	SHEET 26	E

2



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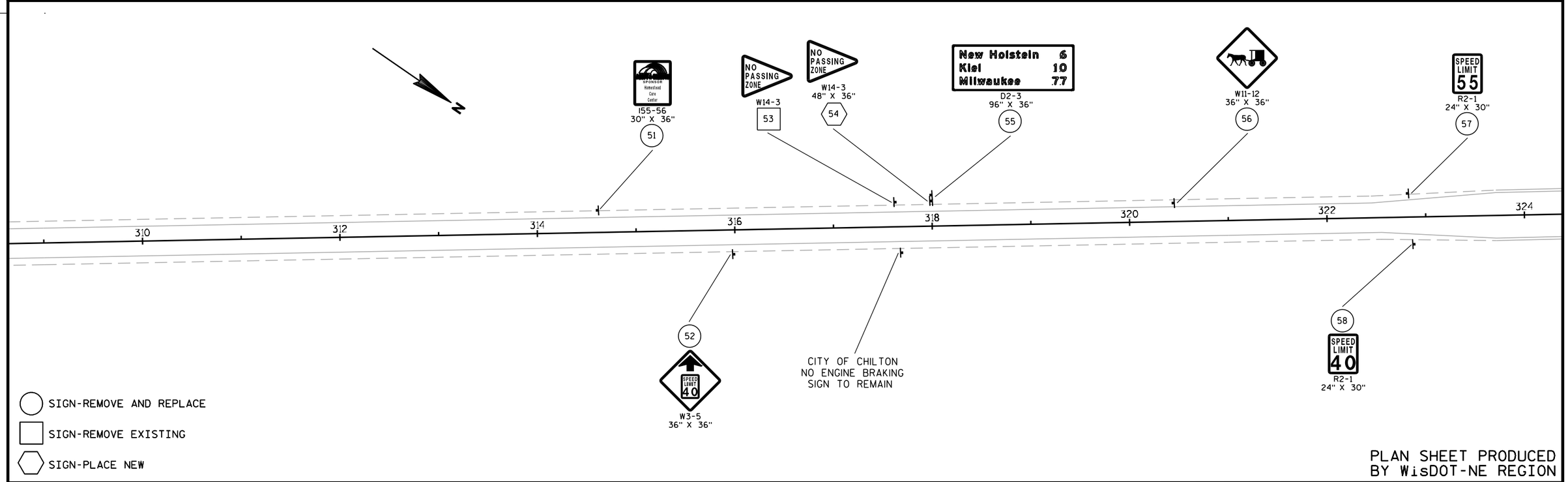


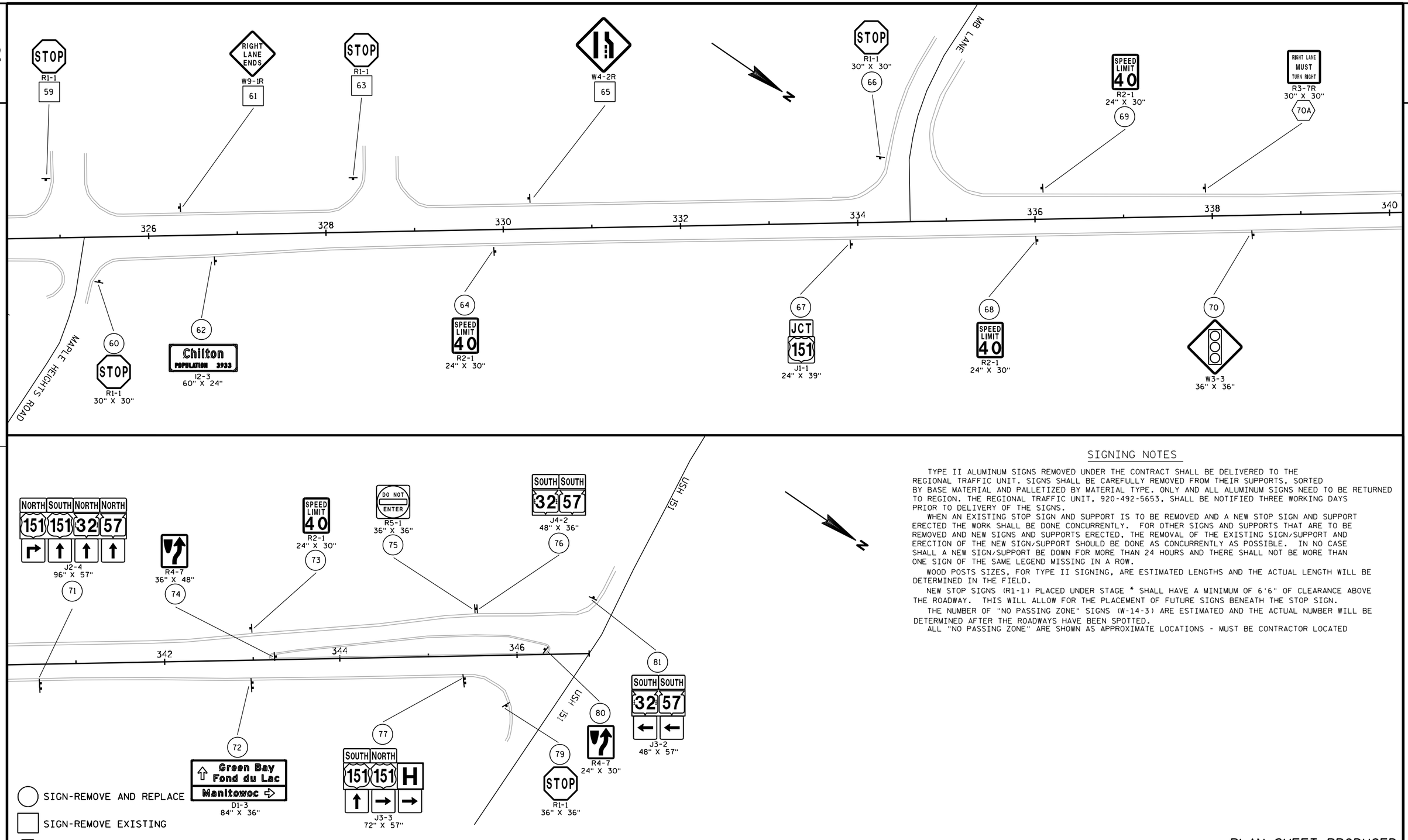
SIGN-REMOVE AND REPLACE

SIGN-REMOVE EXISTING

SIGN-PLACE NEW

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 4085-52-60	HWY: STH 32	COUNTY: CALUMET	PERMANENT SIGNING	SHEET 27	E



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WOOD POSTS SIZES, FOR TYPE II SIGNING, ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

NEW STOP SIGNS (R1-1) PLACED UNDER STAGE * SHALL HAVE A MINIMUM OF 6'6" OF CLEARANCE ABOVE THE ROADWAY. THIS WILL ALLOW FOR THE PLACEMENT OF FUTURE SIGNS BENEATH THE STOP SIGN.

THE NUMBER OF "NO PASSING ZONE" SIGNS (W-14-3) ARE ESTIMATED AND THE ACTUAL NUMBER WILL BE DETERMINED AFTER THE ROADWAYS HAVE BEEN SPOTTED.

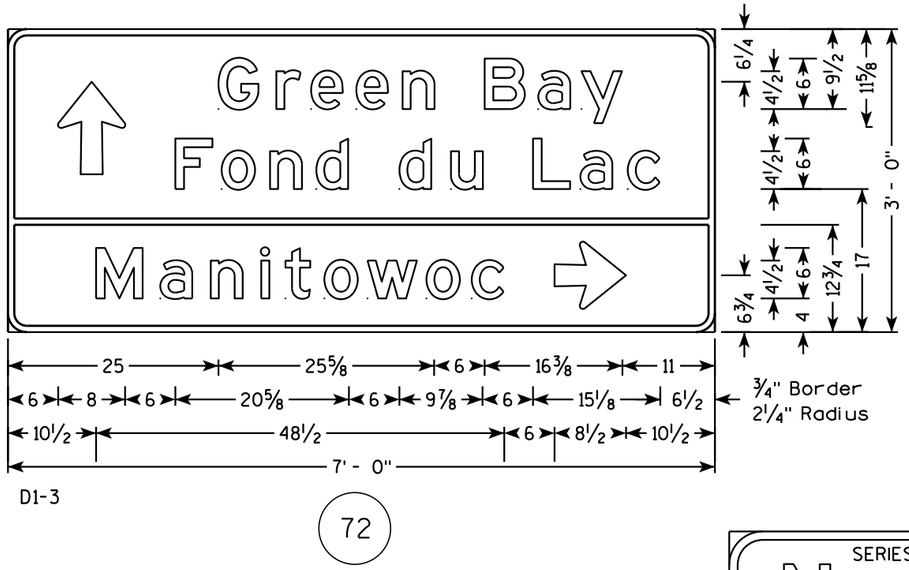
ALL "NO PASSING ZONE" ARE SHOWN AS APPROXIMATE LOCATIONS - MUST BE CONTRACTOR LOCATED

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 4085-52-60	HWY: STH 32	COUNTY: CALUMET	PERMANENT SIGNING	SHEET 28	E

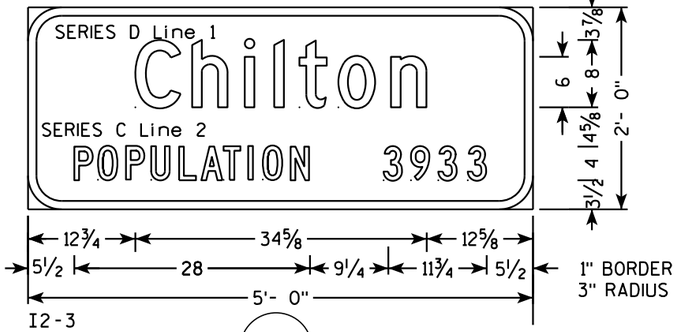
NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - GREEN
   Message - WHITE
3. Message Series - E except as Shown



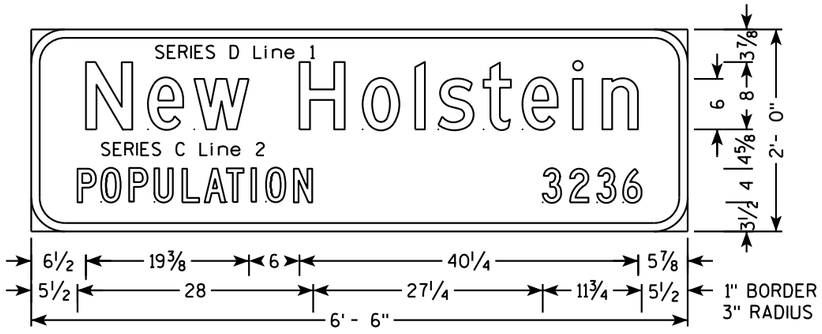
D1-3

72



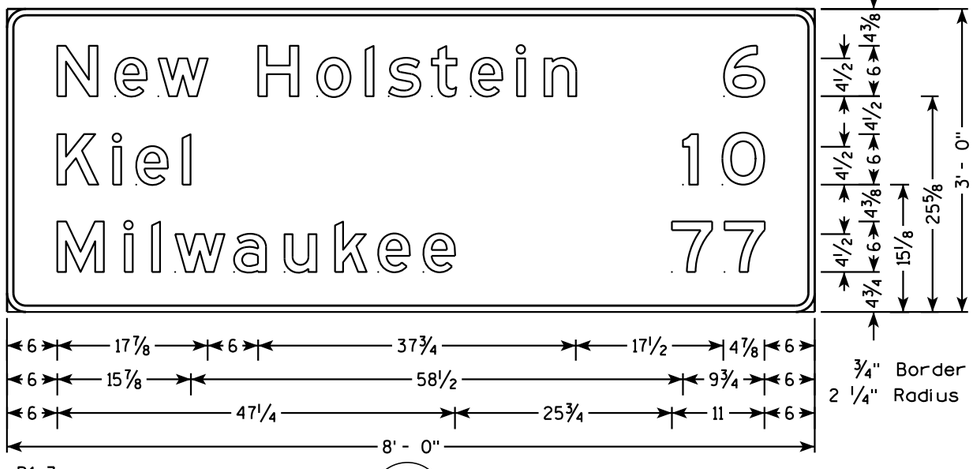
I2-3

62



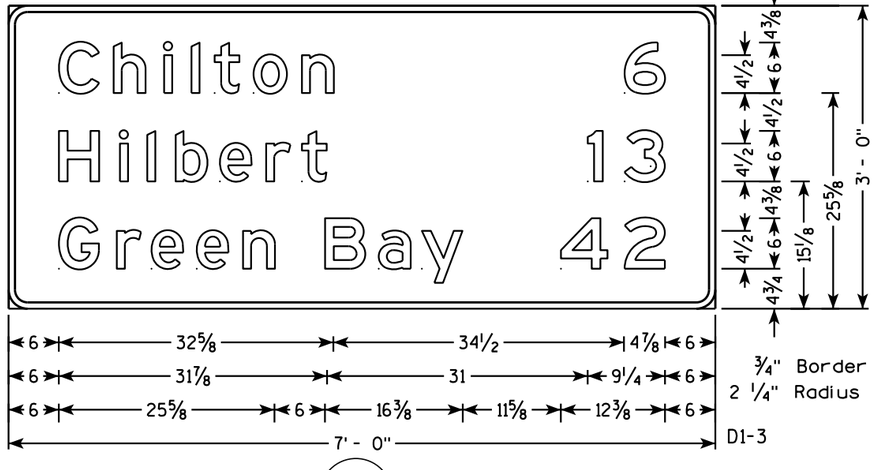
I2-3

1



D1-3

55

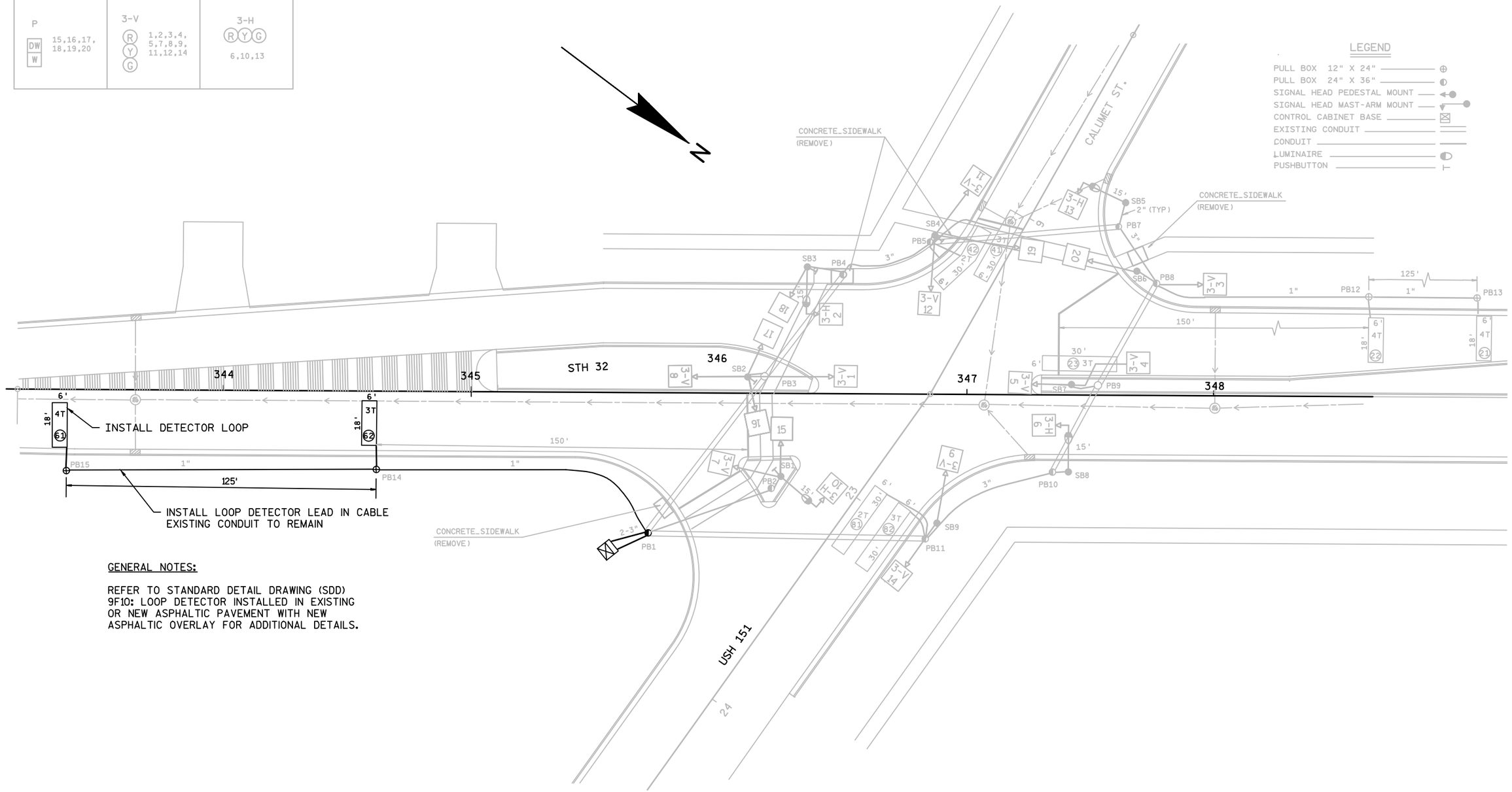


D1-3

9

2

CONFIGURATION WITH HEAD NUMBERS		
P DW W 15,16,17,18,19,20	3-V R Y G 1,2,3,4,5,7,8,9,11,12,14	3-H R Y G 6,10,13

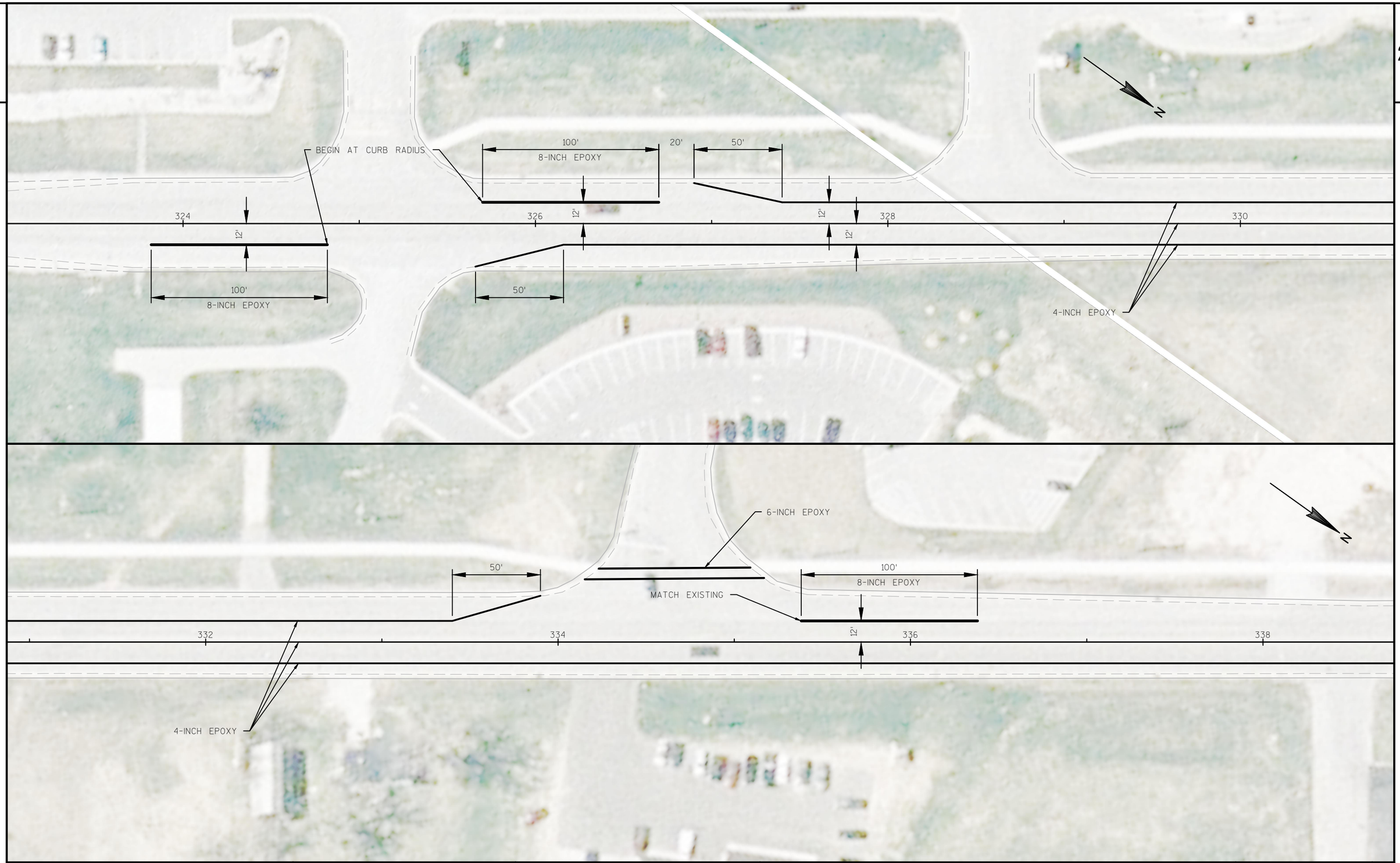


GENERAL NOTES:

REFER TO STANDARD DETAIL DRAWING (SDD) 9F10: LOOP DETECTOR INSTALLED IN EXISTING OR NEW ASPHALTIC PAVEMENT WITH NEW ASPHALTIC OVERLAY FOR ADDITIONAL DETAILS.

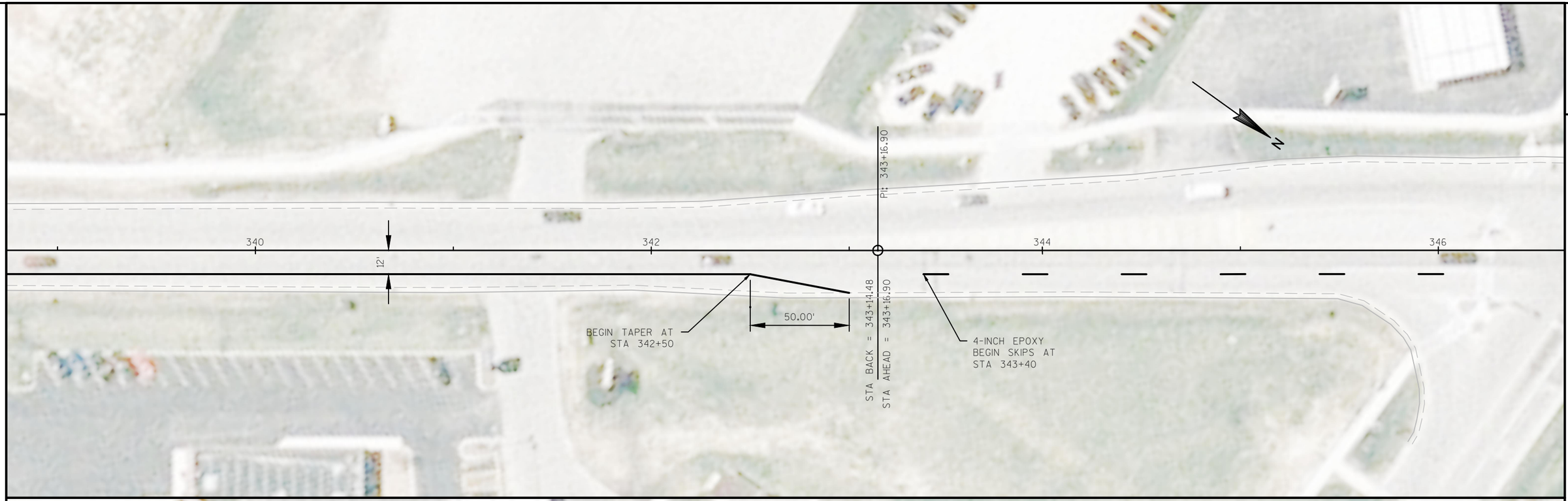
PROJECT NO: 4085-52-60	HWY: STH 32	COUNTY: CALUMET	TRAFFIC SIGNAL PLAN	SHEET 30	E

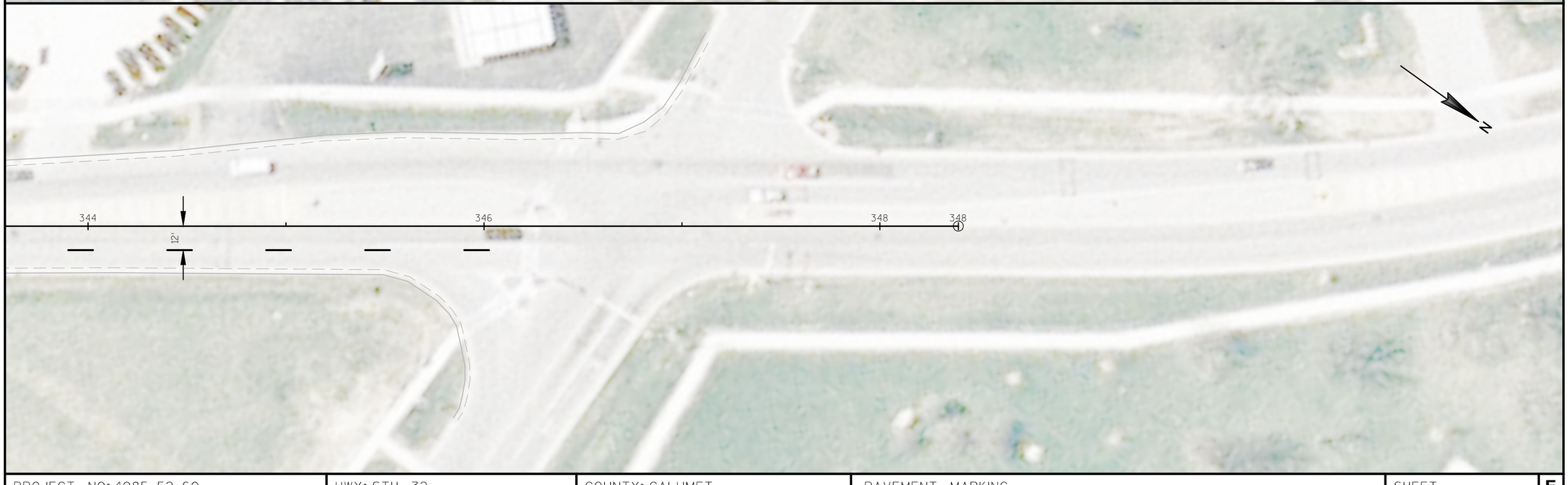
2



PROJECT NO: 4085-52-60	HWY: STH 32	COUNTY: CALUMET	PAVEMENT MARKING	SHEET 31	E

2





PROJECT NO: 4085-52-60	HWY: STH 32	COUNTY: CALUMET	PAVEMENT MARKING	SHEET 32	E

2

2

LEGEND	
●	TRAFFIC CONTROL DRUMS
⊤⊤	PORTABLE SUPPORT

N

EP: 346+85.09

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

3 TYPE II BARRICADE
3 TYPE A LIGHTS

345

PROJECT NO: 4085-52-60	HWY: STH 32	COUNTY: CALUMET	PLAN: TRAFFIC CONTROL	SHEET 33	E

FILE NAME : N:\PDS\C3D\40855230\DESIGN\EDGELINES\40855230_EDGELINES.DWG
-

PLOT DATE : 1/26/2016 1:16 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

LEGEND	
●	TRAFFIC CONTROL DRUMS
⊤⊤	PORTABLE SUPPORT

N

SIDEWALK CLOSED
R9-9
24"X12"

3 TYPE II BARRICADE
3 TYPE A LIGHTS

SEE CONSTRUCTION DETAILS

R3-1
24"X24"

WORK ZONE

STOP
R1-1
30"X30"

SEE CONSTRUCTION DETAILS

3 TYPE II BARRICADE
3 TYPE A LIGHTS

SIDEWALK CLOSED
R9-9
24"X12"

20'
24'
325'
11'
24' MIN.
36'
24'
20'

PROJECT NO: 4085-52-60	HWY: STH 32	COUNTY: CALUMET	PLAN: TRAFFIC CONTROL	SHEET 34	E

2

LEGEND	
●	TRAFFIC CONTROL DRUMS
⊤⊤	PORTABLE SUPPORT

N

20'

24'

SIDEWALK CLOSED
R9-9
24"X12"

3 TYPE II BARRICADE
3 TYPE A LIGHTS

SEE CONSTRUCTION DETAILS

WORK ZONE

24' MIN.

36'

SEE CONSTRUCTION DETAILS

20'

24'

3 TYPE II BARRICADE
3 TYPE A LIGHTS

SIDEWALK CLOSED
R9-9
24"X12"

PROJECT NO: 4085-52-60	HWY: STH 32	COUNTY: CALUMET	PLAN: TRAFFIC CONTROL	SHEET 35	E

FILE NAME : N:\PDS\C3D\40855230\DESIGN\EDGELINES\40855230_EDGELINES.DWG
-
PLOT DATE : 1/26/2016 1:16 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

PROJECT NO: 4085-52-60	HWY: STH 32	COUNTY: CALUMET	PLAN: TRAFFIC CONTROL	SHEET 36	E

DATE 18FEB16 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	4085-52-60 QUANTITY
0010	204.0100	Removing Pavement	SY	234.000	234.000
0020	204.0110	Removing Asphaltic Surface	SY	373.000	373.000
0030	204.0115	Removing Asphaltic Surface Butt Joints	SY	132.000	132.000
0040	204.0120	Removing Asphaltic Surface Milling	SY	104,259.000	104,259.000
0050	204.0150	Removing Curb & Gutter	LF	235.000	235.000
0060	204.0155	Removing Concrete Sidewalk	SY	60.000	60.000
0070	211.0100	Prepare Foundation for Asphaltic Paving (project) 01. 4085-52-60	LS	1.000	1.000
0080	213.0100	Finishing Roadway (project) 01. 4085-52-60	EACH	1.000	1.000
0090	305.0110	Base Aggregate Dense 3/4-Inch	TON	4,340.000	4,340.000
0100	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	84.000	84.000
0110	305.0500	Shaping Shoulders	STA	503.000	503.000
0120	390.0201	Base Patching Asphaltic	TON	296.300	296.300
0130	416.0610	Drilled Tie Bars	EACH	20.000	20.000
0140	440.4410	Incentive IRI Ride	DOL	20,800.000	20,800.000
0150	455.0605	Tack Coat	GAL	7,515.000	7,515.000
0160	460.2000	Incentive Density HMA Pavement	DOL	8,298.000	8,298.000
0170	460.2010	Incentive Air Voids HMA Pavement	DOL	12,996.000	12,996.000
0180	460.4110.S	Reheating HMA Pavement Longitudinal Joints	LF	33,396.000	33,396.000
0190	460.6224	HMA Pavement 4 MT 58-28 S	TON	12,996.000	12,996.000
0200	465.0110	Asphaltic Surface Patching	TON	100.000	100.000
0210	465.0475	Asphalt Center Line Rumble Strips 2-Lane Rural	LF	21,550.000	21,550.000
0220	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	235.000	235.000
0230	602.0405	Concrete Sidewalk 4-Inch	SF	568.000	568.000
0240	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	76.000	76.000
0250	619.1000	Mobilization	EACH	1.000	1.000
0260	624.0100	Water	MGAL	39.000	39.000
0270	625.0100	Topsoil	SY	62.000	62.000
0280	627.0200	Mulching	SY	62.000	62.000
0290	629.0210	Fertilizer Type B	CWT	1.000	1.000
0300	630.0140	Seeding Mixture No. 40	LB	2.000	2.000
0310	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	8.000	8.000
0320	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	53.000	53.000
0330	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	8.000	8.000
0340	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	2.000	2.000
0350	637.2210	Signs Type II Reflective H	SF	414.590	414.590
0360	637.2230	Signs Type II Reflective F	SF	137.000	137.000
0370	638.2602	Removing Signs Type II	EACH	73.000	73.000
0380	638.3000	Removing Small Sign Supports	EACH	84.000	84.000
0390	642.5001	Field Office Type B	EACH	1.000	1.000
0400	643.0100	Traffic Control (project) 01. 4085-52-60	EACH	1.000	1.000
0410	643.0300	Traffic Control Drums	DAY	360.000	360.000
0420	643.0410	Traffic Control Barricades Type II	DAY	72.000	72.000
0430	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	20.000	20.000
0440	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	20.000	20.000
0450	643.0705	Traffic Control Warning Lights Type A	DAY	72.000	72.000
0460	643.0900	Traffic Control Signs	DAY	648.000	648.000
0470	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0480	646.0106	Pavement Marking Epoxy 4-Inch	LF	20,400.000	20,400.000

3

DATE 18FEB16 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	4085-52-60 QUANTITY
0490	646.0406	Pavement Marking Same Day Epoxy 4-Inch	LF	5,450.000	5,450.000
0500	646.2304.S	Pavement Marking Grooved Wet Reflective Epoxy 4-Inch	LF	50,436.000	50,436.000
0510	646.2308.S	Pavement Marking Grooved Wet Reflective Epoxy 8-Inch	LF	300.000	300.000
0520	647.0766	Pavement Marking Crosswalk Epoxy 6-Inch	LF	186.000	186.000
0530	648.0100	Locating No-Passing Zones	MI	5.200	5.200
0540	649.0402	Temporary Pavement Marking Paint 4-Inch	LF	20,400.000	20,400.000
0550	649.0403	Temporary Pavement Marking Epoxy 4-Inch	LF	20,400.000	20,400.000
0560	650.8000	Construction Staking Resurfacing Reference	LF	27,578.000	27,578.000
0570	650.9910	Construction Staking Supplemental Control (project) 01. 4085-52-60	LS	1.000	1.000
0580	652.0800	Conduit Loop Detector	LF	116.000	116.000
0590	652.0900	Loop Detector Slots	LF	106.000	106.000
0600	655.0700	Loop Detector Lead In Cable	LF	405.000	405.000
0610	655.0800	Loop Detector Wire	LF	356.000	356.000
0620	690.0150	Sawing Asphalt	LF	215.000	215.000
0630	690.0250	Sawing Concrete	LF	1,586.000	1,586.000
0640	SPV.0060	Special 01. Resetting Pipe Ends	EACH	5.000	5.000
0650	SPV.0060	Special 02. Temporary Portable Rumble Strip Arra	EACH	4.000	4.000
0660	SPV.0105	Special 01. Hot Mix Asphalt Percent Within Limits (PWL) Test Strip	LS	1.000	1.000

3

3

REMOVING PAVEMENT/ASPHALTIC SURFACE

STATION	TO	STATION	LOCATION	REMOVING PAVEMENT 204.0100 SY	REMOVING ASPHALTIC SURFACE 204.0110 SY	REMARKS
CATEGORY 0010						
105+55	-	108+33	STH 32 LT	62	93	OFFSET 10'-12'/SHOULDER
178+89	-	179+11	STH 32 RT	5	7	OFFSET 10'-12'/SHOULDER
184+36	-	187+75	STH 32 RT	75	113	OFFSET 10'-12'/SHOULDER
208+23	-	210+36	STH 32 RT	47	71	OFFSET 10'-12'/SHOULDER
211+10	-	211+24	STH 32 LT	3	5	OFFSET 10'-12'/SHOULDER
229+67	-	229+94	STH 32 LT	6	21	OFFSET 10'-12'/SHOULDER
230+34	-	230+55	STH 32 LT	5	14	OFFSET 10'-12'/SHOULDER
277+86	-	279+27	STH 32 RT	31	31	OFFSET 10'-12'/SHOULDER
325+35	-	325+44	STH 32 LT	-	3	CURB RAMP A
328+26	-	328+39	STH 32 LT	-	4	CURB RAMP B
328+86	-	328+96	STH 32 LT	-	3	CURB RAMP C
334+15	-	334+27	STH 32 LT	-	3	CURB RAMP D
334+98	-	335+16	STH 32 LT	-	5	CURB RAMP E
			TOTAL	**234**	**373**	

REMOVING ASPHALTIC SURFACE BUTT JOINTS

STATION	TO	STATION	LOCATION	REMOVING ASPHALTIC SURFACE BUTT JOINTS 204.0115 SY	REMARKS
CATEGORY 0010					
70+35	-	70+37	STH 32	10	MAINLINE
98+63	-	98+91	TECUMSEH RD	12	SIDE ROAD RT & LT
125+06	-	125+36	THEDE RD	7	SIDE ROAD LT
185+42	-	185+72	REDWOOD RD	7	SIDE ROAD LT
201+60	-	201+90	S MILL RD	7	SIDE ROAD RT
228+93	-	229+23	SHADY LANE	7	SIDE ROAD LT
282+57	-	282+85	QUARRY RD	12	SIDE ROAD RT & LT
291+88	-	292+18	IRISH RD	13	SIDE ROAD RT & LT
324+93	-	325+29	PRIVATE ENTRANCE	8	SIDE ROAD LT
325+03	-	325+33	MAPLE HEIGHTS	7	SIDE ROAD RT
328+45	-	328+81	PRIVATE ENTRANCE	8	SIDE ROAD LT
334+50	-	334+85	M-B LANE	8	SIDE ROAD LT
345+45	-	346+13	STH 32	15	MAINLINE
346+11	-	346+13	STH 32	11	MAINLINE
			Total	**132**	

REMOVE CURB & GUTTER / SIDEWALK

STATION	TO	STATION	LOCATION	REMOVING CURB & GUTTER 204.0150 LF	REMOVING CONCRETE SIDEWALK 204.0155 SY	REMARKS
CATEGORY 0010						
297+75	-	299+25	STH 32 RT	150	-	SHOULDER RT
325+35	-	325+44	STH 32	14	11	CURB RAMP A
328+26	-	328+39	STH 32	18	13	CURB RAMP B
328+86	-	328+96	STH 32	15	9	CURB RAMP C
334+15	-	334+27	STH 32	15	15	CURB RAMP D
334+98	-	335+16	STH 32	23	12	CURB RAMP E
			TOTAL	**235**	**60**	

REMOVE ASPHALTIC SURFACE MILLING

STATION	TO	STATION	LOCATION	REMOVE ASPHALTIC SURFACE MILLING 204.0120 SY	REMARKS
CATEGORY 0010					
70+35	-	77+90	STH 32	3607	MAINLINE
77+90	-	322+55	STH 32	81550	MAINLINE
322+55	-	328+25	STH 32	3040	MAINLINE
328+25	-	337+97	STH 32	4752	MAINLINE
337+97	-	341+86	STH 32	1729	MAINLINE
341+86	-	346+13	STH 32	2195	MAINLINE
77+90	-	78+98	FORD DRIVE	420	MAINLINE
96+73	-	100+63	TECUMSEH RD	1089	INTERSECTION RT & LT
124+23	-	127+23	THEDE RD	444	INTERSECTION LT
183+85	-	187+75	REDWOOD RD	617	INTERSECTION LT
200+25	-	204+05	S MILL RD	503	INTERSECTION RT
227+75	-	231+55	SHADY LANE	509	INTERSECTION LT
279+85	-	284+45	QUARRY RD	1113	INTERSECTION RT & LT
290+15	-	293+95	IRISH RD	1182	INTERSECTION RT & LT
320+98	-	321+00	PRIVATE ENTRANCE	256	INTERSECTION LT
324+93	-	325+29	MAPLE HEIGHTS	398	INTERSECTION RT
328+45	-	328+81	PRIVATE ENTRANCE	256	INTERSECTION LT
334+50	-	334+85	M-B LANE	599	INTERSECTION LT

