Section No.

Section No. Section No.

Section No.

TOTAL SHEETS =

JUNE 2021 **STATE OF WISCONSIN** ORDER OF SHEETS Section No. **DEPARTMENT OF TRANSPORTATION** Section No. Typical Sections and Details (Incl. Erosion Control) Section No. Estimate of Quantities

CONTRACT PROJECT WISC 2021357 1180-00-77 1

STATE PROJECT

FEDERAL PROJECT

PLAN OF PROPOSED IMPROVEMENT

INO - ASHLAND

CTH E TO USH 63

USH 2 **BAYFIELD COUNTY**

> STATE PROJECT NUMBER 1180-00-77

BARKSDALE

62

Miscellaneous Quantities

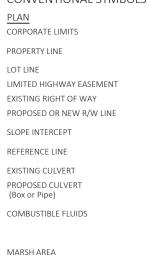
Standard Detail Drawings

Plan and Profile

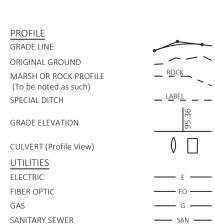
DESIGN DESIGNATION

AADT 2021 = 4.850 A.A.D.T. 2041 = 5,850 = 800 D.H.V. D.D. = 61/39 = 10% DESIGN SPEED = 55 MPH = 2,496,600

CONVENTIONAL SYMBOLS



WOODED OR SHRUB AREA



NET EXCEPTION TO CL LENGTH

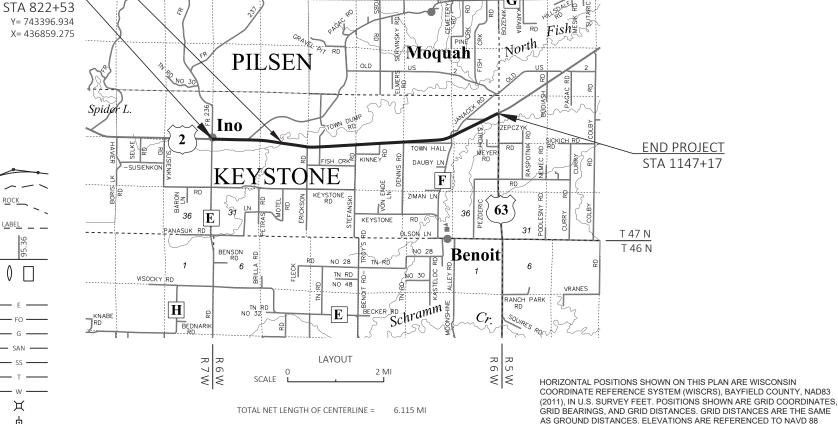
STA 900+52 - STA 902+29

BEGIN PROJECT

₫

Ø

B-04-117



500 North 17th Avenue Wausau, WI 54401 715.845.1081 Fax 715.845.1099 CHRISTENSEN STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION PREPARED BY EMCS, INC. Surveyor Designer Project Manage

Philip S. Keppers

Ε

STORM SEWER TELEPHONE

UTILITY PEDESTAL

TELEPHONE POLE

POWER POLE

Whittlesey

T 48 N

T 47 N

(2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

GENERAL NOTES

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

THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.

EXISTING R/W AND DIMENSIONS SHOWN ON PLANS ARE APPROXIMATE AND NOT FOR PLATTING PURPOSES.

AS-BUILTS USED FOR PLAN DEVELOPMENT

PROJECT NO: 121(3), CONSTRUCTION YEAR: 1939 PROJECT NO: 375-A(4), CONSTRUCTION YEAR: 1939

PROJECT NO: 488-E(3), CONSTRUCTION YEAR: 1939 PROJECT NO: SN-FAP 375-B(3), CONSTRUCTION YEAR: 1941

PROJECT NO: SN-FAP 121(5), CONSTRUCTION YEAR: 1941

PROJECT NO: 8493, CONSTRUCTION YEAR: 1941

PROJECT NO: 1495, CONSTRUCTION TEAR: 1941
PROJECT NO: 1180-03-71, CONSTRUCTION YEAR: 1983
PROJECT NO: 1180-17-71, CONSTRUCTION YEAR: 1983

PROJECT NO: 1180-04-60, CONSTRUCTION YEAR: 2013

PROJECT NO: 1560-02-50, CONSTRUCTION YEAR: 2013 PROJECT NO: 1000-08-80, CONSTRUCTION YEAR: 2016

PROJECT NO: 1180-03-81, SCHEDULED CONSTRUCTION IN 2020

ORDER OF SECTION 2 SHEETS

PROJECT OVERVIEW

TYPICAL SECTIONS

CONSTRUCTION DETAILS

INTERSECTION DETAILS

TRAFFIC CONTROL

UTILITIES

COMMUNICATIONS MERIT NETWORK, INC. DUSTIN LAPOINTE 10514 CR 612 LEWISTON, MI 49756 OFFICE PHONE: (734) 476-6100 DLAPOINT@MERIT.EDU

NORVADO GUY FOLSOM P.O. BOX 67 CABLE, WI 54821 OFFICE PHONE: (715) 798-7123 MOBILE PHONE: (716) 580-8123 GFOLSOM@NORVADO.COM

ELECTRIC-DISTRIBUTION BAYFIELD ELECTRIC COOPERATIVE INC ROBERT LAHTI 68460 DISTRICT ST P.O. BOX 68 IRON RIVER, WI 54847 OFFICE PHONE: (715) 372-4287 BOB.LAHTI@BAYFIELDELECTRIC.COM



www.DiggersHotline.com

OTHER CONTACTS

DNR LIAISON SHAWN HASELEU DNR NORTHERN REGION HEADQUARTERS 810 W. MAPLE STREET SPOONER, WI 54801 PHONE: (715) 635-4228

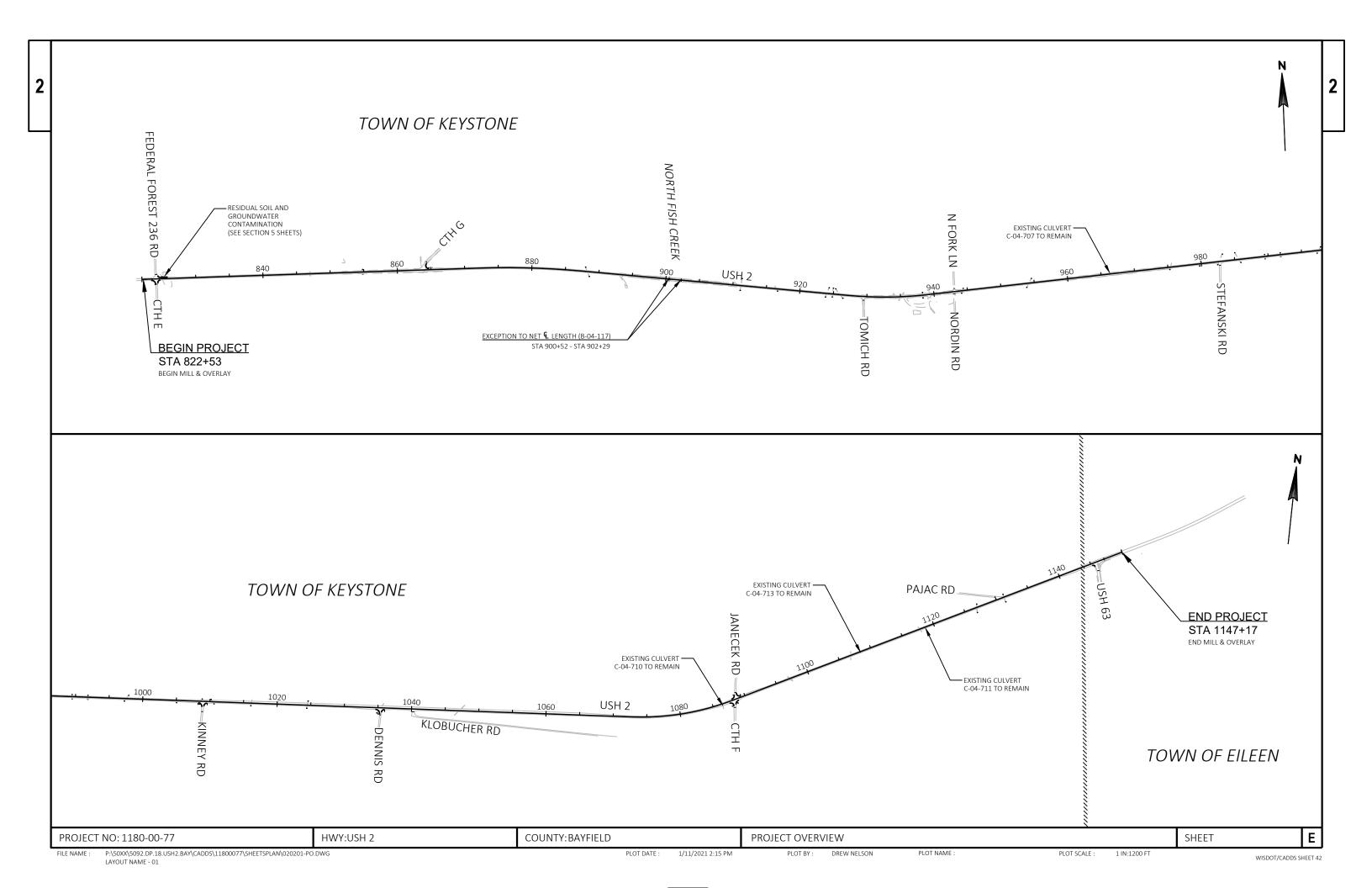
MOBILE: (715) 416-0478 EMAIL: SHAWN.HASELEU@WISCONSIN.GOV

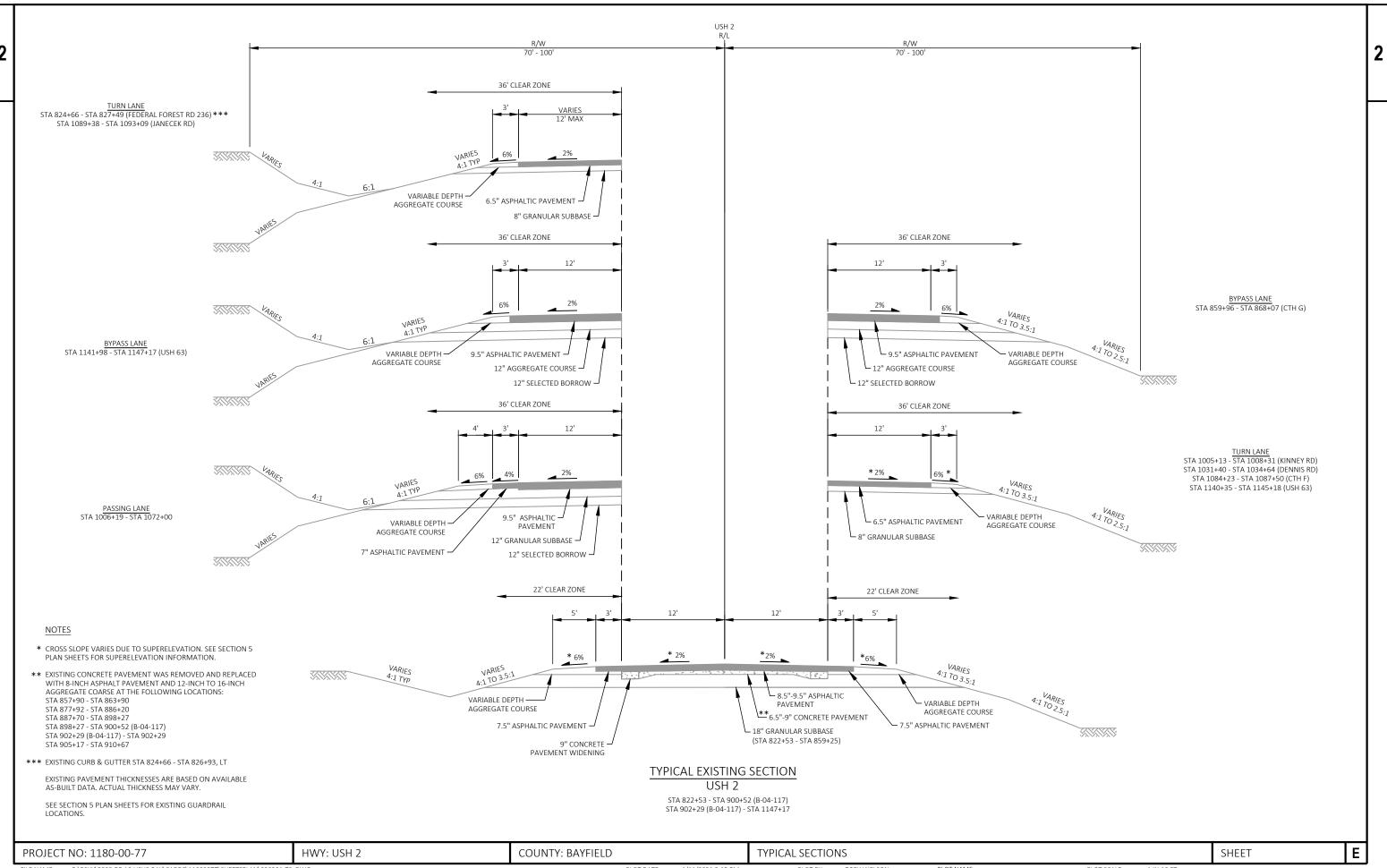
DESIGNER CONTACT EMCS, INC.

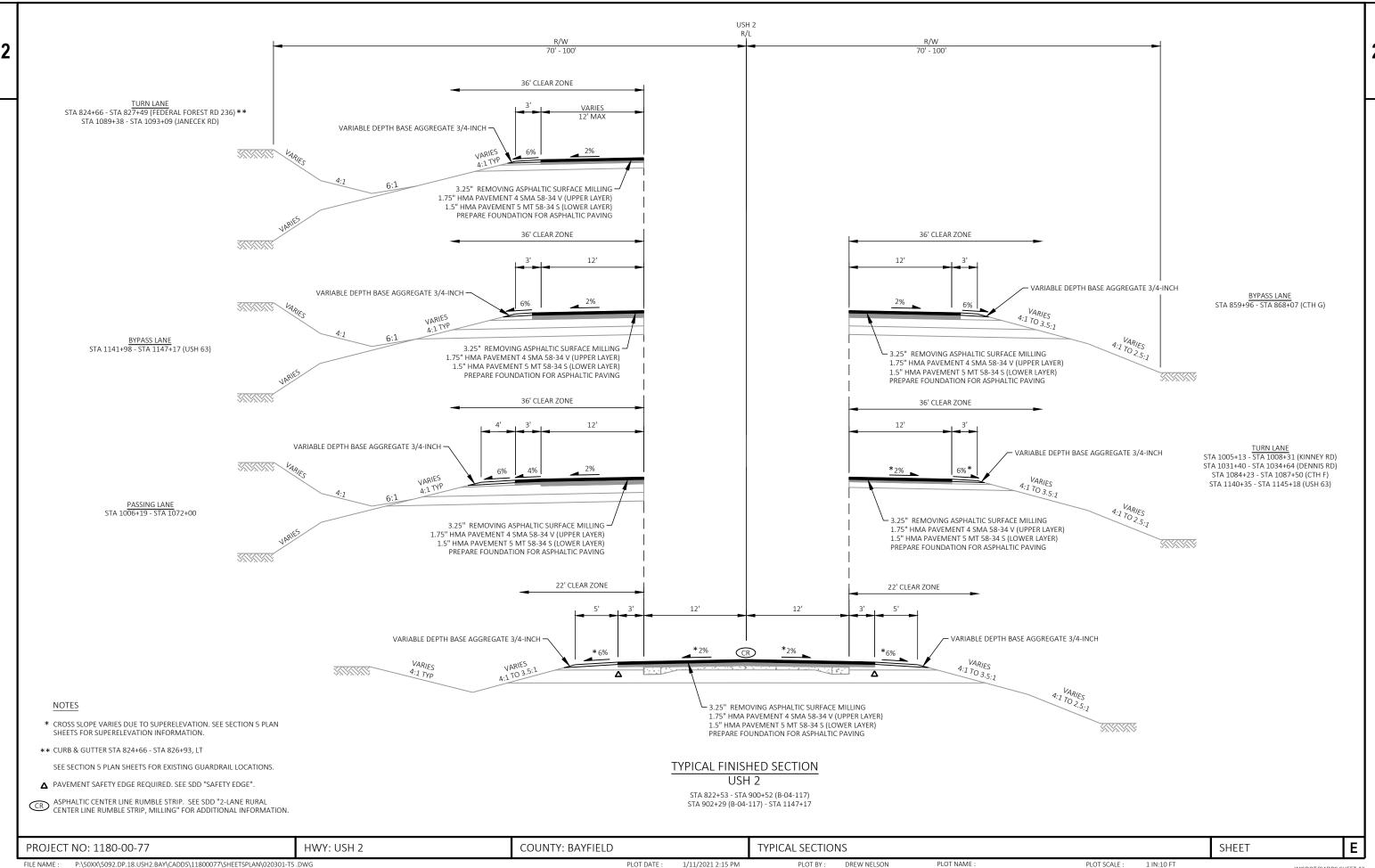
500 NORTH 17TH AVENUE WAUSAU, WI 54401 OFFICE: 715-845-1081

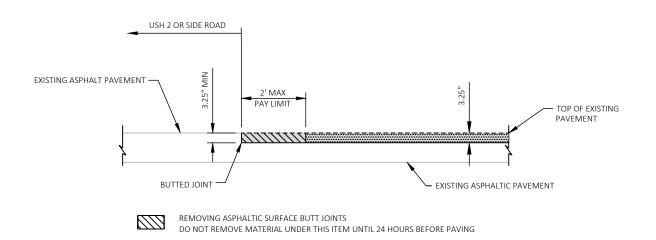
Ε PROJECT NO: 1180-00-77 HWY:USH 2 COUNTY: BAYFIELD **GENERAL NOTES** SHEET

1/11/2021 2:14 PM







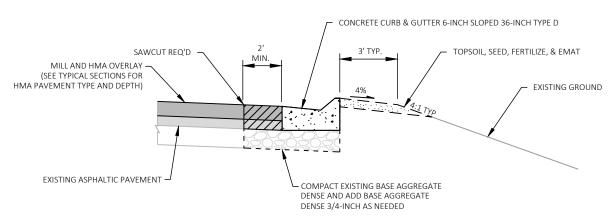


BUTT JOINT DETAIL

REMOVING ASPHALTIC SURFACE MILLING

PROPOSED HMA PAVEMENT OVERLAY

STA 822+53 STA 900+52 (B-04-117) STA 902+29 (B-04-117) STA 1147+17 SEE SECTION 5 PLAN SHEETS FOR SIDE ROAD LOCATIONS



8" MINIMUM ASPHALTIC SURFACE PATCHING (MATCH EXISTING PAVEMENT DEPTH)

DETAIL OF CURB & GUTTER INSTALLATION

FEDERAL FOREST 236 RD/CTH E KINNEY RD DENNIS RD JANECEK RD/CTH F USH 63

NOTES COMPLETE CURB & GUTTER REPLACEMENTS AND ASPHALTIC SURFACE PATCHING TO MATCH THE EXISTING SURFACE PRIOR TO THE MILL AND OVERLAY OF USH 2.

FOR DETAILS NOT SHOWN, SEE SDD "CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES".

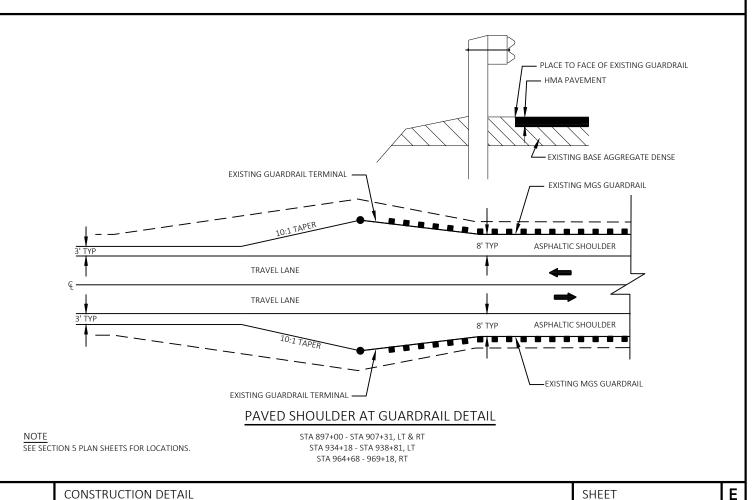
SEE INTERSECTION DETAILS FOR ADDITIONAL INFORMATION.

