WKE

MAR 2018

PROJECT ID: 2818-00-73

WITH: 3723-01-70, 3765-04-70

COUNTY: RACINE

25

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details
Section No.	3	Estimate of Quantities
Section No.	3	Miscellaneous Quantities
~~Section No.~~	~~4~~	~~Right of Way Plat~~
~~Section No.~~	~~5~~	~~Plan and Profile~~
Section No.	6	Standard Detail Drawings
Section No.	7	Sign Plates
~~Section No.~~	~~8~~	~~Structure Plans~~
Section No.	9	Computer Earthwork Data
Section No.	9	Cross Sections

TOTAL SHEETS = 240

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

CTH H, V STURTEVANT/MT PLEASANT

CTH KR TO STH 20

CTH H

RACINE COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
2818-00-73	WISC 2018203	1

STATE PROJECT NUMBER

2818-00-73

N

END PROJECT
STA. 197+46.81

BEGIN PROJECT
STA. 8+26.41
Y= 164,749.53
X= 604,309.01

LAYOUT

SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 3.583 MI

COORDINATES ON THIS PLAN ARE BASED ON THE WISCONSIN COUNTY COORDINATE SYSTEM RACINE COUNTY, NAD83 (97), NAVD88 (91), US SURVEY FOOT.

DESIGN DESIGNATION			CTH KR - BRAUN RD	BRAUN RD - STH 11	STH 11 - STH 20
A.A.D.T.	(2018)	=	7,500	8,900	9,890
A.A.D.T.	(2038)	=	15,550	14,340	15,130
D.H.V.		=	1,550	1,450	1,500
D.D.		=	50/50	50/50	50/50
T.		=	15.1%	15.1%	15.1%
DESIGN SPEED		=	55 MPH	45 MPH	35 MPH
ESALS		=	1,900,000	1,900,000	3,600,000

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

ORIGINAL PLANS PREPARED BY

GRAEF 125 S. 84TH STREET, SUITE 401 MILWAUKEE, WI 53214

WISCONSIN
MARY E. PETTIT
33101
WATERFORD, WI
PROFESSIONAL ENGINEER

12/27/17 Mary E. Pettit
(Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	KAPUR & ASSOCIATES
Designer	GRAEF
Project Manager	FRANK PRITZLAFF
Regional Examiner	
Regional Supervisor	

APPROVED FOR THE DEPARTMENT

DATE: 12-27-17 (Signature)

E

FILE NAME : X:\ML\2017\20170600\CAD\TRANSPORTATION\DWG\SHEETSPLAN\010101_TI.DWG

PLOT DATE : 12/27/2017 8:55 AM

PLOT BY : SCHMIT, NATHAN

PLOT NAME :

2

GENERAL NOTES

NO TREES OR SHRUBS ARE TO BE REMOVED UNLESS INDICATED FOR REMOVAL BY THE ENGINEER.

THE EXACT LOCATION OF PRIVATE ENTRANCES IS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

ALL RADIUS DIMENSIONS FOR CURB & GUTTER ARE GIVEN TO THE FLANGE. ALL ELEVATIONS ALONG CURB & GUTTER ARE GIVEN TO THE FLANGE. OFFSETS NOTED ARE TO THE FLANGE OR EDGE OF LANE IF NO CURB, UNLESS OTHERWISE NOTED.

CONTRACTOR SHALL CONTACT RACINE COUNTY SURVEYOR BEFORE DISTURBING ANY PUBLIC SURVEY MONUMENTS. CONTACT NATHAN PLUNKETT AT (262) 886-8442 FOR MONUMENT RELOCATION PROCEDURES.

THE LOCATION OF KNOWN EXISTING UTILITIES IN THE VICINITY OF THE PROJECT ON THE PLANS IS APPROXIMATE. THERE MAY BE OTHER UTILITIES IN THE AREA THAT ARE NOT SHOWN.

HMA PAVEMENT, WHERE INDICATED ON THE PLANS, SHALL CONSIST OF LAYERS AS FOLLOWS, UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE ENGINEER.

6.25" DEPTH	2.25" OF HMA PAVEMENT 4 MT 58-28 H, AS THE UPPER LAYER 4.00" OF HMA PAVEMENT 3 MT 58-28 S, AS THE LOWER LAYER
8.00" DEPTH	2.00" OF HMA PAVEMENT 4 MT 58-28 S, AS THE UPPER LAYER 6.00" OF HMA PAVEMENT 2 MT 58-28 S, AS THE LOWER LAYER
8.75" DEPTH	2.50" OF HMA PAVEMENT 4 MT 58-28 H, AS THE UPPER LAYER 3.00" OF HMA PAVEMENT 3 MT 58-28 S, AS THE MIDDLE LAYER 3.25" OF HMA PAVEMENT 3 MT 58-28 S, AS THE LOWER LAYER

3½" ASPHALTIC DRIVEWAYS AND FIELD ENTRANCES SHALL BE CONSTRUCTED AS ONE LAYER.

SILT FENCE SHALL BE INSTALLED IN THE LOCATIONS SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.

ASPHALT AND CONCRETE DRIVEWAYS SHALL BE SAWCUT AT THE MATCH LINE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY LOCAL MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

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

RE-TOPSOIL OF GRADED AREAS, AS DESIGNATED BY THE ENGINEER, IMMEDIATELY AFTER GRADING IS COMPLETED WITHIN THOSE AREAS. SEED, FERTILIZE, AND EROSION MAT TOP-SOILED AREAS, AS DESIGNATED BY THE ENGINEER, WITHIN FIVE (5) CALENDAR DAYS AFTER PLACEMENT OF TOPSOIL. IF GRADED AREAS ARE LEFT EXPOSED FOR MORE THAN (14) CALENDAR DAYS, SEED THOSE AREAS WITH TEMPORARY SEED.

STOCKPILE EXCESS MATERIAL OR SPOILS ON UPLAND AREAS. STOCKPILED SOIL SHALL BE PROTECTED AGAINST EROSION. IF STOCKPILED MATERIAL IS LEFT FOR MORE THAN FOURTEEN (14) CALENDAR DAYS, SEED THE STOCKPILE WITH TEMPORARY SEED.

IN WET CONDITIONS, INSTALL BY-PASS PUMPS AND ROCK BAGS TO DEWATER SITES DURING CULVERT REMOVAL AND INSTALLATION AS SHOWN IN THE PLANS AND SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

EROSION CONTROL DEVICES ARE AT SUGGESTED LOCATIONS. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE CONTRACTORS ECIP AND BY THE ENGINEER. EROSION CONTROL BMP'S SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR UNTIL THE ENGINEER DETERMINES THAT THE BMP IS NO LONGER REQUIRED.

SUPER ELEVATION TRANSITION POINTS PROVIDED IN PLANS ARE BASED ON THEORETICAL VALUES. CONTRACTOR TO CONFIRM EXISTING SUPERELEVATION TRANSITION RATES PRIOR TO PERFORMING MILLING OPERATIONS. A VARIABLE MILL MAY BE REQUIRED TO PROVIDE THE VALUES SHOWN. FINAL SUPERELEVATION TRANSITIONS SHALL BE COORDINATED AND APPROVED BY ENGINEER BASED ON FIELD CONDITIONS ENCOUNTERED.

THE ROADWAY REFERENCE LINE IDENTIFIED IN THE PLANS WAS DEVELOPED OFF OF AERIAL IMAGERY AND DOES NOT MATCH THE CENTER OF THE PAVEMENT AT ALL LOCATIONS WITHIN THE PROJECT LIMITS. THE PROPOSED ROADWAY CROWN POINT AND LANE LINES SHOULD MATCH EXISTING CONDITIONS AND GENERALLY SPLIT THE EXISTING PAVEMENT WIDTH.

THE LOCATION OF NO-PASSING ZONE STRIPING AND SIGNING SHOWN IN THE PLANS IS APPROXIMATE. INSTALL NO-PASSING ZONE SIGNING AND STRIPING IN ACCORDANCE WITH SECTIONS 637 AND 648 OF THE STANDARD SPECIFICATIONS. FINAL LAYOUT OF STRIPING AND SIGNING MUST BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.

STANDARD ABBREVIATIONS

AEW	APRON END WALL
AGG	AGGREGATE
BAD	BASE AGGREGATE DENSE
BM	BENCH MARK
C&G	CURB AND GUTTER
C/L	CENTER OR CONSTRUCTION LINE
CONC	CONCRETE
CP	CULVERT PIPE
CPCM	CULVERT PIPE CORRUGATED METAL
CPRC	CULVERT PIPE REINFORCED CONCRETE
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
CSCP	CORRUGATED STEEL CULVERT PIPE
CSPA	CORRUGATED STEEL PIPE ARCH
CSD	CONCRETE SURFACE DRAIN
CY	CUBIC-YARD
D	DEGREE OF CURVE
△	DELTA
DISCH	DISCHARGE
FE	FIELD ENTRANCE
HERCP	HORIZONTAL ELLIPTICAL REINFORCED CONCRETE PIPE
HMA	HOT MIX ASPHALT
INV	INVERT
L	LENGTH OF CURVE
LHF	LEFT HAND FORWARD
LT	LEFT
MIN	MINIMUM
M/L	MATCHLINE
NB	NORTHBOUND
NC	NORMAL CROWN
NTS	NOT TO SCALE
PAVT	PAVEMENT
PB	PULL BOX
PC	POINT-OF-CURVE
PCC	POINT OF COMPOUND CURVE
PE	PRIVATE ENTRANCE
PI	POINT OF INTERSECTION
PLE	PERMANENT LIMITED EASEMENT
PT	POINT OF TANGENT
PVC	POINT OF VERTICAL CURVE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENT
R	RADIUS OF CURVE
R/L	REFERENCE LINE
R/W	RIGHT OF WAY
RAD	RADIUS
RC	REVERSE CROWN
RCAEW	APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE
RCHESS	REINFORCED CONCRETE HORIZONTAL ELLIPTICAL STORM SEWER
RCPSS	REINFORCED CONCRETE PIPE - STORM SEWER
REQD	REQUIRED
RHF	RIGHT HAND FORWARD
RO	RUN OFF LENGTH
RT	RIGHT
SALV	SALVAGED
SB	SIGNAL BASE
SDD	STANDARD DETAIL DRAWING
SE	SUPER ELEVATION
SF	SQUARE FOOT
STA	STATION
SY	SQUARE YARD
T	TANGENT LENGTH
TC	TOP OF CURB
TLE	TEMPORARY LIMITED EASEMENT

DIGGERS HOTLINE

Dial 811 or (800) 242-8511

www.DiggersHotline.com

RACINE COUNTY

RACINE COUNTY DEPARTMENT OF PUBLIC WORKS
14200 WASHINGTON AVENUE
STURTEVANT, WI 53177

MR. NATHAN PLUNKETT
COUNTY ENGINEER
(262) 886-8440
NATHAN.PLUNKETT@GORACINE.ORG

MUNICIPALITIES

MR. STEVE HOUTE
VILLAGE OF MOUNT PLEASANT
8811 CAMPUS DR
MOUNT PLEASANT, WI 53406
(262) 664-7842
SHOUTE@MTPLEASANTWI.GOV

MR. JEFF SEITZ
VILLAGE OF STURTEVANT
14200 WASHINGTON AVE
STURTEVANT, WI 53177
(262) 886-8440
SEITZJ@STURTEVANT-WI.GOV

DESIGN CONTACT

GRAEF
MS. MARY BETH PETTIT
HONEY CREEK CORPORATE CENTER
125 S. 84TH STREET, SUITE 401
MILWAUKEE, WI 53212
(414) 266-9175
MARYBETH.PETTIT@GRAEF-USA.COM

PUBLIC TRANSPORTATION

THE BELLE URBAN SYSTEM
MR. WILLIE MCDONALD
1900 KENTUCKY STREET
RACINE, WI 53405
(262) 619-2443
WILLIE.MCDONALD@CITYOFRACINE.ORG

DEPT. OF NATURAL RESOURCES

WISCONSIN DEPT. OF NATURAL RESOURCES
MR. CRAIG WEBSTER
141 NW BARSTOW STREET
WAUKESHA, WI 53187
(262) 574-2141
CRAIG.WEBSTER@WISCONSIN.GOV

UTILITIES

AT&T WISCONSIN - COMMUNICATION LINE
MARK EDER
2005 PEWAUKEE RD
WAUKESHA, WI 53188-2443
(262) 896-7434
ME1754@ATT.COM

CHARTER COMMUNICATIONS - COMMUNICATION LINE
STEVEN CRAMER
1320 N DR MARTIN LUTHER KING JR DR
MILWAUKEE, WI 53212-4002
(414) 277-4045
WIS.ENGINEERING@CHARTER.COM

UTILITIES

RACINE WATER & WASTEWATER UTILITY
CHAD REGALIA
100 HUBBARD STREET
RACINE, WI 53402
(262) 497-4611
CHAD.REGALIA@CITYOFRACINE.ORG

MIDWEST FIBER NETWORKS LLC - COMMUNICATION LINE
RICHARD TRGOVEC
6070 NORTH FLINT RD
GLENDALE, WI 53209
(414) 459-3554
RTRGOVEC@MIDWESTFIBERNETWORKS.COM

VERIZON BUSINESS - COMMUNICATION LINE
OSP NATIONAL SUPPORT/INVESTIGATIONS
2400 NORTH GLENVILLE
RICHARDSON, TX 75082
INVESTIGATIONS@VERIZON.COM

VILLAGE OF MOUNT PLEASANT - SEWER AND WATER
TONY BEYER
8811 CAMPUS DR
MOUNT PLEASANT, WI 53406
(262) 664-7849
TBEYER@MTPLEASANTWI.GOV

VILLAGE OF STURTEVANT - SEWER
JEFF SEITZ
2810 89TH ST
STURTEVANT, WI 53177
(262) 886-7202
SEITZ@STURTEVANT-WI.GOV

WISCONSIN DEPARTMENT OF TRANSPORTATION - STREET LIGHTING
ERIC PEREA
141 NW BARSTOW STREET
WAUKESHA, WI 53087-0798
(262) 574-5422
ERIC.PEREA@DOT.WI.GOV

WISCONSIN DEPARTMENT OF TRANSPORTATION - WISCONSIN SIGNAL
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DERRIN.WOLFORD@DOT.WI.GOV

WISCONSIN DEPARTMENT OF TRANSPORTATION - STOC
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SUITE 300
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JEFFREY.MADSON@DOT.WI.GOV

WE ENERGIES - ELECTRIC
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MILWAUKEE, WI 53203
(414) 221-5617
NICOLE.SMULLEN@WECENERGYGROUP.COM

CONSTRUCTION FIELD CONTACT:
ALEX DANTINNE
WE ENERGIES (ELECTRICAL OPERATIONS)
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WEST ALLIS, WI 53214
(920) 621-6903
ALEX.DANTINNE@WE-ENERGIES.COM

WE ENERGIES GAS/PETROLEUM
MS. NICOLE
333 W. EVERETT ST ROOM A 299
MILWAUKEE, WI 53103
(414) 221-5617
NICOLE.SMULLEN@WECENERGYGROUP.COM

CONSTRUCTION FIELD CONTACT:
JENNIFER BARRIOS
WE ENERGIES (GAS OPERATIONS)
7815 NORTHWESTERN AVENUE
RACINE, WI 53406
(262) 884-6703
JENNIFER.BARRIOS@WE-ENERGIES.COM

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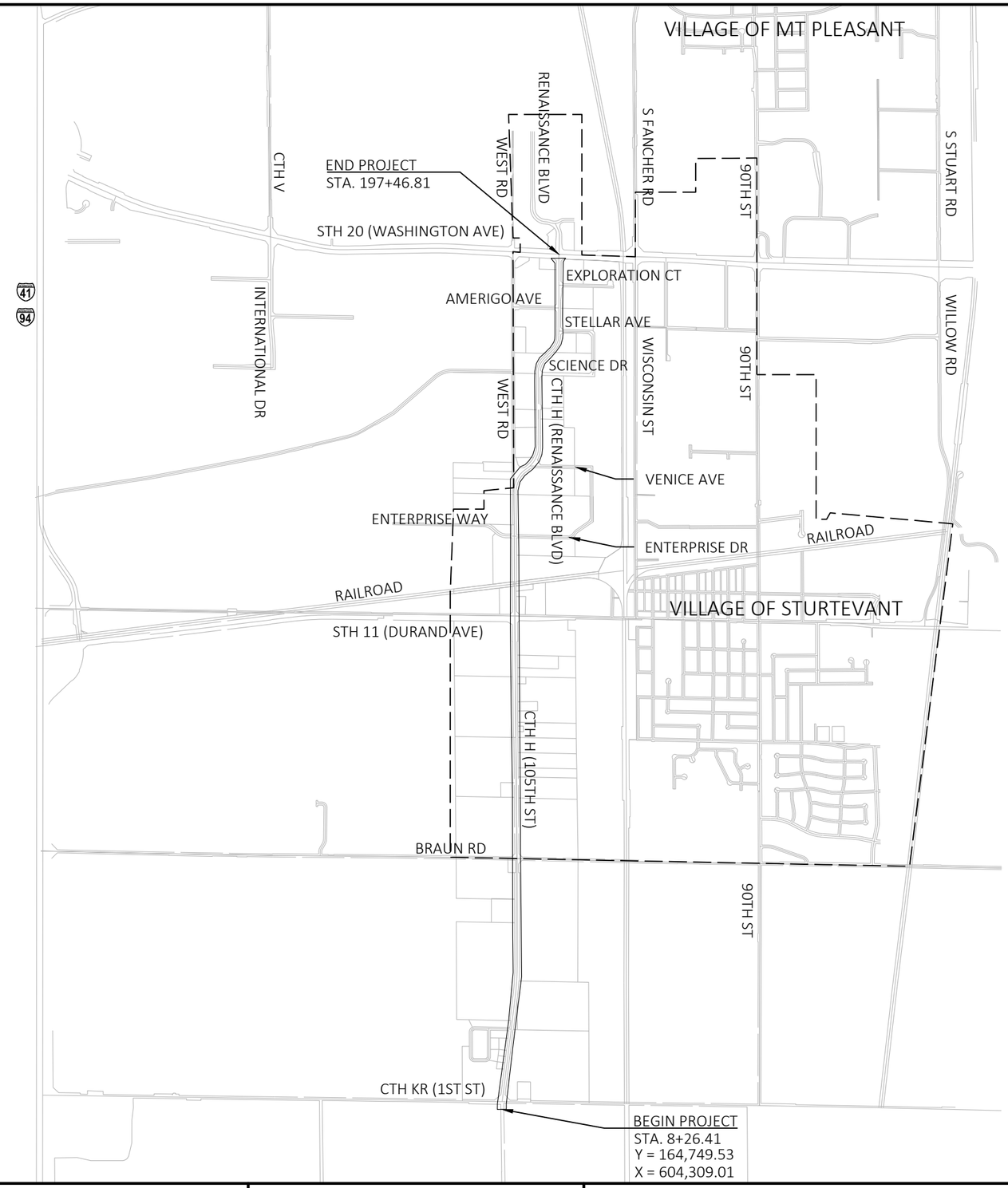

PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	PROJECT OVERVIEW	SHEET 3	E

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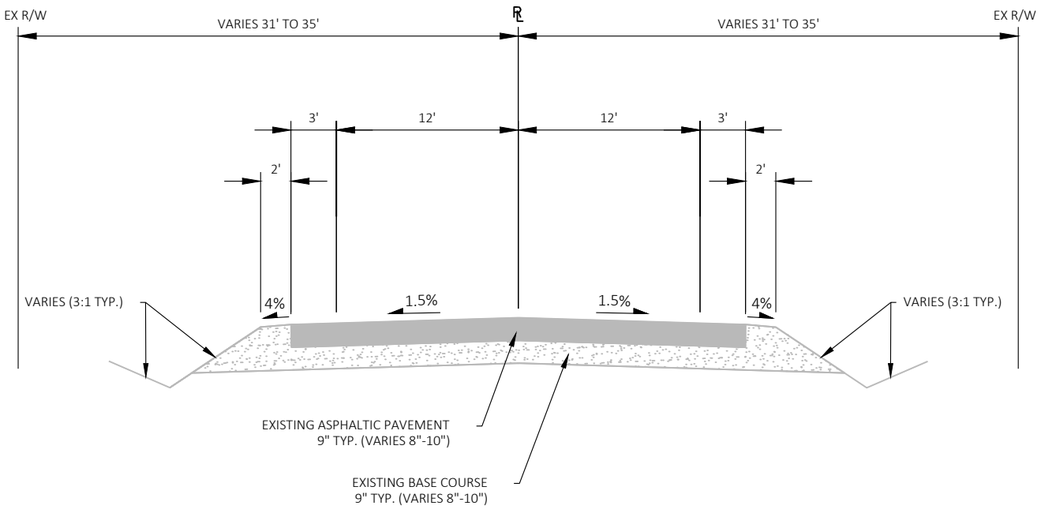
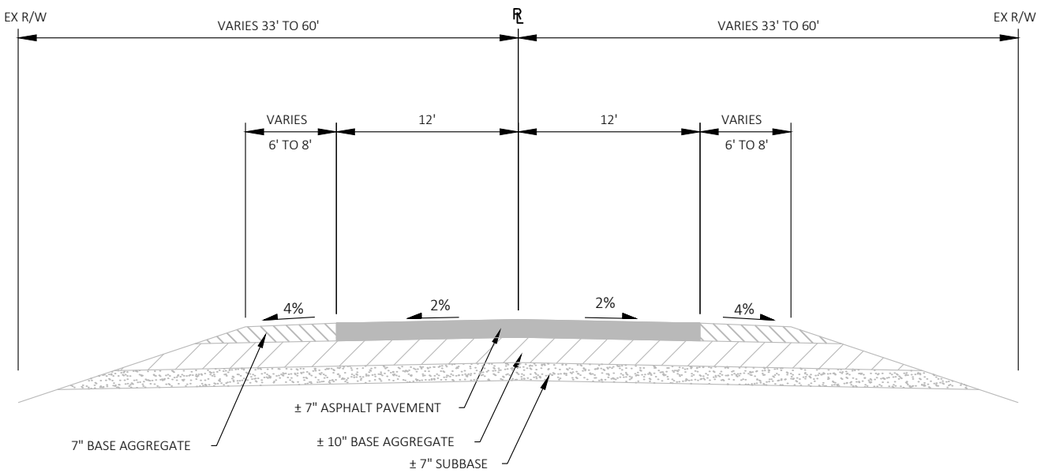
LAYOUT NAME - 020201_po
PLOT DATE : 1/3/2018 3:26 PM
PLOT BY : SCHMIT, NATHAN
PLOT NAME :
PLOT SCALE : 1 IN:0.5 MI
WISDOT/CADDS SHEET 42



EXISTING TYPICAL SECTION - CTH H

BEGIN PROJECT TO CTH KR

STA. 8+26.41 TO STA. 9+59.56



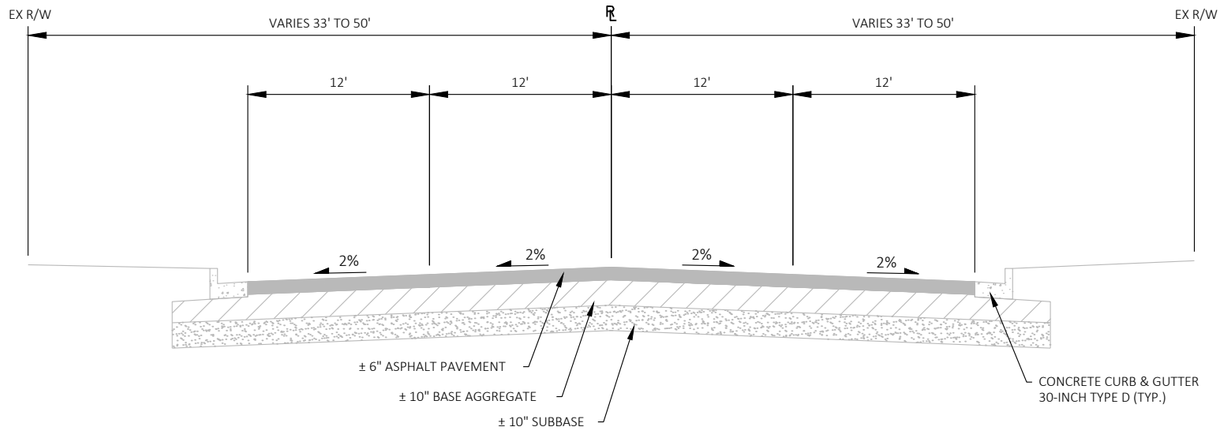
EXISTING TYPICAL SECTION - CTH H

CTH KR TO STH 11

STA. 9+59.56 TO STA. 115+25.00

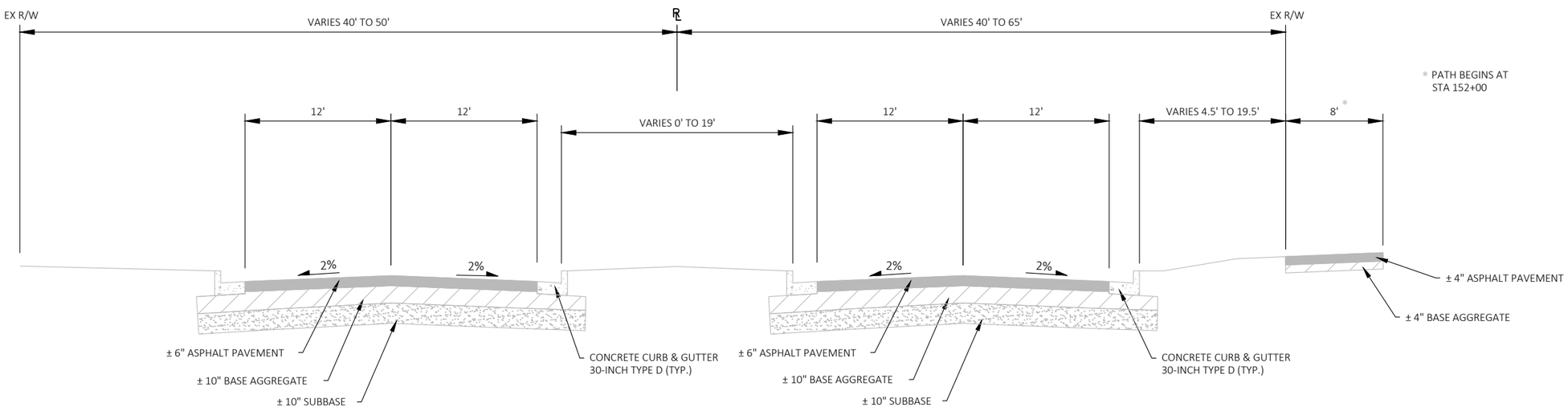
NOTE:

1. AN UNDISTRIBUTED QUANTITY FOR BASE PATCHING ASPHALT HAS BEEN INCLUDED IN THE PLANS. EXACT LOCATIONS OF BASE PATCHES SHALL BE COORDINATED AND APPROVED BY THE ENGINEER.



EXISTING TYPICAL SECTION - CTH H

STH 11 TO WEST ROAD
STA. 116+75.00 TO STA. 144+75.00



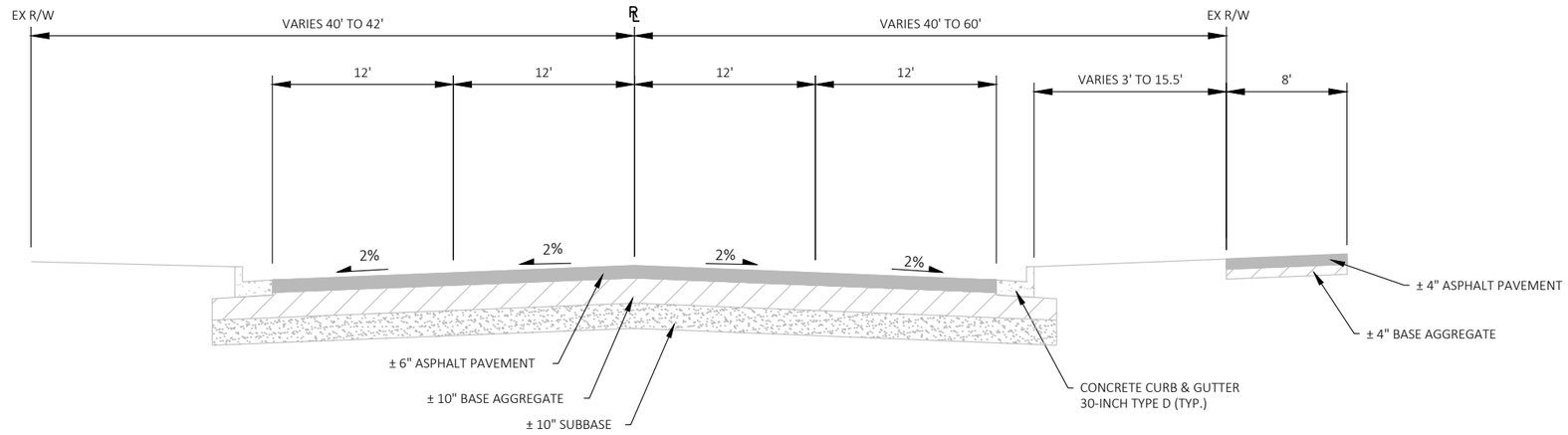
EXISTING TYPICAL SECTION - CTH H

WEST ROAD TO VENICE AVENUE
STA. 144+75.00 TO STA. 154+75.00

NOTE:

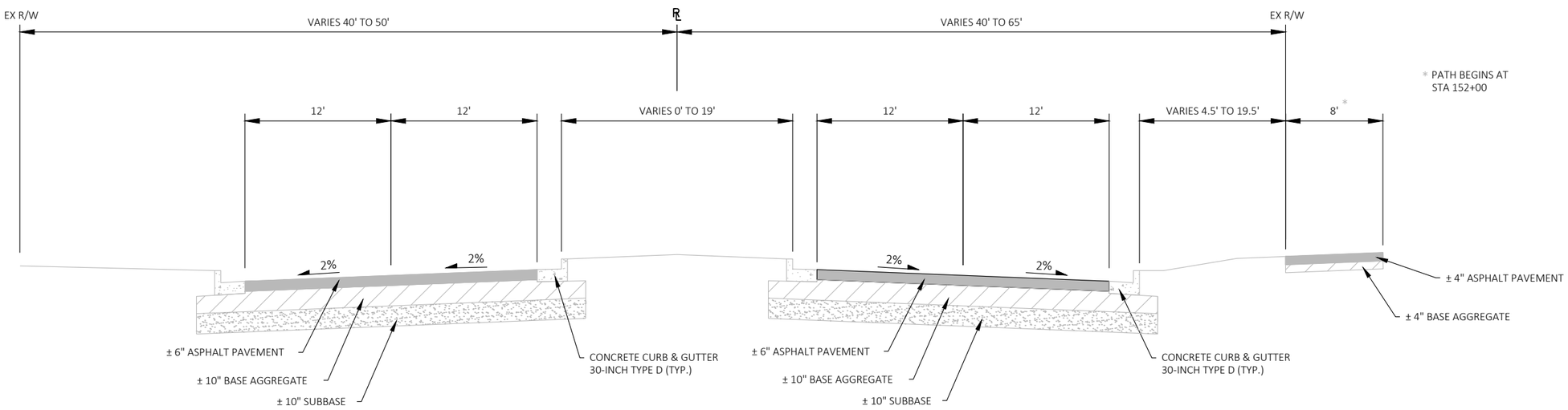
1. AN UNDISTRIBUTED QUANTITY FOR BASE PATCHING ASPHALT HAS BEEN INCLUDED IN THE PLANS. EXACT LOCATIONS OF BASE PATCHES SHALL BE COORDINATED AND APPROVED BY THE ENGINEER.

PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	EXISTING TYPICAL SECTIONS	SHEET 5	E



EXISTING TYPICAL SECTION - CTH H

VENICE AVENUE TO AMERIGO AVENUE
STA. 154+75.00 TO STA. 188+00.00



EXISTING TYPICAL SECTION - CTH H

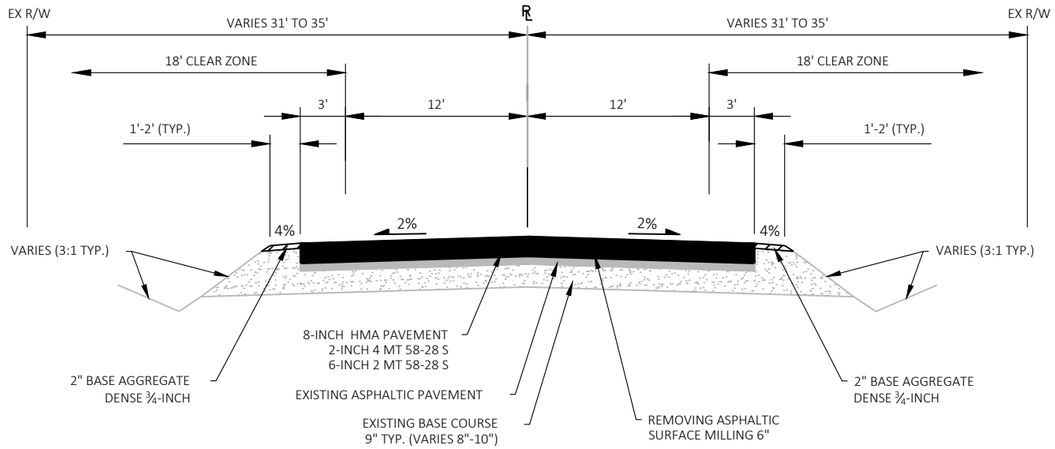
AMERIGO AVENUE TO STH 20
STA. 188+00.00 TO STA. 197+46.81

NOTE:

1. AN UNDISTRIBUTED QUANTITY FOR BASE PATCHING ASPHALT HAS BEEN INCLUDED IN THE PLANS. EXACT LOCATIONS OF BASE PATCHES SHALL BE COORDINATED AND APPROVED BY THE ENGINEER.

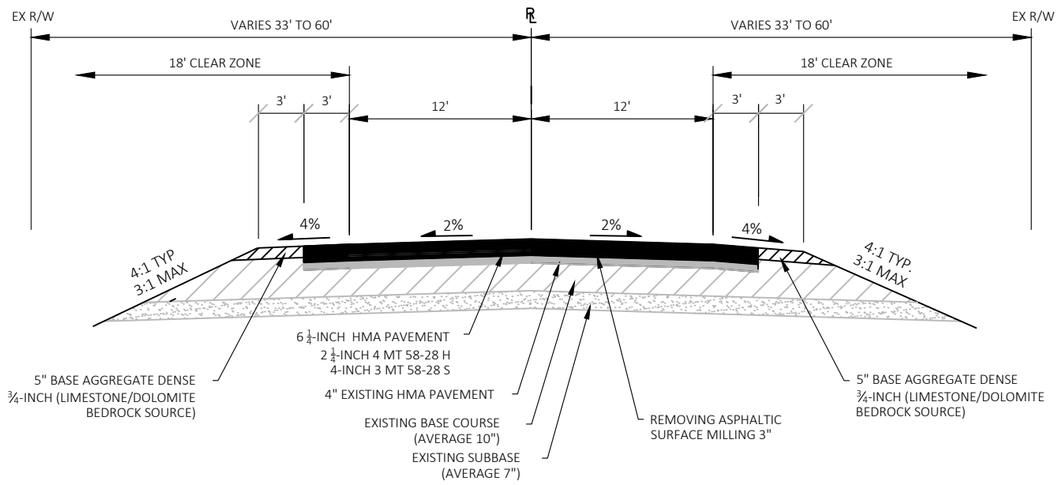
PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	EXISTING TYPICAL SECTIONS	SHEET 6	E

2



FINISHED TYPICAL SECTION - CTH H

BEGIN PROJECT TO CTH KR
STA. 8+26.41 TO STA. 9+59.56

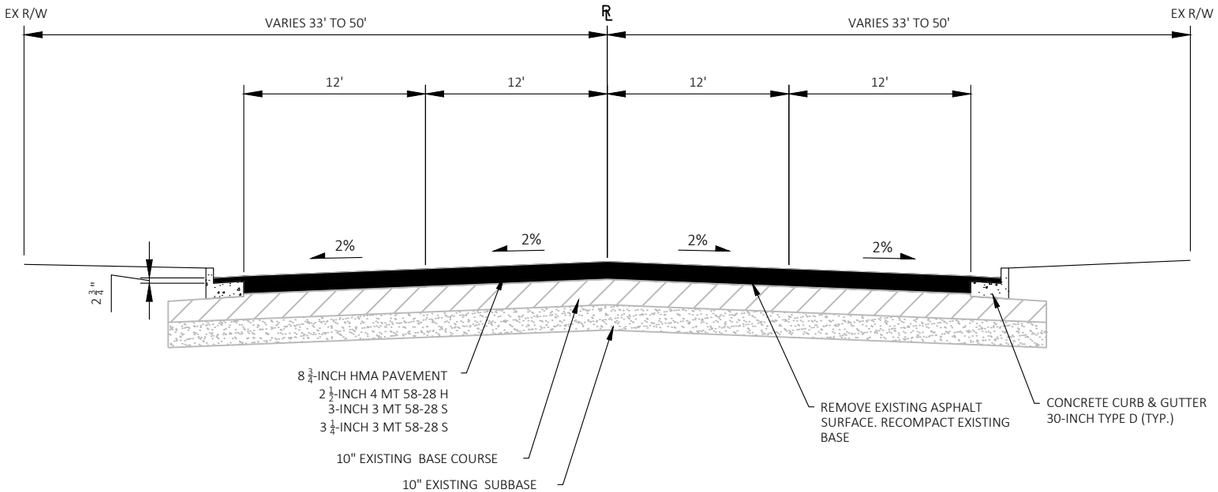


FINISHED TYPICAL SECTION - CTH H

CTH KR TO STH 11
STA. 9+59.56 TO STA. 115+25.00

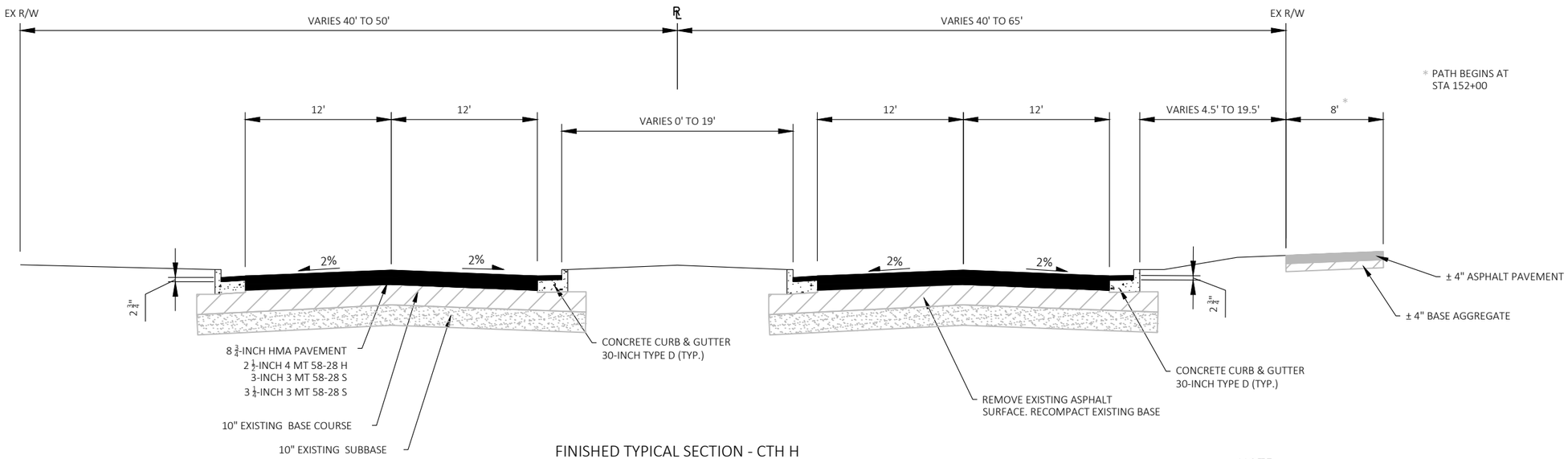
NOTE:

1. AN UNDISTRIBUTED QUANTITY FOR BASE PATCHING ASPHALT HAS BEEN INCLUDED IN THE PLANS. EXACT LOCATIONS OF BASE PATCHES SHALL BE COORDINATED AND APPROVED BY THE ENGINEER.



FINISHED TYPICAL SECTION - CTH H

STH 11 TO WEST ROAD
STA. 116+75.00 TO STA. 144+75.00



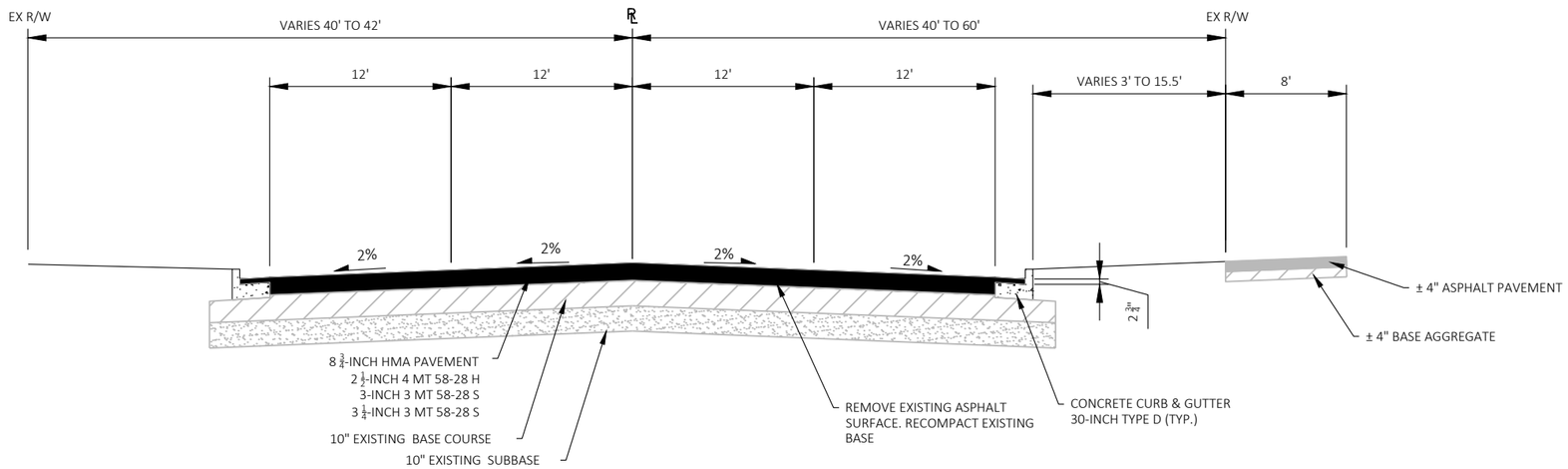
FINISHED TYPICAL SECTION - CTH H

WEST ROAD TO VENICE AVENUE
STA. 144+75.00 TO STA. 154+75.00

NOTE:

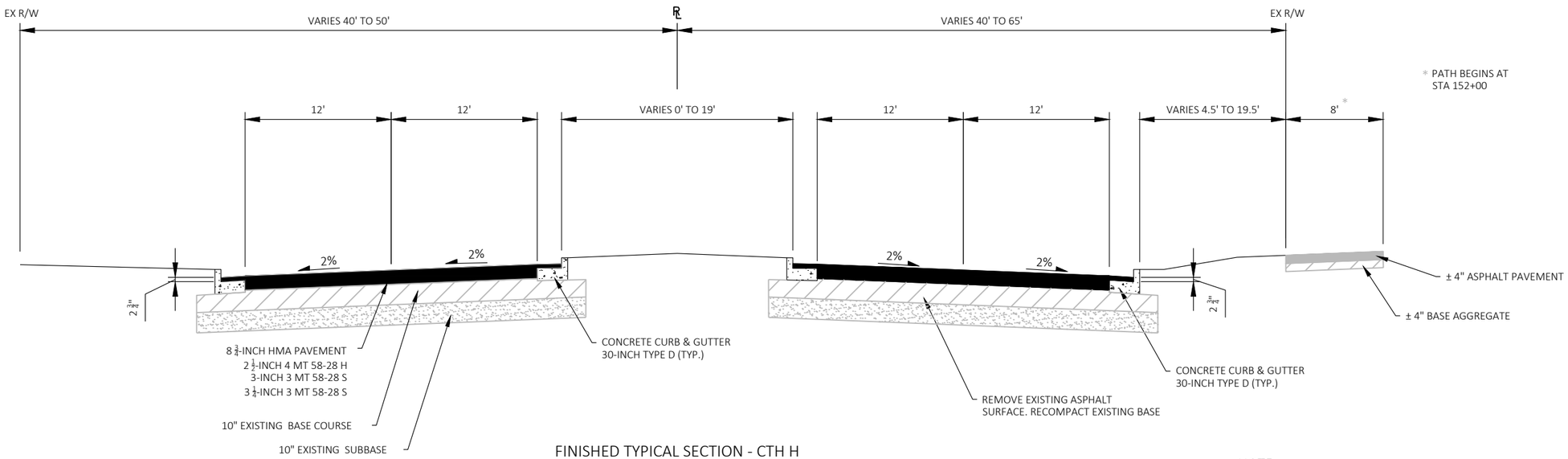
1. AN UNDISTRIBUTED QUANTITY FOR BASE PATCHING ASPHALT HAS BEEN INCLUDED IN THE PLANS. EXACT LOCATIONS OF BASE PATCHES SHALL BE COORDINATED AND APPROVED BY THE ENGINEER.

PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	FINISHED TYPICAL SECTIONS	SHEET 8	E



FINISHED TYPICAL SECTION - CTH H

VENICE AVENUE TO AMERIGO AVENUE
STA. 154+75.00 TO STA. 188+00.00



FINISHED TYPICAL SECTION - CTH H

AMERIGO AVENUE TO STH 20
STA. 188+00.00 TO STA. 197+46.81

NOTE:

1. AN UNDISTRIBUTED QUANTITY FOR BASE PATCHING ASPHALT HAS BEEN INCLUDED IN THE PLANS. EXACT LOCATIONS OF BASE PATCHES SHALL BE COORDINATED AND APPROVED BY THE ENGINEER.

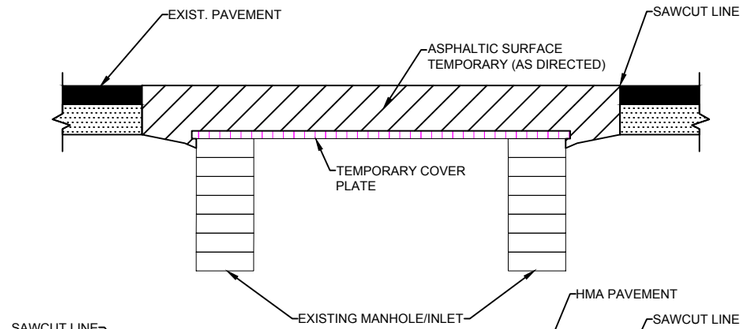
PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	FINISHED TYPICAL SECTIONS	SHEET 9	E

2

STEP 1

PRIOR TO REMOVING ASPHALTIC SURFACE

A. REMOVE AND STORE MANHOLE COVER
B. FURNISH AND INSTALL TEMPORARY COVER PLATE (INCIDENTAL)
C. BACKFILL USING ASPHALT SURFACE TEMPORARY.
   TO BE PAID FOR UNDER CONTRACTOR ITEMS
D. MARK AND RECORD LOCATION OF MANHOLE.

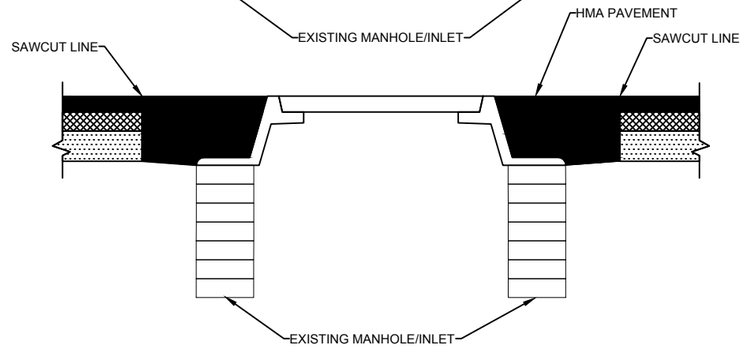


STEP 2

AFTER PAVING LOWER LAYER

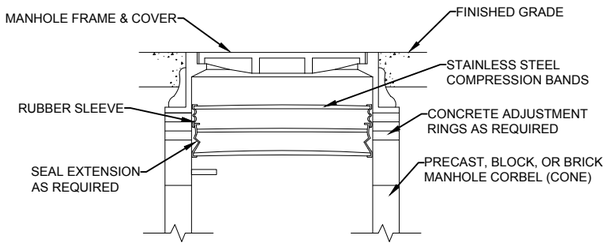
A. EXCAVATE AND REMOVE TEMPORARY COVER PLATE
B. ADJUST MANHOLE AND REINSTALL MANHOLE FRAME
   AND COVER TO FINISHED GRADE

(BACKFILL AND OTHER WORK TO BE DONE IN ACCORDANCE
WITH ITEM - ADJUST EXISTING SANITARY MANHOLE)



CHIMNEY SEAL - GENERAL NOTES:

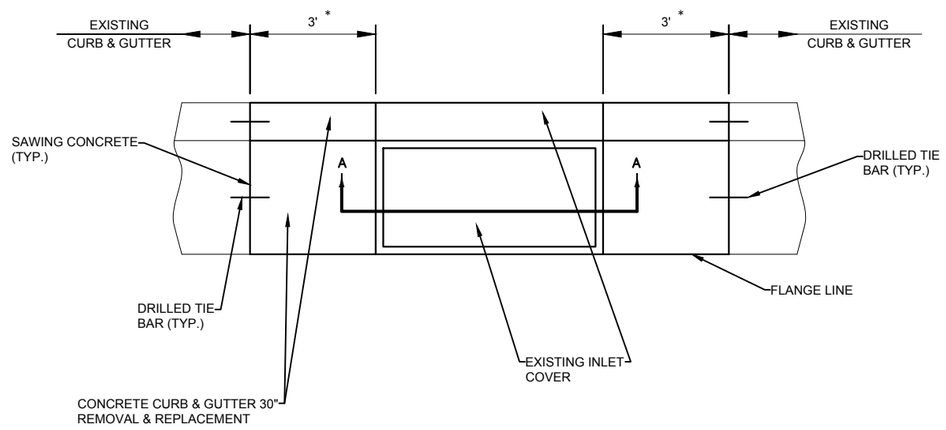
1. THE SEAL SHALL EXTEND FROM THE CASTING TO THE CORBEL (CONE).
   SEAL EXTENSIONS SHALL BE USED AS REQUIRED.
2. AN INTERNAL ADAPTOR SEAL RING MAY BE USED IN LIEU OF THE RUBBER
   SLEEVE. THE INTERNAL ADAPTOR SEAL RING SHALL BE INSTALLED PER
   MANUFACTURER'S INSTRUCTIONS.



INTERNAL RUBBER SLEEVE FRAME/CHIMNEY SEAL

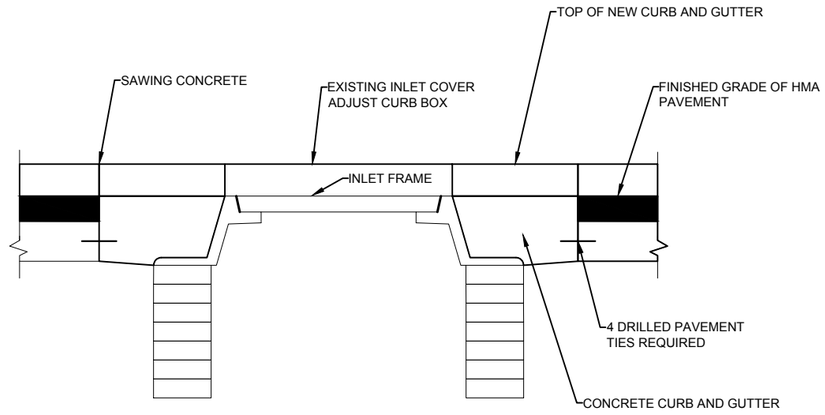
MANHOLE WATERPROOFING SEAL DETAIL

ADJUST EXISTING SANITARY MANHOLE



PLAN VIEW

* REMOVE 3' CURB & GUTTER MIN.
OR TO THE NEAREST JOINT 6' MAX.
UNLESS OTHERWISE DIRECTED

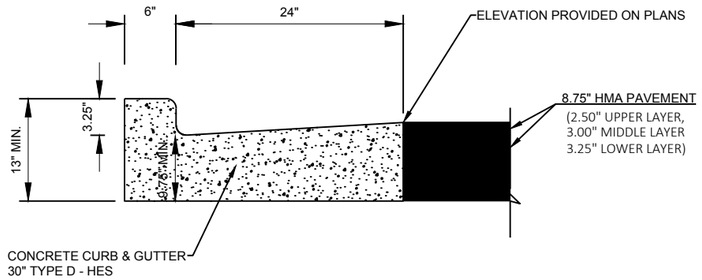


SECTION A-A

ADJUSTING/RECONSTRUCTING INLET DETAIL

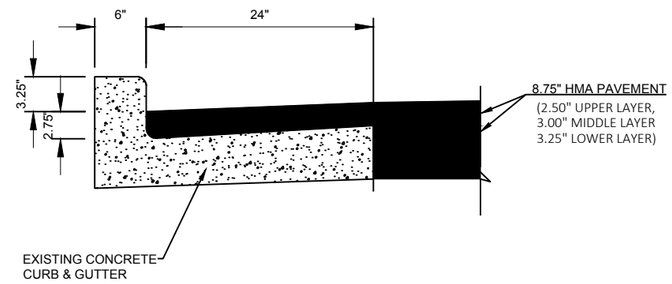
GENERAL DRAINAGE STRUCTURE NOTES:

1. LOCATIONS OF STRUCTURES IN THE DRAINAGE TABLE REFER TO CENTER OF STRUCTURE.
2. WHEN NEW COVERS ARE PLACED, THE FIRST 6" OF ADJUSTMENT OR REPAIRING SHALL BE INCIDENTAL TO THE COST OF THE NEW COVER. ANY ADJUSTMENT OR REPAIR OF BRICKWORK BETWEEN 6" AND 12" WILL BE PAID AS ADJUSTING COVERS. REPAIRS GREATER THAN 12" WILL BE PAID AS RECONSTRUCTING INLETS OR MANHOLES.
3. WHEN A NEW INLET COVER IS SPECIFIED, BOTH THE FRAME AND GRATE ARE INCLUDED.
4. THE CURB BOX OPENING SHALL BE SEALED BEFORE POURING CONCRETE CURB TO PREVENT CONCRETE FROM ENTERING STRUCTURE.
5. SAWING OF EXISTING CURB AND GUTTER AND PAVEMENT SHALL BE PAID FOR AS "SAWING CONCRETE"
6. LOCATIONS TO BE DETERMINED BY ENGINEER IN THE FIELD.



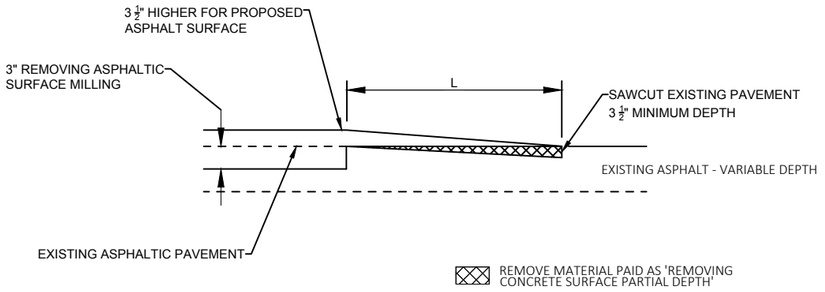
NEW-CONCRETE CURB & GUTTER 30-INCH TYPE D

NOTE: NEW CURB & GUTTER SHALL MATCH TOP OF FINISHED PAVEMENT ELEVATION (2.75" HIGHER THEN EXISTING FLANGE ELEVATION TYP.)



EXISTING-CONCRETE CURB & GUTTER

NOTE: EXISTING CURB & GUTTER SHALL BE OVERLAYED WITH 2.75" HMA PAVEMENT



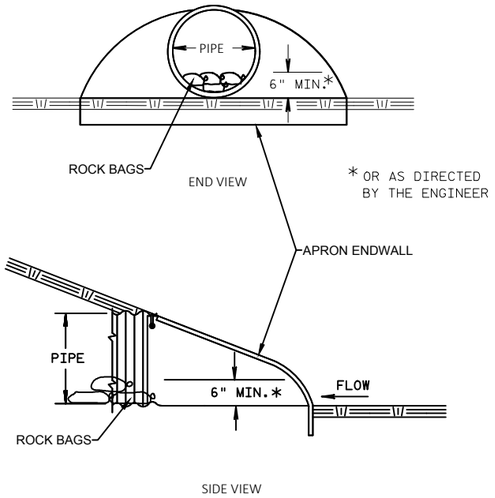
BUTT JOINT DETAIL

NOTE: L=50' FOR CTH H, CTH KR, BRAUN ROAD
L=20' MIN FOR PRARIE VIEW, ENTERPRISE WAY, ENTERPRISE DR, WEST ROAD, VENICE AVE, SCIENCE DR, STELLAR AVE, AMERIGO AVE, EXPLORATION CT.
L=10' MIN FOR ALL DRIVEWAY

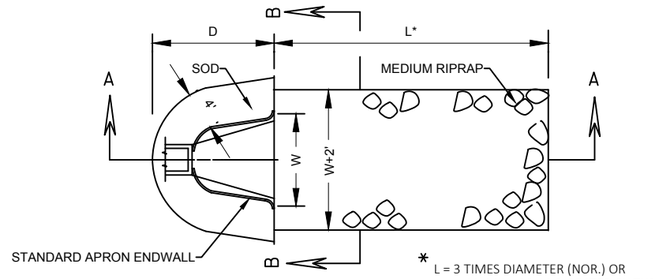
CONTRACTOR TO PROVIDE A 10' WIDE TEMPORARY ASPHALTIC WEDGE ADJACENT TO MILLED BUTT JOINTS AT ALL STREETS WHERE TRAFFIC IS TO BE MAINTAINED DURING CONSTRUCTION.

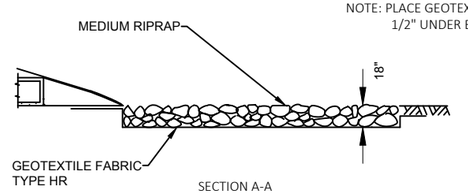
THE TEMPORARY ASPHALTIC WEDGE WILL BE CONSIDERED INCIDENTAL TO THE ITEM "REMOVING ASPHALTIC SURFACE, BUTT JOINTS."

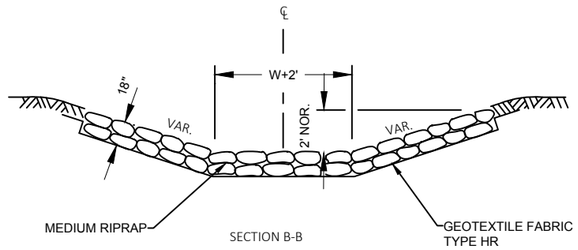
CURB AND GUTTER TO BE REPLACED AT BUTT JOINTS FOR URBAN DRIVEWAYS AND SIDE STREETS. CONTRACTOR SHALL COORDINATE WITH ENGINEER TO EXTEND CURB REPLACEMENTS AS REQUIRED TO ENSURE POSITIVE DRAINAGE FOR ALL NEW CURB & GUTTER AND PAVEMENT.



CULVERT PIPE CHECK







MEDIUM RIPRAP AND GEOTEXTILE FABRIC DETAIL AT APRON ENDWALLS

LEGEND

PAV1	3-INCH ASPHALT SURFACE MILL 6 ½-INCH HMA PAVEMENT
PAV2	8 ¾-INCH HMA PAVEMENT OVER EXISTING BASE COURSE
PAV3	6-INCH ASPHALT SURFACE MILL 8-INCH HMA PAVEMENT
SW	CONCRETE SIDEWALK 5-INCH
AGG	5-INCH BASE AGGREGATE DENSE ¾-INCH
AS	3 ½-INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
30D	CONCRETE CURB & GUTTER 30" TYPE D
30H	CONCRETE CURB & GUTTER 30" HIGH EARLY STRENGTH
36D	CONCRETE CURB & GUTTER 6-INCH SLOPED 36" TYPE D
BTJ	BUTT JOINT Y = 164,923.77 X = 604,217.81
X X X	SAWING ASPHALT

BEGIN CONSTRUCTION
STA 302+00.00

BEGIN PROJECT
STA 8+26.41
Y = 164,749.53
X = 604,309.01

END CONSTRUCTION
STA 303+90.16
Y = 164,920.49
X = 604,407.94

DANIEL R DEJONGE KELLY A DEJONGE
10635 PRAIRIE VIEW S DR

BORZYNSKI BROTHERS PROPERTIES
HWY KR

POINT NUMBER	STATION	OFFSET	DESCRIPTION
1	9+14.10	12' RT	BEGIN TAPER
2	9+33.78	12' LT	BEGIN TAPER
3	9+59.56	15' RT	END TAPER
4	9+63.57	15' LT	END TAPER
5	9+63.57	35' LT	20' RADIUS
6	302+50.00	15' RT	BEGIN TAPER
7	302+05.00	12' RT	END TAPER
8	9+59.56	40' RT	25' RADIUS
9	303+31.95	15' RT	BEGIN TAPER
10	303+61.95	12' RT	END TAPER

POINT NUMBER	STATION	OFFSET	DESCRIPTION
11	302+19.87	12' LT	END TAPER
12	302+50.00	15' LT	BEGIN TAPER
13	10+41.44	45' LT	30' RADIUS
14	303+85.16	12' LT	END TAPER
15	303+40.16	15' LT	BEGIN TAPER
16	10+47.00	45' RT	30' RADIUS
17	10+41.44	15' LT	BEGIN TAPER
18	10+47.00	15' RT	BEGIN TAPER
19	10+77.22	12' RT	END TAPER
20	10+86.13	12' LT	END TAPER

SUPERELEVATION DATA				
CURVE	STATION	LT LANE	RT LANE	REMARKS
1	11+87.80	-2.000	-2.000	END NORMAL CROWN
	11+36.80	0.000	-2.000	LEVEL CROWN
	11+19.80	0.670	-2.000	REVERSE CROWN
	11+10.80	1.000	-2.000	BEGIN FULL SUPER
	9+03.35	1.000	-2.000	END FULL SUPER
	8+94.41	0.670	-2.000	REVERSE CROWN
	8+77.41	0.000	-2.000	LEVEL CROWN
	8+26.41	-2.000	-2.000	BEGIN NORMAL CROWN

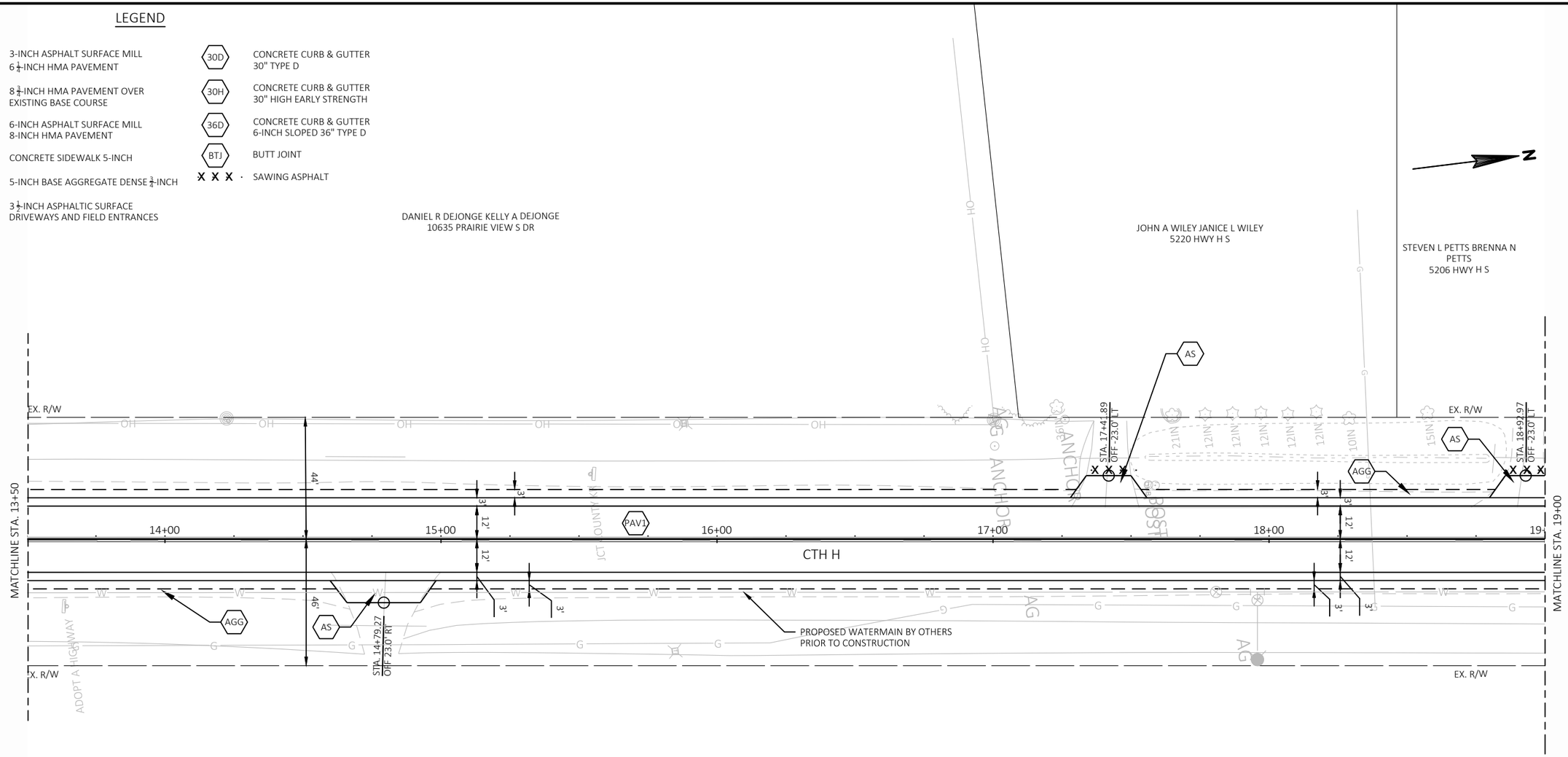
CONSTRUCTION NOTES

1. SUPERELEVATION TRANSITION POINTS PROVIDED IN PLANS ARE BASED ON THEORETICAL VALUES. CONTRACTOR TO CONFIRM EXISTING SUPERELEVATION TRANSITION RATES PRIOR TO PERFORMING MILLING OPERATIONS. A VARIABLE MILL MAY BE REQUIRED TO PROVIDE THE VALUES SHOWN. FINAL SUPERELEVATION TRANSITIONS SHALL BE COORDINATED AND APPROVED BY ENGINEER BASED ON FIELD CONDITIONS ENCOUNTERED.
2. THE ROADWAY REFERENCE LINE IDENTIFIED IN THE PLANS WAS DEVELOPED OFF OF AERIAL IMAGERY AND DOES NOT MATCH THE CENTER OF THE PAVEMENT AT ALL LOCATIONS WITHIN THE PROJECT LIMITS. THE PROPOSED ROADWAY CROWN POINT AND LANE LINES SHOULD MATCH EXISTING CONDITIONS AND GENERALLY SPLIT THE EXISTING PAVEMENT WIDTH.
3. CURB AND GUTTER TO BE REPLACED AT BUTT JOINTS FOR URBAN DRIVEWAYS AND SIDE STREETS. CONTRACTOR SHALL COORDINATE WITH ENGINEER TO EXTEND CURB REPLACEMENTS AS REQUIRED TO ENSURE POSITIVE DRAINAGE FOR ALL NEW CURB & GUTTER AND PAVEMENT.

PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	PLAN DETAIL	SHEET 14	E

LEGEND

- PAV1 — 3-INCH ASPHALT SURFACE MILL, 6 ½-INCH HMA PAVEMENT
- PAV2 — 8 ¾-INCH HMA PAVEMENT OVER EXISTING BASE COURSE
- PAV3 — 6-INCH ASPHALT SURFACE MILL, 8-INCH HMA PAVEMENT
- SW — CONCRETE SIDEWALK 5-INCH
- AGG — 5-INCH BASE AGGREGATE DENSE ¾-INCH
- AS — 3 ½-INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- 30D — CONCRETE CURB & GUTTER 30" TYPE D
- 30H — CONCRETE CURB & GUTTER 30" HIGH EARLY STRENGTH
- 36D — CONCRETE CURB & GUTTER 6-INCH SLOPED 36" TYPE D
- BTJ — BUTT JOINT
- X X X · SAWING ASPHALT



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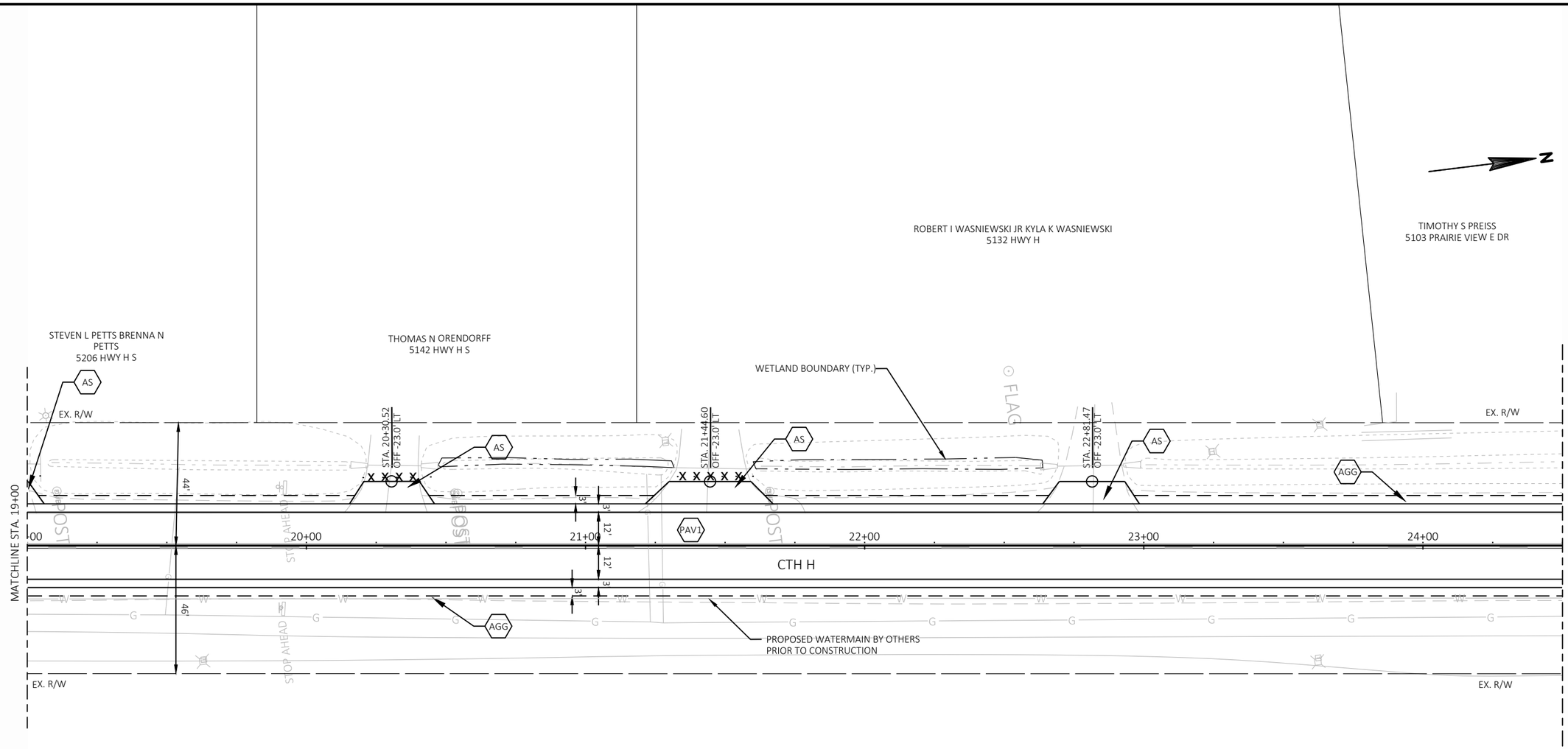

LEGEND

- PAV1 — 3-INCH ASPHALT SURFACE MILL, 6¼-INCH HMA PAVEMENT
- PAV2 — 8¾-INCH HMA PAVEMENT OVER EXISTING BASE COURSE
- PAV3 — 6-INCH ASPHALT SURFACE MILL, 8-INCH HMA PAVEMENT
- SW — CONCRETE SIDEWALK 5-INCH
- AGG — 5-INCH BASE AGGREGATE DENSE ¾-INCH
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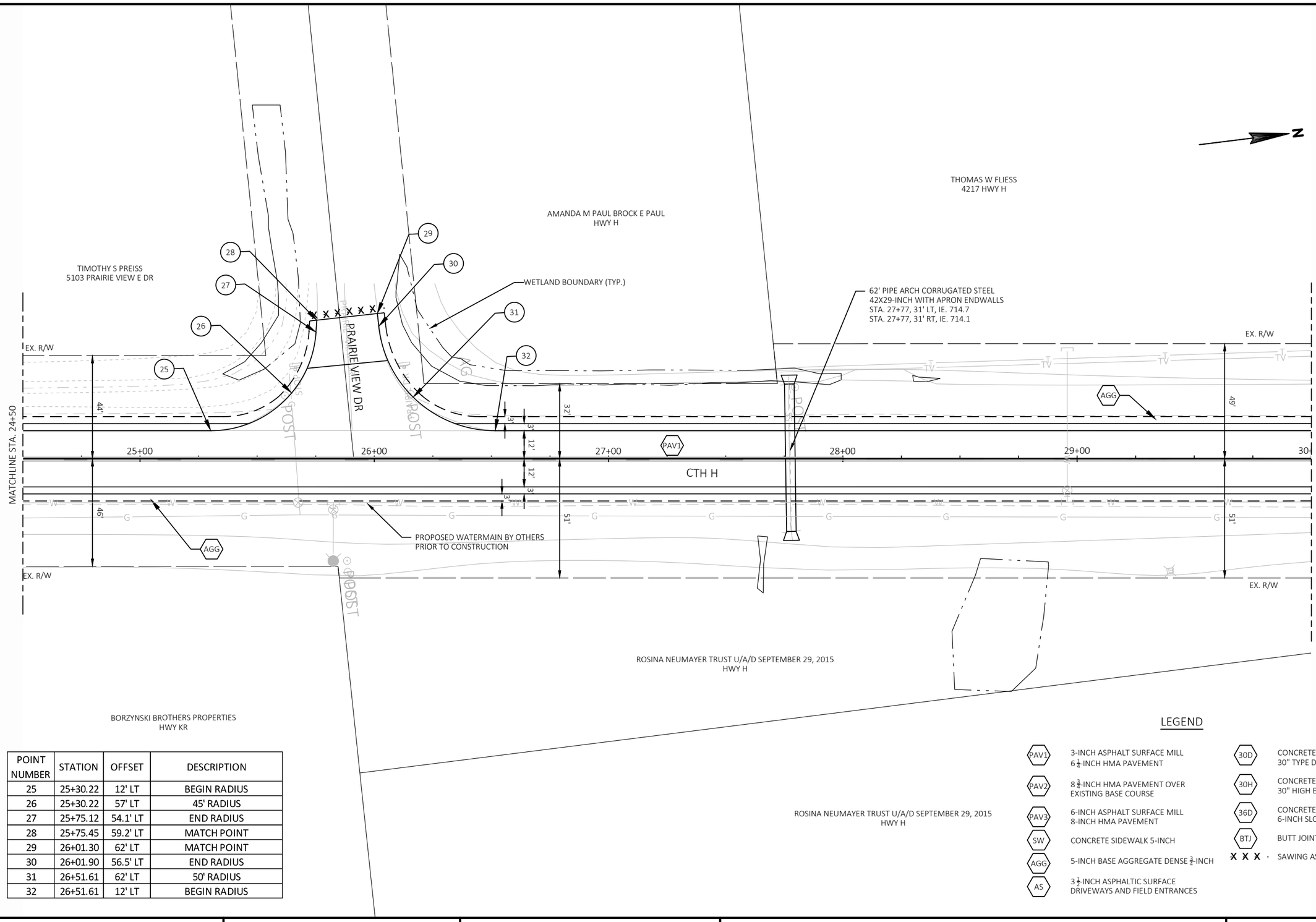
- BTJ — BUTT JOINT
- X X X — SAWING ASPHALT

BORZYNSKI BROTHERS PROPERTIES
HWY KR

PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	PLAN DETAIL	SHEET 16	E

2



POINT NUMBER	STATION	OFFSET	DESCRIPTION
25	25+30.22	12' LT	BEGIN RADIUS
26	25+30.22	57' LT	45' RADIUS
27	25+75.12	54.1' LT	END RADIUS
28	25+75.45	59.2' LT	MATCH POINT
29	26+01.30	62' LT	MATCH POINT
30	26+01.90	56.5' LT	END RADIUS
31	26+51.61	62' LT	50' RADIUS
32	26+51.61	12' LT	BEGIN RADIUS

LEGEND

PAV1	3-INCH ASPHALT SURFACE MILL 6¼-INCH HMA PAVEMENT
PAV2	8¾-INCH HMA PAVEMENT OVER EXISTING BASE COURSE
PAV3	6-INCH ASPHALT SURFACE MILL 8-INCH HMA PAVEMENT
SW	CONCRETE SIDEWALK 5-INCH
AGG	5-INCH BASE AGGREGATE DENSE ¾-INCH
AS	3½-INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
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30H	CONCRETE CURB & GUTTER 30" HIGH EARLY STRENGTH
36D	CONCRETE CURB & GUTTER 6-INCH SLOPED 36" TYPE D
BTJ	BUTT JOINT
X X X	SAWING ASPHALT

PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	PLAN DETAIL	SHEET 17	E

2

LEGEND

- PAV1 — 3-INCH ASPHALT SURFACE MILL, 6 ½-INCH HMA PAVEMENT
- PAV2 — 8 ¾-INCH HMA PAVEMENT OVER EXISTING BASE COURSE
- PAV3 — 6-INCH ASPHALT SURFACE MILL, 8-INCH HMA PAVEMENT
- SW — CONCRETE SIDEWALK 5-INCH
- AGG — 5-INCH BASE AGGREGATE DENSE ¾-INCH
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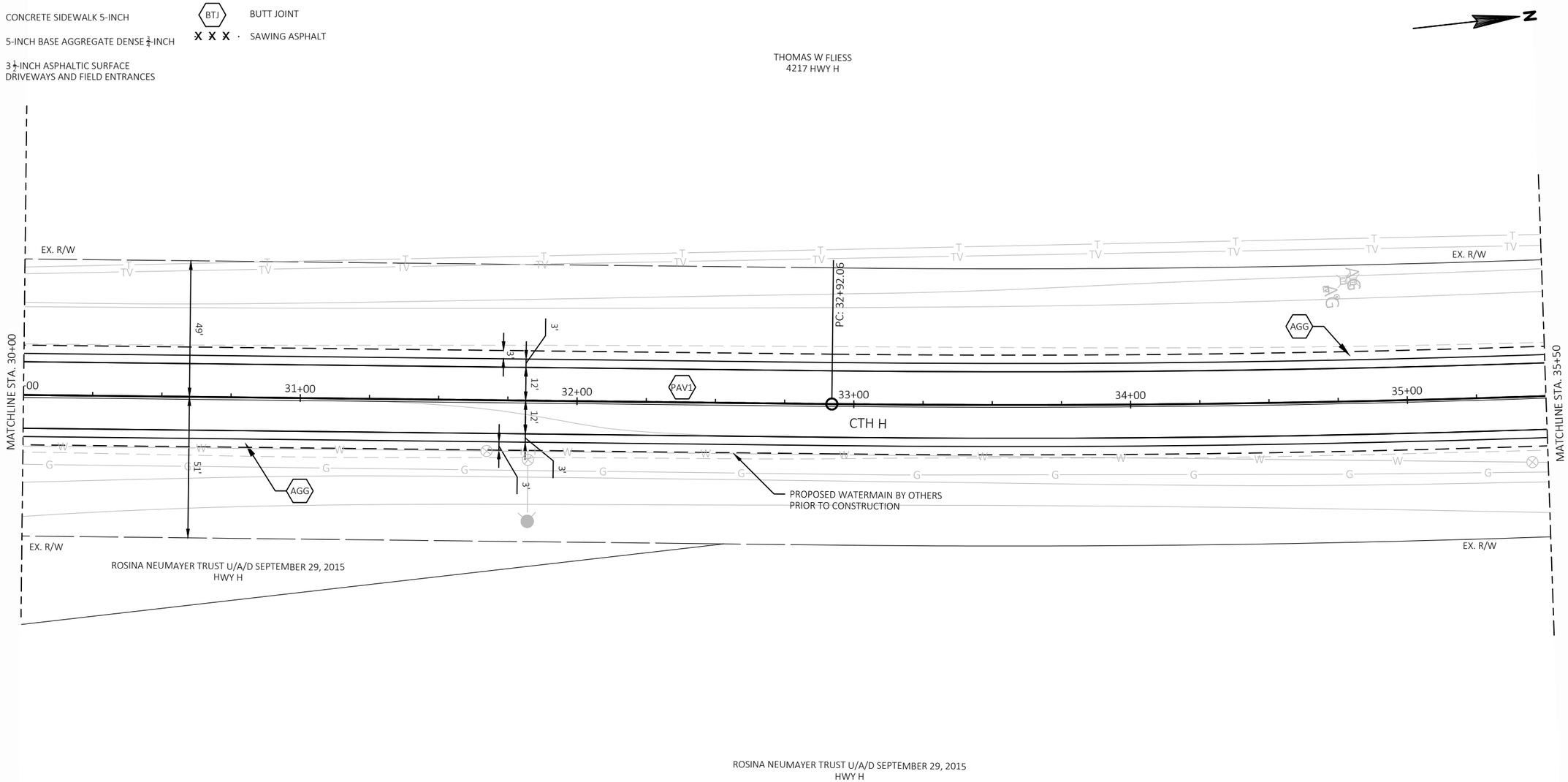
- BTJ — BUTT JOINT
- X X X · SAWING ASPHALT



PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	PLAN DETAIL	SHEET 18	E

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LAYOUT NAME - 021205_pd

PLOT DATE : 1/3/2018 3:28 PM PLOT BY : SCHMIT, NATHAN PLOT NAME : PLOT SCALE : 1 IN:40 FT

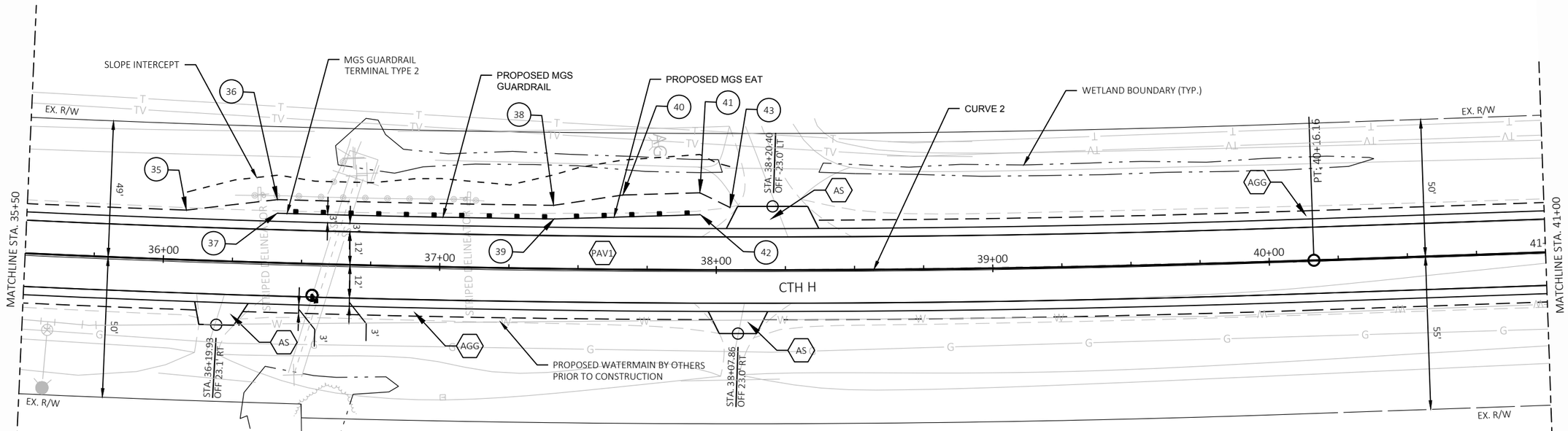
LEGEND

PAV1	3-INCH ASPHALT SURFACE MILL 6 ½-INCH HMA PAVEMENT
PAV2	8 ¾-INCH HMA PAVEMENT OVER EXISTING BASE COURSE
PAV3	6-INCH ASPHALT SURFACE MILL 8-INCH HMA PAVEMENT
SW	CONCRETE SIDEWALK 5-INCH
AGG	5-INCH BASE AGGREGATE DENSE ¾-INCH
AS	3 ½-INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
30D	CONCRETE CURB & GUTTER 30" TYPE D
30H	CONCRETE CURB & GUTTER 30" HIGH EARLY STRENGTH
36D	CONCRETE CURB & GUTTER 6-INCH SLOPED 36" TYPE D
BTJ	BUTT JOINT
X X X	SAWING ASPHALT

SUPERELEVATION DATA				
CURVE	STATION	LT LANE	RT LANE	REMARKS
2	31+90.72	-2.000	-2.000	END NORMAL CROWN
	32+44.06	-2.000	0.000	LEVEL CROWN
	32+97.39	-2.000	2.000	REVERSE CROWN
	33+16.06	-2.700	2.700	BEGIN FULL SUPER
	39+92.16	-2.700	2.700	END FULL SUPER
	40+10.83	-2.000	2.000	REVERSE CROWN
	40+64.16	-2.000	0.000	LEVEL CROWN
	41+17.49	-2.000	-2.000	BEGIN NORMAL CROWN

THOMAS W FLIESS
4217 HWY H

N



ROSINA NEUMAYER TRUST U/A/D SEPTEMBER 29, 2015
HWY H

THOMAS W FLIESS
4217 HWY H

POINT NUMBER	STATION	OFFSET	DESCRIPTION
35	36+07.72	18' LT	BEGIN TAPER
36	36+40.61	22.9' LT	END TAPER
37	36+40.65	18' LT	BEGIN GUARDRAIL
38	37+40.90	23' LT	BEGIN TAPER
39	37+41.13	18' LT	BEGIN MGS EAT
40	37+66.02	27' LT	TAPER SHIFT
41	37+93.97	27.9' LT	TAPER SHIFT
42	37+94.23	20' LT	END MGS EAT
43	38+04.98	22.6' LT	END TAPER

2

LEGEND

- PAV1 — 3-INCH ASPHALT SURFACE MILL, 6 1/2-INCH HMA PAVEMENT
- PAV2 — 8 3/4-INCH HMA PAVEMENT OVER EXISTING BASE COURSE
- PAV3 — 6-INCH ASPHALT SURFACE MILL, 8-INCH HMA PAVEMENT
- SW — CONCRETE SIDEWALK 5-INCH
- AGG — 5-INCH BASE AGGREGATE DENSE 3/4-INCH
- AS — 3 1/2-INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- 30D — CONCRETE CURB & GUTTER 30" TYPE D
- 30H — CONCRETE CURB & GUTTER 30" HIGH EARLY STRENGTH
- 36D — CONCRETE CURB & GUTTER 6-INCH SLOPED 36" TYPE D
- BTJ — BUTT JOINT
- X X X · SAWING ASPHALT

THOMAS W FLIESS
4217 HWY H

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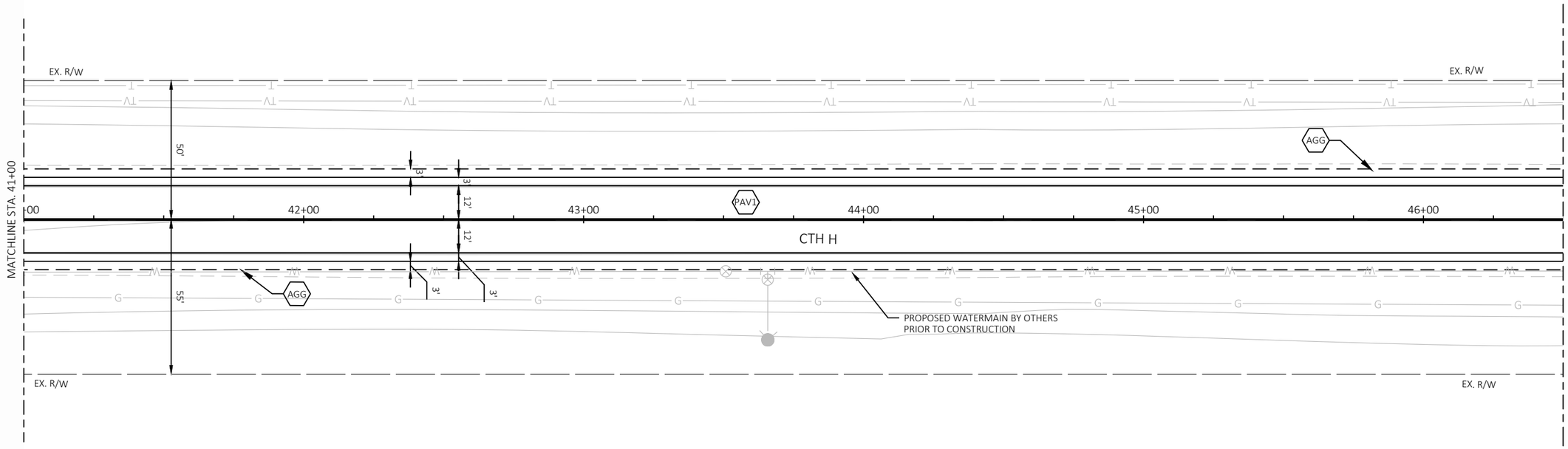

THOMAS W FLIESS
4217 HWY H

PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	PLAN DETAIL	SHEET	E

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LAYOUT NAME - 021207_pd
PLOT DATE : 1/3/2018 3:28 PM
PLOT BY : SCHMIT, NATHAN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

LEGEND

- PAV1 — 3-INCH ASPHALT SURFACE MILL, 6 ½-INCH HMA PAVEMENT
- PAV2 — 8 ¾-INCH HMA PAVEMENT OVER EXISTING BASE COURSE
- PAV3 — 6-INCH ASPHALT SURFACE MILL, 8-INCH HMA PAVEMENT
- SW — CONCRETE SIDEWALK 5-INCH
- AGG — 5-INCH BASE AGGREGATE DENSE ¾-INCH
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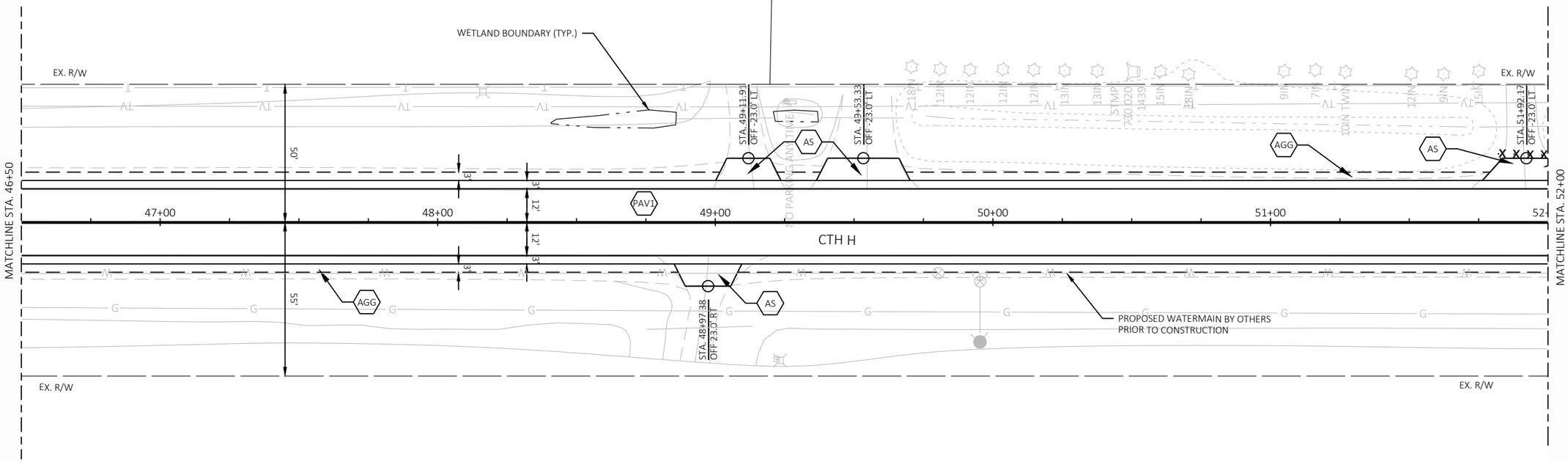
- 36D — CONCRETE CURB & GUTTER 6-INCH SLOPED 36" TYPE D
- BTJ — BUTT JOINT
- X X X · SAWING ASPHALT

THOMAS W FLIESS
4217 HWY H

HARMANN - ETAL NANCY B HARMANN
4222 HWY H S

N



THOMAS W FLIESS
4217 HWY H

PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	PLAN DETAIL	SHEET 21	E

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LAYOUT NAME - 021208_pd
PLOT DATE : 1/3/2018 3:28 PM
PLOT BY : SCHMIT, NATHAN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

PAV1	3-INCH ASPHALT SURFACE MILL 6 ½-INCH HMA PAVEMENT
PAV2	8 ¾-INCH HMA PAVEMENT OVER EXISTING BASE COURSE
PAV3	6-INCH ASPHALT SURFACE MILL 8-INCH HMA PAVEMENT
SW	CONCRETE SIDEWALK 5-INCH
AGG	5-INCH BASE AGGREGATE DENSE ¾-INCH
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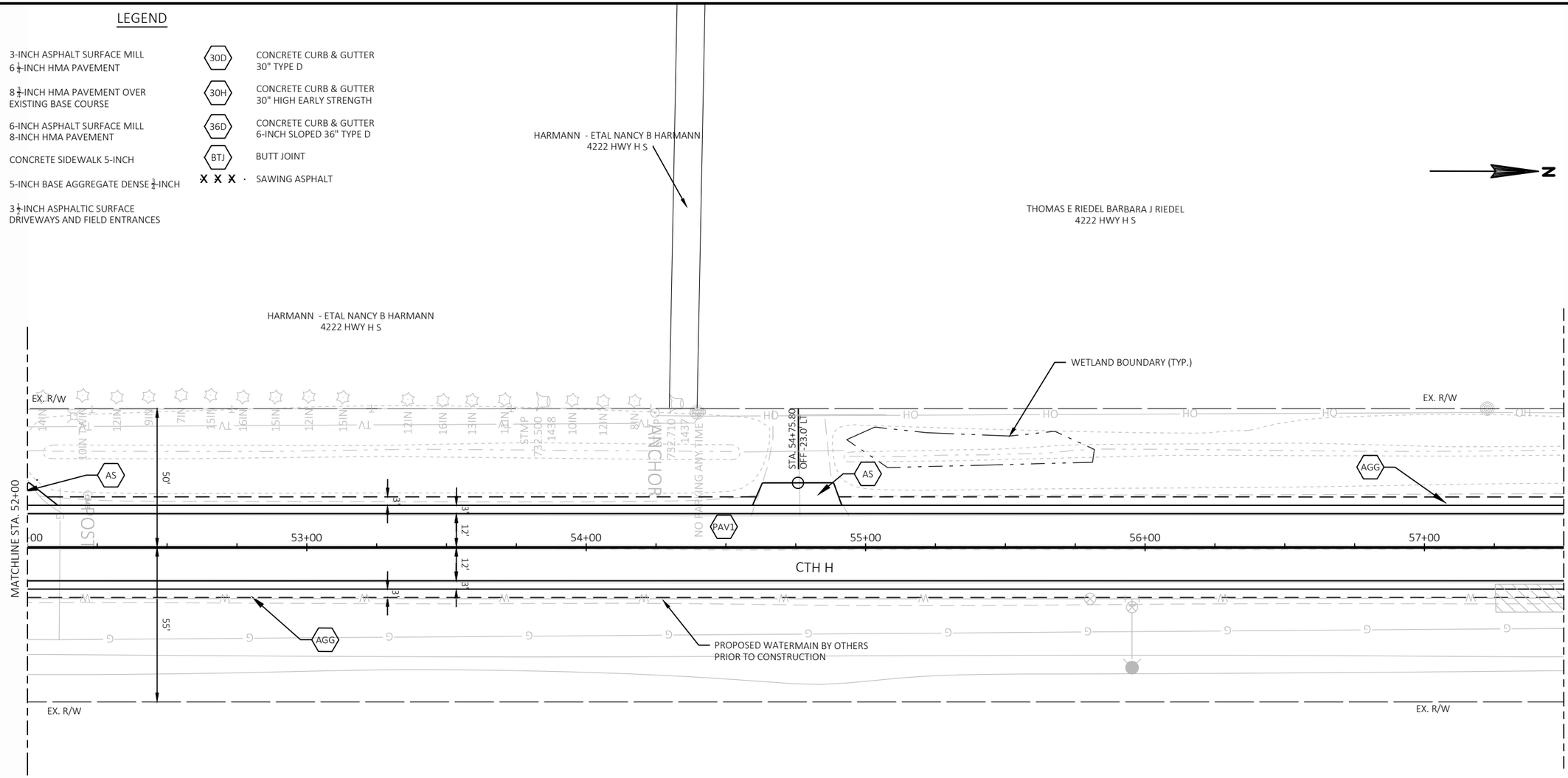
X X X	SAWING ASPHALT



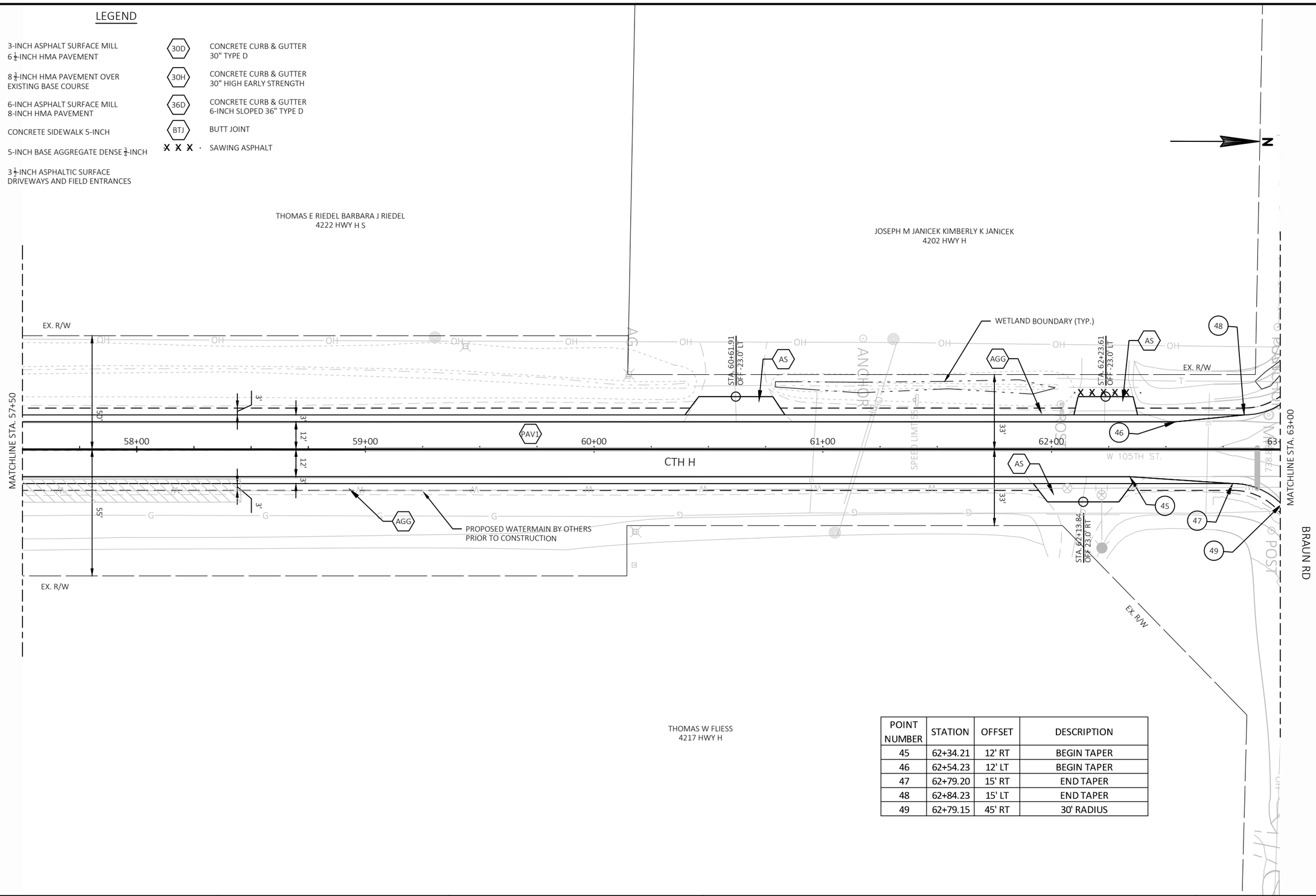
PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	PLAN DETAIL	SHEET 22	E

FILE NAME : X:\ML\2017\20170600\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021209_pd
PLOT DATE : 1/3/2018 3:29 PM PLOT BY : SCHMIT, NATHAN PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- PAV1 — 3-INCH ASPHALT SURFACE MILL, 6½-INCH HMA PAVEMENT
- PAV2 — 8¾-INCH HMA PAVEMENT OVER EXISTING BASE COURSE
- PAV3 — 6-INCH ASPHALT SURFACE MILL, 8-INCH HMA PAVEMENT
- SW — CONCRETE SIDEWALK 5-INCH
- AGG — 5-INCH BASE AGGREGATE DENSE ¾-INCH
- AS — 3½-INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- 30D — CONCRETE CURB & GUTTER 30" TYPE D
- 30H — CONCRETE CURB & GUTTER 30" HIGH EARLY STRENGTH
- 36D — CONCRETE CURB & GUTTER 6-INCH SLOPED 36" TYPE D
- BTJ — BUTT JOINT
- X X X · SAWING ASPHALT



POINT NUMBER	STATION	OFFSET	DESCRIPTION
45	62+34.21	12' RT	BEGIN TAPER
46	62+54.23	12' LT	BEGIN TAPER
47	62+79.20	15' RT	END TAPER
48	62+84.23	15' LT	END TAPER
49	62+79.15	45' RT	30' RADIUS

PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	PLAN DETAIL	SHEET 23	E

FILE NAME : X:\ML\2017\20170600\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021210_pd

PLOT DATE : 1/3/2018 3:29 PM PLOT BY : SCHMIT, NATHAN PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

BEGIN CONSTRUCTION
STA 501+97.40
Y = 170,231.68
X = 604,522.46

POINT NUMBER	STATION	OFFSET	DESCRIPTION
50	62+84.24	45' LT	30' RADIUS
51	503+50.13	15' RT	BEGIN TAPER
52	503+80.13	12' RT	END TAPER
53	503+97.60	12' LT	END TAPER
54	503+52.60	15' LT	BEGIN TAPER
55	63+73.73	50' RT	35' RADIUS
56	502+17.40	12' LT	END TAPER
57	502+47.40	15' LT	BEGIN TAPER
58	63+81.88	55' LT	40' RADIUS
59	63+73.73	15' RT	BEGIN TAPER
60	63+81.88	15' LT	BEGIN TAPER
61	64+03.73	12' RT	END TAPER
62	64+26.88	12' LT	END TAPER

DOUG R FUNK
4124 HWY H

WILLIAM C DEXTER WILLAIM DEXTER 1/4 INT
4131 HWY H

END CONSTRUCTION
STA 504+02.60
Y = 170,227.29
X = 604,727.61

CTH H

LEGEND

PAV1	3-INCH ASPHALT SURFACE MILL 6 1/4-INCH HMA PAVEMENT
PAV2	8 3/4-INCH HMA PAVEMENT OVER EXISTING BASE COURSE
PAV3	6-INCH ASPHALT SURFACE MILL 8-INCH HMA PAVEMENT
SW	CONCRETE SIDEWALK 5-INCH
AGG	5-INCH BASE AGGREGATE DENSE 3/4-INCH
AS	3 1/2-INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
30D	CONCRETE CURB & GUTTER 30" TYPE D
30H	CONCRETE CURB & GUTTER 30" HIGH EARLY STRENGTH
36D	CONCRETE CURB & GUTTER 6-INCH SLOPED 36" TYPE D
BTJ	BUTT JOINT
X X X	SAWING ASPHALT

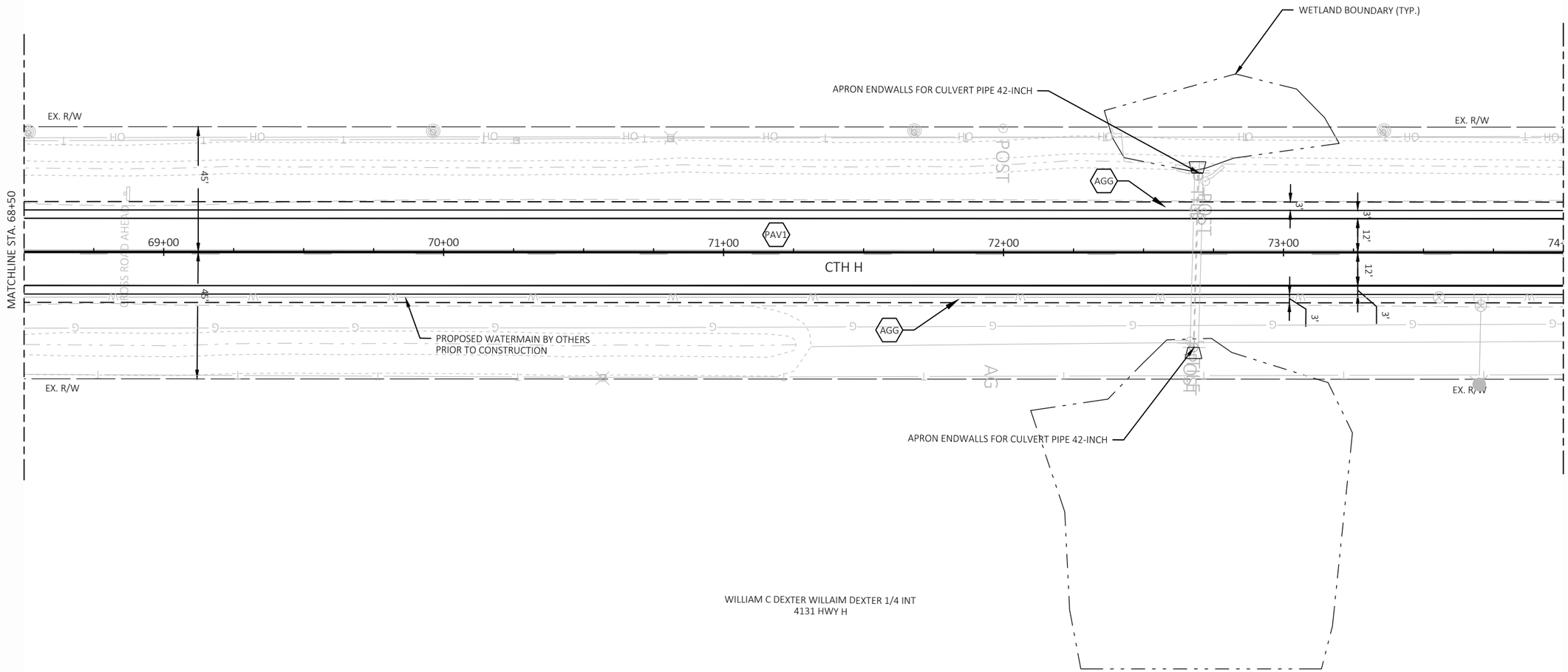
PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	PLAN DETAIL	SHEET 24	E

LEGEND

- PAV1 — 3-INCH ASPHALT SURFACE MILL, 6 1/2-INCH HMA PAVEMENT
- PAV2 — 8 3/4-INCH HMA PAVEMENT OVER EXISTING BASE COURSE
- PAV3 — 6-INCH ASPHALT SURFACE MILL, 8-INCH HMA PAVEMENT
- SW — CONCRETE SIDEWALK 5-INCH
- AGG — 5-INCH BASE AGGREGATE DENSE 3/4-INCH
- AS — 3 1/2-INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- 30D — CONCRETE CURB & GUTTER 30" TYPE D
- 30H — CONCRETE CURB & GUTTER 30" HIGH EARLY STRENGTH
- 36D — CONCRETE CURB & GUTTER 6-INCH SLOPED 36" TYPE D
- BTJ — BUTT JOINT
- X X X · — SAWING ASPHALT

N

DOUG R FUNK
4124 HWY H

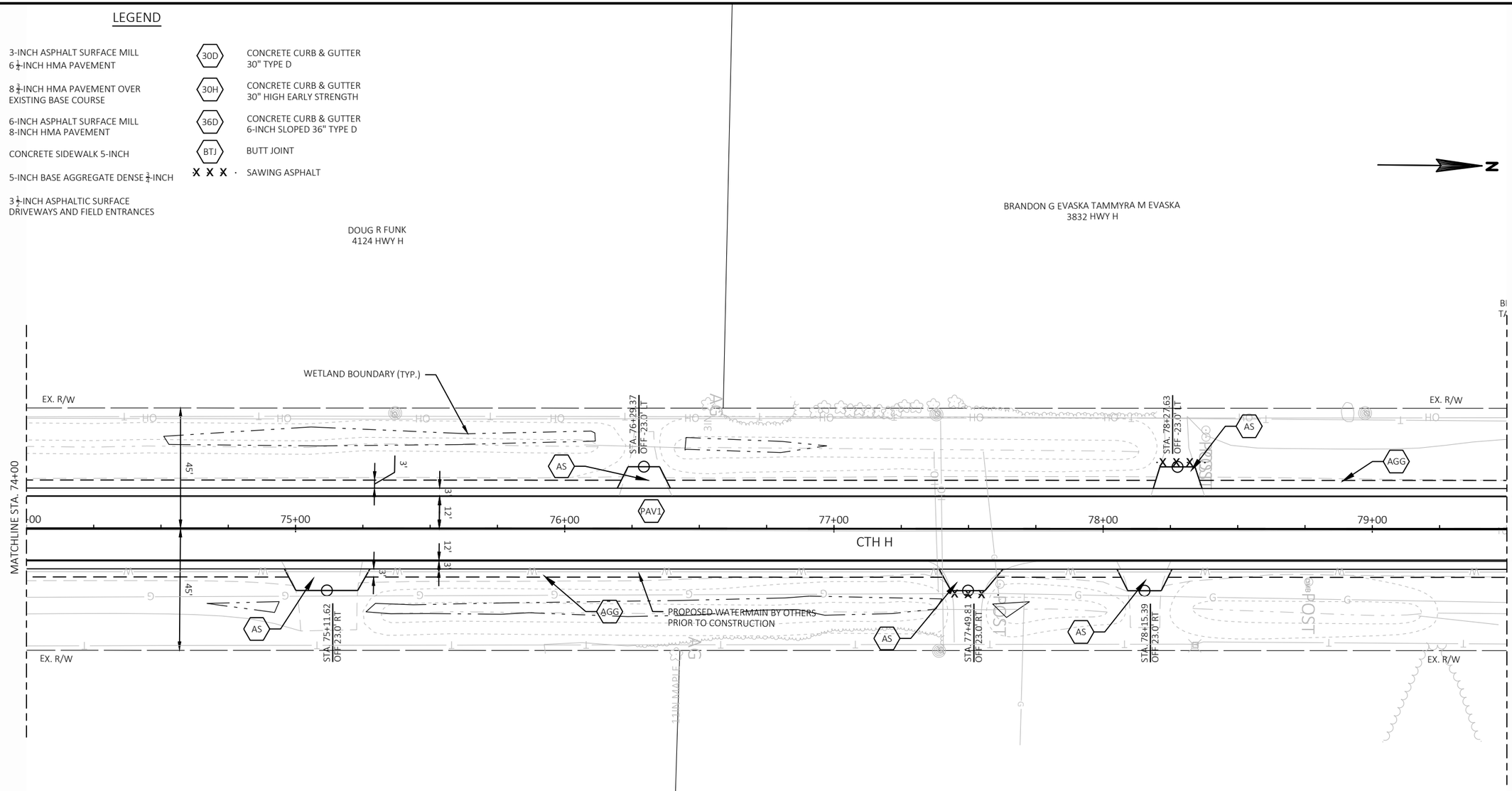


WILLIAM C DEXTER WILLAIM DEXTER 1/4 INT
4131 HWY H

2

LEGEND

- PAV1 — 3-INCH ASPHALT SURFACE MILL, 6 1/2-INCH HMA PAVEMENT
- PAV2 — 8 3/4-INCH HMA PAVEMENT OVER EXISTING BASE COURSE
- PAV3 — 6-INCH ASPHALT SURFACE MILL, 8-INCH HMA PAVEMENT
- SW — CONCRETE SIDEWALK 5-INCH
- AGG — 5-INCH BASE AGGREGATE DENSE 3/4-INCH
- AS — 3 1/2-INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- 30D — CONCRETE CURB & GUTTER 30" TYPE D
- 30H — CONCRETE CURB & GUTTER 30" HIGH EARLY STRENGTH
- 36D — CONCRETE CURB & GUTTER 6-INCH SLOPED 36" TYPE D
- BTJ — BUTT JOINT
- X X X · SAWING ASPHALT



PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	PLAN DETAIL	SHEET	E

FILE NAME : X:\ML\2017\20170600\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021202_PD.DWG
LAYOUT NAME - 021213_pd

PLOT DATE : 1/3/2018 3:29 PM PLOT BY : SCHMIT, NATHAN PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

PAV1	3-INCH ASPHALT SURFACE MILL 6 ¼-INCH HMA PAVEMENT
PAV2	8 ¾-INCH HMA PAVEMENT OVER EXISTING BASE COURSE
PAV3	6-INCH ASPHALT SURFACE MILL 8-INCH HMA PAVEMENT
SW	CONCRETE SIDEWALK 5-INCH
AGG	5-INCH BASE AGGREGATE DENSE ¾-INCH
AS	3 ½-INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
30D	CONCRETE CURB & GUTTER 30" TYPE D
30H	CONCRETE CURB & GUTTER 30" HIGH EARLY STRENGTH
36D	CONCRETE CURB & GUTTER 6-INCH SLOPED 36" TYPE D
BTJ	BUTT JOINT
X X X	SAWING ASPHALT

N

MARY QUALLER
HWY H

WETLAND BOUNDARY (TYP.)

RANDON G EVASKA
MMYRA M EVASKA
3832 HWY H

EX. R/W

EX. R/W

MATCHLINE STA. 79+50

MATCHLINE STA. 85+00

45'

3'

12'

12'

3'

45'

3'

80+00

81+00

82+00

83+00

84+00

85

PAV1

CTH H

AGG

AS

STA. 81+77.08
OFF 23.0' RT

PROPOSED WATERMAIN BY OTHERS
PRIOR TO CONSTRUCTION

AGG

AS

STA. 83+30.12
OFF 23.0' RT

EX. R/W

EX. R/W

JEROME L KONICEK RYAN D KONICEK
3831 HWY H

KLASINSKI TRUST AGNES B
3721 HWY H

IAN CONNAUGHTON JANE CONNAUGHTON
3635 HWY H

PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	PLAN DETAIL	SHEET	E

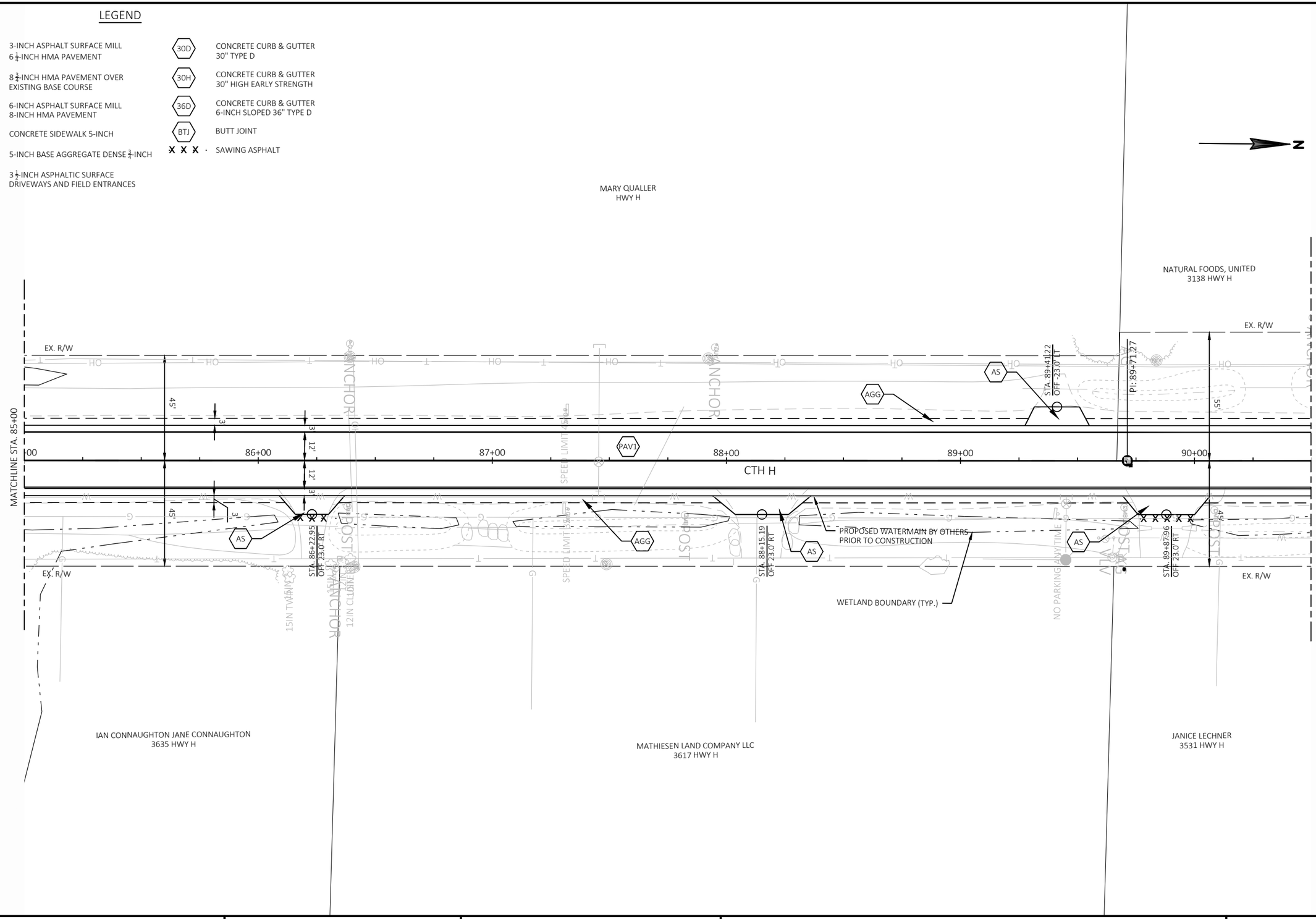
FILE NAME : X:\ML\2017\20170600\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021202_PD.DWG
LAYOUT NAME - 021214_pd

PLOT DATE : 1/3/2018 3:30 PM PLOT BY : SCHMIT, NATHAN PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- PAV1 — 3-INCH ASPHALT SURFACE MILL, 6 1/2-INCH HMA PAVEMENT
- PAV2 — 8 3/4-INCH HMA PAVEMENT OVER EXISTING BASE COURSE
- PAV3 — 6-INCH ASPHALT SURFACE MILL, 8-INCH HMA PAVEMENT
- SW — CONCRETE SIDEWALK 5-INCH
- AGG — 5-INCH BASE AGGREGATE DENSE 3/4-INCH
- AS — 3 1/2-INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- 30D — CONCRETE CURB & GUTTER 30" TYPE D
- 30H — CONCRETE CURB & GUTTER 30" HIGH EARLY STRENGTH
- 36D — CONCRETE CURB & GUTTER 6-INCH SLOPED 36" TYPE D
- BTJ — BUTT JOINT
- X X X · SAWING ASPHALT



PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	PLAN DETAIL	SHEET 28	E

FILE NAME : X:\ML\2017\20170600\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021202_PD.DWG
LAYOUT NAME - 021215_pd
PLOT DATE : 1/3/2018 3:30 PM PLOT BY : SCHMIT, NATHAN PLOT NAME : PLOT SCALE : 1 IN:40 FT

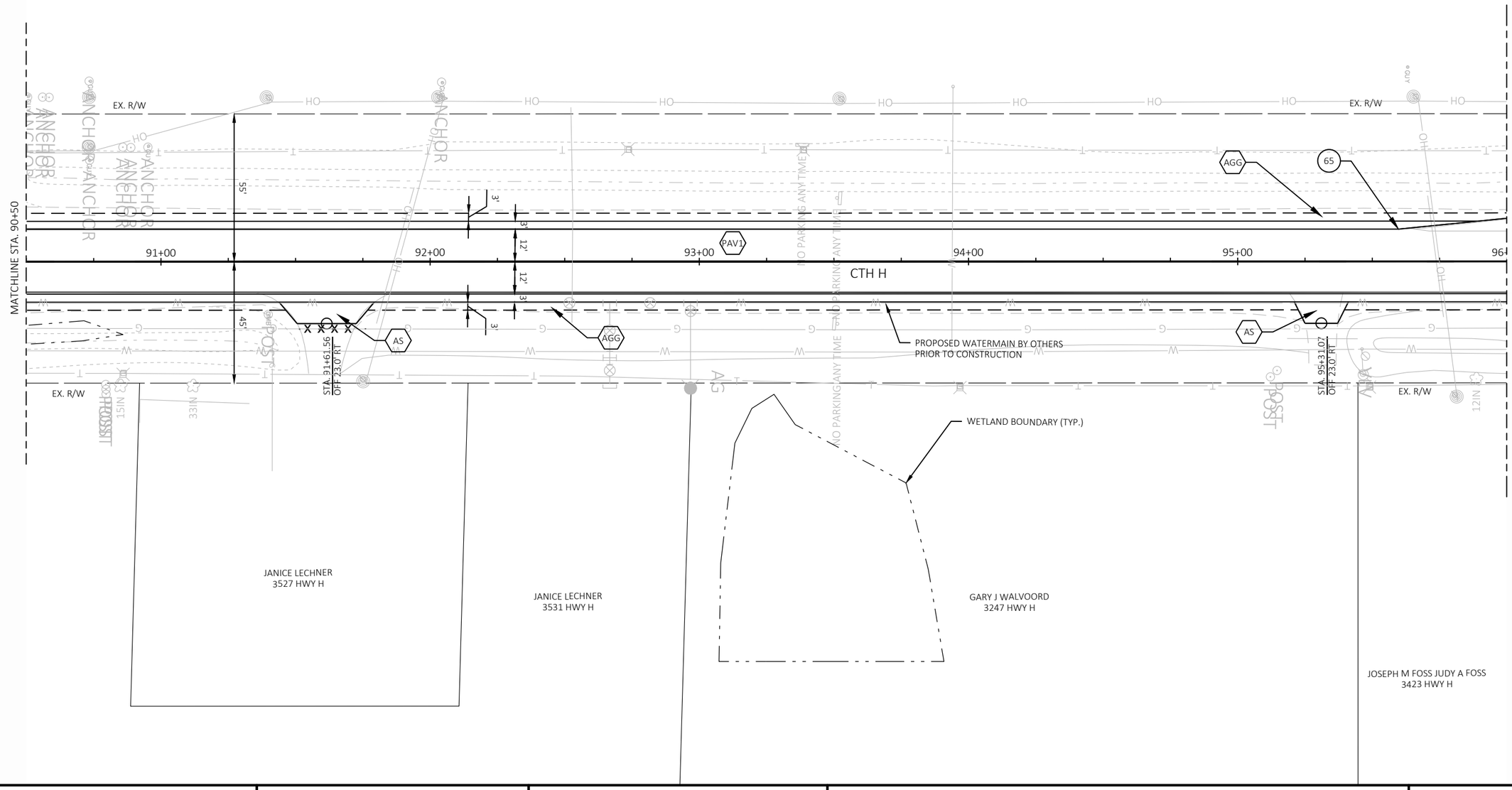
LEGEND

- PAV1 — 3-INCH ASPHALT SURFACE MILL, 6 ½-INCH HMA PAVEMENT
- PAV2 — 8 ¾-INCH HMA PAVEMENT OVER EXISTING BASE COURSE
- PAV3 — 6-INCH ASPHALT SURFACE MILL, 8-INCH HMA PAVEMENT
- SW — CONCRETE SIDEWALK 5-INCH
- AGG — 5-INCH BASE AGGREGATE DENSE ¾-INCH
- AS — 3 ½-INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- 30D — CONCRETE CURB & GUTTER 30" TYPE D
- 30H — CONCRETE CURB & GUTTER 30" HIGH EARLY STRENGTH
- 36D — CONCRETE CURB & GUTTER 6-INCH SLOPED 36" TYPE D
- BTJ — BUTT JOINT
- X X X · SAWING ASPHALT

POINT NUMBER	STATION	OFFSET	DESCRIPTION
65	95+59.74	12' LT	BEGIN TAPER

N

NATURAL FOODS, UNITED
3138 HWY H

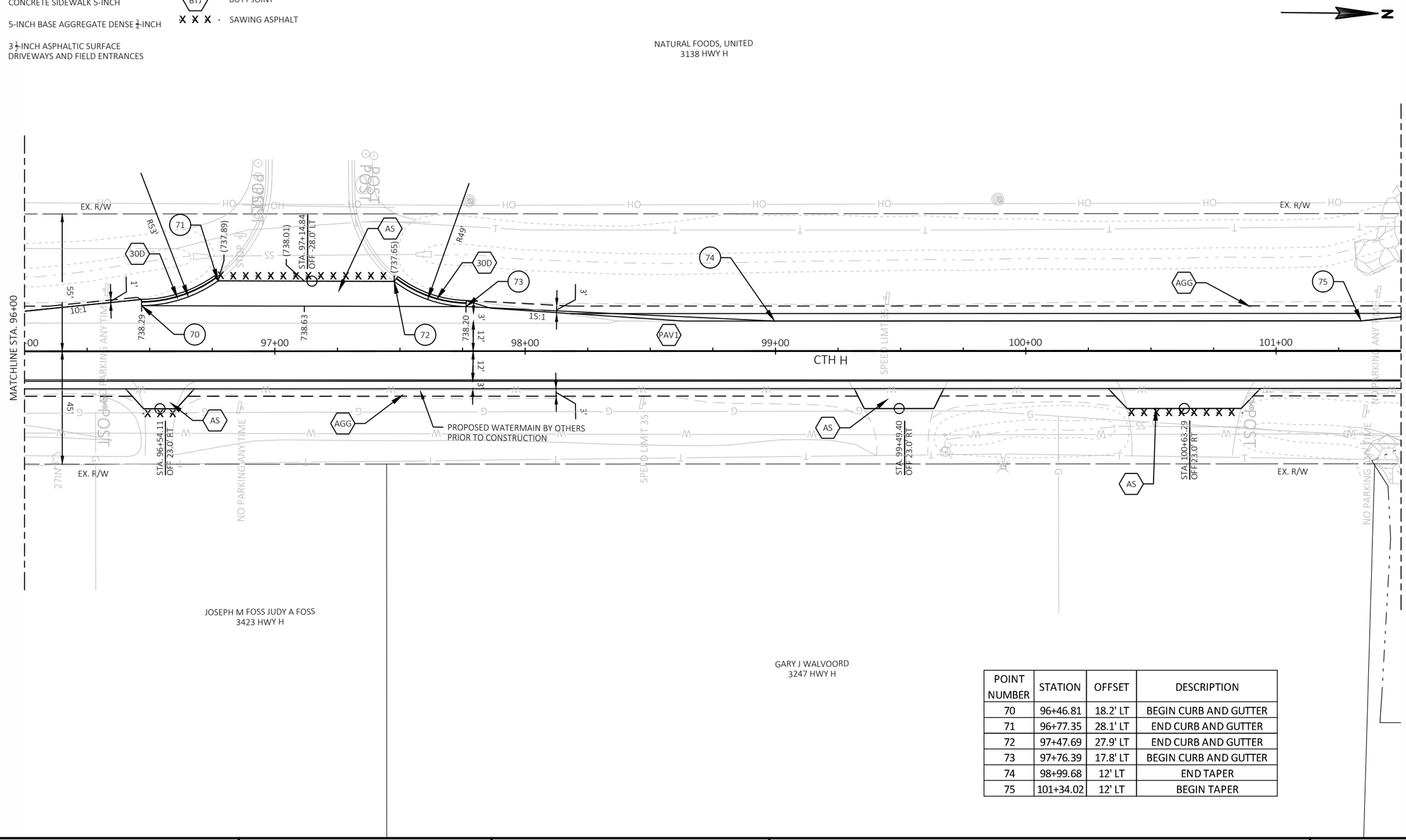


PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	PLAN DETAIL	SHEET 29	E

2

LEGEND

- PAV1 — 3-INCH ASPHALT SURFACE MILL, 6½-INCH HMA PAVEMENT
- PAV2 — 8¾-INCH HMA PAVEMENT OVER EXISTING BASE COURSE
- PAV3 — 6-INCH ASPHALT SURFACE MILL, 8-INCH HMA PAVEMENT
- SW — CONCRETE SIDEWALK 5-INCH
- AGG — 5-INCH BASE AGGREGATE DENSE ¾-INCH
- AS — 3½-INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- 30D — CONCRETE CURB & GUTTER 30" TYPE D
- 30H — CONCRETE CURB & GUTTER 30" HIGH EARLY STRENGTH
- 36D — CONCRETE CURB & GUTTER 6-INCH SLOPED 36" TYPE D
- BTJ — BUTT JOINT
- X X X · SAWING ASPHALT



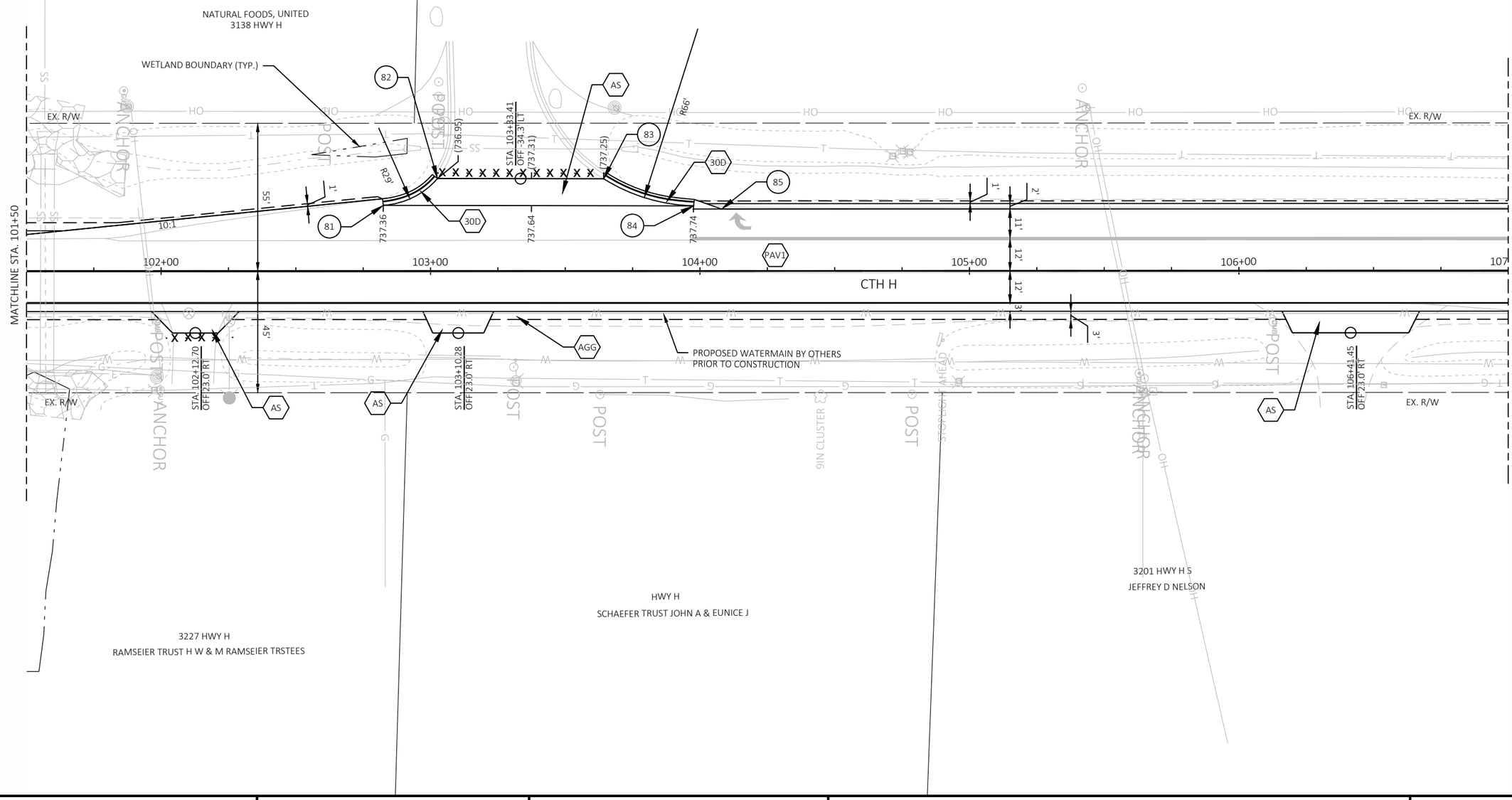
POINT NUMBER	STATION	OFFSET	DESCRIPTION
70	96+46.81	18.2' LT	BEGIN CURB AND GUTTER
71	96+77.35	28.1' LT	END CURB AND GUTTER
72	97+47.69	27.9' LT	END CURB AND GUTTER
73	97+76.39	17.8' LT	BEGIN CURB AND GUTTER
74	98+99.68	12' LT	END TAPER
75	101+34.02	12' LT	BEGIN TAPER

LEGEND

PAV1	3-INCH ASPHALT SURFACE MILL 6 ½-INCH HMA PAVEMENT
PAV2	8 ¾-INCH HMA PAVEMENT OVER EXISTING BASE COURSE
PAV3	6-INCH ASPHALT SURFACE MILL 8-INCH HMA PAVEMENT
SW	CONCRETE SIDEWALK 5-INCH
AGG	5-INCH BASE AGGREGATE DENSE ¾-INCH
AS	3 ½-INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
30D	CONCRETE CURB & GUTTER 30" TYPE D
30H	CONCRETE CURB & GUTTER 30" HIGH EARLY STRENGTH
36D	CONCRETE CURB & GUTTER 6-INCH SLOPED 36" TYPE D
BTJ	BUTT JOINT
X X X	SAWING ASPHALT

POINT NUMBER	STATION	OFFSET	DESCRIPTION
81	102+82.46	24.4' LT	BEGIN CURB AND GUTTER
82	103+02.58	34.3' LT	END CURB AND GUTTER
83	103+64.23	34.2' LT	END CURB AND GUTTER
84	103+97.62	24.2' LT	BEGIN CURB AND GUTTER
85	104+08.06	23' LT	END TAPER

N



PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	PLAN DETAIL	SHEET	E

FILE NAME : X:\ML\2017\20170600\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021202_PD.DWG
LAYOUT NAME - 021218_pd
PLOT DATE : 1/3/2018 3:30 PM
PLOT BY : SCHMIT, NATHAN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

LEGEND

- PAV1 — 3-INCH ASPHALT SURFACE MILL, 6 ½-INCH HMA PAVEMENT
- PAV2 — 8 ¾-INCH HMA PAVEMENT OVER EXISTING BASE COURSE
- PAV3 — 6-INCH ASPHALT SURFACE MILL, 8-INCH HMA PAVEMENT
- SW — CONCRETE SIDEWALK 5-INCH
- AGG — 5-INCH BASE AGGREGATE DENSE ¾-INCH
- AS — 3 ½-INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- 30D — CONCRETE CURB & GUTTER 30" TYPE D
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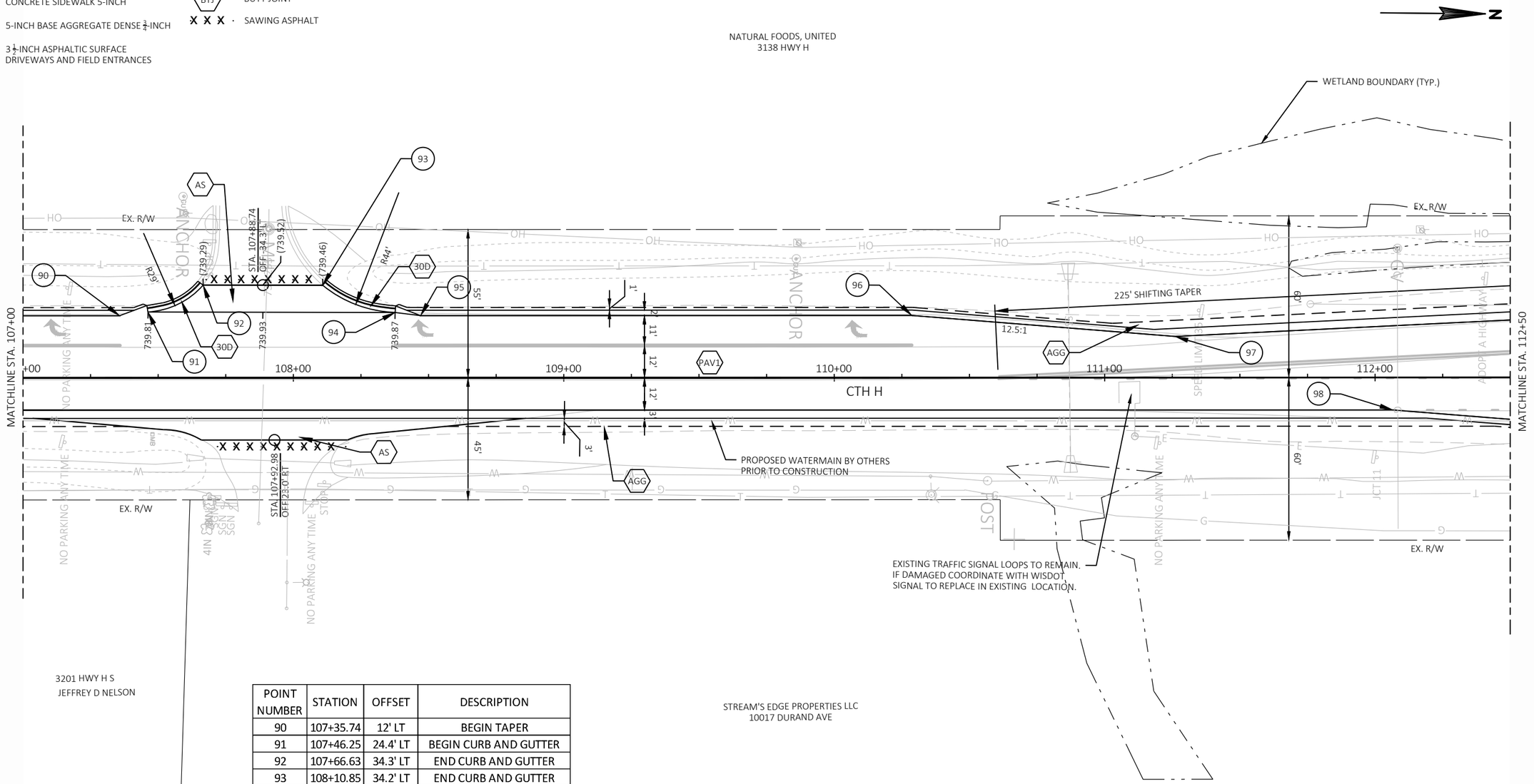
- 36D — CONCRETE CURB & GUTTER 6-INCH SLOPED 36" TYPE D
- BTJ — BUTT JOINT
- X X X · SAWING ASPHALT

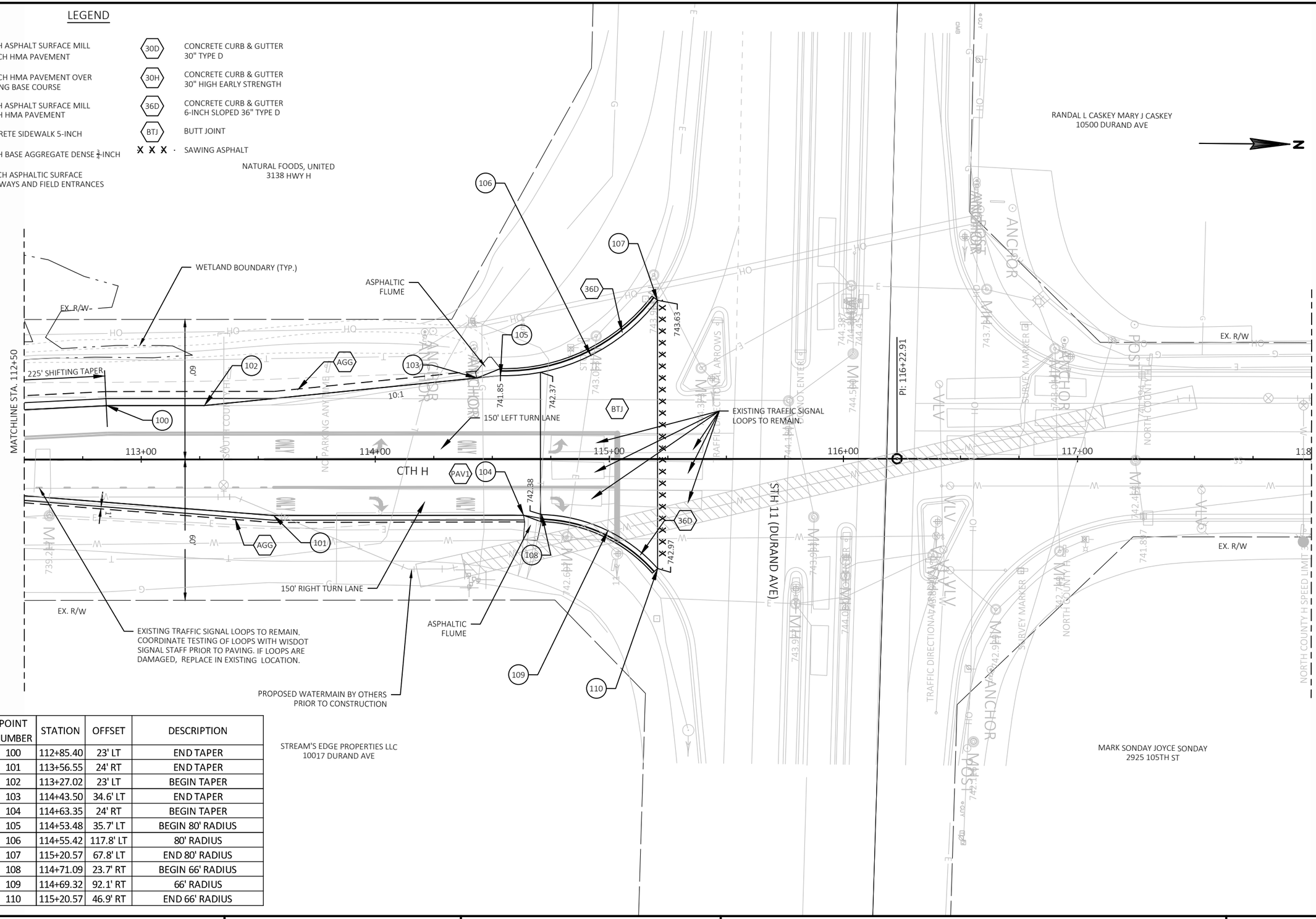


POINT NUMBER	STATION	OFFSET	DESCRIPTION
90	107+35.74	12' LT	BEGIN TAPER
91	107+46.25	24.4' LT	BEGIN CURB AND GUTTER
92	107+66.63	34.3' LT	END CURB AND GUTTER
93	108+10.85	34.2' LT	END CURB AND GUTTER
94	108+37.62	24.2' LT	BEGIN CURB AND GUTTER
95	108+47.07	23' LT	END TAPER
96	110+28.70	23' LT	BEGIN TAPER
97	111+26.07	15.2' LT	END TAPER
98	112+06.56	12' RT	BEGIN TAPER

2

LEGEND

- PAV1 — 3-INCH ASPHALT SURFACE MILL, 6 ¼-INCH HMA PAVEMENT
- PAV2 — 8 ¾-INCH HMA PAVEMENT OVER EXISTING BASE COURSE
- PAV3 — 6-INCH ASPHALT SURFACE MILL, 8-INCH HMA PAVEMENT
- SW — CONCRETE SIDEWALK 5-INCH
- AGG — 5-INCH BASE AGGREGATE DENSE ¾-INCH
- AS — 3 ½-INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- 30D — CONCRETE CURB & GUTTER 30" TYPE D
- 30H — CONCRETE CURB & GUTTER 30" HIGH EARLY STRENGTH
- 36D — CONCRETE CURB & GUTTER 6-INCH SLOPED 36" TYPE D
- BTJ — BUTT JOINT
- X X X · SAWING ASPHALT



POINT NUMBER	STATION	OFFSET	DESCRIPTION
100	112+85.40	23' LT	END TAPER
101	113+56.55	24' RT	END TAPER
102	113+27.02	23' LT	BEGIN TAPER
103	114+43.50	34.6' LT	END TAPER
104	114+63.35	24' RT	BEGIN TAPER
105	114+53.48	35.7' LT	BEGIN 80' RADIUS
106	114+55.42	117.8' LT	80' RADIUS
107	115+20.57	67.8' LT	END 80' RADIUS
108	114+71.09	23.7' RT	BEGIN 66' RADIUS
109	114+69.32	92.1' RT	66' RADIUS
110	115+20.57	46.9' RT	END 66' RADIUS

PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	PLAN DETAIL	SHEET 33	E

2

LEGEND

- PAV1 — 3-INCH ASPHALT SURFACE MILL, 6 1/2-INCH HMA PAVEMENT
- PAV2 — 8 3/4-INCH HMA PAVEMENT OVER EXISTING BASE COURSE
- PAV3 — 6-INCH ASPHALT SURFACE MILL, 8-INCH HMA PAVEMENT
- SW — CONCRETE SIDEWALK 5-INCH
- AGG — 5-INCH BASE AGGREGATE DENSE 3/4-INCH
- AS — 3 1/2-INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- 30D — CONCRETE CURB & GUTTER 30" TYPE D
- 30H — CONCRETE CURB & GUTTER 30" HIGH EARLY STRENGTH
- 36D — CONCRETE CURB & GUTTER 6-INCH SLOPED 36" TYPE D
- BTJ — BUTT JOINT
- X X X · SAWING ASPHALT

RANDAL L CASKEY MARY J CASKEY
10500 DURAND AVE

SOO LINE RR CO REAL ESTATE DEPT
SUITE 804
WEST RD

PROPOSED WATERMAIN BY OTHERS PRIOR TO CONSTRUCTION

WETLAND BOUNDARY (TYP.)

RAILROAD

EX. R/W

MATCHLINE STA. 118+00

MATCHLINE STA. 123+50

119+00 120+00 121+00 122+00 123+00

CTH H

ADOPT A HIGHWAY

RAILROAD CROSSING

MARK SONDAY JOYCE SONDAY
2925 105TH ST

RUSSELL MILITARY MUSEUM LTD
2933 105TH ST

MARK SONDAY JOYCE SONDAY
2941 105TH ST

CMC HEARTLAND PARTNERS
2815 COMMERCIAL ST

PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	PLAN DETAIL	SHEET 34	E

FILE NAME : X:\ML\2017\20170600\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021203_PD.DWG
LAYOUT NAME - 021221_pd

PLOT DATE : 1/3/2018 3:31 PM PLOT BY : SCHMIT, NATHAN PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

- PAV1 — 3-INCH ASPHALT SURFACE MILL, 6 ½-INCH HMA PAVEMENT
- PAV2 — 8 ¾-INCH HMA PAVEMENT OVER EXISTING BASE COURSE
- PAV3 — 6-INCH ASPHALT SURFACE MILL, 8-INCH HMA PAVEMENT
- SW — CONCRETE SIDEWALK 5-INCH
- AGG — 5-INCH BASE AGGREGATE DENSE ¾-INCH
- AS — 3 ½-INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- 30D — CONCRETE CURB & GUTTER 30" TYPE D
- 30H — CONCRETE CURB & GUTTER 30" HIGH EARLY STRENGTH
- 36D — CONCRETE CURB & GUTTER 6-INCH SLOPED 36" TYPE D
- BTJ — BUTT JOINT
- X X X · SAWING ASPHALT

N

ASHLEY ENTERPRISES LLC
ENTERPRISE WAY

ENTERPRISE WAY

EX. R/W

PROPOSED WATERMAIN BY OTHERS
PRIOR TO CONSTRUCTION

MATCHLINE STA. 123+50

124+00 125+00 126+00 127+00 128+00 129

MATCHLINE STA. 129+00

CTH H

RAILROAD CROSSING

NO PARKING ANYTIME

ANCHOR

POST

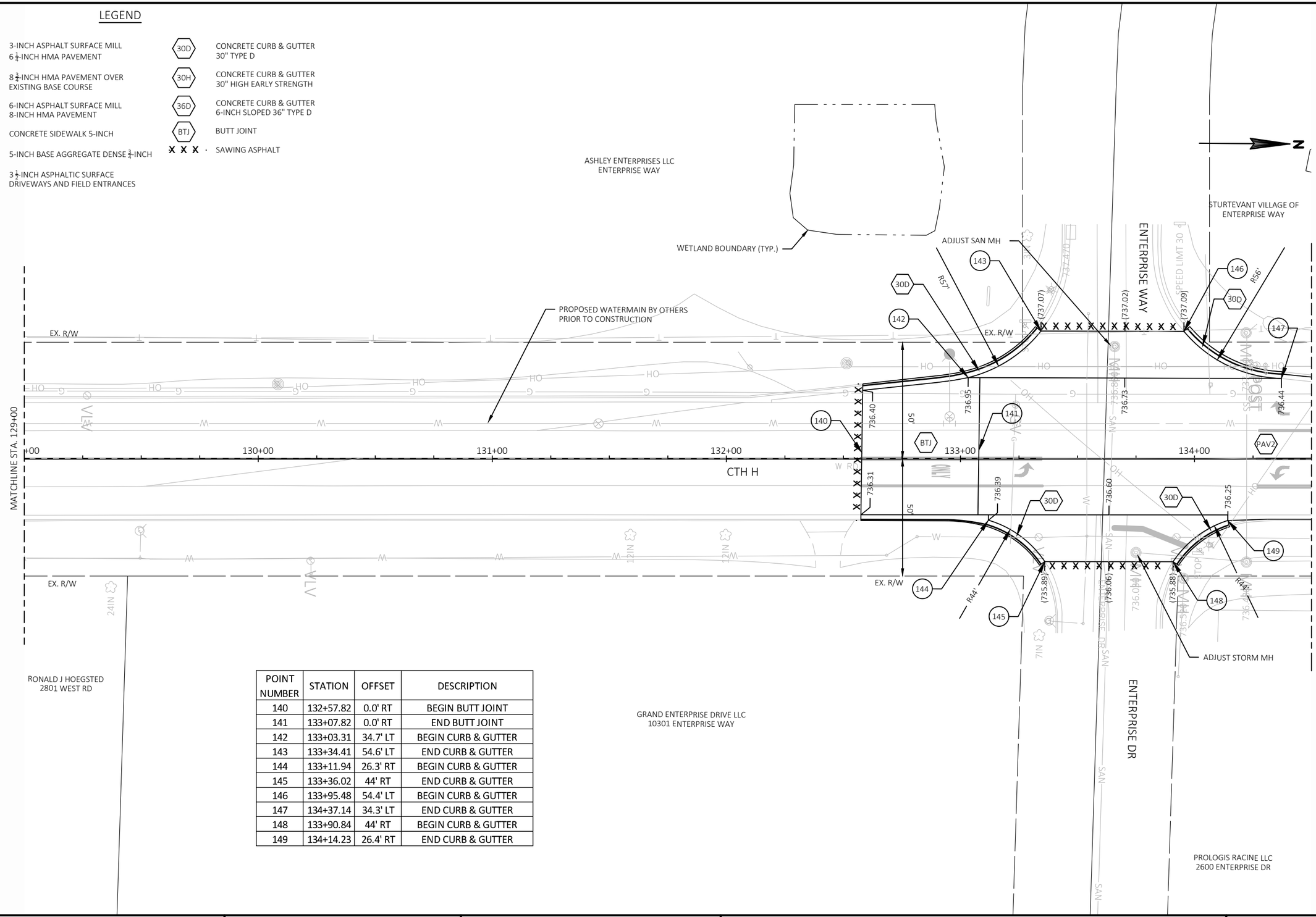
WETLAND BOUNDARY (TYP.)

RONALD J HOEGSTED
2801 WEST RD

CMC HEARTLAND PARTNERS
2815 COMMERCIAL ST

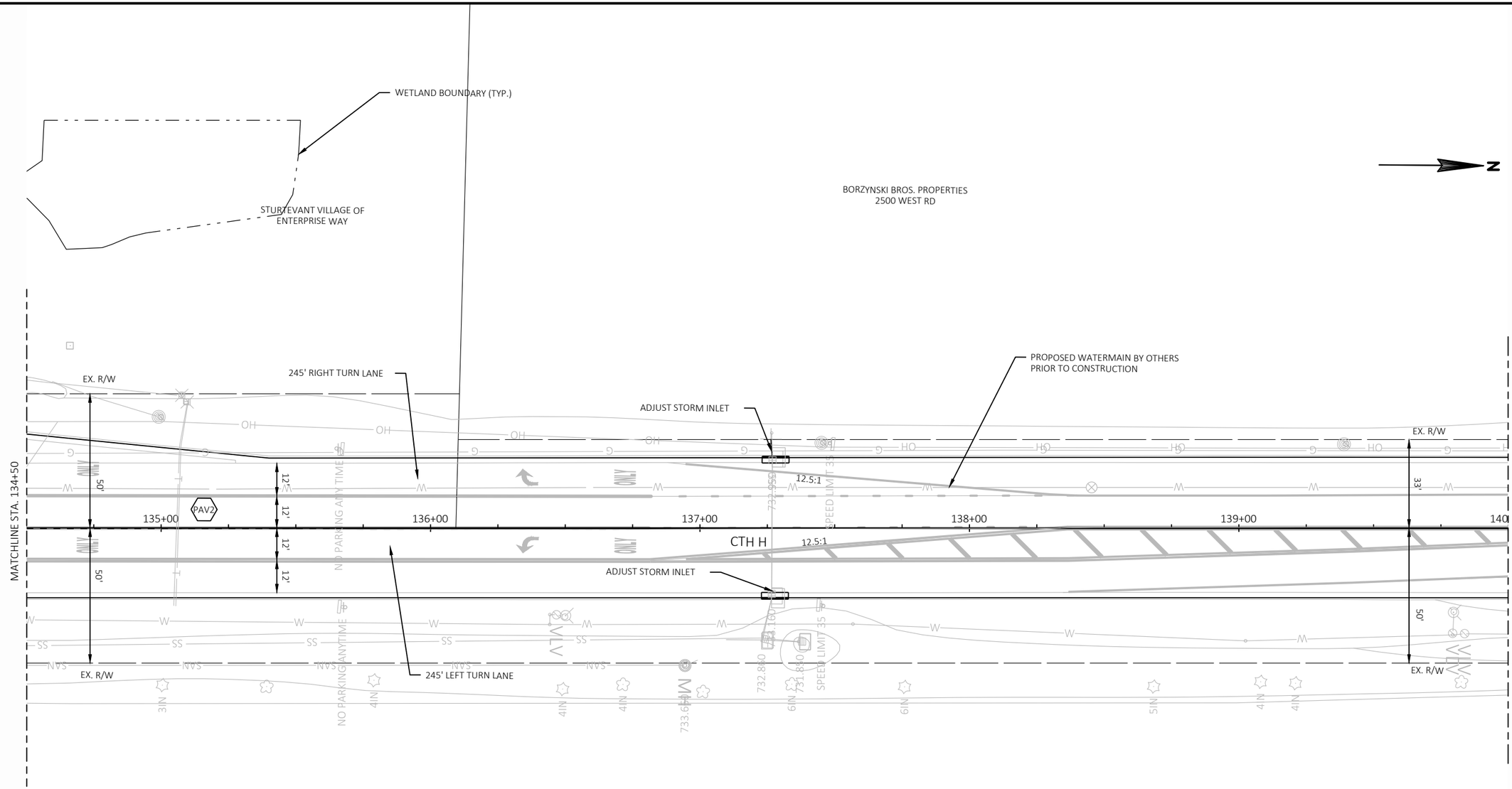
LEGEND

- PAV1 — 3-INCH ASPHALT SURFACE MILL, 6 ½-INCH HMA PAVEMENT
- PAV2 — 8 ¾-INCH HMA PAVEMENT OVER EXISTING BASE COURSE
- PAV3 — 6-INCH ASPHALT SURFACE MILL, 8-INCH HMA PAVEMENT
- SW — CONCRETE SIDEWALK 5-INCH
- AGG — 5-INCH BASE AGGREGATE DENSE ¾-INCH
- AS — 3 ½-INCH ASPHALTIC SURFACE, DRIVEWAYS AND FIELD ENTRANCES
- 30D — CONCRETE CURB & GUTTER 30" TYPE D
- 30H — CONCRETE CURB & GUTTER 30" HIGH EARLY STRENGTH
- 36D — CONCRETE CURB & GUTTER 6-INCH SLOPED 36" TYPE D
- BTJ — BUTT JOINT
- X X X — SAWING ASPHALT



POINT NUMBER	STATION	OFFSET	DESCRIPTION
140	132+57.82	0.0' RT	BEGIN BUTT JOINT
141	133+07.82	0.0' RT	END BUTT JOINT
142	133+03.31	34.7' LT	BEGIN CURB & GUTTER
143	133+34.41	54.6' LT	END CURB & GUTTER
144	133+11.94	26.3' RT	BEGIN CURB & GUTTER
145	133+36.02	44' RT	END CURB & GUTTER
146	133+95.48	54.4' LT	BEGIN CURB & GUTTER
147	134+37.14	34.3' LT	END CURB & GUTTER
148	133+90.84	44' RT	BEGIN CURB & GUTTER
149	134+14.23	26.4' RT	END CURB & GUTTER

2



PROLOGIS RACINE LLC
2600 ENTERPRISE DR

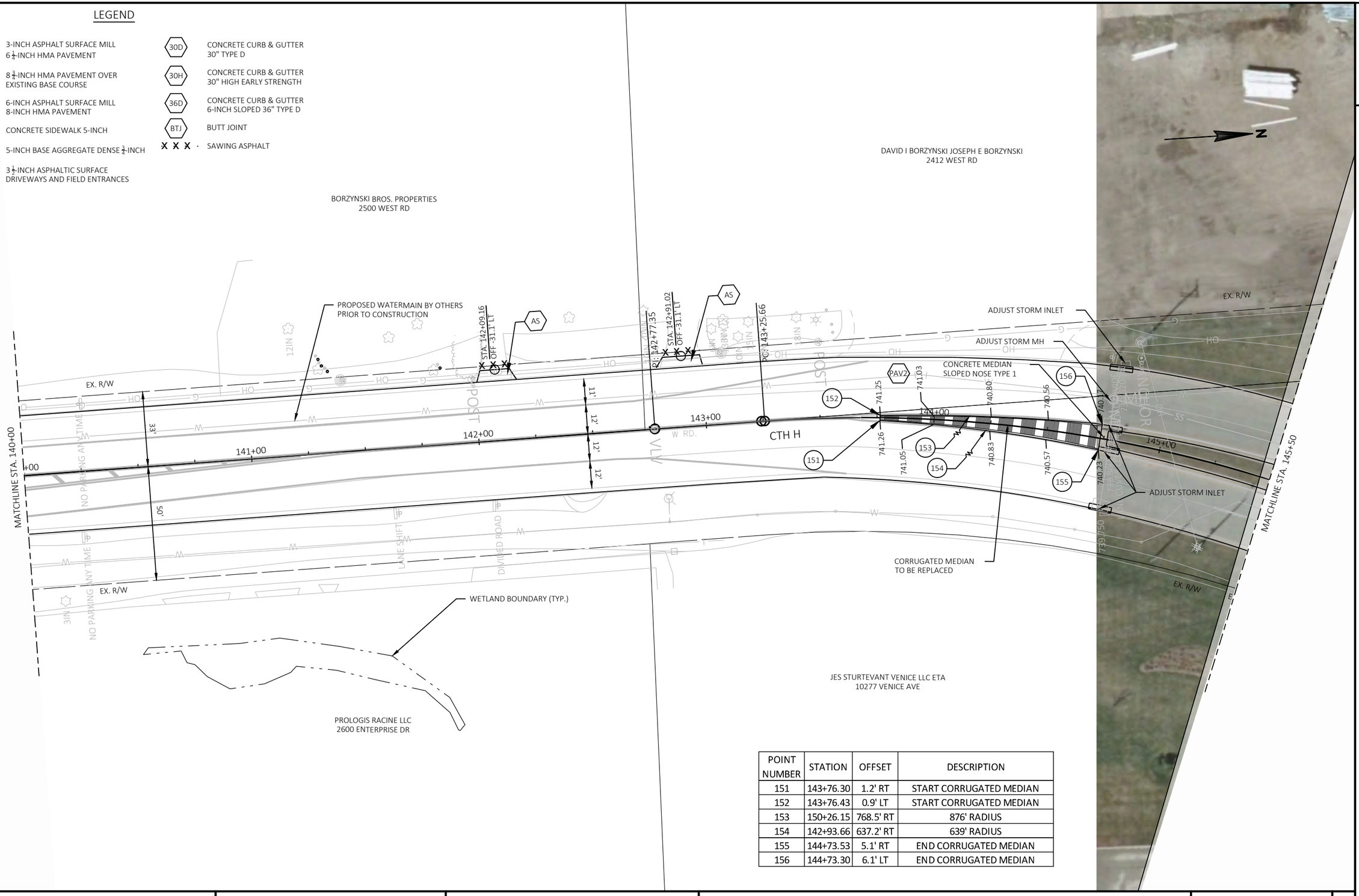
LEGEND

PAV1	3-INCH ASPHALT SURFACE MILL 6 ½-INCH HMA PAVEMENT	30D	CONCRETE CURB & GUTTER 30" TYPE D
PAV2	8 ¾-INCH HMA PAVEMENT OVER EXISTING BASE COURSE	30H	CONCRETE CURB & GUTTER 30" HIGH EARLY STRENGTH
PAV3	6-INCH ASPHALT SURFACE MILL 8-INCH HMA PAVEMENT	36D	CONCRETE CURB & GUTTER 6-INCH SLOPED 36" TYPE D
SW	CONCRETE SIDEWALK 5-INCH	BTJ	BUTT JOINT
AGG	5-INCH BASE AGGREGATE DENSE ¾-INCH	X X X ·	SAWING ASPHALT
AS	3 ½-INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES		

PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	PLAN DETAIL	SHEET 37	E

LEGEND

PAV1	3-INCH ASPHALT SURFACE MILL 6 ½-INCH HMA PAVEMENT
PAV2	8 ¾-INCH HMA PAVEMENT OVER EXISTING BASE COURSE
PAV3	6-INCH ASPHALT SURFACE MILL 8-INCH HMA PAVEMENT
SW	CONCRETE SIDEWALK 5-INCH
AGG	5-INCH BASE AGGREGATE DENSE ¾-INCH
AS	3 ½-INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
30D	CONCRETE CURB & GUTTER 30" TYPE D
30H	CONCRETE CURB & GUTTER 30" HIGH EARLY STRENGTH
36D	CONCRETE CURB & GUTTER 6-INCH SLOPED 36" TYPE D
BTJ	BUTT JOINT
X X X	SAWING ASPHALT



POINT NUMBER	STATION	OFFSET	DESCRIPTION
151	143+76.30	1.2' RT	START CORRUGATED MEDIAN
152	143+76.43	0.9' LT	START CORRUGATED MEDIAN
153	150+26.15	768.5' RT	876' RADIUS
154	142+93.66	637.2' RT	639' RADIUS
155	144+73.53	5.1' RT	END CORRUGATED MEDIAN
156	144+73.30	6.1' LT	END CORRUGATED MEDIAN

PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	PLAN DETAIL	SHEET	E

FILE NAME : X:\ML\2017\20170600\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021203_PD.DWG
LAYOUT NAME - 021225_pd
PLOT DATE : 1/3/2018 3:32 PM
PLOT BY : SCHMIT, NATHAN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

LEGEND

PAV1	3-INCH ASPHALT SURFACE MILL 6½-INCH HMA PAVEMENT	30D	CONCRETE CURB & GUTTER 30" TYPE D
PAV2	8¾-INCH HMA PAVEMENT OVER EXISTING BASE COURSE	30H	CONCRETE CURB & GUTTER 30" HIGH EARLY STRENGTH
PAV3	6-INCH ASPHALT SURFACE MILL 8-INCH HMA PAVEMENT	36D	CONCRETE CURB & GUTTER 6-INCH SLOPED 36" TYPE D
SW	CONCRETE SIDEWALK 5-INCH	BTJ	BUTT JOINT
AGG	5-INCH BASE AGGREGATE DENSE ¾-INCH	X X X	SAWING ASPHALT
AS	3½-INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES		

RACINE WATER UTILITY RACINE CITY ATTORNEY
2360 RENAISSANCE BLVD

JES STURTEVANT VENICE LLC ETA
10277 VENICE AVE

WEST RD
STA. 148+05.69
OFF- 82.1' LT

CTH H

RENAISSANCE BLVD.

PROPOSED WATERMAIN BY OTHERS
PRIOR TO CONSTRUCTION

ADJUST STORM MH
ADJUST STORM INLET
ADJUST SAN MH

EX. R/W

MATCHLINE STA. 145+50

MATCHLINE STA. 151+00

POINT NUMBER	STATION	OFFSET	DESCRIPTION
160	147+52.61	37.9' LT	BEGIN CURB & GUTTER
161	147+87.42	82.6' LT	END CURB & GUTTER
162	148+22.92	82.3' LT	BEGIN CURB & GUTTER
163	148+53.18	39.1' LT	END CURB & GUTTER
164	150+60.96	32.6' RT	BEGIN CURB & GUTTER
165	150+99.93	52.8' RT	END CURB & GUTTER

LEGEND

PAV1	3-INCH ASPHALT SURFACE MILL 6 ½-INCH HMA PAVEMENT
PAV2	8 ¾-INCH HMA PAVEMENT OVER EXISTING BASE COURSE
PAV3	6-INCH ASPHALT SURFACE MILL 8-INCH HMA PAVEMENT
SW	CONCRETE SIDEWALK 5-INCH
AGG	5-INCH BASE AGGREGATE DENSE ¾-INCH
AS	3 ½-INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
30D	CONCRETE CURB & GUTTER 30" TYPE D
30H	CONCRETE CURB & GUTTER 30" HIGH EARLY STRENGTH
36D	CONCRETE CURB & GUTTER 6-INCH SLOPED 36" TYPE D
BTJ	BUTT JOINT
X X X	SAWING ASPHALT

POINT NUMBER	STATION	OFFSET	DESCRIPTION
166	151+55.69	52.6' RT	BEGIN CURB & GUTTER
167	151+95.90	32.6' RT	END CURB & GUTTER
168	152+23.25	37.1' LT	BEGIN CURB & GUTTER
169	152+43.76	51.9' LT	END CURB & GUTTER
170	152+83.85	51.2' LT	BEGIN CURB & GUTTER
171	153+04.94	40' LT	END CURB & GUTTER
172	154+52.77	4.1' RT	START CORRUGATED MEDIAN
173	154+52.60	6.0' LT	START CORRUGATED MEDIAN
174	149+24.21	604.0' LT	626' RADIUS
175	149+03.41	673.2' LT	678' RADIUS

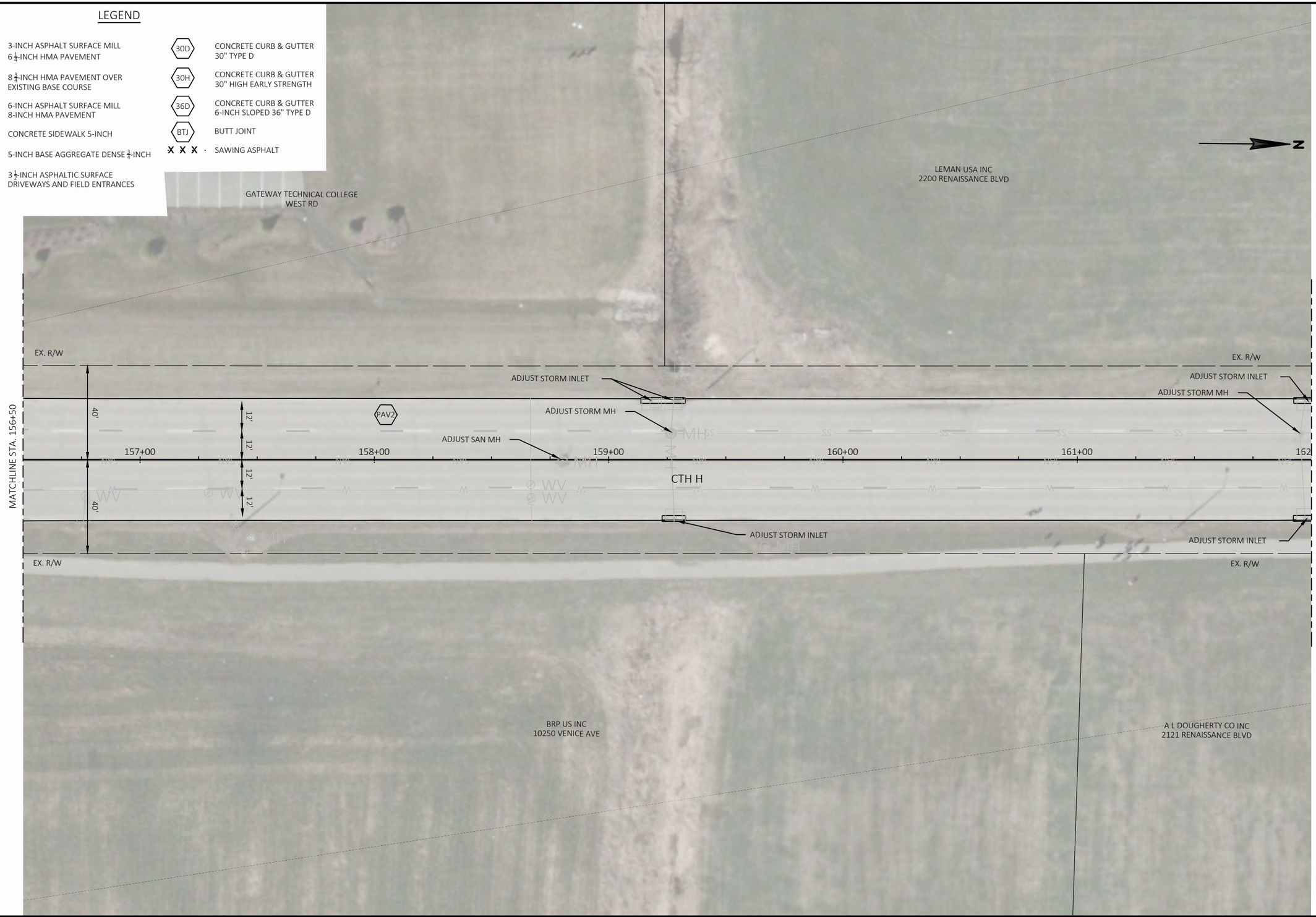
GATEWAY TECHNICAL COLLEGE
WEST RD
RACINE WATER UTILITY RACINE CITY ATTORNEY
2360 RENAISSANCE BLVD
EX. R/W
ADJUST STORM MH
CURB RAMP TYPE 2
ADJUST SAN MH
MATCHLINE STA. 151+00
MATCHLINE STA. 156+50
ADJUST STORM INLET
CONCRETE MEDIAN
SLOPED NOSE TYPE 1
STA. 152+63.77
OFF. 51.4' LT
STA. 156+05.45
OFF. 37.2' LT
STA. 151+28.99
OFF. 52.7' RT
CURB RAMP TYPE 5
CURB RAMP TYPE 7B
CTH H
CORRUGATED MEDIAN
TO BE REPLACED
VENICE AVE
BRP US INC
10250 VENICE AVE

POINT NUMBER	STATION	OFFSET	DESCRIPTION
176	154+85.60	3.4' RT	END 626' RADIUS
177	155+26.48	2.9' LT	END 678' RADIUS
178	155+83.43	0.9' RT	CORRUGATED MEDIAN
179	155+94.09	1.0' RT	END CORRUGATED MEDIAN
180	155+94.10	1.3' LT	END CORRUGATED MEDIAN
181	155+58.39	25.4' LT	BEGIN CURB & GUTTER
182	155+83.85	37.5' LT	END CURB & GUTTER
183	156+27.04	36.9' LT	BEGIN CURB & GUTTER
184	156+49.13	24.2' LT	END CURB & GUTTER

PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	PLAN DETAIL	SHEET 40	E

LEGEND

- PAV1 — 3-INCH ASPHALT SURFACE MILL, 6 1/2-INCH HMA PAVEMENT
- PAV2 — 8 3/4-INCH HMA PAVEMENT OVER EXISTING BASE COURSE
- PAV3 — 6-INCH ASPHALT SURFACE MILL, 8-INCH HMA PAVEMENT
- SW — CONCRETE SIDEWALK 5-INCH
- AGG — 5-INCH BASE AGGREGATE DENSE 3/4-INCH
- AS — 3 1/2-INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- 30D — CONCRETE CURB & GUTTER 30" TYPE D
- 30H — CONCRETE CURB & GUTTER 30" HIGH EARLY STRENGTH
- 36D — CONCRETE CURB & GUTTER 6-INCH SLOPED 36" TYPE D
- BTJ — BUTT JOINT
- X X X · SAWING ASPHALT



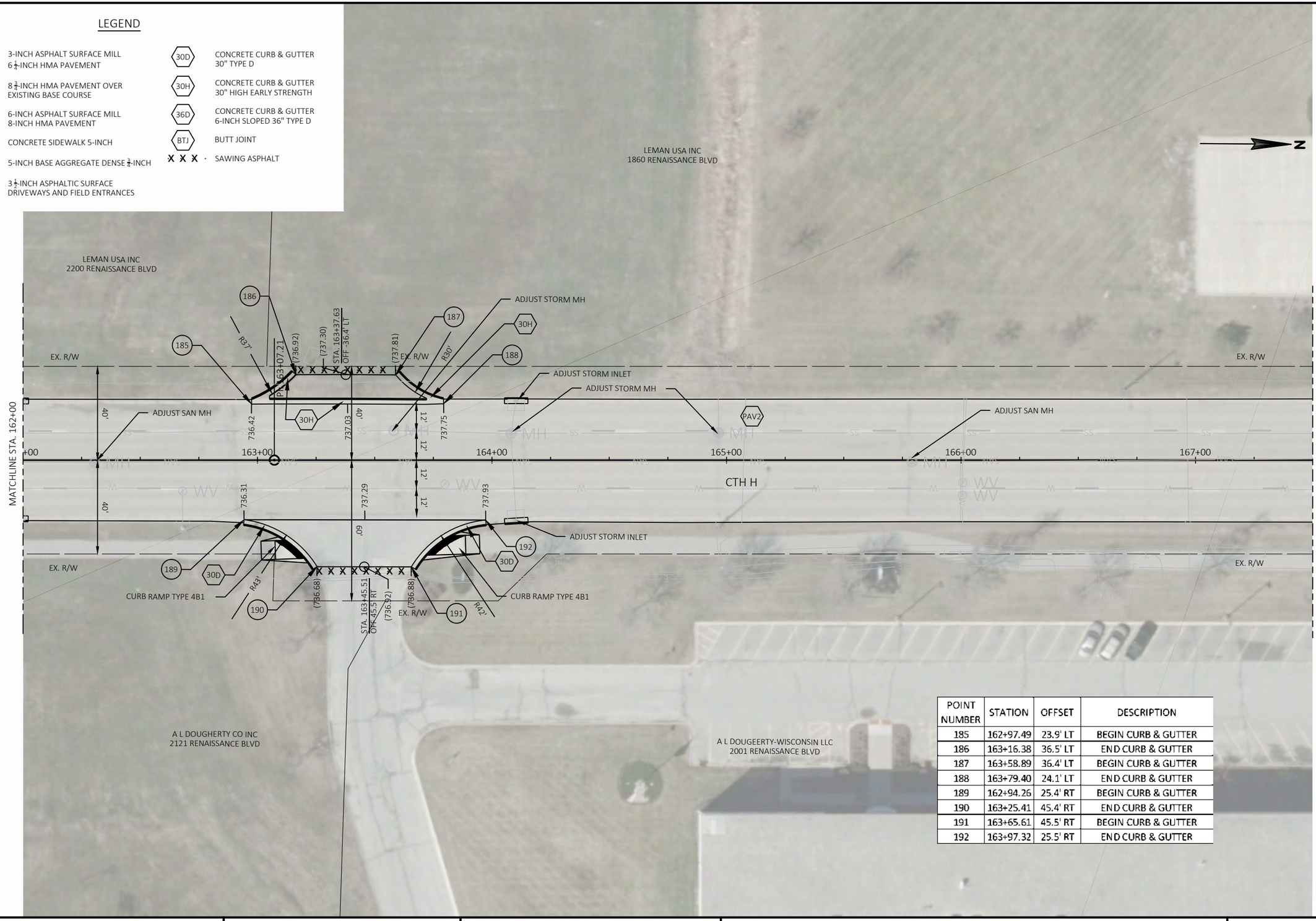
PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	PLAN DETAIL	SHEET 41	E

FILE NAME : X:\ML\2017\20170600\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021203_PD.DWG
LAYOUT NAME - 021228_pd

PLOT DATE : 1/3/2018 3:32 PM PLOT BY : SCHMIT, NATHAN PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

- PAV1 — 3-INCH ASPHALT SURFACE MILL 6 ½-INCH HMA PAVEMENT
- PAV2 — 8 ¾-INCH HMA PAVEMENT OVER EXISTING BASE COURSE
- PAV3 — 6-INCH ASPHALT SURFACE MILL 8-INCH HMA PAVEMENT
- SW — CONCRETE SIDEWALK 5-INCH
- AGG — 5-INCH BASE AGGREGATE DENSE ¾-INCH
- AS — 3 ½-INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- 30D — CONCRETE CURB & GUTTER 30" TYPE D
- 30H — CONCRETE CURB & GUTTER 30" HIGH EARLY STRENGTH
- 36D — CONCRETE CURB & GUTTER 6-INCH SLOPED 36" TYPE D
- BTJ — BUTT JOINT
- X X X · SAWING ASPHALT



POINT NUMBER	STATION	OFFSET	DESCRIPTION
185	162+97.49	23.9' LT	BEGIN CURB & GUTTER
186	163+16.38	36.5' LT	END CURB & GUTTER
187	163+58.89	36.4' LT	BEGIN CURB & GUTTER
188	163+79.40	24.1' LT	END CURB & GUTTER
189	162+94.26	25.4' RT	BEGIN CURB & GUTTER
190	163+25.41	45.4' RT	END CURB & GUTTER
191	163+65.61	45.5' RT	BEGIN CURB & GUTTER
192	163+97.32	25.5' RT	END CURB & GUTTER

PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	PLAN DETAIL	SHEET 42	E

FILE NAME : X:\ML\2017\20170600\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021203_PD.DWG
LAYOUT NAME - 021229_pd
PLOT DATE : 1/3/2018 3:32 PM
PLOT BY : SCHMIT, NATHAN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

PAV1	3-INCH ASPHALT SURFACE MILL 6 ½-INCH HMA PAVEMENT	30D	CONCRETE CURB & GUTTER 30" TYPE D
PAV2	8 ¾-INCH HMA PAVEMENT OVER EXISTING BASE COURSE	30H	CONCRETE CURB & GUTTER 30" HIGH EARLY STRENGTH
PAV3	6-INCH ASPHALT SURFACE MILL 8-INCH HMA PAVEMENT	36D	CONCRETE CURB & GUTTER 6-INCH SLOPED 36" TYPE D
SW	CONCRETE SIDEWALK 5-INCH	BTJ	BUTT JOINT
AGG	5-INCH BASE AGGREGATE DENSE ¾-INCH	X X X	SAWING ASPHALT
AS	3 ½-INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES		

LEMAN USA INC
1860 RENAISSANCE BLVD

S L J B LLC
1810 RENAISSANCE BLVD

N

ADJUST STORM INLET
ADJUST STORM MH
ADJUST SAN MH
EX. R/W
MATCHLINE STA. 167+50
40'
12'
12'
12'
12'
168+00
169+00
170+00
171+00
172+00
PAV2
200
201
202
203
204
205
206
207
208
209
30H
30D
R44'
R65'
R38'
R46'
(748.53)
(748.75)
(748.72)
(749.29)
(749.34)
(749.32)
748.76
749.16
749.28
749.30
748.93
748.98
749.28
748.92
(748.21)
(748.49)
(748.14)
STA. 170+65.94
OFF -36.7' LT
PC 171+18.60
PT 171+38.31
STA. 171+38.10
OFF -37.0' LT
STA. 170+94.84
OFF 46.7' RT
ADJUST SAN MH
CTH H
42'
MATCHLINE STA. 173+00
CURB RAMP TYPE 4B1
CURB RAMP TYPE 4B1
SCIENCE DR
A L DOUGEERTY-WISCONSIN LLC
2001 RENAISSANCE BLVD
KERRY INC
1751 ENTERPRISE DR

POINT NUMBER	STATION	OFFSET	DESCRIPTION
200	170+14.11	24.1' LT	BEGIN CURB & GUTTER
201	170+40.50	36.6' LT	END CURB & GUTTER
202	170+91.37	36.8' LT	END CURB & GUTTER
203	171+20.26	36.9' LT	END CURB & GUTTER
204	171+55.93	36.9' LT	END CURB & GUTTER
205	171+77.89	24.5' LT	BEGIN CURB & GUTTER
206	170+32.28	24.7' RT	BEGIN CURB & GUTTER
207	170+67.32	45.8' RT	END CURB & GUTTER
208	171+24.55	47.1' RT	BEGIN CURB & GUTTER
209	171+56.89	25.6' RT	END CURB & GUTTER

2

PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	PLAN DETAIL	SHEET 43	E

FILE NAME : X:\ML\2017\20170600\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021203_PD.DWG
LAYOUT NAME - 021230_pd
PLOT DATE : 1/3/2018 3:32 PM PLOT BY : SCHMIT, NATHAN PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

PAV1	3-INCH ASPHALT SURFACE MILL 6 ½-INCH HMA PAVEMENT
PAV2	8 ¾-INCH HMA PAVEMENT OVER EXISTING BASE COURSE
PAV3	6-INCH ASPHALT SURFACE MILL 8-INCH HMA PAVEMENT
SW	CONCRETE SIDEWALK 5-INCH
AGG	5-INCH BASE AGGREGATE DENSE ¾-INCH
AS	3 ½-INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
30D	CONCRETE CURB & GUTTER 30" TYPE D
30H	CONCRETE CURB & GUTTER 30" HIGH EARLY STRENGTH
36D	CONCRETE CURB & GUTTER 6-INCH SLOPED 36" TYPE D
BTJ	BUTT JOINT
X X X	SAWING ASPHALT

S L J B LLC
1810 RENAISSANCE BLVD

ANDIS FAMILY LTD PARTNERSHIP
1800 RENAISSANCE BLVD

KERRY INC
1751 ENTERPRISE DR

ROBKA INVESTMENTS LLC
1611 RENAISSANCE BLVD

EX. R/W

ADJUST STORM INLET

ADJUST SAN MH

ADJUST STORM MH

CTH H

MATCHLINE STA. 173+00

MATCHLINE STA. 178+50

174+00 175+00 176+00 177+00 178+00

41'

42'

12'

PAV2

746.04

(746.27)

745.49

744.87

743.99

743.63

743.05

744.64

743.97

743.33

(743.91)

(743.79)

(743.84)

(743.72)

(743.32)

(742.85)

R41'

R52'

R36'

R31'

R35'

STA. 174+98.94
OFF -37.9' LT

(745.54)

(745.20)

STA. 176+76.89
OFF -37.9' LT

PC: 177+19.88

STA. 176+42.04
OFF 50.5' RT

CURB RAMP TYPE 4B1

SAWING CONCRETE

CONCRETE DRIVEWAY HES 7-INCH

POINT NUMBER	STATION	OFFSET	DESCRIPTION
215	174+43.16	25.1' LT	BEGIN CURB & GUTTER
216	174+61.15	37.6' LT	END CURB & GUTTER
217	175+36.77	37.9' LT	END CURB & GUTTER
218	175+54.45	25.3' LT	BEGIN CURB & GUTTER
219	175+75.72	23.1' RT	BEGIN CURB & GUTTER
220	176+17.72	50.4' RT	END CURB & GUTTER
221	176+34.44	25.4' LT	BEGIN CURB & GUTTER
222	176+56.84	37.9' LT	END CURB & GUTTER
223	176+66.36	50.5' RT	END CURB & GUTTER
224	176+93.07	23' RT	BEGIN CURB & GUTTER
225	176+96.94	38' LT	END CURB & GUTTER
226	177+16.51	25.5' LT	BEGIN CURB & GUTTER

2

LEGEND

- PAV1 — 3-INCH ASPHALT SURFACE MILL, 6 ½-INCH HMA PAVEMENT
- PAV2 — 8 ¾-INCH HMA PAVEMENT OVER EXISTING BASE COURSE
- PAV3 — 6-INCH ASPHALT SURFACE MILL, 8-INCH HMA PAVEMENT
- SW — CONCRETE SIDEWALK 5-INCH
- AGG — 5-INCH BASE AGGREGATE DENSE ¾-INCH
- AS — 3 ½-INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- 30D — CONCRETE CURB & GUTTER 30" TYPE D
- 30H — CONCRETE CURB & GUTTER 30" HIGH EARLY STRENGTH
- 36D — CONCRETE CURB & GUTTER 6-INCH SLOPED 36" TYPE D
- BTJ — BUTT JOINT
- X X X — SAWING ASPHALT

POINT NUMBER	STATION	OFFSET	DESCRIPTION
230	181+10.78	25.2' RT	BEGIN CURB & GUTTER
231	181+49.87	48.2' RT	END CURB & GUTTER
232	181+37.27	23.1' LT	BEGIN CURB & GUTTER
233	181+56.51	35.7' LT	END CURB & GUTTER
234	181+97.76	35.7' LT	END CURB & GUTTER
235	182+18.65	23.3' LT	BEGIN CURB & GUTTER
236	182+00.82	48.3' RT	END CURB & GUTTER
237	182+36.74	25.4' RT	BEGIN CURB & GUTTER

N

ANDIS FAMILY LTD PARTNERSHIP
1800 RENAISSANCE BLVD

MATCHLINE STA. 178+50

EX. R/W

ADJUST STORM MH

ADJUST STORM INLET

ADJUST STORM MH

PI: 180+74.29

233

R32'

(741.30)

STA. 181+77.14
OFF 35.7' LT
(741.16)

234

(741.24)

R33'

ADJUST STORM INLET

ADJUST STORM MH

235

EX. R/W

232

30H

740.92

741.17

741.19

12'

42'

12'

183+00

184

PAV2

179+00

180+00

181+00

182+00

CTH H

ADJUST SAN MH

741.03

30D

741.19

12'

12'

41'

EX. R/W

ADJUST SAN MH

ADJUST STORM INLET

230

741.42

R45'

30D

231

CURB RAMP TYPE 4B1

(740.43)

(740.67)

STA. 181+75.34
OFF 48.3' RT

(740.50)

237

ADJUST STORM INLET

R44'

CURB RAMP TYPE 4B1

236

MATCHLINE STA. 184+00

STELLAR AVE

ROBKA INVESTMENTS LLC
1611 RENAISSANCE BLVD

RACINE UNIFIED SCHOOL DISTRICT
10116 STELLAR AVE

2

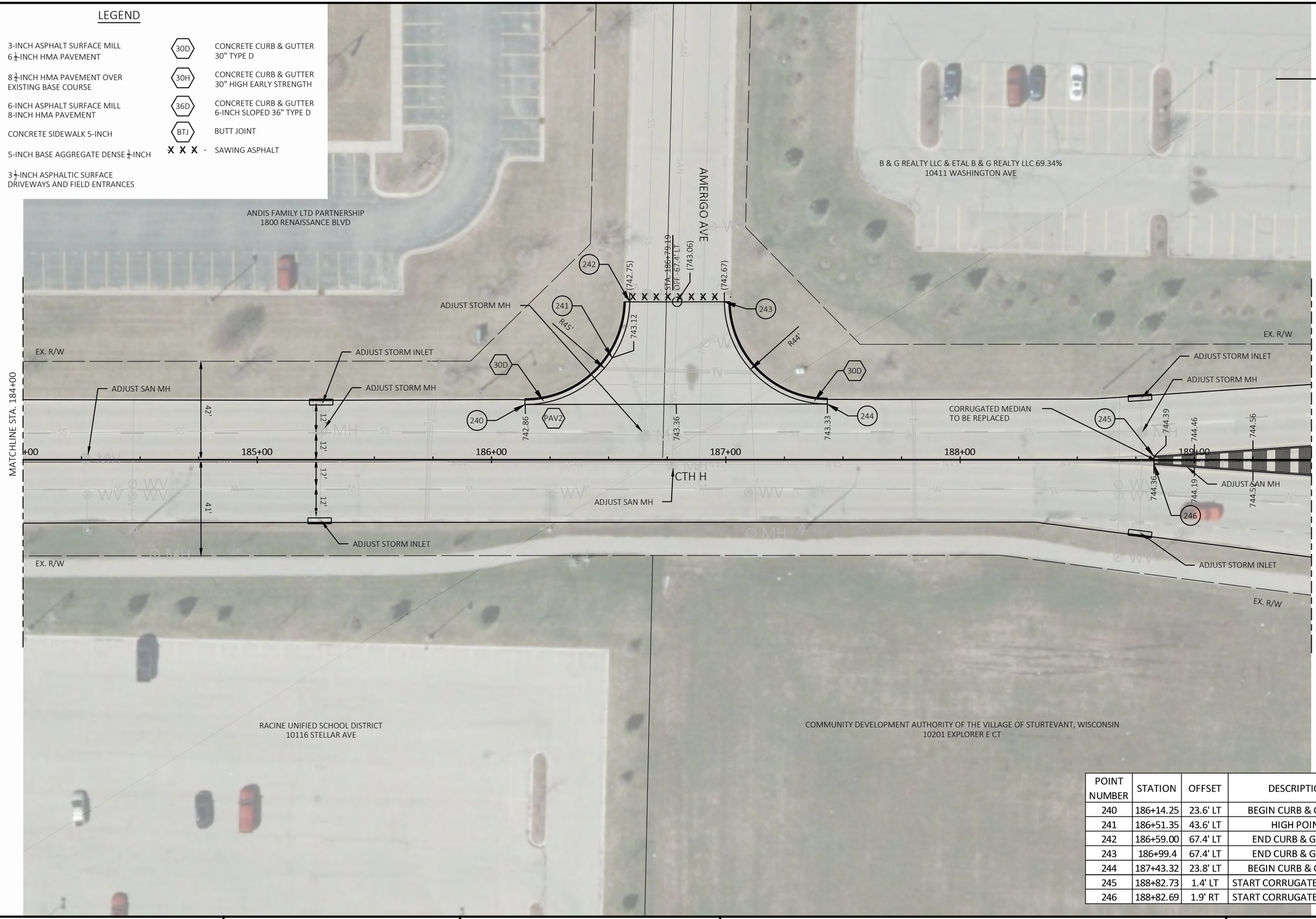
PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	PLAN DETAIL	SHEET 45	E

FILE NAME : X:\ML\2017\20170600\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021204_PD.DWG
LAYOUT NAME - 021232_pd

PLOT DATE : 1/3/2018 3:33 PM PLOT BY : SCHMIT, NATHAN PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

- PAV1 — 3-INCH ASPHALT SURFACE MILL, 6 ½-INCH HMA PAVEMENT
- PAV2 — 8 ¾-INCH HMA PAVEMENT OVER EXISTING BASE COURSE
- PAV3 — 6-INCH ASPHALT SURFACE MILL, 8-INCH HMA PAVEMENT
- SW — CONCRETE SIDEWALK 5-INCH
- AGG — 5-INCH BASE AGGREGATE DENSE ¾-INCH
- AS — 3 ½-INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- 30D — CONCRETE CURB & GUTTER 30" TYPE D
- 30H — CONCRETE CURB & GUTTER 30" HIGH EARLY STRENGTH
- 36D — CONCRETE CURB & GUTTER 6-INCH SLOPED 36" TYPE D
- BTJ — BUTT JOINT
- X X X · SAWING ASPHALT



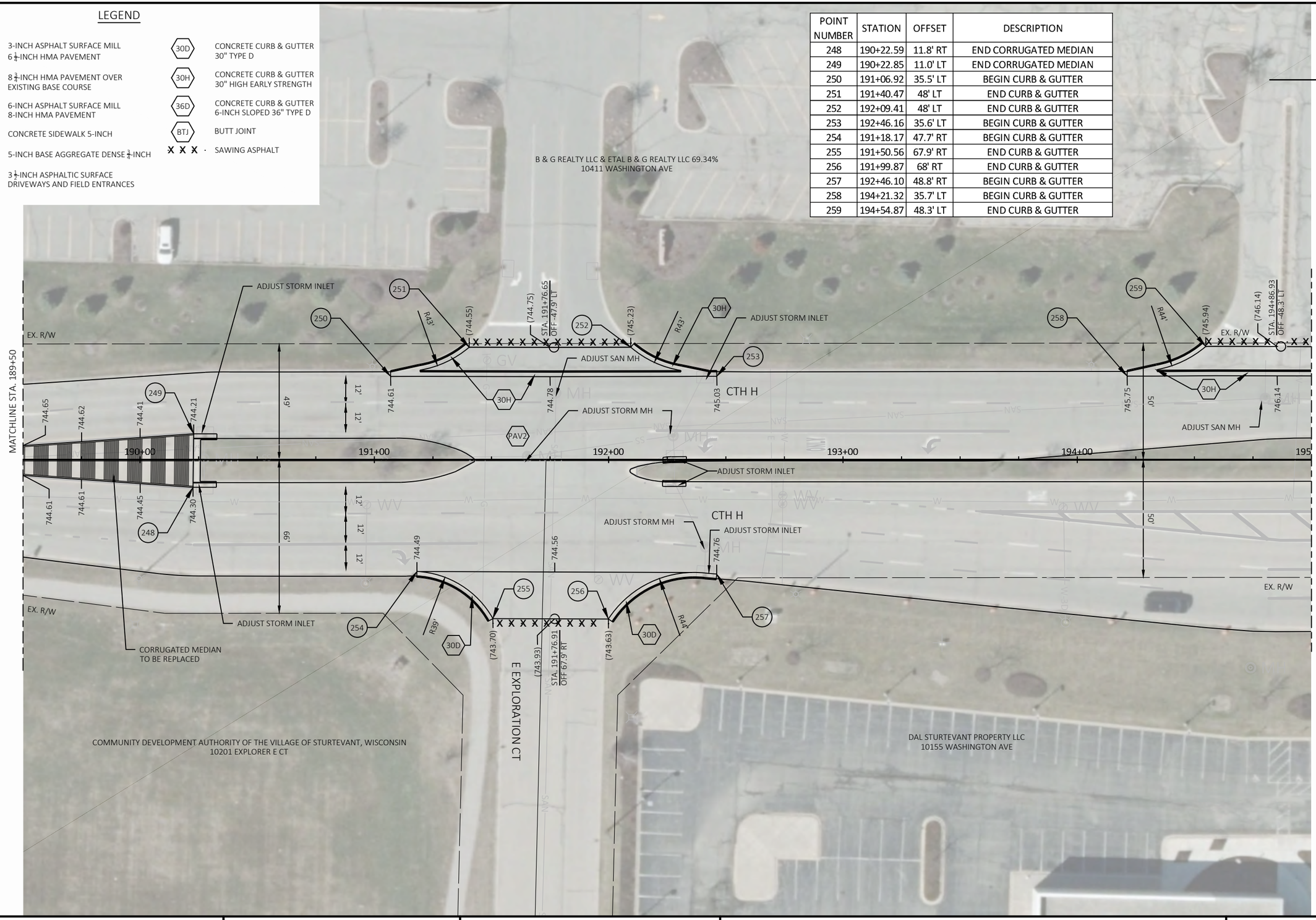
POINT NUMBER	STATION	OFFSET	DESCRIPTION
240	186+14.25	23.6' LT	BEGIN CURB & GUTTER
241	186+51.35	43.6' LT	HIGH POINT
242	186+59.00	67.4' LT	END CURB & GUTTER
243	186+99.4	67.4' LT	END CURB & GUTTER
244	187+43.32	23.8' LT	BEGIN CURB & GUTTER
245	188+82.73	1.4' LT	START CORRUGATED MEDIAN
246	188+82.69	1.9' RT	START CORRUGATED MEDIAN

PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	PLAN DETAIL	SHEET 46	E

LEGEND

PAV1	3-INCH ASPHALT SURFACE MILL 6 ½-INCH HMA PAVEMENT
PAV2	8 ¾-INCH HMA PAVEMENT OVER EXISTING BASE COURSE
PAV3	6-INCH ASPHALT SURFACE MILL 8-INCH HMA PAVEMENT
SW	CONCRETE SIDEWALK 5-INCH
AGG	5-INCH BASE AGGREGATE DENSE ¾-INCH
AS	3 ½-INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
30D	CONCRETE CURB & GUTTER 30" TYPE D
30H	CONCRETE CURB & GUTTER 30" HIGH EARLY STRENGTH
36D	CONCRETE CURB & GUTTER 6-INCH SLOPED 36" TYPE D
BTJ	BUTT JOINT
X X X	SAWING ASPHALT

POINT NUMBER	STATION	OFFSET	DESCRIPTION
248	190+22.59	11.8' RT	END CORRUGATED MEDIAN
249	190+22.85	11.0' LT	END CORRUGATED MEDIAN
250	191+06.92	35.5' LT	BEGIN CURB & GUTTER
251	191+40.47	48' LT	END CURB & GUTTER
252	192+09.41	48' LT	END CURB & GUTTER
253	192+46.16	35.6' LT	BEGIN CURB & GUTTER
254	191+18.17	47.7' RT	BEGIN CURB & GUTTER
255	191+50.56	67.9' RT	END CURB & GUTTER
256	191+99.87	68' RT	END CURB & GUTTER
257	192+46.10	48.8' RT	BEGIN CURB & GUTTER
258	194+21.32	35.7' LT	BEGIN CURB & GUTTER
259	194+54.87	48.3' LT	END CURB & GUTTER



PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	PLAN DETAIL	SHEET	E

FILE NAME : X:\ML\2017\20170600\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021204_PD.DWG
LAYOUT NAME - 021234_pd
PLOT DATE : 1/3/2018 3:33 PM PLOT BY : SCHMIT, NATHAN PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

- PAV1 — 3-INCH ASPHALT SURFACE MILL, 6 ½-INCH HMA PAVEMENT
- PAV2 — 8 ¾-INCH HMA PAVEMENT OVER EXISTING BASE COURSE
- PAV3 — 6-INCH ASPHALT SURFACE MILL, 8-INCH HMA PAVEMENT
- SW — CONCRETE SIDEWALK 5-INCH
- AGG — 5-INCH BASE AGGREGATE DENSE ¾-INCH
- AS — 3 ½-INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- 30D — CONCRETE CURB & GUTTER 30" TYPE D
- 30H — CONCRETE CURB & GUTTER 30" HIGH EARLY STRENGTH
- 36D — CONCRETE CURB & GUTTER 6-INCH SLOPED 36" TYPE D
- BTJ — BUTT JOINT
- X X X · — SAWING ASPHALT

N

EXEL DEVELOPMENT LLC SERIES STURTEVANT
10361 WASHINGTON AVE

STH 20 (WASHINGTON AVE)

WHEATON FRANSCISCAN HEALTHCARE ALL SAINTS INC
10340 WASHINGTON AVE

EX. R/W

B & G REALTY LLC & ETAL B & G REALTY LLC 69.34%
10411 WASHINGTON AVE

265

266

30H

(746.47)

R32'

EX. R/W

MATCHLINE STA. 195+00

ADJUST STORM INLET

746.05

50'

12'

12'

PAV2

+51.77

CTH H

976'+

BTJ

END PROJECT
STA 197+46.81

195+00 196+00 197+00 198+00 199+00 200+00

CTH H

50'

12'

12'

12'

12'

12'

976'+

+46.85

EX. R/W

TRAFFIC SIGNAL LOOPS TO BE REPLACED WITH STH 20 PROJECT I.D. 2250-17-70. COORDINATE LOOP REPLACEMENT PRIOR TO PAVING.