Total 104259

BASE AGGREGATE DENSE 3/4-INCH

STATION	TO	STATION	LOCATION	BASE AGGREGATE DENSE 3/4-INCH 305.0110 TON	REMARKS
CATEGORY 0010					
78+00	-	98+00	STH 32 RT	181	BEGIN AGGREGATE SHOULER - TECUMSEH RD
99+30	-	201+00	STH 32 RT	923	TECUMSEH RD - MILL RD
202+30	-	281+00	STH 32 RT	714	MILL RD - QUARRY RD
282+30	-	291+00	STH 32 RT	79	QUARRY RD - IRISH RD
292+30	-	323+70	STH 32 RT	285	IRISH RD - END OF AGGREGATE SHOULER
78+00	-	98+30	STH 32 LT	184	BEGIN AGGREGATE SHOULER - TECUMSEH RD
99+70	-	124+70	STH 32 LT	227	TECUMSEH RD - THEDE RD
126+00	-	185+00	STH 32 LT	535	THEDE RD - REDWOOD RD
186+30	-	228+50	STH 32 LT	383	REDWOOD RD - SHADY LANE
229+80	-	281+80	STH 32 LT	472	SHADY LANE - QUARRY RD
283+10	-	290+80	STH 32 LT	70	QUARRY RD - IRISH RD
292+10	-	323+70	STH 32 LT	287	IRISH RD - END OF AGGREGATE SHOULER

Total 4340

BASE AGGREGATE DENSE 1-1/4-INCH

STATION	TO	STATION	LOCATION	BASE AGGREGATE DENSE 1-1/4-INCH 305.0120 TON	REMARKS
CATEGORY 0010					
242+15	-	242+55	STH 32 RT	15	CATTLE PASS BASE PATCH
242+23	-	242+53	STH 32 RT	11	CATTLE PASS BASE PATCH
260+50	-	261+05	STH 32 RT	21	CATTLE PASS BASE PATCH
269+70	-	270+40	STH 32 RT	26	CATTLE PASS BASE PATCH
315+44	-	315+74	STH 32 RT	11	CULVERT BASE PATCH

Total 84

3

SHAPING SHOULDERS

STATION	TO	STATION	LOCATION	SHAPING SHOULDERS 305.0500 STA	REMARKS
CATEGORY 0010					
77+90	-	323+71	STH 32 RT & LT	492	MILL & OVERLAY
105+55	-	108+33	STH 32 LT	2.8	FULL DEPTH / SHOULDER REPAIR
178+89	-	179+11	STH 32 RT	0.2	FULL DEPTH / SHOULDER REPAIR
184+36	-	187+75	STH 32 RT	3.4	FULL DEPTH / SHOULDER REPAIR
208+23	-	210+36	STH 32 RT	2.1	FULL DEPTH / SHOULDER REPAIR
211+10	-	211+24	STH 32 LT	0.1	FULL DEPTH / SHOULDER REPAIR
229+67	-	229+94	STH 32 LT	0.3	FULL DEPTH / SHOULDER REPAIR
230+34	-	230+55	STH 32 LT	0.2	FULL DEPTH / SHOULDER REPAIR
277+86	-	279+27	STH 32 RT & LT	1.4	FULL DEPTH / SHOULDER REPAIR

Total 503

BASE PATCHING ASPHALTIC

STATION	TO	STATION	LOCATION	BASE PATCHING ASPHALTIC 390.0201 TONS	REMARKS
CATEGORY 0010					
242+15	-	242+55	STH 32	52.7	CATTLE PASS BASE PATCH
242+23	-	242+53	STH 32	39.5	CATTLE PASS BASE PATCH
260+50	-	261+05	STH 32	72.4	CATTLE PASS BASE PATCH
269+70	-	270+40	STH 32	92.2	CATTLE PASS BASE PATCH
315+44	-	315+74	STH 32	39.5	CULVERT PIPE BASE PATCH

Total 296.3

ASPHALTIC CENTER LINE RUMBLE STRIP 2-LANE RURAL

STATION	TO	STATION	LOCATION	ASPHALTIC CENTER LINE RUMBLE STRIP 2-LANE RURAL 465.0475 LF	REMARKS
CATEGORY 0010					
79+25	-	322+75	STH 32	21550	MAINLINE

Total 21550

PREPARE FOUNDATION FOR ASPHALTIC SURFACING PROJECT

STATION	TO	STATION	LOCATION	PREPARE FOUNDATION FOR ASPHALTIC SURFACING PROJECT 211.0100 LS	REMARKS
CATEGORY 0010					
70+35	-	346+13	STH 32	1	MAINLINE & INTERSECTIONS

Total 1

3

HMA PAVEMENT

STATION	TO	STATION	LOCATION	TACK COAT 455.0605 GAL	HMA PAVEMENT 4 MT 58-28 S 460.6224 TONS	REHEATING HMA PAVEMENT LONGITUDINAL JOINTS 460.4110 LF	ASPHALTIC SURFACE PATCHING 465.0110 TON	REMARKS
CATEGORY 0010								
70+35	-	77+90	STH 32	253	432.9	755	-	MAINLINE
77+90	-	95+00	STH 32	407	697.7	1710	-	MAINLINE
95+00	-	322+55	STH 32	5416	9284.0	22755	-	MAINLINE
322+55	-	328+25	STH 32	213	364.8	570	-	MAINLINE
328+25	-	337+97	STH 32	333	570.2	972	-	MAINLINE
337+97	-	341+86	STH 32	121	207.5	389	-	MAINLINE
341+86	-	346+13	STH 32	154	263.4	427	-	MAINLINE
297+25	-	299+75	STH 32	19	33.3	250	-	MAINLINE
77+90	-	78+98	FORD DRIVE	29	50.4	216	-	INTERSECTION RT
96+73	-	100+63	TECUMSEH ROAD	76	130.7	390	-	INTERSECTION RT + LT
124+23	-	127+23	THEDE ROAD	31	53.3	300	-	INTERSECTION LT
183+85	-	187+75	REDWOOK ROAD	43	74.0	390	-	INTERSECTION LT
200+25	-	204+05	S MILL ROAD	35	60.3	380	-	INTERSECTION RT
227+75	-	231+55	SHADY LANE	36	61.0	380	-	INTERSECTION LT
279+85	-	284+45	QUARRY ROAD	78	133.5	460	-	INTERSECTION RT + LT
290+15	-	293+95	IRISH ROAD	83	141.9	380	-	INTERSECTION RT + LT
324+93	-	325+29	PRIVATE ENTRANCE	18	30.7	36	-	INTERSECTION LT
325+03	-	325+33	MAPLE HEIGHTS	28	47.8	216	-	INTERSECTION RT
328+45	-	328+81	PRIVATE ENTRANCE	18	30.7	121	-	INTERSECTION LT
334+50	-	334+85	M-B LANE	42	71.9	152	-	INTERSECTION LT
105+55	-	108+33	STH 32	23	66.1	556	-	FULL DEPTH / SHOULDER REPAIR
178+89	-	179+11	STH 32	2	5.2	44	-	FULL DEPTH / SHOULDER REPAIR
184+36	-	187+75	STH 32	24	80.6	678	-	FULL DEPTH / SHOULDER REPAIR
208+23	-	210+36	STH 32	15	50.6	426	-	FULL DEPTH / SHOULDER REPAIR
211+10	-	211+24	STH 32	1	3.4	28	-	FULL DEPTH / SHOULDER REPAIR
229+67	-	229+94	STH 33	1	7.1	27	-	FULL DEPTH / SHOULDER REPAIR
230+34	-	230+55	STH 34	1	4.8	21	-	FULL DEPTH / SHOULDER REPAIR
277+86	-	279+27	STH 32	10	31.8	282	-	FULL DEPTH / SHOULDER REPAIR
325+35	-	325+44	STH 32	1	1.1	14	-	CURB RAMP A
328+26	-	328+39	STH 32	1	1.4	18	-	CURB RAMP B
328+86	-	328+96	STH 32	1	1.1	15	-	CURB RAMP C
334+15	-	334+27	STH 32	1	1.1	15	-	CURB RAMP D
334+98	-	335+16	STH 32	1	1.7	23	-	CURB RAMP E
			STH 32				100	UNDISTRIBUTED
			Total	**7515**	**12996**	**33396**	**100**	

3

CURB & GUTTER / SIDEWALKS / RESTORATION

STATION	TO	STATION	LOCATION	CONCRETE CURB & GUTTER TYPE D 601.0411 LF	CONCRETE SIDEWALK 4-INCH 602.0405 SF	CURB RAMP DETACTABLE WARNING FIELD YELLOW 602.0505 SF	DRILLED TIE BARS 416.0610 EACH	TOPSOIL 625.0100 SY	MULCHING 627.0200 SY	FERTILIZER TYPE B 629.0210 CWT	SEEDING MIXTURE NO.40 630.0140 LB	REMARKS
CATEGORY 0010												
297+75	-	299+25	STH 32 RT	150	-	-	-	33	33	-	-	CURB & GUTTER
325+35	-	325+44	STH 32	14	107	12	4	5	5	-	-	CURB RAMP A
328+26	-	328+39	STH 32	18	119	12	4	6	6	-	-	CURB RAMP B
328+86	-	328+96	STH 32	15	88	12	4	5	5	-	-	CURB RAMP C
334+15	-	334+27	STH 32	15	145	16	4	7	7	-	-	CURB RAMP D
334+98	-	335+16	STH 32	23	110	24	4	7	7	-	-	CURB RAMP E
			UNDISTRIBUTED	-	-	-	-	-	-	1	2	RESTORATION
			TOTAL	**235**	**568**	**76**	**20**	**62**	**62**	**1**	**2**	

PAVEMENT MARKINGS

STATION	TO	STATION	LOCATION	PAVEMENT MARKING EPOXY 4-INCH* 646.0106 LF	PAVEMENT MARKING SAME DAY EPOXY 4-INCH 646.0406 LF	PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 4-INCH 646.2304.S LF	PAVEMENET MARKING GROOVED WET REFLECTIVE EPOXY 8-INCH 646.2308.S LF	PAVEMENT MARKING CROSSWALK EPOXY 6-INCH 647.0766 LF	TEMPORARY PAVEMENT MARKING PAINT 4-INCH** 649.0402 LF	TEMPORARY PAVEMENT MARKING EPOXY 4-INCH*** 649.0403 LF	REMARKS
CATEGORY 0010											
79+25	-	322+75	STH 32	20400	-	48140	-	-	-	-	CENTER LINERUMBLE STRIP SECTION
70+35	-	79+25	STH 32	-	723	-	-	-	20400	20400	NEW HOLSTEIN URBAN SECTION
322+75		346+13	STH 32	-	4726	2296	-	-	-	-	CHILTON URBAN SECTION
324+00	-	325+00	STH 32 RT	-	-	-	100	-	-	-	MAPLE HEIGHTS RD TURN LANE
335+80	-	336+80	STH 32 RT	-	-	-	100	-	-	-	PE TURN LANE
325+70	-	326+70	STH 32 RT	-	-	-	100	186	-	-	MB-LANE TURN LANE/CROSSWALK
			PROJECT TOTAL	**20400**	**5449**	**50436**	**300**	**186**	**20400**	**20400**	

* NOTE: PAVEMENT MARKING EPOXY 4-INCH FOR FINAL APPLICATION AFTER CENTER LINE RUMBLE STRIPS PLACED

** NOTE: TEMPORARY PAVEMENT MARKING PAINT 4-INCH APPLIED TO MILLED SURFACE

*** NOTE: TEMPORARY PAVEMENT MARKING EPOXY 4-INCH APPLIED TO FINAL SURFACE BEFORE CENTER LINE RUMBLE STRIPS PLACED

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TRAFFIC CONTROL ITEMS

STATION	TO	STATION	LOCATION	TRAFFIC CONTROL DRUMS 643.0300			TRAFFIC CONTROL BARRICADES TYPE II 643.0410			TRAFFIC CONTROL WARNING LIGHTS TYPE A 643.0705			TRAFFIC CONTROL SIGNS 643.0900			TRAFFIC CONTROL SIGNS PCMS 643.1050			REMARKS
				DRUMS	APPROXIMATE DAYS	DAYS	BARRICADES	APPROXIMATE DAYS	DAYS	LIGHTS	APPROXIMATE DAYS	DAYS	SIGNS	APPROXIMATE DAYS	DAYS	SIGNS	APPROXIMATE DAYS	DAYS	
CATEGORY 0010																			
70+35	-	70+35	BOP	-	-	-	-	-	-	-	-	-	5	25	125	1	7	7	SOUTHERN PROJECT LIMITS
77+30	-	77+30	FORD DR	-	-	-	-	-	-	-	-	-	1	25	25	-	-	-	SIDE ROAD ADVANCE WARNING
98+86	-	98+86	TECUMSHE RD	-	-	-	-	-	-	-	-	-	2	25	50	-	-	-	SIDE ROAD ADVANCE WARNING
125+20	-	125+20	THEDE RD	-	-	-	-	-	-	-	-	-	1	25	25	-	-	-	SIDE ROAD ADVANCE WARNING
129+92	-	129+92	CULVERT	10	2	20	-	-	-	-	-	-	-	-	-	-	-	-	RESET PIPE END SHOULDER CLOSURE
185+55	-	185+55	REDWOOD RD	-	-	-	-	-	-	-	-	-	1	25	25	-	-	-	SIDE ROAD ADVANCE WARNING
201+74	-	201+74	S MILL RD	-	-	-	-	-	-	-	-	-	1	25	25	-	-	-	SIDE ROAD ADVANCE WARNING
204+05	-	204+05	CULVERT	10	2	20	-	-	-	-	-	-	-	-	-	-	-	-	RESET PIPE END SHOULDER CLOSURE
229+07	-	229+07	SHADY LANE	-	-	-	-	-	-	-	-	-	1	25	25	-	-	-	SIDE ROAD ADVANCE WARNING
282+05	-	282+05	QUARRY RD	-	-	-	-	-	-	-	-	-	2	25	50	-	-	-	SIDE ROAD ADVANCE WARNING
284+60	-	284+60	CULVERT	10	2	20	-	-	-	-	-	-	-			-	-	-	RESET PIPE END SHOULDER CLOSURE
291+66	-	291+66	IRISH RD	-	-	-	-	-	-	-	-	-	2	25	50	-	-	-	SIDE ROAD ADVANCE WARNING
325+19	-	325+19	MAPLE HEIGHTS RD	-	-	-	-	-	-	-	-	-	1	25	25	-	-	-	SIDE ROAD ADVANCE WARNING
325+35	-	325+44	CURB RAMPS	5	8	40	3	4	12	3	4	12	1	4	4	-	-	-	CURB RAMP A
328+26	-	328+39	CURB RAMPS	5	8	40	3	4	12	3	4	12	1	4	4	-	-	-	CURB RAMP B
328+86	-	328+96	CURB RAMPS	5	8	40	3	4	12	3	4	12	1	4	4	-	-	-	CURB RAMP C
334+15	-	334+27	CURB RAMPS	5	8	40	3	4	12	3	4	12	1	4	4	-	-	-	CURB RAMP D
334+98	-	335+16	CURB RAMPS	5	8	40	3	4	12	3	4	12	2	4	8	-	-	-	CURB RAMP E
346+30	-	346+30	USH 151	-	-	-	3	4	12	3	4	12	3	8	24				CURB RAMP ADVANCE WARNING
334+54	-	334+54	MB LANE	-	-	-	-	-	-	-	-	-	1	25	25	-	-	-	SIDE ROAD ADVANCE WARNING
346+85	-	346+85	EOP	-	-	-	-	-	-	-	-	-	5	25	125	1	7	7	NORTHERN PROJECT LIMITS
			UNDISTRIBUTED			100	-	-	-	-	-	-	-	-	25	-	-	-	UNDISTRIBUTED
			Total			**360**			**72**			**72**			**648**			**14**	

TRAFFIC CONTROL ITEMS

STATION	TO	STATION	LOCATION	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS 643.05 DAYS	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES 643.06 DAYS	REMARKS
CATEGORY 0010						
95+00	-	321+00	UNDISTRIBUTED	20	20	UNDISTRIBUTED
			Total	**20**	**20**	

WATER

LOCATION	WATER 624.0100 MGAL	REMARKS
UNDISTRIBUTED	39	BAD 3/4" & 1-1/4" COMPACTION, RESTORATION
Total	**39**	

CONSTRUCTION STAKING

STATION	TO	STATION	LOCATION	CONSTRUCTION STAKING RESURFACING REFERENCE 650.8000 LF	REMARKS
CATEGORY 0010					
70+35	-	346+13	STH 32	27578	MAINLINE
			Total	**27578**	

SAWCUT

STATION	LOCATION	SAWCUT ASPHALT 690.0115 LF	SAWCUT CONCRETE 690.0250 LF	REMARKS
CATEGORY 0010				
242+15	STH 32	-	100	CATTLE PASS BASE PATCH
245+23	TECUMSEH RD	-	90	CATTLE PASS BASE PATCH
260+50	THEDE RD	-	115	CATTLE PASS BASE PATCH
269+70	REDWOOD RD	-	130	CATTLE PASS BASE PATCH
315+44	S MILL RD	-	90	CULVERT BASE PATCH
325+41	SHADY LANE	18	6	CURB RAMP A
328+12	QUARRY RD	22	6	CURB RAMP B
328+92	IRISH RD	19	6	CURB RAMP C
333+95	STH 32	19	6	CURB RAMP D
335+98		27	6	CURB RAMP E
105+55	STH 32	6	282	FULL DEPTH REPAIR/SHOULDER
178+89	STH 32	6	26	FULL DEPTH REPAIR/SHOULDER
184+36	STH 32	6	343	FULL DEPTH REPAIR/SHOULDER
208+23	STH 32	6	217	FULL DEPTH REPAIR/SHOULDER
211+10	STH 32	6	18	FULL DEPTH REPAIR/SHOULDER
229+67	STH 32	41	-	FULL DEPTH REPAIR/SHOULDER
230+34	STH 32	33	-	FULL DEPTH REPAIR/SHOULDER
277+86	STH 32	6	145	FULL DEPTH REPAIR/SHOULDER
	Total	**215**	**1586**	

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CONDUIT LOOP DETECTOR

STATION	TO	STATION	LOCATION	CONDUIT LOOP DETECTOR 652.0800 LF	LOOP DETECTOR SLOTS 652.0900 LF	LOOP DETECTOR LEAD IN CABLE 655.0700 LF	LOOP DETECTOR WIRE 655.0800 LF	REMARKS
CATEGORY 0010								
343+50	-	343+50	STH 32	58	53	140	202	MAINLINE
344+75	-	344+75	STH 33	58	53	265	154	MAINLINE
			Total	**116**	**106**	**405**	**356**	

RESETTING PIPE ENDS

STATION	TO	STATION	LOCATION	RESETTING PIPE ENDS SPV.0060.01 EACH	REMARKS
CATEGORY 0010					
129+92	-	129+92	STH 32	1	MAINLINE LT
204+05	-	204+05	STH 32	1	MAINLINE LT
284+60	-	284+60	STH 32	3	MAINLINE LT & RT
			Total	**5**	

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

LOCATION	TEMPORARY PORTABLE RUMBLE STRIP ARRAY SPV.0060.02 EACH	REMARKS
CATEGORY 0010		
PROJECT	2	MILL &OVERLAY MOVING OPERATIONS NB
PROJECT	2	MILL &OVERLAY MOVING OPERATIONS SB
Total	**4**	

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ERECTION & REMOVAL OF PERMANENT SIGNING, TYPE II

SIGN NO.	LOCATION	SIGN CODE	W X H	637.2210 SIGNS TYPE II REFLECTIVE TYPE H S.F.	637.2230 SIGNS TYPE II REFLECTIVE TYPE F S.F.	634.0612 POSTS WOOD 4x6x12 EACH	634.0614 POSTS WOOD 4x6x14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	634.0618 POSTS WOOD 4x6x18 EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
1	STH 32/57, N. OF ALTONA AVE	I2-3	78" X 24"	13.00	---	2	---	---	---	1	2	NEW HOLSTEIN POP. 3236, SEE SIGN DETAIL SHEET
2	"	R2-1	24" X 30"	5.00	---	---	1	---	---	1	1	35 MPH
3	"	R2-1	24" X 30"	5.00	---	---	1	---	---	1	1	35 MPH
4	"	W14-3	48" X 36"	---	6.00	---	1	---	---	1	1	
5	"	I55-56	---	---	---	---	1	---	---	---	1	REPLACE EXISTING POST FOR FUTURE ADOPT A HWY LOCATION
6	FORD DRIVE	R1-1	30" X 30"	5.18	---	---	1	---	---	1	1	
7	STH 32/57, N. OF FORD DRIVE	R2-1	24" X 30"	5.00	---	---	1	---	---	1	1	55 MPH
8	"	R2-1	24" X 30"	5.00	---	---	1	---	---	1	1	35 MPH
9	"	D2-3	84" X 36"	21.00	---	---	2	---	---	1	2	CHILTON 6, HILBERT 13, GREEN BAY 42, SEE SIGN DETAIL SHEET
10	"	W3-5	30" X 30"	---	9.00	---	---	1	---	1	1	35 MPH
11	"	W11-12	36" X 36"	---	9.00	---	---	1	---	1	1	
12	STH 32/57, S. OF TECUMSEH RD	W3-5	---	---	---	---	---	---	---	1	1	
13	"	D2-3	---	---	---	---	---	---	---	1	2	
14	TECUMSEH RD	R1-1	30" X 30"	5.18	---	---	1	---	---	1	1	
15	"	R1-1	30" X 30"	5.18	---	---	1	---	---	1	1	
16	STH 32/57, N. OF TECUMSEH RD	W14-3	48" X 36"	---	6.00	---	1	---	---	1	1	
17	"	W1-7	48" X 24"	---	8.00	1	---	---	---	1	1	
18	THEDE RD	R1-1	30" X 30"	5.18	---	---	1	---	---	1	1	
19	STH 32/57, N. OF THEDE RD	W11-3	---	---	---	---	---	---	---	1	1	
20	"	W14-3	48" X 36"	---	6.00	---	1	---	---	1	1	
21	STH 32/57, S. OF REDWOOD DRIVE	W14-3	48" X 36"	---	6.00	---	1	---	---	1	1	
22	"	I55-56	---	---	---	---	1	---	---	---	1	REPLACE EXISTING POST FOR FUTURE ADOPT A HWY LOCATION
23	"	W11-3	---	---	---	---	---	---	---	1	1	
24	"	W57-51	---	---	---	---	---	---	---	---	---	PART OF REMOVAL FOR SIGN #23
25	"	R2-1	24" X 30"	5.00	---	---	1	---	---	---	---	55 MPH
26	"	J4-2	48" X 36"	12.00	---	---	1	---	---	1	1	SOUTH STH 32, SOUTH STH 57
27	"	W1-7	48" X 24"	---	8.00	1	---	---	---	1	1	
28	REDWOOD DRIVE	R1-1	30" X 30"	5.18	---	---	1	---	---	1	1	
29	STH 32/57, N. OF REDWOOD DRIVE	J4-2	48" X 36"	12.00		---	1	---	---	1	1	NORTH STH 32, NORTH STH 57
30	"	R2-1	24" X 30"	5.00		---	1	---	---	1	1	55 MPH
31	"	W14-3	48" X 36"	---	6.00	---	1	---	---	1	1	
32	"	I55-56	30" X 36"	7.50	---	---	1	---	---	1	1	HOMESTEAD CARE CENTER
33	STH 32/57, AT MILL RD	W1-7	48" X 24"	---	8.00	1	---	---	---	1	1	
34	MILL ROAD	R1-1	30" X 30"	5.18	---	---	1	---	---	1	1	
35	"	R1-1	30" X 30"	5.18	---	---	1	---	---	1	1	
36	STH 32/57, N. OF MILL RD	W14-3	48" X 36"	---	6.00	---	1	---	---	1	1	
37	STH 32/57, AT SHADY LANE	W1-7	48" X 24"	---	8.00	1	---	---	---	1	1	
38	SHADY LANE	R1-1	30" X 30"	5.18	---	---	1	---	---	1	1	
39	STH 32/57, N. OF SHADY LANE	W14-3	48" X 36"	---	6.00	---	1	---	---	1	1	
40	"	W14-3	48" X 36"	---	6.00	---	1	---	---	1	1	
	PAGE SUBTOTALS			136.94	98.00	6	29	2	0	36	41	

PLAN SHEET PRODUCED

BY WisDOT - NE REGION

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ERECTION & REMOVAL OF PERMANENT SIGNING, TYPE II

SIGN NO.	LOCATION	SIGN CODE	W X H	637.2210 SIGNS TYPE II REFLECTIVE TYPE H S.F.	637.2230 SIGNS TYPE II REFLECTIVE TYPE F S.F.	634.0612 POSTS WOOD 4x6x12 EACH	634.0614 POSTS WOOD 4x6x14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	634.0618 POSTS WOOD 4x6x18 EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
41	STH 32/57, S. OF QUARRY RD	R5-53A	---	---	---	---	---	---	---	1	1	
42	QUARRY RD	R1-1	30" X 30"	5.18	---	---	1	---	---	1	1	
43	"	R1-1	30" X 30"	5.18	---	---	1	---	---	1	1	
44	STH 32/57, N. OF QUARRY RD	D7-68L	---	---	---	---	---	---	---	1	2	
45	STH 32/57, S. OF IRISH RD	W14-3	48" X 36"	---	6.00	---	1	---	---	1	1	
46	IRISH RD	R1-1	30" X 30"	5.18	---	---	1	---	---	1	1	
47	"	R1-1	30" X 30"	5.18	---	---	1	---	---	1	1	
48	"	R1-1	30" X 30"	5.18	---	---	1	---	---	1	1	
49	"	R1-1	30" X 30"	5.18	---	---	1	---	---	1	1	
50	STH 32/57, N. OF IRISH RD	D7-68R	---	---	---	---	---	---	---	1	2	
51	STH 32/57, S. OF MAPLE HEIGHTS RD	I55-56	30" X 36"	7.50	---	---	1	---	---	1	1	HOMESTEAD CARE CENTER
52	"	W3-5	36" X 36"	---	9.00	---	---	1	---	1	1	40 MPH
53	"	W14-3	---	---	---	---	---	---	---	1	1	
54	"	W14-3	48" X 36"	---	6.00	---	---	---	---	---	---	MOUNT TO BACK OF SIGN #55
55	"	D2-3	96" X 36"	24.00	---	---	2	---	---	1	2	NEW HOLSTEIN 6, KIEL 10, MILWAUKEE 77, SEE SIGN DETAIL SHEET
56	"	W11-12	36" X 36"	---	9.00	---	---	1	---	1	1	
57	"	R2-1	24" X 30"	5.00	---	---	1	---	---	1	1	55 MPH
58	"	R2-1	24" X 30"	5.00	---	---	1	---	---	1	1	40 MPH
59	OLD WALMART ACCESS POINT	R1-1	---	---	---	---	---	---	---	1	1	
60	MAPLE HEIGHTS ROAD	R1-1	30" X 30"	5.18	---	---	1	---	---	1	1	
61	STH 32/57, N. OF MAPLE HEIGHTS RD	W9-1R	---	---	---	---	---	---	---	1	1	
62	"	I2-3	60" X 24"	10.00	---	2	---	---	---	1	2	CHILTON POP. 3933, SEE SIGN DETAIL SHEET
63	OLD WALMART ACCESS POINT	R1-1	---	---	---	---	---	---	---	1	1	
64	STH 32/57, S. OF MB LANE	R2-1	24" X 30"	5.00	---	---	1	---	---	1	1	40 MPH
65	"	W4-2R	---	---	---	---	---	---	---	1	1	
66	"	R1-1	30" X 30"	5.18	---	---	1	---	---	1	1	
67	"	J1-1	24" X 39"	6.50	---	---	1	---	---	1	1	JCT USH 151
68	STH 32/57, N. OF MB LANE	R2-1	24" X 30"	5.00	---	---	1	---	---	1	1	40 MPH
69	"	R2-1	24" X 30"	5.00	---	---	1	---	---	1	1	40 MPH
70	"	W3-3	36" X 36"	---	9.00	---	---	1	---	1	1	
70A	"	R3-7R	30" X 30"	6.25	---	---	1	---	---	---	---	
71	"	J2-4	96" X 57"	38.00	---	---	---	---	2	1	2	
72	STH 32/57, S. OF USH 151	D1-3	84" X 36"	21.00	---	---	2	---	---	1	2	GREEN BAY, FOND DU LAC, MANITOWOC, SEE SIGN DETAIL SHEET
73	"	R2-1	24" X 30"	5.00	---	---	1	---	---	1	1	40 MPH
74	"	R4-7	36" X 48"	12.00	---	---	---	1	---	1	1	
75	"	R5-1	36" X 36"	9.00	---	---	---	---	---	---	---	PART OF REMOVAL FOR SIGN #76, MOUNT TO BACK OF SIGN #76
76	"	J4-2	48" X 36"	12.00	---	---	1	---	---	1	1	SOUTH STH 32, SOUTH STH 57
77	"	J3-3	72" X 57"	28.50	---	---	---	2	---	1	1	
78	"	JH	---	0.00	---	---	---	---	---	---	1	PART OF REMOVAL FOR SIGN #77
79	STH 32/57, AT USH 151	R1-1	36" X 36"	7.46	---	---	1	---	---	1	1	
80	"	R4-7	24" X 30"	5.00	---	---	---	---	---	1	---	MOUNT TO SIGNAL
81	"	J3-2	48" X 57"	19.00	---	---	---	---	---	---	---	SEE PLAN SHEET, CITY STREET NAME SIGNS NEED TO CITY OWNED POST
	PAGE SUBTOTALS			277.65	39.00	2	24	6	2	37	43	
	PROJECT TOTALS			**414.59**	**137.00**	**8**	**53**	**8**	**2**	**73**	**84**	

PLAN SHEET PRODUCED BY WisDOT - NE REGION

BEGIN PROJECT
STA 70+35

BEGIN CONSTRUCTION STA 70+35
ASPHALTIC SURFACE BUTT JOINT REQ'D

PT: 72+43.63

PC: 80+27.35

N

70

75

80

STA BACK = 72+43.63
STA AHEAD = 72+41.74

ASPHALT
DRIVEWAY

FORD DRIVE

STA 79+25
CENTER LINE
RUMBPLE STRIPS

END CONSTRUCTION STA 77+42 OFFSET 72' RT
ASPHALTIC SURFACE BUTT JOINT REQ'D

EXISTING CURVE NOTES:
P.I. = 69+56.80
Y = 718958.131
X = 2466518.020
DEL = 11-30'44"
D = 02-00'00"
T = 288.775'
L = 575.606'
R = 2864.789'
PC = 66+68.025
PT = 72+43.631 BK
= 72+71.736 AH
S.E. = 0.045'
R.O. = 175'

5

5

N

BEGIN CONSTRUCTION STA 98+34 OFFSET 82' LT
ASPHALTIC SURFACE BUTT JOINT REQ'D

TECUMSEH ROAD

PT: 93+81.24

ASPHALT
DRIVEWAY

85

90

95

100

STA BACK = 93+81.24
STA AHEAD = 94+06.35

ASPHALT
DRIVEWAY

END CONSTRUCTION STA 98+77 OFFSET 85' RT
ASPHALTIC SURFACE BUTT JOINT REQ'D

EXISTING CURVE NOTES:
P.I. = 87+25.70
Y = 720402.686
X = 24665490.541
DEL = 33-51'54"
D = 02-30'00"
T = 697.735'
L = 1354.605'
R = 2291.831'
PC = 80+27.35
PT = 80+81.24 BK
= 94+06.35 AH
S.E. = 0.051'
R.O. = 175'

SUPERELEVATION TABLE

CURVE	STATION	LT	RT
END NORMAL CROWN	78+46	-2.00%	-2.00%
TRANSITION	78+97	0.00%	-2.00%
BEGIN FULL SUPER	80+27	5.10%	-5.10%
END FULL SUPER	94+06	5.10%	-5.10%
BEGIN PAVING	95+00	1.40%	-2.00%
TRANSITION	95+36	0.00%	-2.00%
BEGIN NORMAL CROWN	95+87	-2.00%	-2.00%

PROJECT NO: 4085-52-60	HWY: STH 32	COUNTY: CALUMET	PLAN	SHEET 49	E

FULL DEPTH / SHOULDER REPAIR
SEE CONSTRUCTION DETAIL

GRAVEL
DRIVEWAY

GRAVEL
DRIVEWAY

105

110

115

N

5

5

BEGIN CONSTRUCTION STA 125+21 OFFSET 80' LT
ASPHALTIC SURFACE BUTT JOINT REQ'D

THEDE ROAD

N

CAUTION

STA 129+92 LT
RESETTING PIPE END
36" RCCP AEW

UNDERGROUND TELEPHONE LINE

EXISTING RIGHT OF WAY

ASPHALT
DRIVEWAY

GRAVEL
DRIVEWAY

120

125

130

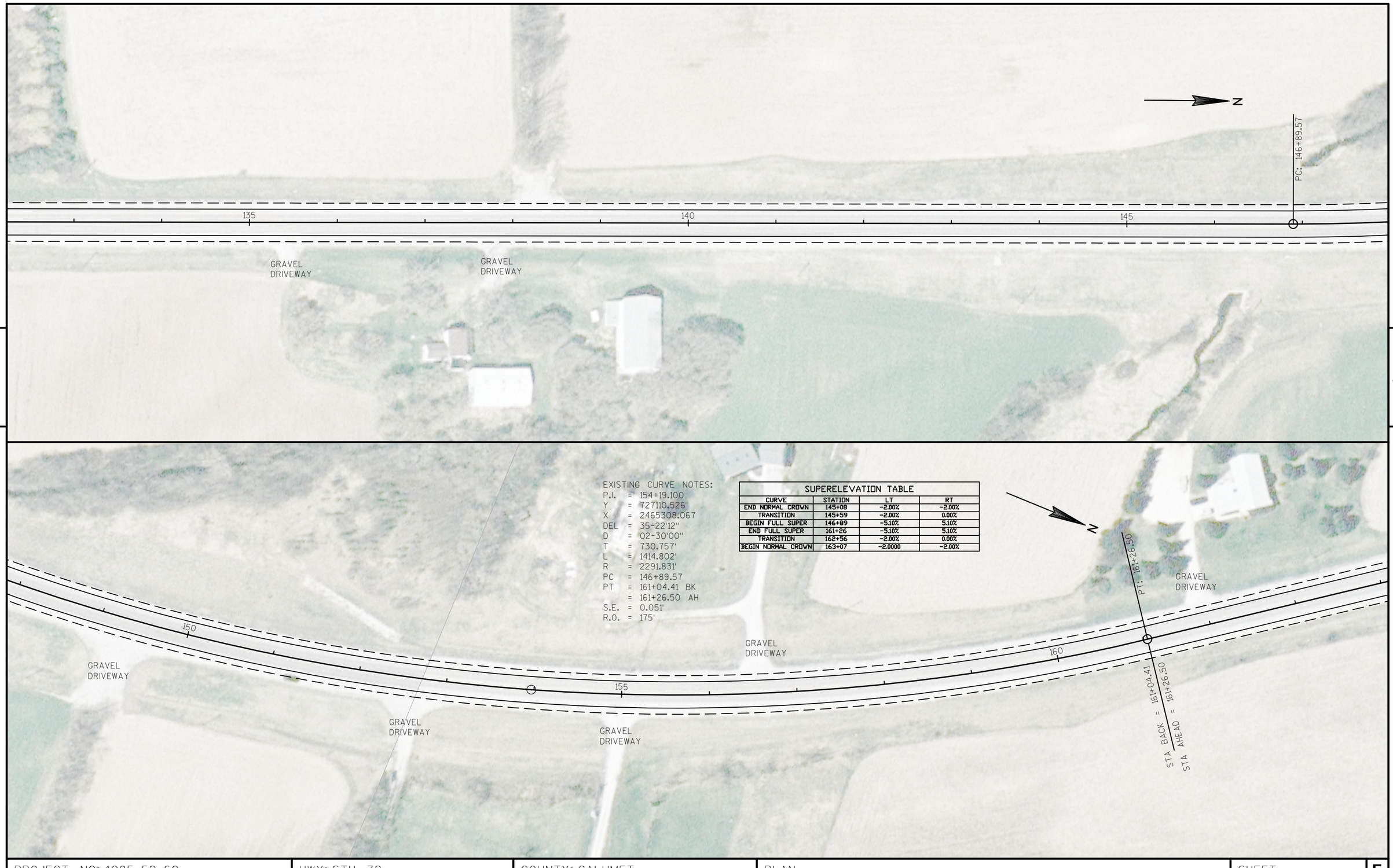
GRAVEL
DRIVEWAY

EXISTING RIGHT OF WAY

PROJECT NO: 4085-52-60	HWY: STH 32	COUNTY: CALUMET	PLAN	SHEET 50	E

FILE NAME : N:\PDS\C3D\40855230\DESIGN\EDGELINES\40855230_EDGELINES.DWG
LAYOUT NAME - 0501056

PLOT DATE : 1/29/2016 8:04 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:100 FT

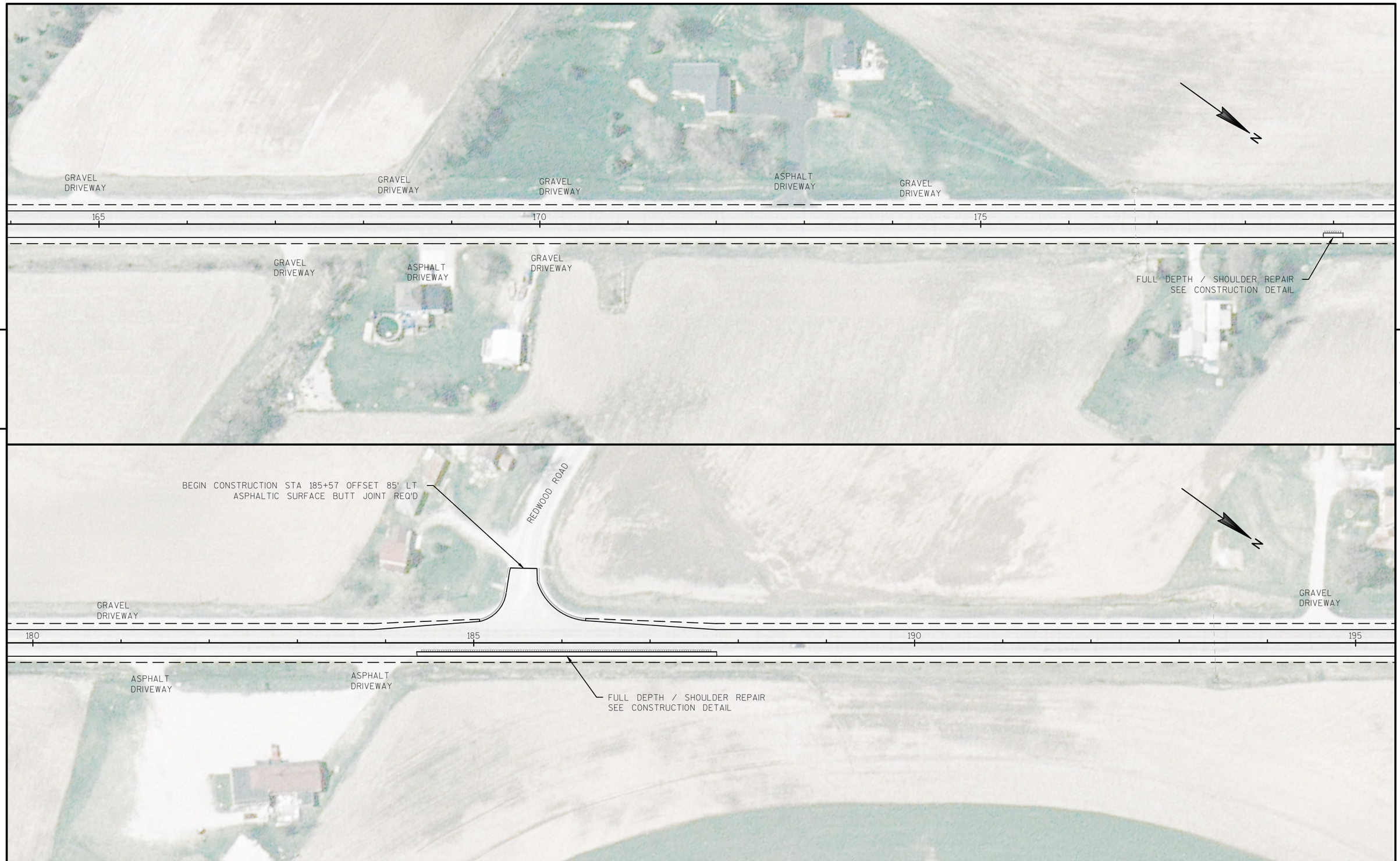


5 5

PROJECT NO: 4085-52-60	HWY: STH 32	COUNTY: CALUMET	PLAN	SHEET 51	E

FILE NAME : N:\PDS\C3D\40855230\DESIGN\EDGELINES\40855230_EDGELINES.DWG
LAYOUT NAME - 0501058

PLOT DATE : 1/29/2016 8:04 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:100 FT



