

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN SHALL BE IN ACCORDANCE WITH THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS.

EROSION CONTROL BMP'S ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTORS ECIP AND THE ENGINEER IN THE FIELD.

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

THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL BUSINESSES AND PRIVATE RESIDENCES AT ALL TIMES.

ALL SIGN LOCATIONS SHALL BE REVIEWED BY THE ENGINEER PRIOR TO INSTALLATION.

DISTURBED LOCATIONS WITHIN THE RIGHT OF WAY SHALL BE RESTORED AS DIRECTED BY THE ENGINEER.

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

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

A SAWED JOINT IS REQUIRED WHERE NEW PAVEMENT MEETS AN EXISTING PAVED SURFACE.

PERMANENT SIGNING WILL BE REPLACED TO AVOID UTILITY CONFLICTS.

ALL MANHOLE AND INLET OFFSETS ARE GIVEN TO THE CENTER OF THE STRUCTURE UNLESS OTHERWISE NOTED IN THE MISCELLANEOUS QUANTITIES.

NO EXCAVATION BELOW SUBGRADE IS SHOWN ON THE PLANS. IF E.B.S. IS REQUIRED, IT WILL BE DETERMINED BY THE ENGINEER IN THE FIELD AND SHALL BE PAID AS COMMON EXCAVATION.

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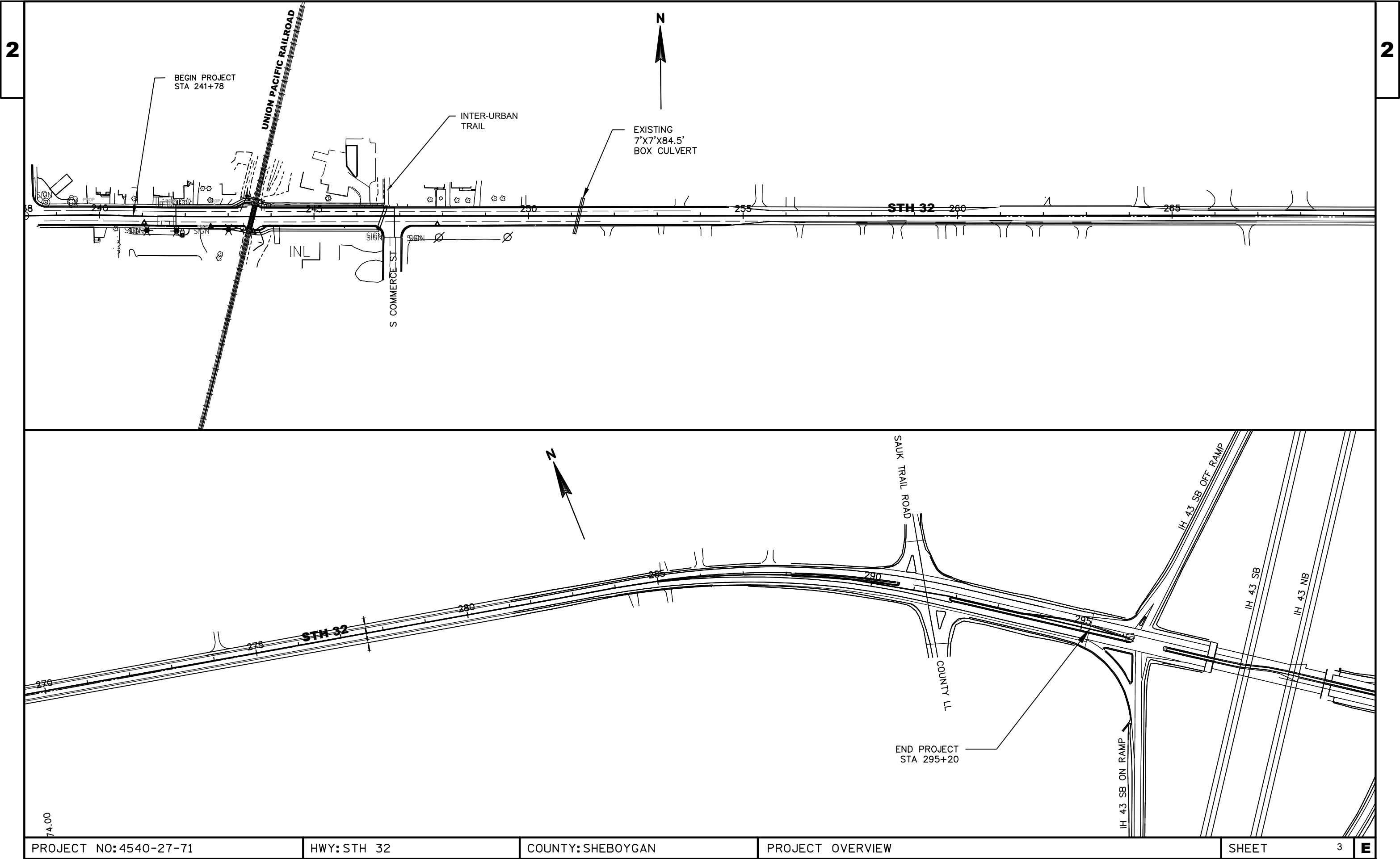
SHEBOYGAN COUNTY COMMISSIONER

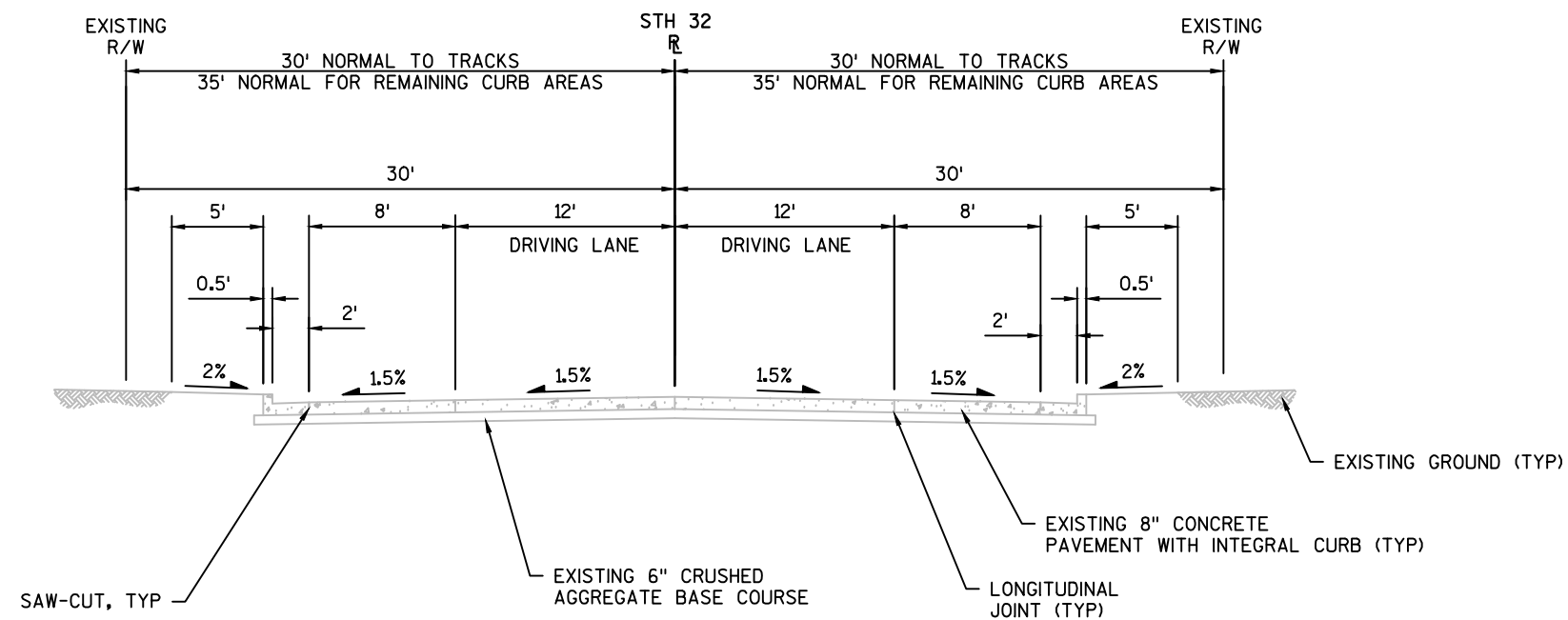
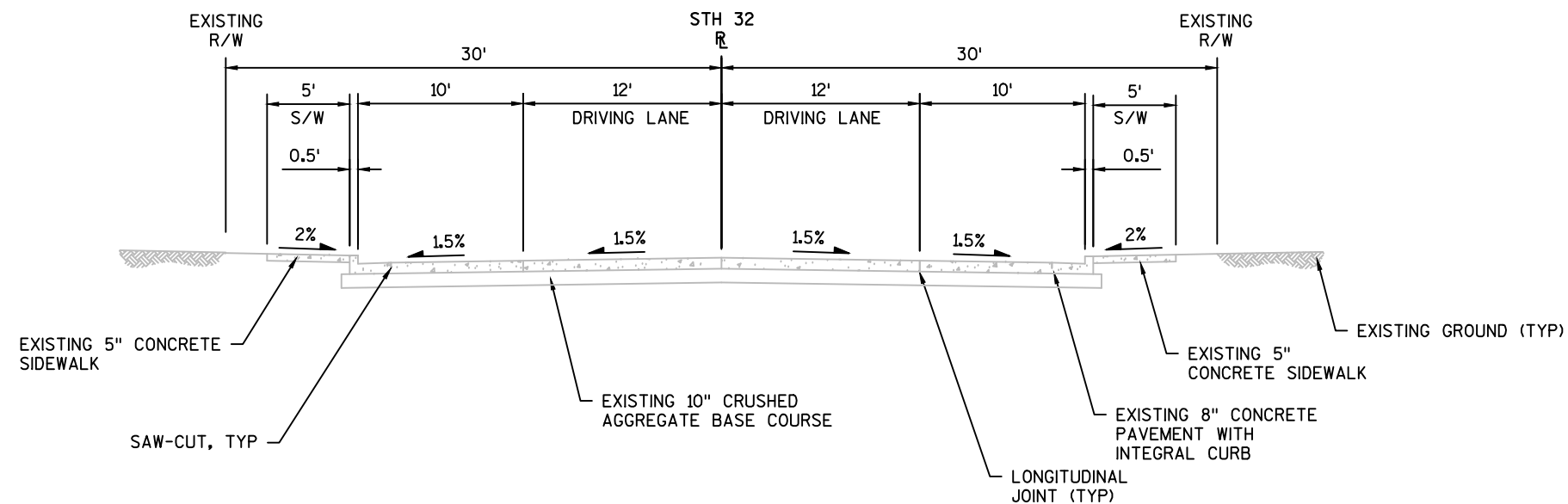
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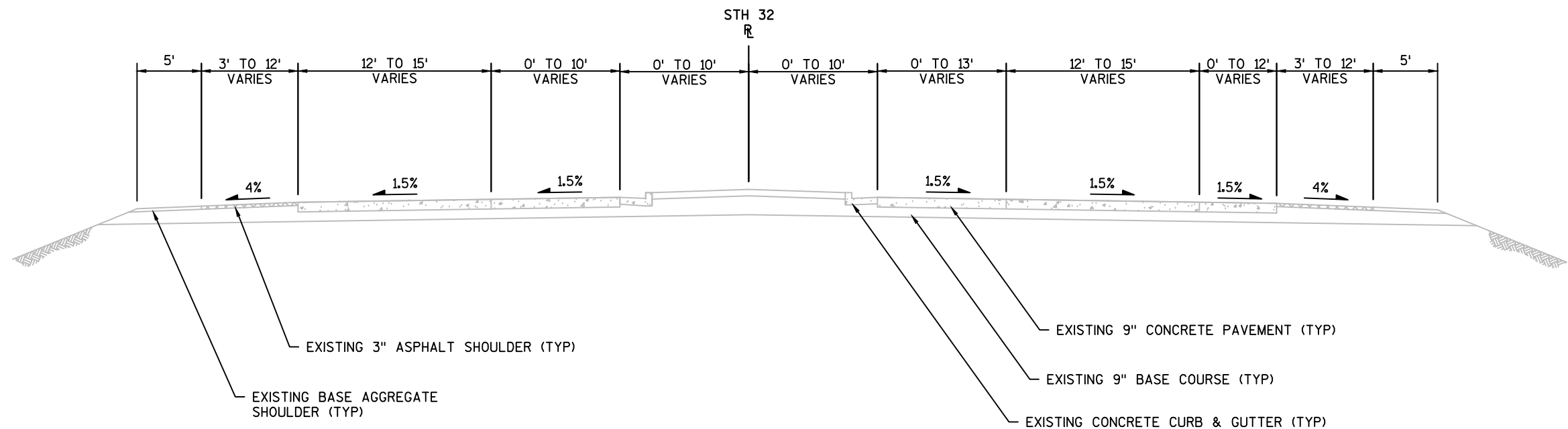
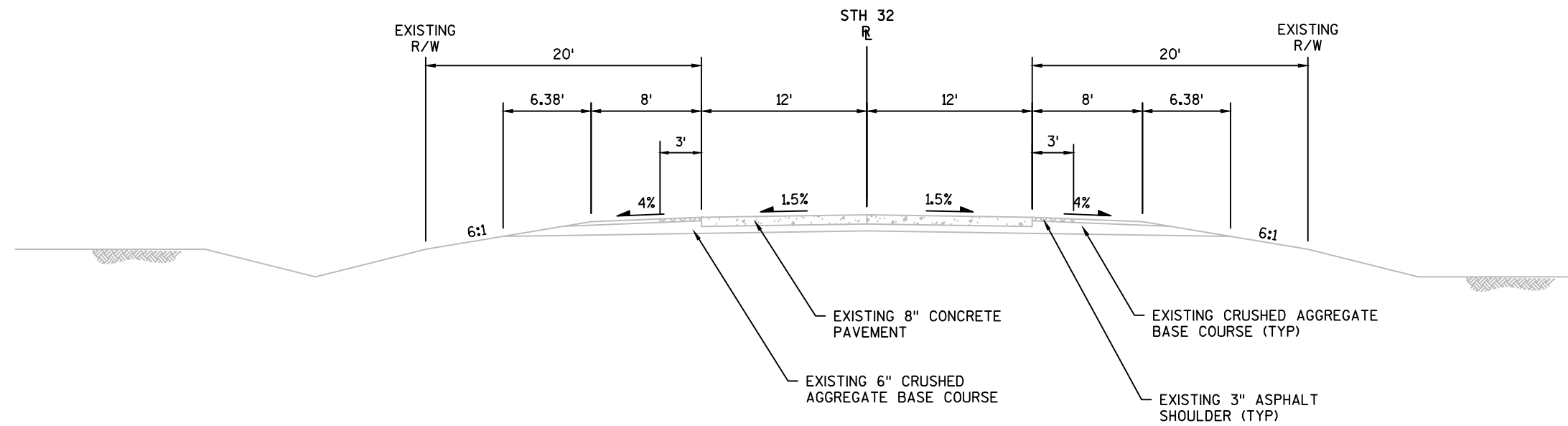
NE REGION SURVEY COORDINATOR

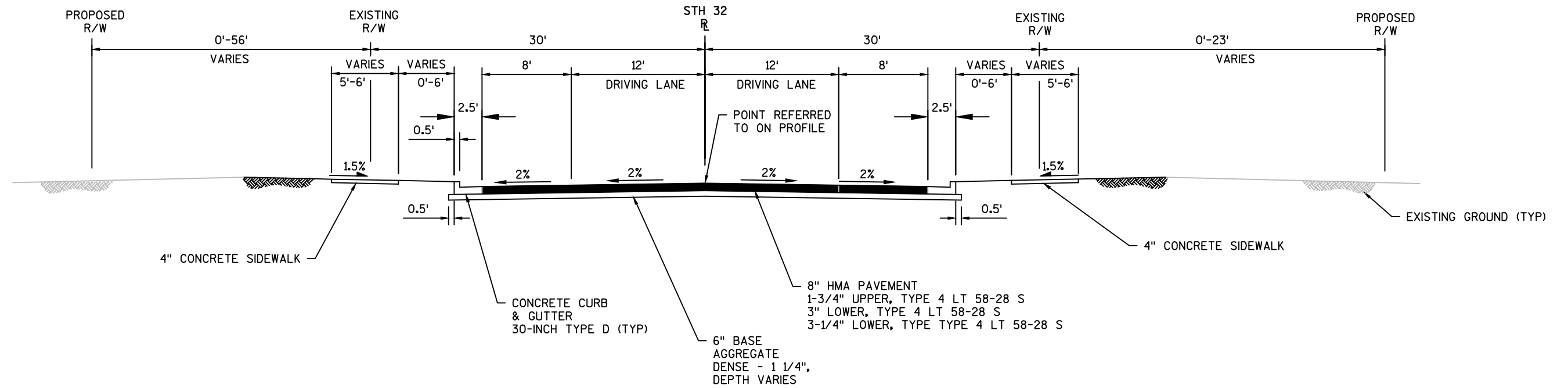
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cormac.mcinnis@dot.wi.gov







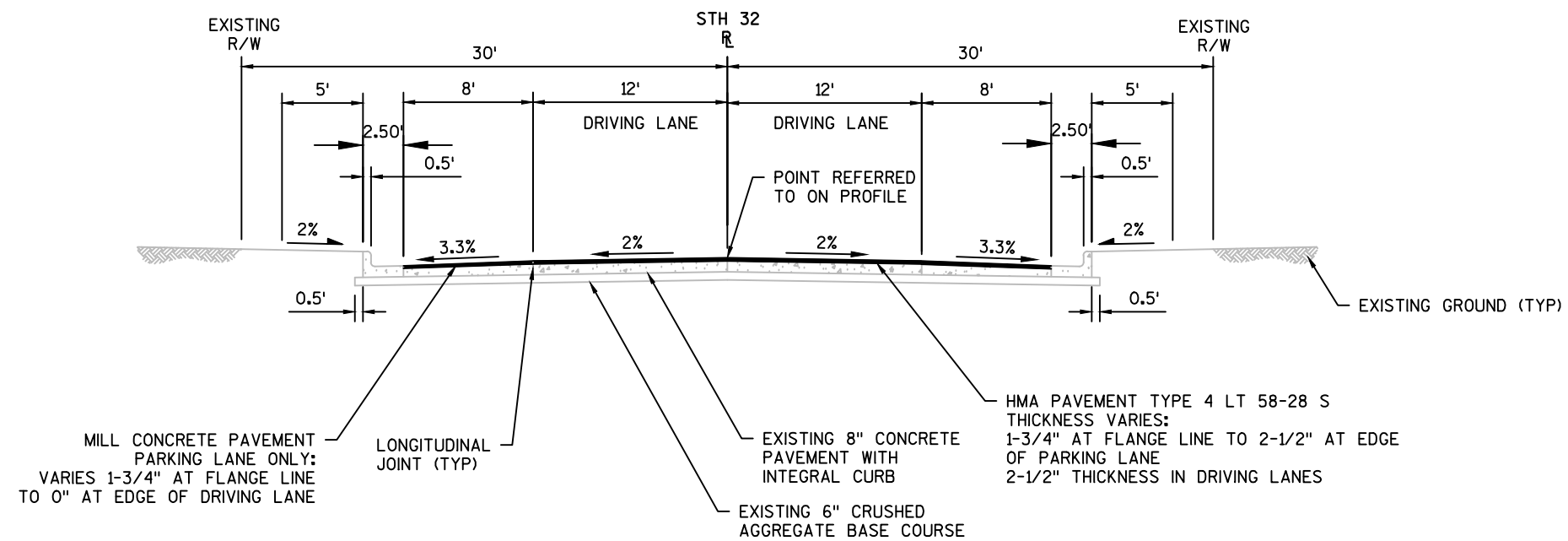




FINISHED TYPICAL SECTION STH 32

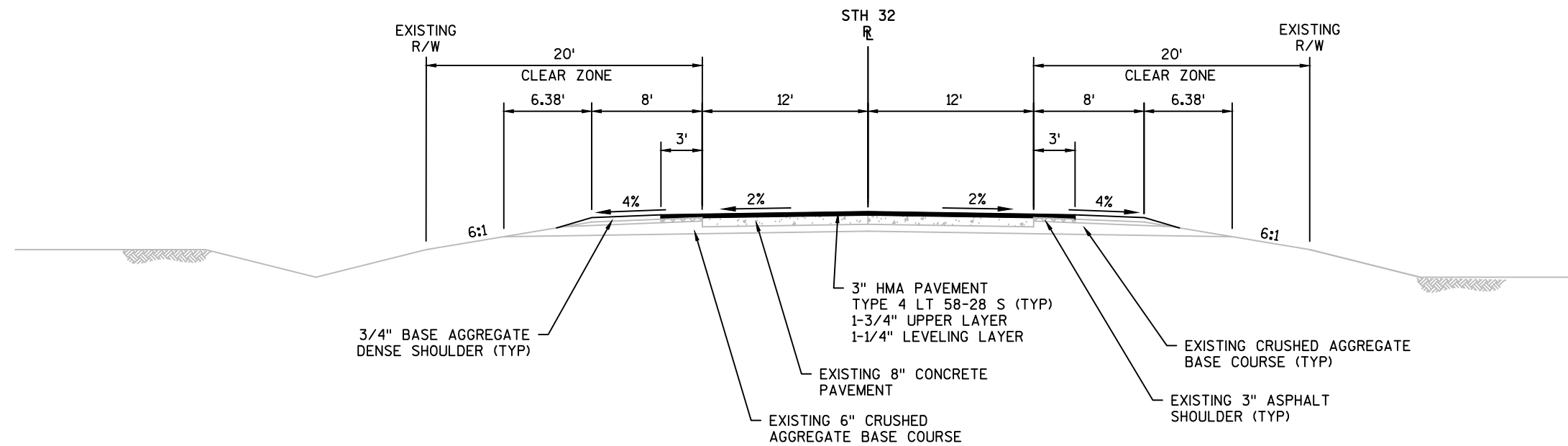
STA 241+78 TO STA 246+87

RECONSTRUCT SECTION OF ROADWAY
RAILROAD CROSSING WITHIN STATION LIMITS



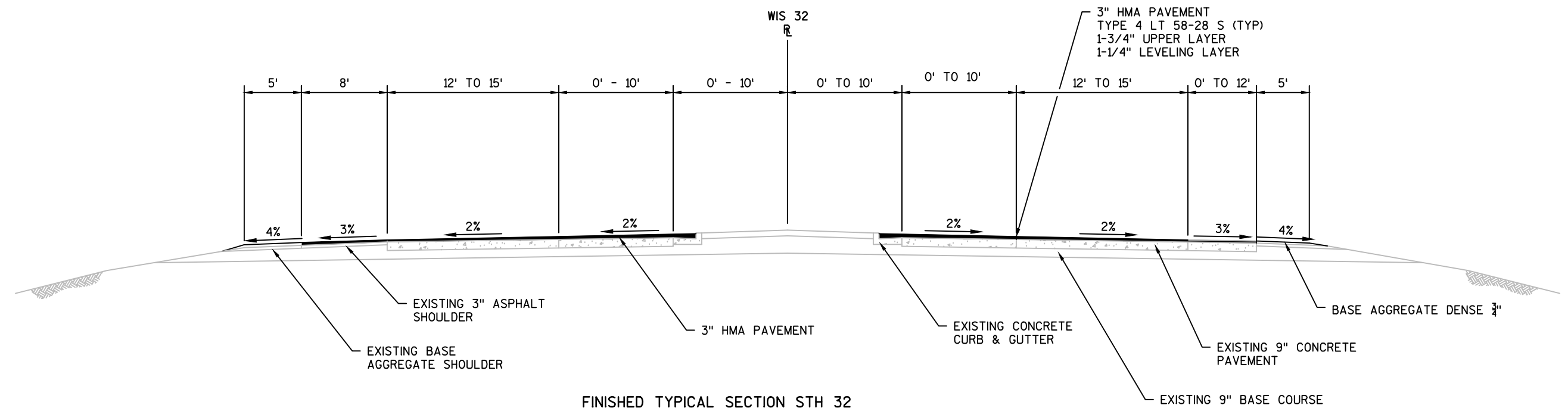
FINISHED TYPICAL SECTION STH 32

STA 246+87 TO STA 254+59
STA 261+00 TO STA 264+05 LT



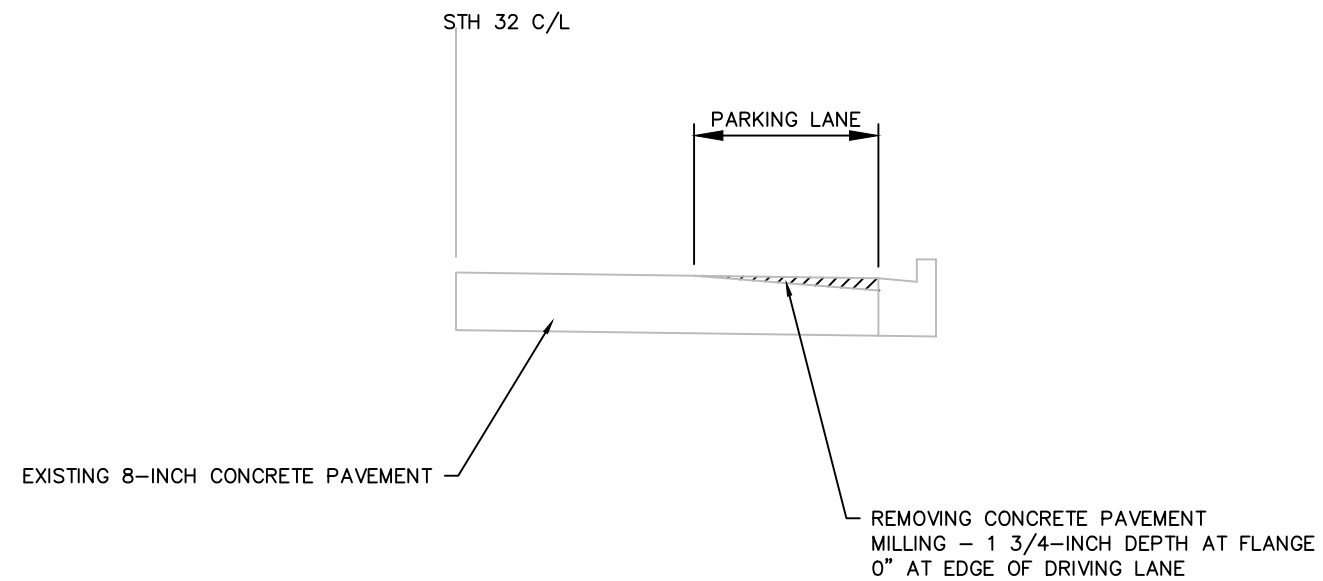
FINISHED TYPICAL SECTION STH 32

STA 254+59 TO STA 261+00
 STA 261+00 TO STA 264+05 RT
 STA 264+05 TO STA 281+50

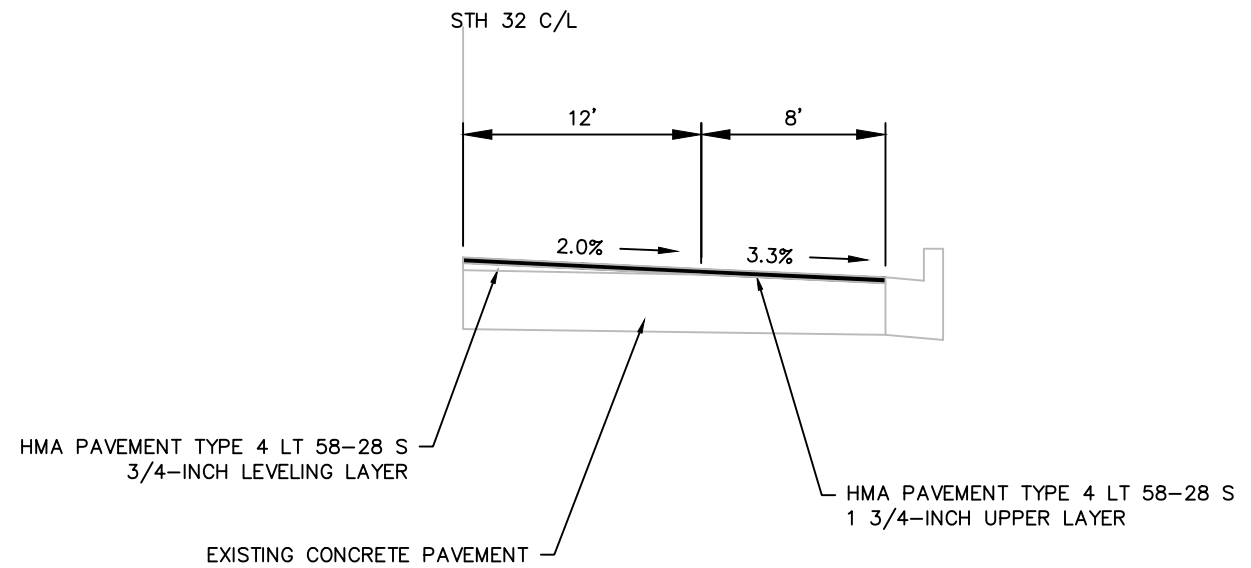


FINISHED TYPICAL SECTION STH 32

STA 281+50 TO STA 295+20



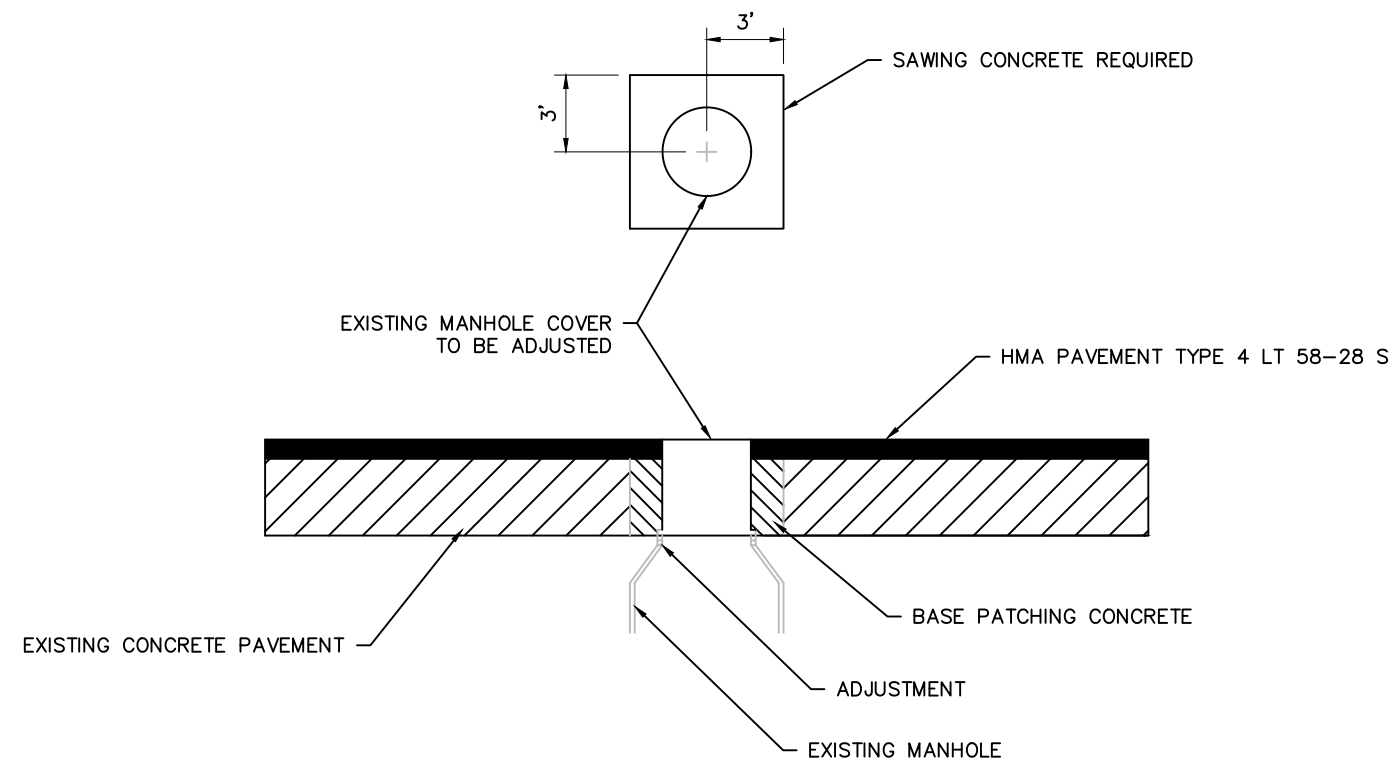
STH 32
CONCRETE MILLING DETAIL
STA 246+87 - 254+59
STA 261+00 - 264+05 LT



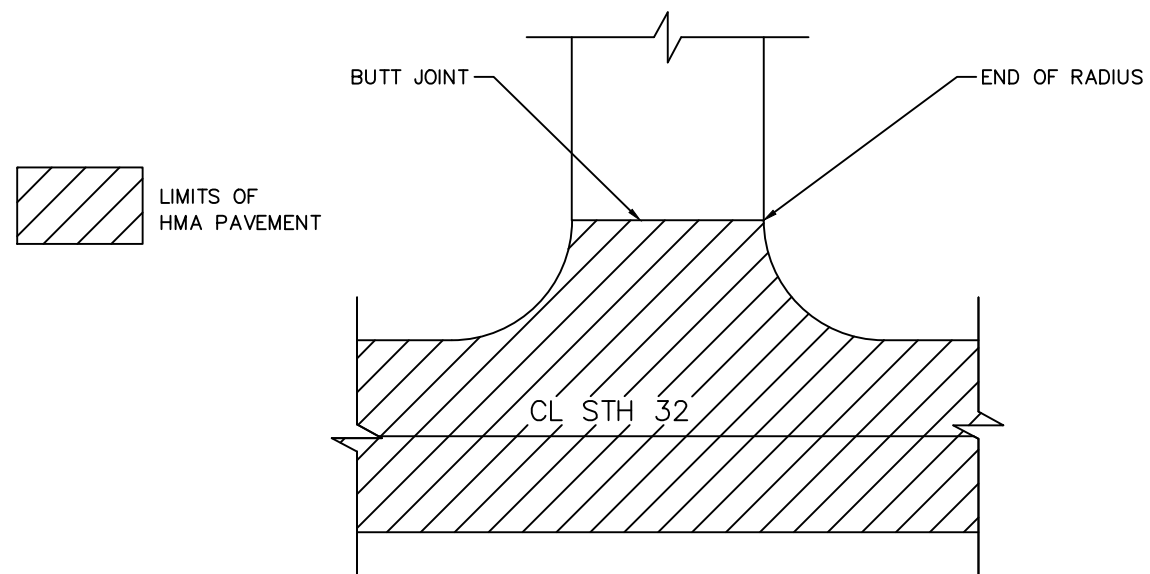
STH 32
ASPHALTIC PAVING DETAIL
STA 246+87 - 254+59
STA 261+00 - 264+05 LT