RUNOFF COEFFICIENT TABLE

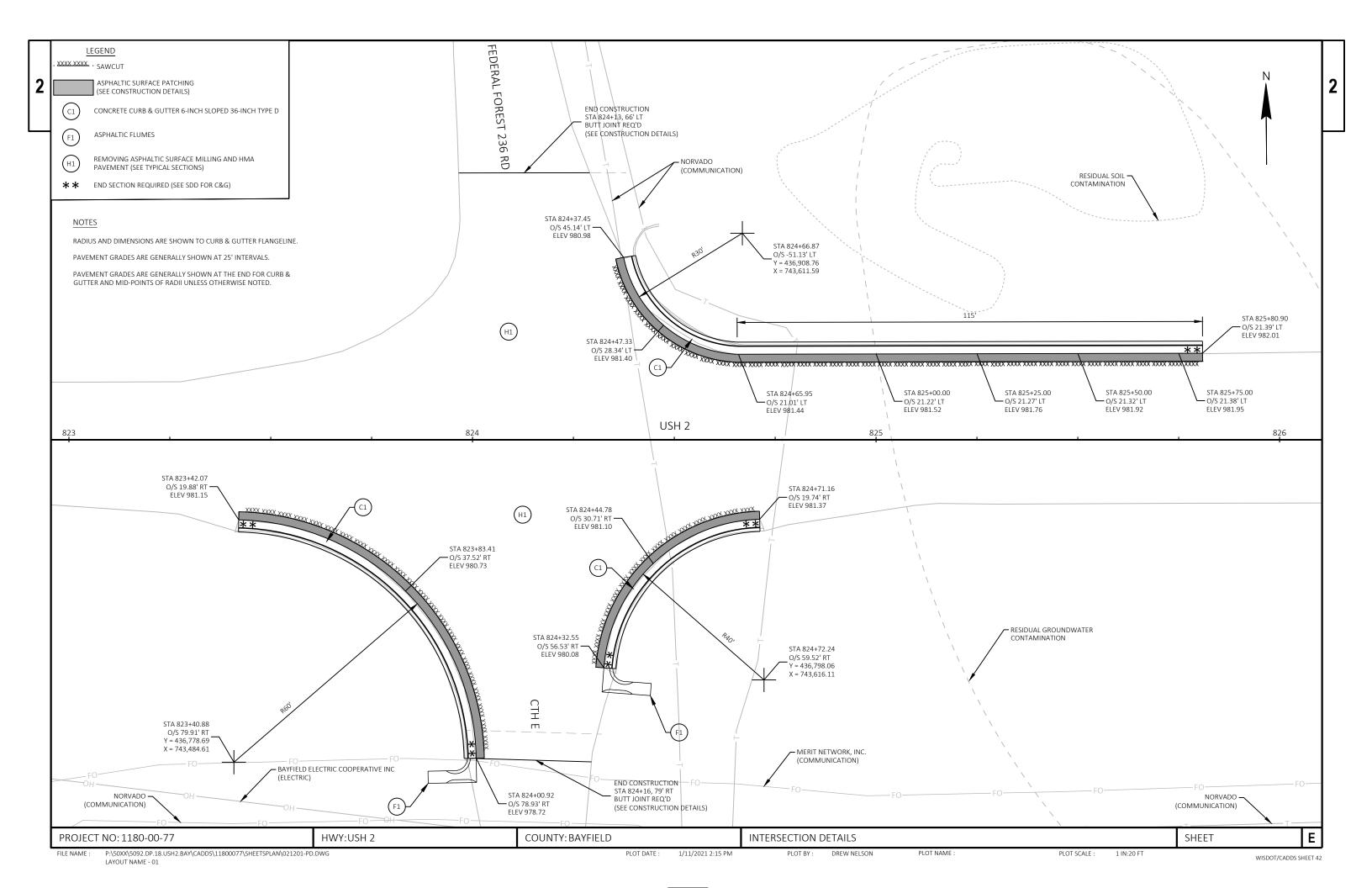
| | | HYDROLOGIC SOIL GROUP | | | | | | | | | | | |
|-----------------------|---------------------|-----------------------|------------|------------|-----------------------|------------|------------|-----------------------|------------|------------|-----------------------|------------|--|
| | | | A | В | | | С | | | D | | | |
| | s | SLOPE RANGE (PERCENT) | | | SLOPE RANGE (PERCENT) | | | SLOPE RANGE (PERCENT) | | | SLOPE RANGE (PERCENT) | | |
| LAND USE: | 0-2 | 2-6 | 6 & OVER | 0-2 | 2-6 | 6 & OVER | 0-2 | 2-6 | 6 & OVER | 0-2 | 2-6 | 6 & OVER | |
| ROW CROPS | .08 | .16 .30 | .22 .38 | .12 .26 | .20 .34 | .27 .44 | .15 .30 | .24 .37 | .33 .50 | .19 .34 | .28 .41 | .38 .56 | |
| MEDIAN STRIP- TURF | .19 .24 | .20 .26 | .24 .30 | .19 .25 | .22 | .26 .33 | .20 .26 | .23 .30 | .30 .37 | .20 .27 | .25 .32 | .30 .40 | |
| SIDE SLOPE- TURF | | | .25 .32 | | | .27 .34 | | | .28 .36 | | | .30 .38 | |
| PAVEMENT: | | | | | | l | • | | | | | | |
| ASPHALT | | | | | | .7095 | | | | | | | |
| CONCRETE | | | | | | .8095 | | | | | | | |
| BRICK | BRICK .7080 | | | | | | | | | | | | |
| DRIVES, WALKS | DRIVES, WALKS .7585 | | | | | | | | | | | | |
| ROOFS | | | | | | .7595 | | | | | | | |
| GRAVEL ROADS, SHO | ULDERS | | | | | .4060 | • | | | | | | |

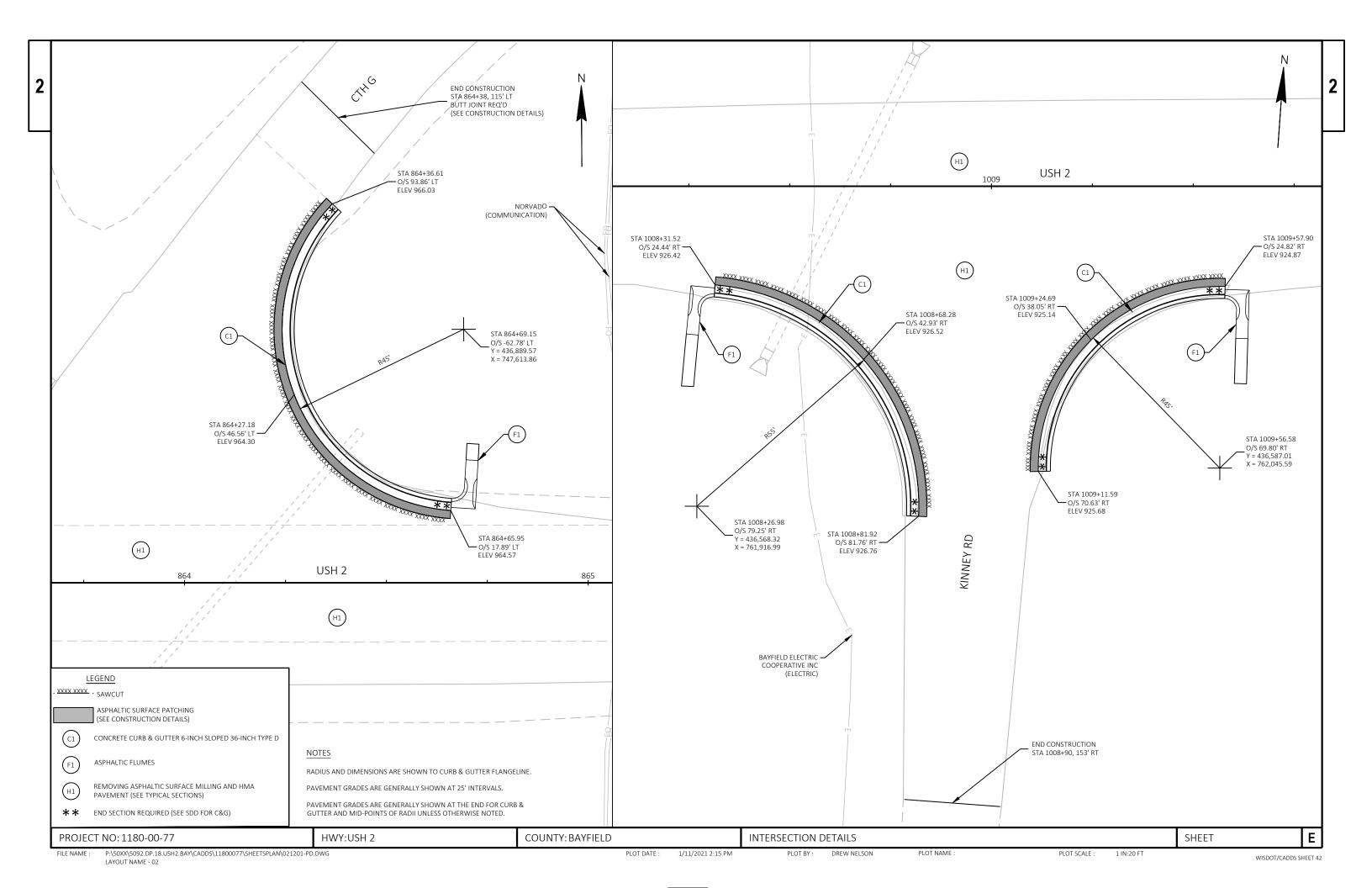
TOTAL PROJECT AREA = 149 ACRES

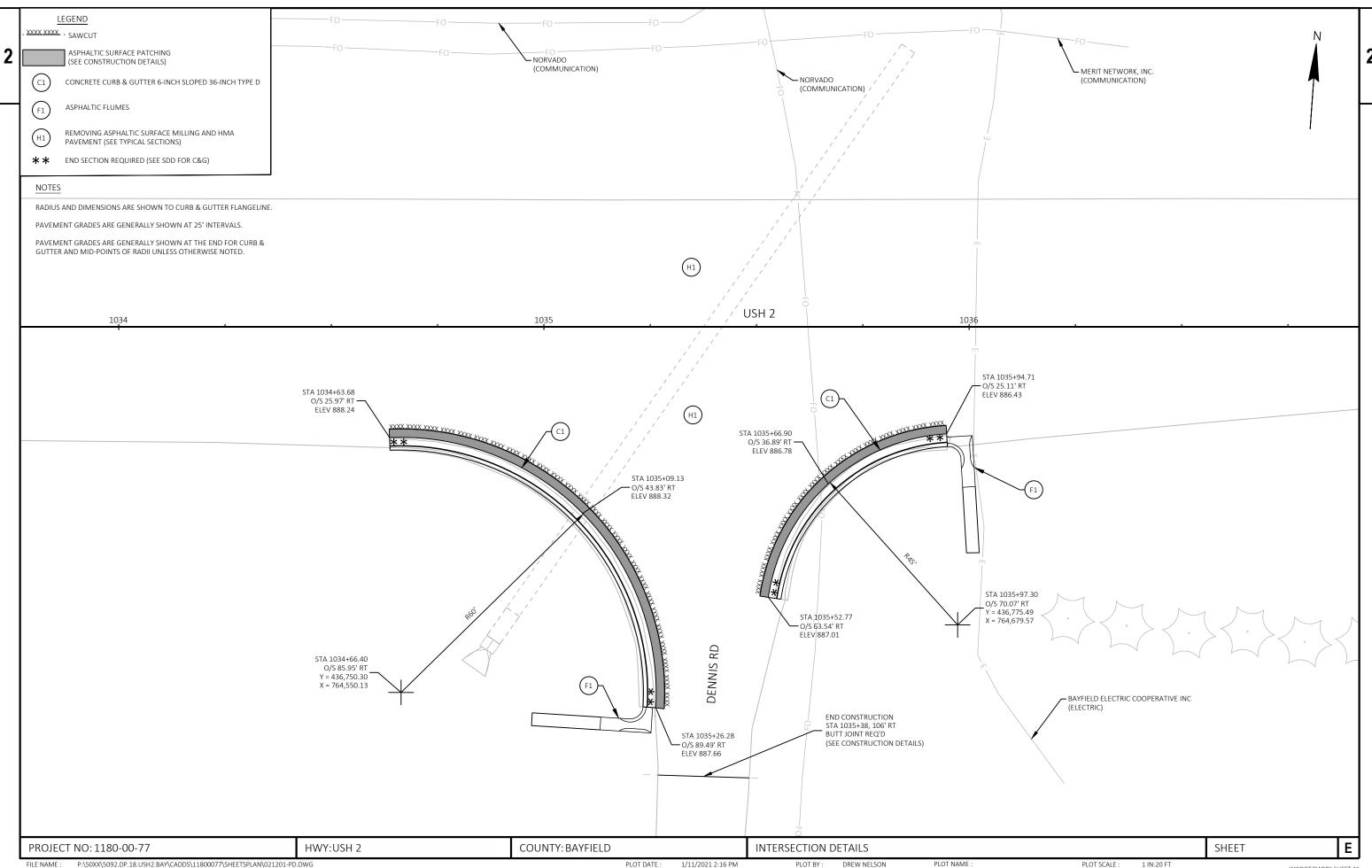
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.12 ACRES GROUND DISTURBING (EXCAVATION)

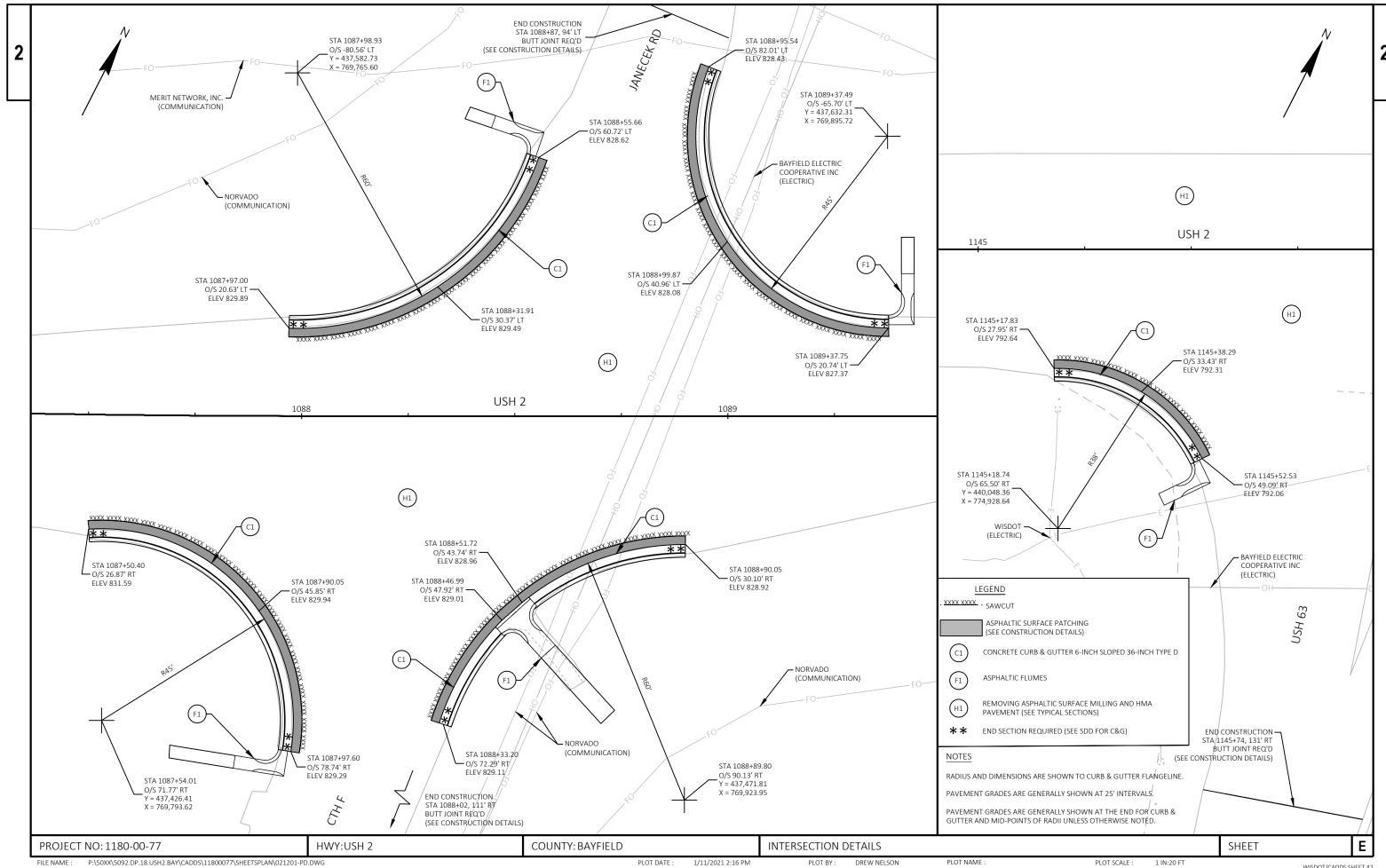


PROJECT NO: 1180-00-77 HWY: USH 2 COUNTY: BAYFIELD P:\50XX\5092.DP.18.USH2.BAY\CADDS\11800077\SHEETSPLAN\021001-CD.DWG 1/11/2021 2:15 PM PLOT BY: DREW NELSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

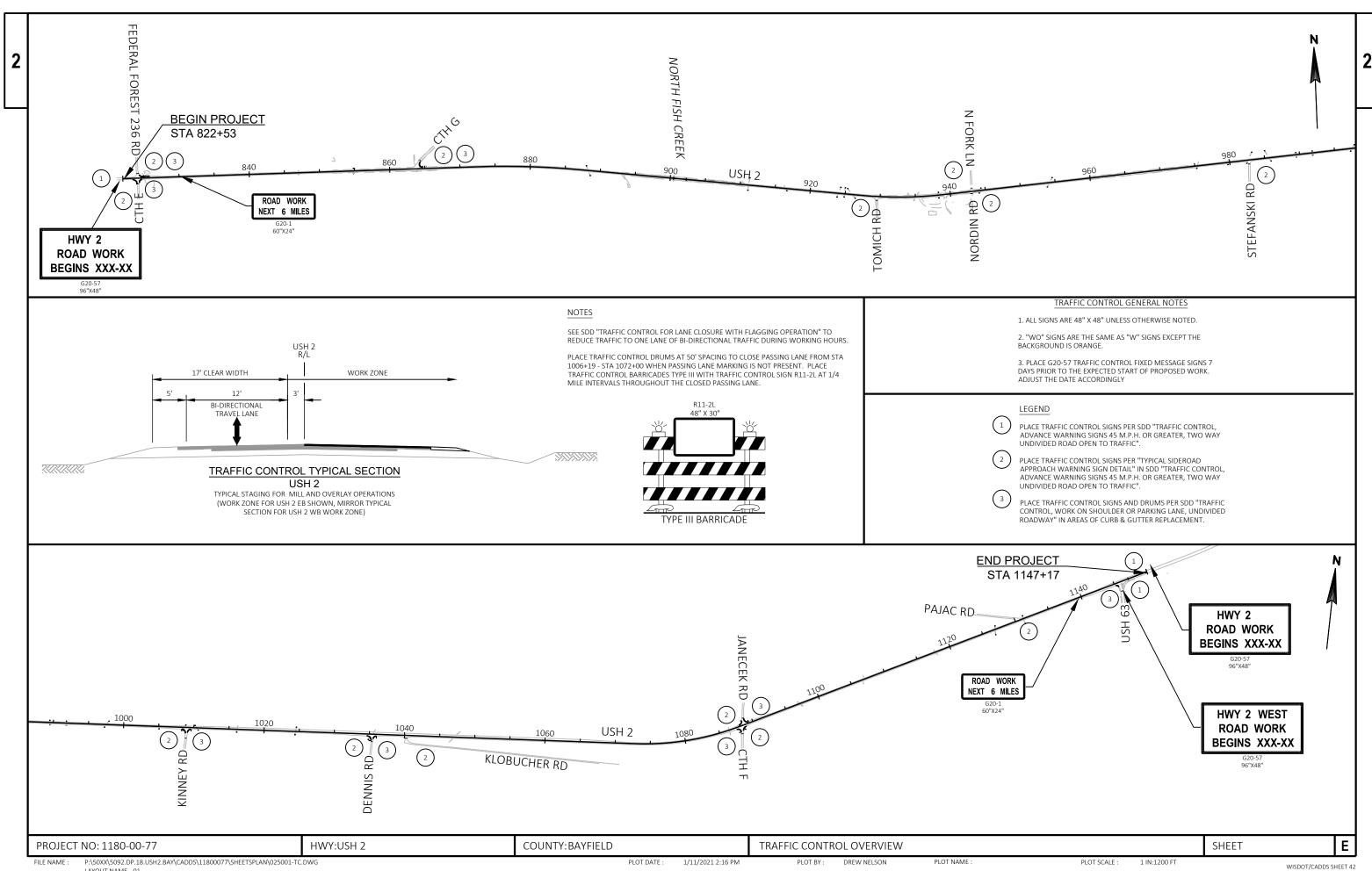








LAYOUT NAME - 04



| | | | | | 1180-00-77 |
|------|------------|------------------------------------------------------------------|--------|-------------|-------------|
| Line | Item | Item Description | Unit | Total | Qty |
| 0002 | 202.0105 | Roadside Clearing | STA | 194.000 | 194.000 |
| | 204.0115 | - | SY | 115.000 | 115.000 |
| 0004 | | Removing Asphaltic Surface Butt Joints | | | |
| 0006 | 204.0120 | Removing Asphaltic Surface Milling | SY | 126,320.000 | 126,320.000 |
| 8000 | 204.0150 | Removing Curb & Gutter | LF | 1,030.000 | 1,030.000 |
| 0010 | 204.0180 | Removing Delineators and Markers | EACH | 66.000 | 66.000 |
| 0012 | 205.0100 | Excavation Common | CY | 65.000 | 65.000 |
| 0014 | 211.0100 | Prepare Foundation for Asphaltic Paving (project) 01. 1180-00-77 | LS | 1.000 | 1.000 |
| 0016 | 213.0100 | Finishing Roadway (project) 01. 1180-00-77 | EACH | 1.000 | 1.000 |
| 0018 | 305.0110 | Base Aggregate Dense 3/4-Inch | TON | 2,830.000 | 2,830.000 |
| 0020 | 455.0605 | Tack Coat | GAL | 15,160.000 | 15,160.000 |
| 0022 | 460.0105.S | HMA Percent Within Limits (PWL) Test Strip Volumetrics | s EACH | 1.000 | 1.000 |
| 0024 | | HMA Percent Within Limits (PWL) Test Strip Density | EACH | 1.000 | 1.000 |
| 0026 | | HMA Pavement Test Strips Volumetrics | EACH | 1.000 | 1.000 |
| 0028 | | HMA Pavement Test Strips Density | EACH | 1.000 | 1.000 |
| 0030 | 460.2000 | Incentive Density HMA Pavement | DOL | 7,980.000 | 7,980.000 |
| 0032 | 460.2005 | Incentive Density PWL HMA Pavement | DOL | 7,715.000 | 7,715.000 |
| 0034 | 460.2007 | Incentive Density HMA Pavement Longitudinal Joints | DOL | 16,925.000 | 16,925.000 |
| 0034 | 460.2010 | Incentive Air Voids HMA Pavement | DOL | 10,420.000 | 10,420.000 |
| | 460.6245 | HMA Pavement 5 MT 58-34 S | TON | 10,420.000 | 10,420.000 |
| 0038 | | | | | |
| 0040 | 460.8644 | HMA Pavement 4 SMA 58-34 V | TON | 12,460.000 | 12,460.000 |
| 0042 | 465.0110 | Asphaltic Surface Patching | TON | 300.000 | 300.000 |
| 0044 | 465.0120 | Asphaltic Surface Driveways and Field Entrances | TON | 40.000 | 40.000 |
| 0046 | 465.0315 | Asphaltic Flumes | SY | 105.000 | 105.000 |
| 0048 | 465.0475 | Asphalt Centerline Rumble Strips 2-Lane Rural | LF | 17,970.000 | 17,970.000 |
| 0050 | 601.0557 | Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D | LF | 1,050.000 | 1,050.000 |
| 0052 | 618.0100 | Maintenance And Repair of Haul Roads (project) 01. 1180-00-77 | EACH | 1.000 | 1.000 |
| 0054 | 619.1000 | Mobilization | EACH | 1.000 | 1.000 |
| 0056 | 621.0100 | Landmark Reference Monuments | EACH | 15.000 | 15.000 |
| 0058 | 624.0100 | Water | MGAL | 27.000 | 27.000 |
| 0060 | 625.0100 | Topsoil | SY | 500.000 | 500.000 |
| 0062 | 628.1905 | Mobilizations Erosion Control | EACH | 2.000 | 2.000 |
| 0064 | 628.1910 | Mobilizations Emergency Erosion Control | EACH | 2.000 | 2.000 |
| | | | | | |
| 0066 | 628.2002 | Erosion Mat Class I Type A | SY | 500.000 | 500.000 |
| 0068 | 629.0210 | Fertilizer Type B | CWT | 0.300 | 0.300 |
| 0070 | 630.0130 | Seeding Mixture No. 30 | LB | 10.000 | 10.000 |
| 0072 | 630.0500 | Seed Water | MGAL | 11.000 | 11.000 |
| 0074 | 633.5200 | Markers Culvert End | EACH | 66.000 | 66.000 |
| 0076 | 634.0616 | Posts Wood 4x6-Inch X 16-FT | EACH | 5.000 | 5.000 |

