

TOTAL SHEETS = 278

A.A.D.T. 2014	=	5900
A.A.D.T. 2034	=	6900
D.H.V.	=	932
D.D.	=	61 / 39
T.	=	13.5%
DESIGN SPEED	=	55 MPH
ESALS	=	2,277,600

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

REFERENCE LINE
EXISTING CULVERT
PROPOSED CULVERT
(Box or Pipe)

A diagram of a closed system, represented by a dashed oval boundary. Inside the boundary, there are five particles, each depicted as a small circle with radiating lines, representing energy or motion. The particles are distributed within the system: three are in the upper half and two are in the lower half.

GRADE LINE
ORIGINAL GROUND
MARSH OR ROCK PROFILE
(To be noted as such)
SPECIAL DITCH

CULVERT (Profile View)

ELECTRIC

FIBER OPTIC

GAS

SANITARY SEWER

STORM SEWER
TELEPHONE

TELEPHONE _____
WATER _____

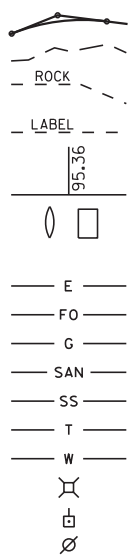
UTILITY PEDESTAL

POWER POLE

TELEPHONE POLE

N = 128007.67
E = 392381.85

N = 93065.17
E = 400060.52



WAUSHARA CO.
MARQUETTE CO.

LAYOUT

SCALE 0 MI.

TOTAL NET LENGTH OF CENTERLINE = 7.13 MI.

"COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY
COORDINATE SYSTEM (WCCS), WAUSHARA COUNTY NAD 1983 (2007)."
"ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN
VERTICAL DATUM OF 1988 NAVD88 (2007)"

GENERAL NOTES

NOT ALL UTILITIES ARE SHOWN. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE.

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

CURVE DATA IS BASED ON THE ARC DEFINITION.

WHEN THE QUANTITY OF THE ITEMS OF BASE AGGREGATE, SUBBASE OR HMA PAVEMENT IS MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD, THE DEPTH OR THICKNESS OF THE LAYERS SHOWN ON THE PLAN IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

CONTRACTOR WILL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY HIS OPERATION OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS.

SECTIONS AS SHOWN ON THE CROSS SECTION SHEETS INCLUDE THE THICKNESS OF TOPSOIL.

PURSUANT TO CHAPTER 59 OF THE WISCONSIN STATUTES, THE CONTRACTOR SHALL CAREFULLY MAKE A SEARCH FOR EVIDENCE OF A LANDMARK IN ALL AREAS WHERE SUCH A LANDMARK MAY EXIST.

WORK WITH UTMOST CARE AND PROTECT ALL SURVEY MARKERS. REMOVAL OF ANY SURVEY MARKER IS TO BE WITH THE APPROVAL OF THE ENGINEER.

THE INTENDED PAVING WIDTH FOR INTERSECTIONS AND DRIVEWAYS IS TO MATCH EXISTING PAVEMENT EDGES.

IN AREAS WHERE DITCH GRADING WILL OCCUR DRIVEWAYS SHALL MATCH EXISTING AT THE R/W LINE. SAW CUTS ARE REQUIRED AT THE R/W LINE FOR PAVED DRIVEWAYS.

UTILITIES

DUANE PRONDZINSKI ANR PIPELINE COMPANY - GAS/PETROLEUM 2375 N SECOND DR STEVENS POINT , WI. 54481 PHONE: 715-295-3143 MOBILE: 715-460-4322	ELECTRICITY MARK VILLARS ALLIANT ENERGY 880 N WISCONSIN ST BERLIN, WI 54923 PHONE: 920-361-5652 MOBILE: 920-290-0827	COMMUNICATION LINE TIM KROEZE CENTURY LINK 201 STARK ST. P.O. BOX 98 RANDOLPH, WI 53956 PHONE: (920) 326-2224 MOBILE: 920-219-0112	VILLAGE OF NESHKORO SANITARY SEWER GARY KRUEGER, DPW 435 E PEARL STREET NESHKORO, WI 54960 PHONE: 920-293-4410 MOBILE: 920-229-4410
ELECTRICITY MICHAEL OLSEN AMERICAN TRANSMISSION COMPANY LLC 801 O'KEEFE ROAD DEPERE, WI 54115 PHONE: (920)-338-6582 MOBILE: (920)-660-2390	COMMUNICATION LINE TONY KLATT CHARTER COMMUNICATIONS W 7185 STATE RD. 49 SUITE 1 WAUPAN, WI. 53963 PHONE: 920-263-0062	GAS/PETROLEUM BILL GARSKI WE ENERGIES 1921 8TH ST SOUTH WISCONSIN RAPIDS, WI 54494 PHONE: 715-421-7259 MOBILE: 715-421-9882	



Toll Free (800) 242-8511
Milwaukee Area (414) 259-1181
Hearing Impaired TDD (800) 542-2289
www.DiggersHotline.com

WDNR CONTACT

BOBBI JO FISCHER
ENVIRONMENTAL ANALYST & REVIEW SPECIALIST
WISC. DEPT. OF NATURAL RESOURCES
WAUTOMA SERVICE CENTER
427 EAST TOWER DRIVE, SUITE 100
WAUTOMA, WI 54982
PHONE: (920) 787-4686 (EXT. 3007)

PROJECT OVERVIEW



A LINE
W PARK ST
W BLUFF ST
B LINE

MEADOWOOD SHORES RD
(PRIVATE RD)
S LINE

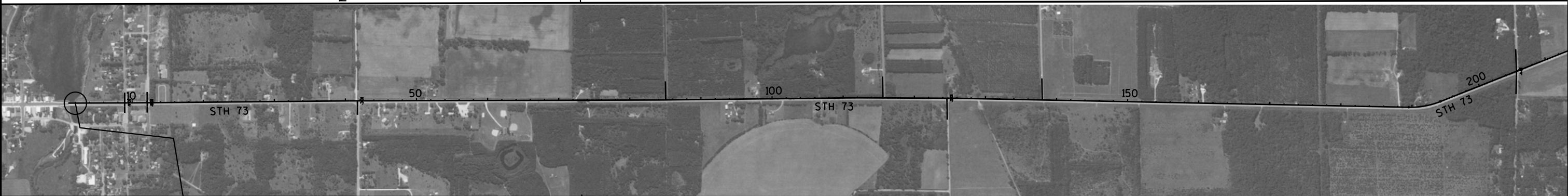
MARQUETTE CO	WAUSHARA CO
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D LINE
CZECH LN

E LINE
BANNERMAN
JUNCTION
RD

H LINE
CYPRESS RD

Y LINE	W CTH YY
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A LINE
E PARK ST
E BLUFF ST
B LINE

BEGIN PROJECT
STA. 1+92.44
N = 93065.17
E = 400060.52

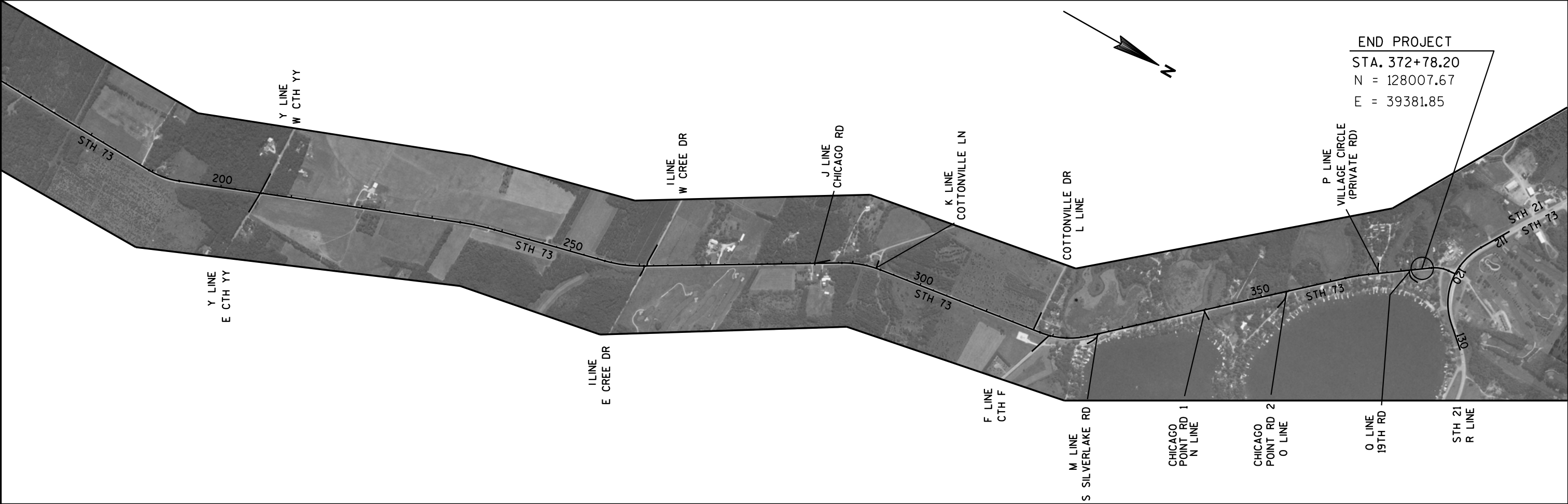
C LINE	N LIMIT RD	CTH E & N
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MARQUETTE CO

WAUSHARA CO

G LINE
CZECH AVE

Y LINE
E CTH YY



END PROJECT
STA. 372+78.20
N = 128007.67
E = 39381.85

P LINE
VILLAGE CIRCLE
(PRIVATE RD)

STH 73

130

LINE

STH 21
R LINE

U LINE
19TH RD

CHICAGO
POINT RD 2CHICAGO
POINT RD 1
N LINEM LINE
S SII VFRI AKF RD

COTTONVILLE DR
L LINE

COTTONVILLE LN

J LINE
CHICAGO RD

1 LINE
W CREE DR

LINE
E CREE DR

CTH F
F LINE

PROJECT NO: 6530-00-80

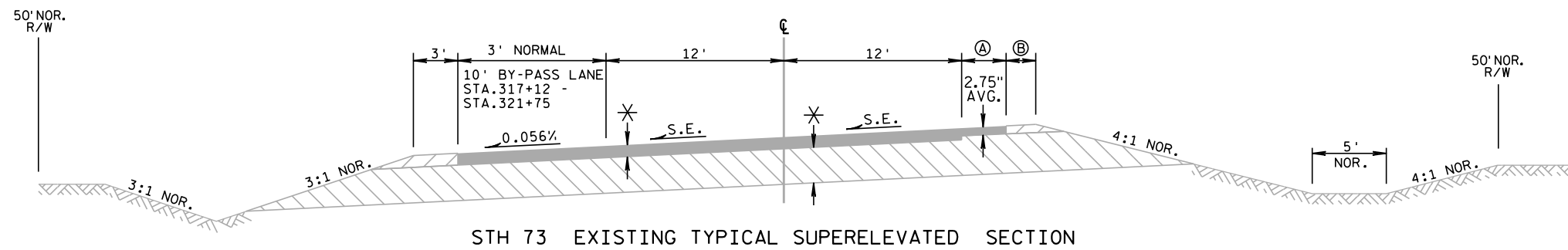
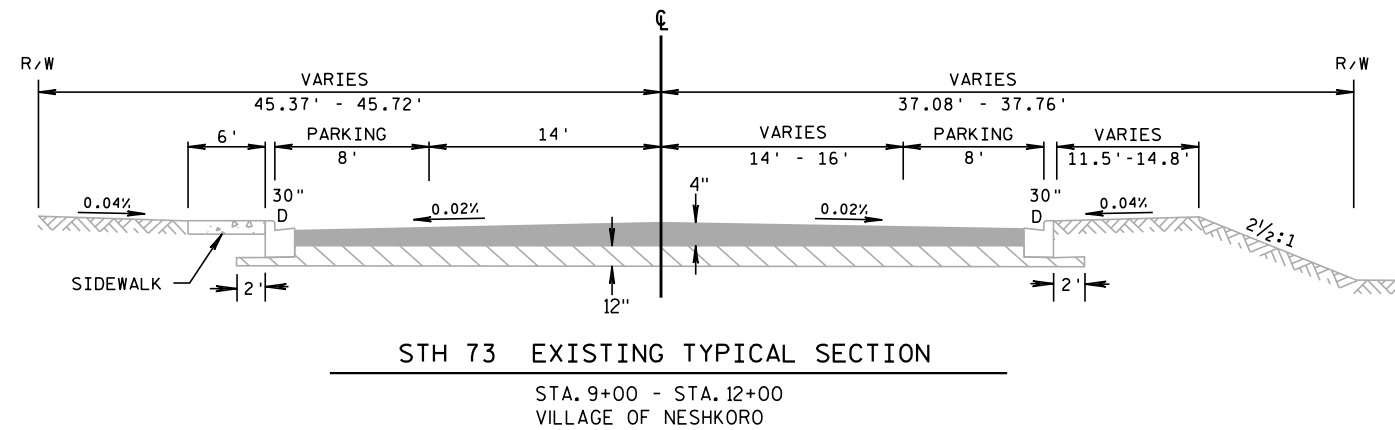
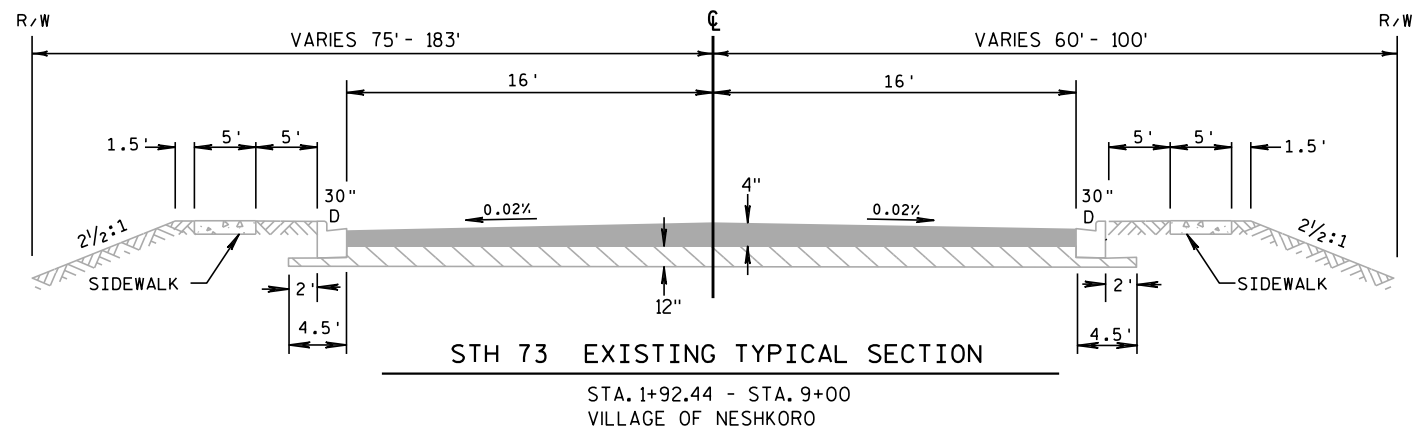
HWY: STH 73

COUNTY: WAUSHARA/MARQUETTE

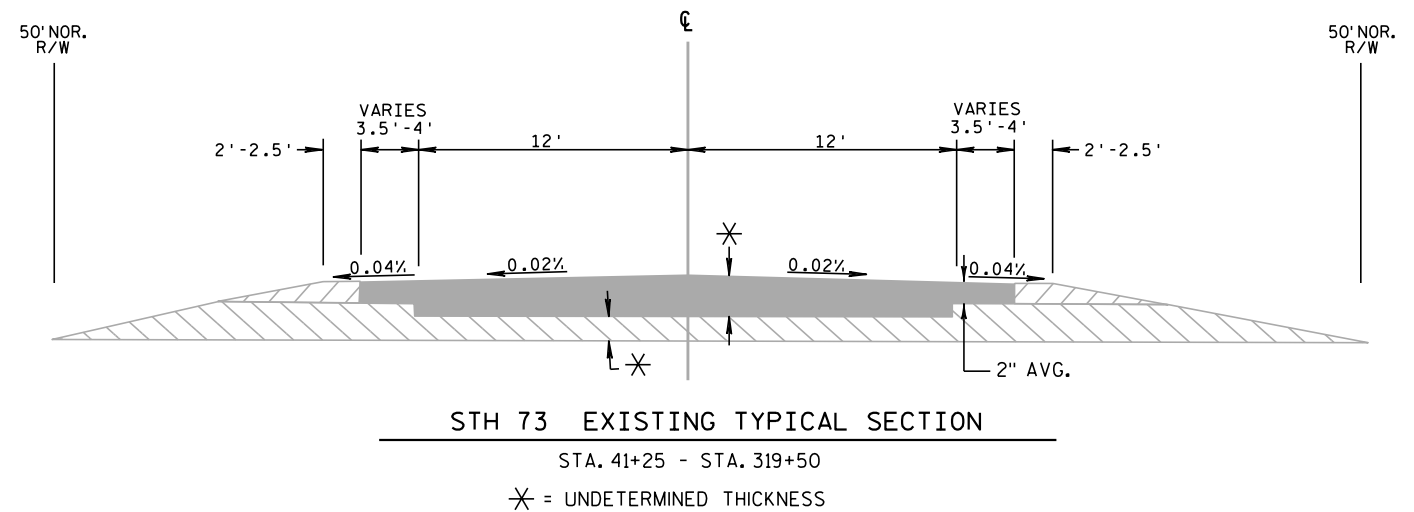
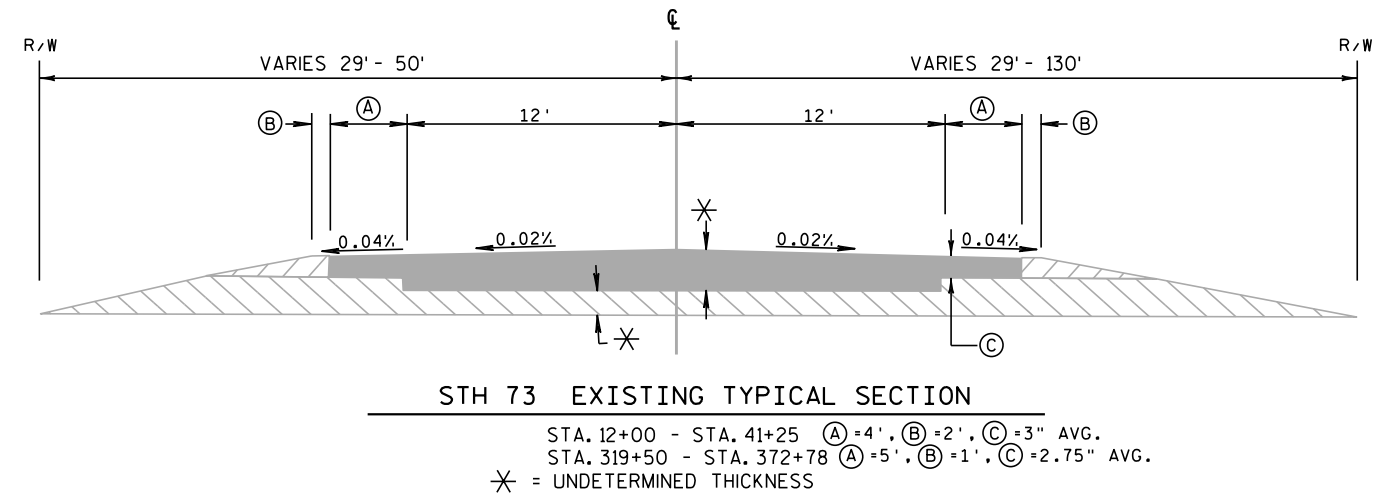
PROJECT OVERVIEW

SHEET

E



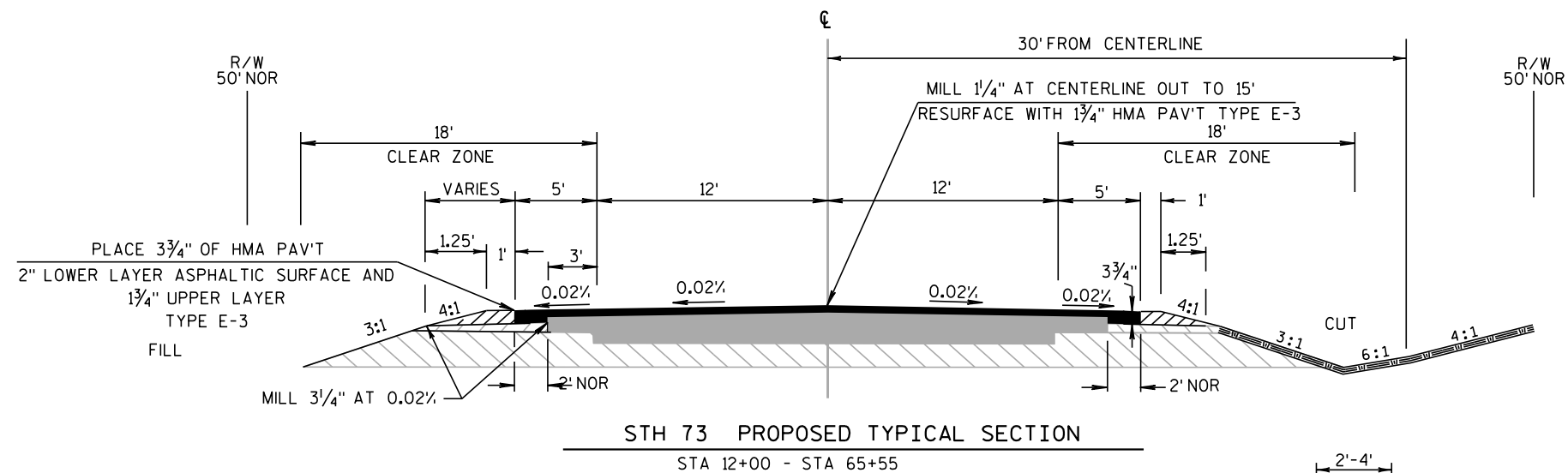
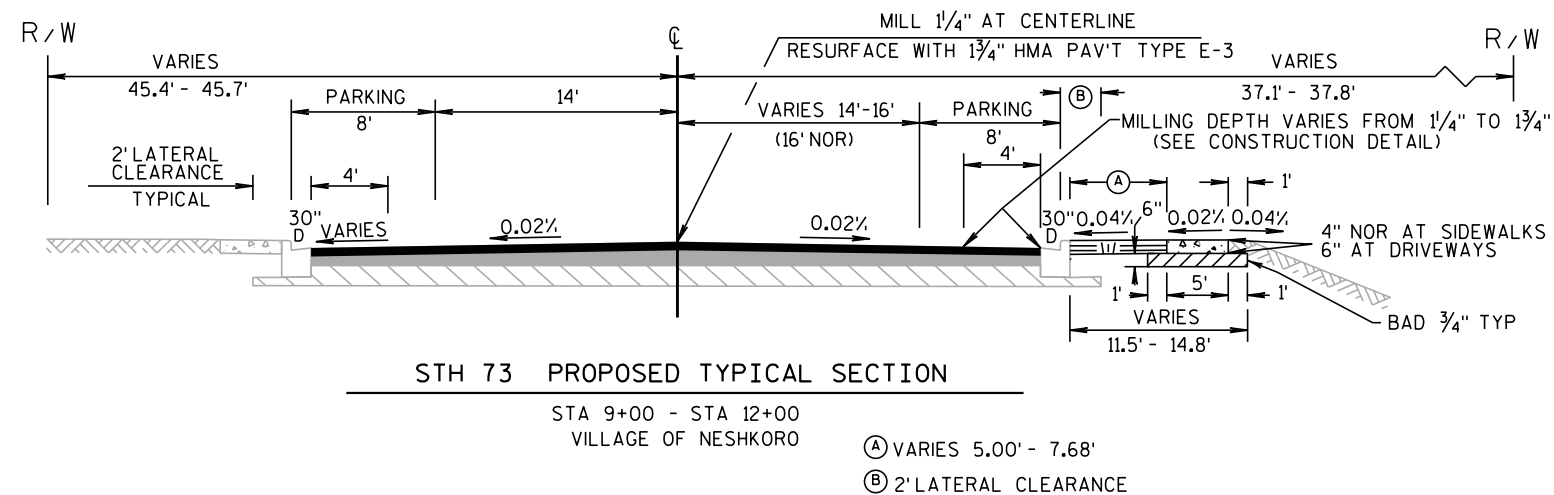
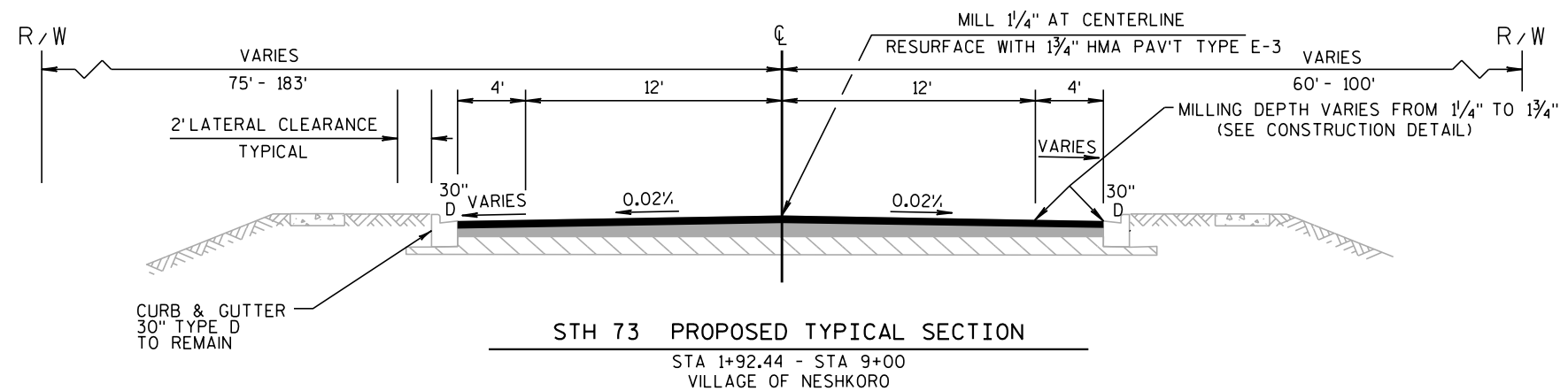
NOTE:
* = UNDETERMINED THICKNESS
STA. 317+12 - 319+50, (A) = 3', (B) = 3'
STA. 319+50 - 321+75, (A) = 5', (B) = 1'



LEGEND:

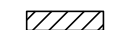
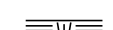
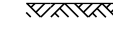
- EXISTING BASE AGGREGATE DENSE 3/4-INCH
- EXISTING BASE AGGREGATE DENSE 1 1/4-INCH
- EXISTING ASPHALTIC CONCRETE PAVEMENT
- EXISTING CONCRETE SIDEWALK

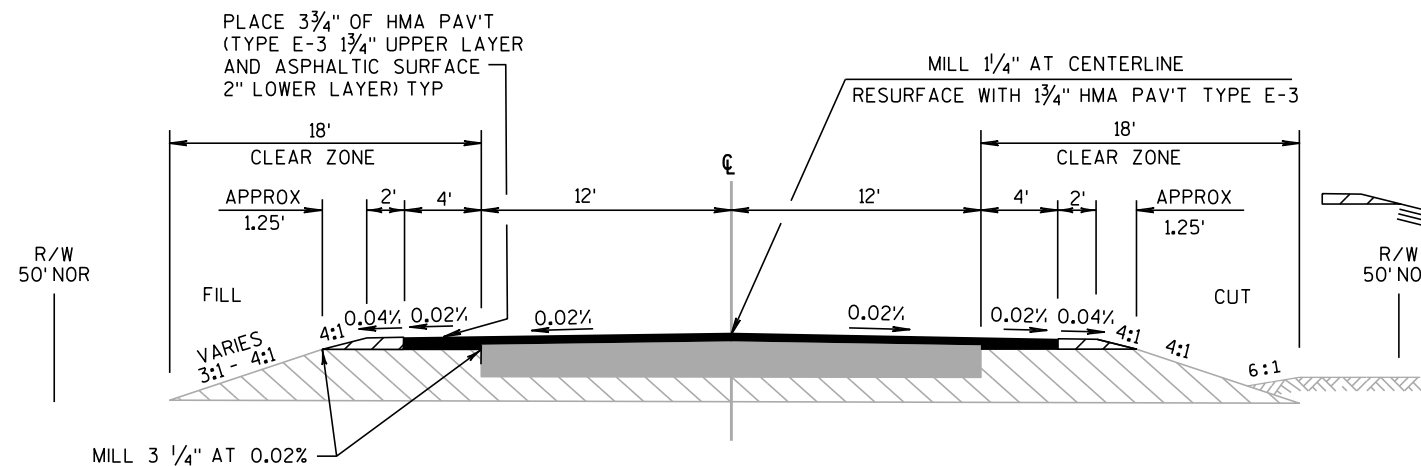
NOTE: NO PAVEMENT CORE SAMPLES WERE TAKEN FOR THIS PROJECT.



SAFETY EDGE REQUIRED
(SEE STANDARD DETAIL DRAWING)

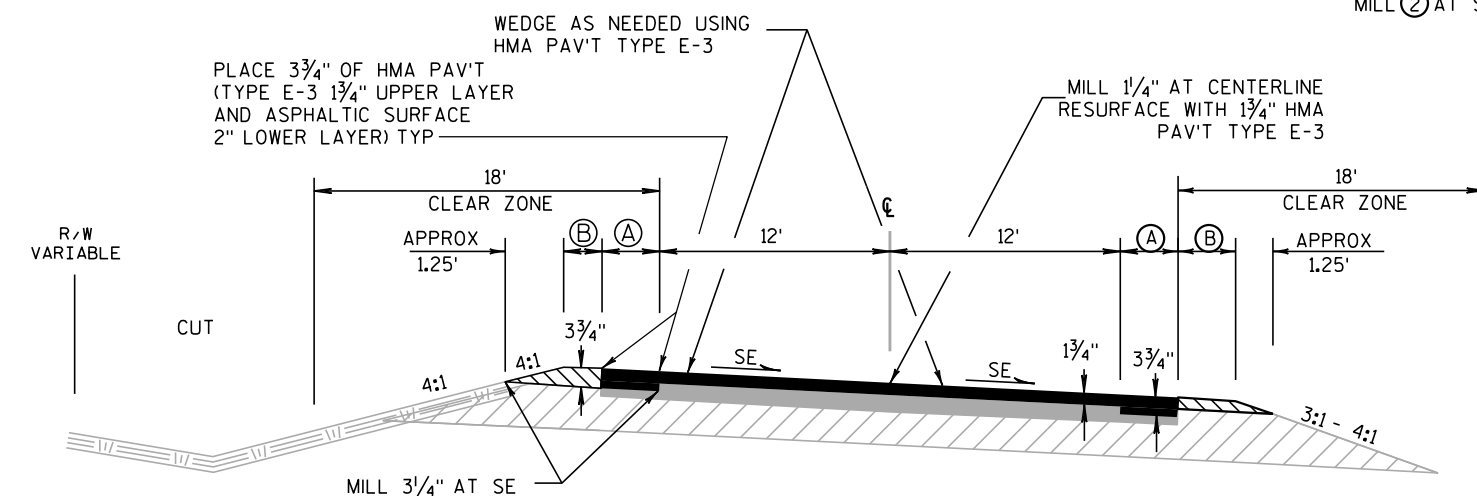
LEGEND:

-  SALVAGED ASPHALTIC PAVEMENT BASE
-  4" SALVAGED TOPSOIL, FERTILIZE AND SEED
-  ORIGINAL GROUND
-  EXISTING BASE AGGREGATE DENSE 3/4-INCH
-  EXISTING BASE AGGREGATE DENSE 1 1/4-INCH
-  EXISTING ASPHALTIC CONCRETE PAVEMENT
-  HMA TYPE E-3



STH 73 PROPOSED TYPICAL SECTION

STA 65+55 - STA 189+55
 STA 194+11 - STA 234+02
 STA 238+95 - STA 255+07
 STA 260+63 - STA 288+47
 STA 294+02 - STA 318+16



STH 73 PROPOSED SUPERELEVATED TYPICAL SECTION

STA 234+02 - STA 238+95 SE=0.03% A = 4' B = 2'
 STA 288+47 - STA 294+02 SE=0.06% A = 4' B = 2'
 STA 362+12 - STA 365+39 SE=0.036% A = 6' B = 0'

NOTE:

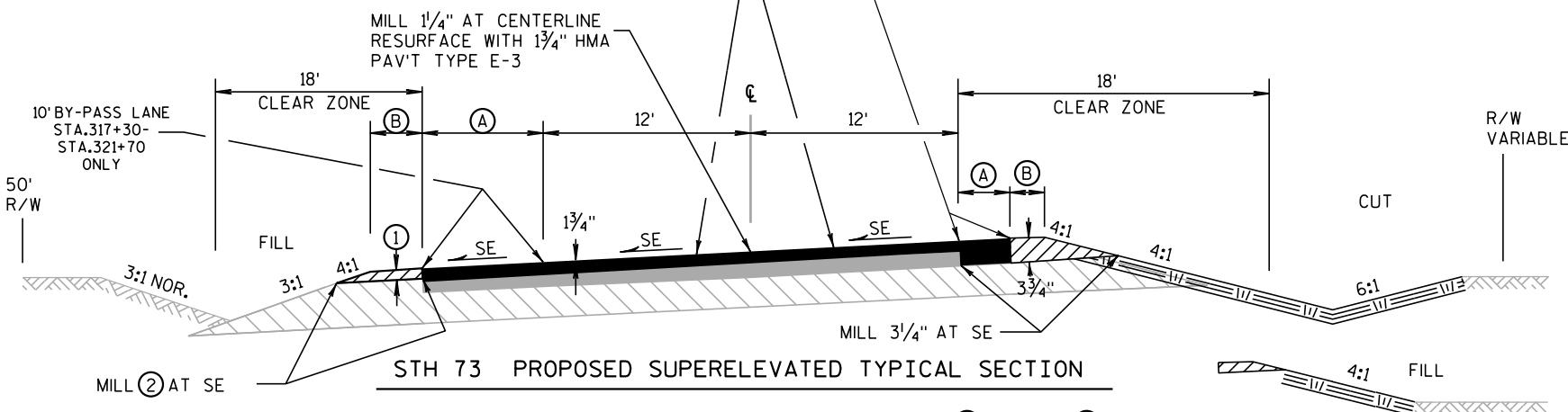
STA 232+82 - STA 240+15: MILL 1 1/4" ON CENTERLINE DAYLIGHT RT & LT
 STA 286+87 - STA 295+62: MILL 1 1/4" ON CENTERLINE DAYLIGHT RT & LT
 STA 361+07 - STA 366+44: MILL 2" ON CENTERLINE DAYLIGHT RT & LT

NOTE:

SAFETY EDGE REQUIRED FOR ALL RURAL TYPICAL SECTIONS (SEE STANDARD DETAIL DRAWING)

LEGEND:

- EXISTING BASE AGGREGATE DENSE 3/4-INCH
- EXISTING BASE AGGREGATE DENSE 1 1/4-INCH
- EXISTING ASPHALTIC CONCRETE PAVEMENT
- HMA TYPE E-3
- SALVAGED ASPHALTIC PAV'T BASE
- 4" SALVAGED TOPSOIL, FERTILIZE AND SEED
- ORIGINAL GROUND



STH 73 PROPOSED SUPERELEVATED TYPICAL SECTION

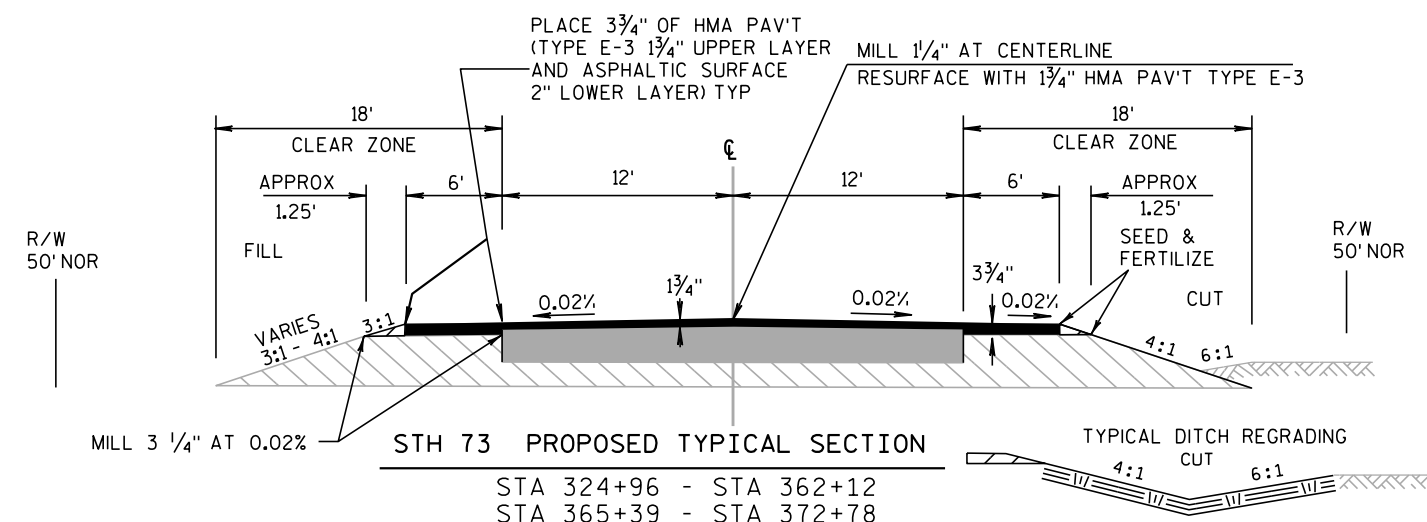
STA 189+55 - STA 194+11 SE=0.06% A = 4' B = 2'
 STA 255+07 - STA 260+63 SE=0.055% A = 4' B = 2'
 STA 318+16 - STA 319+50 SE=0.056% A = 4' B = 2'
 STA 319+50 - STA 324+96 SE=0.056% A = 6' B = 0'

NOTE: STA 188+02 - STA 195+64:
 STA 253+56 - STA 262+14:
 STA 316+78 - STA 326+34:

① = 3 3/4", ② = 3 1/4"
 ① = 1 3/4", ② = 1 1/4"

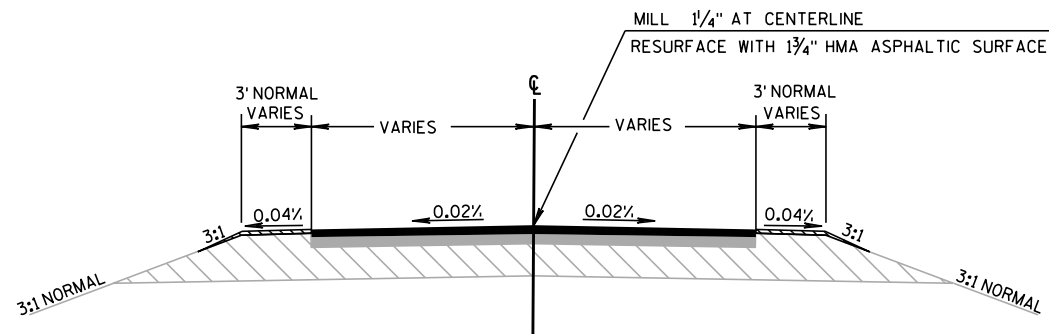
MILL 1 1/4" ON CENTERLINE DAYLIGHT RT & LT
 MILL 1 1/4" ON CENTERLINE DAYLIGHT RT & LT
 MILL 2" ON CENTERLINE DAYLIGHT RT & LT

ALL LOCATIONS EXCEPT BY-PASS LANE
 STA 317+30 - STA 321+70 BY-PASS LANE ONLY



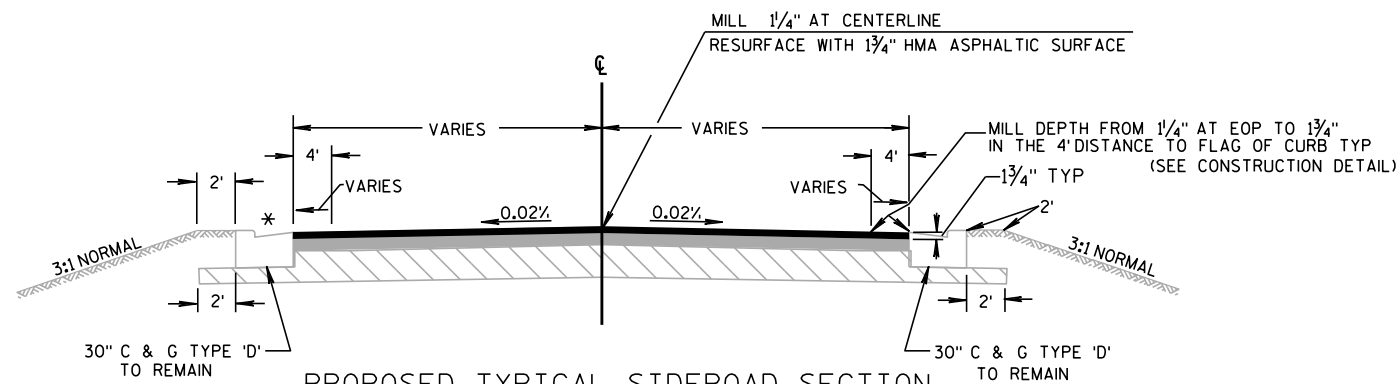
STH 73 PROPOSED TYPICAL SECTION

STA 324+96 - STA 362+12
 STA 365+39 - STA 372+78



PROPOSED TYPICAL SIDEROAD SECTION

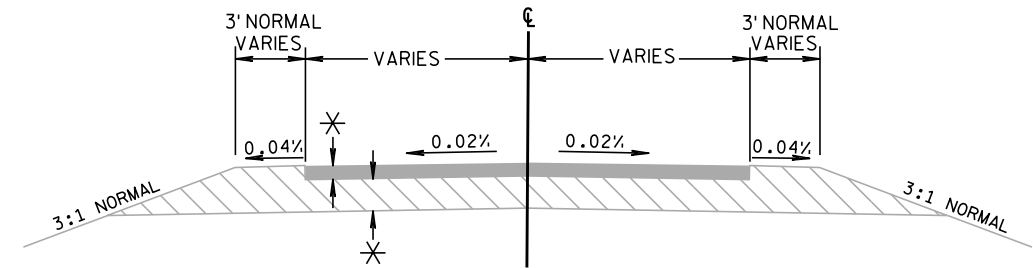
N LIMIT RD / CTH E & N	CTH YY	SILVER LAKE RD
CZECH LN	CREE DR	CHICAGO POINT RD 1
BANNERMAN JCT RD	CHICAGO RD	CHICAGO POINT RD 2
CZECH AVE	COTTONVILLE LN	19TH RD
CYPRESS RD	COTTONVILLE DR	
	CTH F	



PROPOSED TYPICAL SIDEROAD SECTION

E PARK ST	* E BLUFF ST	
W PARK ST	* W BLUFF ST	* NO EXISTING C&G LEFT

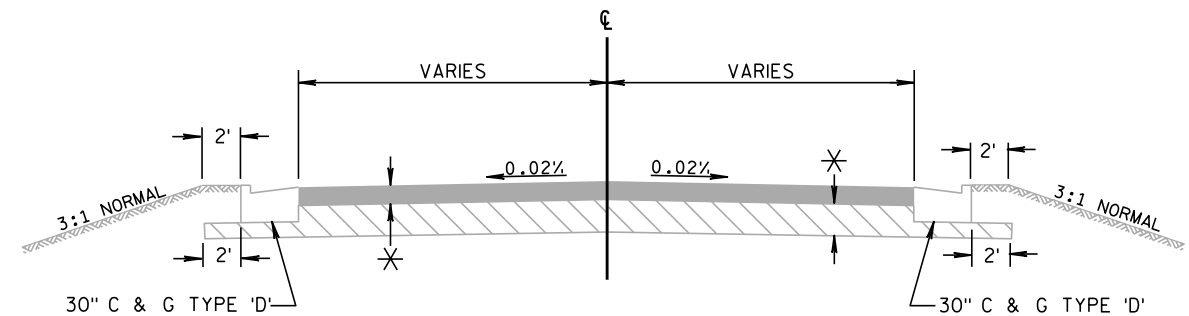
FOR THE PRIVATE ROADS OF MEADOWOOD SHORES ROAD AND VILLAGE CIRCLE, SEE CONSTRUCTION DETAIL "RURAL DRIVEWAY INTERSECTION DETAIL".



EXISTING TYPICAL SIDEROAD SECTION

N LIMIT RD / CTH E & N	CTH YY	CTH F
CZECH LN	CREE DR	SILVER LAKE RD
BANNERMAN JCT RD	CHICAGO RD	CHICAGO POINT RD 1
CZECH AVE	COTTONVILLE LN	CHICAGO POINT RD 2
CYPRESS RD	COTTONVILLE DR	19TH RD

* = UNDETERMINED THICKNESS



EXISTING TYPICAL SIDEROAD SECTION

E PARK ST	* * E BLUFF ST
W PARK ST	* * W BLUFF ST

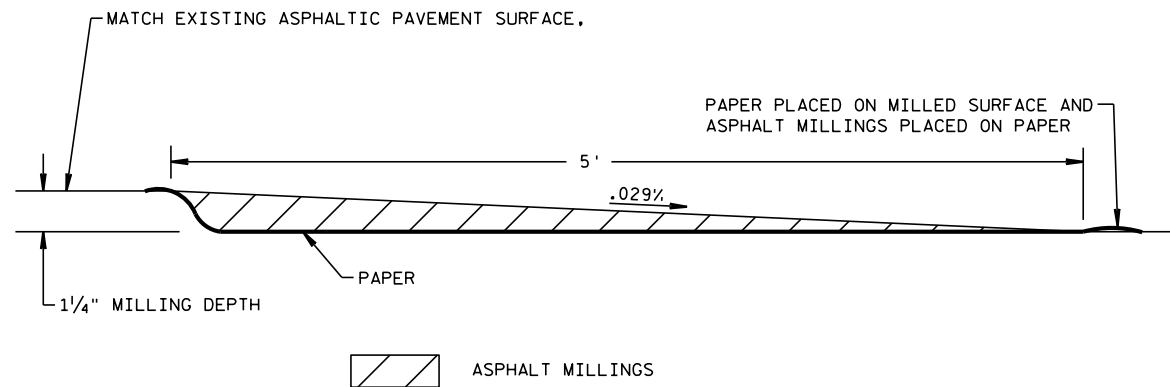
* = UNDETERMINED THICKNESS

* * = NO CURB AND GUTTER LEFT

LEGEND:

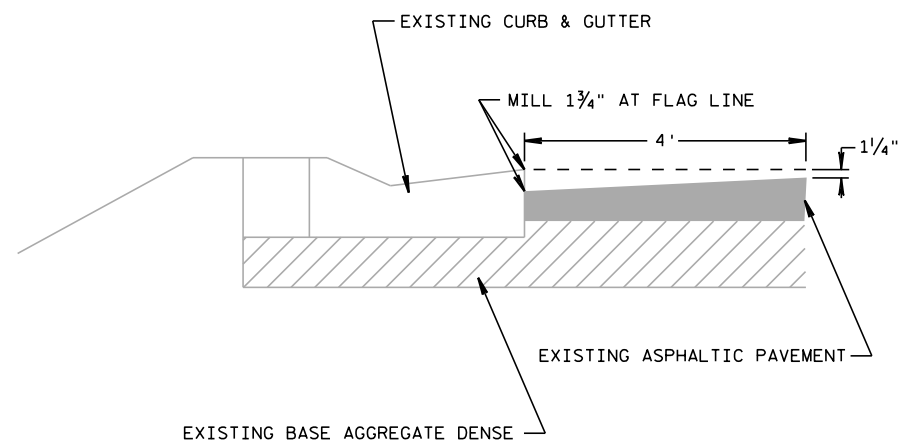
- EXISTING BASE AGGREGATE DENSE 3/4-INCH
- EXISTING BASE AGGREGATE DENSE 1 1/4-INCH
- EXISTING ASPHALTIC CONCRETE PAVEMENT
- HMA ASPHALTIC SURFACE
- SALVAGED ASPHALTIC PAVT BASE
- 4" SALVAGED TOPSOIL, FERTILIZE & SEED
- ORIGINAL GROUND

2



TYPICAL TEMPORARY PAPER JOINT DETAIL

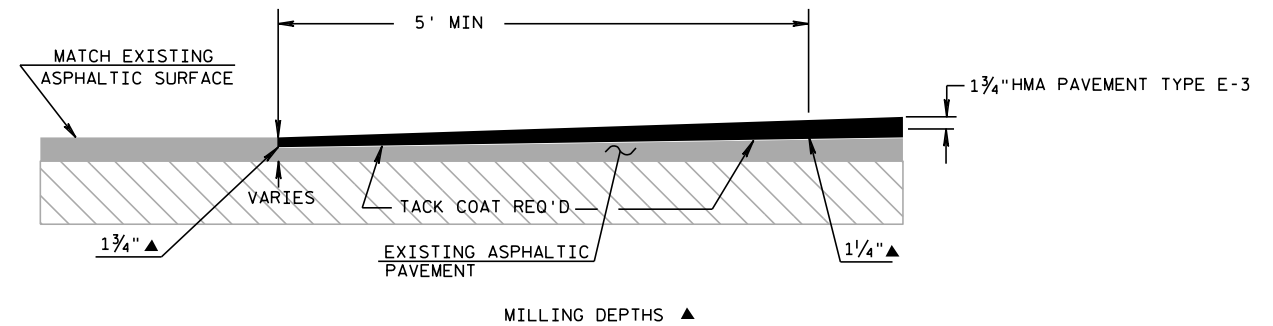
COST IS INCIDENTAL TO THE ITEM OF SALVAGE ASPHALTIC PAVEMENT MILLING



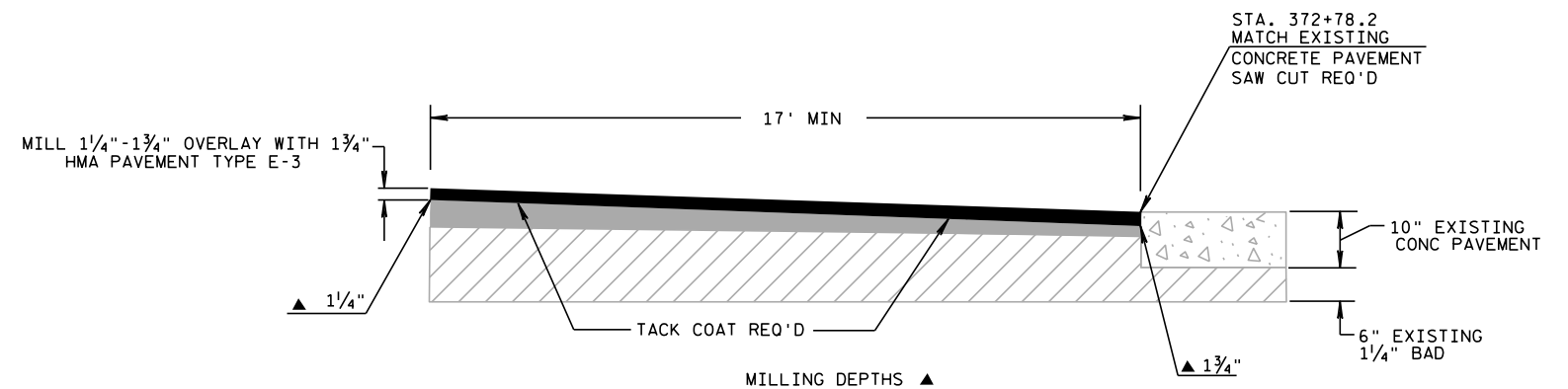
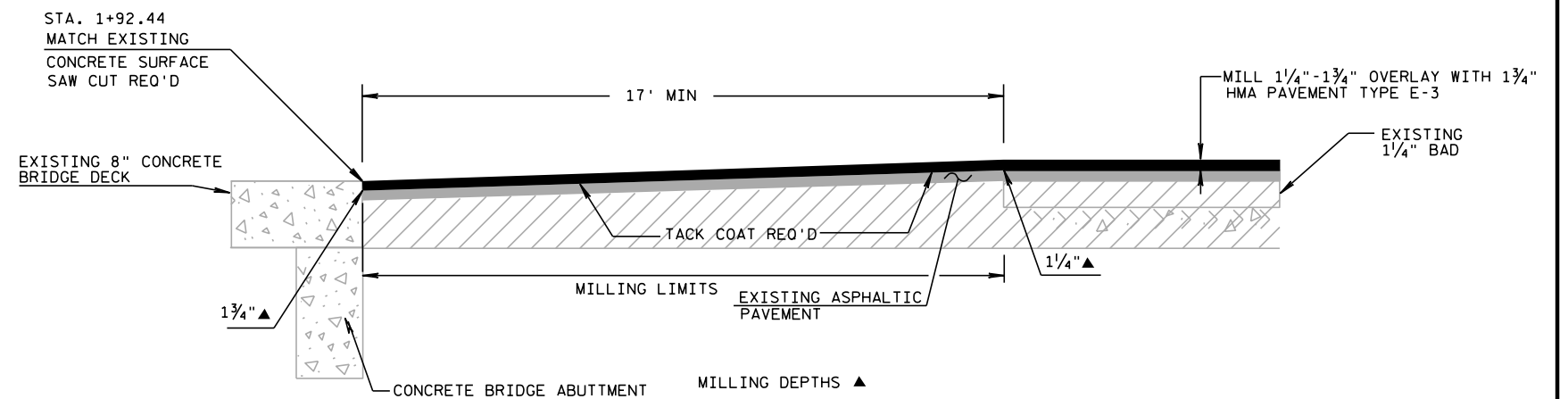
MILLING DETAIL ADJACENT TO EXISTING CURB & GUTTER

