W

PROJECT ID: WITH: PROJECTID4

A.A.D.T. (2016) (2036) = 22,200D.H.V. (2036) = 2.400 0.0. DESIGN SPEED

= 59/41 = 5.4% = 35 MPH = 2,781,300

DESIGN DESIGNATION

CONVENTIONAL SYMBOLS

CORPORATE LIMITS PROPERTY LINE LOT LINE LIMITED HIGHWAY EASEMENT EXISTING RIGHT OF WAY PROPOSED OR NEW R/W LINE

= 20,200

SLOPE INTERCEPT REFERENCE LINE EXISTING CULVERT PROPOSED CULVERT (Box or Pipe)

COMBUSTIBLE FLUIDS

MARSH AREA

WOODED OR SHRUB AREA

ORDER OF SHEETS Section No. 1 Title

Section No. 3

AUGUST 2016

Section No. 2 Typical Sections and Details Section No. 3 Estimate of Ougntities

Miscellaneous Quantitles Right of Way Plat Section No. 5 Plan and Profile

Section No. 6 Standard Detail Drawings Section No. 7 Sign Plates

Section No. 9 Computer Earthwork Data Section No. 9 Cross Sections

BROWN COUNTY

PROFILE GRADE LINE

ORIGINAL GROUND

SPECIAL DITCH

UTILITIES

ELECTRIC

FIBER OPTIC

SANITARY SEWER

UTILITY PEDESTAL

POWER POLE TELEPHONE POLE

STORM SEWER

WATER

GRADE ELEVATION

MARSH OR ROCK PROFILE

CULVERT (Profile View)

(To be noted as such)

TOTAL SHEETS = 80

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

STH 172, VILLAGE OF ALLOUEZ

STH 172 & WEBSTER AVE STH 172 **BROWN COUNTY**

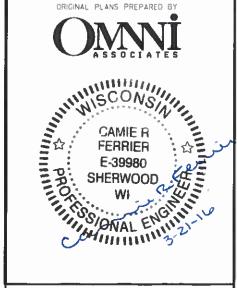
> STATE PROJECT NUMBER 1210-10-71



HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, BROWN COUNTY

FEDERAL PROJECT STATE PROJECT PROJECT CONTRACT WISC 2016289 1210-10-71

> END PROJECT 1210-10-71 STA 103'NW'+50



STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

REPARED BY Surveyor

OMNNI ASSOCIATES, INC. OMNNI ASSOCIATES, INC.

Project Monoger ANDREW FULCER

Regional Supervisor DANIEL SEGERSTROM

PPROVED FOR THE DEPARTMENT

3/22/2016 andrew D. Taker

TOTAL NET LENGTH OF CENTERLINE = 0.061 MI

PLOT DATE : 2/22/2016 10:33 AM

BEGIN PROJECT 1210-10-71

STA 100'NW'+25.99

X = 95305.982

Y = 551543,1581

PLOT BY : CRAIG ENGITH

GENERAL NOTES

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.

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

ALL MANHOLE AND INLET OFFSETS ARE GIVEN TO THE CENTER OF THE STRUCTURE.

CURB AND GUTTER RADII ARE SHOWN TO THE FACE OF CURB.

IMMEDIATELY AFTER CONSTRUCTION OF ANY INLET, CONTRACTOR SHALL CONSTRUCT THE EROSION CONTROL PROTECTION IN ACCORDANCE WITH THE DETAILS SHOWN ON THE PLANS TO MINIMIZE SEDIMENTATION IN THE INLET AND STORM SEWER.



EROSION CONTROL NOTES

RUNOFF COEFFICIENT FOR THIS PROJECT: EXISTING PAVEMENT 0.95, EXISTING SLOPES 0.30, NEW PAVEMENT 0.95, NEW SLOPES 0.30.

TOTAL PROJECT AREA = 0.97 ACRES.

TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.41 ACRES.

OTHER CONTACTS

DNR LIASON

JIM DOPERALSKI
DNR NORTHEAST REGIONAL HQ
2984 SHAWANO AVE
GREEN BAY, WI 54313
TELEPHONE: 920-662-5119
JAMES.DOPERALSKI@WISCONSIN.GOV

UTILITIES

WATER

SEWER

ELECTRIC WISCONSIN PUBLIC SERVICE CORPORATION

RANDY STEIER

2850 S. ASHLAND AVE, PO BOX 19001 GREEN BAY, WI 54307-9001 TELEPHONE: 920-617-5167

MOBILE: 920-655-1596 RDSTEIER@WISCONSINPUBLICSERVICE.COM

GAS WISCONSIN PUBLIC SERVICE CORPORATION

DAVID RETZLAFF 2850 S. ASHLAND AVE PO BOX 19001

GREEN BAY, WI 54307-9001 TELEPHONE: 920-616-5237 MOBILE: 920-604-1861

DPRETZLAFF@WISCONSINPUBLICSERVICE.COM

VILLAGE OF ALLOUEZ

DEPARTMENT OF PUBLIC WORKS

JEFF PIETTO 1900 LIBAL ST GREEN BAY, WI 54301 TELEPHONE: 920-448-2800 MOBILE: 920-621-8736

JEFF@VILLAGEOFALLOUEZ.COM

VILLAGE OF ALLOUEZ

DEPARTMENT OF PUBLIC WORKS

CRAIG BERNDT 1900 LIBAL ST GREEN BAY, WI 54301

TELEPHONE: 920-448-2800 EXT:108 CRAIG@VILLAGEOFALLOUEZ.COM

COMMUNICATION

AT&T WISCONSIN JOSEPH KASSAB

316 w WASHINGTON AVE, RM 607

MADISON, WI 53703

TELEPHONE: 920-735-3206

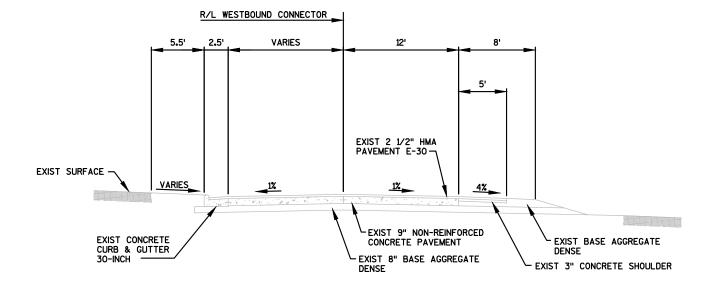
JK5725@ATT.COM

COMMUNICATION TIME WARNER CABLE

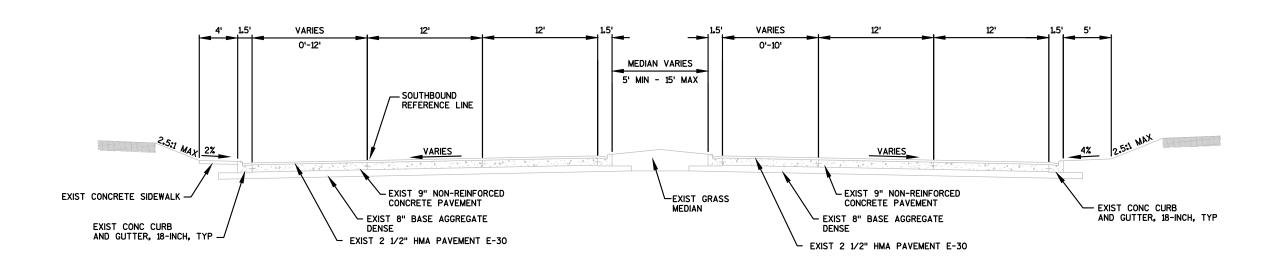
VINCE ALBIN

3520 DESTINATION DR
APPLETON, WI 54915
TELEPHONE: 920-831-9249
MOBILE: 920-378-0444
VINCE.ALBINE@TWCABLE.COM

PROJECT NO: 1210-10-71 HWY: STH 172 COUNTY: BROWN GENERAL NOTES SHEET: E 2.



EXISTING TYPICAL SECTION WESTBOUND CONNECTOR



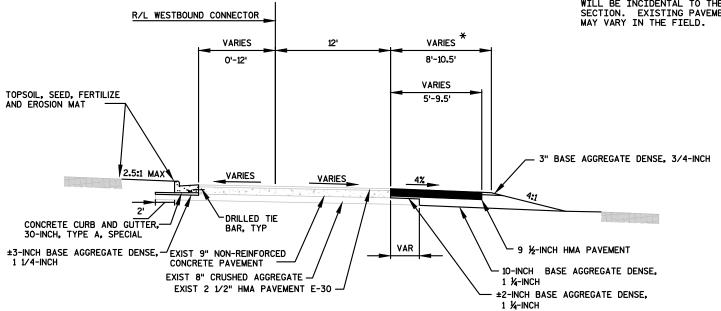
EXISTING TYPICAL SECTION FOR CTH X (WEBSTER AVENUE)

PROJECT NO:1210-10-71	HWY:STH 172	COUNTY: BROWN	PLAN	N: TYPICAL SECTIONS			SHEET	E
FILE NAME : F:\TR\JOBS\E2123A14\CIVIL 3D 2014\SHEETSPLAN\121	01071-020300-TS.DWG	PLOT DATE : 6/23/2015 12:03	1 PM	PLOT BY: RYAN MALUEG	PLOT NAME :	PLOT SCALE : 1 IN:10 FT	WISDOT (CARRS SUE	

NOTE: 9 1/2-INCH HMA PAVEMENT SHALL CONSIST OF THE FOLLOWING LAYERS.

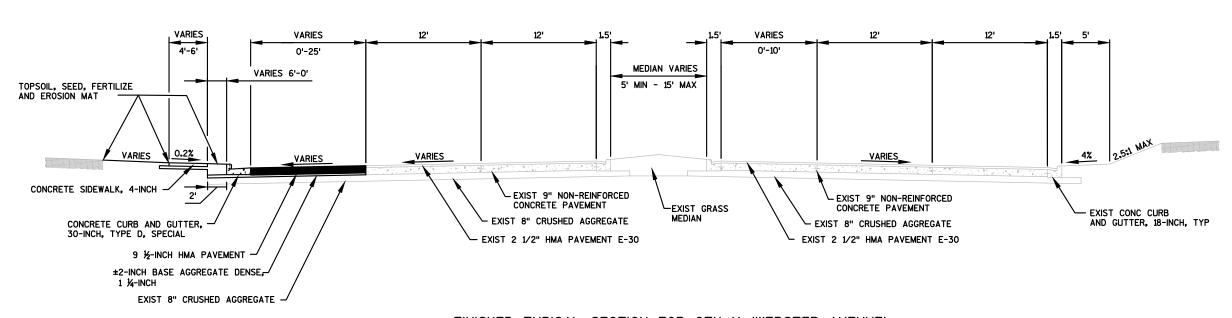
1 ¾-INCH UPPER LAYER - 12.5 mm (PG 58-28) 4 MT 58-28S 3 ¾-INCH LOWER LAYER - 19 mm (PG 58-28) 3 MT 58-28S 4-INCH LOWER LAYER - 19 mm (PG 58-28) 3 MT 58-28S

REMOVAL OF ANY MESH MATERIAL THAT IS FOUND IN EXISTING PAVEMENT WILL BE INCIDENTAL TO THE REMOVAL OF THE PAVEMENT ITEM IN THAT SECTION. EXISTING PAVEMENT DEPTHS ARE BASED ON AS-BUILT DATA AND MAY VARY IN THE FIELD.



FINISHED TYPICAL SECTION FOR WESTBOUND CONNECTOR

STA 100'NW'+26 TO STA 103'NW'+23.37 LT * STA 101'NW'+38.77 TO STA 103'NW'+24.81 RT



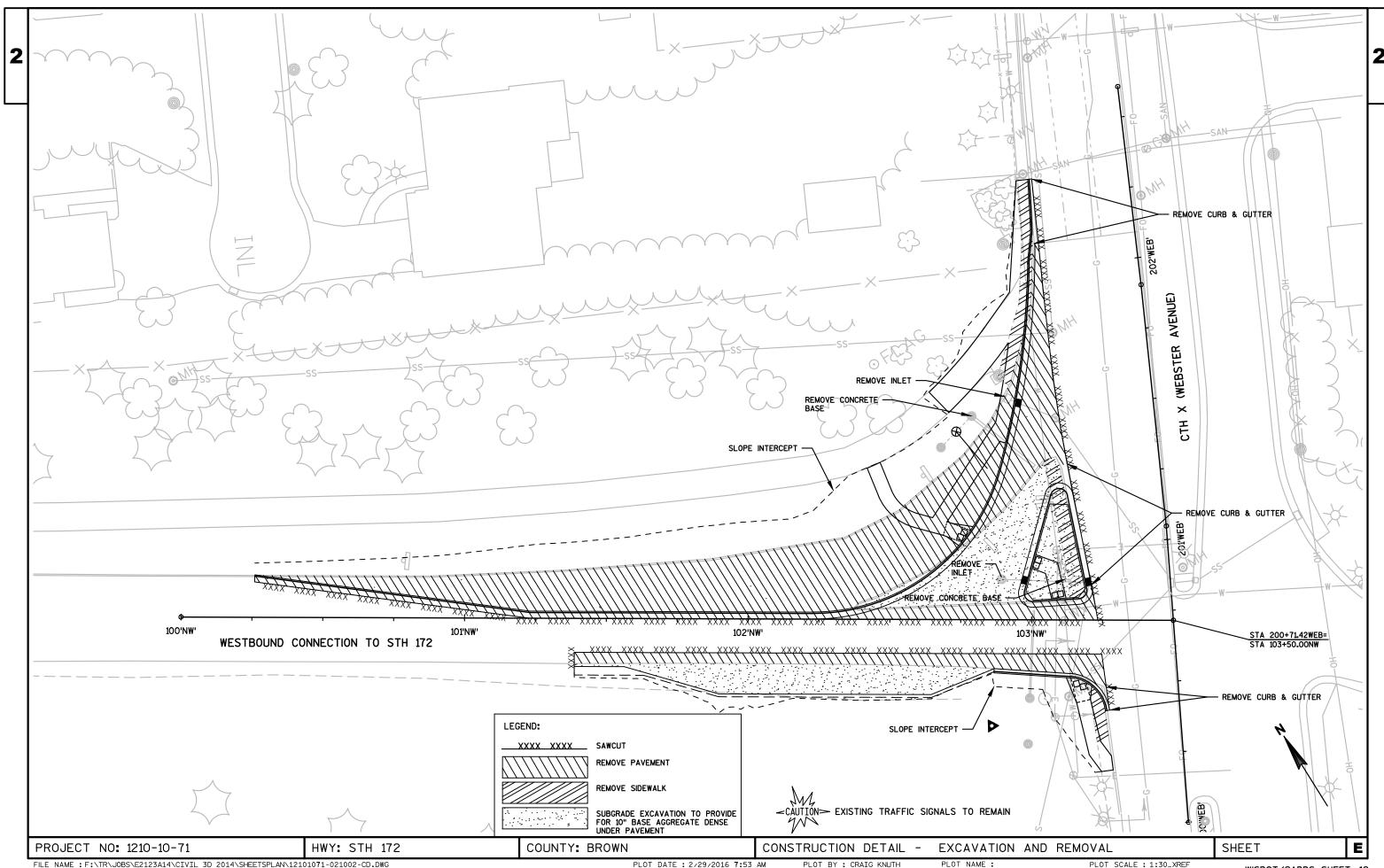
FINISHED TYPICAL SECTION FOR CTH X (WEBSTER AVENUE)

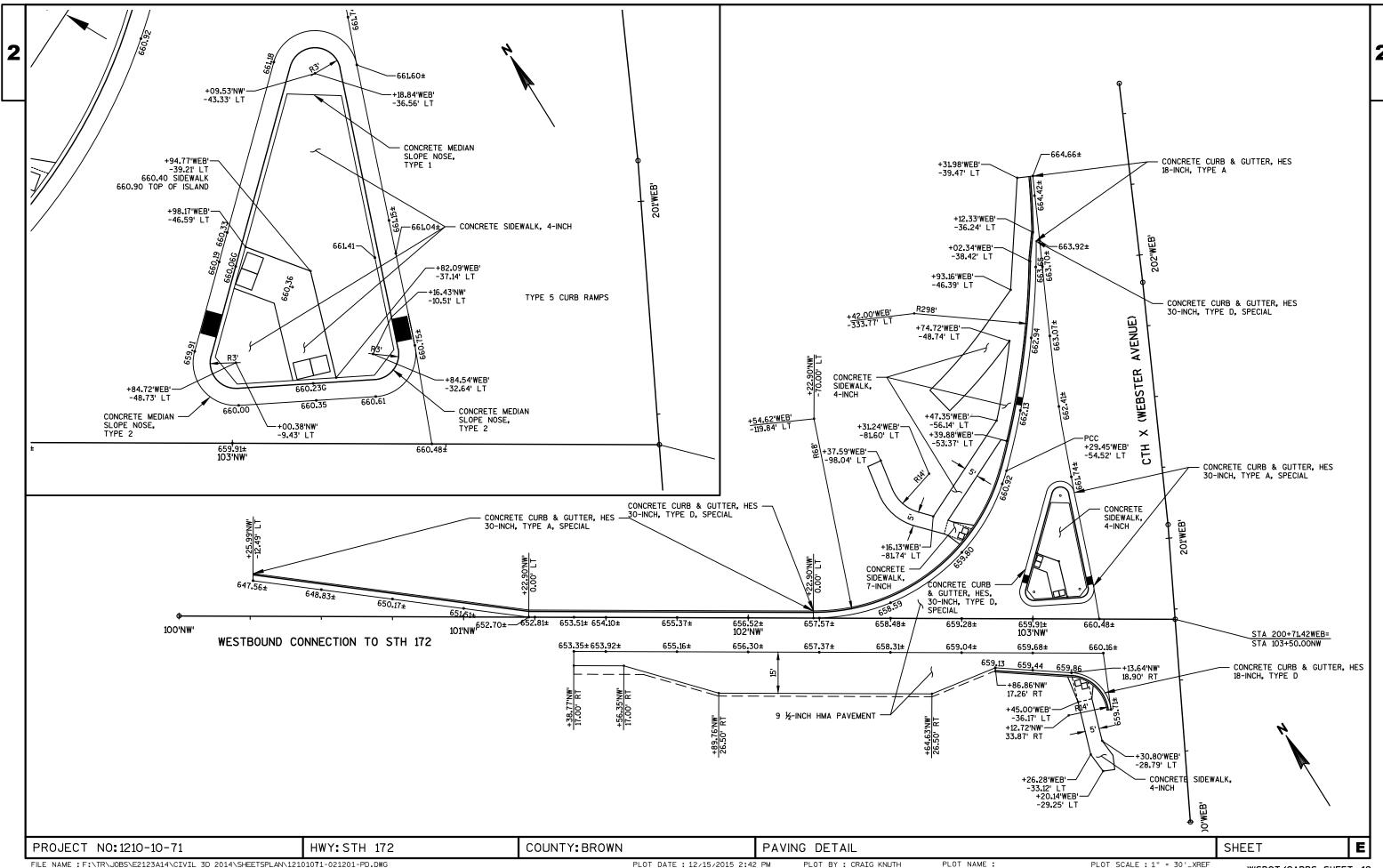
STA 201'WEB'+23.80 TO STA 202'WEB'+31.96

PROJECT NO: 1210-10-71 HWY: STH 172 COUNTY: BROWN PLAN: TYPICAL SECTIONS SHEET

PLOT NAME :

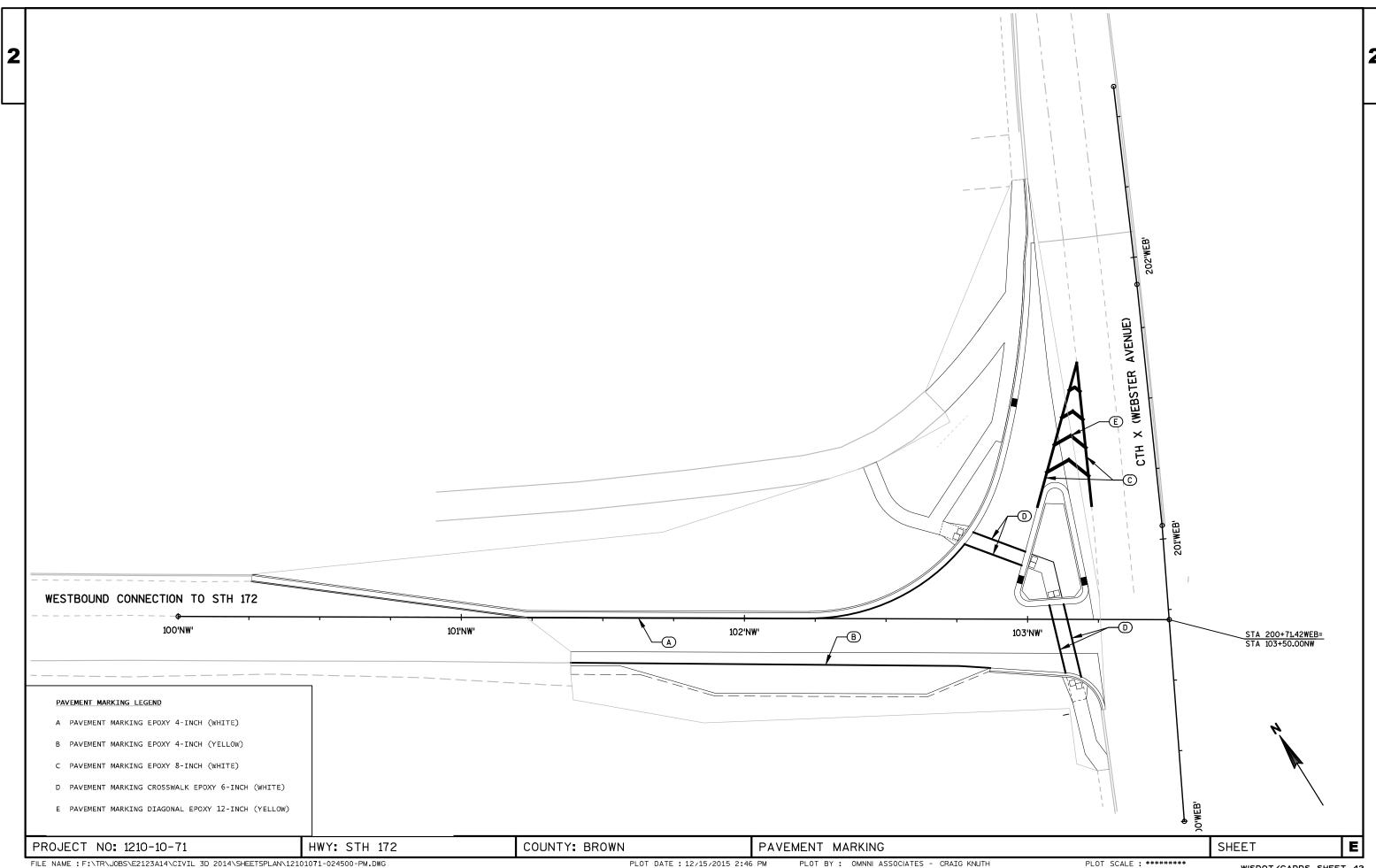
DRILLED TIE BAR, — NO. 4, 2'-6" C-C REQUIRED FOR 1 TYPE A EXISTING ASPHALT PAVEMENT Δ EXISTING CONCRETE PAVEMENT CONCRETE CURB AND GUTTER, 30-INCH, SPECIAL CONCRETE CURB AND GUTTER, SPECIAL PROJECT NO: 1210-10-71 COUNTY: BROWN CONSTRUCTION DETAIL: SHEET HWY: STH 172