ADJUST STORM INLET

TRAFFIC SIGNAL LOOPS TO BE REPLACED WITH STH 20 PROJECT I.D. 2250-17-70. COORDINATE LOOP REPLACEMENT PRIOR TO PAVING.

DAL STURTEVANT PROPERTY LLC
10155 WASHINGTON AVE

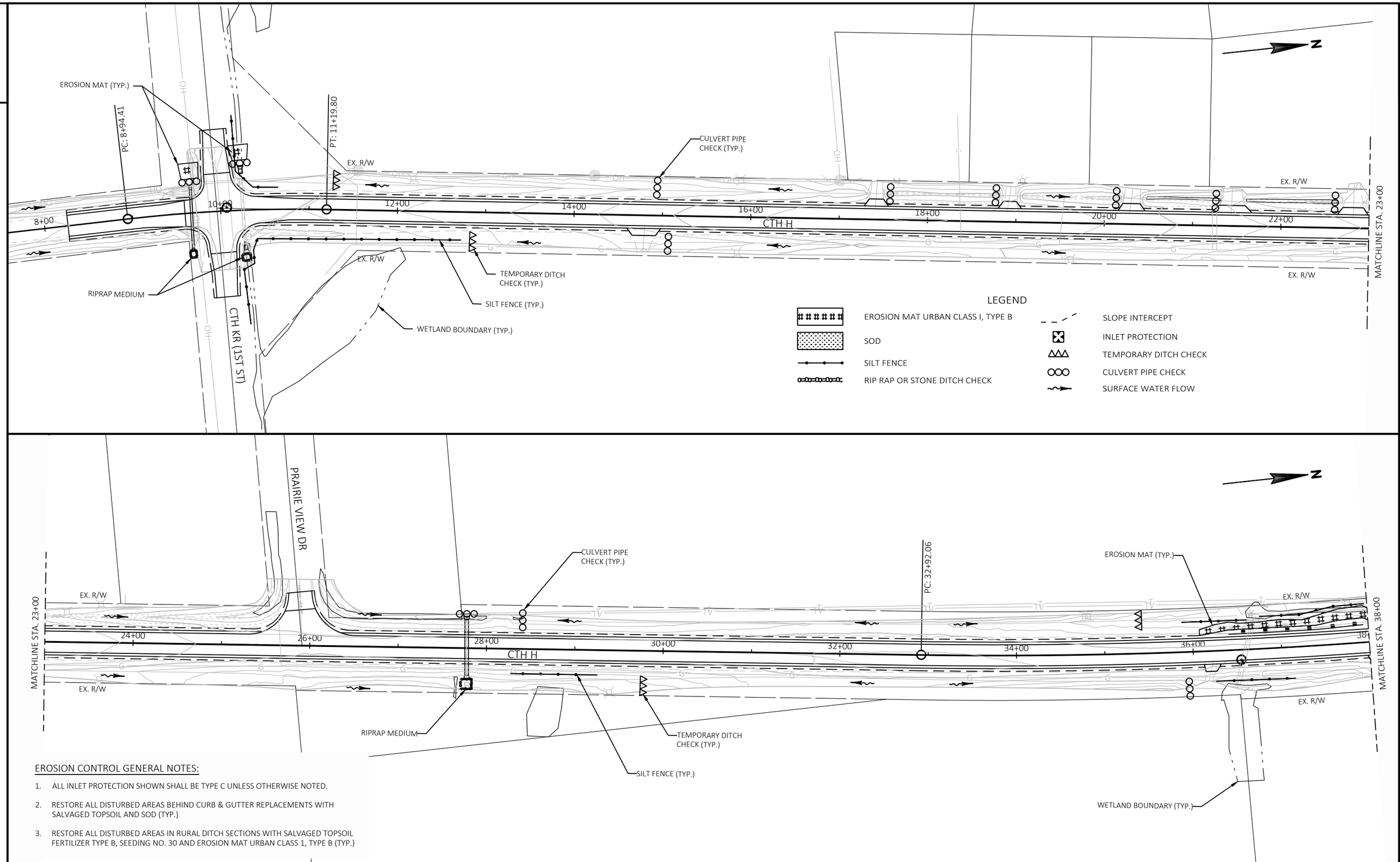
STH 20 (WASHINGTON AVE)

MATCHLINE STA. 200+50

EX. R/W

WHEATON FRANCISCAN HEALTHCARE-ALL SAINTS, INC
10180 WASHINGTON AVE

POINT NUMBER	STATION	OFFSET	DESCRIPTION
265	195+18.99	48.2' LT	END CURB & GUTTER
266	195+52.25	35.8' LT	BEGIN CURB & GUTTER

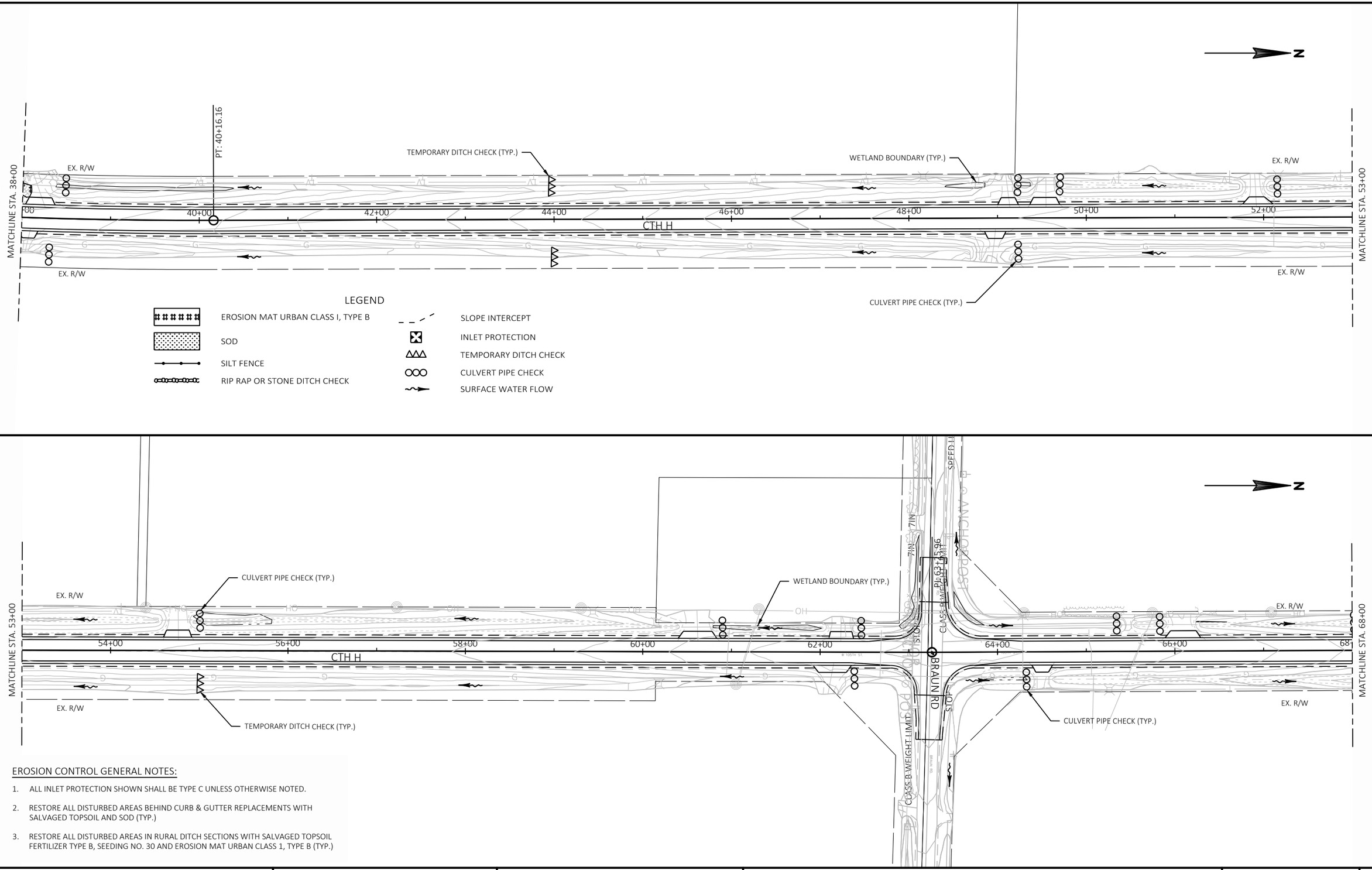


EROSION CONTROL GENERAL NOTES:

1. ALL INLET PROTECTION SHOWN SHALL BE TYPE C UNLESS OTHERWISE NOTED.
2. RESTORE ALL DISTURBED AREAS BEHIND CURB & GUTTER REPLACEMENTS WITH SALVAGED TOPSOIL AND SOD (TYP.)
3. RESTORE ALL DISTURBED AREAS IN RURAL DITCH SECTIONS WITH SALVAGED TOPSOIL FERTILIZER TYPE B, SEEDING NO. 30 AND EROSION MAT URBAN CLASS 1, TYPE B (TYP.)

PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	EROSION CONTROL PLAN	SHEET	E

FILE NAME : X:\ML\2017\20170600\CAD\TRANSPORTATION\DWG\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 022001_ec
PLOT DATE : 1/12/2018 11:06 AM PLOT BY : SCHMIT, NATHAN PLOT NAME : PLOT SCALE : 1 IN:100 FT



EROSION CONTROL GENERAL NOTES:

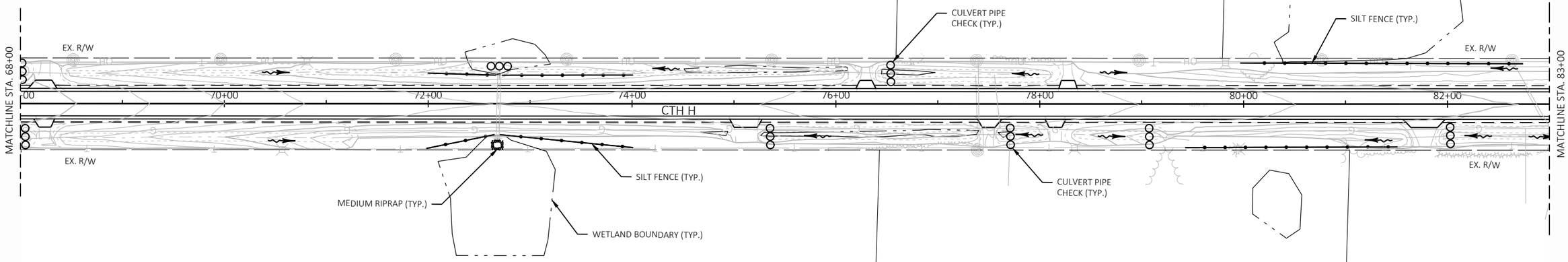
1. ALL INLET PROTECTION SHOWN SHALL BE TYPE C UNLESS OTHERWISE NOTED.
2. RESTORE ALL DISTURBED AREAS BEHIND CURB & GUTTER REPLACEMENTS WITH SALVAGED TOPSOIL AND SOD (TYP.)
3. RESTORE ALL DISTURBED AREAS IN RURAL DITCH SECTIONS WITH SALVAGED TOPSOIL FERTILIZER TYPE B, SEEDING NO. 30 AND EROSION MAT URBAN CLASS 1, TYPE B (TYP.)

PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	EROSION CONTROL PLAN	SHEET	E

FILE NAME : X:\ML\2017\20170600\CAD\TRANSPORTATION\DWG\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 022002_ec
PLOT DATE : 1/12/2018 11:07 AM PLOT BY : SCHMIT, NATHAN PLOT NAME : PLOT SCALE : 1 IN:100 FT

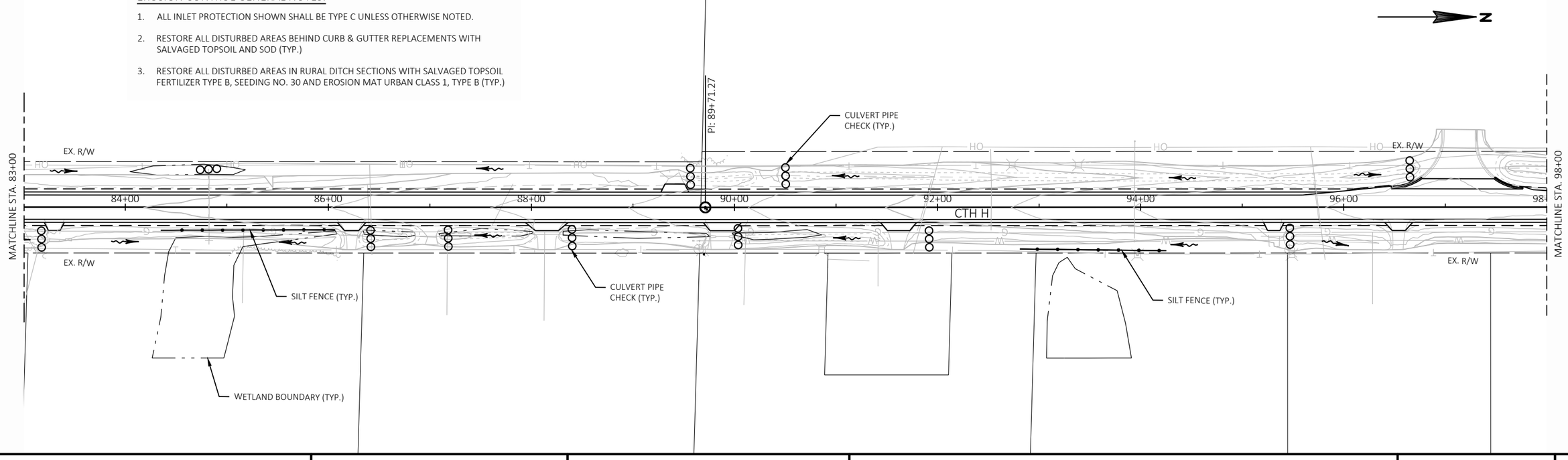
LEGEND

- EROSION MAT URBAN CLASS I, TYPE B
- SOD
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW



EROSION CONTROL GENERAL NOTES:

1. ALL INLET PROTECTION SHOWN SHALL BE TYPE C UNLESS OTHERWISE NOTED.
2. RESTORE ALL DISTURBED AREAS BEHIND CURB & GUTTER REPLACEMENTS WITH SALVAGED TOPSOIL AND SOD (TYP.)
3. RESTORE ALL DISTURBED AREAS IN RURAL DITCH SECTIONS WITH SALVAGED TOPSOIL FERTILIZER TYPE B, SEEDING NO. 30 AND EROSION MAT URBAN CLASS 1, TYPE B (TYP.)



PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	EROSION CONTROL PLAN	SHEET 51	E

FILE NAME : X:\ML\2017\20170600\CAD\TRANSPORTATION\DWG\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 022003_ec
PLOT DATE : 1/12/2018 11:07 AM
PLOT BY : SCHMIT, NATHAN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

LEGEND

- EROSION MAT URBAN CLASS I, TYPE B
- SOD
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

N

MATCHLINE STA. 98+00

EX. R/W

EX. R/W

CULVERT PIPE CHECK (TYP.)

CULVERT PIPE CHECK (TYP.)

100+00

102+00

CTH H

104+00

106+00

108+00

110+00

112+00

EX. R/W

EX. R/W

MATCHLINE STA. 113+00

WETLAND BOUNDARY (TYP.)

WETLAND BOUNDARY (TYP.)

N

MATCHLINE STA. 113+00

EX. R/W

EX. R/W

PI: 116+22.91

114+00

116+00

118+00

120+00

122+00

CTH H

124+00

126+00

128

INLET PROTECTION TYPE D

EX. R/W

EX. R/W

INLET PROTECTION TYPE D

STH 11 (DURAND AVE)

WETLAND BOUNDARY (TYP.)

EROSION CONTROL GENERAL NOTES:

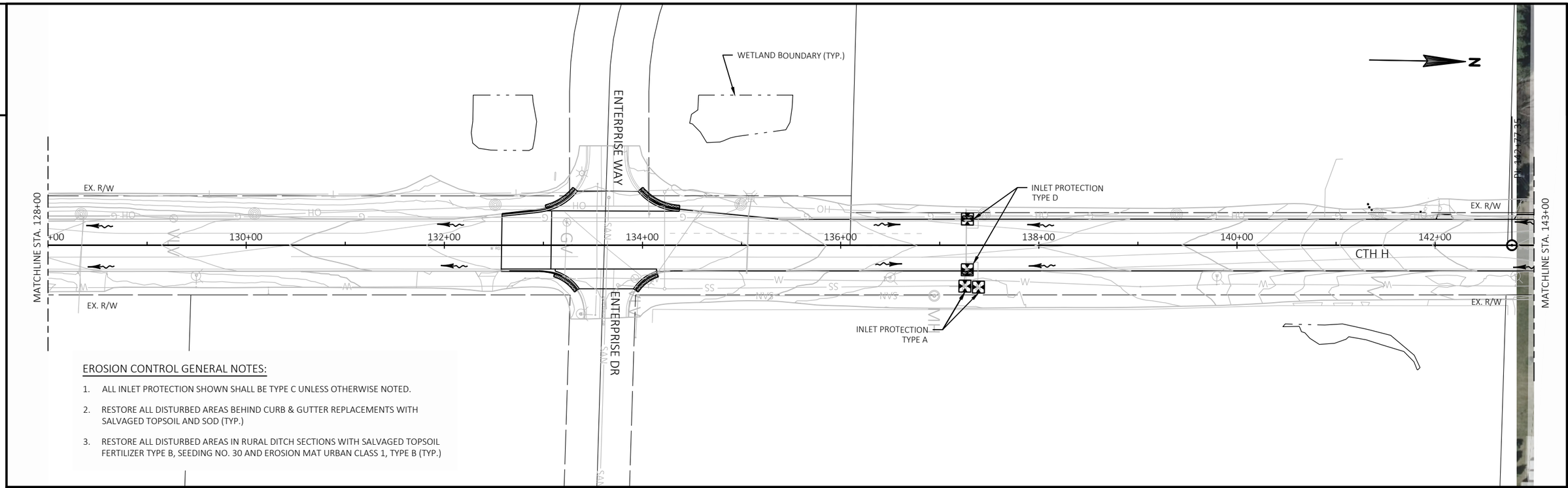
1. ALL INLET PROTECTION SHOWN SHALL BE TYPE C UNLESS OTHERWISE NOTED.
2. RESTORE ALL DISTURBED AREAS BEHIND CURB & GUTTER REPLACEMENTS WITH SALVAGED TOPSOIL AND SOD (TYP.)
3. RESTORE ALL DISTURBED AREAS IN RURAL DITCH SECTIONS WITH SALVAGED TOPSOIL FERTILIZER TYPE B, SEEDING NO. 30 AND EROSION MAT URBAN CLASS 1, TYPE B (TYP.)

PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	EROSION CONTROL PLAN	SHEET	E

FILE NAME : X:\ML\2017\20170600\CAD\TRANSPORTATION\DWG\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 022004_ec

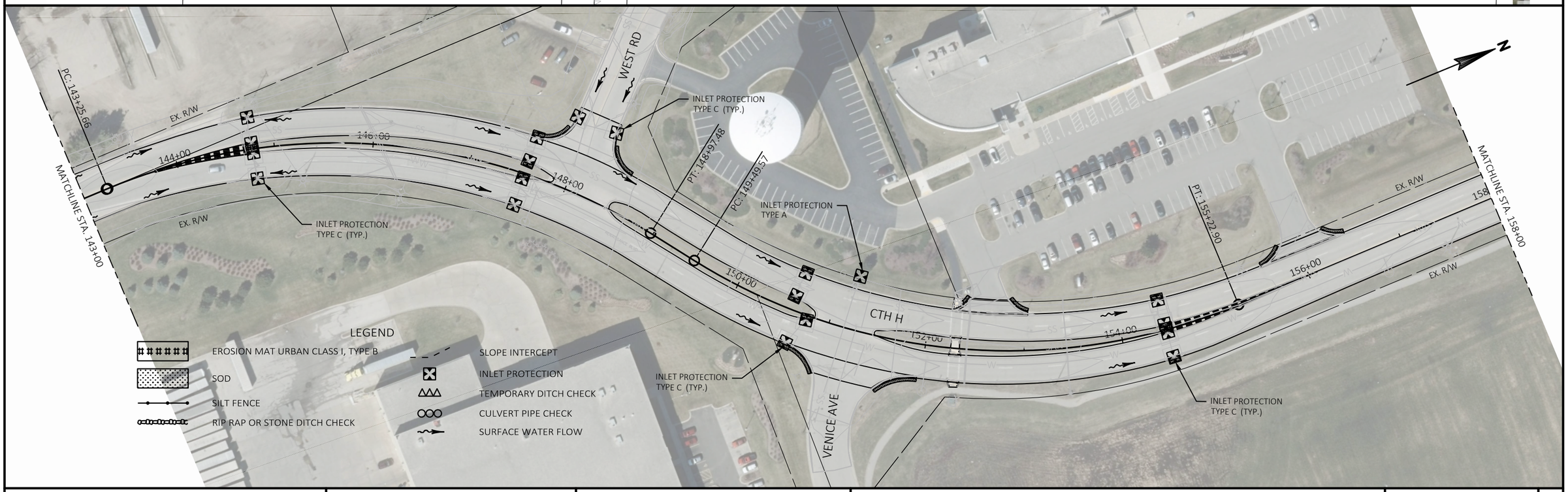
PLOT DATE : 1/12/2018 11:07 AM PLOT BY : SCHMIT, NATHAN PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



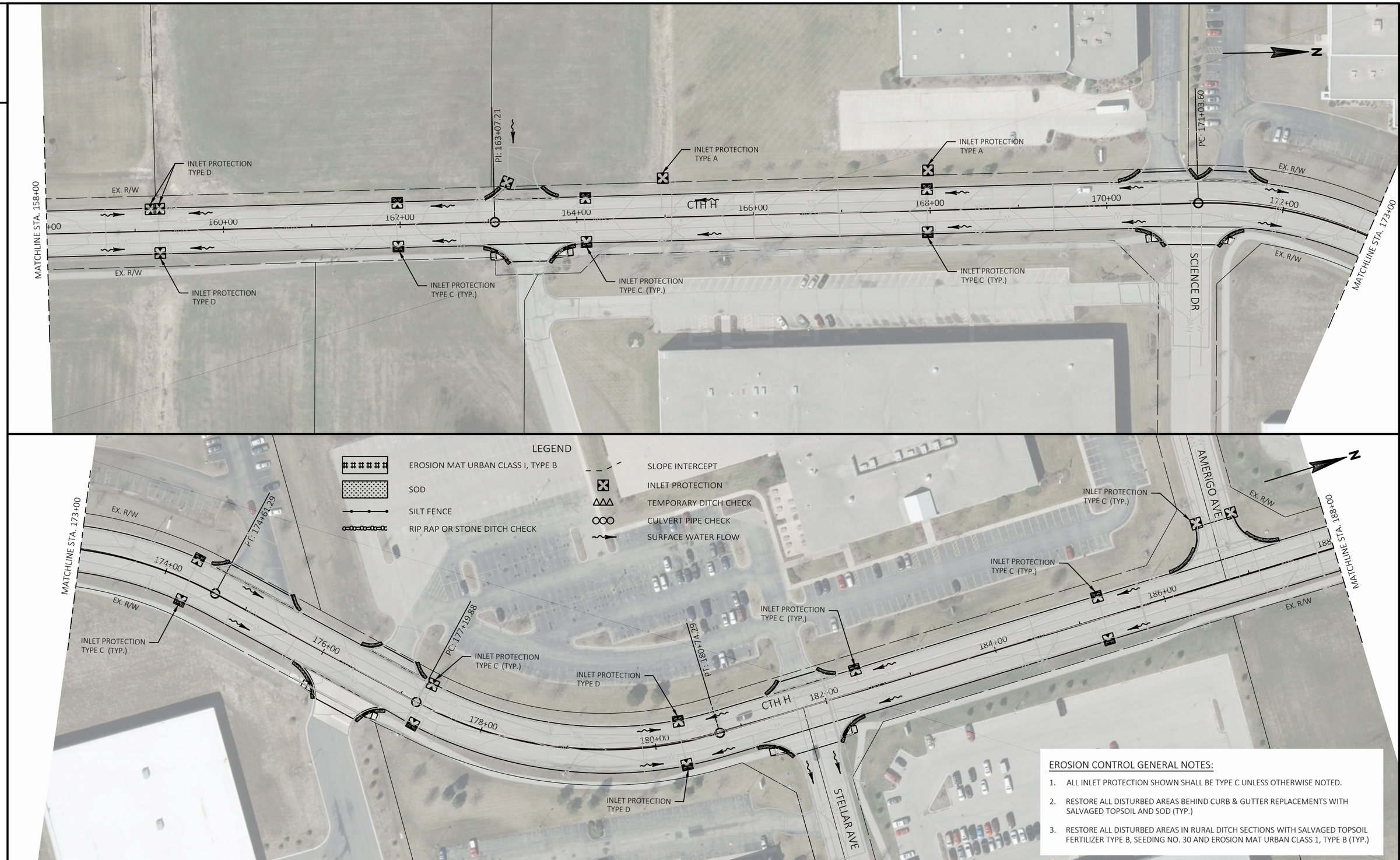
EROSION CONTROL GENERAL NOTES:

1. ALL INLET PROTECTION SHOWN SHALL BE TYPE C UNLESS OTHERWISE NOTED.
2. RESTORE ALL DISTURBED AREAS BEHIND CURB & GUTTER REPLACEMENTS WITH SALVAGED TOPSOIL AND SOD (TYP.)
3. RESTORE ALL DISTURBED AREAS IN RURAL DITCH SECTIONS WITH SALVAGED TOPSOIL FERTILIZER TYPE B, SEEDING NO. 30 AND EROSION MAT URBAN CLASS 1, TYPE B (TYP.)



PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	EROSION CONTROL PLAN	SHEET 53	E

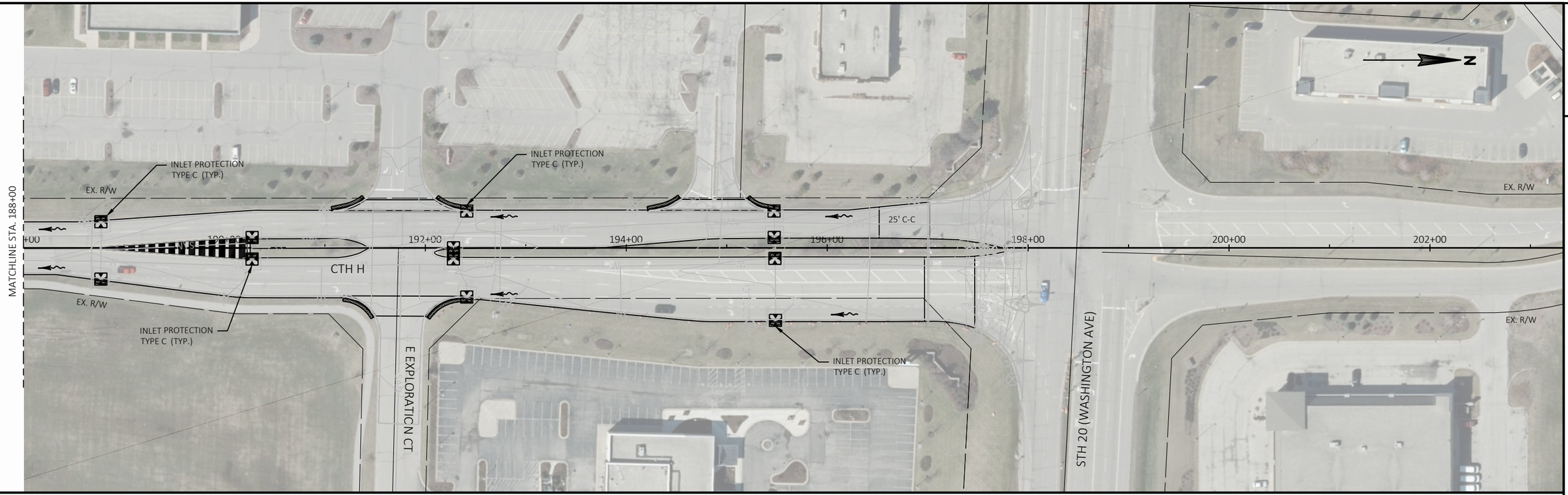
2



EROSION CONTROL GENERAL NOTES:

1. ALL INLET PROTECTION SHOWN SHALL BE TYPE C UNLESS OTHERWISE NOTED.
2. RESTORE ALL DISTURBED AREAS BEHIND CURB & GUTTER REPLACEMENTS WITH SALVAGED TOPSOIL AND SOD (TYP.)
3. RESTORE ALL DISTURBED AREAS IN RURAL DITCH SECTIONS WITH SALVAGED TOPSOIL FERTILIZER TYPE B, SEEDING NO. 30 AND EROSION MAT URBAN CLASS 1, TYPE B (TYP.)

PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	EROSION CONTROL PLAN	SHEET 54	E



LEGEND

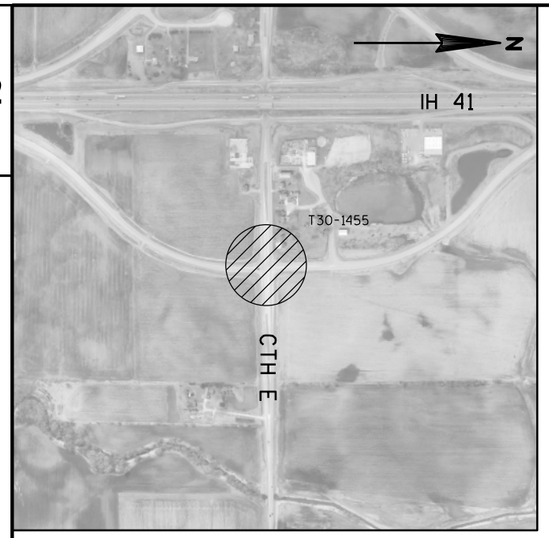
- EROSION MAT URBAN CLASS I, TYPE B
- SOD
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

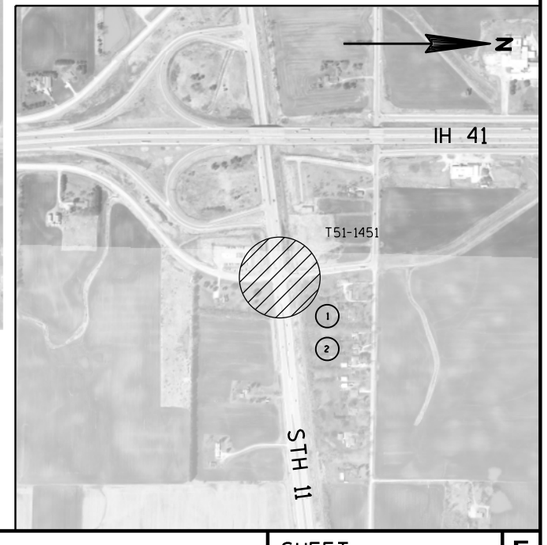
EROSION CONTROL GENERAL NOTES:

1. ALL INLET PROTECTION SHOWN SHALL BE TYPE C UNLESS OTHERWISE NOTED.
2. RESTORE ALL DISTURBED AREAS BEHIND CURB & GUTTER REPLACEMENTS WITH SALVAGED TOPSOIL AND SOD (TYP.)
3. RESTORE ALL DISTURBED AREAS IN RURAL DITCH SECTIONS WITH SALVAGED TOPSOIL FERTILIZER TYPE B, SEEDING NO. 30 AND EROSION MAT URBAN CLASS 1, TYPE B (TYP.)

PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	EROSION CONTROL PLAN	SHEET 55	E

2





LEGEND

TRAFFIC SIGNAL

XXX-XXXX

(1) INSTALL TEMPORARY TRAFFIC SIGNAL

(2) REMOVE TEMPORARY TRAFFIC SIGNAL UPON PROJECT COMPLETION

(3) INSTALL STATE SUPPLIED EVP EQUIPMENT

PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	TRAFFIC SIGNAL PROJECT OVERVIEW	SHEET 56	E

2

LEGEND

- SIGNAL HEAD, OVERHEAD MOUNT
- CLASS 4 WOOD POLE
- CABLE - OVERHEAD
- SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- (R) RED ARROW
- (FY)(Y) YELLOW ARROW
- (G) GREEN ARROW

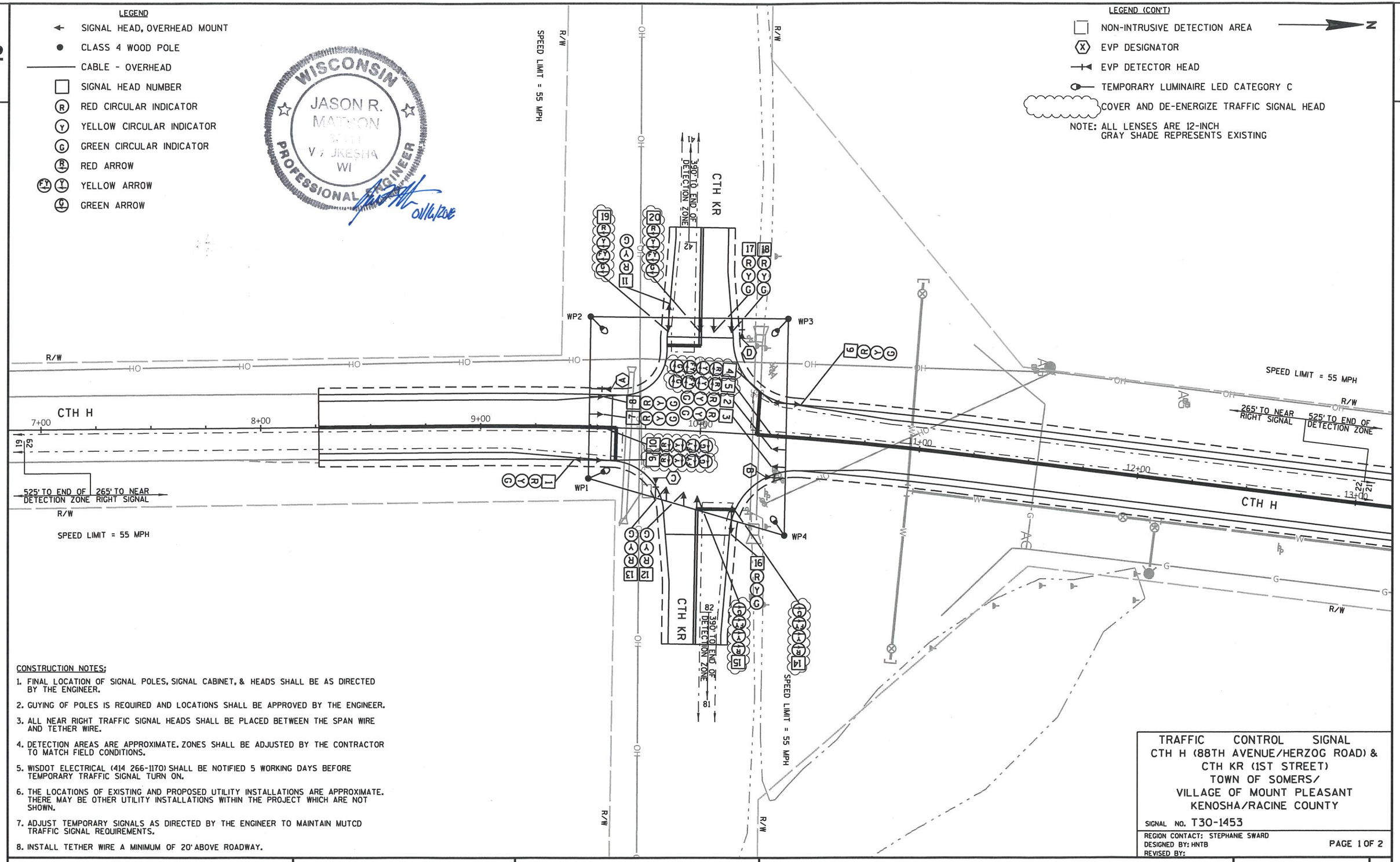
WISCONSIN
JASON R. MATSON
E-32011
KENOSHA
WI
PROFESSIONAL ENGINEER
01/16/2018

LEGEND (CON'T)

- NON-INTRUSIVE DETECTION AREA
- (X) EVP DESIGNATOR
- EVP DETECTOR HEAD
- TEMPORARY LUMINAIRE LED CATEGORY C
- COVER AND DE-ENERGIZE TRAFFIC SIGNAL HEAD

NOTE: ALL LENSES ARE 12-INCH
GRAY SHADE REPRESENTS EXISTING

N



CONSTRUCTION NOTES;

1. FINAL LOCATION OF SIGNAL POLES, SIGNAL CABINET, & HEADS SHALL BE AS DIRECTED BY THE ENGINEER.
2. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
3. ALL NEAR RIGHT TRAFFIC SIGNAL HEADS SHALL BE PLACED BETWEEN THE SPAN WIRE AND TETHER WIRE.
4. DETECTION AREAS ARE APPROXIMATE. ZONES SHALL BE ADJUSTED BY THE CONTRACTOR TO MATCH FIELD CONDITIONS.
5. WISDOT ELECTRICAL (414 266-1170) SHALL BE NOTIFIED 5 WORKING DAYS BEFORE TEMPORARY TRAFFIC SIGNAL TURN ON.
6. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
7. ADJUST TEMPORARY SIGNALS AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD TRAFFIC SIGNAL REQUIREMENTS.
8. INSTALL TETHER WIRE A MINIMUM OF 20' ABOVE ROADWAY.

TRAFFIC CONTROL SIGNAL
CTH H (88TH AVENUE/HERZOG ROAD) &
CTH KR (1ST STREET)
TOWN OF SOMERS/
VILLAGE OF MOUNT PLEASANT
KENOSHA/RACINE COUNTY

SIGNAL NO. T30-1453

REGION CONTACT: STEPHANIE SWARD
DESIGNED BY: HNTB
REVISED BY:

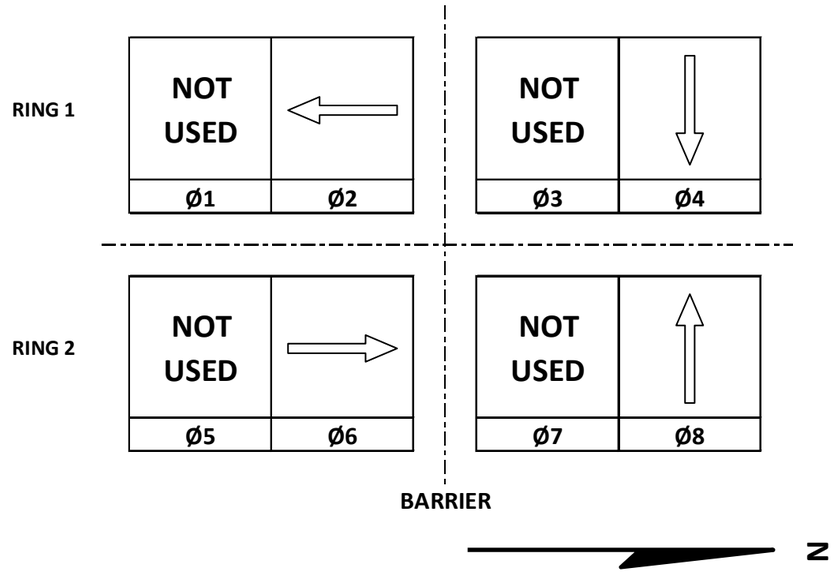
PAGE 1 OF 2

PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	TEMPORARY TRAFFIC SIGNAL PLAN	SHEET 57	E

FILE NAME : \\milw00\ingrproj\71190\13202500-Corridor-Managment\t2-temp_signals\cds\28180073_GRAEF\023961_sp_tmp.dgn PLOT DATE : 1/16/2018 PLOT BY : jmatson PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1		
Ø2	6,7,8	R
Ø3		
Ø4	11,12,13	R
Ø5		
Ø6	1,2,3	R
Ø7		
Ø8	16,17,18	R
Ø2P		
Ø4P		
Ø6P		
Ø8P		
OLA		
OLB		
OLC		
OLD		



DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL	DETECTOR OPERATION			PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
		CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY							
21		X			2	2					
22		X			2	2					
41				X		4			X		
42		X			4	4					
61		X			6	6					
62		X			6	6					
81				X		8			X		
82		X			8	8					

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1				
2	X	6	MIN	X
3				
4		8		X
5				
6	X	2	MIN	X
7				
8		4		X

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	X

TYPE OF COORDINATION	
NONE	X
TBC	
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM NO:	SS-

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTION	

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
MOVEMENT	← →	← →	↓ ↑	↓ ↑
PHASE	2+6	6+2	4+8	8+4

AFTER PREEMPTION SEQUENCE 2+6 OR 6+2, CONTROLLER SHALL RETURN TO PHASES 2+6.

AFTER PREEMPTION SEQUENCE 4+8 OR 8+4, CONTROLLER SHALL RETURN TO PHASES 4+8.

CTH H & CTH KR

VILLAGE OF SOMERS/MOUNT PLEASANT

KENOSHA/RACINE COUNTY

SIGNAL NO: T30-1453 CABINET TYPE: TEMP

CONTROLLER TYPE: ECONOLITE

DATE: 01/2018 PAGE NO. 2 OF 2

PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: KENOSHA/RACINE	SEQUENCE OF OPERATIONS	SHEET NO: E

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

2

LEGEND

- SIGNAL HEAD, OVERHEAD MOUNT
- CLASS 4 WOOD POLE
- CABLE - OVERHEAD
- SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- (R) RED ARROW
- (FY)(Y) YELLOW ARROW
- (G) GREEN ARROW

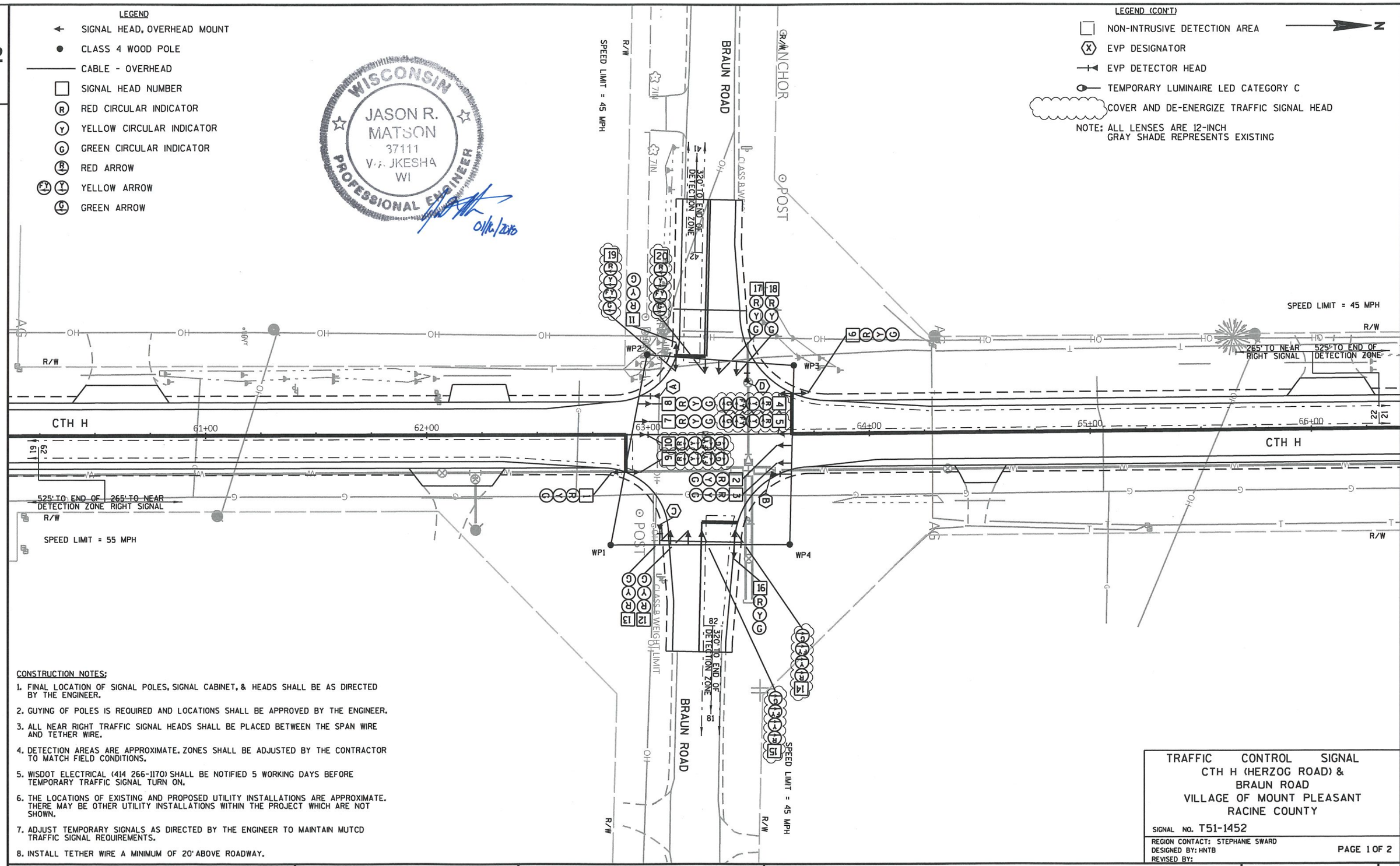
WISCONSIN
JASON R. MATSON
37111
WAUKESHA
WI
PROFESSIONAL ENGINEER
01/16/2018

LEGEND (CON'T)

- NON-INTRUSIVE DETECTION AREA
- (X) EVP DESIGNATOR
- EVP DETECTOR HEAD
- TEMPORARY LUMINAIRE LED CATEGORY C
- COVER AND DE-ENERGIZE TRAFFIC SIGNAL HEAD

NOTE: ALL LENSES ARE 12-INCH
GRAY SHADE REPRESENTS EXISTING

N



CONSTRUCTION NOTES;

1. FINAL LOCATION OF SIGNAL POLES, SIGNAL CABINET, & HEADS SHALL BE AS DIRECTED BY THE ENGINEER.
2. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
3. ALL NEAR RIGHT TRAFFIC SIGNAL HEADS SHALL BE PLACED BETWEEN THE SPAN WIRE AND TETHER WIRE.
4. DETECTION AREAS ARE APPROXIMATE. ZONES SHALL BE ADJUSTED BY THE CONTRACTOR TO MATCH FIELD CONDITIONS.
5. WISDOT ELECTRICAL (414 266-1170) SHALL BE NOTIFIED 5 WORKING DAYS BEFORE TEMPORARY TRAFFIC SIGNAL TURN ON.
6. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
7. ADJUST TEMPORARY SIGNALS AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD TRAFFIC SIGNAL REQUIREMENTS.
8. INSTALL TETHER WIRE A MINIMUM OF 20' ABOVE ROADWAY.

TRAFFIC CONTROL SIGNAL
CTH H (HERZOG ROAD) &
BRAUN ROAD
VILLAGE OF MOUNT PLEASANT
RACINE COUNTY

SIGNAL NO. T51-1452

REGION CONTACT: STEPHANIE SWARD
DESIGNED BY: HNTB
REVISED BY:

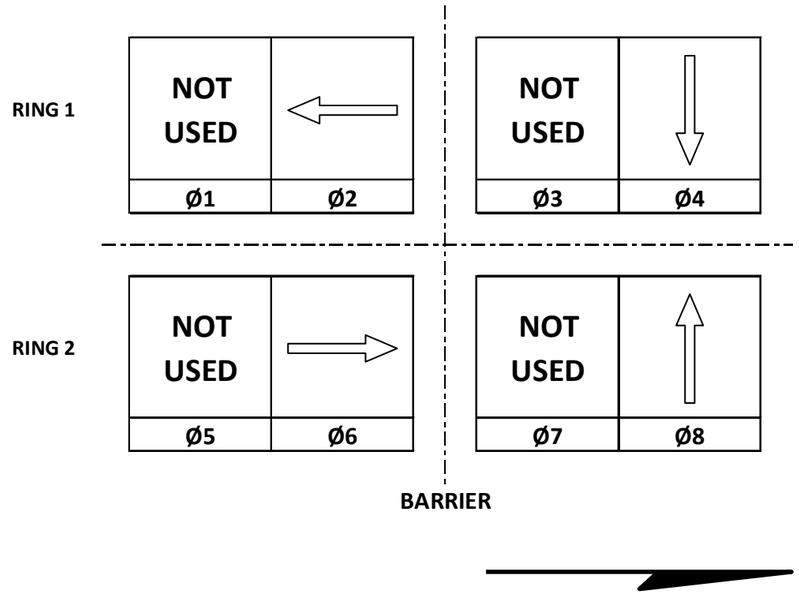
PAGE 1 OF 2

PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	TEMPORARY TRAFFIC SIGNAL PLAN	SHEET 59	E

FILE NAME : \\milw00\ingrproj\71190\13202500-Corridor-Managment\t2-temp_signals\cds\28180073_GRAEF\023962_sp_tmp.dgn PLOT DATE : 1/16/2018 PLOT BY : jmatson PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1		
Ø2	6,7,8	R
Ø3		
Ø4	11,12,13	R
Ø5		
Ø6	1,2,3	R
Ø7		
Ø8	16,17,18	R
Ø2P		
Ø4P		
Ø6P		
Ø8P		
OLA		
OLB		
OLC		
OLD		



DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL	DETECTOR OPERATION			PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
		CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY							
21		X			2	2					
22		X			2	2					
41				X		4			X		
42		X			4	4					
61		X			6	6					
62		X			6	6					
81				X		8			X		
82		X			8	8					

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1				
2	X	6	MIN	X
3				
4		8		X
5				
6	X	2	MIN	X
7				
8		4		X

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	X

TYPE OF COORDINATION	
NONE	X
TBC	
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM NO:	SS-

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTION	

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
MOVEMENT	← →	← →	↓ ↑	↓ ↑
PHASE	2+6	6+2	4+8	8+4

AFTER PREEMPTION SEQUENCE 2+6 OR 6+2, CONTROLLER SHALL RETURN TO PHASES 2+6.

AFTER PREEMPTION SEQUENCE 4+8 OR 8+4, CONTROLLER SHALL RETURN TO PHASES 4+8.

CTH H & BRAUN ROAD
VILLAGE OF MOUNT PLEASANT
RACINE COUNTY

SIGNAL NO: T51-1452 CABINET TYPE: TEMP
CONTROLLER TYPE: ECONOLITE
DATE: 01/2018 PAGE NO. 2 OF 2

LEGEND

- SIGNAL HEAD, OVERHEAD MOUNT
- CLASS 4 WOOD POLE
- CABLE - OVERHEAD
- SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- (R) RED ARROW
- (Y) YELLOW ARROW
- (G) GREEN ARROW

LEGEND (CON'T)

- NON-INTRUSIVE DETECTION AREA
- (X) EVP DESIGNATOR
- EVP DETECTOR HEAD
- TEMPORARY LUMINAIRE LED CATEGORY C

NOTE: ALL LENSES ARE 12-INCH GRAY SHADE REPRESENTS EXISTING

WISCONSIN
JASON R. MATSON
37111
WAUKESHA
WI
PROFESSIONAL ENGINEER
01/16/2018

N

IH 41 EAST FRONTAGE ROAD

SPEED LIMIT = 45 MPH

STH 11

WP1 WP2 WP3 WP4

320' TO END OF DETECTION ZONE

220' TO NEAR RIGHT SIGNAL

570' TO END OF DETECTION ZONE

R/W IS OFF THE PAGE

CONSTRUCTION NOTES:

1. FINAL LOCATION OF SIGNAL POLES, SIGNAL CABINET, & HEADS SHALL BE AS DIRECTED BY THE ENGINEER.
2. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
3. ALL NEAR RIGHT TRAFFIC SIGNAL HEADS SHALL BE PLACED BETWEEN THE SPAN WIRE AND TETHER WIRE.
4. DETECTION AREAS ARE APPROXIMATE. ZONES SHALL BE ADJUSTED BY THE CONTRACTOR TO MATCH FIELD CONDITIONS.
5. WISDOT ELECTRICAL (414 266-1170) SHALL BE NOTIFIED 5 WORKING DAYS BEFORE TEMPORARY TRAFFIC SIGNAL TURN ON.
6. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
7. ADJUST TEMPORARY SIGNALS AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD TRAFFIC SIGNAL REQUIREMENTS.
8. INSTALL TETHER WIRE A MINIMUM OF 20' ABOVE ROADWAY.

TRAFFIC CONTROL SIGNAL
IH 41 EAST FRONTAGE ROAD & STH 11
VILLAGE OF MOUNT PLEASANT
RACINE COUNTY

SIGNAL NO. T51-1451

REGION CONTACT: STEPHANIE SWARD
DESIGNED BY: HNTB
REVISED BY:

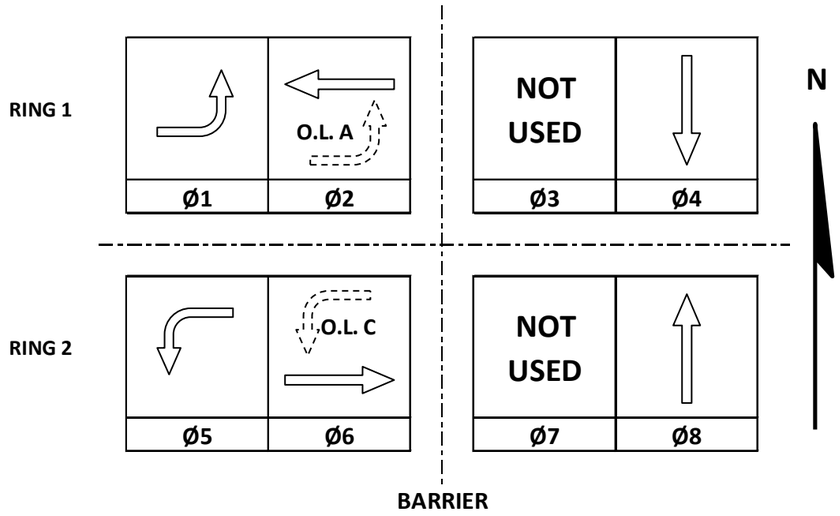
PAGE 1 OF 2

PROJECT NO: 2818-00-73	HWY: STH 11	COUNTY: RACINE	TEMPORARY TRAFFIC SIGNAL PLAN	SHEET 61	E

FILE NAME : \\milw00\ingrproj\71190\13202500-Corridor-Managment\t2-temp_signals\cds\28180073_GRAEF\023963_sp_tmp.dgn PLOT DATE : 1/16/2018 PLOT BY : jmatson PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1	4,5	-
Ø2	6,7,8	R
Ø3		
Ø4	11,12,13	R
Ø5	9,10	-
Ø6	1,2,3	R
Ø7		
Ø8	14,15,16	R
Ø2P		
Ø4P		
Ø6P		
Ø8P		
OLA	4,5	R ←
OLB		
OLC	9,10	R ←
OLD		



DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL	DETECTOR OPERATION			PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
		CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY							
11		X			1	1					
21		X			2	2					
22		X			2	2					
41				X		4			X		
42		X			4	4		X			
43		X			4	4					
51		X			5	5					
61		X			6	6					
62		X			6	6					
81				X		8			X		
82		X			8	8		X			
83		X			8	8					

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1		6		X
2	X	6	MIN	X
3				
4		8		X
5		2		X
6	X	2	MIN	X
7				
8		4		X

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	X

TYPE OF COORDINATION	
NONE	X
TBC	
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM NO:	SS-

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTION	

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
MOVEMENT				
PHASE	2+5	6+1	4+8	8+4

AFTER PREEMPTION SEQUENCE 2+5 OR 6+1, CONTROLLER SHALL RETURN TO PHASES 2+6.

AFTER PREEMPTION SEQUENCE 4+8 OR 8+4, CONTROLLER SHALL RETURN TO PHASES 4+8.

IH 41 EAST FRONTAGE ROAD & STH 11

VILLAGE OF MOUNT PLEASANT

RACINE COUNTY

SIGNAL NO: T51-1451 CABINET TYPE: TEMP

CONTROLLER TYPE: ECONOLITE

DATE: 01/2018 PAGE NO. 2 OF 2

PROJECT NO: 2818-00-73	HWY: STH 11	COUNTY: RACINE	SEQUENCE OF OPERATIONS	SHEET NO: E

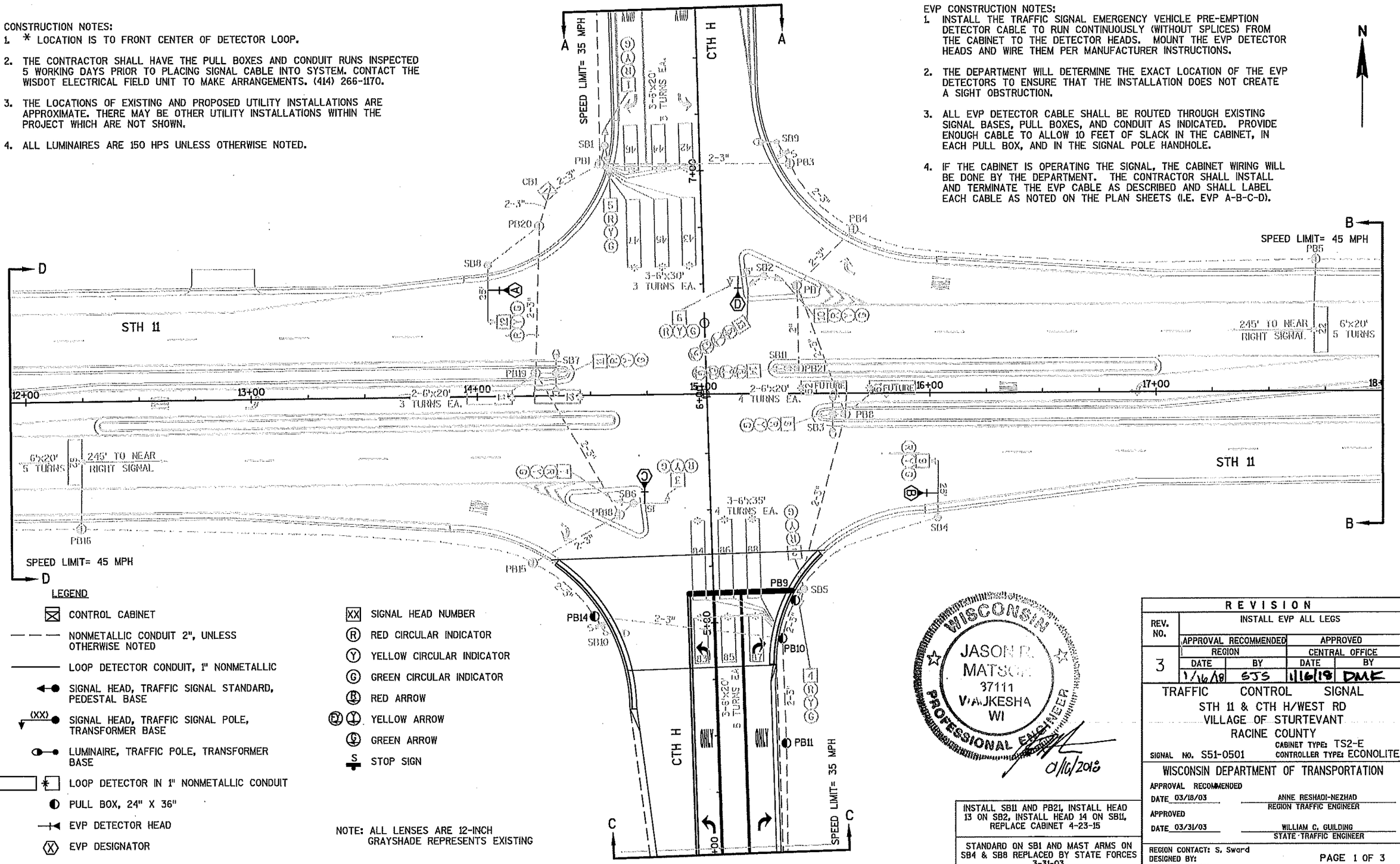
FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

CONSTRUCTION NOTES:

1. * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP.
2. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. CONTACT THE WISDOT ELECTRICAL FIELD UNIT TO MAKE ARRANGEMENTS. (414) 266-1170.
3. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
4. ALL LUMINAIRES ARE 150 HPS UNLESS OTHERWISE NOTED.

EVP CONSTRUCTION NOTES:

1. INSTALL THE TRAFFIC SIGNAL EMERGENCY VEHICLE PRE-EMPTION DETECTOR CABLE TO RUN CONTINUOUSLY (WITHOUT SPLICES) FROM THE CABINET TO THE DETECTOR HEADS. MOUNT THE EVP DETECTOR HEADS AND WIRE THEM PER MANUFACTURER INSTRUCTIONS.
2. THE DEPARTMENT WILL DETERMINE THE EXACT LOCATION OF THE EVP DETECTORS TO ENSURE THAT THE INSTALLATION DOES NOT CREATE A SIGHT OBSTRUCTION.
3. ALL EVP DETECTOR CABLE SHALL BE ROUTED THROUGH EXISTING SIGNAL BASES, PULL BOXES, AND CONDUIT AS INDICATED. PROVIDE ENOUGH CABLE TO ALLOW 10 FEET OF SLACK IN THE CABINET, IN EACH PULL BOX, AND IN THE SIGNAL POLE HANDHOLE.
4. IF THE CABINET IS OPERATING THE SIGNAL, THE CABINET WIRING WILL BE DONE BY THE DEPARTMENT. THE CONTRACTOR SHALL INSTALL AND TERMINATE THE EVP CABLE AS DESCRIBED AND SHALL LABEL EACH CABLE AS NOTED ON THE PLAN SHEETS (I.E. EVP A-B-C-D).



LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT, 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- EVP DETECTOR HEAD
- EVP DESIGNATOR
- XX SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- (R) RED ARROW
- (Y) YELLOW ARROW
- (G) GREEN ARROW
- S STOP SIGN

NOTE: ALL LENSES ARE 12-INCH GRAYSHADE REPRESENTS EXISTING

WISCONSIN JASON R. MATSON 37111 WAUKESHA WI PROFESSIONAL ENGINEER
1/16/2018

INSTALL SB11 AND PB21, INSTALL HEAD 13 ON SB2, INSTALL HEAD 14 ON SB11, REPLACE CABINET 4-23-15

STANDARD ON SB1 AND MAST ARMS ON SB4 & SB8 REPLACED BY STATE FORCES 3-31-03

REVISION				
REV. NO.	INSTALL EVP ALL LEGS			
	APPROVAL RECOMMENDED		APPROVED	
	REGION		CENTRAL OFFICE	
3	DATE	BY	DATE	BY
	1/16/18	SJS	1/16/18	DMK

TRAFFIC CONTROL SIGNAL
STH 11 & CTH H/WEST RD
VILLAGE OF STURTEVANT
RACINE COUNTY
CABINET TYPE: TS2-E
SIGNAL NO. S51-0501 CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
DATE 03/18/03 — ANNE RESHADI-NEZHAD, REGION TRAFFIC ENGINEER

APPROVED
DATE 03/31/03 — WILLIAM C. GUILDING, STATE TRAFFIC ENGINEER

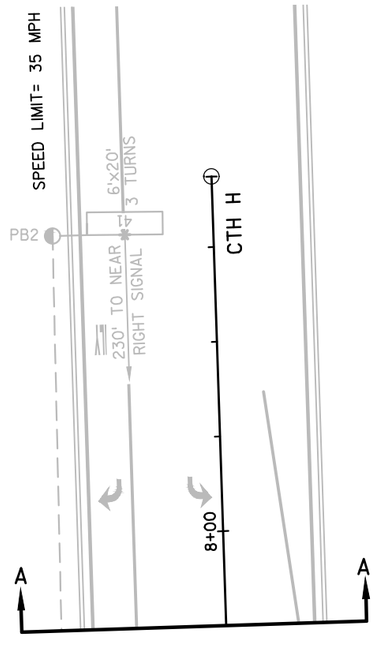
REGION CONTACT: S. Sward
DESIGNED BY:
REVISED BY: HNTB

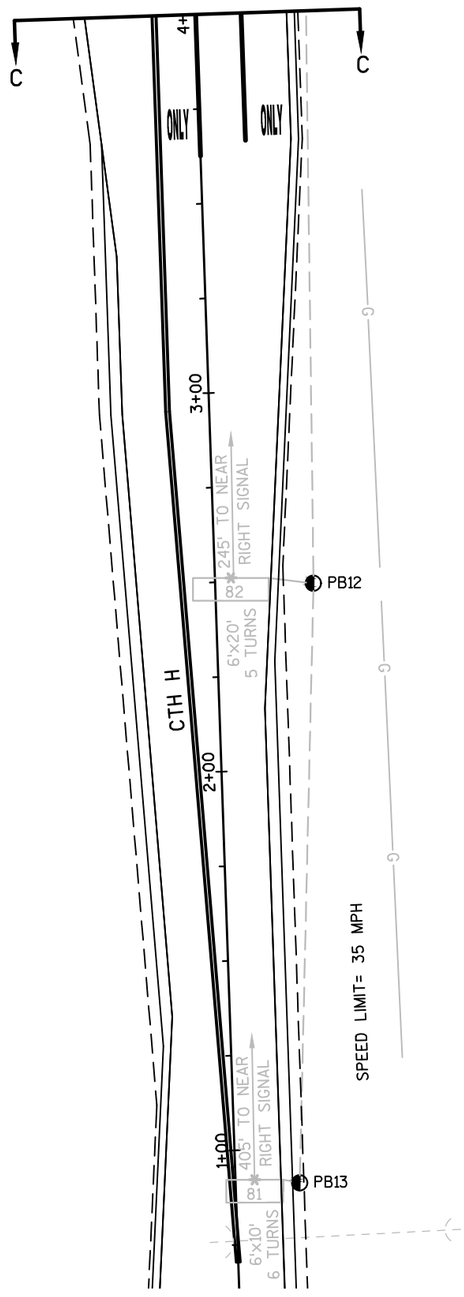
PAGE 1 OF 3

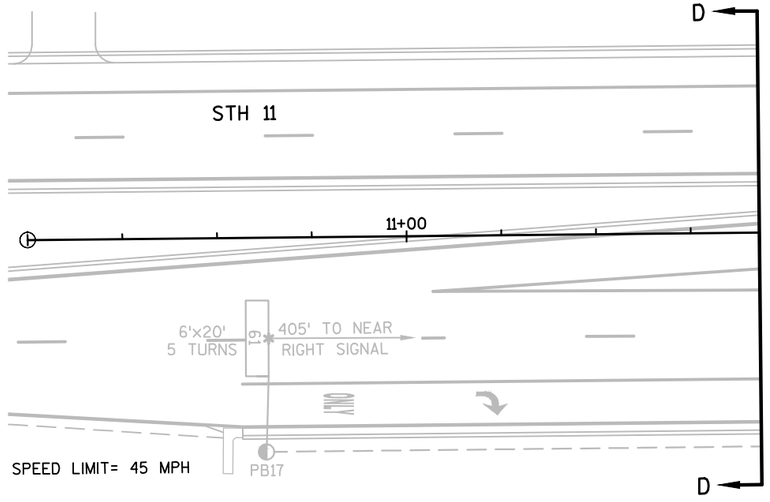
PROJECT NO: 2818-00-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC SIGNAL PLAN	SHEET 63 E

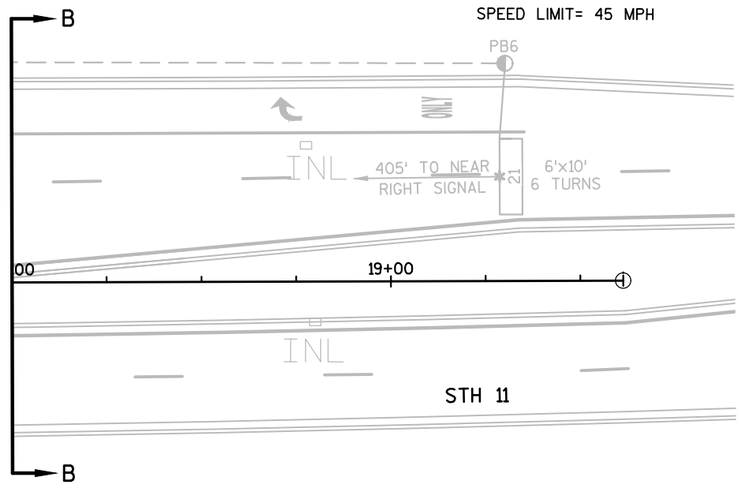
FILE NAME : N:\PDS\C3D\CAD\28180073\SIG\S51-0501_D.DWG
LAYOUT NAME - S51-0501_D - S51-0501_D_PG1
PLOT DATE : 1/16/2018 9:53 AM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

PSV 1/16/18









TRAFFIC CONTROL SIGNAL
STH 11 & CTH H/WEST RD
VILLAGE OF STURTEVANT
RACINE COUNTY

SIGNAL NO. S51-0501

REGION CONTACT: S. Sward
DESIGNED BY:
REVISED BY: HNTB

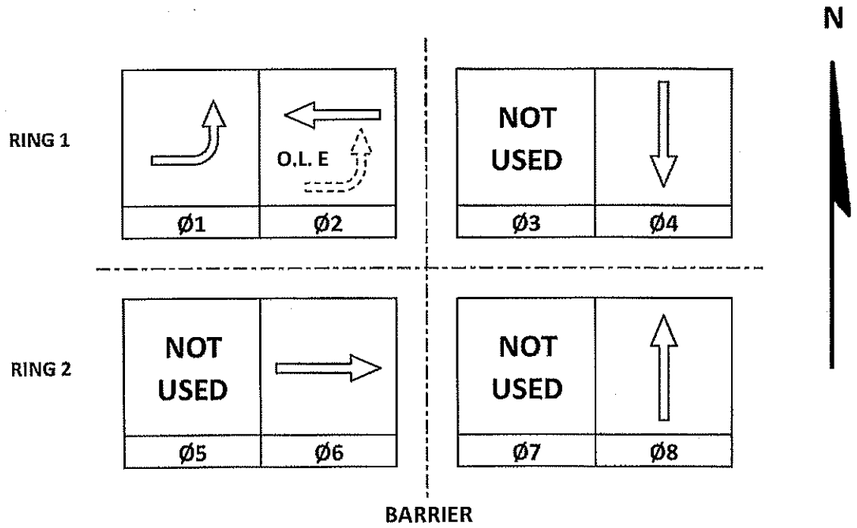
PAGE 2 OF 3

PROJECT NO: 2818-00-73	HWY: STH 11	COUNTY: RACINE	TRAFFIC SIGNAL PLAN	SHEET 64	E

FILE NAME : N:\PDS\C3D\CAD\28180073\SIG\S51-0501_D.DWG
LAYOUT NAME - S51-0501_D - S51-0501_D_PG2

PLOT DATE : 1/16/2018 9:53 AM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

	HEAD NUMBERS	FLASH
Ø1	13,14	R
Ø2	10,11,12	R
Ø3		
Ø4	1,2,3	R
Ø5		
Ø6	7,8,9	R
Ø7		
Ø8	4,5,6	R
Ø2P		
Ø4P		
Ø6P		
Ø8P		
OLE	13,14	-
OLF		
OLG		
OLH		



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1		6		X
2	X	6	MIN	X
3				
4		8		X
5				
6	X	2	MIN	X
7				
8		4		X

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
MOVEMENT				
PHASE	2+6	6+1	4+8	8+4

AFTER PREEMPTION SEQUENCE 2+6 OR 6+1, CONTROLLER SHALL RETURN TO PHASES 2+6.
AFTER PREEMPTION SEQUENCE 4+8 OR 8+4, CONTROLLER SHALL RETURN TO PHASES 4+8.

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	X
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	

TYPE OF COORDINATION	
NONE	X
TBC	
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM NO:	SS-

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	X
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTION	

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	11	21	41	43	45	47	52	62
CALLED PHASE	1	2	4	4	4	4	FUTURE	6
CALL OPTION	X	X		X	X	X		X
DELAY TIME				X		X		
EXTENTION OPTION	X	X	X	X	X	X		X
EXTEND TIME			X					
USE ADDED INITIAL		X						X
CROSS SWITCH PHASE	2							

DETECTOR INPUT	19	17	23	21	27	25	31	29
PLAN LOOP DETECTOR*(S)	82	84	86	88				
CALLED PHASE	8	8	8	8				
CALL OPTION		X	X	X				
DELAY TIME		X		X				
EXTENTION OPTION	X	X	X	X				
EXTEND TIME	X							
USE ADDED INITIAL								
CROSS SWITCH PHASE								

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	12	22	42	44	46	51	61	81
CALLED PHASE	1	2	4	4	4	FUTURE	6	8
CALL OPTION	X	X	X	X	X		X	
DELAY TIME					X			
EXTENTION OPTION	X	X	X	X	X		X	X
EXTEND TIME								X
USE ADDED INITIAL		X					X	
CROSS SWITCH PHASE	2							

DETECTOR INPUT	20	18	24	22	28	26	32	30
PLAN LOOP DETECTOR*(S)	83	85	87					
CALLED PHASE	8	8	8					
CALL OPTION	X	X	X					
DELAY TIME			X					
EXTENTION OPTION	X	X	X					
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

RSV 1/16/18
SJS 1/16/18

STH 11 & CTH H/WEST RD
VILLAGE OF STURTEVANT
RACINE COUNTY
SIGNAL NO: S51-0501 CABINET TYPE: T52-E
CONTROLLER TYPE: ECONOLITE
DATE: 01/18 PAGE NO. 3 C...

PROJECT NO: 2818-00-73	HWY: STH 11	COUNTY: RACINE	SEQUENCE OF OPERATIONS	SHEET NO: E

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

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- X-X — PROPOSED SIGN NUMBER
- X-X — REMOVE EXISTING SIGN

N

1-1 W3-3 36"X36"

A-30 STOP AHEAD REMOVE

600'

400'

100'

A-3 REMOVE

A-4 REMOVE

ON SPAN WIRE
LEFT TURN YIELD ON FLASHING YELLOW ARROW
R10-50L 30"X36"
1-21

A-15 REMOVE

A-16 REMOVE

A-17 REMOVE

A-20 REMOVE

A-21 REMOVE

1-22 STOP R1-1F 30"X30"

ON SPAN WIRE
1-23
LEFT TURN YIELD ON FLASHING YELLOW ARROW
R10-50L 30"X36"

1-7 J13-1 24"X45" COUNTY KR M1-5A 24"X24" M6-4 21"X21"

Ex. R/W

M1-5A 24"X24" COUNTY H J13-1 24"X45" M6-4 21"X21" 1-2

1-18 STOP R1-1F 30"X30"

A-1 REMOVE

A-2 REMOVE

ON SPAN WIRE
1-19
LEFT TURN YIELD ON FLASHING YELLOW ARROW
R10-50L 30"X36"

A-7 REMOVE

A-5 REMOVE

A-6 REMOVE

8+00 9+00 10+00 11+00 12+00

400' 100'

COUNTY H STOP AHEAD

STOP AHEAD

CTH KR (1ST ST)

W3-3 36"X36" 1-4

COUNTY KR M1-5A 24"X24" M6-4 21"X21" J13-1 24"X45" 1-3

A-8 REMOVE

A-9 REMOVE

1-20 STOP R1-1F 30"X30"

A-10 REMOVE

A-11 REMOVE

1-24
LEFT TURN YIELD ON FLASHING YELLOW ARROW
R10-50L 30"X36"
ON SPAN WIRE

A-12 REMOVE

A-31 STOP AHEAD REMOVE

100'

1-25 STOP R1-1F 30"X30"

REMOVE A-18 A-19 REMOVE

J13-1 24"X45" COUNTY H M1-5A 24"X24" M6-4 21"X21" 1-6

A-13 REMOVE

A-14 REMOVE

400'

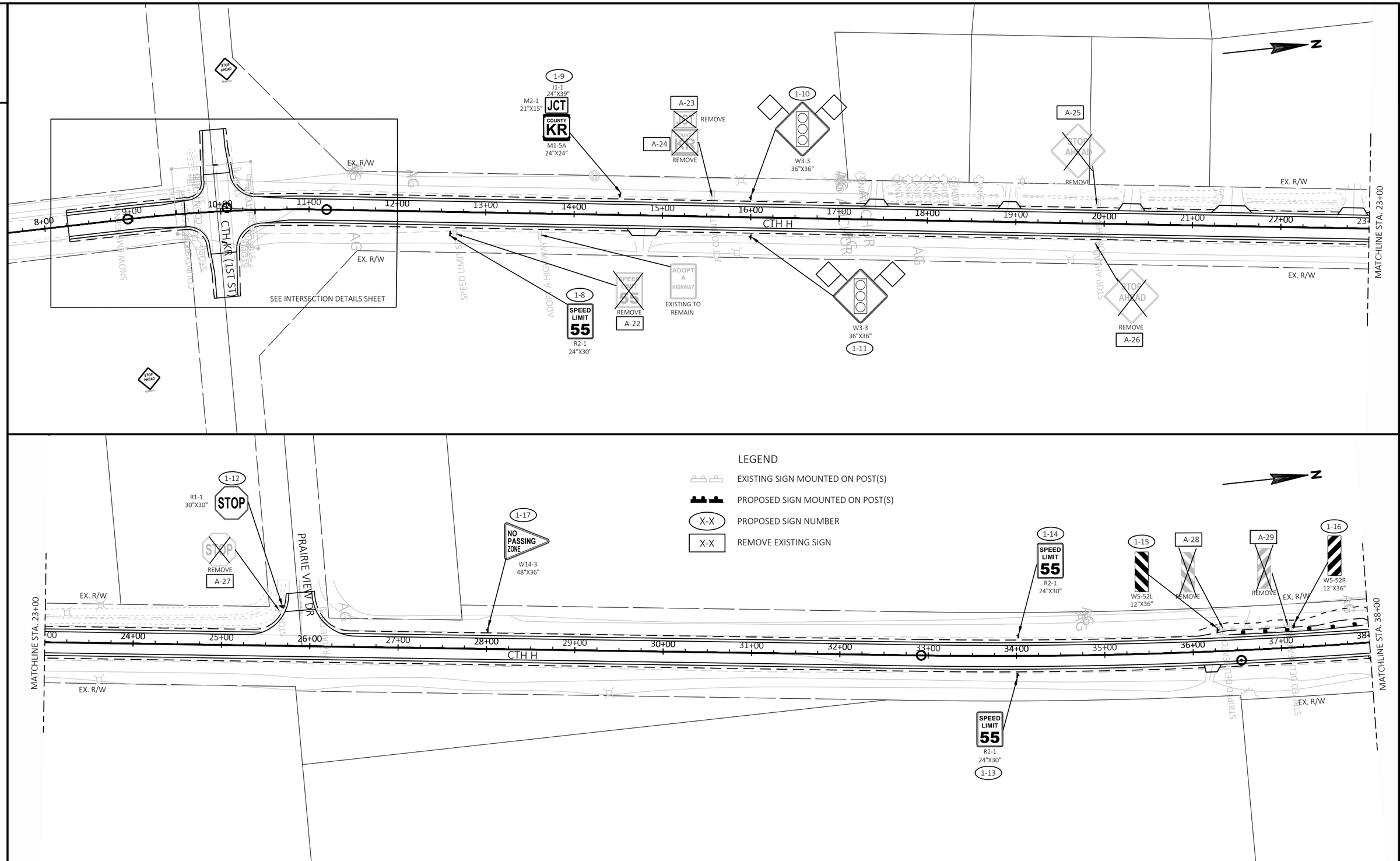
250'

W3-3 36"X36" 1-5

Ex. R/W

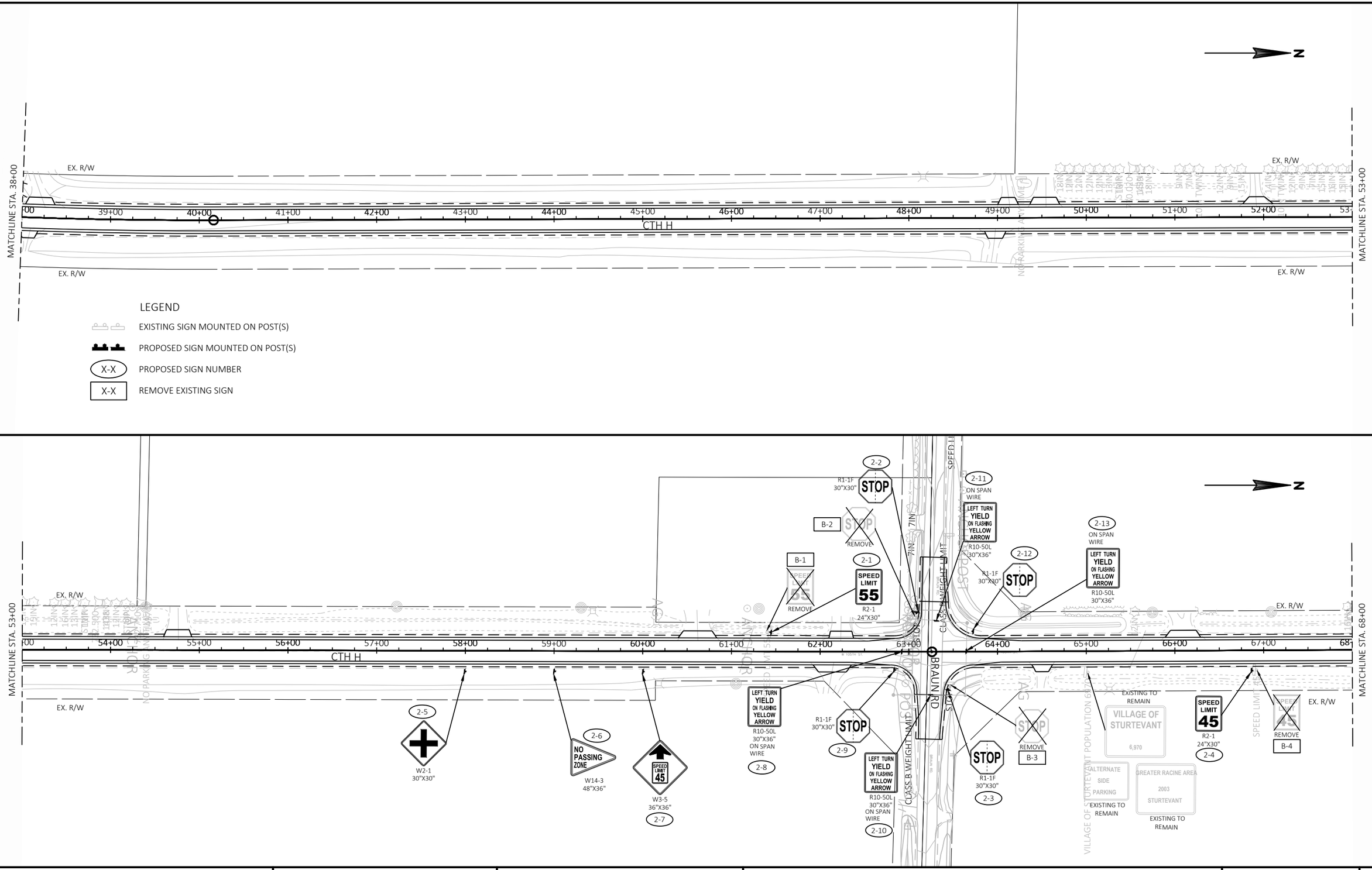
PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	SIGNING PLAN - INTERSECTION DETAILS	SHEET 66	E

FILE NAME : X:\ML\2017\20170600\CAD\TRANSPORTATION\DWG\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - Intersection Detail
PLOT DATE : 1/10/2018 12:32 PM
PLOT BY : SCHMIT, NATHAN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	SIGNING PLAN	SHEET 67	E

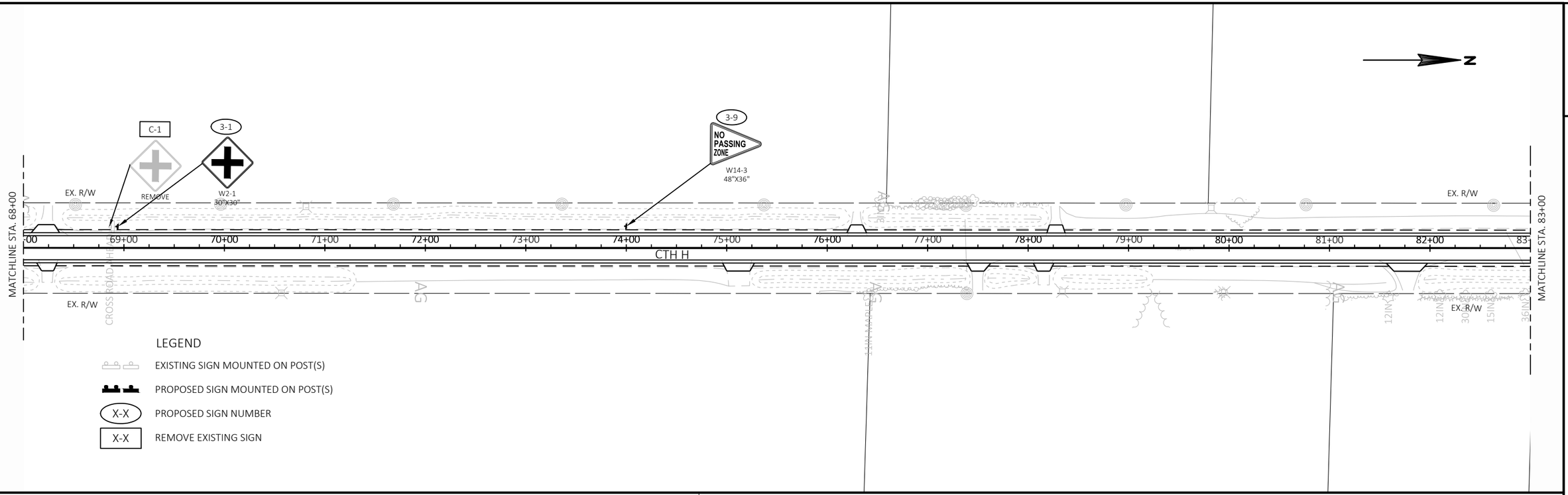
2

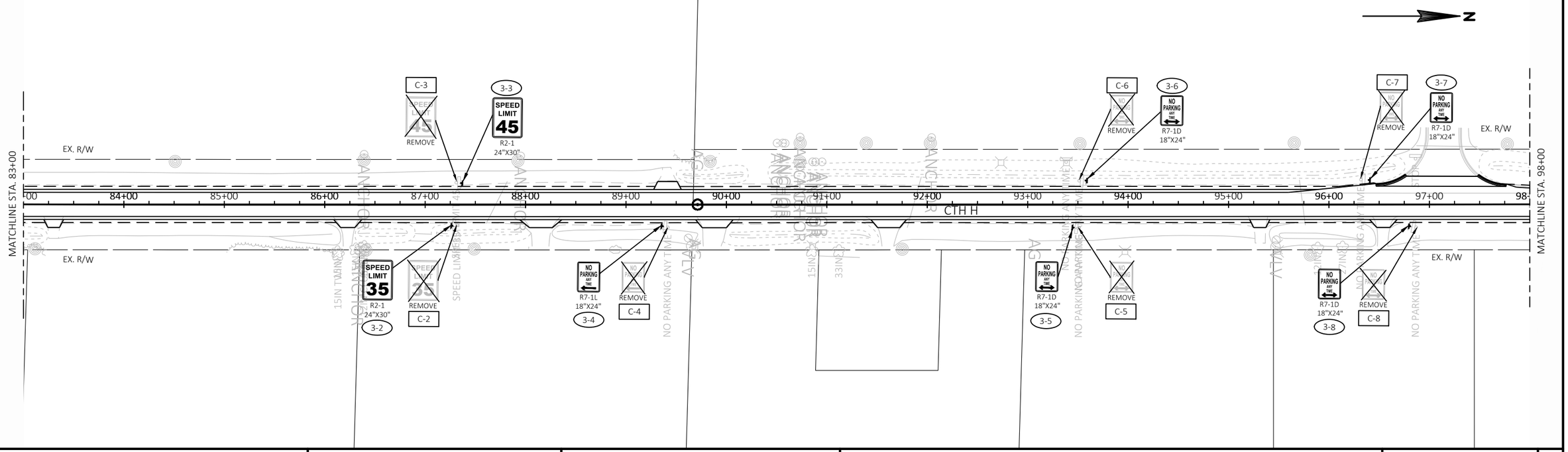


PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	SIGNING PLAN	SHEET 68	E

FILE NAME : X:\ML\2017\20170600\CAD\TRANSPORTATION\DWG\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023202_ps

PLOT DATE : 1/10/2018 12:32 PM PLOT BY : SCHMIT, NATHAN PLOT NAME : PLOT SCALE : 1 IN:100 FT

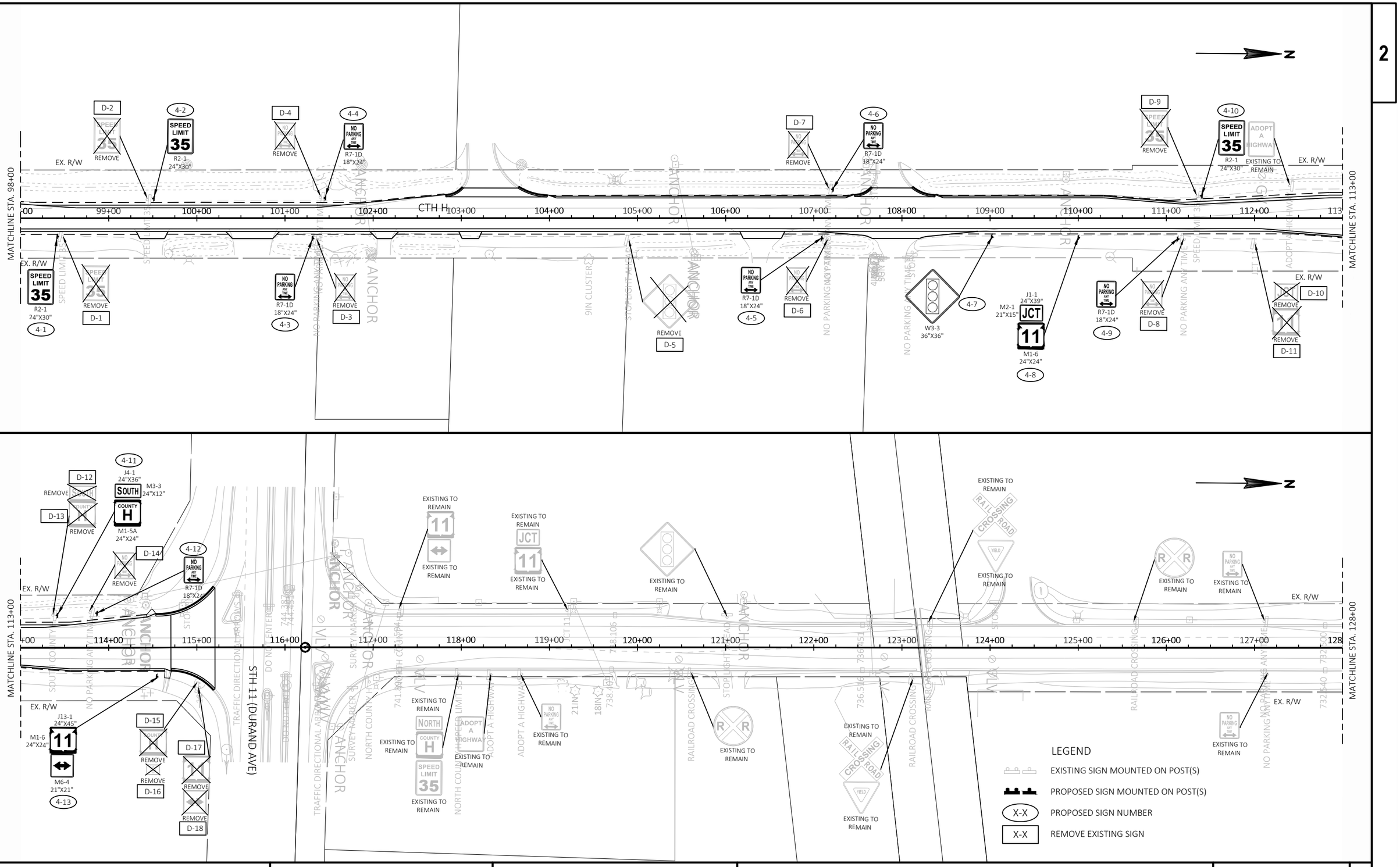




PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	SIGNING PLAN	SHEET 69	E

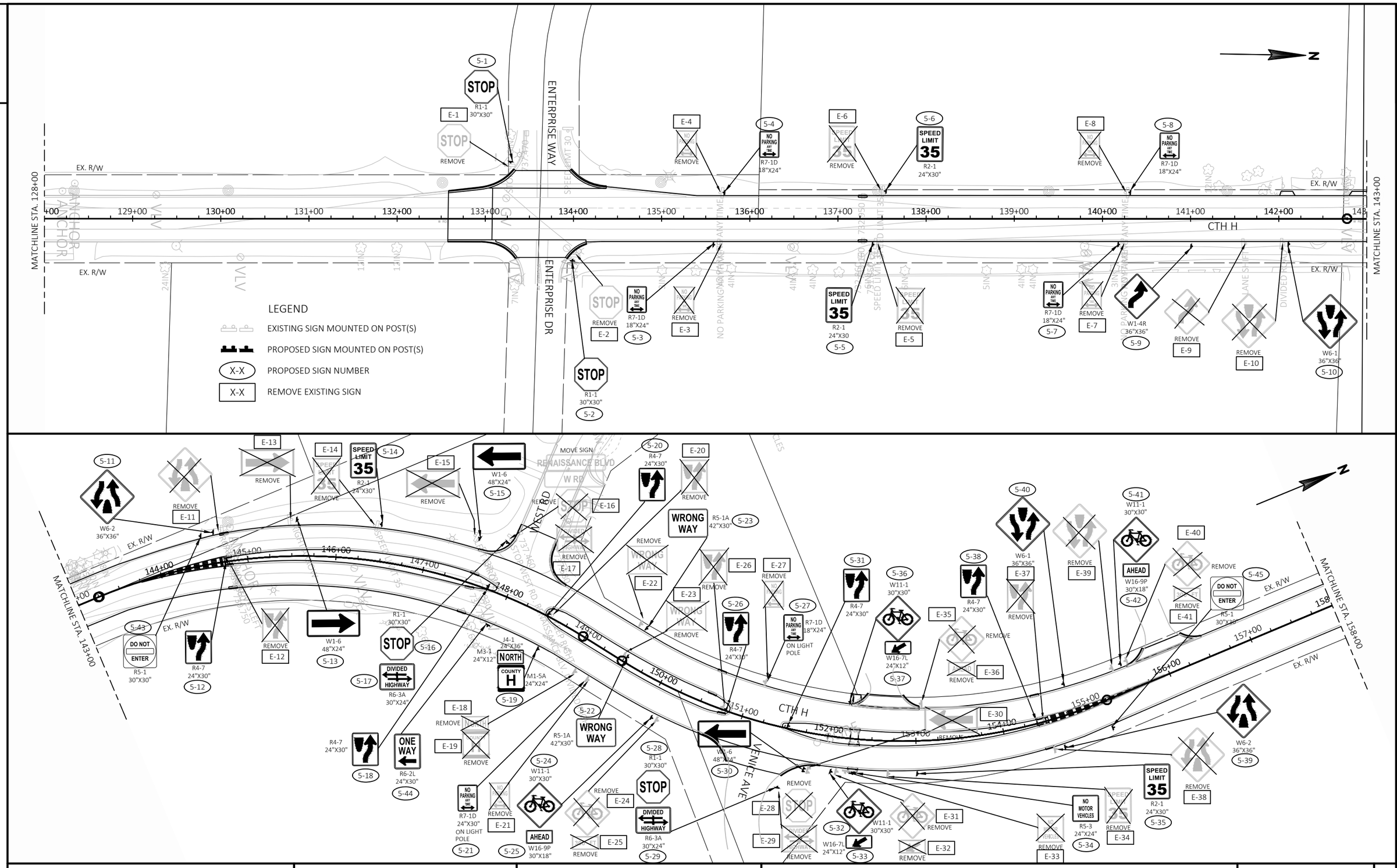
FILE NAME : X:\ML\2017\20170600\CAD\TRANSPORTATION\DWG\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023203_ps

PLOT DATE : 1/10/2018 12:32 PM PLOT BY : SCHMIT, NATHAN PLOT NAME : PLOT SCALE : 1 IN:100 FT



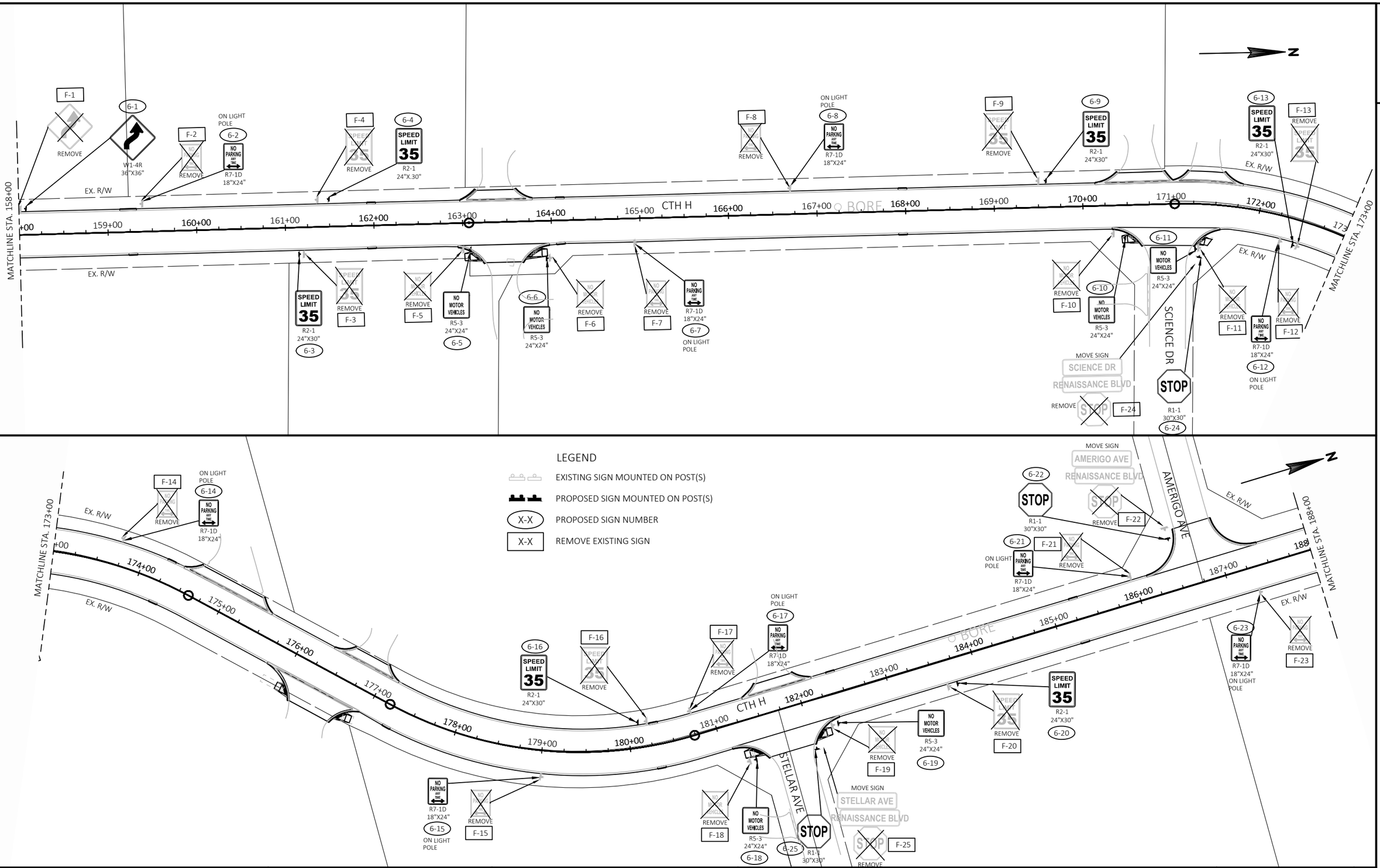
PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	SIGNING PLAN	SHEET	E

FILE NAME : X:\ML\2017\20170600\CAD\TRANSPORTATION\DWG\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023204_ps
PLOT DATE : 1/10/2018 12:33 PM PLOT BY : SCHMIT, NATHAN PLOT NAME : PLOT SCALE : 1 IN:100 FT

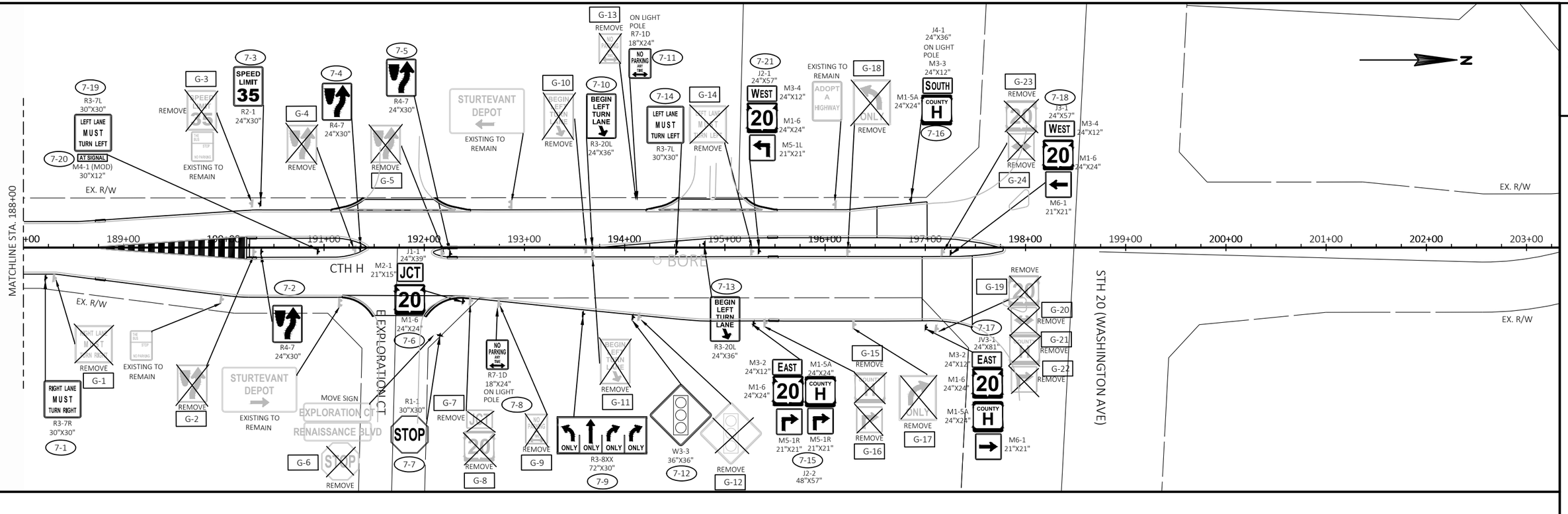


PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	SIGNING PLAN	SHEET 71	E

FILE NAME : X:\ML\2017\20170600\CAD\TRANSPORTATION\DWG\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023205_ps
PLOT DATE : 1/10/2018 12:33 PM
PLOT BY : SCHMIT, NATHAN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	SIGNING PLAN	SHEET 72	E



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- X-X — PROPOSED SIGN NUMBER
- X-X — REMOVE EXISTING SIGN

PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	SIGNING PLAN	SHEET 73	E

FILE NAME : X:\ML\2017\20170600\CAD\TRANSPORTATION\DWG\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023207_ps
PLOT DATE : 1/10/2018 12:33 PM PLOT BY : SCHMIT, NATHAN PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

X-X PROPOSED SIGN NUMBER

X-X REMOVE EXISTING SIGN

N

8-10
W3-3
36"X36"

REMOVE
H-1

450'

IH-41 EAST FRONTAGE ROAD

H-2
REMOVE

8-9
ON SPAN WIRE
LEFT TURN YIELD ON FLASHING YELLOW ARROW
R10-50L
30"X36"

8-8
STOP
R1-1F
30"X30"

STOP
R1-1F
30"X30"
8-1

8-2
ON SPAN WIRE
LEFT TURN YIELD ON FLASHING YELLOW ARROW
R10-50L
30"X36"

ON SPAN WIRE
LEFT TURN YIELD ON FLASHING YELLOW ARROW
R10-50L
30"X36"
8-7

STH 11 (DURAND AVE)

STOP LINE
EXPOXY 18-INCH

8-6
ON SPAN WIRE
LEFT TURN YIELD ON FLASHING YELLOW ARROW
R10-50L
30"X36"

8-3
STOP
R1-1F
30"X30"

H-3
REMOVE

STOP
R1-1F
30"X30"
8-5

IH41 - EAST FRONTAGE RD

450'

H-4
REMOVE

8-4
W3-3
36"X36"

PROJECT NO: 2818-00-73	HWY: STH 11	COUNTY: RACINE	SIGNING & PAVEMENT MARKING PLAN	SHEET 74	E

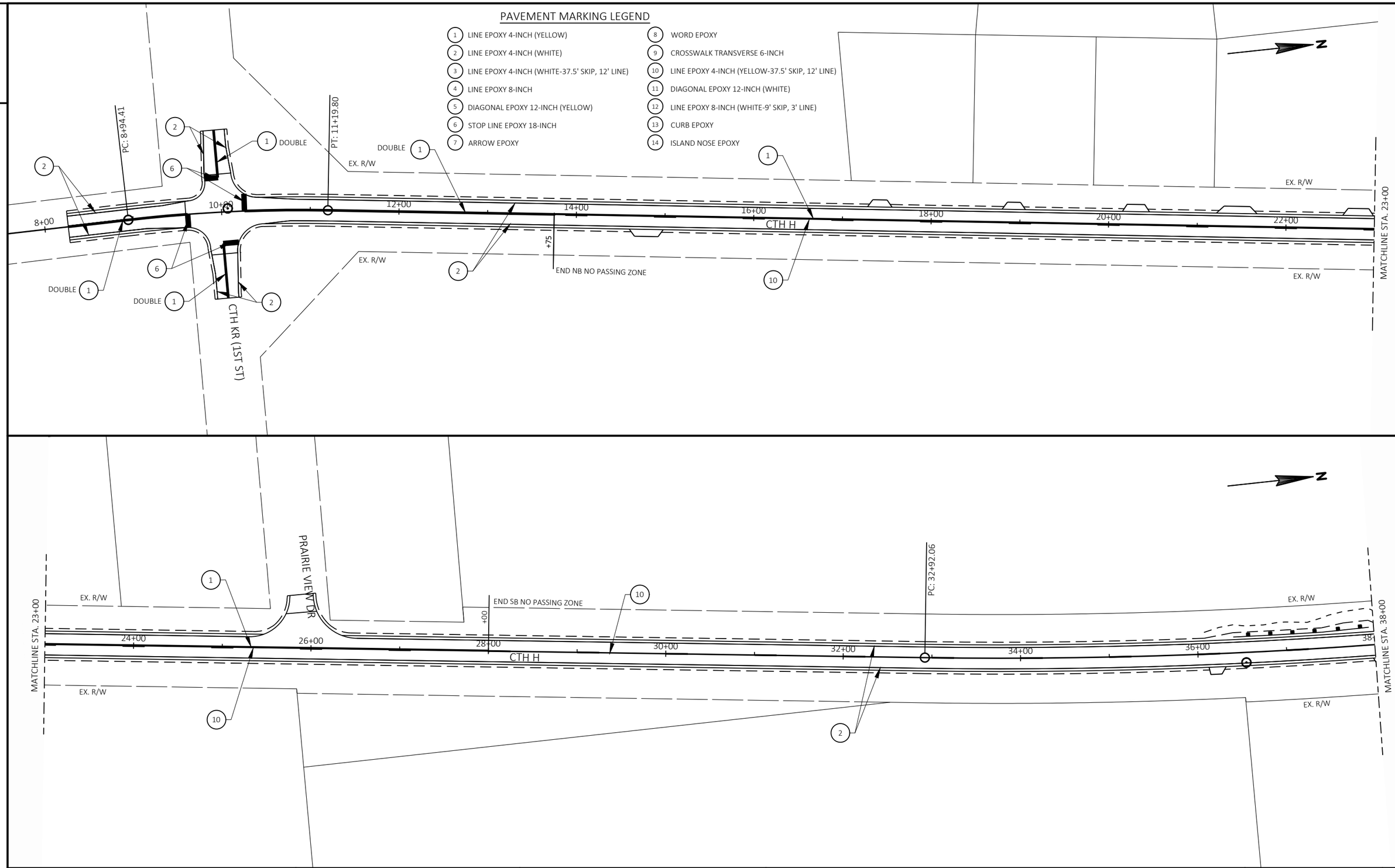
FILE NAME : X:\ML\2017\20170600\CAD\TRANSPORTATION\DWG\SHEETSPLAN\023202_PS.DWG
LAYOUT NAME - 023202_ps

PLOT DATE : 12/29/2017 1:56 PM PLOT BY : SANCHEZ, ANGEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

PAVEMENT MARKING LEGEND

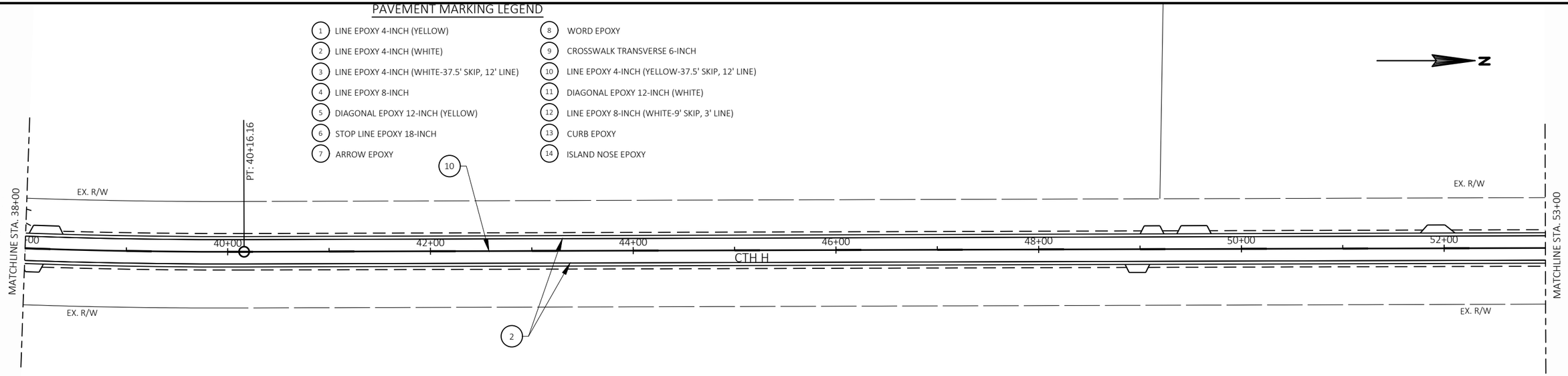
1. LINE EPOXY 4-INCH (YELLOW)
2. LINE EPOXY 4-INCH (WHITE)
3. LINE EPOXY 4-INCH (WHITE-37.5' SKIP, 12' LINE)
4. LINE EPOXY 8-INCH
5. DIAGONAL EPOXY 12-INCH (YELLOW)
6. STOP LINE EPOXY 18-INCH
7. ARROW EPOXY
8. WORD EPOXY
9. CROSSWALK TRANSVERSE 6-INCH
10. LINE EPOXY 4-INCH (YELLOW-37.5' SKIP, 12' LINE)
11. DIAGONAL EPOXY 12-INCH (WHITE)
12. LINE EPOXY 8-INCH (WHITE-9' SKIP, 3' LINE)
13. CURB EPOXY
14. ISLAND NOSE EPOXY

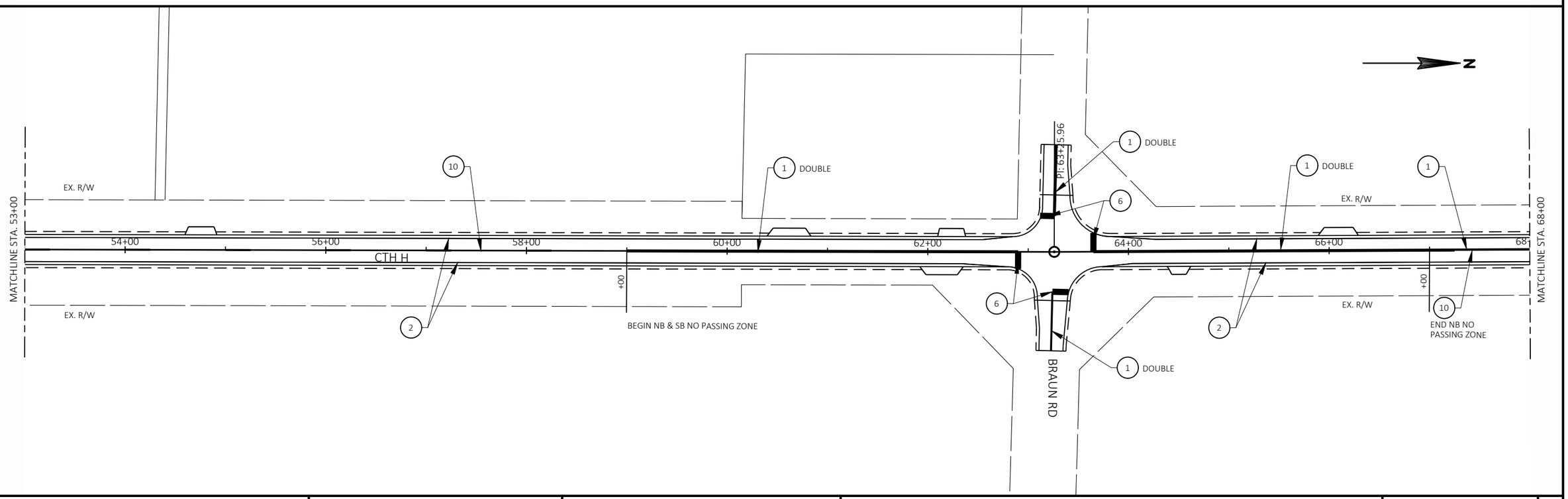


PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	PAVEMENT MARKING PLAN	SHEET 75	E

PAVEMENT MARKING LEGEND

1. LINE EPOXY 4-INCH (YELLOW)
2. LINE EPOXY 4-INCH (WHITE)
3. LINE EPOXY 4-INCH (WHITE-37.5' SKIP, 12' LINE)
4. LINE EPOXY 8-INCH
5. DIAGONAL EPOXY 12-INCH (YELLOW)
6. STOP LINE EPOXY 18-INCH
7. ARROW EPOXY
8. WORD EPOXY
9. CROSSWALK TRANSVERSE 6-INCH
10. LINE EPOXY 4-INCH (YELLOW-37.5' SKIP, 12' LINE)
11. DIAGONAL EPOXY 12-INCH (WHITE)
12. LINE EPOXY 8-INCH (WHITE-9' SKIP, 3' LINE)
13. CURB EPOXY
14. ISLAND NOSE EPOXY





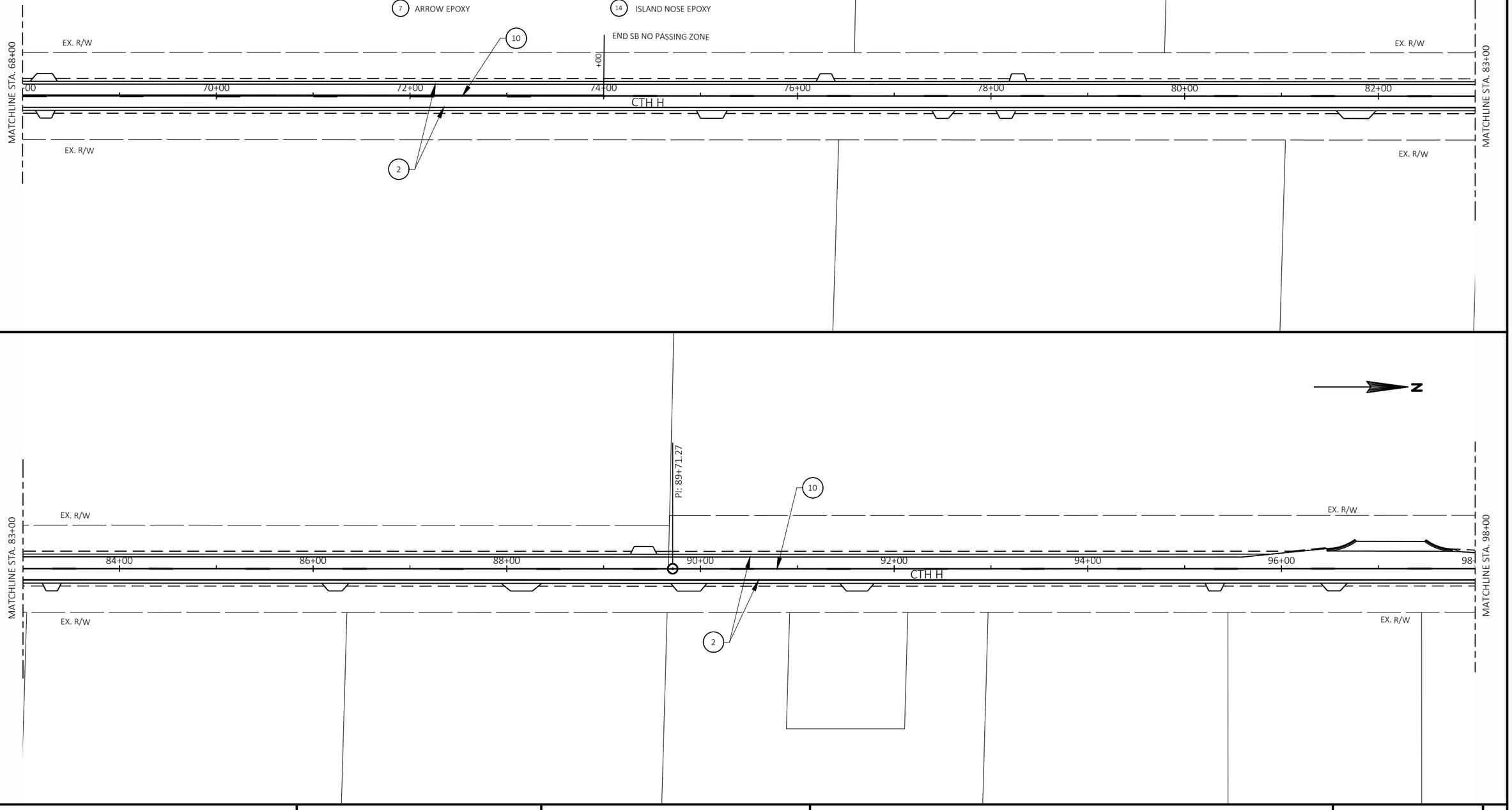
PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	PAVEMENT MARKING PLAN	SHEET	E

FILE NAME : X:\ML\2017\20170600\CAD\TRANSPORTATION\DWG\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024502_pm

PLOT DATE : 12/29/2017 1:24 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1 IN:100 FT

PAVEMENT MARKING LEGEND

1. LINE EPOXY 4-INCH (YELLOW)
2. LINE EPOXY 4-INCH (WHITE)
3. LINE EPOXY 4-INCH (WHITE-37.5' SKIP, 12' LINE)
4. LINE EPOXY 8-INCH
5. DIAGONAL EPOXY 12-INCH (YELLOW)
6. STOP LINE EPOXY 18-INCH
7. ARROW EPOXY
8. WORD EPOXY
9. CROSSWALK TRANSVERSE 6-INCH
10. LINE EPOXY 4-INCH (YELLOW-37.5' SKIP, 12' LINE)
11. DIAGONAL EPOXY 12-INCH (WHITE)
12. LINE EPOXY 8-INCH (WHITE-9' SKIP, 3' LINE)
13. CURB EPOXY
14. ISLAND NOSE EPOXY

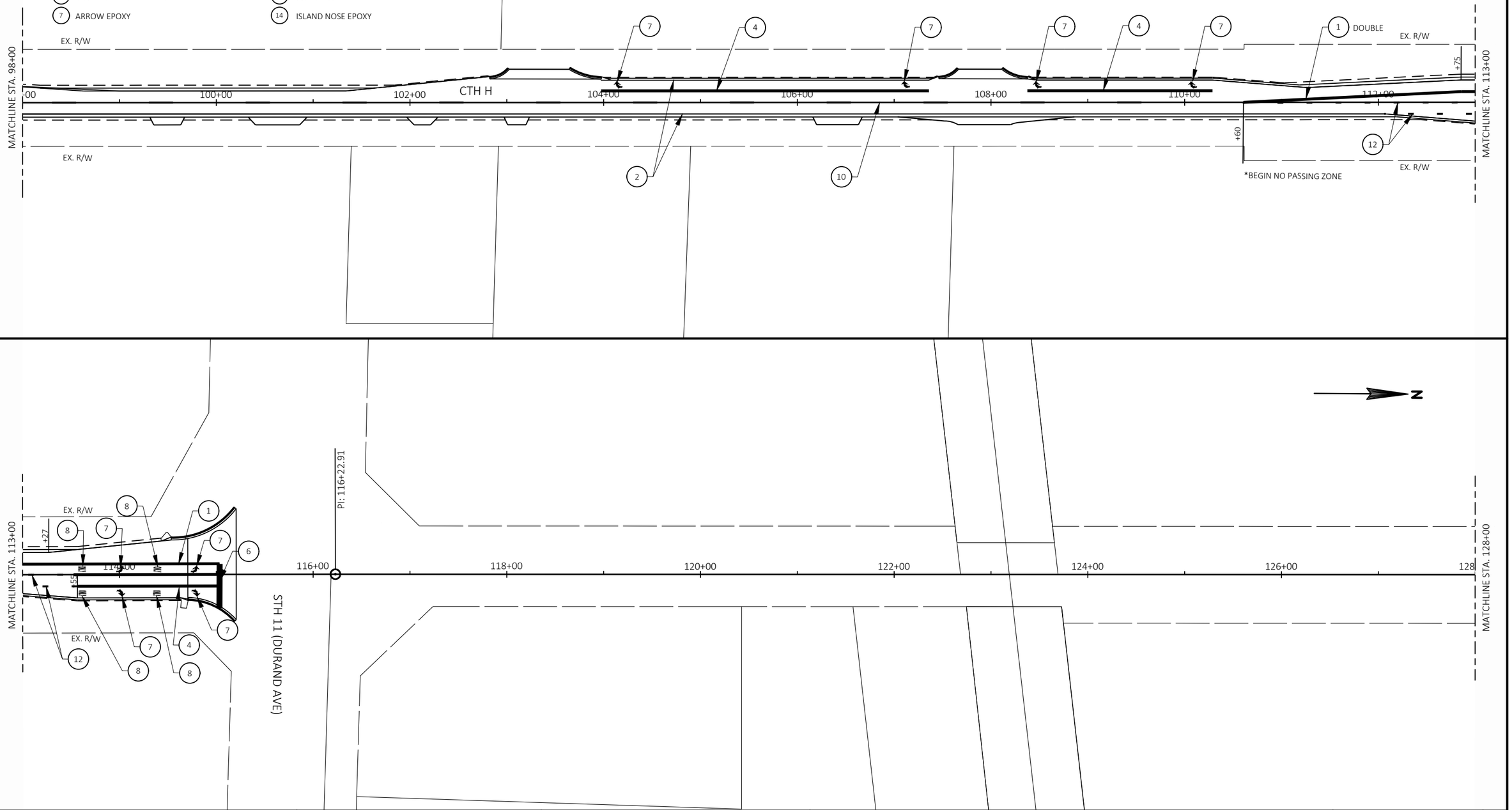


PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	PAVEMENT MARKING PLAN	SHEET 77	E

FILE NAME : X:\ML\2017\20170600\CAD\TRANSPORTATION\DWG\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024503_pm
PLOT DATE : 12/29/2017 1:24 PM
PLOT BY : ADLER, JORDAN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

PAVEMENT MARKING LEGEND

1. LINE EPOXY 4-INCH (YELLOW)
2. LINE EPOXY 4-INCH (WHITE)
3. LINE EPOXY 4-INCH (WHITE-37.5' SKIP, 12' LINE)
4. LINE EPOXY 8-INCH
5. DIAGONAL EPOXY 12-INCH (YELLOW)
6. STOP LINE EPOXY 18-INCH
7. ARROW EPOXY
8. WORD EPOXY
9. CROSSWALK TRANSVERSE 6-INCH
10. LINE EPOXY 4-INCH (YELLOW-37.5' SKIP, 12' LINE)
11. DIAGONAL EPOXY 12-INCH (WHITE)
12. LINE EPOXY 8-INCH (WHITE-9' SKIP, 3' LINE)
13. CURB EPOXY
14. ISLAND NOSE EPOXY

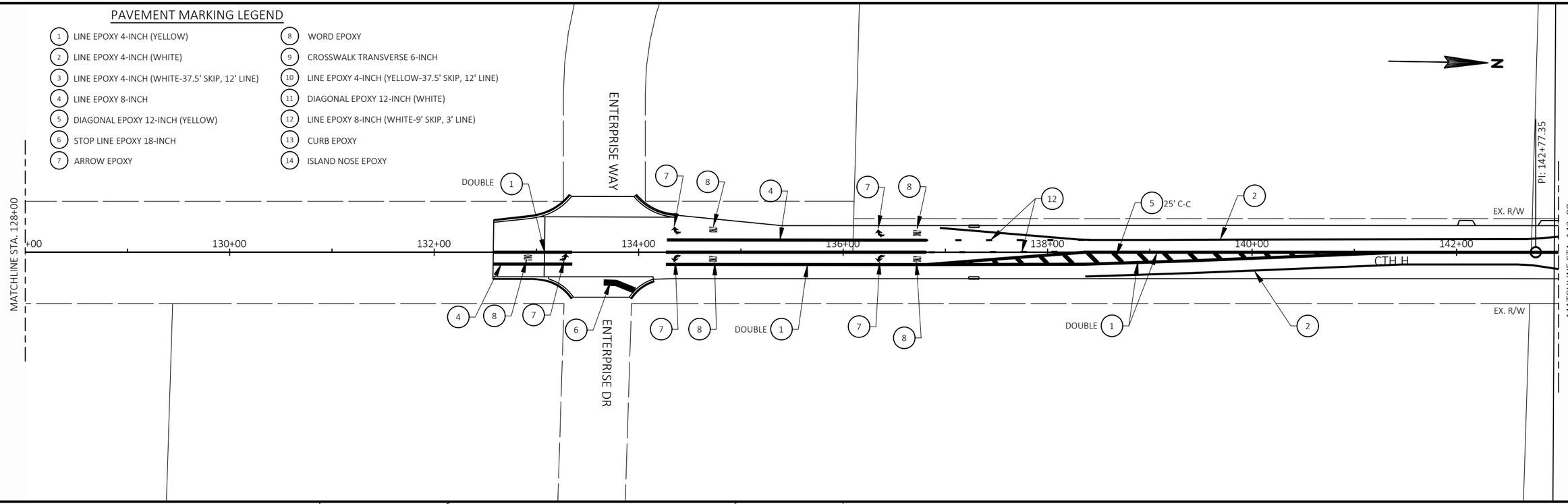


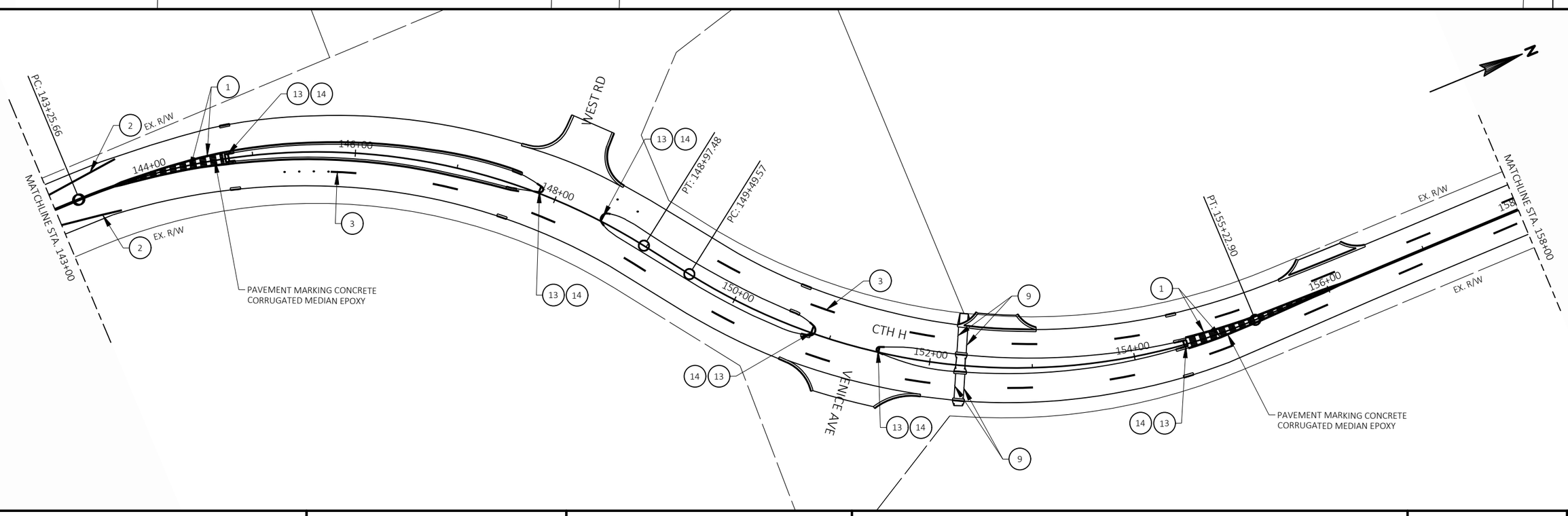
PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	PAVEMENT MARKING PLAN	SHEET 78	E

FILE NAME : X:\ML\2017\20170600\CAD\TRANSPORTATION\DWG\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024504_pm
PLOT DATE : 12/29/2017 1:24 PM
PLOT BY : ADLER, JORDAN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

PAVEMENT MARKING LEGEND

1. LINE EPOXY 4-INCH (YELLOW)
2. LINE EPOXY 4-INCH (WHITE)
3. LINE EPOXY 4-INCH (WHITE-37.5' SKIP, 12' LINE)
4. LINE EPOXY 8-INCH
5. DIAGONAL EPOXY 12-INCH (YELLOW)
6. STOP LINE EPOXY 18-INCH
7. ARROW EPOXY
8. WORD EPOXY
9. CROSSWALK TRANSVERSE 6-INCH
10. LINE EPOXY 4-INCH (YELLOW-37.5' SKIP, 12' LINE)
11. DIAGONAL EPOXY 12-INCH (WHITE)
12. LINE EPOXY 8-INCH (WHITE-9' SKIP, 3' LINE)
13. CURB EPOXY
14. ISLAND NOSE EPOXY



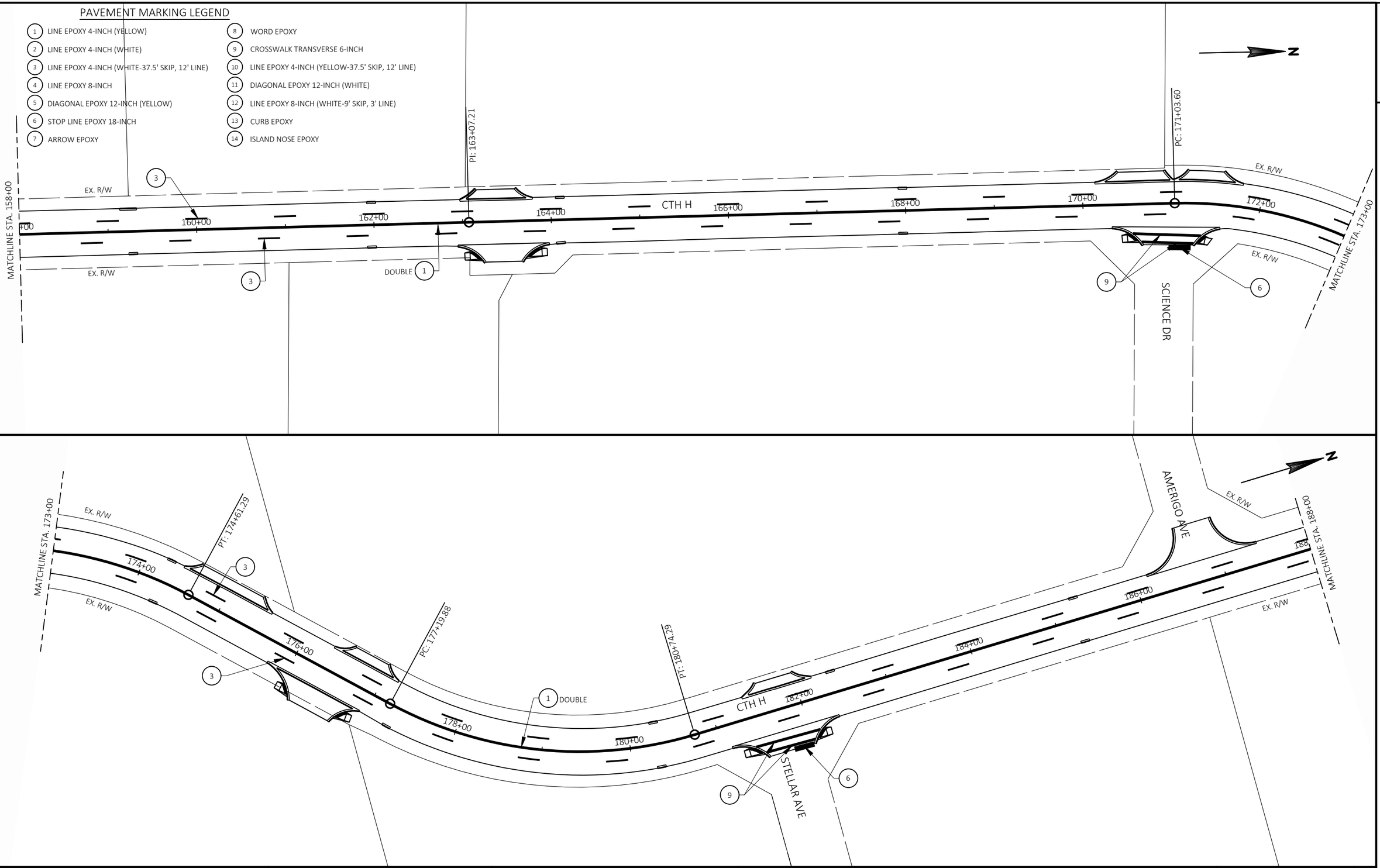


PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	PAVEMENT MARKING PLAN	SHEET 79	E

FILE NAME : X:\ML\2017\20170600\CAD\TRANSPORTATION\DWG\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024505_pm
PLOT DATE : 12/29/2017 1:24 PM
PLOT BY : ADLER, JORDAN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

PAVEMENT MARKING LEGEND

1. LINE EPOXY 4-INCH (YELLOW)
2. LINE EPOXY 4-INCH (WHITE)
3. LINE EPOXY 4-INCH (WHITE-37.5' SKIP, 12' LINE)
4. LINE EPOXY 8-INCH
5. DIAGONAL EPOXY 12-INCH (YELLOW)
6. STOP LINE EPOXY 18-INCH
7. ARROW EPOXY
8. WORD EPOXY
9. CROSSWALK TRANSVERSE 6-INCH
10. LINE EPOXY 4-INCH (YELLOW-37.5' SKIP, 12' LINE)
11. DIAGONAL EPOXY 12-INCH (WHITE)
12. LINE EPOXY 8-INCH (WHITE-9' SKIP, 3' LINE)
13. CURB EPOXY
14. ISLAND NOSE EPOXY



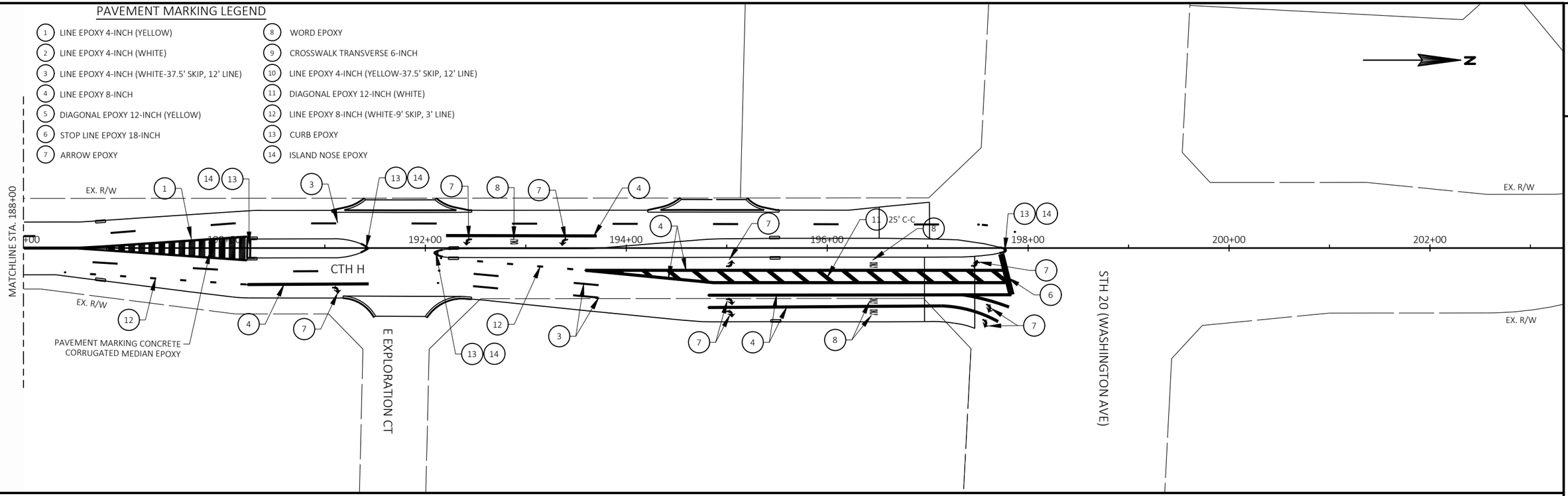
PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	PAVEMENT MARKING PLAN	SHEET 80	E

FILE NAME : X:\ML\2017\20170600\CAD\TRANSPORTATION\DWG\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024506_pm
PLOT DATE : 12/29/2017 1:25 PM
PLOT BY : ADLER, JORDAN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

2

PAVEMENT MARKING LEGEND

1. LINE EPOXY 4-INCH (YELLOW)
2. LINE EPOXY 4-INCH (WHITE)
3. LINE EPOXY 4-INCH (WHITE-37.5' SKIP, 12' LINE)
4. LINE EPOXY 8-INCH
5. DIAGONAL EPOXY 12-INCH (YELLOW)
6. STOP LINE EPOXY 18-INCH
7. ARROW EPOXY
8. WORD EPOXY
9. CROSSWALK TRANSVERSE 6-INCH
10. LINE EPOXY 4-INCH (YELLOW-37.5' SKIP, 12' LINE)
11. DIAGONAL EPOXY 12-INCH (WHITE)
12. LINE EPOXY 8-INCH (WHITE-9' SKIP, 3' LINE)
13. CURB EPOXY
14. ISLAND NOSE EPOXY



2

PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	PAVEMENT MARKING PLAN	SHEET 81	E

FILE NAME : X:\ML\2017\20170600\CAD\TRANSPORTATION\DWG\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024507_pm
PLOT DATE : 12/29/2017 1:25 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1 IN:100 FT

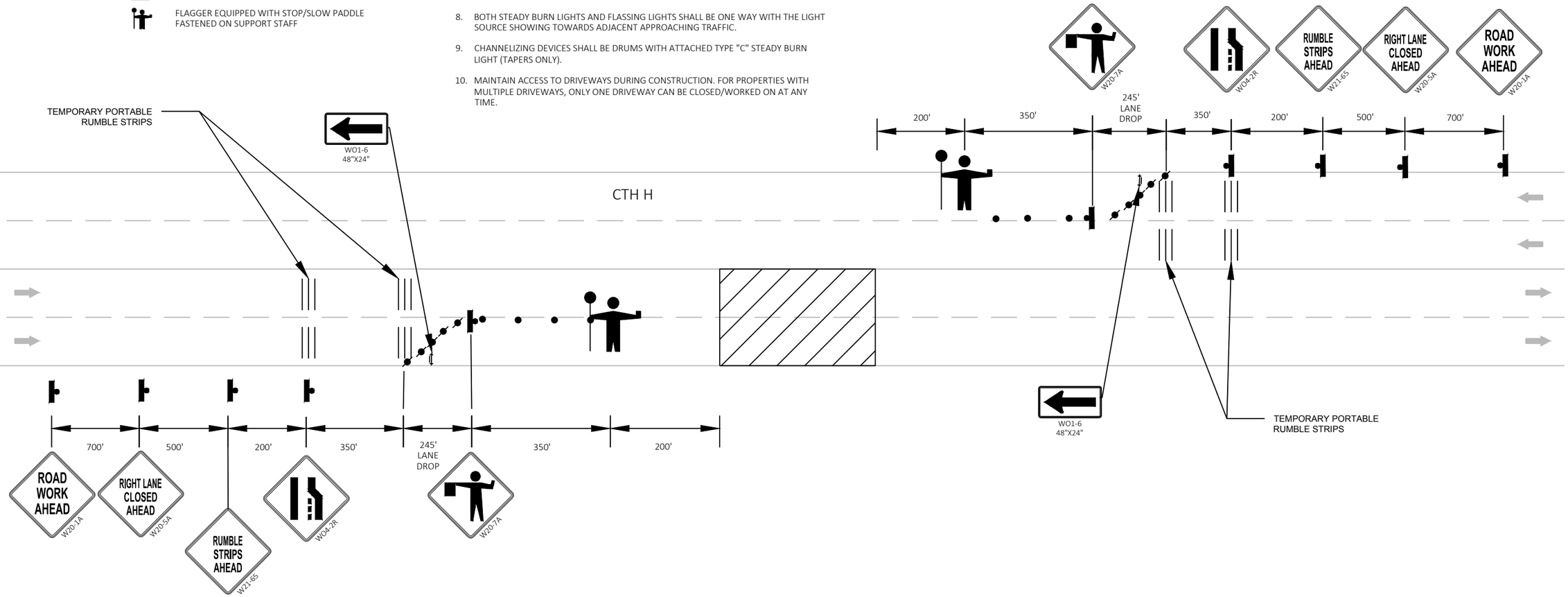
2

LEGEND

- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK AREA
- FLAGGER EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

TRAFFIC CONTROL NOTES

1. MAINTAIN ACCESS FOR EMERGENCY VEHICLES AND LOCAL TRAFFIC ON CTH H AT ALL TIMES.
2. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN ALL NECESSARY BARRICADES, SIGNS, DIRECTIONAL ARROWS, LIGHTS, TEMPORARY MARKINGS, FLAGMEN, AND SAFETY DEVICES AS CALLED FOR ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
3. DRAWINGS SHOW TRAFFIC CONTROL FOR A TYPICAL SITUATION. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND/OR LAYOUT DETAILS MODIFIED DEPENDING ON CONTRACTOR'S METHOD OR SEQUENCES OF OPERATION.
4. "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
5. ALL SIGNS ARE 48" X 48" EXCEPT OTHERWISE NOTED.
6. ANY "STOP" SIGNS THAT ARE REMOVED FOR A CONSTRUCTION OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED.
7. THE EXACT LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD LOCATIONS AS APPROVED BY THE ENGINEER IN THE FIELD.
8. BOTH STEADY BURN LIGHTS AND FLASSING LIGHTS SHALL BE ONE WAY WITH THE LIGHT SOURCE SHOWING TOWARDS ADJACENT APPROACHING TRAFFIC.
9. CHANNELIZING DEVICES SHALL BE DRUMS WITH ATTACHED TYPE "C" STEADY BURN LIGHT (TAPERS ONLY).
10. MAINTAIN ACCESS TO DRIVEWAYS DURING CONSTRUCTION. FOR PROPERTIES WITH MULTIPLE DRIVEWAYS, ONLY ONE DRIVEWAY CAN BE CLOSED/WORKED ON AT ANY TIME.



TRAFFIC CONTROL FOR CLOSURE WITH FLAGGING OPERATION ON FOUR LANE SECTION

NOTE: SEE SDD 15C12 "TRAFFIC CONTROL FOR LANE CLOSURES WITH PASSING OPERATION" FOR ADDITIONAL DETAILS

2

LEGEND

SIGN ON PERMANENT SUPPORT

WORK AREA

N

CTH KR

BRAUN ROAD

STH 11 (DURAND AVE)

CTH H

STAGE 1

STAGE 2

ROAD WORK AHEAD W20-1A

END ROAD WORK G20-2A 48"X24"

UNEVEN LANES W8-11 36"X36"

35 MPH WO13-1 36"X36"

STAGING NOTES

- FOLLOW SDD 15C12 "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" TO CONSTRUCT NORTHBOUND AND SOUTHBOUND LANES.
- ADDITIONAL FLAGGERS NEEDED ON SIDE ROADS WHEN THEY ARE IN THE WORK ZONE
- REPLACE CENTERLINE AND LANE LINES IN THE WORK AREA THAT ARE REMOVED DUE TO PAVING OPERATIONS WITH TEMPORARY MARKING LINE PAINT PRIOR TO OPENING LANES TO TRAFFIC

PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	TRAFFIC CONTROL OVERVIEW - STAGE 1 & 2	SHEET 83	E

FILE NAME : X:\ML\2017\20170600\CAD\TRANSPORTATION\DWG\SHEETSPLAN\025001_TC.DWG
LAYOUT NAME - 025002_tc

PLOT DATE : 1/11/2018 10:54 AM PLOT BY : SCHMIT, NATHAN PLOT NAME : PLOT SCALE : 1 IN:1000 FT

WISDOT/CADDS SHEET 42

LEGEND

SIGN ON PERMANENT SUPPORT

WORK AREA

N

STH 11 (DURAND AVE)

CTH H

WEST RD

STAGE 4

STAGE 3

ENTERPRISE DR

VENICE AVE

AMERIGO AVE

SCIENCE DR

STELLAR AVE

EXPLORATION CT

STH 20 (WASHINGTON AVE)

35 MPH
W013-1
36"X36"

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A

UNEVEN LANES
W8-11
36"X36"

STAGING NOTES

- FOLLOW SDD 15C12 "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" FOR SECTIONS WITH TWO LANES OF TRAFFIC

- FOLLOW "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION ON FOUR LANE SECTION" FOR SECTIONS WITH FOUR LANES OF TRAFFIC

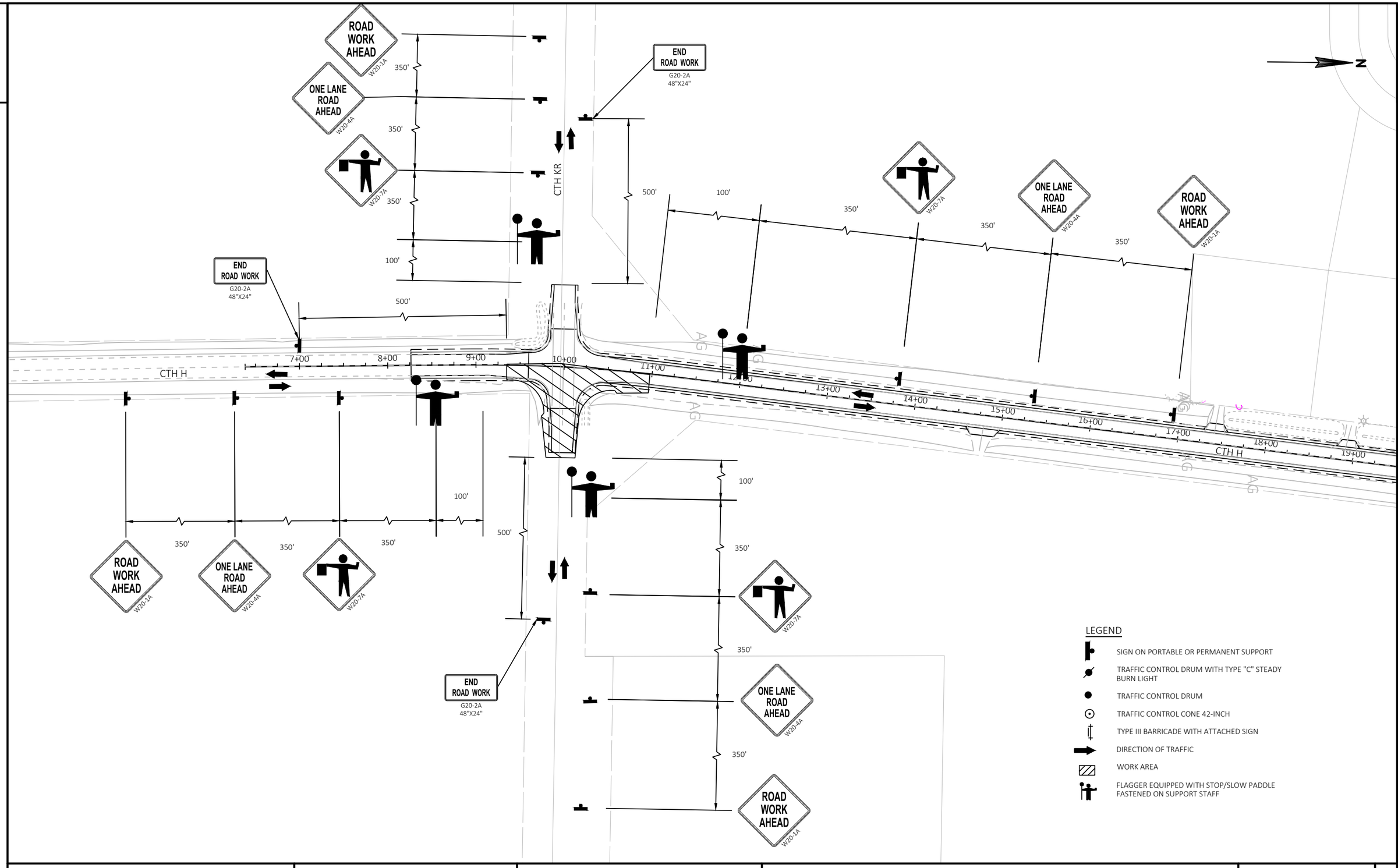
- ADDITIONAL FLAGGERS NEEDED ON SIDE ROADS AND BUSINESS DRIVEWAYS WHEN THEY ARE IN THE WORK ZONE

- REPLACE CENTERLINE AND LANE LINES IN THE WORK AREA THAT ARE REMOVED DUE TO PAVING OPERATIONS WITH TEMPORARY MARKING LINE PAINT PRIOR TO OPENING LANES TO TRAFFIC

- SEE SPECIAL PROVISIONS FOR TEMPORARY PEDESTRIAN ACCOMMODATIONS

PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	TRAFFIC CONTROL OVERVIEW - STAGE 3 & 4	SHEET 84	E

2



PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 1 & 2 - CTH KR INTERSECTION	SHEET	E

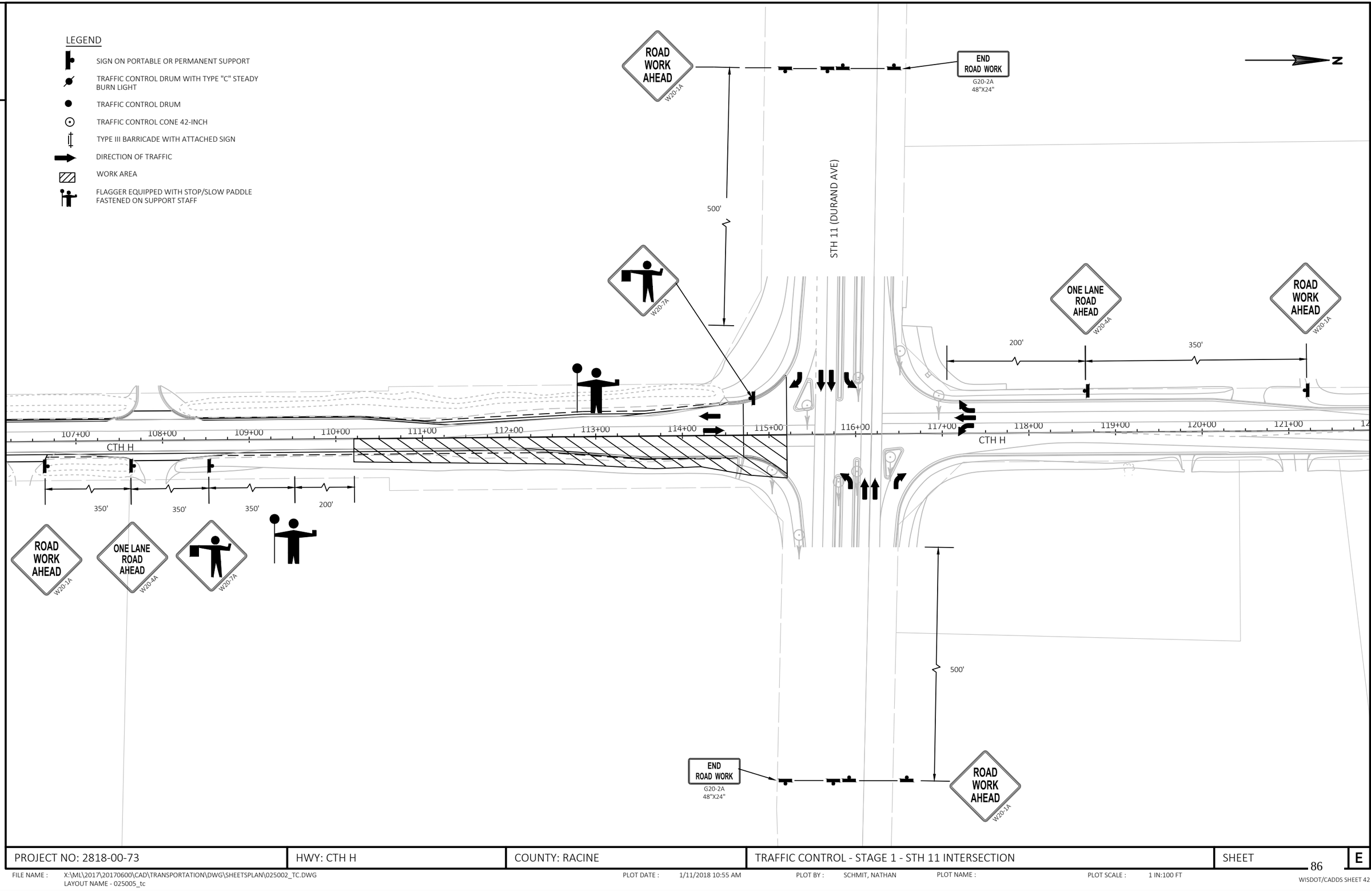
FILE NAME : X:\ML\2017\20170600\CAD\TRANSPORTATION\DWG\SHEETSPLAN\025002_TC.DWG
LAYOUT NAME - 025004_tc

PLOT DATE : 1/11/2018 10:55 AM PLOT BY : SCHMIT, NATHAN PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

LEGEND

- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL CONE 42-INCH
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK AREA
- FLAGGER EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF



PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 1 - STH 11 INTERSECTION	SHEET 86	E

FILE NAME : X:\ML\2017\20170600\CAD\TRANSPORTATION\DWG\SHEETSPLAN\025002_TC.DWG
LAYOUT NAME - 025005_tc

PLOT DATE : 1/11/2018 10:55 AM PLOT BY : SCHMIT, NATHAN PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

LEGEND

- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL CONE 42-INCH
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK AREA
- FLAGGER EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

ROAD WORK AHEAD W20-1A

END ROAD WORK G20-2A 48"X24"

N

500'

STH 11 (DURAND AVE)

TRAFFIC CONTROL DRUMS @ 15' SPACING

WO1-6 48"X24"

ONE LANE ROAD AHEAD W20-4A

ROAD WORK AHEAD W20-1A

200'

350'

107+00 108+00 109+00 110+00 111+00 112+00 113+00 114+00 115+00 116+00 117+00 118+00 119+00 120+00 121+00

CTH H

CTH H

350' 350' 350' 200'

ROAD WORK AHEAD W20-1A

ONE LANE ROAD AHEAD W20-4A

W20-7A

TRAFFIC CONTROL CONES 42-INCH @ 50' SPACING

W20-7A

500'

END ROAD WORK G20-2A 48"X24"

ROAD WORK AHEAD W20-1A

PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 2 - STH 11 INTERSECTION	SHEET 87	E

FILE NAME : X:\ML\2017\20170600\CAD\TRANSPORTATION\DWG\SHEETSPLAN\025002_TC.DWG
LAYOUT NAME - 025006_tc

PLOT DATE : 1/11/2018 10:55 AM PLOT BY : SCHMIT, NATHAN PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

AMERIGO AVENUE

TRAFFIC CONTROL DRUMS @ 25' SPACING

LANE CLOSED
R11-2L
48"X30"

WO1-6
48"X24"

USE TRAFFIC CONTROL FOR CLOSURE WITH FLAGGING OPERATION ON FOUR LANE SECTION DETAIL FOR WORK SOUTH OF INTERSECTION

TRAFFIC CONTROL DRUMS @ 15' SPACING

TRAFFIC CONTROL CONES 42-INCH @ 50' SPACING

CTH H

187+00 188+00 189+00 190+00 191+00 192+00 193+00 194+00 195+00 196+00 197+00 198+00 199+00 200+00 201+00

700' 700' 350' 245' LANE DROP

50' (TYP.)

WO1-6
48"X24"

MAINTAIN ACCESS ACROSS INTERSECTION AT ALL TIMES. USE FLAGGERS IF NECESSARY

ROAD WORK AHEAD
W20-1A

LEFT LANE CLOSED AHEAD
W20-5SA

WO4-2L

EXPLORATION COURT

ROAD WORK AHEAD
W20-1A

400'

STH 20 (WASHINGTON AVE)

END ROAD WORK
G20-2A
48"X24"

WO1-6
48"X24"

RENAISSANCE BLVD

ROAD WORK AHEAD
W20-1A

400'

END ROAD WORK
G20-2A
48"X24"

50' (TYP.)

LANE CLOSED
R11-2L
48"X30"

STH 20 (WASHINGTON AVE)

500'

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A

LEGEND

- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL CONE 42-INCH
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK AREA
- FLAGGER EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

STAGING NOTES

- REPLACE NORTHBOUND MARKING LINE IN THE WORK AREA FROM STA: 193+50 TO 197+50 TO ACCOMMODATE STAGE 4 TRAFFIC PRIOR TO OPENING LANES

PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 3 - STH 20 INTERSECTION	SHEET	E

FILE NAME : X:\ML\2017\20170600\CAD\TRANSPORTATION\DWG\SHEETSPLAN\025002_TC.DWG
LAYOUT NAME - 025009_tc
PLOT DATE : 1/11/2018 10:55 AM PLOT BY : SCHMIT, NATHAN PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

AMERIGO AVENUE

CTH H

EXPLORATION COURT

STH 20 (WASHINGTON AVE)

RENAISSANCE BLVD

187+00 188+00 189+00 190+00 191+00 192+00 193+00 194+00 195+00 196+00 197+00 198+00 199+00 200+00 201+00 202+00

ROAD WORK AHEAD
W20-1A

400'

END ROAD WORK
G20-2A
48"X24"

TRAFFIC CONTROL DRUMS @ 15' SPACING

TRAFFIC CONTROL CONES 42-INCH @ 50' SPACING

R3-1
24"X24"

WO1-6
48"X24"

500'

R3-8
36"X30"
ONLY

USE FLAGGERS UNTIL INTERSECTION IS ACCESSIBLE TO TWO WAY TRAFFIC

MARKING LINE TO BE REPLACED IN STAGE 3

50' (TYP.)

LANE CLOSED
R11-2L
48"X30"

LEGEND

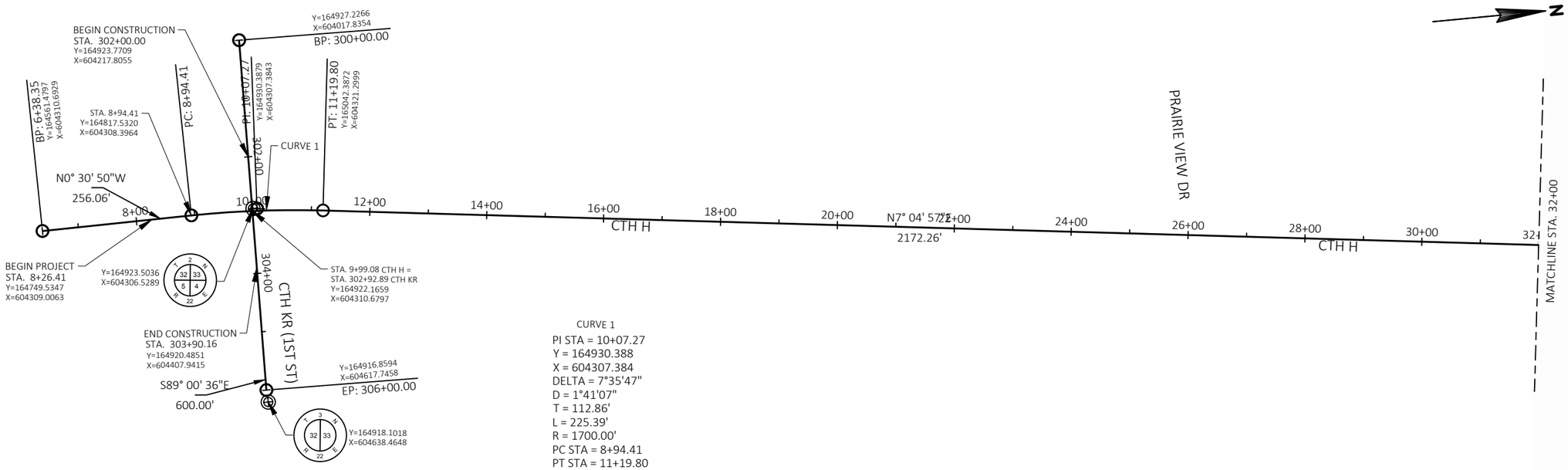
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL CONE 42-INCH
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK AREA
- FLAGGER EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 4 - STH 20 INTERSECTION	SHEET 89	E

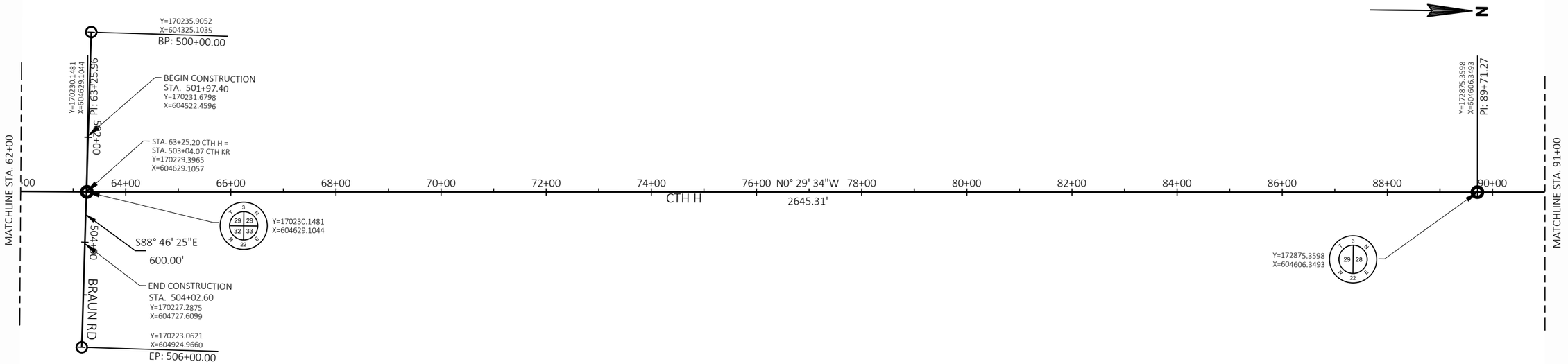
FILE NAME : X:\ML\2017\20170600\CAD\TRANSPORTATION\DWG\SHEETSPLAN\025002_TC.DWG
LAYOUT NAME - 025010_tc

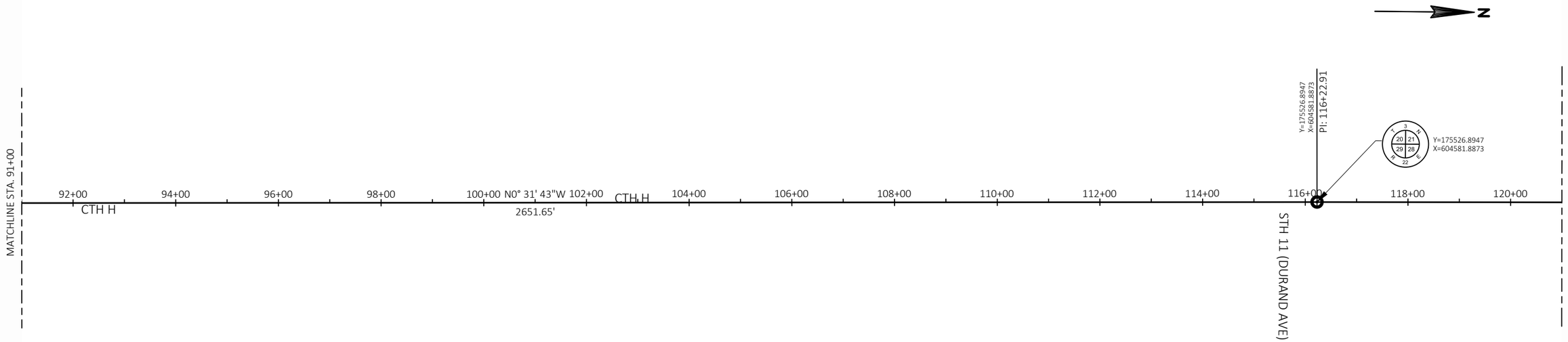
PLOT DATE : 1/11/2018 10:55 AM PLOT BY : SCHMIT, NATHAN PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

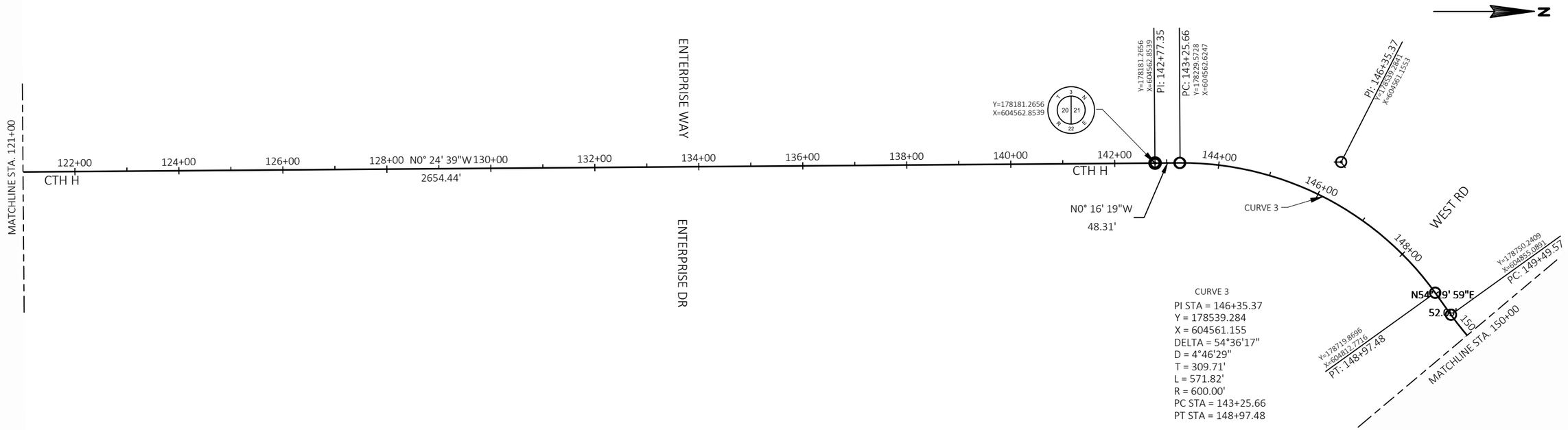


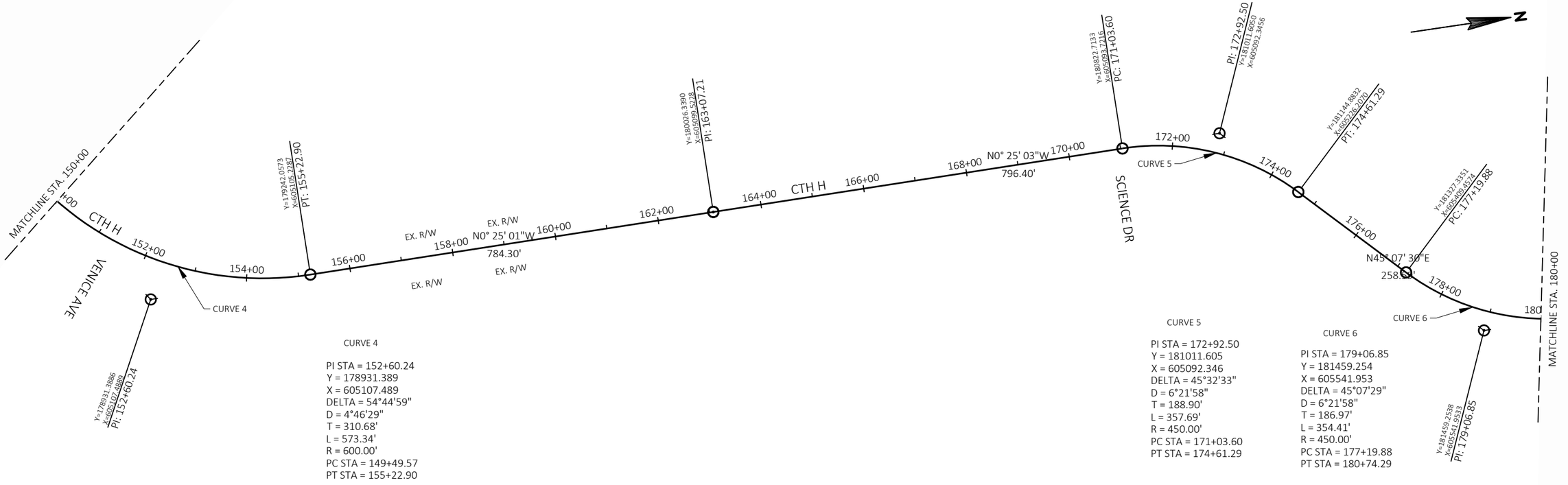
PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	ALIGNMENT PLAN	SHEET 90	E





PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	ALIGNMENT PLAN	SHEET 91	E

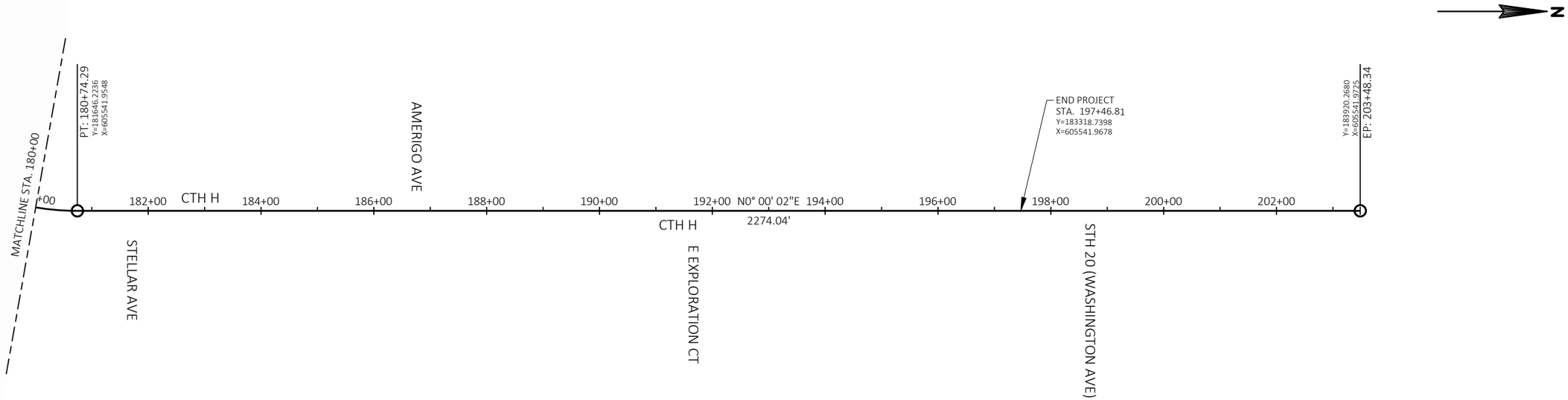




PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	ALIGNMENT PLAN	SHEET	E

FILE NAME : X:\ML\2017\20170600\CAD\TRANSPORTATION\DWG\SHEETSPLAN\027201_AD.DWG
LAYOUT NAME - 027203_ad
PLOT DATE : 12/29/2017 1:26 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1 IN:200 FT

2



PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	ALIGNMENT PLAN	SHEET 93	E

2818-00-73

Line	Item	Item Description	Unit	Total	Qty
0002	203.0100	Removing Small Pipe Culverts	EACH	2.000	2.000
0004	204.0100	Removing Pavement	SY	365.000	365.000
0006	204.0110	Removing Asphaltic Surface	SY	37,232.000	37,232.000
0008	204.0115	Removing Asphaltic Surface Butt Joints	SY	3,348.000	3,348.000
0010	204.0120	Removing Asphaltic Surface Milling	SY	31,441.000	31,441.000
0012	204.0150	Removing Curb & Gutter	LF	3,045.000	3,045.000
0014	204.0155	Removing Concrete Sidewalk	SY	146.000	146.000
0016	204.0165	Removing Guardrail	LF	118.000	118.000
0018	204.0180	Removing Delineators and Markers	EACH	8.000	8.000
0020	205.0100	Excavation Common	CY	58.000	58.000
0022	211.0100	Prepare Foundation for Asphaltic Paving (project) 01. 2818-00-73	LS	1.000	1.000
0024	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	214.000	214.000
0026	213.0100	Finishing Roadway (project) 01. 2818-00-73	EACH	1.000	1.000
0032	305.0110	Base Aggregate Dense 3/4-Inch	TON	2,334.000	2,334.000
0034	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	964.000	964.000
0038	305.0500	Shaping Shoulders	STA	214.000	214.000
0040	311.0110	Breaker Run	TON	400.000	400.000
0042	390.0203	Base Patching Asphaltic	SY	640.000	640.000
0044	416.0270	Concrete Driveway HES 7-Inch	SY	184.000	184.000
0046	416.0610	Drilled Tie Bars	EACH	174.000	174.000
0048	440.4410	Incentive IRI Ride	DOL	18,000.000	18,000.000
0050	450.4000	HMA Cold Weather Paving	TON	16,750.000	16,750.000
0052	455.0605	Tack Coat	GAL	2,799.000	2,799.000
0054	460.2000	Incentive Density HMA Pavement	DOL	21,440.000	21,440.000
0060	460.6222	HMA Pavement 2 MT 58-28 S	TON	165.000	165.000
0062	460.6223	HMA Pavement 3 MT 58-28 S	TON	22,748.000	22,748.000
0064	460.6224	HMA Pavement 4 MT 58-28 S	TON	55.000	55.000
0066	460.6424	HMA Pavement 4 MT 58-28 H	TON	10,530.000	10,530.000
0068	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	218.000	218.000
0070	465.0315	Asphaltic Flumes	SY	16.000	16.000
0074	520.1042	Apron Endwalls for Culvert Pipe 42-Inch	EACH	2.000	2.000
0076	520.8000	Concrete Collars for Pipe	EACH	2.000	2.000
0078	521.1228	Apron Endwalls for Pipe Arch Steel 28x20-Inch	EACH	2.000	2.000
0080	521.1242	Apron Endwalls for Pipe Arch Steel 42x29-Inch	EACH	4.000	4.000
0082	521.3728	Pipe Arch Corrugated Steel 28x20-Inch	LF	67.000	67.000
0084	521.3742	Pipe Arch Corrugated Steel 42x29-Inch	LF	72.000	72.000
0094	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	1,503.000	1,503.000
0098	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	130.000	130.000
0100	602.0410	Concrete Sidewalk 5-Inch	SF	1,313.000	1,313.000

2818-00-73

Line	Item	Item Description	Unit	Total	Qty
0102	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	64.000	64.000
0104	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	191.000	191.000
0106	606.0200	Riprap Medium	CY	34.000	34.000
0108	611.8110	Adjusting Manhole Covers	EACH	28.000	28.000
0110	611.8115	Adjusting Inlet Covers	EACH	51.000	51.000
0112	614.2300	MGS Guardrail 3	LF	100.000	100.000
0114	614.2610	MGS Guardrail Terminal EAT	EACH	1.000	1.000
0116	614.2620	MGS Guardrail Terminal Type 2	EACH	1.000	1.000
0118	618.0100	Maintenance And Repair of Haul Roads (project) 01. 2818-00-73	EACH	1.000	1.000
0120	619.1000	Mobilization	EACH	0.500	0.500
0122	620.0100	Concrete Corrugated Median	SF	3,290.000	3,290.000
0124	620.0300	Concrete Median Sloped Nose	SF	100.000	100.000
0126	621.1100	Landmark Reference Monuments and Cast Iron Covers	EACH	5.000	5.000
0130	624.0100	Water	MGAL	57.000	57.000
0134	625.0500	Salvaged Topsoil	SY	1,187.000	1,187.000
0138	628.1504	Silt Fence	LF	3,051.000	3,051.000
0140	628.1520	Silt Fence Maintenance	LF	3,051.000	3,051.000
0142	628.1905	Mobilizations Erosion Control	EACH	1.000	1.000
0144	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0146	628.2008	Erosion Mat Urban Class I Type B	SY	444.000	444.000
0148	628.7005	Inlet Protection Type A	EACH	5.000	5.000
0150	628.7015	Inlet Protection Type C	EACH	46.000	46.000
0152	628.7020	Inlet Protection Type D	EACH	9.000	9.000
0154	628.7504	Temporary Ditch Checks	LF	165.000	165.000
0156	628.7555	Culvert Pipe Checks	EACH	55.000	55.000
0158	629.0210	Fertilizer Type B	CWT	0.300	0.300
0160	630.0130	Seeding Mixture No. 30	LB	9.000	9.000
0164	631.1100	Sod Erosion Control	SY	743.000	743.000
0166	633.5200	Markers Culvert End	EACH	8.000	8.000
0168	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	108.000	108.000
0170	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	20.000	20.000
0172	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	1.000	1.000
0174	637.0620	Sign Flags Permanent Type II	EACH	14.000	14.000
0176	637.2210	Signs Type II Reflective H	SF	631.100	631.100
0178	637.2215	Signs Type II Reflective H Folding	SF	51.800	51.800
0180	637.2230	Signs Type II Reflective F	SF	240.100	240.100
0184	638.2602	Removing Signs Type II	EACH	128.000	128.000
0186	638.3000	Removing Small Sign Supports	EACH	112.000	112.000
0188	638.4000	Moving Small Sign Supports	EACH	5.000	5.000

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Line	Item	Item Description	Unit	Total	Qty
0190	642.5001	Field Office Type B	EACH	1.000	1.000
0192	643.0300	Traffic Control Drums	DAY	1,217.000	1,217.000
0194	643.0310.S	Temporary Portable Rumble Strips	LS	1.000	1.000
0196	643.0410	Traffic Control Barricades Type II	DAY	36.000	36.000
0198	643.0420	Traffic Control Barricades Type III	DAY	84.000	84.000
0200	643.0705	Traffic Control Warning Lights Type A	DAY	168.000	168.000
0202	643.0715	Traffic Control Warning Lights Type C	DAY	690.000	690.000
0204	643.0900	Traffic Control Signs	DAY	2,297.000	2,297.000
0210	643.1070	Traffic Control Cones 42-Inch	DAY	52.000	52.000
0212	643.5000	Traffic Control	EACH	0.600	0.600
0214	644.1430.S	Temporary Pedestrian Surface Plate	SF	80.000	80.000
0216	644.1601.S	Temporary Curb Ramp	EACH	12.000	12.000
0218	644.1616.S	Temporary Pedestrian Safety Fence	LF	150.000	150.000
0220	645.0120	Geotextile Type HR	SY	63.000	63.000
0224	646.1020	Marking Line Epoxy 4-Inch	LF	26,002.000	26,002.000
0226	646.3020	Marking Line Epoxy 8-Inch	LF	3,315.000	3,315.000
0228	646.4520	Marking Line Same Day Epoxy 4-Inch	LF	17,744.000	17,744.000
0230	646.5020	Marking Arrow Epoxy	EACH	22.000	22.000
0232	646.5120	Marking Word Epoxy	EACH	13.000	13.000
0234	646.6120	Marking Stop Line Epoxy 18-Inch	LF	405.000	405.000
0236	646.7120	Marking Diagonal Epoxy 12-Inch	LF	424.000	424.000
0238	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	363.000	363.000
0240	646.8020	Marking Corrugated Median Epoxy	SF	3,290.000	3,290.000
0242	646.8120	Marking Curb Epoxy	LF	100.000	100.000
0244	646.8220	Marking Island Nose Epoxy	EACH	10.000	10.000
0250	649.0105	Temporary Marking Line Paint 4-Inch	LF	23,650.000	23,650.000
0254	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	3,045.000	3,045.000
0256	650.6000	Construction Staking Pipe Culverts	EACH	2.000	2.000
0258	650.8000	Construction Staking Resurfacing Reference	LF	17,184.000	17,184.000
0260	650.9000	Construction Staking Curb Ramps	EACH	12.000	12.000
0262	650.9910	Construction Staking Supplemental Control (project) 01. 2818-00-73	LS	1.000	1.000
0268	650.9920	Construction Staking Slope Stakes	LF	200.000	200.000
0270	652.0800	Conduit Loop Detector	LF	850.000	850.000
0272	653.0900	Adjusting Pull Boxes	EACH	6.000	6.000
0276	655.0700	Loop Detector Lead In Cable	LF	3,450.000	3,450.000
0278	655.0800	Loop Detector Wire	LF	4,000.000	4,000.000
0280	655.0900	Traffic Signal EVP Detector Cable	LF	1,282.000	1,282.000
0282	661.0200	Temporary Traffic Signals for Intersections (location) 01. CTH H & CTH KR	LS	1.000	1.000

2818-00-73

Line	Item	Item Description	Unit	Total	Qty
0284	661.0200	Temporary Traffic Signals for Intersections (location) 02. CTH H & Braun Road	LS	1.000	1.000
0286	661.0200	Temporary Traffic Signals for Intersections (location) 03. IH 41 East Frontage Road & STH 11	LS	1.000	1.000
0292	690.0150	Sawing Asphalt	LF	2,030.000	2,030.000
0294	690.0250	Sawing Concrete	LF	575.000	575.000
0296	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	900.000	900.000
0298	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	1,000.000	1,000.000
0300	SPV.0060	Special 01. Adjusting Sanitary Manholes - Village of Mount Pleasant	EACH	20.000	20.000
0302	SPV.0090	Special 01. Concrete Curb and Gutter 30-Inch Type D HES	LF	1,412.000	1,412.000
0304	SPV.0105	Special 01. Temporary EVP System CTH H & CTH KR	LS	1.000	1.000
0306	SPV.0105	Special 02. Temporary EVP System CTH H & Braun Road	LS	1.000	1.000
0308	SPV.0105	Special 03. Temporary EVP System IH 41 East Frontage Road & STH 11	LS	1.000	1.000
0314	SPV.0105	Special 11. Temp Radar Microwave Veh Detect Sys for Int CTH H & CTH KR	LS	1.000	1.000
0316	SPV.0105	Special 12. Temp Radar Microwave Veh Detect Sys for Int CTH H & Braun Rd	LS	1.000	1.000
0318	SPV.0105	Special 13. Temp Radar Microwave Veh Detect Sys for Int IH 41 E Frontage Rd & STH 11	LS	1.000	1.000
0324	SPV.0105	Special 51. Transport and Install State Furnished EVP Detector Heads STH 11 & CTH H	LS	1.000	1.000

3

REMOVING SMALL PIPE CULVERTS

STREET	STATION	OFFSET	TYPE	SIZE (IN)	LENGTH (FT)	203.0100 EACH
CTH H	9+73	RT & LT	CMCP	18"X30"	71	1
CTH H	27+78	RT & LT	CMCP	29"x50"	63	1
					PROJECT TOTAL	2

REMOVING PAVEMENT

STREET	FROM	TO	204.0100 SY
CTH H	8+26	116+00	0
CTH H	116+00	197+47	365
		PROJECT TOTAL	365

3

REMOVING ASPHALTIC SURFACE

STREET	FROM	TO	204.0110 SY
CTH H	8+26	116+00	0
CTH H	116+00	197+47	37,232
		PROJECT TOTAL	37,232

REMOVING ASPHALTIC SURFACE BUTT JOINTS

STREET	FROM	TO	204.0115 SY
CTH H	8+26	116+00	1099
CTH H	116+00	197+47	2249
		PROJECT TOTAL	3,348

REMOVING ASPHALTIC SURFACE MILLING

STREET	FROM	TO	204.0120 SY
CTH H	8+26	116+00	31,441
CTH H	116+00	197+47	0
		PROJECT TOTAL	31,441

REMOVING CURB & GUTTER

STREET	FROM		TO	204.0150 LF
CTH H	8+26	-	116+00	299
CTH H	116+00	-	197+47	2,746
			PROJECT TOTAL	3,045

REMOVING CONCRETE SIDEWALK

STREET	STATION	TO	STATION	204.0155 SY
CTH H	8+26	-	116+00	--
CTH H	116+00	-	197+47	146
			PROJECT TOTAL	146

REMOVING GUARDRAIL

STREET	STATION	TO	STATION	OFFSET	204.0165 LF
CTH H	36+25	-	37+16	LT	118
				PROJECT TOTAL	118

CATEGORY 0010 UNLESS OTHERWISE NOTED

3

EARTHWORK SUMMARY

Division	From/To Station	Location	Common Excavation (1) (item # 205.0100) (CY)		Salvaged/ Unusable Pavement Material (4)	Available Material (5)	Unexpanded Fill	Expanded Fill (6)	* Borrow (8)	Comment:
			Cut (2)	EBS Excavation (3)				Factor 1.11		
CTH H	36+41 TO 37+94	Mainline	58	0	0	58	41	45	-	EARTHWORK FOR WIDENING AROUND GUARDRAIL
* UNDISTRIBUTED		Project			0	0	4	5	5	
			58	0						
PROJECT TOTAL			Total Common Exc	58	0	58	45	50	-	

1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
2) Salvaged/Unsuable Pavement Material is included in Cut.
3) EBS Excavation to be backfilled with Breaker Run. See quantities elsewhere for Item number 311.0110
4) Salvaged/Unusable Pavement Material
5) Available Material = Cut - Salvaged/Unusuable Pavement Material
6) Expanded Fill. Factor = 1.11
Depending on selections:

Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh - Reduced EBS) * Fill Factor
Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced EBS) * Fill Factor
Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh) * Fill Factor
Expanded Fill = Unexpanded Fill * Fill Factor

7) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.
8) Borrow Excavation: Borrow shall be salvaged pulverized material from project.

* Undistributed quantity includes an additional 10% of cut and fill material to replace any materials with potential organics.