PAVING IS SYMMETRIC ABOUT
THE CENTERLINE

2

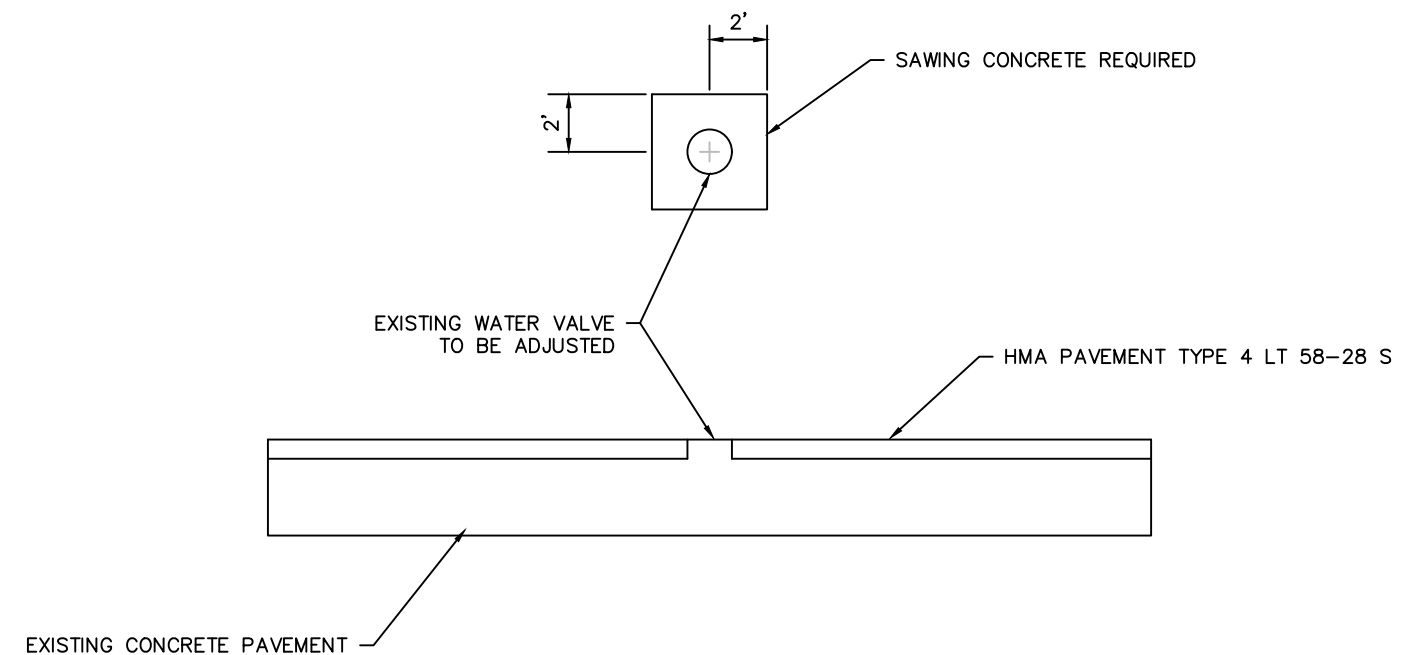


ADJUSTING MANHOLE COVERS

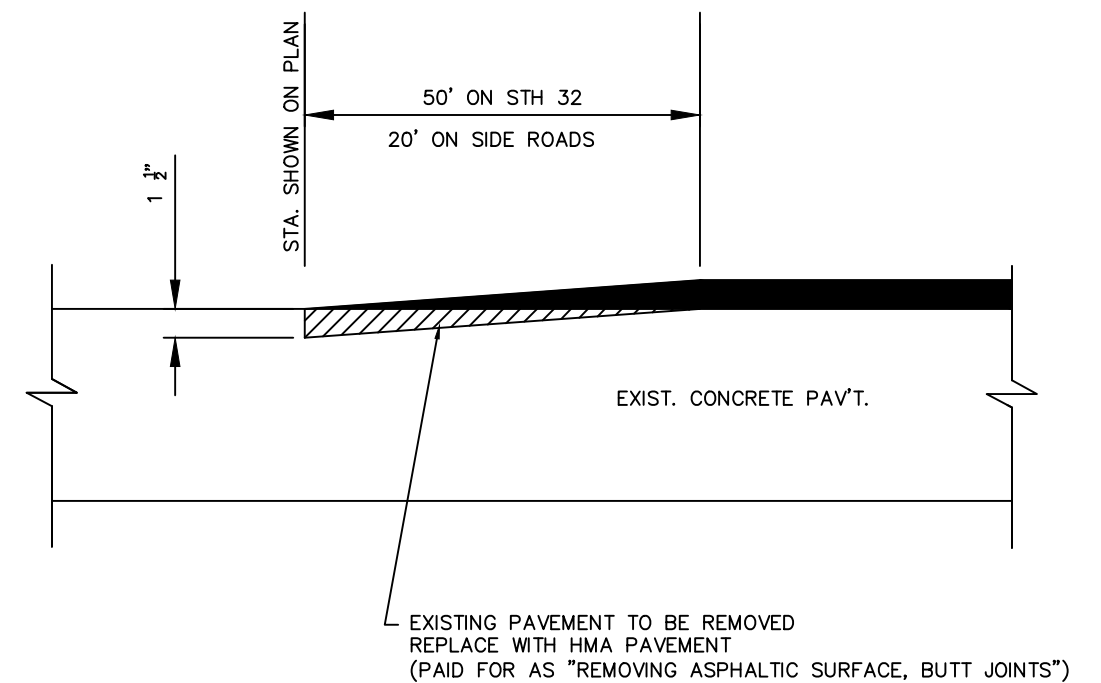


PAVING LIMITS AT SIDE ROADS

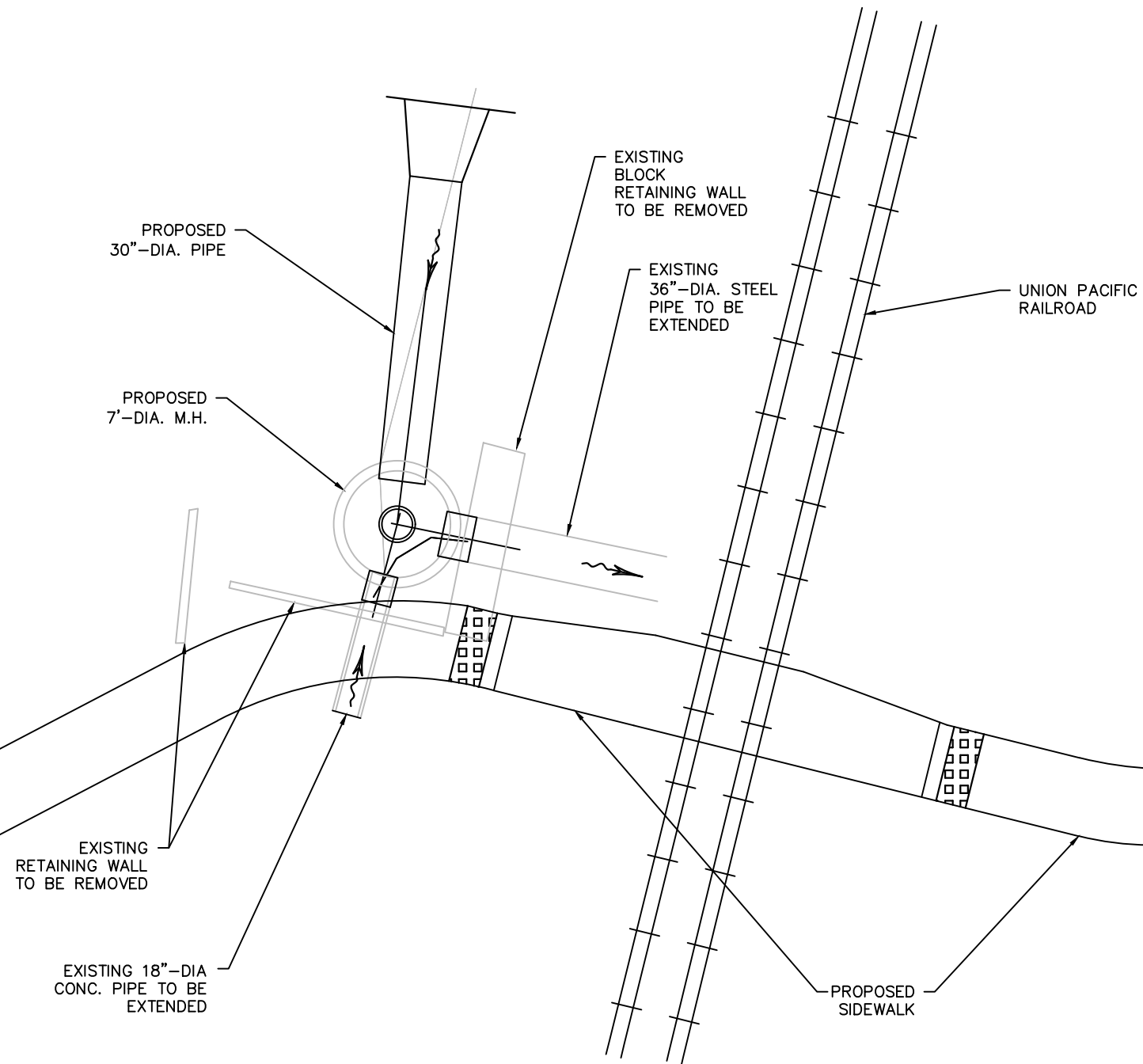
2



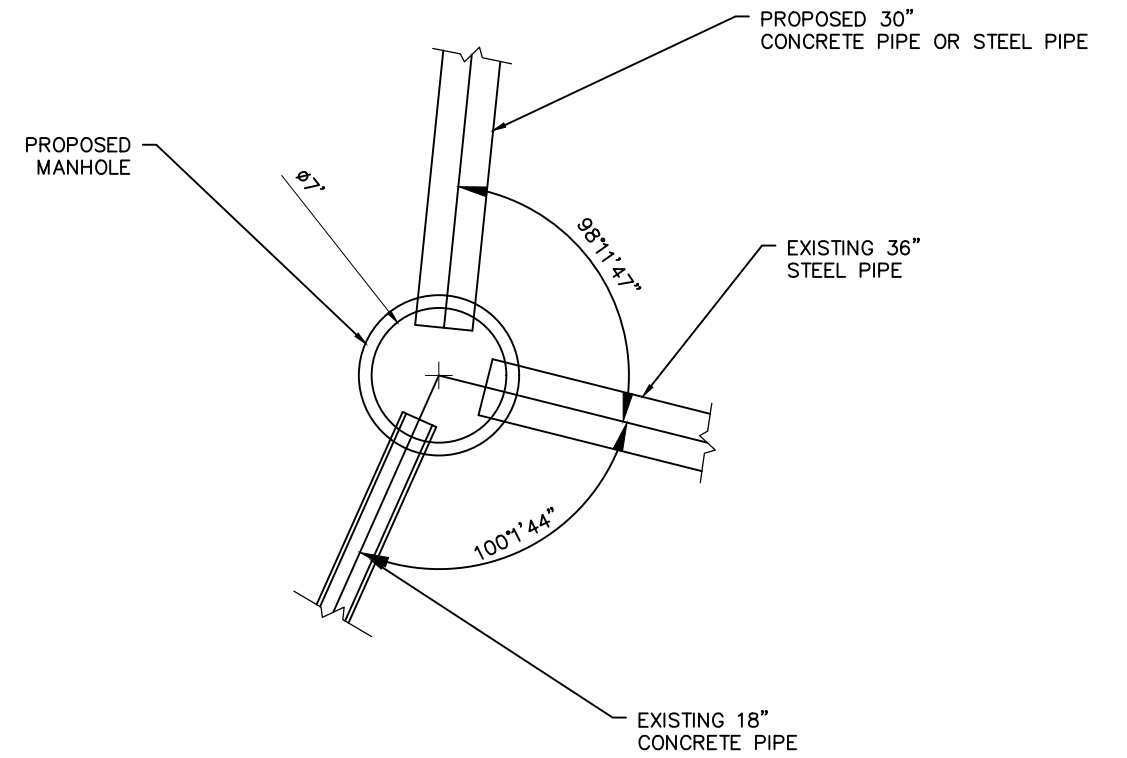
ADJUSTING WATER VALVES

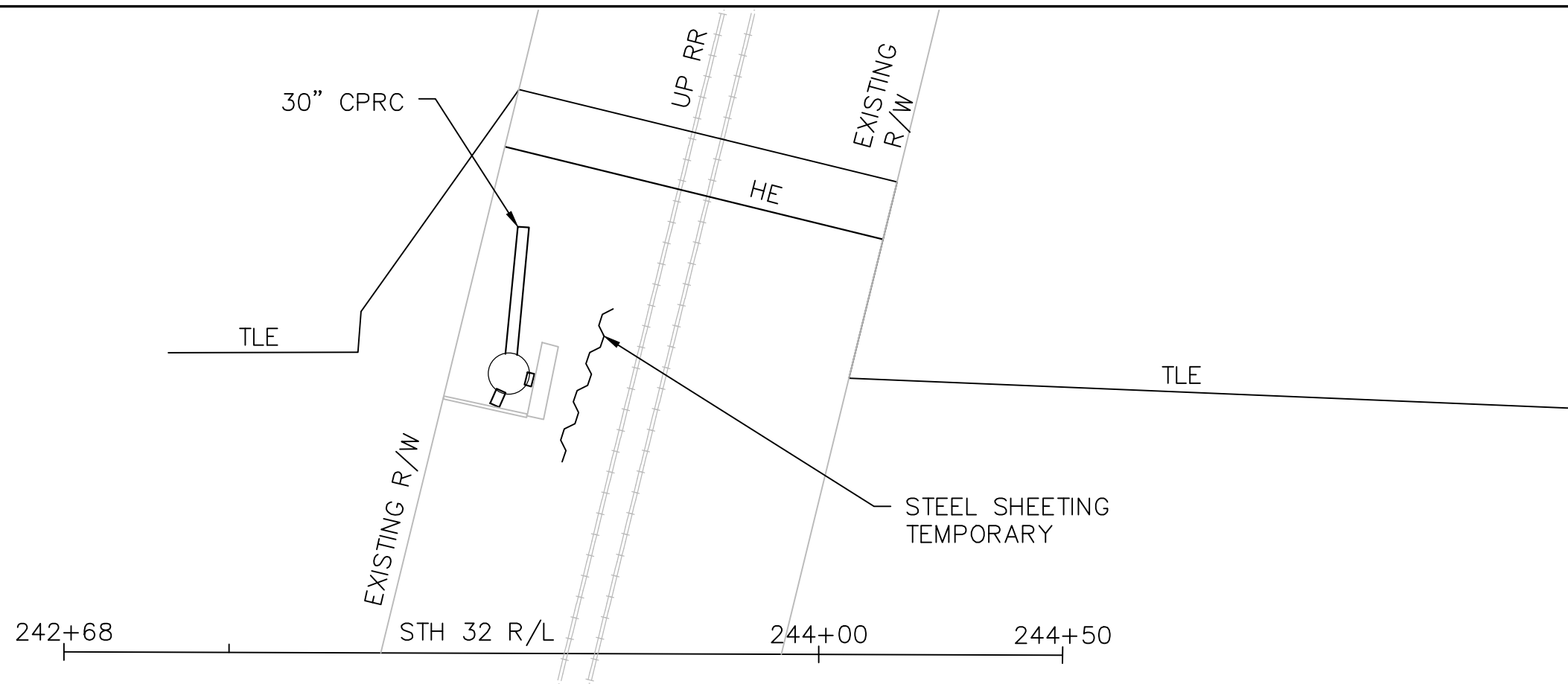


BUTT JOINT DETAIL

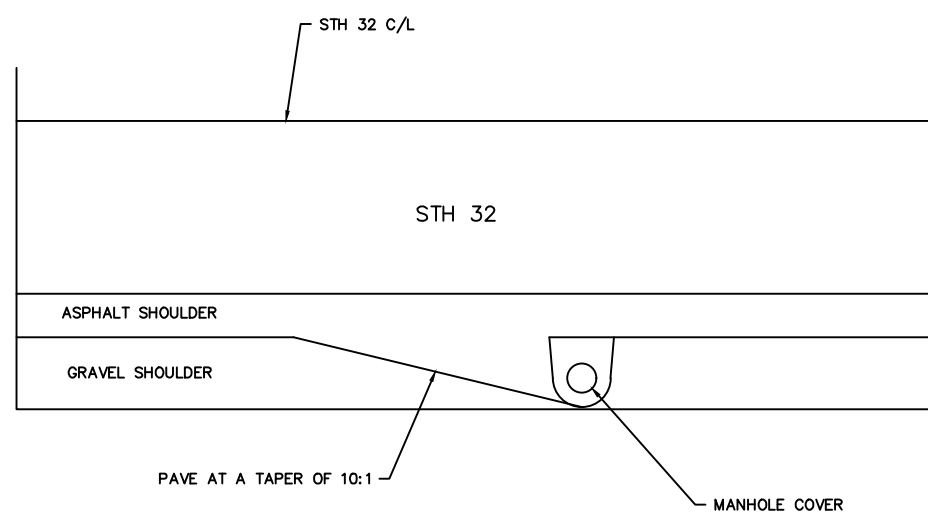


DETAIL AT MANHOLE

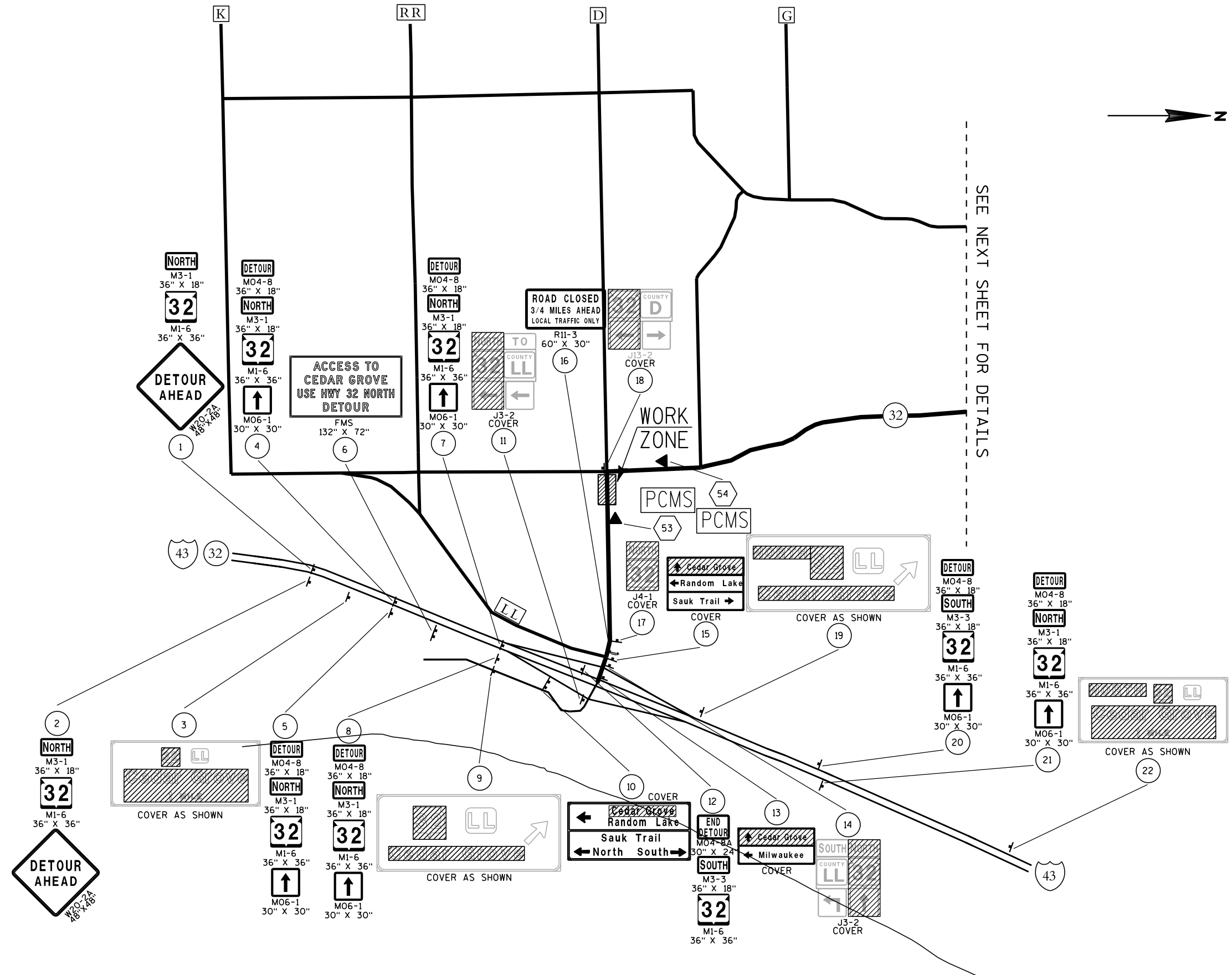




DETAIL AT STORM MANHOLE 1

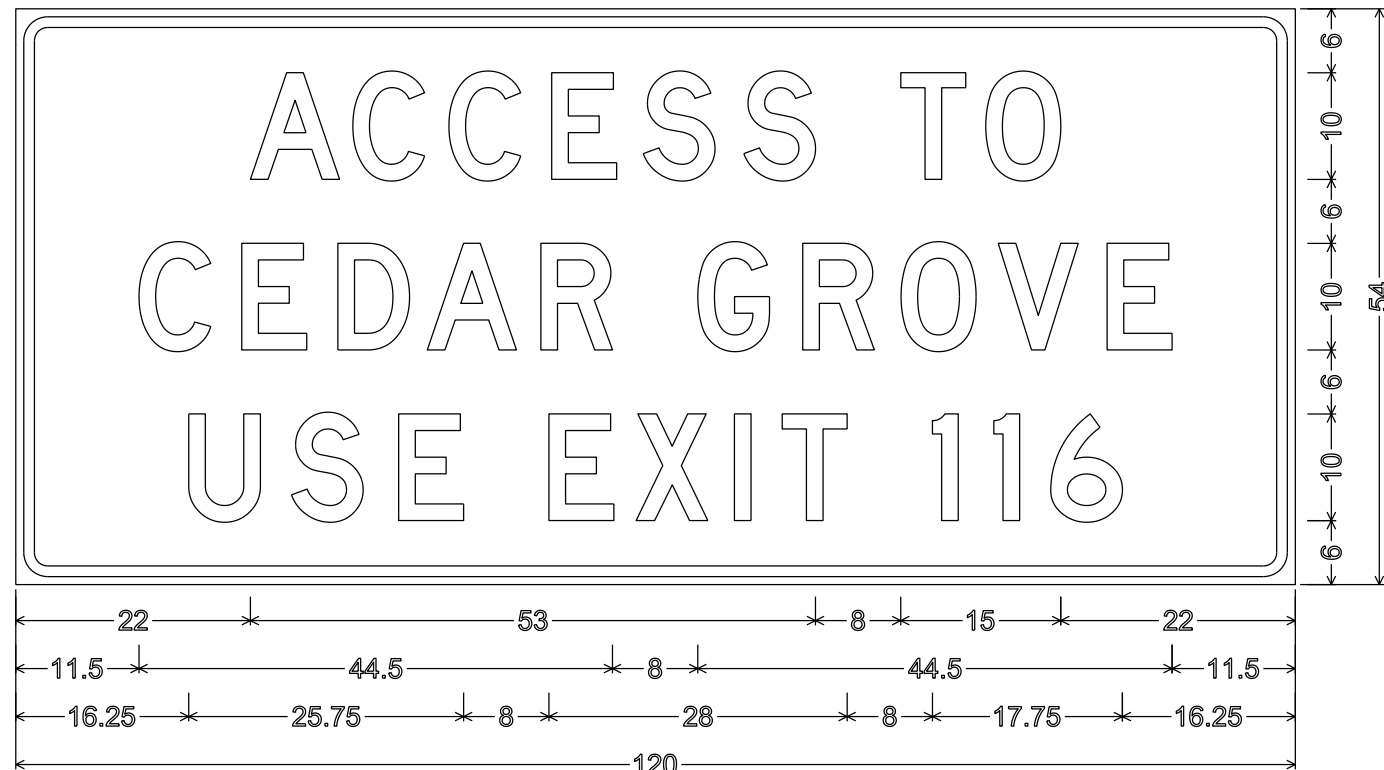


DETAIL AT SANITARY MANHOLES 326, 501, AND 502 AND WATER MANHOLE 500

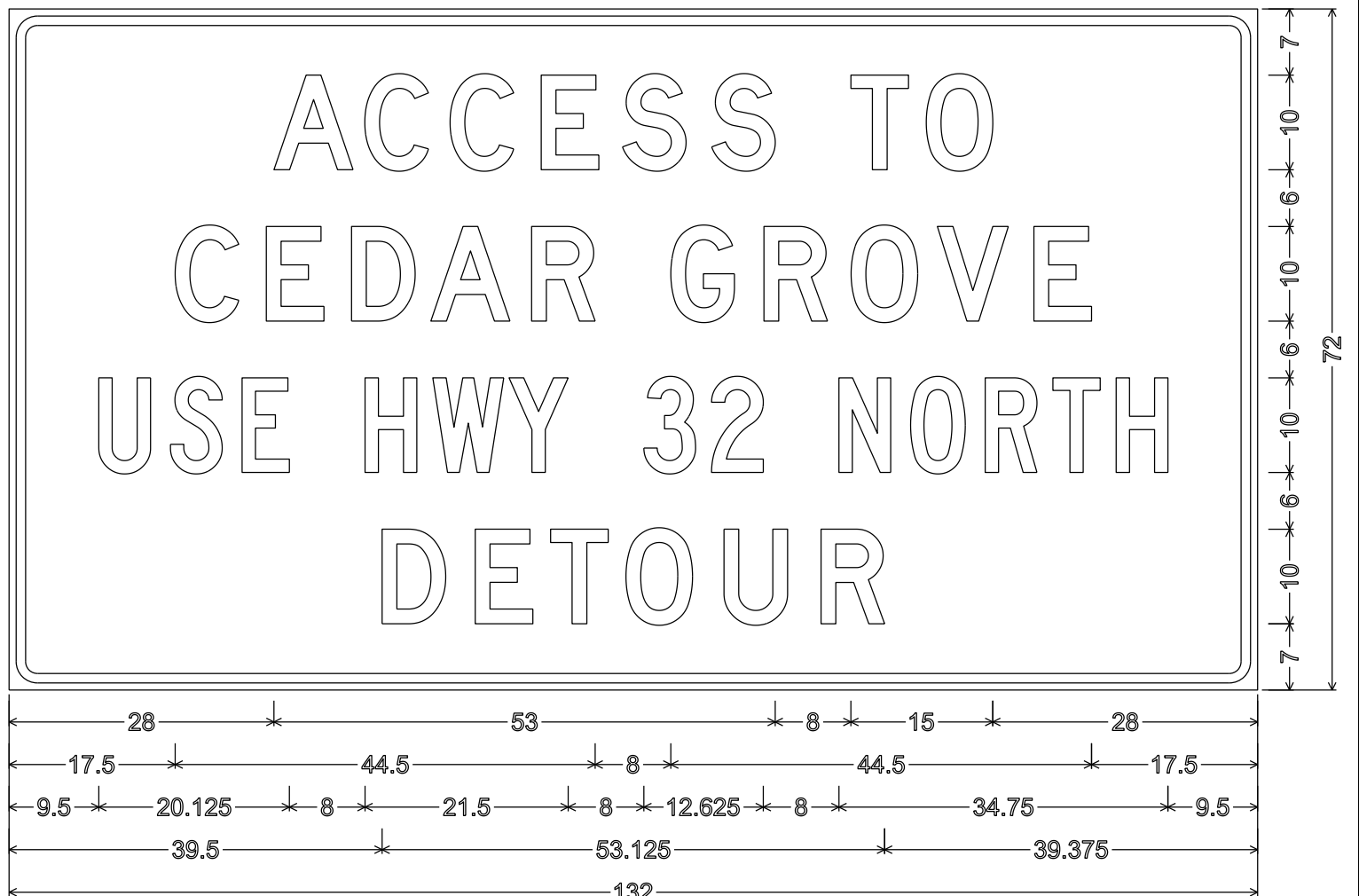


NOTES

1. All Signs Type II - Type F Reflective
2. Color:
Background - Orange
Message -Black
3. Message Series - D except as noted



3.000" Radius, 1.000" Border, 0.750" Indent, Black on Fluorescent orange;
"ACCESS" D; "TO" D; "CEDAR" D; "GROVE" D; "USE" D; "EXIT" D; "116" D;



3.000" Radius, 1.000" Border, 0.750" Indent, Black on Fluorescent orange;
"ACCESS" D; "TO" D; "CEDAR" D; "GROVE" D; "USE" C; "HWY" C; "32" C; "NORTH" C; "DETOUR" D;

REMOVING PAVEMENT AND ASPHALTIC SURFACE

| | | | | 204.0100 | 204.0110 | 690.025 * | REMARKS |
|---------------------------|---------|----|---------|----------|-----------|-----------|--|
| | | | | REMOVING | REMOVING | SAWING | |
| | | | | PAVEMENT | ASPHALTIC | CONCRETE | |
| ROADWAY | STATION | TO | STATION | SY | SY | LF | |
| STH 32 | 241+78 | - | 246+87 | 2,262 | -- | 80 | RECONSTRUCTION |
| STH 32 | 242+80 | - | 264+70 | -- | 7 | | STORM SEWER REPAIR - IN ASPHALT SHOULDER |
| PROJECT 4540-27-71 TOTALS | | | | 2,262 | 7 | 80 | |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CONCRETE CURB & GUTTER

| | | | | | 601.0409 | * | | | |
|---------------------------|----|---------|---------|--------|---------------|----------|----------|----------|-----------|
| | | | | | CONCRETE | 416.0610 | 690.0250 | | |
| | | | | | CURB & | | | | |
| | | | | | 204.0150 | GUTTER | DRILLED | | |
| | | | | | REMOVING | 30-INCH | TIE | SAWING | |
| | | | | | CURB & GUTTER | TYPE A | BARS | CONCRETE | REMARKS |
| STATION | TO | STATION | ROADWAY | OFFSET | LF | LF | EACH | LF | |
| 241+78 | - | 246+56 | STH 32 | RT | 478 | 478 | 159 | 10 | |
| 241+78 | - | 246+87 | STH 32 | LT | 509 | 478 | 159 | 10 | |
| 249+01 | - | 252+29 | STH 32 | RT | 12 | 12 | 6 | 41 | AT INLETS |
| PROJECT 4540-27-71 TOTALS | | | | | 999 | 968 | 325 | 61 | |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

REMOVING MASONRY

| | | | 204.0185 | 204..0210 | REMARKS |
|---------------------------|---------|--------|----------|-----------|-----------|
| | | | REMOVING | REMOVING | |
| | | | MASONRY | MANHOLES | |
| ROADWAY | STATION | OFFSET | CY | EACH | |
| STH 32 | 243+00 | 48' LT | 10 | | END WALLS |
| STH 32 | 244+45 | 13' LT | | 1 | STORM |
| PROJECT 4540-27-71 TOTALS | | | 10 | 1 | |

REMOVING PAVEMENT BUTT JOINTS

| | | | | 204.0105 | REMARKS |
|--------------------------|----|---------|----------|----------|----------------------|
| | | | | REMOVING | |
| | | | | PAVEMENT | |
| STATION | TO | STATION | LOCATION | SY | |
| 241+78 | - | 242+78 | STH 32 | 444 | BEGIN RECONSTRUCTION |
| 245+56 | - | 246+56 | STH 32 | 444 | END RECONSTRUCTION |
| PROJECT 4540-27-71 TOTAL | | | | 889 | |

REMOVING CONCRETE SIDEWALK

| | | | | | * | | COMMENTS |
|---------------------------|----|---------|----------|--------|----------|----------|----------|
| | | | | | 204.0155 | 690.0250 | |
| | | | | | REMOVING | SAWING | |
| | | | | | CONCRETE | CONCRETE | |
| STATION | TO | STATION | LOCATION | OFFSET | SY | LF | |
| 241+78 | - | 243+23 | STH 32 | LT | 81 | 10 | 5'-WIDE |
| 241+78 | - | 243+45 | STH 32 | RT | 93 | 10 | 5'-WIDE |
| 244+00 | - | 246+65 | STH 32 | LT | 118 | 8 | 4'-WIDE |
| PROJECT 4540-27-71 TOTALS | | | | | 291 | 28 | |

* ADDITIONAL QUANTIITES LISTED ELSEWHERE

REMOVING CONCRETE SURFACE MILLING

| | | | | SPV.0180.XX | COMMENTS |
|--------------------------|---------|----|---------|------------------|--------------------|
| | | | | REMOVING | |
| | | | | CONCRETE SURFACE | |
| ROADWAY | STATION | TO | STATION | SY | |
| STH 32 | 246+87 | - | 254+59 | 1,372 | |
| STH 32 | 261+00 | - | 264+05 | 271 | LT ONLY |
| STH 32 | 246+50 | - | 247+05 | 98 | COMMERCE ST - (RT) |
| PROJECT 4540-27-71 TOTAL | | | | 1,741 | |

NOTE: ALL ITEMS ON THIS SHEET ARE PROJECT 4540-27-71 CATEGORY 0010 UNLESS OTHERWISE NOTED

EARTHWORK SUMMARY

| 205.0100 EXCAVATION COMMON | | | | |
|----------------------------------|----|---------|-----|----------|
| STATION | TO | STATION | CY | REMARKS |
| 241+78 | - | 246+87 | 720 | MAINLINE |
| PROJECT 4540-27-71 TOTAL | | | 720 | |

BASE AGGREGATE ITEMS

| | | | | 305.0110 BASE AGGREGATE DENSE 3/4-INCH | 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH | 305.0500 SHAPING SHOULDERS | 371.1000.S QMP BASE AGGREGATE DENSE 1 1/4-INCH COMPACTION |
|---------------------------|---------|----------|--|--|--|----------------------------------|---|
| ROADWAY | STATION | | | TON | TON | STA | TON |
| STH 32 | FROM | TO | | | | | |
| | 241+78 | - 246+87 | | -- | 867 | -- | 867 |
| | 254+59 | - 261+00 | | 242 | -- | 13 | -- |
| | 261+00 | - 264+05 | | 58 | -- | 3 | -- |
| | 264+05 | - 281+50 | | 659 | -- | 35 | -- |
| | 281+50 | - 295+20 | | 312 | -- | 27 | -- |
| UNDISTRIBUTED | 241+78 | - 294+00 | | 127 | -- | -- | -- |
| PROJECT 4540-27-71 TOTALS | | | | 1,398 | 867 | 78 | 867 |

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

| | | | | | | | | |
|---|----|---------|----------|----------------|----------|----------|----------|----------|
| 204.0100 390.0403 416.0610 690.025 * | | | | | | | | |
| | | | | BASE PATCHING | | | | |
| | | | | SIZE | REMOVING | CONCRETE | PAVEMENT | SAWING |
| | | | | LENGTH X WIDTH | PAVEMENT | SHES | TIES | CONCRETE |
| STATION | TO | STATION | LOCATION | (FT X FT) | SY | SY | EACH | LF |
| 271+00 | - | | STH 32 | 24 X 6 | 16 | 16 | 38 | 48 |
| 273+50 | - | | STH 32 | 24 X 6 | 16 | 16 | 38 | 48 |
| 273+80 | - | 285+98 | STH 32 | 24 X 6 | 16 | 16 | 38 | 48 |
| 274+30 | - | | STH 32 | 24 X 6 | 16 | 16 | 38 | 48 |
| 275+90 | - | | STH 32 | 24 X 6 | 16 | 16 | 38 | 48 |
| 282+30 | - | 286+94 | STH 32 | 24 X 6 | 16 | 16 | 38 | 48 |
| 286+94 | - | 295+20 | STH 32 | 24 X 6 | 16 | 16 | 38 | 48 |
| UNDISTRIBUTED | - | | | | 48 | 48 | 38 | |
| PROJECT 4540-27-71 TOTALS | | | | | 160 | 160 | 307 | 336 |

* ADDITIONAL QUANTITIES ELSEWHERE IN PLAN

FINISHING ROADWAY

| | | 213.0100 FINISHING ROADWAY 4540-27-71 |
|--------------------------|--|--|
| ROADWAY | | EACH |
| | | 1 |
| PROJECT 4540-27-71 TOTAL | | 1 |

PREPARE FOUNDATION FOR ASPHALTIC PAVING

| | | |
|--------------------------|---------|----|
| 211.01 | | |
| PROJECT | ROADWAY | LS |
| 4540-27-71 | STH 32 | 1 |
| PROJECT 4540-27-71 TOTAL | | 1 |

NOTE: ALL ITEMS ON THIS SHEET ARE PROJECT 4540-27-71 CATEGORY 0010 UNLESS OTHERWISE NOTED

ASPHALT ITEMS

| | | | | | |
|---|---------|----|---------|----------|--------------|
| | | | | 455.0605 | 460.5224 |
| | | | | ** | |
| | | | | TACK | HMA PAVEMENT |
| | | | | COAT | 4 LT 58-28 S |
| ROADWAY | STATION | TO | STATION | GAL | TON |
| STH 32 | 241+78 | - | 246+87 | 271 | 1,018 |
| STH 32 | 246+87 | - | 254+59 | 206 | 365 |
| STH 32 | 254+59 | | 261+00 | 128 | 374 |
| STH 32 | 261+00 | - | 264+05 | 61 | 178 |
| STH 32 | 264+05 | | 281+50 | 349 | 1,323 |
| STH 32 | 281+50 | - | 295+20 | 274 | 746 |
| COMMERCE STREET | 9+51 | - | 9+79 | 4 | 13 |
| CTH LL | 18+75 | - | 19+60 | 14 | 40 |
| SAUK TRAIL ROAD | 30+36 | - | 31+20 | 13 | 39 |
| PROJECT 4540-27-71 TOTALS | | | | 1,321 | 4,096 |
| ** QUANTITY BASED ON 0.06 GAL/SY APPLICATION RATE | | | | | |

MANHOLES, INLETS, COVERS

| | | | | | | | | | | |
|---------------------------|---------|----------|--------|---------------|---------------|-----------|-----------|-----------|-------|------------------------------|
| | | | | 611.2007 | 611.0530 | | | GRATE | | |
| | | | | MANHOLES | MANHOLES | TOP OF | FLOWLINE | EXIT | | |
| | | | | 7-FT DIAMETER | COVERS TYPE J | STRUCTURE | COVER | FLOWLINE | DEPTH | |
| NEW | STATION | LOCATION | OFFSET | EACH | EACH | | ELEVATION | ELEVATION | FEET | REMARKS |
| STRUCTURE | | | | | | | | | | |
| NO. | | | | | | | | | | |
| 1 | 243+45 | STH 32 | LT | 1 | 1 | * | * | * | * | *ELEVATIONS TO BE DETERMINED |
| PROJECT 4540-27-71 TOTALS | | | | 1 | 1 | | | | | |

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STORM SEWER SUMMARY

| | | | | | | | | |
|--------------------------|----|---------|--------------------|---------------------|--------------------|-----------|-----------|-------------------------------|
| | | | 522.0124 | 522.0130 | 522.1030 | | | |
| | | | CULVERT PIPE | CULVERT PIPE | APRON ENDWALLS | | | |
| | | | REINFORCED | REINFORCED CONCRETE | FOR CULVERT PIPE | | | |
| | | | CONCRETE CLASS III | CLASS III | CONCRETE CLASS III | INLET | DISCHARGE | |
| | | | 24-INCH | 30-INCH | 30-INCH | ELEVATION | ELEVATION | |
| STATION | TO | STATION | LF | LF | EA | | | REMARKS |
| 244+45 | - | 246+45 | | 200 | | * | * | * ELEVATIONS TO BE DETERMINED |
| | | | | | | | | |
| PROJECT 4540-27-71 TOTAL | | | | 200 | | | | |

PILING STEEL SHEET TEMPORARY

| | | | |
|------------------------------|--------|----------|-----|
| 512.1000 | | | |
| PILING STEEL SHEET TEMPORARY | | | |
| STATION | OFFSET | LOCATION | SF |
| 241+87 | 30' LT | STH 32 | 300 |
| PROJECT 4540-27-71 TOTAL | | | 300 |

ADJUSTING MANHOLE COVERS

| | | | | | | | | | | |
|---------------------------|------------|---------|------------|--------|----------|------|-------------------------|-----------------|----------|--|
| | | | | | | | 611.8110 | 690.025 | | |
| | | | | | | | ADJUSTING MANHOLE COVER | SAWING CONCRETE | | |
| CATEGORY | MANHOLE | STATION | DIST., FT. | OFFSET | LOCATION | EACH | EACH | LF | REMARKS | |
| 0020 | SAN MH 292 | 242+80 | 7 | RT | STH 32 | 1 | 1 | 0 | SANITARY | |
| 0020 | SAN MH 298 | 244+54 | 41 | RT | STH 32 | 1 | 1 | 0 | SANITARY | |
| 0020 | SAN MH 299 | 246+84 | 35 | RT | STH 32 | 1 | 1 | 0 | SANITARY | |
| 0020 | SAN MH 319 | 249+01 | 19 | RT | STH 32 | 1 | 1 | 20 | SANITARY | |
| 0020 | SAN MH 322 | 252+29 | 19 | RT | STH 32 | 1 | 1 | 21 | SANITARY | |
| 0020 | SAN MH 326 | 256+30 | 17 | RT | STH 32 | 1 | 1 | 0 | SANITARY | |
| 0020 | H20 MH 500 | 256+70 | 17 | LT | STH 32 | 1 | 1 | 0 | SANITARY | |
| 0020 | SAN MH 501 | 264+30 | 17 | RT | STH 32 | 1 | 1 | 0 | SANITARY | |
| 0020 | SAN MH 502 | 264+70 | 17 | RT | STH 32 | 1 | 1 | 0 | SANITARY | |
| PROJECT 4540-27-71 TOTALS | | | | | | 9 | 9 | 41 | | |

