FEBRUARY 2019

TOTAL SHEETS = 144

#### STATE OF WISCONSIN ORDER OF SHEETS **DEPARTMENT OF TRANSPORTATION** Section No. Typical Sections and Details Estimate of Quantities

PLAN OF PROPOSED IMPROVEMENT

**BENOIT - STH 112** 

**ASHLAND BAYFIELD ROAD TO STH 112** 

**STH 118 ASHLAND COUNTY** 

> STATE PROJECT NUMBER 8725-01-70

**MARENGO - ASHLAND** 

**STH 118 TO USH 2** 

**STH 112 ASHLAND COUNTY** 

> STATE PROJECT NUMBER 8727-00-70

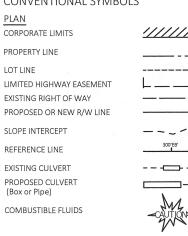


Miscellaneous Quantities

Plan and Profile Standard Detail Drawings

DESIGN DESIGNATION 8727-00-00 STH 112 STA. TO STA. STH 112 STA. TO STA. STH 112 STA. TO STA. STH 118 STA. TO STA 669+69 TO 673+11 674+53 TO 696+28 309+25 TO 362+06 A.A.D.T. 4800 1100 (2012) A.A.D.T. 6400 2039 = 2400 5600 D.H.V. = 13.0 13.0 13.0 = 59/41 59/41 = 11.3 113 11.3 DESIGN SPEED = 40-55 MPH 55 MPH 40 MPH 25 MPH = 300,000 1,300,000

# **CONVENTIONAL SYMBOLS**



MARSH AREA

WOODED OR SHRUB AREA

**PROFILE** GRADE LINE ORIGINAL GROUND MARSH OR ROCK PROFILE (To be noted as such) SPECIAL DITCH GRADE ELEVATION CULVERT (Profile View) UTILITIES FLECTRIC FIRER OPTIC SANITARY SEWER STORM SEWER TELEPHONE WATER UTILITY PEDESTAL

POWER POLE

TELEPHONE POLE

BEGIN PROJECT 8725-01-70 STA 309+25.00 N 290466.21 E 489940.67 T-46-N

WILSON RD LAYOUT

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, ASHLAND COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. TOTAL NET LENGTH OF CENTERLINE = 6 594 MILES VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. TOTAL NET LENGTH OF CENTERLINE 8727-00-70 = 5.594 MILES GRID DISTANCES MAY BE USED AS GROUND DISTANCES

END PROJECT 8727-00-70 STA 696+58.96

N 319872.30 E 495554.20

STATE PROJECT

8725-01-70

8727-00-70

BEGIN PROJECT 8727-00-70

STA 401+25.00 N 290405.31 E 495118.17

END PROJECT 8725-01-70

STA 362+06.43 N 290537.41 E 495196.95

ACCEPTED FOR

FEDERAL PROJECT

CONTRACT

1

PROJECT

WISC 2019132

WISC 2019133

7 26 2018 Shows Campbell (Date) (Signature & Title of Official) irec

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

PREPARED BY WISDOT NW REGION - SUPERIOR Project Manage Regional Supervisor

APPROVED FOR THE DEPARTMENT Philip S. Keppers 7/19/2018

FILE NAME : N:\PDS\C3D\87270000\SHEETSPLAN\87270000(70)\_TI.DWG

7/23/2018 10:19 AM

TOTAL NET LENGTH OF CENTERLINE 8725-01-70 =

PLOT BY: ERICKSON, ZACHARY A

### **GENERAL NOTES**

THE ENGINEER WILL DETERMINE ANY DETAILS OF CONSTRUCTION NOT SHOWN ON THE PLAN.

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

ALL WASTE MATERIAL RESULTING FROM THE VARIOUS OPERATIONS UNDER THIS CONTRACT SHALL BE COLLECTED TO BE PROPERTY DISPOSED OF PRIOR TO REOPENING LANES TO TRAFFIC.

WHEN AN EXISTING STOP SIGN/SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN/SUPPORT ERECTED, THE WORK SHALL BE DONE CONCURRENTLY. FOR ALL OTHER SIGNS, THE REMOVAL OF THE EXISTING SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

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

THE CONTRACTOR SHALL PRESERVE PAVEMENT MARKING TRANSITIONS AND ENSURE NEW PAVEMENT MARKING MATCHES THAT WHICH EXISTED PRIOR TO RESURFACING

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

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

DISTURBED AREAS WITHIN THE RIGHT OF WAY AS A RESULT OF THIS PROJECT SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE

CURVE DATA SHOWN IS "ARC DEFINITION"

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

HMA PAVEMENT LONGITUDINAL CONSTRUCTIONS JOINTS SHALL NOT BE PLACED IN WHEEL PATHS.

HMA PAVEMENT CENTERLINE JOINT SHALL NOT BE OFFSET IN THE LOWER LAYERS.

RAMPS SHALL BE PAVED WHEN THE DIFFERENCE BETWEEN EXISTING SURFACE AND MILLED SURFACE IS GREATER THAN 2" AND IS INCIDENTAL TO PAVING.

TO PROTECT THIN SHOULDER PAVEMENT AFTER MILLING OPERATIONS, TEMPORARY MARKING LINE PAINT 4-INCH SHALL NOT BE OFFSET FROM CENTERLINE.

WHEN THE QUANTITY OF THE ITEM OF BASE AGGREGATE DENSE OR HMA PAVEMENT IS MEASURED BY THE TON, THE DEPTH OR THICKNESS OF THE COURSE SHOWN ON THE PLANS IS APPROXIMATE, AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

EXACT LOCATION AND WIDTH OF ANY DRIVEWAY ENTRANCES TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

DIA

DIAMETER

#### **COMMUNICATIONS**

WISDOT - NW REGION ATTN: PHILIP KEPPERS - PROJECT MANAGER 1701 N. 4TH STREET SUPERIOR, WI 54880 PHONE: (715) 395-3027 EMAIL: philip.keppers@dot.wi.gov

WISDOT - NW REGION ATTN: ZACHARY ERICKSON - DESIGN PROJECT LEADER 1701 N. 4TH STREET SUPERIOR, WI 54880 PHONE: (715) 392-7996

EMAIL: zachary.erickson@dot.wi.gov

WISDOT - NW REGION ATTN: DANIEL BIEBERITZ - TRAFFIC ENGINEER 718 W. CLAIREMONT AVENUE EAU CLAIRE, WI 54701 PHONE: (715) 836-2823 EMAIL: daniel.bieberit@dot.wi.gov

WISDOT - NW REGION
ATTN: MATTHEW BROMEISL - ELECTRICIAN
5009 HWY 53 SOUTH
EAU CLAIRE, WI 54701
PHONE: (715)839-3787
EMAIL: matthew.bromeisl@dot.wi.gov

WDNR - NORTHERN REGION HQ ATTN: SHAWN HASELEU 810 W. MAPLE STREET SPOONER, WI 54801 PHONE: (715) 635-4228 EMAIL: shawn.haseleu@wisconsin.gov

ASHLAND COUNTY HIGHWAY DEPARTMENT ATTN: EMMER SHIELDS - HIGHWAY COMMISSIONER PO BOX 25 39181 STH 13 HIGHBRIDGE, WI 54846 PHONE: (715) 274-3662 EMAIL: ashcohwy@yahoo.com

WISCONSIN STATE PATROL SPOONER POST W7102 GREEN VALLEY ROAD SPOONER, WI 54801 PHONE: (715) 635-2141 EMERGENCY: (715) 635-7725 FAX: (715) 635-6373

ASHLAND COUNTY SHERIFF'S OFFICE 220 6TH STREET EAST ASHLAND, WI 54806 PHONE: (715) 685-7640 FAX: (715) 682-7039 EMERGENCY: 911

LUMP SUM

### UTILITIES

#### COMMUNICATIONS LINE

CENTURYLINK - COMMUNICATION LINE ATTN: BEN BAKER 425 ELLINGSON AVE HAWKINS, WI 54530 PHONE: (715) 585-6303 EMAIL: ben.baker@centurylink.com

CHARTER COMMUNICATIONS - COMMUNICATIONS LINE ATTN: THOMAS HAASE 2304 S MAIN ST RICE LAKE, WI 54868 PHONE: (715) 719-0564

MERIT NETWORK, INC. - COMMUNICATIONS LINE ATTN: NICK ANDRUS 1000 OAKBROOK DR. ANN ARBOR, MI 48104 PHONE: (734) 277-7502 EMAIL: nandrus@merit.edu

EMAIL: tom.haase@charter.com

NORVADO - COMMUNICATIONS LINE
ATTN: GUY FOLSOM
43750 USH 63
P.O. BOX 67
CABLE, WI 54821
PHONE: (715) 798-7123 (W) (715) 580-8123 (M)

PHONE: (715) 798-7123 (W), (715) 580-8123 (M) EMAIL: gfolsom@norvado.com

#### **ELECTRICITY - DISTRIBUTION**

BAYFIELD ELECTRIC COOPERATIVE INC - ELECTRICITY ATTN: GARY TARASEWICZ P.O. BOX 68 IRON RIVER, WI 54847-0068 PHONE: (715) 372-4287 (W), (715) 413-0516 (M)

XCEL ENERGY - ELECTRICITY/GAS ATTN: MURRAY SMERER 2400 FARM RD ASHLAND, WI 54806 PHONE: (715) 682-6928

EMAIL: gary.tarasewicz@bayfieldelectric.com

EMAIL: murray.j.smerer@xcelenergy.com

#### **ELECTRICITY - TRANSMISSION**

SOLITH

EXCEL ENERGY - ELECTRICITY TRANSMISSION ATTN: BRUCE ZEMKE 414 NICOLLET MALL, 5TH FLOOR MINNEAPOLIS, MN 55401 PHONE: (612) 330-7815 (W). (651) 214-2620 (M)

#### <u>GAS</u>

ENBRIDGE ENERGY - GAS/PETROLEUM ATTN: SCOTT PAQUETTE 501 EASY STREET IRONWOOD, MI 49938 PHONE: (906) 932-3190 (W), (906) 399-8253 (M) EMAIL: scott.paquette@enbridge.com

GREAT LAKES GAS - GAS/PETROLEUM ATTN: PAUL NORGREN 103 W. SUPERIOR STREET, SUITE 812 DULUTH, MN 55802 PHONE: (218) 733-3350 (W), (218) 393-3452 (M) EMAIL: paul norgren@transcanada.com

NORTHERN NATURAL GAS COMPANY - GAS/PETROLEUM ATTN: EARL CROTTEAU 1995 NORTHERN NATURAL GAS RD CARLTON, MN 55718 PHONE: (402) 530-3462 (W), (218) 348-3452 (M)

XCEL ENERGY - ELECTRICITY/GAS ATTN: MURRAY SMERER 2400 FARM RD ASHLAND, WI 54806 PHONE: (715) 682-6928

EMAIL: earl.crotteau@nngco.com

EMAIL: murray.j.smerer@xcelenergy.com

#### WATER

ASHLAND DEPT. OF PUBLIC WORKS - WATER ATTN: SHARON CAMPBELL 2020 6TH ST E. ASHLAND, WI 54806 PHONE: (715) 682-7061 EMAIL: scampbel@coawi.org

#### <u>SEWER</u>

ASHLAND DEPT. OF PUBLIC WORKS - SEWER ATTN: SHARON CAMPBELL 2020 6TH ST E. ASHLAND, WI 54806 PHONE: (715) 682-7061 EMAIL: scampbel@coawi.org

### LIST OF STANDARD ABBREVIATIONS

ARLITMENT

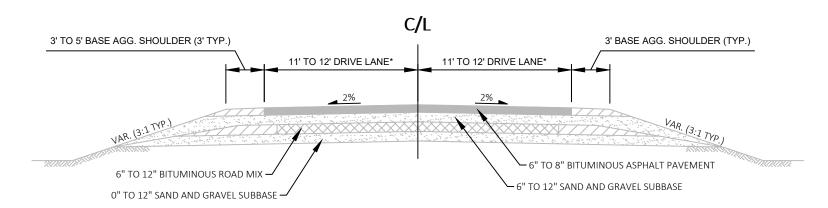
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ABUT.	ABUTMENT	DIA.	DIAMETER	LS	LUIVIP SUIVI	5.	5001H
AGG.	AGGREGATE	DISCH. OR DIS.	DISCHARGE	MAX.	MAXIMUM	SDD	STANDARD DETAIL DRAWINGS
AH.	AHEAD	E.	EAST	MISC.	MISCELLANEOUS	STH	STATE TRUNK HIGHWAYS
AADT	ANNUAL AVERAGE DAILY TRAFFIC	EB	EASTBOUND	N.	NORTH	STA.	STATION
APPROX.	APPROXIMATE	EA.	EACH	NE	NORTHEAST	STRUCT.	STRUCTURE
AEW	APRON END WALL	ELEC.	ELECTRIC	NW	NORTHWEST	TEL	TELEPHONE
ASPH.	ASPHALTIC	EL. OR ELEV.	ELEVATION	PAVT.	PAVEMENT	TEMP.	TEMPORARY
BK.	BACK	ESALS	EQUIVALENT SINGLE AXLE LOADS	PC	POINT OF CURVATURE	T	TOWN
BEG.	BEGIN	E.B.S.	EXCAVATION BELOW SUBGRADE	PI	POINT OF INTERSECTION	T.	TRUCKS (PERCENT OF)
B.M.	BENCH MARK	EX.	EXISTING	PT	POINT OF TANGENCY	TYP.	TYPICAL
C/L OR &	CENTER LINE	FERT.	FERTILIZE	POT	POINT ON TANGENT	UG	UNDERGROUND
C.E.	COMMERCIAL ENTRANCE	FE	FIELD ENTRANCE	PE	PRIVATE ENTRANCE	VAR.	VARIABLE
CONC.	CONCRETE	FIN.	FINISHED	PROJ.	PROJECT	V	VELOCITY OR DESIGN SPEED
CONSTRUT.	CONSTRUCTION	F.L. OR £	FLOW LINE	R	RANGE	VC	VERTICAL CURVE
CO.	COUNTY	HOR.	HORIZONTAL	REQ'D	REQUIRED	W.	WEST
CTH	COUNTY TRUNK HIGHWAY	INL.	INLET	R/L	REFERENCE LINE	WB	WESTBOUND
X-SEC.	CROSS SECTION	INTER.	INTERSECTION	RT	RIGHT	WD	WORKING DAY
CR.	CRUSHED	INV.	INVERT	R.H.F.	RIGHT-HAND FORWARD	WZ	WORK ZONE
CULV.	CULVERT	LT	LEFT	R/W	RIGHT-OF-WAY	X	EAST GRID COORDINATE
DOT	DEPARTMENT OF TRANSPORTATION	L.H.F.	LEFT-HAND FORWARD	RD	ROAD	Υ	NORTH GRID COORDINATE
D.H.V.	DESIGN HOUR VOLUME	LF	LINEAR FOOT	SHLD	SHOULDER		

18

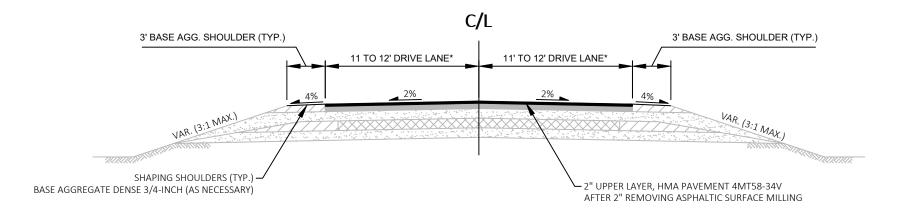
Dial or (800)242-8511
www.DiggersHotline.com

Ε



# EXISTING TYPICAL SECTION STH 118 STA 309+25 TO STA 362+06

- \*MATCH EXISTING PAVEMENT WIDTHS
- 11' DRIVE LANES STA. 309+25 TO STA 346+00
- 12' DRIVE LANES STA. 346+00 TO STA. 359+00
  PAVED WIDTH WIDENS AT APPROACH TO INTERSECTION WITH STH 112, STA. 359+00 TO STA. 362+06



# FINISHED TYPICAL SECTION STH 118 STA 309+25 TO STA 362+06

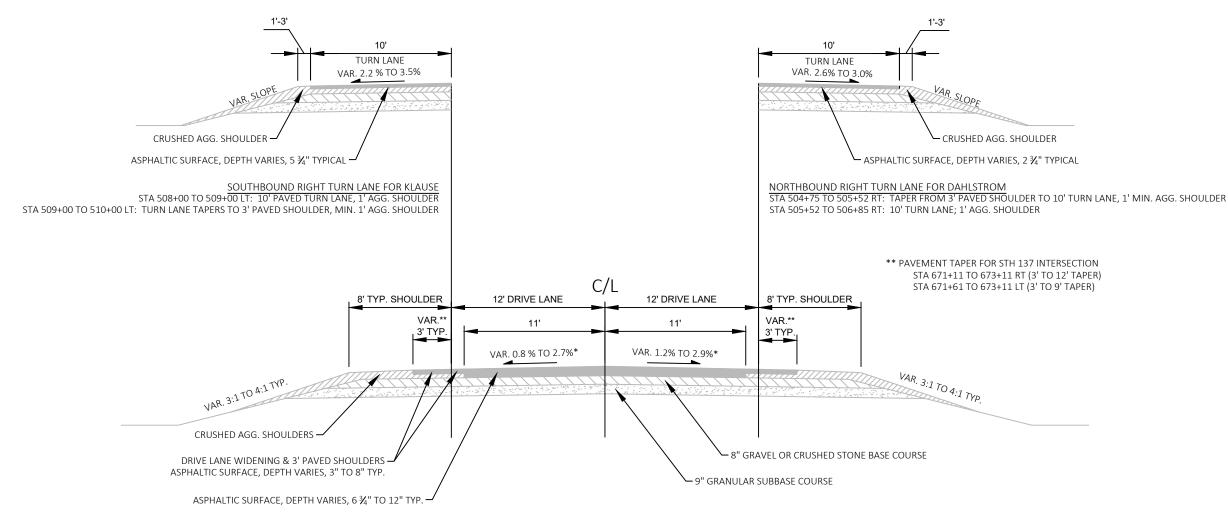
SHEET HWY: STH 112 / STH 118 COUNTY: ASHLAND Ε PROJECT NO: 8727-00-70 / 8725-01-70 TYPICAL SECTIONS FILE NAME :

N:\PDS\C3D\87270000\SHEETSPLAN\87270000(70)\_TS.DWG LAYOUT NAME - TS-8 PLOT BY: ERICKSON, ZACHARY A PLOT DATE : 7/19/2018 4:45 PM PLOT NAME : PLOT SCALE : ######### WISDOT/CADDS SHEET 42

CORE NO.         STATION         OFFSET         THICKNESS         COMMENTS           1         412+75         10°1" RT         8"         DRIVE LANE           2         425+94         2'9" LT         7 1/2"         DRIVE LANE           3         439+29         3'4" RT         63/4"         DRIVE LANE           4         452+60         7' LT         7 3/4"         DRIVE LANE           5         464+09         5' RT         7 1/2"         DRIVE LANE           6         477+41         4'2" LT         7 3/4"         DRIVE LANE           7         490+47         8'10" RT         8 1/2"         DRIVE LANE           8         503+79         1'10" LT         73/4"         DRIVE LANE           9         516+95         2'10" RT         8 1/4"         DRIVE LANE           10         530+26         7'9" LT         9 1/2"         DRIVE LANE           11         543+84         5'7" RT         9 1/4         DRIVE LANE           12         556+54         5'4" LT         7 1/4"         DRIVE LANE           13         569+88         8'10" RT         12"         DRIVE LANE           15         596+22         3'4" RT         7 1/2	STH 112 PAVEMENT CORE LOG								
2       425+94       2'9" LT       7 1/2"       DRIVE LANE         3       439+29       3'4" RT       63/4"       DRIVE LANE         4       452+60       7' LT       7 3/4"       DRIVE LANE         5       464+09       5' RT       7 1/2"       DRIVE LANE         6       477+41       4'2" LT       7 3/4"       DRIVE LANE         7       490+47       8'10" RT       8 1/2"       DRIVE LANE         8       503+79       1'10" LT       7 3/4"       DRIVE LANE         9       516+95       2'10" RT       8 1/4"       DRIVE LANE         10       530+26       7"9" LT       9 1/2"       DRIVE LANE         11       543+84       5'7" RT       9 1/4       DRIVE LANE         12       556+54       5'4" LT       7 1/4"       DRIVE LANE         13       569+88       8'10" RT       12"       DRIVE LANE         14       583+24       2'1" LT       7 7/8"       DRIVE LANE         15       596+22       3'4" RT       7 1/2"       DRIVE LANE         16       609+36       6'1" LT       7 3/4"       DRIVE LANE         17       622+46       6'5" RT       8 1/4"	CORE NO.	STATION	OFFSET	THICKNESS	COMMENTS				
3	1	1 412+75		8"	DRIVE LANE				
4       452+60       7'LT       73/4"       DRIVE LANE         5       464+09       5'RT       71/2"       DRIVE LANE         6       477+41       4'2"LT       73/4"       DRIVE LANE         7       490+47       8'10" RT       8 1/2"       DRIVE LANE         8       503+79       1'10" LT       73/4"       DRIVE LANE         9       516+95       2'10" RT       8 1/4"       DRIVE LANE         10       530+26       7'9" LT       9 1/2"       DRIVE LANE         11       543+84       5'7" RT       9 1/4"       DRIVE LANE         12       556+54       5'4" LT       7 1/4"       DRIVE LANE         13       569+88       8'10" RT       12"       DRIVE LANE         14       583+24       2'1" LT       7 7/8"       DRIVE LANE         15       596+22       3'4" RT       7 1/2"       DRIVE LANE         16       609+36       6'1" LT       7 3/4"       DRIVE LANE         17       622+46       6'5" RT       8 1/4"       DRIVE LANE         19       648+88       9'3" RT       8 1/2"       DRIVE LANE         20       662+53       2'4" LT       8 5/8"	2 425+94		2'9" LT	7 1/2"	DRIVE LANE				
5         464+09         5' RT         7 1/2"         DRIVE LANE           6         477+41         4'2" LT         7 3/4"         DRIVE LANE           7         490+47         8'10" RT         8 1/2"         DRIVE LANE           8         503+79         1'10" LT         7 3/4"         DRIVE LANE           9         516+95         2'10" RT         8 1/4"         DRIVE LANE           10         530+26         7'9" LT         9 1/2"         DRIVE LANE           11         543+84         5'7" RT         9 1/4         DRIVE LANE           12         556+54         5'4" LT         7 1/4"         DRIVE LANE           13         569+88         8'10" RT         12"         DRIVE LANE           14         583+24         2'1" LT         7 7/8"         DRIVE LANE           15         596+22         3'4" RT         7 1/2"         DRIVE LANE           16         609+36         6'1" LT         7 3/4"         DRIVE LANE           17         622+46         6'5" RT         8 1/4"         DRIVE LANE           18         636+25         5'6" LT         8 3/4"         DRIVE LANE           20         662+53         2'4" LT         8	3	439+29	3'4" RT	6 3/4"	DRIVE LANE				
6         477+41         4'2" LT         7 3/4"         DRIVE LANE           7         490+47         8'10" RT         8 1/2"         DRIVE LANE           8         503+79         1'10" LT         7 3/4"         DRIVE LANE           9         516+95         2'10" RT         8 1/4"         DRIVE LANE           10         530+26         7'9" LT         9 1/2"         DRIVE LANE           11         543+84         5'7" RT         9 1/4         DRIVE LANE           12         556+54         5'4" LT         7 1/4"         DRIVE LANE           13         569+88         8'10" RT         12"         DRIVE LANE           14         583+24         2'1" LT         7 7/8"         DRIVE LANE           15         596+22         3'4" RT         7 1/2"         DRIVE LANE           16         609+36         6'1" LT         7 3/4"         DRIVE LANE           17         622+46         6'5" RT         8 1/4"         DRIVE LANE           18         636+25         5'6" LT         8 3/4"         DRIVE LANE           20         662+53         2'4" LT         8 5/8"         DRIVE LANE           21         675+98         5'10" RT         <	4	452+60	7' LT	7 3/4"	DRIVE LANE				
7         490+47         8'10" RT         8 1/2"         DRIVE LANE           8         503+79         1'10" LT         7 3/4"         DRIVE LANE           9         516+95         2'10" RT         8 1/4"         DRIVE LANE           10         530+26         7'9" LT         9 1/2"         DRIVE LANE           11         543+84         5'7" RT         9 1/4         DRIVE LANE           12         556+54         5'4" LT         7 1/4"         DRIVE LANE           13         569+88         8'10" RT         12"         DRIVE LANE           14         583+24         2'1" LT         7 7/8"         DRIVE LANE           15         596+22         3'4" RT         7 1/2"         DRIVE LANE           16         609+36         6'1" LT         7 3/4"         DRIVE LANE           17         622+46         6'5" RT         8 1/4"         DRIVE LANE           18         636+25         5'6" LT         8 3/4"         DRIVE LANE           20         662+53         2'4" LT         8 5/8"         DRIVE LANE           21         675+98         5'10" RT         5 1/2"         URBAN DRIVE LANE           22         690+48         15'4" LT	5	464+09	5' RT	7 1/2"	DRIVE LANE				
8       503+79       1'10" LT       7 3/4"       DRIVE LANE         9       516+95       2'10" RT       8 1/4"       DRIVE LANE         10       530+26       7'9" LT       9 1/2"       DRIVE LANE         11       543+84       5'7" RT       9 1/4       DRIVE LANE         12       556+54       5'4" LT       7 1/4"       DRIVE LANE         13       569+88       8'10" RT       12"       DRIVE LANE         14       583+24       2'1" LT       7 7/8"       DRIVE LANE         15       596+22       3'4" RT       7 1/2"       DRIVE LANE         16       609+36       6'1" LT       7 3/4"       DRIVE LANE         17       622+46       6'5" RT       8 1/4"       DRIVE LANE         18       636+25       5'6" LT       8 3/4"       DRIVE LANE         19       648+88       9'3" RT       8 1/2"       DRIVE LANE         20       662+53       2'4" LT       8 5/8"       DRIVE LANE         21       675+98       5'10" RT       5 1/2"       URBAN DRIVE LANE         22       690+48       15'4" LT       7"       URBAN DRIVE LANE         23       404+00       18' LT	6	477+41	4'2" LT	7 3/4"	DRIVE LANE				
9 516+95 2'10" RT 8 1/4" DRIVE LANE 10 530+26 7'9" LT 9 1/2" DRIVE LANE 11 543+84 5'7" RT 9 1/4 DRIVE LANE 12 556+54 5'4" LT 7 1/4" DRIVE LANE 13 569+88 8'10" RT 12" DRIVE LANE 14 583+24 2'1" LT 77/8" DRIVE LANE 15 596+22 3'4" RT 7 1/2" DRIVE LANE 16 609+36 6'1" LT 73/4" DRIVE LANE 17 622+46 6'5" RT 8 1/4" DRIVE LANE 18 636+25 5'6" LT 8 3/4" DRIVE LANE 19 648+88 9'3" RT 8 1/2" DRIVE LANE 20 662+53 2'4" LT 85/8" DRIVE LANE 21 675+98 5'10" RT 5 1/2" URBAN DRIVE LANE 22 690+48 15'4" LT 7" URBAN DRIVE LANE 23 404+00 18' LT 5 3/4" RT TURN LANE TO 118 24 430+40 13' RT 3" SHOULDER 25 456+80 13' LT 4 1/2" SHOULDER 26 483+20 13' RT 2 3/4" RT TURN LANE TO DAHLSTROM RD 27 506+00 18' LT 5 3/4" RT TURN LANE TO DAHLSTROM RD 28 508+50 18' LT 5 3/4" RT TURN LANE TO KLAUSE RD 29 536+00 13' LT 4 1/2" SHOULDER 30 562+40 13' RT 5" SHOULDER	7	490+47	8'10" RT	8 1/2"	DRIVE LANE				
10         530+26         7'9" LT         9 1/2"         DRIVE LANE           11         543+84         5'7" RT         9 1/4         DRIVE LANE           12         556+54         5'4" LT         7 1/4"         DRIVE LANE           13         569+88         8'10" RT         12"         DRIVE LANE           14         583+24         2'1" LT         7 7/8"         DRIVE LANE           15         596+22         3'4" RT         7 1/2"         DRIVE LANE           16         609+36         6'1" LT         7 3/4"         DRIVE LANE           17         622+46         6'5" RT         8 1/4"         DRIVE LANE           18         636+25         5'6" LT         8 3/4"         DRIVE LANE           19         648+88         9'3" RT         8 1/2"         DRIVE LANE           20         662+53         2'4" LT         8 5/8"         DRIVE LANE           21         675+98         5'10" RT         5 1/2"         URBAN DRIVE LANE           22         690+48         15'4" LT         7"         URBAN DRIVE LANE           23         404+00         18' LT         5 3/4"         RT TURN LANE TO 118           24         430+40         13'	8	503+79	1'10" LT	7 3/4"	DRIVE LANE				
11       543+84       5'7" RT       9 1/4       DRIVE LANE         12       556+54       5'4" LT       7 1/4"       DRIVE LANE         13       569+88       8'10" RT       12"       DRIVE LANE         14       583+24       2'1" LT       7 7/8"       DRIVE LANE         15       596+22       3'4" RT       7 1/2"       DRIVE LANE         16       609+36       6'1" LT       7 3/4"       DRIVE LANE         17       622+46       6'5" RT       8 1/4"       DRIVE LANE         18       636+25       5'6" LT       8 3/4"       DRIVE LANE         19       648+88       9'3" RT       8 1/2"       DRIVE LANE         20       662+53       2'4" LT       8 5/8"       DRIVE LANE         21       675+98       5'10" RT       5 1/2"       URBAN DRIVE LANE         22       690+48       15'4" LT       7"       URBAN DRIVE LANE         23       404+00       18' LT       5 3/4"       RT TURN LANE TO 118         24       430+40       13' RT       3"       SHOULDER         25       456+80       13' LT       4 1/2"       SHOULDER         26       483+20       13' RT <t< td=""><td>9</td><td>516+95</td><td>2'10" RT</td><td>8 1/4"</td><td>DRIVE LANE</td></t<>	9	516+95	2'10" RT	8 1/4"	DRIVE LANE				
12       556+54       5'4" LT       7 1/4"       DRIVE LANE         13       569+88       8'10" RT       12"       DRIVE LANE         14       583+24       2'1" LT       7 7/8"       DRIVE LANE         15       596+22       3'4" RT       7 1/2"       DRIVE LANE         16       609+36       6'1" LT       7 3/4"       DRIVE LANE         17       622+46       6'5" RT       8 1/4"       DRIVE LANE         18       636+25       5'6" LT       8 3/4"       DRIVE LANE         19       648+88       9'3" RT       8 1/2"       DRIVE LANE         20       662+53       2'4" LT       8 5/8"       DRIVE LANE         21       675+98       5'10" RT       5 1/2"       URBAN DRIVE LANE         22       690+48       15'4" LT       7"       URBAN DRIVE LANE         23       404+00       18' LT       5 3/4"       RT TURN LANE TO 118         24       430+40       13' RT       3"       SHOULDER         25       456+80       13' LT       4 1/2"       SHOULDER         26       483+20       13' RT       3 1/4"       SHOULDER         27       506+00       18' RT	10	530+26	7'9" LT	9 1/2"	DRIVE LANE				
13         569+88         8'10" RT         12"         DRIVE LANE           14         583+24         2'1" LT         77/8"         DRIVE LANE           15         596+22         3'4" RT         7 1/2"         DRIVE LANE           16         609+36         6'1" LT         7 3/4"         DRIVE LANE           17         622+46         6'5" RT         8 1/4"         DRIVE LANE           18         636+25         5'6" LT         8 3/4"         DRIVE LANE           19         648+88         9'3" RT         8 1/2"         DRIVE LANE           20         662+53         2'4" LT         8 5/8"         DRIVE LANE           21         675+98         5'10" RT         5 1/2"         URBAN DRIVE LANE           22         690+48         15'4" LT         7"         URBAN DRIVE LANE           23         404+00         18' LT         5 3/4"         RT TURN LANE TO 118           24         430+40         13' RT         3"         SHOULDER           25         456+80         13' LT         4 1/2"         SHOULDER           26         483+20         13' RT         3 1/4"         RT TURN LANE TO BAHLSTROM RD           28         508+50         <	11	543+84	5'7" RT	9 1/4	DRIVE LANE				
14       583+24       2'1" LT       7 7/8"       DRIVE LANE         15       596+22       3'4" RT       7 1/2"       DRIVE LANE         16       609+36       6'1" LT       7 3/4"       DRIVE LANE         17       622+46       6'5" RT       8 1/4"       DRIVE LANE         18       636+25       5'6" LT       8 3/4"       DRIVE LANE         19       648+88       9'3" RT       8 1/2"       DRIVE LANE         20       662+53       2'4" LT       8 5/8"       DRIVE LANE         21       675+98       5'10" RT       5 1/2"       URBAN DRIVE LANE         22       690+48       15'4" LT       7"       URBAN DRIVE LANE         23       404+00       18' LT       5 3/4"       RT TURN LANE TO 118         24       430+40       13' RT       3"       SHOULDER         25       456+80       13' LT       4 1/2"       SHOULDER         26       483+20       13' RT       3 1/4"       SHOULDER         27       506+00       18' RT       2 3/4"       RT TURN LANE TO BAHLSTROM RD         28       508+50       18' LT       5 3/4"       RT TURN LANE TO KLAUSE RD         29       536+00	12	556+54	5'4" LT	7 1/4"	DRIVE LANE				
15 596+22 3'4" RT 7 1/2" DRIVE LANE 16 609+36 6'1" LT 7 3/4" DRIVE LANE 17 622+46 6'5" RT 8 1/4" DRIVE LANE 18 636+25 5'6" LT 8 3/4" DRIVE LANE 19 648+88 9'3" RT 8 1/2" DRIVE LANE 20 662+53 2'4" LT 85/8" DRIVE LANE 21 675+98 5'10" RT 5 1/2" URBAN DRIVE LANE 22 690+48 15'4" LT 7" URBAN DRIVE LANE 23 404+00 18' LT 5 3/4" RT TURN LANE TO 118 24 430+40 13' RT 3" SHOULDER 25 456+80 13' LT 4 1/2" SHOULDER 26 483+20 13' RT 3 1/4" SHOULDER 27 506+00 18' RT 2 3/4" RT TURN LANE TO DAHLSTROM RD 28 508+50 18' LT 5 3/4" RT TURN LANE TO DAHLSTROM RD 29 536+00 13' LT 4 1/2" SHOULDER 30 562+40 13' RT 4 1/4" SHOULDER 31 588+80 13' LT 5" SHOULDER	13	569+88	8'10" RT	12"	DRIVE LANE				
16       609+36       6'1" LT       7 3/4"       DRIVE LANE         17       622+46       6'5" RT       8 1/4"       DRIVE LANE         18       636+25       5'6" LT       8 3/4"       DRIVE LANE         19       648+88       9'3" RT       8 1/2"       DRIVE LANE         20       662+53       2'4" LT       8 5/8"       DRIVE LANE         21       675+98       5'10" RT       5 1/2"       URBAN DRIVE LANE         22       690+48       15'4" LT       7"       URBAN DRIVE LANE         23       404+00       18' LT       5 3/4"       RT TURN LANE TO 118         24       430+40       13' RT       3"       SHOULDER         25       456+80       13' LT       4 1/2"       SHOULDER         26       483+20       13' RT       3 1/4"       SHOULDER         27       506+00       18' RT       2 3/4"       RT TURN LANE TO DAHLSTROM RD         28       508+50       18' LT       5 3/4"       RT TURN LANE TO KLAUSE RD         29       536+00       13' LT       4 1/2"       SHOULDER         30       562+40       13' RT       4 1/4"       SHOULDER         31       588+80	14	583+24	2'1" LT	7 7/8"	DRIVE LANE				
17       622+46       6'5" RT       8 1/4"       DRIVE LANE         18       636+25       5'6" LT       8 3/4"       DRIVE LANE         19       648+88       9'3" RT       8 1/2"       DRIVE LANE         20       662+53       2'4" LT       8 5/8"       DRIVE LANE         21       675+98       5'10" RT       5 1/2"       URBAN DRIVE LANE         22       690+48       15'4" LT       7"       URBAN DRIVE LANE         23       404+00       18' LT       5 3/4"       RT TURN LANE TO 118         24       430+40       13' RT       3"       SHOULDER         25       456+80       13' LT       4 1/2"       SHOULDER         26       483+20       13' RT       3 1/4"       SHOULDER         27       506+00       18' RT       2 3/4"       RT TURN LANE TO DAHLSTROM RD         28       508+50       18' LT       5 3/4"       RT TURN LANE TO KLAUSE RD         29       536+00       13' LT       4 1/2"       SHOULDER         30       562+40       13' RT       4 1/4"       SHOULDER         31       588+80       13' LT       5"       SHOULDER         32       615+20       13	15	596+22	3'4" RT	7 1/2"	DRIVE LANE				
18       636+25       5'6" LT       8 3/4"       DRIVE LANE         19       648+88       9'3" RT       8 1/2"       DRIVE LANE         20       662+53       2'4" LT       8 5/8"       DRIVE LANE         21       675+98       5'10" RT       5 1/2"       URBAN DRIVE LANE         22       690+48       15'4" LT       7"       URBAN DRIVE LANE         23       404+00       18' LT       5 3/4"       RT TURN LANE TO 118         24       430+40       13' RT       3"       SHOULDER         25       456+80       13' LT       4 1/2"       SHOULDER         26       483+20       13' RT       3 1/4"       SHOULDER         27       506+00       18' RT       2 3/4"       RT TURN LANE TO DAHLSTROM RD         28       508+50       18' LT       5 3/4"       RT TURN LANE TO KLAUSE RD         29       536+00       13' LT       4 1/2"       SHOULDER         30       562+40       13' RT       4 1/4"       SHOULDER         31       588+80       13' LT       5"       SHOULDER         32       615+20       13' RT       7 1/2"       SHOULDER	16	609+36	6'1" LT	7 3/4"	DRIVE LANE				
19 648+88 9'3" RT 8 1/2" DRIVE LANE 20 662+53 2'4" LT 8 5/8" DRIVE LANE 21 675+98 5'10" RT 5 1/2" URBAN DRIVE LANE 22 690+48 15'4" LT 7" URBAN DRIVE LANE 23 404+00 18' LT 5 3/4" RT TURN LANE TO 118 24 430+40 13' RT 3" SHOULDER 25 456+80 13' LT 4 1/2" SHOULDER 26 483+20 13' RT 3 1/4" SHOULDER 27 506+00 18' RT 2 3/4" RT TURN LANE TO DAHLSTROM RD 28 508+50 18' LT 5 3/4" RT TURN LANE TO DAHLSTROM RD 29 536+00 13' LT 4 1/2" SHOULDER 30 562+40 13' RT 4 1/4" SHOULDER 31 588+80 13' LT 5" SHOULDER	17	622+46	6'5" RT	8 1/4"	DRIVE LANE				
20       662+53       2'4" LT       8 5/8"       DRIVE LANE         21       675+98       5'10" RT       5 1/2"       URBAN DRIVE LANE         22       690+48       15'4" LT       7"       URBAN DRIVE LANE         23       404+00       18' LT       5 3/4"       RT TURN LANE TO 118         24       430+40       13' RT       3"       SHOULDER         25       456+80       13' LT       4 1/2"       SHOULDER         26       483+20       13' RT       3 1/4"       SHOULDER         27       506+00       18' RT       2 3/4"       RT TURN LANE TO DAHLSTROM RD         28       508+50       18' LT       5 3/4"       RT TURN LANE TO KLAUSE RD         29       536+00       13' LT       4 1/2"       SHOULDER         30       562+40       13' RT       4 1/4"       SHOULDER         31       588+80       13' LT       5"       SHOULDER         32       615+20       13' RT       7 1/2"       SHOULDER	18	636+25	5'6" LT	8 3/4"	DRIVE LANE				
21       675+98       5'10" RT       5 1/2"       URBAN DRIVE LANE         22       690+48       15'4" LT       7"       URBAN DRIVE LANE         23       404+00       18' LT       5 3/4"       RT TURN LANE TO 118         24       430+40       13' RT       3"       SHOULDER         25       456+80       13' LT       4 1/2"       SHOULDER         26       483+20       13' RT       3 1/4"       SHOULDER         27       506+00       18' RT       2 3/4"       RT TURN LANE TO DAHLSTROM RD         28       508+50       18' LT       5 3/4"       RT TURN LANE TO KLAUSE RD         29       536+00       13' LT       4 1/2"       SHOULDER         30       562+40       13' RT       4 1/4"       SHOULDER         31       588+80       13' LT       5"       SHOULDER         32       615+20       13' RT       7 1/2"       SHOULDER	19	648+88	9'3" RT	8 1/2"	DRIVE LANE				
22       690+48       15'4" LT       7"       URBAN DRIVE LANE         23       404+00       18' LT       5 3/4"       RT TURN LANE TO 118         24       430+40       13' RT       3"       SHOULDER         25       456+80       13' LT       4 1/2"       SHOULDER         26       483+20       13' RT       3 1/4"       SHOULDER         27       506+00       18' RT       2 3/4"       RT TURN LANE TO DAHLSTROM RD         28       508+50       18' LT       5 3/4"       RT TURN LANE TO KLAUSE RD         29       536+00       13' LT       4 1/2"       SHOULDER         30       562+40       13' RT       4 1/4"       SHOULDER         31       588+80       13' LT       5"       SHOULDER         32       615+20       13' RT       7 1/2"       SHOULDER	21 675+98		2'4" LT	8 5/8"	DRIVE LANE				
23			5'10" RT	5 1/2"	URBAN DRIVE LANE				
24       430+40       13' RT       3"       SHOULDER         25       456+80       13' LT       4 1/2"       SHOULDER         26       483+20       13' RT       3 1/4"       SHOULDER         27       506+00       18' RT       2 3/4"       RT TURN LANE TO DAHLSTROM RD         28       508+50       18' LT       5 3/4"       RT TURN LANE TO KLAUSE RD         29       536+00       13' LT       4 1/2"       SHOULDER         30       562+40       13' RT       4 1/4"       SHOULDER         31       588+80       13' LT       5"       SHOULDER         32       615+20       13' RT       7 1/2"       SHOULDER			15'4" LT	7"	URBAN DRIVE LANE				
25	23	24 430+40 25 456+80		5 3/4"	RT TURN LANE TO 118				
26       483+20       13' RT       3 1/4"       SHOULDER         27       506+00       18' RT       2 3/4"       RT TURN LANE TO DAHLSTROM RD         28       508+50       18' LT       5 3/4"       RT TURN LANE TO KLAUSE RD         29       536+00       13' LT       4 1/2"       SHOULDER         30       562+40       13' RT       4 1/4"       SHOULDER         31       588+80       13' LT       5"       SHOULDER         32       615+20       13' RT       7 1/2"       SHOULDER	24			3"	SHOULDER				
27     506+00     18' RT     2 3/4"     RT TURN LANE TO DAHLSTROM RD       28     508+50     18' LT     5 3/4"     RT TURN LANE TO KLAUSE RD       29     536+00     13' LT     4 1/2"     SHOULDER       30     562+40     13' RT     4 1/4"     SHOULDER       31     588+80     13' LT     5"     SHOULDER       32     615+20     13' RT     7 1/2"     SHOULDER	25			4 1/2"	SHOULDER				
28       508+50       18' LT       5 3/4"       RT TURN LANE TO KLAUSE RD         29       536+00       13' LT       4 1/2"       SHOULDER         30       562+40       13' RT       4 1/4"       SHOULDER         31       588+80       13' LT       5"       SHOULDER         32       615+20       13' RT       7 1/2"       SHOULDER	26			3 1/4"	SHOULDER				
28       508+50       18' LT       5 3/4"       RT TURN LANE TO KLAUSE RD         29       536+00       13' LT       4 1/2"       SHOULDER         30       562+40       13' RT       4 1/4"       SHOULDER         31       588+80       13' LT       5"       SHOULDER         32       615+20       13' RT       7 1/2"       SHOULDER			18' RT	2 3/4"	RT TURN LANE TO DAHLSTROM RD				
30 562+40 13' RT 4 1/4" SHOULDER 31 588+80 13' LT 5" SHOULDER 32 615+20 13' RT 7 1/2" SHOULDER			18' LT	5 3/4"	RT TURN LANE TO KLAUSE RD				
31 588+80 13' LT 5" SHOULDER 32 615+20 13' RT 7 1/2" SHOULDER	29	30 562+40 13		4 1/2"	SHOULDER				
32 615+20 13' RT 7 1/2" SHOULDER	30			4 1/4"	SHOULDER				
·	31			5"	SHOULDER				
33 669±00 13'BT 9" CHOULDED	32	13' RT	7 1/2"	SHOULDER					
22   000±00   12 VI   0   2UOOFDEK	33	668+00	13' RT	8"	SHOULDER				

THE CORE DATA IS ALSO AVAILABLE ON THE PLANS SHEETS.

COUNTY: ASHLAND HWY: STH 112 / STH 118 E SHEET PROJECT NO: 8727-00-70 / 8725-01-70 TYPICAL SECTIONS

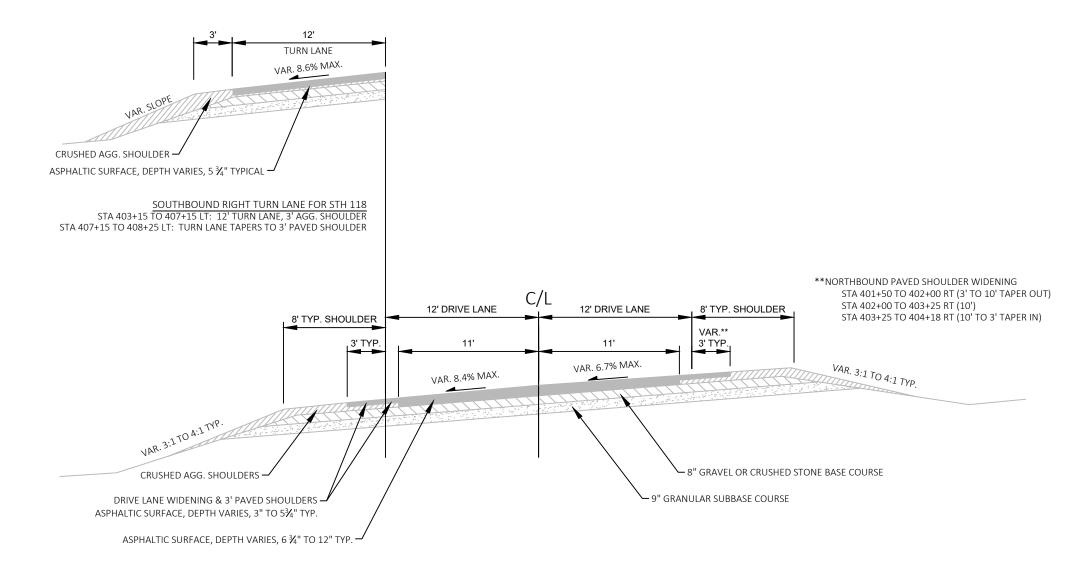


\* SEE PLAN FOR SUPERELEVATION INFORMATION FOR CURVES LOCATED AT PI STA. 452+10.67, 507+41.61, 520+57.02, 539+68.34 AND 563+98.11.

EXISTING TYPICAL SECTION STH 112 STA 401+25 TO STA 401+47 STA 409+27 TO STA 673+11

NOTE: SEE PLANS AND PAVEMENT CORE LOG FOR CORE LOCATIONS AND EXISTING PAVEMENT THICKNESS DATA.

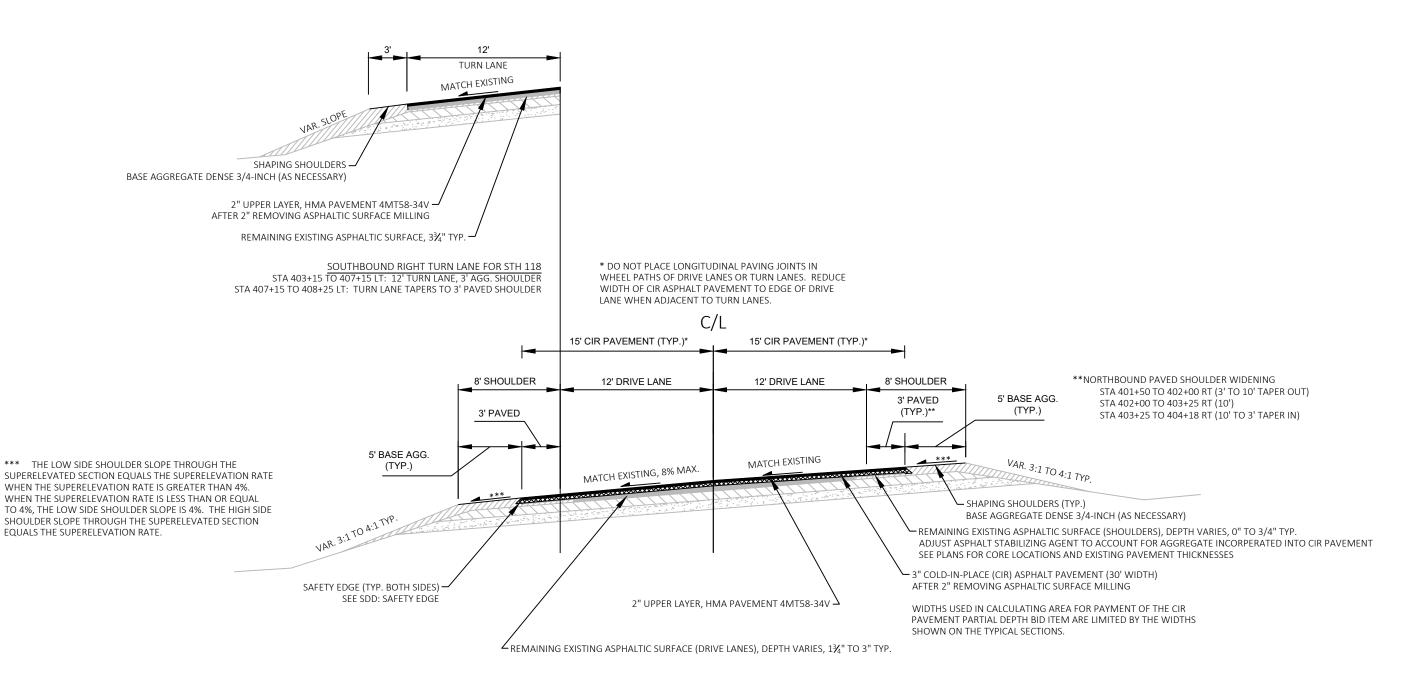
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 8727-00-70 / 8725-01-70
 HWY: STH 112 / STH 118
 COUNTY: ASHLAND
 TYPICAL SECTIONS
 SHEET
 E



# EXISTING TYPICAL SECTION STH 112 STA 401+47 TO STA 409+27

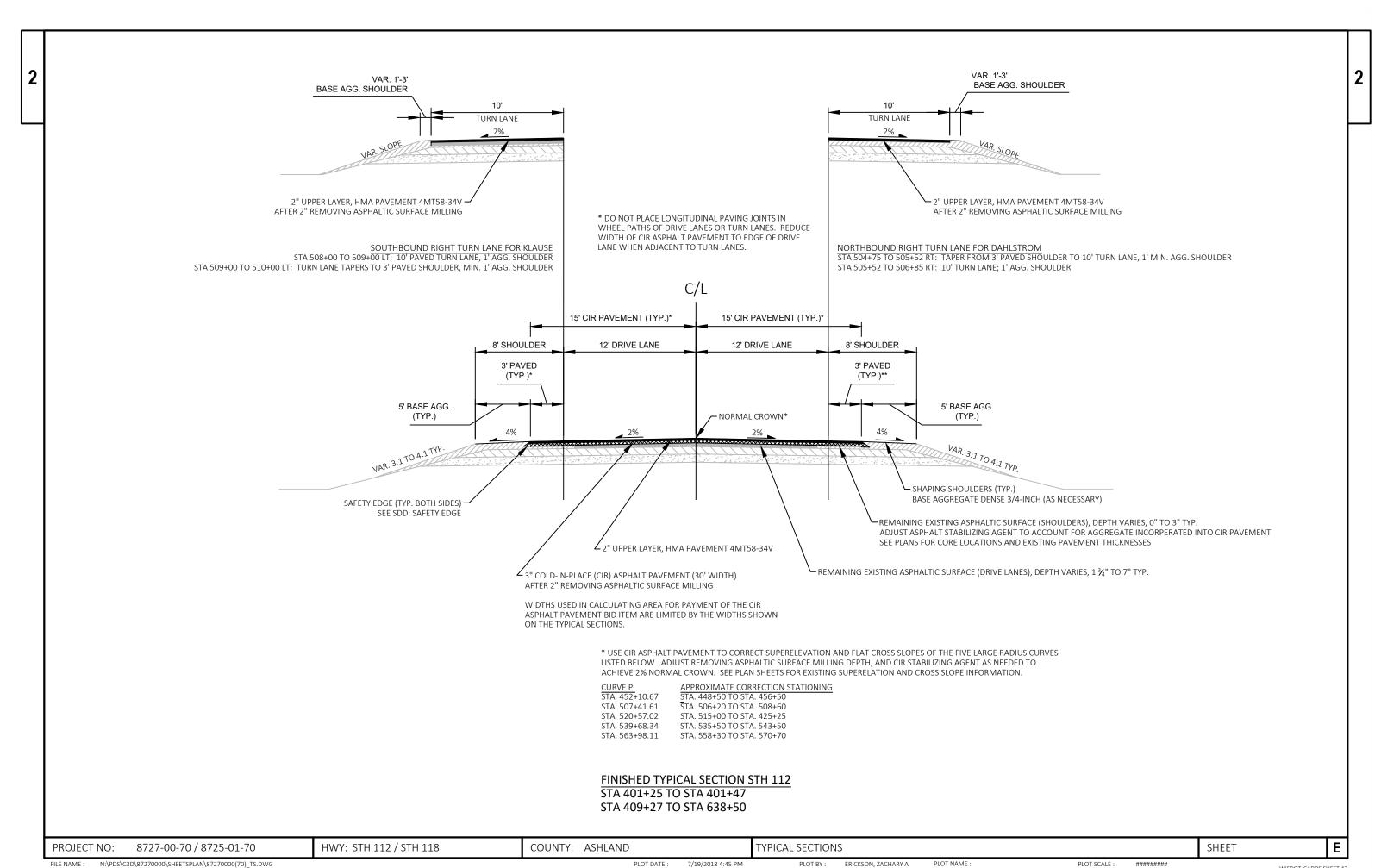
NOTE: SEE PLANS AND PAVEMENT CORE LOG FOR CORE LOCATIONS AND EXISTING PAVEMENT THICKNESS DATA.