| | | | | | 1180-00-77 |
|------|----------|--------------------------------------------------------------------|------|------------|------------|
| Line | Item | Item Description | Unit | Total | Qty |
| 0078 | 638.2102 | Moving Signs Type II | EACH | 5.000 | 5.000 |
| 0800 | 638.3000 | Removing Small Sign Supports | EACH | 5.000 | 5.000 |
| 0082 | 638.4000 | Moving Small Sign Supports | EACH | 5.000 | 5.000 |
| 0084 | 642.5001 | Field Office Type B | EACH | 1.000 | 1.000 |
| 0086 | 643.0300 | Traffic Control Drums | DAY | 1,365.000 | 1,365.000 |
| 8800 | 643.0420 | Traffic Control Barricades Type III | DAY | 25.000 | 25.000 |
| 0090 | 643.0705 | Traffic Control Warning Lights Type A | DAY | 50.000 | 50.000 |
| 0092 | 643.0900 | Traffic Control Signs | DAY | 2,515.000 | 2,515.000 |
| 0094 | 643.1000 | Traffic Control Signs Fixed Message | SF | 116.000 | 116.000 |
| 0096 | 643.5000 | Traffic Control | EACH | 1.000 | 1.000 |
| 0098 | 646.1020 | Marking Line Epoxy 4-Inch | LF | 47,889.000 | 47,889.000 |
| 0100 | 646.1040 | Marking Line Grooved Wet Ref Epoxy 4-Inch | LF | 62,835.000 | 62,835.000 |
| 0102 | 646.1545 | Marking Line Grooved Wet Ref Contrast Epoxy 4-Inch | LF | 1,175.000 | 1,175.000 |
| 0104 | 646.3545 | Marking Line Grooved Wet Ref Contrast Epoxy 8-Inch | LF | 1,518.000 | 1,518.000 |
| 0106 | 646.4520 | Marking Line Same Day Epoxy 4-Inch | LF | 47,889.000 | 47,889.000 |
| 0108 | 646.6120 | Marking Stop Line Epoxy 18-Inch | LF | 34.000 | 34.000 |
| 0110 | 649.0105 | Temporary Marking Line Paint 4-Inch | LF | 44,650.000 | 44,650.000 |
| 0112 | 650.5500 | Construction Staking Curb Gutter and Curb & Gutter | LF | 1,050.000 | 1,050.000 |
| 0114 | 650.8000 | Construction Staking Resurfacing Reference | LF | 32,115.000 | 32,115.000 |
| 0116 | 650.9910 | Construction Staking Supplemental Control (project) 01. 1180-00-77 | LS | 1.000 | 1.000 |
| 0118 | 690.0150 | Sawing Asphalt | LF | 1,270.000 | 1,270.000 |
| 0120 | 740.0440 | Incentive IRI Ride | DOL | 24,600.000 | 24,600.000 |
| 0122 | ASP.1T0A | On-the-Job Training Apprentice at \$5.00/HR | HRS | 2,000.000 | 2,000.000 |
| 0124 | ASP.1T0G | On-the-Job Training Graduate at \$5.00/HR | HRS | 630.000 | 630.000 |
| 0126 | SPV.0090 | Special 01. Concrete Curb & Gutter Cure and Seal Treatment | LF | 1,050.000 | 1,050.000 |
| 0128 | SPV.0105 | Special 01. Material Transfer Vehicle (1180-00-77) | LS | 1.000 | 1.000 |
| | | | | | |

TOTAL

202.0105 ROADSIDE CLEARING

CATEGORY STATION TO STATION OFFSET COMMENTS 0010 CTH E - CTH G
CTH G - N FISH CREEK
N FISH CREEK - TOMICH RD
TOMICH RD - STEFANSKI RD
STEFANSKI RD - DENNIS RD - 863+00 LT & RT 27 23 23 17 14 822+53 900+52 LT & RT 930+00 LT & RT 863+00 930+00 - 982+00 LT & RT 982+00 - 1036+00 LT & RT 1036+00 - 1087+29 LT & RT 1087+29 - 1147+17 LT & RT 42 48 DENNIS RD - CTH F CTH F - USH 63

| | | | | | REMOV | AL ITEMS | | |
|----------|---------|----|---------|---------|---------------------------|----------------------|---------------|--------------------------|
| | | | | | 204.0115 REMOVING | 204.0120 REMOVING | 204.0150 | |
| | | | | | ASPHALTIC SURFACE BUTT | ASPHALTIC SURFACE | REMOVING | |
| | | | | | JOINTS | MILLING | CURB & GUTTER | |
| CATEGORY | STATION | TO | STATION | OFFSET | SY | SY | LF | COMMENTS |
| | | | | | | | | |
| 0010 | 822+53 | - | 863+00 | LT & RT | 21 | 14,600 | | CTH E - CTH G |
| | 863+00 | - | 900+52 | LT & RT | 16 | 14,020 | | CTH G - N FISH CREEK |
| | 902+29 | - | 930+00 | LT & RT | 15 | 10,090 | | N FISH CREEK - TOMICH RD |
| | 930+00 | - | 982+00 | LT & RT | 9 | 18,320 | | TOMICH RD - STEFANSKI RD |
| | 982+00 | - | 1036+00 | LT & RT | 10 | 23,310 | | STEFANSKI RD - DENNIS RD |
| | 1036+00 | - | 1087+29 | LT & RT | 9 | 22,520 | | DENNIS RD - CTH F |
| | 1087+29 | - | 1147+17 | LT & RT | 35 | 23,460 | | CTH F - USH 63 |
| | 823+42 | - | 825+81 | LT & RT | | | 292 | CTH E |
| | 864+37 | - | 864+66 | LT | | | 80 | CTH G |
| | 1008+32 | - | 1008+82 | RT | | | 150 | KINNEY RD |
| | 1034+64 | - | 1035+95 | RT | | | 154 | DENNIS RD |
| | 1087+50 | - | 1089+38 | LT & RT | | | 313 | CTH F |
| | 1145+18 | - | 1145+53 | RT | | | 41 | USH 63 |
| | | | | | | | | |
| TOTALS | | | | | 115 | 126 320 | 1 030 | |

QUALITY MANAGEMENT PROGRAM TO BE USED FOR:

BASE AGGREGATE ITEMS

305.0110* BASE AGGREGATE

DENSE

| CATEGORY | STATION | TO | STATION | OFFSET | TON | COMMENTS |
|-----------------|---------|----|---------|---------|-----|--------------------------|
| | | | | | | |
| 0010 | 822+53 | - | 863+00 | LT & RT | 153 | CTH E - CTH G |
| | 863+00 | - | 900+52 | LT & RT | 136 | CTH G - N FISH CREEK |
| | 902+29 | - | 930+00 | LT & RT | 95 | N FISH CREEK - TOMICH RD |
| | 930+00 | - | 982+00 | LT & RT | 202 | TOMICH RD - STEFANSKI RD |
| | 982+00 | - | 1036+00 | LT & RT | 209 | STEFANSKI RD - DENNIS RD |
| | 1036+00 | - | 1087+29 | LT & RT | 199 | DENNIS RD - CTH F |
| | 1087+29 | - | 1147+17 | LT & RT | 231 | CTH F - USH 63 |
| | | | | | | |

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

HMA MIXTURE ACCEPTANCE

| LOCATION | STA TO STA | MIXTURE USE | UNDERLYING SURFACE | BID ITEM | TONS | THICKNESS | MIXTURE ACCEPTANCE | DENSITY ACCEPTANCE |
|------------------------------------------------------------------------------|-------------------|--------------------------|--------------------------------|----------------------------------------------------------|-------|-----------|--------------------------------------------------|--------------------------------------------------------------------|
| 12 FOOT DRIVING LANE | 822+53 - 1147+17 | UPPER LAYER | 4 MT 58-28S | SMA 58-34V | 8,290 | 1 3/4" | QMP AS PER SS 460 | INCENTIVE DENSITY HMA PAVEMENT 460.2000 |
| 12 FOOT DRIVING LANE | 822+54 - 1147+18 | LOWER LAYER | MILLED EXISTING HMA SURFACE | 4 MT 58-28S | 7,100 | 1 1/2" | PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010 | INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005 |
| 12 FOOT PASSING LANE | 1006+19 - 1072+00 | UPPER LAYER | 4 MT 58-28S | SMA 58-34V | 715 | 1 3/4" | QMP AS PER SS 460 | INCENTIVE DENSITY HMA PAVEMENT 460.2000 |
| 12 FOOT PASSING LANE | 1006+20 - 1072+01 | LOWER LAYER | MILLED EXISTING HMA SURFACE | 4 MT 58-28S | 615 | 1 1/2" | PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010 | INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005 |
| SHOULDERS, SIDEROADS, BEAMGUARD WIDENINGS, BYPASS LANES, TURN LANES | VARIOUS | UPPER LAYER | 4 MT 58-28S | SMA 58-34V | 3,455 | 1 3/4" | QMP AS PER SS 460 | INCENTIVE DENSITY HMA PAVEMENT 460.2000 |
| SHOULDERS, SIDEROADS, BEAMGUARD WIDENINGS, BYPASS LANES, TURN LANES | VARIOUS | LOWER LAYER | MILLED EXISTING HMA SURFACE | 4 MT 58-28S | 2,705 | 1 1/2" | PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010 | ACCEPTANCE TESTING BY DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE |
| DRIVEWAYS | VARIOUS | UPPER LAYER | BASE AGGREGATE | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | 40 | 3" | QMP AS PER SS 465 | ACCEPTANCE BY ORDINARY COMPACTION |
| CURB & GUTTER REPLACEMENTS | | | BASE AGGREGATE | ASPHALTIC SURFACE PATCHING | 100 | 8" | QMP AS PER SS 465 | ACCEPTANCE BY ORDINARY COMPACTION |
| VARIOUS | VARIOUS | REPAIRS AFTER MILLING | MILLED EXISTING HMA SURFACE | ASPHALTIC SURFACE PATCHING | 200 | VARIES | QMP AS PER SS 465 | ACCEPTANCE BY ORDINARY COMPACTION |

EARTHWORK SUMMARY

| DIVISION | LOCATION | ITEM 205.0100 EXCAVATION COMMON (CY) (NOTE 1) | SALVAGED / UNUSEABLE PAVEMENT MATERIAL (NOTE 2) | AVAILABLE MATERIAL (NOTE 3) | WASTE |
|----------|-------------------------------|-----------------------------------------------------|----------------------------------------------------------|-----------------------------------|-------|
| USH 2 | | | | | |
| 1 | 941+25 RT (ASPHALT DRIVEWAY) | 18 | 6 | 12 | 12 |
| 1 | 1080+22 LT (ASPHALT DRIVEWAY) | 13 | 4 | 9 | 9 |
| 1 | 1083+07 RT (ASPHALT DRIVEWAY) | 15 | 5 | 10 | 10 |
| 1 | 1085+67 LT (ASPHALT DRIVEWAY) | 19 | 6 | 13 | 13 |
| TOTALS | | 65 | 21 | 44 | 44 |

- 1) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT
 2) SALVAGED/UNUSABLE PAVEMENT MATERIAL = (AREA OF PROJECT PAVEMENT REMOVAL) * (TYPICAL DEPTH)
 3) AVAILABLE MATERIAL = CUT SALVAGED/UNUSUABLE PAVEMENT MATERIAL

| | | | | | 455.0605 | 460.6245 | 460.8644 | 465.0475 ASPHALTIC CENTERLINE | |
|----------|---------|----|---------|---------|-----------|------------------------------|-------------------------------|-------------------------------------|--------------------------|
| | | | | | TACK COAT | HMA PAVEMENT 5 MT 58-34 S | HMA PAVEMENT 4 SMA 58-34 V | RUMBLE STRIPS 2-LANE RURAL | |
| CATEGORY | STATION | ТО | STATION | OFFSET | GAL | TON | TON | LF | COMMENTS |
| | | | | | | | | | |
| 0010 | 822+53 | - | 863+00 | LT & RT | 1,752 | 1,204 | 1,443 | 2,383 | CTH E - CTH G |
| | 863+00 | - | 900+52 | LT & RT | 1,683 | 1,157 | 1,385 | 2,291 | CTH G - N FISH CREEK |
| | 902+29 | - | 930+00 | LT & RT | 1,210 | 832 | 997 | 1,729 | N FISH CREEK - TOMICH RD |
| | 930+00 | - | 982+00 | LT & RT | 2,198 | 1,511 | 1,813 | 2,699 | TOMICH RD - STEFANSKI RD |
| | 982+00 | - | 1036+00 | LT & RT | 2,800 | 1,923 | 2,294 | 2,977 | STEFANSKI RD - DENNIS RD |
| | 1036+00 | - | 1087+29 | LT & RT | 2,702 | 1,858 | 2,216 | 3,005 | DENNIS RD - CTH F |
| | 1087+29 | - | 1147+17 | LT & RT | 2,815 | 1,935 | 2,313 | 2,886 | CTH F - USH 63 |
| TOTALS | | | | | 15 160 | 10 420 | 12 460 | 17 970 | |

LOWER LAYER ONLY

MISCELLANEOUS ASPHALTIC ITEMS

| WITHIN LIMITS (PWL) TEST STRIP TEST STRIP (PWL) TEST STRIP TEST STRIP (PWL) TEST STRIP TEST STRIP (PWL) TEST STRIP TEST ST | | | 213.0100.01 | 460.0105.S | 460.0110.S | 460.0115.S | 460.0120.S | 465.0110* | SPV.0105.01 |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|------------|-------------------------|------------------------------------|----------------------------------------------|---------------------------|-----------------------|---------------------|-------------------------------------|
| PROJECT 1 1 1 1 1 200 1 | CATEGOR' | / LOCATION | ROADWAY (1180-00-77) | (PWL) TEST STRIP VOLUMETRICS | WITHIN LIMITS (PWL) TEST STRIP DENSITY | TEST STRIP VOLUMETRICS | TEST STRIP DENSITY | SURFACE PATCHING | TRANSFER VEHICLE (1180-00-77) |
| | 0010 | PPO IECT | 1 | 1 | 1 | 1 | 1 | 200 | 1 |
| | TOTALS | FROJECT | 1 | 1 | 1 | 1 | 1 | | 1 |

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

UNDISTRIBUTED ASPHALTIC SURFACE PATCHING QUANTITY USED FOR ANY REPAIRS REQUIRED AFTER MILLING IS COMPLETE.

Ε PROJECT NO: 1180-00-77 HWY: USH 2 COUNTY: BAYFIELD MISCELLANEOUS QUANTITIES SHEET P:\50XX\5092.DP.18.USH2.BAY\CADDS\11800077\SHEETSPLAN\030201-MQ.DWG PLOT DATE : 1/12/2021 12:50 PM PLOT BY: DREW NELSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

| 305.0 BA: AGGRE DEN 3/4-IN CATEGORY STATION TO STATION OFFSET TO 0010 822+53 - 863+00 LT & RT 23 863+00 - 900+52 LT & RT 18 902+29 - 930+00 LT & RT 80 930+00 - 982+00 LT & RT 28 982+00 - 1036+00 LT & RT 20 1036+00 - 1087+29 LT & RT 36 1087+29 - 1147+17 LT & RT 20 TOTALS 1,55 | SE | K CH RD ISKI RD NIS RD | CONCRETED 305.0110* 465.01 305.0110* 465.01 305.0110* 465.01 305.0110* 465.01 305.0110* 465.01 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.0110* 305.011 | CONCRETE CURB & CONCRETE CURB & CURE | ETE & CURE EAL IENT COMMENTS CTH E CTH G KINNEY RD DENNIS RD CTH F USH 63 |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------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| *ADDITIONAL QUANTITIES SHOWN ELSEWHERE MARKERS CULVERT END | 625.0100 | ATION ITEMS 628.2002 629.0210 630.0130 630.0500 EROSION SEEDING MIXTURE SEED TYPE A TYPE B NO. 30 WATER SY CWT LB WGAL COMMENTS 118 0.07 2.1 2.5 CTH E 35 0.02 0.6 0.8 CTH G 55 0.03 1.0 1.2 KINNEY RD 57 0.04 1.0 1.3 DENNIS RD 120 0.07 2.0 2.5 CTH F 15 0.01 0.3 0.3 USH 63 100 0.06 3.0 2.4 | EROSION CONTROL MOBILIZATION 628.1905 628.1910 MOBILIZATIONS EMERGENCY EROSION EROSION CONTROL CONTROL CATEGORY LOCATION EACH 0010 UNDISTRIBUTED 2 2 TOTALS 2 2 | POSTS WOOD S 4X6-INCH X MOV 16-FT 1 | 88.2102 638.3000 638.4000 REMOVING MOVING SMALL NG SIGNS SMALL SIGN SIGN YPE II SUPPORTS SUPPORTS EACH EACH 5 5 5 5 5 5 5 |
| 926+53 RT 1 1 1 935+09 LT & RT 2 2 2 944+22 LT & RT 2 2 2 954+22 LT & RT 2 2 2 966+25 LT & RT 2 2 2 975+41 LT & RT 2 2 2 979+79 LT & RT 2 2 2 983+36 LT 1 1 1 985+49 LT & RT 2 2 2 991+75 LT & RT 2 2 2 1005+02 LT & RT 2 2 2 1008+63 LT & RT 2 2 2 10106+15 LT & RT 2 2 2 1016+15 LT & RT 2 2 2 1016+15 LT & RT 2 2 2 1016+15 LT & RT 2 2 2 1035+35 LT & RT 2 2 2 1046+20 RT 1 1 1 1046+20 RT 1 1 1 1086+45 LT & RT 2 2 2 1106+84 LT & RT 2 2 2 1106+84 LT & RT 2 2 2 1116+82 LT & RT 2 2 2 1116+82 LT & RT 2 2 2 1116+84 LT & RT 2 2 2 1116+82 LT & RT 2 2 2 1116+87 LT & RT 2 2 2 11131+21 LT & RT 2 2 2 1115+87 LT & RT 2 2 2 115+87 LT & RT 2 2 115+87 LT & RT 2 2 115+87 | AND ONE APPLICATION OF MARKING LIKE I | 800 4,376 21 7,817 888 3,966 15 7,308 200 4,750 12 5,415 775 7,114 21 10,214 750 7,789 12 10,434 400 8,679 63 10,124 | PS. | 12.5' LINE 37.5' SKIP SOLID 46' SKIP SOLID YELLOW YE | COMMENTS TH E - CTH G TH G - N FISH CREEK FISH CREEK - TOMICH RD OMICH RD - STEFANSKI RD TEFANSKI RD - DENNIS RD ENNIS RD - CTH F TH F - USH 63 |
| 0010 SEC 19 / 24 / 25 / 30, T47N, R6W 5 SECTI SEC 19 / 30, T47N, R6W 5 QUAR | OMMENTS ON CORNER TER CORNER ON CORNER TOTAL HWY: USH 2 | WATER 624.0100 LOCATION MGAL PROJECT-BASE COMPACTION 27 27 COUNTY: BAYFIELD | FIELD OFFICE 642.5001 FIELD OFFICE TYPE B CATEGORY LOCATION EACH 0010 PROJECT 1 TOTAL 1 MISCELLANEOUS QUANTITIES | | MARKING ITEMS 646.6120 MARKING STOP NE EPOXY 18-INCH LF COMMENTS 34 USH 63 34 SHEET E |

PLOT DATE : 1/12/2021 12:50 PM

PLOT BY: DREW NELSON

PLOT NAME :

PLOT SCALE: 1 IN:10 FT

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|---|---|
| ı | _ |

| | | | 643.0 | 0300 | 643. | 0420 | 643.0 | 0705 | 643. | .0900 | 643.1000 | |
|----------|-------------------------------|-------------------|-----------------------|------|--------------------|------|-----------------------|------|-----------------------|-------|--------------------------------|--|
| | | | | | TRAFFIC CONTROL | | TRAFFIC CONTROL | | | | TRAFFIC | |
| | | STAGE DURATION | TRAFFIC CONTROL DRUMS | | BARRICADES TYPE | | WARNING LIGHTS TYPE A | | TRAFFIC CONTROL SIGNS | | CONTROL SIGNS FIXED MESSAGE | |
| CATEGORY | LOCATION | DAYS | NO. | DAY | NO. | DAY | NO. | DAY | NO. | DAY | SF | |
| 0010 | PRIOR TO CONSTRUCTION | 7 | | | | | | | | | 116 | |
| | PROJECT | 60 | | | | | | | 26 | 1,560 | | |
| | CURB AND GUTTER REPLACEMENTS | 5 | 141 | 705 | | | | | 30 | 150 | | |
| | MILLING AND PAVING OPERATIONS | 30 | | | | | | | 26 | 780 | | |
| | PASSING LANE CLOSURE | 5 | 132 | 660 | 5 | 25 | 10 | 50 | 5 | 25 | | |

1,365

TRAFFIC CONTROL ITEMS

CONSTRUCTION STAKING

| | | | | | 650.5500 | 650.8000 | 650.9910 | |
|----------|------------------|----|-------------------|--------------------|-------------------------------------------------------------|-----------------------------------------------------|--------------------------------------------------------------------|------------------------------------------------------|
| | | | | | CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER | CONSTRUCTION STAKING RESURFACING REFERENCE | CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (1180-00-77) | |
| CATEGORY | STATION | ТО | STATION | OFFSET | LF | LF | LS | COMMENTS |
| 0010 | 822+53 | - | 863+00 | LT & RT | | 4,047 | | CTH E - CTH G |
| | 863+00 | - | 899+32 | LT & RT | | 3,632 | | CTH G - N FISH CREEK |
| | 902+81 | - | 930+00 | LT & RT | | 2,719 | | N FISH CREEK - TOMICH RD |
| | 930+00 982+00 | - | 982+00 1036+00 | LT & RT LT & RT | | 5,200 5,400 | | TOMICH RD - STEFANSKI RD STEFANSKI RD - DENNIS RD |
| | 1036+00 | - | 1087+29 | LT & RT | | 5,129 | | DENNIS RD - CTH F |
| | 1087+29 | - | 1147+17 | LT & RT | | 5,988 | | CTH F - USH 63 |
| | 823+42 | - | 825+81 | LT & RT | 298 | | | CTH E CURB & GUTTER REPAIR |
| | 864+37 | - | 864+66 | LT | 97 | | | CTH G CURB & GUTTER REPAIR |
| | 1008+32 | - | 1008+82 | RT | 150 | | | KINNEY RD CURB & GUTTER REPAIR |
| | 1034+64 | - | 1035+95 | RT | 154 | | | DENNIS RD CURB & GUTTER REPAIR |
| | 1087+50 | - | 1089+38 | LT & RT | 310 | | | CTH F CURB & GUTTER REPAIR |
| | 1145+18 | - | 1145+53 | RT | 41 | | | USH 63 CURB & GUTTER REPAIR |
| PROJECT | | | | | 1 | | | |
| TOTALS | | | | | 1,050 | 32,115 | 1 | |