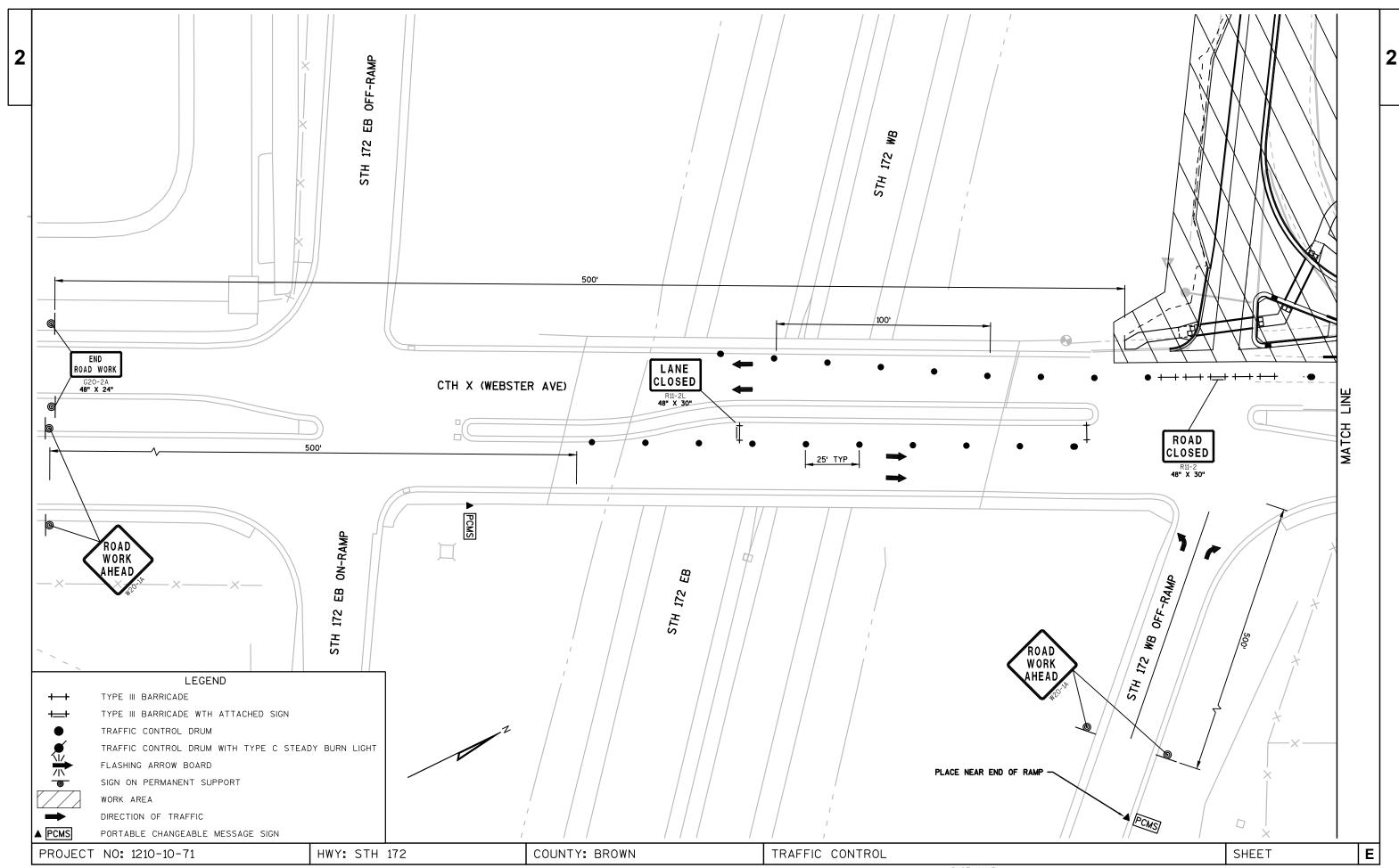


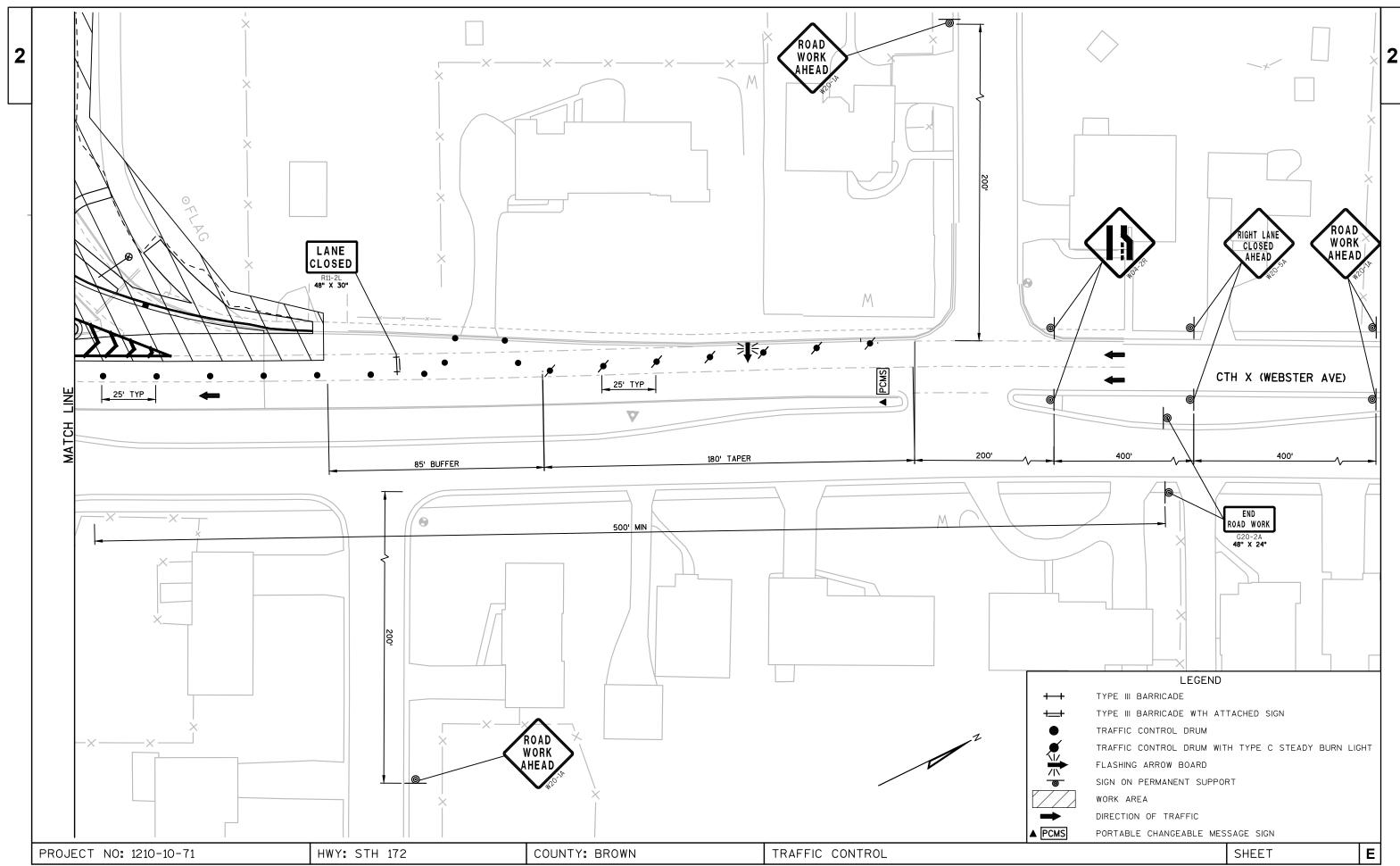


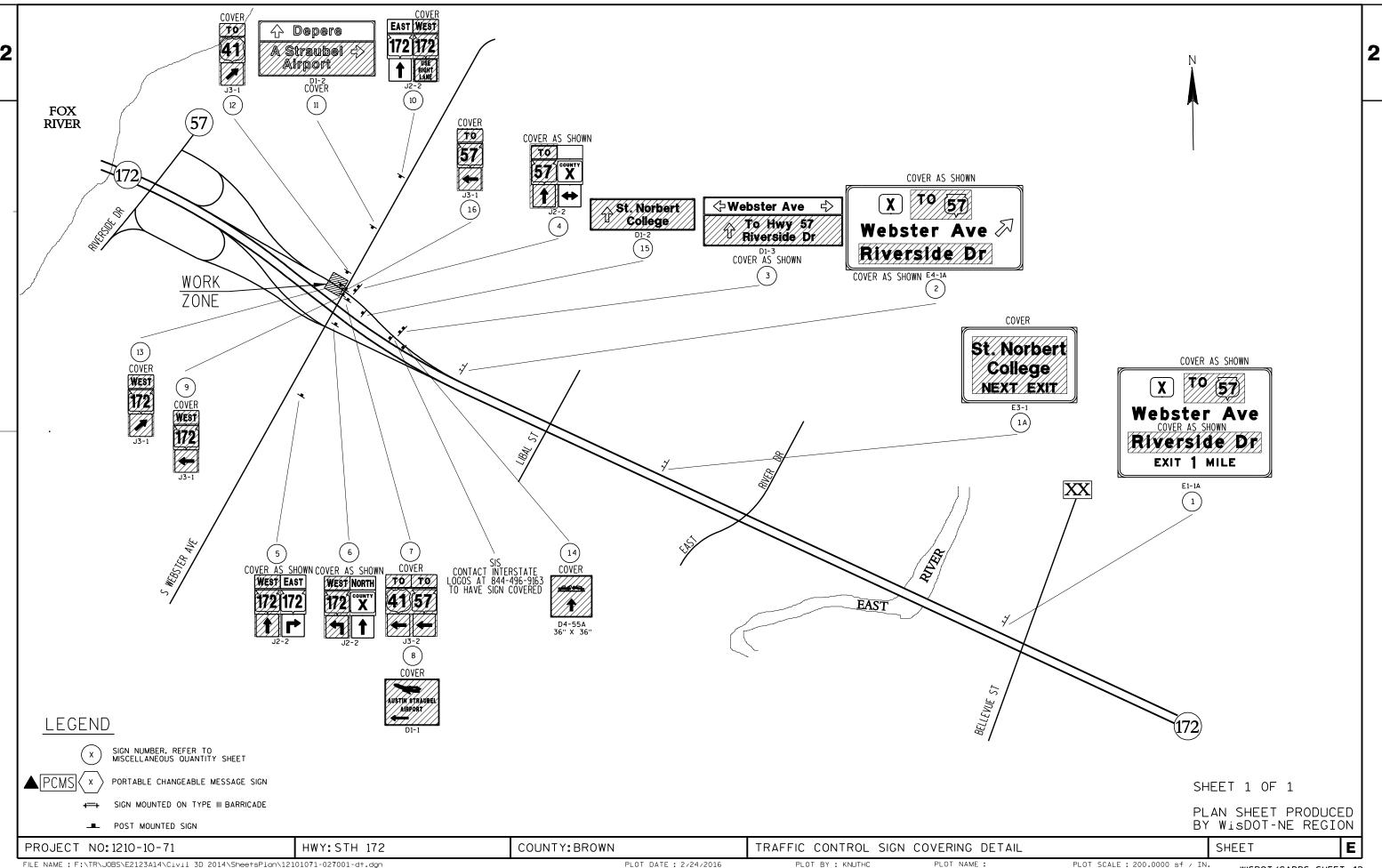
PLOT NAME .

PLOT NAME .









DATE 21 LINE	JUN16	EST	IMATE	OF QUANT	I T I E S 1210-10-71	
NUMBER	ITEM	ITEM DESCRIPTION	UNI T	TOTAL	QUANTI TY	
0010	204. 0100	Removing Pavement	SY	800.000	800.000	
0020	204. 0150	Removing Curb & Gutter	LF	70.000	70.000	
0030	204. 0155	Removing Concrete Sidewalk	SY	80.000	80.000	
0040 0050	204. 0195 204. 0220	Removing Concrete Bases	EACH EACH	2. 000 2. 000	2. 000 2. 000	
0030	204. 0220	Removing Inlets	LACII	2.000	2.000	
0060	204. 0245	Removing Storm Sewer (size) 01. 12-inch	LF	12.000	12. 000	
0070	205. 0100	Excavation Common	CY	334.000	334.000	
0800	208. 0100	Borrow	CY	335. 000	335. 000	
0090	213. 0100	Finishing Roadway (project) 01.	EACH	1. 000	1. 000	
0100	305. 0110	1210-10-71 Base Aggregate Dense 3/4-Inch	TON	5.000	5. 000	
0110	305. 0120	Base Aggregate Dense 1 1/4-Inch	TON	280. 000	280. 000	
0110	416. 0610	Drilled Tie Bars	EACH	105. 000	105. 000	
0130	455. 0605	Tack Coat	GAL	67. 000	67. 000	
0140	460. 2000	Incentive Density HMA Pavement	DOL	180. 000	180. 000	
0150	460. 6223	HMA Pavement 3 MT 58-28 S	TON	220.000	220. 000	
0160	460. 6224	HMA Pavement 4 MT 58-28 S	TON	50.000	50. 000	
0170	602. 0405	Concrete Sidewalk 4-Inch	SF	1, 770. 000	1, 770. 000	
0180	602. 0420	Concrete Sidewalk 7-Inch	SF	50. 000	50. 000	
0190	602. 0515	Curb Ramp Detectable Warning Field	SF	40.000	40.000	
		Natural Patina				
0200	611. 0624	Inlet Covers Type H	EACH	2. 000	2. 000	
0210	611. 3230	Inlets 2x3-FT	EACH	2. 000	2. 000	
0220	611. 8110	Adjusting Manhole Covers	EACH	1. 000	1. 000	
0230	611. 8115	Adjusting Inlet Covers	EACH	1.000	1.000	
0240	619. 1000	Mobilization Congrete Median Slaned Ness	EACH	1. 000	1.000	
0250	620. 0300	Concrete Median Sloped Nose	SF	30. 000	30. 000	
0260	624. 0100	Water	MGAL	2. 000	2. 000	
0270	625. 0100	Topsoi I	SY	1, 285. 000	1, 285. 000	
0280	628. 1504	Silt Fence	LF	200.000	200.000	
0290	628. 1520	Silt Fence Maintenance	LF	200.000	200. 000	
0300	628. 1905	Mobilizations Erosion Control	EACH	1. 000	1. 000	
0310	628. 1910	Mobilizations Emergency Erosion Control	EACH	1. 000	1. 000	
0320	628. 2006	Erosion Mat Urban Člass I Type A	SY	1, 285. 000	1, 285. 000	
0330	628. 7015	Inlet Protection Type C	EACH	4.000	4.000	
0340	629. 0210	Fertilizer Type B	CWT	1. 000	1. 000	
0350	630. 0140	Seeding Mixture No. 40	LB	23. 000	23. 000	
0360	634. 0616	Posts Wood 4x6-Inch X 16-FT	EACH	8. 000	8. 000	
0370	637. 2210	Signs Type II Reflective H	SF	90. 000	90.000	
0380	637. 2215	Signs Type II Reflective H Folding	SF	10.000	10.000	
0390	638. 2602	Removing Signs Type II	EACH	9. 000	9. 000	
0400	638. 3000	Removing Small Sign Supports	EACH	9. 000	9. 000	
0410	643. 0100	Traffic Control (project) 01. 1210-10-71	EACH	1. 000	1. 000	
0420	643. 0300	Traffic Control Drums	DAY	266. 000	266. 000	
0430	643. 0410	Traffic Control Barricades Type II	DAY	14.000	14.000	
0440	643. 0420	Traffic Control Barricades Type III	DAY	112.000	112. 000	
0450	643. 0705	Traffic Control Warning Lights Type A	DAY	112. 000	112. 000	
0460	643. 0715	Traffic Control Warning Lights Type C	DAY	56. 000	56. 000	
0470	643. 0800	Traffic Control Arrow Boards	DAY	7. 000	7. 000	
0480	643.0900	Traffic Control Signs	DAY	175.000	175. 000	
0490	643. 0910	Traffic Control Covering Signs Type I	EACH	3.000	3. 000	
0500	643. 0920	Traffic Control Covering Signs Type II	EACH	14. 000	14. 000	
0510	643. 1050	Traffic Control Signs PCMS	DAY	21. 000	21. 000	
0520	646. 0106	Pavement Marking Epoxy 4-Inch	LF	400.000	400. 000	
-		5 , J ,,				

DATE 21	JUN16	EST	IMAT	E OF QUAN	
LI NE NUMBER	ITEM	ITEM DESCRIPTION	UNI T	TOTAL	1210-10-71 QUANTI TY
0530	646. 0126	Pavement Marking Epoxy 8-Inch	LF	105.000	105.000
0540	647. 0726	Pavement Marking Diagonal Epoxy 12-Inch	LF	45. 000	45. 000
0550	647. 0766	Pavement Marking Crosswalk Epoxy 6-Inch	LF	95. 000	95. 000
0560	650. 4000	Construction Staking Storm Sewer	EACH	2. 000	2. 000
0570	650. 5000	Construction Staking Base	LF	340.000	340. 000
0580	650. 5500	Construction Staking Curb Gutter and Curb & Gutter	LF	230. 000	230. 000
0590	650. 9910	Construction Staking Supplemental Control (project) 01. 1210-10-71	LS	1. 000	1. 000
0600	650. 9920	Construction Staking Slope Stakes	LF	150. 000	150. 000
0610	652. 0225	Conduit Rigid Nonmetallic Schedule 40	LF	17. 000	17. 000
	.===	2-I nch	=		
0620	653. 0135	Pull Boxes Steel 24x36-Inch	EACH	1.000	1.000
0630	654. 0105	Concrete Bases Type 5	EACH	1.000	1.000
0640	657. 0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	1. 000	1. 000
0650	690. 0250	Sawing Concrete	LF	670. 000	670. 000
0660	ASP. 1T0A	On-the-Job Training Apprentice at \$5.	HRS	150. 000	150. 000
0670	ASP. 1TOG	On-the-Job Training Graduate at \$5.00/HR	HRS	300.000	300.000
0680	SPV. 0060	Special 01. Inlet Reconditioning	EACH	1. 000	1. 000
0690	SPV. 0060	Special O2. Ramp Closure Gate Solar	EACH	1. 000	1. 000
0700	SPV. 0060	24-FT Special 03. Salvaged Ramp Closure Gate	EACH	1. 000	1. 000
		40-FT			
0710	SPV. 0090	Special 01. Concrete Curb & Gutter HES	LF	25. 000	25. 000
0720	SPV. 0090	18 Inch, Type A Special O2. Concrete Curb & Gutter HES	LF	65. 000	65. 000
		18 Inch, Type D			
0730	SPV. 0090	Special 03. Concrete Curb & Gutter HES 30 Inch, Type D	LF	48. 000	48. 000
0740	SPV. 0090	Special 04. Concrete Curb & Gutter HES	LF	230. 000	230. 000
0750	SPV. 0090	Special 30 Inch, Type A Special 05. Concrete Curb & Gutter HES	LF	175. 000	175. 000
		Special 30 Inch, Type D			

REMOVING PAVEMENT

				204.0100
				REMOVING PAVEMENT
STATION	-	STATION	LOCATION	SY
CATEGORY (01	0		
100+26	ı	103+23.37	WB CONNECTOR LT	700
101+39	-	103+24.81	WB CONNECTOR RT	100

PROJECT TOTAL 800

REMOVING CURB AND GUTTER

			204.0150
			REMOVING CURB
			AND GUTTER
STATION TO STATIO	ON DIR	LOCATION	LF
CATEGORY 0010	•		
200+41 - 200+5	0 LT	WEBSTER	10
200+80 - 201+3	2 LT	WEBSTER	35
202+08 - 202+3	2 LT	WEBSTER	25

REMOVING CONCRETE SIDEWALK

					204.0155
					REMOVING
					CONCRETE
					SIDEWALK
STATION	TO	STATION	DIR	LOCATION	SY
CATEGORY	0010				
200+18	-	200+53	LT	WEBSTER	15
200+81	-	201+31	LT	WEBSTER	30
201+60	-	202+32	LT	WEBSTER	35

PROJECT TOTAL

REMOVING CONCRETE BASES

			204.0195					
			REMOVING					
			CONCRETE					
			BASES					
STATION	DIR	LOCATION	EACH					
CATEGORY	CATEGORY 0010							
200+84	LT	WEBSTER	1					
201+50	LT	WEBSTER	1					

PROJECT TOTAL

REMOVING INLETS

			204.0220
			REMOVING
			INLETS
STATION	DIR	LOCATION	EACH
CATEGORY (
200+90	LT	WEBSTER	1
201+55	LT	WEBSTER	1
		DD03ECT TOTAL	2

PROJECT TOTAL

REMOVING STORM SEWER

				204.0245.03
				12-INCH
STATION	V TO	STATION	LOCATION	LF
CATEGORY	0010)		
204+46	-	201+54	WEBSTER LT	2
102+89	_	102+98	WB CONNECTOR	10

12 PROJECT TOTALS

BASE AGGREGATE DENSE AND WATER

				305.0110	305.0120	624.0100				
				303.0110	303.0120	024.0100				
				_ /.						
				3/4-INCH	$1 \frac{1}{4}$ -INCH	WATER				
STATION	то	STATION	LOCATION	TON	TON	MGAL				
CATEGORY 0	CATEGORY 0010									
101+38	_	103+25	WB CONNECTOR	5	180	1				
202+74	-	202+32	WEBSTER		100	1				

PROJECT TOTALS 280

DRILLED TIE BARS

					416.0610
					DRILLED
					TIE BARS
STATION			DIR	LOCATION	EACH
CATEGORY (010	0			
100+26	ı	102+25	LT	WB CONNECTOR	80
200+86	ı	201+20	LT	ISLAND	15
202+09	-	202+32	LT	WEBSTER	10

PROJECT TOTAL

EARTHWORK SUMMARY

Division	From/To Station	Common Excavation (1)	(item #	Salvaged/Unusabl e Pavement Material (4)	Available Material (5)	•	Expanded Fill (6)	Mass Ordinate +/- (7)	Waste	Borrow
		Cut (2)	EBS Excavation (3)				Factor 1.25			(item #208.0100)
Webster	201+00/202+31	120	0	49	71	67	83	-12	0	12
WB Connector	100+27/103+25	214	0	77	137	368	460	-323	0	323
Grand Total		334	0	126	208	434	543	-335	0	335
		Total Common Exc	334							

- 1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
- 2) Salvaged/Unsuable Pavement Material is included in Cut.
- 4) Salvaged/Unusable Pavement Material
- 5) Available Material = Cut Salvaged/Unusuable Pavement Material
- 6) Expanded Fill. Factor = 1.25
- 7) The Mass Ordinate + or Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

HWY: STH 172 & WEBSTER AVE PROJECT NO: 1210-10-71 COUNTY: BROWN MISCELLANEOUS QUANTITIES SHEET

FILE NAME: F:\TR\JOBS\E2123A14\Quantity\12101071-030201-mq.ppt

ORIGINATOR: OMNNI ASSOCIATES

ORIG. DATE:

REV. DATE:

PRINT DATE: February 17, 2016

ASPHALTIC ITEMS

					455.0605	460.6223	460.6224
						HMA	HMA
						PAVEMENT	PAVEMENT
					TACK	3 MT	4 MT
					COAT	58-28 S	58-28 S
STATION	TO	STATION	DIR	LOCATION	GAL	TON	TON
CATEGORY	0010						
101+39	-	103+25	RT	WB CONNECTOR	36	118	27
200+74	_	202+32	LT	WEBSTER	31	102	23
			I	PROJECT TOTALS	67	220	50

CONCRETE SIDEWALK

					602.0405	602.0420
					CONCRETE	CONCRETE
					SIDEWALK	SIDEWALK
					4-INCH	7-INCH
STATION	TO	STATION	DIR	LOCATION	SF	SF
CATEGORY	0010)				
200+20	-	200+54	LT	WEBSTER	190	
200+82	_	201+16	LT	ISLAND	470	
201+03	_	202+31	LT	WEBSTER	1,110	50
					4	

50 PROJECT TOTALS 1,770

CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA

			602.0515				
STATION	LOCATION	DIR	SF				
CATEGORY 0010							
103+09	WB CONNECTOR	RT	10				
103+08	WB CONNECTOR	LT	10				
103+01	WB CONNECTOR	LT	10				
102+75	WB CONNECTOR	LT	10				

PROJECT TOTALS 40

STORM SEWER STRUCTURES

		611.0624	611.3230	611.8110	611.8115	SPV.0060.01			
		INLET		ADJUSTING					
		COVERS	INLETS	MANHOLE	ADJUSTING	INLET	FLANGE	STRUCTURE	
		TYPE H	2 X 3-FT	COVER	INLET COVER	RECONDITIONING	ELEVATION	INVERT	NOTES
STATION	OFFSET	EACH	EACH	EACH	EACH	EACH			
CATEGORY 0010									
200+87	29.1' LT				1	1	660.78	-	
200+89	51.3' LT	1	1				659.89	656.3 +/-	CONNECT TO EXISTING PIPE
201+47	34.8' LT			1					
201+53	47.5' LT	1	1				662.23	658.7 +/-	CONNECT TO EXISTING PIPE

1

1

CONCRETE MEDIAN SLOPED NOSE

				620.0300
				CONCRETE
				MEDIAN SLOPED
				NOSE
STAT	ION	DIR	LOCATION	SF
CATE	GORY	0010		
102-	+98	LT	WB CONNECTOR	3
103-	+18	LT	WB CONNECTOR	3
201-	+21	LT	WEBSTER	24
			<u> </u>	<u> </u>

PROJECT TOTAL 30

PRINT DATE: February 17, 2016

INLET PROTECTION

PROJECT TOTALS

	628.7015
	INLET
	PROTECTION
LOCATION OR STRUCTURE	TYPE C
NUMBER	EACH
CATEGORY 0010	
200+87	1
200+89	1
201+54	1
WEST OF PROJECT LIMITS	1

PROJECT TOTAL

CONCRETE CURB AND GUTTER

			SPV.0090.01	SPV.0090.02	SPV.0090.03	SPV.0090.04	SPV.0090.05
			CONCRETE	CONCRETE	CONCRETE	CONCRETE	CONCRETE
			CURB & GUTTER HES	CURB & GUTTER HES	CURB & GUTTER HES	CURB & GUTTER	CURB & GUTTER
			18-INCH	18-INCH	30-INCH	HES SPECIAL	HES SPECIAL
			TYPE A	TYPE D	TYPE D	30-INCH	30-INCH
						TYPE A	TYPE D
STATION TO STATION	DIR	LOCATION	LF	LF	LF	LF	LF
CATEGORY 0010							
100+26 - 102+23	LT	WB CONNECTOR				200	
200+41 - 200+58	LT	WEBSTER		65			
200+83 - 202+10	LT	RT. TURN LANE					175
200+80 - 201+22	LT	ISLAND			48	30	
202+10 - 202+32	LT	WEBSTER	25				
	•	PROJECT TOTALS	25	65	18	230	175

PROJECT TOTALS 230 175

HWY: STH 172 & WEBSTER AVE COUNTY: BROWN MISCELLANEOUS QUANTITIES PROJECT NO: 1210-10-71 SHEET

			690.0250
			SAWING CONCRETE
STATION TO STATION	DIR	LOCATION	LF
CATEGORY 0010			
101+38.77 - 103+24.81	RT	WB CONNECTOR	190
100+25.99 - 103+23.37	LT	WB CONNECTOR	300
200+18.36 - 200+61.44	LT	WEBSTER	45
200+73.52 - 202+31.96	LT	WEBSTER	135

SAW CUTTING

PROJECT	TOTALS	670	0

LANDSCAPING ITEMS

			625.0100	628.1504	628.0060	628.1905	628.1910	628.2006	629.0210	630.0140
					SILT FENCE	MOBILIZATION	MOBILIZATION	EROSION	FERTILIZER	SEEDING
				SILT FENCE	MAINTENANCE	EROSION	EMERGENCY	MAT URBAN	TYPE B	MIX NO.
			TOPSOIL	SILI FENCE	MAINTENANCE	CONTROL	EROSION CONTROL	CLASS I	ITE	40
STATION TO STATION	DIR	LOCATION	SY	LF	LF	EA	EA	SY	CWT	LB
CATEGORY 0010										
100+26 - 102+75	LT	WB CONNECTOR	880	-				880	0.6	16
201+12 - 201+75	LT	WEBSTER	135	-				135	0.1	3
200+25 - 200+50	LT	WEBSTER	10	-				10	0.1	1
200+85 - 201+25	LT	SPLITTER	45	-				45	0.1	1
		UNDISTRIBUTED	215	200	200	1	1	215	0.1	2
		DROJECT TOTALS	1 285	200	200	1	1	1 285	1	23

PAVEMENT MARKING

						1		
				646.	0106	646.0126	647.0726	647.0766
				EPOXY	EPOXY	EPOXY	EPOXY	CROSSWALK
				4-INCH	4-INCH	8-INCH	DIAGONAL 12-INCH	6-INCH
				(WHITE)	(YELLOW)	(WHITE)	(WHITE)	(WHITE)
STATION	- S	TATION	LOCATION	LF	LF	LF	LF	LF
CATEGORY 0010								
100+26	-	102+78	WB CONNECTOR	260				
101+39		102+89	WB CONNECTOR		140			
200+53		200+80	WEBSTER					50
200+93		201+05	RT TURN LANE					45
201+16	-	201+65	WEBSTER			105	45	
		•	PROJECT TOTALS	40	00	105	45	95

CONSTRUCTION STAKING STORM SEWER

		650.4000	650.5000	650.5500	650.9910	650.9920
		CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION
		STAKING	STAKING	STAKING	STAKING	STAKING
		STORM SEWER	BASE	C & G	SUPPLEMENTAL CONTROL	SLOPE STAKES
STATION TO STATION	LOCATION	EACH	LF	LF	LS	LF
CATEGORY 0010						
100+26 - 103+50	WB CONNECTOR		150	100		150
200+81 - 202+09	WEBSTER			130		
200+41 - 202+32	WEBSTER	2	190		1	
	PROJECT TOTALS	2	340	230	1	150

RAMP SOLAR POWERED GATE

					652.0225	653.0135	654.0105	657.0255	SPV.0060.02	SPV.0060.03
					CONDUIT RIDGID	PULL BOX	CONCRETE	TRANSFORMER	RAMP	SALVAGED
								BASE BREAKAWAY	CLOSURE	RAMP
					NONMETALLIC SCHEDULE 40 2-INCH	_	BASES TYPE	$11 \ 1/2 - INCH$	GATE SOLAR	CLOSURE
					SCHEDULE 40 Z-INCH	24X30-INCH	3	BOLT CIRCLE	24-FT	GATE 40-FT
STATION			DIR	LOCATION	LF	EACH	EACH	EACH	EACH	EACH
CATEGORY (010)								
201+32	-	201+46	LT	WEBSTER	17	1	1	1	1	1
			Р	ROJECT TOTALS	17	1	1	1	1	1

MISCELLANEOUS QUANTITIES PROJECT NO: 1210-10-71 HWY: STH 172 & WEBSTER AVE COUNTY: BROWN SHEET

PRINT DATE: February 17, 2016

TRAFFIC CONTROL

		643	.0300	643	.0410	643	.0420	643	0705	643	0715	643	0800	643	0900	643.1050	
	A DDDOV	045.	.0300	043.	.0410	043	.0420				-	043.	0000	073.	0300		
	APPROX.							WAR	NING	WARI	NING					SIGNS	
	SERVICE	TRA	FFIC	BARR]	CADES	BARR:	ICADES	LIG	HTS	LIG	HTS	ARROW	BOARDS	SI	GNS	PORTABLE	
	PERIOD	CON	TROL	TYP	E II	TYPE	III	TYP	ΕA	TYP	E C					CHANGEABLE	
	7	DR	UMS													MESSAGE*	
LOCATION	DAYS	NO.	DAYS	NO.	DAYS	NO.	DAYS	NO.	DAYS	NO.	DAYS	NO.	DAYS	NO.	DAYS	DAYS	NOTES
CATEGORY 0010																	
WEBSTER AVENUE NORTHBOUND	7	10	70	0		2	14	2	14	0		0		5	35	7	
WEBSTER AVENUE SOUTHBOUND	7	28	196	0		6	42	4	28	8	56	1	7	10	70	7	
WEBSTER AVENUE PEDESTRIAN DETOUR	7	0		2	14	4	28	6	42	0		0		4	28		NOTE A
WB CONNECTOR	7	0		0		0		0		0		0		2	14	7	
WOODVIEW LANE	7	0		0		0		0		0		0		1	7		
TONATIUH LANE	7	0		0		0		0		0		0		1	7		
FOX RIVER TRAIL CONNECTION	7	0		0		4	28	4	28	0		0		2	14		NOTE B
PROJECT TOTALS			266		14		112		112		56		7		175	21	

^{*} PCMS TO BE LOCATED 7 DAYS PRIOR TO START OF CONSTRUCTION.