PROJECT NO: 8727-00-70 / 8725-01-70 HWY: STH 112 / STH 118 COUNTY: ASHLAND TYPICAL SECTIONS SHEET **E** 

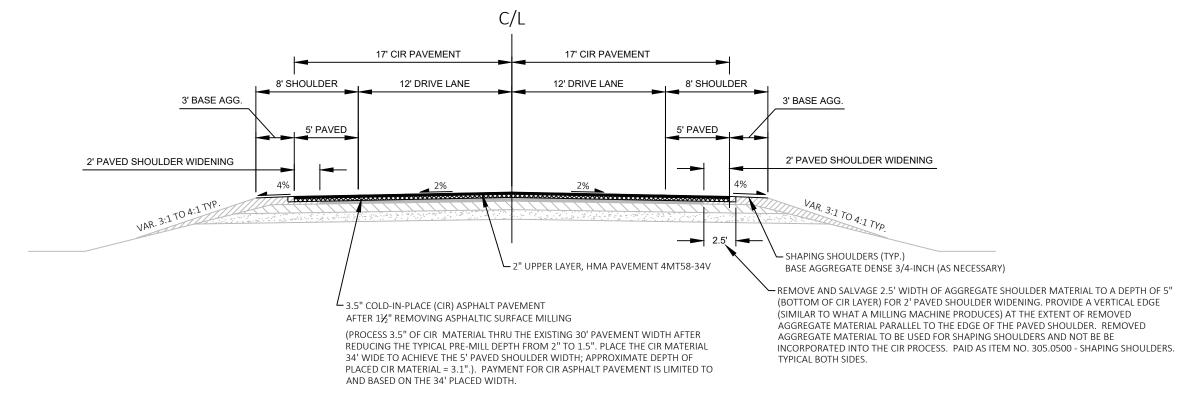


FINISHED TYPICAL SECTION STH 112 STA 401+47 TO STA 409+27

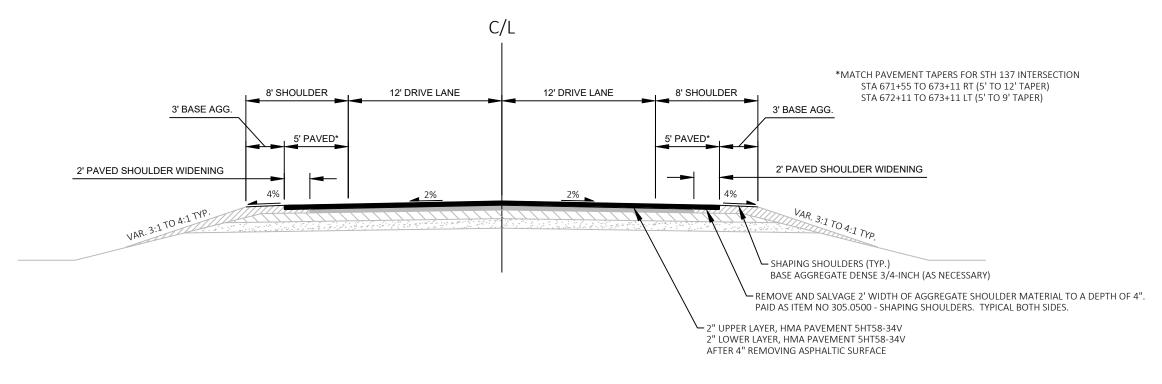
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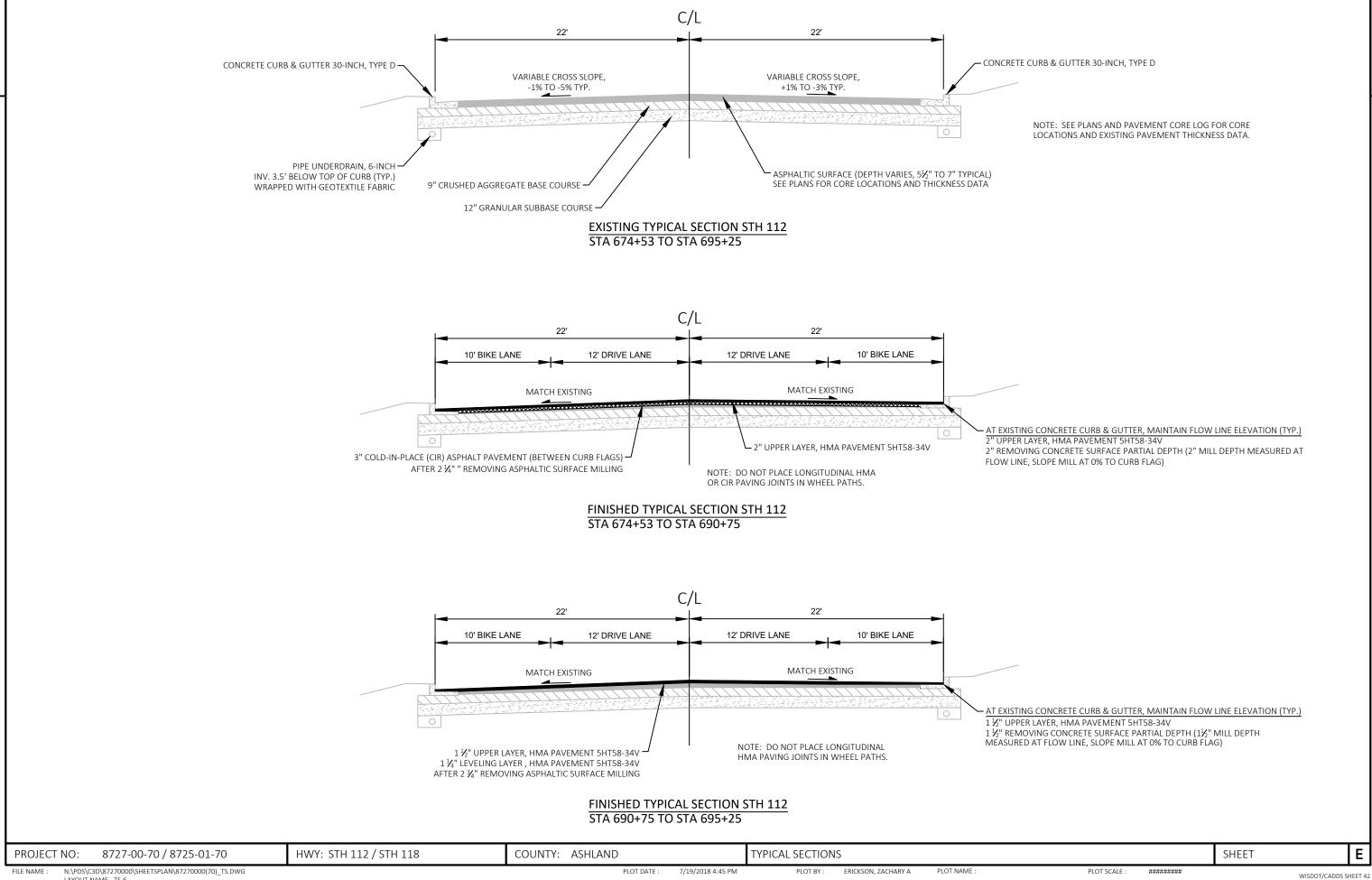


#### FINISHED TYPICAL SECTION STH 112 - SHOULDER WIDENING WITH CIR STA 638+50 TO STA 666+66

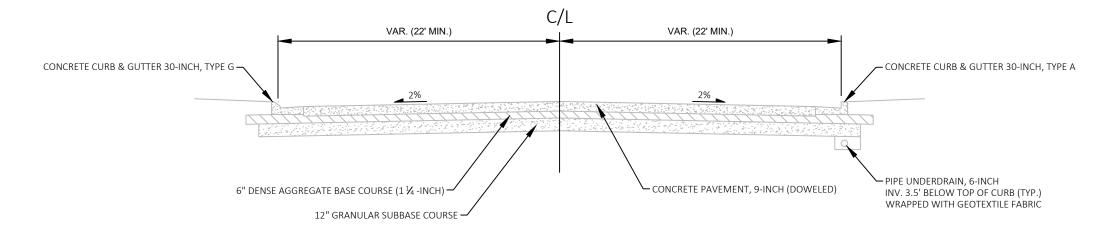


FINISHED TYPICAL SECTION STH 112 - SHOULDER WIDENING WITH MILL AND OVERLAY STA 666+66 TO STA 673+11

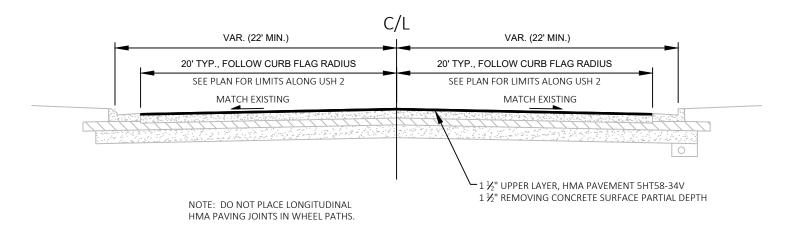
PROJECT NO: 8727-00-70 / 8725-01-70 HWY: STH 112 / STH 118 COUNTY: ASHLAND TYPICAL SECTIONS SHEET Ε ERICKSON, ZACHARY A



N:\PDS\C3D\87270000\SHEETSPLAN\87270000(70)\_TS.DWG LAYOUT NAME - TS-6



# EXISTING TYPICAL SECTION STH 112 STA 695+25 TO STA 696+28



## FINISHED TYPICAL SECTION STH 112 STA 695+25 TO STA 696+28

8727-00-70 / 8725-01-70 Ε PROJECT NO: HWY: STH 112 / STH 118 COUNTY: ASHLAND TYPICAL SECTIONS SHEET PLOT BY: ERICKSON, ZACHARY A PLOT DATE : 7/19/2018 4:45 PM PLOT NAME : FILE NAME : PLOT SCALE : #########

N:\PDS\C3D\87270000\SHEETSPLAN\87270000(70)\_TS.DWG LAYOUT NAME - TS-7 WISDOT/CADDS SHEET 42

PAVED AND UNPAVED SIDE ROAD WITHOUT CURB AND GUTTER - RURAL

2" REMOVING ASPHALTIC SURFACE MILLING, 2" UPPER LAYER HMA PAVEMENT 4MT 58-34V

REMOVING ASPHALTIC SURFACE BUTT JOINT (REQUIRED FOR PAVED SIDE ROADS ONLY)

> 1½" TO 2" REMOVING ASPHALITC SURFACE MILLING\* 3" COLD-IN-PLACE RECYCLING (CIR) ASPHALT PAVEMENT BELOW 2" UPPER LAYER HMA PAVEMENT 4MT 58-34V OVERLAY

3/4-INCH BASE AGGREGATE DENSE (REQUIRED FOR UN-PAVED SIDE ROADS ONLY)

DRAWING NOT TO SCALE.

DO NOT PLACE LONGITUDINAL PAVING JOINTS IN THE WHEEL PATHS OF DRIVE LANES OR TURN LANES.

REDUCE WIDTH OF CIR ASPHALT PAVEMENT TO EDGE OF DRIVE LANE WHEN ADJACENT TO TURN LANES. MAINTAIN REDUCED CIR WIDTH THROUGH THE INTERSECTION; RETURN TO TYPICAL CIR WIDTH AT BEGIN/END OF PAVEMENT

MAINTAIN TYPICAL CIR WIDTH THROUGH INTERSECTIONS WITH SIDE ROADS WITHOUT TURN LANES.

\* SEE TYPICAL SECTIONS FOR WIDTH OF COLD-IN-PLACE RECYCLING ASPHALT PAVEMENT AND REMOVING ASPHALTIC SURFACE MILLING DEPTHS.

ARE BEING WIDENED FOR FUTURE BIKE LANE (12' DRIVE LANE AND 5' PAVED SHOULDERS)\* BASE AGGREGATE SHOULDER \_\_ END PAVEMENT TAPER - MATCH EXISTING PAVEMENT TAPERS (TYP.) LENGTH TO FURTHEST RADIUS OR AS DIRECTED BY THE ENGINEER - MILL AND REMOVE LIMITS SAWCUT OR SIMILAR REQUIRED, INCIDENTAL TO REMOVING ASPHALTIC SURFACE BUTT JOINT (SEE DETAIL) € SIDE ROAD 10' TURN LANE - BEGIN PAVEMENT TAPER 17'

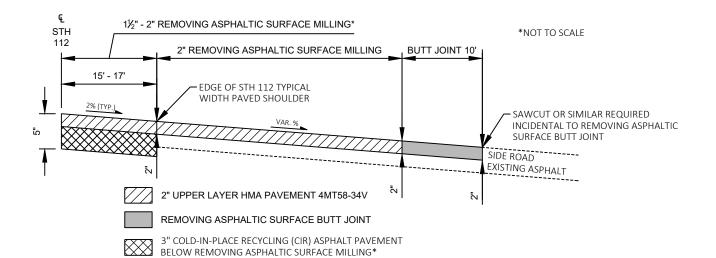
- CIR TREATMENT WIDTH WHERE PAVED SHOULDERS

PAVED SIDE ROAD WITH EXISTING CURB AND GUTTER AND PAVED SHOULDER WIDENING - RURAL FELLMAN DR.

LINDSTROM DR.

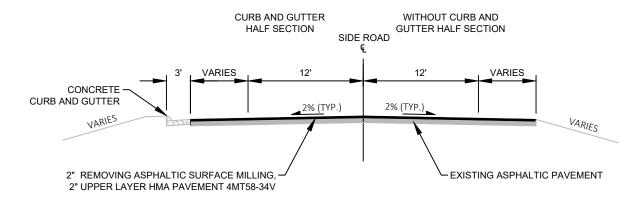
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N:\PDS\C3D\87270000\SHEETSPLAN\87270000(70)\_CD.DWG ERICKSON, ZACHARY A PLOT NAME FILE NAME . PLOT DATE: 7/19/2018 4:12 PM PLOT SCALE: 1 IN:10 FT WISDOT/CADDS SHEET 42 LAYOUT NAME - CD-1



# DETAIL OF SIDE ROAD BUTT JOINT - RURAL

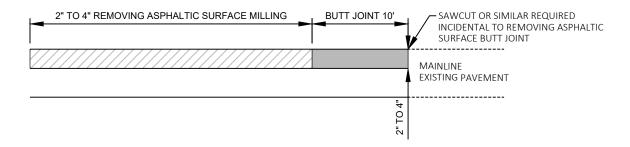
HEGSTROM RD MAPLE LN KLAUS RD CITY HEIGHTS RD LINDSTROM DR CTH K SUMMIT RD W FELLMAN DR



### TYPICAL PAVED SIDE ROAD SECTION - RURAL

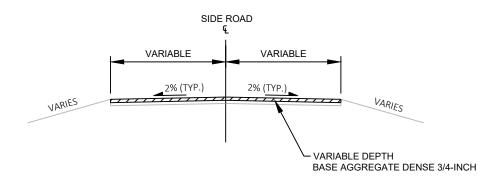
HEGSTROM RD MAPLE LN CITY HEIGHTS RD KLAUS RD CTH K LINDSTROM DR SUMMIT RD W FELLMAN DR

#### \*NOT TO SCALE



## DETAIL OF MAINLINE BUTT JOINT - RURAL

STH 112 STH 118 401+25 673+11 674+53



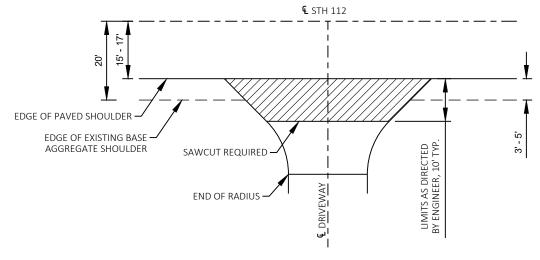
## TYPICAL UNPAVED SIDE ROAD SECTION - RURAL

STH 112 WAKEFIELD RD DAHLSTROM RD WEISTER RD

ASHLAND BAYFIELD RD BENSON RD

SUMMIT RD E

Ε PROJECT NO: 8727-00-70 / 8725-01-70 HWY: STH 112 / STH 118 COUNTY: ASHLAND CONSTRUCTION DETAILS SHEET N:\PDS\C3D\87270000\SHEETSPLAN\87270000(70)\_CD.DWG ERICKSON, ZACHARY A PLOT SCALE : 1 IN:10 FT FILE NAME : 11/29/2018 11:23 AM



REMOVING ASPHALTIC SURFACE (FULL DEPTH), REPLACE WITH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES.

MATCH EXISTING PAVED SURFACE WIDTH, RADII AND TAPERS.

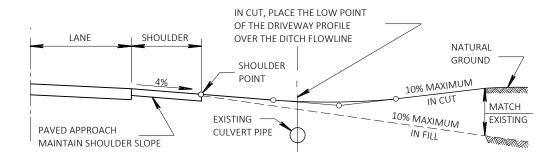
MATCH EXISTING PAVEMENT THICKNESS.

ANY ADDITIONAL BASE AGG. DENSE REQUIRED SHALL BE PAID UNDER ITEM - "BASE AGGREGATE DENSE 3/4-INCH"

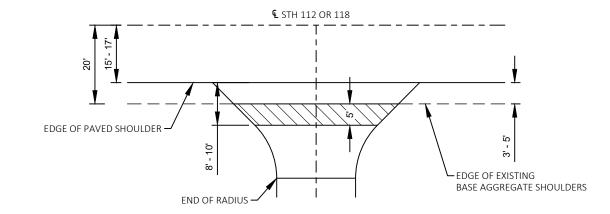
SAWCUT PAID FOR UNDER ITEM "SAWING ASPHALT"

## PAVED DRIVEWAY DETAIL - RURAL

STH 112						
440+38	505+45	516+17	564+18	625+37	646+80	669+25
451+28	506+52	530+80	567+90	636+57	649+85	670+60
463+10	508+52	535+00	576+52	640+30	663+15	672+00
472+11	509+27	537+85	594+40	643+25	667+82	
505+15	510+40	549+90	622+28	646+54	668+65	



## TYPICAL DRIVEWAY PROFILES

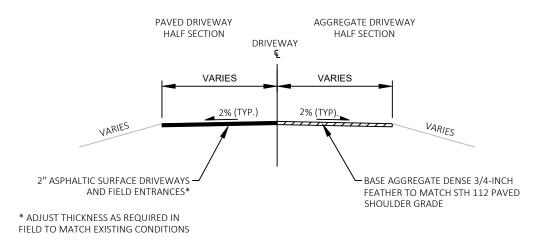


EACH ENTRANCE SHALL RECEIVE ADEQUATE 3/4-INCH BASE AGGREGATE DENSE AFTER MAINLINE PAVING AND SHAPING SHOULDERS TO BRING ENTRANCE UP TO SHOULDER PAVEMENT GRADE.

MATCH EXISTING DRIVEWAY WIDTH AND RADII.

## AGGREGATE DRIVEWAY DETAIL - RURAL

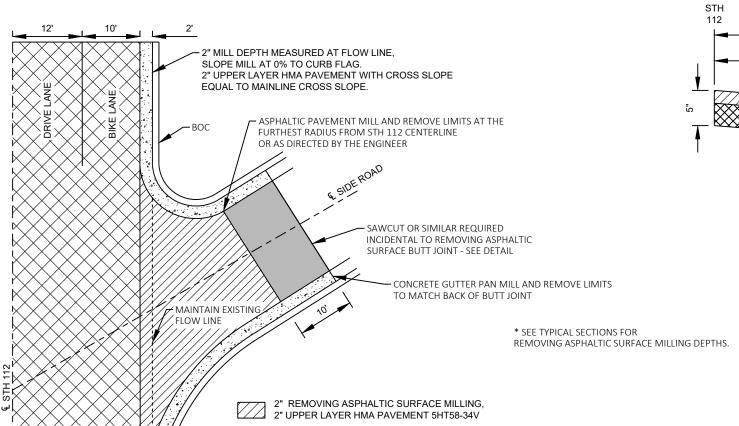
STH 112										
402+60	424+50	458+00	499+65	539+80	579+53	599+90	606+90	622+30	632+00	654+90
408+50	433+10	465+70	515+77	544+60	580+84	600+15	607+37	625+45	632+30	657+15
410+35	432+35	474+88	521+60	550+40	595+27	601+37	608+45	626+24	635+70	661+00
415+03	435+25	475+55	525+45	551+88	596+38	604+00	608+34	627+15	648+52	666+55
417+50	438+95	485+55	527+15	554+55	596+90	604+28	610+40	628+70	649+28	
421+63	443+45	491+20	529+35	560+10	597+70	604+90	618+95	628+33	652+25	
422+98	451+18	499+55	533+90	572+20	597+87	605+45	619+00	628+85	654+47	
STH 118										
310+80	323+20	328+75	331+15	336+30	337+77	345+10	354+95			



#### TYPICAL DRIVEWAY SECTION

PROJECT NO: 8727-00-70 / 8725-01-70 HWY: STH 112 / STH 118 COUNTY: ASHLAND PLAN: CONSTRUCTION DETAILS SHEET **E** 

FILE NAME: N:\PDS\C3D\87270000\SHEETSPLAN\87270000(70)\_CD.DWG PLOT DATE: 7/19/2018 4:12 PM PLOT BY: ERICKSON, ZACHARY A PLOT NAME: 1 IN:10 FT WISDOT/CADDS SHEET 42 A PLOT NAME - CD-3



REMOVING ASPHALTIC SURFACE BUTT JOINT 2½ " REMOVING ASPHALITC SURFACE MILLING\*

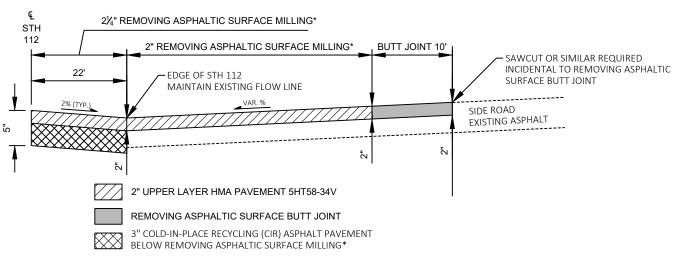
2" UPPER LAYER HMA PAVEMENT 5HT58-34V

3" COLD-IN-PLACE RECYCLING (CIR) ASPHALT PAVEMENT BELOW
2" UPPER LAYER HMA PAVEMENT 5HT58-34V OVERLAY

2" REMOVING CONCRETE SURFACE PARTIAL DEPTH

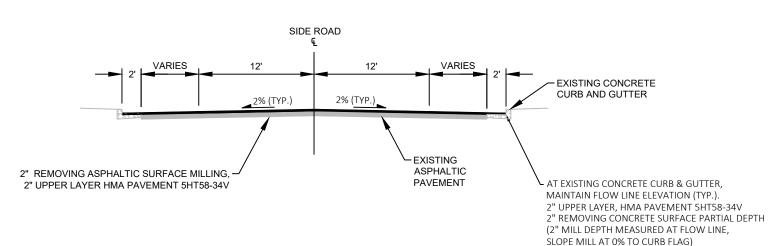
DO NOT PLACE LONGITUDINAL PAVING JOINTS IN THE WHEEL PATHS OF

THIS CONSTRUCTION DETAIL DOES NOT APPLY TO THE INTERSECTION



#### DETAIL OF SIDE ROAD BUTT JOINT - URBAN

JUNCTION RD 22ND AVE W 3RD ST W



# TYPICAL PAVED SIDE ROAD SECTION - URBAN

JUNCTION RD 22ND AVE W 3RD ST W

PAVED SIDE ROAD WITH EXISTING CURB AND GUTTER - URBAN

NOTES:

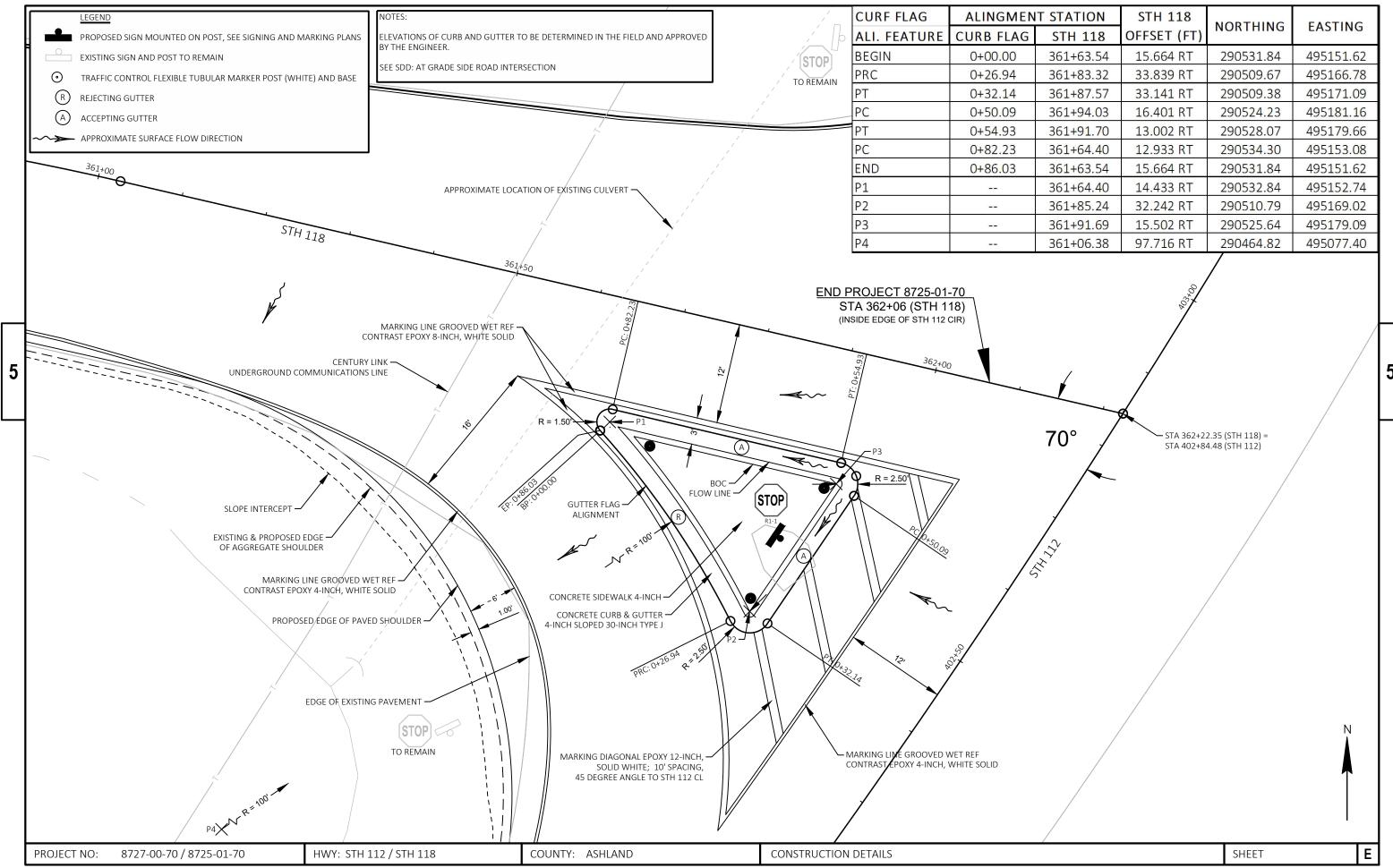
DRAWING NOT TO SCALE.

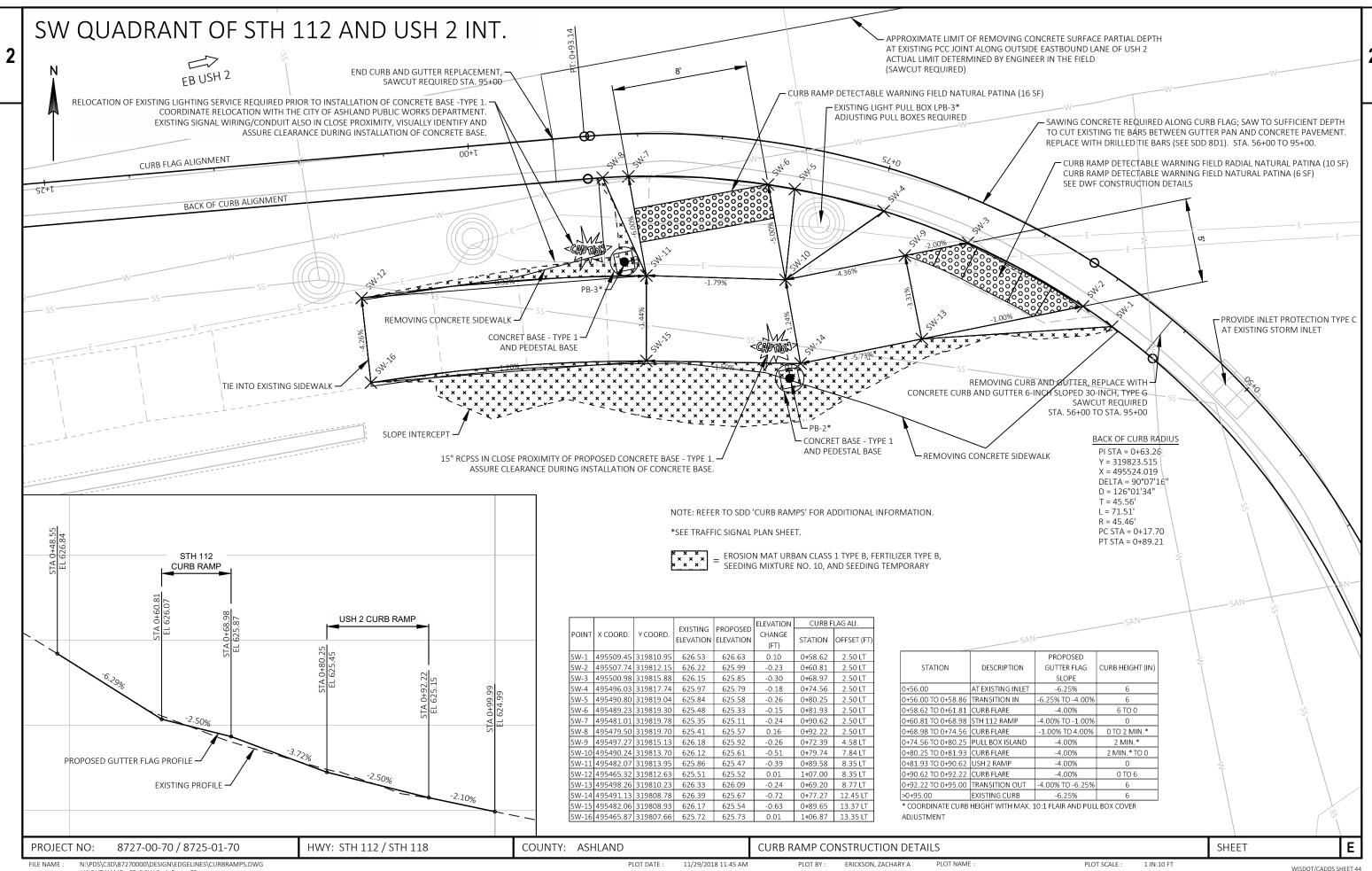
WITH MAIN ST. W.

DRIVE LANES OR TURN LANES.

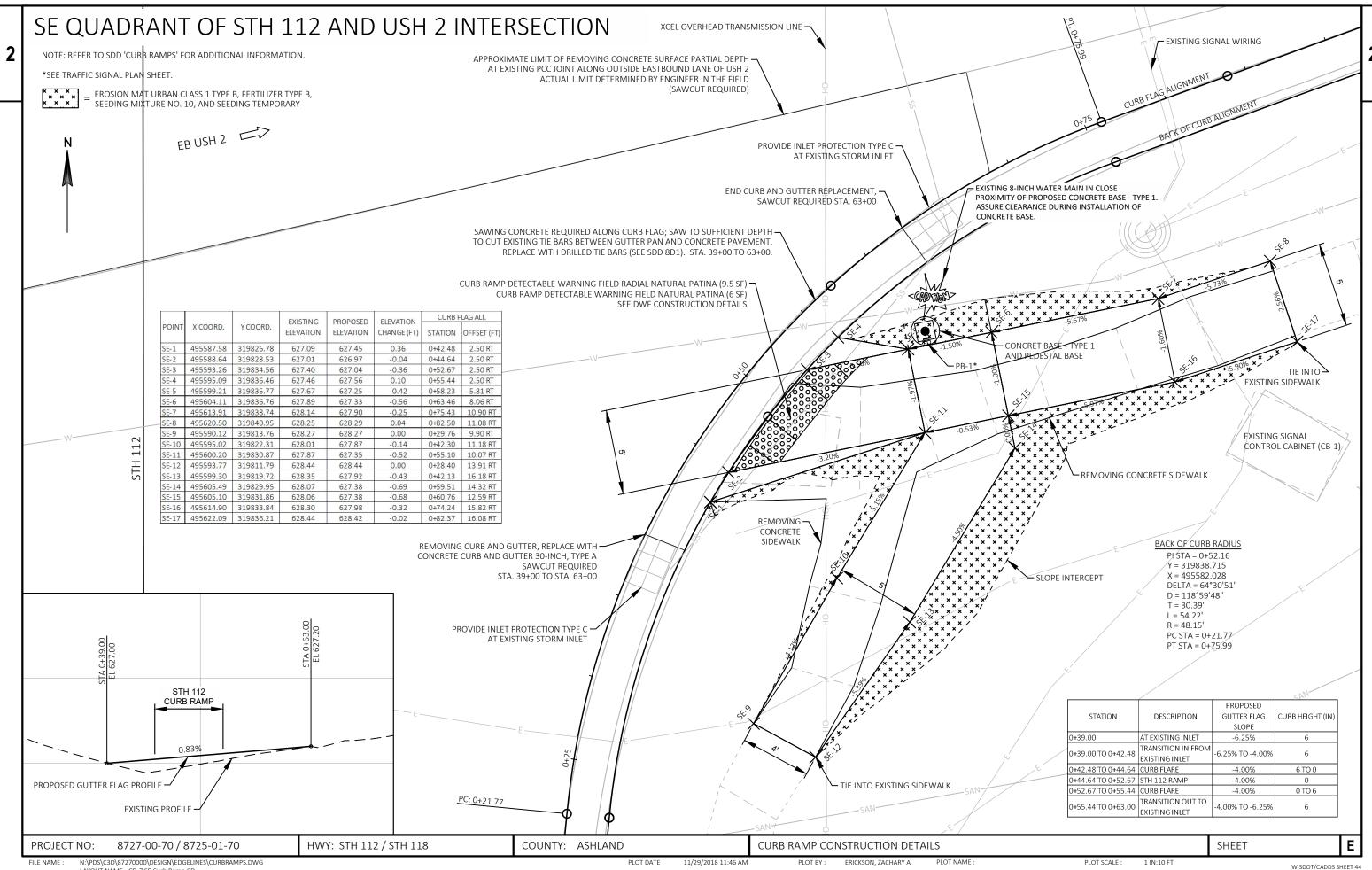
JUNCTION RD 22ND AVE W 3RD ST W

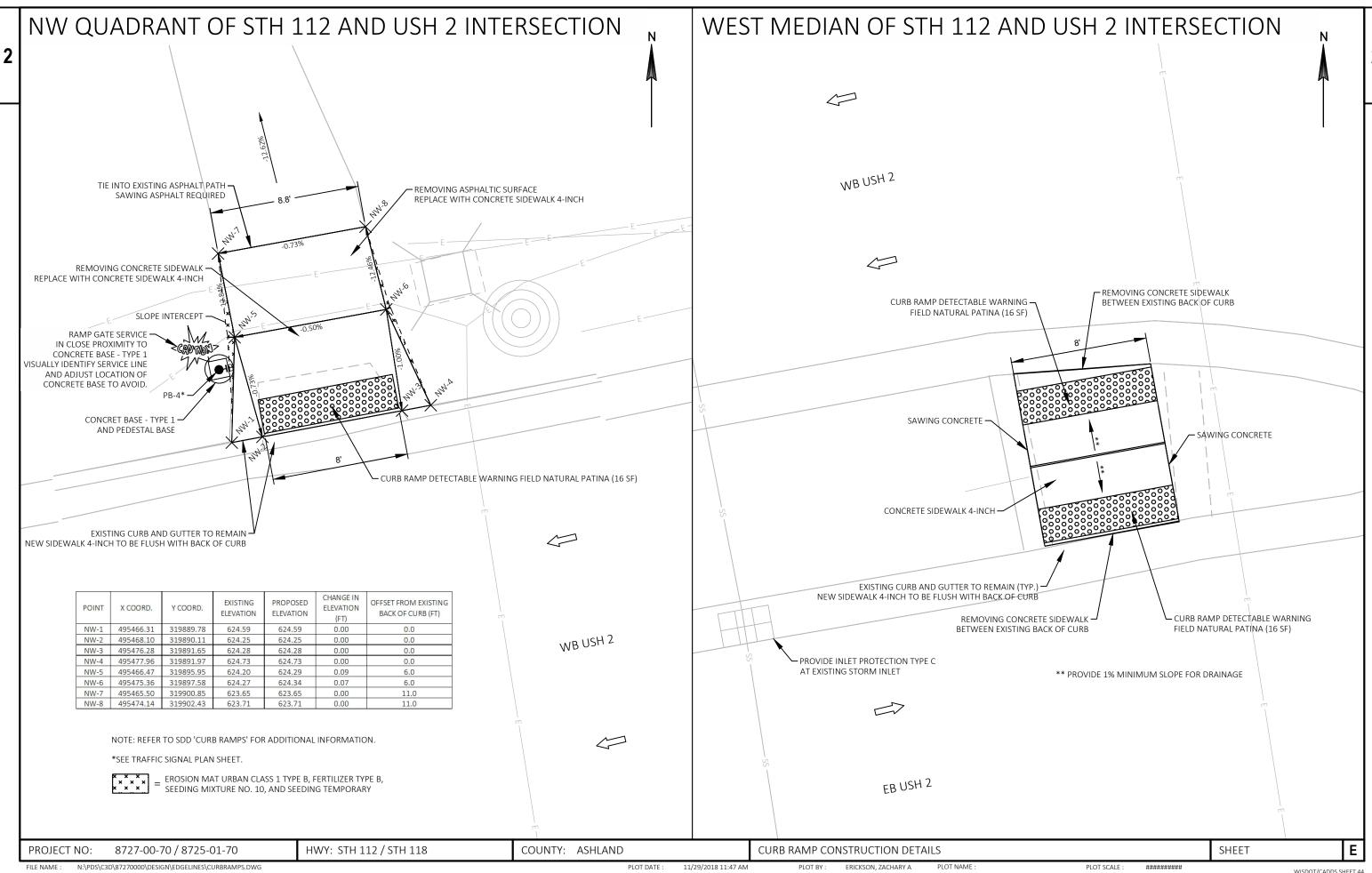
PROJECT NO: 8727-00-70 / 8725-01-70 HWY: STH 112 / STH 118 COUNTY: ASHLAND PLAN: CONSTRUCTION DETAILS





LAYOUT NAME - CD-6 SW Curb Ramp CD

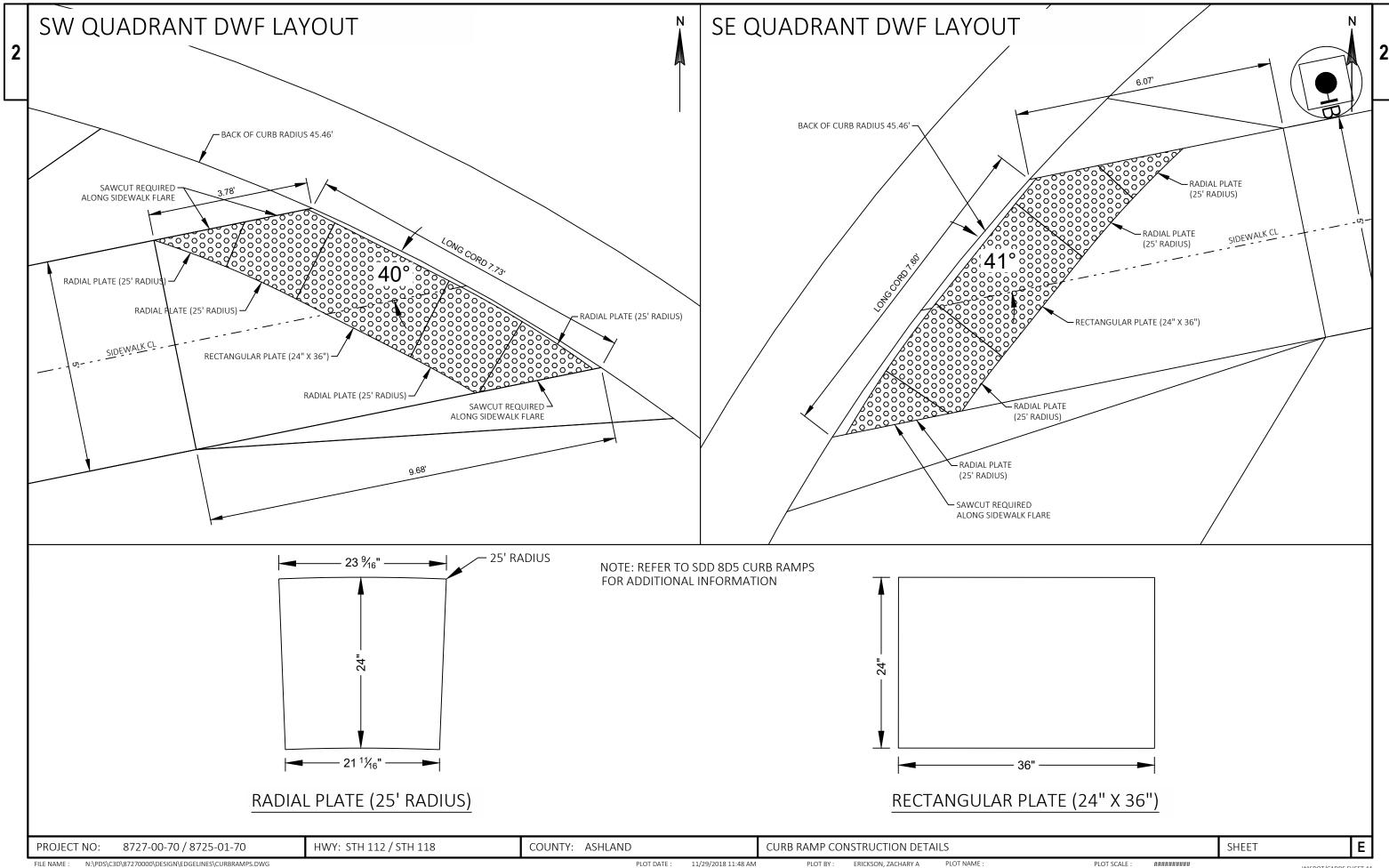




LAYOUT NAME - CD-8 NW & Median Curb Ramp CD

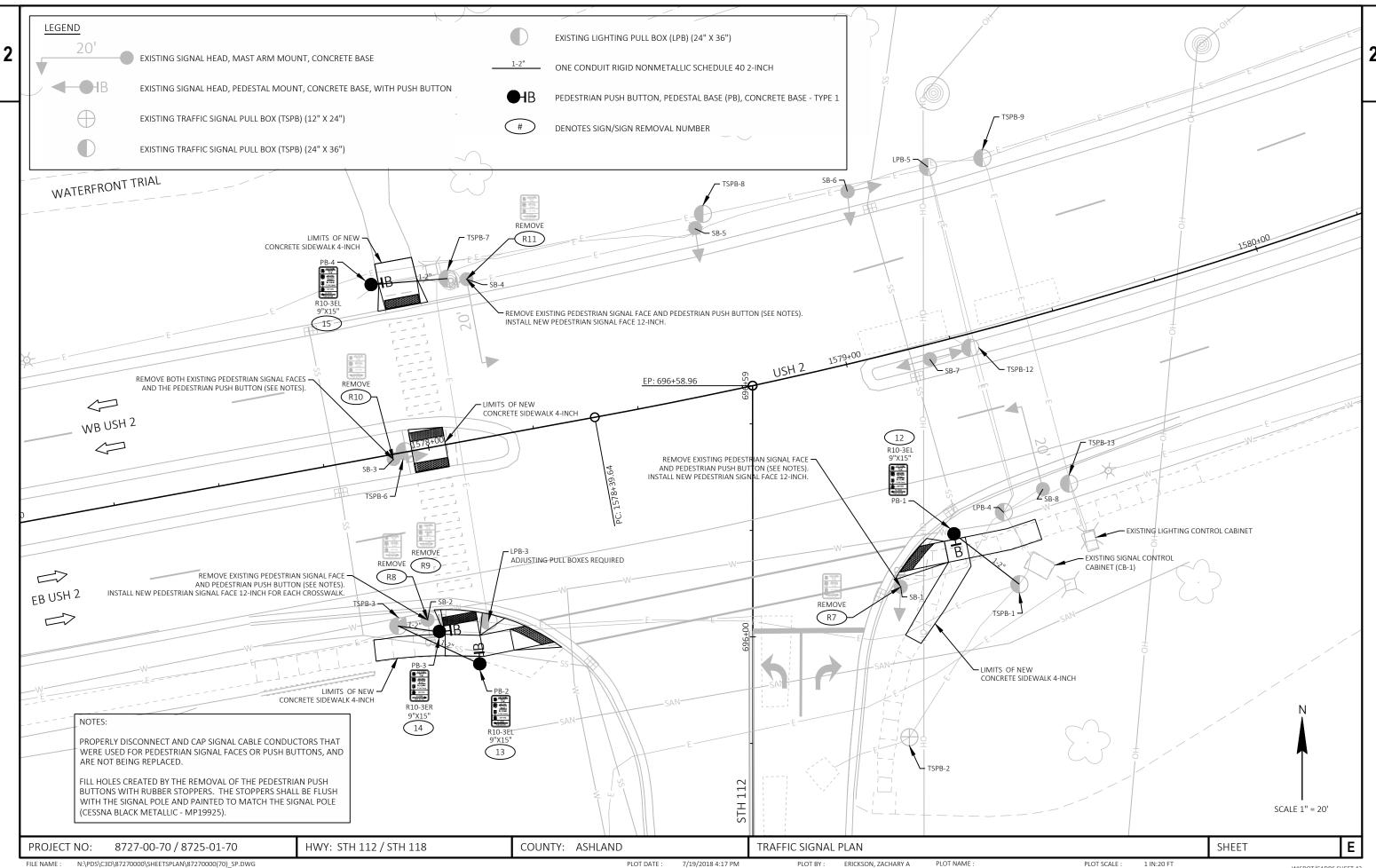
WISDOT/CADDS SHEET 4

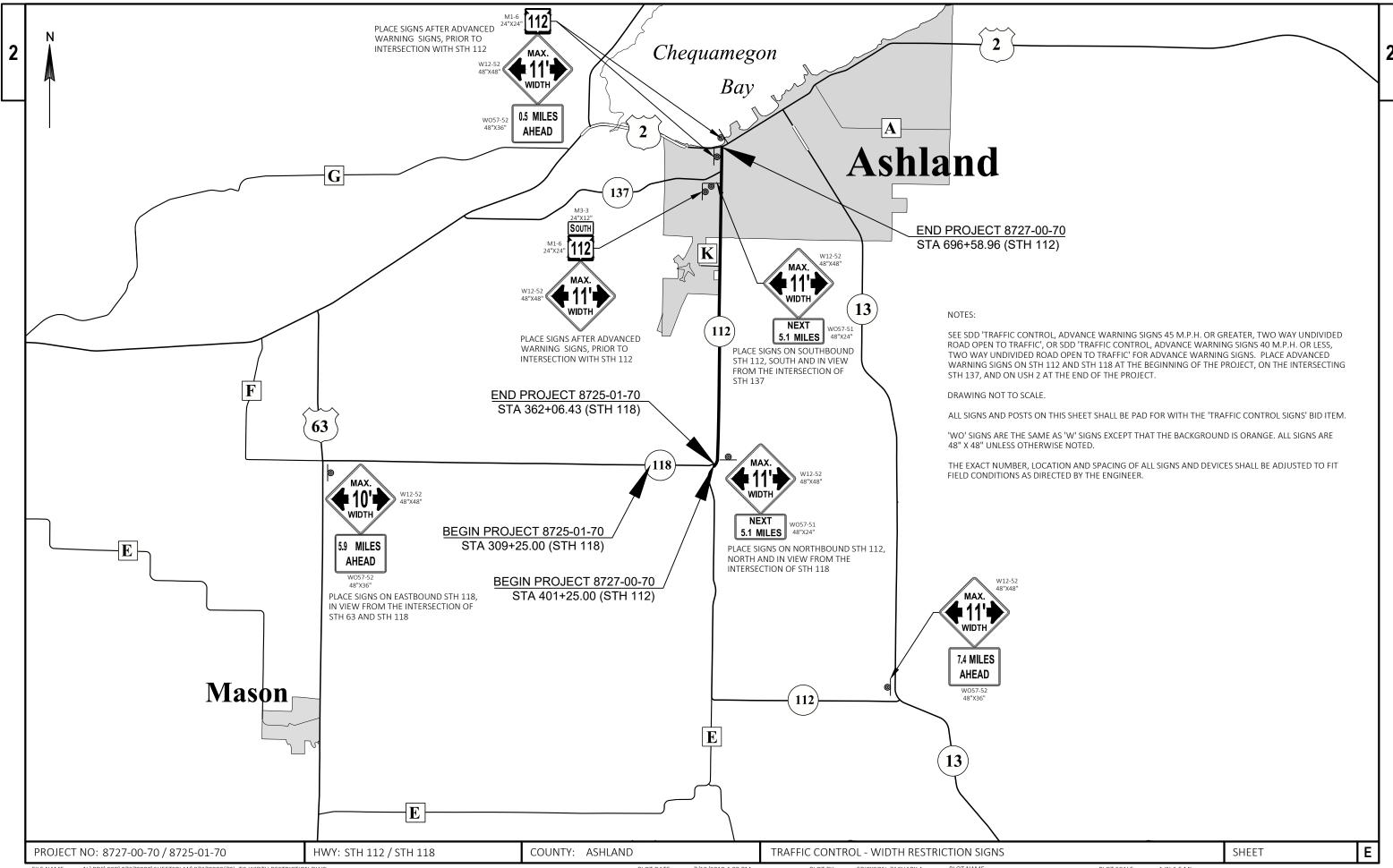
WISDOT/CADDS SHEET 4



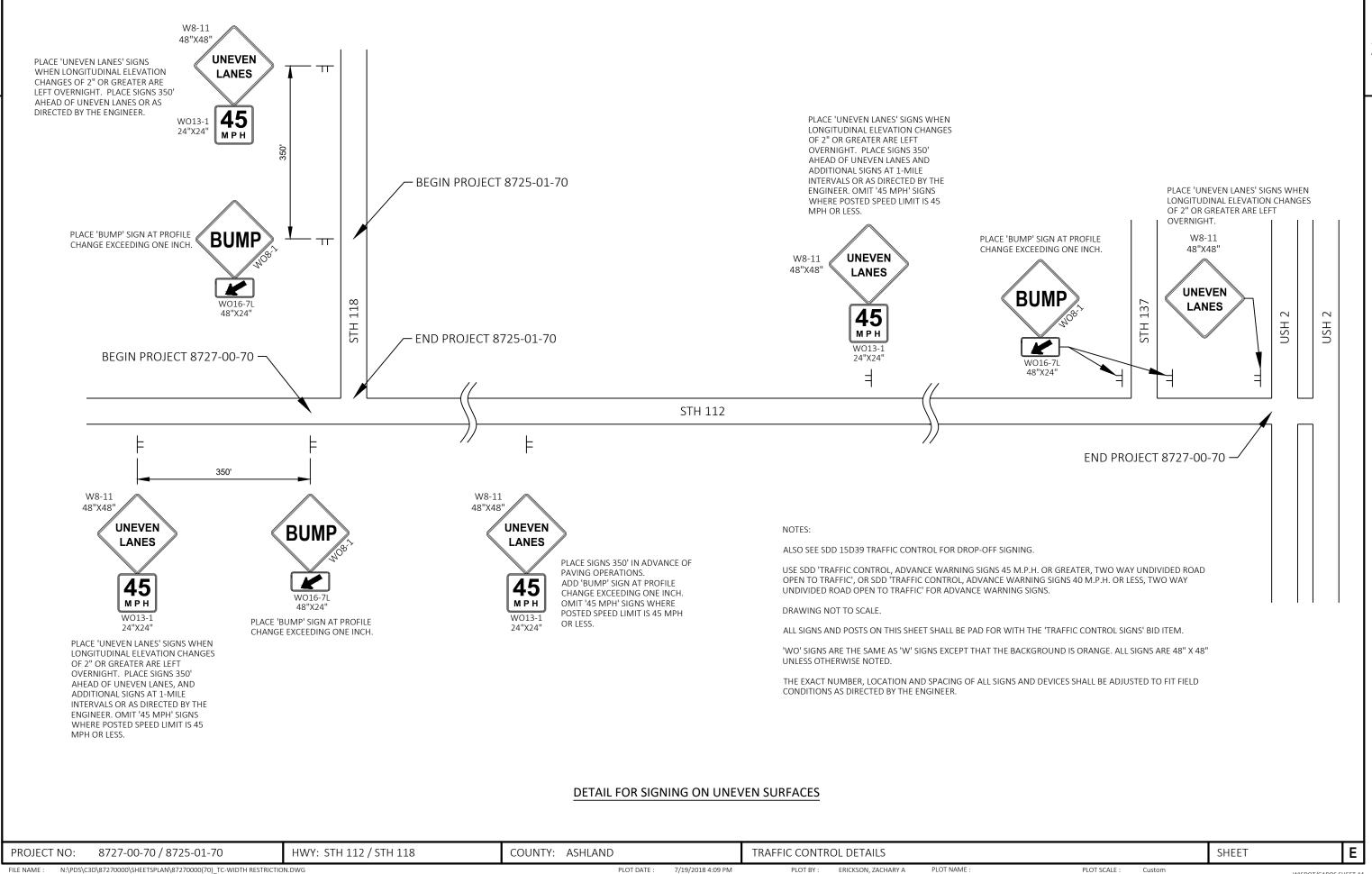
LE NAME: N;PLOT BATE: 11/29/2018 11:48 AM PLOT BY: ERICKSON, ZACHARY A PLOT NAME: WISDOT/CADDS SHEET 44

WISDOT/CADDS SHEET 44

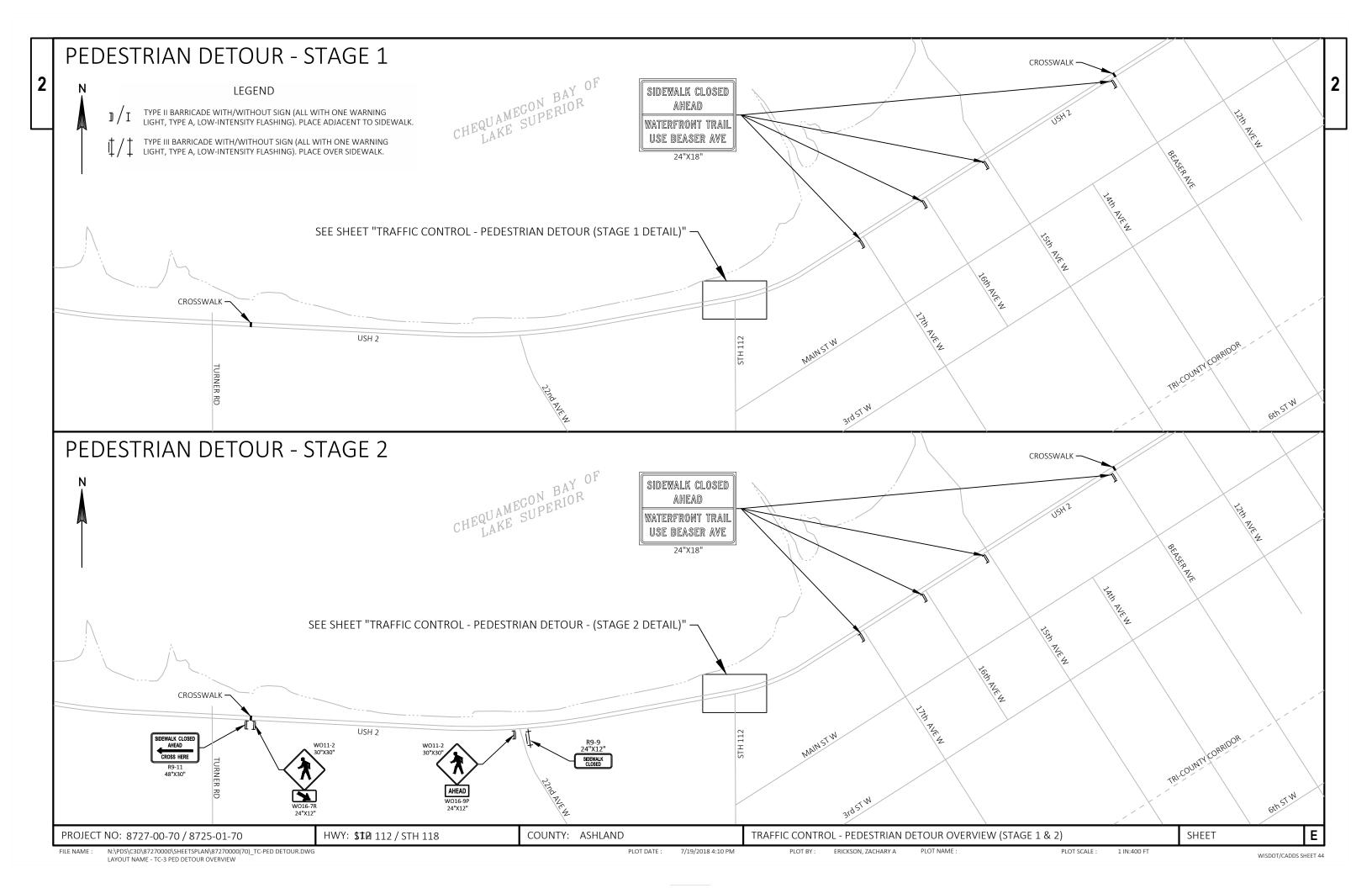




NAME: N:/PDS/C3D\87270000\SHEETSPLAN\87270000\C)\_TC-WIDTH RESTRICTION.DWG PLOT BY: ERICKSON, ZACHARY A PLOT NAME: PLOT SCALE: 1 IN:1.5 MI
LAYOUT NAME - TC-1 WIDTH RESTRICTION SIGNS
WISDOT/CADDS SHEET 44



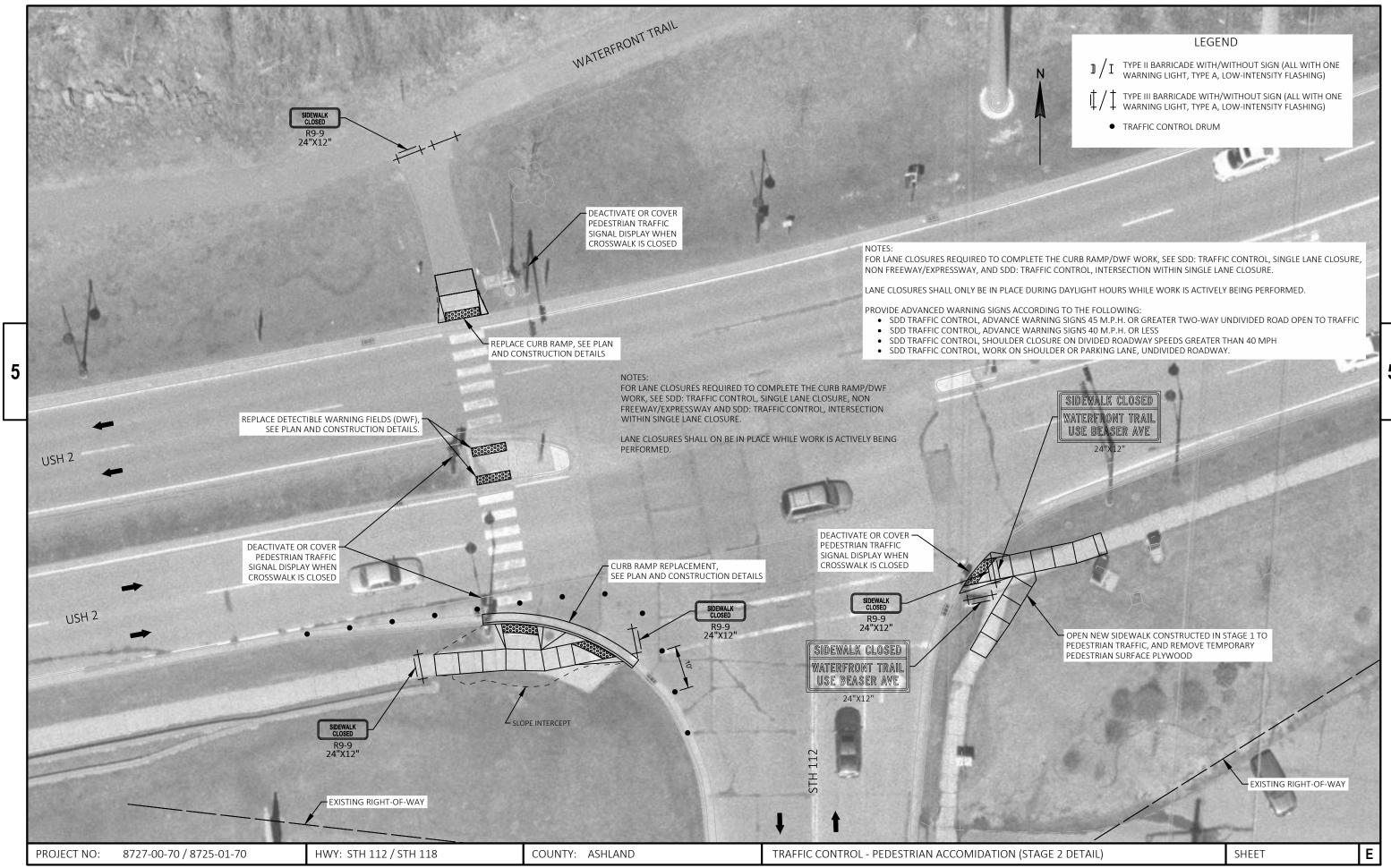
NE: N:\PDS\C3D\87270000\SHEETSPLAN\87270000\SHEETSPLAN\87270000\SHEETSPLAN\87270000\SHEETSPLAN\87270000\SHEETSPLAN\87270000\SHEET 44