TRAFFIC CONTROL

643.5000 TRAFFIC CONTROL PROJECT 1 TOTAL

HWY: USH 2

COUNTY: BAYFIELD

MISCELLANEOUS QUANTITIES

PLOT SCALE: 1 IN:10 FT

SHEET

WISDOT/CADDS SHEET 42

Ε

FILE NAME : P:\50XX\5092.DP.18.USH2.BAY\CADDS\11800077\SHEETSPLAN\030201-MQ.DWG LAYOUT NAME - 03

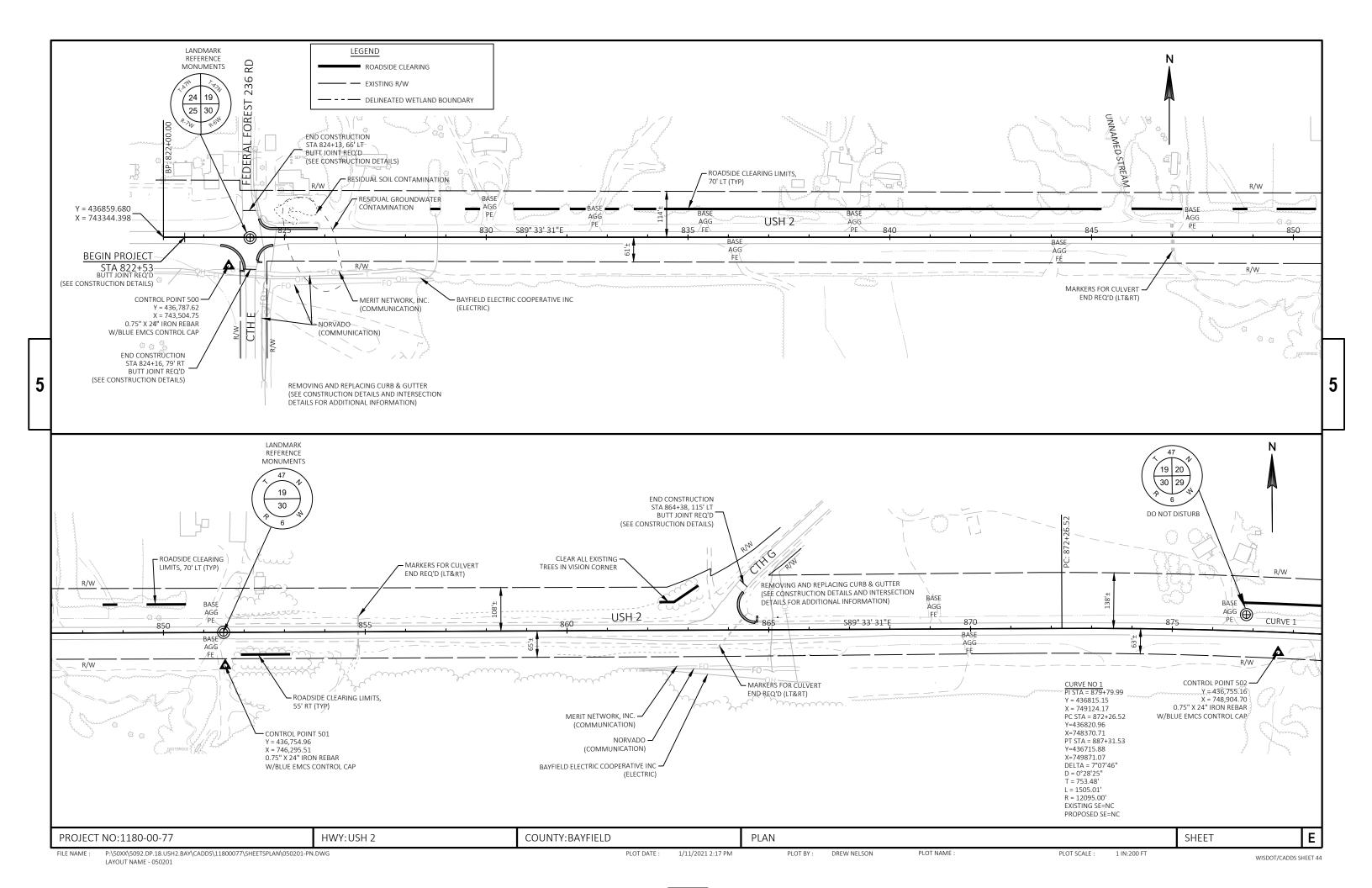
PLOT DATE : 1/12/2021 12:50 PM

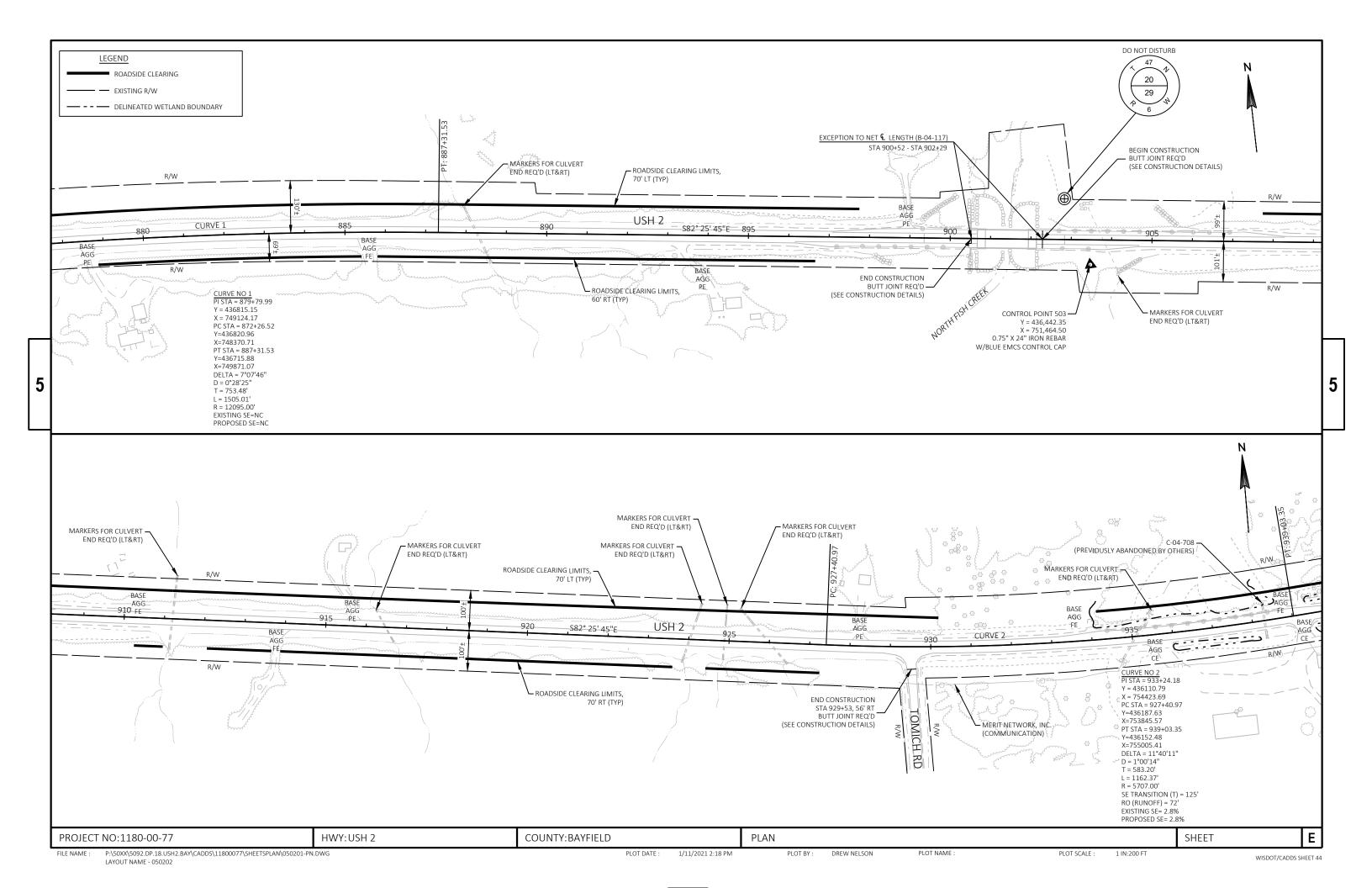
PLOT BY: DREW NELSON

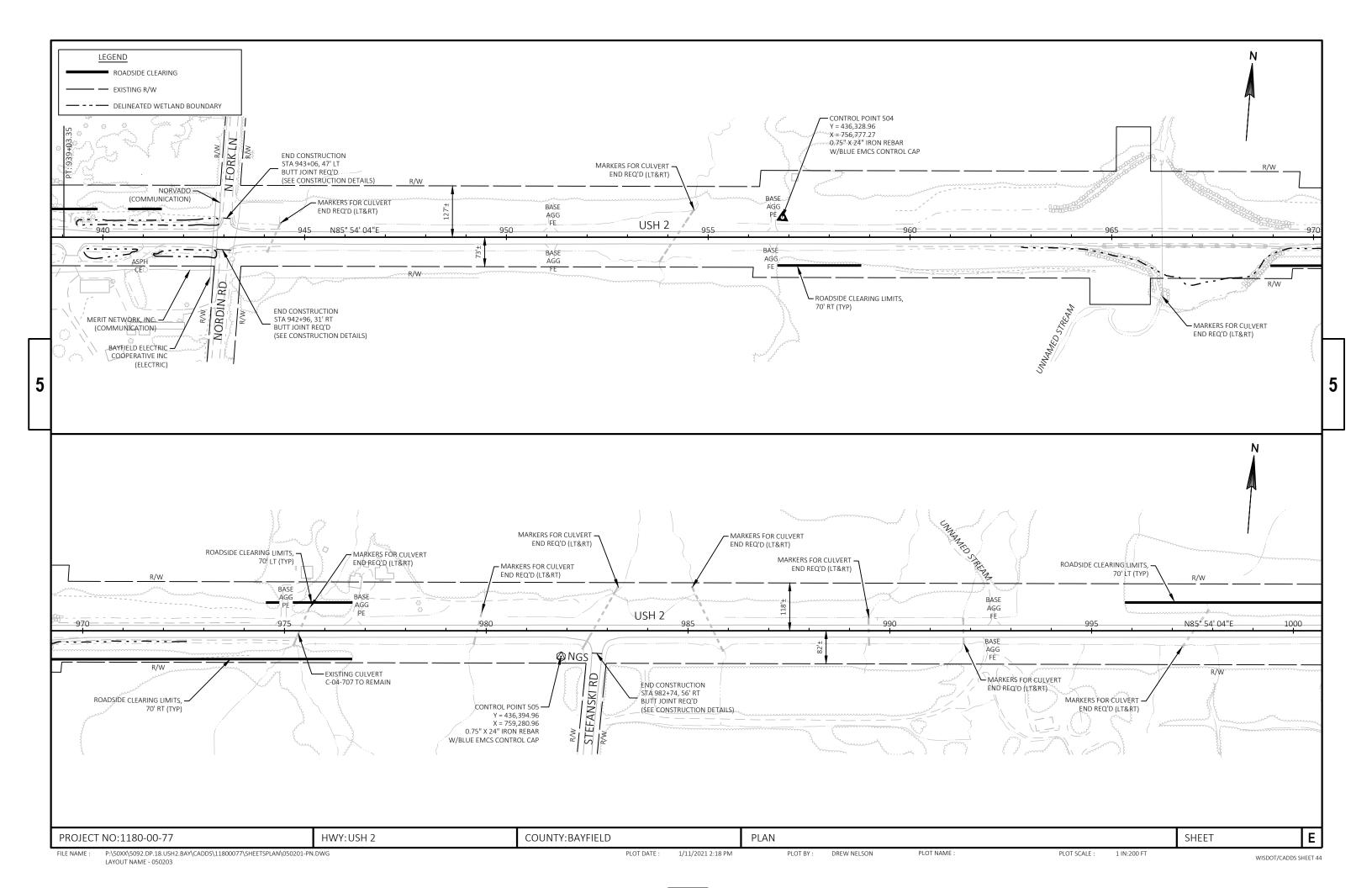
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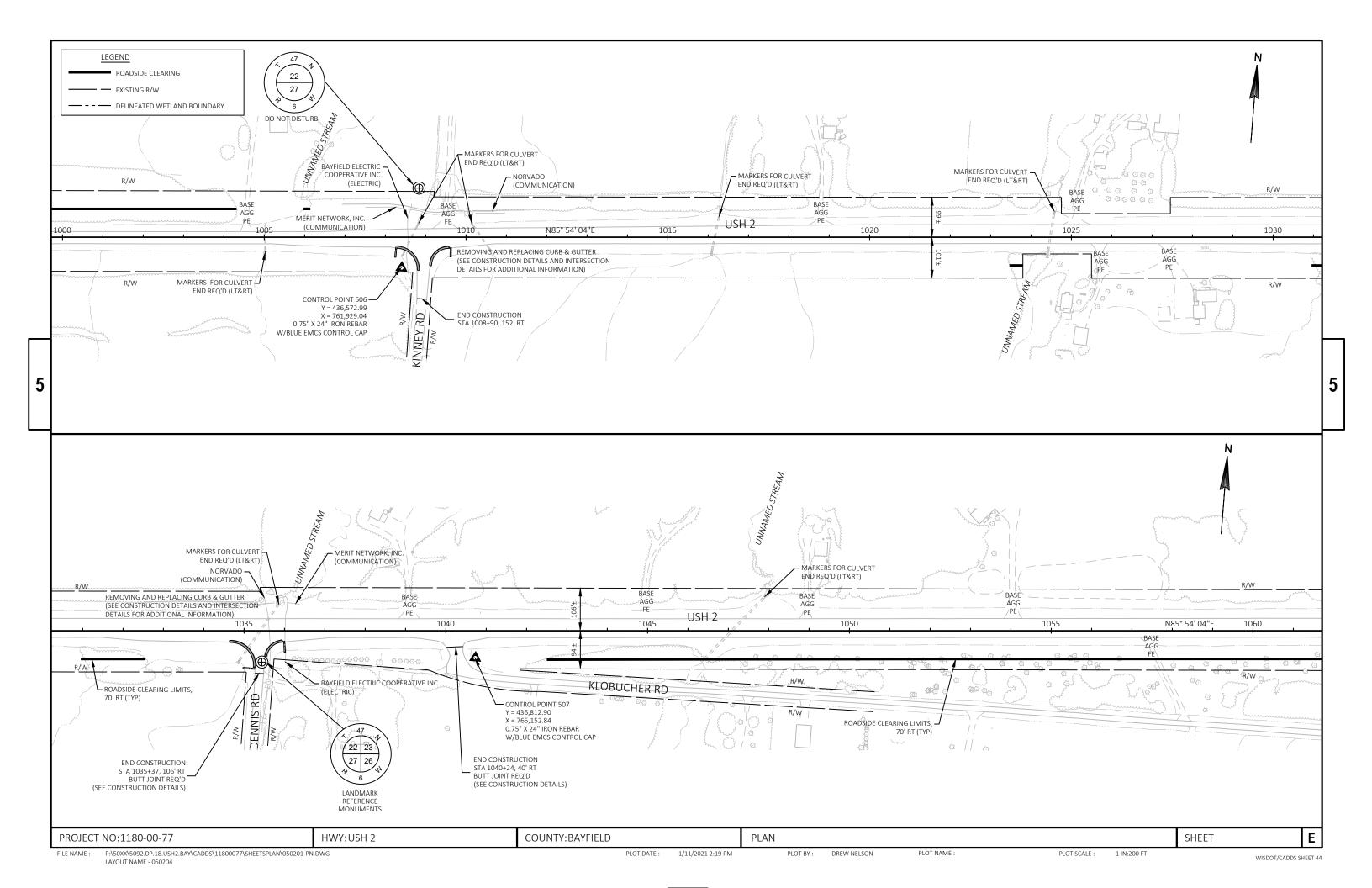
PROJECT NO: 1180-00-77

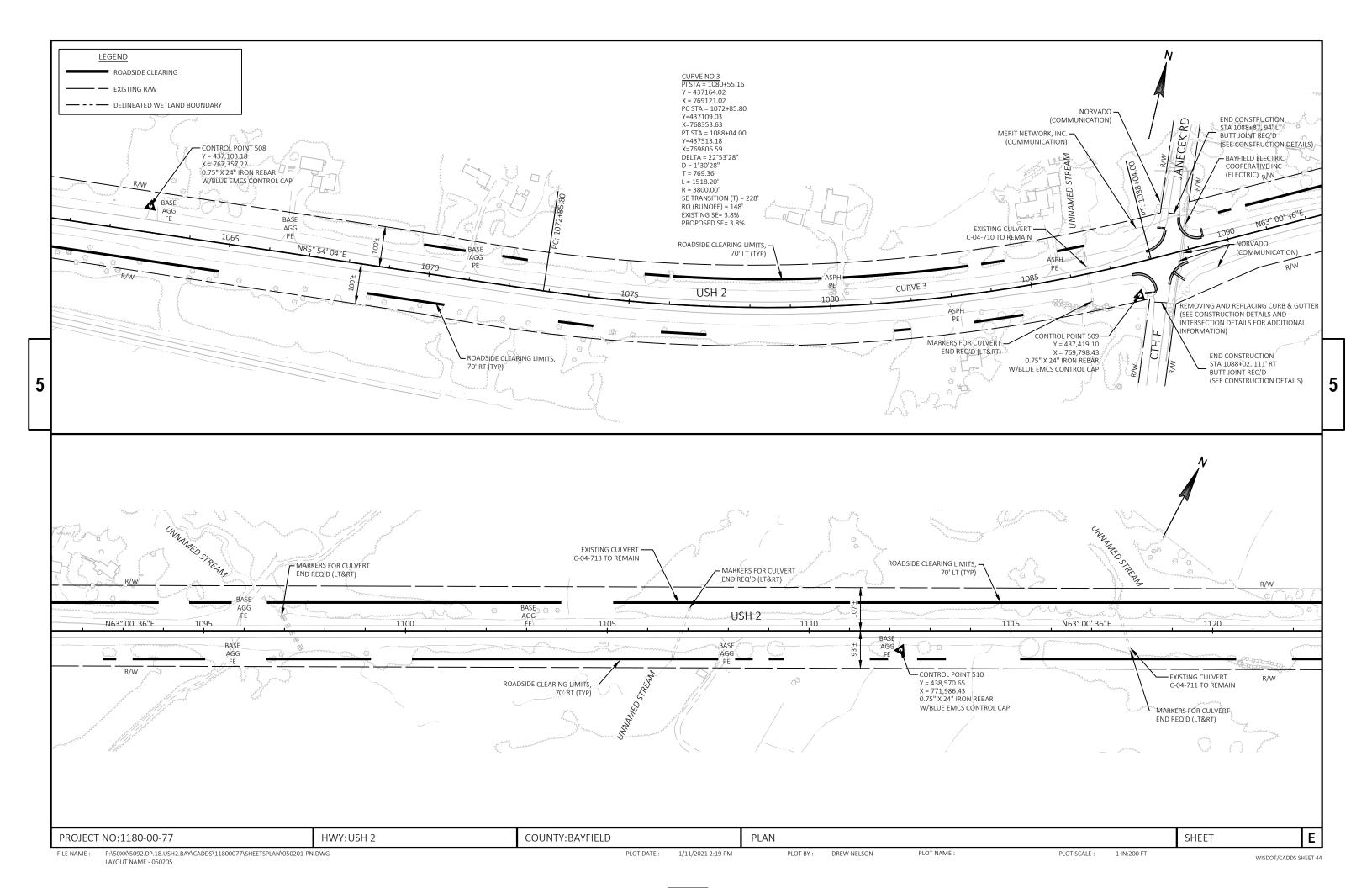
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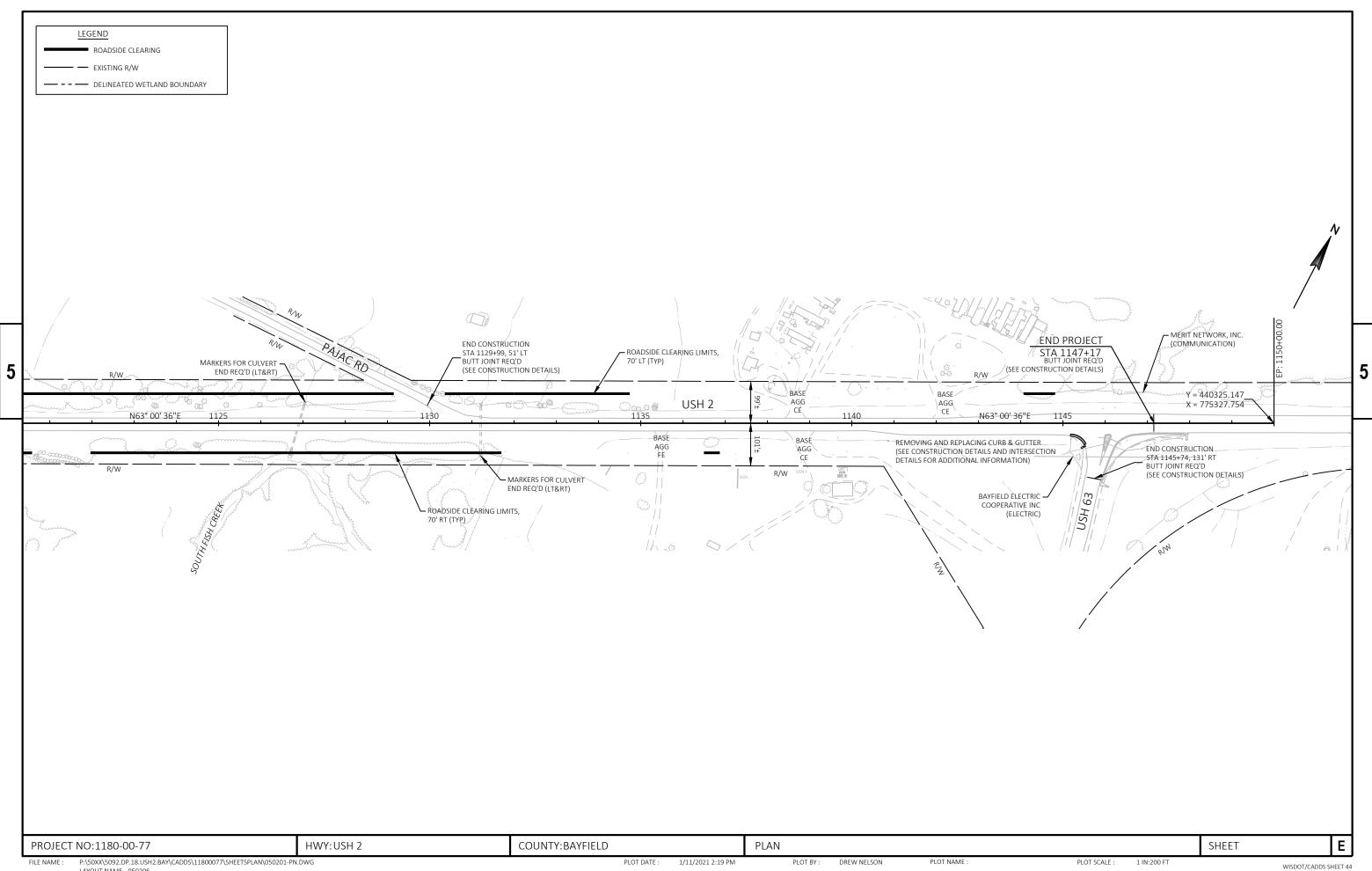