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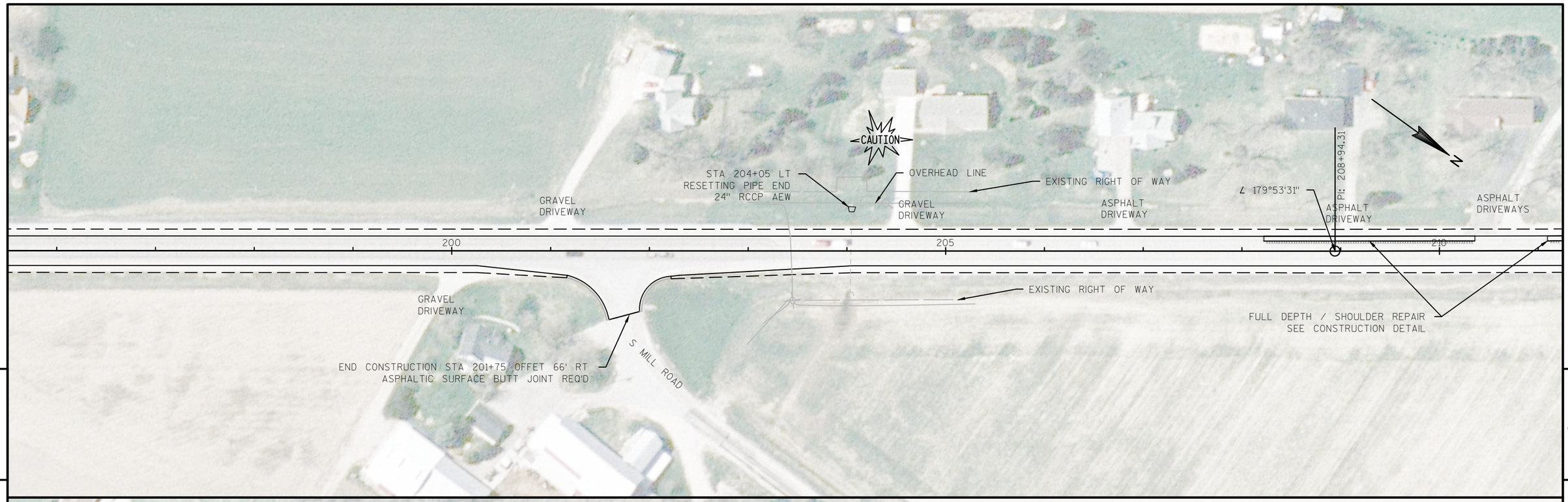
PROJECT NO: 4085-52-60	HWY: STH 32	COUNTY: CALUMET	PLAN	SHEET 52	E

FILE NAME : N:\PDS\C3D\40855230\DESIGN\EDGELINES\40855230_EDGELINES.DWG
LAYOUT NAME - 0501060

PLOT DATE : 1/29/2016 8:04 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



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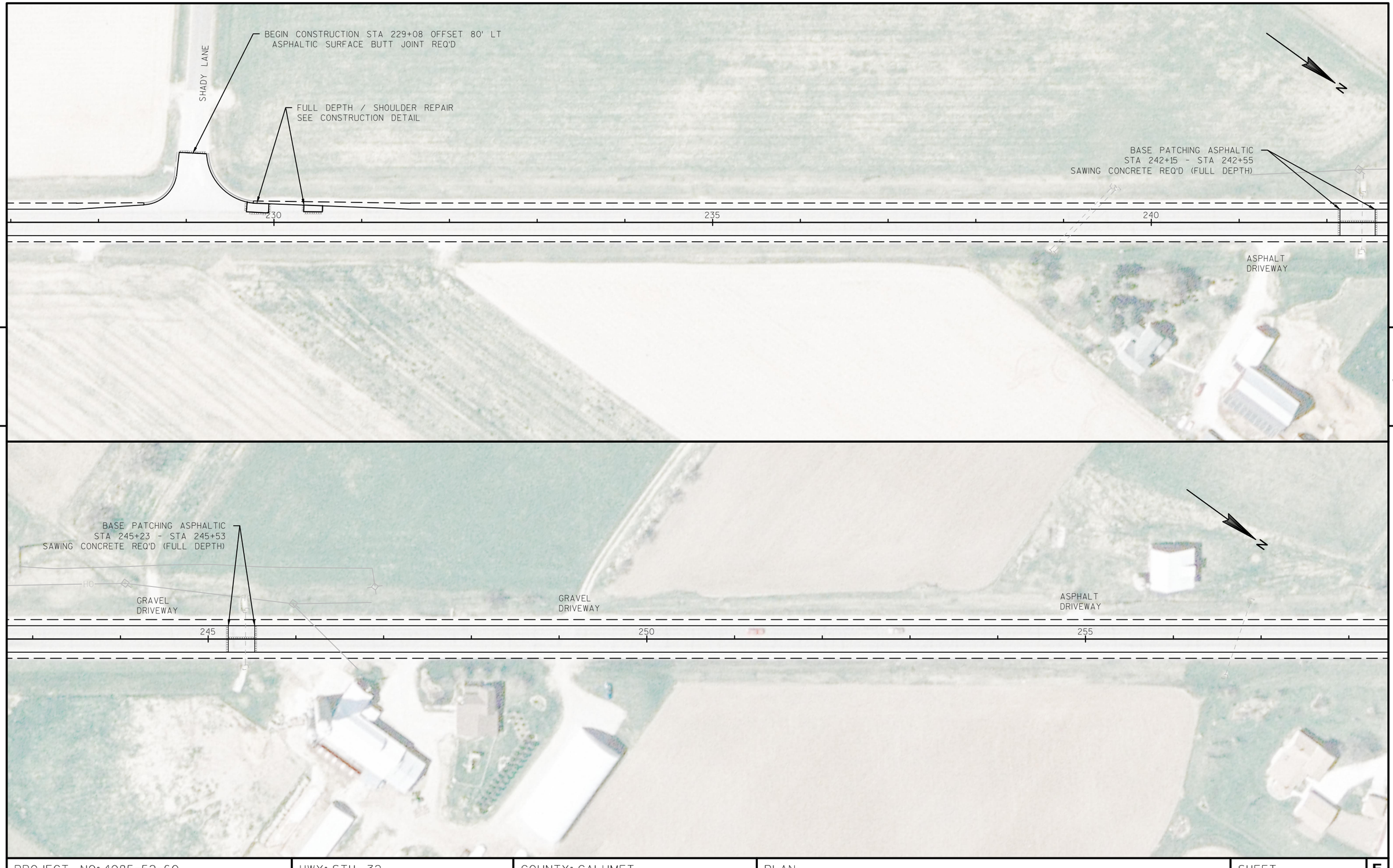
PROJECT NO: 4085-52-60	HWY: STH 32	COUNTY: CALUMET	PLAN	SHEET 53	E

FILE NAME : N:\PDS\C3D\40855230\DESIGN\EDGELINES\40855230_EDGELINES.DWG
LAYOUT NAME - 0501062

PLOT DATE : 1/29/2016 8:04 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:100 FT



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PROJECT NO: 4085-52-60	HWY: STH 32	COUNTY: CALUMET	PLAN	SHEET 54	E

FILE NAME : N:\PDS\C3D\40855230\DESIGN\EDGELINES\40855230_EDGELINES.DWG
LAYOUT NAME - 0501064

PLOT DATE : 1/29/2016 8:05 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

BASE PATCHING ASPHALTIC
STA 260+50 - STA 261+05
SAWING CONCRETE REQ'D (FULL DEPTH)

BASE PATCHING ASPHALTIC
STA 269+70 - STA 270+40
SAWING CONCRETE REQ'D (FULL DEPTH)

260 265 270

ASPHALT DRIVEWAY

GRAVEL DRIVEWAYS

5

5

BEGIN CONSTRUCTION STA 282+71 OFFSET 83' LT
ASPHALTIC SURFACE BUTT JOINT REQ'D

QUARRY ROAD

STA 284+60
RESETTING PIPE ENDS
(2) 42" RCCP AEW

EXISTING RIGHT OF WAY

GRAVEL DRIVEWAY

GRAVEL DRIVEWAY

ASPHALT DRIVEWAY

GRAVEL DRIVEWAY

275 280 285

FULL DEPTH / SHOULDER REPAIR
SEE CONSTRUCTION DETAIL

END CONSTRUCTION STA 281+51 OFFSET 81' RT
ASPHALTIC SURFACE BUTT JOINT REQ'D

UNDERGROUND GAS LINE

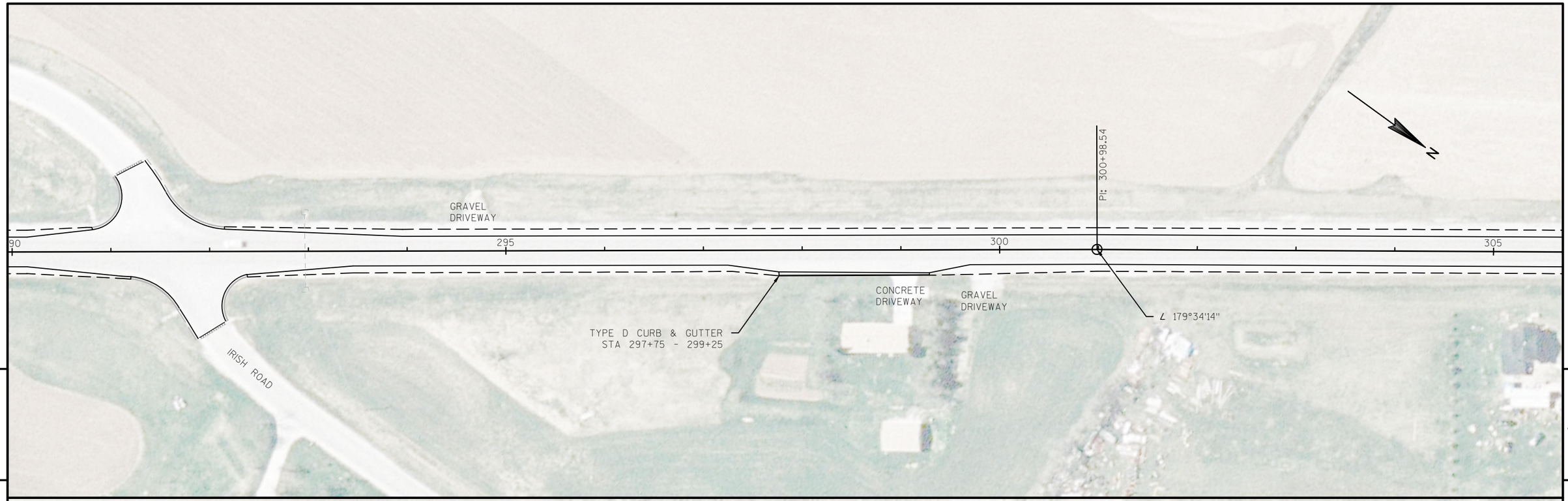
CAUTION

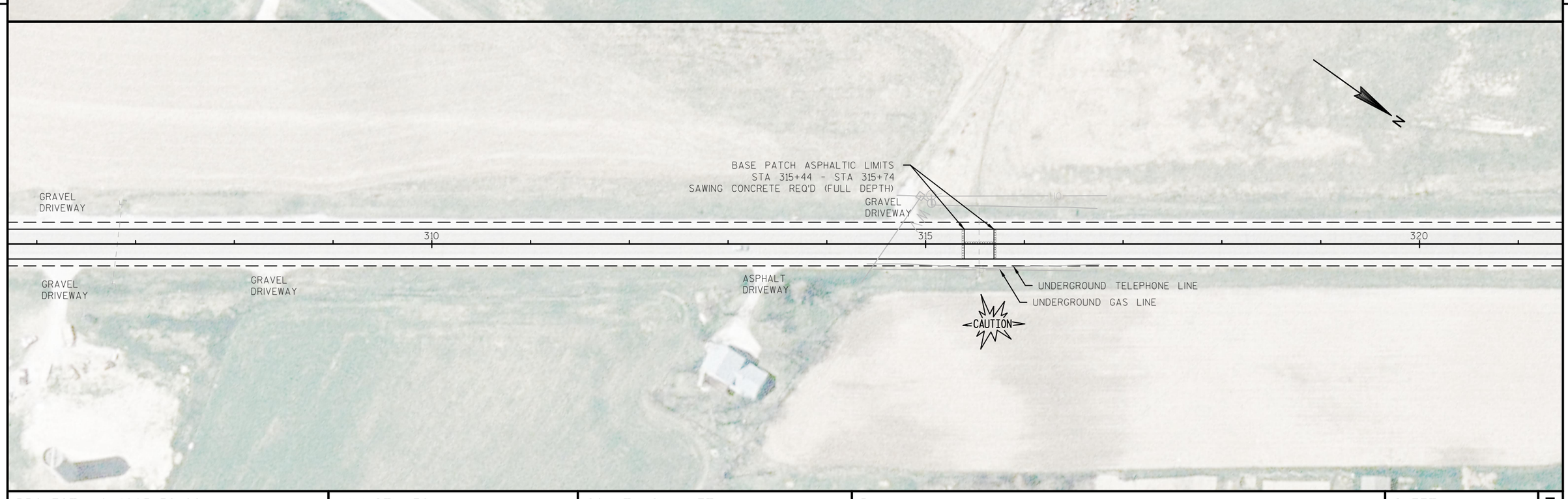
STA 284+60
RESETTING PIPE ENDS
42" RCCP AEW
NORTHERN PIPE ONLY

EXISTING RIGHT OF WAY

GRAVEL DRIVEWAY

PROJECT NO: 4085-52-60	HWY: STH 32	COUNTY: CALUMET	PLAN	SHEET 55	E





5 5

PROJECT NO: 4085-52-60	HWY: STH 32	COUNTY: CALUMET	PLAN	SHEET 56	E

FILE NAME : N:\PDS\C3D\40855230\DESIGN\EDGELINES\40855230_EDGELINES.DWG
LAYOUT NAME - 0501068

PLOT DATE : 1/29/2016 8:05 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

BEGIN CONSTRUCTION STA 325+11 OFFSET 67' LT
ASPHALTIC SURFACE BUTT JOINT REQ'D

RECONSTRUCT CURB RAMP A
SEE CONSTRUCTION DETAILS

RECONSTRUCT CURB RAMP B
SEE CONSTRUCTION DETAILS

EXISTING RIGHT OF WAY

END CONSTRUCTION STA 328+63 OFFSET 67' T
ASPHALTIC SURFACE BUTT JOINT REQ'D

BEGIN CONSTRUCTION STA 334+68 OFFSET 113' LT
ASPHALTIC SURFACE BUTT JOINT REQ'D

M-B LANE

RECONSTRUCT CURB RAMP E
SEE CONSTRUCTION DETAILS

EXISTING
RIGHT OF WAY

325 330 335

STA 322+50
CENTERLINE RUMBLE
RUMBLE STRIPS

MAPLE HEIGHTS ROAD

END CONSTRUCTION STA 325+18 OFFSET 52' RT
ASPHALTIC SURFACE BUTT JOINT REQ'D

RECONSTRUCT CURB RAMP C
SEE CONSTRUCTION DETAILS

RECONSTRUCT CURB RAMP D
SEE CONSTRUCTION DETAILS

PI: 343+16.90

EP: 346+85.09

END PROJECT
STA 346+85.09

335 340 345 346

END CONSTRUCTION STA 346+13
ASPHALTIC SURFACE BUTT JOINT REQ'D

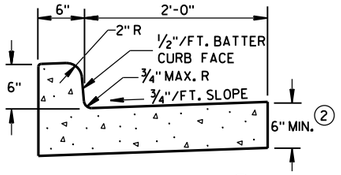
STA BACK = 343+14.48
STA AHEAD = 343+16.90

PROJECT NO: 4085-52-60	HWY: STH 32	COUNTY: CALUMET	PLAN	SHEET 57	E

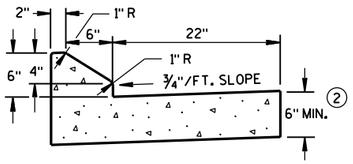
Standard Detail Drawing List

08D01-18	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D05-16A	CURB RAMPS TYPES 1 AND 1-A
08D05-16B	CURB RAMPS TYPES 2 AND 3
08D05-16C	CURB RAMPS TYPES 4A AND 4A1
08D05-16D	CURB RAMPS TYPE 4B AND 4B1
08D05-16E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09F10-04	LOOP DETECTOR INSTALLED IN EXISTING OR NEW ASPHALTIC PAVEMENT WITH NEW ASPHALTIC OVERLAY
13A11-02A	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13A11-02B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
14B29-01	SAFETY EDGE
15C04-02	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-02	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C12-04	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C19-02A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-01	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D28-03	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

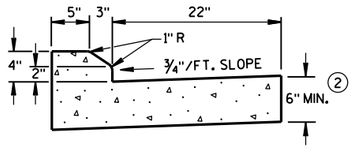
6



TYPES A & D ①

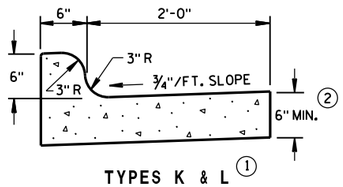


6" SLOPED CURB TYPES G & J ①

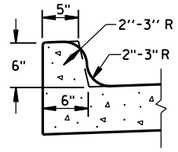


4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"

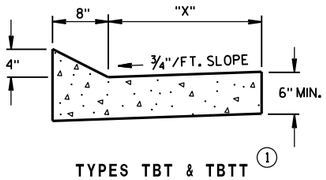


TYPES K & L ①



OPTIONAL CURB SHAPE FOR TYPES K & L ①

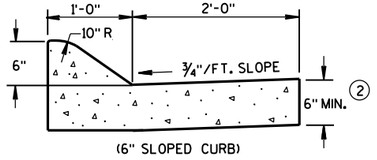
CONCRETE CURB & GUTTER 30"



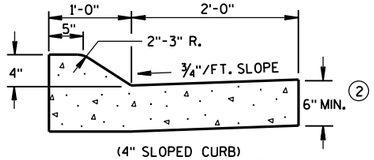
TYPES TBT & TBTT ①

CONCRETE CURB & GUTTER

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

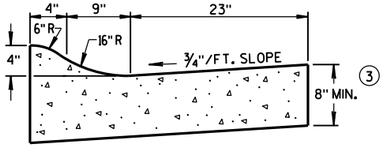


(6" SLOPED CURB)



(4" SLOPED CURB)

TYPES A & D ①



4" SLOPED CURB TYPES R & T ① ④

CONCRETE CURB & GUTTER 36"

GENERAL NOTES

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

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

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

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

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

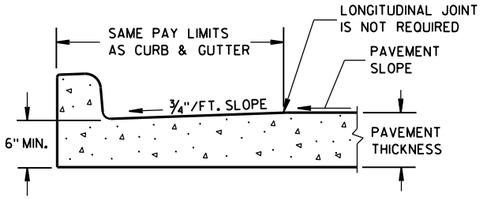
① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

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

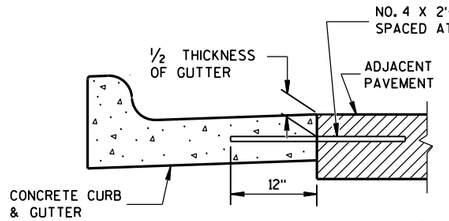
③ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

④ THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

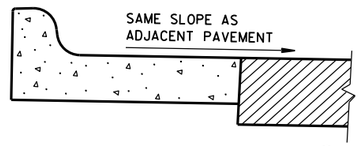
⑤ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



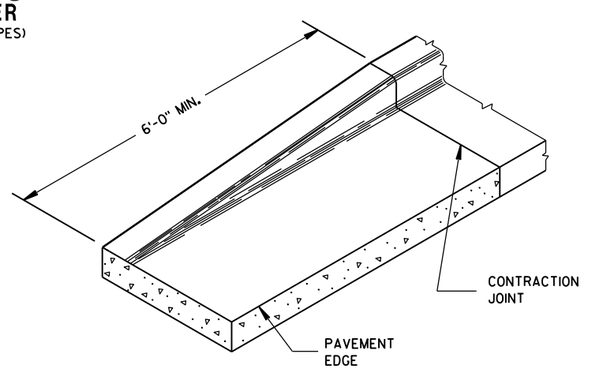
PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



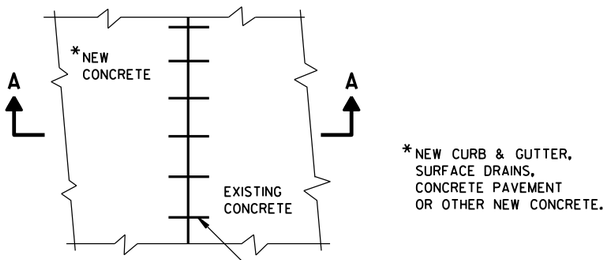
TYPICAL TIE BAR LOCATION ①



REVERSE SLOPE GUTTER ⑤
(TYPICAL FOR ALL CURB & GUTTER TYPES)

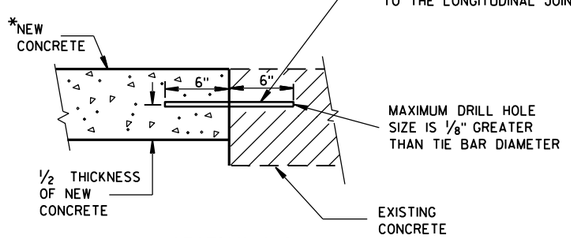


END SECTION CURB & GUTTER



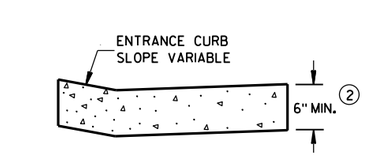
PLAN VIEW

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

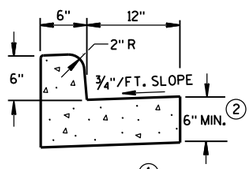


SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT

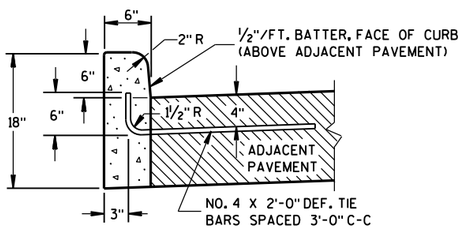


DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)

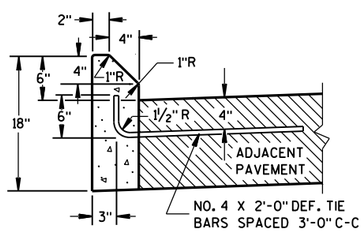


① TYPES A & D

CONCRETE CURB & GUTTER 18"



① TYPES A & D



① TYPES G & J

CONCRETE CURB

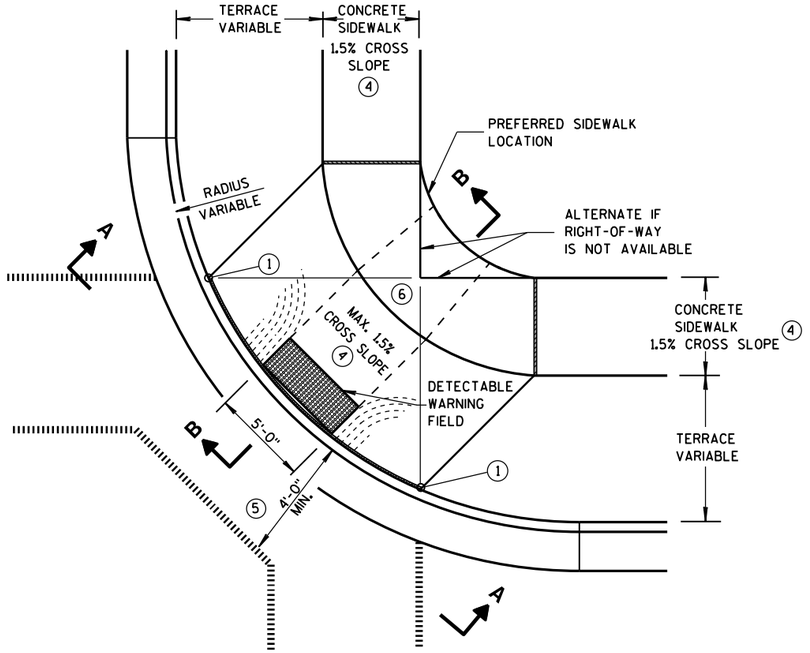
CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

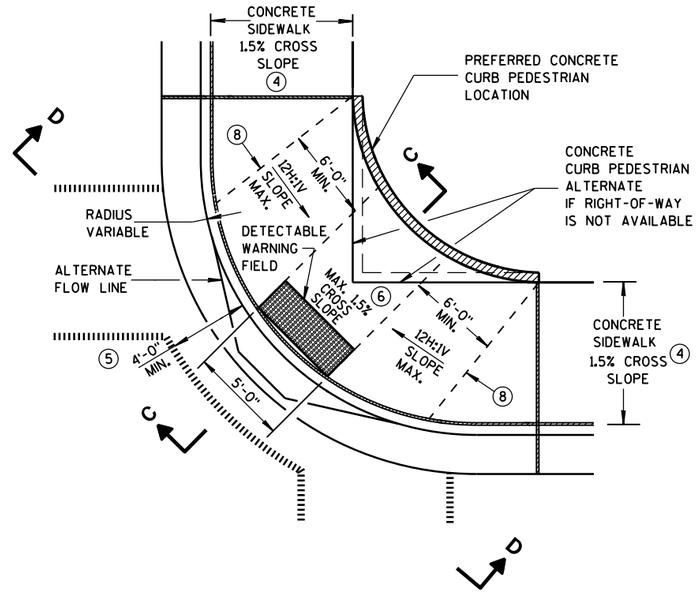
S.D.D. 8 D 1-18



PLAN VIEW

TYPE 1 RAMP

(CENTER OF CORNER RADIUS)



PLAN VIEW

TYPE 1-A RAMP

(NO TERRACE)

GENERAL NOTES

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

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

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

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

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

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

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

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB.

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

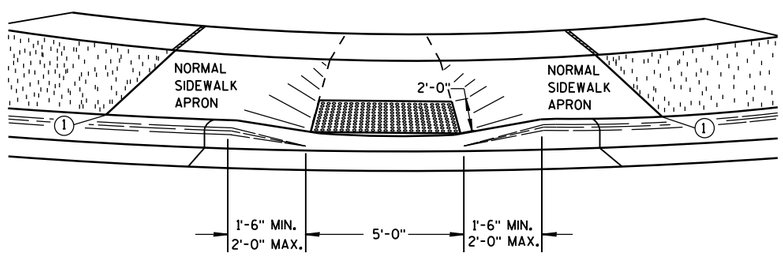
(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

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

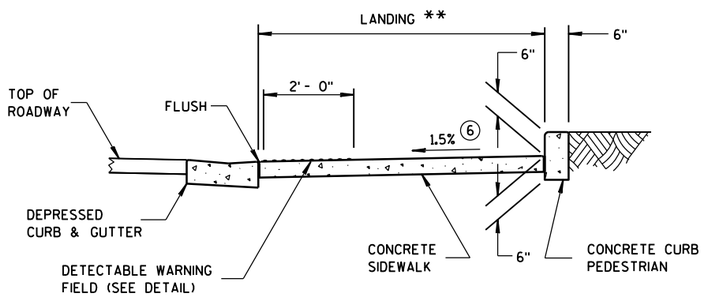
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

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



VIEW A-A

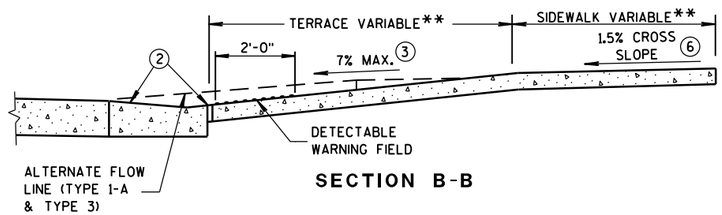
** WIDTH SHOWN ELSEWHERE IN THE PLANS



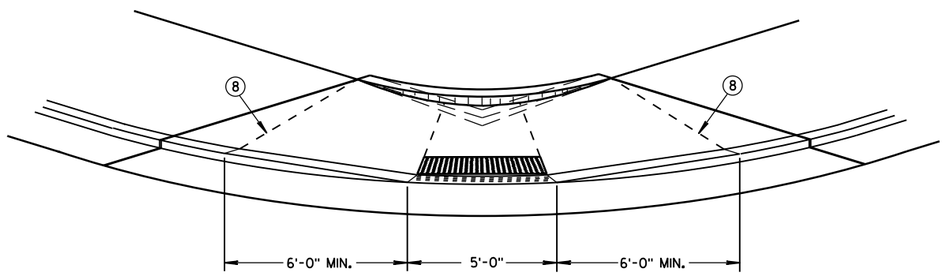
SECTION C-C

LEGEND

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



SECTION B-B



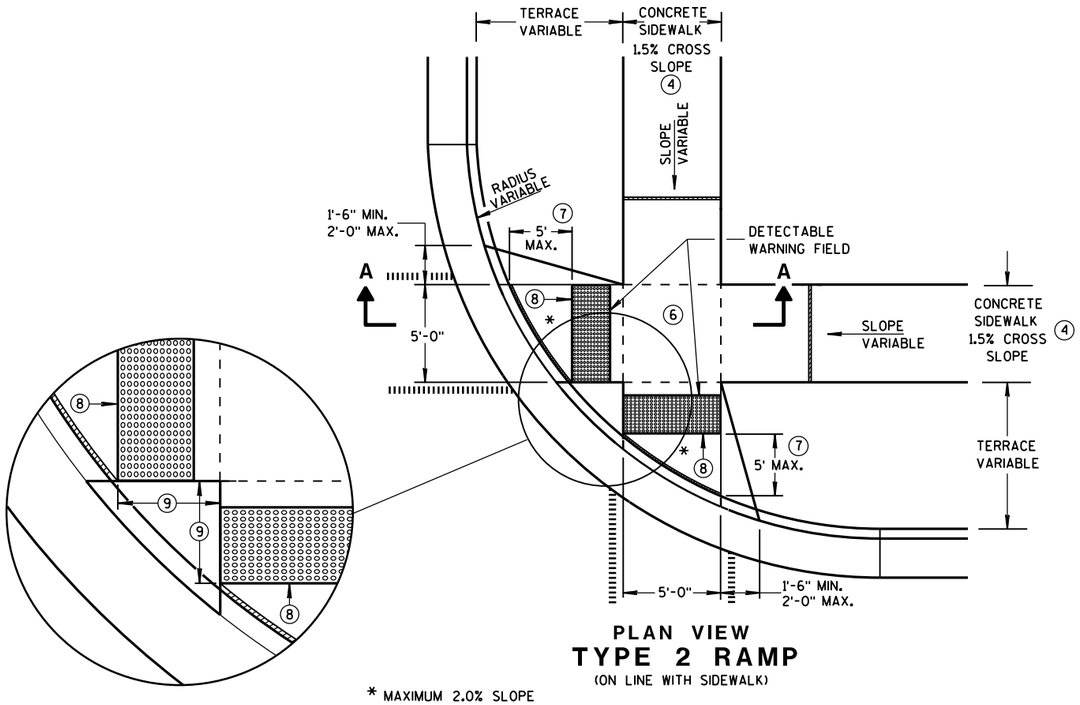
VIEW D-D

CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 8 D 5-16a

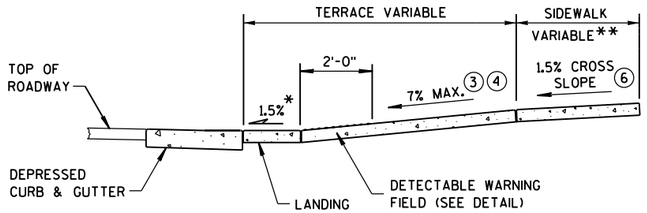


PLAN VIEW

TYPE 2 RAMP

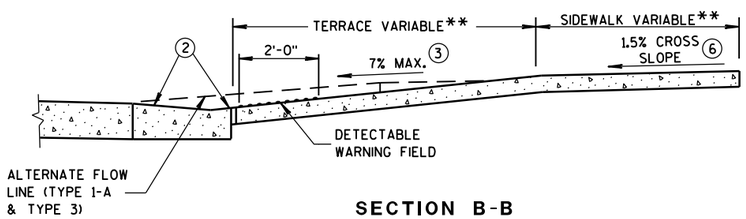
(ON LINE WITH SIDEWALK)

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



SECTION A-A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B

GENERAL NOTES

USE THE TYPE 3 RAMP ONLY WHEN A TYPE 1 OR TYPE 2 CANNOT BE ACHIEVED BECAUSE OF FIELD CONDITIONS.

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 DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED.

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

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

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

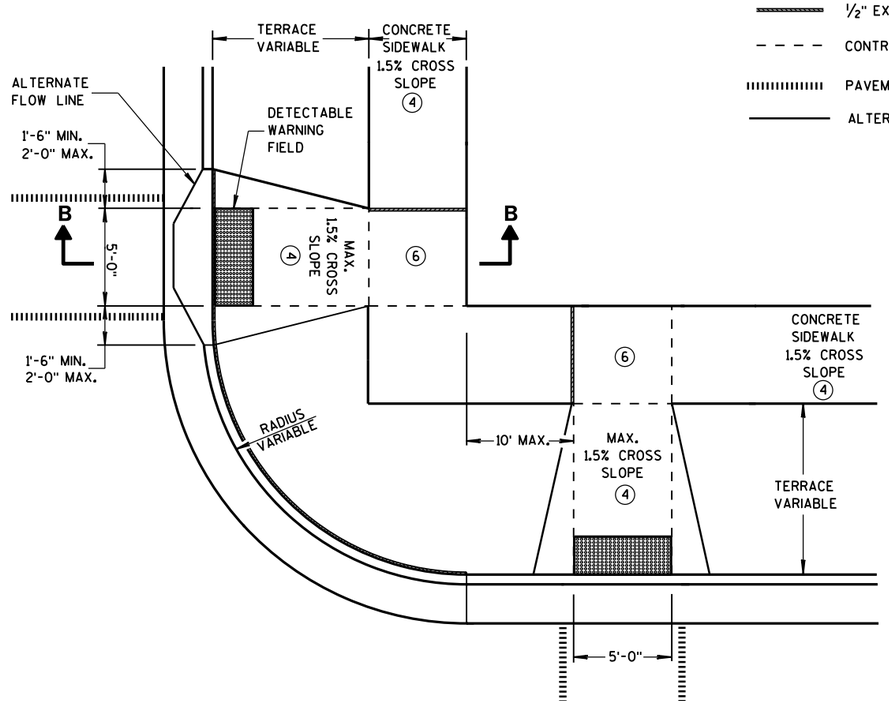
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, USE MULTIPLE DETECTABLE WARNING PANELS ACROSS THE RAMP AND STAGGER ADDITIONAL DETECTABLE WARNING PANEL(S) FORWARD TO REDUCE THIS DISTANCE.

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

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

LEGEND

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



PLAN VIEW

TYPE 3 RAMP

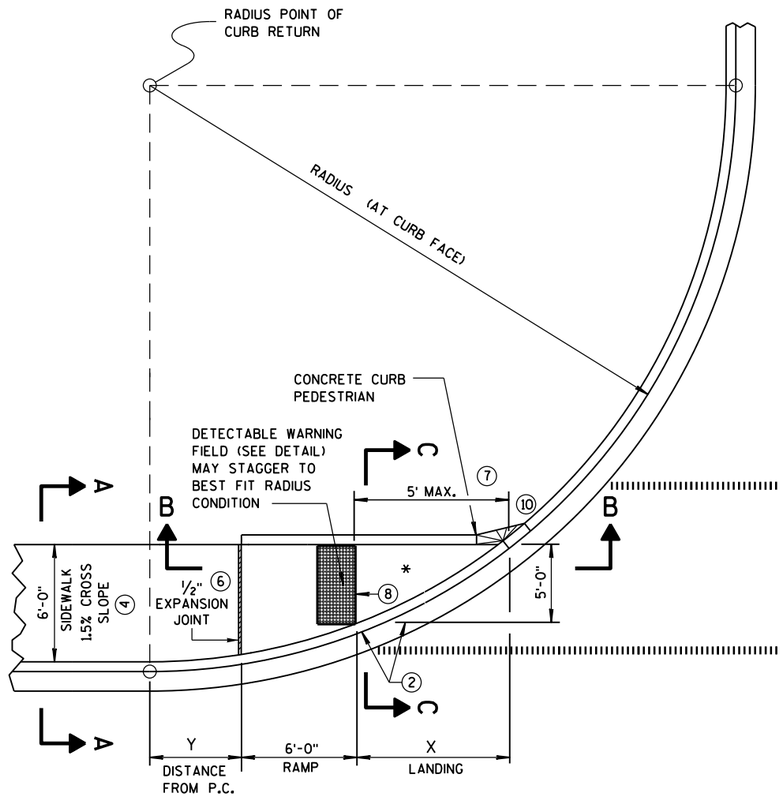
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

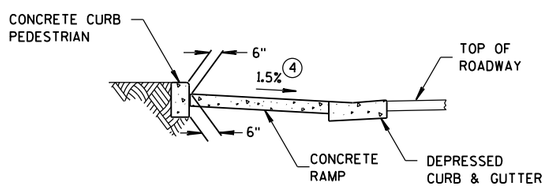
S.D.D. 8 D 5-16b



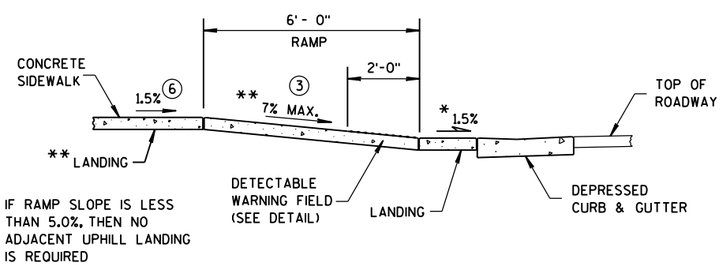
CURB RAMP TYPE 4A
PLAN VIEW

RADIUS (AT CURB FACE)	X	Y
20 FEET	6'-1¾"	2'-7¼"
30 FEET	7'-11¾"	4'-8¼"
40 FEET	9'-5¼"	6'-5"
50 FEET	10'-8¾"	7'-11¼"
60 FEET	11'-10¼"	9'-3½"

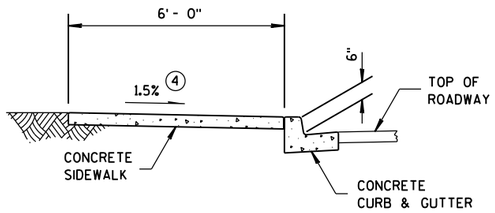
INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION C-C FOR TYPE 4A

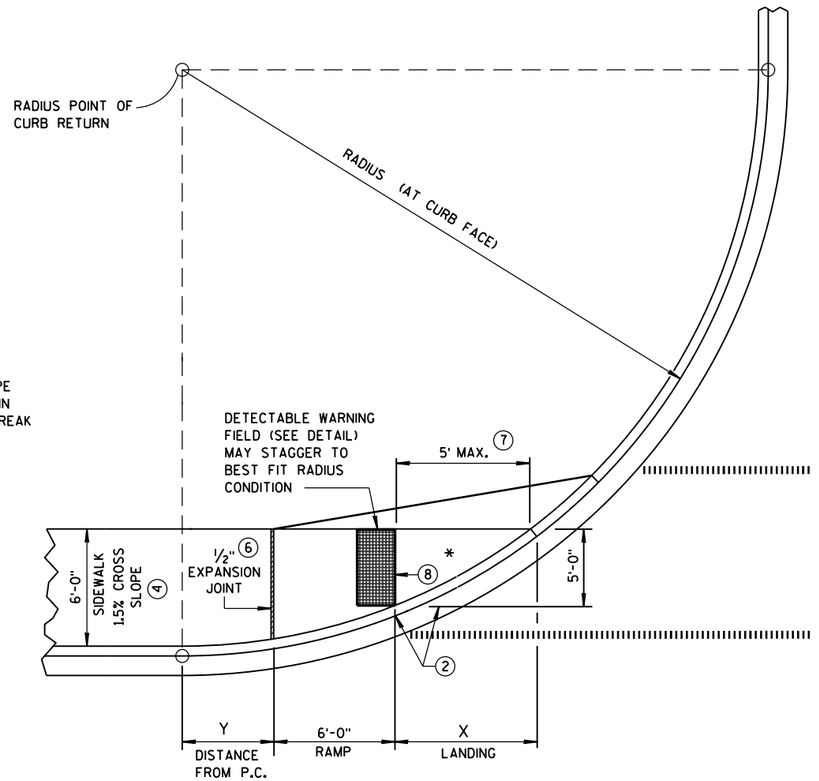


SECTION B-B FOR TYPE 4A



SECTION A-A FOR TYPE 4A

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



CURB RAMP TYPE 4A1
PLAN VIEW

GENERAL NOTES

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

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

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

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

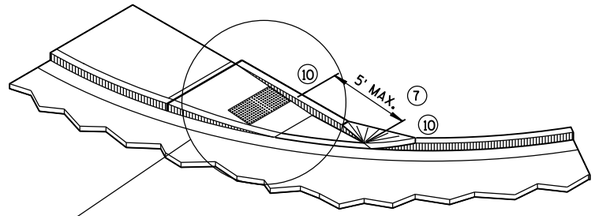
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

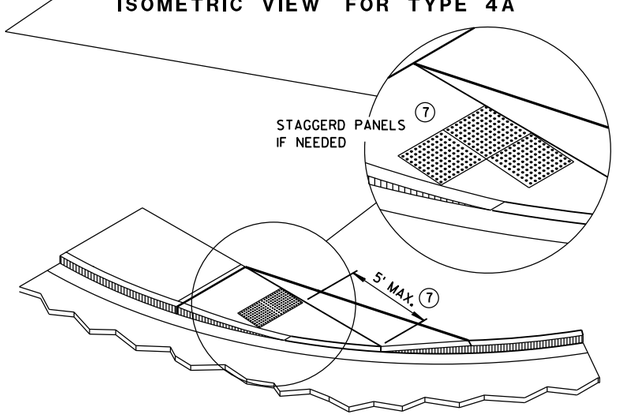
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, USE MULTIPLE DETECTABLE WARNING PANELS ACROSS THE RAMP AND STAGGER ADDITIONAL DETECTABLE WARNING PANEL(S) FORWARD TO REDUCE THIS DISTANCE.