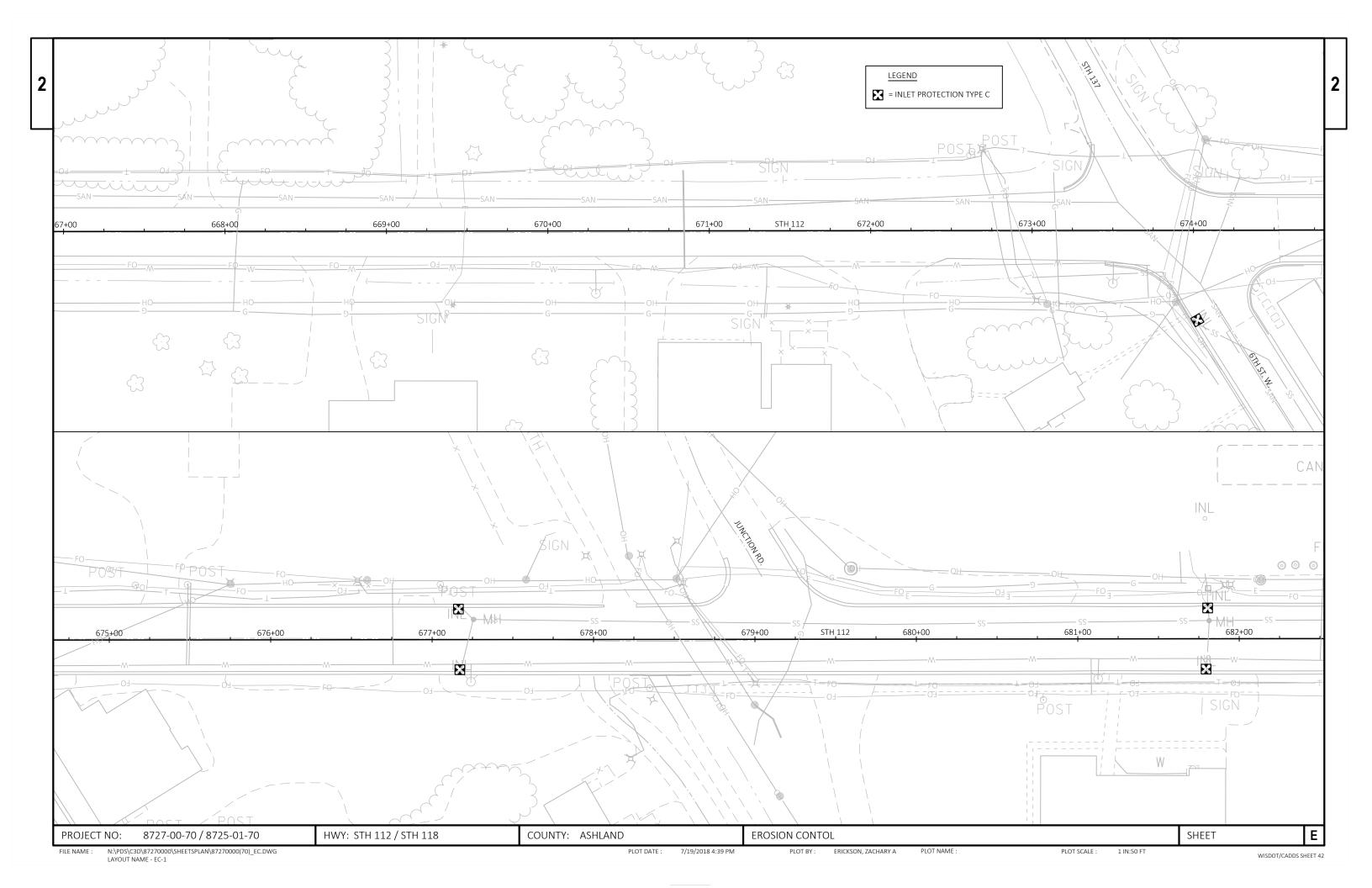


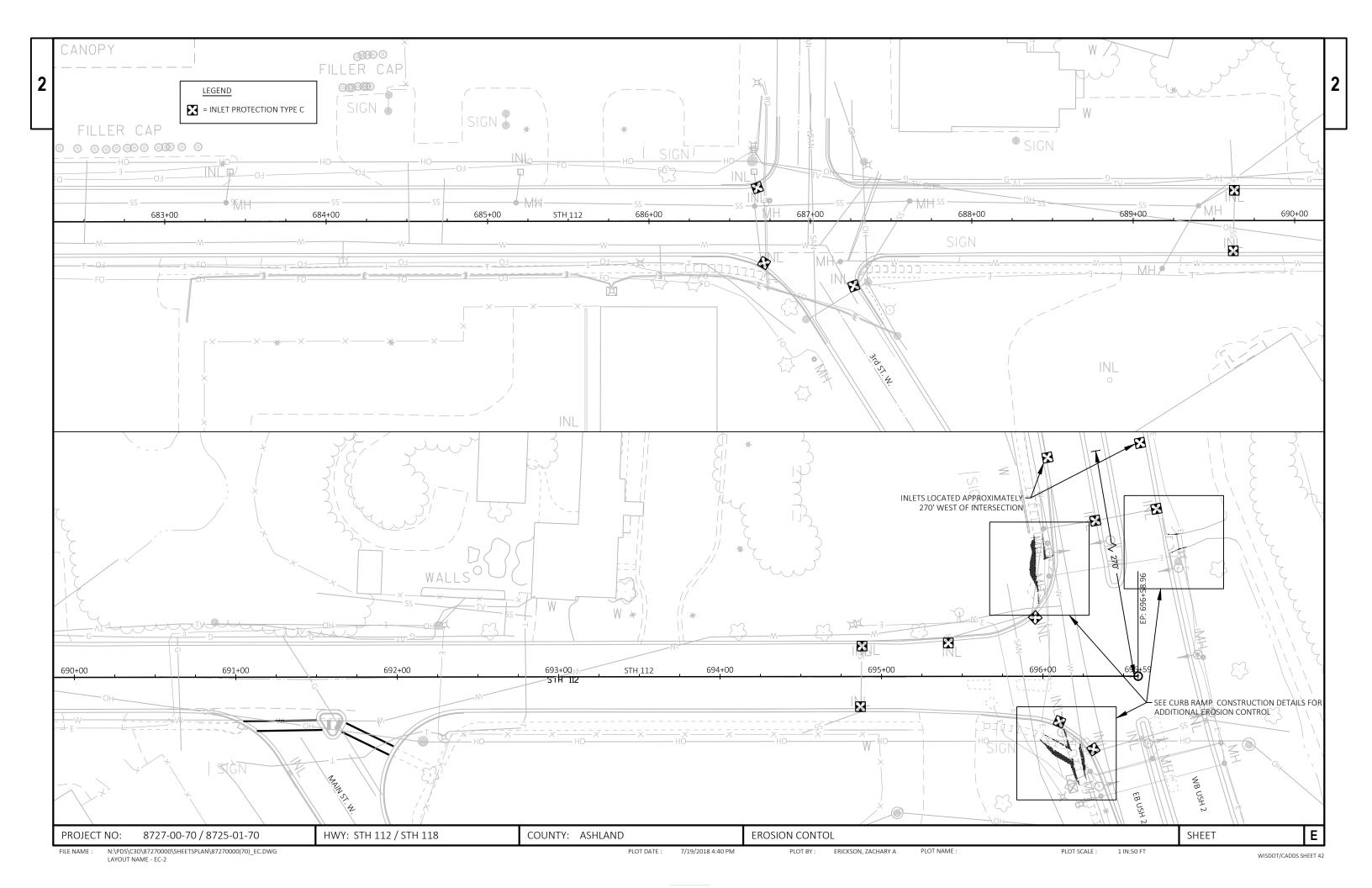
FILE NAME: N:\PDS\C3D\87270000\SHEETSPLAN\87270000\TC-PED DETOUR.DWG PLOT BY: ERICKSON, ZACHARY A PLOT NAME: PLOT NAME: 1 IN:20 FT
LAYOUT NAME - TC-4 PED DETOUR STAGE 1 DETAIL

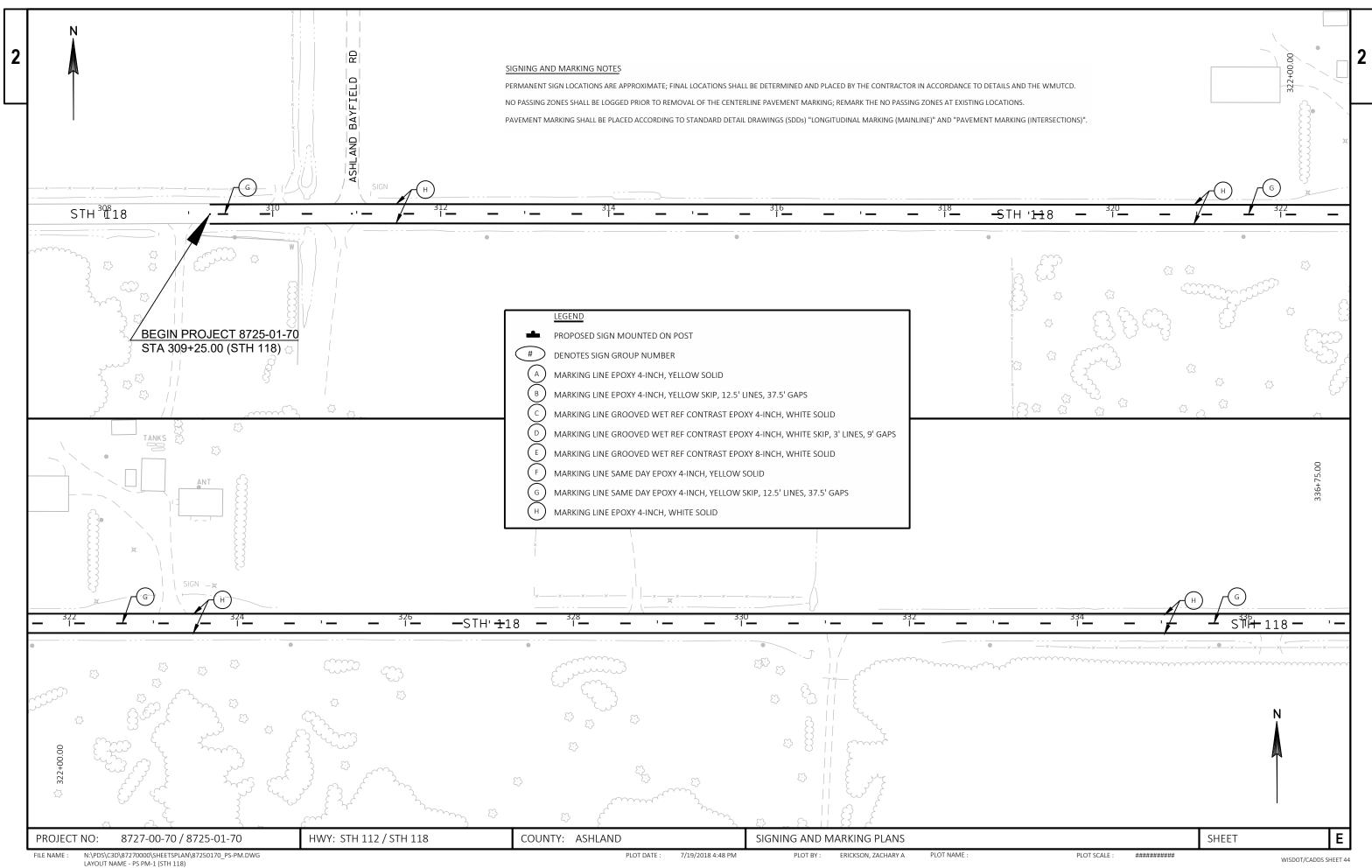
WISDOT/CADDS SHEET 44

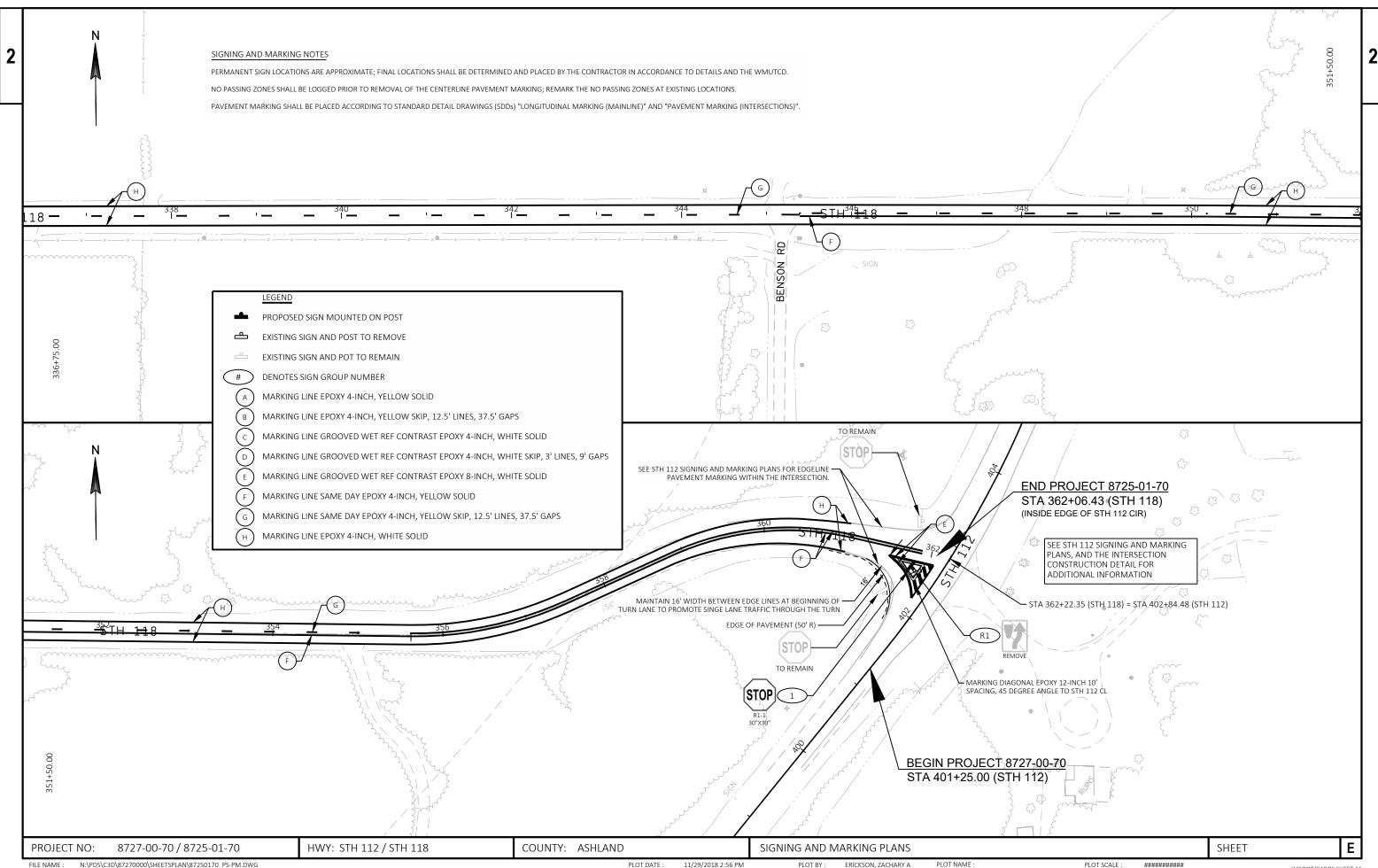


FILE NAME: N:\PDS\C3D\87270000\SHEETSPLAN\87270000\C3D\ETSPLAN\87270000\C3D\ETSPLAN\87270000\C3D\ETSPLAN\87270000\C3D\ETSPLAN\87270000\C3D\SHEETSPLAN\8727000\C3D\SHEETSPLAN\8727000\SHEETSPLAN\8727000

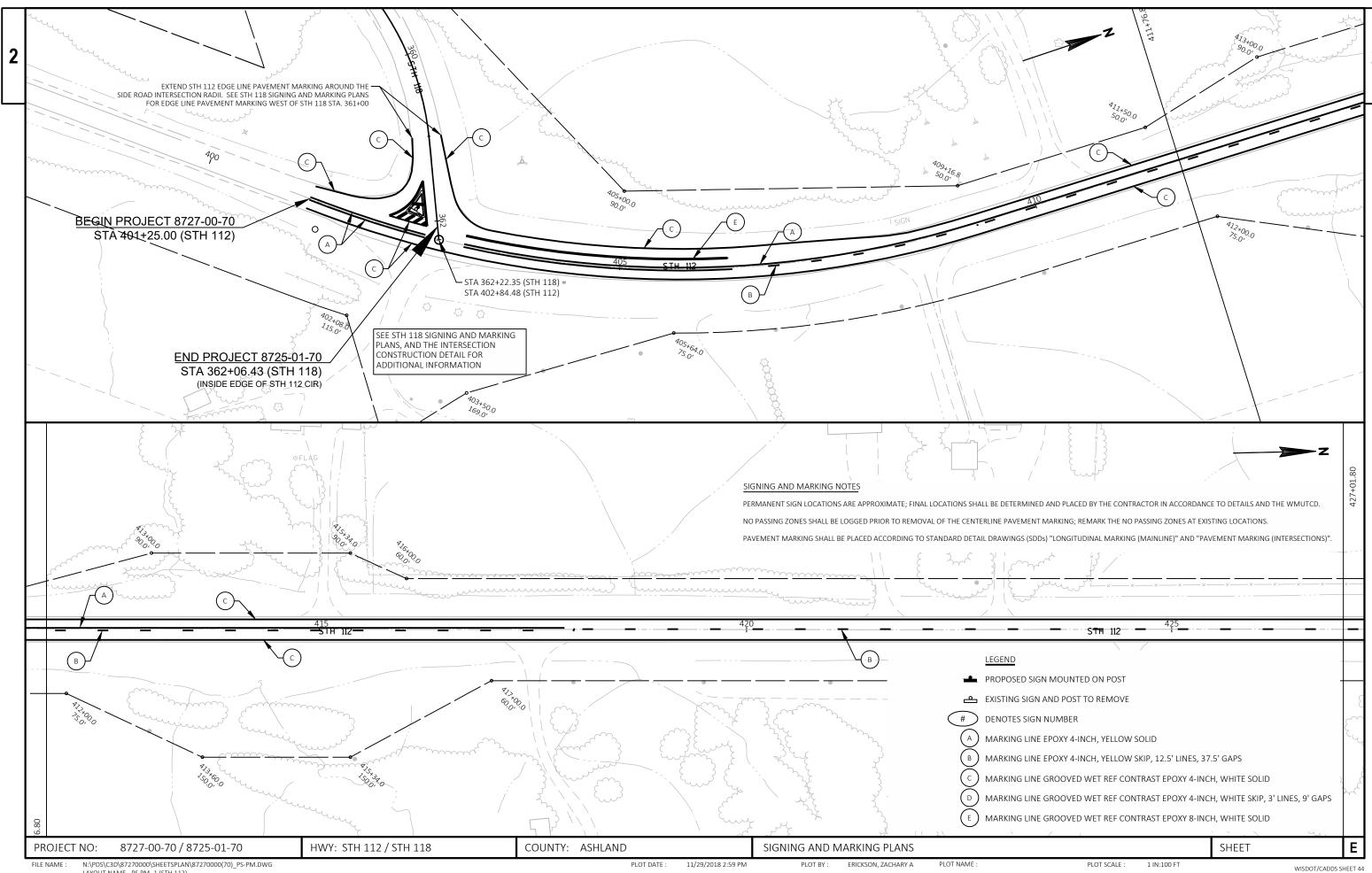


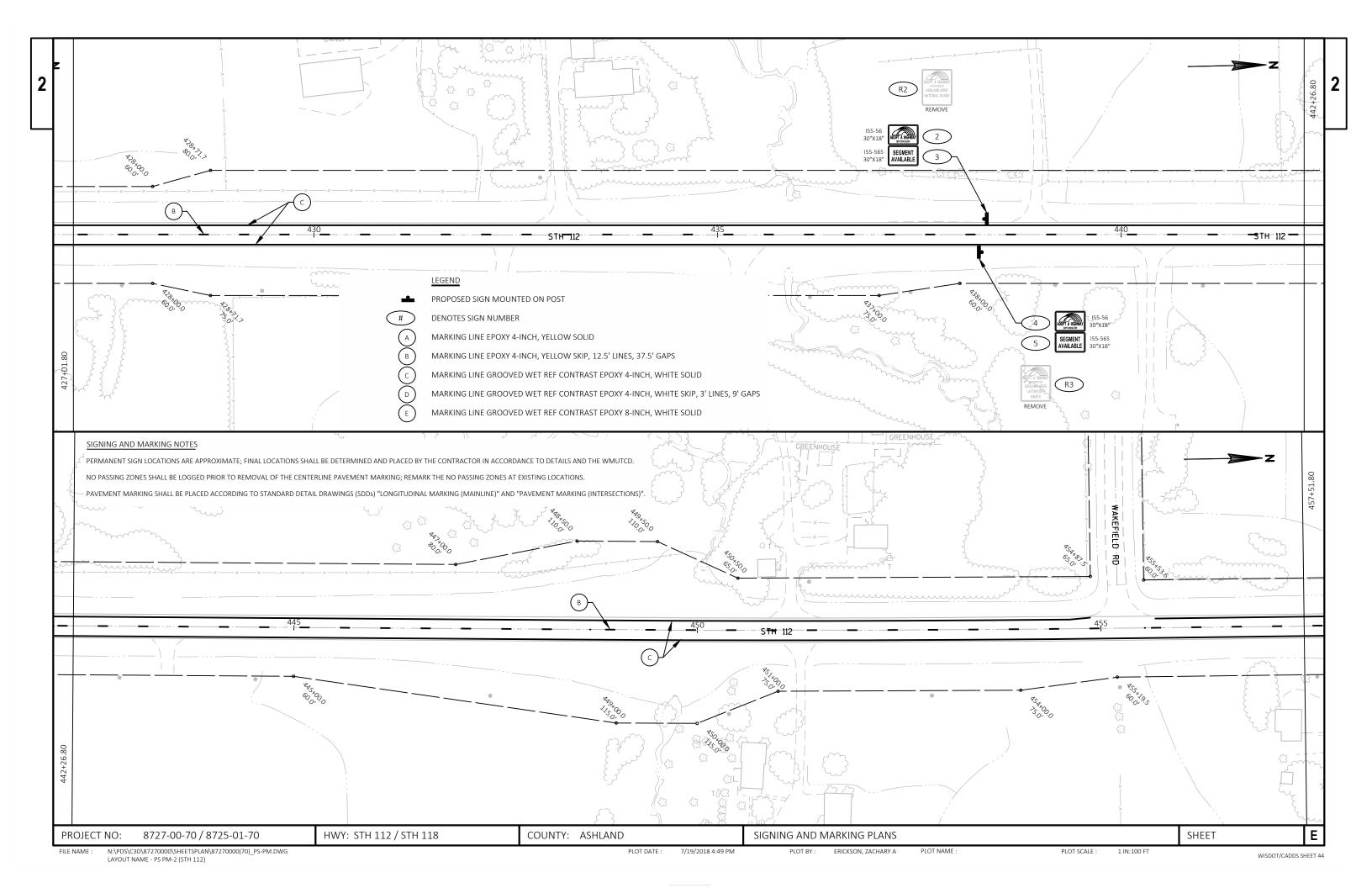


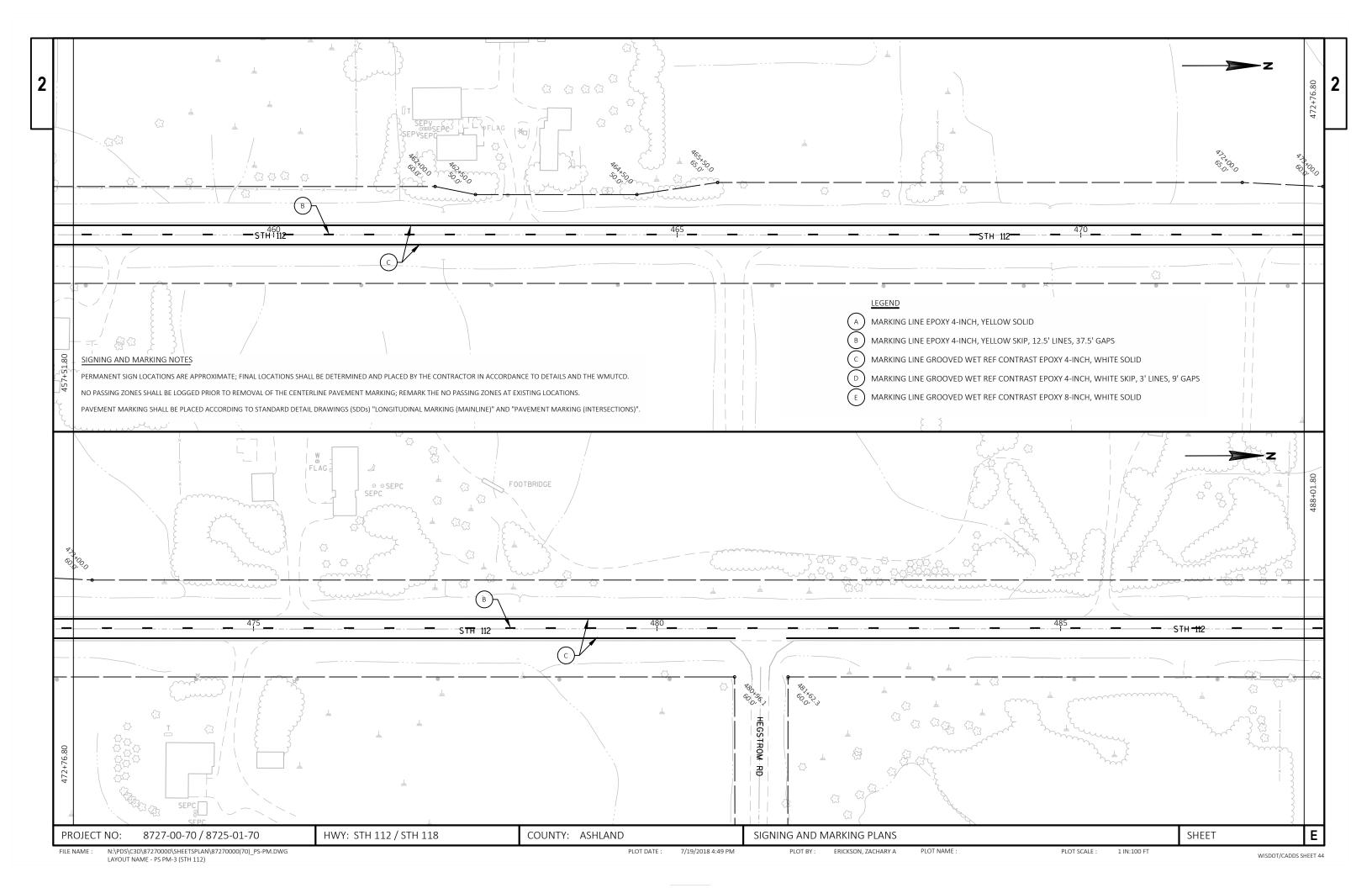


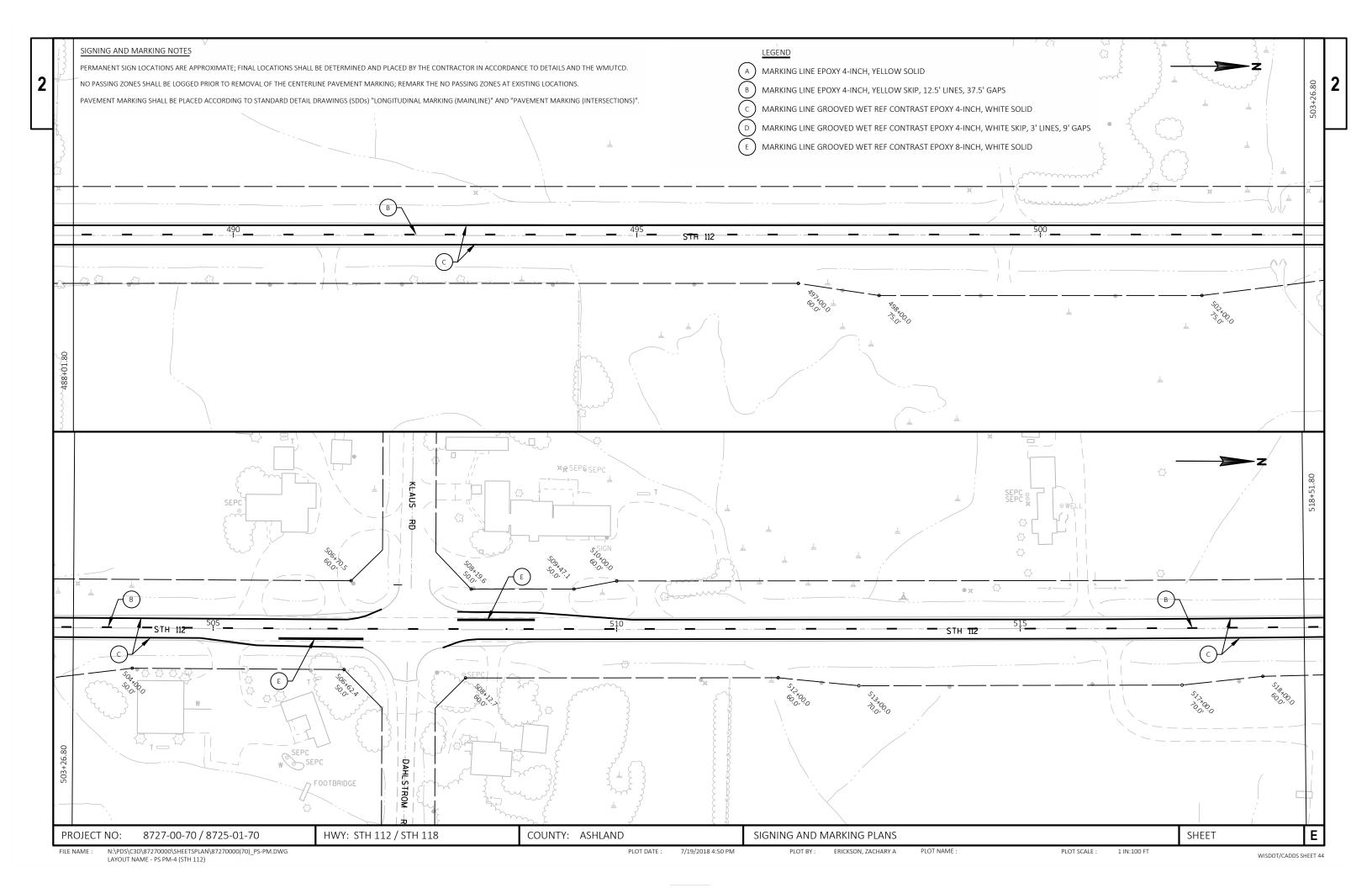


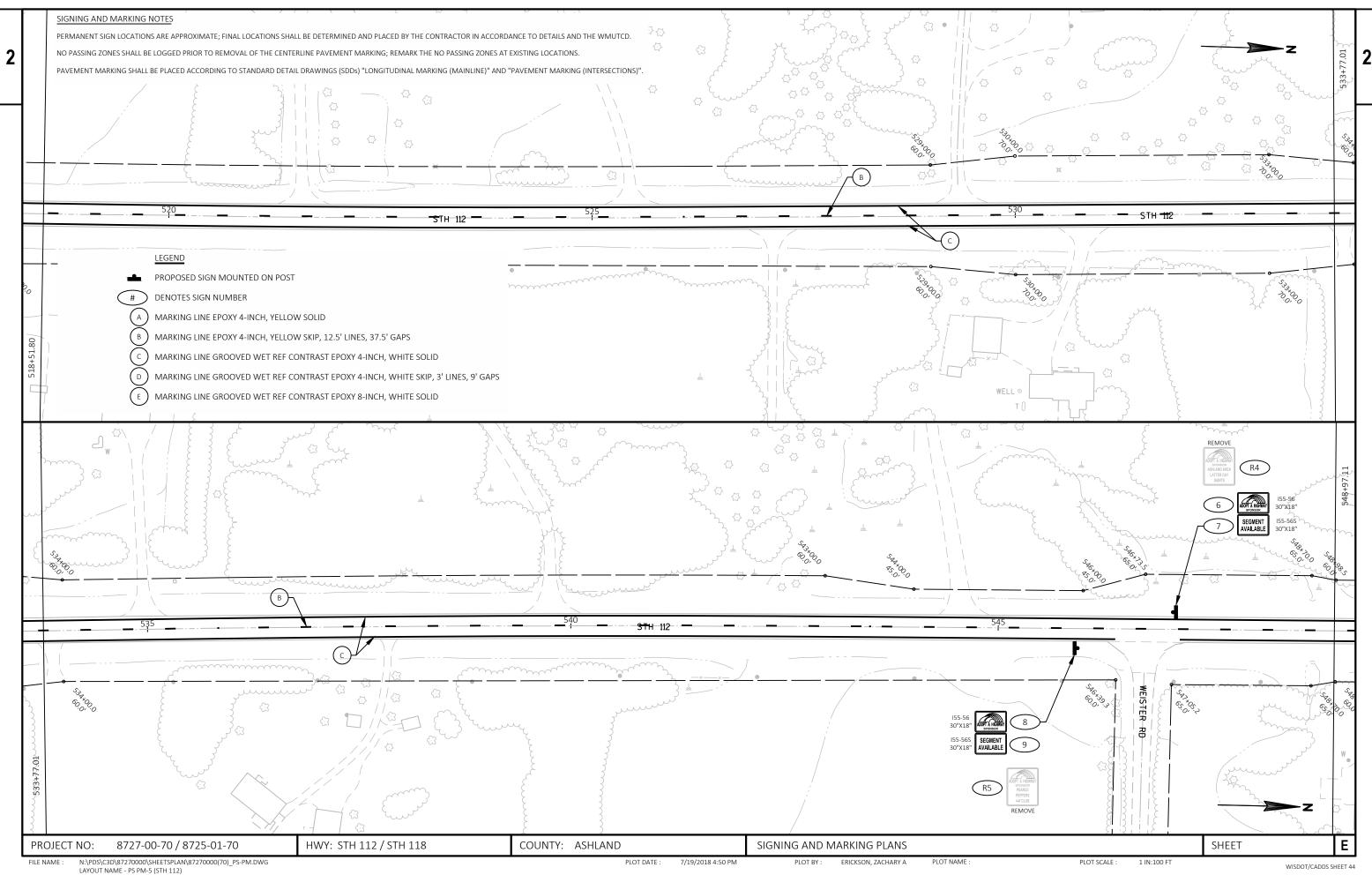
LAYOUT NAME - PS PM-2 (STH 118)



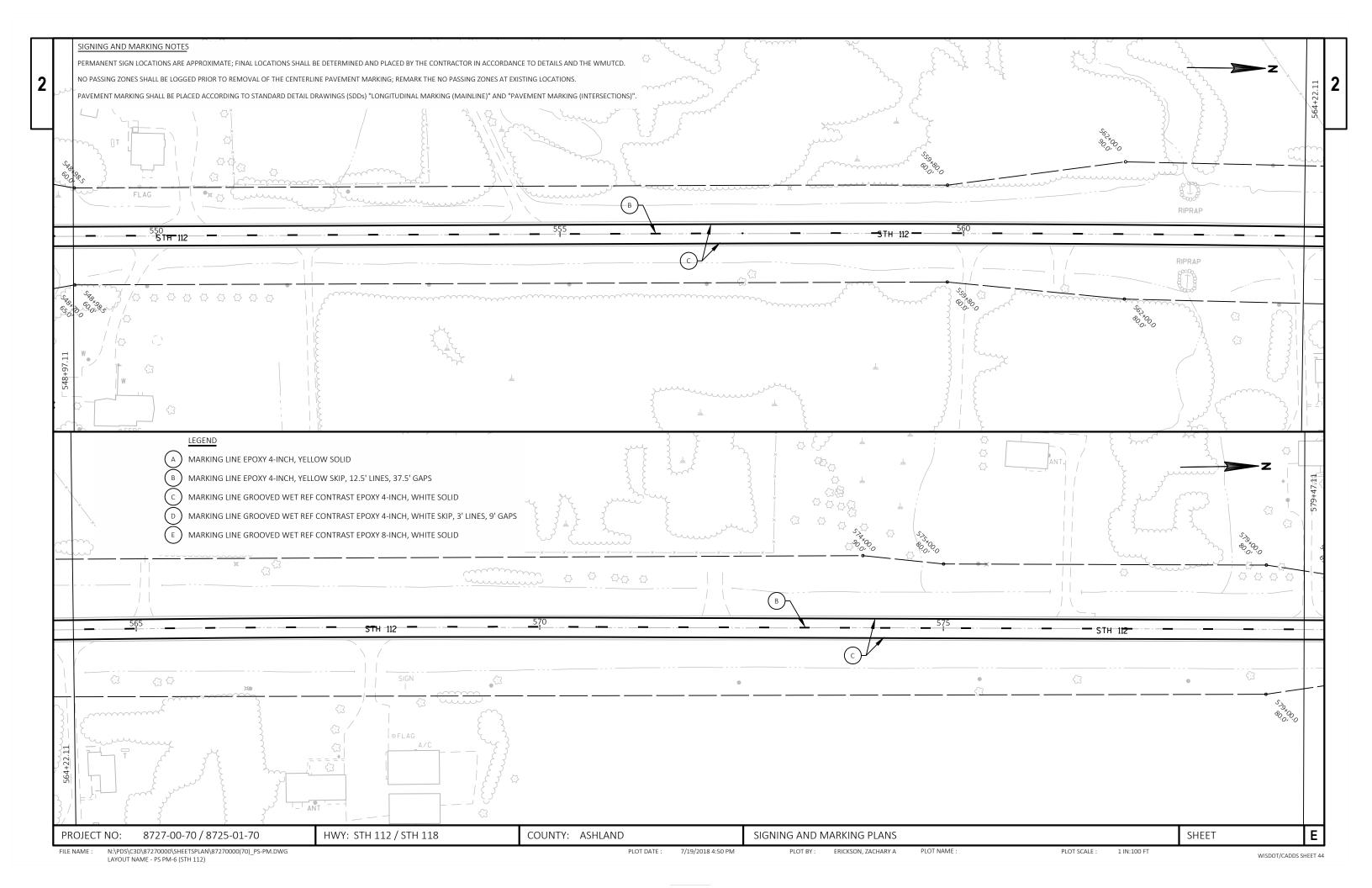


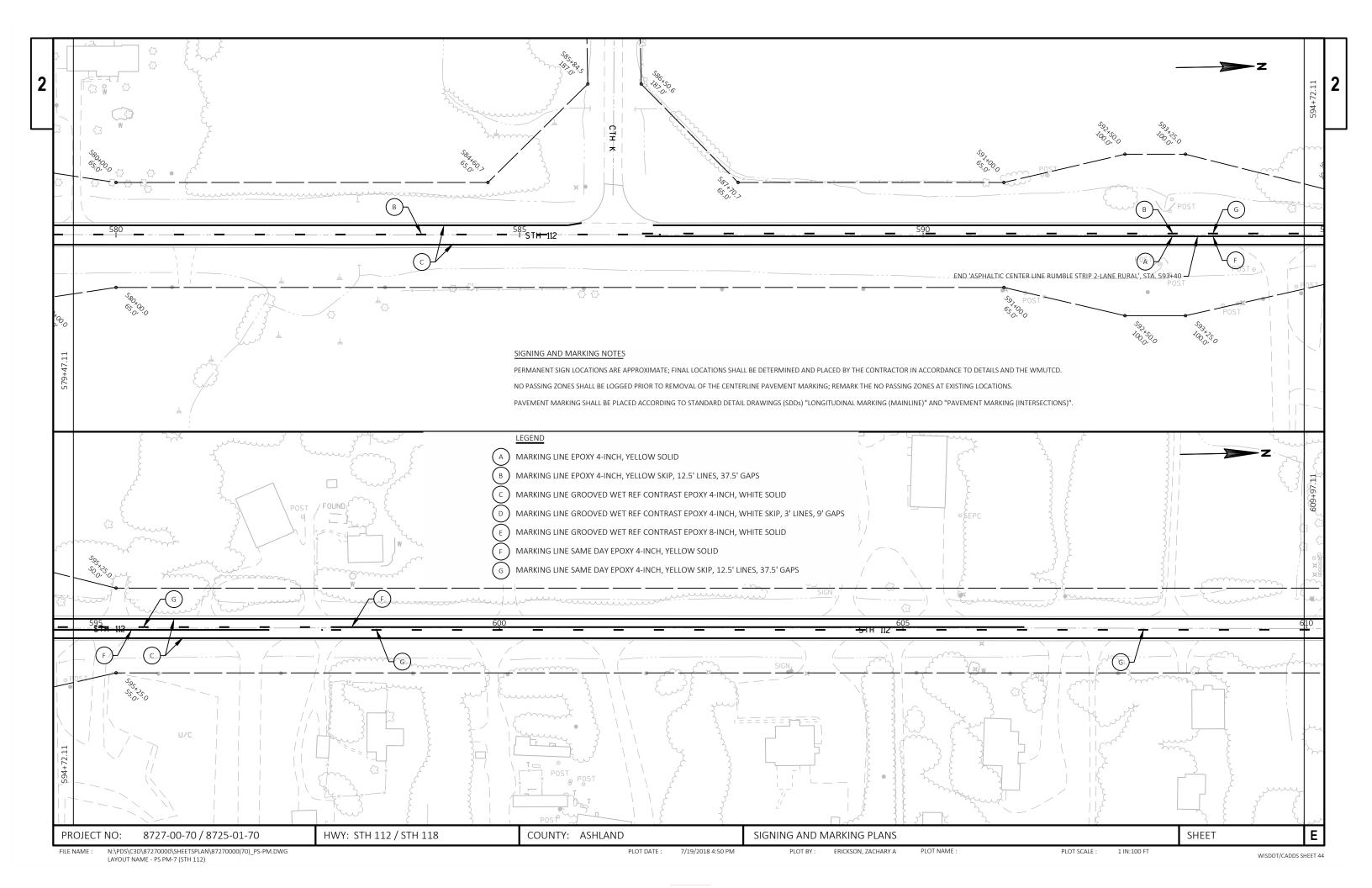


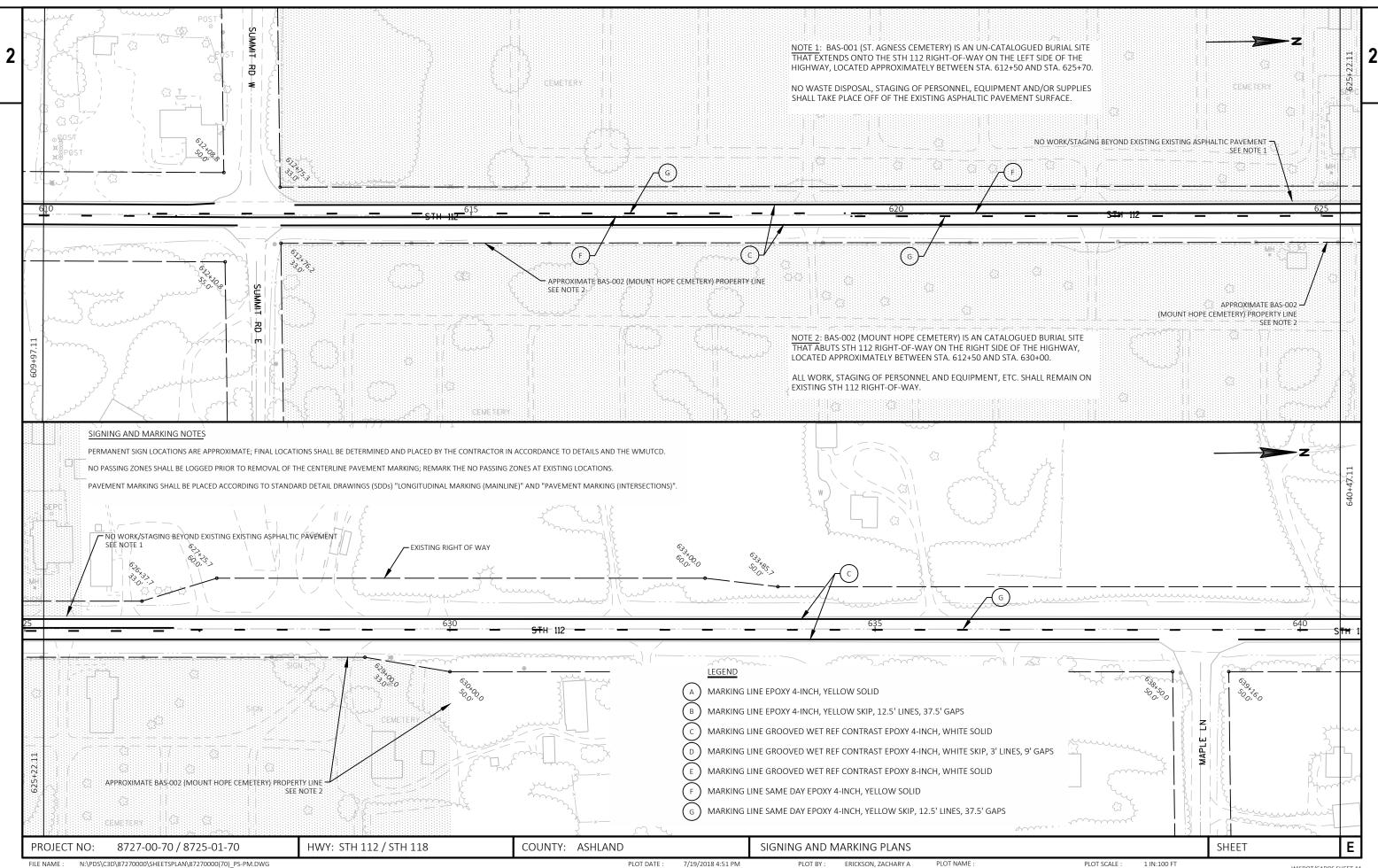




WISDOT/CADDS SHEET 44

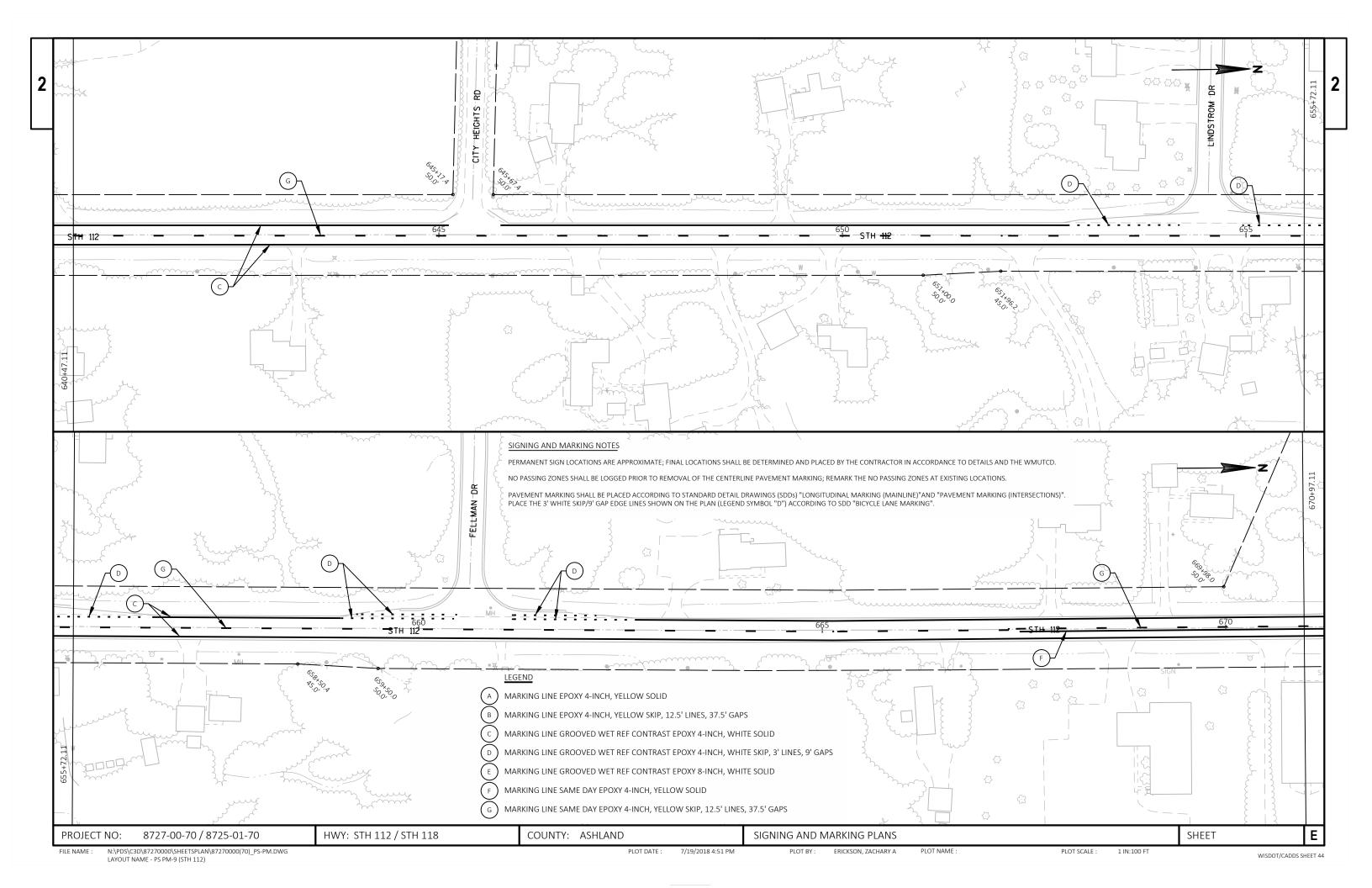


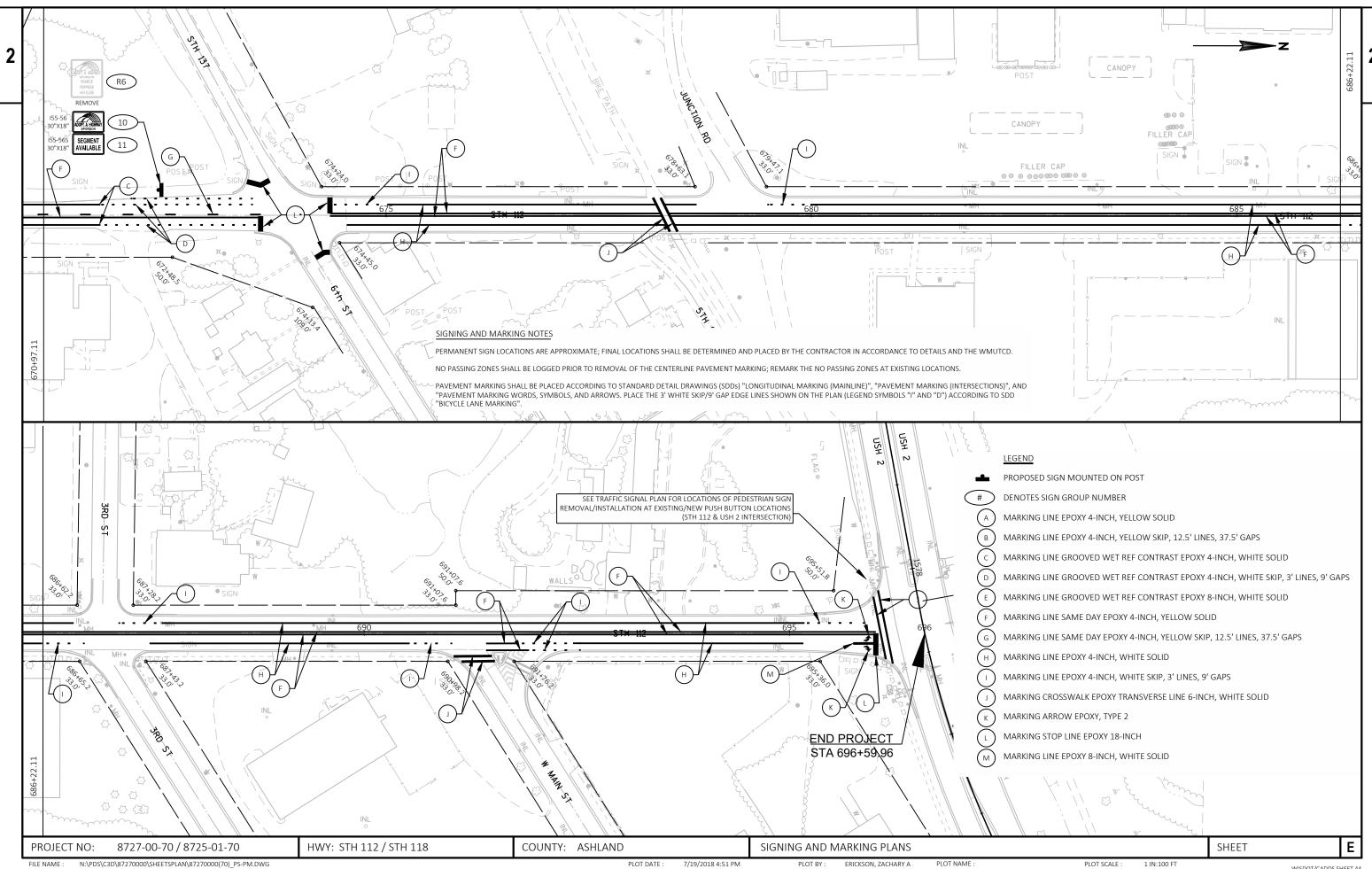




LAYOUT NAME - PS PM-8 (STH 112)

WISDOT/CADDS SHEET 44





LAYOUT NAME - PS PM-10 (STH 112)

# **Estimate Of Quantities**

8725-01-70	8727-00-70
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					0125-01-10	0121-00-10	
Line	Item	Item Description	Unit	Total	Qty	Qty	
0002	204.0109.S	Removing Concrete Surface Partial Depth	SF	14,548.000		14,548.000	
0004	204.0110	Removing Asphaltic Surface	SY	1,350.000	50.000	1,300.000	
0006	204.0115	Removing Asphaltic Surface Butt Joints	SY	537.000	27.000	510.000	
8000	204.0120	Removing Asphaltic Surface Milling	SY	119,204.000	14,472.000	104,732.000	
0010	204.0150	Removing Curb & Gutter	LF	128.000		128.000	
0012	204.0155	Removing Concrete Sidewalk	SY	83.000		83.000	
0014	211.0100	Prepare Foundation for Asphaltic Paving (project) 01. 8727-00-70	LS	1.000		1.000	
0016	211.0100	Prepare Foundation for Asphaltic Paving (project) 02. 8725-01-70	LS	1.000	1.000		
0018	213.0100	Finishing Roadway (project) 01. 8727-00-70	EACH	1.000		1.000	
0020	213.0100	Finishing Roadway (project) 02. 8725-01-70	EACH	1.000	1.000		
0022	305.0110	Base Aggregate Dense 3/4-Inch	TON	1,863.000	226.000	1,637.000	
0024	305.0500	Shaping Shoulders	STA	650.000	106.000	544.000	
0026	416.0610	Drilled Tie Bars	EACH	44.000		44.000	
0028	455.0605	Tack Coat	GAL	7,824.000	1,027.000	6,797.000	
0030	460.2000	Incentive Density HMA Pavement	DOL	9,010.000	1,060.000	7,950.000	
0032	460.4110.S	Reheating HMA Pavement Longitudinal Joints	LF	34,784.000	5,281.000	29,503.000	
0034	460.6644	HMA Pavement 4 MT 58-34 V	TON	12,151.000	1,643.000	10,508.000	
0036	460.7645	HMA Pavement 5 HT 58-34 V	TON	1,904.000		1,904.000	
0038	465.0105	Asphaltic Surface	TON	800.000		800.000	
0040	465.0110	Asphaltic Surface Patching	TON	350.000	275.000	75.000	
0042	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	145.000		145.000	
0044	465.0475	Asphalt Centerline Rumble Strips 2-Lane Rural	LF	16,121.000		16,121.000	
0046	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	69.000		69.000	
0048	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	20.000		20.000	
0050	601.0413	Concrete Curb & Gutter 6-Inch Sloped 30-Inch Type G	LF	39.000		39.000	
0052	601.0576	Concrete Curb & Gutter 4-Inch Sloped 30-Inch Type J	LF	72.000	72.000		
0054	602.0405	Concrete Sidewalk 4-Inch	SF	944.000	191.000	753.000	
0056	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	76.000		76.000	
0058	602.0615	Curb Ramp Detectable Warning Field Radial Natural Patina	SF	19.500		19.500	
0060	611.8110	Adjusting Manhole Covers	EACH	10.000		10.000	
0062	611.8120.S	Cover Plates Temporary	EACH	10.000		10.000	
0064	618.0100	Maintenance And Repair of Haul Roads (project) 01. 8727-00-70	EACH	1.000		1.000	
0066	618.0100	Maintenance And Repair of Haul Roads (project) 02. 8725-01-70	EACH	1.000	1.000		
0068	619.1000	Mobilization	EACH	1.000	0.100	0.900	
0070	628.1905	Mobilizations Erosion Control	EACH	3.000		3.000	
0072	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000		2.000	