NOTE: ALL ITEMS ON THIS SHEET ARE PROJECT 4540-27-71 CATEGORY 0010 UNLESS OTHERWISE NOTED

TOPSOIL, FERTILIZER, SEEDING, AND EROSION MAT

| | | | | | | | | |
|---------------------------|----|---------|----------|----------|--|--|----------------------|------------------------------|
| | | | | 625.0100 | 628.2015 | 628.3015 | 629.0210 | 630.0140 |
| | | | | TOPSOIL | EROSION MAT DELIVERED URBAN CLASS I TYPE A | EROSION MAT INSTALLED URBAN CLASS I TYPE A | FERTILIZER TYPE B | SEEDING MIXTURE NO. 40 |
| STATION | TO | STATION | LOCATION | SY | SY | SY | CWT | LB |
| 241+78 | - | 243+50 | STH 32 | 96 | 96 | 96 | 6.02 | 1.72 |
| 243+75 | - | 246+87 | STH 32 | 173 | 173 | 173 | 10.92 | 3.12 |
| PROJECT 4540-27-71 TOTALS | | | | 269 | 269 | 269 | 17 | 5 |

SILT FENCE

| | | | | |
|---------------------------|----------|----------------------------------|----------------------------------|------------------------------------|
| | | 628.1505 | 628.151 | 628.1520 |
| | | SILT FENCE DELIVERED LF | SILT FENCE INSTALLED LF | SILT FENCE MAINTENANCE LF |
| STATION | LOCATION | LF | LF | LF |
| UNDISTRIBUTED | STH 32 | 509 | 509 | 509 |
| PROJECT 4540-27-71 TOTALS | | 509 | 509 | 509 |

EROSION CONTROL

| | | | | | | | |
|---------------------------|----------|--------|--------------------------------|---------------------------------------|---------------------------------------|---------------------------------------|--|
| | | | 628.7504 | 628.7005 | 628.70XX | 628.7015 | 628.755 |
| | | | TEMPORARY DITCH CHECK LF | INLET PROTECTION TYPE A EACH | INLET PROTECTION TYPE C EACH | INLET PROTECTION TYPE D EACH | CULVERT PIPE DITCH CHECK EACH |
| STATION | LOCATION | OFFSET | | | | | |
| 241+50 | STH 32 | LT | | 1 | | | |
| 241+54 | STH 32 | LT | | 1 | | | |
| 241+54 | STH 32 | RT | | 1 | | | |
| 243+29 | STH 32 | | | 1 | | | |
| 243+85 | STH 32 | | | 1 | | | |
| 246+42 | STH 32 | LT | | 1 | | | |
| 246+43 | STH 32 | LT | | 1 | | | |
| 246+36 | STH 32 | RT | | 1 | | | |
| 248+58 | STH 32 | LT | | 1 | | | |
| 248+58 | STH 32 | LT | | 1 | | | |
| 248+58 | STH 32 | RT | | 1 | | | |
| | STH 32 | | | 1 | | | |
| PROJECT 4540-27-71 TOTALS | | | 0 | 12 | 0 | 0 | 0 |

MOBILIZATIONS EROSION CONTROL

| | | | |
|---------------------------|----------|---|--|
| | | 628.1905 | 628.1910 |
| | | MOBILIZATIONS EROSION CONTROL EACH | MOBILIZATIONS EMERGENCY EROSION CONTROL EACH |
| STATION | LOCATION | EACH | EACH |
| UNDISTRIBUTED | STH 32 | 2 | 2 |
| PROJECT 4540-27-71 TOTALS | | 2 | 2 |

NOTE: ALL ITEMS ON THIS SHEET ARE PROJECT 4540-27-71 CATEGORY 0010 UNLESS OTHERWISE NOTED

TRAFFIC CONTROL

| STATION | TO | STATION | LOCATION | APPROXIMATE SERVICE PERIOD DAYS | 643.0300 DRUMS | | 643.0420 BARRICADES TYPE III | | 643.0705 WARNING LIGHTS TYPE A | | 643.0705 WARNING LIGHTS TYPE C | | 643.0900 SIGNS | | 643.1050 * SIGNS PORTABLE CHANGEABLE MESSAGE ** | | REMARKS |
|---------------------------|----|---------|-------------------|--|-------------------|------|---------------------------------|------|--------------------------------------|------|--------------------------------------|------|-------------------|------|---|------|---|
| | | | | | NO. IN SERVICE | DAYS | NO. IN SERVICE | DAYS | NO. IN SERVICE | DAYS | NO. IN SERVICE | DAYS | NO. IN SERVICE | DAYS | NO. IN SERVICE | DAYS | |
| 241+78 | - | | BEGIN RECONSTRUCT | 30 | 10 | 300 | 5 | 150 | 5 | 150 | 10 | 300 | 5 | 150 | 2 | 60 | STAGE 1 |
| | | 246+87 | END RECONSTRUCT | 30 | 10 | 300 | 5 | 150 | 5 | 150 | 10 | 300 | 5 | 150 | 2 | 60 | |
| 246+87 | - | 295+20 | STH 32 | 30 | 10 | 300 | 5 | 150 | 5 | 150 | 10 | 300 | 5 | 150 | 2 | 60 | ROAD CLOSED AHEAD SERIES |
| | - | | COMMERCE STREET | 30 | 10 | 300 | 5 | 150 | 5 | 150 | 10 | 300 | 5 | 150 | 2 | 60 | BARRICADES W/ROAD CLOSED TO THRU TRAFFIC SIGN |
| | | | CTH LL | 30 | 10 | 300 | 5 | 150 | 5 | 150 | 10 | 300 | 5 | 150 | 2 | 60 | BARRICADES W/ROAD CLOSED TO THRU TRAFFIC SIGN |
| | | | SAUK TRAIL ROAD | | | | | | | | | | | | | | BARRICADES W/ROAD CLOSED TO THRU TRAFFIC SIGN |
| | | | COMMERCE STREET | | | | | | | | | | | | | | BARRICADES W/ROAD CLOSED TO THRU TRAFFIC SIGN |
| | | | CTH LL | | | | | | | | | | | | | | BARRICADES W/ROAD CLOSED TO THRU TRAFFIC SIGN |
| | | | SAUK TRAIL ROAD | | | | | | | | | | | | | | BARRICADES W/ROAD CLOSED TO THRU TRAFFIC SIGN |
| | - | 295+20 | END PROJECT | 30 | 10 | 300 | 5 | 150 | 5 | 150 | 10 | 300 | 5 | 150 | 2 | 60 | BARRICADES W/ROAD CLOSED TO THRU TRAFFIC SIGN |
| PROJECT 4540-27-71 TOTALS | | | | | | 1800 | | 900 | | 900 | | 1800 | | 900 | | 360 | |

*ADDITIONAL QUANTITIES ELSEWHERE IN PLANS

** PCMS TO BE IN PLACE FOR 10 DAYS PRIOR TO CLOSING STH 32 AT THE RAILROAD CROSSING

NOTE: ALL ITEMS ON THIS SHEET ARE PROJECT 4540-27-71 CATEGORY 0010 UNLESS OTHERWISE NOTED

| PAVEMENT MARKING | | | | | | | | | | |
|---------------------------|----|-----------------|----------|------------------|---------------|------------------|------------------|------------|-------|------|
| 646.0106 | | | | 647.0556 | | 647.01100 | 647.0456 | 648.0100 | | |
| PAVEMENT MARKING | | | | PAVEMENT MARKING | | PAVEMENT MARKING | PAVEMENT MARKING | LOCATING | | |
| EPOXY | | | | STOP LINE | | RAILROAD | CURB | NO-PASSING | | |
| 4-INCH | | | | EPOXY | | CROSSINGS | EPOXY | ZONES | | |
| | | | | SOLID | 12.5 FT SKIPS | SOLID | | | | |
| | | | | YELLOW | YELLOW | WHITE | | | | |
| STATION | TO | STATION | LOCATION | LF | LF | LF | LF | EACH | LF | MI |
| 241+78 | - | 246+87 | STH 32 | 709 | 75 | -- | 40 | 2 | 6 | 1.02 |
| 246+87 | - | 254+59 | STH 32 | 772 | 193 | 1,544 | -- | -- | 6 | -- |
| 254+59 | - | 284+50 | STH 32 | 2,991 | -- | 5,982 | -- | -- | 6 | -- |
| 284+50 | - | 294+70 | STH 32 | 1,020 | -- | 2,040 | -- | -- | -- | -- |
| 285+00 | - | 288+50 | STH 32 | 700 | -- | 700 | -- | -- | 6 | -- |
| 288+50 | - | 290+82 | STH 32 | -- | -- | 464 | -- | -- | 6 | -- |
| 290+82 | - | 295+20 | STH 32 | 876 | -- | -- | -- | -- | 6 | -- |
| | | COMMERCE STREET | | 50 | -- | -- | 12 | -- | -- | -- |
| | | SAUK TRAIL ROAD | | -- | -- | 20 | 12 | -- | -- | -- |
| | | CTH LL | | -- | -- | 20 | 12 | -- | -- | -- |
| PROJECT 4540-27-71 TOTALS | | | | 7,118 | 268 | 10,770 | 76 | 2 | 36.00 | 1.02 |

| CONSTRUCTION STAKING | | | | | | | | |
|---------------------------|----|---------|--------------|--------------|--------------|---------------|--------------|----|
| 650.4000 | | | 650.4500 | 650.5000 | 650.5500 | 650.9910 | 650.9900 | |
| CONSTRUDCTION | | | CONSTRUCTION | CONSTRUCTION | CONSTRUCTION | COBNSTRUCTION | CONSTRUCTION | |
| STAKING | | | STAKING | STAKING | STAKING | STKAING | STAKING | |
| STORM SEWER | | | SUBGRADE | BASE | CURB AND | SUPPLEMENTAL | INITIAL | |
| | | | | | GUTTER | CONTROL | LAYOUT | |
| STATION | TO | STATION | LOCATION | EACH | LF | LF | LS | LF |
| - | | | STH 32 | 1 | | | 1 | -- |
| - | | | STH 32 | | | | | |
| PROJECT 4540-27-71 TOTALS | | | | 1 | -- | -- | 1 | |

NOTE: ALL ITEMS ON THIS SHEET ARE PROJECT 4540-27-71 CATEGORY 0010 UNLESS OTHERWISE NOTED

CURB RAMP DETECTABLE WARNING FIELD YELLOW

| 602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW | | | | |
|--|----------|--------|----|---------------------------------|
| STATION | LOCATION | OFFSET | SF | REMARKS |
| 243+48 | STH 32 | LT | 10 | BY RAILROAD TRACK |
| 243+79 | STH 32 | LT | 10 | BY RAILROAD TRACK |
| 243+34 | STH 32 | RT | 10 | BY RAILROAD TRACK |
| 243+65 | STH 32 | RT | 10 | BY RAILROAD TRACK |
| 246+54 | STH 32 | RT | 10 | END OF SIDEWALK SOUTH OF STH 32 |
| 246+69 | STH 32 | LT | 20 | END OF SIDEWALK NORTH OF STH 32 |
| PROJECT 4540-27-71 TOTAL | | | 70 | |

CONSTRUCTION STAKING CURB & GUTTER

| 650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER | | | |
|---|-----------------|--------|-----|
| ROADWAY | STATION | OFFSET | LF |
| STH 32 | 241+78 - 246+87 | LT | 509 |
| STH 32 | 241+78 - 246+66 | RT | 488 |
| PROJECT 4540-27-71 TOTAL | | | 997 |

MONUMENTS

| 621.0100 LANDMARK REFERENCE MONUMENTS | | | | | |
|--|------------------|--------------|------|------|---------|
| SPV.0060.02 SECTION CORNER MONUMENT | | | | | |
| STATION | CORNER & SECTION | TOWN & RANGE | EACH | EACH | REMARKS |
| PROJECT 4540-27-71 TOTALS | | | | | |

CONCRETE SIDEWALK 6-INCH

| INTERSECTION | LOCATION | SF | REMARKS |
|---------------------------|-----------------|----|-----------|
| COMMERCE ST & STH 32 | NORTH | 25 | CURB RAMP |
| INTERURBAN TRAIL & STH 32 | SOUTH OF STH 32 | 25 | CURB RAMP |
| TOTAL | | 50 | |

SAWING CONCRETE

| 690.025* SAWING CONCRETE | | | |
|--------------------------------|---------|-----|-------------------|
| LOCATION | STATION | LF | REMARKS |
| STH 32 | 241+78 | 54 | BEGIN RECONSTRUCT |
| STH 32 LT | 243+96 | 5 | SIDEWALK |
| STH 32 LT | 246+64 | 5 | SIDEWALK |
| STH 32 | 246+56 | 44 | END RECONSTRUCT |
| PROJECT 4540-27-71 TOTAL | | 108 | |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CHIMNEY SEALS

| | | | SPV.0060.X SALVAGING AND REINSTALLING EXISTING INTERNAL CHIMNEY SEAL | SPV.0060.X NEW INTERNAL CHIMNEY SEAL |
|---------------------------|---------|--------|--|--|
| CATEGORY | STATION | OFFSET | EA | EA |
| 0020 | 242+80 | 7' RT | 1 | 0 |
| 0020 | 244+54 | 41' RT | 1 | 0 |
| 0020 | 246+84 | 35' RT | 1 | 0 |
| 0020 | 249+01 | 19' RT | 1 | 0 |
| 0020 | 252+29 | 19' RT | 0 | 1 |
| 0020 | 256+30 | 17' RT | 0 | 1 |
| 0020 | 256+70 | 17' LT | 0 | 1 |
| 0020 | 264+30 | 17' RT | 0 | 1 |
| 0020 | 264+70 | 17' RT | 0 | 1 |
| PROJECT 4540-27-71 TOTALS | | | 4 | 5 |

NOTE: ALL ITEMS ON THIS SHEET ARE PROJECT 4540-27-71 CATEGORY 0010 UNLESS OTHERWISE NOTED

TRAFFIC CONTROL DETOUR SIGN SUMMARY

| SIGN NO. | LOCATION | SIGN CODE | SIZE W X H | NUMBER IN SERVICE | APPROX. SERVICE PERIOD 14 DAYS | 643.3000 DETOUR SIGNS DAYS | 643.0420 BARRICADES TYPE III DAYS | 643.0705 WARNING LIGHTS TYPE A DAYS | 643.1000 SIGNS FIXED MESSAGE SF | 643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS | NO OF CYCLES | 643.0910 COVERING SIGNS TYPE I EACH | 643.0920 COVERING SIGNS TYPE II EACH | REMARKS |
|----------------|---|-----------|------------|-------------------|--------------------------------|----------------------------|-----------------------------------|-------------------------------------|---------------------------------|---|--------------|-------------------------------------|--------------------------------------|---------------------|
| 1 | I-43/STH 32, PLACE 1.2 MILES PRIOR TO STH 32/CTH LL EXIT IN MEDIAN | M 3-1 | 36"X18" | 1 | 14 | 14 | | | | | | | | |
| | " | M 1-6 | 36"X36" | 1 | 14 | 14 | | | | | | | | 32 |
| | " | W 20-2A | 48"X48" | 1 | 14 | 14 | | | | | | | | |
| 2 | I-43/STH 32, PLACE 1.2 MILES PRIOR TO STH 32/CTH LL EXIT RIGHT SIDE | M 3-1 | 36"X18" | 1 | 14 | 14 | | | | | | | | |
| | " | M 1-6 | 36"X36" | 1 | 14 | 14 | | | | | | | | 32 |
| | " | W 20-2A | 48"X48" | 1 | 14 | 14 | | | | | | | | |
| 3 | I-43/STH 32, COVER EXISTING TYPE I ADVANCED SIGN AS SHOWN | | | | | | | | | | 1 | 1 | | COVER AS SHOWN |
| 4 | I-43/STH 32, PLACE 3/4 MILE PRIOR TO STH 32/CTH LL EXIT IN MEDIAN | MD 4-8 | 36"X18" | 1 | 14 | 14 | | | | | | | | |
| | " | M 3-1 | 36"X18" | 1 | 14 | 14 | | | | | | | | |
| | " | M 1-6 | 36"X36" | 1 | 14 | 14 | | | | | | | | 32 |
| | " | MD 6-1 | 30"X30" | 1 | 14 | 14 | | | | | | | | AHEAD |
| 5 | I-43/STH 32, PLACE 3/4 MILE PRIOR TO STH 32/CTH LL EXIT RIGHT SIDE | MD 4-8 | 36"X18" | 1 | 14 | 14 | | | | | | | | |
| | " | M 3-1 | 36"X18" | 1 | 14 | 14 | | | | | | | | |
| | " | M 1-6 | 36"X36" | 1 | 14 | 14 | | | | | | | | 32 |
| | " | MD 6-1 | 30"X30" | 1 | 14 | 14 | | | | | | | | AHEAD |
| 6 | I-43/STH 32, PLACE 1/2 MILE PRIOR TO STH 32/CTH LL EXIT RIGHT SIDE | FMS | | | | | | | 66 | | | | | SEE SIGN DETAIL |
| 7 | I-43/STH 32, PLACE IN MEDIAN ACROSS FROM TYPE I AT-GORE SIGN | MD 4-8 | 36"X18" | 1 | 14 | 14 | | | | | | | | |
| | " | M 3-1 | 36"X18" | 1 | 14 | 14 | | | | | | | | |
| | " | M 1-6 | 36"X36" | 1 | 14 | 14 | | | | | | | | 32 |
| | " | MD 6-1 | 30"X30" | 1 | 14 | 14 | | | | | | | | AHEAD |
| 8 | I-43/STH 32, PLACE ADJACENT TO TYPE I AT-GORE SIGN | MD 4-8 | 36"X18" | 1 | 14 | 14 | | | | | | | | |
| | " | M 3-1 | 36"X18" | 1 | 14 | 14 | | | | | | | | |
| | " | M 1-6 | 36"X36" | 1 | 14 | 14 | | | | | | | | |
| | " | MD 6-1 | 30"X30" | 1 | 14 | 14 | | | | | | | | |
| 9 | I-43/STH 32, COVER EXISTING TYPE I AT-GORE SIGN AS SHOWN | | | | | | | | | | 1 | 1 | | COVER AS SHOWN |
| 10 | I-43 OFF-RAMP TO STH 32/CTH LL, COVER EXISTING TYPE II AS SHOWN | | | | | | | | | | 1 | | 1 | COVER "CEDAR GROVE" |
| 11 | I-43 OFF-RAMP TO STH 32/CTH LL, COVER EXISTING TYPE II AS SHOWN | | | | | | | | | | 1 | | 1 | COVER "NORTH 32 LT" |
| 12 | I-43, MOUNT IMMEDIATELY AFTER STH 32 STRUCTURE | MD 4-8A | 30"X24" | 1 | 14 | 14 | | | | | | | | |
| | " | M 3-3 | 36"X18" | 1 | 14 | 14 | | | | | | | | |
| | " | M 1-6 | 36"X36" | 1 | 14 | 14 | | | | | | | | 32 |
| 13 | STH 32/CTH LL, COVER EXISTING TYPE II AS SHOWN | | | | | | | | | | 1 | | 1 | COVER "CEDAR GROVE" |
| 14 | STH 32/CTH LL, COVER EXISTING TYPE II AS SHOWN | | | | | | | | | | 1 | | 1 | COVER "NORTH 32 AH" |
| 15 | STH 32, W. OF CTH LL, COVER EXISTING D1-3 AS SHOWN | | | | | | | | | | 1 | | 1 | COVER "CEDAR GROVE" |
| 16 | STH 32, PLACE JUST W. OF CTH LL INTERSECTION ON SHOULDER | R 11-3 | 60"X30" | 1 | 14 | 14 | 14 | 28 | | | | | | 3/4 MILES |
| 17 | STH 32, W. OF CTH LL, COVER EXISTING J4-1 AS SHOWN | | | | | | | | | | 1 | | 1 | COVER "NORTH 32" |
| 18 | STH 32, AT CTH D INTERSECTION, COVER EXISTING TYPE II AS SHOWN | | | | | | | | | | 1 | | 1 | COVER "32 LT" |
| 19 | I-43, COVER EXISTING TYPE I AT-GORE SIGN AS SHOWN | | | | | | | | | | 1 | 1 | | COVER AS SHOWN |
| 20 | I-43, PLACE 1/4 MILE PRIOR TO NORTH STH 32/CTH LL EXIT | MD 4-8 | 36"X18" | 1 | 14 | 14 | | | | | | | | |
| | " | M 3-3 | 36"X18" | 1 | 14 | 14 | | | | | | | | |
| | " | M 1-6 | 36"X36" | 1 | 14 | 14 | | | | | | | | 32 |
| | " | MD 6-1 | 30"X30" | 1 | 14 | 14 | | | | | | | | AHEAD |
| 21 | I-43, MOUNT TO RIGHT OF EXISTING J4-2 REASSURANCE SIGN | MD 4-8 | 36"X18" | 1 | 14 | 14 | | | | | | | | |
| | " | M 3-1 | 36"X18" | 1 | 14 | 14 | | | | | | | | |
| | " | M 1-6 | 36"X36" | 1 | 14 | 14 | | | | | | | | 32 |
| | " | MD 6-1 | 30"X30" | 1 | 14 | 14 | | | | | | | | AHEAD |
| PAGE SUBTOTALS | | | | 34 | | 476 | 14 | 28 | 66 | 0 | | 3 | 7 | |

PLAN SHEET PRODUCED

BY WisDOT - NE REGION

PROJECT NUMBER: 4540-27-71

HWY: STH 32

COUNTY: SHEBOYGAN

MISCELLANEOUS QUANTITIES

SHEET

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E

TRAFFIC CONTROL DETOUR SIGN SUMMARY

| SIGN NO. | LOCATION | SIGN CODE | SIZE W X H | NUMBER IN SERVICE | APPROX. SERVICE PERIOD 14 DAYS | 643.3000 DETOUR SIGNS DAYS | 643.0420 BARRICADES TYPE III DAYS | 643.0705 WARNING LIGHTS TYPE A DAYS | 643.1000 SIGNS FIXED MESSAGE SF | 643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS | NO OF CYCLES | 643.0910 COVERING SIGNS TYPE I EACH | 643.0920 COVERING SIGNS TYPE II EACH | REMARKS |
|----------------|--|-----------|------------|-------------------|--------------------------------|----------------------------|-----------------------------------|-------------------------------------|---------------------------------|---|--------------|-------------------------------------|--------------------------------------|-----------------|
| 22 | I-43, COVER EXISTING TYPE I ADVANCED SIGN AS SHOWN | | | | | | | | | | 1 | 1 | | COVER AS SHOWN |
| 23 | I-43, PLACE 1/2 MILE PRIOR TO CTH AA EXIT RIGHT SIDE | FMS | 120"X54" | | | | | | 45 | | | | | SEE SIGN DETAIL |
| 24 | I-43, PLACE 1/4 MILE PRIOR TO CTH AA EXIT IN MEDIAN | MD 4-8 | 36"X18" | 1 | 14 | 14 | | | | | | | | |
| | " | M 3-1 | 36"X18" | 1 | 14 | 14 | | | | | | | | |
| | " | M 1-6 | 36"X36" | 1 | 14 | 14 | | | | | | | | 32 |
| | " | MD 5-2R | 30"X30" | 1 | 14 | 14 | | | | | | | | |
| 25 | I-43, PLACE 1/4 MILE PRIOR TO CTH AA EXIT RIGHT SIDE | MD 4-8 | 36"X18" | 1 | 14 | 14 | | | | | | | | |
| | " | M 3-1 | 36"X18" | 1 | 14 | 14 | | | | | | | | |
| | " | M 1-6 | 36"X36" | 1 | 14 | 14 | | | | | | | | 32 |
| | " | MD 5-2R | 30"X30" | 1 | 14 | 14 | | | | | | | | |
| 26 | I-43, MOUNT TO RIGHT OF EXISTING J4-2 REASSURANCE SIGN | MD 4-8 | 36"X18" | 1 | 14 | 14 | | | | | | | | |
| | " | M 3-1 | 36"X18" | 1 | 14 | 14 | | | | | | | | |
| | " | M 1-6 | 36"X36" | 1 | 14 | 14 | | | | | | | | 32 |
| 27 | I-43, PLACE IN MEDIAN ACROSS FROM EXISTING TYPE I SIGN AT EXIT TAPER TO CTH AA | MD 4-8 | 36"X18" | 1 | 14 | 14 | | | | | | | | |
| | " | M 3-1 | 36"X18" | 1 | 14 | 14 | | | | | | | | |
| | " | M 1-6 | 36"X36" | 1 | 14 | 14 | | | | | | | | 32 |
| | " | MD 6-2 | 30"X30" | 1 | 14 | 14 | | | | | | | | TILT RIGHT |
| 28 | I-43, PLACE ADJACENT TO EXISTING TYPE I SIGN AT EXIT TAPER TO CTH AA | MD 4-8 | 36"X18" | 1 | 14 | 14 | | | | | | | | |
| | " | M 3-1 | 36"X18" | 1 | 14 | 14 | | | | | | | | |
| | " | M 1-6 | 36"X36" | 1 | 14 | 14 | | | | | | | | 32 |
| | " | MD 6-2 | 30"X30" | 1 | 14 | 14 | | | | | | | | TILT RIGHT |
| 29 | I-43 OFF-RAMP TO CTH AA, PLACE 750' FROM CTH AA INTERSECTION | MD 4-8 | 24"X12" | 1 | 14 | 14 | | | | | | | | |
| | " | M 3-1 | 24"X12" | 1 | 14 | 14 | | | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 14 | 14 | | | | | | | | 32 |
| | " | MD 5-1L | 21"X21" | 1 | 14 | 14 | | | | | | | | |
| 30 | I-43 OFF-RAMP TO CTH AA, PLACE 300' FROM CTH AA INTERSECTION | MD 4-8 | 24"X12" | 1 | 14 | 14 | | | | | | | | |
| | " | M 3-1 | 24"X12" | 1 | 14 | 14 | | | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 14 | 14 | | | | | | | | 32 |
| | " | MD 5-1L | 21"X21" | 1 | 14 | 14 | | | | | | | | |
| 31 | I-43 OFF-RAMP AT CTH AA INTERSECTION, PLACE TO LEFT OF EXISTING J3-1 SIGN | MD 4-8 | 24"X12" | 1 | 14 | 14 | | | | | | | | |
| | " | M 3-1 | 24"X12" | 1 | 14 | 14 | | | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 14 | 14 | | | | | | | | 32 |
| | " | MD 6-1 | 21"X21" | 1 | 14 | 14 | | | | | | | | LEFT |
| 32 | CTH AA, MOUNT TO RIGHT OF EXISTING J3-1 SIGN | MD 4-8 | 24"X12" | 1 | 14 | 14 | | | | | | | | |
| | " | M 3-1 | 24"X12" | 1 | 14 | 14 | | | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 14 | 14 | | | | | | | | 32 |
| 33 | CTH AA, MOUNT TO RIGHT OF EXISTING M1-5A SIGN | MD 4-8 | 24"X12" | 1 | 14 | 14 | | | | | | | | |
| | " | M 3-1 | 24"X12" | 1 | 14 | 14 | | | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 14 | 14 | | | | | | | | 32 |
| 34 | CTH AA AT I-43 SB ON-RAMP, MOUNT TO RIGHT OF EXISTING J3-1 SIGN | MD 4-8 | 24"X12" | 1 | 14 | 14 | | | | | | | | |
| | " | M 3-3 | 24"X12" | 1 | 14 | 14 | | | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 14 | 14 | | | | | | | | 32 |
| | " | MD 6-1 | 21"X21" | 1 | 14 | 14 | | | | | | | | RIGHT |
| PAGE SUBTOTALS | | | | 41 | | 574 | 0 | 0 | 45 | 0 | | 1 | 0 | |

PLAN SHEET PRODUCED
BY WisDOT - NE REGION

PROJECT NUMBER: 4540-27-71

HWY: STH 32

COUNTY: SHEBOYGAN

MISCELLANEOUS QUANTITIES

SHEET

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E

TRAFFIC CONTROL DETOUR SIGN SUMMARY

| SIGN NO. | LOCATION | SIGN CODE | SIZE W X H | NUMBER IN SERVICE | APPROX. SERVICE PERIOD 14 DAYS | 643.3000 DETOUR SIGNS DAYS | 643.0420 BARRICADES TYPE III DAYS | 643.0705 WARNING LIGHTS TYPE A DAYS | 643.1000 SIGNS FIXED MESSAGE SF | 643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS | NO OF CYCLES | 643.0910 COVERING SIGNS TYPE I EACH | 643.0920 COVERING SIGNS TYPE II EACH | REMARKS |
|----------|--|-----------|------------|-------------------|--------------------------------|----------------------------|-----------------------------------|-------------------------------------|---------------------------------|---|--------------|-------------------------------------|--------------------------------------|------------------|
| 35 | I-43, PLACE IN MEDIAN ACROSS FROM TYPE I AT-GORE EXIT SIGN | MD 4-8 | 36"X18" | 1 | 14 | 14 | | | | | | | | |
| | " | M 3-3 | 36"X18" | 1 | 14 | 14 | | | | | | | | |
| | " | M 1-6 | 36"X36" | 1 | 14 | 14 | | | | | | | | 32 |
| | " | MD 6-1 | 30"X30" | 1 | 14 | 14 | | | | | | | | AHEAD |
| 36 | I-43, PLACE ADJACENT TO TYPE I AT-GORE EXIT SIGN | MD 4-8 | 36"X18" | 1 | 14 | 14 | | | | | | | | |
| | " | M 3-3 | 36"X18" | 1 | 14 | 14 | | | | | | | | |
| | " | M 1-6 | 36"X36" | 1 | 14 | 14 | | | | | | | | 32 |
| | " | MD 6-1 | 30"X30" | 1 | 14 | 14 | | | | | | | | AHEAD |
| 37 | I-43, PLACE 1/2 MILE PRIOR TO CTH AA EXIT IN MEDIAN | M 3-3 | 36"X18" | 1 | 14 | 14 | | | | | | | | |
| | " | M 1-6 | 36"X36" | 1 | 14 | 14 | | | | | | | | 32 |
| | " | W 20-2A | 48"X48" | 1 | 14 | 14 | | | | | | | | |
| 38 | I-43, PLACE 1/2 MILE PRIOR TO CTH AA EXIT RIGHT SIDE | M 3-3 | 36"X18" | 1 | 14 | 14 | | | | | | | | |
| | " | M 1-6 | 36"X36" | 1 | 14 | 14 | | | | | | | | 32 |
| | " | W 20-2A | 48"X48" | 1 | 14 | 14 | | | | | | | | |
| 39 | CTH AA, PLACE TO LEFT OF EXISTING J2-2 SIGN | MD 4-8 | 24"X12" | 1 | 14 | 14 | | | | | | | | |
| | " | M 3-3 | 24"X12" | 1 | 14 | 14 | | | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 14 | 14 | | | | | | | | 32 |
| | " | MD 5-1R | 21"X21" | 1 | 14 | 14 | | | | | | | | |
| 40 | CTH AA, PLACE 125' N. OF SAUK TRAIL RD | MD 4-8 | 24"X12" | 1 | 14 | 14 | | | | | | | | |
| | " | M 3-1 | 24"X12" | 1 | 14 | 14 | | | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 14 | 14 | | | | | | | | 32 |
| 41 | CTH AA, PLACE 125' S. OF SAUK TRAIL RD | MD 4-8 | 24"X12" | 1 | 14 | 14 | | | | | | | | |
| | " | M 3-3 | 24"X12" | 1 | 14 | 14 | | | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 14 | 14 | | | | | | | | 32 |
| 42 | CTH A, PLACE 125' N. OF CTH AA/CTH A INTERSECTION | MD 4-8 | 24"X12" | 1 | 14 | 14 | | | | | | | | |
| | " | M 3-1 | 24"X12" | 1 | 14 | 14 | | | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 14 | 14 | | | | | | | | 32 |
| 43 | CTH A, PLACE 100' S. OF 15TH ST | MD 4-8 | 24"X12" | 1 | 14 | 14 | | | | | | | | |
| | " | M 3-3 | 24"X12" | 1 | 14 | 14 | | | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 14 | 14 | | | | | | | | 32 |
| 44 | CTH A, PLACE 80' N. OF 15TH ST | MD 4-8 | 24"X12" | 1 | 14 | 14 | | | | | | | | |
| | " | M 3-1 | 24"X12" | 1 | 14 | 14 | | | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 14 | 14 | | | | | | | | 32 |
| 45 | CTH AA, MODIFY EXISTING J1-1 SIGN AS SHOWN | MD 4-8A | 24"X18" | 1 | 14 | 14 | | | | | | | | |
| 46 | CTH AA, AT STH 32 INTERSECTION, MODIFY EXISTING J13-2 AS SHOWN | MD 6-1 | 21"X21" | 1 | 14 | 14 | | | | | | | | RIGHT |
| 47 | STH 32, COVER EXISTING J4-1 SIGN AS SHOWN | | | | | | | | | | 1 | | 1 | COVER "SOUTH 32" |
| 48 | CTH A, AT STH 32 INTERSECTION, MODIFY EXISTING J13-2 AS SHOWN | MD 6-6 | 21"X21" | 1 | 14 | 14 | | | | | | | | |
| 49 | STH 32, AT CTH A INTERSECTION, PLACE BARRICADE IN SW QUADRANT SHOULDER | R 11-3 | 60"X30" | 1 | 14 | 14 | 14 | 28 | | | | | | 3.8 MILES AHEAD |
| | " | MD 4-9L | 30"X24" | 1 | 14 | 14 | | | | | | | | |
| 50 | STH 32, AT CTH A INTERSECTION, MOUNT TO LEFT OF EXISTING J13-1 SIGN | MD 4-8 | 24"X12" | 1 | 14 | 14 | | | | | | | | |
| | " | M 3-3 | 24"X12" | 1 | 14 | 14 | | | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 14 | 14 | | | | | | | | 32 |
| | " | MD 6-1 | 21"X21" | 1 | 14 | 14 | | | | | | | | LEFT |
| 51 | STH 32, PLACE 500' PRIOR TO CTH A INTERSECTION | MD 4-8 | 24"X12" | 1 | 14 | 14 | | | | | | | | |
| | " | M 3-3 | 24"X12" | 1 | 14 | 14 | | | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 14 | 14 | | | | | | | | 32 |
| | " | MD 5-1L | 21"X21" | 1 | 14 | 14 | | | | | | | | |
| 52 | STH 32, PLACE 1000' PRIOR TO CTH A INTERSECTION | W 20-2A | 48"X48" | 1 | 14 | 14 | | | | | | | | |
| 53 | STH 32, PLACE APPROX. 375' S. OF COMMERCE ST ON RIGHT SHOULDER | PGMS | | | | | | | | 7 | | | | |
| 54 | STH 32, PLACE S. OF ROCKET RD IN PARKING LANE W/ 3 DRUMS | PGMS | | | | | | | | 7 | | | | |

PAGE SUBTOTALS

47

658

14

28

0

14

0

1

PROJECT TOTALS

122

1,708

28

56

111

14

4

8

PLAN SHEET PRODUCED

BY WisDOT - NE REGION

PROJECT NUMBER: 4540-27-71

HWY: STH 32

COUNTY: SHEBOYGAN

MISCELLANEOUS QUANTITIES

SHEET

29

E

TRANSPORTATION PROJECT PLAT NO: 4540-27-21-4.01

BEING PART OF THE SW 1/4 OF THE SW 1/4 OF SECTION 24 AND THE NW 1/4 OF THE NW 1/4 OF SECTION 25, T13N-R22E, VILLAGE OF CEDAR GROVE, SHEBOYGAN COUNTY, WISCONSIN.

RELOCATION ORDER STH 32 SHEBOYGAN COUNTY
PORT WASHINGTON - CEDAR GROVE

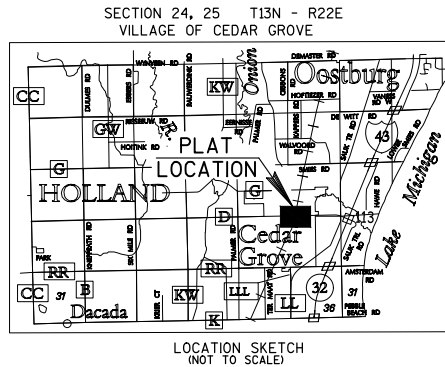
TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTIONS 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

CONVENTIONAL ABBREVIATIONS AND SYMBOLS

| | | | |
|---------------------------------|--------|----------------------------------|----------------------|
| ACRES | AC | CORPORATE LIMITS | //////////////////// |
| CHORD BEARING | CH BRG | EXISTING R/W | ----- |
| CHORD DISTANCE | CH DIS | SECTION LINE | ===== |
| DEED | (D) | QUARTER LINE | ===== |
| DOCUMENT | DOC | SIXTEENTH LINE | ===== |
| EAST BOUND | EB | PROPOSED OR NEW R/W LINE | ===== |
| GAS VALVE | GV | PROPOSED EASEMENT LINE | ----- |
| INLET | IL | PROPERTY LINE | ----- |
| MANHOLE | ●MH | COMMUNICATION LINE | -----C----- |
| MONUMENT | MON | BURIED GAS LINE | -----G----- |
| NORTH BOUND | NB | OVERHEAD ELECTRIC LINE | -----OH----- |
| PAGE | PG | BURIED ELECTRIC LINE | -----E----- |
| PRIVATE DRIVEWAY | PL | LOT, TIE AND OTHER | ----- |
| PROPERTY LINE | PL | MINOR DASHED LINES | ----- |
| RADIUS | R | ACCESS RESTRICTED | ..... |
| REFERENCE LINE | REF | (By Acquisition) | ..... |
| REMAINING | REM | NO ACCESS | ..... |
| RIGHT OF WAY | R/W | (By Statutory Authority) | ..... |
| SECTION | SEC | ACCESS RESTRICTED | ..... |
| SECTION LINE | SL | (By Previous Project/Control) | ..... |
| FOUND IRON PIPE | IP | LIMITED EASEMENT | ..... |
| STATION | STA | (Temporary or Permanent) | ..... |
| TIE POINT | DB1 | UTILITY NUMBER | ..... |
| VOLUME | VOL | SECTION CORNER | ..... |
| FEE ACQUISITION | FEA | SET R/W MONUMENT W/CAP | ..... |
| ADJOINING LANDS WITH SAME OWNER | ADJ | (1" X 24" IRON PIPE, 1/3 LBS/FT) | ..... |
| BUILDING TO BE RAZED | BRZ | HIGHWAY EASEMENT | ..... |
| PROPOSED R/W | PRW | PARCEL NUMBER | ..... |
| BOUNDARY POINT | BP | UTILITY NUMBER | ..... |
| TEMPORARY LIMITED EASEMENT | TLE | SECTION CORNER | ..... |
| PERMANENT LIMITED EASEMENT | PLE | UTILITY NUMBER | ..... |
| HIGHWAY EASEMENT | HE | SECTION CORNER | ..... |



POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, SHEBOYGAN COUNTY, NAD83 (97) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 1" X 24" IRON PIPE) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 32 ESTABLISHED UNDER PROJECT 4225 1 22.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

THE REFERENCE LINE SHOWN ON THIS PLAT MAY NOT BE THE SAME AS THE REFERENCE LINE SHOWN ON THE CONSTRUCTION PLAN.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE. ALL TLES EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A HIGHWAY EASEMENT (HE) IS AN EASEMENT FOR HIGHWAY PURPOSES, AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE.