URBAN MAINLINE SECTION VILLAGE OF NESHKORO
URBAN INTERSECTIONS VILLAGE OF NESHKORO

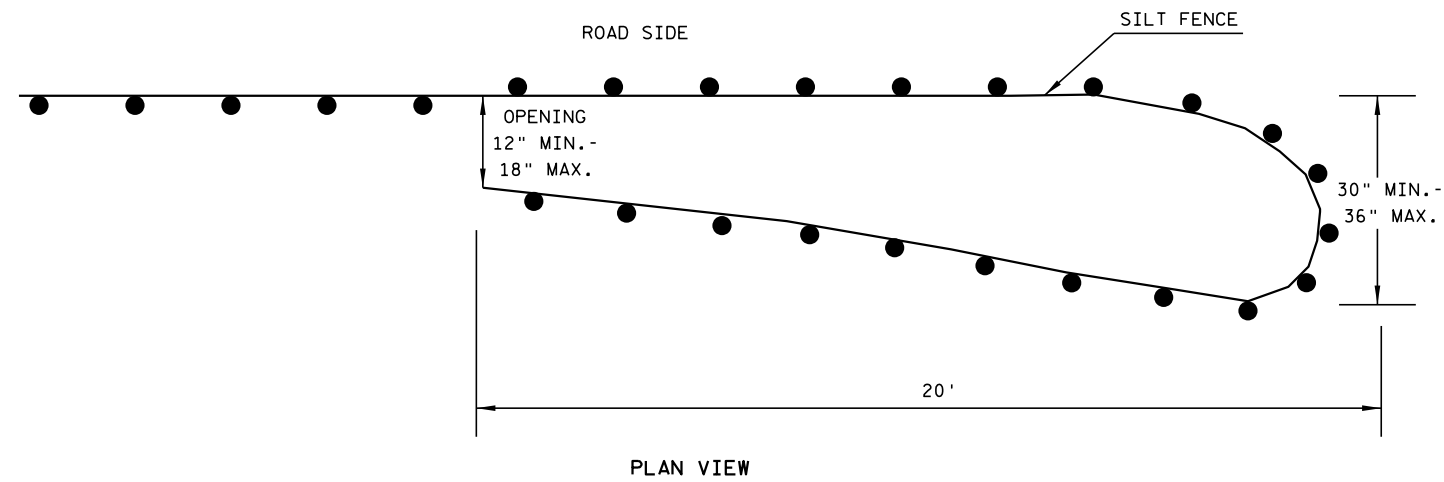
2



SIDE ROAD BUTT JOINT DETAIL



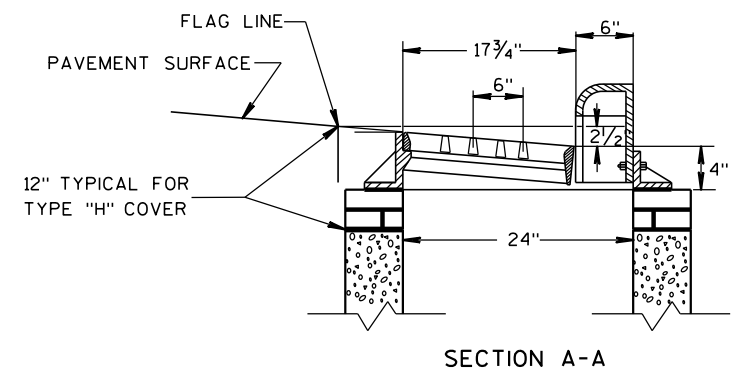
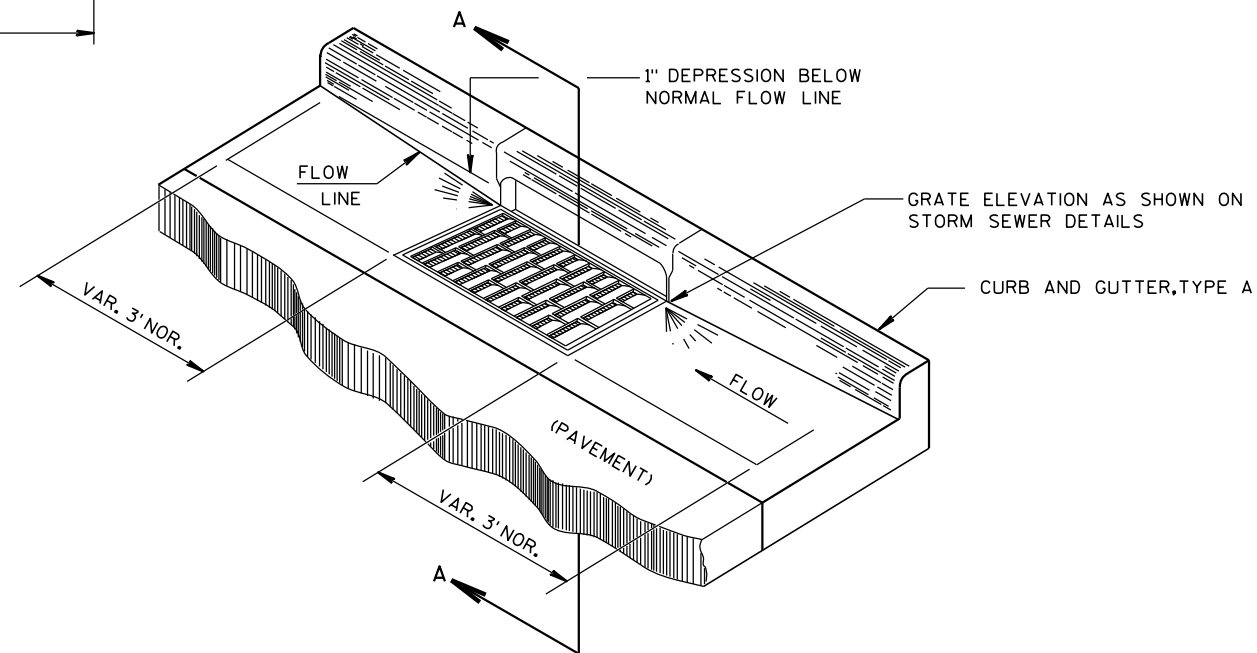
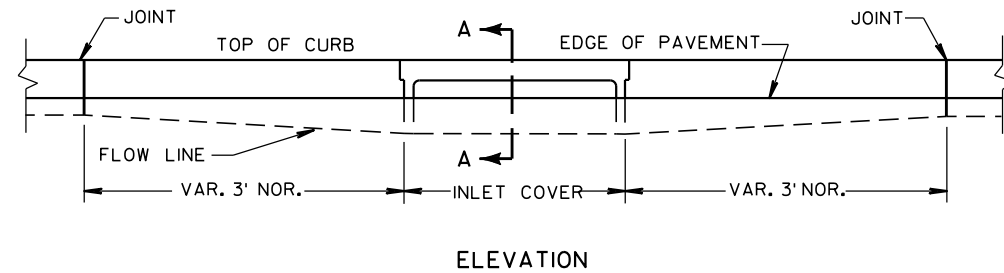
MAINLINE BUTT JOINT DETAILS



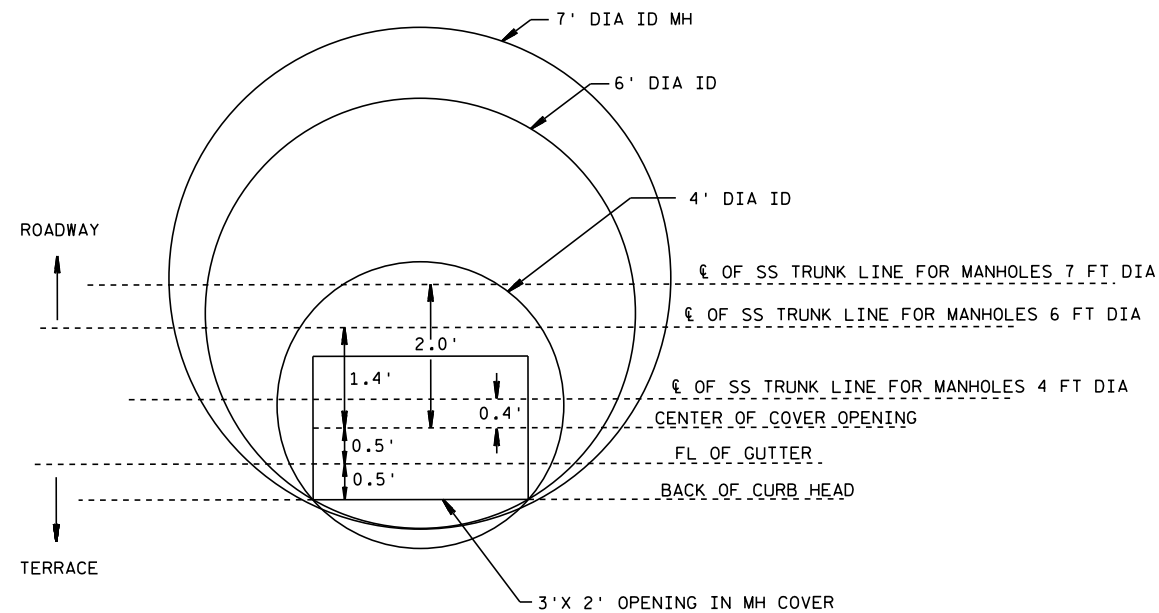
GENERAL NOTES:

THE PURPOSE OF THE TURTLE TURN-AROUNDS ARE TO REDIRECT THE TURTLES AWAY FROM THE CONSTRUCTION ZONE.
DESIGN SHOULD ALSO INCLUDE TRENCHED-IN SEDIMENT FENCING AND FENCING SUPPORTS ON UPSLOPE SIDE OF FENCE.
SILT FENCE POSTS FOR THE TURN-AROUND SHOULD BE ON THE OUTSIDE OF THE TURN-AROUND.

TEMPORARY ANIMAL TURN-AROUND DETAIL



DETAIL OF CURB AND GUTTER AT INLETS
(INLETS 2 X 3 FT SHOWN)



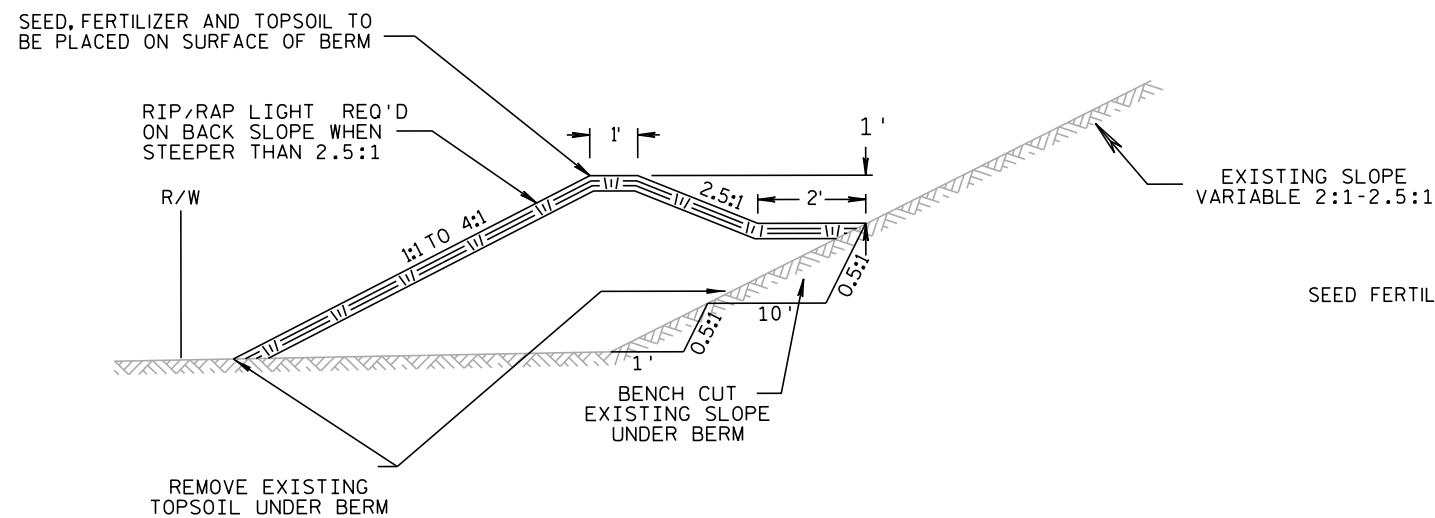
STORM SEWER COMBINATION INLET / MANHOLE WITH OFFSET COVER DETAIL

NOTES: 1. A PRE-CAST FLAT COVER IS REQUIRED FOR MANHOLES WITH INLET CASTINGS

RUNOFF COEFFICIENTS FOR SPECIFIC LAND USE

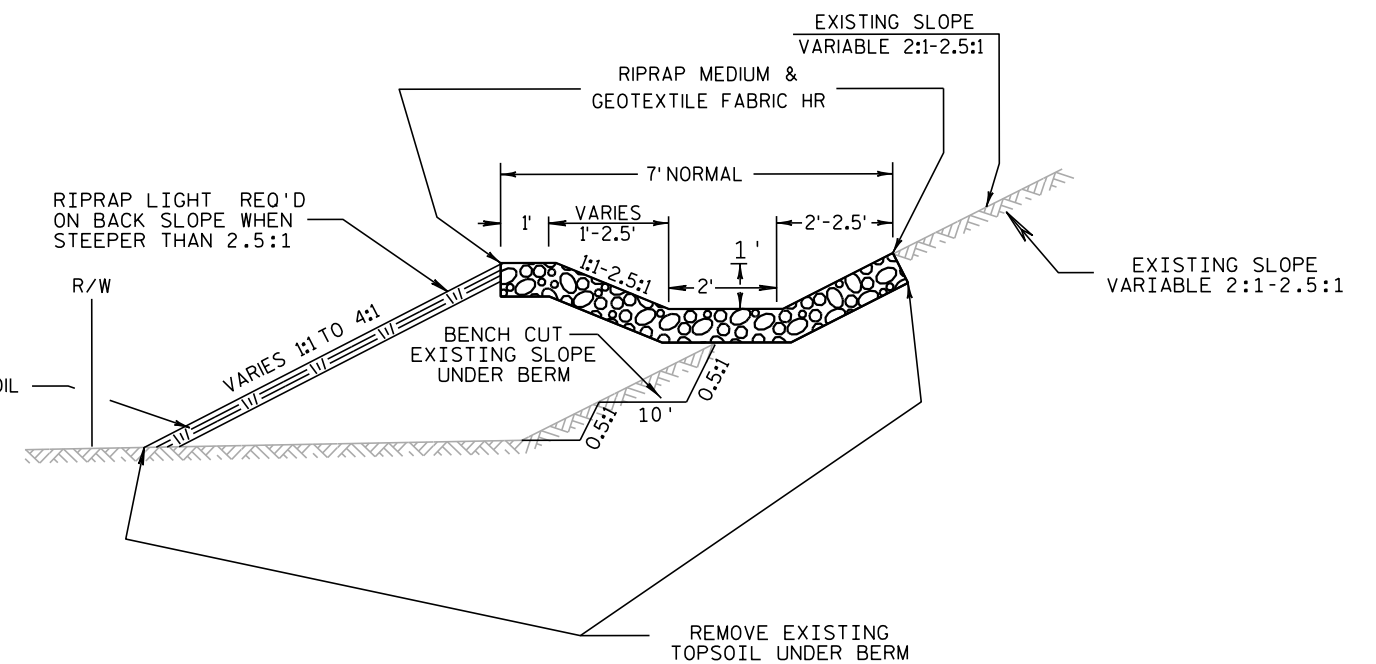
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .50	.19 .34	.28 .41	.38 .56
MEDIAN STRIP-TURF	.19 .24	.20 .26	.24 .30	.19 .25	.22 .28	.26 .33	.20 .26	.23 .30	.30 .37	.20 .27	.25 .32	.30 .40
SIDE SLOPE-TURF			.25 .32			.27 .34			.28 .36			.30 .38
PAVEMENT:												
ASPHALT	.70 - .95											
CONCRETE	.80 - .95											
BRICK	.70 - .80											
DRIVES, WALKS	.75 - .85											
ROOFS	.75 - .95											
GRAVEL ROADS, SHOULDERS	.40 - .60											

TOTAL PROJECT AREA = 85.1 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 42.3 ACRES
PROJECT 6530-00-80



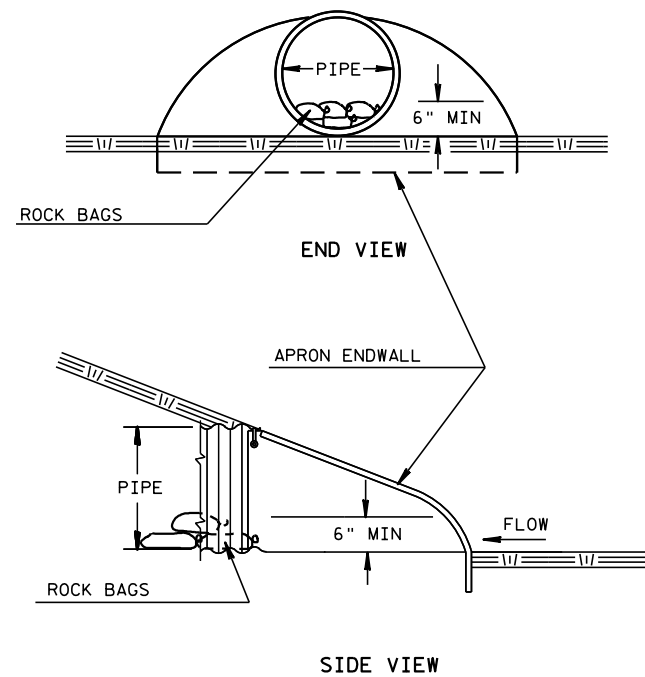
STORM SEWER BERM

STA 3+50 LT - 5+70 LT
STA 5+70 LT - 6+75 LT

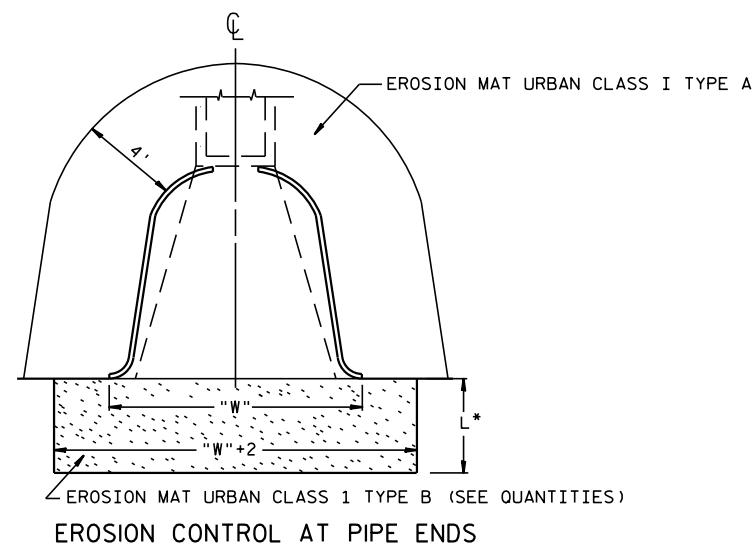


STORM SEWER BERM

STA 6+75 LT - 7+88 LT

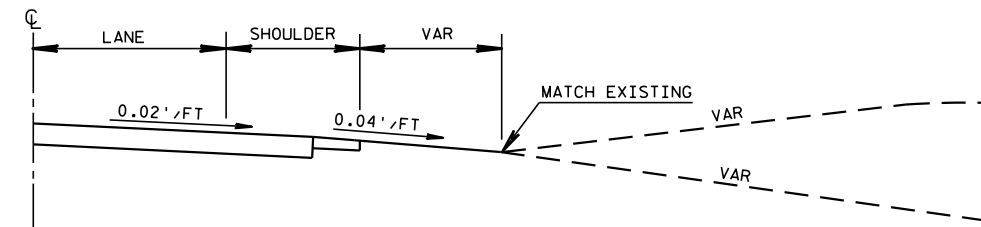


CULVERT PIPE CHECKS



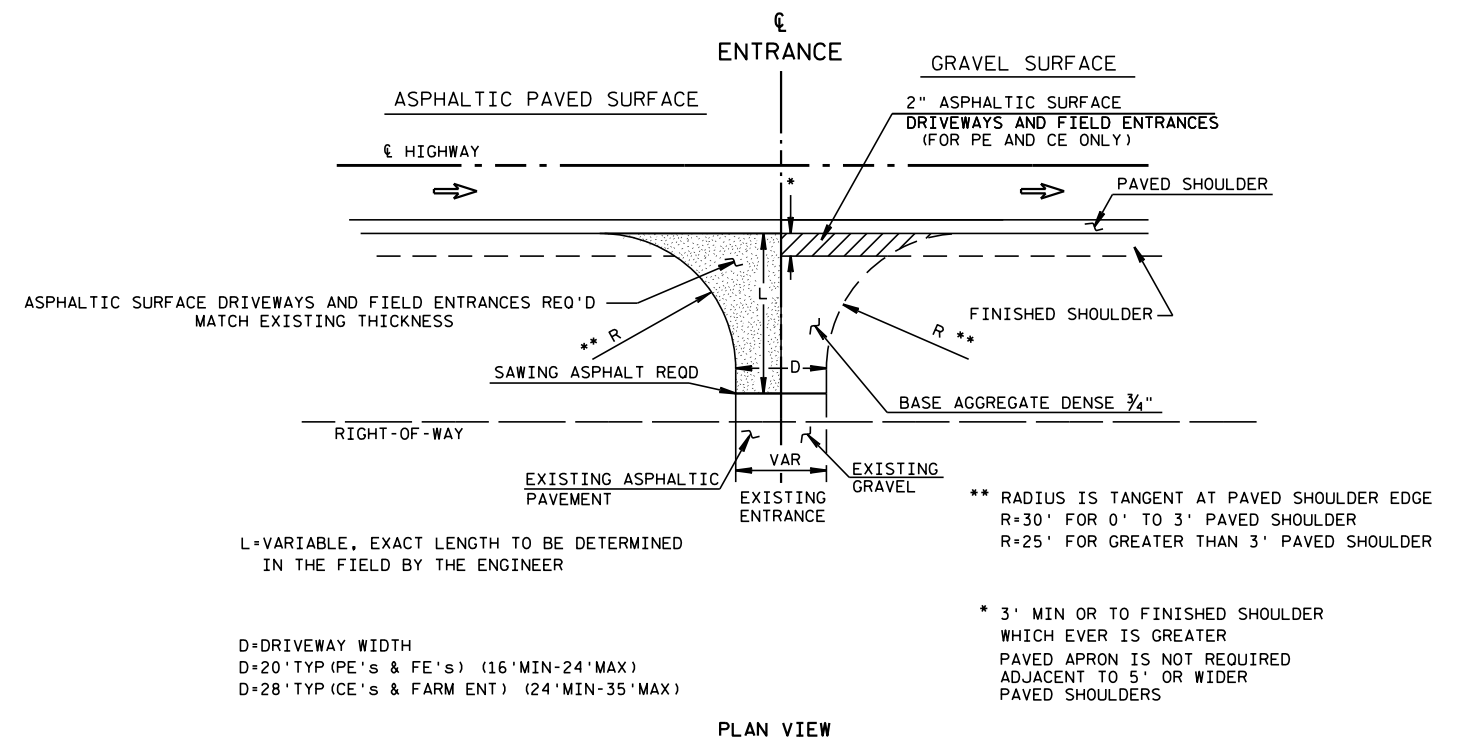
EROSION CONTROL AT PIPE ENDS

L = 3 TIMES DIAMETER OR 10' MIN.
INCREASE IF WARRANTED
* TO BE DETERMINED BY
ENGINEER IN THE FIELD



TYPICAL PROFILE VIEW

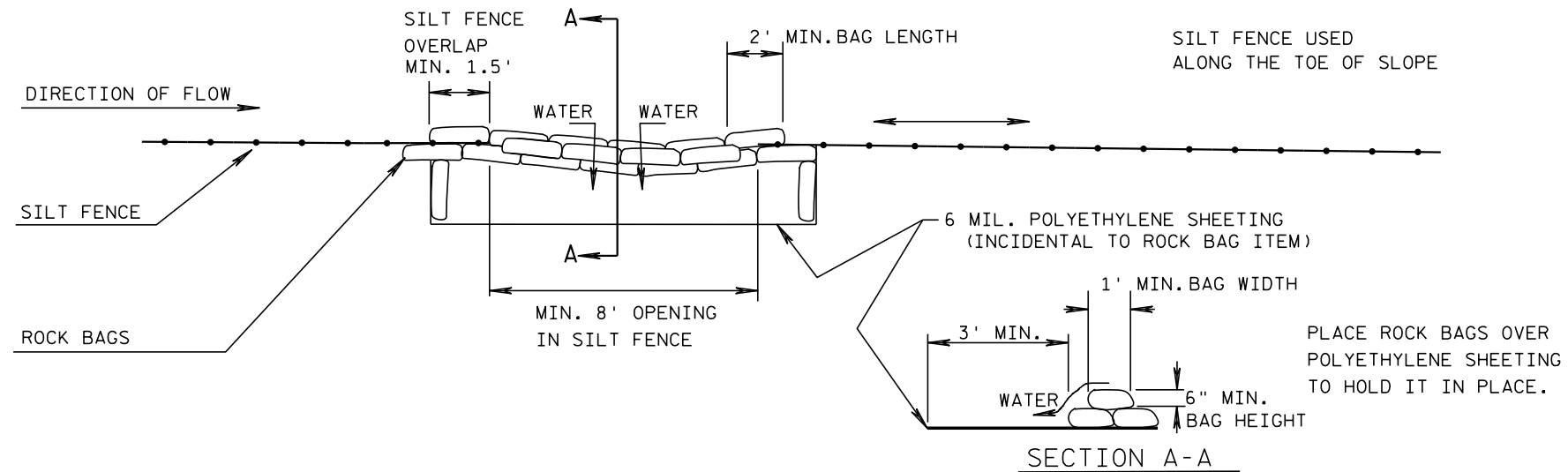
THE PAVED APRON AT DRIVEWAYS AND PRIVATE ROADS SHOWN ON THE RURAL DRIVEWAY CONSTRUCTION DETAIL IS NOT NEEDED WHERE 5 FEET OF THE SHOULDER IS PROPOSED TO BE PAVED.



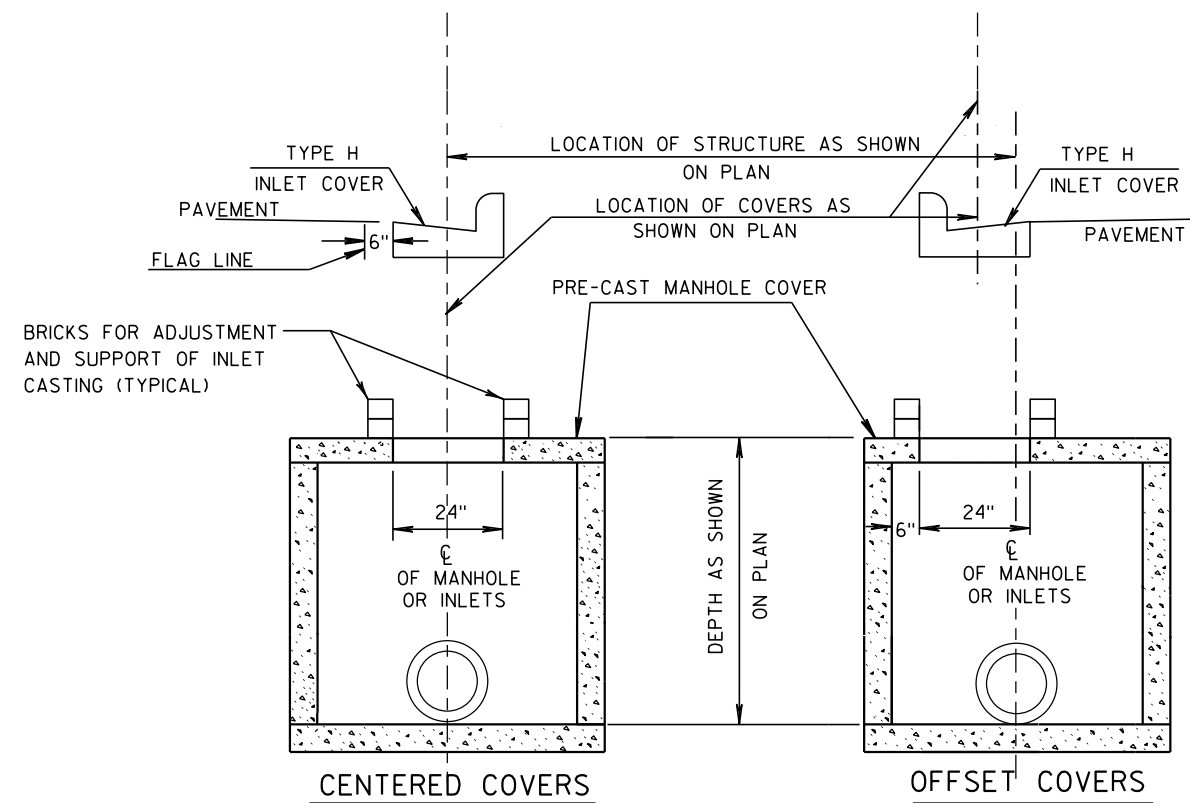
PLAN VIEW

**RURAL DRIVEWAY INTERSECTION DETAIL
(PE, FE & CE)
(FOR RESURFACING PROJECTS)**

NOTE: THE PAVED APRON AT DRIVEWAYS AND PRIVATE ROADS SHOWN ON THE RURAL DRIVEWAY CONSTRUCTION DETAIL IS NOT NEEDED WHERE 5 FEET OF THE SHOULDER IS PROPOSED TO BE PAVED.



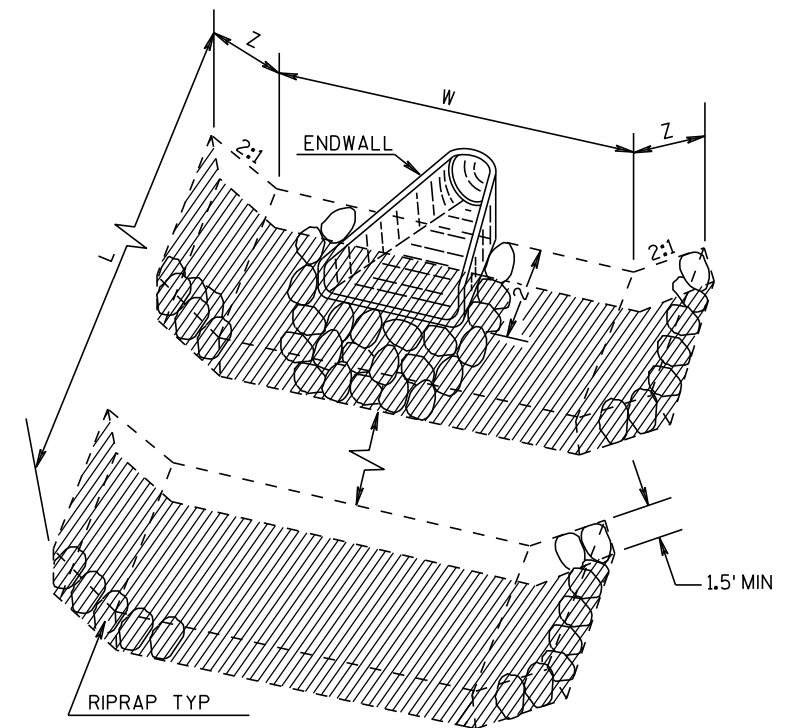
ROCK BAGS USED FOR SILT FENCE RELIEF DETAIL
(SEE EROSION CONTROL PLAN FOR RELIEF LOCATIONS)



COVER PLACEMENT FOR STANDARD INLETS & MANHOLES

NOTE: DETAILS NOT SHOWN SHALL CONFORM TO STANDARD DETAIL

DRAWINGS FOR 4-FT DIAMETER MANHOLES



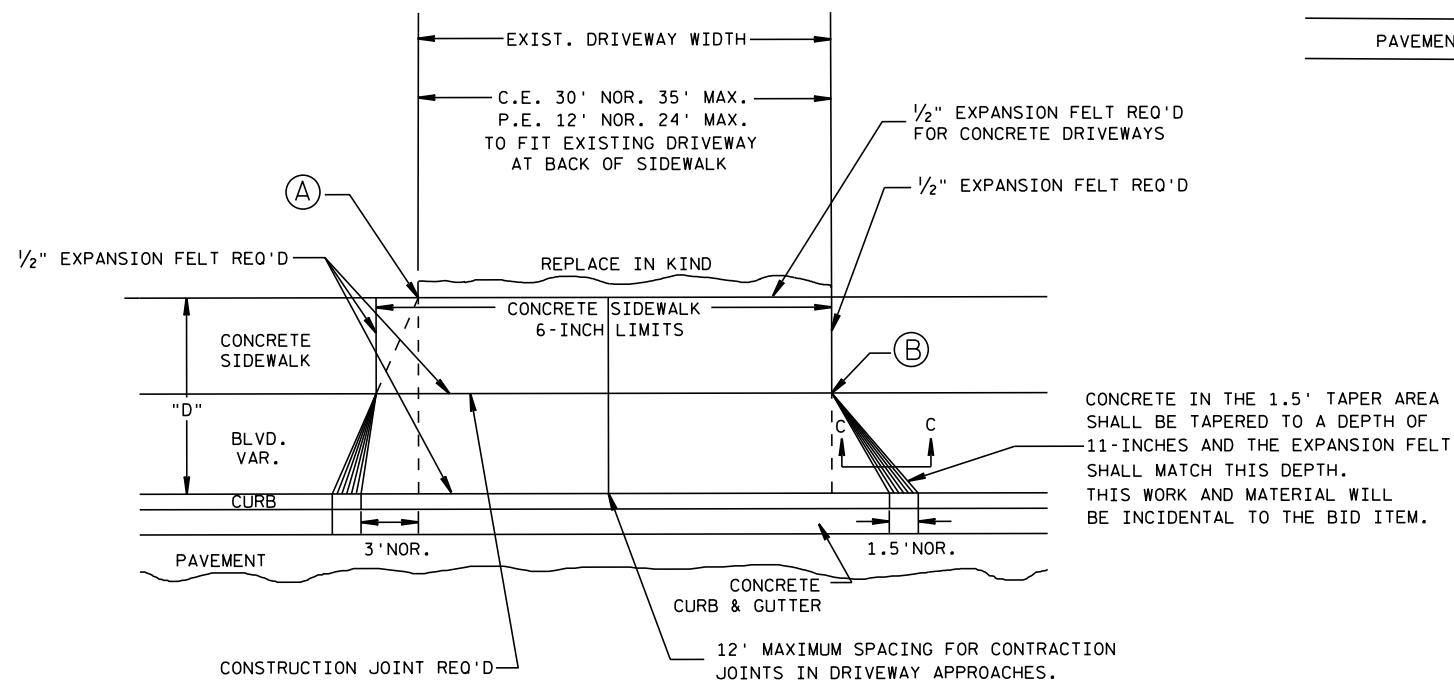
KEY

GEOTEXTILE FABRIC
TYPE HR

STORM SEWER OUTFALL DETAIL

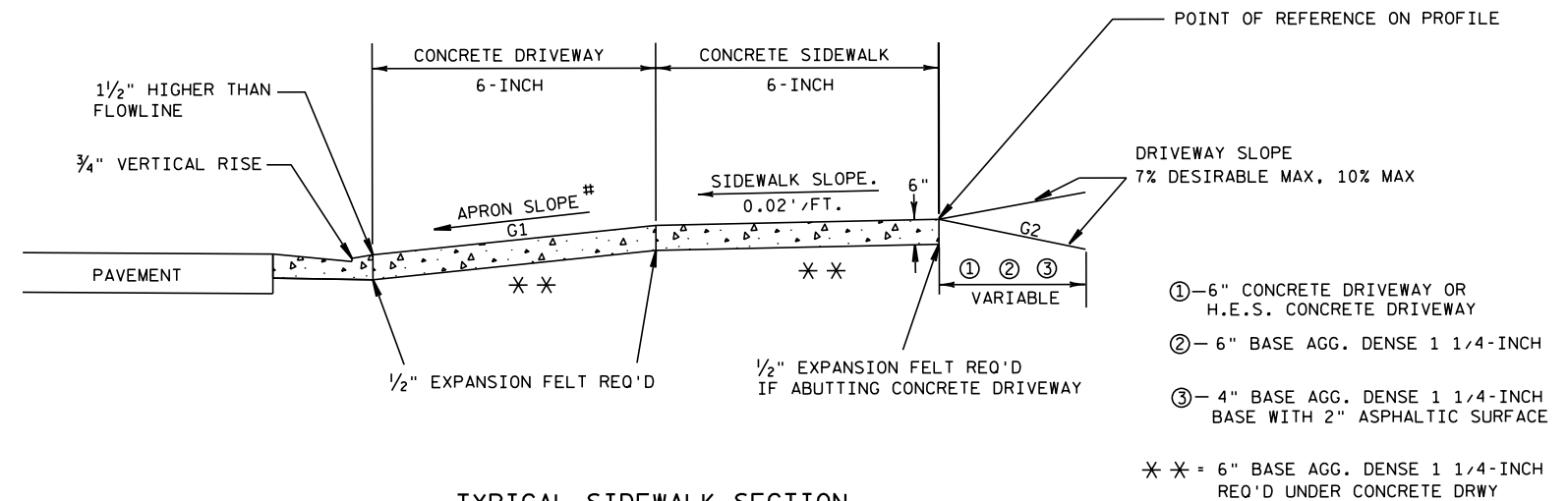
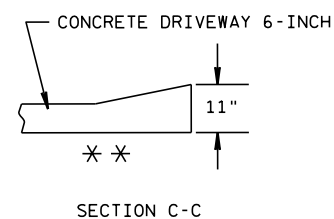
LOCATION	L (FT)	W (FT)	Z (FT)
5+70 LT	35	3	2
7+88 LT	15	3	2

DRIVEWAY ENTRANCE DETAIL WITH SIDEWALK, CURB & GUTTER



PLAN VIEW

- (A) WHEN "D" IS 13' OR LESS, ALIGN TAPER WITH BACK OF SIDEWALK
- (B) WHEN "D" IS GREATER THAN 13', ALIGN TAPER WITH FRONT OF SIDEWALK



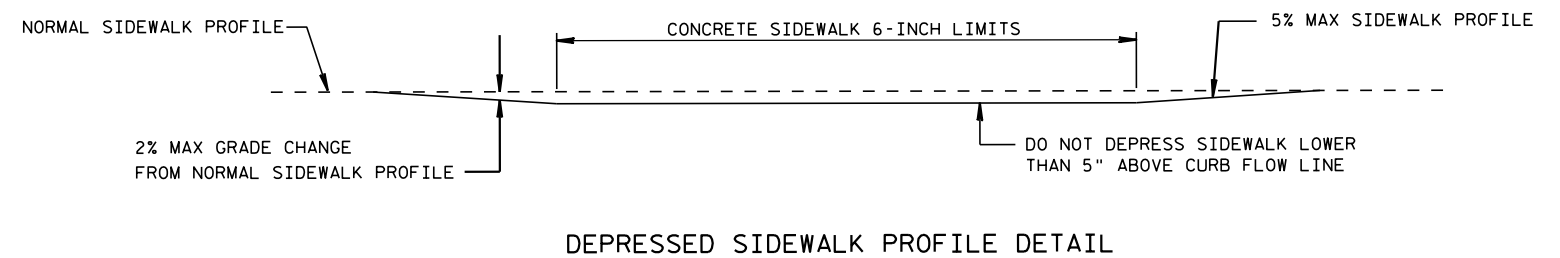
TYPICAL SIDEWALK SECTION

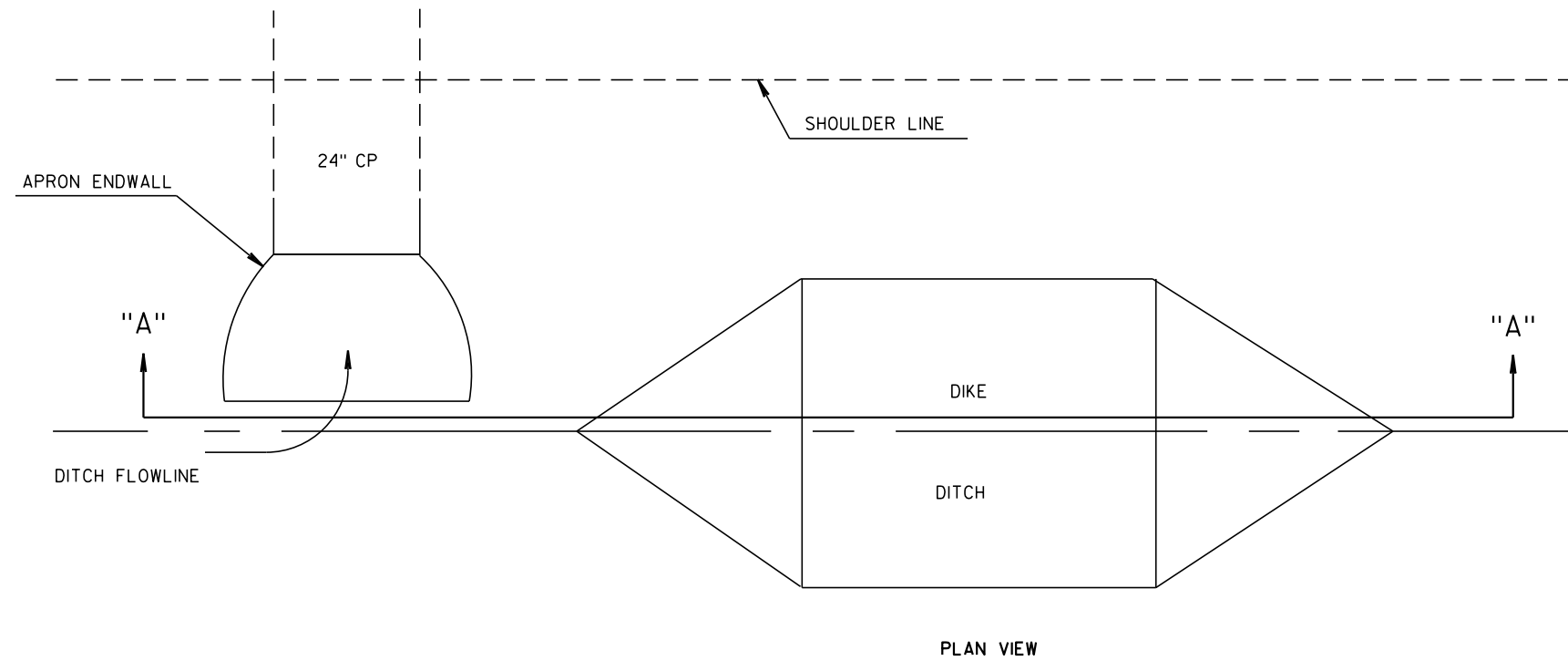
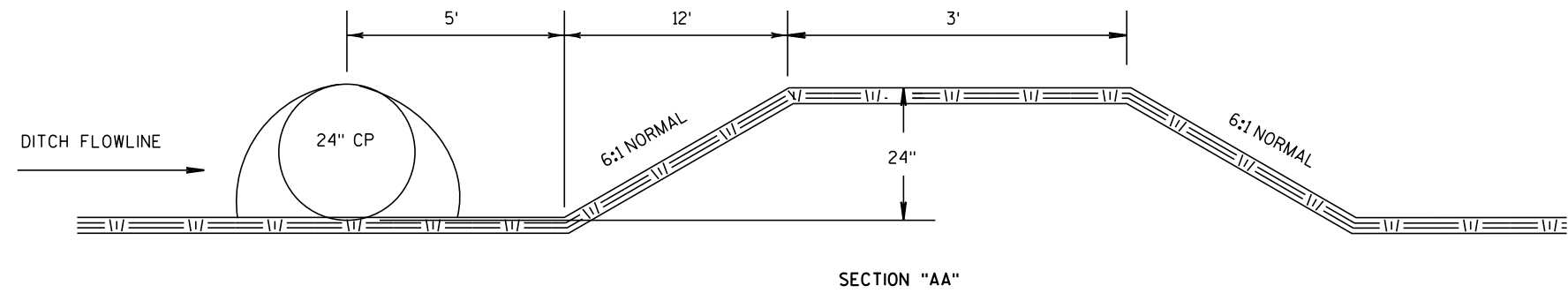
- ①—6" CONCRETE DRIVEWAY OR H.E.S. CONCRETE DRIVEWAY
- ②—6" BASE AGG. DENSE 1 1/4-INCH
- ③—4" BASE AGG. DENSE 1 1/4-INCH BASE WITH 2" ASPHALTIC SURFACE

TERRACE WIDTH	APRON SLOPE (G1)		
	MIN %	DESIRABLE %	MAX %
3 FT	7.0	8.5	9.0
4 FT	5.0	7.0	9.0
5 FT	4.0	7.0	9.0
6 FT	4.0	7.0	9.0
7 FT	3.5	7.0	9.0
8 FT	3.0	7.0	9.0

NOTE: ALGEBRAIC DIFFERENCE BETWEEN TANGENT GRADES G1 & G2 TO NOT EXCEED 15%

DEPRESS SIDEWALK PROFILE IF DRIVEWAY APRON EXCEEDS MAX SLOPE



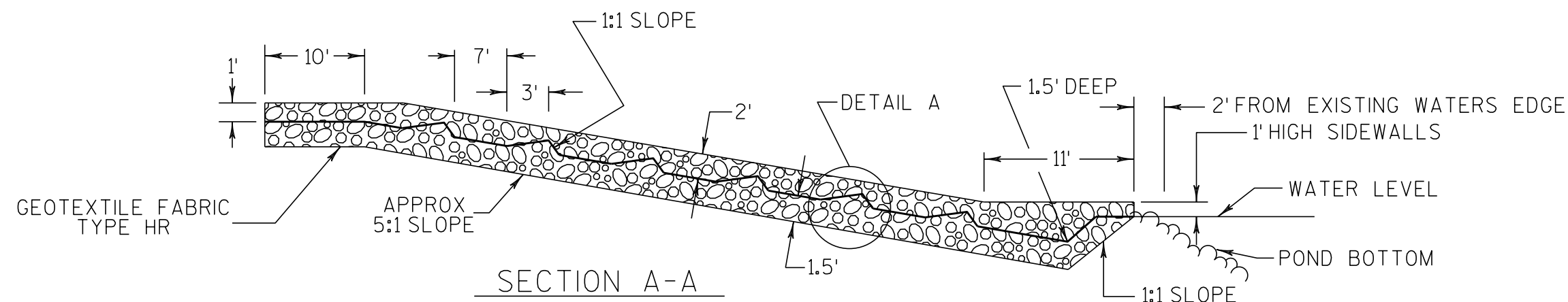
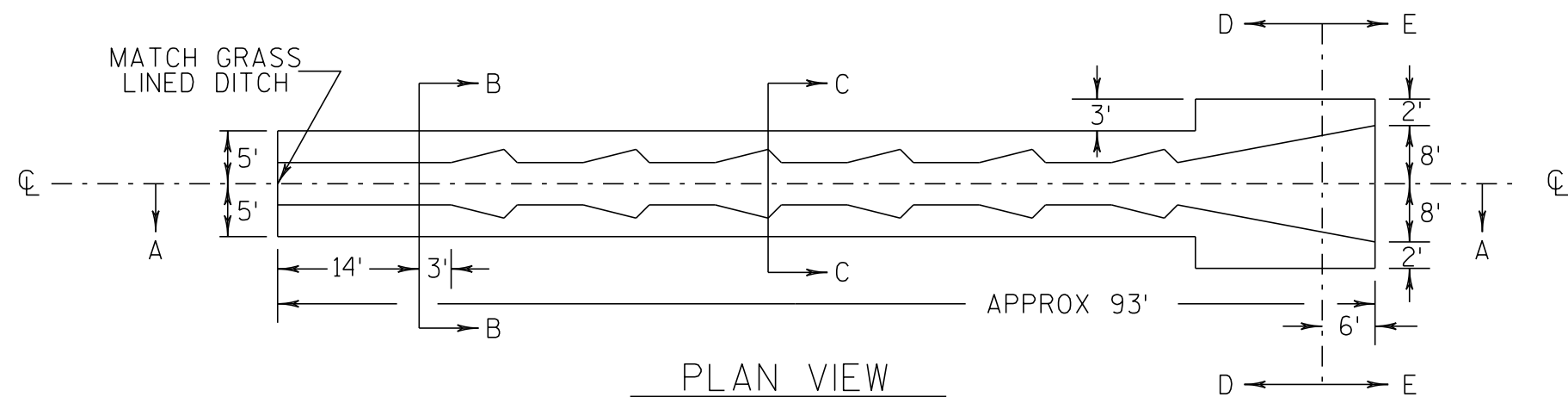
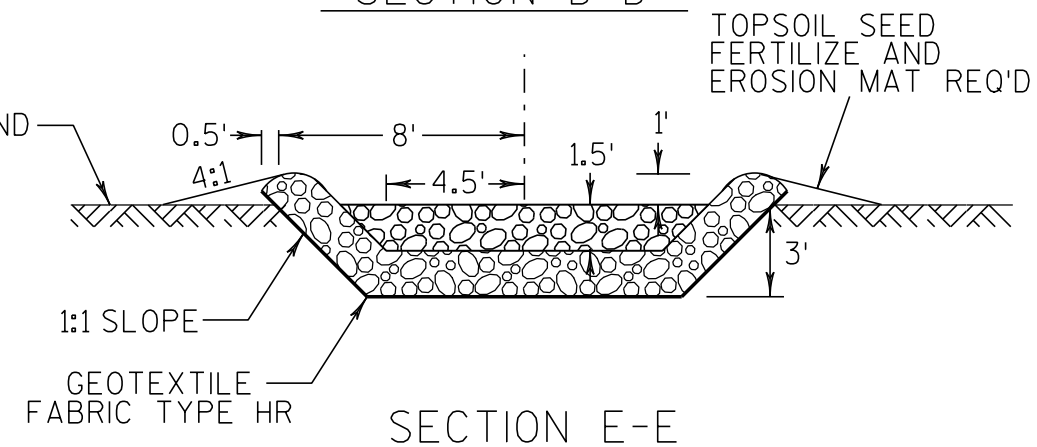
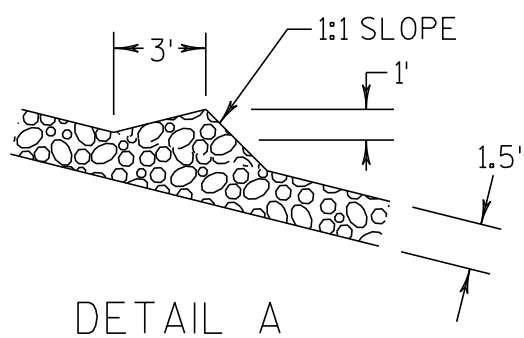
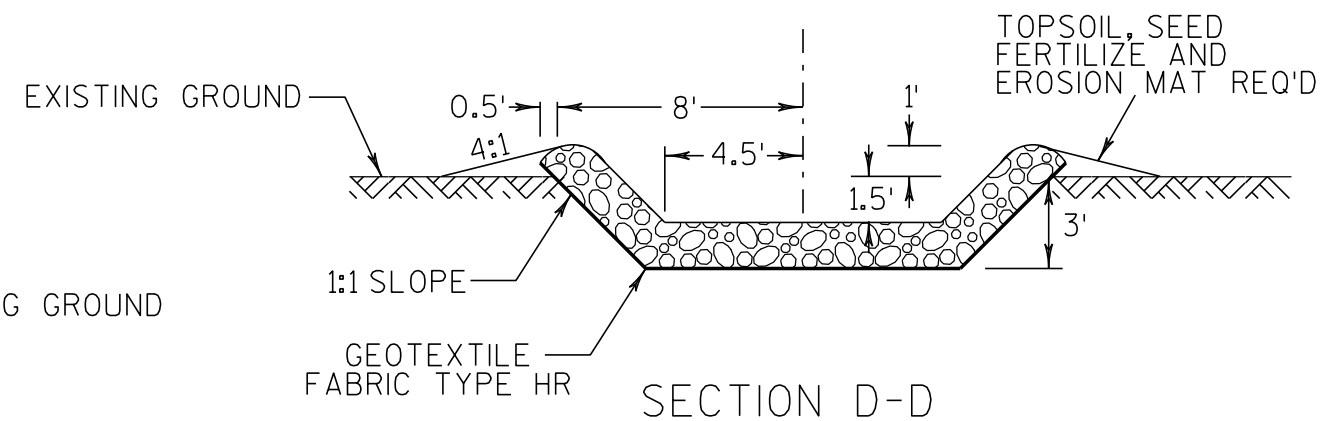
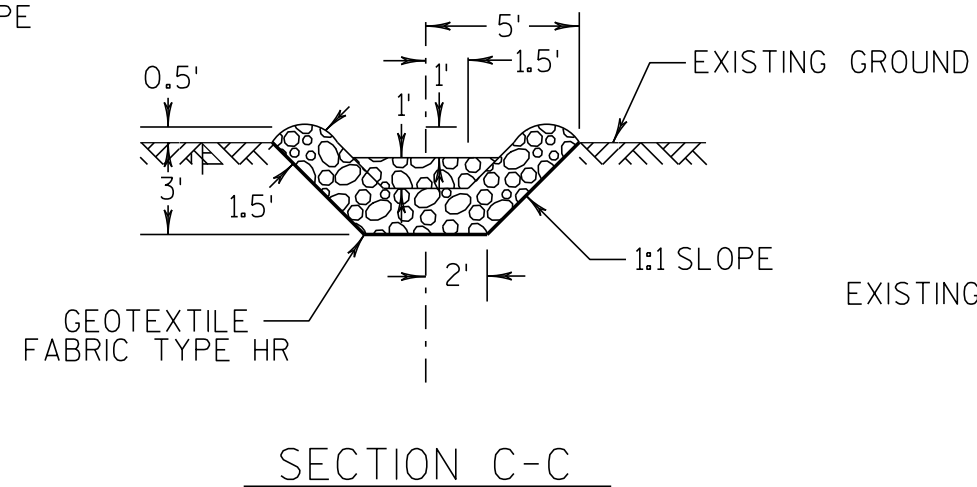
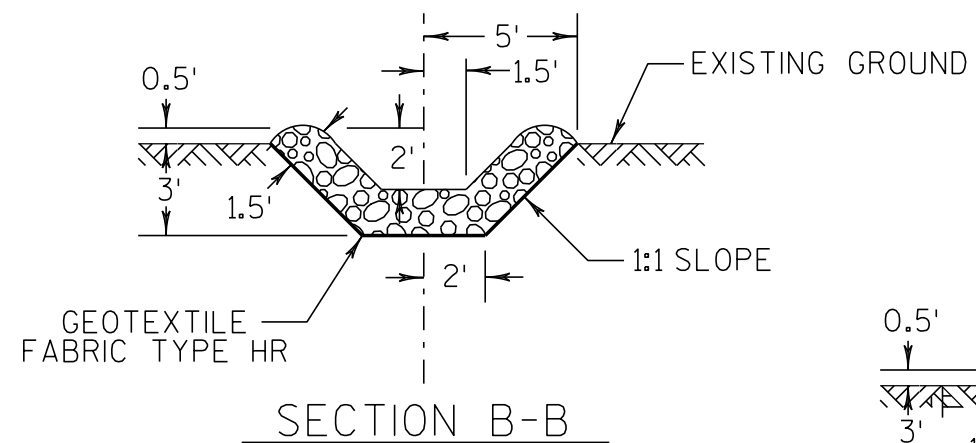