PREPARE FOUNDATION

STREET	FROM	TO	204.0100 PREPARE FOUNDATION FOR ASPHALTIC PAVING LS	204.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA
CTH H	8+26	116+00	0	214
CTH H	116+00	197+47	1	0
		PROJECT TOTAL	1	214

CATEGORY 0010 UNLESS OTHERWISE NOTED

3

BASE AGGREGATE DENSE 3/4-INCH
SHAPING SHOULDERS

STREET	FROM STATION	TO STATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0500 SHAPING SHOULDERS STA
CTH H	8+26	116+00	2,334	214
CTH H	116+00	197+47	0	0
		PROJECT TOTAL	2,334	214

BASE AGGREGATE DENSE 1-1/4 INCH

STREET	FROM		TO	305.0120 TON
CTH H	8+26	-	116+00	426
CTH H	116+00	-	197+47	38
CTH H	UNDISTRIBUTED			500
			PROJECT TOTAL	964

3

BREAKER RUN

STREET	FROM		TO	311.0110 TON
CTH H	8+26	-	116+00	0
CTH H	116+00	-	197+47	0
CTH H	UNDISTRIBUTED			400
			PROJECT TOTAL	400

BASE PATCHING ASPHALTIC

STREET	FROM	TO	390.0203 SY
CTH H	UNDISTRIBUTED	0	640
		PROJECT TOTAL	640

CONCRETE DRIVEWAY HES 7-INCH

STREET	STATION	TO	STATION	416.0270 SY
CTH H	8+26	-	116+00	--
CTH H	116+00	-	197+47	184
	PROJECT TOTAL			184

ASPHALTIC FLUMES

LOCATION	465.0315 SY
CTH H & STH 11	16
PROJECT TOTAL	16

ASPHALTIC PAVEMENT

STREET	FROM		TO	LOCATION	450.4000 HMA COLD WEATHER PAVING TON	455.0605 TACK COAT GAL	460.6222 HMA PAVEMENT 2 MT 58-28 S TON	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	460.6424 HMA PAVEMENT 4 MT 58-28 H TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON
CTH H	8+26	-	116+00	MAINLINE	6,988	940	165	8,804	55	4,952	214
CTH H	116+00	-	197+47	MAINLINE	9,761	1,859	0	13,944	0	5,578	4
			PROJECT TOTALS:		16,750	2,799	165	22,748	55	10,530	218

CATEGORY 0010 UNLESS OTHERWISE NOTED

3

CONCRETE COLLARS FOR PIPES

STREET	STATION	LOCATION	520.8000 EACH
CTH H	10+24	42' LT	1
CTH H	10+27	40' RT	1
PROJECT TOTAL			2

CONCRETE CURB & GUTTER

STREET	STATION	TO	STATION	416.0610 DRILLED TIE BARS EACH	601.0411 30-INCH TYPE D LF	601.0557 6-INCH SLOPED 36-INCH TYPE D LF	SPV.0090.01 30-INCH TYPE D HES LF
CTH H	8+26	-	116+00	12	169	130	0
CTH H	116+00	-	197+47	162	1334	0	1412
PROJECT TOTAL				174	1,503	130	1,412

3

CULVERTS

STREET	STATION	LOCATION	204.0180 REMOVING DELINEATORS AND MARKERS EACH	520.1042 APRON ENDWALLS FOR CULVERT PIPE 42-INCH EACH	521.1228 APRON ENDWALLS FOR PIPE ARCH STEEL 28X20-INCH EACH	521.1242 APRON ENDWALLS FOR PIPE ARCH STEEL 49X29-INCH EACH	521.3728 PIPE ARCH CORRUGATED STEEL 28X20-INCH LF	521.3742 PIPE ARCH CORRUGATED STEEL 49X29-INCH LF	633.5200 MARKERS CULVERT END EACH
CTH H	9+67	LT & RT	--	--	--	--	67	--	--
CTH H	9+66	40' RT	1	--	1	--	--	--	1
CTH H	9+67	27' LT	1	--	1	--	--	--	1
CTH H	10+24	42' LT	1	--	--	1	--	5	1
CTH H	10+27	40' RT	1	--	--	1	--	5	1
CTH H	27+77	LT & RT	--	--	--	--	--	62	--
CTH H	27+77	31' LT	1	--	--	1	--	--	1
CTH H	27+77	31' RT	1	--	--	1	--	--	1
CTH H	72+68	38' RT	1	1	--	--	--	--	1
CTH H	72+69	32' LT	1	1	--	--	--	--	1
PROJECT TOTAL			8	2	2	4	67	72	8

CATEGORY 0010 UNLESS OTHERWISE NOTED

3

CONCRETE SIDEWALK 5-INCH

STREET	STATION		TO STATION	602.0410 SF
CTH H	8+26	-	116+00	--
CTH H	116+00	-	197+47	1,313
PROJECT TOTAL				1,313

CURB RAMP DETECTABLE WARNING FIELD

STREET	STATION		TO STATION	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF
CTH H	8+26	-	116+00	0	0
CTH H	116+00	-	197+47	64	191
PROJECT TOTAL				64	191

3

ADJUSTING MANHOLE COVERS

STREET	STATION		LOCATION	611.8110 ADJUSTING MANHOLE COVERS EACH
CTH H	133+75	-	40' RT	1
CTH H	144+76	-	18' LT	1
CTH H	146+16	-	22' LT	1
CTH H	147+57	-	23' LT	1
CTH H	147+99	-	26' LT	1
CTH H	150+59	-	27' LT	1
CTH H	151+16	-	30' LT	1
CTH H	153+08	-	18' LT	1
CTH H	154+42	-	17' LT	1
CTH H	159+27	-	11' LT	1
CTH H	161+96	-	11' LT	1
CTH H	163+58	-	13' LT	1
CTH H	164+08	-	11' LT	1
CTH H	164+97	-	12' LT	1
CTH H	167+97	-	11' LT	1
CTH H	174+29	-	14' LT	1
CTH H	175+94	-	13' LT	1
CTH H	177+27	-	13' LT	1
CTH H	178+79	-	13' LT	1
CTH H	180+29	-	8' LT	1
CTH H	181+66	-	13' LT	1
CTH H	182+41	-	10' LT	1
CTH H	185+28	-	13' LT	1
CTH H	186+66	-	11' LT	1
CTH H	188+78	-	12' LT	1
CTH H	191+65	-	1' LT	1
CTH H	192+28	-	10' LT	1
CTH H	192+41	-	37' RT	1
PROJECT TOTAL				28

ADJUSTING INLET COVERS

STREET	STATION		LOCATION	611.8115 ADJUSTING INLET COVERS EACH
CTH H	137+27	-	24' RT	1
CTH H	137+27	-	26' LT	1
CTH H	144+77	-	32' LT	1
CTH H	144+77	-	5' LT	1
CTH H	144+78	-	4' RT	1
CTH H	144+79	-	31' RT	1
CTH H	147+57	-	34' RT	1
CTH H	147+57	-	12' LT	1
CTH H	147+57	-	39' LT	1
CTH H	147+58	-	5' RT	1
CTH H	147+86	-	73' LT	1
CTH H	148+23	-	72' LT	1
CTH H	150+59	-	13' LT	1
CTH H	150+61	-	40' LT	1
CTH H	150+65	-	35' RT	1
CTH H	150+77	-	5' RT	1
CTH H	154+45	-	32' LT	1
CTH H	154+45	-	5' LT	1
CTH H	154+46	-	30' RT	1
CTH H	154+46	-	3' RT	1
CTH H	159+18	-	25' LT	1
CTH H	159+28	-	25' RT	1
CTH H	159+28	-	25' LT	1
CTH H	161+97	-	25' RT	1
CTH H	161+97	-	26' LT	1

STREET	STATION		LOCATION	611.8115 ADJUSTING INLET COVERS EACH
CTH H	164+10	-	25' RT	1
CTH H	164+10	-	25' LT	1
CTH H	167+96	-	25' RT	1
CTH H	167+97	-	26' LT	1
CTH H	174+27	-	25' RT	1
CTH H	174+28	-	26' LT	1
CTH H	177+27	-	24' RT	1
CTH H	177+28	-	27' LT	1
CTH H	180+31	-	26' RT	1
CTH H	180+31	-	25' LT	1
CTH H	182+41	-	26' RT	1
CTH H	182+41	-	25' LT	1
CTH H	185+27	-	26' RT	1
CTH H	185+27	-	25' LT	1
CTH H	188+77	-	27' LT	1
CTH H	188+77	-	32' RT	1
CTH H	190+28	-	10' LT	1
CTH H	190+28	-	11' RT	1
CTH H	192+28	-	0'	1
CTH H	192+28	-	10' RT	1
CTH H	192+41	-	49' RT	1
CTH H	192+42	-	37' LT	1
CTH H	195+48	-	37' LT	1
CTH H	195+48	-	10' LT	1
CTH H	195+48	-	10' RT	1
CTH H	195+49	-	73' RT	1
PROJECT TOTAL				51

CATEGORY 0010 UNLESS OTHERWISE NOTED

ADJUSTING SANITARY MANHOLES
VILLAGE OF MOUNT PLEASANT

STREET	STATION		LOCATION	CAT 0020 SPV.0060.01 EACH
CTH H	191+78	-	26' LT	1
CTH H	194+80	-	26' LT	1
CTH H	133+66	-	48' LT	1
CTH H	148+44	-	1' RT	1
CTH H	151+28	-	4' LT	1
CTH H	155+26	-	1' RT	1
CTH H	158+80	-	1' RT	1
CTH H	162+31	-	1' RT	1
CTH H	165+79	-	1' RT	1
CTH H	168+29	-	1' LT	1
CTH H	170+96	-	1' LT	1
CTH H	172+69	-	5' LT	1
CTH H	173+59	-	14' LT	1
CTH H	177+38	-	0'	1
CTH H	178+78	-	1' RT	1
CTH H	180+51	-	1' RT	1
CTH H	181+77	-	0'	1
CTH H	184+27	-	1' LT	1
CTH H	186+77	-	2' RT	1
CTH H	188+98	-	1' RT	1
	PROJECT TOTAL			20

RIPRAP & GEOTEXTILE FABRIC

STREET	LOCATION	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE TYPE HR SY
CTH H	9+66 RT	4	7
CTH H	10+27 RT	5	9
CTH H	27+78 RT	9	17
CTH H	72+68 RT	5	9
UNDISTRIBUTED		11	21
	PROJECT TOTAL	34	63

STATION		STAION	OFFSET	614.2300 MGS GUARDRAIL 3 LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.2620 MGS GUARDRAIL TERMINAL TYPE 2 EACH
8+26	-	116+00	LT	100	1	1
		PROJECT TOTAL		100	1	1

CATEGORY 0010 UNLESS OTHERWISE NOTED

3

MAINTENANCE AND REPAIR OF HAUL ROADS

LOCATION	618.0100 EACH
CTH H	1
PROJECT TOTAL	1

MOBILIZATION

LOCATION	619.1000 EACH
CTH H	0.5
PROJECT TOTAL	0.5

CONCRETE CORRUGATED MEDIAN

STREET	STATION	TO	STATION	620.0100 SF
CTH H	8+26	-	116+00	--
CTH H	116+00	-	197+47	3,290
PROJECT TOTAL				3,290

3

CONCRETE MEDIAN SLOPED NOSE

STREET	STATION	TO	STATION	620.0300 SF
CTH H	8+26	-	116+00	--
CTH H	116+00	-	197+47	100
PROJECT TOTAL				100

LANDMARK REFERANCE MONUMENTS AND CAST IRON COVERS

STREET	LOCATION	621.1100 EACH
CTH H	CTH KR INTERSECTION	1
CTH H	APPROXIMATE STA. 36+55	1
CTH H	BRAUN ROAD INTERSECTION	1
CTH H	APPROXIMATE STA. 89+71	1
CTH H	APPROXIMATE STA. 142+77	1
PROJECT TOTAL		5

WATER

STREET	FROM	TO	BASE AGG TON	624.0100 MGAL
CTH H	8+26	116+00	2334	47
CTH H	116+00	197+47	0	0
UNDISTRIBUTED			500	10
		PROJECT TOTAL		57

SALVAGED TOPSOIL

STREET	FROM	TO	625.0500 SY
CTH H	8+26	116+00	296
CTH H	116+00	197+47	495
UNDISTRIBUTED	--	--	396
		PROJECT TOTAL	1,187

SILT FENCE

STREET	FROM	TO	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF
CTH H	8+26	116+00	2034	2034
CTH H	116+00	197+47	0	0
UNDISTRIBUTED	--	--	1,017	1,017
		PROJECT TOTALS	3,051	3,051

CATEGORY 0010 UNLESS OTHERWISE NOTED

3

EROSION CONTROL MOBILIZATIONS

LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
CTH H	1	2
PROJECT TOTAL	1	2

EROSION MAT URBAN CLASS I TYPE B

STREET	LOCATION	LOCATION	628.2008 SY
CTH H	8+26	116+00	296
CTH H	116+00	197+47	0
UNDISTRIBUTED	--	--	148
		PROJECT TOTAL	444

3

INLET PROTECTION

STREET	FROM	TO	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH
CTH H	8+26	116+00	0	0	0
CTH H	116+00	197+47	5	46	9
	PROJECT TOTAL		5	46	9

DRAINAGE CHECKS

LOCATION	FROM	TO	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH
CTH H	8+26	116+00	105	50
CTH H	116+00	197+47	0	0
UNDISTRIBUTED	--	--	60	5
PROJECT TOTAL			165	55

FERTILIZER & SEEDING

STREET	FROM	TO	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB
CTH H	8+26	116+00	0.2	6
CTH H	116+00	197+47	0.0	0
UNDISTRIBUTED	--	--	0.1	3
		PROJECT TOTALS	0.3	9

SOD EROSION CONTROL

STREET	FROM	TO	631.1100 SOD EROSION CONTROL SY
CTH H	8+26	116+00	0
CTH H	116+00	197+47	495
UNDISTRIBUTED	--	--	248
		PROJECT TOTAL	743

CATEGORY 0010 UNLESS OTHERWISE NOTED

TYPE II SIGNS

SIGN NO.	LOCATION	STATION	OFFSET	SIGN CODE	MESSAGE	SIZE			634.0614 POSTS WOOD 4X6-INCH x 14 FT EACH	634.0616 POSTS WOOD 4X6-INCH x 16 FT EACH	634.0618 POSTS WOOD 4X6-INCH x 18 FT EACH	637.0620 SIGN FLAGS PERMANENT TYPE II EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	REMARKS
1-1	CTH KR	9+81	LT	W3-3	-	36	x	36	--	1	--	2	--	--	9.0	
1-2	CTH KR	9+81	LT	J13-1	COUNTY H/DOUBLE DIRECTIONAL ARROW	24	x	45	1	--	--	--	7.5	--	--	
1-3	CTH H	8+53	RT	J13-1	COUNTY KR/DOUBLE DIRECTIONAL ARROW	24	x	45	1	--	--	--	7.5	--	--	
1-4	CTH H	4+53	RT	W3-3	-	36	x	36	--	1	--	2	--	--	9.0	
1-5	CTH KR	10+21	RT	W3-3	-	36	x	36	--	1	--	2	--	--	9.0	
1-6	CTH KR	10+21	RT	J13-1	COUNTY H/DOUBLE DIRECTIONAL ARROW	24	x	45	1	--	--	--	7.5	--	--	
1-7	CTH H	11+41	LT	J13-1	COUNTY KR/DOUBLE DIRECTIONAL ARROW	24	x	45	1	--	--	--	7.5	--	--	
1-8	CTH H	12+68	RT	R2-1	SPEED LIMIT 55	24	x	30	1	--	--	--	5.0	--	--	
1-9	CTH H	14+50	LT	J1-1	JCT/COUNTY KR	24	x	39	1	--	--	--	6.5	--	--	
1-10	CTH H	15+98	LY	W3-3	-	36	x	36	--	1	--	2	--	--	9.0	
1-11	CTH H	15+99	RT	W3-3	-	36	x	36	--	1	--	2	--	--	9.0	
1-12	PRAIRIE VIEW DR	25+66	LT	R1-1	STOP	30	x	30	1	--	--	--	5.2	--	--	
1-13	CTH H	34+01	RT	R2-1	SPEED LIMIT 55	24	x	30	1	--	--	--	5.0	--	--	
1-14	CTH H	34+01	LT	R2-1	SPEED LIMIT 55	24	x	30	1	--	--	--	5.0	--	--	
1-15	CTH H	36+35	LT	W5-52L	-	12	x	36	1	--	--	--	--	--	3.0	
1-16	CTH H	37+08	LT	W5-52R	-	12	x	36	1	--	--	--	--	--	3.0	
1-17	CTH H	28+00	LT	W14-3	NO PASSING ZONE	48	x	36	1	--	--	--	--	--	5.6	
1-18	CTH KR	9+77	LT	R1-RF	STOP	30	x	30	1	--	--	--	--	5.2	--	
1-19	CTH H	9+49	RT	R10-50L	LEFT TURN YIELD ON FLASHING YELLOW ARROW	30	x	36	--	--	--	--	7.5	--	--	ON SPAN WIRE
1-20	CTH H	9+59	RT	R1-RF	STOP	30	x	30	1	--	--	--	--	5.2	--	
1-21	CTH KR	9+96	LT	R10-50L	LEFT TURN YIELD ON FLASHING YELLOW ARROW	30	x	36	--	--	--	--	7.5	--	--	ON SPAN WIRE
1-22	CTH H	10+30	LT	R1-RF	STOP	30	x	30	1	--	--	--	--	5.2	--	
1-23	CTH H	10+38	LT	R10-50L	LEFT TURN YIELD ON FLASHING YELLOW ARROW	30	x	36	--	--	--	--	7.5	--	--	ON SPAN WIRE
1-24	CTH KR	10+01	RT	R10-50L	LEFT TURN YIELD ON FLASHING YELLOW ARROW	30	x	36	--	--	--	--	7.5	--	--	ON SPAN WIRE
1-25	CTH KR	10+23	RT	R1-RF	STOP	30	x	30	1	--	--	--	--	5.2	--	

CATEGORY 0010 UNLESS OTHERWISE NOTED

TYPE II SIGNS - CONTINUED

SIGN NO.	LOCATION	STATION	OFFSET	SIGN CODE	MESSAGE	SIZE			634.0614 POSTS WOOD 4X6-INCH x 14 FT EACH	634.0616 POSTS WOOD 4X6-INCH x 16 FT EACH	634.0618 POSTS WOOD 4X6-INCH x 18 FT EACH	637.0620 SIGN FLAGS PERMANENT TYPE II EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	REMARKS
2-1	CTH H	61+40	LT	R2-1	SPEED LIMIT 55	24	x	30	1	--	--	--	5.0	--	--	
2-2	BRAUN RD	63+07	LT	R1-1	STOP	30	x	30	1	--	--	--	5.2	--	--	
2-3	BRAUN RD	63+45	RT	R1-1	STOP	30	x	30	1	--	--	--	5.2	--	--	
2-4	CTH H	66+91	RT	R2-1	SPEED LIMIT 45	24	x	30	1	--	--	--	5.0	--	--	
2-5	CTH H	58+00	RT	W2-1	-	30	x	30	1	--	--	--	--	--	6.3	
2-6	CTH H	59+00	RT	W14-3	NO PASSING ZONE	48	x	36	1	--	--	--	--	--	5.6	
2-7	CTH H	60+00	RT	W3-5	-	36	x	36	--	1	--	--	--	--	9.0	
2-8	CTH H	62+91	RT	R10-50L	LEFT TURN YIELD ON FLASHING YELLOW ARROW	30	x	36	--	--	--	--	7.5	--	--	ON SPAN WIRE
2-9	CTH H	62+84	RT	R1-1F	STOP	30	x	30	1	--	--	--	--	5.2	--	
2-10	BRAUN RD	63+24	RT	R10-50L	LEFT TURN YIELD ON FLASHING YELLOW ARROW	30	x	36	--	--	--	--	7.5	--	--	ON SPAN WIRE
2-11	BRAUN RD	63+30	LT	R10-50L	LEFT TURN YIELD ON FLASHING YELLOW ARROW	30	x	36	--	--	--	--	7.5	--	--	ON SPAN WIRE
2-12	CTH H	63+71	LT	R1-1F	STOP	30	x	30	1	--	--	--	--	5.2	--	
2-13	CTH H	63+64	LT	R10-50L	LEFT TURN YIELD ON FLASHING YELLOW ARROW	30	x	36	--	--	--	--	7.5	--	--	ON SPAN WIRE
3-1	CTH H	68+86	LT	W2-1	-	30	x	30	1	--	--	--		--	6.3	
3-2	CTH H	87+31	RT	R2-1	SPEED LIMIT 35	24	x	30	1	--	--	--	5.0	--	--	
3-3	CTH H	87+30	LT	R2-1	SPEED LIMIT 45	24	x	30	1	--	--	--	5.0	--	--	
3-4	CTH H	89+41	RT	R7-1L	NO PARKING ANYTIME	18	x	24	1	--	--	--	3.0	--	--	
3-5	CTH H	93+51	RT	R7-1D	NO PARKING ANYTIME	18	x	24	1	--	--	--	3.0	--	--	
3-6	CTH H	93+51	LT	R7-1D	NO PARKING ANYTIME	18	x	24	1	--	--	--	3.0	--	--	
3-7	CTH H	96+31	LT	R7-1D	NO PARKING ANYTIME	18	x	24	1	--	--	--	3.0	--	--	
3-8	CTH H	96+86	RT	R7-1D	NO PARKING ANYTIME	18	x	24	1	--	--	--	3.0	--	--	
3-9	CTH H	74+00	LT	W14-3	NO PASSING ZONE	48	x	36	1	--	--	--	--	--	5.6	
4-1	CTH H	98+47	RT	R2-1	SPEED LIMIT 35	24	x	30	1	--	--	--	5.0	--	--	
4-2	CTH H	99+43	LT	R2-1	SPEED LIMIT 35	24	x	30	1	--	--	--	5.0	--	--	
4-3	CTH H	101+36	RT	R7-1D	NO PARKING ANYTIME	18	x	24	1	--	--	--	3.0	--	--	
4-4	CTH H	101+39	LT	R7-1D	NO PARKING ANYTIME	18	x	24	1	--	--	--	3.0	--	--	
4-5	CTH H	107+15	RT	R7-1D	NO PARKING ANYTIME	18	x	24	1	--	--	--	3.0	--	--	
4-6	CTH H	107+16	LT	R7-1D	NO PARKING ANYTIME	18	x	24	1	--	--	--	3.0	--	--	
4-7	CTH H	109+02	RT	W3-3	-	36	x	36	1	--	--	--	--	--	9.0	
4-8	CTH H	110+01	RT	J1-1	JCT/11	24	x	39	1	--	--	--	6.5	--	--	
4-9	CTH H	111+20	RT	R7-1D	NO PARKING ANYTIME	18	x	24	1	--	--	--	3.0	--	--	
4-10	CTH H	111+34	LT	R2-1	SPEED LIMIT 35	24	x	30	1	--	--	--	5.0	--	--	
4-11	CTH H	113+36	LT	J4-1	SOUTH/COUNTY H	24	x	36	1	--	--	--	6.0	--	--	
4-12	CTH H	113+78	LT	R7-1D	NO PARKING ANYTIME	18	x	24	1	--	--	--	3.0	--	--	
4-13	CTH H	114+55	RT	J13-1	11/DOUBLE DIRECTIONAL ARROW	24	x	45	1	--	--	--	7.5	--	--	

CATEGORY 0010 UNLESS OTHERWISE NOTED

TYPE II SIGNS - CONTINUED

SIGN NO.	LOCATION	STATION	OFFSET	SIGN CODE	MESSAGE	SIZE			634.0614 POSTS WOOD 4X6-INCH x 14 FT EACH	634.0616 POSTS WOOD 4X6-INCH x 16 FT EACH	634.0618 POSTS WOOD 4X6-INCH x 18 FT EACH	637.0620 SIGN FLAGS PERMANENT TYPE II EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	REMARKS
5-1	ENTERPRISE WAY	133+27	LT	R1-1	STOP	30	x	30	1	--	--	--	5.2	--	--	
5-2	ENTERPRISE DR	134+01	RT	R1-1	STOP	30	x	30	1	--	--	--	5.2	--	--	
5-3	CTH H	135+67	RT	R7-1D	NO PARKING ANYTIME	18	x	24	1	--	--	--	3.0	--	--	
5-4	CTH H	135+66	LT	R7-1D	NO PARKING ANYTIME	18	x	24	1	--	--	--	3.0	--	--	
5-5	CTH H	137+45	RT	R2-1	SPEED LIMIT 35	24	x	30	1	--	--	--	5.0	--	--	
5-6	CTH H	137+48	LT	R2-1	SPEED LIMIT 35	24	x	30	1	--	--	--	5.0	--	--	
5-7	CTH H	140+25	RT	R7-1D	NO PARKING ANYTIME	18	x	24	1	--	--	--	3.0	--	--	
5-8	CTH H	140+25	LT	R7-1D	NO PARKING ANYTIME	18	x	24	1	--	--	--	3.0	--	--	
5-9	CTH H	141+01	RT	W1-4R	-	36	x	36	--	1	--	--		--	9.0	
5-10	CTH H	142+05	RT	W6-1	-	36	x	36	--	1	--	--		--	9.0	
5-11	CTH H	144+73	LT	W6-2	-	36	x	36	--	1	--	--		--	9.0	
5-12	CTH H	144+80	LT	R4-7	-	24	x	30	1	--	--	--	5.0	--	--	
5-13	CTH H	145+50	LT	W1-6	-	48	x	24	1	--	--	--		--	8.0	
5-14	CTH H	146+38	LT	R2-1	SPEED LIMIT 35	24	x	30	1	--	--	--	5.0	--	--	
5-15	CTH H	147+44	LT	W1-6	-	48	x	24	1	--	--	--		--	8.0	
5-16	WEST RD	147+81	LT	R1-1	STOP	30	x	30	--	1	--	--	5.2	--	--	
5-17	WEST RD	147+81	LT	R6-3A	-	30	x	24	--	--	--	--	5.0	--	--	ON SAME POST AS 5-16
5-18	CTH H	147+75	LT	R4-7	-	24	x	30	1	--	--	--	5.0	--	--	
5-19	CTH H	148+59	RT	J4-1	NORTH/COUNTY H	24	x	36	1	--	--	--	6.0	--	--	
5-20	CTH H	148+55	LT	R4-7	-	24	x	30	1	--	--	--	5.0	--	--	
5-21	CTH H	149+28	RT	R7-1D	NO PARKING ANYTIME	24	x	30	--	--	--	--	5.0	--	--	ATTACH TO LIGHT POLE
5-22	CTH H	149+49	LT	R5-1A	WRONG WAY	42	x	30	1	--	--	--	8.8	--	--	
5-23	CTH H	149+46	LT	R5-1A	WRONG WAY	42	x	30	1	--	--	--	8.8	--	--	
5-24	CTH H	150+15	RT	W11-1	-	30	x	30	1	--	--	--		--	6.3	
5-25	CTH H	150+15	RT	W16-9P	AHEAD	30	x	18	--	--	--	--		--	3.8	ON SAME POST AS 5-24
5-26	CTH H	150+74	LT	R4-7	-	24	x	30	1	--	--	--	5.0	--	--	
5-27	CTH H	151+13	LT	R7-1D	NO PARKING ANYTIME	18	x	24	--	--	--	--	3.0	--	--	ATTACH TO LIGHT POLE
5-28	VENICE AVE	151+56	RT	R1-1	STOP	30	x	30	--	1	--	--	5.2	--	--	
5-29	VENICE AVE	151+56	RT	R6-3A	-	30	x	24	--	--	--	--	5.0	--	--	ON SAME POST AS 5-28
5-30	CTH H	151+83	RT	W1-6	-	48	x	24	1	--	--	--		--	8.0	
5-31	CTH H	151+54	LT	R4-7	-	24	x	30	1	--	--	--	5.0	--	--	
5-32	CTH H	152+14	RT	W11-1	-	30	x	30	1	--	--	--		--	6.3	
5-33	CTH H	152+14	RT	W16-7L	-	24	x	12	--	--	--	--		--	2.0	ON SAME POST AS 5-32
5-34	CTH H	152+23	RT	R5-3	NO MOTOR VEHICLES	24	x	24	1	--	--	--	4.0	--	--	4 FT MOUNT HEIGHT
5-35	CTH H	152+70	RT	R2-1	SPEED LIMIT 35	24	x	30	1	--	--	--	5.0	--	--	
5-36	CTH H	152+20	LT	W11-1	-	30	x	30	1	--	--	--		--	6.3	
5-37	CTH H	152+20	LT	W16-7L	-	24	x	12	--	--	--	--		--	2.0	ON SAME POST AS 5-36
5-38	CTH H	154+45	LT	R4-7	-	24	x	30	1	--	--	--	5.0	--	--	
5-39	CTH H	154+52	RT	W6-2	-	36	x	36	--	1	--	--		--	9.0	
5-40	CTH H	154+81	LT	W6-1	-	36	x	36	--	1	--	--		--	9.0	
5-41	CTH H	155+59	LT	W11-1	-	30	x	30	1	--	--	--		--	6.3	

CATEGORY 0010 UNLESS OTHERWISE NOTED

TYPE II SIGNS - CONTINUED

SIGN NO.	LOCATION	STATION	OFFSET	SIGN CODE	MESSAGE	SIZE			634.0614 POSTS WOOD 4X6-INCH x 14 FT EACH	634.0616 POSTS WOOD 4X6-INCH x 16 FT EACH	634.0618 POSTS WOOD 4X6-INCH x 18 FT EACH	637.0620 SIGN FLAGS PERMANENT TYPE II EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	REMARKS
5-42	CTH H	155+59	LT	W16-9P	AHEAD	30	x	18	--	--	--	--		--	3.8	ON SAME POST AS 5-41
5-43	CTH H	144+51	LT	R5-1	-	30	x	30	1	--	--	--	6.3	--		
5-44	CTH H	147+91	RT	R6-2L	-	24	x	30	1	--	--	--	5.0	--		
5-45	CTH H	155+18	RT	R5-1	-	30	x	30	1	--	--	--	6.3	--		
6-1	CTH H	158+00	LT	W1-4R	-	36	x	36	--	1	--	--		--	9.0	
6-2	CTH H	159+37	LT	R7-1D	NO PARKING ANYTIME	18	x	24	--	--	--	--	3.0	--	--	ATTACH TO LIGHT POLE
6-3	CTH H	161+21	RT	R2-1	SPEED LIMIT 35	24	x	30	1	--	--	--	5.0	--	--	
6-4	CTH H	161+35	LT	R2-1	SPEED LIMIT 35	24	x	30	1	--	--	--	5.0	--	--	
6-5	CTH H	162+98	RT	R5-3	NO MOTOR VEHICLES	24	x	24	1	--	--	--	4.0	--	--	4 FT MOUNT HEIGHT
6-6	CTH H	163+98	RT	R5-3	NO MOTOR VEHICLES	24	x	24	1	--	--	--	4.0	--	--	4 FT MOUNT HEIGHT
6-7	CTH H	164+94	RT	R7-1D	NO PARKING ANYTIME	18	x	24	--	--	--	--	3.0	--	--	ATTACH TO LIGHT POLE
6-8	CTH H	166+68	LT	R7-1D	NO PARKING ANYTIME	18	x	24	--	--	--	--	3.0	--	--	ATTACH TO LIGHT POLE
6-9	CTH H	169+48	LT	R2-1	SPEED LIMIT 35	24	x	30	1	--	--	--	5.0	--	--	
6-10	CTH H	170+32	RT	R5-3	NO MOTOR VEHICLES	24	x	24	1	--	--	--	4.0	--	--	4 FT MOUNT HEIGHT
6-11	CTH H	171+34	RT	R5-3	NO MOTOR VEHICLES	24	x	24	1	--	--	--	4.0	--	--	4 FT MOUNT HEIGHT
6-12	CTH H	172+32	RT	R7-1D	NO PARKING ANYTIME	18	x	24	--	--	--	--	3.0	--	--	ATTACH TO LIGHT POLE
6-13	CTH H	172+53	RT	R2-1	SPEED LIMIT 35	24	x	30	1	--	--	--	5.0	--	--	
6-14	CTH H	173+71	LT	R7-1D	NO PARKING ANYTIME	18	x	24	--	--	--	--	3.0	--	--	ATTACH TO LIGHT POLE
6-15	CTH H	179+02	RT	R7-1D	NO PARKING ANYTIME	18	x	24	--	--	--	--	3.0	--	--	ATTACH TO LIGHT POLE
6-16	CTH H	180+21	LT	R2-1	SPEED LIMIT 35	24	x	30	1	--	--	--	5.0	--	--	
6-17	CTH H	180+75	LT	R7-1D	NO PARKING ANYTIME	18	x	24	--	--	--	--	3.0	--	--	ATTACH TO LIGHT POLE
6-18	CTH H	181+23	RT	R5-3	NO MOTOR VEHICLES	24	x	24	1	--	--	--	4.0	--	--	4 FT MOUNT HEIGHT
6-19	CTH H	182+27	RT	R5-3	NO MOTOR VEHICLES	24	x	24	1	--	--	--	4.0	--	--	4 FT MOUNT HEIGHT
6-20	CTH H	183+65	RT	R2-1	SPEED LIMIT 35	24	x	30	1	--	--	--	5.0	--	--	
6-21	CTH H	185+94	LT	R7-1D	NO PARKING ANYTIME	18	x	24	--	--	--	--	3.0	--	--	ATTACH TO LIGHT POLE
6-22	AMERIGO AVE	186+48	LT	R1-1	STOP	30	x	30	1	--	--	--	5.2	--	--	
6-23	CTH H	187+33	RT	R7-1D	NO PARKING ANYTIME	18	x	24	--	--	--	--	3.0	--	--	ATTACH TO LIGHT POLE
6-24	SCIENCE DR	171+29	RT	R1-1	STOP	30	x	30	1	--	--	--	5.2	--	--	
6-25	STELLAR AVE	182+01	RT	R1-1	STOP	30	x	30	1	--	--	--	5.2	--	--	

CATEGORY 0010 UNLESS OTHERWISE NOTED

TYPE II SIGNS - CONTINUED

SIGN NO.	LOCATION	STATION	OFFSET	SIGN CODE	MESSAGE	SIZE			634.0614 POSTS WOOD 4X6-INCH x 14 FT EACH	634.0616 POSTS WOOD 4X6-INCH x 16 FT EACH	634.0618 POSTS WOOD 4X6-INCH x 18 FT EACH	637.0620 SIGN FLAGS PERMANENT TYPE II EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	REMARKS
7-1	CTH H	188+31	RT	R3-7R	RIGHT LANE MUST TURN RIGHT	30	x	30	1	--	--	--	6.3	--	--	
7-2	CTH H	190+30	RT	R4-7	-	24	x	30	1	--	--	--	5.0	--	--	
7-3	CTH H	190+26	LT	R2-1	SPEED LIMIT 35	24	x	30	1	--	--	--	5.0	--	--	
7-4	CTH H	191+28	RT	R4-7	-	24	x	30	1	--	--	--	5.0	--	--	
7-5	CTH H	192+18	RT	R4-7	-	24	x	30	1	--	--	--	5.0	--	--	
7-6	CTH H	192+47	RT	J1-1	JCT/20	24	x	39	1	--	--	--	6.5	--	--	
7-7	EXPLORATION CT	192+09	RT	R1-1	STOP	30	x	30	1	--	--	--	5.2	--	--	
7-8	CTH H	192+75	RT	R7-1D	NO PARKING ANYTIME	18	x	24	--	--	--	--	3.0	--	--	ATTACH TO LIGHT POLE
7-9	CTH H	193+59	RT	R3-8XX	-	72	x	30	2	--	--	--	15.0	--	--	
7-10	CTH H	193+58	RT	R3-20L	BEGIN LEFT TURN LANE	24	x	36	1	--	--	--	6.0	--	--	
7-11	CTH H	194+10	LT	R7-1D	NO PARKING ANYTIME	18	x	24	--	--	--	--	3.0	--	--	ATTACH TO LIGHT POLE
7-12	CTH H	194+15	RT	W3-3	-	36	x	36	--	1	--	--		--	9.0	
7-13	CTH H	194+78	LT	R3-20L	BEGIN LEFT TURN LANE	24	x	36	1	--	--	--	6.0	--	--	
7-14	CTH H	194+52	RT	R3-7L	LEFT LANE MUST TURN LEFT	30	x	30	1	--	--	--	6.3	--	--	
7-15	CTH H	195+40	RT	J2-2	EAST/20/ADVANCE TURN ARROW/COUNTY H/ADVANCE TURN ARROW	48	x	57	--	1	--	--	19.0	--	--	
7-16	CTH H	196+85	LT	J4-1	SOUTH/COUNTY H	24	x	36	--	--	--	--	6.0	--	--	ATTACH TO LIGHT POLE
7-17	CTH H	197+11	RT	JV3-1	EAST/20/COUNTY H/DIRECTIONAL ARROW	24	x	81	--	--	1	--	13.5	--	--	
7-18	CTH H	197+17	RT	J3-1	WEST/20/DIRECTIONAL ARROW	24	x	57	--	1	--	--	9.5	--	--	
7-19	CTH H	190+94	RT	R3-7L	LEFT LANE MUST TURN LEFT	30	x	30	1	--	--	--	6.3	--	--	
7-20	CTH H	190+94	RT	M4-1	AT SIGNAL	30	x	12	--	--	--	--	2.5	--	--	ON SAME POST AS 7-19
7-21	CTH H	195+27	RT	J2-1	WEST/20/ADVANCE TURN ARROW	24	x	57	--	1	--	--	9.5	--	--	

CATEGORY 0010 UNLESS OTHERWISE NOTED

TYPE II SIGNS - CONTINUED

SIGN NO.	LOCATION	STATION	OFFSET	SIGN CODE	MESSAGE	SIZE			634.0614 POSTS WOOD 4X6-INCH x 14 FT EACH	634.0616 POSTS WOOD 4X6-INCH x 16 FT EACH	634.0618 POSTS WOOD 4X6-INCH x 18 FT EACH	637.0620 SIGN FLAGS PERMANENT TYPE II EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	REMARKS
8-1	STH 11 & IH-41 E. FRONTAGE RD	--	--	R1-1F	STOP	30	x	30	1	--	--	--	--	5.2	--	
8-2	STH 11 & IH-41 E. FRONTAGE RD	--	--	R10-50L	LEFT TURN YIELD ON FLASHING YELLOW ARROW	30	x	36	--	--	--	--	7.5	--	--	ON SPAN WIRE
8-3	STH 11 & IH-41 E. FRONTAGE RD	--	--	R1-1F	STOP	30	x	30	1	--	--	--	--	5.2	--	
8-4	STH 11 & IH-41 E. FRONTAGE RD	--	--	W3-3		36	x	36	--	1	--	2	--	--	9.0	
8-5	STH 11 & IH-41 E. FRONTAGE RD	--	--	R1-1F	STOP	30	x	30	1	--	--	--	--	5.2	--	
8-6	STH 11 & IH-41 E. FRONTAGE RD	--	--	R10-50L	LEFT TURN YIELD ON FLASHING YELLOW ARROW	30	x	36	--	--	--	--	7.5	--	--	ON SPAN WIRE
8-7	STH 11 & IH-41 E. FRONTAGE RD	--	--	R10-50L	LEFT TURN YIELD ON FLASHING YELLOW ARROW	30	x	36	--	--	--	--	7.5	--	--	ON SPAN WIRE
8-8	STH 11 & IH-41 E. FRONTAGE RD	--	--	R1-1F	STOP	30	x	30	1	--	--	--	--	5.2	--	
8-9	STH 11 & IH-41 E. FRONTAGE RD	--	--	R10-50L	LEFT TURN YIELD ON FLASHING YELLOW ARROW	30	x	36	--	--	--	--	7.5	--	--	ON SPAN WIRE
8-10	STH 11 & IH-41 E. FRONTAGE RD	--	--	W3-3		36	x	36	--	1	--	2	--	--	9.0	
					PROJECT TOTAL				108	20	1	14	631.1	51.8	240.1	

CATEGORY 0010 UNLESS OTHERWISE NOTED

REMOVING SIGNS TYPE II

REMOVAL NO.	LOCATION	MESSAGE	STATION	OFFSET	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH
A-1	CTH KR	COUNTY H	9+72	LT	1	1	
A-2	CTH KR	-	9+72	LT	--		
A-3	CTH KR	STOP	9+77	LT	1	1	
A-4	CTH KR	ALL WAY	9+77	LT	--		
A-5	CTH KR	COUNTY H	9+72	LT	1	1	
A-6	CTH KR	-	9+72	LT	--		
A-7	CTH H	STOP	9+59	LT	1	1	
A-8	CTH H	STOP	9+59	RT	1	1	
A-9	CTH H	ALL WAY	9+59	RT	--		
A-10	CTH H	COUNTY KR	9+58	RT	1	1	
A-11	CTH H	-	9+58	RT	--		
A-12	CTH KR	STOP	9+75	RT	1	1	
A-13	CTH KR	STOP	10+23	RT	1	1	
A-14	CTH KR	ALL WAY	10+23	RT	--		
A-15	CTH KR	STOP	10+18	LT	1	1	
A-16	CTH H	COUNTY KR	10+30	LT	1	1	
A-17	CTH H	-	10+30	LT	--		
A-18	CTH H	STOP	10+31	RT	1	1	
A-19	CTH H	ALL WAY	10+31	RT	--		
A-20	CTH H	STOP	10+30	LT	1	1	
A-21	CTH H	ALL WAY	10+30	LT	--		
A-22	CTH H	SPEED LIMIT 55	12+68	RT	1	1	
A-23	CTH H	JCT	15+54	LT	1	1	
A-24	CTH H	COUNTY KR	15+54	LT	--		
A-25	CTH H	STOP AHEAD	19+91	LT	1	1	
A-26	CTH H	STOP AHEAD	19+90	RT	1	1	
A-27	PRAIRIE VIEW DR	STOP	25+66	LT	1	1	
A-28	CTH H	-	36+35	LT	1	1	
A-29	CTH H	-	37+08	LT	1	1	
A-30	CTH KR	STOP AHEAD	9+77	LT	1	1	
A-31	CTH KR	STOP AHEAD	10+30	RT	1	1	
B-1	CTH H	SPEED LIMIT 55	61+40.16	LT	1	1	
B-2	BRAUN RD	STOP	63+07.77	LT	1	1	
B-3	BRAUN RD	STOP	63+45.90	RT	1	1	
B-4	CTH H	SPEED LIMIT 45	66+91.73	RT	1	1	
C-1	CTH H	-	68+86.26	LT	1	1	
C-2	CTH H	SPEED LIMIT 35	87+31.82	RT	1	1	
C-3	CTH H	SPEED LIMIT 45	87+30.98	LT	1	1	
C-4	CTH H	NO PARKING ANYTIME	89+41.65	RT	1	1	
C-5	CTH H	NO PARKING ANYTIME	93+51.22	RT	1	1	
C-6	CTH H	NO PARKING ANYTIME	93+51.27	LT	1	1	
C-7	CTH H	NO PARKING ANYTIME	96+31.75	LT	1	1	
C-8	CTH H	NO PARKING ANYTIME	96+86.83	RT	1	1	

CATEGORY 0010 UNLESS OTHERWISE NOTED

REMOVING SIGNS TYPE II - CONTINUED

REMOVAL NO.	LOCATION	MESSAGE	STATION	OFFSET	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH
D-1	CTH H	SPEED LIMIT 35	98+47	RT	1	1	
D-2	CTH H	SPEED LIMIT 35	99+43	LT	1	1	
D-3	CTH H	NO PARKING ANYTIME	101+36	RT	1	1	
D-4	CTH H	NO PARKING ANYTIME	101+39	LT	1	1	
D-5	CTH H	-	104+90	RT	1	1	
D-6	CTH H	NO PARKING ANYTIME	107+15	RT	1	1	
D-7	CTH H	NO PARKING ANYTIME	107+16	LT	1	1	
D-8	CTH H	NO PARKING ANYTIME	111+20	RT	1	1	
D-9	CTH H	SPEED LIMIT 35	111+34	LT	1	1	
D-10	CTH H	JCT	112+00	RT	1	1	
D-11	CTH H	11	112+00	RT	--		
D-12	CTH H	SOUTH	113+36	LT	1	1	
D-13	CTH H	COUNTY H	113+36	LT	--		
D-14	CTH H	NO PARKING ANYTIME	113+78	LT	1	1	
D-15	CTH H	COUNTY H	114+99	RT	1	1	
D-16	CTH H	-	114+99	RT	--		
D-17	CTH H	11	115+03	RT	1	1	
D-18	CTH H	-	115+03	RT	--		
E-1	ENTERPRISE WAY	STOP	133+27	LT	1	1	
E-2	ENTERPRISE DR	STOP	134+01	RT	1	1	
E-3	CTH H	NO PARKING ANYTIME	135+67	RT	1	1	
E-4	CTH H	NO PARKING ANYTIME	135+66	LT	1	1	
E-5	CTH H	SPEED LIMIT 35	137+45	RT	1	1	
E-6	CTH H	SPEED LIMIT 35	137+48	LT	1	1	
E-7	CTH H	NO PARKING ANYTIME	140+25	RT	1	1	
E-8	CTH H	NO PARKING ANYTIME	140+25	LT	1	1	
E-9	CTH H	-	141+62	RT	1	1	
E-10	CTH H	-	142+05	RT	1	1	
E-11	CTH H	-	144+73	LT	1	1	
E-12	CTH H	-	144+80	LT	1	1	
E-13	CTH H	-	145+50	LT	1	1	
E-14	CTH H	SPEED LIMIT 35	146+38	LT	1	1	
E-15	CTH H	-	147+44	LT	1	1	
E-16	WEST RD	STOP	147+81	LT	1		1
E-17	WEST RD	DIVIDED HIGHWAY	147+81	LT	--		
E-18	CTH H	NORTH	149+11	RT	1	1	
E-19	CTH H	COUNTY H	149+11	RT	--		
E-20	CTH H	-	148+55	LT	1	1	
E-21	CTH H	NO PARKING ANYTIME	149+28	RT	1		
E-22	CTH H	WRONG WAY	149+46	LT	1	1	
E-23	CTH H	WRONG WAY	149+49	LT	1	1	
E-24	CTH H	-	150+15	RT	1	1	
E-25	CTH H	300 FT	150+15	RT	--		
E-26	CTH H	-	150+74	LT	1	1	

CATEGORY 0010 UNLESS OTHERWISE NOTED

REMOVING SIGNS TYPE II - CONTINUED

REMOVAL NO.	LOCATION	MESSAGE	STATION	OFFSET	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH
E-27	CTH H	NO PARKING ANYTIME	151+13	LT	1		
E-28	VENICE AVE	STOP	151+56	RT	1	1	
E-29	VENICE AVE	DIVIDED HIGHWAY	151+56	RT	--		
E-30	CTH H	-	151+83	RT	1	2	
E-31	CTH H	-	152+14	RT	1	1	
E-32	CTH H	-	152+14	RT	--	1	
E-33	CTH H	NO MOTOR VEHICLES	152+23	RT	1	1	
E-34	CTH H	SPEED LIMIT 35	152+70	RT	1	1	
E-35	CTH H	-	153+06	LT	1	1	
E-36	CTH H	AHEAD	153+06	LT	--		
E-37	CTH H	-	154+45	LT	1	1	
E-38	CTH H	-	154+52	RT	1	1	
E-39	CTH H	-	155+40	LT	1	1	
E-40	CTH H	-	155+59	LT	1	1	
E-41	CTH H	300 FT	155+59	LT	--		
F-1	CTH H	-	158+00	LT	1	1	
F-2	CTH H	NO PARKING ANYTIME	159+37	LT	1		
F-3	CTH H	SPEED LIMIT 35	161+21	RT	1	1	
F-4	CTH H	SPEED LIMIT 35	161+35	LT	1	1	
F-5	CTH H	NO MOTOR VEHICLES	162+98	RT	1	1	
F-6	CTH H	NO MOTOR VEHICLES	163+98	RT	1	1	
F-7	CTH H	NO PARKING ANYTIME	164+94	RT	1		
F-8	CTH H	NO PARKING ANYTIME	166+68	LT	1		
F-9	CTH H	SPEED LIMIT 35	169+48	LT	1	1	
F-10	CTH H	NO MOTOR VEHICLES	170+32	RT	1	1	
F-11	CTH H	NO MOTOR VEHICLES	171+34	RT	1	1	
F-12	CTH H	NO PARKING ANYTIME	172+32	RT	1		
F-13	CTH H	SPEED LIMIT 35	172+53	RT	1	1	
F-14	CTH H	NO PARKING ANYTIME	173+71	LT	1		
F-15	CTH H	NO PARKING ANYTIME	179+02	RT	1		
F-16	CTH H	SPEED LIMIT 35	180+21	LT	1	1	
F-17	CTH H	NO PARKING ANYTIME	180+75	LT	1		
F-18	CTH H	NO MOTOR VEHICLES	181+23	RT	1	1	
F-19	CTH H	NO MOTOR VEHICLES	182+27	RT	1	1	
F-20	CTH H	SPEED LIMIT 35	183+65	RT	1	1	
F-21	CTH H	NO PARKING ANYTIME	185+94	LT	1		
F-22	AMERIGO AVE	STOP	186+48	LT	1		1
F-23	CTH H	NO PARKING ANYTIME	187+33	RT	1		
F-24	SCIENCE DR	STOP	171+29	RT	1		1
F-25	STELLAR AVE	STOP	182+01	RT	1		1

CATEGORY 0010 UNLESS OTHERWISE NOTED

REMOVING SIGNS TYPE II - CONTINUED

REMOVAL NO.	LOCATION	MESSAGE	STATION	OFFSET	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH
G-1	CTH H	RIGHT LANE MUST TURN RIGHT	188+31	RT	1	1	
G-2	CTH H	-	190+30	RT	1	1	
G-3	CTH H	SPEED LIMIT 35	190+26	LT	1	1	
G-4	CTH H	-	191+28	RT	1	1	
G-5	CTH H	-	192+18	RT	1	1	
G-6	EXPLORATION CT	STOP	192+09	RT	1		1
G-7	CTH H	JCT	192+47	RT	1	1	
G-8	CTH H	20	192+47	RT	--		
G-9	CTH H	NO PARKING ANYTIME	192+75	RT	1		
G-10	CTH H	BEGIN LEFT TURN LANE	193+58	RT	1	1	
G-11	CTH H	BEGIN LEFT TURN LANE	193+69	RT	1	1	
G-12	CTH H	-	194+15	RT	1	1	
G-13	CTH H	NO PARKING ANYTIME	194+10	LT	1		
G-14	CTH H	LEFT LANE MUST TURN LEFT	195+27	RT	1	1	
G-15	CTH H	COUNTY H	195+40	RT	1	1	
G-16	CTH H	-	195+40	RT	--		
G-17	CTH H	-	196+29	RT	1	1	
G-18	CTH H	-	196+23	RT	1	1	
G-19	CTH H	20	197+11	RT	1	1	
G-20	CTH H	-	197+11	RT	--		
G-21	CTH H	COUNTY H	197+11	RT	--		
G-22	CTH H	-	197+11	RT	--		
G-23	CTH H	20	197+17	RT	1	1	
G-24	CTH H	-	197+17	RT	--		
H-1	STH 11 & IH-41 E. FRONTAGE RD	-	-	-	1	1	
H-2	STH 11 & IH-41 E. FRONTAGE RD	STOP	-	-	1	1	
H-3	STH 11 & IH-41 E. FRONTAGE RD	STOP	-	-	1	1	
H-4	STH 11 & IH-41 E. FRONTAGE RD	STOP AHEAD	-	-	1	1	
				PROJECT TOTALS	128	112	5

CATEGORY 0010 UNLESS OTHERWISE NOTED

FIELD OFFICE TYPE B

LOCATION	642.5001 EACH
PROJECT 2818-00-73	1
PROJECT TOTAL	1

TEMOPRARY PORTABLE RUMBLE STRIPS

LOCATION	643.0310.S LS
STAGE 3 & 4	1
PROJECT TOTAL	1

TRAFFIC CONTROL

LOCATION	643.5000 EACH
PROJECT 2818-00-73	0.6
PROJECT TOTAL	0.6

TRAFFIC CONTROL

LOCATION	643.0300 TRAFFIC CONTROL DRUMS EACH	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0410 TRAFFIC CONTROL BARRICADES TYPE II EACH	643.0410 TRAFFIC CONTROL BARRICADES TYPE II DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C EACH	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	643.0900 TRAFFIC CONTROL SIGNS EACH	643.0900 TRAFFIC CONTROL SIGNS DAY	643.1070 TRAFFIC CONTROL CONES 42-INCH EACH	643.1070 TRAFFIC CONTROL CONES 42-INCH DAY	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH (WHITE) LF	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW) LF
STAGE 1 & 2	3	3	0	0	1	1	2	2	0	0	70	1,194	4	4	300	8,150
STAGE 3 & 4	92	1,214	12	36	17	83	34	166	30	690	63	1,103	48	48	5,600	9,600
PROJECT TOTALS	95	1,217	12	36	18	84	36	168	30	690	133	2,297	52	52	5,900	17,750
															23,650	

TEMPORARY PEDESTRIAN ACCOMMODATIONS

STREET	LOCATION	644.1430.S TEMPORARY PEDESTRAIN SURFACE PLATE SF	644.1601.S TEMPORARY CURB RAMP EACH	644.1616.S TEMPORARY PEDESTRAIN SAFETY FENCE LF
CTH H	UNDISTRIBUTED	80	12	150
PROJECT TOTAL		80	12	150

MARKING

STREET	LOCATION	646.5020 MARKING ARROW EPOXY EACH	646.5120 MARKING WORD EPOXY EACH
CTH H	8+26 - 116+00	8	4
CTH H	116+00 - 197+47	14	9
PROJECT TOTAL		22	13

MARKING

STREET	LOCATION	646.1020 LINE EPOXY 4-INCH WHITE LF	646.1020 LINE EPOXY 4-INCH YELLOW LF	646.3020 LINE EPOXY 8-INCH LF	646.4520 LINE SAME DAY EPOXY 4-INCH LF	646.6120 STOP LINE EPOXY 18-INCH LF	646.7120 DIAGONAL EPOXY 12-INCH YELLOW LF	646.7120 DIAGONAL EPOXY 12-INCH WHITE LF	646.7420 CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.8020 CORRUGATED MEDIAN EPOXY SF	646.8120 CURB EPOXY LF	646.8220 ISLAND NOSE EPOXY EACH
CTH H	8+26 - 116+00	20724	--	939	8143	183	--	--	--	--	--	--
CTH H	116+00 - 197+47	3730	1548	2376	9601	122	133	291	363	3290	100	10
STH 11 & IH-41 EAST FRONTAGE RD		--	--	--	--	100	--	--	--	--	--	--
PROJECT TOTAL		26,002		3,315	17,744	405	424		363	3,290	100	10

CATEGORY 0010 UNLESS OTHERWISE NOTED

CONDUIT LOOP DETECTOR
LOOP DETECTOR LEAD IN CABLE
LOOP DETECTOR WIRE

LOCATION	652.0800 CONDUIT LOOP DETECTOR L.F.	655.0700 LOOP DETECTOR LEAD IN CABLE L.F.	655.0800 LOOP DETECTOR WIRE L.F.
UNDISTRIBUTED	850	3,450	4,000
TOTALS	850	3,450	4,000

CONSTRUCTION STAKING

ITEM	QUANTITY	UNIT	DESCRIPTION
650.5500	3,045	LF	CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER
650.6000	2	EACH	CONSTRUCTION STAKING PIPE CULVERTS
650.8000	17,184	LF	CONSTRUCTION STAKING RESURFACING REFERENCE
650.9000	12	EACH	CONSTRUCTION STAKING CURB RAMPS
650.9910	1	LS	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT 2818-00-73)
650.9920	200	LF	CONSTRUCTION STAKING SLOPE STAKES

3

SAWING

STREET	STATION		TO STATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
CTH H	8+26	-	116+00	878	0
CTH H	116+00	-	197+47	1,152	575
			PROJECT TOTAL	2,030	575

CATEGORY 0010 UNLESS OTHERWISE NOTED

3

3

TEMPORARY TRAFFIC SIGNALS
CTH H & CTH KR

LOCATION	661.0200.01 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS LS	SPV.0105.01 TEMPORARY EVP SYSTEM LS	SPV.0105.11 TEMPORARY RADAR/MICROWAVE VEHICLE DETECTION SYSTEM LS
CTH H & CTH KR	1	1	1
TOTAL	1	1	1

CTH H & BRAUN ROAD

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

3

3

TEMPORARY TRAFFIC SIGNALS
CTH H & BRAUN ROAD

LOCATION	661.0200.02 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS LS	SPV.0105.02 TEMPORARY EVP SYSTEM LS	SPV.0105.12 TEMPORARY RADAR/MICROWAVE VEHICLE DETECTION SYSTEM LS
CTH H & BRAUN ROAD	1	1	1
TOTAL	1	1	1

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3

3

TEMPORARY TRAFFIC SIGNALS
IH 41 EAST FRONTAGE ROAD & STH 11

LOCATION	661.0200.03 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS LS	SPV.0105.03 TEMPORARY EVP SYSTEM LS	SPV.0105.13 TEMPORARY RADAR/MICROWAVE VEHICLE DETECTION SYSTEM LS
IH 41 EAST FRONTAGE ROAD & STH 11	1	1	1
TOTAL	1	1	1

3

SUMMARY OF STATE FURNISHED MATERIALS - FOR INFORMATION ONLY

QUANTITY	UNIT	DESCRIPTION
4	EACH	EVP DETECTOR HEAD

PULL BOXES

PULL BOX NO.	STATION	LOCATION	653.0900 ADJUSTING PULL BOXES EACH
PB10	EXIST.	EXIST.	1
PB11	EXIST.	EXIST.	1
PB12	EXIST.	EXIST.	1
PB13	EXIST.	EXIST.	1
PB14	EXIST.	EXIST.	1
PB15	EXIST.	EXIST.	1
		TOTAL	6

***FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

TRAFFIC SIGNAL EVP DETECTOR CABLE

FROM	TO	655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE LF
CB1	SB2 (HEAD D)	321
CB1	SB4 (HEAD B)	570
CB1	SB6 (HEAD C)	265
CB1	SB8 (HEAD A)	126
	TOTALS	1282

WISCONSIN JASON R. MATSON 37111 WAUKESHA WI PROFESSIONAL ENGINEER 01/16/2018

TRANSPORT AND INSTALL STATE FURNISHED EMERGENCY VEHICLE PREEMPTION (EVP) DETECTOR HEADS
STH 11 & CTH H

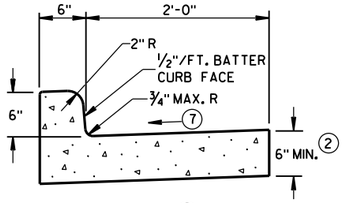
LOCATION	SPV.0105.51 TRANSPORT AND INSTALL STATE FURNISHED EMERGENCY VEHICLE PREEMPTION (EVP) DETECTOR HEADS LS
STH 11 & CTH H	1
TOTAL	1

PAGE 1 OF 1

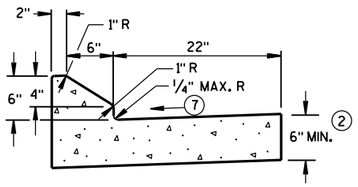
Standard Detail Drawing List

08D01-20A	CONCRETE CURB & GUTTER
08D01-20B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-19A	CURB RAMPS TYPES 1 AND 1-A
08D05-19B	CURB RAMPS TYPES 2 AND 3
08D05-19C	CURB RAMPS TYPES 4A AND 4A1
08D05-19D	CURB RAMPS TYPE 4B AND 4B1
08D05-19E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-19F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-19G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D22-01	DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09A01-13A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
09F15-04A	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)
09F15-04B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
09G01-04A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04B	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04C	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04D	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04G	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
11B01-05	CONCRETE CORRUGATED MEDIAN
11B02-02	CONCRETE MEDIAN NOSE
13A08-01	ASPHALTIC RUMBLE STRIPS AT INTERSECTION
14B42-05A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-05B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-05C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-05D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-03A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-03B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-03C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B47-02A	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-02B	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-02C	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C05-04	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-14A	PAVEMENT MARKING SYMBOLS
15C07-14B	PAVEMENT MARKING WORDS
15C07-14C	PAVEMENT MARKING ARROWS
15C08-18A	LONGITUDINAL MARKING (MAINLINE)
15C08-18B	PAVEMENT MARKING (TURN LANES)
15C11-07B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-06	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-04	MEDIAN ISLAND MARKING
15C19-05A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C19-05B	MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY
15C19-05C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C21-08	SIGNING AND MARKING FOR TWO LANE TO FOUR LANE DIVIDED TRANSITIONS
15C33-03	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-02A	PAVEMENT MARKING (INTERSECTIONS)
15D20-04	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D21-05	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D29-05	TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD
15D30-03A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-03B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-03C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS
15D39-01	TRAFFIC CONTROL, DROP-OFF SIGNING
16A01-06	LANDMARK REFERENCE MONUMENTS AND COVERS

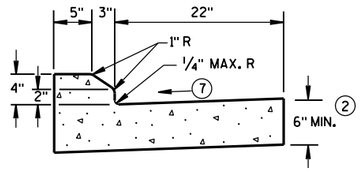
6



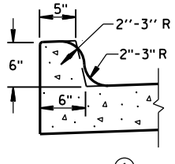
TYPES A (1) & D



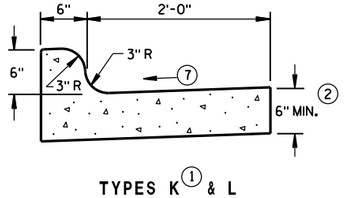
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

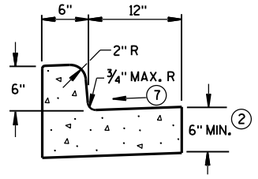


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



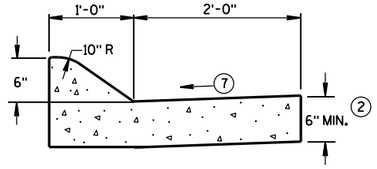
TYPES K (1) & L

CONCRETE CURB & GUTTER 30"

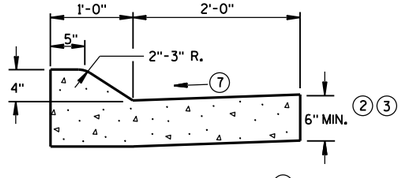


TYPES A (1) & D

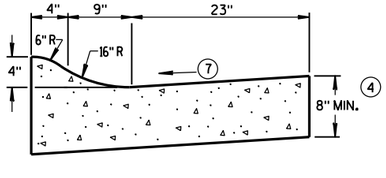
CONCRETE CURB & GUTTER 18"



6" SLOPED CURB TYPES A (1) & D

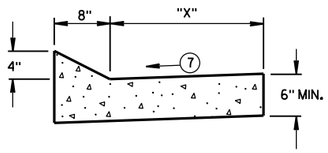


4" SLOPED CURB TYPES A (1) & D



4" SLOPED CURB TYPES R (1) & T (5)

CONCRETE CURB & GUTTER 36"



TYPES TBT & TBTT (1)

CONCRETE CURB & GUTTER

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

(5) THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

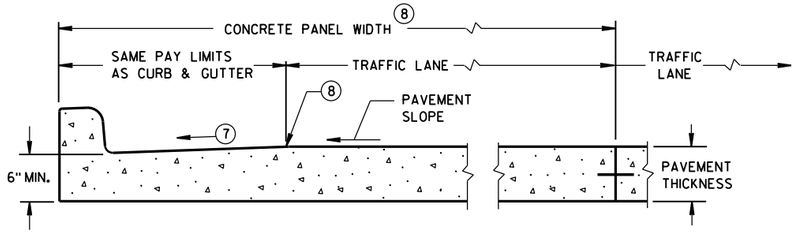
(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

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

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

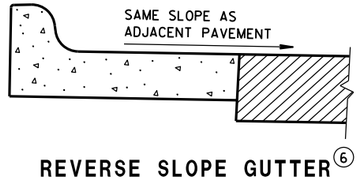
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB & GUTTER

* BIKE LANE IS NOT SHOWN.



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

CONCRETE CURB & GUTTER

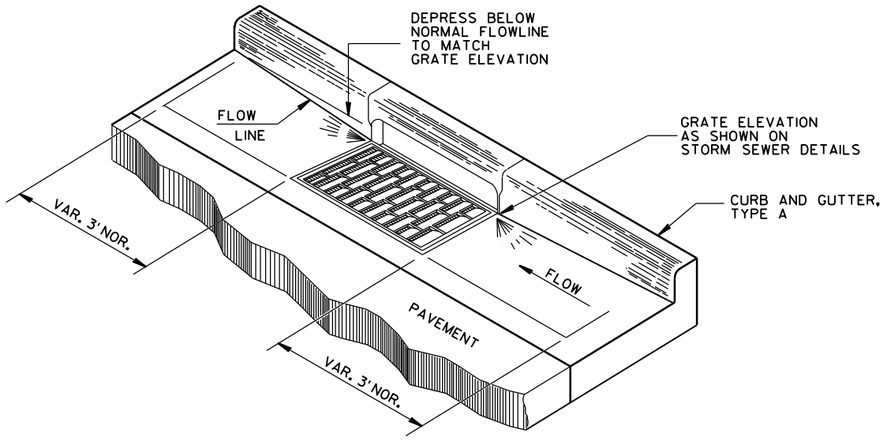
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO...

6

S.D.D. 8 D 1-20a

6

S.D.D. 8 D 1-20a



DETAIL OF CURB AND GUTTER AT INLETS

(TYPE H INLET COVER SHOWN)

GENERAL NOTES

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

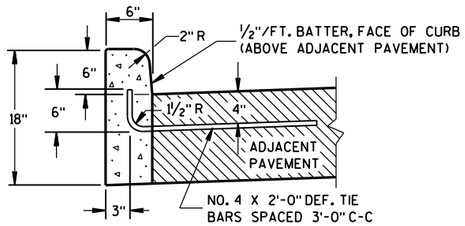
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

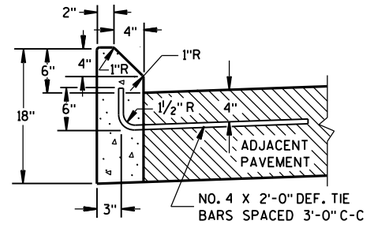
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

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

(9) REFER TO SDD 8D18 AND SDD 8D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.

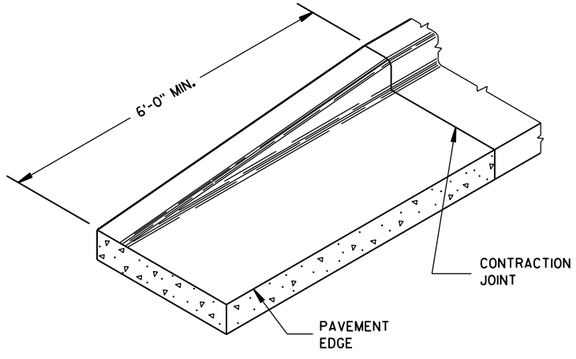


TYPES A(1) & D

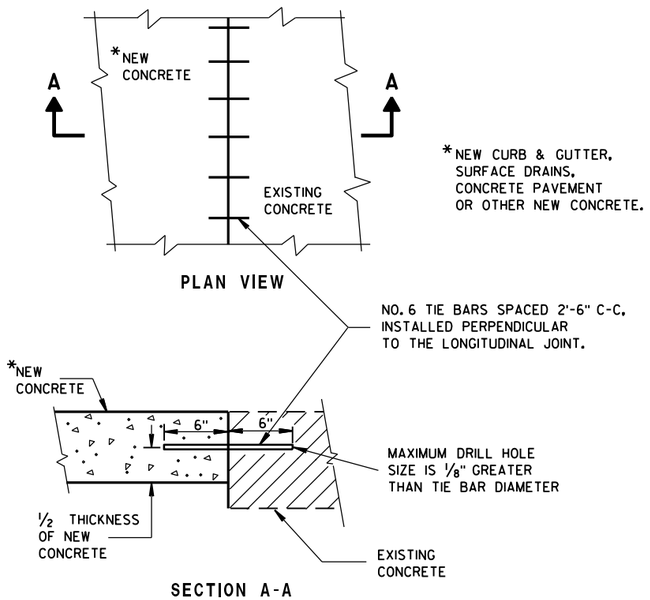


TYPES G(1) & J

CONCRETE CURB



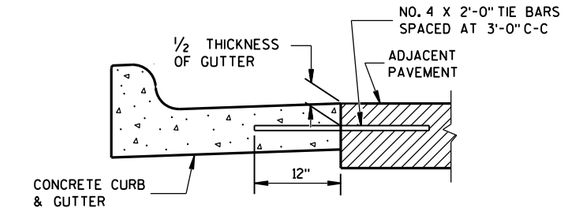
END SECTION CURB & GUTTER



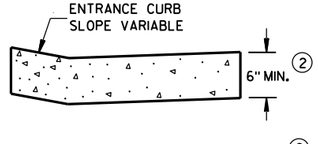
PLAN VIEW

SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (9)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

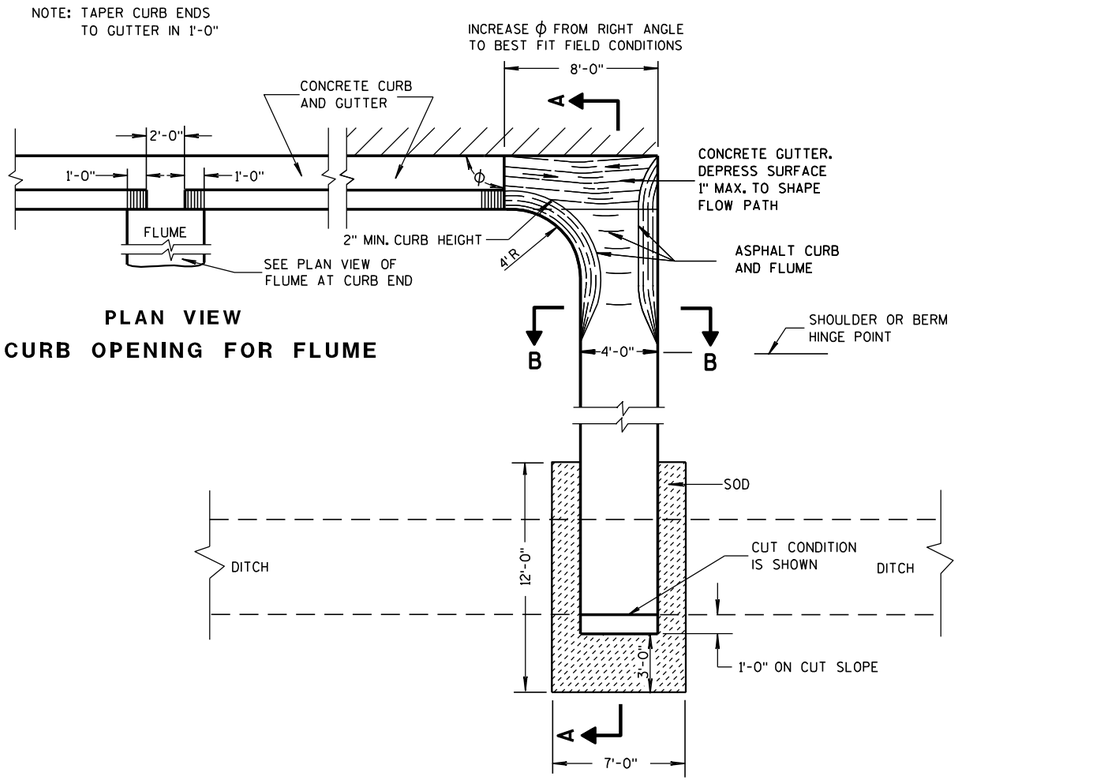
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2017 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS UNIT SUPERVISOR
124
ENT
FHWA

6

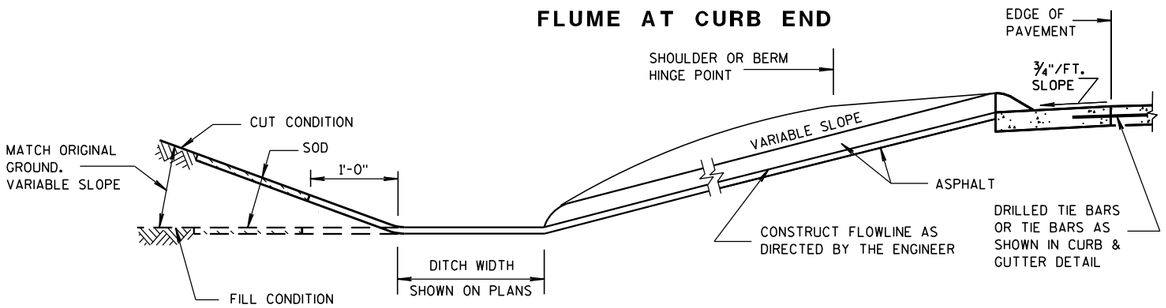
S.D.D. 8 D 1-20b

ASPHALTIC FLUME

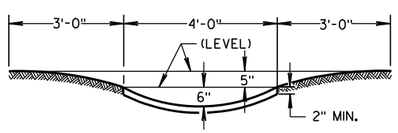


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

GENERAL NOTES

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

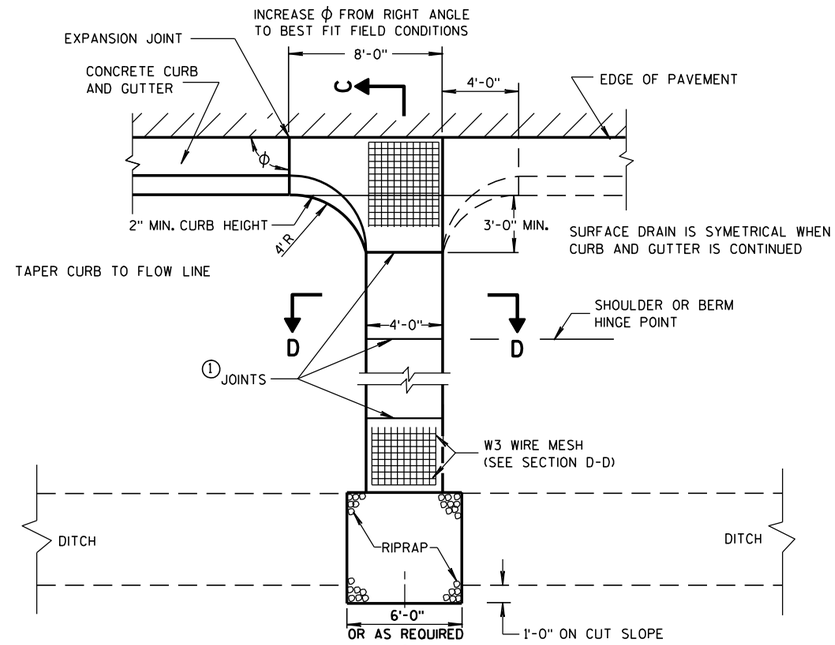
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE ⅛ TO ¼ INCH WIDE BY 1½ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

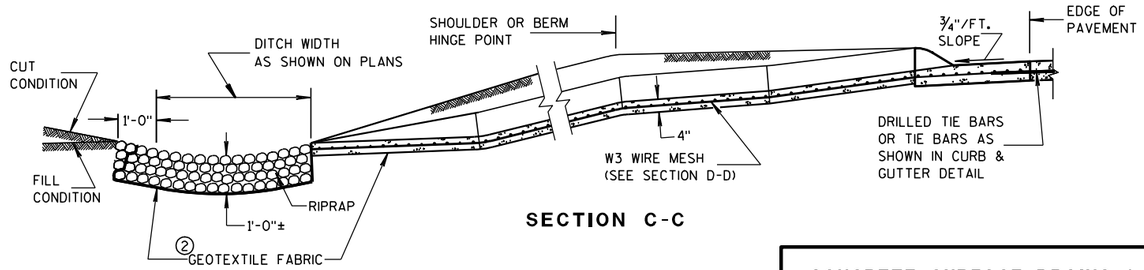
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

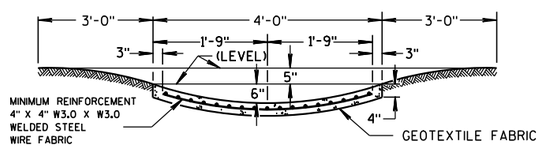
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

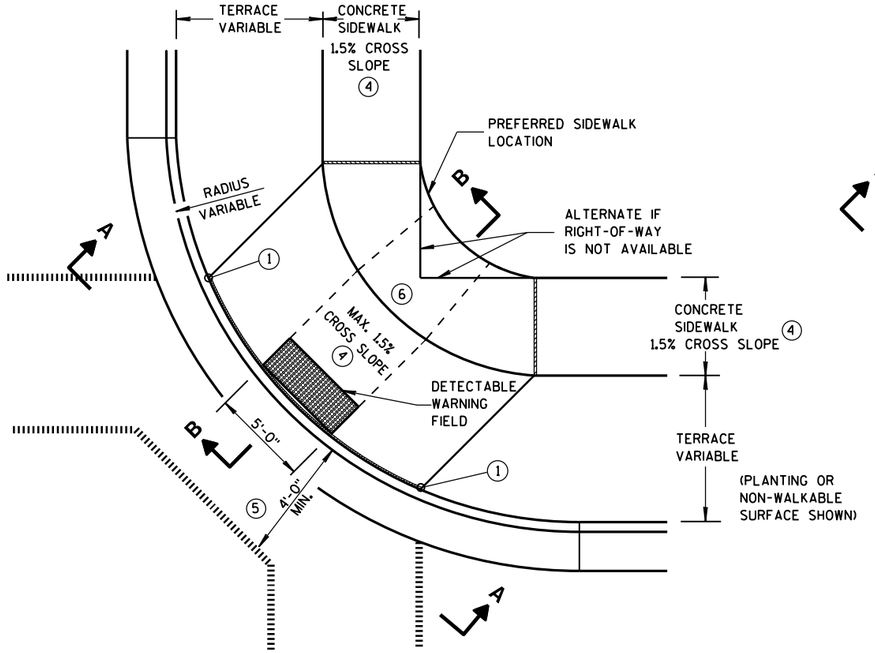
APPROVED
9-4-08 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
125
FHWA

6

S.D.D. 8 D 4-5

6

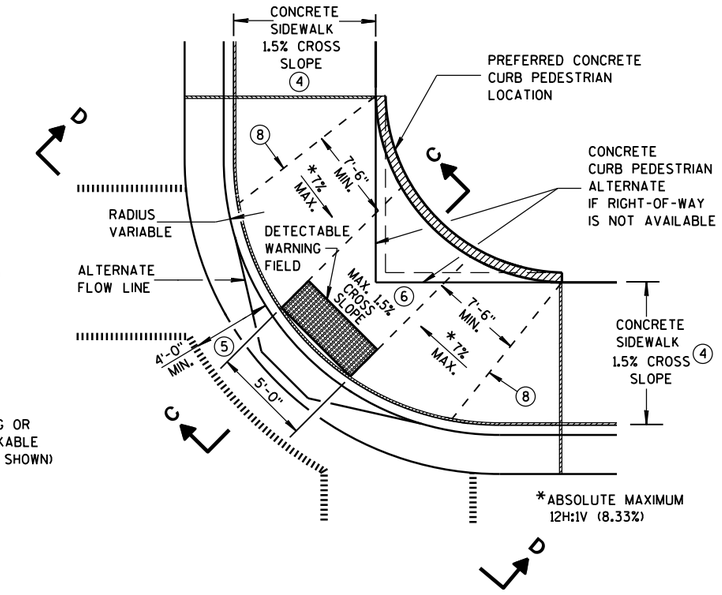
S.D.D. 8 D 4-5



PLAN VIEW

TYPE 1 RAMP

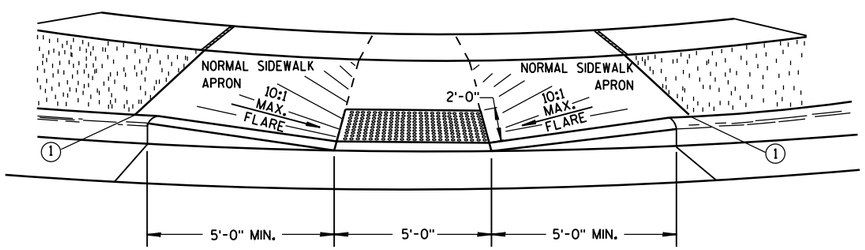
(CENTER OF CORNER RADIUS)



PLAN VIEW

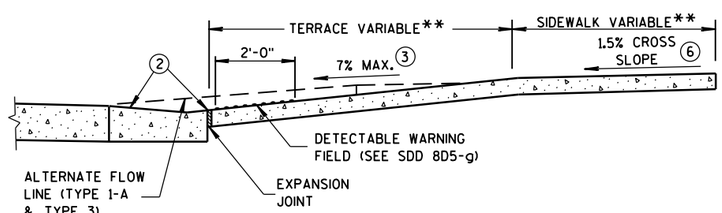
TYPE 1-A RAMP

(NO TERRACE)

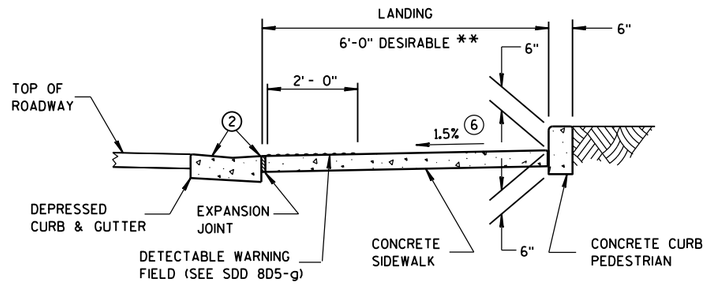


VIEW A-A

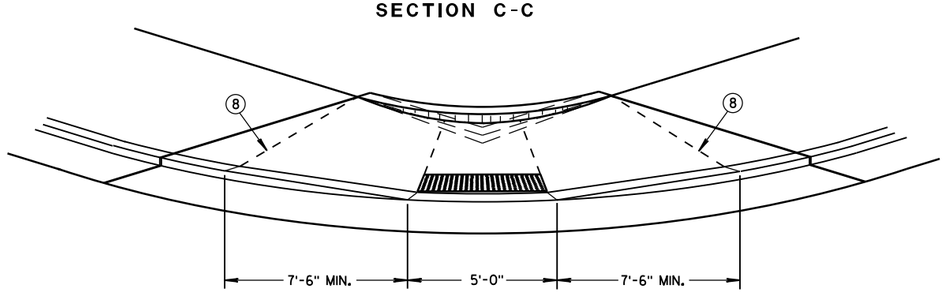
** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B



SECTION C-C



VIEW D-D

GENERAL NOTES

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

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

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

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

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

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

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

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

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

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

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

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

LEGEND

- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT

CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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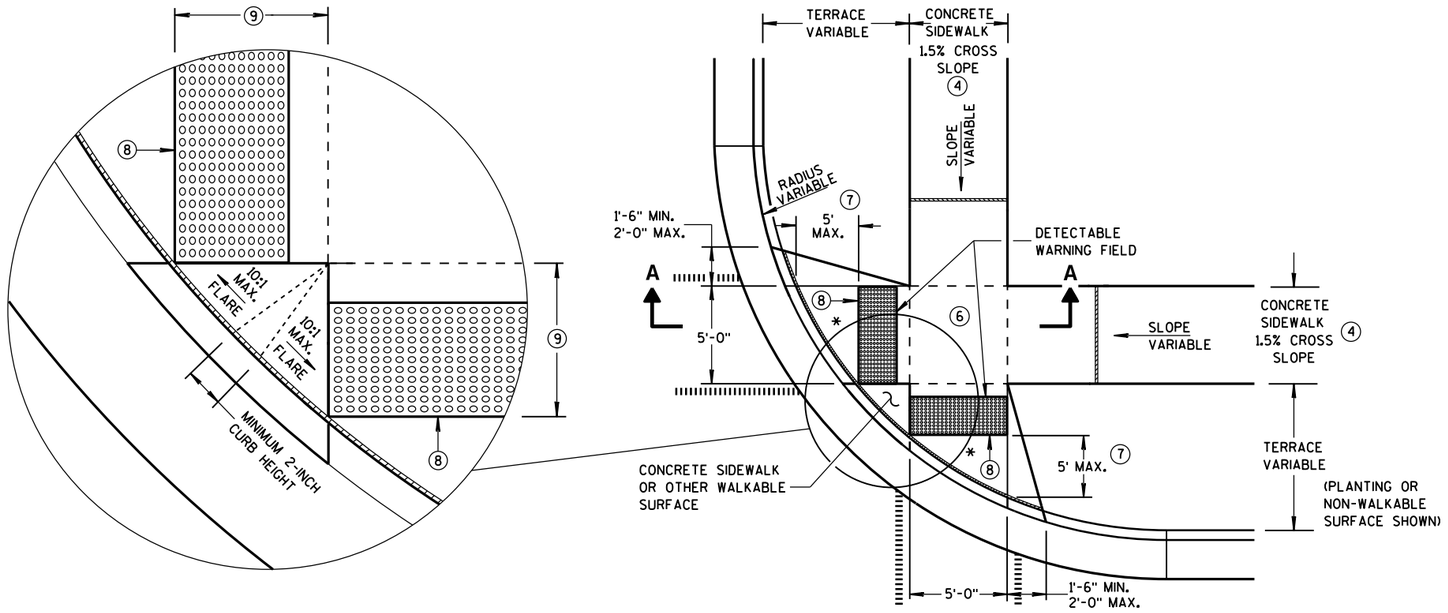
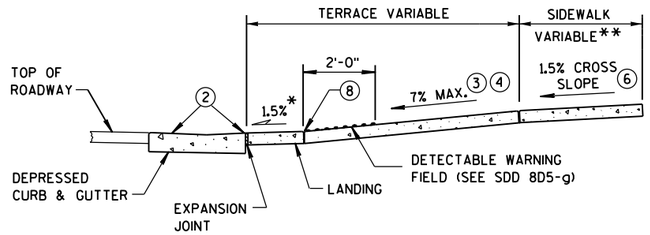


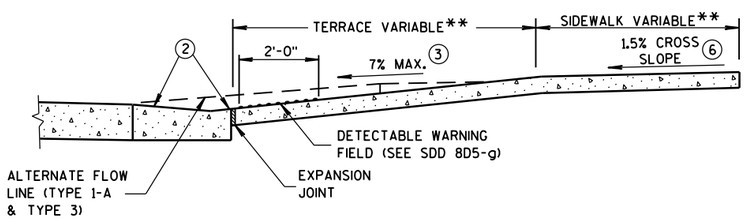
PLAN VIEW
TYPE 2 RAMP
(ON LINE WITH SIDEWALK)

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

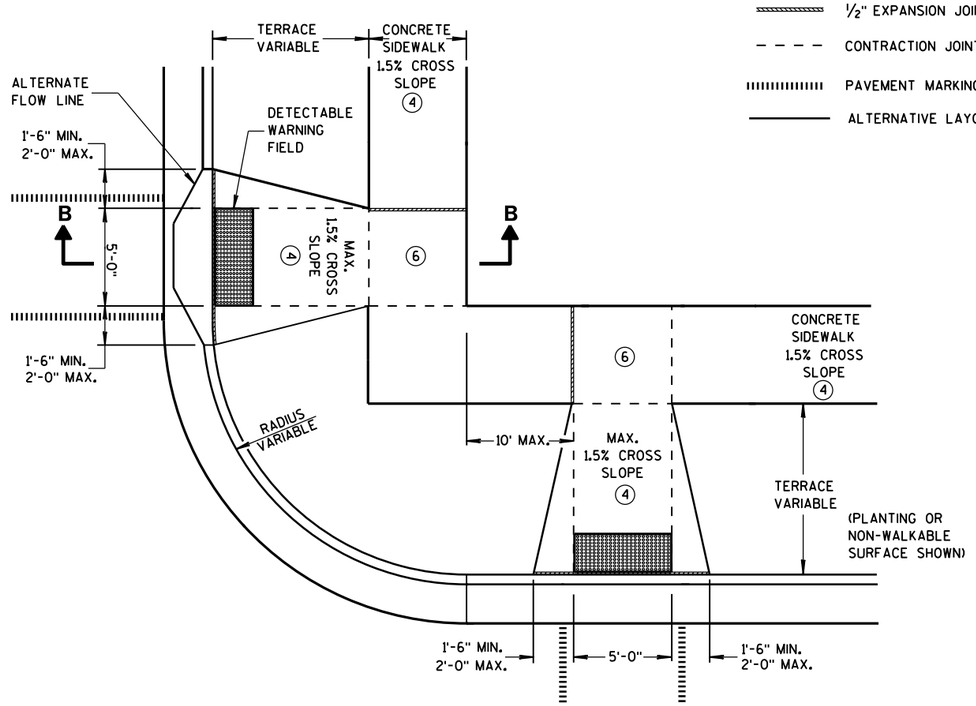


SECTION A-A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B



PLAN VIEW
TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

GENERAL NOTES

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) 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.

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

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

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

LEGEND

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

6

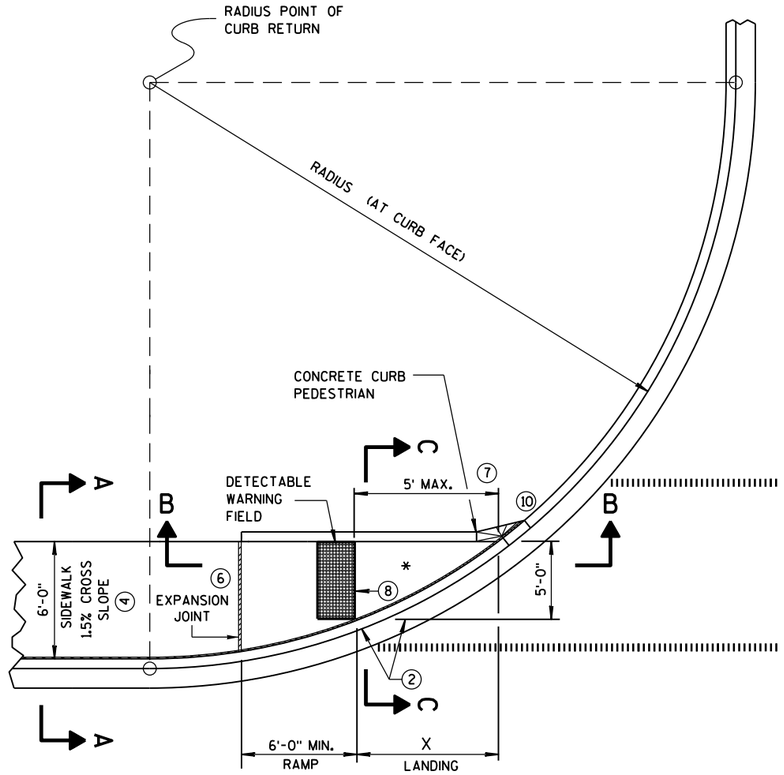
S.D.D. 8 D 5-19b

6

S.D.D. 8 D 5-19b

CURB RAMPS TYPES 2 AND 3

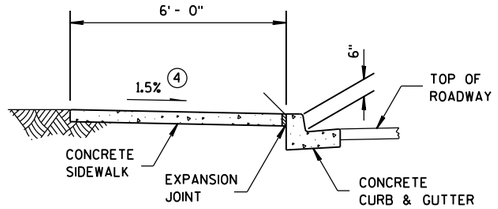
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO



CURB RAMP TYPE 4A
PLAN VIEW

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A-A FOR TYPE 4A

GENERAL NOTES

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

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

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

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

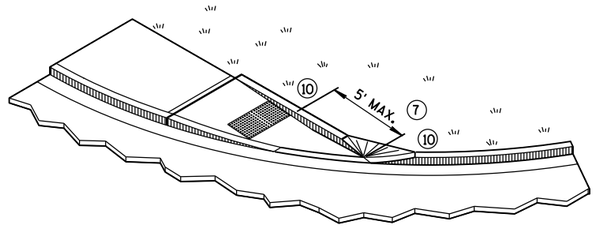
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

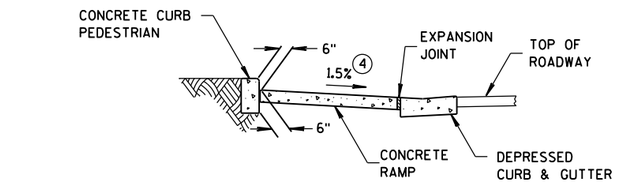
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

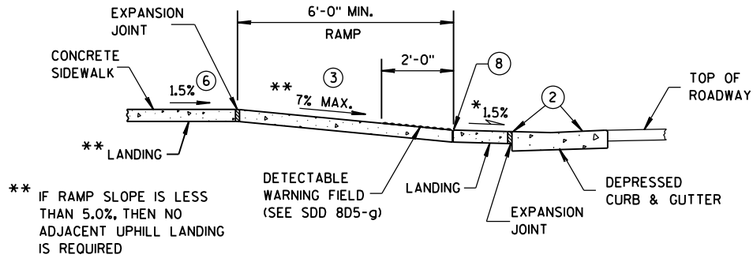
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



ISOMETRIC VIEW FOR TYPE 4A



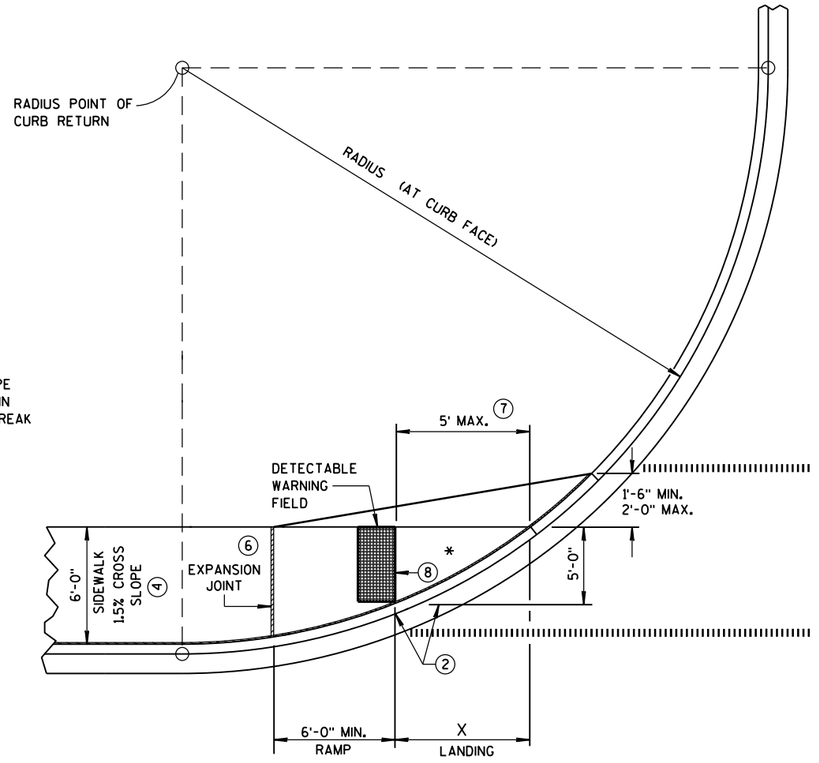
SECTION C-C FOR TYPE 4A



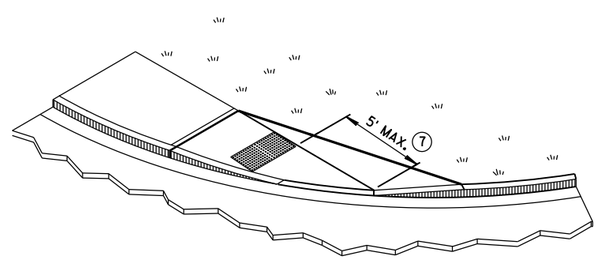
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

SECTION B-B FOR TYPE 4A

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



CURB RAMP TYPE 4A1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPES 4A AND 4A1

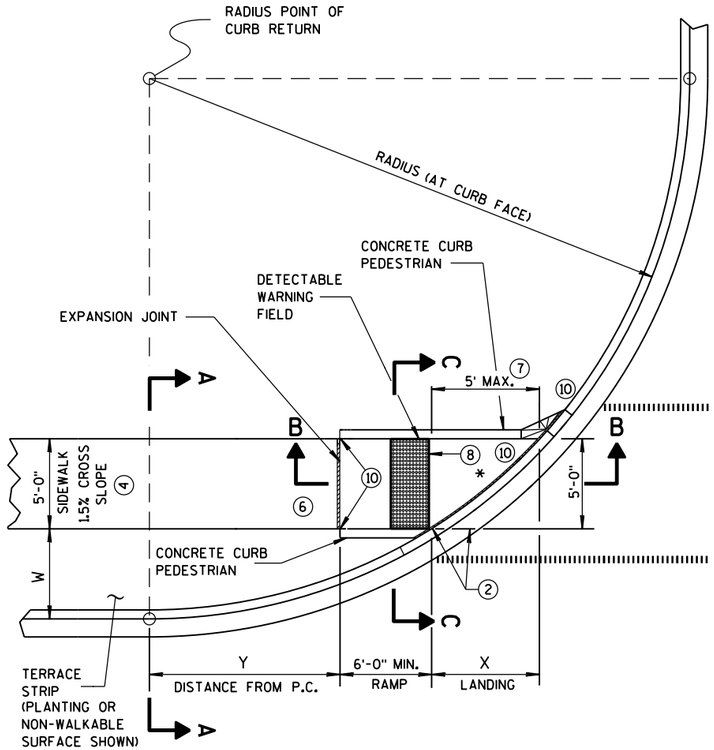
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

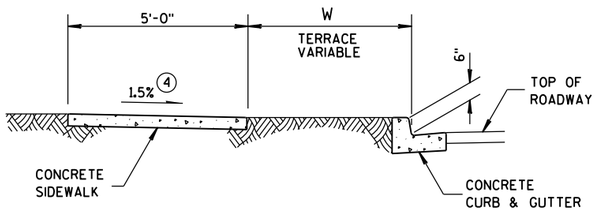
S.D.D. 8 D 5-19c

6

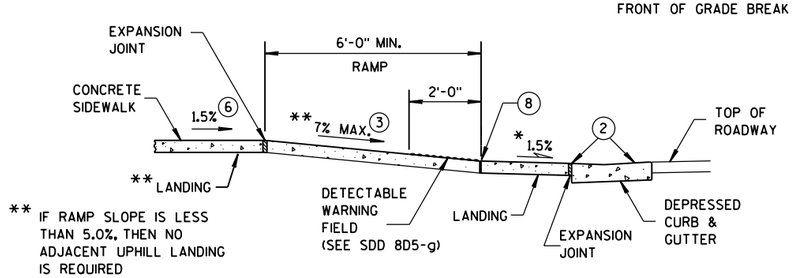
S.D.D. 8 D 5-19c



CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A FOR TYPE 4B



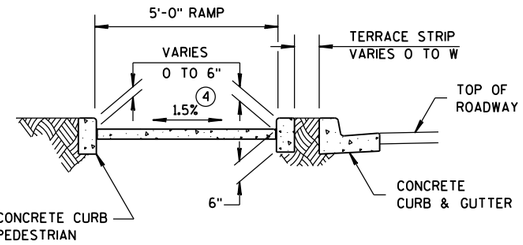
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

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

SECTION B-B FOR TYPE 4B

RADIUS (AT CURB FACE)	W = 3'-0"		W = 4'-0"		W = 5'-0"		W = 6'-0"		W = 7'-0"		W = 8'-0"		W = 9'-0"		W = 10'-0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2'-10¼"	0'-5"	2'-1"	1'-4½"	1'-5"	2'-1"	0'-10"	2'-7½"	0'-3¼"	3'-0¼"						
15 FEET	4'-6¾"	2'-1¾"	3'-9"	3'-5¼"	3'-1¼"	4'-6"	2'-6¾"	5'-4½"	2'-1"	6'-1"	1'-8"	6'-8½"	1'-3¼"	7'-2½"	0'-10¾"	7'-7¼"
20 FEET	5'-9¾"	3'-6½"	4'-11½"	5'-1¾"	4'-3¼"	6'-5½"	3'-8¾"	7'-7"	3'-3"	8'-6½"	2'-10"	9'-4½"	2'-5½"	10'-1¼"	2'-1¼"	10'-9"
30 FEET			6'-9¼"	7'-11¼"	6'-0¼"	9'-8"	5'-5"	11'-1¾"	4'-10¾"	12'-5¾"	4'-5½"	13'-7¾"	4'-0¾"	14'-8½"	3'-8½"	15'-8¼"
40 FEET									6'-1¾"	15'-8½"	5'-8"	17'-2"	5'-3"	18'-5¾"	4'-10¾"	19'-8¼"
50 FEET															5'-10¼"	23'-2"

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



SECTION C-C FOR TYPE 4B

GENERAL NOTES

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

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

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

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

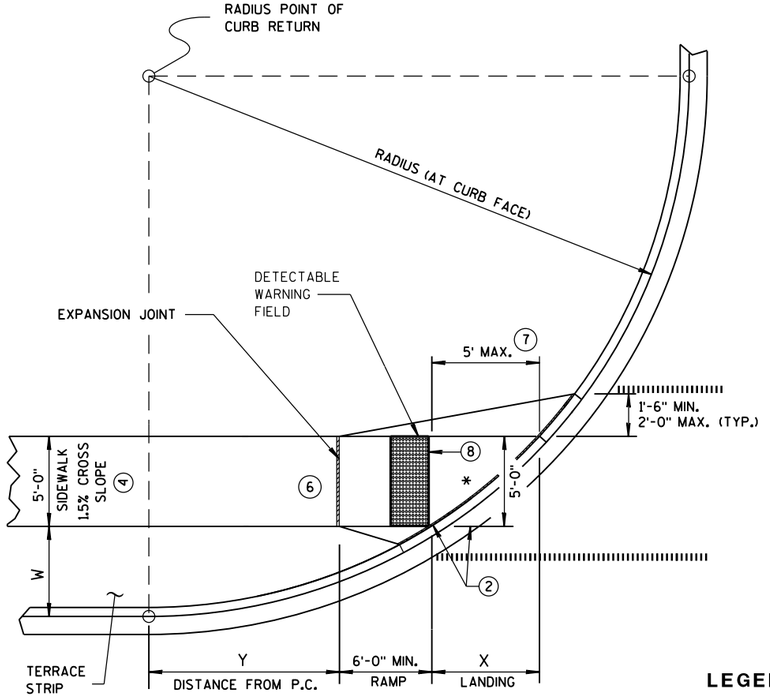
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

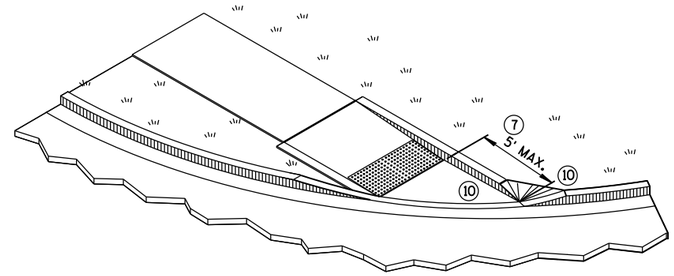
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

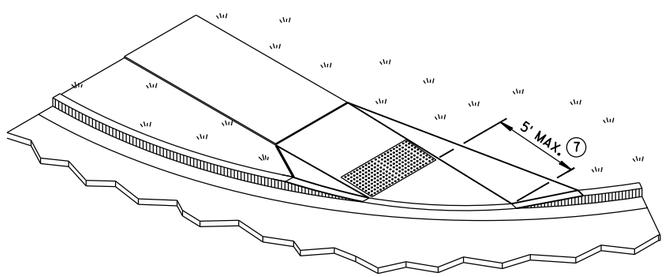
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



CURB RAMP TYPE 4B1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

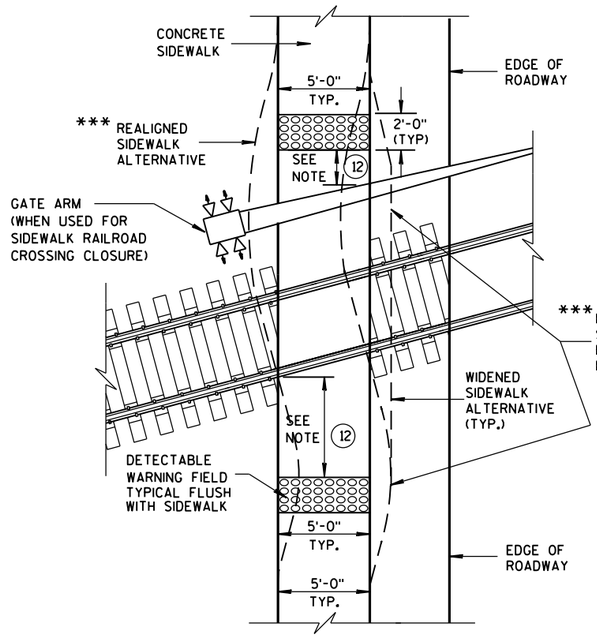
PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

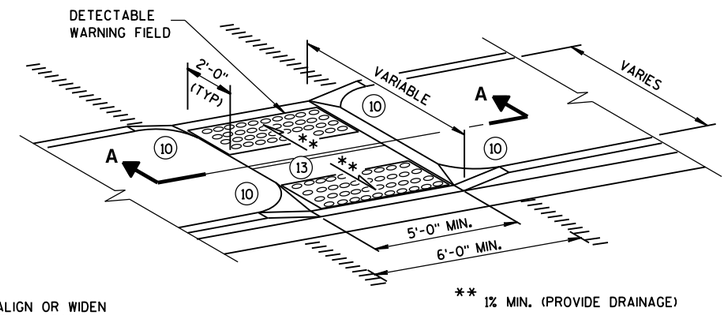
6

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



TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING

*** DETAILS TO BE DETERMINED BY DESIGNER



** 1% MIN. (PROVIDE DRAINAGE)

MEDIAN ISLAND
NON-ELEVATED PEDESTRIAN CROSSING
TYPE 5

GENERAL NOTES

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) 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.

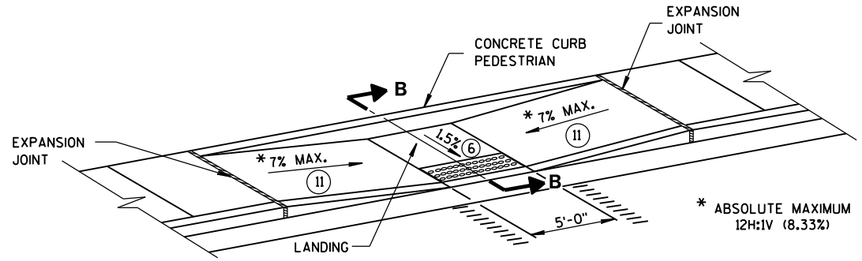
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

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

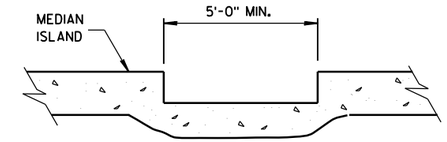
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

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

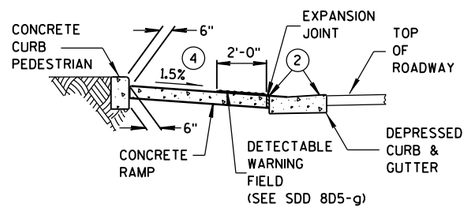
(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STREET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2-FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.



MID-BLOCK CROSSING
TYPE 7A

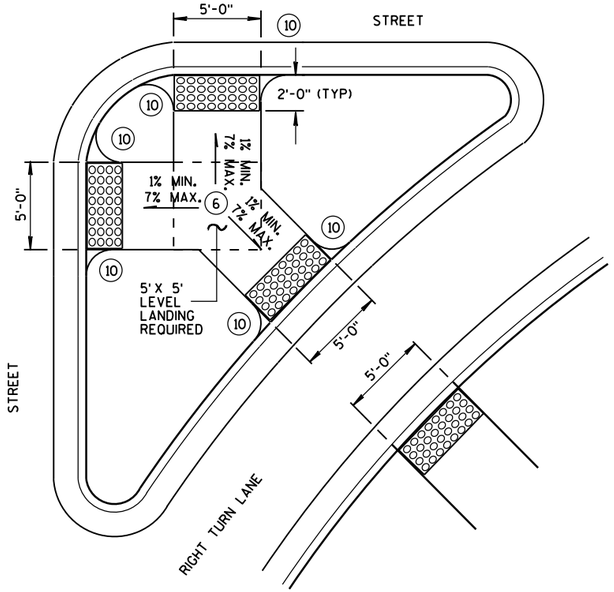


SECTION A-A

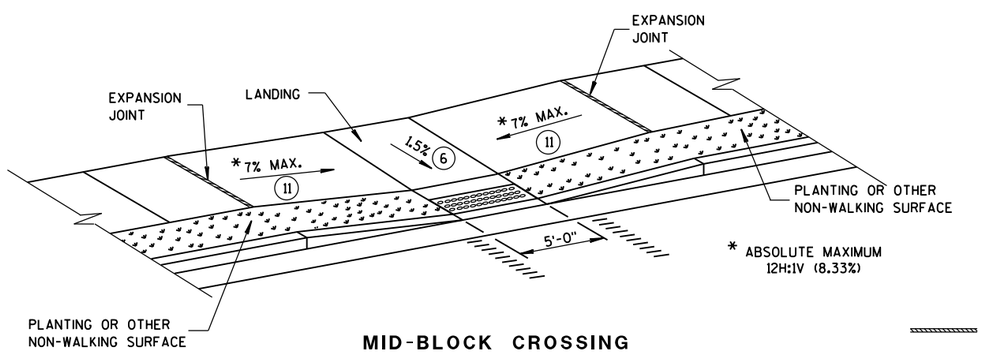


SECTION B-B

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



TYPE 6
DETECTABLE WARNING AT ISLANDS



MID-BLOCK CROSSING
TYPE 7B

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

LEGEND

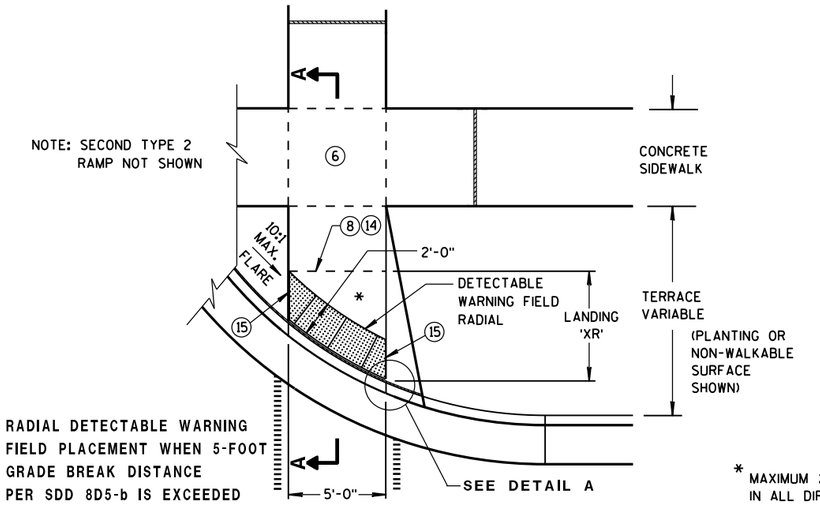
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

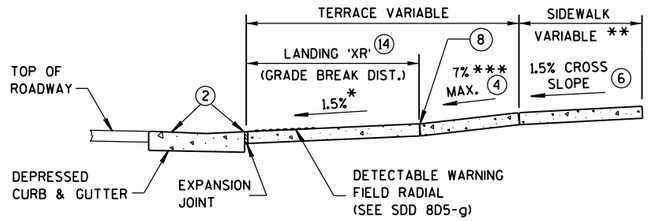
S.D.D. 8 D 5-19e
S.D.D. 8 D 5-19e



TYPE 2 RAMP
PLAN VIEW
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

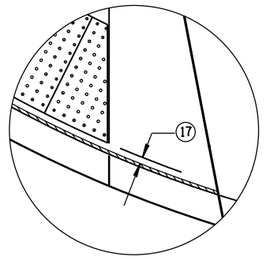
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK



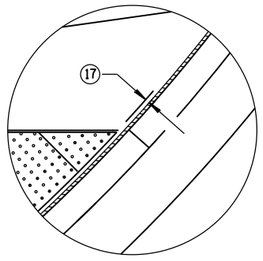
** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** ABSOLUTE MAXIMUM 12H:1V (8.33%)

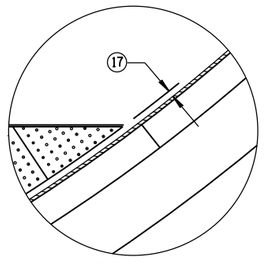
SECTION A-A



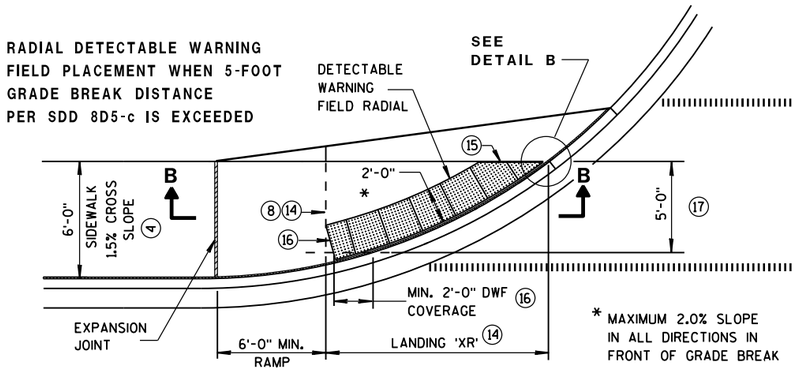
DETAIL A



DETAIL C

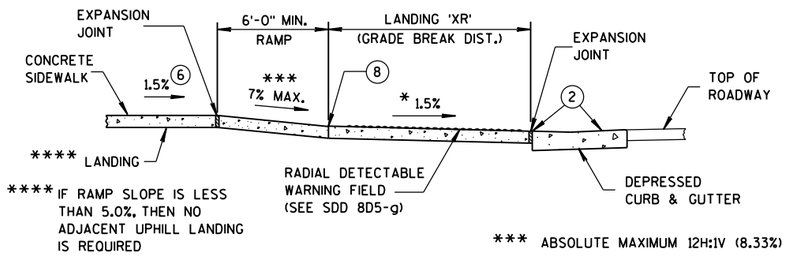


DETAIL B



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

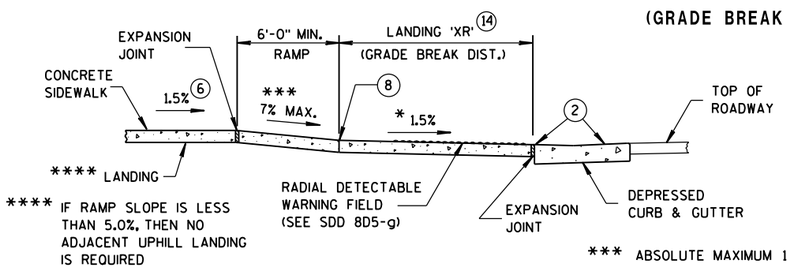
CURB RAMP TYPE 4A1
PLAN VIEW
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



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

*** ABSOLUTE MAXIMUM 12H:1V (8.33%)

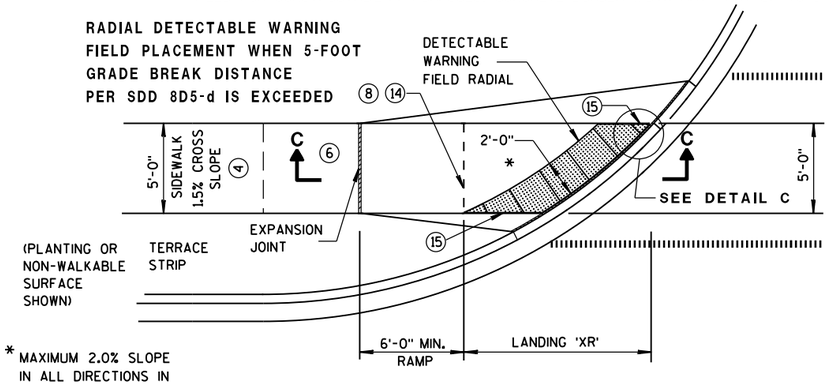
SECTION B-B FOR TYPE 4A1



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

*** ABSOLUTE MAXIMUM 12H:1V (8.33%)

SECTION C-C FOR TYPE 4B1



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

CURB RAMP TYPE 4B1
PLAN VIEW
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

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

(3) 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.

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

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

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

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

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

CURB RAMPS
RADIAL DETECTABLE WARNING FIELD APPLICATIONS

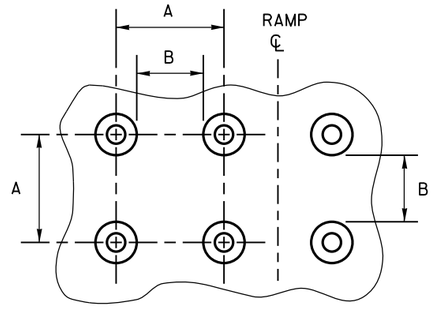
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

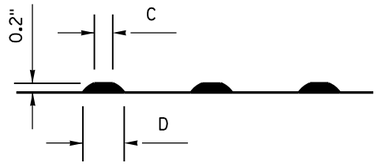
S.D.D. 8 D 5-19f

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

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



PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES

DETECTABLE WARNING PATTERN DETAIL

GENERAL NOTES

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

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

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

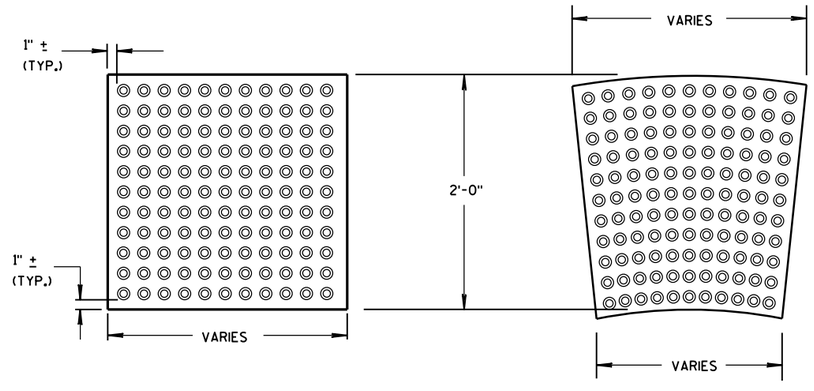
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

⑮ FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

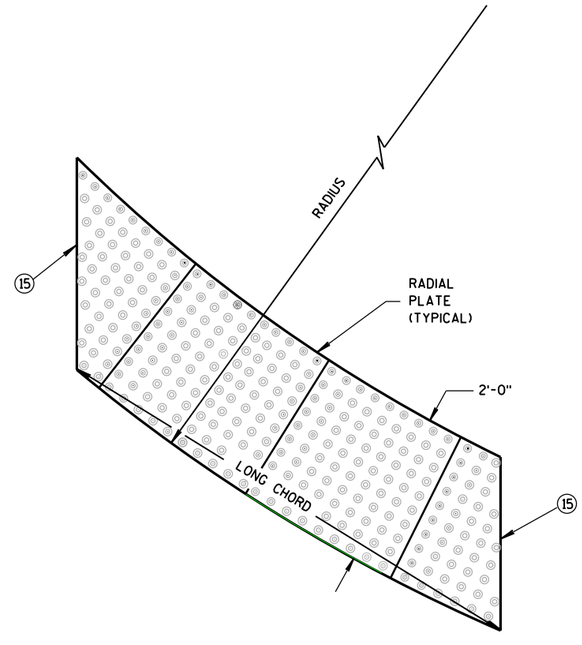


RECTANGULAR PLATES

RADIAL PLATES

DETECTABLE WARNING FIELDS (TYPICAL)

PLAN VIEW



RADIAL DETECTABLE WARNING FIELD ATTRIBUTES

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

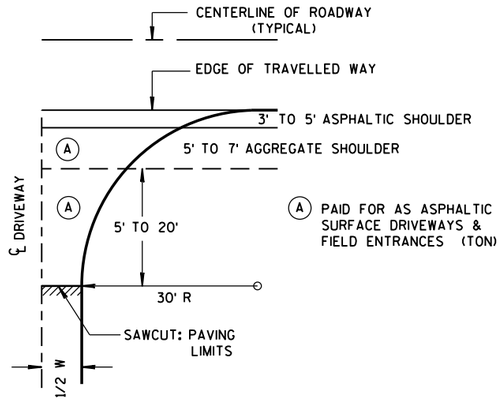
APPROVED
June, 2017 — DATE
FHWA
/S/ Rodney Taylor
ROADWAY STANDARDS UNIT SUPERV
ENT

6

S.D.D. 8 D 5-19g

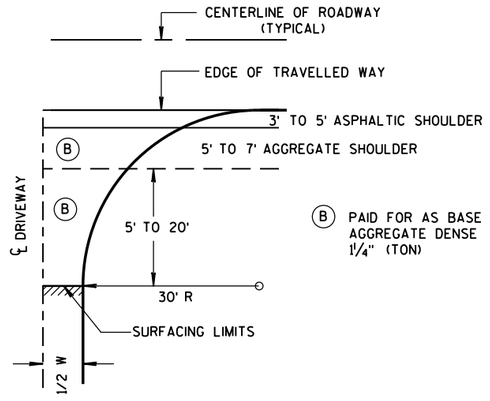
6

S.D.D. 8 D 5-19g



PLAN VIEW
HALF SECTION

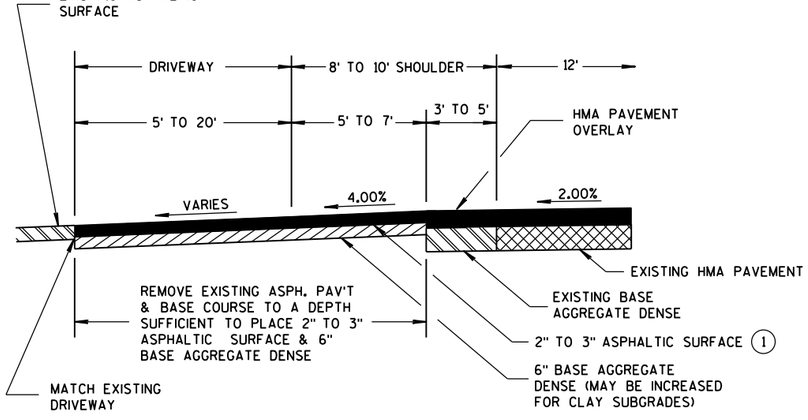
W MIN. = 16'
W MAX. = 24'



PLAN VIEW
HALF SECTION

GENERAL NOTES

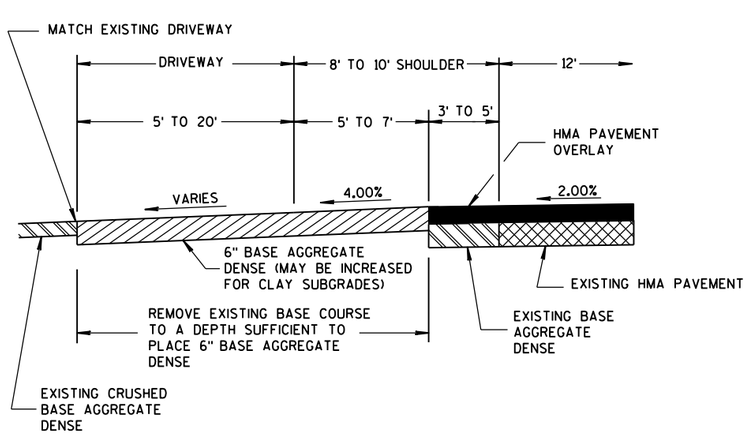
(1) DESIGN WILL DETERMINE FINAL DRIVEWAY ASPHALTIC THICKNESS BASED ON TYPE OF USAGE AND LOADINGS.



PROFILE VIEW

RURAL ENTRANCE WITH ASPHALTIC SURFACE

RESURFACING PROJECTS



PROFILE VIEW

RURAL ENTRANCE WITH AGGREGATE SURFACE

6" BASE AGGREGATE DENSE
RESURFACING PROJECTS

DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

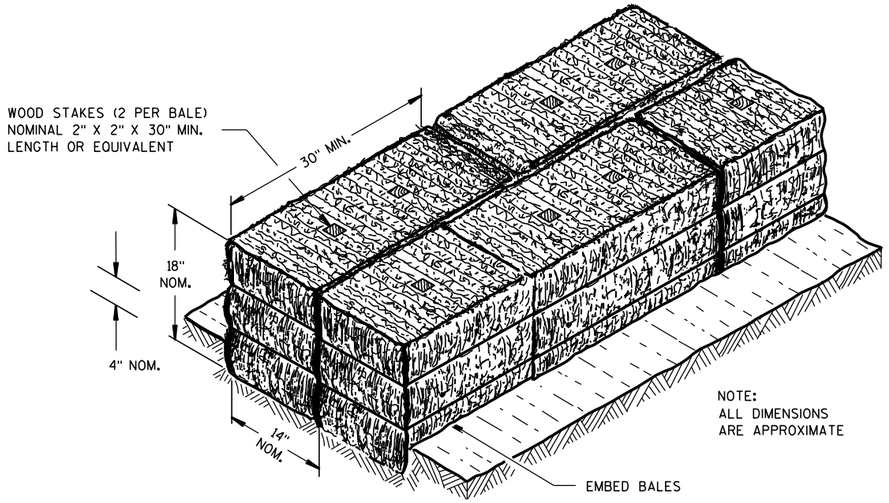
APPROVED
December, 2016 — /S/ Rodney Taylor
DATE — ROADWAY STANDARDS UNIT SUPERV — ENT
FHWA

6

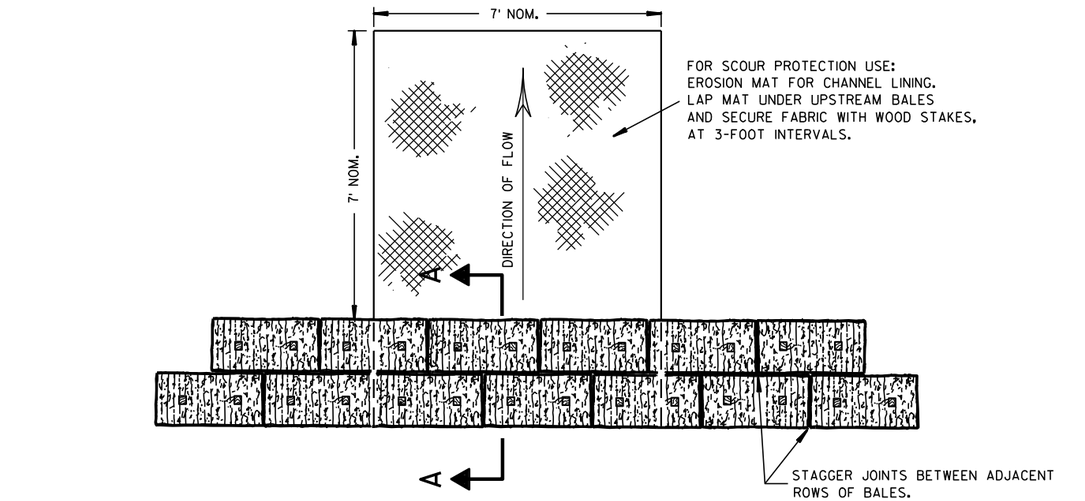
S.D.D. 8 D 22-1

6

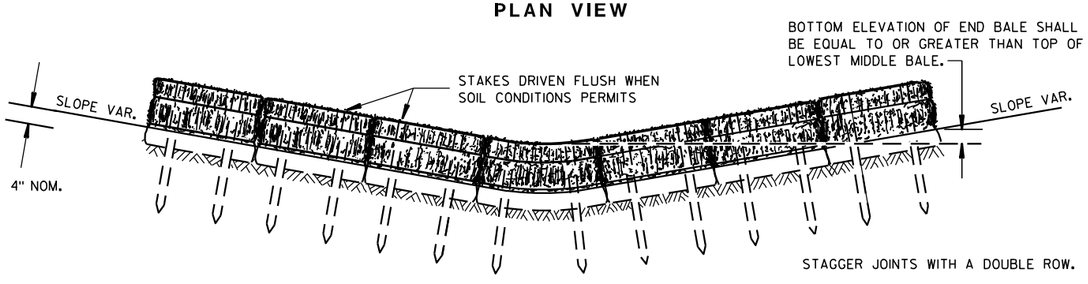
S.D.D. 8 D 22-1



SECTION A-A



PLAN VIEW



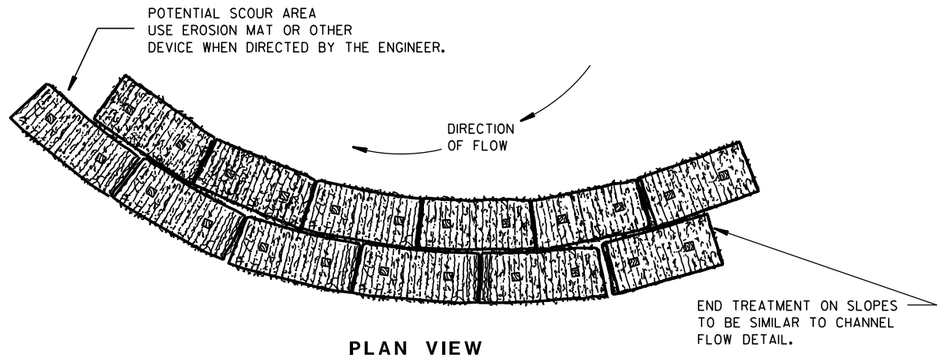
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

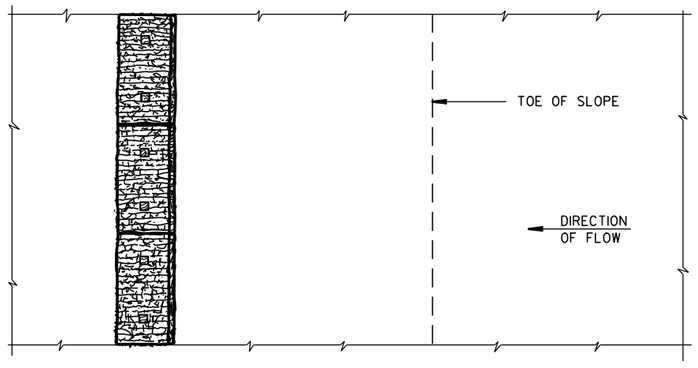
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

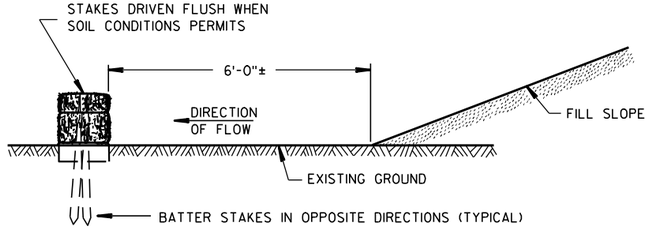


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/04/02 — DATE

/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

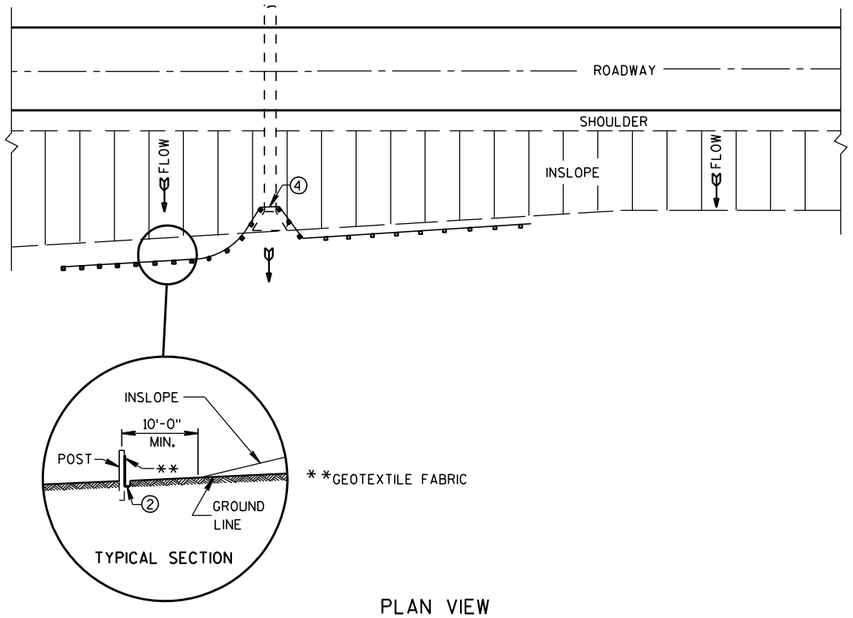
FHWA

6

S.D.D. 8 E 8-3

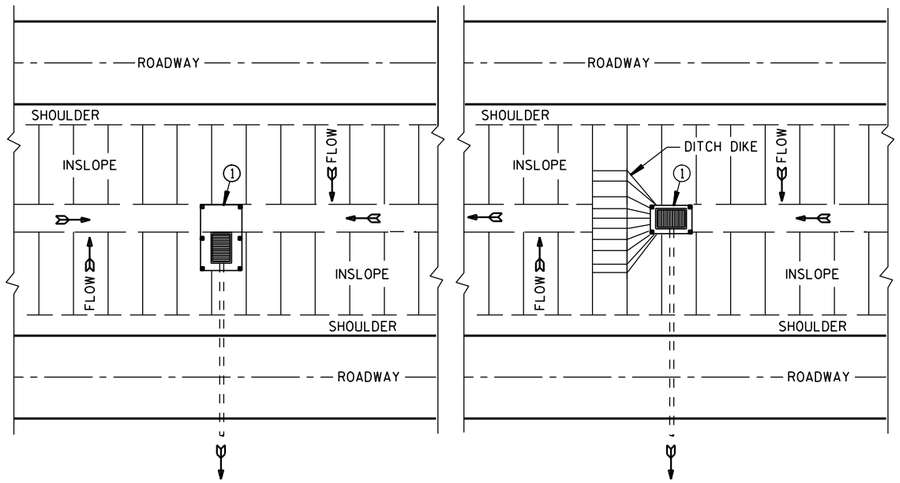
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

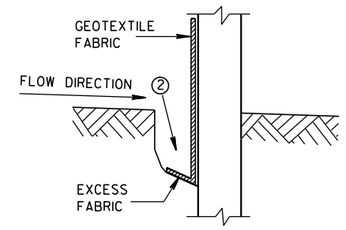
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

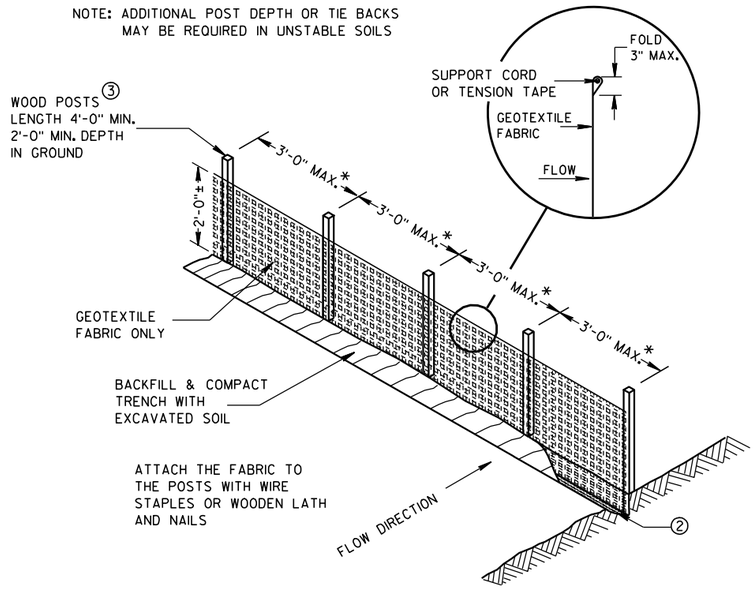
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

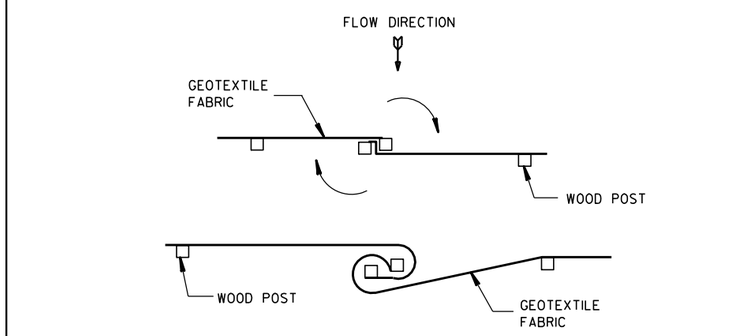
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



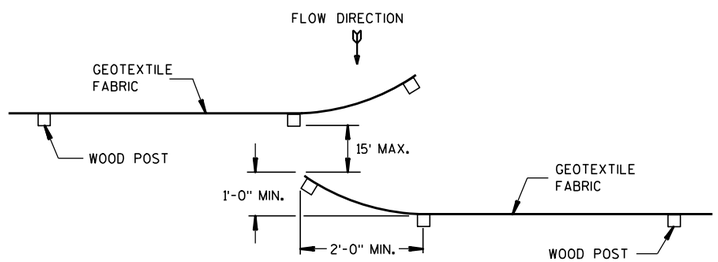
TRENCH DETAIL



SILT FENCE

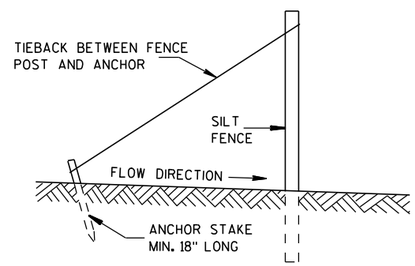


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

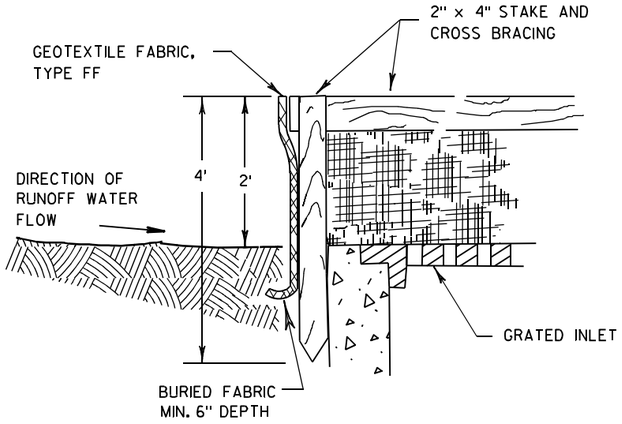
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

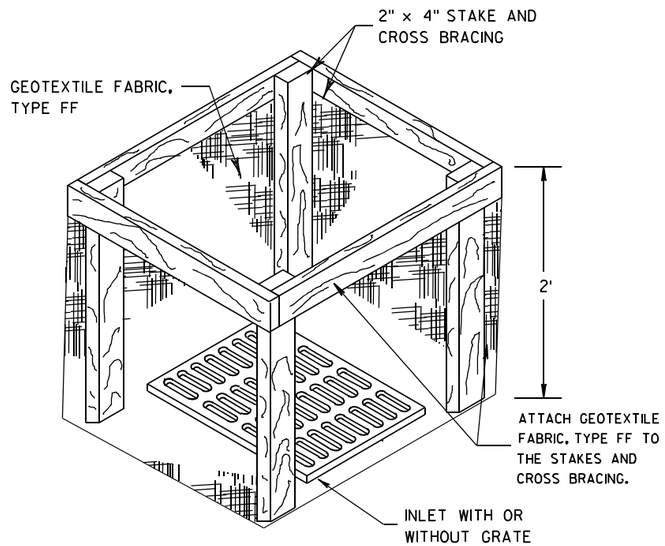
6

S.D.D. 8 E 9-6

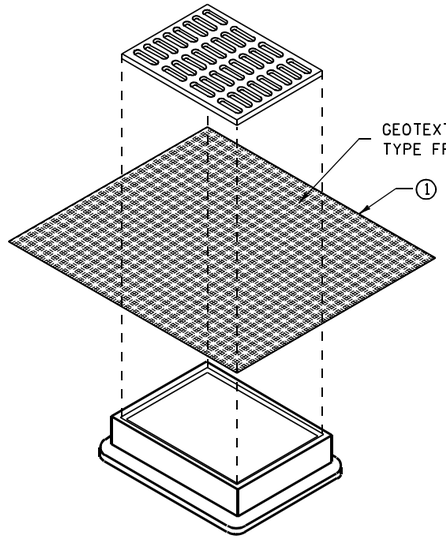
6

S.D.D. 8 E 9-6



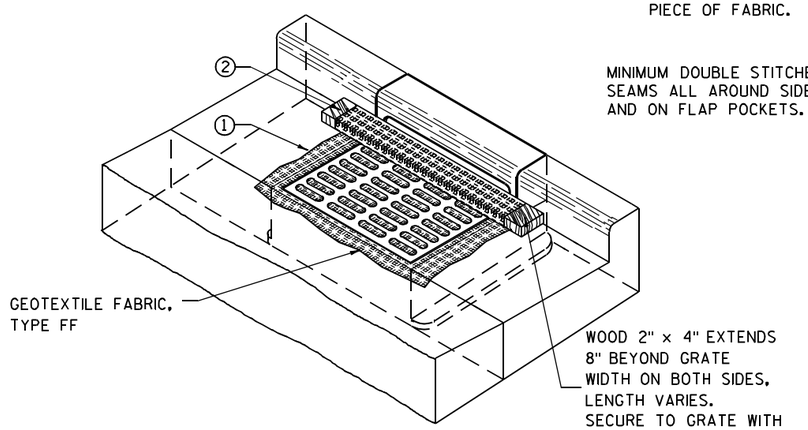


INLET PROTECTION, TYPE A

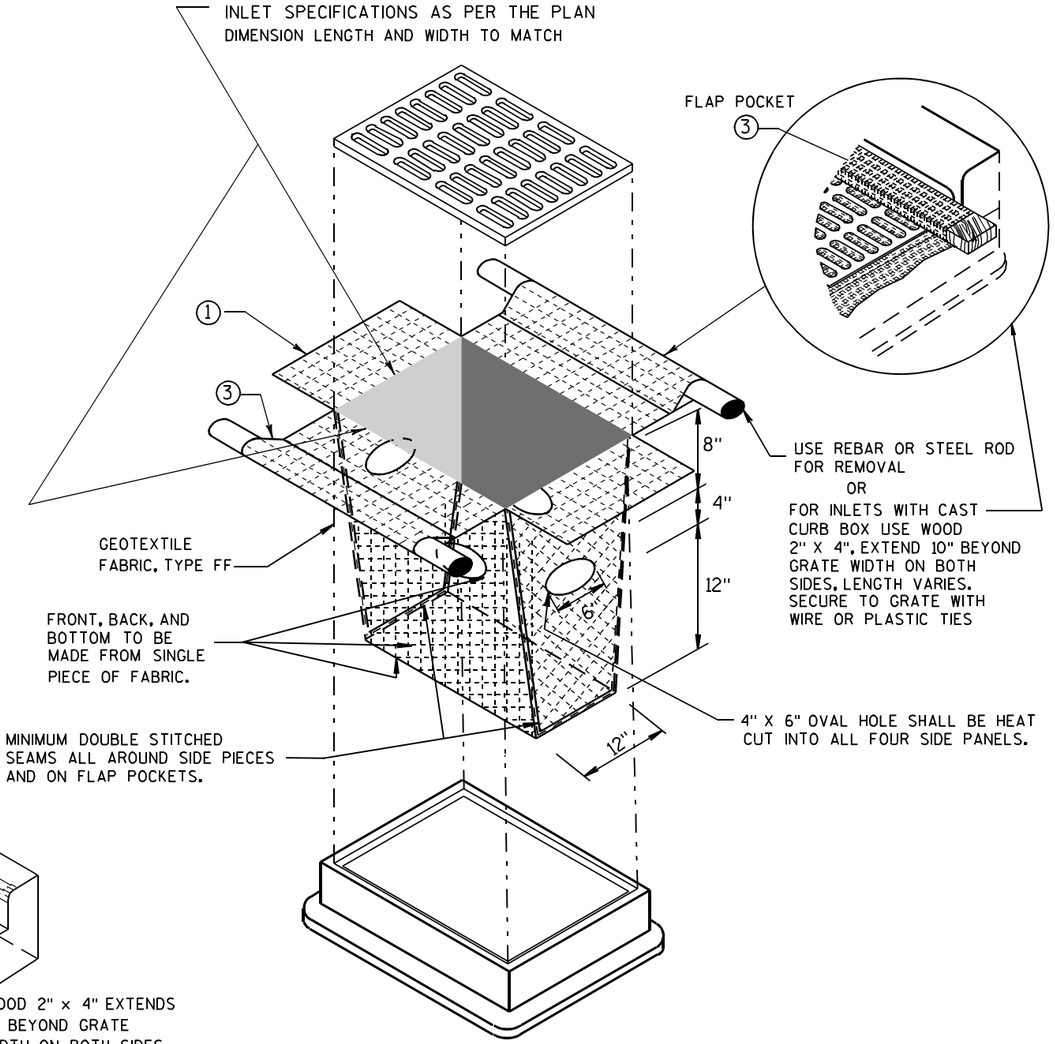


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

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

METAL APRON ENDWALLS

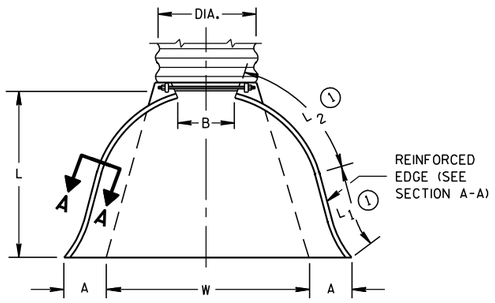
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

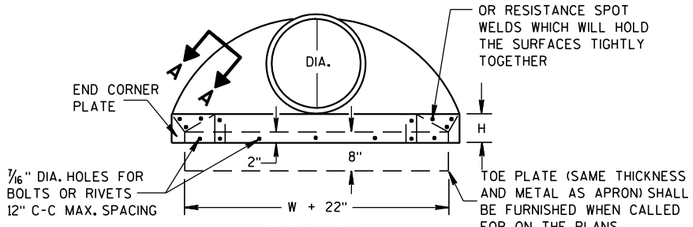
REINFORCED CONCRETE APRON ENDWALLS

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

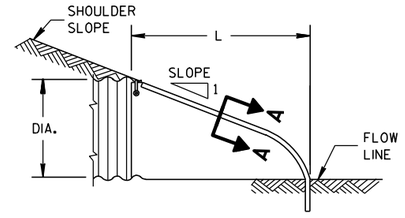
* MINIMUM
** MAXIMUM



PLAN VIEW

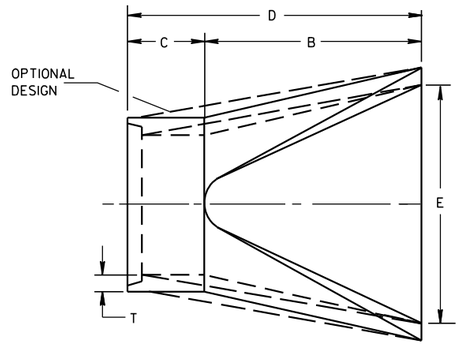


END VIEW

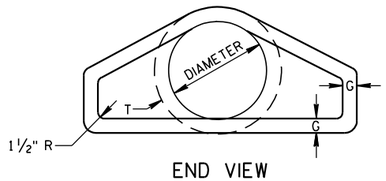


SIDE ELEVATION

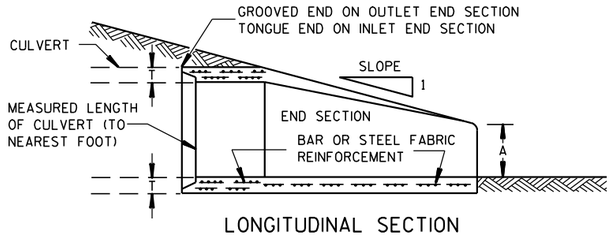
METAL ENDWALLS



PLAN

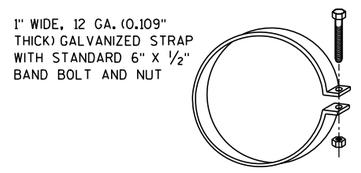


END VIEW



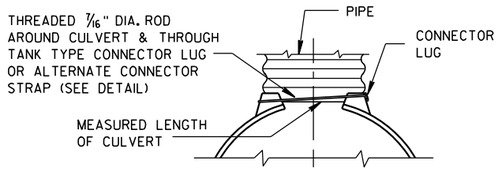
LONGITUDINAL SECTION

CONCRETE ENDWALLS

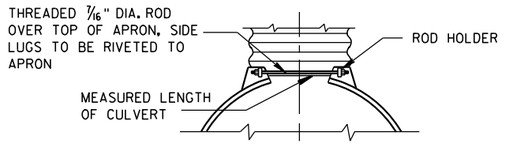


ALTERNATE FOR TYPE 1 CONNECTION

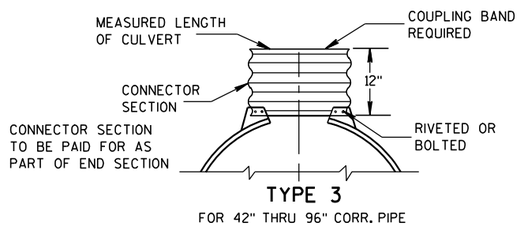
END SECTION CONNECTOR STRAP



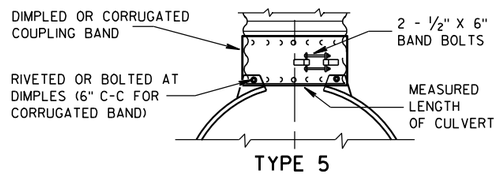
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

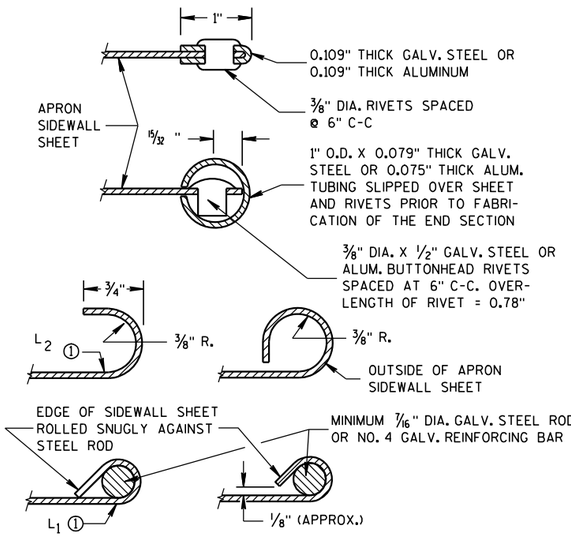
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

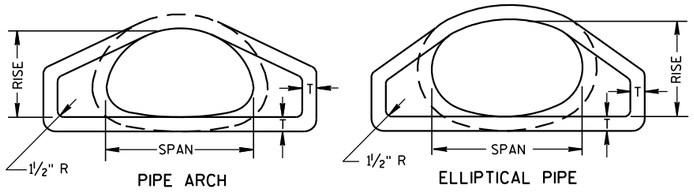
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

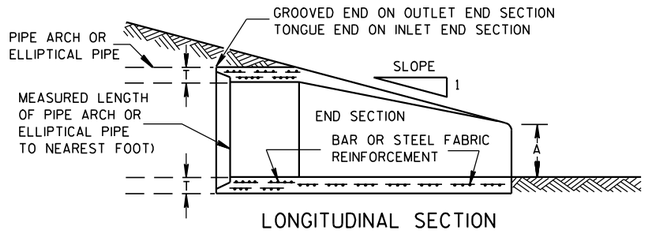
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

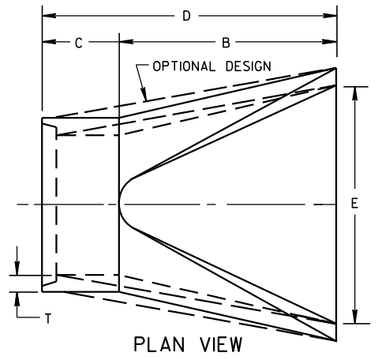
6
S.D.D. 8 F 1-11



END VIEW

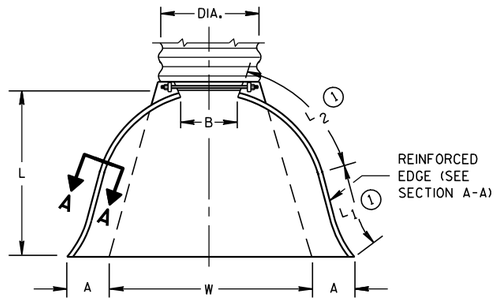


LONGITUDINAL SECTION

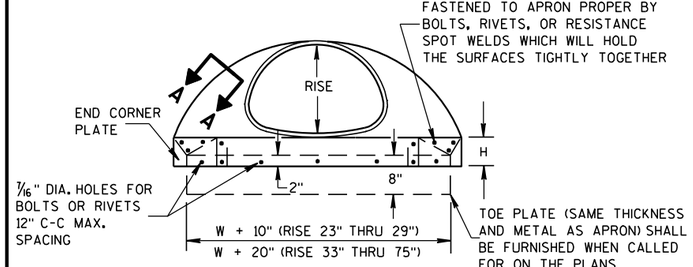


PLAN VIEW

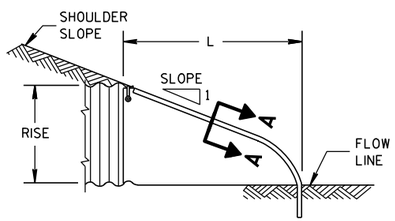
CONCRETE ENDWALLS



PLAN VIEW

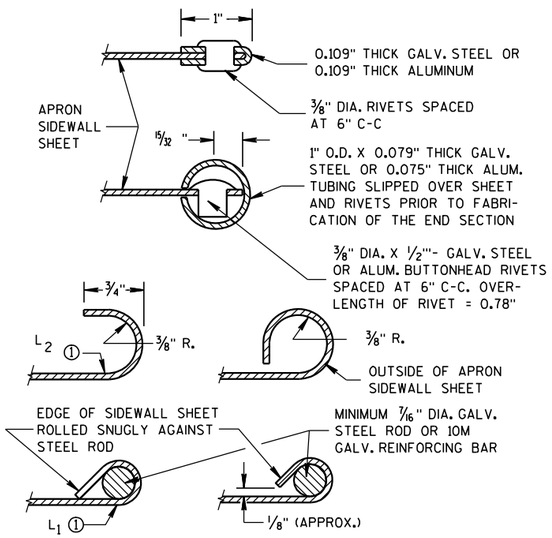


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

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

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37⅝	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45⅜	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

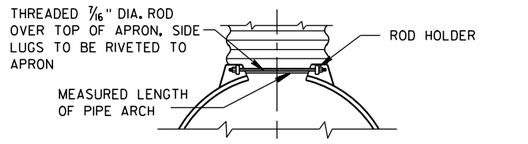
REINFORCED CONCRETE PIPE ARCH

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

REINFORCED CONCRETE ELLIPTICAL PIPE

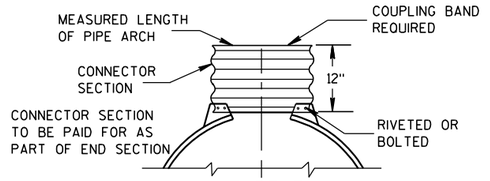
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48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

**NOMINAL SIZE



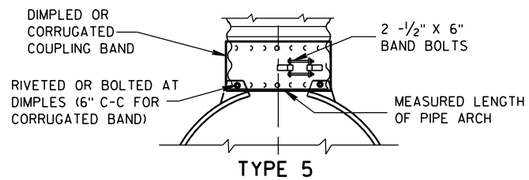
TYPE 2

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



TYPE 3

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



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

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

CONNECTION DETAILS

GENERAL NOTES

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

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

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

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

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/94 — DATE

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

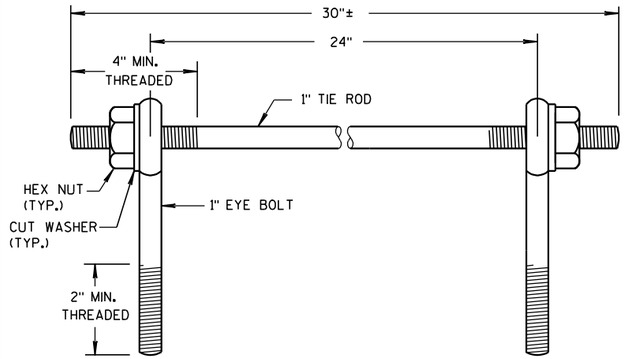
FHWA

6

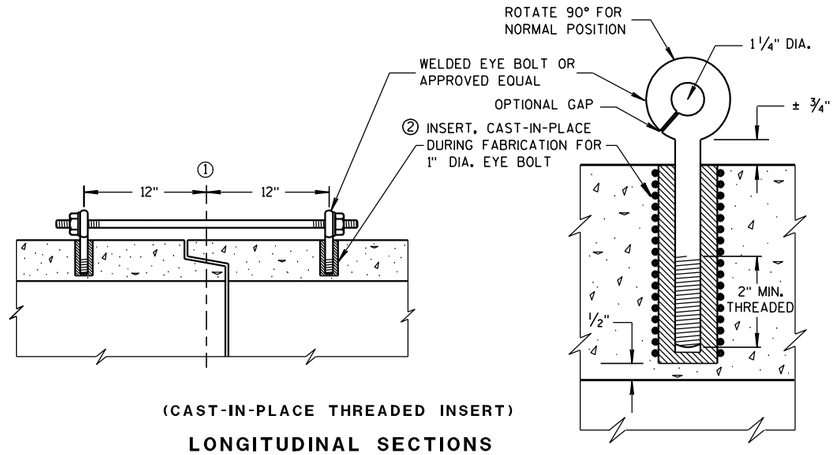
S.D.D. 8 F 2-1

6

S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

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

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

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

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

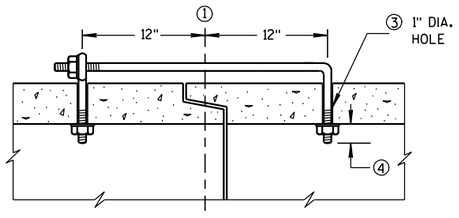
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

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

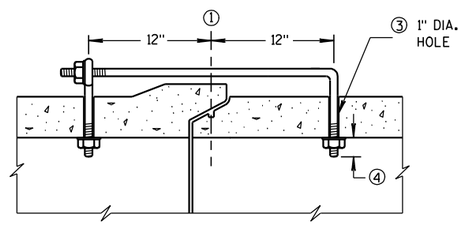
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

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



(TONGUE & GROOVE PIPE)

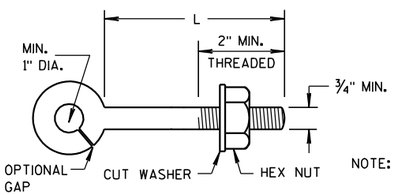


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

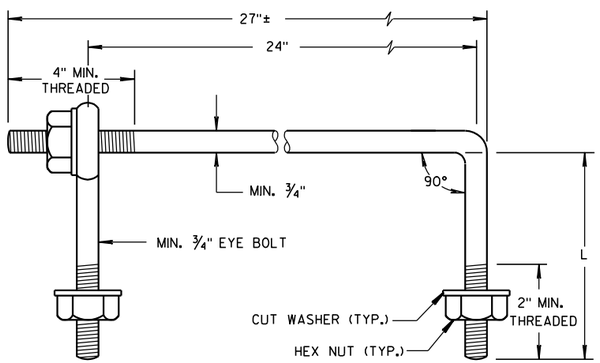
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

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



EYE BOLT AND TIE ROD

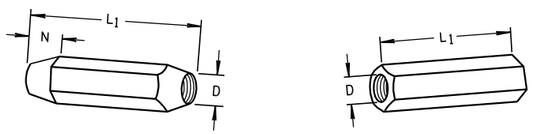
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

ADJUSTABLE TIE ROD TABLE

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

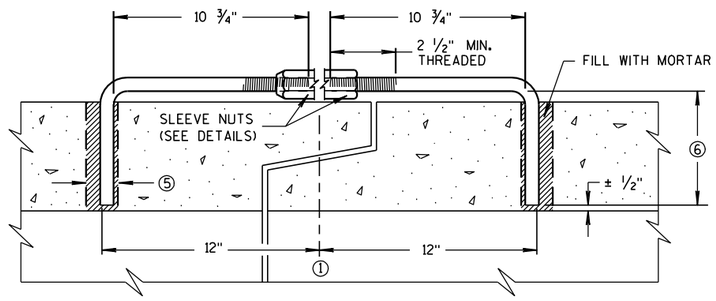
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

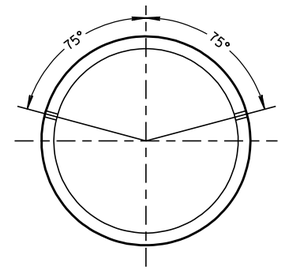
SLEEVE NUTS



LONGITUDINAL SECTION

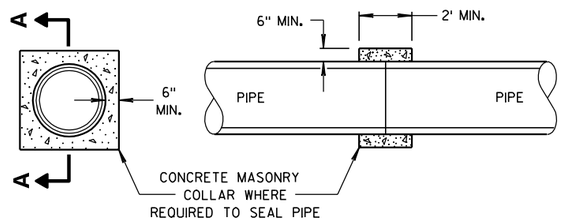
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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S.D.D. 8 F 4-7

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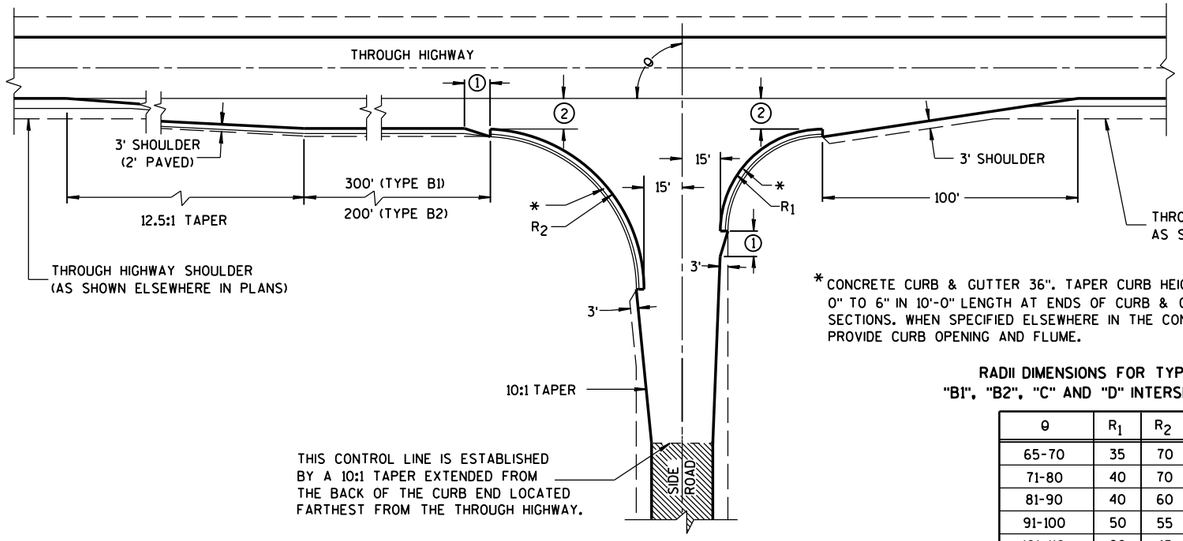
S.D.D. 8 F 4-7

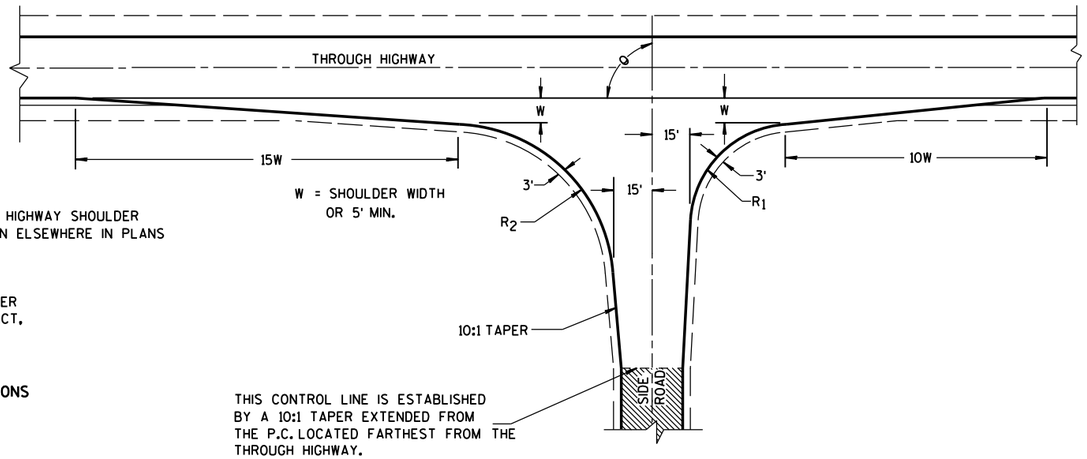


TYPE "B1" AND "B2"

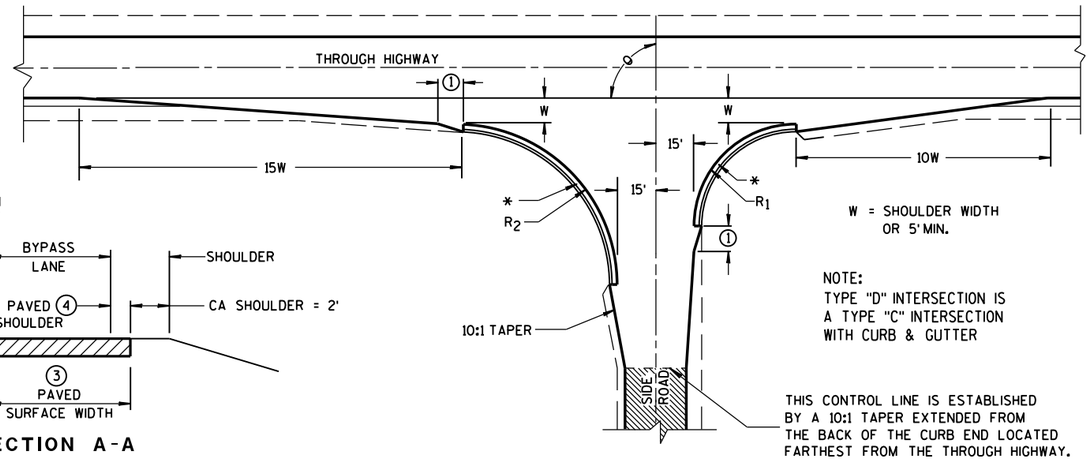
*CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

RADII DIMENSIONS FOR TYPES "B1", "B2", "C" AND "D" INTERSECTIONS

θ	R_1	R_2
65-70	35	70
71-80	40	70
81-90	40	60
91-100	50	55
101-110	60	45



TYPE "C"



TYPE "D"

GENERAL NOTES

DESIGNS MAY BE USED INTERCHANGEABLY IN COMBINATION OR SEPARATELY FOR ANY ONE COMPLETE INTERSECTION DEPENDING UPON INTERSECTION ANGLE AND SURFACING OF EACH APPROACH ROADWAY.

SIDE ROAD SURFACING NOTE

WHEN THE SIDE ROAD IS NOT PRESENTLY PAVED, PAVEMENT SHALL BE PLACED TO THE LIMITS SHOWN UNLESS OTHERWISE PROVIDED IN THE CONTRACT. WHERE THE CONSTRUCTION LIMITS ARE BEYOND THE PAVING LIMITS, CRUSHED AGGREGATE SURFACING SHALL BE PLACED BETWEEN THE PAVING LIMITS AND CONSTRUCTION LIMITS.

WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

WHEN THE SIDE ROAD IS THE CONSTRUCTION PROJECT, THE INTERSECTION SURFACING SHALL BE THE SAME AS FOR THE PROJECT.

EXISTING PAVED SURFACE

BYPASS LANE

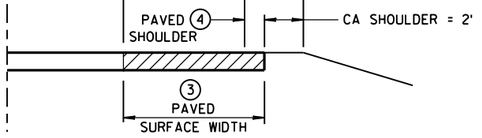
(1) 10-FT TYPICAL.

(2) 12-FT** PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLAN.

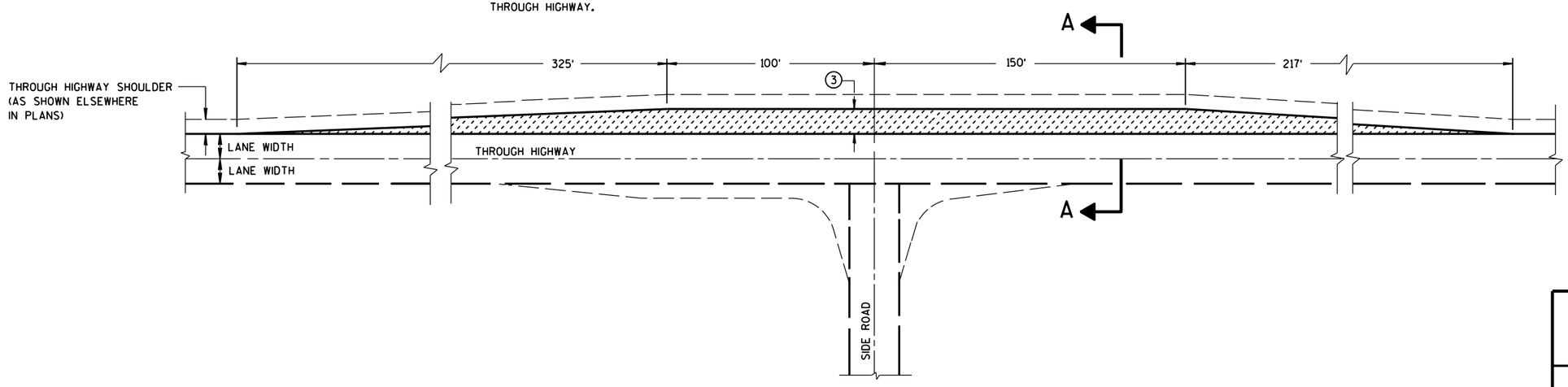
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

(3) BYPASS LANE PAVED SURFACE WIDTH OUTSIDE OF TRAVEL LANE
-ASPHALT = 12-FT PLUS PAVED SHOULDER WIDTH.
-PC CPNCRETE = 13-FT PLUS PAVED SHOULDER WIDTH.

(4) BYPASS LANE PAVED SHOULDER WIDTH = THE GREATER OF 1-FT OR THE PAVED SHOULDER WIDTH OF THE THROUGH HIGHWAY.



SECTION A-A
(SHOWING BYPASS LANE AND SHOULDER)



TEE INTERSECTION BYPASS LANE DETAIL

AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND "D" AND TEE INTERSECTION BYPASS LANE

STATE OF WISCONSIN
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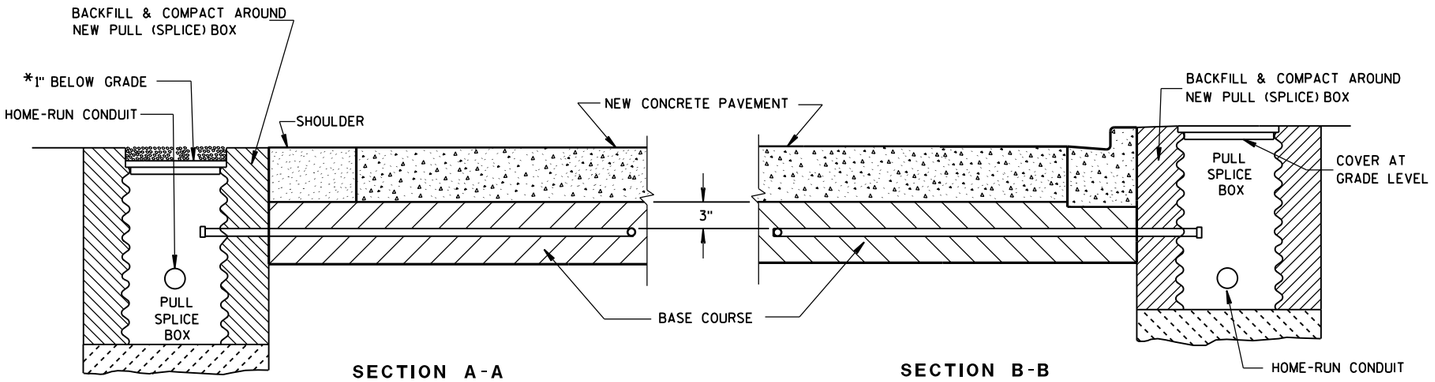


SECTION A-A
NO CURB & GUTTER

SECTION B-B
CURB & GUTTER

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

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

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

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

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

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

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

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

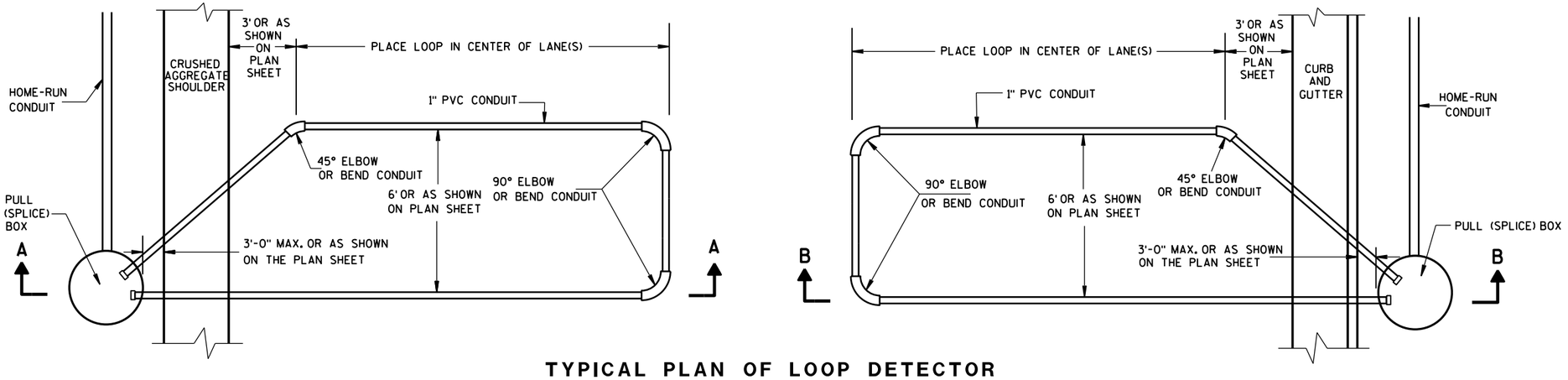
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

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

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

PROTECTION OF THE CONDUIT IN THE BASE COURSE, SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.



TYPICAL PLAN OF LOOP DETECTOR WITH 18" OR 24" PULL (SPLICE) BOX

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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Sept. 2014
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FHWA

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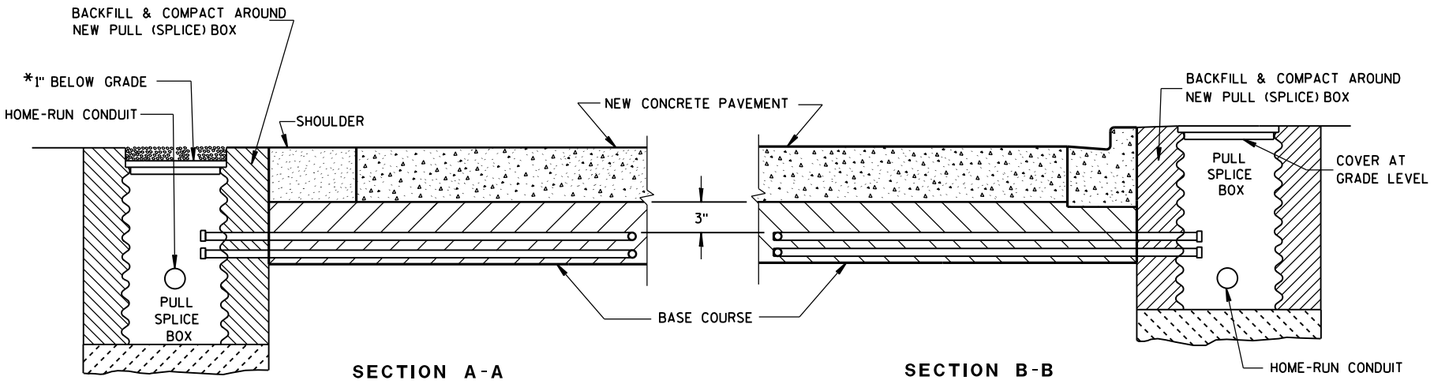

SECTION A-A
NO CURB & GUTTER

SECTION B-B
CURB & GUTTER

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

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

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

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

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

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

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

THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

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

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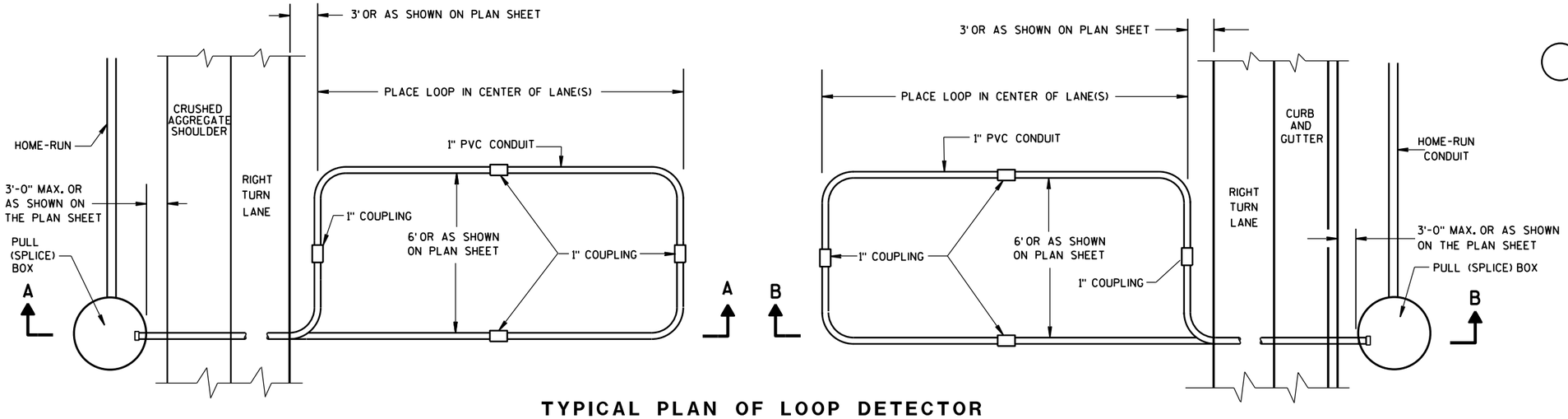
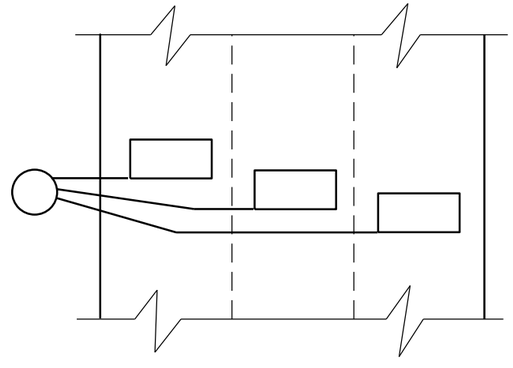
PROTECTION OF THE CONDUITS IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.



TYPICAL PLAN OF LOOP DETECTOR WITH 24" PULL (SPLICE) BOX



MULTI-LANE INSTALLATION

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED Sept. 2014 — DATE /S/ Ahmet Demirbilek — STATE ELECTRICAL FHWA

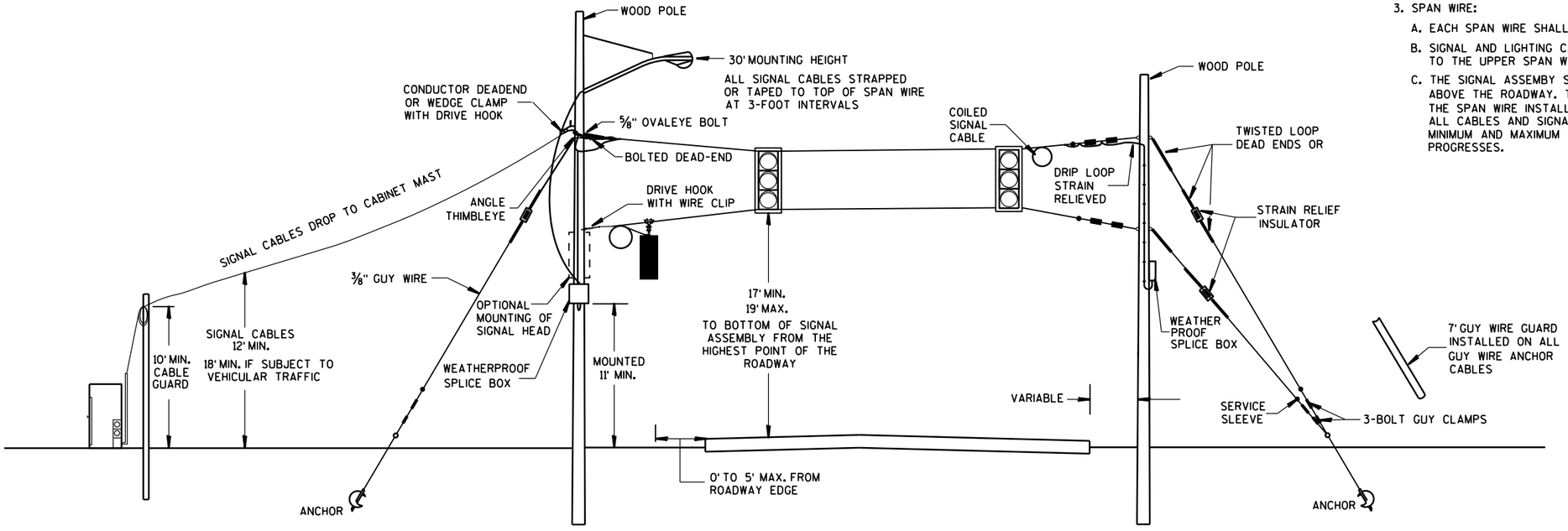
GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.

2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.

3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS

MINIMUM POLE LENGTHS	POLE BURIEL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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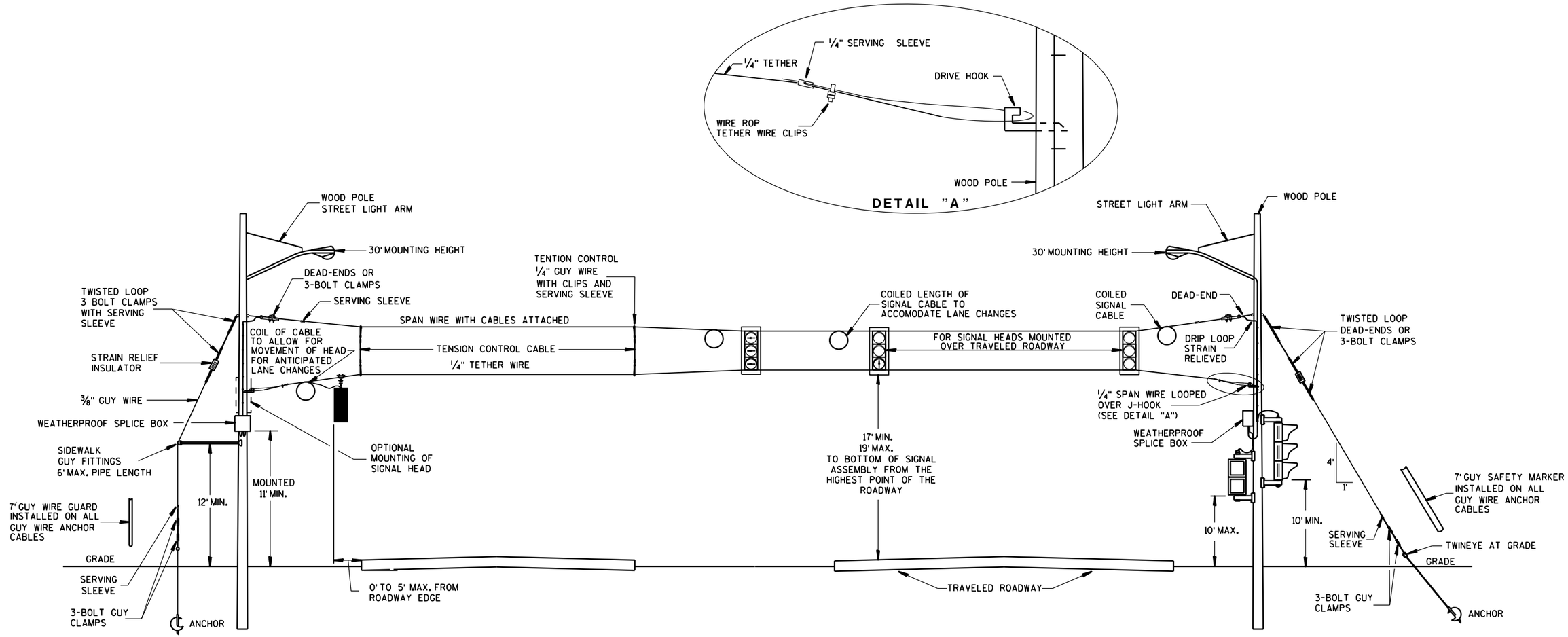

GENERAL NOTES

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   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
3. SPAN WIRE:
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   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
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SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

MINIMUM POLE LENGTHS	CLASS	MIN. BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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June, 2015 — DATE
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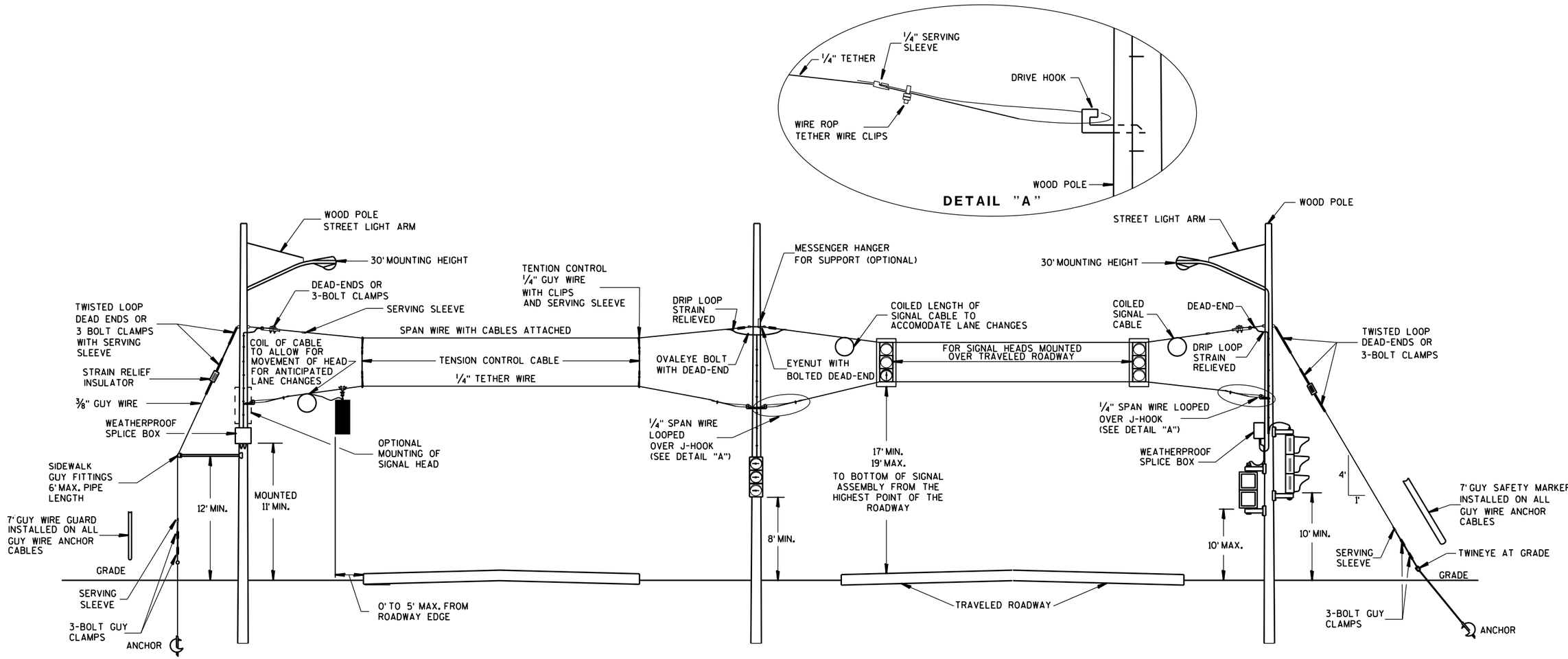

SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

GENERAL NOTES

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

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2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
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   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.

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MINIMUM POLE LENGTHS	CLASS	MIN. BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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June. 2015 — DATE
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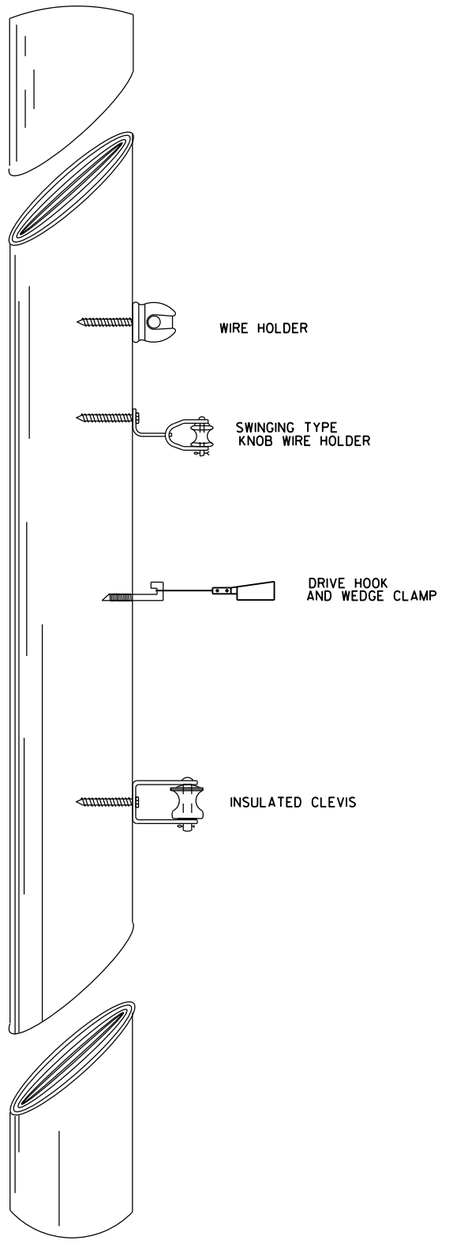
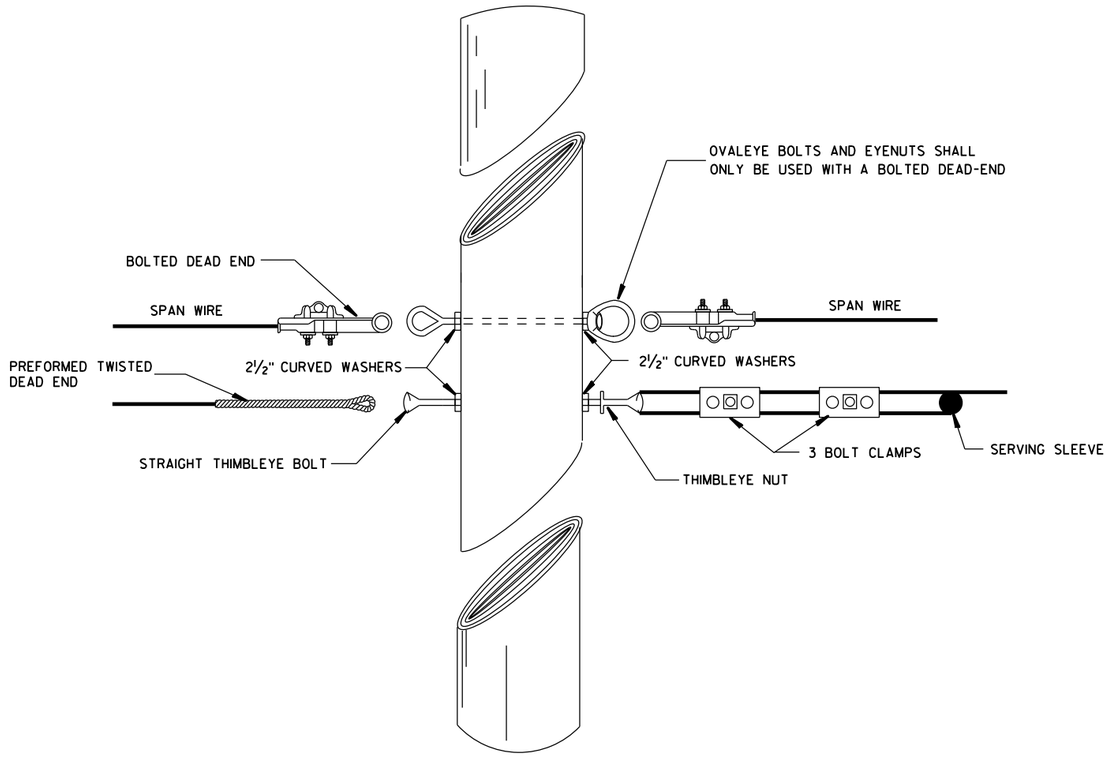


TYPICAL CABLE HANGERS



TYPICAL DEAD-ENDING

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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DATE

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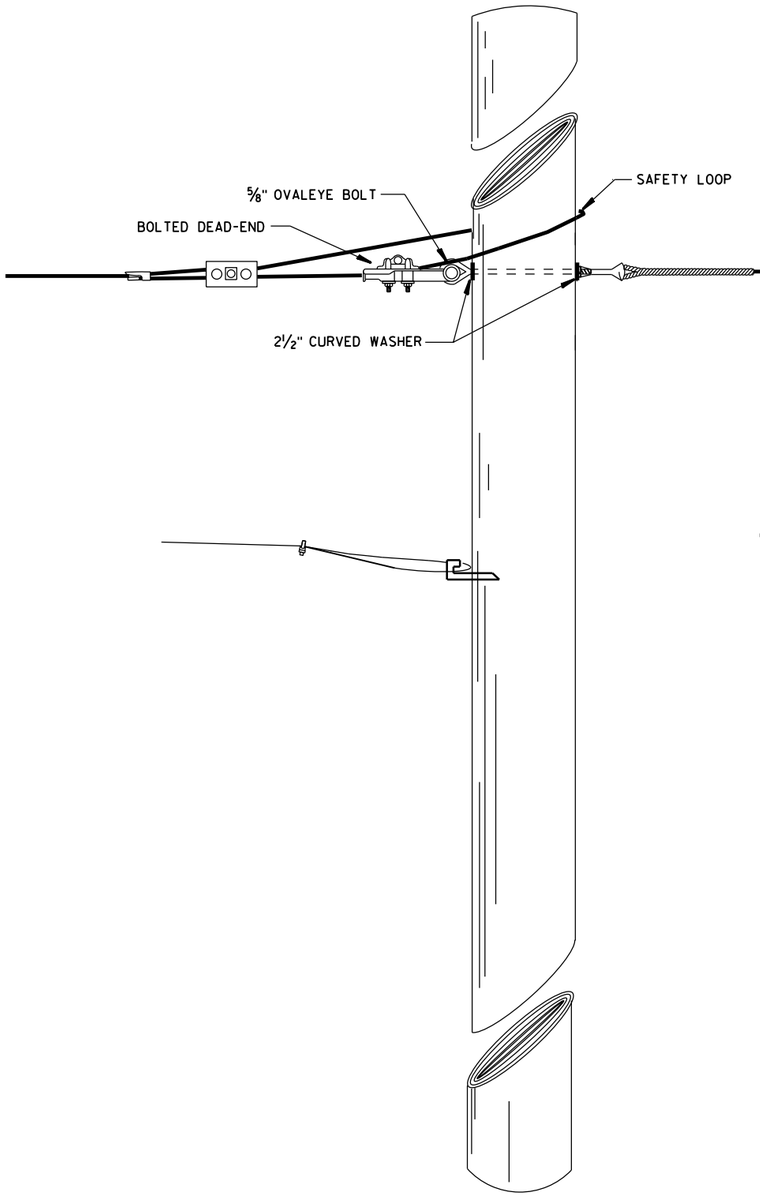
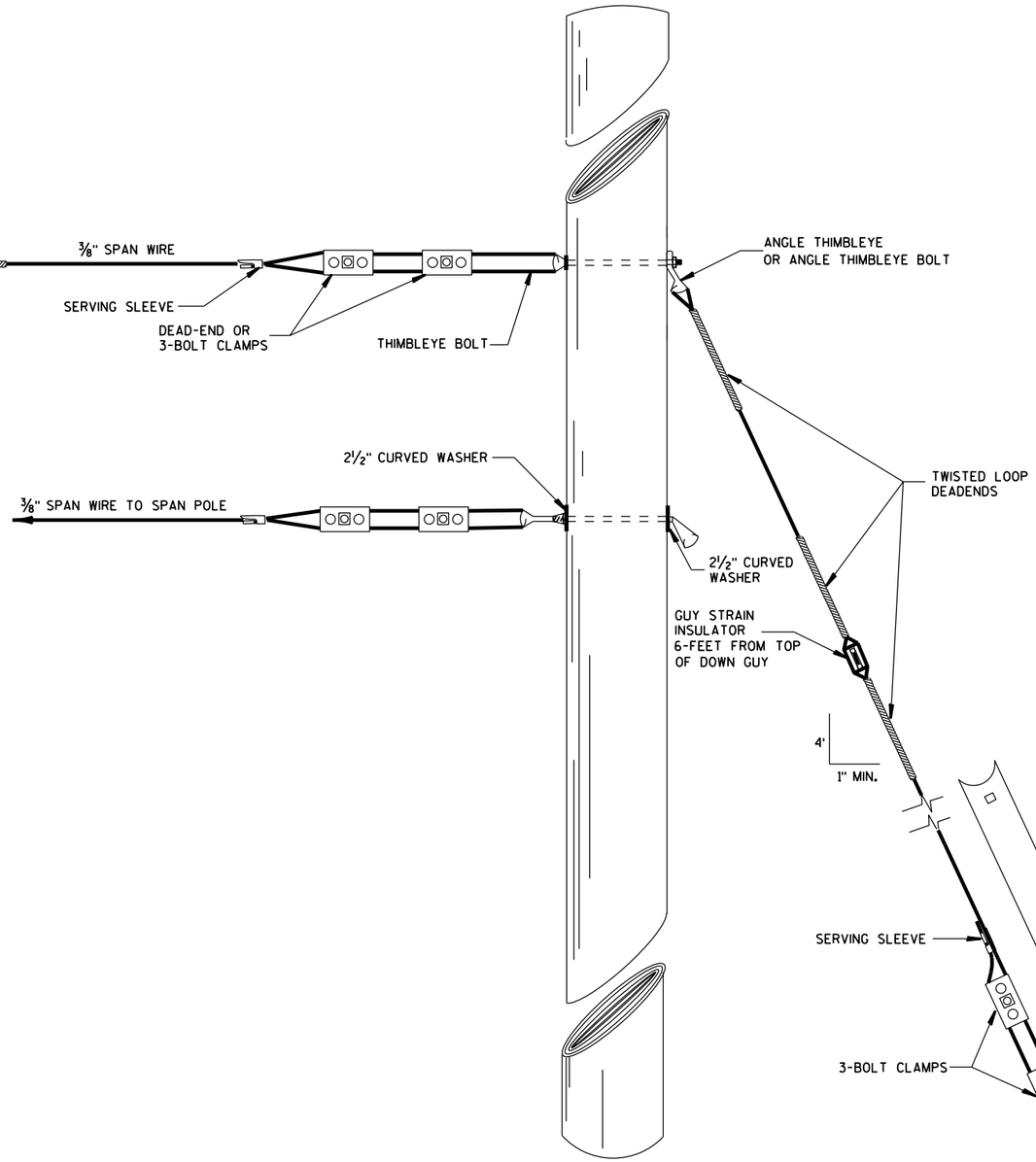
GENERAL NOTES

1. USE ¾" DRILL IN WOOD POLE TO PROVIDE HOLE FOR ⅝" BOLTS.
2. SAFTY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.



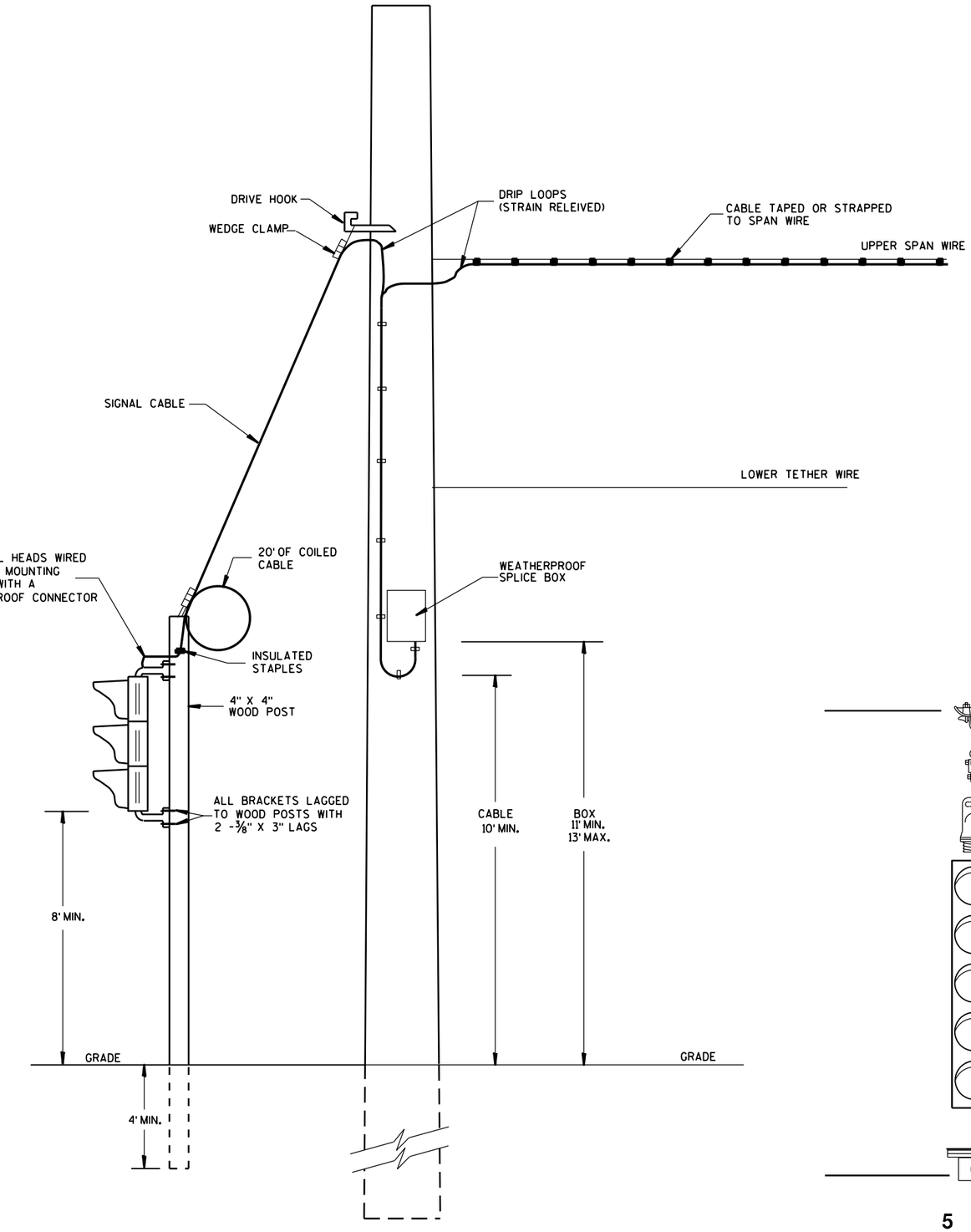
SPAN WIRE POLE



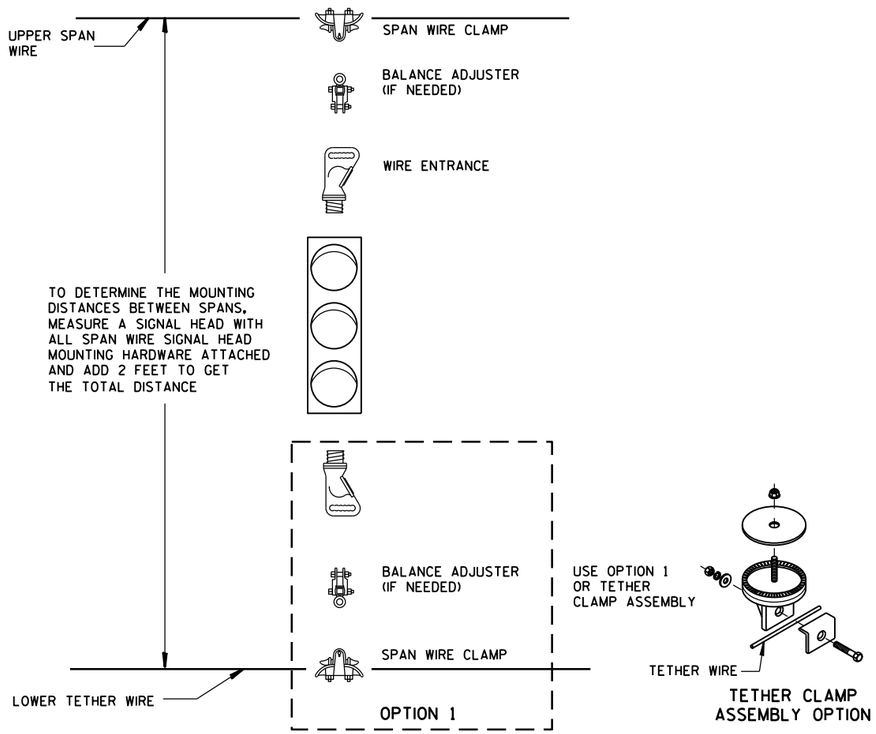
GUY POLE

TYPICAL DEAD-ENDINGS OR GUYING

SPAN WIRE TEMPORARY TRAFFIC SIGNAL
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED June. 2015 DATE /S/ Ahmet Demirbilek STATE ELECTRICAL FHWA

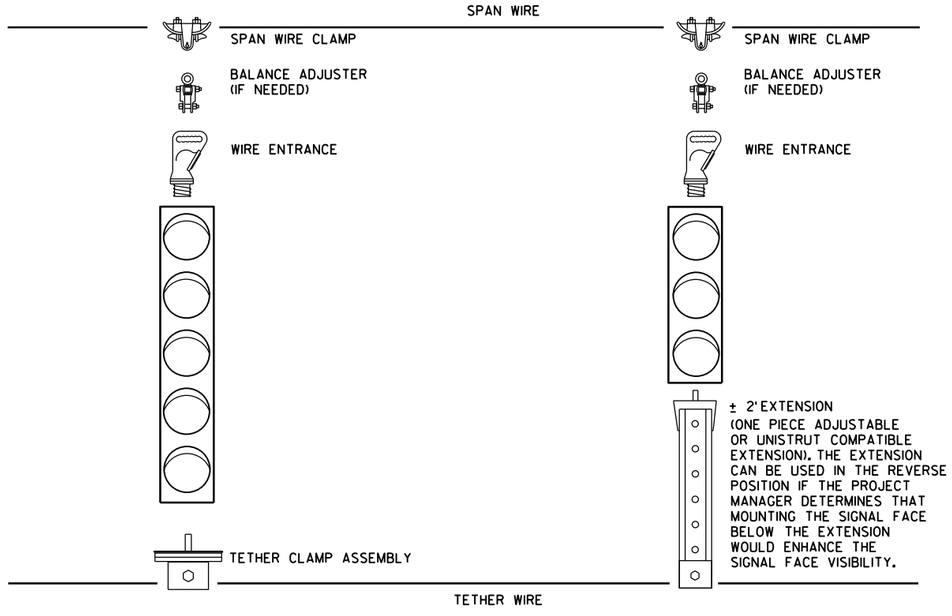


TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL



TETHER CLAMP ASSEMBLY OPTION

TYPICAL SPAN WIRE MOUNTING HARDWARE



5 SECTION VERTICAL WITH 3 SECTION VERTICAL ON ONE SPAN WIRE

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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June. 2015 — DATE

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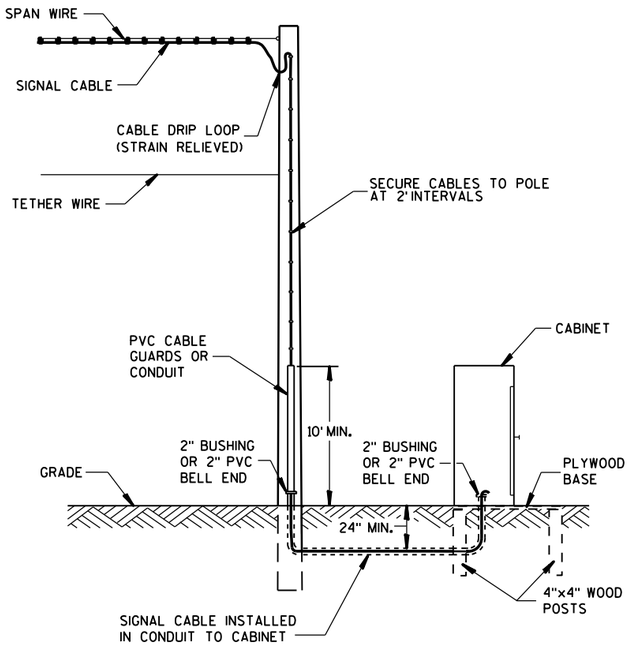
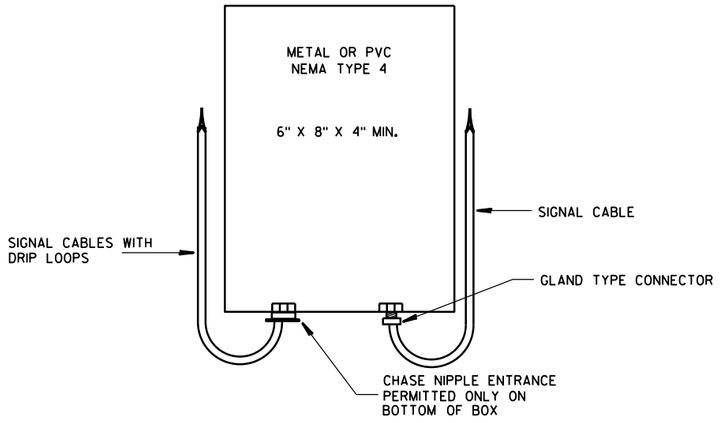
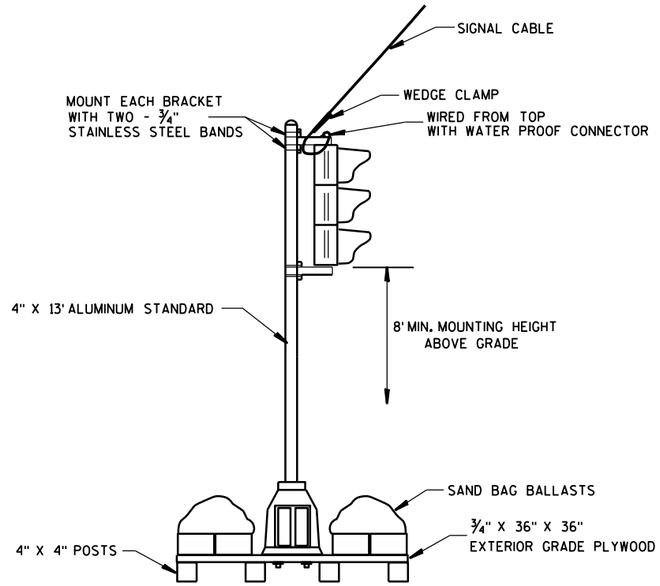
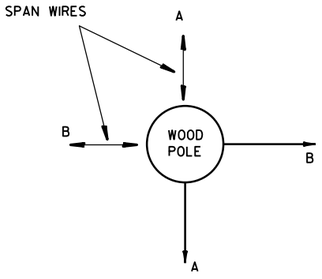




SPLICE BOX

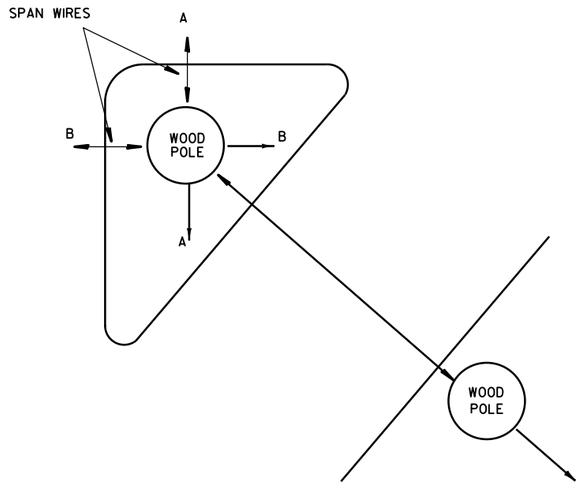


TYPICAL SKID TYPE TEMPORARY

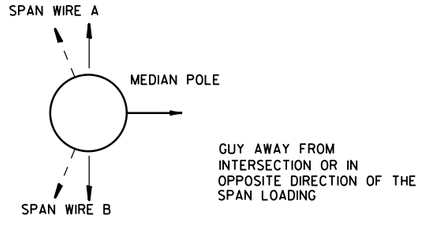


ALL DOWN OR SIDEWALK GUYS
SHALL BE INSTALLED IN THE
OPPOSITE DIRECTION OF THE
STRAIN OF THE SPAN WIRE

CORNER POLES



ISLAND POLES



MEDIAN POLES

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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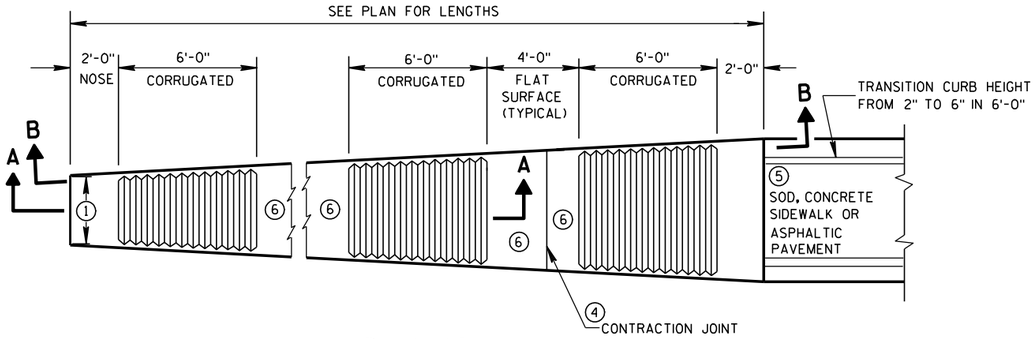
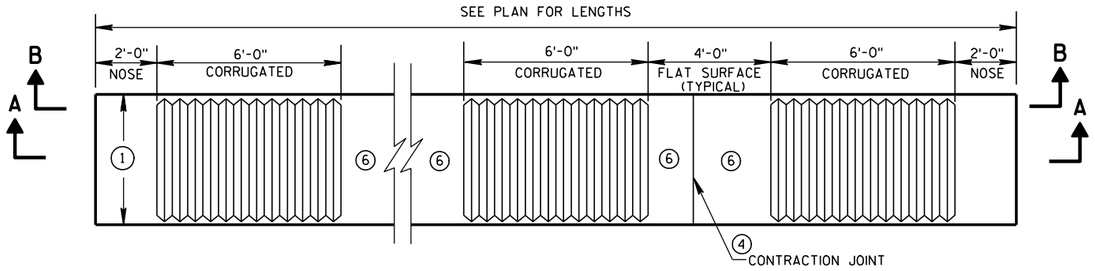
S.D.D. 9 G 1-4g



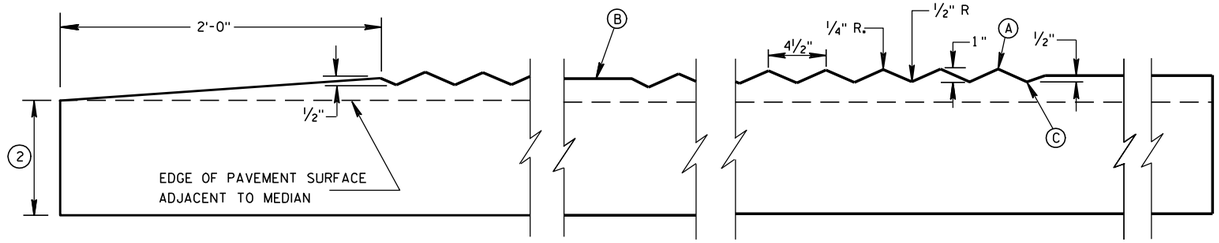
PLAN VIEW

VARIABLE WIDTH CONCRETE CORRUGATED MEDIAN



PLAN VIEW

UNIFORM WIDTH CONCRETE CORRUGATED MEDIAN



SECTION A-A

LONGITUDINAL SECTION

GENERAL NOTES

(1) SEE PLANS FOR CONSTANT OR VARIABLE WIDTH.