STATION/OFFSET TABLE
FROM STH 32 REFERENCE LINE

| POINT | STATION | OFFSET | NORTHING | EASTING |
|-------|-----------|---------|------------|------------|
| DB1 | 238+24.77 | 0.00' | 111461.673 | 190382.482 |
| DB2 | 239+80.13 | 0.00' | 111462.650 | 190537.838 |
| DB3 | 241+11.64 | 0.00' | 111458.737 | 190669.295 |
| TLE11 | 241+73.29 | -39.36' | 111497.623 | 190731.238 |
| TLE10 | 241+73.38 | -29.51' | 111487.782 | 190731.256 |
| TLE32 | 241+73.55 | 30.49' | 111427.779 | 190730.965 |
| TLE33 | 241+73.62 | 40.18' | 111418.091 | 190730.965 |
| TLE34 | 241+97.13 | 40.00' | 111418.091 | 190754.471 |
| TLE35 | 241+97.25 | 56.71' | 111401.377 | 190754.471 |
| TLE13 | 242+08.57 | -54.09' | 111512.085 | 190766.626 |
| TLE12 | 242+08.68 | -39.37' | 111497.363 | 190766.626 |
| TLE14 | 242+38.45 | -53.98' | 111511.753 | 190796.508 |
| TLE15 | 242+38.53 | -39.37' | 111497.143 | 190796.481 |
| DB4 | 242+42.29 | 0.00' | 111457.743 | 190799.941 |
| TLE36 | 242+55.77 | 56.46' | 111401.243 | 190813.239 |
| TLE37 | 242+56.05 | 41.37' | 111416.536 | 190813.573 |
| TLE16 | 242+75.82 | -39.23' | 111496.871 | 190833.591 |
| TLE17 | 242+85.88 | -50.74' | 111508.345 | 190843.688 |
| TLE38 | 242+95.08 | 41.58' | 111416.002 | 190852.597 |
| HE48 | 242+96.25 | 36.72' | 111420.861 | 190853.783 |
| DB53 | 242+97.71 | 30.67' | 111426.902 | 190855.258 |
| PRW44 | 242+98.82 | -29.33' | 111486.898 | 190856.561 |
| TLE18 | 243+18.04 | -50.92' | 111508.428 | 190875.846 |
| TLE19 | 243+18.53 | -57.83' | 111515.335 | 190876.351 |
| DB55 | 243+21.81 | 1.19' | 111456.310 | 190879.452 |
| DB51 | 243+29.19 | -29.31' | 111486.784 | 190886.931 |
| PRW45 | 243+32.52 | -43.07' | 111500.530 | 190890.299 |
| HE46 | 243+42.86 | -85.86' | 111543.288 | 190900.775 |
| TLE20 | 243+45.21 | -95.58' | 111553.002 | 190903.154 |
| TLE39 | 243+71.62 | 57.98' | 111399.362 | 190929.092 |
| HE49 | 243+71.65 | 52.87' | 111404.471 | 190929.129 |
| HE50 | 243+95.36 | 48.00' | 111409.274 | 190952.862 |
| DB52 | 243+97.08 | -29.26' | 111486.530 | 190954.821 |
| TLE40 | 243+99.07 | 52.34' | 111404.919 | 190956.550 |
| DB54 | 243+99.54 | 30.74' | 111426.521 | 190957.088 |
| TLE22 | 244+01.31 | -46.76' | 111504.012 | 190959.102 |
| HE47 | 244+07.02 | -70.36' | 111527.593 | 190964.892 |
| TLE21 | 244+09.37 | -80.08' | 111537.306 | 190967.260 |
| TLE41 | 244+56.30 | 55.10' | 111401.983 | 191013.773 |
| TLE42 | 245+01.58 | 50.75' | 111406.189 | 191059.069 |
| TLE23 | 245+26.24 | -42.01' | 111498.879 | 191084.016 |
| TLE25 | 245+40.23 | -76.51' | 111533.333 | 191098.110 |
| TLE24 | 245+40.33 | -42.02' | 111498.844 | 191098.110 |
| TLE26 | 245+83.23 | -76.88' | 111533.567 | 191141.115 |
| TLE27 | 245+83.38 | -56.79' | 111513.476 | 191141.199 |
| TLE28 | 246+39.95 | -56.96' | 111513.476 | 191197.770 |
| TLE29 | 246+40.07 | -42.51' | 111499.019 | 191197.843 |
| TLE43 | 246+57.77 | 48.16' | 111408.303 | 191215.268 |
| TLE30 | 246+63.96 | -42.09' | 111498.533 | 191221.734 |
| TLE31 | 246+63.98 | -34.09' | 111490.530 | 191221.734 |
| DB5 | 247+82.16 | 0.00' | 111456.075 | 191339.809 |

COURSE TABLE
NEW RIGHT OF WAY/HIGHWAY EASEMENT

| POINT | TO | POINT | BEARING | DISTANCE |
|-------|-------|-------|-------------|----------|
| SEC8 | DB55 | S | 89°47'07" E | 523.33' |
| DB55 | DB51 | N | 13°47'23" E | 31.38' |
| DB51 | PRW44 | N | 89°47'07" W | 30.37' |
| PRW44 | PRW45 | N | 67°59'51" E | 36.39' |
| PRW45 | HE46 | N | 13°46'00" E | 44.02' |
| HE46 | HE47 | S | 76°14'33" E | 66.00' |
| HE47 | DB52 | S | 13°46'01" W | 42.28' |
| DB52 | DB54 | S | 02°09'49" E | 60.05' |
| DB54 | HE50 | S | 13°46'00" W | 17.76' |
| HE50 | HE49 | S | 78°33'35" W | 24.21' |
| HE49 | HE48 | N | 77°43'39" W | 77.11' |
| HE48 | DB53 | N | 13°43'18" E | 6.22' |
| DB53 | DB55 | N | 39°26'37" E | 38.08' |
| DB55 | SEC9 | S | 89°47'07" E | 2108.57' |
| SEC9 | SEC8 | N | 89°47'07" W | 2631.90' |

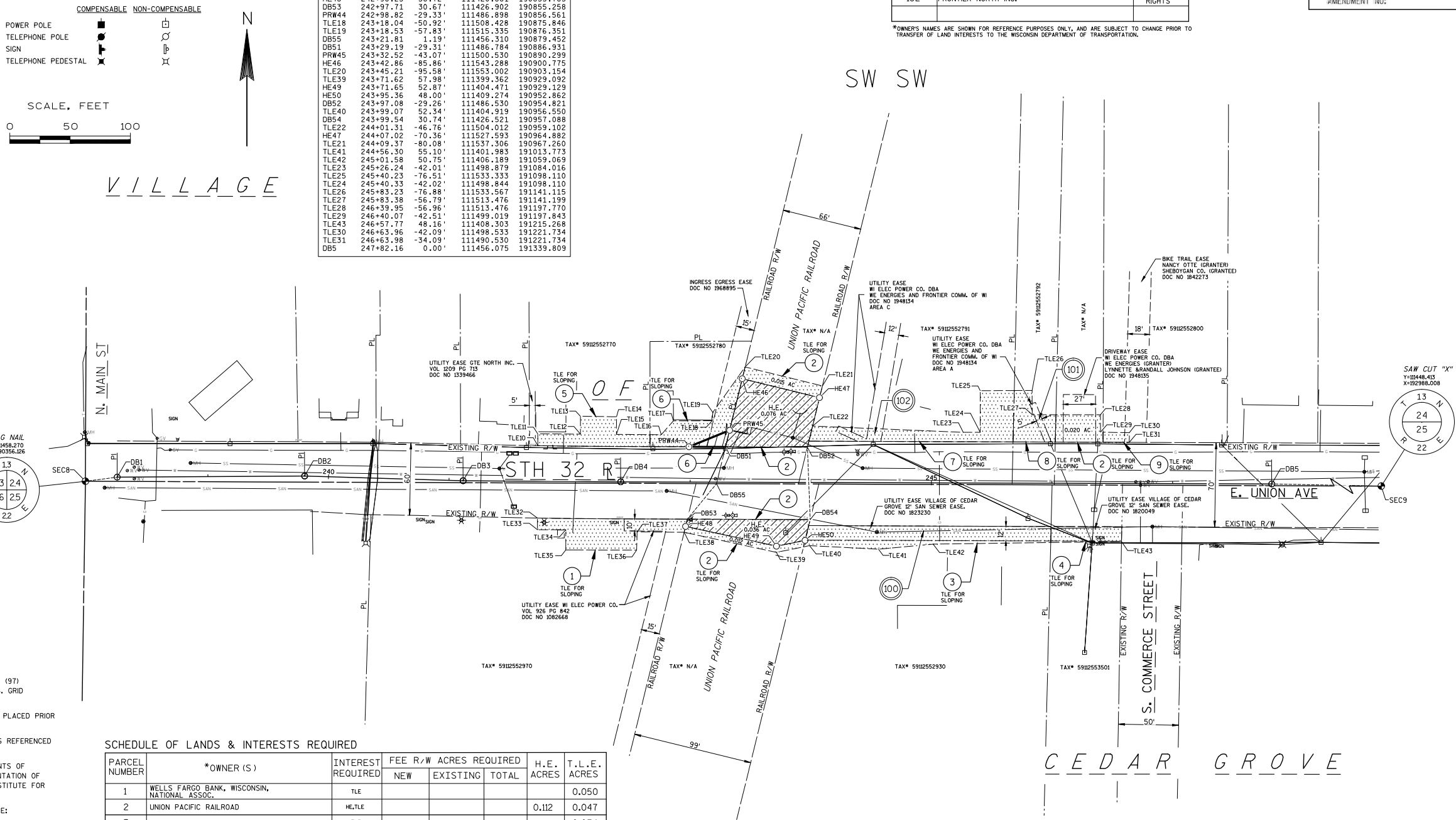
COURSE TABLE
STH 32 REFERENCE LINE

| POINT | TO | POINT | BEARING | DISTANCE |
|-------|------|-------|-------------|----------|
| SEC8 | DB1 | N | 82°38'34" E | 26.57' |
| DB1 | DB2 | N | 89°38'22" E | 155.36' |
| DB2 | DB3 | S | 88°17'42" E | 131.51' |
| DB3 | DB4 | S | 89°33'50" E | 130.65' |
| DB4 | DB5 | S | 89°49'23" E | 539.87' |
| DB5 | SEC9 | S | 89°44'01" E | 1648.22' |
| SEC9 | SEC8 | N | 89°47'07" W | 2631.90' |

SCHEDULE OF UTILITIES & INTERESTS REQUIRED

| UTILITY NUMBER | *OWNER | INTEREST REQUIRED |
|----------------|--|-------------------|
| 100 | VILLAGE OF CEDAR GROVE (SANITARY SEWER) | RELEASE OF RIGHTS |
| 101 | WISCONSIN ELECTRIC POWER COMPANY (ELECTRICITY) | RELEASE OF RIGHTS |
| 102 | FRONTIER NORTH INC. | RELEASE OF RIGHTS |

*OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION.



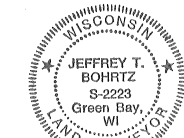
SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | *OWNER (S) | INTEREST REQUIRED | FEE R/W ACRES REQUIRED | H.E. ACRES | T.L.E. ACRES |
|---------------|--|-------------------|------------------------|------------|--------------|
| | | | NEW | EXISTING | TOTAL |
| 1 | WELLS FARGO BANK, WISCONSIN, NATIONAL ASSOC. | TLE | | | 0.050 |
| 2 | UNION PACIFIC RAILROAD | HE,TLE | | | 0.112 |
| 3 | JPAJ PROPERTY, LLC | TLE | | | 0.074 |
| 4 | WI ELEC POWER CO | TLE | | | 0.017 |
| 5 | LARRY & BARBARA KLUTGEN | TLE | | | 0.031 |
| 6 | WARREN HEINEN | FEE,TLE | 0.005 | 0.005 | 0.034 |
| 7 | LYNNETTE & RANDALL JOHNSON | TLE | | | 0.059 |
| 8 | VILLAGE OF CEDAR GROVE | TLE | | | 0.025 |
| 9 | NANCY OTTE | TLE | | | 0.004 |

*OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

WISCONSIN DEPARTMENT OF TRANSPORTATION

I, JEFFREY T. BOHRTZ, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE MAPPED THIS TRANSPORTATION PROJECT PLAT AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

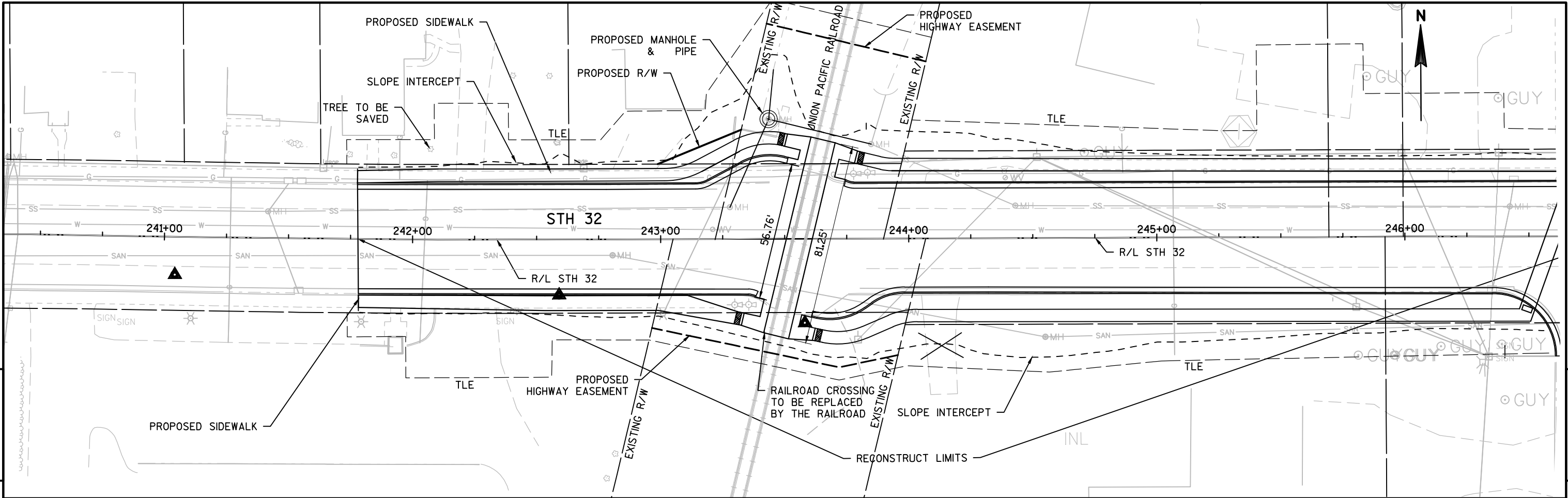


SIGNATURE...*Jeffrey T. Bohrtz*...DATE 8/10/2017
NAME...JEFFREY T. BOHRTZ, PLS-2223.....

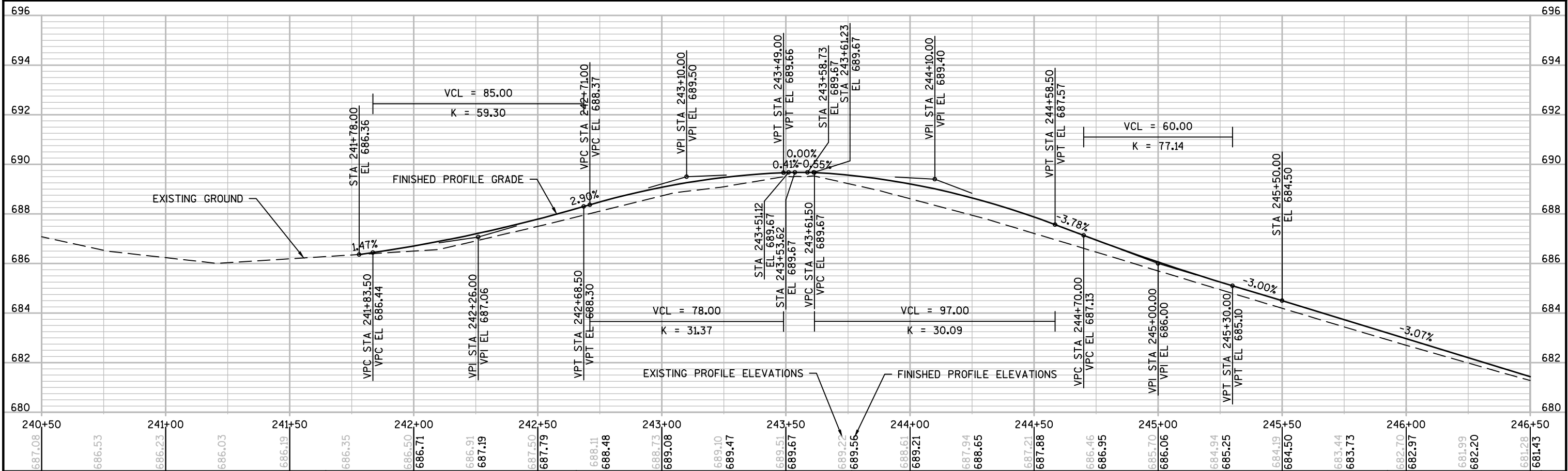
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHEAST REGION.

SIGNATURE...*Curt Van Erem*...DATE 8/10/2017
NAME...CURT VAN EREM.....24.....

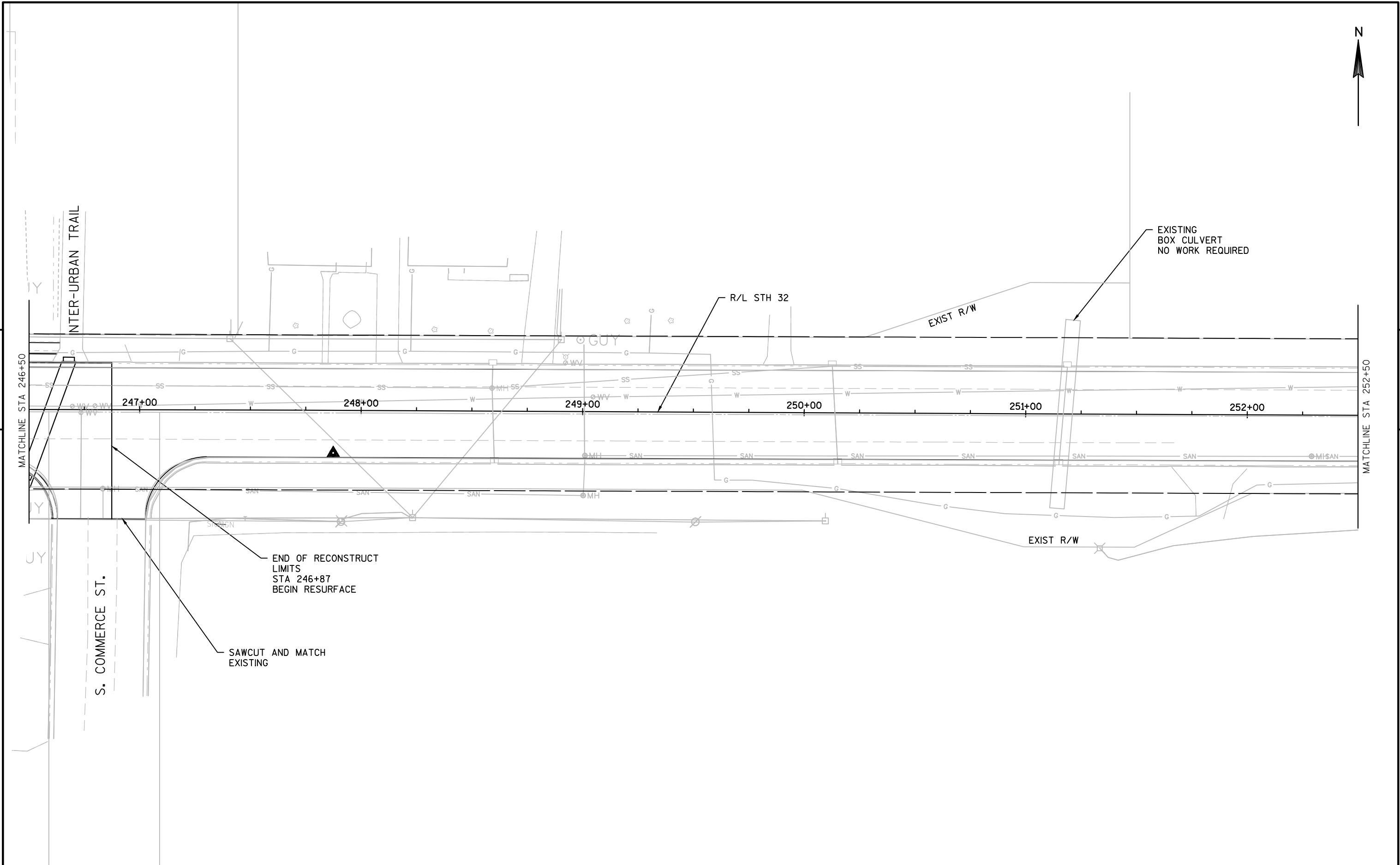
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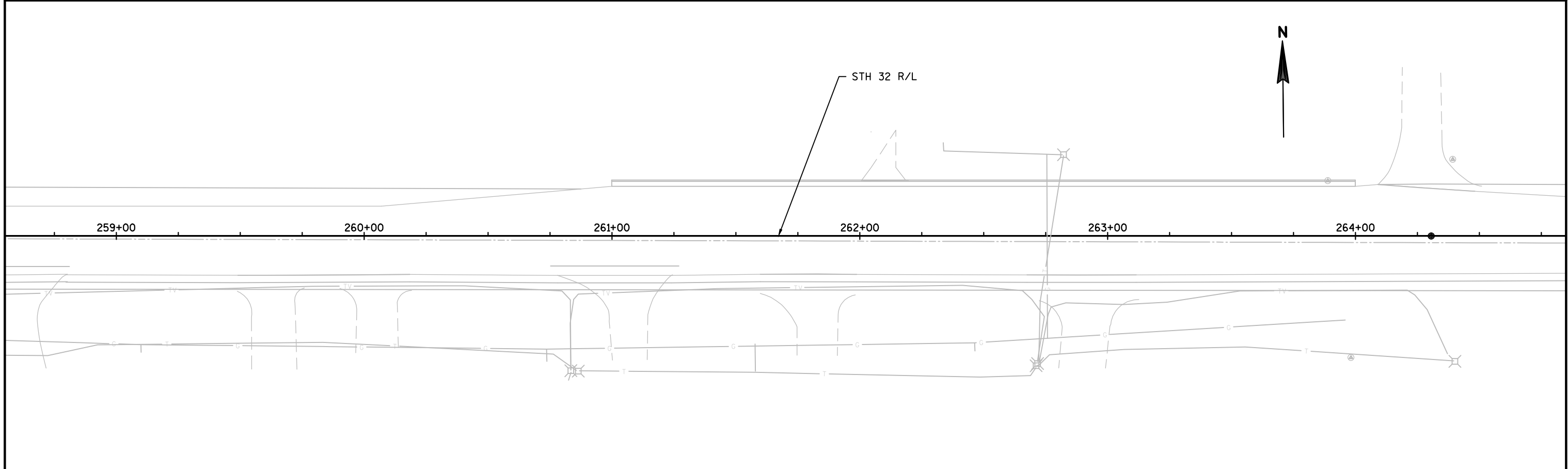
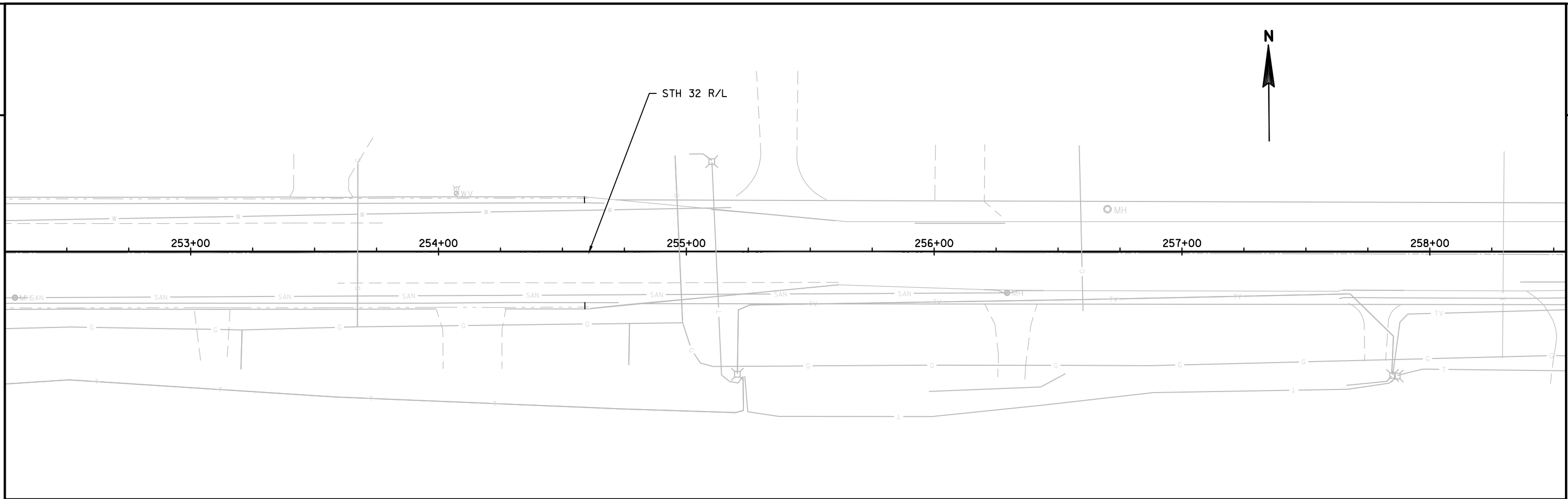
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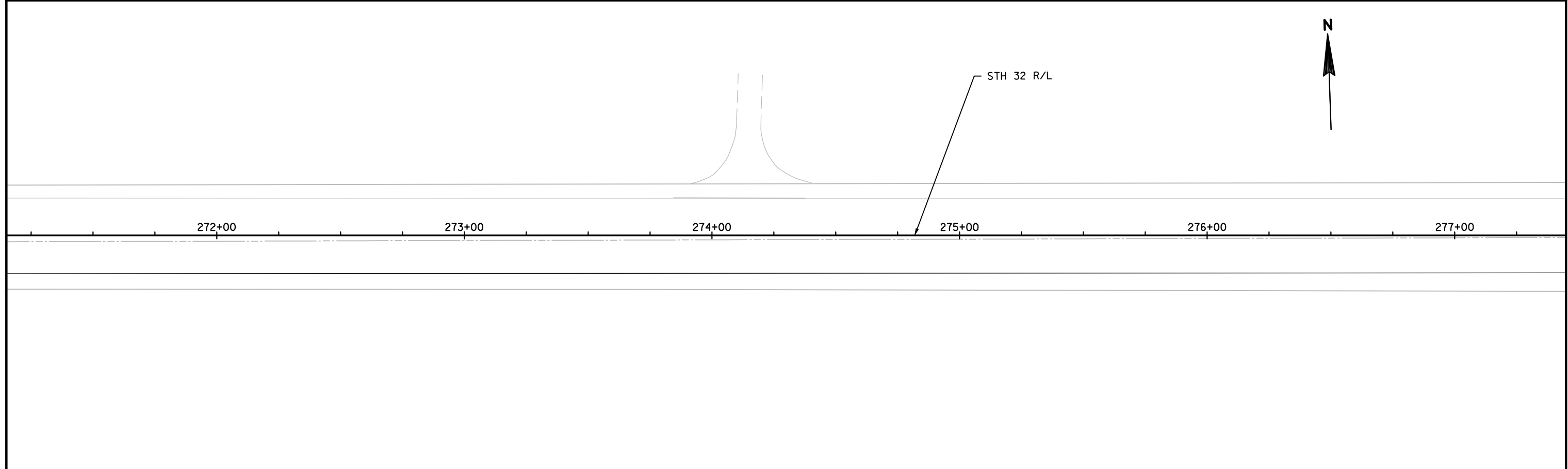
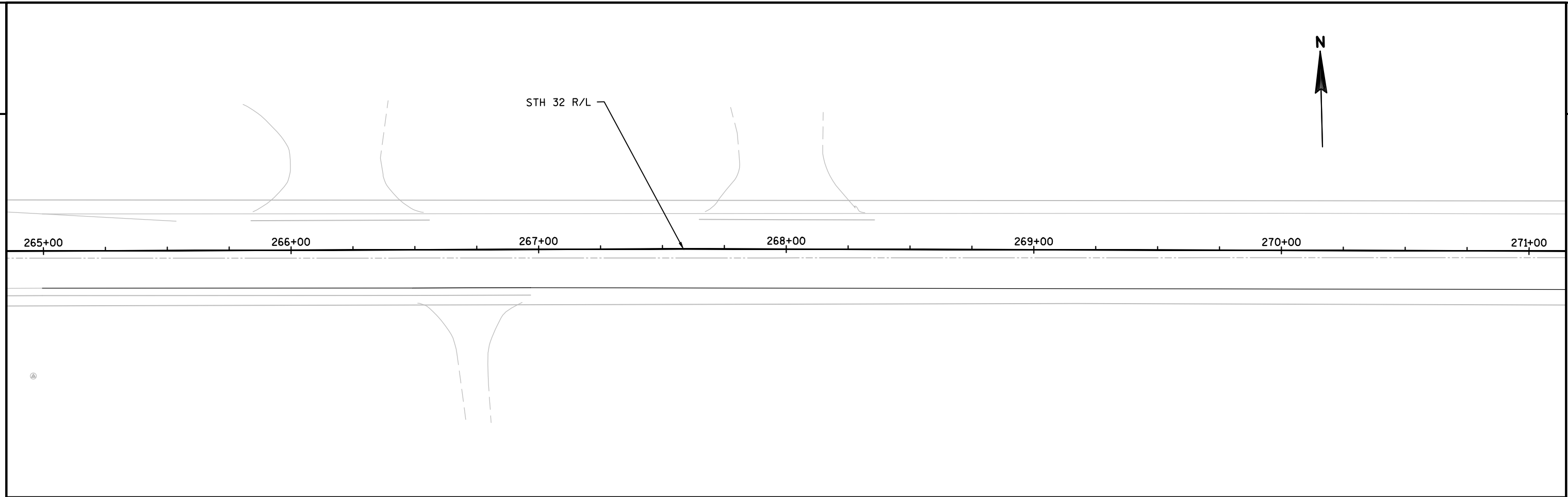
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|------------------------|-------------|-------------------|------------------------|----------|
| PROJECT NO: 4540-27-71 | HWY: STH 32 | COUNTY: SHEBOYGAN | PLAN & PROFILE: STH 32 | SHEET 25 |
|------------------------|-------------|-------------------|------------------------|----------|



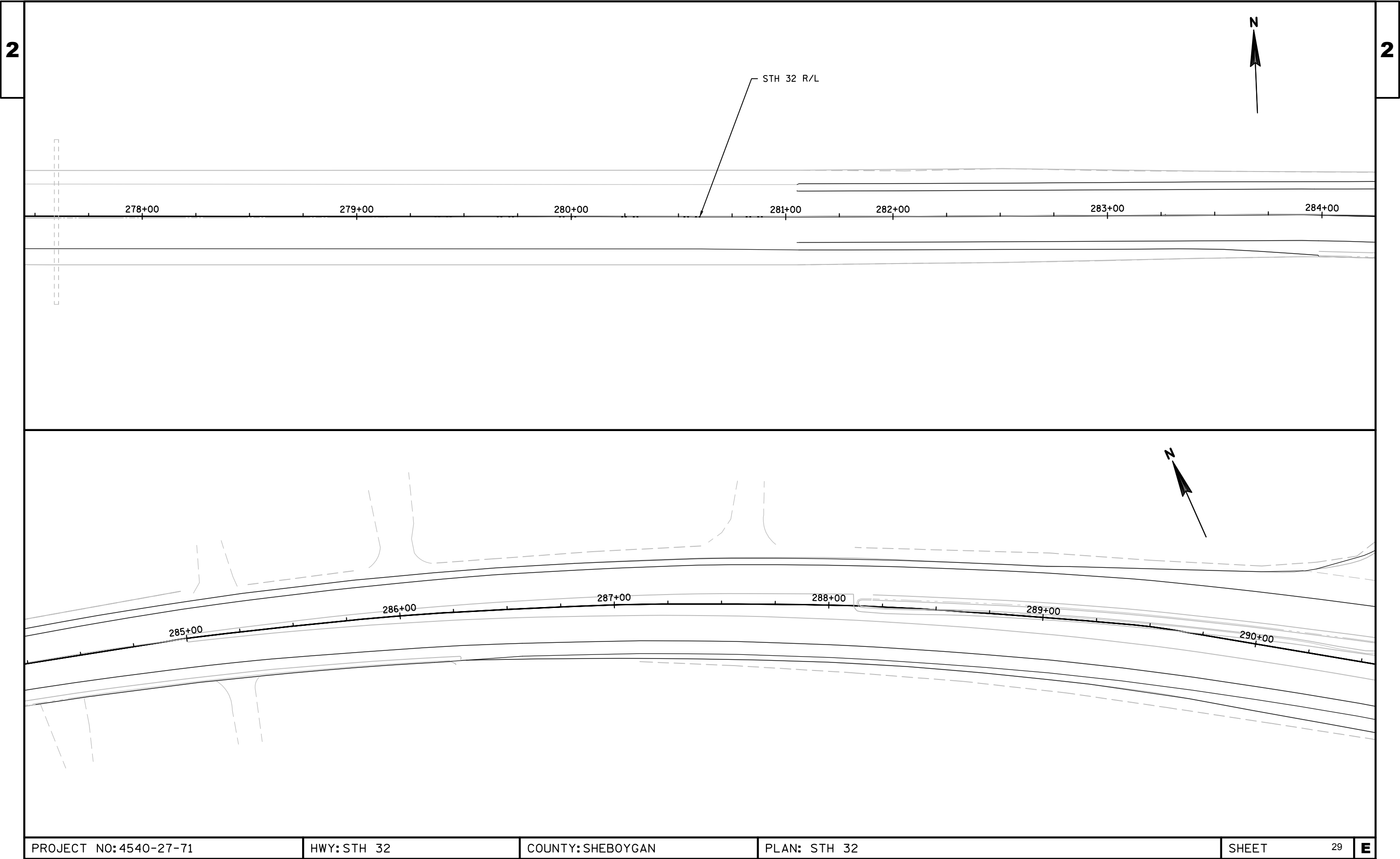
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| PROJECT NO: 4540-27-71 | HWY: STH 32 | COUNTY: SHEBOYGAN | PLAN SHEET: STH 32 | SHEET 26 | E |
|------------------------|-------------|-------------------|--------------------|----------|---|