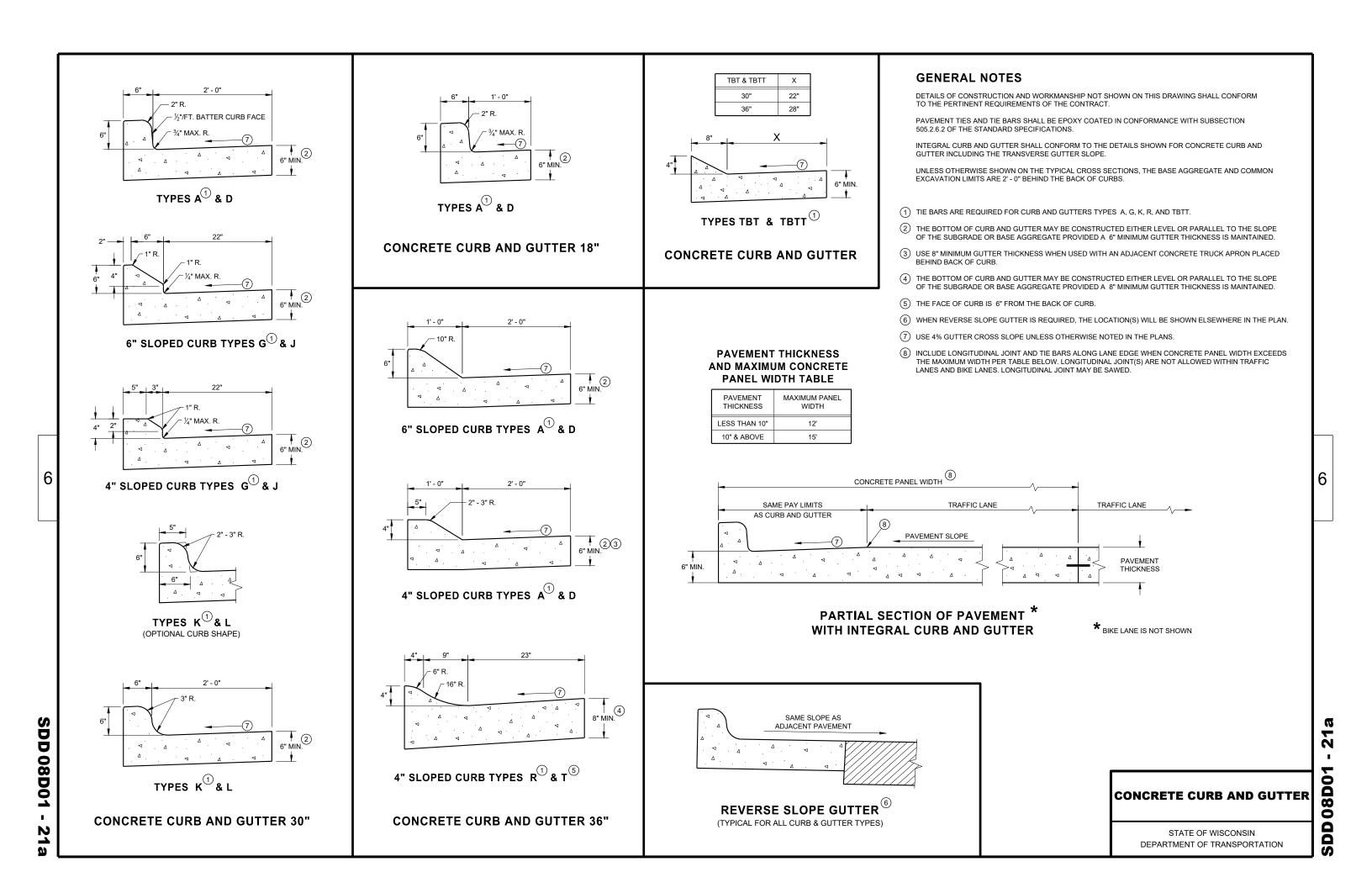


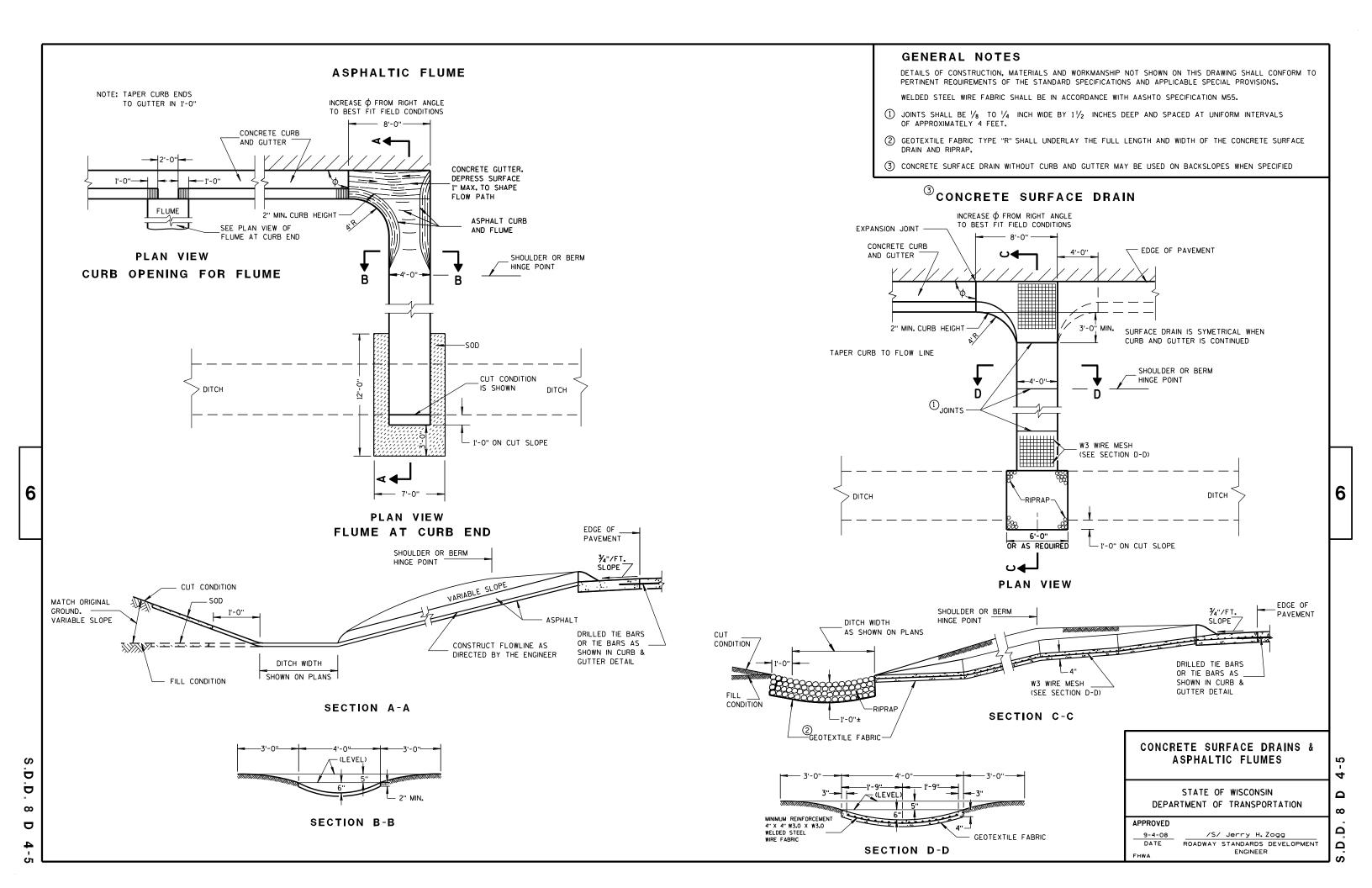
LAYOUT NAME - 050206

Standard Detail Drawing List

| 08D01-21A | CONCRETE CURB & GUTTER |
|-----------|----------------------------------------------------------------------------------------------------|
| 08D04-05 | CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES |
| 08D22-01 | DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL |
| 13A11-03A | 2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING |
| 13A11-03B | 2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING |
| 13C19-03 | HMA LONGITUDINAL JOINTS |
| 15A03-02A | FLEXIBLE MARKER POST FOR CULVERT END |
| 15A03-02B | FLEXIBLE MARKER POST FOR CULVERT END |
| 15C03-05 | BARRICADES AND SIGNS FOR SIDEROAD CLOSURES |
| 15C04-05 | TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC |
| 15C06-09 | SIGNING & MARKING FOR TWO LANE BRIDGES |
| 15C08-20A | LONGI TUDI NAL MARKING (MAINLINE) |
| 15C08-20B | PAVEMENT MARKING (TURN LANES) |
| 15C11-08B | CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS |
| 15C12-07 | TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION |
| 15C19-06A | MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY |
| 15C19-06B | MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY |
| 15C33-04 | STOP LINE AND CROSSWALK PAVEMENT MARKING |
| 15C35-04A | PAVEMENT MARKING (INTERSECTIONS) |
| 15C35-04B | PAVEMENT MARKING AND SIGNING (CLIMBING LANE & PASSING LANE) |
| 15C35-04C | PAVEMENT MARKING AND SIGNING (CLIMBING LANE & PASSING LANE) |
| 15D28-04 | TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY |
| 15D38-02A | TEMPORARY TRAFFIC CONTROL SIGN MOUNTING |
| 15D38-02B | ATTACHMENT OF SIGNS TO POSTS |
| 15D39-02 | TRAFFIC CONTROL, DROP-OFF SIGNING |
| 16A01-07 | LANDMARK REFERENCE MONUMENTS AND COVERS |
| | |

6





GENERAL NOTES

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

EXISTING ASPHALTIC SURFACE DRIVEWAY — 8' TO 10' SHOULDER —= HMA PAVEMENT - 5' TO 20' -5' TO 7'-OVERLAY 2.00% 4.00% VARIES - EXISTING HMA PAVEMENT REMOVE EXISTING ASPH. PAV'T EXISTING BASE & BASE COURSE TO A DEPTH AGGREGATE DENSE SUFFICIENT TO PLACE 2" TO 3" ASPHALTIC SURFACE & 6" 2" TO 3" ASPHALTIC SURFACE (1) BASE AGGREGATE DENSE 6" BASE AGGREGATE MATCH EXISTING DRIVEWAY DENSE (MAY BE INCREASED FOR CLAY SUBGRADES)

PLAN VIEW

HALF SECTION

MATCH EXISTING DRIVEWAY — 8' TO 10' SHOULDER— 1 3' TO 5' 5' TO 20' - 5' TO 7'— HMA PAVEMENT OVERLAY 2.00% 4.00% VARIES 6" BASE AGGREGATE - DENSE (MAY BE INCREASED FOR CLAY SUBGRADES) _ EXISTING HMA PAVEMENT REMOVE EXISTING BASE COURSE EXISTING BASE AGGREGATE TO A DEPTH SUFFICIENT TO -PLACE 6" BASE AGGREGATE DENSE EXISTING CRUSHED - BASE AGGREGATE DENSE

PROFILE VIEW

RURAL ENTRANCE WITH ASPHALTIC SURFACE

RESURFACING PROJECTS

PROFILE VIEW

PLAN VIEW HALF SECTION

RURAL ENTRANCE WITH AGGREGATE SURFACE

6" BASE AGGREGATE DENSE RESURFACING PROJECTS

DRIVEWAYS WITHOUT
CURB & GUTTER
RESURFACING PROJECTS RURAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

FHWA

December. 2016 /S/ Rodney Taylor

DATE ROADWAY STANDARDS DEVELOPMENT

UNIT SUPERVISOR

6

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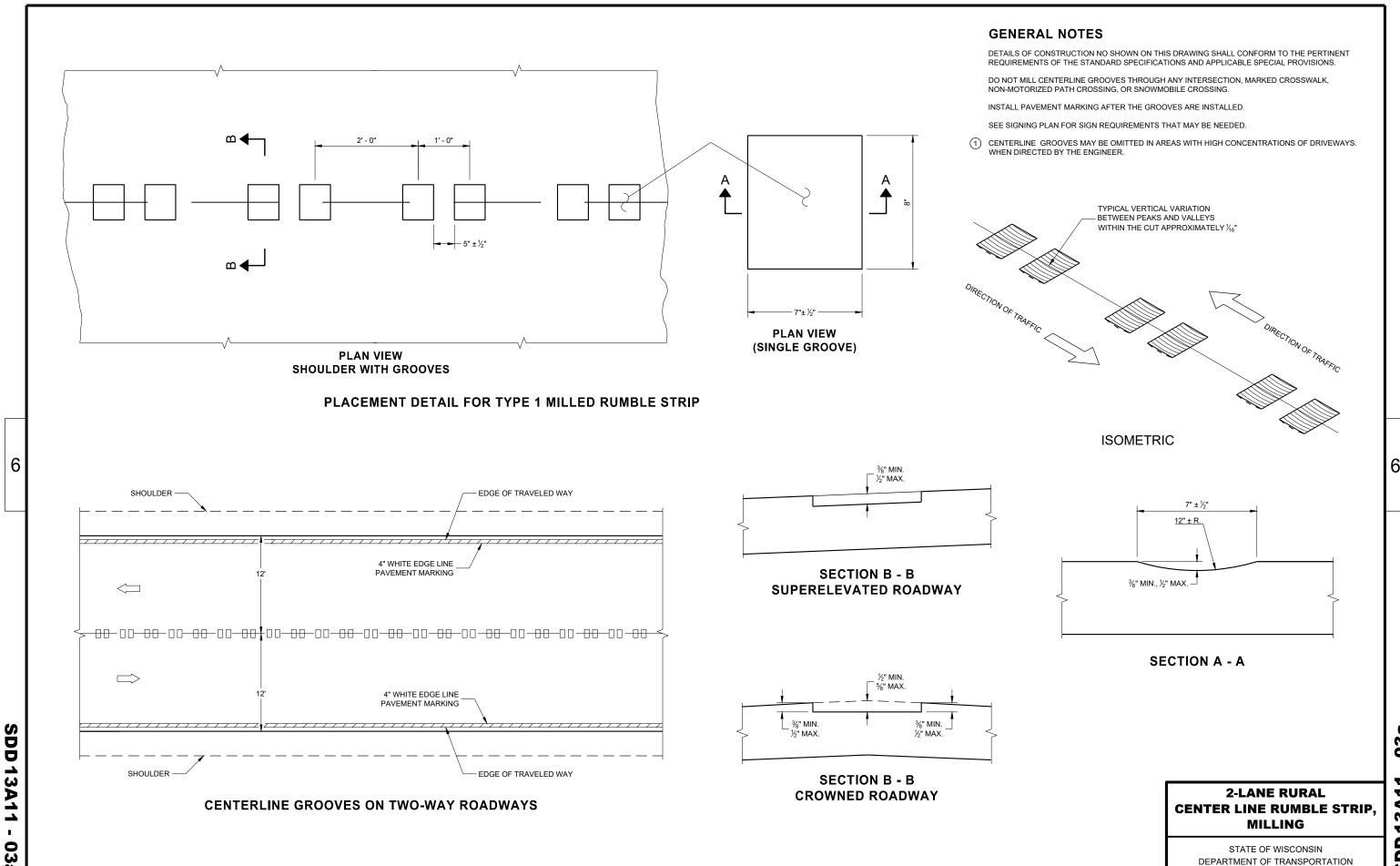
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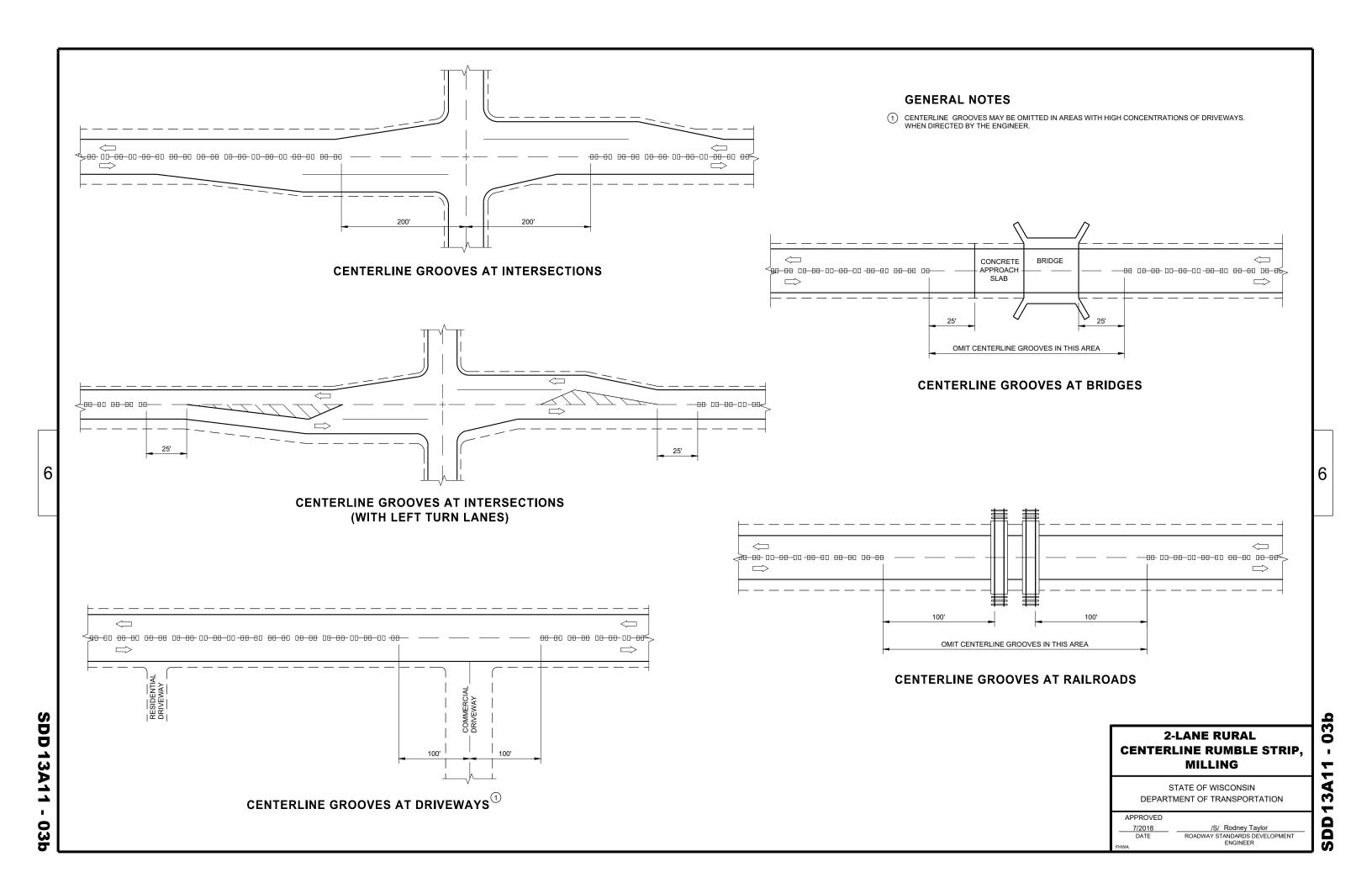
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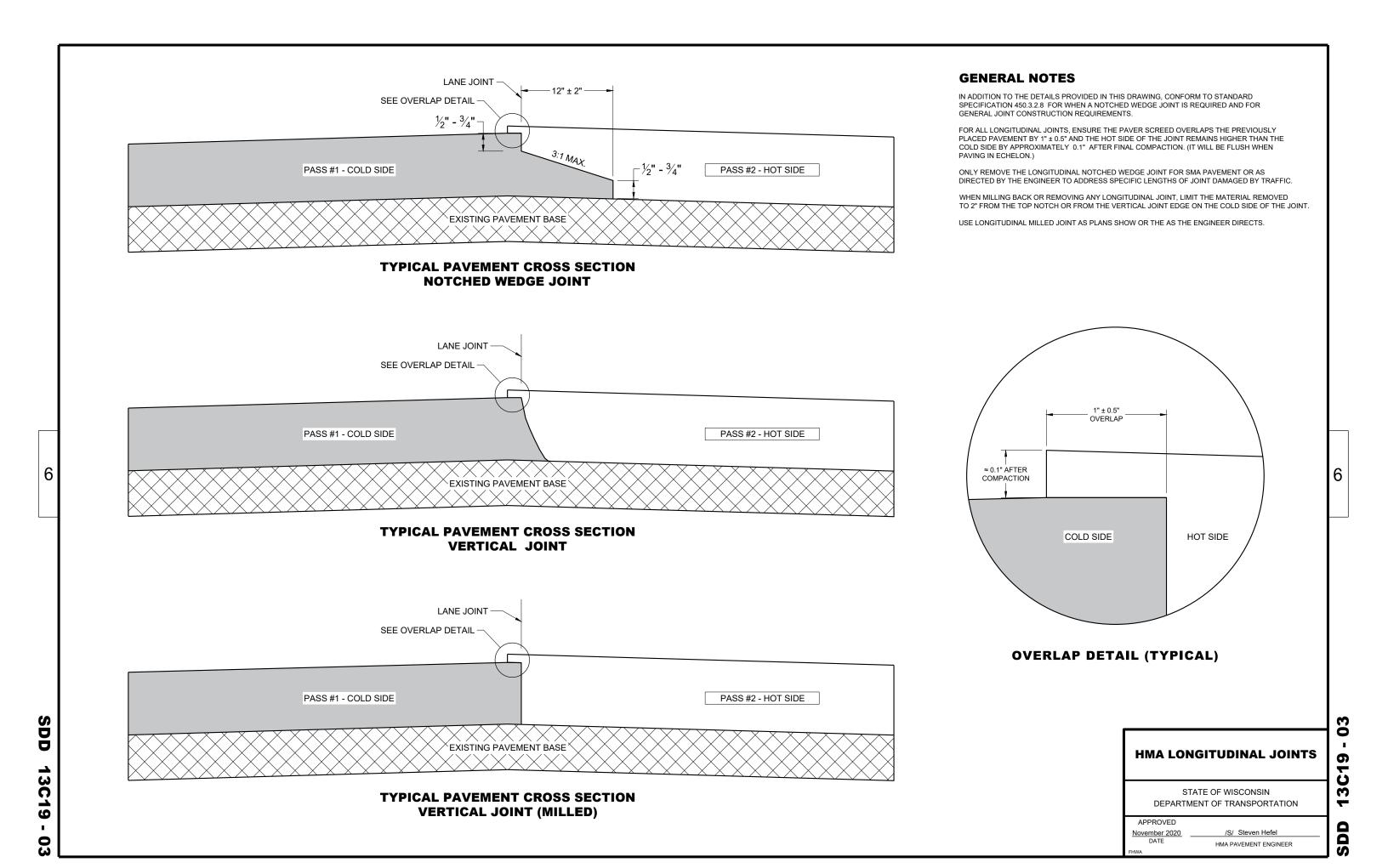
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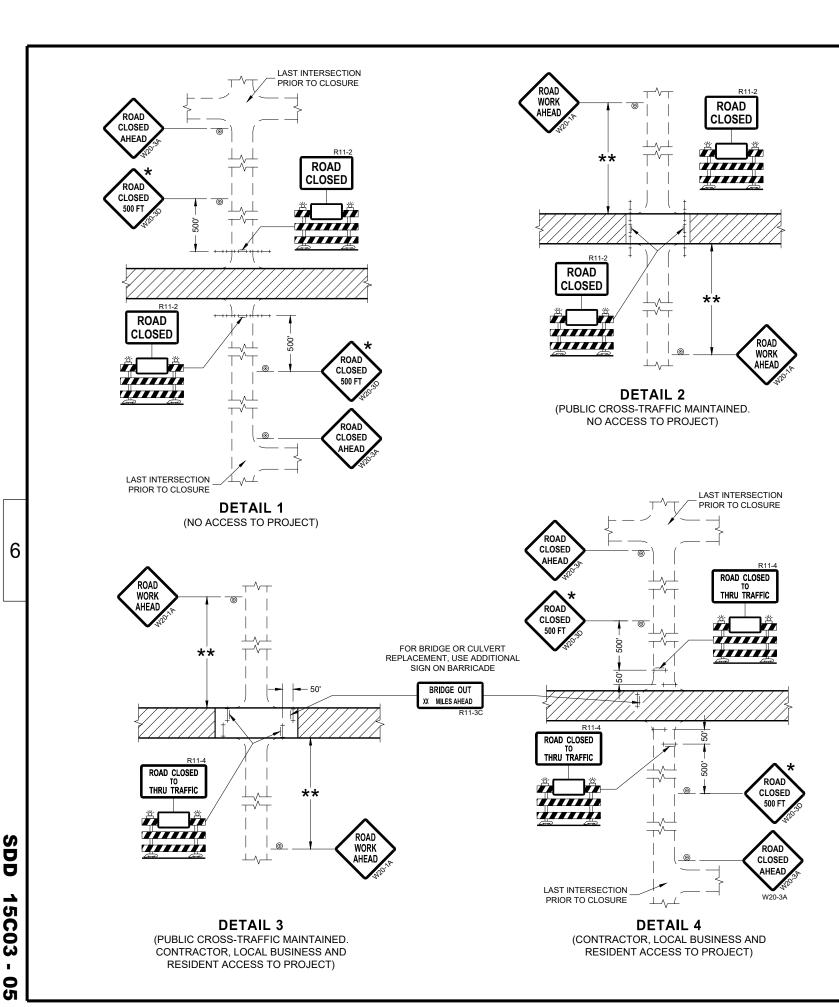
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GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