NOTE A: SIDEWALK CLOSED AT GREENE AVE AND BROADVIEW DRIVE

NOTE B: TRAIL CLOSED SIGN AT CONNECTION TO FOX RIVER TRAIL AND AT RIVERSIDE DRIVE

ORIGINATOR: OMNNI ASSOCIATES

HWY: STH 172 & WEBSTER AVE | COUNTY: BROWN MISCELLANEOUS QUANTITIES PROJECT NO: 1210-10-71 SHEET

REV. DATE:

ORIG. DATE:

TRAFFIC CONTROL COVERING SIGNS

				643.0910	643.0920	
				COVERING	COVERING	
				SIGNS	SIGNS	
			NO OF	TYPE I	TYPE II	
SIGN		SIGN	CYCLES			
NO.	LOCATION	CODE		EACH	EACH	REMARKS
1	TYPE I (X, TO 57; WEBSTER AVE/RIVERSIDE DR; EXIT 1 MILE) ON STH 172 (WB)		1	1		TO 57 RIVERSIDE DR
1A	TYPE I (ST NORBERT COLLEGE, NEXT EXIT) ON STH 172 WB		1	1		ST. NORBERT COLLEGE NEXT EXIT
2	TYPE I (X, TO 57; WEBSTER AVE/RIVERSIDE DR; TILT RT ARROW) ON STH 172 (WB)		1	1		TO 57 RIVERSIDE DR
3	D1-3 (WEBSTER AVE-LT & RT; AH - TO STH 57/RIVERSIDE DR) ON STH 172 WB EXIT RAMP TO WEBSTER AVE		1		1	AHEAD - TO HWY 57/RIVERSIDE DR
4	J2-2 (TO-57-AH; X LT & RT) ON STH 172 (WB) EXIT RAMP TO WEBSTER AVE		1		1	TO 57 AHEAD
5	J2-2 (W-172-AH; E-172-AH RT) ON WEBSTER AVE (NB)		1		1	WEST 172 AHEAD
6	J2-2 (W-172-AH LT; N-X-AH) ON WEBSTER AVE (NB)		1		1	WEST 172 AHEAD LEFT
7	J3-2 (TO-41-LT; TO -57-LT) ON WEBSTER AVE (NB)		1		1	TO 41 LEFT; TO 57 LEFT
8	D1-1 (AUSTIN STRAUBEL AIRPORT) ON WEBSTER AVE (NB)		1		1	AUSTIN STRAUBEL AIRPORT
9	J3-1 (W-172-LT) ON WEBSTER AVE (NB-MEDIAN SIDE)		1		1	WEST 172 LEFT
10	J2-2 (E-172-AH; W-172-USE RIGHT LANE) ON WEBSTER AVE (SB)		1		1	WEST 172 AHEAD
11	D1-2 (AH DE PERE; A STRAUBEL AIRPORT) ON WEBSTER AVE (SB)		1		1	A STRAUBEL AIRPORT
12	J3-1 (TO-41-TILT RT) ON WEBSTER AVE (SB)		1		1	TO 41 TILT RIGHT
13	J3-1 (W-172-TILT RT) ON WEBSTER AVE (SB)		1		1	WEST 172 TILT RIGHT
14	D4-55A (CRASH INVESTIGATION SITE AHEAD) ON STH 172 OFF-RAMP		1		1	CIS AHEAD
15	D1-2 (ST. NORBERT COLLEGE AHEAD) ON STH 172 OFF-RAMP		1		1	ST. NORBERT COLLEGE AHEAD
16	J3-1 (TO-57-LEFT) ON WEBSTER AVE (NB) ON SIGNAL		1	2	1 1	TO 57 LEFT

PROJECT TOTALS 3 14

PLAN SHEET PRODUCED BY WisDOT - NE REGION

PROJECT NUMBER: 1210-10-71 HWY: STH 172 COUNTY: BROWN MISCELLANEOUS QUANTITIES SHEET

3

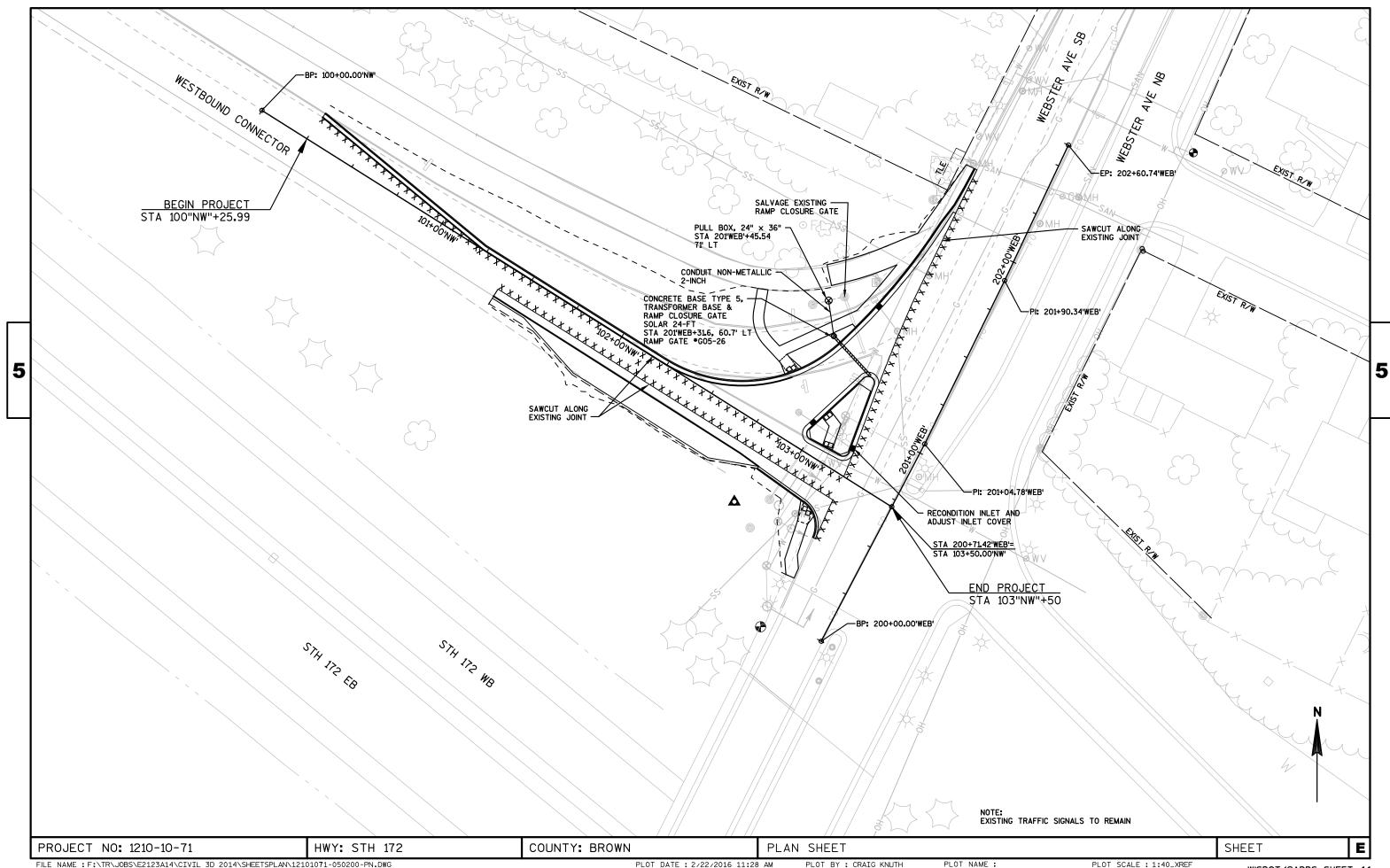
ERECTION & REMOVAL OF PERMANENT SIGNING. TYPE II

				637.2210	637.2215	634 0612	634 0614	634 0616	638.2602	638.3000	
				SIGNS	SIGNS	POSTS	POSTS	POSTS	REMOVING		
				TYPE II	TYPE II	WOOD	WOOD	WOOD	SIGNS	SMALL	
					REFLECTIVE H		4x6x14	4x6x16	TYPE II	SIGN	
SIGN		SIGN		KEI EECITVE II	FOLDING	IXOXIZ	IXOXII	IXOXIO	ב בב	SUPPORTS	
NO.	LOCATION	CODE	WXH	S.F.	S.F.	EACH	EACH	EACH	EACH	EACH	REMARKS
1	STH 172 RAMP	J2-2							1	1	KEI II WKKO
2	11	J2-2							1	1	
3	STH 172 RAMP ISLAND	w4-6							1	1	
4	STH 172 RAMP TURN LANE	w4-6							1	1	
5		R11-54F							1	1	
6	WEBSTER NORTH OF INTERSECTION	J22-1							1	1	
7	п	w4-6							1	1	
8	STH 172 RAMP ISLAND	R5-1							1	1	
9	II	J3-1									INCLUDED IN SIGN 8 REMOVAL
10	WEBSTER NORTH OF INTERSECTION	J3-1							1	1	
11	STH 172 RAMP	J2-2	48" x 57"	19.00				1			WEST 172 AHEAD, TO 57 RIGHT ARROW BENT
12	STH 172 RAMP TURN LANE	R1-2	36" X 31"	3.88				1			
13	STH 172 RAMP ISLAND	R1-2	36" x 31"	3.88				1			
14	STH 172 RAMP TURN LANE	R11-54F	48" x 30"		10.00			1			
15	11	J3-2	48" x 57"	19.00				1			WEST 172 RT, TO 41 RT
16	WEBSTER NORTH OF INTERSECTION	J2-1	24" x 57"	9.50				1			WEST 172 AHEAD RT
17	WEBSTER NORTH OF INTERSECTION, MEDIAN	J2-1	24" x 57"	9.50				1			EAST 172 AHEAD
18	STH 172 RAMP	J2-2	48" x 57"	19.00				1			WEST 172 AHEAD, TO 41 AHEAD
19	STH 172 RAMP ISLAND	R5-1	30" X 30"	6.25							MOUNT TO SIGNAL POLE
	TOTALS			90.00	10.00	0	0	8	9	9	

PLAN SHEET PRODUCED BY WisDOT - NE REGION

PROJECT NO: 1210-10-71 HWY: STH 172 COUNTY: BROWN MISCELLANEOUS QUANTITIES SHEET: **E**

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



FILE NAME : F:\TR\JOBS\E2123A14\CIVIL 3D 2014\SHEETSPLAN\12101071-050200-PN.DWG LAYOUT NAME - 12101071-050201-PN 12101071-050201-pn 12101071-050201-pn

PLOT DATE: 2/22/2016 11:28 AM

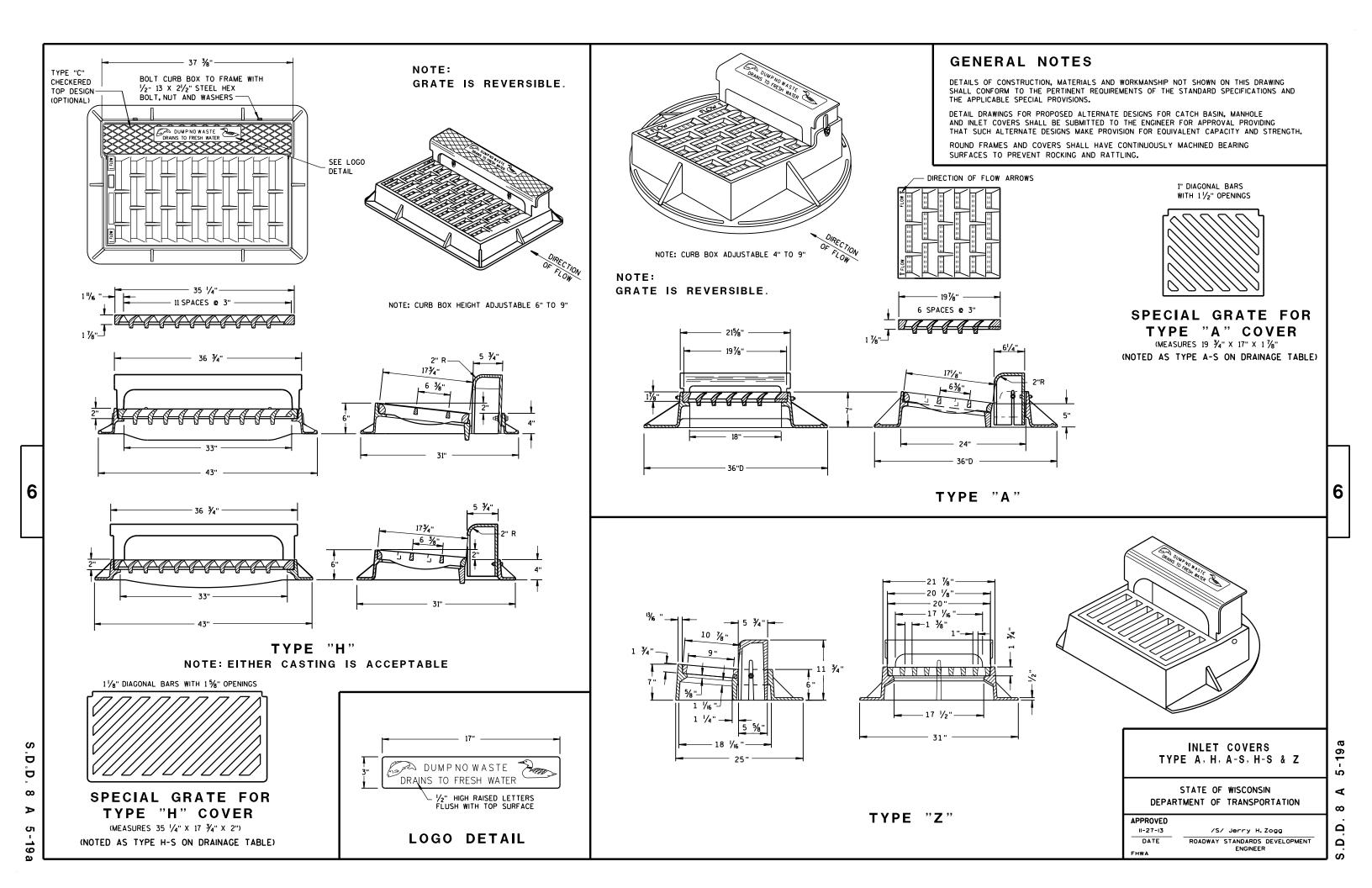
PLOT SCALE : 1:40_XREF

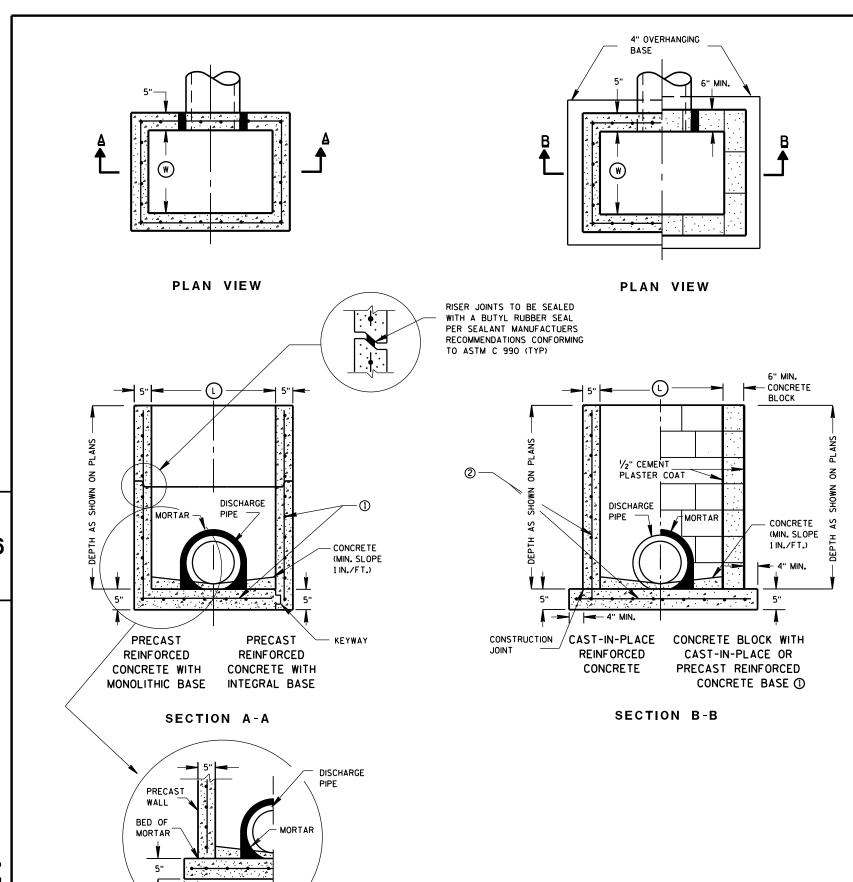
WISDOT/CADDS SHEET 44

Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08C07-01	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
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
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
09B02-09	CONDUI T
09B04-11	PULL BOX
09C02-07	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
11B02-02	CONCRETE MEDIAN NOSE
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
15C02-06A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C03-03	BARRI CADES AND SI GNS FOR SI DEROAD CLOSURES
15C05-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16F	PAVEMENT MARKING (ISLANDS)
15C33-01	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D20-03	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D30-02A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D34-02A	RAMP GATE SOLAR POWER
15D34-02B	RAMP GATE SOLAR POWER
15D34-02C	RAMP GATE SOLAR POWER
15D34-02D	RAMP GATE SOLAR POWER

6





GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

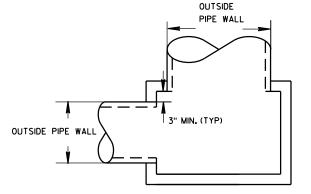
- 1) FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.
- (2) CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

	INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	s	т	v	WM
		WIDTH (W) (FT)	LENGTH (L) (FT)									
	2X2-FT	2	2	X	х				Х		х	
ſ	2X2.5-FT	2	2.5			Х			Х	Х	Х	Х
[2X3-FT	2	3					Х				
	2.5X3-FT	2.5	3				Х					

PIPE MATRIX

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



DETAIL "A"

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

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED 6/5/2012 DATE

FHWA

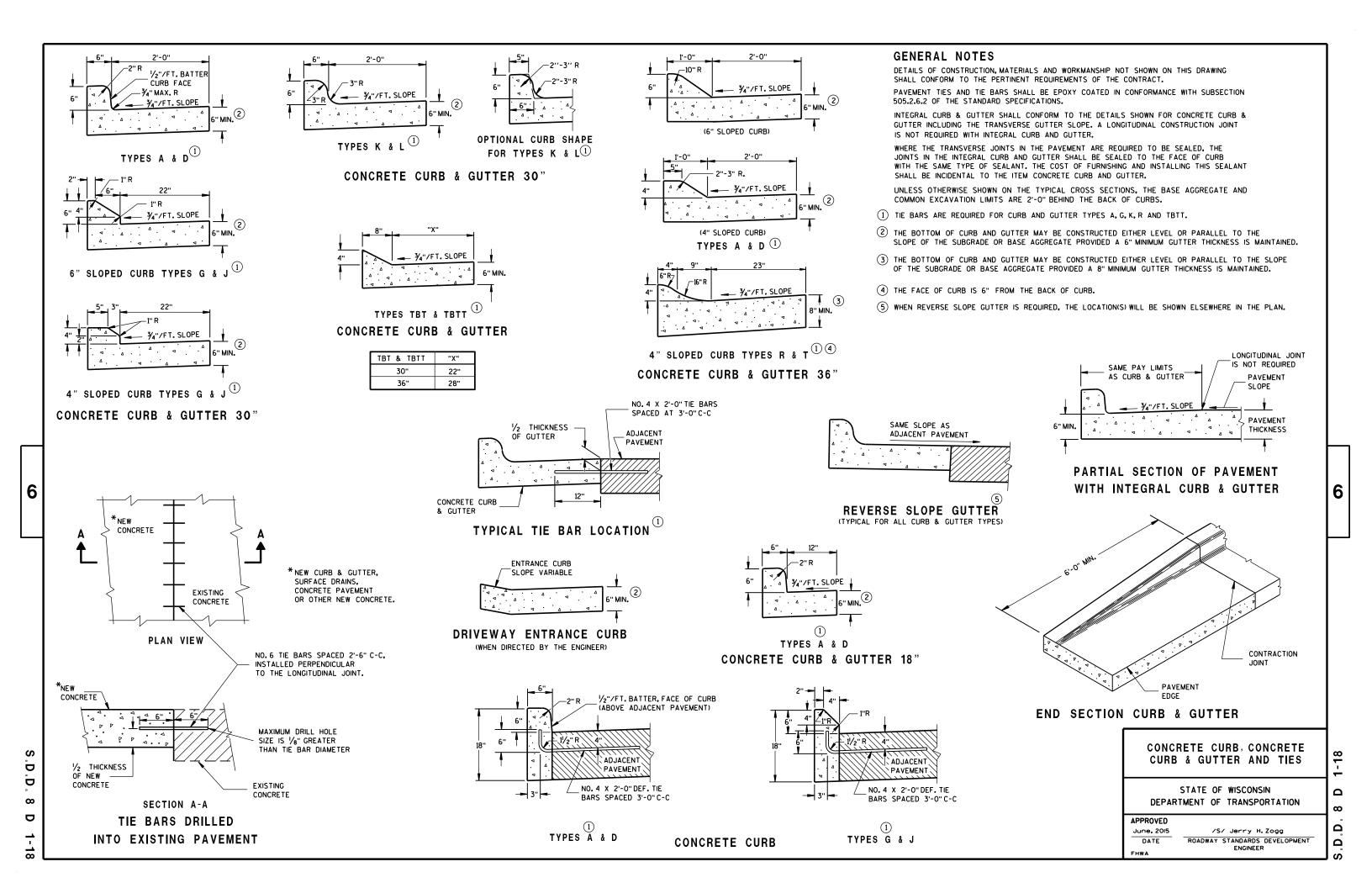
/S/ Jerry H. Zogg ROADWAY STANDARDS DEVELOPMENT

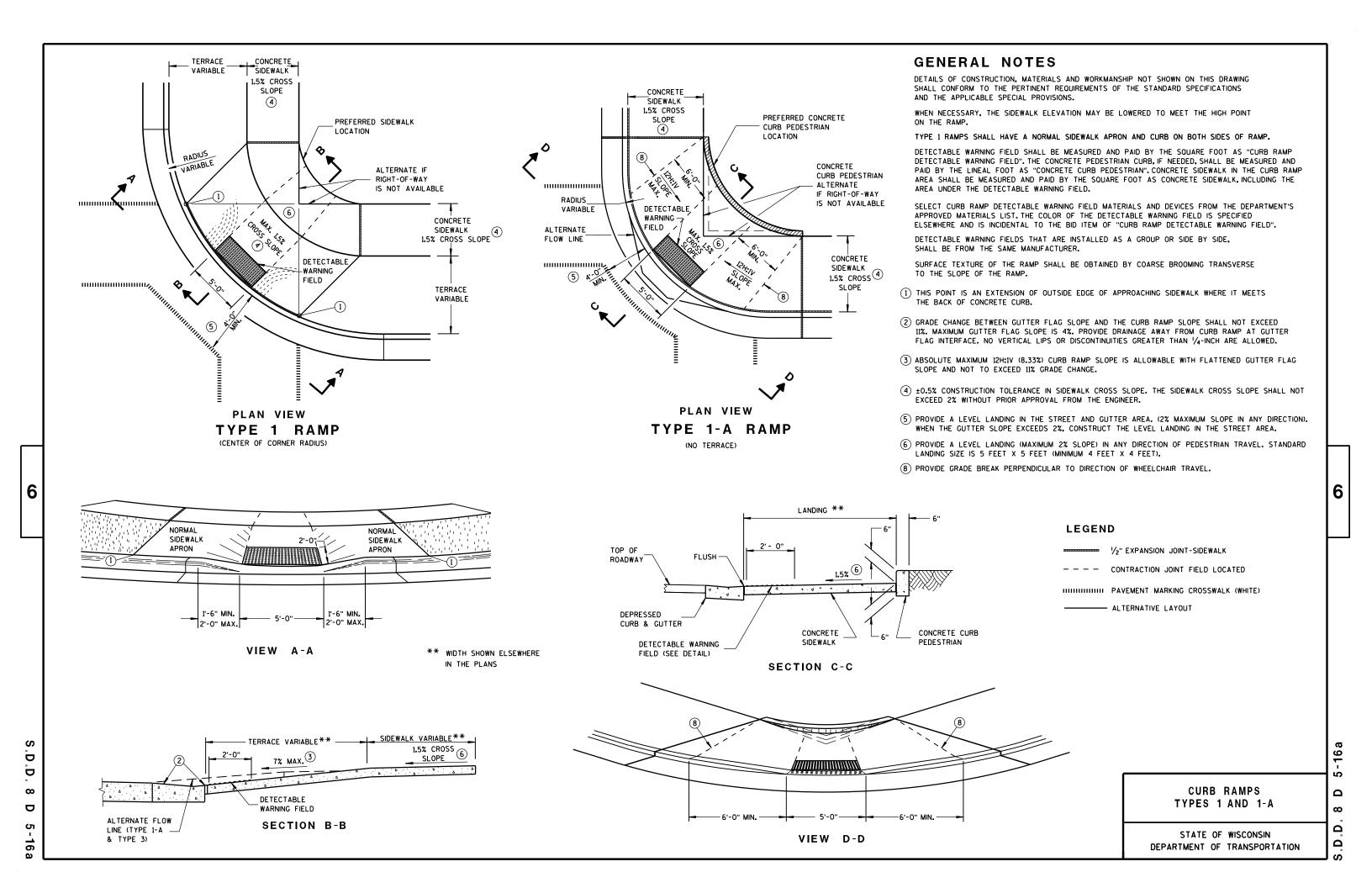
ENGINEER

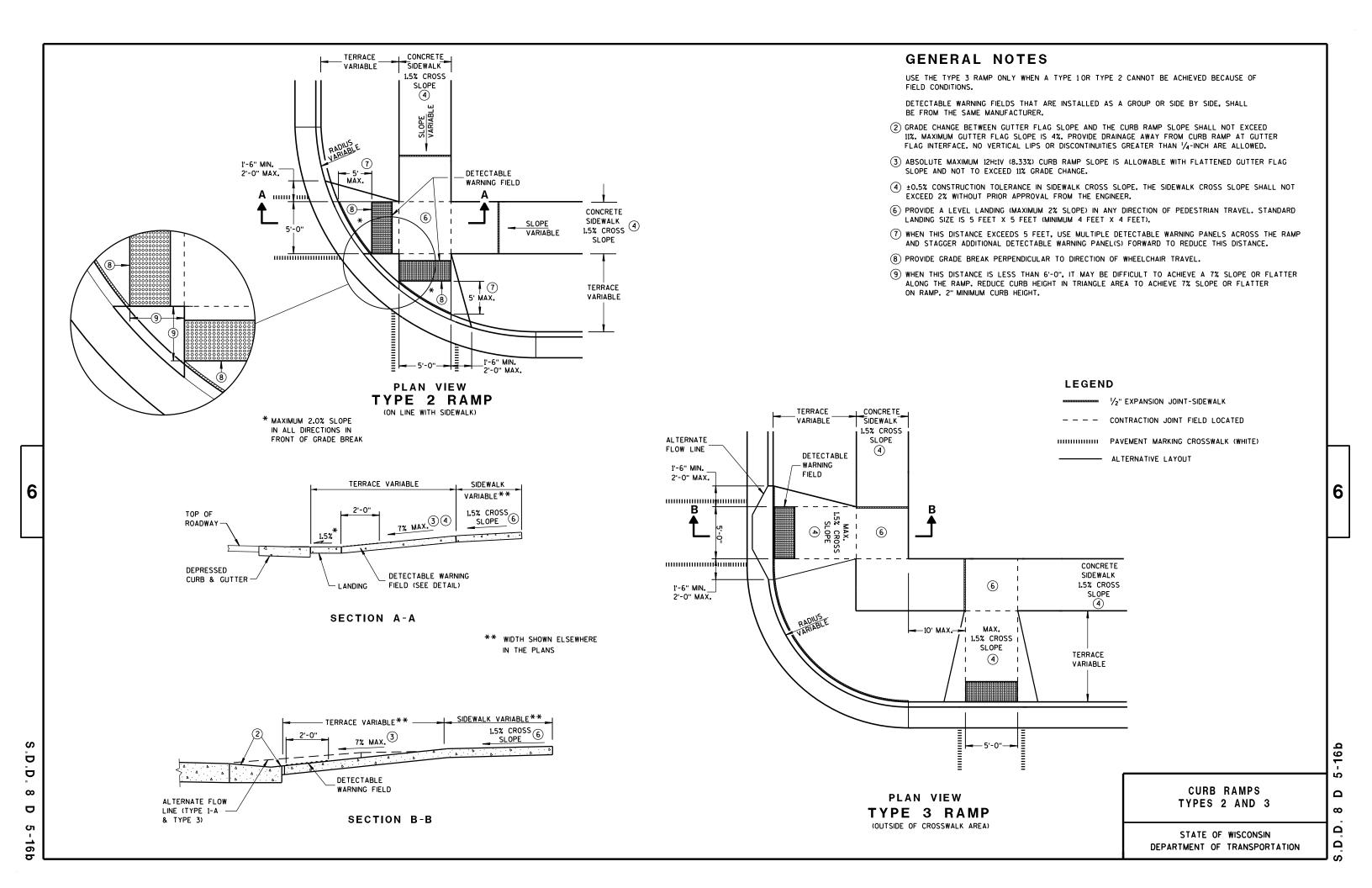
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