DETAIL OF DITCH DIKE

STA 321+60 RT

NOTE: PAYMENT FOR GRADING IS INCIDENTAL TO GRADING STA 322+00 - 326+00 RT
(LANDSCAPE ITEMS PAID UNDER PERTANANT BID ITEMS)

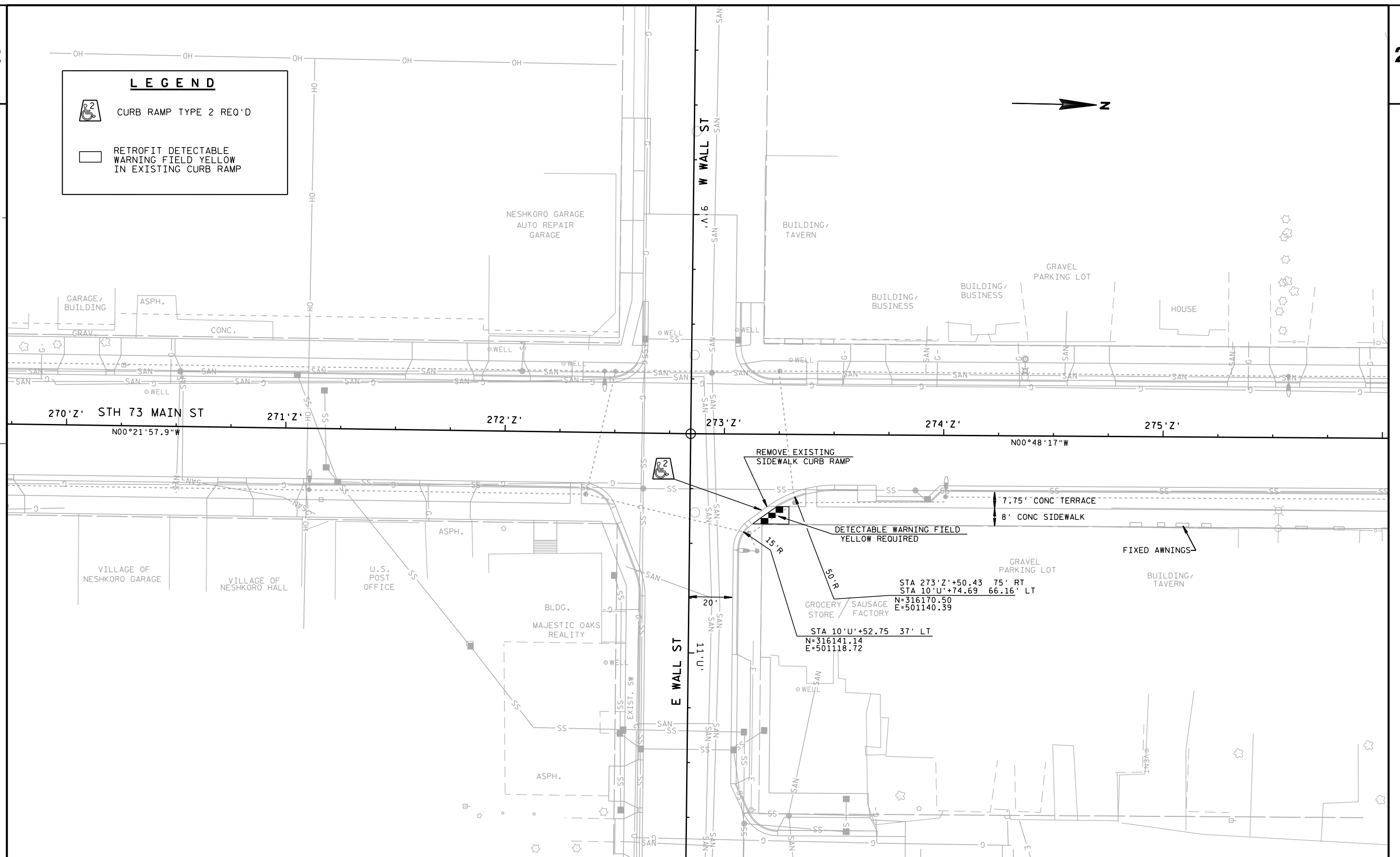
2



2

LEGEND

CURB RAMP TYPE 2 REQ'D

RETROFIT DETECTABLE
WARNING FIELD YELLOW
IN EXISTING CURB RAMP

PROJECT NO: 6530-00-80

HWY: STH 73

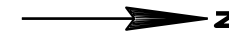
COUNTY: WAUSHARA /MARQUETTE

INTERSECTION DETAIL - WALL ST

SHEET

E

BENCH MARKS				
NO.	STATION		DESCRIPTION	ELEV.
BM 1	1+07	24.5' RT	ALUMINUM DISK IN SE WING B-39-47	811.78



BEGIN PROJECT
STA. 1+92.44
MATCH EXISTING
SEE MAINLINE BUTT JOINT
CONSTRUCTION DETAIL

EXISTING BRIDGE B-39-47
(NO WORK TO BE DONE ON BRIDGE)

MEDIUM RIPRAP
(SEE EROSION CONTROL PLAN)

SLOPE INTERCEPT

MEDIUM RIPRAP
(SEE EROSION CONTROL PLAN)

SLOPE INTERCEPT
MEDIUM RIPRAP
(SEE EROSION CONTROL PLAN)

STA. 5+70 LT.
REMOVE EXISTING SIDEWALK
CONCRETE SIDEWALK 4-INCH REQ'D

SAW CUTS REQ'D TYP

WHITE RIVER BRIDGE

STH 73

STA. 1+92.44 - STA. 2+25 RT
REMOVE EXISTING SUNKEN CURB & GUTTER
30" TYPE 'D' CURB & GUTTER REQ'D

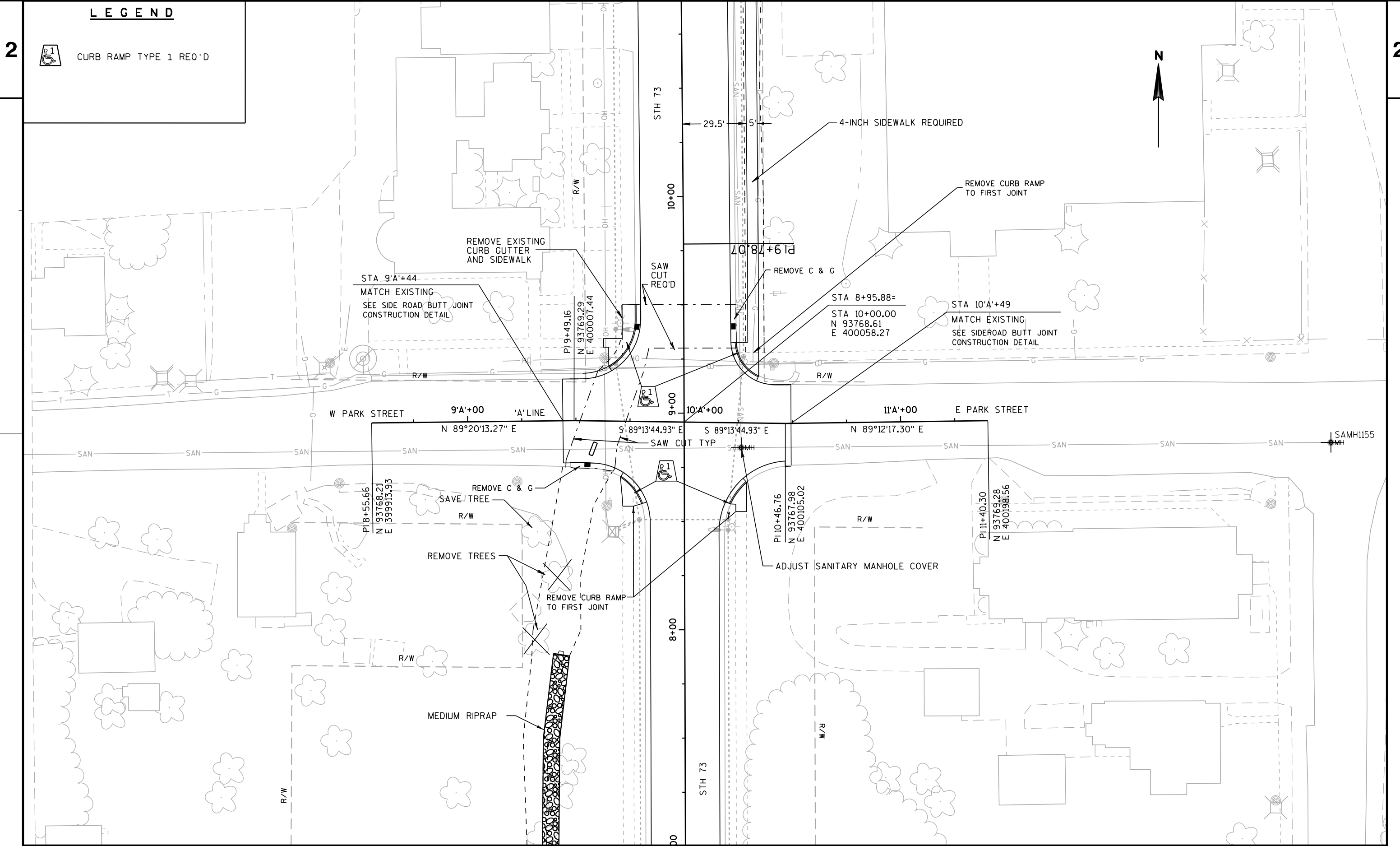
REMOVE EXISTING
HEAVED SIDEWALK PANEL
STA. 3+35 RT
CONCRETE SIDEWALK 4-INCH REQ'D

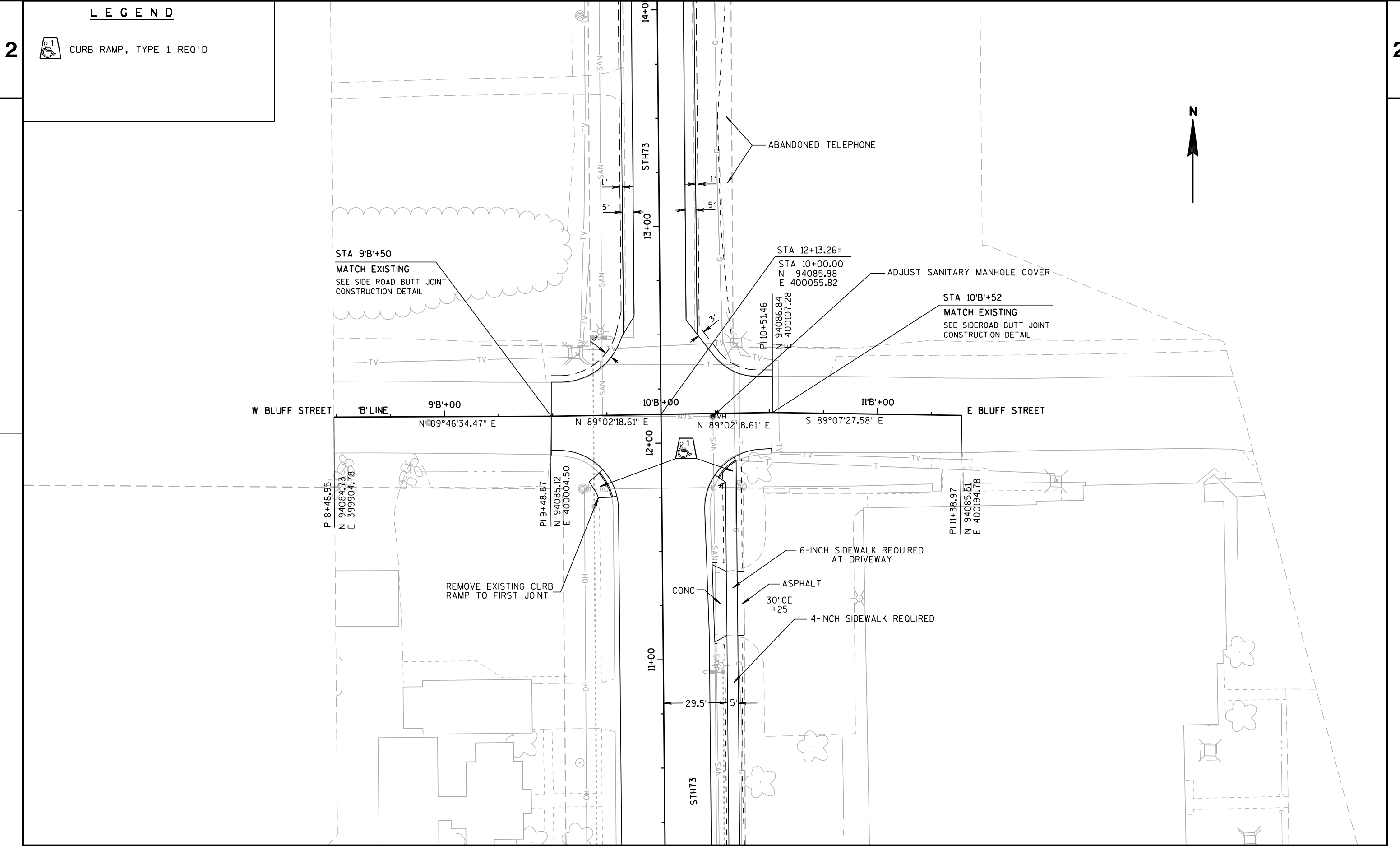
REMOVE EXISTING
HEAVED SIDEWALK PANEL
STA. 4+33 LT
CONCRETE SIDEWALK 4-INCH REQ'D

REMOVE EXISTING
HEAVED SIDEWALK PANEL
STA. 5+27 RT
CONCRETE SIDEWALK 4-INCH REQ'D

NOTE:

TOPSOIL SEED, FERTILIZER & PREP IS INCIDENTAL TO
THE COST OF REPLACEMENT SIDEWALK PANELS

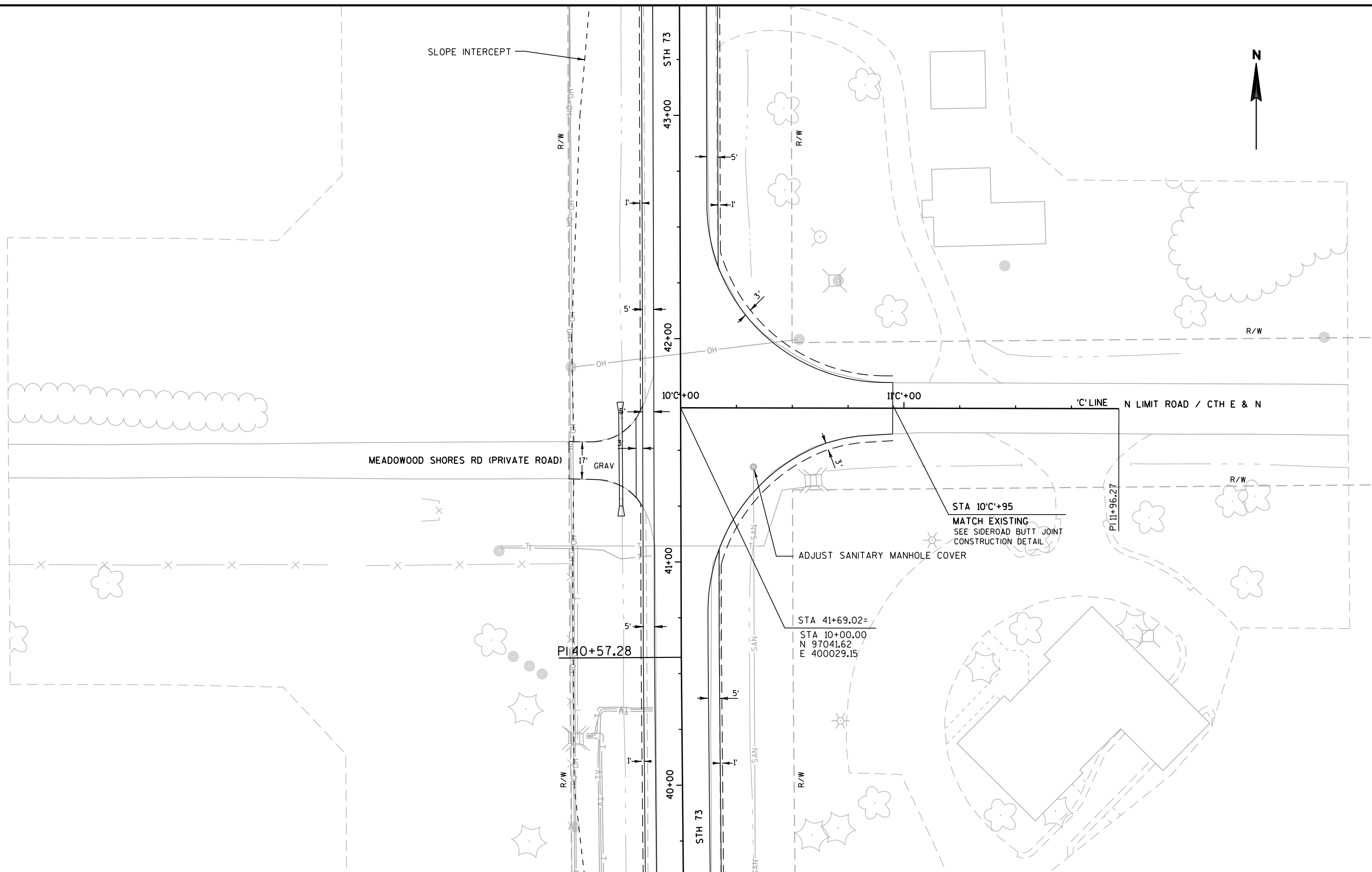


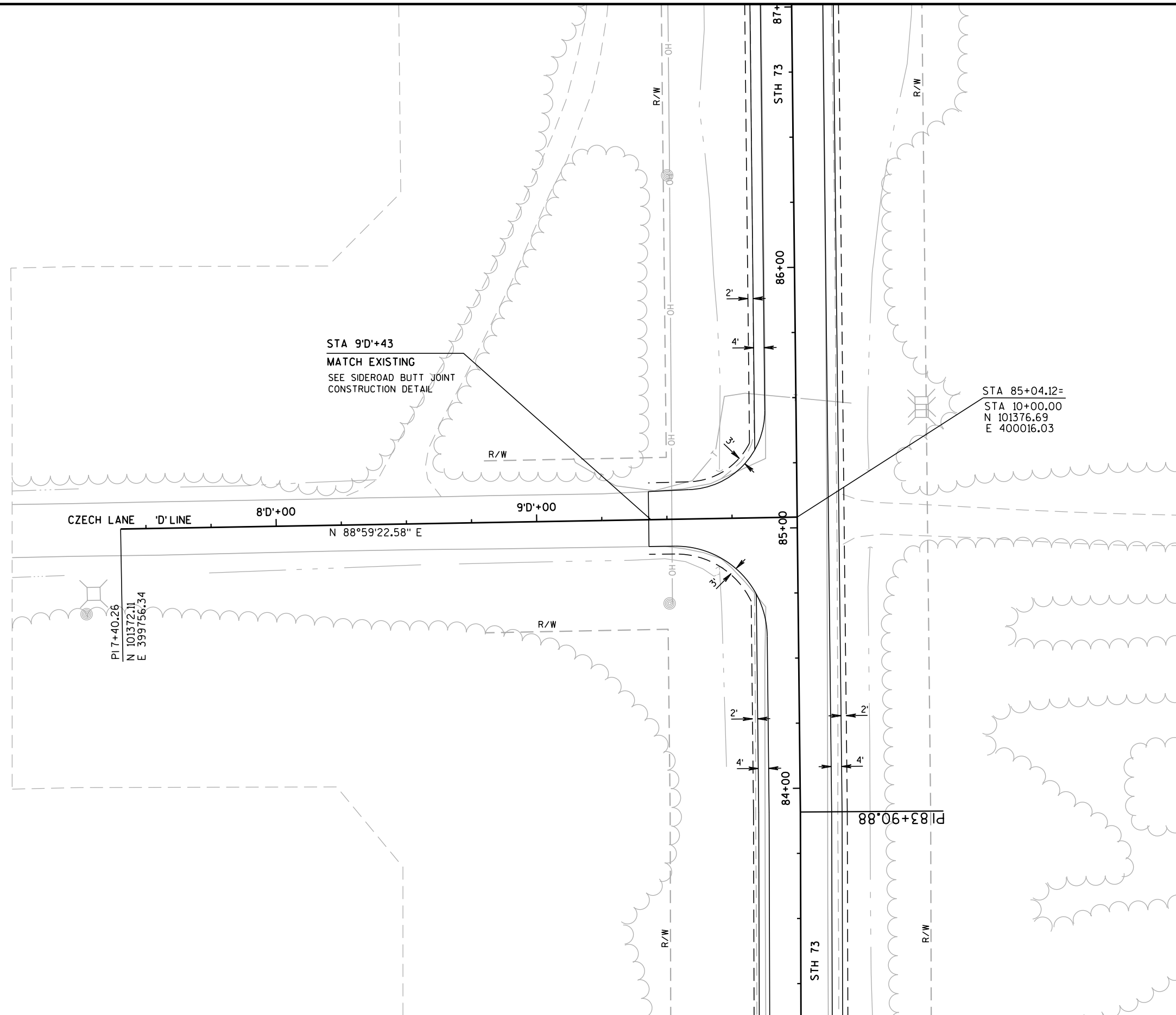


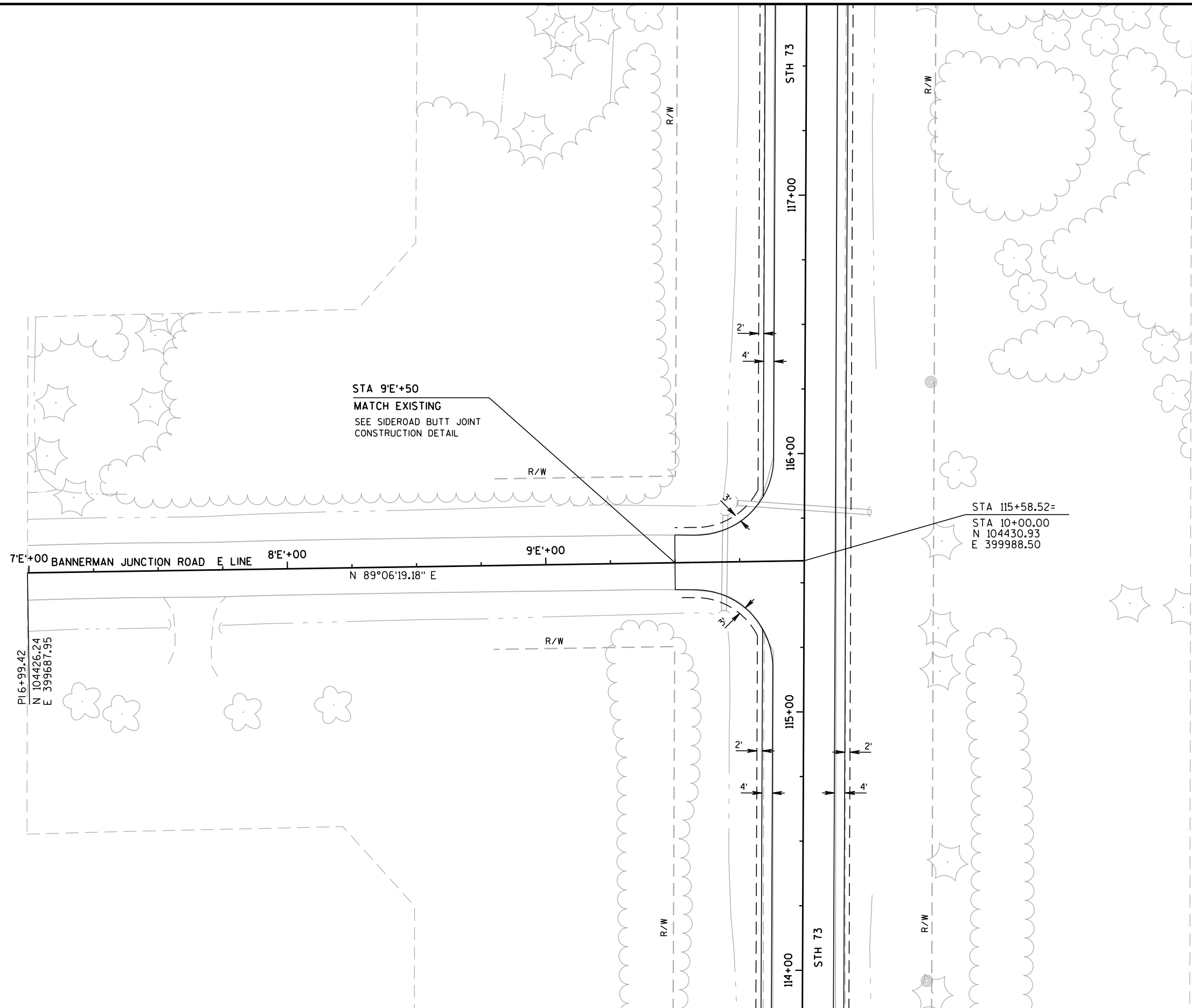
LEGEND

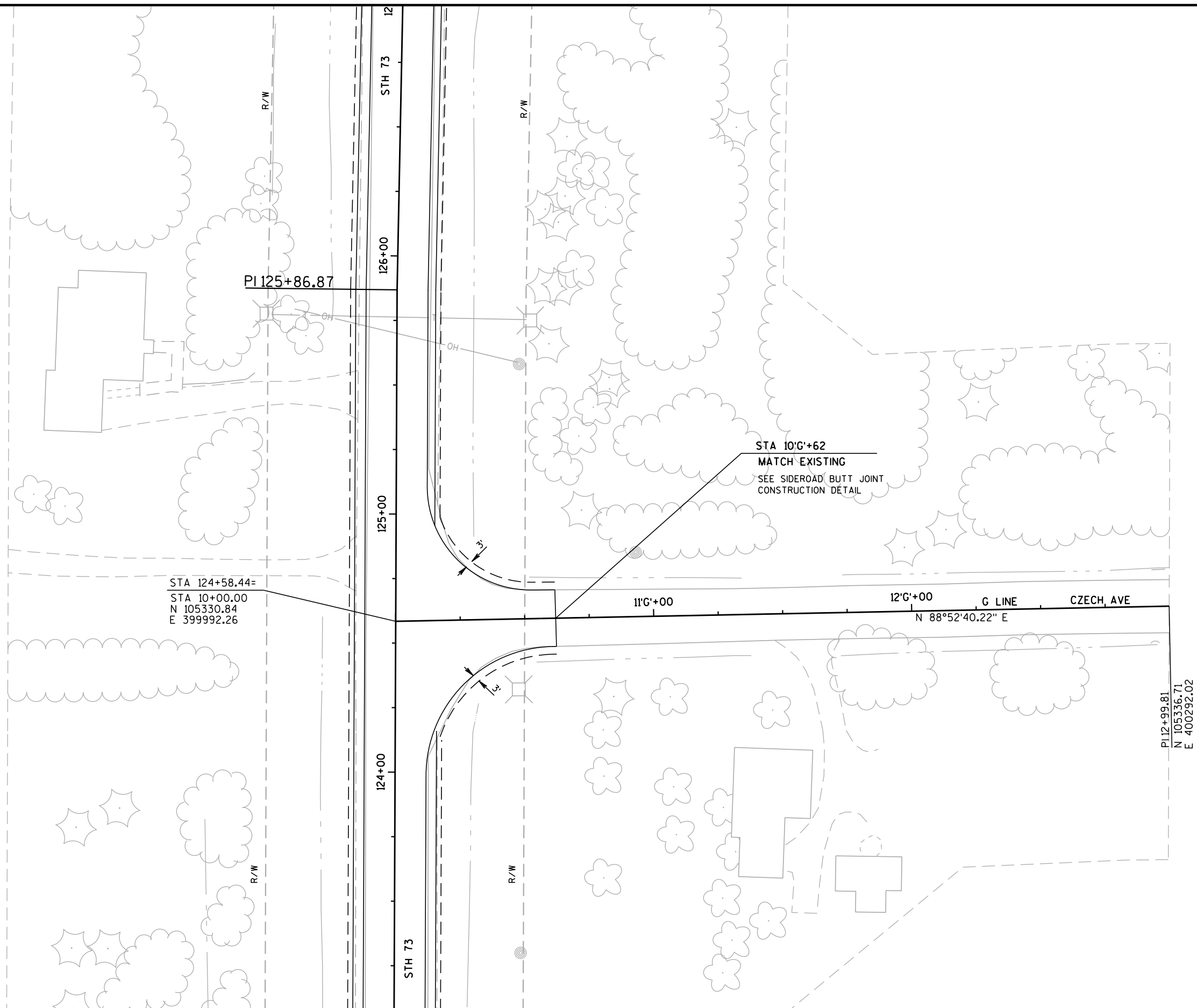


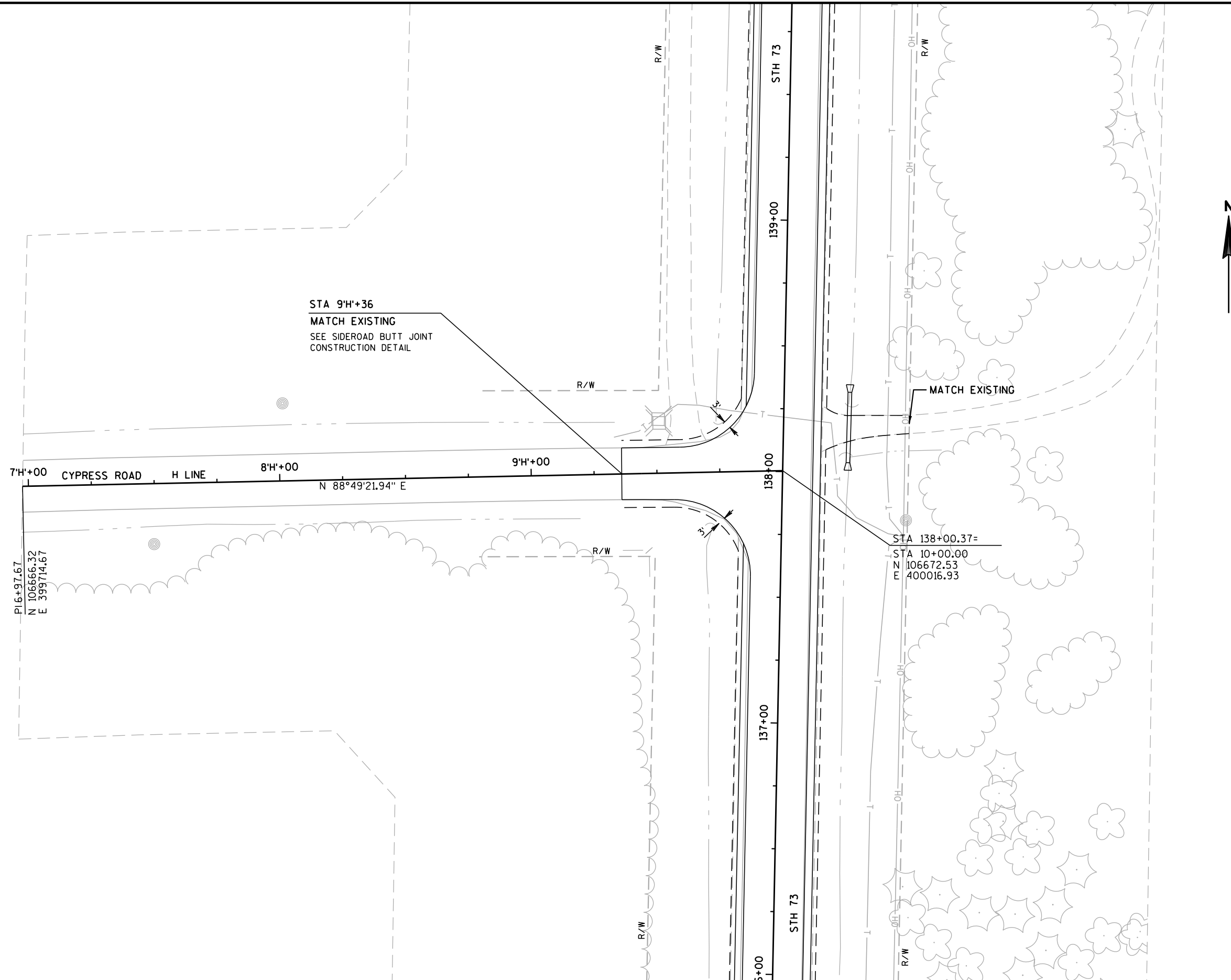
CURB RAMP, TYPE 1 REQ'D







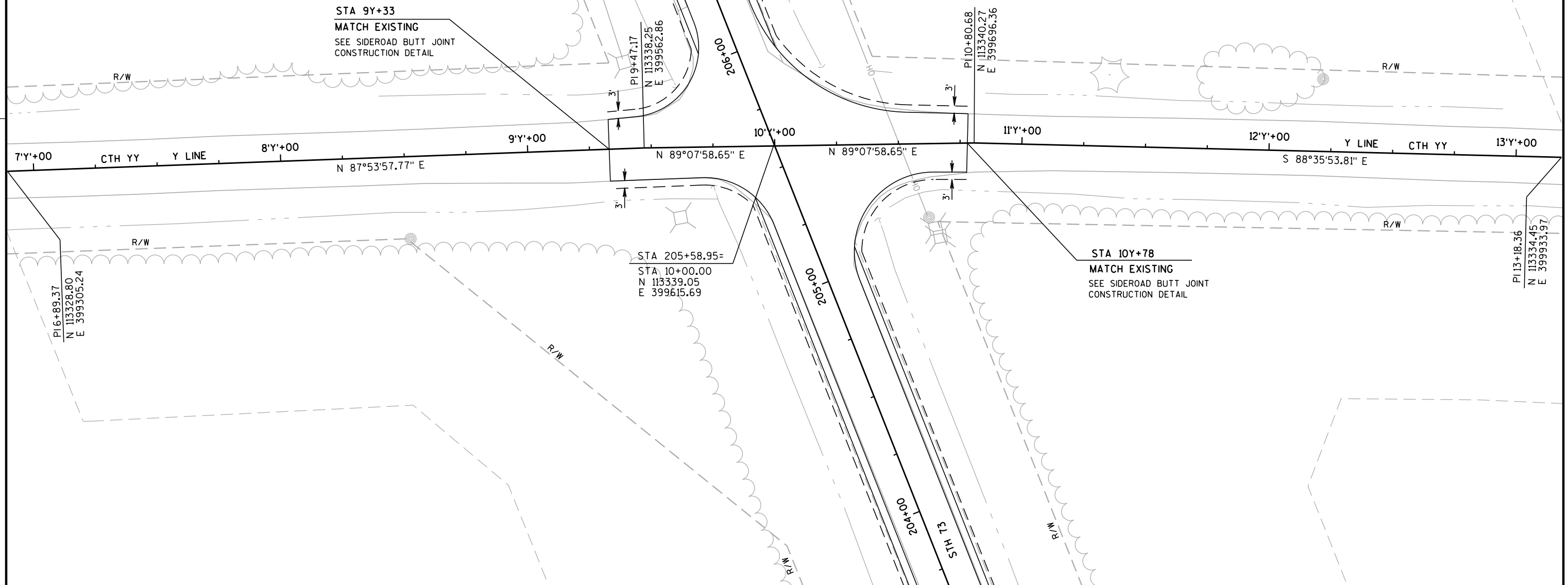




2

2

N



PROJECT NO: 6530-00-80

HWY: STH 73

COUNTY: WAUSHARA/MARQUETTE

INTERSECTION DETAIL CTH YY

SHEET

E

FILE NAME : P:\projects\D4_65300030ED\021108_1.dgn

PLOT DATE : 06-MAR-2013 08:31

PLOT BY : dotr5g

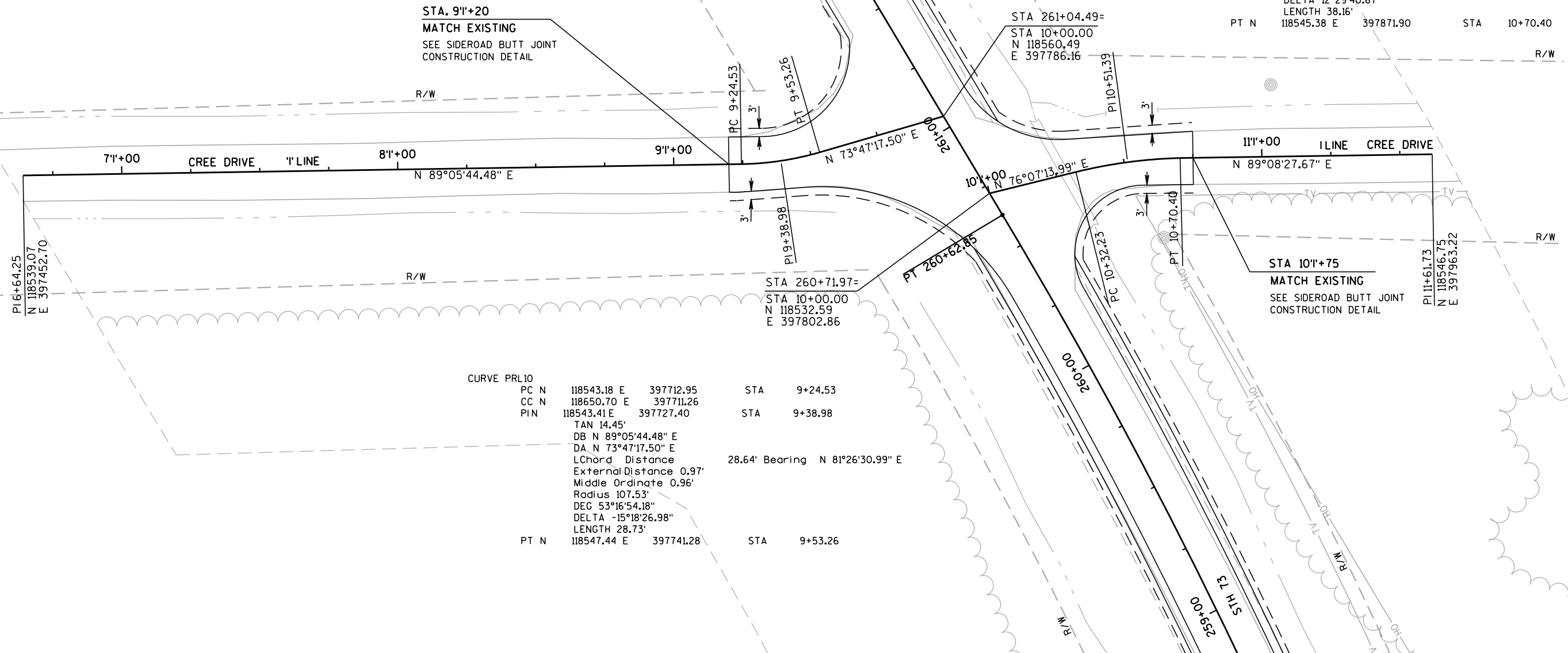
PLOT NAME :

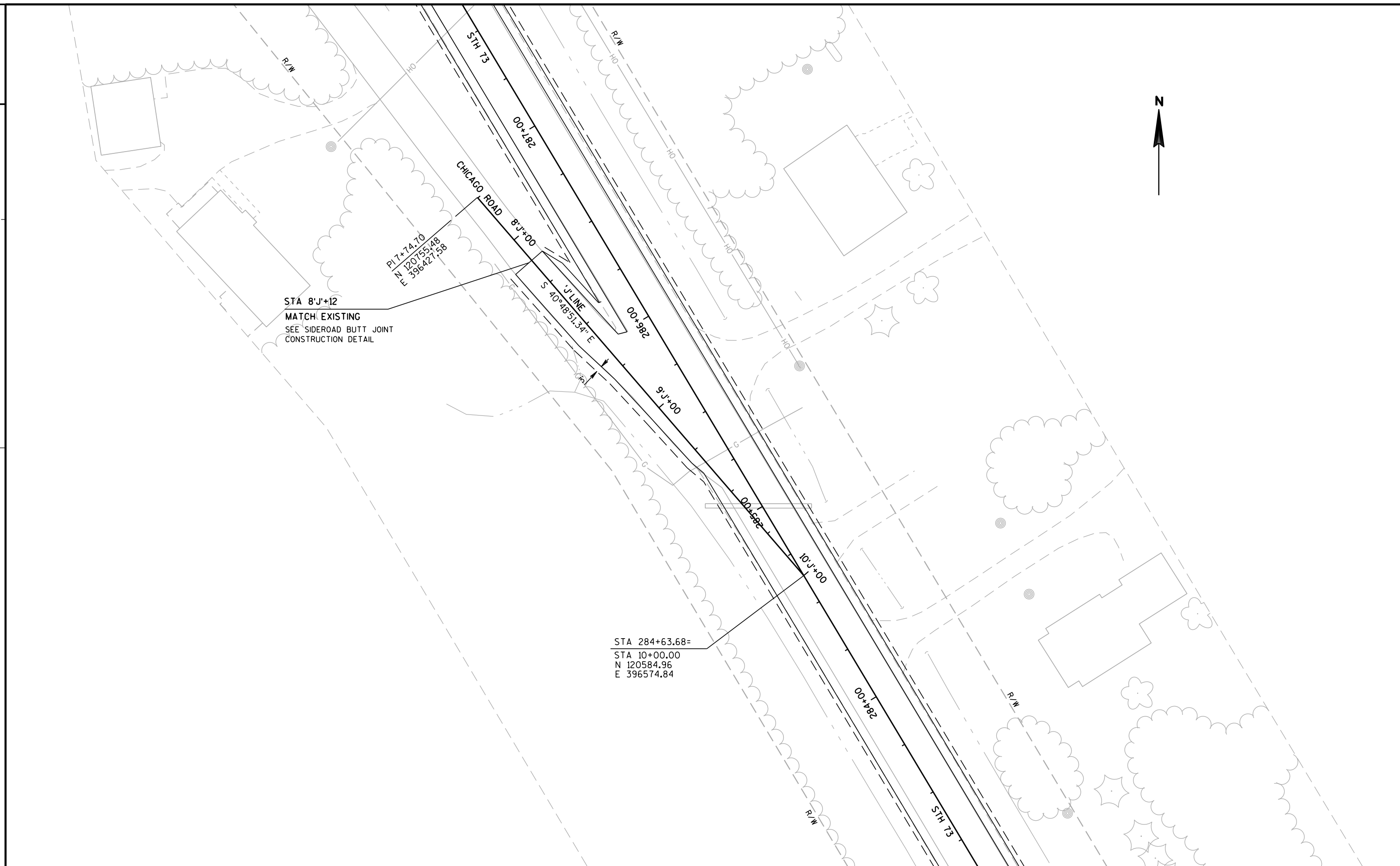
PLOT SCALE : 40:1

WISDOT/CADD 25 SHEET 42



CURVE PRL11			
PC N	118540.32 E	397834.15	STA 10+32.23
CC N	118370.43 E	397876.13	
PI N	118544.92 E	397852.75	STA 10+51.39
TAN 19.16'			
DB N 76°07'13.99" E			
DA N 88°36'54.66" E			
LChord Distance 1.05'			
Middle Ordinate 1.04'			
Radius 175.00'			
DEG 32°44'25.60"			
DELTA 12°29'40.67"			
LENGTH 38.16'			
PT N	118545.38 E	397871.90	STA 10+70.40