8727-00-70

8725-01-70

Page 2

Unit Total Qty Line Item **Item Description** Qty 0074 628.2008 Erosion Mat Urban Class I Type B SY 30.000 30.000 **EACH** 0076 628.7015 Inlet Protection Type C 20.000 20.000 0078 629.0210 Fertilizer Type B **CWT** 0.020 0.020 LB 0.500 0.500 0800 630.0110 Seeding Mixture No. 10 0082 LB 0.800 0.800 630.0200 Seeding Temporary **EACH** 1.000 5.000 0084 634.0614 Posts Wood 4x6-Inch X 14-FT 6.000 SF 0086 Signs Type II Reflective H 46.440 5.180 637.2210 41.260 **EACH** 8800 638.2602 Removing Signs Type II 12.000 2.000 10.000 0090 638.3000 Removing Small Sign Supports **EACH** 7.000 2.000 5.000 0092 642.5001 Field Office Type B **EACH** 1.000 0.100 0.900 0094 643.0300 Traffic Control Drums DAY 1,700.000 1,700.000 0096 643.0310.S Temporary Portable Rumble Strips 01. Project 8727-00- LS 1.000 1.000 1.000 0098 643.0310.S Temporary Portable Rumble Strips 02. Project 8725-01- LS 1.000 DAY 112.000 112.000 0100 643.0410 Traffic Control Barricades Type II 140.000 0102 643.0420 Traffic Control Barricades Type III DAY 140.000 0104 643.0500 Traffic Control Flexible Tubular Marker Posts **EACH** 3.000 3.000 0106 643.0600 Traffic Control Flexible Tubular Marker Bases **EACH** 3.000 3.000 0108 643.0705 Traffic Control Warning Lights Type A DAY 112.000 112.000 DAY 5,554.000 0110 643.0900 Traffic Control Signs 6,269.000 715.000 SF 0112 643.1000 Traffic Control Signs Fixed Message 16.000 16.000 0114 643.1050 Traffic Control Signs PCMS DAY 60.000 60.000 0116 643.5000 Traffic Control **EACH** 1.000 0.100 0.900 0118 644.1420.S Temporary Pedestrian Surface Plywood SF 540.000 540.000 Temporary Pedestrian Safety Fence LF 215.000 215.000 0120 644.1616.S LF 0122 646.1020 Marking Line Epoxy 4-Inch 21,743.000 10,562.000 11,181.000 0124 646.1545 Marking Line Grooved Wet Ref Contrast Epoxy 4-Inch LF 54,456.000 54,456.000 0126 646.3020 Marking Line Epoxy 8-Inch LF 27.000 27.000 LF 0128 646.3545 Marking Line Grooved Wet Ref Contrast Epoxy 8-Inch 628.000 113.000 515.000 Marking Line Same Day Epoxy 4-Inch LF 0130 646.4520 17,616.000 3,469.000 14,147.000 0132 Marking Arrow Epoxy **EACH** 2.000 2.000 646.5020 Marking Stop Line Epoxy 18-Inch LF 111.000 0134 646.6120 111.000 LF 0136 646.7120 Marking Diagonal Epoxy 12-Inch 45.000 45.000 Marking Crosswalk Epoxy Transverse Line 6-Inch LF 0138 646.7420 343.000 343.000 LF 0140 649.0105 Temporary Marking Line Paint 4-Inch 28,174.000 2,681.000 25,493.000 0142 Construction Staking Curb Gutter and Curb & Gutter LF 135.000 72.000 63.000 650.5500 LF 0144 650.8000 Construction Staking Resurfacing Reference 35,115.000 5,281.000 29,834.000 **EACH** 0146 650.9000 Construction Staking Curb Ramps 4.000 4.000 0148 650.9910 Construction Staking Supplemental Control (project) 01. LS 1.000 1.000

					8725-01-70	8727-00-70
Line	Item	Item Description	Unit	Total	Qty	Qty
		8727-00-70				
0150	650.9910	Construction Staking Supplemental Control (project) 02. 8725-01-70	LS	1.000	1.000	
0152	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	68.000		68.000
0154	652.0700.S	Install Conduit into Existing Item	EACH	4.000		4.000
0156	653.0900	Adjusting Pull Boxes	EACH	1.000		1.000
0158	654.0101	Concrete Bases Type 1	EACH	4.000		4.000
0160	655.0210	Cable Traffic Signal 3-14 AWG	LF	188.000		188.000
0162	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	264.000		264.000
0164	657.0100	Pedestal Bases	EACH	4.000		4.000
0166	657.0405	Traffic Signal Standards Aluminum 3.5-FT	EACH	4.000		4.000
0168	658.0412	Pedestrian Signal Face 12-Inch	EACH	4.000		4.000
0170	658.0500	Pedestrian Push Buttons	EACH	4.000		4.000
0172	658.5069	Signal Mounting Hardware (location) 01. STH 112 &	LS	1.000		1.000
J 17 Z	000.0000	USH 2		1.000		1.000
0174	690.0150	Sawing Asphalt	LF	1,405.000	122.000	1,283.000
0176	690.0250	Sawing Concrete	LF	148.000		148.000
0178	740.0440	Incentive IRI Ride	DOL	26,350.000	4,000.000	22,350.000
0180	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	2,000.000		2,000.000
0182	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	630.000		630.000
0184	SPV.0035	Special 01. Base Repair for CIR Pavement	CY	575.000		575.000
0186	SPV.0035	Special 02. Base Repair for HMA Pavement	CY	275.000	175.000	100.000
0188	SPV.0060	Special 01. Adjusting Water Valves	EACH	11.000		11.000
0190	SPV.0090	Special 01. Concrete Curb and Gutter Cure and Seal	LF	200.000	72.000	128.000
		Treatment				
0192	SPV.0105	Special 01. Prepare Foundation for CIR Asphalt Pavement Project 8727-00-70	LS	1.000		1.000
0194	SPV.0105	Special 02. Material Transfer Vehicle Project 8727-00-70	LS	1.000		1.000
0196	SPV.0105	Special 03. Material Transfer Vehicle Project 8725-01-70	LS	1.000	1.000	
0198	SPV.0105	Special 04. Remove Pedestrian Signal Face and Push Button Equipment STH 112 & USH 2	LS	1.000		1.000
0200	SPV.0105	Special 05. Prepare Foundation for HMA Layer Project 8727-00-70	LS	1.000		1.000
0202	SPV.0105	Special 06. Milling and Removing Temporary Joint Project 8727-00-70	LS	1.000		1.000
0204	SPV.0105	Special 07. Milling and Removing Temporary Joint Project 8725-01-70	LS	1.000	1.000	
0206	SPV.0165	Special 01. Concrete Sidewalk Cure and Seal Treatment	SF	944.000	191.000	753.000
0208	SPV.0180	Special 01. Cold In-Place Recycling (CIR) Pavement w/	SY	96,930.000		96,930.000

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Estimate	Of	Quantities
LStilliate	OI.	Quantities

Page 4

8725-01-70	8727-00-70
0123-01-10	0121-00-10

Line	Item	Item Description	Unit	Total	Qty	Qty
		Higher Moisture and 3-Day Set Time				
0210	SPV.0195	Special 01. Asphalt Stabilizing Agent	TON	406.000		406.000

3

#### REMOVING ASPHALTIC SURFACE

#### REMOVING ASPHALTIC SURFACE BUTT JOINTS

LOCATION

MAINLINE

HEGSTROM RD

KLAUSE RD

STATION

30925

40125 --

48127 RT

50745 LT

CATEGORY ALIGNMENT

STH 112

STH 112

STH 112

STH 118

PROJECT 8727-00-70

0010

0010

0010

0010

204.0115

SY

40

25

40

27

27

REMARKS

BEGIN PROJECT

RURAL SIDEROAD

RURAL SIDEROAD

BEGIN PROJECT

				204.0110	
CATEGORY	ALIGNMENT	STATION	LOCATION	SY	REMARKS
PROJECT 87	27-00-70				
0010	USH 2	1578+00	LT	5	ASPHALTIC PATH ADJACENT TO CURB RAMP
0010	STH 112	440+38	RT	45	ENTRANCE
0010	STH 112	451+28	RT	38	ENTRANCE
0010	STH 112	463+10	LT	34	ENTRANCE
0010	STH 112	472+11	RT	51	ENTRANCE
0010	STH 112	505+15	RT	34	ENTRANCE
0010	STH 112	505+45	LT	68	ENTRANCE
0010	STH 112	506+52	LT	26	ENTRANCE
0010	STH 112	508+52	RT	22	ENTRANCE
0010	STH 112	509+27	LT	31	ENTRANCE
0010	STH 112	510+40	LT	54	ENTRANCE
0010	STH 112	516+17	RT	40	ENTRANCE
0010	STH 112	530+80	RT	52	ENTRANCE
0010	STH 112	535+00	LT	42	ENTRANCE
0010	STH 112	537+85	RT	16	ENTRANCE
0010	STH 112	549+90	RT	37	ENTRANCE
0010	STH 112	564+18	RT	49	ENTRANCE
0010	STH 112	567+90	RT	38	ENTRANCE
0010	STH 112	576+52	LT	38	ENTRANCE
0010	STH 112	594+40	RT	95	ENTRANCE
0010	STH 112	622+28	LT	29	ENTRANCE
0010	STH 112	625+37	LT	43	ENTRANCE
0010	STH 112	636+57	RT	22	ENTRANCE
0010	STH 112	640+30	LT	36	ENTRANCE
0010	STH 112	643+25	RT	17	ENTRANCE
0010	STH 112	646+54	LT	19	ENTRANCE
0010	STH 112	646+80	RT	42	ENTRANCE
0010	STH 112	649+85	RT	24	ENTRANCE
0010	STH 112	663+15	LT	26	ENTRANCE
0010	STH 112	667+82	LT	21	ENTRANCE
0010	STH 112	668+65	RT	61	ENTRANCE
0010	STH 112	669+25	LT	17	ENTRANCE
0010	STH 112	670+60	RT	54	ENTRANCE
0010	STH 112	672+00	RT	74	ENTRANCE
		CATEGO	RY 0010 TOTAL	1300	
		PROJECT 8727	7-00-70 TOTAL	1300	

0010	STH 112	58619	LT	CTH K	29	RURAL SIDEROAD
0010	STH 112	61248	LT	SUMMIT RD W	29	RURAL SIDEROAD
0010	STH 112	63885	RT	MAPLE LN	25	RURAL SIDEROAD
0010	STH 112	64544	LT	CITY HEIGHTS RD	25	CURBED SIDEROAD
0010	STH 112	65455	LT	LINSTROM RD	31	CURBED SIDEROAD
0010	STH 112	66065	LT	FELLMAN DR	31	CURBED SIDEROAD
0010	STH 112	67311		MAINLINE	47	STH 137 CONC. INT.
0010	STH 112	67453		MAINLINE	45	STH 137 CONC. INT.
0010	STH 112	67930	LT	JUNCTION RD	38	CURBED SIDEROAD
0010	STH 112	68693	LT	22ND AVE W	34	CURBED SIDEROAD
0010	STH 112	68693	RT	3RD ST W	38	CURBED SIDEROAD
0010	STH 112	69135	RT	MAIN ST W	33	CURBED SIDEROAD
			CA	TEGORY 0010 TOTAL	510	
		PRO	JECT	8727-00-70 TOTAL	510	
PROJECT 87	25-01-70					

MAINLINE CATEGORY 0010 TOTAL

PROJECT 8725-01-70 TOTAL

PRO1FCT	8725-01	-70

0010	STH 118	361+85	RT	50	STH 112 I	INT.	- FOR	RIGHT	TURN	ISLAND
		CATEGOR	Y 0010 TOTAL	50						
		PROJECT 8725	-01-70 TOTAL	50						

 PROJECT NO: 8727-00-70 / 8725-01-70
 HWY: STH 112 / STH 118
 COUNTY: ASHLAND
 MISCELLANEOUS QUANTITIES
 E

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## MILLING REMOVAL SUMMARY

									REMOVING ASPHALTIC SURFACE MILLING	REMOVING CONCRETE SURFACE PARTIAL DEPTH	
						WIDTH	AREA		204.0120	204.0109.s	MILLING
CATEGORY	ALIGNMENT	STATION TO	STATION	SIDE	LF	(FT)	(SF)	LOCATION	SY	SF	DEPTH (IN)
PROJECT 8	8727-00-70										
0010	STH 112	401+25 -	666+66	LT & RT	26541	30	796230	MAINLINE	88470		2.00
0010	STH 112	666+66 -	673+11	LT & RT	645	30	19350	MAINLINE	2150		4.00
0010	STH 112	674+53 -	690+75	LT & RT	1622	40	64880	MAINLINE	7209		2.25
0010	STH 112	690+75 -	695+25	LT & RT	450	40	18000	MAINLINE	2000		2.75
0010	STH 112	401+25 -	408+25	LT			5828	RT TURN LANE FOR STH 118 & INT. TAPER	648		2.00
0010	STH 112	401+50 -	404+18	RT			1090	SHOULDER WIDENING	121		2.00
0010	STH 112	454+84 -	455+62	LT			1450	WAKEFIELD RD	161		2.00
0010	STH 112	480+90 -	481+70	RT			1725	HEGSTROM RD	192		2.00
0010	STH 112	504+80 -	509+00	RT			4635	DAHLSTROM RD, RT TURN LANE & INT. TAPER	515		2.00
0010	STH 112	504+80 -	509+85	LT			4200	KLAUS RD, RT TURN LANE & INT. TAPER	467		2.00
0010	STH 112	546+30 -	547+25	RT			1740	WEISTER RD	193		2.00
0010	STH 112	585+70 -	586+75	LT			1695	СТН К	188		2.00
0010	STH 112	611+95 -	612+95	LT			2110	SUMMIT RD W.	234		2.00
0010	STH 112	612+08 -	612+78	RT			715	SUMMIT RD E.	79		2.00
0010	STH 112	638+35 -	639+35	RT			2524	MAPLE LN	280		2.00
0010	STH 112	644+50 -	645+85	LT			1170	CITY HEIGHTS RD	130		2.00
0010	STH 112	652+73 -	656+75	LT			4560	LINDSTROM RD & INT. TAPERS	507		2.00
0010	STH 112	659+00 -	662+60	LT			4735	FELLMAN DR & INT. TAPERS	526		2.00
0010	STH 112	671+15 -	673+11	LT			860	STH 137 TAPER	96		4.00
0010	STH 112	671+60 -	673+50	RT			350	6TH ST W. TAPER	39		4.00
0010	STH 112	678+63 -	679+60	LT			1915	JUNCTION RD	213		2.00
0010	STH 112	686+58 -	687+30	LT			845	22ND AVE W.	94		2.00
0010	STH 112	686+50 -	687+50	RT			1565	3RD ST W.	174		2.00
0010	STH 112	690+85	691+50	RT			419	MAIN ST W.	47		1.50
0010	STH 112	674+53 -	690+75	LT & RT		2 & 2	6496	CURB PAN OF MAINLINE (INCLUDES SIDE ROAD RADII)		6496	2.00
0010	STH 112	690+75 -	695+25	LT & RT		2 & 2	1912	CURB PAN OF MAINLINE (INCLUDES SIDE ROAD RADII)		1912	1.50
0010	STH 112	695+25 -	696+28	LT & RT		VARIES	6140	MAINLINE (APPROACH TO USH 2 INT.)		6140	1.50
								CATEGORY 0010 TOTAL	104732	14548	•
								PROJECT 8727-00-70 TOTAL	104732	14548	
PROJECT 87	725-01-70										
0010	STH 118	309+25 -	359+00	LT & RT	4975	24	119400	MAINLINE	13267	0	2.00
0010	STH 118	359+00	362+06	LT & RT	306	VARIES	10846	MAINLINE & INT. TAPERS	1205	0	2.00
								CATEGORY 0010 TOTAL	14472	0	•
								PROJECT 8725-01-70 TOTAL		0	

## REMOVING CONCRETE CURB & GUTTER AND SIDEWALK

						REMOVING CURB & GUTTER 204.0150	REMOVING CONCRETE SIDEWALK 204.0155	
CATEGORY	ALINGMENT	STATION	TO	STATION	LOCATION	LF	SY	REMARKS
PROJECT 87	27-00-70							
0010	STH 112	696+10	-	696+30	RT	24	25	SE QUADRANT OF INT.
0010	STH 112	695+95	-	696+10	LT	39	42	SW QUADRANT OF INT.
0010	USH 2	1577+96	-	1578+04	MEDIAN		9	MEDIAN (WEST)
0010	USH 2	1577+94	-	1578+06	LT		7	NW QUADRANT OF INT.
				CATE	GORY 0010 TOTAL	63	83	
0020	STH 112	694+47	-	694+67	RT	20		AT ABANDONED CE
0020	STH 112	695+19	-	695+64	RT	45		AT ABANDONED CE
				CATE	GORY 0020 TOTAL	65	0	
				PROJECT 8	727-00-70 TOTAL	128	83	

## BASE AGGREGATE DENSE 3/4-INCH

305.0110

				505.0220	
ALINGMENT	STATION TO	STATION	LOCATION	TON	REMARKS
27-00-70					
STH 112	40125 -	63850	LT & RT	1449	REFRESH 5' AGG. SHOULDERS
STH 112				148	74 ENTRANCE LOCATIONS @ 2 TONS
STH 112	45519		WAKEFIELD RD	5	UNPAVED SIDEROAD (LT)
STH 112	50740		DAHLSTROM RD	5	UNPAVED SIDEROAD (RT)
STH 112	54676		WEISTER RD	5	UNPAVED SIDEROAD (RT)
STH 112	61248		SUMMIT RD E	5	UNPAVED SIDEROAD (RT)
STH 112				20	UNDISTRIBUTED, BELOW CONCRETE SIDEWALK & CURB AND GUTTER
			CATEGORY 0010 TOTAL	1637	
		PRO	JECT 8727-00-70 TOTAL	1637	
25-01-70					
STH 118	30925 -	36206	LT & RT	195	3' AGG. SHOULDERS
STH 118				16	8 ENTRANCE LOCATIONS @ 2 TONS
STH 118	31094		ASHLAND BAYFIELD RD	5	UNPAVED SIDEROAD (LT)
STH 118	34518		BENSON RD	5	UNPAVED SIDEROAD (RT)
STH 118			<u></u>	5	UNDISTRIBUTED, BELOW CONCRETE ISLAND
			CATEGORY 0010 TOTAL	226	
		DDO	JECT 8725-01-70 TOTAL	226	
	27-00-70  STH 112  STH 118  STH 118  STH 118	27-00-70  STH 112	27-00-70  STH 112	27-00-70  STH 112	STH 112

#### SHAPING SHOULDERS

						305.0500
CATEGORY	ALINGMENT	STATION	TO	STATION	LOCATION	STA
PROJECT 872	27-00-70					
0010	STH 112	401+25	-	673+11	LT & RT	544
					CATEGORY 0010 TOTAL	544
				Р	ROJECT 8727-00-70 TOTAL	544
PROJECT 872	25-01-70					
0010	STH 118	309+25	-	362+06	LT & RT	106
					CATEGORY 0010 TOTAL	106
				Р	ROJECT 8725-01-70 TOTAL	106

#### DRILLED TIE BARS

						416.0610	
CATEGORY	ALINGMENT	STATION	T0	STATION	LOCATION	EACH	REMARKS
PROJECT 87	27-00-70						
0010	STH 112	696+10	-	696+30	RT (SE QUADRANT OF INT.)	10	BTWN NEW C&G AND EXIST. PCC PAVEMENT
0010	STH 112	695+95	-	696+10	LT (SW QUADRANT OF INT.)	16	BTWN NEW C&G AND EXIST. PCC PAVEMENT
					CATEGORY 0010 TOTAL	26	
0020	STH 112	695+19	-	695+64	RT (AT ABANDONED CE)	18	BTWN NEW C&G AND EXIST. PCC PAVEMENT
					CATEGORY 0020 TOTAL	18	
	_		•		PROJECT 8727-00-70 TOTAL	44	

## REHEATING HMA PAVEMENT LONGITUDINAL JOINTS

CATEGORY PROJECT 87	ALINGMENT	STATION TO	STATION	460.4110.S LF
0010	STH 112	401+25 -	696+28	29503
		CATEGOR	Y 0010 TOTAL	29503
		PROJECT 8727	-00-70 TOTAL	29503
PROJECT 87 0010	25-01-70 STH 118	309+25 -	302100	5281
		PROJECT 8725	Y 0010 TOTAL -01-70 TOTAL	5281 5281

PROJECT NO: 8727-00-70 / 8725-01-70 HWY: STH 112 / STH 118 COUNTY: ASHLAND MISCELLANEOUS QUANTITIES SHEET: **E** 

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## HMA PAVEMENT AND TACK COAT SUMMARY

							TACK COAT 455.0605	PAVEMENT 4MT58-34V 460.6644	PAVEMENT 5HT58-34V 460.7645	НМА
CATEGORY	ALIGNMENT	STATION	TO	STATION		LOCATION	GAL	TON	TON	THICKNESS
PROJECT 8727-00-70										
0010	STH 112	401+25	-	638+50	LT & RT	MAINLINE (30' WIDTH)	4745	8857		2"
0010	STH 112	638+50	-	666+66	LT & RT	MAINLINE (34' WIDTH)	638	1191		2"
0010	STH 112	666+66	-	673+11	LT & RT	MAINLINE (34' WIDTH)	292		546	4"
0010	STH 112	674+53	-	690+75	LT & RT	MAINLINE (44' WIDTH)	476		888	2"
0010	STH 112	690+75	-	695+25	LT & RT	MAINLINE (44' WIDTH)	264		339	2.75"
0010	STH 112	695+25	-	696+28	LT & RT	MAINLINE & INT. TAPERS	48		57	1.5"
0010	STH 112	403+15	-	408+25	LT	RT TURN LANE	32	50		2"
0010	STH 112	401+50	-	404+18	RT	SHOULDER WIDENING	8	14		2"
0010	STH 112	454+84	-	455+62	LT	WAKEFIELD RD	11	18		2"
0010	STH 112	480+90	-	481+70	RT	HEGSTROM RD	13	21		2"
0010	STH 112	504+80	-	509+00	RT	DAHLSTROM RD, TURN LANE & TAPER	45	72		2"
0010	STH 112	504+80	-	509+85	LT	KLAUS RD, TURN LANE & TAPER	33	52		2"
0010	STH 112	546+30	-	547+25	RT	WEISTER RD	14	22		2"
0010	STH 112	585+70	-	586+75	LT	CTH K	13	21		2"
0010	STH 112	611+95	-	612+95	LT	SUMMIT RD W.	16	26		2"
0010	STH 112	612+08	-	612+78	RT	SUMMIT RD E.	8	13		2"
0010	STH 112	638+35	-	639+35	RT	MAPLE LN	19	31		2"
0010	STH 112	645+06	-	645+77	LT	CITY HEIGHTS RD	8	13		2"
0010	STH 112	652+84	-	656+41	LT	LINDSTROM RD & TAPERS	36	57		2"
0010	STH 112	659+22	-	662+34	LT	FELLMAN DR & TAPERS	31	49		2"
0010	STH 112	671+58	-	673+11	LT	STH 137 TAPER	8		13	4"
0010	STH 112	671+60	-	673+50	RT	6TH ST W. TAPER	3		4	4"
0010	STH 112	678+63	-	679+60	LT	JUNCTION RD	15		24	2"
0010	STH 112	686+58	-	687+30	LT	22ND AVE W.	6		10	2"
0010	STH 112	686+50	-	687+50	RT	3RD ST W.	12		19	2"
0010	STH 112	690+85	-	691+50	RT	MAIN ST W. (S. OF PED. ISLAND)	3		4	2"
						CATEGORY 0010 TOTAL	6797	10508	1904	
						PROJECT 8727-00-70 TOTAL	6797	10508	1904	
PROJECT 8725-00-70										
0010	STH 118	309+25	-	359+00	LT & RT	MAINLINE (24' WIDTH)	929	1486		2"
0010	STH 118	359+00	_	362+06	LT & RT	MAINLINE & INT. TAPERS	98	157		2"
						CATEGORY 0010 TOTAL	1027	1643	0	
						PROJECT 8725-01-70 TOTAL	1027	1643	0	

#### **ASPHALTIC SURFACE**

CATEGORY PROJECT 87	ALINGMENT 727-00-70	LOCATION	ASPHALTIC SURFACE PATCHING 465.0110 TON	ASPHALTIC SURFACE 465.0105 TON	REMARKS
0010	STH 112	UNDISTRIBUTED		350	PREPARE FOUNDATION FOR HMA LAYER (OVER CIR)
0010	STH 112	UNDISTRIBUTED		450	UNDISTRIBUTED, FOR WEDGING AND LEVELING
0010	STH 112	UNDISTRIBUTED	50		PREPARE FOUNDATION FOR ASPHALTIC PAVING
0010	STH 112	UNDISTRIBUTED	25		BUTT JOINT RAMPS AND MINOR REPAIRS
	CA	ATEGORY 0010 TOTAL	75	800	
	PROJECT	8727-00-70 TOTAL	75	800	
PROJECT 87	725-01-70				
0010	STH 118	UNDISTRIBUTED	250		PREPARE FOUNDATION FOR ASPHALTIC PAVING
0010	STH 118	UNDISTRIBUTED	25		BUTT JOINT RAMPS AND MINOR REPAIRS
	CA	ATEGORY 0010 TOTAL	275	0	
	PROJECT	8725-01-70 TOTAL	275	0	

## ASPHALT CENTER LINE RUMBLE STRIPS 2-LANE RURAL

465.0475

					103.0173
CATEGORY	STATION	TO	STATION	LOCATION	LF
PROJECT 872	27-00-70				
0010	404+85	-	453+21	STH 112	4836
0010	457+21	-	464+70	STH 112	749
0010	466+70	-	479+28	STH 112	1258
0010	483+28	-	504+14	STH 112	2086
0010	509+48	-	515+17	STH 112	569
0010	517+17	-	544+73	STH 112	2756
0010	548+73	-	566+90	STH 112	1817
0010	568+90	-	584+17	STH 112	1527
0010	588+17	-	593+40	STH 112	523
			CATEGO	ORY 0010 TOTAL	16121
			PROJECT 872	27-00-70 TOTAL	16121

## ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

465.0120

				403.0120
CATEGORY	ALIGNMENT	STATION	LOCATION	TON
PROJECT 87	27-00-70			
0010	STH 112	440+38	RT	5
0010	STH 112	451+28	RT	4
0010	STH 112	463+10	LT	4
0010	STH 112	472+11	RT	6
0010	STH 112	505+15	RT	4
0010	STH 112	505+45	LT	8
0010	STH 112	506+52	LT	3
0010	STH 112	508+52	RT	2
0010	STH 112	509+27	LT	3
0010	STH 112	510+40	LT	6
0010	STH 112	516+17	RT	5
0010	STH 112	530+80	RT	6
0010	STH 112	535+00	LT	5
0010	STH 112	537+85	RT	2
0010	STH 112	549+90	RT	4
0010	STH 112	564+18	RT	6
0010	STH 112	567+90	RT	4
0010	STH 112	576+52	LT	4
0010	STH 112	594+40	RT	11
0010	STH 112	622+28	LT	3
0010	STH 112	625+37	LT	5
0010	STH 112	636+57	RT	2
0010	STH 112	640+30	LT	4
0010	STH 112	643+25	RT	2
0010	STH 112	646+54	LT	2
0010	STH 112	646+80	RT	5
0010	STH 112	649+85	RT	3
0010	STH 112	663+15	LT	3
0010	STH 112	667+82	LT	2
0010	STH 112	668+65	RT	7
0010	STH 112	669+25	LT	2
0010	STH 112	670+60	RT	6
0010	STH 112	672+00	RT	8
		CATEGORY	0010 TOTAL	14
	PRO	JECT 8727-0	0-70 TOTAL	14

SHEET: Ε PROJECT NO: 8727-00-70 / 8725-01-70 HWY: STH 112 / STH 118 COUNTY: ASHLAND MISCELLANEOUS QUANTITIES

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## CONCRETE CURB & GUTTER. SIDEWALK. DWF. AND CONCRETE CURE & SEAL SUMMARY

						CONCRETE CURB	CONCRETE CURB		CURB RAMP	CURB RAMP	CONCRETE		
				CONCRETE CURB	CONCRETE CURB	& GUTTER	& GUTTER		DETECTABLE	DETECTABLE	CURB AND	CONCRETE	
				& GUTTER	& GUTTER	6-INCH SLOPED	4-INCH SLOPED	CONCRETE	WARNING FIELD	WARNING FIELD	GUTTER CURE	SIDWALK CURE	
				30-INCH	30-INCH	30-INCH	30-INCH	SIDEWALK	NATURAL	RADIAL NATURAL	AND SEAL	AND SEAL	
				TYPE A	TYPE D	TYPE G	TYPE J	4-INCH	PATINA	PATINA	TREATMENT	TREATMENT	
				601.0409	601.0411	601.0413	601.0576	602.0405	602.0515	602.0615	SPV.0090.01	SPV.0165.01	
CATEGORY	ALINGMENT	STATION TO STATION	LOCATION	LF	LF	LF	LF	SF	SF	SF	LF	SF	REMARKS
PROJECT 87	727-00-70												
0010	STH 112	696+10 - 696+30	RT	24				275	6.0	9.5	24	275	SE QUADRANT OF INT.
0010	STH 112	695+95 - 696+10	LT			39		290	22.0	10.0	39	290	SW QUADRANT OF INT.
0010	USH 2	1577+96 - 1578+04	MEDIAN					80	32.0			80	MEDIAN (WEST)
0010	USH 2	1577+94 - 1578+06	LT					108	16.0			108	NW QUADRANT OF INT.
		CATEGOR	Y 0010 TOTAL	24	0	39	0	753	76.0	19.5	63	753	
0020	STH 112	694+47 - 694+67	RT		20						20		AT ABANDONED CE
0020	STH 112	695+19 - 695+64	RT	45							45		AT ABANDONED CE
		CATEGOR	Y 0020 TOTAL	45	20	0	0	0	0.0	0.0	65	0	
		PROJECT 8727	-00-70 TOTAL	69	20	39	0	753	76.0	19.5	128	753	
PROJECT 87	725-01-70												
0010	STH 118	361+62 - 361+94	RT				72	191			72	191	RT TURN ISLAND
		CATEGOR	Y 0010 TOTAL	0	0	0	72	191	0.0	0.0	72	191	
		PROJECT 8725	-01-70 TOTAL	0	0	0	72	191	0.0	0.0	72	191	

#### ADJUSTING MANHOLE COVERS AND COVER PLATES SUMMARY

64 <b>7</b> 5600V				ADJUSTING MANHOLE COVERS 611.8110	COVER PLATES TEMPORARY 611.8120.S	
CATEGORY	ALINGMEN	T STATION	LOCATION	EACH	EACH	REMARKS
PROJECT 87	27-00-70					
0010	STH 112	677+25	LT	1	1	STORM
0010	STH 112	679+80	LT	1	1	STORM
0010	STH 112	681+80	LT	1	1	STORM
0010	STH 112	683+37	LT	1	1	STORM
0010	STH 112	685+18	LT	1	1	STORM
0010	STH 112	686+75	LT	1	1	STORM
0010	STH 112	687+61	LT	1	1	STORM
0010	STH 112	689+40	LT	1	1	STORM
		CATEGORY	0010 TOTAL	8	8	
0020	STH 112	654+80	LT	1	1	SANITARY, LINDSTROM DR
0020	STH 112	660+89	LT	1	1	SANITARY, FELLMAN DR
		CATEGORY	0020 TOTAL	2	2	
	-	PROJECT 8727-0	0-70 TOTAL	10	10	

## <u>MOBILIZATION</u>

		619.1000
CATEGORY	LOCATION	EACH
PROJECT 87	27-00-70	
0010	PROJECT 8727-00-70	0.9
	CATEGORY 0010 TOTAL	0.9
PRO	OJECT 8727-00-70 TOTAL	0.9
PROJECT 87	<sup>7</sup> 25-01-70	
0010	PROJECT 8725-01-70	0.1
	CATEGORY 0010 TOTAL	0.1
PRO	OJECT 8725-01-70 TOTAL	0.1

#### **EROSION CONTROL MOBILIZATION SUMMARY**

MOBILIZATIONS

MOBILIZATIONS EMERGENCY
EROSION EROSION
CONTROL CONTROL
628.1905 628.1910

			628.1905	628.1910	
CATEGORY	ALINGMENT	LOCATION	EACH	EACH	REMARKS
PROJECT 872	27-00-70				
0010	STH 112	URBAN SEGMENT	1		INSTALL INLET PROTECTION
0010	STH 112	STH 112 - USH 2 INT	1		EROSION MAT (STAGE 1 CURB RAMPS)
0010	STH 112	STH 112 - USH 2 INT	1		EROSION MAT (STAGE 2 CURB RAMPS), REMOVE INLET PROTECTION
0010	STH 112			2	UNDISTRIBUTED

FIELD OFFICE TYPE B

642.5001

CATEGORY	Y LOCATION	EACH
PROJECT	8727-00-70	
0010	PROJECT 8727-00-70	0.9
	CATEGORY 0010 TOTAL	0.9
	PROJECT 8727-00-70 TOTAL	0.9
PROJECT	8725-01-70	
0010	PRO1ECT 8725-01-70	0.1

CATEGORY 0010 TOTAL PROJECT 8725-01-70 TOTAL

#### EROSION MAT, FERTILIZER, AND SEEDING SUMMARY

					EROSION MAT URBAN CLASS 1 TYPE B 628.2008	FERTILIZER TYPE B 629.0210	SEEDING MIXTURE NO. 10 630.0110	SEEDING TEMPORARY 630.0200	
CATEGORY	ALINGMENT	STATION T	O STATION	LOCATION	SY	CWT	LB	LB	REMARKS
PROJECT 872	27-00-70								
0010	STH 112	696+10	- 696+30	RT	15	0.010	0.2	0.4	SE QUADRANT OF INT.
0010	STH 112	695+95 ·	- 696+10	LT	12	0.008	0.2	0.3	SW QUADRANT OF INT.
0010	USH 2	1577+94	- 1578+06	LT	3	0.002	0.1	0.1	NW QUADRANT OF INT.
			CATEGORY	0010 TOTAL	30	0.020	0.5	0.8	
		PRO	DJECT 8727-0	0-70 TOTAL	30	0.020	0.5	0.8	

## **INLET PROTECTION TYPE C**

CATEGORY 0010 TOTAL PROJECT 8727-00-70 TOTAL

628.7015

CATEGORY	ALINGMENT	STATION	LOCATION	EACH	REMARKS
PROJECT 87	27-00-70				
0010	STH 112	674+00	RT	1	6TH ST W.
0010	STH 112	677+17	LT & RT	2	
0010	STH 112	681+80	LT & RT	2	
0010	STH 112	686+66	LT & RT	2	
0010	STH 112	687+28	RT	1	3RD ST W.
0010	STH 112	689+62	LT & RT	2	
0010	STH 112	694+87	LT & RT	2	
0010	STH 112	695+42	LT	1	
0010	STH 112	695+94	LT	1	
0010	STH 112	696+10	RT	1	
0010	USH 2	1576+06	EB, WB	2	
0010	USH 2	1577+78	EB, WB	1	
0010	USH 2	1579+15	EB _	2	
		CATEGORY	0010 TOTAL	20	
	PR	00-70 TOTAL	20	_	

 PROJECT NO: 8727-00-70 / 8725-01-70
 HWY: STH 112 / STH 118
 COUNTY: ASHLAND
 MISCELLANEOUS QUANTITIES
 SHEET:
 E

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## SIGNING SUMMARY

CATEGORY	SIGN NO.	SIGN CODE	SIGN SIZE	ALINGMENT	STATION	LOCATION	REMARKS	POSTS WOOD 4X6-INCH X 14-FT 634.0614 EACH	SIGNS TYPE II REFLECTIVE H 637.2210 SF	REMOVING SIGNS TYPE II 638.2602 EACH	REMOVING SMALL SIGN SUPPORTS 638.3000 EACH	DESCRIPTION
PROJECT 87	27-00-70											
0010	2	I55-56	30" x 18"	STH 112	438+30	LT	_	1	3.75	-	-	ADOPT-A-HIGHWAY
0010	3	I55-56S	30" x 18"	STH 112	438+30	LT	_	_	3.75	-	_	SEGMENT AVAILABLE
0010	R2	I55-56	_	STH 112	438+30	LT	_	-	-	1	1	ADOPT-A-HIGHWAY
0010	4	I55-56	30" x 18"	STH 112	438+30	RT	_	1	3.75	-	_	ADOPT-A-HIGHWAY
0010	5	I55-56S	30" x 18"	STH 112	438+30	RT	_	_	3.75	-	_	SEGMENT AVAILABLE
0010	R3	I55-56	_	STH 112	438+30	RT	_	_	-	1	1	ADOPT-A-HIGHWAY
0010	6	<b>I</b> 55-56	30" x 18"	STH 112	545+90	RT	-	1	3.75	-	-	ADOPT-A-HIGHWAY
0010	7	I55-56S	30" x 18"	STH 112	545+90	RT	_	_	3.75	-	_	SEGMENT AVAILABLE
0010	R4	I55-56	_	STH 112	545+90	RT	_	_	_	1	1	ADOPT-A-HIGHWAY
0010	8	I55-56	30" x 18"	STH 112	547+10	LT	_	1	3.75	-	_	ADOPT-A-HIGHWAY
0010	9	I55-56S	30" x 18"	STH 112	547+10	LT	_	_	3.75	-	_	SEGMENT AVAILABLE
0010	R5	I55-56	_	STH 112	547+10	LT	_	_	_	1	1	ADOPT-A-HIGHWAY
0010	10	I55-56	30" x 18"	STH 112	672+36	LT	_	1	3.75	-	_	ADOPT-A-HIGHWAY
0010	11	I55-56S	30" x 18"	STH 112	672+36	LT	_	_	3.75	-	_	SEGMENT AVAILABLE
0010	R6	I55-56	_	STH 112	672+36	LT	_	_	-	1	1	ADOPT-A-HIGHWAY
0010	12	R10-3EL	9" x 15"	USH 2	1579+15	RT	PB-1	_	0.94	-	_	PUSH BUTTON TO CROSS, LEFT ARROW
0010	R7	R10-3BR	_	USH 2	5790+00	RT	SB-1	_	_	1	_	PUSH BUTTON INSTRUCTION PACARD
0010	13	R10-3EL	9" x 15"	USH 2	1578+03	RT	PB-2	_	0.94	-	_	PUSH BUTTON TO CROSS, LEFT ARROW
0010	14	R10-3ER	9" x 15"	USH 2	1577+95	RT	PB-3	-	0.94	-	_	PUSH BUTTON TO CROSS, RIGHT ARROW
0010	R8	R10-3BR	_	USH 2	1577+93	RT	SB-2	-	-	1	_	PUSH BUTTON INSTRUCTION PACARD
0010	R9	R10-3BR	_	USH 2	1577+93	RT	SB-2	_	_	1	_	PUSH BUTTON INSTRUCTION PACARD
0010	R10	R10-3BD	_	USH 2	1577+92	CL	SB-3	-	-	1	_	PUSH BUTTON INSTRUCTION PACARD
0010	15	R10-3EL	9" x 15"	USH 2	1577+95	LT	PB-4	_	0.94	-	_	PUSH BUTTON TO CROSS, LEFT ARROW
0010	R11	R10-3BR	_	USH 2	1578+16	LT	SB-4	-	-	1	_	PUSH BUTTON INSTRUCTION PACARD
						CATEGORY	′ 0010 TOTAL	5	41.26	10	5	•
					PRO		00-70 TOTAL	5	41.26	10	5	
PROJECT 87	25-01-70											
0010	1	R1-1	30" x 30"	STH 118	361+87	RT	INT. ISLAND	1	5.18	1	1	STOP SIGN
0010	R1	R4-7	-	STH 118	361+88	RT	INT. ISLAND	_	<u>-</u>	1	1	KEEP RIGHT
				-			0010 TOTAL	1	5.18	2	2	-
-					DP∩		01-70 TOTAL	1	5.18	2	2	

#### TRAFFIC CONTROL SUMMARY

CATEGORY PROJECT 8727	LOCATION 7-00-70	TRAFFIC CONTROL DRUMS 643.0300 DAY	TRAFFIC CONTROL BARRICADES TYPE II 643.0410 DAY	TRAFFIC CONTROL BARRICADES TYPE III 643.0420 DAY	TRAFFIC CONTROL WARNING LIGHTS TYPE A 643.0705 DAY	TRAFFIC CONTROL SIGNS 643.0900 DAY	TRAFFIC CONTROL SIGNS FIXED MESSAGE 643.1000 SF	TRAFFIC CONTROL SIGNS PCMS 643.1050 DAY	TRAFFIC CONTROL 643.5000 EACH	TRAFFIC CONTROL  REMARKS
0010	PROJECT 8727-00-70	_	-	-	_	-	-	_	0.9	-
0010	STH 112 - BEGIN PROJECT	150	_	_	_	_	_	30	_	PRIOR TO CONSTRUCTION START
0010	STH 112 - END PROJECT	150	_	_	_	_	-	30	_	PRIOR TO CONSTRUCTION START
0010	USH 2 DAYTIME LANE CLOSURES	784	_	28	_	56	-	_	_	SDD 15D20
0010	USH 2 DAYTIME LANE CLOSURES	280	_	14	_	14	_	_	_	SDD 15D21
0010	NEAR STH 112 - USH 2 INT.	336	112	98	112	154	16	-	-	SEE PED. DETOUR/ACCOMIDATION TC
0010	STH 13, STH 112, STH 137, USH 2	-	-	-	-	975	-	-	-	SEE WIDTH RESTRICTIONS TC
0010	STH 112 - BEGIN PROJECT	-	-	-	-	325	-	-	-	SDD 15C4
0010	INTERSECTING STH 137	-	-	-	-	325	-	-	-	SDD 15C5
0010	INTERSECTING USH 2 - END PROJECT	-	-	-	-	780	-	-	-	SDD 15C4, 15C5, 15D27, 15D28
0010	SIDEROAD APPROACH	-	-	-	-	1235	-	-	-	SDD 15C4, 15C5
0010	STH 112					1690				SEE UNEVEN SURFACES TC
	CATEGORY 0010 TOTAL	1700	112	140	112	5554	16	60	0.9	
	PROJECT 8727-00-70 TOTAL	1700	112	140	112	5554	16	60	0.9	
PROJECT 8727	7-01-70									
0010	PROJECT 8725-01-70	_	-	-	-	-	-		0.1	-
0010	STH 118 - BEGIN PROJECT	-	-	-	-	325	-	-	-	SDD 15C4
0010	STH 118 & US 63 INT.	-	-	-	-	130	-	-	-	SEE WIDTH RESTRICTIONS TC
0010	STH 118					260				SEE UNEVEN SURFACES TC
	CATEGORY 0010 TOTAL	0	0	0	0	715	0	0	0.1	
	PROJECT 8725-01-70 TOTAL	0	0	0	0	715	0	0	0.1	

#### FLEXIBLE TUBULAR MARKER POST AND BASE SUMMARY

				TRAFFIC CONTROL	TRAFFIC CONTROL	
				FLEXIBLE TUBULAR	FLEXIBLE TUBULAR	
				MARKER POSTS	MARKER BASES	
				643.0500	643.0600	
CATEGORY	ALINGMENT	STATION	LOCATION	EACH	EACH	REMARKS
PROJECT 87	25-01-70					
0010	STH 118	361+70	16' RT	1	1	RT TURN ISLAND (WHITE)
0010	STH 118	361+85	31' RT	1	1	RT TURN ISLAND (WHITE)
0010	STH 118	361+90	16' RT	1	1	RT TURN ISLAND (WHITE)
		CATEGOR	Y 0010 TOTAL	3	3	-
		PROJECT 8725	-01-70 TOTAL	3	3	

## TEMPORARY PEDESTRIAN SURFACE AND SAFETY FENCE SUMMARY

TEMPORARY TEMPORARY
PEDESTRIAN PEDESTRIAN
SURFACE SAFETY
PLYWOOD FENCE
644.1420.S 644.1616.S

CATEGORY ALINGMENT STATION TO STATION LOCATION SF LF REMARKS PROJECT 8727-00-70 STH 112 659+68 - 696+38 540 215 0010 SE QUADRANT OF INT. 540 215 CATEBGORY 0010 TOTAL PROJECT 8727-00-70 TOTAL 540 215

PROJECT NO: 8727-00-70 / 8725-01-70 HWY: STH 112 / STH 118 COUNTY: ASHLAND MISCELLANEOUS QUANTITIES SHEET: **E** 

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## PAVEMENT MARKING SUMMARY

CATEGORY ALTHOMENT STATION TO S	3						MARKING LINE EPOXY 4-INCH 646.1020	MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH 646.1545	MARKING LINE EPOXY 8-INCH 646.3020	MARKING LINE GROOVED WET REF CONTRAST EPOXY 8-INCH 646.3545	LINE SAME DAY EPOXY 4-INCH 646.4520	MARKING ARROW EPOXY 646.5020	MARKING STOP LINE EPOXY 18-INCH 646.6120	EPOXY 12-INCH 646.7120	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH 646.7420	
OOID   STH   112   401-25 - 673-153   LT, RT   - 54456     -   EDGELINES, WHITE (RURSLE) OOID   OOID   STH   112   401-25 - 5931-40   CL       4346       CEMTERLINE, VELLOW (AFTER CL RUMBLE STRIP)   OOID   STH   112   401-25 - 5931-40   CL   7526           CEMTERLINE, VELLOW (AFTER CL RUMBLE STRIP)   OOID   STH   112   403-14   - 406-27   LT       9801       CEMTERLINE, VELLOW (AFTER CL RUMBLE STRIP)   OOID   STH   112   403-14   - 406-27   LT       313       -   CEMTERLINE, VELLOW (AFTER CL RUMBLE STRIP)   OOID   STH   112   505-81   S05-81   S05-86   RT       315     -   -   -   -   CHAMBLIZING FOR RT TURN LAME TO STH   118   OOID   STH   112   505-81   S05-86   STH           -   -   -				STATION TO	STATION	LOCATION	LF	LF	LF	LF	LF	EACH	LF	LF	LF	REMARKS
0010   STH 112   401-25   593-40   CL   -   -   -   4346   -   -   -   CENTRELINE, YELLOW (BEFORE CL RUBBLE STRIP)				401.25	672.52	LT DT		E44E6								EDCELTNICC WHITE (DUDAL)
0010   STH 112   401+25   593+40   606-02   CL			_			•	<u>-</u>	34430	_			_	<u>-</u>	<u>-</u>	<u>-</u>	
ORDIO   STH   112   5934-40   696-402   CL							- 7526	_	_		4340	_	_	_	_	•
ONLO   STH 112   403-14   406-27   LT						_	7320	_	_		9801	_	_	_	_	•
0010   STH 112   505-81   506-86   RT   -   -   105   -   -   -   CHANNELIZING FOR RT TURN LANE TO DAHLSTROM RD							_	_	_		9001	_	_	_	_	
ONL   STH   112   508-02   508-09   LT							_	_	_		_ _	_	_	_	_ _	
OO10   STH 112   673+11 - 674+53   STH 137 INT.							_	_	_		_	_	_	_	_	
0010 STH 112 678+24 - 678+32 CROSSWALK 90 CROSSWALK FOR TRI COUNTY CORRIDOR 0010 STH 112 691+05 691+54 CROSSWALK 90 CROSSWALK FOR TRI COUNTY CORRIDOR 0010 STH 112 695+01 695+54 CROSSWALK 90 CROSSWALK FOR MAIN ST. (SQUITH OF PED. ISLAND) 0010 STH 112 695+91 - 695+91 RT							_	_	_	-	_	_	85	_	_	
0010   STH 112   691-05   691-54   CROSSWALK   90   CROSSWALK FOR MAIN ST. (SOUTH OF PED. ISLAND)							_	_	_	_	_	_	-	_	90	
0010							_	_	_	_	_	_	_	_		
0010 STH 112 695+91 - 695+91 RT 1 NB LT TURN LANE AT USH 2 INT. 0010 STH 112 695+91 - 695+91 RT 1 NB RT TURN LANE AT USH 2 INT. 0010 STH 112 696+01 - 696+02 RT 1 NB STH 112 AT USH 2 INT. 0010 STH 112 696+07 - 696+14 CROSSWALK 0010 STH 113 696+07 - 696+14 CROSSWALK 0010 STH 114 696+07 - 696+14 CROSSWALK 0010 STH 115 696+07 - 696+14 CROSSWALK 0010 STH 116 696+07 - 696+14 CROSSWALK 0010 STH 118 100+12							_	_	27	_	_	_	_	_		•
0010 STH 112 695+91 - 695+91 RT 1 1							_	_	_	_	_	1	_	_	<b>-</b> .	,
0010 STH 112 696+01 - 696+02 RT						RT	_	_	_	_	_	1	_	_	_	NB RT TURN LANE AT USH 2 INT.
CATEGORY 0010 TOTAL 7526 54456 27 515 14147 2 111 0 343  0020 STH 112 674+32 - 696+28 STH 112 3655 EDGELINES, WHITE (URBAN)  CATEGORY 0020 TOTAL 3655 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				696+01 -	696+02	RT	_	_	_	-	_	_	26	_	_	NB STH 112 AT USH 2 INT.
0020 STH 112 674+32 - 696+28 STH 112 3655 EDGELINES, WHITE (URBAN)  CATEGORY 0020 TOTAL 3655 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			STH 112	696+07 -	696+14	CROSSWALK	_	_	_	_	_	_	_	_	163	STH 112 CROSSWALK AT USH 2 INT.
0020 STH 112 674+32 - 696+28 STH 112 3655 EDGELINES, WHITE (URBAN)  CATEGORY 0020 TOTAL 3655 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					CATEGOR	RY 0010 TOTAL	7526	54456	27	515	14147	2	111	0	343	
CATEGORY 0020 TOTAL   3655   0   0   0   0   0   0   0   0   0																
PROJECT 8725-01-70    PROJECT 8725-01-70	00	020	STH 112	674+32 -	696+28	STH 112	3655									EDGELINES, WHITE (URBAN)
PROJECT 8725-01-70  0010 STH 118 309+25 - 362+06 LT, RT 10562 EDGELINES, WHITE (RURAL)  0010 STH 118 309+25 - 362+06 CL 3469 CENTERLINE, YELLOW (NO CL RUMBLE STRIP)  0010 STH 118 361+52 - 362+06 RT 113 CHANNELIZING FOR RT TURN ISLAND  0010 STH 118 361+85 - 362+06 RT 45 - ISLAND DELINEATION (FOR SB STH 112 TRAFFIC)  CATEGORY 0010 TOTAL 10562 0 0 113 3469 0 0 0 45 0					CATEGOR	RY 0020 TOTAL	3655	0	0	0	0	0	0	0	0	
0010 STH 118 309+25 - 362+06 LT, RT 10562 EDGELINES, WHITE (RURAL) 0010 STH 118 309+25 - 362+06 CL 3469 CENTERLINE, YELLOW (NO CL RUMBLE STRIP) 0010 STH 118 361+52 - 362+06 RT 113 CHANNELIZING FOR RT TURN ISLAND 0010 STH 118 361+85 - 362+06 RT				PRO	JECT 8727	7-00-70 TOTAL	11181	54456	27	515	14147	2	111	0	343	
0010 STH 118 309+25 - 362+06 LT, RT 10562 EDGELINES, WHITE (RURAL) 0010 STH 118 309+25 - 362+06 CL 3469 CENTERLINE, YELLOW (NO CL RUMBLE STRIP) 0010 STH 118 361+52 - 362+06 RT 113 CHANNELIZING FOR RT TURN ISLAND 0010 STH 118 361+85 - 362+06 RT																
0010 STH 118 309+25 - 362+06 LT, RT 10562 EDGELINES, WHITE (RURAL) 0010 STH 118 309+25 - 362+06 CL 3469 CENTERLINE, YELLOW (NO CL RUMBLE STRIP) 0010 STH 118 361+52 - 362+06 RT 113 CHANNELIZING FOR RT TURN ISLAND 0010 STH 118 361+85 - 362+06 RT		0.7	25 01 70													
0010 STH 118 309+25 - 362+06 CL 3469 CENTERLINE, YELLOW (NO CL RUMBLE STRIP) 0010 STH 118 361+52 - 362+06 RT 113 CHANNELIZING FOR RT TURN ISLAND 0010 STH 118 361+85 - 362+06 RT				200.25	202.00	LT DT	10563									EDCELTNES WHITE (DUDAL)
0010 STH 118 361+52 - 362+06 RT 113 CHANNELIZING FOR RT TURN ISLAND 0010 STH 118 361+85 - 362+06 RT						*	10207	-	-			-	-	-	-	
0010 STH 118 361+85 - 362+06 RT						_	-	<del>-</del>	<del>-</del>		3409	<del>-</del>	-	-	-	•
CATEGORY 0010 TOTAL 10562 0 0 113 3469 0 0 45 0							_	<del>-</del>	_		_	_	_	- 15	<del>-</del>	
		710	3111 110	20T+03 -			10562									ISLAND DELINEATION (FOR SD SIN IIZ TRAFFIC)
	[			DDO			10562	0	0	113	3469	0	0		0	

\*NOTE: THE 'MARKING LINE SAME DAY EPOXY 4-INCH' IN LOCATIONS WHERE CENTERLINE RUMBLE STRIPS WILL BE CONSTRUCTED SHALL BE PLACED AT A REDUCED APPLICATION RATE, USING A TEMPORARY PAVEMENT MARKING PATTERN (4' SKIPS) WHERE APPLICABLE; SEE SPECIAL PROVISIONS.

PROJECT NO: 8727-00-70 / 8725-01-70 HWY: STH 112 / STH 118 COUNTY: ASHLAND MISCELLANEOUS QUANTITIES SHEET: **E** 

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## TEMPORARY MARKING LINE PAINT 4-INCH

649.0105

CATEGORY	ALINGMENT	STATION	TO	STATION	LOCATION	LF	REMARKS
PROJECT 87	27-00-70						
0010	STH 112	401+25	-	696+02	CL	12785	ON MILLED SURFACE
0010	STH 112	401+25	-	666+66	CL	7792	ON CIR SURFACE LOWER LAYER
0010	STH 112	666+66	-	695+25	CL	4916	ON HMA LOWER LAYER
				CATEGORY	0010 TOTAL	25493	
		Р	ROJE	ECT 8727-0	00-70 TOTAL	25493	

PROJECT 8725-01-70

0010	STH 118	309+25	362+06	CL	2681	ON MILLED SURFACE
			CATEGORY 0	010 TOTAL	2681	
		PR	OJECT 8725-01	-70 TOTAL	2681	

NOTE: ALSO SEE PAVEMENT MARKING SUMMARY TABLE FOR LOCATIONS WHERE 'MARKING LINE SAME DAY EPOXY 4-INCH' WILL BE MARKED AT A REDUCED APPLICATION RATE PRIOR TO CENTERLINE RUMBLE STRIP INSTALLATION.