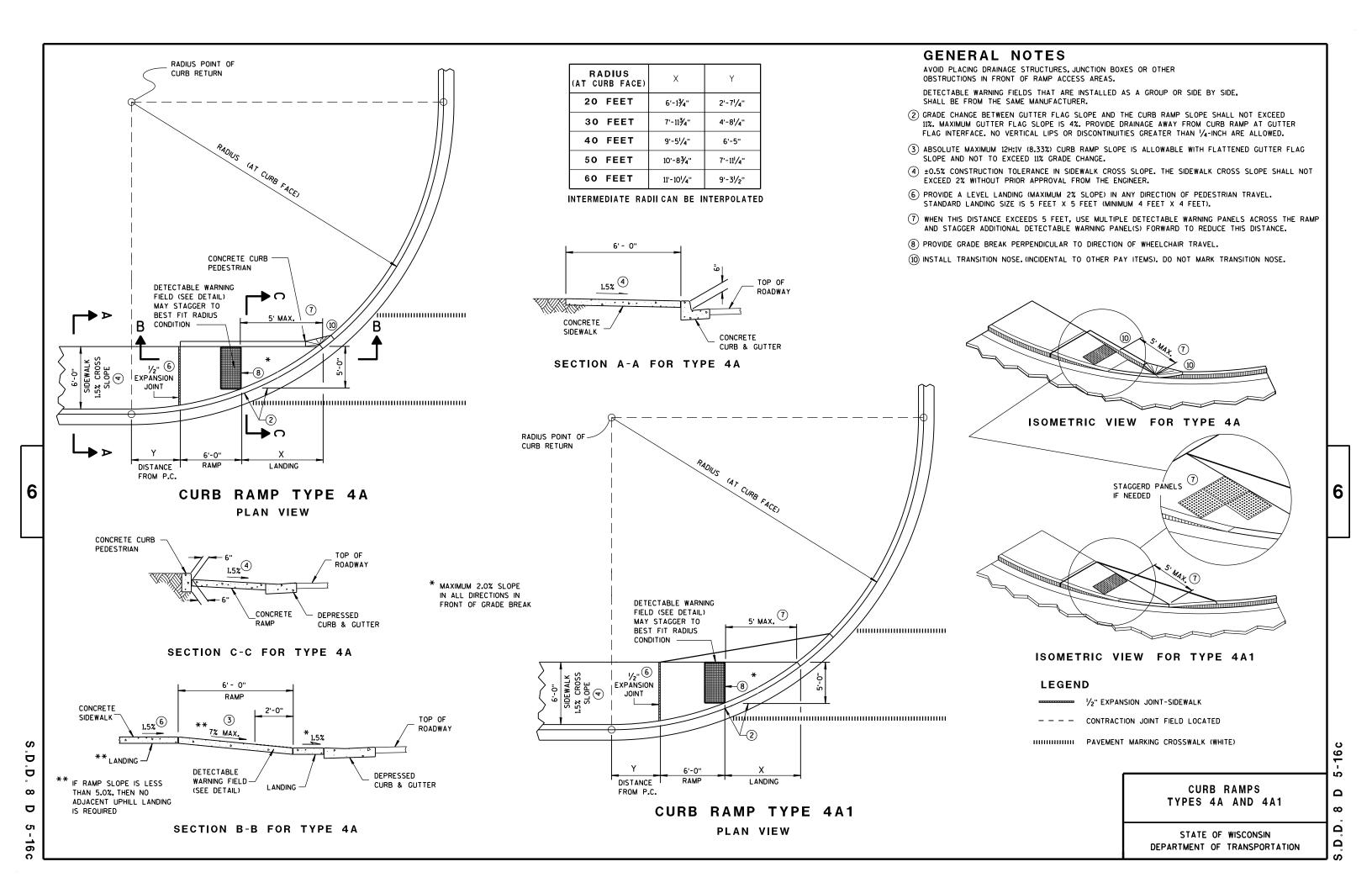
SEPARATE PRECAST REINFORCED

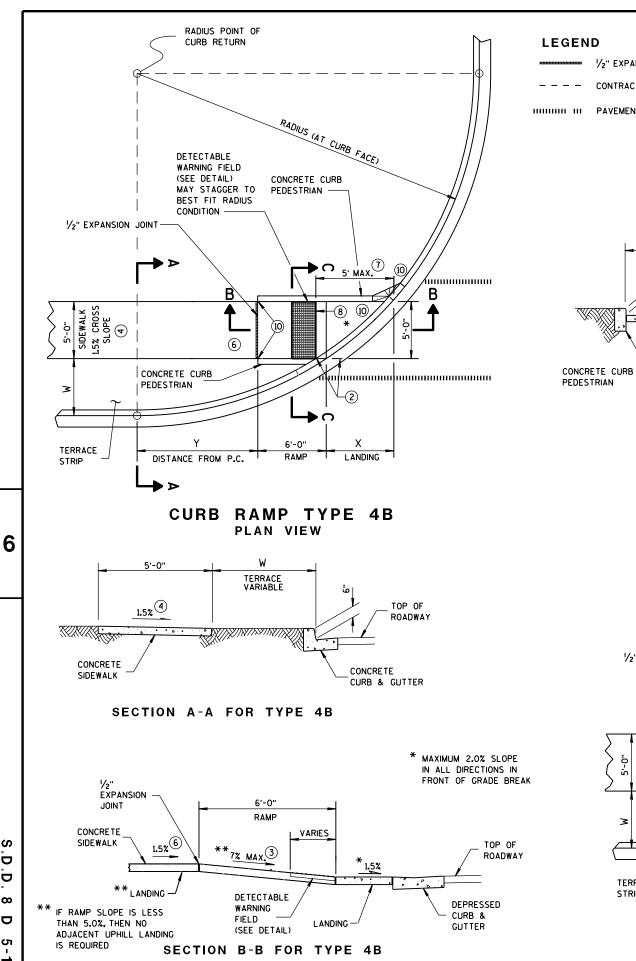
CONCRETE BASE OPTION











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16 d

W = 5' - 0" 7' - Ø" 3' - Ø" W = 4' - Ø" W = 6' - 0" RADIUS LEGEND AT CURB FACE ■ ½" EXPANSION JOINT-SIDEWALK 20 FEET 4'-81/2" 3'-7" 3'-11/2" 4'-61/2" 4'-1" 7'-23/4" 8'-31/2" 9'-21/2" 5'-51/2" 6'-0" CONTRACTION JOINT FIELD LOCATED 30 FEET 6'-51/2" 5'-91/4" 5'-21/2" 4'-8¾" 7'-31/4' 8'-11'/2" 10'-7" 12'-0" 13'-31/4" HIHHHH HI PAVEMENT MARKING CROSSWALK (WHITE) 40 FEET 8'-91/2" 9'-21/2" 11'-5'/4" 13'-41/2" 15'-3/4" 16'-71/4" 50 FEET 7'-61/2" 6'-11¾" 19'-6'/4" 11'-3/4" 15'-91/2"

10'-¾"

GENERAL NOTES

12'-8¾"

11'-2'/2"

60 FEET

TOP OF

ROADWAY

TERRACE STRIP

VARIES O TO W

CONCRETE

CURB & GUTTER

5'-0" RAMP

VARIES

0 TO 6"

1.5%

SECTION C-C FOR TYPE 4B

INTERMEDIATE RADII CAN BE INTERPOLATED

7'-101/2"

22'-11/2"

20'-1¾"

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.

17'-113⁄4"

8'-5¾"

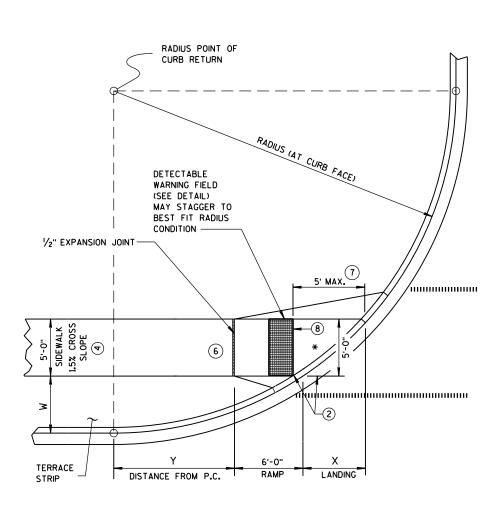
(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED.

9'-21/4"

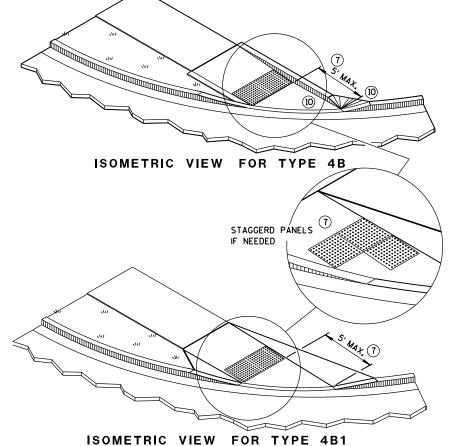
- (3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- 4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE, THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- 6 PROVIDE A LEVEL 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).

15'-61/2"

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



CURB RAMP TYPE 4B1 PLAN VIEW

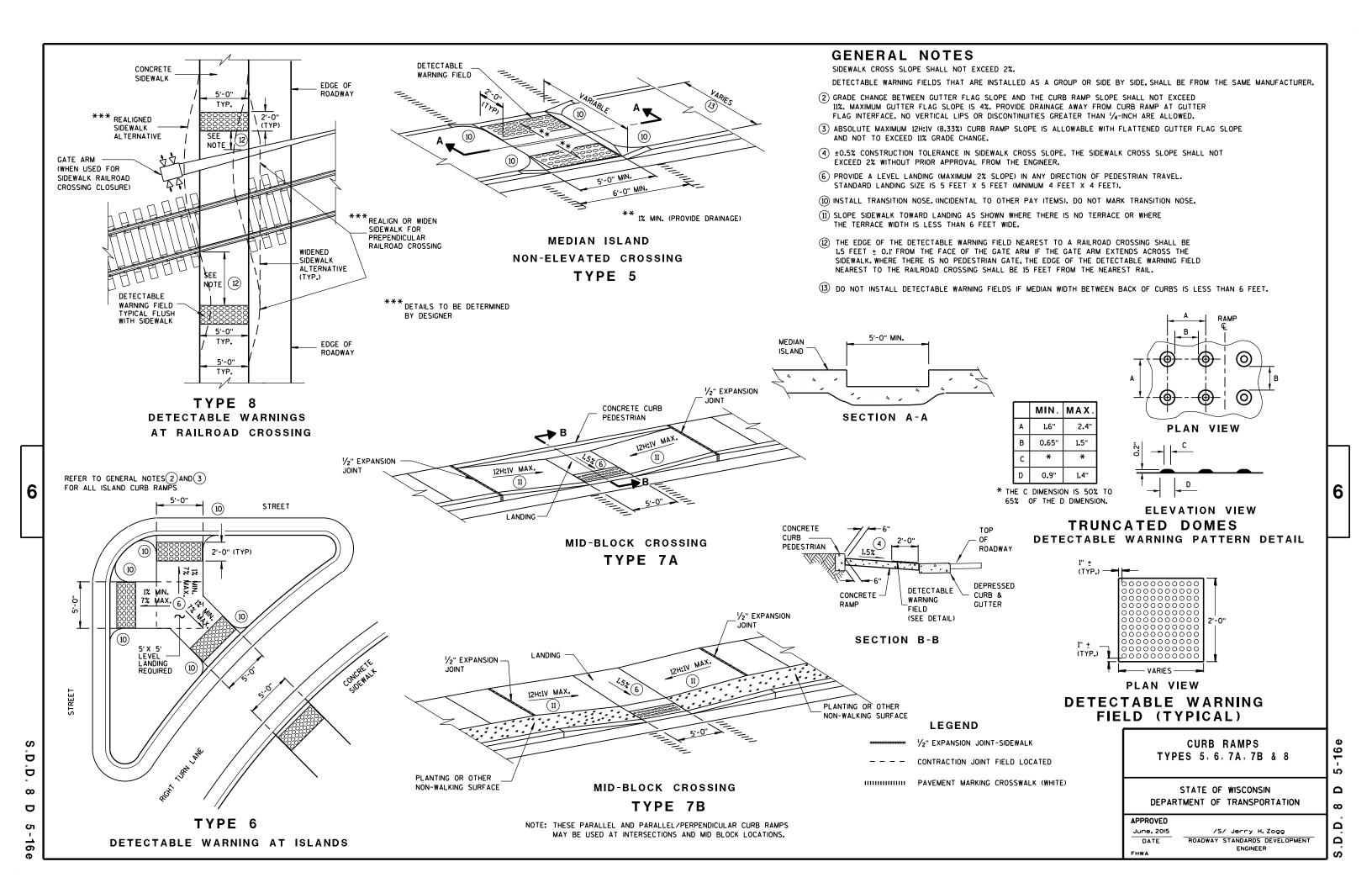


CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

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TYPICAL APPLICATION OF SILT FENCE

6

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PLAN VIEW SILT FENCE AT MEDIAN SURFACE DRAINS



GENERAL NOTES

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

- \bigcirc HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
- ② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
- 3 WOOD POSTS SHALL BE A MINIMUM SIZE OF 11/8" X 11/8" OF OAK OR HICKORY.
- 4) SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
- (5) CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



TRENCH DETAIL



SILT FENCE TIE BACK
(WHEN REQUIRED BY THE ENGINEER)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05 /S/ Beth Cannestra

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

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INLET PROTECTION, TYPE A

GENERAL NOTES

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

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

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

- 1) FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.
- (2) FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.
- (3) FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION TYPE A, B, C, AND D

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED

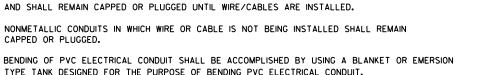
10/16/02

/S/ Beth Cannestra CHIEF ROADWAY DEVELOPMENT ENGINEER 6

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TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES

SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REIN-STALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY

GENERAL NOTES

AND 36 INCHES MAXIMUM.

OF THE ENGINEER.

CAPPED OR PLUGGED.

MINIMUM AND 36 INCHES MAXIMUM.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

BOTTOM OF ¼" HOLE PVC CONDUIT-CONDUIT TRENCH FOR DRAINAGE NO. 2 COARSE AGGREGATE FILL —1'-0" DIA. OR SQUARE —>

NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

BOTTOM OF

CONDUIT TRENCH

NOTE: INSTALL AT LOCATIONS WHERE PVC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR METALLIC CONDUIT

1'-0" DIA. OR SQUARE ──➤

METALLIC CONDUIT-

1" DIA. X 6"

NIPPLE

NO. 2 COARSE

AGGREGATE FILL

ARROW MARK SHALL BE INSCRIBED IN PAVEMENT SURFACE 1/4" TO 3/8"

DEEP AT EACH LOCATION WHERE CONDUITS ARE PLACED UNDER

PLAN VIEW

ARROW MARK

CONDUIT

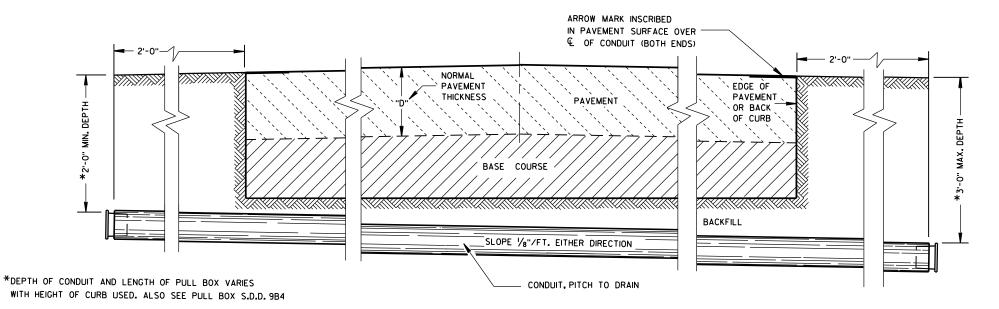
THE PAVEMENT

EDGE OF

PAVEMENT OR BACK

OF CURB

DRAIN SUMP FOR PVC CONDUIT



SIDE ELEVATION DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

CONDUIT

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

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APPROVED /S/ Ahmet Demirbilek June. 2015 DATE STATE ELECTRICAL ENGINEER

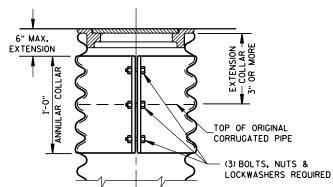
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DIMENSION IN INCHES				COF	RRUGAT	ED ST	EEL P	IPE		
PIPE DIAMETER (INSIDE)	Α	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	В	24	30	36	24	30	36	36	42	48
WALL THICKNESS	С	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	Ε	14 1/2	14 1/2	14 1/2	20 ½	20 ½	20 ½	26 ½	26 ½	26 ½
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 ½	14 1/2	20 ½	20 ½	20 ½
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 ½	23 ½	23 ½
	WEIGHT IN POUNDS *									
FRAME AND COVER		60	60	60	110	110	110	155	155	155

- * THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.
- NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



ELECTRIC

FINAL GRADE

ALL METALLIC CONDUIT

AND THREADED

CUT OPENINGS

THE FIELD

2" PVC PIPE CAP ON BOTH ENDS

WITH 7, 8 1/4" HOLES DRILLED

IN EACH END.

PULL BOX

AS REQUIRED IN

ENDS SHALL BE REAMED

ALL CONDUIT PITCHED

4 TO 8 BRICKS

EQUALLY SPACED

TO DRAIN TO PULL BOXES

2" DRAIN DUCT TO

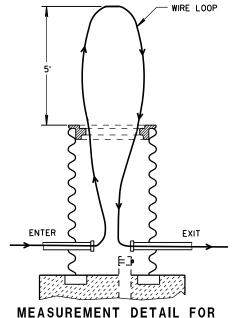
DITCH OR SEWER

WHEN SPECIFIED

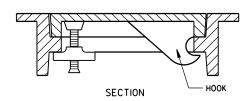
CORRUGATED PIPE EXTENDER

6" MIN.

(TYP.)

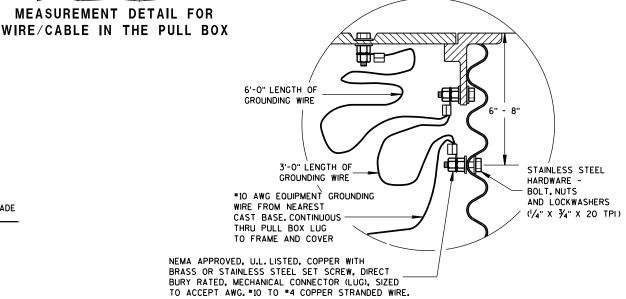


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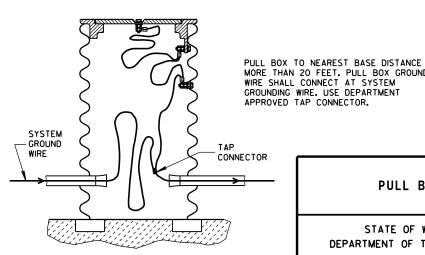


ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

PULL BOX

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION 6

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APPROVED

Sept. 2014 /S/ Ahmet Demirbilek DATE STATE ELECTRICAL ENGINEER FHWA

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED. SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

HEAVY DUTY FRAME -AND COVER WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

NO. 2 COARSE

(SEE SECTION 501

OF THE STANDARD

WIRE AND/OR CABLE.

INSTALL END BELLS (U.L. LISTED FOR

CONDUIT BEFORE INSTALLATION OF

ELECTRICAL USE) ON ALL NONMETALLIC

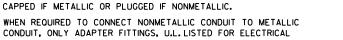
SPECIFICATIONS)

AGGREGATE

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USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL,
THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE.
BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE
IN LAYERS OF 1FOOT OR LESS.

GENERAL NOTES (CONTINUED)

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE

OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 1. TYPE 2. TYPE 5. AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD, ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND END SHALL NOT BE THREADED.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

- 1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.
- (2) (4) 1" DIA. X 3'-6" ANCHOR RODS.
- (3) (4) 1" DIA. X 5'-0" ANCHOR RODS.
- (4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.
- (5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.
- (6) (4) 1" DIA. X 3'-6" ANCHOR RODS.
- (7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.
- (8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

FORMING DETAIL

- FORM

FORMING SHALL BE

CONCRETE HAS SET

REMOVED AFTER

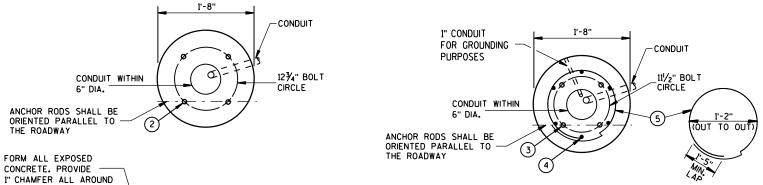
FORM DEPTH SHALL BE

GRADE ON THE LOWER

SIDE OF BASE

4" MAX.