PROJECT NO: 6530-00-80

HWY: STH 73

COUNTY: WAUSHARA/MARQUETTE

INTERSECTION DETAIL CHICAGO RD

SHEET

E

STA 9'K'+23
MATCH EXISTING
SEE SIDEROAD BUTT JOINT
CONSTRUCTION DETAIL

COTTONVILLE LANE

9'K'+00

'K' LINE

N 79°19'49.78" E

10'K'+00

STA 293+37.94=
STA 10+00.00
N 121369.86
E 396202.68

PI 8+84.03
N 121348.39
E 396088.71

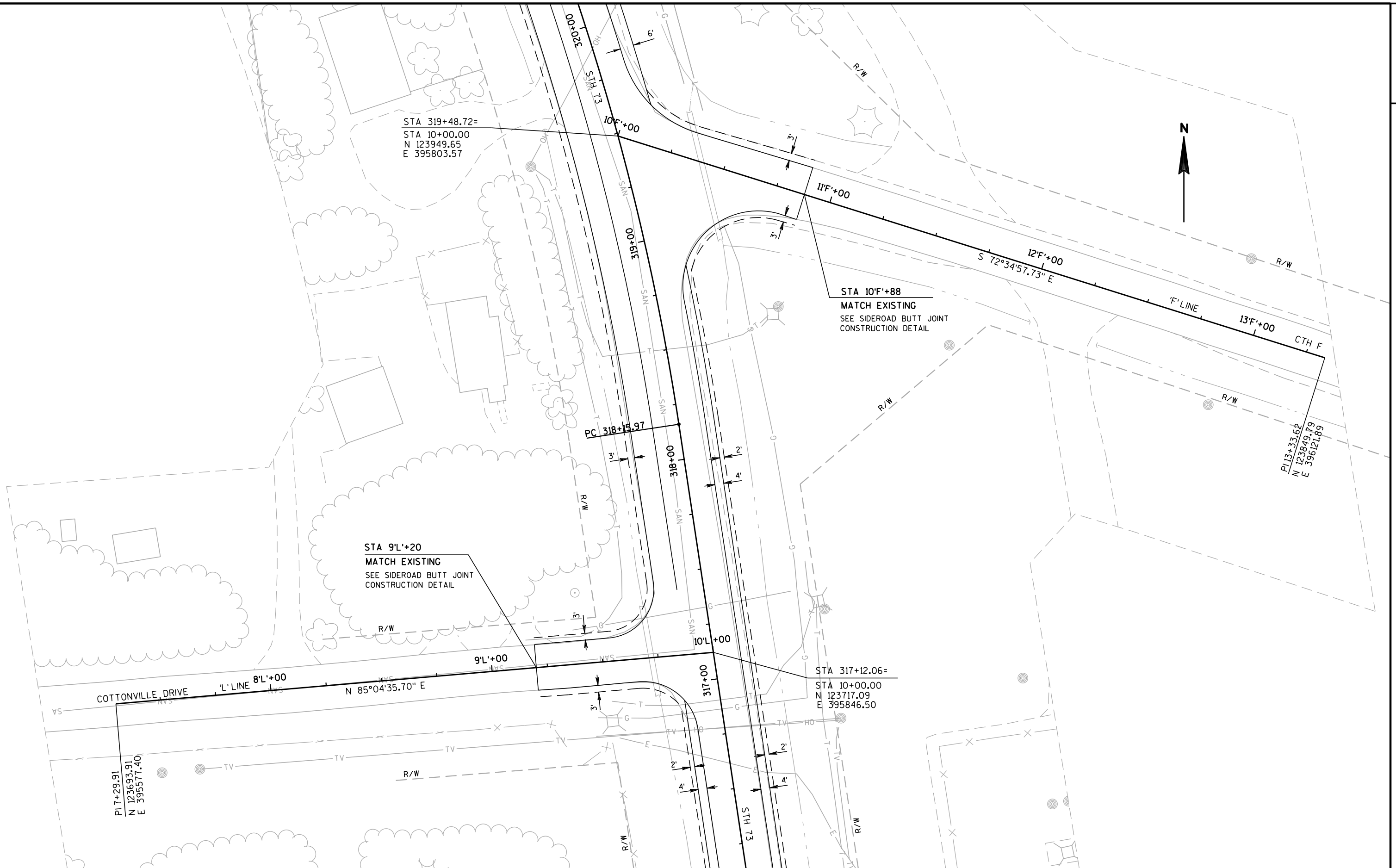
CHICAGO ROAD

PI 291+28.15

00+00

STH 73

N



PROJECT NO: 6530-00-80

HWY: STH 73

COUNTY: WAUSHARA/MARQUETTE

INTERSECTION DETAIL COTTONVILLE DR AND CTH F

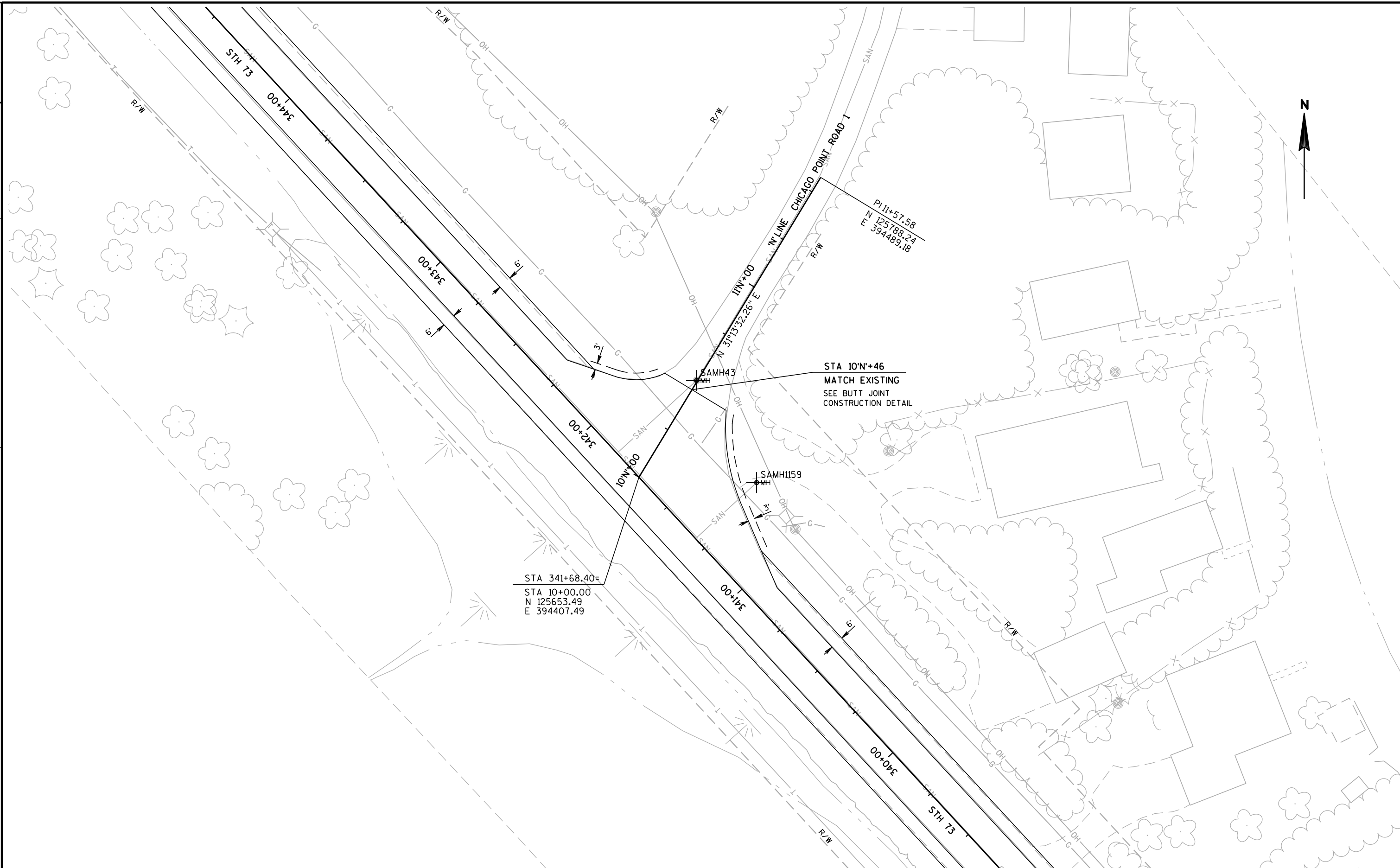
SHEET

E

2



E



PROJECT NO: 6530-00-80

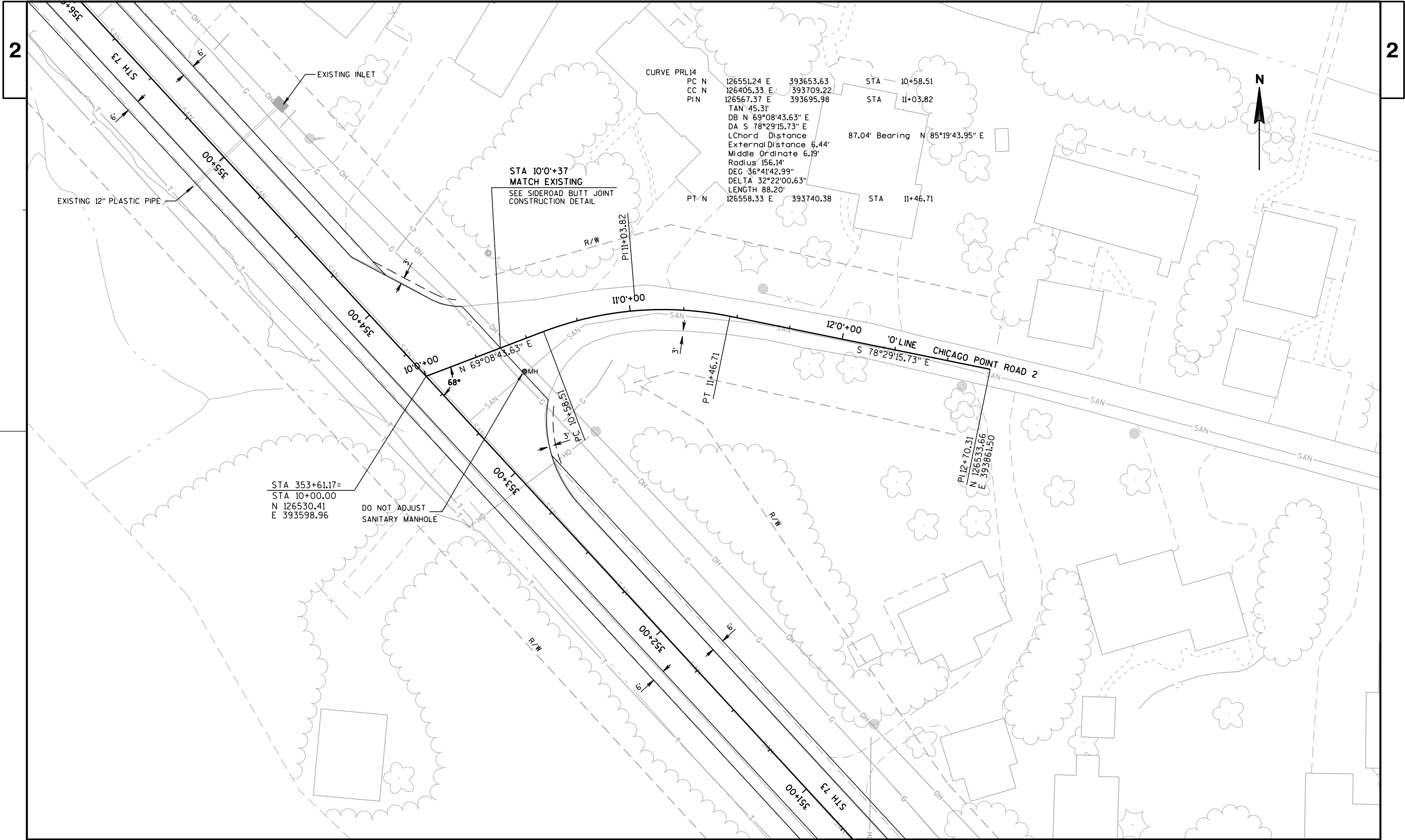
HWY: STH 73

COUNTY: WAUSHARA/MARQUETTE

INTERSECTION DETAIL CHICAGO POINT RD 1

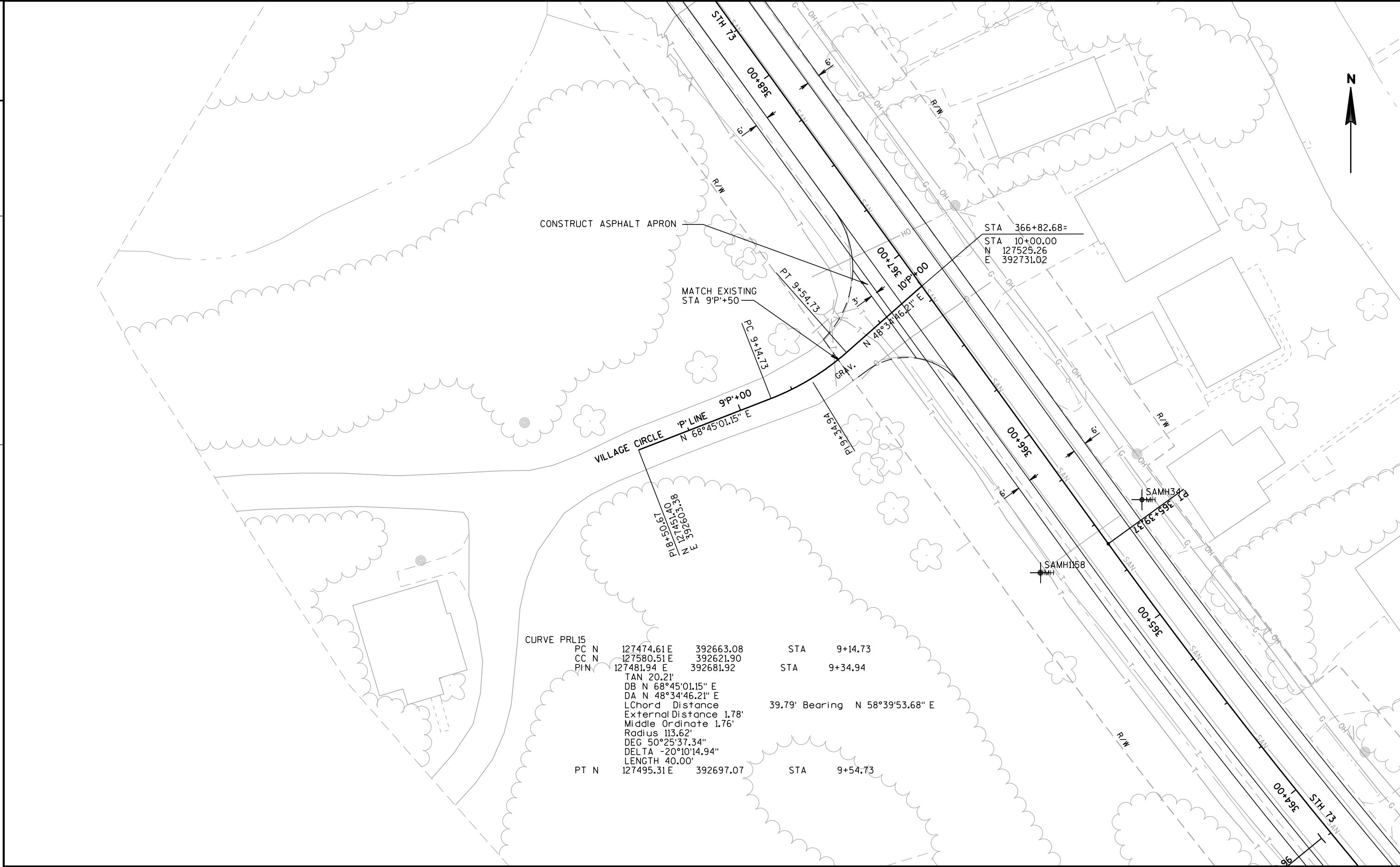
SHEET

E



2

2





END PROJECT
STA 372+78.2
MATCH EXISTING CONCRETE PAV'T
SEE MAINLINE BUTT JOINT
CONSTRUCTION DETAIL

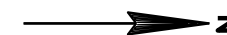
PI 12+26.13
N 128066.63
E 392568.14

PT 11+47.46

STA 10'0'+66
MATCH EXISTING
SEE SIDEROAD BUTT JOINT
CONSTRUCTION DETAIL

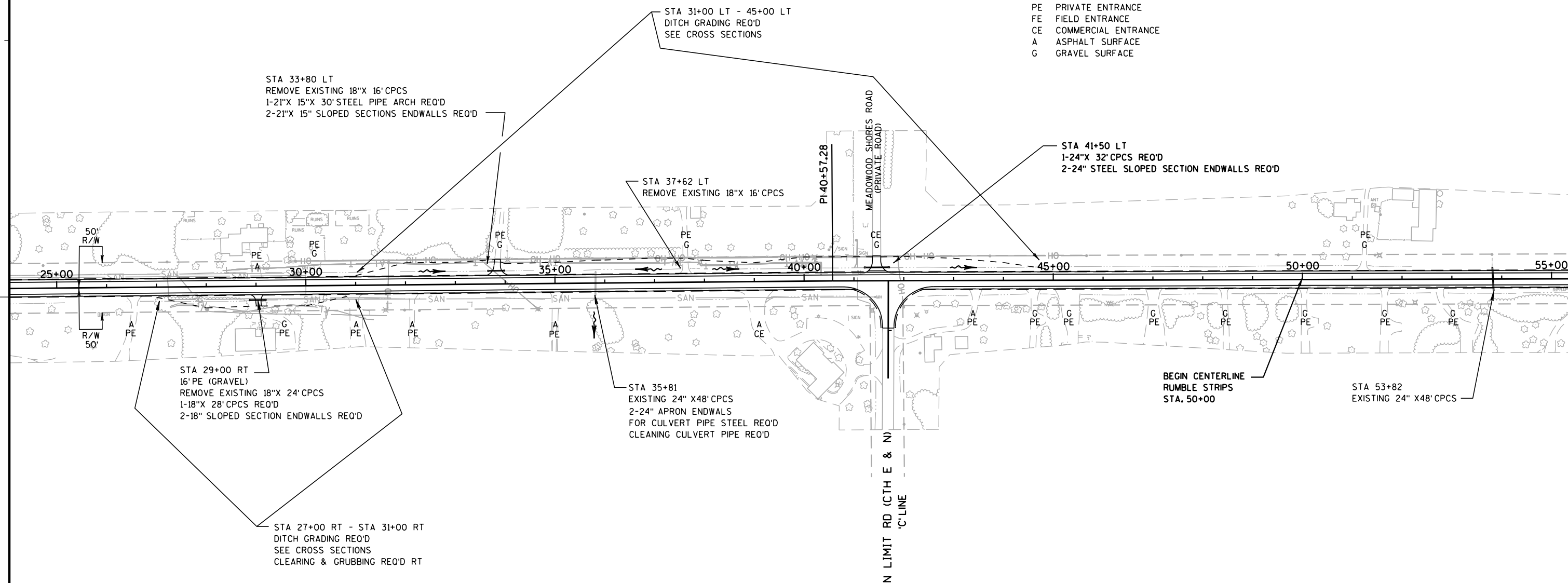
STA 371+14.26=
STA 10+00.00
N 127874.87
E 392477.97

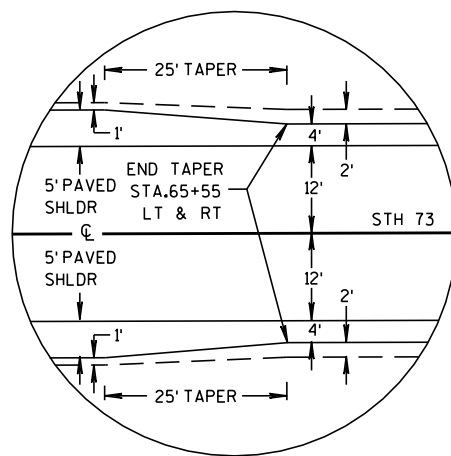




LEGEND

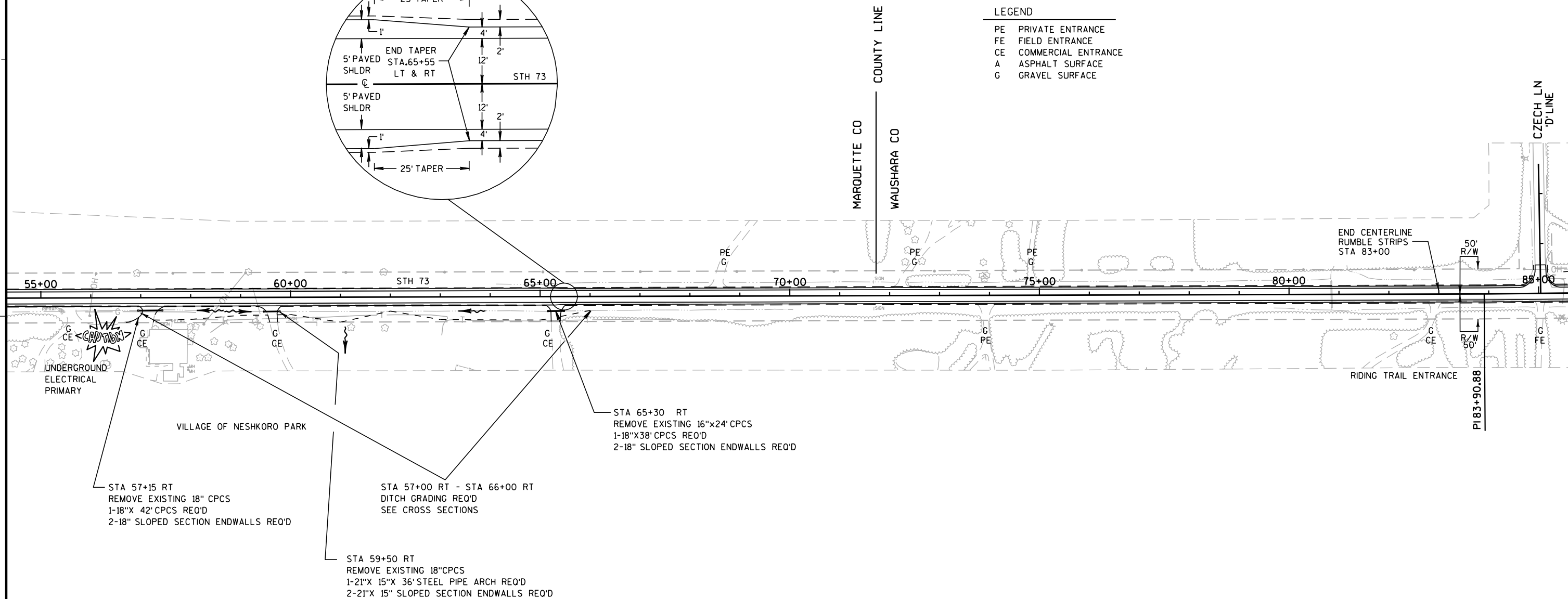
PE	PRIVATE ENTRANCE
FE	FIELD ENTRANCE
CE	COMMERCIAL ENTRANCE
A	ASPHALT SURFACE
G	GRAVEL SURFACE





LEGEND

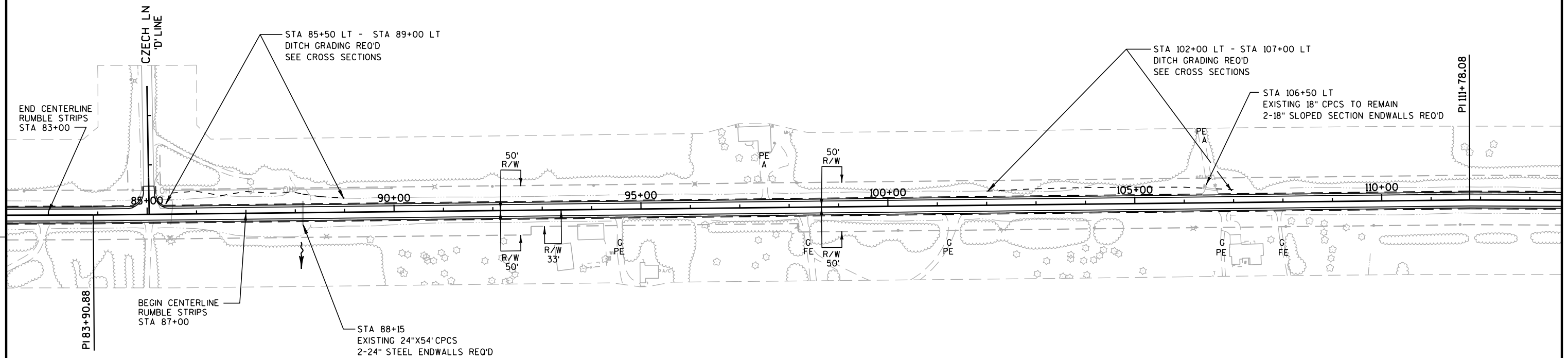
PE	PRIVATE ENTRANCE
FE	FIELD ENTRANCE
CE	COMMERCIAL ENTRANCE
A	ASPHALT SURFACE
G	GRAVEL SURFACE

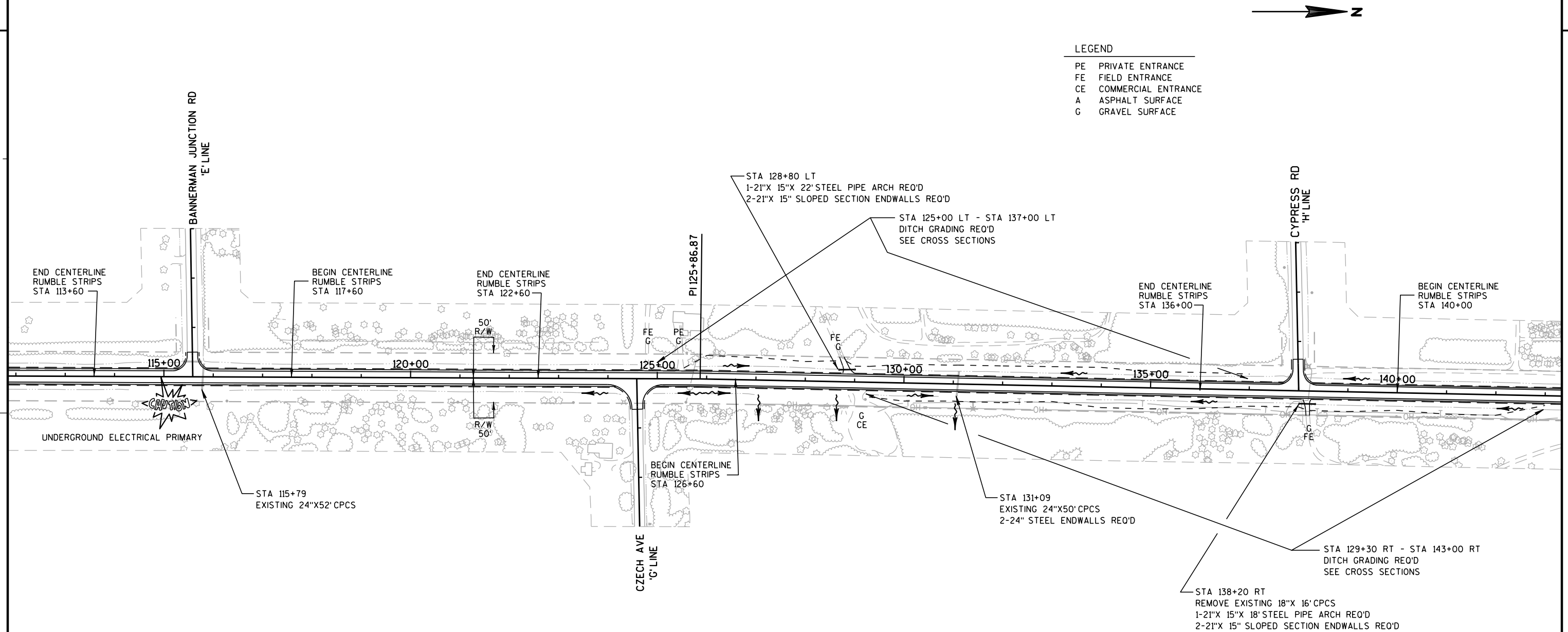




LEGEND

PE	PRIVATE ENTRANCE
FE	FIELD ENTRANCE
CE	COMMERCIAL ENTRANCE
A	ASPHALT SURFACE
G	GRAVEL SURFACE

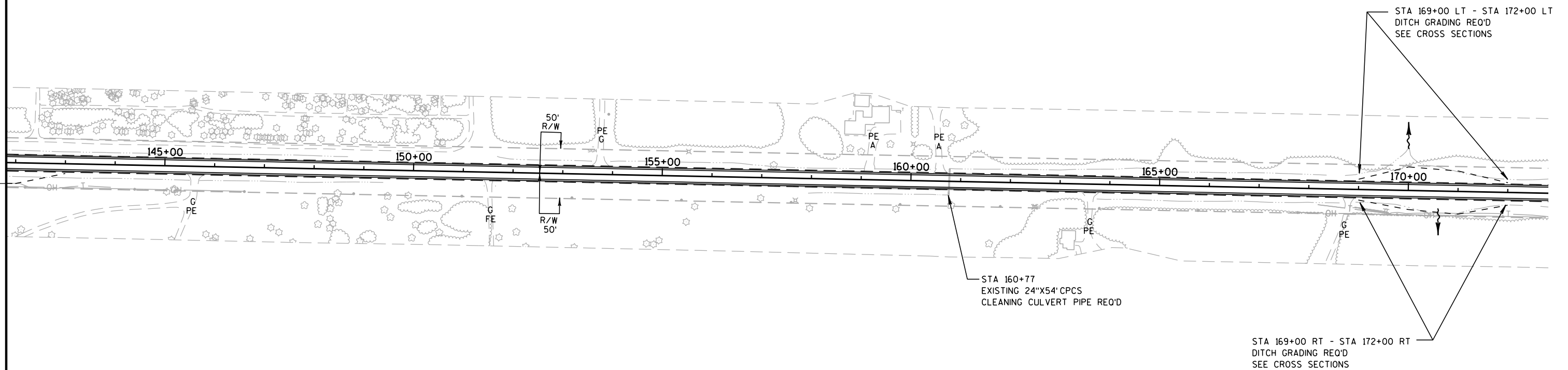






LEGEND

PE	PRIVATE ENTRANCE
FE	FIELD ENTRANCE
CE	COMMERCIAL ENTRANCE
A	ASPHALT SURFACE
G	GRAVEL SURFACE



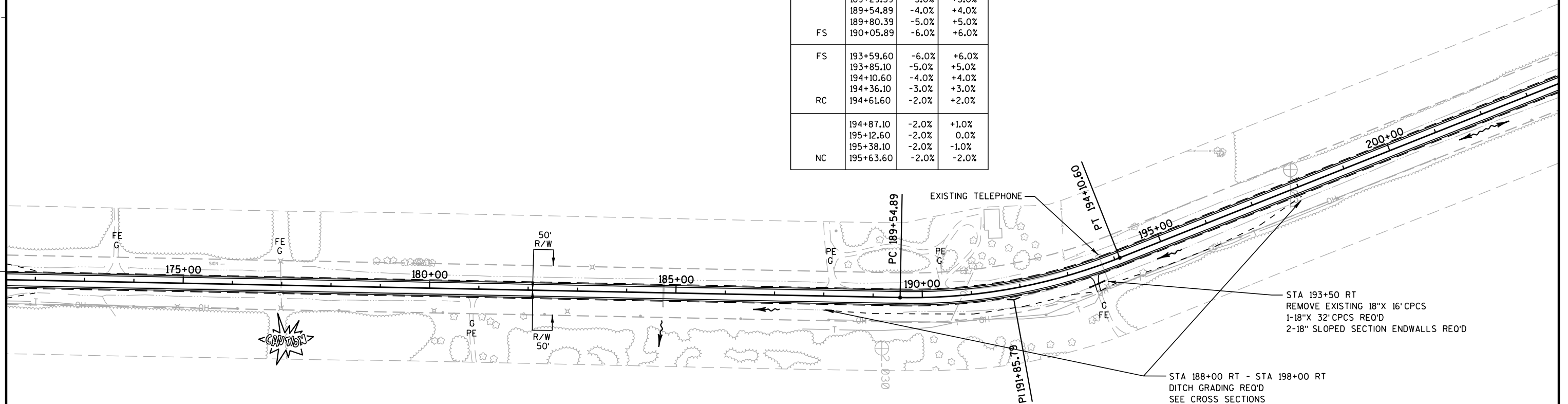


CURVE RLACURI SuperElevation Transitions

Comment	Station	Left	Right
NC	188+01.89	-2.0%	-2.0%
	188+27.39	-2.0%	-1.0%
	188+52.89	-2.0%	0.0%
	188+78.39	-2.0%	+1.0%
RC	189+03.89	-2.0%	+2.0%
FS	189+29.39	-3.0%	+3.0%
	189+54.89	-4.0%	+4.0%
	189+80.39	-5.0%	+5.0%
	190+05.89	-6.0%	+6.0%
FS	193+59.60	-6.0%	+6.0%
	193+85.10	-5.0%	+5.0%
	194+10.60	-4.0%	+4.0%
	194+36.10	-3.0%	+3.0%
RC	194+61.60	-2.0%	+2.0%
NC	194+87.10	-2.0%	+1.0%
	195+12.60	-2.0%	0.0%
	195+38.10	-2.0%	-1.0%
	195+63.60	-2.0%	-2.0%

LEGEND

PE	PRIVATE ENTRANCE
FE	FIELD ENTRANCE
CE	COMMERCIAL ENTRANCE
A	ASPHALT SURFACE
G	GRAVEL SURFACE

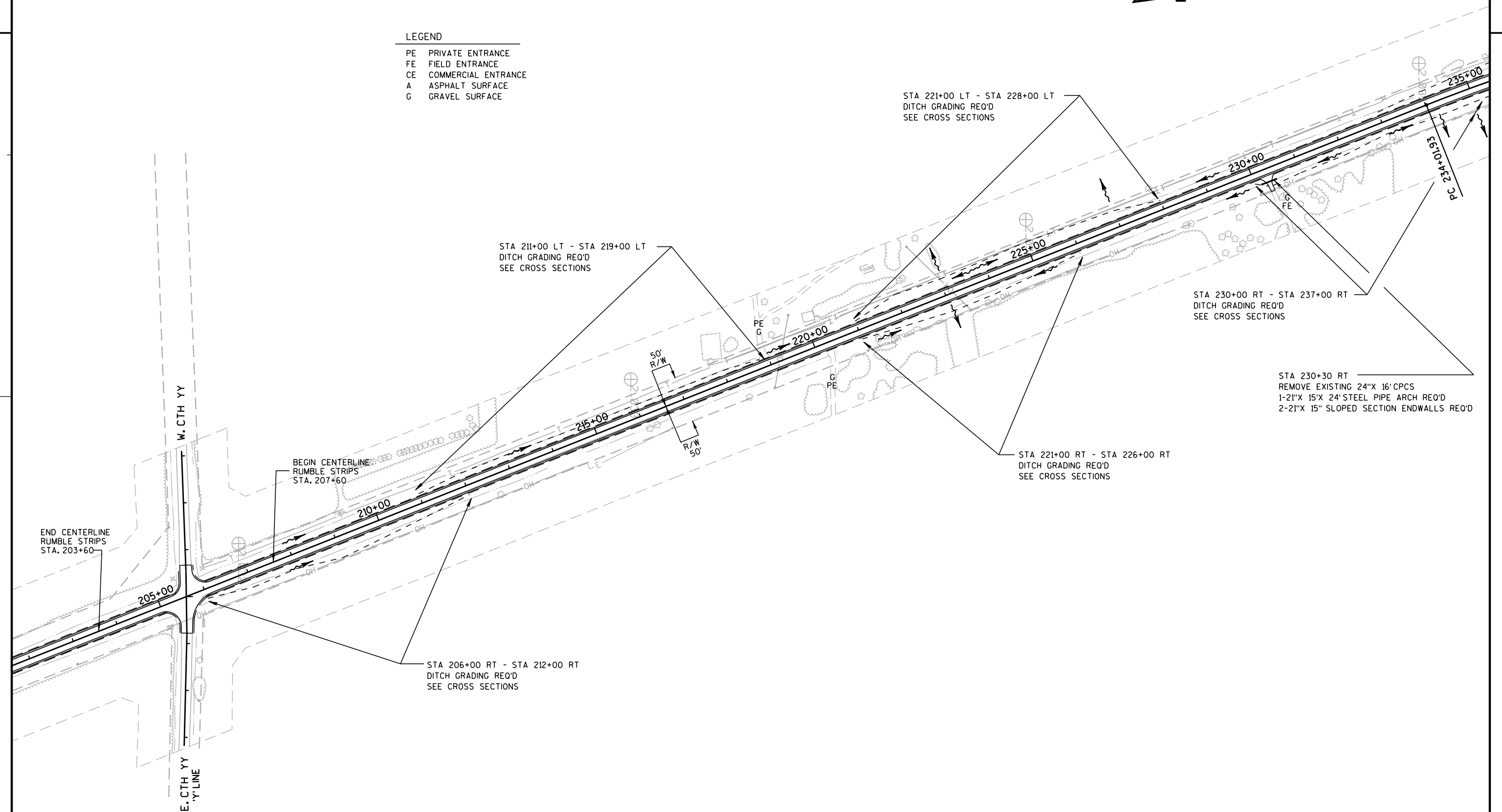


CURVE RLACURI

PC X	400119.440 Y	111826.030	STA 189+54.894
CC X	398972.809 Y	111848.838	
PI X	400124.032 Y	112056.885	STA 191+85.794
TAN 230.90'			
DB N 1°08'22\" E			
DA N 21°37'38\" W			
LChord Distance 452.72' Bearing N 10°14'38\" W			
External Distance 23.01'			
Middle Ordinate 22.56'			
Radius 1146.86'			
DEG 4°59'45\"			
DELTA -22°46'00\"			
LENGTH 455.71'			
PT X	400038.930 Y	112271.530	STA 194+10.602
S.E.=0.06%			

LEGEND

PE PRIVATE ENTRANCE
FE FIELD ENTRANCE
CE COMMERCIAL ENTRANCE
A ASPHALT SURFACE
G GRAVEL SURFACE



CURVE RLACUR2
PC X 398567.864 Y 115981.880 STA 234+01.934
CC X 402118.537 Y 117389.637
PIX 398476.829 Y 116211.492 STA 236+48.934
TAN 247.00'
DB N 21°37'38" W
DA N 14°13'38" W
LChord Distance 492.97' Bearing N 17°55'38" W
External Distance 7.98'
Middle Ordinate 7.96'
Radius 3819.56'
DEG 1°30'00"
DELTA 7°24'00"
LENGTH 493.31'
PT X 398416.124 Y 116450.916 STA 238+95.247
S.E. = 0.037%

CURVE RLACUR3 SuperElevation Transitions

Comment	Station	Left	Right
NC	253+56.29	-2.0%	-2.0%
	253+82.79	-2.0%	-1.0%
	254+09.29	-2.0%	0.0%
	254+36.02	-2.0%	+1.0%
RC	254+62.74	-2.0%	+2.0%
	254+89.47	-3.0%	+3.0%
	255+16.20	-4.0%	+4.0%
	255+42.93	-5.0%	+5.0%
FS	255+62.74	-5.5%	+5.5%
	260+13.85	-5.5%	+5.5%
	260+27.21	-5.0%	+5.0%
	260+53.94	-4.0%	+4.0%
RC	260+80.66	-3.0%	+3.0%
	261+07.40	-2.0%	+2.0%
NC	261+34.12	-2.0%	+1.0%
	261+60.85	-2.0%	0.0%
	261+87.35	-2.0%	-1.0%
	262+13.85	-2.0%	-2.0%

LEGEND

PE PRIVATE ENTRANCE
FE FIELD ENTRANCE
CE COMMERCIAL ENTRANCE
A ASPHALT SURFACE
G GRAVEL SURFACE

STA 233+00 LT - STA 253+00 LT
DITCH GRADING REQ'D
SEE CROSS SECTIONS

STA 238+00 LT
REMOVE EXISTING 18"X 16' CPCS
1-21"X 15"X 24' STEEL PIPE ARCH REQ'D
2-21"X 15" SLOPED SECTION ENDWALLS REQ'D

STA 251+00 RT - STA 260+25 RT
DITCH GRADING REQ'D
SEE CROSS SECTIONS

CURVE RLACUR3

PC X 398019.936 Y 118013.524 STA 255+07.298
CC X 396168.654 Y 117544.144
PIX 397951.182 Y 118284.696 STA 257+87.051
TAN 279.75'
DB N 14°13'38" W
DA N 30°53'38" W
LChord Distance 553.60' Bearing N 22°33'38" W
External Distance 20.38'
Middle Ordinate 20.16'
Radius 1909.86'
DEG 3°00'00"
DELTA -16°40'00"
LENGTH 555.56'
PT X 397807.543 Y 118524.758 STA 260+62.854
S.E. = 0.055%

CURVE RLACUR2 SuperElevation Transitions

Comment	Station	Left	Right
NC	232+81.93	-2.0%	-2.0%
	233+08.90	-1.0%	-2.0%
	233+35.93	-0.0%	-2.0%
	233+62.69	+1.0%	-2.0%
RC	233+89.44	+2.0%	-2.0%
	234+16.20	+3.0%	-3.0%
	234+34.93	+3.7%	-3.7%
FS	238+62.25	+3.7%	-3.7%
	238+80.98	+3.0%	-3.0%
	239+07.74	+2.0%	-2.0%
	239+34.49	+1.0%	-2.0%
RC	239+61.25	0.0%	-2.0%
	239+88.30	-1.0%	-2.0%
NC	240+15.25	-2.0%	-2.0%

STA 230+00 RT - STA 237+00 RT
DITCH GRADING REQ'D
SEE CROSS SECTIONS

CURVE RLACUR4

PC X 396377.944 Y 120914.028
CC X 397601.342 Y 121646.037
PIX 396233.665 Y 121155.160
TAN 281.00'
DB N 30°53'38" W
DA N 8°35'37" W
LChord Distance 551.39' Bearing N 19°44'37" W
External Distance 27.43'
Middle Ordinate 26.91'
Radius 1425.67'
DEG 4°01'08"
DELTA 22°18'01"
LENGTH 554.89'
PT X 396191.677 Y 121433.005
S.E. = 0.06%

STA 288+47.160
STA 291+28.160

STA 287+00 LT - STA 296+00 LT
DITCH GRADING REQ'D
SEE CROSS SECTIONS

END CENTERLINE
RUMBLE STRIPS
STA 283+00

END CENTERLINE
RUMBLE STRIPS
STA 291+40

BEGIN CENTERLINE
RUMBLE STRIPS
STA 295+40

BEGIN CENTERLINE
RUMBLE STRIPS
STA 287+00

EXISTING TELEPHONE



CURVE RLACUR4 SuperElevation Transitions

Comment	Station	Left	Right
NC	286+87.48	-2.0%	-2.0%
	287+13.98	-1.0%	-2.0%
	287+40.48	0.0%	-2.0%
	287+67.15	+1.0%	-2.0%
	287+93.81	+2.0%	-2.0%
RC	288+20.48	+3.0%	-3.0%
	288+47.15	+4.0%	-4.0%
	288+73.81	+5.0%	-5.0%
	289+00.48	+6.0%	-6.0%
FS	293+48.71	+6.0%	-6.0%
	293+75.38	+5.0%	-5.0%
	294+02.04	+4.0%	-4.0%
	294+28.71	+3.0%	-3.0%
	294+55.38	+2.0%	-2.0%
RC	294+82.04	+1.0%	-2.0%
	295+08.71	0.0%	-2.0%
	295+35.21	-1.0%	-2.0%
	295+61.71	-2.0%	-2.0%

LEGEND

PE PRIVATE ENTRANCE
FE FIELD ENTRANCE
CE COMMERCIAL ENTRANCE
A ASPHALT SURFACE
G GRAVEL SURFACE

Comment	Station	Left	Right
NC	316+78	-2.0%	-2.0%
	317+02	-2.0%	-1.0%
	317+26	-2.0%	0.0%
	317+50	-2.0%	+1.0%
	317+74	-2.0%	+2.0%
FS	317+98	-3.0%	+3.0%
	318+22	-4.0%	+4.0%
	318+46	-5.0%	+5.0%
	318+61	-5.6%	+5.6%
	FS	324+51	-5.6%
324+65		-5.0%	+5.0%
324+89		-4.0%	+4.0%
325+13		-3.0%	+3.0%
325+37		-2.0%	+2.0%
RC	325+61	-2.0%	+1.0%
	325+86	-2.0%	0.0%
	326+10	-2.0%	-1.0%
	326+34	-2.0%	-2.0%

PE	PRIVATE ENTRANCE
FE	FIELD ENTRANCE
CE	COMMERCIAL ENTRANCE
A	ASPHALT SURFACE
G	GRAVEL SURFACE

STA 322+00 LT - STA 327+00 LT
DITCH GRADING REQ'D
SEE CROSS SECTIONS

PERMITTED
WETLAND BOUNDARY

STA 321+60
EXISTING 24"x75' CPCS -
DITCH DIKE REQ'D RT

UNPERMITTED
WETLAND BOUNDARY

BOAT LANDING

— STA 322+00 RT - STA 326+00 RT
DITCH GRADING REQ'D
SEE CROSS SECTIONS

END CENTERLINE
RUMBLE STRIPS
STA 310+00

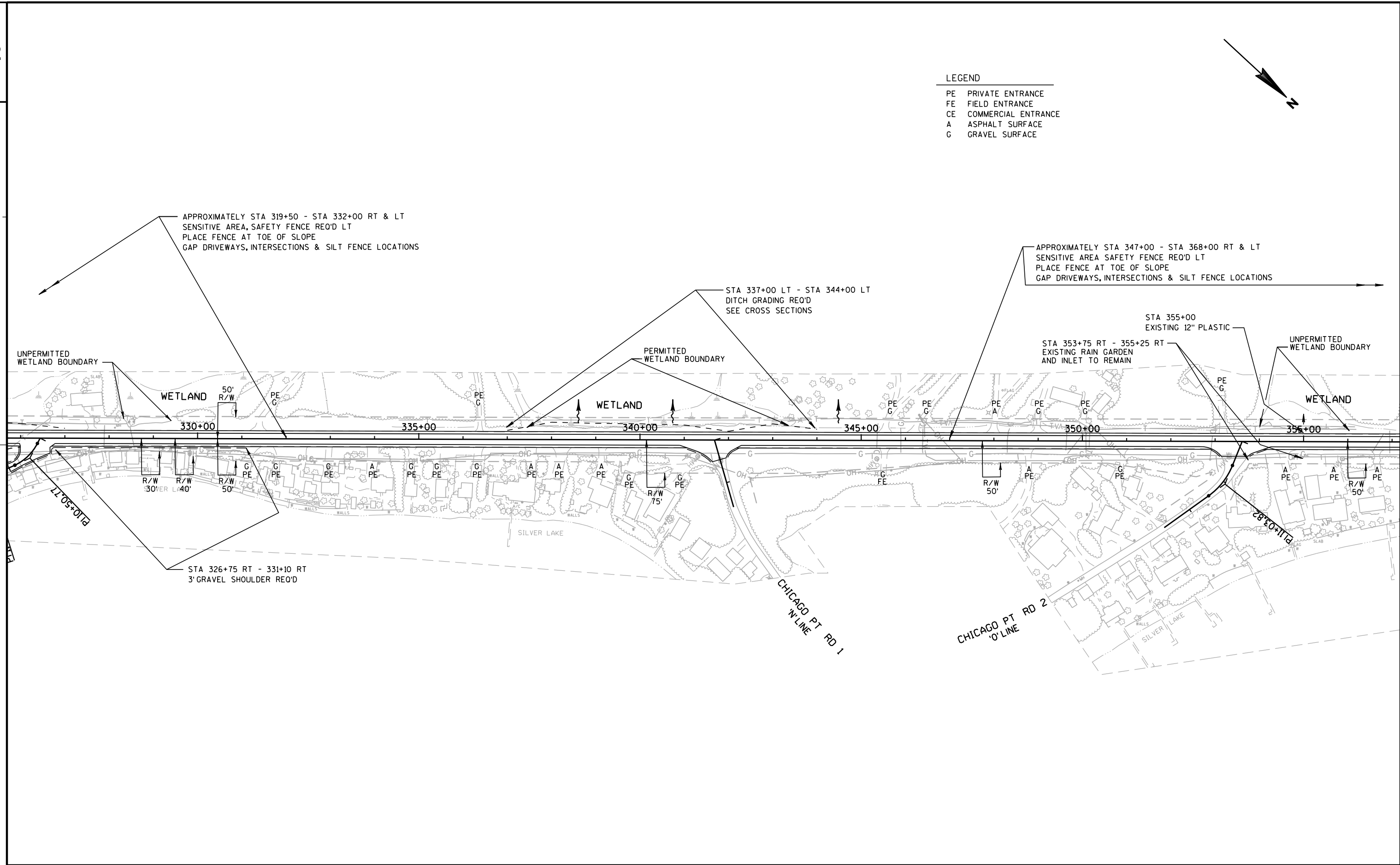
STA 308+00 RT - STA 313+00 RT
DITCH GRADING REQ'D
SEE CROSS SECTIONS

CURVE RLACUR6

PC X	395830.973 Y	123819.835	STA	318+15.978
CC X	394700.327 Y	123648.969		
PIX	395778.600 Y	124166.399	STA	321+66.478
	TAN 350.50'			
	DB N 8°35'37" W			
	DA N 42°40'35" W			
	LChord Distance	670.22'	Bearing	N 25°38'06" W
	External Distance 52.51'			
	Middle Ordinate 50.21'			
	Radius 1143.48'			
	DEG 5°00'38"			
	DELTA -34°04'58"			
	LENGTH 680.21'			
PT X	395541.011 Y	124424.085	STA	324+96.185
	S.E. = 0.056%			

2

2



CURVE RLACUR6 SuperElevation Transitions

Comment	Station	Left	Right
NC	361+07	-2.0%	-2.0%
	361+31	-1.0%	-2.0%
	361+55	0.0%	-2.0%
	361+79	+1.0%	-2.0%
	362+03	+2.0%	-2.0%
FS	362+27	+3.0%	-3.0%
	362+41	+3.6%	-3.6%
	365+10	+3.6%	-3.6%
	365+24	+3.0%	-3.0%
RC	365+48	+2.0%	-2.0%
	365+72	+1.0%	-2.0%
	365+96	0.0%	-2.0%
	366+20	-1.0%	-2.0%
	366+44	-2.0%	-2.0%

LEGEND

PE PRIVATE ENTRANCE
FE FIELD ENTRANCE
CE COMMERCIAL ENTRANCE
A ASPHALT SURFACE
G GRAVEL SURFACE

CURVE RLACUR7

PC X 393022.115 Y 127156.055 STA 362+12.163
CC X 395055.212 Y 129030.586
PIX 392911.082 Y 127276.480 STA 363+75.963
TAN 163.80'
DB N 42°40'35" W
DA N 35°53'48" W
LChord Distance 327.03' Bearing N 39°17'11" W
External Distance 4.85'
Middle Ordinate 4.84'
Radius 2765.38'
DEG 2°04'19"
DELTA 6°46'47"
LENGTH 327.22'
PT X 392815.042 Y 127409.170 STA 365+39.381
S.E. = 0.036%

CURVE RLACUR7

PC X 392293.008 Y 128130.419 STA 374+29.728
CC X 392664.323 Y 128399.173
PIX 392218.887 Y 128232.826 STA 375+56.145
TAN 126.42'
DB N 35°53'48" W
DA N 5°03'33" W
LChord Distance 243.73' Bearing N 20°28'41" W
External Distance 17.11'
Middle Ordinate 16.50'
Radius 458.37'
DEG 12°29'60"
DELTA 30°50'15"
LENGTH 246.70'
PT X 392207.738 Y 128358.751 STA 376+76.430

STA 359+00 LT - STA 366+50 LT
DITCH GRADING REQ'D
SEE CROSS SECTIONS

STA 372+78.20
END PROJECT
MATCH EXISTING
N = 128007.67
E = 39381.85

STA 369+52
EXISTING 24"x60" CPCS

APPROXIMATELY STA 347+00 - STA 368+00 RT & LT
SENSITIVE AREA SAFETY FENCE REQ'D LT PLACE FENCE AT
TOE OF SLOPE WHERE GRADING IS NOT REQ'D AND 3'
FROM SLOPE INTERCEPT WHERE GRADING
GAP DRIVEWAYS, INTERSECTIONS & SILT FENCE LOCATIONS

MAINLINE ALIGNMENT

CHAIN RL A1					
OLDAL2 X	400060.812 Y	92975.517 Z	-99999.900	STA	1+02.790
	Distance	264.89'	Bearing N 0°11'02" W		
TEMP10 X	400059.962 Y	93240.408 Z	-99999.990	STA	3+67.682
	Distance	610.40'	Bearing N 0°11'02" W		
CL9 X	400058.002 Y	93850.800 Z	-99999.900	STA	9+78.077
	Distance	3079.21'	Bearing N 0°31'51" W		
PIA5 X	400029.467 Y	96929.878 Z	0.000	STA	40+57.288
	Distance	4333.60'	Bearing N 0°09'41" W		
PIA6 X	400017.268 Y	101263.458 Z	0.000	STA	83+90.884
	Distance	2787.20'	Bearing N 0°37'27" W		
PIA7 X	399986.910 Y	104050.491 Z	0.000	STA	111+78.084
	Distance	1408.79'	Bearing N 0°14'22" E		
PIA8 X	399992.799 Y	105459.271 Z	0.000	STA	125+86.875
	Distance	6368.02'	Bearing N 1°08'22" E		
CURVE RLACUR1					
PC X	400119.440 Y	111826.030		STA	189+54.894
CC X	398972.809 Y	111848.838			
PIX	400124.032 Y	112056.885		STA	191+85.794
	TAN	230.90'			
	DB N	1°08'22" E			
	DA N	21°37'38" W			
	LChord Distance	452.72'	Bearing N 10°14'38" W		
	External Distance	23.01'			
	Middle Ordinate	22.56'			
	Radius	1146.86'			
	DEG	4°59'45"			
	DELTA	-22°46'00"			
	LENGTH	455.71'			
PT X	400038.930 Y	112271.530		STA	194+10.602
CURVE RLACUR1					
Distance	3991.33'	Bearing N 21°37'38" W			
CURVE RLACUR2					
PC X	398567.864 Y	115981.880		STA	234+01.934
CC X	402118.537 Y	117389.637			
PIX	398476.829 Y	116211.492		STA	236+48.934
	TAN	247.00'			
	DB N	21°37'38" W			
	DA N	14°13'38" W			
	LChord Distance	492.97'	Bearing N 17°55'38" W		
	External Distance	7.98'			
	Middle Ordinate	7.96'			
	Radius	3819.56'			
	DEG	1°30'00"			
	DELTA	7°24'00"			
	LENGTH	493.31'			
PT X	398416.124 Y	116450.916		STA	238+95.247
CURVE RLACUR2					
Distance	1612.05'	Bearing N 14°13'38" W			
CURVE RLACUR3					
PC X	398019.936 Y	118013.524		STA	255+07.298
CC X	396168.654 Y	117544.144			
PIX	397951.182 Y	118284.696		STA	257+87.051
	TAN	279.75'			
	DB N	14°13'38" W			
	DA N	30°53'38" W			
	LChord Distance	553.60'	Bearing N 22°33'38" W		
	External Distance	20.38'			
	Middle Ordinate	20.16'			
	Radius	1909.86'			
	DEG	3°00'00"			
	DELTA	-16°40'00"			
	LENGTH	555.56'			
PT X	397807.543 Y	118524.758		STA	260+62.854
CURVE RLACUR3					
Distance	2784.31'	Bearing N 30°53'38" W			

CURVE RLACUR4					
PC X	396377.944 Y	120914.028		STA	288+47.160
CC X	397601.342 Y	121646.037			
PIX	396233.665 Y	121155.160		STA	291+28.160
	TAN	281.00'			
	DB N	30°53'38" W			
	DA N	8°35'37" W			
	LChord Distance	551.39'	Bearing N 19°44'37" W		
	External Distance	27.43'			
	Middle Ordinate	26.91'			
	Radius	1425.67'			
	DEG	4°01'08"			
	DELTA	22°18'01"			
	LENGTH	554.89'			
PT X	396191.677 Y	121433.005		STA	294+02.047
CURVE RLACUR4					
Distance	2413.93'	Bearing N 8°35'37" W			
CURVE RLACUR6					
PC X	395830.973 Y	123819.835		STA	318+15.978
CC X	394700.327 Y	123648.969			
PIX	395778.600 Y	124166.399		STA	321+66.478
	TAN	350.50'			
	DB N	8°35'37" W			
	DA N	42°40'35" W			
	LChord Distance	670.22'	Bearing N 25°38'06" W		
	External Distance	52.51'			
	Middle Ordinate	50.21'			
	Radius	1143.48'			
	DEG	5°00'38"			
	DELTA	-34°04'58"			
	LENGTH	680.21'			
PT X	395541.011 Y	124424.085		STA	324+96.185
CURVE RLACUR6					
Distance	3715.98'	Bearing N 42°40'35" W			
CURVE RLACUR7					
PC X	393022.115 Y	127156.055		STA	362+12.163
CC X	395055.212 Y	129030.586			
PIX	392911.082 Y	127276.480		STA	363+75.963
	TAN	163.80'			
	DB N	42°40'35" W			
	DA N	35°53'48" W			
	LChord Distance	327.03'	Bearing N 39°17'11" W		
	External Distance	4.85'			
	Middle Ordinate	4.84'			
	Radius	2765.38'			
	DEG	2°04'19"			
	DELTA	6°46'47"			
	LENGTH	327.22'			
PT X	392815.042 Y	127409.170		STA	365+39.381
CURVE RLACUR7					
Distance	890.35'	Bearing N 35°53'48" W			
CURVE RLCUR7					
PC X	392293.008 Y	128130.419		STA	374+29.728
CC X	392664.323 Y	128399.173			
PIX	392218.887 Y	128232.826		STA	375+56.145
	TAN	126.42'			
	DB N	35°53'48" W			
	DA N	5°03'33" W			
	LChord Distance	243.73'	Bearing N 20°28'41" W		
	External Distance	17.11'			
	Middle Ordinate	16.50'			
	Radius	458.37'			
	DEG	12°29'60"			
	DELTA	30°50'15"			
	LENGTH	246.70'			
PT X	392207.738 Y	128358.751		STA	376+76.430
CURVE RLCUR7					
Distance	101.71'	Bearing N 5°03'33" W			
SRINT1 X	392198.769 Y	128460.067 Z	-99999.990	STA	377+78.142