(2) THE DEPTH OF THE CONCRETE CORRUGATED MEDIAN SHALL BE 9-INCHES UNLESS SHOWN OTHERWISE IN THE PLAN.

ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN IN THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

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

(3) ASPHALTIC PAVEMENT OVER BASE AGGREGATE DENSE.

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

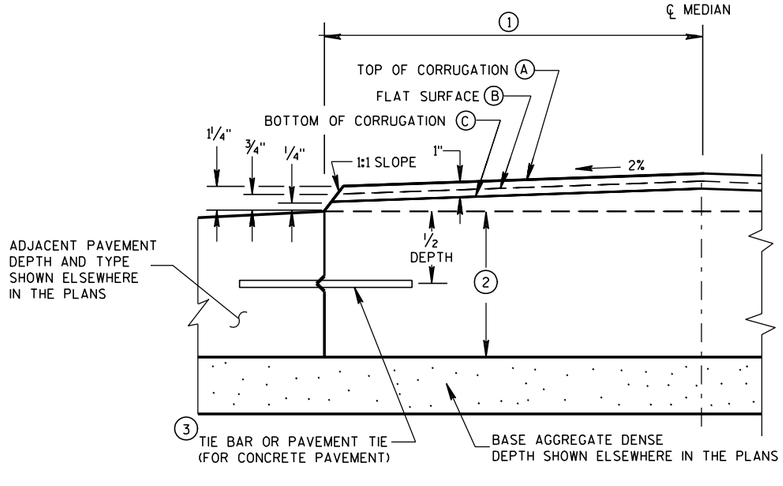
INSTALL TIE BARS TO MAINTAIN A MINIMUM OF 3-INCHES OF COVER BETWEEN THE TIE BAR AND THE CONCRETE SURFACE (BOTTOM AND TOP).

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

(4) CONCRETE CORRUGATED MEDIAN CONTRACTION JOINTS SHALL BE CONSTRUCTED TO MATCH THE JOINTS IN ADJACENT CONCRETE PAVEMENT. WHERE ADJACENT PAVEMENT IS ASPHALT WITH BASE AGGREGATE DENSE. TRANSVERSE CONTRACTION JOINTS SHALL BE PROVIDED AT 20 FOOT INTERVALS.

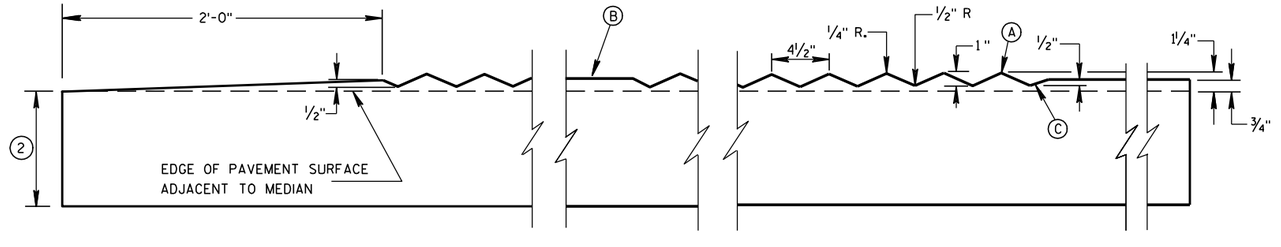
(5) SURFACE TYPE AND DETAILS ARE DEFINED ELSEWHERE IN THE PLAN.

(6) YELLOW MARKING ON FLAT SURFACE WHEN MEDIAN SEPARATES OPPOSING TRAFFIC.



HALF CROSS SECTION

(2) CONCRETE CORRUGATED MEDIAN AND ADJACENT PAVEMENT



SECTION B-B

LONGITUDINAL SECTION

CONCRETE CORRUGATED MEDIAN	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
12/17/07 DATE	/S/ Jerry H. Zogg ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA	

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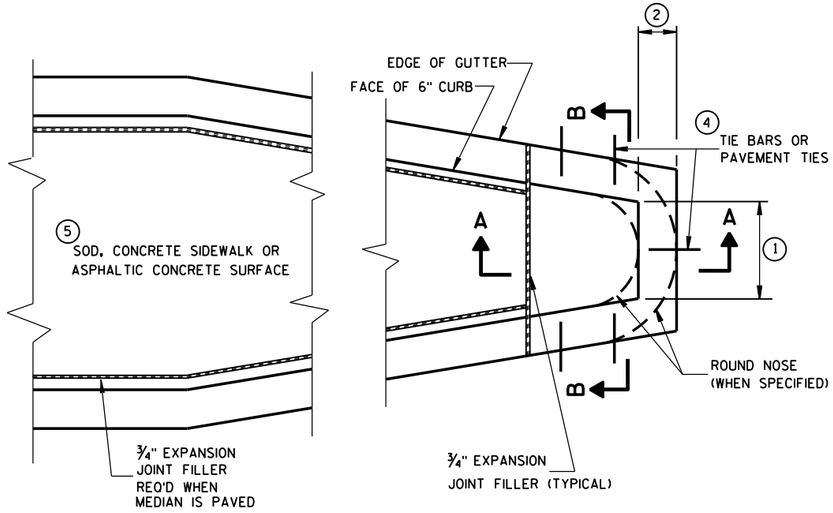
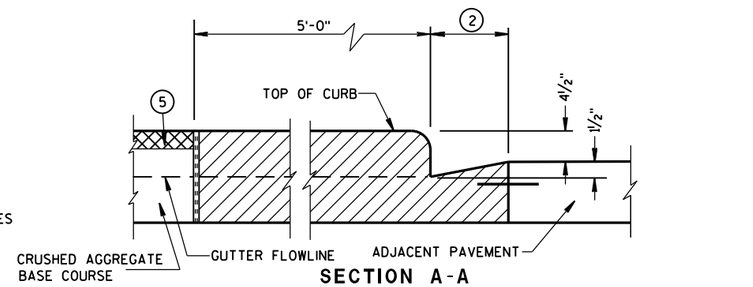
S.D.D. 11 B 1-5





CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

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

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

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

(1) NEW OR EXISTING CONCRETE PAVEMENT.

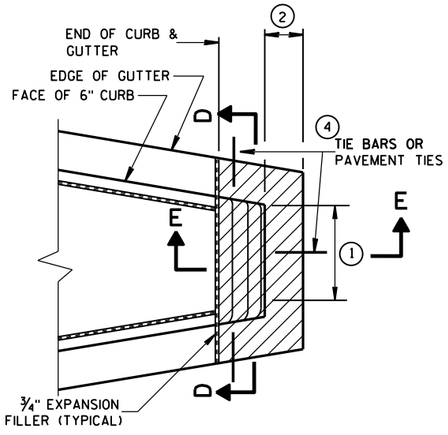
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

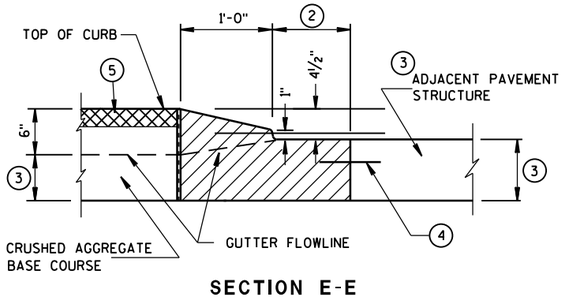
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

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

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

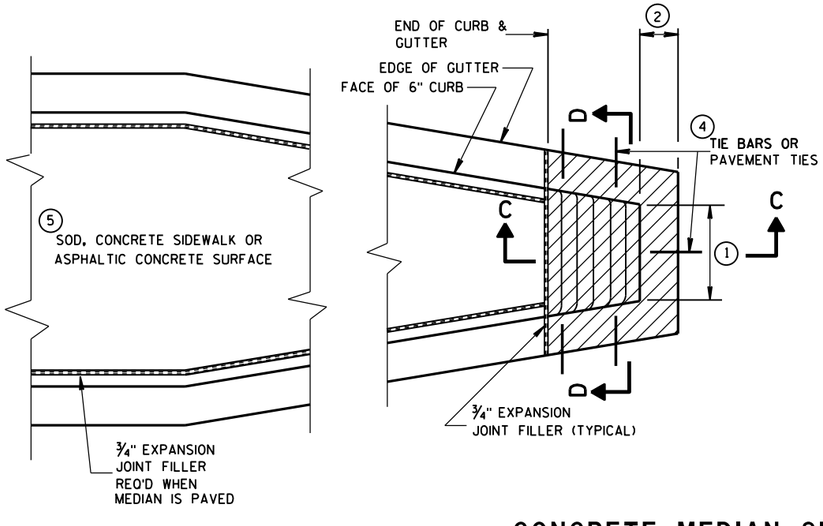
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

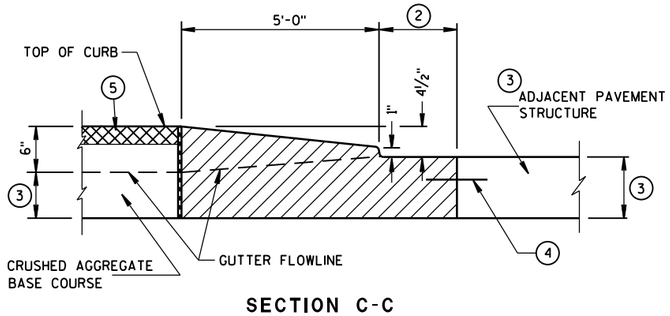




SECTION E-E

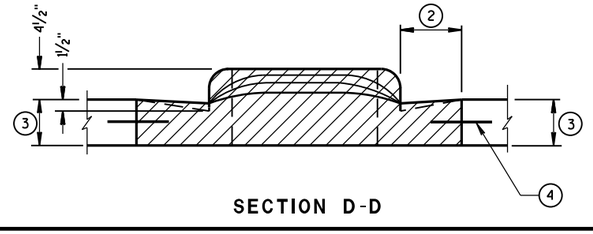
CONCRETE MEDIAN SLOPED NOSE TYPE 2





SECTION C-C

CONCRETE MEDIAN SLOPED NOSE TYPE 1



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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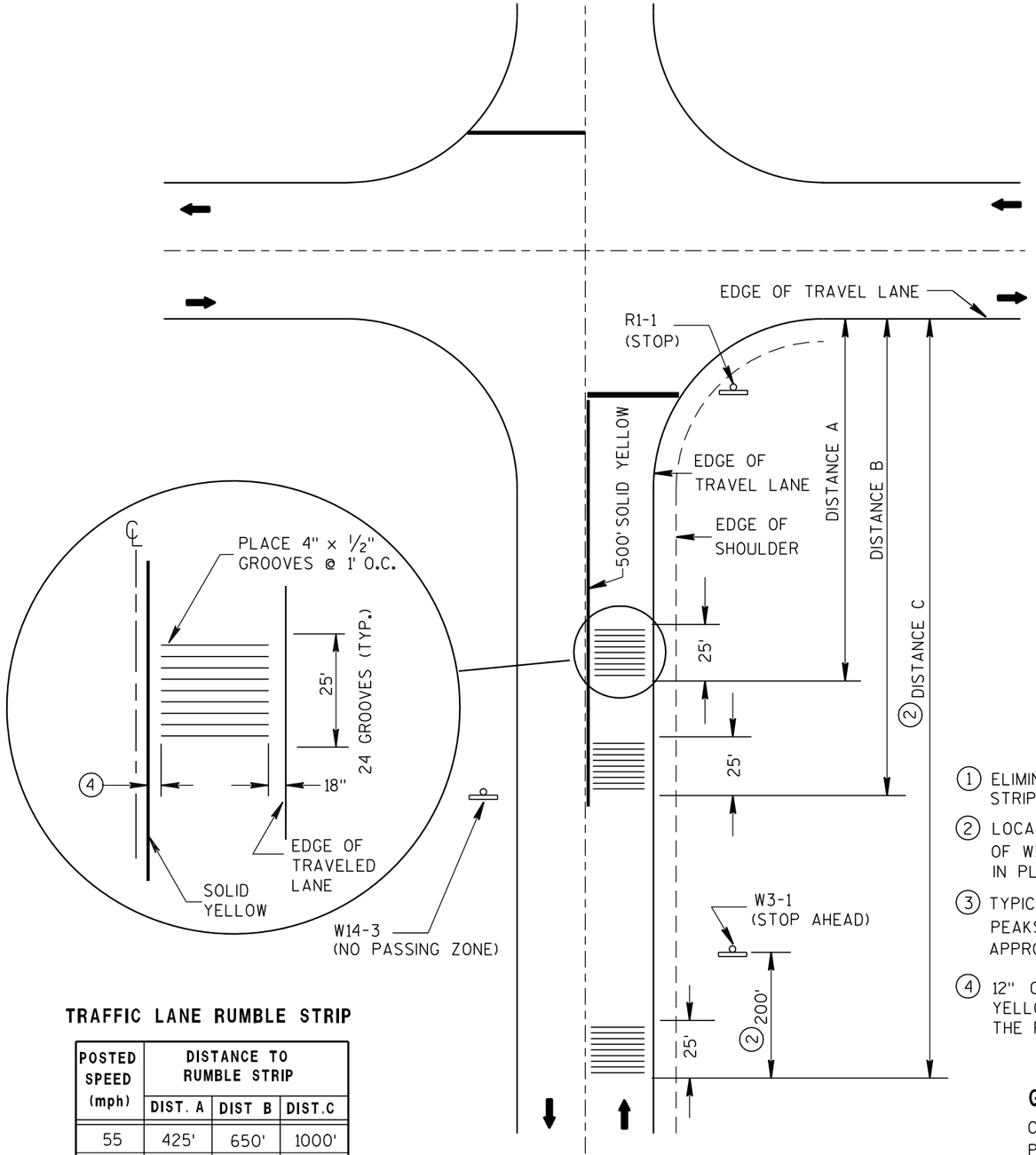
S.D.D. 11 B 2-2



ARROW SYMBOL (➡) SHOWS DIRECTION OF TRAVEL

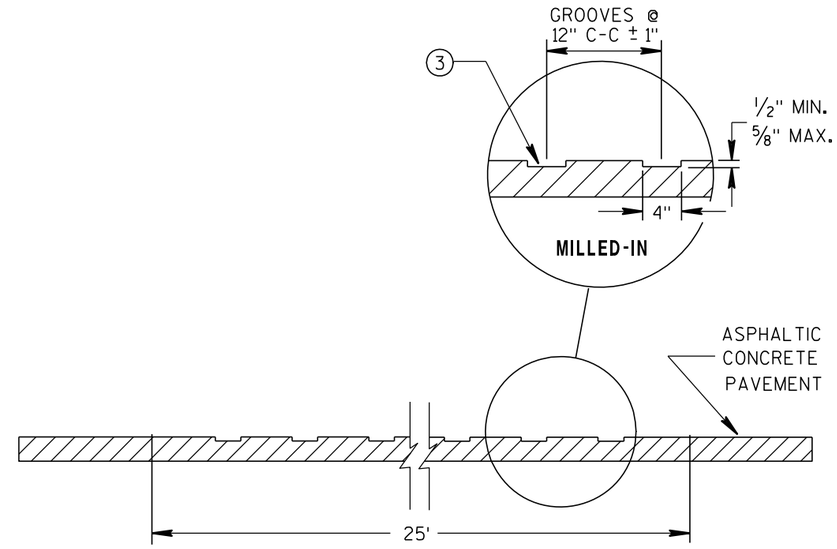
PLAN VIEW

RUMBLE STRIP LOCATION

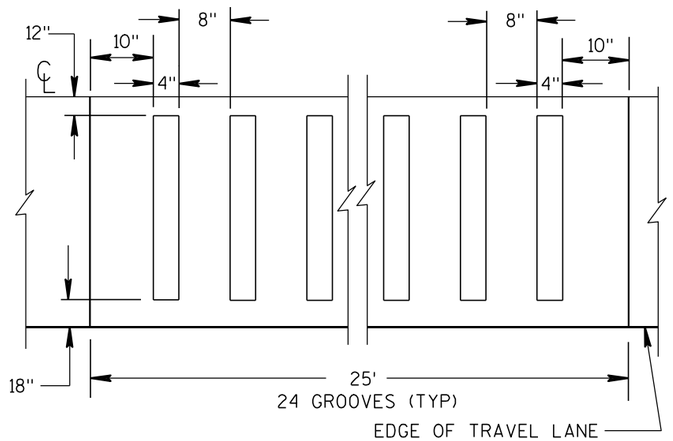
TRAFFIC LANE RUMBLE STRIP

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

1. ELIMINATE THE MIDDLE SET OF RUMBLE STRIPS.
2. LOCATE RUMBLE STRIP 200' IN ADVANCE OF W3-1 SIGN AS SHOWN. IF W3-1 IS NOT IN PLACE, USE DISTANCE C.
3. TYPICAL VERTICAL VARIATION BETWEEN PEAKS AND VALLEYS WITHIN THE CUT APPROXIMATELY 1/16"
4. 12" CLEAR BETWEEN THE SOLID YELLOW LINE AND THE EDGE OF THE RUMBLE.



ELEVATION VIEW



PLAN VIEW

ASPHALTIC PAVEMENT MILLED-IN

GENERAL NOTES

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

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

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

ASPHALTIC RUMBLE STRIPS AT INTERSECTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/17/2011
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS | 152
ENGINEER

FHWA

6

S.D.D. 13 A 8-1

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

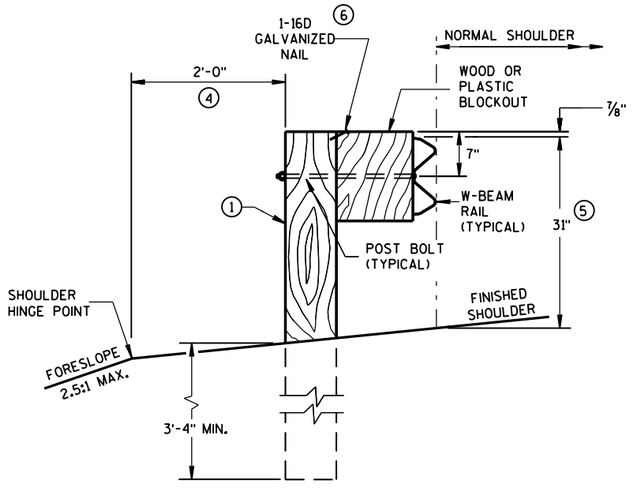
(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2½ INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

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

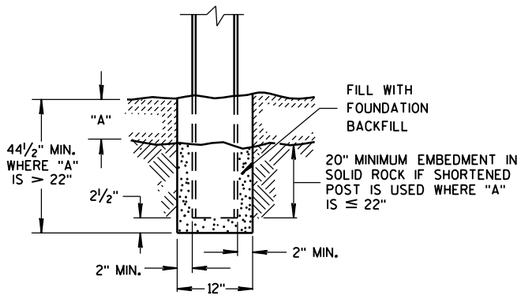
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ± 1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27¾" TO 32".

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



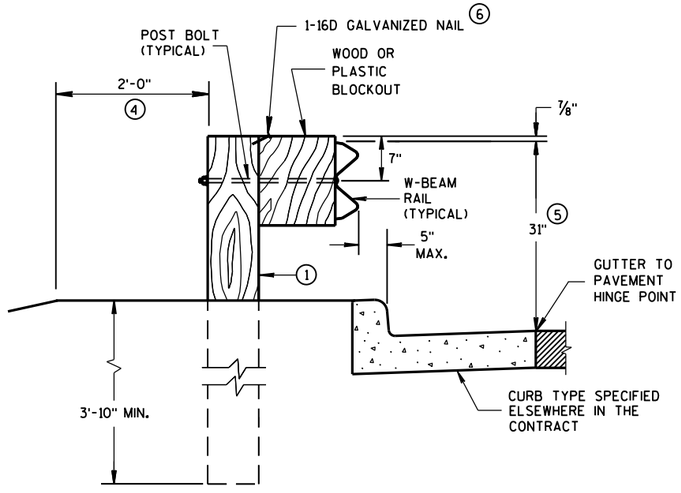
END VIEW

LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



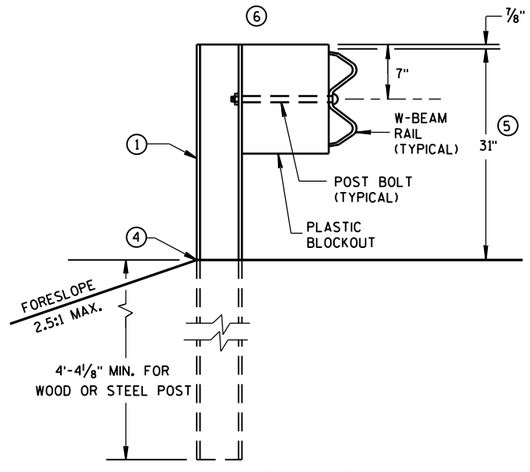
END VIEW

SETTING STEEL OR WOOD POST IN ROCK (3)



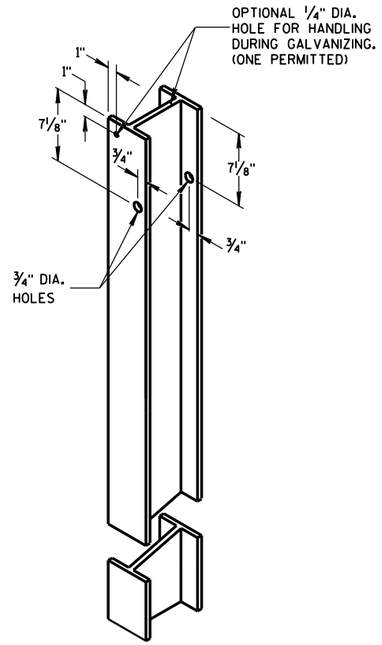
END VIEW

LOCATED ALONG A CURBED ROADWAY

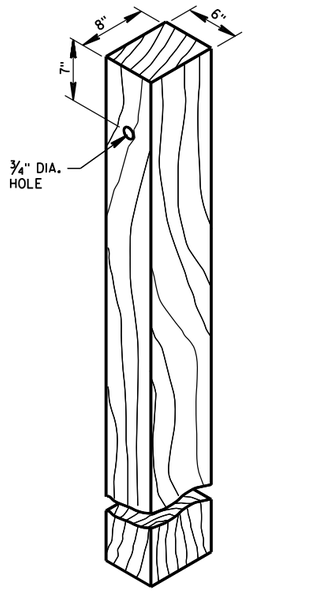


END VIEW

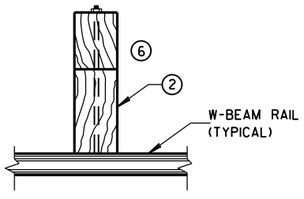
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



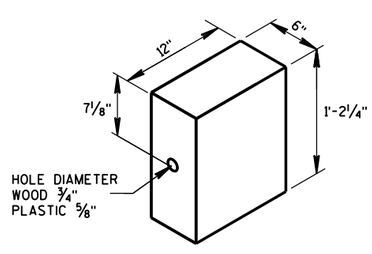
STEEL POST &
HOLE PUNCHING DETAIL
(w6X9) (1)



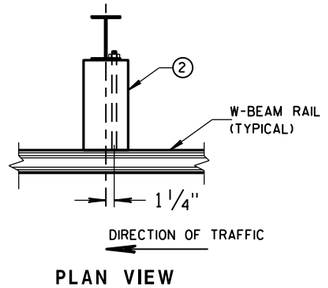
WOOD POST
(6" X 8") NOMINAL (1)



PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



WOOD OR
PLASTIC BLOCKOUT (2)



PLAN VIEW
STEEL POST,
PLASTIC BLOCKOUT & BEAM

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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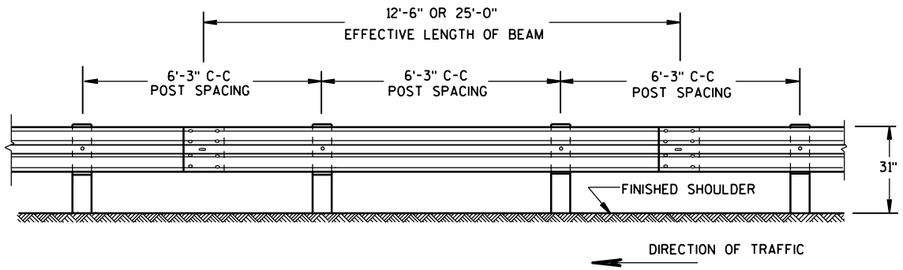
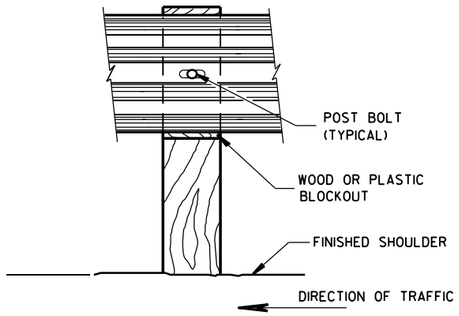
S.D.D. 14 B 42-5a



FRONT VIEW

POST SPACING STANDARD INSTALLATION



FRONT VIEW AT WOOD POST

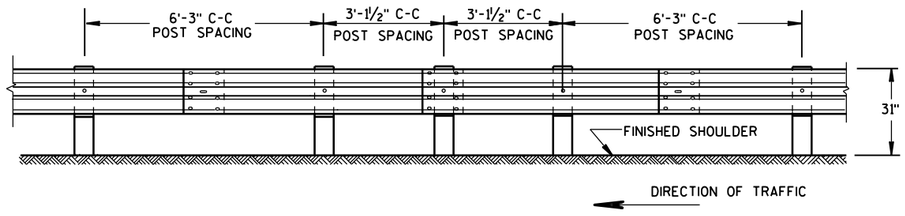
GENERAL NOTES

(8) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL. RAIL SPLICE LOCATIONS ARE THE ONLY ACCEPTABLE LOCATIONS FOR REFLECTORS.

(11) 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

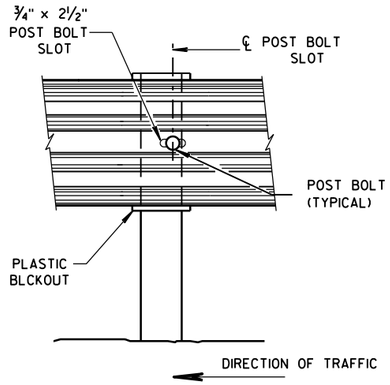
POST BOLTS ARE A 5/8" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND 5/8" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

GUARD RAIL SPLICE BOLTS ARE A 5/8" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

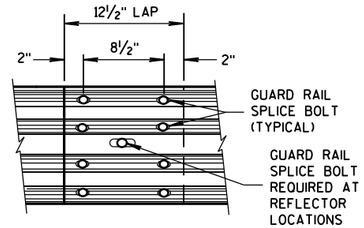


FRONT VIEW

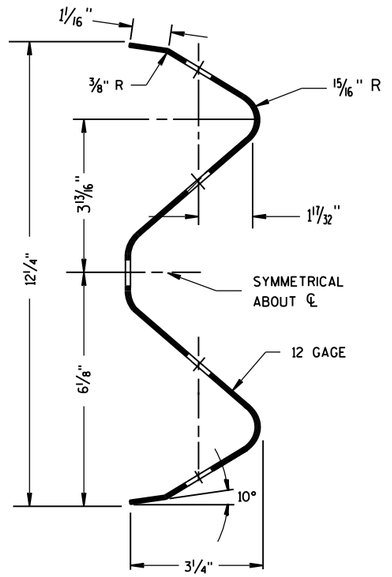
HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)



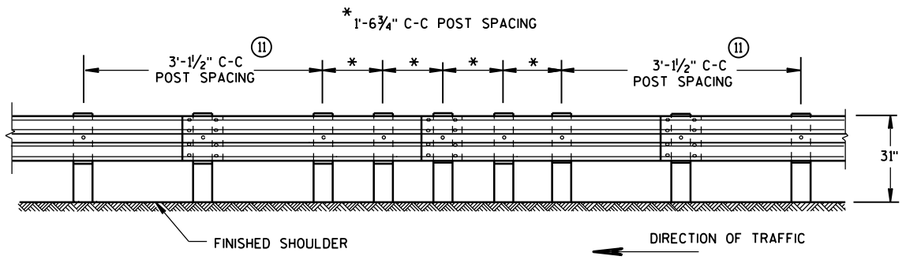
FRONT VIEW AT STEEL POST



FRONT VIEW
MID-SPAN BEAM SPLICE

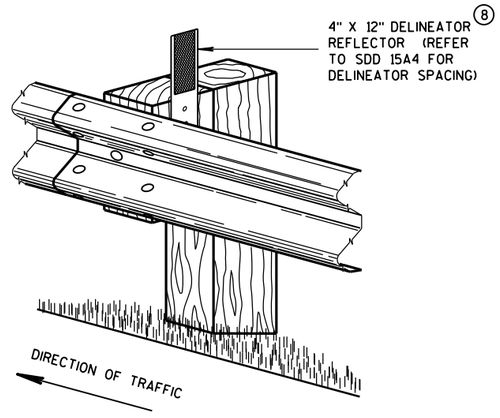


SECTION THRU W-BEAM RAIL



FRONT VIEW

QUARTER POST SPACING (QS)



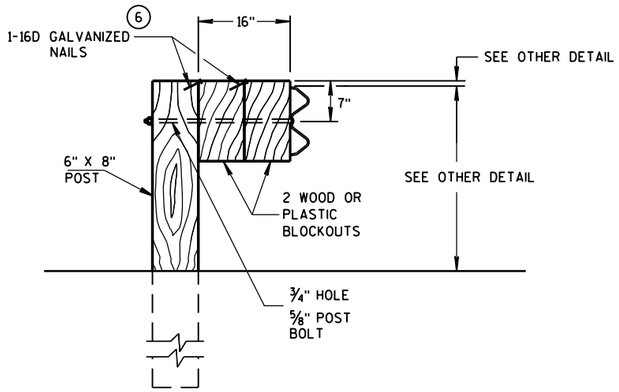
ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

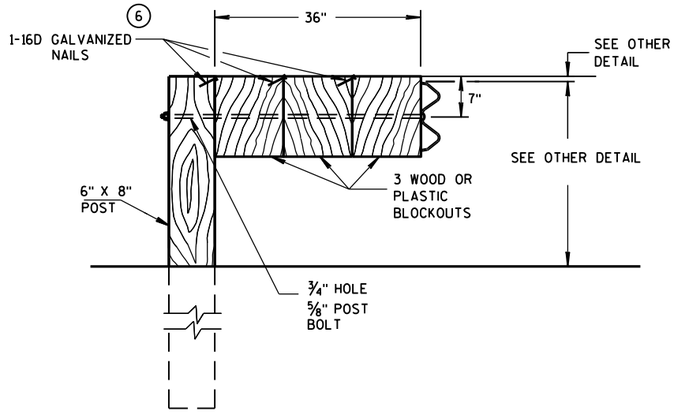
6

S.D.D. 14 B 42-5b



DETAIL FOR 16" BLOCKOUT DEPTH

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

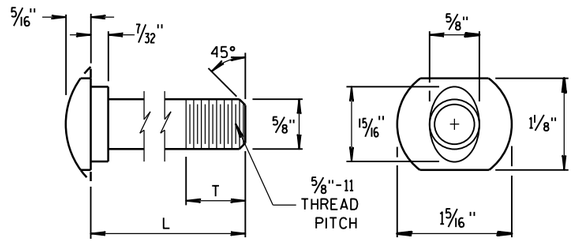


DETAIL FOR 36" BLOCKOUT DEPTH

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

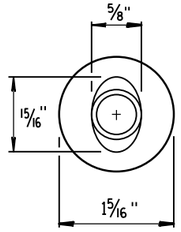
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

NOTE: 1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 1/16".
2. IF THE BOLT EXTENDS MORE THAN 1/4" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

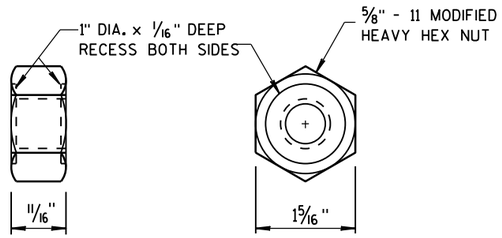


POST BOLT TABLE

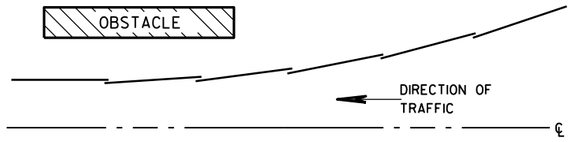
L	T (MIN.)
1¼"	1⅛"
2"	1¾"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



ALTERNATE BOLT HEAD

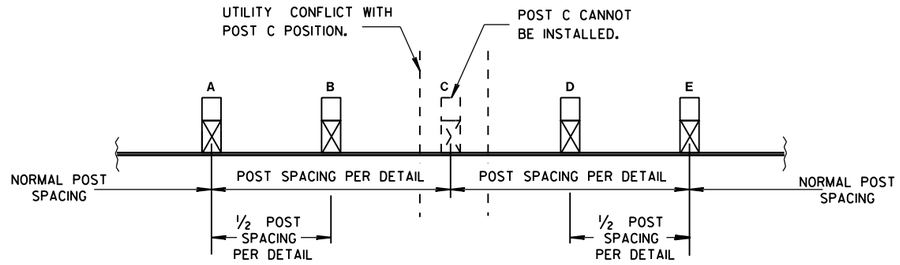


POST BOLT, SPLICE BOLT AND RECESS NUT

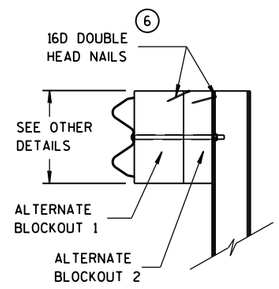


PLAN VIEW

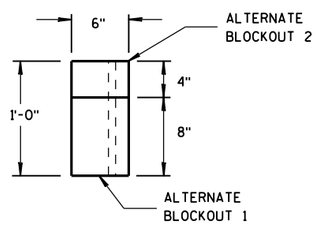
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



SIDE VIEW



TOP VIEW

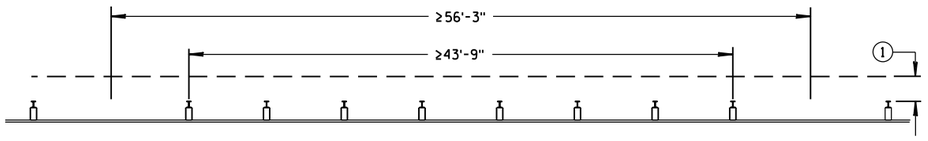
ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

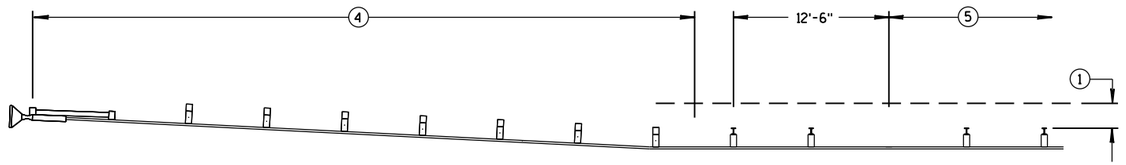
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

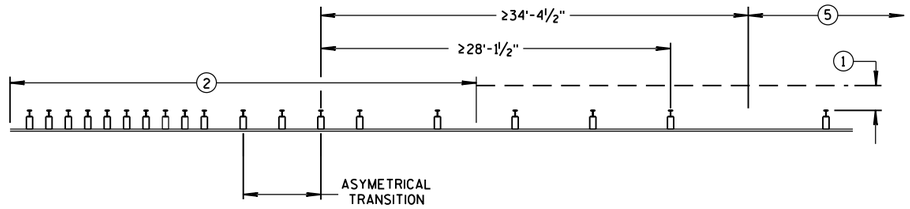
S.D.D. 14 B 42-5c



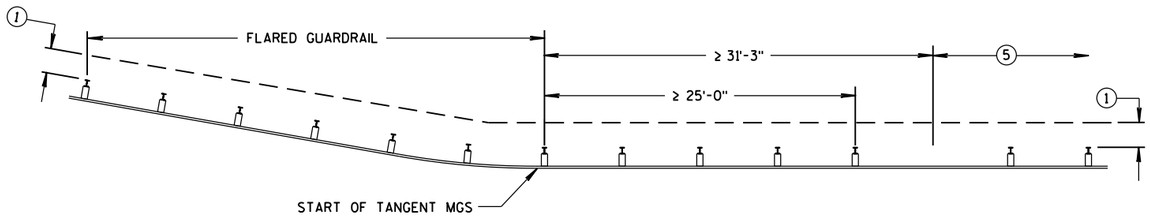
MISSING POST IN NORMAL BEAM GUARD RUN



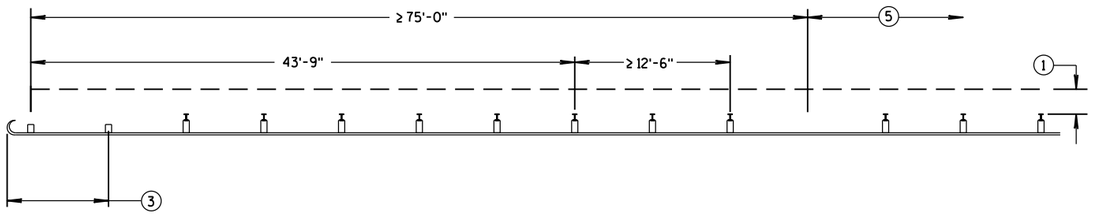
MISSING POST IN NORMAL BEAM GUARD RUN NEAR EAT



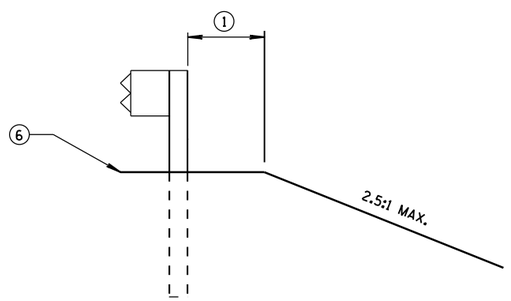
MISSING POST NEAR APPROACH THRIE BEAM TRANSITION



MISSING POST IN NORMAL BEAM GUARD RUN
NEAR FLARED BEAM GUARD



MISSING POST IN NORMAL BEAM GUARD RUN
NEAR TYPE 2 TERMINAL



CROSS SECTION VIEW

1. MINIMUM OF 2 FEET OF GRADING BEHIND POST.
2. SEE SDD 14B45 FOR MORE DETAILS.
3. SEE SDD 14B47 FOR MORE DETAILS.
4. SEE SDD 14B44 FOR MORE DETAILS.
5. SEE MISSING POST IN NORMAL BEAM GUARD RUN FOR DISTANCE TO NEXT MISSING POST AND AREA FOR WELL DRAINED, COMPACTED SOILS.
6. SEE PLAN FOR SHOULDER DESIGN.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

6

S.D.D. 14 B 42-5d

6

S.D.D. 14 B 42-5d

GENERAL NOTES

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

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

(C) DIFFERENT MANUFACTURES REQUIRE DIFFERENT PERFORATED W-BEAM RAIL END PANELS. SEE MANUFACTURES INFORMATION.

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

(H) HARDWARE VARIES BETWEEN DIFFERENT MANUFACTURES. SEE MANUFACTURE'S DRAWING FOR INFORMATION.

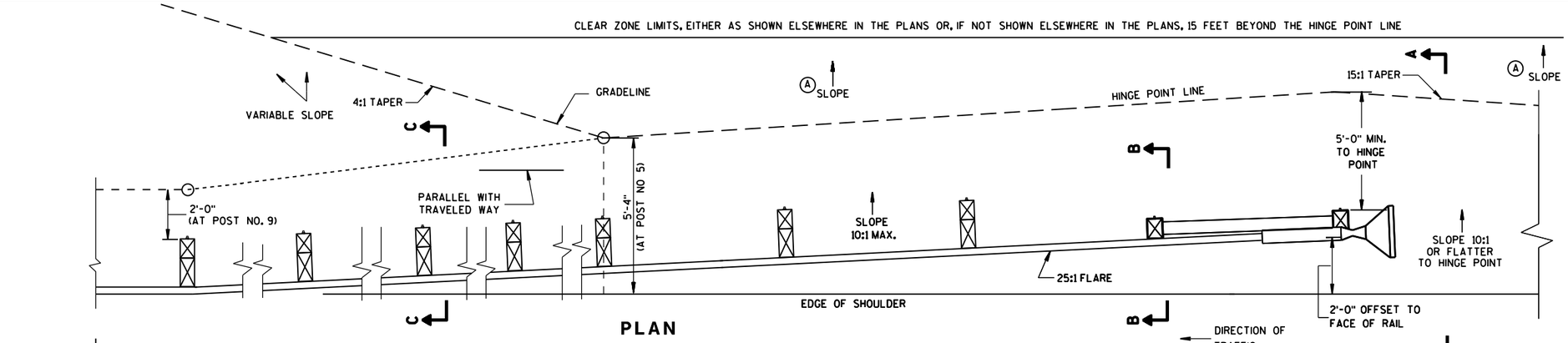
SEE SDD 14B42 FOR MORE INFORMATION.

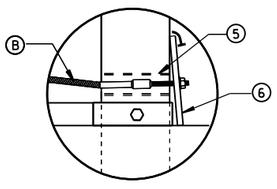
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

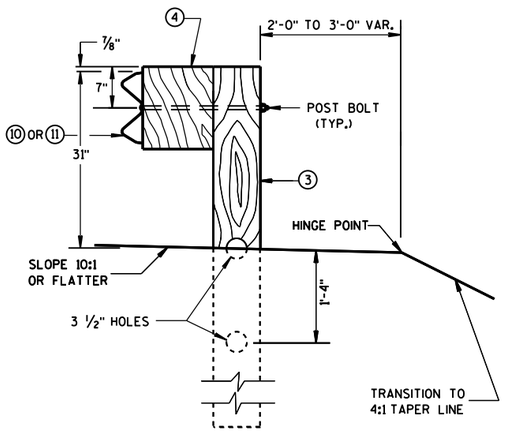
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

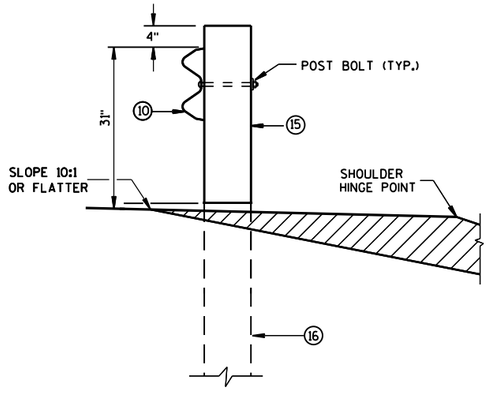
SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

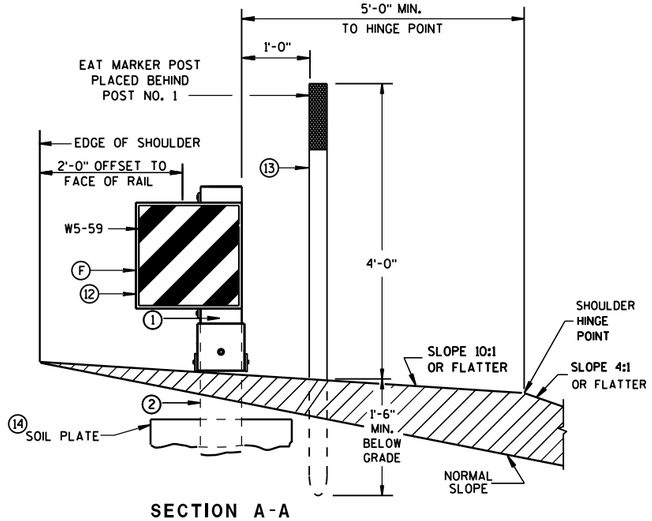
THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE.

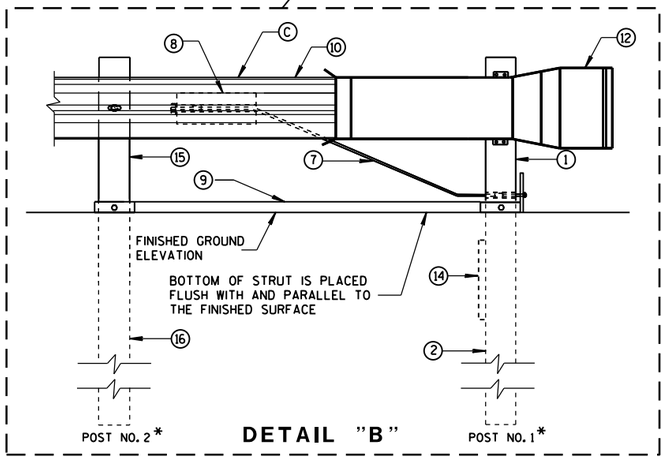












MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

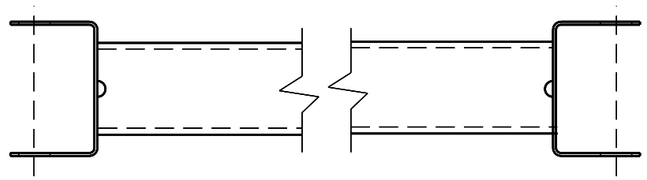
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

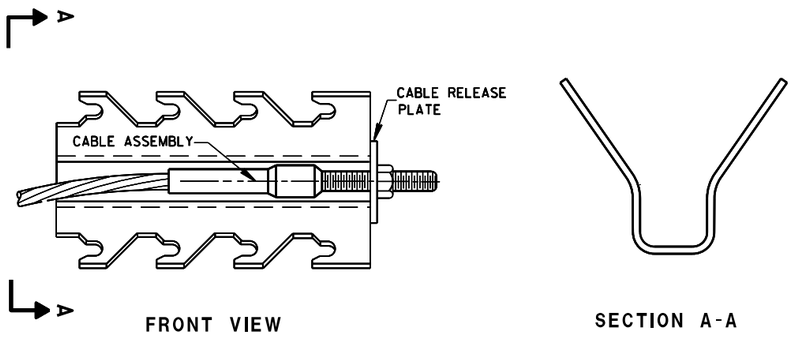
S.D.D. 14 B 44-3a

6

S.D.D. 14 B 44-3a



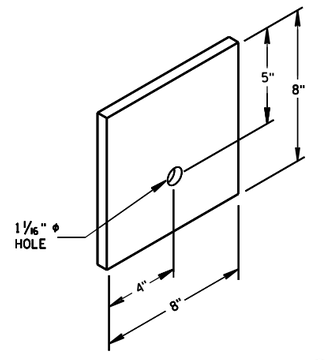
GENERIC GROUND STRUT (9) (H)



GENERIC ANCHOR CABLE BOX (8) (H)

BILL OF MATERIALS

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



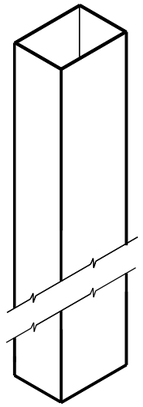
BEARING PLATE (6)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

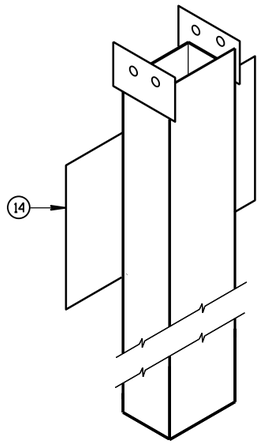
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

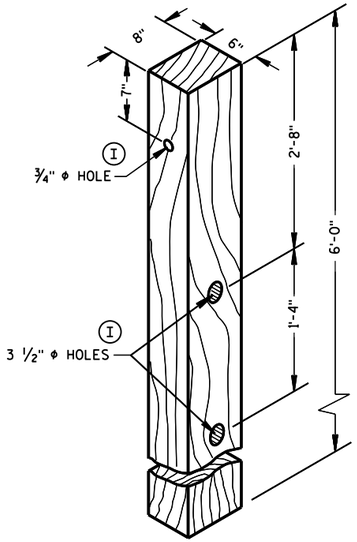
S.D.D. 14 B 44-3b



UPPER POST NO. 1 (1)

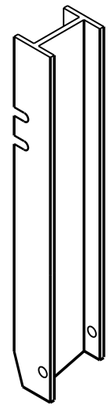


LOWER POST NO. 1 (2)

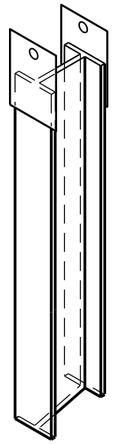


POSTS NUMBER 3-9

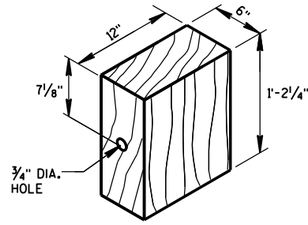
WOOD CRT POST (3)



UPPER POST NO. 2 (15)

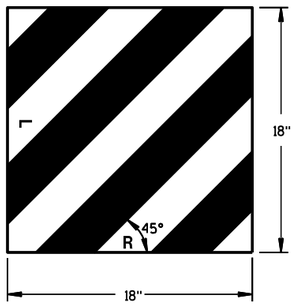


LOWER POST NO. 2 (16)



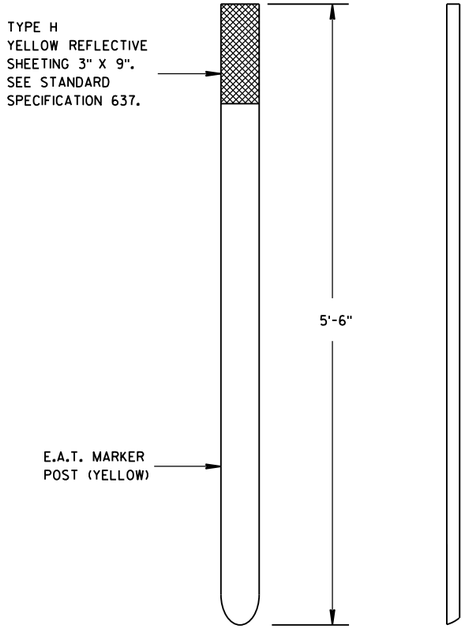
WOOD BLOCKOUT (4)

REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



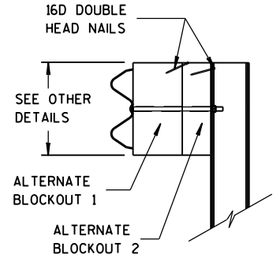
W5-59

REFLECTIVE SHEETING DETAIL (H)

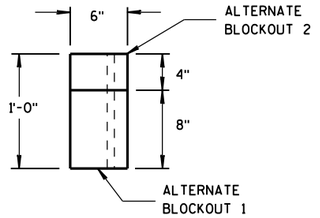


FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW



TOP VIEW

ALTERNATE WOOD
BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

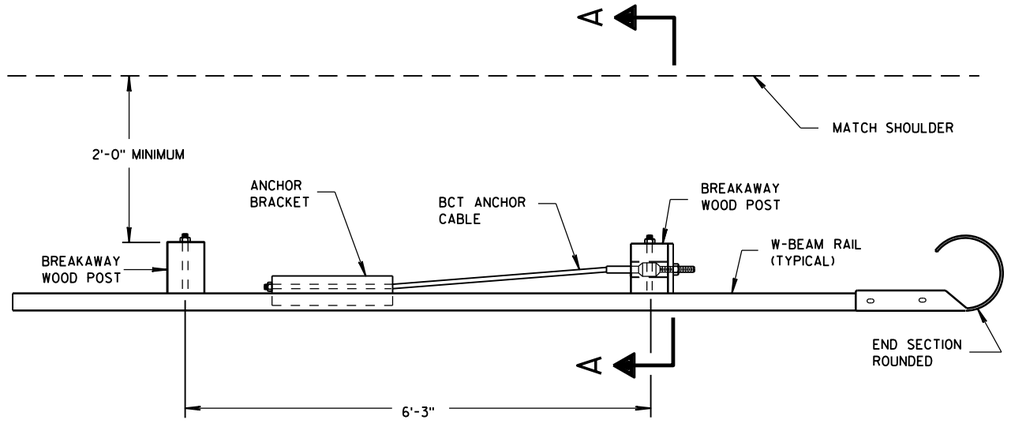
June 2017
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS
UNIT SUPERVISOR

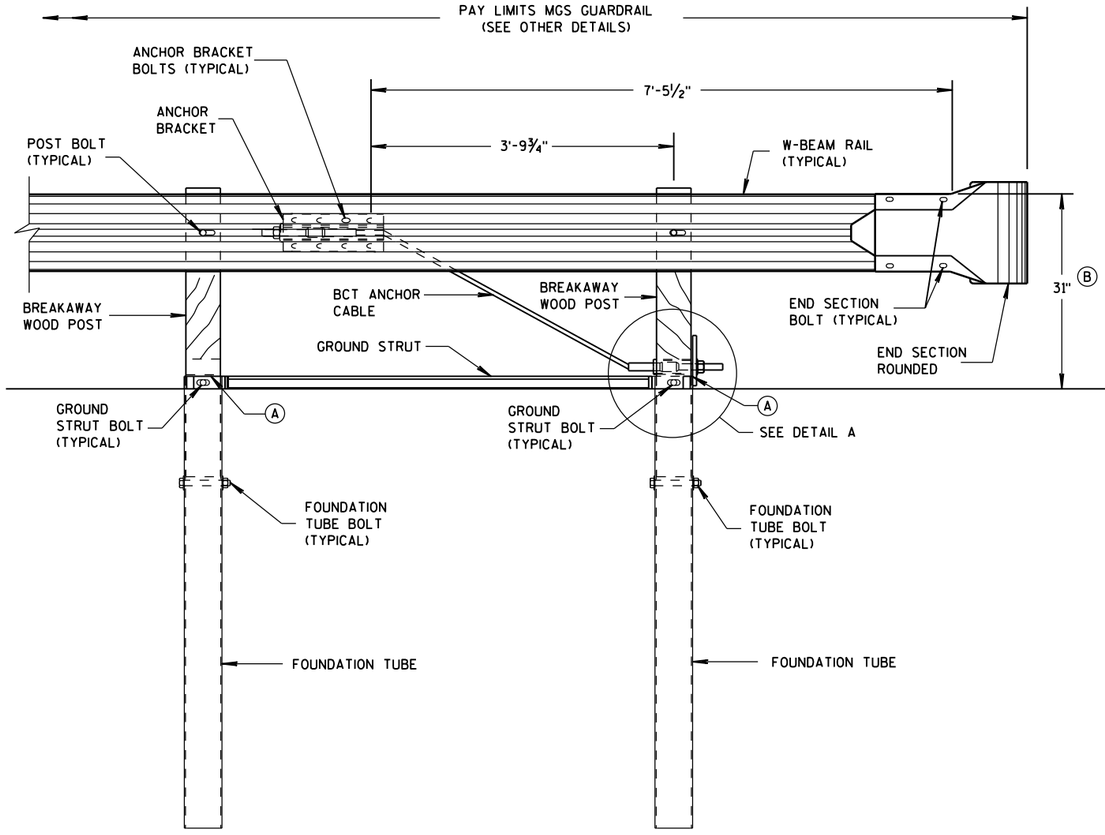
FHWA

6

S.D.D. 14 B 44-3c

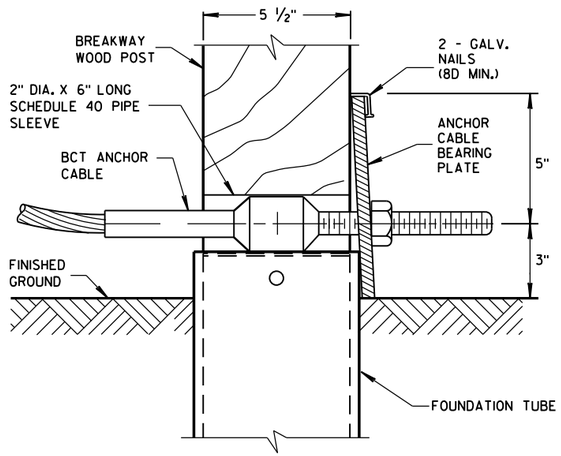


PLAN VIEW



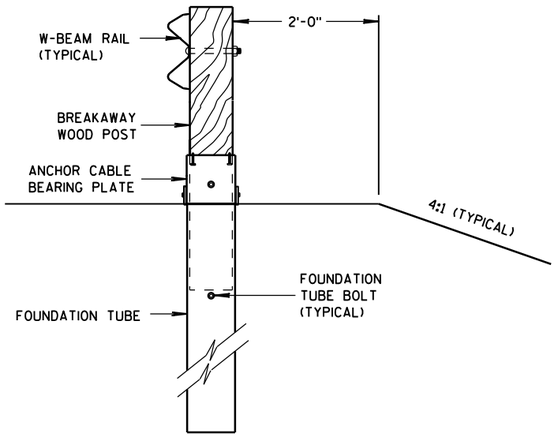
FRONT VIEW

END RAIL DETAIL



DETAIL A

POST NO. 1
GROUNG STRUT NOT SHOWN FOR CLARITY.



SECTION A-A

GENERAL NOTES

SEE SDD 14 B 42 FOR MORE INFORMATION.

END SECTION BOLTS AND NUTS HAVE THE SAME MATERIAL REQUIREMENTS AS SPLICE BOLTS.

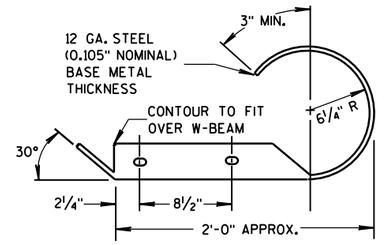
FOUNDATION TUBE BOLTS ARE ⅞" DIAMETER ASTM A307 HEX HEAD BOLT. FOUNDATION TUBE BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 ⅞" DIAMETER FLAT WASHERS. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.

ANCHOR BRACKET AND GROUND STRUT BOLTS ARE A ⅝" DIAMETER ASTM A307 HEX HEAD BOLT. ANCHOR BRACKET BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 ⅝" DIAMETER FLAT WASHERS. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.

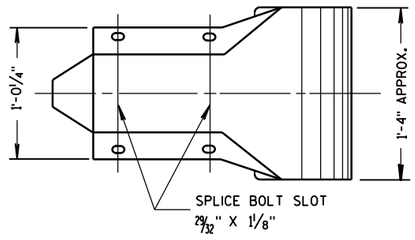
W-BEAM END SECTION ROUNDED HAS THE SAME MATERIAL PROPERTIES AS STANDARD STEEL RAIL.

(A) TOP OF FOUNDATION TUBE SHALL BE NO MORE THAN 3" ABOVE FINISHED GROUND.

(B) FOR NEW CONSTRUCTION TOP OF RAIL IS 31" ± 1".
FOR EXISTING INSTALLATIONS TOP OF RAIL IS BETWEEN 27¾" TO 32" ± 1".



PLAN VIEW



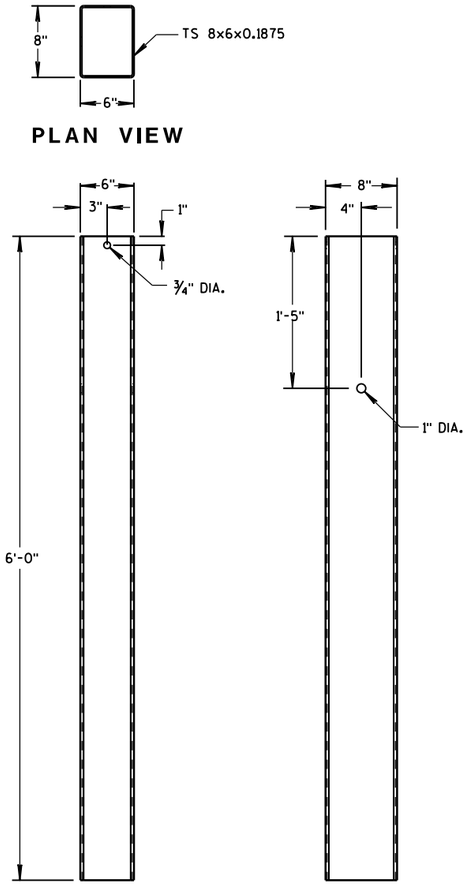
FRONT VIEW

W BEAM END SECTION ROUNDED

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6
S.D.D. 14 B 47-2a

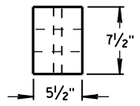


PLAN VIEW

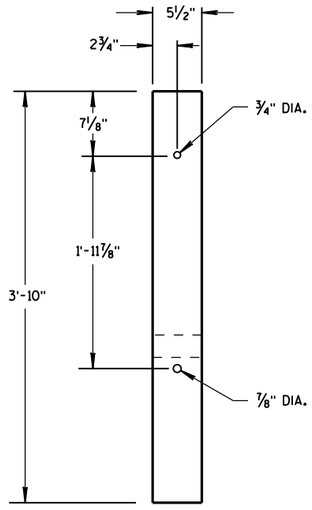
FRONT VIEW

SIDE VIEW

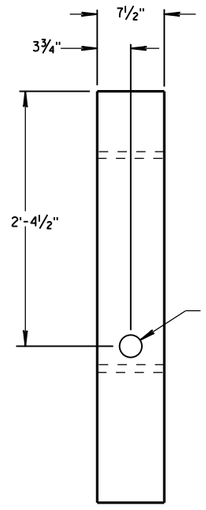
FOUNDATION TUBE



PLAN VIEW



FRONT VIEW



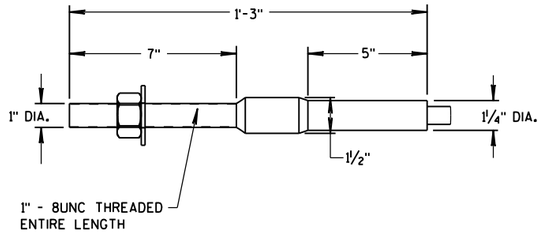
SIDE VIEW

BREAKAWAY WOOD POST

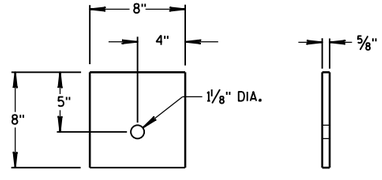
GENERAL NOTES

BCT ANCHOR CABLE IS A ¾" DIAMETER 6X19 IWRC IPS GALVANIZED WIRE ROPE. THE SWAGED FITTINGS AND STUD ARE REQUIRED. END FITTING SHALL BE MACHINED FROM HOT-ROLLED CARBON STEEL CONFORMING TO ASTM A576 GRADE 1035 AND GALVANIZED ACCORDING TO ASTM A123. TREADED STUD SHALL CONFORM TO ASTM A325 OR SAE GRADE 5. MINIMUM BREAKING STRENGTH OF WIRE ROPE IS 43,000 LB. WIRE ROPE IS TO BE TAUT.

BCT ANCHOR CABLE



DETAIL B



SIDE VIEW FRONT VIEW

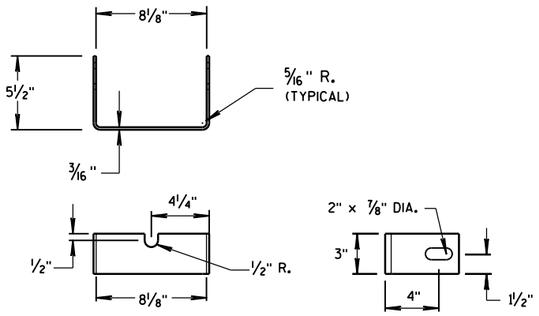
ANCHOR CABLE
BEARING PLATE

MIDWEST GUARDRAIL
SYSTEM (MGS) TYPE 2 TERMINAL

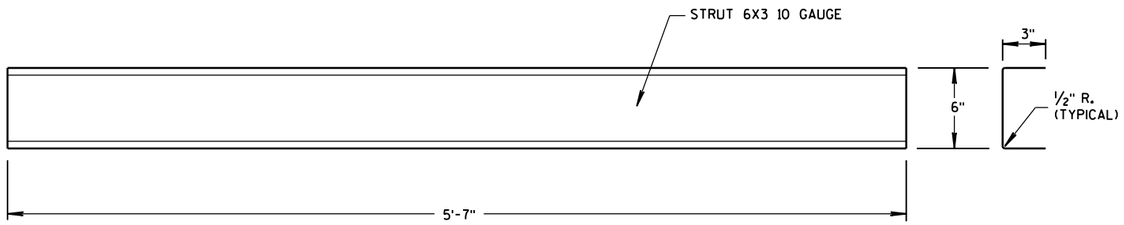
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

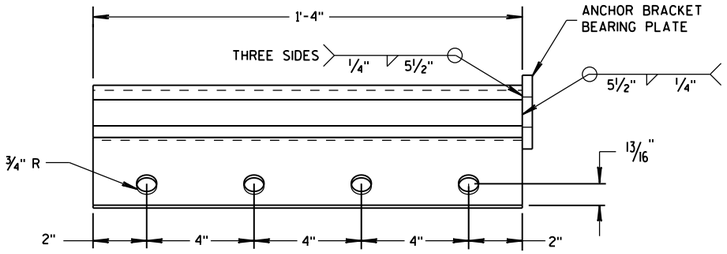
S.D.D. 14 B 47-2b

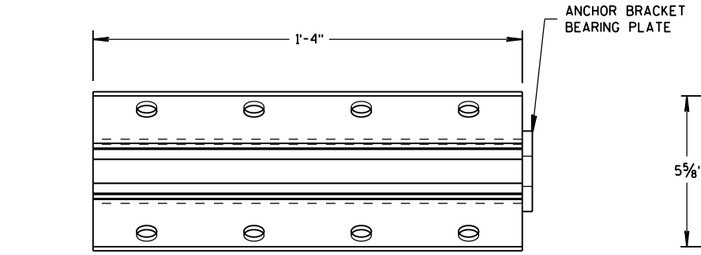


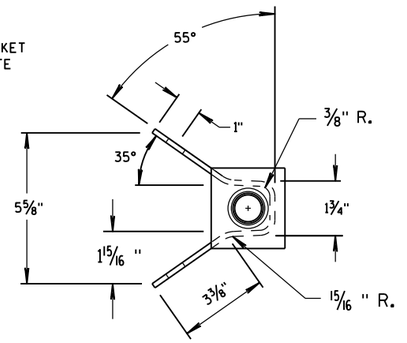
YOKE DETAIL



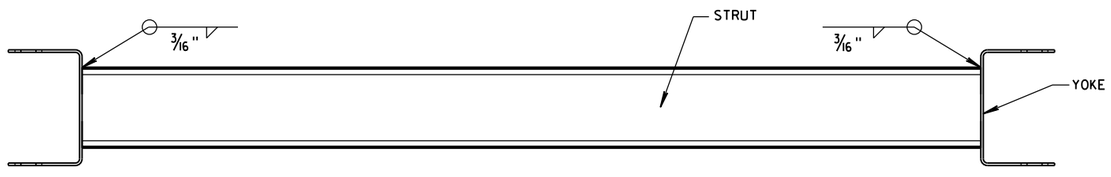
STRUT DETAIL



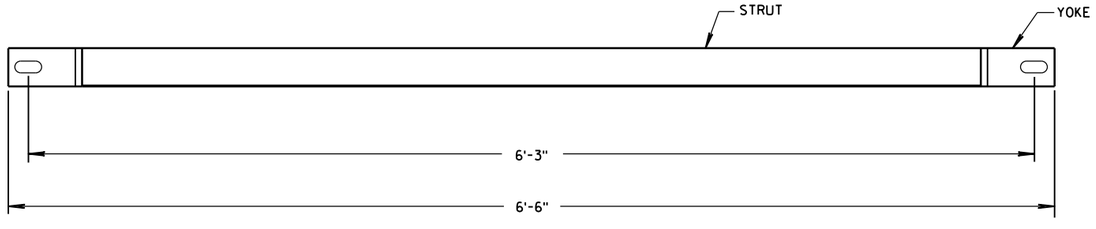




ANCHOR BRACKET

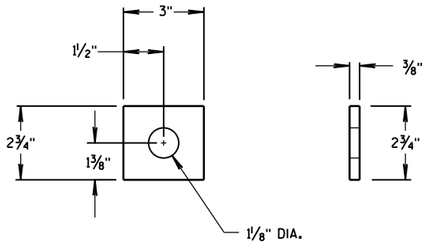


PLAN VIEW



FRONT VIEW

GROUND STRUT DETAIL



ANCHOR BRACKET BEARING PLATE

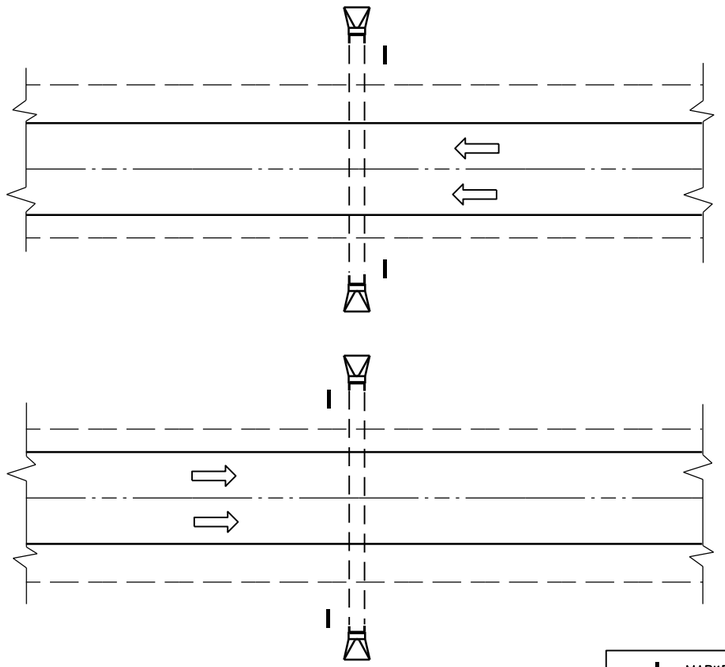
MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA

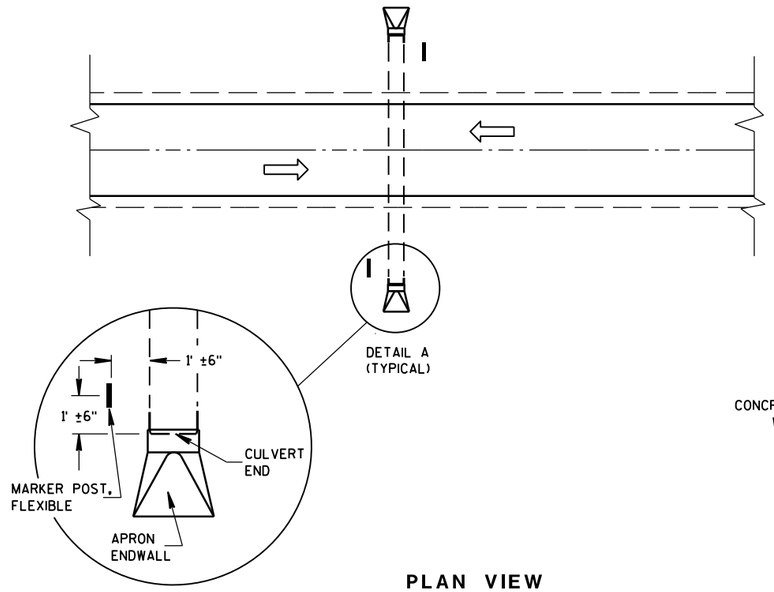
6

S.D.D. 14 B 47-2c



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

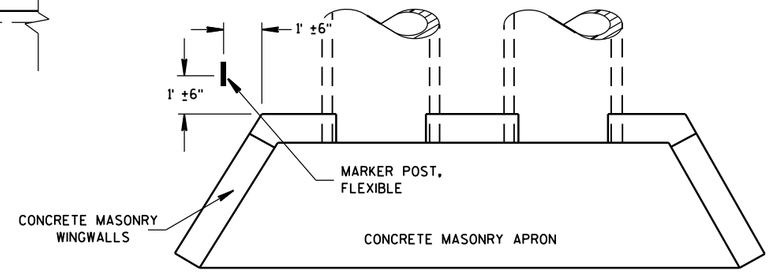
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

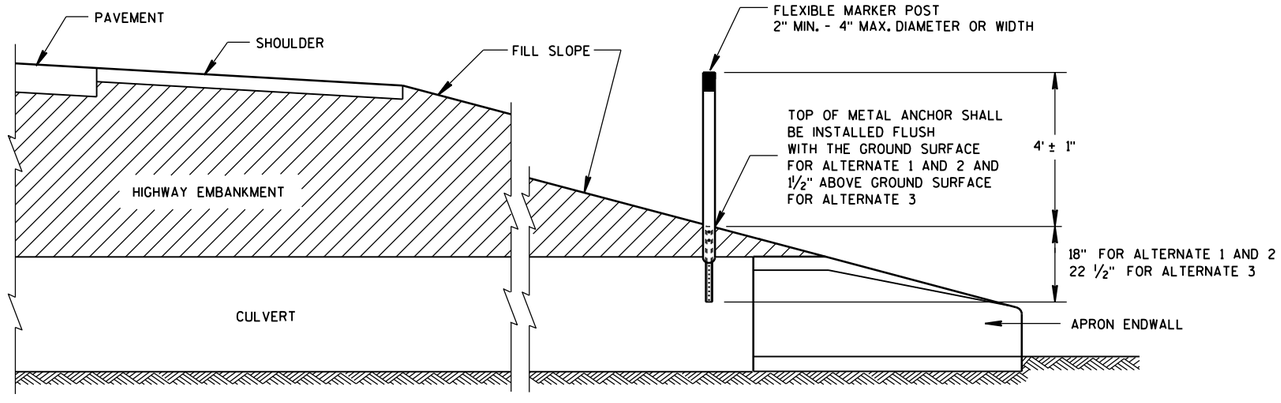
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

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

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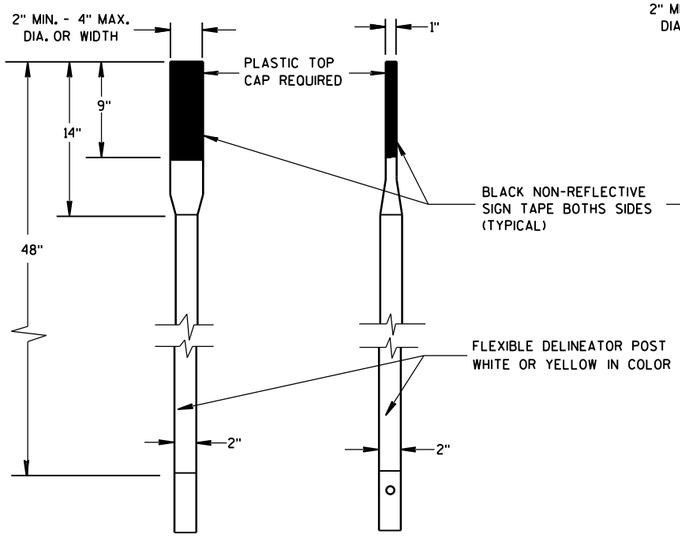
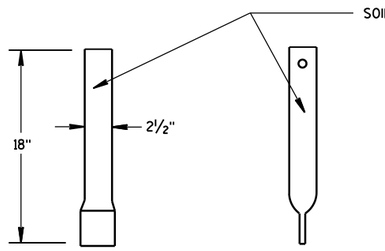
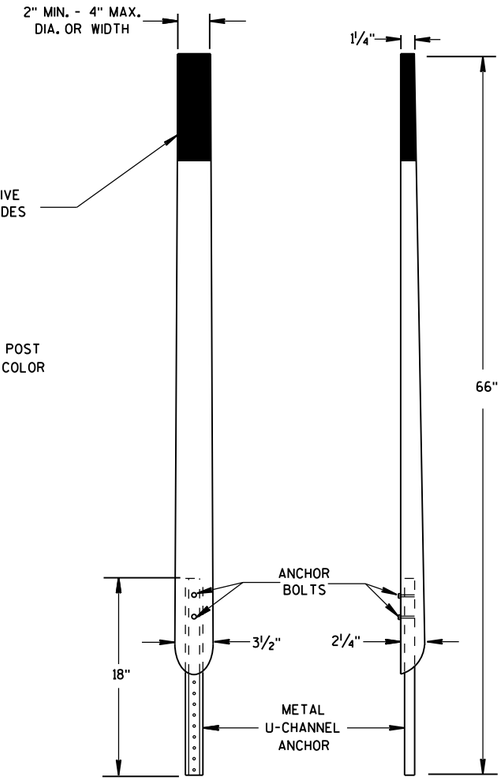
S.D.D. 15 A 3-2a





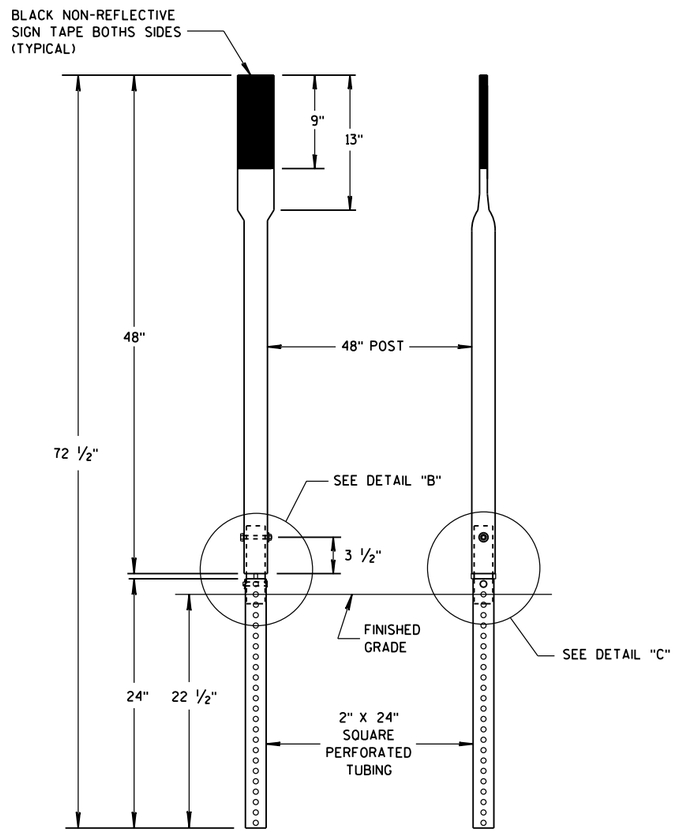
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

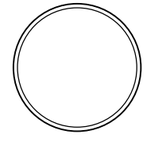
ALTERNATE 2



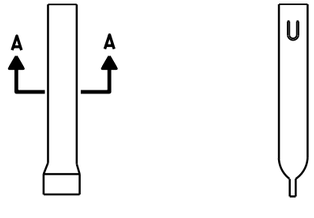
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POSTS

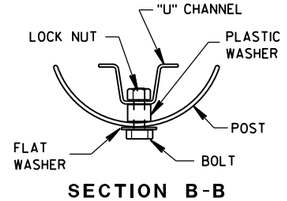


SECTION A-A

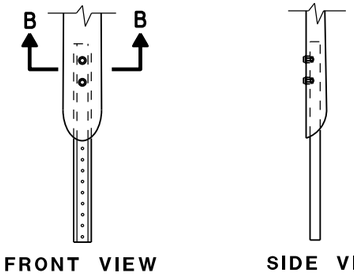


FRONT VIEW SIDE VIEW

ALTERNATE 1

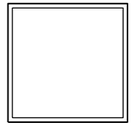


SECTION B-B

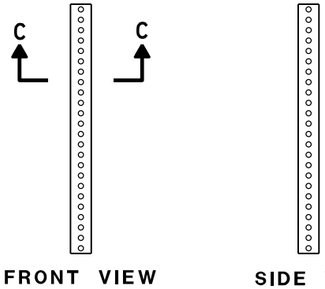


FRONT VIEW SIDE VIEW

ALTERNATE 2



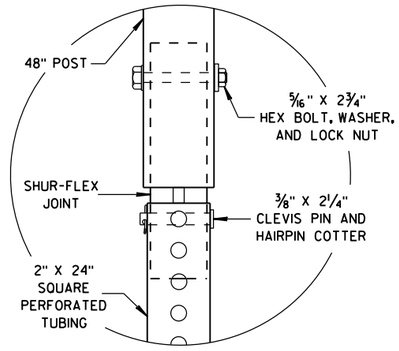
SECTION C-C



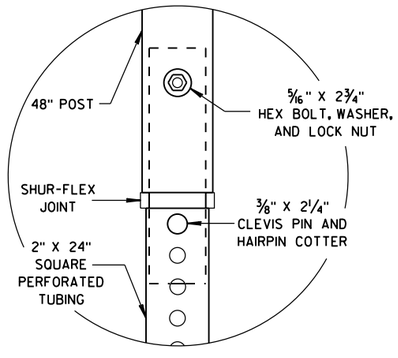
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

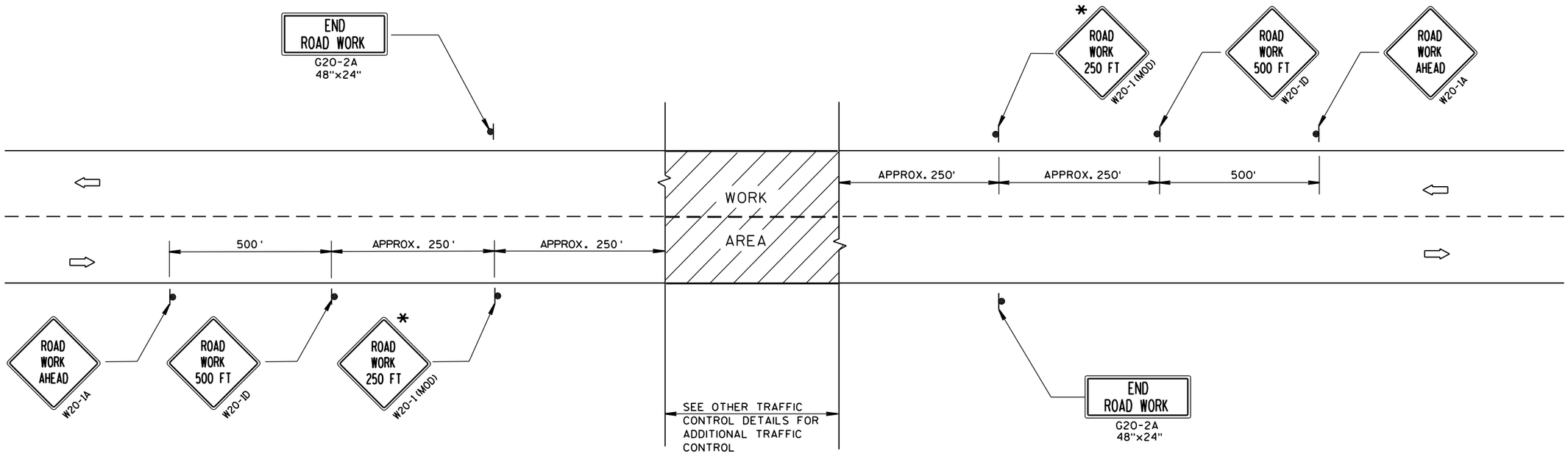
6

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

6

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

TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



GENERAL NOTES

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

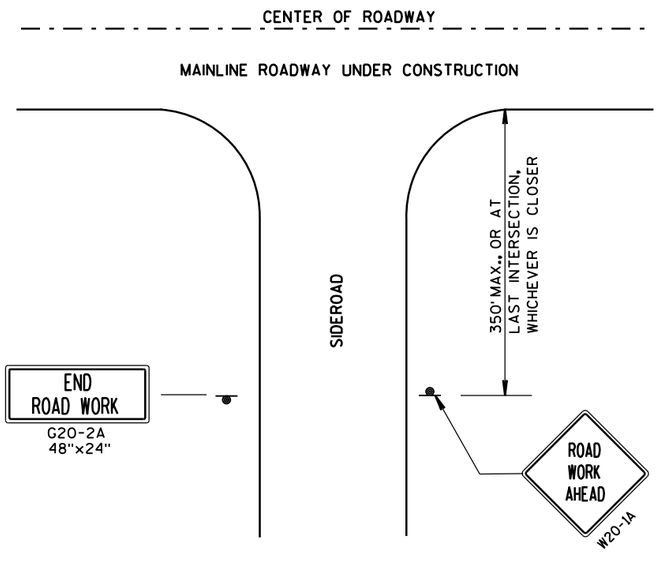
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

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

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



LEGEND

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

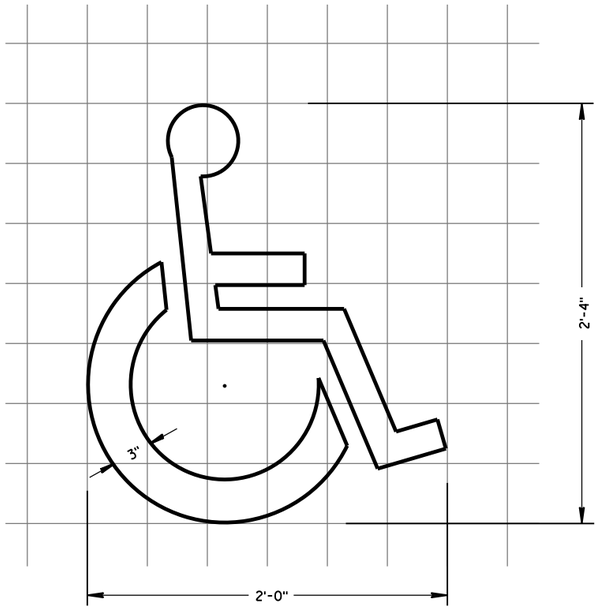
APPROVED
Sept. 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENG
FHWA

6

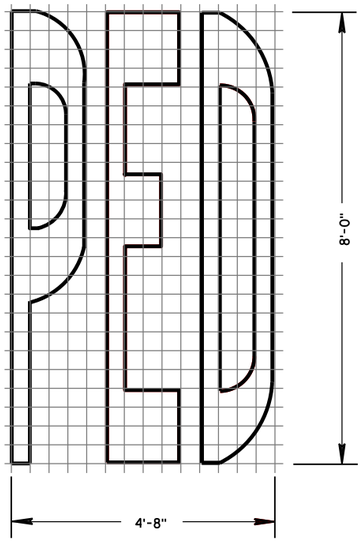
S.D.D. 15 C 5-4

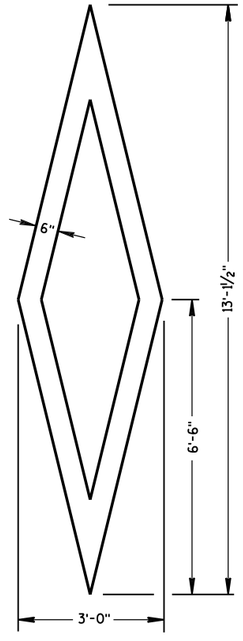
GENERAL NOTES

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



HANDICAP SYMBOL





PREFERENTIAL LANE SYMBOL

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S.D.D. 15 C 7-14a

S.D.D. 15 C 7-14a

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

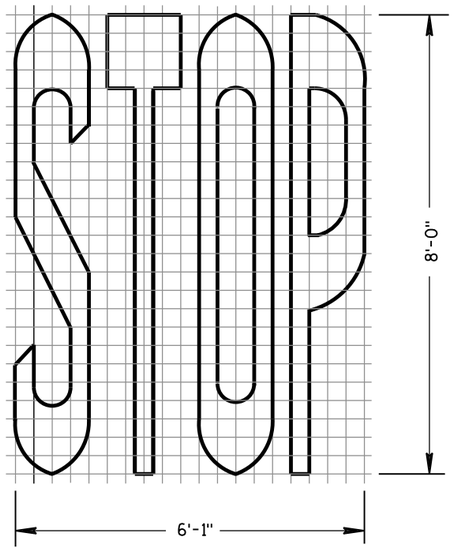
June 2017 — DATE

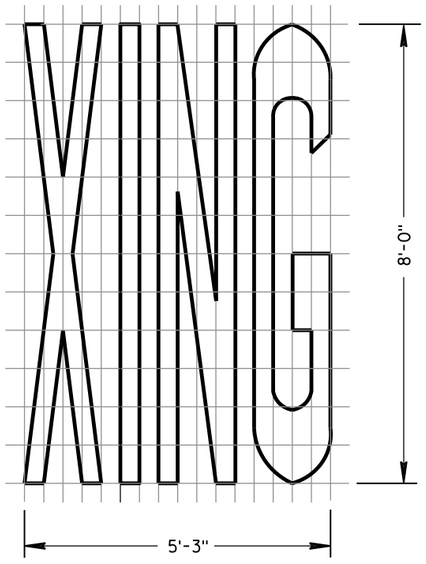
/S/ Matthew R. Rauch — STATE SIGNING AND MARK EER

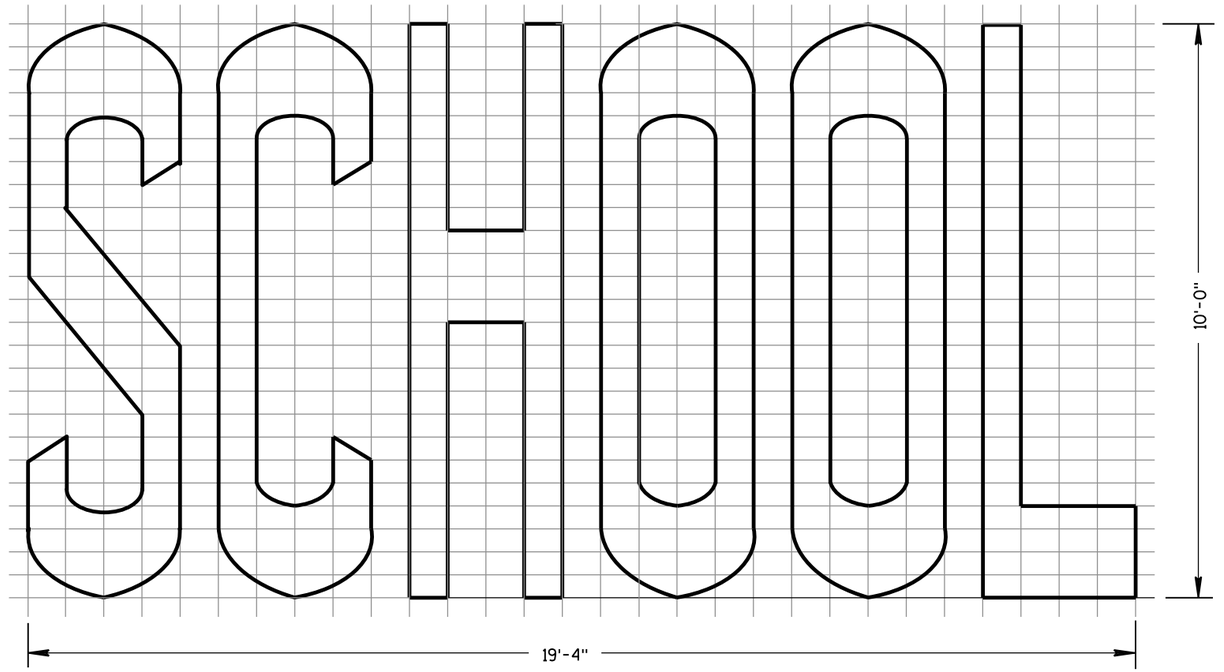
FHWA

GENERAL NOTES

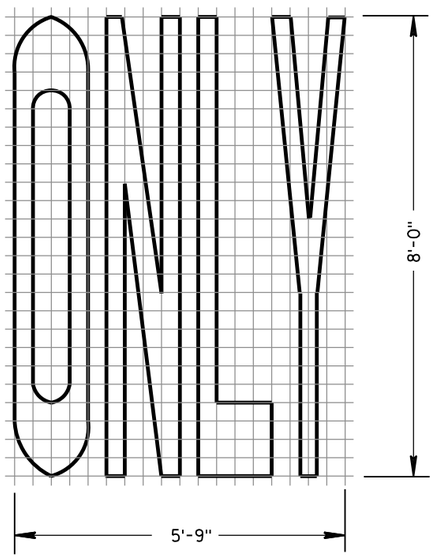
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

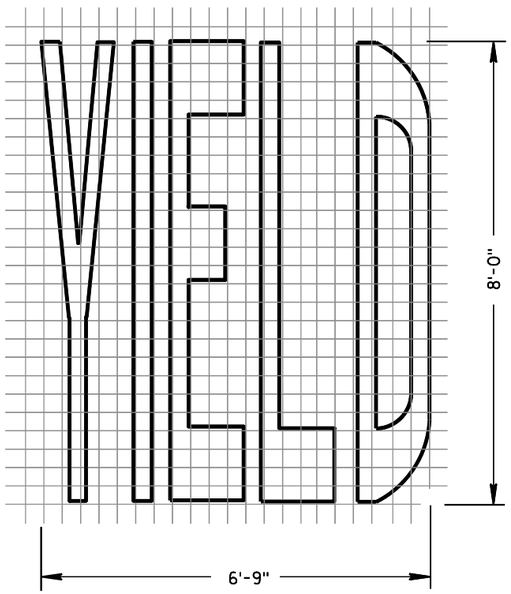


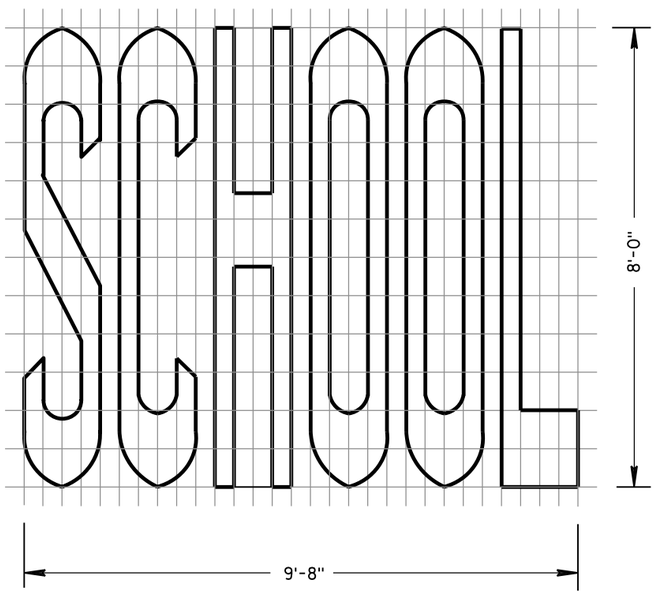




TWO-LANE







SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2017 — DATE

/S/ Matthew R. Rauch — STATE SIGNING AND MARK

EER

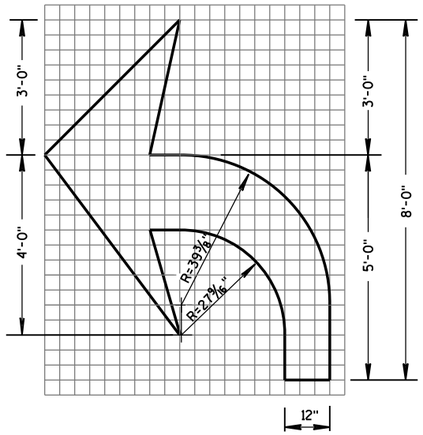
FHWA

6

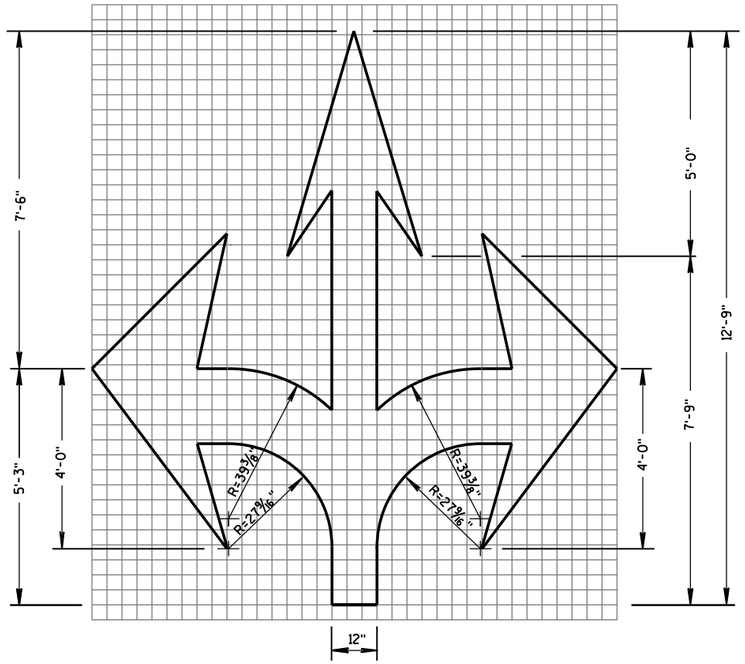
S.D.D. 15 C 7-14b

6

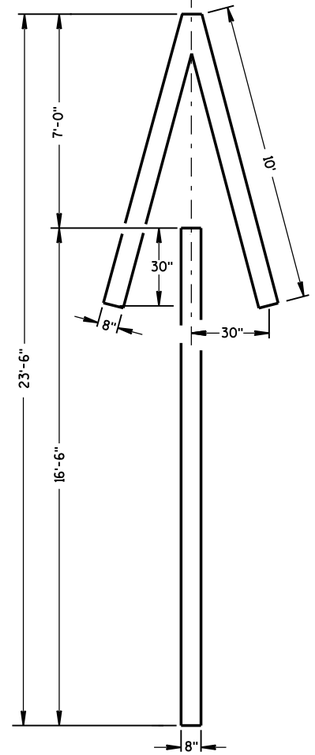
S.D.D. 15 C 7-14b



TYPE 2



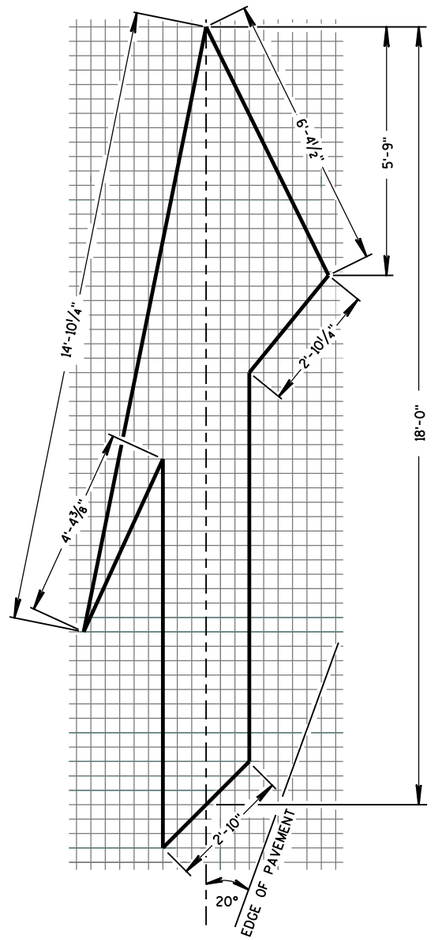
TYPE 6



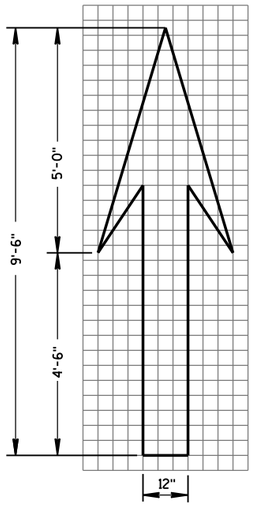
TYPE 4

GENERAL NOTES

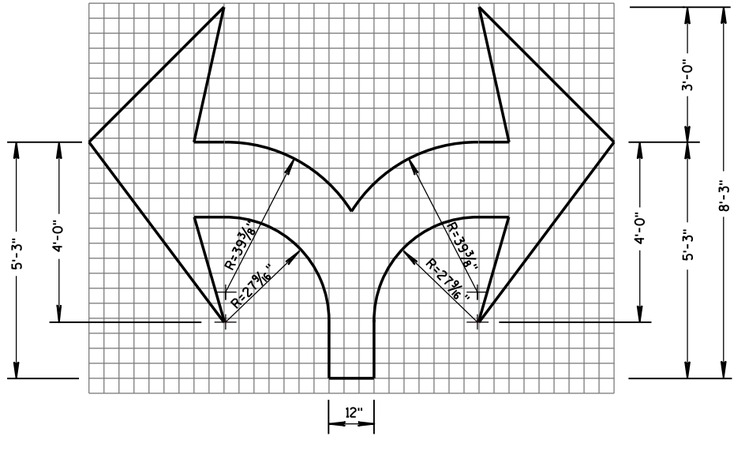
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



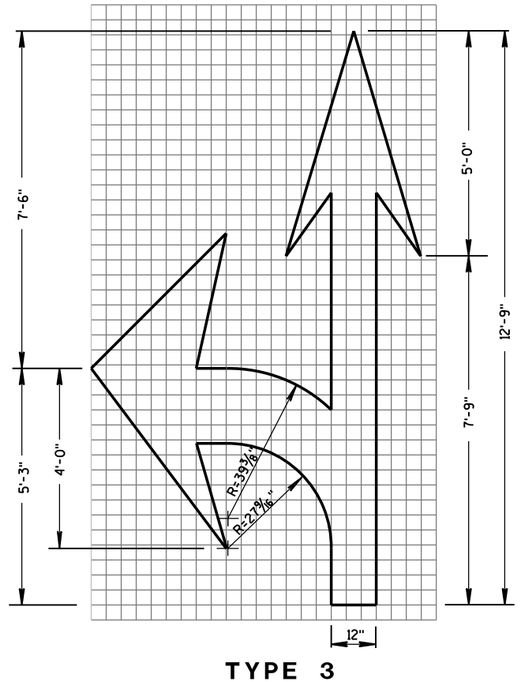
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

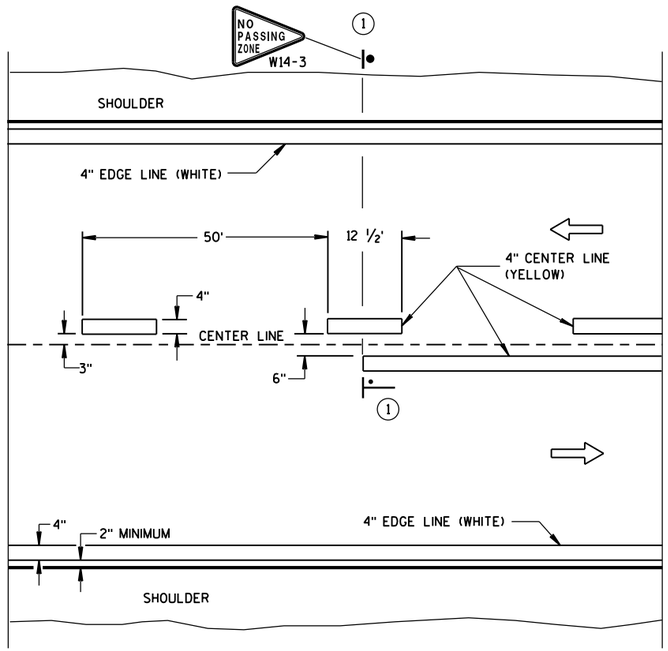
APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MAR[illegible]NEER
FHWA

6

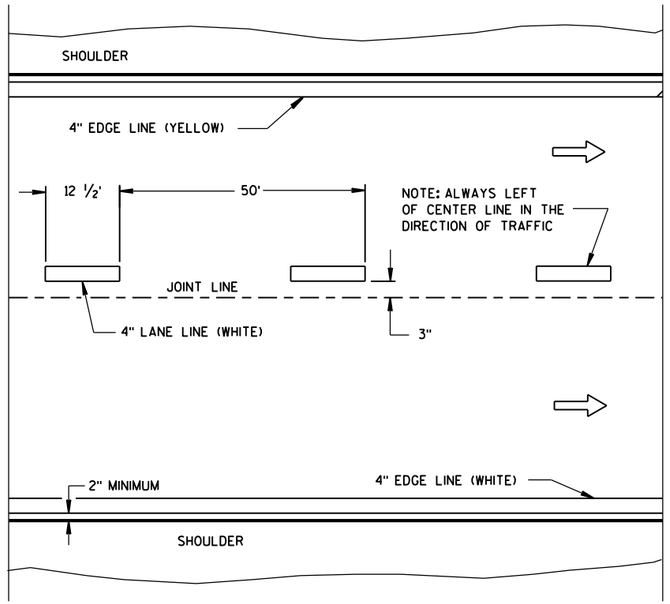
S.D.D. 15 C 7-14c

6

S.D.D. 15 C 7-14c



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

GENERAL NOTES

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

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

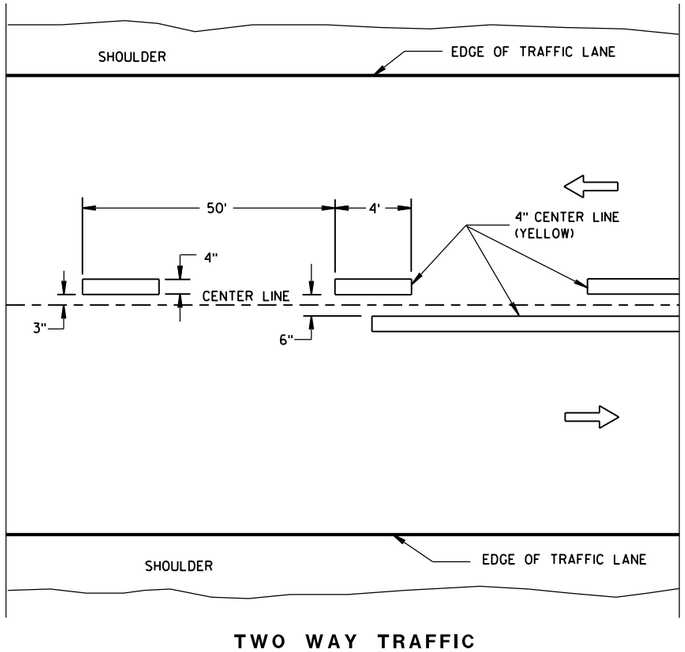
NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

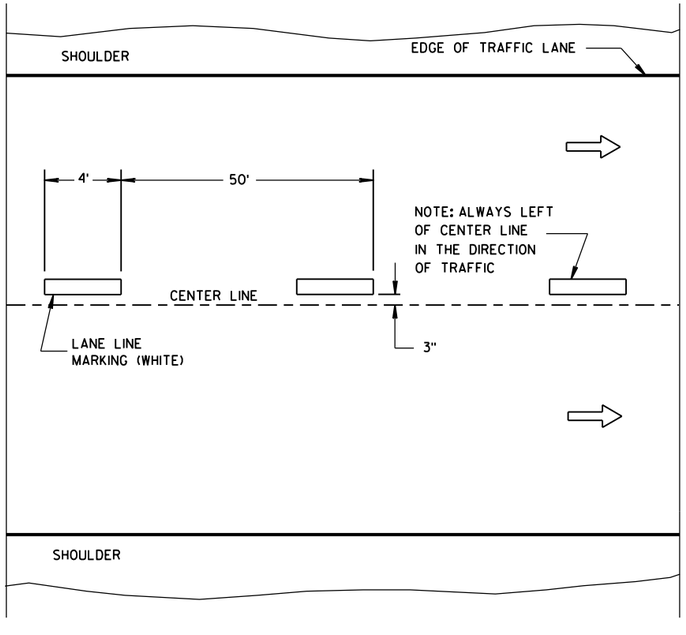
LEGEND

"T" MARKING

POST MOUNTED SIGN



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MAR[illegible]INEER
FHWA

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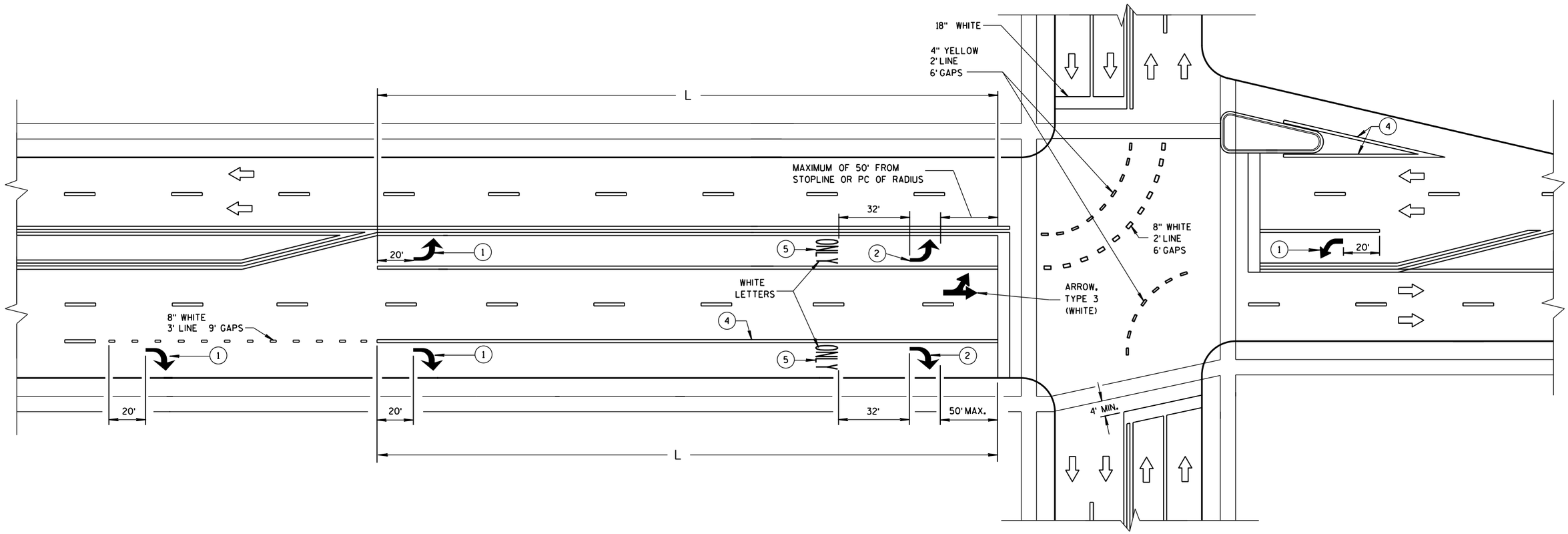
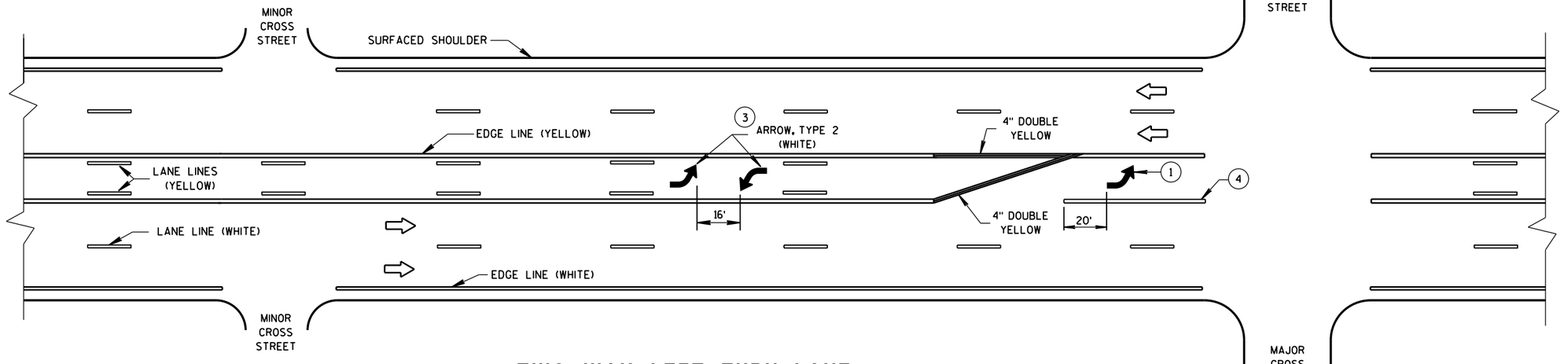
S.D.D. 15 C 8-18a





GENERAL NOTES

(1) REQUIRED ARROW, TYPE 2 (WHITE).

(2) REQUIRED ARROW, TYPE 2 (WHITE) WHEN L IS GREATER THAN 78 FEET AND LESS THAN OR EQUAL TO 166 FEET.

(3) A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.

(4) 8" WHITE

(5) REQUIRED WORD ONLY WHEN L IS GREATER THAN 166 FEET.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL

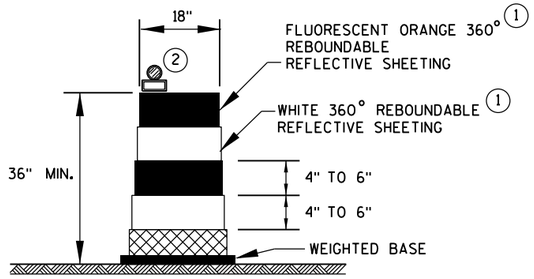
L = LENGTH OF TURN BAY

TWO WAY LEFT TURN LANE

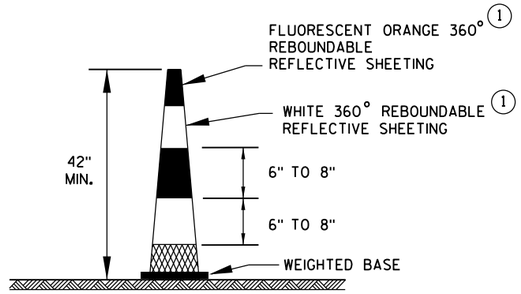
PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

S.D.D. 15 C 8-18b



DRUM

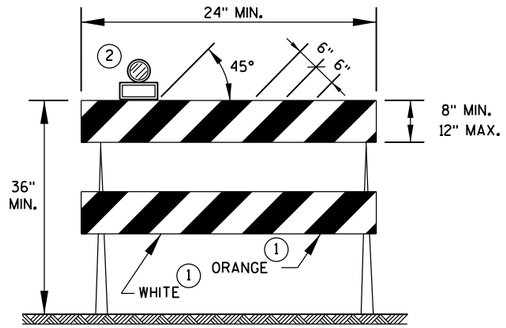


42" CONE

DO NOT USE IN TAPERS
1/2 SPACING OF DRUMS

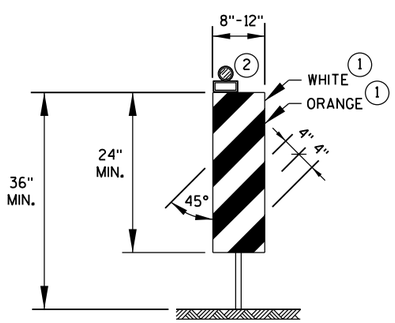
GENERAL NOTES

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



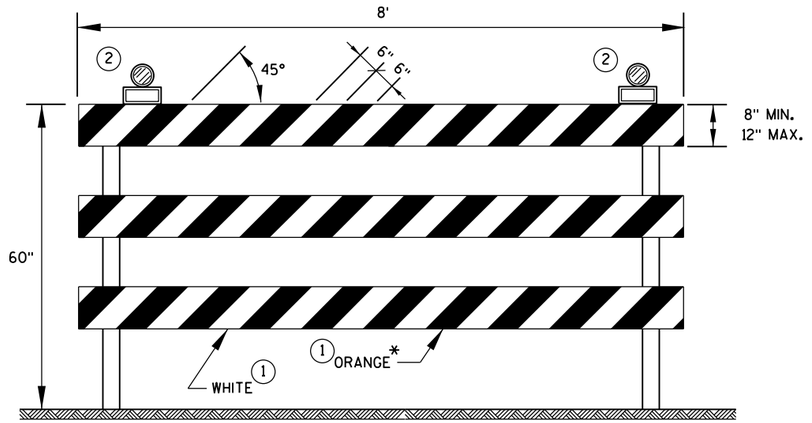
TYPE 2 BARRICADE

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



VERTICAL PANEL

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



TYPE 3 BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION, USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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June 2017 — DATE

/S/ Andrew Heidtke — WORK ZONE ENG

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LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

DIRECTION OF TRAFFIC

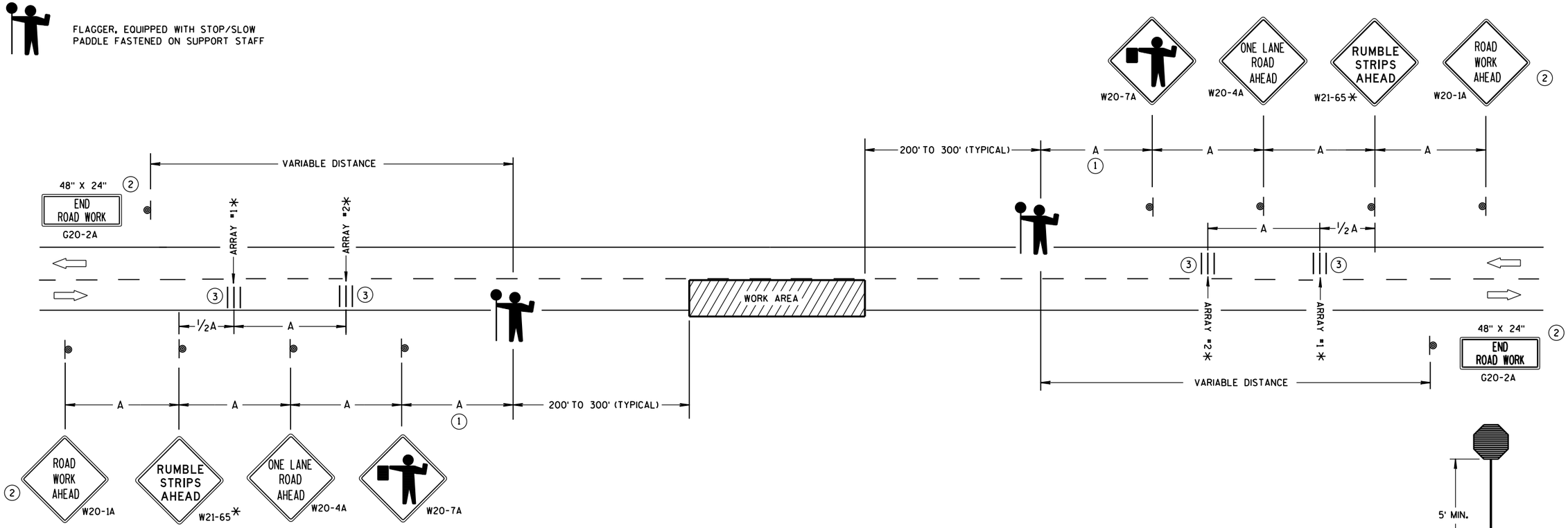
WORK AREA

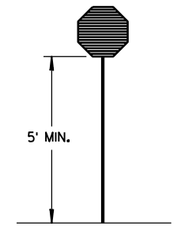
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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

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





STOP/SLOW PADDLE ON SUPPORT STAFF

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

GENERAL NOTES

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

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

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

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

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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

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

* UTILIZE TEMPORARY RUMBLE STRIPS WHEN FLAGGING OPERATION IS ANTICIPATED TO BE STATIONARY IN EXCESS OF TWO HOURS.

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

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

(3) EACH TEMPORARY RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENG
FHWA

6 S.D.D. 15 C 12-6

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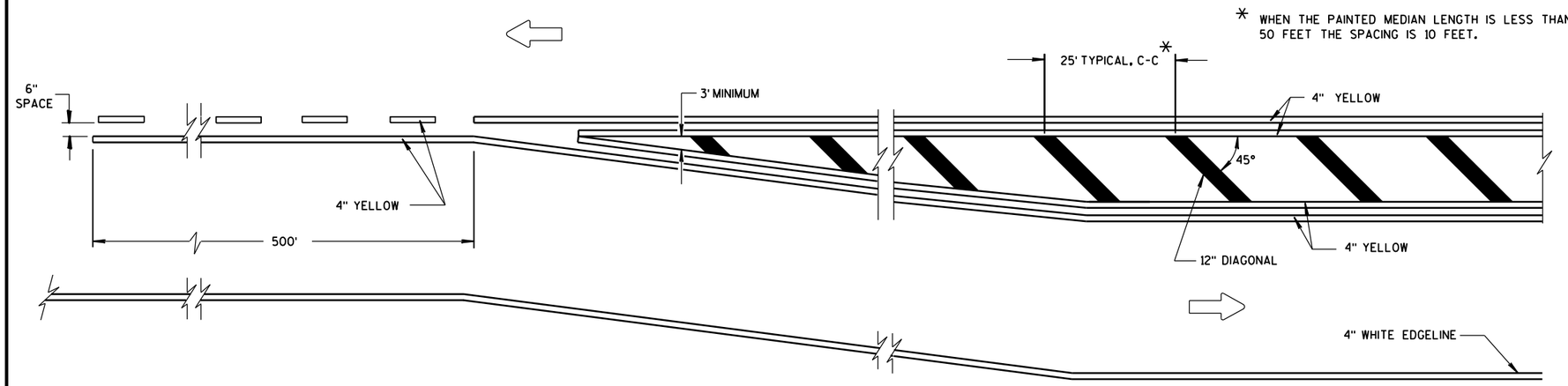
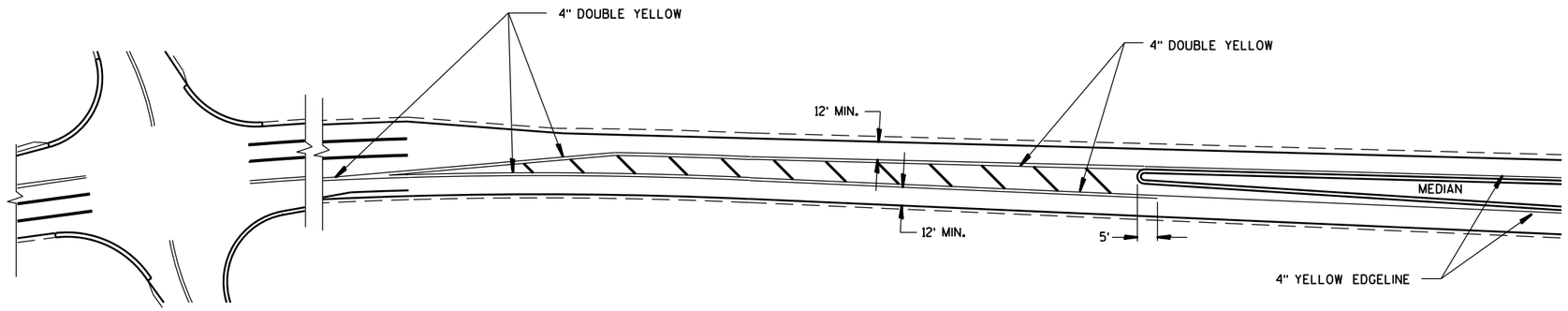


MEDIAN ISLAND DETAIL

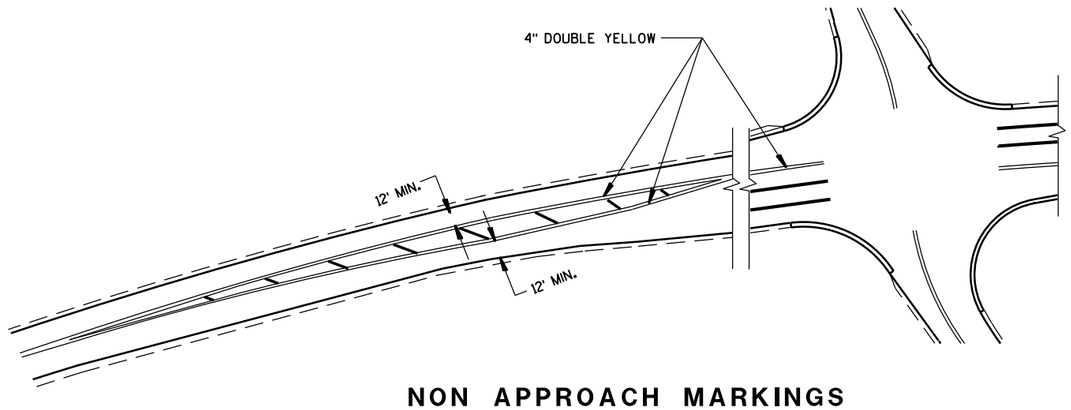
GENERAL NOTE

DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.

DIRECTION OF TRAVEL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

MEDIAN ISLAND MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2017 DATE FHWA	/S/ Matthew Rauch STATE SIGNING AND MARK 173 EER

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S.D.D. 15 C 18-4

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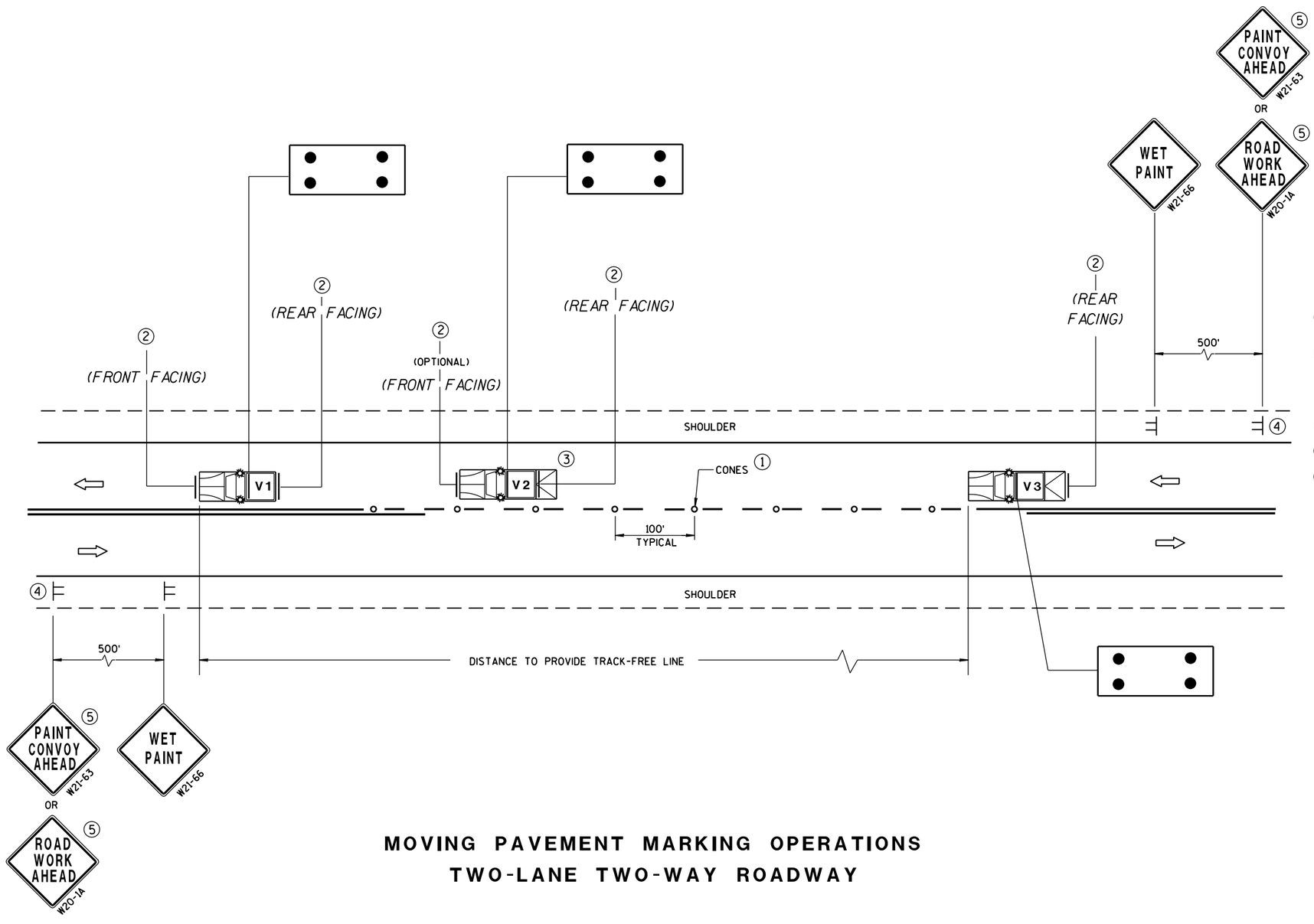
S.D.D. 15 C 18-4



MOVING PAVEMENT MARKING OPERATIONS
TWO-LANE TWO-WAY ROADWAY

GENERAL NOTES

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

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

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

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

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

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

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

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE MARKING.

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

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

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

WET PAINT W21-64 OR WET PAINT W21-64

(3) OPTIONAL TRUCK-MOUNTED ATTENUATOR.

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

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

LEGEND

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

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
Sept., 2017 DATE	/S/ Andrew Heldtke WORK ZONE ENGR
FHWA	

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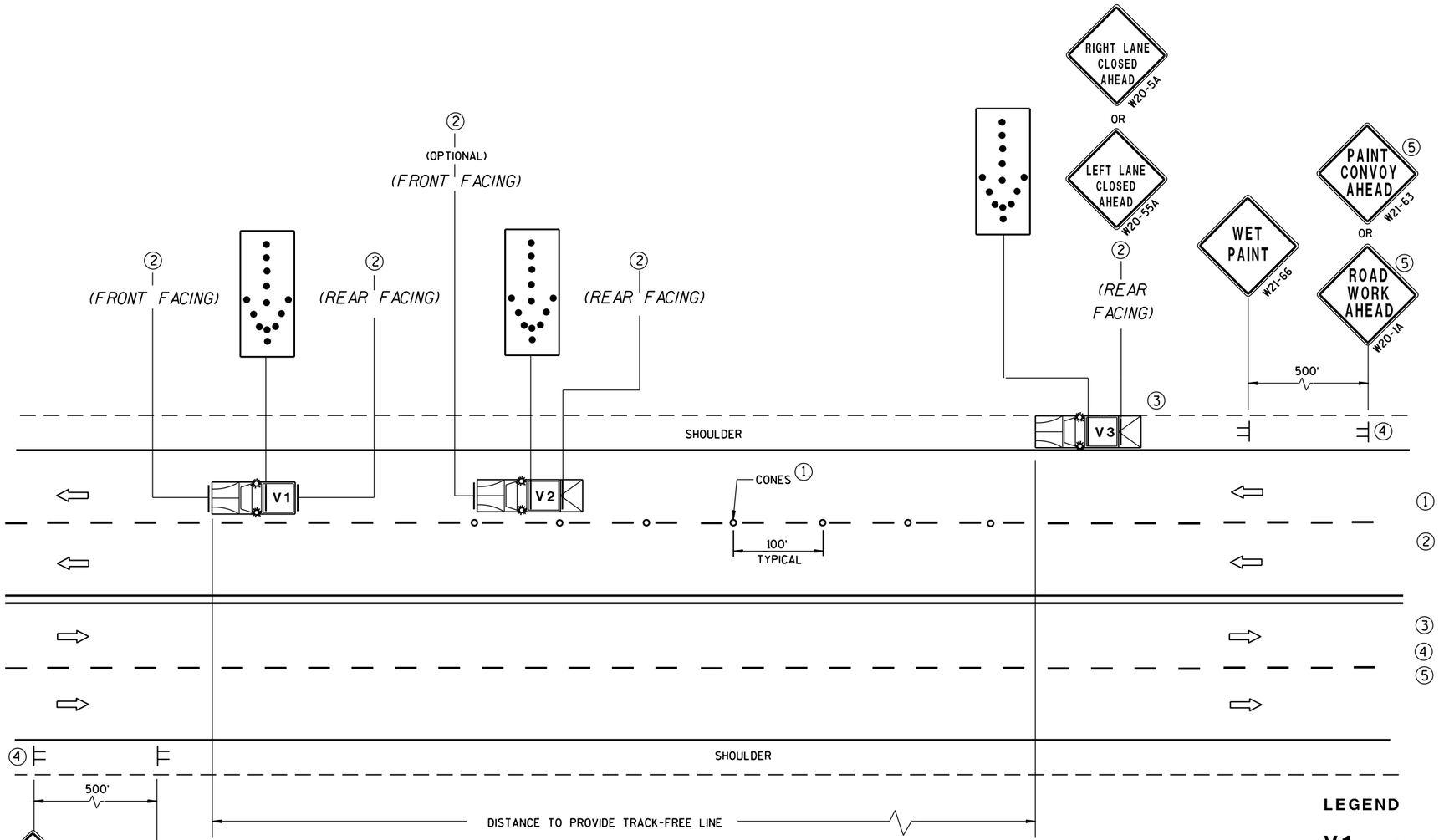
S.D.D. 15 C 19-5a
S.D.D. 15 C 19-5a



MOVING PAVEMENT MARKING OPERATIONS
MULTI-LANE UNDIVIDED ROADWAY

GENERAL NOTES

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

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

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

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

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

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

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

FOR EDGELINE MARKING OR IF CONES ARE NOT USED, POSITION THE REARMOST SHADOW VEHICLE ON THE SHOULDER AS SHOWN IN THE MUTCD IF THE SHOULDER HAS ADEQUATE WIDTH.

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

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE OR LANELINE MARKING FOR MULTILANE UNDIVIDED ROADWAYS.

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

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

WET PAINT W21-64 OR WET PAINT W21-64

(3) OPTIONAL TRUCK-MOUNTED ATTENUATOR.

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

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

LEGEND

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

MOVING PAVEMENT MARKING OPERATION
MULTI-LANE UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENGIN
FHWA

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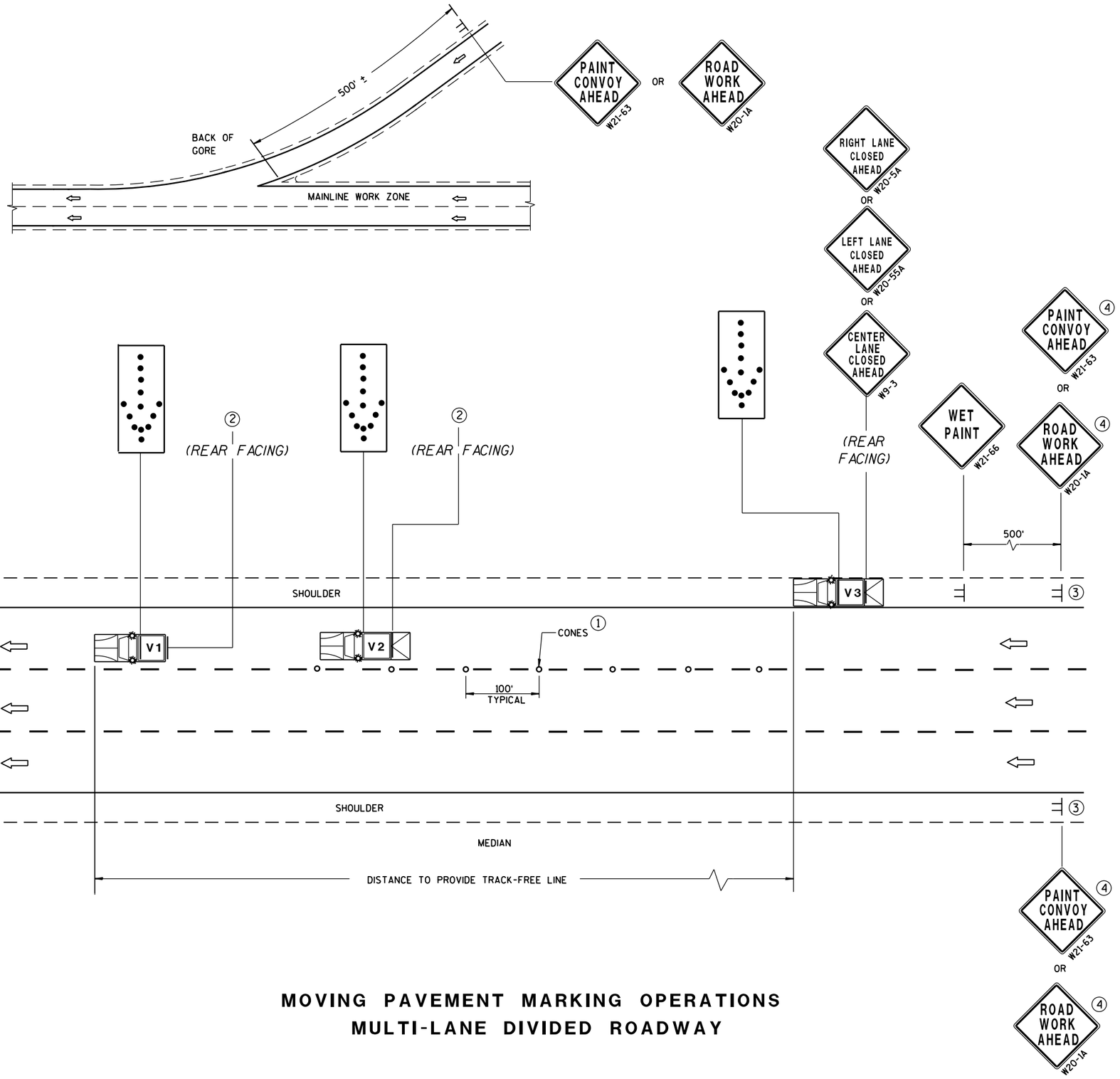
S.D.D. 15 C 19-5b



MOVING PAVEMENT MARKING OPERATIONS
MULTI-LANE DIVIDED ROADWAY

GENERAL NOTES

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

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

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

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

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

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

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

FOR EDGELINE MARKING OR IF CONES ARE NOT USED, POSITION THE REARMOST SHADOW VEHICLE ON THE SHOULDER AS SHOWN IN THE MUTCD IF THE SHOULDER HAS ADEQUATE WIDTH. USE DOUBLE ARROWS WHEN CONVOY IS IN CENTER LANE ONLY.

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

THIS DRAWING SHALL BE USED FOR EDGELINE OR LANELINE MARKING FOR MULTILANE DIVIDED ROADWAYS.

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

② USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

③ SIGNS SHALL BE REPEATED AFTER EVERY ON RAMP OR EVERY THREE MILES.

④ IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

LEGEND

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

MOVING PAVEMENT MARKING OPERATION
MULTI-LANE DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2017 DATE
/S/ Andrew Heldtke WORK ZONE ENGR
FHWA

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S.D.D. 15 C 19-5c

GENERAL NOTES

SIGNING AND MARKING IS SHOWN AS TYPICAL PLACEMENT. FIELD CONDITIONS MAY DICTATE CHANGES IN SIGNING AND MARKING PLACEMENT.

A DISTANCE DEPENDENT ON SPEED (SEE TABLE)

(1) USED ONLY WHEN APPROVED BY REGION TRAFFIC ENGINEER.

SYMBOLS

* SIGNS MAY BE OMITTED IF SPACE DOES NOT PERMIT

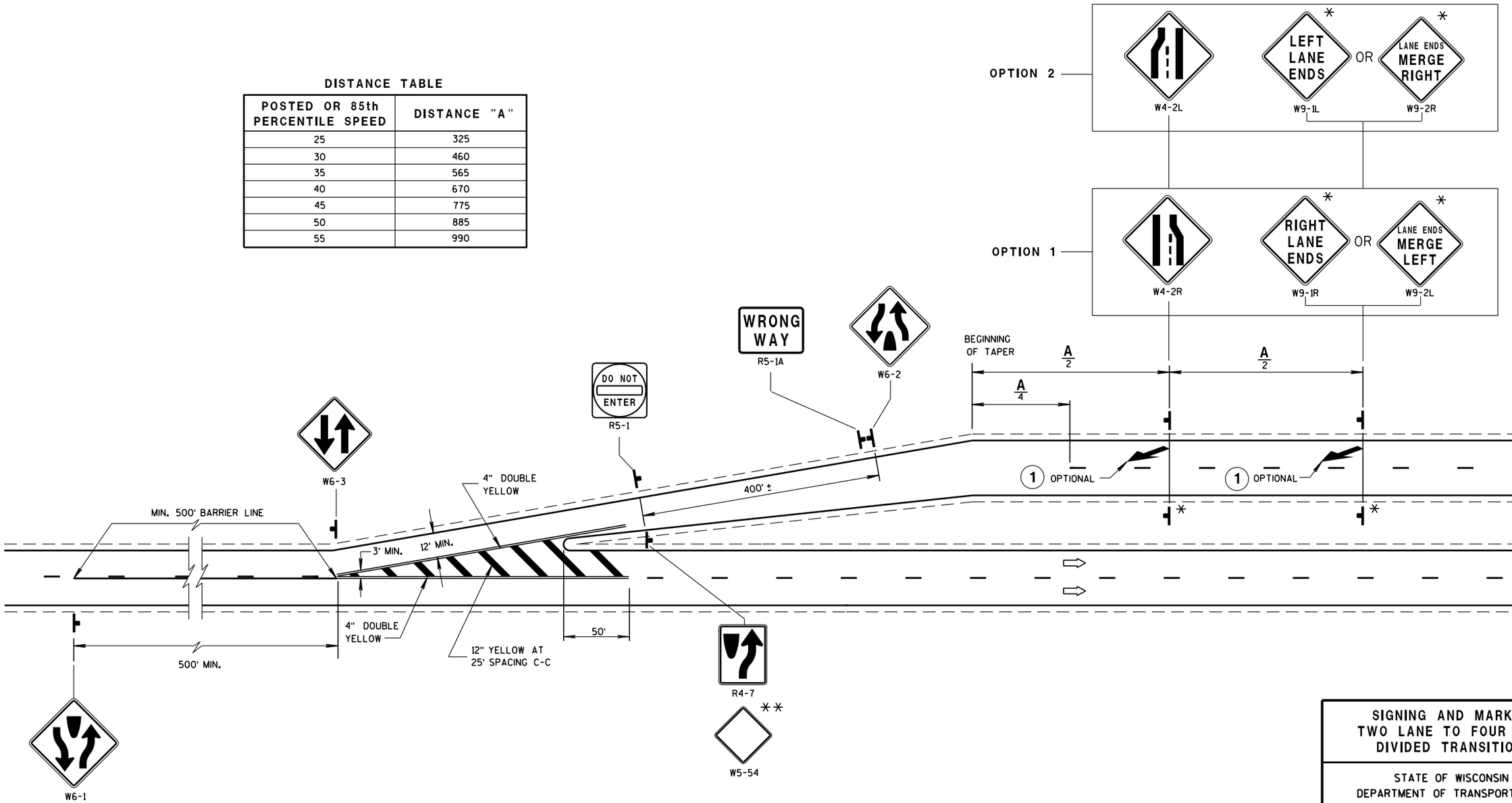
** IF POSTED SPEED 45 MPH OR GREATER, PLACE W5-54 SIGN UNDER R4-7 SIGN. MOUNT W5-54 SIGN AT 4' MOUNTING HEIGHT (TOP OF ROADWAY TO BOTTOM OF SIGN)

POST MOUNTED SIGN

DIRECTION OF TRAFFIC FLOW

DISTANCE TABLE

POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
25	325
30	460
35	565
40	670
45	775
50	885
55	990



SIGNING AND MARKING
TWO LANE TO FOUR LANE
DIVIDED TRANSITIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MARKING ENGINEER
FHWA

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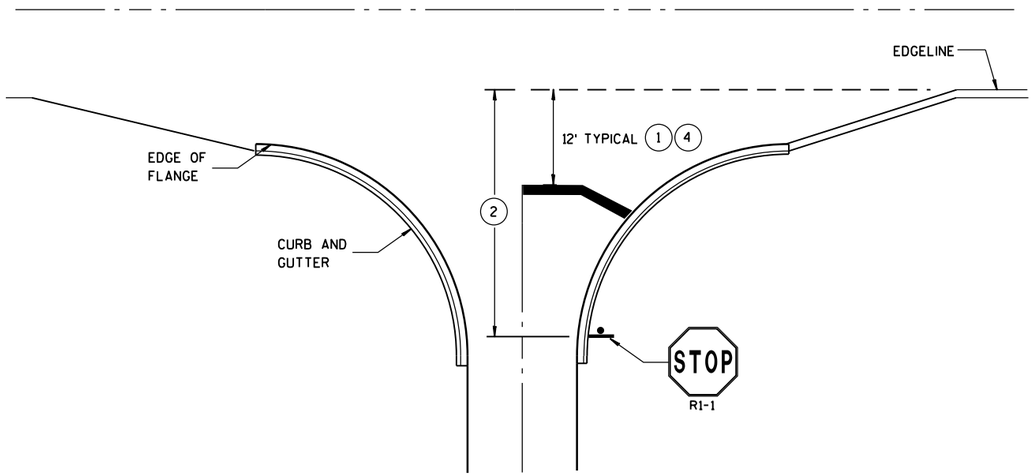
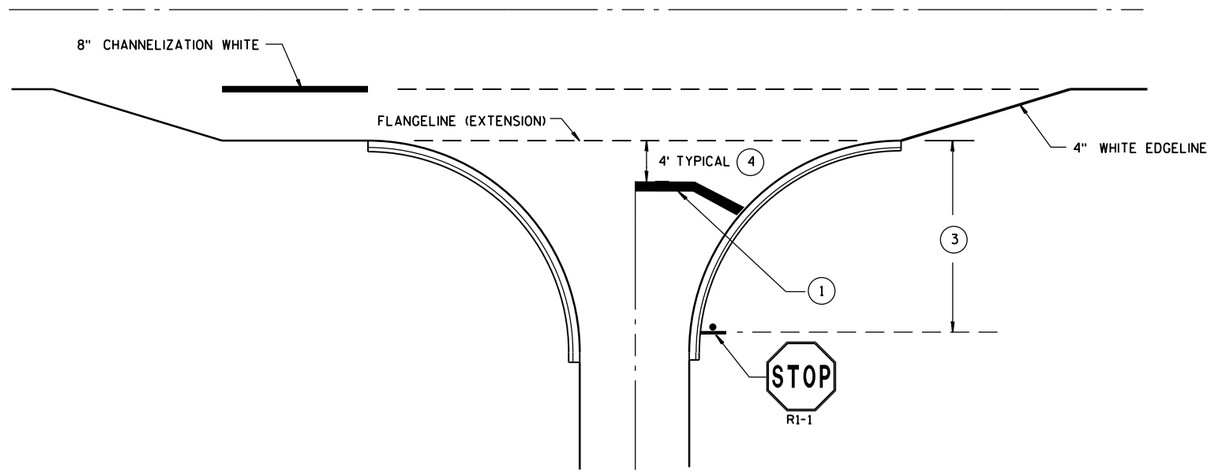
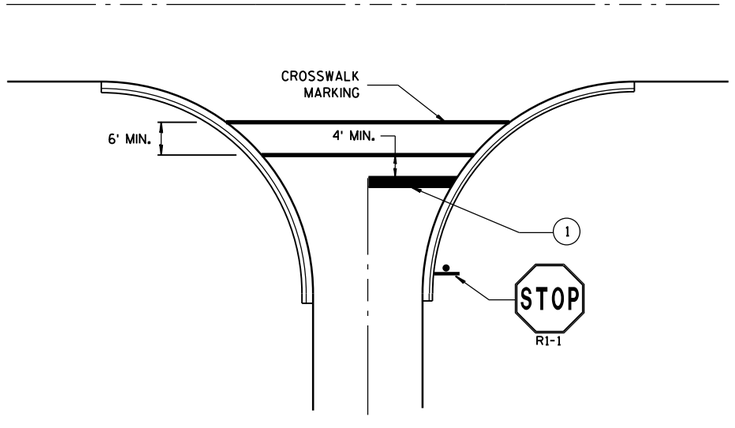
S.D.D. 15 C 21-8



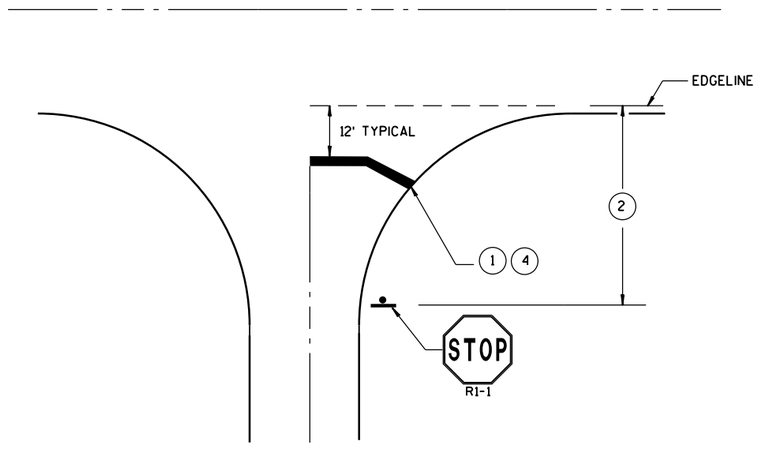
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

(1) 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.

(2) IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE THAN NO STOP LINE IS REQUIRED.

(3) IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.

(4) MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES. (NO CLOSER THAN 4 FEET).

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept., 2017 — DATE

/S/ Matthew R. Rauch — STATE SIGNING AND MAR[illegible]NEER

FHWA

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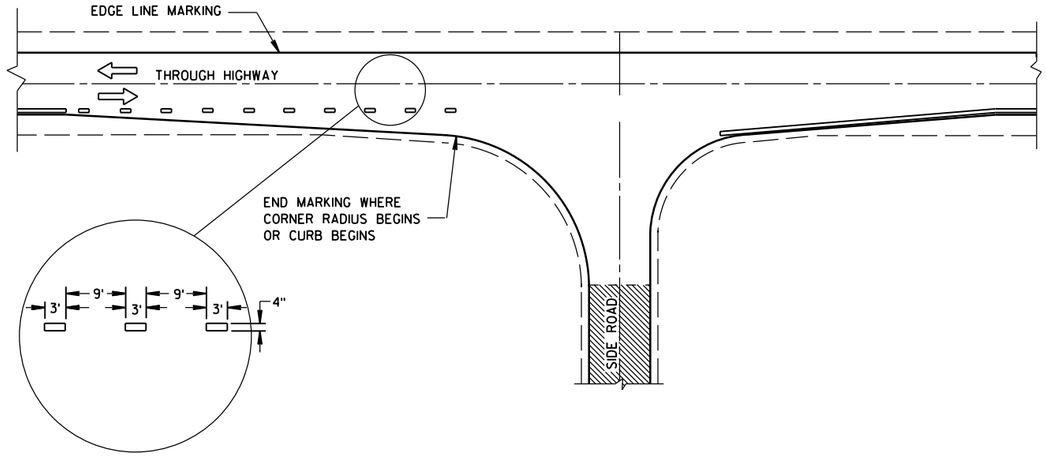


MINOR INTERSECTION

GENERAL NOTES

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

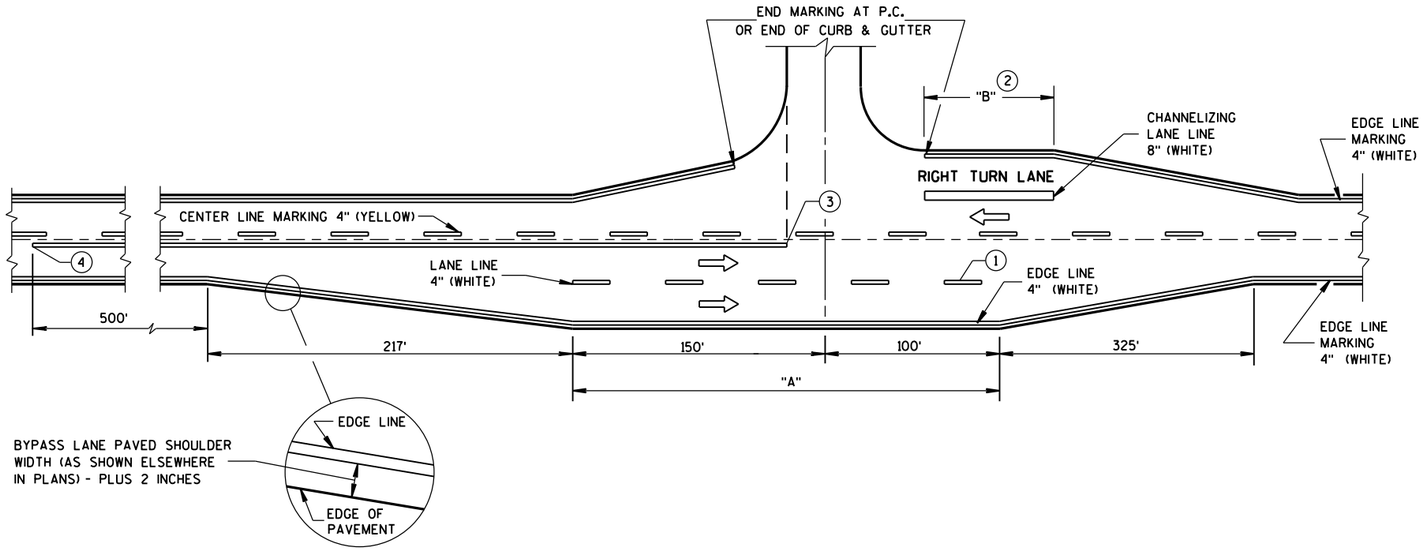
(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

(2) WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

(3) BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.

(4) BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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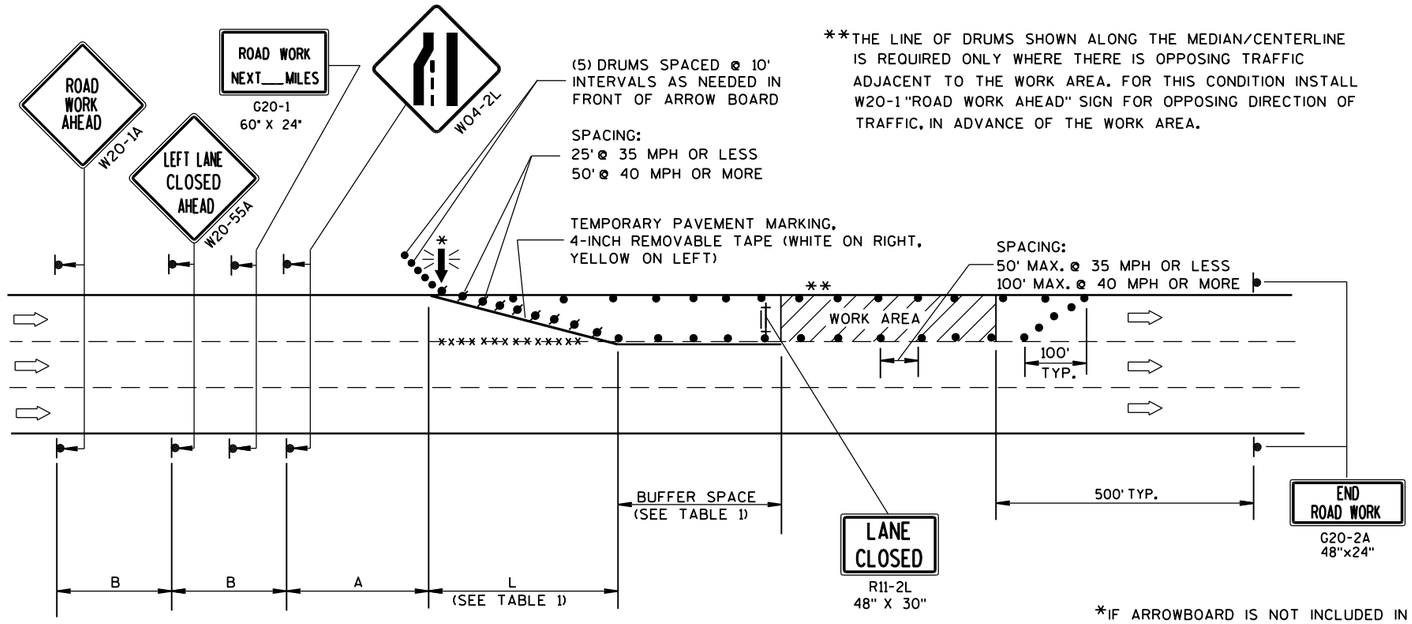

**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF TRAFFIC, IN ADVANCE OF THE WORK AREA.

B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

(PLACE BARRICADE AND SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANE)

*IF ARROWBOARD IS NOT INCLUDED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER.

W01-6
48"x24"

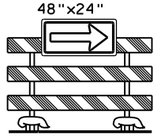

TABLE 1
TAPER AND BUFFER SPACE FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

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

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

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

GENERAL NOTES

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"x48" 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.

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

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
June 2016 — DATE
FHWA

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER

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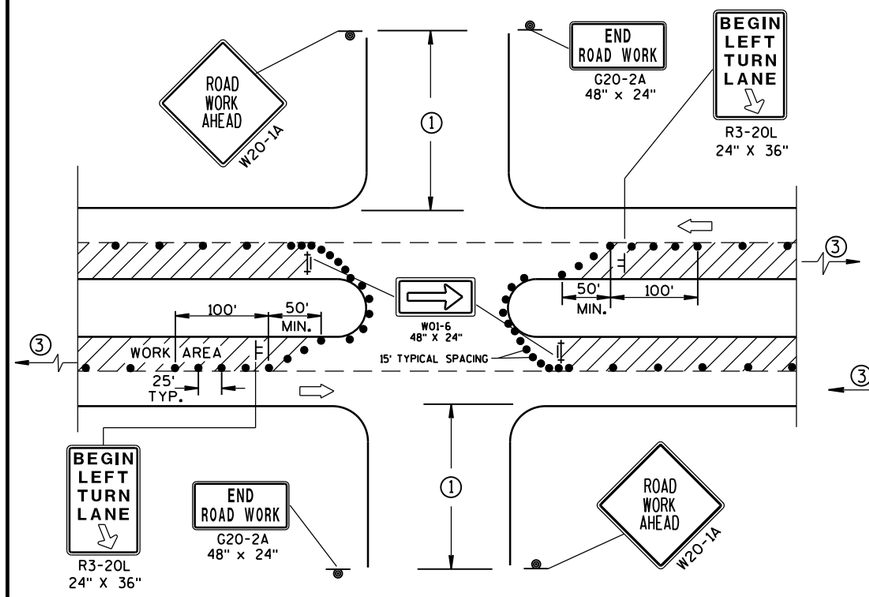
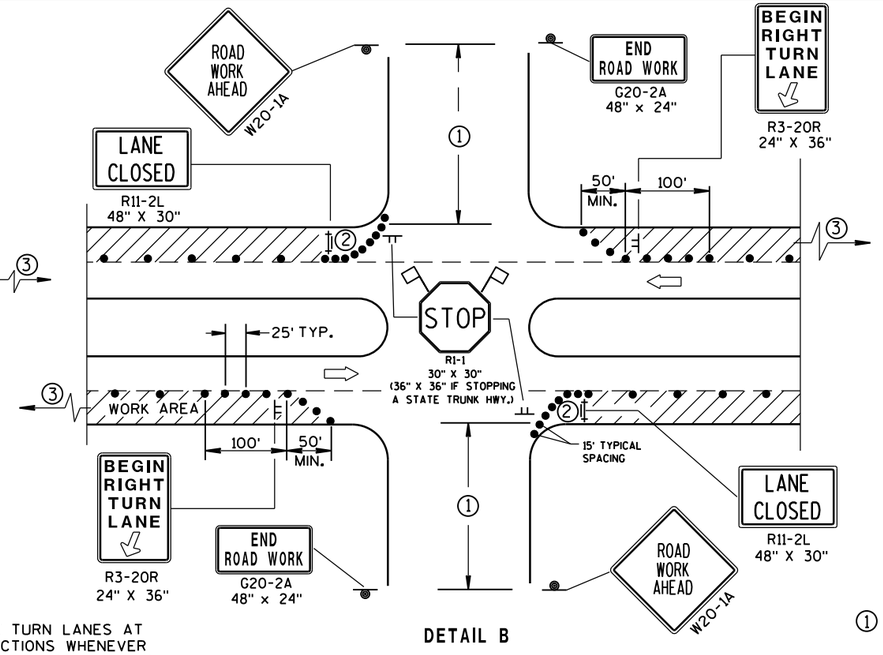


DETAIL A

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING



DETAIL B

FOR RIGHT LANE CLOSURE AT INTERSECTION

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

GENERAL NOTES

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS 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.

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

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.

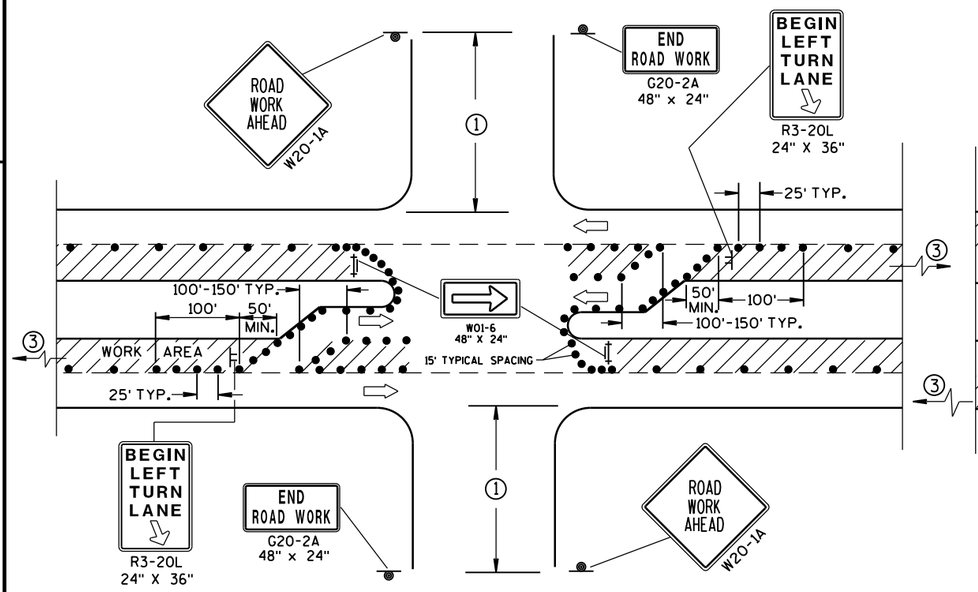
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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.

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

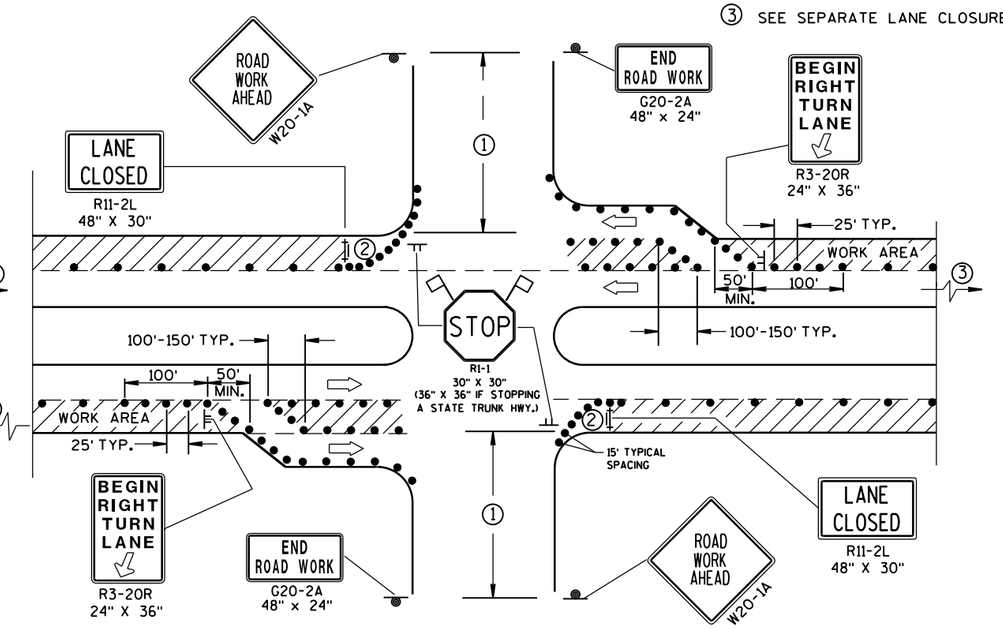
② ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.



DETAIL C

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



DETAIL D

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

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., (ORANGE)
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2017 — DATE
/S/ Andrew Heidtke — WORK ZONE ENG
FHWA

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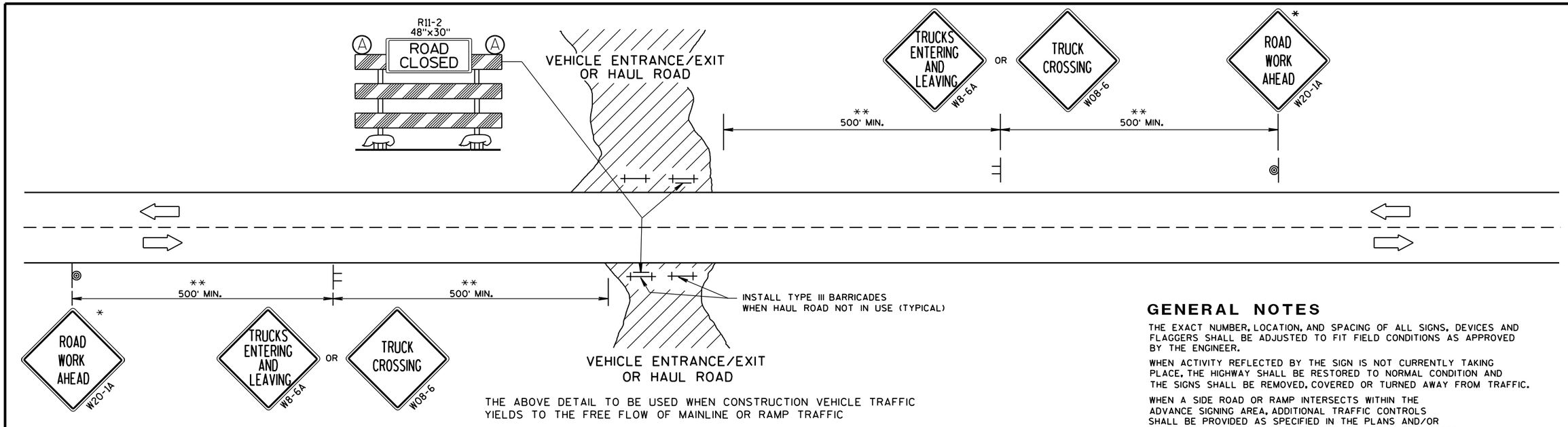


THE ABOVE DETAIL TO BE USED WHEN CONSTRUCTION VEHICLE TRAFFIC YIELDS TO THE FREE FLOW OF MAINLINE OR RAMP TRAFFIC

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC

GENERAL NOTES

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

WHEN ACTIVITY REFLECTED BY THE SIGN IS NOT CURRENTLY TAKING PLACE, THE HIGHWAY SHALL BE RESTORED TO NORMAL CONDITION AND THE SIGNS SHALL BE REMOVED, COVERED OR TURNED AWAY FROM TRAFFIC.

WHEN A SIDE ROAD OR RAMP INTERSECTS WITHIN THE ADVANCE SIGNING AREA, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

* THESE SIGNS ARE TO BE USED ONLY WHEN VEHICLE **ENTRANCE/EXIT CONDITIONS ARE SEPARATED BY MORE THAN 2 MILES** FROM PREVIOUS WORK AREA OR SIGNING OR AS DIRECTED BY THE ENGINEER.

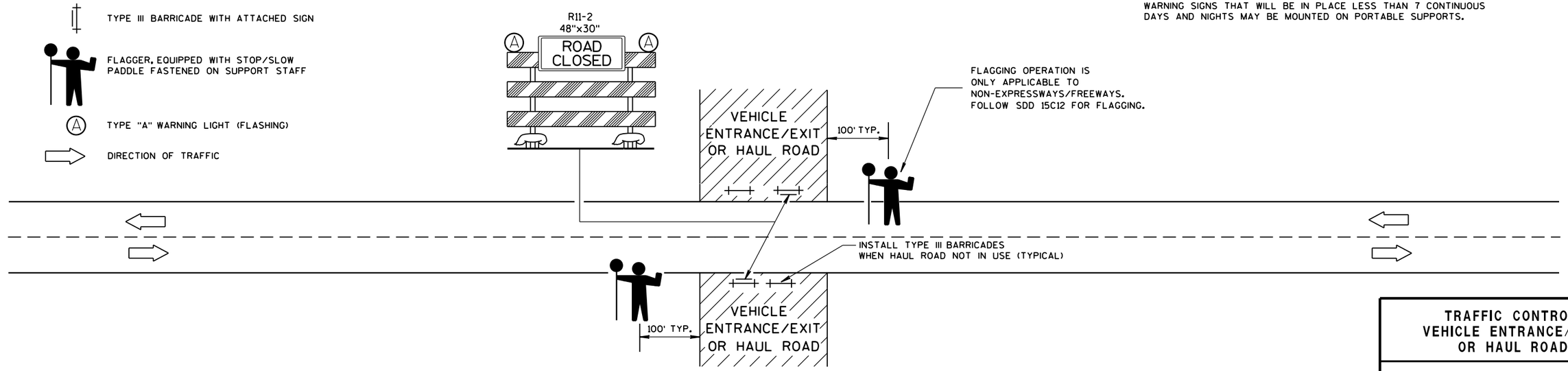
** 500 FEET SHOWN IS FOR ROADWAYS WITH A NON-CONSTRUCTION REGULATORY SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FEET. FOR 25-30 MPH, USE 200 FEET. USE 1000 FEET/1500 FEET FOR EXPRESSWAY/FREEWAY.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

PLACE SIGNS ON BOTH SIDES IF USED ON DIVIDED HIGHWAY.

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



THIS DETAIL TO BE USED WHEN CONSTRUCTION WORK INCLUDING TRUCKING ACTIVITY REQUIRES MAINLINE TRAFFIC TO BE TEMPORARILY STOPPED IN ONE OR BOTH DIRECTIONS. DELAY TO HIGHWAY TRAFFIC SHALL BE MINIMIZED.

TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGI
FHWA

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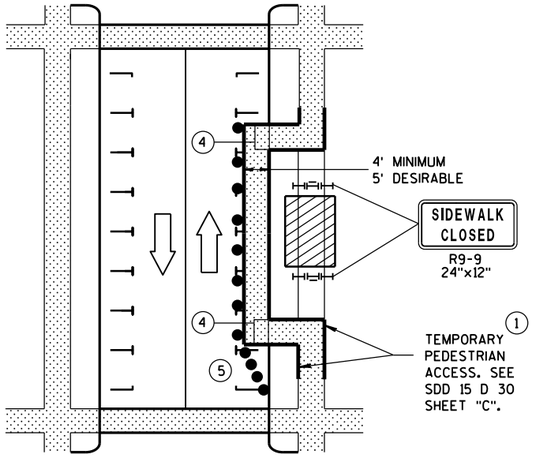
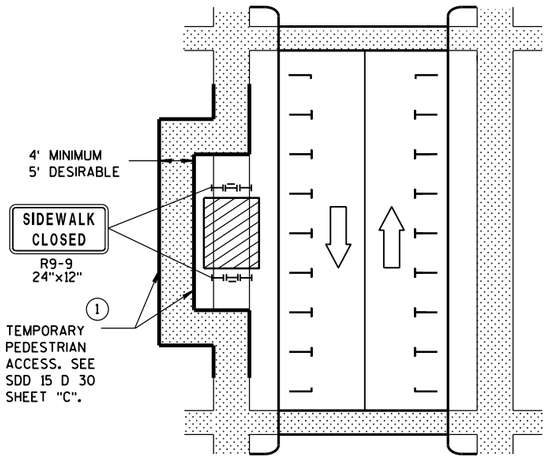
NOTE: MAY BE USED ON ROADWAY WITH POSTED SPEED OF LESS THAN 40 MPH.

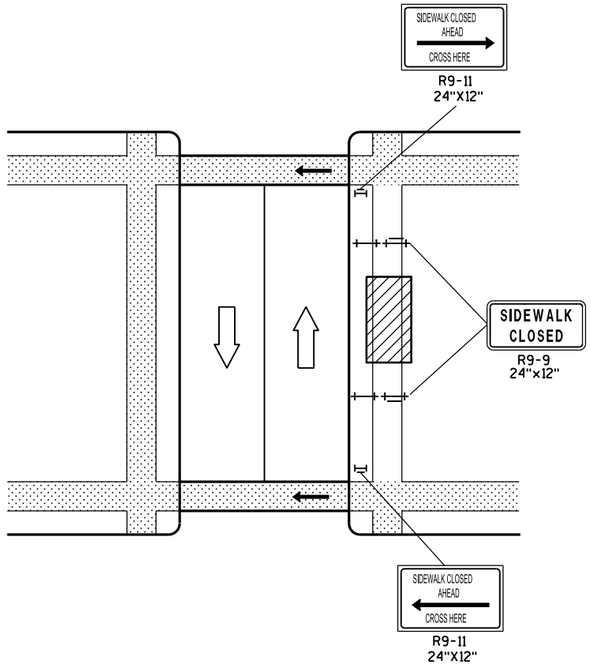


MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE

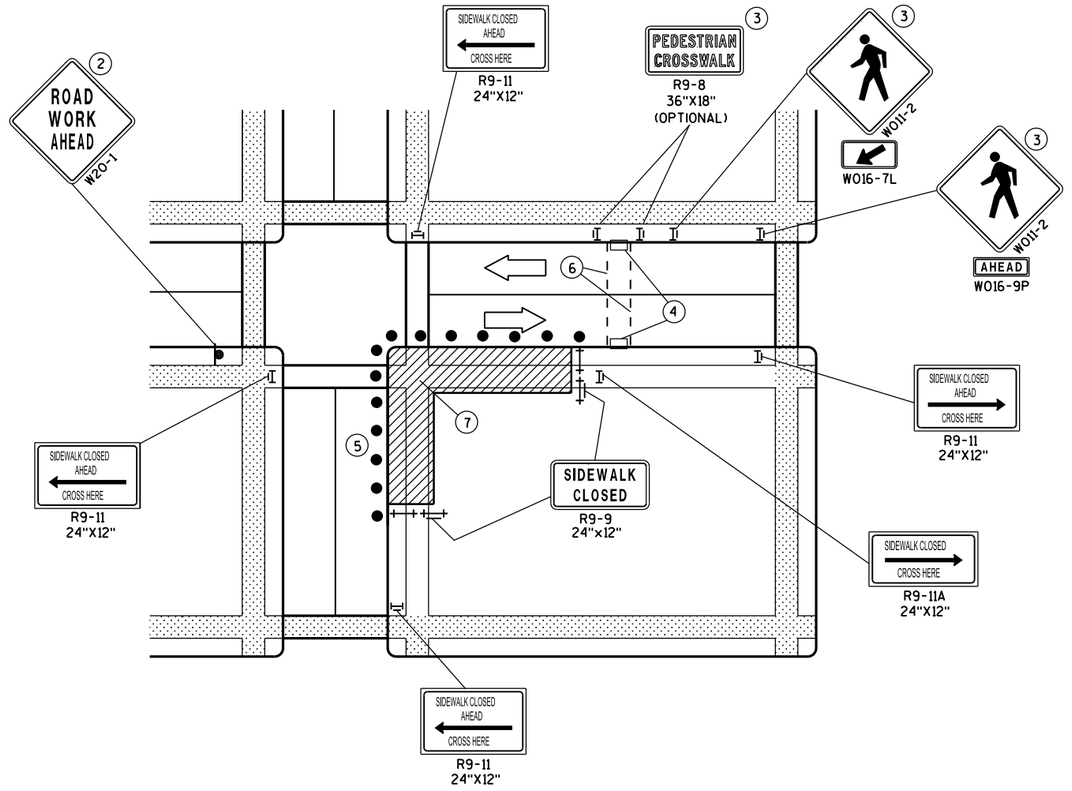
NOTE: LAYOUT SAME AS ABOVE.



SIDEWALK DIVERSION



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 W011-2 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 DISRUPTION.

LEGEND

- SIGN ON PERMANENT SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- 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)
- DIRECTION OF TRAFFIC
- TRAFFIC CONTOL DRUM

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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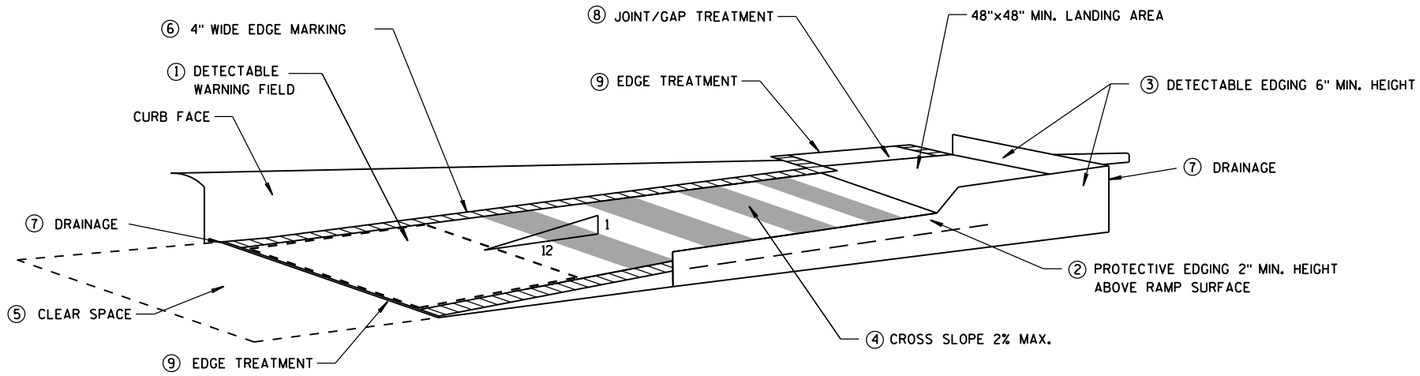


TEMPORARY CURB RAMP PARALLEL TO CURB

GENERAL NOTES

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

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

① CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 8D5 SHEET "E".

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

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

④ CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

⑤ CLEAR SPACE OF 48"X48" MIN. SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

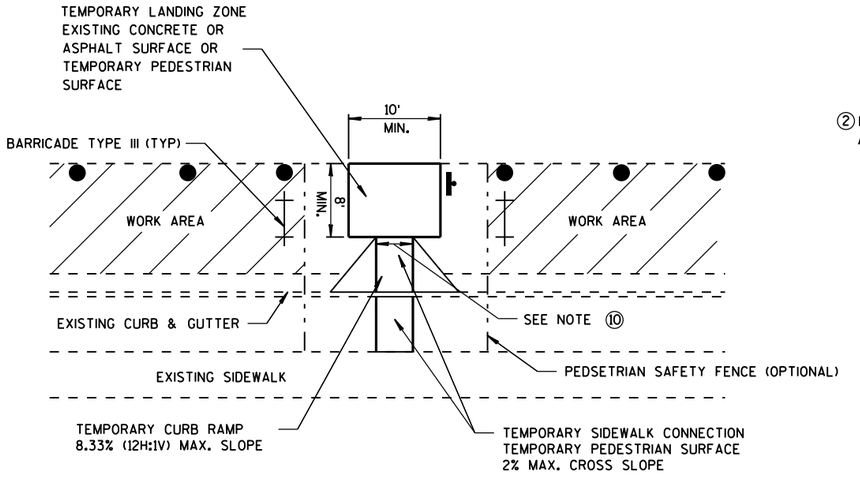
⑥ THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.

⑦ DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

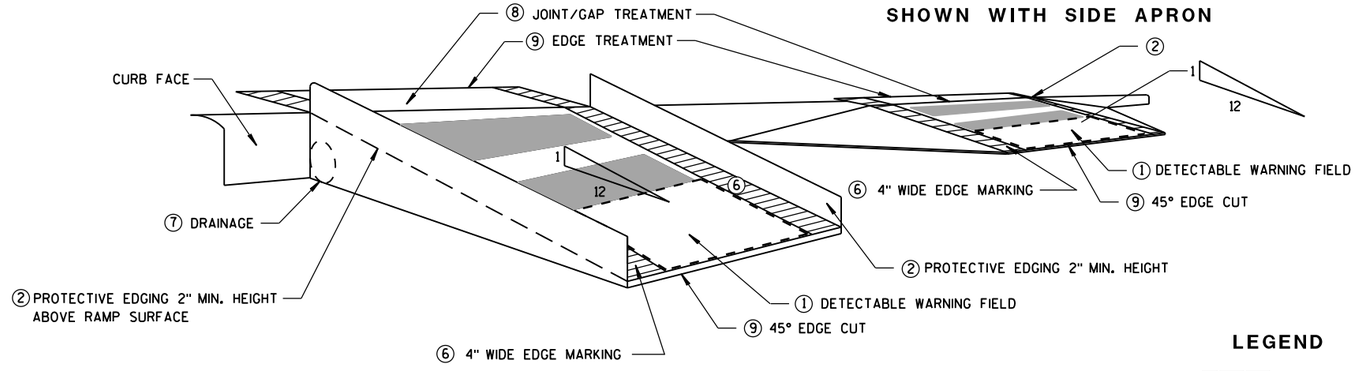
⑧ LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

⑨ CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES SHALL BE VERTICAL UP TO 1/4" HIGH, AND BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".

⑩ 5' WIDE MIN. WITH PEDSETRIAN SAFETY FENCE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY FENCE.



TEMPORARY BUS STOP PAD



SHOWN WITH PROTECTIVE EDGE

SHOWN WITH SIDE APRON

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

LEGEND

WORK AREA

TYPE III BARRICADE

TRAFFIC CONTOL DRUM

TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2016 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZO SAFETY ENGI IC

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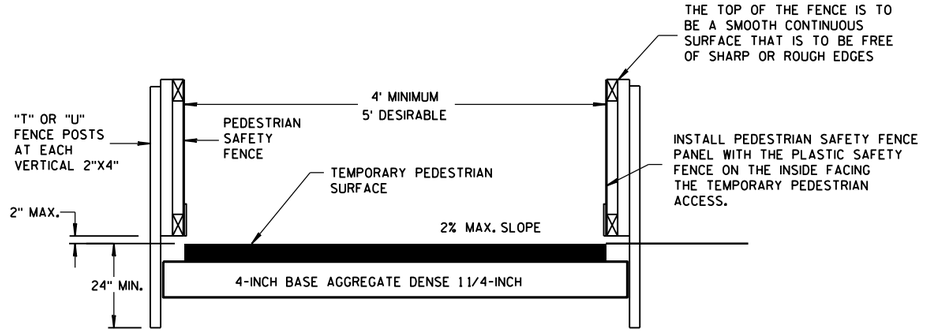
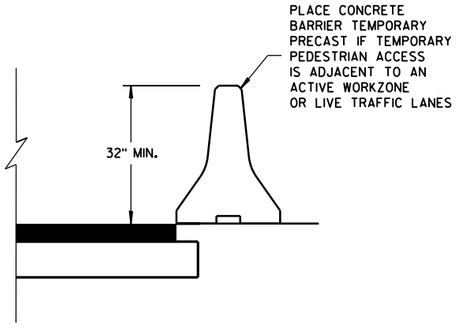
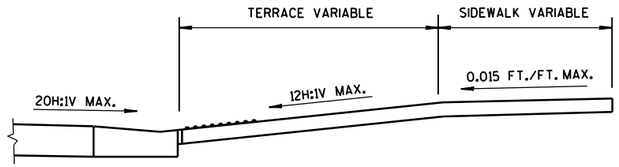




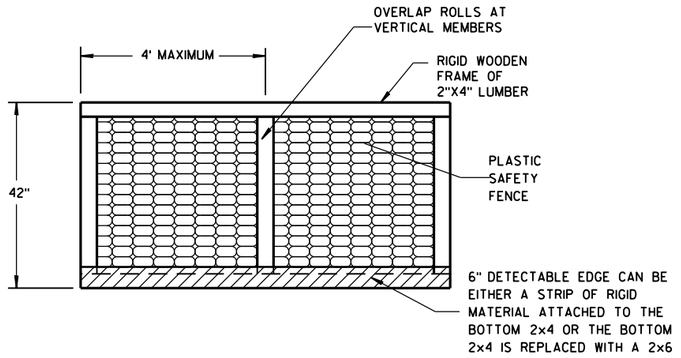
TEMPORARY PEDESTRIAN ACCESS

GENERAL NOTES

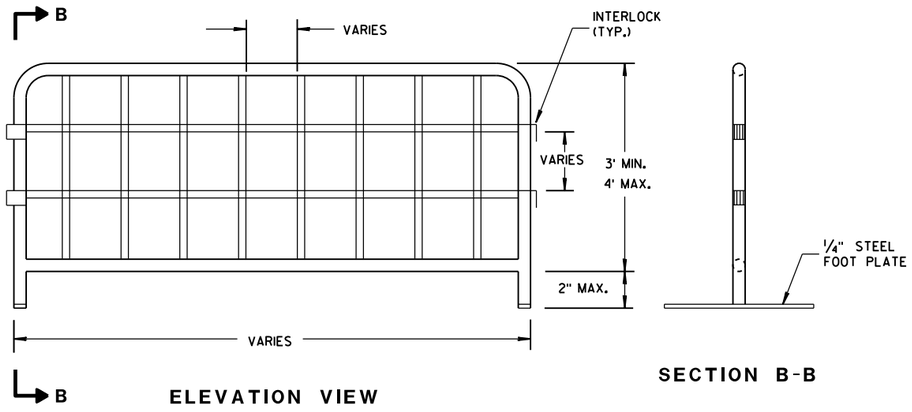
(1) INTERCHANGEABLE WITH THE PEDESTRIAN SAFETY FENCE.



SECTION A-A



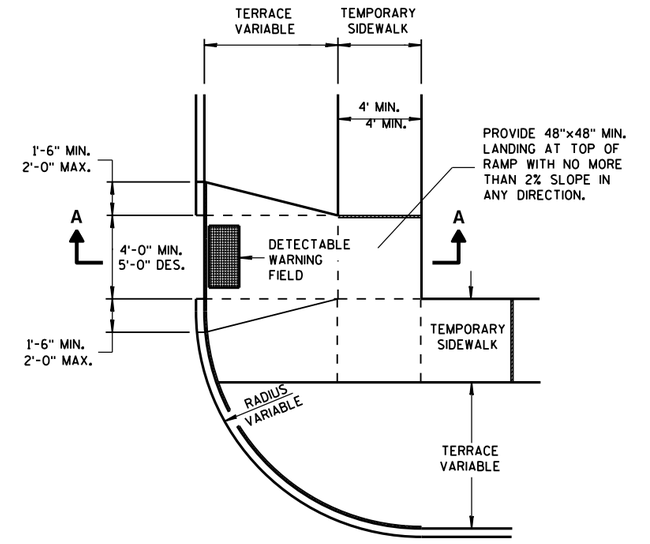
PEDESTRIAN SAFETY FENCE



ELEVATION VIEW

SECTION B-B

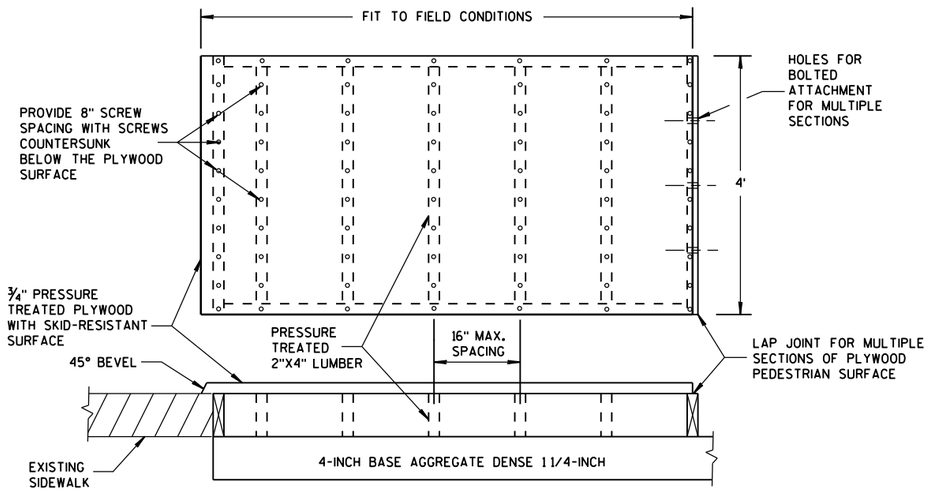
TEMPORARY PEDESTRIAN STEEL BARRICADE (1)



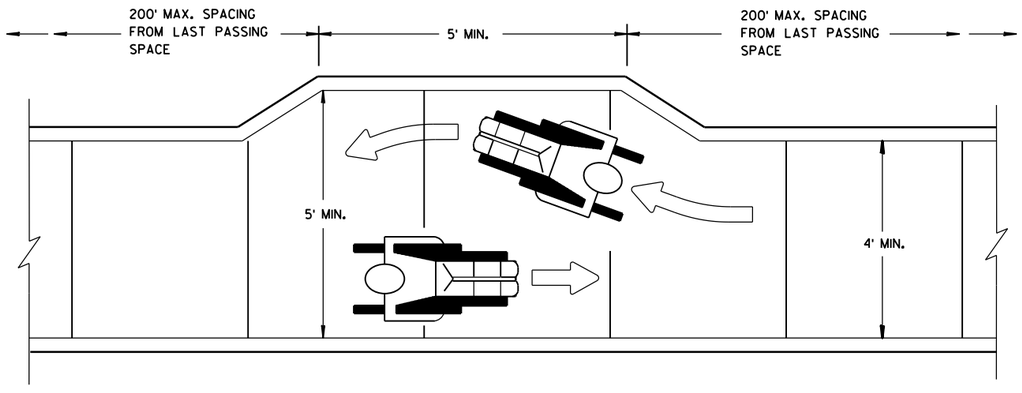
PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)



TEMPORARY PEDESTRIAN SURFACE PLYWOOD



NARROW SIDEWALK PASSING DETAIL

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016
DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZON IC
SAFETY ENGIN
FHWA

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S.D.D. 15 D 30-3c

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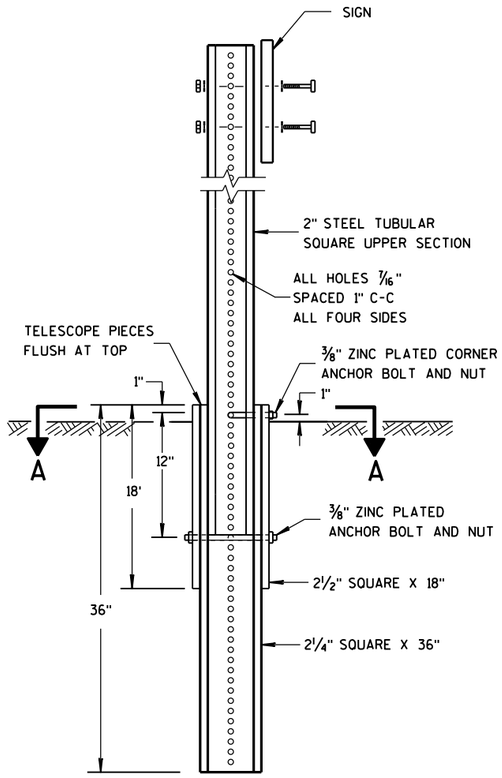
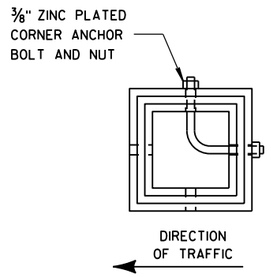
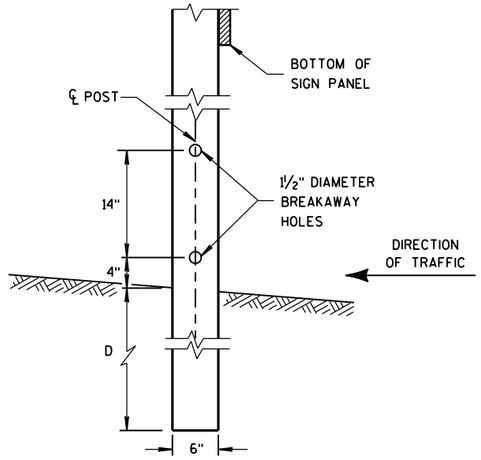
S.D.D. 15 D 30-3c



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



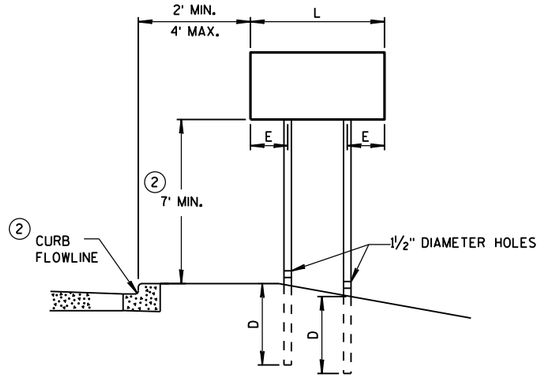
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

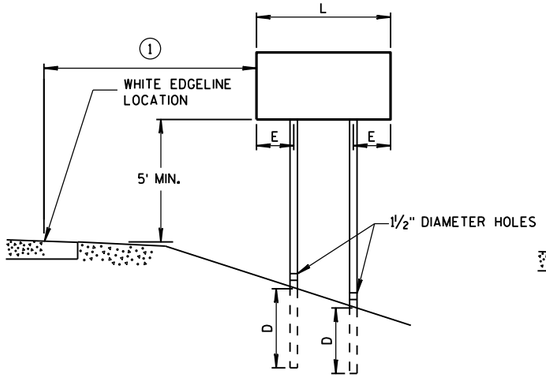
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

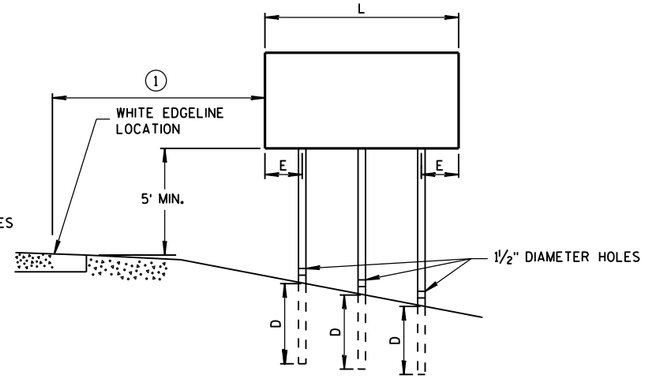
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.