NO MORE THAN 6" BELOW



QUANTITY

REQUIREMENTS

ARDS OF CONCRETE

APPROX. CUBIC

LBS. OF HOOP

LBS. OF VERTICAL

BAR STEEL

BAR STEEL

CONCRETE BASE TYPE

0.57

23

60

0.40

NONE

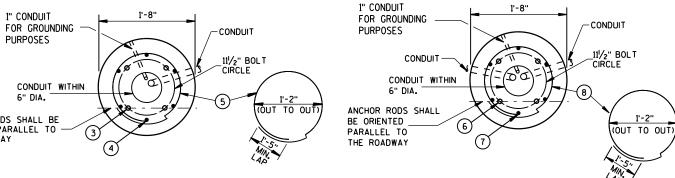
NONE

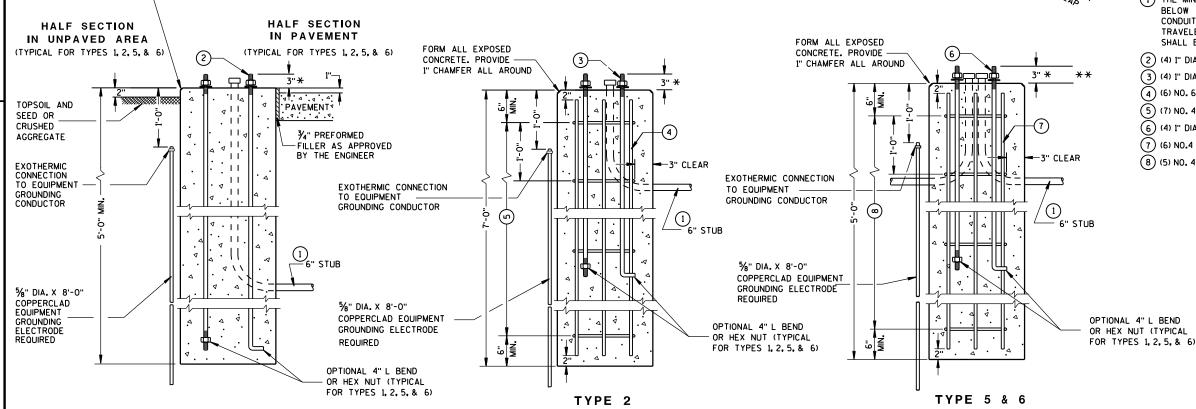
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CONCRETE BASES

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

** FOR NONBREAKAWAY INSTALLATIONS, 41/2" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS, RODENT SCREEN REQUIRED.

CONCRETE BASES, TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2014
DATE

STATE ELECTRICAL ENGINEER

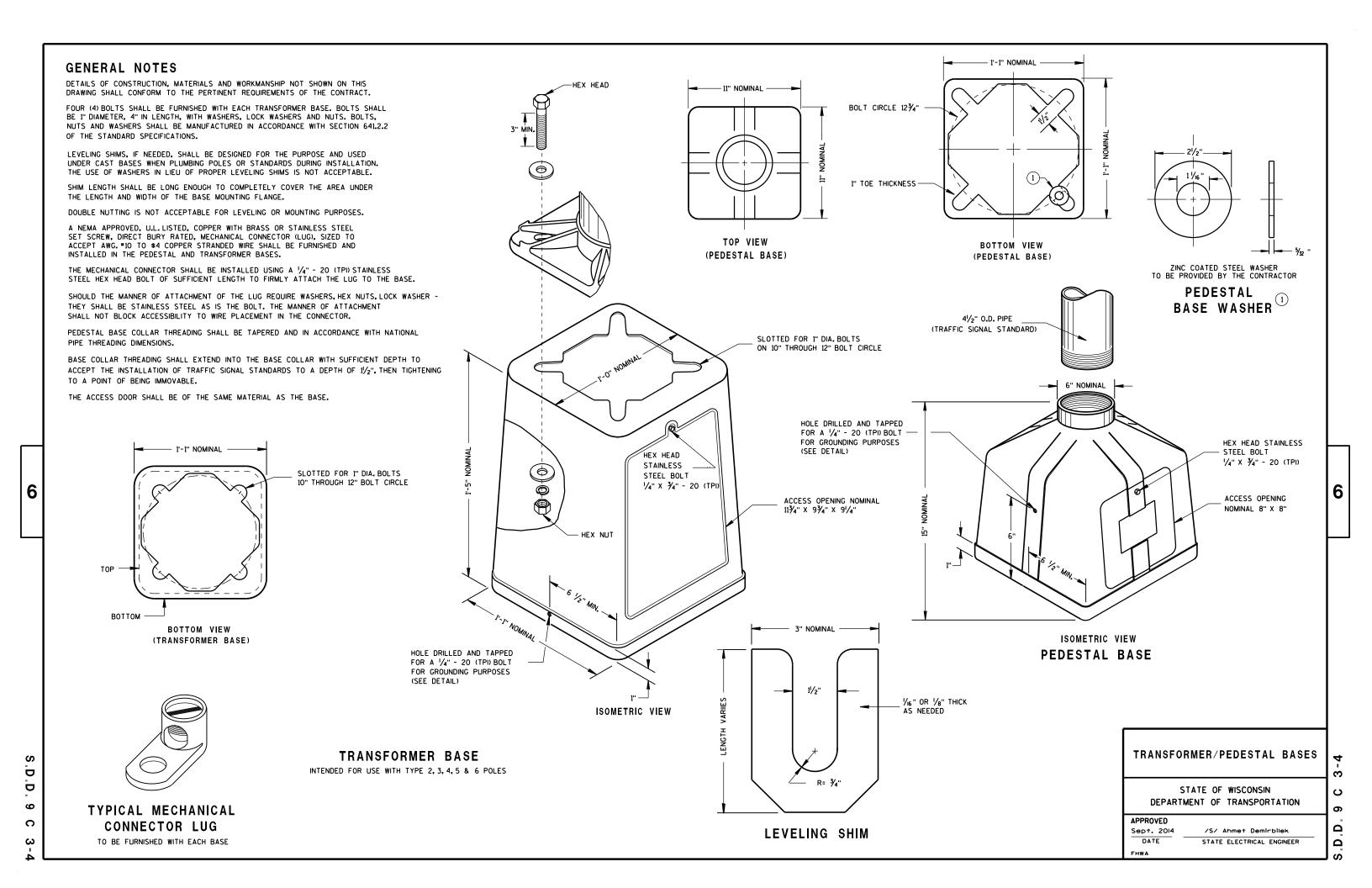
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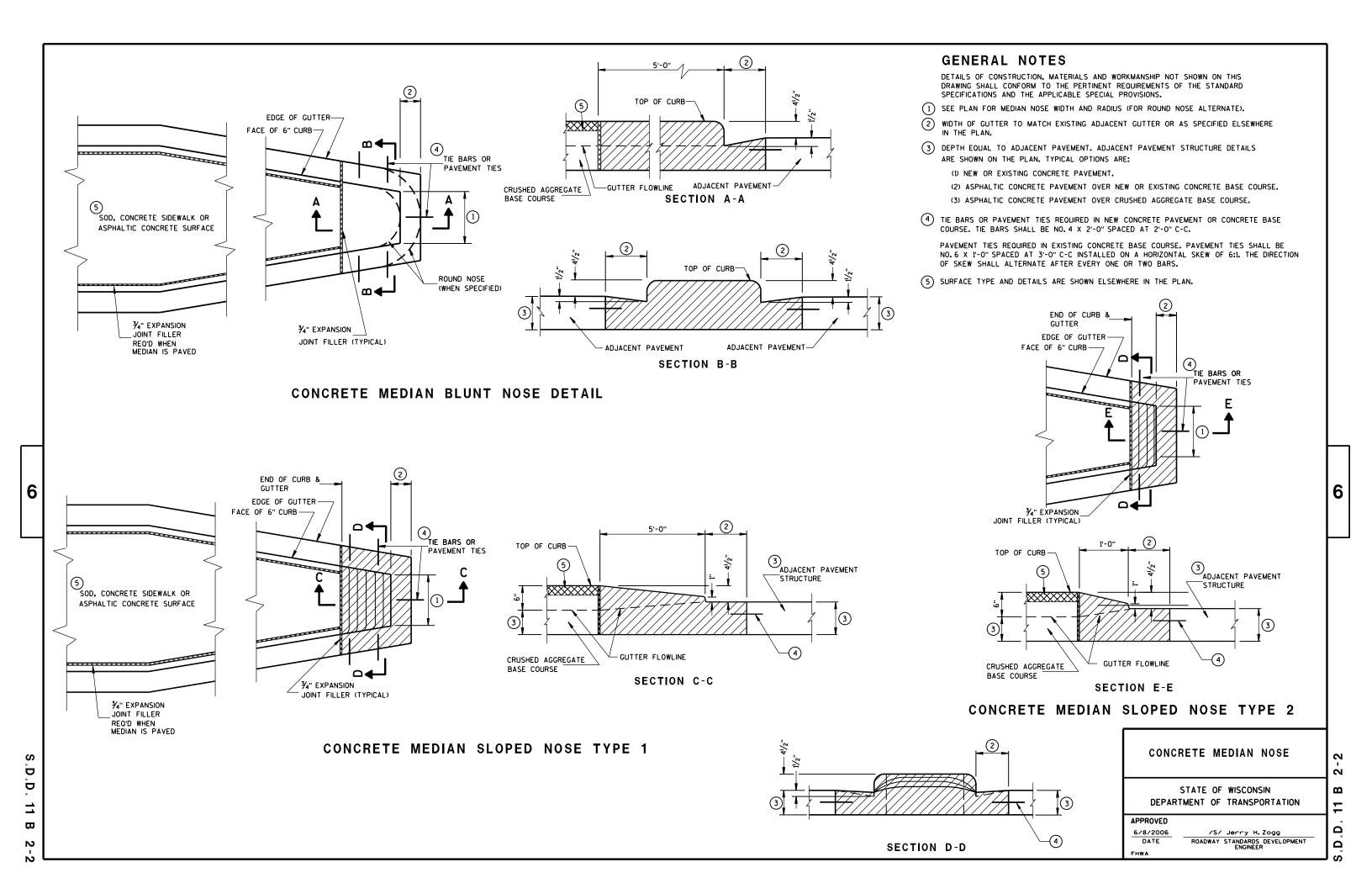
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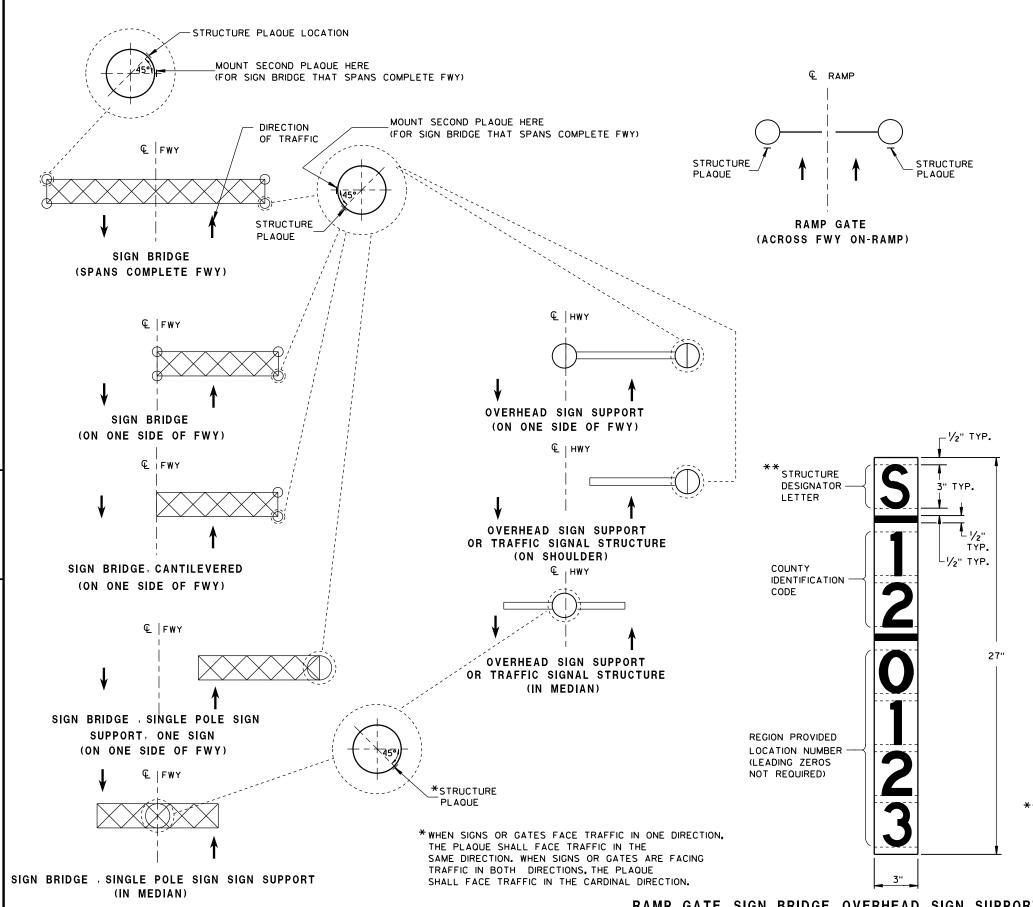
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LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD

SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES

GENERAL NOTES

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

IF THE PROPOSED SIGN BRIDGE OR OVERHEAD SIGN SUPPORT IS REPLACING AN EXISTING SIGN BRIDGE OR OVERHEAD SIGN SUPPORT, A NEW IDENTIFICATION PLAQUE WILL BE REQUIRED.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

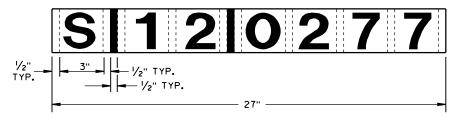
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, 1/2" WIDE, SELF-ADHESIVE

CHARACTERS:- BLACK, SELF ADHESIVE, SERIES "D", SIZE AS SHOWN.

FOR SIGN BRIDGES, STRUCTURE MOUNTED, THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY AS SHOWN ON THE DRAWING. THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY TO THE BACK OF THE SIGN, BETWEEN THE ALUMINUM EXTRUSIONS, NEAR THE TOP LEFT HAND CORNER OF THE SIGN. THE BASE MATERIAL SHALL BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE ALUMINUM SURFACE. PRIOR TO ADHERING THE MATERIAL, THE ALUMINUM SURFACE SHALL BE SMOOTH, CLEAN AND DRY.

WHERE SIGN BRIDGE ILLUMINATION IS PROVIDED, THE STRUCTURE MUST ALSO HAVE A SIGN BRIDGE CIRCUIT PLAQUE AS SHOWN IN THE ELECTRICAL DETAILS.



IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED

** LETTER "G" UTILIZED FOR RAMP GATES. LETTER "S" UTILIZED FOR SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, AND TRAFFIC SIGNALS.

STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

DATE STATE TRAFFIC ENGINEER OF DESIGN

RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT AND TRAFFIC SIGNAL STRUCTURE PLAQUE FOR SIGN BRIDGES AND OVERHEAD SIGN SUPPORT WHICH ARE NOT STRUCTURE MOUNTED



ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E LANE CLOSURE BARRICADE DETAIL APPROACH VIEW

SEE SDD 15C2-SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:

R11-2 SHALL BE 48" X 30". R11-3, R11-4 AND R10-61 SHALL BE 60" X 30". M4-9 SHALL BE 30" X 24". M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.) M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.) M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.) MO5-1 AND MO6-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.) D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS. R1-1 SHALL BE 36" X 36".

- (1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT
- THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.
- FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.
- FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.
- FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.
- INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS. PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.
- "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

2

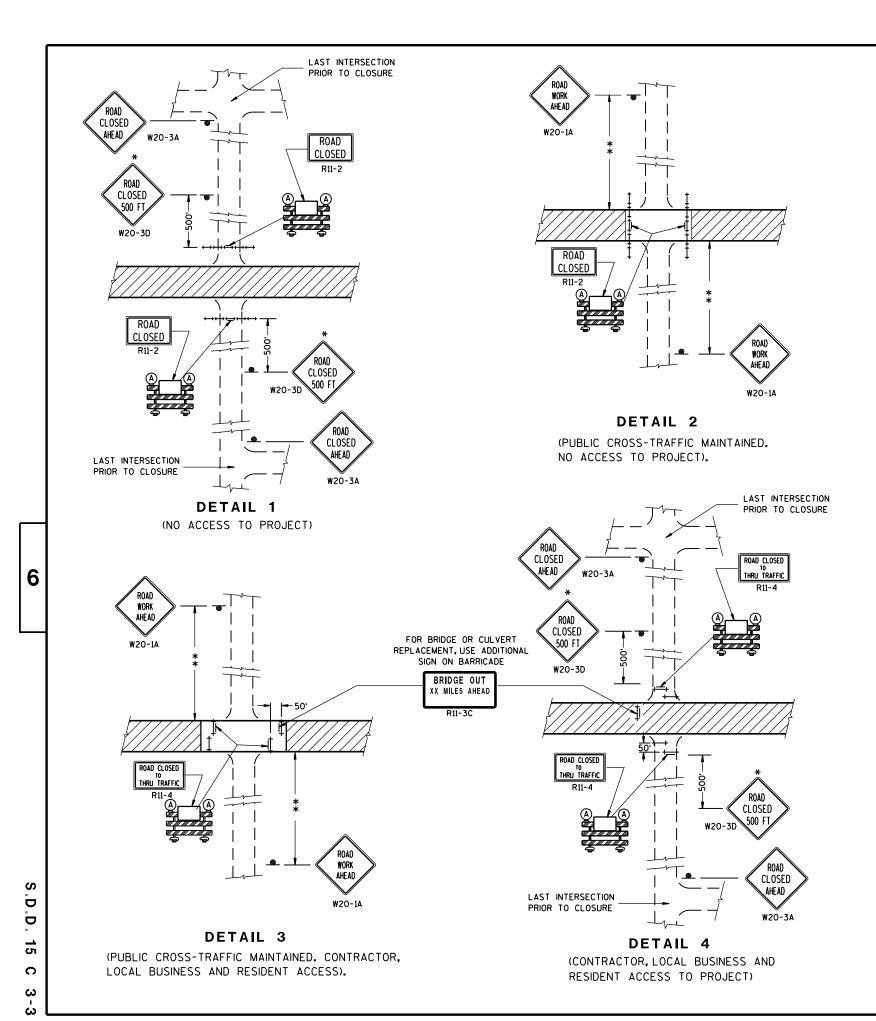
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STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

/S/ Peter Amakobe Atepe

STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER



GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

LEGEND

SIGN ON PERMANENT SUPPORT

TYPE III BARRICADE

TYPE III BARRICADE WITH
ATTACHED SIGN

(A) TYPE "A" WARNING LIGHT (FLASHING)

WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2015

DATE
STATEWIDE WORK ZONE TRAFFIC
SAFETY ENGINEER

S.D.D. 15 C 3

6

GENERAL NOTES

6

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

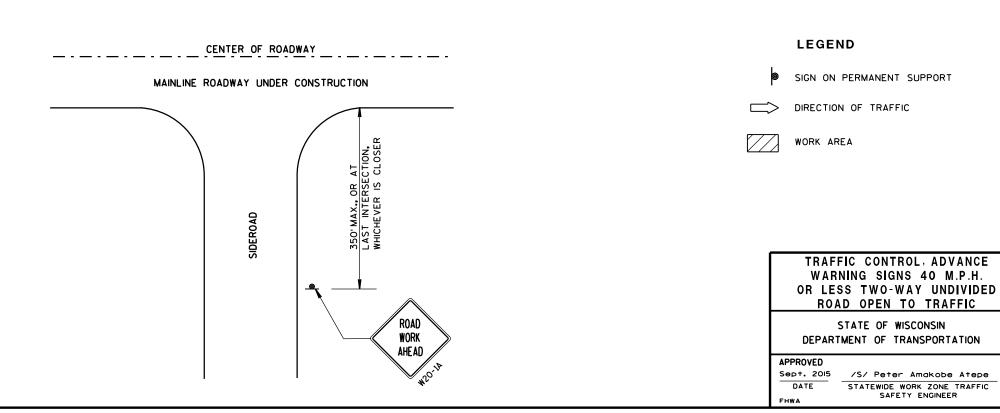
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

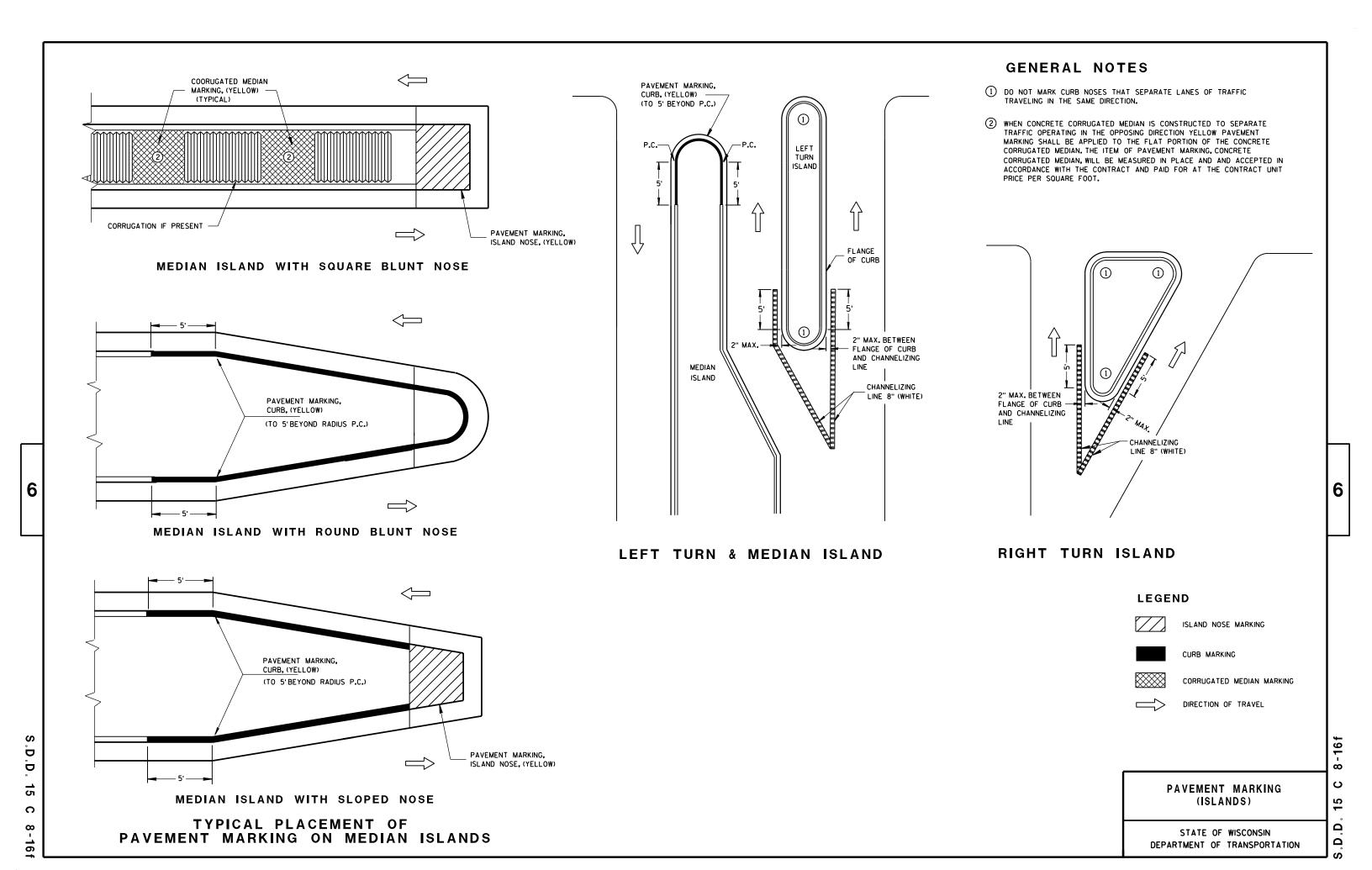


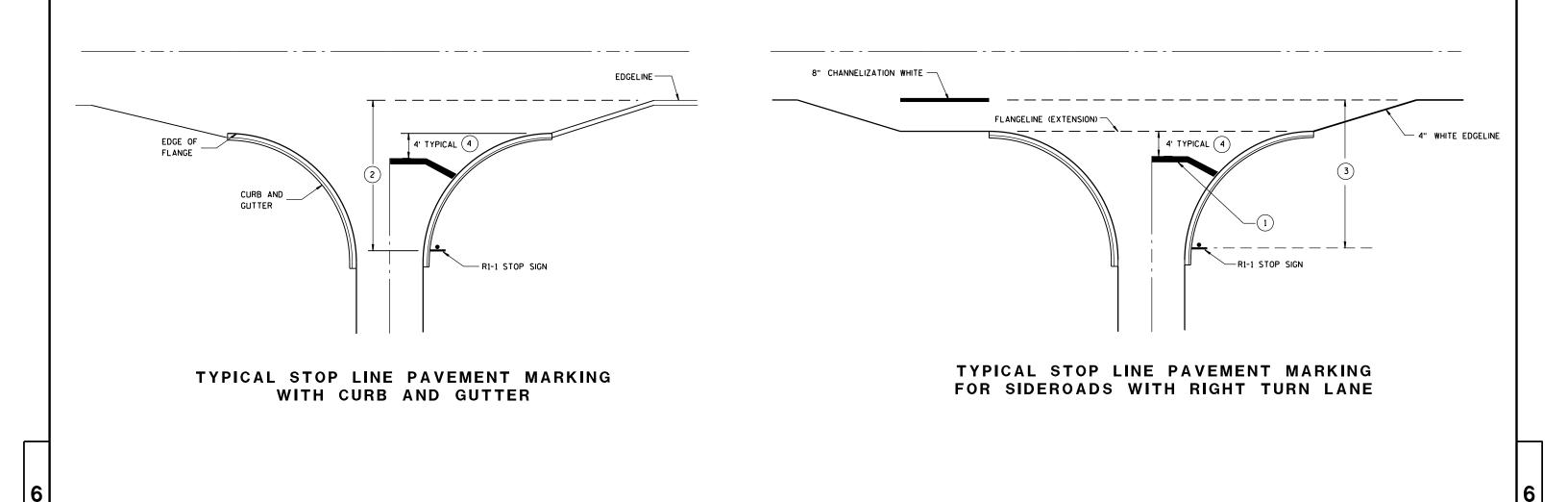
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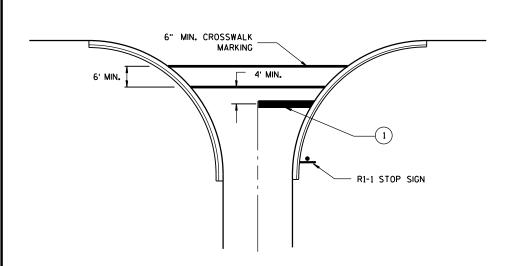
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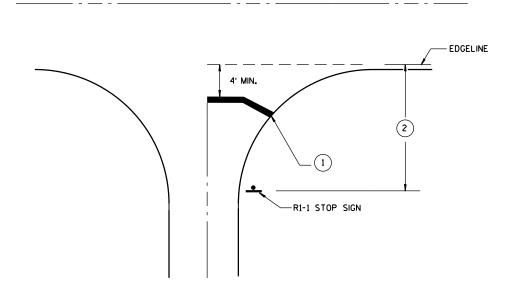








TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



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.
- 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

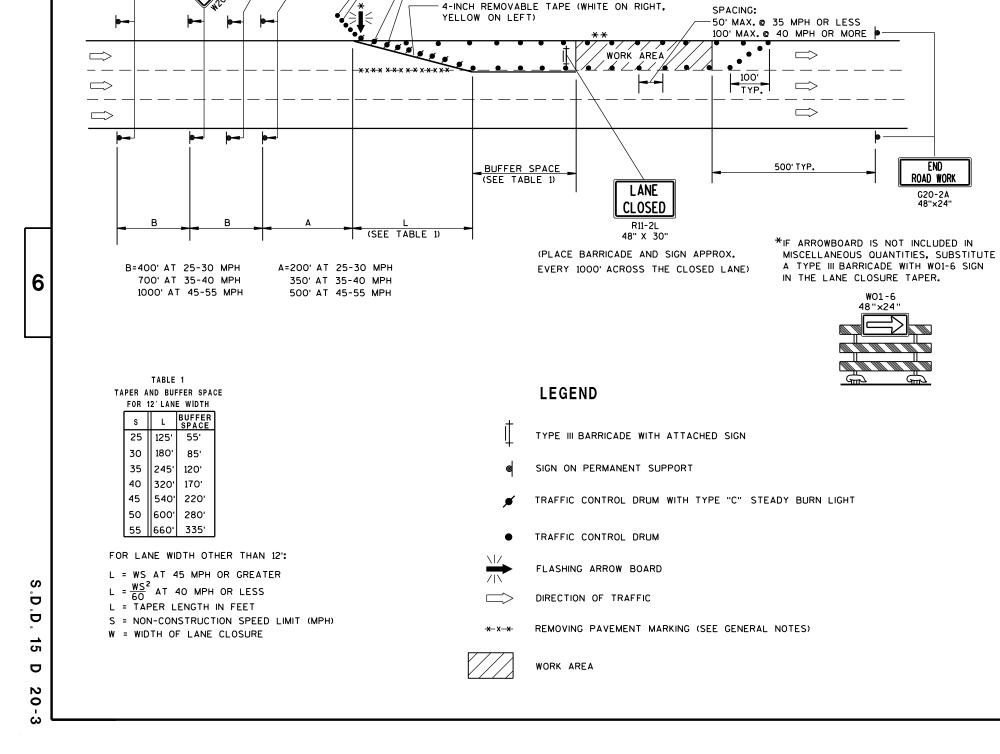
APPROVED	
4/30/2013	/S/ Travis Feltes
DATE	STATE TRAFFIC ENGINEER
FHWA	

.D.D. 15 C 33-1

S.D.D.

33





(5) DRUMS SPACED @ 10'

INTERVALS AS NEEDED IN

FRONT OF ARROW BOARD

25'@ 35 MPH OR LESS

50'@ 40 MPH OR MORE

TEMPORARY PAVEMENT MARKING.

SPACING:

ROAD WORK

NEXT___MILES

G20-1

60" X 24"

CLOSED

AHEAD

AHEAD

GENERAL NOTES

**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE

ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL

W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF

IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC

TRAFFIC, IN ADVANCE OF THE WORK AREA.