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

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



ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

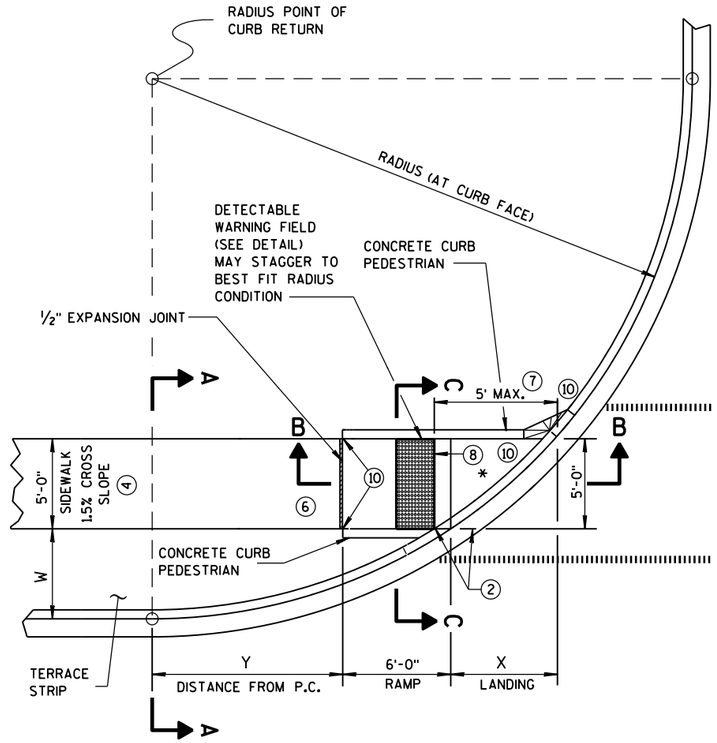
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPES 4A AND 4A1

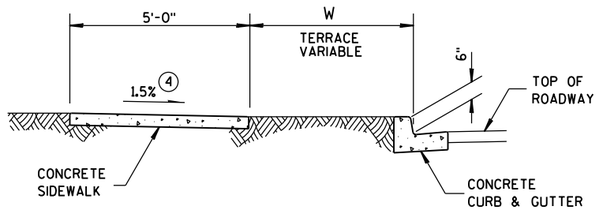
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

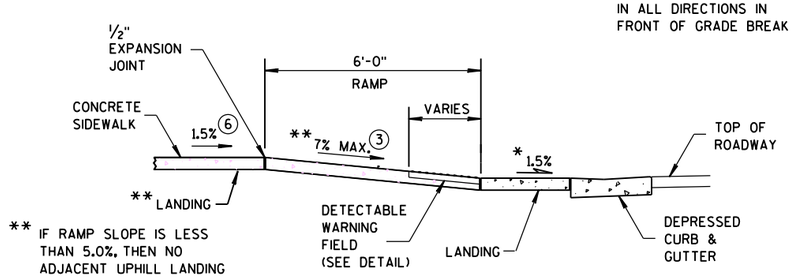
S.D.D. 8 D 5-16c



CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A FOR TYPE 4B



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

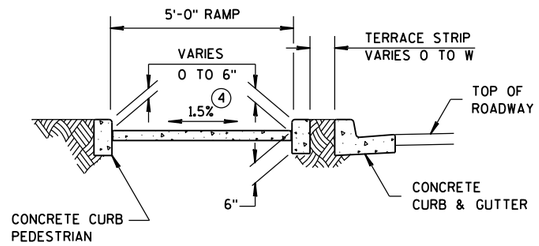
SECTION B-B FOR TYPE 4B

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

PAVEMENT MARKING CROSSWALK (WHITE)



SECTION C-C FOR TYPE 4B

RADIUS (AT CURB FACE)	W = 3'-0"		W = 4'-0"		W = 5'-0"		W = 6'-0"		W = 7'-0"	
	X	Y	X	Y	X	Y	X	Y	X	Y
20 FEET	5'-5½"	4'-6½"	4'-8½"	6'-0"	4'-1"	7'-2¾"	3'-7"	8'-3½"	3'-1½"	9'-2½"
30 FEET	7'-3¾"	7'-1"	6'-5½"	8'-11½"	5'-9¼"	10'-7"	5'-2½"	12'-0"	4'-8¾"	13'-3¼"
40 FEET	8'-9½"	9'-2½"	7'-10"	11'-5¼"	7'-1"	13'-4½"	6'-5¾"	15'-¾"	5'-11½"	16'-7¼"
50 FEET	10'-¾"	11'-¾"	9'-¼"	13'-7¼"	8'-2½"	15'-9½"	7'-6½"	17'-9"	6'-11¾"	19'-6¼"
60 FEET	11'-2½"	12'-8¾"	10'-¾"	15'-6½"	9'-2¼"	17'-11¾"	8'-5¾"	20'-1¾"	7'-10½"	22'-1½"

INTERMEDIATE RADII CAN BE INTERPOLATED

GENERAL NOTES

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

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

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

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

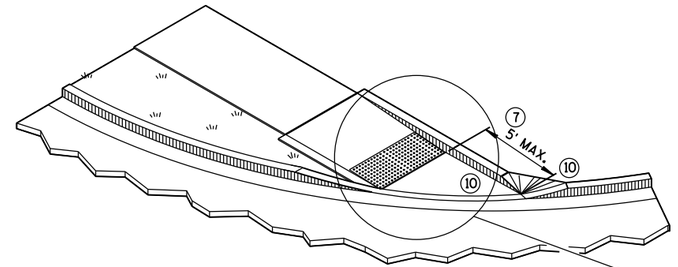
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

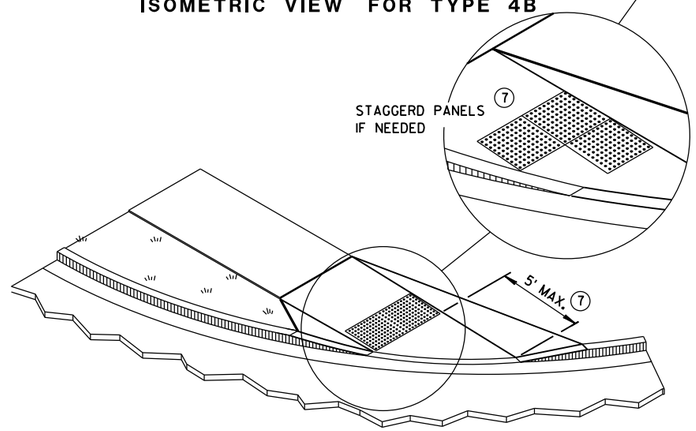
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, USE MULTIPLE DETECTABLE WARNING PANELS ACROSS THE RAMP AND STAGGER ADDITIONAL DETECTABLE WARNING PANEL(S) FORWARD TO REDUCE THIS DISTANCE.

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

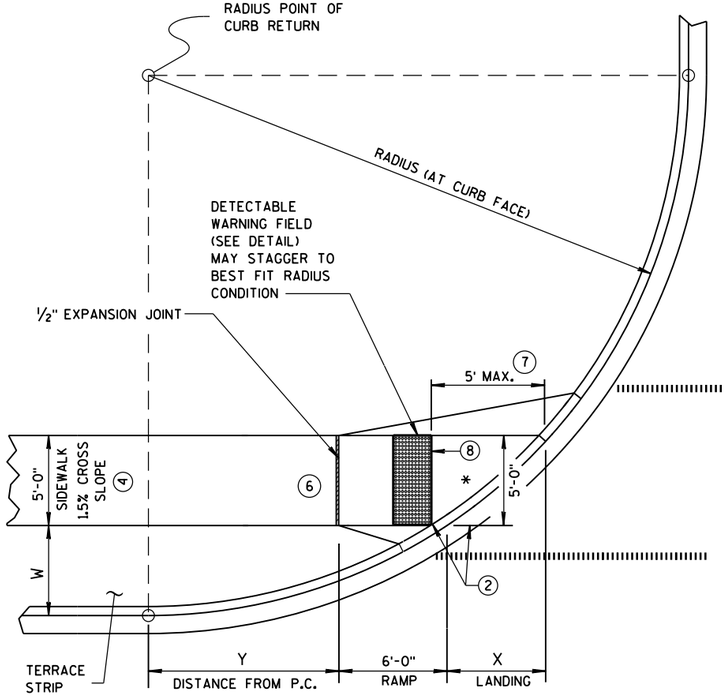
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1



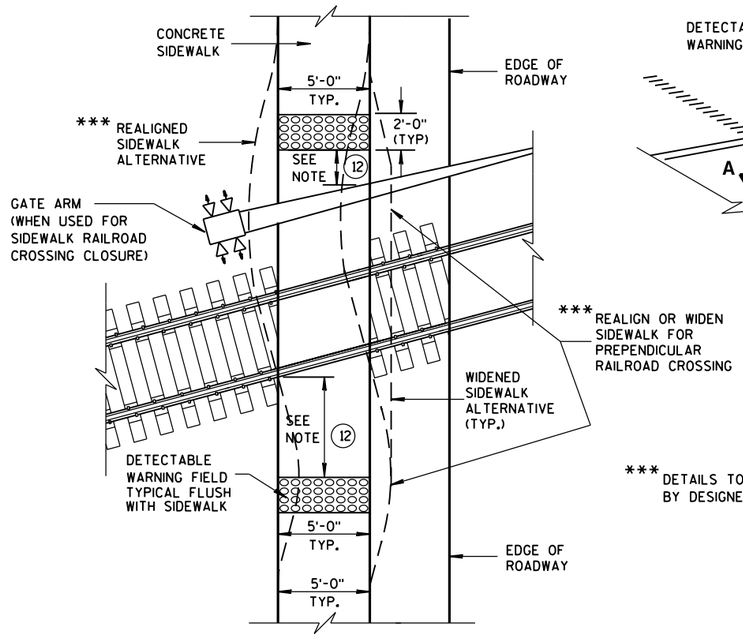
CURB RAMP TYPE 4B1
PLAN VIEW

CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

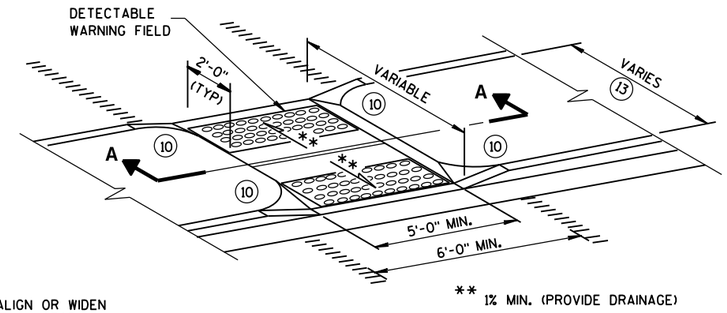
6

S.D.D. 8 D 5-16d



TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING

*** DETAILS TO BE DETERMINED BY DESIGNER



** 1% MIN. (PROVIDE DRAINAGE)

MEDIAN ISLAND NON-ELEVATED CROSSING
TYPE 5

GENERAL NOTES

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

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

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

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

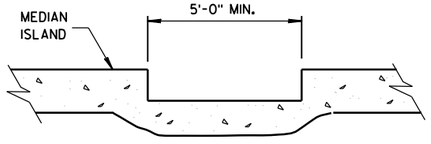
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

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

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

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

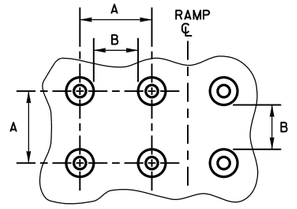
(13) DO NOT INSTALL DETECTABLE WARNING FIELDS IF MEDIAN WIDTH BETWEEN BACK OF CURBS IS LESS THAN 6 FEET.



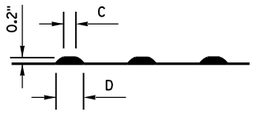
SECTION A-A

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

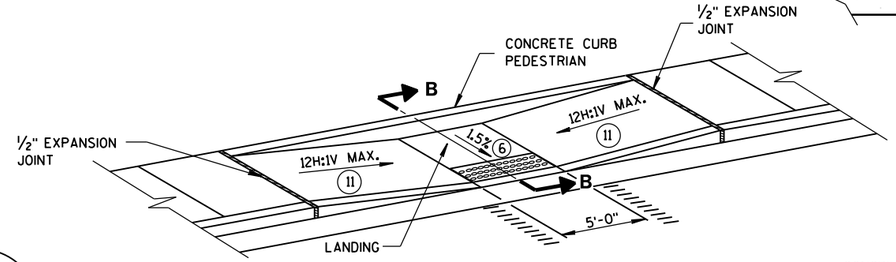
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



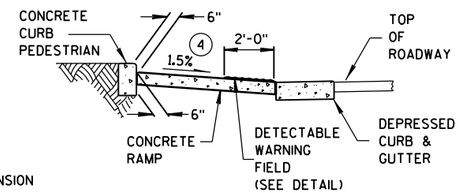
PLAN VIEW



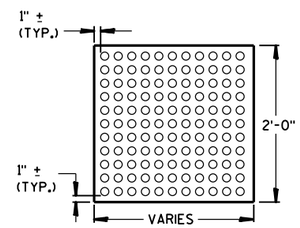
ELEVATION VIEW
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



MID-BLOCK CROSSING
TYPE 7A

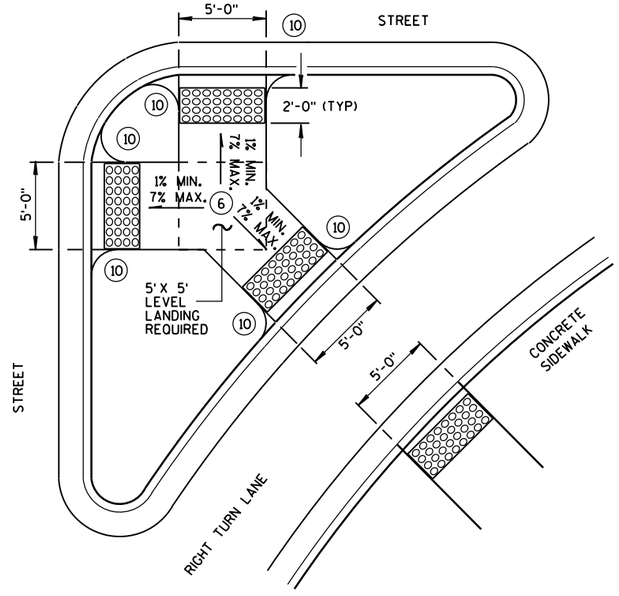


SECTION B-B

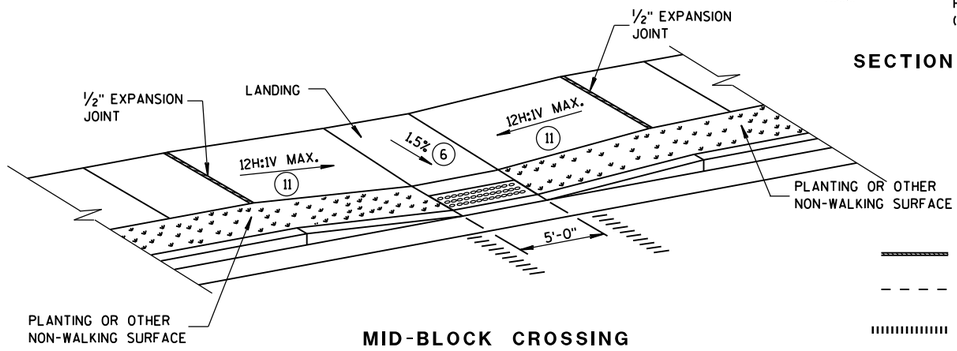


PLAN VIEW
DETECTABLE WARNING FIELD (TYPICAL)

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



TYPE 6
DETECTABLE WARNING AT ISLANDS



MID-BLOCK CROSSING
TYPE 7B

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

LEGEND

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

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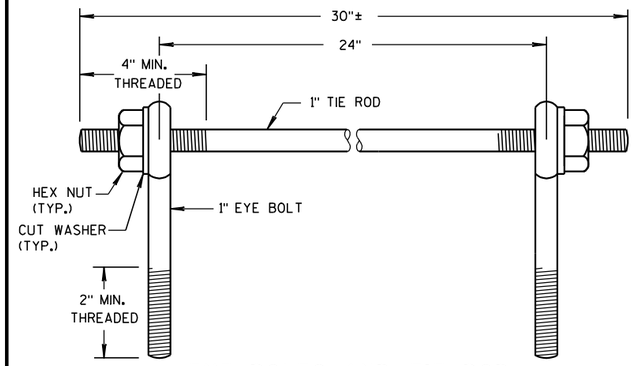
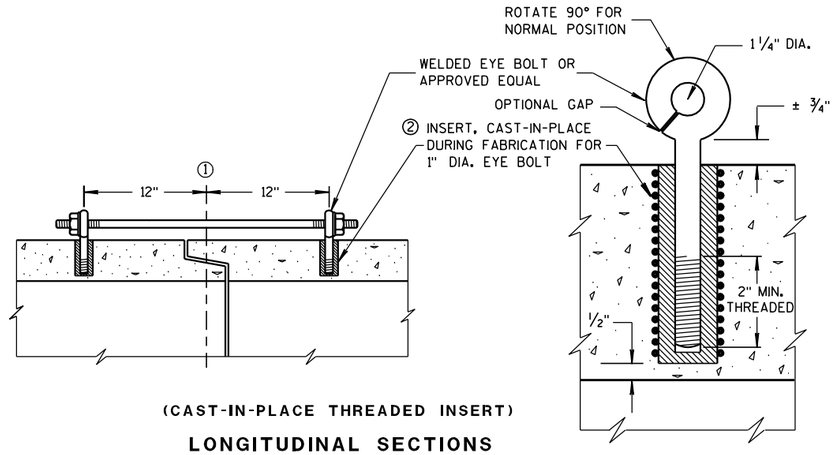
S.D.D. 8 D 5-16e



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 ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

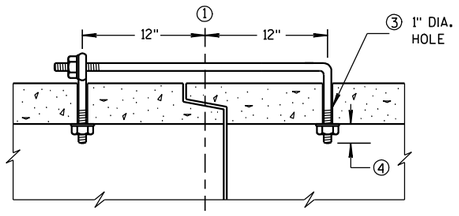
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

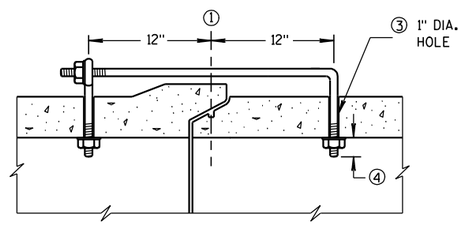
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

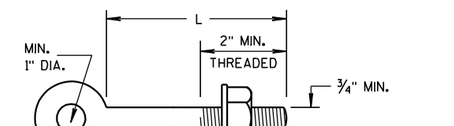


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

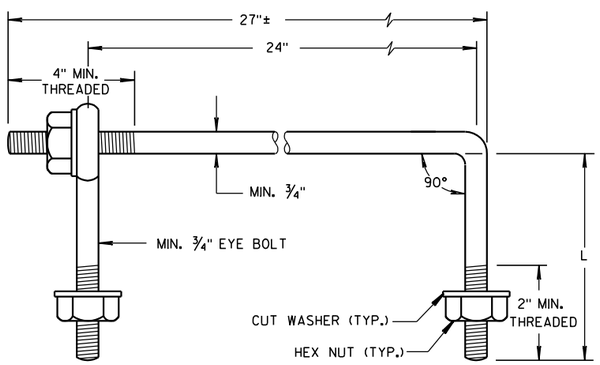
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

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



EYE BOLT AND TIE ROD

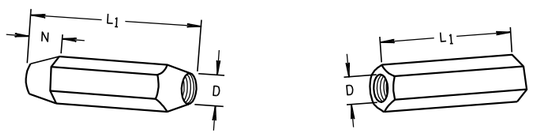
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

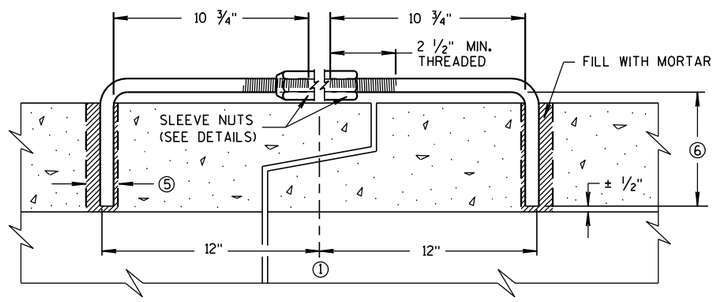
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

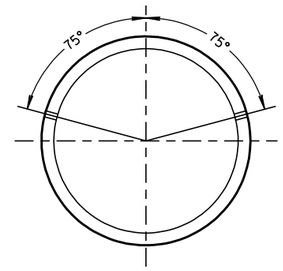
SLEEVE NUTS



LONGITUDINAL SECTION

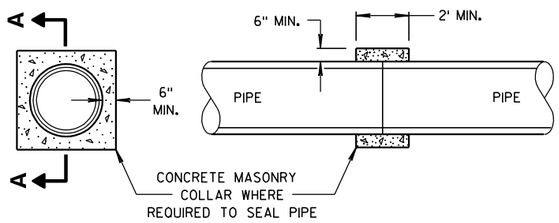
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

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
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER

FHWA

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S.D.D. 8 F 4-7

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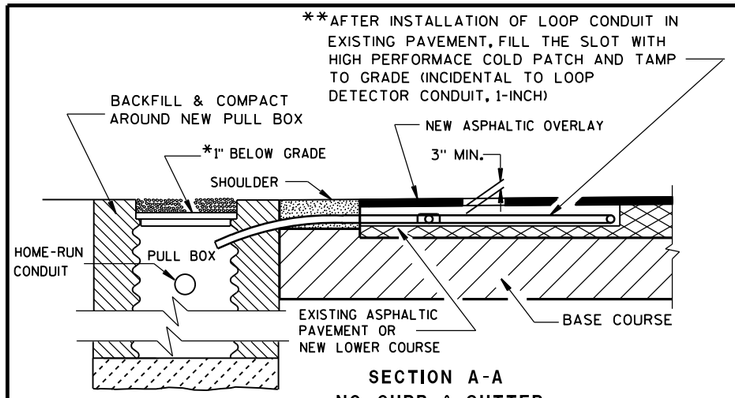
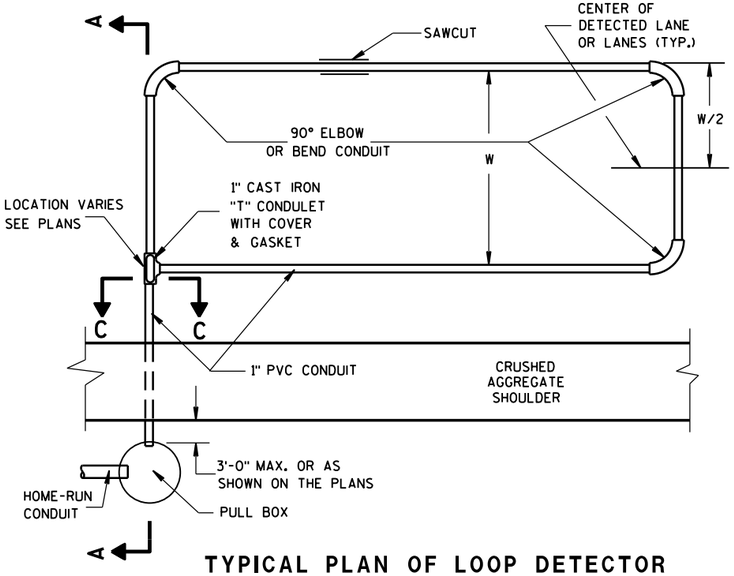


SECTION A-A

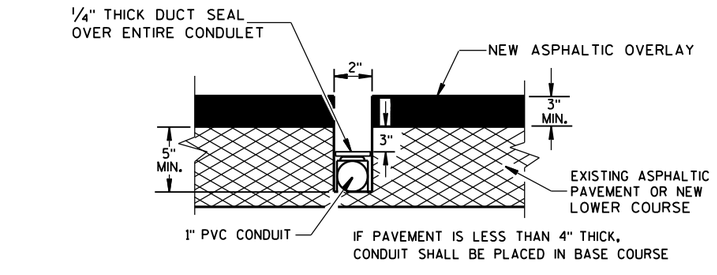
NO CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAIL

*RECESS PULL BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.



TYPICAL PLAN OF LOOP DETECTOR



SIDE VIEW

SECTION C-C

LOOP DETECTOR SLOT DETAIL

GENERAL NOTES

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

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

BEFORE PLACING THE 1 INCH CONDUIT IN THE CLEANED OUT SLOT, PLACE SOME OF THE TAR OR EPOXY SEALANT IN THE SLOT TO A DEPTH OF APPROXIMATELY ½ INCH. IF THE CONDUIT MUST BE PLACED IN THE BASE COURSE, DO NOT PLACE THE TAR OR EPOXY SEALANT IN THE SLOT.

ONCE THE 2" LOOP SLOT HAS BEEN CHIPPED OUT, THE LOOP INSTALLATION SHALL BE COMPLETED PRIOR TO OPENING THE LANE(S) TO TRAFFIC.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

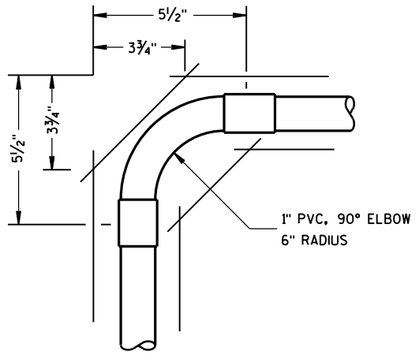
THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL BOXES AT THE SIDE OF THE ROAD.

THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED, CONTINUOUS LENGTH.

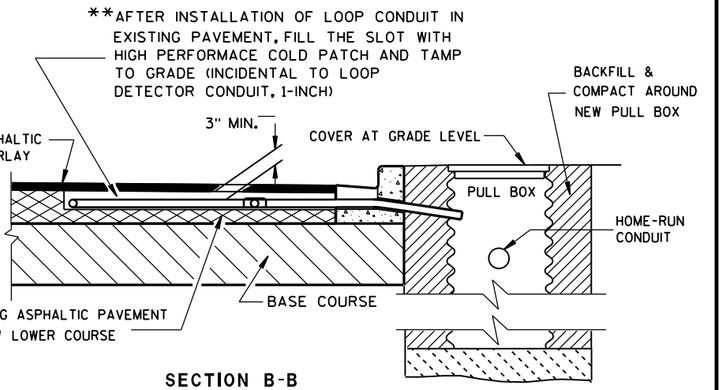
** AFTER THE HIGH PERFORMANCE COLD PATCH HAS BEEN TAMPED, SEAL THE SLOT/HIGH PERFORMANCE COLD PATCH/ PAVEMENT OPENING WITH HOT POURED ELASTIC TYPE MATERIAL CONFORMING TO THE REQUIREMENTS OF THE "SPECIFICATION FOR JOINT SEALANTS, HOT POURED, FOR CONCRETE AND ASPHALT PAVEMENTS, ASTM DESIGNATION: D3405".

IN THE EVENT HIGH PERFORMANCE COLD PATCH IS NOT AVAILABLE, AND FLEXIBLE TYPE EPOXY IS USED AS A LOOP SLOT FILLER, THE 2 INCH SLOT SHALL BE TOTALLY CLEAN AND DRY BEFORE ITS INSTALLATION. EPOXY USE SHALL BE APPROVED BY THE DISTRICT TRAFFIC ENGINEER AND THE FURNISHED EPOXY SHALL BE INSTALLED AFTER WRITTEN APPROVAL BY THE PROJECT ENGINEER.



TOP VIEW

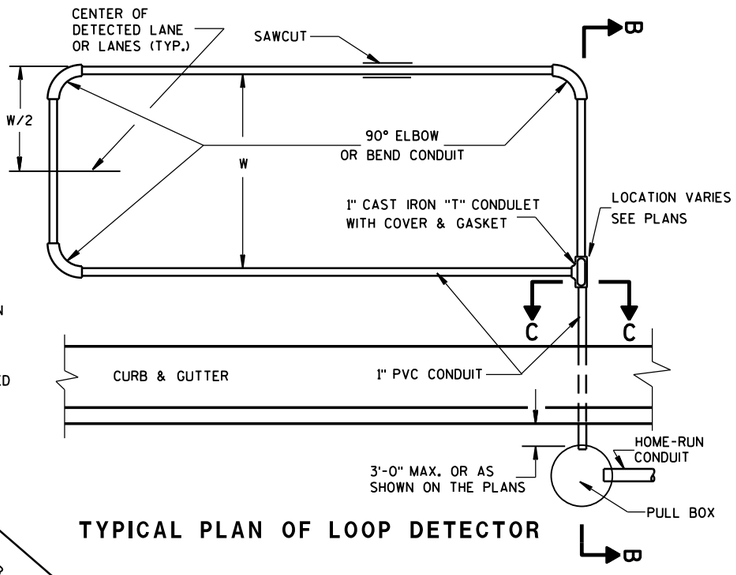
CORNER SAW SLOT DETAIL



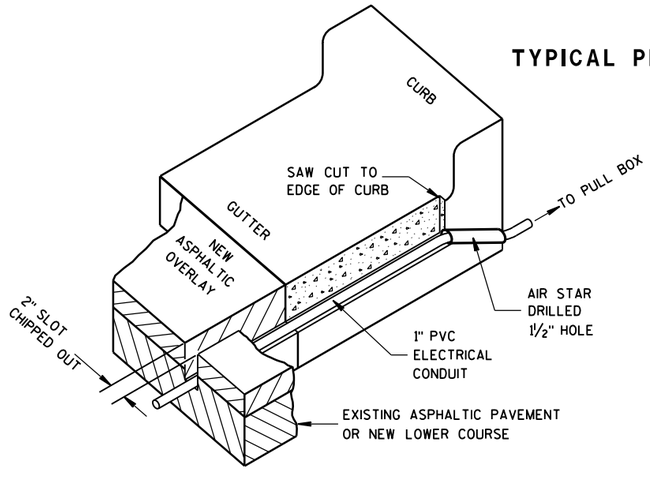
SECTION B-B

CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAIL



TYPICAL PLAN OF LOOP DETECTOR



ISOMETRIC VIEW

TYPICAL SAW CUT DETAIL FOR LEAD-IN CONDUIT

LOOP DETECTOR INSTALLED IN EXISTING OR NEW ASPHALTIC PAVEMENT WITH NEW ASPHALTIC OVERLAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 F 10-4

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S.D.D. 9 F 10-4

GENERAL NOTES

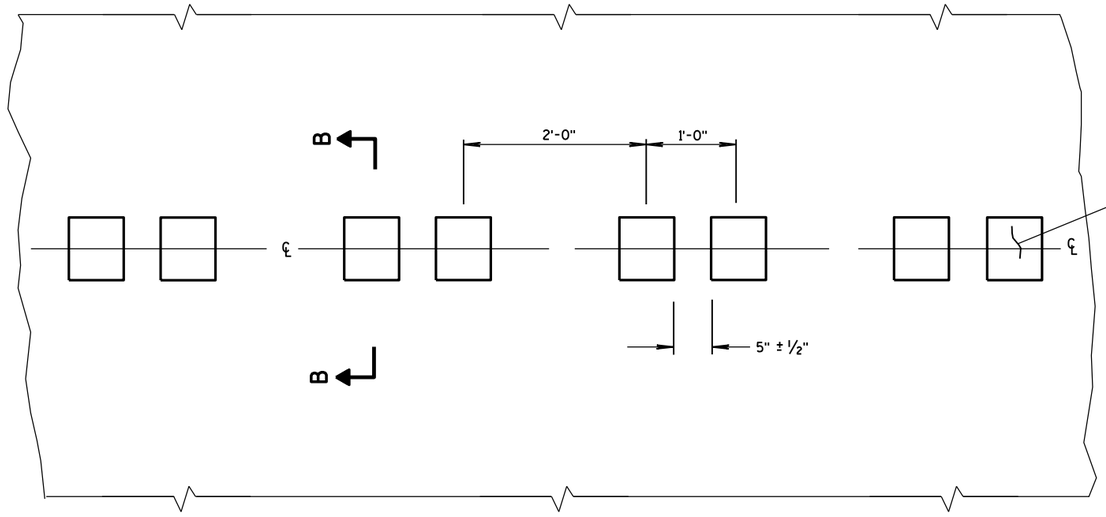
DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

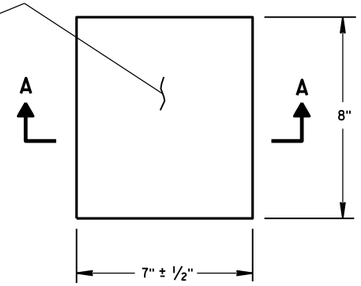
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

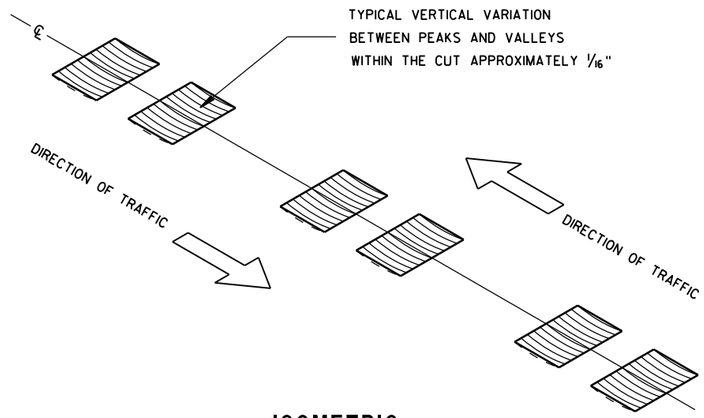
(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.