- ★ OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.
- ** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.

LEGEND

SIGN ON PERMANENT SUPPORT

TYPE III BARRICADE

TYPE III BARRICADE WITH ATTACHED SIGN

TYPE "A" WARNING LIGHT (FLASHING)

WORK AREA

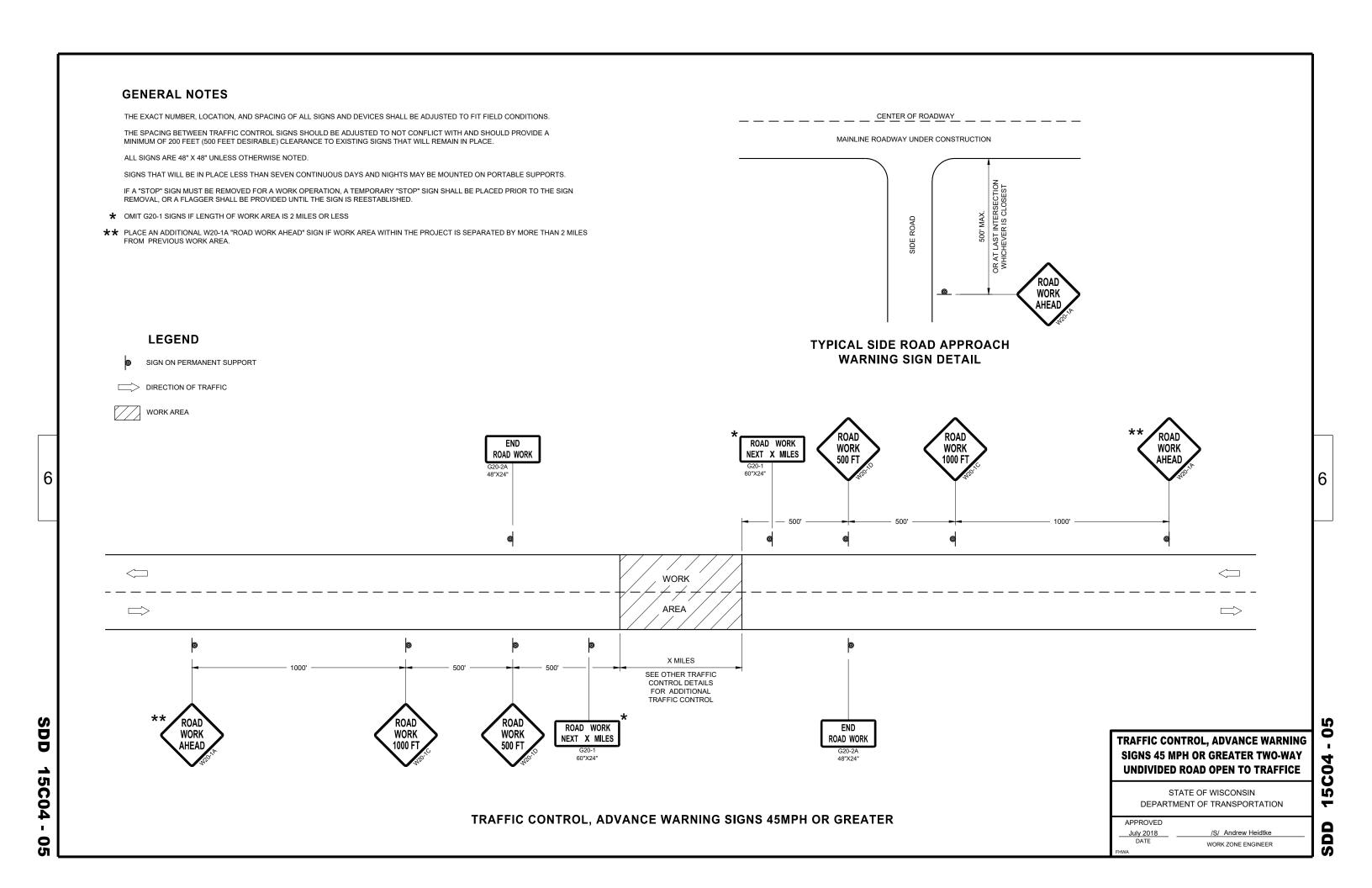
BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

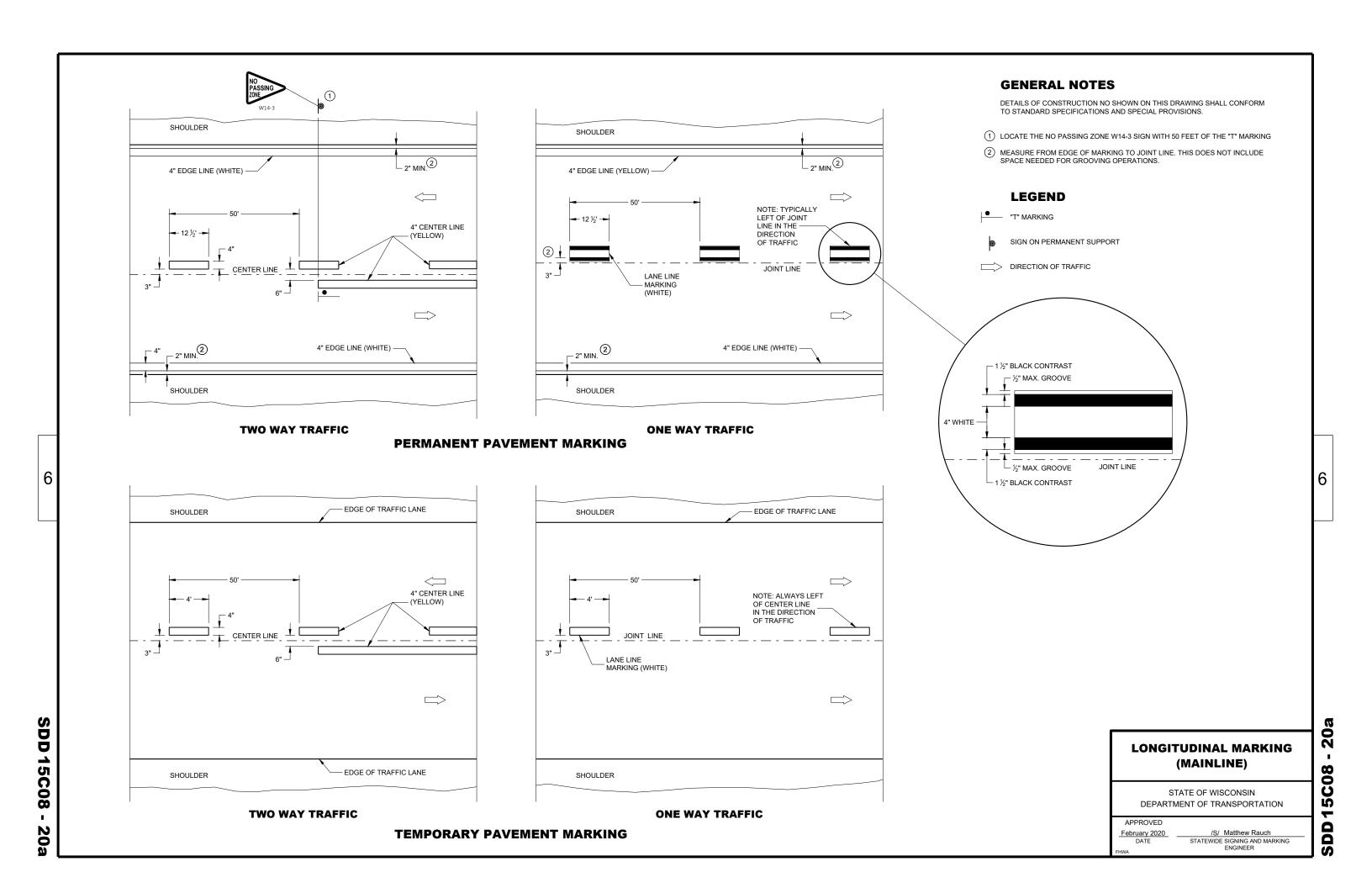
 APPROVED

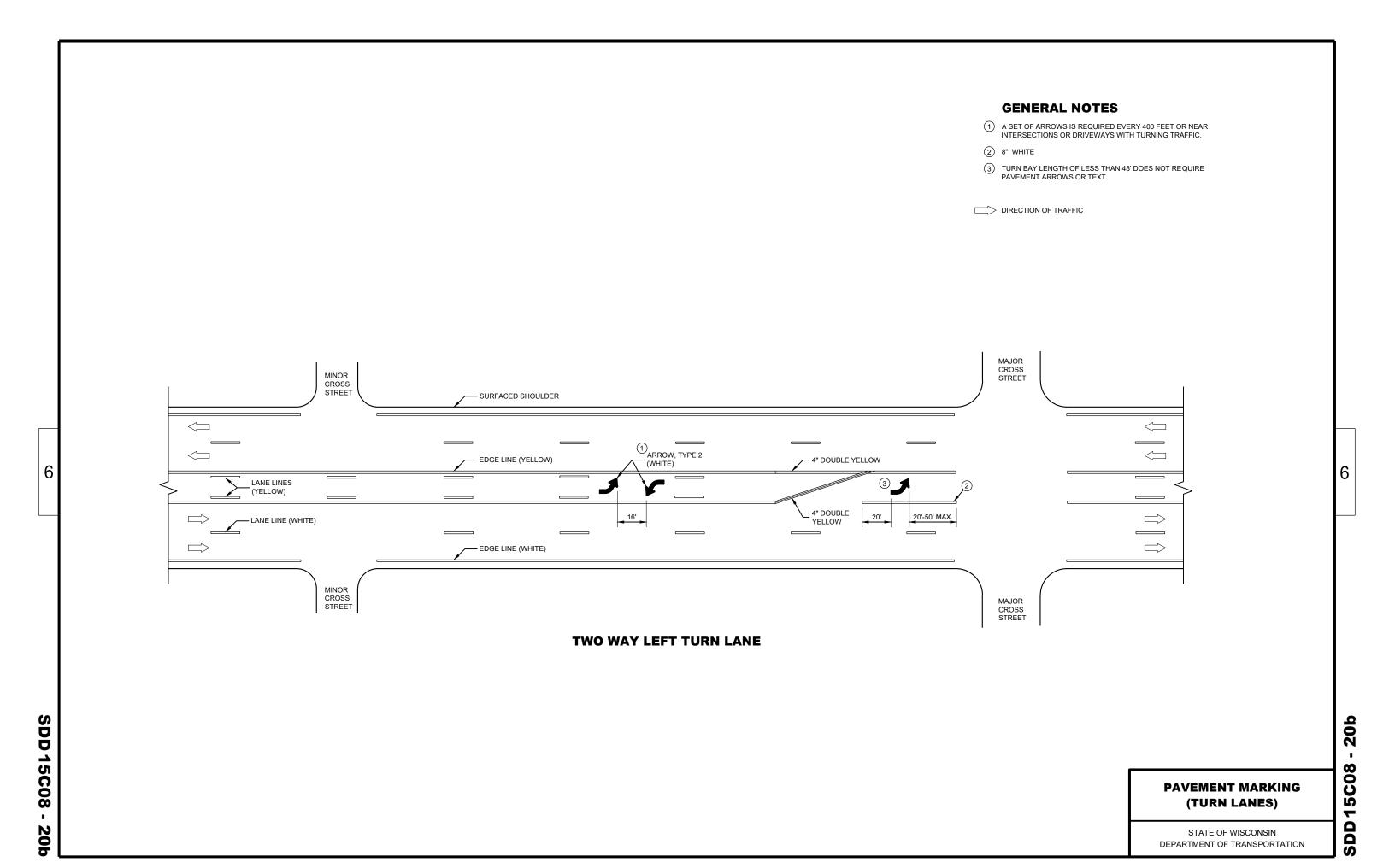
 July 2018
 /S/ Andrew Heidtke

 DATE
 WORK ZONE ENGINEER



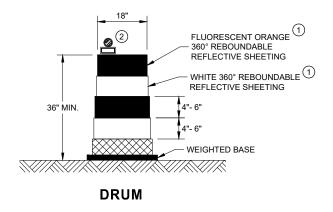


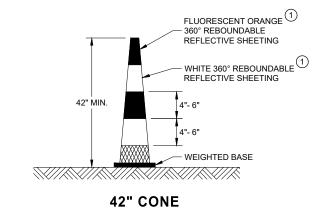




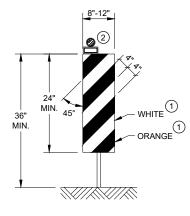
GENERAL NOTES

- (1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
- (2) LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



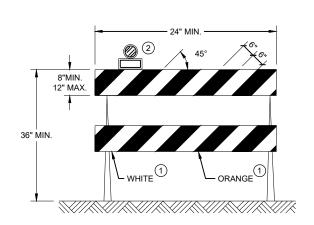


DO NOT USE IN TAPERS ½ SPACING OF DRUMS



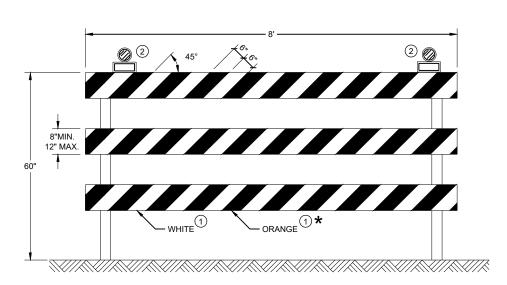
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

08

SDD 15C

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

| APPROVED | |
|---------------|--------------------|
| November 2020 | /S/ Andrew Heidtke |
| DATE | WORK ZONE ENGINEER |

RUMBLE

STRIPS

ROAD

WORK

GENERAL NOTES FLAGGING LEGEND FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE SIGN ON PORTABLE OR PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PERMANENT SUPPORT PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING. UNIFORM TRAFFIC CONTROL DEVICES. ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING TEMPORARY PORTABLE RUMBLE WORK OPERATION OR AS APPROVED BY THE ENGINEER. STRIP ARRAY "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE. SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA. THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS, DEVICES, AND LOCATION OF ALL FLAGGERS SHALL BE DIRECTION OF TRAFFIC ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER. WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED. THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP WORK AREA **TEMPORARY PORTABLE RUMBLE STRIPS** WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS. TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER. FLAGGER, EQUIPPED WITH STOP/SLOW EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S PADDLE FASTENED ON SUPPORT STAFF RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN. ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FOR THE APPROVED PRODUCTS LIST. INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS. PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS. DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS. **SIGN AND TEMPORARY RUMBLE** STRIP ARRAY SPACING TABLE 5' MIN BE SPEED LIMIT SPACING "A" USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, PREPARED THIS SIGN SHALL BE LOCATED BETWEEN THE 25-30 MPH TO STOP W20-7A AND W20-4A SIGNS, USING SPACING "A" 35-40 MPH STOP/SLOW PADDLE ŔUMBLĖ 45-55 MPH 500' WO3-4 WORK **ON SUPPORT STAFF** ROAD STRIPS 1 VARIABLE DISTANCE - 200' - 300' (TYP.) END ROAD WORK |||3 WORK AREA A/2 END ROAD WORK 200' - 300' (TYP.) VARIABLE DISTANCE