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

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

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

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

ALL SIGNS ARE 48"×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, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

W2O-1, G2O-1 AND G2O-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

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

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

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

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

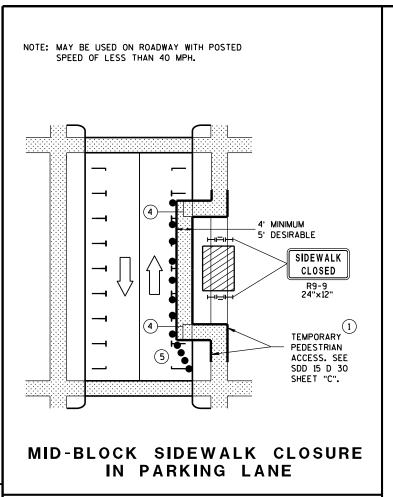
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Feb. 2015
DATE
STATE TRAFFIC ENGINEER OF DESIGN

S.D.D. 15 D 2



NOTE: LAYOUT SAME AS ABOVE. 4' MINIMUM 5' DESIRABLE SIDEWALK CLOSED RQ-Q TEMPORARY PEDESTRIAN ACCESS. SEE SDD 15 D 30 SHEET "C". SIDEWALK DIVERSION

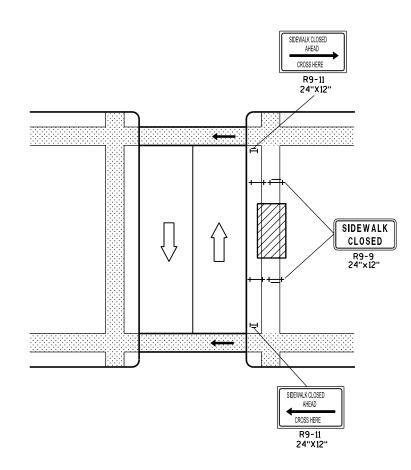
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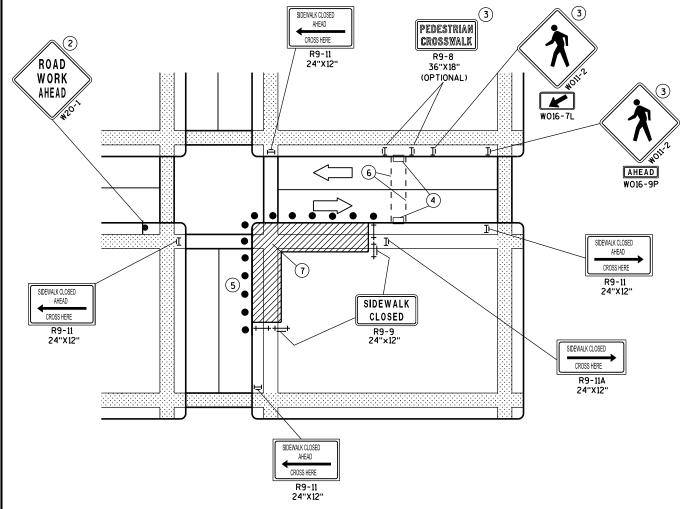
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MID-BLOCK SIDEWALK CLOSURE



CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK

GENERAL NOTES

WHEN CLOSING OR RELOCATING CROSSWALKS OR SIDEWALKS, PROVIDE DETECABLE TEMPORARY FACILITIES AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH EXISTING PEDESTRIAN FACILITIES.

TEMPORARY TRAFFIC CONTROL DEVICES FOR PEDESTRIANS ARE SHOWN. OTHER DEVICES MAY BE NECESSARY TO CONTROL VEHICULAR TRAFFIC. STAGE WORK, AS NECESSARY, TO PROVIDE A TEMPORARY PEDESTRIAN ACCESS ROUTE AT ALL TIMES. FOR ROADWAYS WITH NO AVAILABLE DETOURS, MAINTAIN ONE OPEN SIDEWALK AT ALL TIMES.

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

FOR NIGHTTIME CLOSURE USE TYPE "A" FLASHING WARNING LIGHTS ON BARRICADES, SUPPORTING SIGNS AND CLOSING SIDEWALK. USE TYPE "C" STEADY BURN LIGHTS ON CHANNELIZING DEVICES SEPARATING THE WORK AREA FROM VEHICULAR TRAFFIC.

PEDESTRIAN TRAFFIC SIGNAL DISPLAY CONTROLLING CLOSED CROSSWALK SHALL BE COVERED OR DEACTIVATED.

POST MOUNTED SIGNS LOCATED ADJACENT TO A SIDEWALK SHALL HAVE A 7 FOOT MINIMUM CLEARANCE FROM THE BOTTOM OF THE SIGN TO THE SIDEWALK SURFACE.

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

- 1) IF SIDEWALK CLOSURE AFFECTS AN ACCESSIBLE AND DETECTABLE FACILITY, MAINTAIN ACCESSIBILITY AND DETECTABILITY ALONG THE ALTERNATE PEDESTRIAN ROUTE.
- 2) "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR IF THE WORK AREA AND EQUIPMENT ARE MORE THAN 2 FEET BEHIND THE CURB.
- (3) IF TEMPORARY PEDESTRIAN CROSSWALK IS NOT PROVIDED, OMIT R9-8 AND WO11-2 SIGN ASSEMBLIES. IF PROVIDED INCLUDE ON BOTH SIDES OF THE CROSSWALK.
- (4) TEMPORARY CURB RAMPS. SEE SDD 15 D 30 SHEET "B".
- (5) DRUMS OR BARRICADES AT 25 FOOT SPACING. STREET PARKING SHALL BE PROHIBITED FOR AT LEAST 50 FEET IN ADVANCE OF THE MID-BLOCK CROSSWALK.
- (6) TEMPORARY PAVEMENT MARKING FOR CROSSWALK LINES.
- (7) LIMIT WORK TO ONE QUADRANT AT A TIME TO MINIMIZE PEDESTRIAN

LEGEND

SIGN ON PERMANENT SUPPORT

UNDER PEDESTRIAN TRAFFIC

TRAFFIC TRAFFIC CONTOL DRUM

DIRECTION OF

WORK AREA

PEDESTRIAN CHANNELIZATION DEVICE

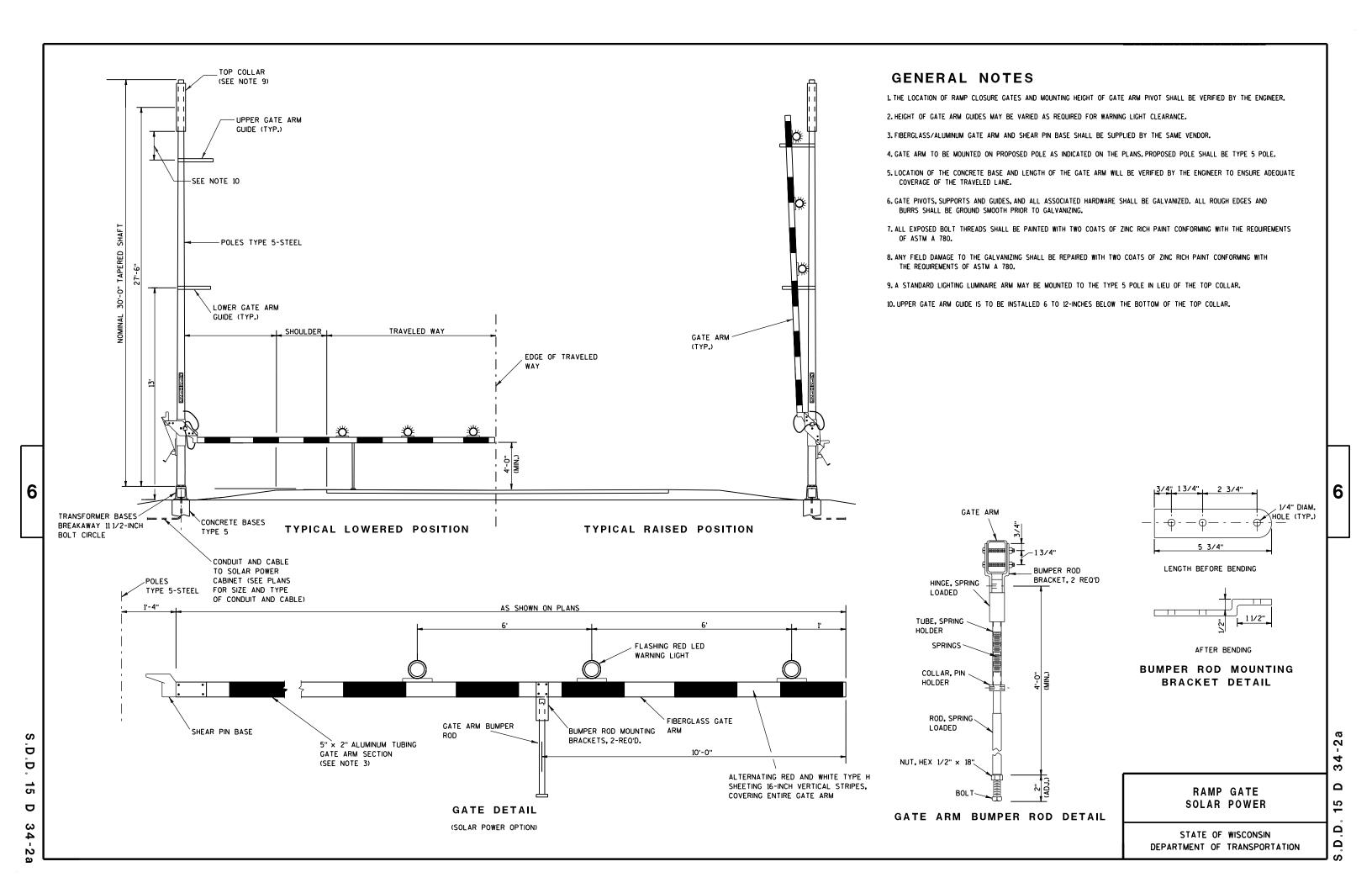
TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A. LOW-INTENSITY FLASHING)

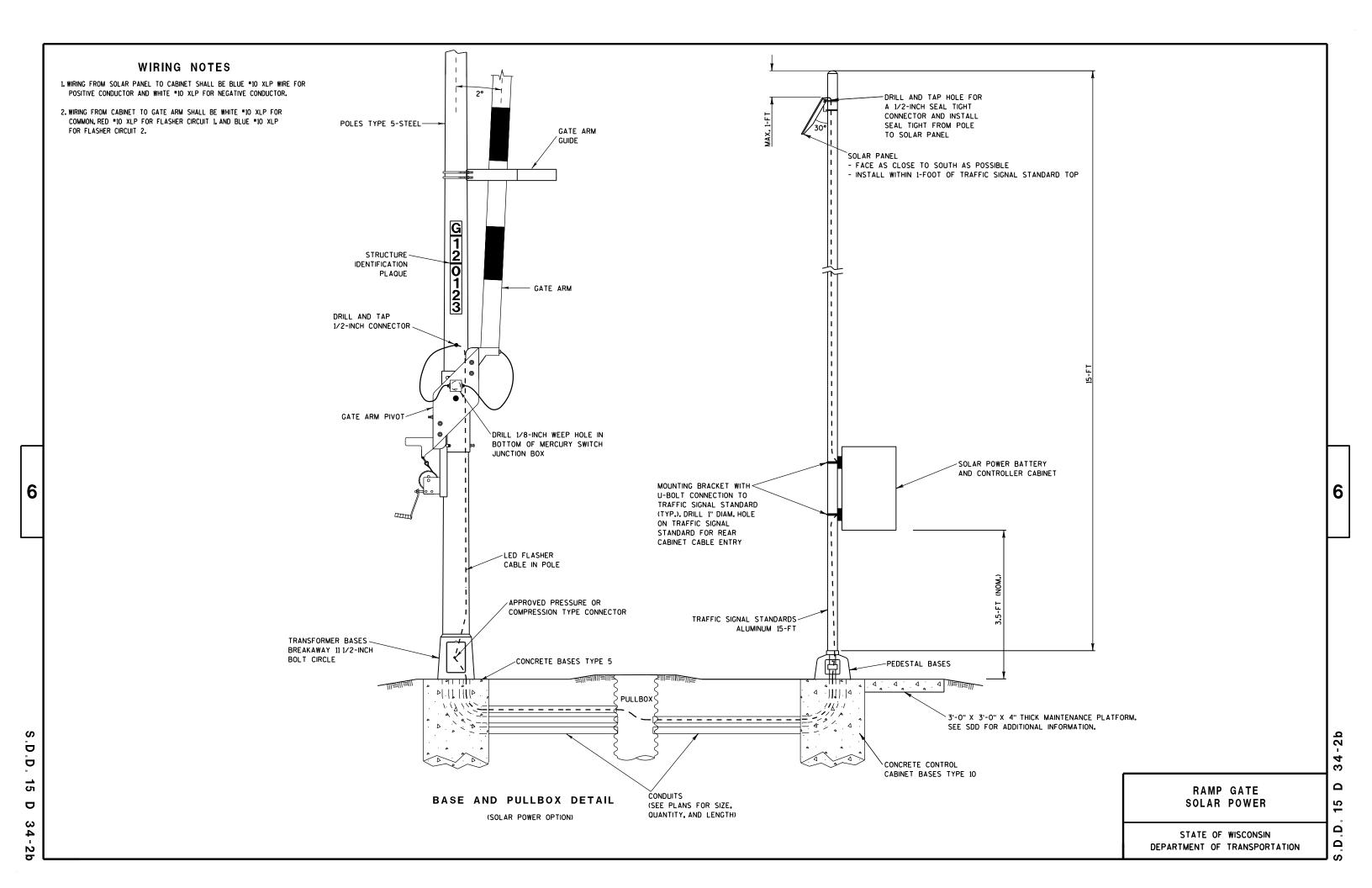
TYPE III BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)

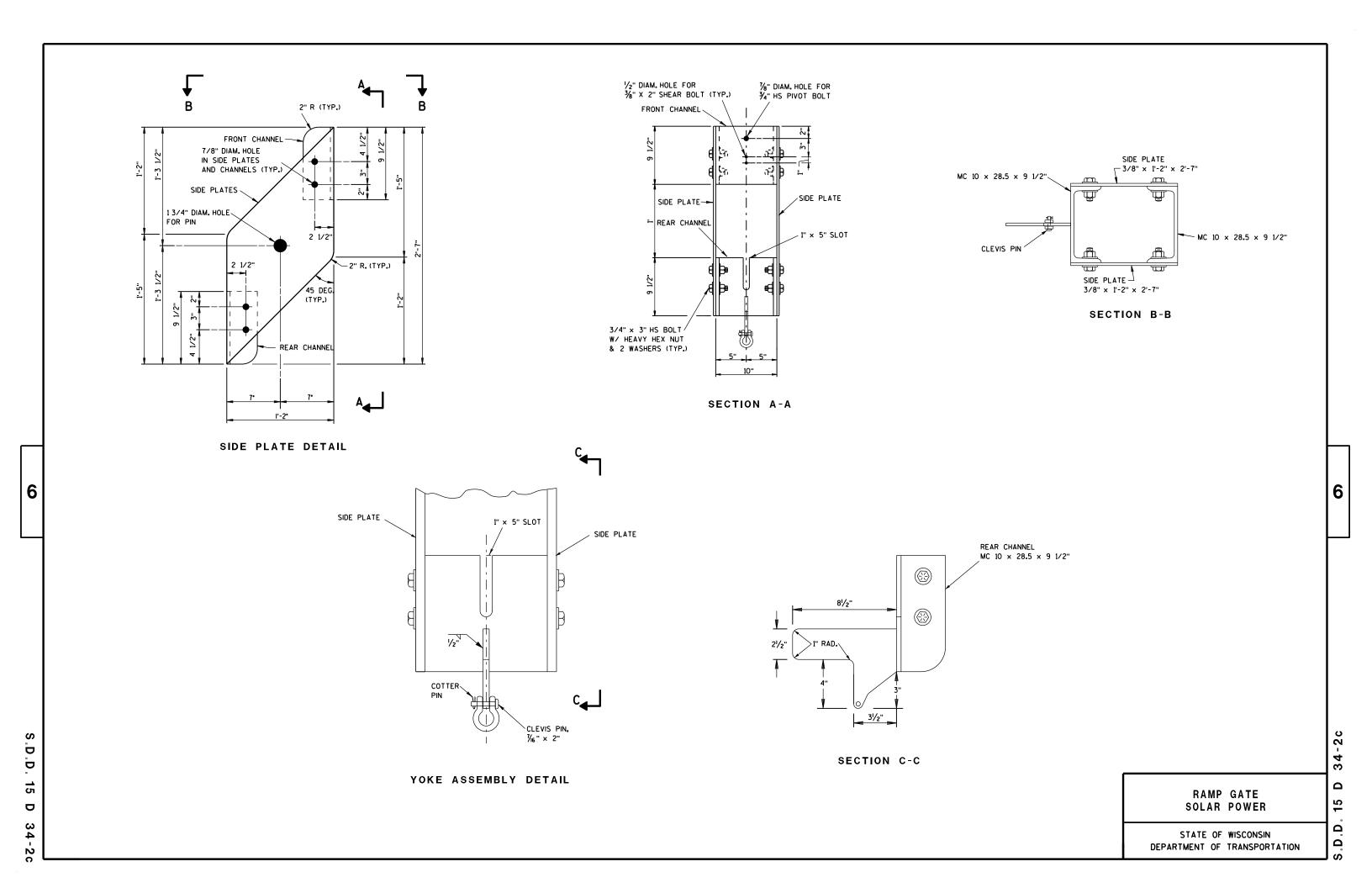
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

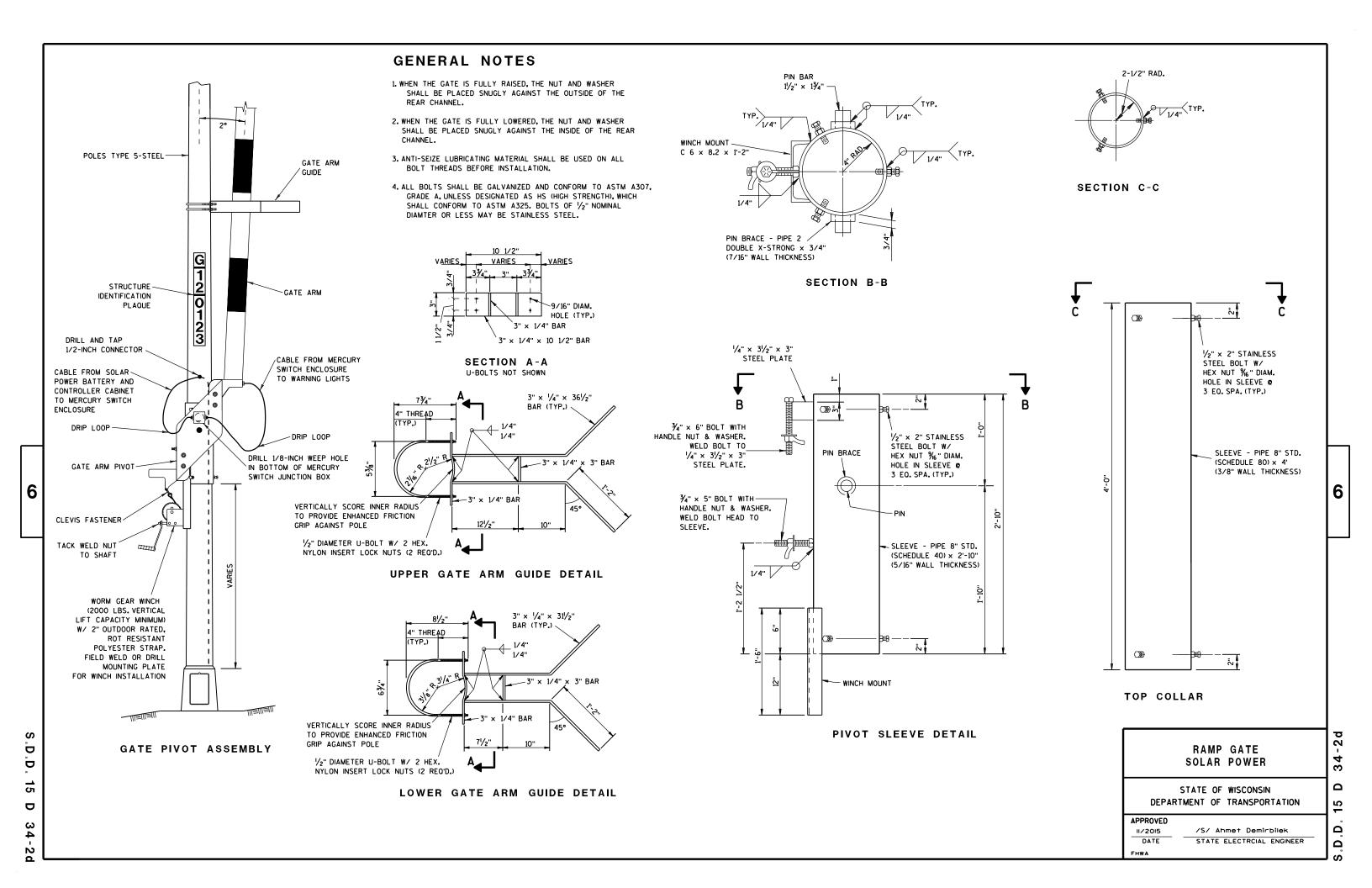
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION S 0 က Ω Ω

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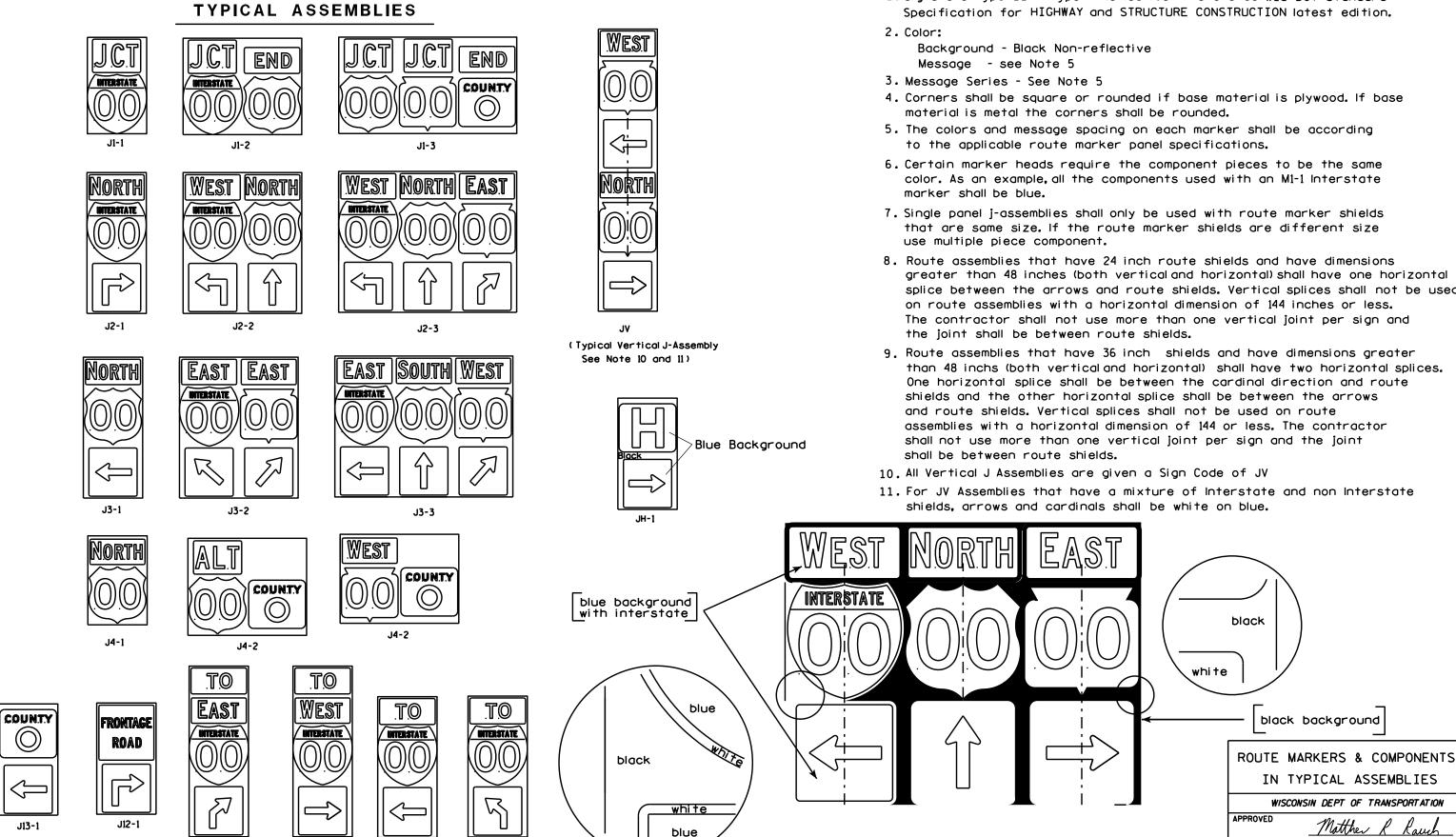






1. Signs are Type II - Type H Reflective - reference WIS DOT Standard

areater 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.



PROJECT NO:

J32-1

J22-1

J23-1

J33-1

PLOT BY: mscsja

PLATE NO. __A2-15.8

DATE 2/06/14

SHEET NO:

URBAN ARFA



RURAL AREA (See Note 2)



2' Min - 4' Max (See Note 6)



5'-3"(生) A POLICE AND A POL D^{-1} Outside Edae of Gravel

White Edgeline Location

** 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.

HWY:

* 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.

PLOT BY : mscj9h

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 $7'-3''(\pm)$ or 6'-3" (±) depending upon existence of a sub-sign.
- 4. Minimum mounting height for J assemblies (A2-1S) is $7'-3''(\pm)$ or $6'-3''(\pm)$ per urban or rural detail respectively.
- 5. Minimum mounting height for signs mounted on traffic signal poles is 5' - 3'' (\pm).
- 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'' (\pm) or as directd by the Engineer.
- 9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (\pm) . 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'' (\pm).

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

SHEET NO:

APPROVED

for State Traffic Engineer

DATE 7/23/15

PLATE NO. <u>A4-3.20</u>

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A43.DGN

PROJECT NO:

PLOT DATE: 23-JUL-2015 15:21

COUNTY:

PLOT NAME :

PLOT SCALE: 99.237937:1.000000

WISDOT/CADDS SHEET 42



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



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

HWY:



PLAN VIEW

COUNTY:

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

For State Traffic Engineer

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

SHEET NO:

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN

PROJECT NO:

PLOT DATE: 27-JAN-2014 09:48

PLOT NAME :

PLOT BY: mscsja

PLOT SCALE: 13.659812:1.000000

APPROVED

WISDOT/CADDS SHEET 42

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.