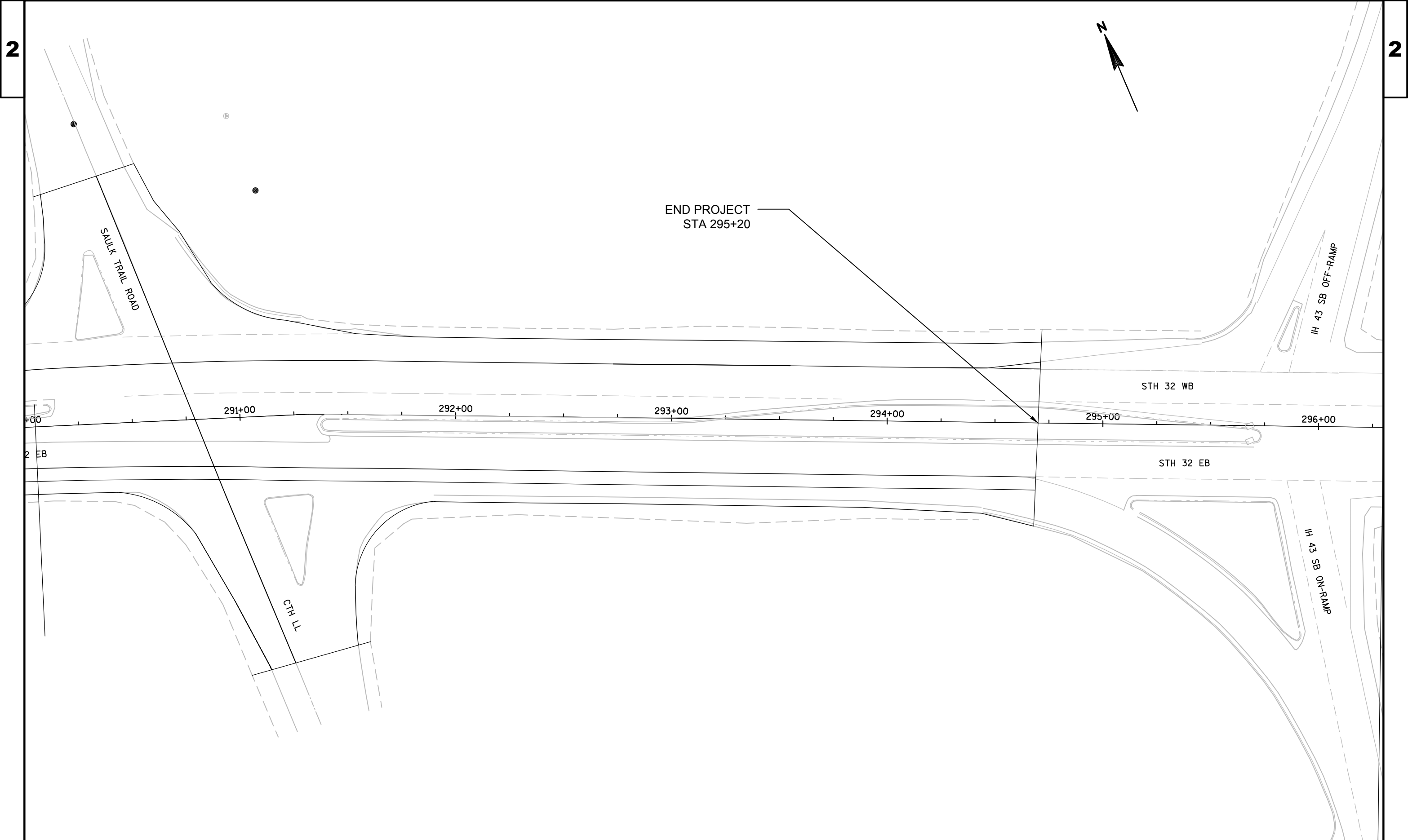


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| PROJECT NO: 4540-27-71 | HWY: STH 32 | COUNTY: SHEBOYGAN | PLAN: STH 32 | SHEET 27 | E |
|------------------------|-------------|-------------------|--------------|----------|---|

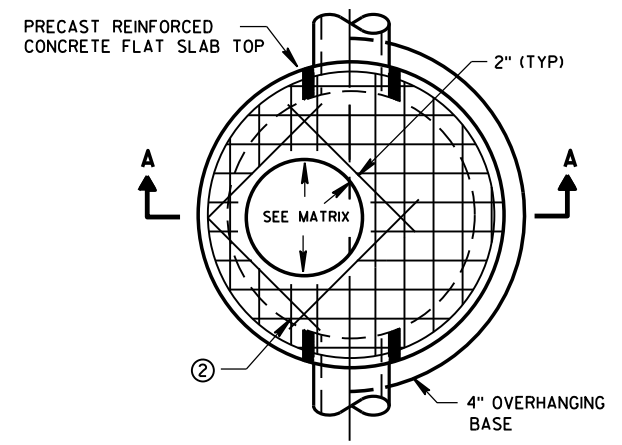


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| PROJECT NO: 4540-27-71 | HWY: STH 32 | COUNTY: SHEBOYGAN | PLAN: STH 32 | SHEET 28 | E |
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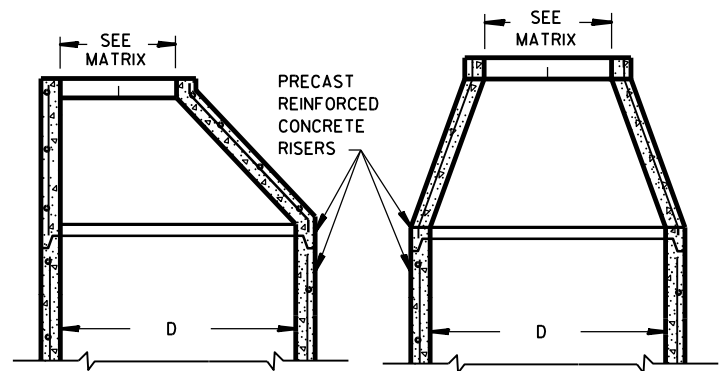




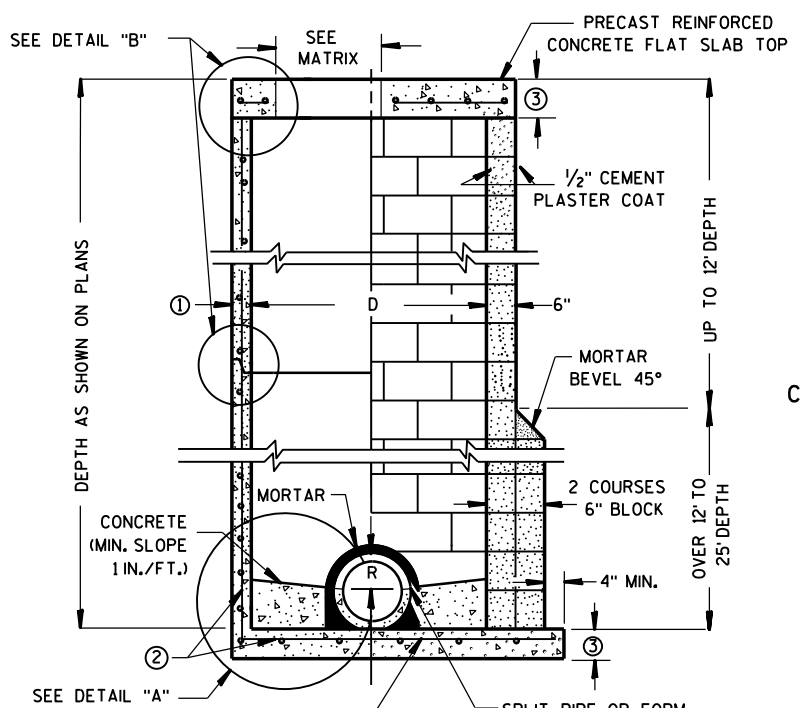
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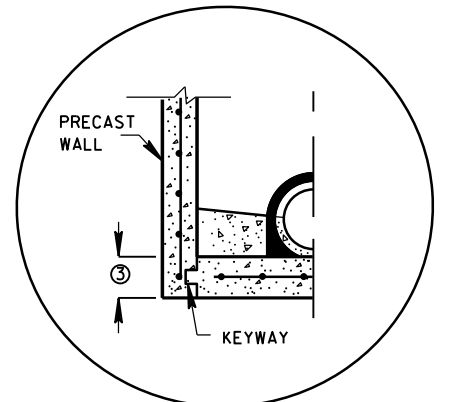
PLAN VIEW CIRCULAR OPENING



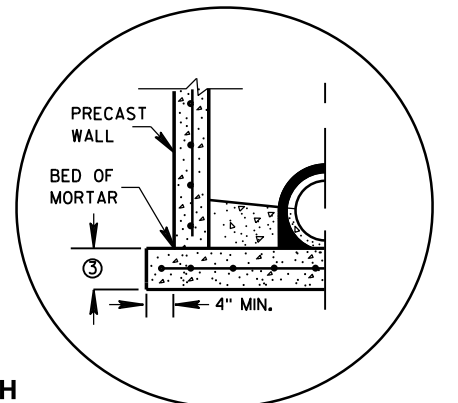
OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP
OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP



PRECAST REINFORCED CONCRETE BLOCK WITH CONCRETE WITH MONOLITHIC BASE
CONCRETE WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

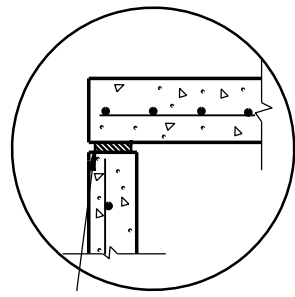


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

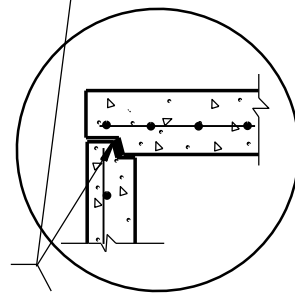


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION
DETAIL "A"

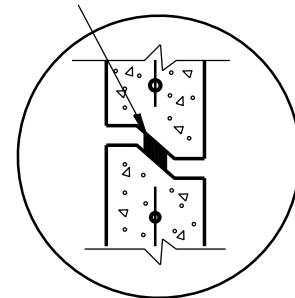
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)



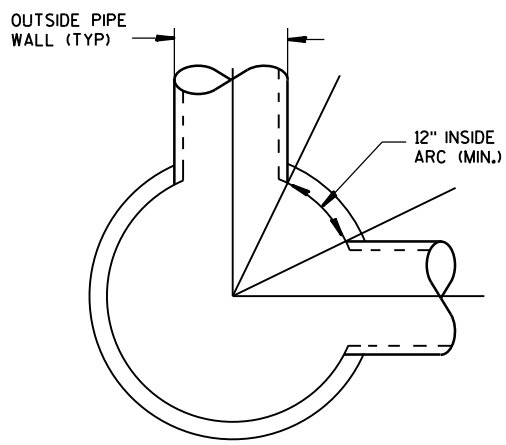
TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT
DETAIL "B"



DETAIL "C"

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS. UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST MANHOLE UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

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

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

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

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF 1/2" AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED. CONCRETE BLOCK WILL NOT BE PERMITTED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN. ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

- ① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.
- ② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.
- ③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

MANHOLE COVER OPENING MATRIX

| MANHOLE COVER TYPE | C | ALL J'S | K | L | M |
|--------------------|---|---------|---|---|---|
| OPENING SIZE (FT) | | | | | |
| 2 DIA. | X | X | | X | |
| 3 DIA. | | | X | | X |

PIPE MATRIX

| MANHOLE SIZE | MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES | |
|--------------|--|---------------------|
| | 180° SEPARATION (IN) | 90° SEPARATION (IN) |
| 3-FT | 15 | 12 |
| 4-FT | 24 | 18 |
| 5-FT | 36 | 24 |
| 6-FT | 42 | 36 |
| 7-FT | 48 | 36 |
| 8-FT | 60 | 42 |

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

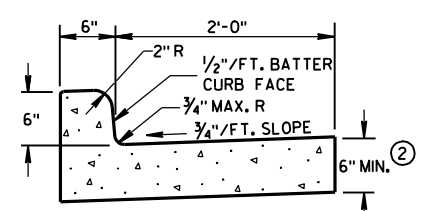
APPROVED
Sep 11, 2016 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR

6

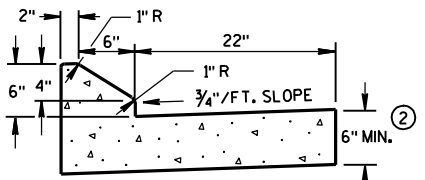
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S.D.D. 8 B 9-2

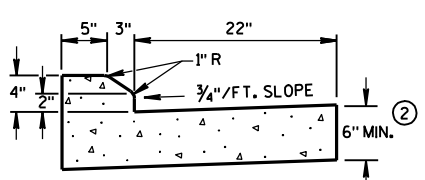
S.D.D. 8 B 9-2



TYPES A & D ①

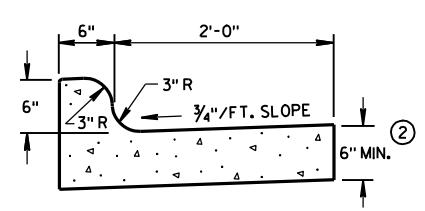


6" SLOPED CURB TYPES G & J ①

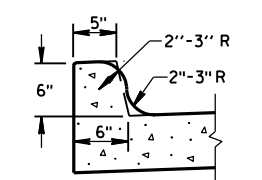


4" SLOPED CURB TYPES G & J ①

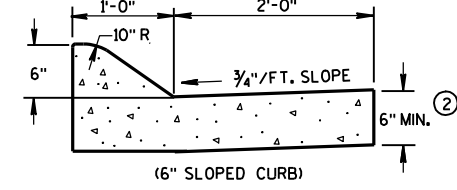
CONCRETE CURB & GUTTER 30"



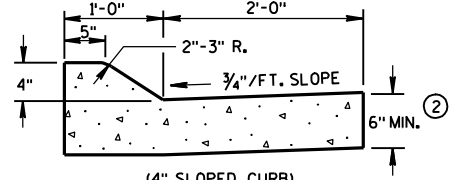
TYPES K & L ①



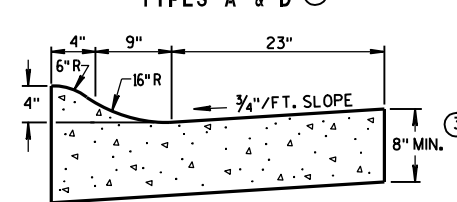
OPTIONAL CURB SHAPE FOR TYPES K & L ①



(6" SLOPED CURB)

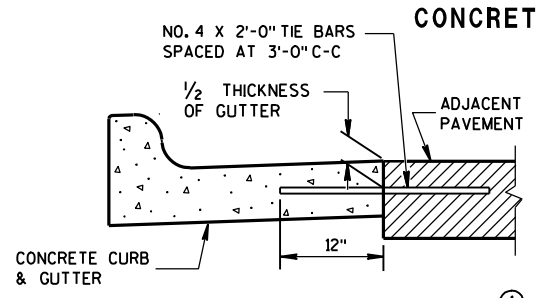


(4" SLOPED CURB)

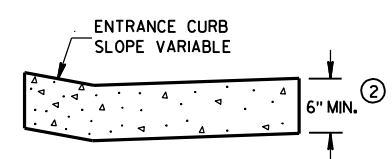


4" SLOPED CURB TYPES R & T ① ④

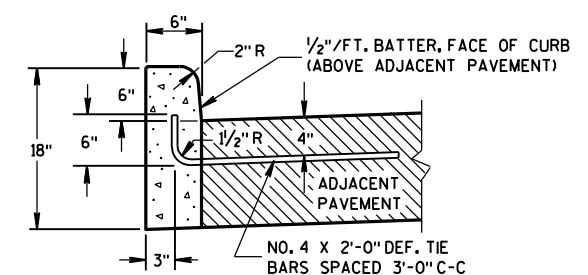
CONCRETE CURB & GUTTER 36"



TYPICAL TIE BAR LOCATION ①

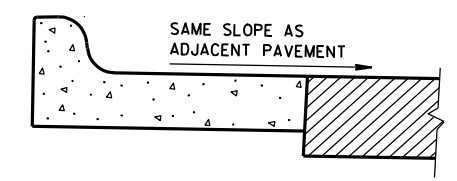


DRIVEWAY ENTRANCE CURB (WHEN DIRECTED BY THE ENGINEER)

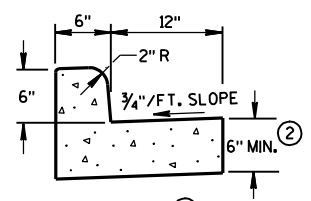


TYPES A & D ①

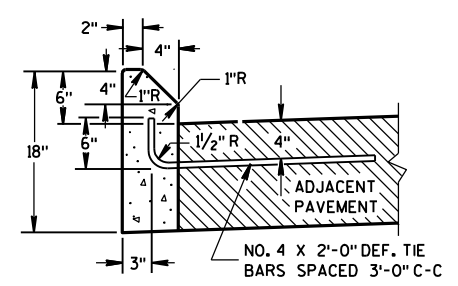
CONCRETE CURB



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



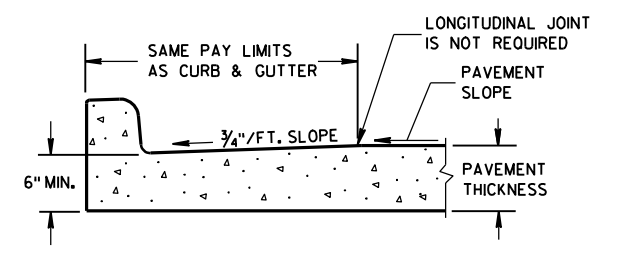
TYPES A & D CONCRETE CURB & GUTTER 18"



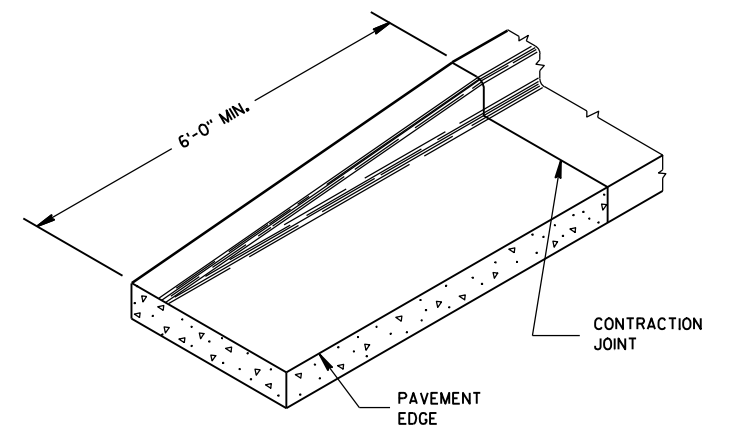
TYPES G & J ①

GENERAL NOTES

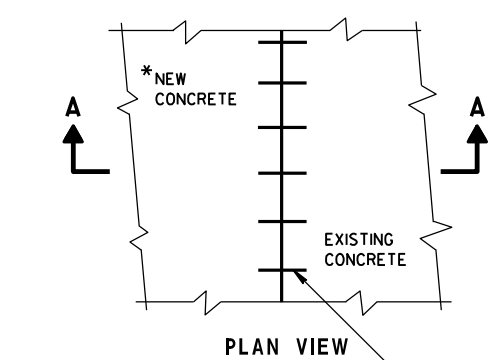
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.
- PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.
- INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.
- WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.
- UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURBS.
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.
 - ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
 - ③ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.
 - ④ THE FACE OF CURB IS 6" FROM THE BACK OF CURB.
 - ⑤ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



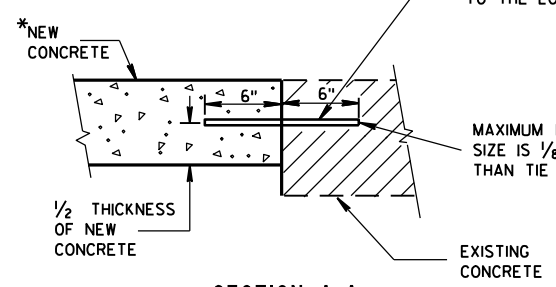
PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



END SECTION CURB & GUTTER



PLAN VIEW



SECTION A-A TIE BARS DRILLED INTO EXISTING PAVEMENT

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

NO. 6 TIE BARS SPACED 2'-6" C-C, INSTALLED PERPENDICULAR TO THE LONGITUDINAL JOINT.

MAXIMUM DRILL HOLE SIZE IS 1/8" GREATER THAN TIE BAR DIAMETER

EXISTING CONCRETE

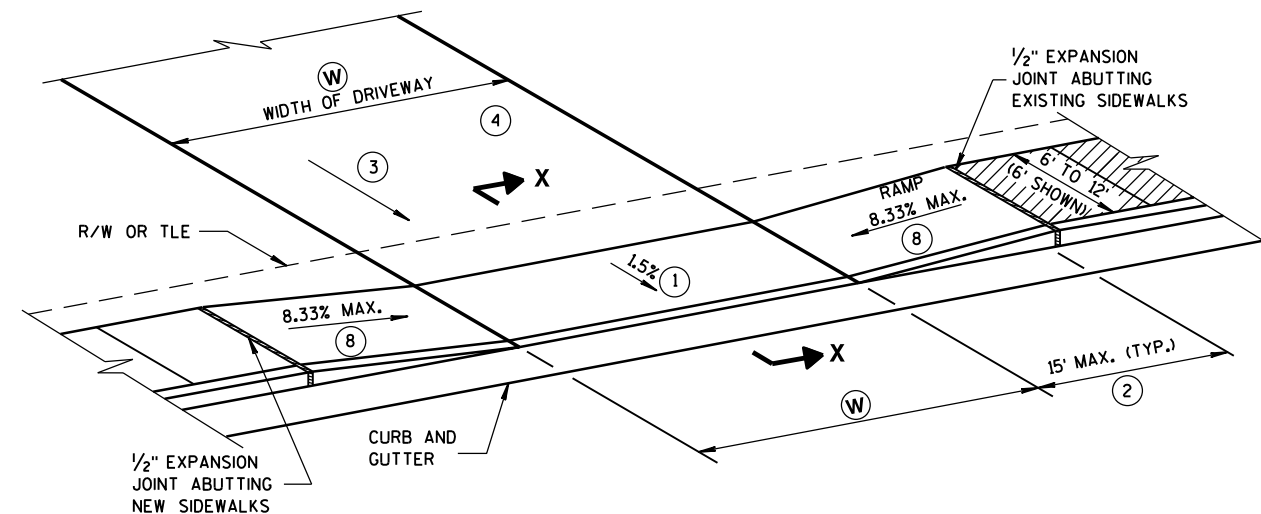
| CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES | |
|--|--|
| STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION | |
| APPROVED 9/4/08 DATE | /S/ Jerry H. Zogg ROADWAY STANDARDS DEVELOPMENT ENGINEER |
| FHWA | |



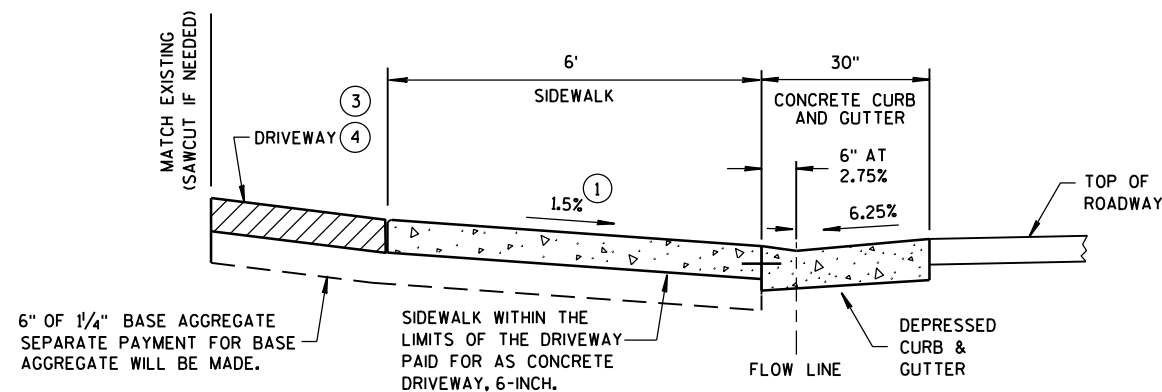
8D18: Driveway and Sidewalk Ramps Types X & Y

GENERAL NOTES

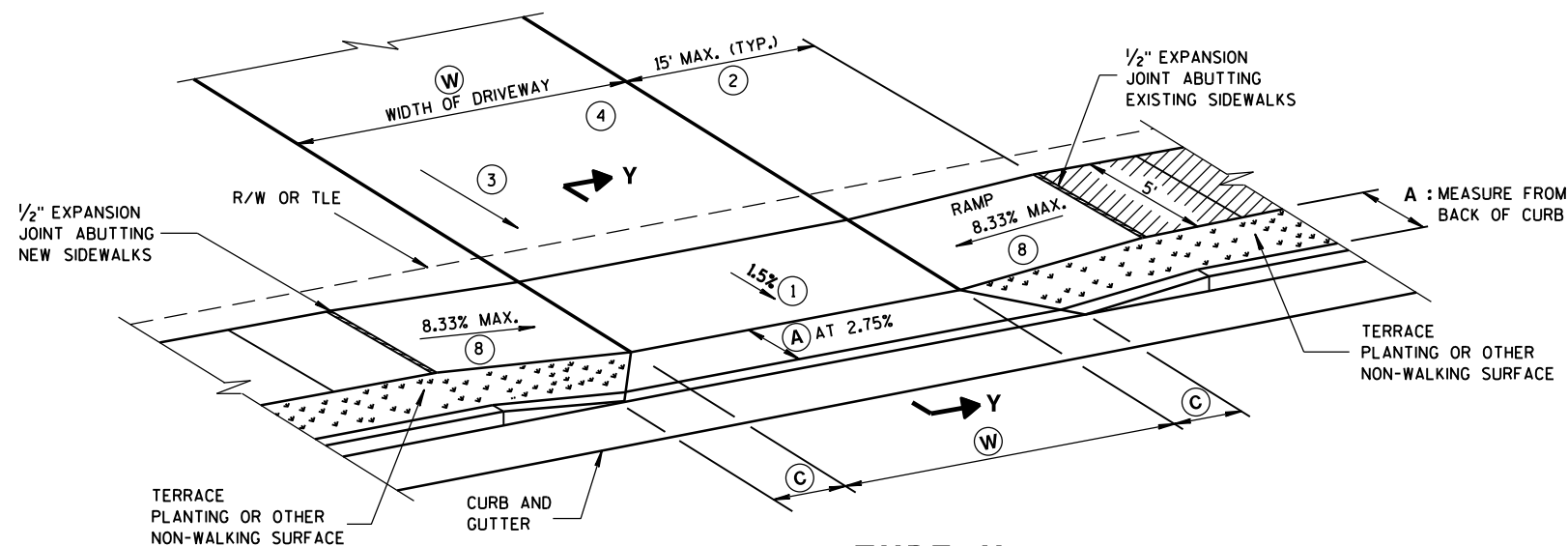
- 1 CONSTRUCTION TOLERANCE OF 0.5% ± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.
- 2 THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY.
- 3 DRIVEWAY SLOPES: DESIRABLE MAXIMUM
10.5% UP AWAY FROM SIDEWALK (SAG)
8.5% DOWN AWAY FROM SIDEWALK (CREST)
ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG
- 4 DRIVEWAY TYPES
 - 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
 - 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
 - 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES)
- 5 PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.
- 6 (W) IS SHOWN ON PLAN AND PROFILE SHEETS.
- 7 OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.
- 8 SLOPE SIDEWALK RAMP TOWARD APRON AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.



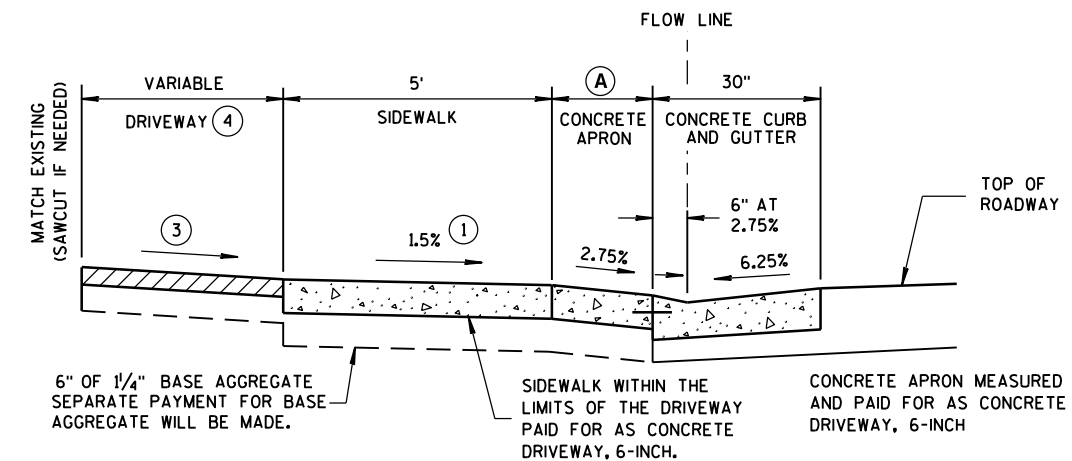
TYPE X
SIDEWALK ABUTS CURB & GUTTER
TERRACE VARIES 0 TO 3 FEET



SECTION X-X



TYPE Y
SIDEWALK WITH NARROWER TERRACE
TERRACE VARIES 4 TO 6 FEET



NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS

SECTION Y-Y
DRIVEWAY DETAIL
WITH CONCRETE CURB & GUTTER
(URBAN AND SUBURBAN)

TABLE Y

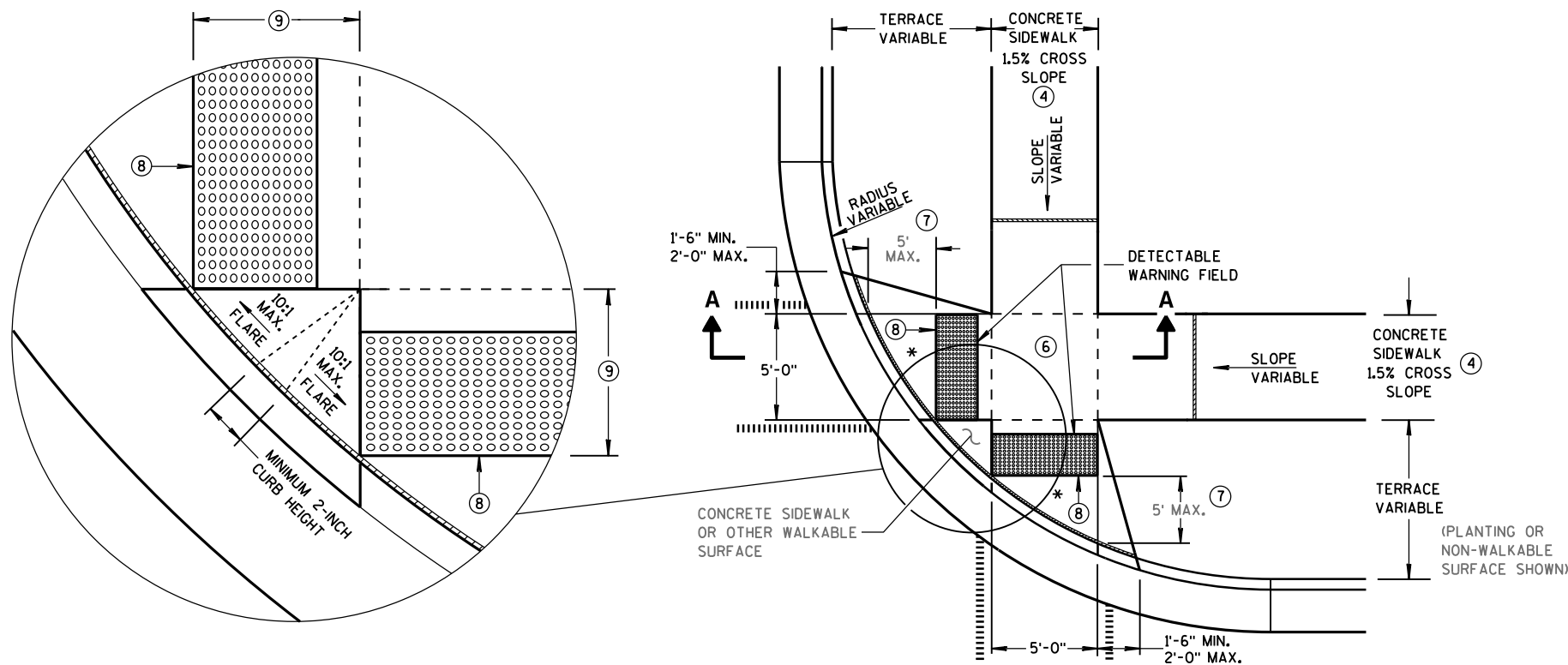
| (A) FEET | (C) FEET |
|-------------|-------------|
| 3.5' | 2.0' |
| 4.5' | 3.0' |
| 5.5' | 3.5' |

NOT TO SCALE

**DRIVEWAY AND SIDEWALK
RAMPS
TYPES X & Y**

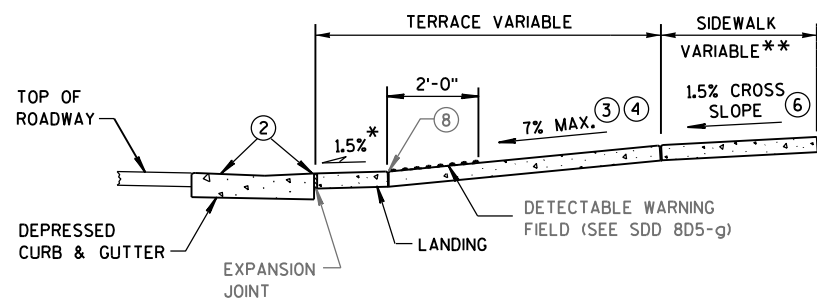
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December, 2016 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



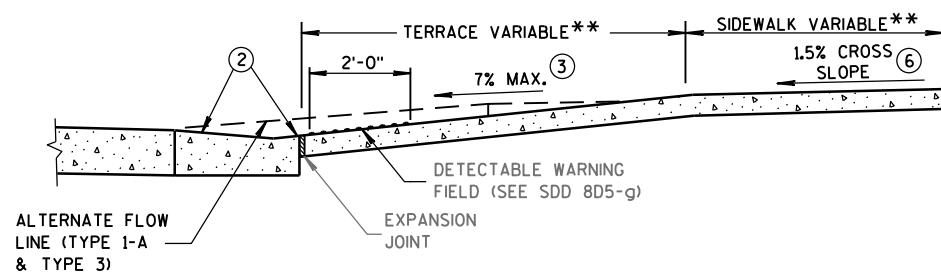
**PLAN VIEW
TYPE 2 RAMP**
(ON LINE WITH SIDEWALK)

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



SECTION A-A

** WIDTH SHOWN ELSEWHERE
IN THE PLANS



SECTION B-B

GENERAL NOTES

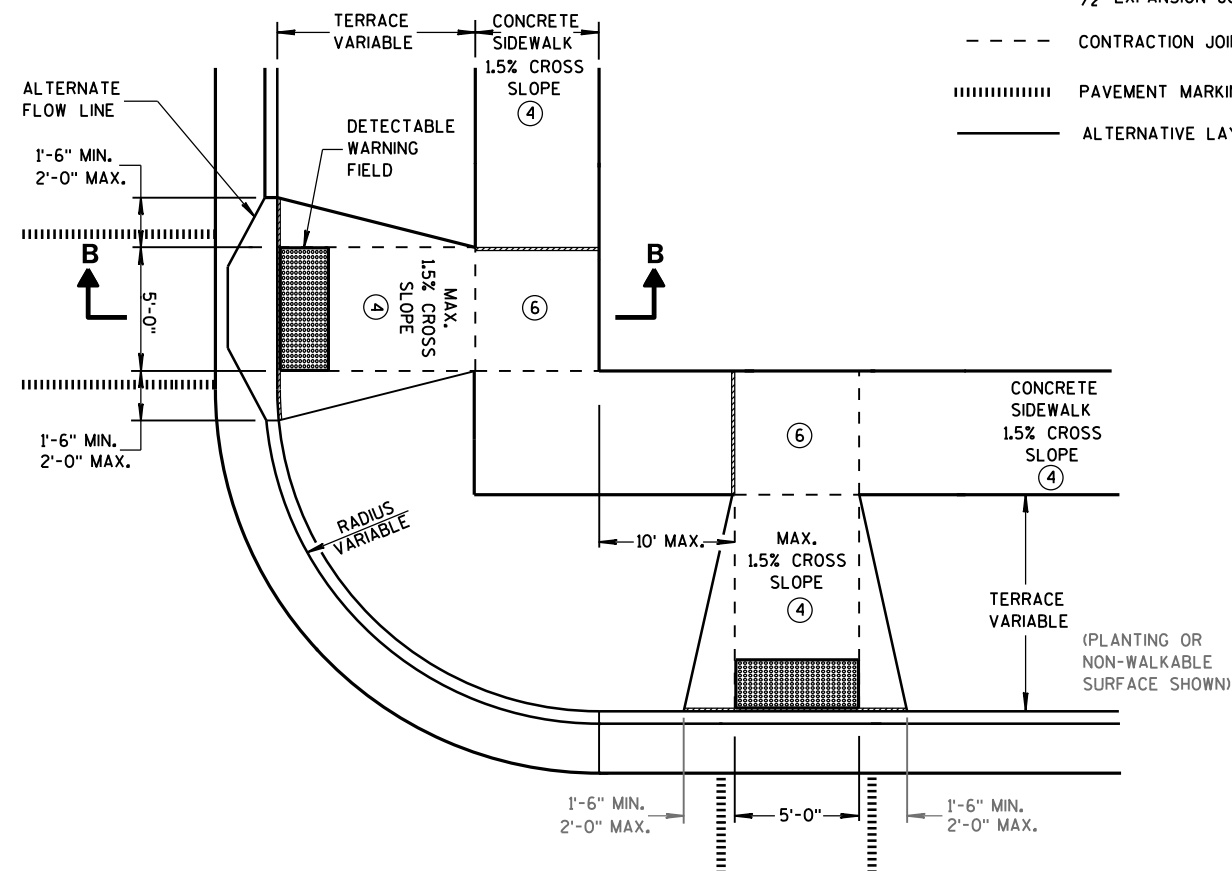
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

- 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.
- ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.
- WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- WHEN THIS DISTANCE IS LESS THAN 6'-0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

LEGEND

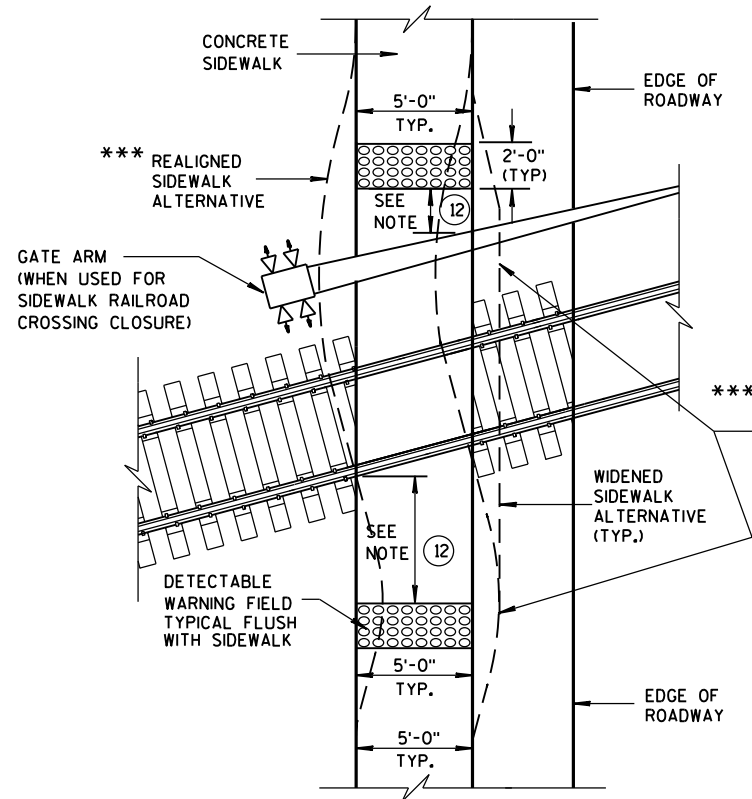
- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