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

FLAGGING OPERATION STATE OF WISCONSIN

TRAFFIC CONTROL FOR

LANE CLOSURE WITH

2

S

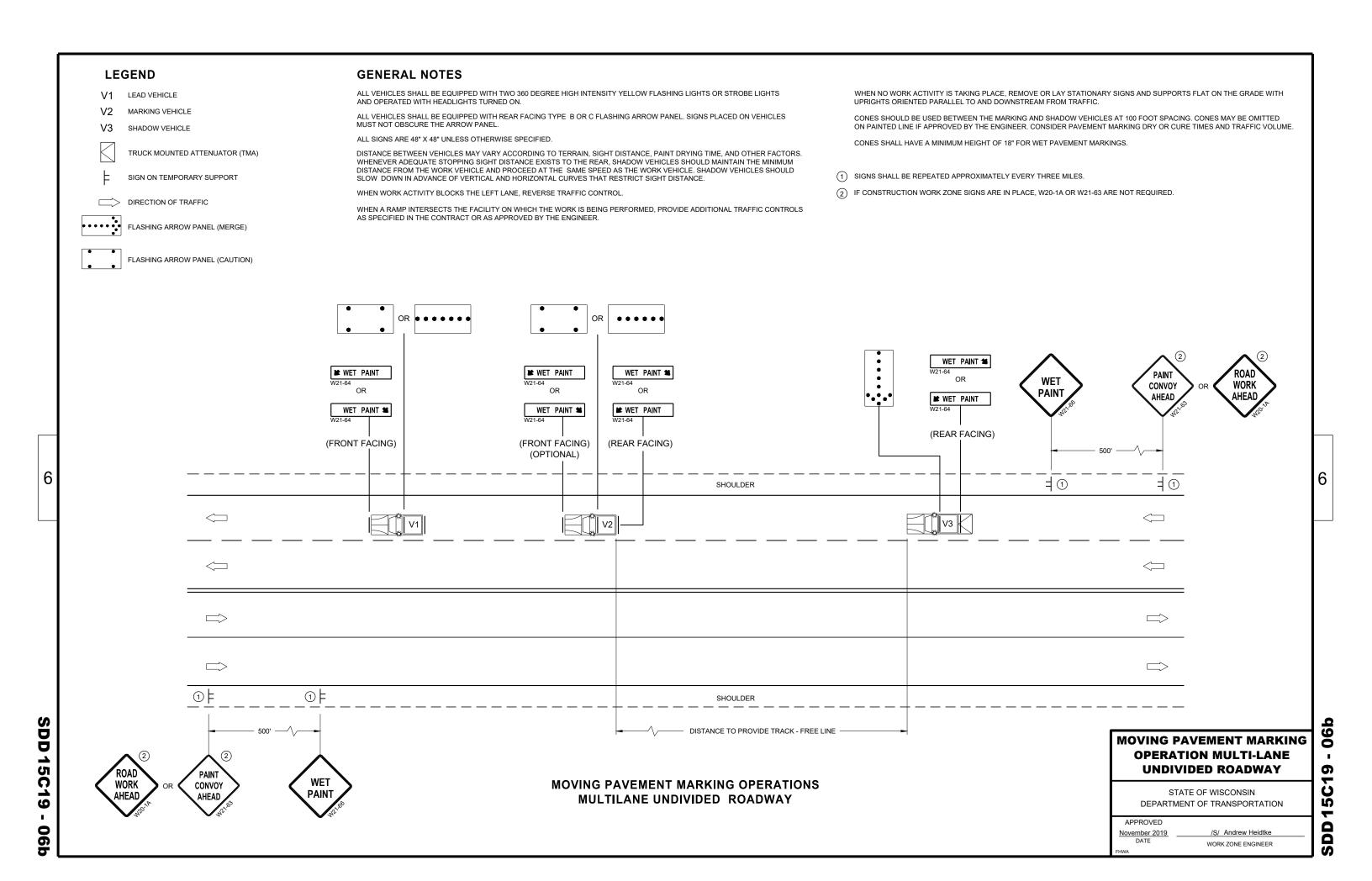
DEPARTMENT OF TRANSPORTATION

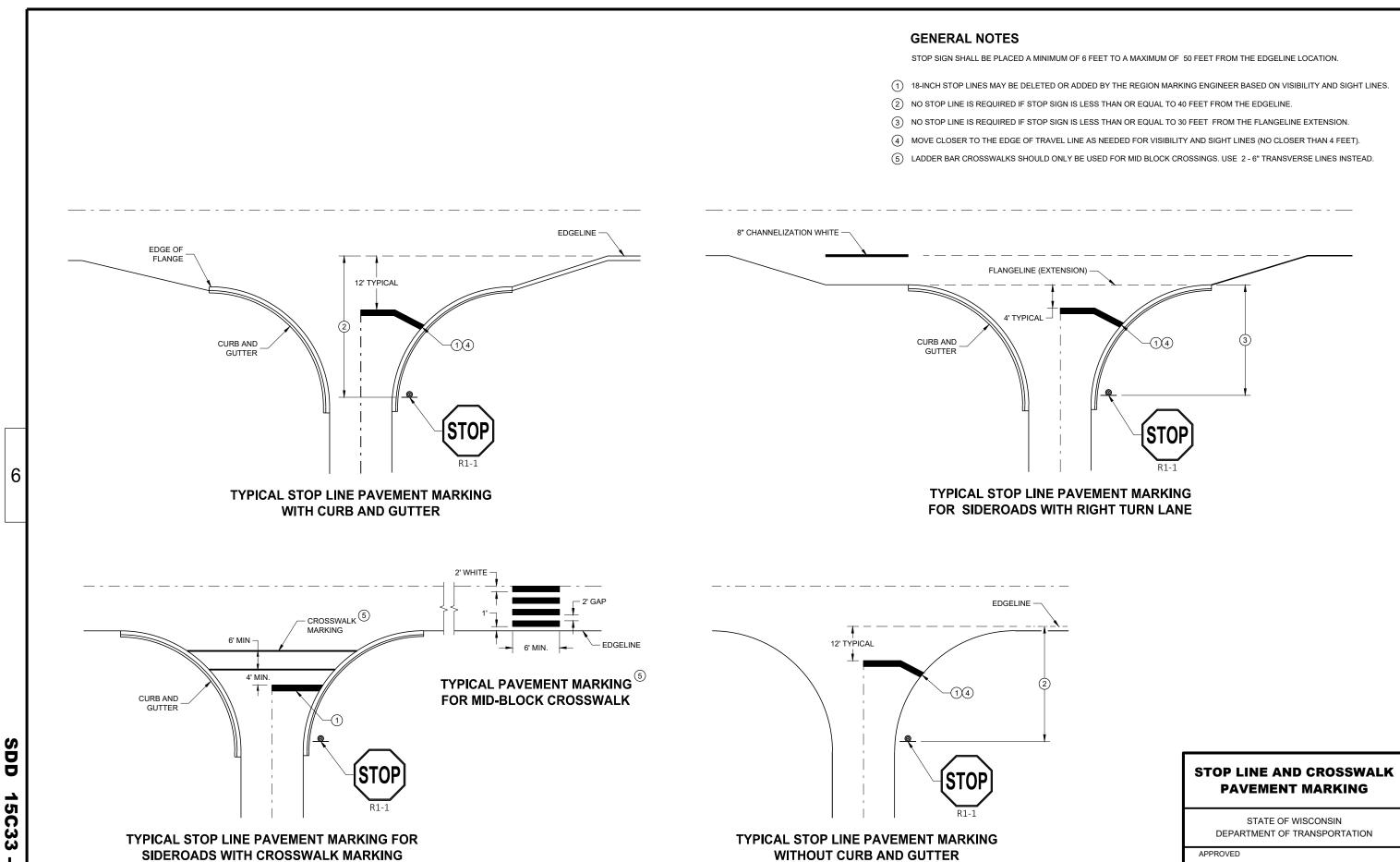
APPROVED May 2019 DATE WORK ZONE ENGINEER

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WORK ZONE ENGINEER

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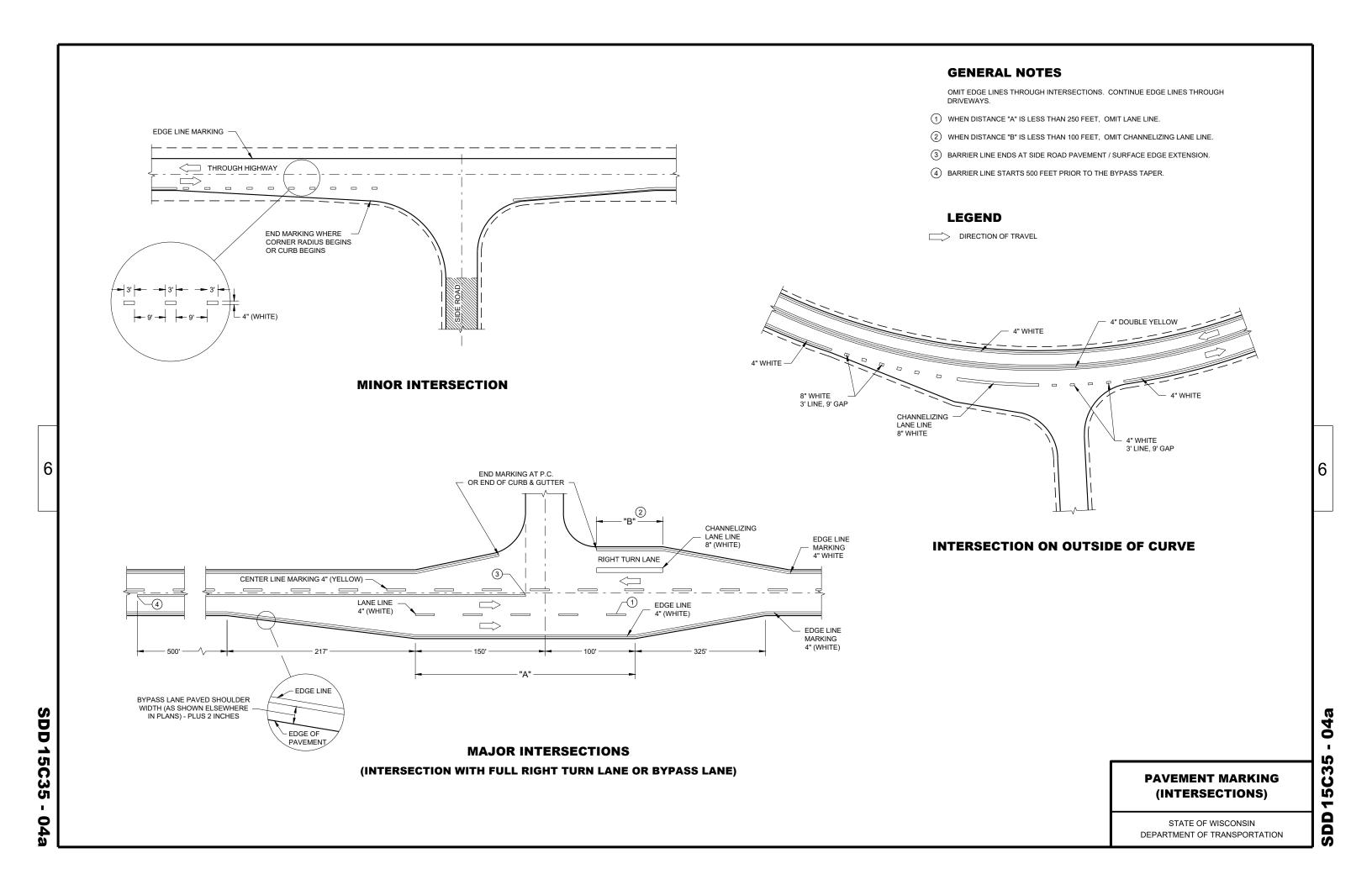


C33 15(

SDD

/S/ Matthew Rauch
STATE SIGNING AND MARKING
ENGINEER

November 2019 DATE



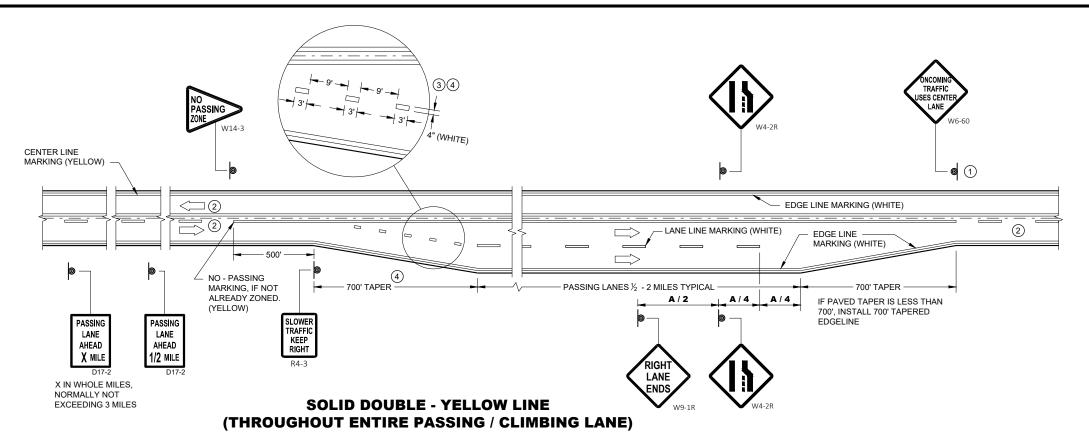


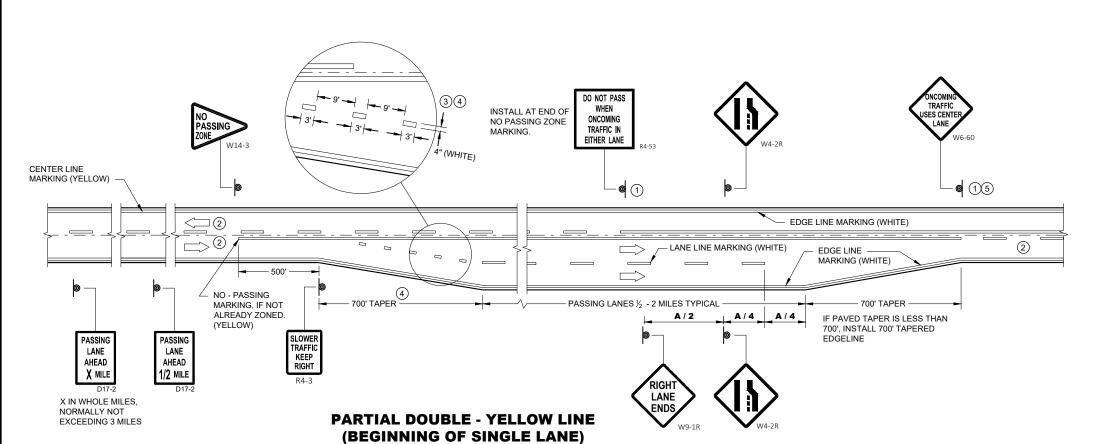
- \bigodot SIGN SHALL BE REPEATED AT 1 MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
- 2) THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
- 3 THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3' LINE, 9' GAP, EXCEPT RETRACE THE EXISTING LINE GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
- 4 WHEN THE ENTRANCE TAPER IS LESS THAN 700 FEET OR THE SHOULDER WIDTH IN THE PASSING / CLIMBING LANE IS LESS THAN THE ADJACENT HIGHWAY, DO NOT INSTALL DOTTED LINE PAVEMENT MARKING.
- (5) REPEAT EVERY 1 MILE UP UNTIL R4-53.

ARROW SYMBOL () SHOWS DIRECTION OF TRAVEL

DISTANCE TABLE

| POSTED OR 85th PERCENTILE SPEED | DISTANCE "A" |
|------------------------------------|--------------|
| 45 | 775 |
| 50 | 885 |
| 55 | 990 |





PAVEMENT MARKING & SIGNING (CLIMBING LANE & **PASSING LANE)**

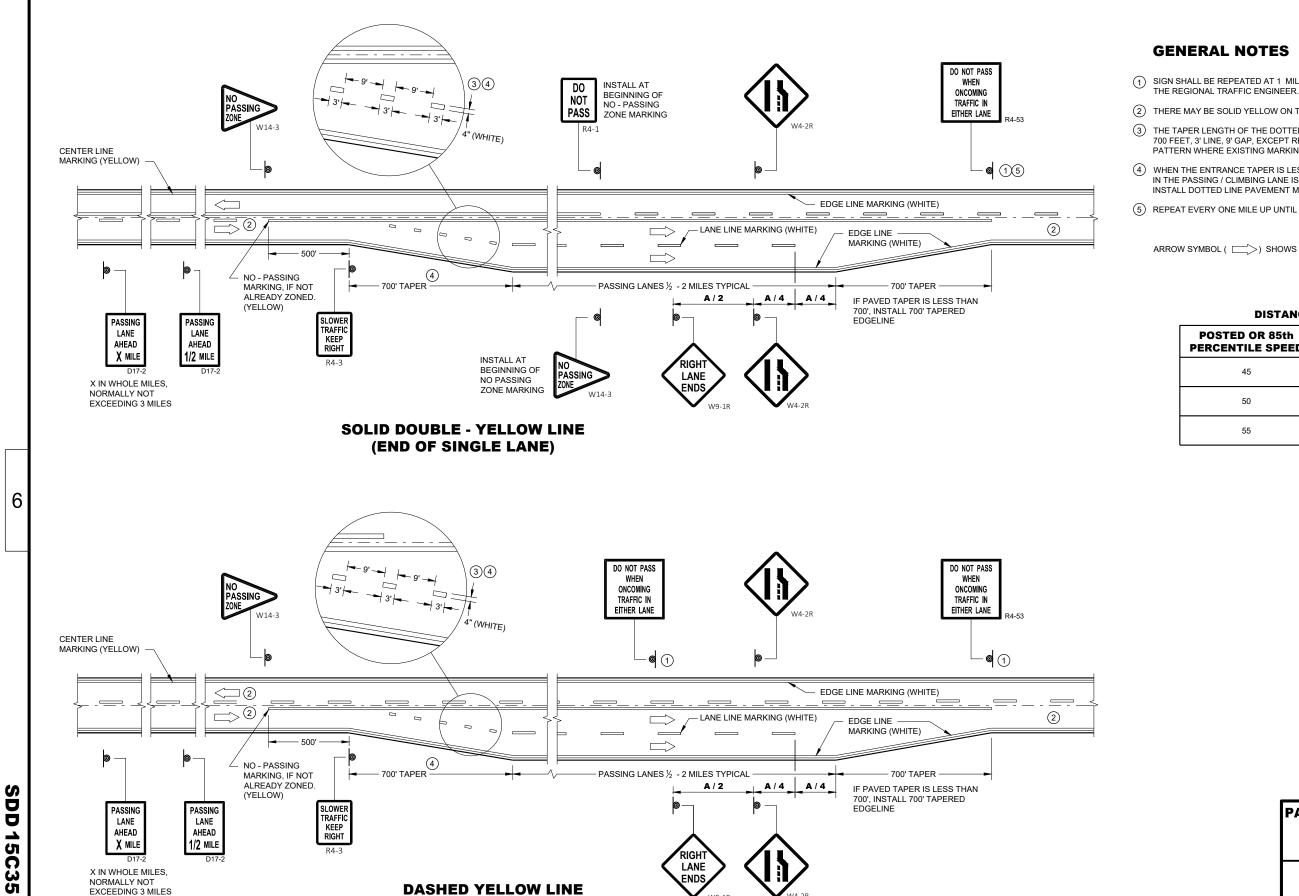
> STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

SDD 15C35

04b

S Ŋ SDD

04b



(THROUGHOUT SINGLE LANE)

04c

- (1) SIGN SHALL BE REPEATED AT 1 MILE INCREMENTS OR AT THE DISCRETION OF
- (2) THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
- 3 THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3' LINE, 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
- WHEN THE ENTRANCE TAPER IS LESS THAN 700 FEET OR THE SHOULDER WIDTH IN THE PASSING / CLIMBING LANE IS LESS THAN THE ADJACENT HIGHWAY, DO NOT INSTALL DOTTED LINE PAVEMENT MARKING.
- (5) REPEAT EVERY ONE MILE UP UNTIL NO PASSING ZONE.

ARROW SYMBOL () SHOWS DIRECTION OF TRAVEL

DISTANCE TABLE

| POSTED OR 85th PERCENTILE SPEED | DISTANCE "A" |
|------------------------------------|--------------|
| 45 | 775 |
| 50 | 885 |
| 55 | 990 |

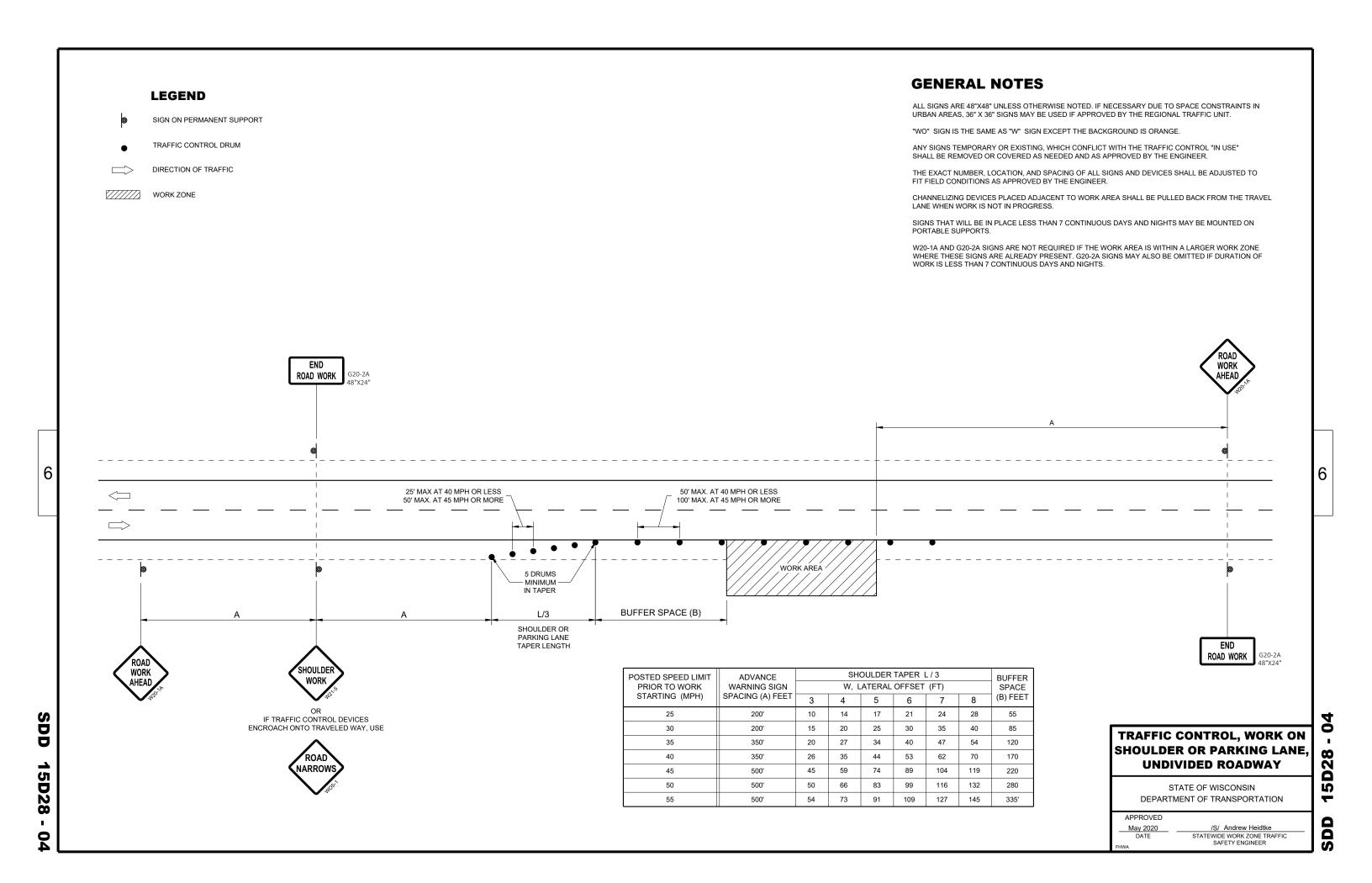
PAVEMNET MARKING & SIGNING (CLIMBING LANE & **PASSING LANE)**

> STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED November 2019 DATE

/S/ Matthew Rauch STATE SIGNING AND MARKING ENGINEER

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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 | 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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6