## CONSTRUCTION STAKING SUMMARY

CATEGORY	ALINGMENT	STATION TO	STATION	LOCATION	CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER 650.5500 LF	CONSTRUCTION STAKING RESURFACING REFERENCE 650.8000 LF	CONSTRUCTION STAKING CURB RAMPS 650.9000 EACH	REMARKS
PROJECT 872	27-00-70							
0010	STH 112	401+25 -	696+59	CL		29534		
0010	USH 2	1577+00 -	1580+00	CL		300		
0010	STH 112	696+10 -	696+30	RT	24		1	SE QUADRANT OF INT.
0010	STH 112	695+95 -	696+10	LT	39		2	SW QUADRANT OF INT.
0010	USH 2	1577+94 -	1578+06	LT			1	NW QUADRANT OF INT.
			CATEGORY	0010 TOTAL	63	29834	4	
		PROJE	CT 8727-0	0-70 TOTAL	63	29834	4	
PROJECT 872	25-01-70							
0010	STH 118	309+25 -	362+06	CL		5281		
0010	STH 118	361+62 -	361+94	RT	72			RT TURN ISLAND
			CATEGORY	0010 TOTAL	72	5281	0	
		PROJE	CT 8725-0	1-70 TOTAL	72	5281	0	

PROJECT NO: 8	8727-00-70 / 8725-01-70	HWY: STH 112 / STH 118	COUNTY: ASHLAND	MISCELLANEOUS QUANTITIES	SHEET:	E
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## ADJUSTING PULL BOXES

#### PEDESTRIAN PUSH BUTTONS

MISCELLANEOUS QUANTITIES

					653.0900	)			
CATEGORY	BOX	LOCATION	STATION	OFFSET	EACH				
PROJECT 8	727-00-70								
0010	LPB-3	USH 2	1578+06	43' RT	1				
			CATEGORY 0010 TOTAL						
		PROJECT 8727-00-70 TOTAL 1							

							SIGNAL STANDARDS	
					CONCRETE BASES TYPE 1	PEDESTAL BASES	ALUMINUM 3.5-FT	PEDESTRIAN PUSH BUTTONS
CATEGORY	BASE	LOCATION	STATION	OFFSET	654.0101 EACH	657.0100 EACH	657.0405 EACH	658.0500 EACH
PROJECT 872		LUCATION	STATION	UFF3E1	ЕАСП	EACH	EACH	EACH
0010	PB-1	USH 2	1579+13	46' RT	1	1	1	1
0010	PB-2	USH 2	1578+03	51' RT	1	1	1	1
0010	PB-3	USH 2	1577+95	44' RT	1	1	1	1
0010	PB-4	USH 2	1577+95	39' LT	1	1	1	1
			CATEGOR	0010 TOTAL	4	4	4	4
		F	ROJECT 8727	-00-70 TOTAL	4	4	4	4

#### PEDESTRIAN SIGNAL FACE 12-INCH

TRAFFIC

SHEET:

PLOT SCALE: 1:1

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												658.0412
		DEDECTRI	AN PUSH BUTTON	CONDUIT AND I	ATRING CUMMARY		CATEGORY	BASE	LOCATION	STATION	OFFSET	EACH
		PEDESIKI	AN PUSH BUITON	CONDUIT AND I	VIKING SUMMAKI	L	PROJECT 8	727-00-70				
		CONDUIT					0010	SB-1	USH 2	1579+00	53' RT	1
		RIGID		CABLE	ELECTRICAL		0010	SB-2	USH 2	1577+93	38' RT	2
		NONMETALLIC	INSTALL	TRAFFIC	WIRE TRAFFIC		0010	SB-4	USH 2	1578+16	40' LT	1
		SCHEDULE 40	CONDUIT INTO	SIGNAL	SIGNALS					CATEGORY	0010 TOTAL	4
		2-INCH	EXISING ITEM	3-14 AWG	10 AWG				PR	OJECT 8727-	-00-70 TOTAL	4
		652.0225	652.0700.s	655.0210	655.0515							
CATEGORY	LOCATION	LF	EACH	LF	LF	REMARKS						
PROJECT 8727-00-70												
0010	PB-1 TO TSPB-1	20	1	-	-	-		SIGNA	L MOUNTIN	G HARDWARI	(STH 112	<u>&amp; USH 2)</u>
0010	PB-2 TO TSPB-3	20	1	-	-	-						658.5069
0010	PB-3 TO TSPB-3	10	1	-	-	-		CATEGORY		LOCATION		636.3069 LS
0010	PB-4 TO TSPB-7	18	1	-	-	-			8727-00-70	LUCATION		LS
0010	PB-1 TO TSPB-1 TO CB-1	-	-	50	-	-				112 0 11611 1	) THT	1
0010	PB-2 TO TSPB-3 TO SB2	-	-	52	-	-		0010	SIH	112 & USH 2		
0010	PB-3 TO TSPB-3 TO SB2	-	-	41	-	-					0010 TOTAL	1
0010	PB-4 TO TSP8-7 TO SB-4	-	-	45	-	-			PF	ROJECT 8727-	-00-70 TOTAL	1
0010	CB-1 TO PB-1	-	-	-	40	EQUIPMENT GROUNDING CONDUCTOR						
0010	PB-2 TO SB-2	-	-	-	42	EQUIPMENT GROUNDING CONDUCTOR						
0010	PB-3 TO SB-2	-	-	-	31	EQUIPMENT GROUNDING CONDUCTOR						
0010	PB-4 TO SB-4	-	-	-	35	EQUIPMENT GROUNDING CONDUCTOR			REMOVE P	EDESTRIAN	SIGNAL FAC	E AND PUSH
0010	TSPB-1 TO PB-1	-	-	-	29	PULL BOX BONDING JUMPER					г (STH 112	
0010	TSPB-3 TO PB-2	-	-	-	40	PULL BOX BONDING JUMPER				-	•	<del></del>
0010	TSPB-3 TO PB-3	-	-	-	20	PULL BOX BONDING JUMPER						SPV.0105.04
0010	TSPB-7 TO PB-4				27	PULL BOX BONDING JUMPER			CATEGORY	LOC	ATION	LS
	CATEGORY 0010 TOTAL	68	4	188	264				PROJECT 8	727-00-07		
	PROJECT 8727-00-70 TOTAL	68	4	188	264				0010		USH 2 INT.	1
											0010 TOTAL	1
									PR		-00-70 TOTAL	1

COUNTY: ASHLAND

HWY: STH 112 / STH 118

PROJECT NO: 8727-00-70 / 8725-01-70

#### SAWING ASPHALT & CONCRETE SUMMARY

CATEGORY 0010 SUBTOTAL

#### SAWING ASPHALT & CONCRETE SUMMARY, CONTINUED

				SAWING ASPHALT 690.0150	SAWING CONCRETE 690.0250						SAWING ASPHALT 690.0150	SAWING CONCRETE 690.0250	
CATEGORY	ALINGMENT	STATION TO STATION	LOCATION	LF	LF	REMARKS	CATEGORY	ALINGMENT	STATION TO STATIO	N LOCATION	LF	LF	REMARKS
PROJECT 87	27-00-70						PROJECT 87	27-00-70, c	ONTINUED				
0010	STH 112	401+25	BEGIN PROJECT	36		MAINLINE	0010	STH 112	649+85	RT	15		PE
0010	STH 112	440+38	RT	26		PE	0010	STH 112	654+55	LT	28		LINSTROM RD
0010	STH 112	451+28	RT	26		PE	0010	STH 112	660+65	LT	28		FELLMAN DR
0010	STH 112	463+10	LT	25		PE	0010	STH 112	663+15	LT	17		CE
0010	STH 112	472+11	RT	40		PE	0010	STH 112	667+82	LT	14		PE
0010	STH 112	481+27	RT	22		HEGSTROM RD	0010	STH 112	668+65	RT	27		CE
0010	STH 112	505+15	RT	30		CE	0010	STH 112	669+25	LT	12		PE
0010	STH 112	505+45	LT	37		PE	0010	STH 112	670+60	RT	37		CE
0010	STH 112	506+52	LT	36		PE	0010	STH 112	672+00	RT	47		CE
0010	STH 112	507+45	LT	36		KLAUSE RD	0010	STH 112	673+11	STH 137 CONC. INT.	42		MAINLINE
0010	STH 112	508+52	RT	25		PE	0010	STH 112	674+53	STH 137 CONC. INT.	40		MAINLINE
0010	STH 112	509+27	LT	0		PE	0010	STH 112	679+30	LT	34		JUNCTION RD
0010	STH 112	510+40	LT	0		PE	0010	STH 112	686+93	LT	30		3RD ST W
0010	STH 112	516+17	RT	24		CE	0010	STH 112	686+93	RT	34		3RD ST W
0010	STH 112	530+80	RT	33		PE	0010	STH 112	691+35	RT	30		MAIN ST W
0010	STH 112	535+00	LT	31		PE	0010	STH 112	696+10 - 696+30	RT		29	SE QUADRANT OF INT.
0010	STH 112	537+85	RT	10		PE	0010	STH 112	695+95 - 696+10	LT		44	SW QUADRANT OF INT.
0010	STH 112	549+90	RT	26		PE	0010	USH 2	1577+96 - 1578+04	1 MEDIAN		20	MEDIAN (WEST)
0010	STH 112	564+18	RT	33		PE	0010	USH 2	1577+95 - 1578+04	l LT	9		WATERFRONT TRAIL
0010	STH 112	567+90	RT	29		CE			(	ATEGORY 0010 SUBTOTAL	444	93	
0010	STH 112	576+52	LT	18		PE				CATEGORY 0010 TOTAL	1283	93	
0010	STH 112	586+19	LT	26		CTH K				CATEGORY 0010 TOTAL	1203	93	
0010	STH 112	594+40	RT	51		CE	0020	STH 112	694+47 - 694+67	RT		5	AT ABANDONED CE
0010	STH 112	612+48	LT	26		SUMMIT RD W	0020	STH 112	695+19 - 695+64			50	AT ABANDONED CE
0010	STH 112	622+28	LT	18		CE	0020	3111 112	093+19 - 093+04				AT ABANDONED CE
0010	STH 112	625+37	LT	35		PE				CATEGORY 0020 TOTAL	1283	55 148	
0010	STH 112	636+57	RT	15		PE			PRO	JECT 8727-00-70 TOTAL	1283	148	
0010	STH 112	638+85	RT	22		MAPLE LN	DD0356T 07	25 01 70					
0010	STH 112	640+30	LT	23		PE	PROJECT 87		200 25		22		
0010	STH 112	643+25	RT	12		PE	0010	STH 118	309+25	BEGIN PROJECT	22		MAINLINE
0010	STH 112	645+44	LT	22		CITY HEIGHTS RD	0010	STH 118	361+62 - 361+94		100		RT TURN ISLAND
0010	STH 112	646+54	LT	12		PE				CATEGORY 0010 TOTAL	122	0	
0010	STH 112	646+80	RT	34		PE			PRO	JECT 8725-01-70 TOTAL	122	0	

		S

BASE REPAIR BASE REPAIR
FOR CIR FOR HMA
PAVEMENT PAVEMENT
SPV.0035.01 SPV.0035.02

CATEGORY	STATION	TO	STATION	LOCATION	CY	CY	REMARKS
PROJECT 872	7-00-70						
0010	401+25	-	690+75	STH 112	575		PREPARE FOUNDATION FOR CIR ASPHALTIC PAVING & HMA LAYER
0010	401+25		690+75	STH 112		100	PREPARE FOUNDATION FOR ASPHALTIC PAVING
	CATEGORY 0010 TOTAL				575	100	
	Р	ROJE	ECT 8727-0	00-70 TOTAL	575	100	

PROJECT 8725-01-70

TROJECT OF	23 01 70					
0010	309+25	- 362+06	STH 118		175	PREPARE FOUNDATION FOR ASPHALTIC PAVING
		CATEGORY	0010 TOTAL	0	175	
	PF	ROJECT 8725-0	01-70 TOTAL	0	175	

#### ADJUSTING WATER VALVES

SPV.0060.01

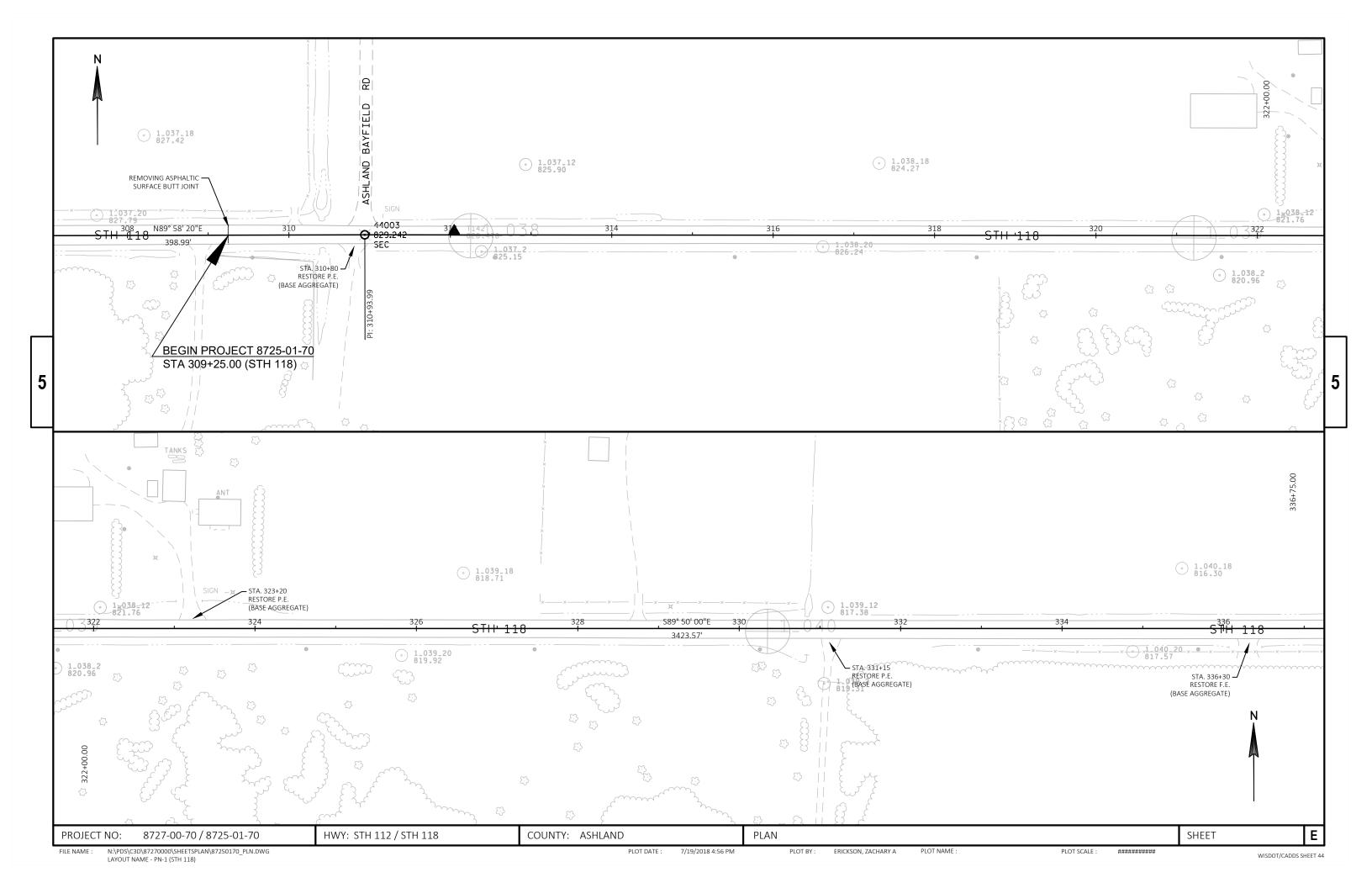
CATEGORY	ALIGNMENT	STATION	LOCATION	EACH
PROJECT 87	27-00-70			
0020	STH 112	67725	RT	1
0020	STH 112	68103	RT	1
0020	STH 112	68410	RT	1
0020	STH 112	68452	RT	1
0020	STH 112	68472	RT	1
0020	STH 112	68689	RT	1
0020	STH 112	68699	LT	1
0020	STH 112	68718	RT	1
0020	STH 112	68719	RT	1
0020	STH 112	69610	LT	1
0020	STH 112	69612	LT _	11
		CATEGORY	0020 TOTAL	11
	PRO	JECT 8727-0	0-70 TOTAL	11

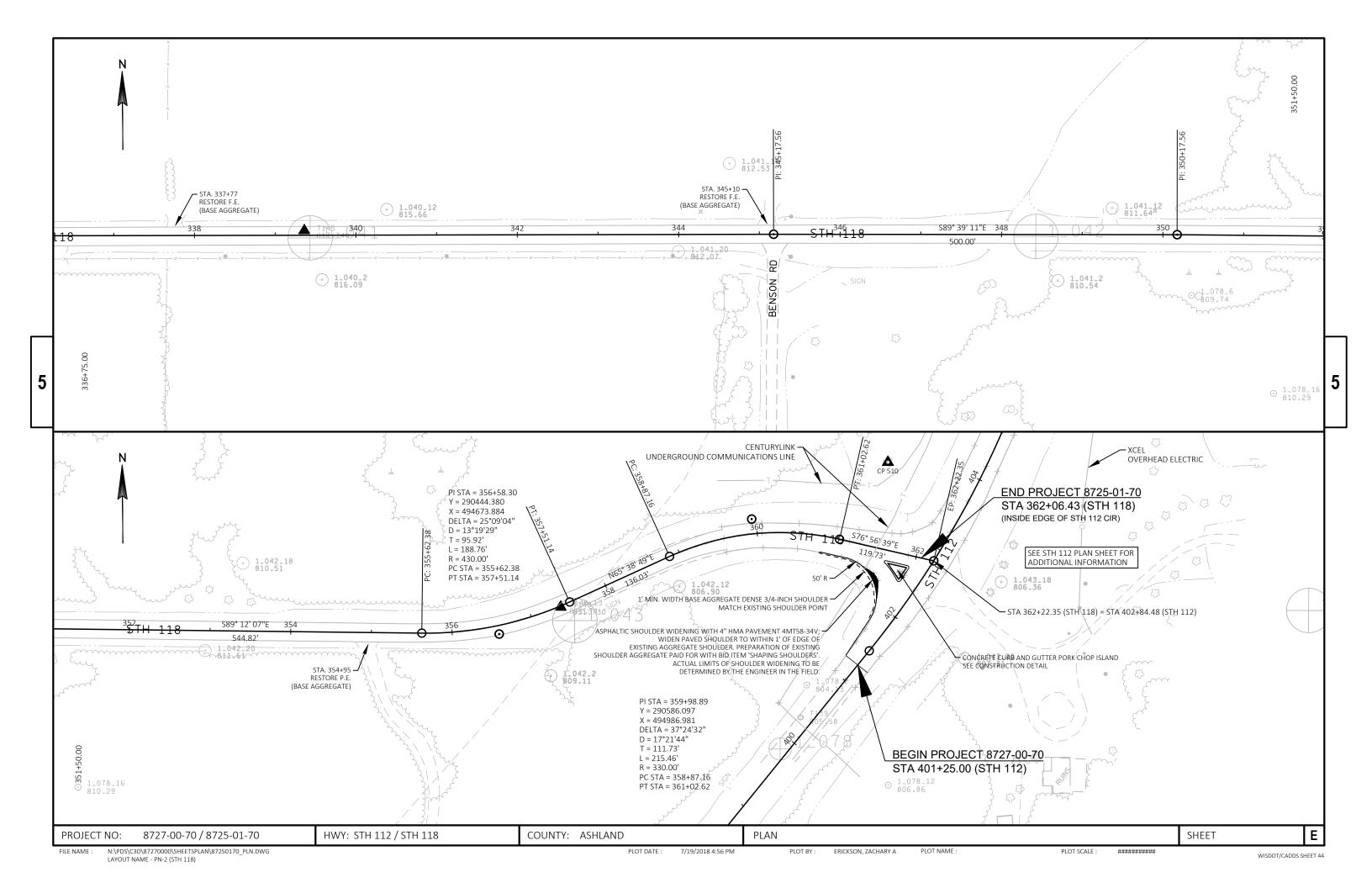
#### COLD-IN-PLACE RECYCLING (CIR) PAVEMENT PARTIAL DEPTH ITEMS

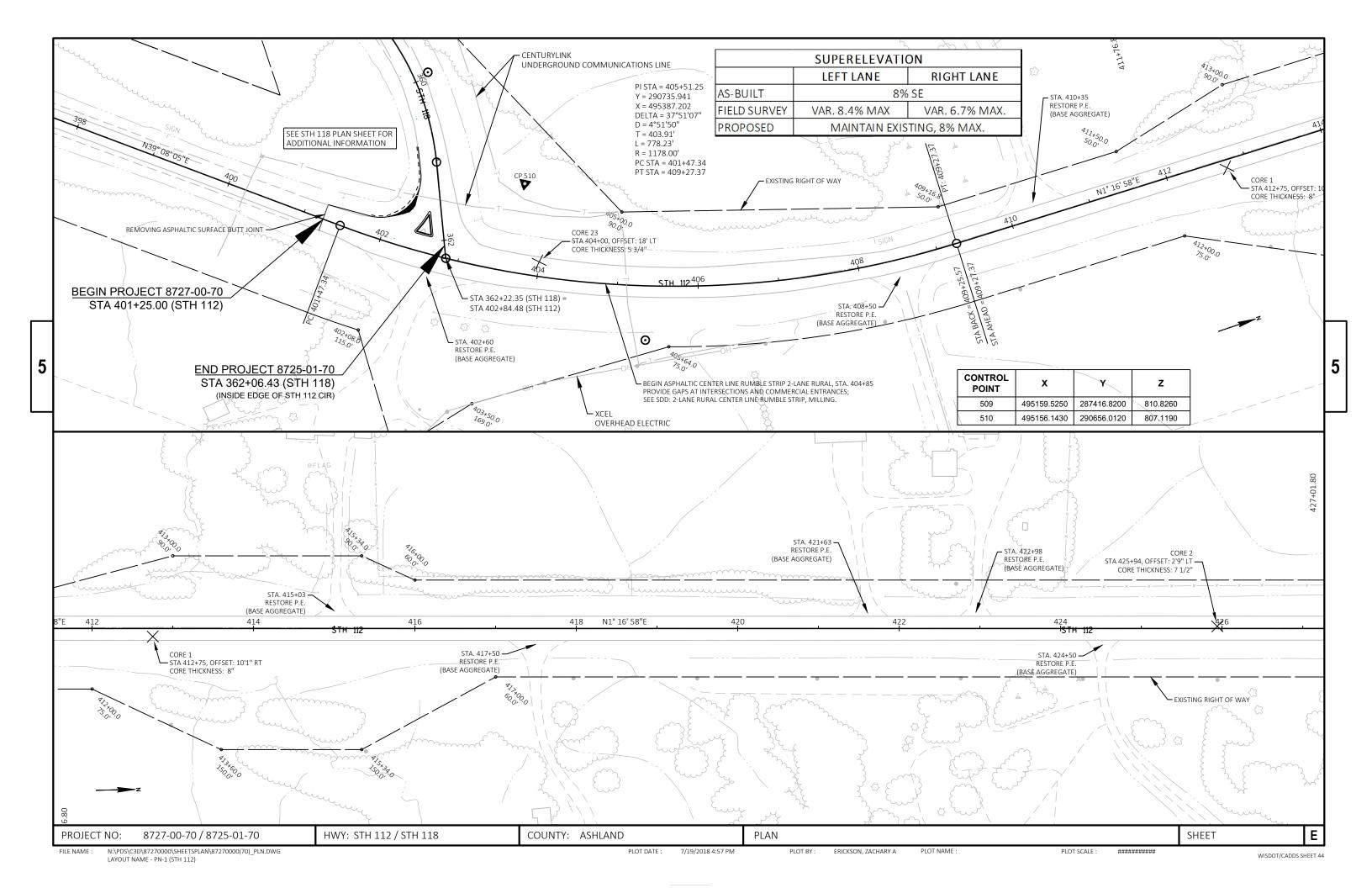
							SPV.0180.01	SPV.0195.01	
							COLD-IN-PLACE	ASPHALT	
					CIR		RECYCLING (CIR)	STABILIZING	
				WIDTH	THICKNESS		PARTIAL DEPTH	AGENT	
CATEGORY	STATION	TO	STATION	(FT)	(IN)	LOCATION	SY	TON	REMARKS
PROJECT 872	7-00-70								
0010	401+25	-	638+50	30	3	STH 112	79083	330	RURAL SEGMENT
0010	638+50	-	666+66	34	3.5*	STH 112	10638	46	RURAL SEGMENT WITH SHOULDER WIDENING*
0010	674+53	-	690+75	40	3	STH 112	7209	30	URBAN SEGMENT
					CATEGORY	0010 TOTAL	96930	406	
				Р	ROJECT 8727-0	00-70 TOTAL	96930	406	

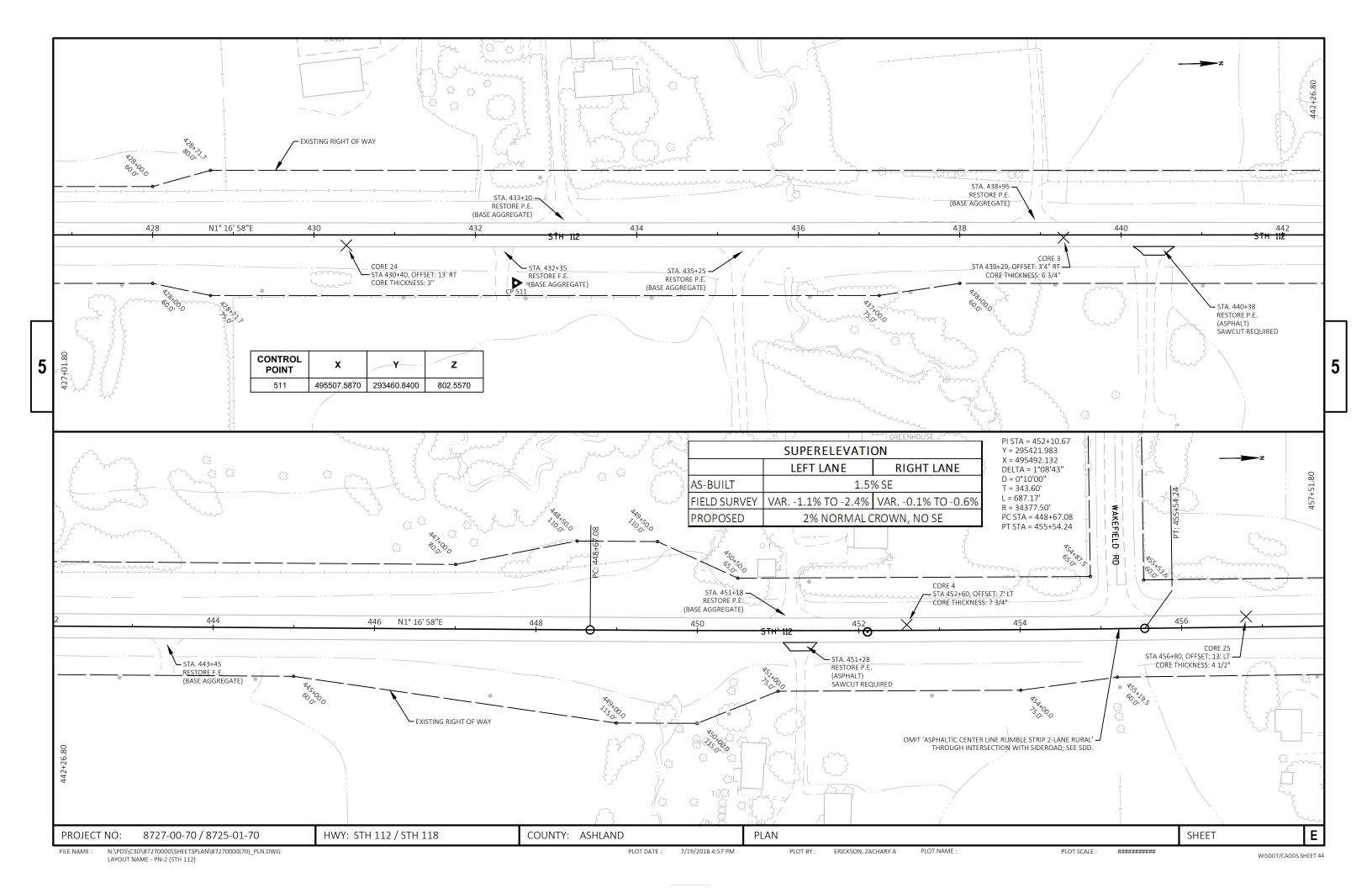
\*NOTE: PROCESS 3.5" OF CIR THE TYPICAL 30' WIDTH AFTER REDUCING TYPICAL PRE-MILL DEPTH FROM 2" TO 1.5". PLACE CIR MATERIAL 34' WIDE TO ACHIEVE THE 5' PAVED SHOULDER WIDTH; APPROXIMATE DEPTH OF PLACED CIR MATERIAL = 3.1".

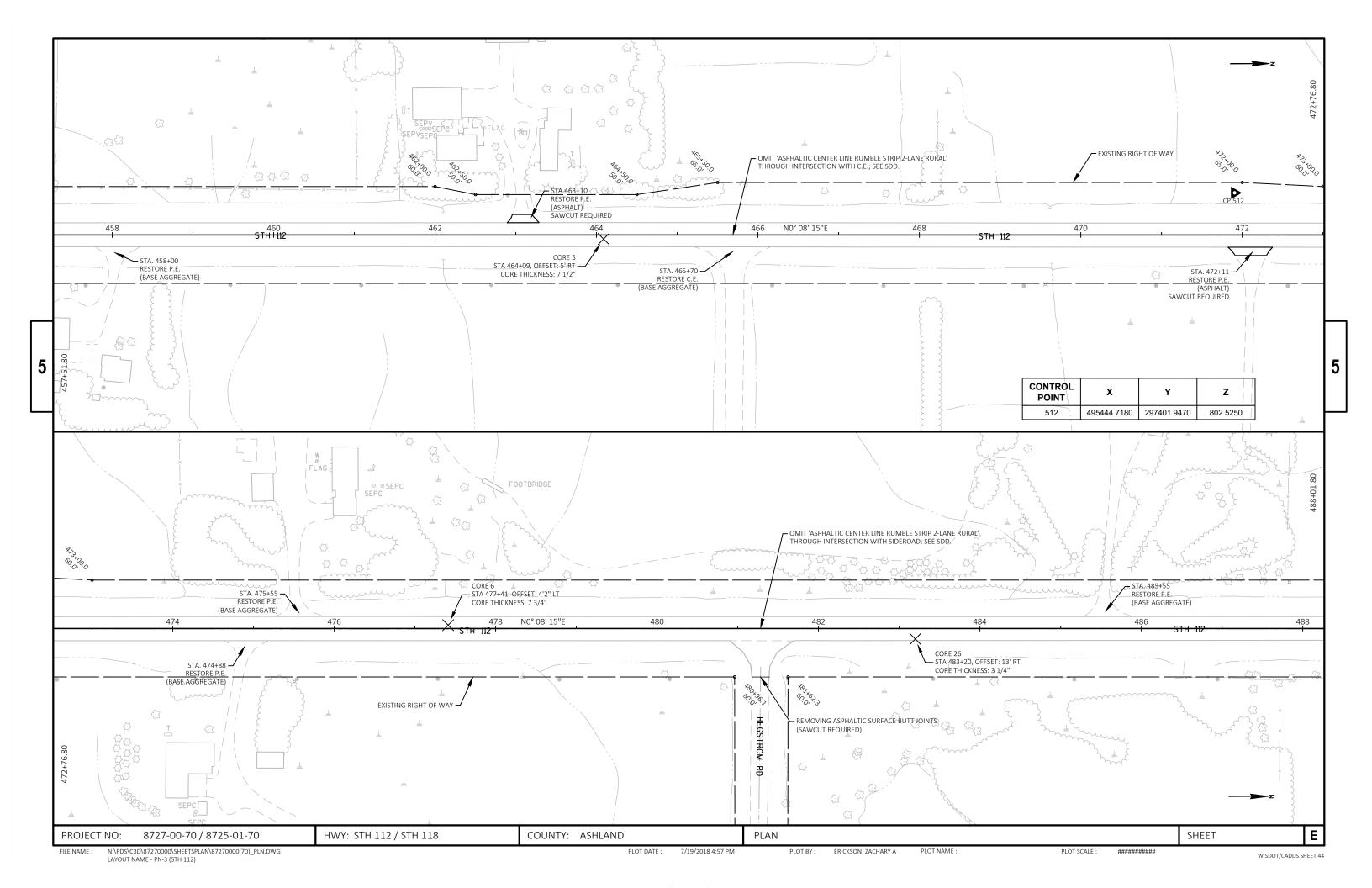
PROJECT NO: 8727-00-70 / 8725-01-70	HWY: STH 112 / STH 118	COUNTY: ASHLAND	MISCELLANEOUS QUANTITIES	SHEET:	E
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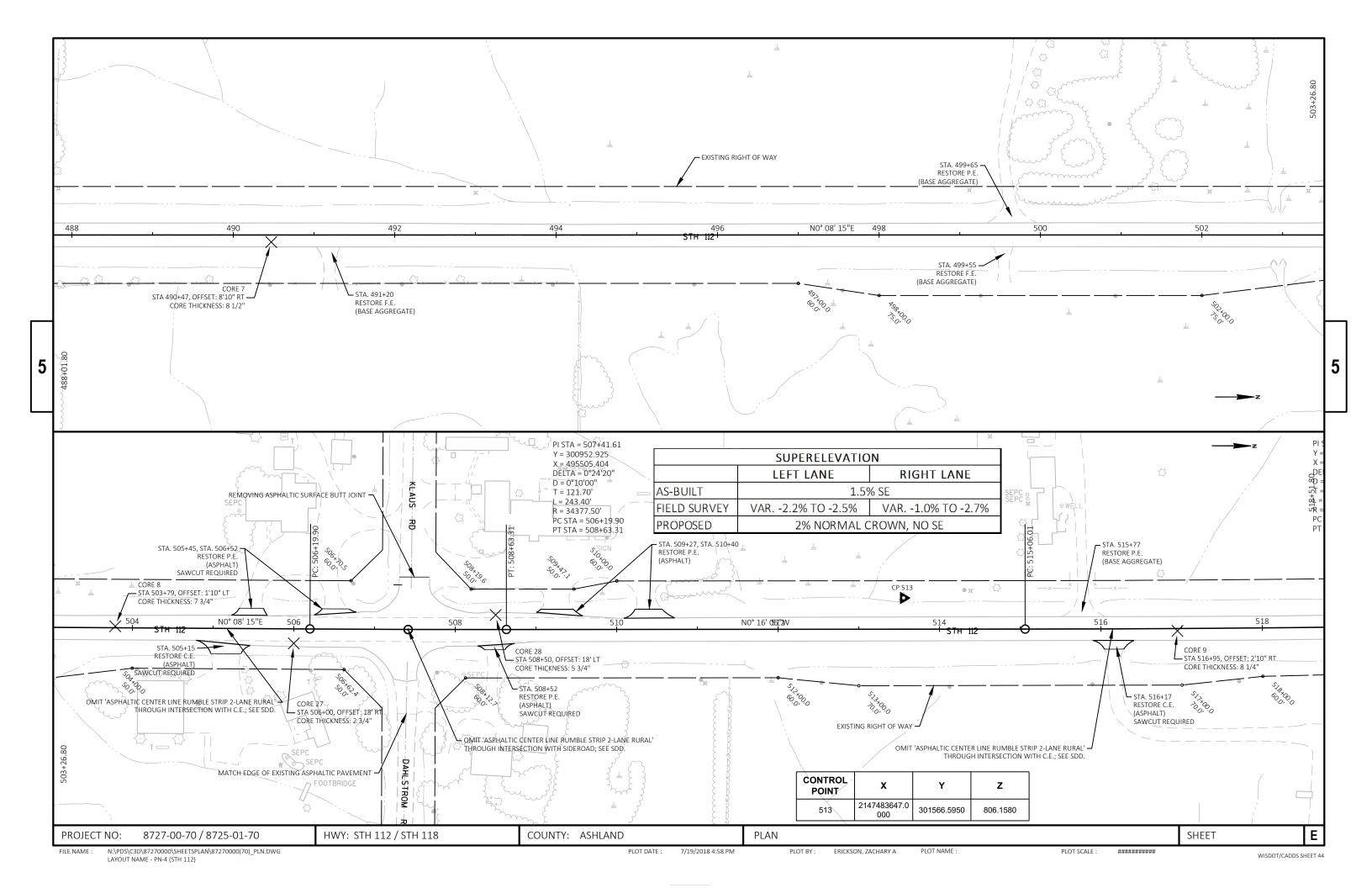


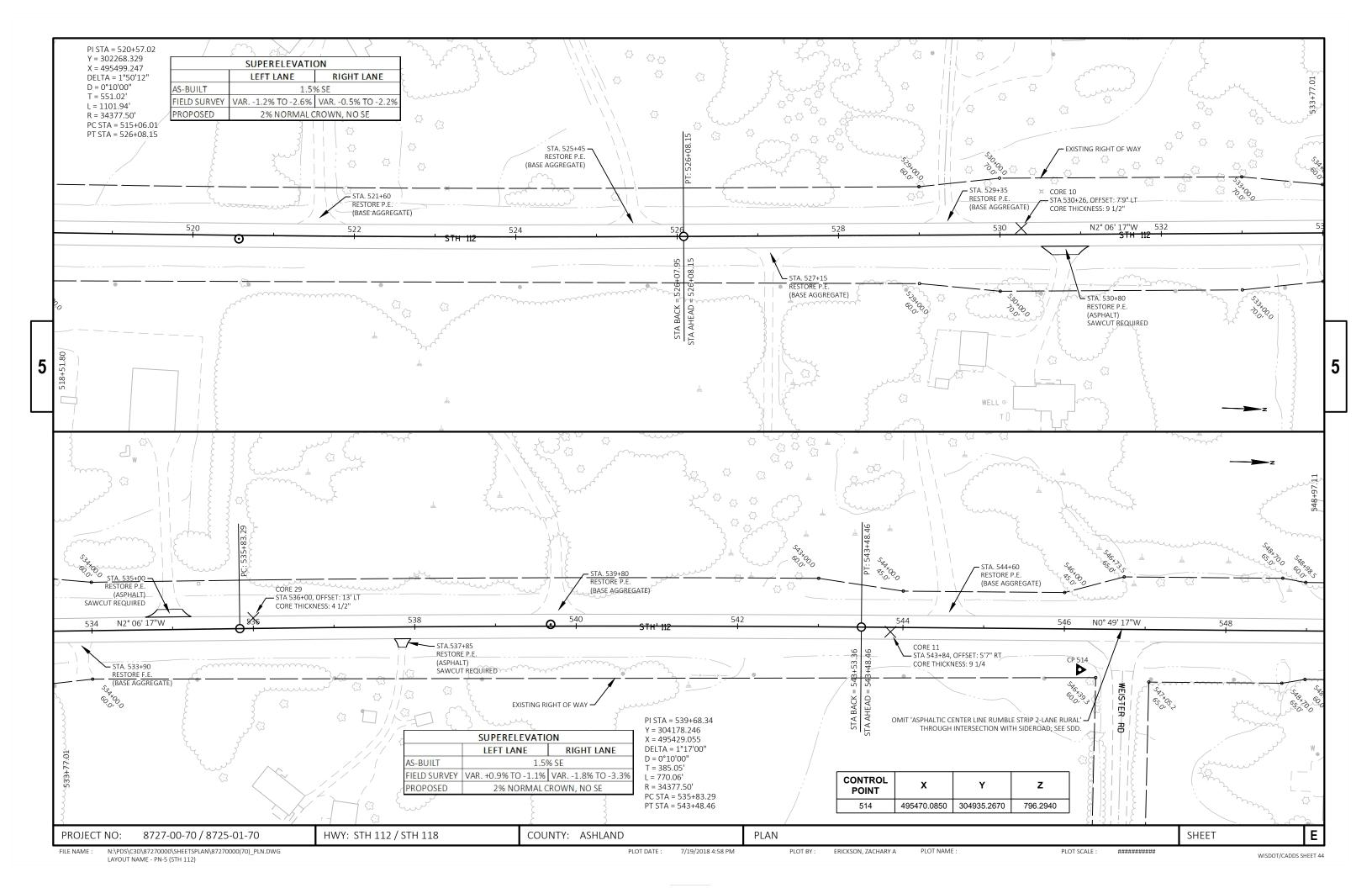


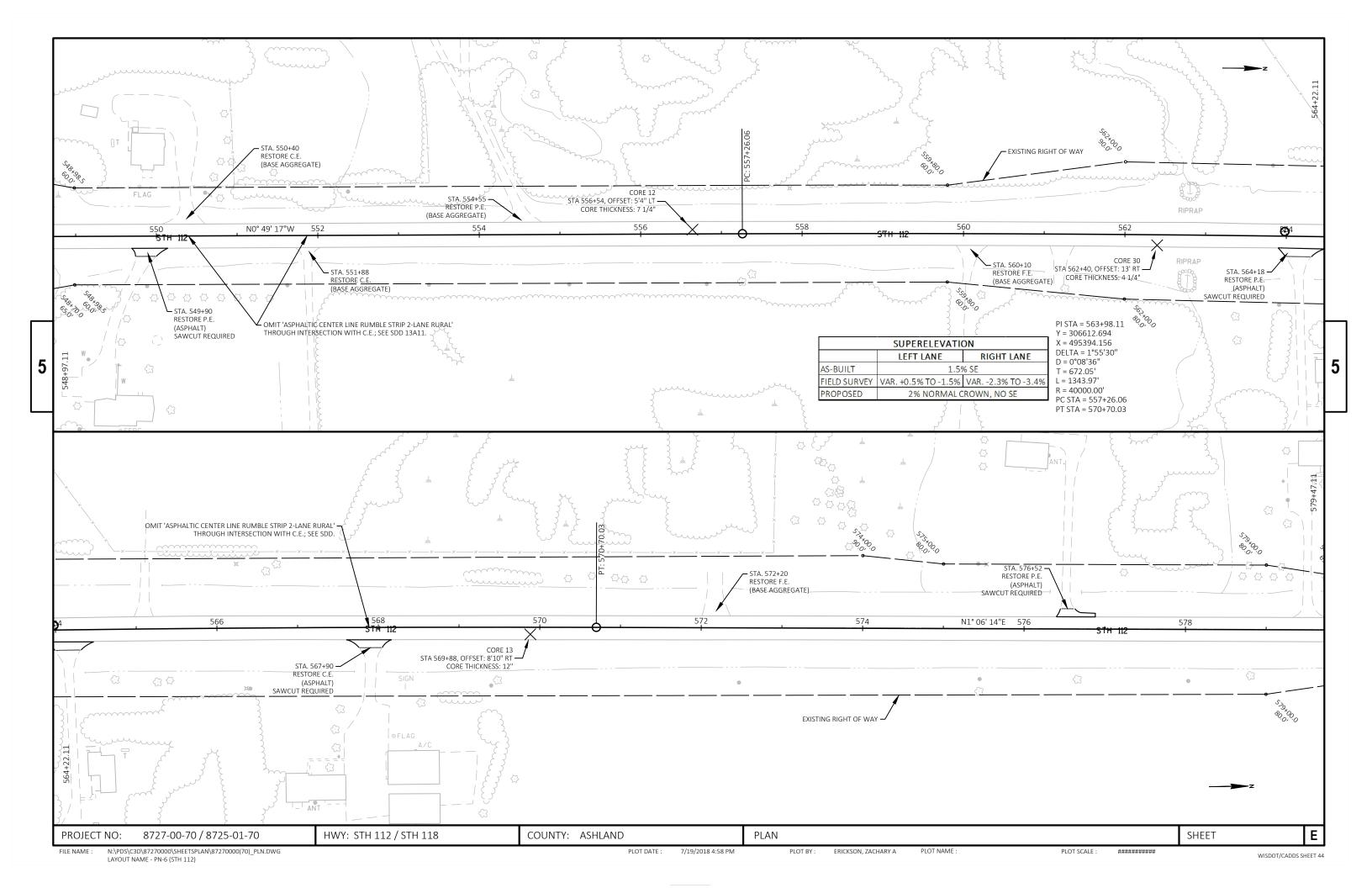


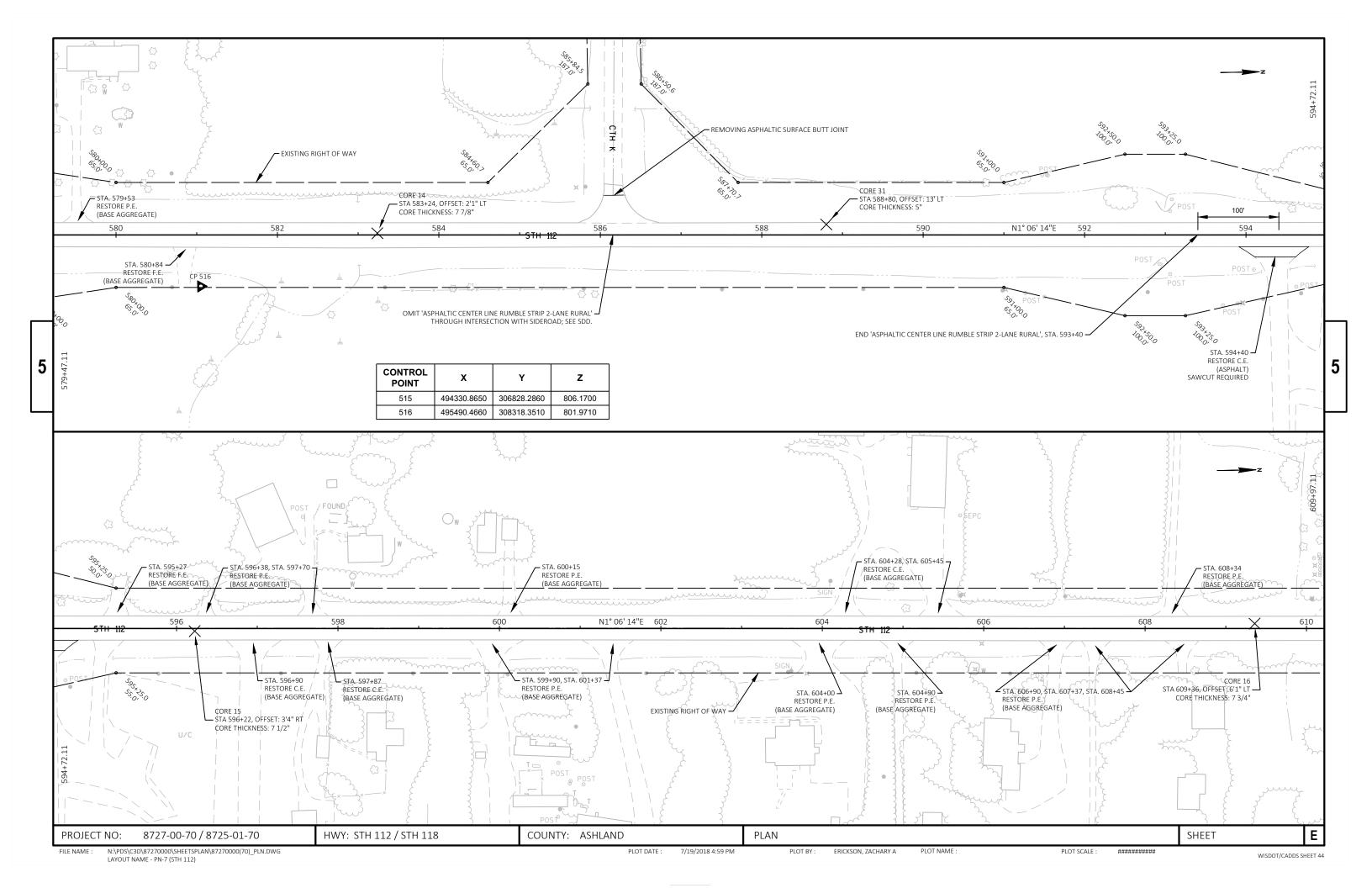


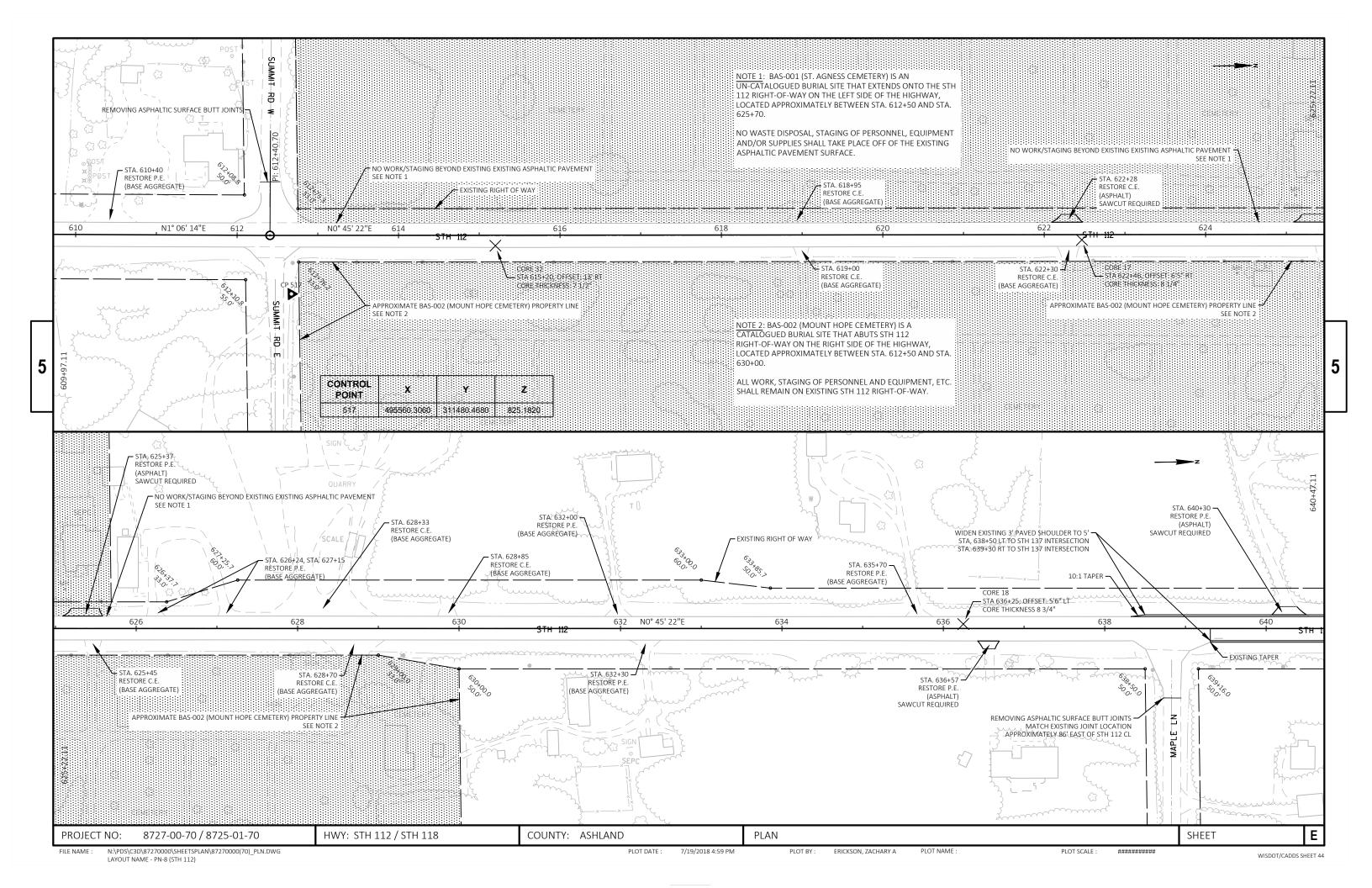


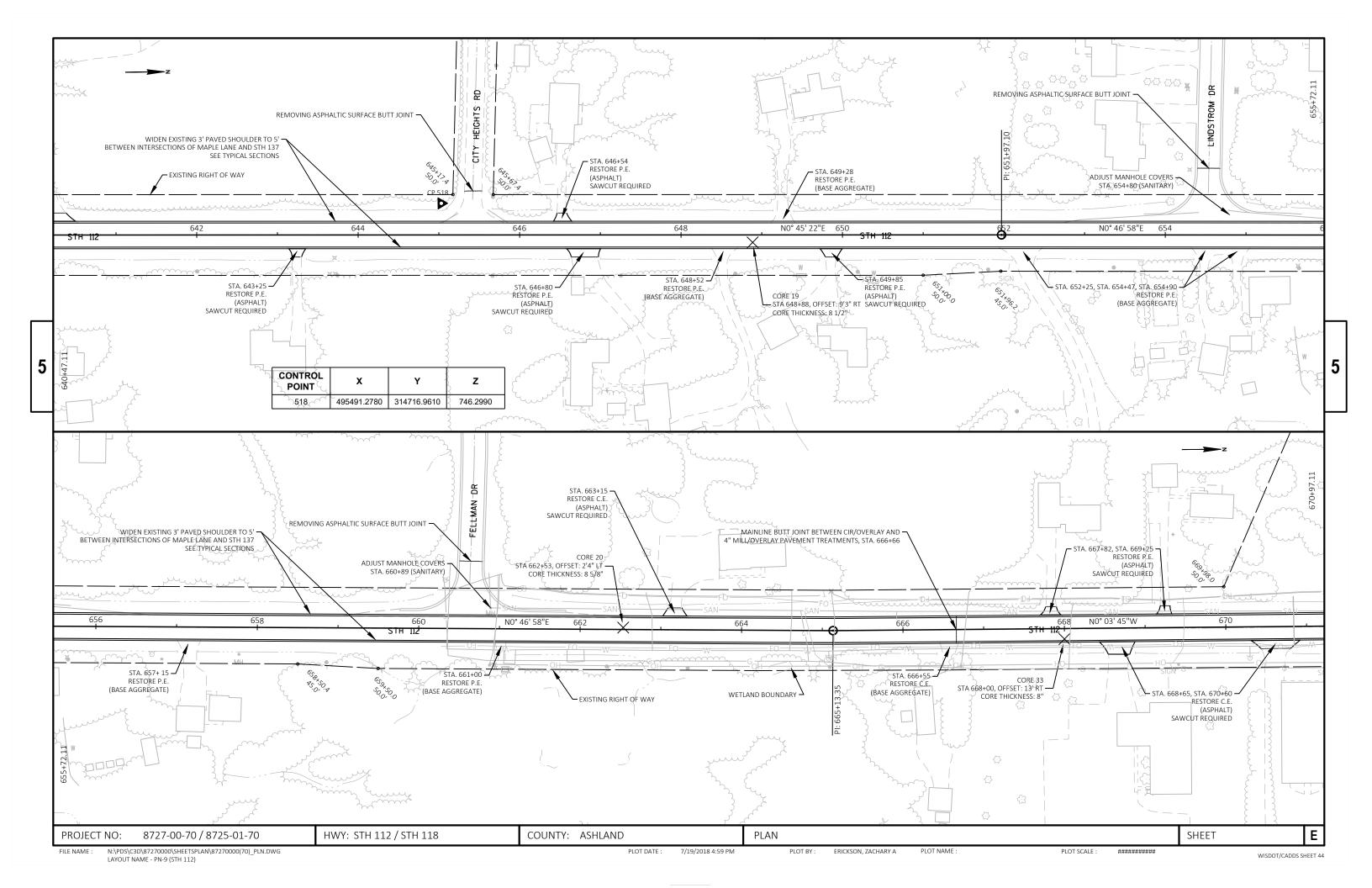


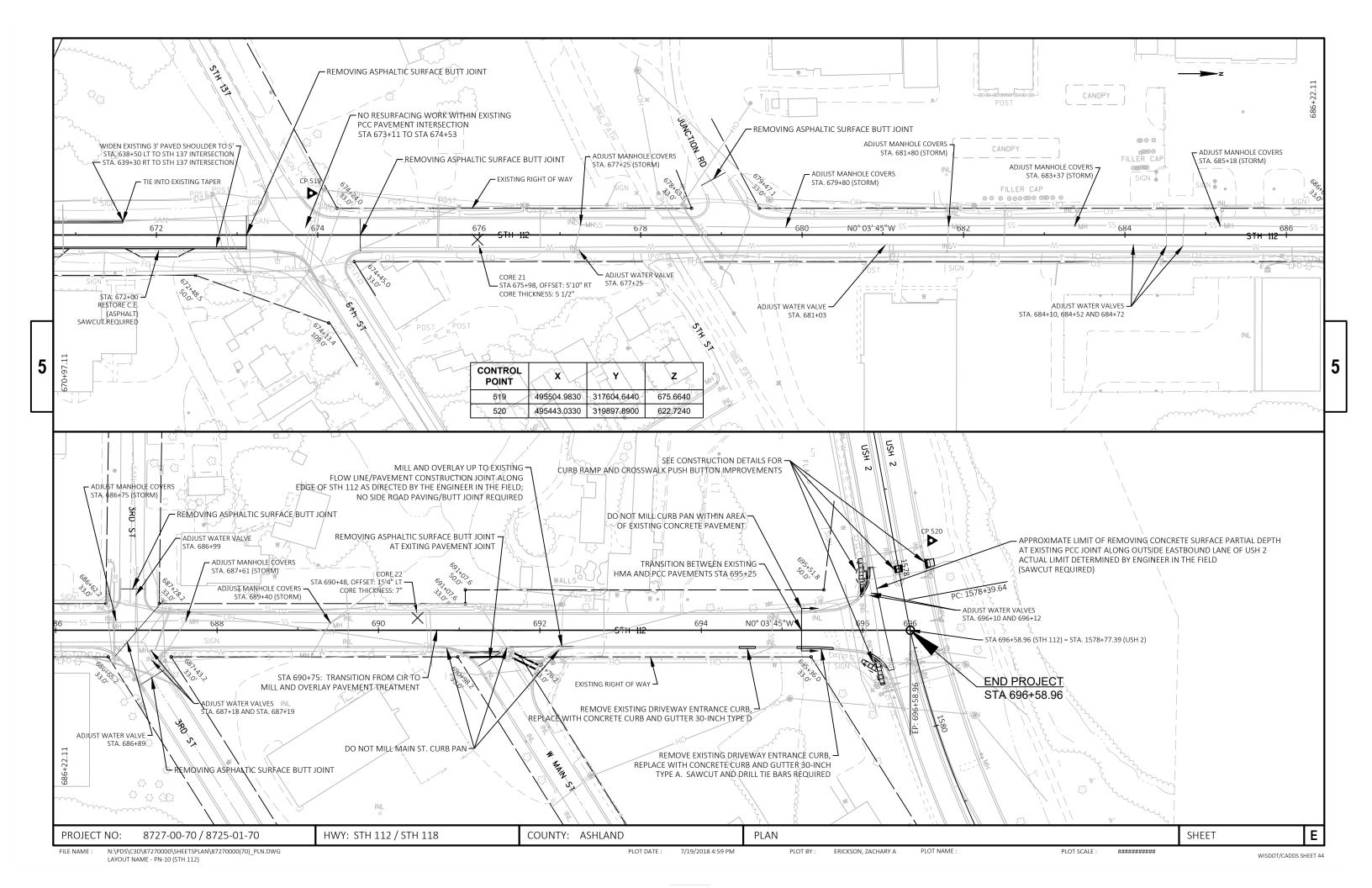








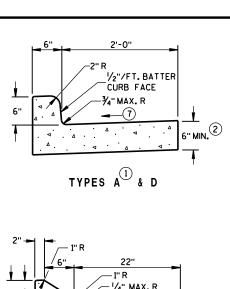


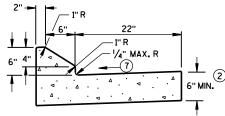


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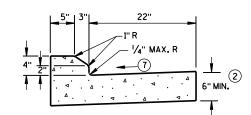
3D01-20A	CONCRETE CURB & GUTTER
3D01-20B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
3D05-19A	CURB RAMPS TYPES 1 AND 1-A
3D05-19B	CURB RAMPS TYPES 2 AND 3
3D05-19C	CURB RAMPS TYPES 4A AND 4A1
3D05-19D	CURB RAMPS TYPE 4B AND 4B1
3D05-19E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
3D05-19F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
3D05-19G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
3E10-02	INLET PROTECTION TYPE A, B, C AND D
9A01-13A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
9A01-13B	AT-GRADE SIDE ROAD INTERSECTION, TYPE "A1" & "A2"
9B02-10	CONDUIT
9B04-11	PULL BOX
9C02-07	CONCRETE BASES, TYPES 1, 2, 5, & 6
9C03-04	TRANSFORMER/PEDESTAL BASES
9E01-14A	POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2
9E07-05	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
3A11-03A	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
3A11-03B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
1B29-01	SAFETY EDGE
5C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
5C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
5C07-14C	PAVEMENT MARKING ARROWS
5C08-19A	LONGITUDINAL MARKING (MAINLINE)
5С08-19в	PAVEMENT MARKING (TURN LANES)
5C08-19C	PAVEMENT MARKING (TURN LANES)
5C11-07A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
5С11-07В	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
5C12-06	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
5C19-05A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
5C29-05A	BICYCLE LANE MARKING
5C33-03	STOP LINE AND CROSSWALK PAVEMENT MARKING
5C35-02A	PAVEMENT MARKING (INTERSECTIONS)
5D20-04	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
5D21-06	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
5D27-03	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
5D28-03	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
5D29-05	TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD
5D30-04A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
5D30-04B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
5D30-04C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
5D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
5D38-02B	ATTACHMENT OF SIGNS TO POSTS
5D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING

Standard Detail Drawing List

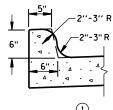




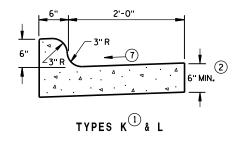
6" SLOPED CURB TYPES G 4 J



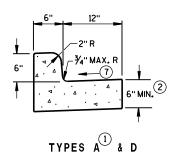
4" SLOPED CURB TYPES G 4 J



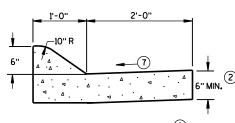
TYPES K (1) & L (OPTIONAL CURB SHAPE)



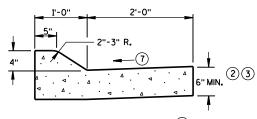
**CONCRETE CURB & GUTTER 30"** 



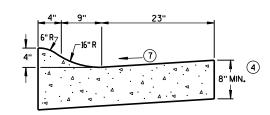
**CONCRETE CURB & GUTTER 18"** 



6" SLOPED CURB TYPES A & D

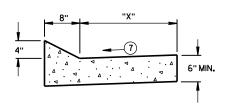


4" SLOPED CURB TYPES A D



4" SLOPED CURB TYPES R T & T

**CONCRETE CURB & GUTTER 36"** 



TYPES TBT & TBTT

#### 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'-O" 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
- (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'

6

20a

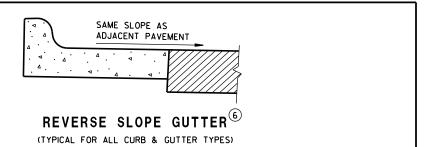
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#### CONCRETE PANEL WIDTH SAME PAY LIMITS TRAFFIC TRAFFIC LANE -AS CURB & GUTTER LANE PAVEMENT SLOPE PAVEMENT THICKNESS

PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



**CONCRETE CURB & GUTTER** 

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

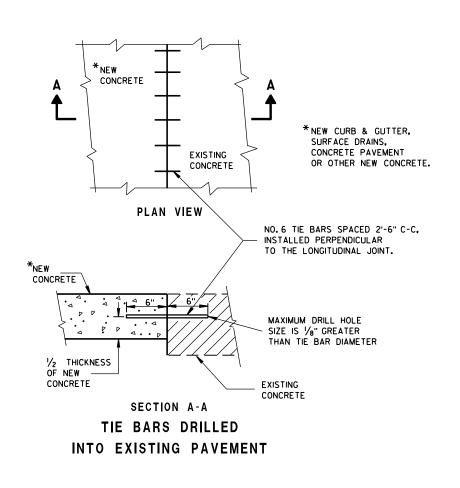
Ö D  $\infty$ D 20a

<sup>\*</sup> BIKE LANE IS NOT SHOWN.