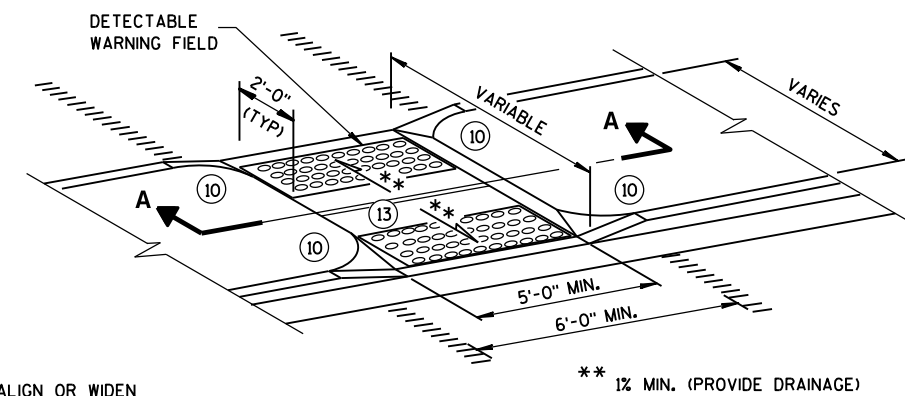
**PLAN VIEW
TYPE 3 RAMP**
(OUTSIDE OF CROSSWALK AREA)

**CURB RAMPS
TYPES 2 AND 3**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



TYPE 8
DETECTABLE WARNINGS
AT RAILROAD CROSSING

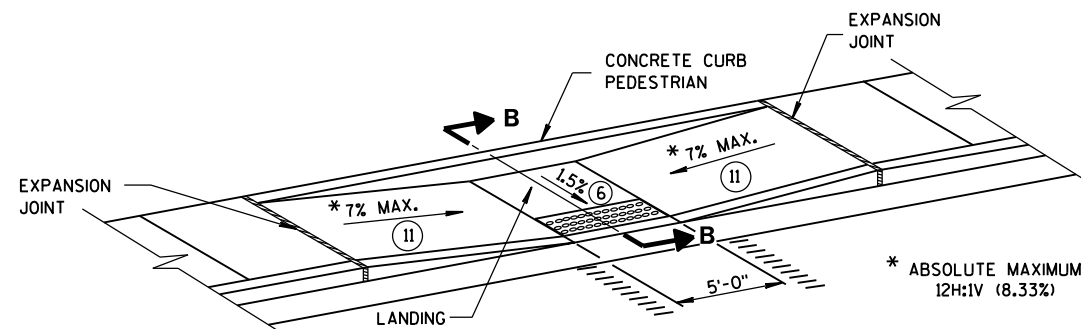


MEDIAN ISLAND
NON-ELEVATED PEDESTRIAN CROSSING
TYPE 5

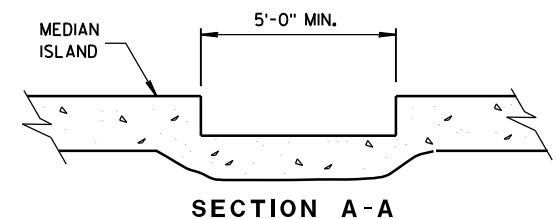
*** DETAILS TO BE DETERMINED
BY DESIGNER

GENERAL NOTES

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- 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.
- ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.
- INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.
- SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.
- THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 15 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.
- DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STREET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2-FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

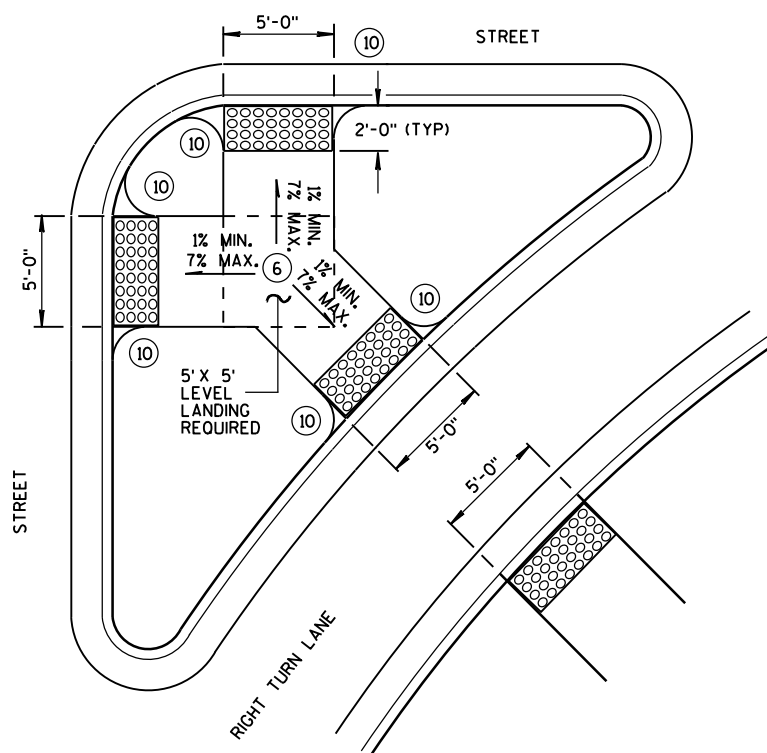


MID-BLOCK CROSSING
TYPE 7A

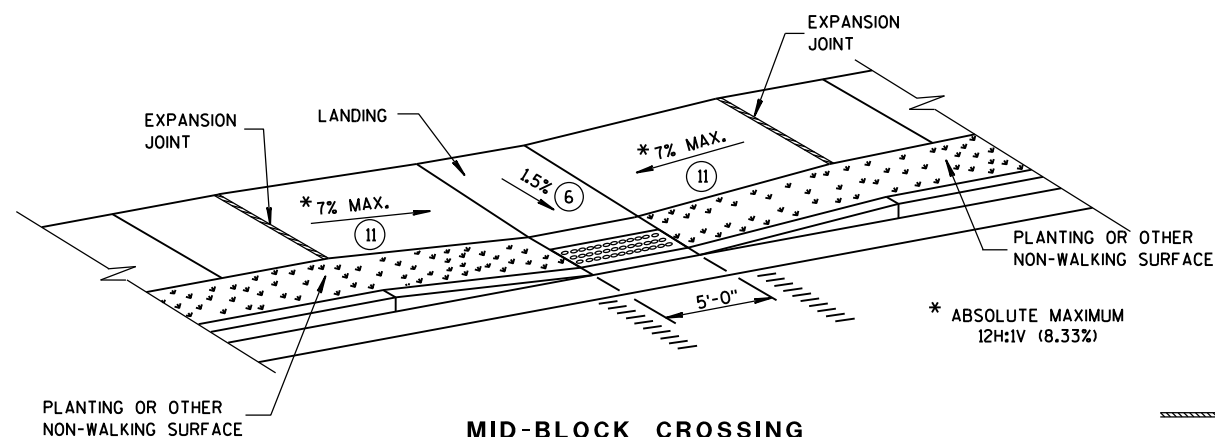


SECTION A-A

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

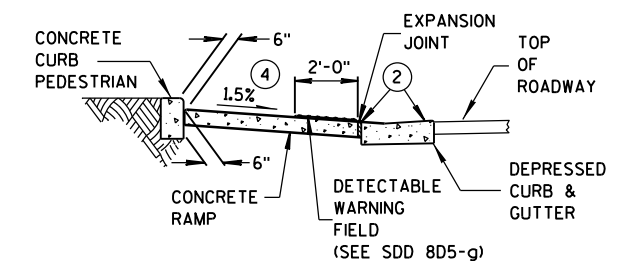


TYPE 6
DETECTABLE WARNING AT ISLANDS



MID-BLOCK CROSSING
TYPE 7B

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



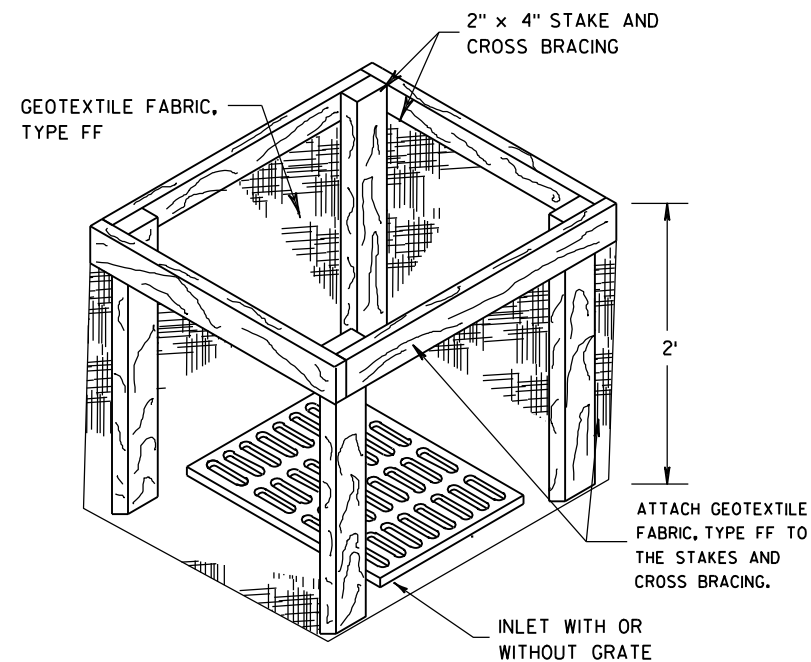
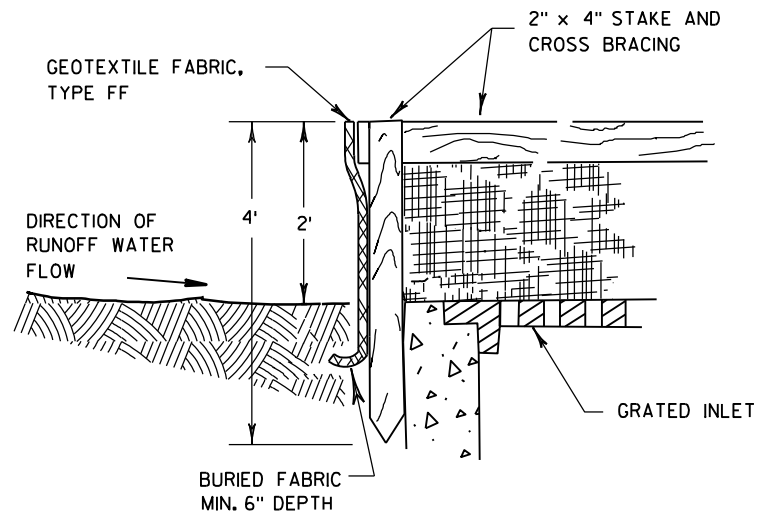
SECTION B-B

LEGEND

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



INLET PROTECTION, TYPE A

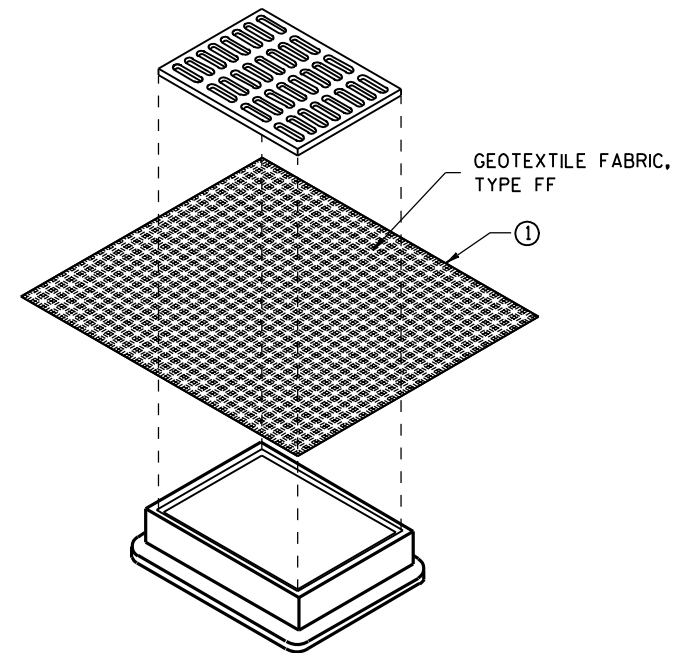
GENERAL NOTES

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

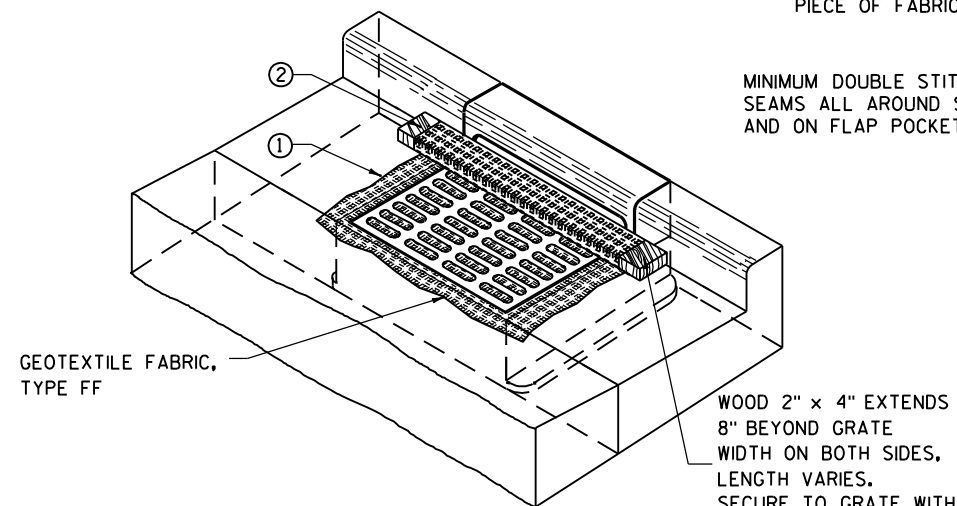
MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

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

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



**INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)**
(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



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.

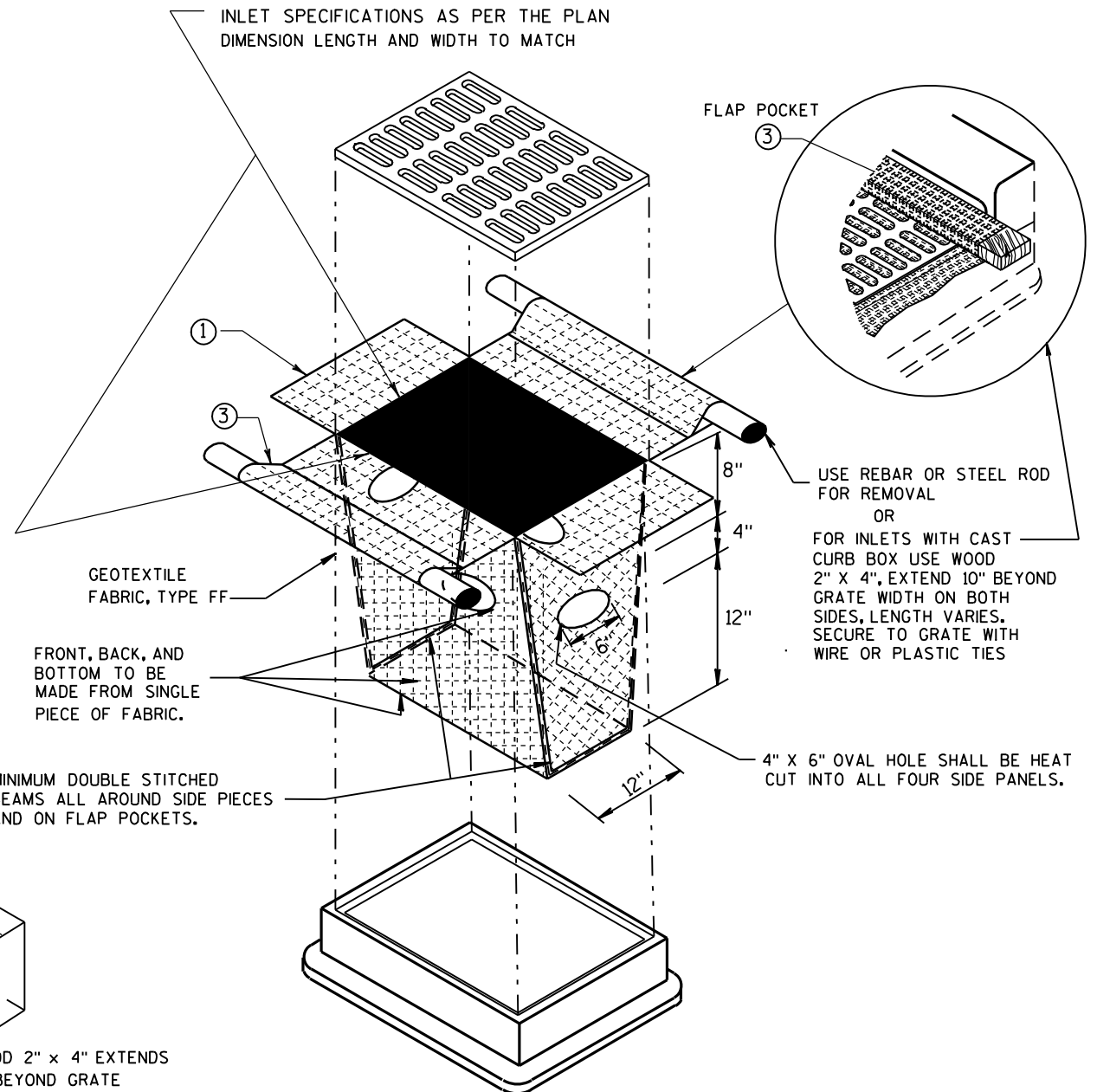
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

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.



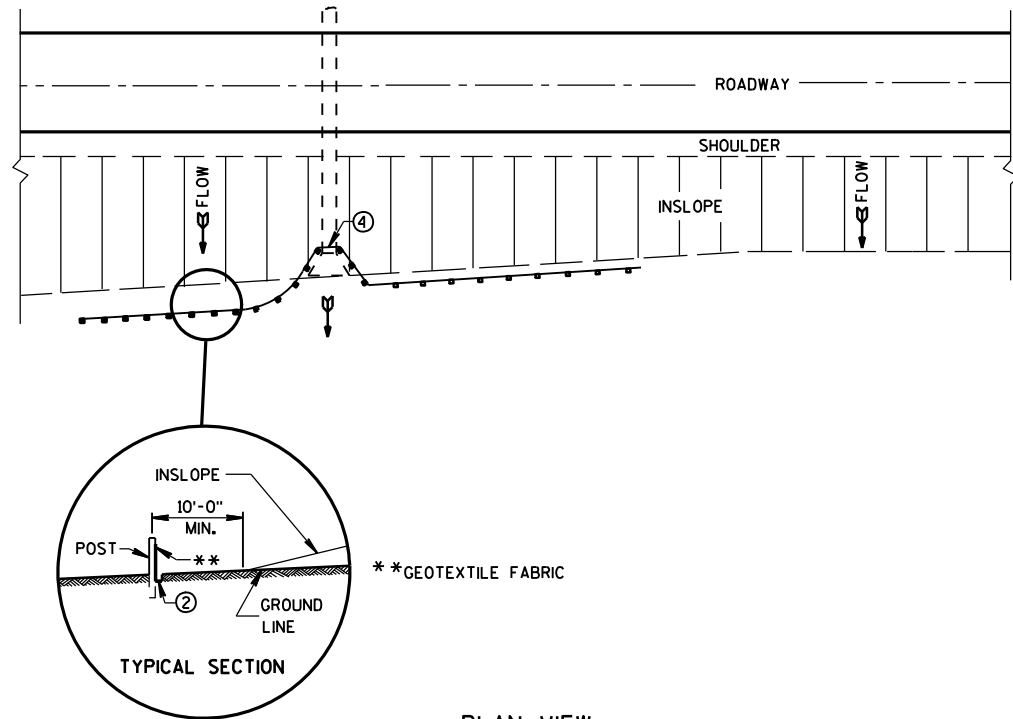
INLET PROTECTION, TYPE D
(CAN BE INSTALLED IN ANY INLET TYPE WITH OR WITHOUT A CURB BOX AS PER NOTE ②)

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

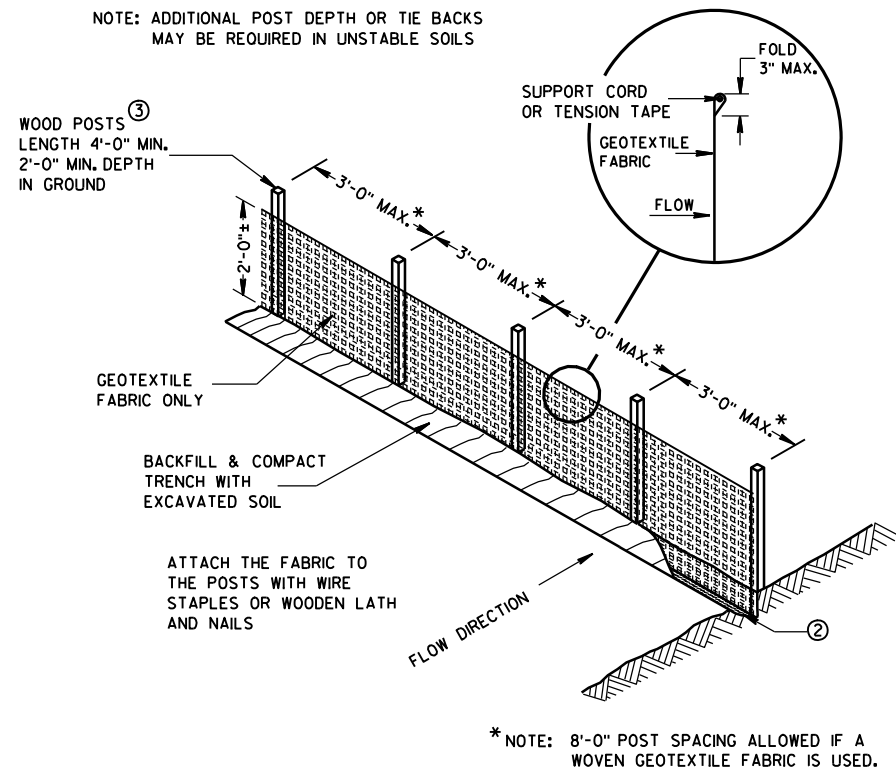
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
FHWA

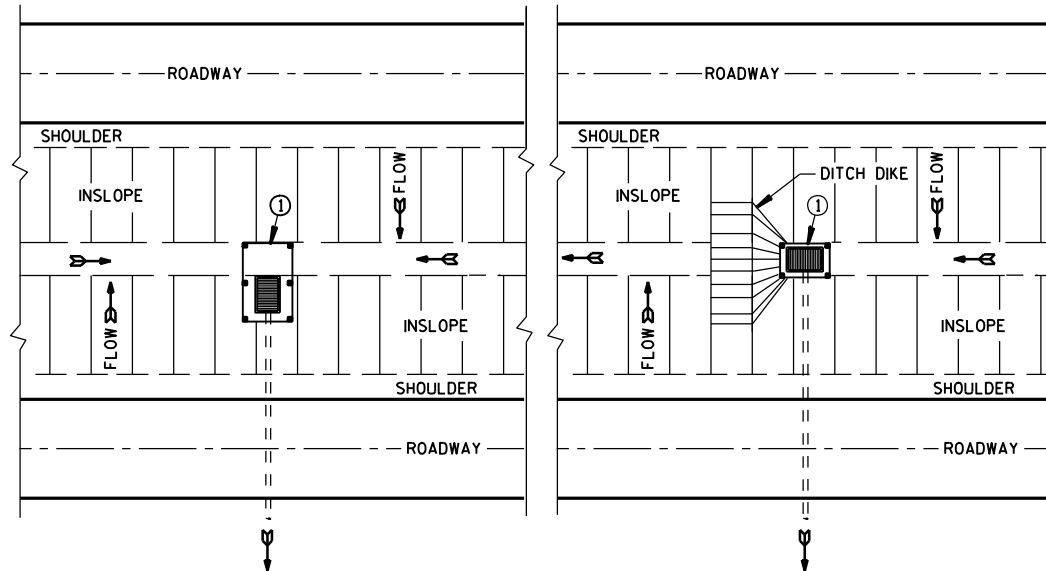
CHIEF ROADWAY DEVELOPMENT ENGINEER



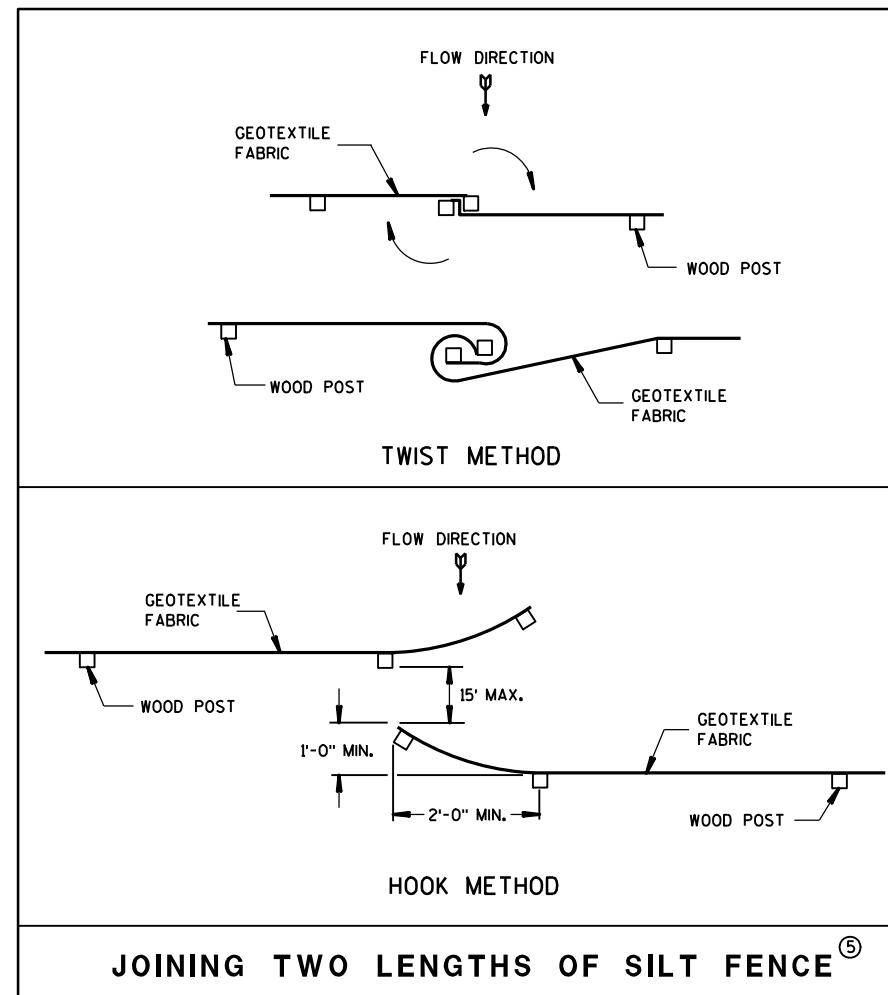
PLAN VIEW
TYPICAL APPLICATION OF SILT FENCE



SILT FENCE



SITUATION 1
SITUATION 2
PLAN VIEW
SILT FENCE AT MEDIAN SURFACE DRAINS

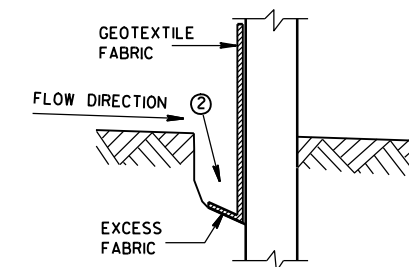


JOINING TWO LENGTHS OF SILT FENCE (5)

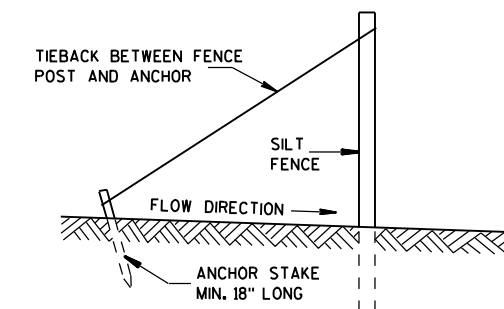
GENERAL NOTES

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

- HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
- FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC, FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
- WOOD POSTS SHALL BE A MINIMUM SIZE OF 1/8" X 1/8" OF OAK OR HICKORY.
- SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
- CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



TRENCH DETAIL



SILT FENCE TIE BACK
(WHEN REQUIRED BY THE ENGINEER)

| | |
|--|------------------------------------|
| SILT FENCE | |
| STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION | |
| APPROVED 4-29-05 DATE FHWA | CHIEF ROADWAY DEVELOPMENT ENGINEER |



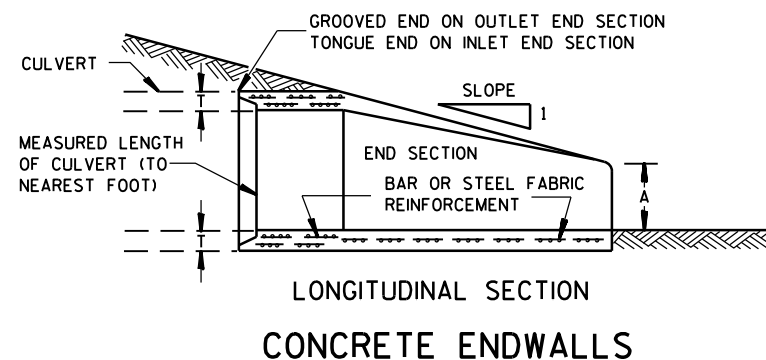
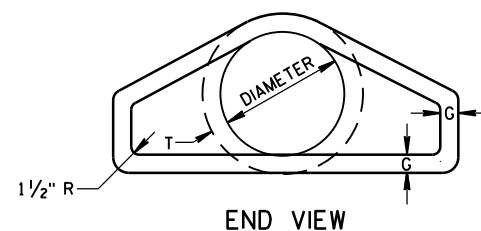
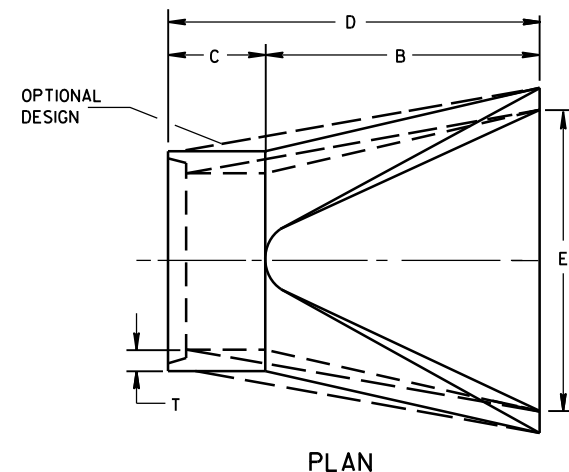
8F1: Apron Endwalls for Culvert Pipe

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

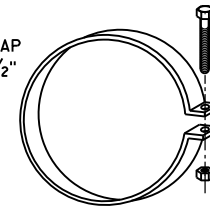
* EXCEPT CENTER PANEL
SEE GENERAL NOTES

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

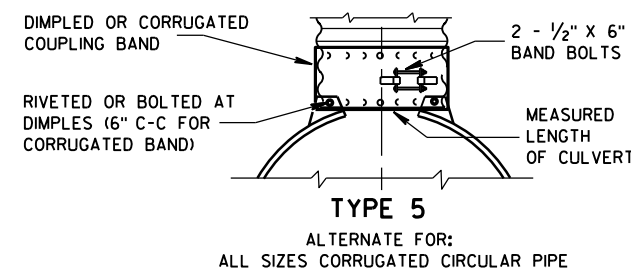
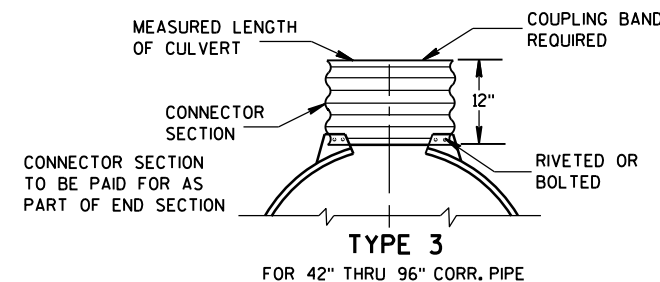
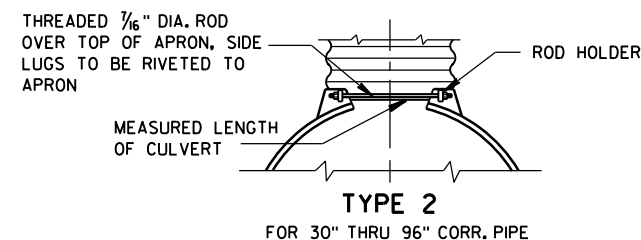
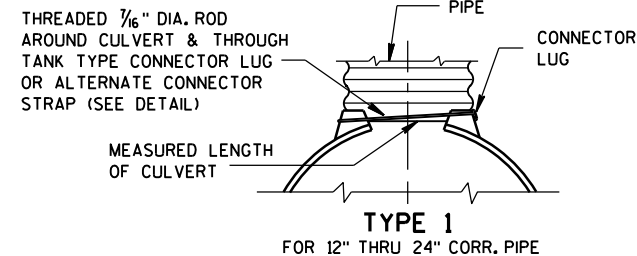
* MINIMUM
** MAXIMUM



1" WIDE, 12 GA. (0.109" THICK) GALVANIZED STRAP WITH STANDARD 6" X 1/2" BAND BOLT AND NUT



ALTERNATE FOR TYPE 1 CONNECTION
END SECTION CONNECTOR STRAP



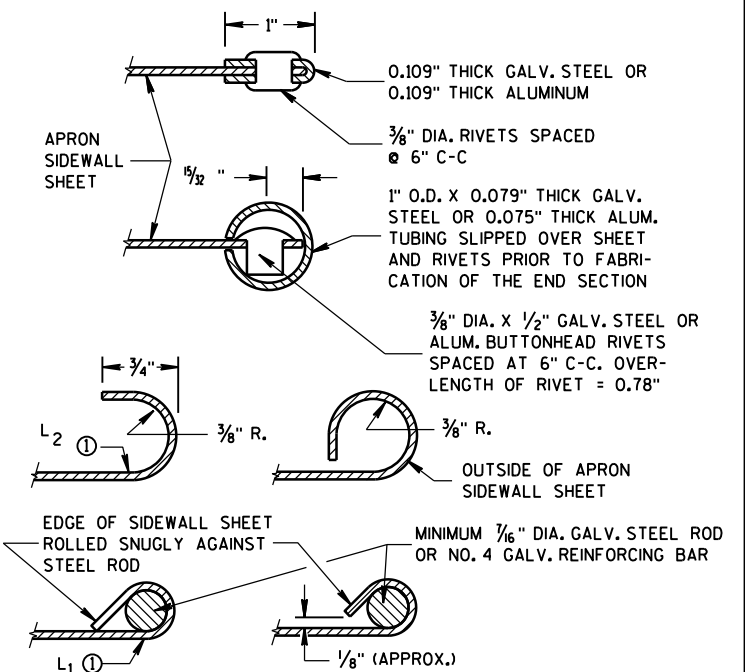
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