PLAN VIEW
CENTER LINE WITH GROOVES

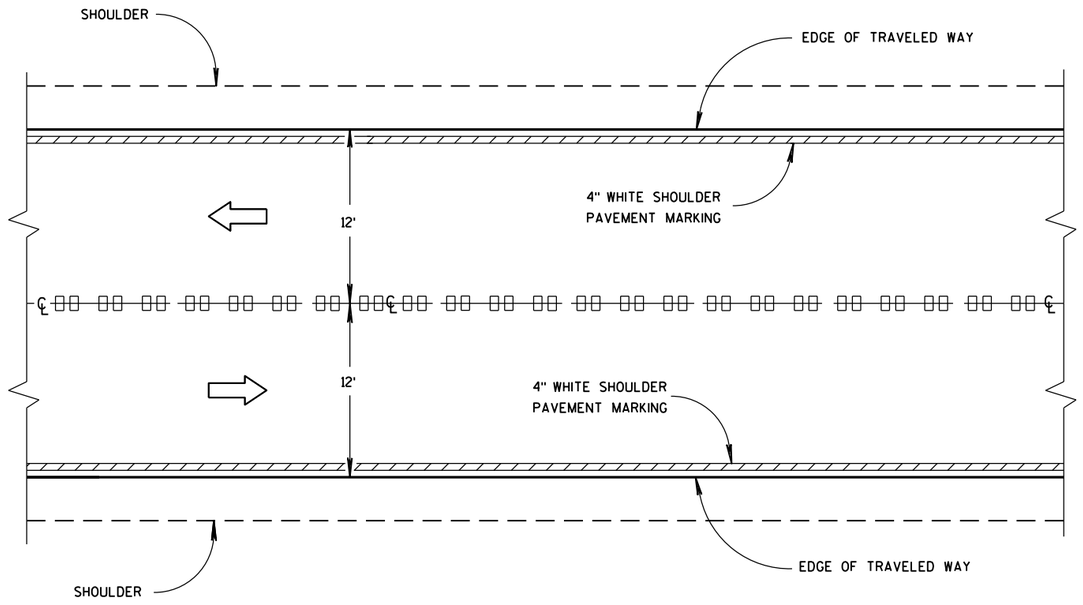


PLAN VIEW
(SINGLE GROOVE)

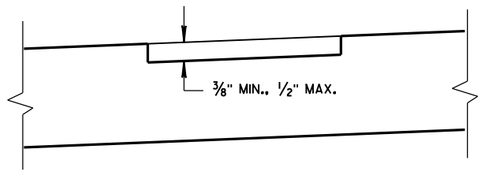


ISOMETRIC

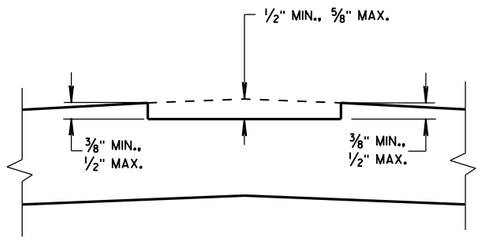
PLACEMENT DETAIL FOR MILLED RUMBLE STRIP



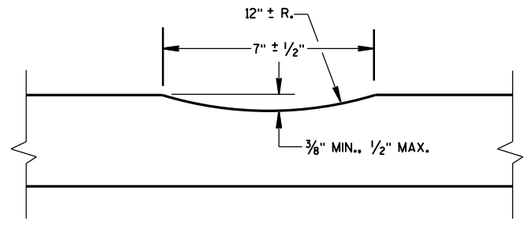
CENTER LINE GROOVES ON TWO-WAY ROADWAYS



SECTION B-B
SUPERELEVATED ROADWAY



SECTION B-B
CROWNED ROADWAY



SECTION A-A

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S.D.D. 13 A 11-2a

2-LANE RURAL
CENTER LINE RUMBLE STRIP,
MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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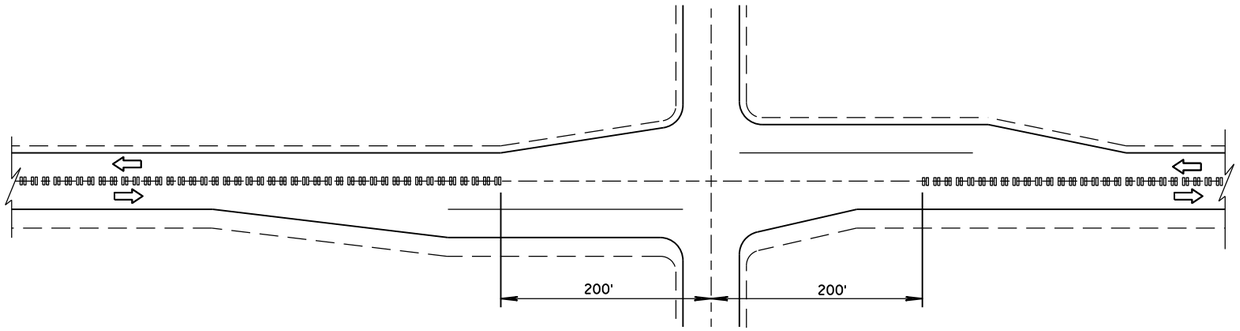
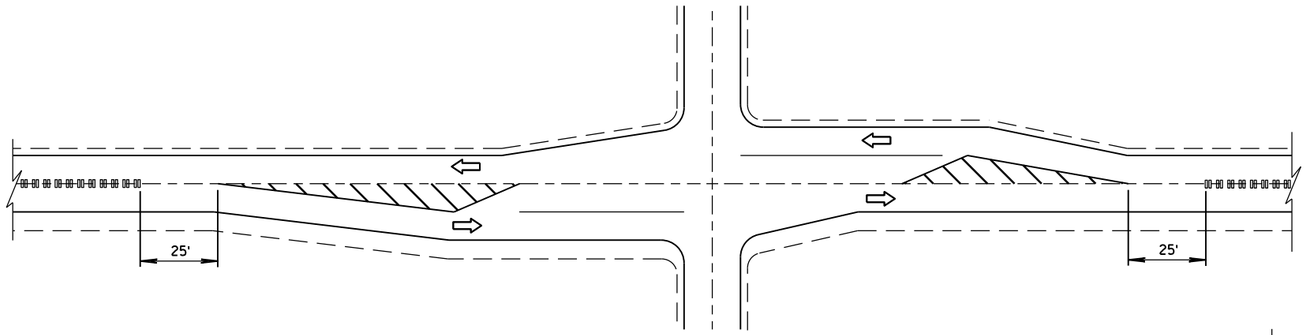
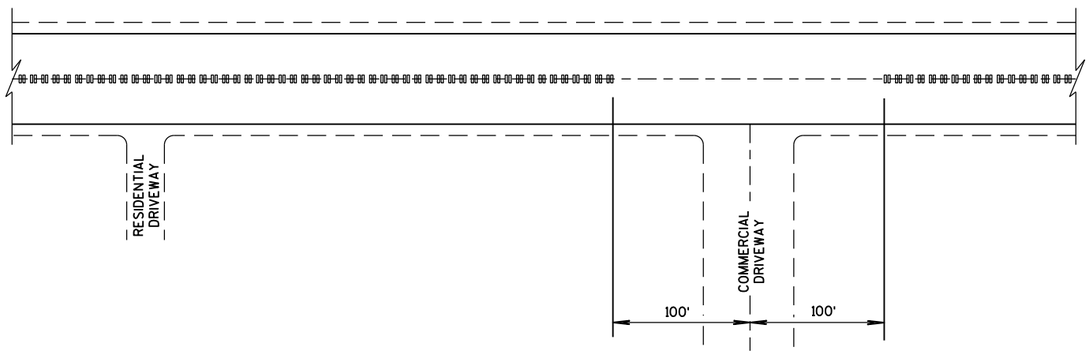
S.D.D. 13 A 11-2a



CENTER LINE GROOVES AT INTERSECTIONS

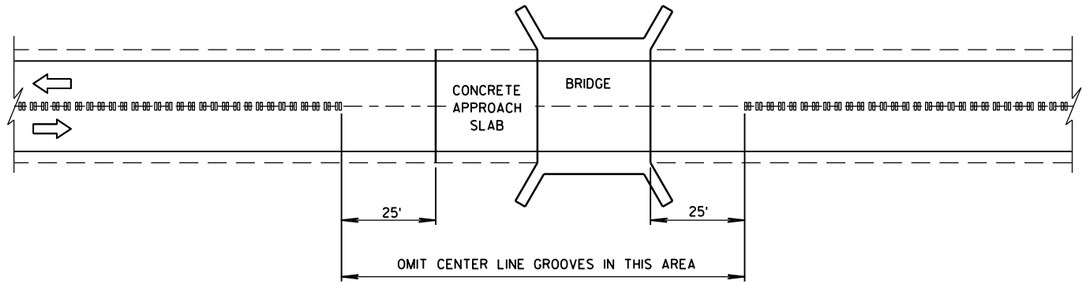


CENTER LINE GROOVES AT INTERSECTIONS
(WITH LEFT TURN LANES)

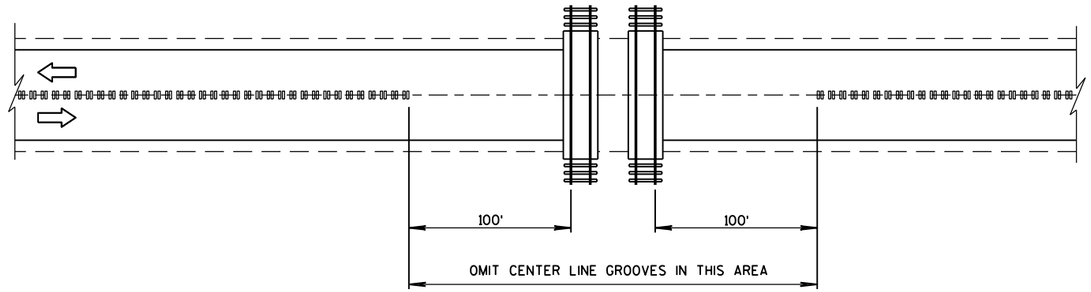


CENTER LINE GROOVES AT DRIVEWAYS (1)

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



CENTER LINE GROOVES AT BRIDGES



CENTER LINE GROOVES AT RAILROADS

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S.D.D. 13 A 11-2b

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S.D.D. 13 A 11-2b

2-LANE RURAL
CENTER LINE RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/15/2013 — DATE

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

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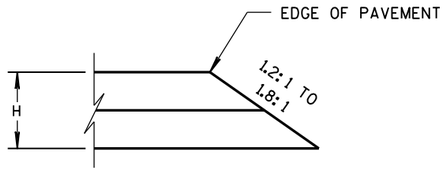
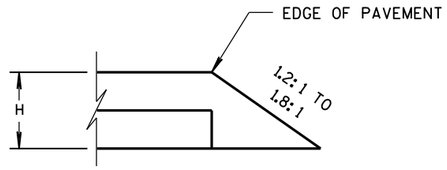
FHWA



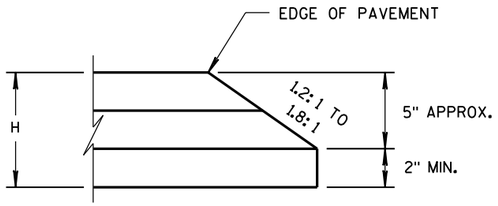
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



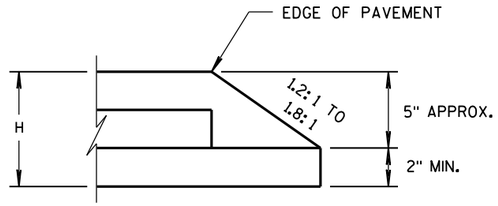
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

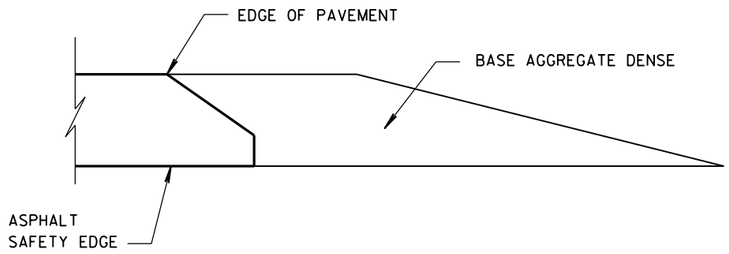
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

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S.D.D. 14 B 29-1

SAFETY EDGE SM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

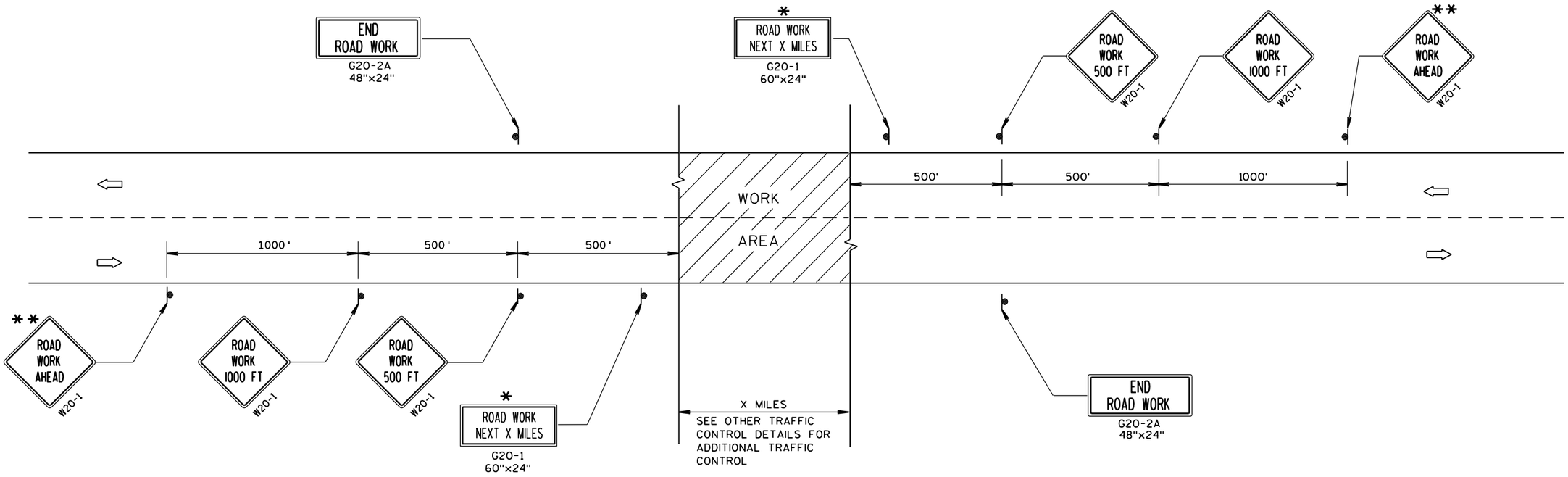
APPROVED

11/30/2012
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



GENERAL NOTES

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

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

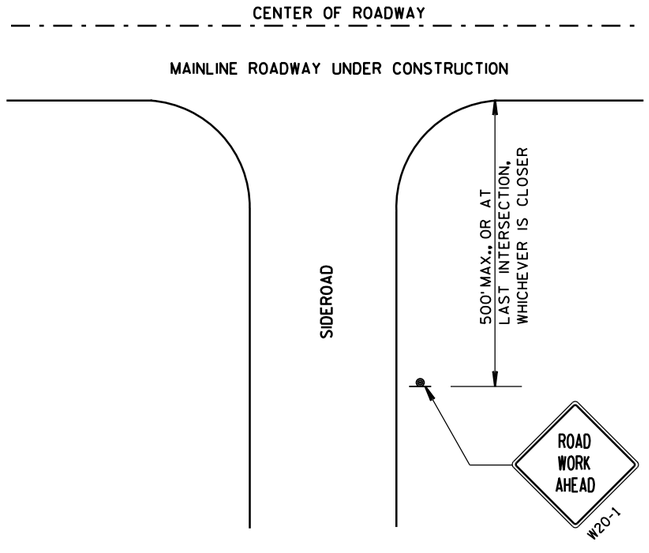
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

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

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



LEGEND

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

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

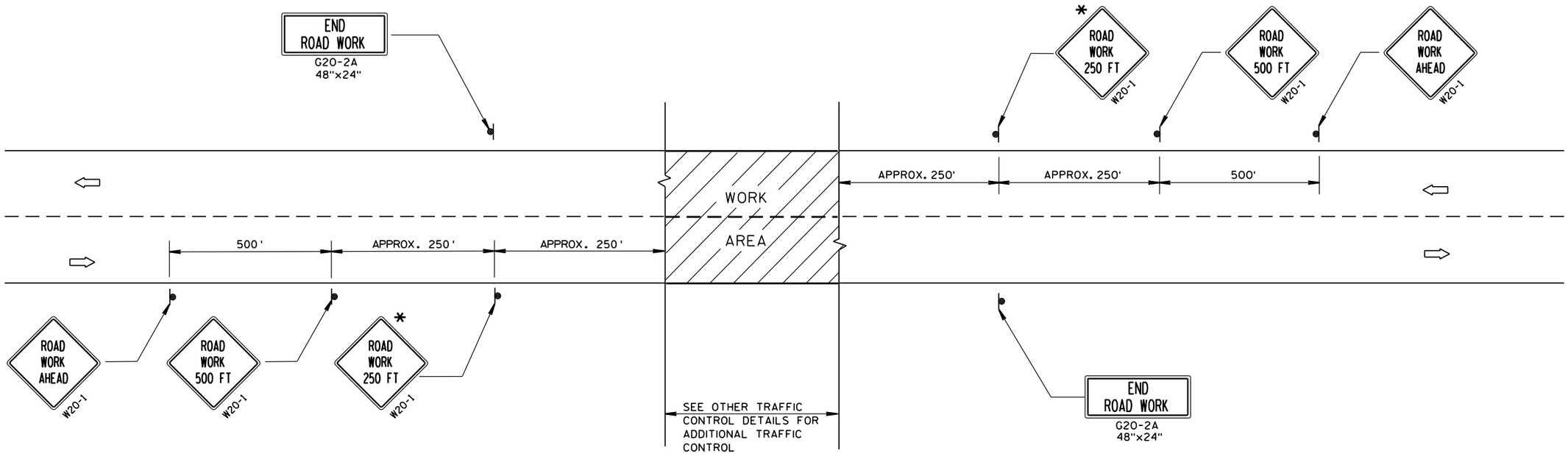
8/2013 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER

FHWA

6

S.D.D. 15 C 4-2



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL

GENERAL NOTES

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

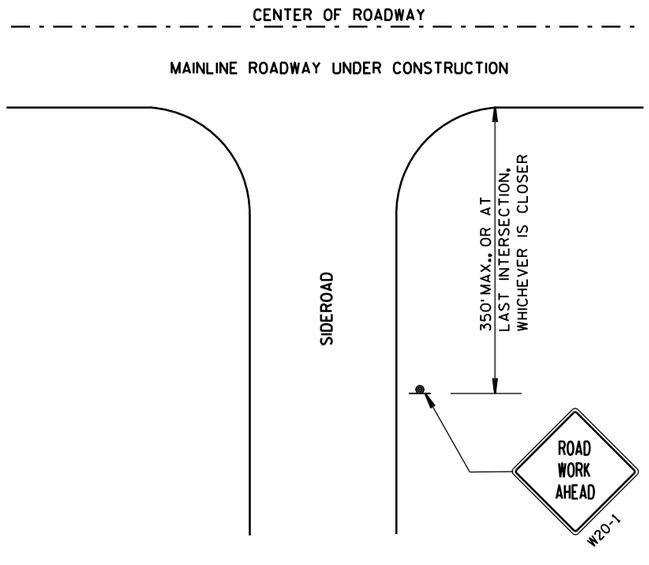
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS.

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

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

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



LEGEND

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

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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8/2013 — DATE

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SIGN

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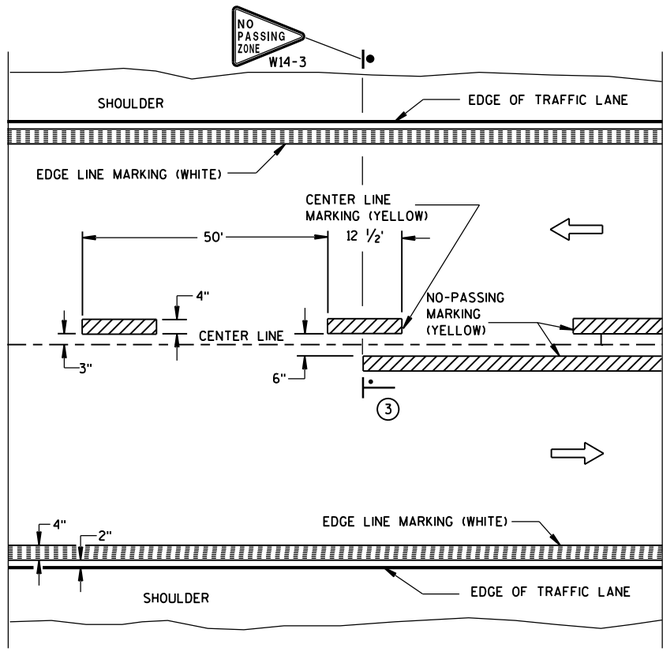
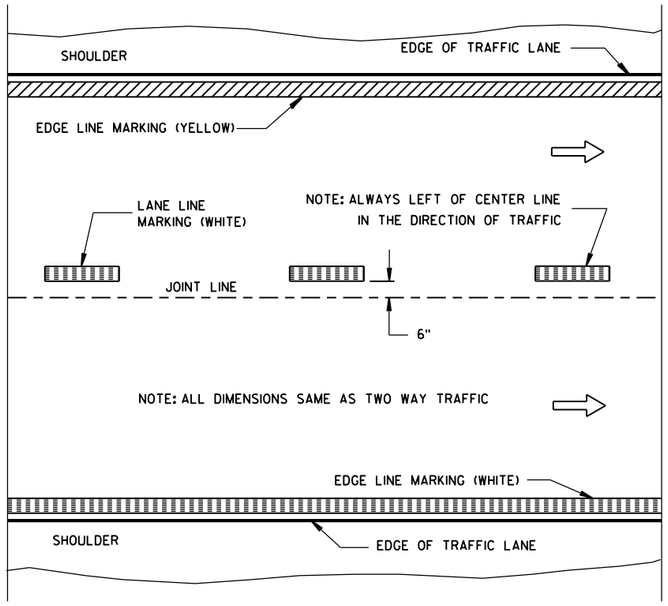
6

S.D.D. 15 C 5-2

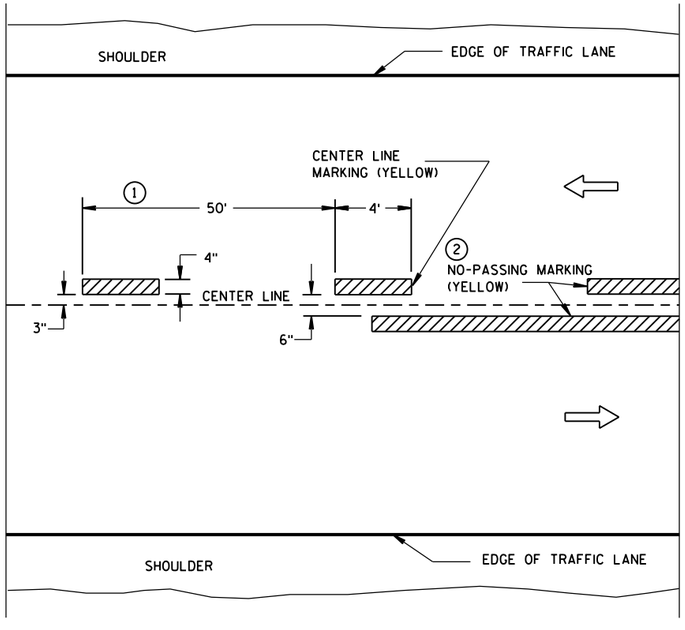


TWO WAY TRAFFIC

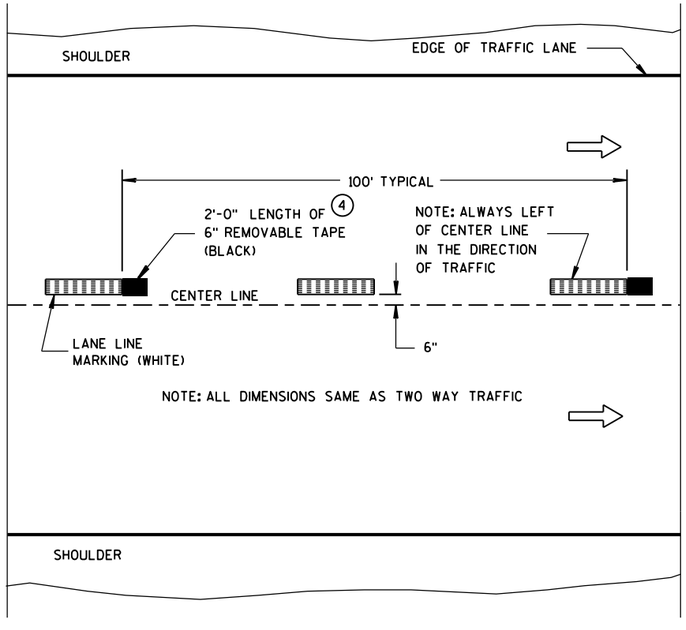


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

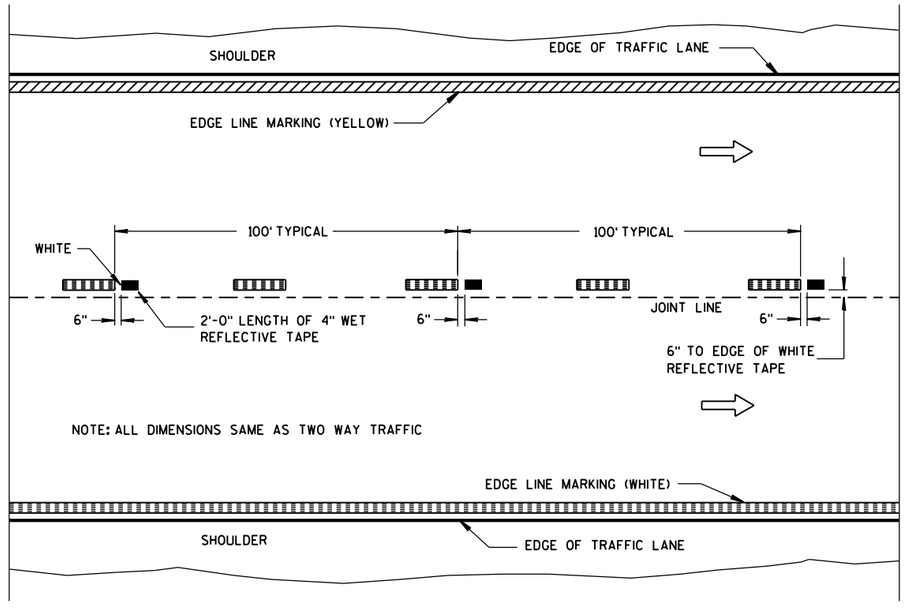
GENERAL NOTES

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

1. HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
2. NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.
3. NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.
4. CONCRETE ONLY.

NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



WET REFLECTIVE TAPE SUPPLEMENT TO
SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE

LEGEND

"T" MARKING

POST MOUNTED SIGN

PAVEMENT MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5-13-2013 DATE
/S/ Travis Feltes STATE TRAFFIC E
FHWA

6

S.D.D. 15 C 8-16a

6

S.D.D. 15 C 8-16a

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA

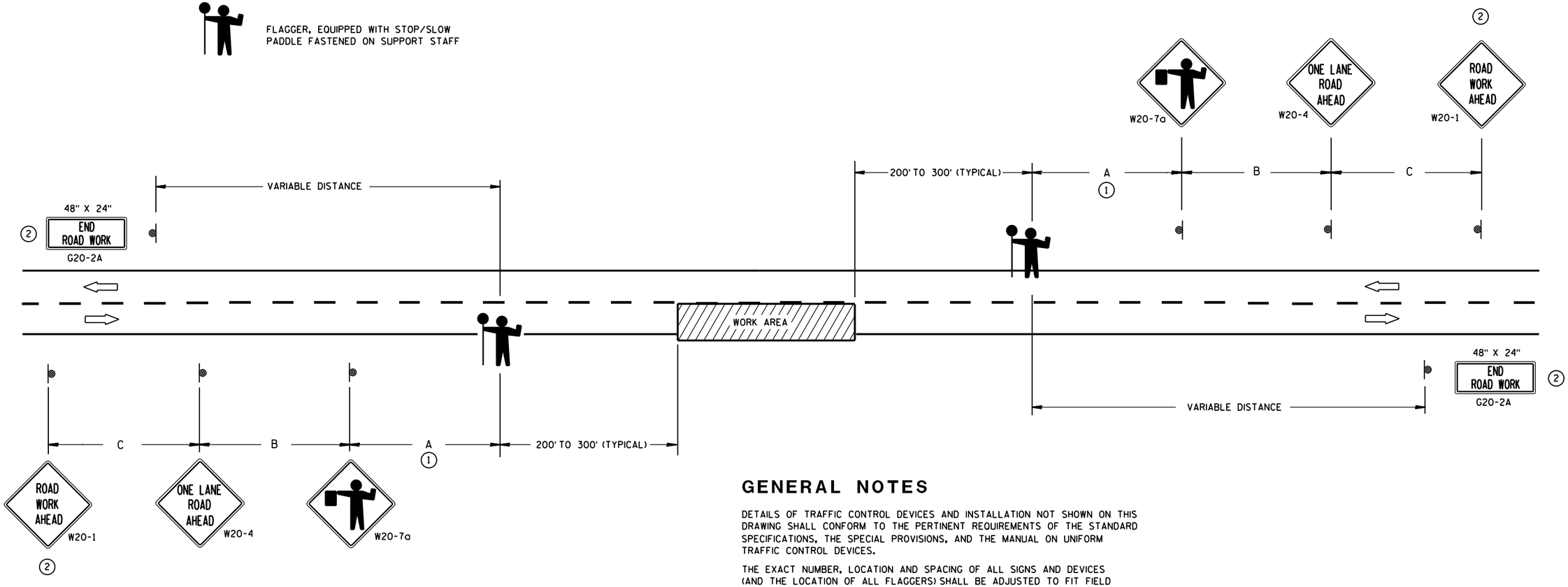
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN SPACING TABLE

SPEED LIMIT	SIGN SPACING A,B,C
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

W3-4

USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



(1) FOR A MOVING WORK OPERATION,
SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

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

GENERAL NOTES

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

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

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

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

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, COVER OR REMOVE ALL TEMPORARY TRAFFIC CONTROL SIGNS.

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

TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

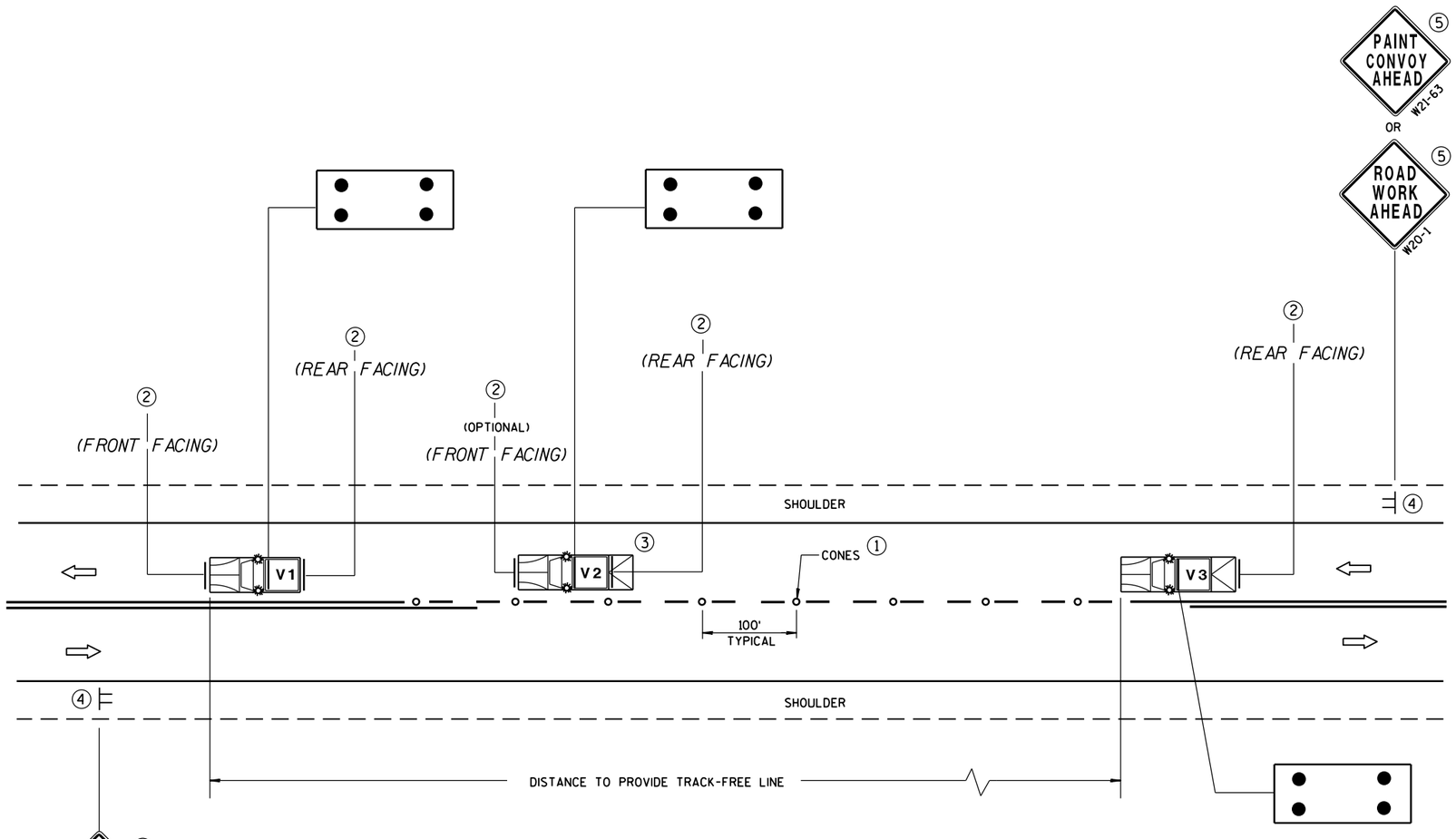
APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 C 12-4

6

S.D.D. 15 C 12-4



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.

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.

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

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 OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

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

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE MARKING.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

(1) CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

(2) USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

(3) OPTIONAL TRUCK-MOUNTED ATTENUATOR.

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

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

LEGEND

- **V1** LEAD VEHICLE
- **V2** SHADOW VEHICLE
- **V3** TRAIL VEHICLE WITH TMA
- **TMA** TRUCK-MOUNTED ATTENUATOR
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- CONES
- FLASHING ARROW PANEL (CAUTION)

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 5/3/2013 DATE	/S/ Travis Feltes STATE TRAFFIC E
FHWA	

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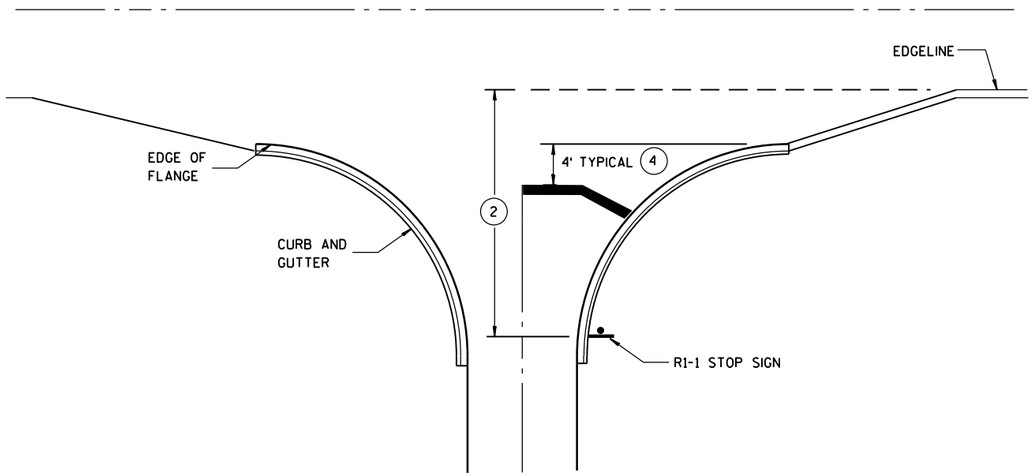
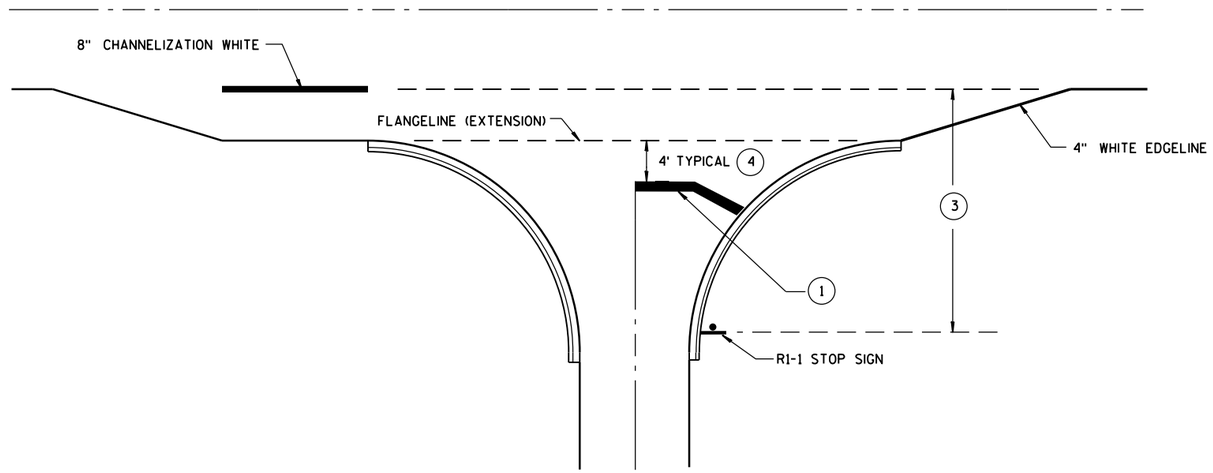
S.D.D. 15 C 19-2a

6

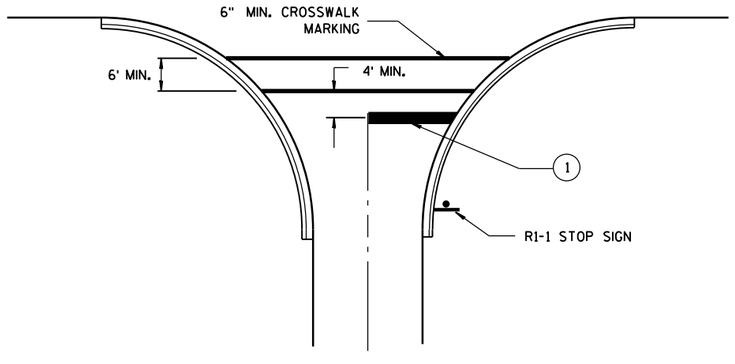
S.D.D. 15 C 19-2a



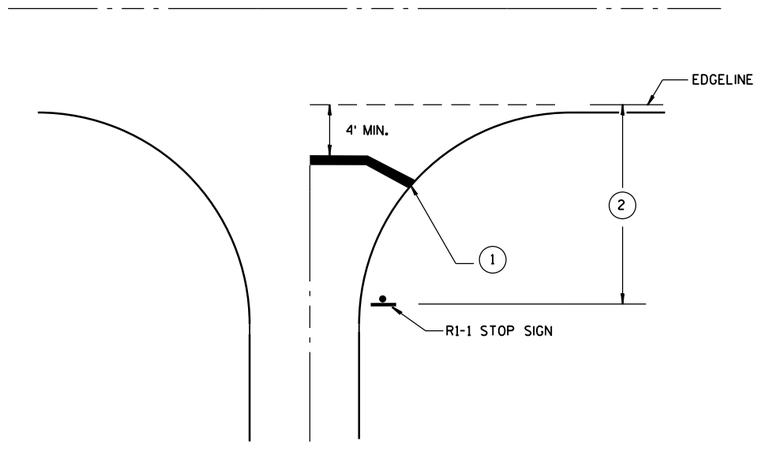
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE THAN NO STOP LINE IS REQUIRED.
3. IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.
4. MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES.