#### DETAIL OF CURB AND GUTTER AT INLETS (TYPE H INLET COVER SHOWN)

CONTRACTION **PAVEMENT** 

**END SECTION CURB & GUTTER** 



#### **GENERAL NOTES**

\_ 1/2"/FT.BATTER,FACE OF CURB (ABOVE ADJACENT PAVEMENT)

ADJACENT

PAVEMENT

NO. 4 X 2'-0" DEF. TIE

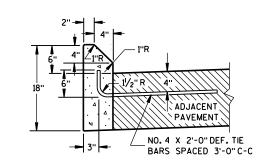
BARS SPACED 3'-0" C-C

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'-O" BEHIND THE BACK OF CURBS.

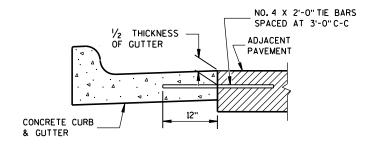
- 1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A.G.K.R AND TBTT.
- 2 THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- (9) REFER TO SDD 8D18 AND SDD 8D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



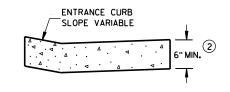
TYPES A D

TYPES G 4 J

#### **CONCRETE CURB**



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

/S/ Rodney Taylor June, 2017 DATE

ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

6

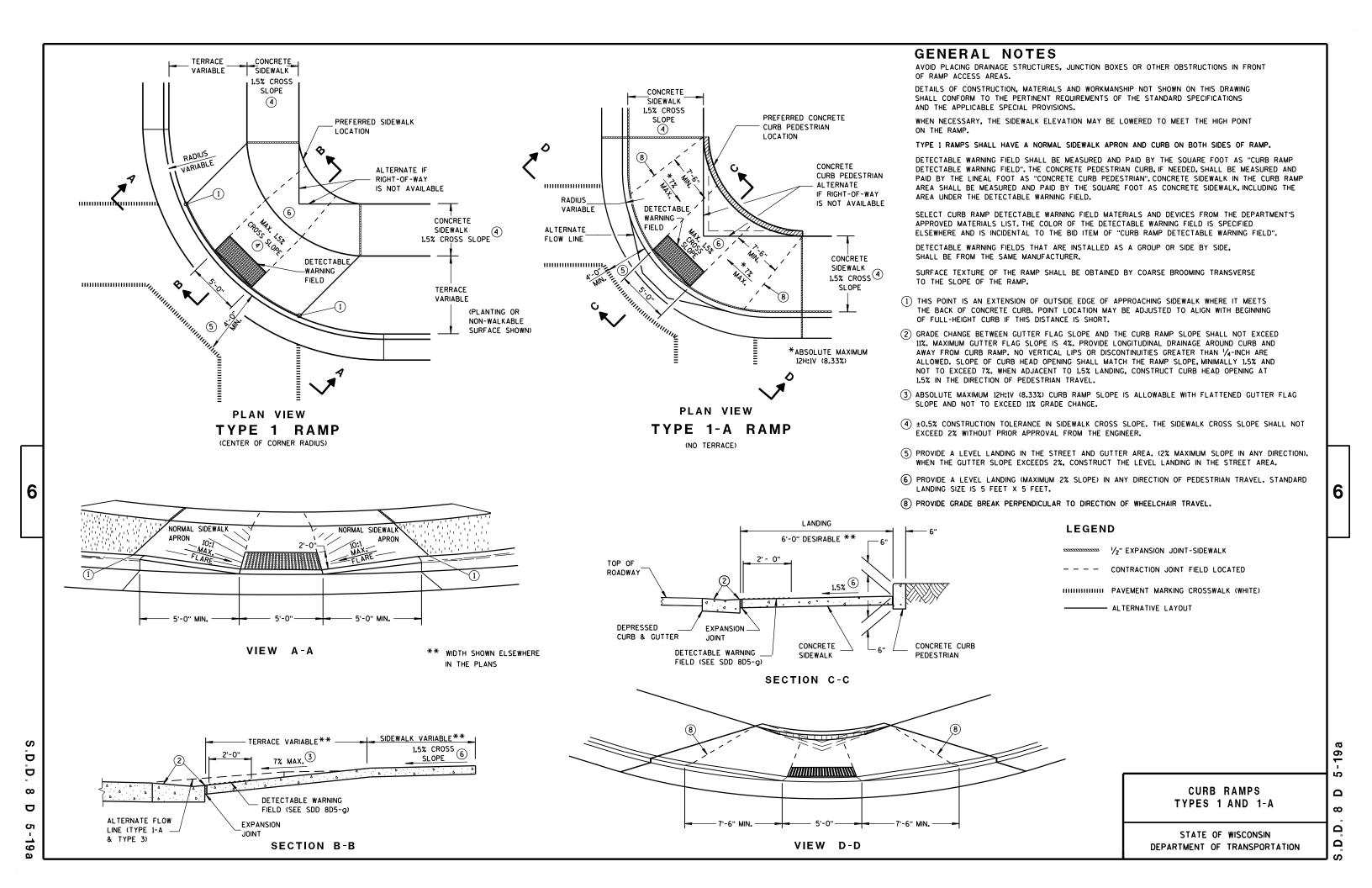
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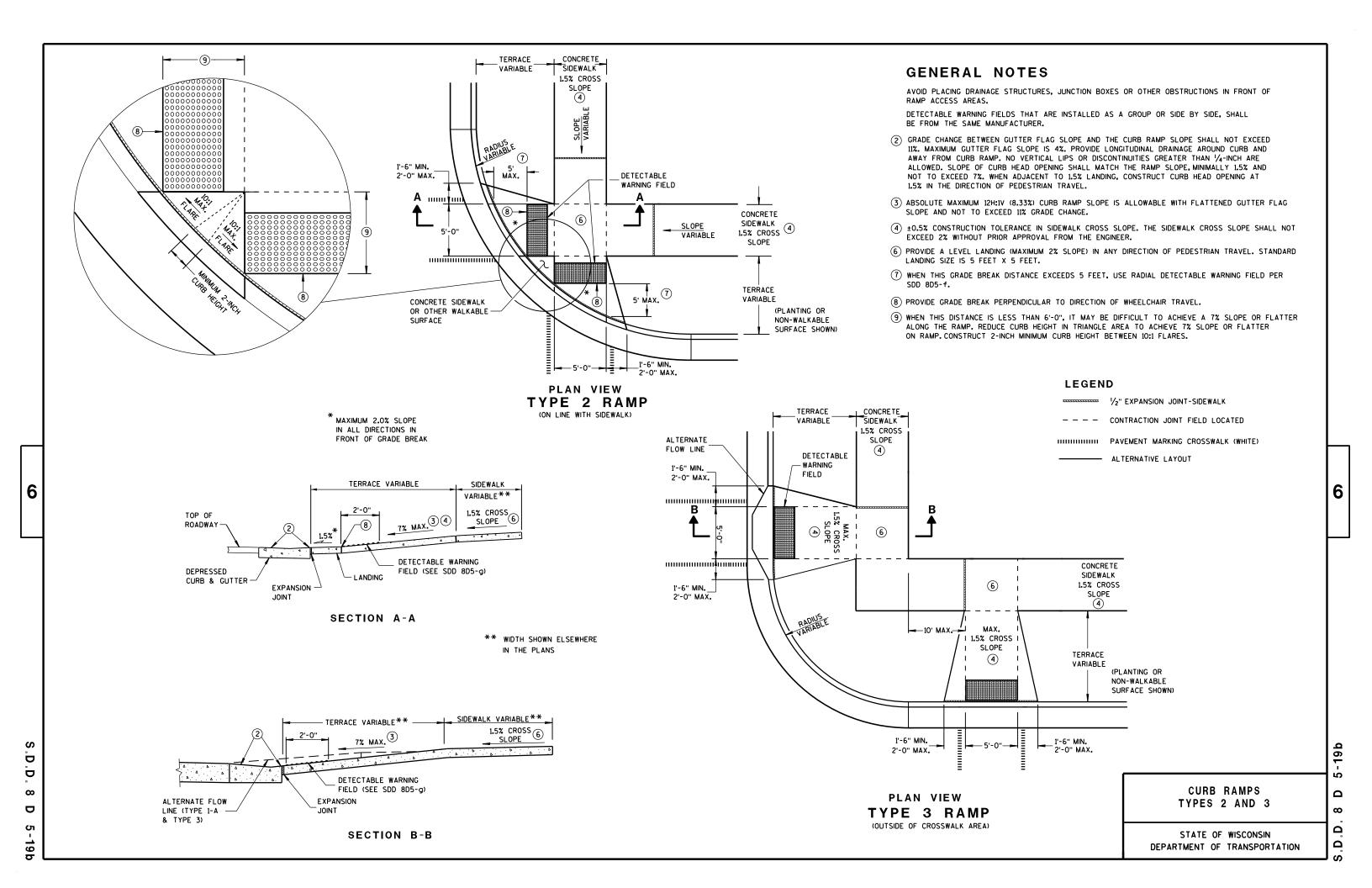
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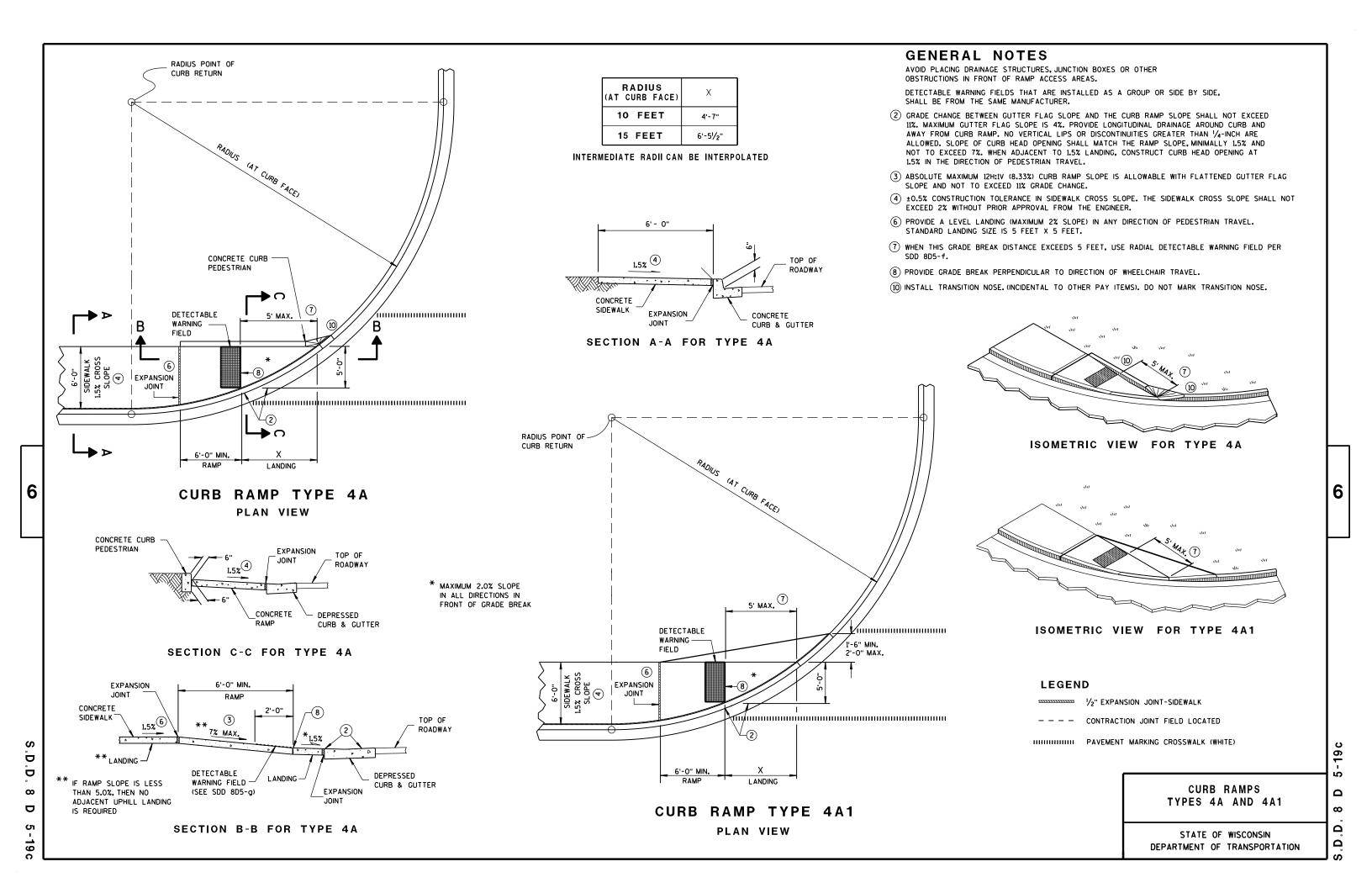
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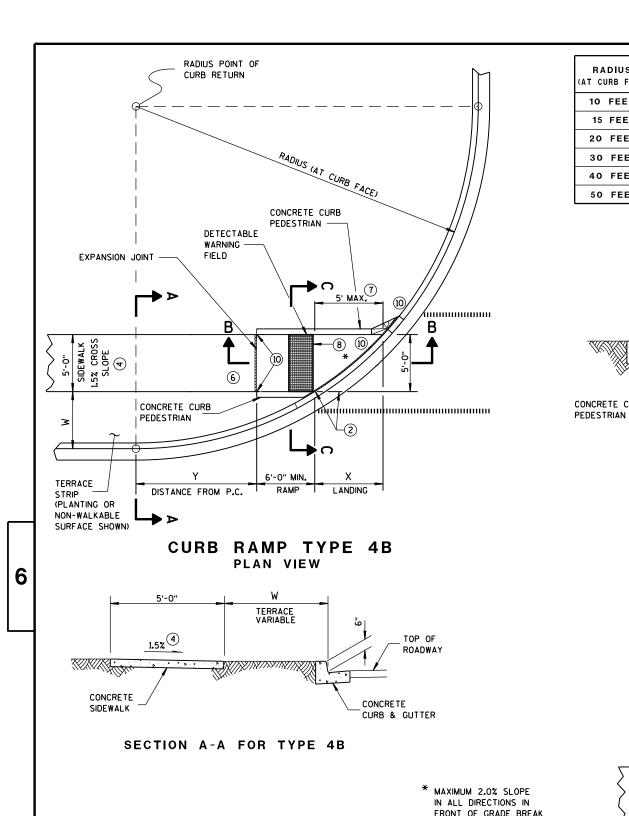
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6'-0" MIN.

RAME

7% MAX.3

DETECTABLE

(SEE SDD 8D5-g)

SECTION B-B FOR TYPE 4B

WARNING

FIELD

EXPANSION

\*\* LANDING

JOINT

F IF RAMP SLOPE IS LESS

ADJACENT UPHILL LANDING

THAN 5.0%, THEN NO

IS REQUIRED

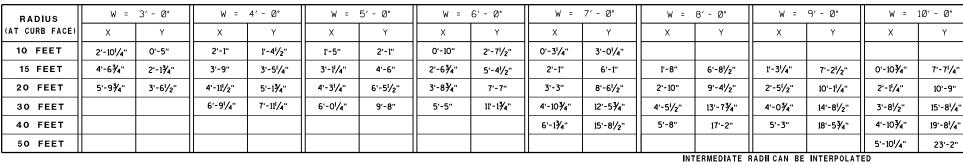
CONCRETE SIDEWALK

O D

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#### **GENERAL NOTES**

5'-0" RAMP

VARIES

0 TO 6"

<u>1.5%</u>

SECTION C-C FOR TYPE 4B

CONCRETE CURB

TOP OF

DEPRESSED

CURB &

GUTTER

**EXPANSION** 

ROADWAY

TERRACE STRIP

VARIES O TO W

CONCRETE

CURB & GUTTER

ROADWAY

DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH

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-19

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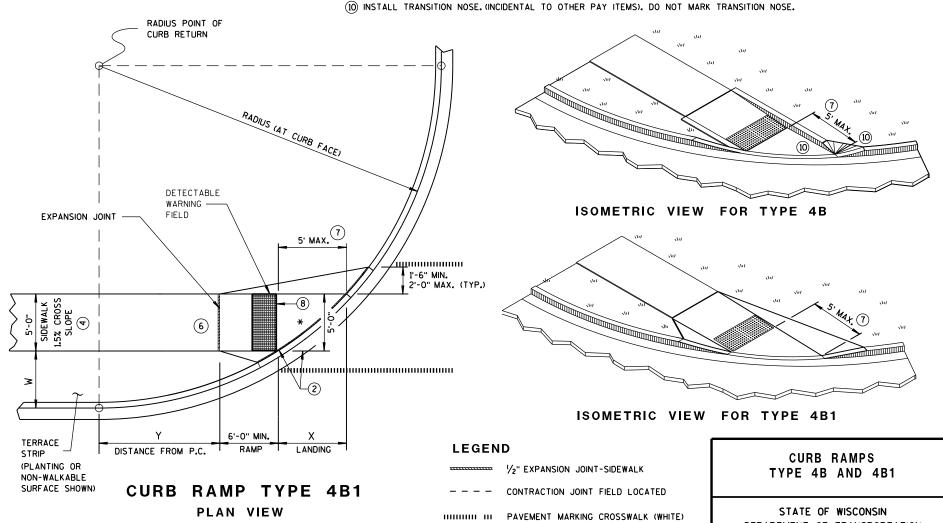
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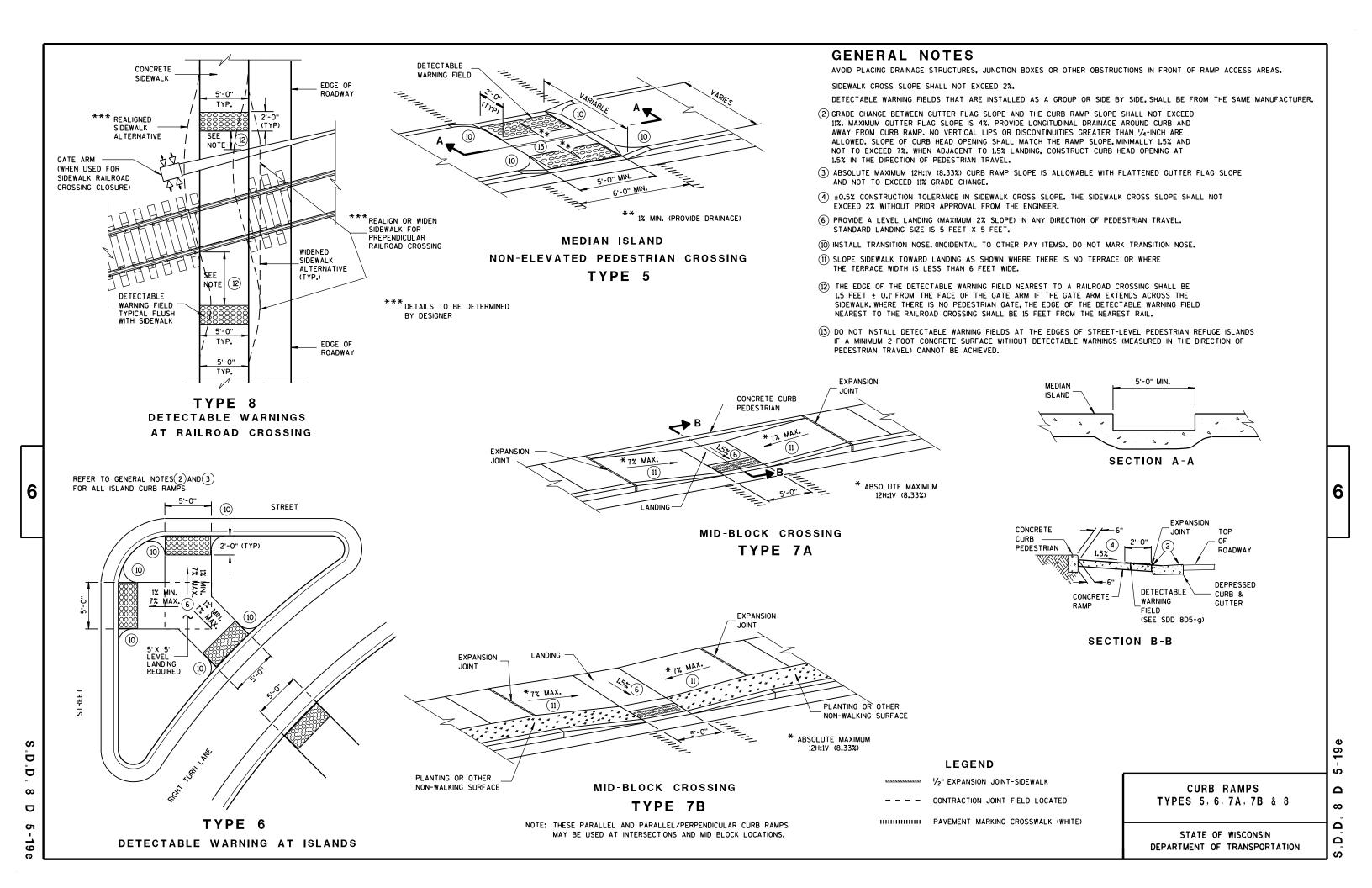
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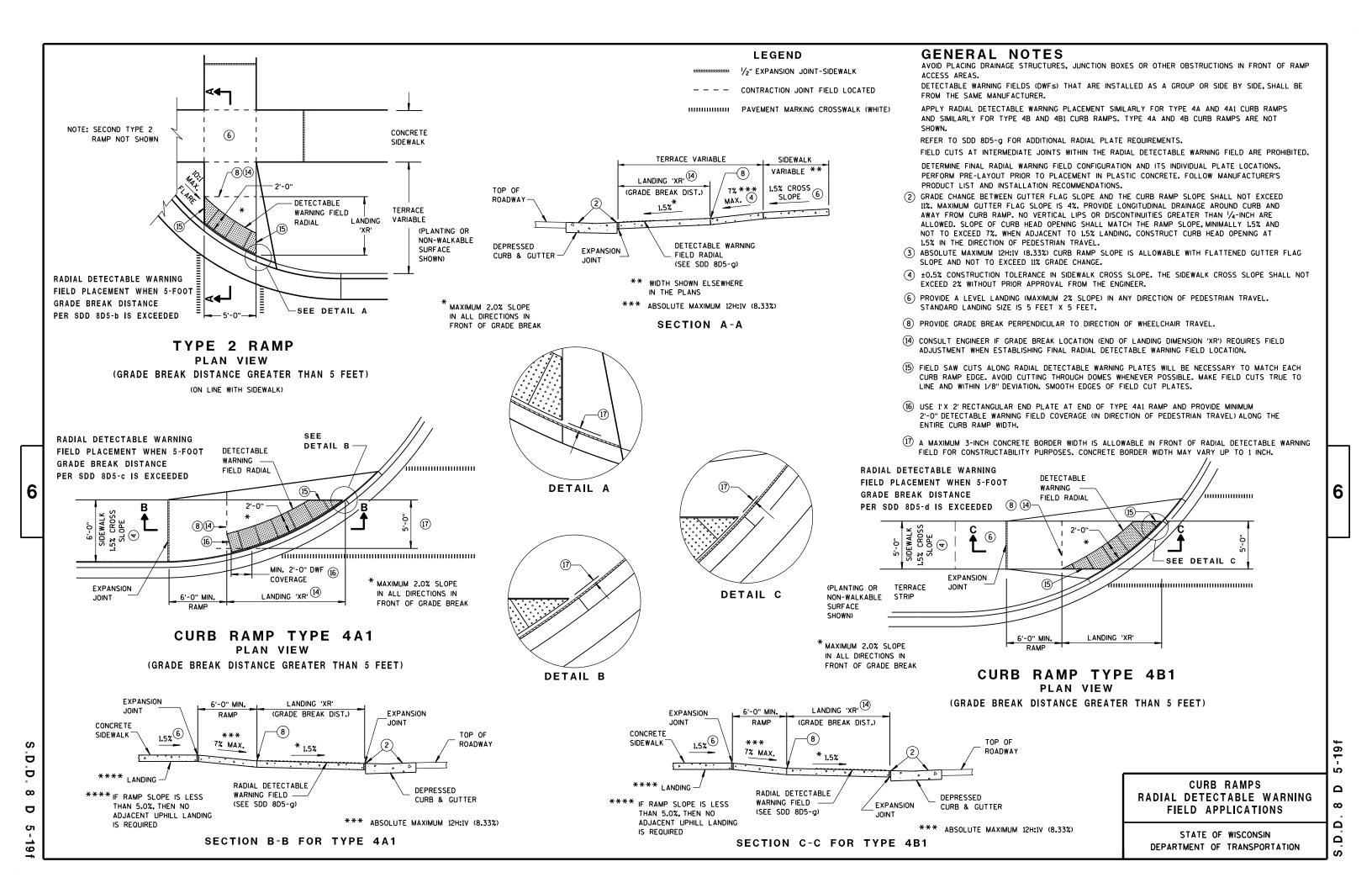
DEPARTMENT OF TRANSPORTATION

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.







6

A B	RAN	(a)
A		( B

**PLAN VIEW** 

00 C	
ELEVATION	VIEW

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

MIN.

1.6"

0.65"

В

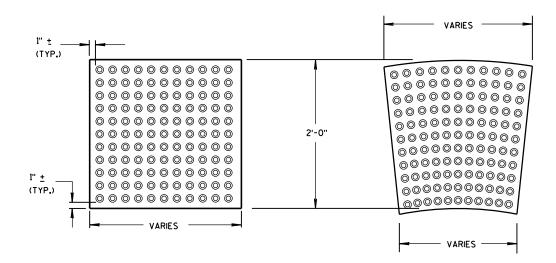
MAX

2.4"

1.5"

1.4"

## TRUNCATED DOMES DETECTABLE WARNING PATTERN DETAIL



RECTANGULAR **PLATES** 

RADIAL **PLATES** 

DETECTABLE WARNING FIELDS (TYPICAL)

**PLAN VIEW** 

#### **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.

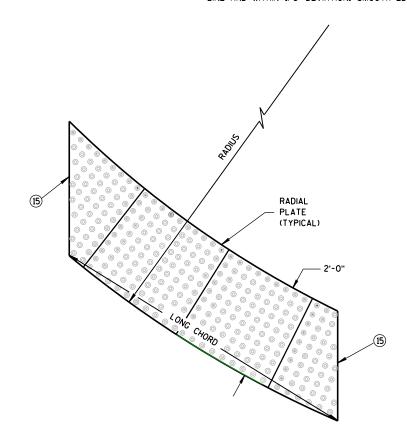
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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.



RADIAL DETECTABLE **WARNING FIELD ATTRIBUTES** 

#### CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES

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STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED	

/S/ Rodney Taylor ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR





INLET PROTECTION, TYPE A

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

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

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

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



#### INLET PROTECTION, TYPE C (WITH CURB BOX)

#### **INSTALLATION NOTES**

#### TYPE B & C

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

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

#### TYPE D

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

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

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

#### INLET PROTECTION TYPE A, B, C, AND D

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED

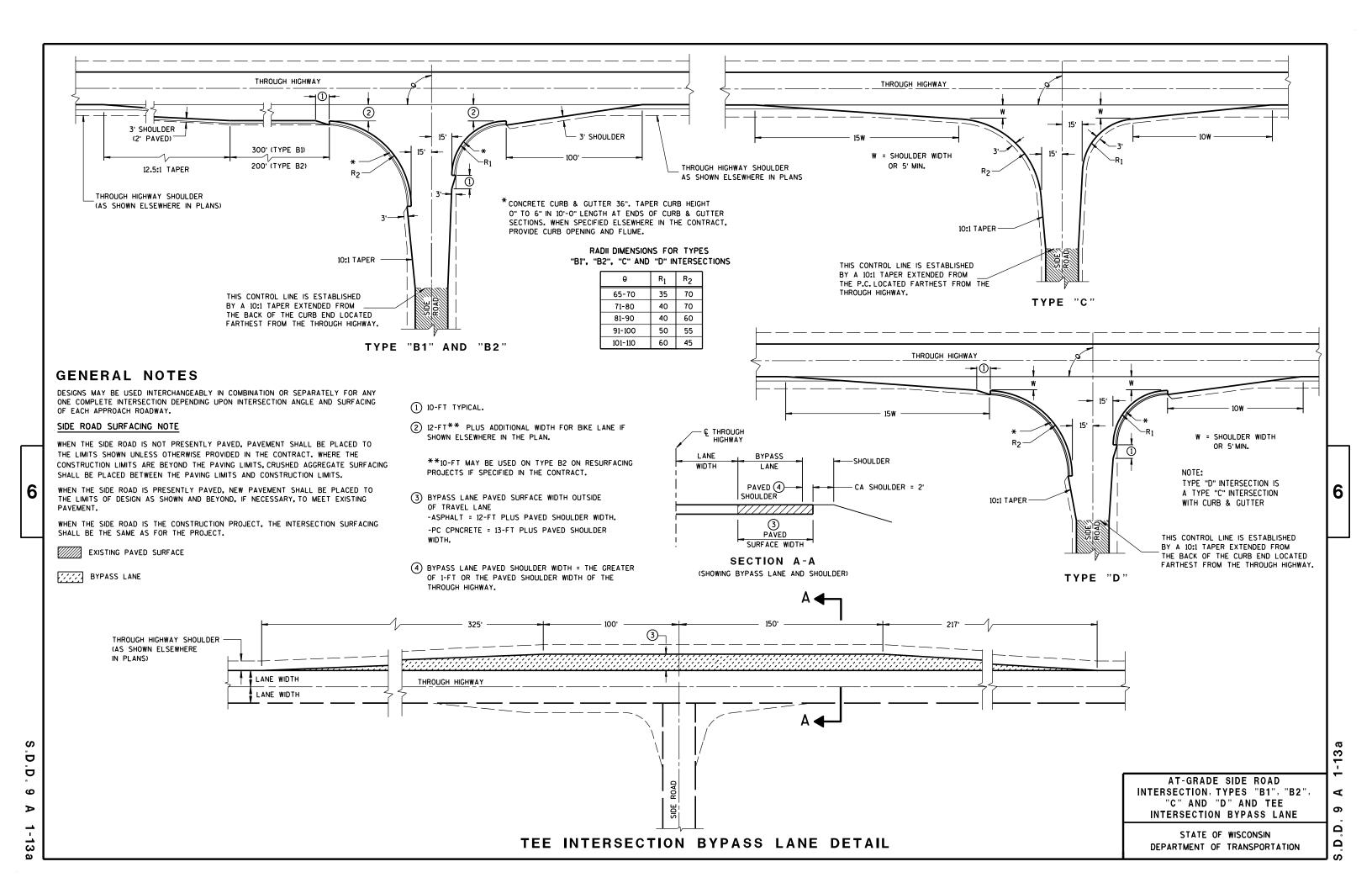
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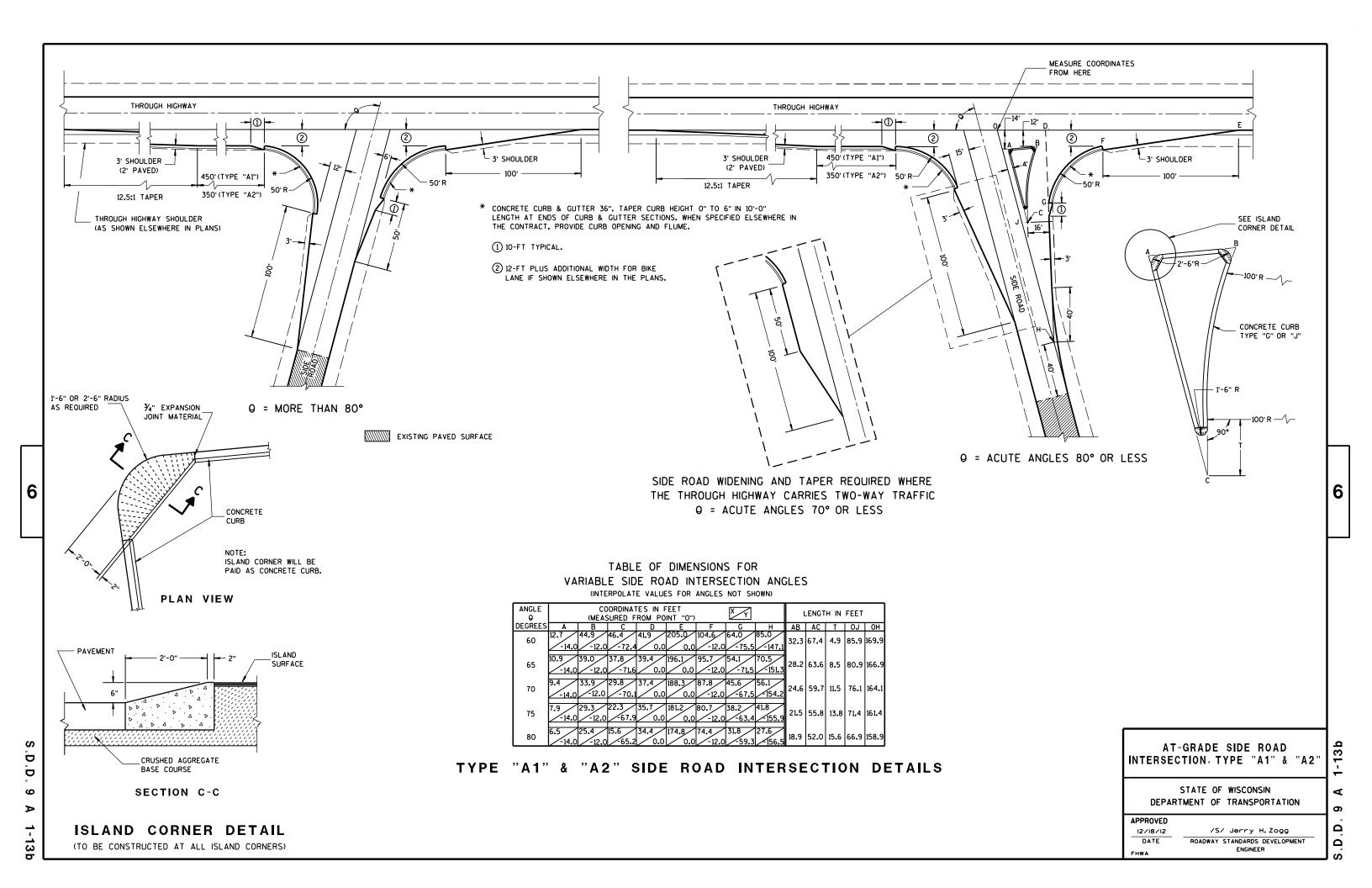
/S/ Beth Cannestra CHIEF ROADWAY DEVELOPMENT ENGINEER 6

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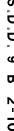
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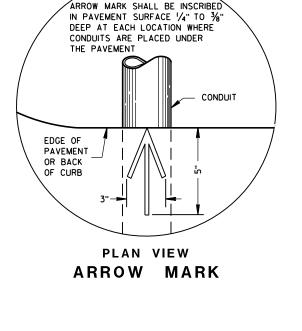


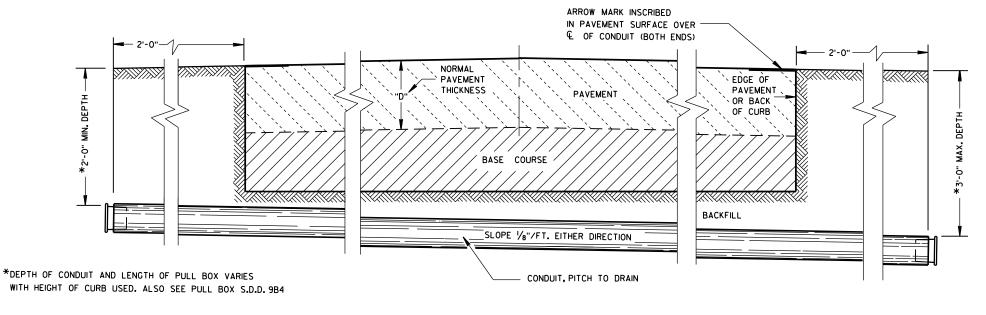












### SIDE ELEVATION DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

#### **GENERAL NOTES**

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

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

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

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

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

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

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

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

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

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

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

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

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

#### CONDUIT

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED	
March, 2017	/S/ Ahmet Demirbilek
DATE	STATE ELECTRICAL ENGINEER

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

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

# 6" MAX. **EXTENSION** TOP OF ORIGINAL CORRUGATED PIPE (3) BOLTS, NUTS & LOCKWASHERS REQUIRED

ELECTRIC

FINAL GRADE

ALL METALLIC CONDUIT

AND THREADED

CUT OPENINGS

THE FIELD

2" PVC PIPE CAP ON BOTH ENDS

WITH 7, 8 1/4" HOLES DRILLED

IN EACH END.

PULL BOX

AS REQUIRED IN

ENDS SHALL BE REAMED

ALL CONDUIT PITCHED

4 TO 8 BRICKS

EQUALLY SPACED

TO DRAIN TO PULL BOXES

2" DRAIN DUCT TO

DITCH OR SEWER

WHEN SPECIFIED

CORRUGATED PIPE EXTENDER

HEAVY DUTY FRAME -

6" MIN.

(TYP.)

AND COVER

WHEN A PULL BOX IS INSTALLED IN CRUSHED

AGGREGATE SHOULDERS, PLACE IT 2-3

2-3 INCHES OF CRUSHED AGGREGATE

NO. 2 COARSE

(SEE SECTION 501

OF THE STANDARD

WIRE AND/OR CABLE.

INSTALL END BELLS (U.L. LISTED FOR

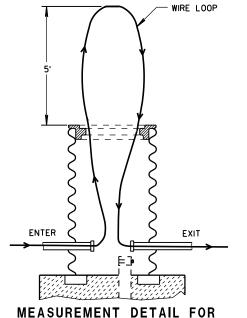
CONDUIT BEFORE INSTALLATION OF

ELECTRICAL USE) ON ALL NONMETALLIC

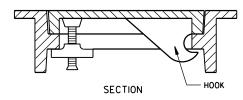
SPECIFICATIONS)

AGGREGATE

INCHES BELOW GRADE AND COVER IT WITH

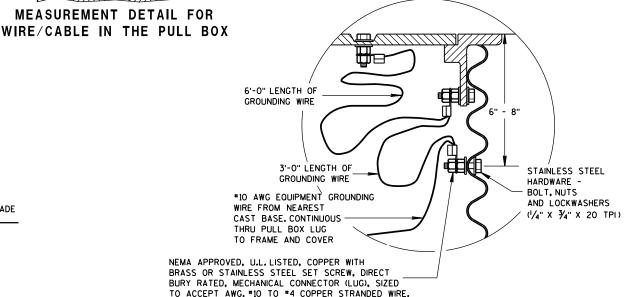


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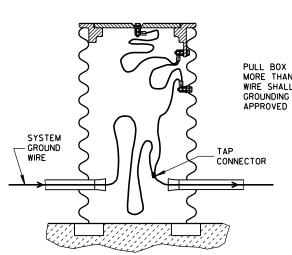


ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



**EQUIPMENT GROUNDING LUG AND** LOCATION IN STEEL PULL BOXES



**EQUIPMENT GROUNDING LUG AND** LOCATION IN STEEL PULL BOXES

#### PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

# PULL BOX

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

**APPROVED** 

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

#### **GENERAL NOTES**

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

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

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

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

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

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

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

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

TRAFFIC LOADS.

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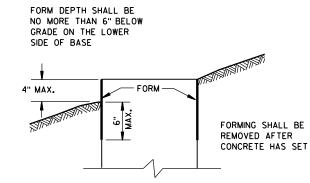
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QUANTITY	CONCRETE BASE TYPE				
REQUIREMENTS	1	2	5 & 6		
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40		
LBS. OF HOOP BAR STEEL	NONE	23	16		
LBS. OF VERTICAL BAR STEEL	NONE	60	18		

1" CONDUIT

PURPOSES

6" DIA.

ANCHOR RODS SHALL BE

ORIENTED PARALLEL TO

FORM ALL EXPOSED

CONCRETE. PROVIDE

1" CHAMFER ALL AROUND

THE ROADWAY

FOR GROUNDING

CONDUIT WITHIN

#### FORMING DETAIL

1'-8"

a)

1.1

1.1

1.1

TYPE 1

CONDUIT WITHIN

ANCHOR RODS SHALL BE

ORIENTED PARALLEL TO

THE ROADWAY

FORM ALL EXPOSED

CONCRETE. PROVIDE

TOPSOIL AND

SEED OR CRUSHED

AGGREGATE

**EXOTHERMIC** CONNECTION

GROUNDING CONDUCTOR

TO EQUIPMENT

%" DIA. X 8'-0"

COPPERCLAD EQUIPMENT

GROUNDING

ELECTRODE

D

D

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C

1" CHAMFER ALL AROUND

HALF SECTION

IN UNPAVED AREA

(TYPICAL FOR TYPES 1, 2, 5, & 6)

-CONDUIT

123/4" BOLT

CIRCLE

HALF SECTION

(TYPICAL FOR TYPES 1, 2, 5, & 6)

IN PAVEMENT

PAVEMENT 9

¾" PREFORMED

FILLER AS APPROVED BY THE ENGINEER

EXOTHERMIC CONNECTION

GROUNDING CONDUCTOR

TO EQUIPMENT

5/8" DIA. X 8'-0" COPPERCLAD EQUIPMENT

OPTIONAL 4" L BEND

OR HEX NUT (TYPICAL FOR TYPES 1, 2, 5, & 6)

REQUIRED

GROUNDING ELECTRODE

#### **GENERAL NOTES**

1" CONDUIT

PURPOSES

-CONDUIT

111/2" BOLT

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CIRCLE

FOR GROUNDING

CONDUIT

CONDUIT WITHIN

6" DIA.

ANCHOR RODS SHALL

BE ORIENTED

PARALLEL TO

THE ROADWAY

FORM ALL EXPOSED

CONCRETE, PROVIDE

EXOTHERMIC CONNECTION

GROUNDING CONDUCTOR

%" DIA. X 8'-0" COPPERCIAD FOUIPMENT GROUNDING ELECTRODE

REQUIRED

OPTIONAL 4" L BEND

OR HEX NUT (TYPICAL

FOR TYPES 1, 2, 5, & 6)

TO EQUIPMENT

1" CHAMFER ALL AROUND

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

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.

- Colo

-CONDUIT

3" <del>X</del>

-3" CLEAR

6" STUB

OPTIONAL 4" I BEND

OR HEX NUT (TYPICAL

FOR TYPES 1, 2, 5, & 6)

111/2" BOL T

COUT TO OUT

#### **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 1FOOT 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 LINCH 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

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.

# **CONCRETE BASES**

TYPE 2

\* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 31/4" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

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

**TYPE 5 & 6** 

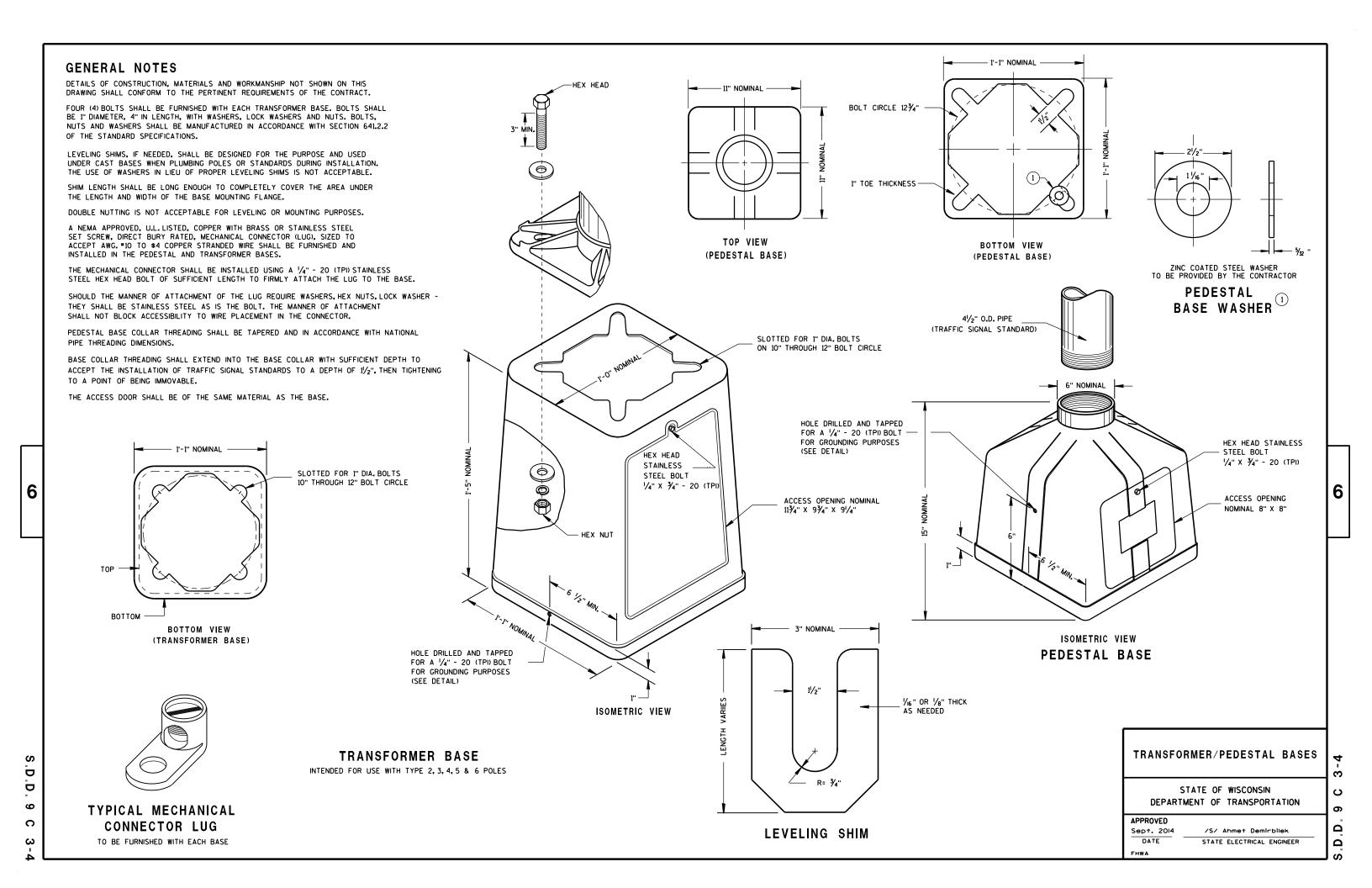
CONCRETE BASES, TYPES 1, 2, 5, & 6

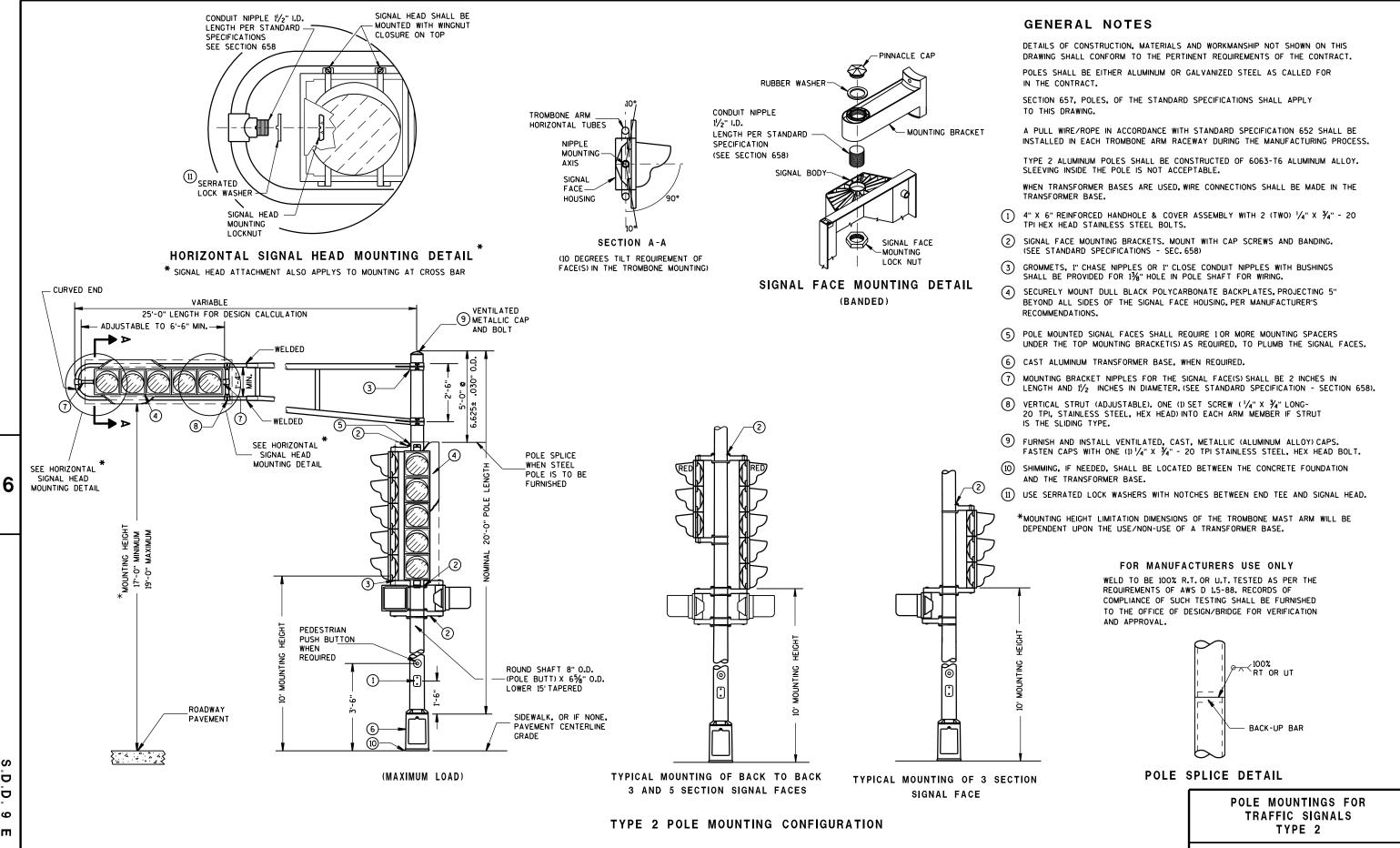
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2014 /S/ Ahmet Demirbile DATE STATE ELECTRICAL ENGINEER