- 11/2" DIAMETER HOLES

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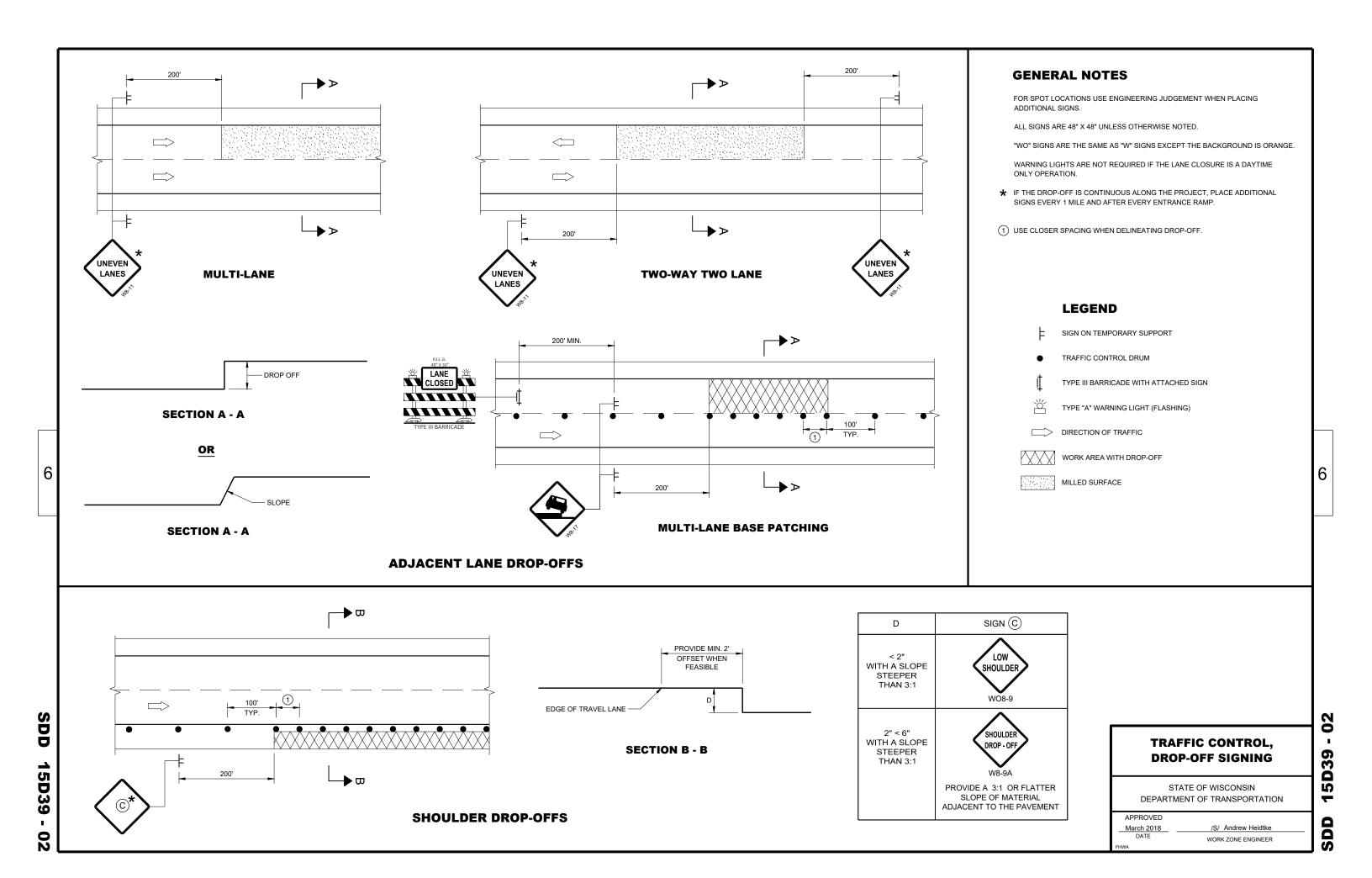
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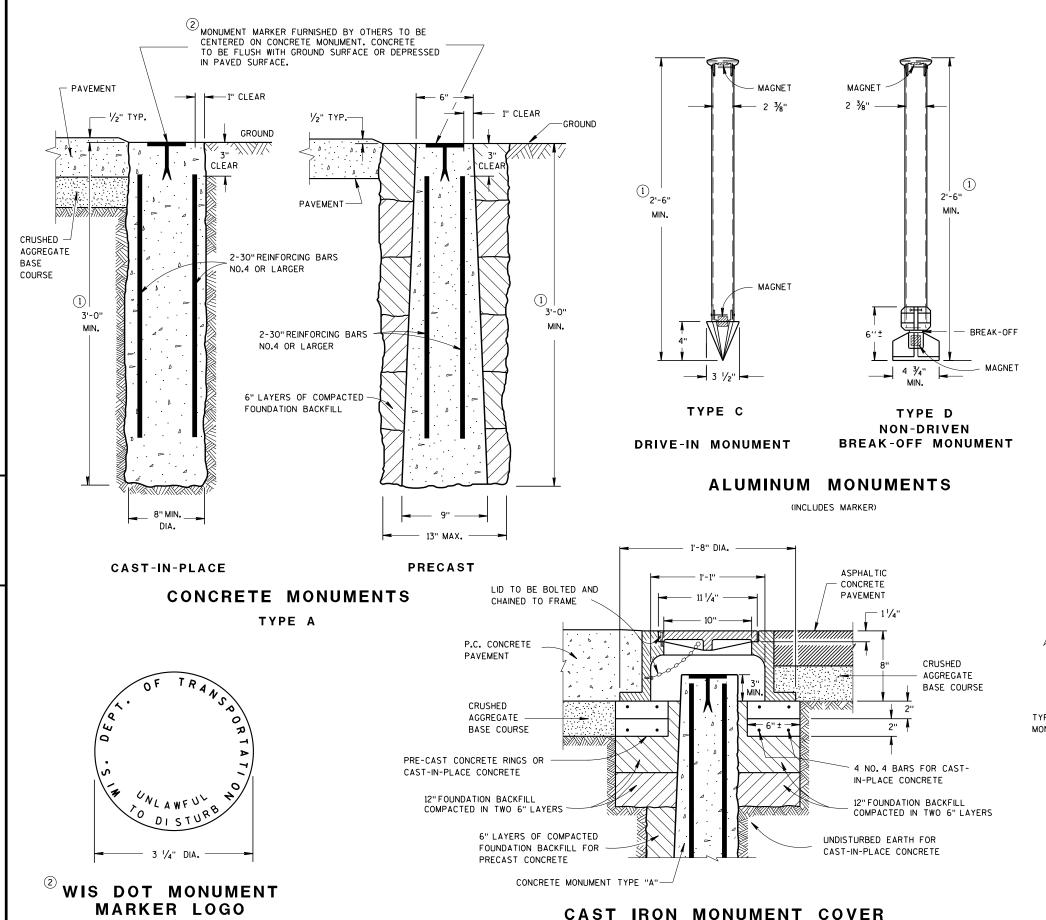
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

> /S/ Andrew Heidtke WORK ZONE ENGINEER

APPROVED

June 2017 DATE





(APPROXIMATE WEIGHT 95 LBS)

GENERAL NOTES

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

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

PERMANENT MAGNETS SHALL BE INSERTED NEAR THE TOP AND BOTTOM OF ALL ALUMINUM MONUMENTS SO THE MONUMENT CAN EASILY BE DETECTED BY A METAL DETECTOR.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

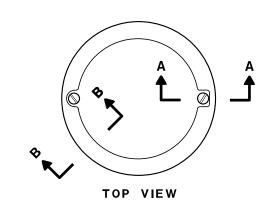
MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

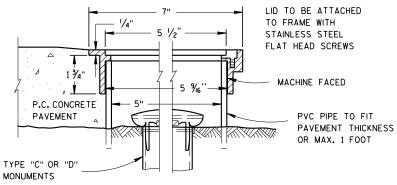
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER

- (1) MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.
- (2) AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WIS DOT MARKER.





SECTION A-A

SECTION B-B

ALUMINUM MONUMENT COVER

(APPROXIMATE WEIGHT 2 LBS) (FOR CONCRETE PAVEMENT ONLY)

> LANDMARK REFERENCE **MONUMENTS AND COVERS**

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

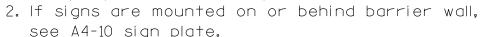
APPROVED

March 2018 DATE FHWA

/S/ Raymond A. Kumapayi CHIEF SURVEYING AND MAPPING ENGINEER

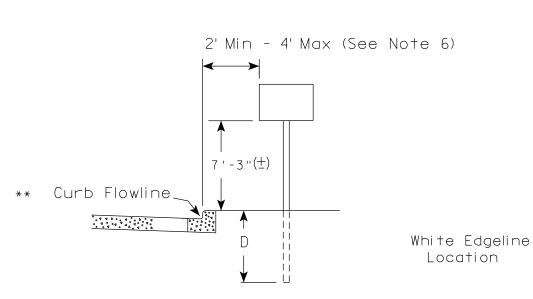
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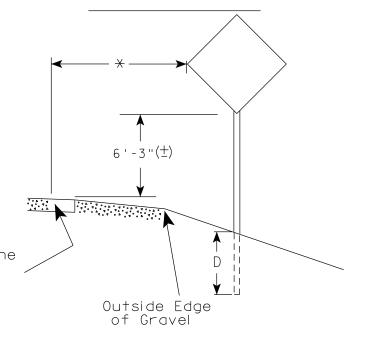
FOR TYPES "A", "C", & "D"



The Double Arrow sign (W12-1D) 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'' ($\frac{+}{-}$).

- 3. For expressways and freeways, mounting height is $7'-3''(\pm)$ or $6'-3''(\pm)$ depending upon existence of a sub-sign.
- 4. Minimum mounting height for signs mounted on traffic signal poles is $5' - 3'' \stackrel{(\pm)}{-}$.
- 5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
- 6. The (+) tolerance for mounting height is 3 inches.
- 7. Folding signs shall be mounted at a height of 5'-3'' (\pm) or as directd by the Engineer.





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

5'-3"(士) White Edgeline $D \parallel$ 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.

HWY:

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

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 For State Traffic Engineer

DATE 5/13/2020

SHEET NO:

Ε

PROJECT NO: FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A43.dgn COUNTY:

PLOT BY: mscj9h

PLOT NAME :

PLOT SCALE: \$\$.....plo†scale.....\$\$ WISDOT/CADDS SHEET 42

PLOT DATE: 13-MAY 2020 1:04



NOTES: 1. ALL MATERIAL TO BE APPROVED

BY ENGINEER PRIOR TO INSTALLATION

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



ELEVATION VIEW

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



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

HWY:



PLAN VIEW

COUNTY:

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

For State Traffic Engineer

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

SHEET NO:

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

PROJECT NO:

PLOT DATE: 27-JAN-2014 09:48

PLOT NAME :

PLOT BY: mscsja

PLOT SCALE: 13.659812:1.000000

APPROVED

WISDOT/CADDS SHEET 42

GENERAL NOTES

- 1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
- 2. See tables below for required number of posts.
- 3. For expressways and freeways, mounting height is 7'-3'' (±) or 6'-3'' (±) depending upon existence of sub-sign.
- 4. The (±) tolerance for mounting height is 3 inches.
- 5. 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 DIAMOND (TWO POSTS REQUIRED) | | | | | | | | | |
|-----|----------------------------------------------------|-----|--|--|--|--|--|--|--|--|
| | 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

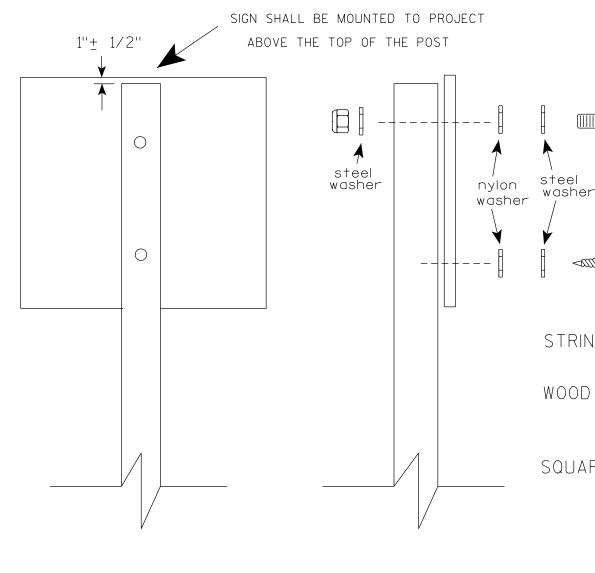
WISDOT/CADDS SHEET 42

OF TYPE II SIGNS ON MULTIPLE POSTS

TYPICAL INSTALLATION

SHEET NO:

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



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

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

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

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - $\frac{5}{16}$ " X 1-3/4" Length w/ lock nuts

WOOD POSTS $(4'' \times 6'')$

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN) 3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN) 3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 3/32 " (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 $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ " STEEL 1-1/4" O.D. X $\frac{3}{8}$ " I.D. X .080 NYLON

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

ATTACHMENT OF SIGNS TO POSTS

APPROVED

DATE 4/1/2020

PLATE NO. <u>A4-8.9</u>

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A48.DGN

PROJECT NO:

PLOT DATE: 01-APRIL-2020

PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

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WISCONSIN DEPT OF TRANSPORTATION

Matther ≠or State Traffic Engineer

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



BANDING



SINGLE SIGN





WASHER PLACEMENT



HWY:

WASHERS (ALL POSTS) -

1-1/4" O.D. X³/₈" I.D. X¹/₁₆" STEEL 1-1/4" O.D. $\times \frac{3}{8}$ " I.D. \times .080 NYLON FOR ALL TYPE H SIGNS

CHANNEL

GENERAL NOTES

- 1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
- 2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
- 3. Banding and assembly bracket shall be stainless steel. All bands shall be $\frac{3}{4}$ " in width and 0.025" thickness.
- 4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
 - a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
 - b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



STANDARD SIGN SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

SHEET NO:

APPROVED

DATE 6/10/19

PLATE NO. A5-9.4

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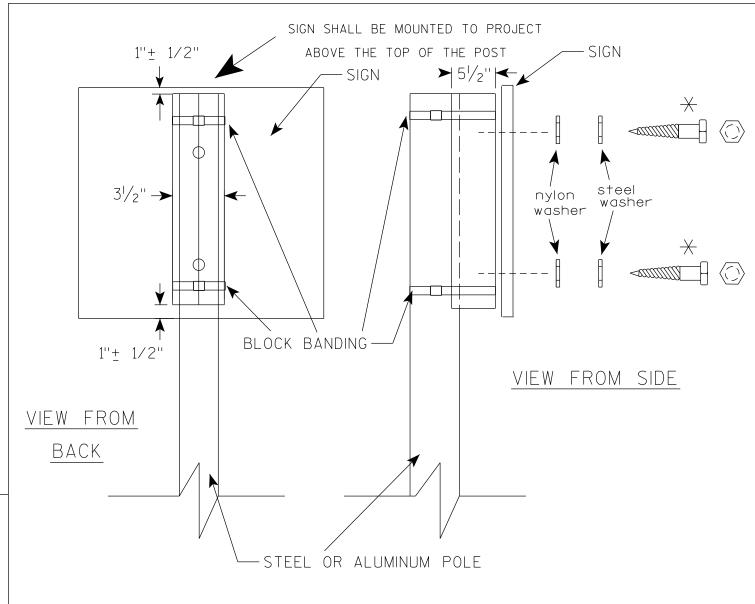
State Traffic Engineer

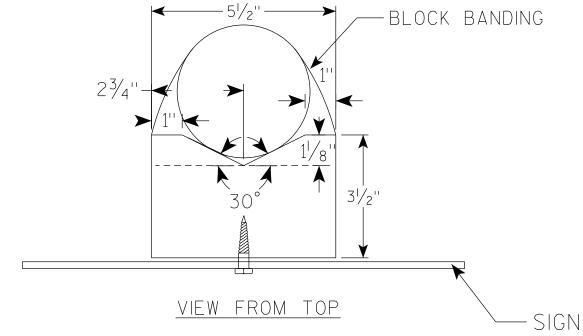
COUNTY:

PLOT NAME :

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

PROJECT NO:





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

 \rightarrow LAG BOLTS SHALL BE $\frac{3}{8}$ " X $2\frac{1}{2}$ "

BLOCK BANDING DETAIL (V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

Matthew R

APPROVED

For State Traffic Engineer

SHEET NO:

DATE <u>6/10/19</u>

PLATE NO. <u>A5-10.2</u>

PROJECT NO:

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A510.dgn

PLOT DATE: 10-JUN 2019 4:15

PLOT BY : mscj9h

WISDOT/CADDS SHEET 42

NOTES

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

Background - Orange Message - Black

- 3. Message Series C
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. Round distance to nearest whole Mile and substitute appropriate numerals and optically adjust spacing to achieve proper balance

| C — | | A A |
|--------------------------------------|--------------|-------------|
| D-> - E-> - | | H → F → H B |
| | NEXT O MILES | F G J |
| • | A — | <u> </u> |
| | G20-1 | |

| SIZ | Ε 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 60 | 24 | 1 3/8 | 1/2 | 5/8 | 6 | 4 ½ | 3 ¾ | | 16 ¾ | 18 1/2 | 3 | | 16 | 18 % | | | | | | | | | | | | 10 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 60 | 24 | 1 3/8 | 1/2 | 5/8 | 6 | 4 1/2 | 3 3/4 | | 16 3/4 | 18 1/2 | 3 | | 16 | 18 % | | | | | | | | | | | | 10 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

COUNTY:

STANDARD SIGN G20-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew & Rauch

For State Traffic Engineer
DATE 3/14/17 PLATE NO. G20-1.8

SHEET NO:

PROJECT NO:

FILE NAME: C:\CAEfiles\Projects\tr_stdplate\G201.DGN

HWY:

PLOT DATE: 14-MAR-2017 13:28

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

PLOT SCALE : 6.889165:1.000000

WISDOT/CADDS SHEET 42

| "

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

Background – Orange Message – Black

- 3. Message Series D
- 4. Substitute appropriate numeral and adjust spacing to achieve proper balance.



| SIZE | А | В | С | D | E | F | G | Н | I | J | K | L | М | N | 0 | Р | Q | R | S | Т | U | ٧ | W | X | Υ | Z | Area sq. ft. |
|------|----|----|-------|-----|-----|---|-------|-------|------|-------|---|--------|--------|-------|-------|--------|---|--------|-------|-------|--------|---|---|---|---|---|-----------------|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 72 | 36 | 1 1/8 | 1/2 | 5/8 | 6 | 5 | 4 | 15 % | 1 5/8 | 5 | 9 1/4 | 21 1/4 | 3 1/2 | 1 1/2 | 23 1/4 | | 29 7/8 | 1 3/4 | 3 1/4 | 28 1/2 | | | | | | 18.0 |
| 4 | 96 | 48 | 2 1/4 | 3/4 | 1 | 8 | 6 1/2 | 5 1/2 | 20 % | 2 1/4 | 6 | 12 1/4 | 28 1/4 | 4 3/8 | 1 5/8 | 31 | | 39 1/4 | 2 | 4 | 37 1/8 | | | | | | 32.0 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

COUNTY:

STANDARD SIGN G20-57

WISCONSIN DEPT OF TRANSPORTATION

SHEET NO:

APPROVED

For State Traffic Engineer

DATE 1/22/19

PLATE NO. G20-57.3

FILE NAME : C:\CAEfiles\Projects\tr_stdplate_G2057.dgn

HWY:

PROJECT NO:

PLOT DATE: 22-JAN-2019 1:46

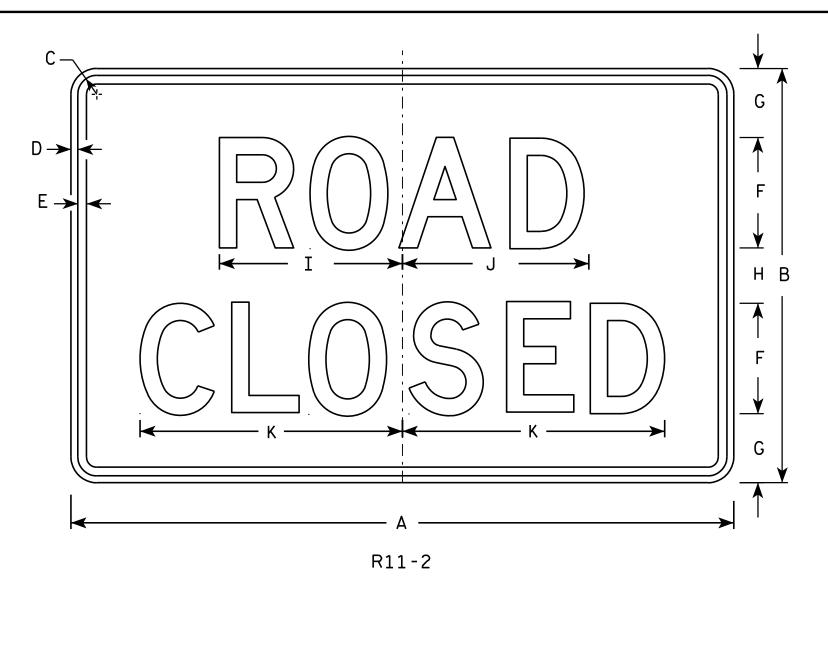
PLOT BY: mscj9h

PLOT NAME :

PLOT SCALE: \$\$.....plo†scale.....\$\$ WISDOT/CADDS SHEET 42

ı

Ε

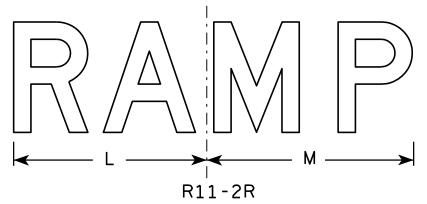


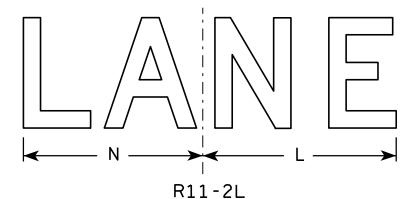
<u>NOTES</u>

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

Background - White Message - Black

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





| SIZE | A | В | С | D | E | F | G | Н | I | J | K | L | M | N | 0 | Ρ | 0 | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|------------------|----|----|-------|-----|-----|---|---|---|--------|--------|---------|----|----|----|---|---|---|---|---|---|---|---|---|---|---|---|-----------------|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 48 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 ½ | 19 | 14 | 15 | 13 | | | | | | | | | | | | | 10.0 |
| 2M | 48 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | | | | | | | | | | | | | 10.0 |
| 3 | 48 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 ½ | 19 | 14 | 15 | 13 | | | | | | | | | | | | | 10.0 |
| 4 | 48 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | | | | | | | | | | | | | 10.0 |
| 5 | 48 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | | | | | | | | | | | | | 10.0 |
| PROJECT NO: HWY: | | | | | | | | | | С | COUNTY: | | | | | | | | | | | | | | | | |

STANDARD SIGN R11-2

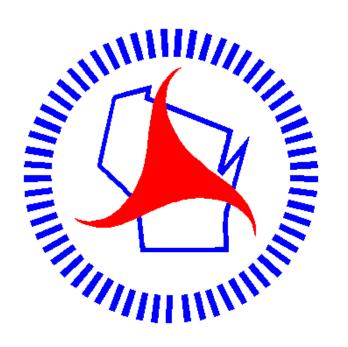
WISCONSIN DEPT OF TRANSPORTATION

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

SHEET NO:

PLOT BY: mscj9h

Notes



Wisconsin Department of Transportation

Dedicated people creating transportation solutions through innovation and exceptional service.

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