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4/30/2013
DATE

/S/ Travis Feltes
STATE TRAFFIC E

FHWA

6

S.D.D. 15 C 33-1

GENERAL NOTES

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

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

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

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

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

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

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

TABLE A

SHOULDER TAPER LENGTH (FEET)					BUFFER SPACE (FEET)
S \ W	4	6	8	10	
30	20	30	40	50	200
35	30	45	55	70	250
40	40	55	75	90	305
45	60	90	120	150	360
50	70	100	135	170	425
55	75	110	150	185	495

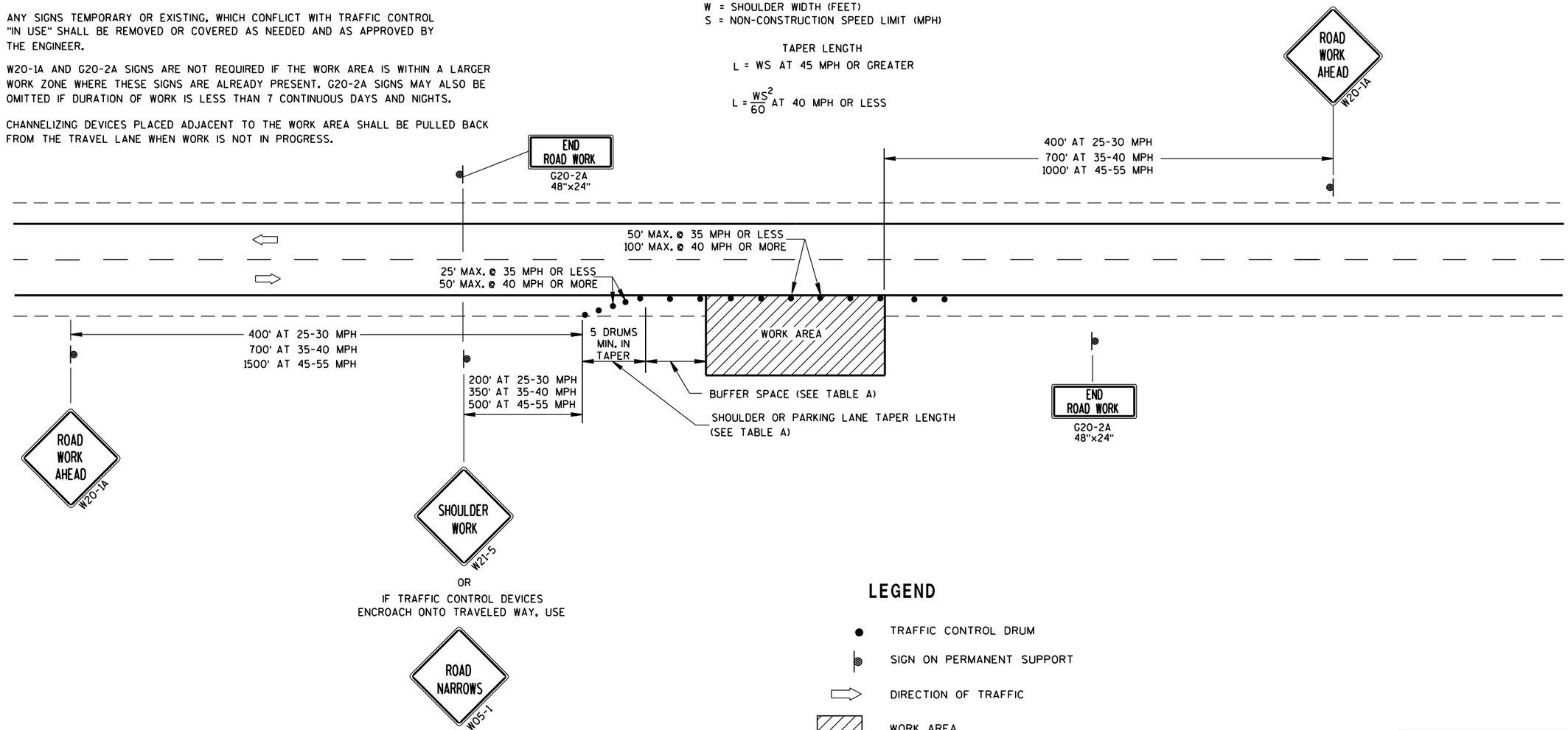
W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

TAPER LENGTH

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

SHOULDER TAPER LENGTH = $\frac{1}{3}L$



LEGEND

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

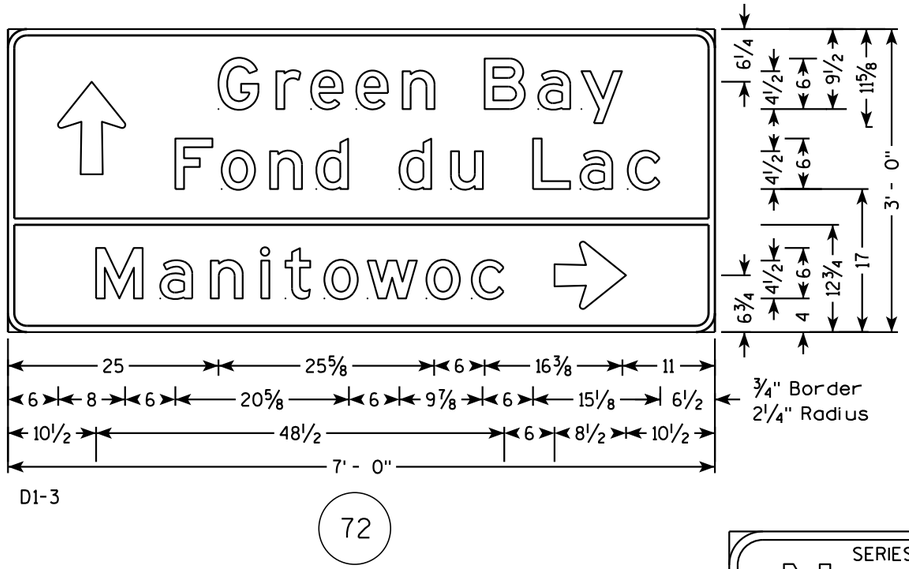
July 14, 2015 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZO... SAFETY ENGI... FIC

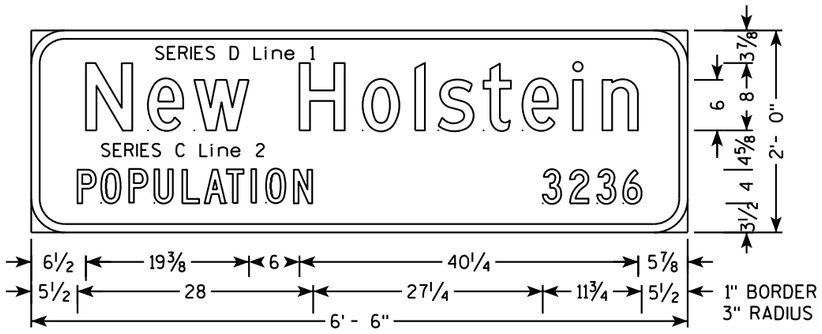
FHWA

6

S.D.D. 15 D 28-3



72



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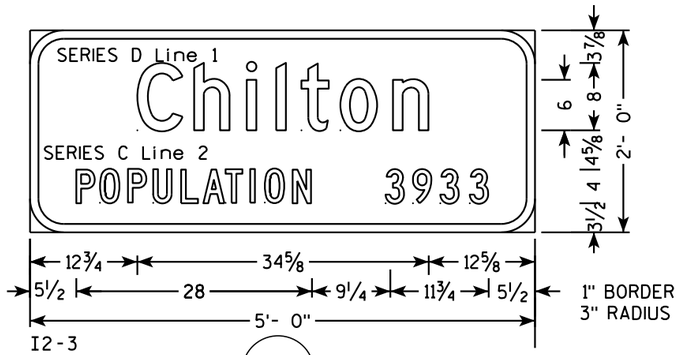
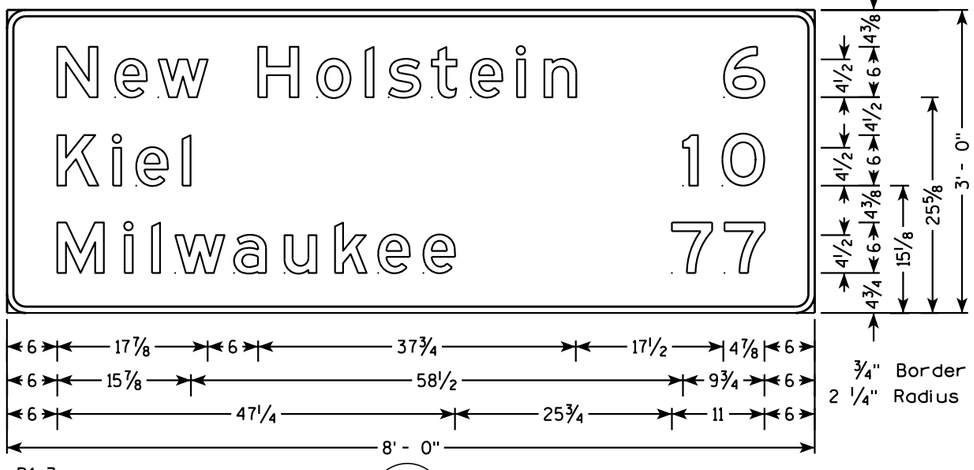
NOTES

1. All Sign Type II - Type H Reflective
2. Color:
   Background - GREEN
   Message - WHITE
3. Message Series - E except as Shown



62



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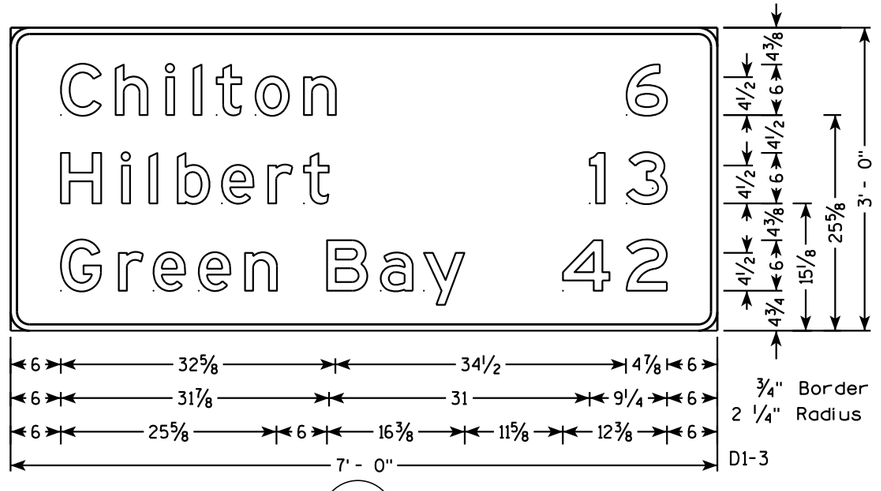


9

7

7

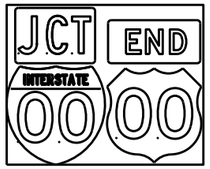
PROJECT NO: 4085-52-60	HWY: STH 32	COUNTY: CALUMET	SIGN DETAILS	SHEET NO: 77	E

FILE NAME : N:\spo\traffic\SIGNING\Projects\4085-52-60 STH 32 Calumet Co\3081A215.dgn PLOT DATE : 27-JAN-2016 13:56 PLOT BY : dotets PLOT NAME : PLOT SCALE : 18:1

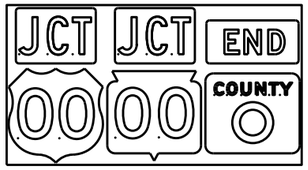
WISDOT/CADDS SHEET 42

TYPICAL ASSEMBLIES

J1-1

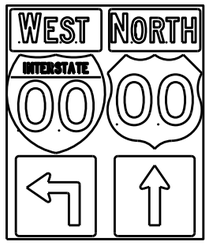


J1-2

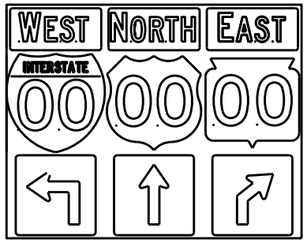


J1-3

J2-1



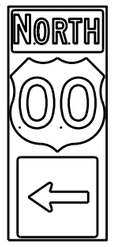
J2-2



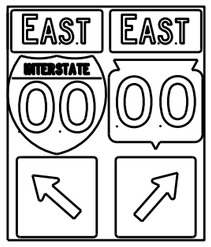
J2-3

JV

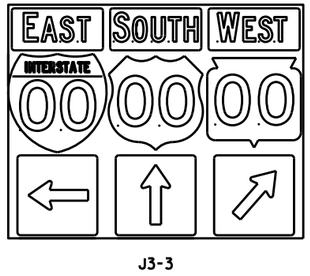
(Typical Vertical J-Assembly
See Note 10 and 11)



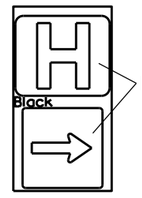
J3-1



J3-2

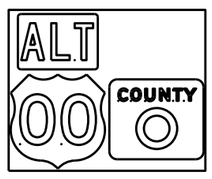


J3-3

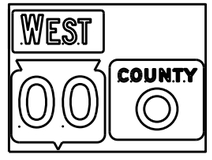


JH-1

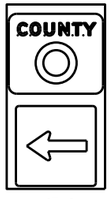
J4-1



J4-2



J4-2



J13-1

J12-1

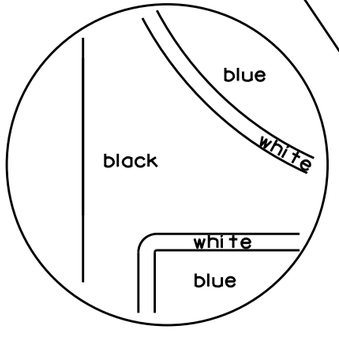
J32-1

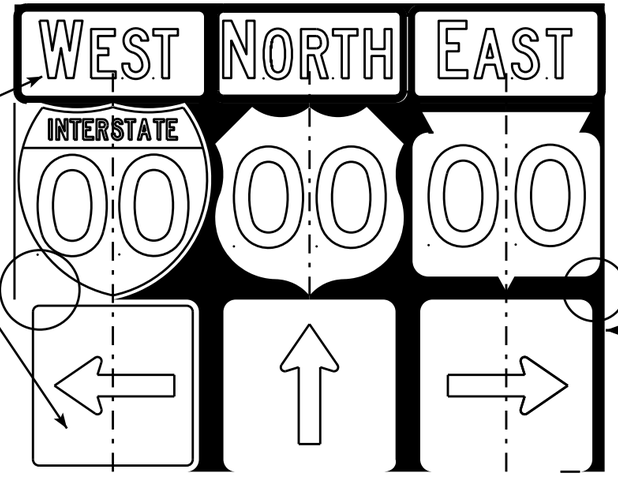
J33-1

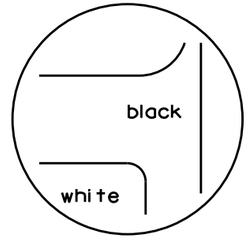
J23-1

J22-1

blue background
with interstate







black background

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

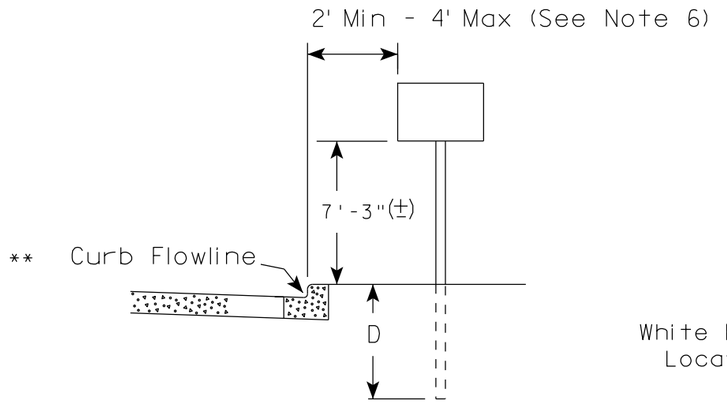
DATE 2/06/14 PL... A2-1S.8

PROJECT NO: | SHEET NO: E

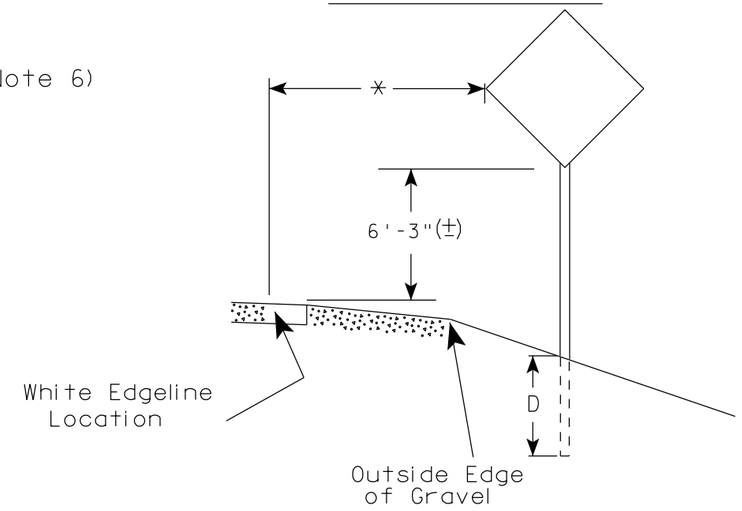
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :

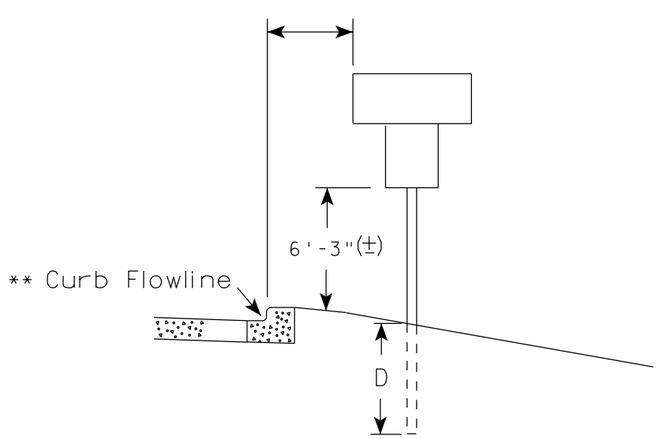
WISDOT/CADDS SHEET 42

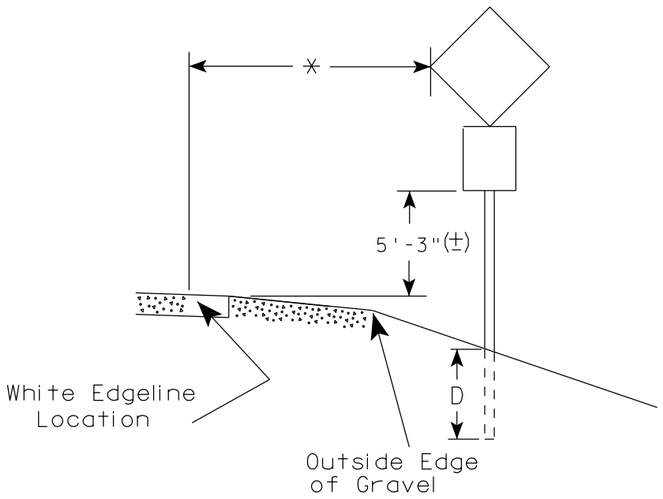
URBAN AREA



RURAL AREA (See Note 2)







GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

POST EMBEDMENT DEPTH

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

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

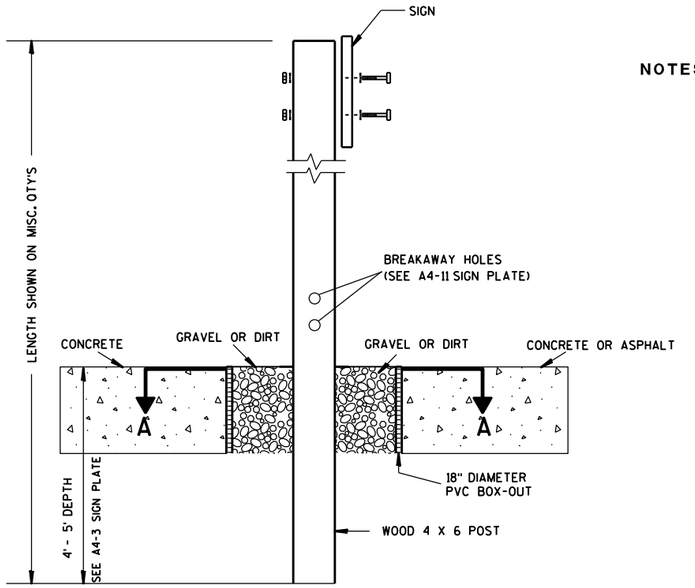
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-3.20

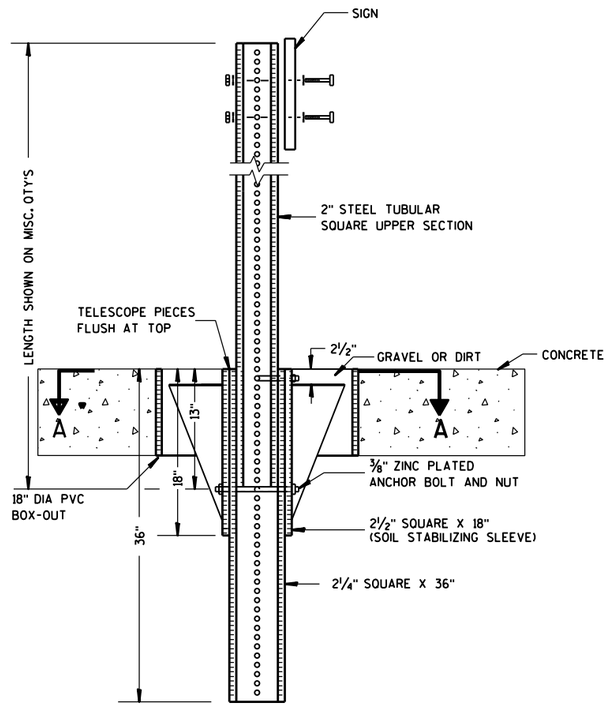
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



ELEVATION VIEW

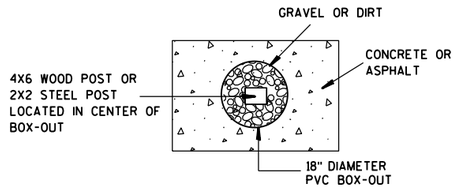
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

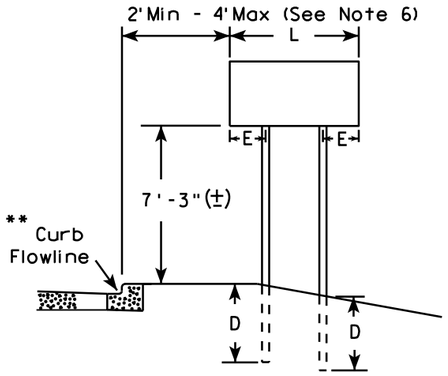
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

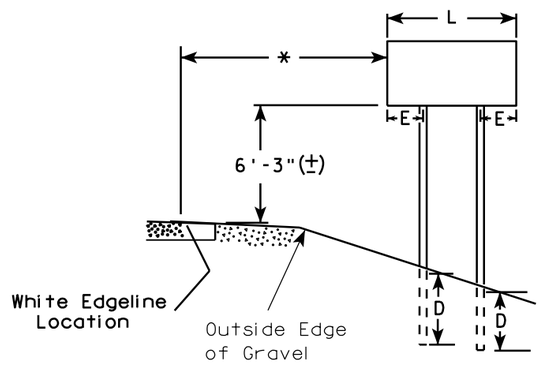
DATE 1/27/14 PLATE NO. A4-3B.1

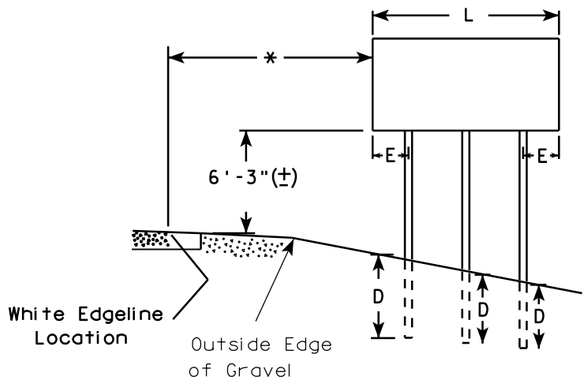
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

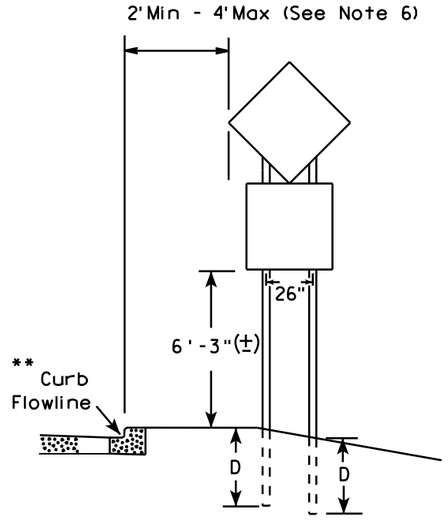
URBAN AREA



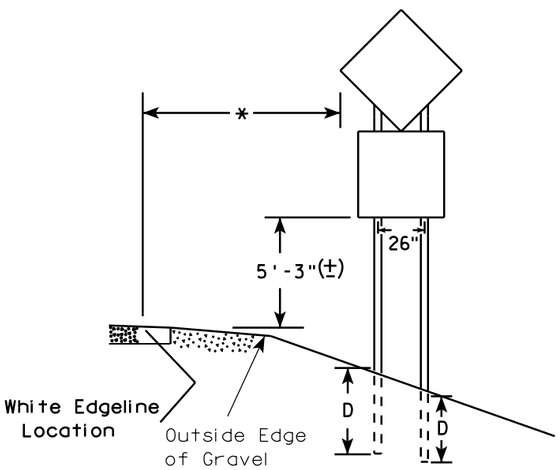
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
Greater than 48" Less than 60"	12"
60" to 120"	L/5

***

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 120" less than 168"	12"

SIGN SHAPE OTHER THAN DIAMOND (FOUR POSTS REQUIRED)	
L	E
168" and greater	12"

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

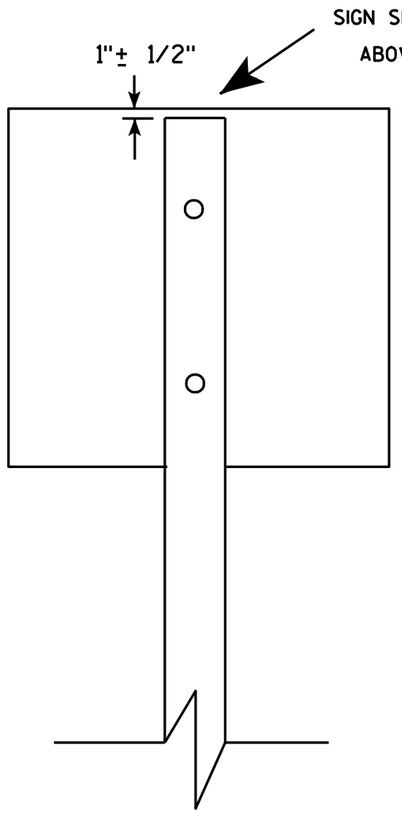
WISCONSIN DEPT OF TRANSPORTATION

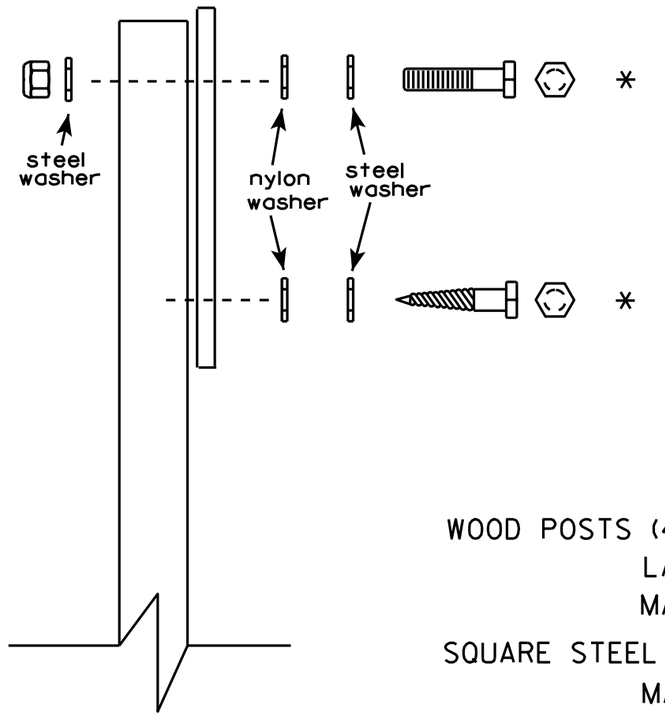
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-4 14

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A44.DGN PLOT DATE : 23-JUL-2015 15:23 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 107.021305:1.000000 WISDOT/CADDS SHEET 42





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

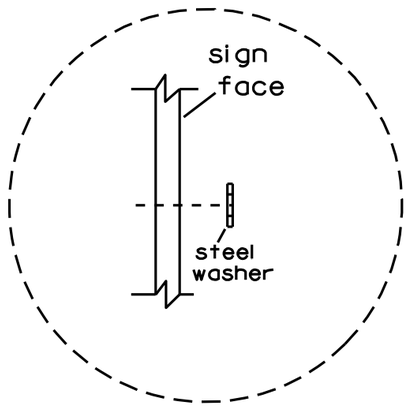
a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3"
MACHINE BOLTS - 5/16" X 6-1/2" or 7" Length w/ nuts

SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts
RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON for all Type H signs.



Washer Placement when Sign Has Other Than Type H or Type F Face

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/23/10 PLATE NO. A4-8.7

7

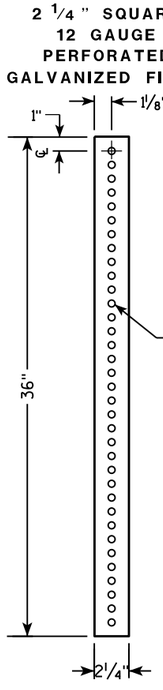
7

PROJECT NO:

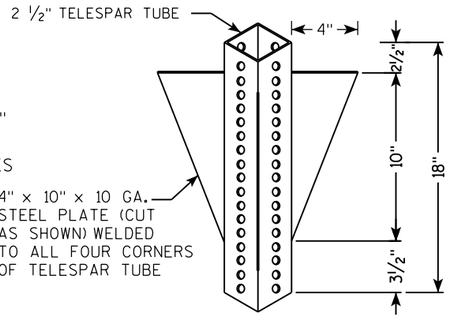
SHEET NO: 82 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

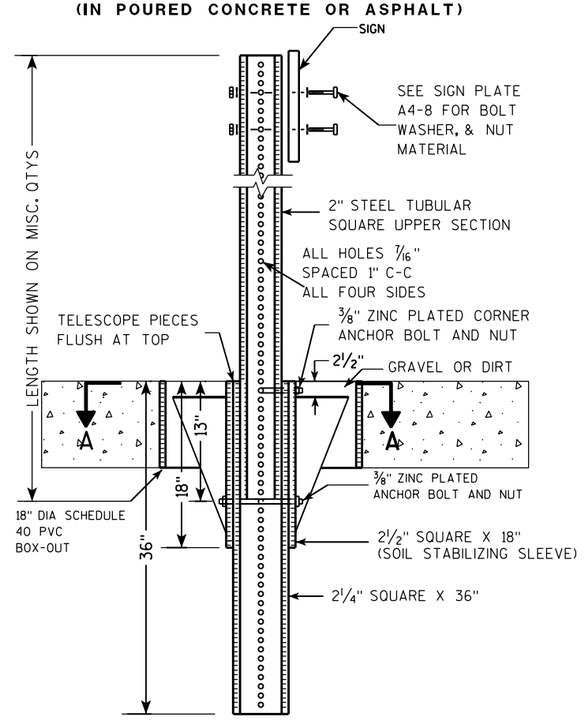
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



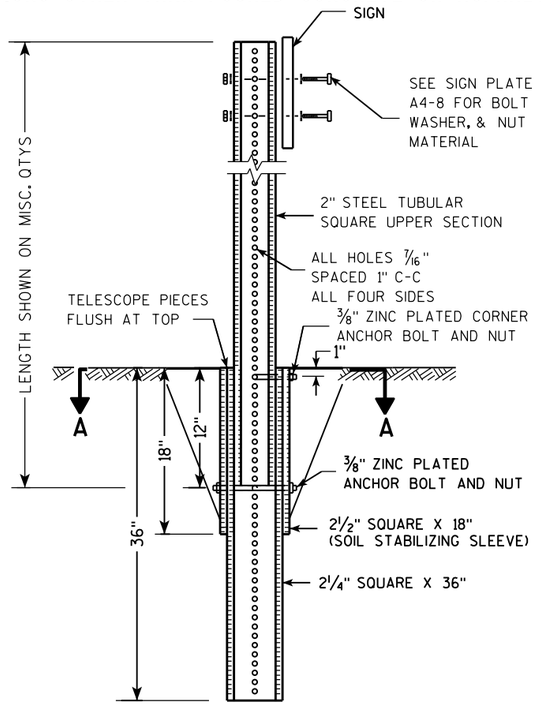
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

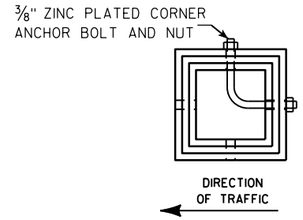


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

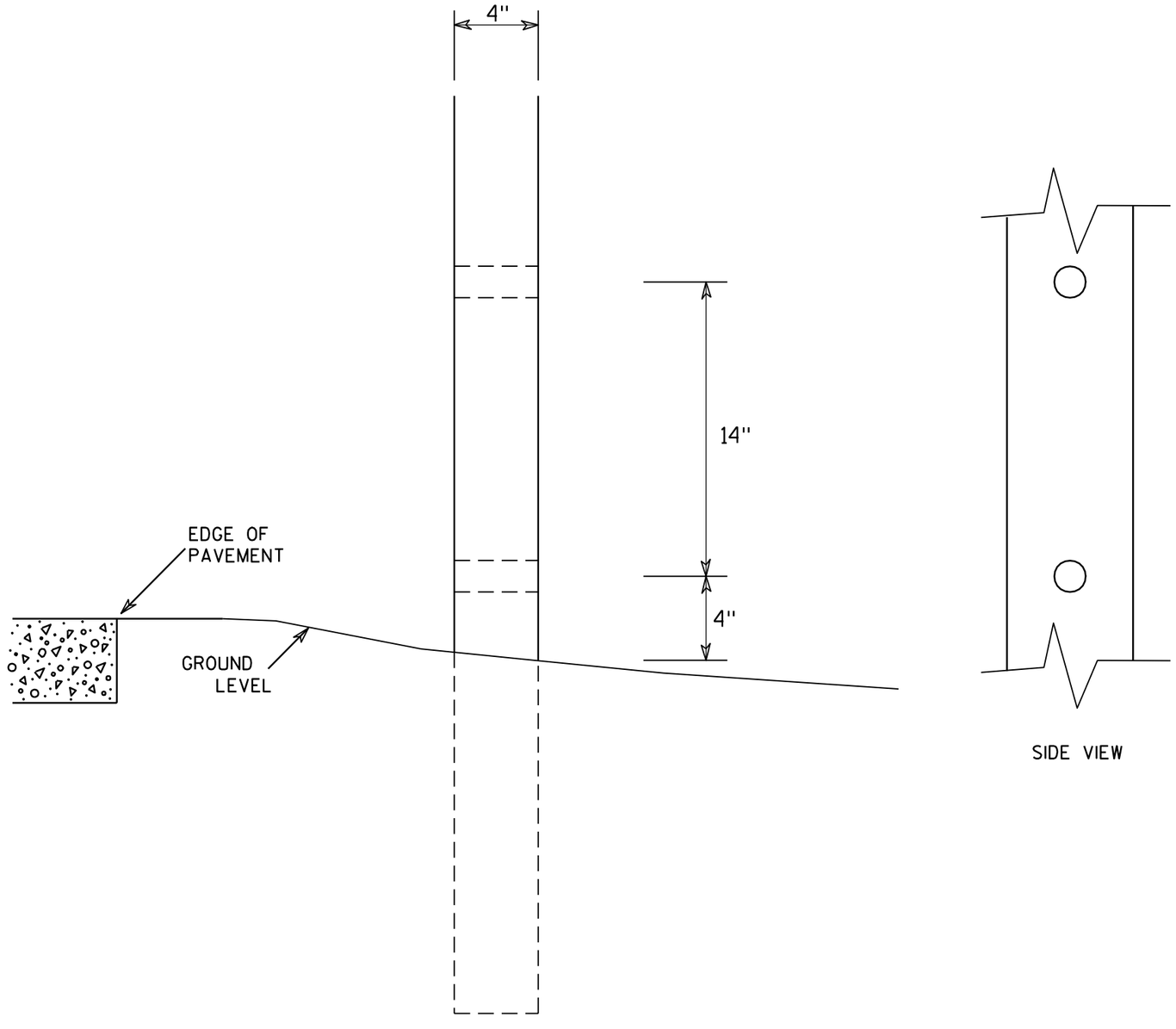
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 83 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

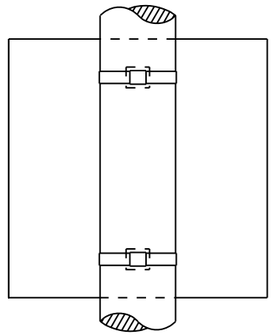
APPROVED Chester J Spang for State Traffic Engineer

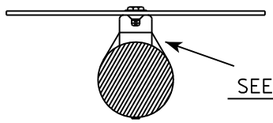
DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 84	E

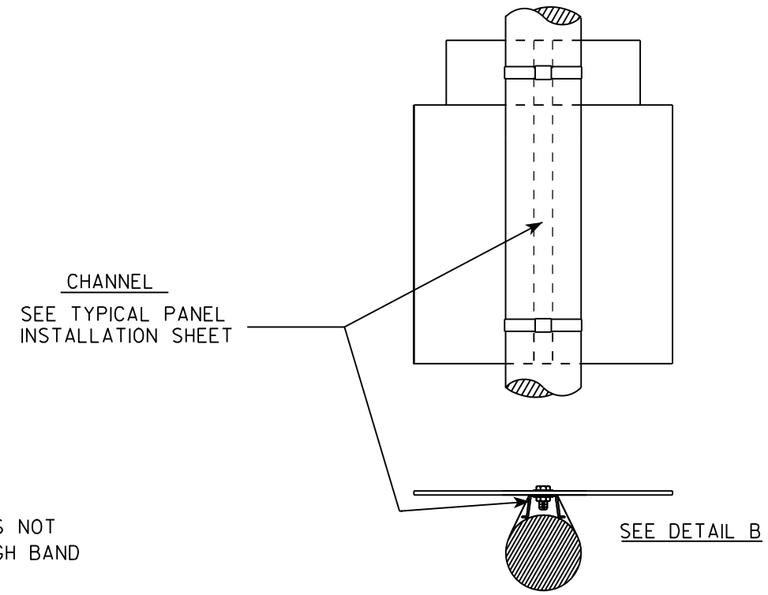
BANDING

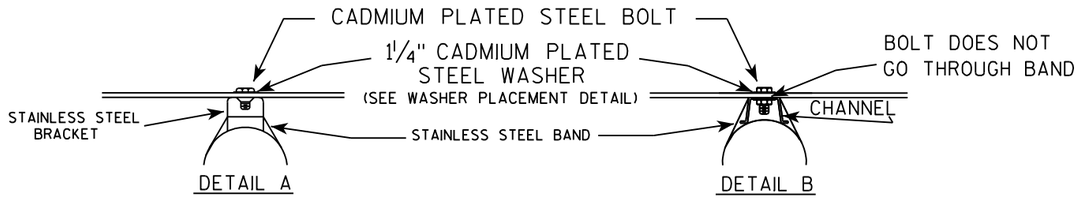
SINGLE SIGN



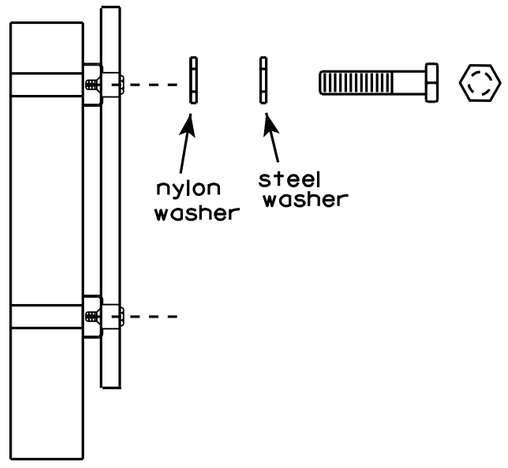


"J" ASSEMBLY





WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be 3/4" in width and 0.025" thickness.