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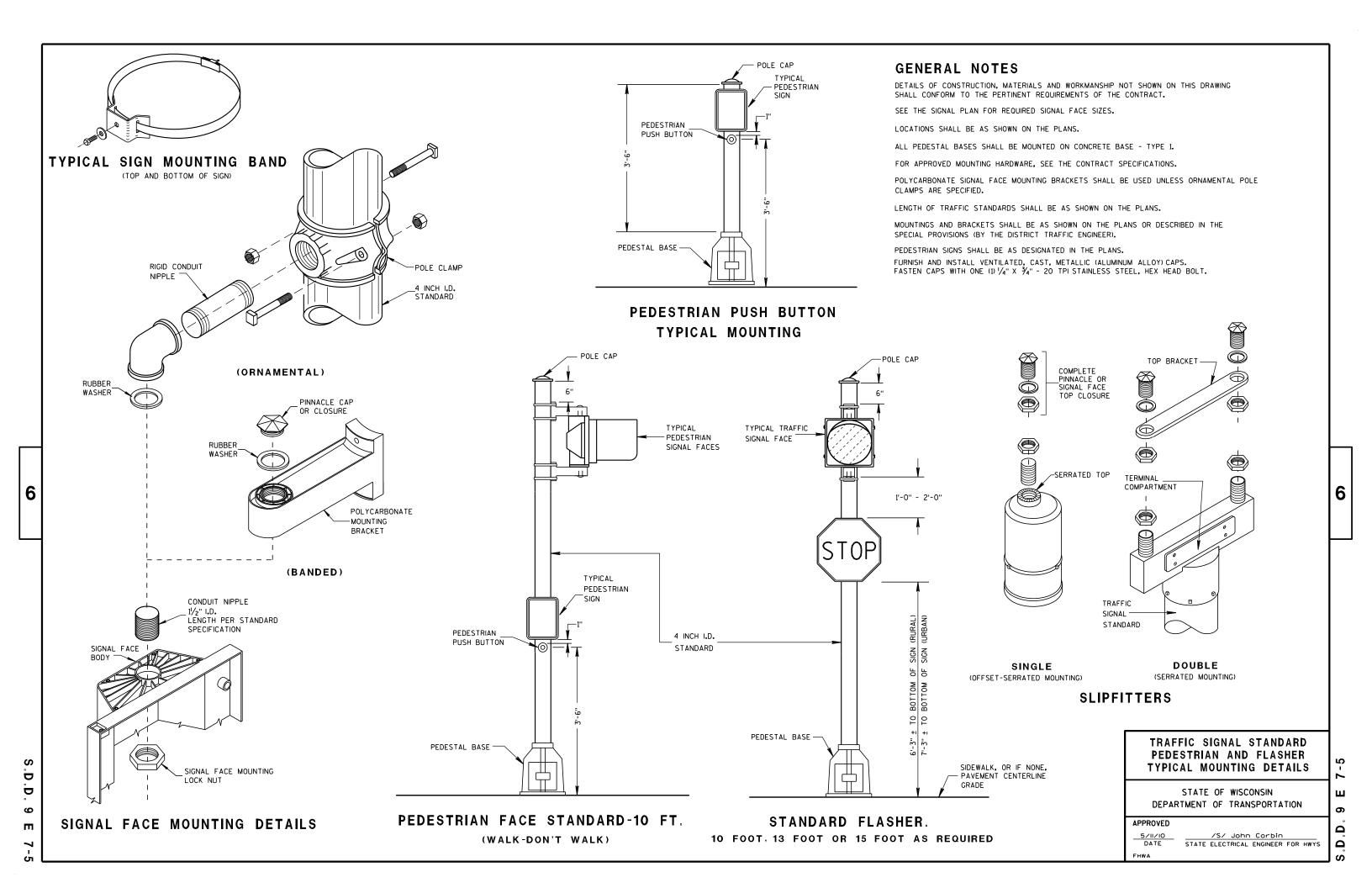
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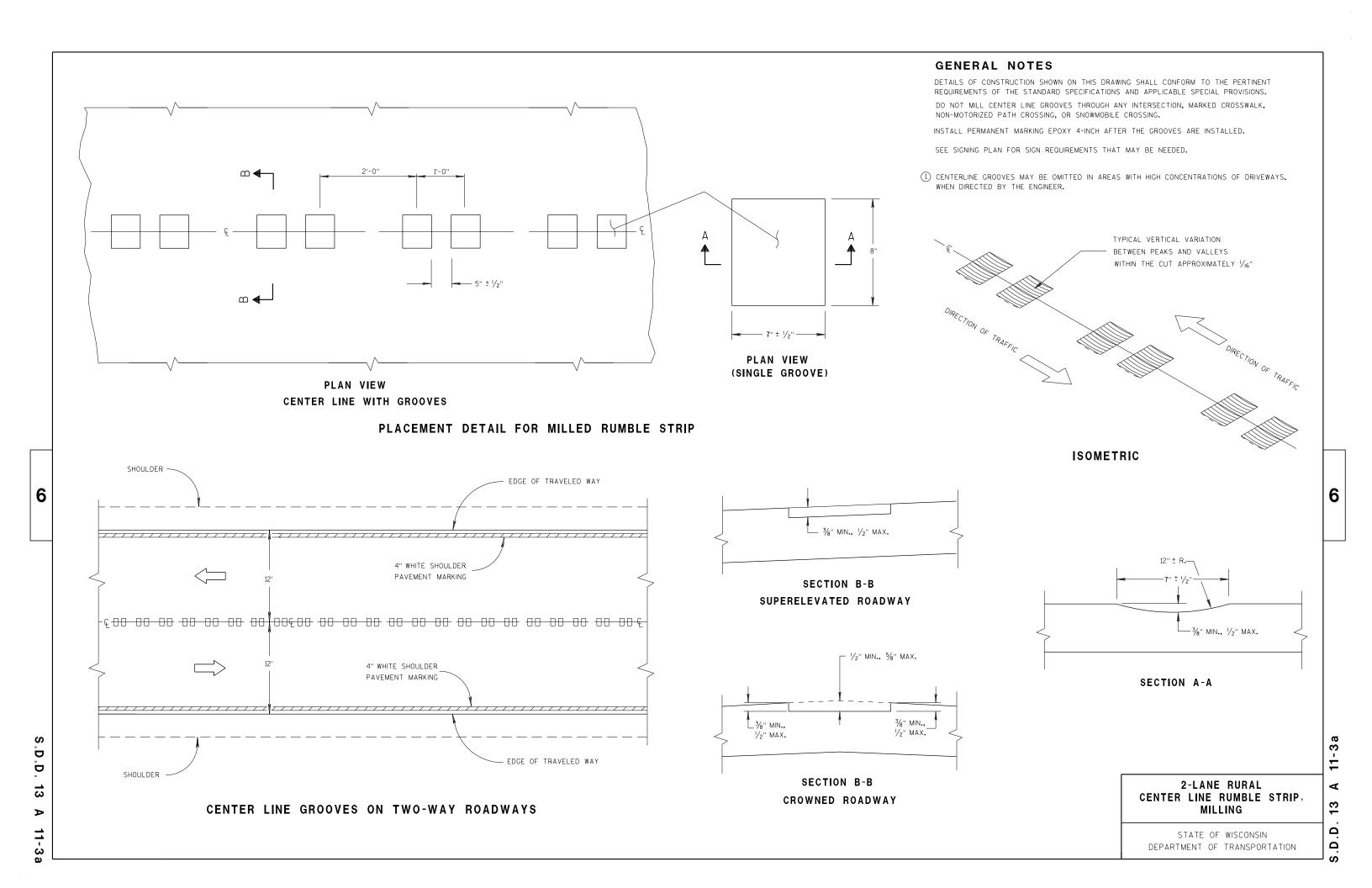
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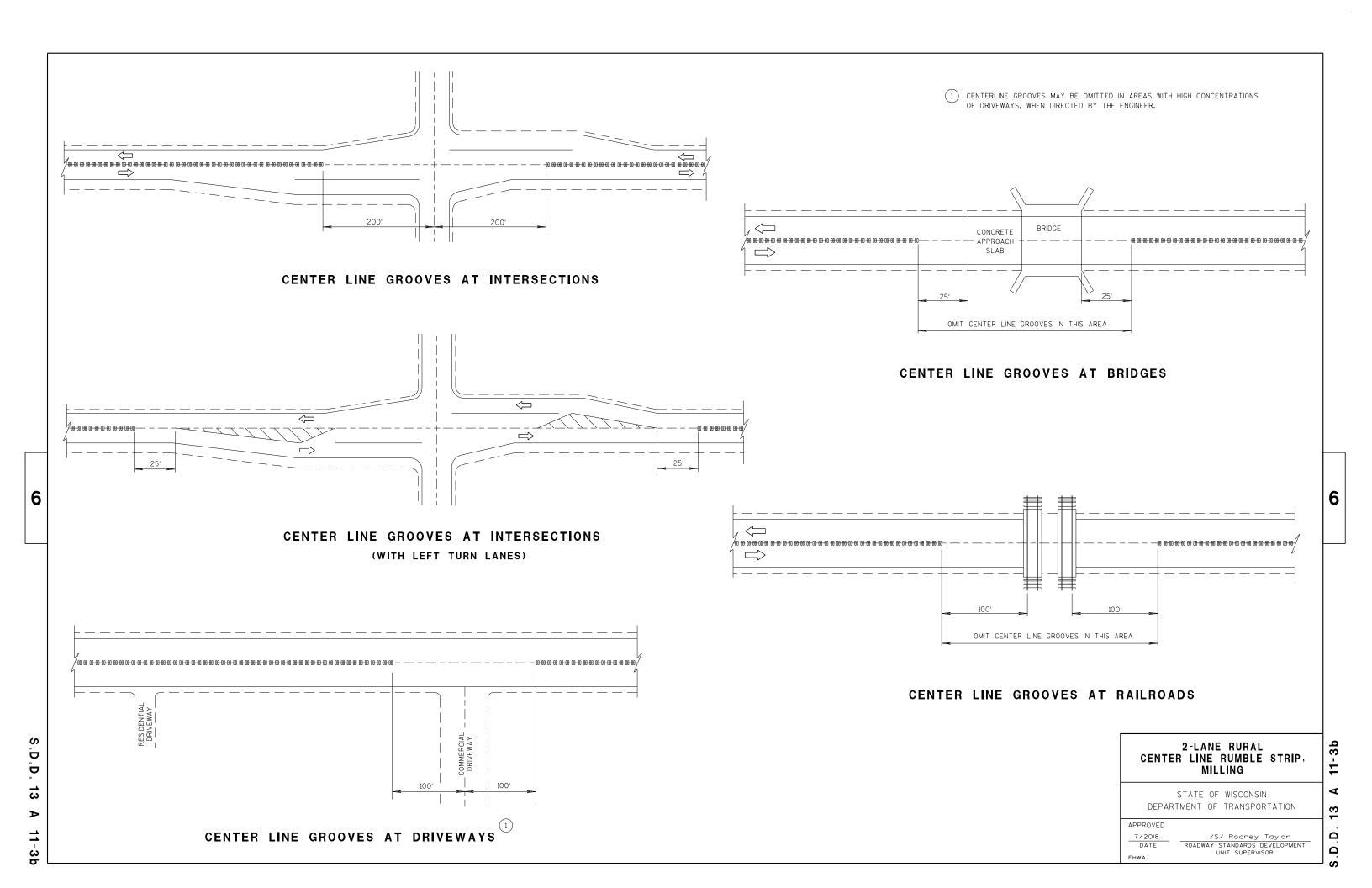
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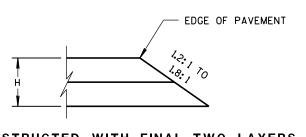
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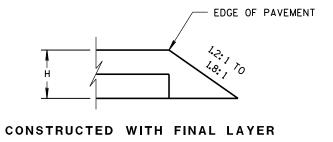
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION







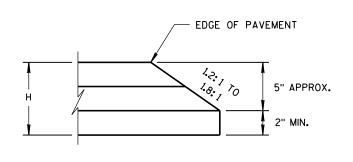


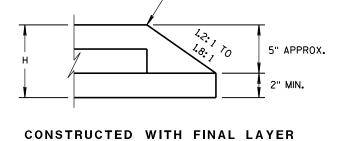


FOR H 5" OR LESS

CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS





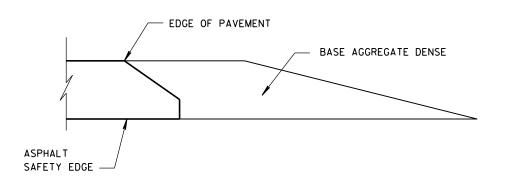
FOR H GREATER THAN 5"

EDGE OF PAVEMENT

CONSTRUCTED WITH FINAL TWO LAYERS

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

SAFETY EDGE SM

STATE OF WISCONSIN
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APPROVED

DATE ROADWAY STANDARDS DEVELOPMENT ENGINEER

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

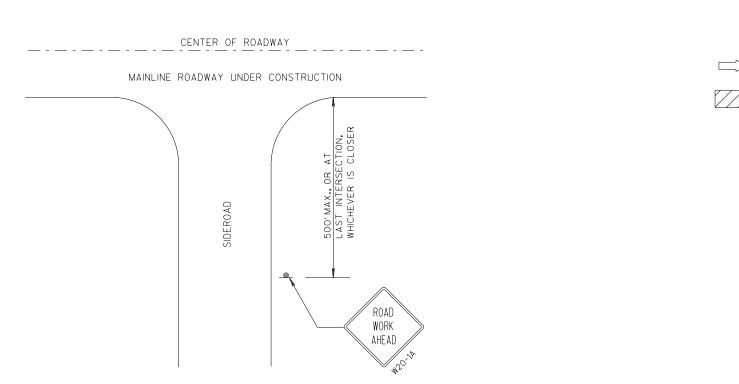
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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.

- imes 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

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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
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APPROVED

7/2018 /S/ Andrew Heidtke

DATE WORK ZONE ENGINEER

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MAINLINE ROADWAY UNDER CONSTRUCTION

ROAD

WORK

AHEAD

# CENTER OF ROADWAY

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

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.

imes The Third W20-1Sign 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.



SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED 6

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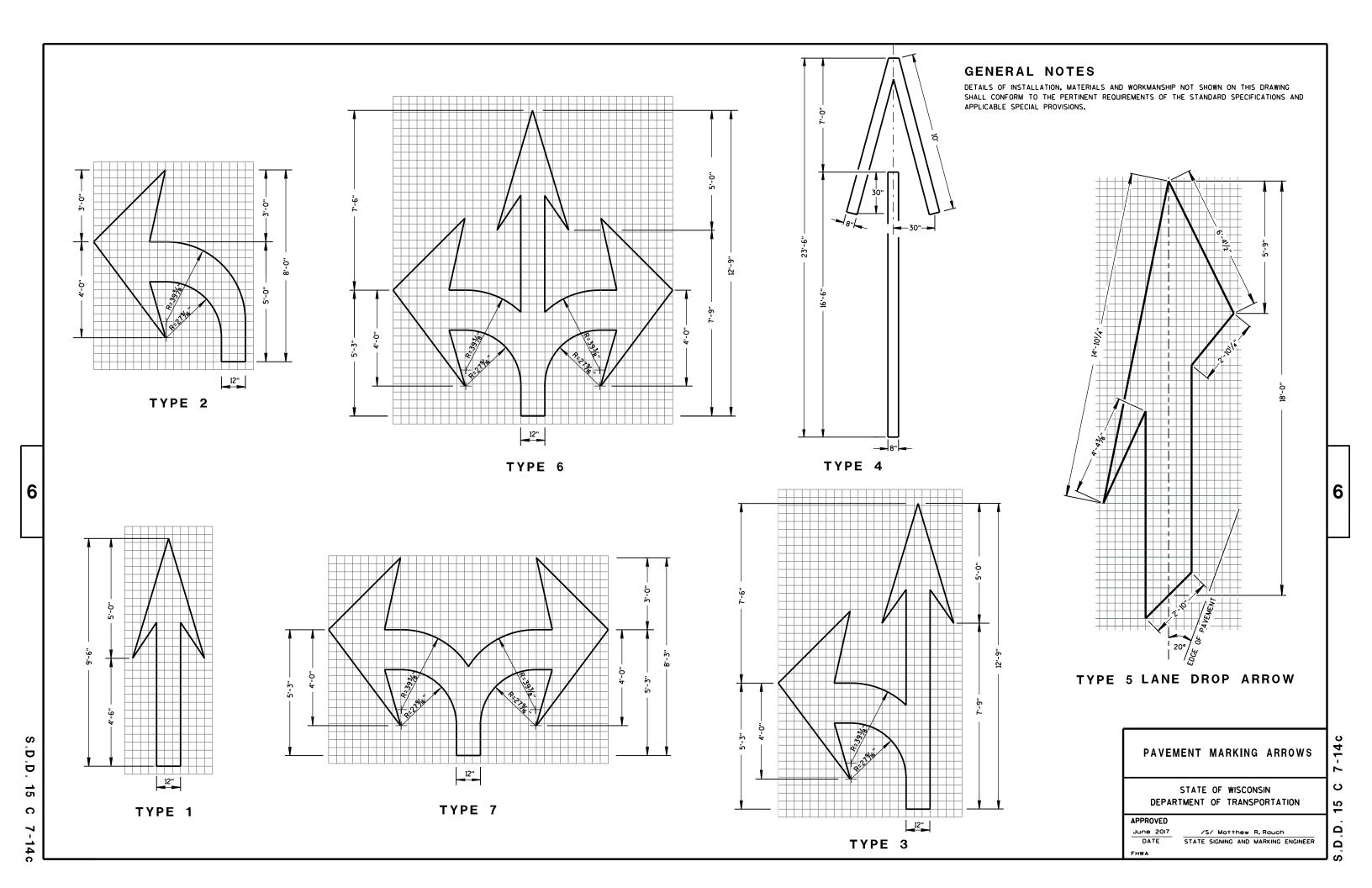
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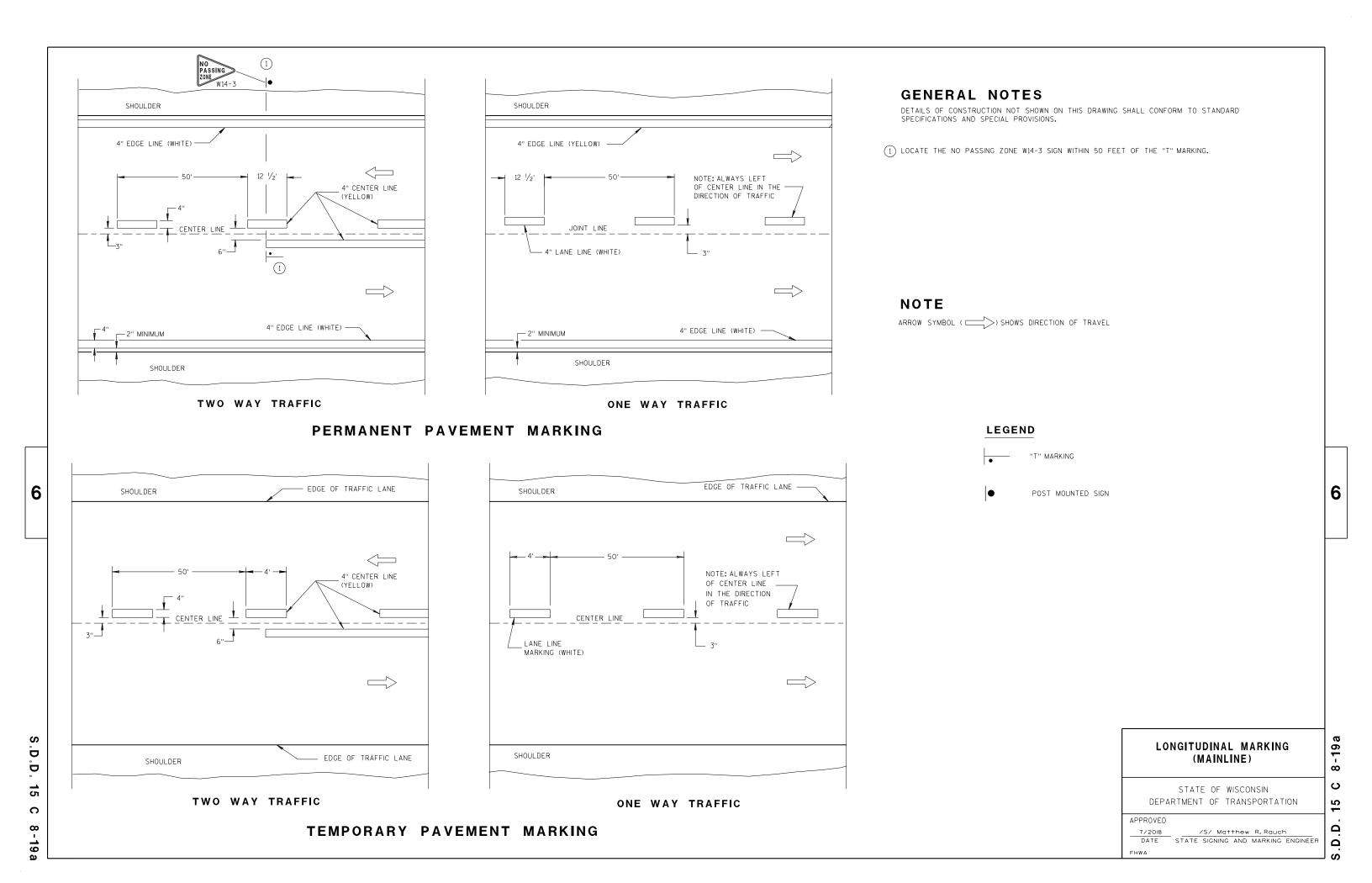
ROAD OPEN TO TRAFFIC

APPROVED

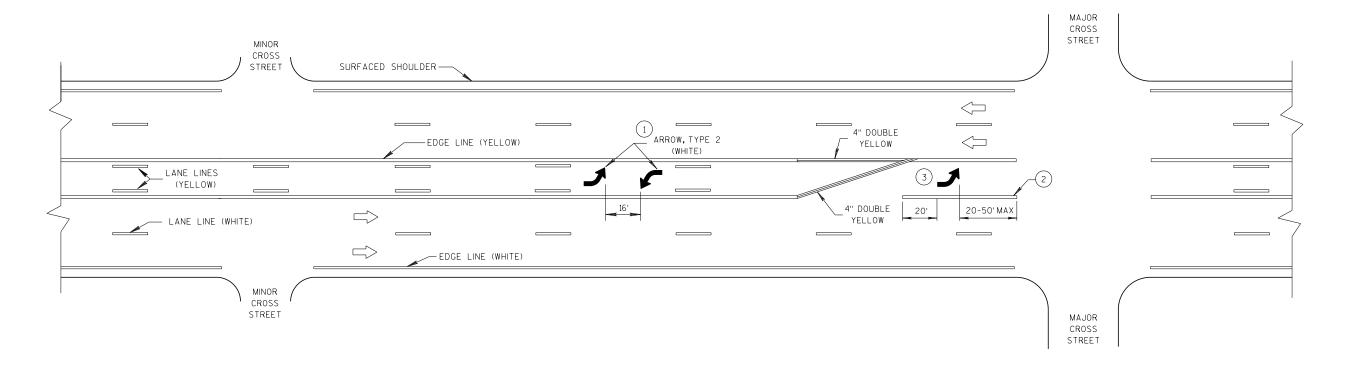
7/2018 /S/ Andrew Heidtke DATE WORK ZONE ENGINEER

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- 1 A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
- 2 8" WHITE
- (3) TURN BAY LENGTH OF LESS THAN 48'DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT
- DIRECTION OF TRAFFIC



TWO WAY LEFT TURN LANE

PAVEMENT MARKING (TURN LANES) 6

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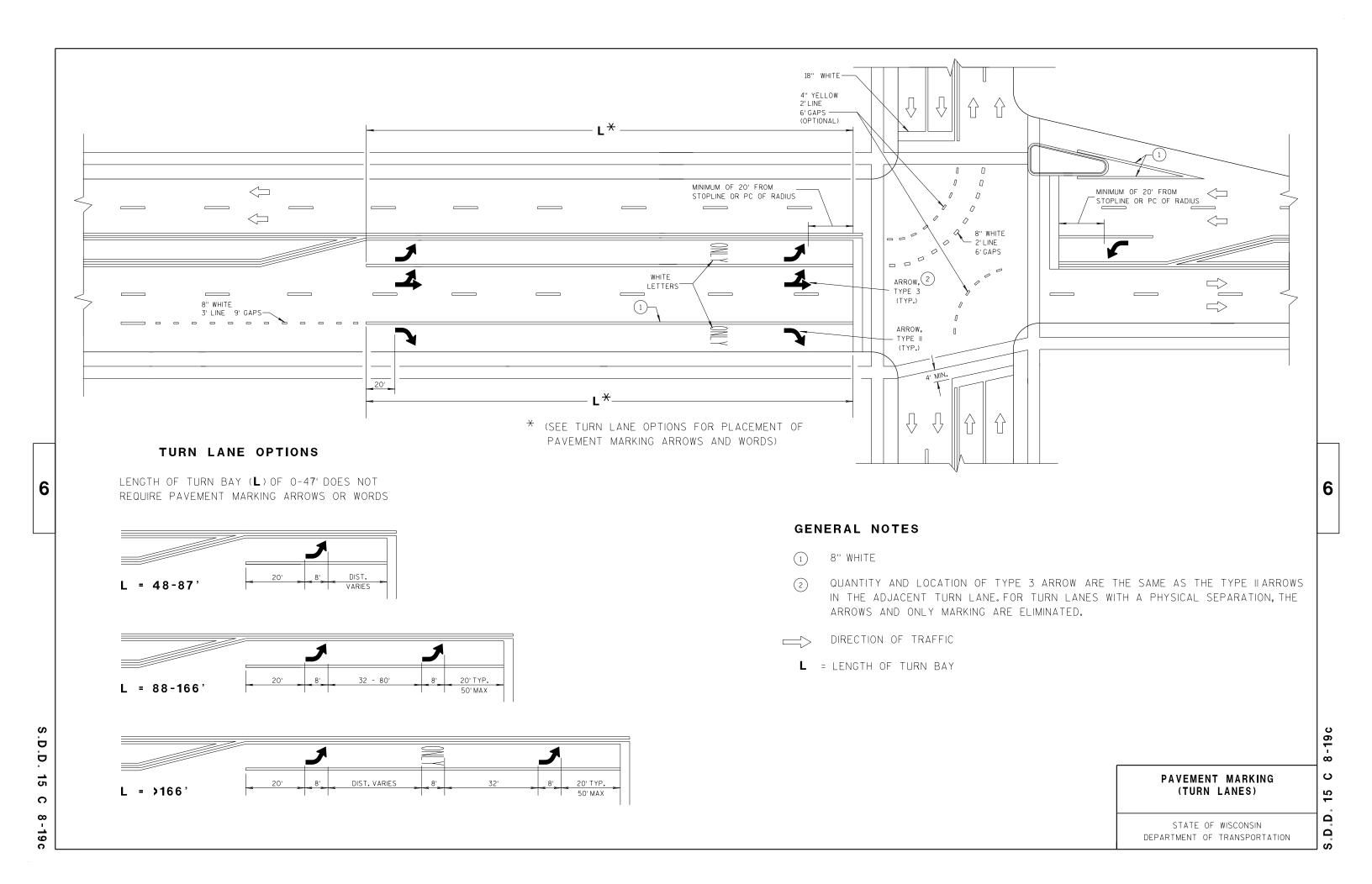
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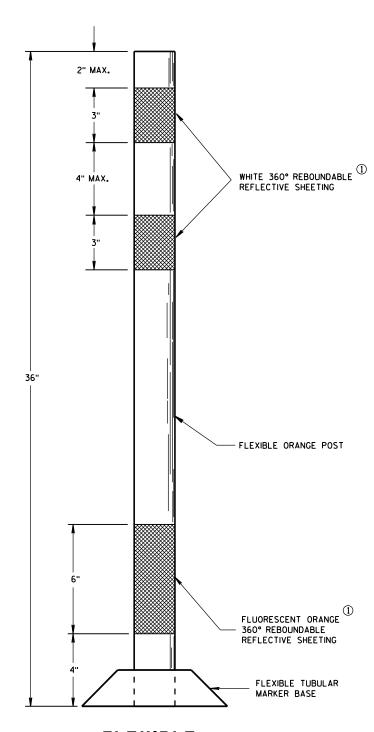
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**FLEXIBLE** TUBULAR MARKER POST **WORK ZONE** 

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

1 REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

> CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED
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/S/ Andrew Heidtke WORK ZONE ENGINEER FHWA

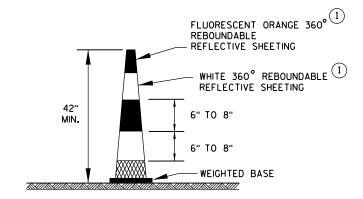
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Ω Ω **DRUM** 

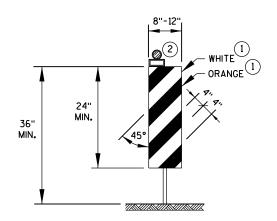
## TYPE 2 BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.



#### **42**" CONE

DO NOT USE IN TAPERS 1/2 SPACING OF DRUMS

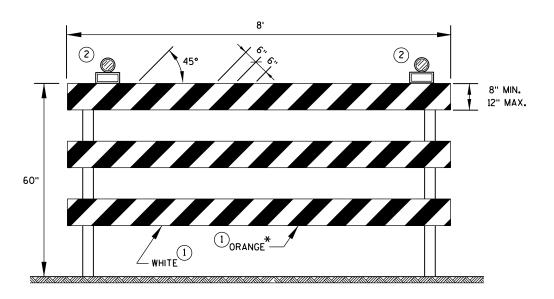


#### **VERTICAL PANEL**

THE STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.

# GENERAL NOTES

- 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 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

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APPROVED

June 2017
DATE

WORK ZONE ENGINEER
FHWA

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# TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STOP/SLOW PADDLE ON SUPPORT STAFF

5' MIN.

WORK

AHEAD

48" X 24"

END ROAD WORK G20-2A

(2)

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W20-1A

#### **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.

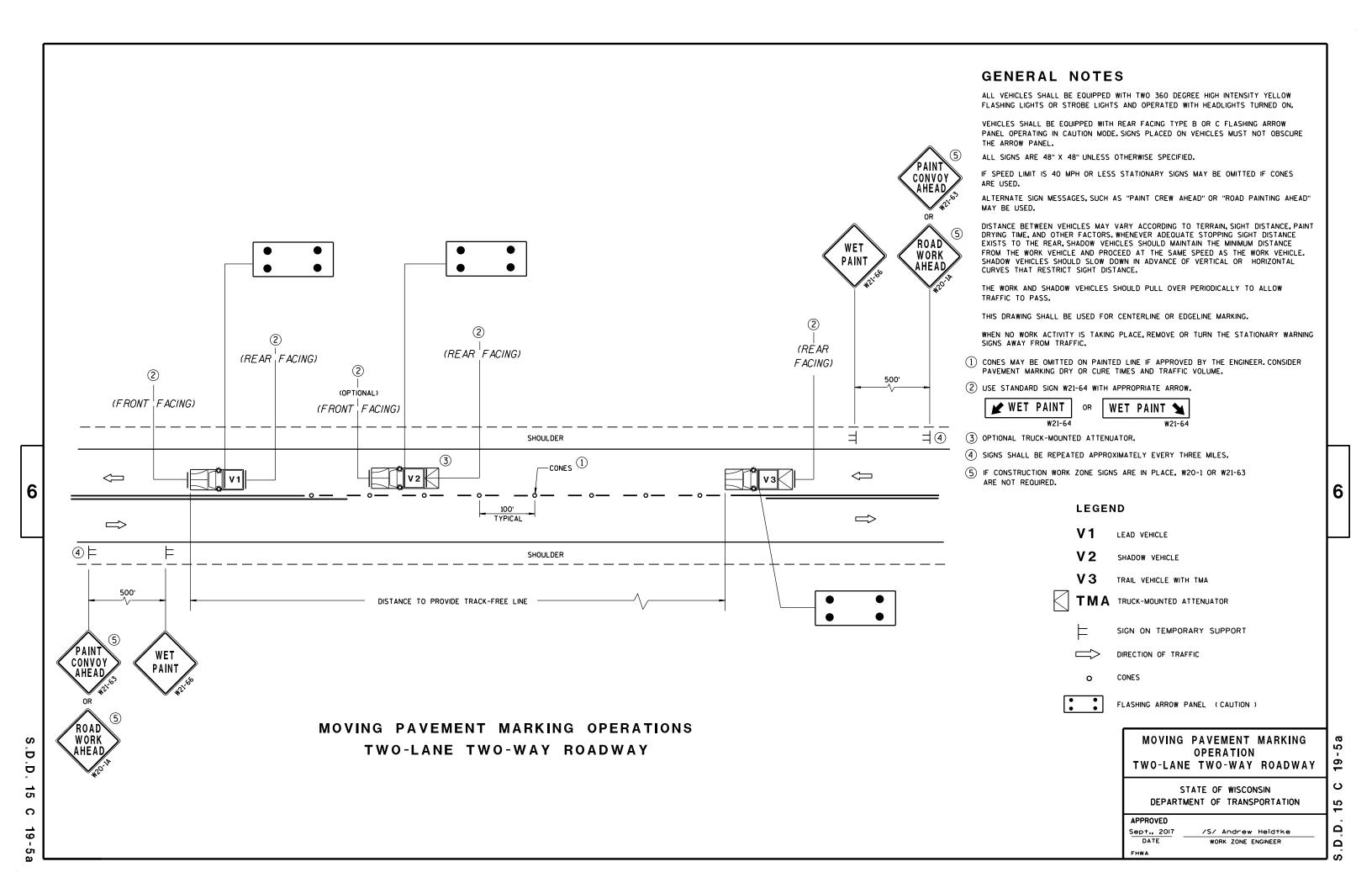
- 1) FOR A MOVING WORK OPERATION, SIGNING AND TEMPORARY RUMBLE STRIPS (IF USED) SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3,500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.
- SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.
- EACH TEMPORARY RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

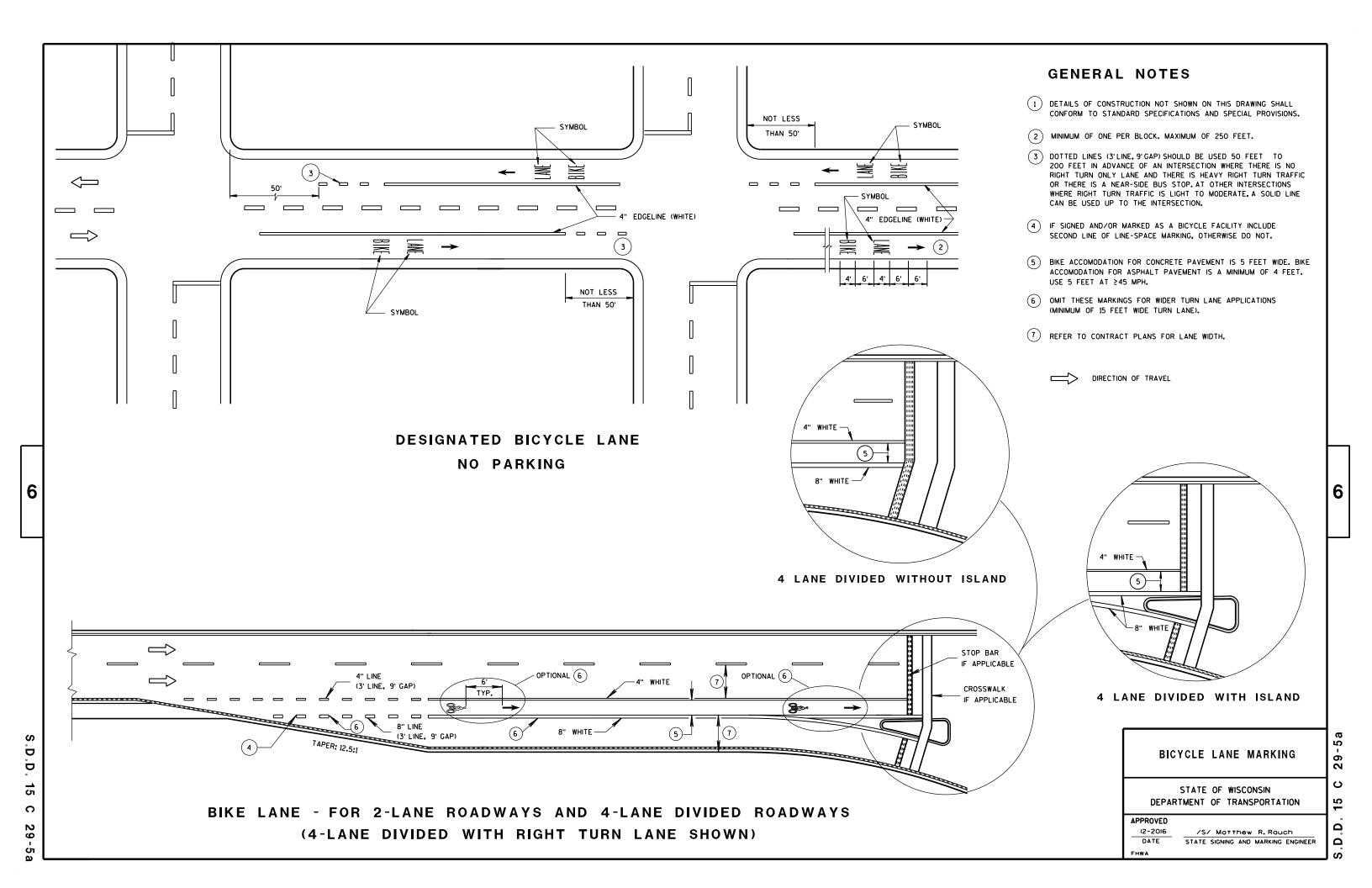
#### TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

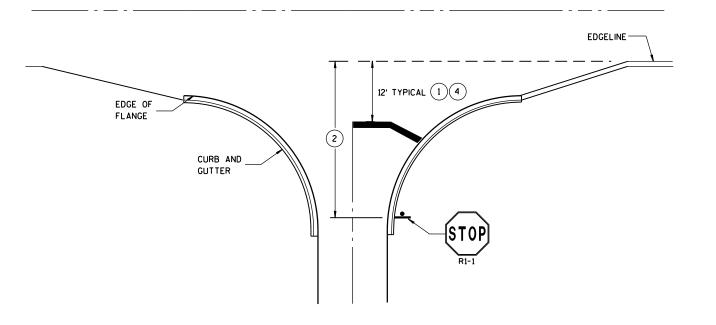
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June 2017	/S/ Andrew Heidtke
DATE	WORK ZONE ENGINEER
FHWA	

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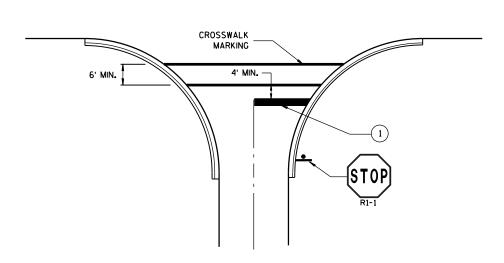




8" CHANNELIZATION WHITE FLANGELINE (EXTENSION) WHITE EDGELINE 4' TYPICAL (4)

TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



- EDGELINE 12' TYPICAL (1)

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**

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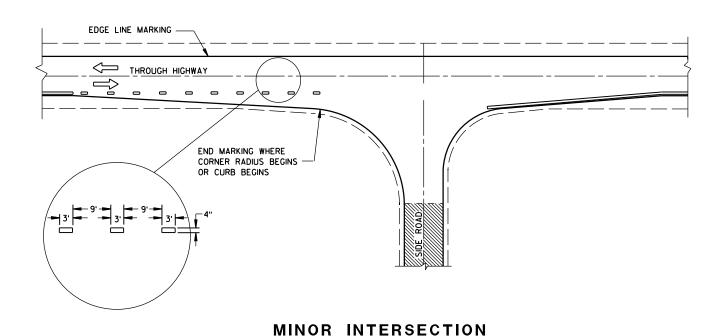
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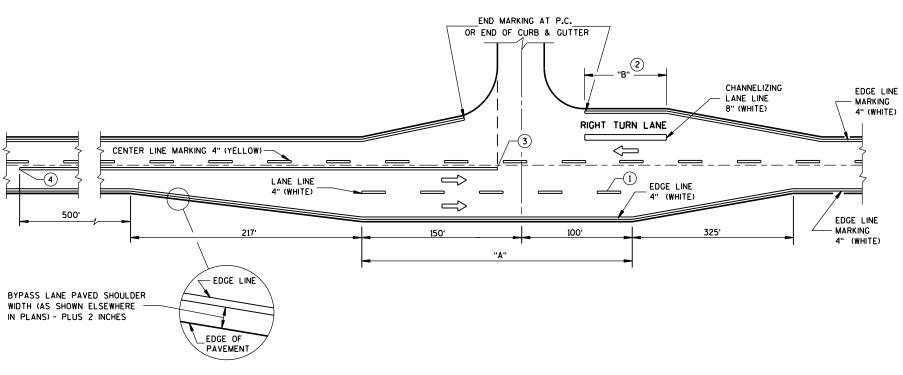
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OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

- 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)

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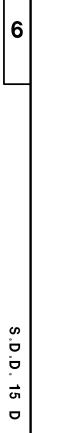
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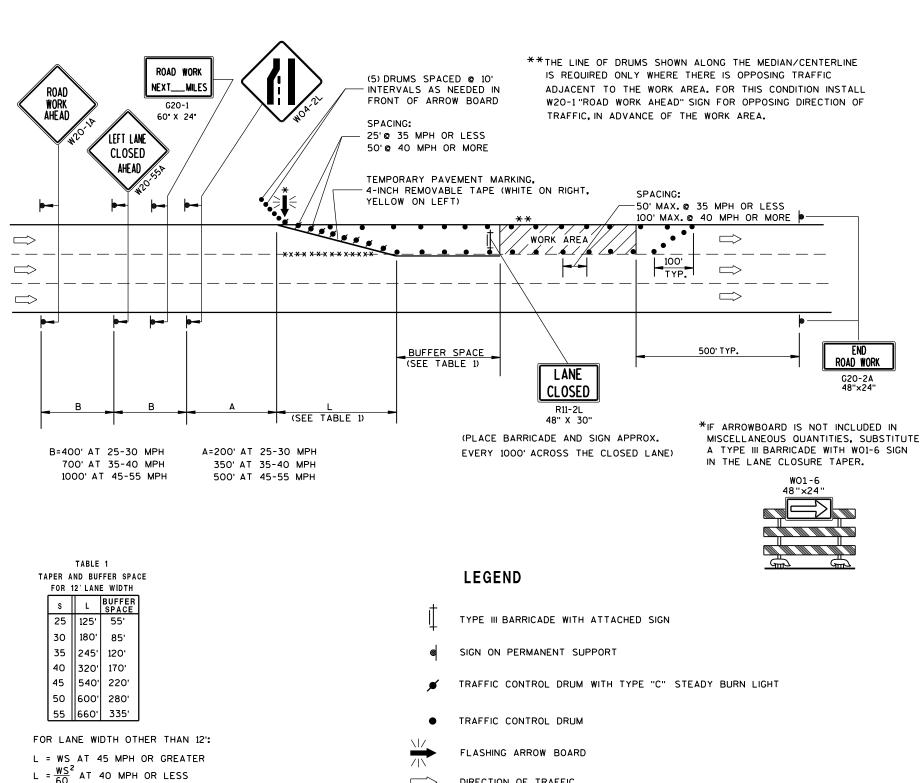
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L = TAPER LENGTH IN FEET

W = WIDTH OF LANE CLOSURE

S = NON-CONSTRUCTION SPEED LIMIT (MPH)



DIRECTION OF TRAFFIC

WORK AREA

REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)

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

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

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

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

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

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

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.

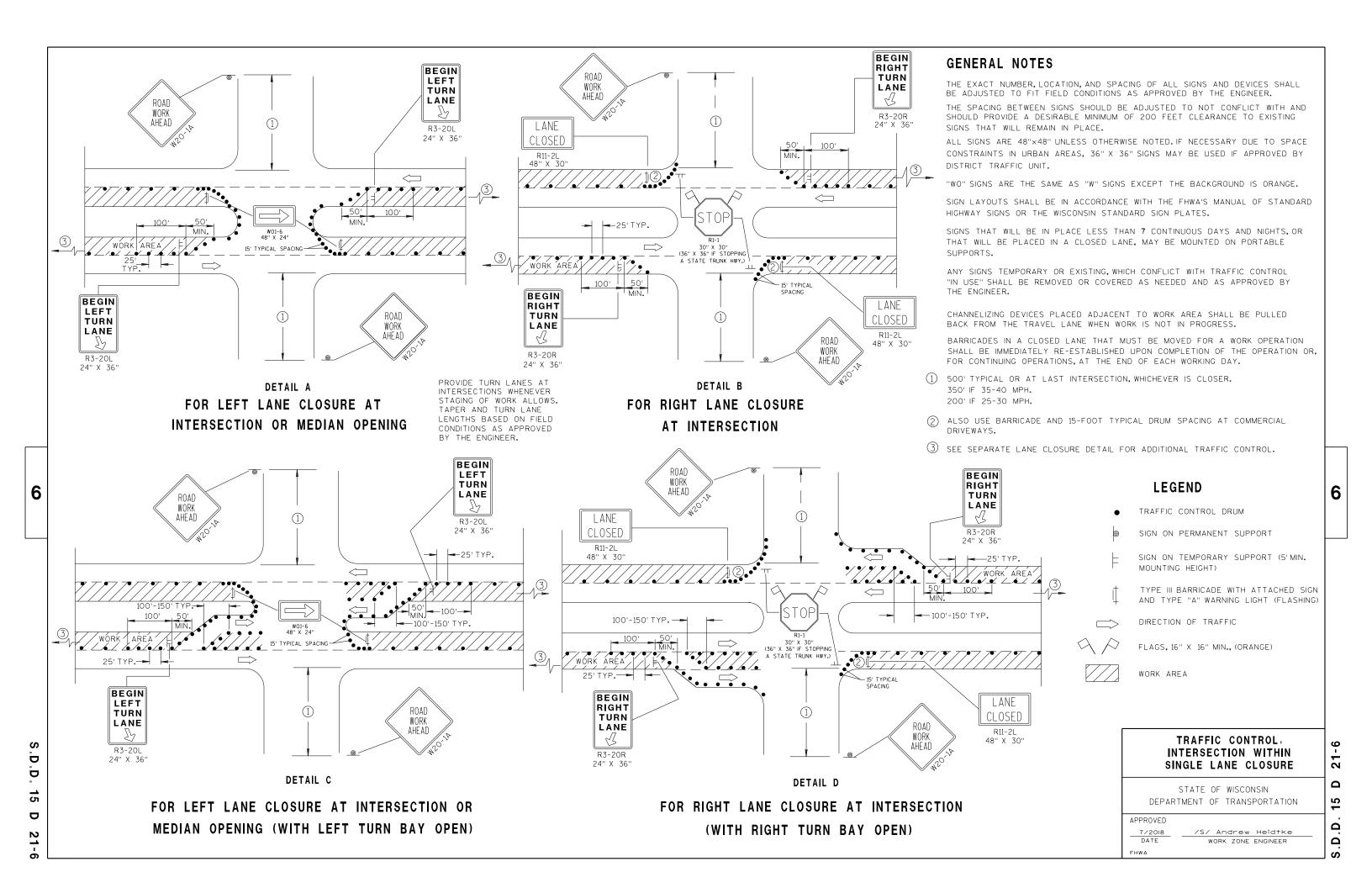
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

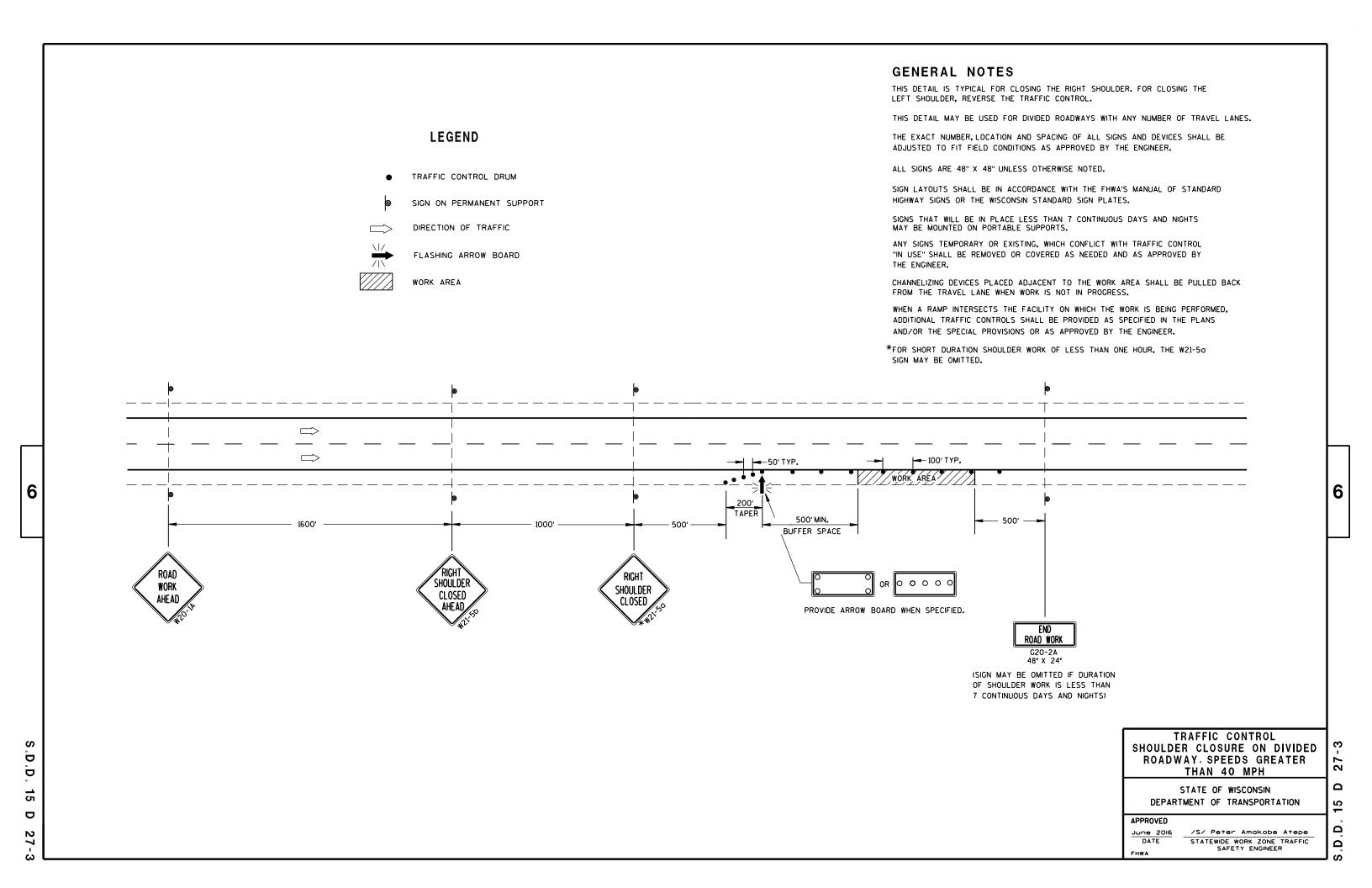
TRAFFIC CONTROL SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

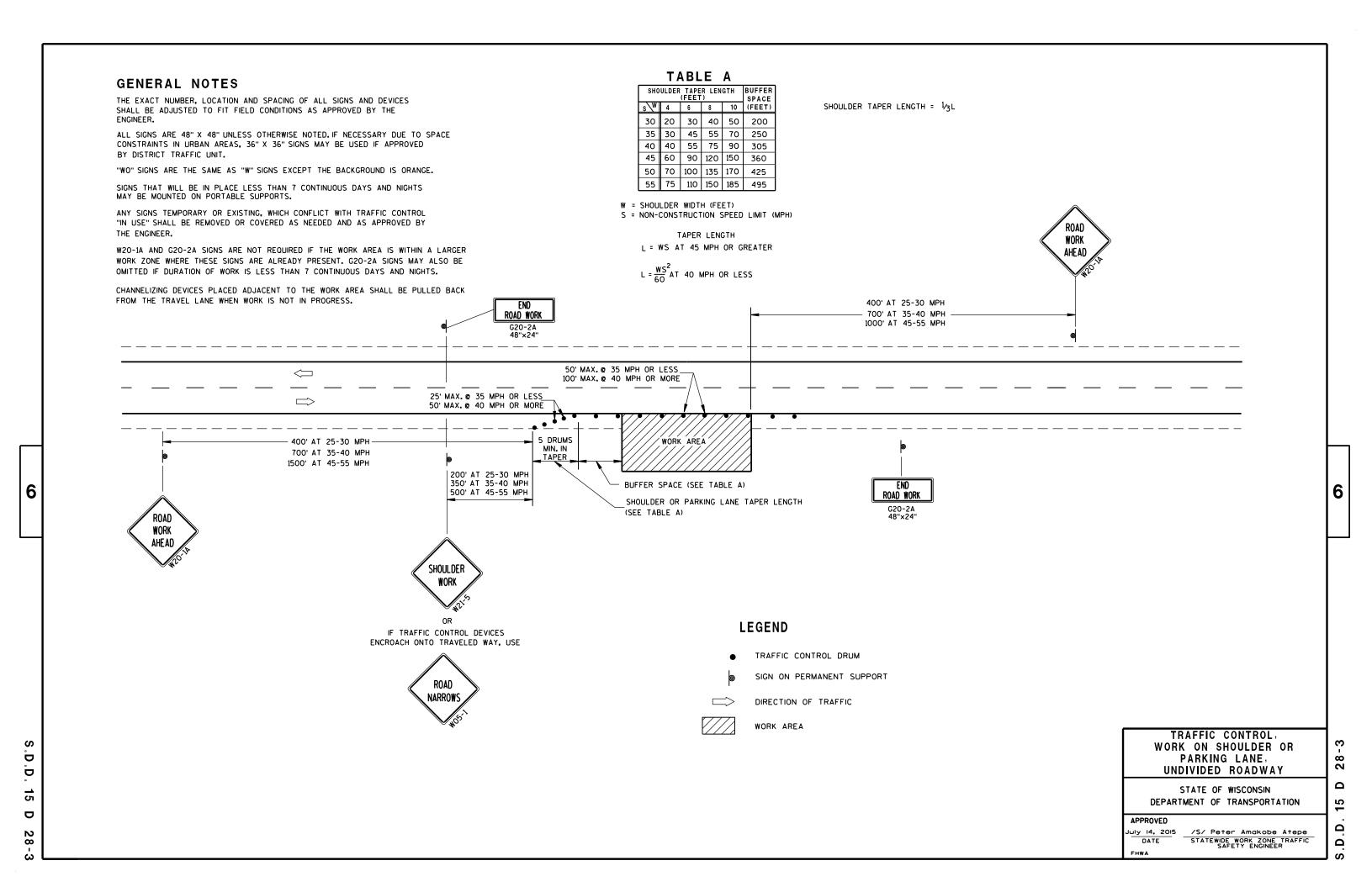
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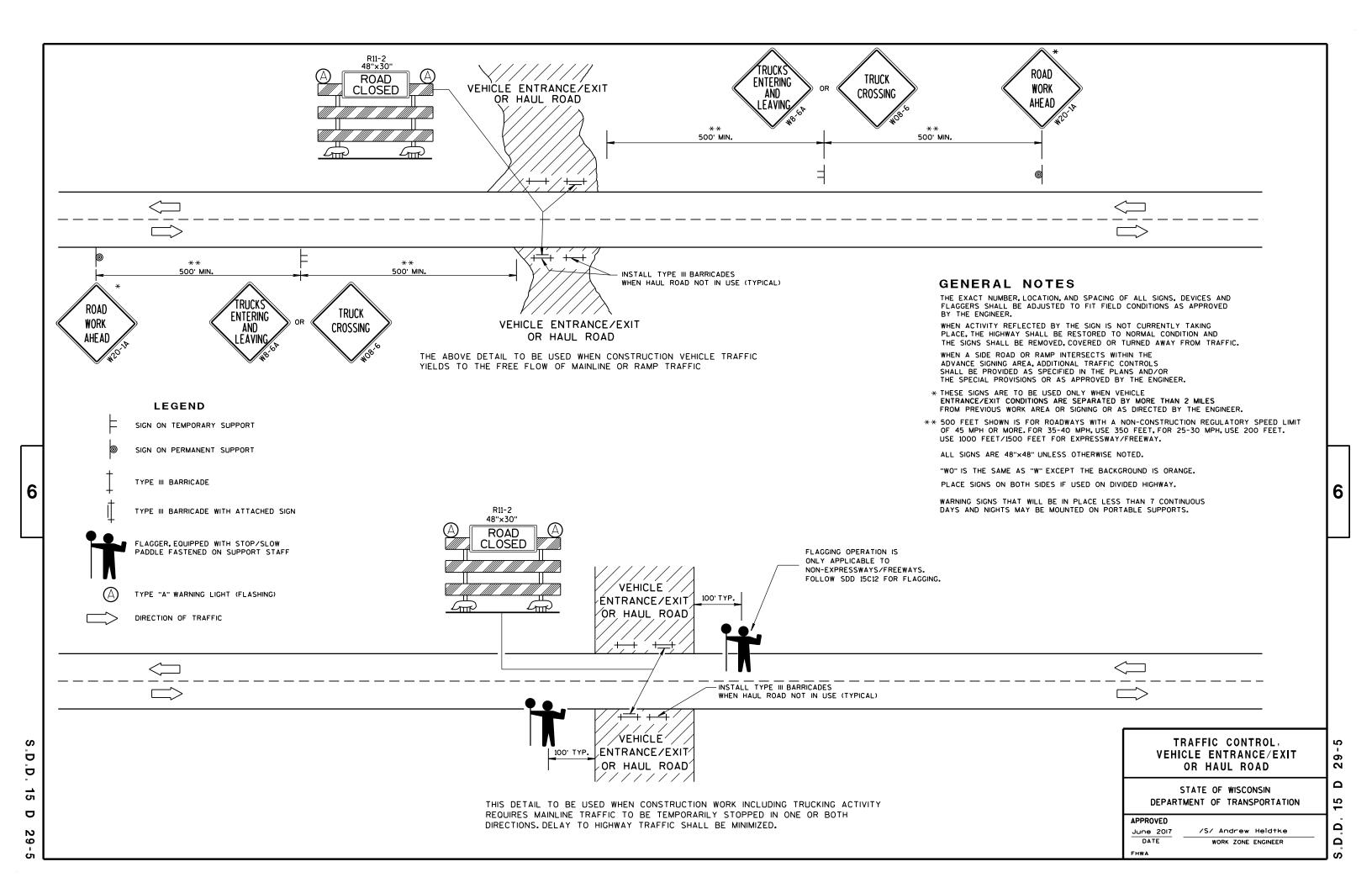
**APPROVED** June 2016 /S/ Peter Amakobe Atepe

STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER









CLOSED

R9-9 24"×12'

TEMPORARY PEDESTRIAN

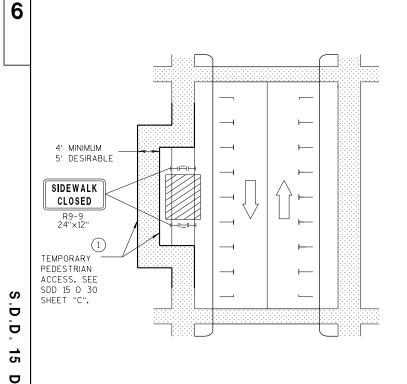
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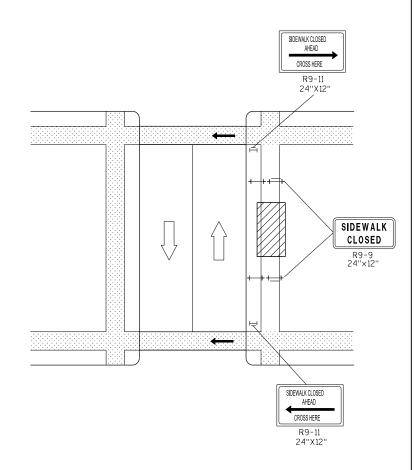
#### MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE

NOTE: LAYOUT SAME AS ABOVE.

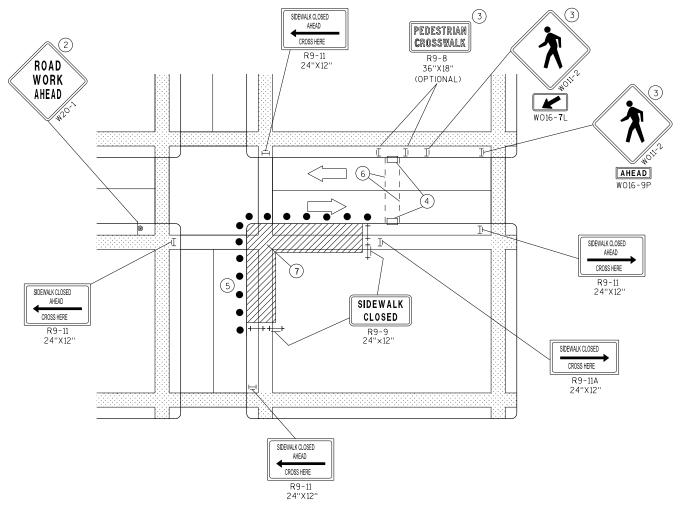
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SIDEWALK DIVERSION



#### 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

SLIPPORT UNDER PEDESTRIAN

TRAFFIC

TRAFFIC

TRAFFIC CONTOL DRUM

DIRECTION OF

WORK AREA

PEDESTRIAN CHANNELIZATION DEVICE

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

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

#### TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION 4 0 က Ω Δ

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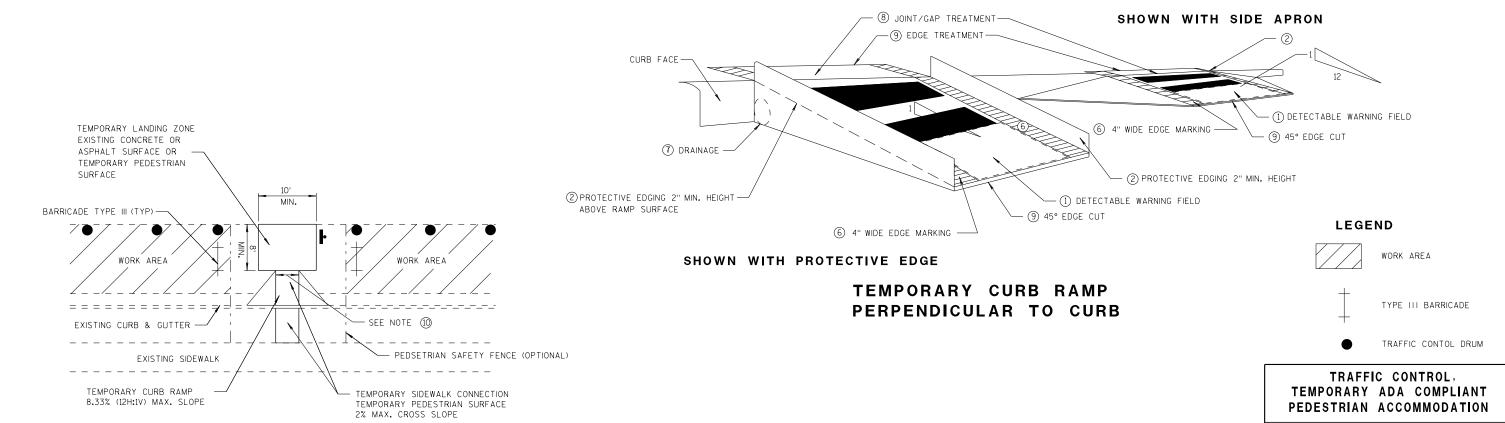
PARALLEL TO CURB

TEMPORARY BUS STOP PAD

#### **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".
- 5' WIDE MIN. WITH PEDSETRIAN SAFETY FENCE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY FENCE.