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

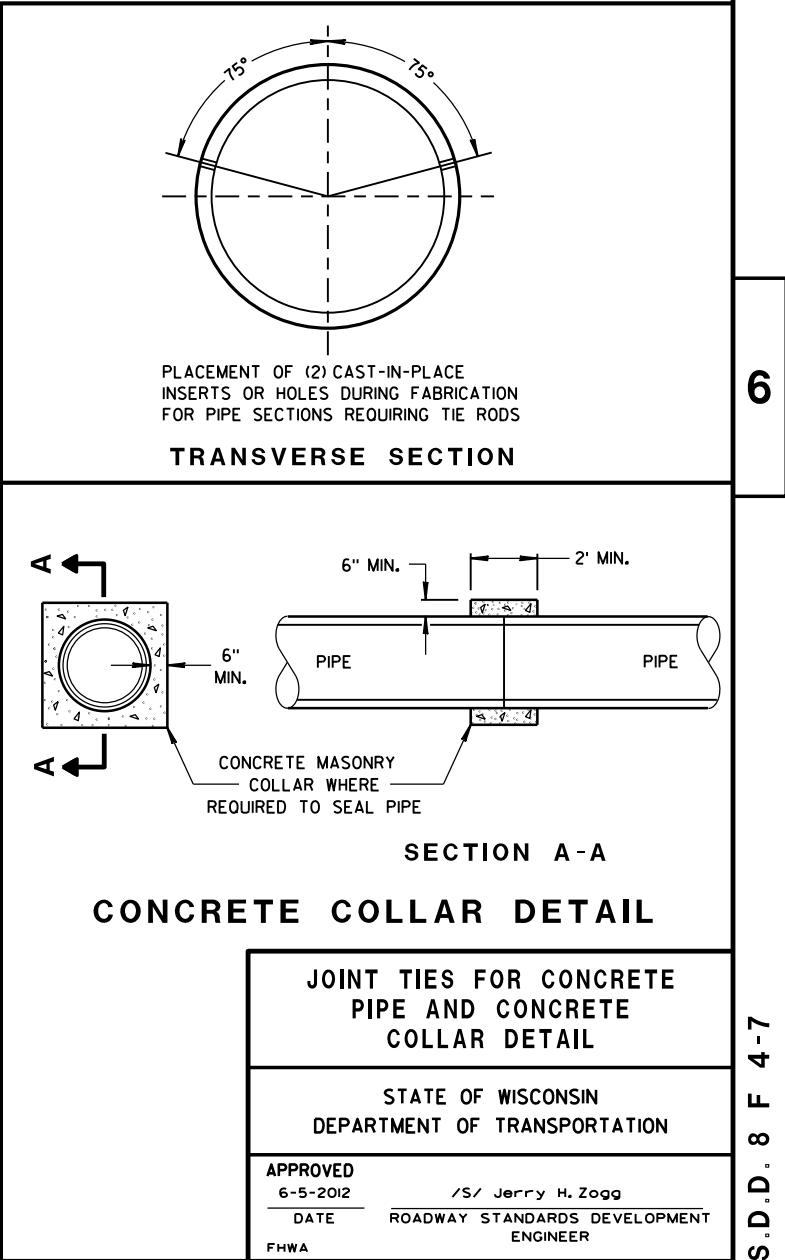
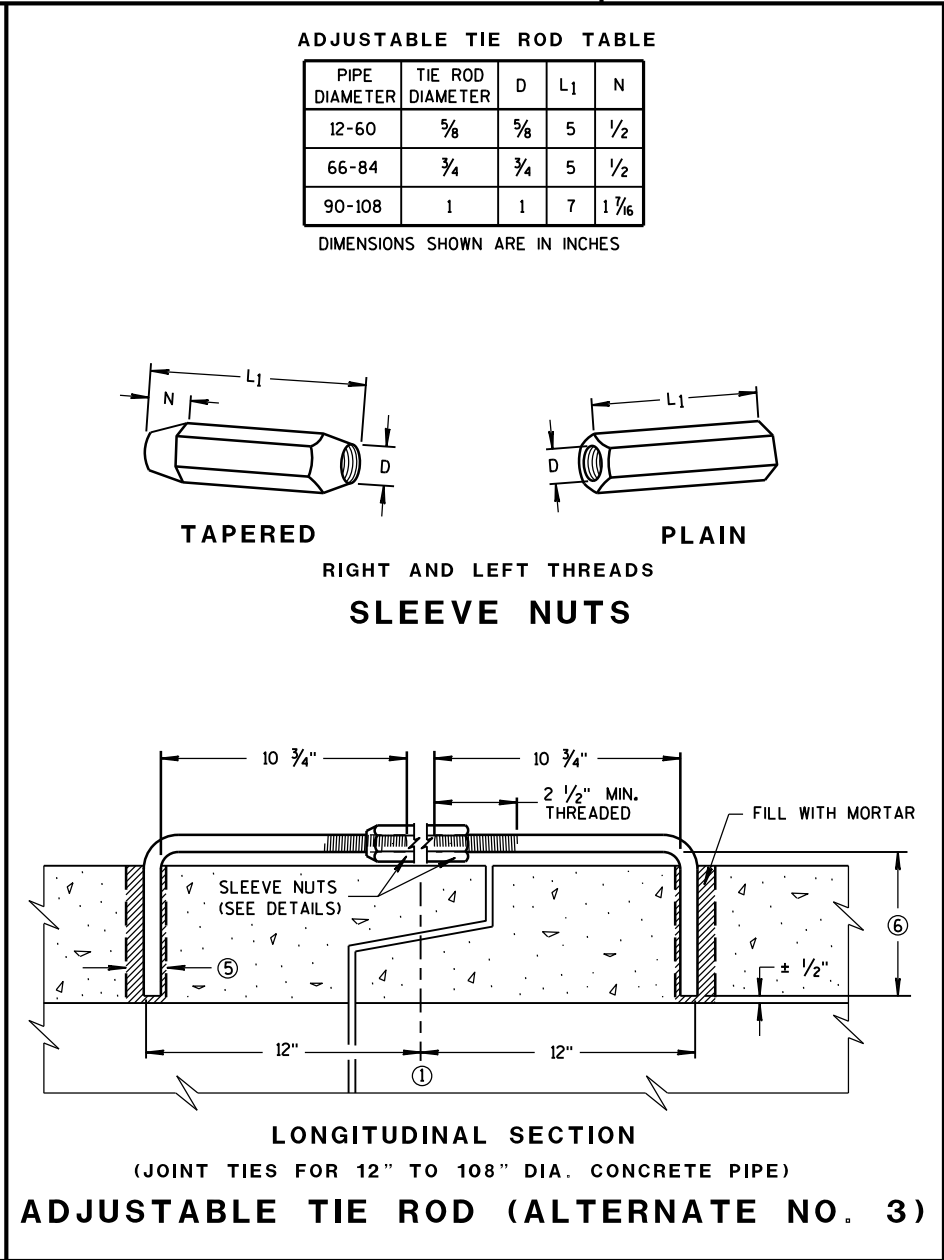
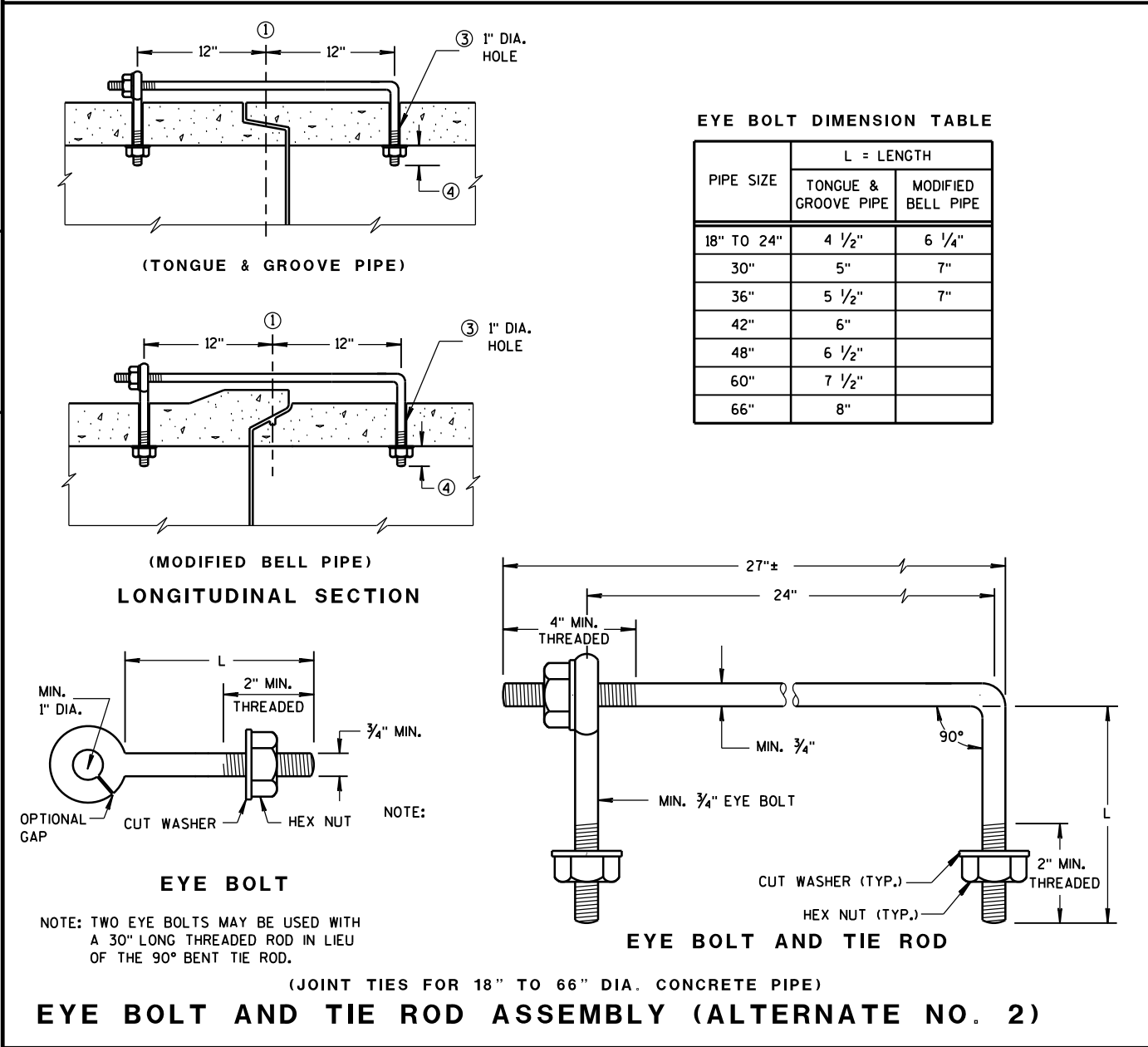
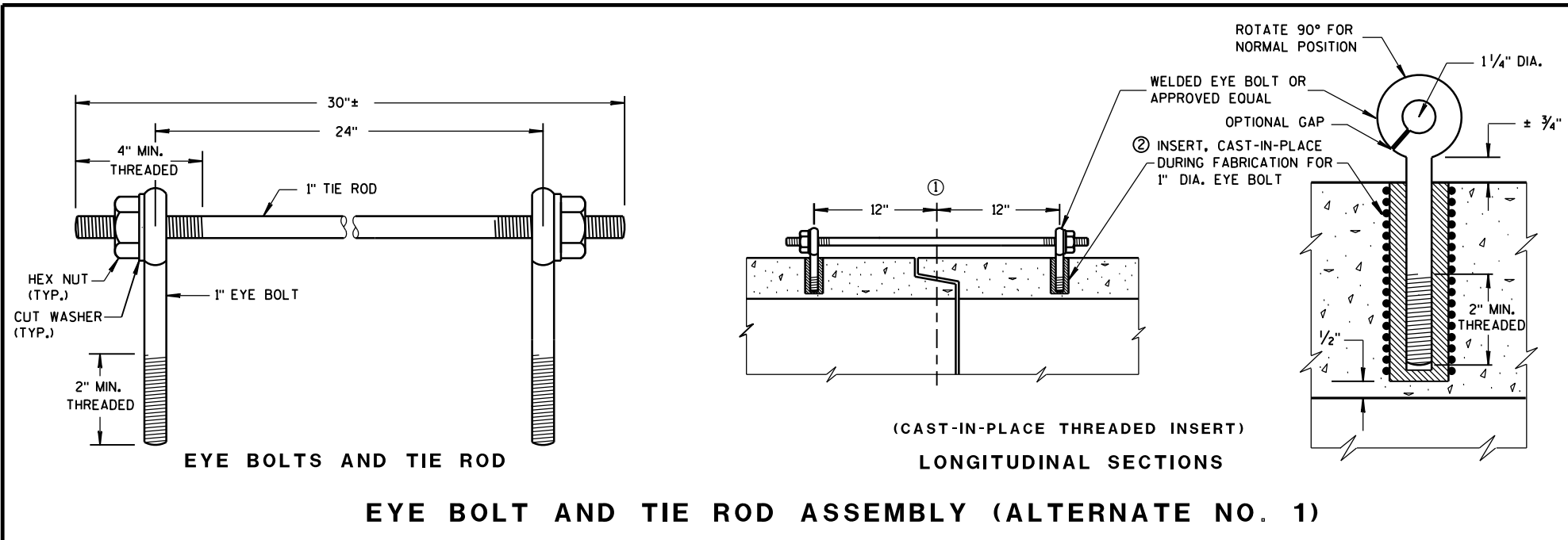
APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

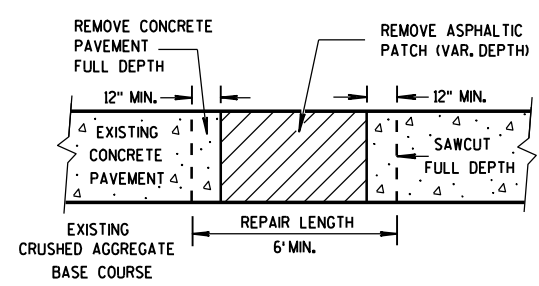
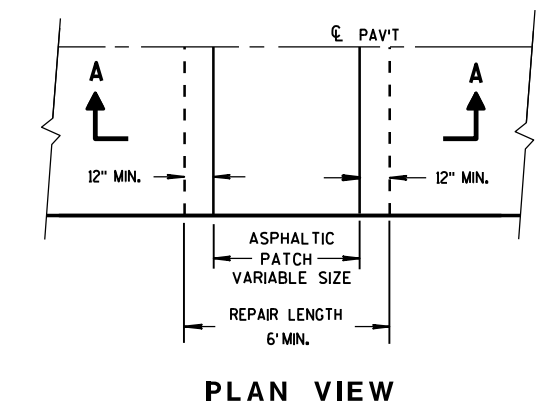
APPROVED
8-30-94
DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA



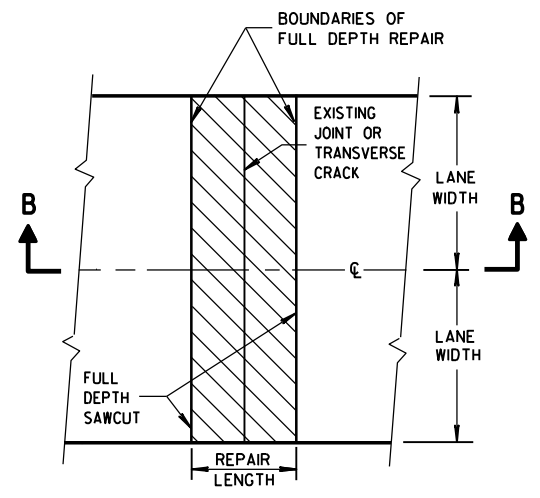
8F4: Joint Ties for Concrete Pipe



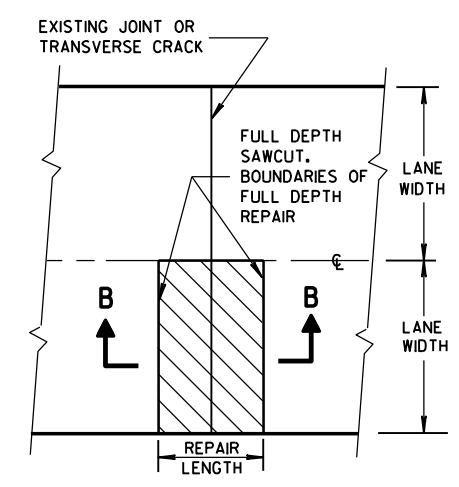
6



SECTION A-A
HMA PATCH REMOVAL



PLAN VIEW
(DOUBLE LANE REPAIR)



PLAN VIEW
(SINGLE LANE REPAIR)

FULL DEPTH CONCRETE PAVEMENT REMOVAL
(SEE NOTE)

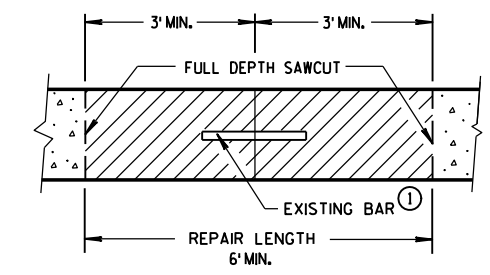
GENERAL NOTES

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES. ADDITIONAL SAW CUTS ARE NOT PAID FOR BY THE DEPARTMENT.

PROVIDE 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK.

THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NONDOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

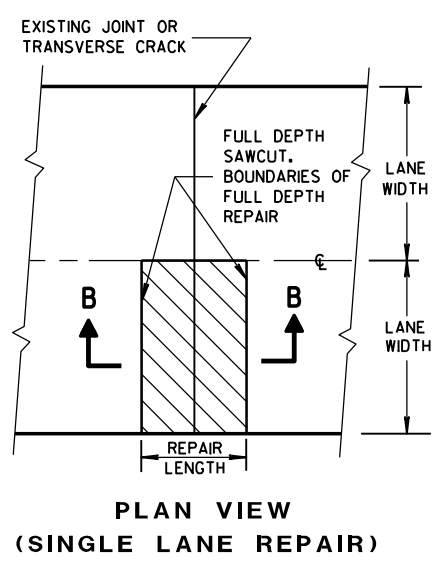
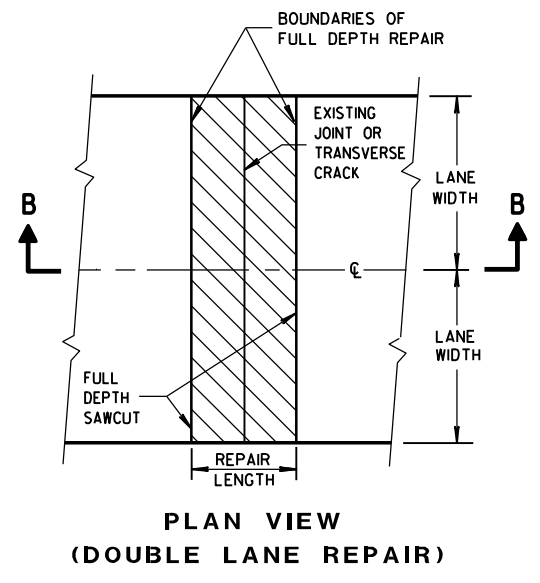
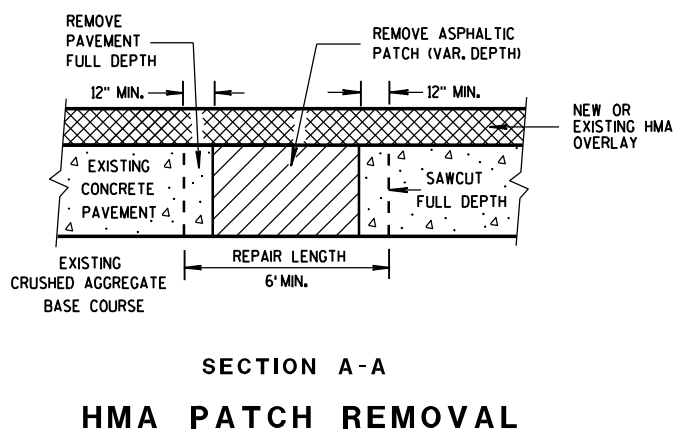
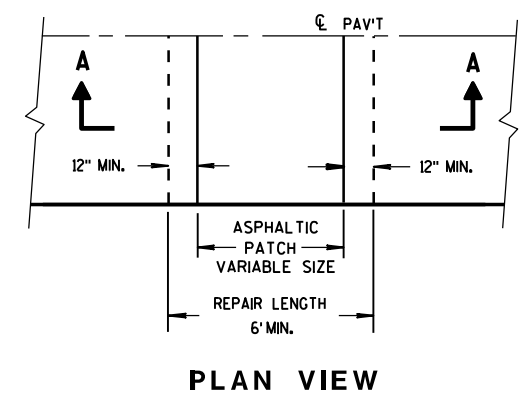
① DOWEL BARS MIGHT NOT EXIST.



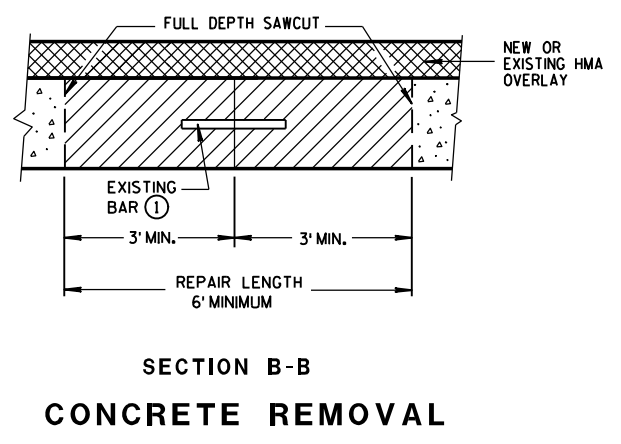
SECTION B-B
CONCRETE REMOVAL

6

6



FULL DEPTH CONCRETE PAVEMENT REMOVAL
(SEE NOTE)



GENERAL NOTES

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES. ADDITIONAL SAW CUTS ARE NOT PAID FOR BY THE DEPARTMENT.

PROVIDE 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK.

THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NONDOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

① DOWEL BARS MIGHT NOT EXIST.

6

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

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

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

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X AND M4-8 SHALL BE 24" X 12", (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24", (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21", (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-9 SHALL BE 30" X 24".
- M4-8a SHALL BE 24" X 18".
- G20-51 SHALL BE 60" X 24".
- W20-2 SHALL BE 48" X 48".
- DI-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.

6

6

MATCH POINT

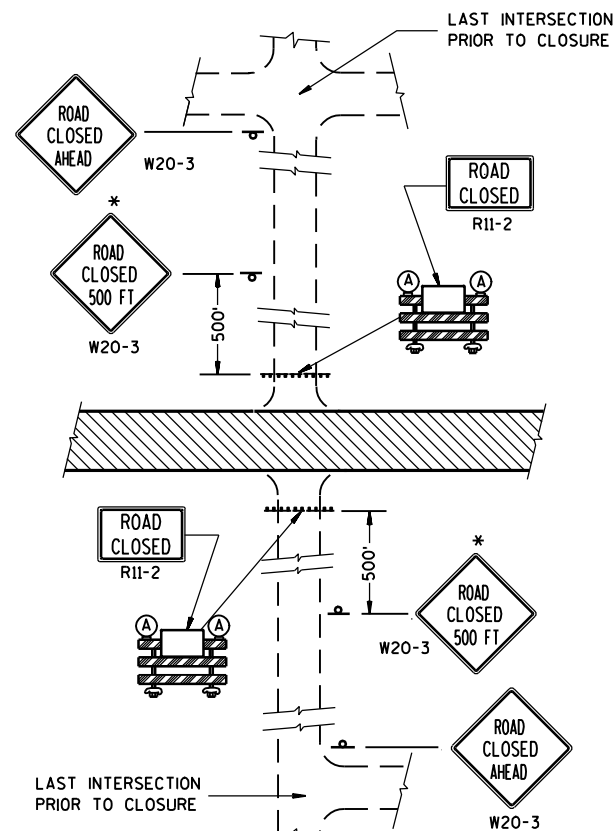
DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR
MAINLINE CLOSURES

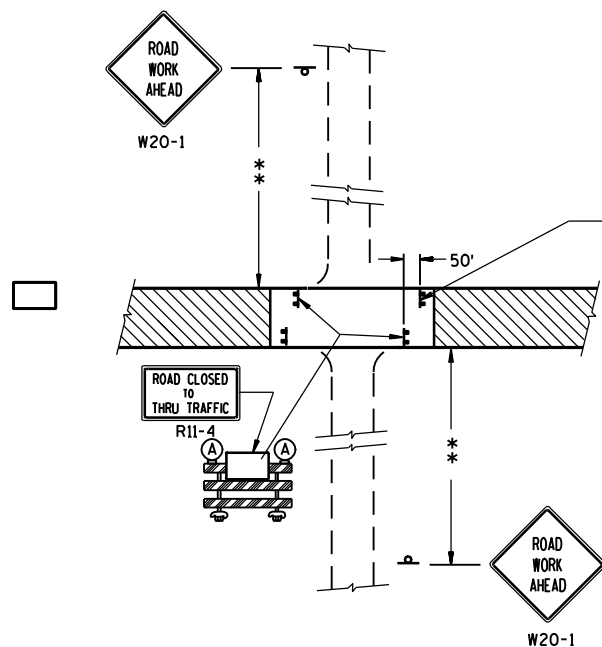
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9-16-03
DATE
Thomas N. Nottm for
CHIEF SIGNS AND MARKING ENGINEER
FHWA

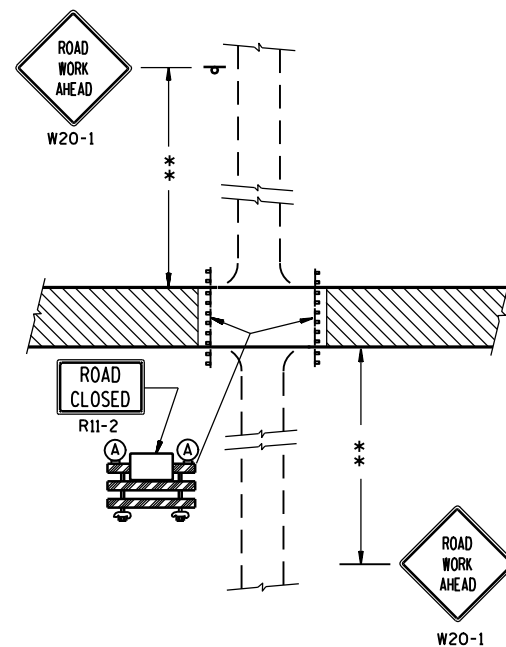
S.D.D. 15 C 2-4c



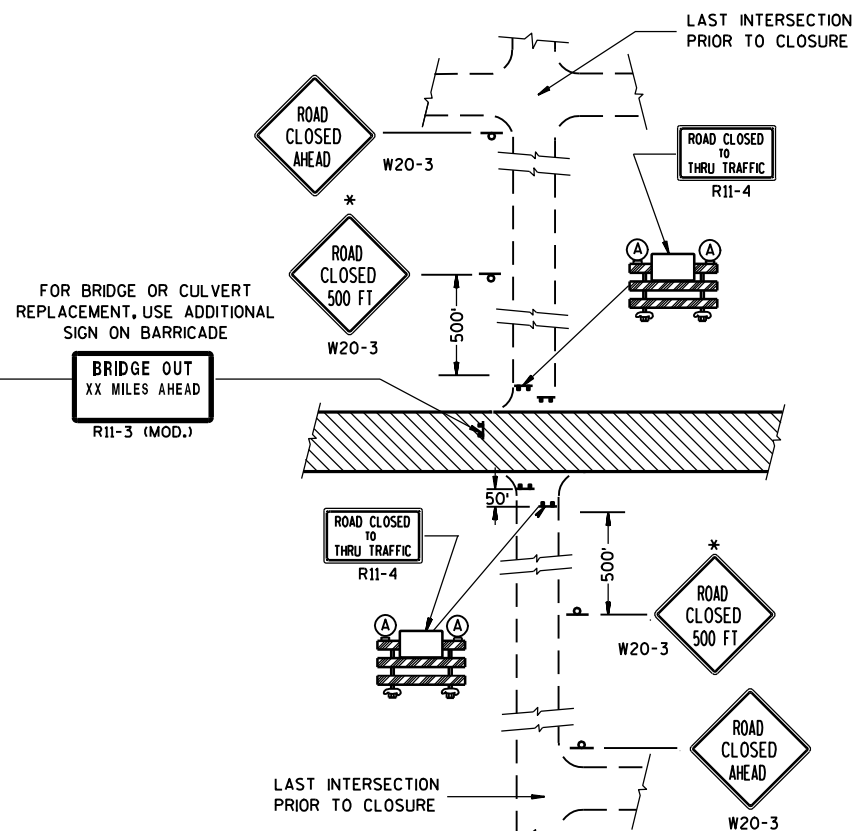
DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS).



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT).



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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

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

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

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

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

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

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

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

THE REFLECTIVE SHEETING USED ON R11-2, R11-3 AND R11-4 SIGNS SHALL COMPLY WITH SUBSECTION 637.2.2.2 OF THE STANDARD SPECIFICATIONS.

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

R11-2 SHALL BE 48" X 30".

R11-4 AND R11-3 SHALL BE 60" X 30".

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

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

LEGEND

POST MOUNTED WARNING SIGN

TYPE III BARRICADES

TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT (FOR NIGHT USE)

WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

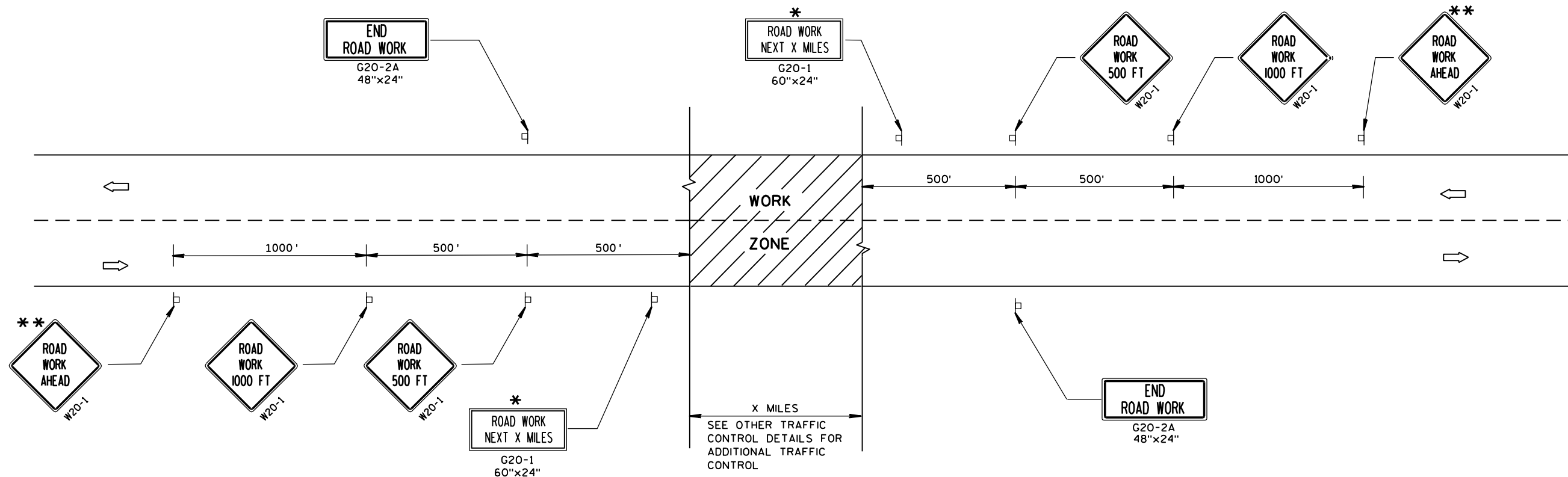
APPROVED

9-16-03

DATE

FHWA

Thomas N. Nottm for
CHIEF SIGNS AND MARKING ENGINEER



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL

GENERAL NOTES

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

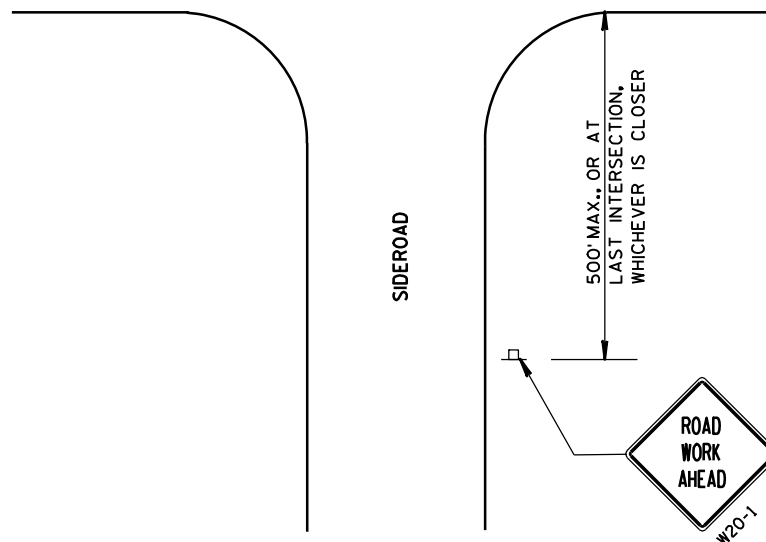
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

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

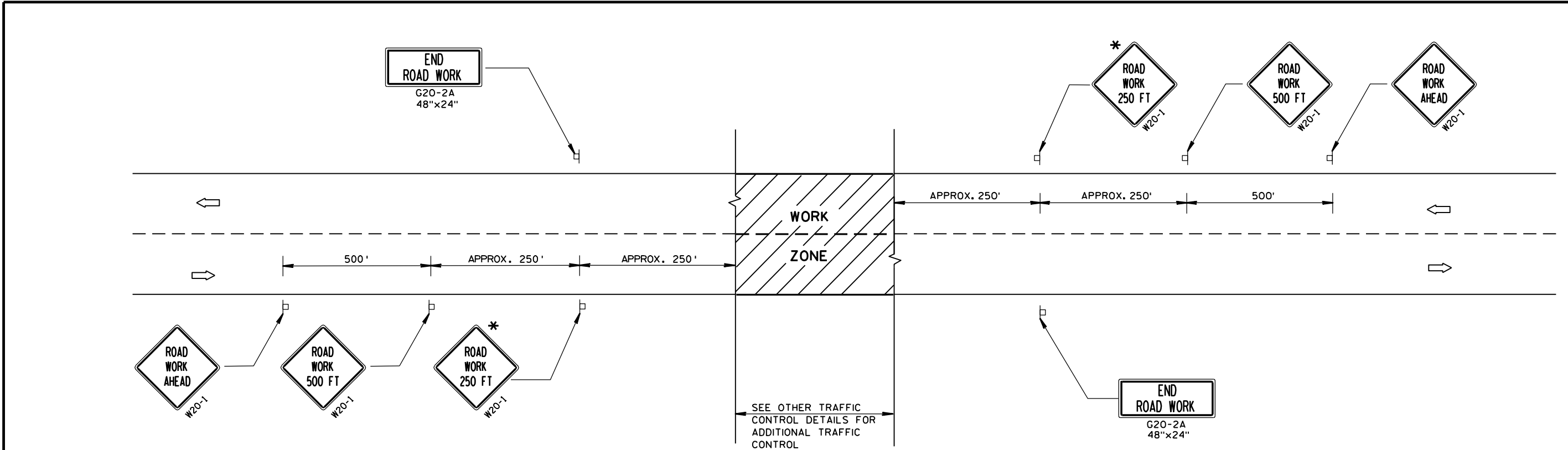
CENTER OF ROADWAY
MAINLINE ROADWAY UNDER CONSTRUCTION



LEGEND

- POST MOUNTED SIGN
- ➡ DIRECTION OF TRAFFIC FLOW

| | |
|---|---|
| TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC | |
| STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION | |
| APPROVED 5/23/00 DATE FHWA | <i>Chetan J. Sanyal</i> CHIEF SIGNS AND MARKING ENGINEER |



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL

GENERAL NOTES

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

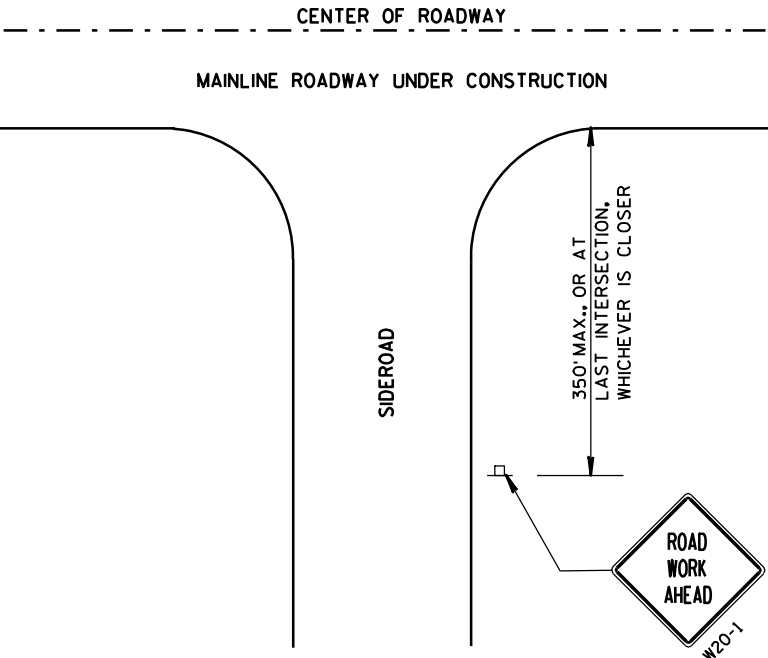
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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



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

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

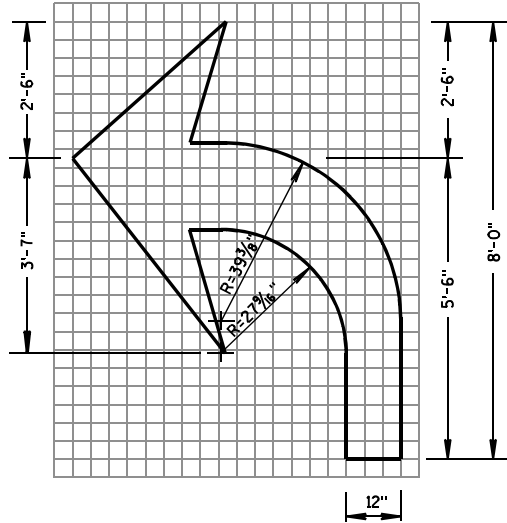
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FT" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