SIDEROAD ALIGNMENTS

"A" line CHAIN PRL10
Description proposed Park St alignment

PRL4 N	93768.21E	399913.93 Z 9999.990	STA	8+55.66
Distance	93.51' Bearing N 89°20'13.27" E			
PRL2 N	93769.29 E	400007.44 Z 9999.990	STA	9+49.16
Distance	50.84' Bearing S 89°13'44.93" E			
PRL5 N	93768.61E	400058.27 Z 0.000	STA	10+00.00
Distance	46.76' Bearing S 89°13'44.93" E			
PRL1N	93767.98 E	400105.02 Z 9999.990	STA	10+46.76
Distance	93.54' Bearing N 89°12'17.30" E			
PRL3 N	93769.28 E	400198.56 Z 9999.990	STA	11+40.30

"B" line CHAIN PRL11
Description proposed Bluff St alignment

PRL6 N	94084.73 E	399904.78 Z 9999.990	STA	8+48.95
Distance	99.72' Bearing N 89°46'34.47" E			
PRL7 N	94085.12 E	400004.50 Z 9999.990	STA	9+48.67
Distance	51.33' Bearing N 89°02'18.61" E			
PRL10 N	94085.98 E	400055.82 Z 0.000	STA	10+00.00
Distance	51.46' Bearing N 89°02'18.61" E			
PRL8 N	94086.84 E	400107.28 Z 9999.990	STA	10+51.46
Distance	87.51' Bearing S 89°07'27.58" E			
PRL9 N	94085.51E	400194.78 Z 9999.990	STA	11+38.97

"C" line CHAIN PRL12
Description proposed CTH E & N alignment

PRL13 N	97041.62 E	400029.15 Z 0.000	STA	10+00.00
Distance	196.27' Bearing S 89°53'21.89" E			
PRL12 N	97041.24 E	400225.43 Z 9999.990	STA	11+96.27

"D" line CHAIN PRL13
Description proposed Czech Ln alignment

PRL14 N	101372.11E	399756.34 Z 9999.990	STA	7+40.26
Distance	259.74' Bearing N 88°59'22.58" E			
PRL16 N	101376.69 E	400016.03 Z 0.000	STA	10+00.00

"E" line CHAIN PRL14
Description proposed Bannerman Junction Rd alignment

PRL17 N	104426.24 E	399687.95 Z 9999.990	STA	6+99.42
Distance	300.58' Bearing N 89°06'19.18" E			
PRL19 N	104430.93 E	399988.50 Z 0.000	STA	10+00.00

"G" line CHAIN PRL15
Description proposed Czech Ave alignment

PRL22 N	105330.84 E	399992.26 Z 0.000	STA	10+00.00
Distance	299.81' Bearing N 88°52'40.22" E			
PRL21N	105336.71E	400292.02 Z 9999.990	STA	12+99.81

"H" line CHAIN PRL16
Description proposed Cypress Rd alignment

PRL23 N	106666.32 E	399714.67 Z 9999.990	STA	6+97.67
Distance	302.33' Bearing N 88°49'21.94" E			
PRL25 N	106672.53 E	400016.93 Z 0.000	STA	10+00.00

"Y" line CHAIN PRL17
Description proposed CTH YY alignment

PRL26 N	113328.80 E	399305.24 Z 9999.990	STA	6+89.37
Distance	257.80' Bearing N 87°53'57.77" E			
PRL27 N	113338.25 E	399562.86 Z 9999.990	STA	9+47.17
Distance	52.83' Bearing N 89°07'58.65" E			
PRL28 N	113339.05 E	399615.69 Z 0.000	STA	10+00.00
Distance	80.68' Bearing N 89°07'58.65" E			
PRL29 N	113340.27 E	399696.36 Z 9999.990	STA	10+80.68
Distance	237.68' Bearing S 88°35'53.81" E			
PRL30 N	113334.45 E	399933.97 Z 9999.990	STA	13+18.36

"I" line CHAIN PRL18
Description proposed Cree Rd west alignment

PRL33 N	118539.07 E	397452.70 Z 9999.990	STA	6+64.25
Distance	260.28' Bearing N 89°05'44.48" E			
PRL31N	118543.18 E	397712.95 Z 9999.990	STA	9+24.53
Distance	0.00' Bearing N 0°00'00.00" E			
CURVE PRL10				
PC N	118543.18 E	397712.95	STA	9+24.53
CC N	118650.70 E	397711.26		
PIN	118543.41E	397727.40	STA	9+38.98
	TAN 14.45'			
	DB N 89°05'44.48" E			
	DA N 73°47'17.50" E			
	LChord Distance	28.64' Bearing N 81°26'30.99" E		
	External Distance 0.97'			
	Middle Ordinate 0.96'			
	Radius 107.53'			
	DEG 53°16'54.18"			
	DELTA -15°18'26.98"			
	LENGTH 28.73'			
PT N	118547.44 E	397741.28	STA	9+53.26
CURVE PRL10				
Distance	46.74' Bearing N 73°47'17.50" E			
PRL32 N	118560.49 E	397786.16 Z 0.000	STA	10+00.00

"I" line CHAIN PRL19
Description proposed Cree Rd east alignment

PRL37 N	118532.59 E	397802.86 Z 0.000	STA	10+00.00
Distance	32.23' Bearing N 76°07'13.99" E			
CURVE PRL11				
PC N	118540.32 E	397834.15	STA	10+32.23
CC N	118370.43 E	397876.13		
PIN	118544.92 E	397852.75	STA	10+51.39
	TAN 19.16'			
	DB N 76°07'13.99" E			
	DA N 88°36'54.66" E			
	LChord Distance	38.09' Bearing N 82°22'04.33" E		
	External Distance 1.05'			
	Middle Ordinate 1.04'			
	Radius 175.00'			
	DEG 32°44'25.60"			
	DELTA 12°29'40.67"			
	LENGTH 38.16'			
PT N	118545.38 E	397871.90	STA	10+70.40
CURVE PRL11				
Distance	91.33' Bearing N 89°08'27.67" E			
PRL35 N	118546.75 E	397963.22 Z 9999.990	STA	11+61.73

"J" line CHAIN PRL20
Description proposed Chicago Rd (south)

PRL38 N	120755.48 E	396427.58 Z 9999.990	STA	7+74.70
Distance	225.30' Bearing S 40°48'51.34" E			
PRL40 N	120584.96 E	396574.84 Z 0.000	STA	10+00.00

"K" line CHAIN PRL21
Description proposed Chicago Ln alignment

PRL41N	121348.39 E	396088.71 Z 9999.990	STA	8+84.03
Distance	115.97' Bearing N 79°19'49.78" E			
PRL43 N	121369.86 E	396202.68 Z 0.000	STA	10+00.00

"L" line CHAIN PRL22
Description proposed Cottonville Dr. alignment

PRL44 N	123693.91E	395577.40 Z 9999.990	STA	7+29.91
Distance	270.09' Bearing N 85°04'35.70" E			
PRL46 N	123717.09 E	395846.50 Z 0.000	STA	10+00.00

"F" line CHAIN PRL23
Description proposed CTH F alignment

PRL47 N	123949.65 E	395803.57 Z 0.000	STA	10+00.00
Distance	333.62' Bearing S 72°34'57.73" E			
PRL49 N	123849.79 E	396121.89 Z 9999.990	STA	13+33.62

"M" line CHAIN PRL24
Description proposed Silverlake Rd alignment

PRL52 N	124532.80 E	395440.78 Z 0.000	STA	10+00.00
Distance	13.37' Bearing N 74°16'04.81" E			
CURVE PRL13				
PC N	124536.42 E	395453.65	STA	10+13.37
CC N	124431.15 E	395483.31		
PIN	124546.56 E	395489.65	STA	10+50.77
	TAN 37.40'			
	DB N 74°16'04.81" E			
	DA S 67°58'33.92" E			
	LChord Distance	70.78' Bearing S 86°51'14.56" E		
	External Distance 6.22'			
	Middle Ordinate 5.88'			
	Radius 109.37'			
	DEG 52°23'11.05"			
	DELTA 37°45'21.28"			
	LENGTH 72.07'			
PT N	124532.54 E	395524.32	STA	10+85.45
CURVE PRL13				
Distance	0.00' Bearing N 0°00'00.00" E			
CURVE PRL12				
PC N	124532.54 E	395524.32	STA	10+85.45
CC N	124069.02 E	395336.82		
PIN	124507.62 E	395585.93	STA	11+51.91
	TAN 66.46'			
	DB S 67°58'33.92" E			
	DA S 52°50'00.55" E			
	LChord Distance	131.76' Bearing S 60°24'17.23" E		
	External Distance 4.40'			
	Middle Ordinate 4.36'			
	Radius 500.00'			
	DEG 11°27'32.96"			
	DELTA 15°08'33.37"			
	LENGTH 132.14'			
PT N	124467.47 E	395638.89	STA	12+17.59
CURVE PRL12				

"N" line CHAIN PRL25
Description proposed Chicago Point Rd (south) alignment

PRL54 N	125653.49 E	394407.49 Z 0.000	STA	10+00.00
Distance	157.58' Bearing N 31°13'32.26" E			
PRL53 N	125788.24 E	394489.18 Z 9999.990	STA	11+57.58

SIDEROAD ALIGNMENTS

"O" line CHAIN PRL26
Description proposed Chicago Point Rd (2) alignment

PRL58 N	126530.41 E	393598.96 Z 0.000	STA	10+00.00
Distance	58.51'	Bearing N 69°08'43.63" E		
CURVE PRL14				
PC N	126551.24 E	393653.63	STA	10+58.51
CC N	126405.33 E	393709.22		
PIN	126567.37 E	393695.98	STA	11+03.82
	TAN 45.31'			
	DB N 69°08'43.63" E			
	DA S 78°29'15.73" E			
	LChord Distance	87.04'	Bearing N 85°19'43.95" E	
	External Distance	6.44'		
	Middle Ordinate	6.19'		
	Radius	156.14'		
	DEG 36°41'42.99"			
	DELTA 32°22'00.63"			
	LENGTH 88.20'			
PT N	126558.33 E	393740.38	STA	11+46.71
CURVE PRL14				
Distance	123.60'	Bearing S 78°29'15.73" E		
PRL56 N	126533.66 E	393861.50 Z 9999.990	STA	12+70.31

"P" line CHAIN PRL27
Description proposed Village Circle alignment

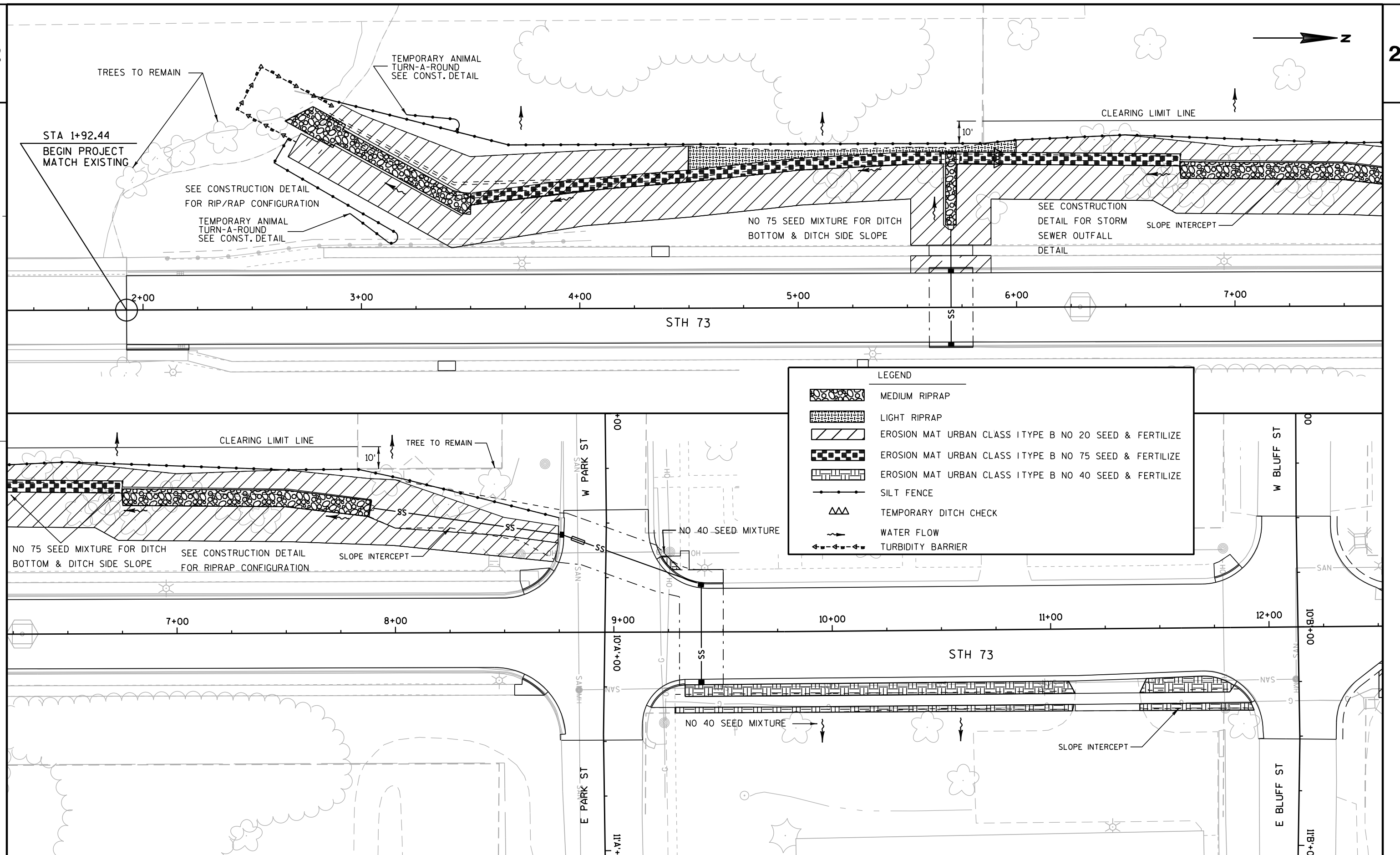
PRL59 N	127451.40 E	392603.38 Z 9999.990	STA	8+50.67
Distance	64.05'	Bearing N 68°45'01.15" E		
CURVE PRL15				
PC N	127474.61 E	392663.08	STA	9+14.73
CC N	127580.51 E	392621.90		
PIN	127481.94 E	392681.92	STA	9+34.94
	TAN 20.21'			
	DB N 68°45'01.15" E			
	DA N 48°34'46.21" E			
	LChord Distance	39.79'	Bearing N 58°39'53.68" E	
	External Distance	1.78'		
	Middle Ordinate	1.76'		
	Radius	113.62'		
	DEG 50°25'37.34"			
	DELTA -20°10'14.94"			
	LENGTH 40.00'			
PT N	127495.31 E	392697.07	STA	9+54.73
CURVE PRL15				
Distance	45.27'	Bearing N 48°34'46.21" E		
PRL61 N	127525.26 E	392731.02 Z 0.000	STA	10+00.00

"Q" line CHAIN PRL28
Description proposed 19th Rd alignment

PRL65 N	127874.87 E	392477.97 Z 0.000	STA	10+00.00
Distance	54.50'	Bearing N 52°04'25.56" E		
CURVE PRL16				
PC N	127908.37 E	392520.97	STA	10+54.50
CC N	127995.14 E	392453.36		
PIN	127938.77 E	392559.98	STA	11+03.96
	TAN 49.46'			
	DB N 52°04'25.56" E			
	DA N 3°39'13.97" E			
	LChord Distance	90.22'	Bearing N 27°51'49.76" E	
	External Distance	10.61'		
	Middle Ordinate	9.67'		
	Radius	110.00'		
	DEG 52°05'13.46"			
	DELTA -48°25'11.59"			
	LENGTH 92.96'			
PT N	127988.13 E	392563.13	STA	11+47.46
CURVE PRL16				
Distance	78.66'	Bearing N 3°39'13.97" E		
PRL64 N	128066.63 E	392568.14 Z 9999.990	STA	12+26.13

2

2



PROJECT NO: 6530-00-80

HWY: STH 73

COUNTY: WAUSHARA/MARQUETTE

EROSION CONTROL

SHEET

E

FILE NAME : P:\projects\04_65300030ED\022001_ec.dgn

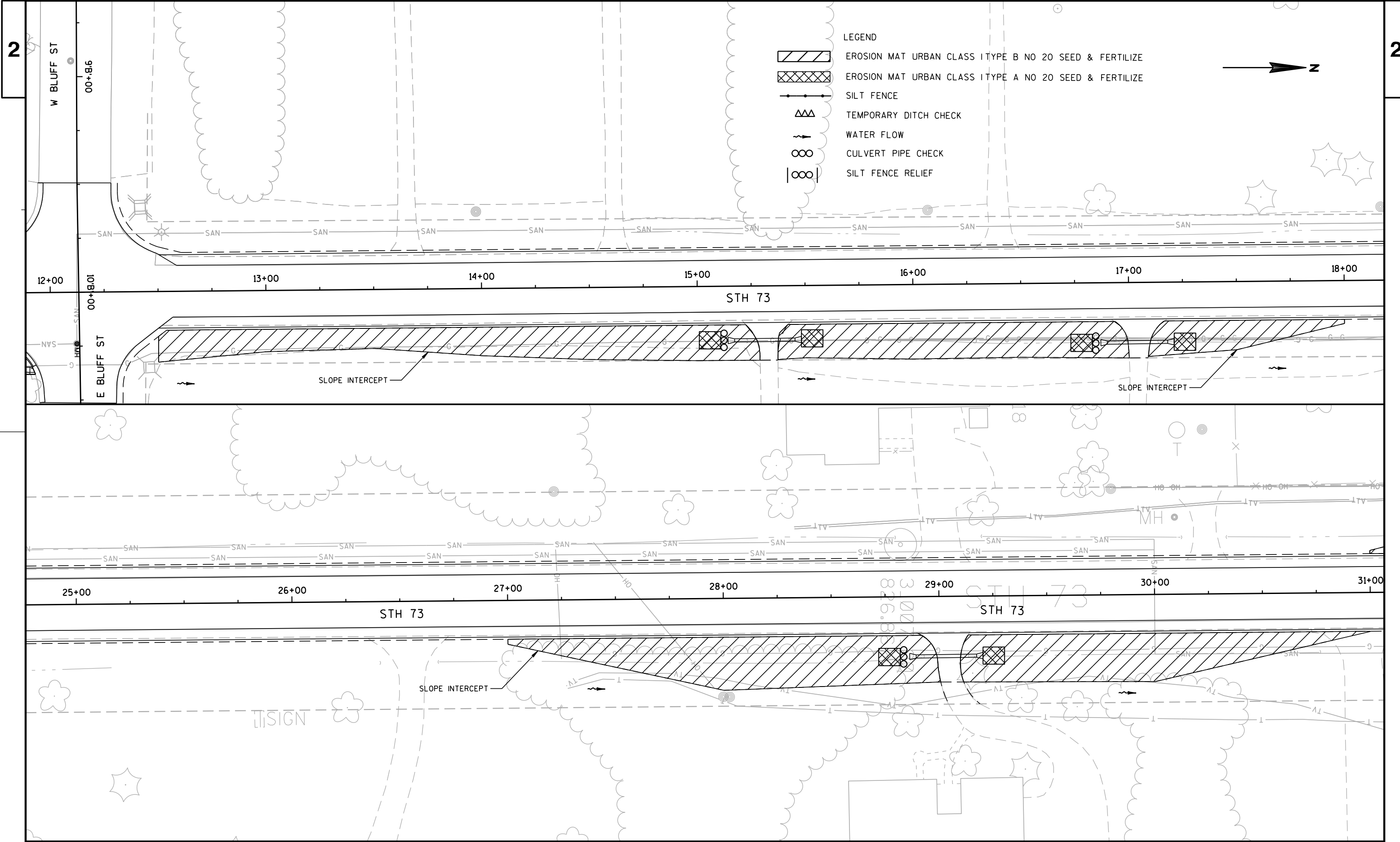
PLOT DATE : 06-MAR-2013 10:25

PLOT BY : dotr5g

PLOT NAME :

PLOT SCALE : 40:1

WISDOT/CAD/CADD SHEET 42



PROJECT NO: 6530-00-80

HWY: STH 73

COUNTY: WAUSHARA/MARQUETTE

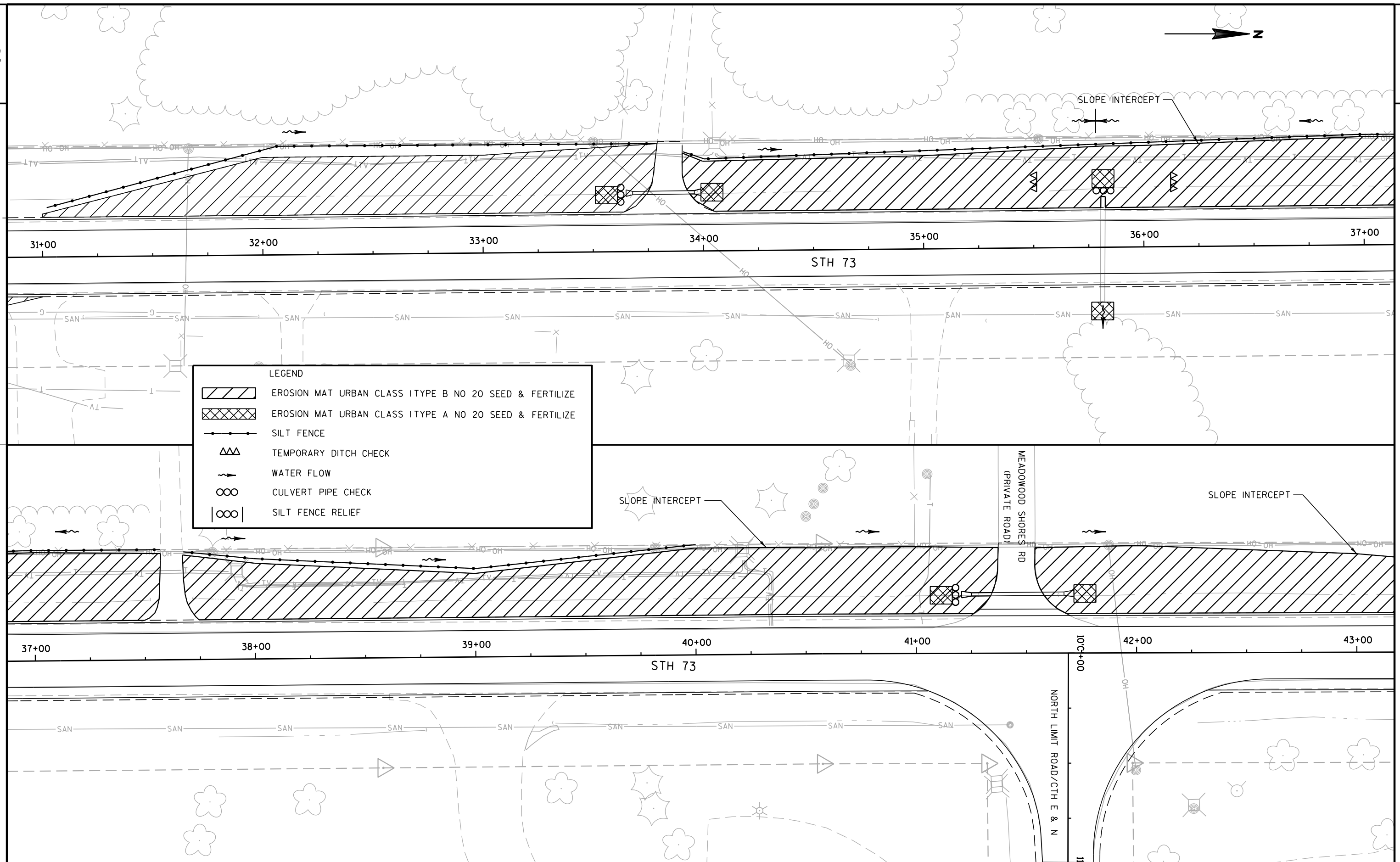
EROSION CONTROL

SHEET

E

2

2



PROJECT NO: 6530-00-80

HWY: STH 73

COUNTY: WAUSHARA/MARQUETTE

EROSION CONTROL

SHEET

E

FILE NAME : P:\projects\D4_65300030ED\022002_ec.dgn

PLOT DATE : 06-MAR-2013 10:25

PLOT BY : dotr5g

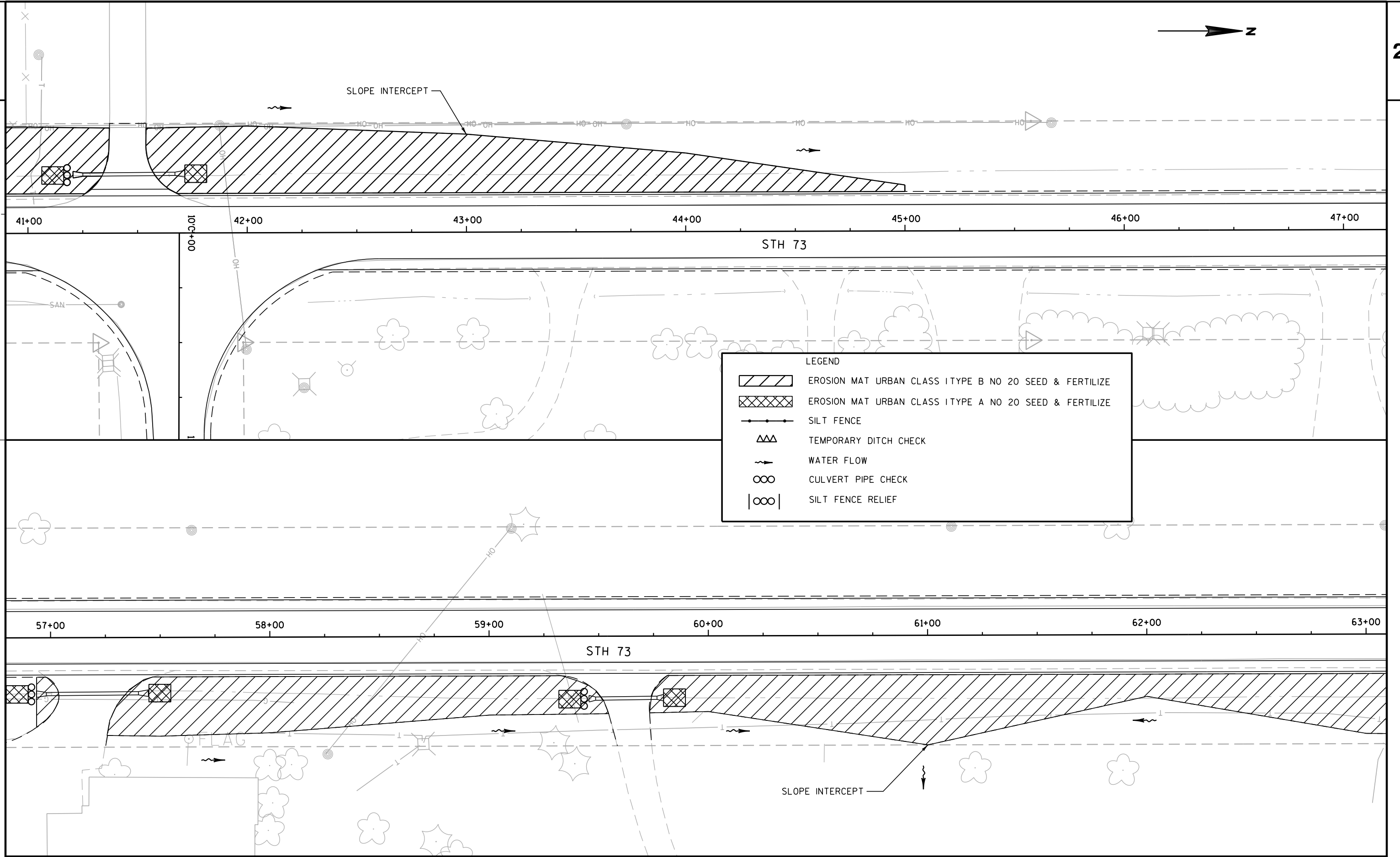
PLOT NAME :

PLOT SCALE : 40:1

WISDOT/CADL 53 SHEET 42

2

2



PROJECT NO: 6530-00-80

HWY: STH 73

COUNTY: WAUSHARA/MARQUETTE

EROSION CONTROL

SHEET

E

2

2



62+00 63+00 64+00 65+00 66+00 67+00 68+00

STH 73

SLOPE INTERCEPT

LEGEND

- | | |
|--|---|
| | EROSION MAT URBAN CLASS I TYPE B NO 20 SEED & FERTILIZE |
| | EROSION MAT URBAN CLASS I TYPE A NO 20 SEED & FERTILIZE |
| | SILT FENCE |
| | TEMPORARY DITCH CHECK |
| | WATER FLOW |
| | CULVERT PIPE CHECK |
| | SILT FENCE RELIEF |

CZECH LANE

SLOPE INTERCEPT

85+00 86+00 87+00 88+00 89+00 90+00 91+00

STH 73

PROJECT NO: 6530-00-80

HWY: STH 73

COUNTY: WAUSHARA/MARQUETTE

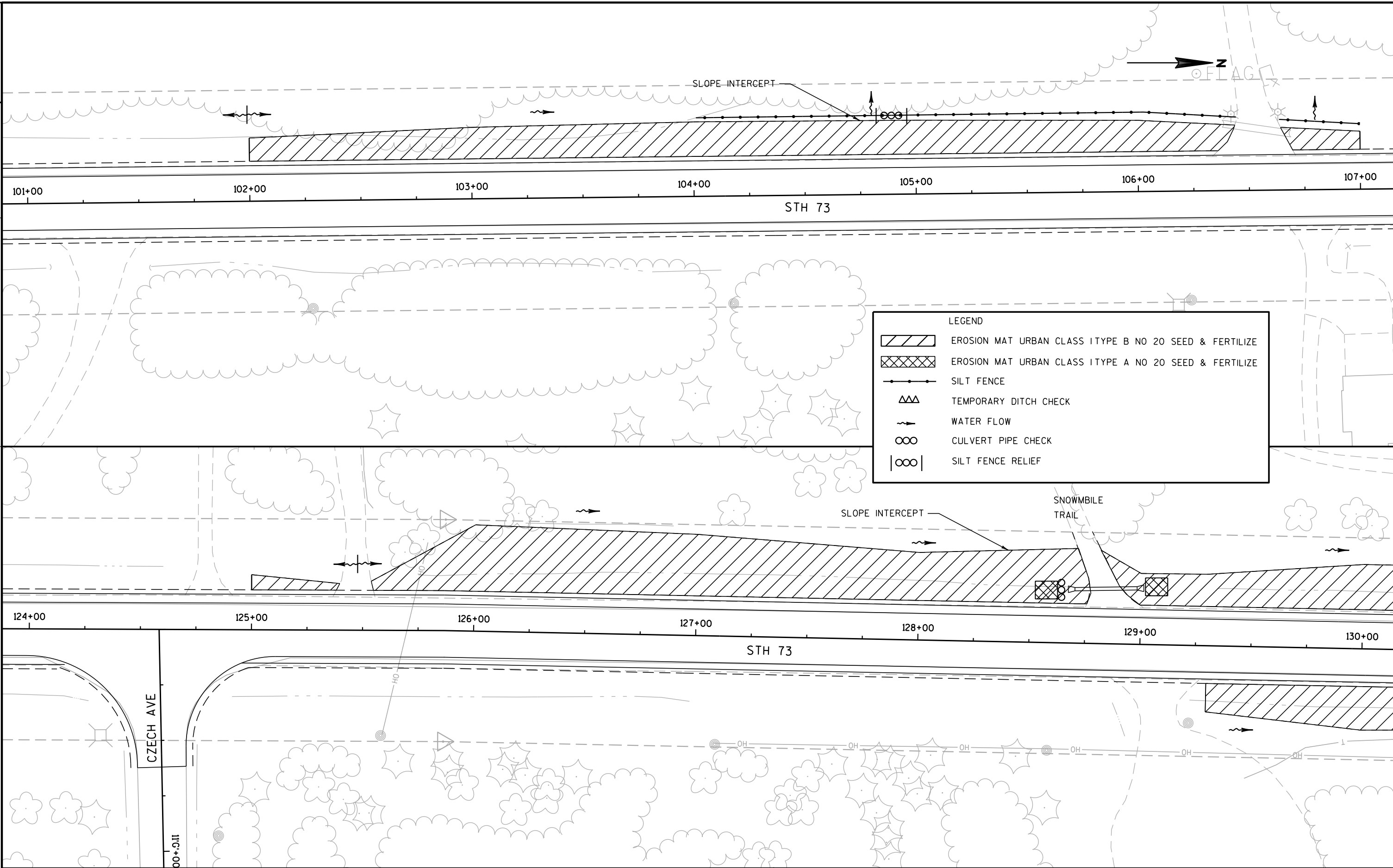
EROSION CONTROL

SHEET

E

2

2



PROJECT NO: 6530-00-80

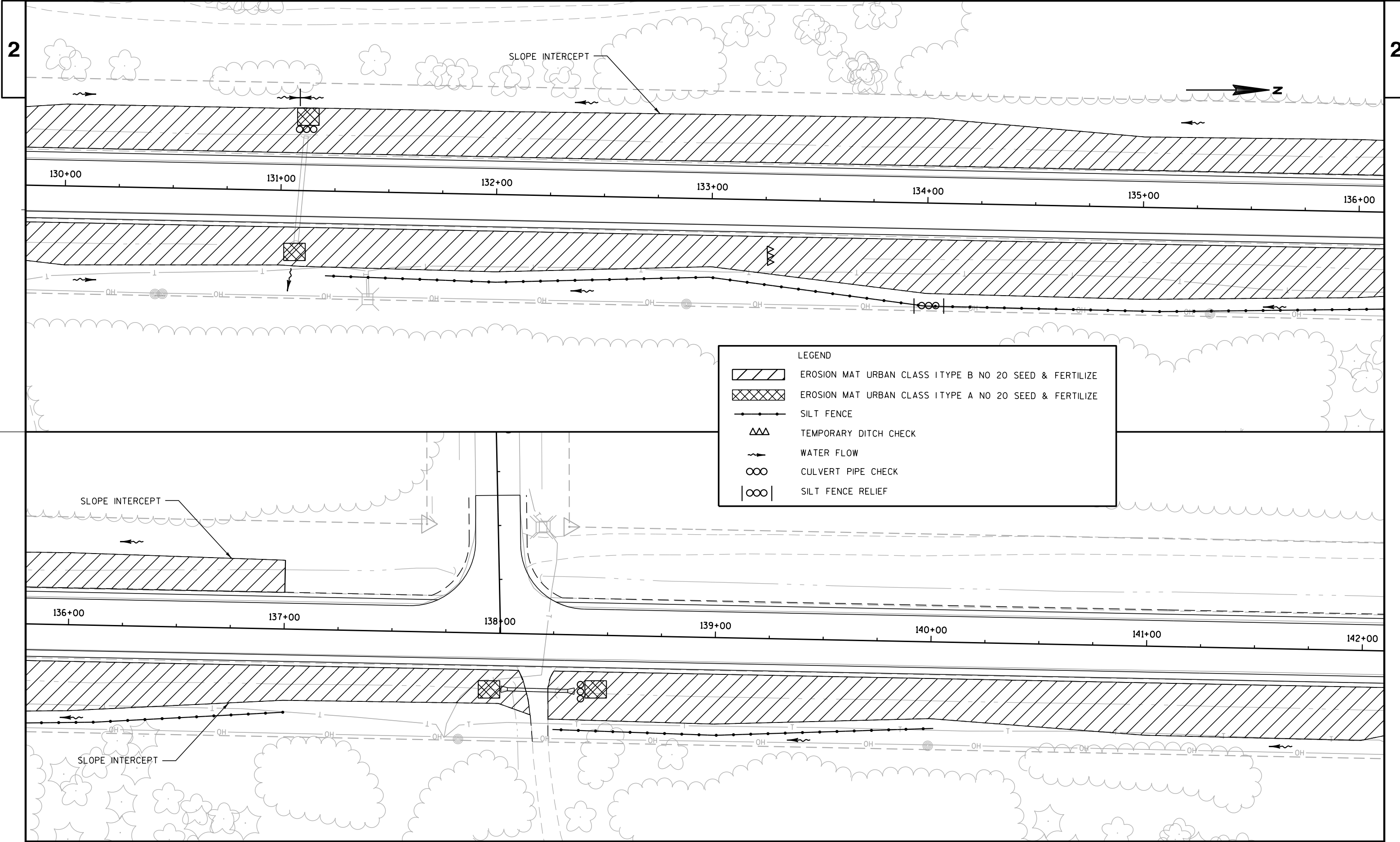
HWY: STH 73

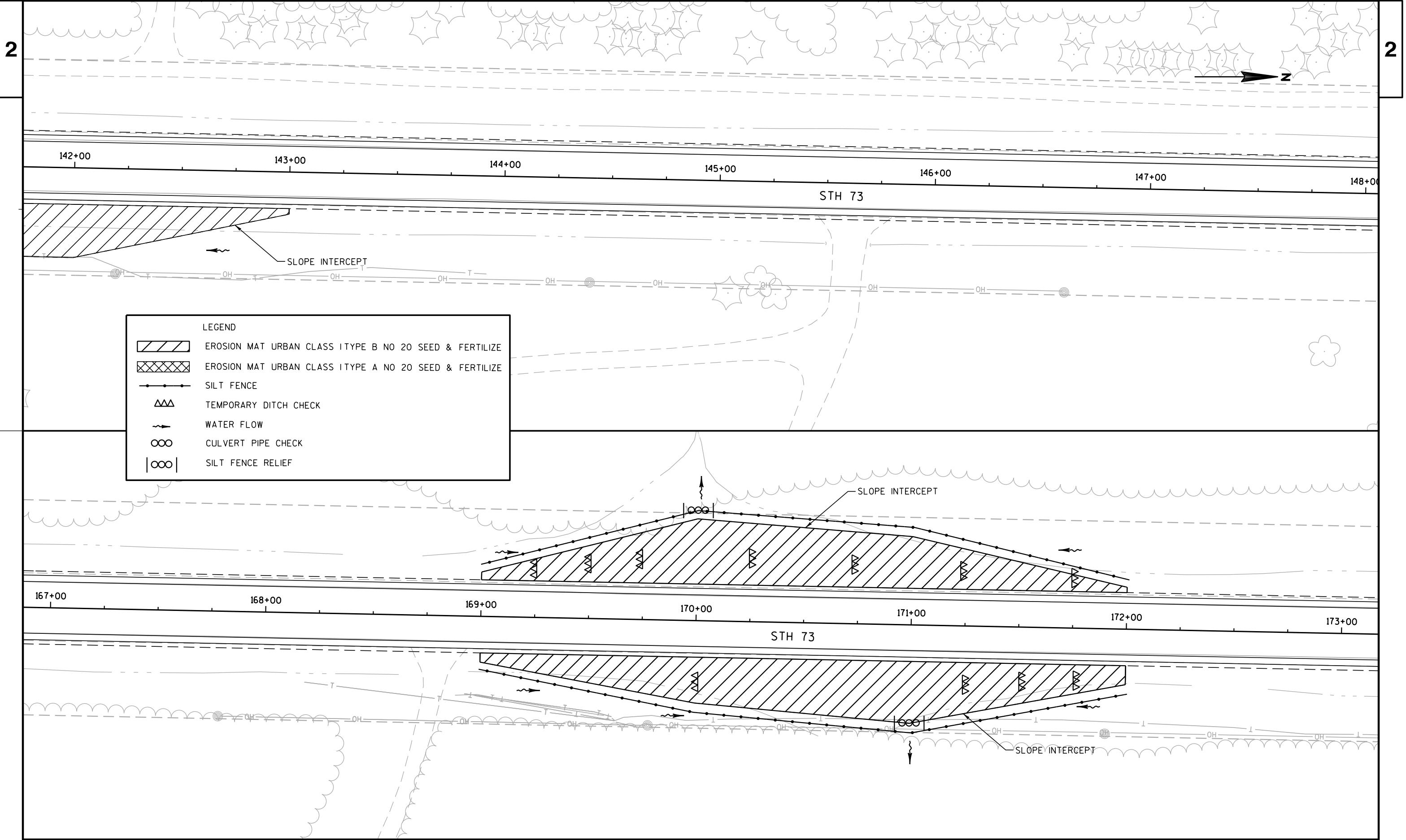
COUNTY: WAUSHARA/MARQUETTE

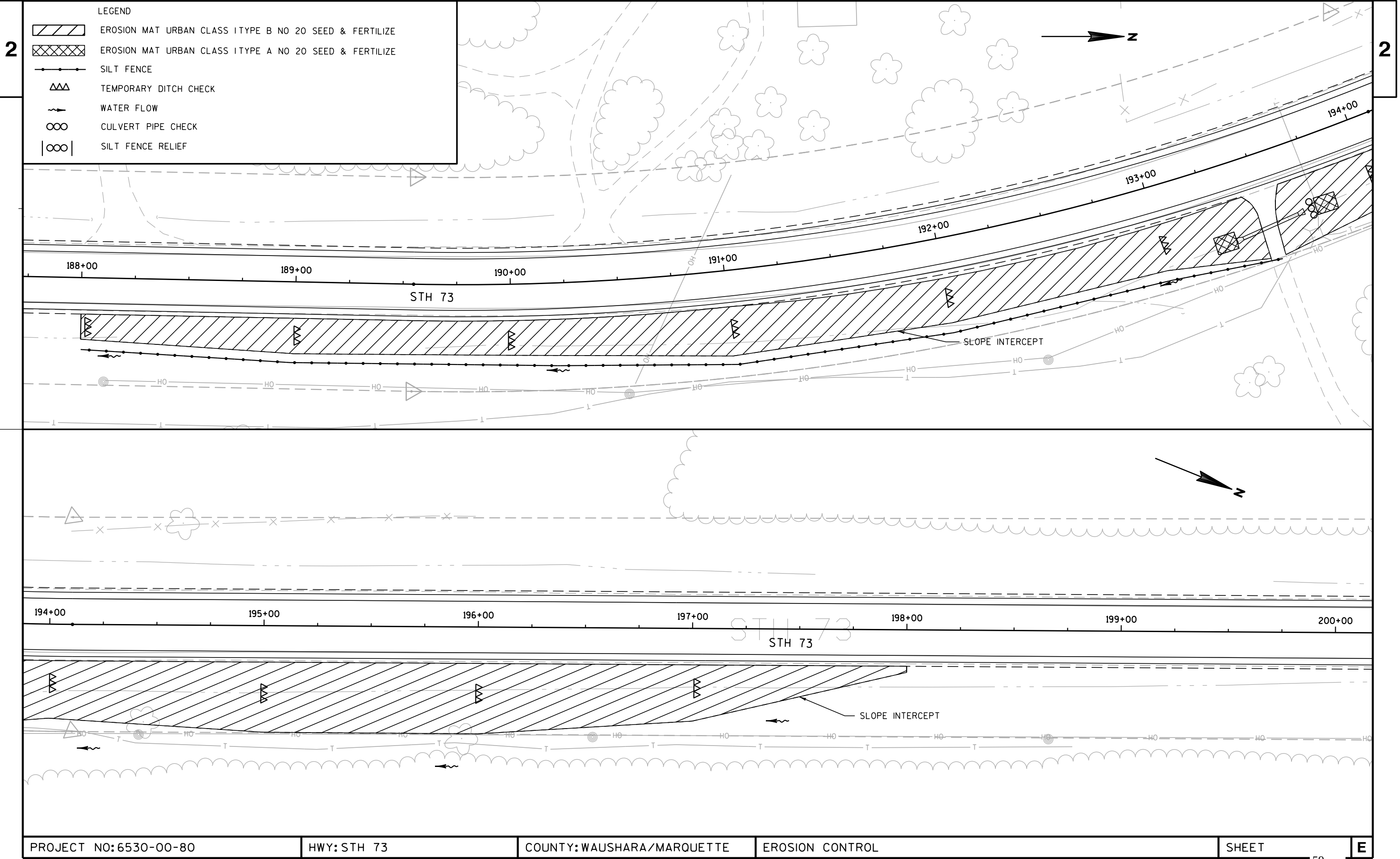
EROSION CONTROL

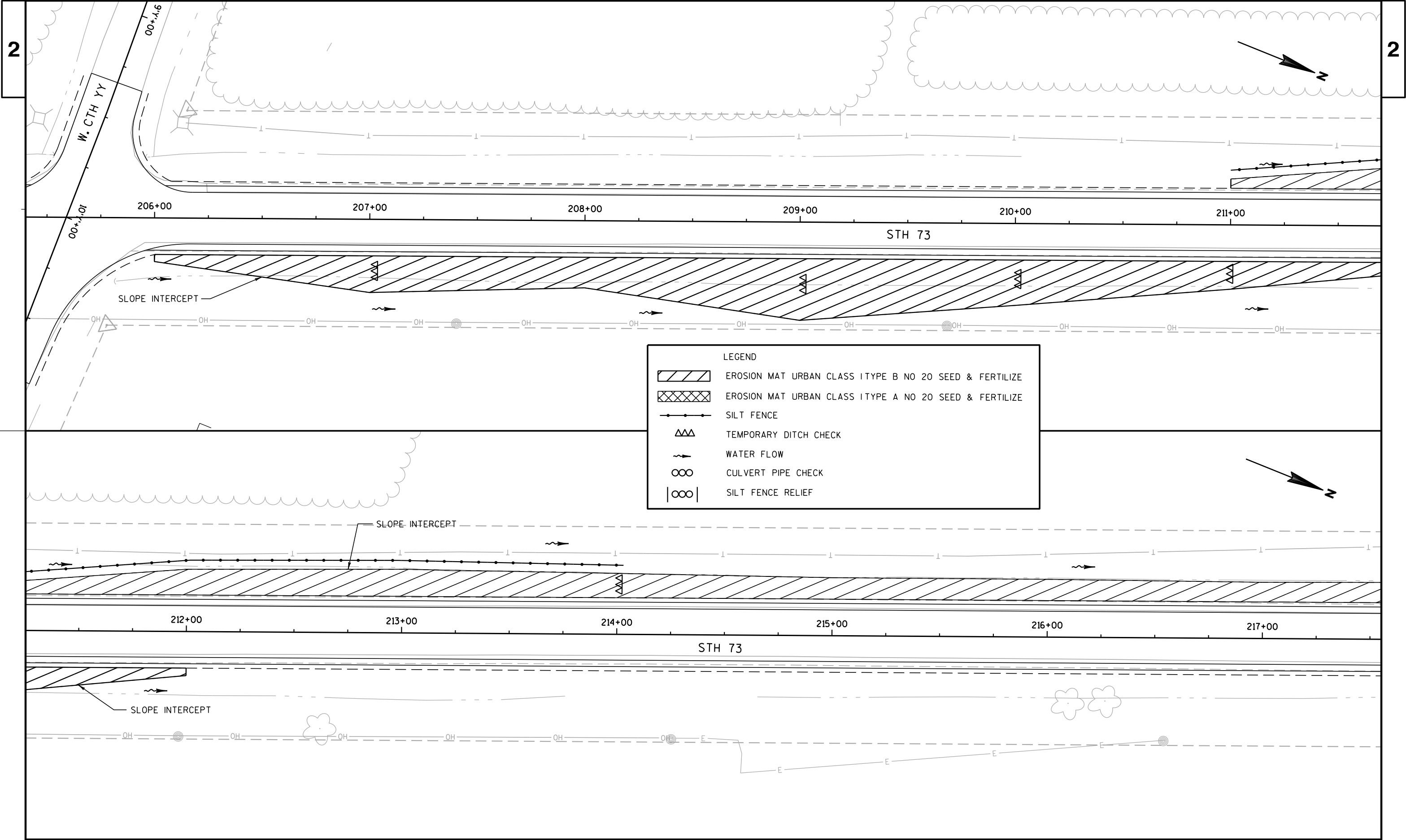
SHEET

E



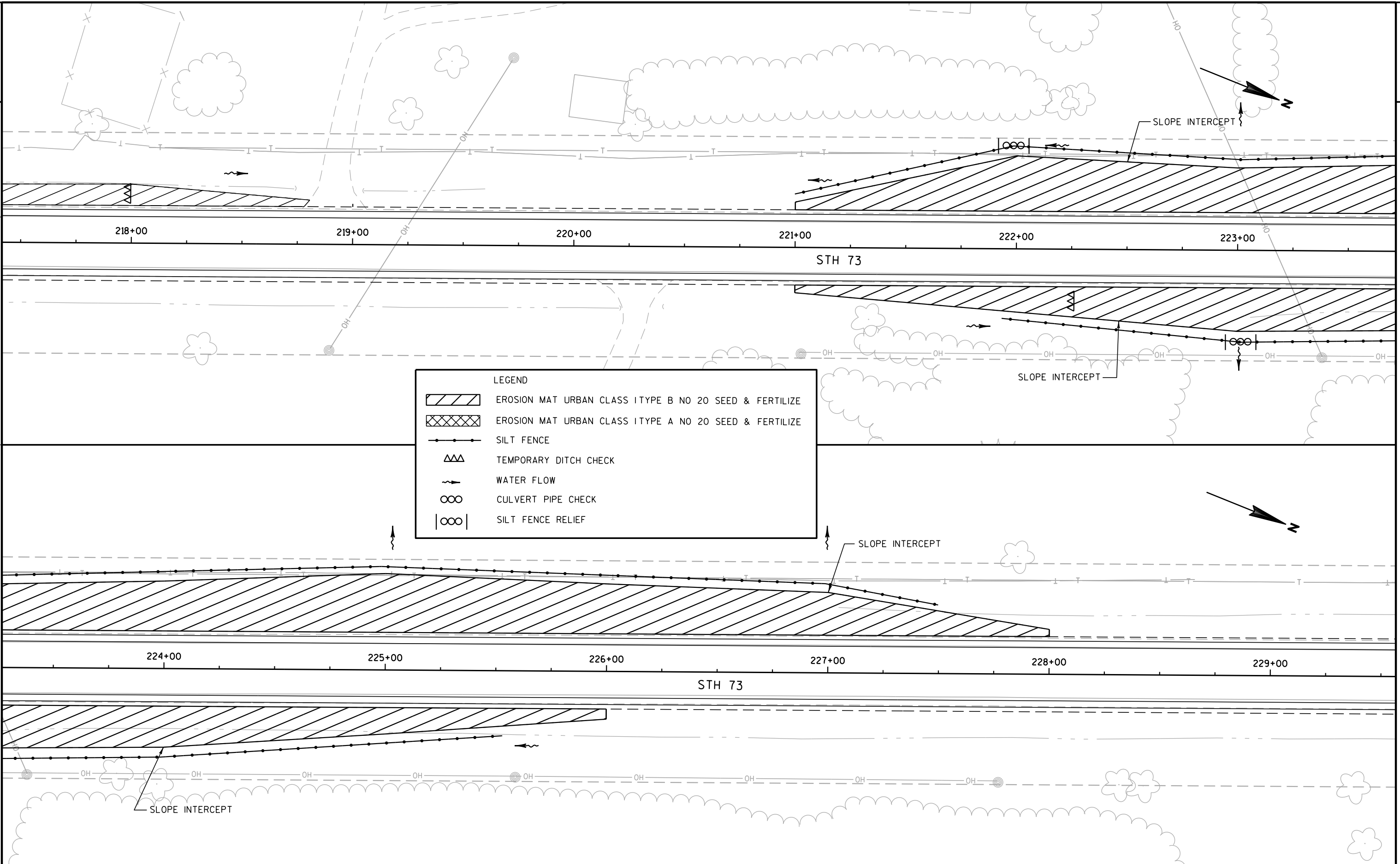






2

2



PROJECT NO: 6530-00-80

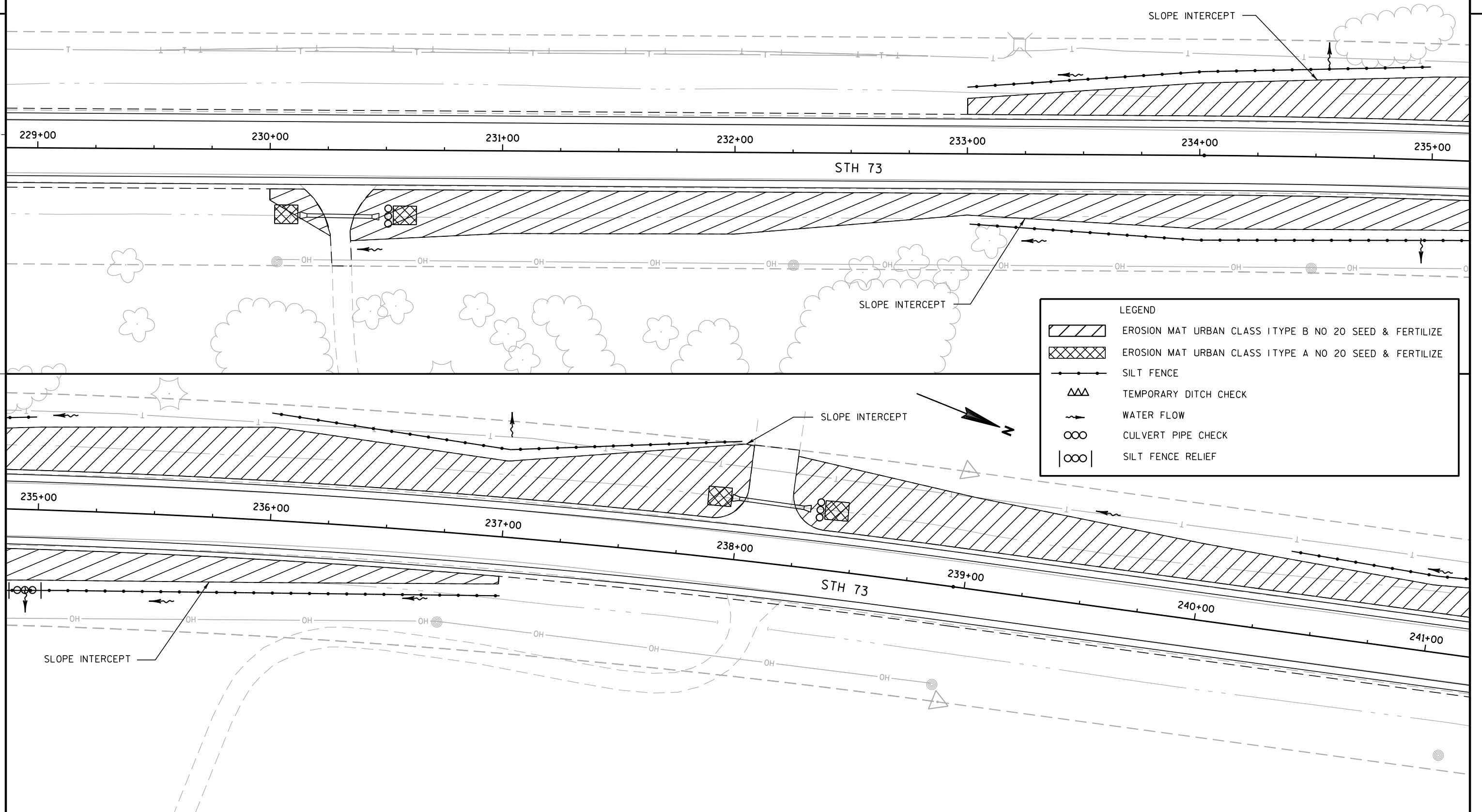
HWY: STH 73

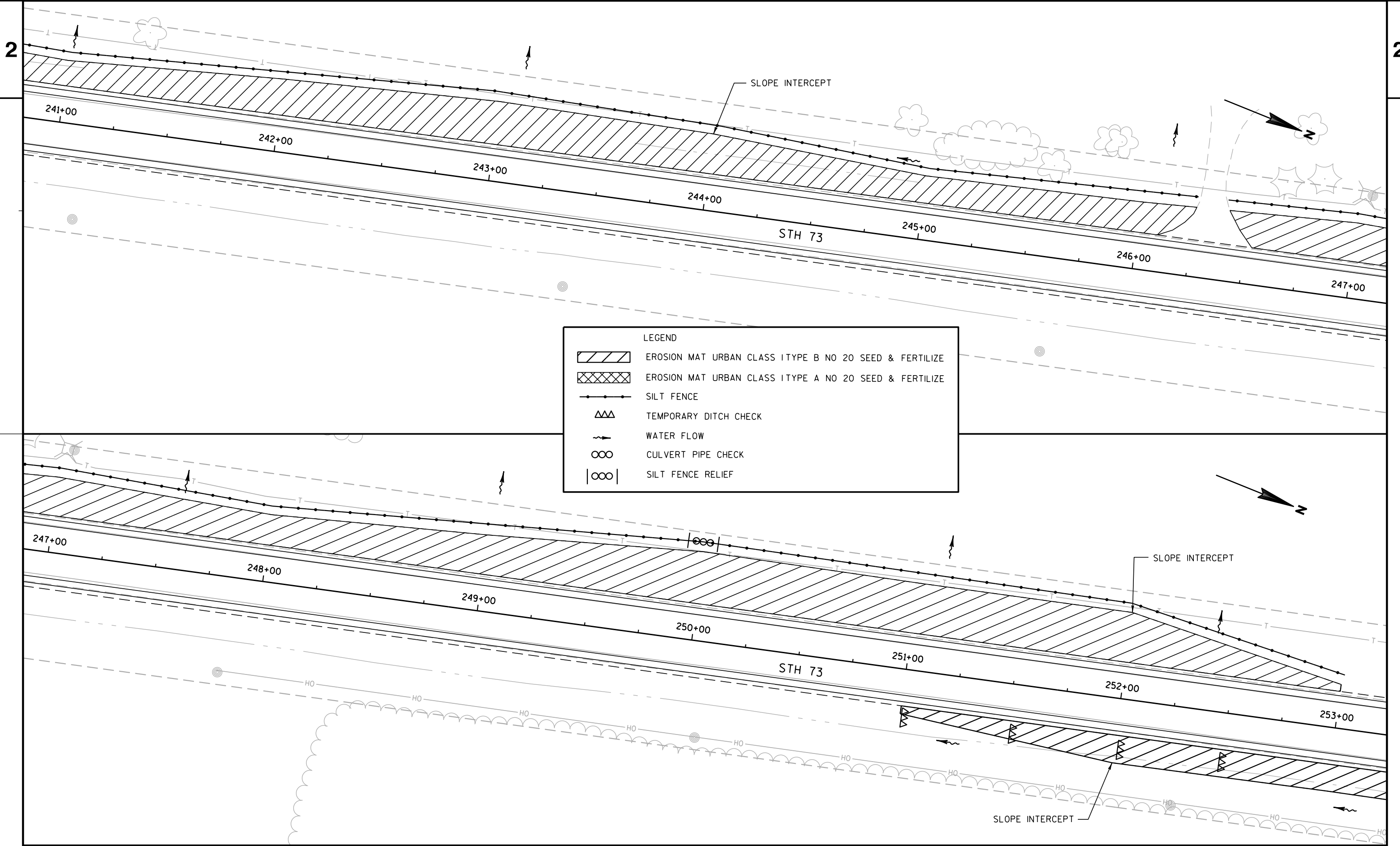
COUNTY: WAUSHARA/MARQUETTE

EROSION CONTROL

SHEET

E





LEGEND

	EROSION MAT URBAN CLASS I TYPE B NO 20 SEED & FERTILIZE
	EROSION MAT URBAN CLASS I TYPE A NO 20 SEED & FERTILIZE
	SILT FENCE
	TEMPORARY DITCH CHECK
	WATER FLOW
	CULVERT PIPE CHECK
	SILT FENCE RELIEF