URBAN AREA RURAL AREA (See Note 3) 2'Min - 4'Max (See Note 6) ₩E# FF# 6'-3"(±) 6'-3"(±) 7'-3"(±) ** Curb ********\ Flowline D **7000** White Edgeline D 11 White Edgeline, Location Outside Edae Location

2'Min - 4'Max (See Note 6) 6'-3"(±) Curb Flowline. -11

48" DIAMOND WARNING SIGN

HWY:

_ 26" 5 ' - 3 "(±) White Edgeline Location Outside Edge of Gravel 48" DIAMOND WARNING SIGN

COUNTY:

Outside Edge

of Gravel

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

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

SIGN SHAPE OTHER THAN (FOUR POSTS REQUIRE	
L	E
168" and greater	12"

POST EMBEDMENT DEPTH

of Gravel

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

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

Matther

SHEET NO:

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A44.DGN

PROJECT NO:

PLOT DATE: 23-JUL-2015 15:23

PLOT SCALE: 107.021305:1.000000

WISDOT/CADDS SHEET 42

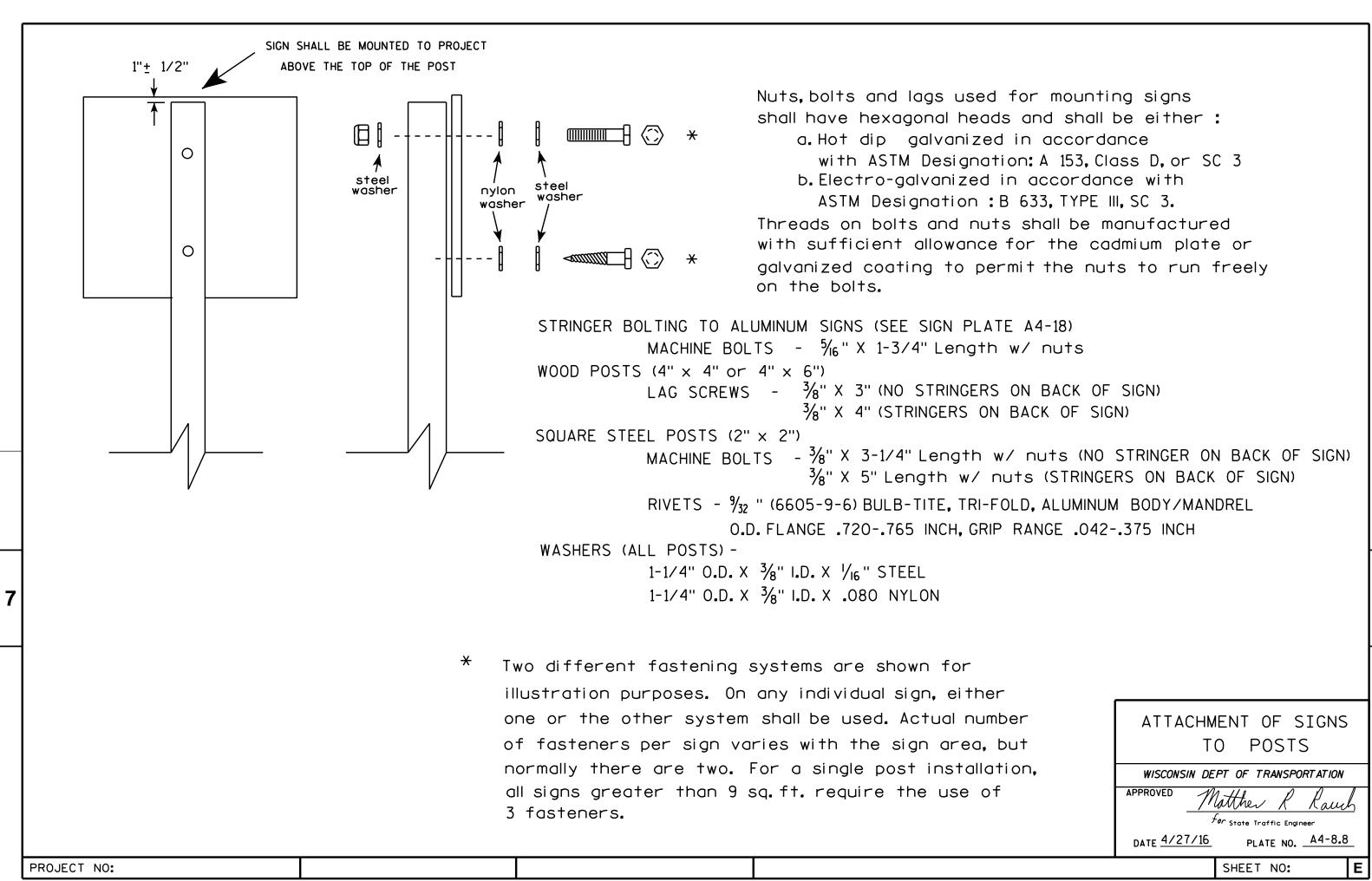
PLOT NAME :

PLOT BY: mscj9h

WISCONSIN DEPT OF TRANSPORTATION APPROVED

For State Traffic Engineer

PLATE NO. 44-4.14 DATE 7/23/15





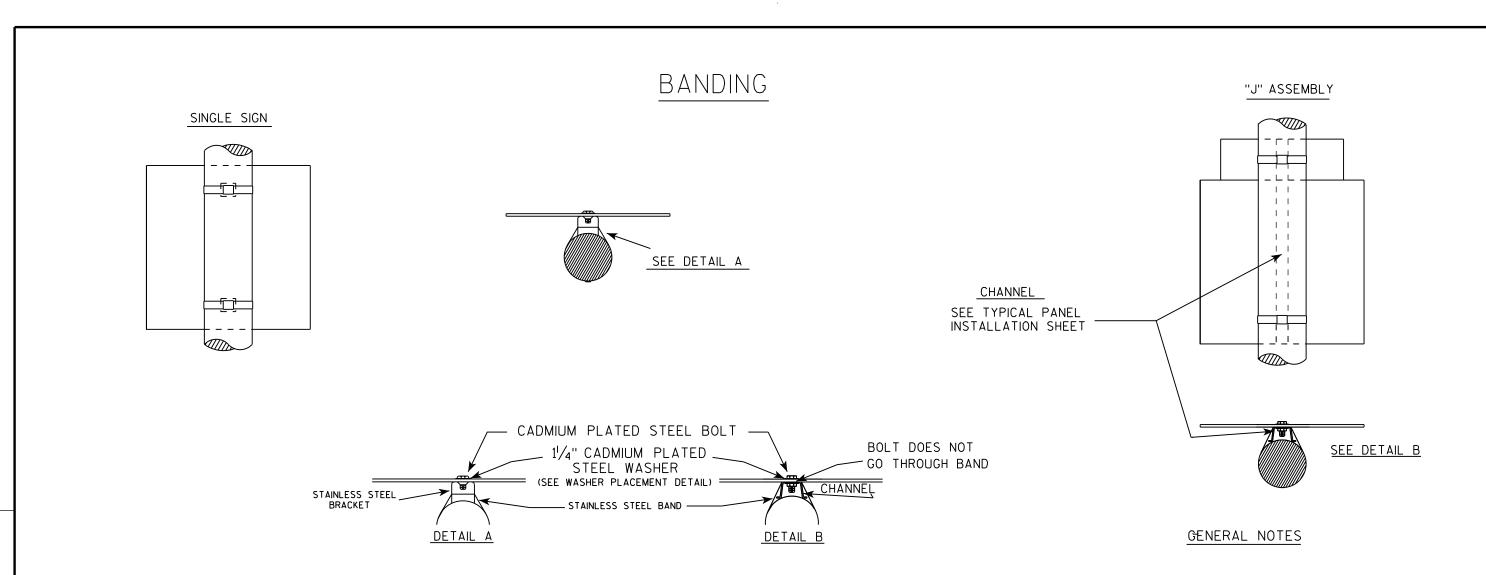
PROJECT NO: HWY: COUNTY: SHEET NO: FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE: 05-FEB-2015 17:09 PLOT BY: mscsja PLOT NAME : PLOT SCALE: 13.659812:1.000000

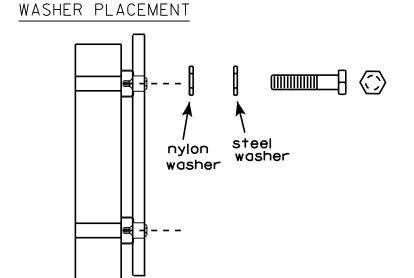
DATE 2/05/15

PLATE NO. <u>A4-9.9</u>

For State Traffic Engineer







HWY:

WASHERS (ALL POSTS) -

COUNTY:

1-1/4" O.D. X3/8" I.D. X1/16" STEEL 1-1/4" O.D. X3/8" I.D. X .080 NYLON FOR ALL TYPE H SIGNS

PLOT BY: mscsja

- 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 $\frac{3}{4}$ " in width and 0.025" thickness.

STANDARD SIGN SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

DATE 8/16/13

SHEET NO:

State Traffic Engineer

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A59.DGN

PROJECT NO:

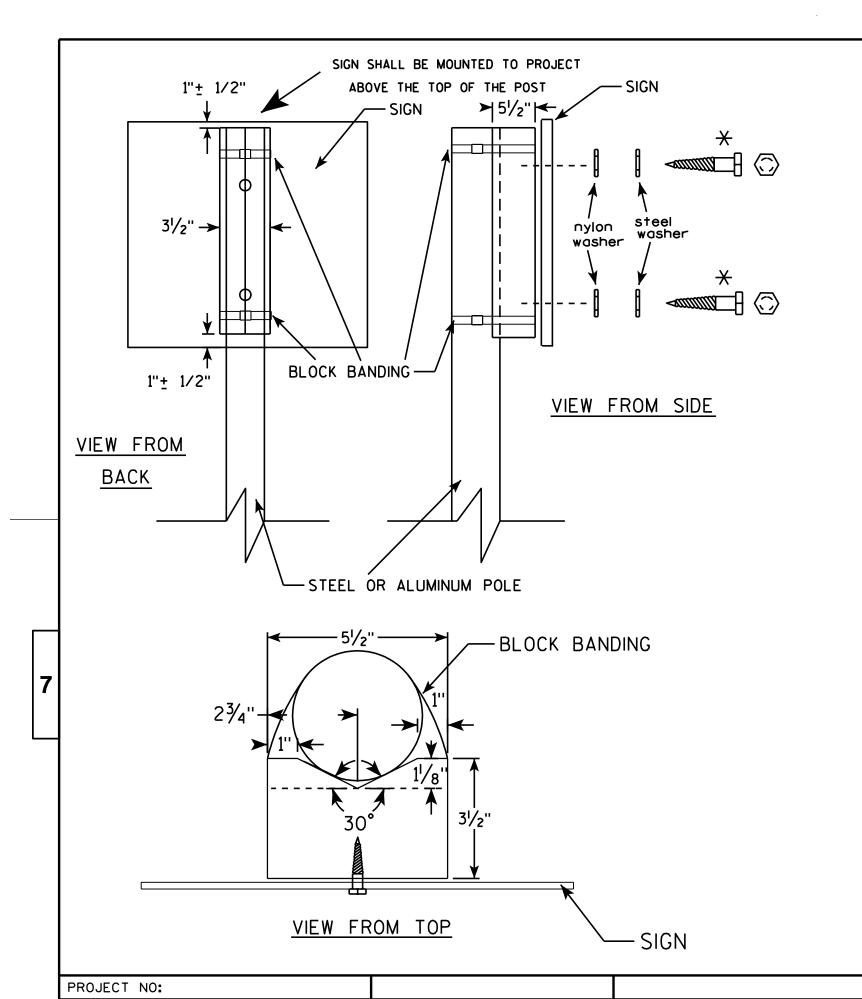
PLOT DATE: 16-AUG-2013 13:27

PLOT NAME :

PLOT SCALE: 33.740899:1.000000

WISDOT/CADDS SHEET 42

PLATE NO. A5-9.3



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, 3/4" 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 11/4" O.D. X 3/8" I.D. X 1/16"
- 8. NYLON WASHERS SHALL BE $1^{1}/_{4}$ " O.D. X $3/_{8}$ " I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

X LAG BOLTS SHALL BE 3/8" X 21/2"

BLOCK BANDING DETAIL
(V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

APPROVED

For State Traffic Engineer

DATE 7/12/07

PLATE NO. A5-10.1

SHEET NO:

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.

2. Color:

Background - Orange Message - Black

- 3. Message Series 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.



Metric equivalent for this sign is:

SIZE	Α	В	С	D	E	F	G	Н	I	J	К	L	М	N	0	Р	Q	R	S	T	U	٧	W	Х	Y	Z	Area sq. ft.	Area m2
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 %	6 3/4	16 ¾	2 1/2	1 3/4	18 ½													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 %	6 3/4	16 ¾	2 1/2	1 3/4	18 ½													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 %	6 3/4	16 ¾	2 1/2	1 3/4	18 ½													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 1/8	6 3/4	16 ¾	2 1/2	1 3/4	18 ½													8.0	0.72

COUNTY:

STANDARD SIGN G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

AP

for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

SHEET NO:

FILE NAME : C:\Users\PROJECTS\tr_stdplate\G202A.DGN

HWY:

PROJECT NO:

PLOT DATE: 30-SEP-2009 09:31

PLOT BY : ditjph

PLOT NAME :

PLOT SCALE : 5.561773:1.000000

5.561773:1.000000 WISDOT/CADDS SHEET 42

- 1. Sign is Type II See Note 6 reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:

Background - Top Red - Bottom Blue (See Note 6) Message - White - See Note 6

- 3. Message Series See note 5
- 4. Substitute appropriate numerals & ajust spacing as per plate A10-1.
- 5. M1-1 Numerals D Interstate - C

M1-1A - All copy - C

6. Permanent Signs

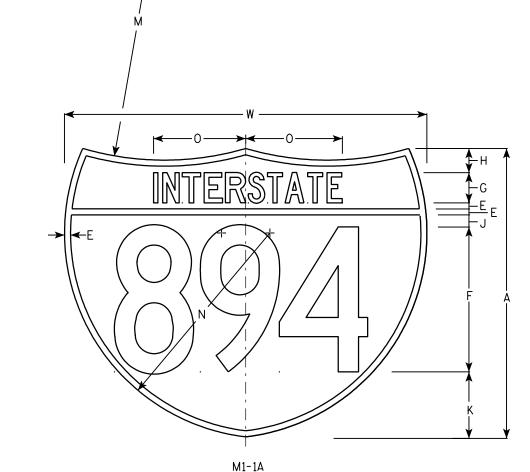
Message - Type H Reflective

Detour or other temporary signs Background - Reflective

Message - Reflective

M1-1

HWY:



PLOT DATE: 13-0CT-2005 14:49

Metric equivalent for these signs are:

SIZE	M1-1	SIZE	M1-1A
1			
2	600 mm X 600 mm	2	600 mm X 750 mm
3	900 mm X 900 mm	3	900 mm X 1125 mm
4	900 mm X 900 mm	4	900 mm X 1125 mm
5	900 mm X 900 mm	5	900 mm X 1125 mm

<u></u>	100	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	X 300	וווווו		J00 I	IIIII X I	123 11111	<u>' </u>																	M1 - 1	W1-1A	M1-1	W1-1A
SIZE	Α	В	С	D	E	F	G	Ι	I	J	K	L	М	N	0	Ρ	a	R	S	T	U	٧	W	Х	Y	Area sq. ft.	Area sq. ft.	Area m2	Area m2
1																													
2	24				1/2	12	2 ½	2		1	5 ½	15	24	17	7 1/8								30			3.13	3.91	. 36	.46
3	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 ½	36	25 ½	11 ¾								45			7.03	8.79	. 81	1.05
4	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 ½	36	25 ½	11 ¾								45			7.03	8.79	.81	1.05
5	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 ¾								45			7.03	8.79	. 81	1.05

COUNTY:

INTERSTATE ROUTE MARKER M1-1 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

DATE 08/23/05

For State Traffic Engineer

SHEET NO:

PLOT BY : DITJPH PLOT NAME :

PROJECT NO:

- 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

	BLACK BLACK
Metric equivalent for this sign is:	>

HWY:

SIZE 600 mm X 600 mm 900 mm X 900 mm 900 mm X 900 mm 900 mm X 900 mm

PROJECT NO:

SIZE	Α	В	С	D	E	F	G	Н	I	J	К	L	М	N	0	Р	Q	R	S	Т	U	٧	W	Х	Y	Z	Area sq. ft.	Area m2
1																												ļ
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 %	11 ½	1	1 1/8	11 1/4	21 1/8											4.0	. 36
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5	12 5/8	17 1/8	1 1/2	2 1/8	16 1/8	33											9.0	.81
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5	12 5/8	17 1/8	1 1/2	2 1/8	16 1/8	33											9.0	.81
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5	12 5/8	17 1/8	1 1/2	2 1/8	16 1/8	33											9.0	. 81

COUNTY:

STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

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

SHEET NO:

FILE NAME : C:\Users\Projects\tr_stdplate\M16.DGN

PLOT DATE: 13-OCT-2005 14:55

PLOT BY : DITJPH

PLOT NAME :

PLOT SCALE : 6.715871:1.000000

WISDOT/CADDS SHEET 42







MP3-1









HWY:



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	Α	В	С	D	E	F	G	Н	I	J	К	L	М	N	0	Р	0	R	S	Т	U	V	W	Х	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 1/8	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

COUNTY:

STANDARD SIGNS M3-1 thur M3-4 **SERIES**

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

DATE 10/15/15 PLATE NO. M3-1.14

Ε

SHEET NO:

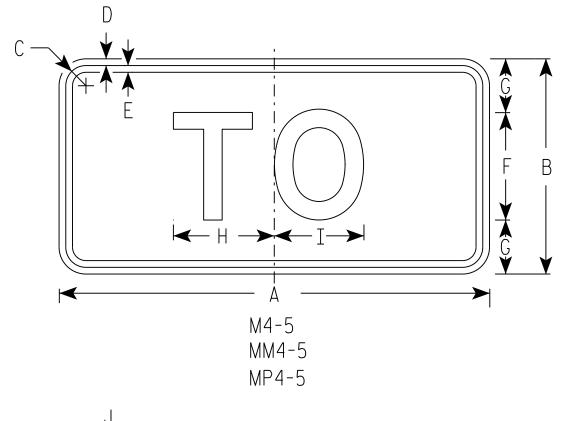
FILE NAME · C·\CAFfiles\Projects\tr stdolote\M31 DCN

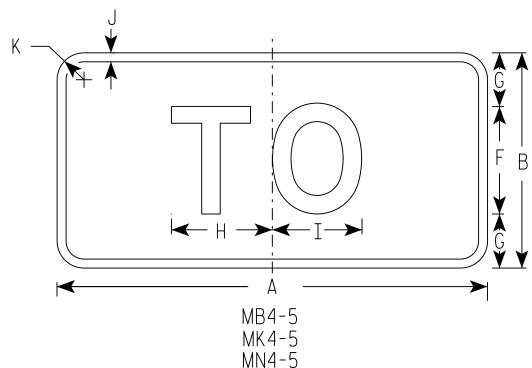
PROJECT NO:

PLOT DATE . 01-DEC-2015 17:54

PLOT RY . \$\$ plotuser \$\$ PLOT NAME :

PLOT SCALE . 11 675051.1 000000





HWY:

NOTES

- 1. Sign is Type II Type H
- 2. Color:

Background - See note 5 Message - See note 5

- 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. M4-5 Background White

Message - Black

MB4-5 Background - Blue

Message - White

MK4-5 Background - Green

Message - White

MM4-5 Background - White

Message - Green

MN4-5 Background - Brown

Message - White

MP4-5 Background - White

Message - Blue

SIZE	Α	В	С	D	E	F	G	Н	I	7	K	L	М	N	0	Ρ	0	R	S	Т	U	٧	W	Х	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	5 3/8	5 1/4	1/2	1 1/2																2.00
3	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
4	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
5	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5

COUNTY:

STANDARD SIGN M4-5

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WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Fac State Traffic Engineer

DATE 10/15/15

PLATE NO. <u>M4-5.8</u>

SHEET NO:

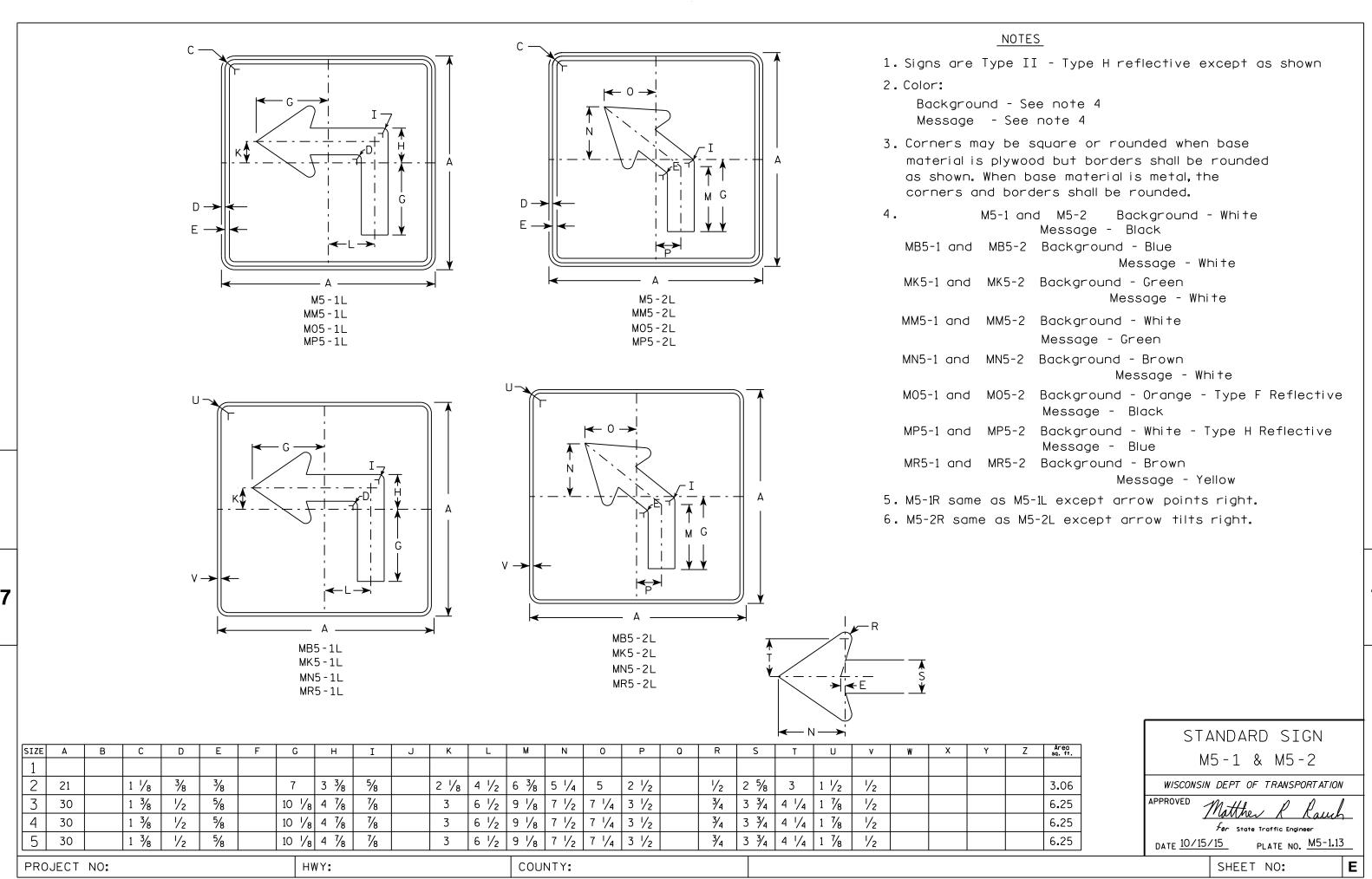
FILE NAME . C.\CAFfiles\Projects\tr stdoldte\M45 DCN

PROJECT NO:

PLOT DATE . 01-DEC-2015 17:55

PLOT RY . \$\$ plotuser \$\$ PLOT NAMF :

PLOT SCALE . 5 351066.1 000000



FILE NAME . C.\CAFfiles\Projects\tr stdolote\M51 DCN

PLOT DATE . 01-DEC-2015 18:07

PINT RY . \$\$ DIOTUSET \$\$ PINT NAMF :

PLOT SCALE . 11 675051.1 000000







MR6-1

HWY:



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

M06-1 and M06-2 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



SIZE	: Α	В	С	D	E	F	G	Н	I	J	K	L	М	N	0	Р	٥	R	S	T	U	٧	W	Х	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3%		7 1/2	7 1/8	5 %	5	4 1/4	5 1/4	3	2 %	1/2						1 1/2	1/2					3.06
3	30		1 3/8	1/2	5%		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 1/8	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 1/8	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 1/8	1/2					6.25

COUNTY:

STANDARD SIGN M6-1 & M6-2 SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew & Rawl For State Traffic Engineer

Ε

DATE 10/15/15 PLATE NO. M6-1.15

SHEET NO:

FILE NAME · C·\CAFfiles\Projects\tr stdplote\M61 DCN

PROJECT NO:

PLOT DATE . 01-DEC-2015 17:57

PIOT RY . \$\$ plotuser \$\$ PIOT NAMF :

PLOT SCALE . 11 675051.1 000000

- 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 - C

PLOT NAME :

- 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. The border strip and word message are reflectorized red.

A	
c —	G
	¥ F ¥
E	
D.	
\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	
R1-2	

SIZE	Α	В	С	D	E	F	G	Н	I	J	K	L	М	N	0	Р	0	R	S	T	U	V	W	Х	Y	Z	Areg sq. ft.
1	30	26	1 1/2	5/8	4	2 1/2	6 3/8	7 ⁄8	4	3 %																	2.71
25	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 %																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 %																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 %																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 1/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 1/8	5/8	2 3/8	2 1/4																	0.97

COUNTY:

STANDARD SIGN R1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew & Rauch

 f_{or} State Traffic Engineer

3/14 PLATE NO. R1-2.12

DATE 10/13/14 PLA

SHEET NO:

311221

PROJECT NO:

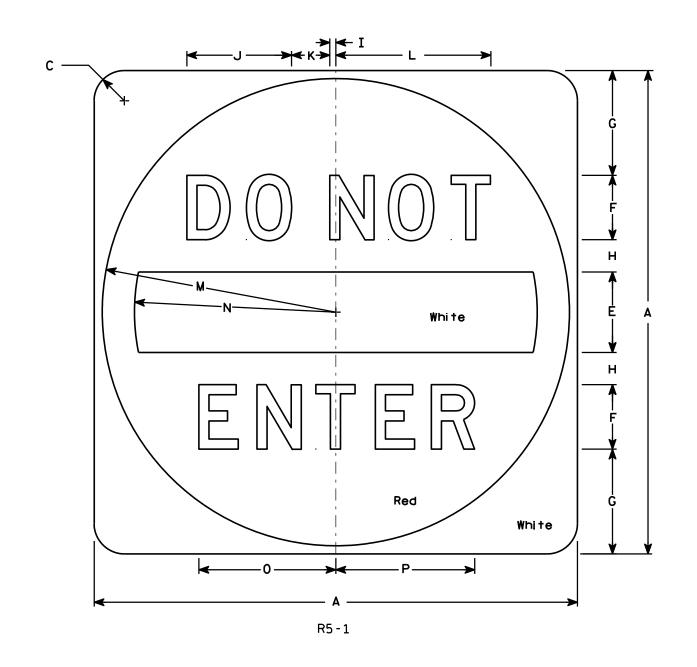
HWY:

<u>NOTES</u>

- 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	Α	В	С	D	E	F	G	Н	I	J	K	L	М	N	0	Р	0	R	S	T	U	٧	W	Х	Y	Z	Area sq. ft.
1																											
25	30		1 1/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 %	14 1/2	12 1/2	8 1/2	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 %	10 ¾											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 %	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 %	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 %	14 1/2	23 ½	20	12 3/4	12 1/8											16.0

COUNTY:

STANDARD SIGN R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

For State Traffic Engineer

DATE 12/17/10

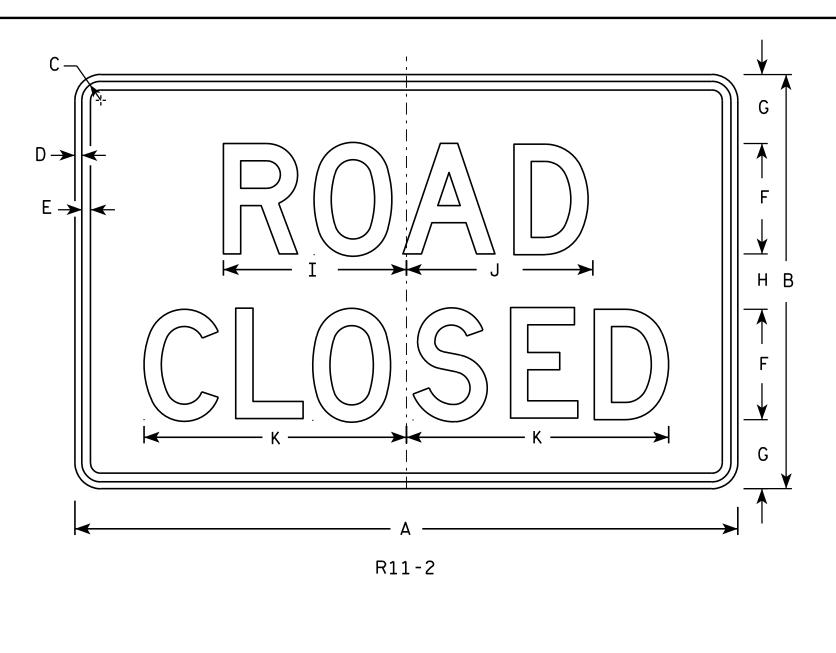
10 PLATE NO. R5-1.15

Р

PLOT NAME :

HWY:

PROJECT NO:

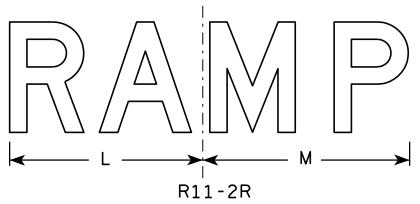


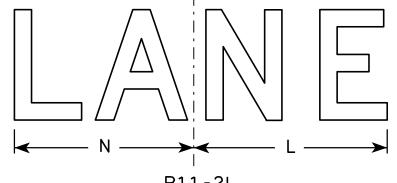
<u>NOTES</u>

- 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 D
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. Modify the message as required.