(3) FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.



URBAN AREA





RURAL AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL POSTS
9 OR LESS	1
GREATER THAN 9 LESS THAN OR EQUAL TO 18	2
GREATER THAN 18 LESS THAN OR EQUAL TO 27	3

SIGNS WIDER THAN 3 FEET OR LARGER THAN 9 SQ. FT. SHALL BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE).

SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

WOOD POST EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'

4" X 6" WOOD POST

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

SEE NOTE (3)

TEMPORARY TRAFFIC CONTROL SIGN MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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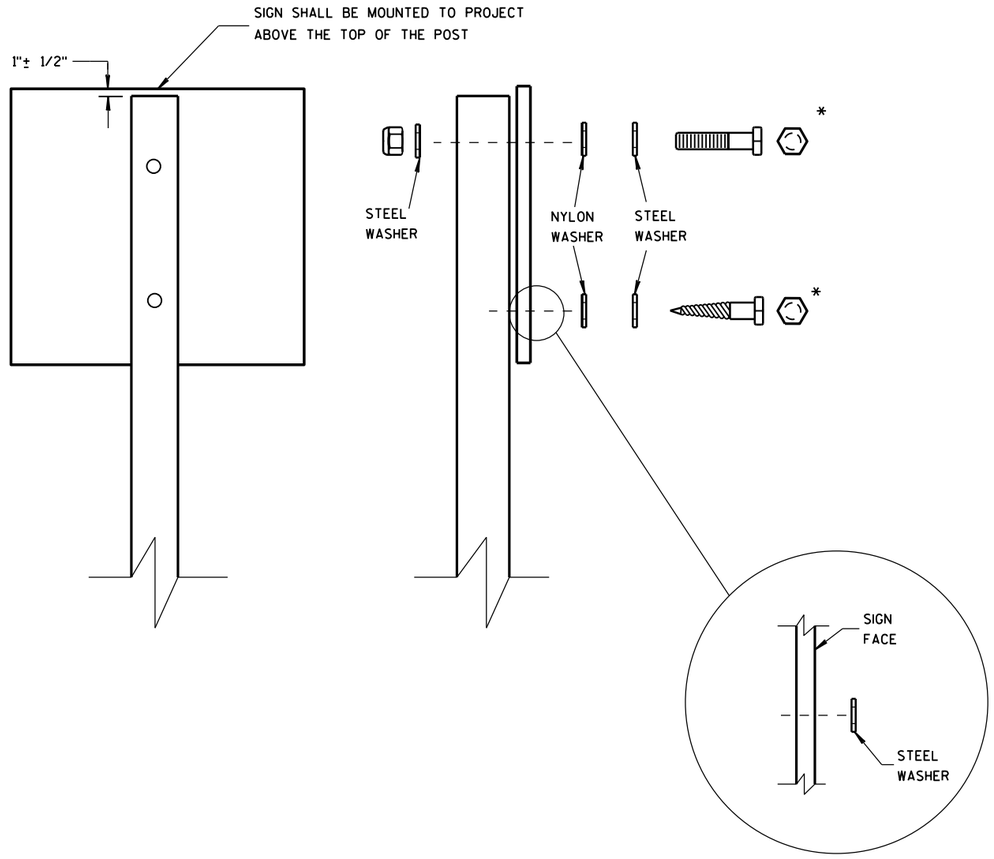
S.D.D. 15 D 38-2a



WASHER PLACEMENT WHEN SIGN HAS OTHER THAN TYPE H OR TYPE F FACE

NUTS, BOLTS AND LAGS USED FOR MOUNTING SIGNS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3

B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC 3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

WOOD POSTS (4" x 4" or 4" x 6")

LAG SCREWS - 3/8" X 3"

MACHINE BOLTS - 5/16" X 6-1/2" OR 7" LENGTH W/ NUTS

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" LENGTH W/ NUTS

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL

1-1/4" O.D. X 3/8" I.D. X .080 NYLON FOR ALL TYPE H SIGNS

* TWO DIFFERENT FASTENING SYSTEMS ARE SHOWN FOR ILLUSTRATION PURPOSES. ON ANY INDIVIDUAL SIGN, EITHER ONE OR THE OTHER SYSTEM SHALL BE USED. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

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S.D.D. 15 D 38-2b

S.D.D. 15 D 38-2b

ATTACHMENT OF SIGNS TO POSTS

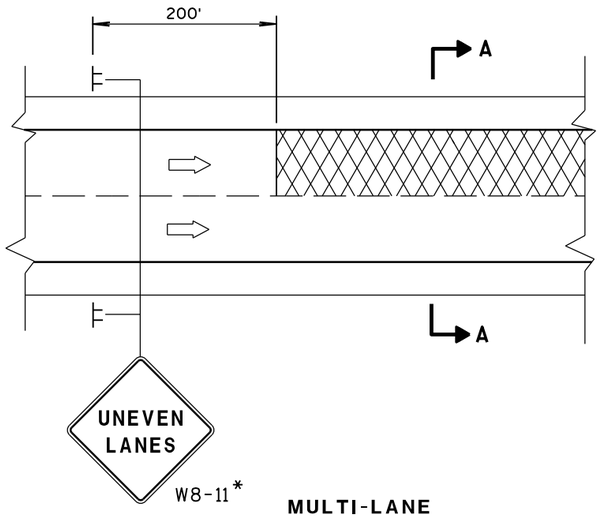
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

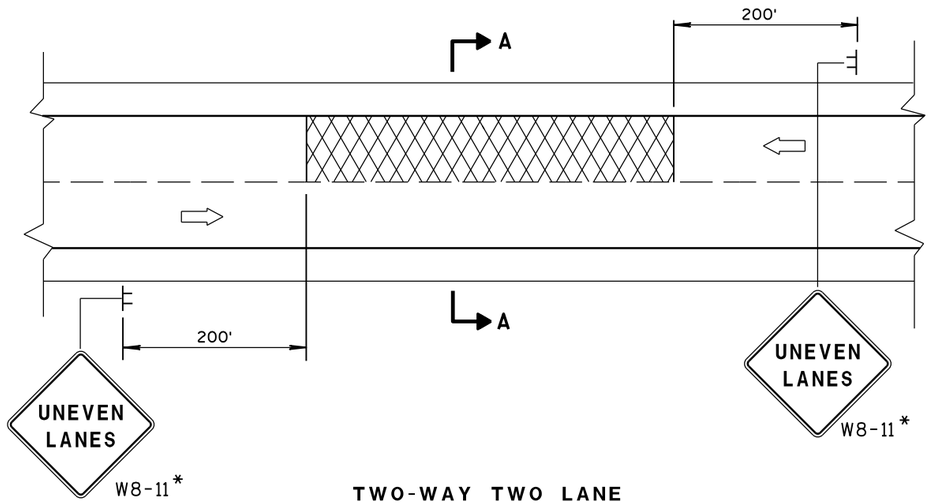
June 2017
DATE

/S/ Andrew Heldtke
WORK ZONE ENG

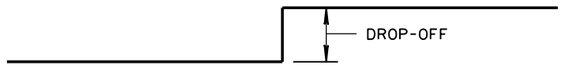
FHWA



MULTI-LANE

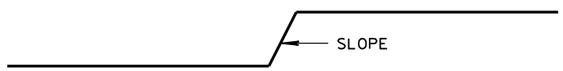


TWO-WAY TWO LANE

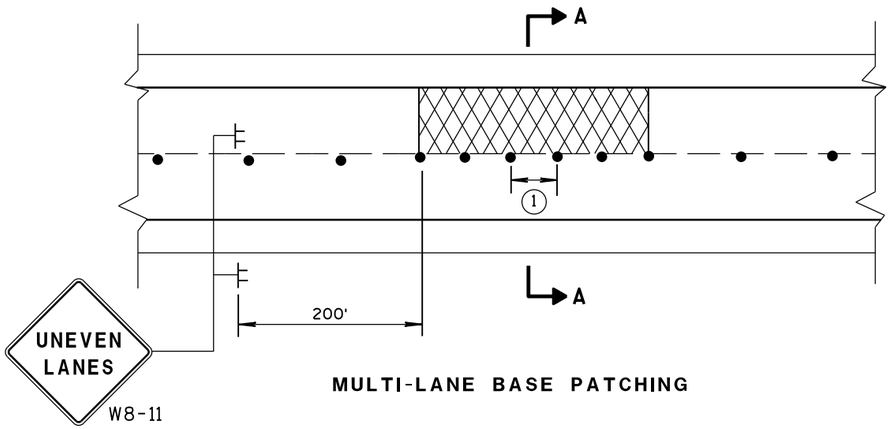


SECTION A-A

OR

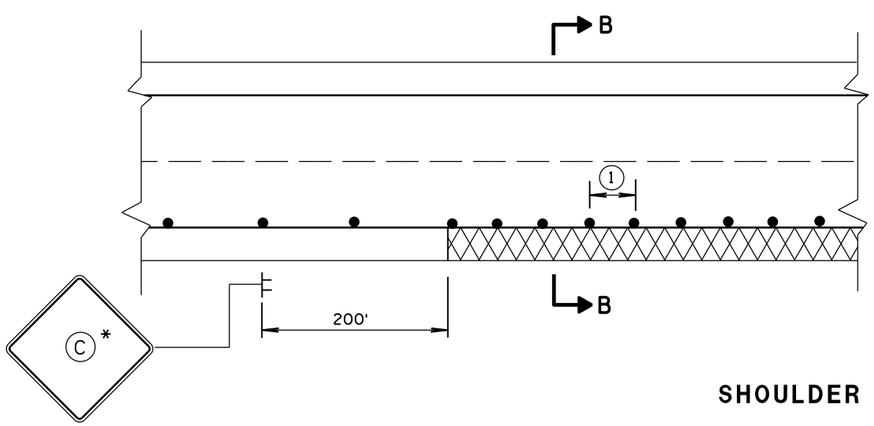


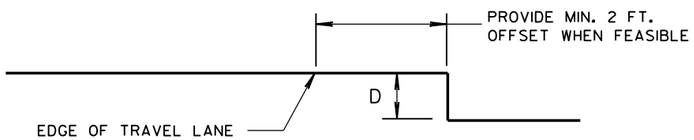
SECTION A-A



MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS





SECTION B-B

SHOULDER DROP-OFFS

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY ½ MILE.

(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER W08-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP-OFF W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENGI
FHWA

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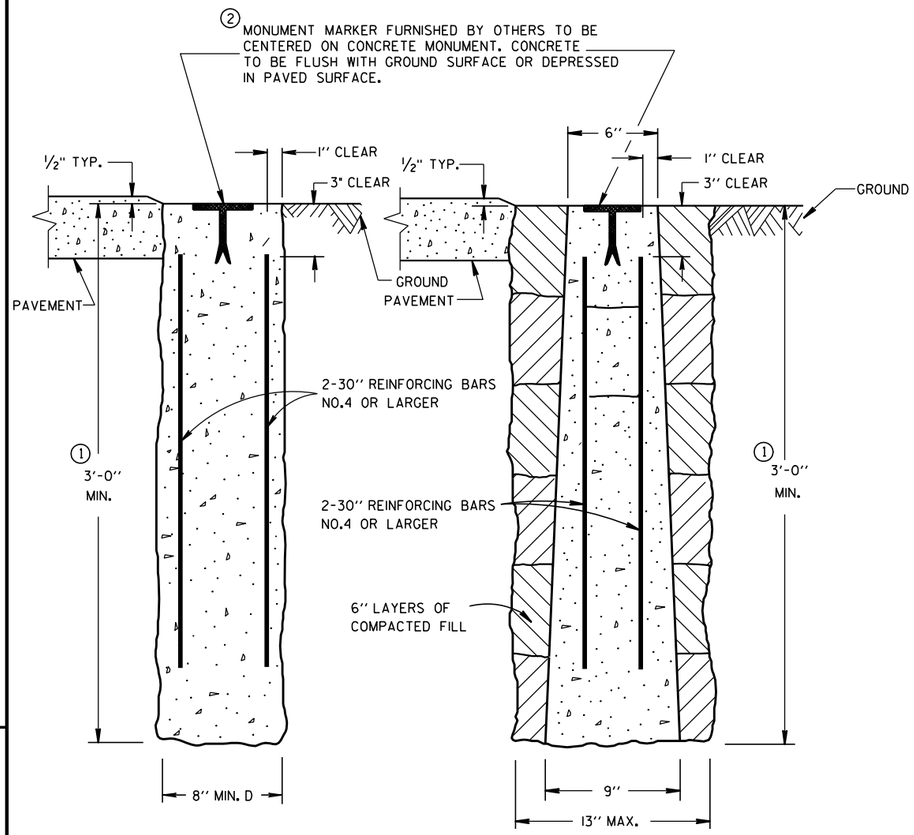
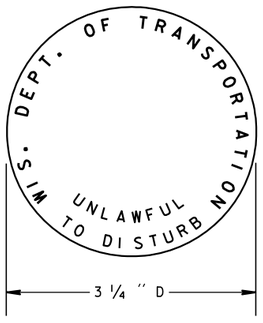
S.D.D. 15 D 39-1



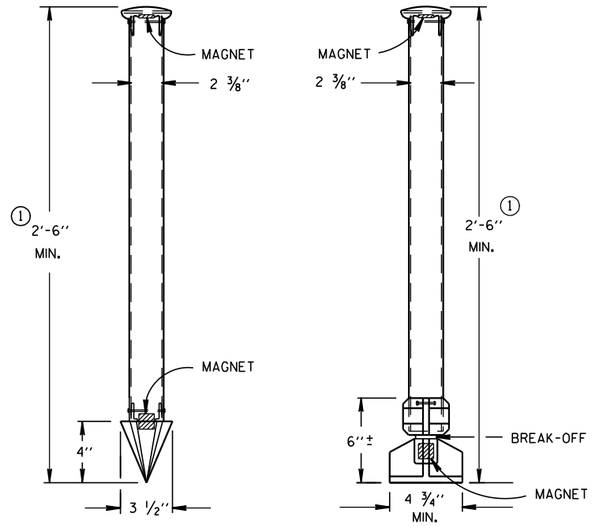
CAST-IN-PLACE PRECAST

CONCRETE MONUMENTS

TYPE A



② WIS DOT MONUMENT MARKER LOGO FOR TYPES "A", "C" & "D"



ALUMINUM MONUMENTS

(INCLUDES MARKER)

GENERAL NOTES

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

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

INSTALLED METAL MONUMENTS MUST BE EASILY DETECTED WITH A DIP NEEDLE. INSERT PERMANENT MAGNETS SHALL BE ATTACHED NEAR THE TOP AND BOTTOM OF THOSE MONUMENTS CONSTRUCTED OF A METAL ALLOY WHICH IS NOT ATTRACTIVE TO A DIP NEEDLE.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

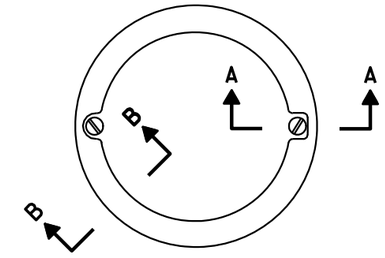
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

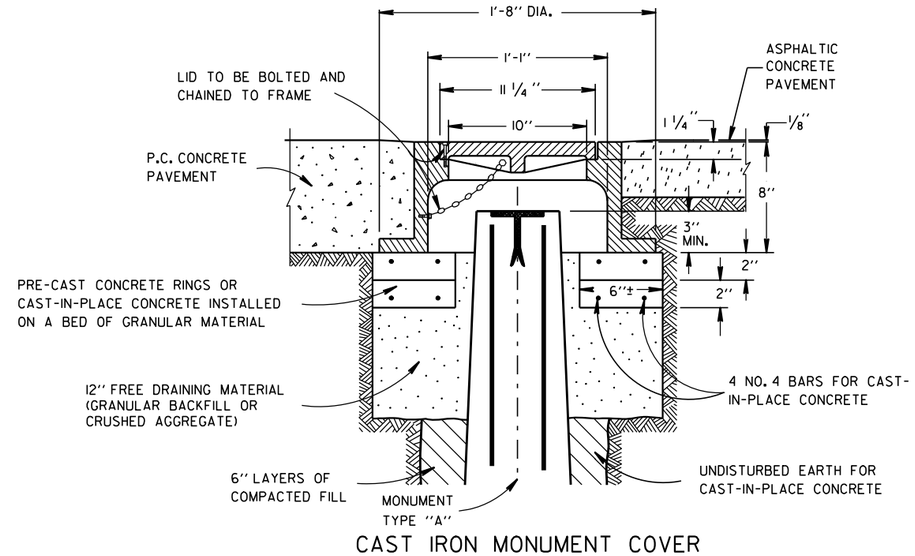
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WIS DOT MARKER.

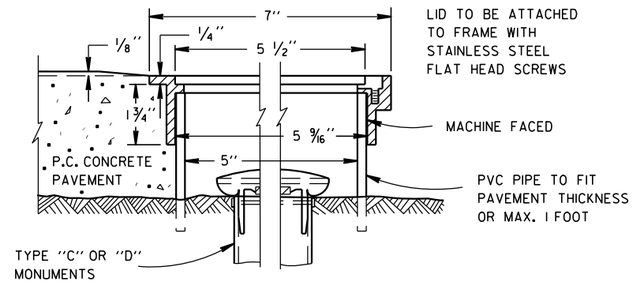


TOP VIEW



CAST IRON MONUMENT COVER

(APPROXIMATE WEIGHT - 95 LBS.)



SECTION B-B SECTION A-A

ALUMINUM MONUMENT COVER

(APPROXIMATE WEIGHT 2 LBS)

(FOR CONCRETE PAVEMENT ONLY)

LANDMARK REFERENCE MOUNMENTS AND COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/22/1999 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOP NEER
FHWA

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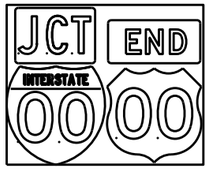
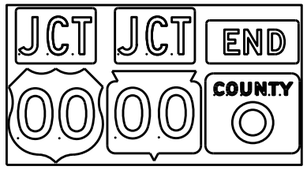
S.D.D. 16 A 1-6

TYPICAL ASSEMBLIES

J1-1

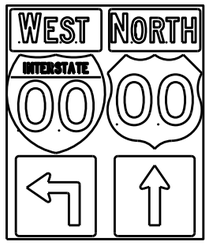


J1-2

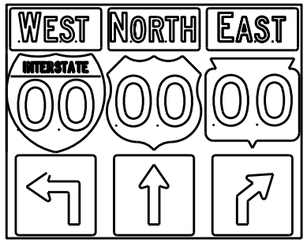


J1-3

J2-1



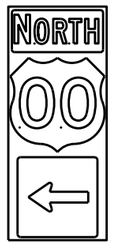
J2-2



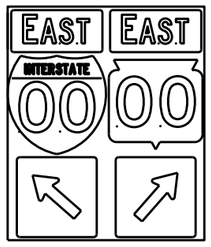
J2-3

JV

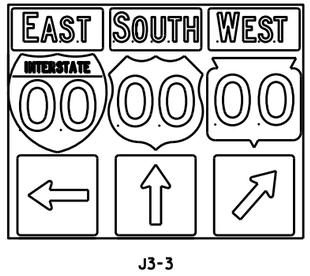
(Typical Vertical J-Assembly
See Note 10 and 11)



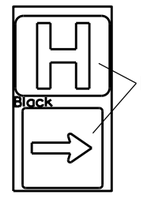
J3-1



J3-2

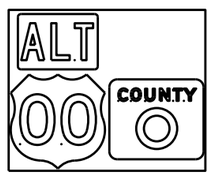


J3-3

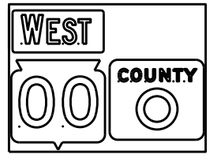


JH-1

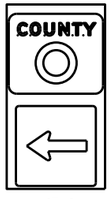
J4-1



J4-2



J4-2



J13-1

J12-1

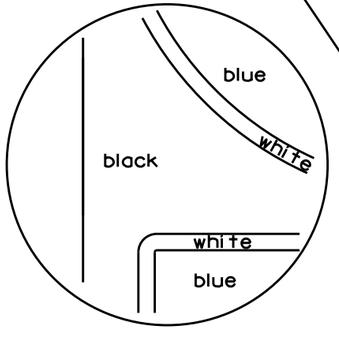
J32-1

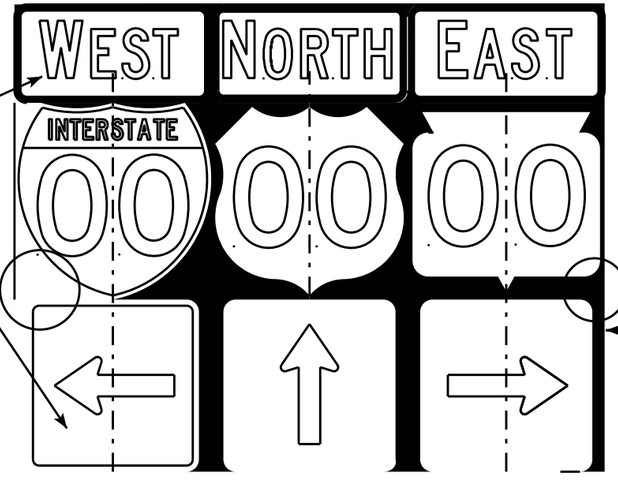
J33-1

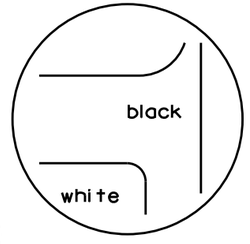
J23-1

J22-1

blue background
with interstate







black background

NOTES

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

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

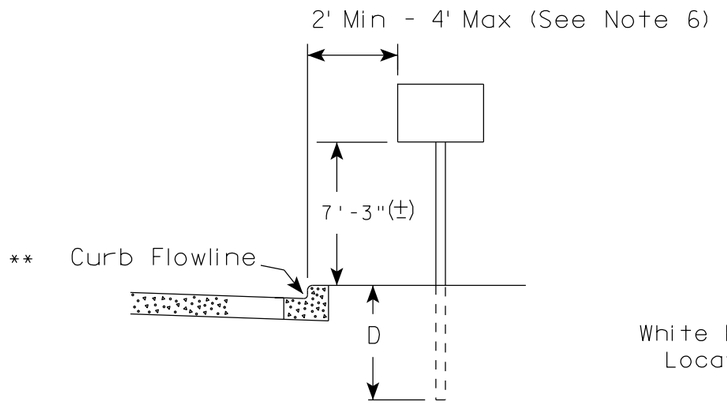
DATE 2/06/14 PL... A2-1S.8

PROJECT NO: | SHEET NO: E

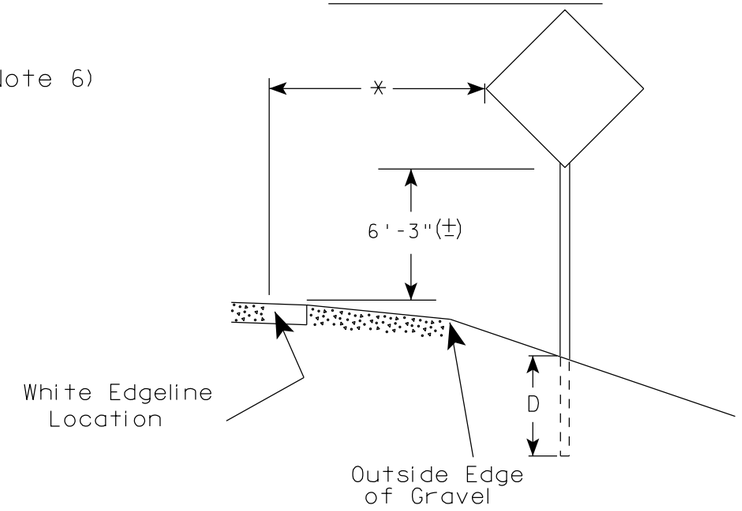
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :

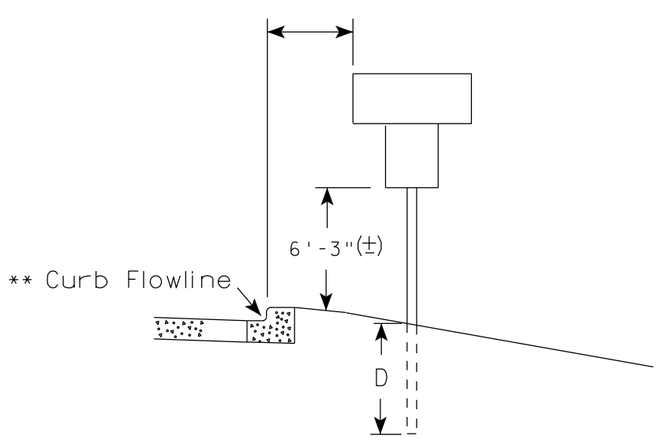
WISDOT/CADDS SHEET 42

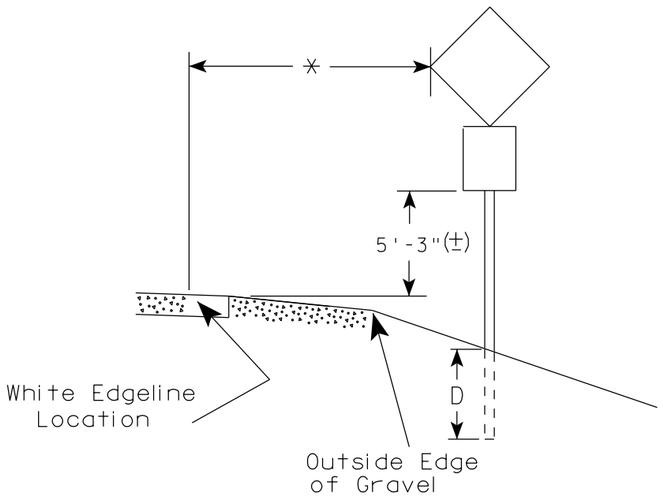
URBAN AREA



RURAL AREA (See Note 2)







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

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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

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

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

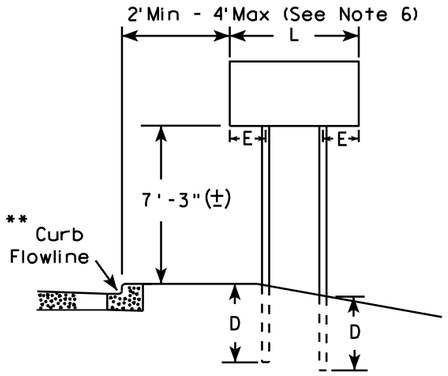
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

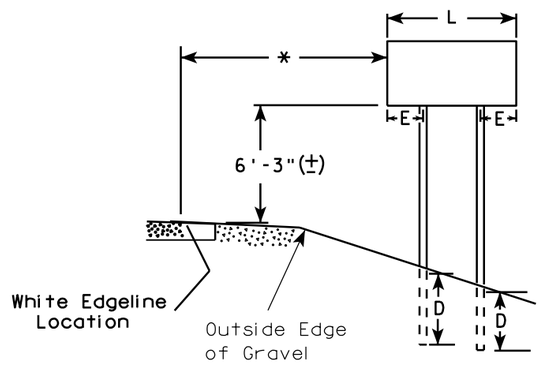
DATE 7/23/15 PLATE NO. A4-3.20

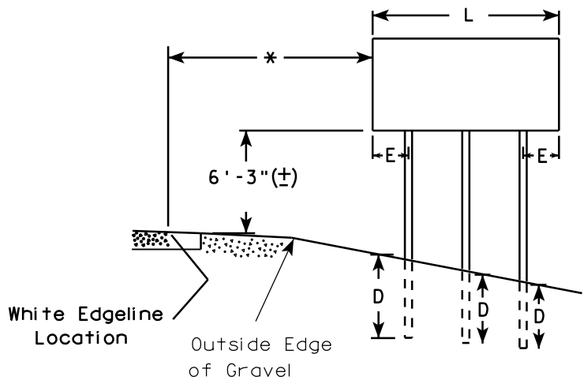
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

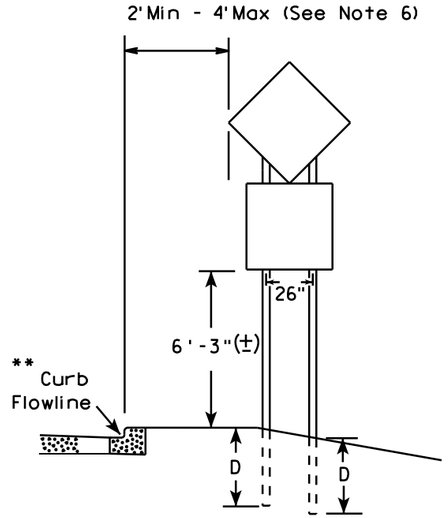
URBAN AREA



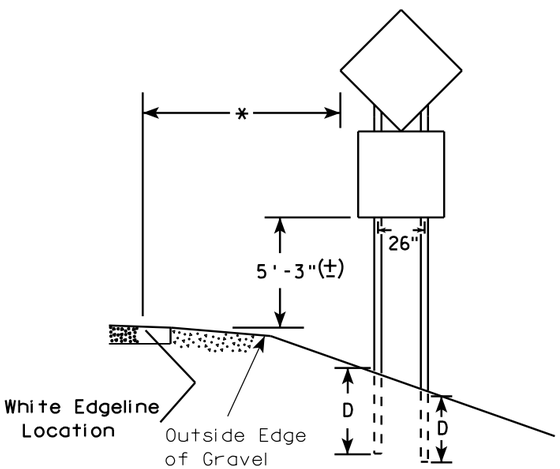
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

GENERAL NOTES

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

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

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

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

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

***

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

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

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

192

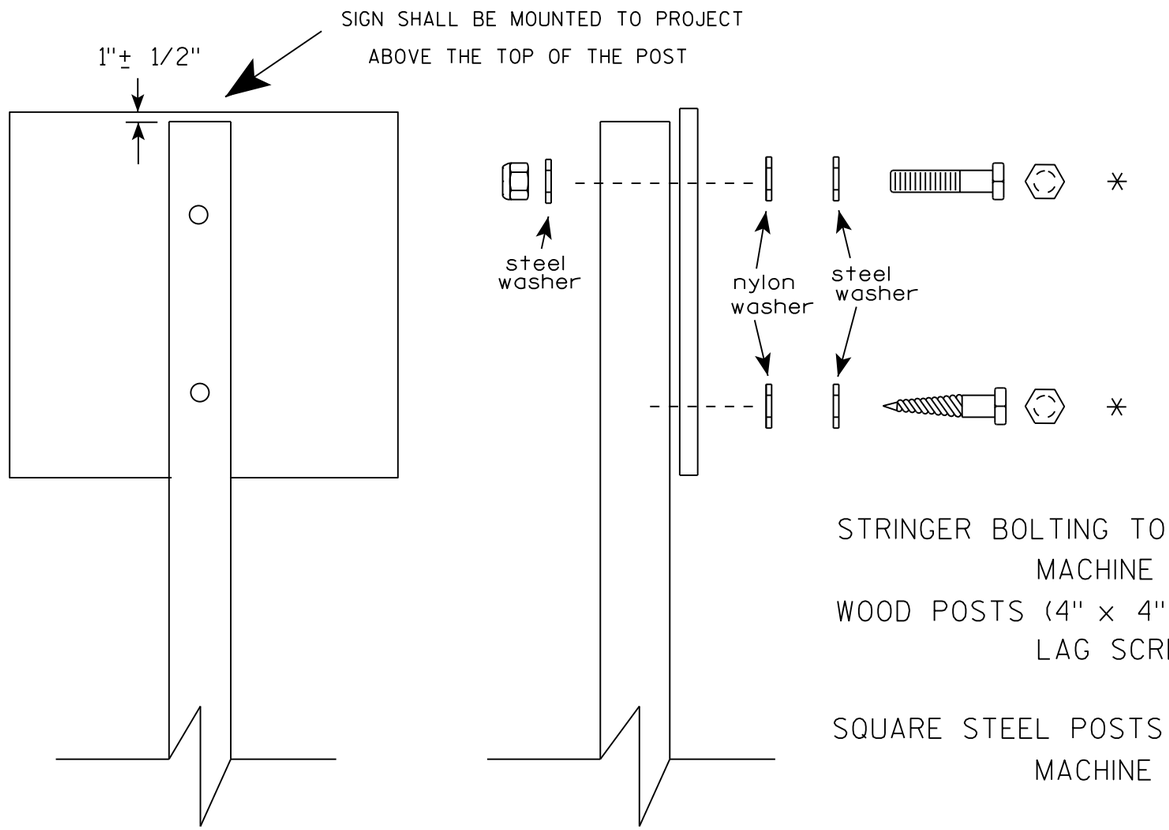
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

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

WISDOT/CADDS SHEET 42

7

7



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

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

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

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts
WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)
SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)
RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH
WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

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

ATTACHMENT OF SIGNS TO POSTS

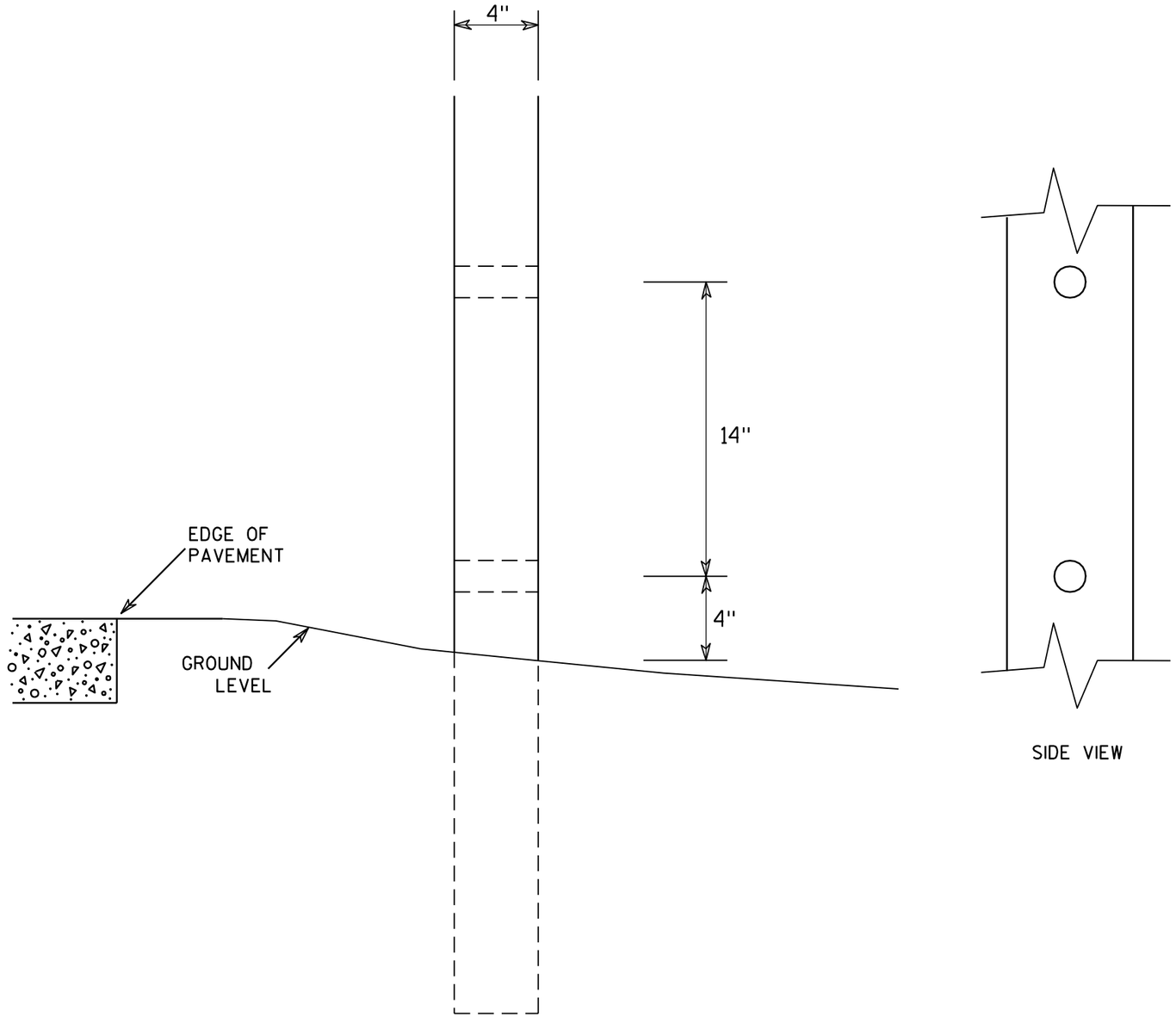
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/11/16 PLATE NO. A4-8.8

PROJECT NO: SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 11-AUG-2016 11:35 PLOT BY : $$ plotuser $$



SIDE VIEW

GENERAL NOTES

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

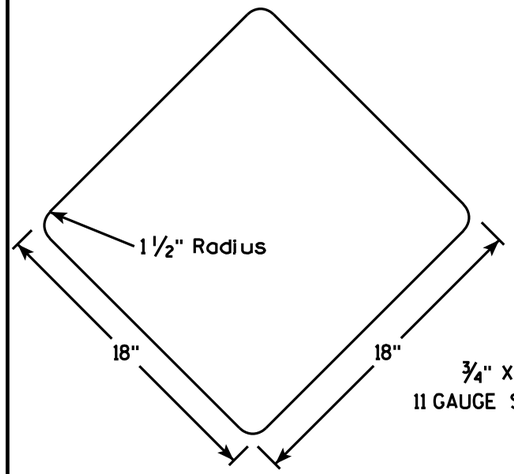
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

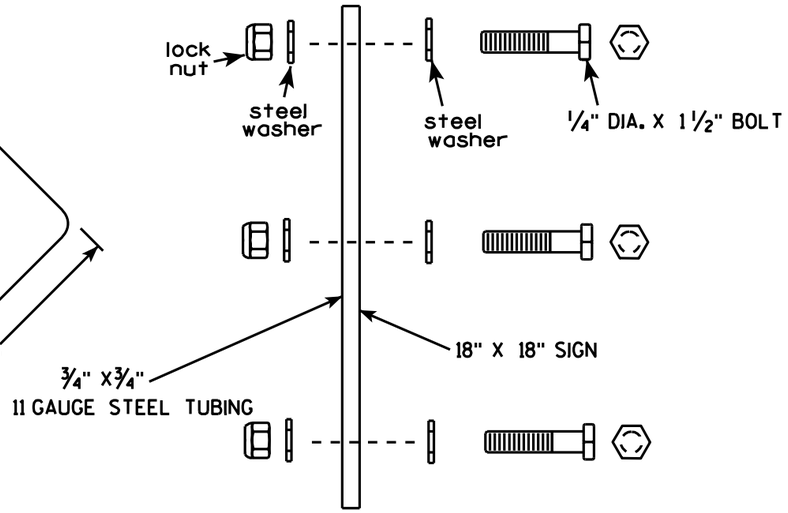
APPROVED Chester J Spang for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 194	E



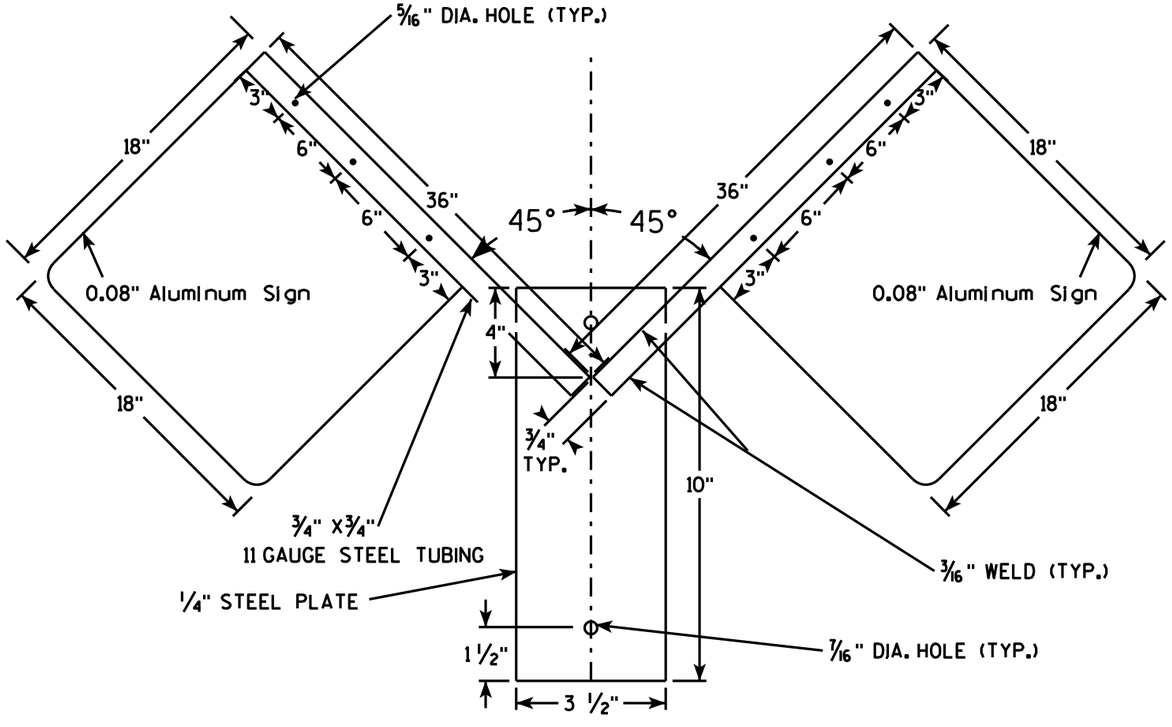
SIGN DETAIL



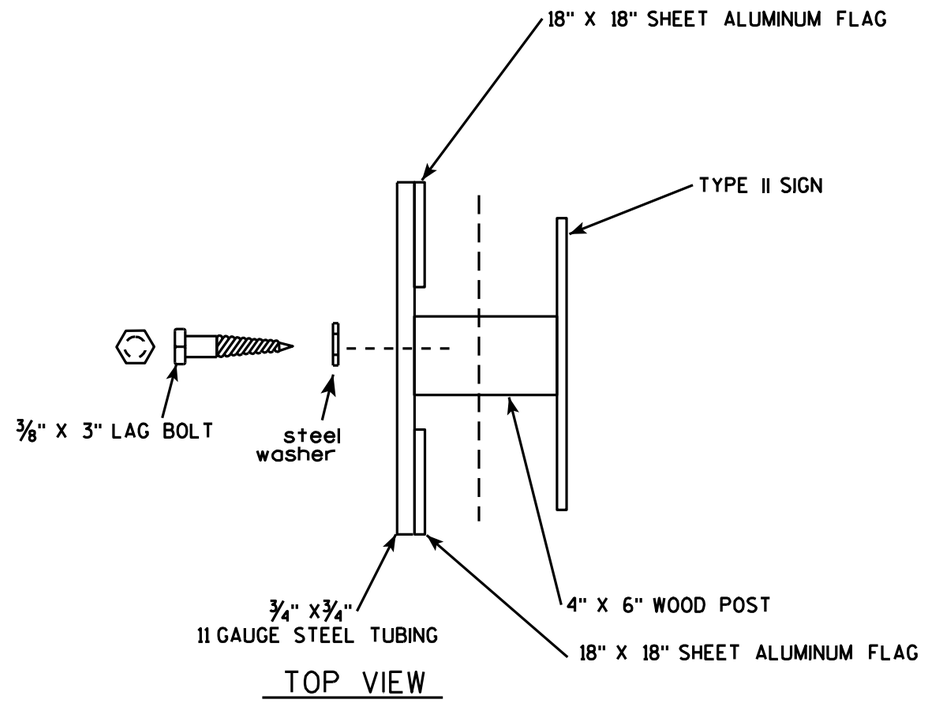
FLAG BOLTING PROCEDURE

GENERAL NOTES

1. ALL MATERIAL TO BE APPROVED BY ENGINEER BEFORE INSTALLATION.
2. SEE SIGN PLATE A4-8 FOR HARDWARE REQUIREMENTS.
3. SIGN IS TYPE II, TYPE F REFLECTIVE- REFERENCE WisDOT STANDARD. SPECIFICATION FOR HIGHWAY AND STRUCTURE CONSTRUCTION LATEST EDITION.
4. SIGN COLOR - ORANGE
5. SIGN CORNERS SHALL BE ROUNDED
6. BRACKET SHALL BE ENTIRELY PRIMED AND PAINTED WITH TWO COATS OF A BLACK POWDER COATED ENAMEL PAINT.



BACK VIEW



TOP VIEW

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGN FLAGS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/15/13 PLATE NO. A4-15.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 195	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A415.DGN PLOT DATE : 15-MAY-2013 14:58 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 4.056814:1.000000

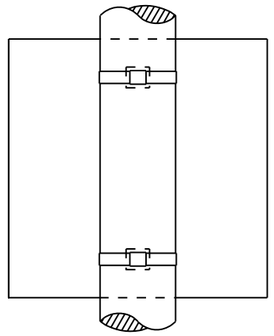
WISDOT/CADDS SHEET 42

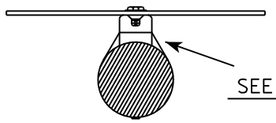
7

7

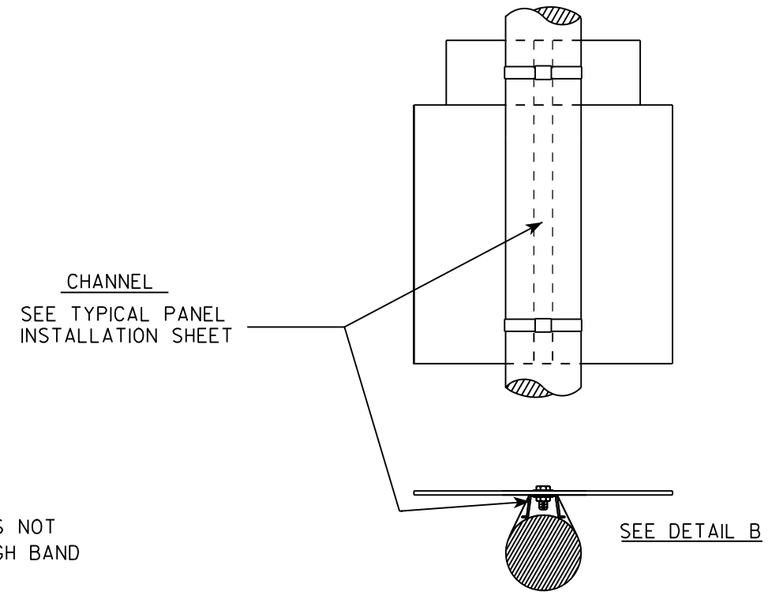
BANDING

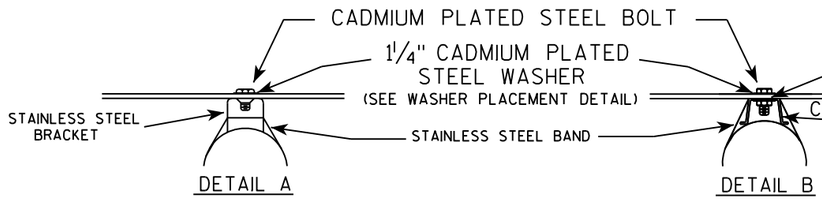
SINGLE SIGN



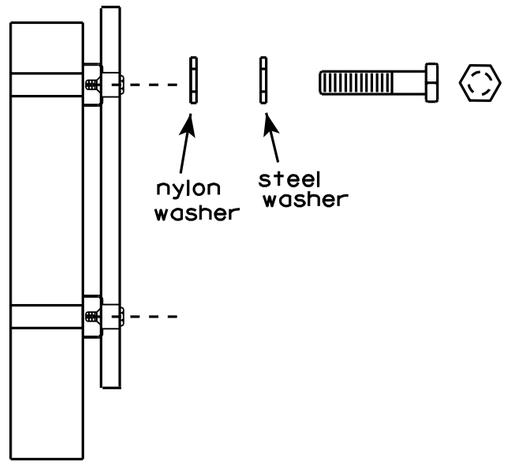


"J" ASSEMBLY





WASHER PLACEMENT



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

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.

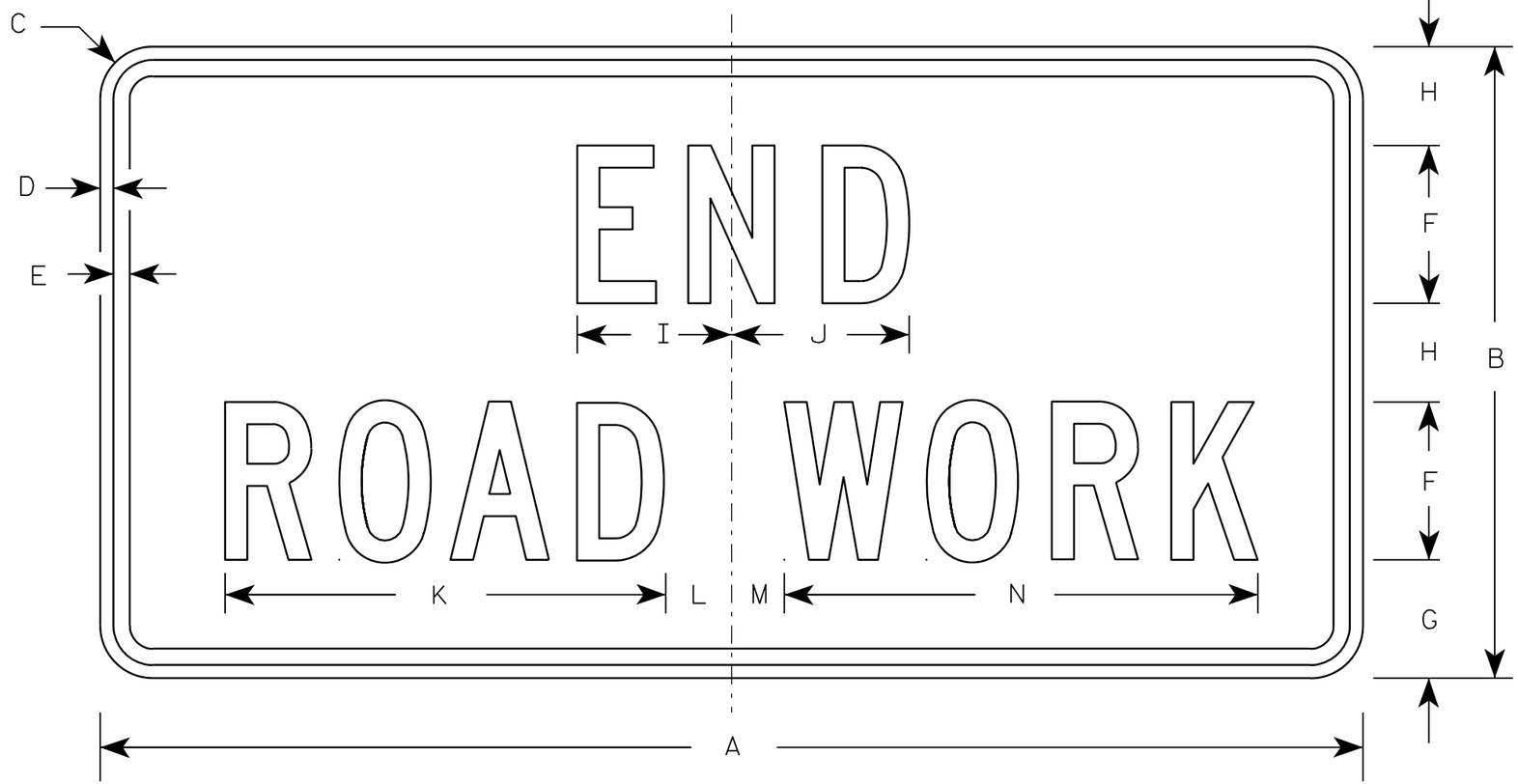
STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 196	E



G20-2A

NOTES

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	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	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 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

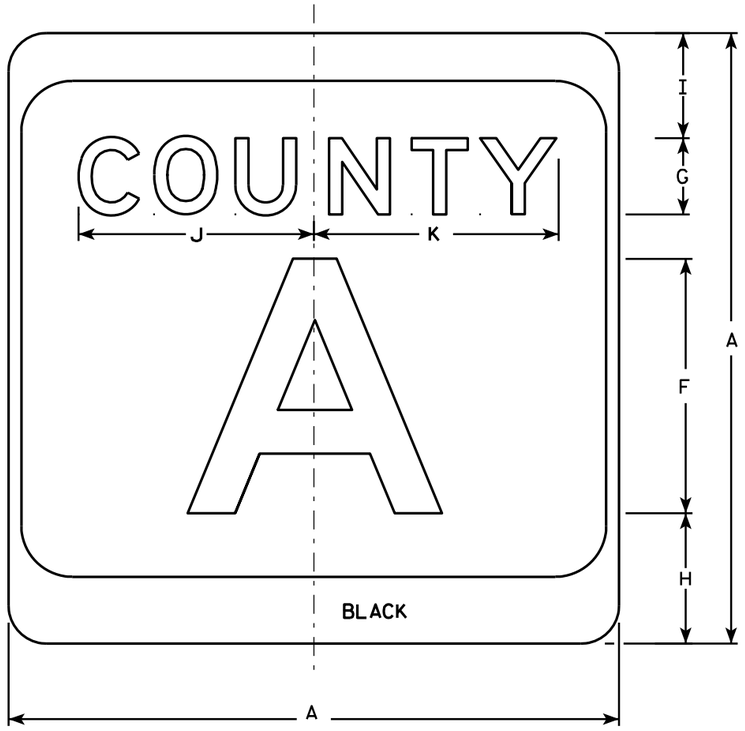
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

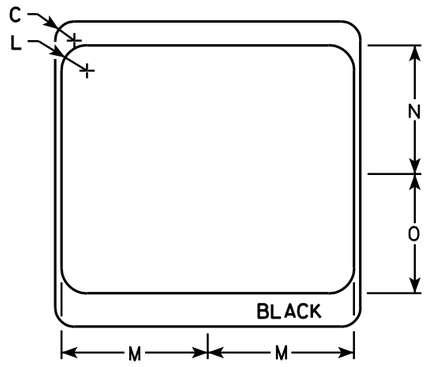
APPROVED Matthew R Rauch
for State Traffic Engineer

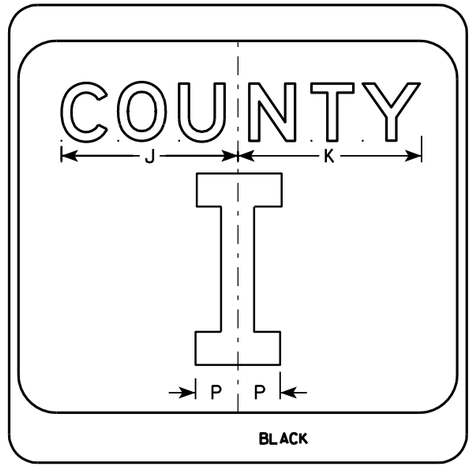
DATE 9/30/09 PLATE NO. G20-2A.8

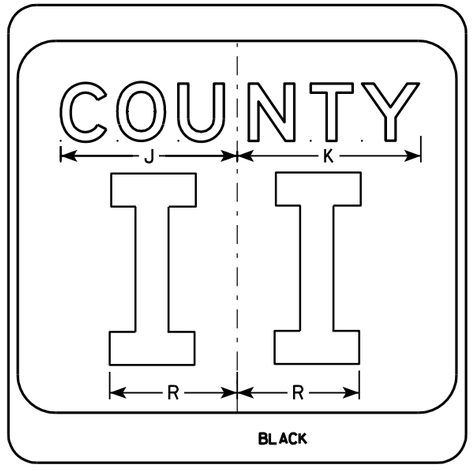
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 197	E



M1-5A







NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 7
   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. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

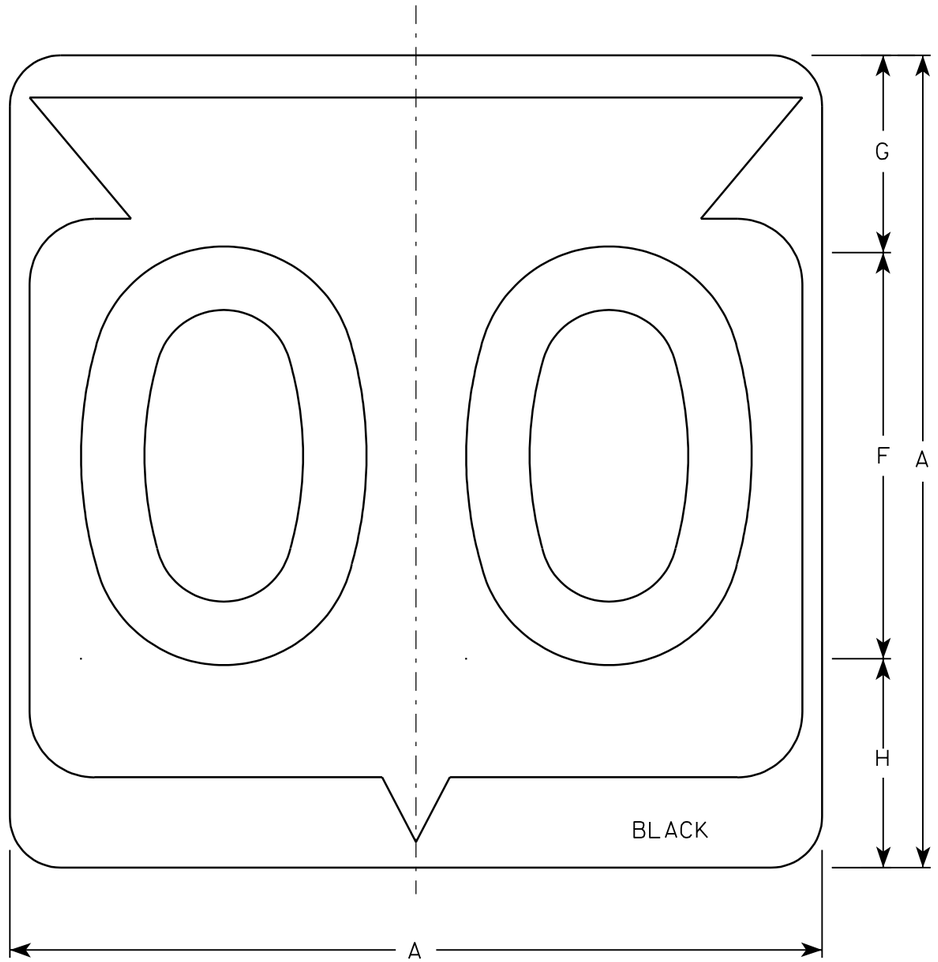
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

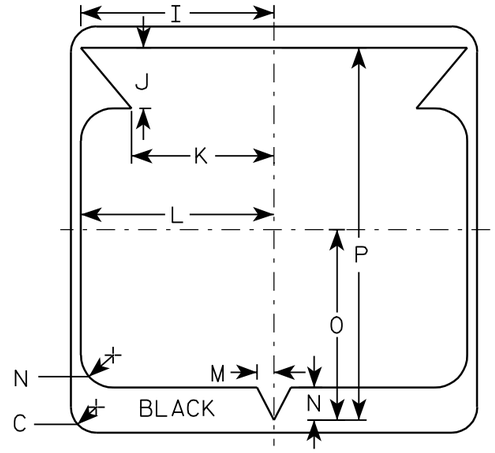
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 198 | E



M1-6

NOTES

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



Metric equivalent for this sign is:

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

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

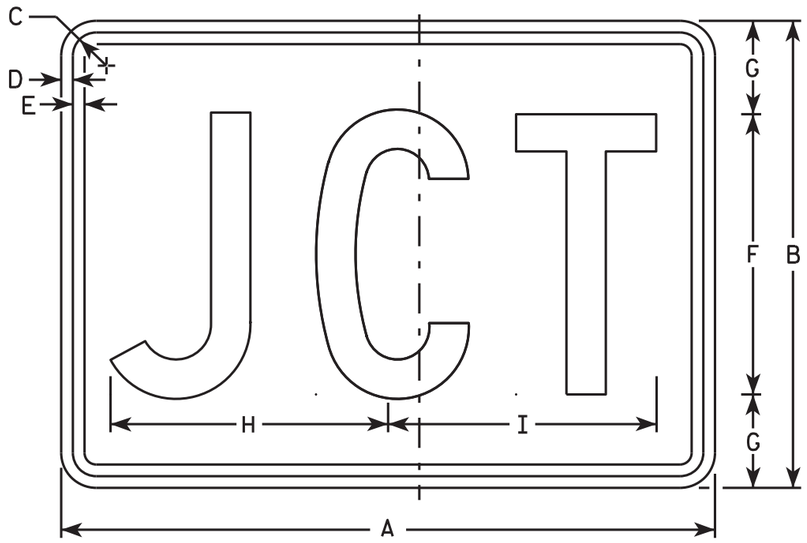
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

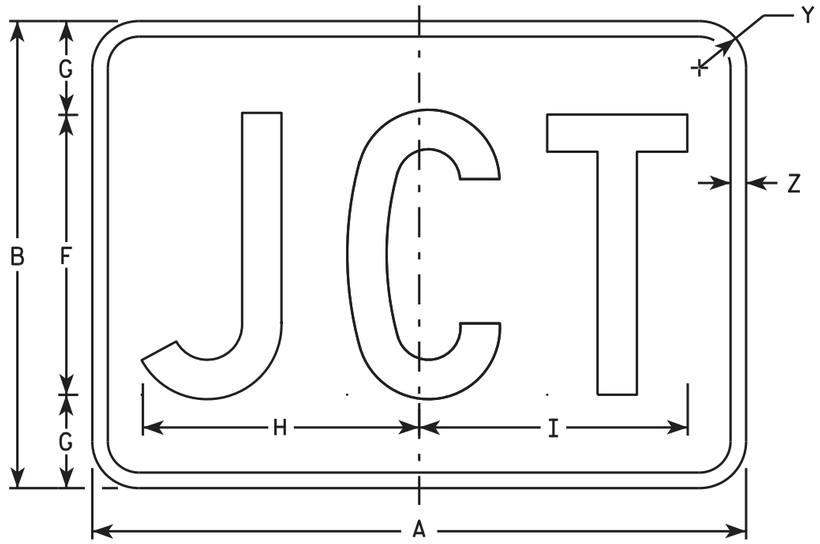
APPROVED Chester J Spang for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 199	E



M2-1
MM2-1
MP2-1



MB2-1
MK2-1
MN2-1
MR2-1

NOTES

1. Sign is 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. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MP2-1 Background - White
   Message - Blue
   MR2-1 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40

STANDARD SIGN
M2-1

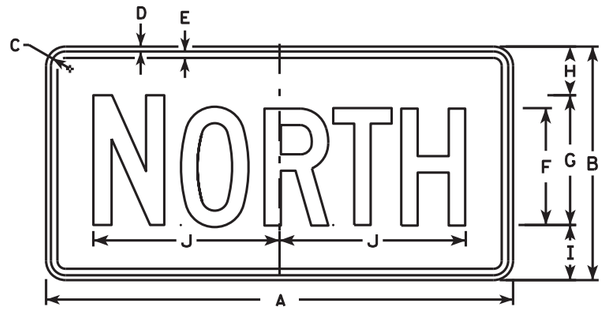
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

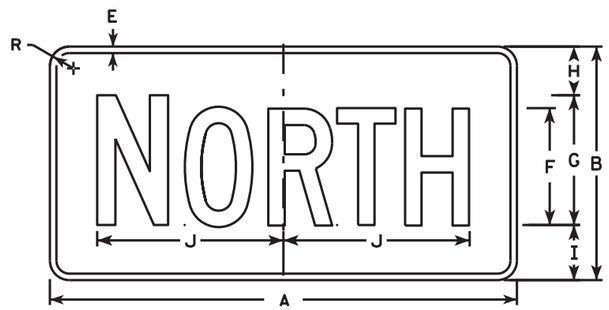
DATE 10/15/15 PLATE NO. M2-1.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO. 200 | E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M21.DGN PLOT DATE : 15-OCT-2015 11:46 PLOT BY : ss...plotuser...ss PLOT NAME : PLOT SCALE : 7.752961:1.000000 WISDOT/CADDS SHEET 42



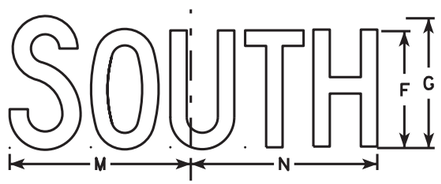
M3-1
MM3-1
MP3-1



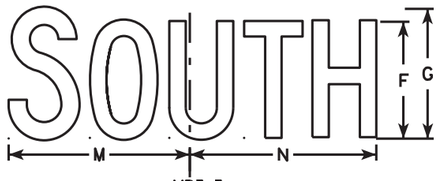
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

MB3-2
MK3-2
MN3-2

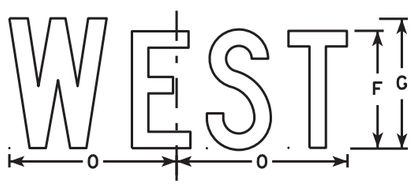


M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3

M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

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

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

STANDARD SIGNS
M3-1 thur M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

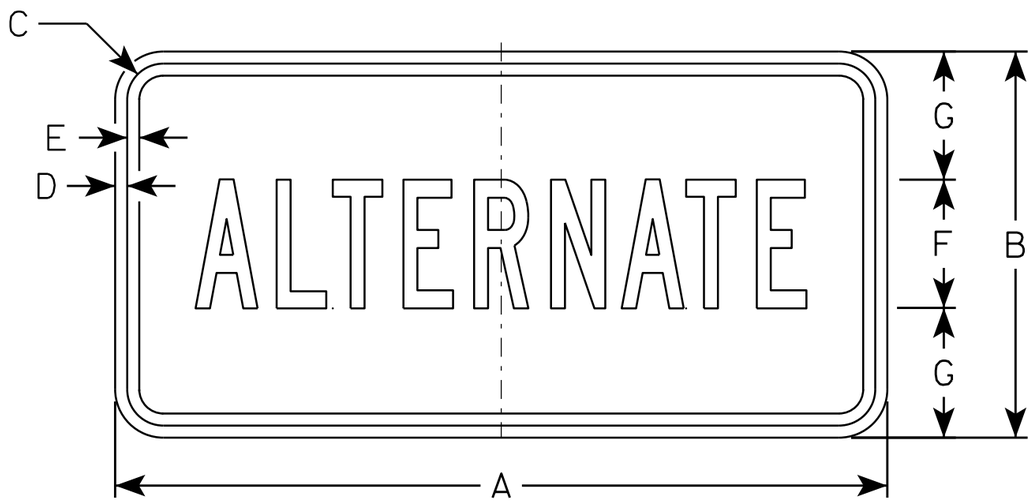
APPROVED Matthew R Rauch for State Traffic Engineer

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

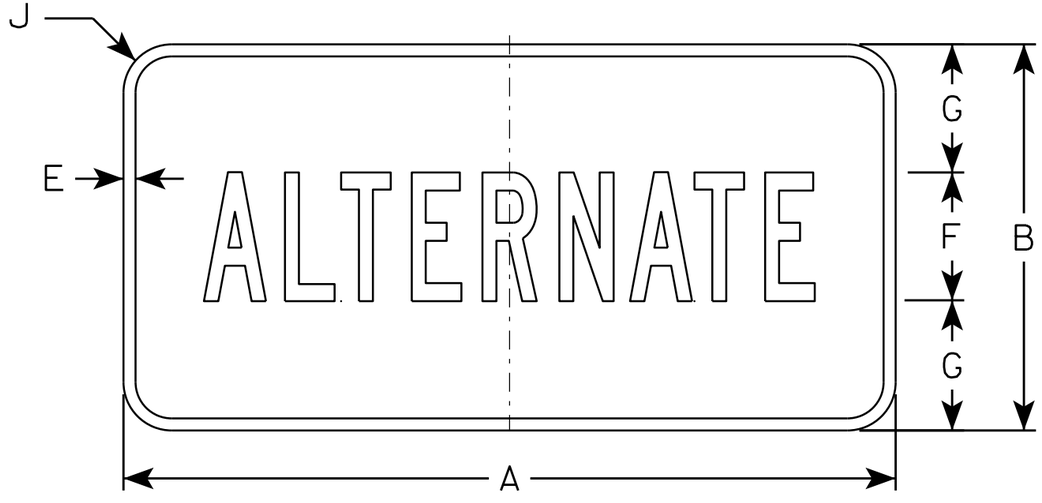
PROJECT NO: | HWY: | COUNTY: | SHEET NO. 201 | E

7

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 15-OCT-2015 12:16 PLOT BY : ss...plotuser...ss PLOT NAME : PLOT SCALE : 18.607113:1.000000
WISDOT/CADDS SHEET 42



M4-1
MO4-1



MB4-1

NOTES

1. Sign is Type II - Type H except as Shown
2. Color:
   Background - See Note 5
   Message - See note 5
3. Message Series - B
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. M4-1 Background - White
   Message - Black

   MB4-1 Background - Blue
   Message - White

   MO4-1 Background - Orange - Type F
   Message - Black

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	4	4	9 3/4	9 1/2	1 1/2																	2.00
3	36	18	1 1/8	3/8	1/2	7	5 1/2	16 3/8	16 1/2	1 1/2																	4.5
4	36	18	1 1/8	3/8	1/2	7	5 1/2	16 3/8	16 1/2	1 1/2																	4.5
5	36	18	1 1/8	3/8	1/2	7	5 1/2	16 3/8	16 1/2	1 1/2																	4.5

STANDARD SIGN
M4-1

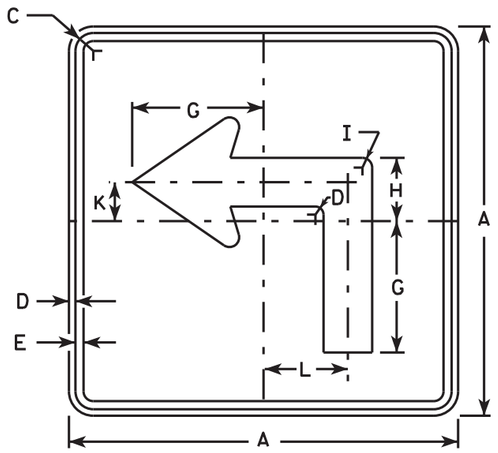
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

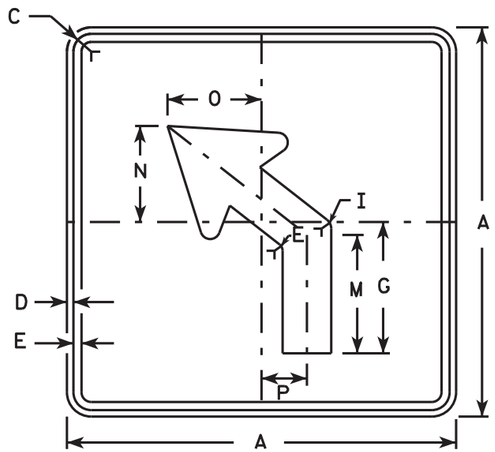
DATE 6/30/14 PLATE 14-1.8

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

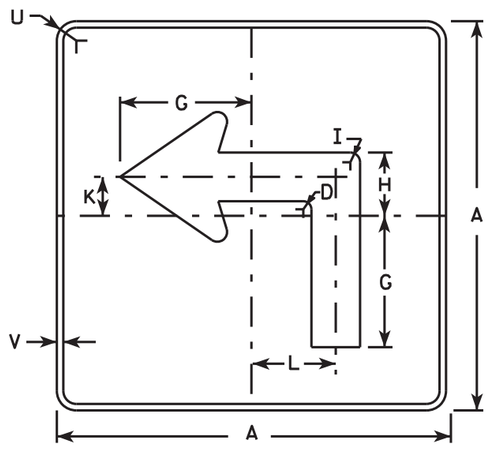
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M41.DGN PLOT DATE : 30-JUN-2014 15:38 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 4.708937:1.000000
WISDOT/CADDS SHEET 42



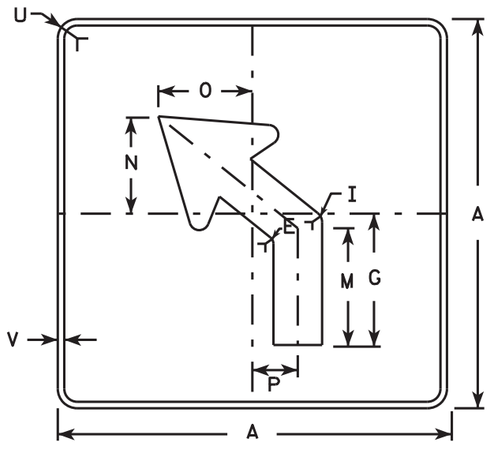
M5-1L
MM5-1L
MO5-1L
MP5-1L



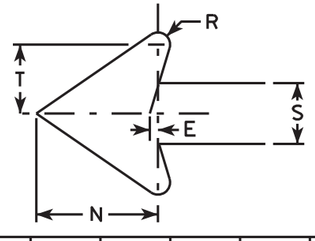
M5-2L
MM5-2L
MO5-2L
MP5-2L



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



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



NOTES

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

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

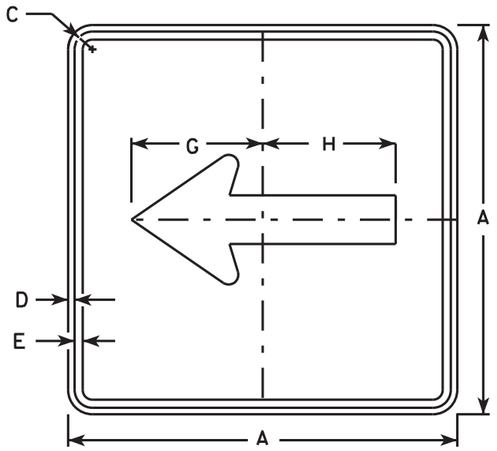
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

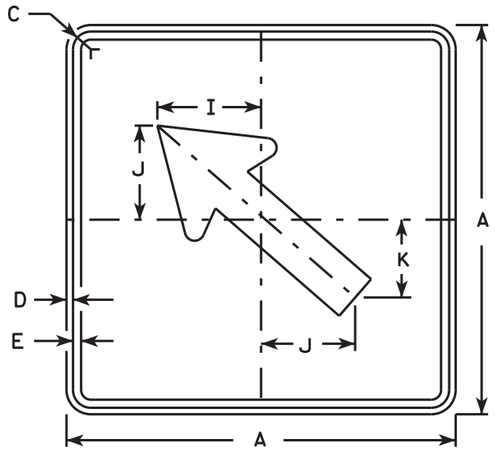
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO. 203 | E



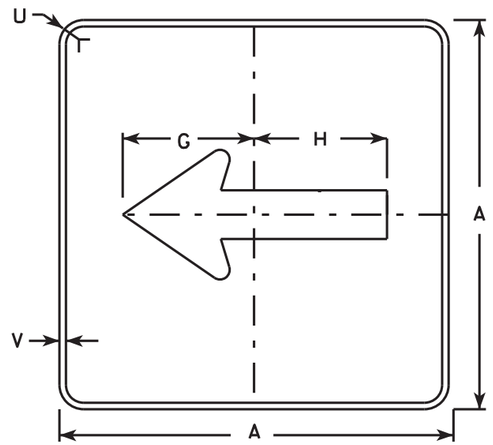
M6-1
MM6-1
MO6-1
MP6-1



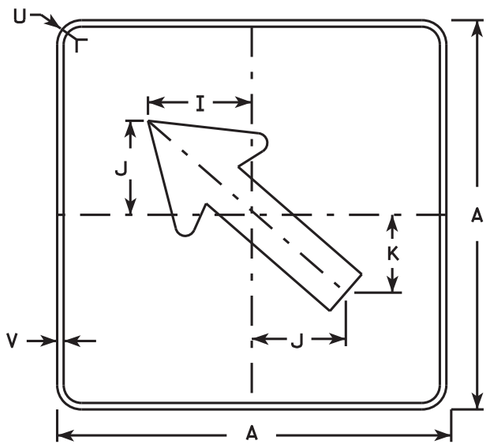
M6-2
MM6-2
MO6-2
MP6-2

NOTES

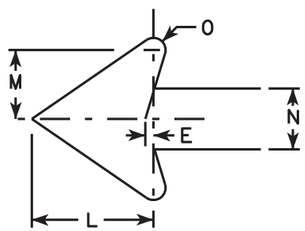
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background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



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



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



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

STANDARD SIGN
M6-1 & M6-2
SERIES

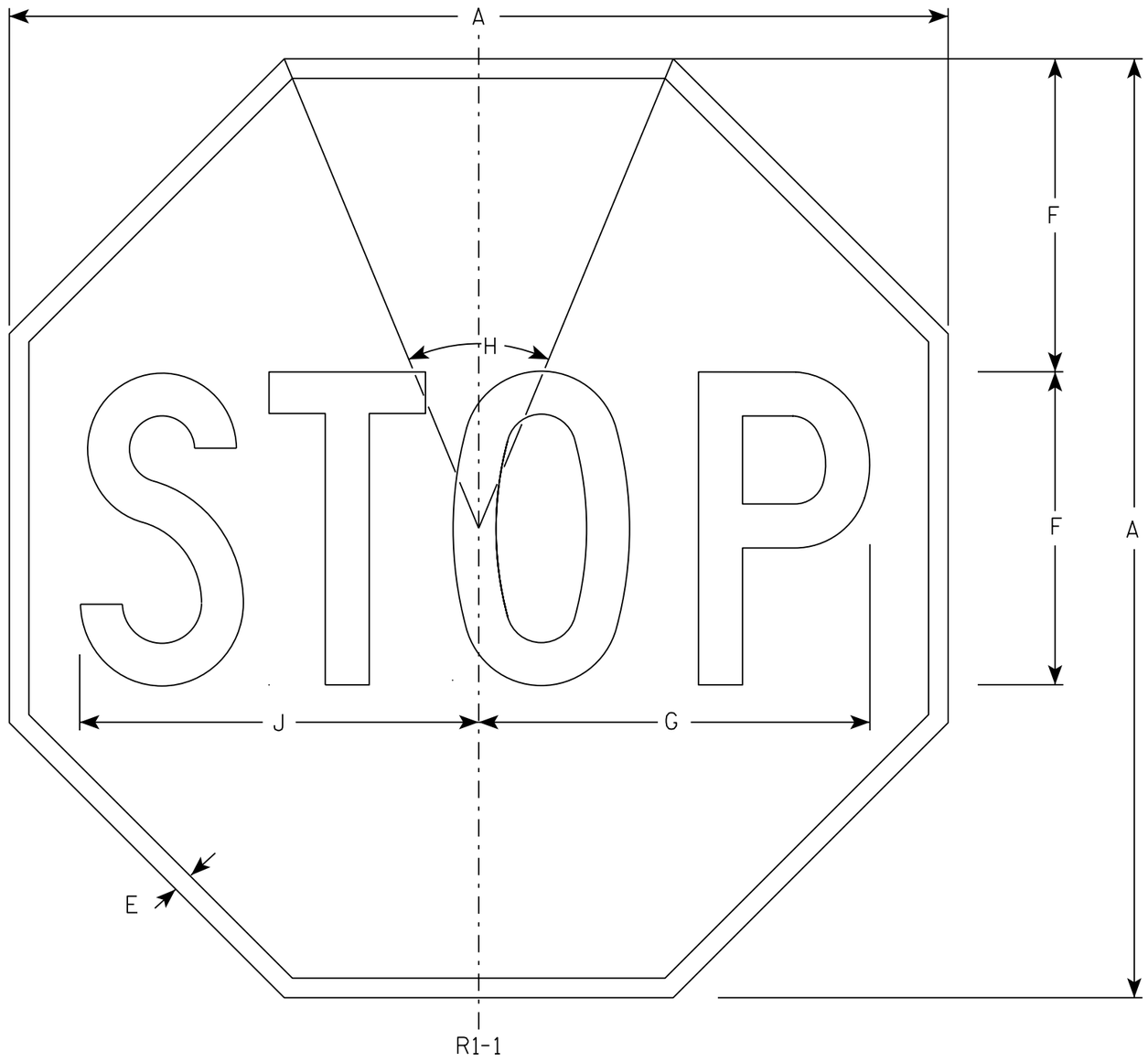
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO. 204 | E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 15-OCT-2015 13:17 PLOT BY : ss...plotuser...ss PLOT NAME : PLOT SCALE : 18.607113:1.000000
WISDOT/CADDS SHEET 42



NOTES

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

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

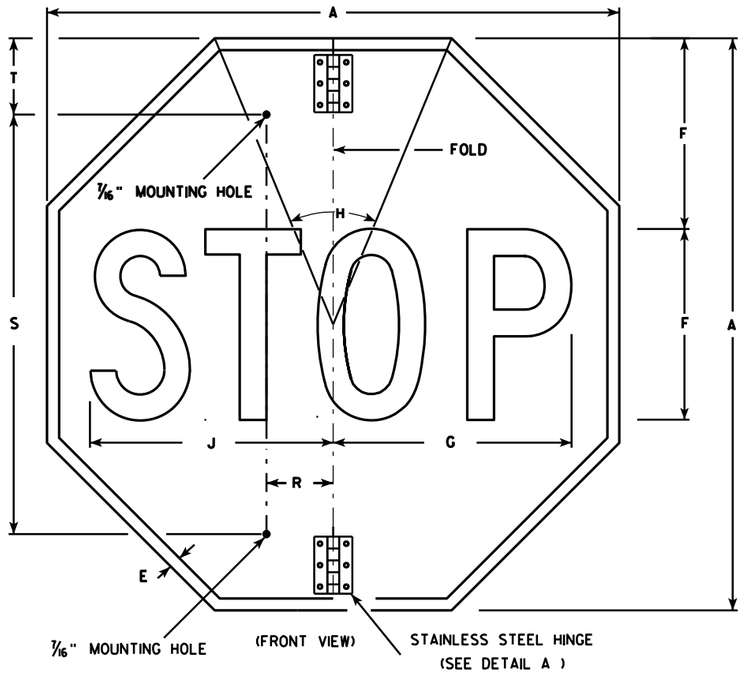
STANDARD SIGN
R1-1

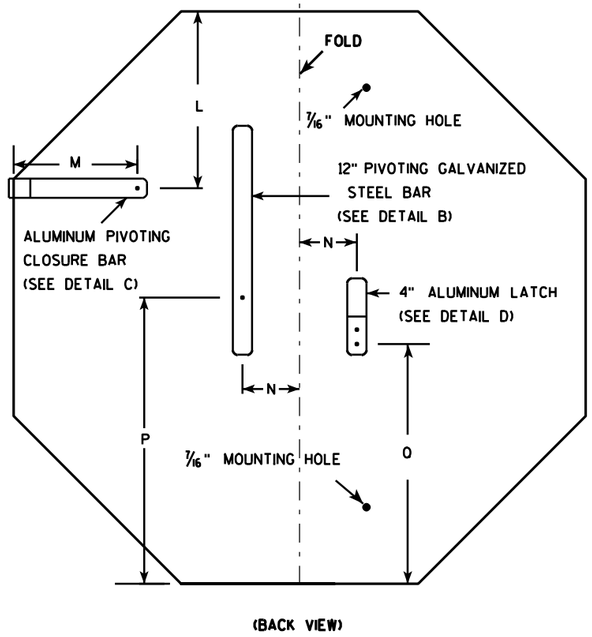
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

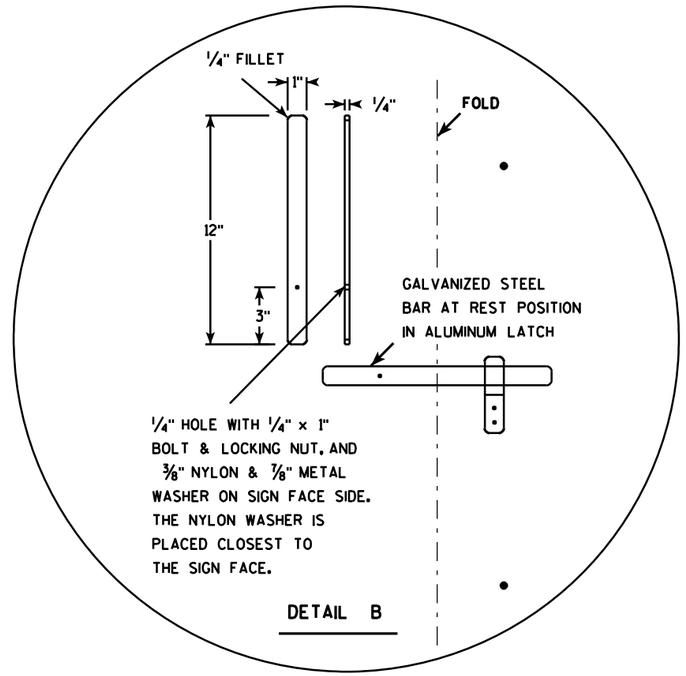
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 205	E

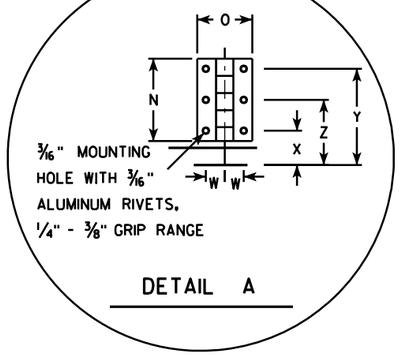


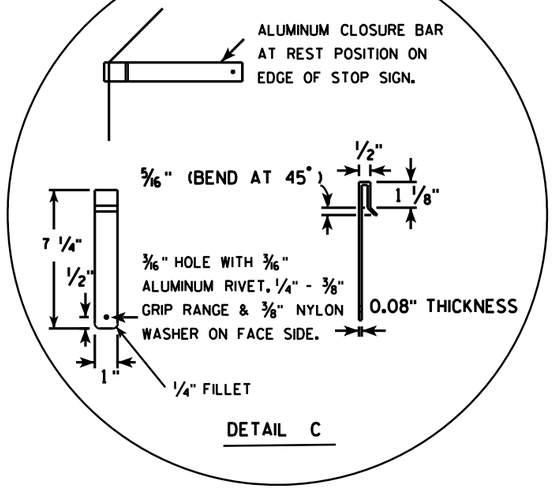


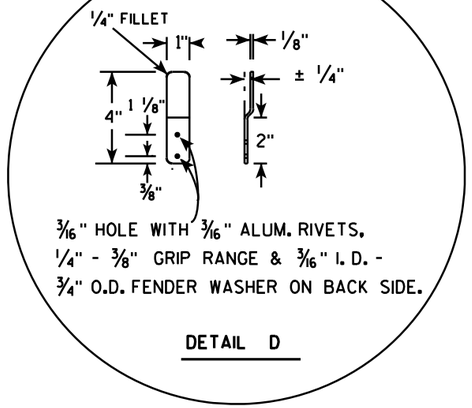
NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.









SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30				5/8	10	12 1/2	45		12 3/4		9 1/4	6 1/2	3	2	15	12 3/8	2 1/2	22	5			11/16	1 1/4	3 1/2	2 3/8	5.18
2M	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
3	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
4																											
5																											

STANDARD SIGN
R1-1F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1F.3

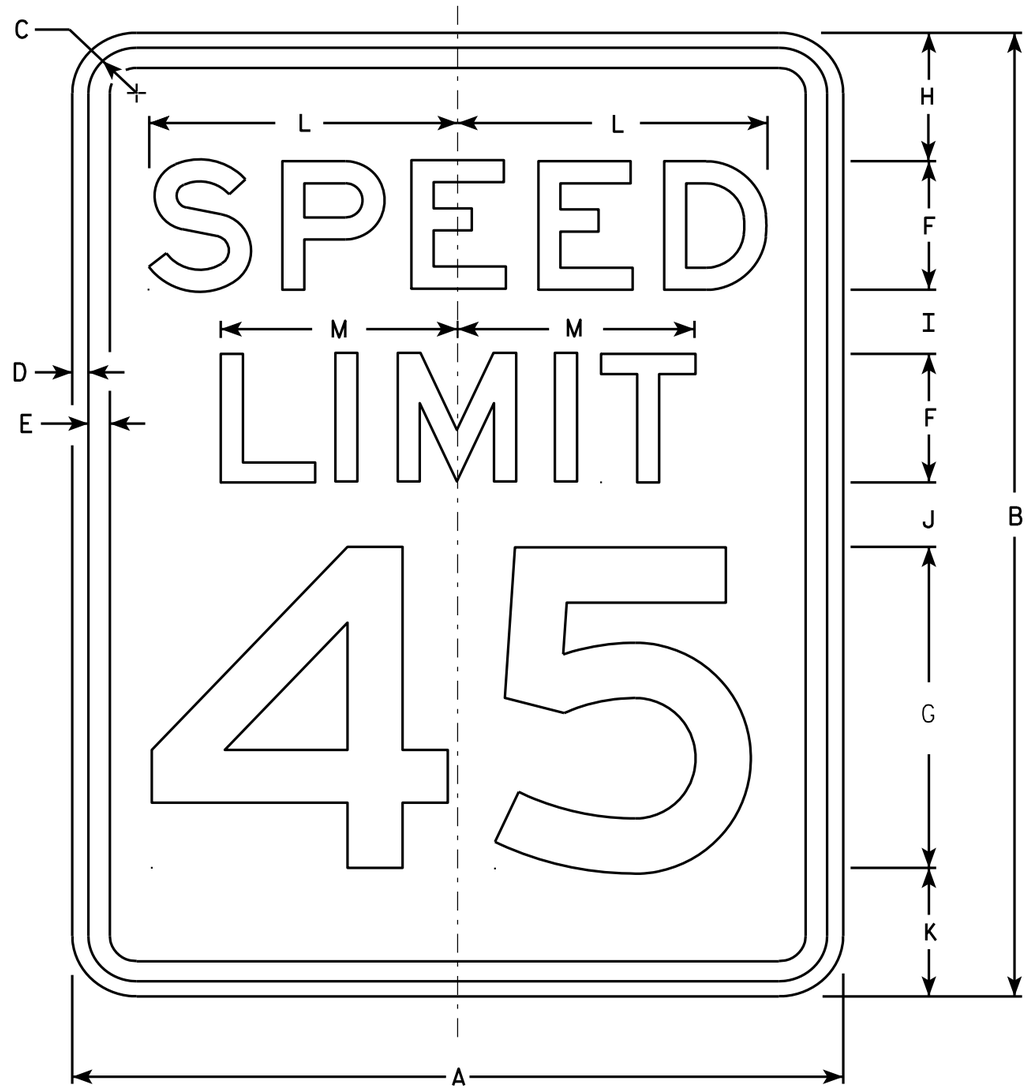
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 206 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R11F.DGN PLOT DATE : 02-DEC-2010 15:26 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 7.945391:1.000000

WISDOT/CADDS SHEET 42

7

7



R2-1

NOTES

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

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

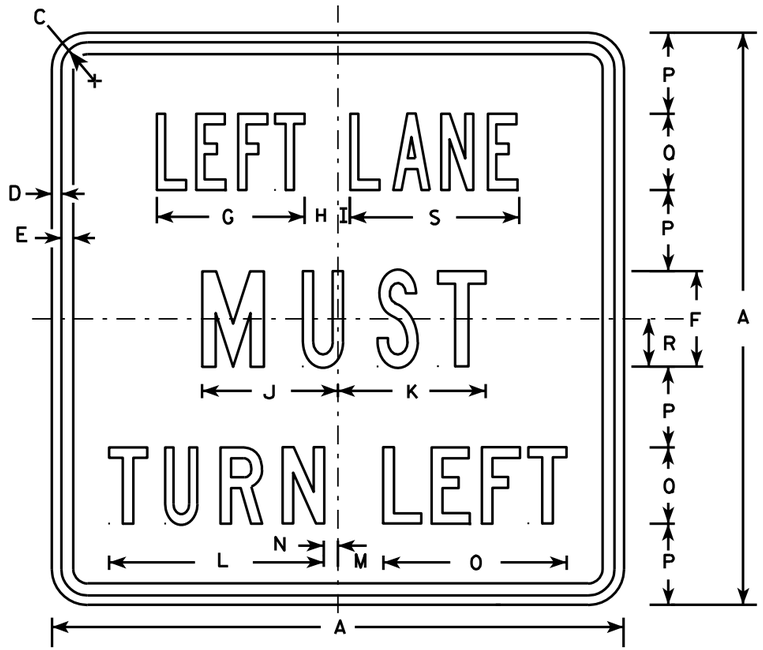
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

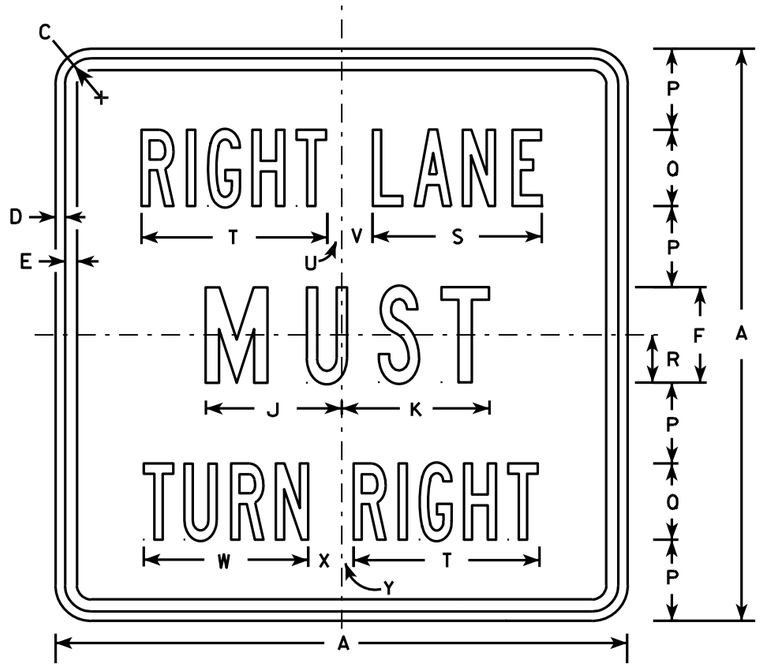
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 207	E



R3-7L



R3-7R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - Line 1 is Series B.
   Line 2 is Series C.
   Line 3 on plate R3-7R is Series B and Series C on plate R3-7L.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2S	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2M	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
3	36		1 5/8	5/8	3/4	6	9 5/8	2	1 1/8	8 3/4	9	13 1/2	3 7/8	1 1/2	12 1/2	5	5	3	10 5/8	12	7/8	2 1/4	10 5/8	2 1/8	1		9.00
4	48		2 1/4	3/4	1	8	13 1/2	2 3/8	1 1/2	11 1/2	11 7/8	17 3/4	3 5/8	2 1/2	16 3/8	6 1/2	7	4	14 3/8	16 7/8	5/8	3 1/4	15 1/8	2 3/4	1 1/8		16.00
5																											

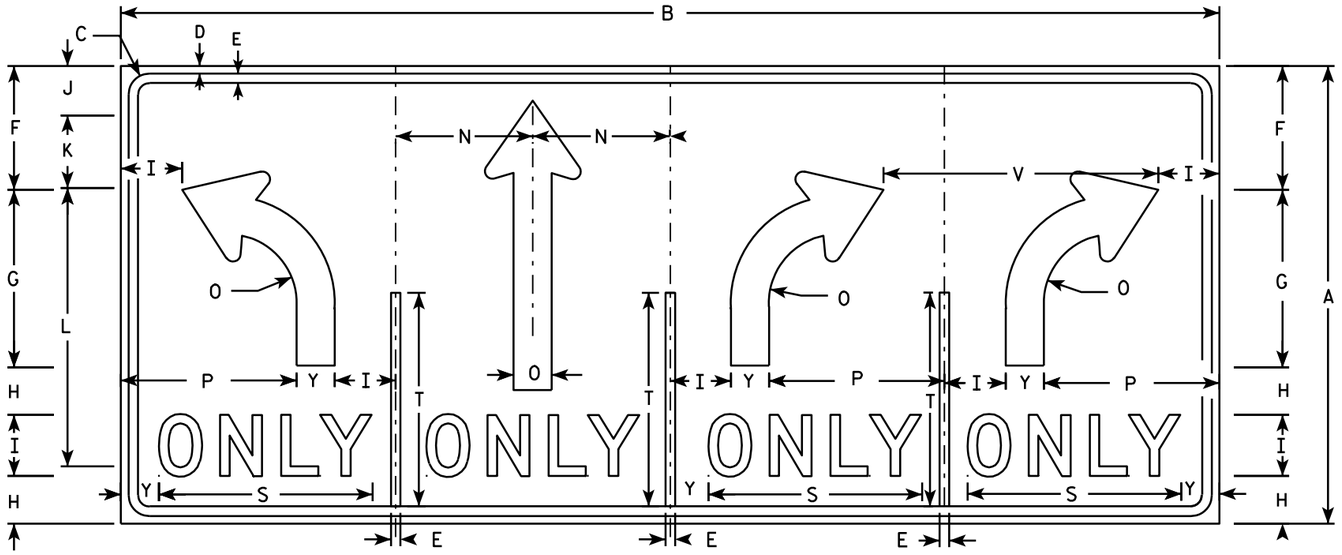
STANDARD SIGN
R3-7L & R3-7R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-7.3

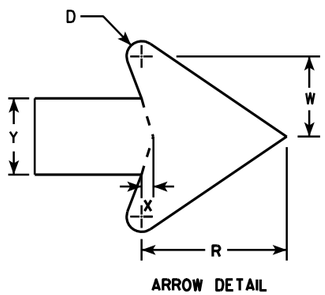
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 208 | E



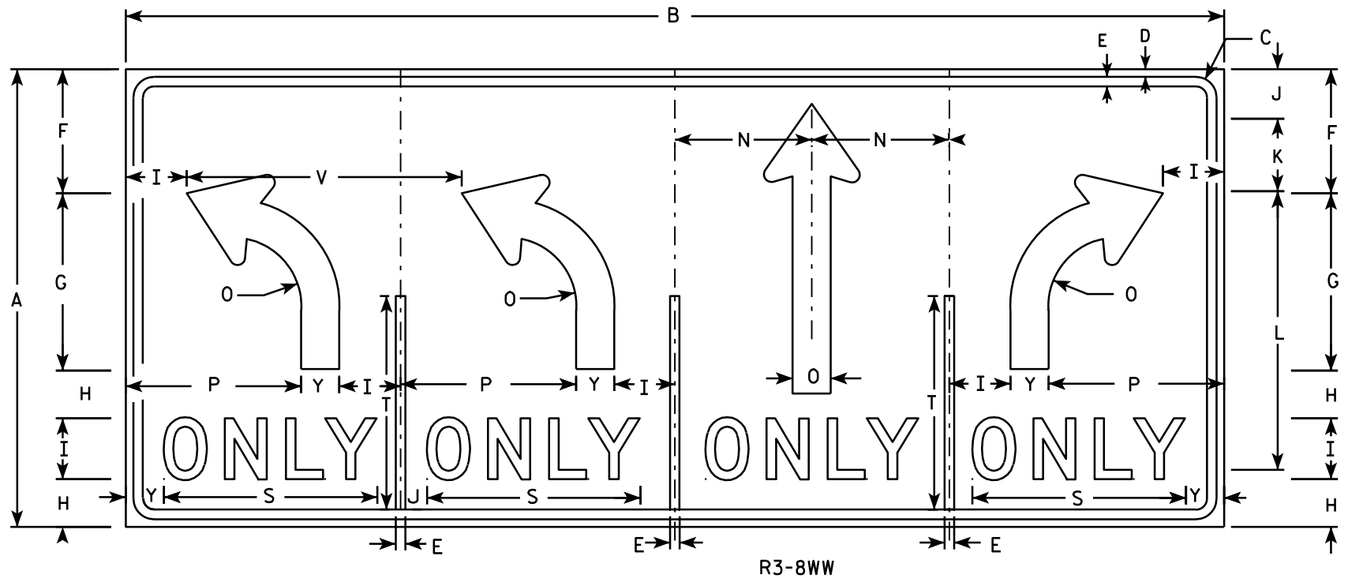
R3-8XX

NOTES

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



ARROW DETAIL



R3-8WW

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	72	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	3 1/4	4 3/4	18 1/4		9	4 1/2	11 1/2		4 3/4	14	14	13 1/4	18	2 5/8	3/8	2 1/2		15.0
2M	30	72	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	3 1/4	4 3/4	18 1/4		9	4 1/2	11 1/2		4 3/4	14	14	13 1/4	18	2 5/8	3/8	2 1/2		15.0
3																											
4	48	108	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	8 1/4	7 5/8	29 1/4		14	6 3/4	17 1/4		7 1/8	20 5/8	22 3/8	19 7/8	27	4	5/8	4		36.0
5	48	108	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	8 1/4	7 5/8	29 1/4		14	6 3/4	17 1/4		7 1/8	20 5/8	22 3/8	19 7/8	27	4	5/8	4		36.0

STANDARD SIGN
R3-8WW & R3-8XX

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-8WW.1

PROJECT NO:

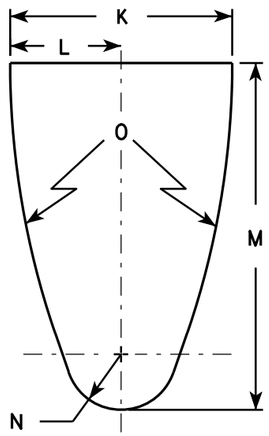
SHEET NO: 209 E

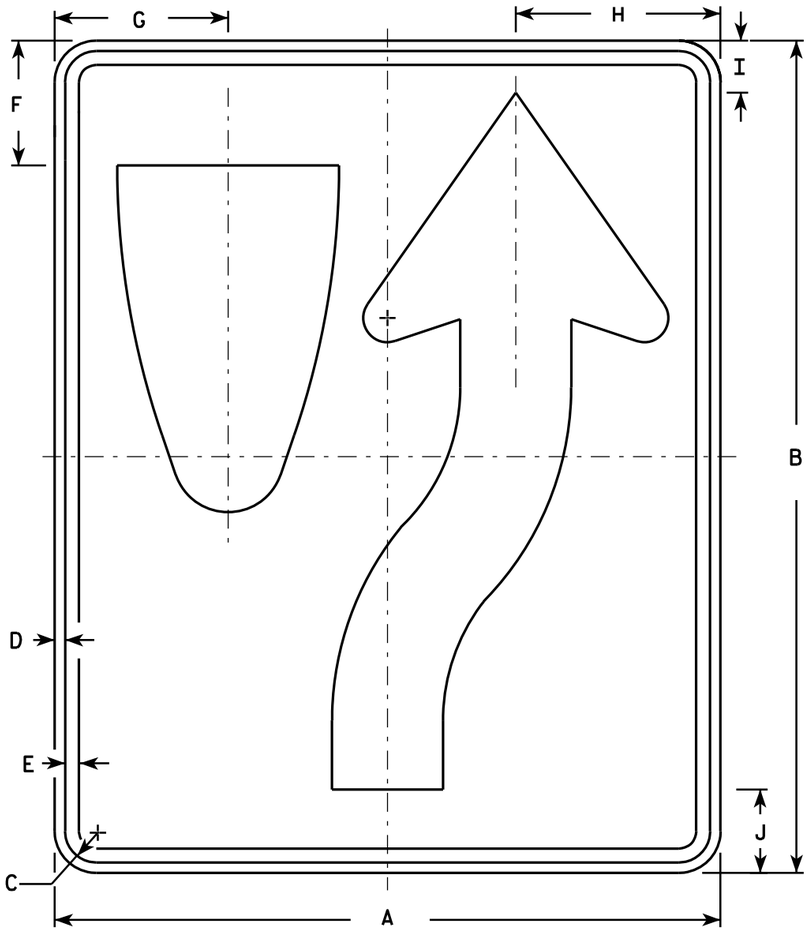
FILE NAME : c:\CAEFiles\Projects\tr_stdplate\R38WW.dgn PLOT DATE : 03-FEB-2012 10:14 PLOT BY : mscj9h

WISDOT/CADDS SHEET 42

7

7

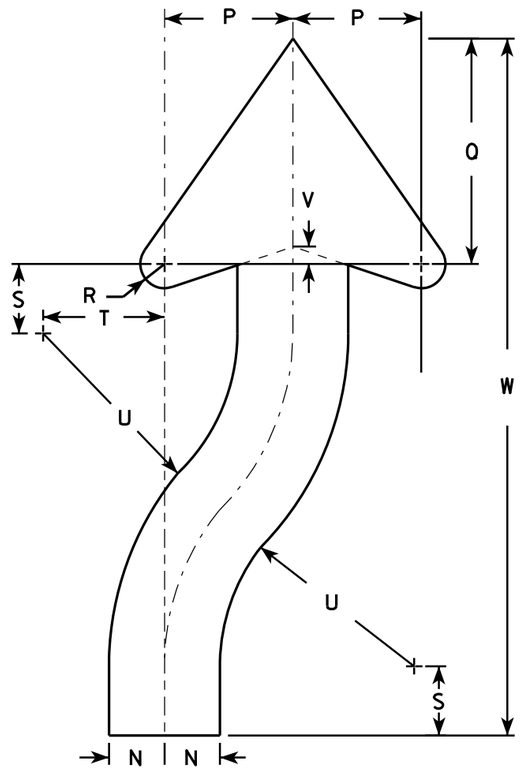




R4-7

NOTES

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



ARROW DETAIL

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

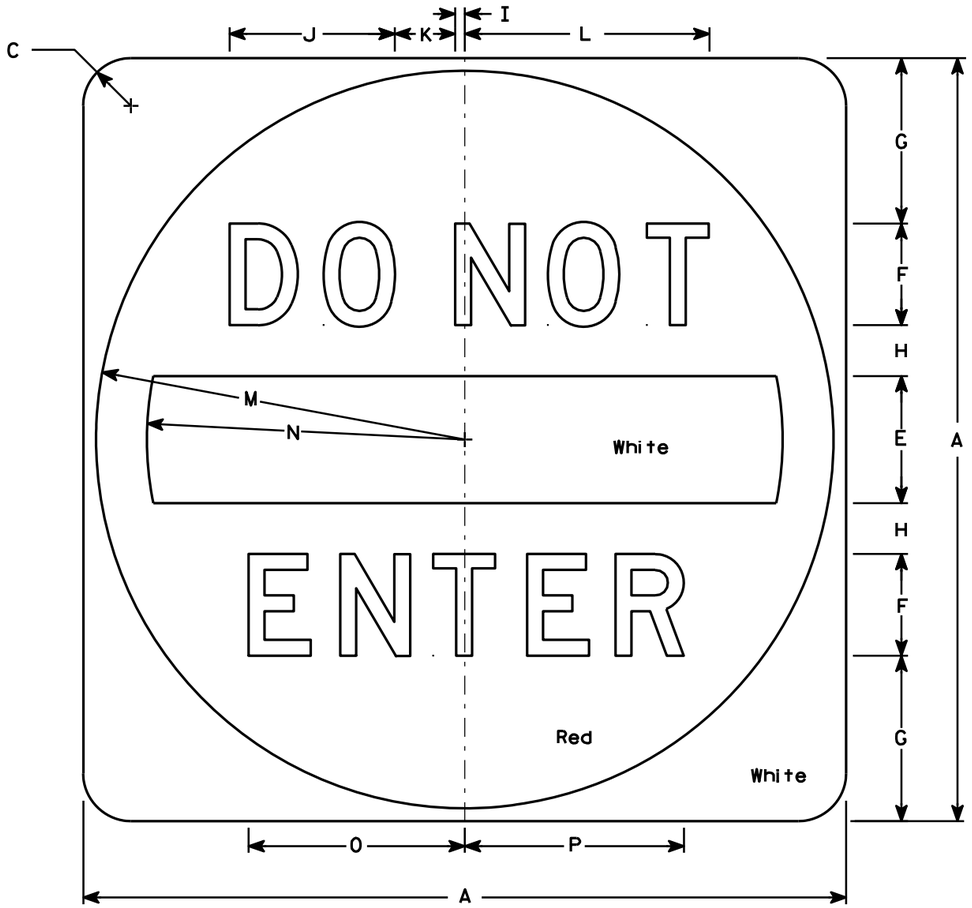
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 210	E



R5-1

NOTES

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

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

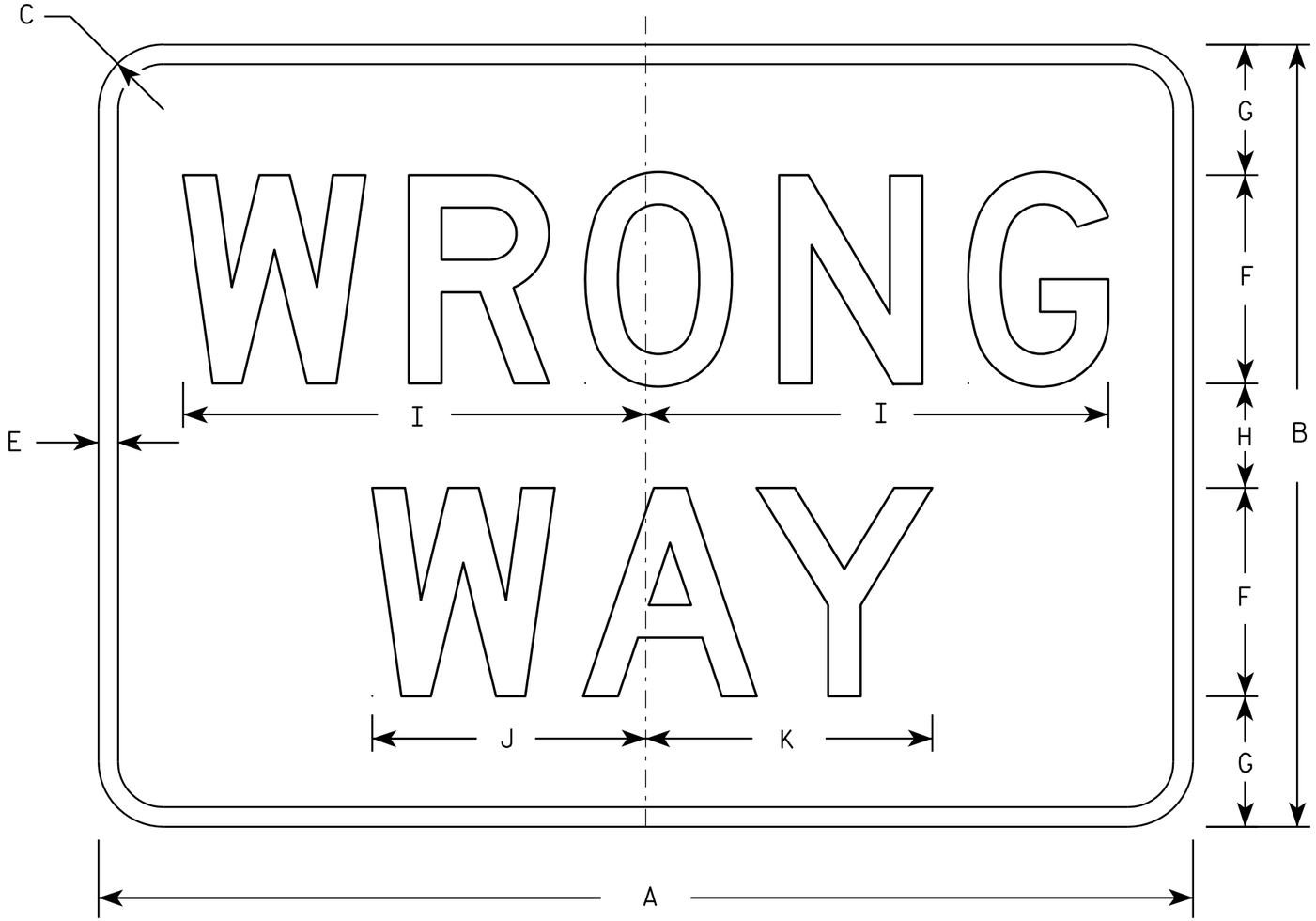
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 211 | E



R5-1A

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2		1/2	5	3	2	11	6 1/2	6 7/8																3.75
2S	36	24	2		5/8	6	4 1/2	3	13 1/4	7 7/8	8 1/4																6.00
2M	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
3	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
4	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
5	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75

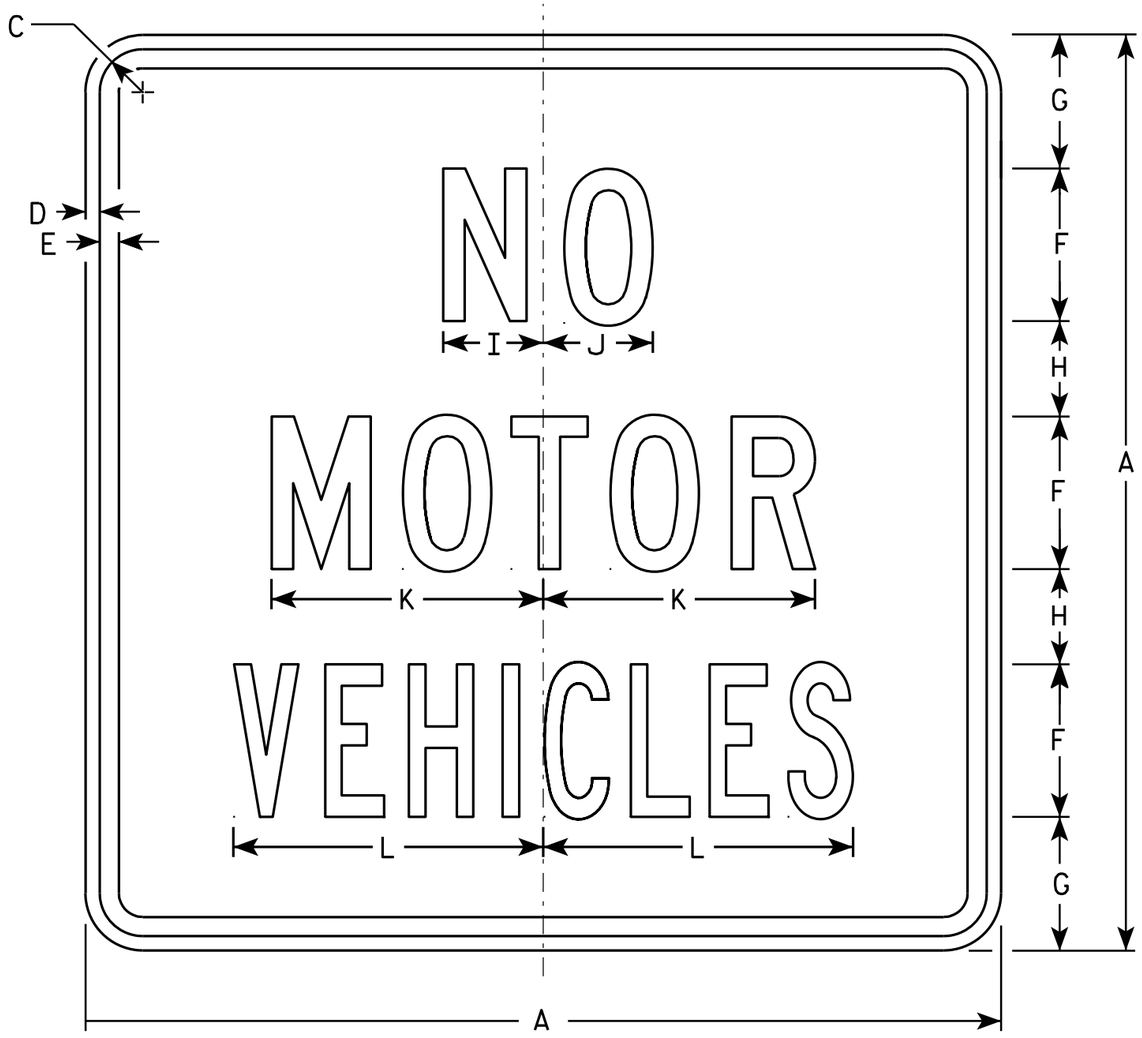
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1A.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 212	E



R5-3

NOTES

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

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

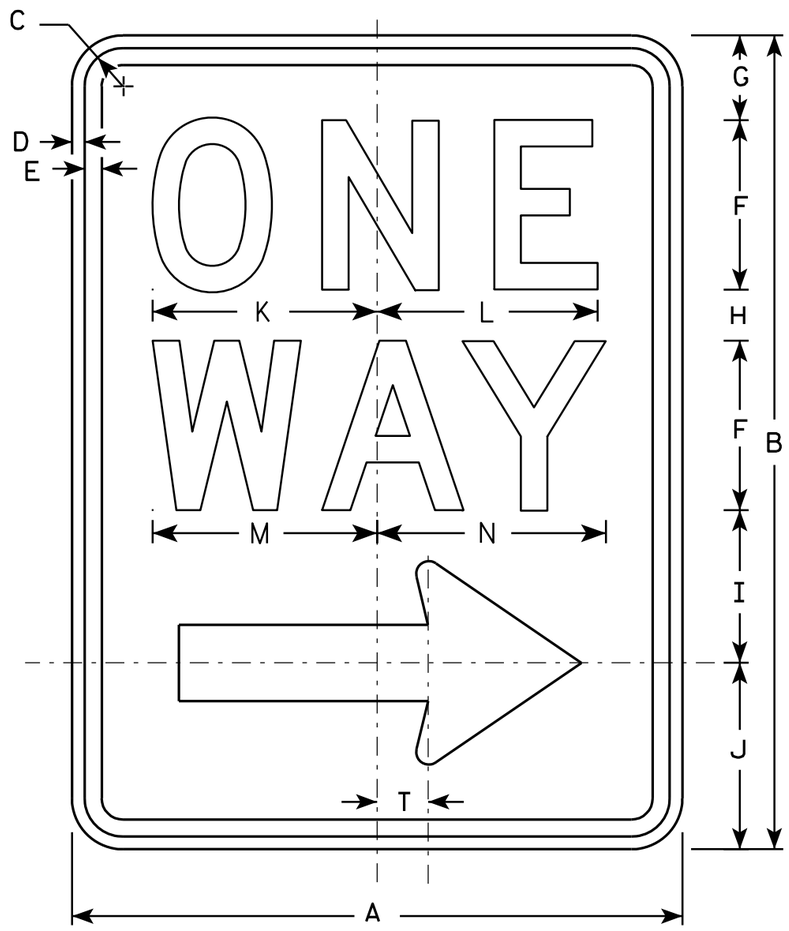
STANDARD SIGN
R5-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2011 PLATE NO. R5-3.2

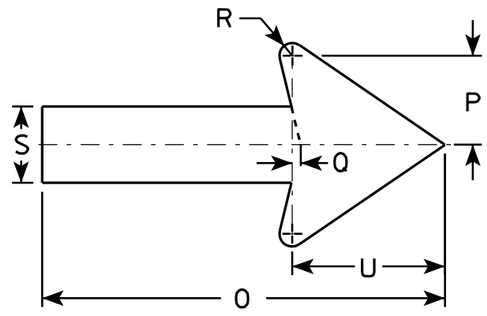
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 213 | E



R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - 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. R6-2L same as R6-2R except arrow points to the left.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

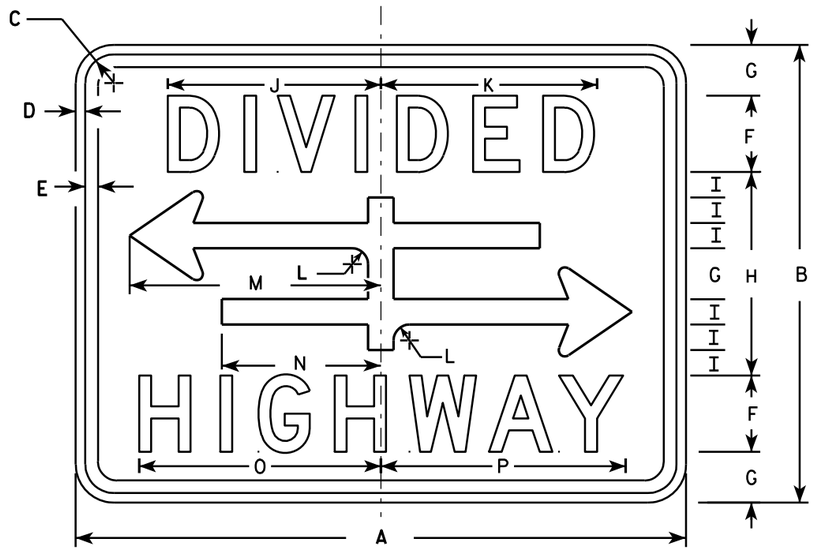
STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

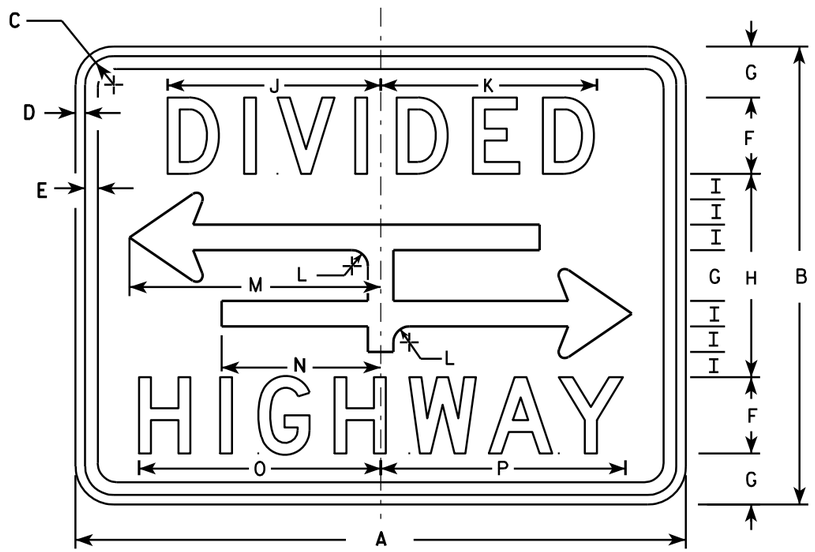
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 214	E



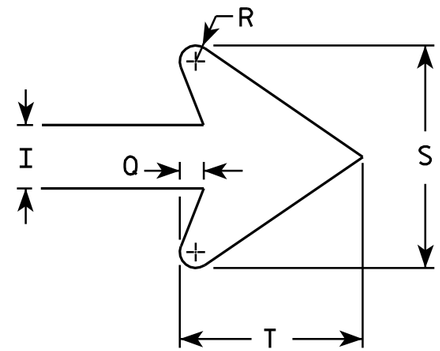
R6-3

NOTES

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



R6-3A



ARROW DETAIL

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

STANDARD SIGN
R6-3 & R6-3A

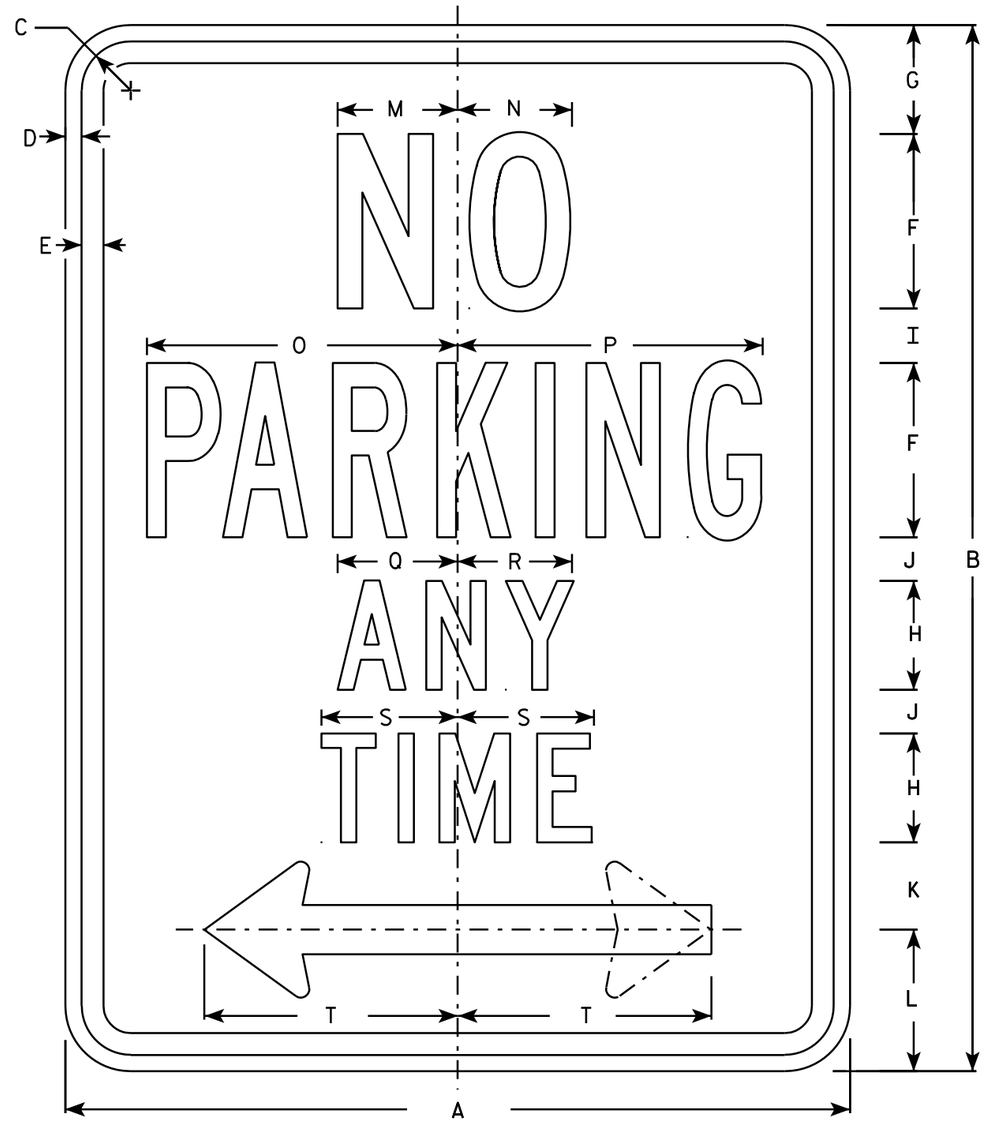
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R6-3.5

PROJECT NO:

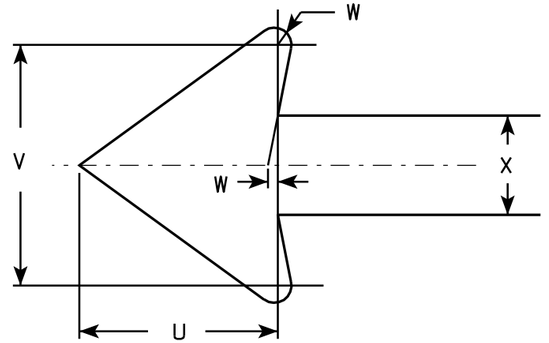
SHEET NO: 215 E



R7-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Red
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. Lines 1, 3 and 4 are series C, line 2 is series B.
6. R7-1D (double arrow)
   R7-1L (left arrow)
   R7-1R (right arrow)



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 1/8	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	2 1/4	2 1/8	2 1/2	3 7/8	1 1/2	1 3/4	1/8	3/4			1.5
2S	18	24	1 1/8	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	2 3/4	2 5/8	3 1/8	5 7/8	2 1/4	2 5/8	1/4	1 1/8			3.0
2M	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
3	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
4																											
5																											

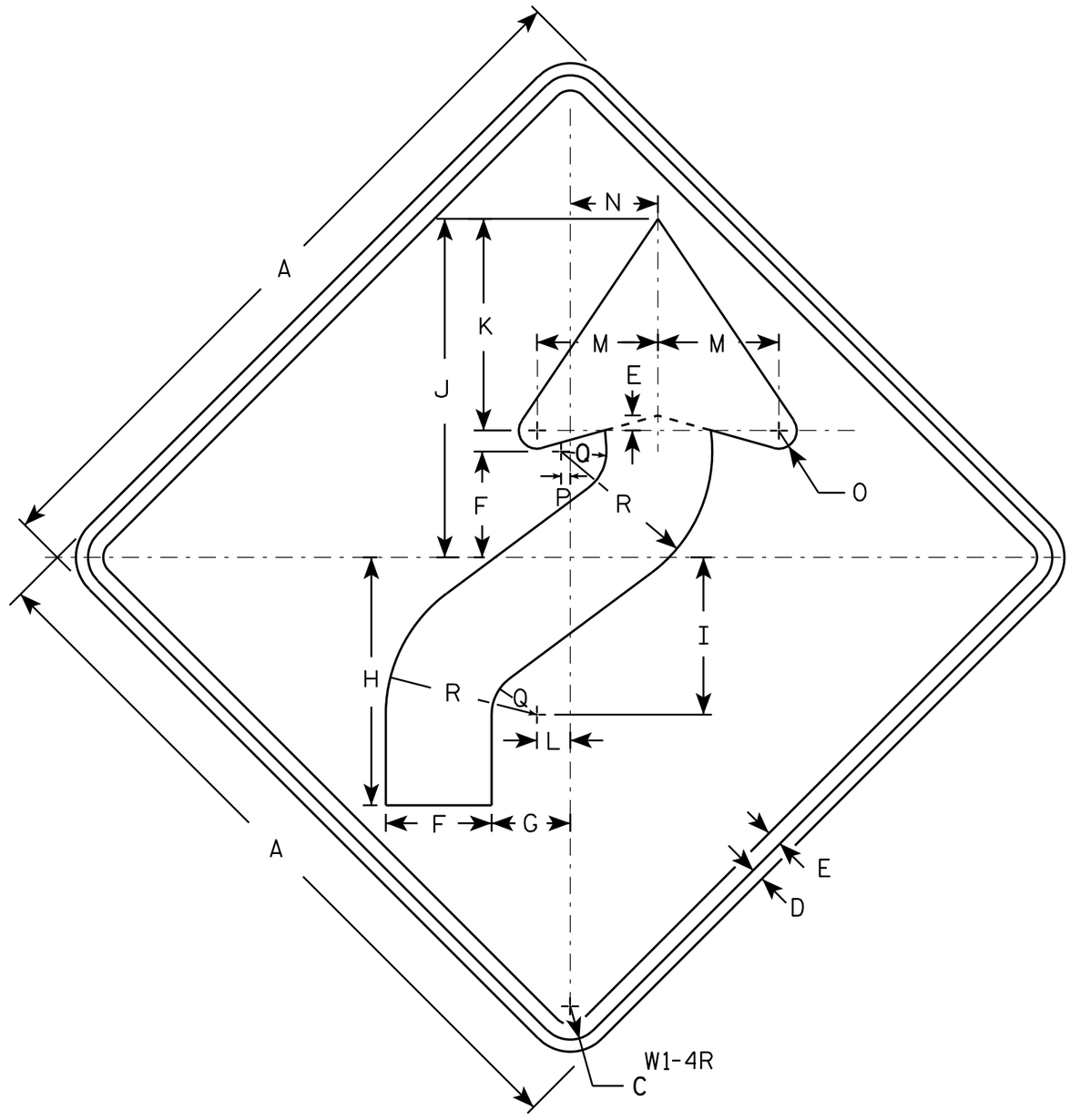
STANDARD SIGN
R7-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-1.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 216	E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. 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. W1-4L is the same as W1-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	3 1/2	2 5/8	8 1/4	5 1/4	11 1/4	7	1 1/8	4	3	5/8	1/4	1 1/2	5									4.0
2S	30		1 3/8	1/2	5/8	4 3/8	3 1/4	10 1/4	6 1/2	14	8 3/4	1 3/8	5	3 5/8	3/4	3/8	1 7/8	6 1/4									6.25
2M	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
3	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
4	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
5	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

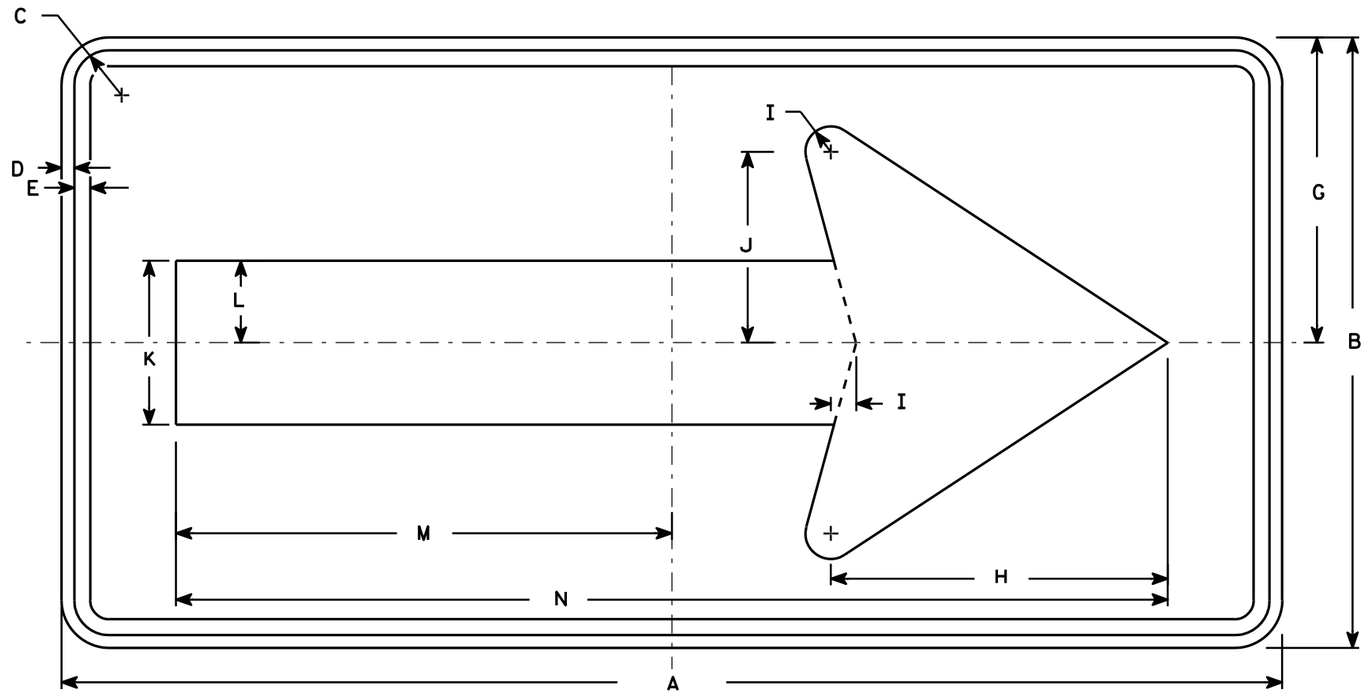
STANDARD SIGN
W1-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/17/12 PLATE NO. W1-4.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 217 | E



W1-6

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/8	3/8	3/8		9	10	3/4	5 5/8	4 3/4	2 3/8	14 5/8	29 1/4													4.5
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	96	48	2 1/4	3/4	1		24	26 1/2	2	15	13	6 1/2	39	78													32.0

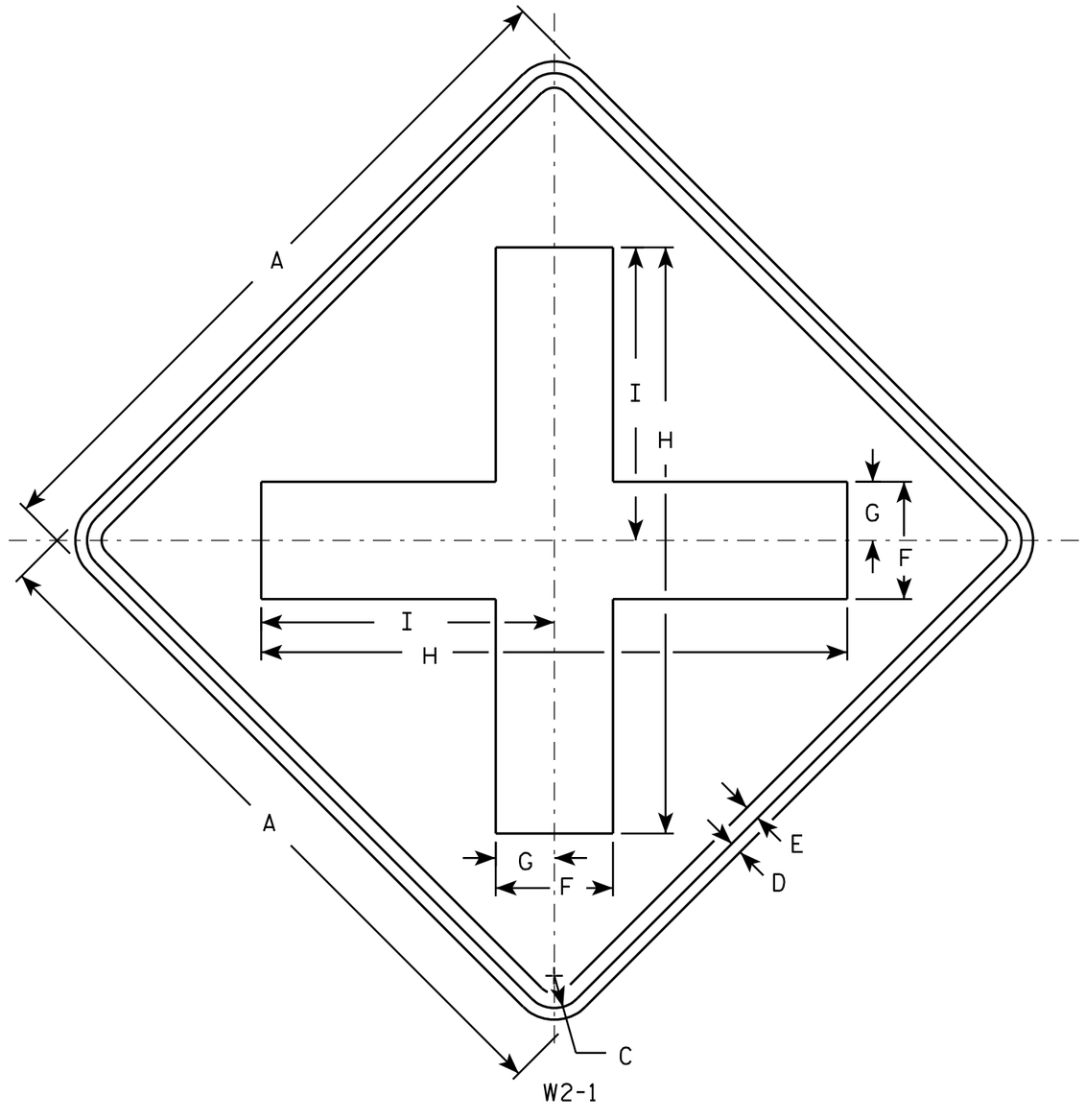
STANDARD SIGN
W1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-6.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 218



NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	4	2	20	10																		4.0
2S	30		1 3/8	1/2	5/8	5	2 1/2	25	12 1/2																		6.25
2M	30		1 3/8	1/2	5/8	5	2 1/2	25	12 1/2																		6.25
3	36		1 5/8	5/8	3/4	6	3	30	15																		9.0
4	48		2 1/4	3/4	1	8	4	40	20																		16.0
5																											

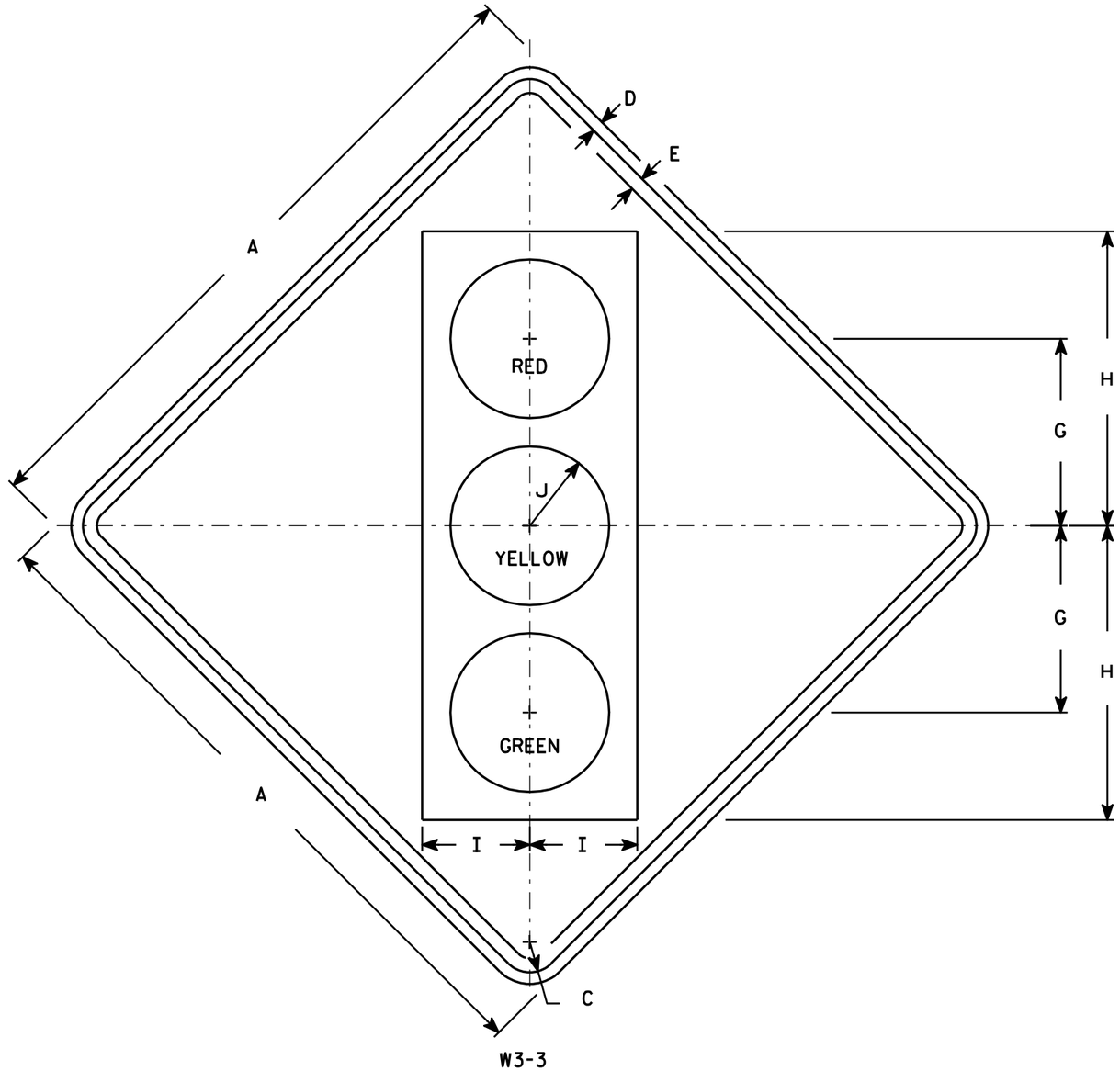
STANDARD SIGN
W2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W2-1.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 219	E



NOTES

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

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

STANDARD SIGN
W3-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

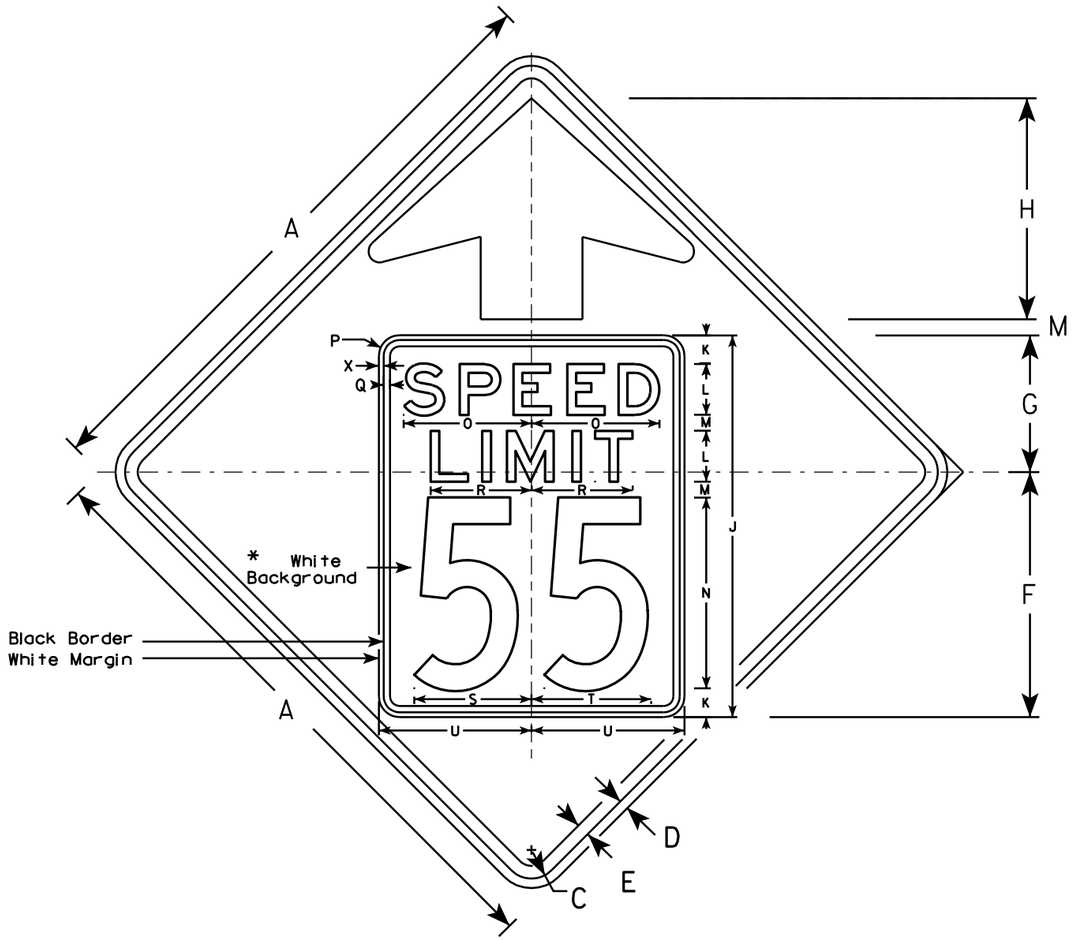
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 220 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W33.DGN PLOT DATE : 07-JUN-2010 13:07 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 7.448805:1.000000

WISDOT/CADDS SHEET 42

7

7

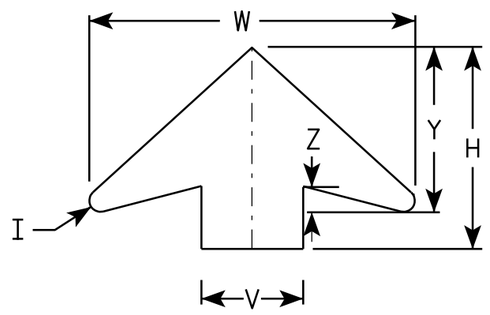


W3-5

NOTES

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

*Speed Limit Sign shall have a White Background



ARROW DETAIL

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

STANDARD SIGN
W3-5

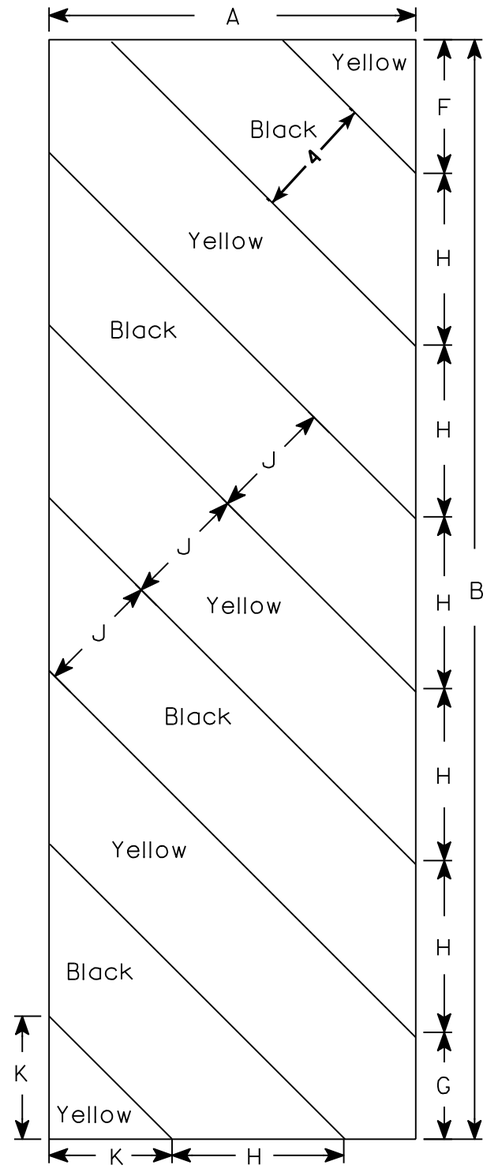
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

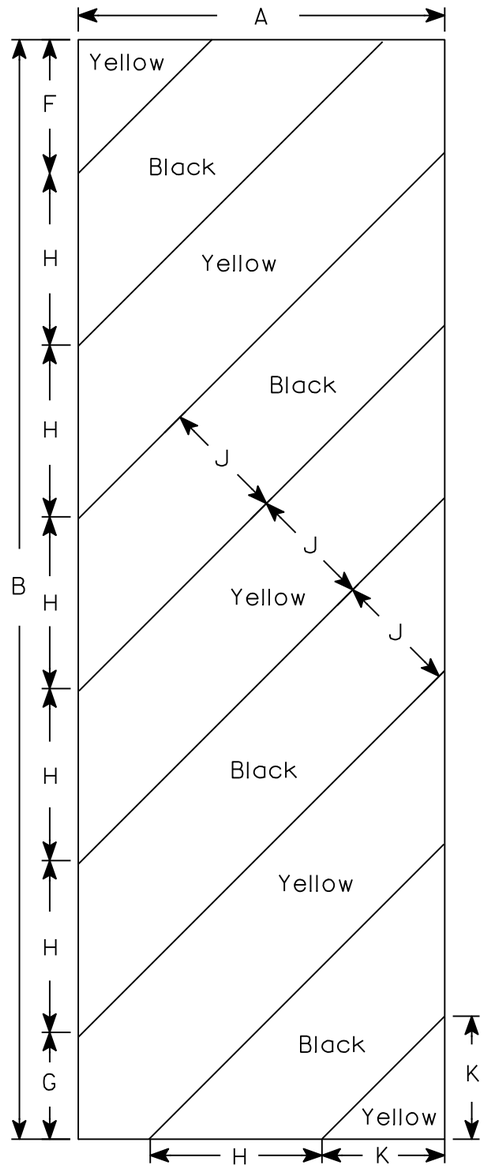
DATE 5/29/12 PLATE NO. W3-5.5

PROJECT NO:

SHEET NO: 221 E



W5-52L



W5-52R

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
2M	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
3	18	54				6	5 1/2	8 1/2	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN

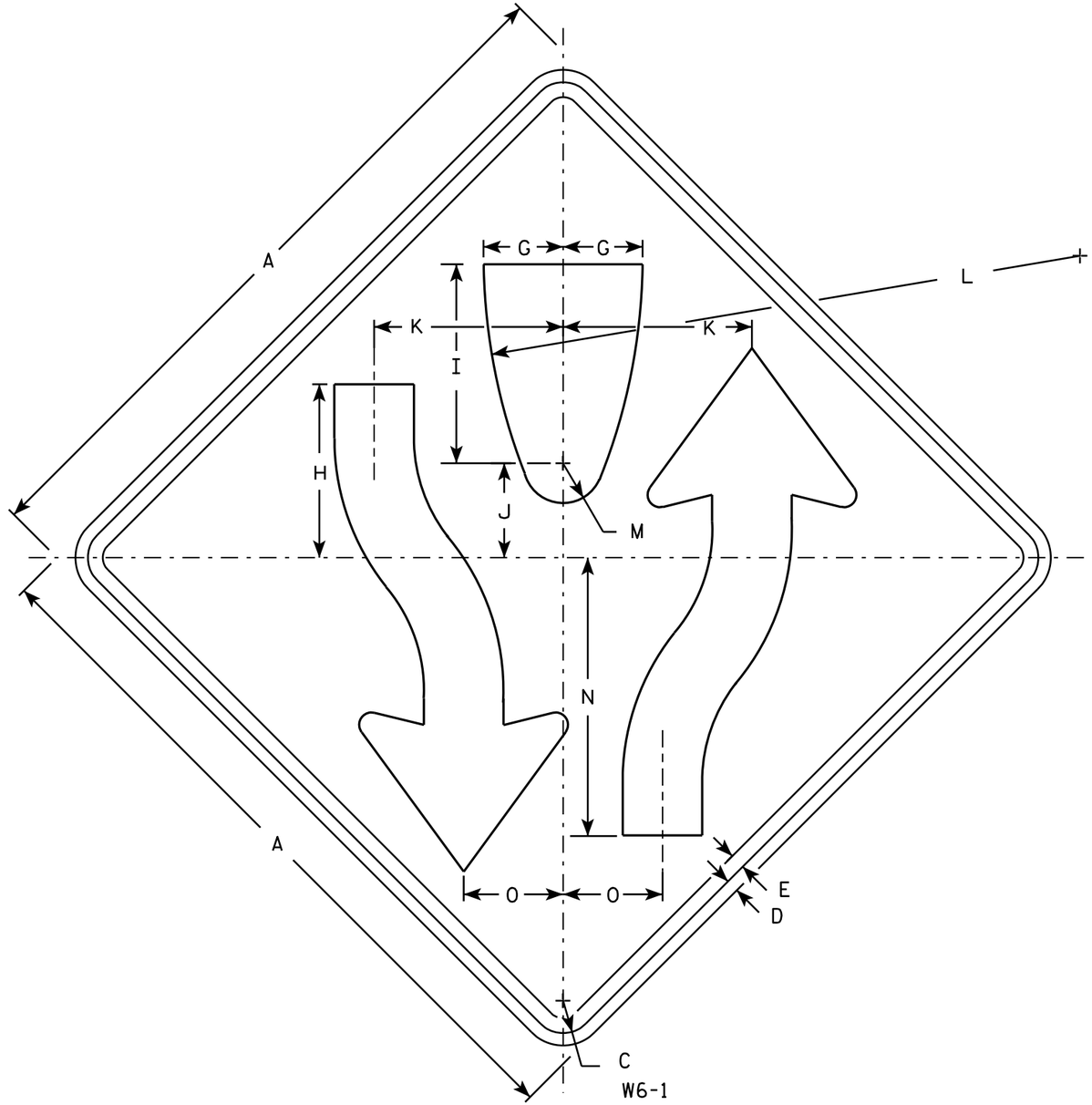
W5-52L & W5-52R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

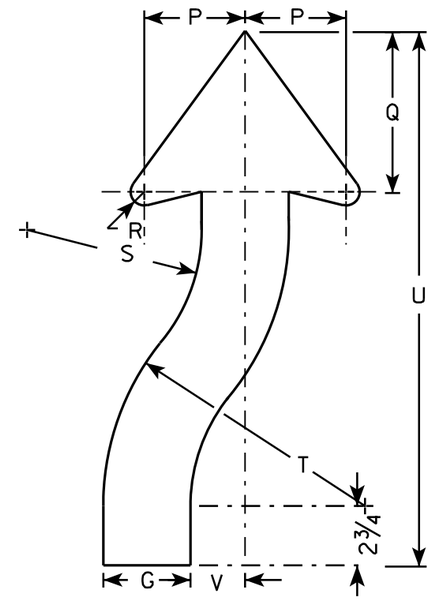
DATE 5/29/12 PLATE NO. W5-52.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 222	E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. 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. W6-2 same as W6-1 but is rotated 180° when mounted.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		3 1/4	8	8 1/4	4 1/8	7 7/8	25	1 3/4	11 5/8	4 1/8	3 7/8	6 3/4	5/8	6 5/8	9 7/8	21 5/8	2					6.25
2S	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
2M	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
3																											
4	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
5	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0

STANDARD SIGN
W6-1 & W6-2

WISCONSIN DEPT OF TRANSPORTATION

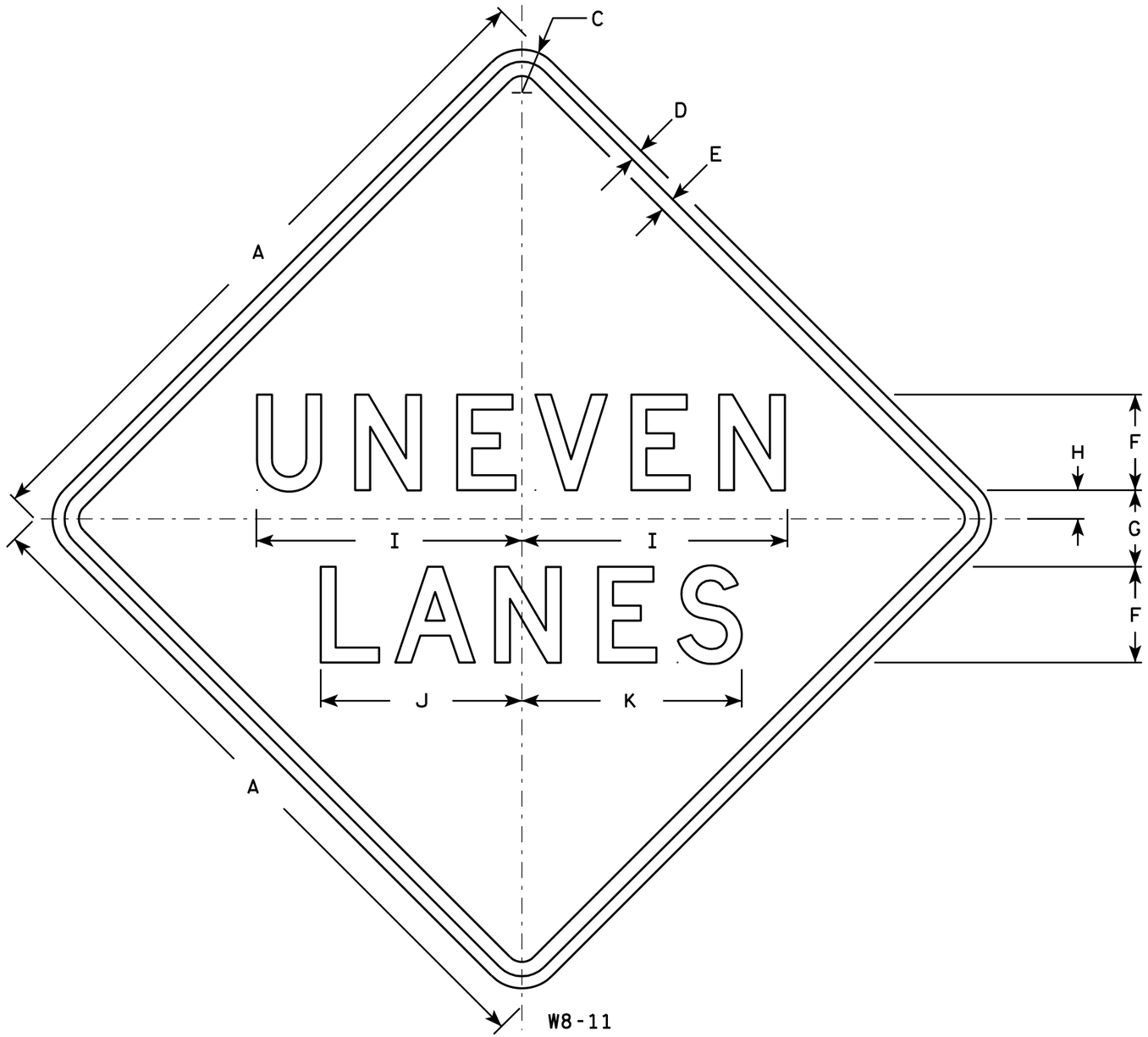
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W6-1.14

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 223	E

7

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W61.DGN PLOT DATE : 12-MAR-2013 14:02 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.946657:1.000000
WISDOT/CADDS SHEET 42



NOTES

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 - 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.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36		1 5/8	5/8	3/4	5	4	1 1/2	13 7/8	10 1/2	11 1/2																9.0
2M	36		1 5/8	5/8	3/4	5	4	1 1/2	13 7/8	10 1/2	11 1/2																9.0
3																											
4	36		1 5/8	5/8	3/4	5	4	1 1/2	13 7/8	10 1/2	11 1/2																9.0
5	48		2 1/4	3/4	1	7	5	2	18 1/2	14	15 3/8																16.0

STANDARD SIGN
W8-11

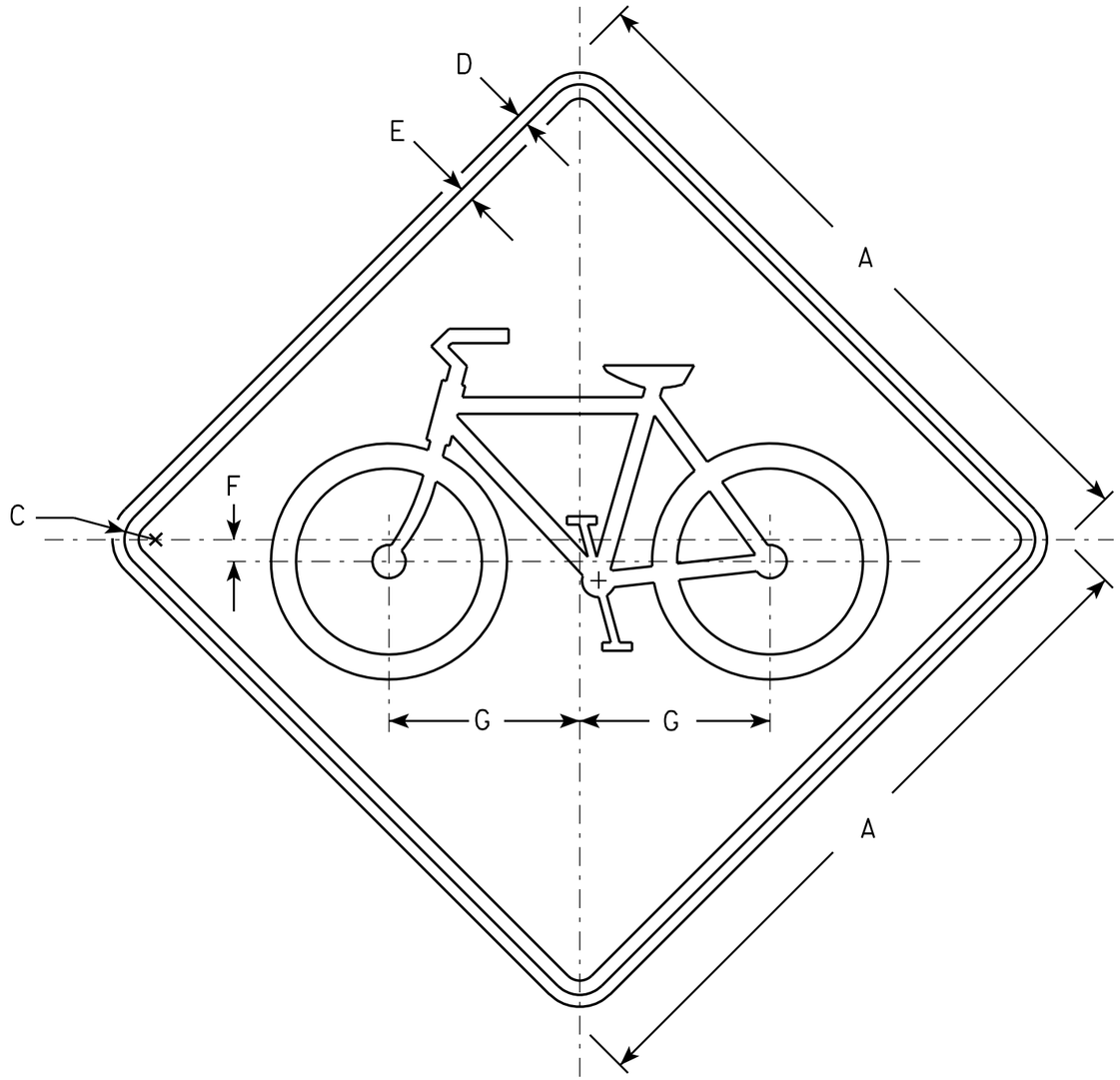
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/22/11 PLATE NO. W8-11.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 224 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W811.DGN PLOT DATE : 22-MAR-2011 14:12 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.703924:1.000000
WISDOT/CADDS SHEET 42



W11-1

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/4	1/2	3/4	6 5/8																				4.0
2S	30		1 3/8	1/2	5/8	1	8 1/2																				6.25
2M	36		1 5/8	5/8	3/4	1 1/4	10																				9.0
3	36		1 5/8	5/8	3/4	1 1/4	10																				9.0
4	48		2 1/4	3/4	1	1 5/8	13 3/8																				16.0
5																											16.0

STANDARD SIGN
W11-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

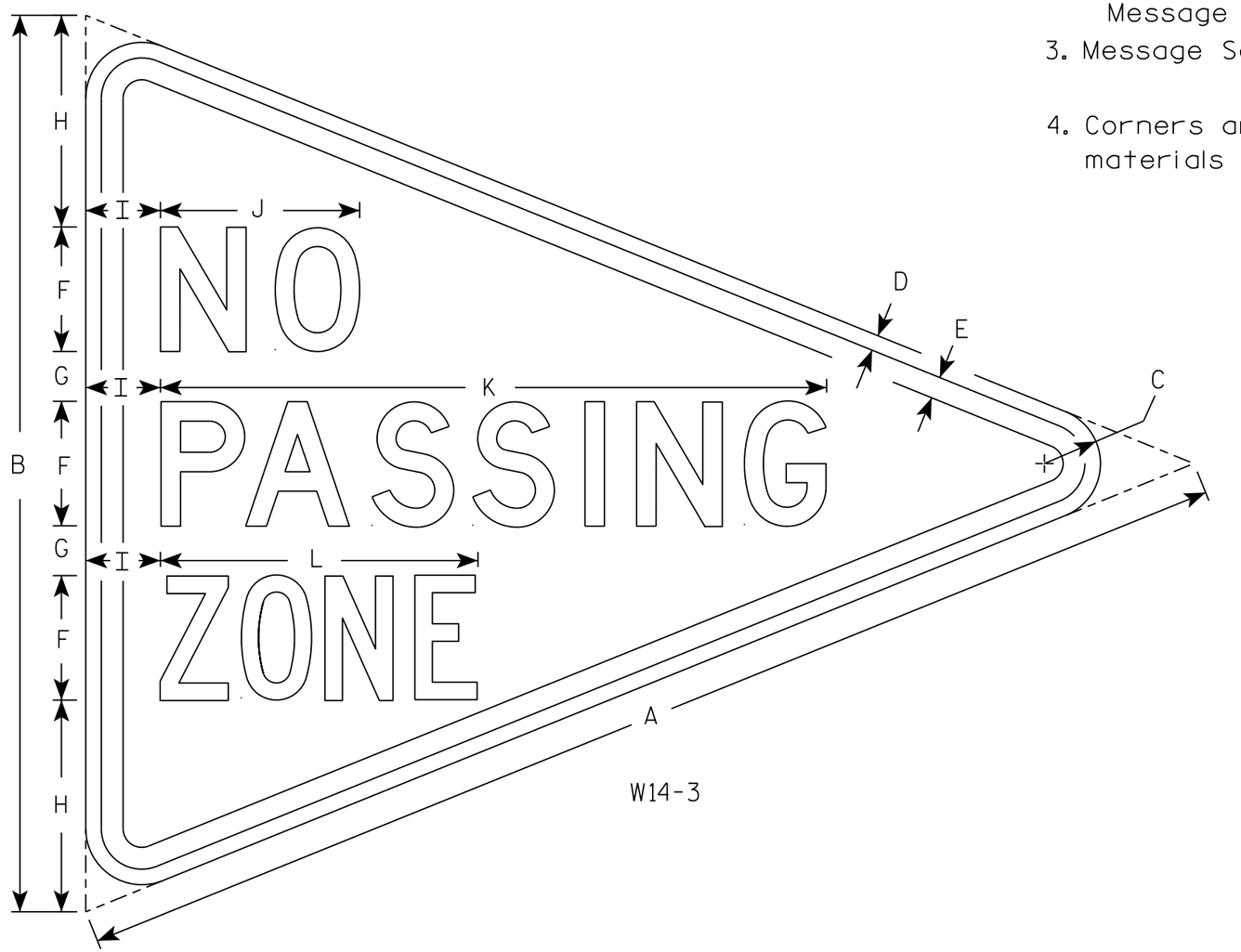
DATE 12/21/10 PLATE NO. W11-1.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 225 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W111.DGN PLOT DATE : 21-DEC-2010 10:08 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 7.945391:1.000000
WISDOT/CADDS SHEET 42

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - Lines 1 and 2 are Series D.
   Line 3 is series C.
4. Corners and borders shall be rounded on all base materials for this sign.



W14-3

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															5.56
2M																											
3																											
4																											
5																											

STANDARD SIGN
W14-3

WISCONSIN DEPT OF TRANSPORTATION

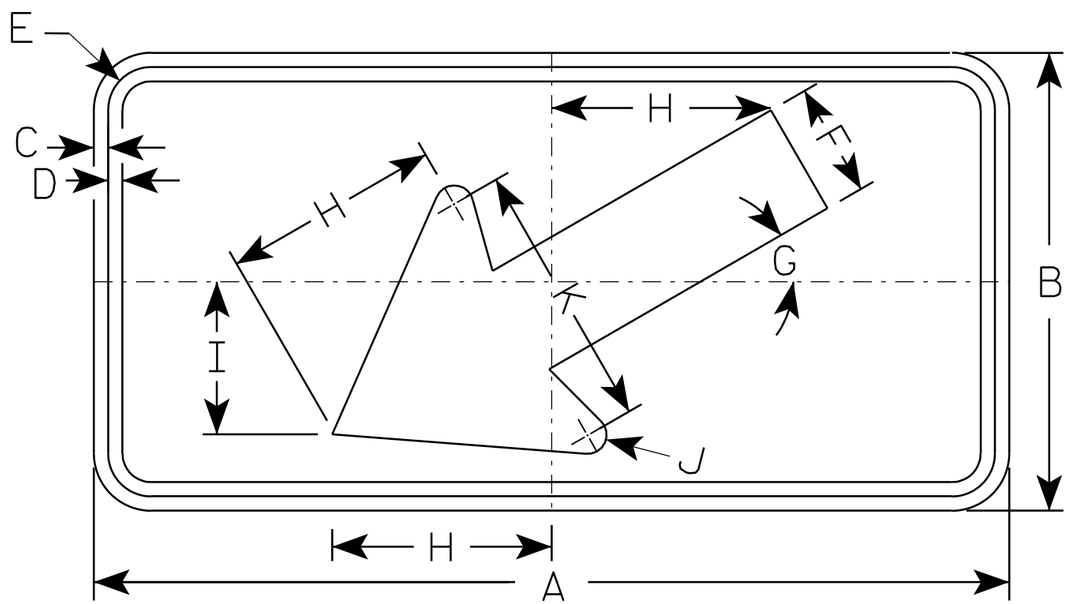
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/17 PLATE NO. W14-3.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 226 | E

7

7



W16-7L

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W16-7R is the same as W16-L except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	3/8	3/8	1 1/8	3	30°	5 3/4	4	1/2	7																2.0
2M	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
3	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
4																											8
5																											8

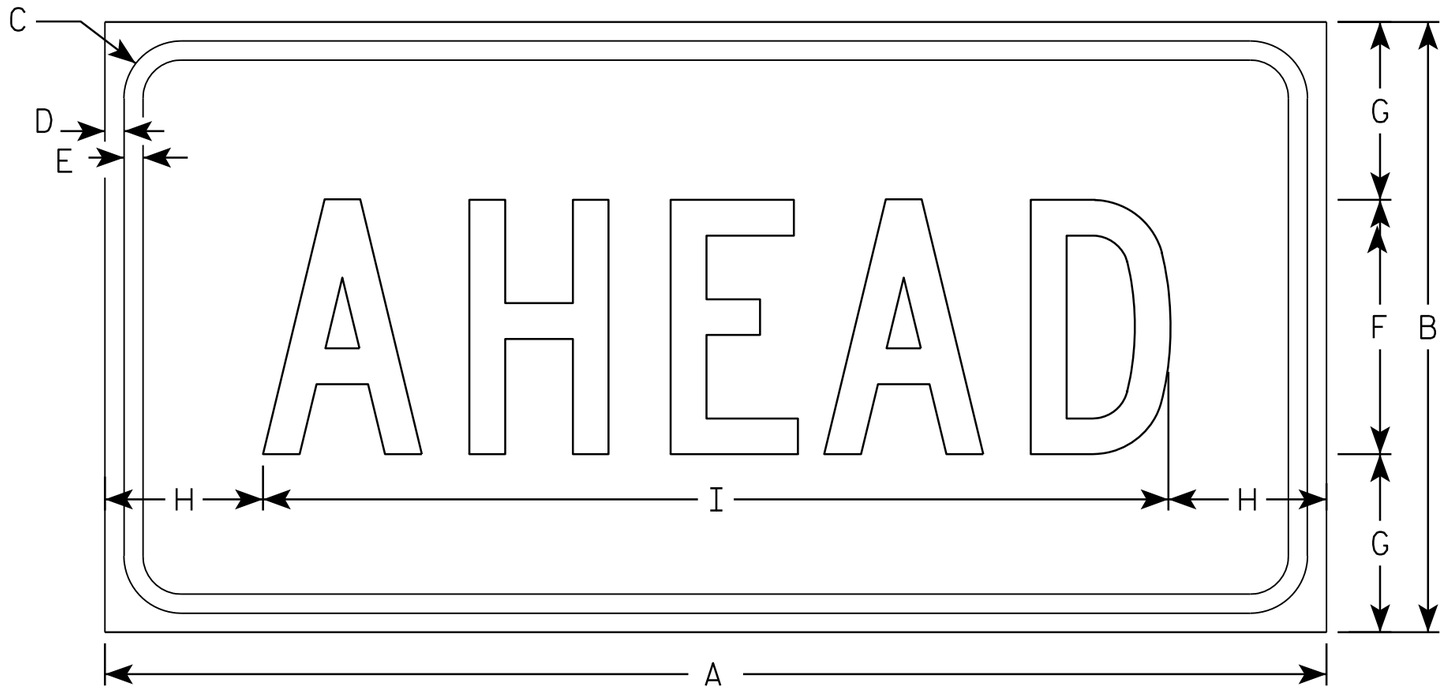
STANDARD SIGN
W16-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/02/10 PLATE NO. W16-7.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 227	E



W16-9P

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
2M	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
3	30	18	1 1/8	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
4	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5																											

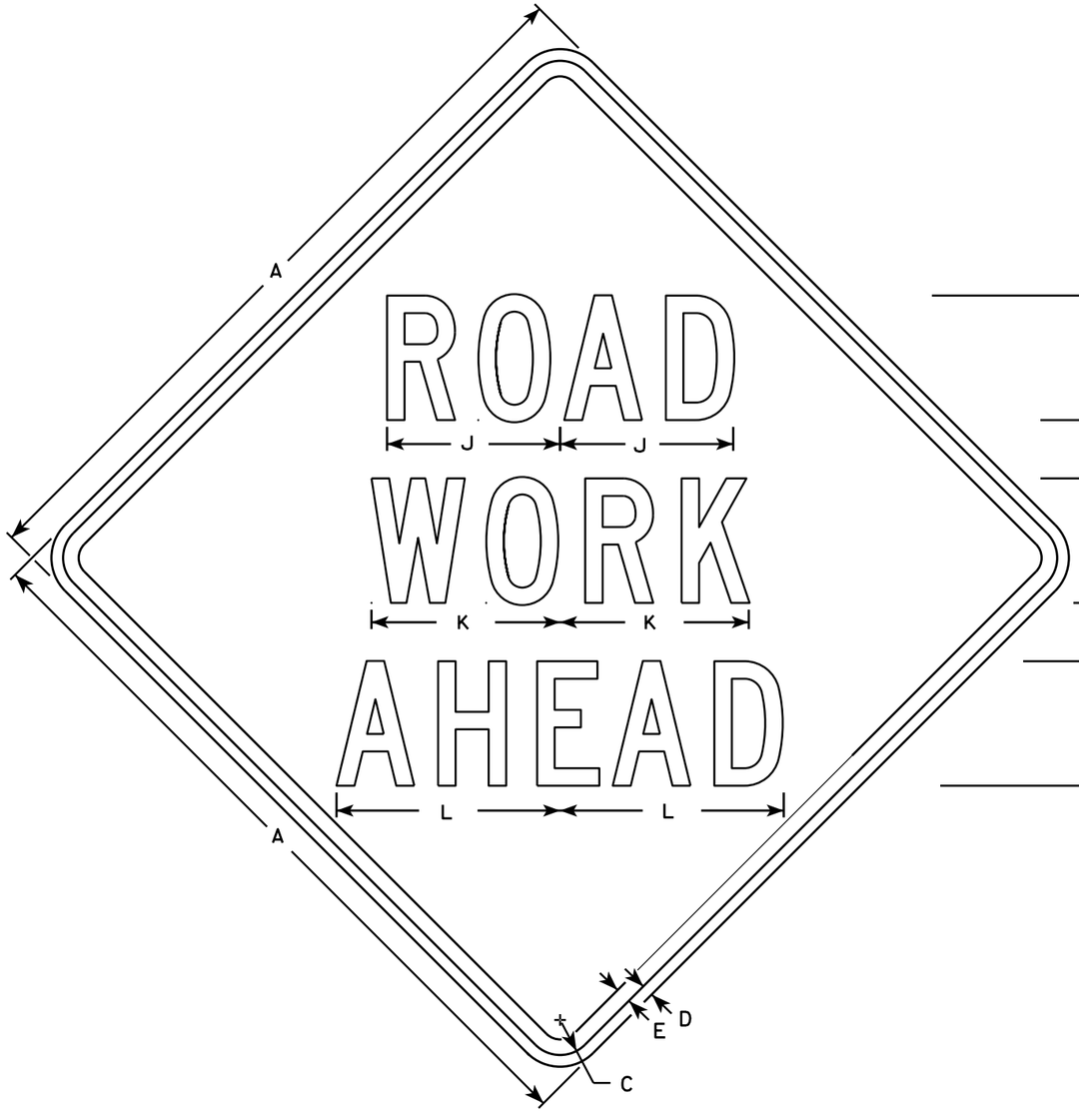
STANDARD SIGN
W16-9P

WISCONSIN DEPT OF TRANSPORTATION

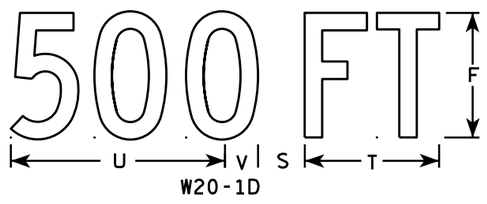
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/28/10 PLATE NO. W16-9P.6

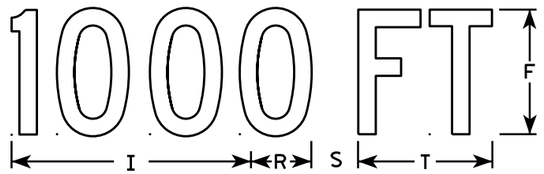
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 228 | E



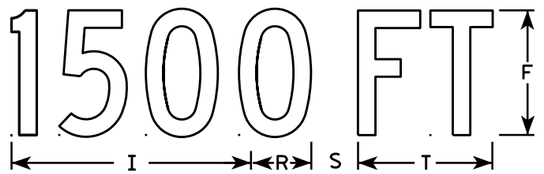
W20-1A



W20-1D



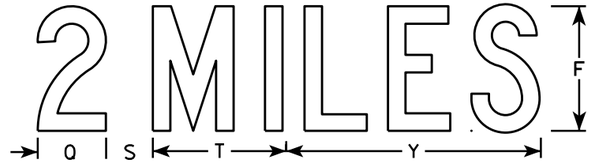
W20-1C



W20-1B

W20-1G

W20-1F



W20-1E

NOTES

1. Sign is Type II - Type F Reflective
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.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 3/8	1/2	5/8	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9		2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

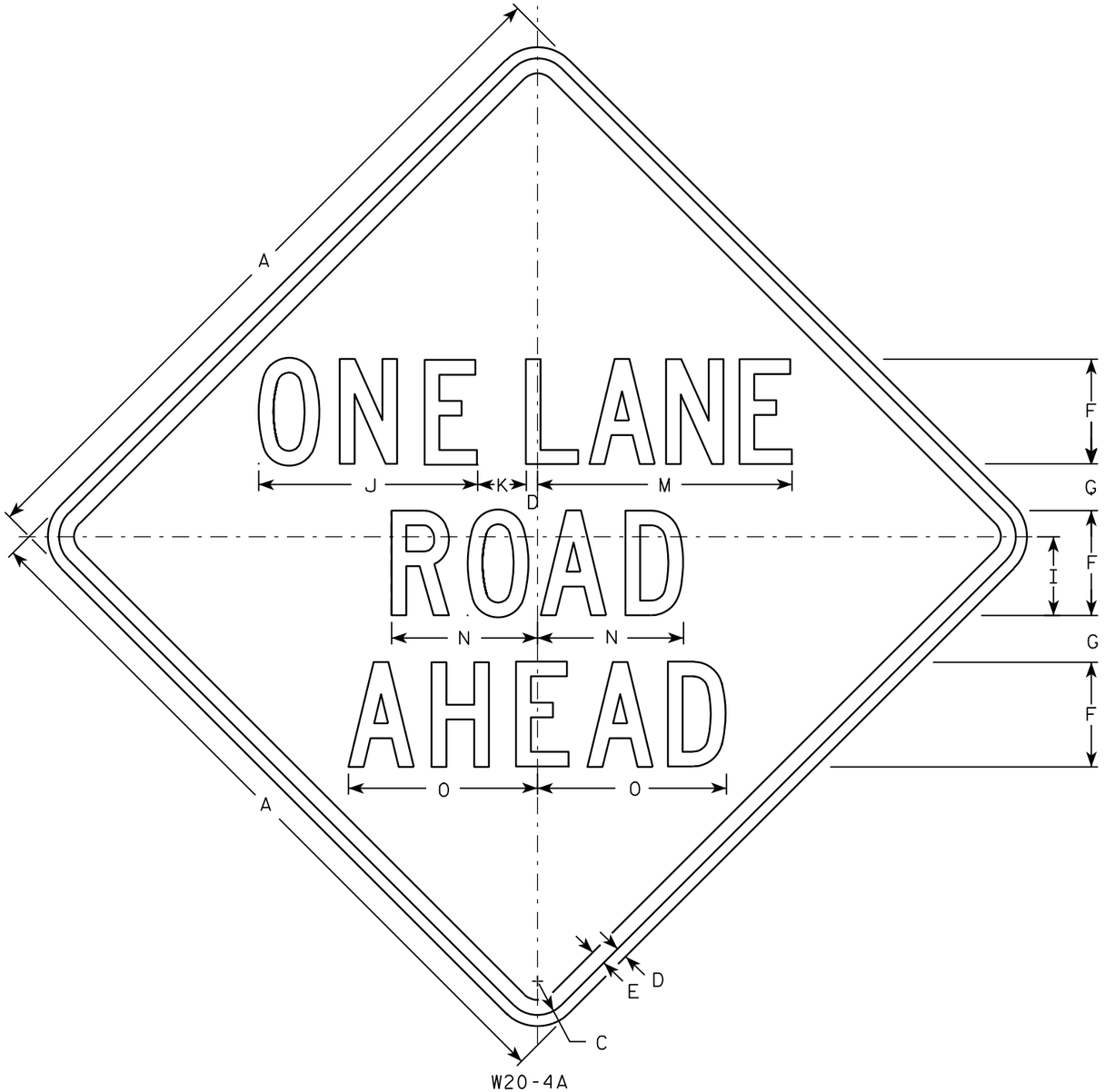
State Traffic Engineer

DATE 5/07/15 PLATE NO. W20-1.10

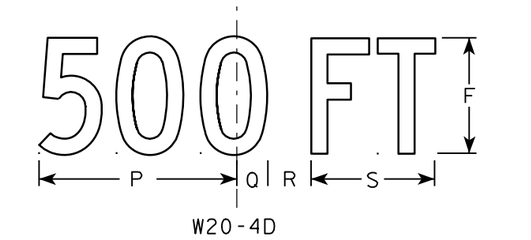
PROJECT NO: SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W201.dgn PLOT DATE : 27-MAY-2015 15:58 PLOT BY : mscsja

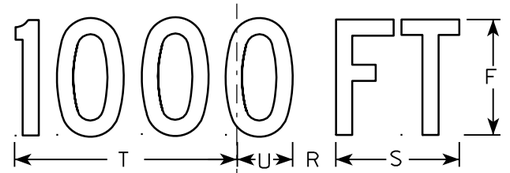
WISDOT/CADDS SHEET 42



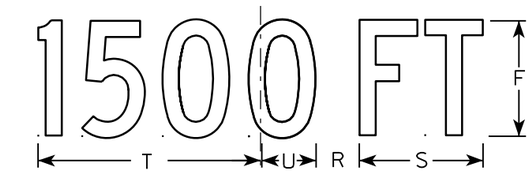
W20-4A



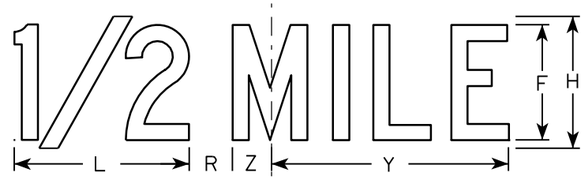
W20-4D



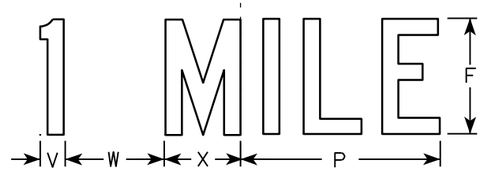
W20-4C



W20-4B



W20-4G



W20-4F

NOTES

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.