PROJECT NO: 6530-00-80

HWY: STH 73

COUNTY: WAUSHARA/MARQUETTE

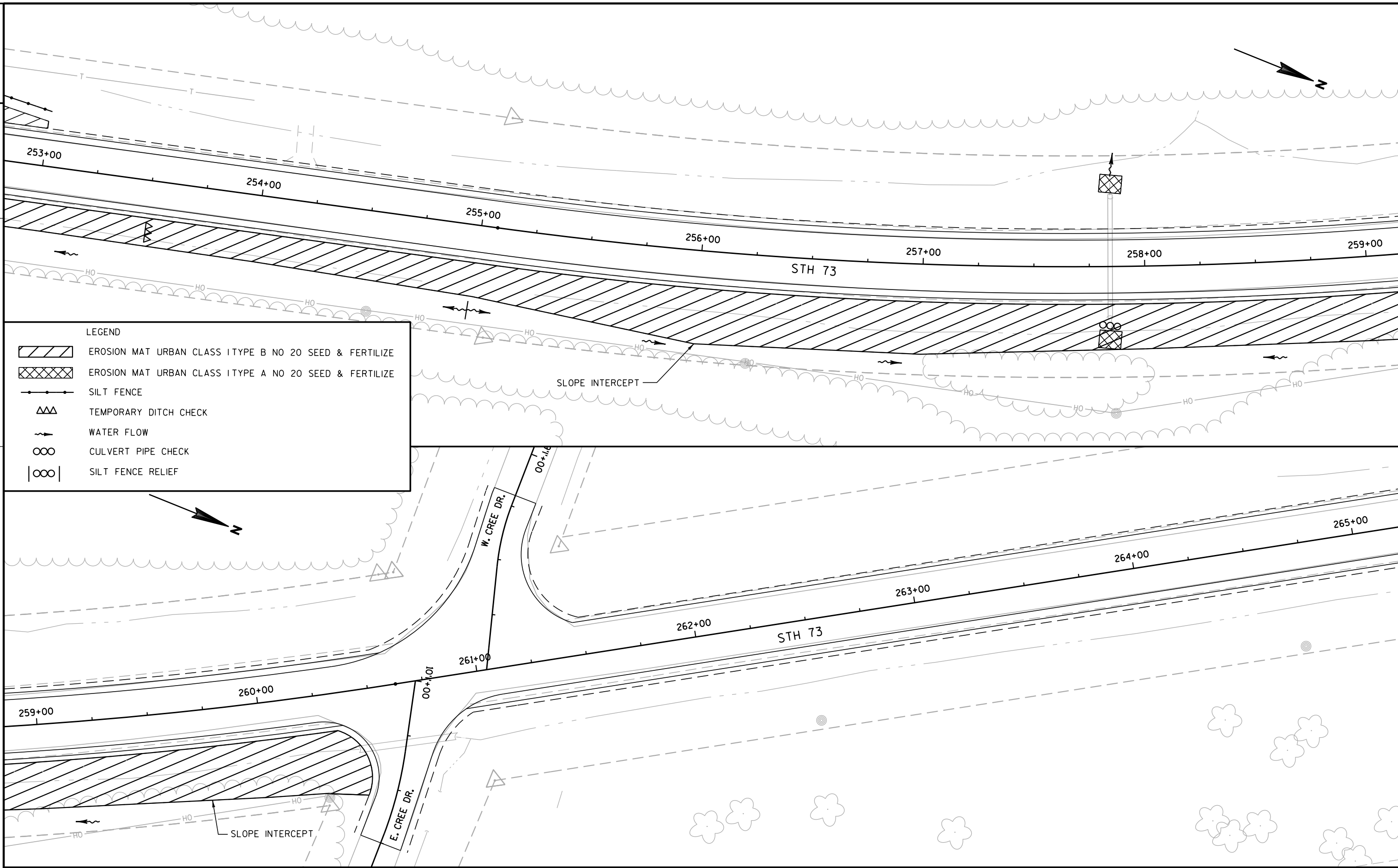
EROSION CONTROL

SHEET

E

2

2



LEGEND

	EROSION MAT URBAN CLASS I TYPE B NO 20 SEED & FERTILIZE
	EROSION MAT URBAN CLASS I TYPE A NO 20 SEED & FERTILIZE
	SILT FENCE
	TEMPORARY DITCH CHECK
	WATER FLOW
	CULVERT PIPE CHECK
	SILT FENCE RELIEF

PROJECT NO: 6530-00-80

HWY: STH 73

COUNTY: WAUSHARA/MARQUETTE

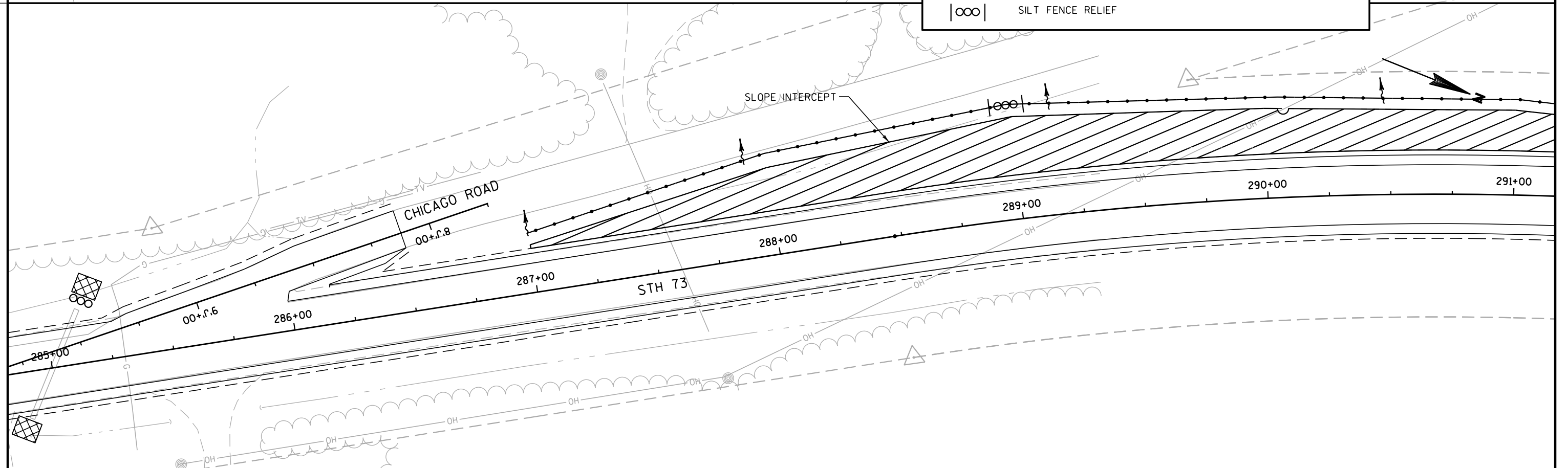
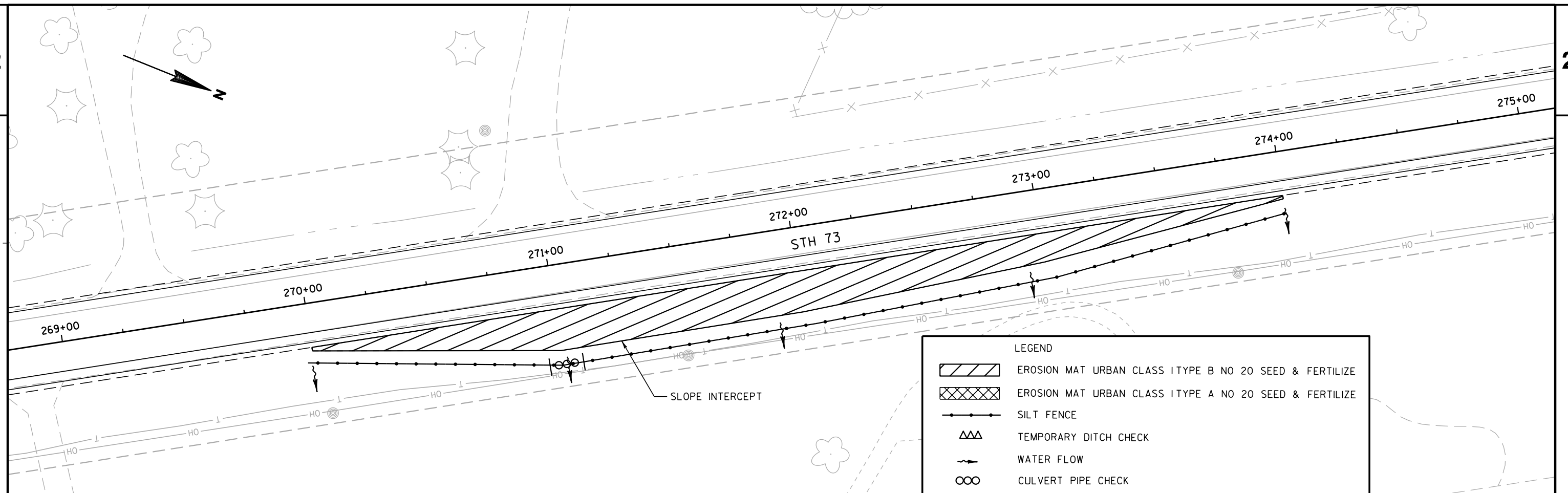
EROSION CONTROL

SHEET

E

2

2



PROJECT NO: 6530-00-80

HWY: STH 73

COUNTY: WAUSHARA/MARQUETTE

EROSION CONTROL

SHEET

E

FILE NAME : P:\projects\D4_65300030ED\022012_ec.dgn

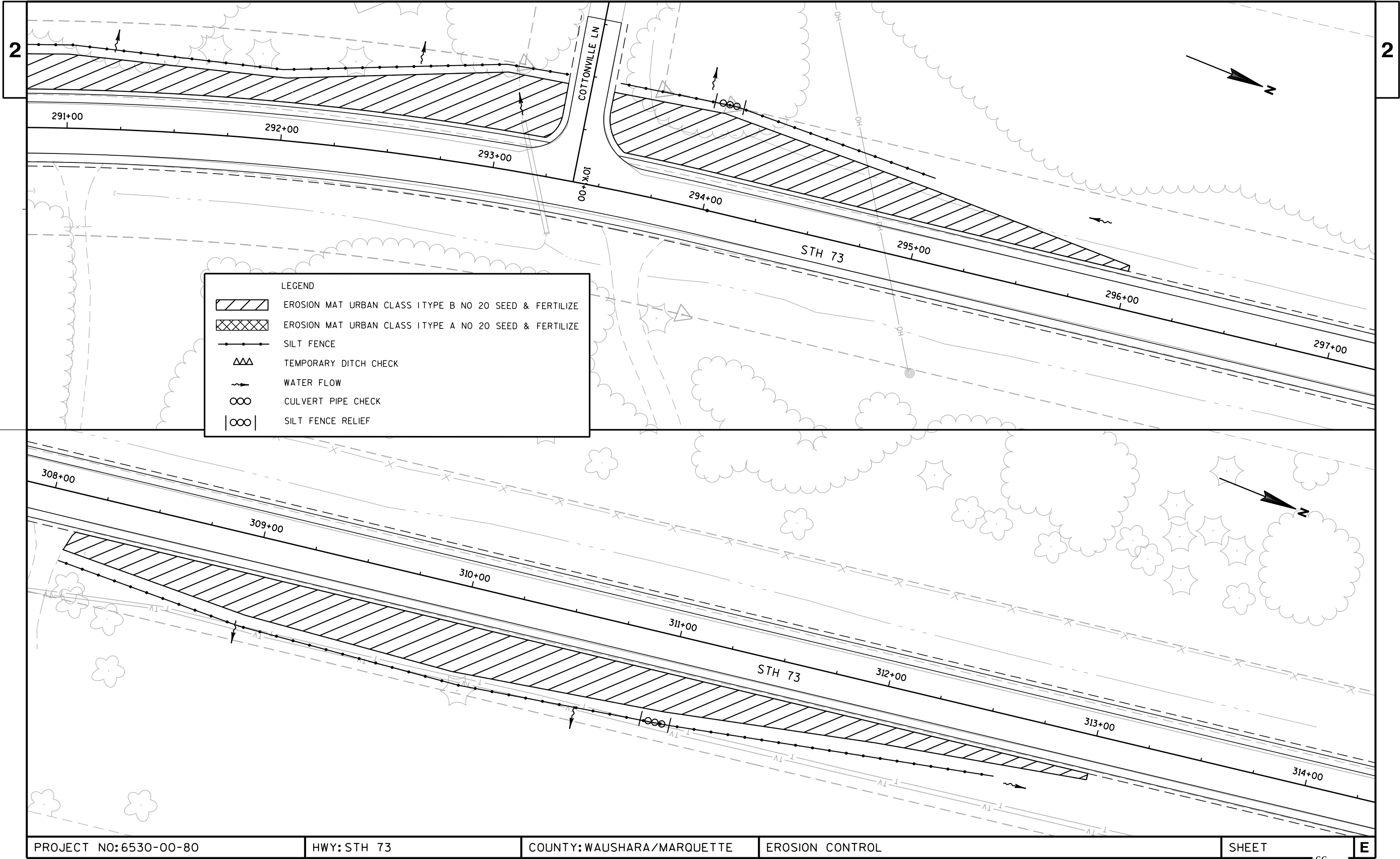
PLOT DATE : 06-MAR-2013 10:26

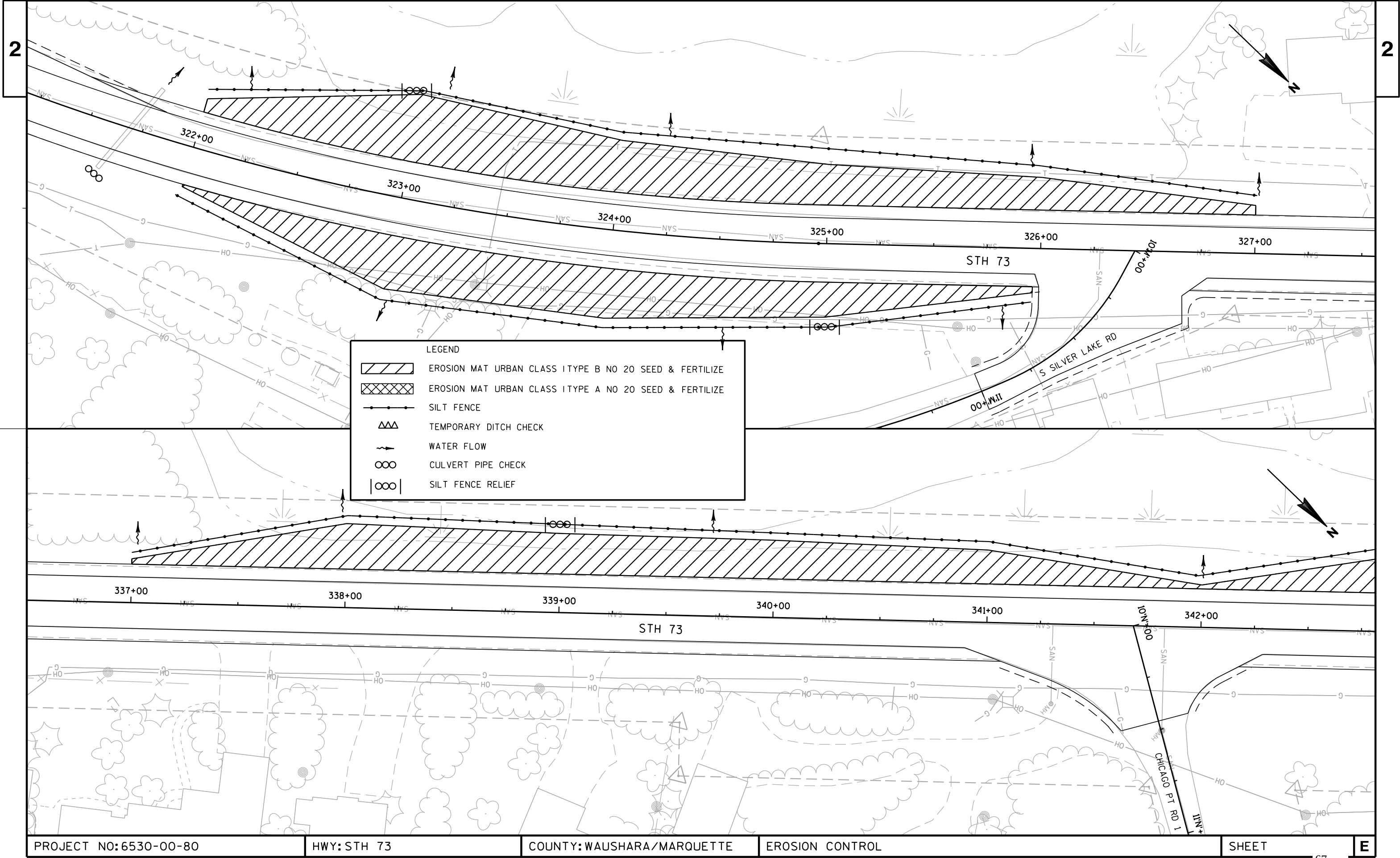
PLOT BY : dotr5g

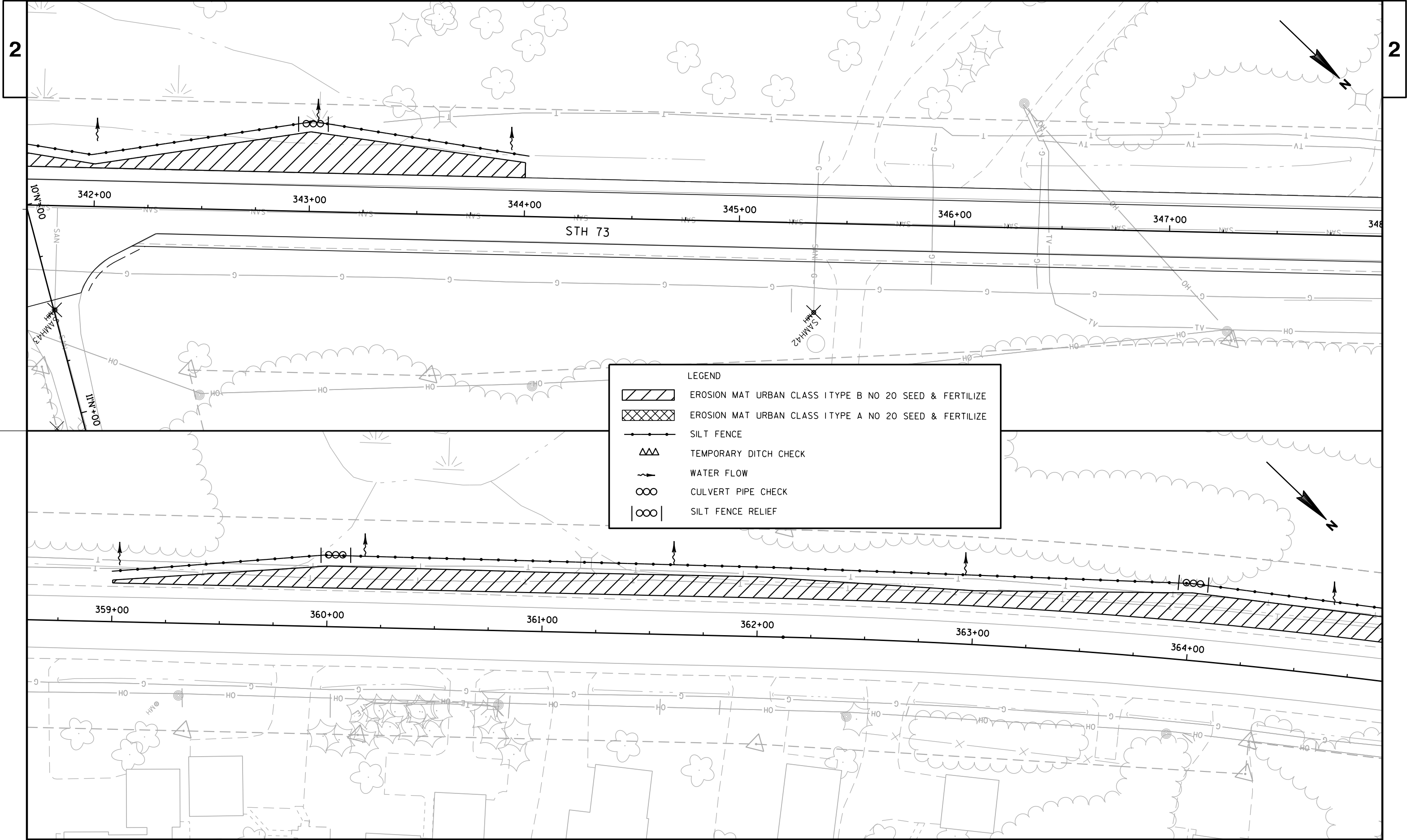
PLOT NAME :

PLOT SCALE : 40:1

WISDOT/CAD/CAD 65 SHEET 42

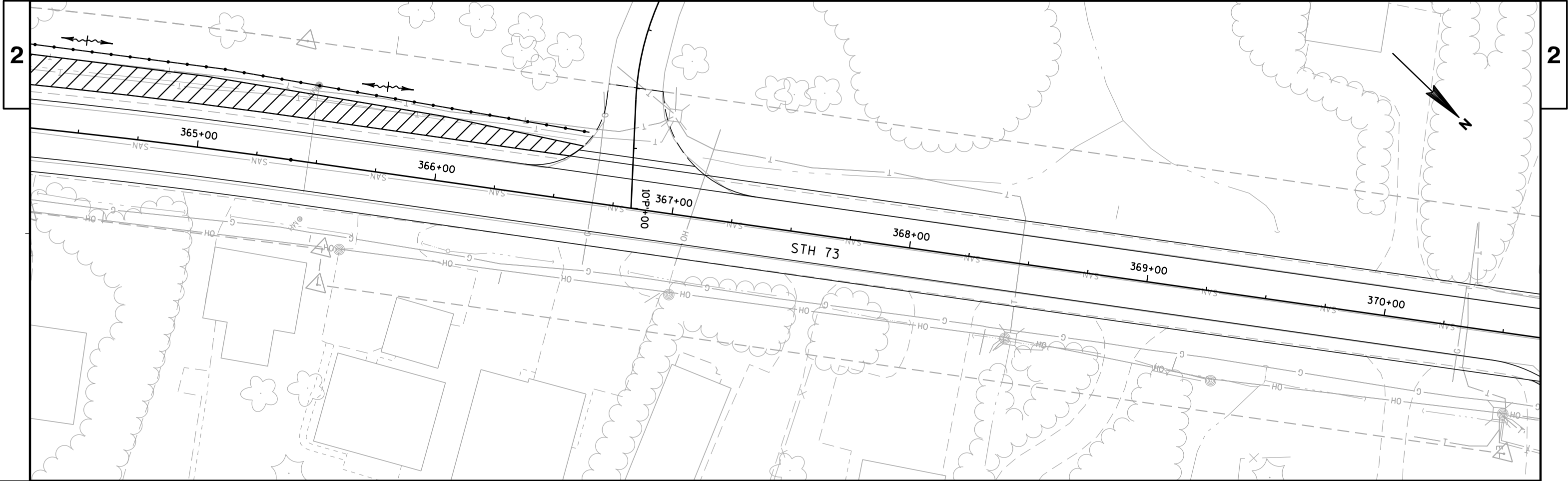


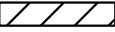
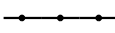
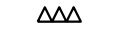


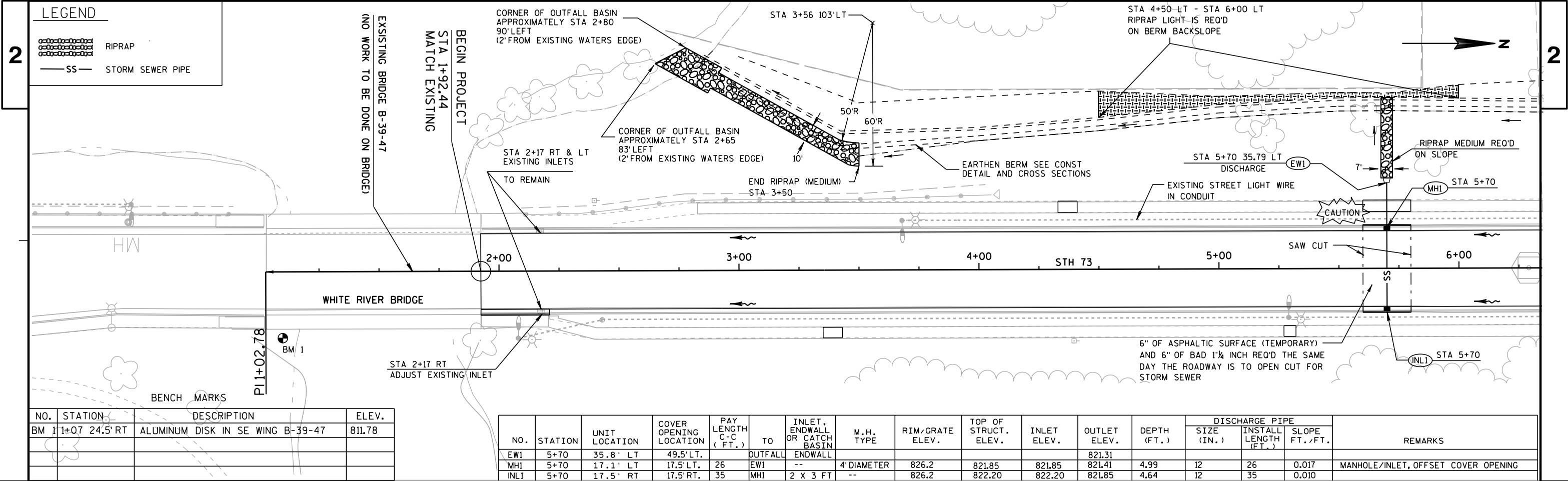


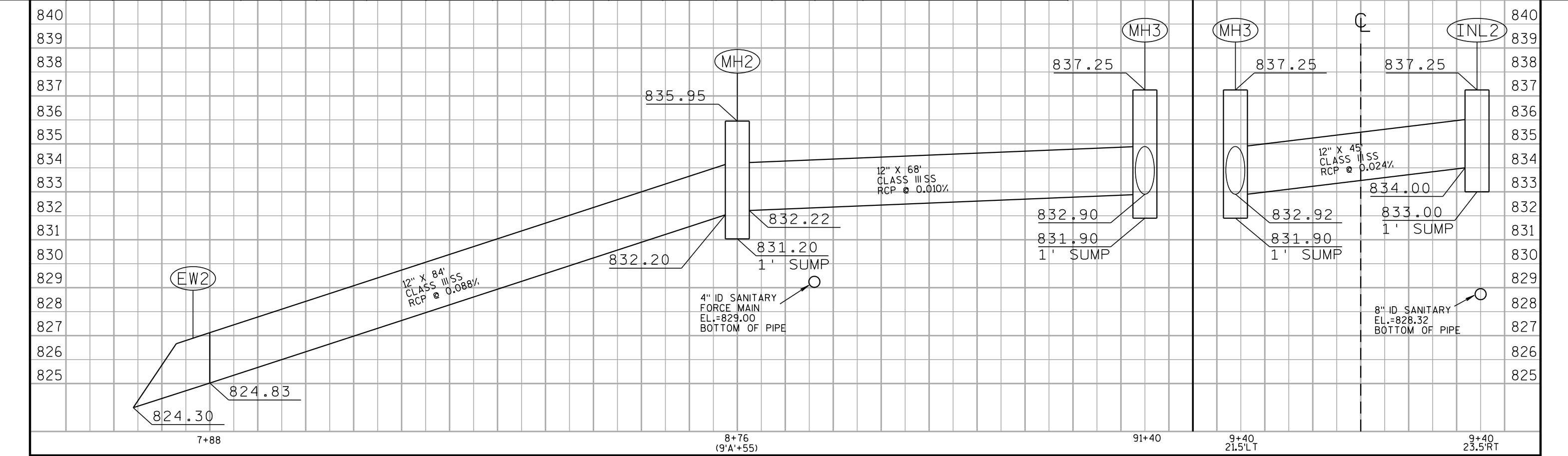
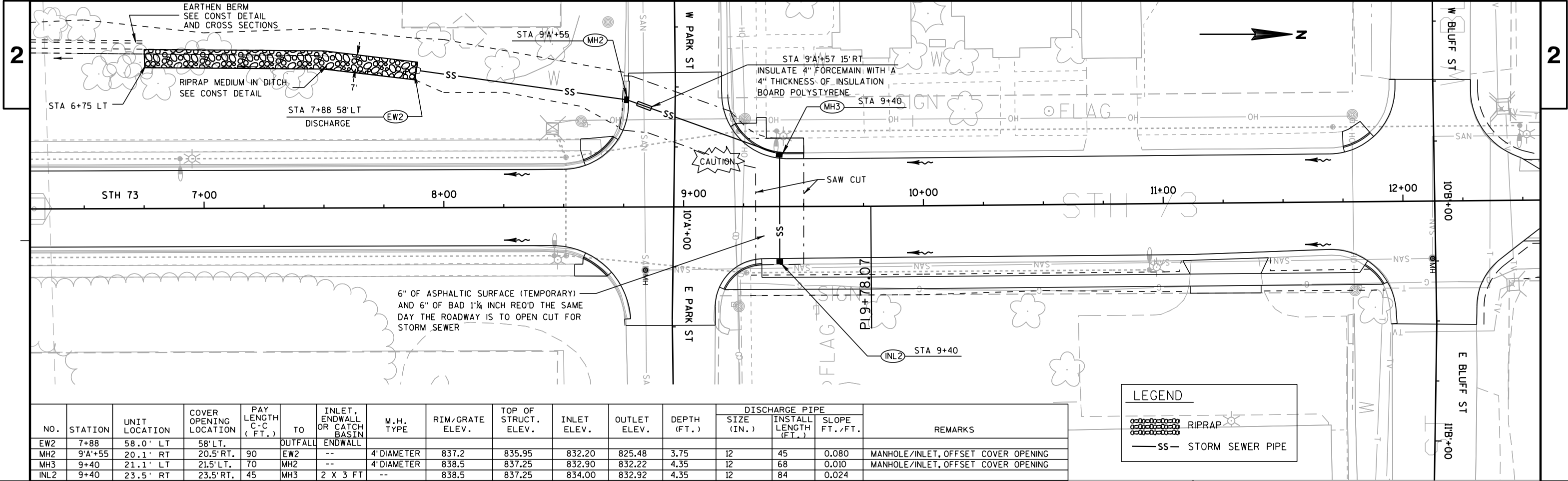
LEGEND

	EROSION MAT URBAN CLASS I TYPE B NO 20 SEED & FERTILIZE
	EROSION MAT URBAN CLASS I TYPE A NO 20 SEED & FERTILIZE
	SILT FENCE
	TEMPORARY DITCH CHECK
	WATER FLOW
	CULVERT PIPE CHECK
	SILT FENCE RELIEF



LEGEND	
	EROSION MAT URBAN CLASS I TYPE B NO 20 SEED & FERTILIZE
	EROSION MAT URBAN CLASS I TYPE A NO 20 SEED & FERTILIZE
	SILT FENCE
	TEMPORARY DITCH CHECK
	WATER FLOW
	CULVERT PIPE CHECK
	SILT FENCE RELIEF





BEGIN PROJECT
STA 1+92.44
N = 93065.17
E = 400060.52

01-01

WHITE RIVER

13-1

30" X 9"

NO
FISHING
OR
DIVING
BRIDGE

R9-56

18" X 24"

NO
STOPPING
OR
STANDING

R7-4R

18" X 24"

WHITE RIVER

NO
FISHING
OR
DIVING
BRIDGENO
STOPPING
OR
STANDINGREMOVE
REPLACE

STH 73

NO
STOPPING
OR
STANDINGNO
STOPPING
OR
STANDING

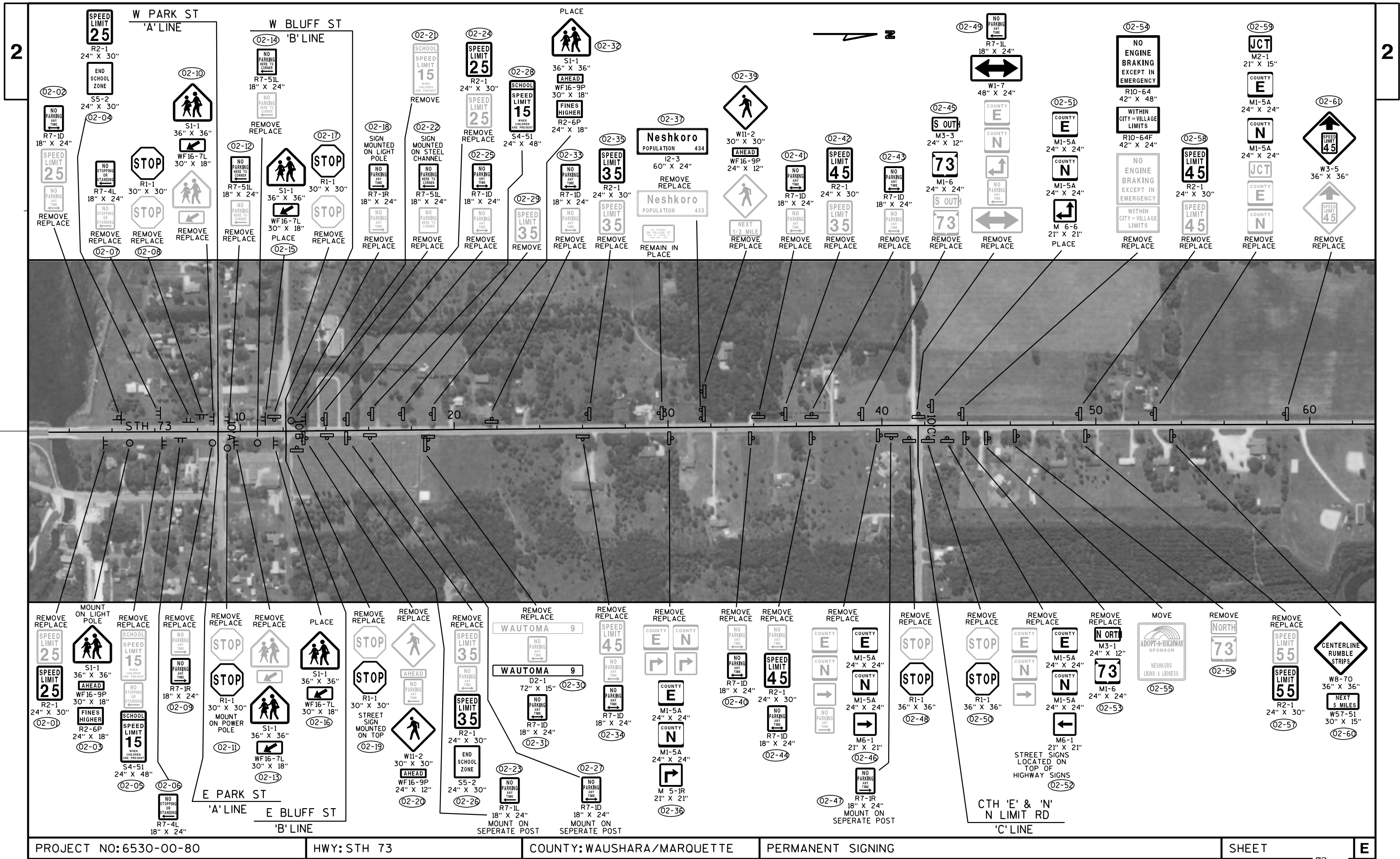
R7-4L

18" X 24"

REMOVE

REPLACE

01-02



PROJECT NO: 6530-00-80

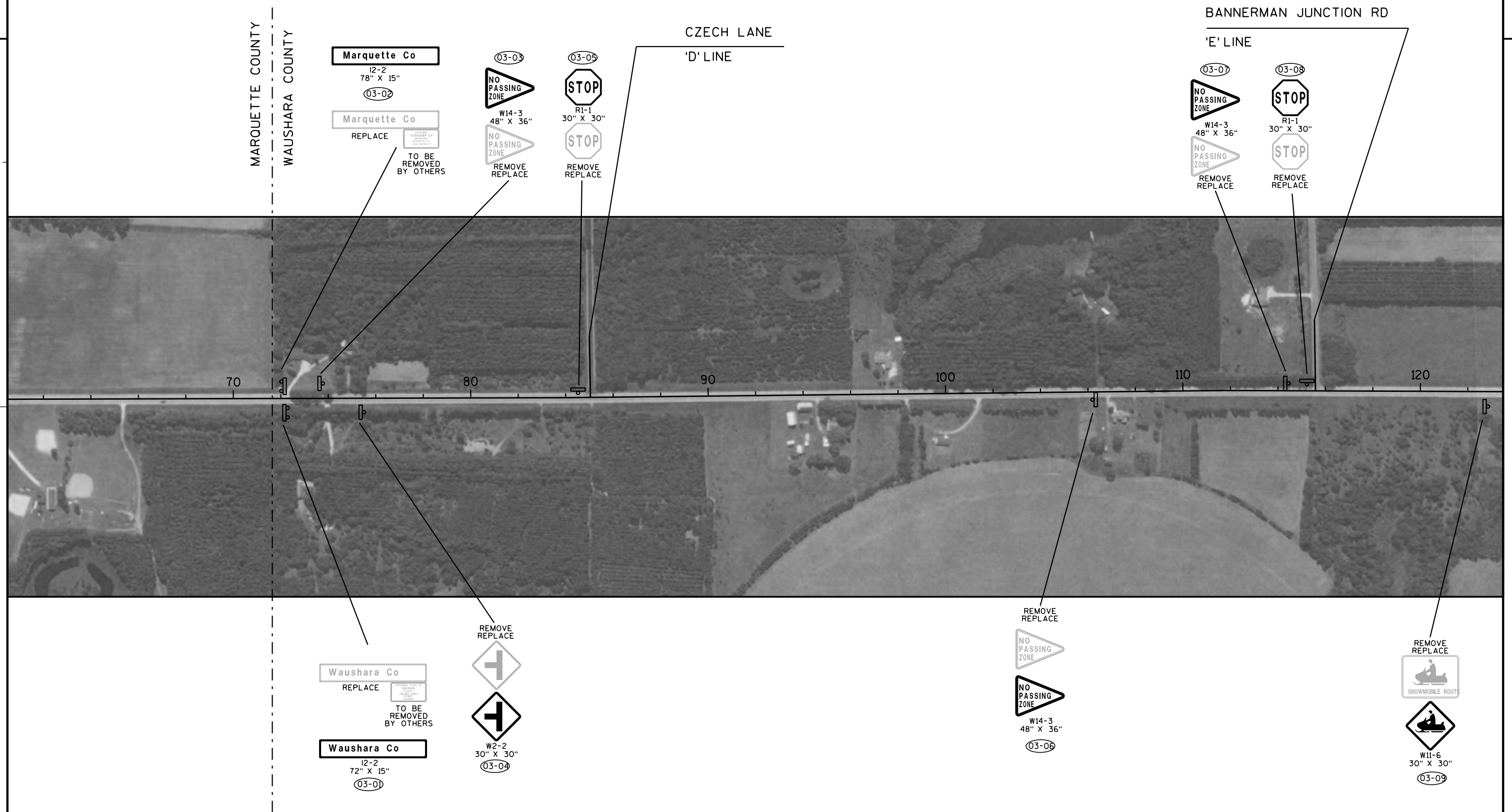
HWY: STH 73

COUNTY: WAUSHARA/MARQUETTE

PERMANENT SIGNING

SHEET

E



CYPRESS RD

'H' LINE



MOVE

REMOVE
REPLACEW14-3
48" X 36"REMOVE
REPLACEW14-3
48" X 36"REMOVE
REPLACE

10

130

140

150

160

170

180

REMOVE
REPLACERI-1
30" X 30"

(04-01)



MOVE

(04-03)

REMOVE
REPLACE48" X 36"
W14-3

(04-04)

CZECH AVE

'G' LINE

PROJECT NO: 6530-00-80

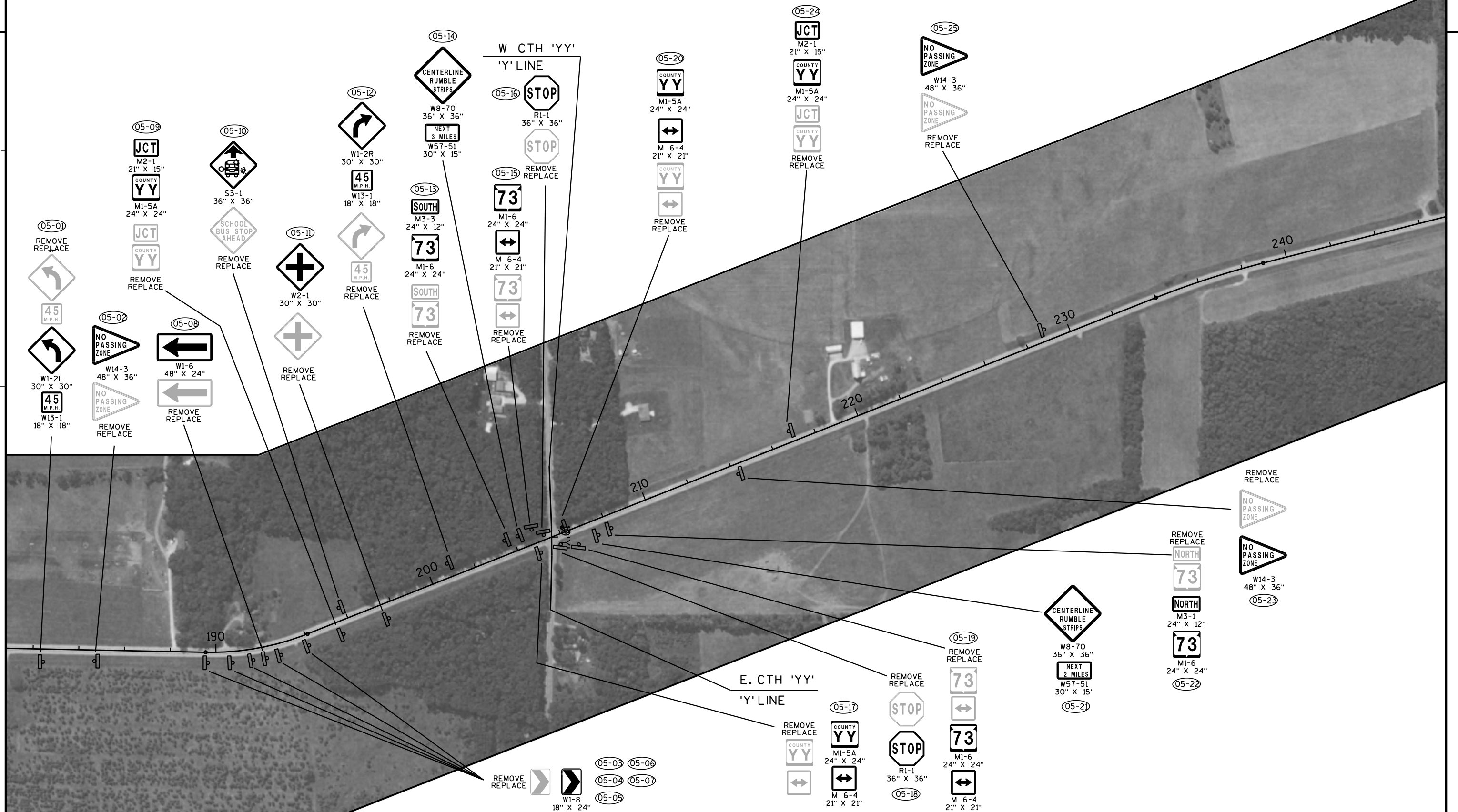
HWY: STH 73

COUNTY: WAUSHARA/MARQUETTE

PERMANENT SIGNING

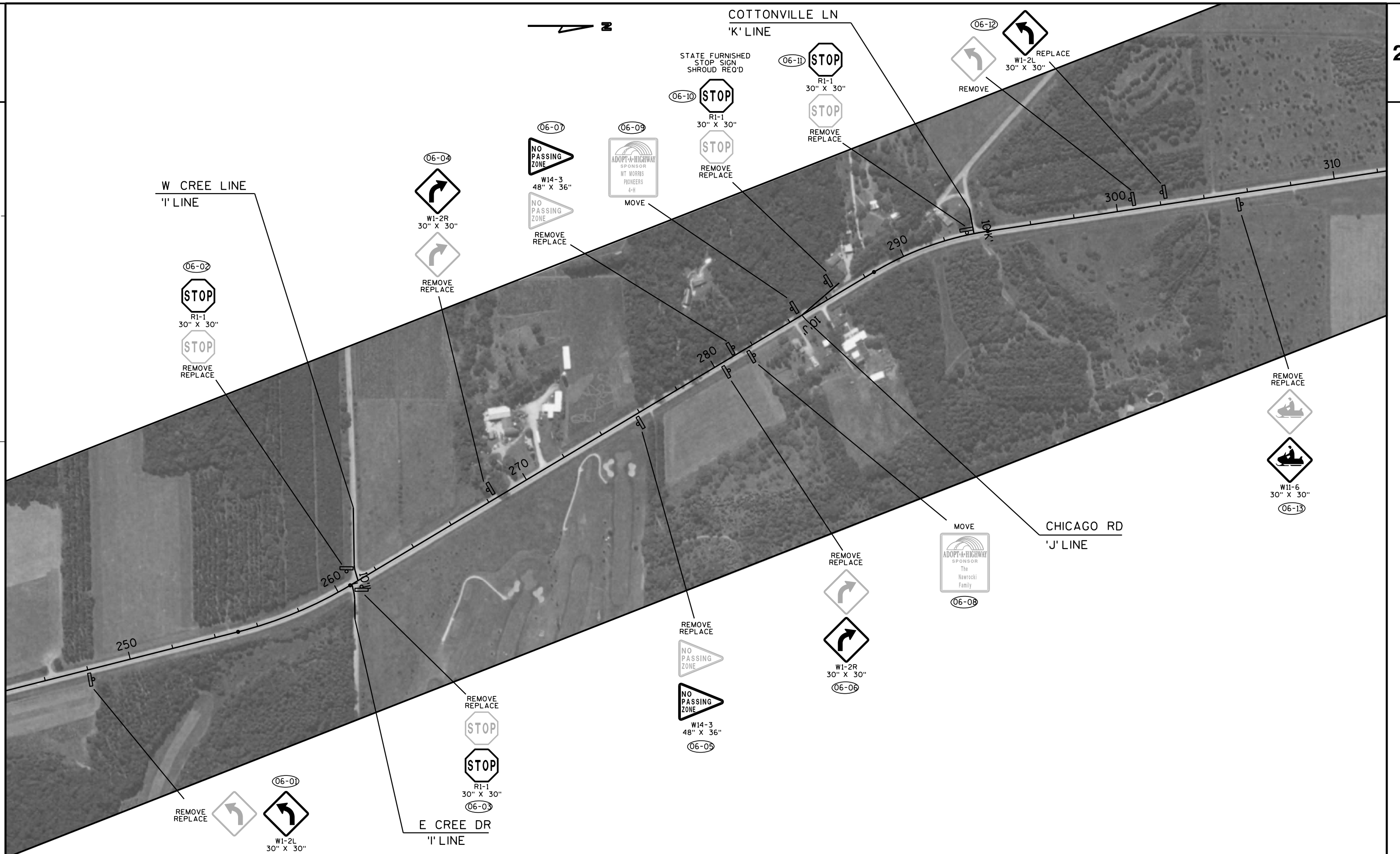
SHEET

E



2

2



PROJECT NO: 6530-00-80

HWY: STH 73

COUNTY: WAUSHARA/MARQUETTE

PERMANENT SIGNING

SHEET

E

FILE NAME : P:\projects\04_65300030ED\023206_ps.dgn

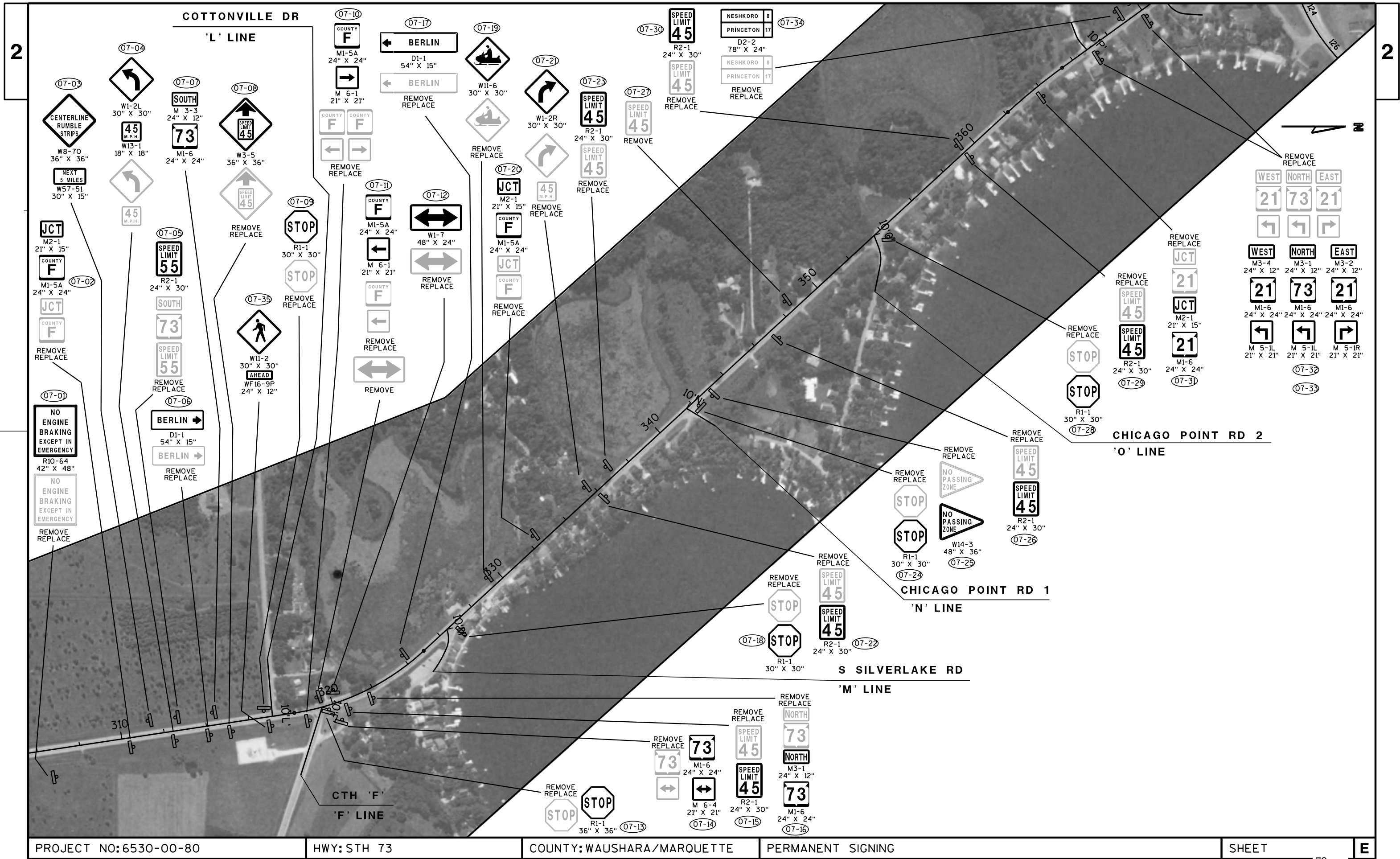
PLOT DATE : 06-MAR-2013 10:27

PLOT BY : dotr5g

PLOT NAME :