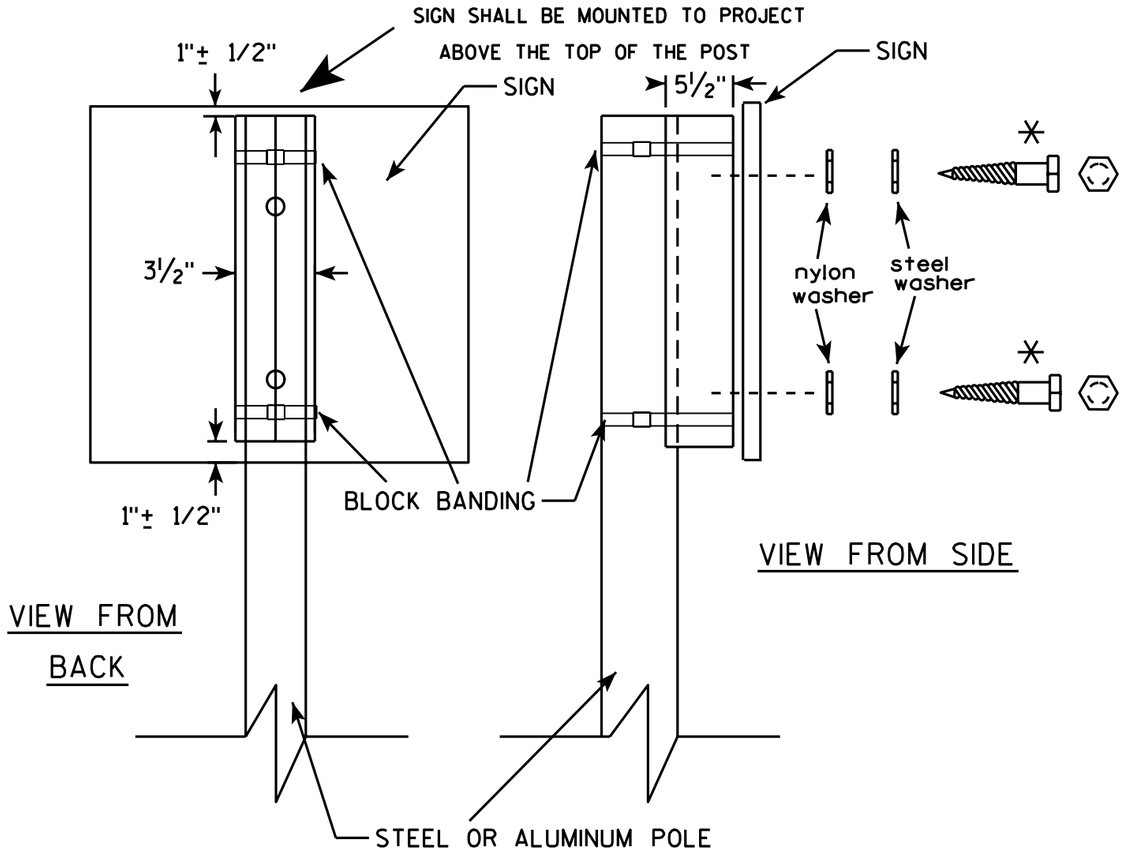
STANDARD SIGN
SIGN BANDING DETAILS

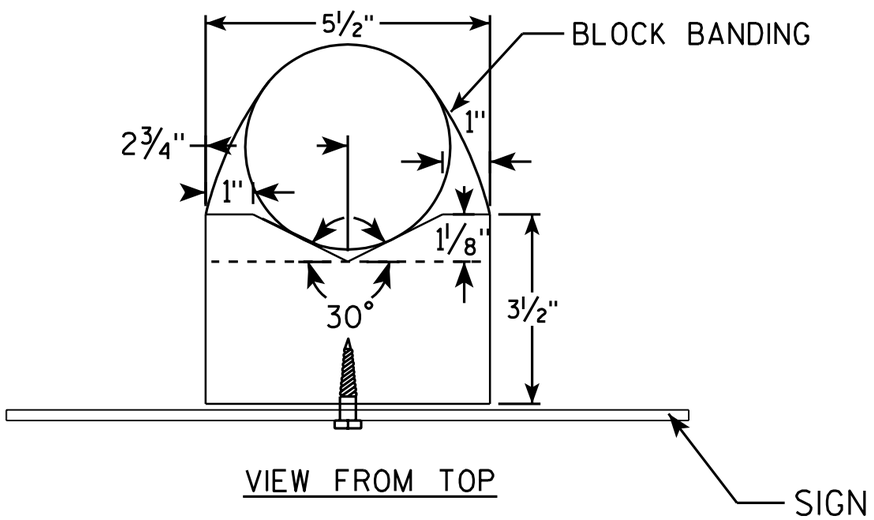
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 85	E





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D, or
   b. Cadmium plated in accordance with ASTM Designation : B 766 TYPE 3, Class 12, or
   c. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

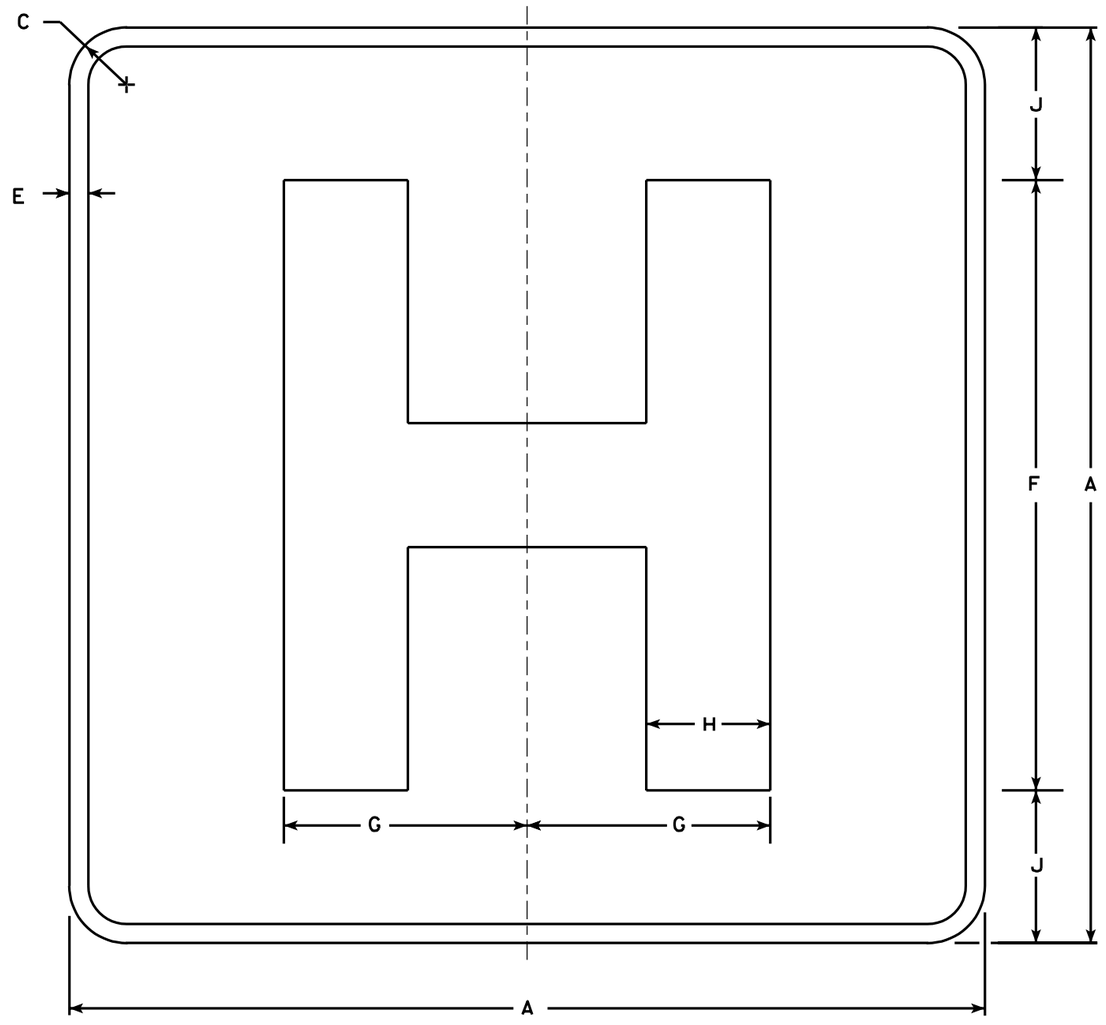
DATE 7/12/07 PLATE NO. A5-10.1

PROJECT NO:

SHEET NO: 86 E

FILE NAME : C:\Users\Projects\tr_stdplate\A510.dgn PLOT DATE : 06-AUG-2007 13:37 PLOT BY : ditjph

WISDOT/CADDS SHEET 42



D9-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Blue
   Message - White - Type H Reflective
3. Message Series - E Modified
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	450 mmX 450 mm
2	600 mmX 600 mm
3	900 mmX 900 mm
4	X
5	X

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18		1 1/8		1/2	12	4 3/4	2 3/8		3																	4.0
2	24		1 1/2		1/2	16	6 3/8	3 1/4		4																	4.0
3	36		2 1/4		3/4	24	9 1/2	4 7/8		6																	9.0
4																											
5																											

STANDARD SIGN
D9-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spong
for State Traffic Engineer

DATE 1/15/02 PLATE NO. D9-2.4

PROJECT NO:

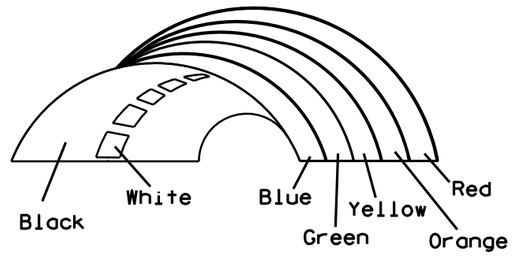
SHEET NO: 87 E

* VARIES

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - (See Note 5)
3. Message Series - (See Note 6)
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Border - Blue
   Line 1 - Red
   Line 2 - Black
   Line 3-5 - Blue
6. Line 1 - Dutch 8011L
   Line 2 - Series E
   Line 3-5 - Series C
7. Contractor shall provide and install a new post bracket in accordance with the I55-56B sign detail.

Background Colors of Symbol*



*1/4" Black Border between each color of rainbow and border of rainbow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	36	1 1/2	1/2	5/8	3	2	3 1/2	2 7/8	1	8	2 1/8	11 1/4	11 1/8	9 3/8	1 1/4		3/4	12 5/8	7 1/2							7.5
3																											
4																											
5																											

STANDARD SIGN
I55-56

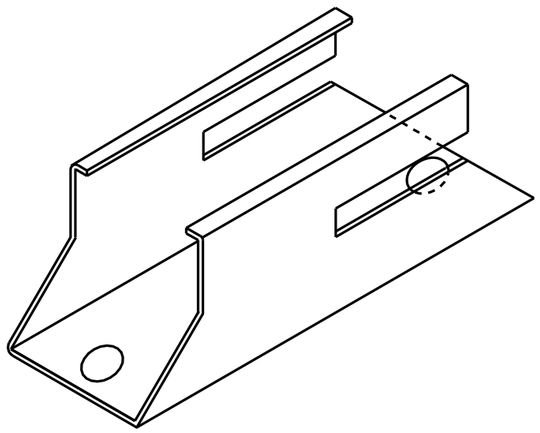
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/27/11 PLATE NO. 155-56.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 88

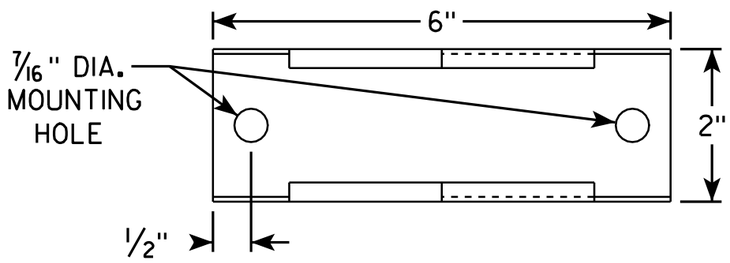
ISOMETRIC VIEW



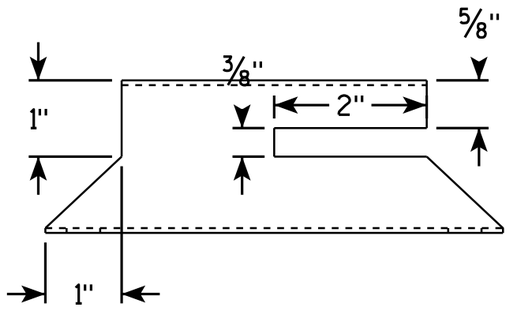
NOTES

1. Must be capable of permanent attachment to a wood or steel channel sign post utilizing the fastening hardware specified on the A4-8 sign plate.
2. Shall be entirely primed and painted with two coats of a black powder coated enamel paint.
3. Shall be made with 12 gauge steel, and incorporate no welds, no hinged components, no threaded lock-type components, and no parts which are loose or can be separated from the main body.
4. Shall have rounded edges with at least 1/8" radii.
5. Shall not have unrounded and uncoated metal edges which can contact the back surface of the roll-up sign.
6. Top of bracket shall be mounted 2' below the bottom of the I55-56 sign.
7. Cost of bracket and fastening hardware shall be incidental to the I55-56 sign.

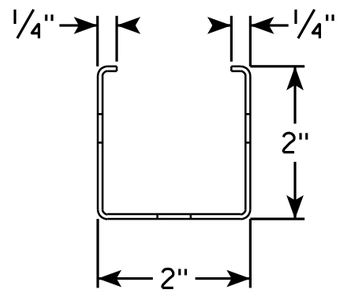
TOP VIEW



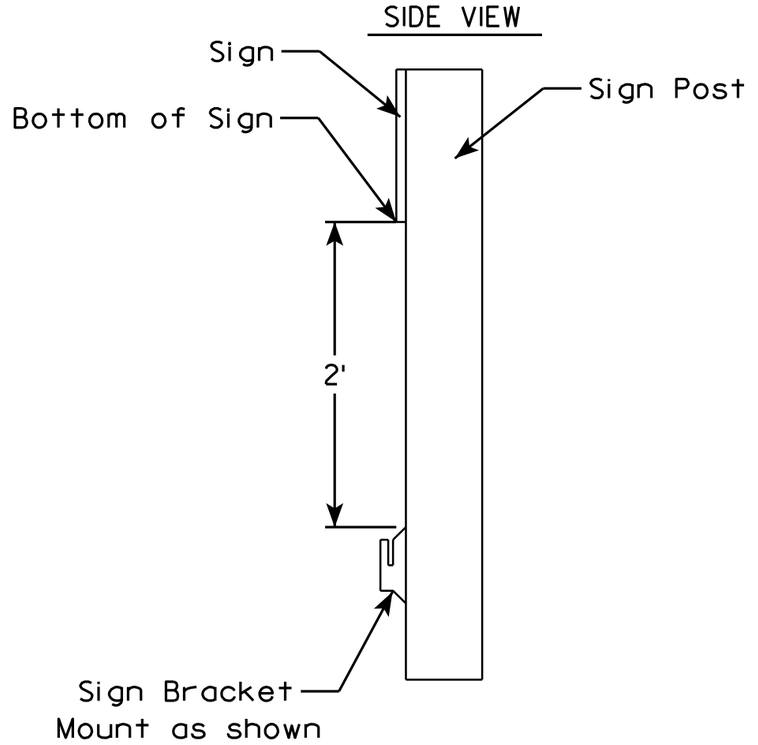
SIDE VIEW



END VIEW



SIDE VIEW



7

7

ROLLUP SIGN BRACKET I55-56B

WISCONSIN DEPT OF TRANSPORTATION

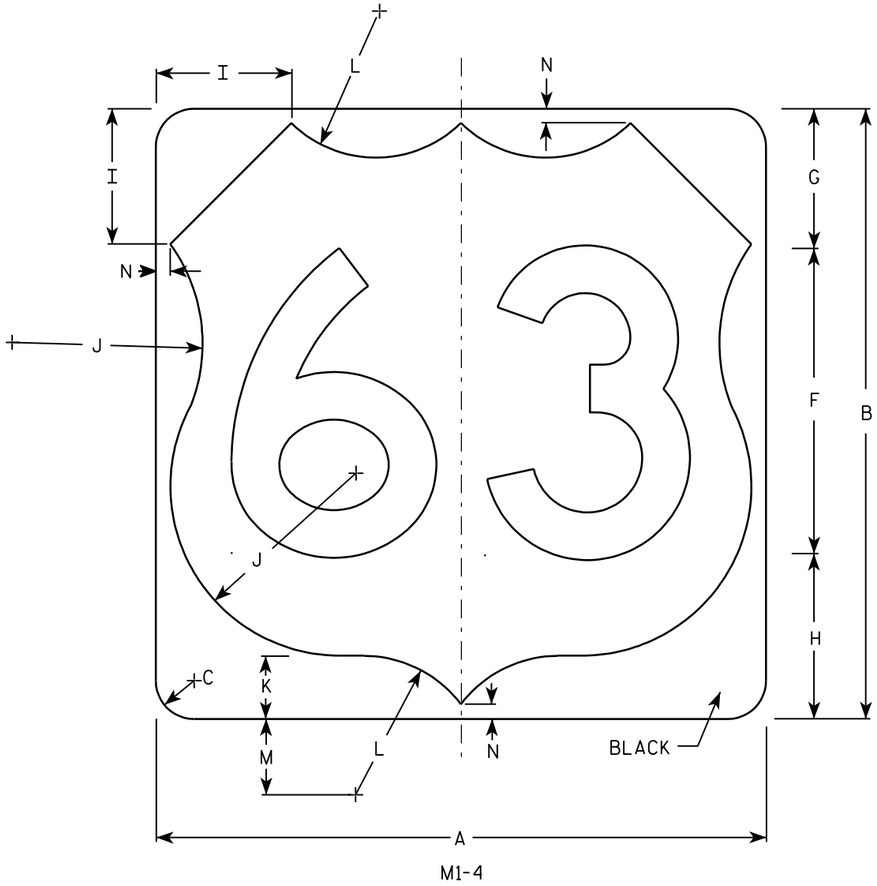
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 2/5/10 PLATE NO. I55-56B.1

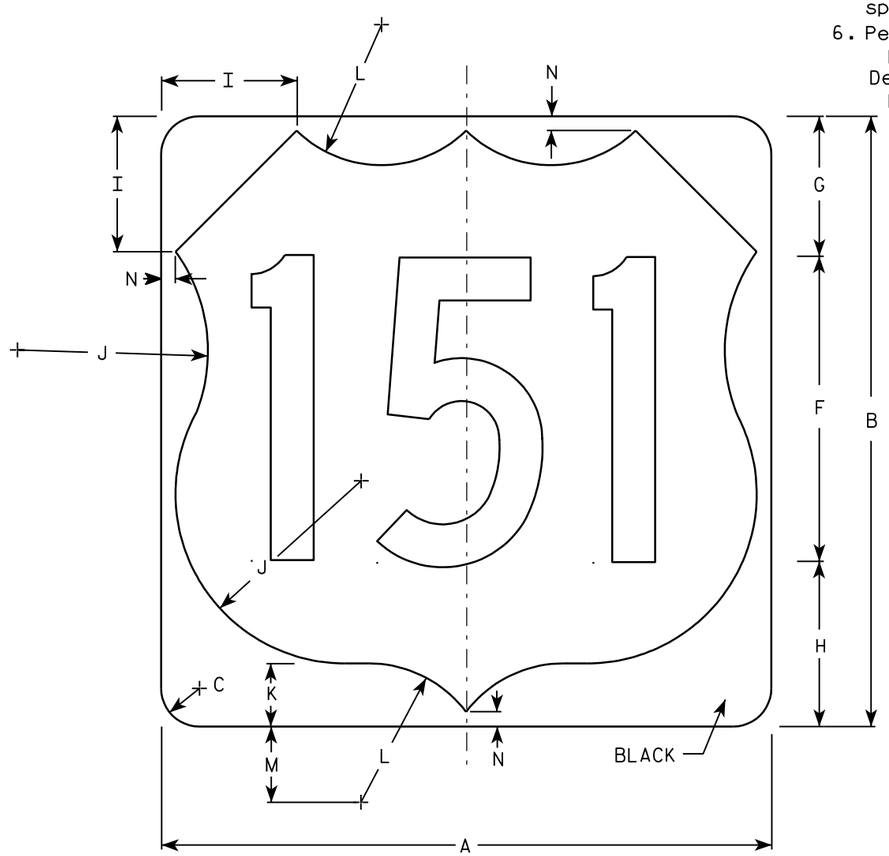
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 89	E

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and adjust spacing as per Plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or other temporary signs
   Background - Reflective



M1-4



M1-4

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0	.36
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81

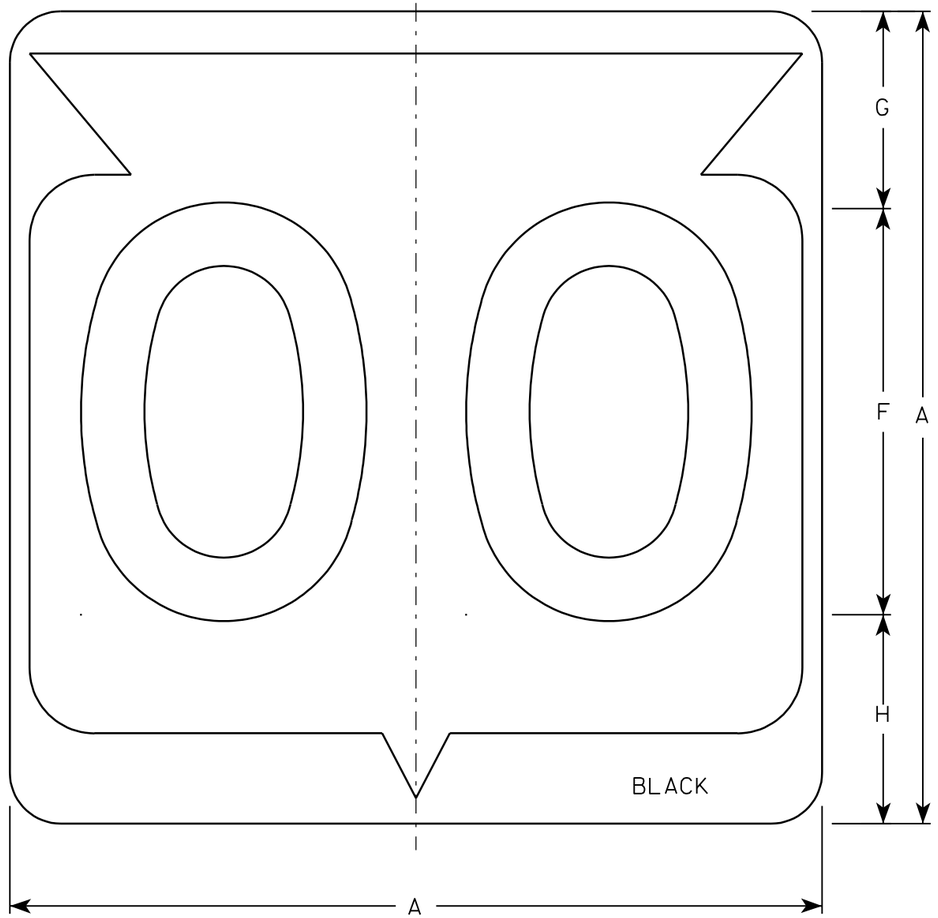
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 08/25/05 PLATE NO. M1-4.9

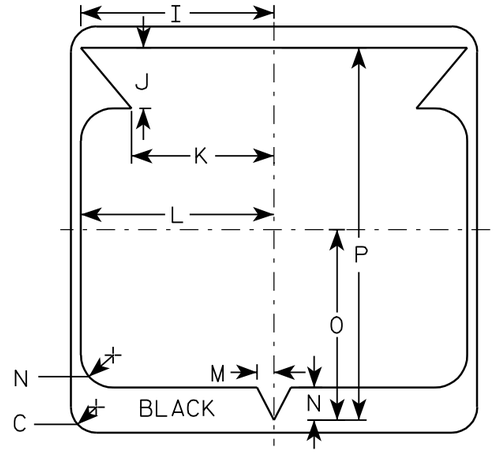
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 90 | E



M1-6

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate Series numerals and adjust spacing as per plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective



Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0	.36
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81

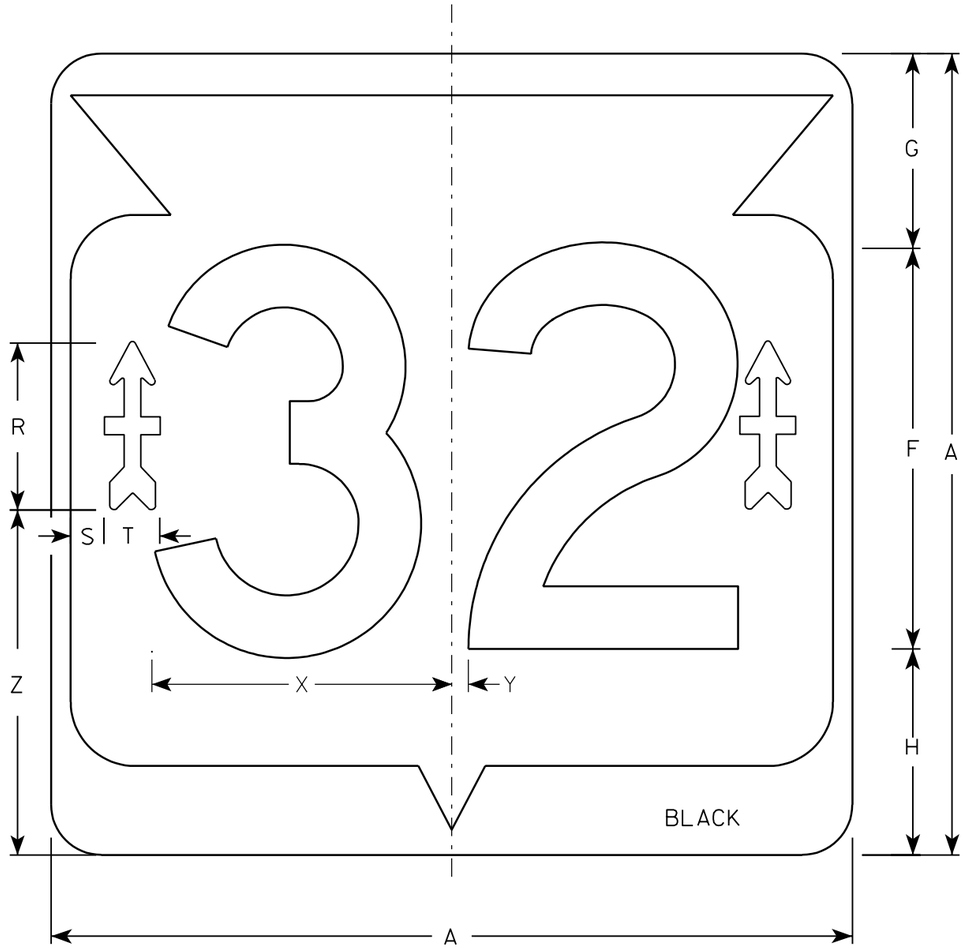
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

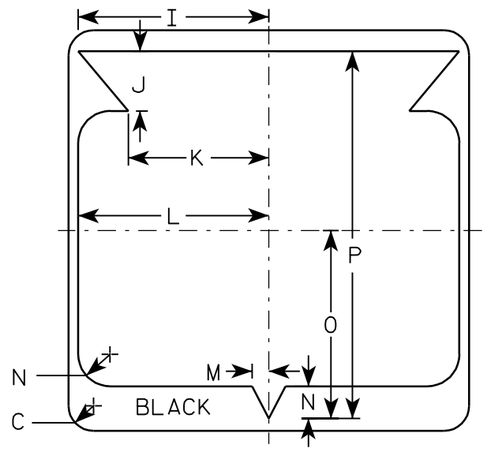
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 91	E



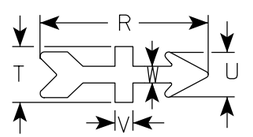
M1-6B

NOTES

1. Sign is Type II - Type H - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black
   Message - Black
   Arrow - Type H Reflective Red
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



32nd DIVISION ARROW
ACTUAL SIZE



Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m²
1																												
2	24		1 ½			12	5 ½	6 ½	10 ¼	2 ½	8 ⅞	11 ½	1	1 ⅞	11 ¼	21 ⅞		5 ⅛	¾	1 ⅞	1 ½	⅝	⅝	9	½	10 ½	4.0	.36
3	36		2 ¼			18	8 ¾	9 ¼	15 ⅜	5 ⅜	12 ⅝	17 ⅛	1 ½	2 ⅞	16 ⅞	33		7 ½	1 ½	2 ½	2	⅞	¾	13 ½	¾	15 ½	9.0	.81
4	36		2 ¼			18	8 ¾	9 ¼	15 ⅜	5 ⅜	12 ⅝	17 ⅛	1 ½	2 ⅞	16 ⅞	33		7 ½	1 ½	2 ½	2	⅞	¾	13 ½	¾	15 ½	9.0	.81
5	36		2 ¼			18	8 ¾	9 ¼	15 ⅜	5 ⅜	12 ⅝	17 ⅛	1 ½	2 ⅞	16 ⅞	33		7 ½	1 ½	2 ½	2	⅞	¾	13 ½	¾	15 ½	9.0	.81

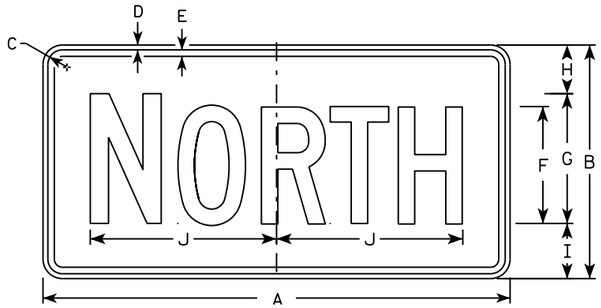
STATE ROUTE MARKER "32"
M1-6B FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

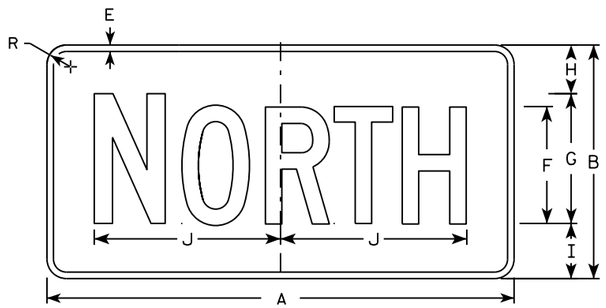
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 12/5/05 PLATE NO. M1-6B.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 92 | E



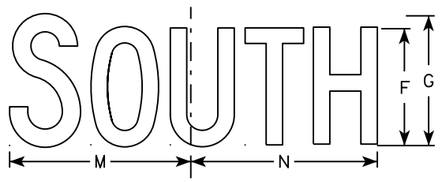
M3-1
MM3-1
MP3-1



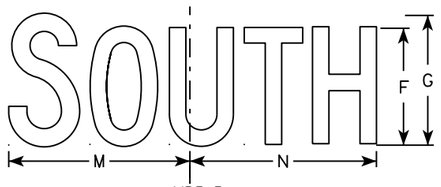
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

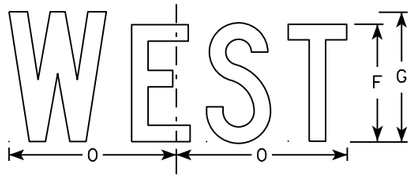
MB3-2
MK3-2
MN3-2



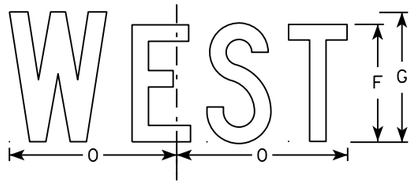
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thur M3-4
SERIES

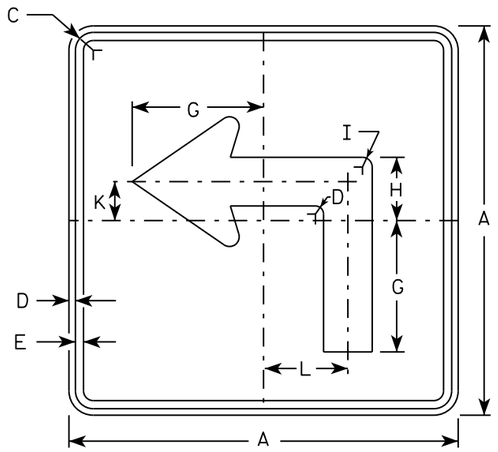
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

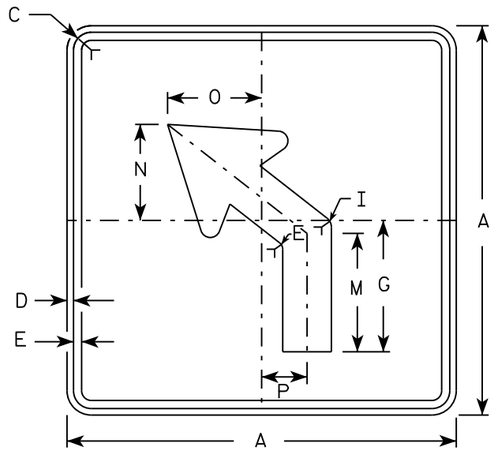
DATE 10/15/15 PLATE NO M3-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

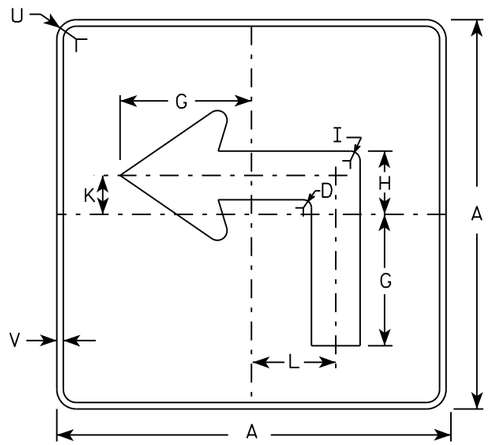
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



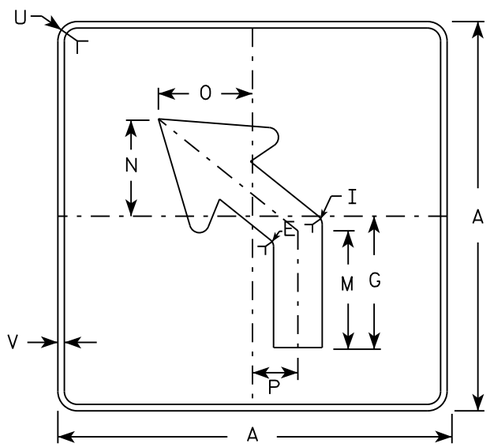
M5-1L
MM5-1L
MO5-1L
MP5-1L



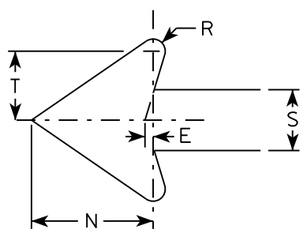
M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L



MB5-2L
MK5-2L
MN5-2L
MR5-2L



NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

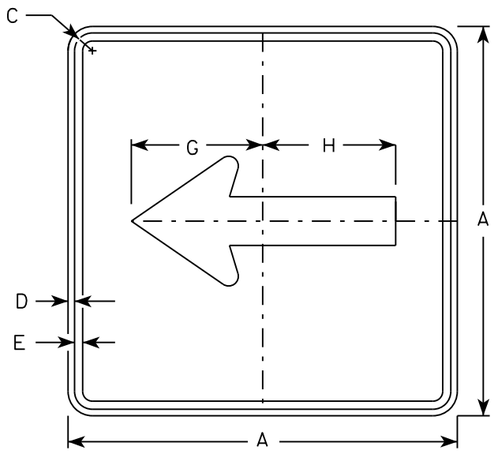
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

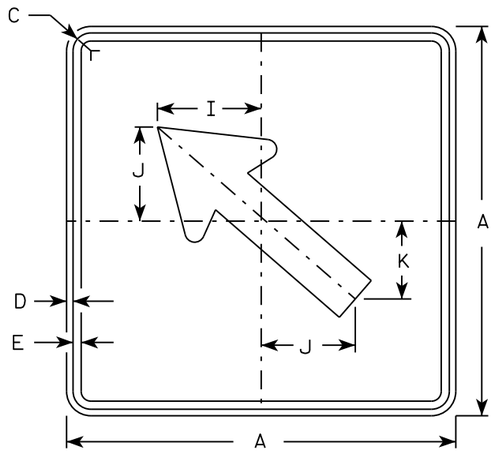
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE NO. M5-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



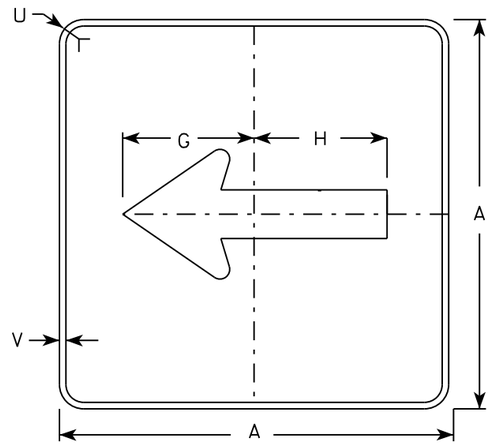
M6-1
MM6-1
MO6-1
MP6-1



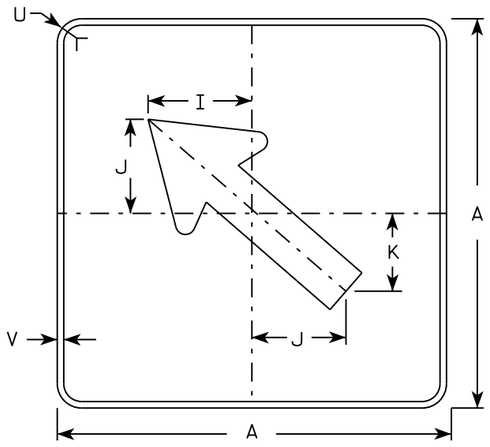
M6-2
MM6-2
MO6-2
MP6-2

NOTES

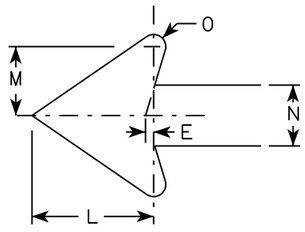
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1
MK6-1
MN6-1
MR6-1



MB6-2
MK6-2
MN6-2
MR6-2



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2						3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25

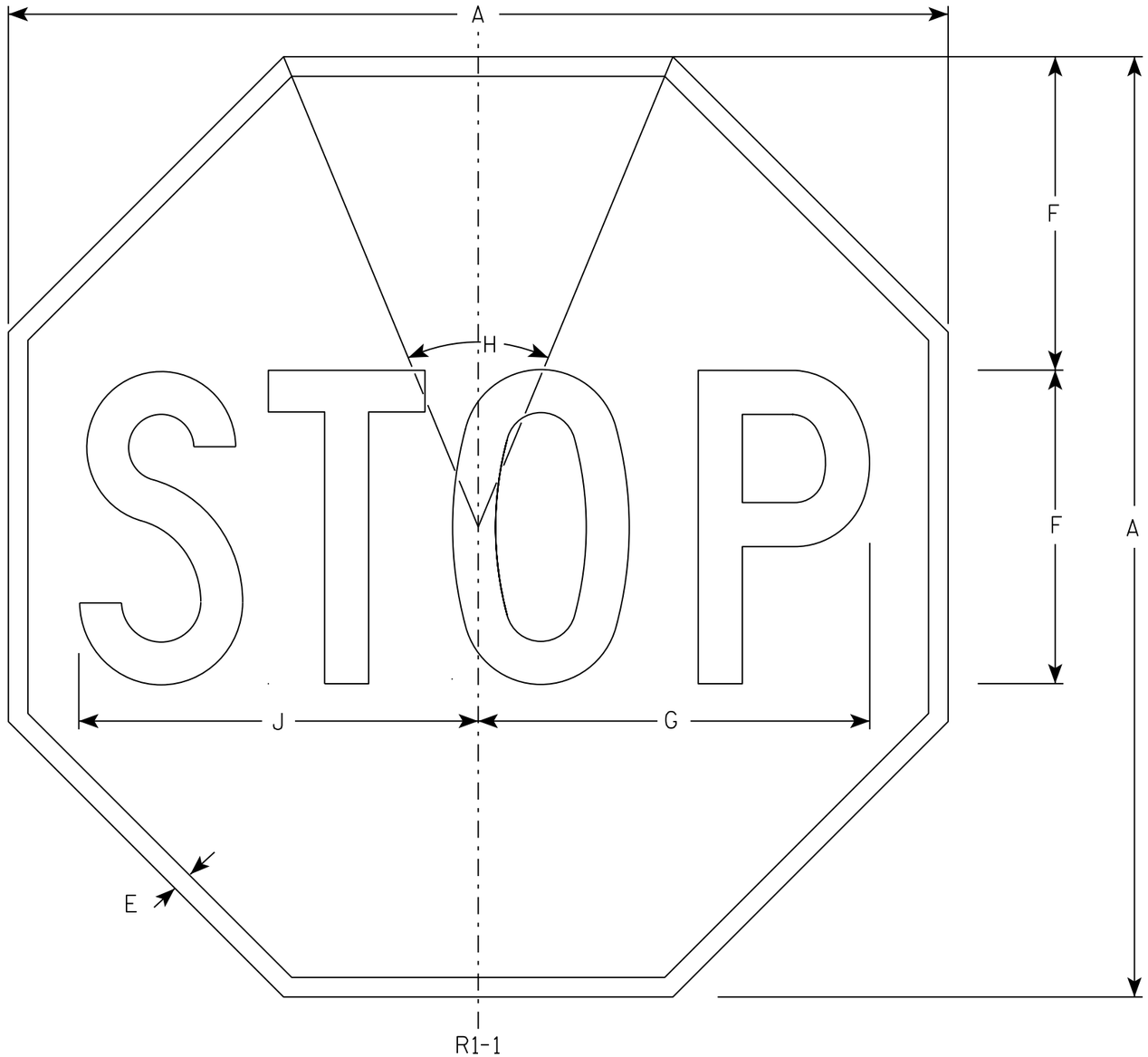
STANDARD SIGN
M6-1 & M6-2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATI 95 M6-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