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

STANDARD SIGN
W20-4A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-4.9

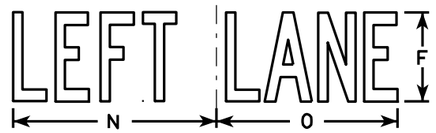
PROJECT NO:

SHEET NO: 230 E

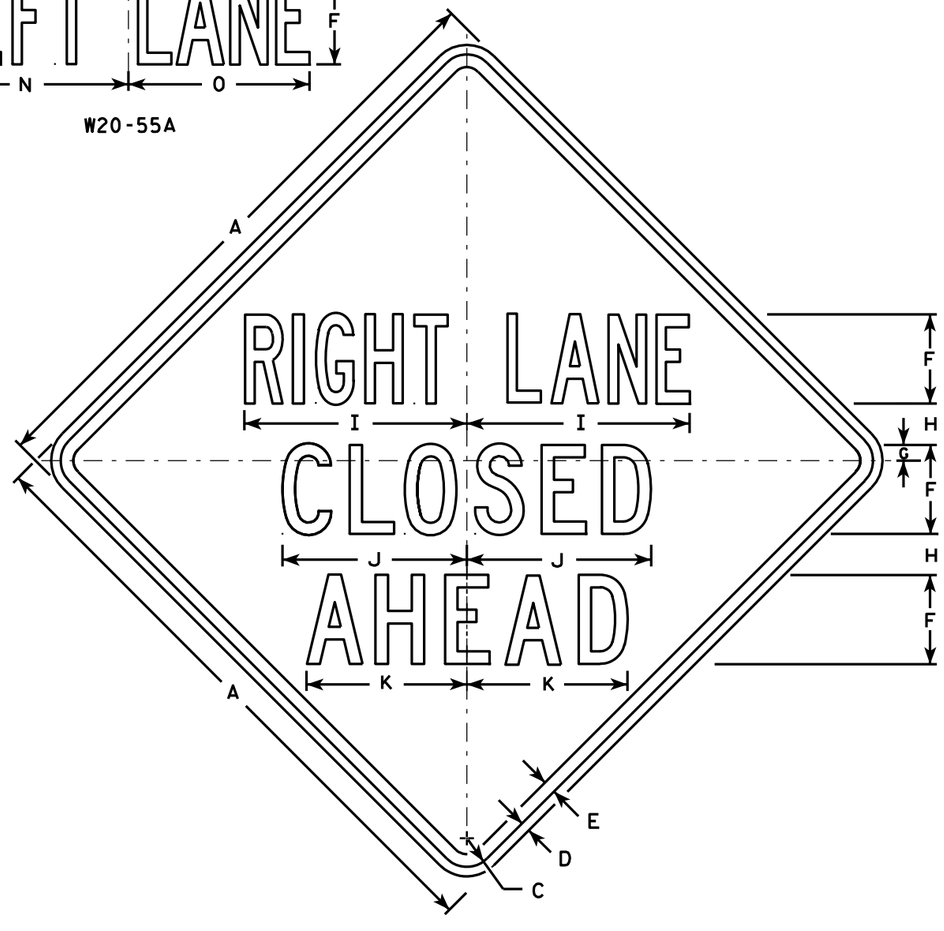
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W204.DGN PLOT DATE : 18-MAR-2011 12:11 PLOT BY : mscj9h

WISDOT/CADDS SHEET 42

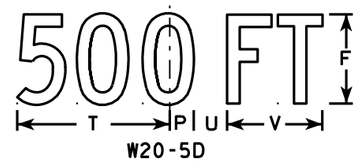
W20-56A



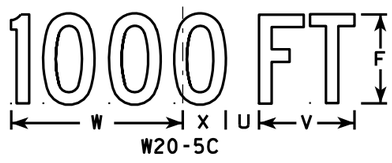
W20-55A



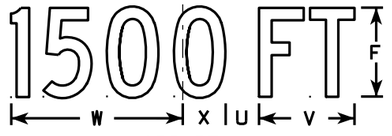
W20-5A



W20-5D



W20-5C



W20-5B

W20-5G

W20-5F

NOTES

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 - 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. " _____ LANE" is Series B.
   All other copy is Series C.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	1 5/8	5/8	3/4	5	1/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 1/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

STANDARD SIGN
W20-5A, B, C, D, F & G

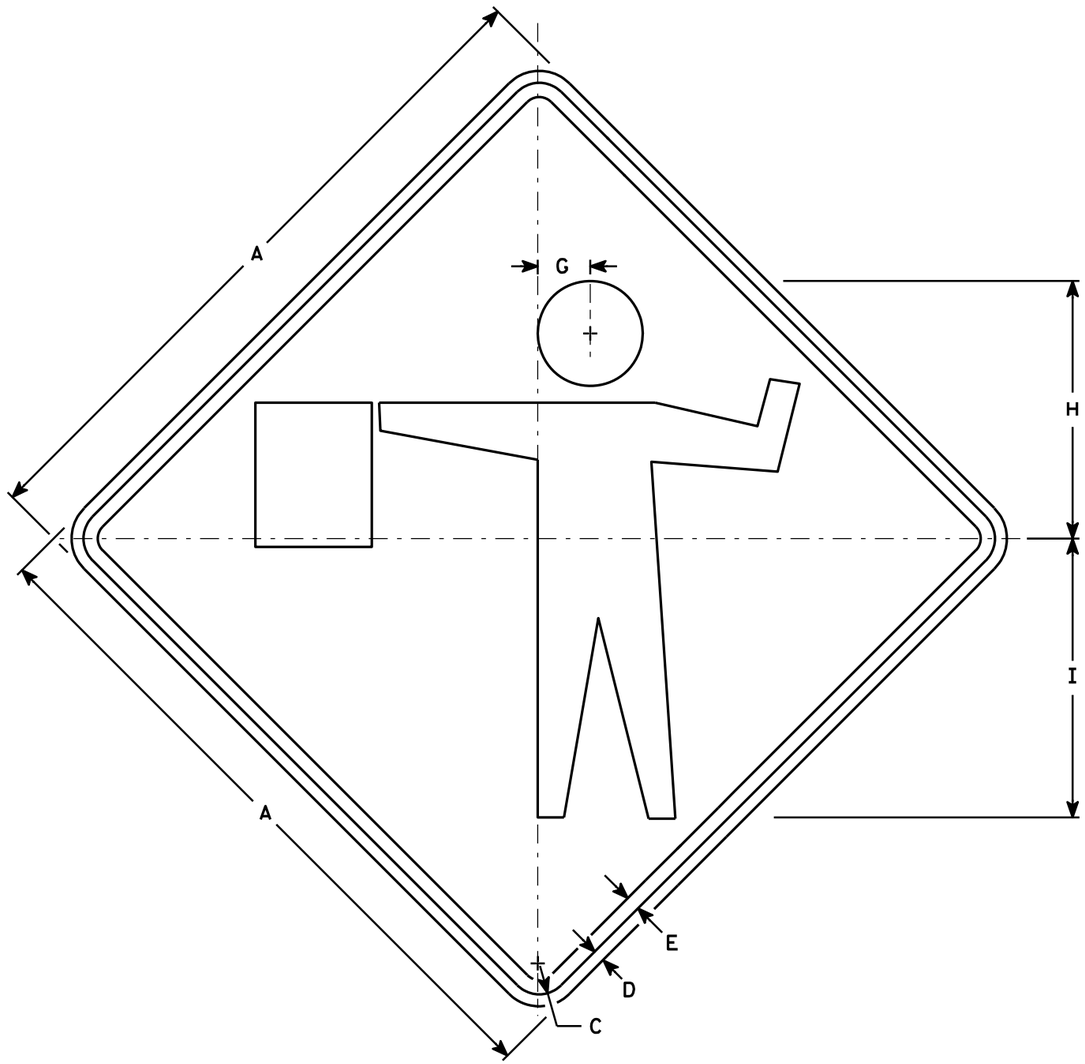
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 231 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W205.DGN PLOT DATE : 18-MAR-2011 12:15 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.918087:1.000000
WISDOT/CADDS SHEET 42



W20-7A

NOTES

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.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4		2 3/4	13 1/2	14 5/8																		9.00
2S	48		2 1/4	3/4	1		3 3/4	18	19 1/2																		16.00
2M	48		2 1/4	3/4	1		3 3/4	18	19 1/2																		16.00
3	48		2 1/4	3/4	1		3 3/4	18	19 1/2																		16.00
4	48		2 1/4	3/4	1		3 3/4	18	19 1/2																		16.00
5	48		2 1/4	3/4	1		3 3/4	18	19 1/2																		16.00

STANDARD SIGN
W20-7A

WISCONSIN DEPT OF TRANSPORTATION

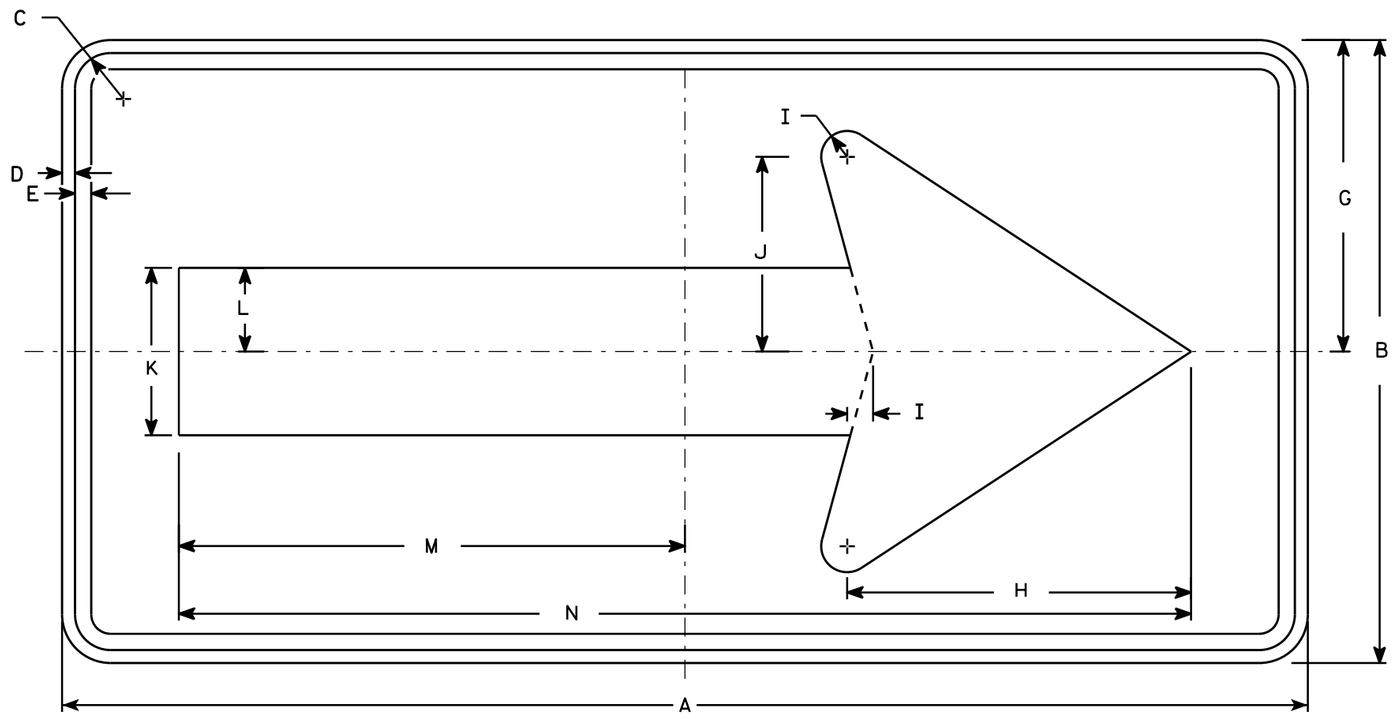
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-7A.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 232 | E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W207A.DGN PLOT DATE : 18-MAR-2011 13:14 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 7.945391:1.000000 WISDOT/CADDS SHEET 42



W01-6

NOTES

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.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

STANDARD SIGN
W01-6

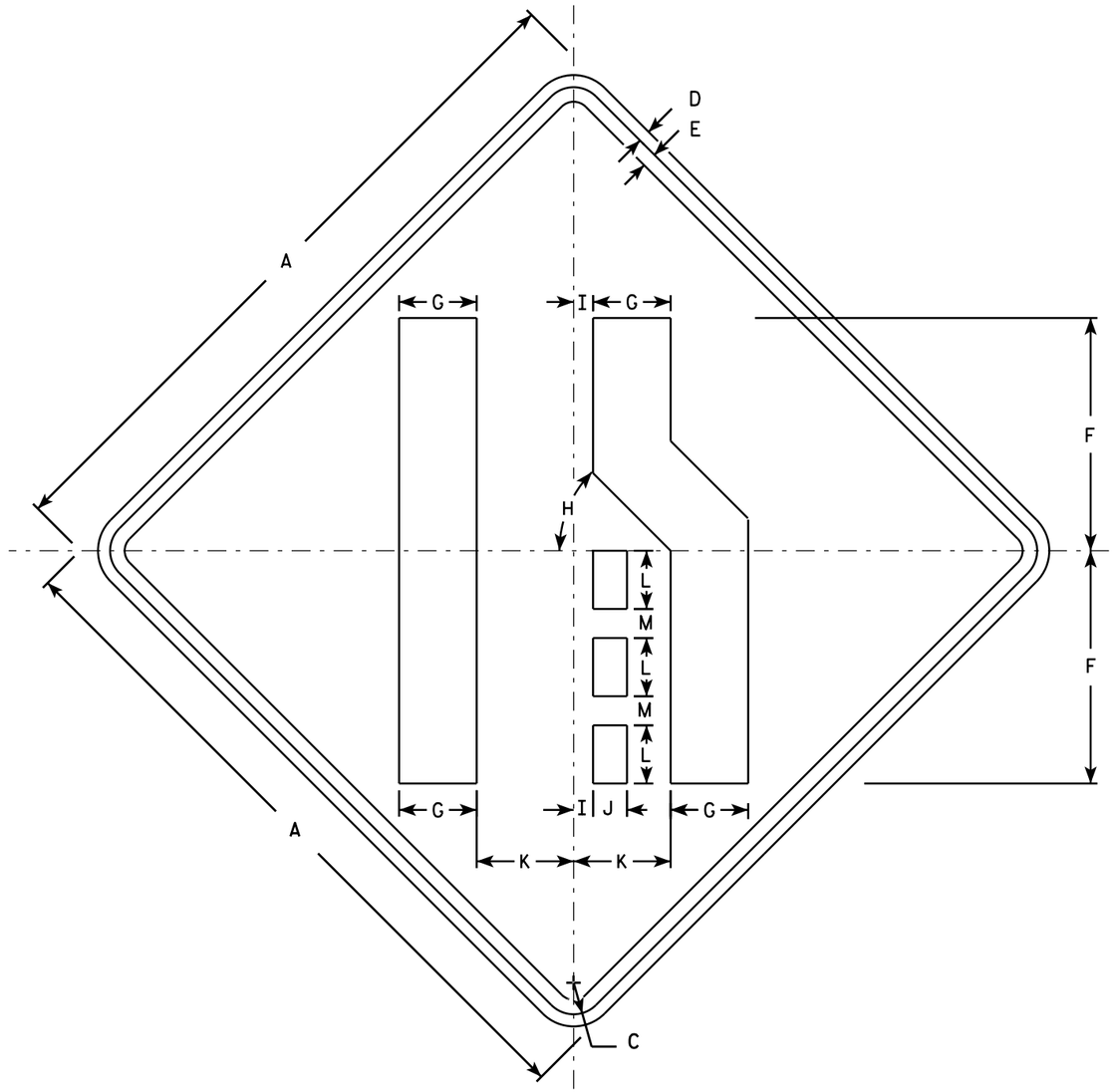
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-6.1

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42



W04-2R

NOTES

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 symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

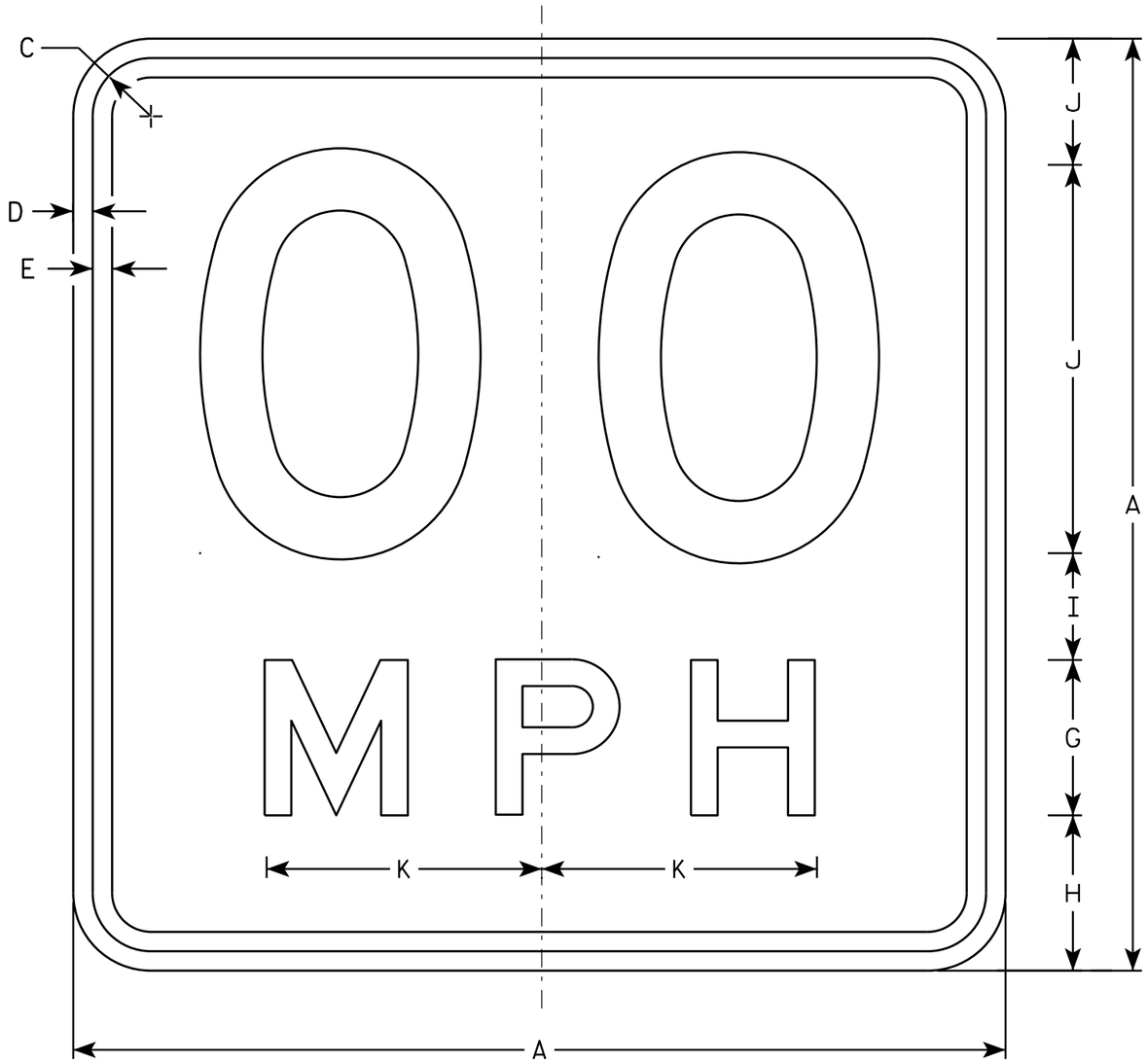
STANDARD SIGN
W04-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 234 W04-2.1

PROJECT NO: | SHEET NO: E



W013-1

NOTES

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 - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	7 1/8																4.00
2S	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
2M	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
3	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

STANDARD SIGN
W013-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/21/13 PLATE 235 W013-1.1

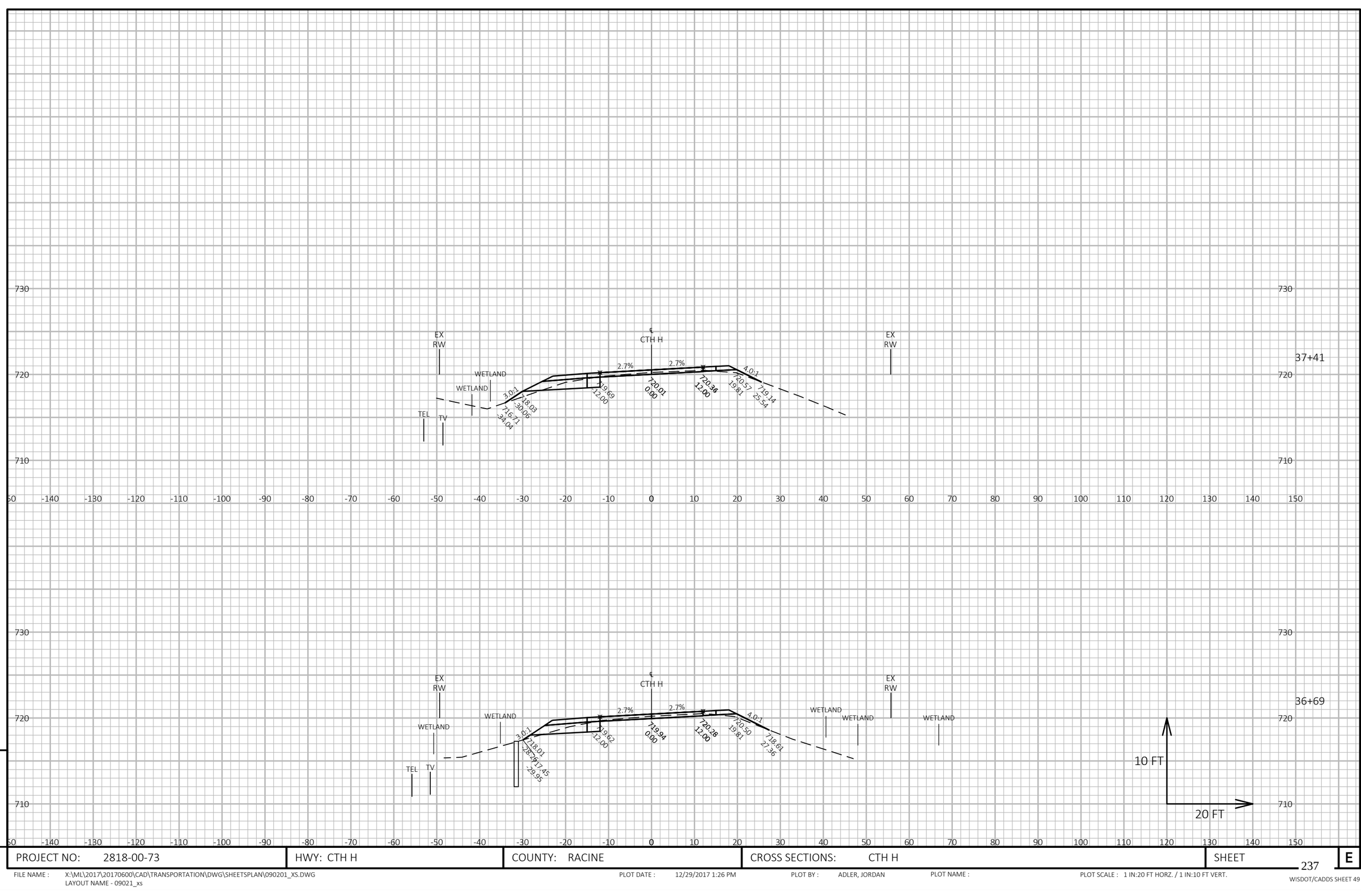
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W0131.DGN PLOT DATE : 02-DEC-2013 13:55 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 3.794391:1.000000
WISDOT/CADDS SHEET 42

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.11	Mass Ordinate Note 8
36+41.00	3641		10	0	4	0	0	0	0	0	0
36+69.00	3669	28	9	0	3	10	0	4	0	0	6
37+41.00	3741	72	10	0	5	26	0	11	26	12	20
37+66.00	3766	25	12	0	14	10	0	9	36	21	21
37+94.00	3794	28	12	0	20	12	0	18	48	41	13
				Column totals		58	0	41			

9

9

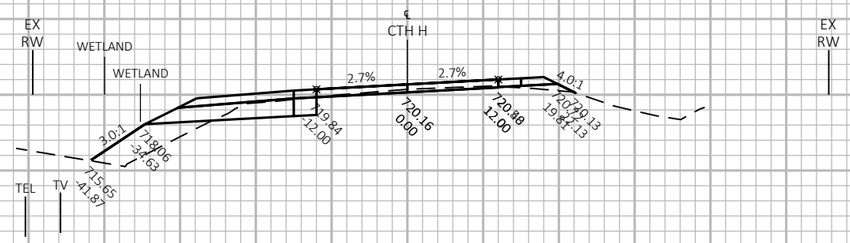


PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	CROSS SECTIONS: CTH H	SHEET 237	E

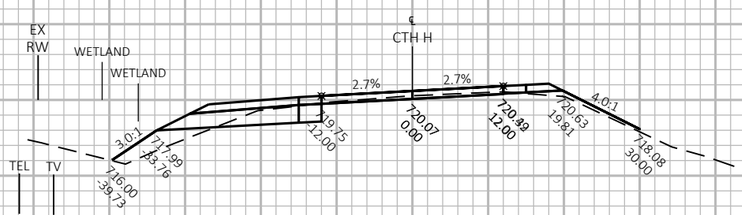
FILE NAME : X:\ML\2017\20170600\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 09021_xs

PLOT DATE : 12/29/2017 1:26 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



37+94



37+66

10 FT

20 FT

9

9

PROJECT NO: 2818-00-73	HWY: CTH H	COUNTY: RACINE	CROSS SECTIONS: CTH H	SHEET 238	E

FILE NAME : X:\ML\2017\20170600\CAD\TRANSPORTATION\DWG\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 09022_xs

PLOT DATE : 12/29/2017 1:26 PM PLOT BY : ADLER, JORDAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

WKE MAR 2018

PROJECT ID: 3723-01-70
WITH: 2818-00-73, 3765-04-70

COUNTY: KENOSHA COUNTY

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details
Section No.	3	Estimate of Quantities
Section No.	3	Miscellaneous Quantities
~~Section No.~~	~~4~~	~~Right of Way Plat~~
Section No.	5	Plan ~~and Profile~~
Section No.	6	Standard Detail Drawings
Section No.	7	Sign Plates
~~Section No.~~	~~8~~	~~Structure Plans~~
~~Section No.~~	~~9~~	~~Computer Earthwork Data~~
~~Section No.~~	~~9~~	~~Cross Sections~~

TOTAL SHEETS = 46

25

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

88TH AVE, TOWN OF SOMERS

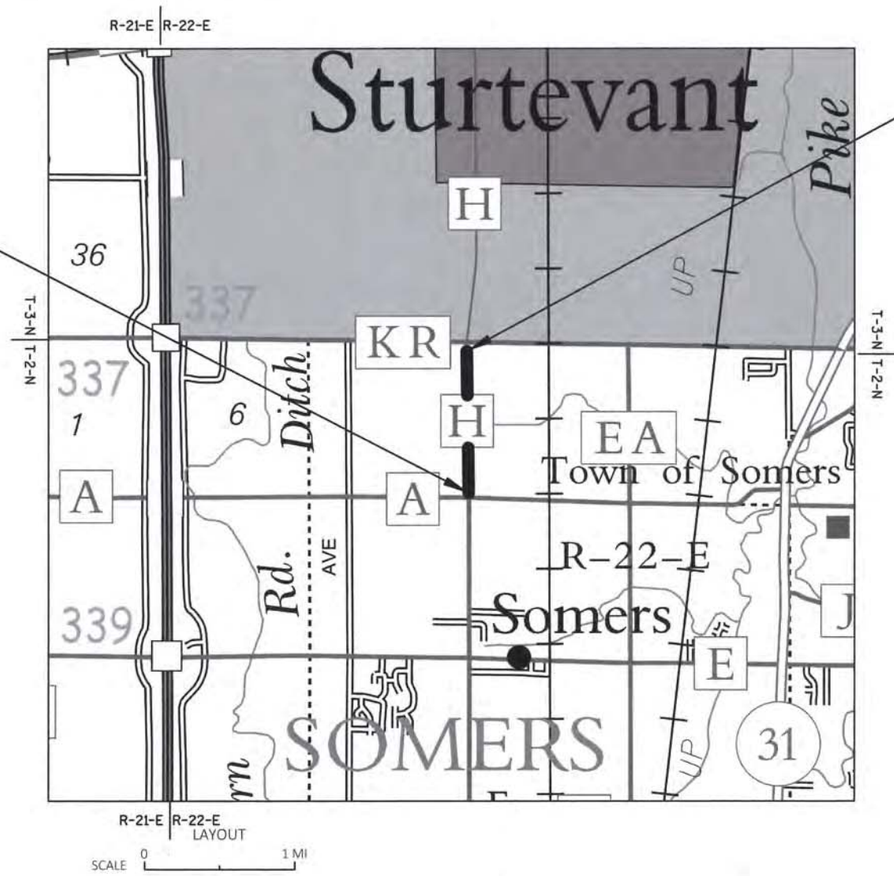
CTH A TO CTH KR

CTH H

KENOSHA COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
3723-01-70	WISC 2081205	1

STATE PROJECT NUMBER
3723-01-70



BEGIN PROJECT 3723-01-70
STA 201+42.72
Y = 159,883.68
X = 604,374.77

END PROJECT
STA 250+09.04

DESIGN DESIGNATION 3723-01-70

A.A.D.T.	2018	=	7,780
A.A.D.T.	2038	=	7,140
D.H.V.		=	725
D.D.		=	50/50
T.		=	13.6%
DESIGN SPEED		=	55 MPH
ESALS		=	2,400,000

CONVENTIONAL SYMBOLS

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

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

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

TOTAL NET LENGTH OF CENTERLINE = 0.922 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, KENOSHA COUNTY, NAD83 (1997), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ORIGINAL PLANS PREPARED BY

DAAR ENGINEERING, INC.
www.daarcorp.com
Milwaukee, WI 53202
414-[illegible]

WISCONSIN
TODD D. BECKER
E-32651
COLGATE, WI
PROFESSIONAL ENGINEER

12/21/2017 (Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	DAAR ENGINEERING, INC.
Designer	DAAR ENGINEERING, INC.
Project Manager	FRANK PRITZLAFF
Regional Examiner	
Regional Supervisor	MANOJOY NAG

APPROVED FOR THE DEPARTMENT
DATE: 12-21-17 (Signature)

E

FILE NAME : J:\ACTIVE\SE\3723-01-00_3765-04-00 CTH H_CTH A\C3D\37230100\SHEETSPLAN\37230100-CTH H\010101-TI.DWG
PLOT DATE : 12/19/2017 1:38 PM
PLOT BY : GREG BUBOLZ
PLOT NAME :

2

STANDARD ABBREVIATIONS

AC	ACRE
ADJ	ADJUST
AH	AHEAD
ASPH	ASPHALT
AVG	AVERAGE
ADT	AVERAGE DAILY TRAFFIC
AMC	ADJUSTING MANHOLE COVER
ASMC	ADJUSTING SANITARY MANHOLE COVER
AWV	ADJUSTING WATER VALVE
BK	BACK
BAD	BASE AGGREGATE DENSE
BM	BENCHMARK
BMP	BEST MANAGEMENT PRACTICE
CB	CATCH BASIN
C/L	CENTER LINE
Δ	CENTRAL ANGLE OR DELTA
CIR	CIRCULAR
CL	CLASS
CONC	CONCRETE
CONST	CONSTRUCTION
CABC	CRUSHED AGGREGATE BASE SOURSE
CE	COMMERCIAL ENTRANCE
CFS	CUBIC FEET PER SECOND
CY	CUBIC YARD
C&G	CURB AND GUTTER
D	DEGREE OF CURVE
DHV	DESIGN HOUR VOLUME
DIA	DIAMETER
DD	DIRECTIONAL DISTRIBUTION
DWY	DRIVEWAY
E	EAST
X	EAST GROUND COORDINATE
EB	EASTBOUND
EL	ELEVATION
ESALS	EQUIVALENT SINGLE AXLE LOADS
EXC	EXCAVATION
EBS	EXCAVATION BEYOND SUBGRADE
EX	EXISTING
FPS	FEET PER SECOND
FERT	FERTILIZE
FL	FLOWLINE
FT	FOOT
HES	HIGH EARLY STRENGTH
HP	HIGH POINT
HMA	HOT MIX ASPHALT
CWT	HUNDREDWEIGHT
HYD	HYDRANT
INL	INLET
IC	INLET COVERS TYPE H
IS	INLTES 2X3 AND INLET COVERS TYPE H
ID	INSIDE DIAMETER
I	INTERSECTION ANGLE
INV	INVERT
IP	IRON PIPE OR PIN
LT	LEFT
LP	LOW POINT
LS	LUMP SUM
MH	MANHOLE
MAX	MAXIMUM
MGAL	MEGAGALLON
MPH	MILES PER HOUR
MIN	MINIMUM
MON	MONUMENT
NC	NORMAL CROWN
N	NORTH
NTS	NOT TO SCALE
Y	NORTH GRID COORDINATE
NB	NORTHBOUND
NO	NUMBER
OD	OUTSIDE DIAMETER
PAVT	PAVEMENT
PLE	PERMANENT LIMITED EASEMENT
PT	POINT
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENCY
PVC	POLYVINYL CHLORIDE
PCC	PORTLAND CEMENT CONCRETE
LB	POUND
PSF	POUNDS PER SQUARE FOOT
PSI	POUNDS PER SQUARE INCH
PE	PRIVATE ENTRANCE
PGL	PROFILE GRADE LINE
PL	PROPERTY LINE
R	RADIUS
R	RANGE
R/L	REFERENCE LINE
REINF	REINFORCING OR REINFORCEMENT
REQD	REQUIRED
RT	RIGHT
R/W	RIGHT-OF-WAY
RD	ROAD
RDWY	ROADWAY
SEC	SECTION
SHLDR	SHOULDER
S	SOUTH
SB	SOUTHBOUND
SCH	SCHEDULE
SQ	SQUARE
SF	SQUARE FEET
SW	SIDEWALK
SY	SQUARE YARD
SDD	STANDARD DETAIL DRAWINGS
STH	STATE TRUNK HIGHWAYS
STA	STATION
SS	STORM SEWER
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
ST	STREET
STR	STRUCTURE OR STRUCTURAL
SE	SUPERELEVATION
T	TANGENT
TEMP	TEMPORARY
TI	TEMPORARY INTEREST
TLE	TEMPORARY LIMITED EASEMENT
T	TOWN
T%	TRUCKS (PERCENT OF)
TYP	TYPICAL
VAR	VARIABLE
VERT	VERTICAL
V	DESIGN SPEED
VOL	VOLUME
WM	WATERMAIN
WV	WATER VALVE
W	WEST
WB	WESTBOUND
YD	YARD

GENERAL NOTES

1 THE LOCATIONS OF EXISITNG AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLAN ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.

2 DIMENSIONS GIVEN FOR EXISTING FEATURES SHALL BE CONSIDERED AS APPROXIMATE AND MEASURED IN FIELD FOR MATCHING PURPOSES.

3 THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY LOCAL MUNICIPALITY OR PUBLIC AGENCY WHICH IS NOT A MEMBER OF DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

4 A SAWED JOINT IS REQUIRED WHERE NEW PAVEMENT MEETS EXISTING PAVEMENT.

5 NO TREES OR SHRUBS SHALL BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

6 TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. NO WORK MAY BEGIN UNTIL PROPER TRAFFIC CONTROL DEVICES ARE PLACED AND APPROVED BY THE ENGINEER.

7 THE LIMITS OF DRIVEWAY REMOVALS ARE APPROXIMATE. FINAL LOCATIONS TO BE DETERMINED BY THE ENGINEER.

8 SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

9 THE EXACT LOCATION, OF PRIVATE ENTRANCES AND DRIVEWAYS, IS TO BE DETERMINED BY THE ENGINEER.

10 HMA PAVEMENT SHALL PE CONSTRUCTED WITH THE FOLLOWING LAYERS AND GRADATIONS:

PAVEMENT DEPTH	LAYERS
8"	2" 4 MT 58-28 S - UPPER LAYER 3" 3 MT 58-28 S - MIDDLE LAYER 3" 3 MT 58-28 S - LOWER LAYER

11 CONTRACTOR MUST CONTACT THE PROJECT ENGINEER AND SEWRPC, AT LEAST TWO WEEKS PRIOR TO WORK NEAR ANY PUBLIC SURVEY MONUMENT.

ORDER OF DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS

2

PROJECT NO: 3723-01-70	HWY: CTH H	COUNTY: KENOSHA	GENERAL NOTES AND UTILITY CONTACTS	**SHEET:** 2	**E**

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

2

UTILITIY CONTACTS

AT&T WISCONSIN - COMMUNICATION LINE
MARK EDER
2005 PEWAUKEE RD.
WAUKESHA, WI 53188-2443
(262) 896-7434
me1754@att.com

CHARTER COMMUNICATIONS - COMMUNICATION LINE
STEVEN CRAMER
1320 N DR MARTIN LUTHER KING JR DR.
MILWAUKEE, WI 53212-4002
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Nicole.Smullen@wecenergygroup.com

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WISDOT CONTACTS

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WISDOT - SIGNALS
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WDNR CONTACT

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WISCONSIN DEPARTMENT OF NATURAL RESOURCES
2300 N DR. MARTIN LUTHER KIND DR.
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KENOSHA COUNTY CONTACT

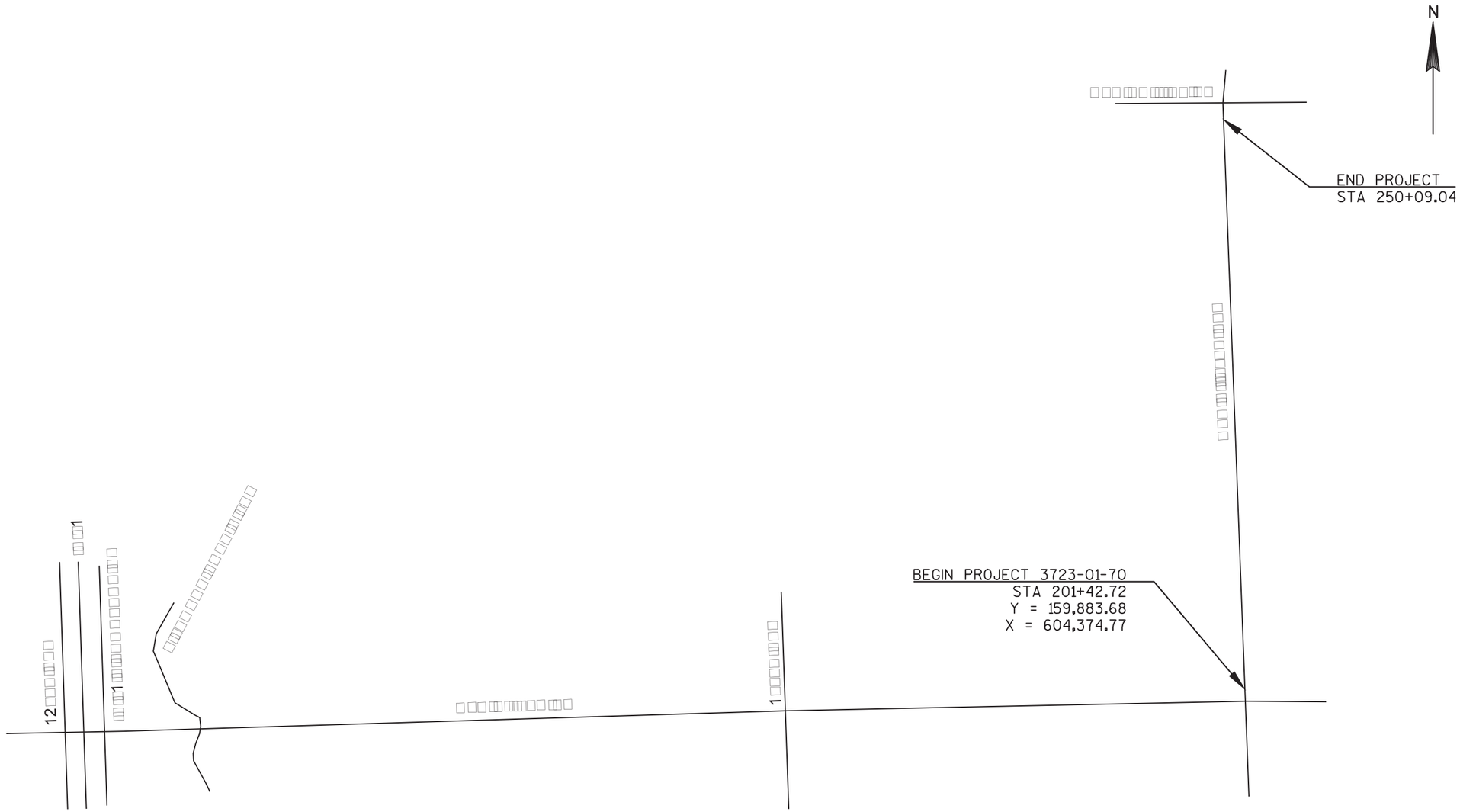
CLEMENT ABONGWA
HIGHWAY COMMISSIONER
SUITE 122-1
19600 75TH STREET
BRISTOL, WI 53104
(262) 653-1870

OTHER CONTACTS

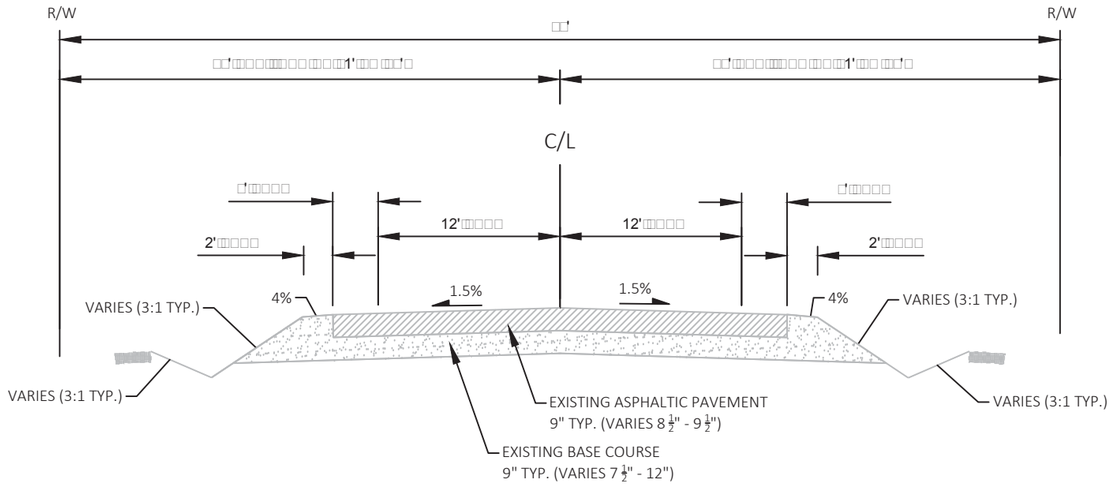
DAAR ENGINEERING, INC
TODD BECKER
325 E CHICAGO ST.
SUITE 300
MILWAUKEE, WI 53202
(414) 935-4359
todd.becker@daarcorp.com

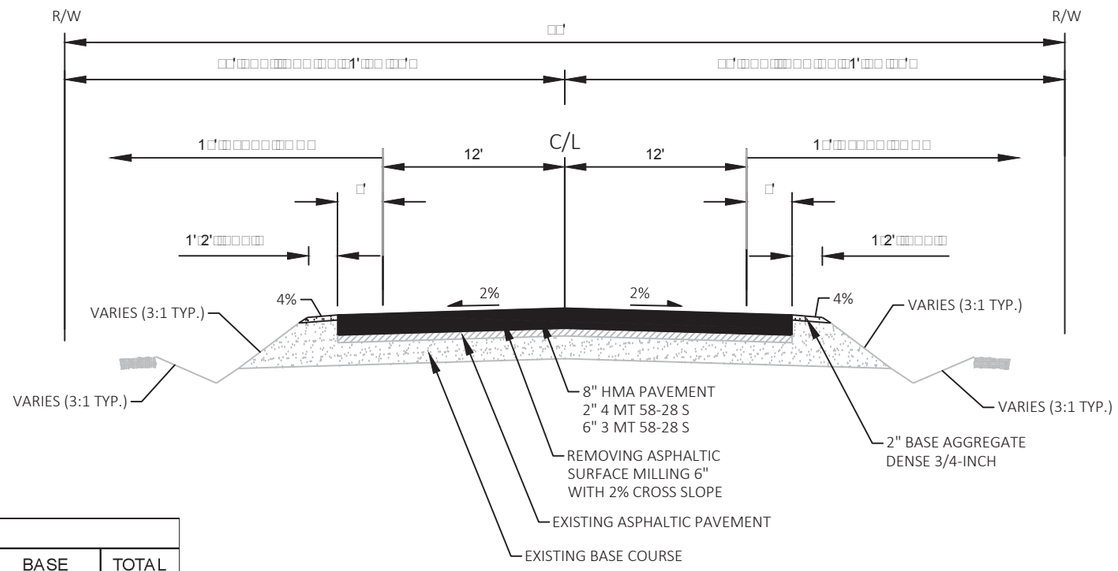
DIGGERS HOTLINE
Dial 811 or (800) 242-8511
www.DiggersHotline.com

2



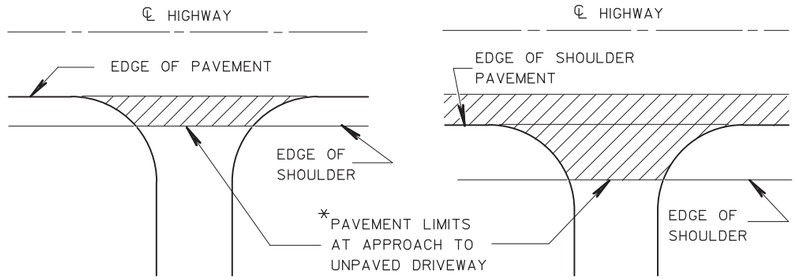
PROJECT NO: 3723-01-70	HWY: CTH H	COUNTY: KENOSHA	PROJECT OVERVIEW	SHEET 4	E





NOTE:
DEPTHS SHOWN ON TYPICAL SECTIONS ARE FROM AVAILABLE BORING LOGS. BORING LOG DEPTHS ARE BASED ON FIELD MEASUREMENTS TAKEN AT THE LOCATIONS PROVIDED BELOW.

CTH H EXISTING PAVEMENT BORING LOG							
BORING	Y	X	APPROXIMATE LOCATION		ASPHALT (IN)	BASE COURSE (IN)	TOTAL (IN)
SB-H15	164160.7	604319.1	244+20.1	2.0' RT	9.5	7.5	17
SB-H16	162706.4	604320.5	229+66.0	18.7' LT	8.5	8	16.5
SB-H17	161071.4	604361.3	213+30.6	0.9' RT	9.5	9	18.5
SB-H18	159767.4	604374.0	200+26.5	2.2' LT	8.5	12	20.5



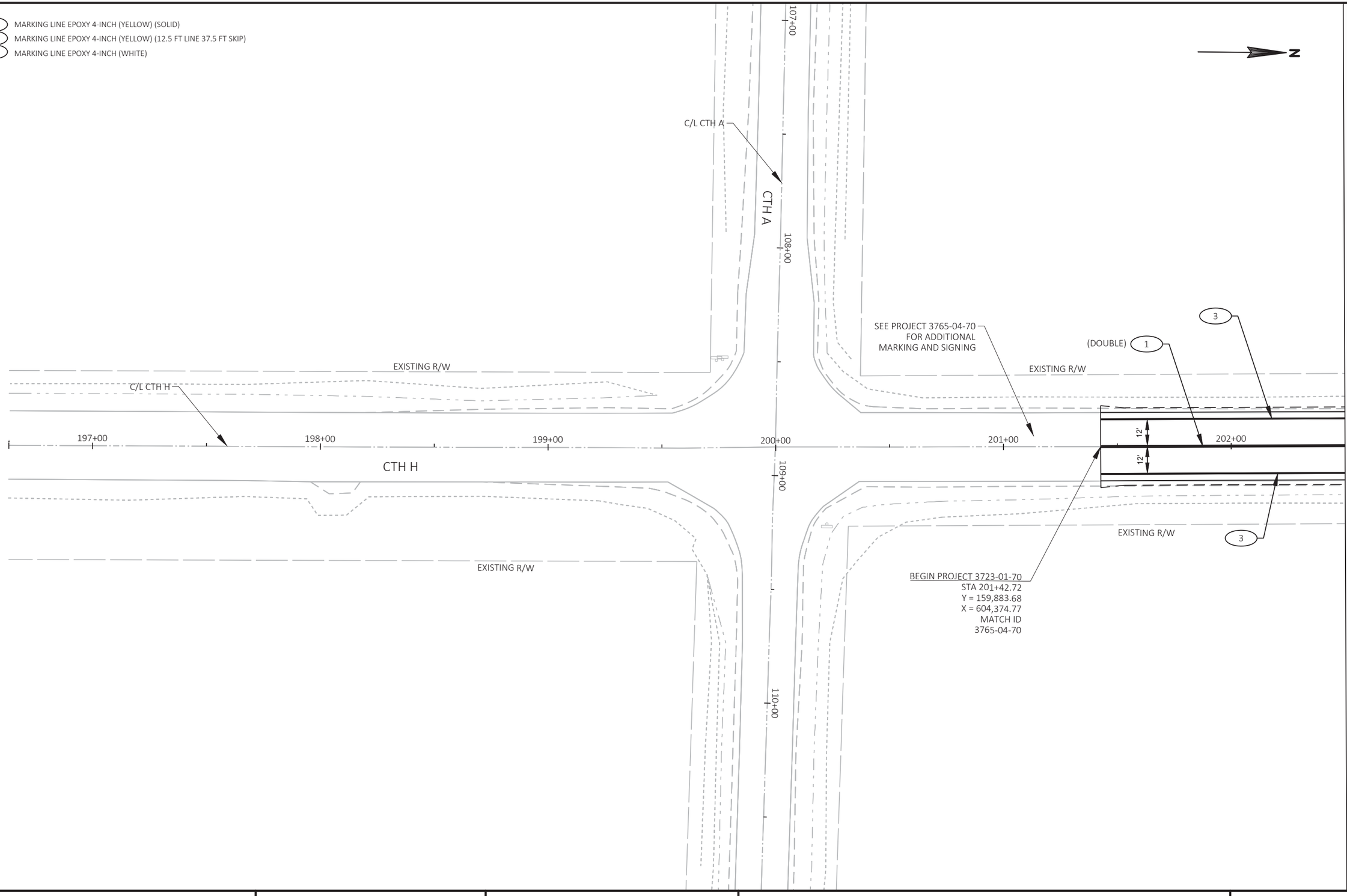
RURAL DRIVEWAY INTERSECTION DETAIL

2

PROJECT NO: 3723-01-70	HWY: CTH H	COUNTY: KENOSHA	PLAN: CONSTRUCTION DETAILS	SHEET 6	E

FILE NAME : J:\ACTIVE\SE\3723-01-00_3765-04-00 CTH H_CTH A\C3D\37230100\SHEETSPLAN\37230100-CTH H\021001-CD.DWG
LAYOUT NAME - 01
PLOT DATE : 12/18/2017 7:44 AM
PLOT BY : GREG BUBOLZ
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

1 MARKING LINE EPOXY 4-INCH (YELLOW) (SOLID)
2 MARKING LINE EPOXY 4-INCH (YELLOW) (12.5 FT LINE 37.5 FT SKIP)
3 MARKING LINE EPOXY 4-INCH (WHITE)



PROJECT NO: 3723-01-70	HWY: CTH H	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 7	E

2

1 MARKING LINE EPOXY 4-INCH (YELLOW) (SOLID)
2 MARKING LINE EPOXY 4-INCH (YELLOW) (12.5 FT LINE 37.5 FT SKIP)
3 MARKING LINE EPOXY 4-INCH (WHITE)

N

MATCH LINE STA 202+50

MATCH LINE STA 208+50

J1-1
24"X39"
JCT
M2-1
21"X15"
COUNTY
A
M1-5A
24"X24"

EXISTING R/W

C/L CTH H

(DOUBLE) 1

3

JCT
REMOVE

COUNTY
A
REMOVE

W3-3
36"X36"

203+00 204+00 205+00 206+00 207+00 208+00

12'
12'

CTH H

EXISTING R/W

SPEED
LIMIT
55
R2-1
24"X30"

3

HILL
BLOCKS
VIEW
W7-6
30"X30"

40
MPH
W13-1
18"X18"

2

PROJECT NO: 3723-01-70	HWY: CTH H	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 8	E

FILE NAME : J:\ACTIVE\SE\3723-01-00_3765-04-00 CTH H_CTH A\C3D\37230100\SHEETSPLAN\37230100-CTH H\023201-PS.DWG
LAYOUT NAME - 02

PLOT DATE : 1/12/2018 12:57 PM PLOT BY : JAMES GOLDEN PLOT NAME : PLOT SCALE : 1 IN:40 FT

1 MARKING LINE EPOXY 4-INCH (YELLOW) (SOLID)
2 MARKING LINE EPOXY 4-INCH (YELLOW) (12.5 FT LINE 37.5 FT SKIP)
3 MARKING LINE EPOXY 4-INCH (WHITE)

N

MATCH LINE STA 208+50

NEW TRAFFIC PATTERN AHEAD
W23-2
36"X36"

(DOUBLE) 1
3
1

EXISTING R/W
C/L CTH H

209+00 210+00 211+00 212+00 213+00 214+00

12'
12'

CTH H

+34.0'
0.25' RT

2
3

EXISTING R/W

BORE

MATCH LINE STA 214+50

2

PROJECT NO: 3723-01-70	HWY: CTH H	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 9	E

FILE NAME : J:\ACTIVE\SE\3723-01-00_3765-04-00 CTH H_CTH A\C3D\37230100\SHEETSPLAN\37230100-CTH H\023201-PS.DWG
LAYOUT NAME - 03
PLOT DATE : 12/28/2017 4:32 PM
PLOT BY : TYLER OWENS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

1 MARKING LINE EPOXY 4-INCH (YELLOW) (SOLID)
2 MARKING LINE EPOXY 4-INCH (YELLOW) (12.5 FT LINE 37.5 FT SKIP)
3 MARKING LINE EPOXY 4-INCH (WHITE)

N

MATCH LINE STA 214+50

3
1
HILL BLOCKS VIEW
W7-6
30"X30"
40 MPH
W13-1
18"X18"
REMOVE W5-52L
12"X36"
REMOVE W5-52R
12"X36"
EXISTING R/W
C/L CTH H
215+00
216+00
12'
12'
217+00
218+00
219+00
220+00
CTH H
3
2
EXISTING R/W
REMOVE W5-52R
12"X36"
REMOVE W5-52L
12"X36"

MATCH LINE STA 220+50

2

PROJECT NO: 3723-01-70	HWY: CTH H	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 10	E

FILE NAME : J:\ACTIVE\SE\3723-01-00_3765-04-00 CTH H_CTH A\C3D\37230100\SHEETSPLAN\37230100-CTH H\023201-PS.DWG
LAYOUT NAME - 04
PLOT DATE : 12/28/2017 4:32 PM PLOT BY : TYLER OWENS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

1 MARKING LINE EPOXY 4-INCH (YELLOW) (SOLID)
2 MARKING LINE EPOXY 4-INCH (YELLOW) (12.5 FT LINE 37.5 FT SKIP)
3 MARKING LINE EPOXY 4-INCH (WHITE)

N

MATCH LINE STA 220+50

EXISTING R/W

C/L CTH H

NO PASSING ZONE
W14-3
48"X36"

221+00 222+00 223+00 224+00 225+00 226+00

12' 12'

CTH H

+41.0'
0.25' LT

+07.0'
0.25' RT

NO PASSING ZONE
W14-3
48"X36"

EXISTING R/W

MATCH LINE STA 226+50

2

PROJECT NO: 3723-01-70	HWY: CTH H	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 11	E

FILE NAME : J:\ACTIVE\SE\3723-01-00_3765-04-00 CTH H_CTH A\C3D\37230100\SHEETSPLAN\37230100-CTH H\023201-PS.DWG
LAYOUT NAME - 05
PLOT DATE : 12/28/2017 4:32 PM PLOT BY : TYLER OWENS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

1 MARKING LINE EPOXY 4-INCH (YELLOW) (SOLID)
2 MARKING LINE EPOXY 4-INCH (YELLOW) (12.5 FT LINE 37.5 FT SKIP)
3 MARKING LINE EPOXY 4-INCH (WHITE)

N

MATCH LINE STA 226+50

3

EXISTING R/W

C/L CTH H

12'

12'

227+00 228+00 229+00 230+00 231+00 232+00

CTH H

2

C BORE

C BORE

3

EXISTING R/W

1

MATCH LINE STA 232+50

2

PROJECT NO: 3723-01-70	HWY: CTH H	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 12	E

FILE NAME : J:\ACTIVE\SE\3723-01-00_3765-04-00 CTH H_CTH A\C3D\37230100\SHEETSPLAN\37230100-CTH H\023201-PS.DWG
LAYOUT NAME - 06

PLOT DATE : 12/28/2017 4:32 PM PLOT BY : TYLER OWENS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

1 MARKING LINE EPOXY 4-INCH (YELLOW) (SOLID)
2 MARKING LINE EPOXY 4-INCH (YELLOW) (12.5 FT LINE 37.5 FT SKIP)
3 MARKING LINE EPOXY 4-INCH (WHITE)

N

MATCH LINE STA 232+50

MATCH LINE STA 238+50

3

2

EXISTING R/W

+14.0'
0.25' LT

C/L CTH H

233+00 234+00 CTH H 235+00 236+00 237+00 238+00

12'

12'

3

1

EXISTING R/W

(DOUBLE) 1

2

PROJECT NO: 3723-01-70	HWY: CTH H	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 13	E

FILE NAME : J:\ACTIVE\SE\3723-01-00_3765-04-00 CTH H_CTH A\C3D\37230100\SHEETSPLAN\37230100-CTH H\023201-PS.DWG
LAYOUT NAME - 07
PLOT DATE : 12/28/2017 4:32 PM PLOT BY : TYLER OWENS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

1 MARKING LINE EPOXY 4-INCH (YELLOW) (SOLID)
2 MARKING LINE EPOXY 4-INCH (YELLOW) (12.5 FT LINE 37.5 FT SKIP)
3 MARKING LINE EPOXY 4-INCH (WHITE)

N

MATCH LINE STA 238+50

3

(DOUBLE) 1

EXISTING R/W

C/L CTH H

CTH H

239+00 240+00 241+00 242+00 243+00 244+00

12'

12'

MATCH LINE STA 244+50

3

EXISTING R/W

NEW TRAFFIC PATTERN AHEAD
W23-2
36"X36"

REMOVE

W3-3
36"X36"

2

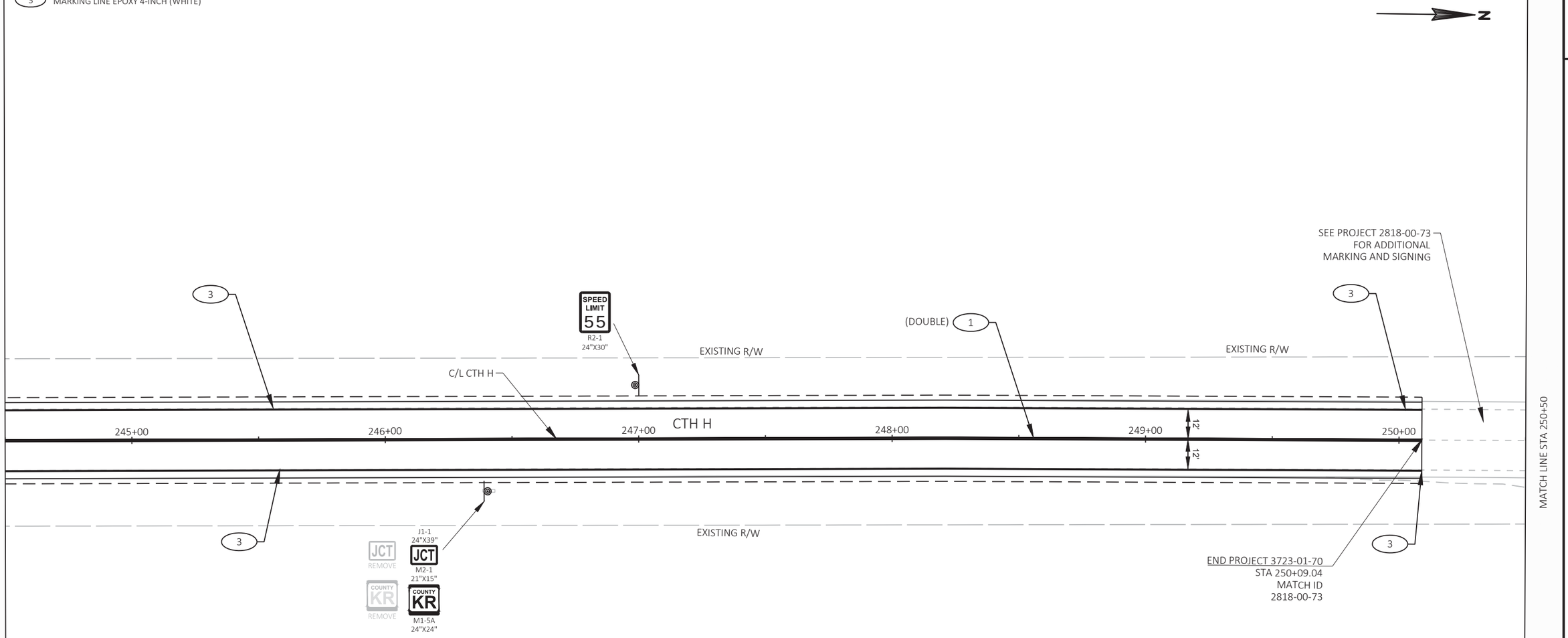
PROJECT NO: 3723-01-70	HWY: CTH H	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 14	E

FILE NAME : J:\ACTIVE\SE\3723-01-00_3765-04-00 CTH H_CTH A\C3D\37230100\SHEETSPLAN\37230100-CTH H\023201-PS.DWG
LAYOUT NAME - 08

PLOT DATE : 12/28/2017 4:32 PM PLOT BY : TYLER OWENS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

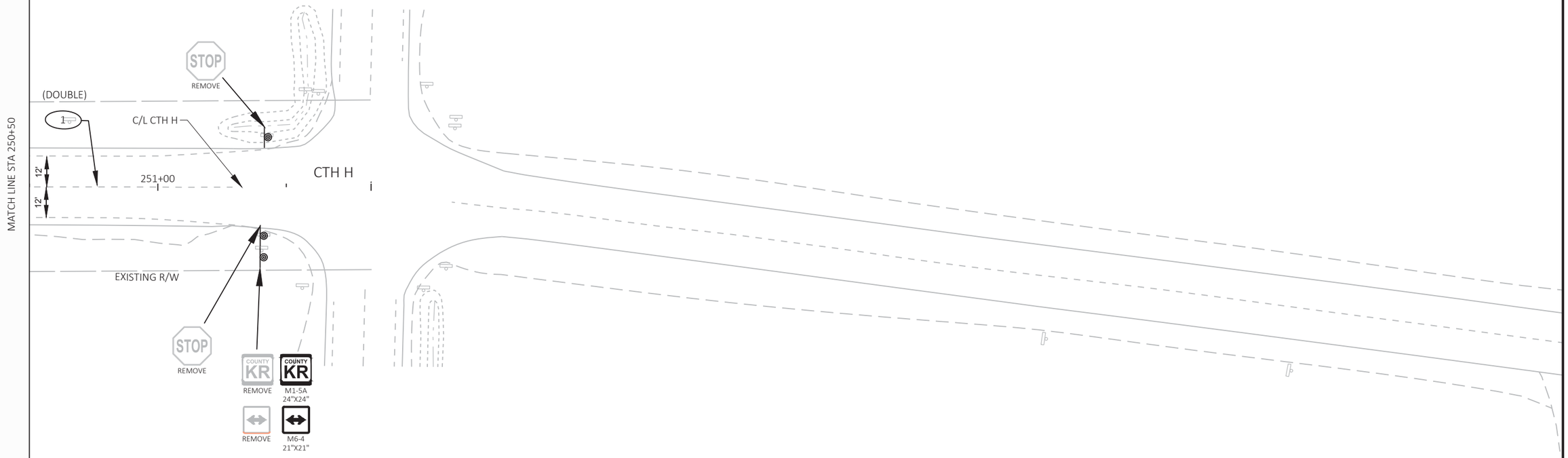
1 MARKING LINE EPOXY 4-INCH (YELLOW) (SOLID)
2 MARKING LINE EPOXY 4-INCH (YELLOW) (12.5 FT LINE 37.5 FT SKIP)
3 MARKING LINE EPOXY 4-INCH (WHITE)



PROJECT NO: 3723-01-70	HWY: CTH H	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 15	E

1 MARKING LINE EPOXY 4-INCH (YELLOW) (SOLID)
2 MARKING LINE EPOXY 4-INCH (YELLOW) (12.5 FT LINE 37.5 FT SKIP)
3 MARKING LINE EPOXY 4-INCH (WHITE)

N



PROJECT NO: 3723-01-70	HWY: CTH H	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 16	E

FILE NAME : J:\ACTIVE\SE\3723-01-00_3765-04-00 CTH H_CTH A\C3D\37230100\SHEETSPLAN\37230100-CTH H\023201-PS.DWG
LAYOUT NAME - 10
PLOT DATE : 12/28/2017 4:33 PM PLOT BY : TYLER OWENS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

3723-01-70

Line	Item	Item Description	Unit	Total	Qty
0010	204.0120	Removing Asphaltic Surface Milling	SY	16,225.000	16,225.000
0024	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	97.000	97.000
0028	213.0100	Finishing Roadway (project) 02. 3723-01-70	EACH	1.000	1.000
0032	305.0110	Base Aggregate Dense 3/4-Inch	TON	280.000	280.000
0048	440.4410	Incentive IRI Ride	DOL	4,000.000	4,000.000
0052	455.0605	Tack Coat	GAL	3,410.000	3,410.000
0054	460.2000	Incentive Density HMA Pavement	DOL	4,950.000	4,950.000
0062	460.6223	HMA Pavement 3 MT 58-28 S	TON	5,800.000	5,800.000
0064	460.6224	HMA Pavement 4 MT 58-28 S	TON	1,925.000	1,925.000
0068	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	7.000	7.000
0120	619.1000	Mobilization	EACH	0.250	0.250
0170	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	16.000	16.000
0174	637.0620	Sign Flags Permanent Type II	EACH	2.000	2.000
0176	637.2210	Signs Type II Reflective H	SF	23.000	23.000
0180	637.2230	Signs Type II Reflective F	SF	76.400	76.400
0184	638.2602	Removing Signs Type II	EACH	9.000	9.000
0186	638.3000	Removing Small Sign Supports	EACH	7.000	7.000
0192	643.0300	Traffic Control Drums	DAY	1,100.000	1,100.000
0208	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0212	643.5000	Traffic Control	EACH	0.100	0.100
0224	646.1020	Marking Line Epoxy 4-Inch	LF	9,800.000	9,800.000
0228	646.4520	Marking Line Same Day Epoxy 4-Inch	LF	7,600.000	7,600.000
0250	649.0105	Temporary Marking Line Paint 4-Inch	LF	7,600.000	7,600.000
0258	650.8000	Construction Staking Resurfacing Reference	LF	4,866.000	4,866.000
0264	650.9910	Construction Staking Supplemental Control (project) 02. 3723-01-70	LS	1.000	1.000
0292	690.0150	Sawing Asphalt	LF	45.000	45.000
0296	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	500.000	500.000
0298	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	750.000	750.000

3

ASPHALTIC SURFACE MILLING

ROADWAY	STA	TO	STA	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY
CTH H	201+43		250+09	16,225
TOTAL				**16,225**

AGGREGATE ITEMS

ROADWAY	STA	TO	STA	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON
CTH A	201+43		250+09	245
DRIVEWAYS				35
TOTAL				**280**

3

ASPHALT ITEMS

ROADWAY	STA	TO	STA	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	455.0605 TACK COAT GAL	211.0400 PREPARE FOUNDATION ASPHALTIC SHOULDERS STA	440.4410 INCENTIVE IRI RIDE DOL	460.2000 INCENTIVE DENSITY HMA PAVEMENT DOL	690.0150 SAWING ASPHALT LF
CTH H	201+43		250+09	5,800	1,925	7	3,410	97	4,000	4,950	45
TOTAL				**5,800**	**1,925**	**7**	**3,410**	**97**	**4,000**	**4,950**	**45**

CONSTRUCTION STAKING

ROADWAY	STATION	TO	STATION	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9910 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL PROJECT 3723-01-70 LS
CTH H	201+43		250+09	4,866	1
TOTAL				**4,866**	**1**

PERMANENT SIGNING

STATION	SIGN CODE	SIZE	634.0616 POSTS WOOD 4X6-INCH 16-FT EACH	637.0620 SIGN FLAGS PERMANENT TYPE II EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
205+05 RT	R2-1	24"x30"	1	-	5.0	-	-	-	
206+00 LT	J1-1	24"x39"	1	-	6.5	-	-	-	JCT / COUNTY A
207+00 RT	W7-6	30"x30"	1	-	-	6.3	-	-	
207+00 RT	W13-1	18'x18"	-	-	-	2.3	-	-	
207+86 LT	M2-1	-	-	-	-	-	1	-	
207+86 LT	M1-5A	-	-	-	-	-	1	1	
208+08 LT	W3-3	36"x36"	1	1	-	9.0	-	-	
210+10 LT	W23-2	36"x36"	1	-	-	9.0	-	-	
219+00 LT	W7-6	30"x30"	1	-	-	6.3	-	-	
219+00 LT	W13-1	18'x18"	-	-	-	2.3	-	-	
219+70 RT	W5-2R	12"x36"	1	-	-	3.0	1	1	
219+81 LT	W5-2L	12"x36"	1	-	-	3.0	1	1	
220+43 LT	W5-2R	12"x36"	1	-	-	3.0	1	1	
220+43 RT	W5-2L	12"x36"	1	-	-	3.0	1	1	
221+39 RT	W14-3	48"x36"	1	-	-	5.6	-	-	
224+07 LT	W14-3	48"x36"	1	-	-	5.6	-	-	
241+98 RT	W23-2	36"x36"	1	-	-	9.0	-	-	
242+15 RT	W3-1	30"x30"	-	-	-	-	1	1	
244+00 RT	W3-3	36"x36"	1	1	-	9.0	-	-	
246+40 RT	J1-1	24"x39"	1	-	6.5	-	-	-	JCT / COUNTY KR
246+40 RT	M2-1	-	-	-	-	-	1	-	
246+40 RT	M1-5A	-	-	-	-	-	1	1	
247+00 LT	R2-1	24"x30"	1	-	5.0	-	-	-	
TOTAL			**16**	**2**	**23.0**	**76.4**	**9**	**7**	

TRAFFIC CONTROL

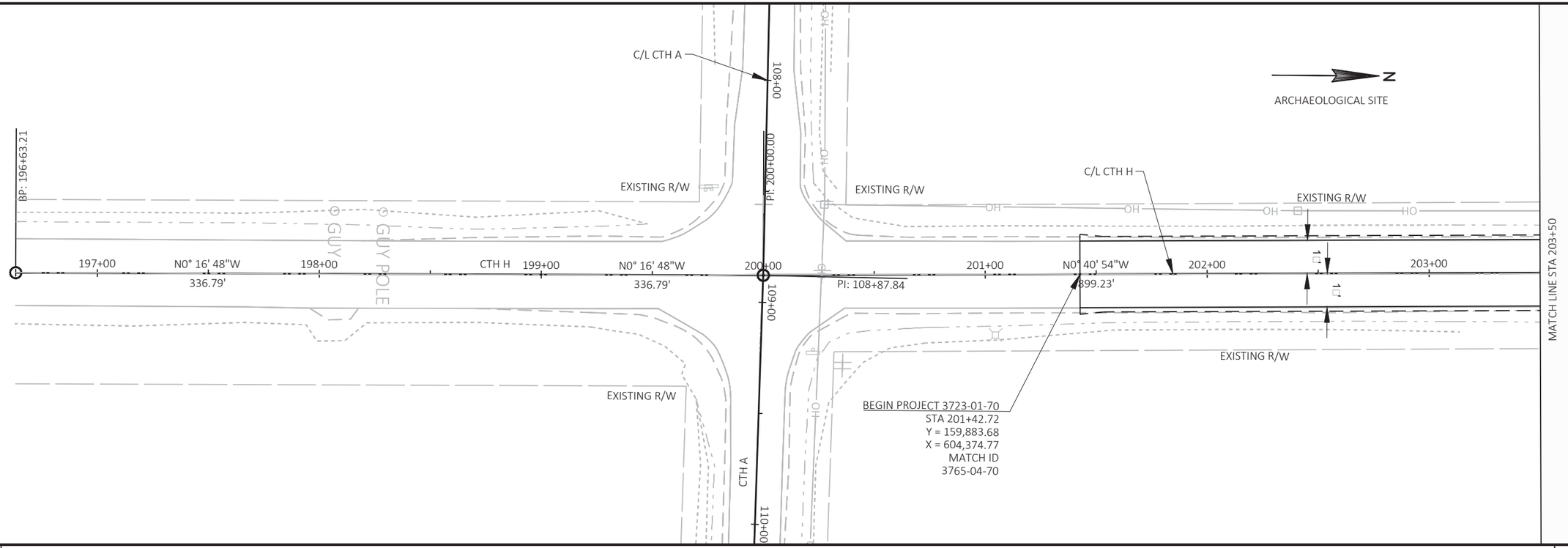
LOCATION	DURATION DAYS	643.5000 TRAFFIC CONTROL EACH	643.0300 TRAFFIC CONTROL DRUMS EACH **	DAY	643.1050 TRAFFIC CONTROL SIGNS PCMS EACH***	DAY
PROJECT	55	**0.10**	20	1100	2	14
TOTAL		**0.10**	**1100**			**14**

** INFORMATION ONLY

*** INFORMATION ONLY (7 DAYS)

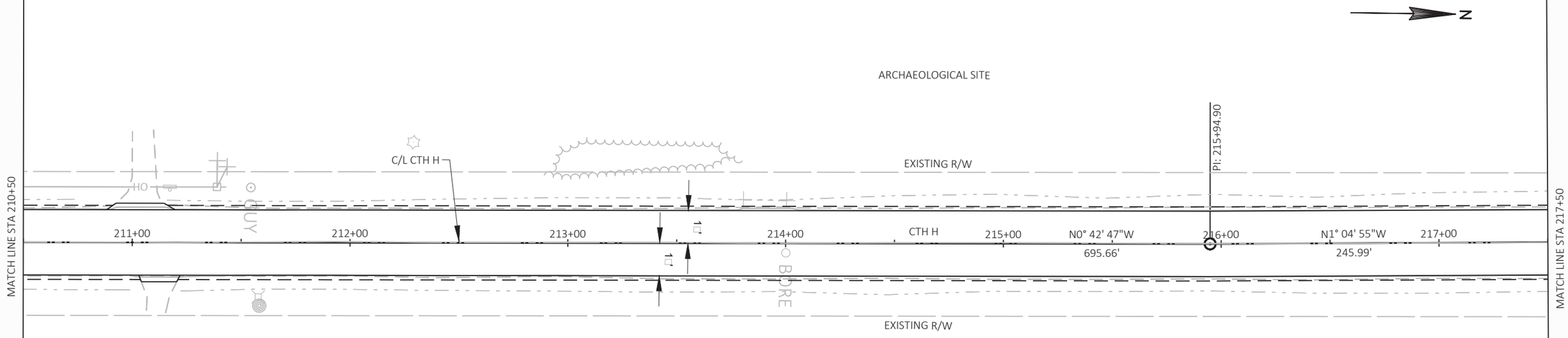
PAVEMENT MARKING ITEMS

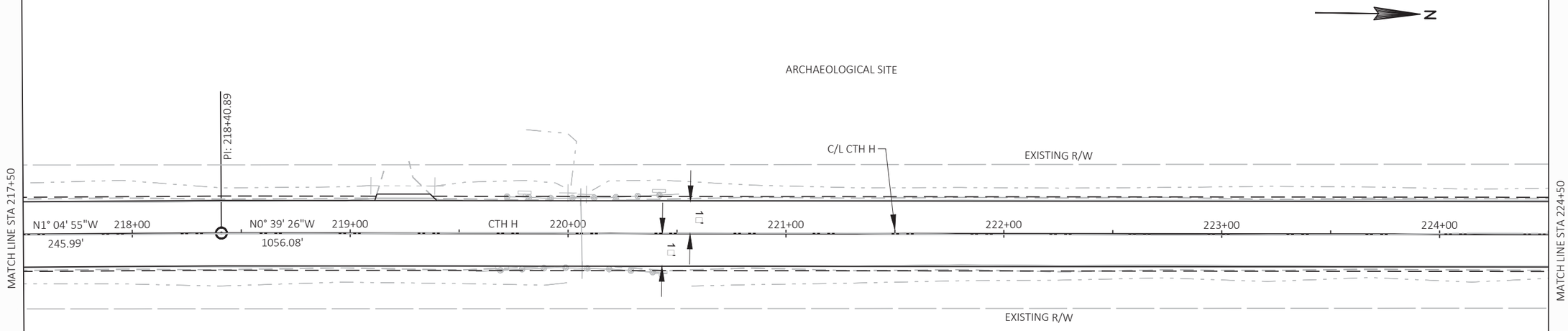
ROADWAY	STATION	TO	STATION	646.1020 MARKING LINE EPOXY 4-INCH WHITE LF	646.4520 MARKING LINE SAME DAY EPOXY 4-INCH YELLOW LF	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH YELLOW LF
CTH H	201+43		210+34	1,783	1,783	1,783
CTH H	210+34		221+41	2,214	1,384	1,384
CTH H	221+41		224+07	532	67	67
CTH H	224+07		235+14	2,214	1,384	1,384
CTH H	235+14		250+09	2,990	2,990	2,990
TOTAL				**9,800**	**7,600**	**7,600**



PROJECT NO: 3723-01-70	HWY: CTH H	COUNTY: KENOSHA	PLAN: CTH H	SHEET 20 E

FILE NAME : J:\ACTIVE\SE\3723-01-00_3765-04-00 CTH H_CTH A\C3D\37230100\SHEETSPLAN\37230100-CTH H\050201-PN.DWG
LAYOUT NAME - 01
PLOT DATE : 12/24/2017 7:33 PM PLOT BY : GREG BUBOLZ PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

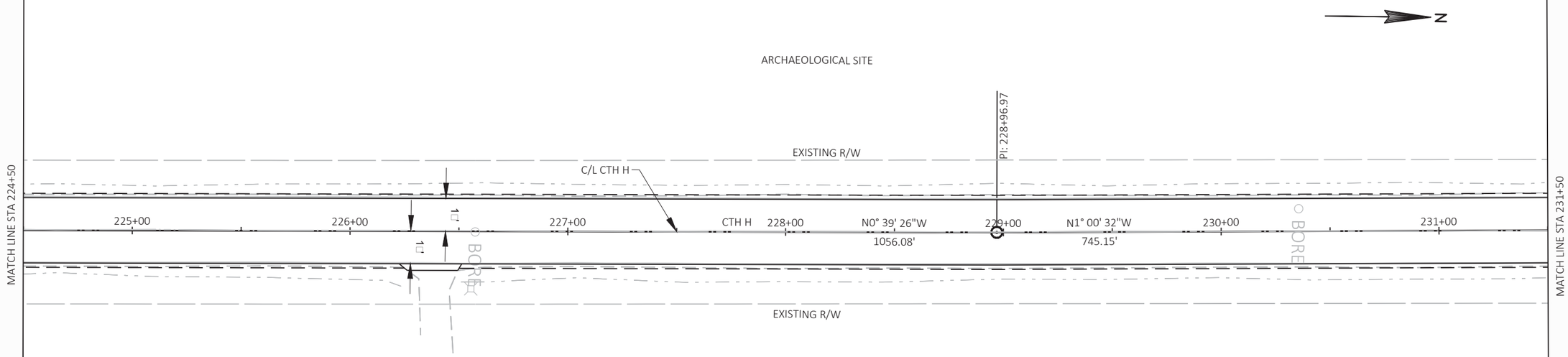


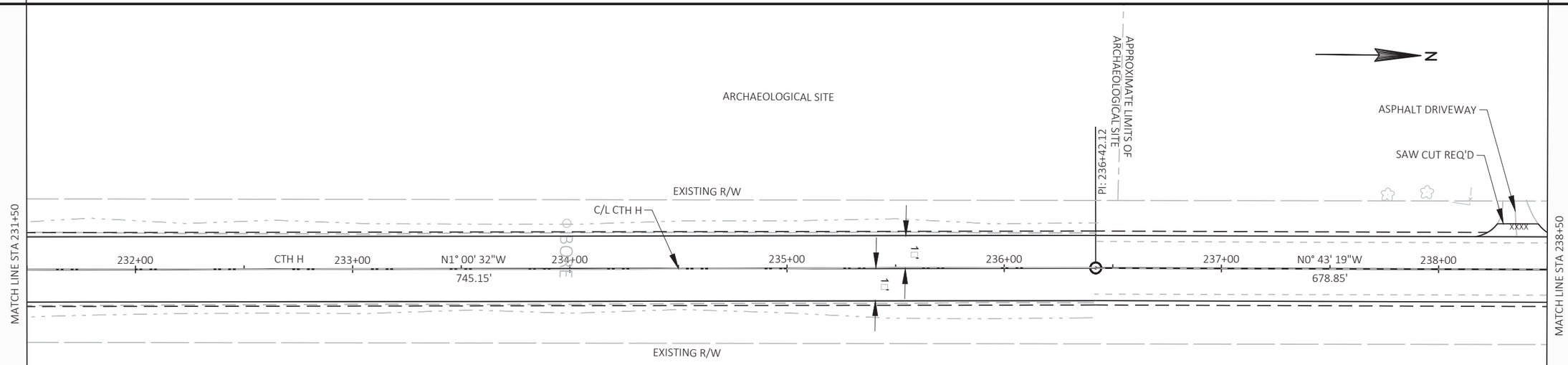


PROJECT NO: 3723-01-70	HWY: CTH H	COUNTY: KENOSHA	PLAN: CTH H	SHEET 21 E

FILE NAME : J:\ACTIVE\SE\3723-01-00_3765-04-00 CTH H_CTH A\C3D\37230100\SHEETSPLAN\37230100-CTH H\050201-PN.DWG
LAYOUT NAME - 02

PLOT DATE : 12/24/2017 7:33 PM PLOT BY : GREG BUBOLZ PLOT NAME : PLOT SCALE : 1 IN:50 FT





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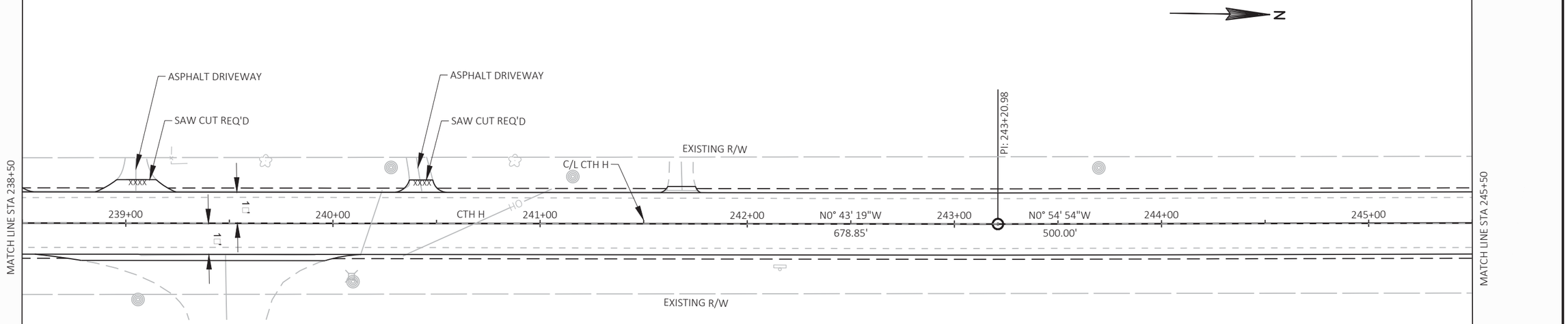
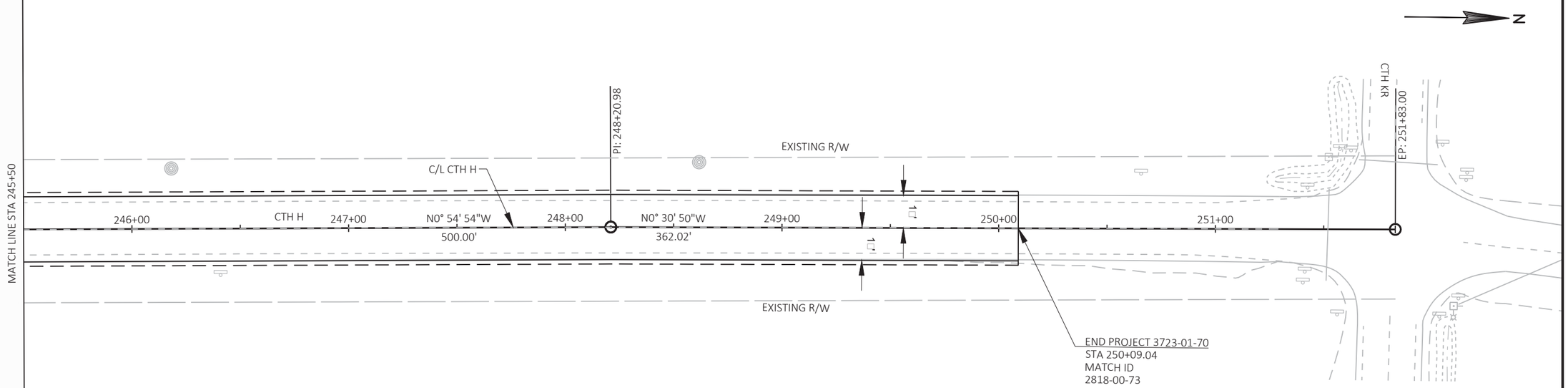
FILE NAME : J:\ACTIVE\SE\3723-01-00_3765-04-00 CTH H_CTH A\C3D\37230100\SHEETSPLAN\37230100-CTH H\050201-PN.DWG
LAYOUT NAME - 03

PLOT DATE : 12/24/2017 7:33 PM PLOT BY : GREG BUBOLZ PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44





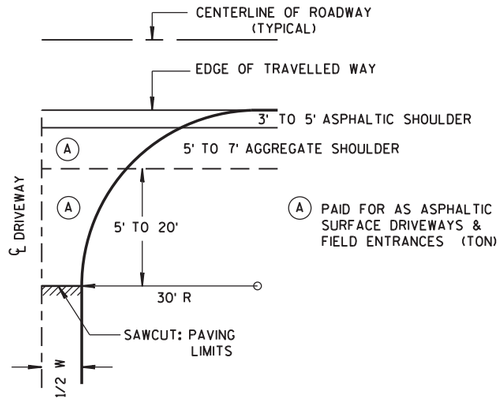
PROJECT NO: 3723-01-70	HWY: CTH H	COUNTY: KENOSHA	PLAN: CTH H	SHEET 23	E

FILE NAME : J:\ACTIVE\SE\3723-01-00_3765-04-00 CTH H_CTH A\C3D\37230100\SHEETSPLAN\37230100-CTH H\050201-PN.DWG
LAYOUT NAME - 04
PLOT DATE : 12/24/2017 7:33 PM
PLOT BY : GREG BUBOLZ
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

Standard Detail Drawing List

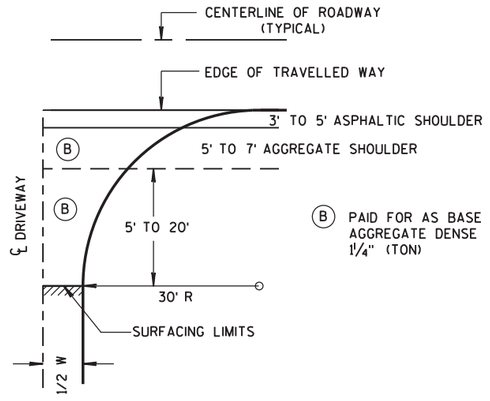
08D22-01	DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL
15C04-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C08-18A	LONGITUDINAL MARKING (MAINLINE)
15C12-06	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

6



PLAN VIEW
HALF SECTION

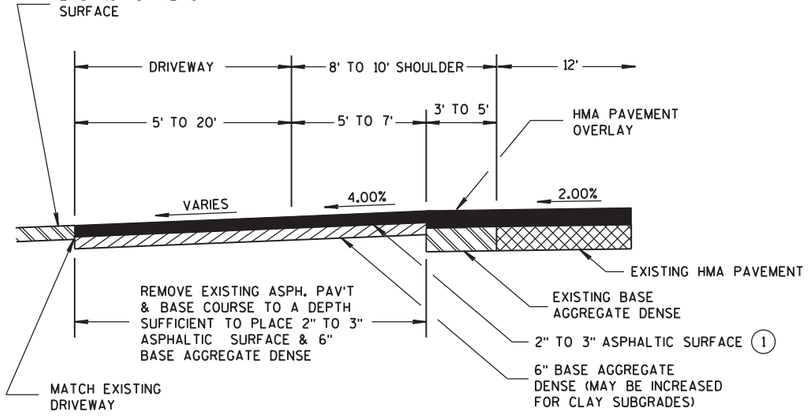
W MIN. = 16'
W MAX. = 24'



PLAN VIEW
HALF SECTION

GENERAL NOTES

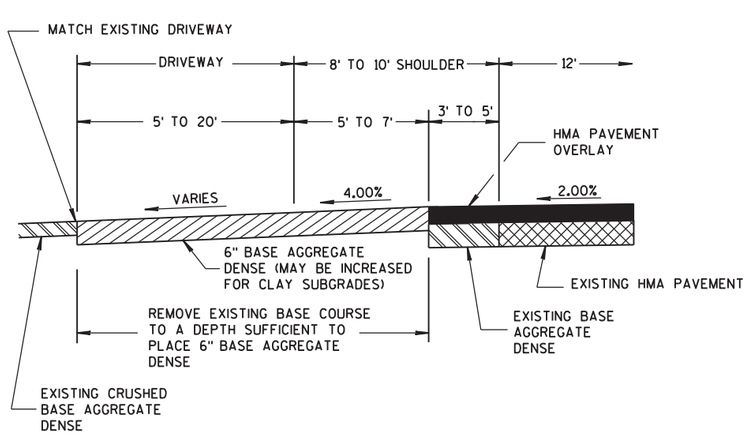
(1) DESIGN WILL DETERMINE FINAL DRIVEWAY ASPHALTIC THICKNESS BASED ON TYPE OF USAGE AND LOADINGS.



PROFILE VIEW

RURAL ENTRANCE WITH ASPHALTIC SURFACE

RESURFACING PROJECTS



PROFILE VIEW

RURAL ENTRANCE WITH AGGREGATE SURFACE

6" BASE AGGREGATE DENSE
RESURFACING PROJECTS

DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL

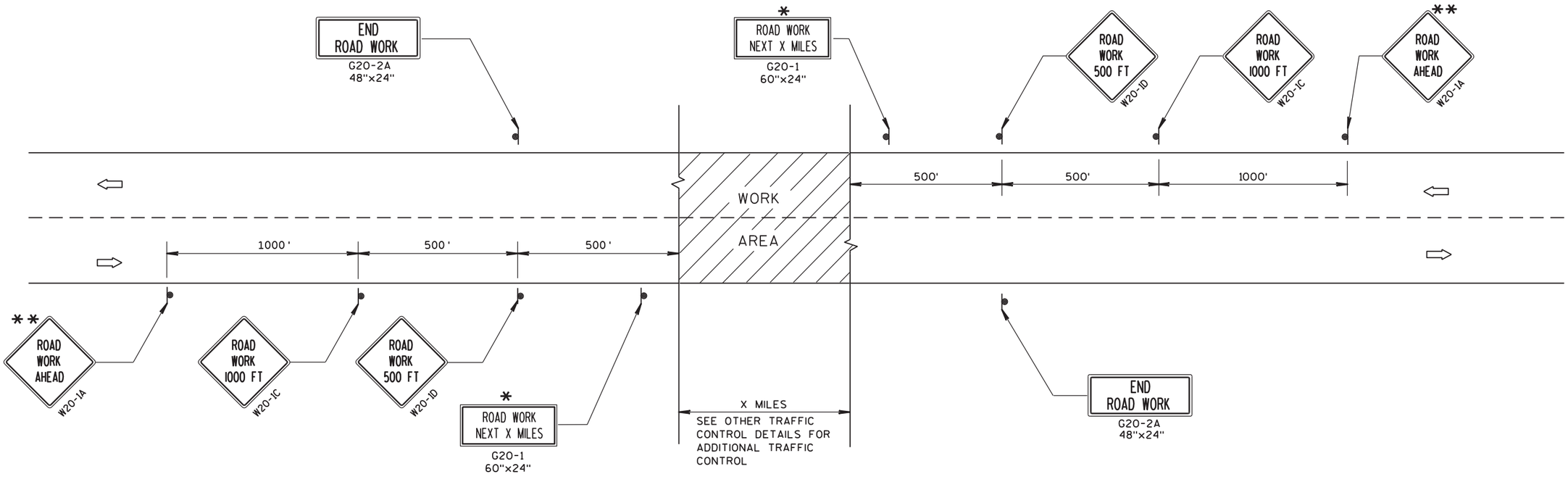
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December, 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERV
ENT
FHWA

6

S.D.D. 8 D 22-1

TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



GENERAL NOTES

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

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

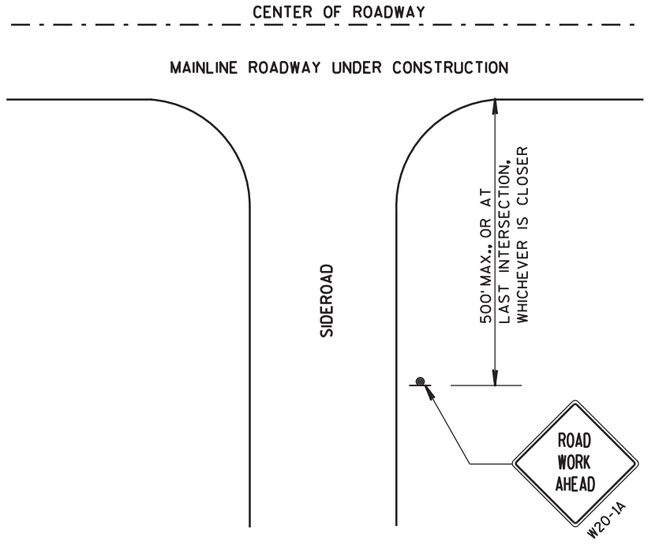
ALL SIGNS ARE 48"×48" UNLESS OTHERWISE NOTED.

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

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

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

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



LEGEND

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

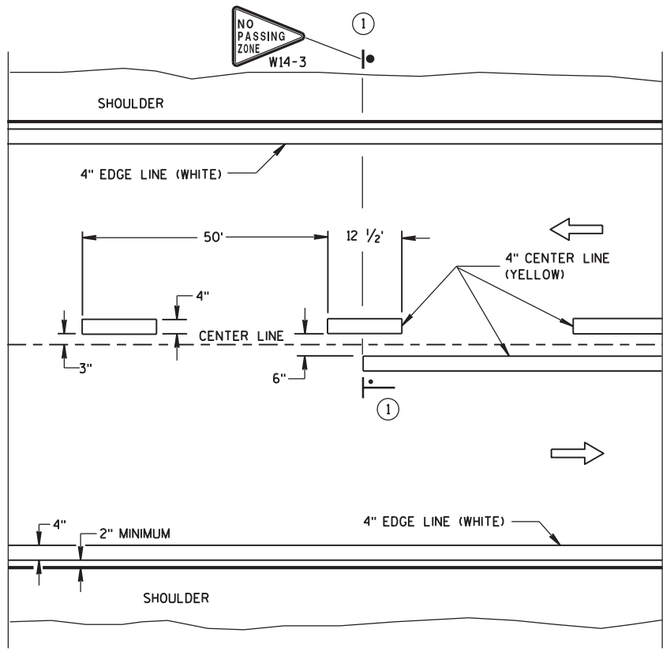
APPROVED

Sept. 2015	/S/ Peter Amakobe Atepe
DATE	STATEWIDE WORK ZONE SAFETY ENGINEER

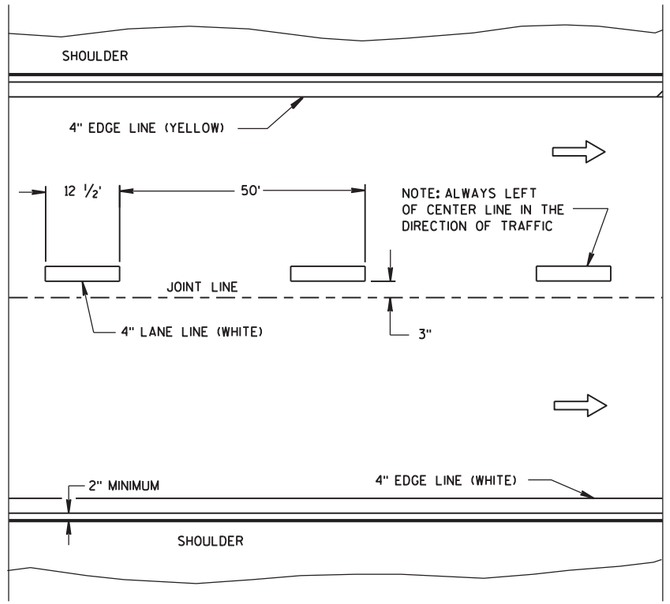
FHWA

6

S.D.D. 15 C 4-3



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

GENERAL NOTES

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

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

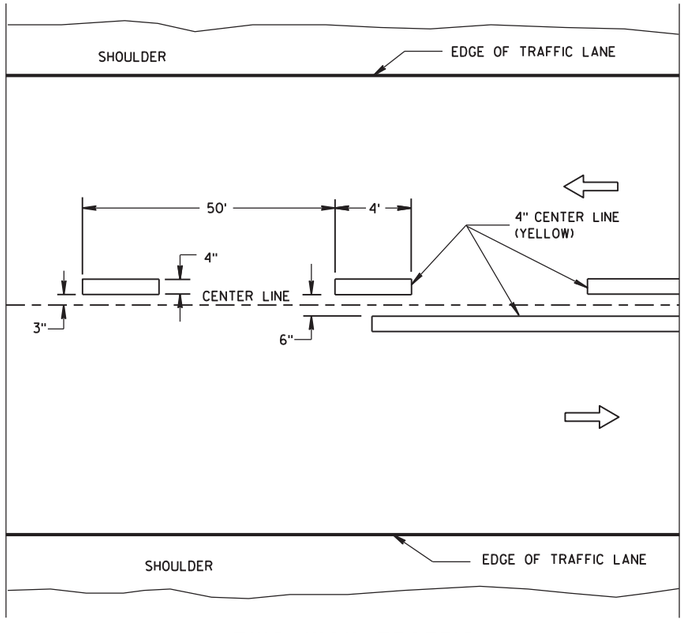
NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

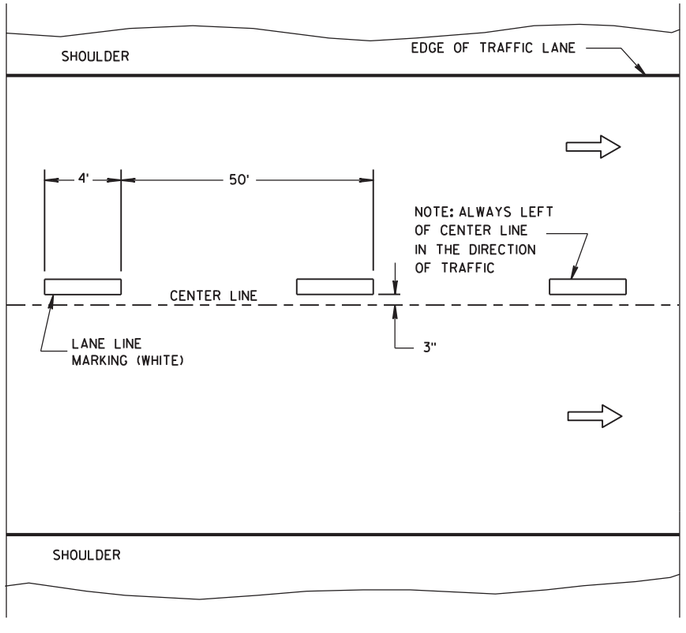
LEGEND

"T" MARKING

POST MOUNTED SIGN



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MAR[illegible]INEER
FHWA

6

S.D.D. 15 C 8-18a

LEGEND

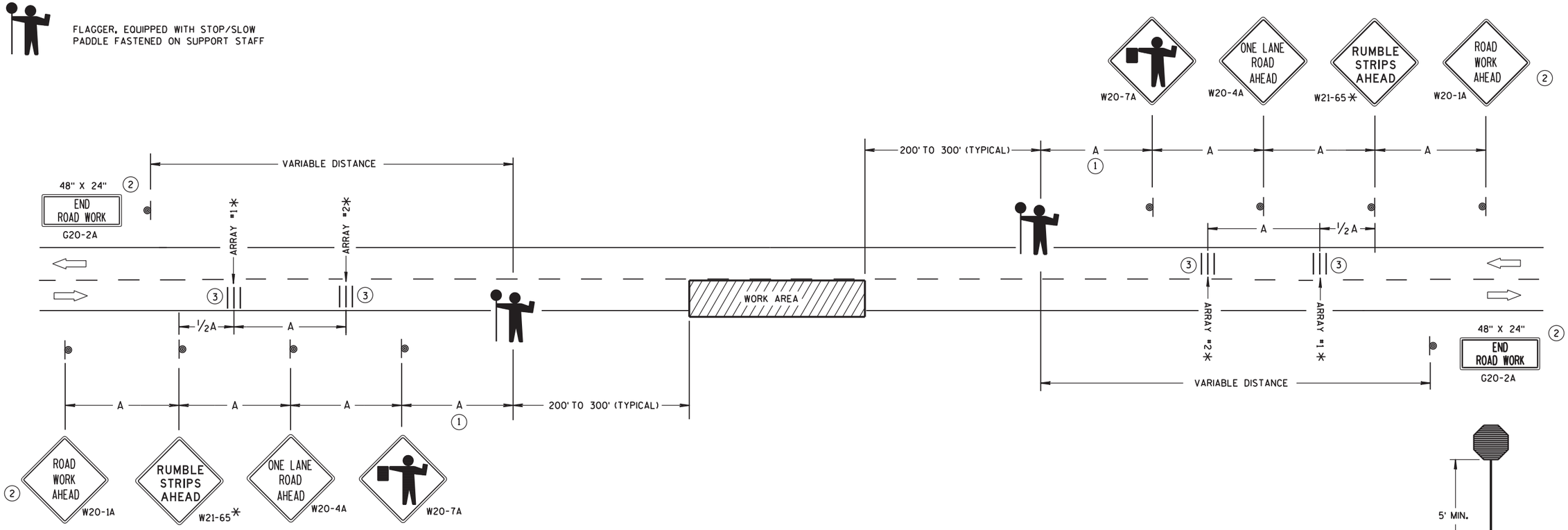
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

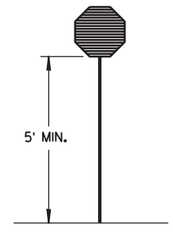
SPEED LIMIT	SPACING A
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

W03-4

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



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION



STOP/SLOW PADDLE ON SUPPORT STAFF

GENERAL NOTES

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

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

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

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

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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

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

* UTILIZE TEMPORARY RUMBLE STRIPS WHEN FLAGGING OPERATION IS ANTICIPATED TO BE STATIONARY IN EXCESS OF TWO HOURS.

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

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

(3) EACH TEMPORARY RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

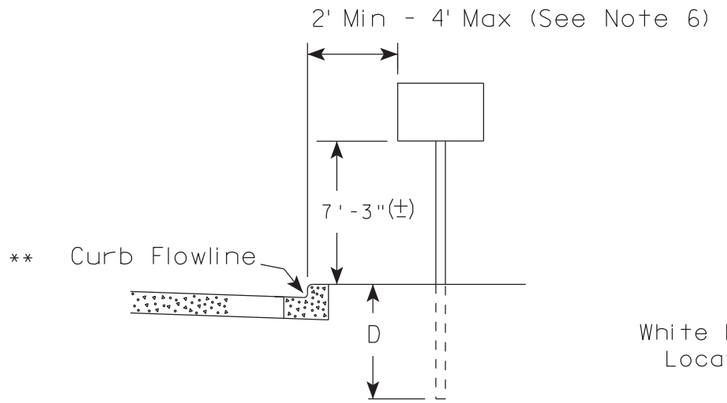
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENG
FHWA

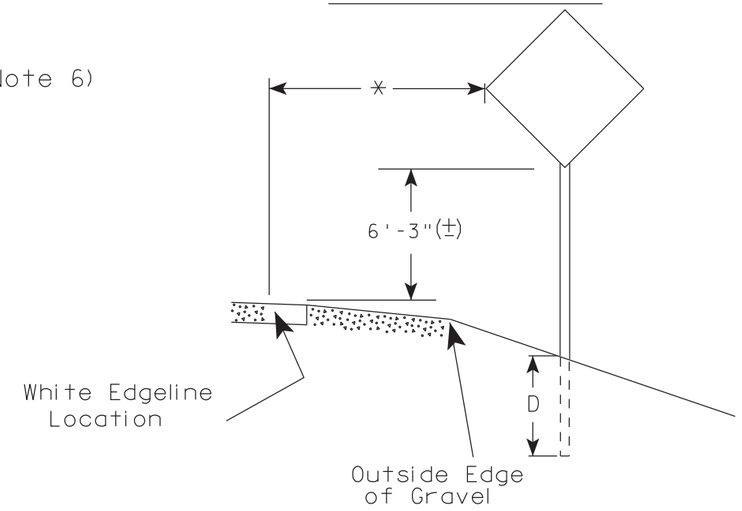
6

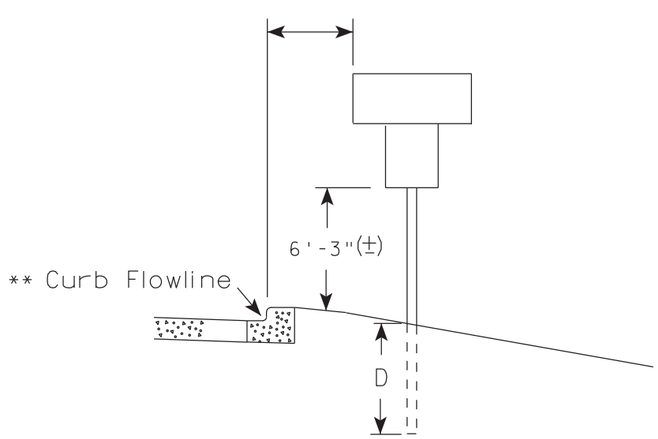
S.D.D. 15 C 12-6

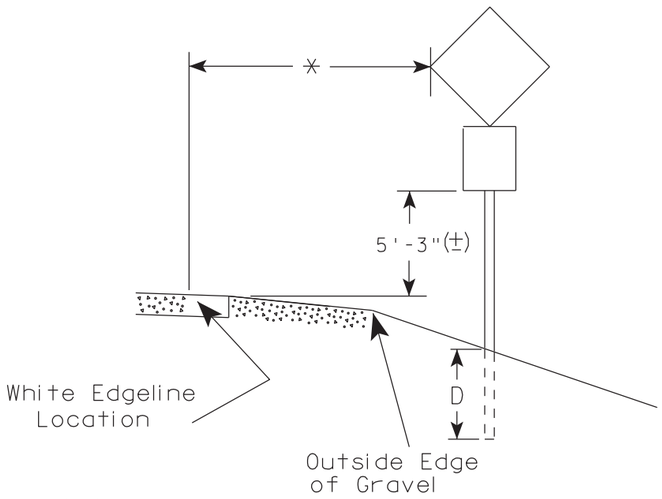
URBAN AREA



RURAL AREA (See Note 2)







GENERAL NOTES

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

POST EMBEDMENT DEPTH

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

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

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

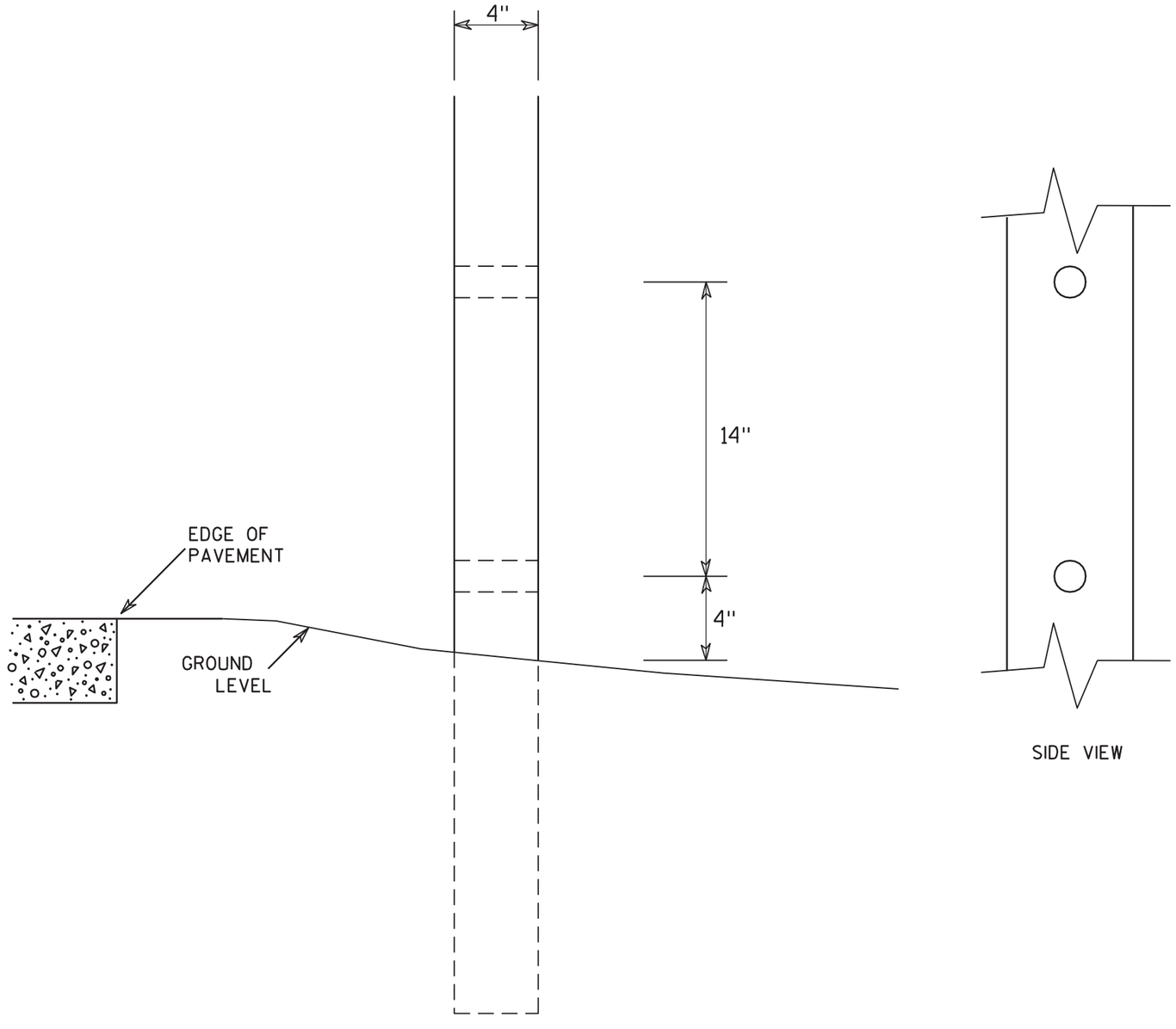
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

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

7

7

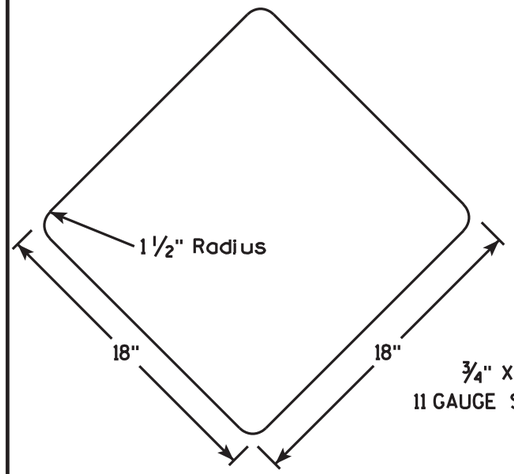
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

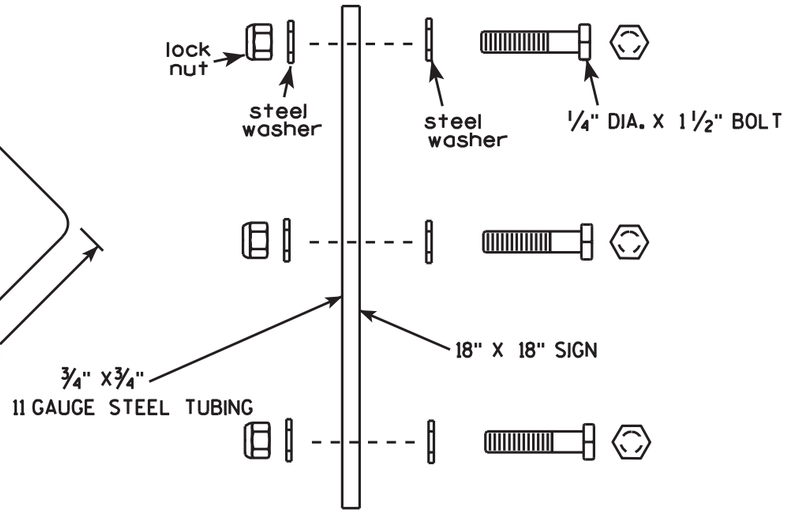
APPROVED Chester J Spang
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 30	E



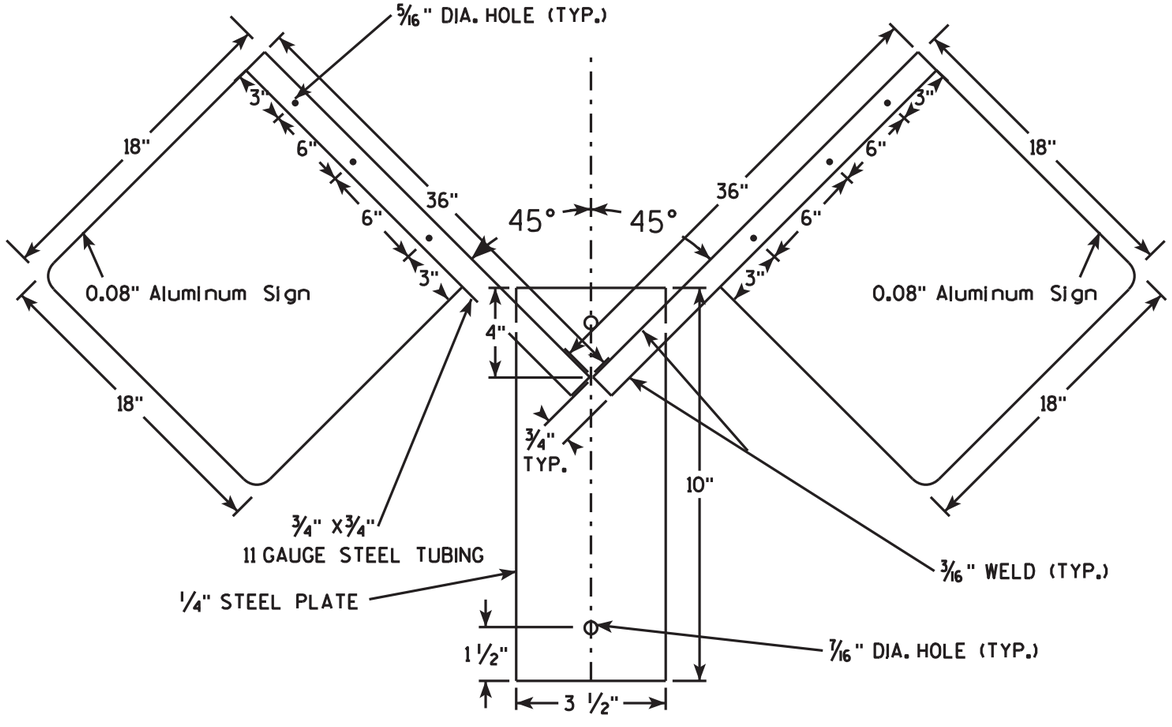
SIGN DETAIL



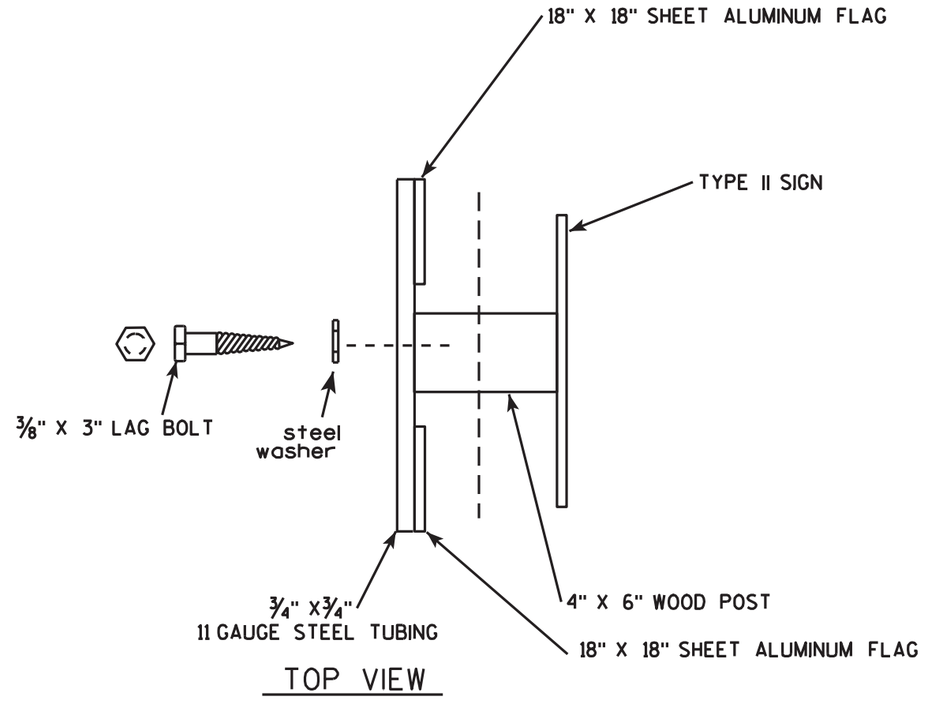
FLAG BOLTING PROCEDURE

GENERAL NOTES

1. ALL MATERIAL TO BE APPROVED BY ENGINEER BEFORE INSTALLATION.
2. SEE SIGN PLATE A4-8 FOR HARDWARE REQUIREMENTS.
3. SIGN IS TYPE II, TYPE F REFLECTIVE- REFERENCE WisDOT STANDARD. SPECIFICATION FOR HIGHWAY AND STRUCTURE CONSTRUCTION LATEST EDITION.
4. SIGN COLOR - ORANGE
5. SIGN CORNERS SHALL BE ROUNDED
6. BRACKET SHALL BE ENTIRELY PRIMED AND PAINTED WITH TWO COATS OF A BLACK POWDER COATED ENAMEL PAINT.



BACK VIEW



TOP VIEW

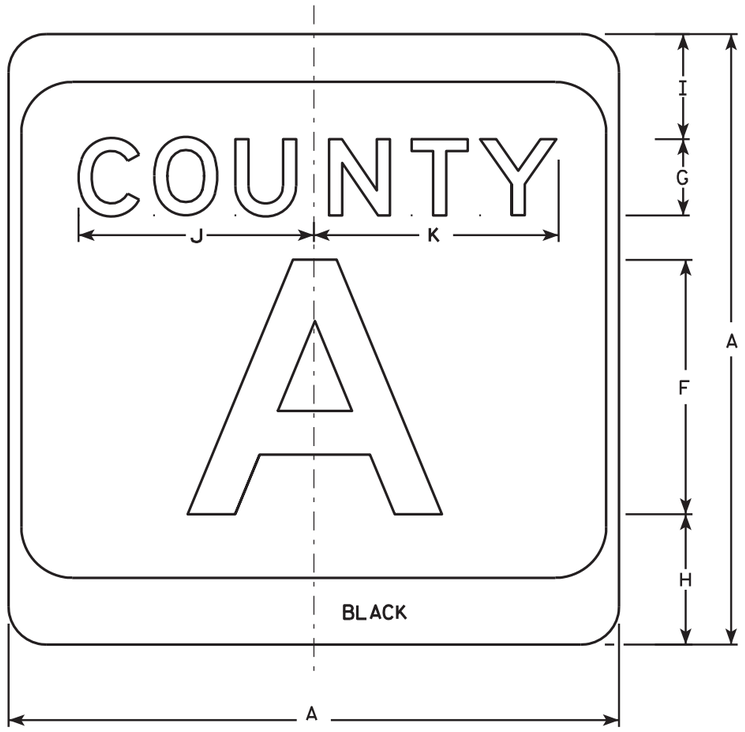
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGN FLAGS

WISCONSIN DEPT OF TRANSPORTATION

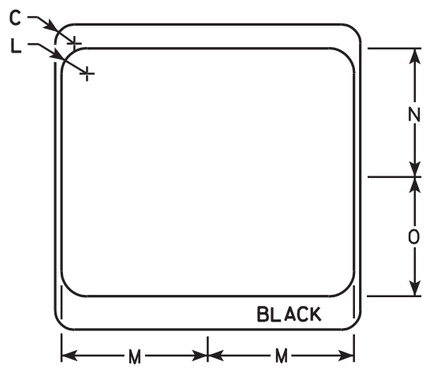
APPROVED Matthew R Rauch
for State Traffic Engineer

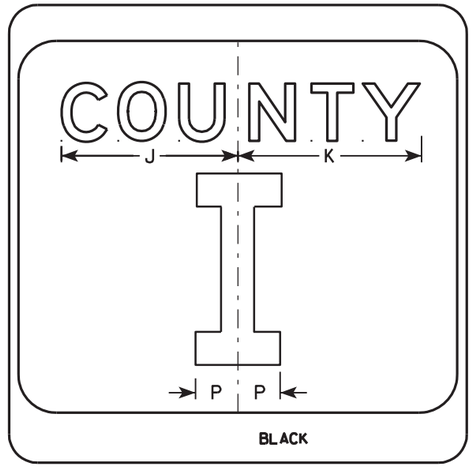
DATE 5/15/13 PLATE NO. A4-15.3

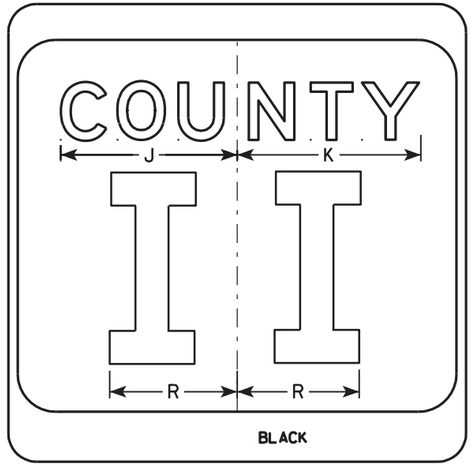
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 31	E



M1-5A







NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 7
   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. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

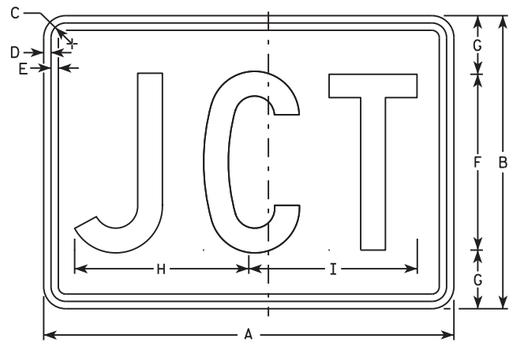
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 32	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\M15A.DGN PLOT DATE : 29-SEP-2011 11:25 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.959043:1.000000

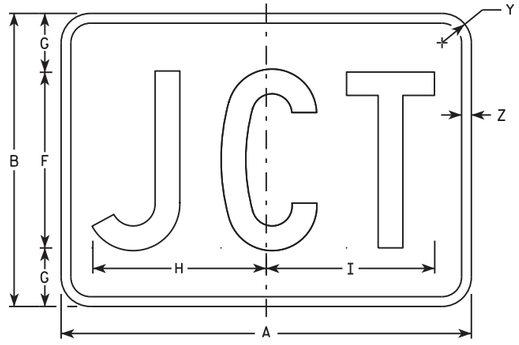
WISDOT/CADDS SHEET 42

7

7



M2-1
MM2-1
MP2-1



MB2-1
MK2-1
MN2-1
MR2-1

NOTES

1. Sign is 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. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MP2-1 Background - White
   Message - Blue
   MR2-1 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40

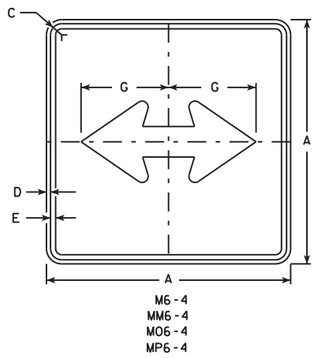
STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

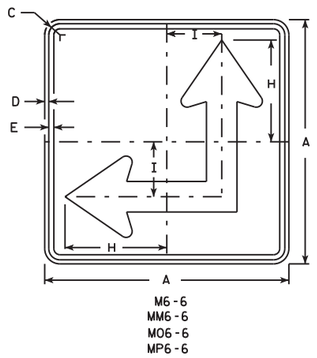
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE NO. M2-1.12

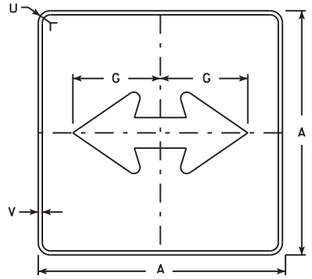
PROJECT NO:	HWY:	COUNTY:	SHEET NO:	E



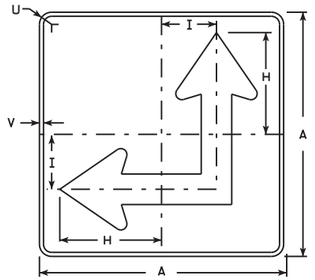
M6-4
MM6-4
MO6-4
MP6-4



M6-6
MM6-6
MO6-6
MP6-6



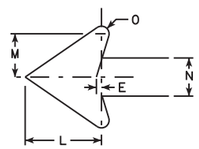
MB6-4
MK6-4
MN6-4
MR6-4



MB6-6
MK6-6
MN6-6
MR6-6

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. M6-4 and M6-6 Background - White
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White
   MK6-4 and MK6-6 Background - Green
   Message - White
   MM6-4 and MM6-6 Background - White
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White
   MO6-4 and MO6-6 Background - Orange - Type F Reflective
   Message - Black
   MP6-4 and MP6-6 Background - White
   Message - Blue
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow
5. M6-6R same as M6-6L except arrow points ahead and right.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25

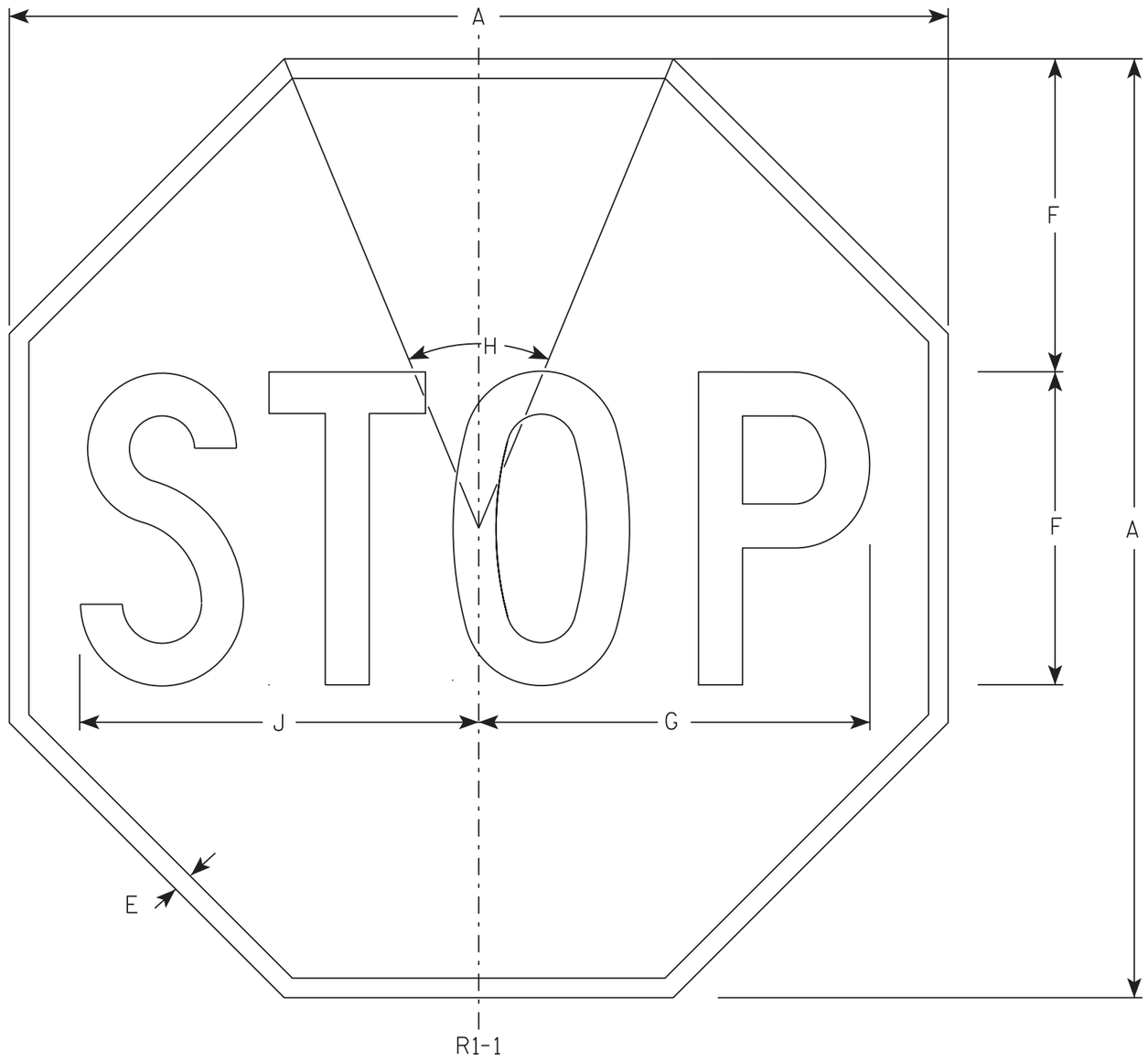
STANDARD SIGN
M6-4 & M6-6
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 10/15/15 PLATE NO. M6-4.10

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



NOTES

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

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

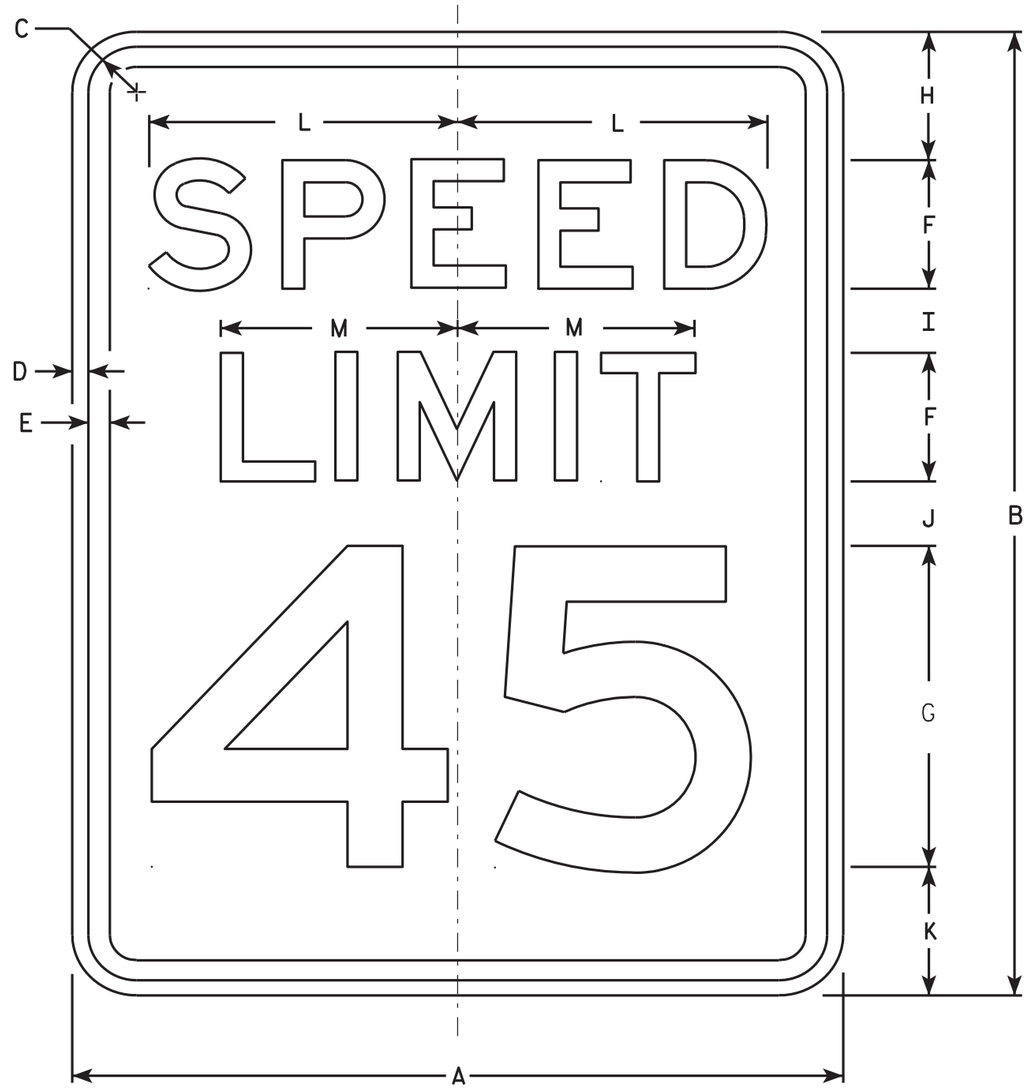
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 35	E



R2-1

NOTES

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

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

STANDARD SIGN
R2-1

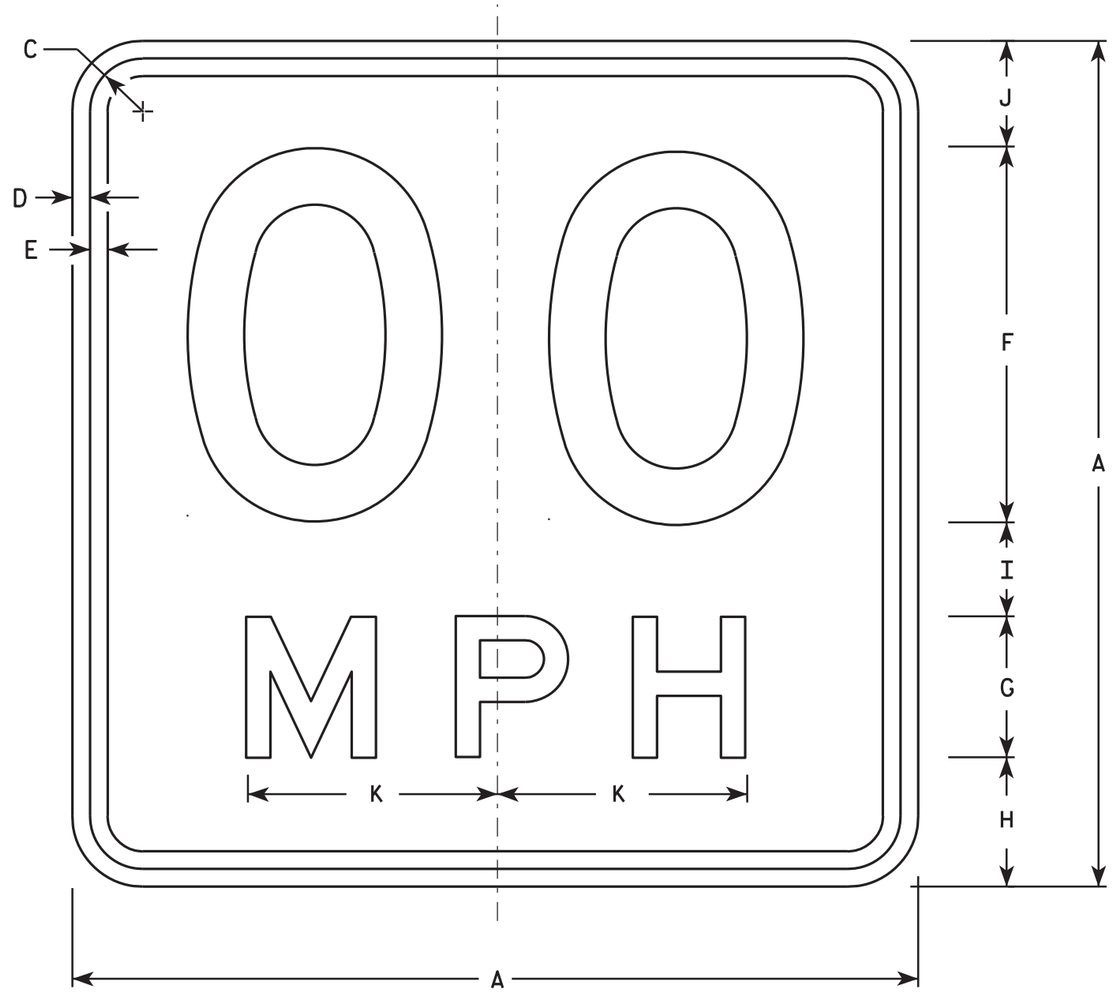
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 36 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R21.DGN PLOT DATE : 28-MAY-2010 08:32 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 4.717577:1.000000
WISDOT/CADDS SHEET 42



W13-1

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
	1	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2S	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2M	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
	3	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00
	4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
	5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

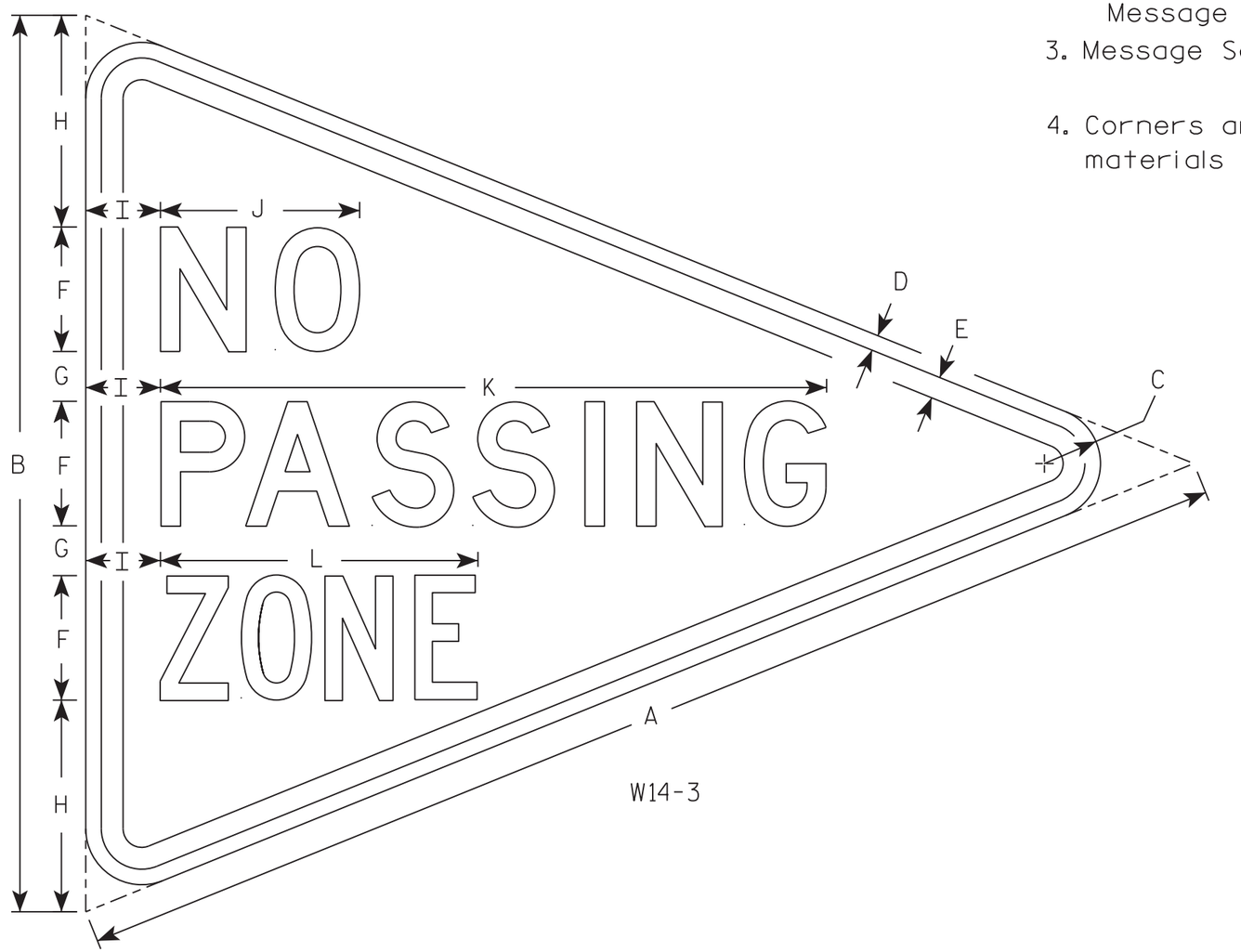
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/31/12 PLATE NO. W13-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 37 | E

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - Lines 1 and 2 are Series D.
   Line 3 is series C.
4. Corners and borders shall be rounded on all base materials for this sign.



W14-3

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															5.56
2M																											
3																											
4																											
5																											

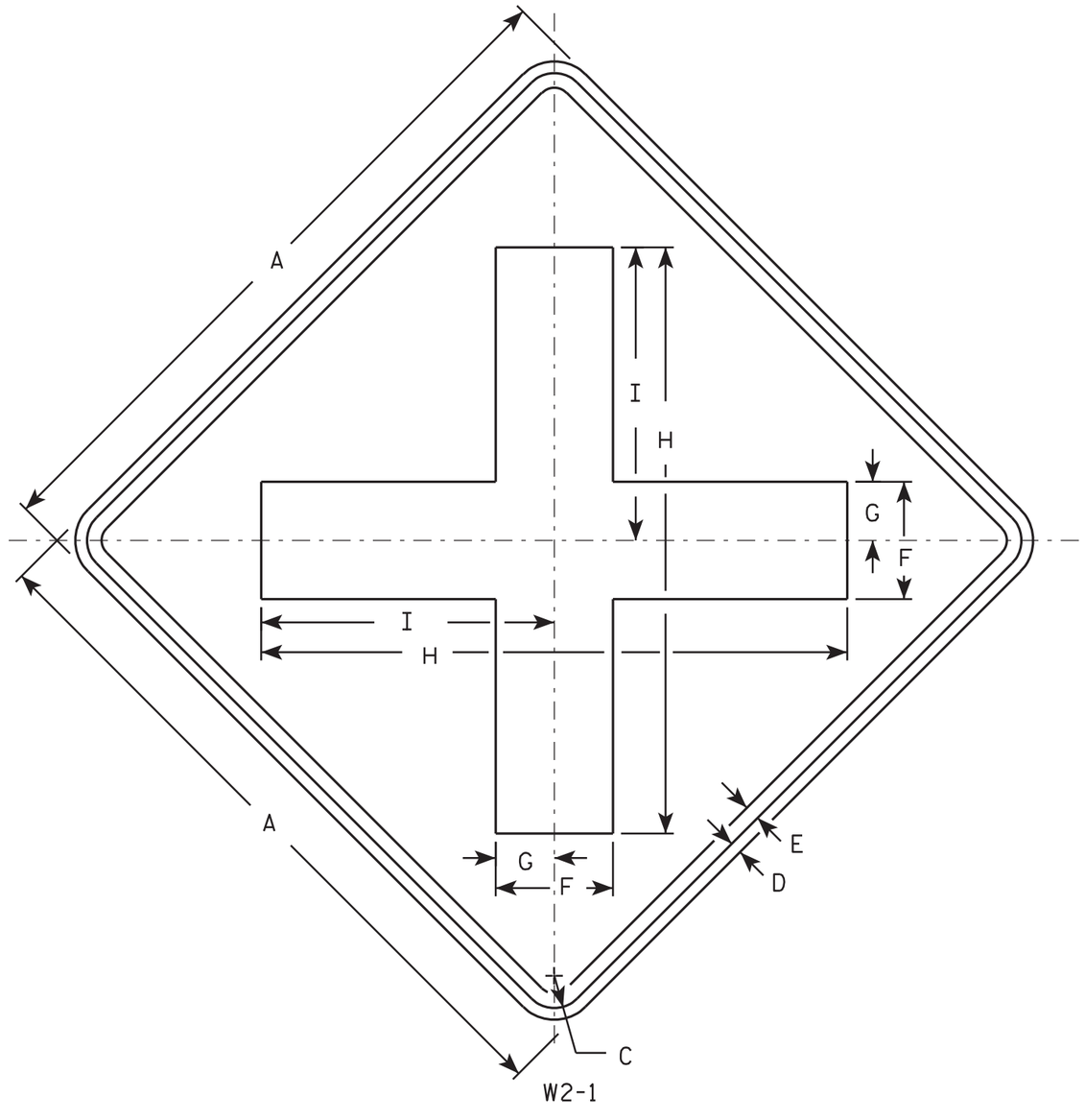
STANDARD SIGN
W14-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/17 PLATE NO. W14-3.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 38 | E



NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	4	2	20	10																		4.0
2S	30		1 3/8	1/2	5/8	5	2 1/2	25	12 1/2																		6.25
2M	30		1 3/8	1/2	5/8	5	2 1/2	25	12 1/2																		6.25
3	36		1 5/8	5/8	3/4	6	3	30	15																		9.0
4	48		2 1/4	3/4	1	8	4	40	20																		16.0
5																											

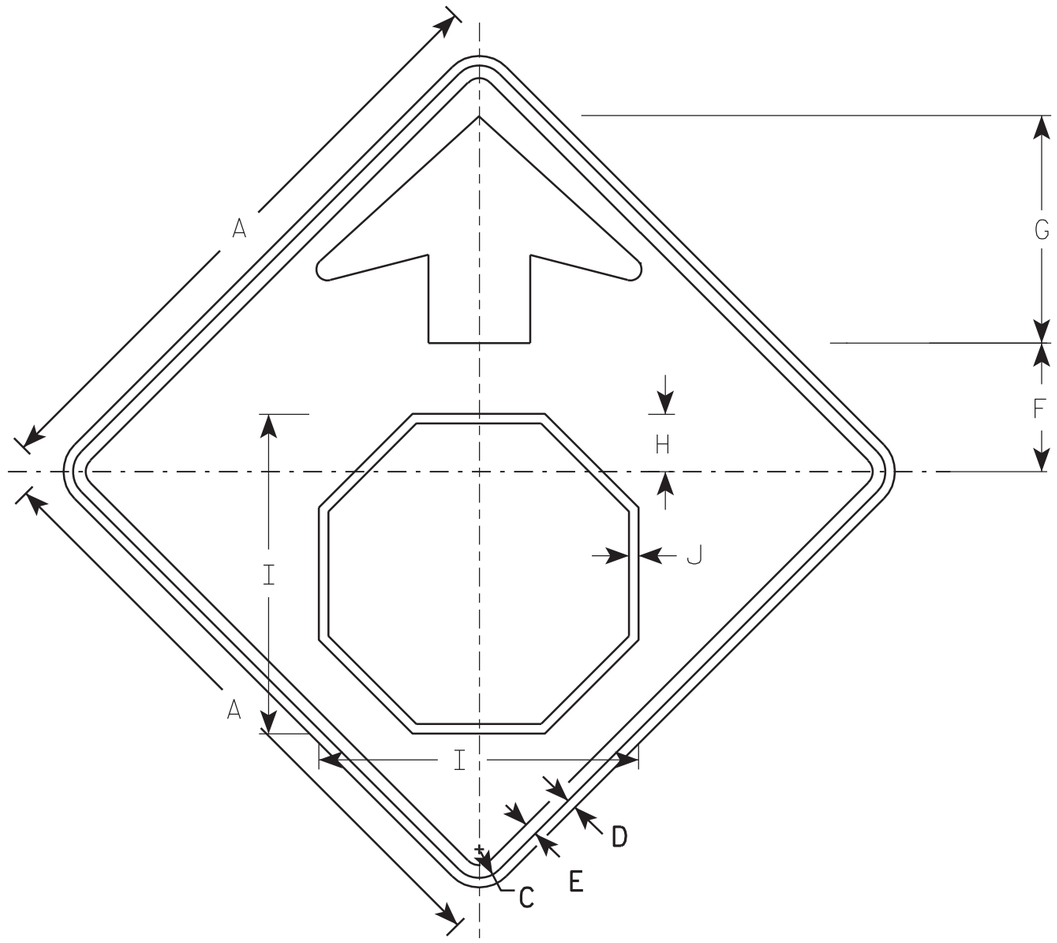
STANDARD SIGN
W2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W2-1.9

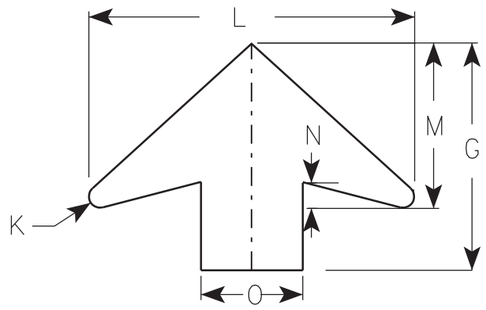
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 39	E



W3-1

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Arrow & Border - BLACK
   Stop Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	6 1/4	11 1/4	2 7/8	15 3/4	1/2	1/2	16	8	1 1/4	5												6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0

STANDARD SIGN
W3-1

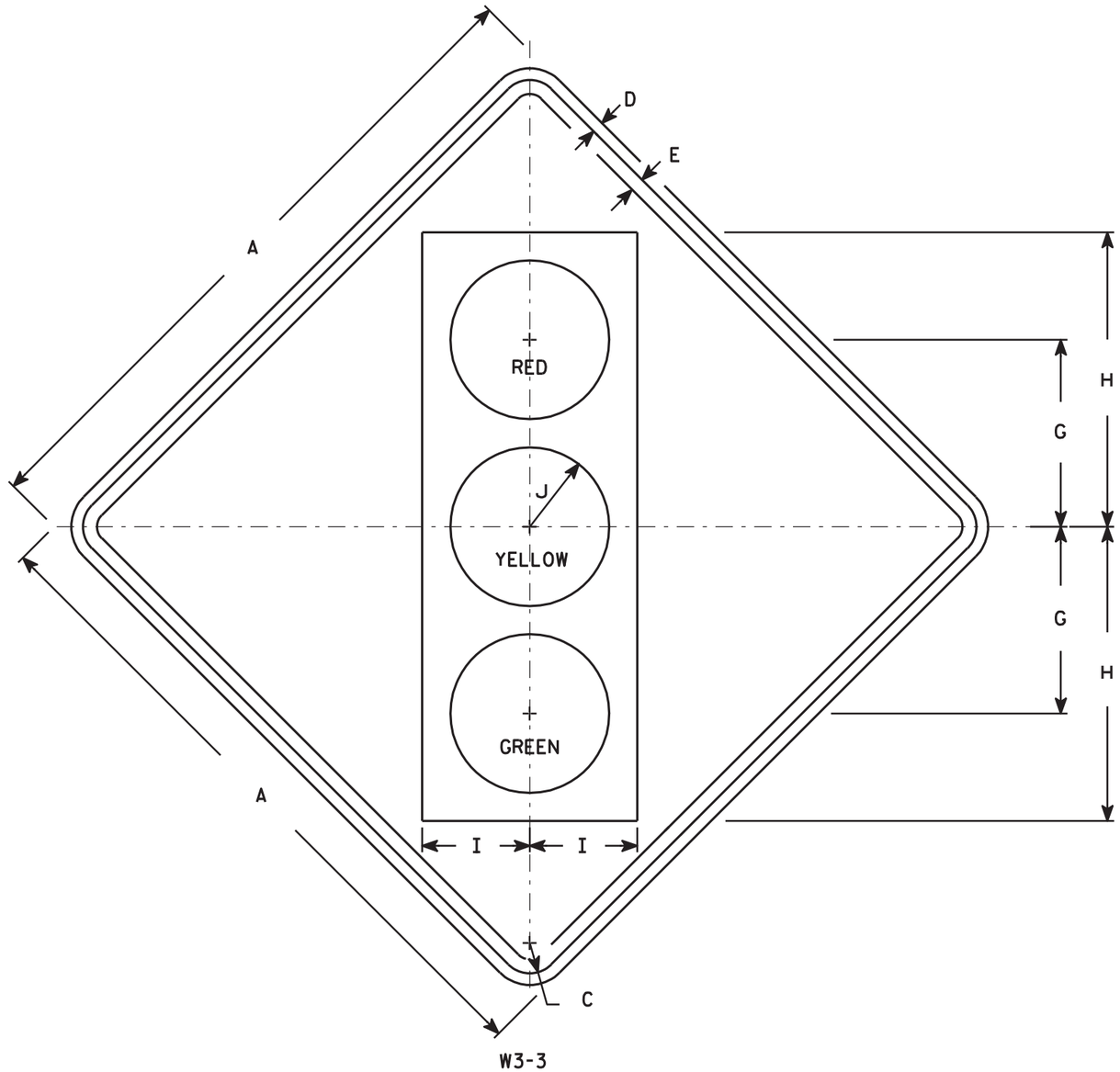
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-1.12

PROJECT NO:

SHEET NO: 40 E



W3-3

NOTES

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

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

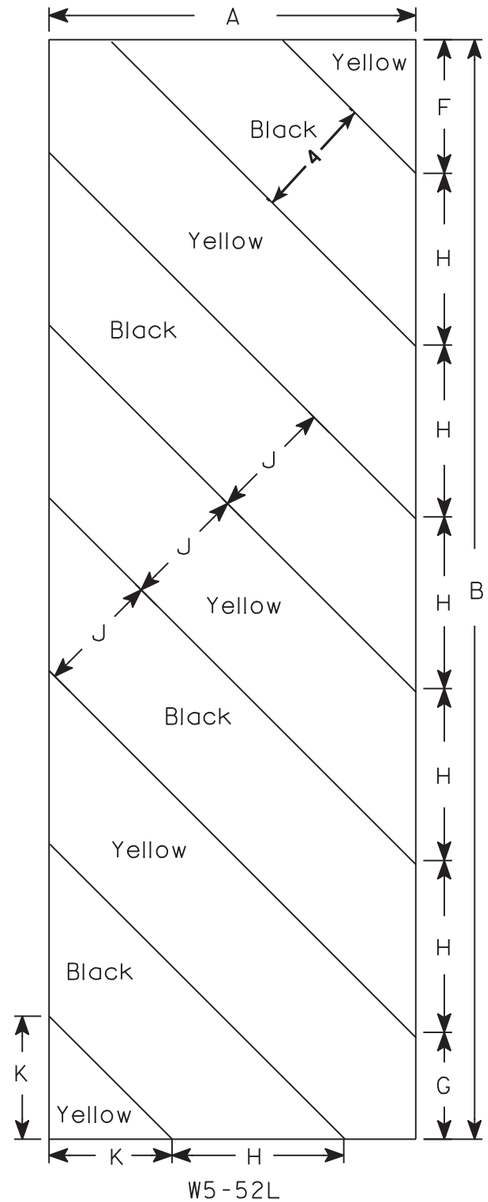
STANDARD SIGN
W3-3

WISCONSIN DEPT OF TRANSPORTATION

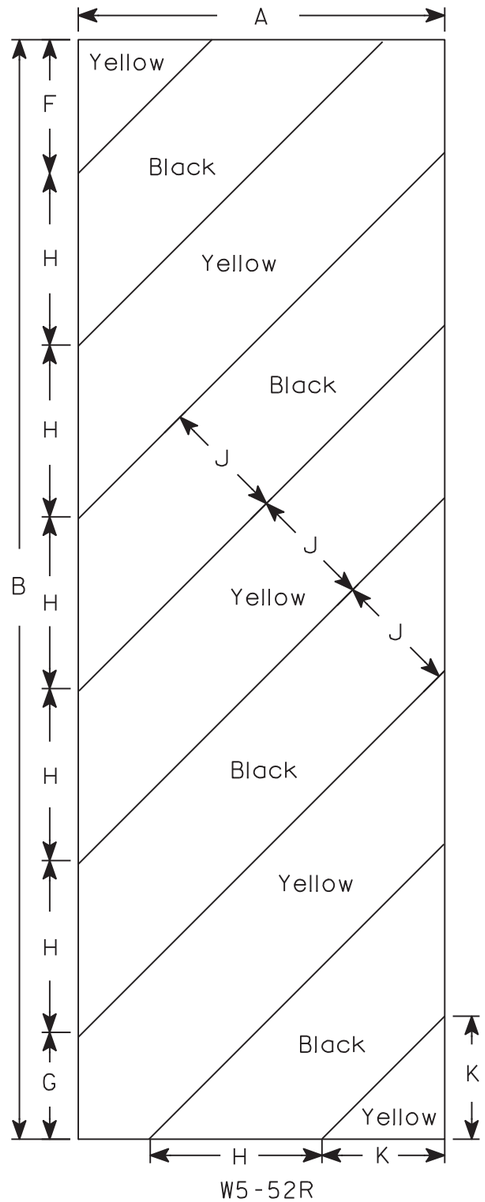
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 41	E



W5-52L



W5-52R

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
2M	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
3	18	54				6	5 1/2	8 1/2	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN

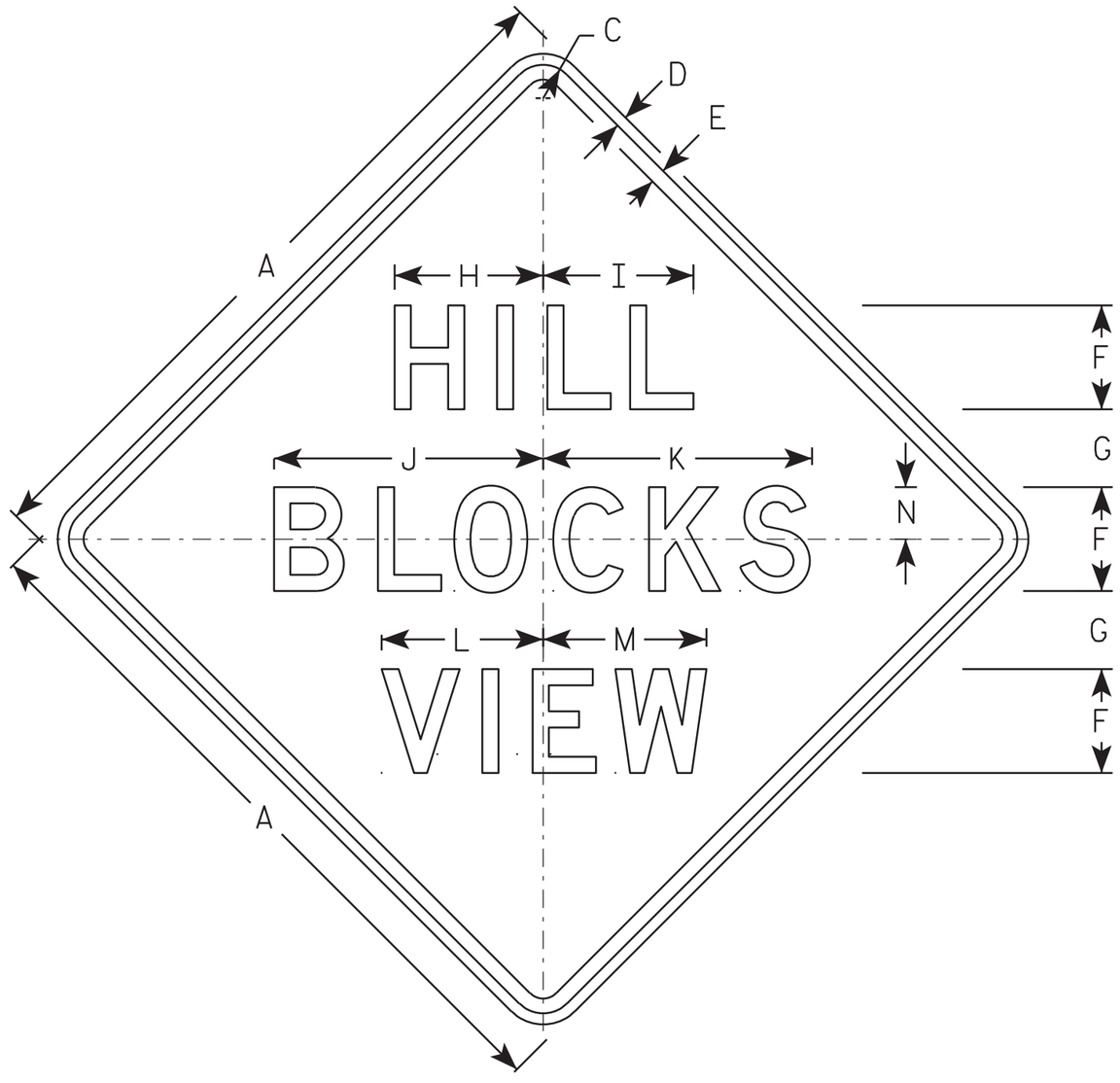
W5-52L & W5-52R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W5-52.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 42 | E



W7-6

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 1/8	1/2	5/8	5	3 3/4	6	8 3/8	12 7/8	13	7 7/8	7 3/4	2 1/2													6.25
2M	36		1 5/8	5/8	3/4	6	4 1/2	7 3/4	10 3/4	16	16 1/8	9 7/8	9 7/8	3													9.0
3	36		1 5/8	5/8	3/4	6	4 1/2	7 3/4	10 3/4	16	16 1/8	9 7/8	9 7/8	3													9.0
4	36		1 5/8	5/8	3/4	6	4 1/2	7 3/4	10 3/4	16	16 1/8	9 7/8	9 7/8	3													9.0
5	48		2 1/4	3/4	1	7	5 1/4	10	10 1/8	18 1/8	18 1/8	10 7/8	11	3 1/2													16.0

STANDARD SIGN
W7-6

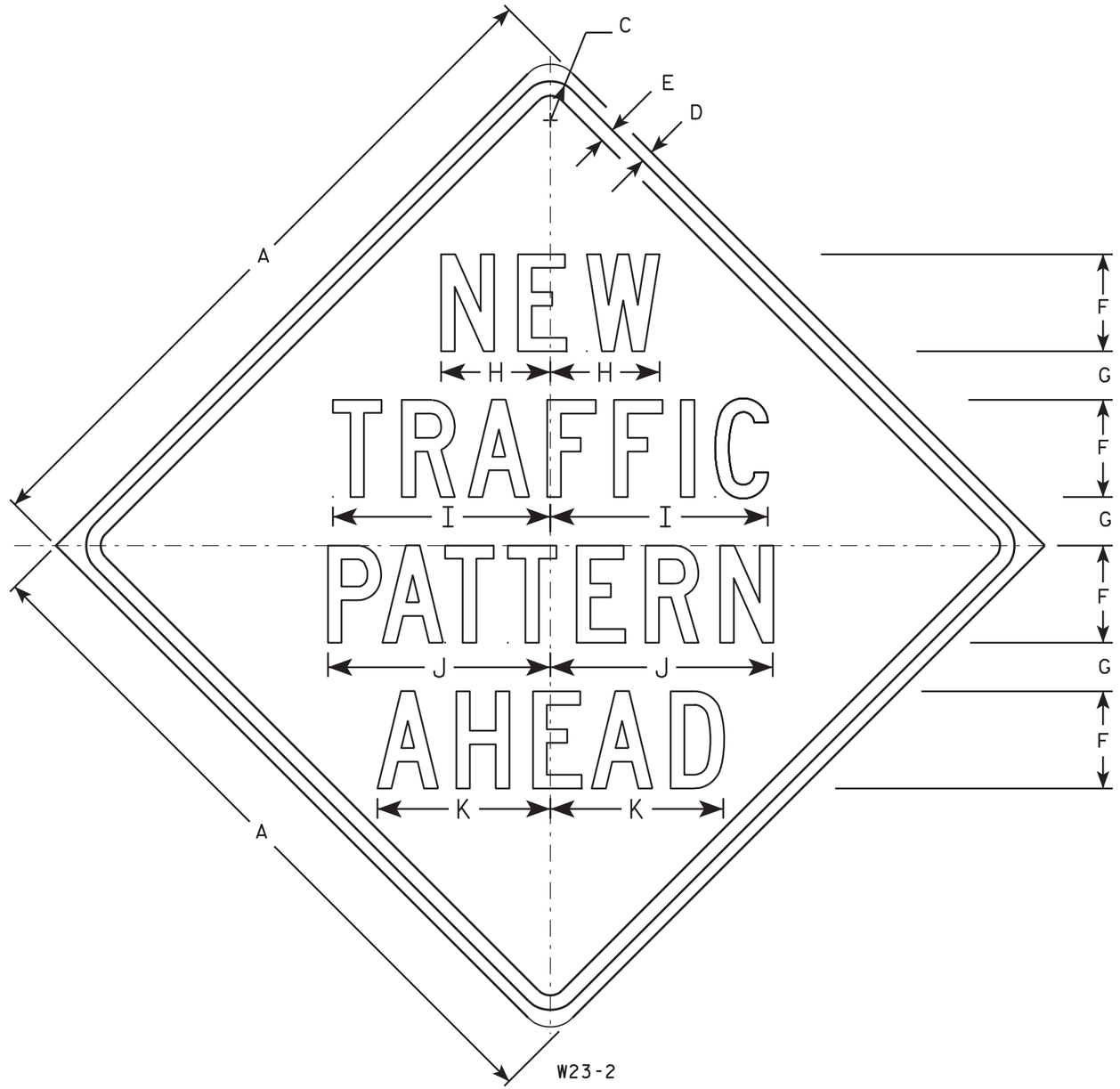
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W7-6.3

PROJECT NO:

SHEET NO: 43 E



NOTES

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

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

STANDARD SIGN
W23-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W23-2.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 44 | E

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

WKE

MAR 2018

PROJECT ID: 3765-04-70

WITH: 2818-00-73, 3723-01-70

COUNTY: KENOSHA COUNTY

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details
Section No.	3	Estimate of Quantities
Section No.	3	Miscellaneous Quantities
~~Section No.~~	~~4~~	~~Right of Way Plat~~
Section No.	5	Plan and Profile
Section No.	6	Standard Detail Drawings
Section No.	7	Sign Plates
~~Section No.~~	~~8~~	~~Structure Plans~~
~~Section No.~~	~~9~~	~~Computer Earthwork Data~~
~~Section No.~~	~~9~~	~~Cross Sections~~

TOTAL SHEETS = 108

25

N

DESIGN DESIGNATION 3765-04-70

A.A.D.T.	2018	=	4,410
A.A.D.T.	2038	=	580
D.H.V.		=	60
D.D.		=	50/50
T.		=	10.5%
DESIGN SPEED		=	55 MPH
ESALS		=	690,000

CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	ROCK
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	LABEL
EXISTING RIGHT OF WAY		GRADE ELEVATION	95.36
PROPOSED OR NEW R/W LINE		CULVERT (Profile View)	
SLOPE INTERCEPT		UTILITIES	
REFERENCE LINE	300'E 8'	ELECTRIC	E
EXISTING CULVERT		FIBER OPTIC	FO
PROPOSED CULVERT (Box or Pipe)		GAS	G
COMBUSTIBLE FLUIDS	CAUTION	SANITARY SEWER	SAN
		STORM SEWER	SS
		TELEPHONE	T
MARSH AREA		WATER	W
		UTILITY PEDESTAL	
WOODED OR SHRUB AREA		POWER POLE	
		TELEPHONE POLE	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

7TH ST, TOWN OF SOMERS

IH 41 E FRONTAGE RD TO CTH H

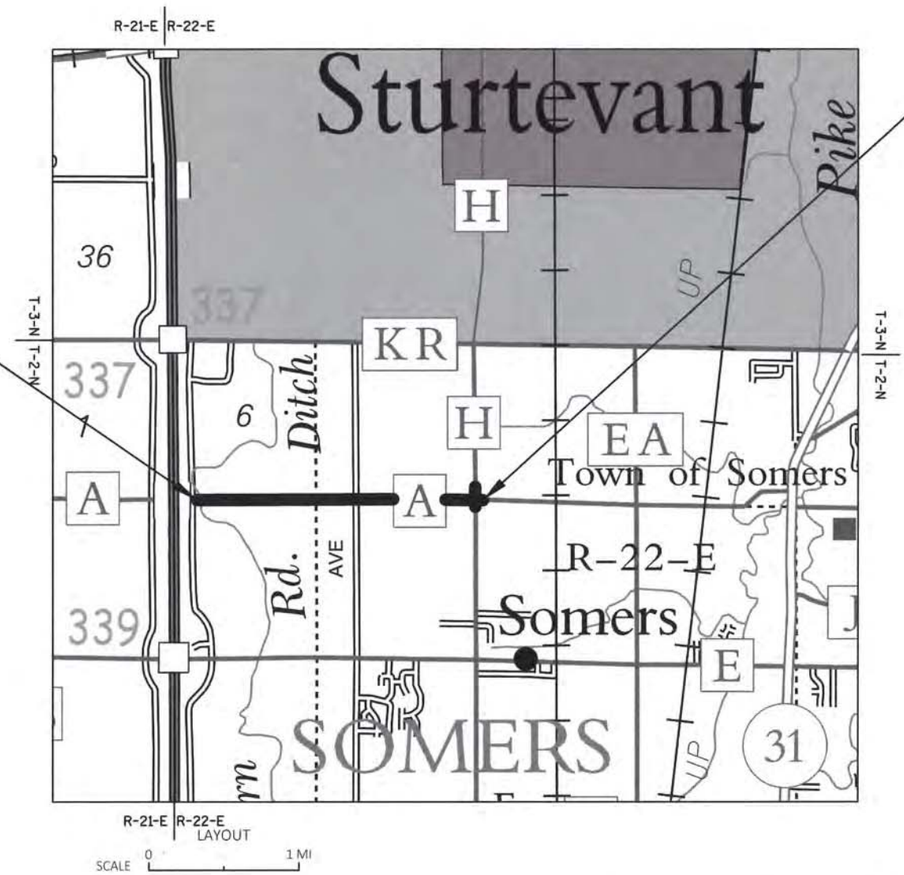
CTH A
KENOSHA COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
3765-04-70	WISC 2018204	1

STATE PROJECT NUMBER
3765-04-70

BEGIN PROJECT 3765-04-70
STA 14+18
Y = 159,738.02
X = 594,907.02

END PROJECT
STA 109+69.55



TOTAL NET LENGTH OF CENTERLINE = 1.809 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, KENOSHA COUNTY, NAD83 (1997), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ORIGINAL PLANS PREPARED BY

DAAR ENGINEERING, INC.
www.daarcorp.com
Milwaukee, WI 53202
414-336-0847

WISCONSIN
TODD D. BECKER
E-32651
OOLGATE, WI
PROFESSIONAL ENGINEER

12/21/2017 (Date)

(Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	DAAR ENGINEERING, INC.
Designer	DAAR ENGINEERING, INC.
Project Manager	FRANK PRITZLAFF
Regional Examiner	
Regional Supervisor	MANOJOY NAG

APPROVED FOR THE DEPARTMENT

DATE: 12-21-17 (Signature)

E

FILE NAME : J:\ACTIVE\SE\3723-01-00_3765-04-00 CTH H_CTH A\C3D\37230100\SHEETSPLAN\37650400-CTH A\010101-TI.DWG

PLOT DATE : 12/19/2017 1:41 PM

PLOT BY : GREG BUBOLZ

PLOT NAME :

2

STANDARD ABBREVIATIONS

AC	ACRE
ADJ	ADJUST
AH	AHEAD
ASPH	ASPHALT
AVG	AVERAGE
ADT	AVERAGE DAILY TRAFFIC
AMC	ADJUSTING MANHOLE COVER
ASMC	ADJUSTING SANITARY MANHOLE COVER
AWV	ADJUSTING WATER VALVE
BK	BACK
BAD	BASE AGGREGATE DENSE
BM	BENCHMARK
BMP	BEST MANAGEMENT PRACTICE
CB	CATCH BASIN
C/L	CENTER LINE
Δ	CENTRAL ANGLE OR DELTA
CIR	CIRCULAR
CL	CLASS
CONC	CONCRETE
CONST	CONSTRUCTION
CABC	CRUSHED AGGREGATE BASE SOURSE
CE	COMMERCIAL ENTRANCE
CFS	CUBIC FEET PER SECOND
CY	CUBIC YARD
C&G	CURB AND GUTTER
D	DEGREE OF CURVE
DHV	DESIGN HOUR VOLUME
DIA	DIAMETER
DD	DIRECTIONAL DISTRIBUTION
DWY	DRIVEWAY
E	EAST
X	EAST GROUND COORDINATE
EB	EASTBOUND
EL	ELEVATION
ESALS	EQUIVALENT SINGLE AXLE LOADS
EXC	EXCAVATION
EBS	EXCAVATION BEYOND SUBGRADE
EX	EXISTING
FPS	FEET PER SECOND
FERT	FERTILIZE
FL	FLOWLINE
FT	FOOT
HES	HIGH EARLY STRENGTH
HP	HIGH POINT
HMA	HOT MIX ASPHALT
CWT	HUNDREDWEIGHT
HYD	HYDRANT
INL	INLET
IC	INLET COVERS TYPE H
IS	INLTES 2X3 AND INLET COVERS TYPE H
ID	INSIDE DIAMETER
I	INTERSECTION ANGLE
INV	INVERT
IP	IRON PIPE OR PIN
LT	LEFT
LP	LOW POINT
LS	LUMP SUM
MH	MANHOLE
MAX	MAXIMUM
MGAL	MEGAGALLON
MPH	MILES PER HOUR
MIN	MINIMUM
MON	MONUMENT
NC	NORMAL CROWN
N	NORTH
NTS	NOT TO SCALE
Y	NORTH GRID COORDINATE
NB	NORTHBOUND
NO	NUMBER
OD	OUTSIDE DIAMETER
PAVT	PAVEMENT
PLE	PERMANENT LIMITED EASEMENT
PT	POINT
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENCY
PVC	POLYVINYL CHLORIDE
PCC	PORTLAND CEMENT CONCRETE
LB	POUND
PSF	POUNDS PER SQUARE FOOT
PSI	POUNDS PER SQUARE INCH
PE	PRIVATE ENTRANCE
PGL	PROFILE GRADE LINE
PL	PROPERTY LINE
R	RADIUS
R	RANGE
R/L	REFERENCE LINE
REINF	REINFORCING OR REINFORCEMENT
REQD	REQUIRED
RT	RIGHT
R/W	RIGHT-OF-WAY
RD	ROAD
RDWY	ROADWAY
SEC	SECTION
SHLDR	SHOULDER
S	SOUTH
SB	SOUTHBOUND
SCH	SCHEDULE
SQ	SQUARE
SF	SQUARE FEET
SW	SIDEWALK
SY	SQUARE YARD
SDD	STANDARD DETAIL DRAWINGS
STH	STATE TRUNK HIGHWAYS
STA	STATION
SS	STORM SEWER
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
ST	STREET
STR	STRUCTURE OR STRUCTURAL
SE	SUPERELEVATION
T	TANGENT
TEMP	TEMPORARY
TI	TEMPORARY INTEREST
TLE	TEMPORARY LIMITED EASEMENT
T	TOWN
T%	TRUCKS (PERCENT OF)
TYP	TYPICAL
VAR	VARIABLE
VERT	VERTICAL
V	DESIGN SPEED
VOL	VOLUME
WM	WATERMAIN
WV	WATER VALVE
W	WEST
WB	WESTBOUND
YD	YARD

GENERAL NOTES

1 THE LOCATIONS OF EXISITNG AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLAN ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.

2 DIMENSIONS GIVEN FOR EXISTING FEATURES SHALL BE CONSIDERED AS APPROXIMATE AND MEASURED IN FIELD FOR MATCHING PURPOSES.

3 THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY LOCAL MUNICIPALITY OR PUBLIC AGENCY WHICH IS NOT A MEMBER OF DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

4 A SAWED JOINT IS REQUIRED WHERE NEW PAVEMENT MEETS EXISTING PAVEMENT.

5 NO TREES OR SHRUBS SHALL BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

6 TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. NO WORK MAY BEGIN UNTIL PROPER TRAFFIC CONTROL DEVICES ARE PLACED AND APPROVED BY THE ENGINEER. NO DEVICES ARE TO BE PLACED WITHIN CPRR R/W.

7 RE-TOPSOIL OF GRADED AREAS, AS DESIGNATED BY THE ENGINEER, IMMEDIATELY AFTER GRADING IS COMPLETED WITHIN THOSE AREAS. SEED, FERTILIZE, AND MULCH/EROSION MAT TOP-SOILED AREAS, AS DESIGNATED BY THE ENGINEER, WITHIN FIVE (5) CALENDAR DAYS AFTER PLACEMENT OF TOPSOIL. IF GRADED AREAS ARE LEFT EXPOSED MORE THAN FOURTEEN (14) CLAENDAR DAYS, SEED THOSE AREAS WITH TEMPORARY SEED.

8 EROSION CONTROL DEVICES ARE AT SUGGESTED LOCATIONS. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S "ECIP" AND BY THE ENGINEER. EROSION CONTROL DEVICES SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR UNTIL THE ENGINEER DETERMINES THAT THE DEVICE IS NO LONGER REQUIRED.

9 THE LIMITS OF DRIVEWAY REMOVALS ARE APPROXIMATE. FINAL LOCATIONS TO BE DETERMINED BY THE ENGINEER.

10 SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

11 THE EXACT LOCATION OF PRIVATE ENTRANCES AND DRIVEWAYS IS TO BE DETERMINED BY THE ENGINEER.

12 HMA PAVEMENT SHALL PE CONSTRUCTED WITH THE FOLLOWING LAYERS AND GRADATIONS:

PAVEMENT DEPTH	LAYERS
8 1/4"	1 3/4" 4 LT 58-28 S - UPPER LAYER 3 1/4" 3 LT 58-28 S - MIDDLE LAYER 3 1/4" 3 LT 58-28 S - LOWER LAYER

13 CONTRACTOR MUST CONTACT THE PROJECT ENGINEER AND SEWRPC, AT LEAST TWO WEEKS PRIOR TO WORK NEAR ANY PUBLIC SURVEY MONUMENT.

ORDER OF DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS

2

UTILITIY CONTACTS

CHARTER COMMUNICATIONS - COMMUNICATION LINE
STEVEN CRAMER
1320 N DR MARTIN LUTHER KING JR DR.
MILWAUKEE, WI 53212-4002
(414) 277-4045
wis.engineering@charter.com

AT&T WISCONSIN - COMMUNICATION LINE
MARK EDER
2005 PEWAUKEE RD.
WAUKESHA, WI 53188-2443
(262) 896-7434
me1754@att.com

WE ENERGIES - GAS/PETROLEUM
NICOLE SMULLEN
A299
333 W EVERETT ST.
MILWAUKEE, WI 53203
(414) 221-5617
Nicole.Smullen@wecenergygroup.com

WE ENERGIES - ELECTRICITY
NICOLE SMULLEN
A299
333 W EVERETT ST.
MILWAUKEE, WI 53203
(414) 221-5617
Nicole.Smullen@wecenergygroup.com

WISDOT CONTACTS

WISDOT PROJECT MANAGER
FRANK PRITZLAFF, P.E.
141 NW BARSTOW ST.
WAUKESHA, WI 53187
(262) 548-5683
frank.pritzlaff@dot.wi.gov

WISDOT - SIGNALS
DERRIN WOLFORD
141 NW BARSTOW ST.
WAUKESHA, WI 53187
(262) 521-4409
derrin.wolford@dot.wi.gov

WDNR CONTACT

KRISTINA BETZOLD
WISCONSIN DEPARTMENT OF NATURAL RESOURCES
2300 N DR. MARTIN LUTHER KING DR.
MILWAUKEE, WI 53212
(414) 507-4946
kristina.betzold@wisconsin.gov

KENOSHA COUNTY CONTACT

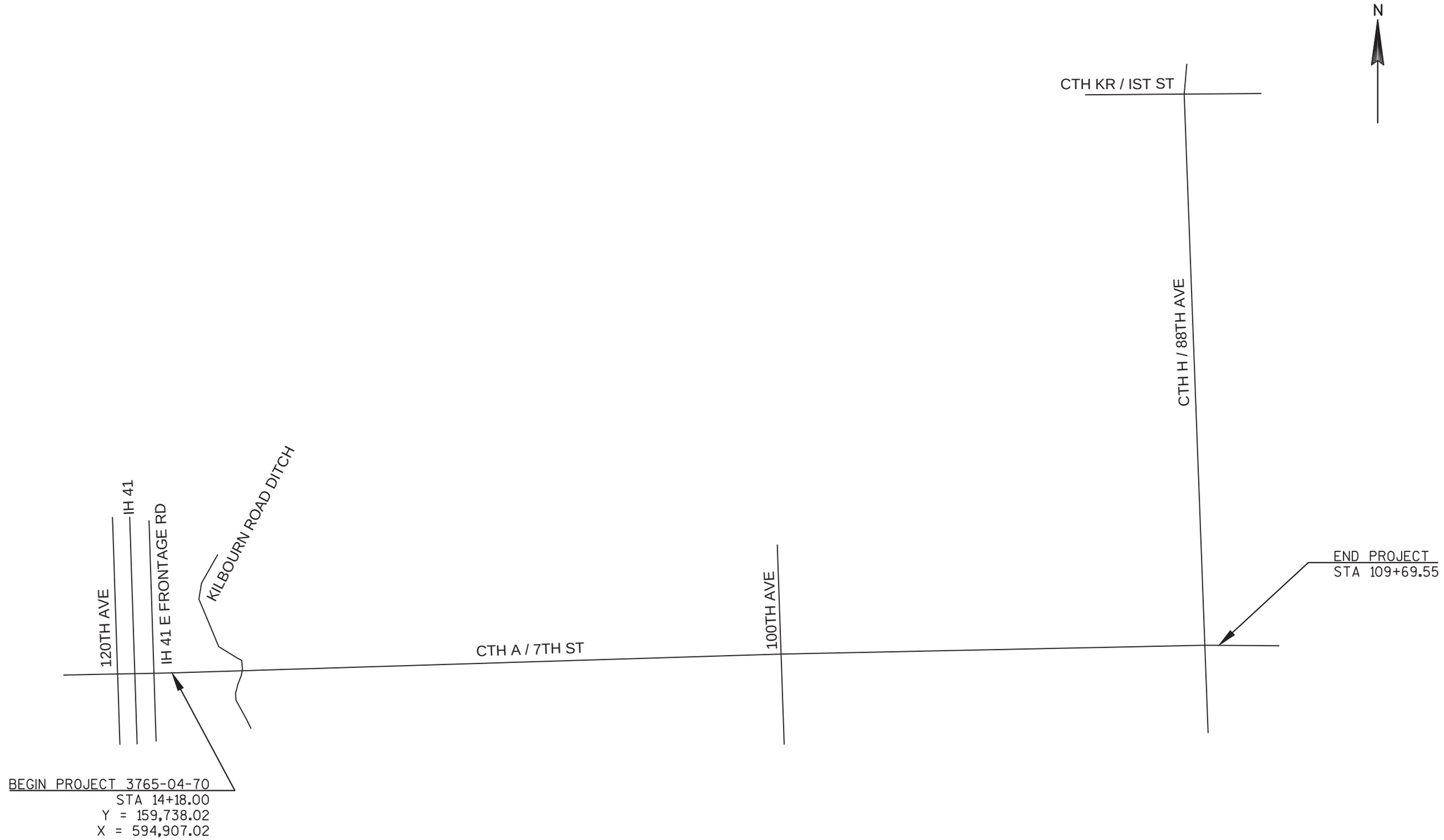
CLEMENT ABONGWA
HIGHWAY COMMISSIONER
SUITE 122-1
19600 75TH STREET
BRISTOL, WI 53104
(262) 653-1870

OTHER CONTACTS

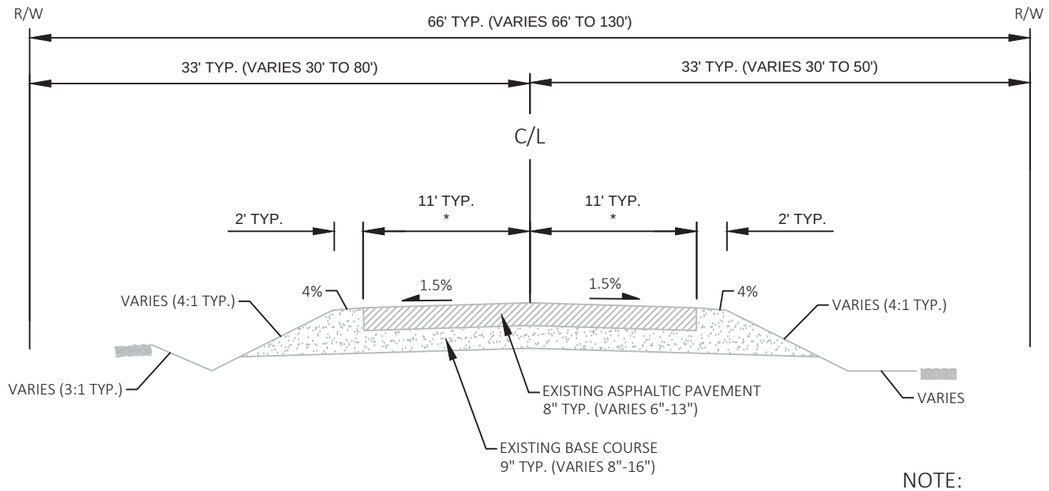
DAAR ENGINEERING, INC
TODD BECKER, P.E.
325 E CHICAGO ST.
SUITE 300
MILWAUKEE, WI 53202
(414) 935-4359
todd.becker@daarcorp.com

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

2



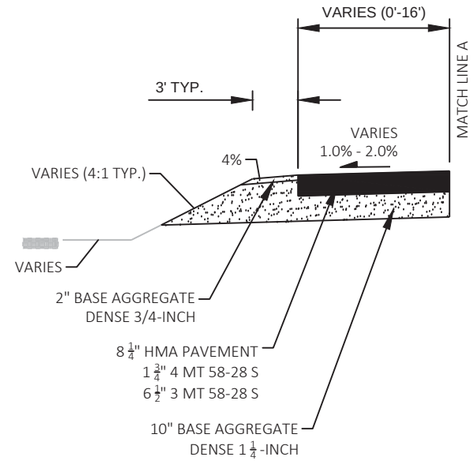
PROJECT NO: 3765-04-70	HWY: CTH A	COUNTY: KENOSHA	PROJECT OVERVIEW	SHEET 4	E



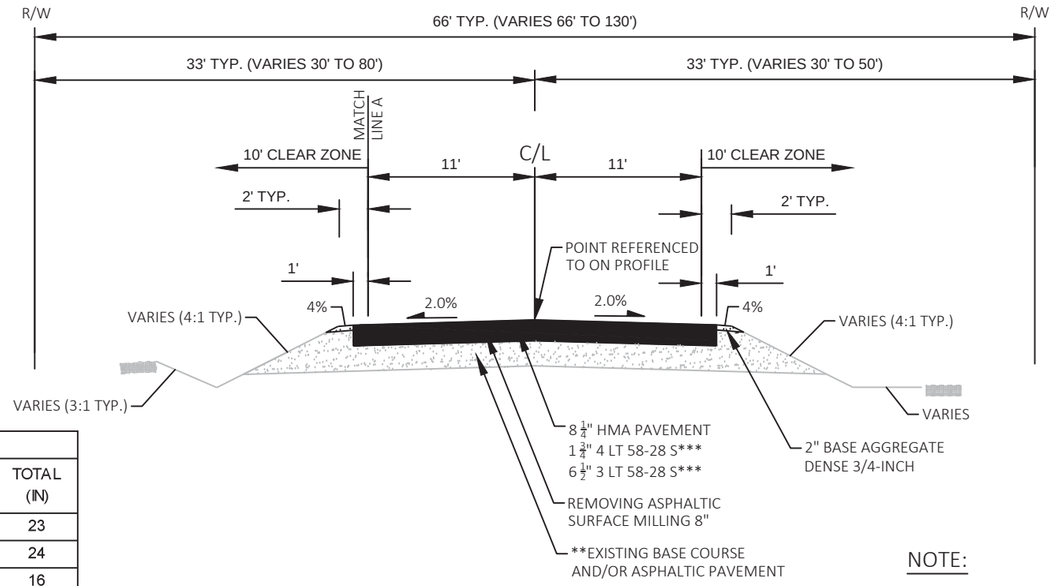
NOTE:

*12' LANE WIDTH
STA 14+18 TO 19+92

TYPICAL EXISTING SECTION - CTH A
STA 14+18 TO 109+69.55



TYPICAL FINISHED SECTION -
CTH A / CTH H INTERSECTION
STA 106+89.44 TO 109+50.09

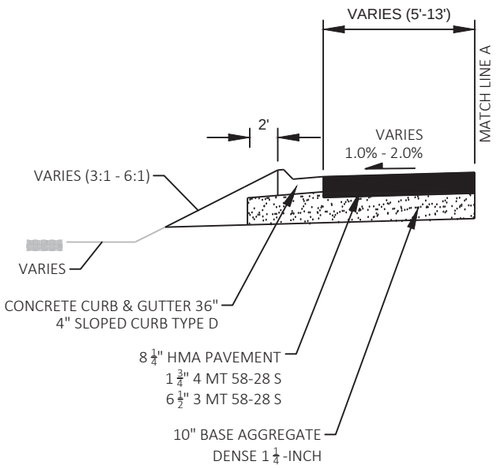


NOTE:

**SEE CONSTRUCTION DETAILS
"DETAIL FOR EXCAVATION
BELOW SUBGRADE"

***USE "MT" HMA PAVEMENT
STA 106+89.44 TO 109+69.55

TYPICAL FINISHED SECTION - CTH A
STA 14+18 TO 109+69.55

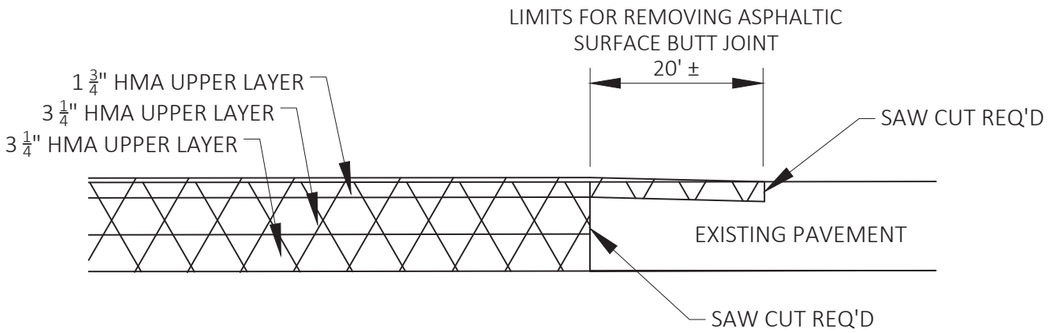


TYPICAL FINISHED SECTION -
CTH A / CTH H INTERSECTION
STA 108+39.44 TO 108.87.84

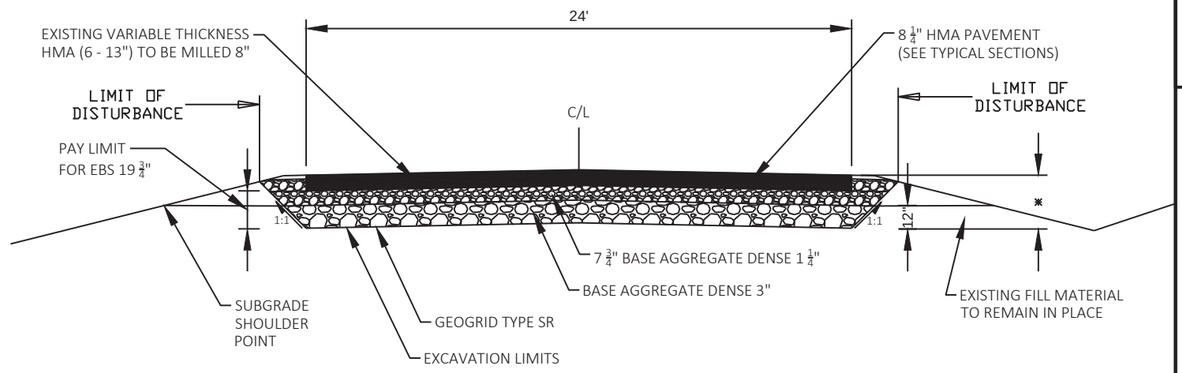
NOTE:
DEPTHS SHOWN ON TYPICAL SECTIONS ARE FROM AVAILABLE BORING LOGS. BORING LOG DEPTHS ARE BASED ON FIELD MEASUREMENTS TAKEN AT THE LOCATIONS PROVIDED BELOW.

CTH A EXISTING PAVEMENT BORING LOG

BORING	Y	X	APPROXIMATE LOCATION		ASPHALT (IN)	BASE COURSE (IN)	TOTAL (IN)
SB-A1	159766.1	594901.4	14+12.9	28.2' LT	7	16	23
SB-A2	159761.4	596354.1	28+65.2	6.4' LT	13	11	24
SB-A3	159808.0	597927.0	44+38.6	36.8' LT	6	10	16
SB-A4	159782.8	599426.4	59+37.5	4.5' LT	9.5	8	17.5
SB-A5	159816.9	600845.4	73+56.5	43.4' LT	12	8	20
SB-A6	159750.4	602375.1	88+86.5	10.1' RT	6	10	16
SB-A7	159775.6	603832.2	103+43.1	27.1' LT	8.5	8	16.5
SB-H18	159767.4	604374.0	200+26.5	2.2' LT	8.5	12	20.5



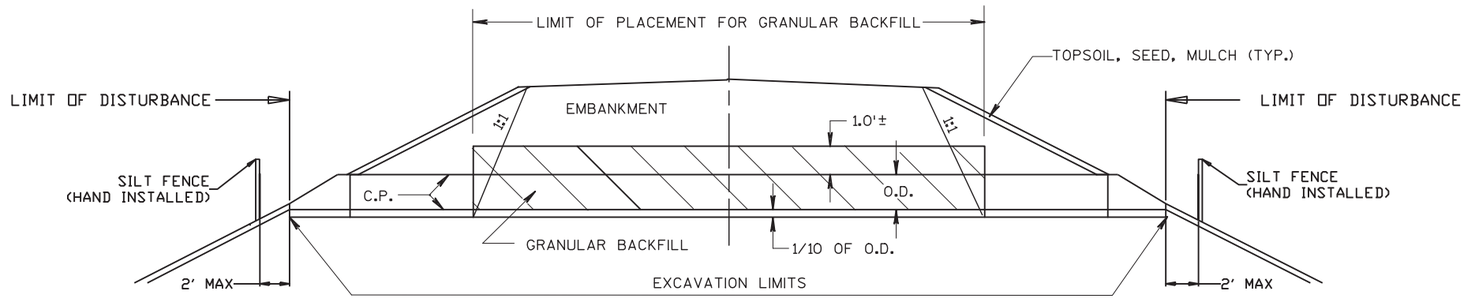
BUTT JOINT DETAIL



DETAIL FOR EXCAVATION BELOW SUBGRADE

NOTE: EXCAVATION BELOW SUBGRADE LOCATION AS DETERMINED BY THE ENGINEER AFTER PROOF ROLLING.

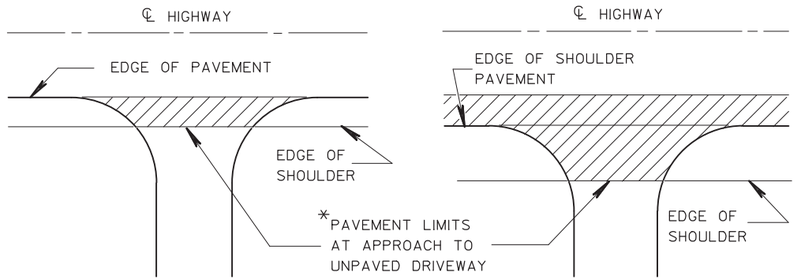
* EXCAVATION NOT TO EXCEED ADJACENT DITCH BOTTOM ELEVATION



CULVERT BACKFILL DETAIL

NOTE: EXCAVATION NOT TO BE DONE BEYOND LIMIT OF DISTURBANCE WITHOUT APPROVAL OF THE ENGINEER.

PROJECT NO: 3765-04-70	HWY: CTH A	COUNTY: KENOSHA	PLAN: CONSTRUCTION DETAILS	SHEET 6	E

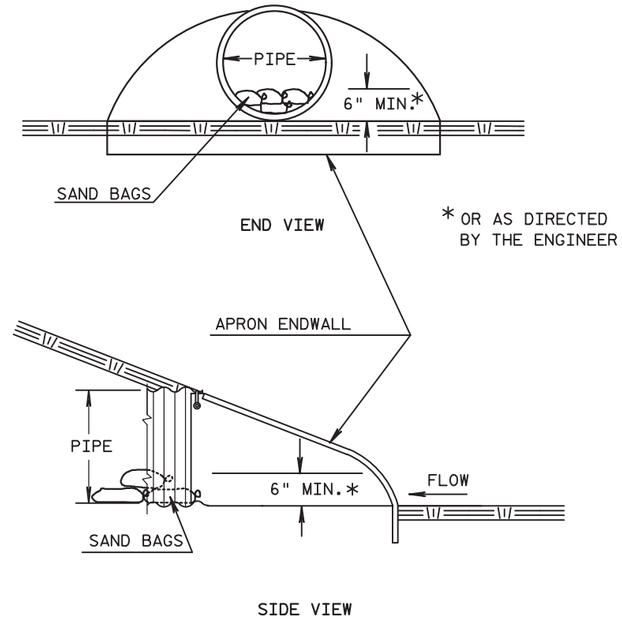


*WHERE DRIVEWAY IS PAVED, APPROACH PAVEMENT SHOULD BE EXTENDED TO MATCH DRIVEWAY PAVEMENT.