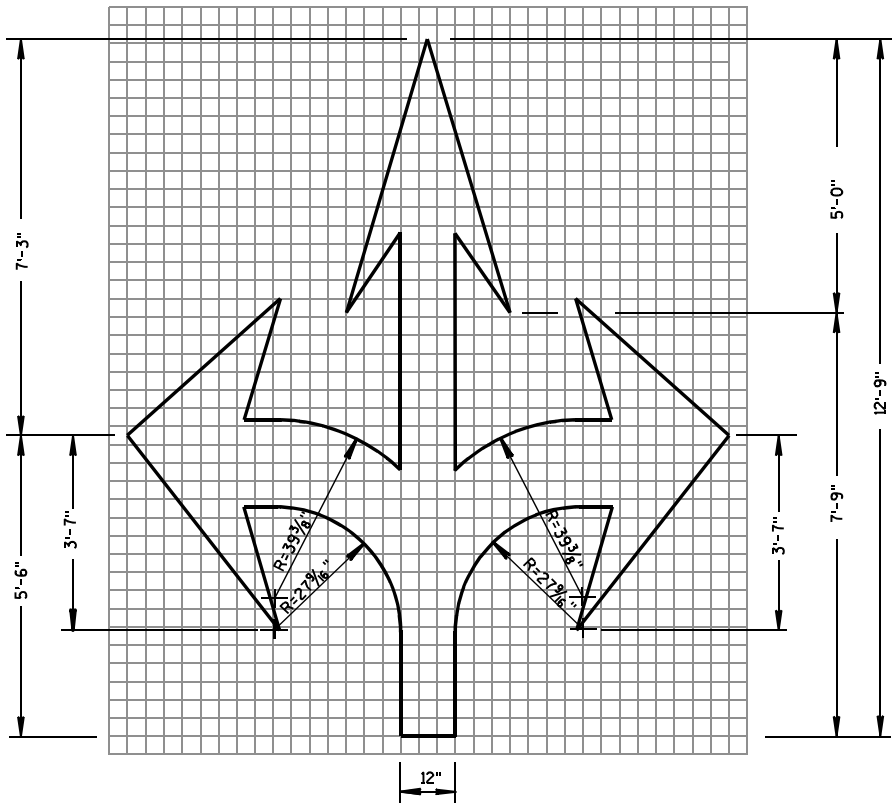
LEGEND

 POST MOUNTED SIGN
 DIRECTION OF TRAFFIC FLOW

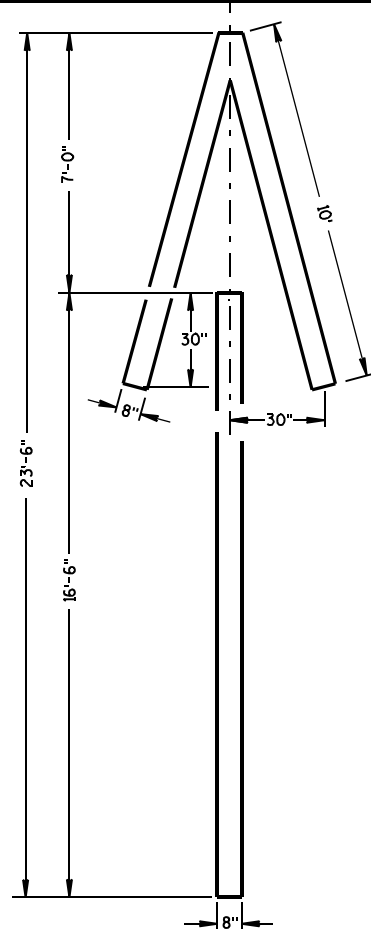
| | |
|--|---|
| <p>TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC</p> | |
| <p>STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION</p> | |
| <p>APPROVED <u>5/23/00</u> DATE</p> | <p><u>Christa J. Spang</u> CHIEF SIGNS AND MARKING ENGINEER</p> |
| <p>FHWA</p> | |



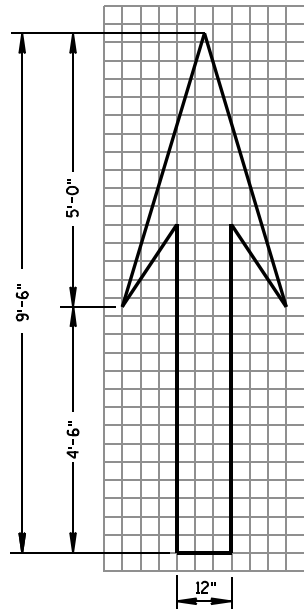
TYPE 2



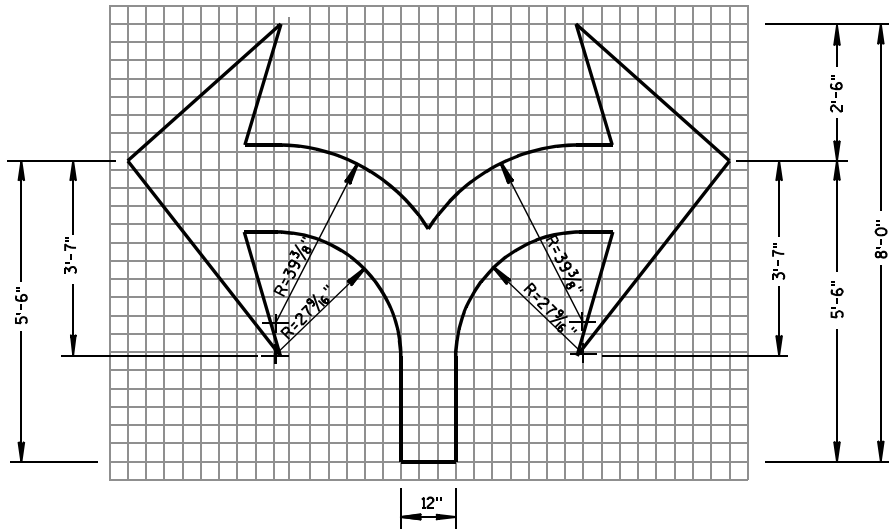
TYPE 6



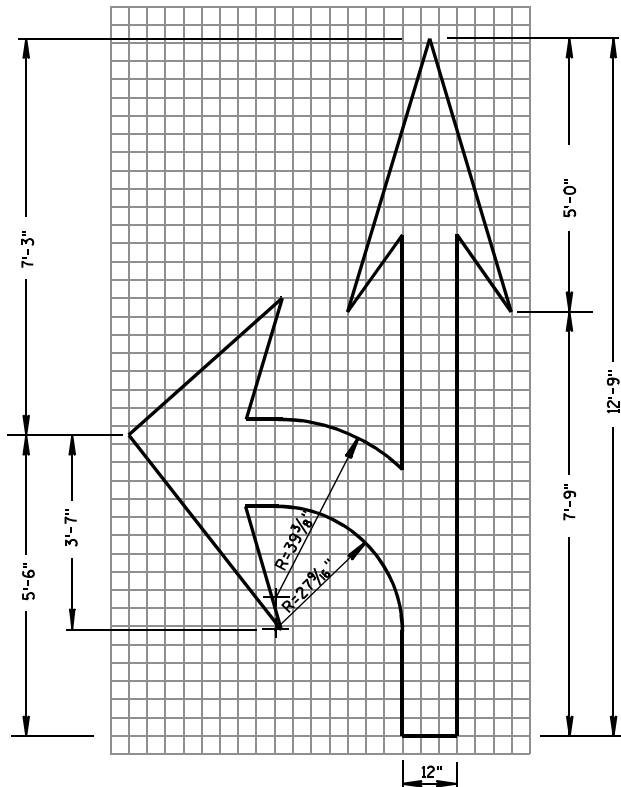
TYPE 4



TYPE 1



TYPE 7

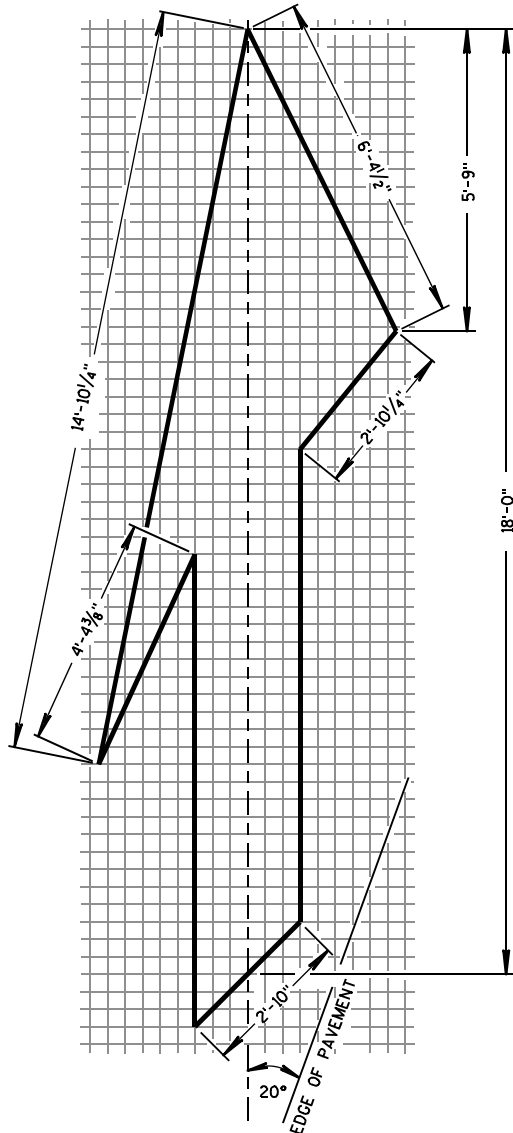


TYPE 3

GENERAL NOTES

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

ALL LETTERS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED.

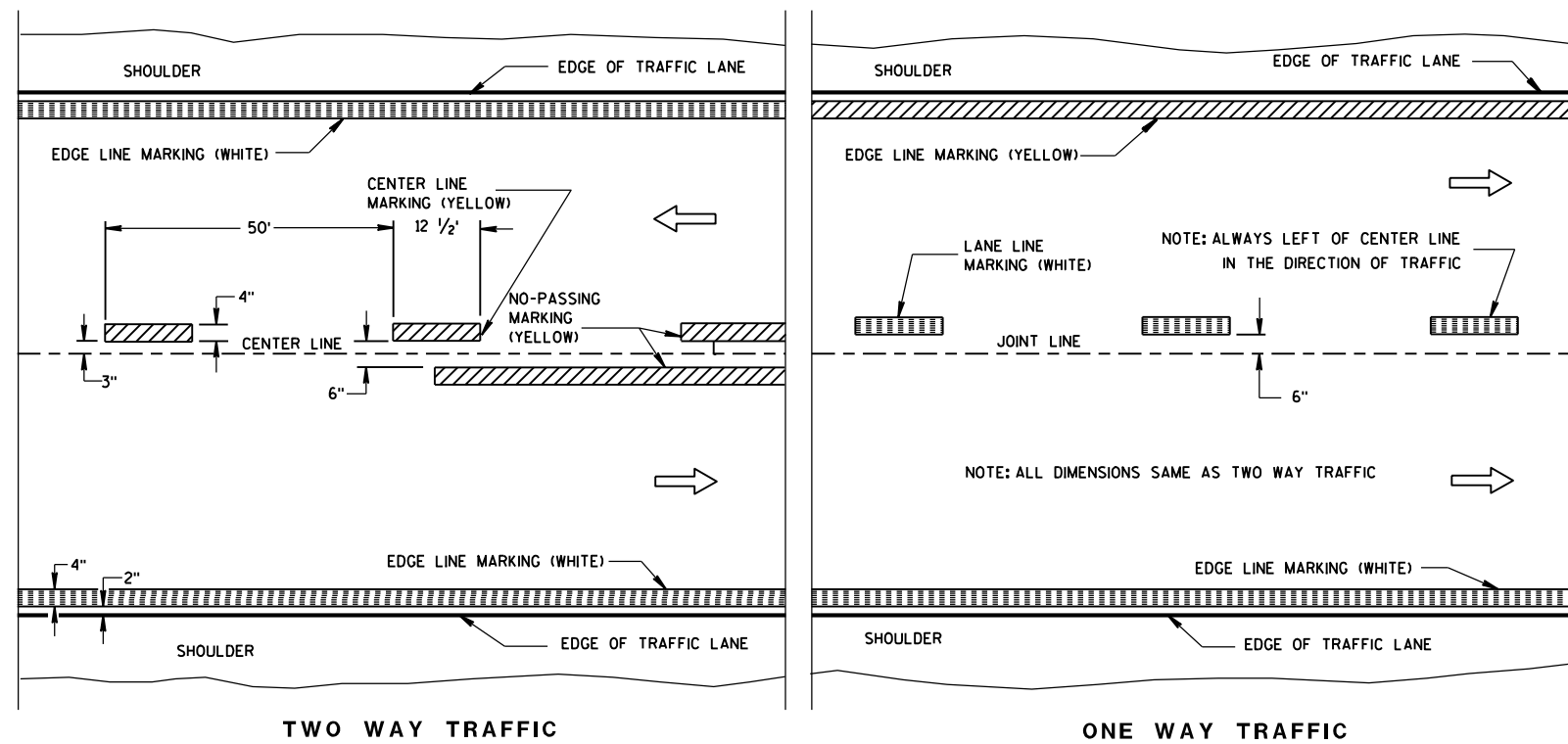


TYPE 5 LANE DROP ARROW

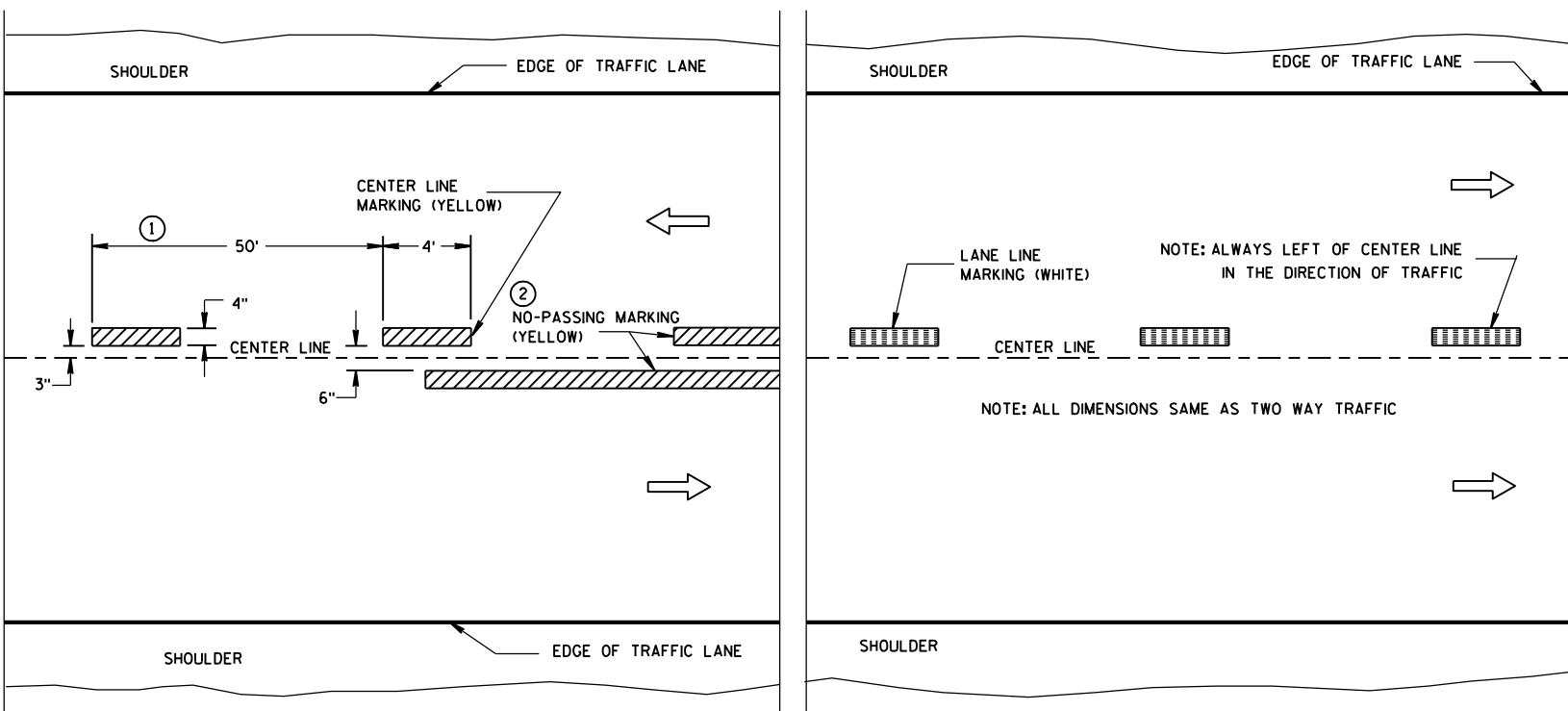
PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/4/09 /S/ Thomas N. Notbohm
DATE STATE TRAFFIC ENGINEER OF DESIGN
FHWA



PERMANENT PAVEMENT MARKING



TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

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

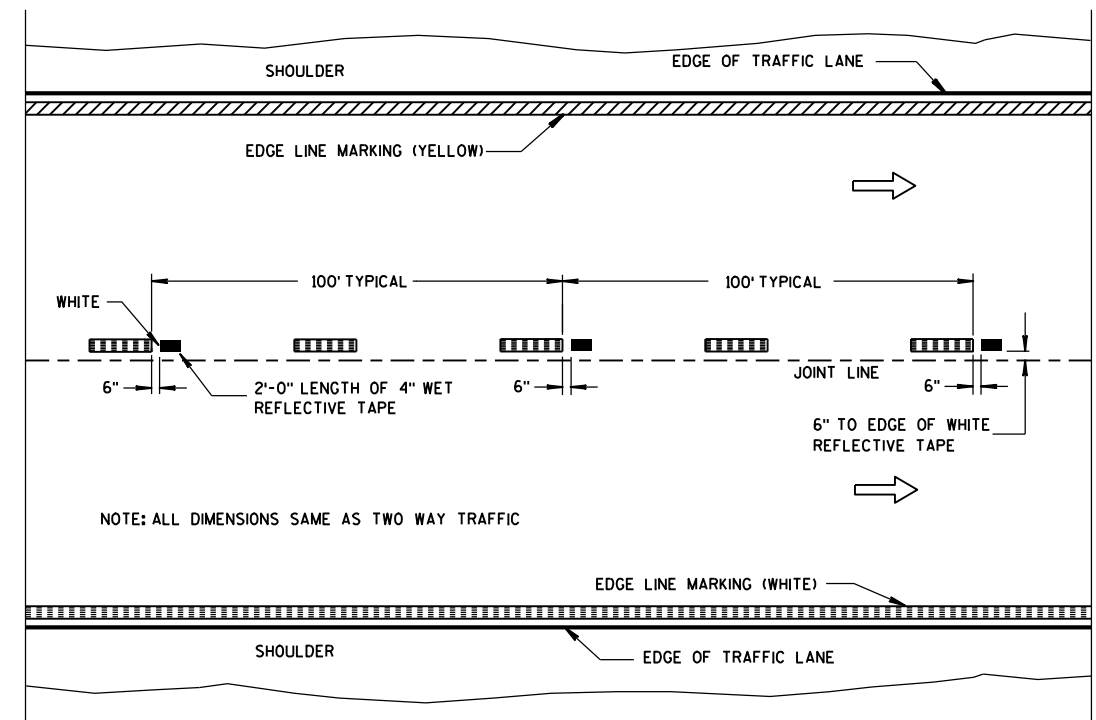
GENERAL NOTES

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

- ① HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
- ② NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.

NOTE

ARROW SYMBOL (→) SHOWS DIRECTION OF TRAVEL



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

PAVEMENT MARKING
(MAINLINE)

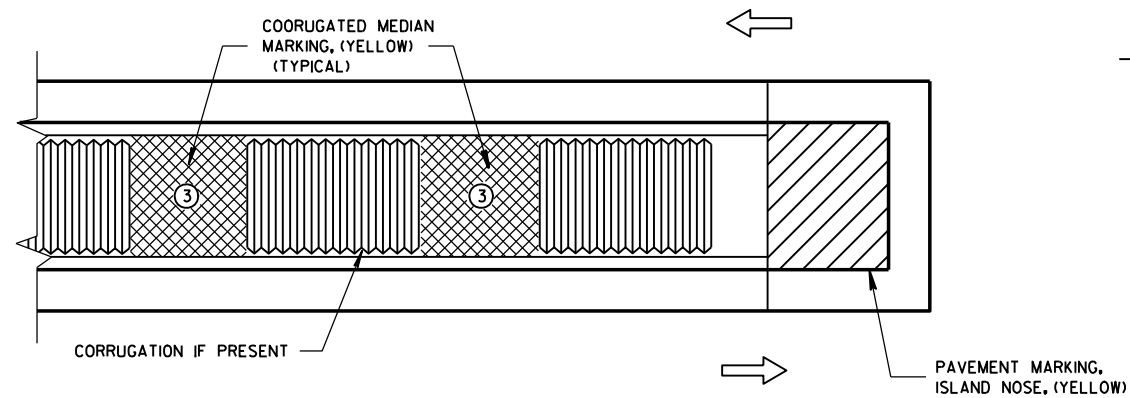
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

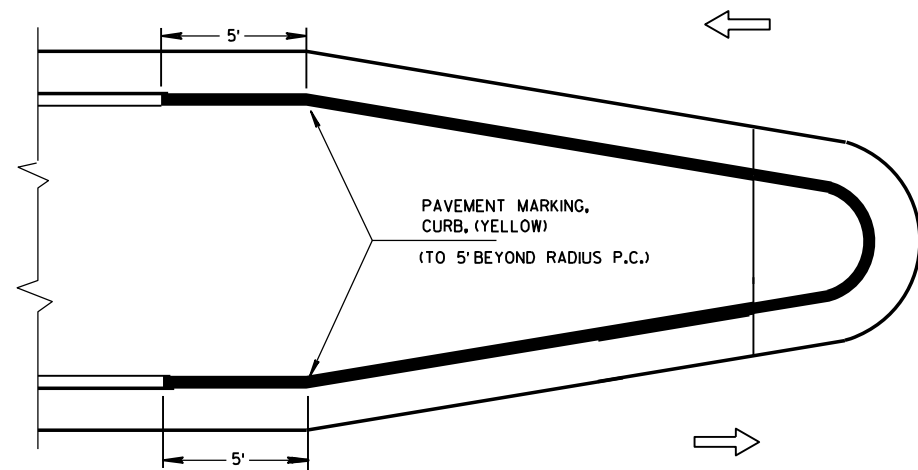
10-20-09
DATE

FHWA

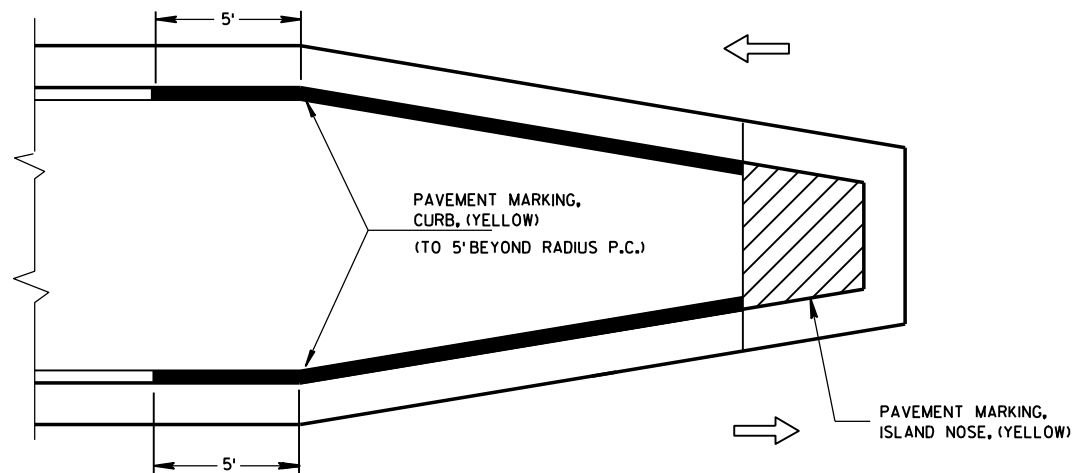
/S/ Thomas N. Notbohm
STATE TRAFFIC ENGINEER OF DESIGN



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

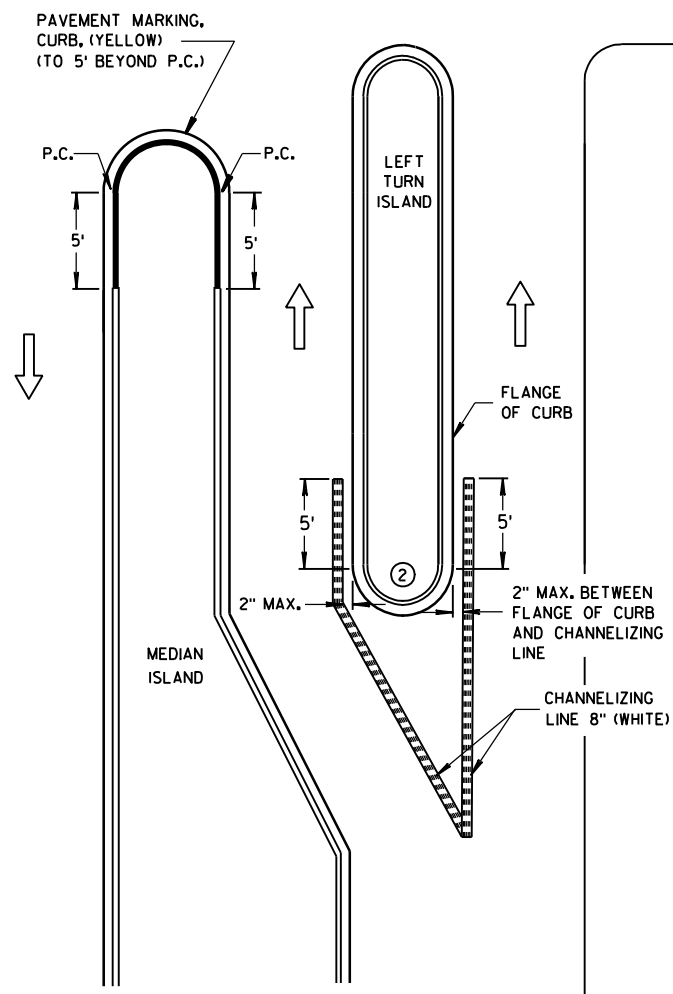


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

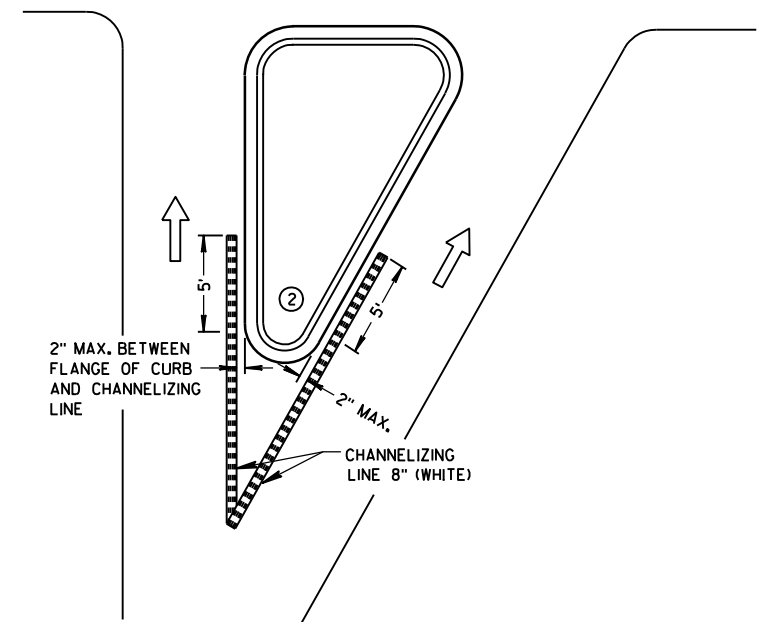
TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS



LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

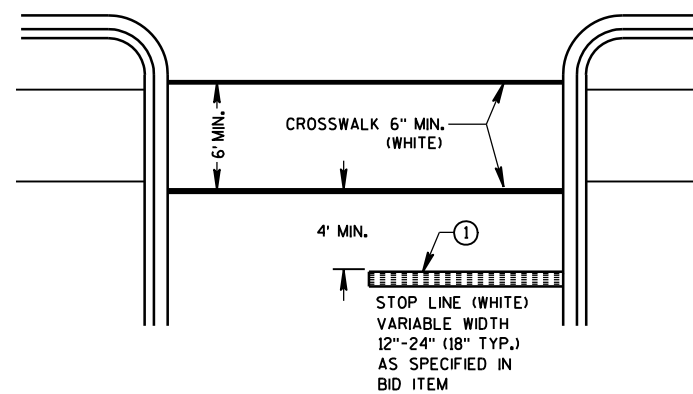
- ① STOP LINE IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
- ② DO NOT MARK CURB NOSES THAT SEPARATE LANES OF TRAFFIC TRAVELING IN THE SAME DIRECTION.
- ③ WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.



RIGHT TURN ISLAND

LEGEND

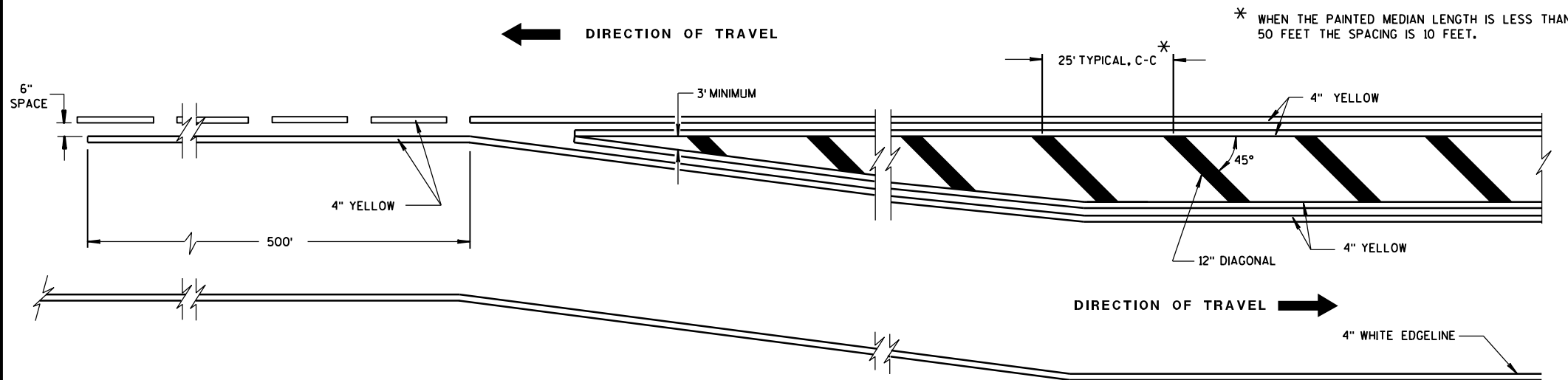
- ISLAND NOSE MARKING
- CURB MAKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL



STOP LINE AND CROSSWALK

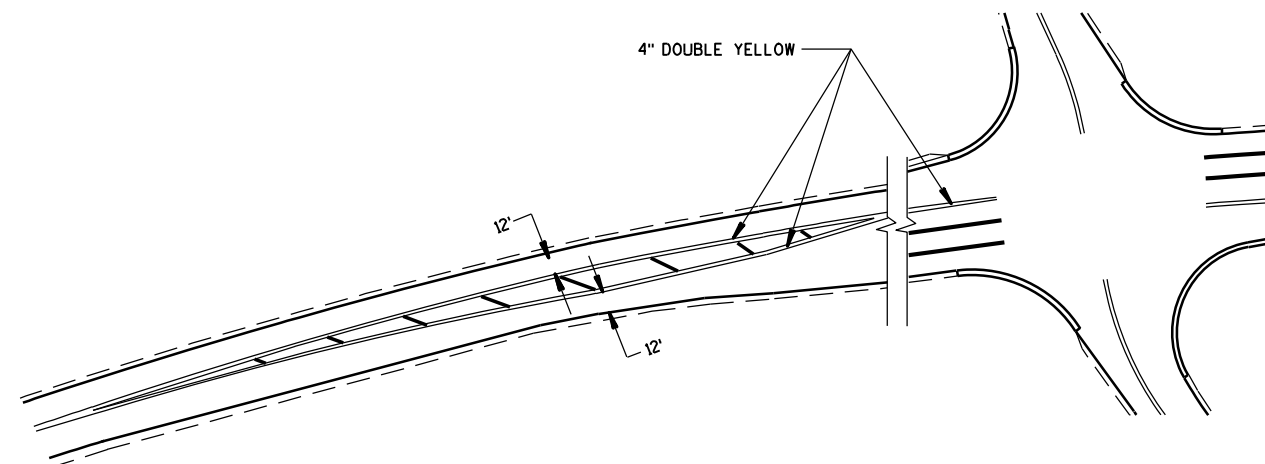
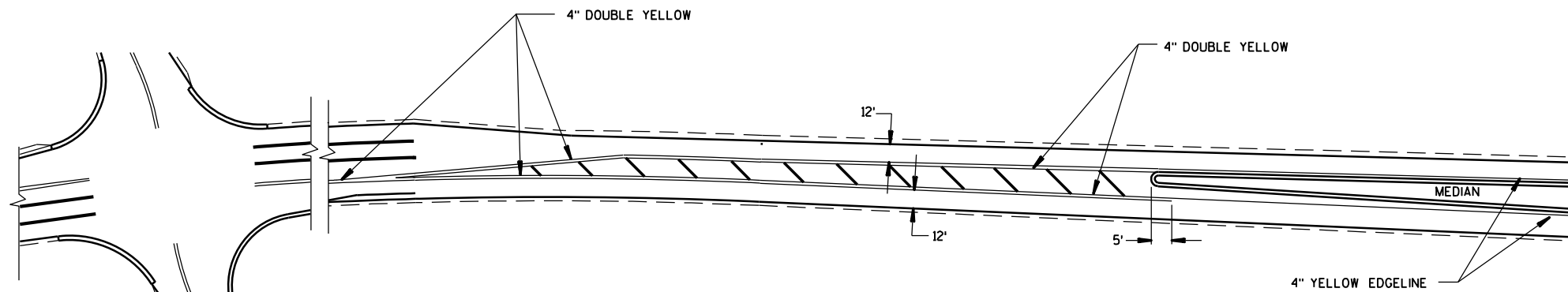
PAVEMENT MARKING
(ISLANDS, STOP LINE &
CROSS WALK)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

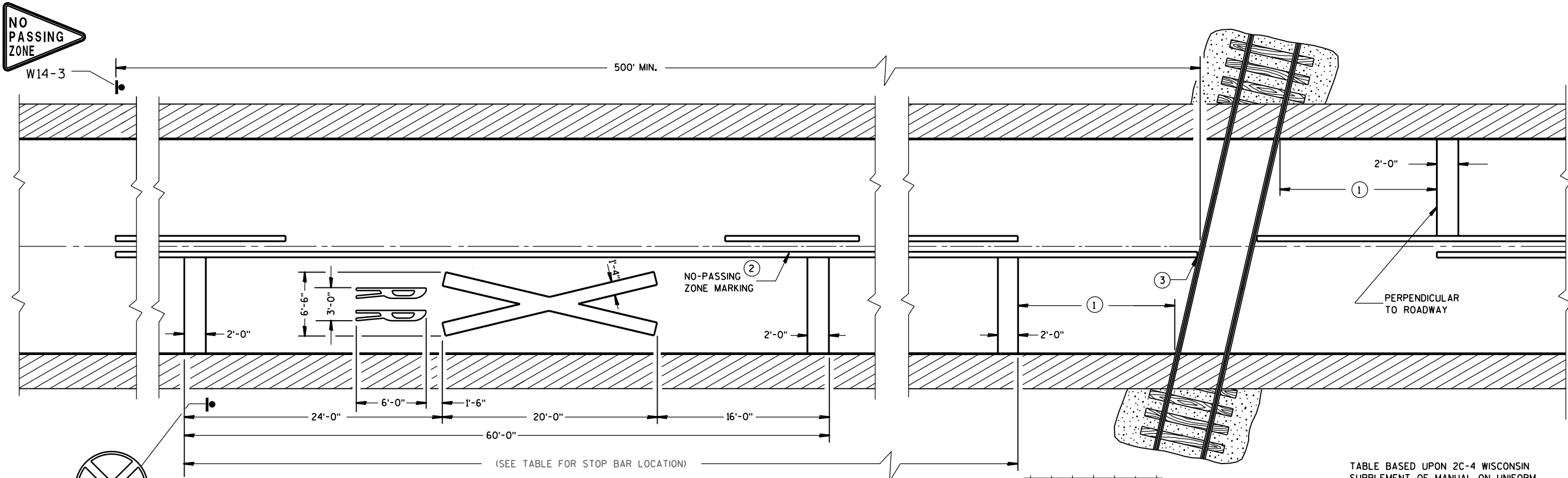


GENERAL NOTE

DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.



| MEDIAN ISLAND MARKING | |
|--|---|
| STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION | |
| APPROVED 2-5-09 DATE | /S/ Thomas N. Notbohm STATE TRAFFIC ENGINEER OF DESIGN |
| FHWA | |



PAVEMENT MARKING

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.

ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.

CENTER OR LANE LINES AND NO-PASSING ZONE MARKINGS SHOWN ON THIS DRAWING ARE REQUIRED AND PAID FOR UNDER OTHER ITEMS IN THE CONTRACT.

RETRACE EXISTING SYMBOL WHERE EXISTING SYMBOLS ARE PLACED.

- ① MINIMUM 8' FROM ANY RAILROAD WARNING DEVICES (SIGNALS, GATES, ETC.) OR 25' FROM THE NEAREST RAIL, WHICHEVER DISTANCE IS GREATER.
- ② 500' MINIMUM. MARKING LIMITS MAY BE EXTENDED AS DIRECTED BY THE ENGINEER TO MEET ADJACENT NO-PASSING ZONE MARKINGS.
- ③ FOR MULTIPLE TRACK CROSSINGS, THE BARRIER LINE SHALL EXTEND TO THE NEAR RAIL OF THE FURTHEST TRACK IN THE DIRECTION OF HIGHWAY TRAVEL.

TABLE BASED UPON 2C-4 WISCONSIN SUPPLEMENT OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

| Posted Speed (M.P.H.) | Dimension Range (Feet) |
|-----------------------|------------------------|
| 25 | 150*- 250 |
| 30 | 200*- 300 |
| 35 | 250*- 450 |
| 40 | 300*- 500 |
| 45 | 400*- 650 |
| 50 | 550*- 800 |
| 55 | 750*- 1000 |
| 60 | 1000*- 1250 |
| 65 | 1000*- 1250 |

* THE MINIMUM DISTANCES IN THE TABLE ARE DESIRABLE AND SHOULD BE USED. THE DISTANCES MAY BE INCREASED UP TO THE MAXIMUM TO ALLOW FOR FIELD CONDITIONS SUCH AS THE CLOSE PROXIMITY OF DRIVEWAYS, BRIDGES, SIDEROADS OR OTHER FEATURES THAT WOULD PROHIBIT THE MINIMUM DISTANCES FROM BEING USED.

SIGNING AND PAVEMENT MARKING
DETAILS FOR RAILROAD-HIGHWAY
GRADE CROSSINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
DATE Sept., 2017 /S/ Matthew R. Rauch
STATE SIGNING AND MARKING ENGINEER
FHWA