PLOT SCALE : 400:1

WISDOT/CADUS SHEET 42



PROJECT NO: 6530-00-80

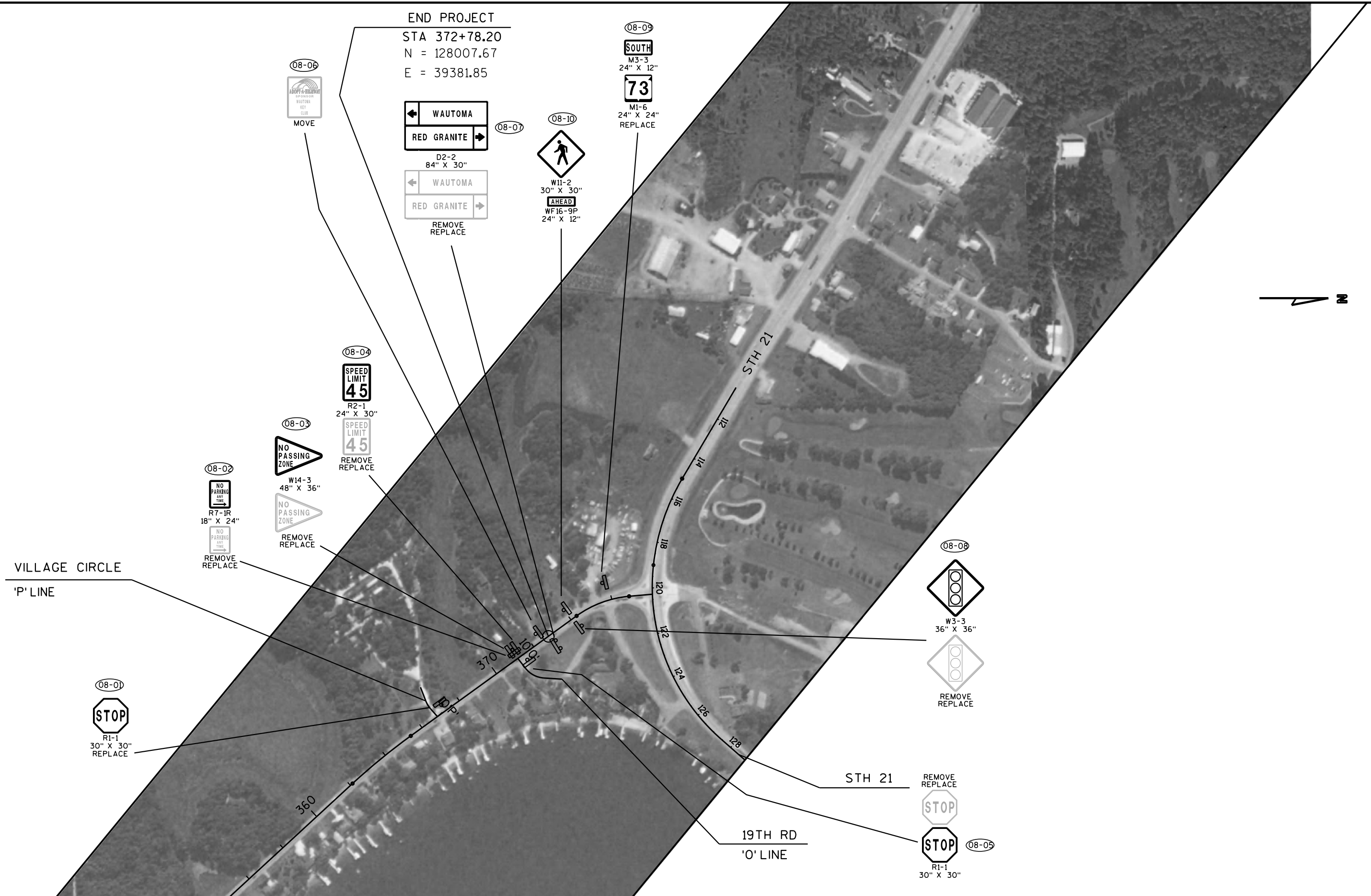
HWY: STH 73

COUNTY: WAUSHARA/MARQUETTE

PERMANENT SIGNING

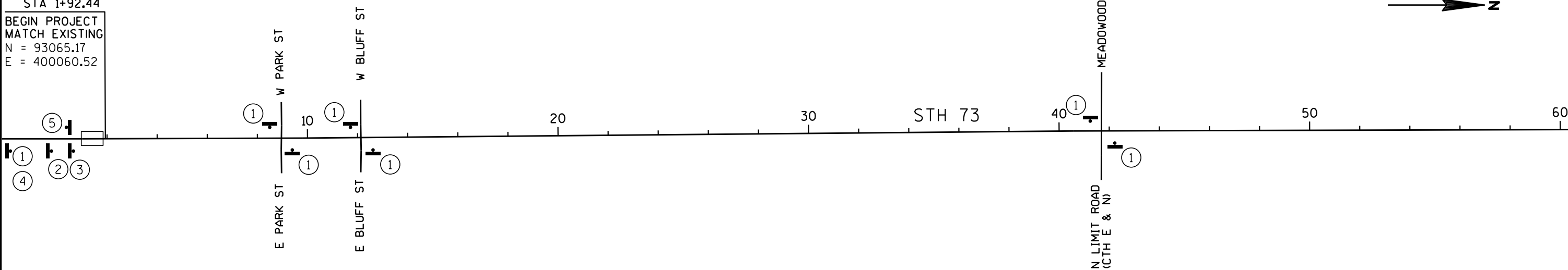
SHEET

E



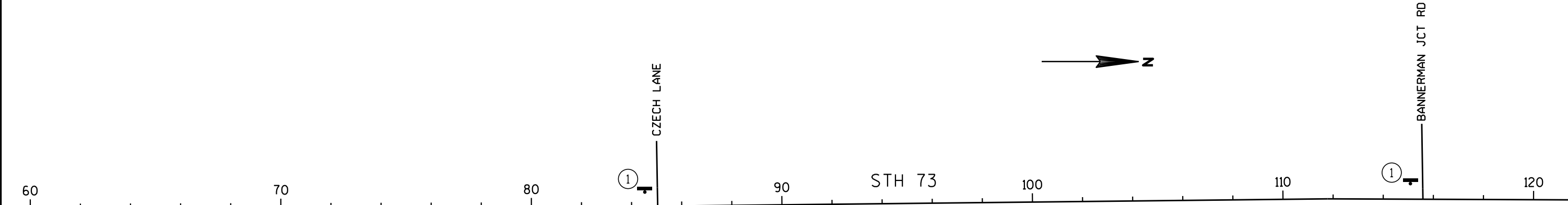
ADVANCED WARNING SIGNING

STA 1+92.44
BEGIN PROJECT
MATCH EXISTING
N = 93065.17
E = 400060.52

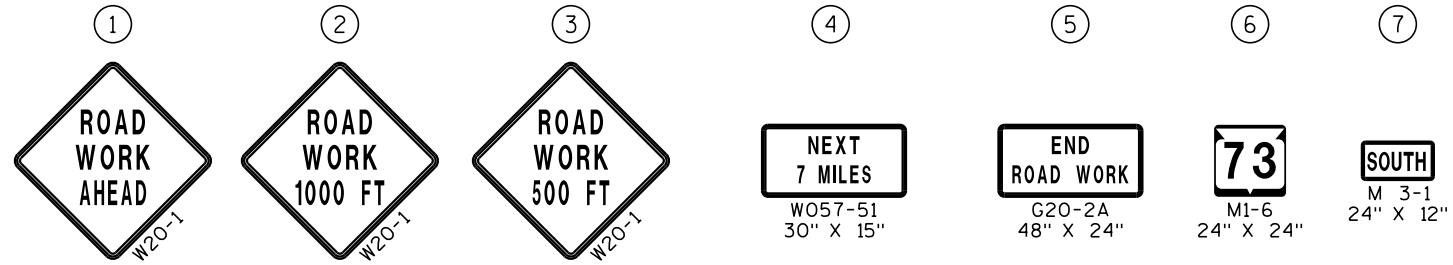


5

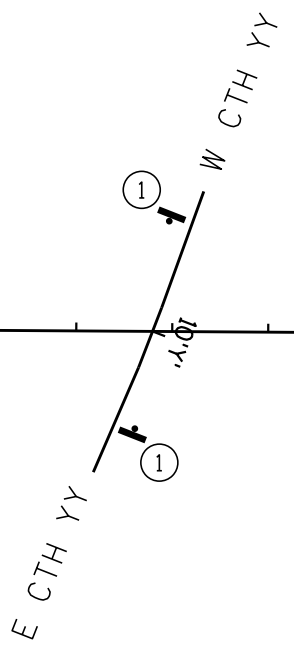
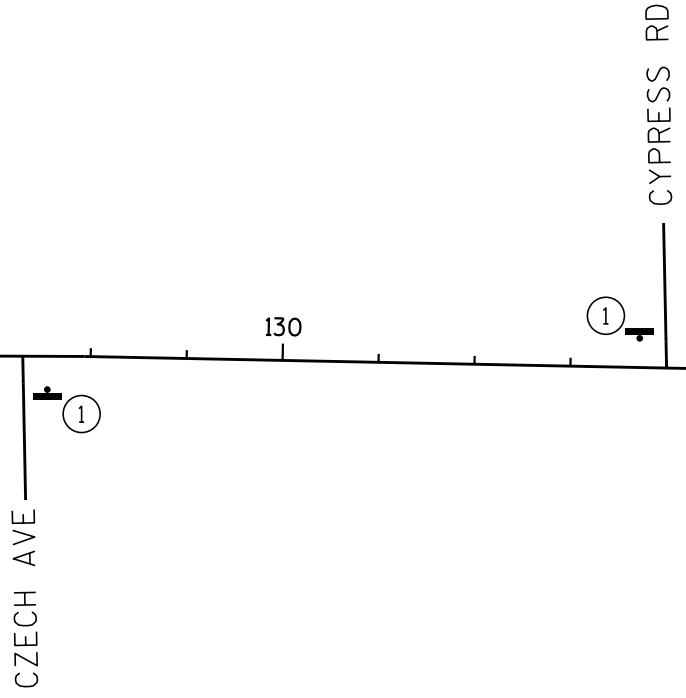
5



SEE SDD TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC



ADVANCED WARNING SIGNING



SEE SDD TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

①

ROAD
WORK
AHEAD
W20-1

②

ROAD
WORK
1000 FT
W20-1

③

ROAD
WORK
500 FT
W20-1

④

NEXT
7 MILES
W057-51
30" X 15"

⑤

END
ROAD WORK
G20-2A
48" X 24"

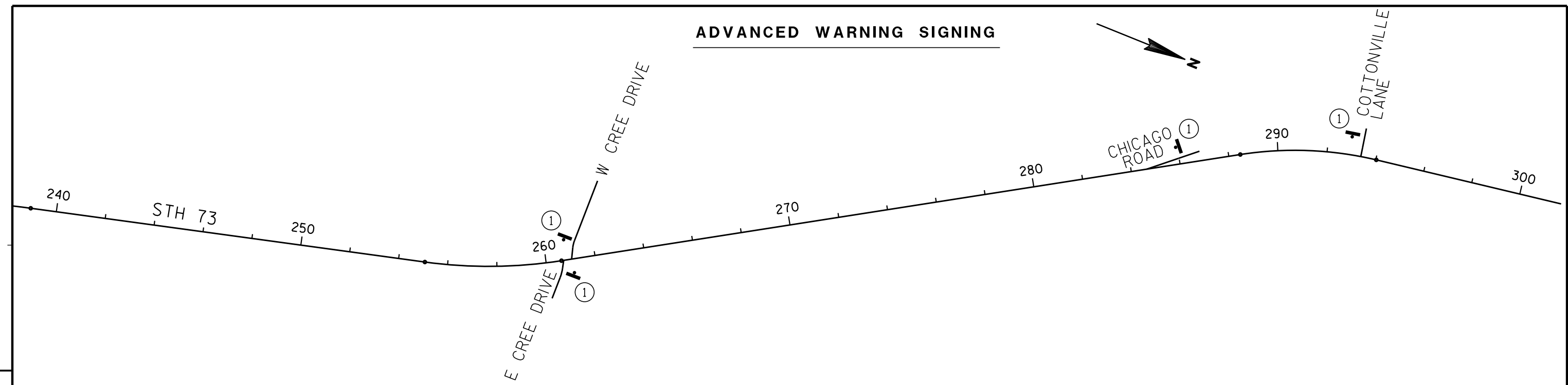
⑥

73
M1-6
24" X 24"

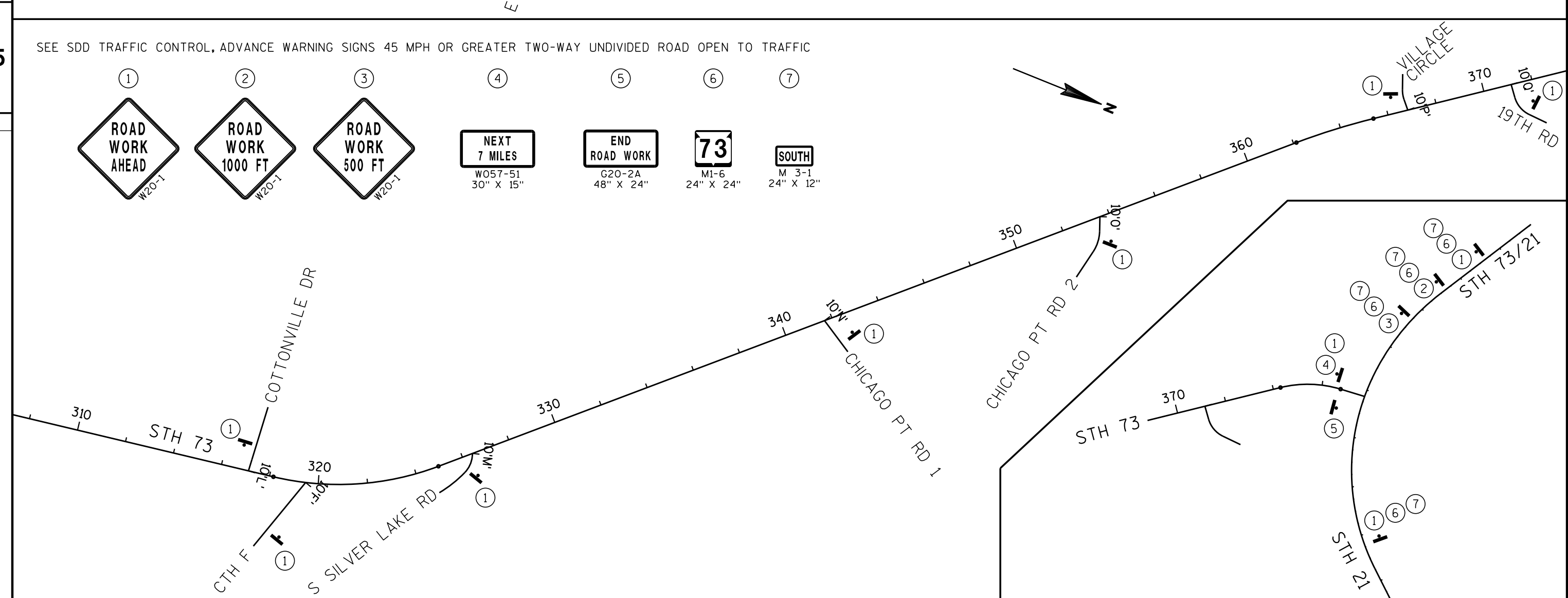
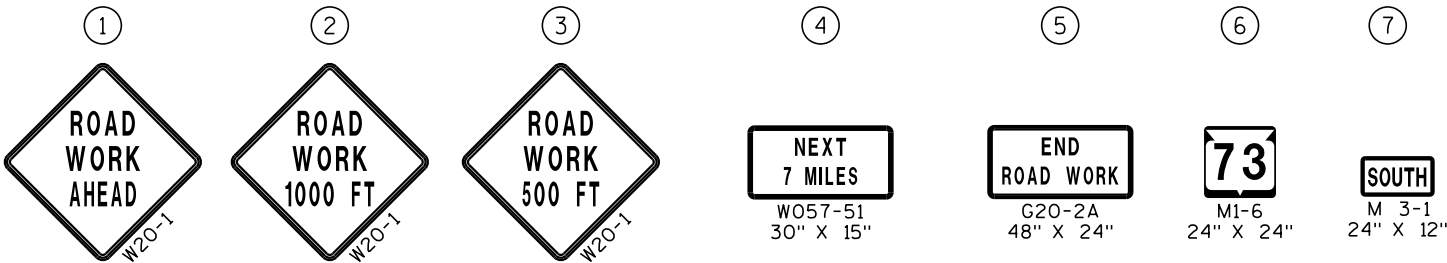
⑦

SOUTH
M 3-1
24" X 12"

ADVANCED WARNING SIGNING

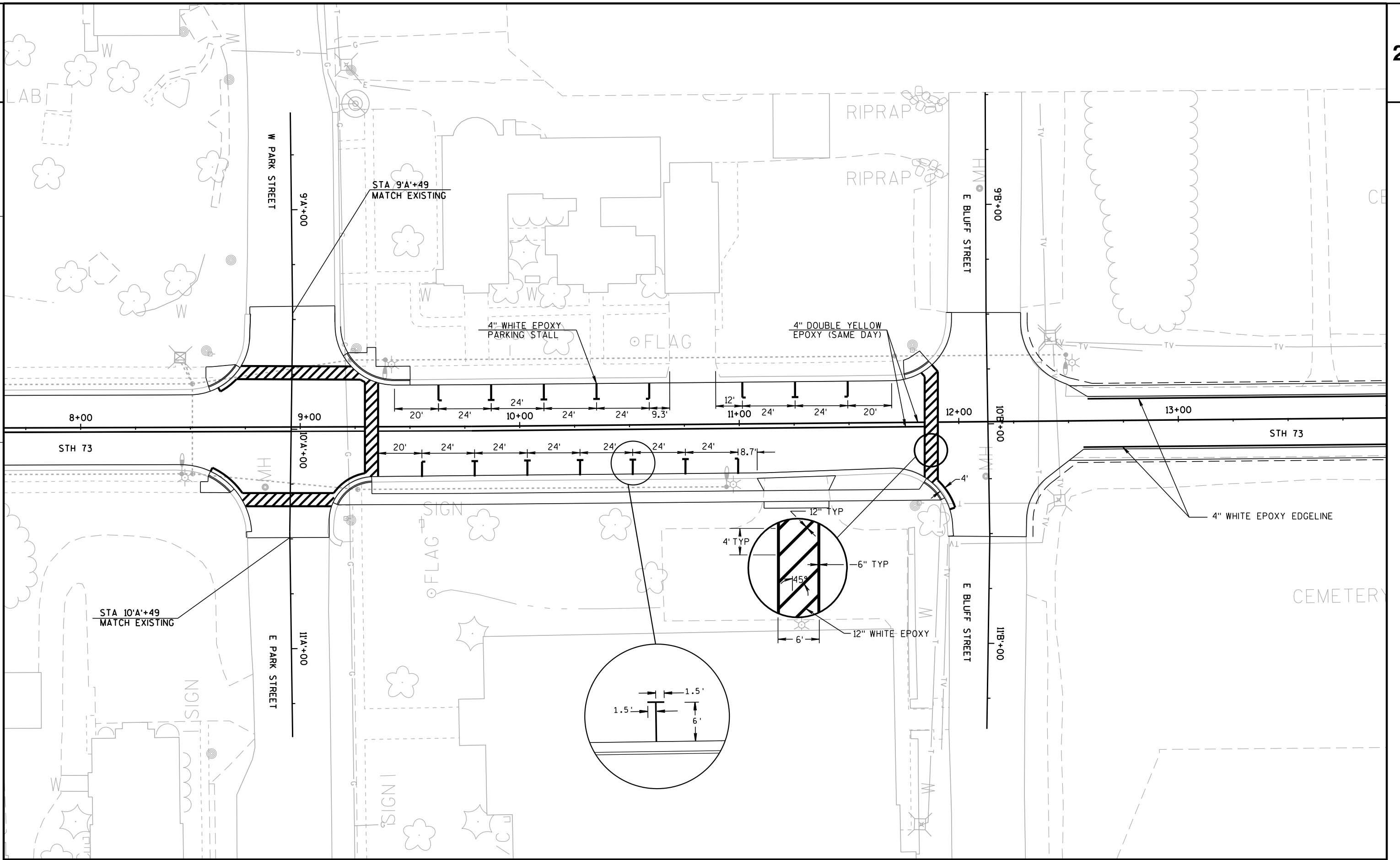


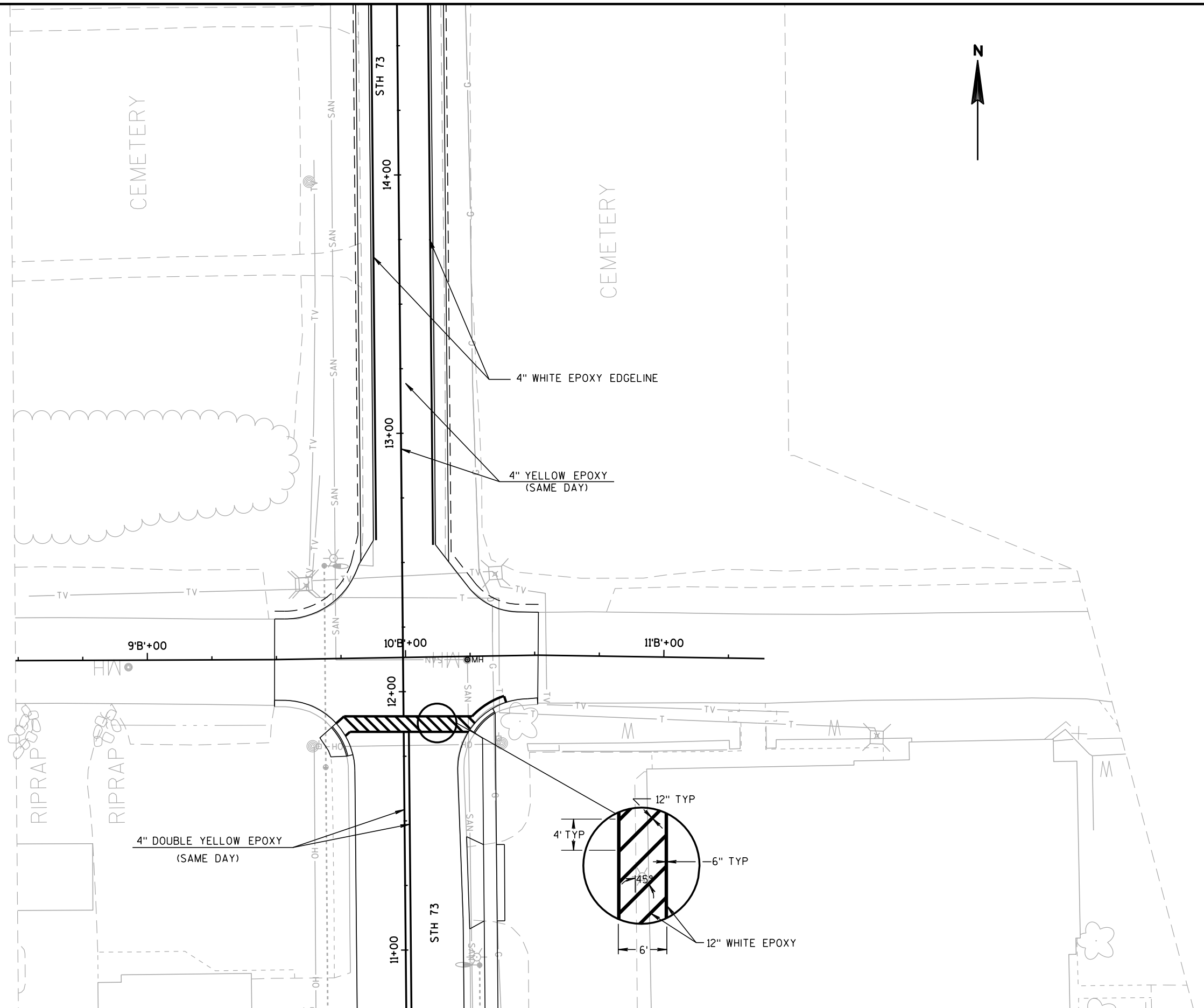
SEE SDD TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC



2

2





2

2



PROJECT NO: 6530-00-80

HWY:STH 73

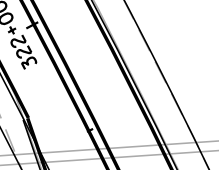
COUNTY: WAUSHARA/MARQUETTE

PAVEMENT MARKING DETAIL COTTONVILLE DR AND CTH F

SHEET

E

4" WHITE EPOXY
EDGE LINE



4" DOUBLE YELLOW EPOXY
(SAME DAY)

4" WHITE EPOXY
LANE LINE

4" WHITE EPOXY
EDGE LINE

4" DOUBLE YELLOW EPOXY
(SAME DAY)

4" WHITE EPOXY, TYP.

TRAFFIC CONTROL

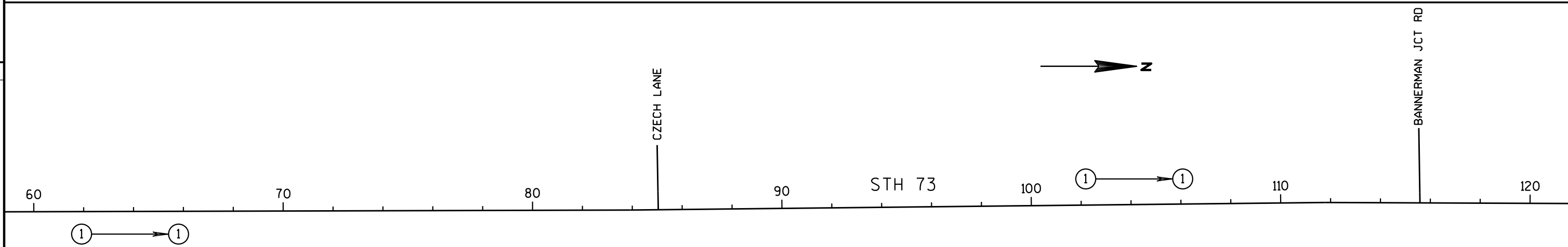
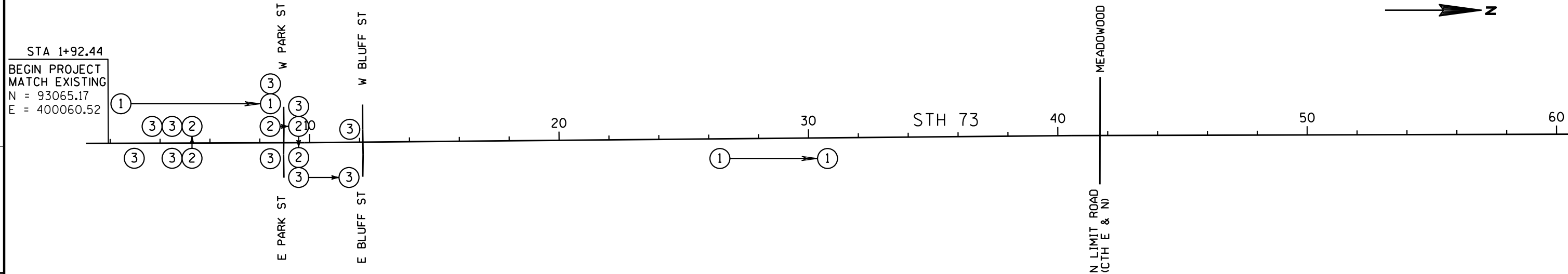
LOCATION	DAYS	ROAD							ROAD			SIDEWALK		643.0900	REMARKS
		ROAD	ROAD	ROAD	WORK	END		ROAD	ROAD		CLOSED		TRAFFIC		
		WORK	WORK	WORK	NEXT	ROAD		CLOSED	CLOSED	ROAD	USE OTHER	SIDEWALK	CONTROL		
		AHEAD	1000 FT	500 FT	7 MILES	WORK	STH 73	SOUTH	AHEAD	500 FT	CLOSED	SIDE	CLOSED	SIGNS	
		W20-1	W20-1	W20-1	G20-2A	G20-2A	M1-6	M3-1	W20-3	W20-3	R11-2	R9-10	R9-9	DAYS	
BEGINNING OF JOB		1	1	1	1	1	---	---	---	---	---	1	---	405	SEE STANDARD DETAILS
3+25		---	---	---	---	---	---	---	---	---	---	---	1	30	SEE STANDARD DETAILS
4+25		---	---	---	---	---	---	---	---	---	---	1	---	30	SEE STANDARD DETAILS
5+40		---	---	---	---	---	---	---	---	---	---	---	1	30	SEE STANDARD DETAILS
5+75		---	---	---	---	---	---	---	---	---	---	---	1	30	SEE STANDARD DETAILS
END OF JOB		1	1	1	1	1	---	---	---	---	---	---	---	375	SEE STANDARD DETAILS
E. PARK ST.		1	---	---	---	1	---	---	---	---	---	---	---	150	SEE STANDARD DETAILS
W. PARK ST.		1	---	---	---	1	---	---	1	1	1	4	4	480	SEE STANDARD DETAILS
W.BLUFF ST.		1	---	---	---	1	---	---	---	---	---	2	2	270	SEE STANDARD DETAILS
E. BLUFF ST.		1	---	---	---	1	---	---	---	---	---	---	---	150	SEE STANDARD DETAILS
N.LIMIT RD.		1	1	1	1	1	---	---	---	---	---	---	---	375	SEE STANDARD DETAILS
CZECH LN.		1	1	1	1	1	---	---	---	---	---	---	---	375	SEE STANDARD DETAILS
BANNERMAN JCT. RD.		1	---	---	---	1	---	---	---	---	---	---	---	150	SEE STANDARD DETAILS
CZECH AV.		1	1	1	1	1	---	---	---	---	---	---	---	375	SEE STANDARD DETAILS
CYPRESS RD.		1	1	1	1	1	---	---	---	---	---	---	---	375	SEE STANDARD DETAILS
CTH 'YY' WEST		1	1	1	1	1	---	---	---	---	---	---	---	375	SEE STANDARD DETAILS
CTH 'YY' EAST		1	1	1	1	1	---	---	---	---	---	---	---	375	SEE STANDARD DETAILS
CREE DR WEST		1	1	1	1	1	---	---	---	---	---	---	---	375	SEE STANDARD DETAILS
CREE DR. EAST		1	1	1	1	1	---	---	---	---	---	---	---	375	SEE STANDARD DETAILS
CHICAGO RD		1	1	1	1	1	---	---	---	---	---	---	---	375	SEE STANDARD DETAILS
COTTONVILLE LN		1	---	---	---	1	---	---	---	---	---	---	---	150	SEE STANDARD DETAILS
COTTONVILLE DR		1	---	---	---	1	---	---	---	---	---	---	---	150	SEE STANDARD DETAILS
CTH 'F'		1	1	1	1	1	---	---	---	---	---	---	---	375	SEE STANDARD DETAILS
SILVER LAKE RD.		1	1	1	1	1	---	---	---	---	---	---	---	375	SEE STANDARD DETAILS
CHICAGO POINT RD. 1		1	---	---	---	1	---	---	---	---	---	---	---	150	SEE STANDARD DETAILS
CHICAGO POINT RD. 2		1	---	---	---	1	---	---	---	---	---	---	---	150	SEE STANDARD DETAILS
LALE RD.		1	---	---	---	1	---	---	---	---	---	---	---	150	SEE STANDARD DETAILS
19TH RD.		1	---	---	---	1	---	---	---	---	---	---	---	150	SEE STANDARD DETAILS
BOAT LANDING		1	---	---	---	1	---	---	---	---	---	---	---	150	SEE STANDARD DETAILS
STH 21 WB		1	1	1	1	1	4	4	---	---	---	---	---	975	4 each STH 73/SOUTH
STH 73 EB		1	1	1	1	1	4	4	---	---	---	---	---	975	4 each STH 73/SOUTH
TOTAL														9225	

TRAFFIC CONTROL SIGNS

PORTABLE CHANGEABLE MESSAGE

		643.1050	
LOCATION	MESSAGE	DAYS	REMARKS
BEGIN PROJECT (STA 1+90)	WORK BEGINS 7/8 EXPECT DELAYS	7	NB SIDE OF STH 73 AT WHITE RIVER BRIDGE IN VILLAGE OF NESHKORO
END PROJECT (STA 374+78)	WORK BEGINS 7/9 EXPECT DELAYS	7	SB SIDE OF STH 73 APPROXIMATELY 200' SOUTH OF STH 21 INTERSECTION
BEGIN PROJECT (STA 1+90)	ROAK WORK AHEAD	3	NB SIDE OF STH 73 AT WHITE RIVER BRIDGE IN VILLAGE OF NESHKORO
END PROJECT (STA 374+78)	ROAD WORK AHEAD	3	SB SIDE OF STH 73 APPROXIMATELY 200' SOUTH OF STH 21 INTERSECTION
TOTAL		<u>20</u>	

TRAFFIC CONTROL



LEGEND

- ① DITCH GRADING WORK
- ② STORM SEWER WORK
- ③ SIDEWALK WORK

GENERAL NOTES FOR TRAFFIC CONTROL

UNEVEN LANES
W8-11
36" X 36"

GROOVED PAVEMENT
W8-52
30" X 30"

LOW SHOULDER
W8-9
30" X 30"

USE THESE SIGNS AS NEEDED OR AS DIRECTED BY THE ENGINEER

LOCATION OF THESE SIGNS SHALL BE DETERMINED IN THE FIELD (FOR RESTRICTED USE ONLY)

(THESE SIGNS ARE INCIDENTAL TO THE PROJECT)

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES 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.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

'WO' SIGNS ARE 'W' SERIES SIGNS WITH ORANGE BACKGROUND.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS SO THE DRIVER HAS A CLEAR VIEW OF THE SIGNS AND LANE CLOSURE DRUMS FOR A MINIMUM 300 FEET IN FRONT OF DRUMS.

TRAFFIC CONTROL

CYPRESS RD

CZECH AVE

STH 73

→ Z

5

5

→ N

STH 73

GENERAL NOTES FOR TRAFFIC CONTROL

LEGEND

- ① DITCH GRADING WORK
- ② STORM SEWER WORK



USE THESE SIGNS AS NEEDED OR AS DIRECTED BY THE ENGINEER

LOCATION OF THESE SIGNS SHALL BE DETERMINED IN THE FIELD (FOR RESTRICTED USE ONLY)

(THESE SIGNS ARE INCIDENTAL TO THE PROJECT)

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES 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.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

'WO' SIGNS ARE 'W' SERIES SIGNS WITH ORANGE BACKGROUND.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS SO THE DRIVER HAS A CLEAR VIEW OF THE SIGNS AND LANE CLOSURE DRUMS FOR A MINIMUM 300 FEET IN FRONT OF DRUMS.

PROJECT NO: 6530-00-80

HWY: STH 73

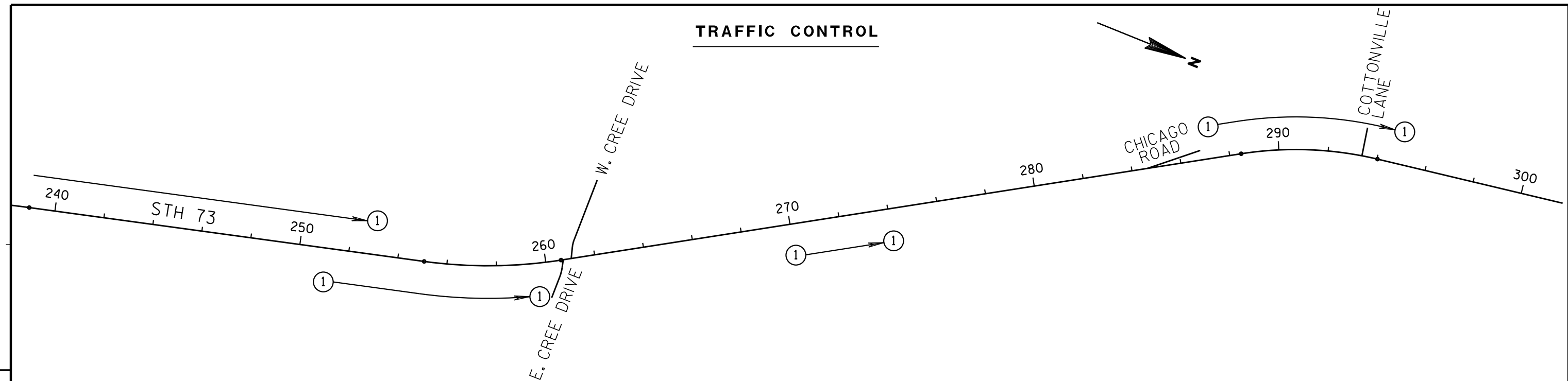
COUNTY: WAUSHARA/MARQUETTE

TRAFFIC CONTROL

SHEET

E

TRAFFIC CONTROL



5

LEGEND

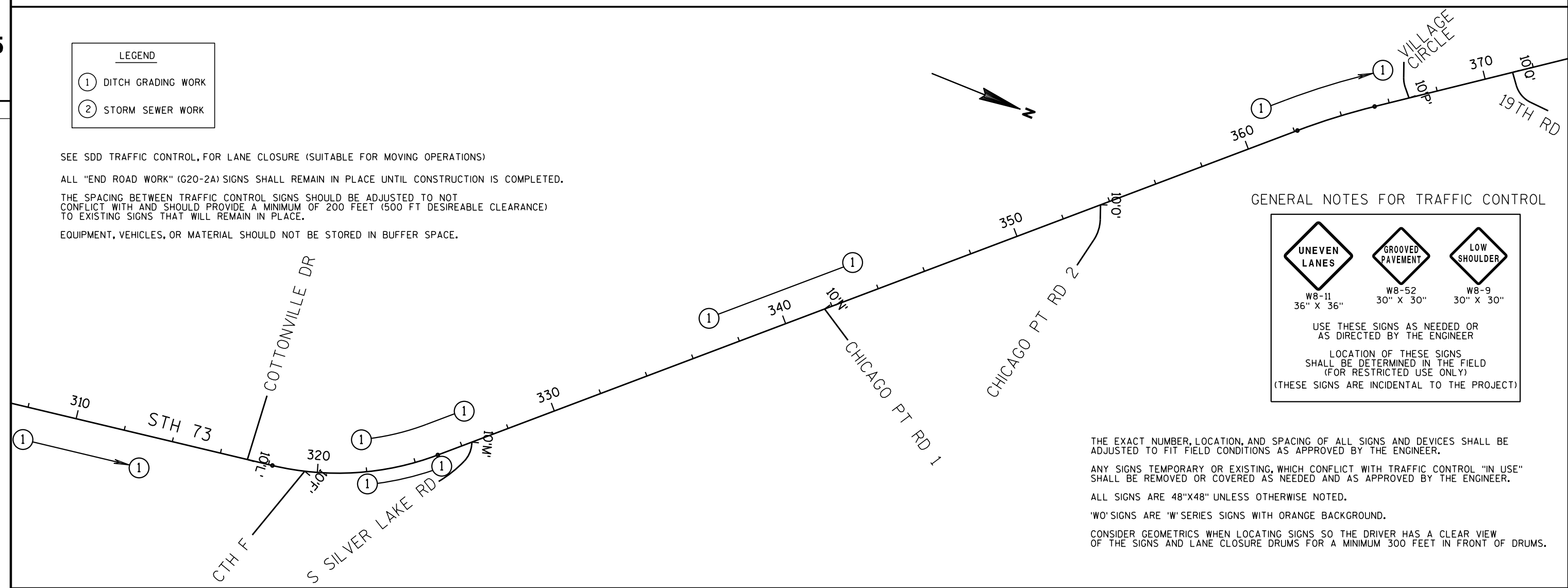
- ① DITCH GRADING WORK
- ② STORM SEWER WORK

SEE SDD TRAFFIC CONTROL, FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

ALL "END ROAD WORK" (G20-2A) SIGNS SHALL REMAIN IN PLACE UNTIL CONSTRUCTION IS COMPLETED.

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

EQUIPMENT, VEHICLES, OR MATERIAL SHOULD NOT BE STORED IN BUFFER SPACE.



5

GENERAL NOTES FOR TRAFFIC CONTROL

W8-11 36" X 36"	W8-52 30" X 30"	W8-9 30" X 30"
USE THESE SIGNS AS NEEDED OR AS DIRECTED BY THE ENGINEER		
LOCATION OF THESE SIGNS SHALL BE DETERMINED IN THE FIELD (FOR RESTRICTED USE ONLY)		
(THESE SIGNS ARE INCIDENTAL TO THE PROJECT)		

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES 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.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

'WO' SIGNS ARE 'W' SERIES SIGNS WITH ORANGE BACKGROUND.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS SO THE DRIVER HAS A CLEAR VIEW OF THE SIGNS AND LANE CLOSURE DRUMS FOR A MINIMUM 300 FEET IN FRONT OF DRUMS.