R	1	1	-	2	L

PLOT NAME :

SIZ	Έ	A	В	С	D	E	F	G	Н	I	C	K	L	M	N	0	Р	0	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																												
2	S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
21	I	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
3		48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
4		48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
5		48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0

COUNTY:

STANDARD SIGN R11-2

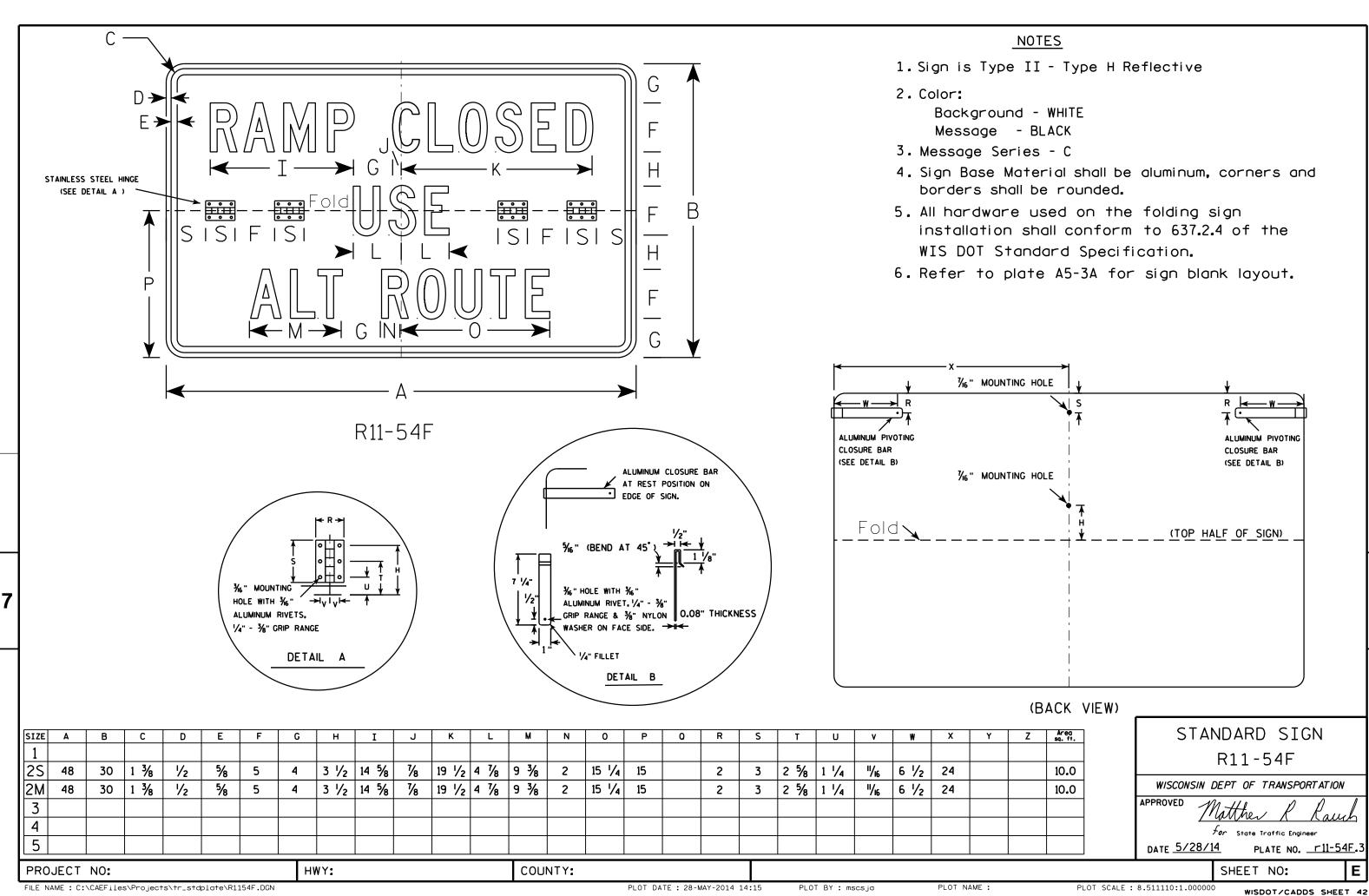
WISCONSIN DEPT OF TRANSPORTATION

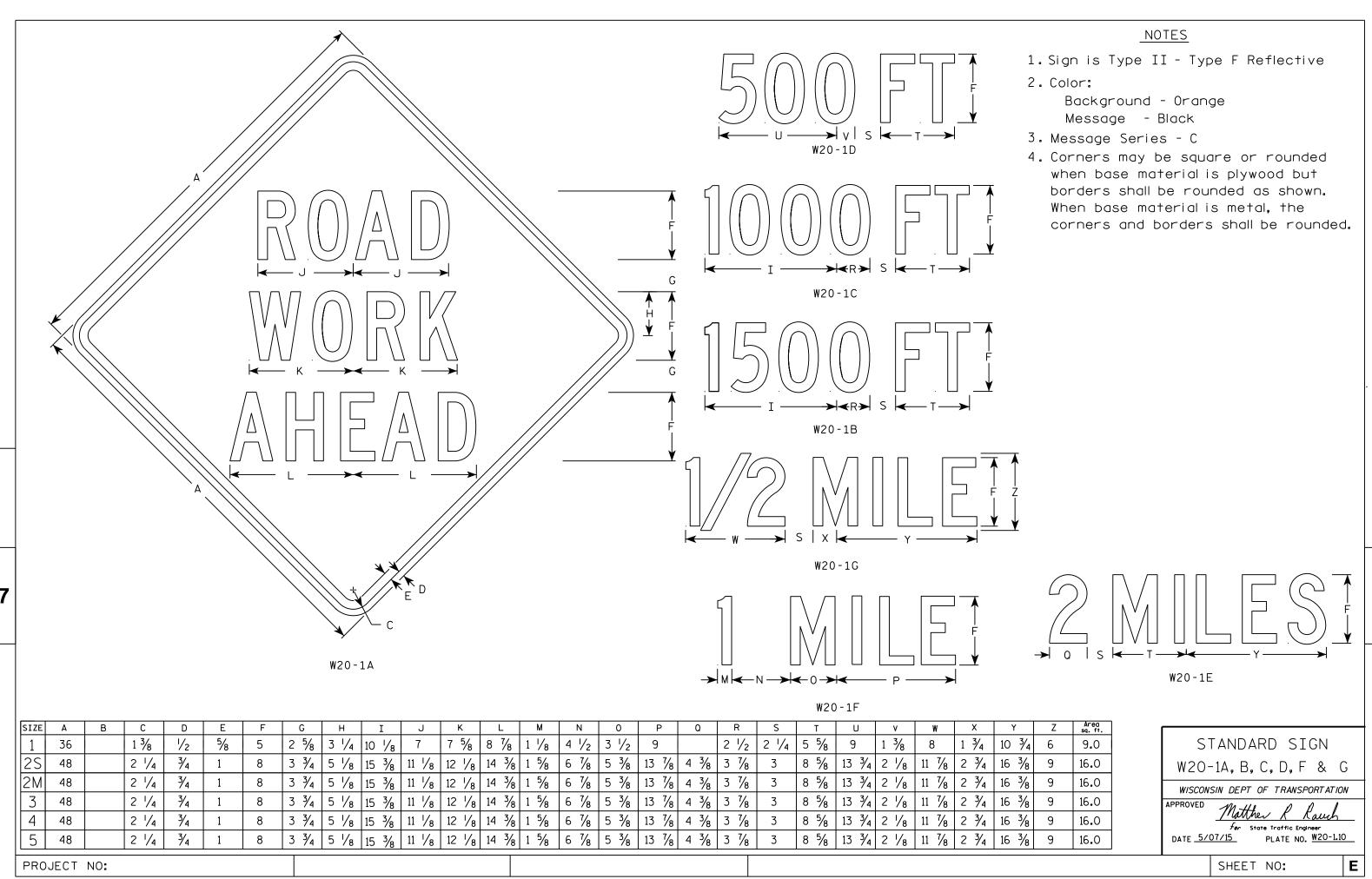
DATE 4/1/11 PLATE NO. R11-2.10

SHEET NO:

HWY:

PROJECT NO:





FILE NAME . C.\CAFfiles\Projects\tr stdolote\W201 DCN

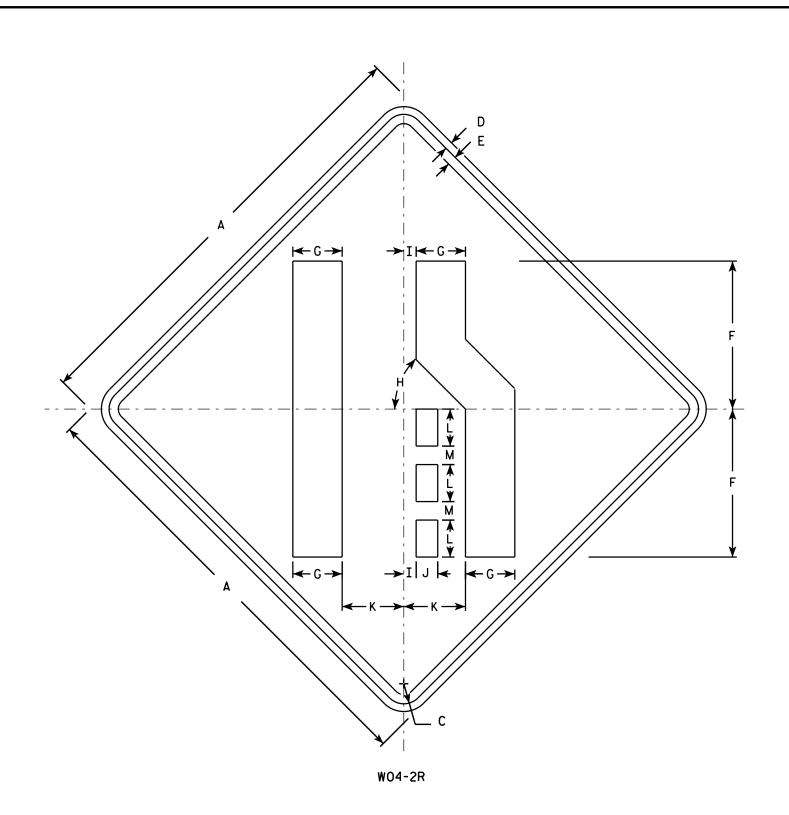
PLOT DATE . 01-DEC-2015 18.24

PIOT RY * \$\$ plotuser \$\$

- 1. Sign is Type II Type F Reflective reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:

Background - Orange Message - Black

- 3. 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. W04-2L is the same as W04-2R except the symbolis reversed along the vertical centerline.



SIZE 1 % 5/8 3/4 12 45° 1 3/4 5 1 1/2 4 36 3 9.0 2S 2 1/4 5 3/8 45° 1 ¼ 2 ¾ 6 ¾ 3/4 48 16.0 45° 1 ¼ 2 ¾ 6 ¾ 3/4 5 3/8 48 2 1/4 2 16.0 2 1/4 3 48 3/4 5 % 45° | 1 1/4 | 2 3/8 | 6 3/4 2 16.0 2 1/4 3/4 5 3/8 45° | 1 1/4 | 2 3/8 | 6 3/4 48 2 16.0 5 2 1/4 3/4 5 3/8 45° | 1 1/4 | 2 3/8 | 6 3/4 48 2 16.0

STANDARD SIGN W04 - 2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

ForState Traffic Engineer

DATE 11/20/13 PLATE NO. <u>WO4-2.1</u>

SHEET NO:

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W042.DGN

PROJECT NO:

PLOT DATE: 20-NOV-2013 11:43

WISDOT/CADDS SHEET 42

		AREA	(SF)			Incremental Vol	(CY) (Unadjust	ed)		Cumul ati ve	e Vol (CY)	
STATI ON	Cut	Salvaged/Unusable Pavement Material	Pavement Removal -	Section Fill		Salvaged/Unusable Pavement Material	Pavement Removal - Fill Outside	Section Fill	Total Fill	Cut 1. 00	Expanded Fill 1.25	Mass Ordinate
			Excuvacion		Note 1	Note 2	Excavati on	Note 3		Note 1		Note 8
100+27	5. 07	1. 90	0.00	0. 47	0	0	0. 0	0	0	0	0	0.00
100+50	4. 47	4. 30	0. 70	1. 71	4	3	0	1	1	4	2	- 0. 11
101+00	4. 48	4. 30	7. 20	9. 46	8	8	7	10	18	12	24	- 21. 86
101+50	14. 84	8. 10	13. 10	19. 30	18	11	19	27	45	30	80	- 72. 23
102+00	25. 33	7. 90	17. 50	28. 23	37	15	28	44	72	67	171	- 140. 28
102+50	33. 61	7. 50	28. 10	53. 61	55	14	42	76	118	122	318	- 247. 47
103+24. 68	33. 04	11. 50	0. 00	0.00	92	26	39	74	113	214	460	- 322. 81

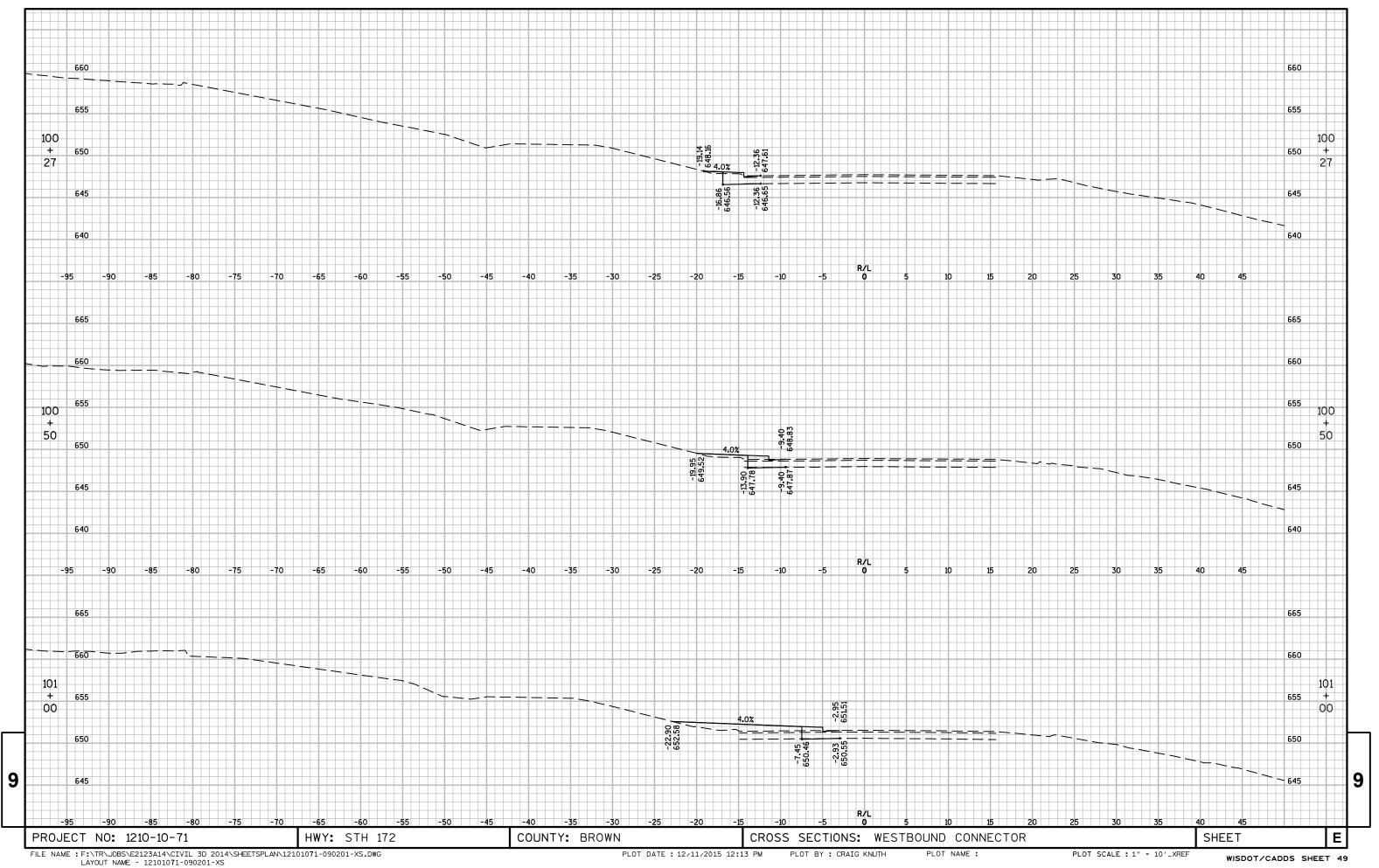
		AREA (S	F)			Incremental Vol (CY)	(Unadjusted)			Cumulativ	e Vol (CY)	
STATION	Cut	Salvaged/Unusable Pavement Material	Pavement Removal - Fill	Fill	Cut	Salvaged/Unusable Pavement Material	Pavement Removal - Fill	Fill	Total Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
					Note 1	Note 2		Note 3		Note 1		Note 8
201+00	83.24	5.80	17.00	12.99	0	0	0	0	0	0	0	0.00
201+50	12.80	21.10	0.90	19.78	89	25	17	30	47	89	59	5.38
202+00	10.53	2.60	0.00	0.32	22	22	1	19	19	111	83	-19.27
202+31	6.27	0.80	0.00	0.00	10	2	0	0	0	120	83	-11.81

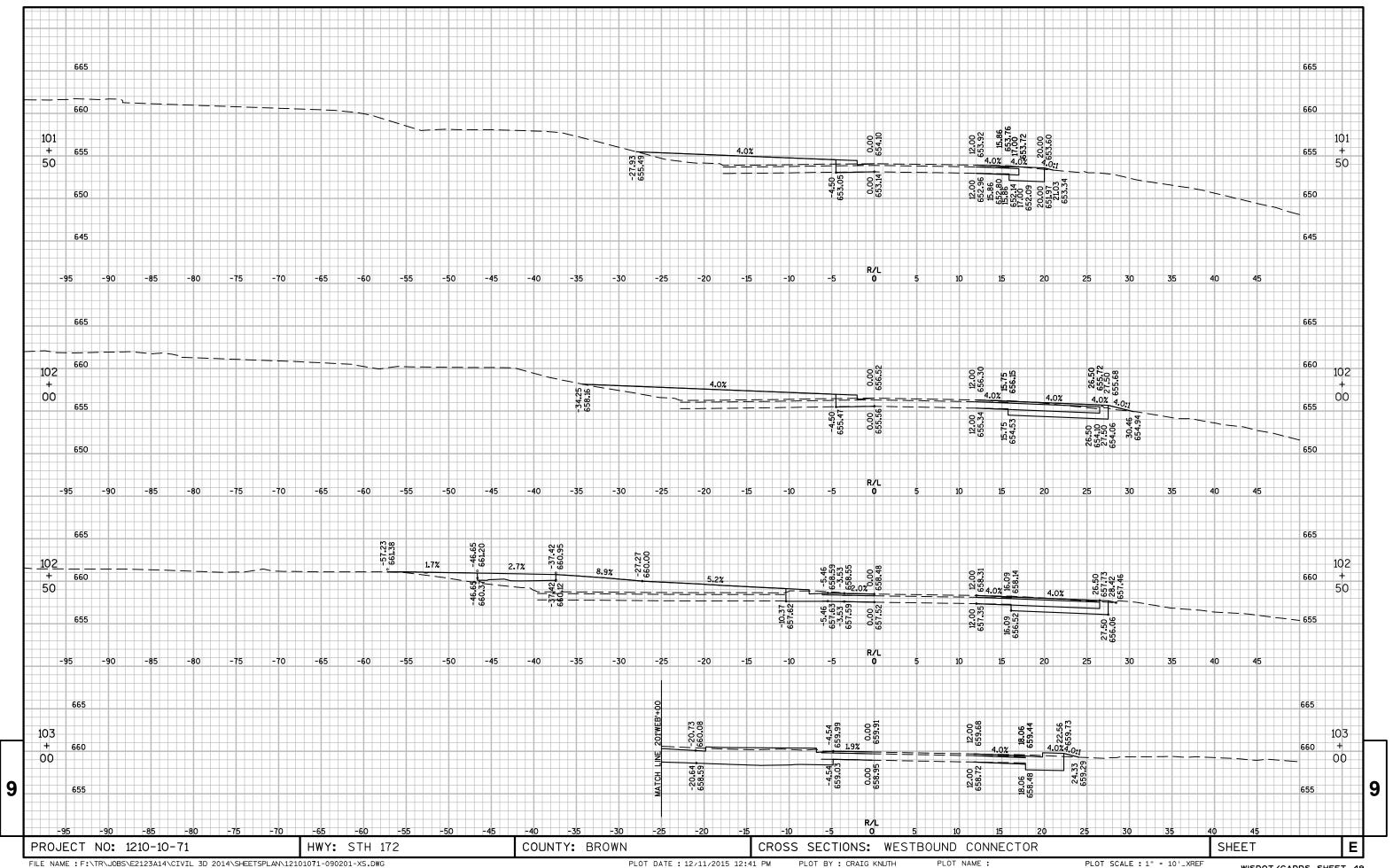
,

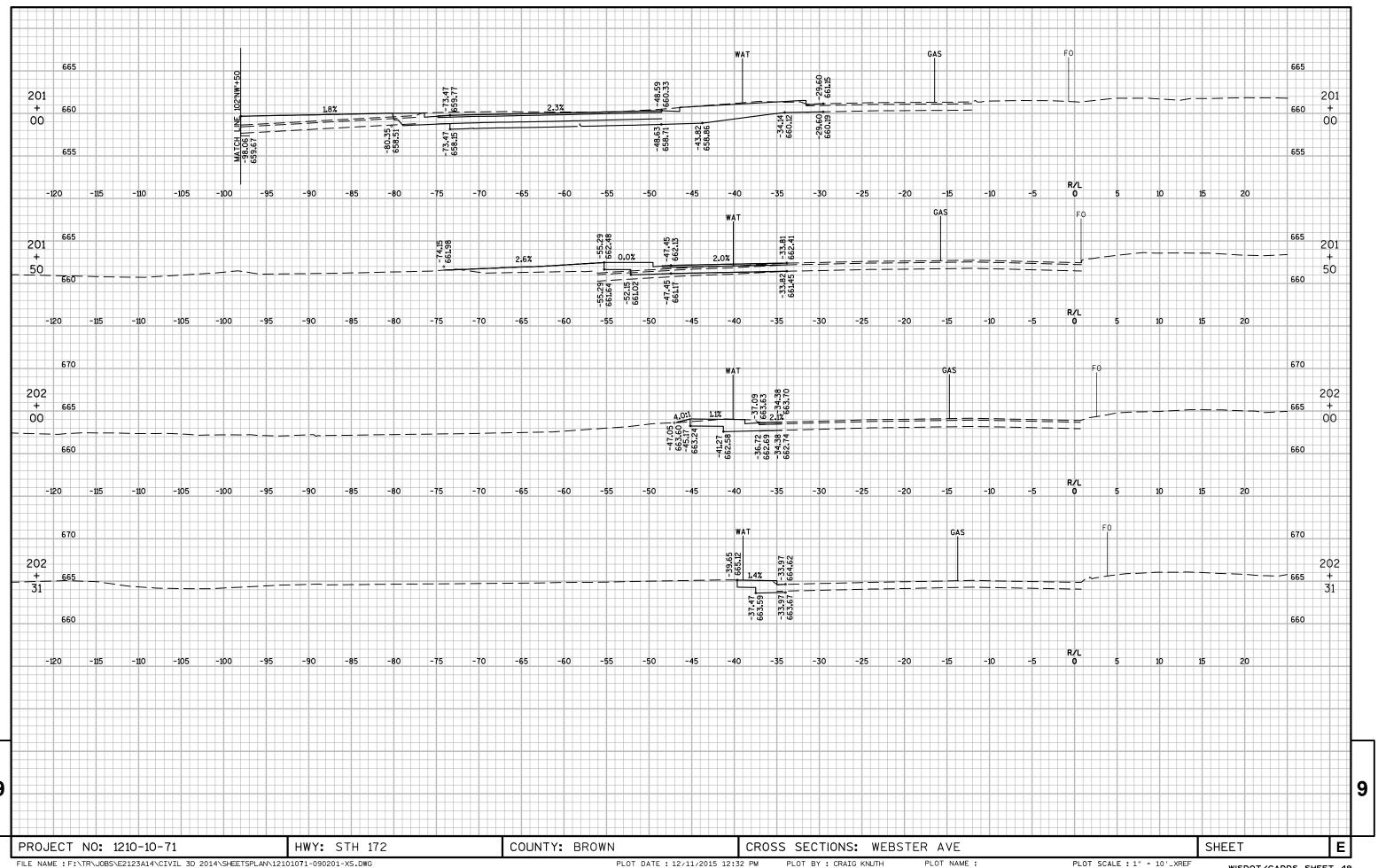
9

PROJECT NO: 1210-10-71 HWY: STH 172 & WEBSTER COUNTY: BROWN EARTHWORK QUANTITIES SHEET E 9.1

FILE NAME: F/TR/JOBS/E2057A12/QUANTITIES/E2057A12_earthwk ORIGINATOR: OMNNI ASSOCIATES ORIG. DATE: 02/17/2015 REV. DATE: 3/12/2015 PRINT DATE: March 12, 2015







Notes



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