PLAN VIEW

PLAN VIEW
(PAVED SHOULDER ON HIGHWAY)

RURAL DRIVEWAY INTERSECTION DETAIL



CULVERT PIPE CHECKS

2

INTENTIONALLY LEFT BLANK

INTENTIONALLY LEFT BLANK

2

N

ASPHALTIC FLUME

200+85.23
-15.00' LT

200+55.23
-17.00' LT
727.71

6:1

2%

A

R30'

3:1

5:1

108+60.92, -33.06' LT
727.80

108+39.44, -24.00' LT
728.00

106+89.44
-12.00' LT

107+00

108+00

108+39.44, 0.00' RT
728.48

2%

PI: 200+00.00

200+00

201+00

108+87.84, 0.00' RT
728.23

PI: 108+87.84

200+55.23, 0.00' RT
728.05

2%

END OF TAPER
201+42.72
15.00' RT

200+55.23, 23.30' RT
727.58

200+45.95, 24.18' RT

R40'

B

109+00

109+23.64, -21.96' LT
727.80

109+50.09, -12.00' LT
727.49

2%

109+50.09, 0.00' RT
727.73

109+49.58, 12.00' RT
727.49

108+38.77, 15.00' RT
728.18

107+90.00
12.00' RT

108+20.00
15.00' RT

108+63.28, 25.02' RT
727.88

R35'

D

199+50.93, -15.00' LT

199+41.17, -15.00' LT
727.44

199+41.17
0.00' RT
727.74

199+41.17, 15.00' RT
727.44

109+17.29, 25.66' RT
727.84

R45'

C

ALIGNMENT INTERSECTION
CTH A = 108+87.84
CTH H = 200+00.00

STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
A	108+39.44 -CTH A	54.000 LT	200+55.23 -CTH H	47.000 LT	159795.63	604328.82	30'
B	109+49.96 -CTH A	52.083 LT	200+49.75 -CTH H	64.000 RT	159791.47	604439.87	40'
C	109+49.58 -CTH A	57.000 RT	199+41.17 -CTH H	60.000 RT	159682.43	604436.76	45'
D	108+38.77 -CTH A	50.000 RT	199+50.93 -CTH H	50.000 LT	159691.65	604326.71	35'

PROJECT NO: 3765-04-70	HWY: CTH A	COUNTY: KENOSHA	INTERSECTION DETAIL	SHEET 8	E

FILE NAME : J:\ACTIVE\SE\3723-01-00_3765-04-00 CTH H_CTH A\C3D\37230100\SHEETSPLAN\37650400-CTH A\021101-ID.DWG
LAYOUT NAME - 01
PLOT DATE : 12/23/2017 12:31 PM
PLOT BY : GREG BUBOLZ
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

1 MARKING LINE EPOXY 4-INCH (YELLOW) (SOLID)
2 MARKING LINE EPOXY 4-INCH (YELLOW) (12.5 FT LINE 37.5 FT SKIP)
3 MARKING LINE EPOXY 4-INCH (WHITE)
4 MARKING STOP LINE EPOXY 18-INCH

N

EXISTING R/W

3

(DOUBLE) 1

4

EXTEND MARKING TO
INTERSECTION
(MATCH EXISTING MARKING)

C/L CTH A

11+00 12+00 13+00 14+00 CTH A 15+00 16+

11'

11'

MATCH LINE STA 16+00

3

EXISTING R/W

BEGIN PROJECT 3765-04-70
STA 14+18.00
Y = 159,738.02
X = 594,907.02

SPEED LIMIT 55
R2-1
24"X30"

2

PROJECT NO: 3765-04-70	HWY: CTH A	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 9	E

FILE NAME : J:\ACTIVE\SE\3723-01-00_3765-04-00 CTH H_CTH A\C3D\37230100\SHEETSPLAN\37650400-CTH A\023201-PS.DWG
LAYOUT NAME - 01

PLOT DATE : 12/24/2017 6:49 PM PLOT BY : GREG BUBOLZ PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

1 MARKING LINE EPOXY 4-INCH (YELLOW) (SOLID)
2 MARKING LINE EPOXY 4-INCH (YELLOW) (12.5 FT LINE 37.5 FT SKIP)
3 MARKING LINE EPOXY 4-INCH (WHITE)
4 MARKING STOP LINE EPOXY 18-INCH

N

EXISTING R/W

3

(DOUBLE) 1

REMOVE

W3-1
36"X36"

EXISTING R/W

C/L CTH A

MATCH LINE STA 16+00

16+00

17+00

18+00

19+00

CTH A

20+00

11'

11'

21+00

22+00

MATCH LINE STA 22+00

3

EXISTING R/W

PROJECT NO: 3765-04-70	HWY: CTH A	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 10	E

FILE NAME : J:\ACTIVE\SE\3723-01-00_3765-04-00 CTH H_CTH A\C3D\37230100\SHEETSPLAN\37650400-CTH A\023201-PS.DWG
LAYOUT NAME - 02

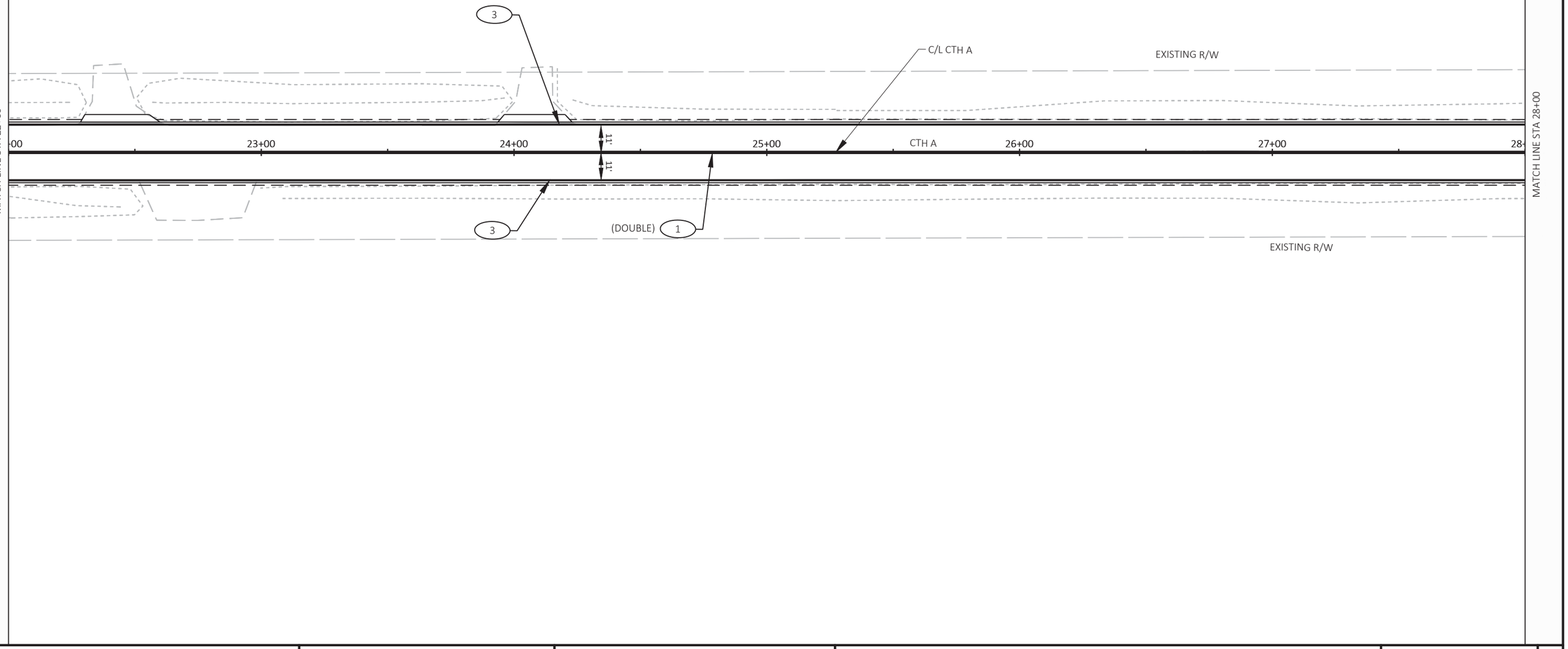
PLOT DATE : 12/24/2017 6:49 PM PLOT BY : GREG BUBOLZ PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

1 MARKING LINE EPOXY 4-INCH (YELLOW) (SOLID)
2 MARKING LINE EPOXY 4-INCH (YELLOW) (12.5 FT LINE 37.5 FT SKIP)
3 MARKING LINE EPOXY 4-INCH (WHITE)
4 MARKING STOP LINE EPOXY 18-INCH

N

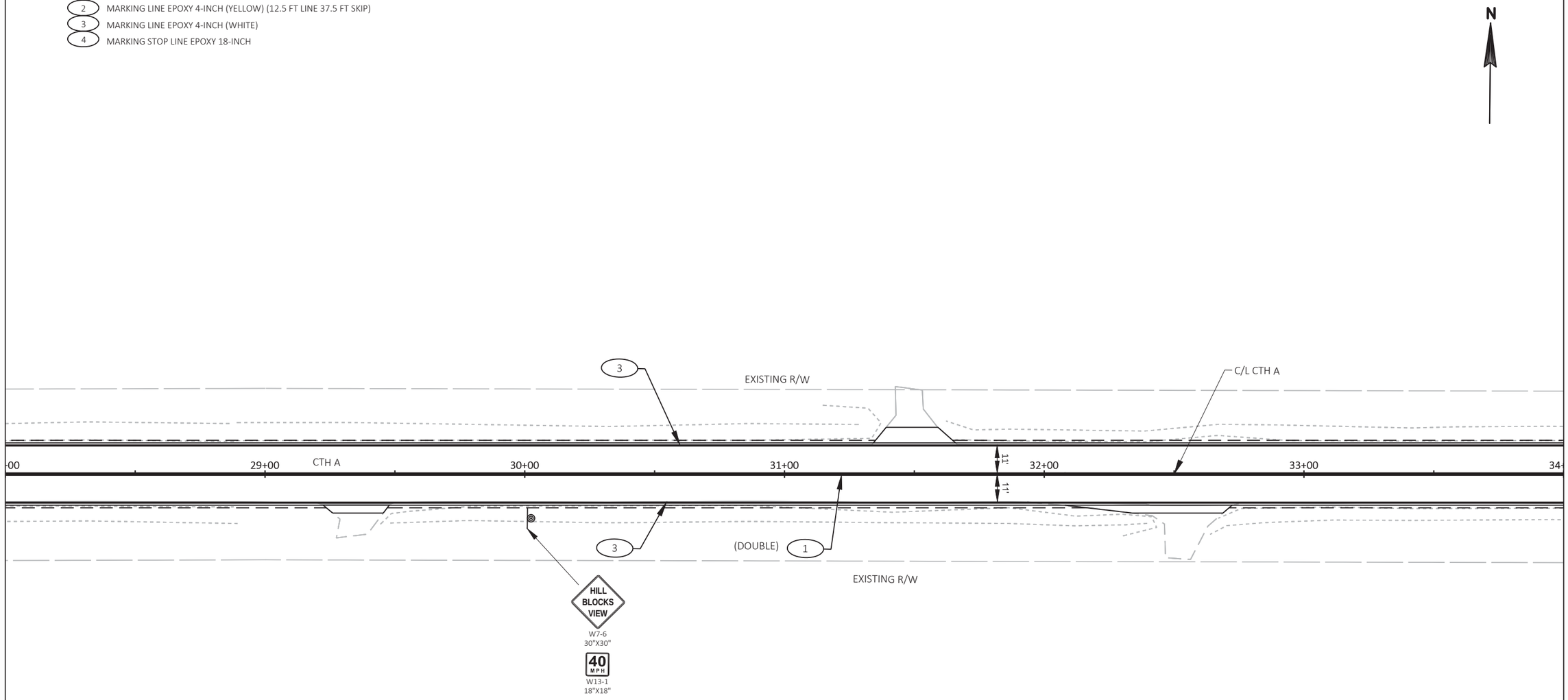


2

PROJECT NO: 3765-04-70	HWY: CTH A	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 11	E

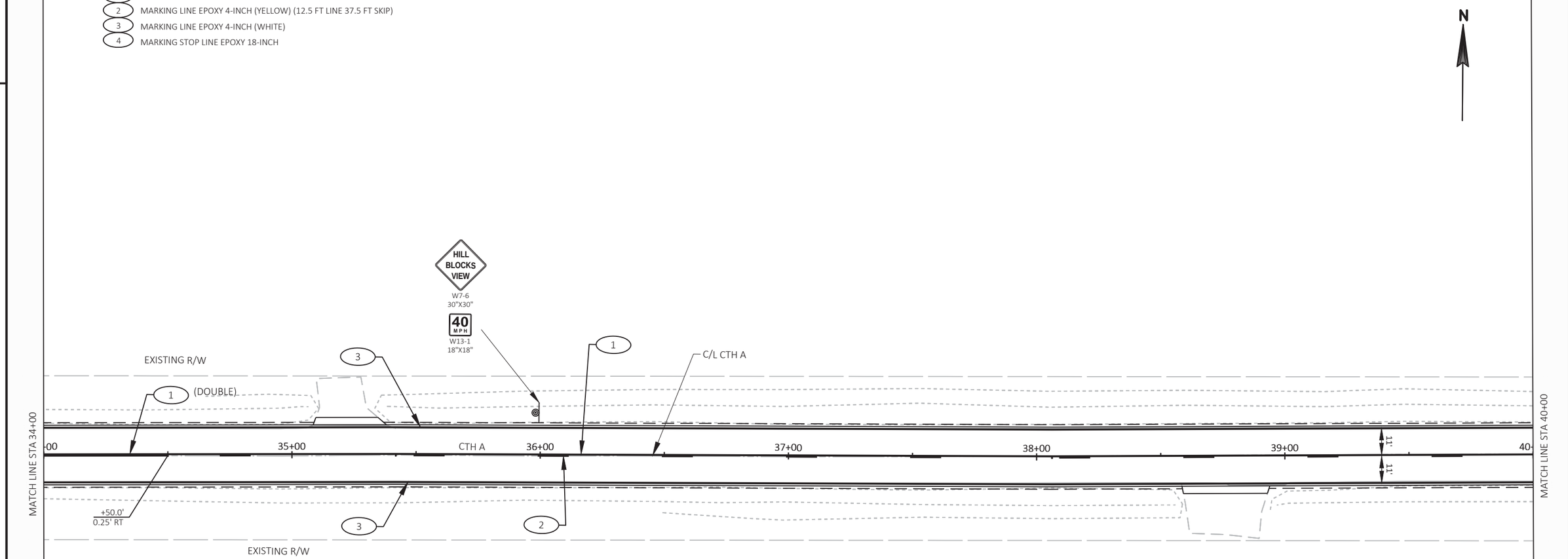
FILE NAME : J:\ACTIVE\SE\3723-01-00_3765-04-00 CTH H_CTH A\C3D\37230100\SHEETSPLAN\37650400-CTH A\023201-PS.DWG
LAYOUT NAME - 03
PLOT DATE : 12/24/2017 6:49 PM PLOT BY : GREG BUBOLZ PLOT NAME : PLOT SCALE : 1 IN:40 FT

1 MARKING LINE EPOXY 4-INCH (YELLOW) (SOLID)
2 MARKING LINE EPOXY 4-INCH (YELLOW) (12.5 FT LINE 37.5 FT SKIP)
3 MARKING LINE EPOXY 4-INCH (WHITE)
4 MARKING STOP LINE EPOXY 18-INCH



PROJECT NO: 3765-04-70	HWY: CTH A	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 12	E

1 MARKING LINE EPOXY 4-INCH (YELLOW) (SOLID)
2 MARKING LINE EPOXY 4-INCH (YELLOW) (12.5 FT LINE 37.5 FT SKIP)
3 MARKING LINE EPOXY 4-INCH (WHITE)
4 MARKING STOP LINE EPOXY 18-INCH



2

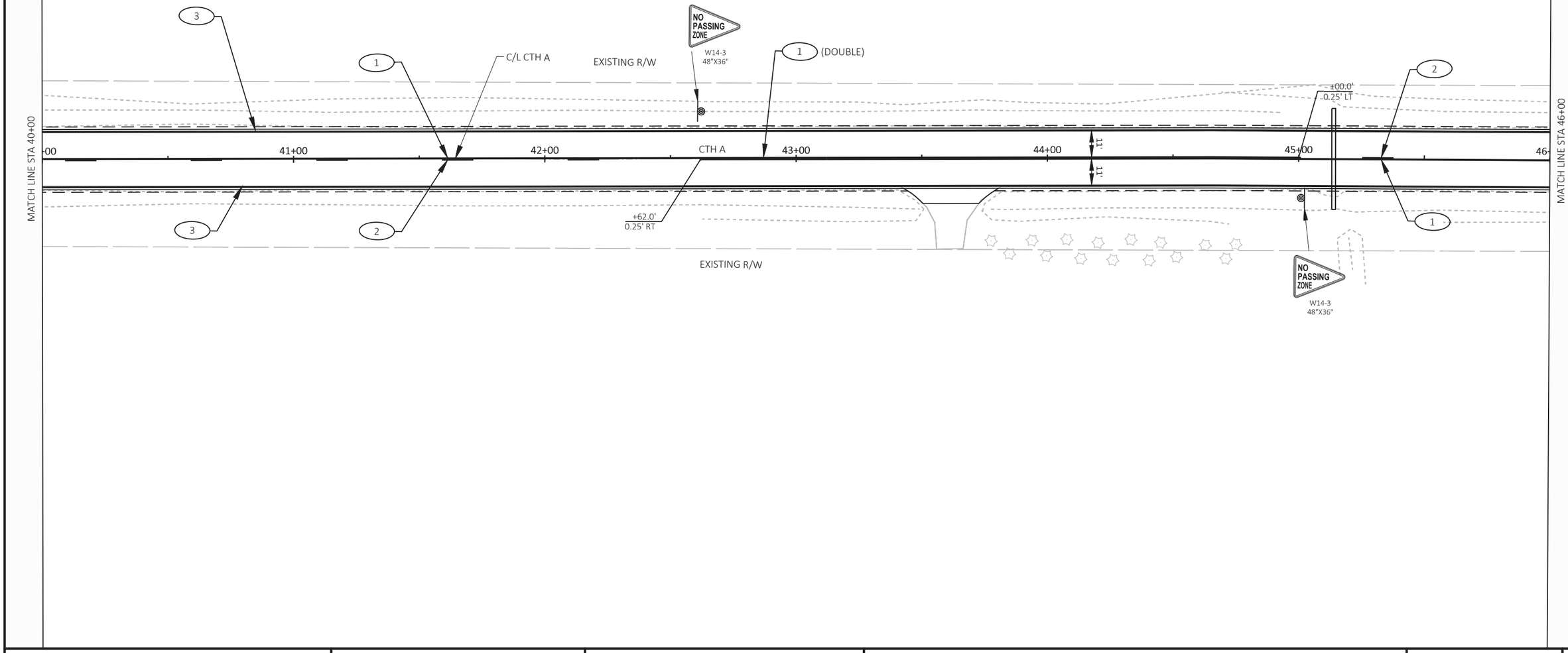
PROJECT NO: 3765-04-70	HWY: CTH A	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 13	E

FILE NAME : J:\ACTIVE\SE\3723-01-00_3765-04-00 CTH H_CTH A\C3D\37230100\SHEETSPLAN\37650400-CTH A\023201-PS.DWG
LAYOUT NAME - 05
PLOT DATE : 1/11/2018 12:50 PM
PLOT BY : GREG BUBOLZ
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

1 MARKING LINE EPOXY 4-INCH (YELLOW) (SOLID)
2 MARKING LINE EPOXY 4-INCH (YELLOW) (12.5 FT LINE 37.5 FT SKIP)
3 MARKING LINE EPOXY 4-INCH (WHITE)
4 MARKING STOP LINE EPOXY 18-INCH

N

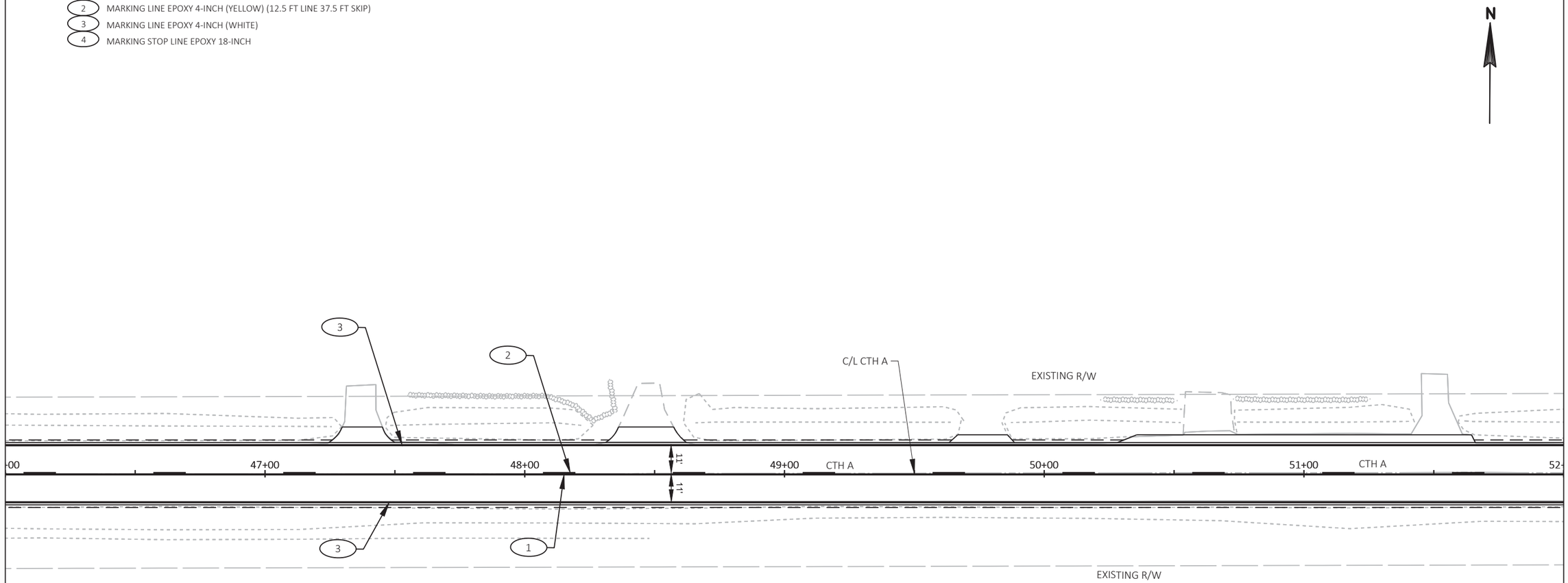


2

PROJECT NO: 3765-04-70	HWY: CTH A	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 14	E

FILE NAME : J:\ACTIVE\SE\3723-01-00_3765-04-00 CTH H_CTH A\C3D\37230100\SHEETSPLAN\37650400-CTH A\023201-PS.DWG
LAYOUT NAME - 06
PLOT DATE : 12/24/2017 6:50 PM PLOT BY : GREG BUBOLZ PLOT NAME : PLOT SCALE : 1 IN:40 FT

1 MARKING LINE EPOXY 4-INCH (YELLOW) (SOLID)
2 MARKING LINE EPOXY 4-INCH (YELLOW) (12.5 FT LINE 37.5 FT SKIP)
3 MARKING LINE EPOXY 4-INCH (WHITE)
4 MARKING STOP LINE EPOXY 18-INCH

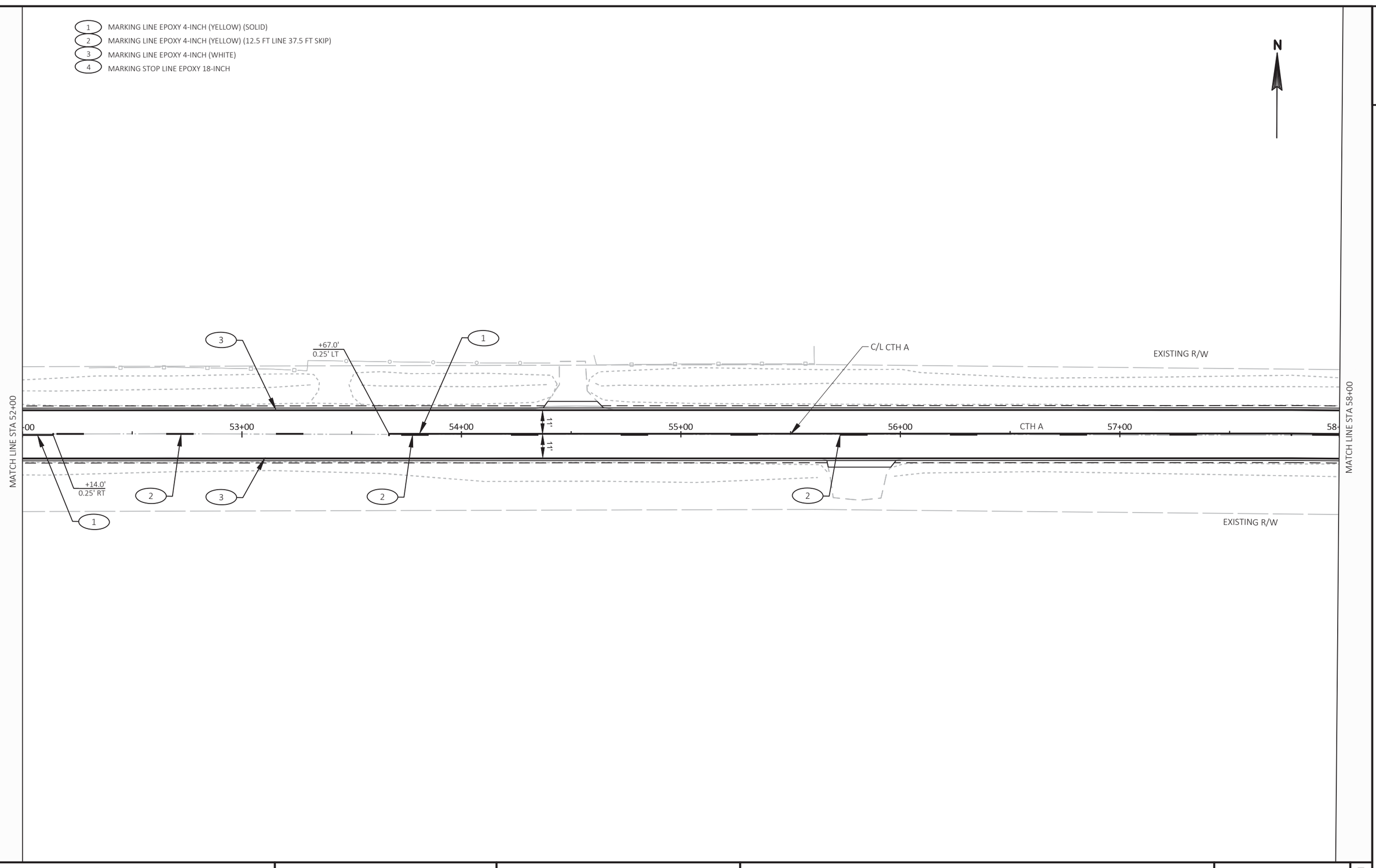


2

PROJECT NO: 3765-04-70	HWY: CTH A	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 15	E

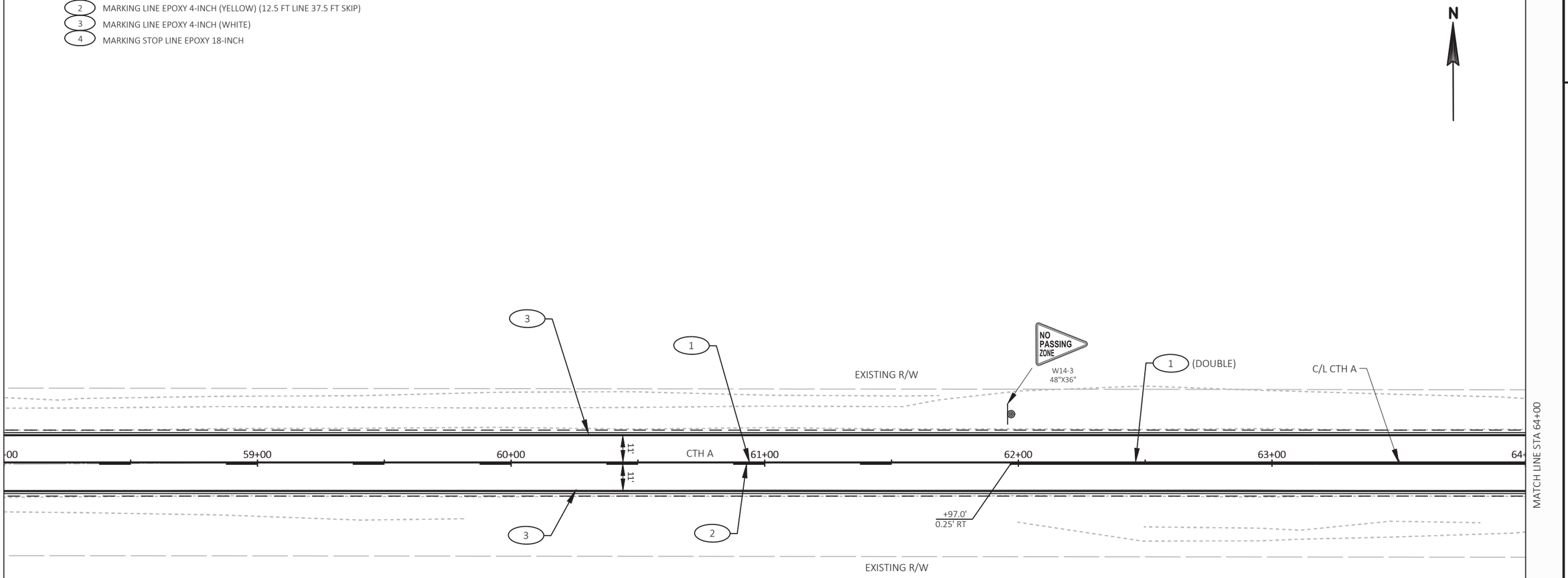
FILE NAME : J:\ACTIVE\SE\3723-01-00_3765-04-00 CTH H_CTH A\C3D\37230100\SHEETSPLAN\37650400-CTH A\023201-PS.DWG
LAYOUT NAME - 07
PLOT DATE : 12/24/2017 6:50 PM PLOT BY : GREG BUBOLZ PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

1 MARKING LINE EPOXY 4-INCH (YELLOW) (SOLID)
2 MARKING LINE EPOXY 4-INCH (YELLOW) (12.5 FT LINE 37.5 FT SKIP)
3 MARKING LINE EPOXY 4-INCH (WHITE)
4 MARKING STOP LINE EPOXY 18-INCH



PROJECT NO: 3765-04-70	HWY: CTH A	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 16	E

1 MARKING LINE EPOXY 4-INCH (YELLOW) (SOLID)
2 MARKING LINE EPOXY 4-INCH (YELLOW) (12.5 FT LINE 37.5 FT SKIP)
3 MARKING LINE EPOXY 4-INCH (WHITE)
4 MARKING STOP LINE EPOXY 18-INCH



2

PROJECT NO: 3765-04-70	HWY: CTH A	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 17	E

FILE NAME : J:\ACTIVE\SE\3723-01-00_3765-04-00 CTH H_CTH A\C3D\37230100\SHEETSPLAN\37650400-CTH A\023201-PS.DWG
LAYOUT NAME - 09
PLOT DATE : 12/24/2017 6:50 PM PLOT BY : GREG BUBOLZ PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

1 MARKING LINE EPOXY 4-INCH (YELLOW) (SOLID)
2 MARKING LINE EPOXY 4-INCH (YELLOW) (12.5 FT LINE 37.5 FT SKIP)
3 MARKING LINE EPOXY 4-INCH (WHITE)
4 MARKING STOP LINE EPOXY 18-INCH

N

MATCH LINE STA 64+00

CTH A

65+00

66+00

CTH A

67+00

68+00

69+00

70+00

MATCH LINE STA 70+00

11'

11'

11'

11'

EXISTING R/W

SPEED LIMIT 55
R2-1
24"X30"

SALVAGE AND MOVE FROM CTH H. CONCRETE BASE TYPE 1 REQ'D.

STOP
REMOVE

STOP
R1-1B
30"X30"

3

4

(DOUBLE) 1

EXISTING R/W

W2-1
30"X30"

SALVAGE AND MOVE FROM CTH H. CONCRETE BASE TYPE 1 REQ'D.

STOP
R1-1B
30"X30"

STOP
REMOVE

HILL BLOCKS VIEW
W7-6
30"X30"

40 MPH
W13-1
18"X18"

PROJECT NO: 3765-04-70	HWY: CTH A	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 18	E

FILE NAME : J:\ACTIVE\SE\3723-01-00_3765-04-00 CTH H_CTH A\C3D\37230100\SHEETSPLAN\37650400-CTH A\023201-PS.DWG
LAYOUT NAME - 10

PLOT DATE : 12/24/2017 6:51 PM PLOT BY : GREG BUBOLZ PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

1 MARKING LINE EPOXY 4-INCH (YELLOW) (SOLID)
2 MARKING LINE EPOXY 4-INCH (YELLOW) (12.5 FT LINE 37.5 FT SKIP)
3 MARKING LINE EPOXY 4-INCH (WHITE)
4 MARKING STOP LINE EPOXY 18-INCH

N

W2-1
30"X30"

HILL BLOCKS VIEW
W7-6
30"X30"
40 MPH
W13-1
18"X18"

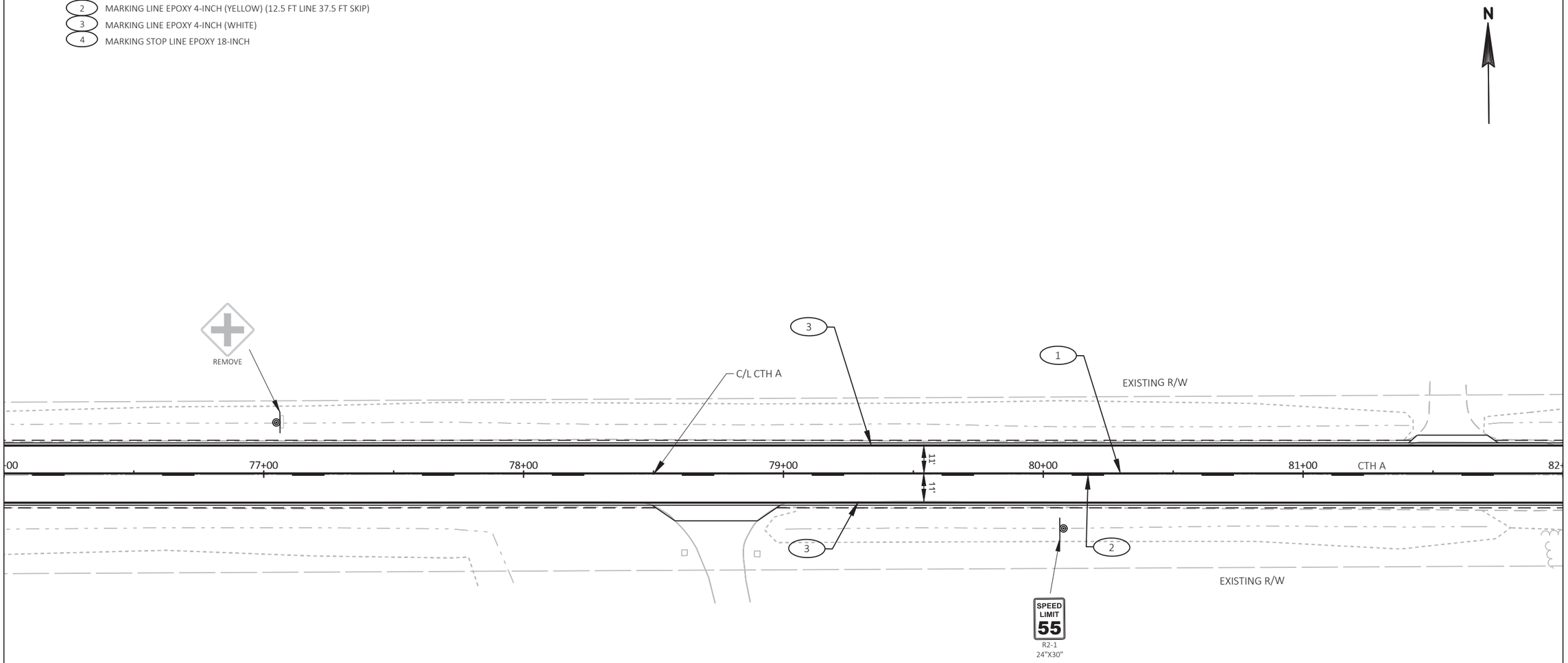
3
C/L CTH A
EXISTING R/W
1
MATCH LINE STA 70+00
70+00
71+00
72+00
CTH A
73+00
74+00
11'
11'
75+00
76+00
MATCH LINE STA 76+00
3
+73.0'
0.25' RT
1 (DOUBLE)
EXISTING R/W
2

2

PROJECT NO: 3765-04-70	HWY: CTH A	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 19	E

FILE NAME : J:\ACTIVE\SE\3723-01-00_3765-04-00 CTH H_CTH A\C3D\37230100\SHEETSPLAN\37650400-CTH A\023201-PS.DWG
LAYOUT NAME - 11
PLOT DATE : 12/24/2017 6:51 PM PLOT BY : GREG BUBOLZ PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

1 MARKING LINE EPOXY 4-INCH (YELLOW) (SOLID)
2 MARKING LINE EPOXY 4-INCH (YELLOW) (12.5 FT LINE 37.5 FT SKIP)
3 MARKING LINE EPOXY 4-INCH (WHITE)
4 MARKING STOP LINE EPOXY 18-INCH



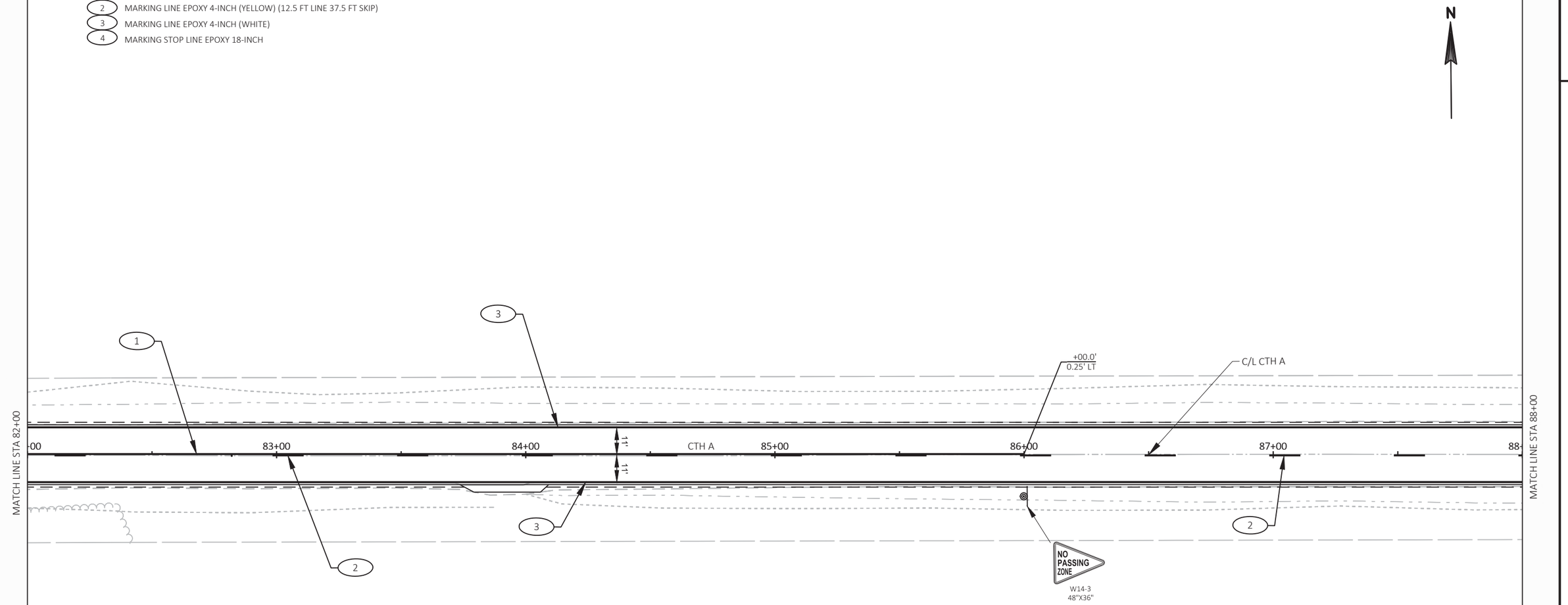
2

PROJECT NO: 3765-04-70	HWY: CTH A	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 20	E

FILE NAME : J:\ACTIVE\SE\3723-01-00_3765-04-00 CTH H_CTH A\C3D\37230100\SHEETSPLAN\37650400-CTH A\023201-PS.DWG
LAYOUT NAME - 12
PLOT DATE : 12/24/2017 6:51 PM PLOT BY : GREG BUBOLZ PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

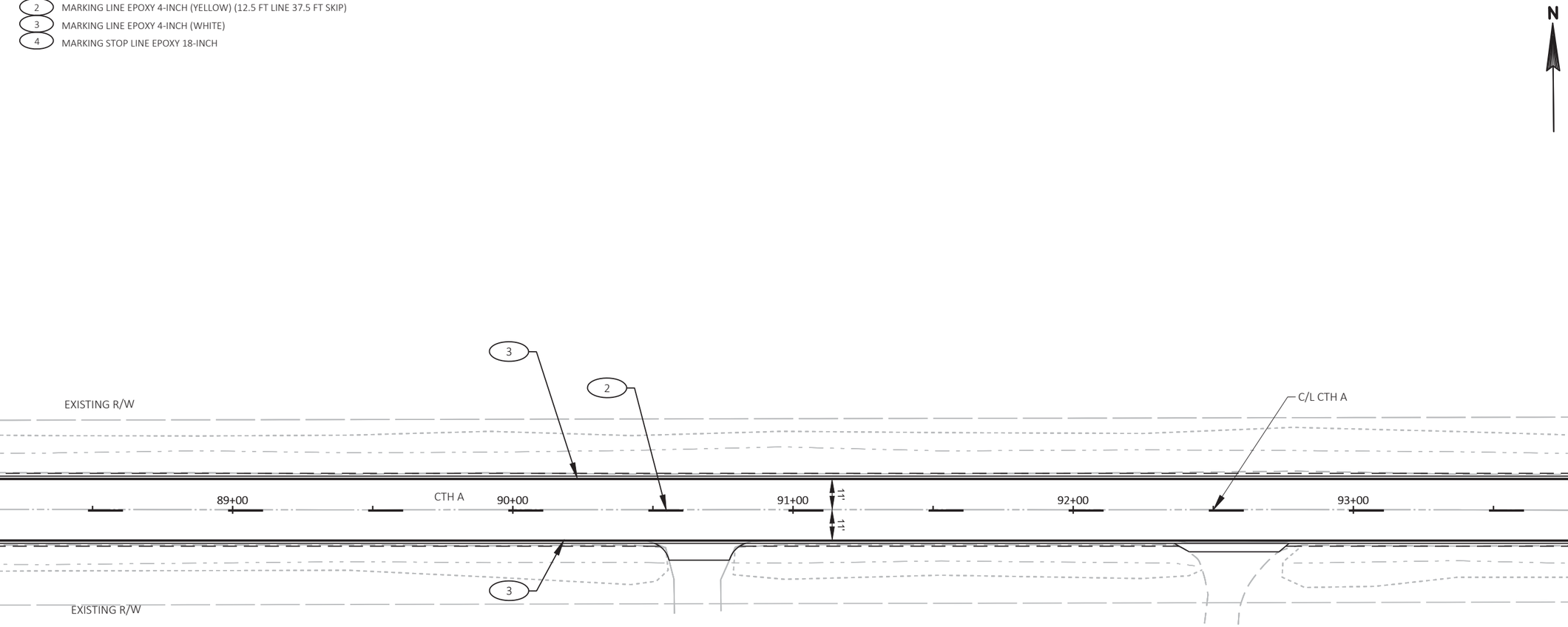
1 MARKING LINE EPOXY 4-INCH (YELLOW) (SOLID)
2 MARKING LINE EPOXY 4-INCH (YELLOW) (12.5 FT LINE 37.5 FT SKIP)
3 MARKING LINE EPOXY 4-INCH (WHITE)
4 MARKING STOP LINE EPOXY 18-INCH



PROJECT NO: 3765-04-70	HWY: CTH A	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 21	E

FILE NAME : J:\ACTIVE\SE\3723-01-00_3765-04-00 CTH H_CTH A\C3D\37230100\SHEETSPLAN\37650400-CTH A\023201-PS.DWG
LAYOUT NAME - 13
PLOT DATE : 12/24/2017 6:51 PM PLOT BY : GREG BUBOLZ PLOT NAME : PLOT SCALE : 1 IN:40 FT

1 MARKING LINE EPOXY 4-INCH (YELLOW) (SOLID)
2 MARKING LINE EPOXY 4-INCH (YELLOW) (12.5 FT LINE 37.5 FT SKIP)
3 MARKING LINE EPOXY 4-INCH (WHITE)
4 MARKING STOP LINE EPOXY 18-INCH



2

PROJECT NO: 3765-04-70	HWY: CTH A	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 22	E

FILE NAME : J:\ACTIVE\SE\3723-01-00_3765-04-00 CTH H_CTH A\C3D\37230100\SHEETSPLAN\37650400-CTH A\023201-PS.DWG
LAYOUT NAME - 14
PLOT DATE : 12/24/2017 6:51 PM PLOT BY : GREG BUBOLZ PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

1 MARKING LINE EPOXY 4-INCH (YELLOW) (SOLID)
2 MARKING LINE EPOXY 4-INCH (YELLOW) (12.5 FT LINE 37.5 FT SKIP)
3 MARKING LINE EPOXY 4-INCH (WHITE)
4 MARKING STOP LINE EPOXY 18-INCH

N

EXISTING R/W

3

2

MATCH LINE STA 94+00

-00 95+00 96+00 CTH A 97+00 98+00 99+00 100

11'
11'

MATCH LINE STA 100+00

3

EXISTING R/W

NEW TRAFFIC PATTERN AHEAD
W23-2
36"X36"

BE PREPARED TO STOP
W3-4
36"X36"

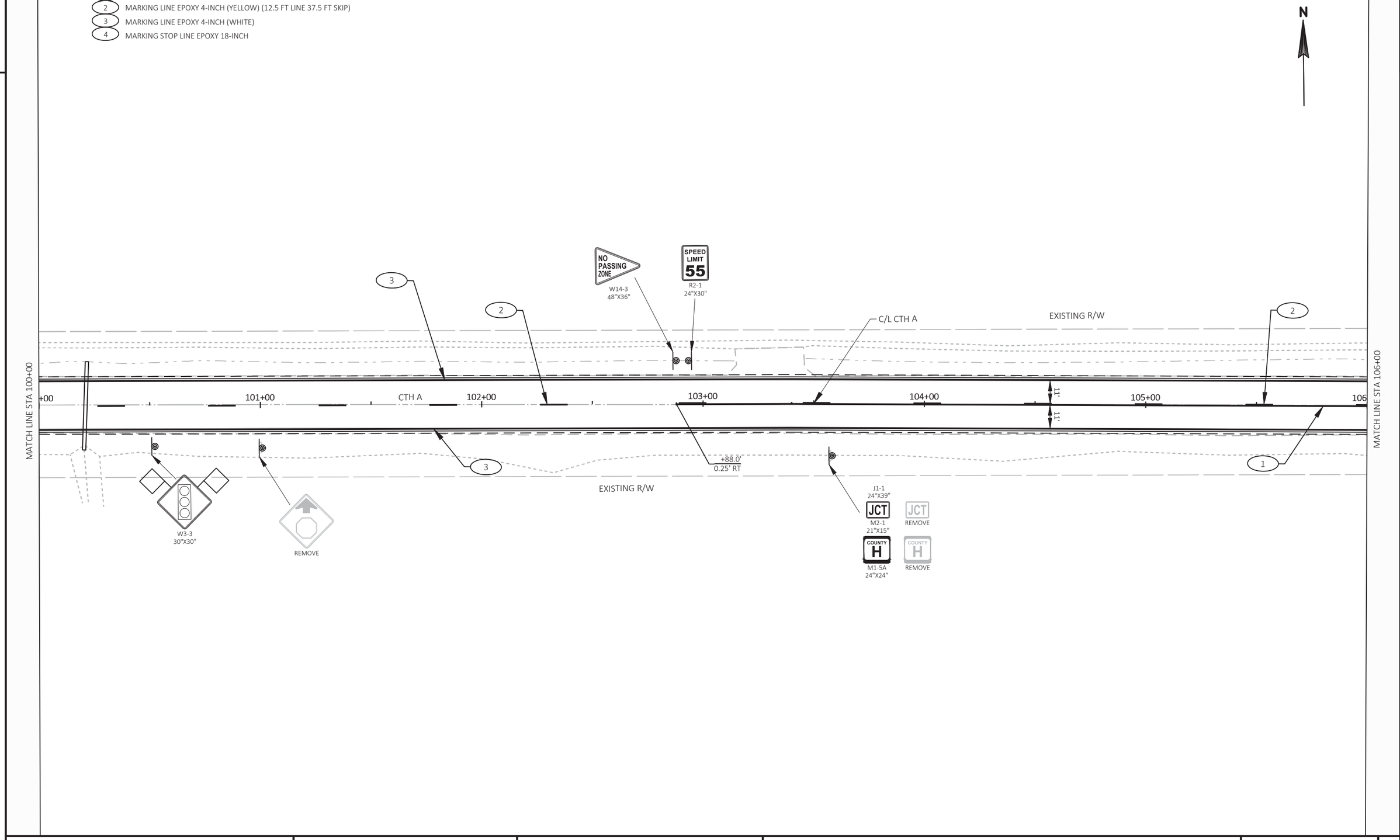
2

PROJECT NO: 3765-04-70	HWY: CTH A	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 23	E

FILE NAME : J:\ACTIVE\SE\3723-01-00_3765-04-00 CTH H_CTH A\C3D\37230100\SHEETSPLAN\37650400-CTH A\023201-PS.DWG
LAYOUT NAME - 15

PLOT DATE : 1/11/2018 11:46 AM PLOT BY : GREG BUBOLZ PLOT NAME : PLOT SCALE : 1 IN:40 FT

1 MARKING LINE EPOXY 4-INCH (YELLOW) (SOLID)
2 MARKING LINE EPOXY 4-INCH (YELLOW) (12.5 FT LINE 37.5 FT SKIP)
3 MARKING LINE EPOXY 4-INCH (WHITE)
4 MARKING STOP LINE EPOXY 18-INCH



2

PROJECT NO: 3765-04-70	HWY: CTH A	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 24	E

FILE NAME : J:\ACTIVE\SE\3723-01-00_3765-04-00 CTH H_CTH A\C3D\37230100\SHEETSPLAN\37650400-CTH A\023201-PS.DWG
LAYOUT NAME - 16
PLOT DATE : 1/12/2018 12:32 PM
PLOT BY : JAMES GOLDEN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

1 MARKING LINE EPOXY 4-INCH (YELLOW) (SOLID)
2 MARKING LINE EPOXY 4-INCH (YELLOW) (12.5 FT LINE 37.5 FT SKIP)
3 MARKING LINE EPOXY 4-INCH (WHITE)
4 MARKING STOP LINE EPOXY 18-INCH

SEE PROJECT 3723-01-70 FOR ADDITIONAL MARKING AND SIGNING

N

MATCH LINE STA 106+00

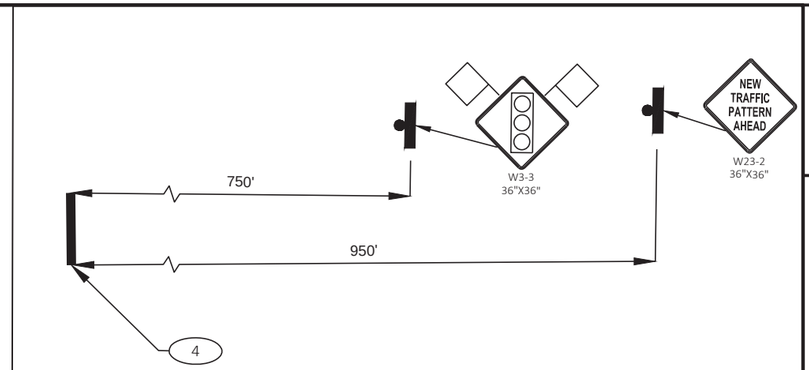
+42.7' 12.00' LT
12' 12'
EXISTING R/W
201+00
EXISTING R/W
(DOUBLE) 1
J13-1 24"X45" COUNTY A
M1-5A 24"X24"
M6-4 21"X21"
+57.5' 12.00' LT
+55.2' 0.00'
+48.8' 21.20' RT
J13-1 24"X45" COUNTY H
M1-5A 24"X24"
M6-4 21"X21"
STOP R1-1F 30"X30"
REMOVE AND MOVE TO 100TH AVENUE
STOP R1-1F 30"X30"
+29.4' 56.00' LT
R45
+50.0' 0.25' LT
EXISTING R/W
+29.4' 11.00' LT
END PROJECT STA 109+69.55
C/L CTH A
750' FROM STOP BAR
EXISTING R/W
W3-3 36"X36"
200'
BE PREPARED TO STOP W3-4 36"X36"
200'
NEW TRAFFIC PATTERN AHEAD W23-2 36"X36"
11'
107+00
CTH A
108+00
109+00
110+00
111+00
112+00
+90.0' 11.00' RT
C/L CTH H
(DOUBLE) 1
EXISTING R/W
STOP R1-1F 30"X30"
J13-1 24"X45" COUNTY H
M1-5A 24"X24"
M6-4 21"X21"
REMOVE AND MOVE TO 100TH AVENUE
+41.2' 12.00' LT
CTH H
+50.1' 0.00'
J13-1 24"X45" COUNTY A
M1-5A 24"X24"
M6-4 21"X21"
+21.2' 12.00' LT
12' 12'
199+00
750' FROM STOP BAR
(DOUBLE) 1
INSTALL ON SPAN WIRE ON ALL 4 APPROACHES
STOP R1-1F 30"X30"
LEFT TURN YIELD ON FLASHING YELLOW ARROW R10-50L 30"X36"
EXISTING R/W
200'
W3-3 30"X30"
NEW TRAFFIC PATTERN AHEAD W23-2 36"X36"

PROJECT NO: 3765-04-70	HWY: CTH A	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 25	E

FILE NAME : J:\ACTIVE\SE\3723-01-00_3765-04-00 CTH H_CTH A\C3D\37230100\SHEETSPLAN\37650400-CTH A\023201-PS.DWG
LAYOUT NAME - 17
PLOT DATE : 1/12/2018 12:32 PM
PLOT BY : JAMES GOLDEN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

4 MARKING STOP LINE EPOXY 18-INCH



INSTALL AT ALL FOUR LEGS OF INTERSECTION

2

IH 41 E FRONTAGE RD

MARKING REMOVAL LINE 4-INCH AND WIDE

MARKING REMOVAL LINE 4-INCH

MARKING REMOVAL LINE 4-INCH

MARKING REMOVAL LINE 4-INCH AND WIDE

INSTALL ON SPAN WIRE ON ALL 4 APPROACHES

LEFT TURN YIELD ON FLASHING YELLOW ARROW
R10-50L
30"X36"

CTH E

CTH E

FLAG

N

DESIGN NOTES:

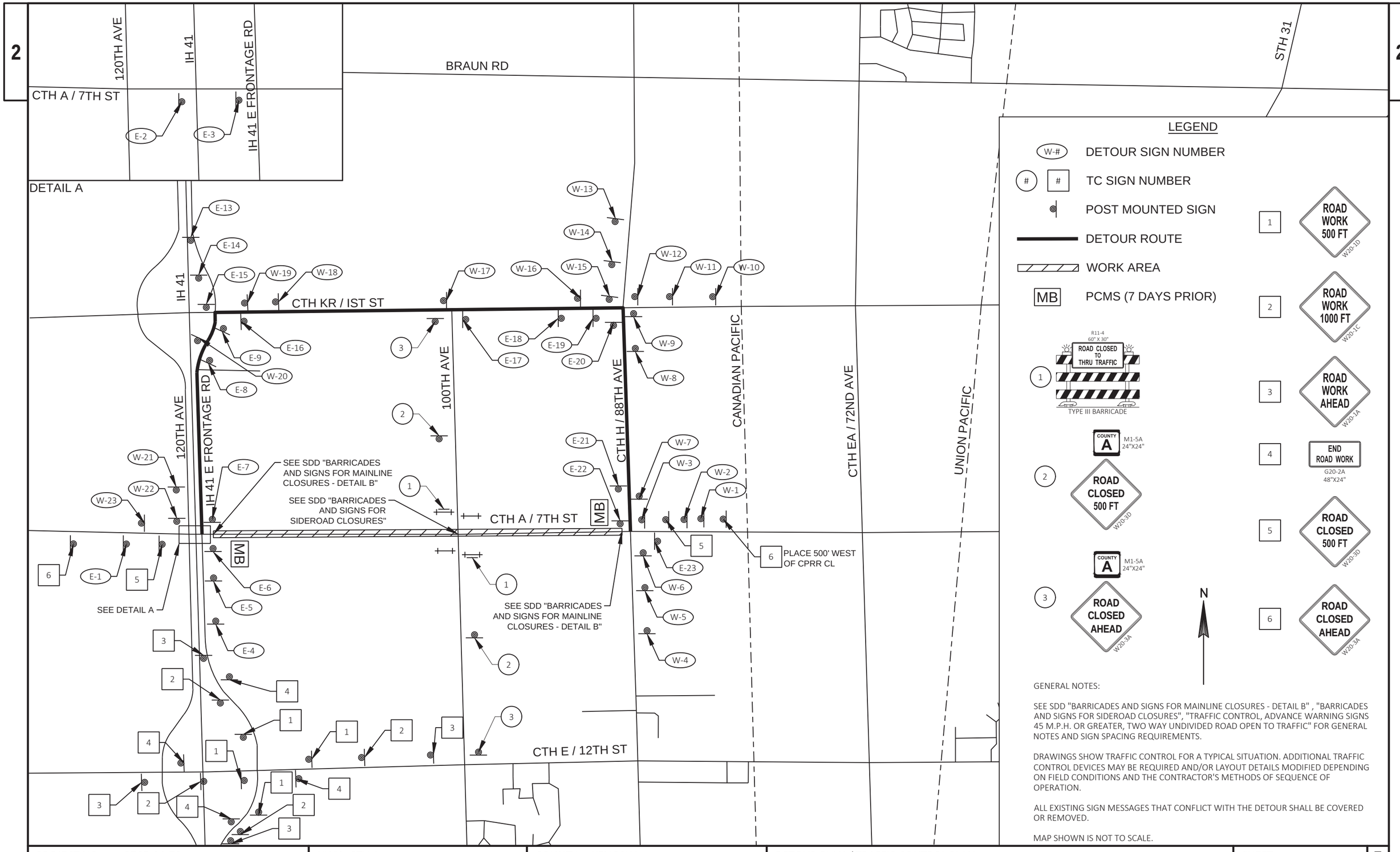
W3-3 SIGNS ARE TO BE FLAGGED

STOP AHEAD SIGNS ALONG THE FRONTAGE ROAD APPROACHING THE INTERSECTION ARE TO BE REMOVED.

PROJECT NO: 3765-04-70	HWY: CTH A	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING - CTH E & IH 41 E FRONTAGE RD	SHEET 26	E

FILE NAME : J:\ACTIVE\SE\3723-01-00_3765-04-00 CTH H_CTH A\C3D\CTH_E\023201-PS CTH E.DWG
LAYOUT NAME - 023201-ps

PLOT DATE : 1/15/2018 1:46 PM PLOT BY : GREG BUBOLZ PLOT NAME : PLOT SCALE : 1 IN:50 FT



PROJECT NO: 3765-04-70	HWY: CTH A	COUNTY: KENOSHA	DETOUR PLAN / TRAFFIC CONTROL PLAN	SHEET 27	E

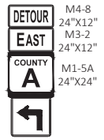
FILE NAME : J:\ACTIVE\SE\3723-01-00_3765-04-00 CTH H_CTH A\C3D\37230100\SHEETSPLAN\37650400-CTH A\025001-TC.DWG
LAYOUT NAME - 01
PLOT DATE : 1/11/2018 10:28 AM PLOT BY : GREG BUBOLZ PLOT NAME : PLOT SCALE : 1 IN:2000 FT
WISDOT/CADDS SHEET 42

2

E-1

M3-2
24"X12"
M1-5A
24"X24"

E-2



M4-8
24"X12"
M3-2
24"X12"
M1-5A
24"X24"
MO5-1L
21"X21"

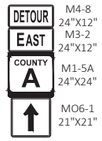
E-3

M4-8
24"X12"
M3-2
24"X12"
M1-5A
24"X24"
MO6-1
21"X21"

E-4

M3-2
24"X12"
M1-5A
24"X24"

E-5



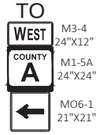
M4-8
24"X12"
M3-2
24"X12"
M1-5A
24"X24"
MO6-1
21"X21"

E-6

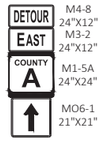
FROM

M1-5A
24"X24"
MO6-4
21"X21"

TO



M3-4
24"X12"
M1-5A
24"X24"
MO6-1
21"X21"

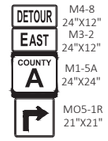


M4-8
24"X12"
M3-2
24"X12"
M1-5A
24"X24"
MO6-1
21"X21"

E-7

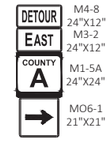
M4-8
24"X12"
M3-2
24"X12"
M1-5A
24"X24"

E-8



M4-8
24"X12"
M3-2
24"X12"
M1-5A
24"X24"
MO5-1R
21"X21"

E-9

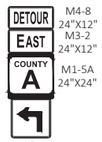


M4-8
24"X12"
M3-2
24"X12"
M1-5A
24"X24"
MO6-1
21"X21"

E-13

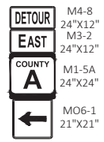
M3-2
24"X12"
M1-5A
24"X24"

E-14



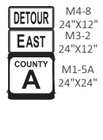
M4-8
24"X12"
M3-2
24"X12"
M1-5A
24"X24"
MO5-1L
21"X21"

E-15



M4-8
24"X12"
M3-2
24"X12"
M1-5A
24"X24"
MO6-1
21"X21"

E-16

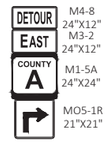


M4-8
24"X12"
M3-2
24"X12"
M1-5A
24"X24"

E-17

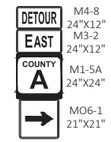
M4-8
24"X12"
M3-2
24"X12"
M1-5A
24"X24"

E-18



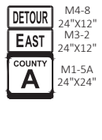
M4-8
24"X12"
M3-2
24"X12"
M1-5A
24"X24"
MO5-1R
21"X21"

E-19



M4-8
24"X12"
M3-2
24"X12"
M1-5A
24"X24"
MO6-1
21"X21"

E-20



M4-8
24"X12"
M3-2
24"X12"
M1-5A
24"X24"

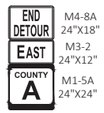
E-21

M4-8
24"X12"
M3-2
24"X12"
M1-5A
24"X24"
MO5-1L
21"X21"

E-22

M4-8
24"X12"
M3-2
24"X12"
M1-5A
24"X24"
MO6-1
21"X21"

E-23

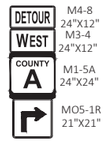


M4-8A
24"X18"
M3-2
24"X12"
M1-5A
24"X24"

W-1

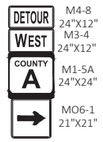
M3-4
24"X12"
M1-5A
24"X24"

W-2



M4-8
24"X12"
M3-4
24"X12"
M1-5A
24"X24"
MO5-1R
21"X21"

W-3

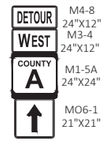


M4-8
24"X12"
M3-4
24"X12"
M1-5A
24"X24"
MO6-1
21"X21"

W-4

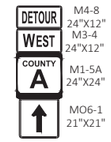
M3-4
24"X12"
M1-5A
24"X24"

W-5



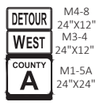
M4-8
24"X12"
M3-4
24"X12"
M1-5A
24"X24"
MO6-1
21"X21"

W-6



M4-8
24"X12"
M3-4
24"X12"
M1-5A
24"X24"
MO6-1
21"X21"

W-7

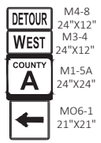


M4-8
24"X12"
M3-4
24"X12"
M1-5A
24"X24"

W-8

M4-8
24"X12"
M3-4
24"X12"
M1-5A
24"X24"
MO5-1L
21"X21"

W-9

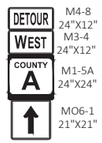


M4-8
24"X12"
M3-4
24"X12"
M1-5A
24"X24"
MO6-1
21"X21"

W-10

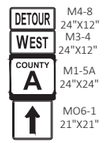
M3-4
24"X12"
M1-5A
24"X24"

W-11



M4-8
24"X12"
M3-4
24"X12"
M1-5A
24"X24"
MO6-1
21"X21"

W-12

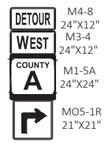


M4-8
24"X12"
M3-4
24"X12"
M1-5A
24"X24"
MO6-1
21"X21"

W-13

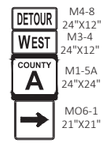
M3-4
24"X12"
M1-5A
24"X24"

W-14



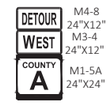
M4-8
24"X12"
M3-4
24"X12"
M1-5A
24"X24"
MO5-1R
21"X21"

W-15



M4-8
24"X12"
M3-4
24"X12"
M1-5A
24"X24"
MO6-1
21"X21"

W-16

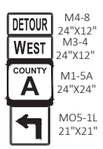


M4-8
24"X12"
M3-4
24"X12"
M1-5A
24"X24"

W-17

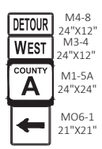
M4-8
24"X12"
M3-4
24"X12"
M1-5A
24"X24"

W-18



M4-8
24"X12"
M3-4
24"X12"
M1-5A
24"X24"
MO5-1L
21"X21"

W-19

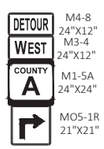


M4-8
24"X12"
M3-4
24"X12"
M1-5A
24"X24"
MO6-1
21"X21"

W-20

M4-8
24"X12"
M3-4
24"X12"
M1-5A
24"X24"

W-21



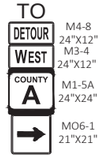
M4-8
24"X12"
M3-4
24"X12"
M1-5A
24"X24"
MO5-1R
21"X21"

W-22

FROM

M1-5A
24"X24"
MO6-1
21"X21"

TO



M4-8
24"X12"
M3-4
24"X12"
M1-5A
24"X24"
MO6-1
21"X21"

W-23

M4-8A
24"X18"
M3-4
24"X12"
M1-5A
24"X24"

PROJECT NO: 3765-04-70	HWY: CTH A	COUNTY: KENOSHA	TRAFFIC CONTROL PLAN	SHEET	E

LEGEND

XXX-XXXX — TRAFFIC SIGNAL

1 — INSTALL TEMPORARY TRAFFIC SIGNAL

2 — REMOVE TEMPORARY TRAFFIC SIGNAL UPON PROJECT COMPLETION

3 — INSTALL STATE SUPPLIED EVP EQUIPMENT

PROJECT NO: 3765-04-70	HWY: CTH A	COUNTY: KENOSHA	TRAFFIC SIGNAL PROJECT OVERVIEW	SHEET 29 E

FILE NAME : \\milw00\ingrproj\71190\13202500-Corridor-Managment\t2-temp_signals\cds\37230170_DAAR\023901_sp_tmp_po.dgn PLOT DATE : 1/16/2018 PLOT BY : jmatson PLOT NAME : PLOT SCALE : 1125:1

WISDOT/CADDS SHEET 42

2

LEGEND

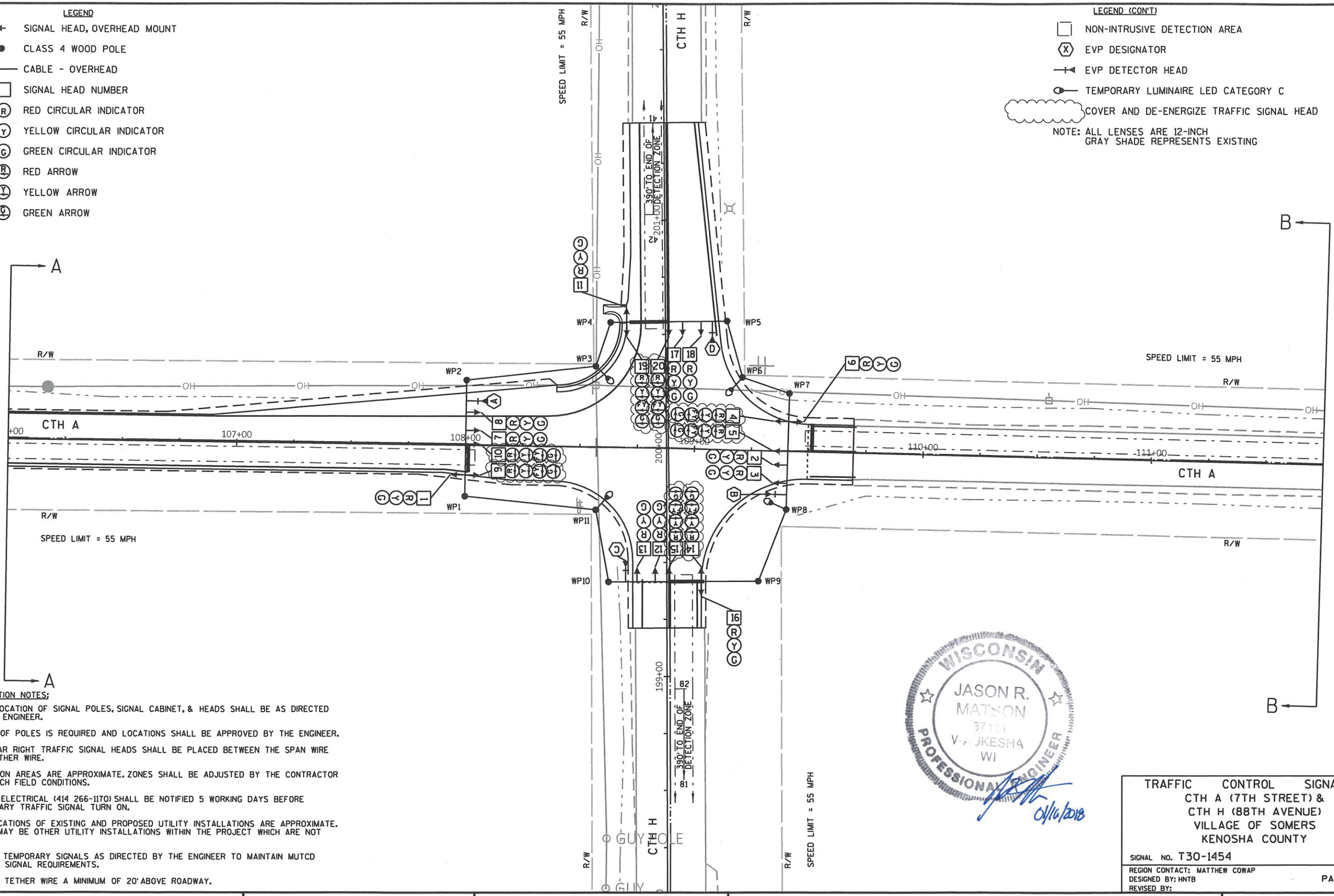
- SIGNAL HEAD, OVERHEAD MOUNT
- CLASS 4 WOOD POLE
- CABLE - OVERHEAD
- SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- (R) RED ARROW
- (Y1) (Y) YELLOW ARROW
- (G) GREEN ARROW

LEGEND (CON'T)

- NON-INTRUSIVE DETECTION AREA
- (X) EVP DESIGNATOR
- EVP DETECTOR HEAD
- TEMPORARY LUMINAIRE LED CATEGORY C
- COVER AND DE-ENERGIZE TRAFFIC SIGNAL HEAD

NOTE: ALL LENSES ARE 12-INCH
GRAY SHADE REPRESENTS EXISTING

N



CONSTRUCTION NOTES:

1. FINAL LOCATION OF SIGNAL POLES, SIGNAL CABINET, & HEADS SHALL BE AS DIRECTED BY THE ENGINEER.
2. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
3. ALL NEAR RIGHT TRAFFIC SIGNAL HEADS SHALL BE PLACED BETWEEN THE SPAN WIRE AND TETHER WIRE.
4. DETECTION AREAS ARE APPROXIMATE. ZONES SHALL BE ADJUSTED BY THE CONTRACTOR TO MATCH FIELD CONDITIONS.
5. WISDOT ELECTRICAL (414 266-1170) SHALL BE NOTIFIED 5 WORKING DAYS BEFORE TEMPORARY TRAFFIC SIGNAL TURN ON.
6. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
7. ADJUST TEMPORARY SIGNALS AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD TRAFFIC SIGNAL REQUIREMENTS.
8. INSTALL TETHER WIRE A MINIMUM OF 20' ABOVE ROADWAY.

WISCONSIN
JASON R. MATSON
37111
WAUKESHA
WI
PROFESSIONAL ENGINEER
01/16/2018

TRAFFIC CONTROL SIGNAL
CTH A (7TH STREET) &
CTH H (88TH AVENUE)
VILLAGE OF SOMERS
KENOSHA COUNTY

SIGNAL NO. T30-1454

REGION CONTACT: MATTHEW COWAP
DESIGNED BY: HNTB
REVISED BY:

PAGE 1 OF 3

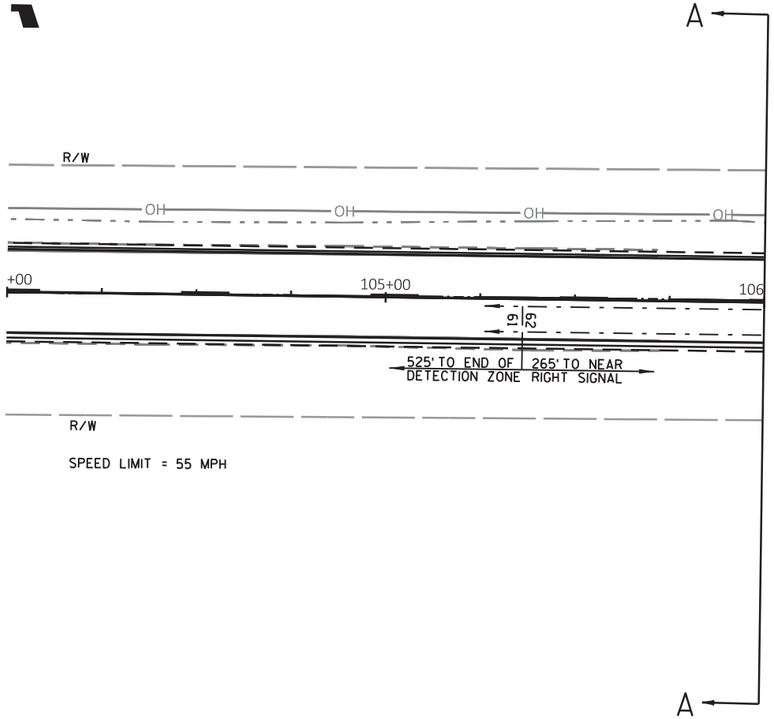
PROJECT NO: 3765-04-70	HWY: CTH A	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN	SHEET 30	E

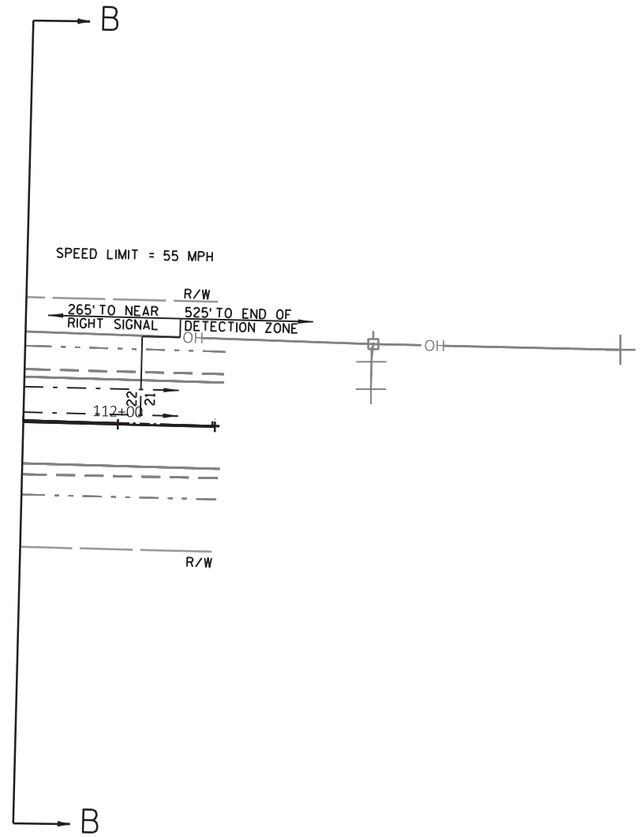
FILE NAME : \\milw00\ingrproj\71190\13202500-Corridor-Managment\t2-temp_signals\cds\37230170_DAAR\023911_sp_tmp.dgn PLOT DATE : 1/16/2018 PLOT BY : jmatson PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

N





TRAFFIC CONTROL SIGNAL
CTH A (7TH STREET) &
CTH H (88TH AVENUE)
VILLAGE OF SOMERS
KENOSHA COUNTY

SIGNAL NO. T30-1454

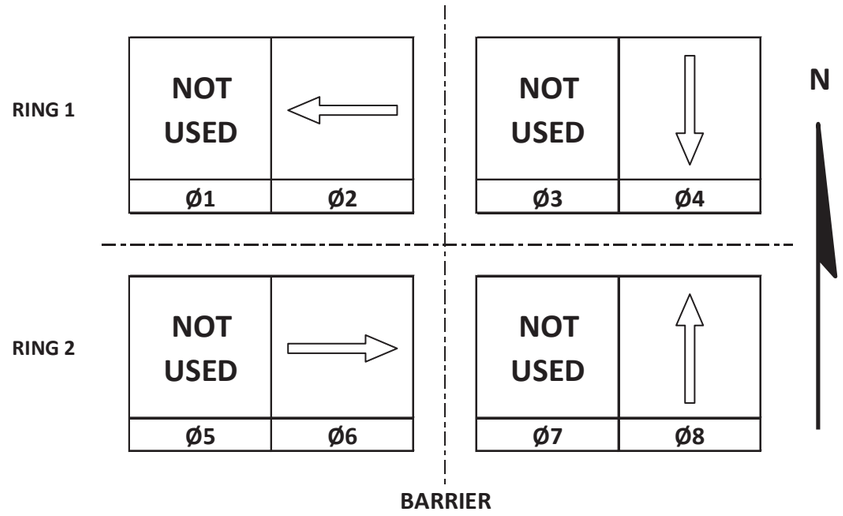
REGION CONTACT: MATTHEW COWAP
DESIGNED BY: HNTB
REVISED BY:

PAGE 2 OF 3

PROJECT NO: 3765-04-70	HWY: CTH A	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN	SHEET 31	E

FILE NAME : \\milw00\ingrproj\71190\13202500-Corridor-Managment\t2-temp_signals\cds\37230170_DAAR\023911a_sp_tmp.dgn PLOT DATE : 1/16/2018 PLOT BY : jmatson PLOT NAME : PLOT SCALE : 40:1

	HEAD NUMBERS	FLASH
Ø1		
Ø2	6,7,8	R
Ø3		
Ø4	11,12,13	R
Ø5		
Ø6	1,2,3	R
Ø7		
Ø8	16,17,18	R
Ø2P		
Ø4P		
Ø6P		
Ø8P		
OLA		
OLB		
OLC		
OLD		



DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL	DETECTOR OPERATION			PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
		CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY							
21		X			2	2					
22		X			2	2					
41				X		4			X		
42		X			4	4					
61		X			6	6					
62		X			6	6					
81				X		8			X		
82		X			8	8					

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1				
2	X	6	MIN	X
3				
4		8		X
5				
6	X	2	MIN	X
7				
8		4		X

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	X

TYPE OF COORDINATION	
NONE	X
TBC	
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM NO:	SS-

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTION	

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
MOVEMENT	← →	← →	↓ ↑	↓ ↑
PHASE	2+6	6+2	4+8	8+4

AFTER PREEMPTION SEQUENCE 2+6 OR 6+2, CONTROLLER SHALL RETURN TO PHASES 2+6.

AFTER PREEMPTION SEQUENCE 4+8 OR 8+4, CONTROLLER SHALL RETURN TO PHASES 4+8.

CTH A & CTH H

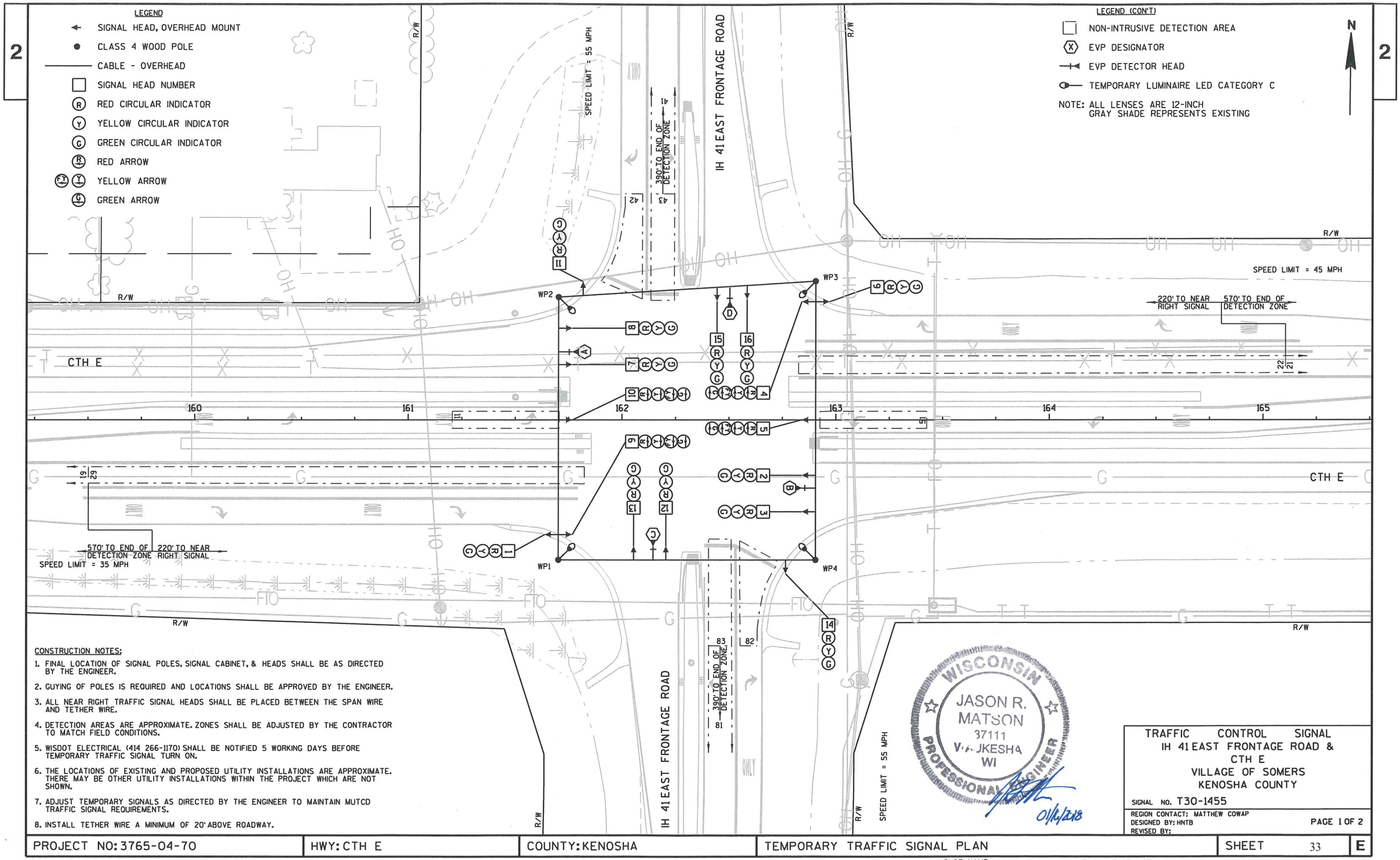
VILLAGE OF SOMERS

KENOSHA COUNTY

SIGNAL NO: T30-1454 CABINET TYPE: TEMP

CONTROLLER TYPE: ECONOLITE

DATE: 01/2018 PAGE NO. 3 OF 3



CONSTRUCTION NOTES;

1. FINAL LOCATION OF SIGNAL POLES, SIGNAL CABINET, & HEADS SHALL BE AS DIRECTED BY THE ENGINEER.
2. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
3. ALL NEAR RIGHT TRAFFIC SIGNAL HEADS SHALL BE PLACED BETWEEN THE SPAN WIRE AND TETHER WIRE.
4. DETECTION AREAS ARE APPROXIMATE. ZONES SHALL BE ADJUSTED BY THE CONTRACTOR TO MATCH FIELD CONDITIONS.
5. WISDOT ELECTRICAL (414 266-1170) SHALL BE NOTIFIED 5 WORKING DAYS BEFORE TEMPORARY TRAFFIC SIGNAL TURN ON.
6. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
7. ADJUST TEMPORARY SIGNALS AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD TRAFFIC SIGNAL REQUIREMENTS.
8. INSTALL TETHER WIRE A MINIMUM OF 20' ABOVE ROADWAY.

WISCONSIN
JASON R. MATSON
37111
WAUKESHA
WI
PROFESSIONAL ENGINEER
01/16/2018

TRAFFIC CONTROL SIGNAL
IH 41 EAST FRONTAGE ROAD &
CTH E
VILLAGE OF SOMERS
KENOSHA COUNTY

SIGNAL NO. T30-1455

REGION CONTACT: MATTHEW COWAP
DESIGNED BY: HNTB
REVISED BY:

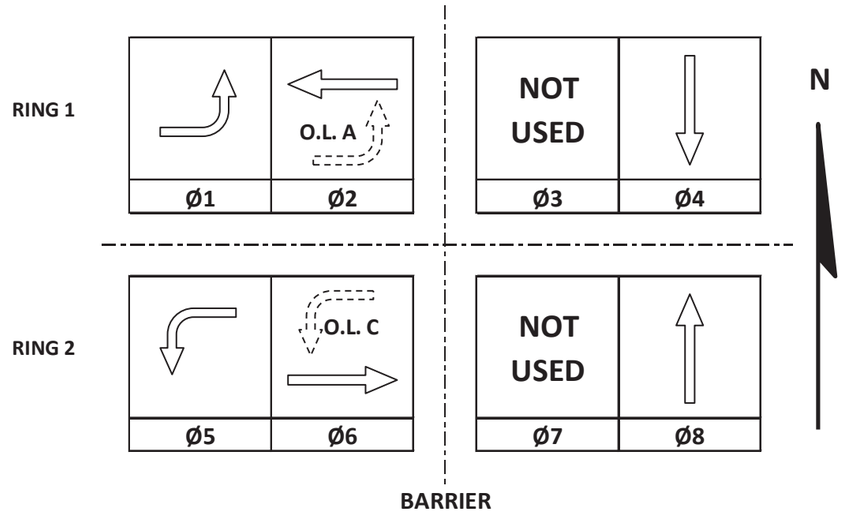
PAGE 1 OF 2

PROJECT NO: 3765-04-70	HWY: CTH E	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN	SHEET 33	E

FILE NAME : \\milw00\ingrproj\71190\13202500-Corridor-Managment\t2-temp_signals\cds\37230170_DAAR\023912_sp_tmp.dgn PLOT DATE : 1/16/2018 PLOT BY : jmatson PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1	4,5	-
Ø2	6,7,8	R
Ø3		
Ø4	11,12,13	R
Ø5	9,10	-
Ø6	1,2,3	R
Ø7		
Ø8	14,15,16	R
Ø2P		
Ø4P		
Ø6P		
Ø8P		
OLA	4,5	R ←
OLB		
OLC	9,10	R ←
OLD		



DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL	DETECTOR OPERATION			PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
		CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY							
11		X			1	1					
21		X			2	2					
22		X			2	2					
41				X		4			X		
42		X			4	4		X			
43		X			4	4					
51		X			5	5					
61		X			6	6					
62		X			6	6					
81				X		8			X		
82		X			8	8		X			
83		X			8	8					

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1		6		X
2	X	6	MIN	X
3				
4		8		X
5		2		X
6	X	2	MIN	X
7				
8		4		X

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	X

TYPE OF COORDINATION	
NONE	X
TBC	
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM NO:	SS-

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTION	

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
MOVEMENT				
PHASE	2+5	6+1	4+8	8+4

AFTER PREEMPTION SEQUENCE 2+5 OR 6+1, CONTROLLER SHALL RETURN TO PHASES 2+6.

AFTER PREEMPTION SEQUENCE 4+8 OR 8+4, CONTROLLER SHALL RETURN TO PHASES 4+8.

IH 41 EAST FRONTAGE ROAD & CTH E

VILLAGE OF SOMERS

KENOSHA COUNTY

SIGNAL NO: T30-1455 CABINET TYPE: TEMP

CONTROLLER TYPE: ECONOLITE

DATE: 01/2018 PAGE NO. 2 OF 2

PROJECT NO: 3765-04-70	HWY: CTH E	COUNTY: KENOSHA	SEQUENCE OF OPERATIONS	SHEET NO: E

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

3765-04-70

Line	Item	Item Description	Unit	Total	Qty
0002	203.0100	Removing Small Pipe Culverts	EACH	3.000	3.000
0008	204.0115	Removing Asphaltic Surface Butt Joints	SY	267.000	267.000
0010	204.0120	Removing Asphaltic Surface Milling	SY	24,450.000	24,450.000
0020	205.0100	Excavation Common	CY	7,780.000	7,780.000
0024	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	185.000	185.000
0030	213.0100	Finishing Roadway (project) 03. 3765-04-70	EACH	1.000	1.000
0032	305.0110	Base Aggregate Dense 3/4-Inch	TON	550.000	550.000
0034	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	6,500.000	6,500.000
0036	305.0130	Base Aggregate Dense 3-Inch	TON	10,400.000	10,400.000
0048	440.4410	Incentive IRI Ride	DOL	7,000.000	7,000.000
0052	455.0605	Tack Coat	GAL	4,905.000	4,905.000
0054	460.2000	Incentive Density HMA Pavement	DOL	8,450.000	8,450.000
0056	460.5223	HMA Pavement 3 LT 58-28 S	TON	9,700.000	9,700.000
0058	460.5224	HMA Pavement 4 LT 58-28 S	TON	2,700.000	2,700.000
0062	460.6223	HMA Pavement 3 MT 58-28 S	TON	600.000	600.000
0064	460.6224	HMA Pavement 4 MT 58-28 S	TON	200.000	200.000
0068	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	10.000	10.000
0070	465.0315	Asphaltic Flumes	SY	7.000	7.000
0072	465.0450	Asphaltic Intersection Rumble Strips	SY	80.000	80.000
0086	522.0524	Culvert Pipe Reinforced Concrete Class V 24-Inch	LF	56.000	56.000
0088	522.0530	Culvert Pipe Reinforced Concrete Class V 30-Inch	LF	28.000	28.000
0090	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	4.000	4.000
0092	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	2.000	2.000
0096	601.0553	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type D	LF	50.000	50.000
0120	619.1000	Mobilization	EACH	0.250	0.250
0128	623.0200	Dust Control Surface Treatment	SY	15,780.000	15,780.000
0130	624.0100	Water	MGAL	140.000	140.000
0132	625.0100	Topsoil	SY	1,780.000	1,780.000
0136	627.0200	Mulching	SY	1,780.000	1,780.000
0138	628.1504	Silt Fence	LF	200.000	200.000
0140	628.1520	Silt Fence Maintenance	LF	200.000	200.000
0142	628.1905	Mobilizations Erosion Control	EACH	1.000	1.000
0144	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	4.000
0156	628.7555	Culvert Pipe Checks	EACH	4.000	4.000
0158	629.0210	Fertilizer Type B	CWT	2.000	2.000
0160	630.0130	Seeding Mixture No. 30	LB	35.000	35.000
0162	630.0200	Seeding Temporary	LB	50.000	50.000
0166	633.5200	Markers Culvert End	EACH	6.000	6.000

3765-04-70

Line	Item	Item Description	Unit	Total	Qty
0170	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	52.000	52.000
0174	637.0620	Sign Flags Permanent Type II	EACH	7.000	7.000
0176	637.2210	Signs Type II Reflective H	SF	116.500	116.500
0178	637.2215	Signs Type II Reflective H Folding	SF	81.900	81.900
0180	637.2230	Signs Type II Reflective F	SF	228.000	228.000
0182	638.2102	Moving Signs Type II	EACH	2.000	2.000
0184	638.2602	Removing Signs Type II	EACH	14.000	14.000
0186	638.3000	Removing Small Sign Supports	EACH	11.000	11.000
0192	643.0300	Traffic Control Drums	DAY	1,100.000	1,100.000
0198	643.0420	Traffic Control Barricades Type III	DAY	1,600.000	1,600.000
0200	643.0705	Traffic Control Warning Lights Type A	DAY	1,850.000	1,850.000
0204	643.0900	Traffic Control Signs	DAY	13,350.000	13,350.000
0206	643.0920	Traffic Control Covering Signs Type II	EACH	10.000	10.000
0208	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0212	643.5000	Traffic Control	EACH	0.300	0.300
0222	645.0220	Geogrid Type SR	SY	14,000.000	14,000.000
0224	646.1020	Marking Line Epoxy 4-Inch	LF	32,300.000	32,300.000
0234	646.6120	Marking Stop Line Epoxy 18-Inch	LF	260.000	260.000
0246	646.9000	Marking Removal Line 4-Inch	LF	110.000	110.000
0248	646.9200	Marking Removal Line Wide	LF	70.000	70.000
0252	650.5000	Construction Staking Base	LF	4,776.000	4,776.000
0256	650.6000	Construction Staking Pipe Culverts	EACH	3.000	3.000
0258	650.8000	Construction Staking Resurfacing Reference	LF	9,552.000	9,552.000
0266	650.9910	Construction Staking Supplemental Control (project) 03. 3765-04-70	LS	1.000	1.000
0274	654.0101	Concrete Bases Type 1	EACH	2.000	2.000
0288	661.0200	Temporary Traffic Signals for Intersections (location) 04. CTH A & CTH H	LS	1.000	1.000
0290	661.0200	Temporary Traffic Signals for Intersections (location) 05. IH 41 E Frontage Rd & CTH E	LS	1.000	1.000
0292	690.0150	Sawing Asphalt	LF	225.000	225.000
0296	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	600.000	600.000
0298	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	800.000	800.000
0310	SPV.0105	Special 04. Temporary EVP System CTH A & CTH H	LS	1.000	1.000
0312	SPV.0105	Special 05. Temporary EVP System IH 41 E Frontage Rd & CTH E	LS	1.000	1.000
0320	SPV.0105	Special 14. Temp Radar Microwave Veh Detect Sys For Int CTH A & CTH H	LS	1.000	1.000
0322	SPV.0105	Special 15. Temp Radar Microwave Veh Detect Sys For Int IH 41 E Frontage Rd & CTH E	LS	1.000	1.000
0326	SPV.0170	Special 01. Proof Rolling	STA	48.000	48.000

3

REMOVING SMALL PIPE CULVERTS

ROADWAY	STATION	OFFSET	SIZE INCH	LENGTH FEET	TYPE	203.0100 REMOVING SMALL PIPE CULVERTS EACH
CTH A	45+14		18	40	CMCP	1
CTH A	99+43		24	40	CMCP	1
CTH A	100+20		18	40	CMCP	1
TOTAL						**3**

ASPHALTIC SURFACE MILLING

ROADWAY	STA	TO	STA	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY
CTH A	14+18		109+70	23,350	107
CTH A & 100 Ave . Int				500	107
CTH A & CTH H. Int				600	53
TOTAL				**24,450**	**267**

3

COMMON EXCAVATION

ROADWAY	STA	TO	STA	205.0100 EXCAVATION COMMON C.Y.
CTH A	14+18		109+70	55
UNDISTRIBUTED EBS	14+18		109+70	7,725
TOTAL				**7,780**

ASPHALTIC FLUMES

ROADWAY	STA	LOCATION	465.0315 ASPHALTIC FLUMES SY
CTH A & CTH H	108+75	LT	7
TOTAL			**7**

AGGREGATE ITEMS

ROADWAY	STA	TO	STA	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	305.0130 BASE AGGREGATE DENSE 3-INCH TON	623.0200 DUST CONTROL SURFACE TREATMENT SY	624.0100 WATER MGAL	645.0220 GEOGRID TYPE SR SY	SPV.0170.01 PROOF ROLLING STA
CTH A	14+18		109+70	475	5,500	9,400	12,740	120	13,900	48
UNDISTRIBUTED	PROJECT			75	1,000	1,000	3,040	20	100	--
TOTAL				**550**	**6,500**	**10,400**	**15,780**	**140**	**14,000**	**48**

3

ASPHALT ITEMS

ROADWAY	STA	TO	STA	460.5223 HMA PAVEMENT 3 LT 58-28 S TON	460.5224 HMA PAVEMENT 4 LT 58-28 S TON	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	455.0605 TACK COAT GAL	211.0400 PREPARE FOUNDATION ASPHALTIC SHOULDERS STA	440.4410 INCENTIVE IRI RIDE DOL	460.2000 INCENTIVE DENSITY HMA PAVEMENT DOL	465.0450 ASPHALTIC INTERSECTION RUMBLE STRIPS SY	COMMENTS
CTH A	14+18		106+89	9700	2700	-	-	10	4,905	185	7,000	7,940	80	
CTH A	106+89		109+70	-	-	600	200	-	-	6	1,000	520	-	CTH A & CTH INTERSECTION
TOTAL				**9,700**	**2,700**	**600**	**200**	**10**	**4,905**	**185**	**7,000**	**8,450**	**80**	

CULVERT PIPE ITEMS

ROADWAY	STATION	INLET END STATION	INLET END OFFSET	INLET END ELEV	DISCHARGE END STATION	DISCHARGE END OFFSET	DISCHARGE END ELEV	SLOPE	522.0524 CULVERT PIPE REINFORCED CONCRETE CLASS V 24-INCH LF	522.0530 CULVERT PIPE REINFORCED CONCRETE CLASS V 30-INCH LF	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	633.5200 MARKERS CULVERT END EACH	COMMENTS
CTH A	45+13.87	45+14	20.30 RT	720.11	45+13.87	19.91 LT	719.93	0.64%	28	--	1	2	LESS THAN 2' OF COVERAGE OVER PIPE
CTH A	99+43	99+43	16.59 LT	721.10	99+44	23.24 RT	720.29	2.89%	--	28	1	2	LESS THAN 2' OF COVERAGE OVER PIPE
CTH A	100+20	100+22	19.78 LT	721.77	100+20	20.12 RT	721.59	0.65%	28	--	1	2	LESS THAN 2' OF COVERAGE OVER PIPE
							TOTAL		**56**	**28**	**3**	**6**	

NOTES

1) JOINT TIES FOR CONCRETE PIPE SHALL BE PROVIDED AT ALL CONCRETE APRON ENDWALLS. APRON ENDWALLS SHALL BE TIED FOR THE LAST THREE JOINTS AT PIPE ENDS. THE COST OF THESE TIES SHALL BE INCIDENTAL TO THE COST OF THE PIPE.
2) STATIONS AND OFFSETS ARE TO THE END OF PIPE.

CULVERT ENDWALL SUMMARY

ROADWAY	STATION	OFFSET FT		522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH
CTH A	45+14	20.30	RT	1	--
CTH A	99+43	16.59	LT	--	1
CTH A	100+22	19.78	LT	1	--
CTH A	45+13.87	19.91	LT	1	--
CTH A	99+44	23.24	RT	--	1
CTH A	100+20	20.12	RT	1	--
		TOTAL		**4**	**2**

NOTES

1) STATIONS AND OFFSETS ARE TO THE END OF PIPE.

2) JOINT TIES FOR CONCRETE PIPE SHALL BE PROVIDED AT ALL CONCRETE APRON ENDWALLS. APRON ENDWALLS SHALL BE TIED FOR THE LAST THREE JOINTS AT PIPE ENDS. THE COST OF THESE TIES SHALL BE INCIDENTAL TO THE COST OF THE PIPE.

RESTORATION ITEMS

ROADWAY	625.0100 TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0200 SEEDING TEMPORARY LB
CTH A UNDISTRIBUTED	1,780	1,780	2	35	50
TOTAL	**1,780**	**1,780**	**2**	**35**	**50**

CONSTRUCTION STAKING

ROADWAY	STATION	TO	STATION	650.5000 CONSTRUCTION STAKING BASE LF	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9910 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL PROJECT 3765-04-70 LS
CTH A	14+18		109+70	4,776	9,552	1
TOTAL				**4,776**	**9,552**	**1**

EROSION CONTROL ITEMS

ROADWAY	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.7555 CULVERT PIPE CHECKS EACH
CTH A	--	--	3
UNDISTRIBUTED	200	200	1
TOTAL	**200**	**200**	**4**

EROSION CONTROL MOBILIZATION

LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
PROJECT	1	4
TOTAL	**1**	**4**

PERMANENT SIGNING

STATION	SIGN CODE	SIZE	634.0616 POSTS WOOD 4X6-INCH 16-FT EACH	637.0620 SIGN FLAGS PERMANENT TYPE II EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	654.0101 CONCRETE BASES TYPE I EACH	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
14+65 RT	R2-1	24"x30"	1	-	5.0	-	-	-	-	-	-	
18+62 LT	W3-1	36"x36"	1	-	-	-	9.0	-	-	1	1	
30+00 RT	W7-6	30"x30"	1	-	-	-	6.3	-	-	-	-	
30+00 RT	W13-1	18"x18"	-	-	-	-	2.3	-	-	-	-	
36+00 LT	W7-6	30"x30"	1	-	-	-	6.3	-	-	-	-	
36+00 LT	W13-1	18"x18"	-	-	-	-	2.3	-	-	-	-	
42+62 LT	W14-3	48"x36"	1	-	-	-	5.6	-	-	-	-	
45+00 RT	W14-3	48"x36"	1	-	-	-	5.6	-	-	-	-	
61+98 LT	W14-3	48"x36"	1	-	-	-	5.6	-	-	-	-	
64+44 RT	W2-1	30"x30"	1	-	-	-	6.3	-	-	-	-	
66+51 LT	R2-1	24"x30"	1	-	5.0	-	-	-	-	-	-	
68+74 LT	R1-1B	30"x30"	1	-	-	-	-	1	-	-	-	
68+74 LT	R1-1	-	-	-	-	-	-	-	-	1	1	
69+17 RT	R1-1B	30"x30"	1	-	-	-	-	1	-	-	-	
69+17 RT	R1-1	-	-	-	-	-	-	-	-	1	1	
69+52 RT	W7-6	30"x30"	1	-	-	-	6.3	-	-	-	-	
69+52 RT	W13-1	18"x18"	-	-	-	-	2.3	-	-	-	-	
72+50 LT	W2-1	30"x30"	1	-	-	-	6.3	-	-	-	-	
75+50 LT	W7-6	30"x30"	1	-	-	-	6.3	-	-	-	-	
75+50 LT	W13-1	18"x18"	-	-	-	-	2.3	-	-	-	-	
77+05 LT	W2-1	-	-	-	-	-	-	-	-	1	1	
80+07 RT	R2-1	24"x30"	1	-	5.0	-	-	-	-	-	-	
86+00 RT	W14-3	48"x36"	1	-	-	-	5.6	-	-	-	-	
96+50 RT	W23-2	36"x36"	1	-	-	-	9.0	-	-	-	-	
98+50 RT	W3-4	36"x36"	1	-	-	-	9.0	-	-	-	-	
100+50 RT	W3-3	36"x36"	1	1	-	-	9.0	-	-	-	-	
101+00 RT	W3-1	-	-	-	-	-	-	-	-	1	1	
102+88 LT	W14-3	48"x36"	1	-	-	-	5.6	-	-	-	-	
102+94 LT	R2-1	24"x30"	1	-	5.0	-	-	-	-	-	-	
103+58 RT	J1-1	24"x39"	1	-	6.5	-	-	-	-	-	-	JCT / COUNTY H
103+58 RT	M2-1	-	-	-	-	-	-	-	-	1	-	
103+58 RT	M1-5A	-	-	-	-	-	-	-	-	1	1	
108+00 RT	R1-1F	30"x30"	1	-	-	6.3	-	-	-	-	-	
108+00 RT	J13-1	24"x45"	1	-	7.5	-	-	-	-	-	-	COUNTY H / DOUBLE DIRECTIONAL ARROW
108+49 RT	R1-1B	30"x30"	-	-	-	-	-	-	1	1	1	
CTH A WEST LEG - SPAN WIRE	R10-50L	30"x36"	-	-	7.5	-	-	-	-	-	-	
CTH A EAST LEG - SPAN WIRE	R10-50L	30"x36"	-	-	7.5	-	-	-	-	-	-	
109+19 LT	R1-1B	30"x30"	-	-	-	-	-	-	1	1	1	
109+50 LT	R1-1F	30"x30"	1	-	-	6.3	-	-	-	-	-	
109+50 LT	J13-1	24"x45"	1	-	7.5	-	-	-	-	-	-	COUNTY H / DOUBLE DIRECTIONAL ARROW
CTH A TBD LT	W3-3	36"x36"	1	1	-	-	9.0	-	-	-	-	
SHEET SUBTOTAL *			**27**	**2**	**56.5**	**12.6**	**120**	**2**	**2**	**9**	**8**	

*ADDITIONAL QUANTITIES ELSEWHERE

3

PERMANENT SIGNING

STATION	SIGN CODE	SIZE	634.0616 POSTS WOOD 4X6-INCH 16-FT EACH	637.0620 SIGN FLAGS PERMANENT TYPE II EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	654.0101 CONCRETE BASES TYPE I EACH	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
CTH A TBD LT	W3-4	36"x36"	1	-	-	-	9.0	-	-	-	-	
CTH A TBD LT	W23-2	36"x36"	1	-	-	-	9.0	-	-	-	-	
CTH H TBD RT	W23-2	36"x36"	1	-	-	-	9.0	-	-	-	-	
CTH H TBD RT	W3-3	36"x36"	1	1	-	-	9.0	-	-	-	-	
199+42 RT	R1-1F	30"x30"	1	-	-	6.3	-	-	-	-	-	
199+42 RT	J13-1	24"x45"	1	-	7.5	-	-	-	-	-	-	COUNTY A / DOUBLE DIRECTIONAL ARROW
CTH H SOUTH LEG - SPAN WIRE	R10-50L	30"x36"	-	-	7.5	-	-	-	-	-	-	
CTH H NORTH LEG - SPAN WIRE	R10-50L	30"x36"	-	-	7.5	-	-	-	-	-	-	
200+54 LT	R1-1F	30"x30"	1	-	-	6.3	-	-	-	-	-	
200+54 LT	J13-1	24"x45"	1	-	7.5	-	-	-	-	-	-	COUNTY A / DOUBLE DIRECTIONAL ARROW
CTH E & IH41 E. Frontage Road Intersection												
West Leg	W23-2	36"x36"	1	-	-	-	9.0	-	-	-	-	
West Leg	W3-3	36"x36"	1	1	-	-	9.0	-	-	-	-	
West Leg	R1-1F	30"x30"	1	-	-	6.3	-	-	-	-	-	
West Leg	R1-1F	30"x30"	1	-	-	6.3	-	-	-	-	-	
West Leg - Span Wire	R10-50L	30"x36"	-	-	7.5	-	-	-	-	-	-	
West Leg	R1-1F	30"x30"	1	-	-	6.3	-	-	-	-	-	
West Leg - Span Wire	R10-50L	30"x36"	-	-	7.5	-	-	-	-	-	-	
East Leg - Span Wire	R10-50L	30"x36"	-	-	7.5	-	-	-	-	-	-	
East Leg	R1-1F	30"x30"	1	-	-	6.3	-	-	-	-	-	
East Leg	R1-1F	30"x30"	1	-	-	6.3	-	-	-	-	-	
East Leg	R1-1F	30"x30"	1	-	-	6.3	-	-	-	-	-	
East Leg	W3-3	36"x36"	1	1	-	-	9.0	-	-	-	-	
East Leg	W23-2	36"x36"	1	-	-	-	9.0	-	-	-	-	
South Leg	W3-1	-	-	-	-	-	-	-	-	1	1	
South Leg	W23-2	36"x36"	1	-	-	-	9.0	-	-	-	-	
South Leg	W3-3	36"x36"	1	1	-	-	9.0	-	-	-	-	
South Leg	R1-1	-	-	-	-	-	-	-	-	1	-	
South Leg	R1-1F	30"x30"	1	-	-	6.3	-	-	-	-	-	
South Leg	R1-1F	30"x30"	1	-	-	6.3	-	-	-	-	-	
South Leg - Span Wire	R10-50L	30"x36"	-	-	7.5	-	-	-	-	-	-	
North Leg - Span Wire	R10-50L	30"x36"	-	-	7.5	-	-	-	-	-	-	
North Leg	R1-1	-	-	-	-	-	-	-	-	1	1	
North Leg	W4-4P	-	-	-	-	-	-	-	-	1	-	
North Leg	R1-1F	30"x30"	1	-	-	6.3	-	-	-	-	-	
North Leg	R1-1F	30"x30"	1	-	-	6.3	-	-	-	-	-	
North Leg	W3-3	36"x36"	1	1	-	-	9.0	-	-	-	-	
North Leg	W23-2	36"x36"	1	-	-	-	9.0	-	-	-	-	
North Leg	W3-1	-	-	-	-	-	-	-	-	1	1	
SUBTOTAL*			**25**	**5**	**60.0**	**69.3**	**108.0**	**--**	**--**	**5**	**3**	
TOTAL			**52**	**7**	**116.5**	**81.9**	**228.0**	**2**	**2**	**14**	**11**	

* ADDITONAL QUANTITIES ELSEWHERE

CONCRETE ITEMS

LOCATION	601.0553 CONCRETE CURB AND GUTTER- 4 INCH SLOPPED 36-INCH TYPE D LF
CTH A & CTH H INTERSECTION	50
TOTAL	50

TRAFFIC CONTROL

LOCATION	DURATION DAYS	643.5000 TRAFFIC CONTROL EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS EACH**	DAY
PROJECT	7	0.3	2	14
TOTAL		**0.3**		**14**

** INFORMATION ONLY

TRAFFIC CONTROL DETOUR ITEMS

ROADWAY	DURATION DAYS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II CYCLES**	EACH	643.0900* TRAFFIC CONTROL SIGNS EACH**	DAY
CTH A	55	1	8	190	10,450
UNDISTRIBUTED			2		2,090
TOTAL			**10**		**12,550**

*ADDITIONAL QUANTITIES LISTED ELSEWHERE
** INFORMATION ONLY
APPROX. 20% FOR UNDISTRIBUTRED

3

TRAFFIC CONTROL ITEMS

ROADWAY	DURATION (DAYS)	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH**	643.0420 DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH**	643.0705 DAY	643.0900* TRAFFIC CONTROL SIGNS EACH**	643.0900* DAY	643.0300 TRAFFIC CONTROL DRUMS EACH**	643.0300 DAY
CTH A & IH 41 E. Frontage Road	55	8	440	10	550	2	110	-	-
CTH A & CTH H	55	8	440	10	550	2	110	-	-
CTH A & 100th Ave.	55	8	440	8	440	8	440	-	-
UNDISTRIBUTED		270		310		140		1100	
TOTAL		**1,600**		**1,850**		**800**		**1,100**	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE
** INFORMATION ONLY
APPROX. 20% FOR UNDISTRIBUTED

PAVEMENT MARKING ITEMS

ROADWAY	STATION	TO	STATION	646.1020 MARKING LINE EPOXY 4-INCH YELLOW LF	646.1020 WHITE LF	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.9000 MARKING REMOVAL LINE 4-INCH LF	646.9200 MARKING REMOVAL LINE WIDE LF
CTH A	10+50		14+18	736	736	30	-	-
CTH A	14+18		34+50	4,064	4,064	-	-	-
CTH A	34+50		42+62	1,015	1,624	-	-	-
CTH A	42+62		52+14	1,904	1,904	-	-	-
CTH A	52+14		53+67	38	306	-	-	-
CTH A	53+67		61+97	1,038	1,660	-	-	-
CTH A	61+97		71+73	1,952	1,952	30	-	-
CTH A	71+73		86+00	357	2,854	-	-	-
CTH A	86+00		102+88	422	3,376	-	-	-
CTH A	102+88		108+00	640	1,024	-	-	-
CTH A	109+50		109+70	39	39	-	-	-
CTH H	199+21		199+41	40	40	15	-	-
CTH H	200+55		201+43	176	176	15	-	-
E. Frontage Rd. & CTH E			N Leg	-	-	41	10	-
E. Frontage Rd. & CTH E			S. Leg	-	-	38	10	-
E. Frontage Rd. & CTH E			E. Leg	-	-	46	45	35
E. Frontage Rd. & CTH E			W. Leg	-	-	45	45	35
SUBTOTAL				12,500	19,800	260	110	70
TOTAL				**32,300**		**260**	**110**	**70**

SAW CUTTING ITEMS

ROADWAY		690.0150 SAWING ASPHALT LF	COMMENTS
CTH A	14+18	22	
100th Ave	69+00	44	
CTH A	109+70	22	
CTH H	199+21.17	30	
Driveways		90	
TOTAL		**225**	

CTH A & CTH H

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

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TEMPORARY TRAFFIC SIGNALS
CTH A & CTH H

LOCATION	661.0200.04 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS LS	SPV.0105.04 TEMPORARY EVP SYSTEM LS	SPV.0105.14 TEMPORARY RADAR/MICROWAVE VEHICLE DETECTION SYSTEM LS
CTH A & CTH H	1	1	1
TOTAL	1	1	1

WISCONSIN
JASON R. MATSON
37111
WAUKESHA
WI
PROFESSIONAL ENGINEER
01/16/2018

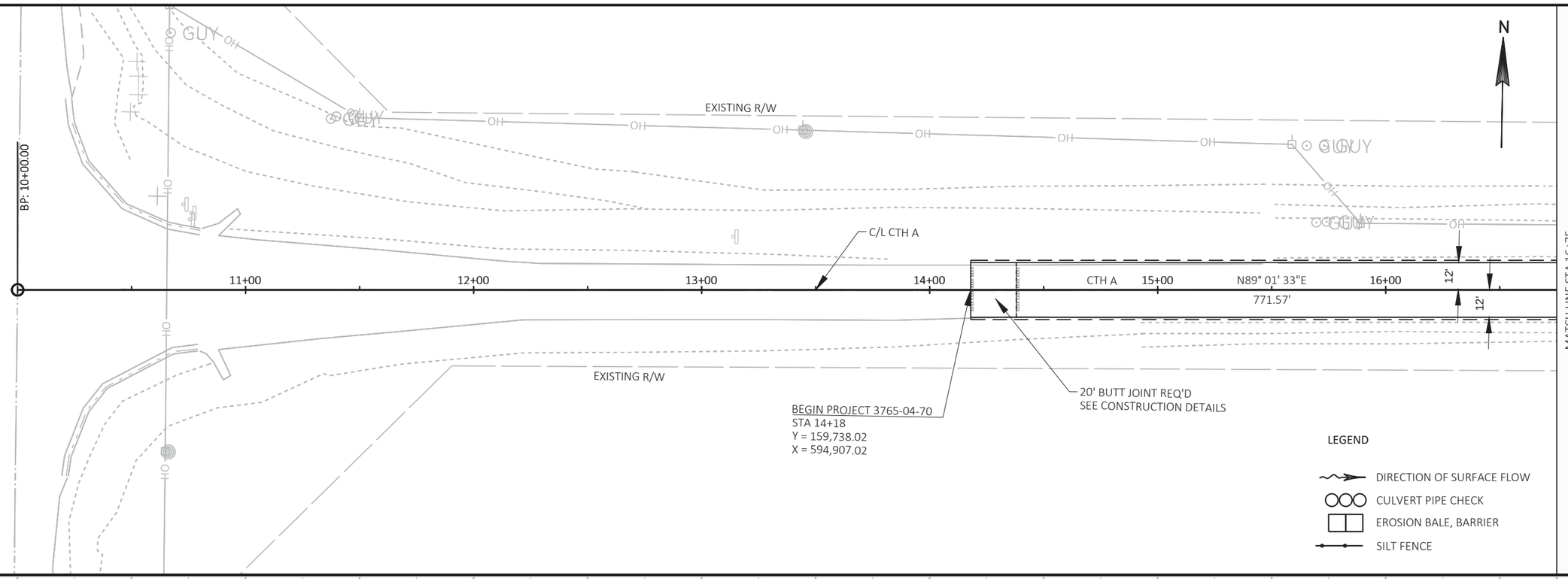
PAGE 1 OF 1

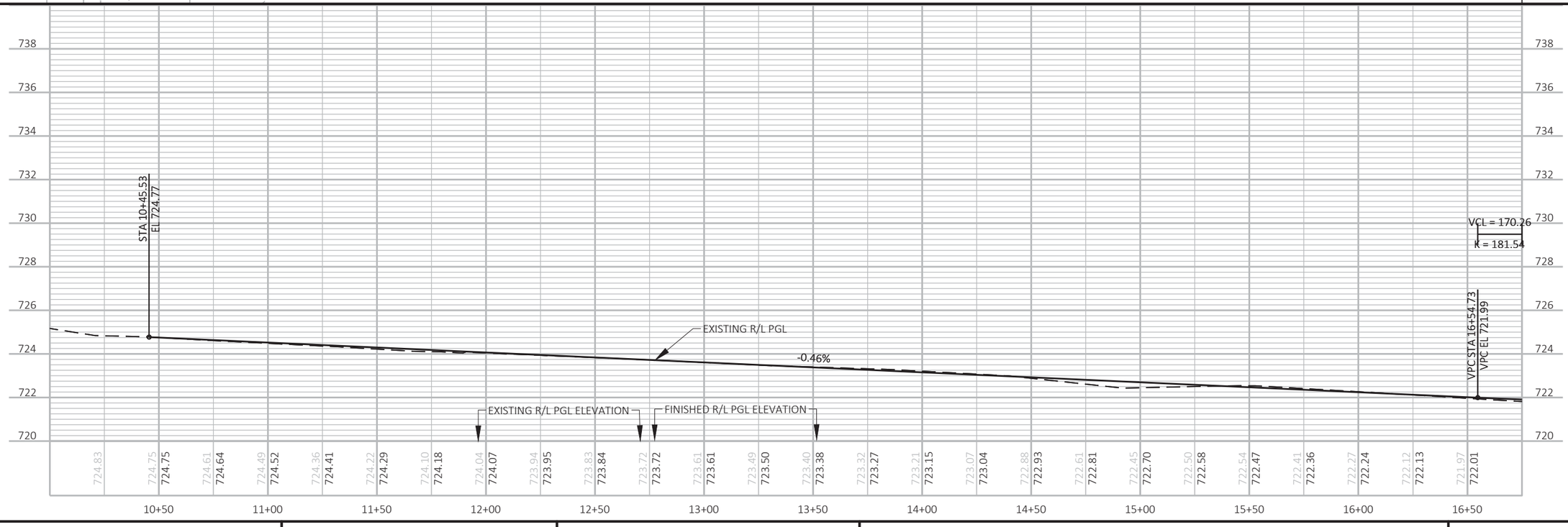
3

3

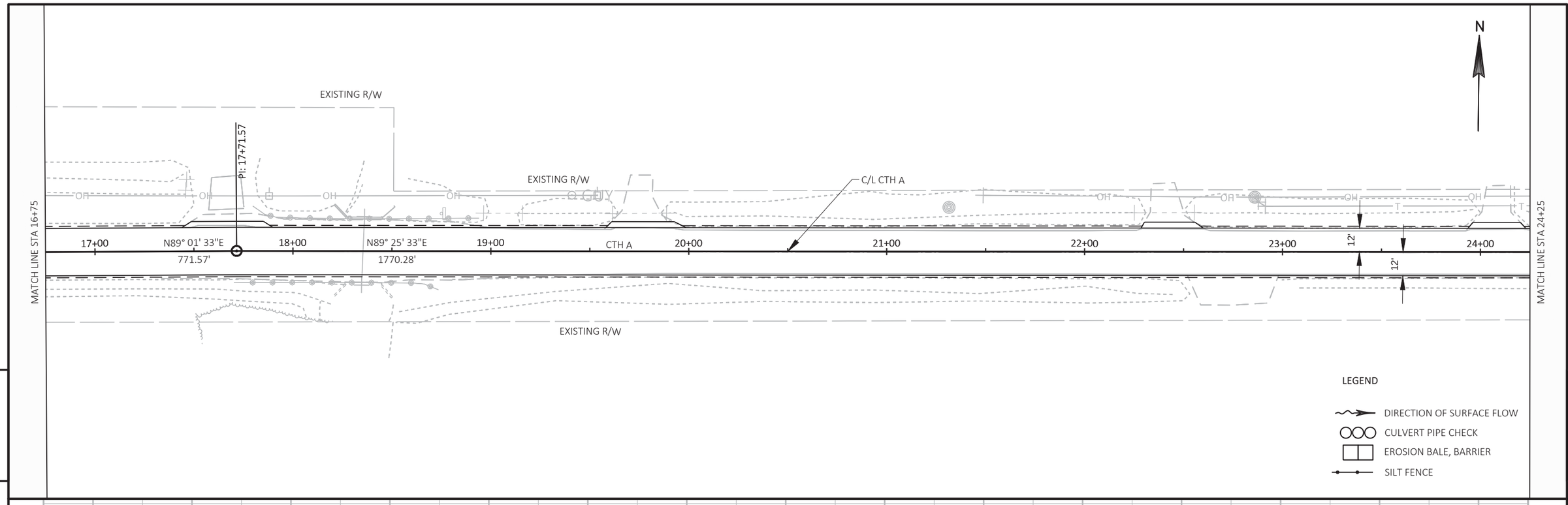
TEMPORARY TRAFFIC SIGNALS
IH 41 EAST FRONTAGE ROAD & CTH E

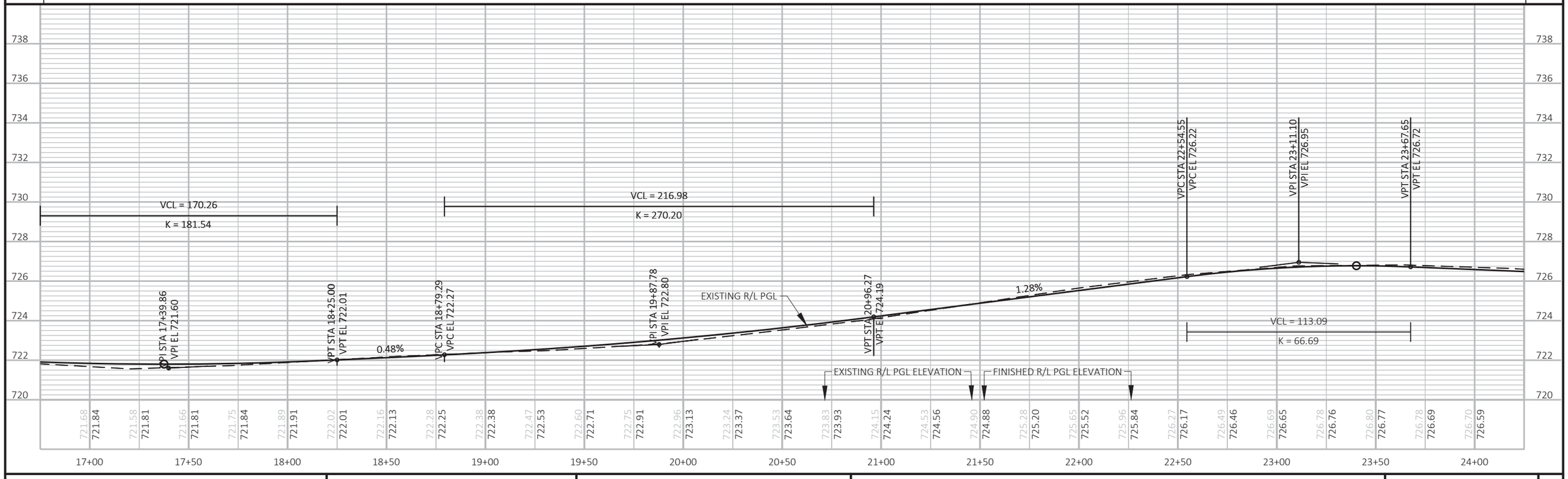
LOCATION	661.0200.05 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS LS	SPV.0105.05 TEMPORARY EVP SYSTEM LS	SPV.0105.15 TEMPORARY RADAR/MICROWAVE VEHICLE DETECTION SYSTEM LS
IH 41 EAST FRONTAGE ROAD & CTH E	1	1	1
TOTAL	1	1	1



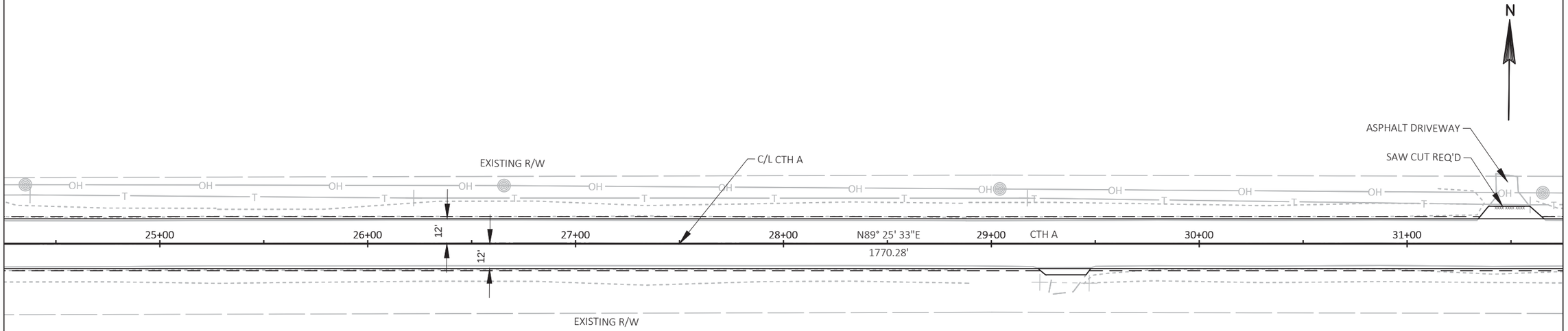


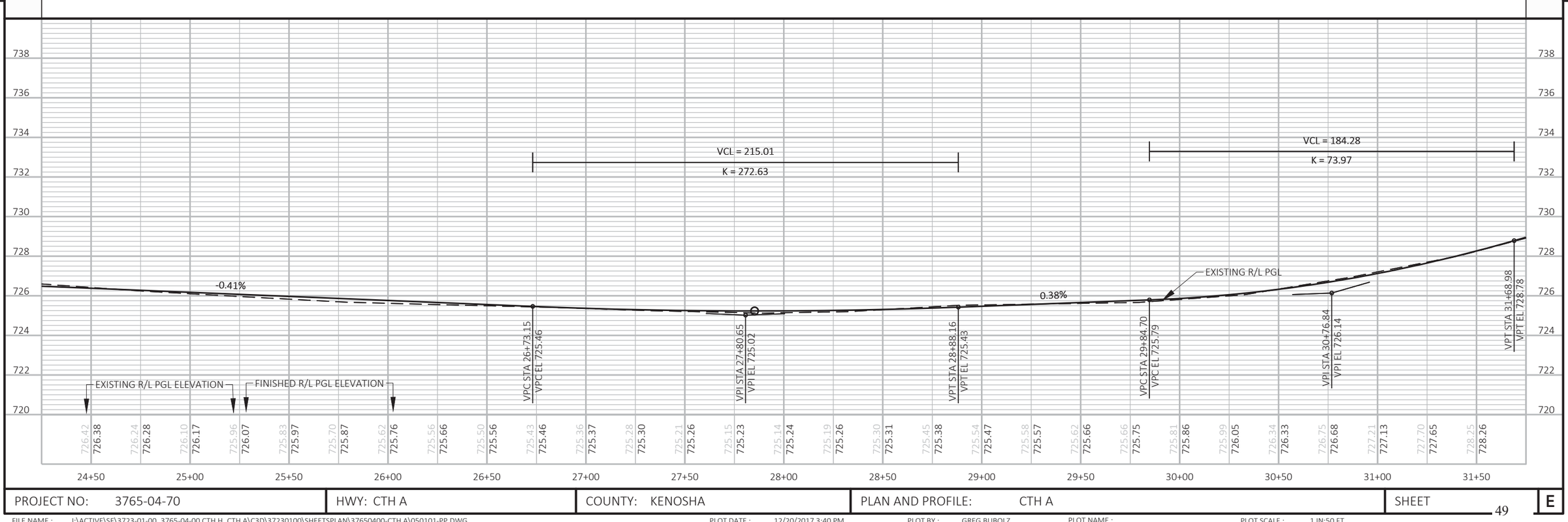
PROJECT NO: 3765-04-70	HWY: CTH A	COUNTY: KENOSHA	PLAN AND PROFILE: CTH A	SHEET 47	E





PROJECT NO: 3765-04-70	HWY: CTH A	COUNTY: KENOSHA	PLAN AND PROFILE: CTH A	SHEET 48	E



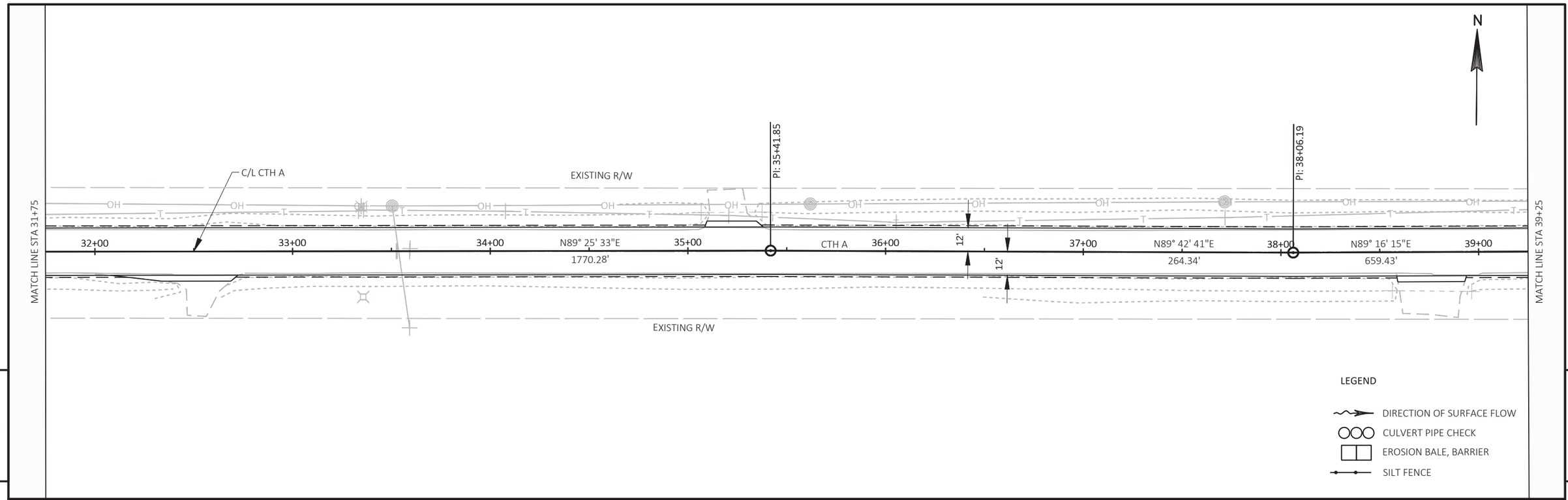


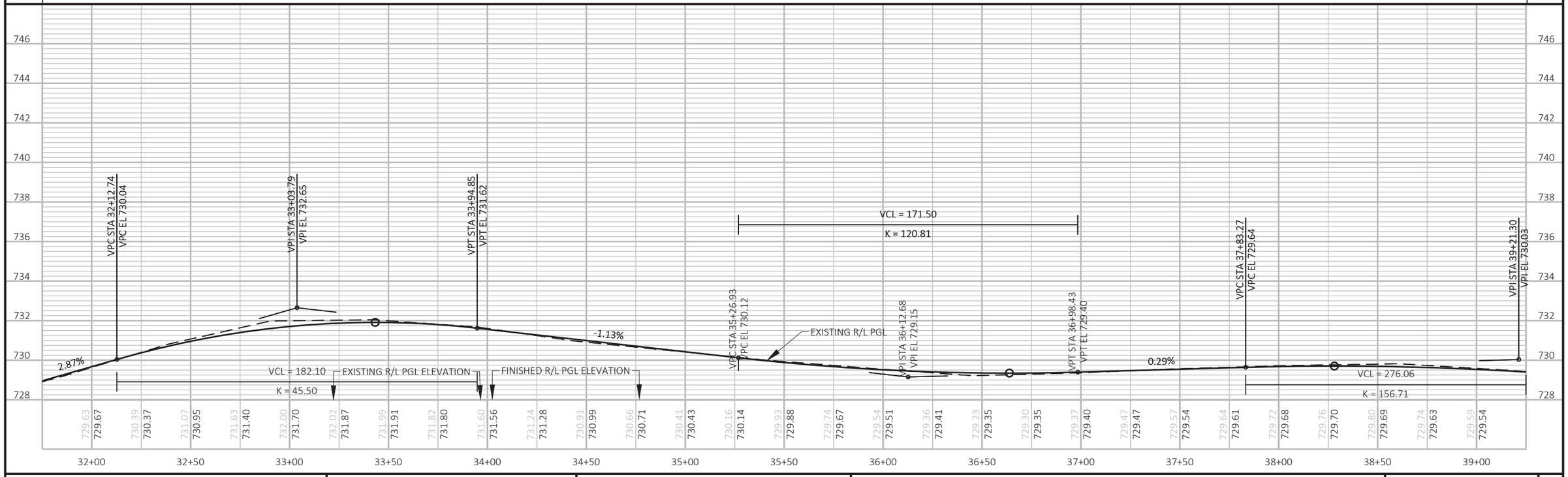
PROJECT NO: 3765-04-70	HWY: CTH A	COUNTY: KENOSHA	PLAN AND PROFILE: CTH A	SHEET 49	E

FILE NAME : J:\ACTIVE\SE\3723-01-00_3765-04-00 CTH H_CTH A\C3D\37230100\SHEETSPLAN\37650400-CTH A\050101-PP.DWG
LAYOUT NAME - 03

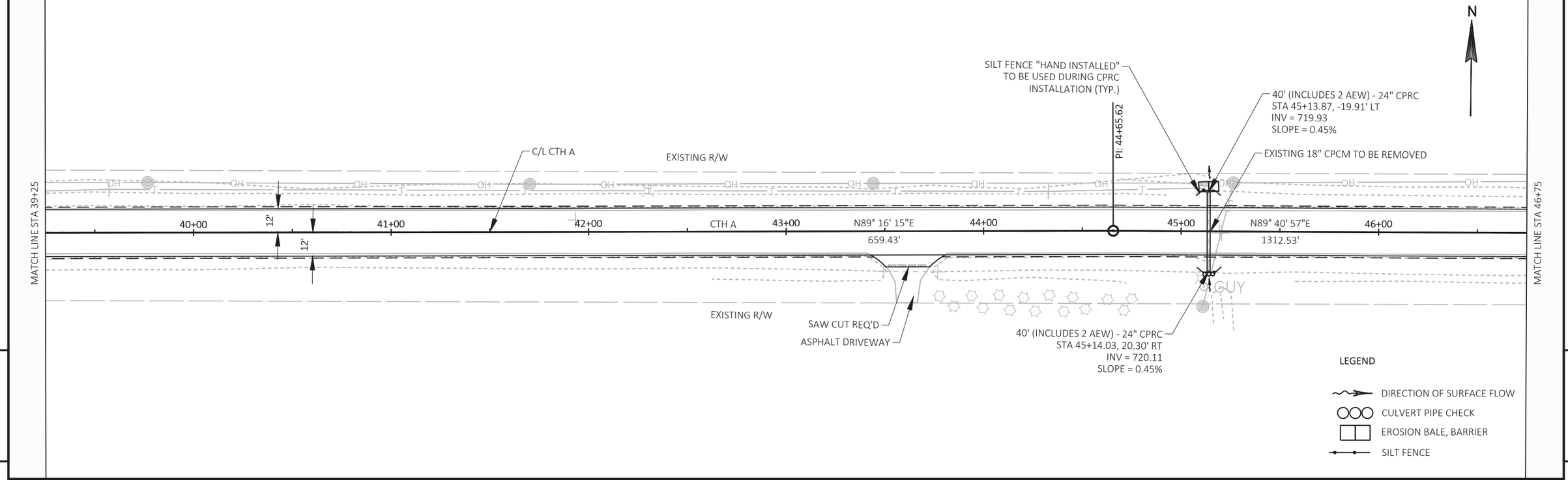
PLOT DATE : 12/20/2017 3:40 PM PLOT BY : GREG BUBOLZ PLOT NAME : PLOT SCALE : 1 IN:50 FT

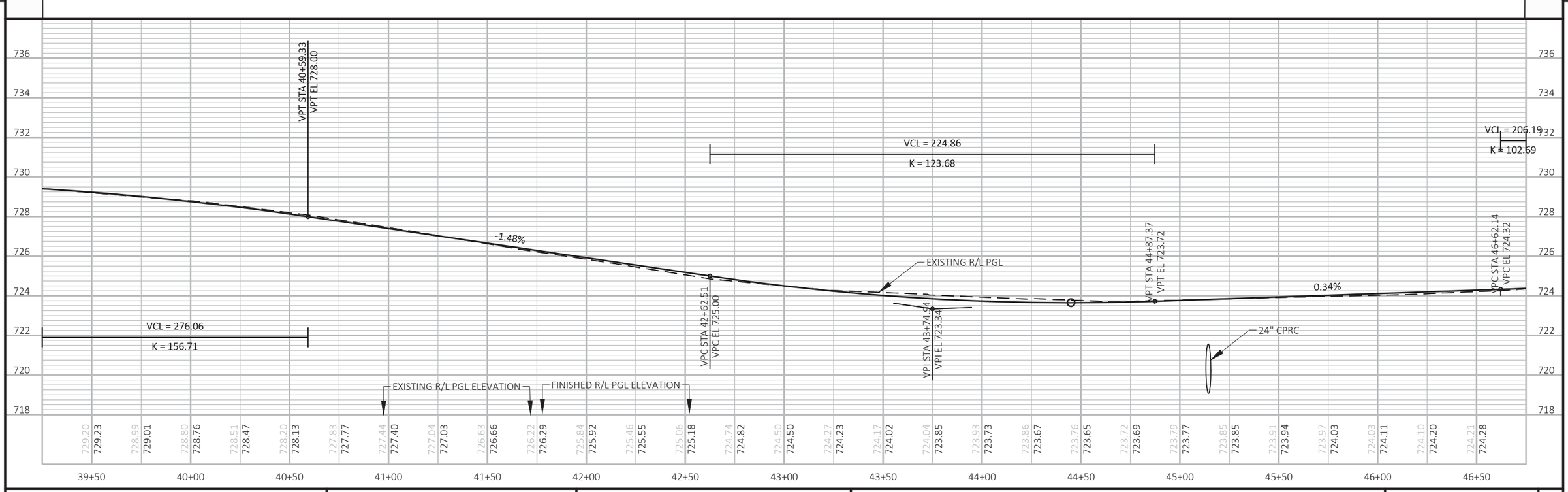
WISDOT/CADDS SHEET 44



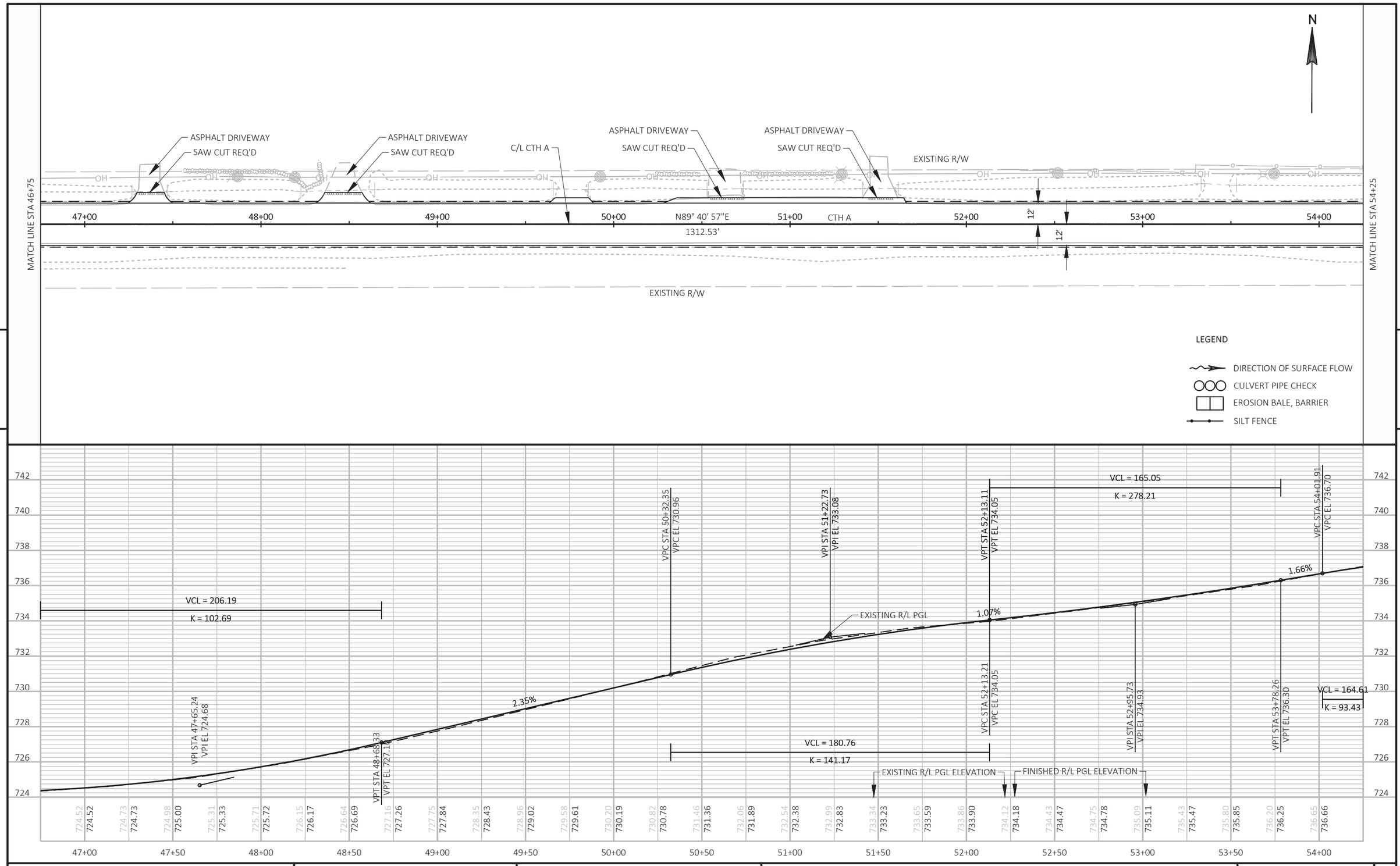


PROJECT NO: 3765-04-70	HWY: CTH A	COUNTY: KENOSHA	PLAN AND PROFILE: CTH A	SHEET 50	E





PROJECT NO: 3765-04-70	HWY: CTH A	COUNTY: KENOSHA	PLAN AND PROFILE: CTH A	SHEET 51	E



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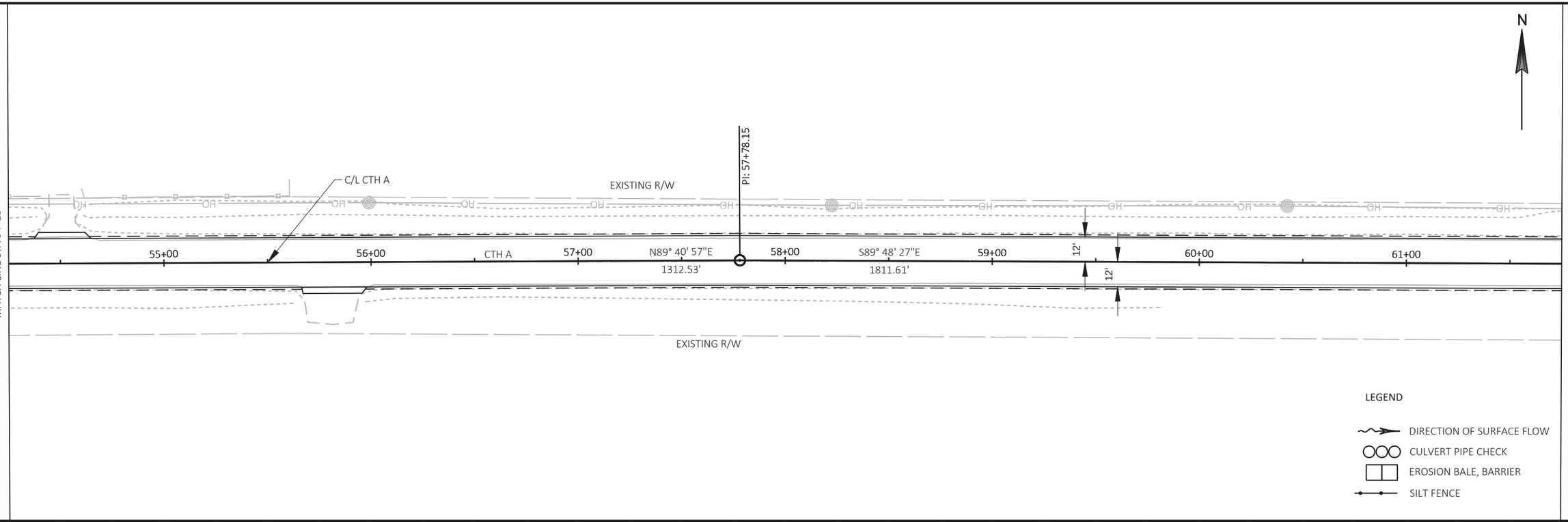
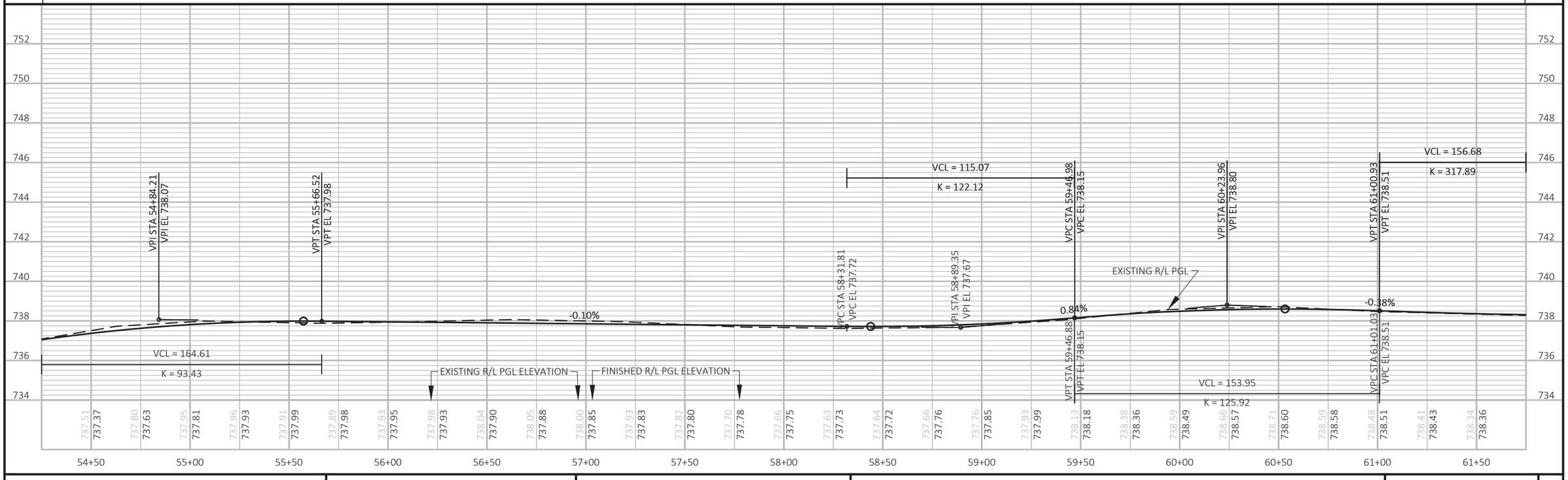
5

PROJECT NO: 3765-04-70	HWY: CTH A	COUNTY: KENOSHA	PLAN AND PROFILE: CTH A	SHEET 52	E

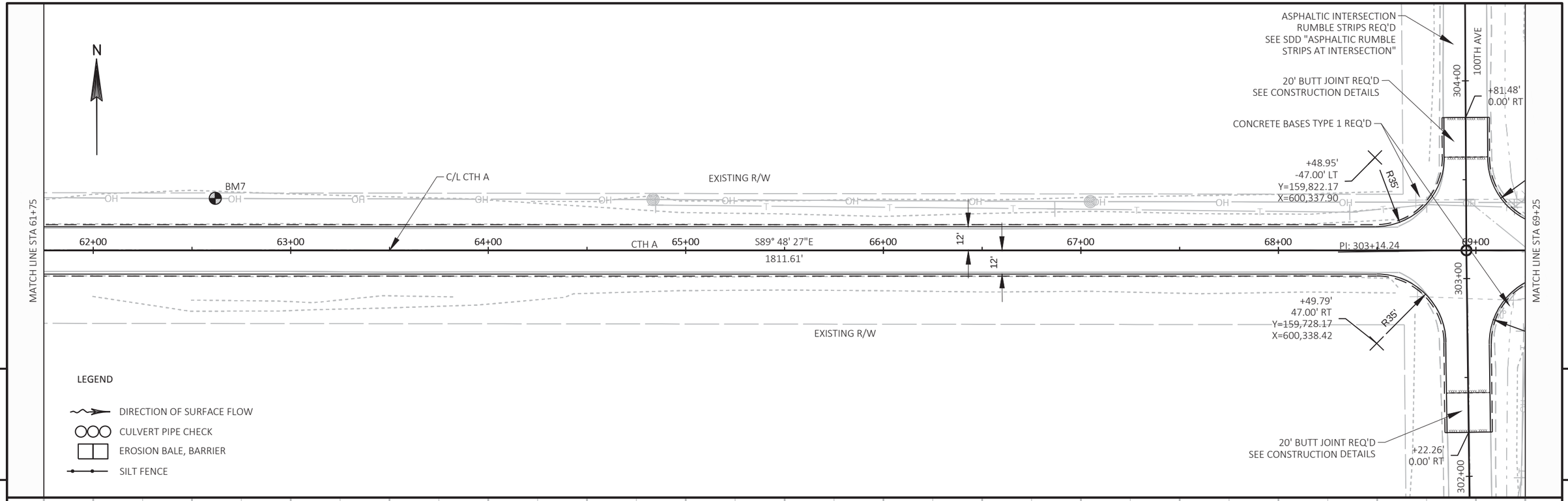
FILE NAME : J:\ACTIVE\SE\3723-01-00_3765-04-00 CTH H_CTH A\C3D\37230100\SHEETSPLAN\37650400-CTH A\050101-PP.DWG
LAYOUT NAME - 06

PLOT DATE : 12/20/2017 3:41 PM PLOT BY : GREG BUBOLZ PLOT NAME : PLOT SCALE : 1 IN:50 FT





PROJECT NO: 3765-04-70	HWY: CTH A	COUNTY: KENOSHA	PLAN AND PROFILE: CTH A	SHEET 53	E

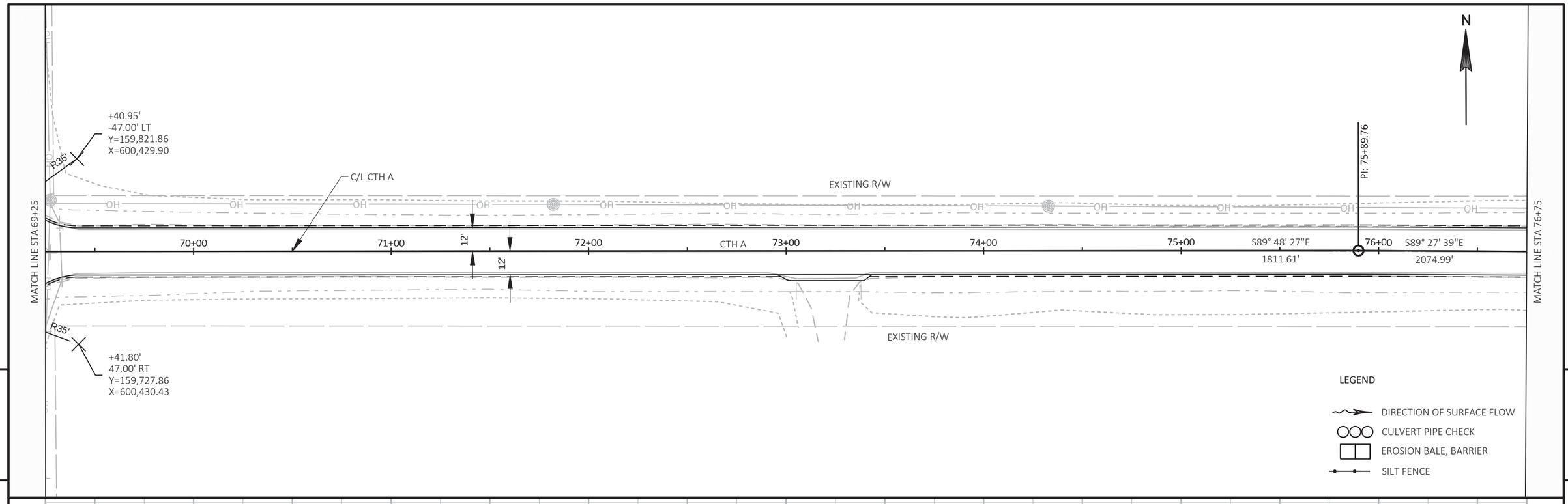


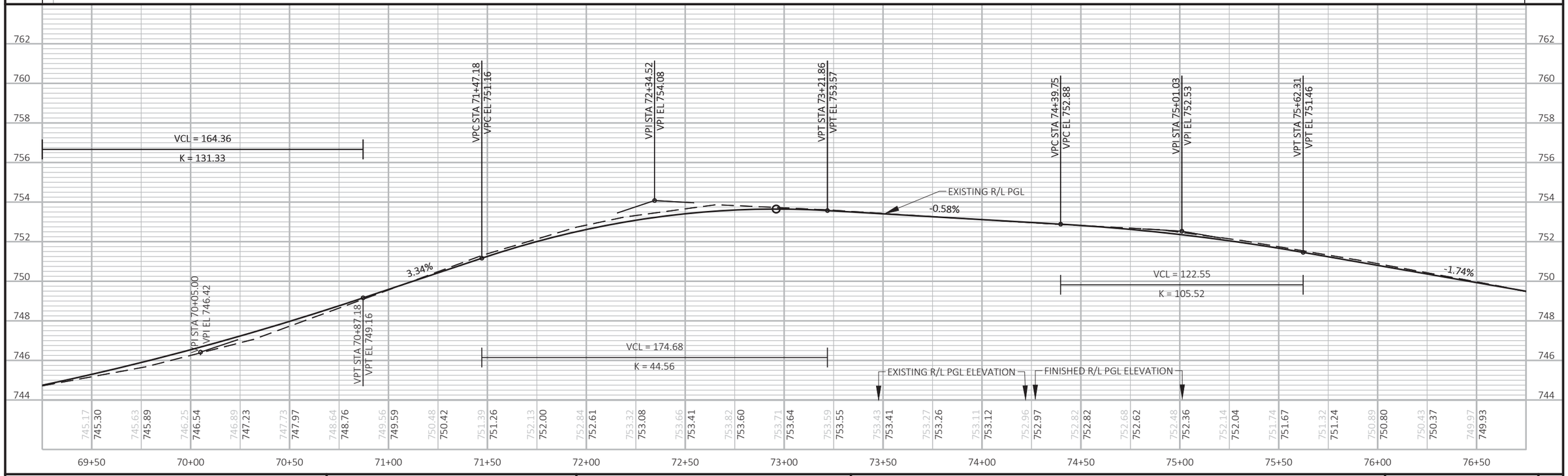
PROJECT NO: 3765-04-70	HWY: CTH A	COUNTY: KENOSHA	PLAN AND PROFILE: CTH A	SHEET 54	E

FILE NAME : J:\ACTIVE\SE\3723-01-00_3765-04-00 CTH H_CTH A\C3D\37230100\SHEETSPLAN\37650400-CTH A\050101-PP.DWG
LAYOUT NAME - 08

PLOT DATE : 1/15/2018 9:03 AM PLOT BY : GREG BUBOLZ PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44



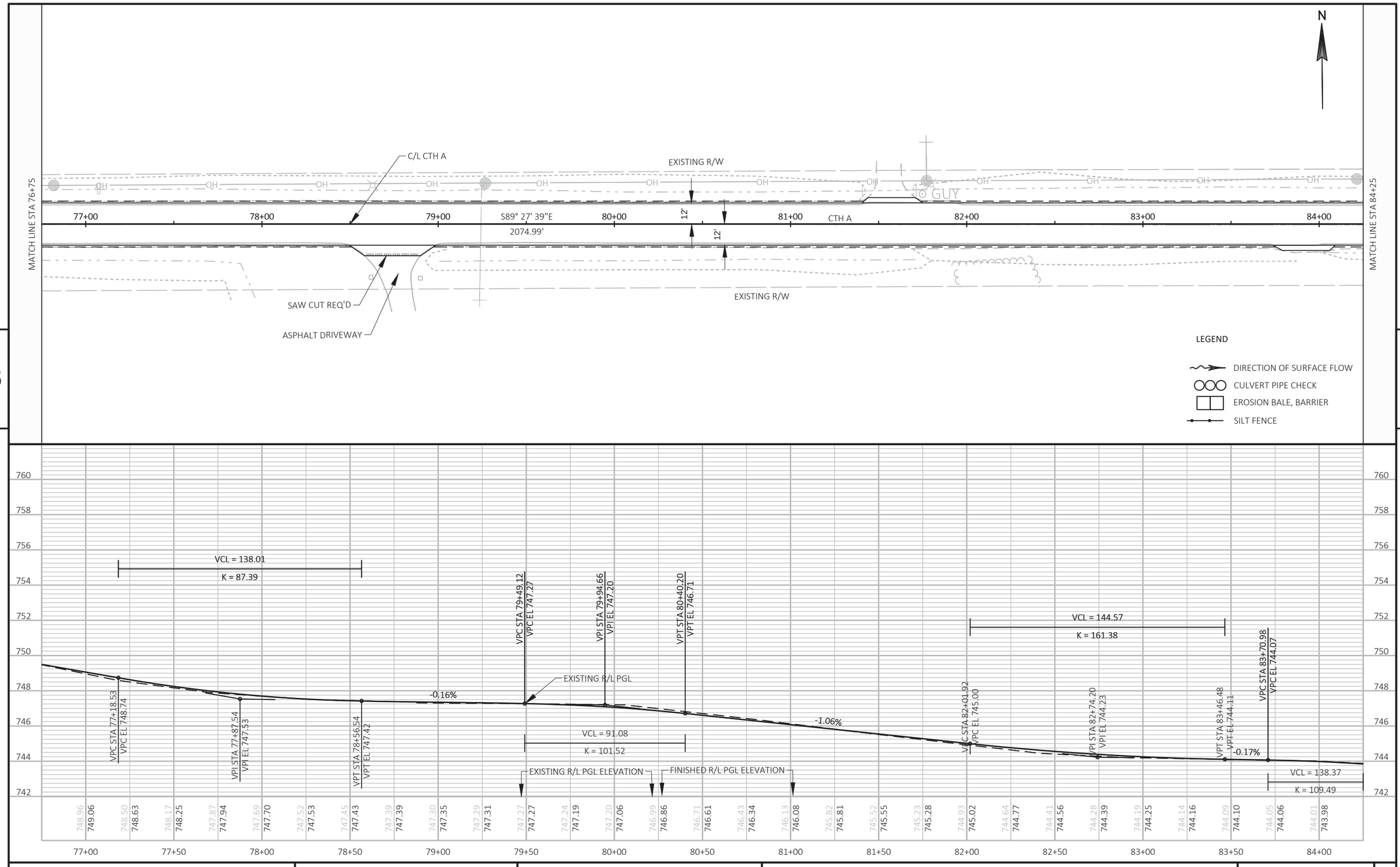


PROJECT NO: 3765-04-70	HWY: CTH A	COUNTY: KENOSHA	PLAN AND PROFILE: CTH A	SHEET 55	E

FILE NAME : J:\ACTIVE\SE\3723-01-00_3765-04-00 CTH H_CTH A\C3D\37230100\SHEETSPLAN\37650400-CTH A\050101-PP.DWG
LAYOUT NAME - 09

PLOT DATE : 12/20/2017 3:42 PM PLOT BY : GREG BUBOLZ PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44



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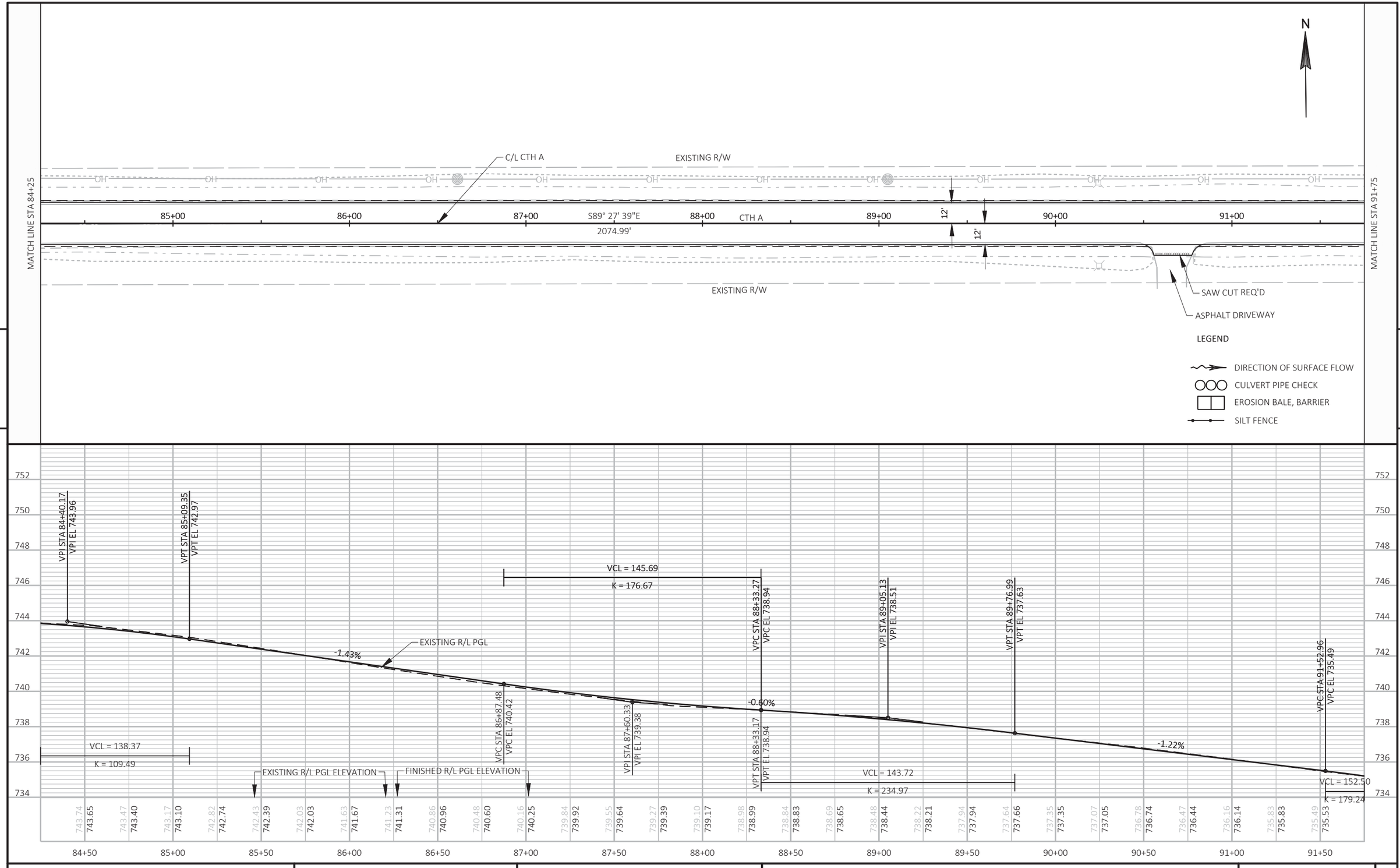
5

PROJECT NO: 3765-04-70	HWY: CTH A	COUNTY: KENOSHA	PLAN AND PROFILE: CTH A	SHEET 56	E



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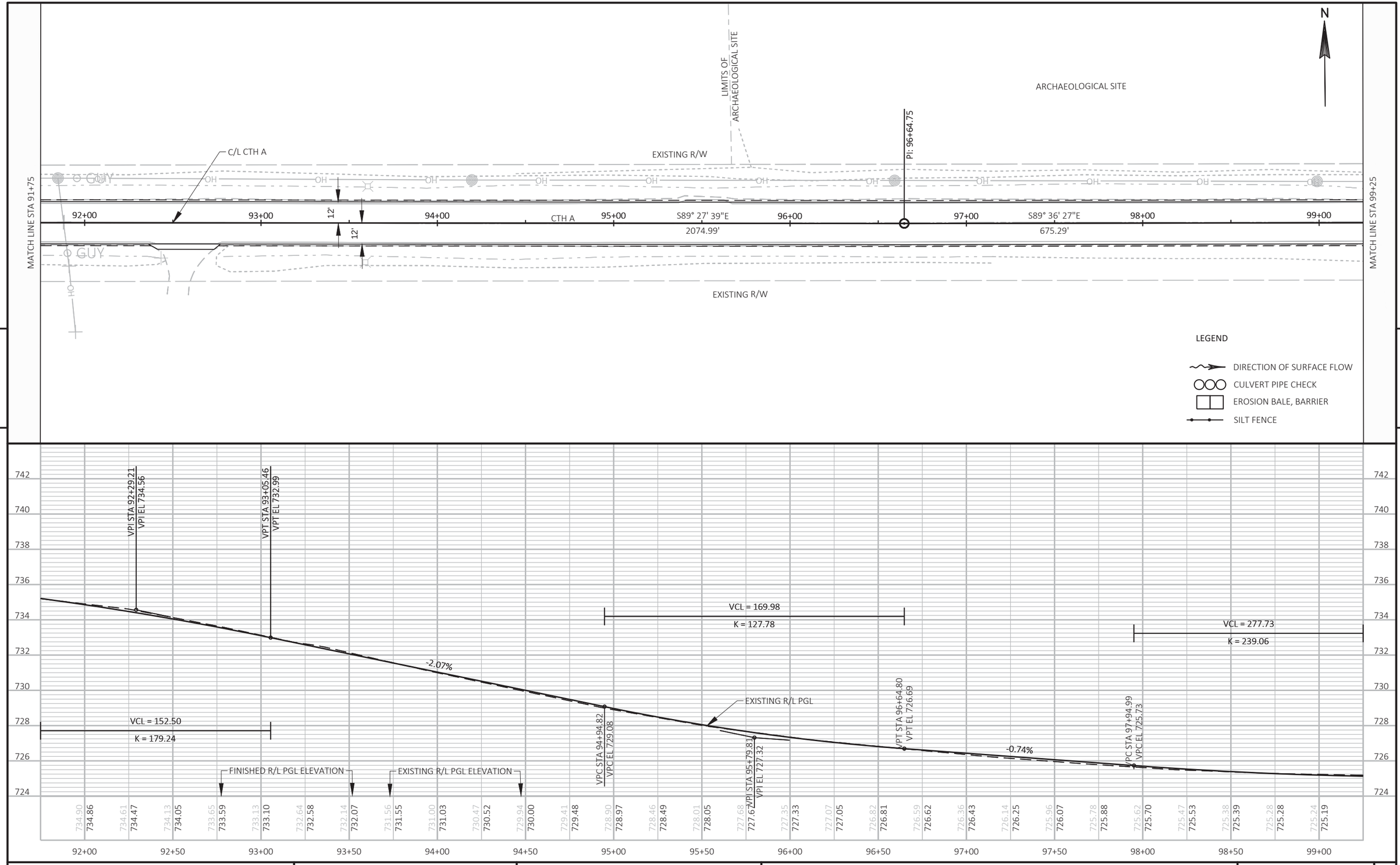
5

PROJECT NO: 3765-04-70	HWY: CTH A	COUNTY: KENOSHA	PLAN AND PROFILE: CTH A	SHEET 57	E

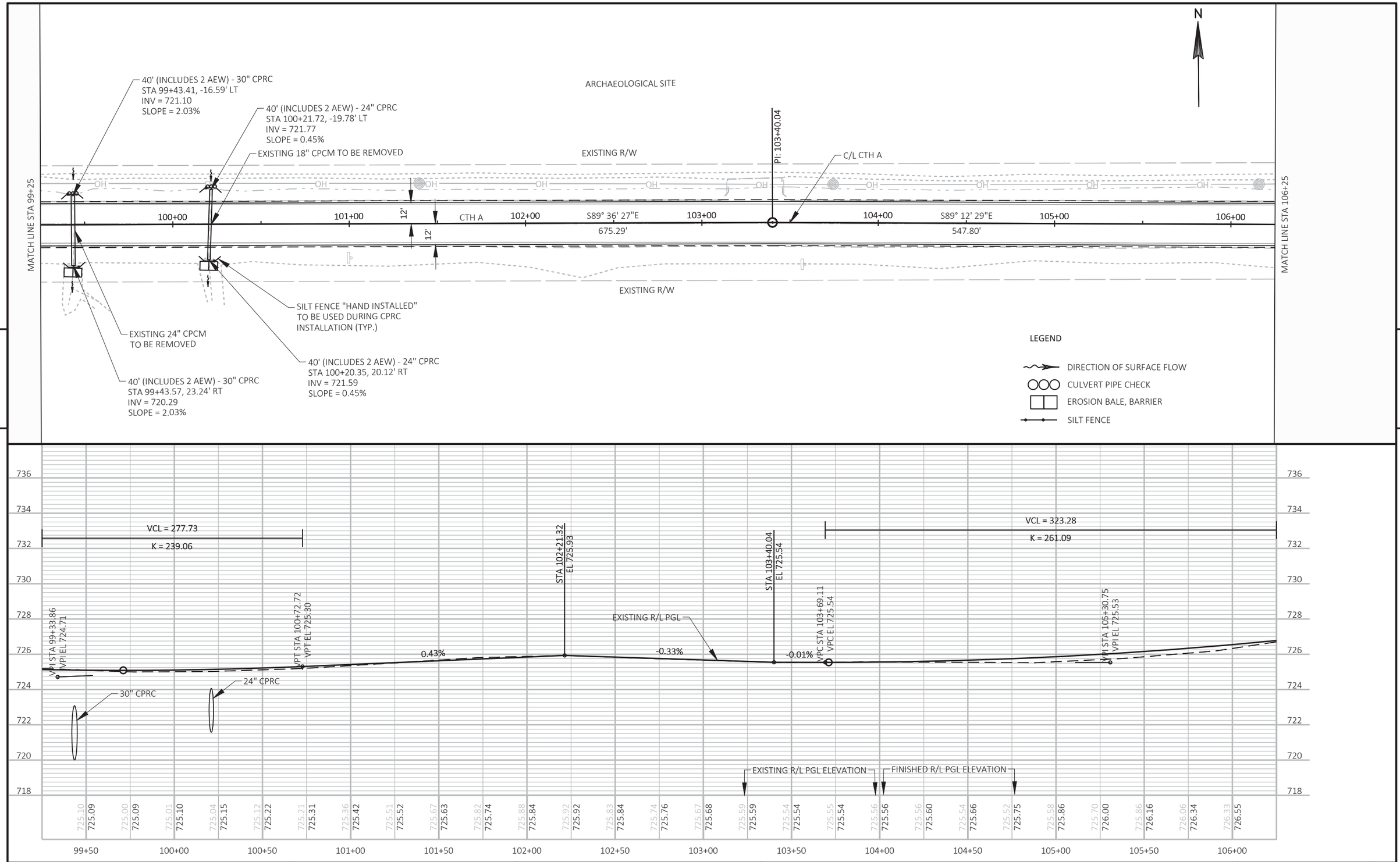


PROJECT NO: 3765-04-70	HWY: CTH A	COUNTY: KENOSHA	PLAN AND PROFILE: CTH A	SHEET 58	E

FILE NAME : J:\ACTIVE\SE\3723-01-00_3765-04-00 CTH H_CTH A\C3D\37230100\SHEETSPLAN\37650400-CTH A\050101-PP.DWG
LAYOUT NAME - 12

PLOT DATE : 12/20/2017 3:42 PM PLOT BY : GREG BUBOLZ PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44



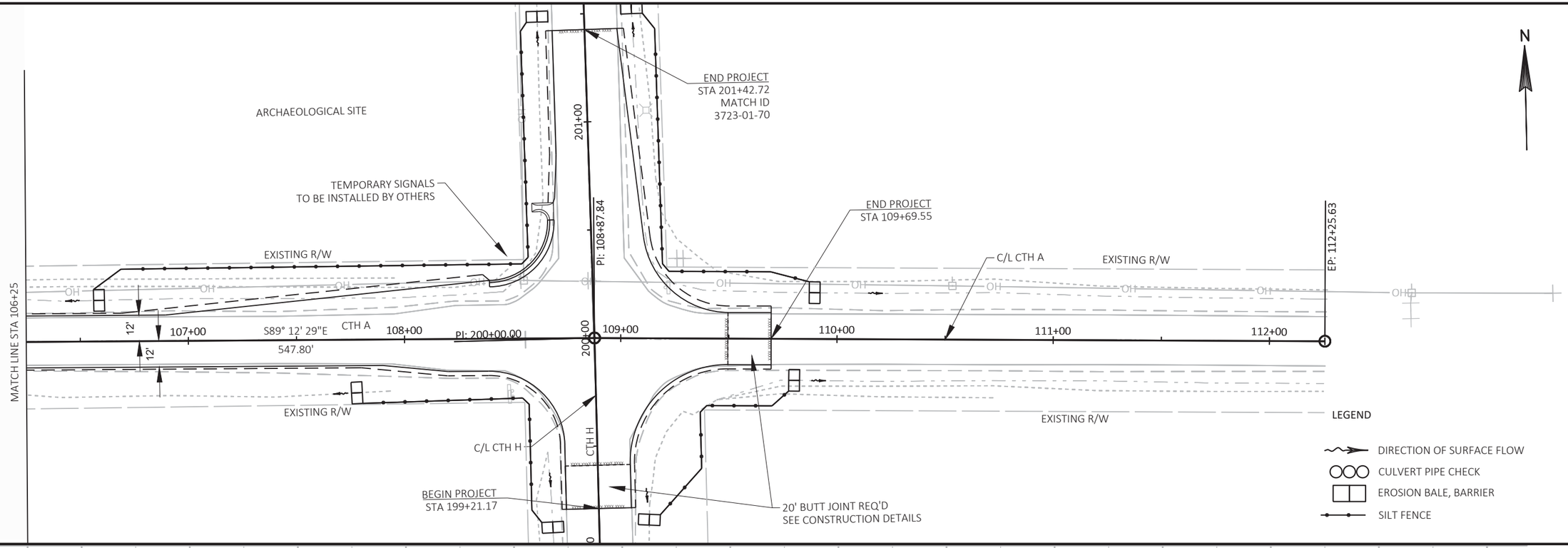
5

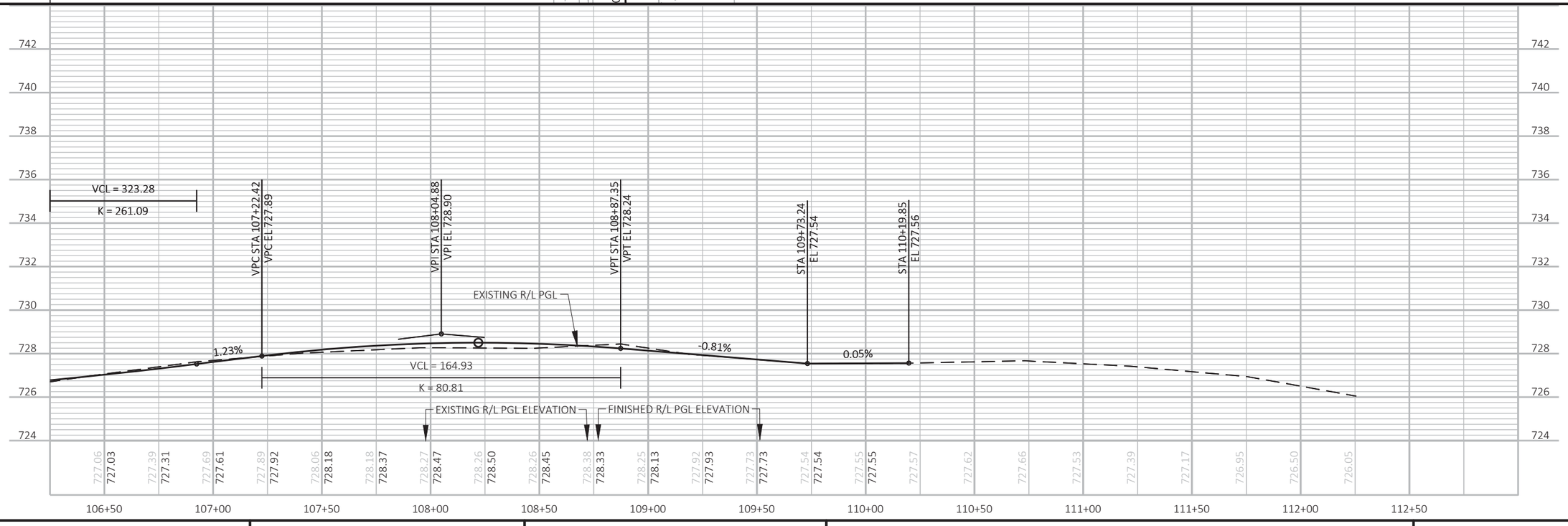
5

PROJECT NO: 3765-04-70	HWY: CTH A	COUNTY: KENOSHA	PLAN AND PROFILE: CTH A	SHEET 59 E

FILE NAME : J:\ACTIVE\SE\3723-01-00_3765-04-00 CTH H_CTH A\C3D\37230100\SHEETSPLAN\37650400-CTH A\050101-PP.DWG
LAYOUT NAME - 13

PLOT DATE : 12/20/2017 3:42 PM PLOT BY : GREG BUBOLZ PLOT NAME : PLOT SCALE : 1 IN:50 FT





PROJECT NO: 3765-04-70	HWY: CTH A	COUNTY: KENOSHA	PLAN AND PROFILE: CTH A	SHEET 60	E

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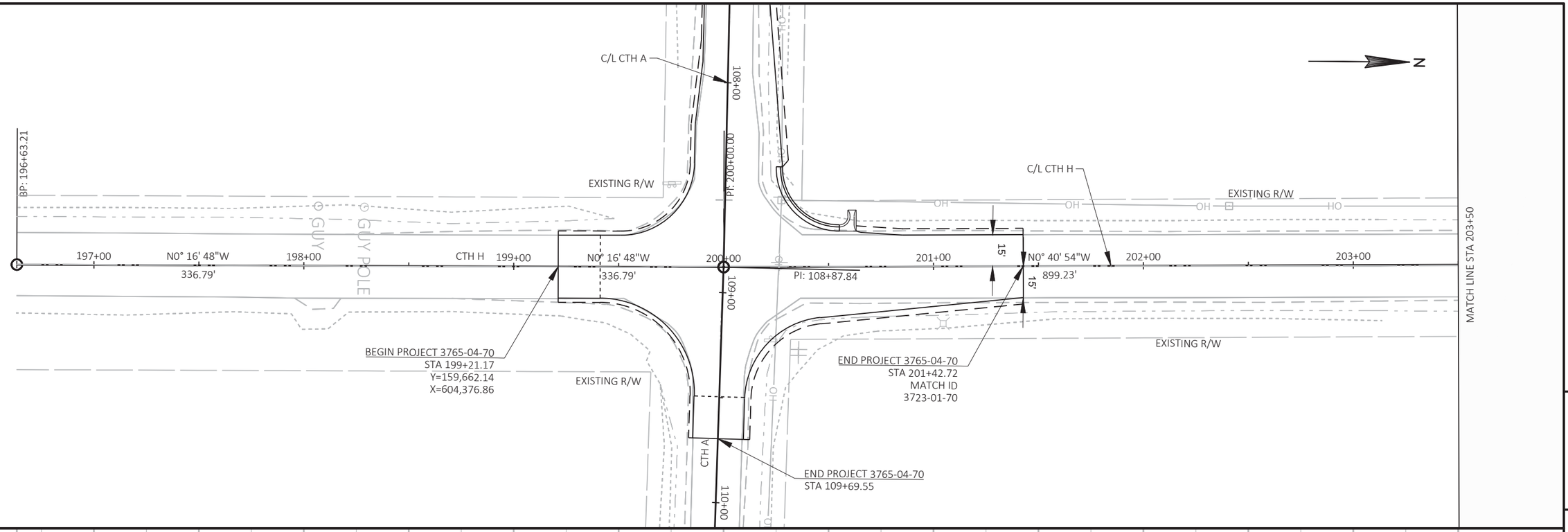
PLOT DATE : 12/20/2017 3:43 PM PLOT BY : GREG BUBOLZ PLOT NAME : PLOT SCALE : 1 IN:50 FT



PROJECT NO: 3765-04-70	HWY: CTH A	COUNTY: KENOSHA	PLAN AND PROFILE: CTH H	SHEET 61 E

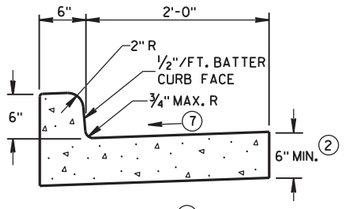
FILE NAME : J:\ACTIVE\SE\3723-01-00_3765-04-00 CTH H_CTH A\C3D\37230100\SHEETSPLAN\37650400-CTH A\050101-PP CTH H.DWG
LAYOUT NAME - 01

PLOT DATE : 12/23/2017 9:04 AM PLOT BY : GREG BUBOLZ PLOT NAME : PLOT SCALE : 1 IN:50 FT

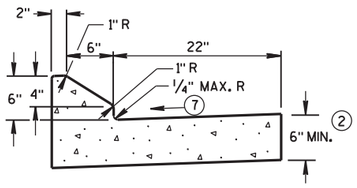
Standard Detail Drawing ListStandard Detail Drawing List

08D01-20A	CONCRETE CURB & GUTTER
08D01-20B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-19A	CURB RAMPS TYPES 1 AND 1-A
08D05-19B	CURB RAMPS TYPES 2 AND 3
08D05-19C	CURB RAMPS TYPES 4A AND 4A1
08D05-19D	CURB RAMPS TYPE 4B AND 4B1
08D05-19E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-19F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-19G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D22-01	DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL
08E09-06	SILT FENCE
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09A01-13A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
09C02-07	CONCRETE BASES, TYPES 1, 2, 5, & 6
09G01-04A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04B	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04C	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04D	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04G	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
11B01-05	CONCRETE CORRUGATED MEDIAN
13A08-01	ASPHALTIC RUMBLE STRIPS AT INTERSECTION
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-06A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-03	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-04	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C08-18A	LONGITUDINAL MARKING (MAINLINE)
15C11-07B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-06	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C19-05A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C19-05B	MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY
15C19-05C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C33-03	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-02A	PAVEMENT MARKING (INTERSECTIONS)
15D28-03	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS

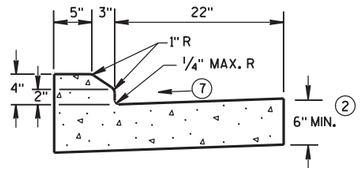
6



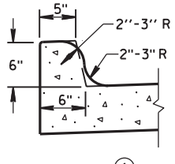
TYPES A (1) & D



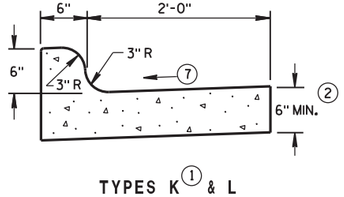
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

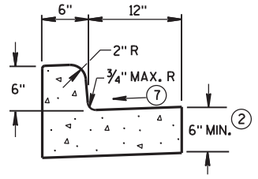


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



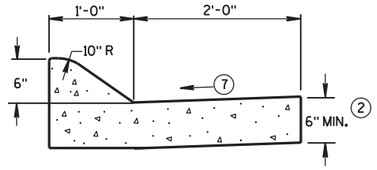
TYPES K (1) & L

CONCRETE CURB & GUTTER 30"

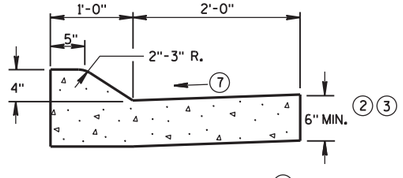


TYPES A (1) & D

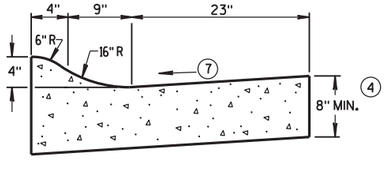
CONCRETE CURB & GUTTER 18"



6" SLOPED CURB TYPES A (1) & D

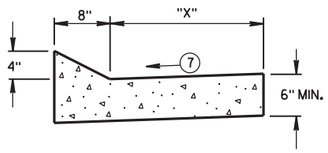


4" SLOPED CURB TYPES A (1) & D



4" SLOPED CURB TYPES R (1) & T (5)

CONCRETE CURB & GUTTER 36"



TYPES TBT & TBTT (1)

CONCRETE CURB & GUTTER

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

(5) THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

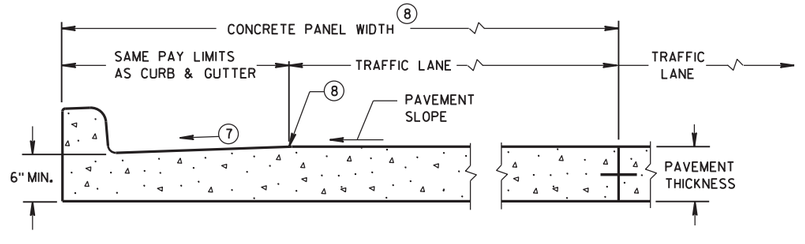
(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

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

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

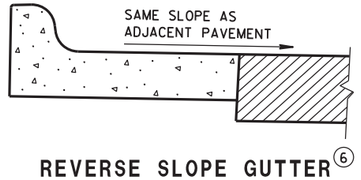
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT *
WITH INTEGRAL CURB & GUTTER

* BIKE LANE IS NOT SHOWN.



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

CONCRETE CURB & GUTTER

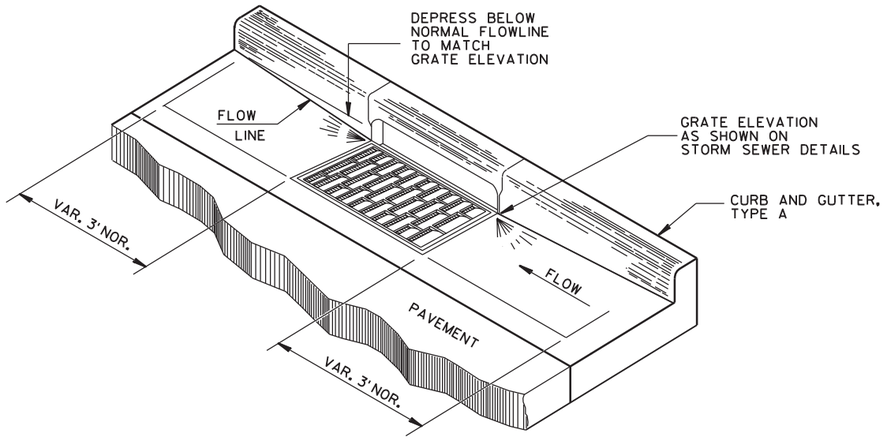
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO...

6

S.D.D. 8 D 1-20a

6

S.D.D. 8 D 1-20a



DETAIL OF CURB AND GUTTER AT INLETS

(TYPE H INLET COVER SHOWN)

GENERAL NOTES

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

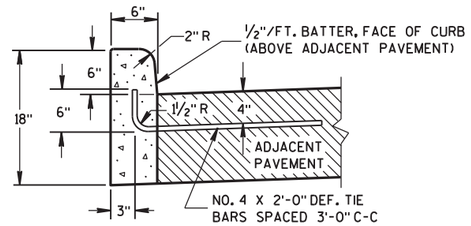
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

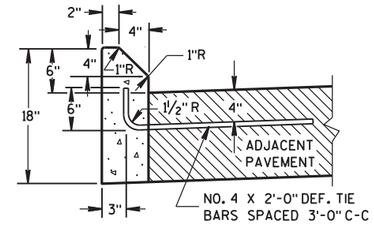
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

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

(9) REFER TO SDD 8D18 AND SDD 8D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.

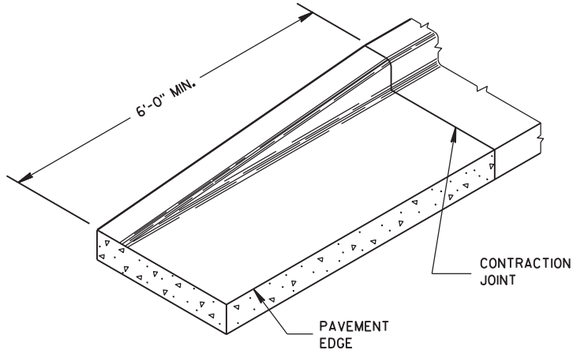


TYPES A(1) & D

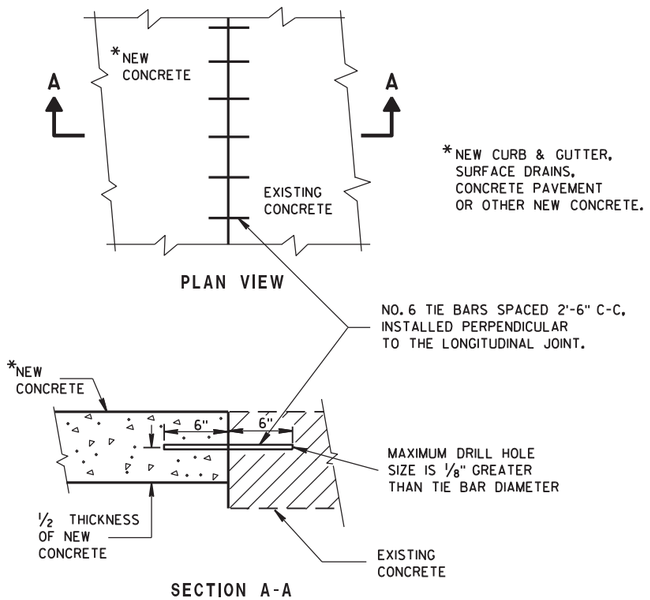


TYPES G(1) & J

CONCRETE CURB



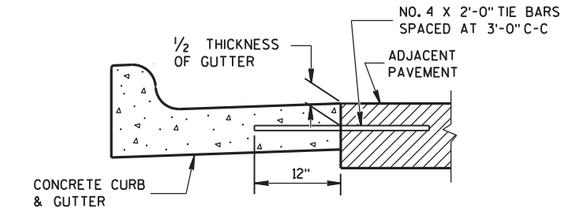
END SECTION CURB & GUTTER



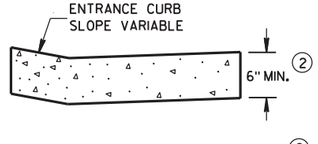
PLAN VIEW

SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (9)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2017 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS 64 ENT
UNIT SUPERVISOR
FHWA

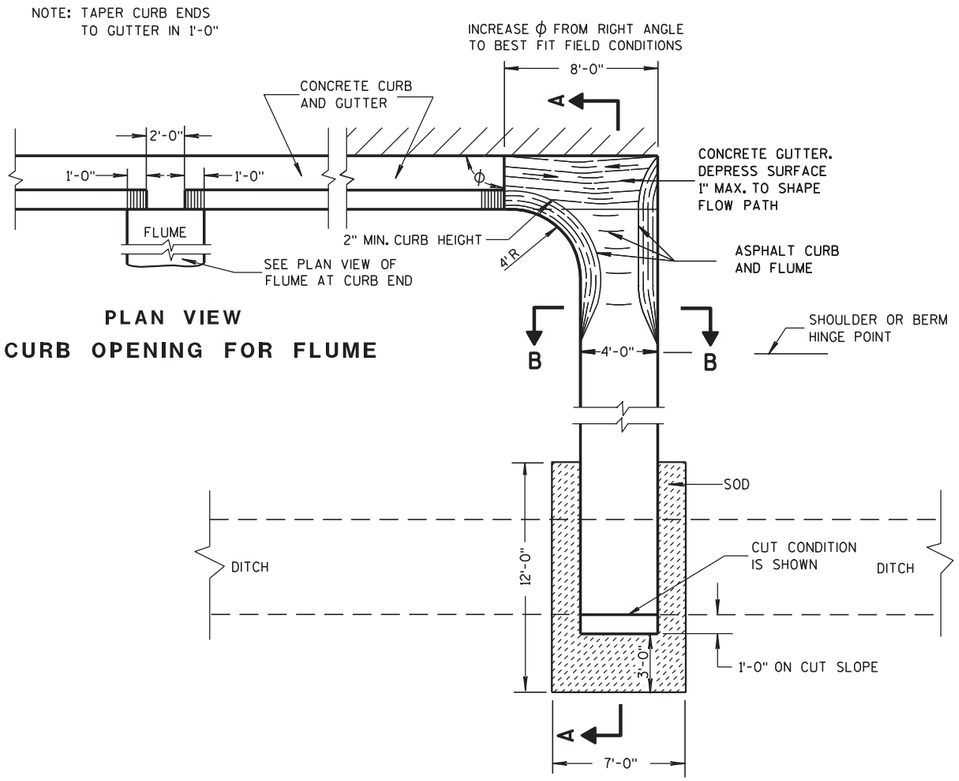
6

S.D.D. 8 D 1-20b

6

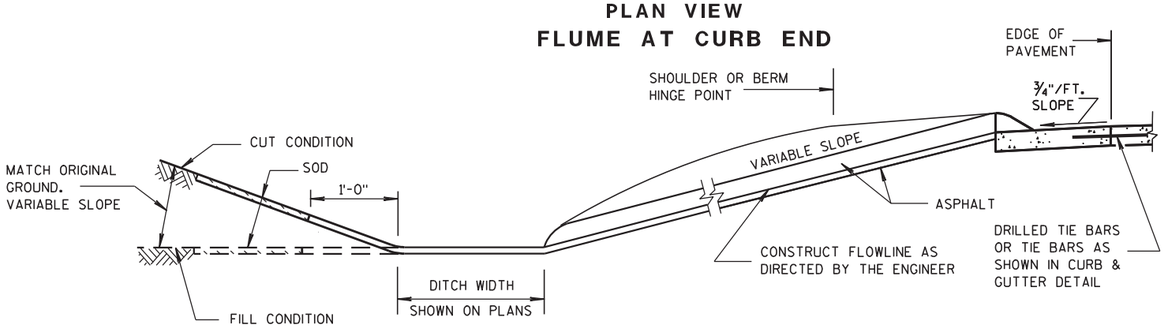
S.D.D. 8 D 1-20b

ASPHALTIC FLUME

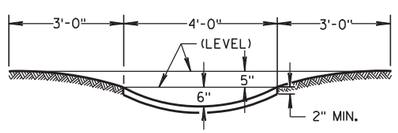


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

GENERAL NOTES

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

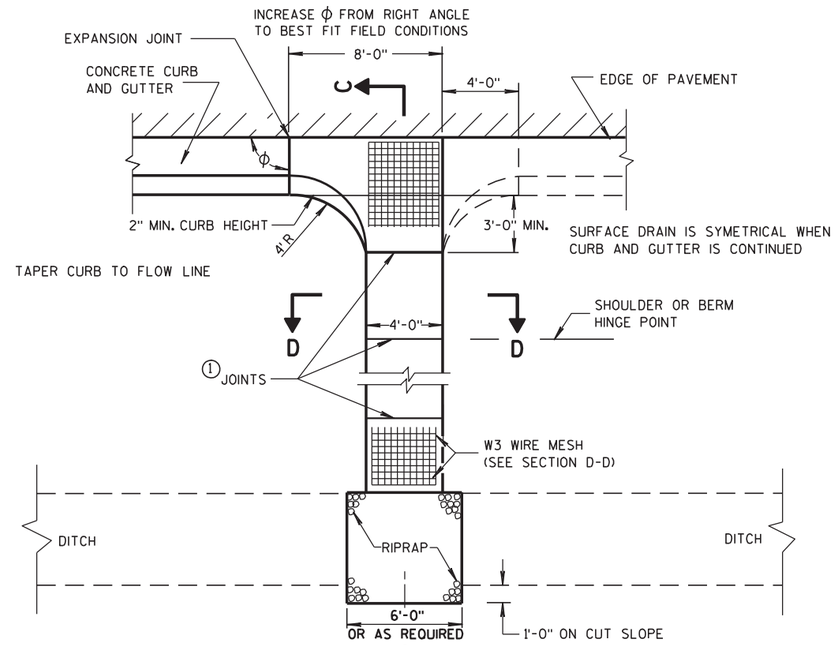
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE $\frac{1}{8}$ TO $\frac{1}{4}$ INCH WIDE BY $1\frac{1}{2}$ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

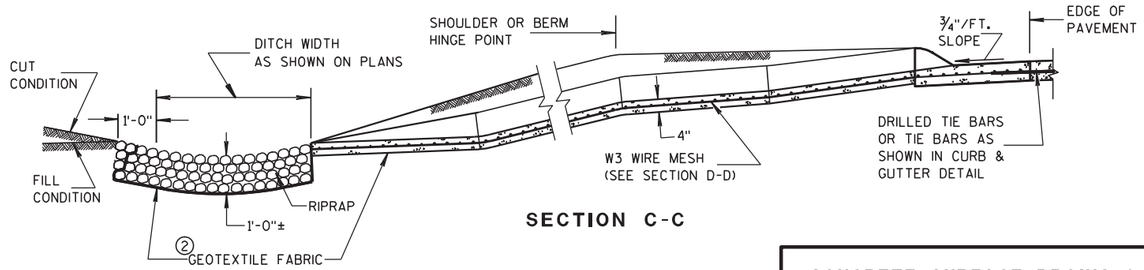
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

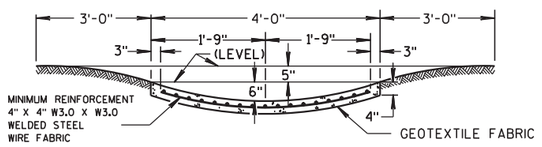
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



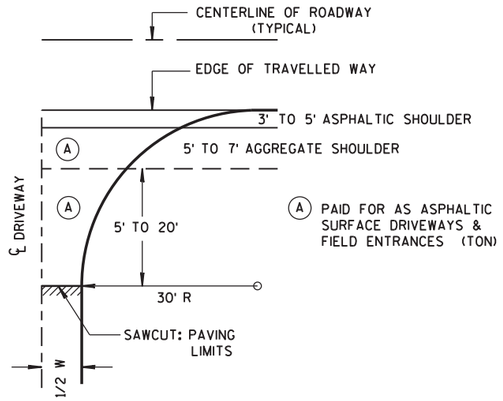
SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

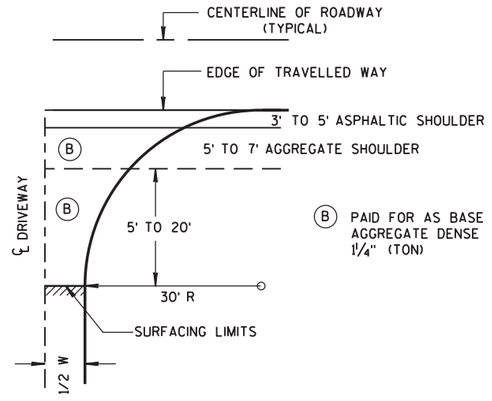
APPROVED
9-4-08 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
MENT
FHWA

6
S.D.D. 8 D 4-5



PLAN VIEW
HALF SECTION

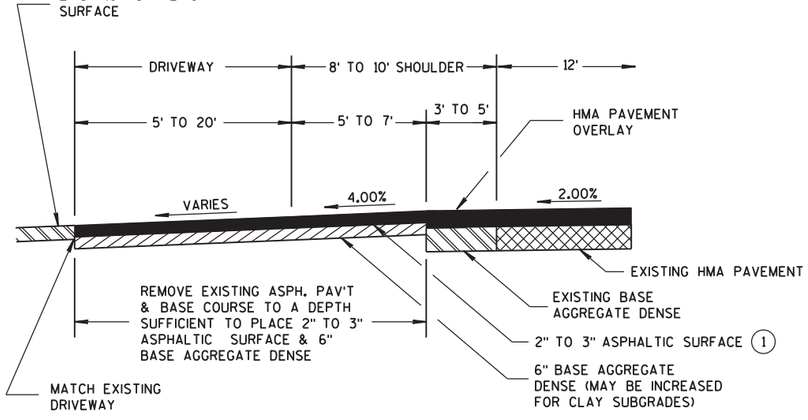
W MIN. = 16'
W MAX. = 24'



PLAN VIEW
HALF SECTION

GENERAL NOTES

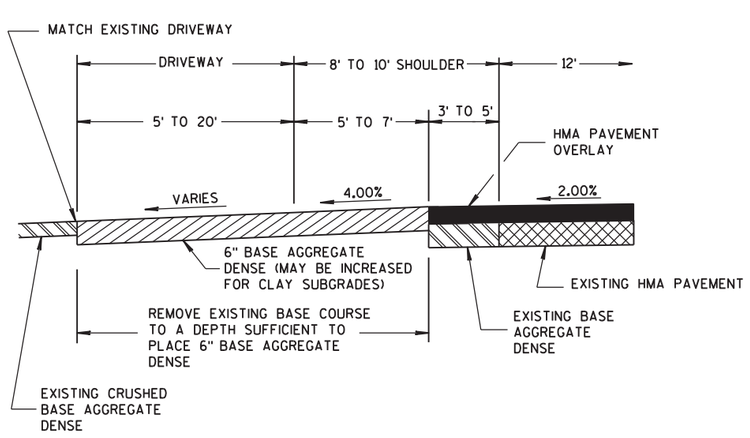
(1) DESIGN WILL DETERMINE FINAL DRIVEWAY ASPHALTIC THICKNESS BASED ON TYPE OF USAGE AND LOADINGS.