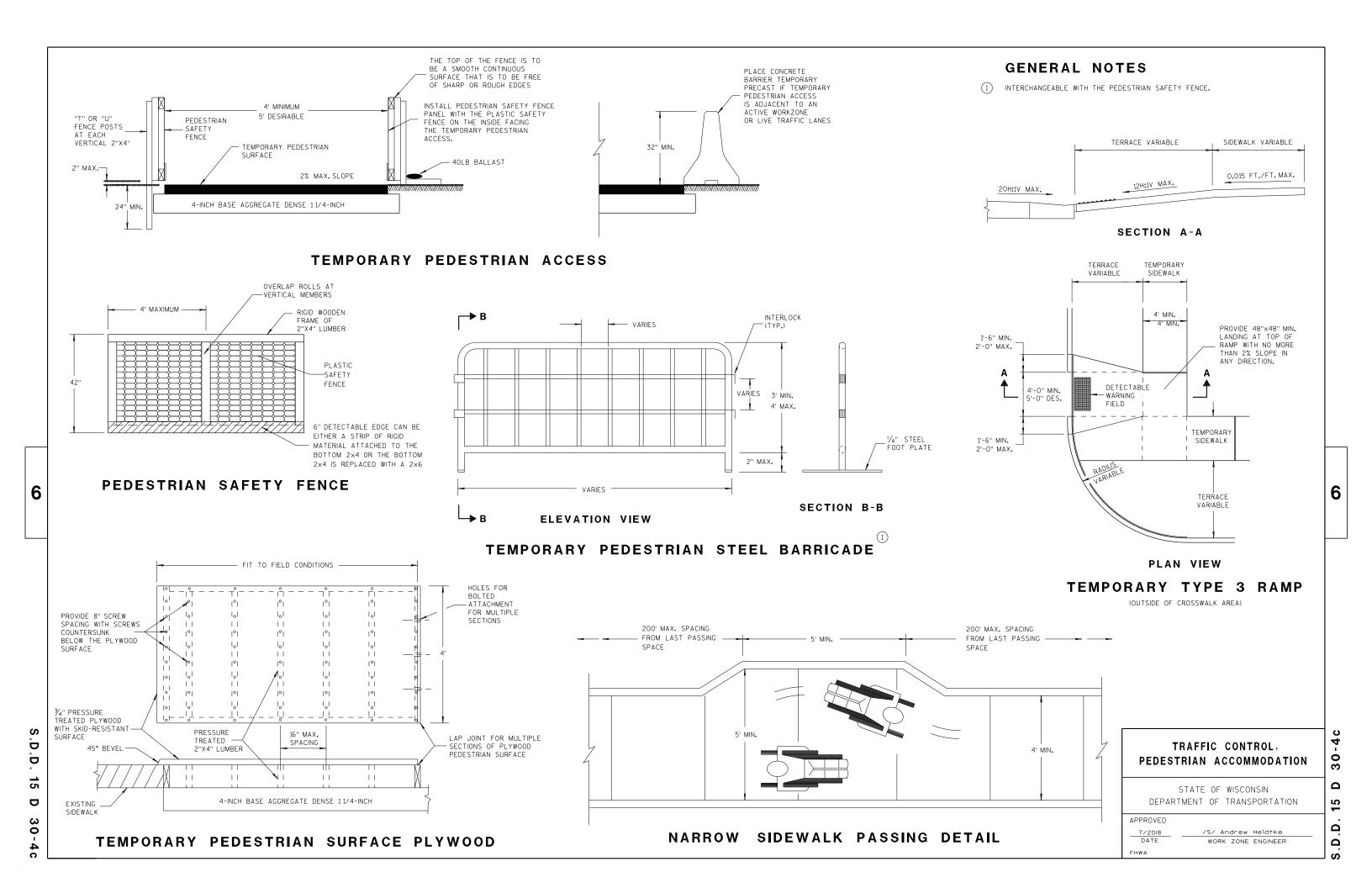


STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SO. 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 SO.FT. SHALL BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE). SIGNS LARGER THAN 27 SO.FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

#### URBAN AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

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 REQUIREM	MENTS	NUMBER OF	
L	E	WOOD POSTS REQUIRED	
48" OR LESS AND LESS THAN 20 SO.FT.	-	1	
LESS THAN 60"	12"	2	٤
60" TO 120"	L/5	2	
GREATER THAN 120" LESS THAN 168"	12"	3	
168" AND GREATER	12"	4	

SEE NOTE (3)

RURAL AREA

TEMPORARY TRAFFIC CONTROL SIGN MOUNTING

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

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D D 15 D  $\infty$ 

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- 11/2" DIAMETER HOLES

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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 - 1/6" 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 - 1/32 " (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.

> ATTACHMENT OF SIGNS TO POSTS

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED

June 2017 /S/ Andrew Heidtke DATE WORK ZONE ENGINEER FHWA

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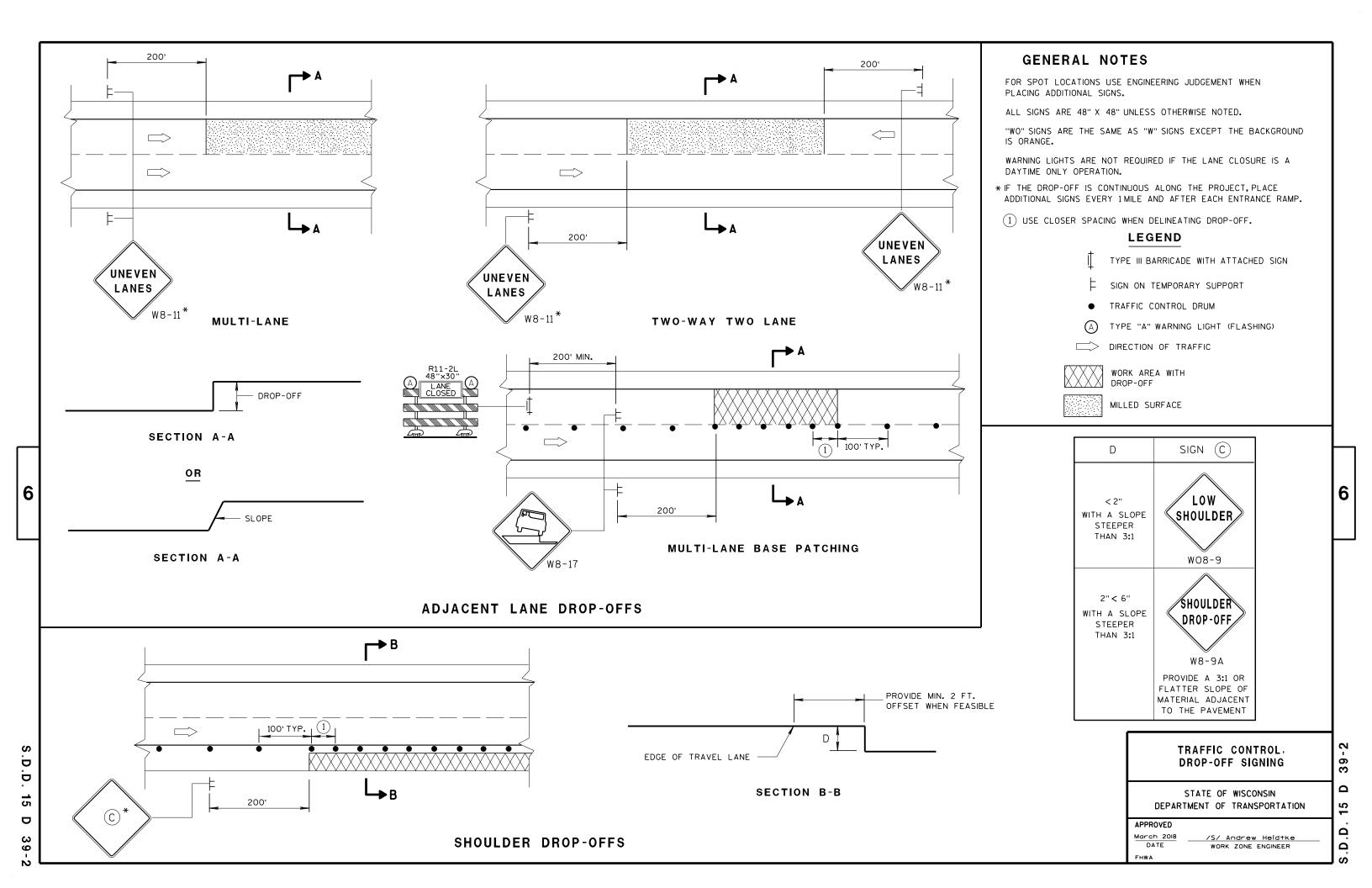
6

2 b

18

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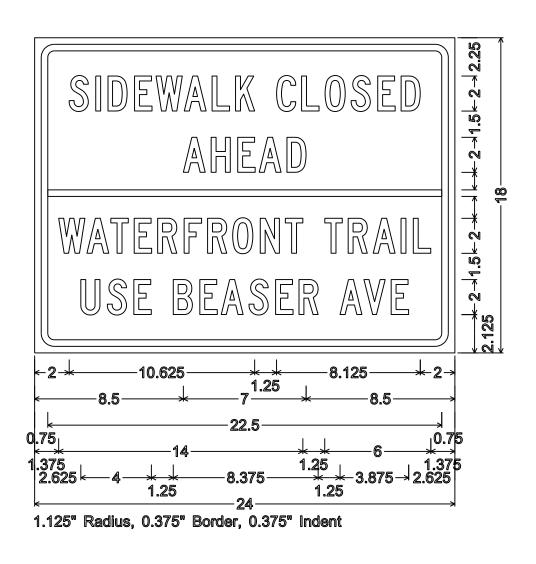
38-2b

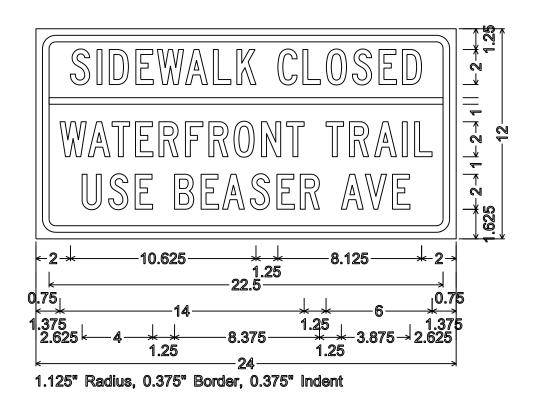


- 1. Fixed Message Type II Signs Type F Reflective
- 2. Color:

Background - Orange Message - Black

3. Message Series - C





PROJECT NO:8727-00-70

HWY: STH 112

COUNTY: ASHLAND

TEMPORARY SIGNING

SHEET NO:

FILE NAME: C:\CAEfiles\Projects\tr\_d8\SidewalkClosedFMS.dgn

PLOT DATE: 24-APR-2018 11:45

PLOT BY: \$\$...plotuser...\$\$ PLOT NAME:

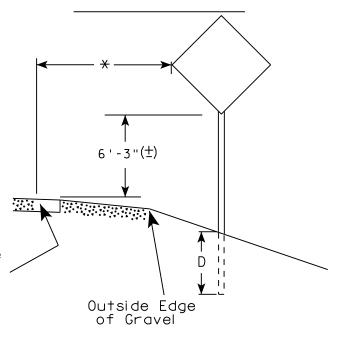
# urban area

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

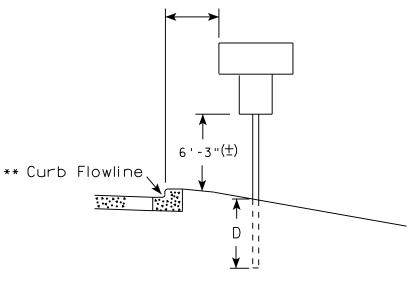
\*\* Curb Flowline

D | White Edgeline Location

RURAL AREA (See Note 2)



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



White Edgeline
Location

Outside Edge
of Gravel

\*\* 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.

#### GENERAL NOTES

- 1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
- 2. If signs are mounted on barrier wall, see A4-10 sign plate.
- 3. For expressways and freeways, mounting height is 7'- 3"  $(\pm)$  or 6'-3"  $(\pm)$  depending upon existence of a sub-sign.
- 4. J-Assemblies are considered to be one sign for mounting height.
- 5. Minimum mounting height for signs mounted on traffic signal poles is  $5'-3''(\pm)$ .
- 6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
- 7. The  $(\pm)$  tolerance for mounting height is 3 inches.
- 8. Folding signs shall be mounted at a height of 5'-3'' ( $\pm$ ) or as directd by the Engineer.
- 9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). 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	D
( Sq.Ft.)	(Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R Rauch

For State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-3.21

SHEET NO:

PROJECT NO: HWY: COUNTY:



NOTES: 1. ALL MATERIAL TO BE APPROVED

BY ENGINEER PRIOR TO INSTALLATION

- 2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
- 3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



#### ELEVATION VIEW

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



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

HWY:



#### PLAN VIEW

COUNTY:

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

For State Traffic Engineer

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

SHEET NO:

FILE NAME : C:\CAEFiles\Projects\tr\_stdplate\A43B.DGN

PROJECT NO:

PLOT DATE: 27-JAN-2014 09:48

PLOT NAME :

PLOT BY: mscsja

PLOT SCALE: 13.659812:1.000000

APPROVED

#### 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. J-Assemblies are considered to be one sign for mounting height.
- 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'' ( $\pm$ ) 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.

# POST EMBEDMENT DEPTH

D
(Min)
4'
5'

WISCONSIN DEPT OF TRANSPORTATION APPROVED For State Traffic Engineer DATE 8/21/17 PLATE NO. <u>A4-4.15</u>





	SIGN SHAPE OTHER THAN (TWO POSTS REQUIRE)		
	L	E	
***	Greater than 48" Less than 60"	12"	
	60" to 108"	L/5	

HWY:

SIGN SHAPE OTHER THAN (THREE POSTS REQUIR	
L	E
Greater than 108" to 144"	12''

COUNTY:

FILE NAME : C:\CAEfiles\Projects\tr\_stdplate\A44.DGN

PROJECT NO:

PLOT DATE: 21-AUG-2017 15:54

PLOT SCALE: 108.188297:1.000000

WISDOT/CADDS SHEET 42

OF TYPE II SIGNS ON MULTIPLE POSTS

TYPICAL INSTALLATION

SHEET NO:

PLOT BY: \$\$...plotuser...\$\$ PLOT NAME:



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

Nather R Raw
For State Traffic Engineer

DATE <u>8/11/16</u>

PLATE NO. <u>44-8.8</u>

PROJECT NO:

FILE NAME : C:\CAFfiles\Projects\tr stdplote\A48 DCN

PLOT DATE . 11-416-2016 11:35

PINT RY \* \$\$ nintuser \$\$

SHEET NO:

| | |



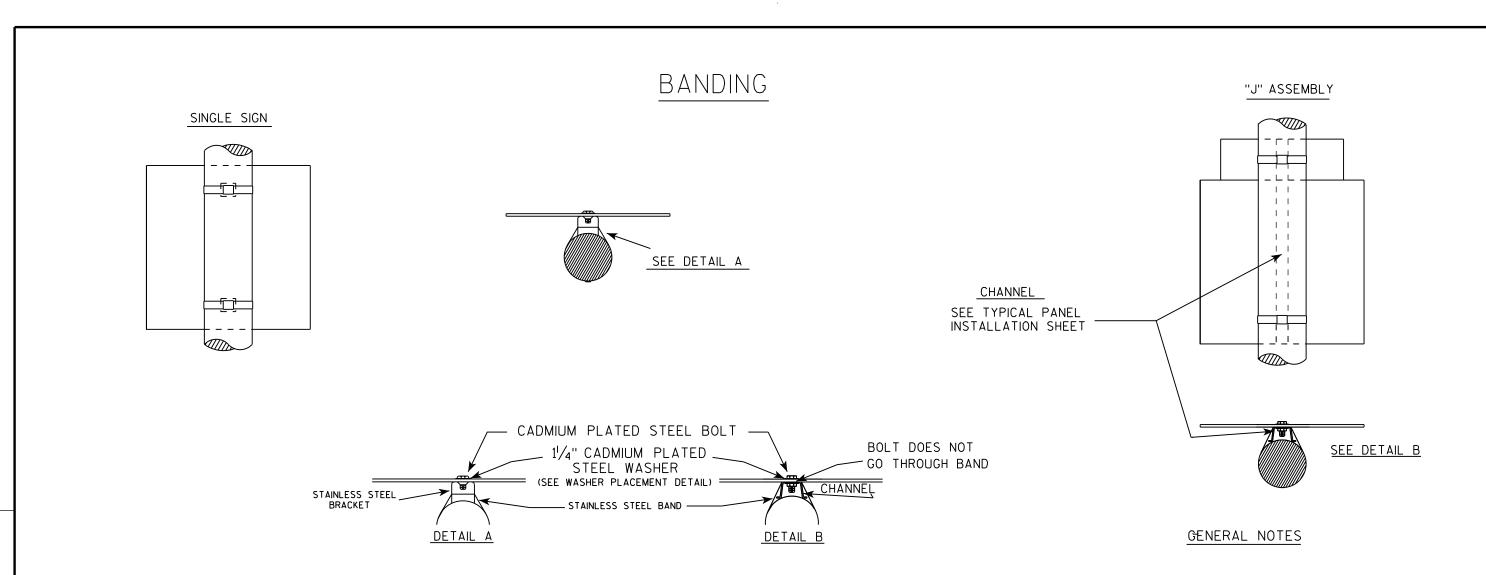
PROJECT NO: HWY: COUNTY: SHEET NO: FILE NAME : C:\CAEFiles\Projects\tr\_stdplate\A49.DGN PLOT DATE: 05-FEB-2015 17:09 PLOT BY: mscsja PLOT NAME : PLOT SCALE: 13.659812:1.000000

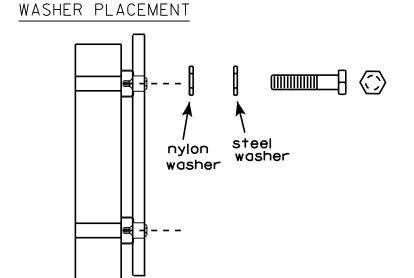
DATE 2/05/15

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

For State Traffic Engineer







HWY:

WASHERS (ALL POSTS) -

COUNTY:

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

PLOT BY: mscsja

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

STANDARD SIGN SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

DATE 8/16/13

SHEET NO:

State Traffic Engineer

FILE NAME : C:\CAEFiles\Projects\tr\_stdplate\A59.DGN

PROJECT NO:

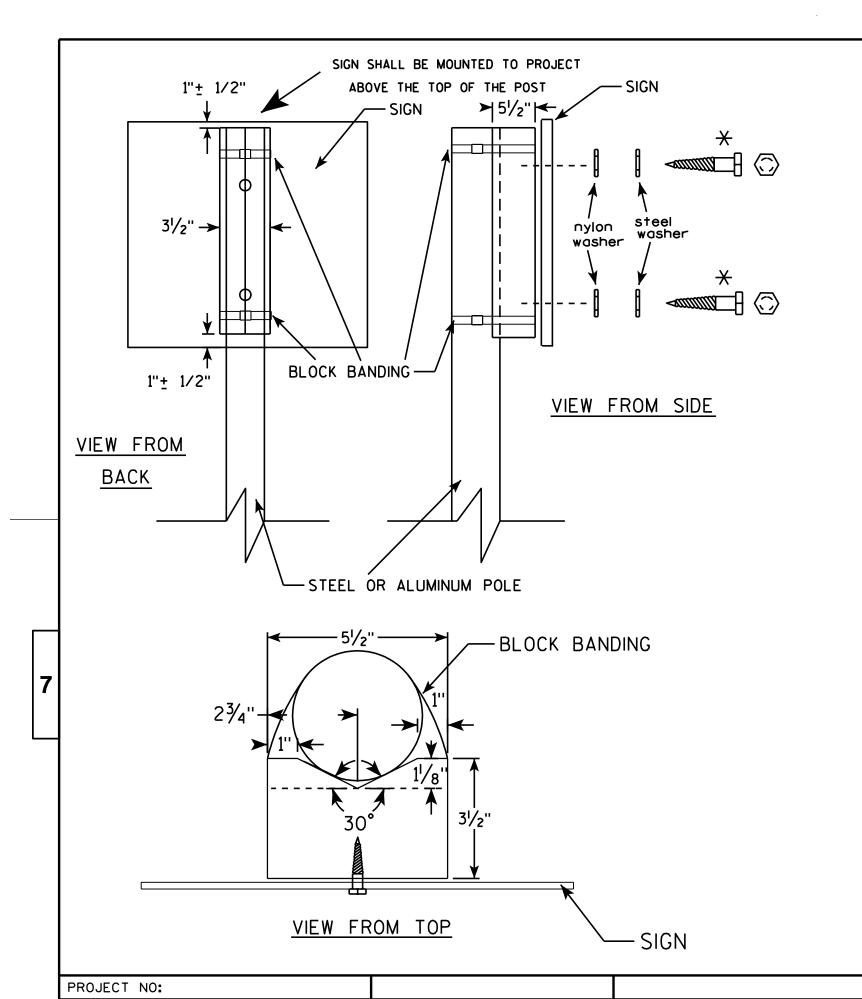
PLOT DATE: 16-AUG-2013 13:27

PLOT NAME :

PLOT SCALE: 33.740899:1.000000

WISDOT/CADDS SHEET 42

PLATE NO. A5-9.3



#### GENERAL NOTES

- 1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WISDOT STANDARD SPECIFICATIONS
- 2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, 3/4" WIDTH AND 0.025" THICKNESS
- 3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS.

  SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
- 4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
- 5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
  - a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D, or
  - b. Cadmium plated in accordance with ASTM Designation: B 766 TYPE 3, Class 12, or
  - c. Electro-galvanized in accordance with ASTM Designation: B 633, TYPE III, SC 3.
- 6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
- 7. STEEL WASHERS SHALL BE 11/4" O.D. X 3/8" I.D. X 1/16"
- 8. NYLON WASHERS SHALL BE  $1^{1}/_{4}$ " O.D. X  $3/_{8}$ " I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

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

BLOCK BANDING DETAIL
( V-BLOCK OPTION )

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

APPROVED

For State Traffic Engineer

DATE 7/12/07

PLATE NO. A5-10.1

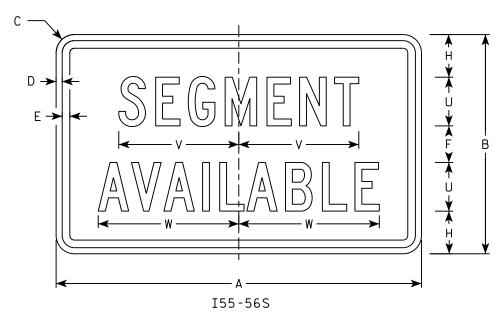
SHEET NO:



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

Background - White Message - (See Note 4)

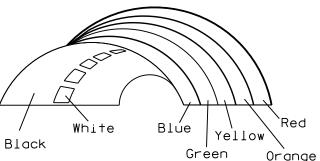
- 3. Message Series (See Note 5)
- 4. Border Blue Adopt a Highway - Red All other Text - Blue
- 5. Adopt a Highway Dutch 8011L All other Text Series C
- 6. Contractor shall provide and install a new post bracket in accordance with the I55-56B sign detail.





I55-56P

Background Colors of Symbol\*



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

IZE	Α	В	U	D	E	F	G	Н	I	J	K	L	М	N	0	Р	Q	R	S	Т	U	V	W	Х	Υ	Z	Area sq. ft.
1																											
2 3	30	18	1 1/2	1/2	5/8	3	2	3 1/2	2 3/4	1	8	2 1/2	11 1/4	11 1/8	9 3/8	1 1/4		3/4	12 5/8	7 1/2	4	9 %	11 1/2				3.75
3																											
4																											
5																											

\* VARIES

STANDARD SIGN I55-56

WISCONSIN DEPT OF TRANSPORTATION

APPROVED \_\_\_\_\_\_

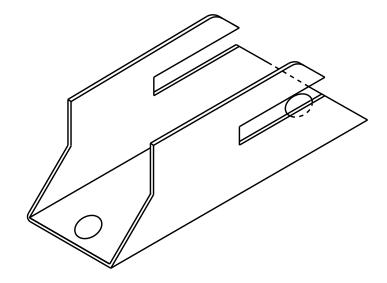
For State Traffic Engineer

DATE 2/20/18 PLATE NO. 155-56.4

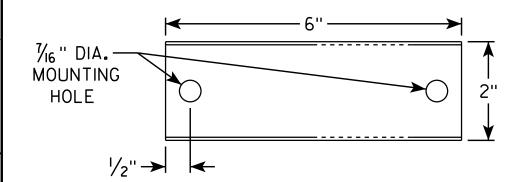
SHEET NO:

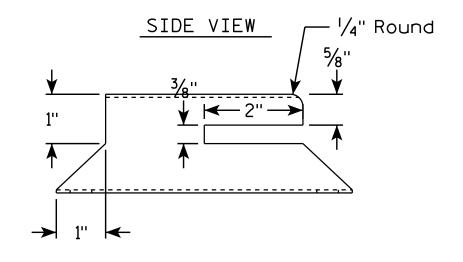
PLOT SCALE : 7.880043:1.000000

# ISOMETRIC VIEW



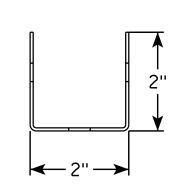
#### TOP VIEW





HWY:

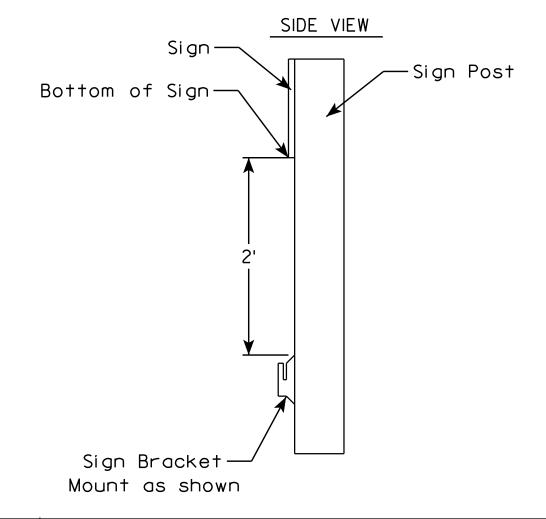
#### END VIEW



COUNTY:

#### NOTES

- Must be capable of permanent attachment to a wood or steel channel sign post utilizing the fastening hardware specified on the A4-8 sign plate.
- 2. Shall be entirely primed and painted with two coats of a black powder coated enamel paint.
- 3. Shall be made with 12 gauge steel, and incorporate no welds, no hinged components, no threaded lock-type components, and no parts which are loose or can be separated from the main body.
- 4. Shall have rounded edges with at least  $\frac{1}{8}$ " radii.
- 5. Shall not have unrounded and uncoated metaledges which can contact the back surface of the roll-up sign.
- 6. Top of bracket shall be mounted 2' below the bottom of the 155-56 sign.
- 7. Cost of bracket and fastening hardware shall be incidental to the 155-56 sign.



SHEET NO:

PROJECT NO:

PLOT BY : mscj9h

DATE 4/26/16

PLATE NO.155-56B.2

ROLLUP SIGN BRACKET

155-56B

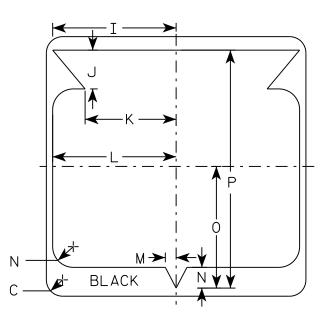
WISCONSIN DEPT OF TRANSPORTATION

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

Background - White Message - Black

- 3. Message Series D except 3 number signs 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.

	G F A H H
A A	<b></b>
M1-6	1



SIZE	Α	В	С	D	E	F	G	Н	I	J	K	L	М	N	0	Р	Q	R	S	Т	U	٧	W	Х	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 1/8	11 1/2	1	1 1/8	11 1/4	21 1/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15	5	12 5/8	17 1/8	1 1/2	2 1/8	16 1/8	33											9.0
4	36		2 1/4			18	8 3/4	9 1/4	15	5	12 5/8	17 1/8	1 1/2	2 1/8	16 1/8	33											9.0
5	36		2 1/4			18	8 3/4	9 1/4	15 ¾	5	12 5/8	17 1/8	1 1/2	2 1/8	16 1/8	33											9.0

COUNTY:

STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

*for* State Traffic Engineer

DATE 3/16/18

PLATE NO. <u>M1-6.10</u>

SHEET NO:

FILE NAME : C:\CAEfiles\Projects\tr\_stdplate\M16.DGN

HWY:

PROJECT NO:

PLOT DATE: 16-MAR-2018 14:11

PLOT BY: \$\$...plotuser...\$\$ PLOT NAME:

PLOT SCALE : 6.655277:1.000000







MP3-1









HWY:



#### NOTES

- 1. All Signs Type II Type H
- 2. Color:

Background - See note 5 Message - See note 5

- 3. Message Series C
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

5. M3-1 thru M3-4 Background - White Message - Black

MB3-1 thru MB3-4 Background - Blue

Message - White

MK3-1 thru MK3-4 Background - Green

Message - White

MM3-1 thru MM3-4 Background - White

Message - Green

MN3-1 thru MN3-4 Background - Brown

Message - White

MP3-1 thru MP3-4 Background - White

Message - Blue

6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	Α	В	С	D	E	F	G	Н	I	J	К	L	М	N	0	Р	0	R	S	Т	U	V	W	Х	Y	Z	Area sq. ft.
1 1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 1/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

COUNTY:

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

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

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

Ε

SHEET NO:

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

PROJECT NO:

PLOT DATE . 01-DEC-2015 17:54

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

PLOT SCALE . 11 675051.1 000000



- 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

<b>*</b>								— А — ;								<b></b>			<b>A</b>	
									H			- G -							F	A
		E						               	-1			_//								*
D	E	F	G	н	I	J	К	L	М	N	0	Р	0	R	S	Т	U	V	w	Х

SIZE	Α	В	С	D	E	F	G	Н	I	J	K	L	М	N	0	Р	0	R	S	T	U	٧	W	Х	Y	Z	Area sq. ft.
1	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

COUNTY:

STANDARD SIGN R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

For State Traffic Engineer

DATE <u>11/12/15</u>

PLATE NO. \_\_\_\_\_R1-1.13

SHEET NO:

FILE NAME : C:\CAEfiles\Projects\tr\_stdplate\R11.DGN

HWY:

PROJECT NO:

PLOT DATE: 22-AUG-2017 07:19

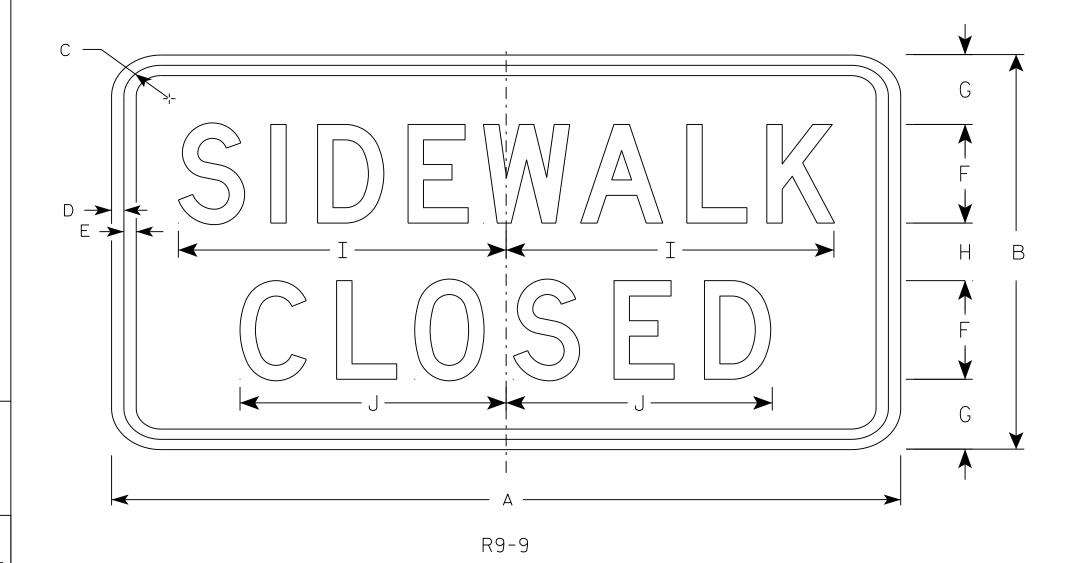
PLOT BY: \$\$...plotuser...\$\$ PLOT NAME:

PLOT SCALE: 4.427909:1.000000

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

Background - White Message - 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.
- 5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.



SIZE A 2S 24 1 3/4 1/2 2 1/8 1 3/4 10 1/2 12 3 8 1/8 2.0 24 1 3/4 1/2 2 1/8 1 3/4 8 1/8 12 10 2.0 1 3/4 3 1/2 30 18 1/2 1/2 3 | 12 1/2 | 10 1/4 3.75

COUNTY:

STANDARD SIGN R9-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Marther R Ray

DATE <u>8/11/16</u>

SHEET NO: R9-9.6

Ε

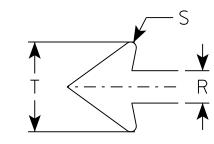
HWY:

PROJECT NO:

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

Background - White Message - Black

- 3. Message Series C except Size 1 is 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. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.



R9-11

SIZE	Α	В	С	D	E	F	G	Н	I	J	K	L	М	N	0	Р	O	R	S	Т	U	V	W	Х	Υ	Z	Area sq. ft.
1																											
25	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 %	3 1/2	9 1/4	6 %	5 1/8		1	1/8	2 3/4							2.0
2M	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 %	3 1/2	9 1/4	6 %	5 1/8		1	1/8	2 3/4							2.0
3	30	15	1 1/8	3/8	1/2	2	1 1/2	1 1/2	13	3/4	2	10 1/4	4 5/8	12 3/8	8 1/8	6 1/8		1 1/4	1/4	3 %							3.125
4																											
5																											

COUNTY:

STANDARD SIGN R9-11

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

For 3

PLATE NO. R9-11.3

SHEET NO:

FILE NAME : C:\CAEfiles\Projects\tr\_stdplate\R911.DGN

HWY:

PROJECT NO:

 $D \rightarrow$ 

PLOT DATE: 01-DEC-2016 11:45

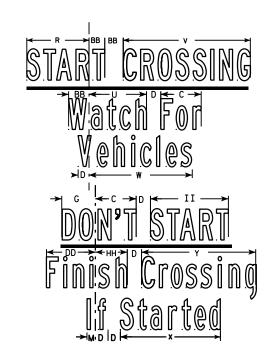
PLOT BY: \$\$...plotuser...\$\$ PLOT NAME:

PLOT SCALE: 5.927195:1.000000

- 1. All Signs Type II Type H Reflective reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:

Background - WHITE Message - BLACK except Hand Symbol which is Orange with black background.

- 3. Message Series B or as noted on the sign.
- 4. R10-3ER (right arrow) R10-3EL (left arrow) R10-3ED (double arrow)



A	<b>→</b>
START CROSSING Watch For Yehicles	P
DON'T START  Finish Crossing  If Started  TIME REMAINING  TO Finish Crossing  TO Finish Crossing	# D
S ORANGE HAND ORAN	<del>\</del>
TO CROSS SERIES C  PUSH BUTTON SERIES C	
R10-3E	

1																											
SIZE	Ε Α	В	С	D	E	F	G	Н	I	7	К	L	М	Z	0	Р	0	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	6	10	1/2	1/8	1/8	4	3/8	1/4	4 1/8	1/4	2 1/8	3/4	1/8	1 1/8	1/2	1/2	2 1/4	7∕8	1	3	3/4	1 3/4	1 %	1 3/8	1 1/2	5/8	0.42
25	9	15	<b>½</b>	1/4	1/4	6 1/8	5/8	3/8	5 ½	1/2	3 1/4	1	1/8	1 3/4	<b>½</b>	3/4	3	1 1/4	1 1/2	4 5/8	1 1/8	2 %	2 1/8	2	2 3/8	1 3/8	0.94
2N	9	15	<b>7/8</b>	1/4	1/4	6 1/8	5/8	3/8	5 ½	1/2	3 1/4	1	1/8	1 3/4	<b>%</b>	3/4	3	1 1/4	1 1/2	4 %	1 1/8	2 %	2 1/8	2	2 3/8	1 3/8	0.94
3																											
4																											
SIZE	E AA	ВВ	СС	DD	EE	FF	GG	НН	II	JJ	КК	LL	ММ	NN	00	PP	00	RR	SS	TT	UU	vv	ww	xx	YY	ZZ	Area sq. ft.
1	1 3/8	1/4	2 1/4	1/2	7/8	<b>7</b> ⁄8	1 1/8	3/8	1	1/2	1 1/8	1 1/8	1 1/8														
25	2	3/8	3 1/4	1	1 1/4	1 3/8	1 %	5/8	1 %	3/4	1 3/4	2 1/8	1 %														
2N	1 2	3/8	3 1/4	1	1 1/4	1 3/8	1 %	5/8	1 %	3/4	1 3/4	2 1/8	1 1/8														
3																											

STANDARD SIGN R10-3EL,R,D

WISCONSIN DEPT OF TRANSPORTATION

DATE 4/12/2011 PLATE NO. R10-3E.2

SHEET NO:

FILE NAME : C:\CAEFiles\Projects\tr\_stdplate\R103E.DGN

PROJECT NO:

WISDOT/CADDS SHEET 42

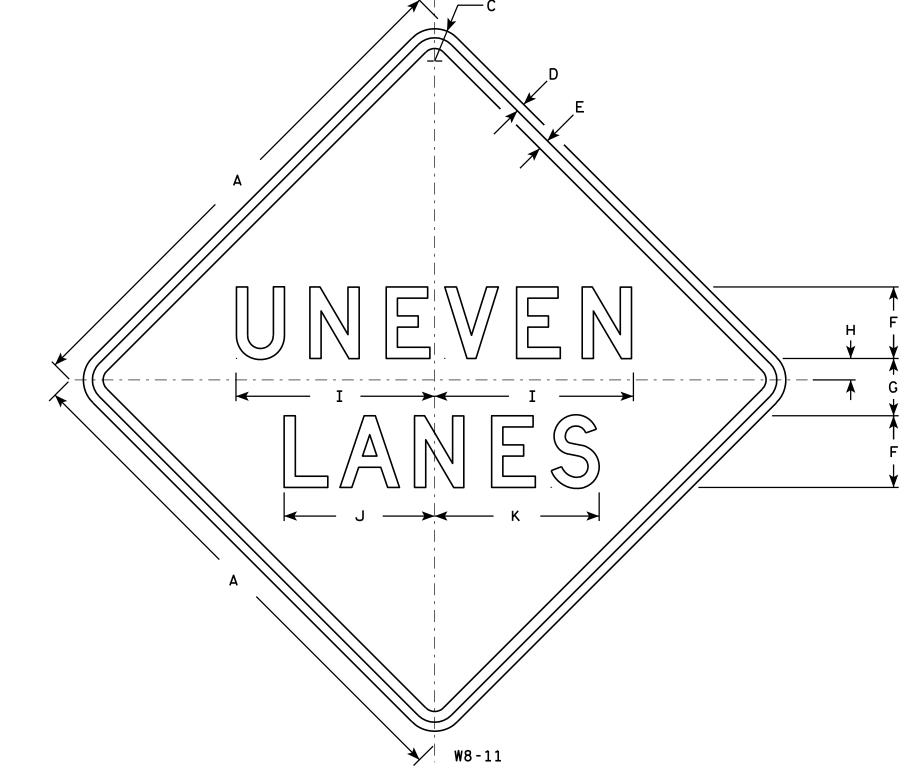
PLOT BY: mscsja



- 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	Α	В	С	D	E	F	G	H	I	7	K	١	М	N	0	Р	0	R	S	T	U	٧	W	X	Y	Z	Area sq. ft.
1																											
25	36		1 %	5/8	3/4	5	4	1 1/2	13 %	10 1/2	11 1/2																9.0
2M	36		1 %	5/8	₹4	5	4	1 1/2	13 %	10 1/2	11 1/2																9.0
3																											
4	36		1 %	5/8	3/4	5	4	1 1/2	13 %	10 1/2	11 1/2																9.0
5	48		2 1/4	3/4	1	7	5	2	18 1/2	14	15 %																16.0

COUNTY:

STANDARD SIGN W8-11

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R hawk

For State Traffic Engineer

DATE 3/22/11 PLATE NO. W8-11.4

SHEET NO:

FILE NAME : C:\Users\PROJECTS\tr\_stdplate\W811.DGN

PROJECT NO:

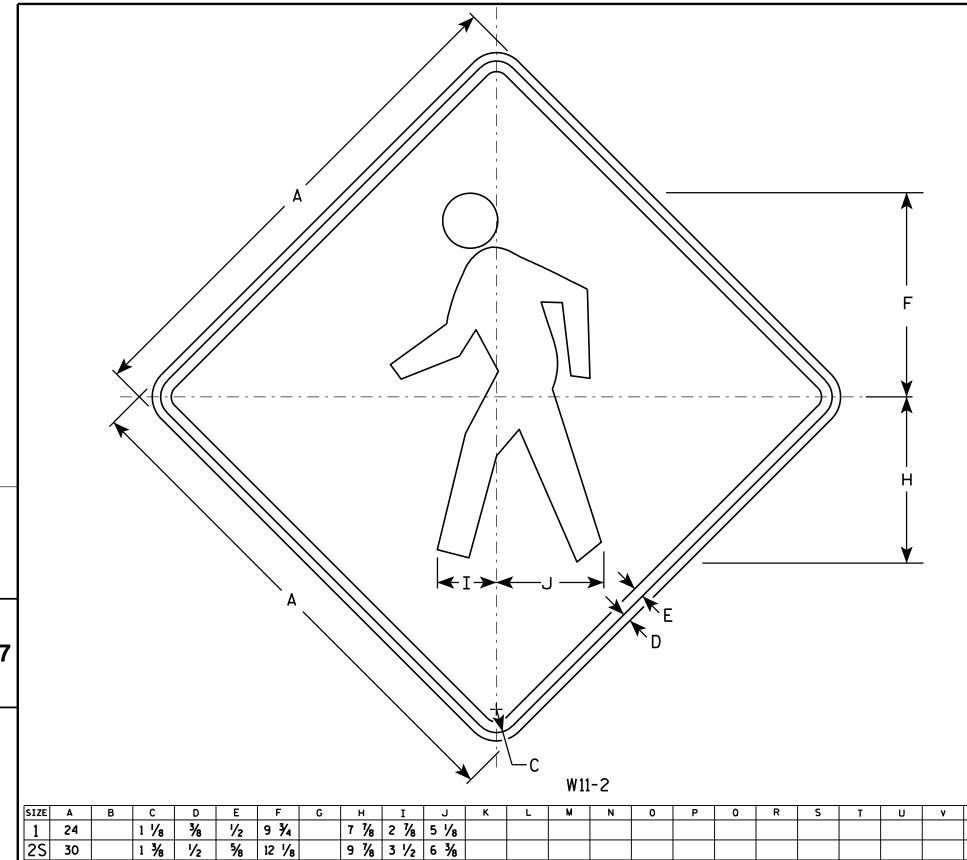
HWY:

PLOT DATE: 22-MAR-2011 14:12

PLOT BY: mscj9h

PLOT NAME :

PLOT SCALE: 6.703924:1.000000



# <u>NOTES</u>

- 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.

STANDARD SIGN W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

For State Traffic Engineer

DATE <u>6/7/10</u>

PLATE NO. W11-2.7

SHEET NO:

FILE NAME : C:\Users\PROJECTS\tr\_stdplate\W112.DGN

1 1/8

1 %

2 1/4 3/4

2M

3

4 48

5

PROJECT NO:

5/8

5/8

3/4

14 1/2

3/4 14 1/2

1 19 3/8

11 1/8 4 1/4 7 5/8

11 1/8 4 1/4 7 5/8

15 3/4 5 5/8 10 1/4

HWY:

PLOT DATE: 07-JUN-2010 13:29

COUNTY:

PLOT NAME :

PLOT BY: ditjph

4.0

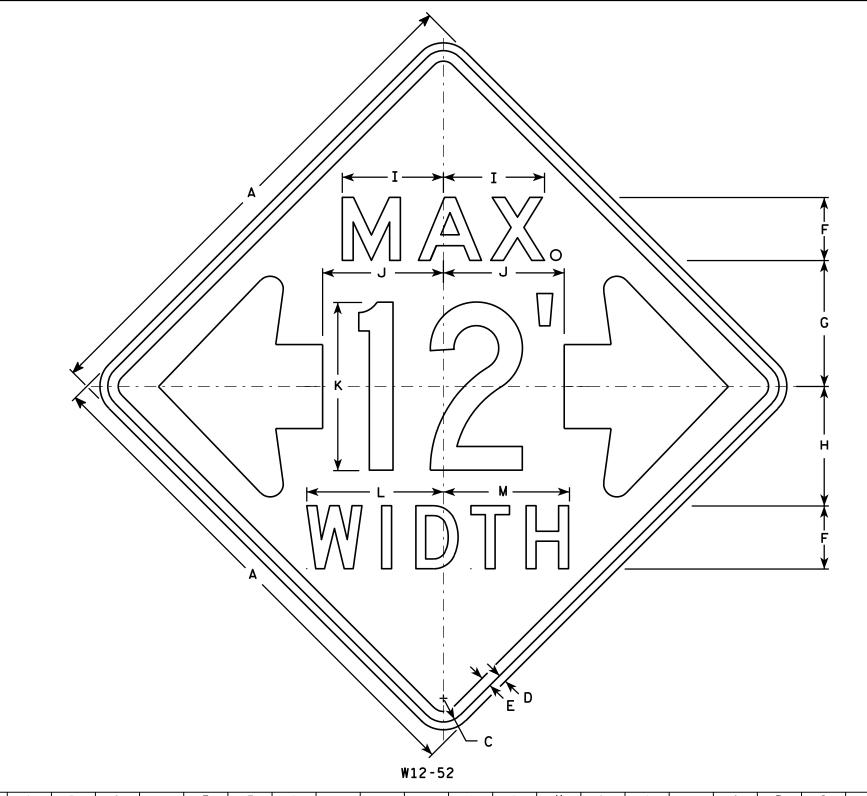
6.25

9.0

9.0

16.0

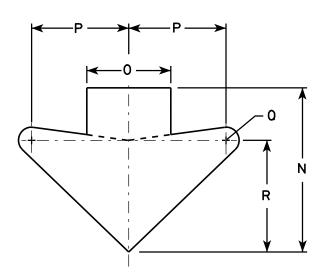
PLOT SCALE: 5.700818:1.000000



- 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. The top line is series E, the numerals are series C, and the bottom line is series D.
- 6. Substitute appropriate numerals and adjust spacing as required.



ARROW DETAIL

CT TE			T T					ш			1/		1.4		_		_		_					_ v	·	7	Area
SIZE	Α	R	L	ַט	E	F	G	Н	l I	J	K	L	M	N	U	P	U	R	>	l	U	V	W	<u> </u>	T		Area sq. ft.
1																											
2S	48		2 1/4	¾	1	6	12	11 3/8	9 %	11 1/2	16	13	12	15 %	8	9 1/4	1 1/4	10 %									16.0
2M	48		2 1/4	3∕4	1	6	12	11 3/8	9 %	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 %									16.0
3																											
4																											
5																											

COUNTY:

STANDARD SIGN W12-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

For State Traffic Engineer

DATE 3/16/11 PLATE NO. W12-52.7

SHEET NO:

HWY:

PROJECT NO:

PLOT NAME :

- 1. Sign is Type II Type F Reflective
- 2. Color:

Background - Yellow Message - Black

3. W16-7R is the same as W16-L except the arrow is reversed along the vertical centerline.

E	
	B
<u> </u>	<b>&gt;</b>
W16-7L	

SIZE	А	В	С	D	E	F	G	Н	I	つ	K	М	N	0	Р	Q	R	S	Т	U	٧	W	X	Y	Z	Area sq. ft.
1																										
25	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	48	24	1/2	5/8	1 3/8	6	30°	11 1/2	8	1	14															8.0
5																										

COUNTY:

STANDARD SIGN W16-7

WISCONSIN DEPT OF TRANSPORTATION

 $f_{\it or}$  State Traffic Engineer 

SHEET NO:

Ε

FILE NAME: C:\CAEfiles\Projects\tr\_stdplate\W167.dgn

HWY:

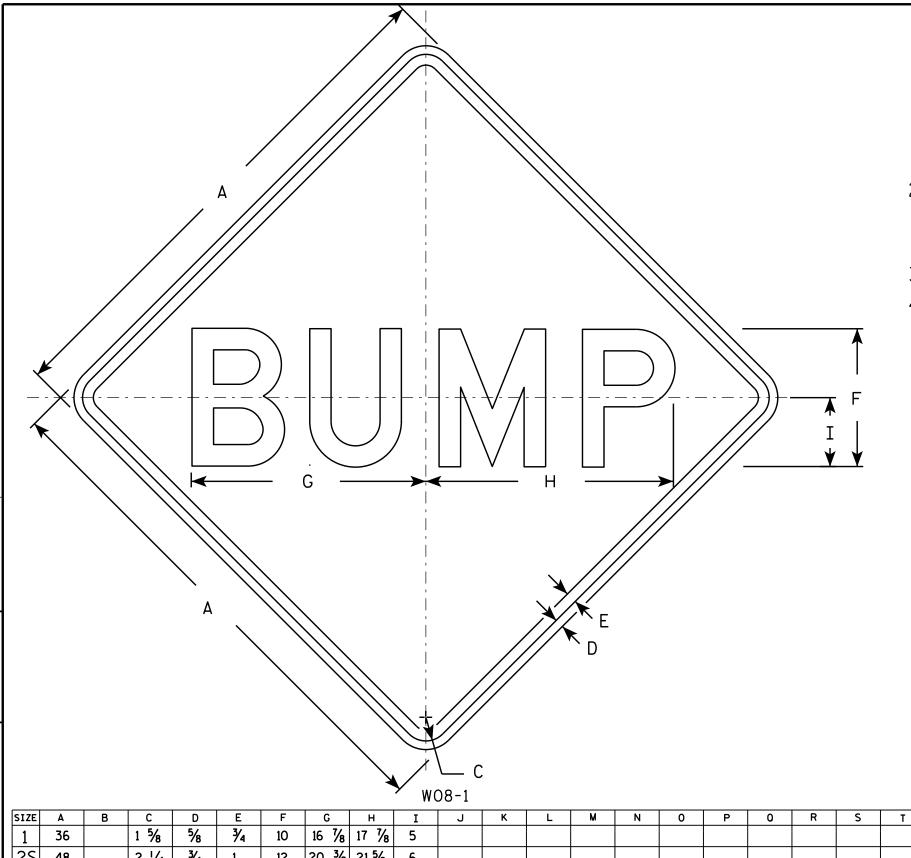
PROJECT NO:

PLOT DATE: 11-JUL-2018 3:09

PLOT BY: mscj9h

PLOT NAME :

PLOT SCALE: \$\$.....plotscale.....\$\$ WISDOT/CADDS SHEET 42



- 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.

9.0 3/4 12 20 3/8 21 5/8 6 2 1/4 48 16.0 12 20 3/8 21 5/8 6 2M 48 2 1/4 3/4 16.0 3/4 12 20 3/8 21 5/8 2 1/4 48 16.0 2 1/4 12 20 3/8 21 5/8 48 3/4 16.0 12 20 3/8 21 5/8 6 48 2 1/4 3/4 16.0

COUNTY:

STANDARD SIGN WO8-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R Kauch

DATE 11/20/13

PLATE NO. WO8-1.1

SHEET NO:

FILE NAME : C:\CAEFiles\Projects\tr\_stdplate\W081.DGN

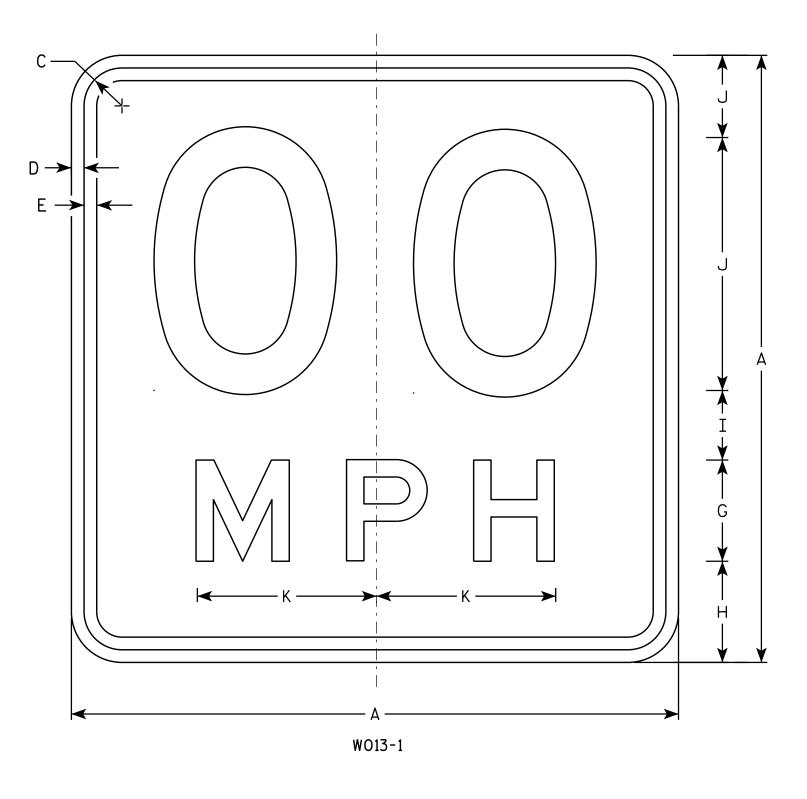
PROJECT NO:

HWY:

PLOT DATE: 20-NOV-2013 12:24

PLOT NAME :

PLOT SCALE: 6.688833:1.000000



## <u>NOTES</u>

- 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	Α	В	С	D	E	F	G	н	I	J	К	L	М	N	0	Ρ	0	R	S	T	U	٧	₩	X	Y	Z	Areg 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	₹4	16	6	5 1/2	4	4 1/2	10 %																9.00
2M	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 %																9.00
3	36		1 %	5/8	3/4	16	6	5 1/2	4	4 1/2	10 %																9.00
4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 %																9.00
5	36		1 %	5/8	3/4	16	6	5 1/2	4	4 1/2	10 %																9.00

COUNTY:

STANDARD SIGN W013-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R Rauch

For State Traffic Engineer

DATE 11/21/13 PLATE NO. WO13-1.1

SHEET NO:

FILE NAME : C:\CAEFiles\Projects\tr\_stdplate\W0131.DGN

HWY:

PROJECT NO:

PLOT DATE: 02-DEC-2013 13:55

PLOT NAME :

PLOT BY: mscsja

PLOT SCALE: 3.794391:1.000000

- 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.
- 5. Substitute appropriate numerals to the nearest quarter mile and optically adjust spacing to achieve proper balance.

W057-52

HWY:

\* See note 5

SIZE	Α	В	С	D	E	F	G	Н	I	J	K	L	М	N	0	Р	Q	R	S	T	U	٧	W	X	Y	Z	Area sq. ft.
1	36	24	1 1/8	3/8	1/2	6	4 1/2	3	4 3/4	14 %	10 %	11 3/8	2	12													6.0
25	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 ½	14	15	2 3/4	16 3/8													12.0
2M	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 ½	14	15	2 3/4	16 3/8													12.0
3	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 ½	14	15	2 3/4	16 3/8													12.0
4	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 ½	14	15	2 3/4	16 3/8													12.0
5	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 ½	14	15	2 3/4	16 3/8													12.0

COUNTY:

STANDARD SIGN W057-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

For State Traffic Engineer

SHEET NO:

DATE 3/21/17

PLATE NO. W057-52.2

....

FILE NAME : C:\CAEfiles\Projects\tr\_stdplate\W05752.DGN

PROJECT NO:

PLOT DATE: 21-MAR-2017 08:53

PLOT BY: \$\$...plotuser...\$\$ PLOT NAME:

PLOT SCALE: 8.139174:1.000000

Notes



# Wisconsin Department of Transportation

Dedicated people creating transportation solutions through innovation and exceptional service.

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