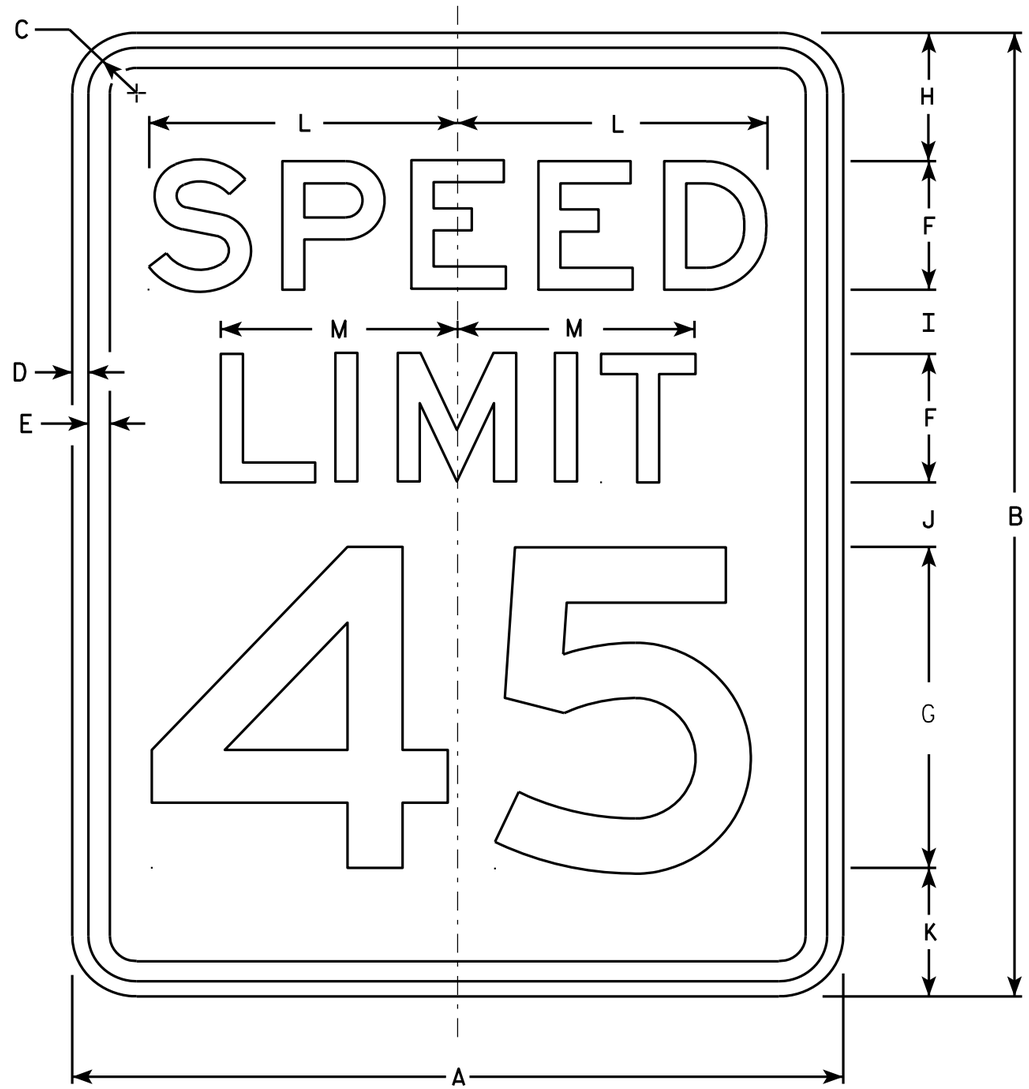
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE 96 R1-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: E



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

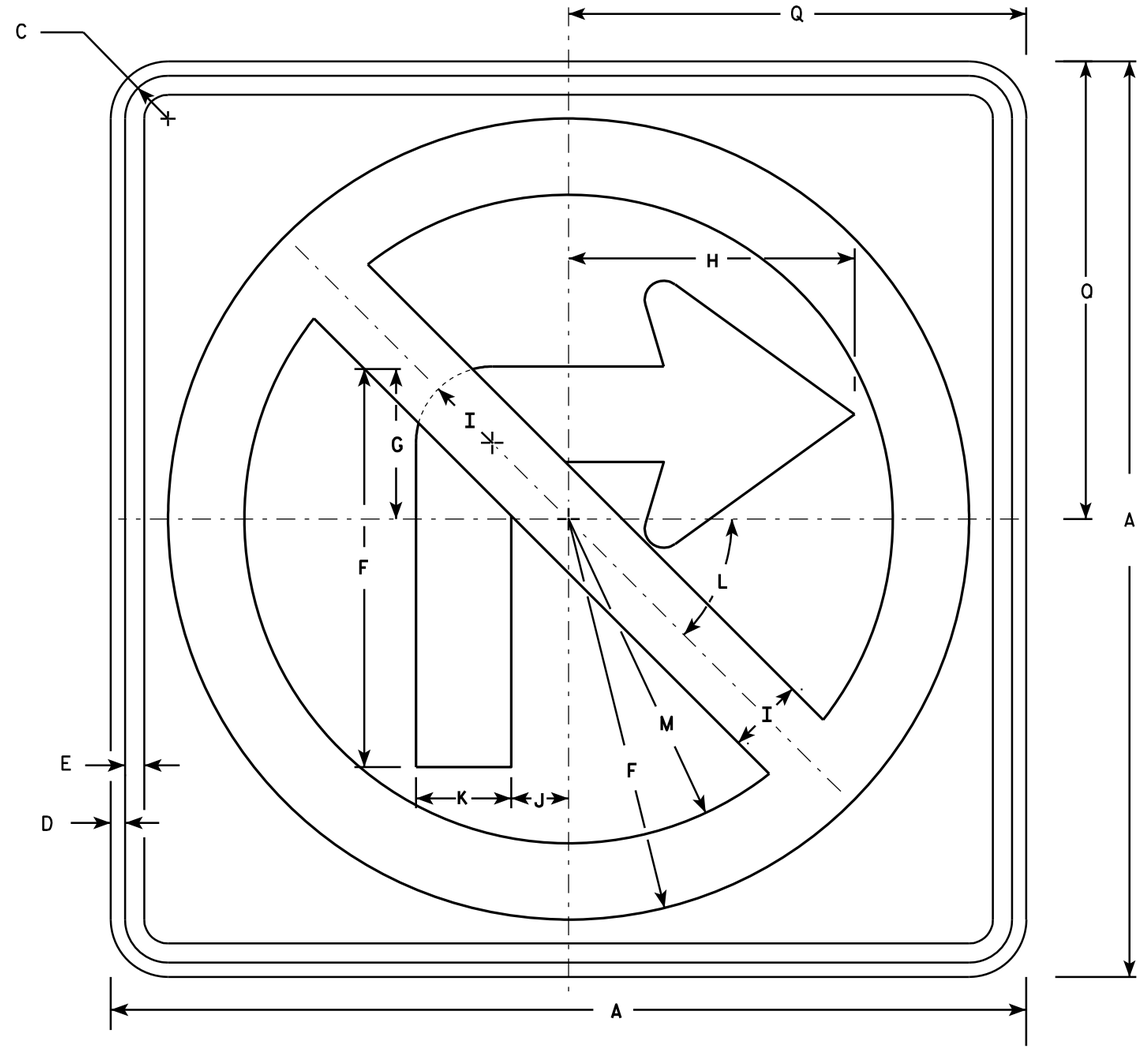
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

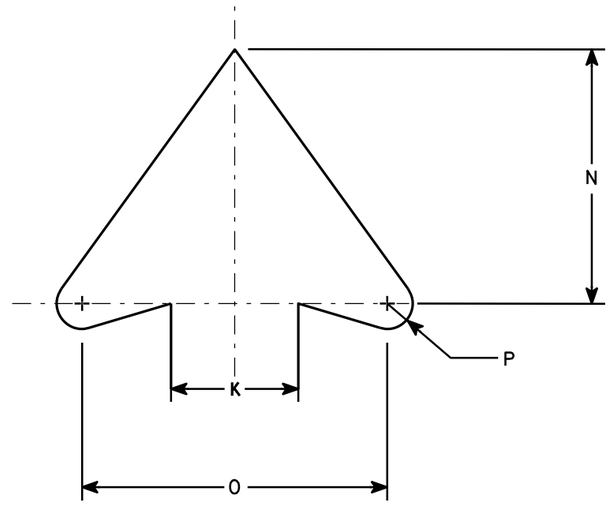
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 97 | E



R3-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45	8 1/2	5	6	1/2	12										4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2	12										4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4	18										9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

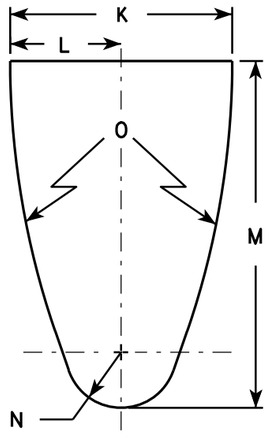
STANDARD SIGN
R3-1

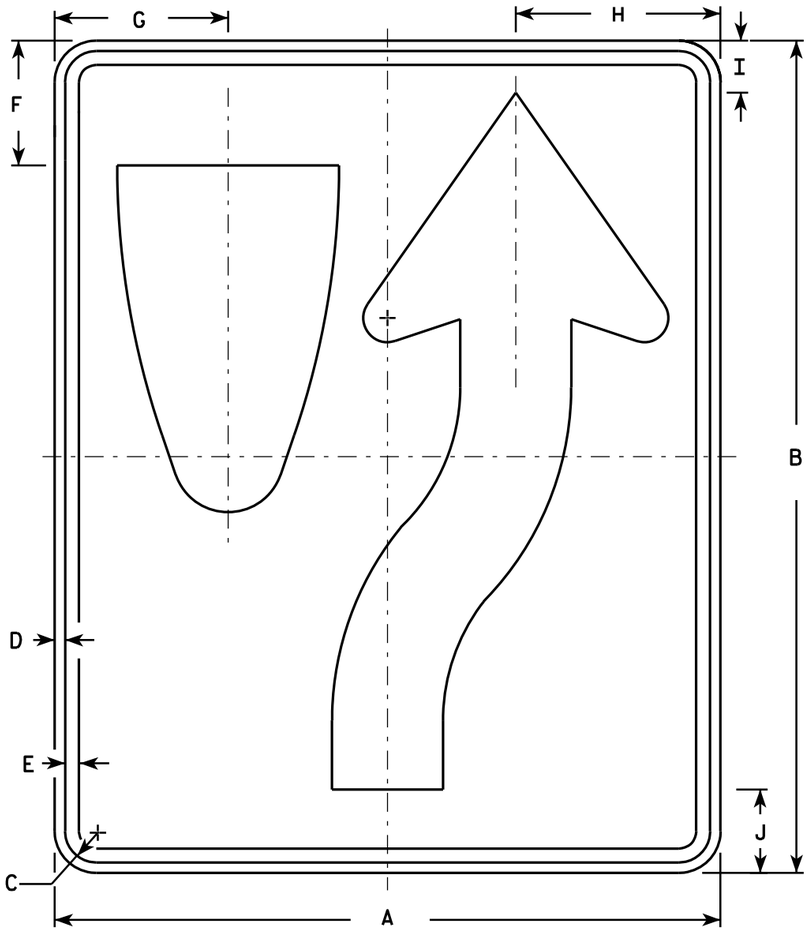
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 98	E

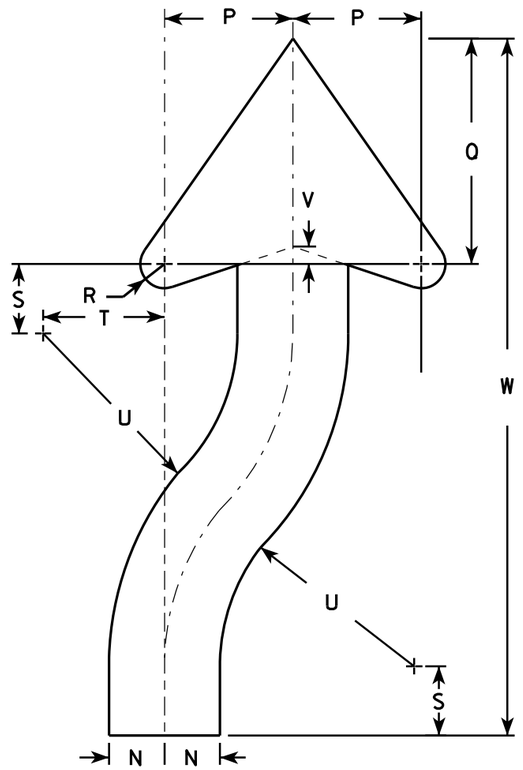




R4-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

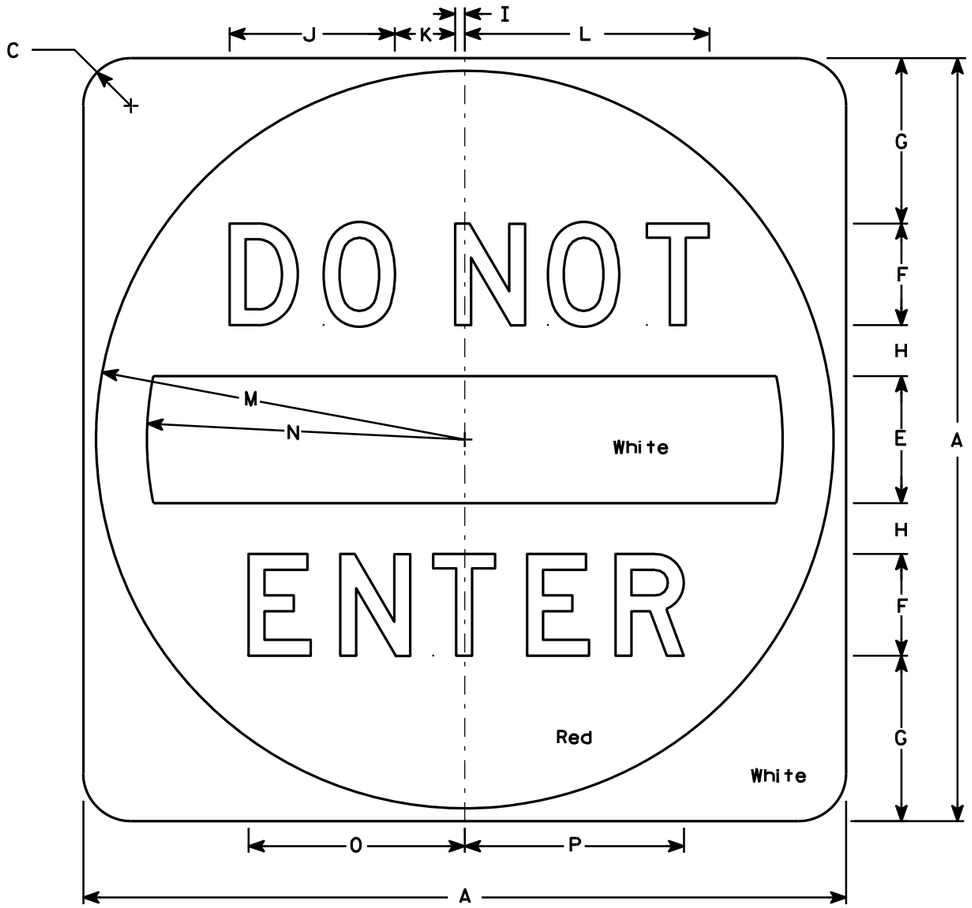
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 99	E



R5-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See detail
   Message - White - Type H Reflective
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but when base material is metal, the cornors shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.26
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 100 | E

R9-9

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/4	1/2	1/2	4	3 1/2	3	10 3/4	8 1/8																	3.75
2M	30	18	1 3/4	1/2	1/2	4	3 1/2	3	10 3/4	8 1/8																	3.75
3																											
4																											
5																											

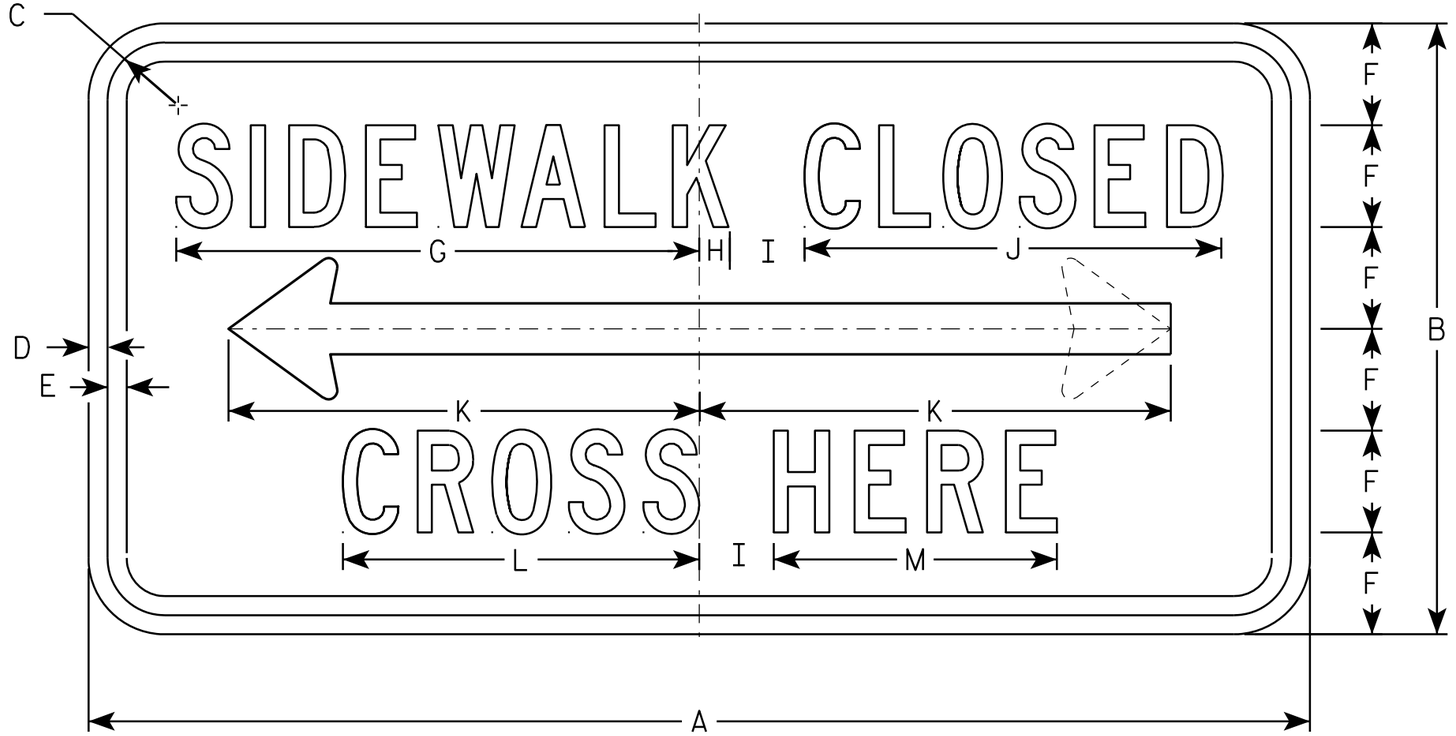
STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

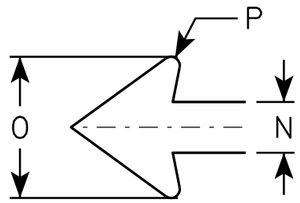
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/2011 PLATE NO. R9-9.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 101	E



R9-11A



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	12	1 1/8	3/8	3/8	2	10 1/4	5/8	1 1/2	8 1/4	9 1/4	7	5 5/8	1	2 3/4	1/8											2.0
2S	48	24	2 3/4	3/4	3/4	4	20 1/2	1 1/4	3	16 3/8	18 1/2	14	11 1/8	2	5 1/2	3/8											8.0
2M	48	24	2 3/4	3/4	3/4	4	20 1/2	1 1/4	3	16 3/8	18 1/2	14	11 1/8	2	5 1/2	3/8											8.0
3																											
4																											
5																											

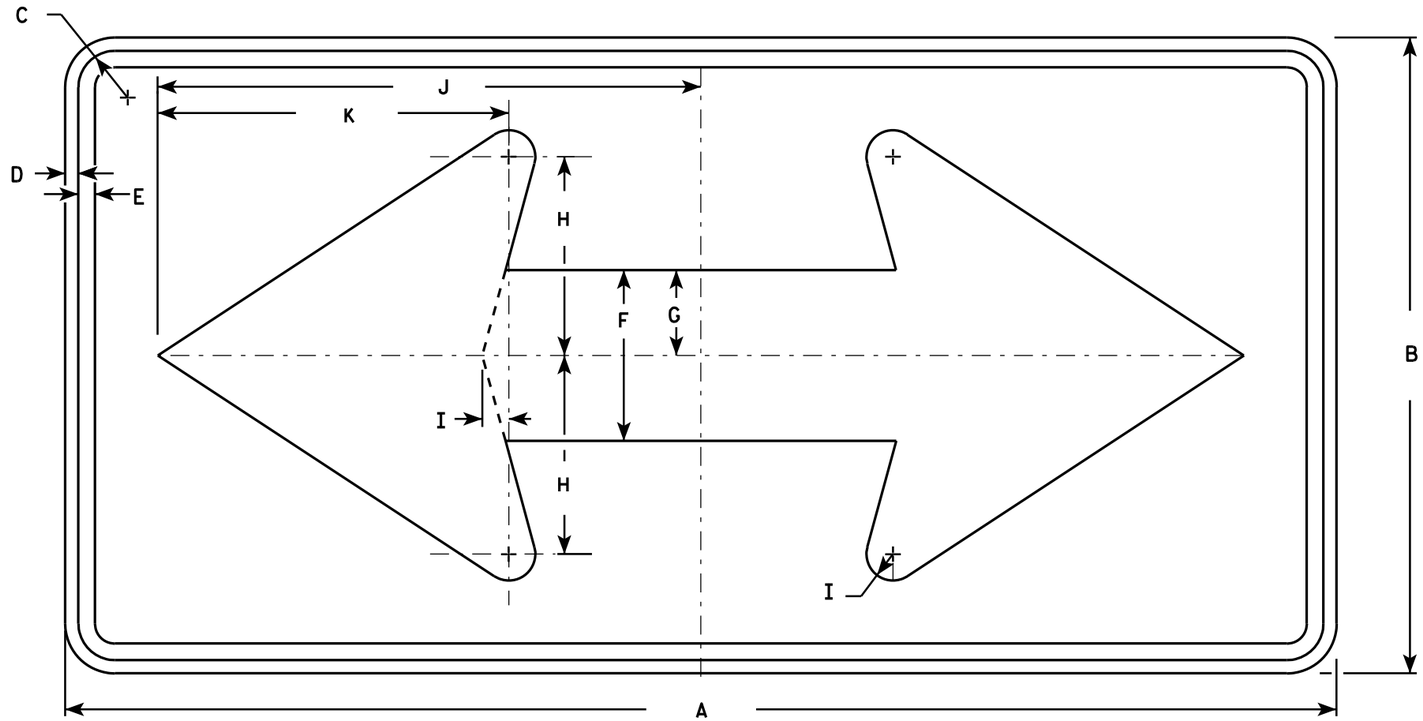
STANDARD SIGN
R9-11A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/2012 PLATE NO. R9-11A.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 102	E



W1-7

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/8	3/8	1/2	5	2 1/2	5 3/4	3/4	15 5/8	10 1/8																4.5
2S	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
2M	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
3	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
4	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
5	96	48	2 1/4	3/4	1	13	6 1/2	15	2	41	26 1/2																32.0

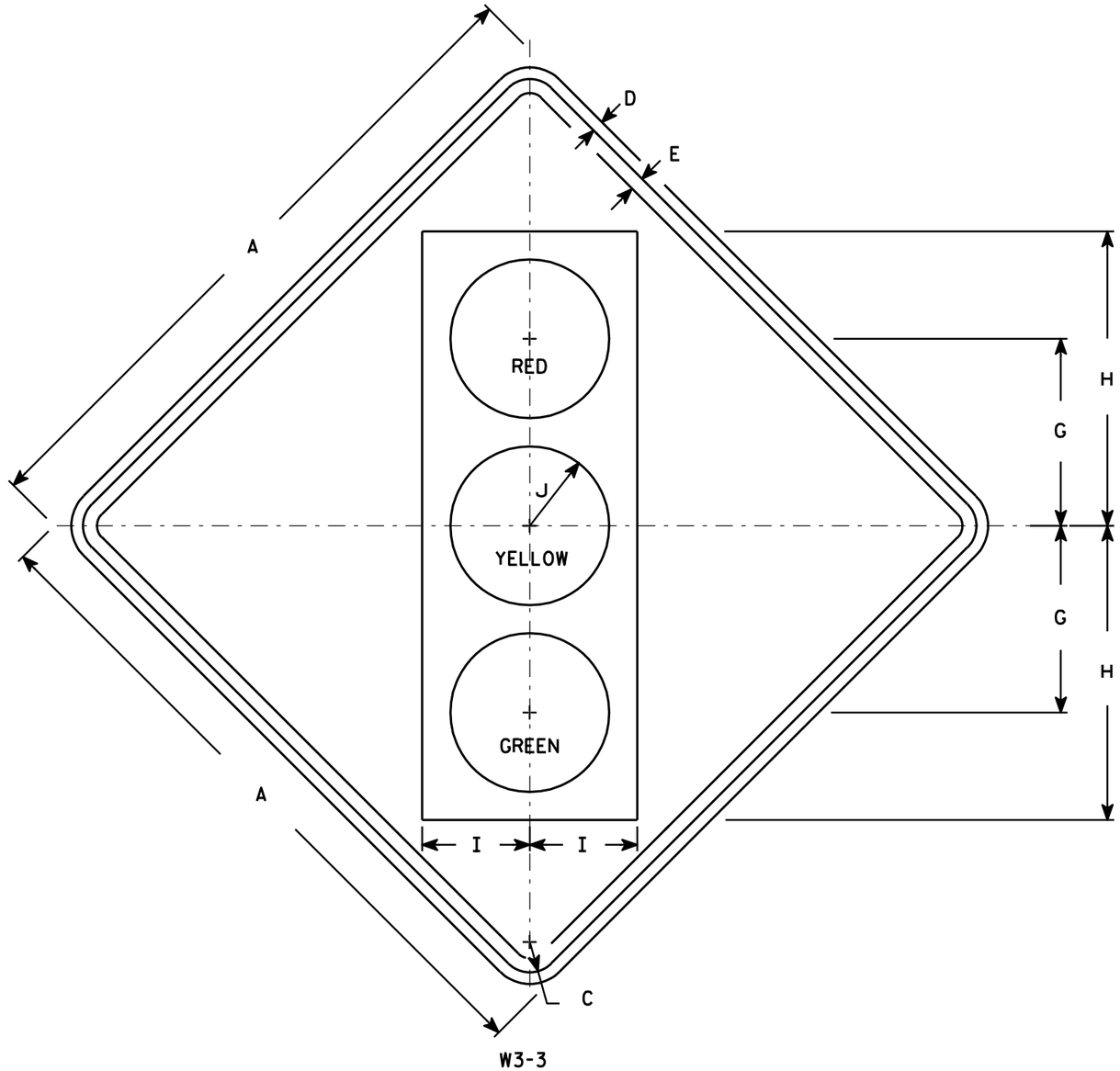
STANDARD SIGN
W1-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-7.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 103 | E



W3-3

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Symbol and border are non-reflective black.
   Top circle - Type H Reflectorized Red
   Center circle - Same as background
   Bottom circle - Type H Reflectorized Green

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		8 3/4	13 3/4	5	3 3/4																	6.25
2S	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
2M	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
3	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
4	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
5	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0

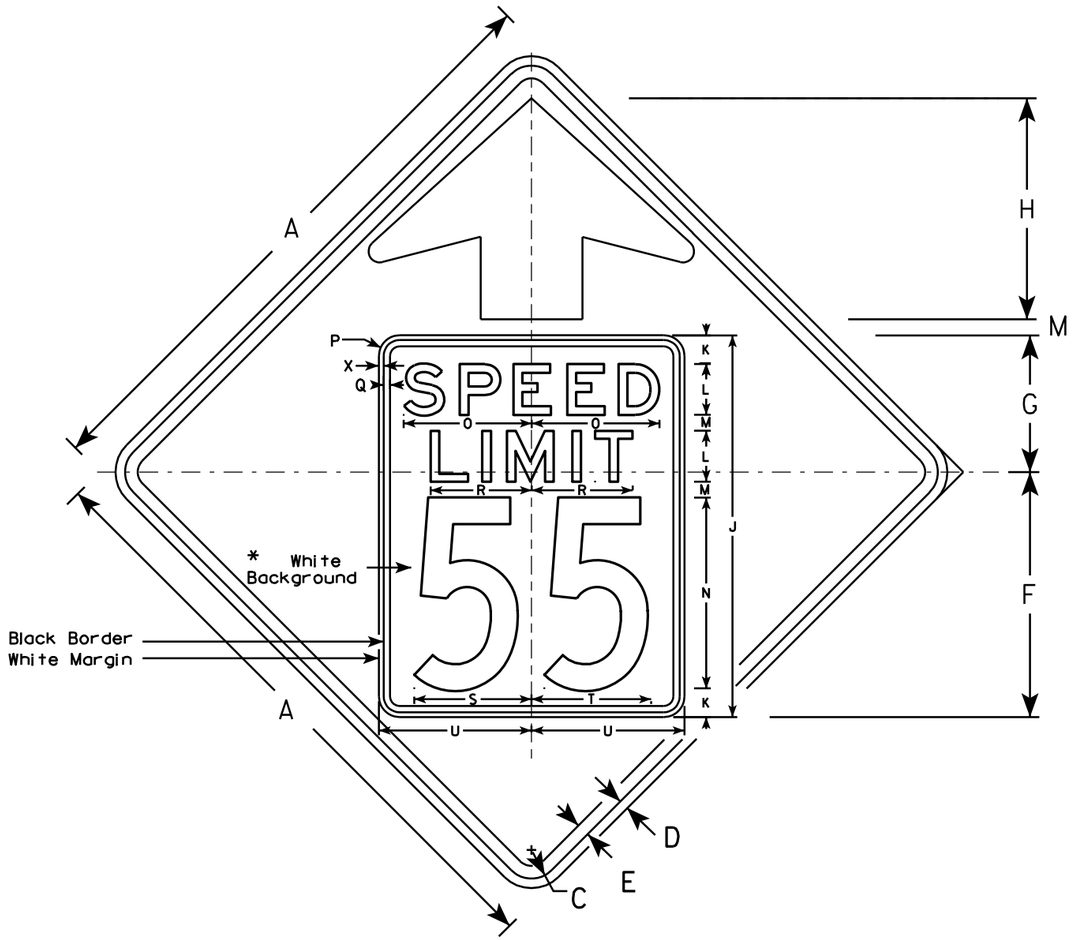
STANDARD SIGN
W3-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-3.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 104 | E

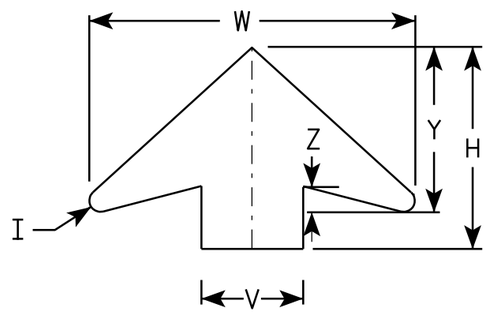


W3-5

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color: *
   Background - YELLOW*
   Message - BLACK
3. Message Series - C for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
2M	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
3	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
4	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
5	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN
W3-5

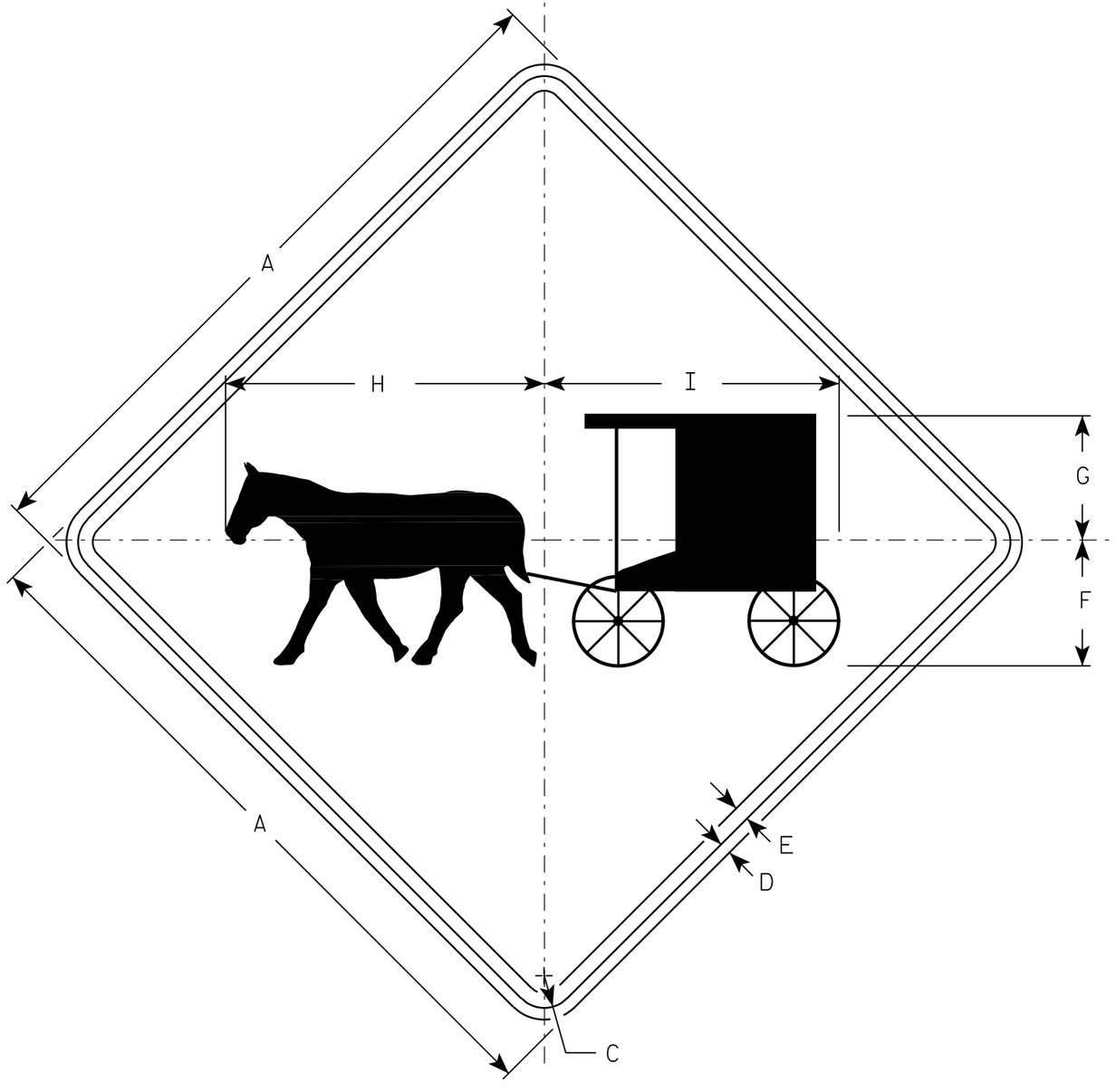
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W3-5.5

PROJECT NO:

SHEET NO: 105 E



W11-12

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	5 3/8	5 1/4	13 5/8	12 5/8																		6.25
2S	36		1 5/8	5/8	3/4	6 1/2	6 3/8	16 3/8	15 1/8																		9.0
2M	36		1 5/8	5/8	3/4	6 1/2	6 3/8	16 3/8	15 1/8																		9.0
3	48		2 1/4	3/4	1	8 5/8	8 1/2	21 7/8	20 1/8																		16.0
4																											
5																											

STANDARD SIGN
W11-12

WISCONSIN DEPT OF TRANSPORTATION

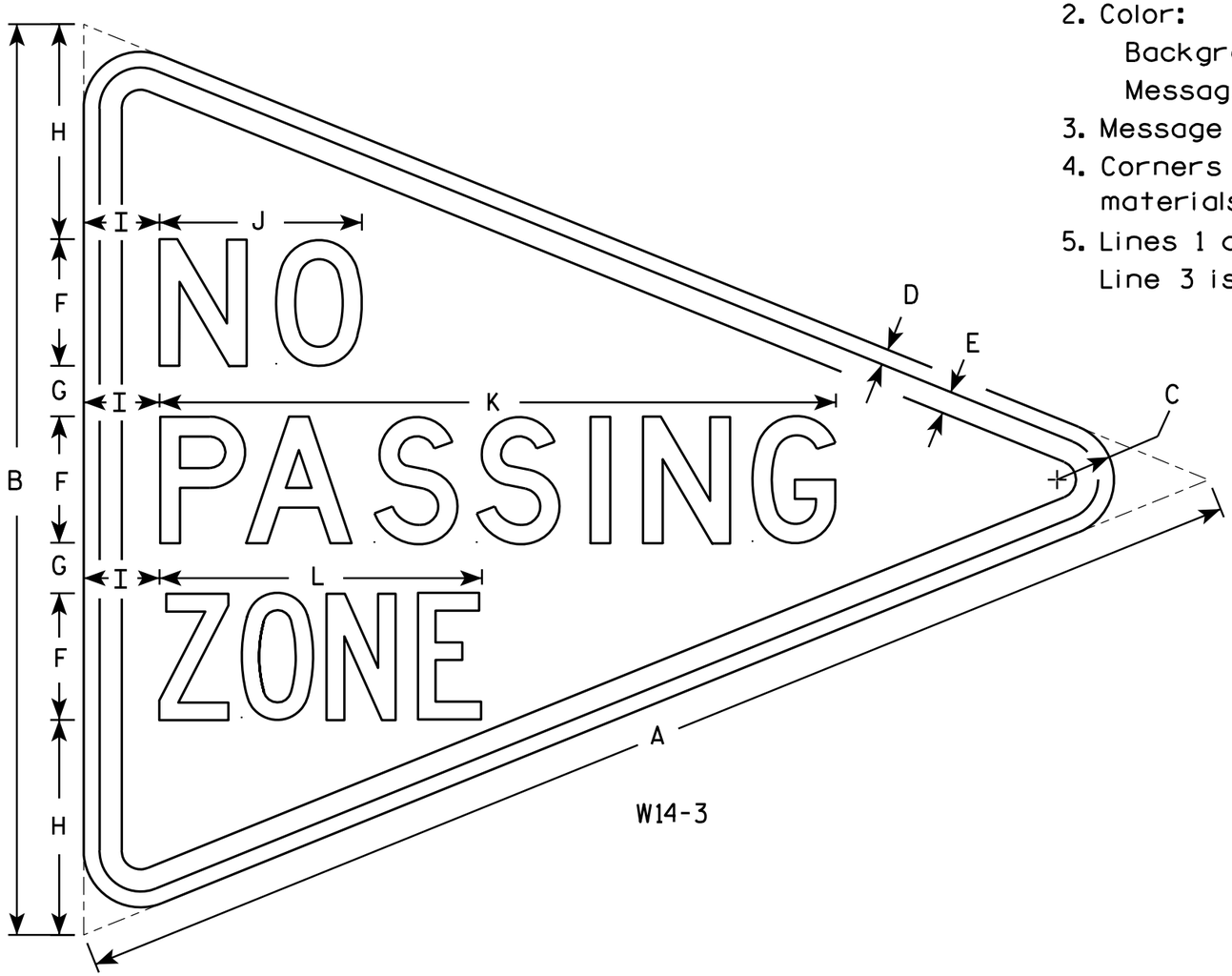
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W11-12.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 106	E

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See note 5
4. Corners and borders shall be rounded on all base materials for this sign.
5. Lines 1 and 2 are Series D.
   Line 3 is series C.



W14-3

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															6.0
2M	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															6.0
3	64	48	3	3/4	1 1/4	6	3	12	4	10 3/4	33 5/8	16 1/2															10.7
4																											
5																											

STANDARD SIGN
W14-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W14-3.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 107	E

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

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