PROFILE VIEW

RURAL ENTRANCE WITH ASPHALTIC SURFACE

RESURFACING PROJECTS



PROFILE VIEW

RURAL ENTRANCE WITH AGGREGATE SURFACE

6" BASE AGGREGATE DENSE
RESURFACING PROJECTS

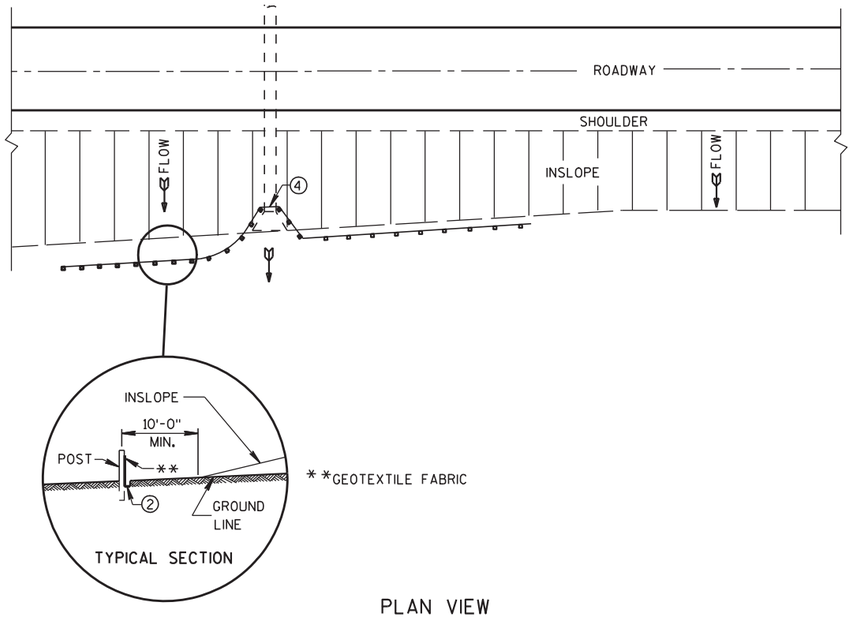
DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December, 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERV
ENT
FHWA

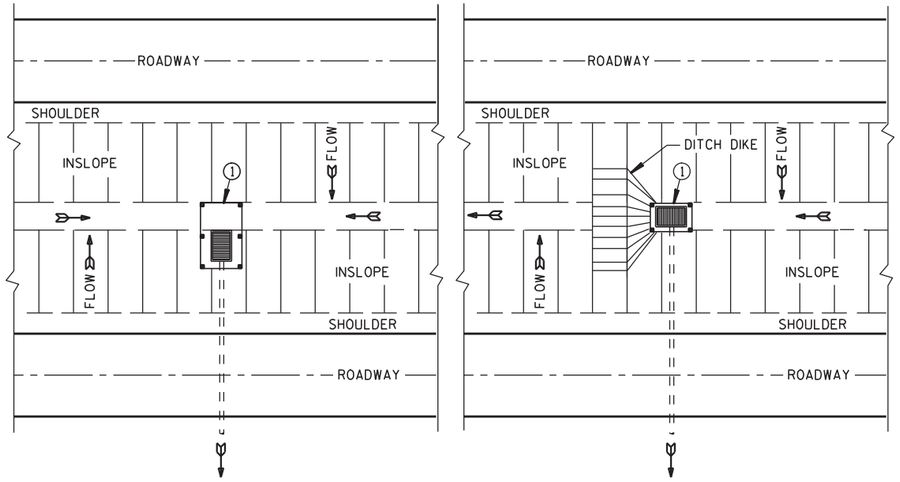
6

S.D.D. 8 D 22-1



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



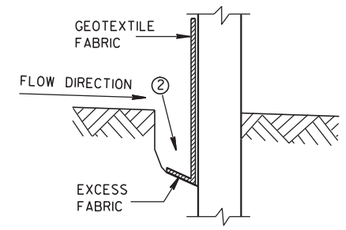
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

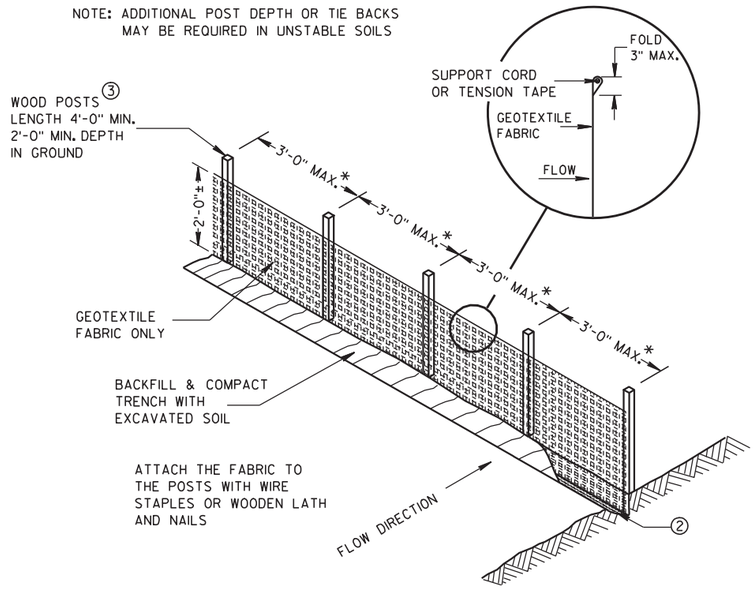
GENERAL NOTES

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

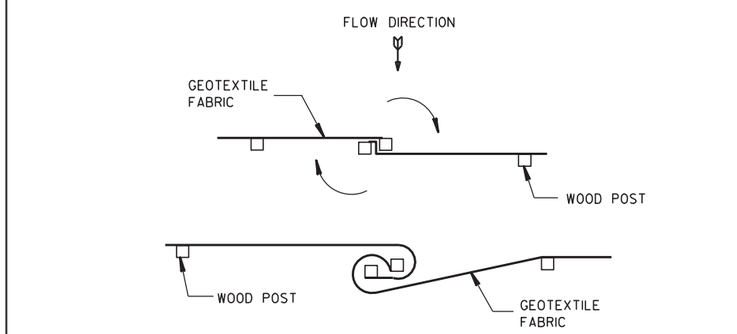
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL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



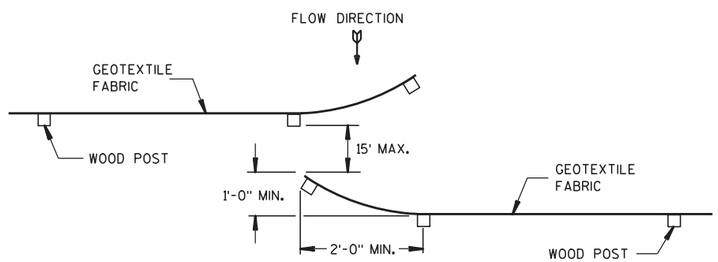
TRENCH DETAIL



SILT FENCE

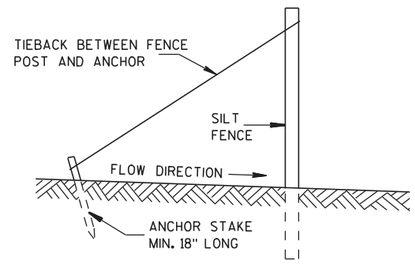


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
4-29-05 DATE	/S/ Beth Cannestra CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA	

METAL APRON ENDWALLS

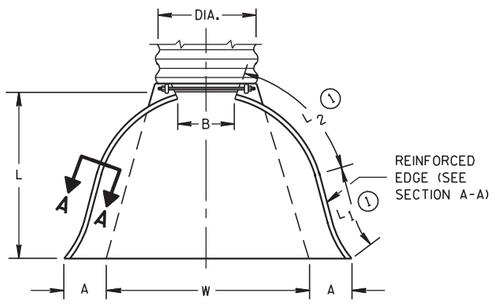
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

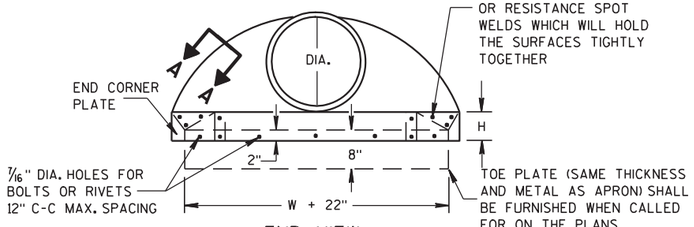
REINFORCED CONCRETE APRON ENDWALLS

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

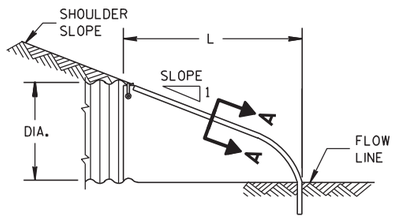
*MINIMUM
**MAXIMUM



PLAN VIEW

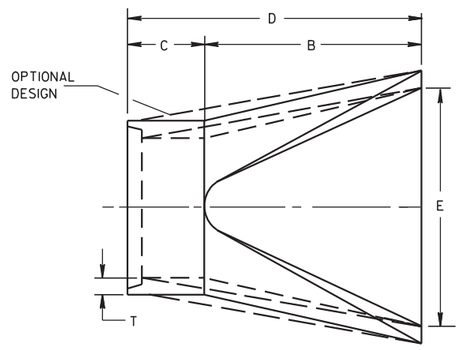


END VIEW

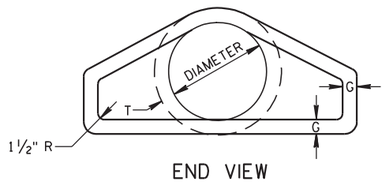


SIDE ELEVATION

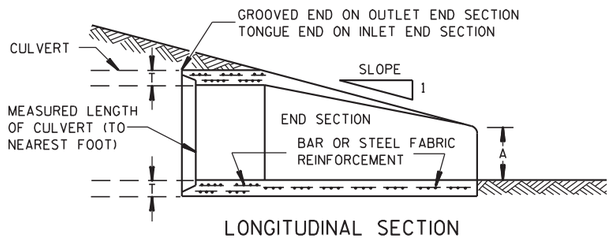
METAL ENDWALLS



PLAN

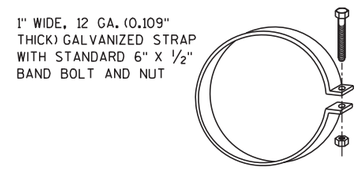


END VIEW



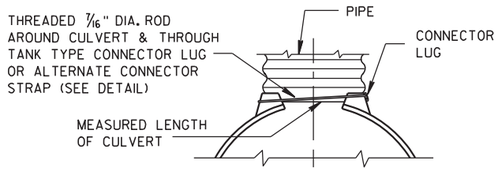
LONGITUDINAL SECTION

CONCRETE ENDWALLS

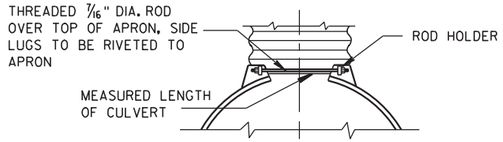


ALTERNATE FOR TYPE 1 CONNECTION

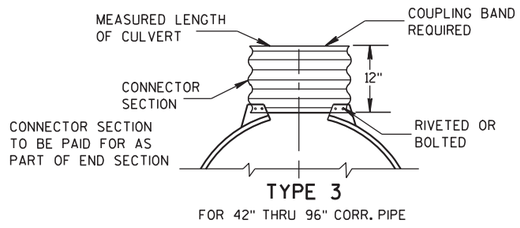
END SECTION CONNECTOR STRAP



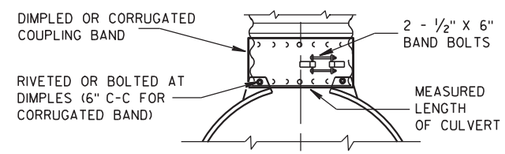
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

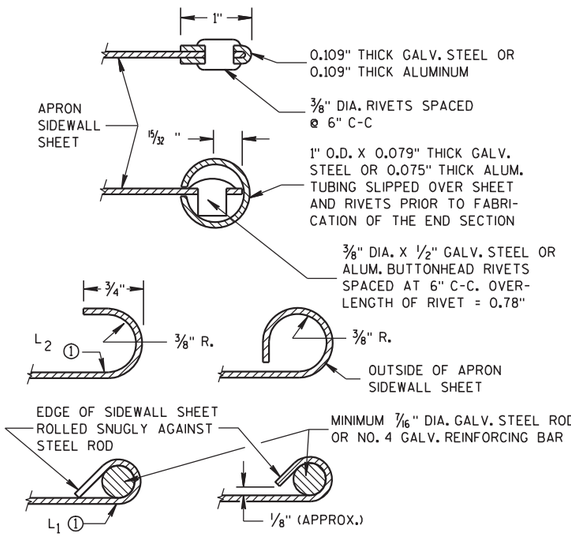
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

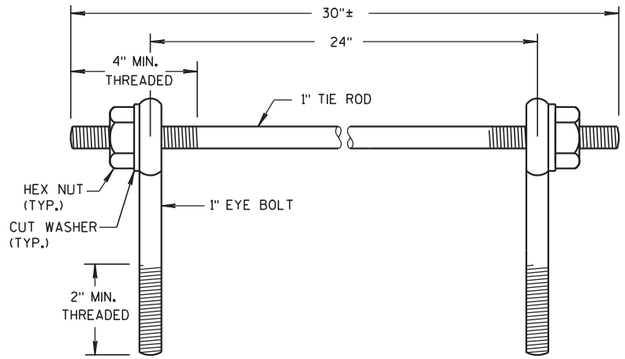
WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

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

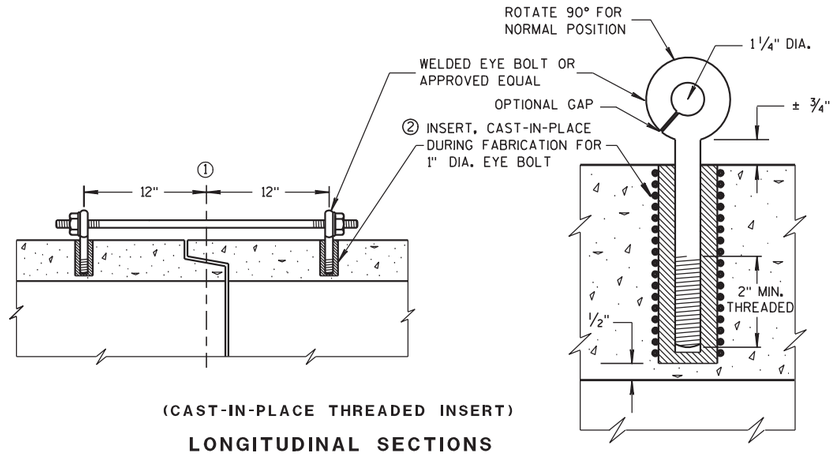
APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 — DATE
/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOP 68 NEER
FHWA



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

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

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

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

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

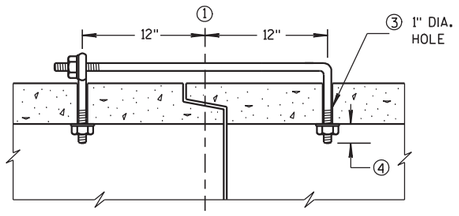
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

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

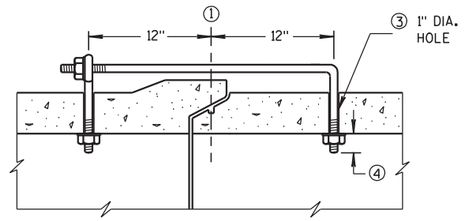
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

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



(TONGUE & GROOVE PIPE)

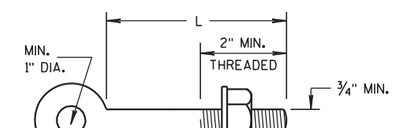


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

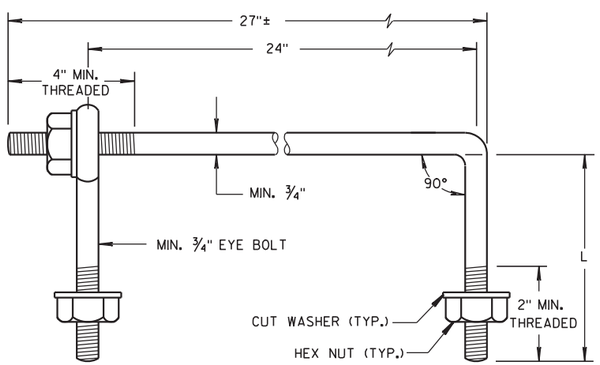
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

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



EYE BOLT AND TIE ROD

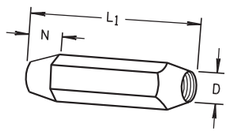
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

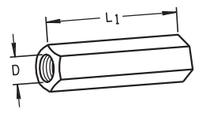
ADJUSTABLE TIE ROD TABLE

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

DIMENSIONS SHOWN ARE IN INCHES



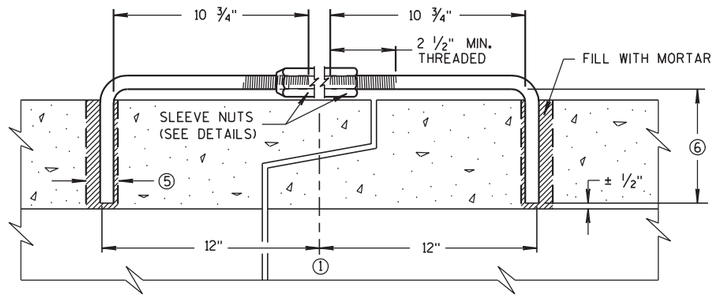
TAPERED



PLAIN

RIGHT AND LEFT THREADS

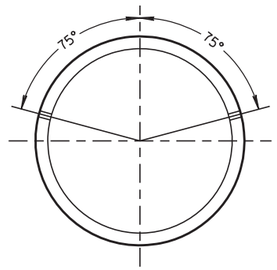
SLEEVE NUTS



LONGITUDINAL SECTION

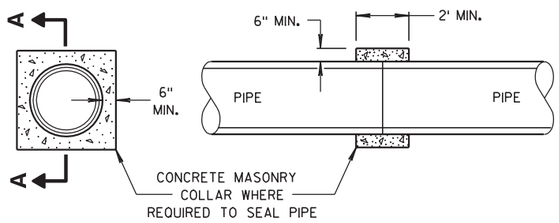
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
69
FHWA

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S.D.D. 8 F 4-7

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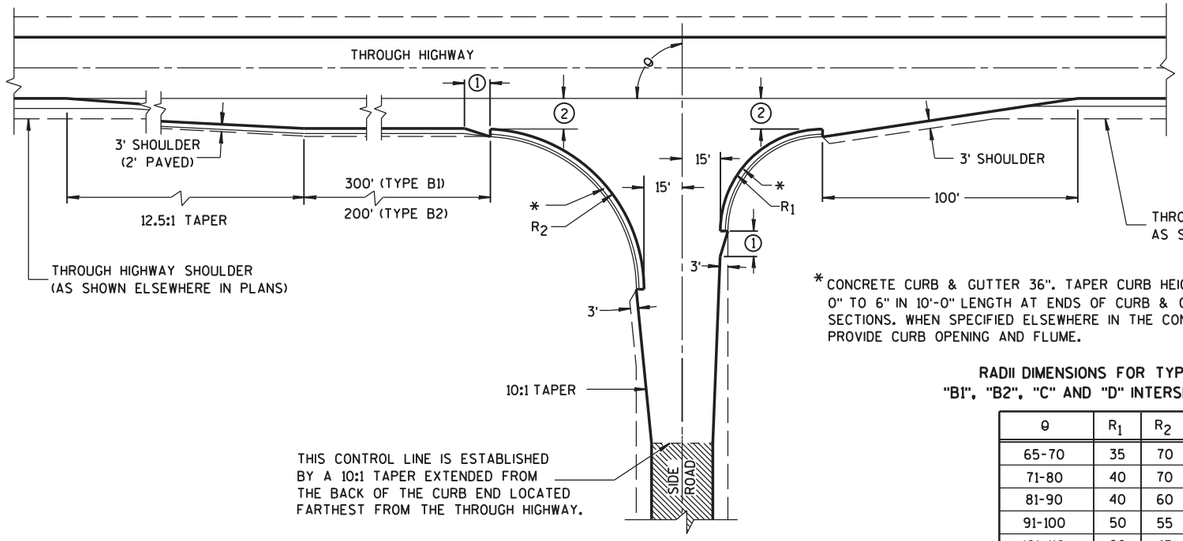
S.D.D. 8 F 4-7

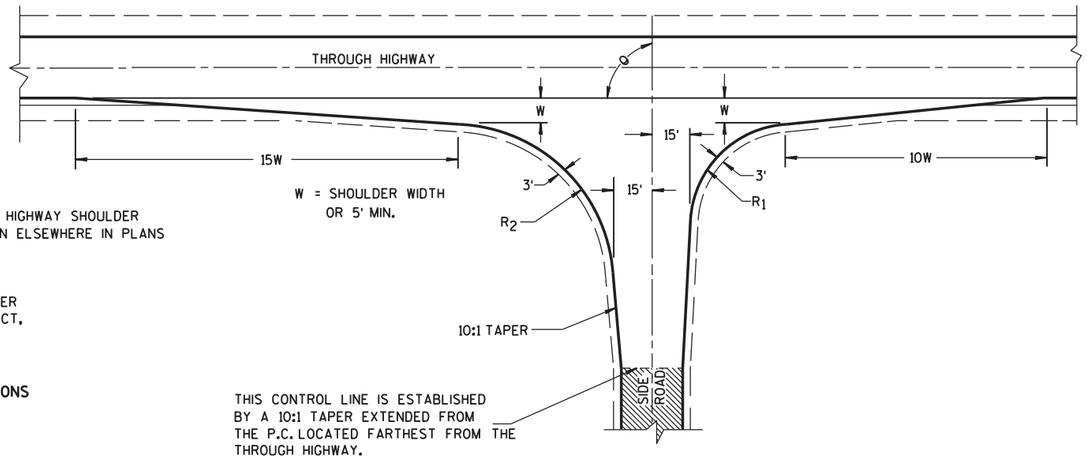


TYPE "B1" AND "B2"

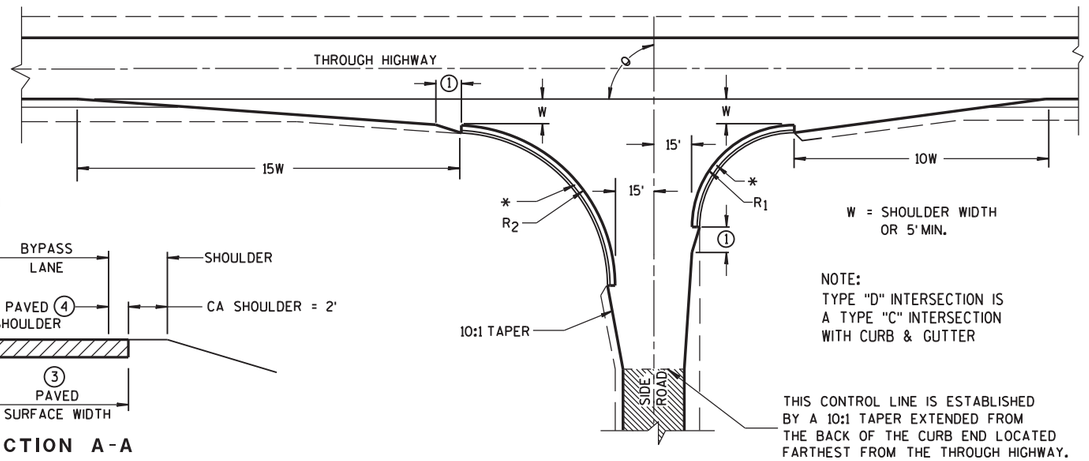
*CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

RADII DIMENSIONS FOR TYPES "B1", "B2", "C" AND "D" INTERSECTIONS

θ	R_1	R_2
65-70	35	70
71-80	40	70
81-90	40	60
91-100	50	55
101-110	60	45



TYPE "C"



TYPE "D"

GENERAL NOTES

DESIGNS MAY BE USED INTERCHANGEABLY IN COMBINATION OR SEPARATELY FOR ANY ONE COMPLETE INTERSECTION DEPENDING UPON INTERSECTION ANGLE AND SURFACING OF EACH APPROACH ROADWAY.

SIDE ROAD SURFACING NOTE

WHEN THE SIDE ROAD IS NOT PRESENTLY PAVED, PAVEMENT SHALL BE PLACED TO THE LIMITS SHOWN UNLESS OTHERWISE PROVIDED IN THE CONTRACT. WHERE THE CONSTRUCTION LIMITS ARE BEYOND THE PAVING LIMITS, CRUSHED AGGREGATE SURFACING SHALL BE PLACED BETWEEN THE PAVING LIMITS AND CONSTRUCTION LIMITS.

WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

WHEN THE SIDE ROAD IS THE CONSTRUCTION PROJECT, THE INTERSECTION SURFACING SHALL BE THE SAME AS FOR THE PROJECT.

EXISTING PAVED SURFACE

BYPASS LANE

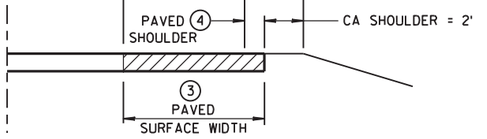
(1) 10-FT TYPICAL.

(2) 12-FT** PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLAN.

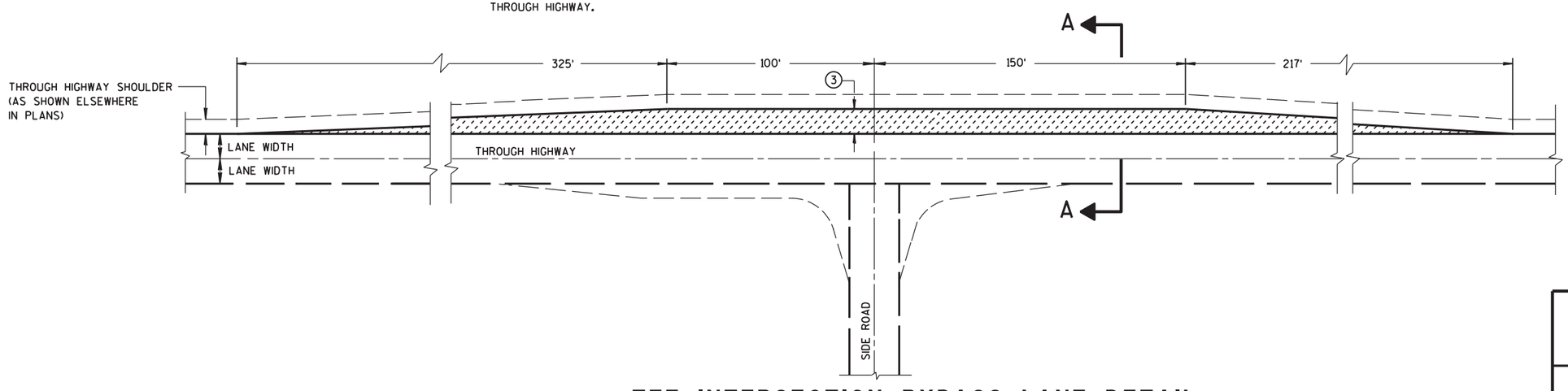
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

(3) BYPASS LANE PAVED SURFACE WIDTH OUTSIDE OF TRAVEL LANE
-ASPHALT = 12-FT PLUS PAVED SHOULDER WIDTH.
-PC CPNCRETE = 13-FT PLUS PAVED SHOULDER WIDTH.

(4) BYPASS LANE PAVED SHOULDER WIDTH = THE GREATER OF 1-FT OR THE PAVED SHOULDER WIDTH OF THE THROUGH HIGHWAY.



SECTION A-A
(SHOWING BYPASS LANE AND SHOULDER)



TEE INTERSECTION BYPASS LANE DETAIL

AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND "D" AND TEE INTERSECTION BYPASS LANE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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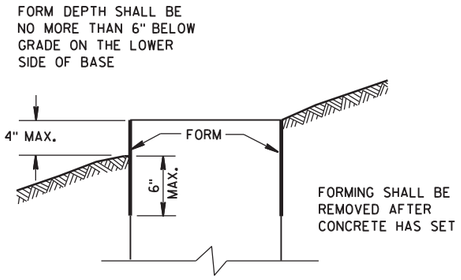
S.D.D. 9 A 1-13a



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

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.

GENERAL NOTES (CONTINUED)

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL 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 1 FOOT OR LESS.

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.

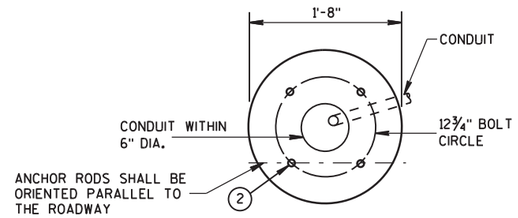
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

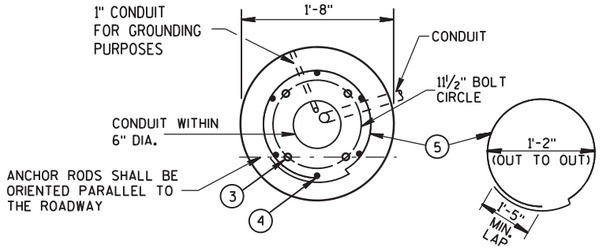
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

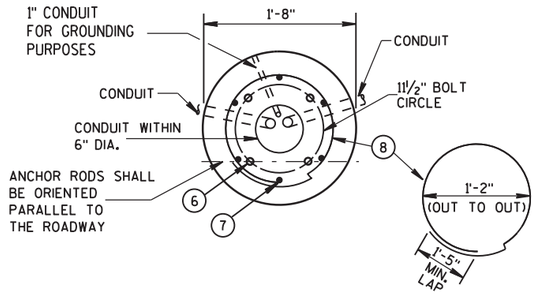
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

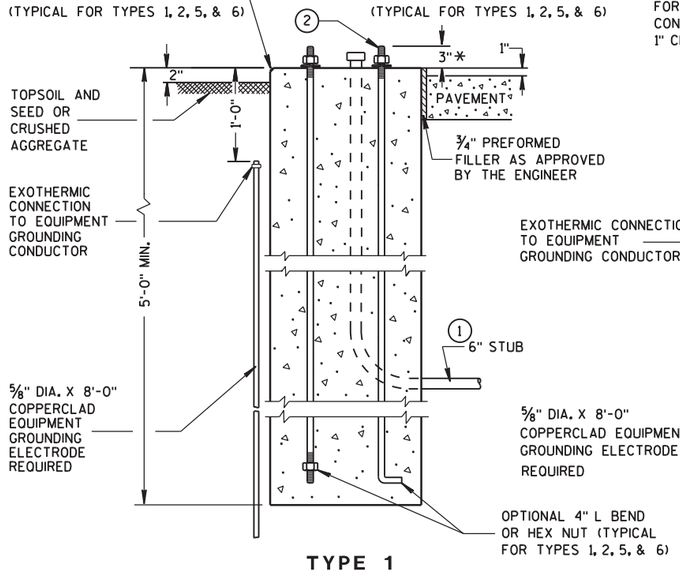




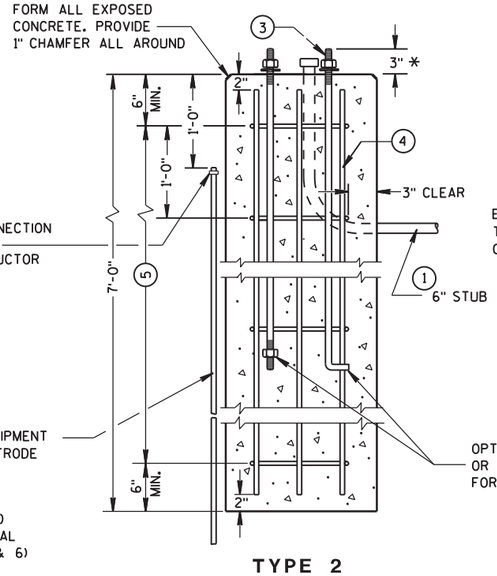


HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5, & 6)

HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5, & 6)



TYPE 1



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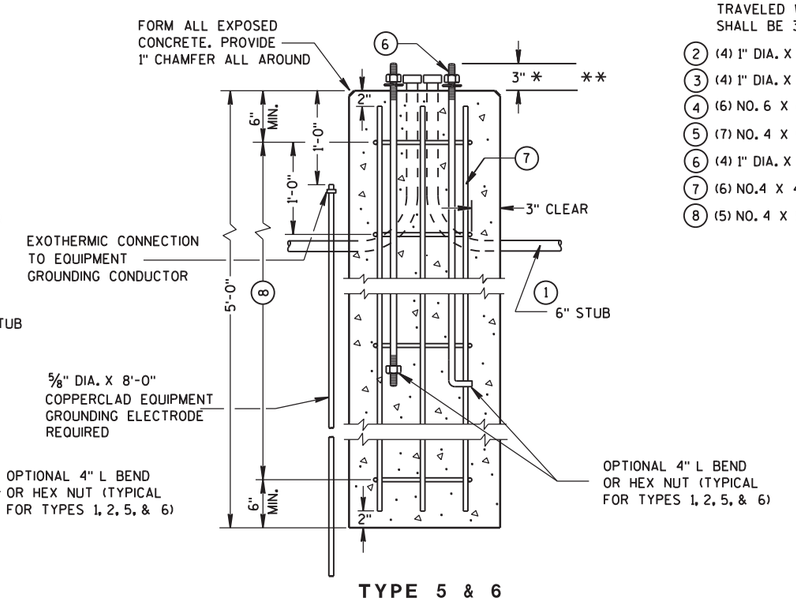


TYPE 5 & 6

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, 4½" ± 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
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 C 2-7

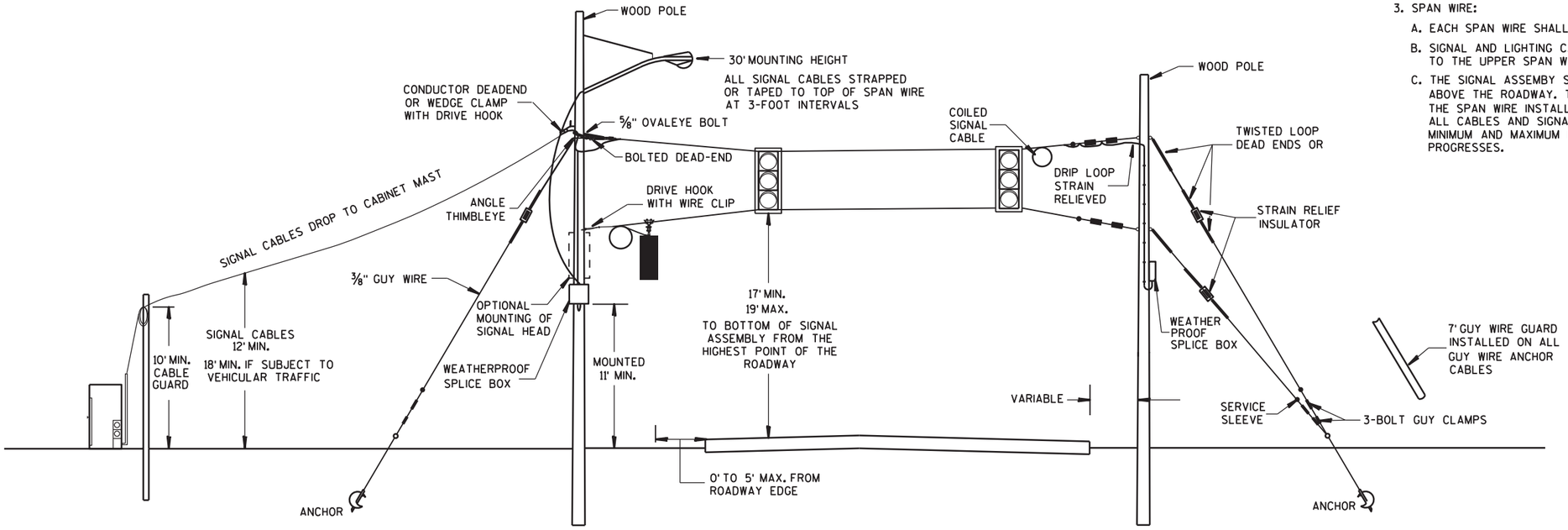
GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.

2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.

3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS

MINIMUM POLE LENGTHS	POLE BURIEL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 G 1-4a

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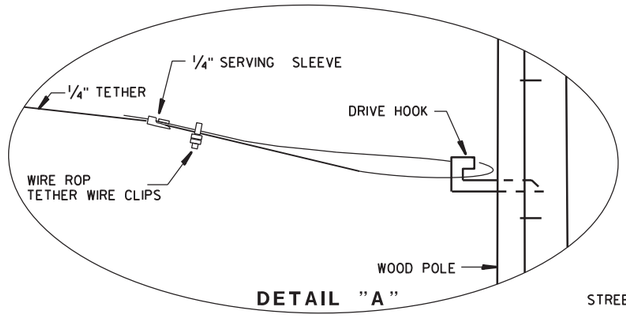
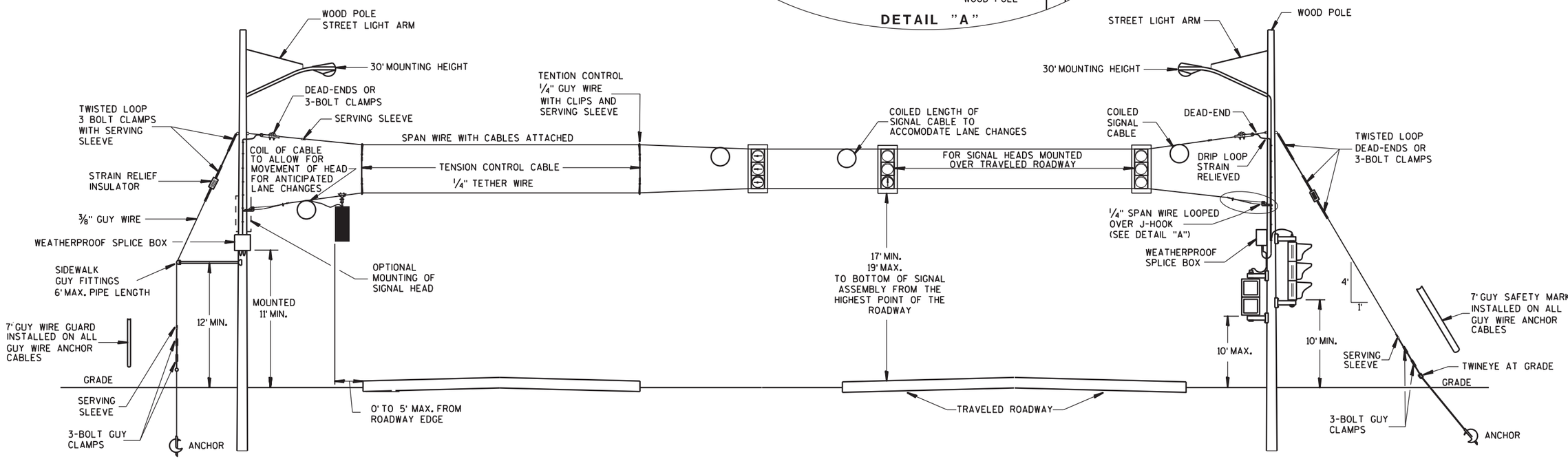
S.D.D. 9 G 1-4a



DETAIL "A"



GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.
2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.

SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

MINIMUM POLE LENGTHS	CLASS	MIN. BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June. 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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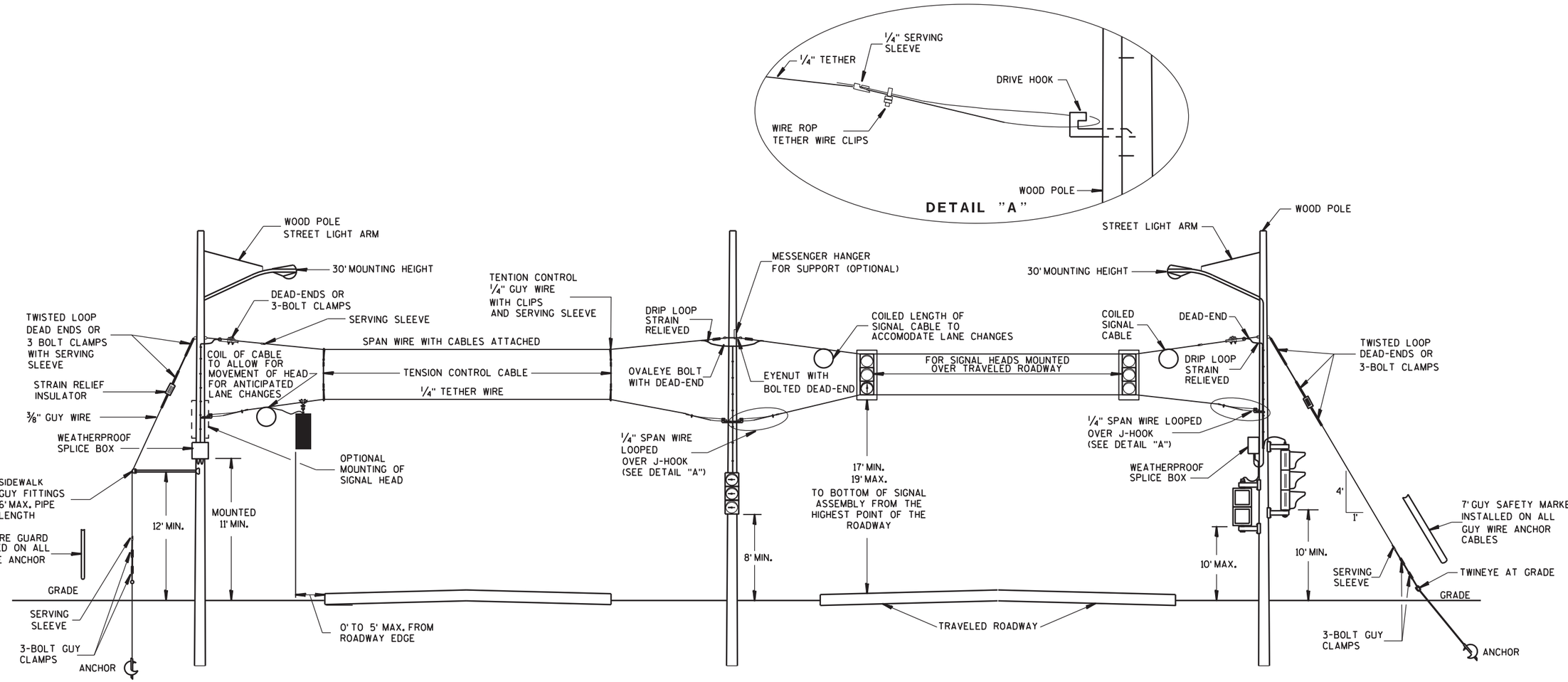
S.D.D. 9 G 1-4b



SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.

2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
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   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
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MINIMUM POLE LENGTHS	CLASS	MIN. BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June. 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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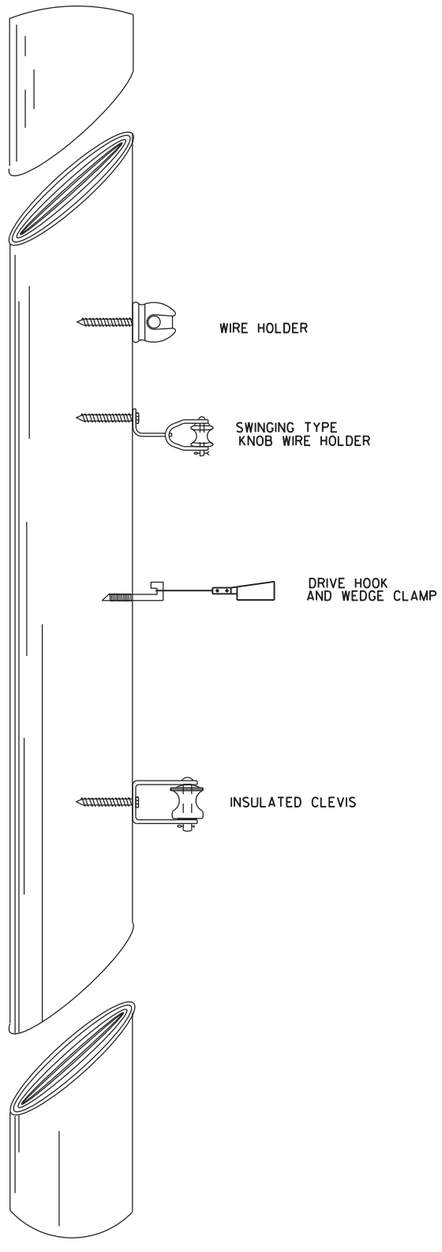
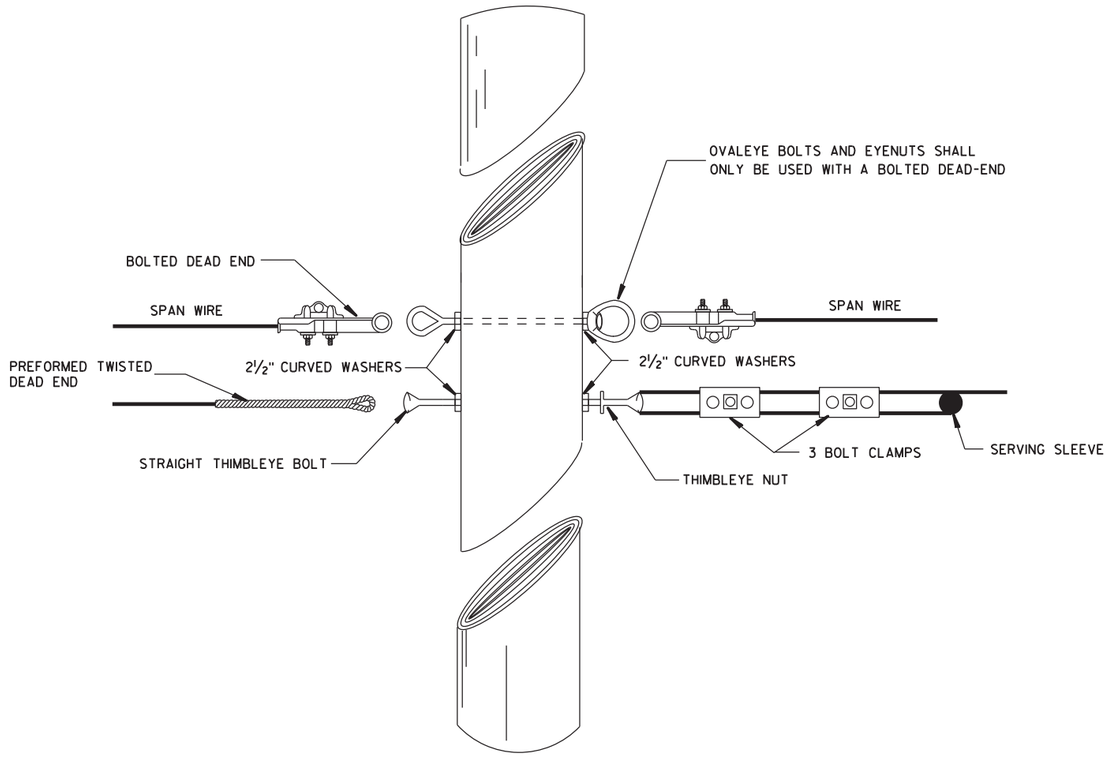
S.D.D. 9 G 1-4c



TYPICAL CABLE HANGERS



TYPICAL DEAD-ENDING

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S.D.D. 9 G 1-4d

S.D.D. 9 G 1-4d

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

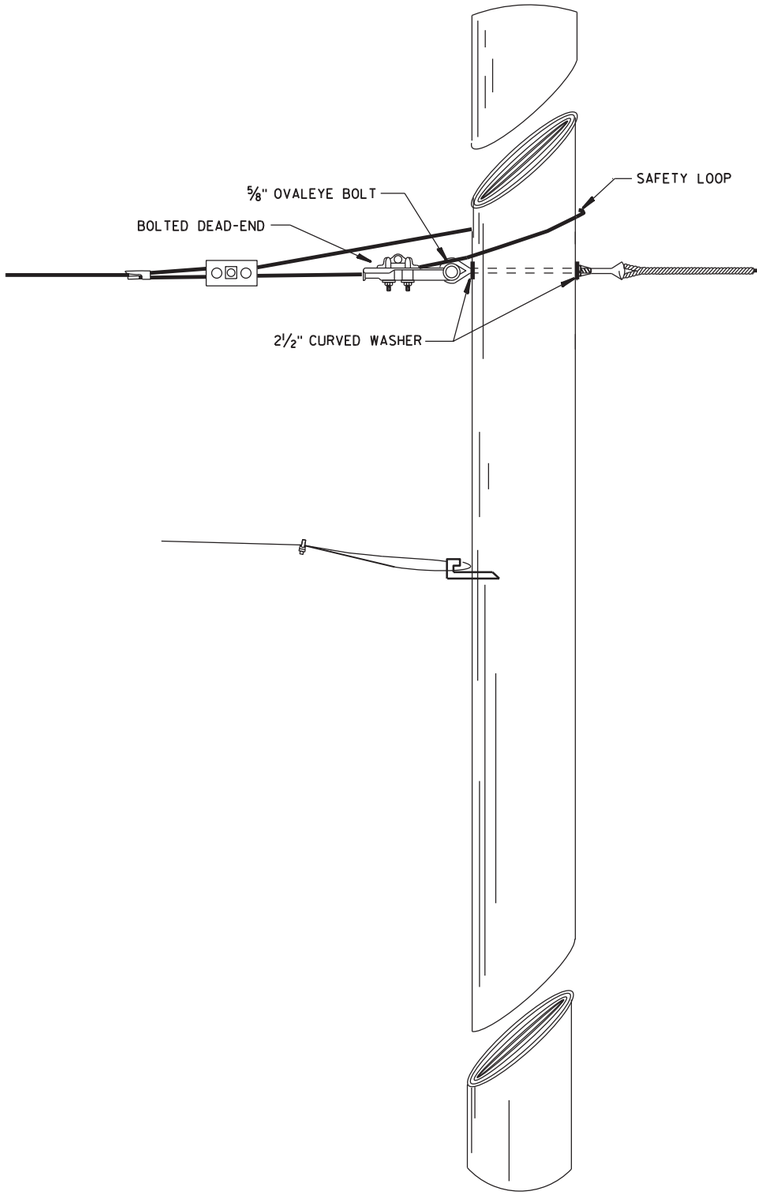
June, 2015
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

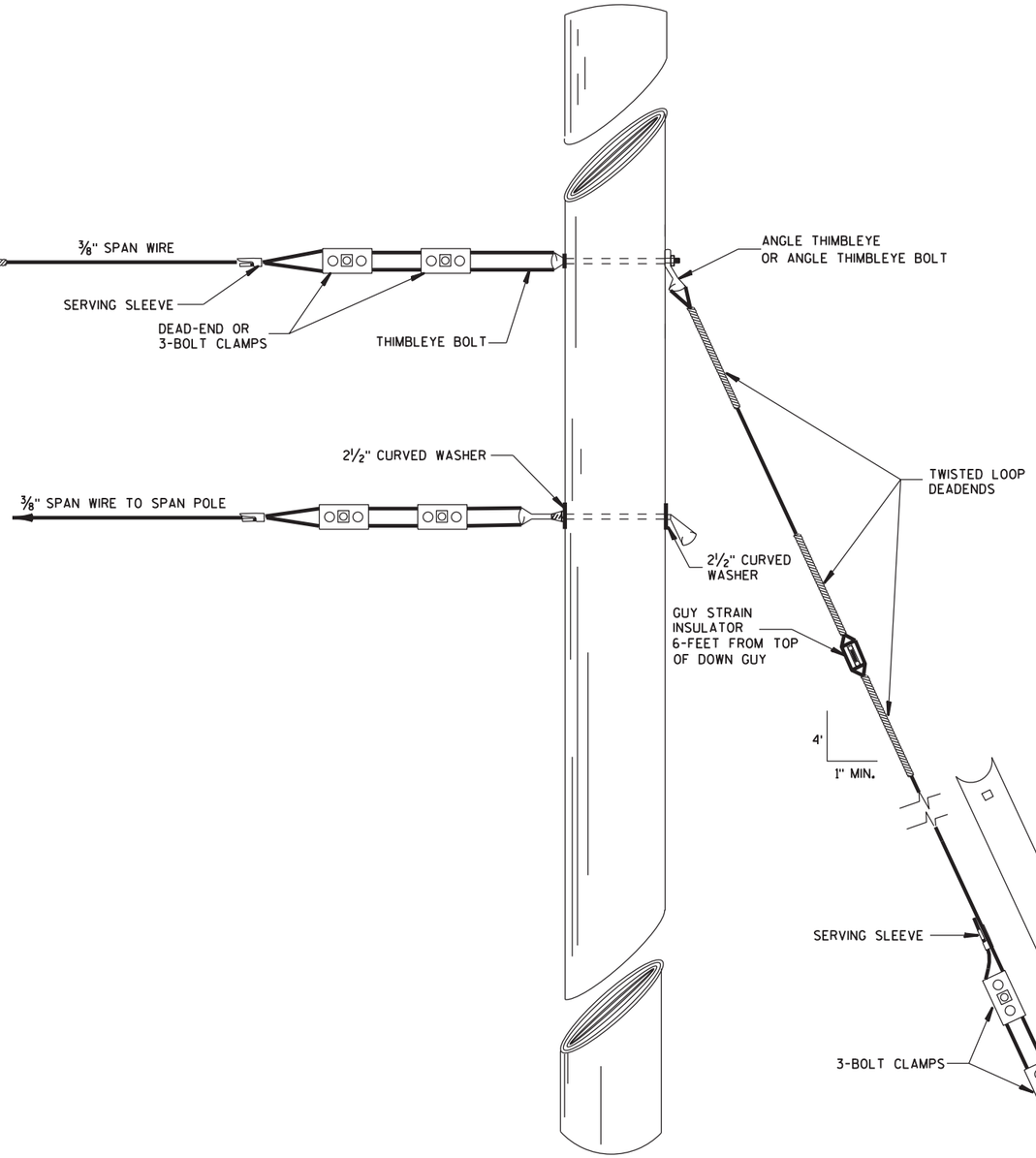
FHWA

GENERAL NOTES

1. USE ¾" DRILL IN WOOD POLE TO PROVIDE HOLE FOR ⅝" BOLTS.
2. SAFTY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.



SPAN WIRE POLE



GUY POLE

TYPICAL DEAD-ENDINGS OR GUYING

SPAN WIRE TEMPORARY TRAFFIC SIGNAL
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED June. 2015 DATE /S/ Ahmet Demirbilek STATE ELECTRICAL
FHWA

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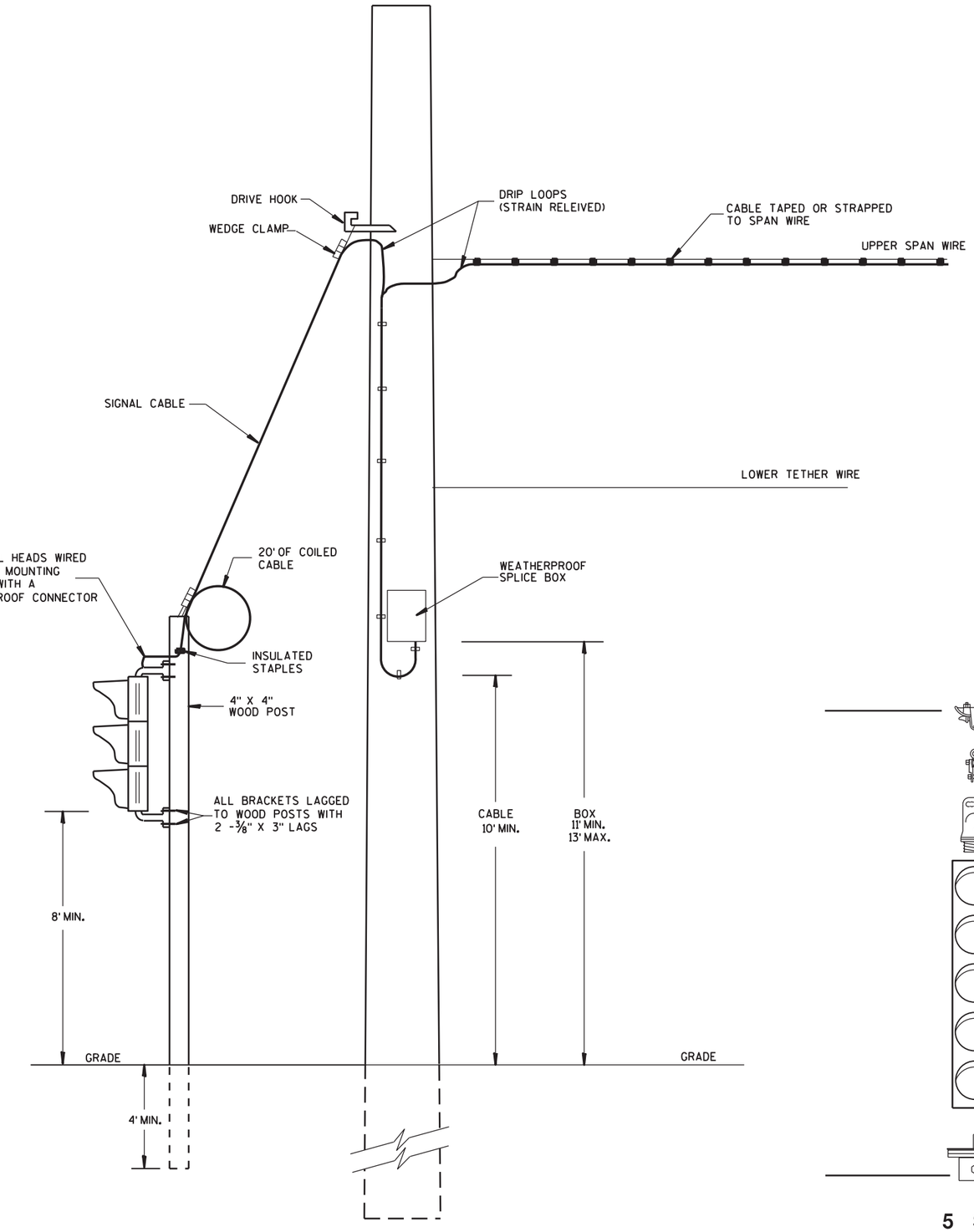
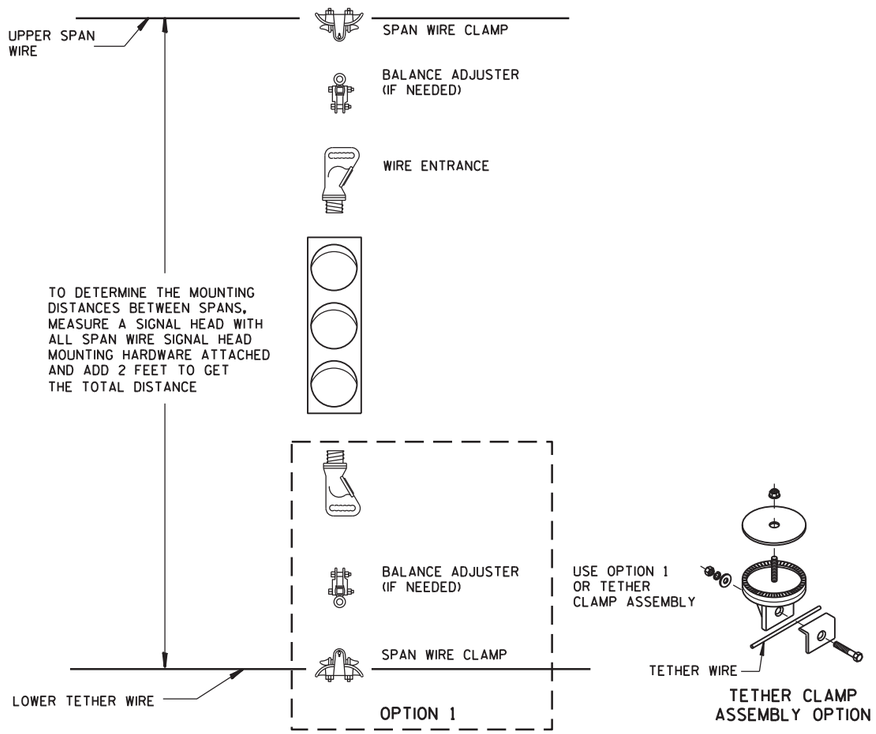
S.D.D. 9 G 1-4e

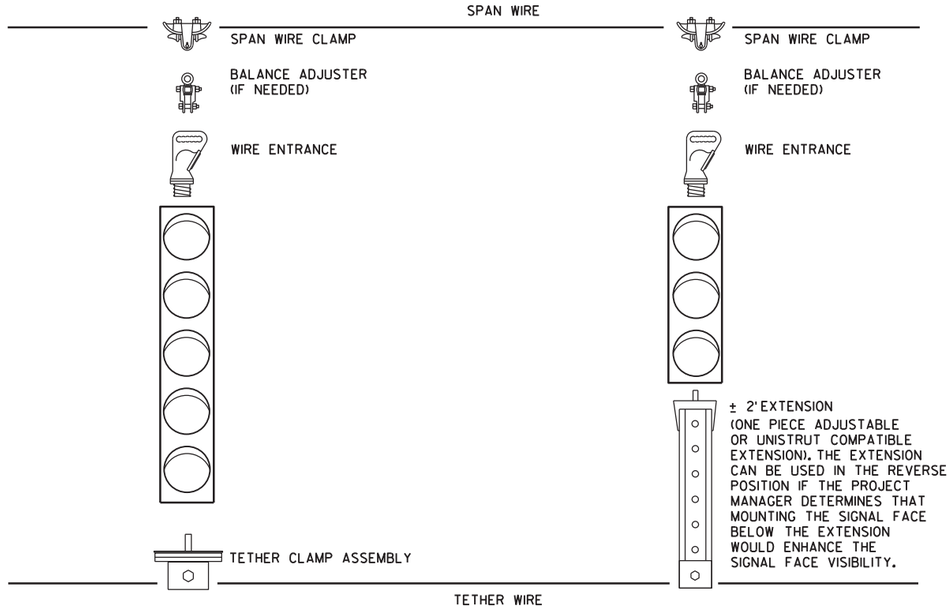


TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL



TETHER CLAMP ASSEMBLY OPTION

TYPICAL SPAN WIRE MOUNTING HARDWARE



5 SECTION VERTICAL WITH 3 SECTION VERTICAL ON ONE SPAN WIRE

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

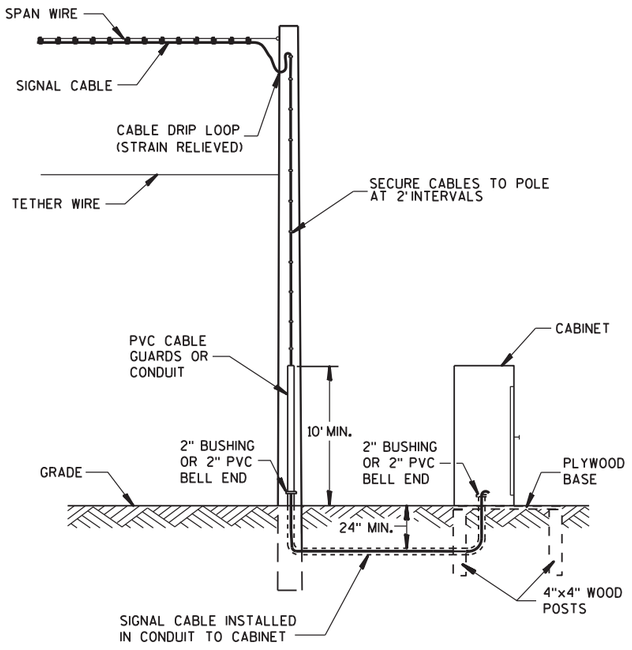
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

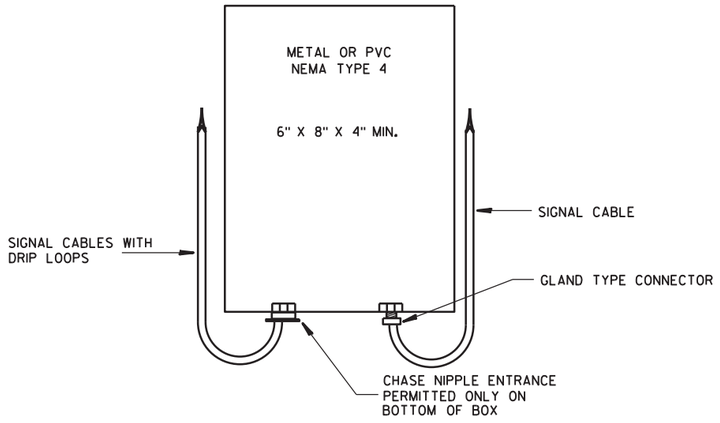
APPROVED

June. 2015 — DATE

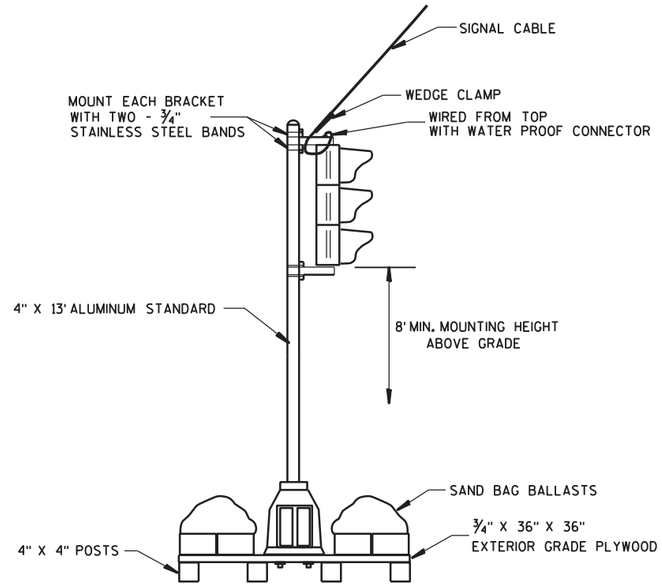
/S/ Ahmet Demirbilek — STATE ELECTRICAL

FHWA

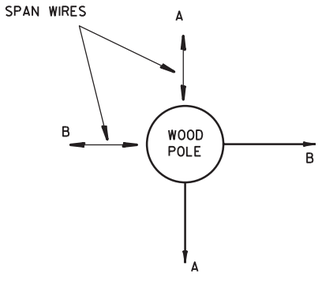




SPLICE BOX

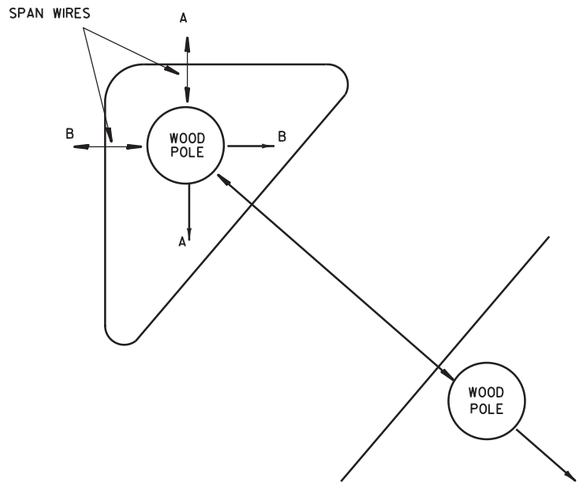


TYPICAL SKID TYPE TEMPORARY

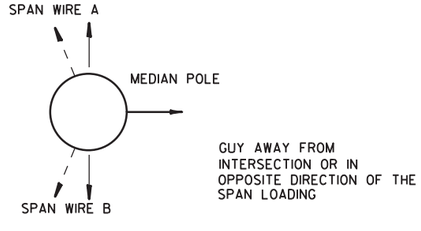


ALL DOWN OR SIDEWALK GUYS
SHALL BE INSTALLED IN THE
OPPOSITE DIRECTION OF THE
STRAIN OF THE SPAN WIRE

CORNER POLES



ISLAND POLES



MEDIAN POLES

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 G 1-4g

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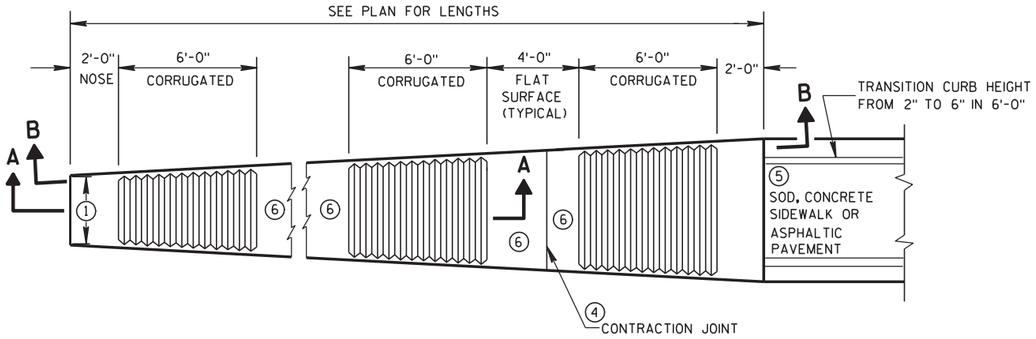
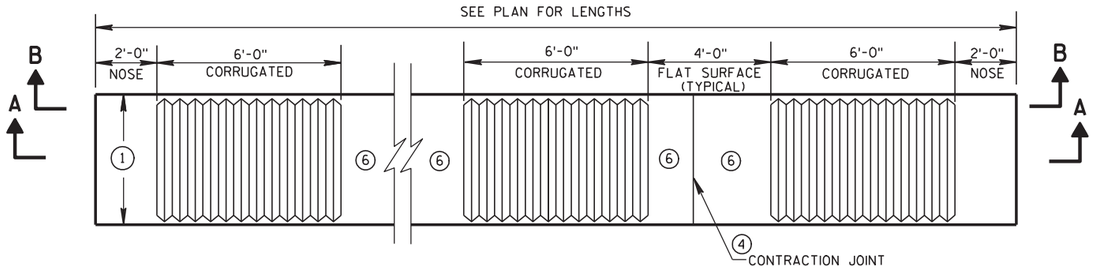
S.D.D. 9 G 1-4g



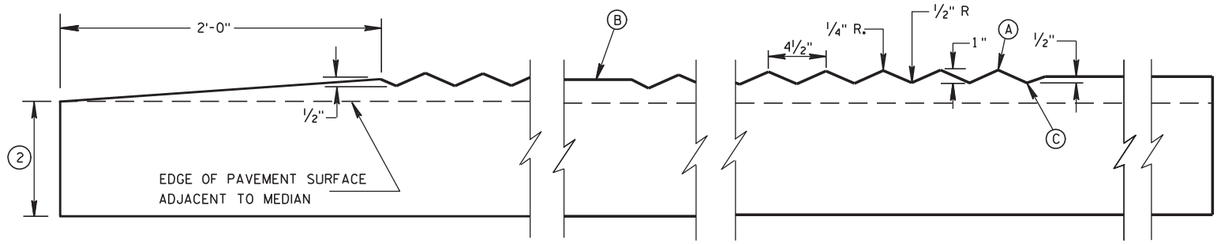
PLAN VIEW

VARIABLE WIDTH CONCRETE CORRUGATED MEDIAN



PLAN VIEW

UNIFORM WIDTH CONCRETE CORRUGATED MEDIAN



SECTION A-A

LONGITUDINAL SECTION

GENERAL NOTES

(1) SEE PLANS FOR CONSTANT OR VARIABLE WIDTH.

(2) THE DEPTH OF THE CONCRETE CORRUGATED MEDIAN SHALL BE 9-INCHES UNLESS SHOWN OTHERWISE IN THE PLAN.

ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN IN THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

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

(3) ASPHALTIC PAVEMENT OVER BASE AGGREGATE DENSE.

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

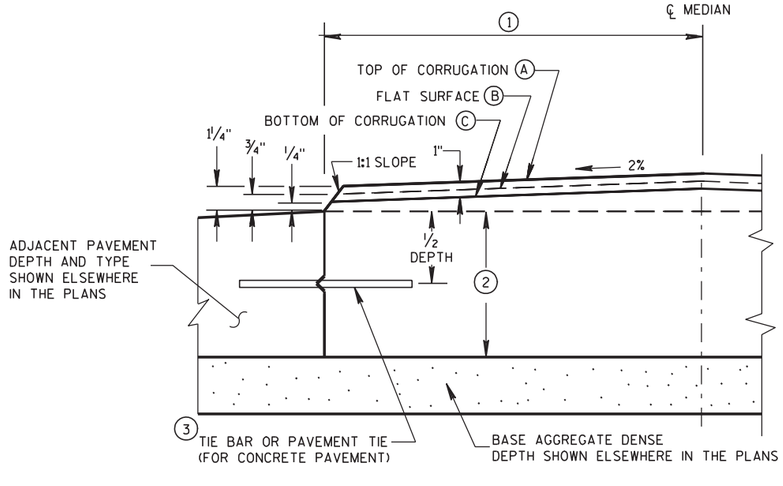
INSTALL TIE BARS TO MAINTAIN A MINIMUM OF 3-INCHES OF COVER BETWEEN THE TIE BAR AND THE CONCRETE SURFACE (BOTTOM AND TOP).

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

(4) CONCRETE CORRUGATED MEDIAN CONTRACTION JOINTS SHALL BE CONSTRUCTED TO MATCH THE JOINTS IN ADJACENT CONCRETE PAVEMENT. WHERE ADJACENT PAVEMENT IS ASPHALT WITH BASE AGGREGATE DENSE. TRANSVERSE CONTRACTION JOINTS SHALL BE PROVIDED AT 20 FOOT INTERVALS.

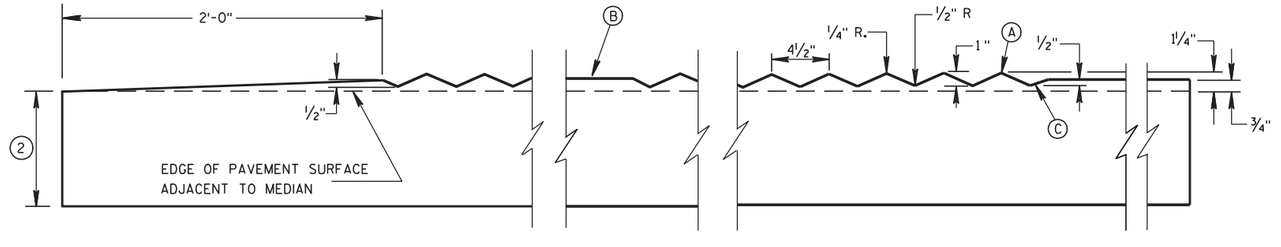
(5) SURFACE TYPE AND DETAILS ARE DEFINED ELSEWHERE IN THE PLAN.

(6) YELLOW MARKING ON FLAT SURFACE WHEN MEDIAN SEPARATES OPPOSING TRAFFIC.



HALF CROSS SECTION

(2) CONCRETE CORRUGATED MEDIAN AND ADJACENT PAVEMENT



SECTION B-B

LONGITUDINAL SECTION

CONCRETE CORRUGATED MEDIAN

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/17/07 — DATE

/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER

79

FHWA

6

S.D.D. 11 B 1-5

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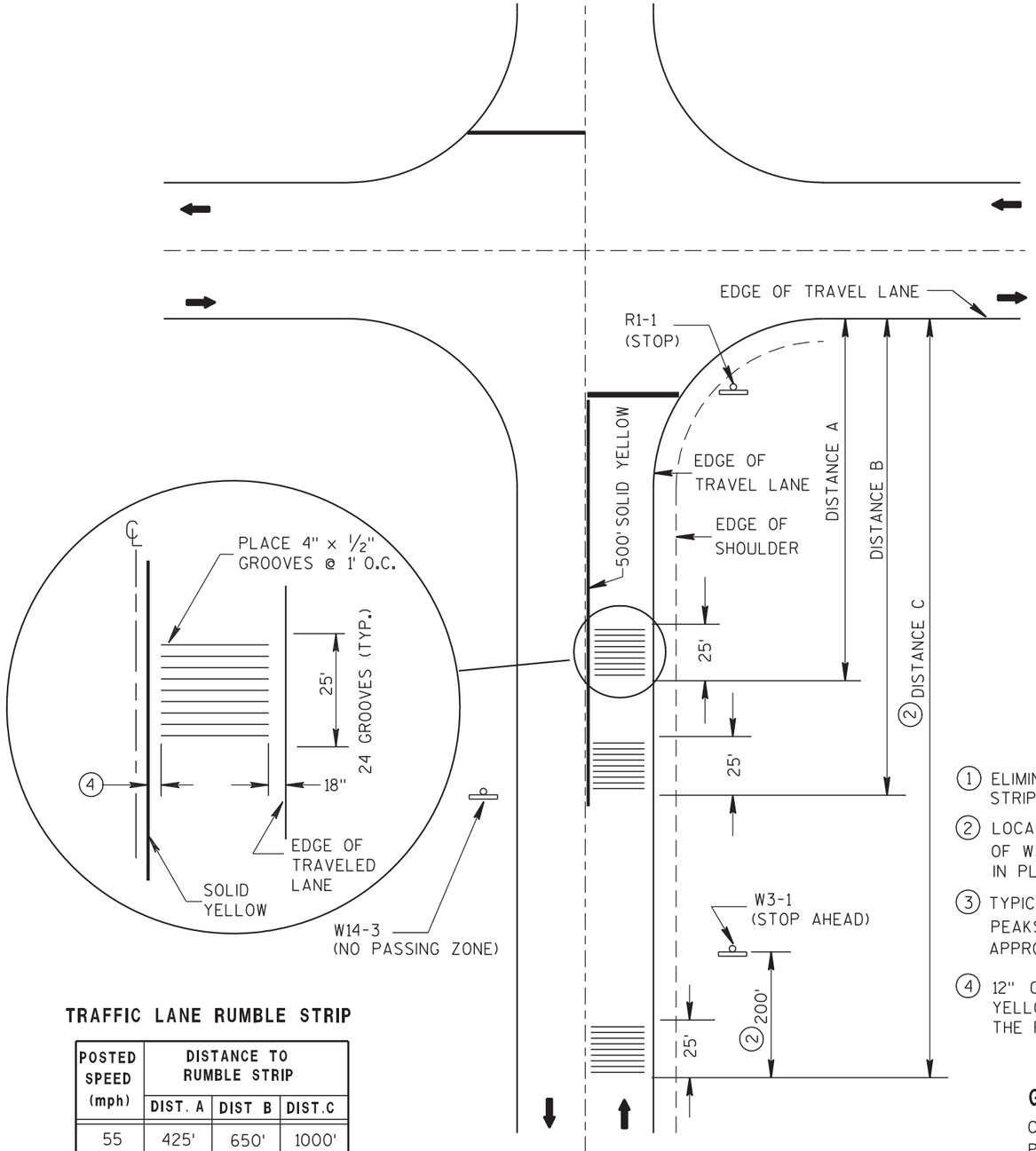
S.D.D. 11 B 1-5



ARROW SYMBOL (➡) SHOWS DIRECTION OF TRAVEL

PLAN VIEW

RUMBLE STRIP LOCATION

TRAFFIC LANE RUMBLE STRIP

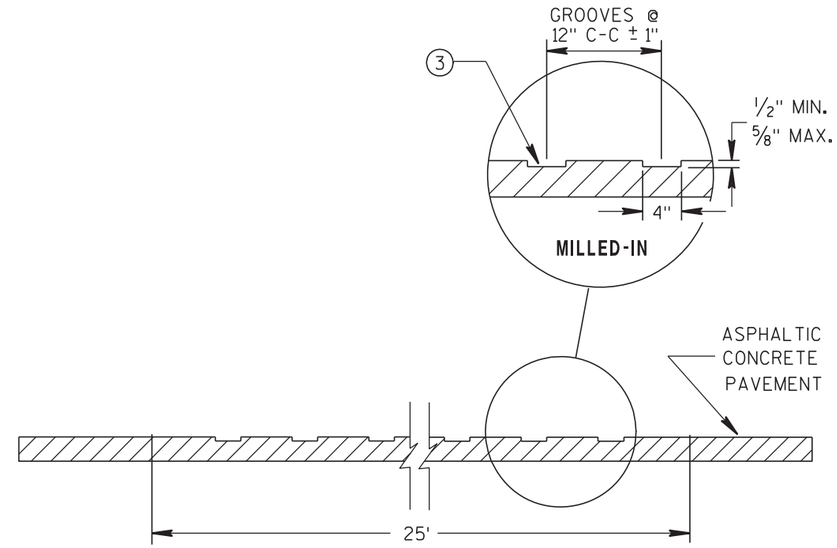
POSTED SPEED (mph)	DISTANCE TO RUMBLE STRIP		
	DIST. A	DIST B	DIST.C
55	425'	650'	1000'
50	325'	450'	800'
45	275'	400'	650'
40	225'	(1)	550'
35	175'	(1)	475'
≤ 30	125'	(1)	425'

(1) ELIMINATE THE MIDDLE SET OF RUMBLE STRIPS.

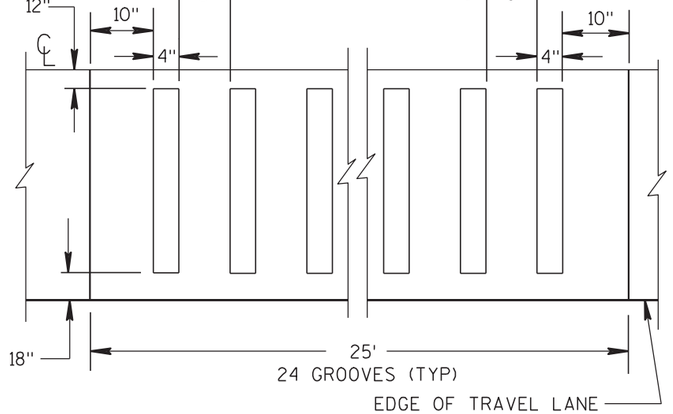
(2) LOCATE RUMBLE STRIP 200' IN ADVANCE OF W3-1 SIGN AS SHOWN. IF W3-1 IS NOT IN PLACE, USE DISTANCE C.

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

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



ELEVATION VIEW



PLAN VIEW

ASPHALTIC PAVEMENT MILLED-IN

GENERAL NOTES

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

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

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

ASPHALTIC RUMBLE STRIPS AT INTERSECTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/17/2011
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS 180
ENGINEER

FHWA

6

S.D.D. 13 A 8-1

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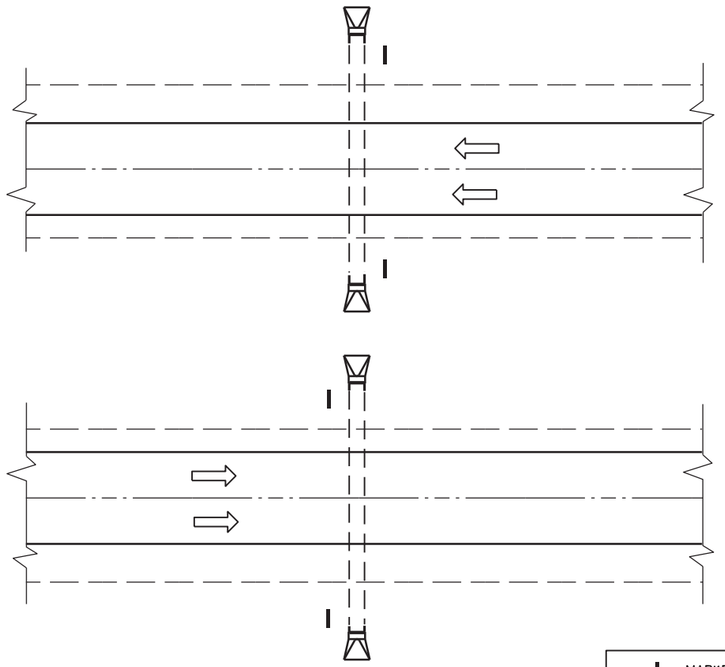
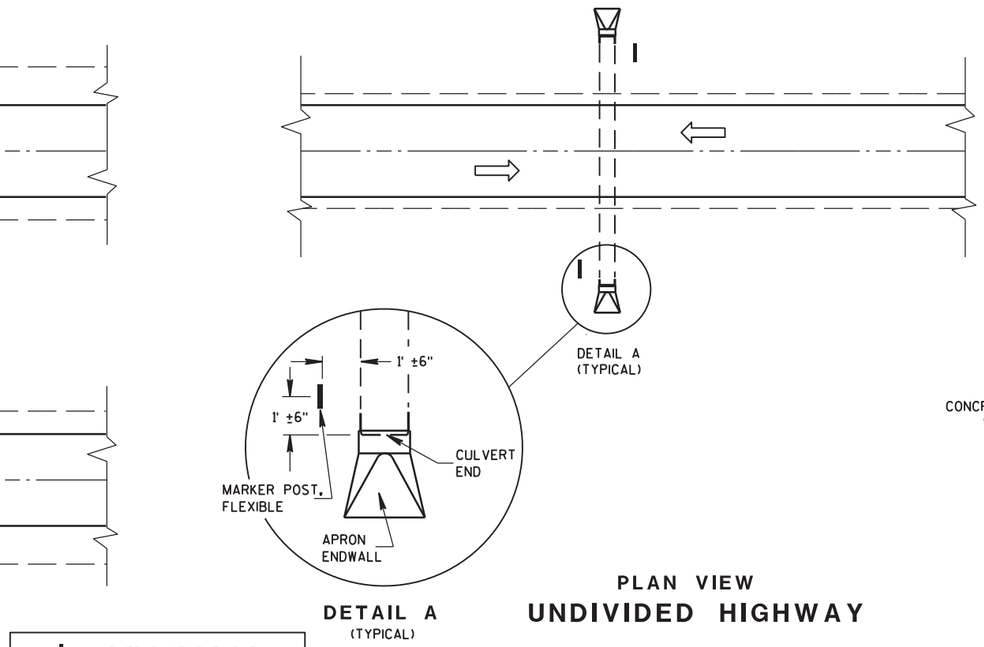
S.D.D. 13 A 8-1



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

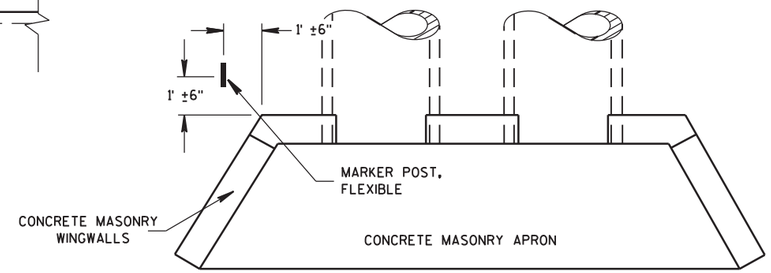
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

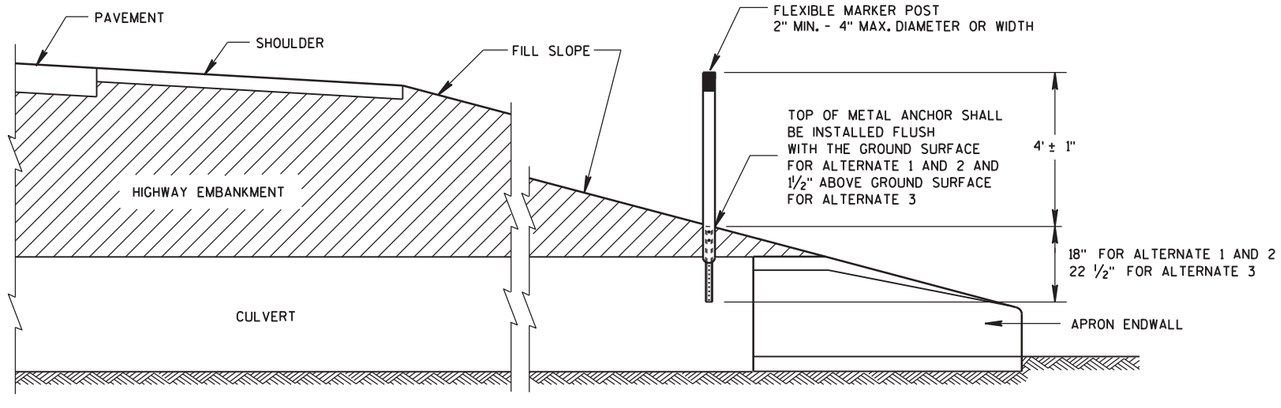
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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

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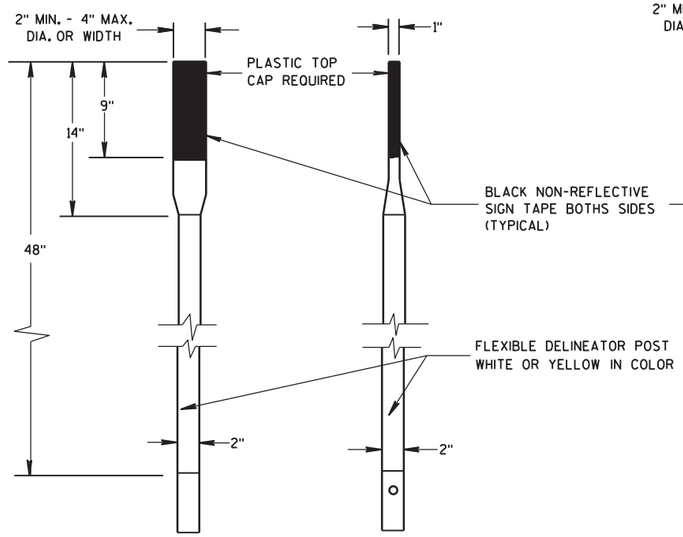
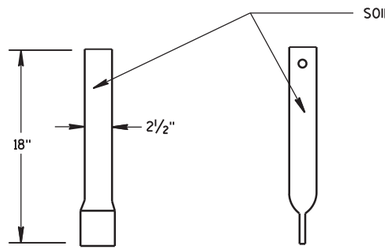
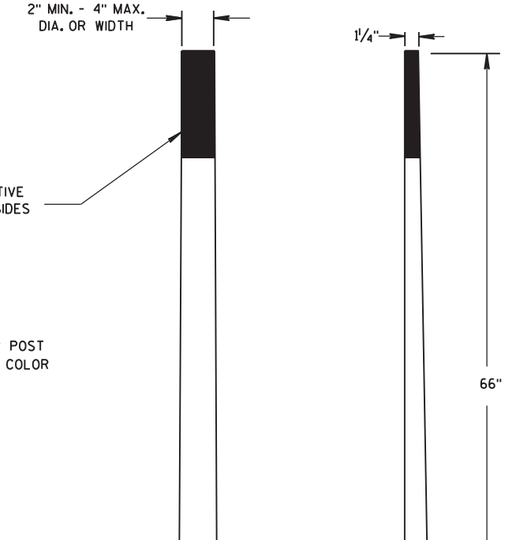
S.D.D. 15 A 3-2a





FRONT VIEW SIDE VIEW

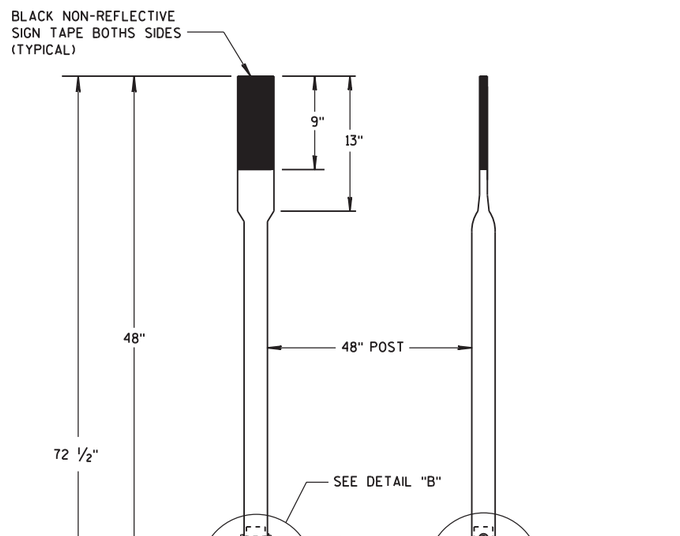
ALTERNATE 1



FRONT VIEW SIDE VIEW

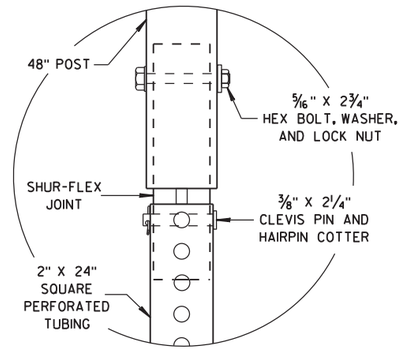
ALTERNATE 2

FLEXIBLE MARKER POSTS

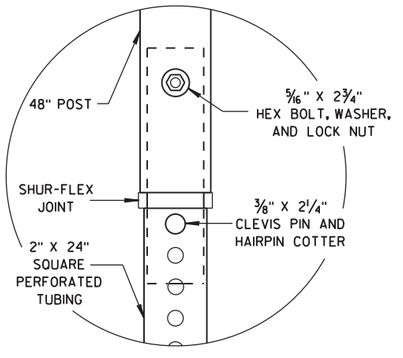


FRONT VIEW SIDE VIEW

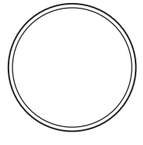
ALTERNATE 3



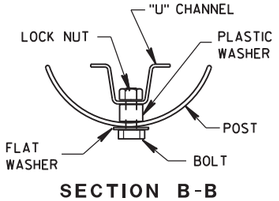
DETAIL B



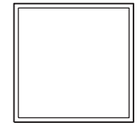
DETAIL C



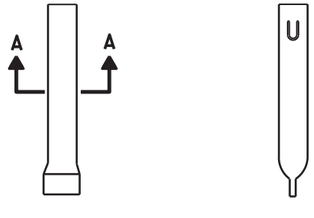
SECTION A-A



SECTION B-B

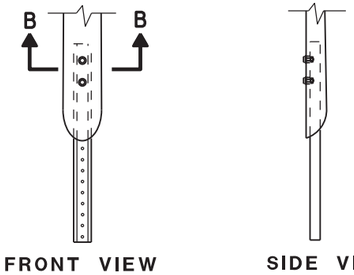


SECTION C-C



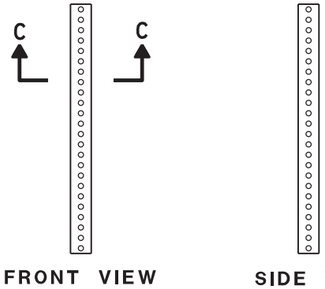
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2



FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

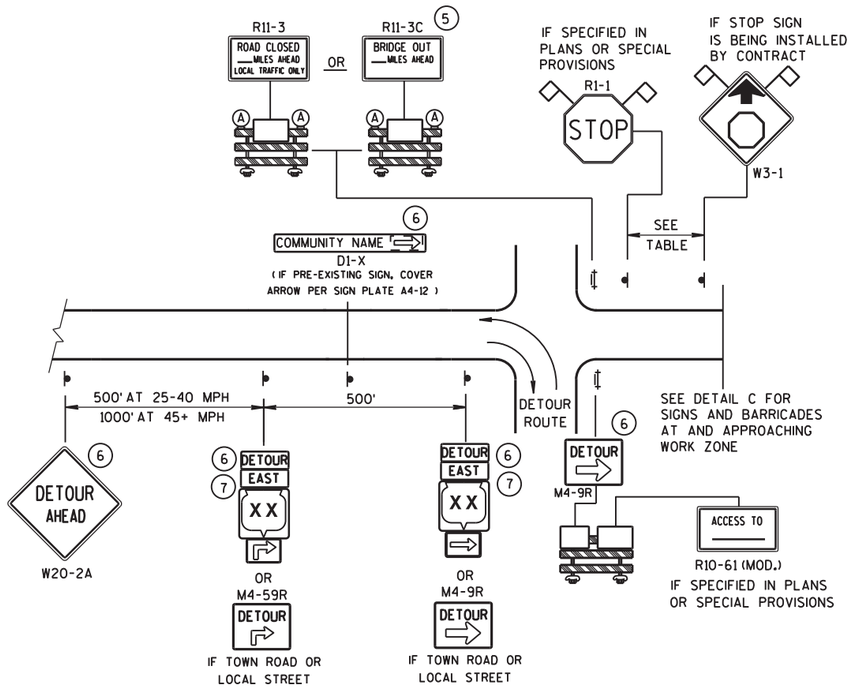
APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

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

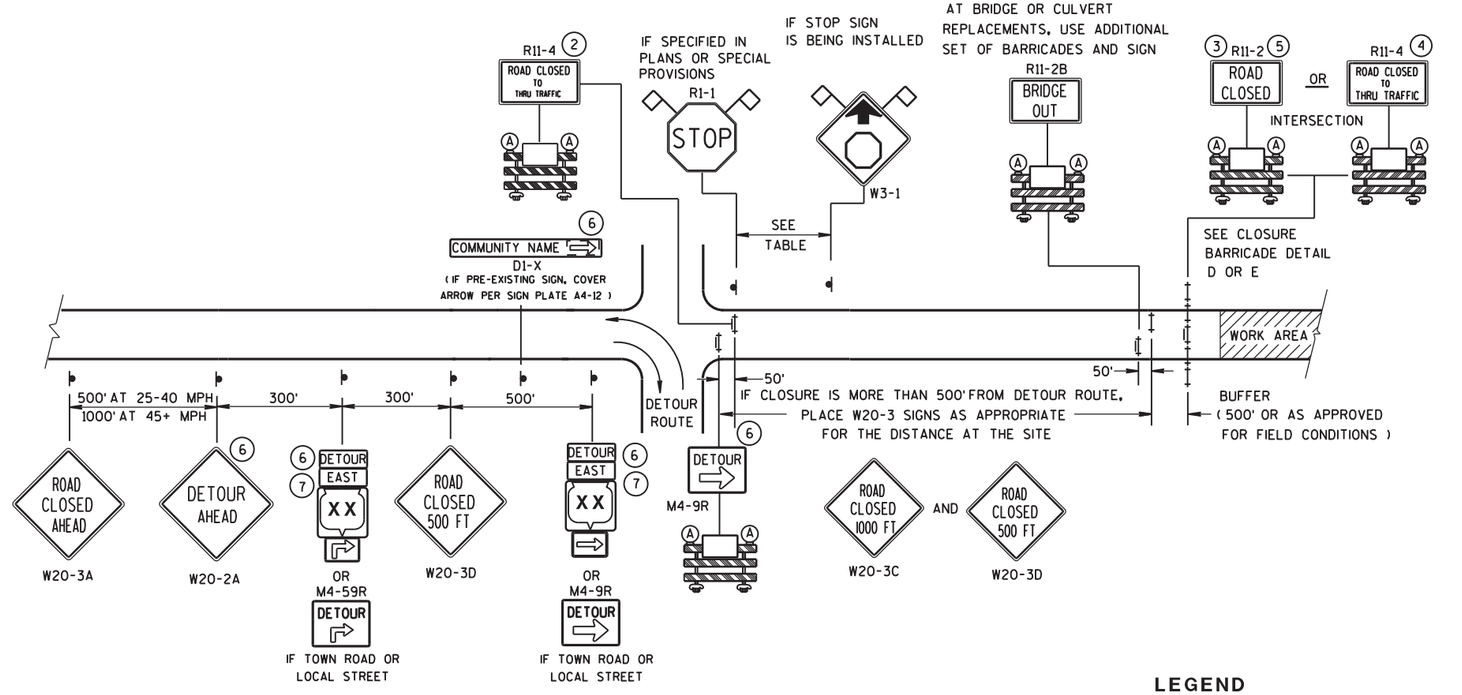
6

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



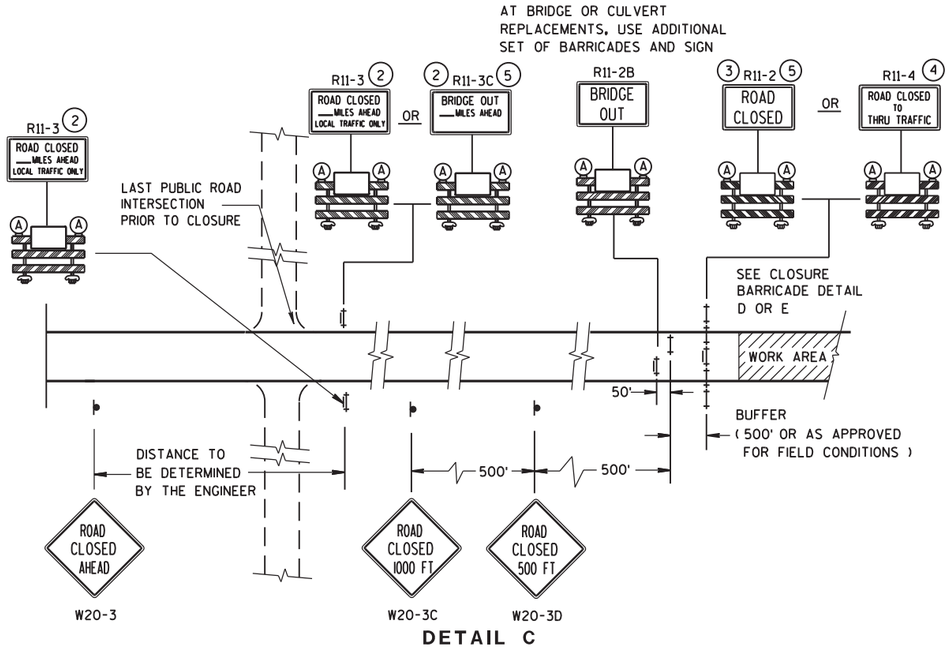
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

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



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

LEGEND

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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

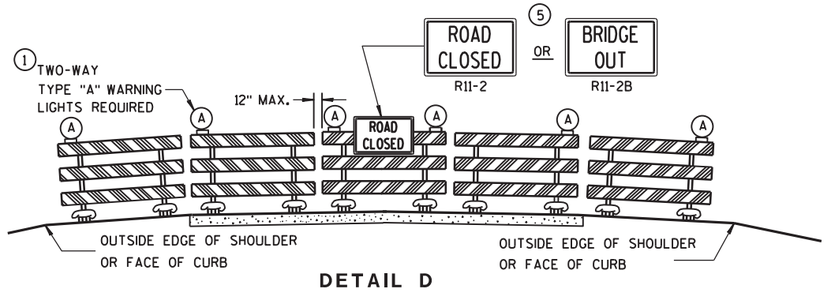
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

6

S.D.D. 15 C 2-6a

6

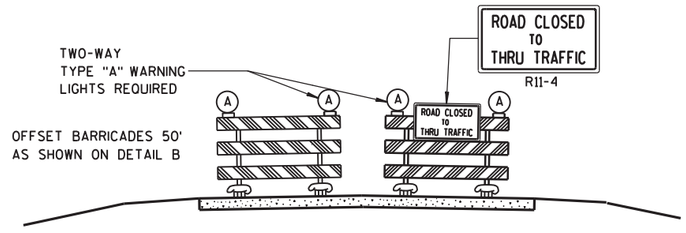
S.D.D. 15 C 2-6a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-SHEET "**a**" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

THE R11-2, R11-3, M4-9, R11-4 AND R10-61 SIGNS PLACED ON 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.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

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

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

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

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

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

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

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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Sept. 2015 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO[illegible] SAFETY ENGI[illegible] — FHWA

6

S.D.D. 15 C 2-6b

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

GENERAL NOTES

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

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

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

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

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

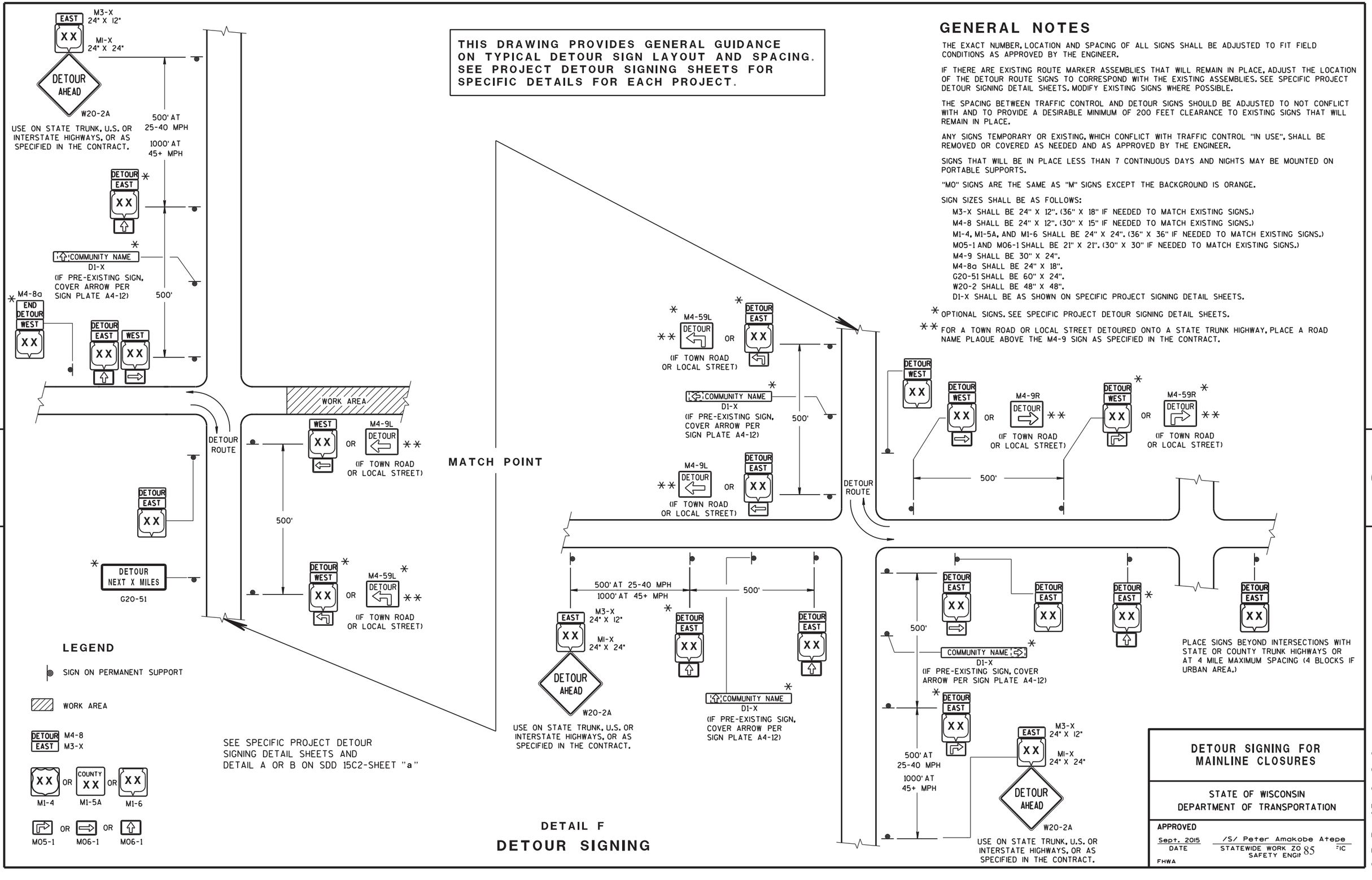
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (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.)
- M4-9 SHALL BE 30" X 24".
- M4-8a SHALL BE 24" X 18".
- G20-51 SHALL BE 60" X 24".
- W20-2 SHALL BE 48" X 48".
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

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

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



LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR EAST — M4-8 / M3-X
- XX OR COUNTY XX OR XX — M1-4 / M1-5A / M1-6
- MO5-1 OR MO6-1 OR MO6-1

SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD 15C2-SHEET "a"

DETAIL F

DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

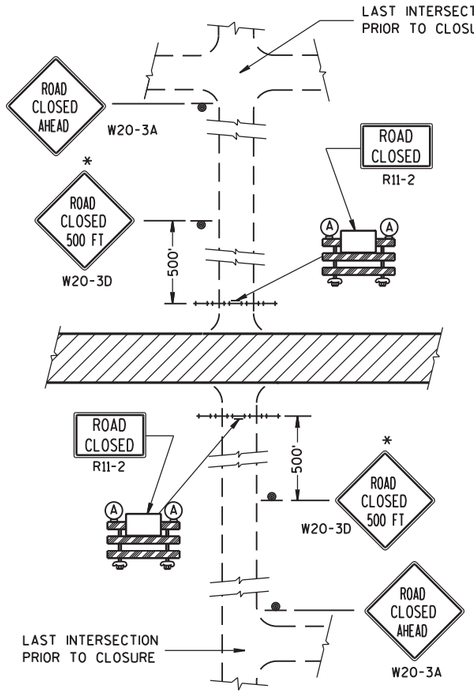
Sept. 2015 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZO[illegible] SAFETY ENGI[illegible] 85 [illegible]FIC

FHWA

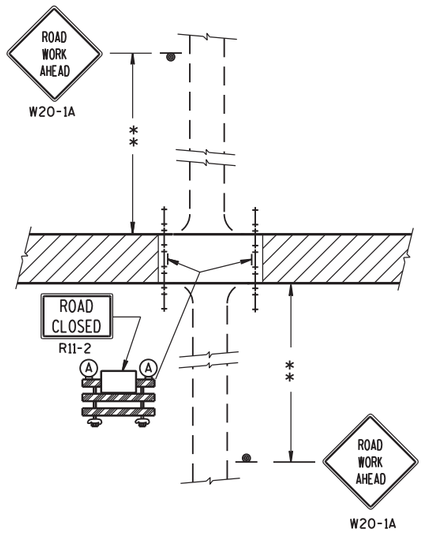
6

S.D.D. 15 C 2-6c



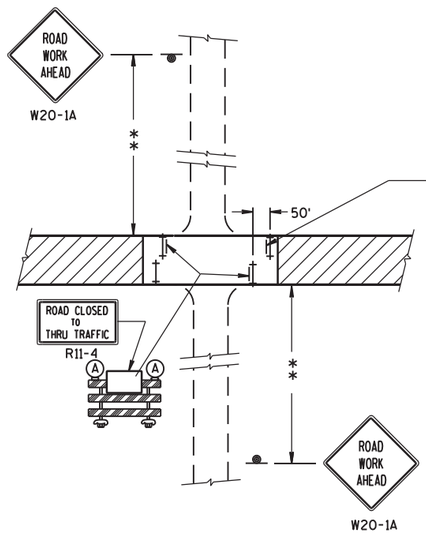
DETAIL 1

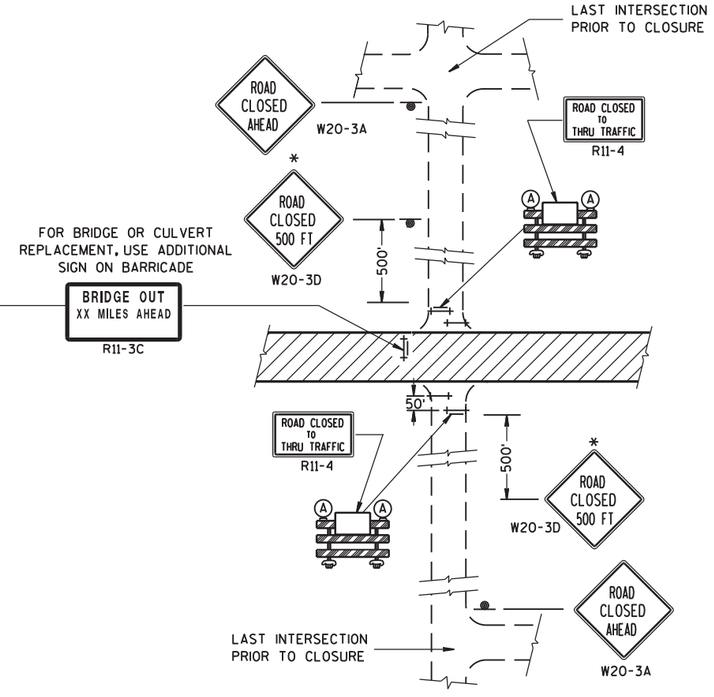
(NO ACCESS TO PROJECT)



DETAIL 2

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





DETAIL 3

(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS).

DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE 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
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO... SAFETY ENGI... — FHWA

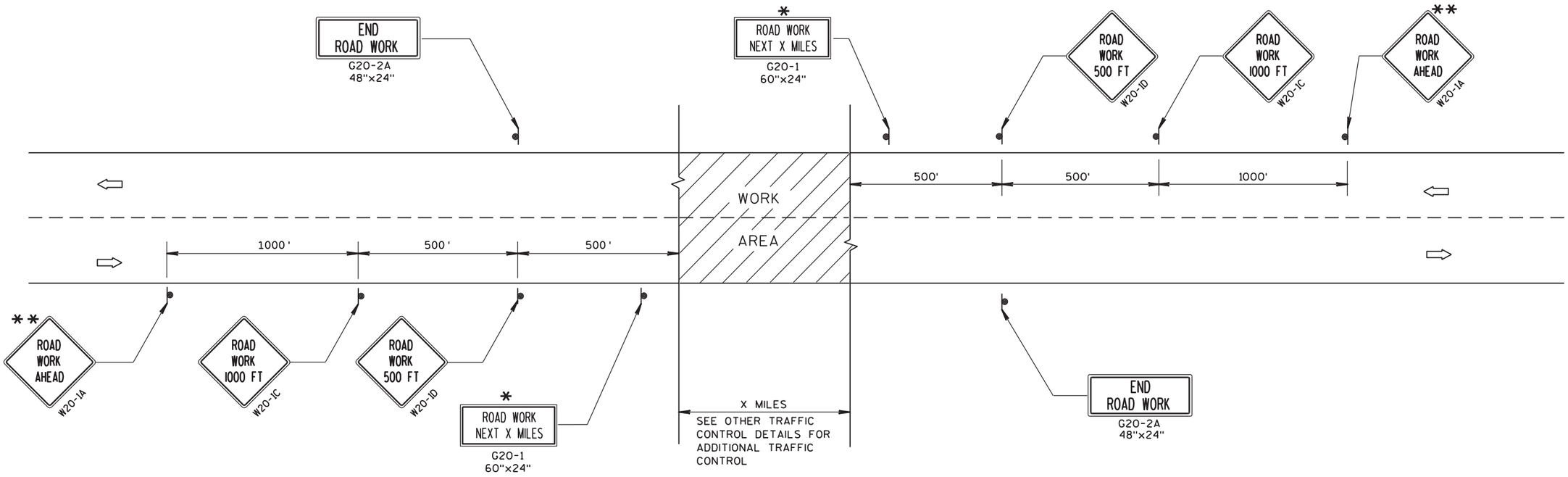
6

S.D.D. 15 C 3-3

6

S.D.D. 15 C 3-3

TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



GENERAL NOTES

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

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

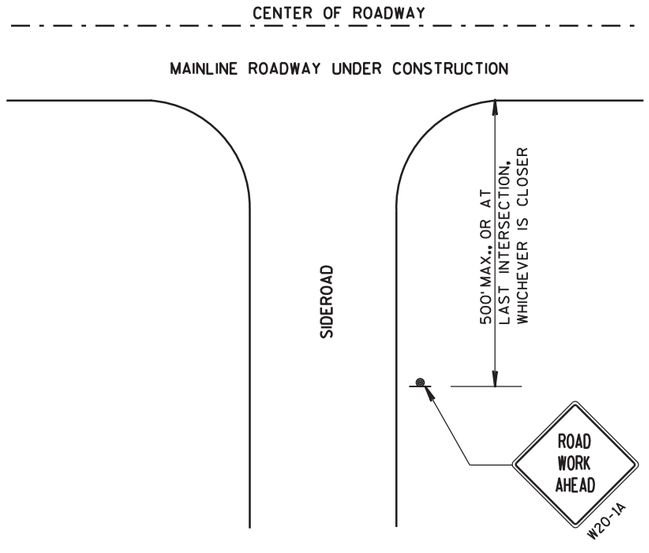
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

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

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



LEGEND

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2015 — DATE

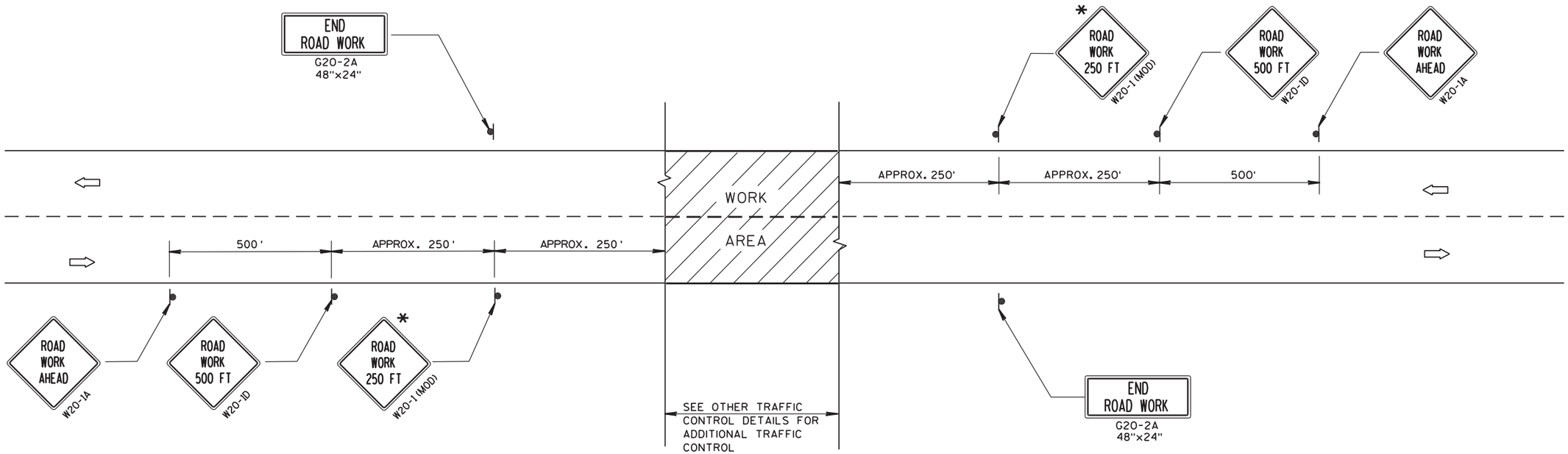
/S/ Peter Amakobe Atepe — STATEWIDE WORK ZONE SAFETY ENGINEER

FHWA

6

S.D.D. 15 C 4-3

TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



GENERAL NOTES

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

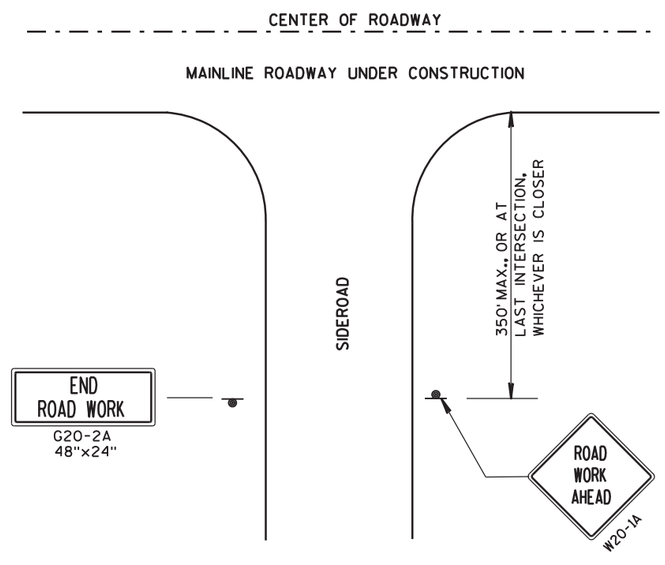
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

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

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



LEGEND

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENG
FHWA

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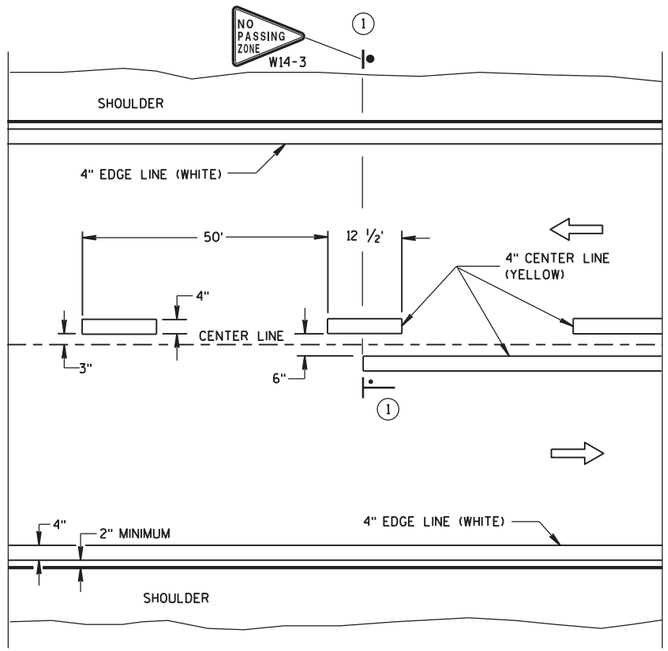
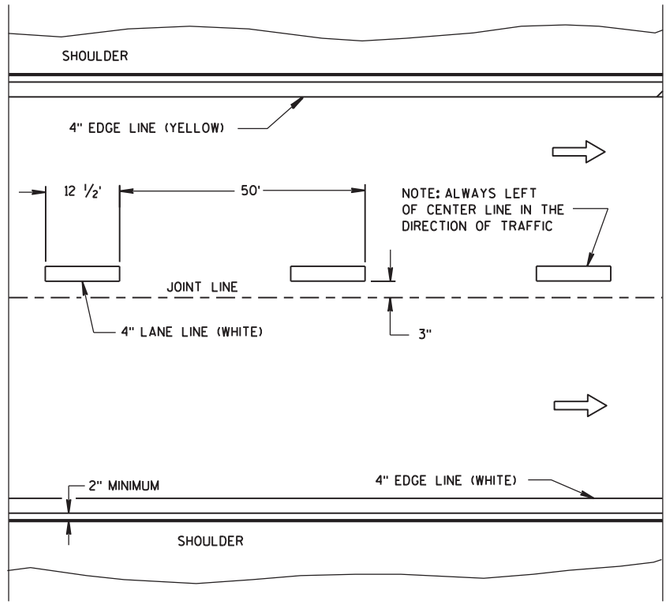
S.D.D. 15 C 5-4



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

GENERAL NOTES

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

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

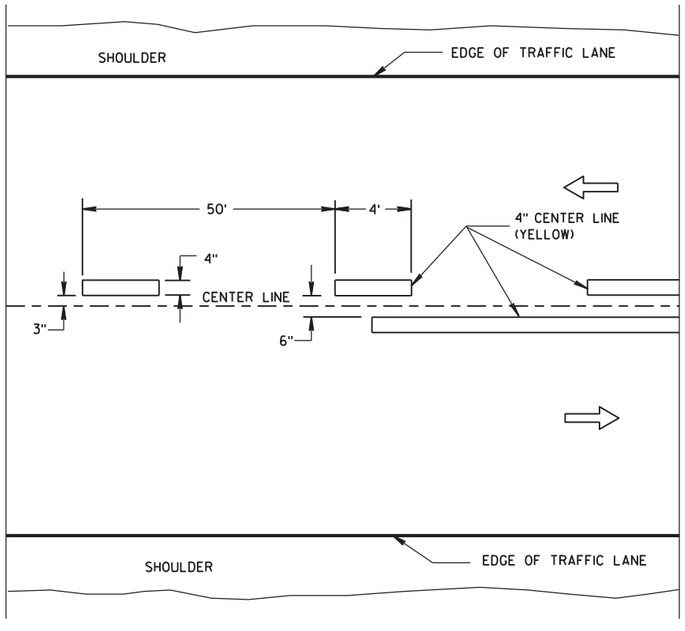
NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

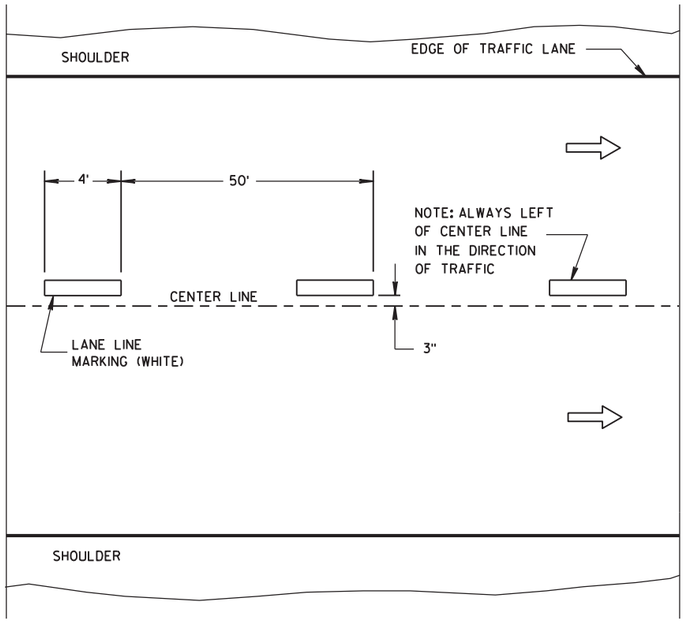
LEGEND

"T" MARKING

POST MOUNTED SIGN



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

LONGITUDINAL MARKING (MAINLINE)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2017 DATE	/S/ Matthew R. Rauch STATE SIGNING AND MAR[illegible]INEER
FHWA	

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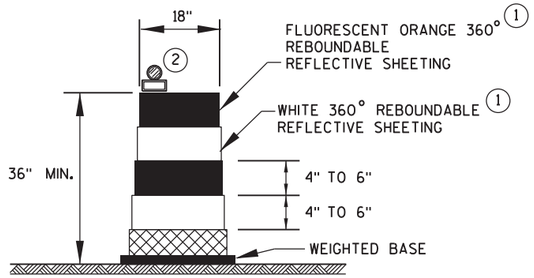
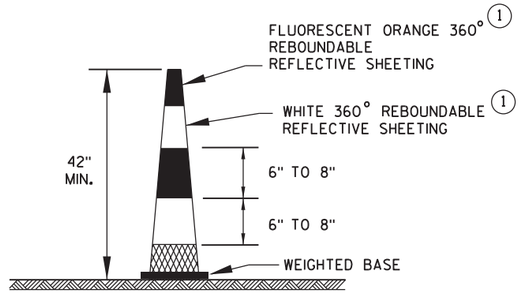
S.D.D. 15 C 8-18a



DRUM

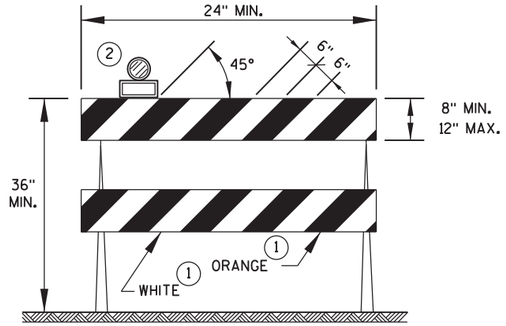


42" CONE

DO NOT USE IN TAPERS
1/2 SPACING OF DRUMS

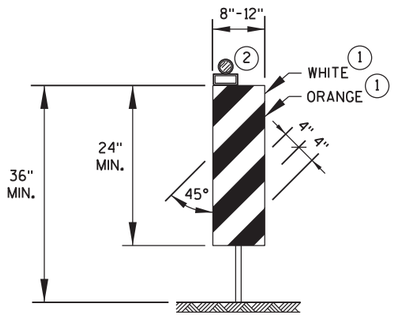
GENERAL NOTES

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



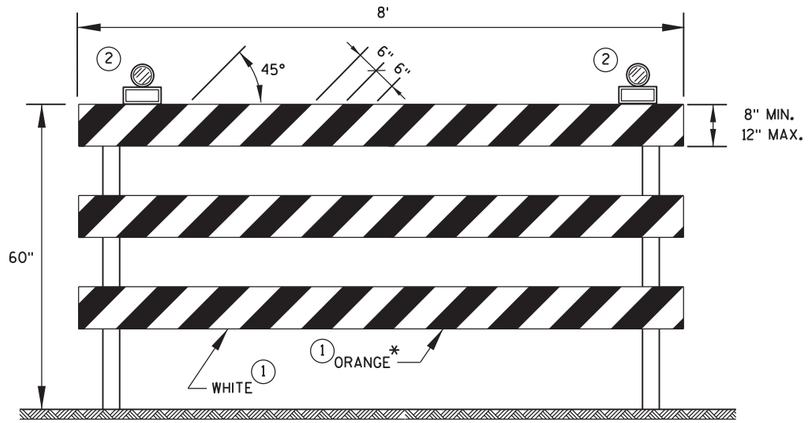
TYPE 2 BARRICADE

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



VERTICAL PANEL

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



TYPE 3 BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION, USE RED SHEETING.

CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Andrew Heidtke — WORK ZONE ENG
FHWA

6

S.D.D. 15 C 11-7b

6

S.D.D. 15 C 11-7b

LEGEND

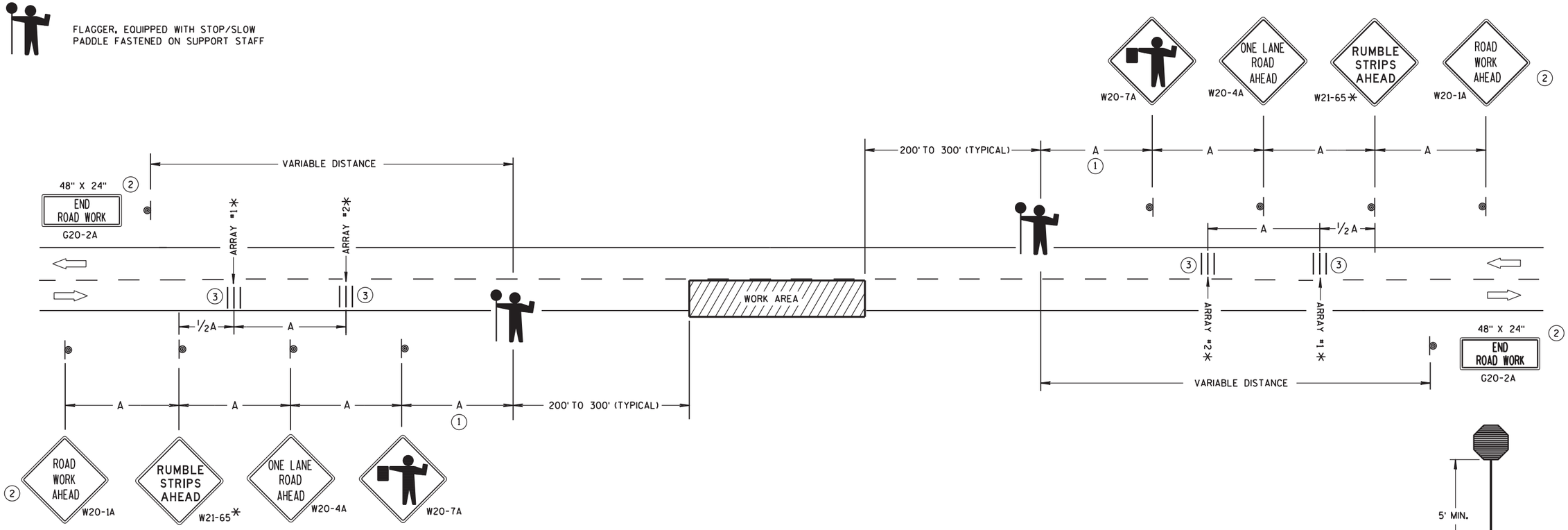
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

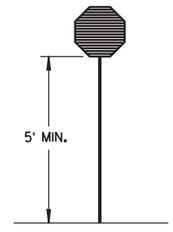
SPEED LIMIT	SPACING A
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

W03-4

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



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION



STOP/SLOW PADDLE ON SUPPORT STAFF

GENERAL NOTES

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

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

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

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

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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

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

* UTILIZE TEMPORARY RUMBLE STRIPS WHEN FLAGGING OPERATION IS ANTICIPATED TO BE STATIONARY IN EXCESS OF TWO HOURS.

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

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

(3) EACH TEMPORARY RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENG
FHWA

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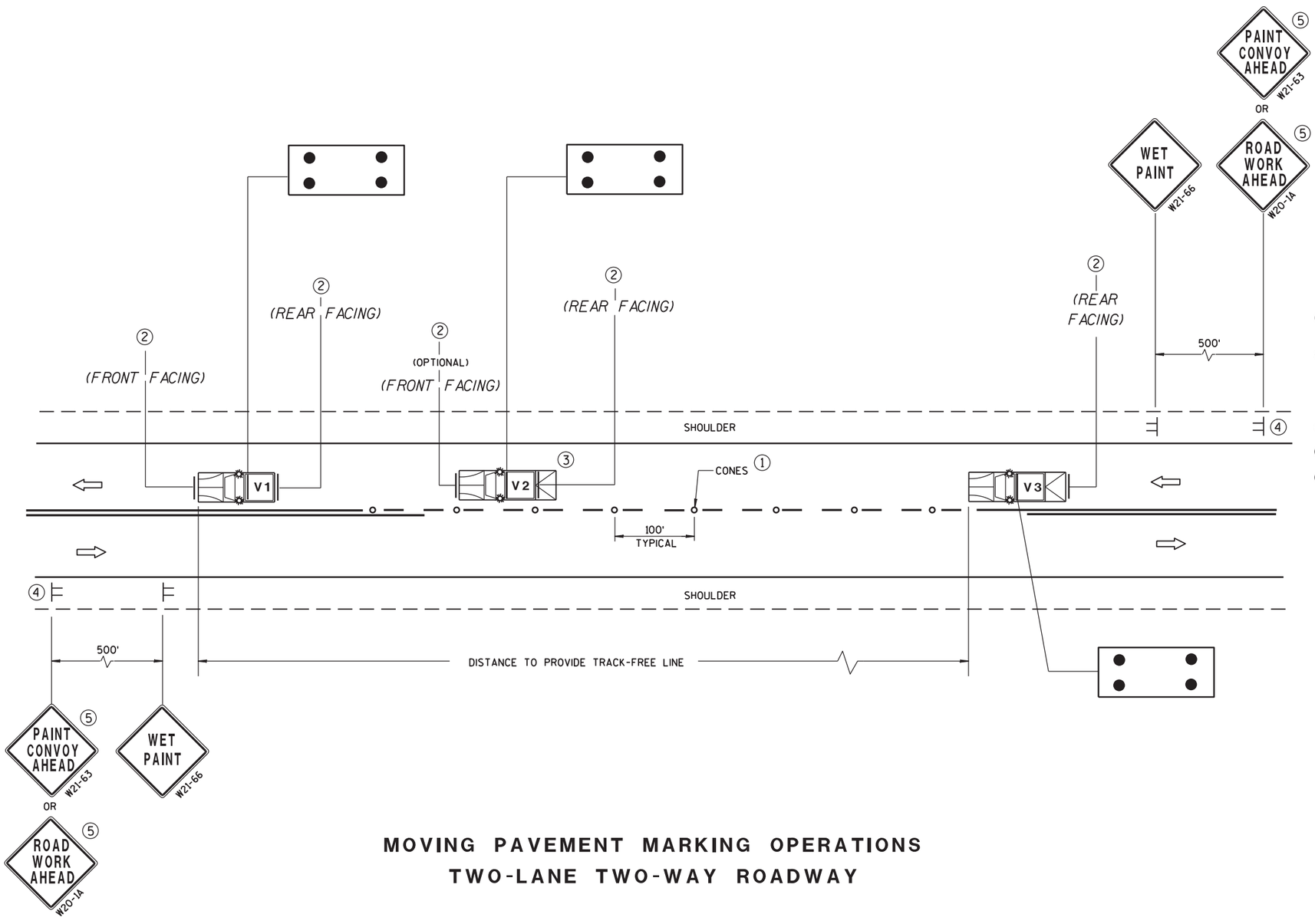
S.D.D. 15 C 12-6



MOVING PAVEMENT MARKING OPERATIONS
TWO-LANE TWO-WAY ROADWAY

GENERAL NOTES

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

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

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

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

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

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

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

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE MARKING.

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

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

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

WET PAINT W21-64 OR WET PAINT W21-64

(3) OPTIONAL TRUCK-MOUNTED ATTENUATOR.

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

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

LEGEND

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

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
Sept., 2017 DATE	/S/ Andrew Heldtke WORK ZONE ENGR
FHWA	

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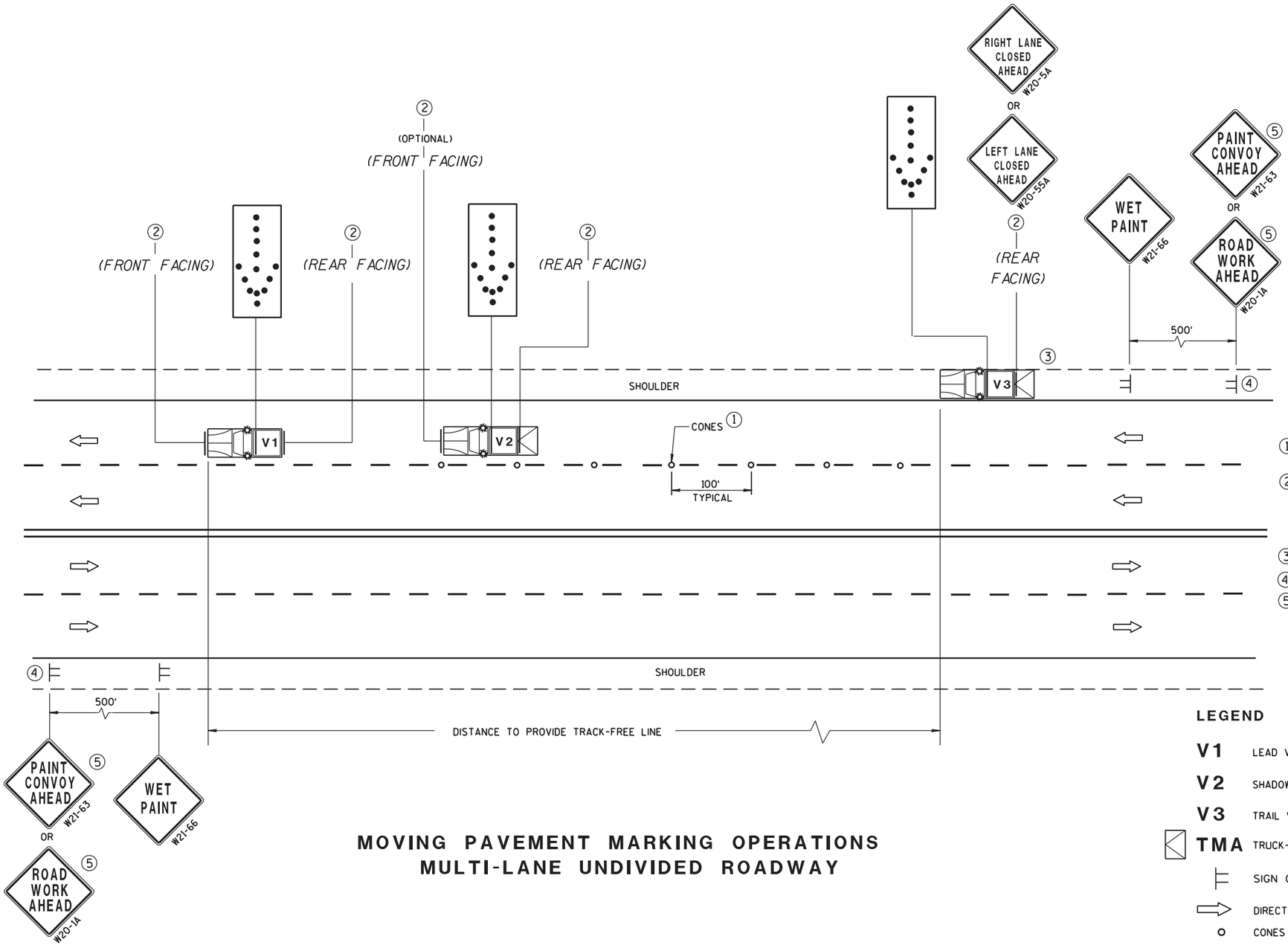
S.D.D. 15 C 19-5a



MOVING PAVEMENT MARKING OPERATIONS
MULTI-LANE UNDIVIDED ROADWAY

GENERAL NOTES

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

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

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

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

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

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

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

FOR EDGELINE MARKING OR IF CONES ARE NOT USED, POSITION THE REARMOST SHADOW VEHICLE ON THE SHOULDER AS SHOWN IN THE MUTCD IF THE SHOULDER HAS ADEQUATE WIDTH.

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

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE OR LANELINE MARKING FOR MULTILANE UNDIVIDED ROADWAYS.

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

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

WET PAINT W21-64 OR WET PAINT W21-64

(3) OPTIONAL TRUCK-MOUNTED ATTENUATOR.

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

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

LEGEND

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

MOVING PAVEMENT MARKING OPERATION
MULTI-LANE UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENGIN
FHWA

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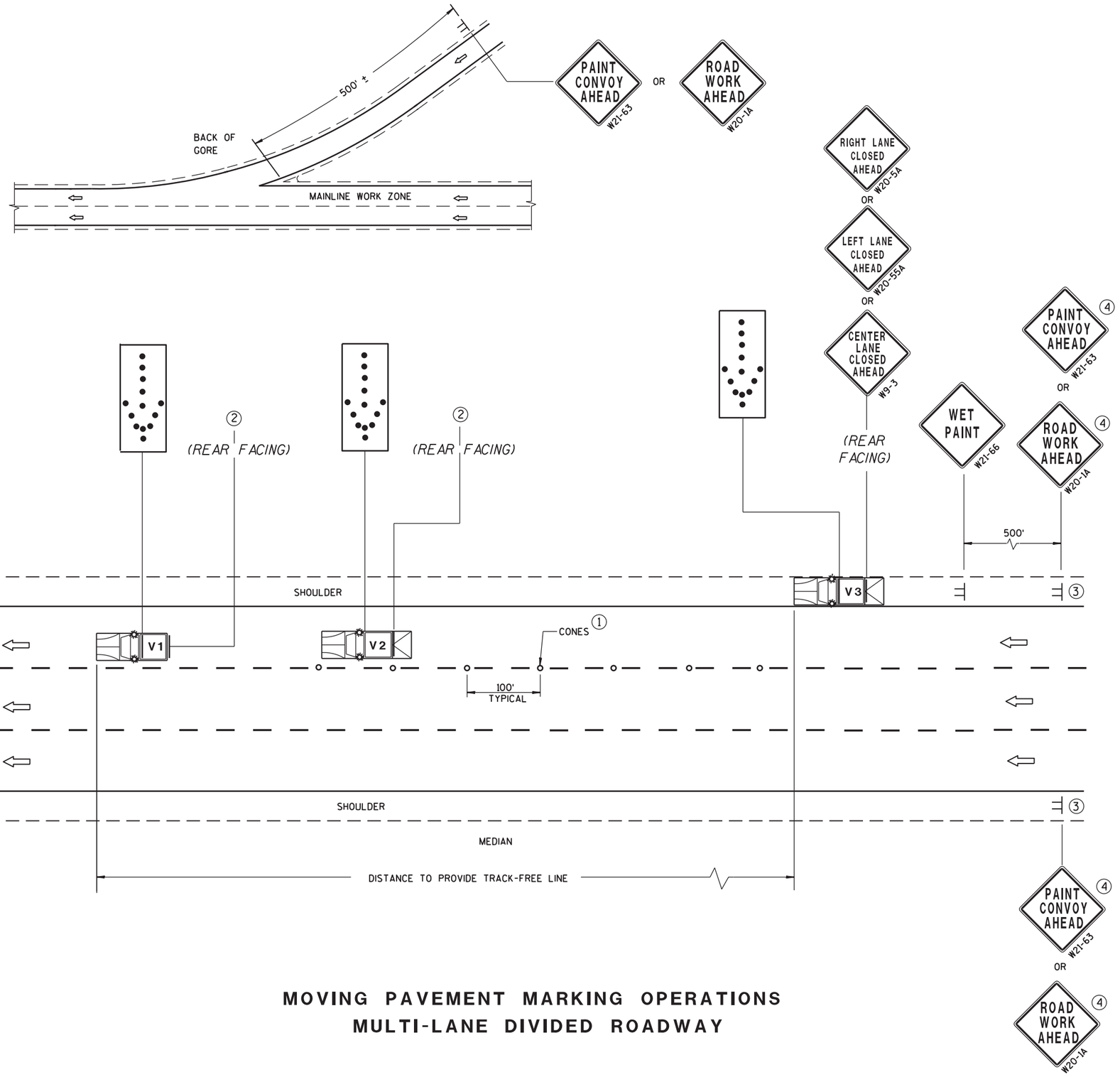
S.D.D. 15 C 19-5b



MOVING PAVEMENT MARKING OPERATIONS
MULTI-LANE DIVIDED ROADWAY

GENERAL NOTES

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

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

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

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

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

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

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

FOR EDGELINE MARKING OR IF CONES ARE NOT USED, POSITION THE REARMOST SHADOW VEHICLE ON THE SHOULDER AS SHOWN IN THE MUTCD IF THE SHOULDER HAS ADEQUATE WIDTH. USE DOUBLE ARROWS WHEN CONVOY IS IN CENTER LANE ONLY.

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

THIS DRAWING SHALL BE USED FOR EDGELINE OR LANELINE MARKING FOR MULTILANE DIVIDED ROADWAYS.

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

② USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

③ SIGNS SHALL BE REPEATED AFTER EVERY ON RAMP OR EVERY THREE MILES.

④ IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

LEGEND

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

MOVING PAVEMENT MARKING OPERATION
MULTI-LANE DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2017 DATE
/S/ Andrew Heldtke WORK ZONE ENGR
FHWA

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S.D.D. 15 C 19-5c

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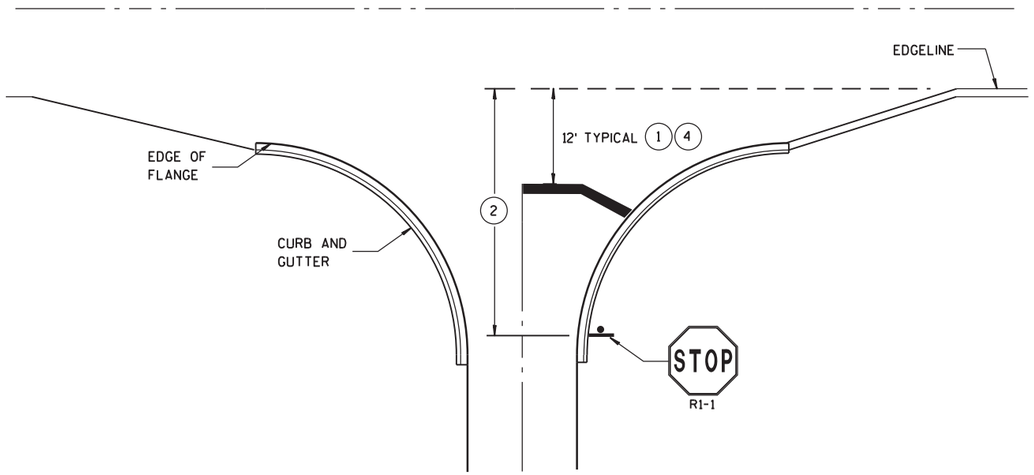
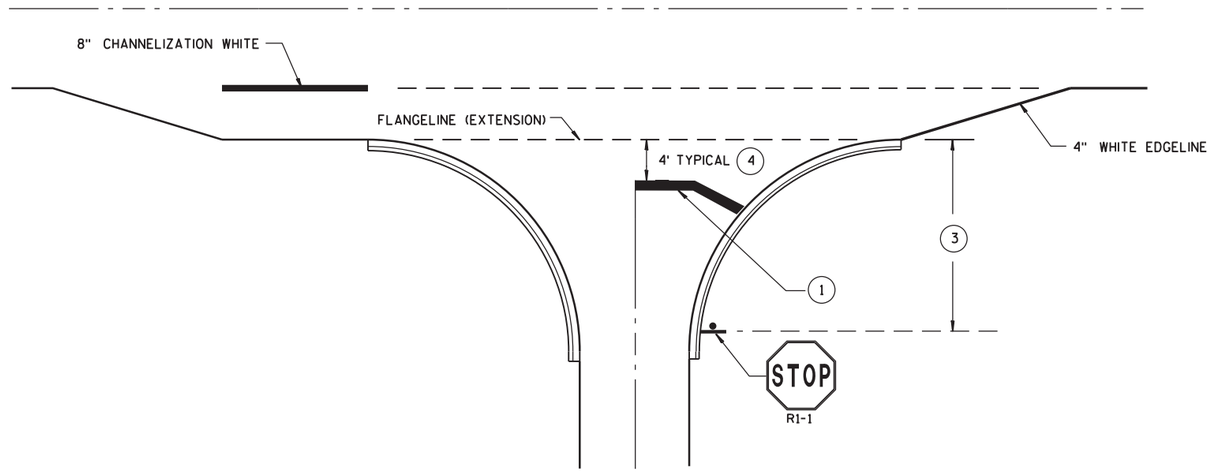
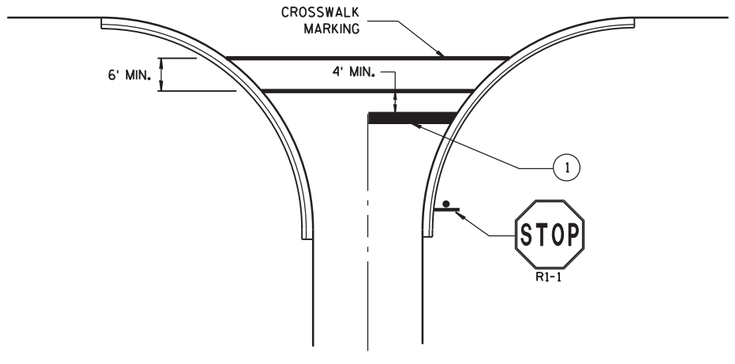
S.D.D. 15 C 19-5c



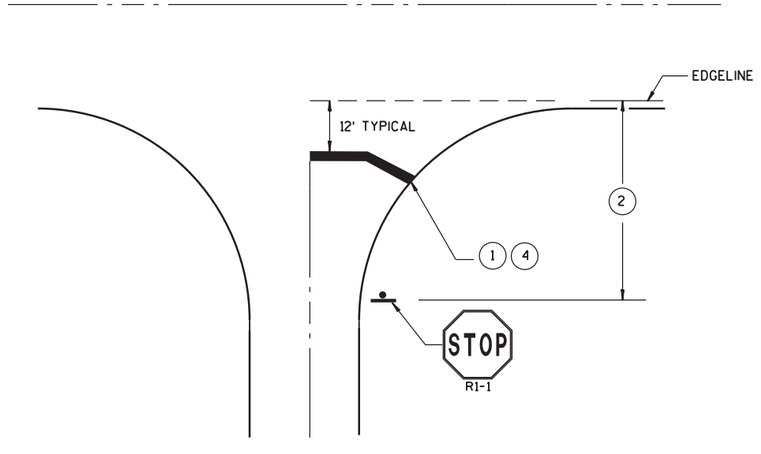
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

(1) 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.

(2) IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE THAN NO STOP LINE IS REQUIRED.

(3) IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.

(4) MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES. (NO CLOSER THAN 4 FEET).

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept., 2017 — DATE

/S/ Matthew R. Rauch — STATE SIGNING AND MAR 95 ...NEER

FHWA

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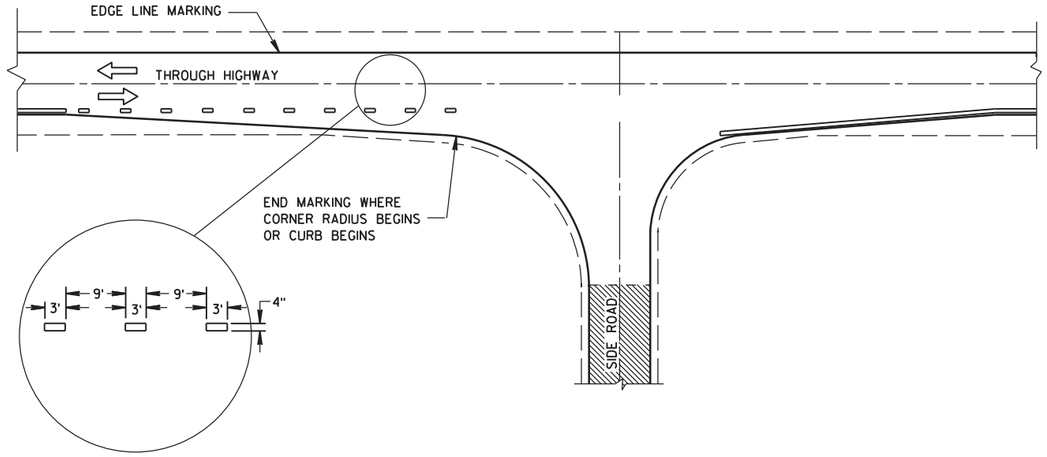
S.D.D. 15 C 33-3



MINOR INTERSECTION

GENERAL NOTES

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

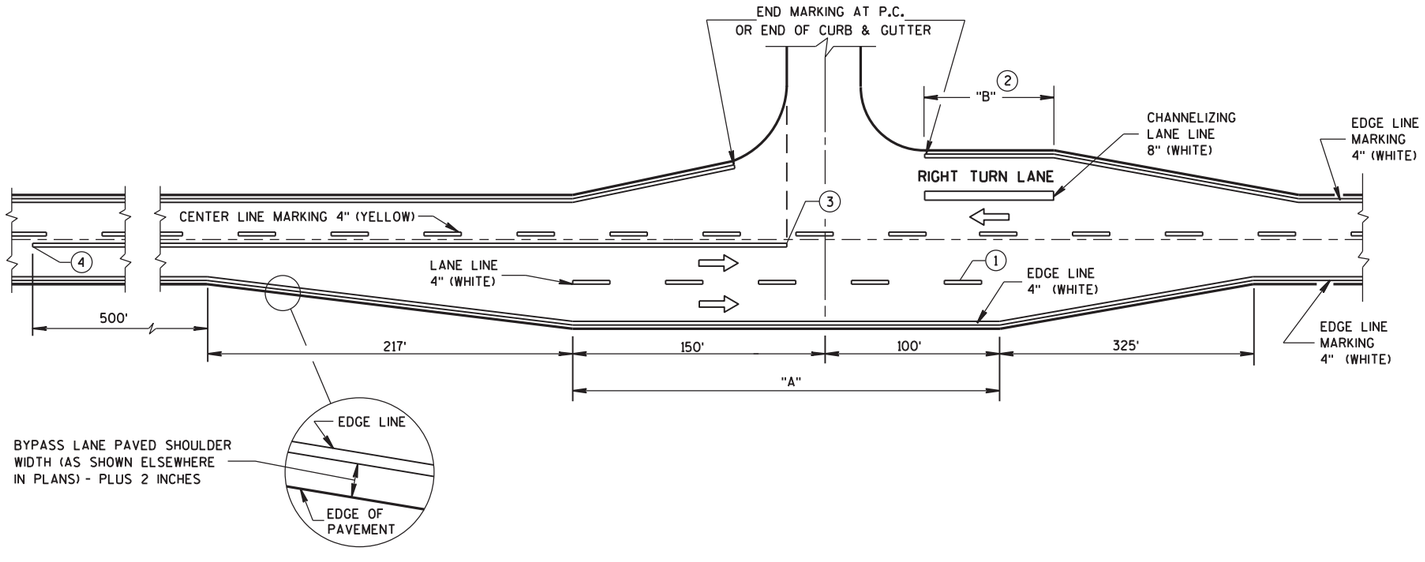
(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

(2) WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

(3) BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.

(4) BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 15 C 35-2a

GENERAL NOTES

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

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

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

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

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

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

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

TABLE A

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

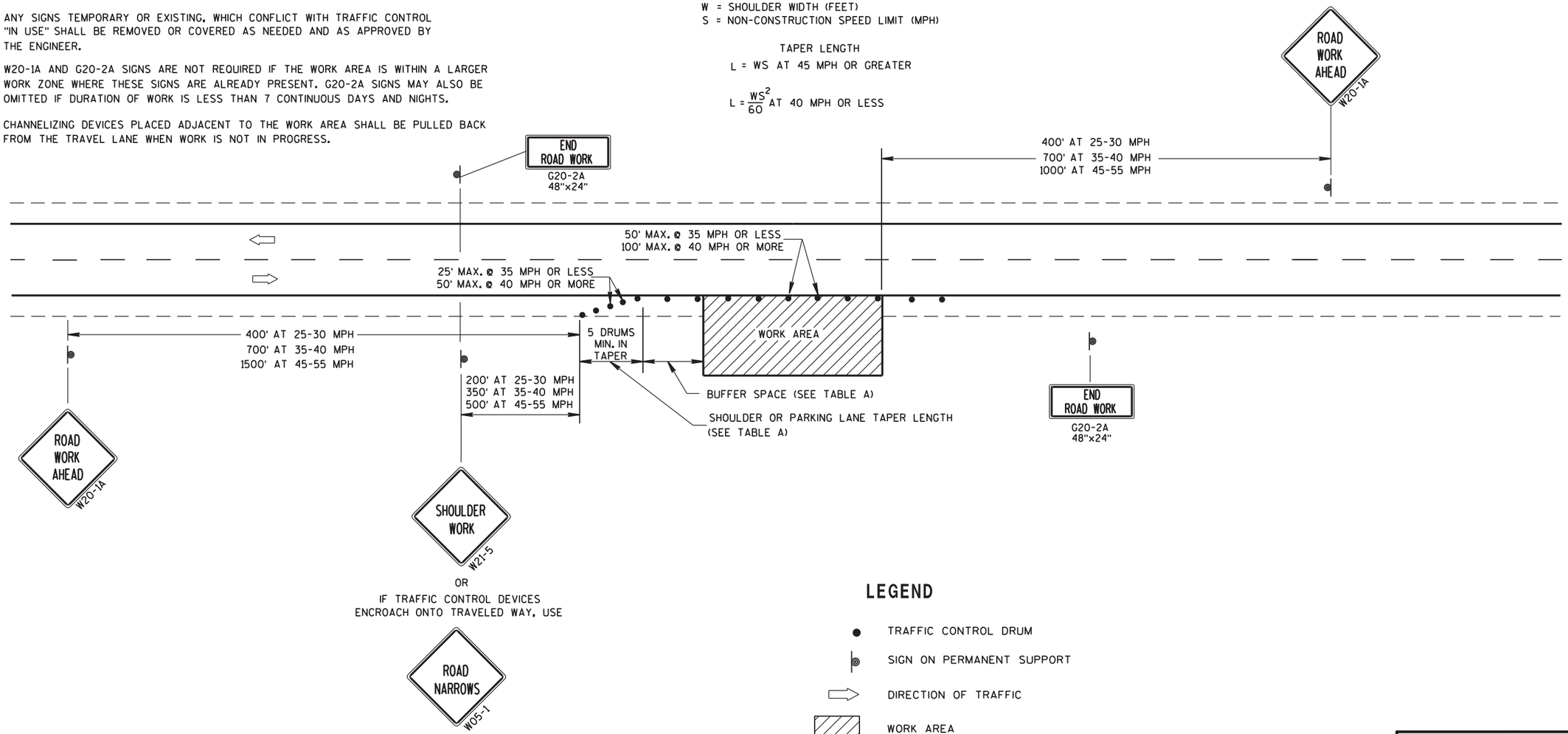
W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

TAPER LENGTH

L = WS AT 45 MPH OR GREATER

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

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



LEGEND

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

July 14, 2015 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA

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S.D.D. 15 D 28-3

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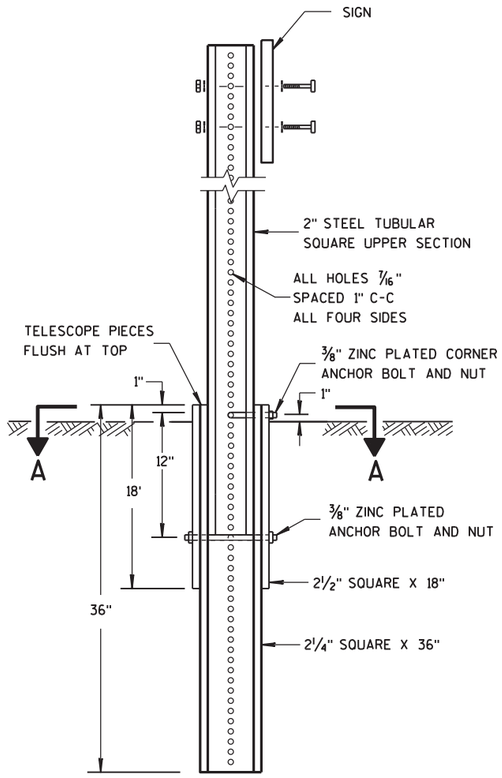
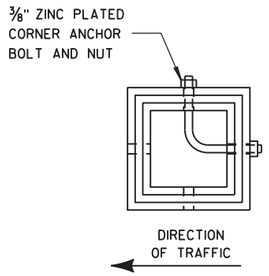
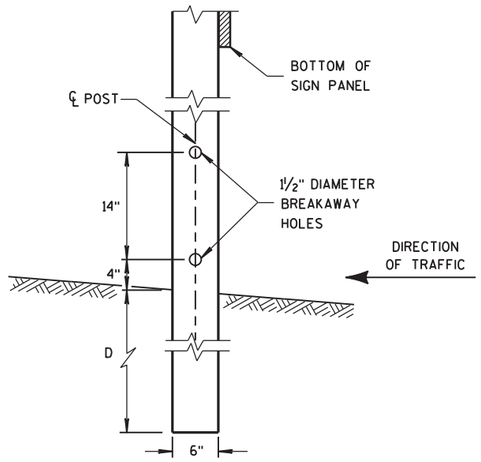
S.D.D. 15 D 28-3



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



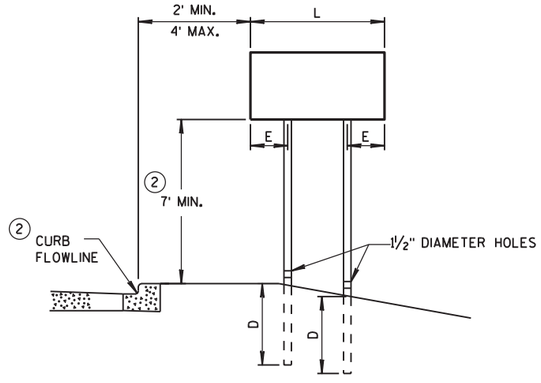
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

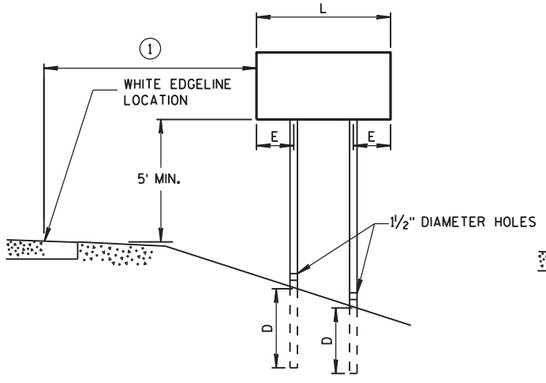
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

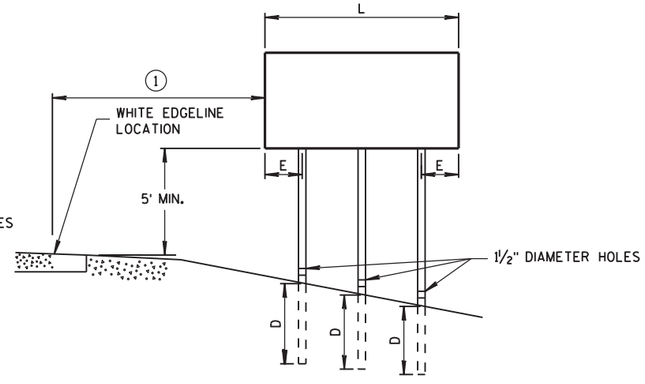
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.

(3) FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.



URBAN AREA





RURAL AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL POSTS
9 OR LESS	1
GREATER THAN 9 LESS THAN OR EQUAL TO 18	2
GREATER THAN 18 LESS THAN OR EQUAL TO 27	3

SIGNS WIDER THAN 3 FEET OR LARGER THAN 9 SQ. FT. SHALL BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE).

SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

WOOD POST EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'

4" X 6" WOOD POST

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

SEE NOTE (3)

TEMPORARY TRAFFIC CONTROL SIGN MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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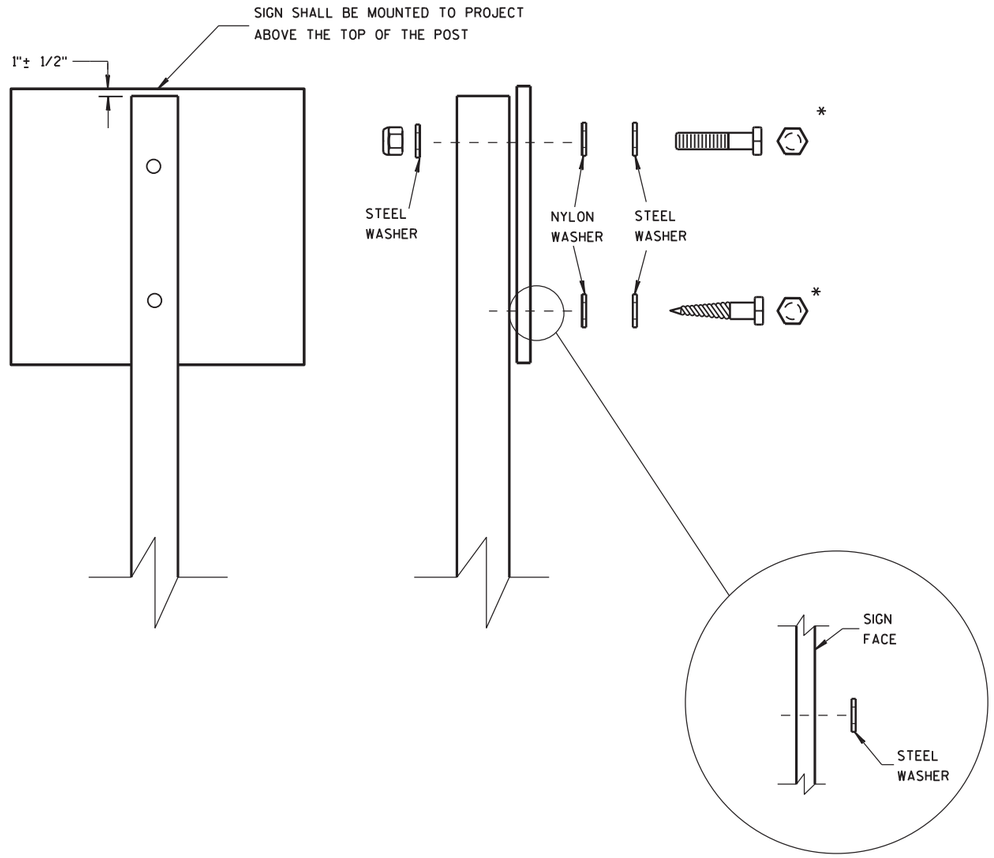
S.D.D. 15 D 38-2a



WASHER PLACEMENT WHEN SIGN HAS OTHER THAN TYPE H OR TYPE F FACE

NUTS, BOLTS AND LAGS USED FOR MOUNTING SIGNS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3

B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC 3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

WOOD POSTS (4" x 4" or 4" x 6")

LAG SCREWS - 3/8" X 3"

MACHINE BOLTS - 5/16" X 6-1/2" OR 7" LENGTH W/ NUTS

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" LENGTH W/ NUTS

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL

1-1/4" O.D. X 3/8" I.D. X .080 NYLON FOR ALL TYPE H SIGNS

* TWO DIFFERENT FASTENING SYSTEMS ARE SHOWN FOR ILLUSTRATION PURPOSES. ON ANY INDIVIDUAL SIGN, EITHER ONE OR THE OTHER SYSTEM SHALL BE USED. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

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S.D.D. 15 D 38-2b

S.D.D. 15 D 38-2b

ATTACHMENT OF SIGNS TO POSTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

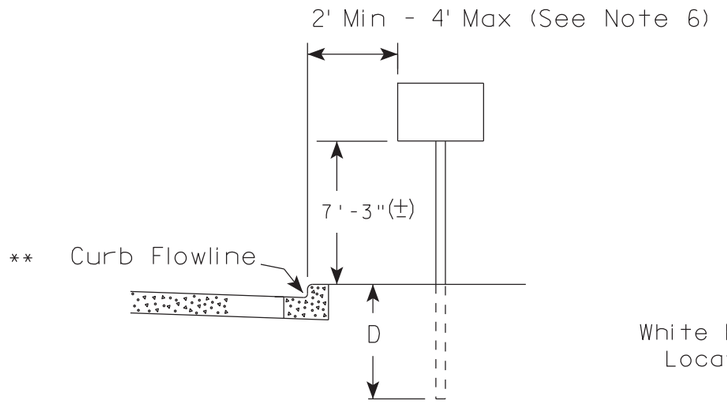
APPROVED

June 2017
DATE

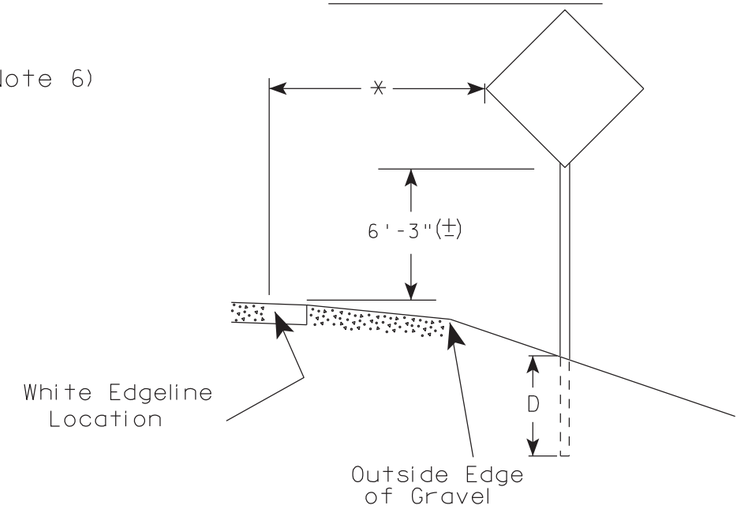
/S/ Andrew Heldtke
WORK ZONE ENG

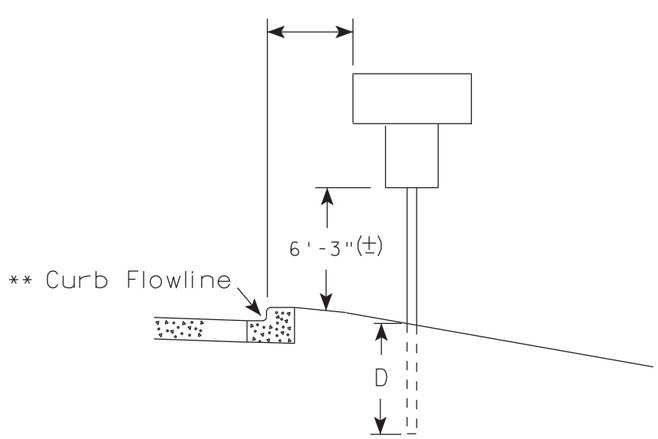
FHWA

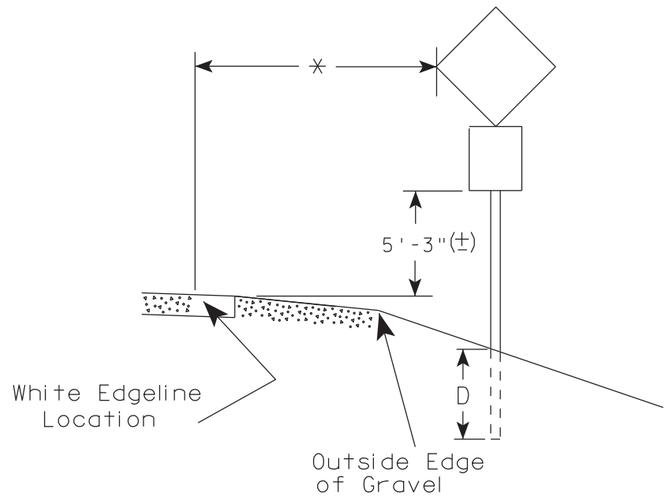
URBAN AREA



RURAL AREA (See Note 2)







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

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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

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

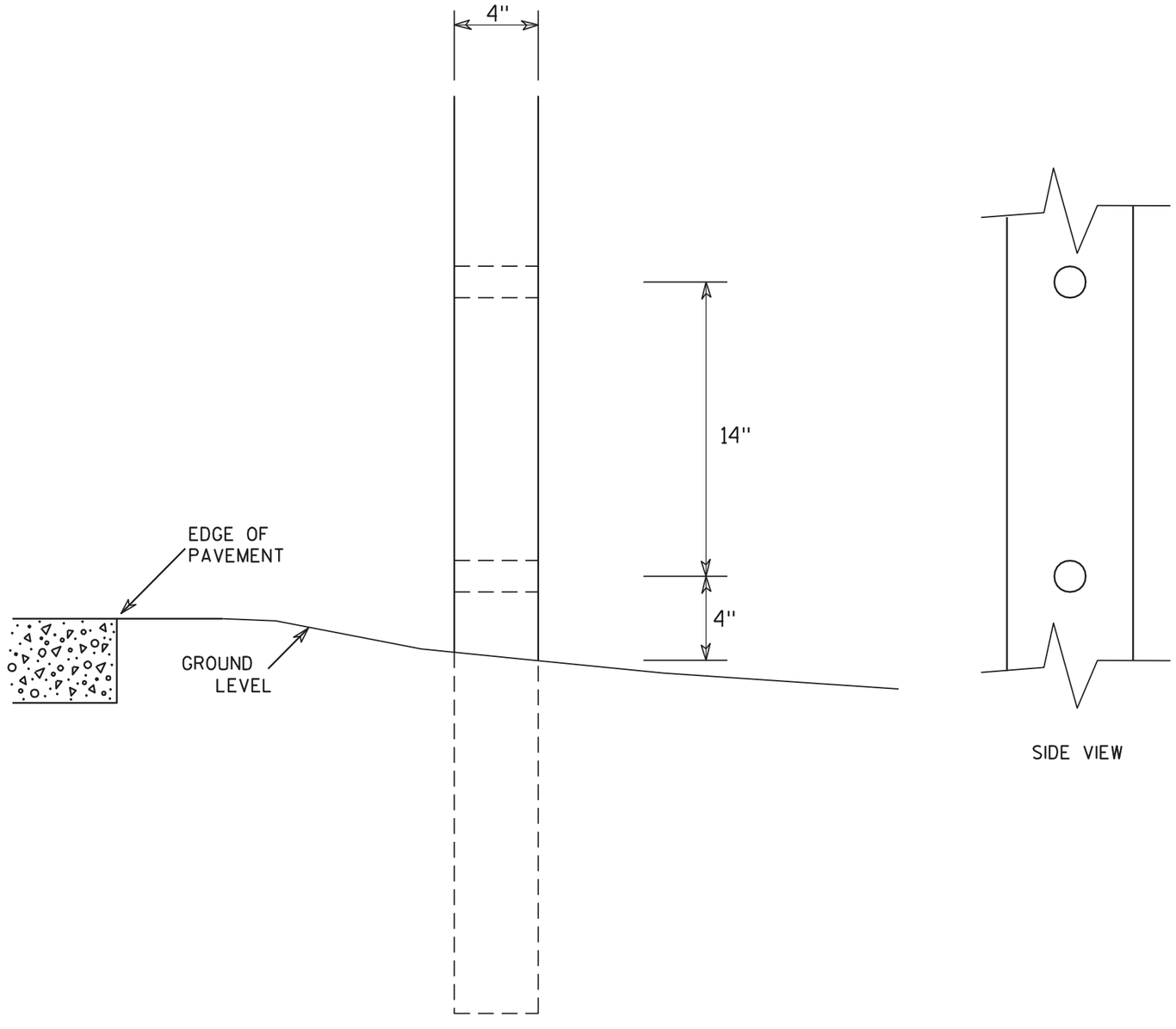
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

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

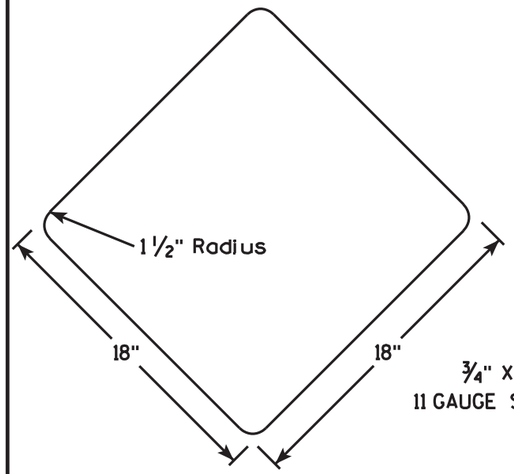
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

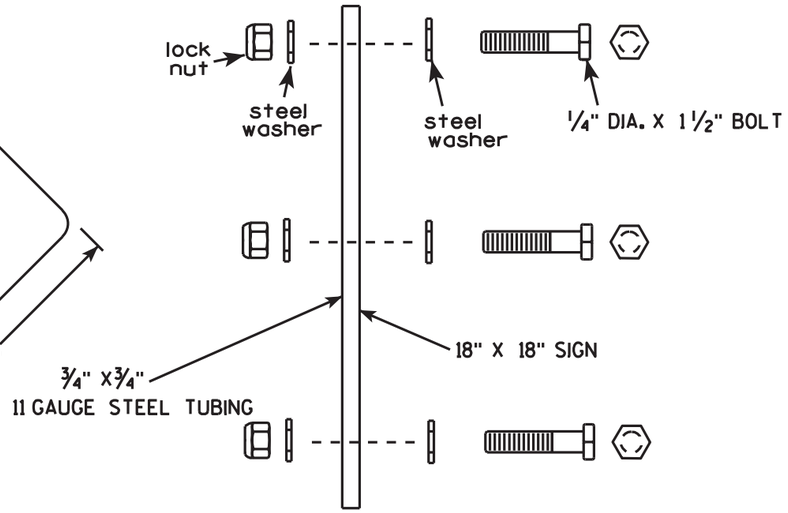
APPROVED Chester J Spang for State Traffic Engineer

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

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



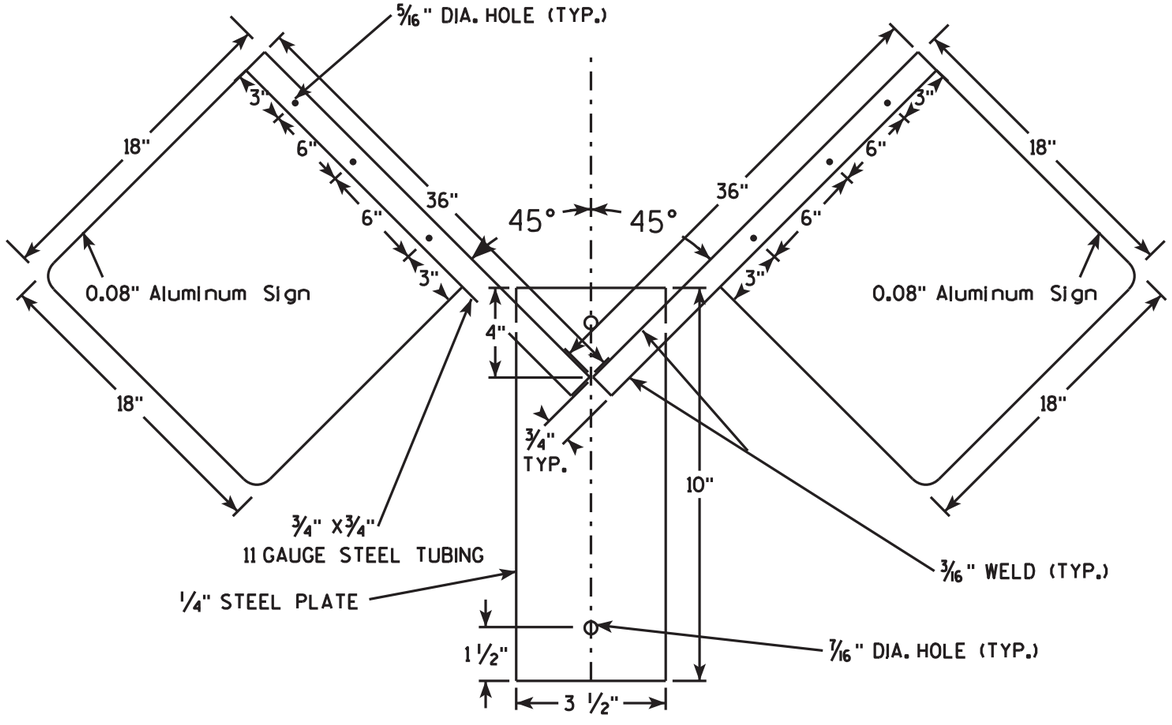
SIGN DETAIL



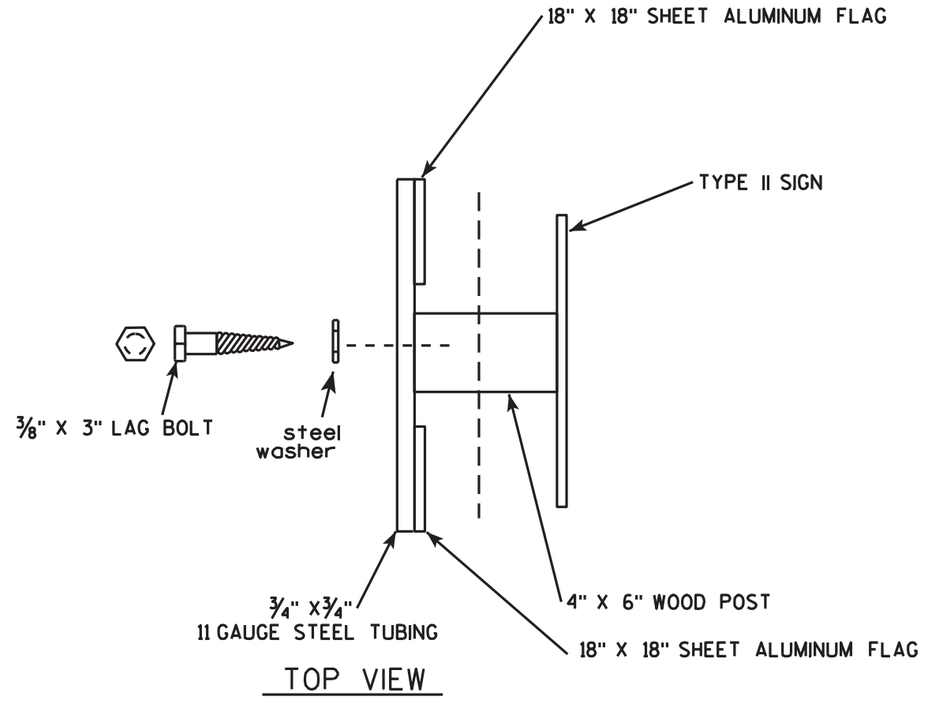
FLAG BOLTING PROCEDURE

GENERAL NOTES

1. ALL MATERIAL TO BE APPROVED BY ENGINEER BEFORE INSTALLATION.
2. SEE SIGN PLATE A4-8 FOR HARDWARE REQUIREMENTS.
3. SIGN IS TYPE II, TYPE F REFLECTIVE- REFERENCE WisDOT STANDARD. SPECIFICATION FOR HIGHWAY AND STRUCTURE CONSTRUCTION LATEST EDITION.
4. SIGN COLOR - ORANGE
5. SIGN CORNERS SHALL BE ROUNDED
6. BRACKET SHALL BE ENTIRELY PRIMED AND PAINTED WITH TWO COATS OF A BLACK POWDER COATED ENAMEL PAINT.



BACK VIEW



TOP VIEW

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGN FLAGS

WISCONSIN DEPT OF TRANSPORTATION

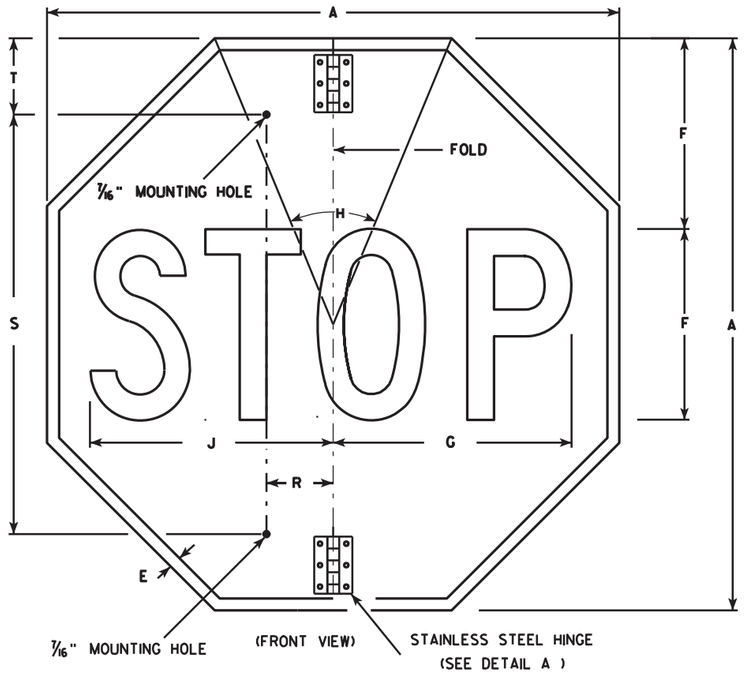
APPROVED Matthew R Rauch
for State Traffic Engineer

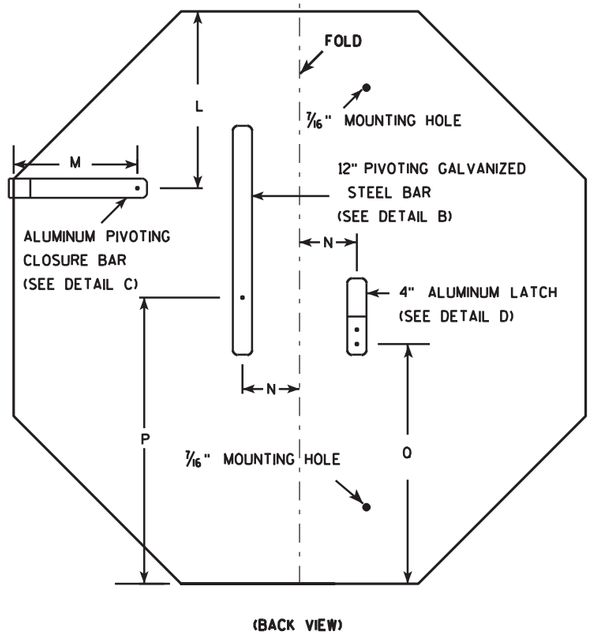
DATE 5/15/13 PLATE NO. A4-15.3

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

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A415.DGN PLOT DATE : 15-MAY-2013 14:58 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 4.056814:1.000000

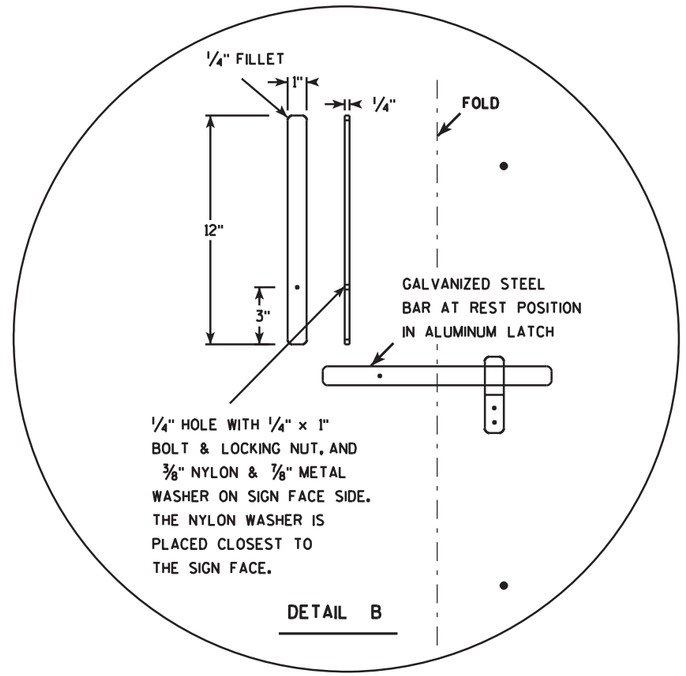
WISDOT/CADDS SHEET 42



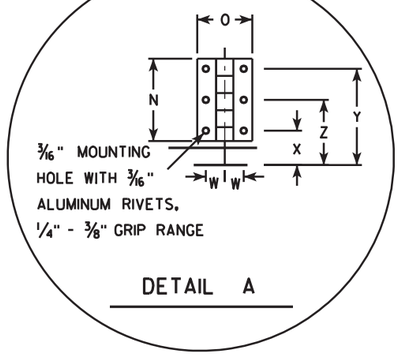


NOTES

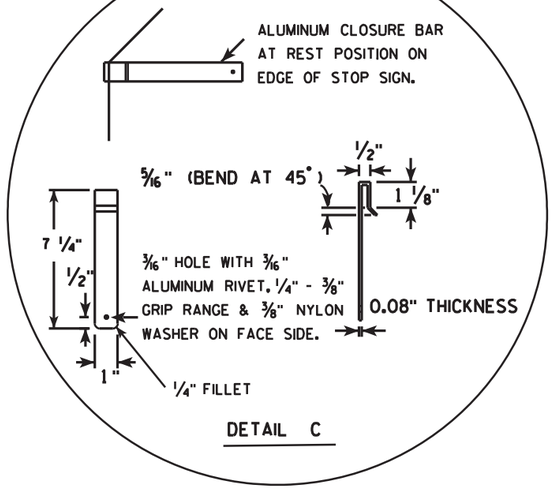
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.



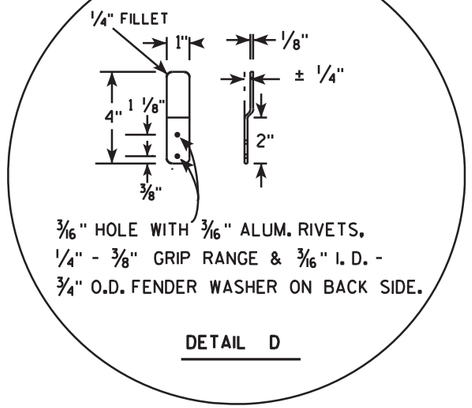
DETAIL B



DETAIL A



DETAIL C



DETAIL D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30				5/8	10	12 1/2	45		12 3/4		9 1/4	6 1/2	3	2	15	12 3/8	2 1/2	22	5			11/16	1 1/4	3 1/2	2 3/8	5.18
2M	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
3	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
4																											
5																											

STANDARD SIGN
R1-1F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1F.3

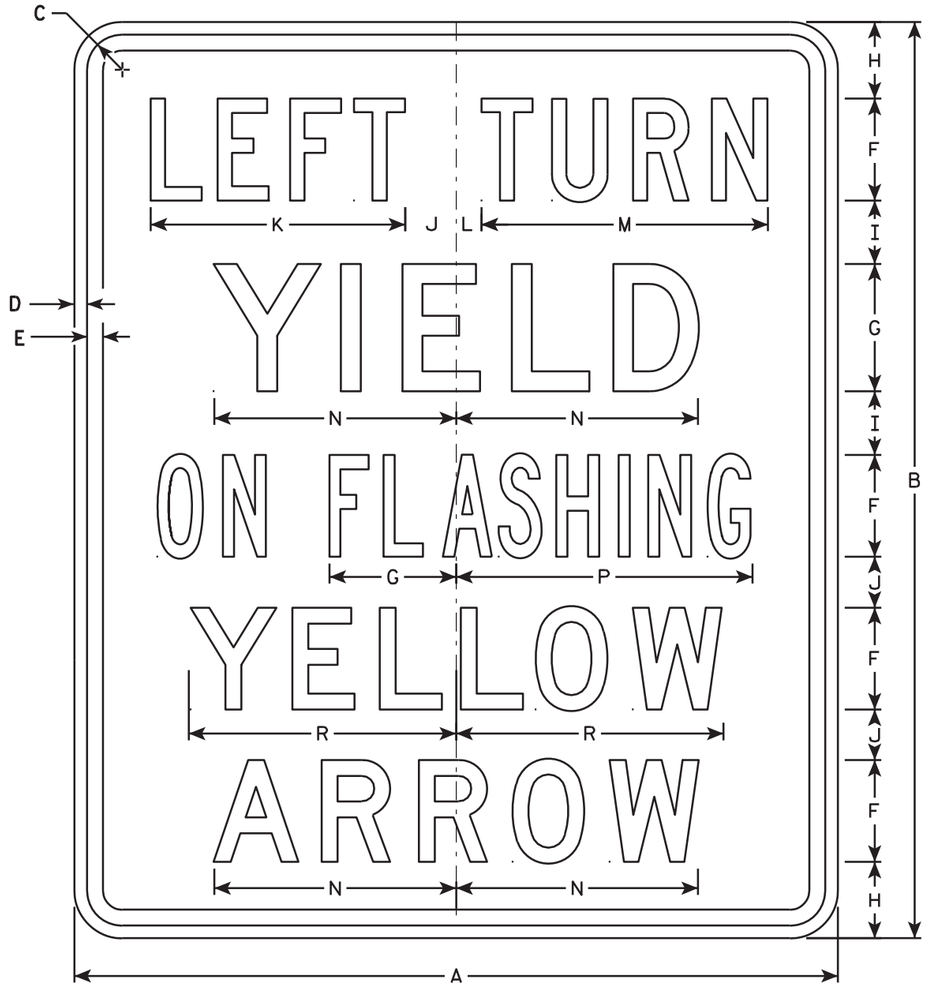
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 103 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R11F.DGN PLOT DATE : 02-DEC-2010 15:26 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 7.945391:1.000000

WISDOT/CADDS SHEET 42

7

7

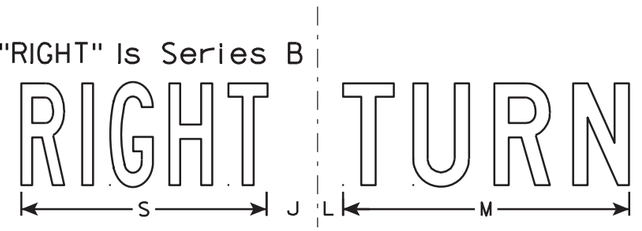


R10-50L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - 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. Line 1 is Series C.
   Lines 2, 4 and 5 are Series D.
   Line 3 is Series B.

"RIGHT" Is Series B



R10-50R

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	4	5	3	2 1/2	2	10	1	11 1/4	9 1/2	4 1/4	11 5/8		10 1/2	9 5/8								7.5
2M	30	36	1 3/8	1/2	5/8	4	5	3	2 1/2	2	10	1	11 1/4	9 1/2	4 1/4	11 5/8		10 1/2	9 5/8								7.5
3																											
4																											
5																											

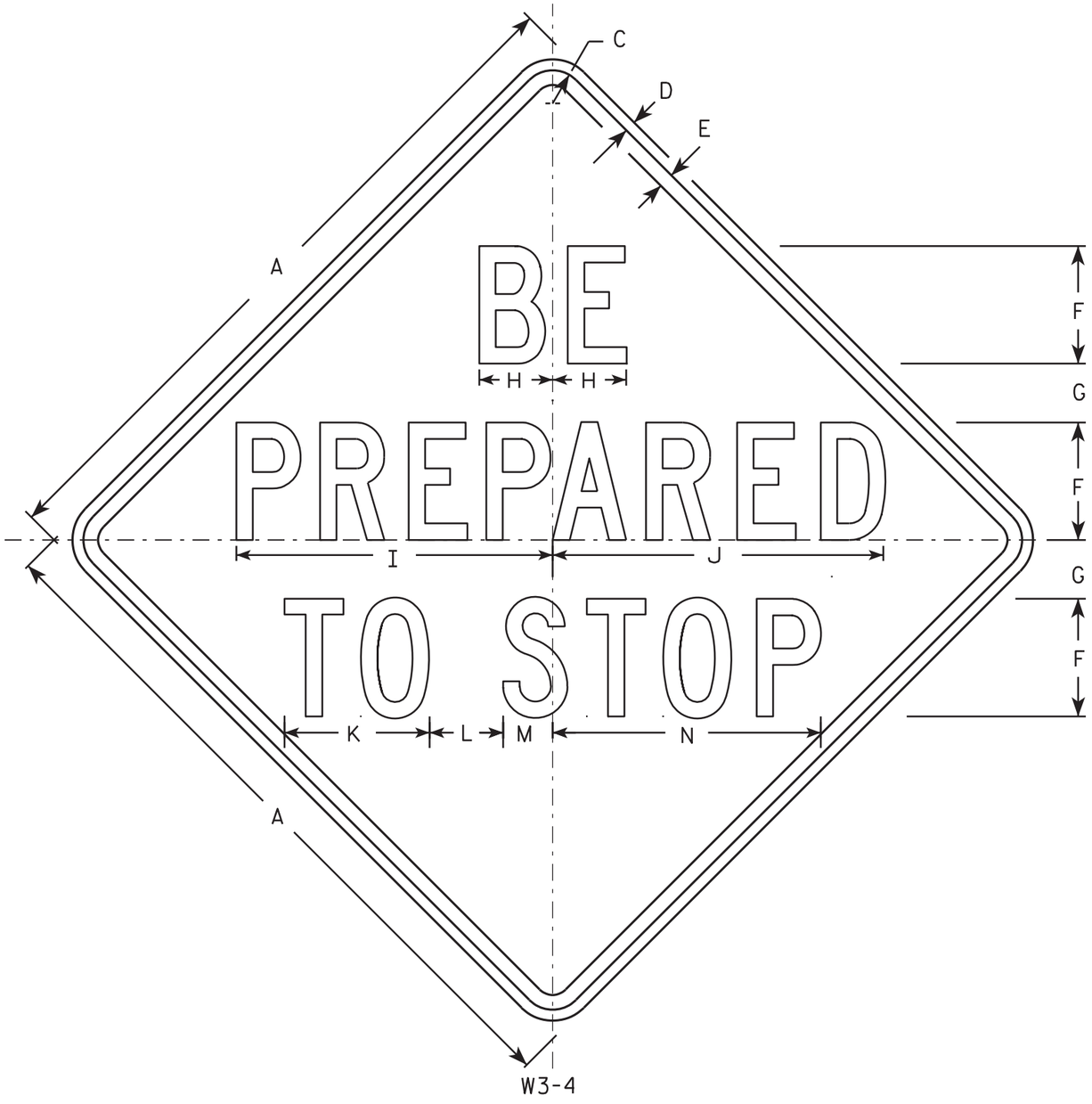
STANDARD SIGN
R10-50

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/11/13 PLATE NO. R10-50.2

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



NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 1/8	3/8	1/2	5	2 1/8	3 1/8	13 1/4	14 1/8	6 1/8	3 3/8	2	11 1/2													6.25
2S	36		1 3/8	1/2	5/8	6	2 1/2	3 3/4	15 7/8	16 7/8	7 3/8	4	2 3/8	13 3/4													9.0
2M	36		1 3/8	1/2	5/8	6	2 1/2	3 3/4	15 7/8	16 7/8	7 3/8	4	2 3/8	13 3/4													9.0
3	36		1 3/8	1/2	5/8	6	2 1/2	3 3/4	15 7/8	16 7/8	7 3/8	4	2 3/8	13 3/4													9.0
4	48		2 1/4	3/4	1	8	4	5	21 1/2	22 1/2	9 7/8	5	3 3/8	18 1/4													16.0
5	48		2 1/4	3/4	1	8	4	5	21 1/2	22 1/2	9 7/8	5	3 3/8	18 1/4													16.0

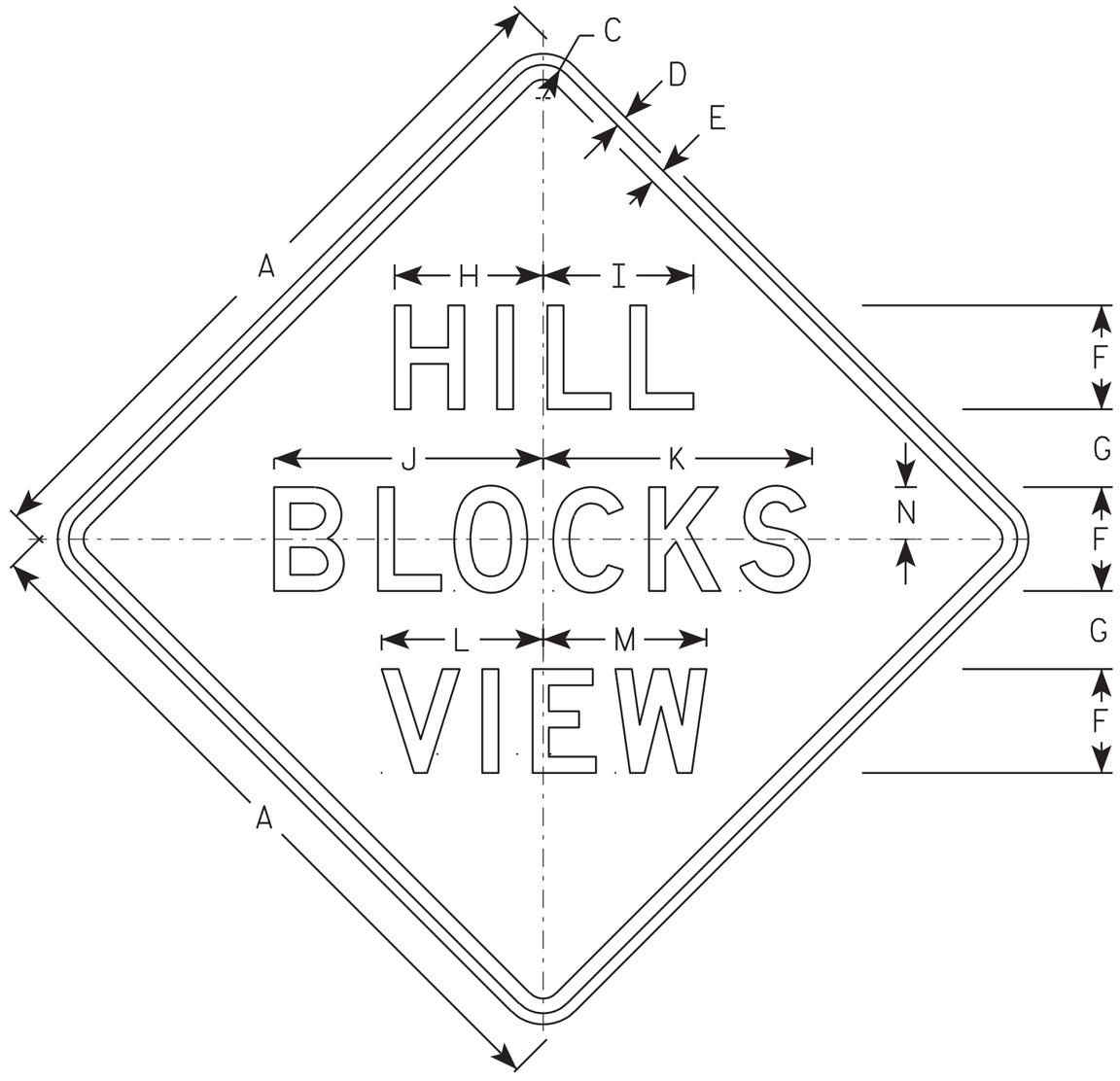
STANDARD SIGN
W3-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/11 PLATE NO. W3-4.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 105	E



W7-6

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 1/8	1/2	5/8	5	3 3/4	6	8 3/8	12 7/8	13	7 7/8	7 3/4	2 1/2													6.25
2M	36		1 5/8	5/8	3/4	6	4 1/2	7 3/4	10 3/4	16	16 1/8	9 7/8	9 7/8	3													9.0
3	36		1 5/8	5/8	3/4	6	4 1/2	7 3/4	10 3/4	16	16 1/8	9 7/8	9 7/8	3													9.0
4	36		1 5/8	5/8	3/4	6	4 1/2	7 3/4	10 3/4	16	16 1/8	9 7/8	9 7/8	3													9.0
5	48		2 1/4	3/4	1	7	5 1/4	10	10 1/8	18 1/8	18 1/8	10 7/8	11	3 1/2													16.0

STANDARD SIGN
W7-6

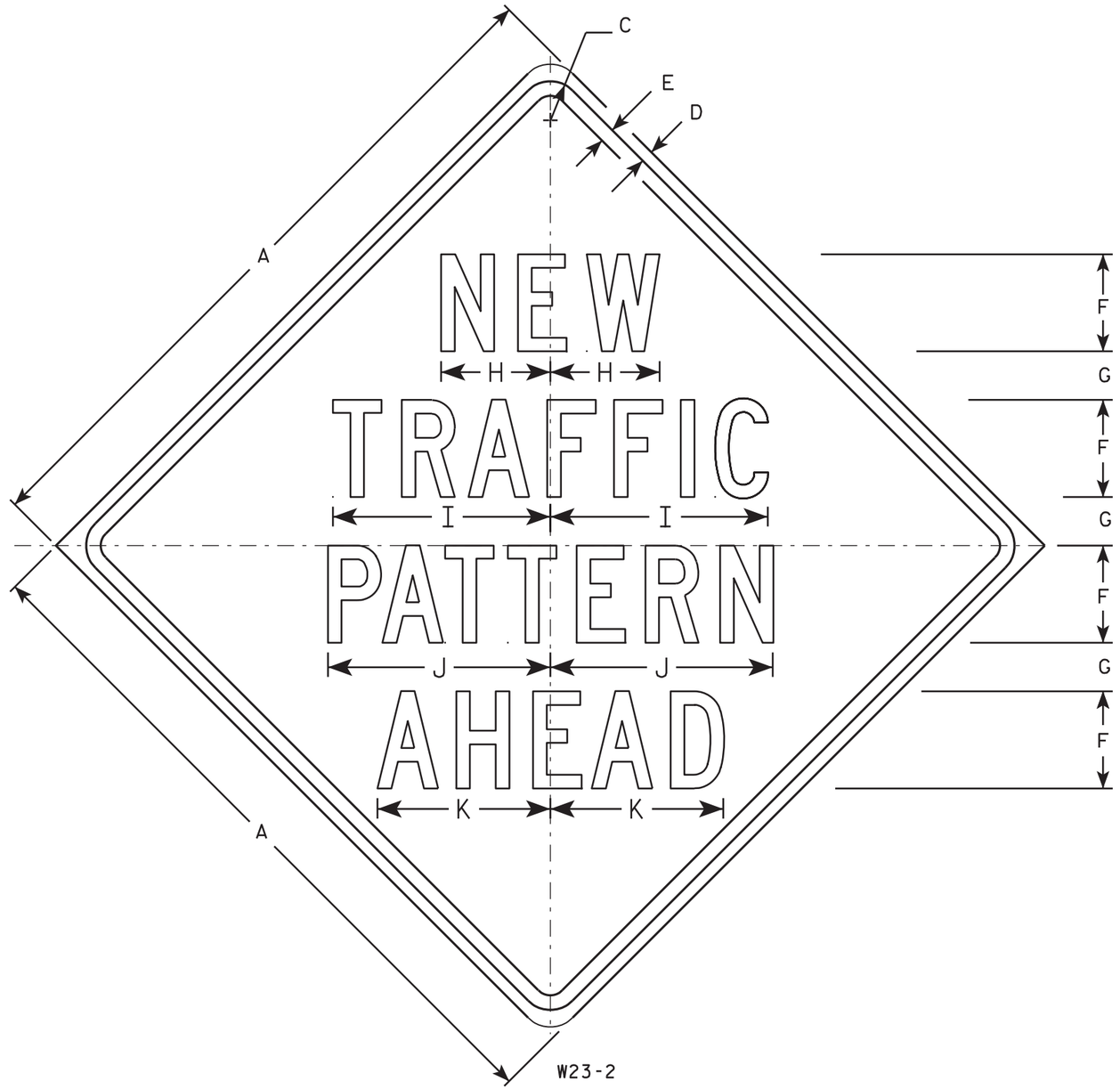
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W7-6.3

PROJECT NO:

SHEET NO: 106 E



NOTES

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

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

STANDARD SIGN
W23-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W23-2.2

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

Wisconsin Department of Transportation

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