PROJECT NO: 6530-00-80

HWY: STH 73

COUNTY: WAUSHARA/MARQUETTE

TRAFFIC CONTROL

SHEET

E

LEGEND

- DRUM
|| BARRICADE TYPE II

NOTE:
WHEN ONE SIDE IS CLOSED THE OTHER SIDE SHALL REMAIN OPEN

BEGIN PROJECT
STA 1+92.44
MATCH EXISTING
SEE MAINLINE BUTT JOINT
CONSTRUCTION DETAIL

EXISTING BRIDGE B-39-47
(NO WORK TO BE DONE ON BRIDGE)

SIDEWALK CLOSED
USE OTHER SIDE

R9-10
24" X 12"

SIDEWALK
CLOSED

R9-9
24" X 12"

SIDEWALK CLOSED
USE OTHER SIDE

R9-10
24" X 12"

SIDEWALK
CLOSED

R9-9
24" X 12"

SIDEWALK
CLOSED

R9-9
24" X 12"

PROJECT NO: 6530-00-80

HWY: STH 73

COUNTY: WAUSHARA/MARQUETTE

TRAFFIC CONTROL (SIDEWALK)

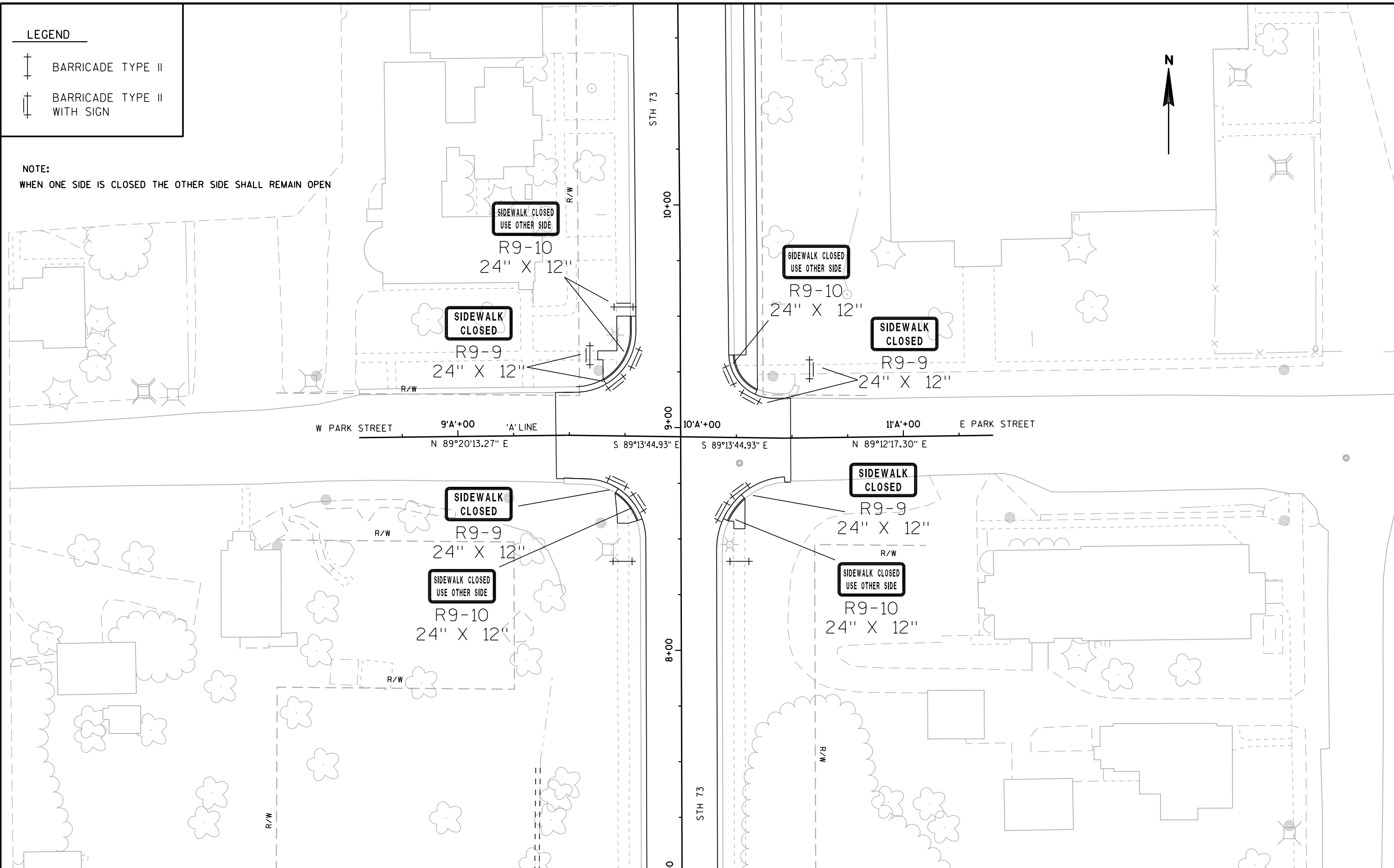
SHEET

E

LEGEND

- ⊥ BARRICADE TYPE II
- ⊥ BARRICADE TYPE II WITH SIGN

NOTE:
WHEN ONE SIDE IS CLOSED THE OTHER SIDE SHALL REMAIN OPEN



LEGEND

- BARRICADE, TYPE II
- BARRICADE, TYPE II WITH SIGN

NOTE:
WHEN ONE SIDE IS CLOSED THE OTHER SIDE SHALL REMAIN OPEN



STA 9'B'+50
MATCH EXISTING
SEE SIDE ROAD BUTT JOINT
CONSTRUCTION DETAIL

STA 10'B'+52
MATCH EXISTING
SEE SIDEROAD BUTT JOINT
CONSTRUCTION DETAIL

W BLUFF STREET 'B' LINE 9'B'+00 10'B'+00 11'B'+00 E BLUFF STREET
N 89°46'34.47" E N 89°02'18.61" E N 89°02'18.61" E S 89°07'27.58" E

SIDEWALK
CLOSED

R9-9
24" X 12"

SIDEWALK CLOSED
USE OTHER SIDE

R9-10
24" X 12"

SIDEWALK
CLOSED

R9-9
24" X 12"

SIDEWALK CLOSED
USE OTHER SIDE

R9-10
24" X 12"

STH73

PROJECT NO: 6530-00-80

HWY: STH 73

COUNTY: WAUSHARA/MARQUETTE

TRAFFIC CONTROL - SIDEWALK

SHEET

E

3

DATE 07MAR13		E S T I M A T E O F Q U A N T I T I E S			
LINE					6530-00-80
NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0010	201.0105	CLEARING	STA	7.000	7.000
0020	201.0120	CLEARING	ID	8.000	8.000
0030	201.0205	GRUBBING	STA	7.000	7.000
0040	201.0220	GRUBBING	ID	8.000	8.000
0050	203.0100	REMOVING SMALL PIPE CULVERTS	EACH	12.000	12.000
0060	204.0150	REMOVING CURB & GUTTER	LF	150.000	150.000
0070	204.0155	REMOVING CONCRETE SIDEWALK	SY	99.000	99.000
0080	204.0180	REMOVING DELINEATORS AND MARKERS	EACH	43.000	43.000
0090	205.0100	EXCAVATION COMMON	CY	3,628.000	3,628.000
0100	208.0100	BORROW	CY	3,650.000	3,650.000
0110	211.0100	PREPARE FOUNDATION FOR ASPHALTIC PAVING (PROJECT) 01. 6530-00-80	LS	1.000	1.000
0120	213.0100	FINISHING ROADWAY (PROJECT) 01. 6530-00-80	EACH	1.000	1.000
0130	305.0110	BASE AGGREGATE DENSE 3/4-INCH	TON	224.000	224.000
0140	305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	139.000	139.000
0150	305.0500	SHAPING SHOULDERS	STA	741.000	741.000
0160	306.0110	SALVAGED ASPHALTIC PAVEMENT BASE	TON	4,151.000	4,151.000
0170	416.0160	CONCRETE DRIVEWAY 6-INCH	SY	24.000	24.000
0180	455.0105	ASPHALTIC MATERIAL PG58-28	TON	938.000	938.000
0190	455.0605	TACK COAT	GAL	3,511.000	3,511.000
0200	460.1103	HMA PAVEMENT TYPE E-3	TON	13,569.000	13,569.000
0210	460.2000	INCENTIVE DENSITY HMA PAVEMENT	DOL	10,920.000	10,920.000
0220	465.0105	ASPHALTIC SURFACE	TON	3,896.000	3,896.000
0230	465.0110	ASPHALTIC SURFACE PATCHING	TON	100.000	100.000
0240	465.0120	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	TON	134.000	134.000
0250	465.0125	ASPHALTIC SURFACE TEMPORARY	TON	33.000	33.000
0260	465.0475.S	ASPHALT CENTER LINE RUMBLE STRIP 2-LANE RURAL	LF	22,570.000	22,570.000
0270	490.0200	SALVAGED ASPHALTIC PAVEMENT MILLING	SY	4,461.000	4,461.000
0280	490.0205	SALVAGED ASPHALTIC PAVEMENT MILLING	TON	18,440.000	18,440.000
0290	520.7000	CLEANING CULVERT PIPES	EACH	2.000	2.000
0300	521.0118	CULVERT PIPE CORRUGATED STEEL 18-INCH	LF	140.000	140.000
0310	521.0124	CULVERT PIPE CORRUGATED STEEL 24-INCH	LF	32.000	32.000
0320	521.0721	PIPE ARCH CORRUGATED STEEL 21X15-INCH	LF	198.000	198.000
0330	521.1024	APRON ENDWALLS FOR CULVERT PIPE STEEL 24-INCH	EACH	10.000	10.000
0340	521.1518	APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 18-INCH 6 TO 1	EACH	10.000	10.000
0350	521.1524	APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 24-INCH 6 TO 1	EACH	2.000	2.000
0360	521.1721	APRON ENDWALLS FOR PIPE ARCH SLOPED SIDE DRAINS STEEL 21X15-INCH 6 TO 1	EACH	16.000	16.000
0370	522.1012	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH	EACH	2.000	2.000
0380	601.0411	CONCRETE CURB & GUTTER 30-INCH TYPE D	LF	174.000	174.000
0390	602.0405	CONCRETE SIDEWALK 4-INCH	SF	2,364.000	2,364.000
0400	602.0415	CONCRETE SIDEWALK 6-INCH	SF	151.000	151.000
0410	602.0505	CURB RAMP DETECTABLE WARNING FIELD YELLOW	SF	60.000	60.000
0420	606.0100	RIPRAP LIGHT	CY	35.000	35.000
0430	606.0200	RIPRAP MEDIUM	CY	96.000	96.000
0440	608.0312	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH	LF	258.000	258.000
0450	611.0624	INLET COVERS TYPE H	EACH	5.000	5.000

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DATE 07MAR13		E S T I M A T E O F Q U A N T I T I E S			
LINE				6530-00-80	
NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0460	611.2004	MANHOLES 4-FT DIAMETER	EACH	3.000	3.000
0470	611.3230	INLETS 2X3-FT	EACH	2.000	2.000
0480	611.8110	ADJUSTING MANHOLE COVERS	EACH	3.000	3.000
0490	611.8115	ADJUSTING INLET COVERS	EACH	1.000	1.000
0500	611.8120.S	COVER PLATES TEMPORARY	EACH	3.000	3.000
0510	612.0902.S	INSULATION BOARD POLYSTYRENE (INCH) 01. 2-INCH	SY	28.000	28.000
0520	616.0700.S	FENCE SAFETY	LF	3,650.000	3,650.000
0530	618.0100	MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 01. 6530-00-80	EACH	1.000	1.000
0540	619.1000	MOBILIZATION	EACH	1.000	1.000
0550	621.0100	LANDMARK REFERENCE MONUMENTS	EACH	20.000	20.000
0560	624.0100	WATER	MGAL	33.880	33.880
0570	625.0100	TOPSOIL	SY	38,309.000	38,309.000
0580	627.0200	MULCHING	SY	50.000	50.000
0590	628.1504	SILT FENCE	LF	12,925.000	12,925.000
0600	628.1520	SILT FENCE MAINTENANCE	LF	12,925.000	12,925.000
0610	628.1905	MOBILIZATIONS EROSION CONTROL	EACH	6.000	6.000
0620	628.1910	MOBILIZATIONS EMERGENCY EROSION CONTROL	EACH	2.000	2.000
0630	628.2006	EROSION MAT URBAN CLASS I TYPE A	SY	370.000	370.000
0640	628.2008	EROSION MAT URBAN CLASS I TYPE B	SY	38,309.000	38,309.000
0650	628.6005	TURBIDITY BARRIERS	SY	92.000	92.000
0660	628.7015	INLET PROTECTION TYPE C	EACH	8.000	8.000
0670	628.7504	TEMPORARY DITCH CHECKS	LF	1,706.000	1,706.000
0680	628.7555	CULVERT PIPE CHECKS	EACH	38.000	38.000
0690	628.7570	ROCK BAGS	EACH	358.000	358.000
0700	629.0210	FERTILIZER TYPE B	CWT	24.000	24.000
0710	630.0120	SEEDING MIXTURE NO. 20	LB	1,036.000	1,036.000
0720	630.0140	SEEDING MIXTURE NO. 40	LB	7.000	7.000
0730	630.0175	SEEDING MIXTURE NO. 75	LB	1.000	1.000
0740	633.5200	MARKERS CULVERT END	EACH	42.000	42.000
0750	634.0614	POSTS WOOD 4X6-INCH X 14-FT	EACH	27.000	27.000
0760	634.0616	POSTS WOOD 4X6-INCH X 16-FT	EACH	110.000	110.000
0770	634.0618	POSTS WOOD 4X6-INCH X 18-FT	EACH	6.000	6.000
0780	634.0620	POSTS WOOD 4X6-INCH X 20-FT	EACH	2.000	2.000
0790	634.0811	POSTS TUBULAR STEEL 2X2-INCH X 11-FT	EACH	7.000	7.000
0800	634.0812	POSTS TUBULAR STEEL 2X2-INCH X 12-FT	EACH	4.000	4.000
0810	634.0814	POSTS TUBULAR STEEL 2X2-INCH X 14-FT	EACH	2.000	2.000
0820	637.0202	SIGNS REFLECTIVE TYPE II	SF	1,035.000	1,035.000
0830	638.2102	MOVING SIGNS TYPE II	EACH	6.000	6.000
0840	638.2602	REMOVING SIGNS TYPE II	EACH	206.000	206.000
0850	638.3000	REMOVING SMALL SIGN SUPPORTS	EACH	137.000	137.000
0860	642.5201	FIELD OFFICE TYPE C	EACH	1.000	1.000
0870	643.0200	TRAFFIC CONTROL SURVEILLANCE AND MAINTENANCE (PROJECT) 01. 6530-00-80	DAY	68.000	68.000
0880	643.0300	TRAFFIC CONTROL DRUMS	DAY	7,140.000	7,140.000
0890	643.0410	TRAFFIC CONTROL BARRICADES TYPE II	DAY	450.000	450.000
0900	643.0420	TRAFFIC CONTROL BARRICADES TYPE III	DAY	450.000	450.000
0910	643.0705	TRAFFIC CONTROL WARNING LIGHTS TYPE A	DAY	180.000	180.000
0920	643.0900	TRAFFIC CONTROL SIGNS	DAY	9,225.000	9,225.000
0930	643.1050	TRAFFIC CONTROL SIGNS PCMS	DAY	20.000	20.000
0940	645.0120	GEOTEXTILE FABRIC TYPE HR	SY	193.000	193.000
0950	645.0130	GEOTEXTILE FABRIC TYPE R	SY	105.000	105.000

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DATE 07MAR13		E S T I M A T E O F Q U A N T I T I E S			
LINE					6530-00-80
NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0960	646.0106	PAVEMENT MARKING EPOXY 4-INCH	LF	76,575.000	76,575.000
0970	646.0406	PAVEMENT MARKING SAME DAY EPOXY 4-INCH	LF	50,687.000	50,687.000
0980	647.0656	PAVEMENT MARKING PARKING STALL EPOXY	LF	126.000	126.000
0990	647.0726	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH	LF	407.000	407.000
1000	647.0766	PAVEMENT MARKING CROSSWALK EPOXY 6-INCH	LF	780.000	780.000
1010	648.0100	LOCATING NO-PASSING ZONES	MI	7.020	7.020
1020	649.0100	TEMPORARY PAVEMENT MARKING 4-INCH	LF	86,863.000	86,863.000
1030	650.4000	CONSTRUCTION STAKING STORM SEWER	EACH	7.000	7.000
1040	650.4500	CONSTRUCTION STAKING SUBGRADE	LF	15,800.000	15,800.000
1050	650.5000	CONSTRUCTION STAKING BASE	LF	15,800.000	15,800.000
1060	650.5500	CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER	LF	84.000	84.000
1070	650.6000	CONSTRUCTION STAKING PIPE CULVERTS	EACH	13.000	13.000
1080	650.8000	CONSTRUCTION STAKING RESURFACING	LF	37,086.000	37,086.000
1090	650.9910	CONSTRUCTION STAKING SUPPLEMENTAL	LS	1.000	1.000
1100	650.9920	CONTROL (PROJECT) 01. 6530-00-80	LF	15,800.000	15,800.000
1110	690.0150	SAWING ASPHALT	LF	2,715.000	2,715.000
1120	690.0250	SAWING CONCRETE	LF	81.000	81.000
1130	ASP.1T0A	ON-THE-JOB TRAINING APPRENTICE AT \$5.00/HR	HRS	1,200.000	1,200.000
1140	ASP.1T0G	ON-THE-JOB TRAINING GRADUATE AT \$5.00/HR	HRS	600.000	600.000
1150	SPV.0060	SPECIAL 01. REESTABLISH SECTION CORNER MONUMENTS	EACH	5.000	5.000
1160	SPV.0060	SPECIAL 02. ERECTING STATE OWNED SIGN SHROUD	EACH	1.000	1.000
1170	SPV.0120	SPECIAL 01. WATER FOR SEEDED AREA	MGAL	467.000	467.000
1180	SPV.0180	SPECIAL 01. PREPARING TOPSOIL FOR LAWN TYPE TURF	SY	8,394.000	8,394.000

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CLEARING & GRUBBING

STATION	LOCATION	201.0105	201.0120	201.0205	201.0220
		CLEARING STATIONS	CLEARING ID	GRUBBING STATIONS	GRUBBING ID
5+00 - 8+00	LT	3	---	3	---
8+00	68' LT	---	4	---	4
8+25	59' LT	---	4	---	4
27+00-31+00	RT	4	---	4	---
TOTALS		7	8	7	8

REMOVING SMALL PIPE CULVERTS

STATION	LOCATION	203.0100	REMARKS
		EACH	
15+32	RT	1	
17+00	RT	1	
29+00	RT	1	
33+80	LT	1	
37+62	LT	1	
57+15	RT	1	
59+50	RT	1	
65+30	RT	1	
138+20	RT	1	
193+50	RT	1	
230+30	RT	1	
238+00	LT	1	
TOTAL		12	

REMOVING CURB & GUTTER

STATION - STATION	LOCATION	204.0150	REMARKS
		LF	
1+92 - 2+21	LT	29	
5+60 - 5+80	RT	20	
5+60 - 5+80	LT	20	
8+60	LT	16	
8+60	RT	12	
9+25	LT	33	
9+25	RT	20	
TOTAL		150	

REMOVING CONCRETE SIDEWALK

STATION - STATION	LOCATION	204.0155	REMARKS
		SY	
3+35 - 3+43	RT	4	
4+33 - 4+41	LT	5	
5+27 - 5+32	RT	3	
5+60 - 5+80	LT	11	
8+65	LT & RT	21	
9+25	LT & RT	34	
11+80	LT	8	
273+13 - 273+30	RT	13	
TOTAL		99	SE QUAD STH 73 & WALL STREET

REMOVING DELINEATORS AND MARKERS

STATION	LOCATION	204.0180	REMARKS
		EACH	
35+81	RT	1	
53+82	LT & RT	2	
80+85	LT & RT	2	
88+15	LT & RT	2	
115+79	LT & RT	2	
131+09	LT & RT	2	
160+77	LT & RT	2	
184+75	LT & RT	2	
255+07 - 260+62	RT	5	
257+85	LT & RT	2	
285+17	LT & RT	2	
293+19	LT & RT	2	
321+60	RT	1	
369+52	LT & RT	2	
COTTONVILLE DR	LT & RT	2	
CTH F	RT	1	
E CREE DR	LT & RT	2	
E CTH YY	LT & RT	2	
W CTH YY	LT & RT	2	
CYPRESS RD	LT	1	
BANNERMAN JCT RD	LT & RT	2	
CZECH LN	LT & RT	2	
TOTAL		43	

PREPARE FOUNDATION FOR ASPHALTIC PAVING (6530-00-80)

	211.0100	
STATION - STATION	LS	REMARKS
PROJECT LENGTH	1	
TOTAL	<u>1</u>	

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EARTHWORK SUMMARY

Division	From / To Station	Location	ITEM # 205.0100 Common Excavation	Available Material	Unexpanded Fill	Expanded Fill	Mass Ordinate + / -	Waste	ITEM # 208.0100 Borrow	Comment:
						Factor 1.25				
Category 10	3+00 - 8+50	mainline Lt	0	0	335	419	-419	0	419	
	9+50 - 11+50	mainline Rt	29	29	2	3	27	0	-27	
	12+50 - 18+00	mainline Rt	185	185	0	0	185	0	-185	
	27+00 - 31+00	mainline Rt	98	98	18	22	76	0	-76	
	31+00 - 45+00	mainline Lt	552	552	443	554	-2	0	2	
	57+00 - 66+00	mainline Rt	395	395	53	66	329	0	-329	
	85+50 - 89+00	mainline Lt	67	67	124	155	-89	0	89	
	102+00 - 107+00	mainline Lt	35	35	94	117	-82	0	82	
	125+00 - 129+30	mainline Lt	95	95	52	64	30	0	-30	
	129+30 - 137+00	mainline Lt & Rt	251	251	358	448	-197	0	197	
	137+00 - 143+00	mainline Rt	99	99	115	144	-45	0	45	
	169+00 - 172+00	mainline Lt & Rt	59	59	256	320	-262	0	262	
	188+00 - 198+00	mainline Rt	351	351	244	305	45	0	-45	
	206+00 - 211+00	mainline Rt	120	120	88	110	10	0	-10	
	211+00 - 212+00	mainline Lt & Rt	26	26	2	2	25	0	-25	
	212+00 - 219+00	mainline Lt	141	141	23	29	113	0	-113	
	221+00 - 226+00	mainline Lt & Rt	198	198	276	345	-147	0	147	
	226+00 - 228+00	mainline Lt	34	34	40	50	-17	0	17	
	230+00 - 233+00	mainline Rt	92	92	34	43	49	0	-49	
	233+00 - 237+00	mainline Lt & Rt	134	134	243	304	-170	0	170	
	237+00 - 251+00	mainline Lt	255	255	392	490	-236	0	236	
	251+00 - 253+00	mainline Lt & Rt	62	62	88	110	-48	0	48	
	253+00 - 260+25	mainline Rt	111	111	318	397	-286	0	286	
	270+00 - 274+00	mainline Rt	40	40	88	110	-70	0	70	
	287+00 - 296+00	mainline Lt	14	14	820	1025	-1011	0	1011	
	308+00 - 313+00	mainline Rt	96	96	119	149	-54	0	54	
	322+00 - 326+00	mainline Lt & Rt	25	25	619	774	-750	0	750	
	326+00 - 327+00	mainline Lt	4	4	17	21	-17	0	17	
	337+00 - 344+00	mainline Lt	49	49	250	312	-263	0	263	
	359+00 - 367+00	mainline Lt	15	15	311	389	-374	0	374	
			0	0	0	0	0	0	0	
			0	0	0	0	0	0	0	
Category 10 Total			3628	3628	5822	7278	-3650	0	3650	

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BASE AGGREGATE DENSE

		305.0120	305.0110	
		1	1/4-INCH	3/4-INCH
STATION - STATION	LOCATION	TON	TON	REMARKS
DRIVEWAYS		---	120	ALL P.E. ASSUMED 40'X3'X1.75"
5+60 - 5+80		53	---	FOR STORM SEWER
8+75 - 9+50		86	---	FOR STORM SEWER
9+28-11+90	RT	---	83	SIDEWALK
9+27 - 9+50	LT	---	2	SIDEWALK
41+45	LT	---	8	MEADOW SHORES ROAD
366+82	LT	---	12	VILLAGE CIRCLE
TOTALS		139	224	

CONCRETE DRIVEWAY 6-INCH

		416.0160
STATION	LOCATION	SY
11+25	RT	24
TOTAL		24

SHAPING SHOULDERS

		305.0500
STATION - STATION	STATION	REMARKS
12+50 - 65+30	106	
65+30 - 319+50	508	
319+50-372+78	107	
BLUFF ST	1	
LIMIT RD (CTH E & D)	2	
CZECH LN	1	
BANNERMAN JCT. RD	1	
CZECH AVE	1	
CYPRESS RD	1	
CTH YY	2	
CREE DR	3	
CHICAGO RD	1	
COTTONVILLE LN	1	
COTTONVILLE DR	1	
CTH F	1	
SILVER LAKE RD	2	
CHICAGO POINT RD (1)	1	
CHICAGO POINT RD (2)	1	
19TH RD	1	
TOTAL	741	

SALVAGED ASPHALTIC PAVEMENT BASE

		306.0110
STATION - STATION	TON	REMARKS
12+00 - 65+55	224	LT SHLDR
12+00 - 65+55	230	RT SHLDR
65+55 - 317+12	1750	LT SHLDR
65+55 - 317+12	1726	RT SHLDR
317+12 - 319+50	22	LT SHLDR
317+12 - 319+50	12	RT SHLDR
319+50 - 321+75	21	LT SHLDR
319+50 - 321+75	0	RT SHLDR
321+75 - 372+78	82	LT SHLDR
321+75 - 372+78	84	RT SHLDR
TOTAL	4151	

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HMA PAVEMENT											
				*455.0105		465.0110		465.0120		465.0125	
				455.0605 ASPHALTIC TACK		465.0105 ASPHALTIC SURFACE		465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES		465.0125 ASPHALTIC SURFACE TEMPORARY	
				**460.1103		PG58-28 TYPE E-3		SURFACE PATCHING		TEMPORARY	
STATION-STATION	LOCATION	AREA SY	DEPTH INCH	COAT GAL	TON	TONS	TON	TON	TON	TON	REMARKS
1+92 - 9+00	MAIN STREET	2517	1.75	63	13	242	-	-	-	-	
5+60 - 5+80	MAINLINE	-	-	-	-	-	-	-	-	8	STORM SEWER
8+75 - 9+50	MAINLINE	-	-	-	-	-	-	-	-	25	STORM SEWER
9+00 - 12+00	MAIN STREET & PARKING	1601.78	1.75	40	8	154	-	-	-	-	
12+00 - 65+55	MAINLINE	17850	1.75	446	94	1718	-	-	-	-	
12+00 - 65+55	MAINLINE	2380	3.75	60	13	229	262	-	-	-	SHOULDER WIDENING
65+55 - 317+12	MAINLINE	67085.33	1.75	1677	355	6457	-	-	-	-	
65+55 - 317+12	MAINLINE	22361.78	3.75	559	118	2152	2460	---	-	-	SHOULDER WIDENING
189+54.89 - 194+10.60	MAINLINE	-	-	-	1	20	-	-	-	-	ASPHALTIC WEDGING (CURVE)
234+01.93 - 238+95.24	MAINLINE	-	-	-	6	103	-	-	-	-	ASPHALTIC WEDGING (CURVE)
255+07.29 - 260+62.85	MAINLINE	-	-	-	2	34	-	-	-	-	ASPHALTIC WEDGING (CURVE)
288+47.15 - 294+02.04	MAINLINE	-	-	-	2	30	-	-	-	-	ASPHALTIC WEDGING (CURVE)
317+12 - 319+50	MAINLINE	1004.89	1.75	25	5	97	-	-	-	-	
317+12 - 319+50	MAINLINE	-	-	-	-	-	-	-	-	-	SHOULDER WIDENING
318+15.97 - 324+96.18	MAINLINE	-	-	-	10	174	-	-	-	-	ASPHALTIC WEDGING (CURVE)
319+50 - 321+75	MAINLINE	850	1.75	21	4	82	-	-	-	-	
319+50 - 321+75	MAINLINE	150	3.75	4	1	14	17	-	-	-	SHOULDER WIDENING
321+75 - 372+78	MAINLINE	13608	1.75	340	72	1310	-	-	-	-	
321+75 - 372+78	MAINLINE	6804	3.75	170	36	655	748	-	-	-	SHOULDER WIDENING
362+12.16 - 365+39.37	MAINLINE	-	-	-	5	98	-	-	-	-	ASPHALTIC WEDGING (CURVE)
9'A'+49 - 9'A'+89	WEST PARK STREET	184.69	1.75	4	-	-	14	-	-	-	
10'A'+39 - 10'A'+49	EAST PARK STREET	149.70	1.75	5	-	-	18	-	-	-	
9'B'+50 - 9'B'+83	WEST BLUFF STREET	159.16	1.75	4	-	-	15	-	-	-	
10'B'+50 - 10'B'+85	EAST BLUFF STREET	150.57	1.75	4	-	-	14	-	-	-	
10'C'+15 - 10'C'+95	CTH E & CTH N	446.35	1.75	11	-	-	43	-	-	-	
9'D'+43 - 9'D'+85	CZECH LN.	136.81	1.75	3	-	-	13	-	-	-	
9'E'+50 - 9'E'+85	BANNERMAN JUNCTION ROAD	111.11	1.75	3	-	-	11	-	-	-	
10'G'+15 - 10'G'+62	CZECH AVE.	188.67	1.75	5	-	-	18	-	-	-	
9'H'+36 - 9'H'+85	CYPRESS ROAD	141.99	1.75	4	-	-	14	-	-	-	
9'Y'+33 - 9'Y'+85	CTH YY WEST	244.49	1.75	6	-	-	24	-	-	-	
10'Y'+16 - 10'Y'+78	CTH YY EAST	178.48	1.75	4	-	-	17	-	-	-	
9'I'+20 - 9'I'+87	CREE DRIVE WEST	164.55	1.75	4	-	-	16	-	-	-	
10'I'+16 - 10'I'+75	CREE DRIVE EAST	236.52	1.75	6	-	-	23	-	-	-	
8'J'+12 - 8'J'+91	CHICAGO ROAD	174.68	1.75	4	-	-	17	-	-	-	
9'K'+23 - 9'K'+85	COTTONVILLE LANE	121.10	1.75	3	-	-	12	-	-	-	
9'L'+20 - 9'L'+82	COTTONVILLE DRIVE	185.10	1.75	5	-	-	18	-	-	-	
10'F'+19 - 10'F'+88	CTH F	264.18	1.75	7	-	-	25	-	-	-	
10'M'+17 - 11'M'+00	SOUTH SILVER LAKE ROAD	301.67	1.75	8	-	-	29	-	-	-	
10'N'+18 - 10'N'+33	CHICAGO POINT ROAD 1	238.79	1.75	6	-	-	23	-	-	-	
10'O'+19 - 10'O'+54	CHICAGO POINT ROAD 2	258.01	1.75	6	-	-	25	-	-	-	
10'Q'+16 - 10'Q'+66	19TH ROAD	211.86	1.75	5	-	-	20	-	-	-	
PROJECT LIMITS	DRIVEWAYS (85)	1133.33	2	-	-	-	-	-	134	-	85 @ 40'X3'X2"
	UNDISTRIBUTED			-	-	-	-	100	-		
TOTALS				3511	746	13569	3896	100	134	33	

* ESTIMATED AT 5.5%
** ESTIMATED AT 110 POUNDS PER SQUARE YARD-INCH FOR MAINLINE AND SIDEROAD PAVING, 115 POUNDS PER SQUARE YARD-INCH FOR DRIVEWAYS AND FIELD ENTRANCES
QUANTITIES OF TACK COAT REFLECT 1 PAVING LIFT

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<u>SALVAGED ASPHALTIC PAVEMENT MILLING</u>			<u>PRIVATE ENTRANCE PIPES</u>											
490.0200		REMARKS	522.1012		521.1024		AEW FOR CP		521.1721		* 521.0124			
STATION - STATION	SY		CULVERT PIPE	PIPE ARCH	FOR CULVERT	APRON	SLOPED SIDE	AEW FOR	PIPE ARCH	CULVERT PIPE				
			CORRUGATED	CORRUGATED	PIPE	ENDWALLS	DRAINS STEEL	PIPE	CORRUGATED					
			STEEL	STEEL	REINFORCED	FOR CP	STEEL	STEEL	STEEL					
			18-INCH	21X15-INCH	12-INCH	24-INCH	18-INCH	24-INCH	21X15-INCH	24-INCH				
			LF	LF	EACH	EACH	6:1	6:1	6:1	LF				
			STATION	LOCATION	LF	LF	EACH	EACH	EACH	LF				
1+92 - 2+09			59	BRIDGE ABUTMENT	15+32	RT	---	22	---	---	---	2	---	
8+75 - 9+25			334	PARK ST	17+00	RT	---	22	---	---	---	2	---	
12+00 - 12+30			310	BLUFF ST	29+00	RT	28	---	---	---	---	---	---	
41+00 - 42+50			446	LIMIT RD (CTH E & N)	33+80	LT	---	30	---	---	---	2	---	
84+60 - 85+40			137	CZECH LN	35+81		---	---	---	---	---	---	---	
97+50			13	PRIVATE ENTRANCE	41+50	LT	---	---	---	---	---	---	32	
106+50			13	PRIVATE ENTRANCE	57+15	RT	42	---	---	---	---	---	---	
115+25 - 116+00			111	BANNERMAN JCT RD	59+50	RT	---	36	---	---	---	2	---	
124+00 - 125+00			189	CZECH AVE	65+30	RT	38	---	---	---	---	---	---	
137+55 - 138+30			142	CYPRESS RD	88+15		---	---	---	---	---	---	---	
159+10			13	PRIVATE ENTRANCE	106+50	LT	---	---	---	---	---	---	---	
160+50			13	PRIVATE ENTRANCE	128+80	LT	---	22	---	---	---	2	---	
205+00 - 206+15			423	CTH YY	131+09		---	---	---	---	---	---	---	
260+25 - 261+50			401	CREE DR	138+20	RT	---	18	---	---	---	2	---	
277+00			13	PRIVATE ENTRANCE	160+77		---	---	---	---	---	---	---	
282+00			13	PRIVATE ENTRANCE	193+50	RT	32	---	---	---	---	2	---	
285+25 - 286+00			175	CHICAGO RD	230+30	RT	---	24	---	---	---	---	---	
285+50			13	PRIVATE ENTRANCE	238+00	LT	---	24	---	---	---	2	---	
293+20 - 294+70			121	CONTTONVILLE LN	257+85		---	---	---	---	---	---	---	
316+80 - 317+40			185	COTTONVILLE DR	STORM SEWER									
318+75 - 319+75			264	CTH F	5+70	LT	---	---	1	---	---	---	---	
326+00 - 326+75			302	SILVER LAKE RD	7+88	LT	---	---	1	---	---	---	---	
340+85 - 342+30			239	CHICAGO POINT RD (1)										
352+75 - 354+25			258	CHICAGO POINT RD (2)										
370+50 - 371+65			212	19TH RD										
372+61 - 372+78			59	N. END OF PROJECT										
TOTAL			4461		TOTALS		140	198	2	10	10	2	16	32
* MINIMUM WALL THICKNESS IS 0.064 INCHES														
<u>SALVAGED ASPHALTIC PAVEMENT MILLING</u>				<u>ASPHALT CENTER LINE RUMBLE STRIP</u> <u>2-LANE RURAL</u>						<u>CONCRETE CURB & GUTTER</u>				
490.0205		REMARKS	465.0475.S		601.0411		30-INCH		TYPE D		REMARKS			
STATION - STATION	ASPHALT TON		GRAVEL TON	STATION - STATION	LOCATION	LF	STATION - STATION	LOCATION	LF	REMARKS				
1+92 - 9+00	207	---	50+00 - 83+00	CL	3300	1+92 - 2+21	RT	29						
9+00 - 12+00	109	---	87+00 - 113+60	CL	2660	5+60 - 5+80	RT	20						
12+00 - 42+00	781	490	126+60 - 136+00	CL	940	5+60 - 5+80	LT	20						
42+00 - 319+50	10792	3276	140+00 - 257+70	CL	11770	8+60	LT	16						
317+12 - 322+00	42	---	263+00 - 283+00	CL	2000	8+60	RT	12						
316+78 - 326+34	30	---	287+00 - 291+40	CL	440	9+25	LT	33						
319+50 - 372+78	2312	391	295+40 - 310+00	CL	1460	9+25	RT	20						
362+12 - 365+39	10	---				11+75	LT & RT	24						
TOTAL			18440		TOTAL	22570		TOTAL	174					
PROJECT NO: 6530-00-80		HWY: STH 73		COUNTY: WAUSHARA/MARQUETTE		MISCELLANEOUS QUANTITIES				SHEET: 102		E		

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CLEANING CULVERT PIPES

		520.7000
STATION	LOCATION	EACH
35+81	CROSS DRAIN	1
160+77	CROSS DRAIN	1
TOTAL		2

CURB RAMP DETECTABLE
WARNING FIELD YELLOW

		602.0505	REMARKS
STATION - STATION	LOCATION	SF	
273'Z+19	RT	12	NE QUADRANT
8+65	RT & LT	16	
9+25	RT & LT	16	
11+75	RT & LT	16	
CATEGORY 0010 TOTAL		60	

STORM SEWER PIPE REINFORCED CONCRETE CLASS III

		608.0312		611.0624	
		STORM SEWER		INLET COVER	
		PIPE RC	CLASS III	611.2004	611.3230
		12-INCH	4-FT DIAMETER	2X3-FT	TYPE H
STATION	LOCATION	STRUCTURE	TO	EACH	EACH
5+70	STH 73	EW1	MH1	35	1
5+70	STH 73	MH1	INL1	26	1
7+88	STH 73	EW2	MH2	84	1
9'A'+55	W PARK ST	MH2	MH3	68	1
9+40	STH 73	MH3	INL2	45	1
UNDISTRIBUTED				---	---
TOTALS				258	5

CONCRETE SIDEWALK

		602.0405	602.0415	REMARKS
STATION - STATION	LOCATION	4-INCH	6-INCH	
		SF	SF	
WALL ST & STH 73	NE QUAD	118	-	CATEGORY 0010
3+35	RT	40	-	CATEGORY 0010
4+33	LT	40	-	CATEGORY 0010
5+27	RT	40	-	CATEGORY 0010
5+50	LT	100	-	CATEGORY 0010
8+65	LT	114	-	CATEGORY 0010
8+65	RT	75	-	CATEGORY 0010
9+25	LT	160	-	CATEGORY 0010
9+25 - 12+00	RT	1593	-	CATEGORY 0020
11+80	LT	72	-	CATEGORY 0010
11+80	RT	13	-	CATEGORY 0010
DRIVEWAY @11+25	RT	-	151	CATEGORY 0020
TOTALS		2364	151	

RIPRAP AND GEOTEXTILE FABRIC

		RIPRAP		GEOTEXTILE FABRIC		REMARKS
		606.0100	606.0200	645.0130	645.0120	
		LIGHT	MEDIUM	TYPE R	TYPE HR	
STATION	LOCATION	CY	CY	SY	SY	
2+50 - 3+50	LT	-	39	-	78	
4+50 - 6+00	LT	35	-	105	-	
5+70	LT	-	14	-	27	
6+75 - 7+88	LT	-	44	-	88	
TOTALS		35	96	105	193	

ADJUSTING INLET COVERS

		611.8115	REMARKS
STATION	LOCATION	EACH	
2+17	RT	1	
CATEGORY 0010 TOTAL		1	

INSULATION POLYSTYRENE 2-INCH

		612.0902.S	REMARKS
STATION		SY	
9'A'+57		28	STORM SEWER
CATEGORY 0030 TOTAL		28	

ADJUSTING MANHOLE COVERS

		611.8120.S		REMARKS
		COVER PLATES		
STATION	LOCATION	611.8110 EACH	TEMPORARY EACH	
10 'A ' + 27	11' RT	1	1	E. PARK ST.
10 'B' + 24	1' RT	1	1	E. BLUFF ST.
10 'C' + 22	27' RT	1	1	CTH E & N
CATEGORY 0030 TOTAL		3	3	

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TOPSOIL, FERTILIZER, AND SEEDING									
		* 625.0100		628.2008		# 630.0120		630.0140	
		TOPSOIL		EROSIOM MAT		SEEDING		SEEDING	
		MULCHING		URBAN		MIXTURE		MIXTURE	
		SY		CLASS 1		NO. 20		NO. 40	
		SY		TYPE B		LB		LB	
		SY		TYPE B		NO. 75		SPV.0120	
		SY		CWT		LB		WATER	
		MGAL						FOR SEEDED	
STATION - STATIC LOCATION									
3+50 - 6+75	LT	183		183	0.32	12	---	---	5
2+66 - 8+72	LT	1890	---	1890	1.18	51	---	---	22
3+50 - 6+75	LT	---	---	---	---	---	---	1	2
9+27 - 11+11	RT	161	---	161	0.15	---	5	---	2
11+40 - 11+92	RT	49	---	49	0.05	---	2	---	2
12+50 - 15+29	RT	405	---	405	0.26	11	---	---	4
15+38 - 17+00	RT	290	---	290	0.18	8	---	---	4
17+09 - 18+00	RT	108	---	108	0.07	3	---	---	2
27+00 - 29+00	RT	402	---	402	0.25	11	---	---	4
29+12 - 31+00	RT	346	---	346	0.22	9	---	---	4
31+00 - 33+79	LT	688	---	688	0.43	19	---	---	8
33+90 - 37+57	LT	1091	---	1091	0.69	29	---	---	14
37+67 - 41+37	LT	1078	---	1078	0.68	29	---	---	12
41+54 - 45+00	LT	828	---	828	0.52	22	---	---	10
56+93 - 66+00	RT	2100	---	2100	1.32	54	---	---	24
85+50 - 89+00	LT	827	---	827	0.52	22	---	---	10
102+00 - 107+00	LT	729	---	729	0.46	20	---	---	8
125+00 - 137+00	LT	2604	---	2604	1.63	70	---	---	32
129+30 - 143+00	RT	3000	---	3000	1.89	81	---	---	36
169+00 - 172+00	LT & RT	1268	---	1268	0.79	34	---	---	16
188+00 - 198+00	RT	2502	---	2502	1.57	68	---	---	30
206+00 - 212+00	RT	1082	---	1082	0.68	29	---	---	12
211+00 - 218+80	LT	854	---	854	0.54	23	---	---	10
221+00 - 228+00	LT & RT	2282	---	2282	1.44	62	---	---	28
230+00 - 237+00	RT	1018	---	1018	0.64	28	---	---	12
233+00 - 253+00	LT	3895	---	3895	2.45	106	---	---	48
251+00 - 260+46	RT	1894	---	1894	1.19	52	---	---	24
270+00 - 274+00	RT	521	---	521	0.33	15	---	---	6
287+00 - 296+00	LT	1708	---	1708	1.08	47	---	---	20
308+10 - 313+00	RT	817	---	817	0.52	22	---	---	10
322+00 - 327+00	LT & RT	1800	---	1800	1.13	49	---	---	22
337+00 - 344+00	LT	1108	---	1108	0.69	30	---	---	14
359+00 - 366+60	LT	781	---	781	0.49	21	---	---	10
UNDISTRIBUTED			50						
TOTALS		38309	50	38309	24	1036	7	1	467
* 4 - INCH THICK TOPSOIL									

WATER				
624.0100				
STATION - STATION		MGAL	REMARKS	
1+92-372+72	31.95			
UNDISTRIBUTED	1.6	ESTIMATED AT 5% OF DISTRIBUTED AMOUNT		
DUST CONTROL	0.33	ESTIMATED AT 1% OF TOTAL AMOUNT		
TOTAL		33.88		

REESTABLISH SECTION CORNER MONUMENTS				
*SPV.0060.01				
REESTABLISH		621.0100		
SECTION		LANDMARK		
CORNER		REFERENCE		
MONUMENTS		MONUMENTS		
STATION	LOCATION	EACH	EACH	REMARKS
<u>MARQUETTE CO.</u>				
15+31.80	1.45' RT	1	4	S 1/4 CORNER, SEC 5-17-11
41+86.77	9.08' RT	1	4	CENTER CORNER, SEC 5-17-11
<u>WAUSHARA CO.</u>				
71+37	0' RT	1	4	S 1/4 CORNER, SEC 32-18-11
124+66	18' LT	1	4	S 1/4 CORNER, SEC 29-18-11
177+79	23' LT	1	4	S 1/4 CORNER, SEC 20-18-11
TOTALS		5	20	
*BERNSTEN SNM1 STEEL NAIL MARKER				

FENCE SAFETY			
616.0700.S			
STATION - STATION	LOCATION	LF	REMARKS
12+25 - 20+00	LT & RT	1550	
319+50 - 322+00	LT	250	
327+00 - 332+00	LT	500	
347+00 - 359+00	LT	1200	
366+50 - 368+00	LT	150	
TOTAL		3650	

MARKERS CULVERT END		
633.5200		
STATION	LOCATION	EACH
35+81	LT & RT	2
53+82	LT & RT	2
80+85	LT & RT	2
88+15	LT & RT	2
115+79	LT & RT	2
131+09	LT & RT	2
160+77	LT & RT	2
184+75	LT & RT	2
257+85	LT & RT	2
285+17	LT & RT	2
293+19	LT & RT	2
321+60	LT & RT	2
369+52	LT & RT	2
SIDEROADS		16
TOTAL		42

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EROSION CONTROL

		628.1504	628.1520	628.1905	628.1910	628.6005	628.7028	628.7504	628.2006	628.7555	628.7570	REMARKS
STATION - STATION	LOCATION	SILT FENCE LF	SILT FENCE LF	MOBILIZATION EROSION CONTROL EACH	MOBILIZATION EROSION CONTROL EACH	TURBIDITY BARRIERS SY	INLET PROTECTION TYPE C EACH	TEMPORARY DITCH CHECKS LF	EROSIOM MAT URBAN CLASS 1 TYPE A SY	CULVERT PIPE CHECKS EACH	ROCK BAGS EACH	
1+92 - 372+78	---	---	---	6	2	---	---	---	---	---	---	TEMPORARY ANIMAL TURN-A-ROUND TEMPORARY ANIMAL TURN-A-ROUND
2+17	LT & RT	---	---	---	---	---	2	---	---	---	---	
2+44 - 2+88	LT	---	---	---	---	92	---	---	---	---	---	
3+10	LT	43	43	---	---	---	---	---	---	---	---	
3+40	LT	25	25	---	---	---	---	---	---	---	---	
5+70	LT & RT	---	---	---	---	---	2	---	---	---	---	
5+90	64' LT	---	---	---	---	---	---	33	---	---	---	
9+40	RT	---	---	---	---	---	2	---	---	---	---	
15+10	RT	---	---	---	---	---	---	---	20	2	---	
16+80	RT	---	---	---	---	---	---	---	20	2	---	
28+80	RT	---	---	---	---	---	---	---	20	2	---	
31+00 - 33+50	LT	280	280	---	---	---	---	---	---	---	---	
33+60	LT	---	---	---	---	---	---	---	20	2	---	
35+80	LT	---	---	---	---	---	---	---	20	2	---	
33+95 - 37+60	RT	367	367	---	---	---	---	---	---	---	---	
41+20	RT	---	---	---	---	---	---	---	20	2	---	
45+00	24' LT	---	---	---	---	---	---	33	---	---	---	
37+70 - 40+00	LT	234	234	---	---	---	---	---	---	---	---	
56+90	RT	---	---	---	---	---	---	---	20	2	---	
59+45	RT	---	---	---	---	---	---	---	20	2	---	
65+50	RT	---	---	---	---	---	---	---	20	2	---	
85+00 - 89+00	LT	301	301	---	---	---	---	163	---	---	---	
88+20	LT	---	---	---	---	---	---	---	20	2	---	
102+00 - 106+00	LT	280	280	---	---	---	---	---	---	---	19	
128+70	LT	---	---	---	---	---	---	---	20	2	---	
131+25 - 137+00	LT	580	580	---	---	---	---	---	---	---	19	SILT FENCE RELIEF ROCK BAGS
138+25 - 143+00	RT	177	177	---	---	---	---	33	---	---	---	
138+35	RT	---	---	---	---	---	---	---	20	2	---	SILT FENCE RELIEF ROCK BAGS
169+00 - 172+00	LT & RT	613	613	---	---	---	---	358	---	---	38	
188+00 - 193+50	RT	566	566	---	---	---	---	325	---	---	---	
193+70	RT	---	---	---	---	---	---	---	20	2	---	
206+00 - 212+00	RT	600	600	---	---	---	---	163	---	---	---	
211+00 - 214+00	LT	303	303	---	---	---	---	65	---	---	---	
221+00 - 225+50	RT	360	360	---	---	---	---	33	---	---	19	
221+00 - 228+00	LT	654	654	---	---	---	---	---	---	---	---	
230+00 - 237+00	RT	700	700	---	---	---	---	---	---	---	19	SILT FENCE RELIEF ROCK BAGS
230+55	RT	---	---	---	---	---	---	---	20	2	---	
234+00 - 253+00	LT	1900	1900	---	---	---	---	---	---	---	19	SILT FENCE RELIEF ROCK BAGS
238+30	LT	---	---	---	---	---	---	---	20	2	---	
251+00 - 260+00	RT	900	900	---	---	---	---	163	---	---	---	
257+80	RT	---	---	---	---	---	---	---	20	2	---	
270+00 - 274+00	RT	405	405	---	---	---	---	---	---	---	19	
285+20	LT	---	---	---	---	---	---	---	20	2	---	
287+00 - 295+00	LT	800	800	---	---	---	---	---	---	---	38	
308+00 - 313+00	RT	450	450	---	---	---	---	---	---	---	19	SILT FENCE RELIEF ROCK BAGS
322+00 - 327+00	LT	500	500	---	---	---	---	---	---	---	19	
322+00 - 326+00	RT	414	414	---	---	---	---	---	---	---	19	SILT FENCE RELIEF ROCK BAGS
337+00 - 344+00	LT	707	707	---	---	---	---	---	---	---	38	
359+00 - 366+50	LT	766	766	---	---	---	---	---	---	---	38	SILT FENCE RELIEF ROCK BAGS
9'A'+55	RT	---	---	---	---	---	2	---	---	---	---	
UNDISTRIBUTED		---	---	---	---	---	---	341	30	4	35	
TOTALS		12925	12925	6	2	92	8	1706	370	38	358	

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SIGN LISTING																
SIGN NO.	SIGN CODE	MESSAGE	SIZE L X H	637.0202 REFLECT. TYPE II S.F.	POSTS WOOD 4 X 6				POSTS TUBULAR STEEL 2X2-INCH			638.2102	638.2602	638.3000	REMARKS	
					14-FT EACH	16-FT EACH	18-FT EACH	20-FT EACH	634.0811 EACH	634.0812 EACH	634.0814 EACH	MOVING	REMOVING	REMOVING		
												SIGNS TYPE II EACH	SIGNS TYPE II EACH	SIGN SUPPORTS EACH		
01-01	R9-56	NO FISHING OR DIVING FROM BRIDGE	18 X 24	3.00	-	-	-	-	-	-	-	-	1	-		
01-01	R7-4R	NO STOPPING OR STANDING (ARROW RT)	18 X 24	3.00	-	-	-	-	-	-	-	-	1	-		
01-02	R7-4L	NO STOPPING OR STANDING (ARROW LT)	18 X 24	3.00	-	-	-	-	-	-	-	-	1	-	MOUNT ON LIGHT POLE	
02-01	R2-1	SPEED LIMIT 25	24 X 30	5.00	-	-	-	-	1	-	-	-	1	1		
02-02	R7-1D	NO PARKING ANY TIME (DBL ARROW)	18 X 24	3.00	-	-	-	-	1	-	-	-	2	-		
02-03	S1-1	SCHOOL ZONE	36 X 36	6.75	-	-	-	-	-	-	-	-	-	-	MOUNT ON LIGHT POLE	
02-03	WF16-9P	AHEAD	30 X 18	3.75	-	-	-	-	-	-	-	-	-	-	MOUNT ON LIGHT POLE	
02-03	R2-6P	FINES HIGHER	24 X 18	3.00	-	-	-	-	-	-	-	-	-	-	MOUNT ON LIGHT POLE	
02-04	R2-1	SPEED LIMIT 25	24 X 30	5.00	-	-	-	-	-	-	1	-	-	-		
02-04	S5-2	END SCHOOL ZONE	24 X 30	5.00	-	-	-	-	-	-	-	-	-	-		
02-05	S4-51	SCHOOL SPEED LIMIT	24 X 48	8.00	-	-	-	-	-	-	1	-	2	1		
02-06	R7-4L	NO STOPPING OR STANDING (ARROW LT)	18 X 24	3.00	-	-	-	-	1	-	-	-	-	-		
02-07	R7-4L	NO STOPPING OR STANDING (ARROW LT)	18 X 24	3.00	-	-	-	-	1	-	-	-	1	1		
02-08	R1-1	STOP	30 X 30	5.18	-	-	-	-	1	-	-	-	1	1		
02-09	R7-4R	NO STOPPING OR STANDING (ARROW RT)	18 X 24	3.00	-	-	-	-	-	-	-	-	1	1	MOUNT ON LIGHT POLE	
02-10	S1-1	SCHOOL ZONE	36 X 36	6.75	-	-	-	-	-	1	-	-	1	1		
02-10	W16-7L	DIAGONAL ARROW (LT)	30 X 18	3.75	-	-	-	-	-	-	-	-	1	-		
02-11	R1-1	STOP	30 X 30	5.18	-	-	-	-	-	-	-	-	1	1	MOUNT ON POWER POLE	
02-12	R7-51L	NO PARKING HERE TO CORNER (ARROW LT)	18 X 24	3.00	-	-	-	-	1	-	-	-	1	-		
02-13	S1-1	SCHOOL ZONE	36 X 36	6.75	-	-	1	-	-	1	-	-	1	1		
02-13	WF16-7L	DIAGONAL ARROW (LT)	30 X 18	3.75	-	-	-	-	-	-	-	-	1	-		
02-14	R7-51L	NO PARKING HERE TO CORNER (ARROW LT)	18 X 24	3.00	-	-	-	-	-	-	-	-	1	1	MOUNT ON LIGHT POLE	
02-15	S1-1	SCHOOL ZONE	36 X 36	6.75	-	-	1	-	-	1	-	-	-	-		
02-15	WF16-7L	DIAGONAL ARROW (LT)	30 X 18	3.75	-	-	-	-	-	-	-	-	-	-		
02-16	S1-1	SCHOOL ZONE	36 X 36	6.75	-	-	1	-	-	1	-	-	-	-		
02-16	WF16-7L	DIAGONAL ARROW (LT)	30 X 18	3.75	-	-	-	-	-	-	-	-	-	-		
02-17	R1-1	STOP	30 X 30	5.18	1	-	-	-	-	-	-	-	1	1		
02-18	R7-1R	NO PARKING ANY TIME (ARROW RT)	18 X 24	3.00	-	-	-	-	-	-	-	-	1	-	MOUNT ON LIGHT POLE	
02-19	R1-1	STOP	30 X 30	5.18	1	-	-	-	-	-	-	-	1	1		
02-20	W11-2	PEDESTRIAN CROSSING	30 X 30	6.25	-	1	-	-	-	-	-	-	2	1		
02-20	WF16-9P	AHEAD	24 X 12	2.00	-	-	-	-	-	-	-	-	1	-		
02-21	---	SCHOOL SPEED LIMIT	- - -	-	-	-	-	-	-	-	-	-	1	1		
02-22	R7-51L	NO PARKING HERE TO CORNER (ARROW LT)	18 X 24	3.00	-	-	-	-	1	-	-	-	1	1		
02-23	R7-51L	NO PARKING HERE TO CORNER (ARROW LT)	18 X 24	3.00	1	-	-	-	-	-	-	-	-	-		
02-24	R2-1	SPEED LIMIT 25	24 X 30	5.00	1	-	-	-	-	-	-	-	1	1		
02-25	R7-1D	NO PARKING ANY TIME (DBL ARROW)	18 X 24	3.00	1	-	-	-	-	-	-	-	1	1		
02-26	R2-1	SPEED LIMIT 35	24 X 30	5.00	-	1	-	-	-	-	-	-	1	1		
02-26	S5-2	END SCHOOL ZONE	24 X 30	5.00	-	-	-	-	-	-	-	-	1	-		
02-27	R7-1D	NO PARKING ANY TIME (DBL ARROW)	18 X 24	3.00	1	-	-	-	-	-	-	-	-	-		
02-28	S4-51	SCHOOL SPEED LIMIT	24 X 48	8.00	-	1	-	-	-	-	-	-	-	-		
02-29	---	SPEED LIMIT 35	- - -	-	-	-	-	-	-	-	-	-	1	1		
02-30	D2-1	WAUTOMA 9	72 X 15	7.50	-	-	-	-	-	-	-	-	1	2		
02-31	R7-1D	NO PARKING ANY TIME (DBL ARROW)	18 X 24	3.00	-	-	-	-	-	-	-	-	1	-	SAME POST AS 02-30	
02-32	S1-1	SCHOOL ZONE	36 X 36	6.75	-	1	-	-	-	-	-	-	-	-		
02-32	WF16-9P	AHEAD	30 X 18	3.75	-	-	-	-	-	-	-	-	-	-		

PROJECT NO: 6530-00-80	HWY: STH 73	COUNTY: WAUSHARA/MARQUETTE	MISCELLANEOUS QUANTITIES	SHEET: 106	E
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SIGN LISTING																
SIGN NO.	SIGN CODE	MESSAGE	SIZE L X H	637.0202 REFLECT. TYPE II S.F.	POSTS WOOD 4 X 6				POSTS TUBULAR STEEL 2X2-INCH			638.2102	638.2602	638.3000	REMARKS	
					14-FT EACH	16-FT EACH	18-FT EACH	20-FT EACH	634.0811 EACH	634.0812 EACH	634.0814 EACH	MOVING	REMOVING	REMOVING		
												SIGNS TYPE II EACH	SIGNS TYPE II EACH	SIGN SUPPORTS EACH		
02-32	R2-6P	FINES HIGHER	24 X 18	3.00	-	-	-	-	-	-	-	-	-	-		
02-33	R7-1D	NO PARKING ANY TIME (DBL ARROW)	18 X 24	3.00	1	-	-	-	-	-	-	-	1	1		
02-34	---	SPEED LIMIT 45	- - -	-	-	-	-	-	-	-	-	-	1	1		
02-34	R7-1D	NO PARKING ANY TIME (DBL ARROW)	18 X 24	3.00	1	-	-	-	-	-	-	-	1	-		
02-35	R2-1	SPEED LIMIT 35	24 X 30	5.00	1	-	-	-	-	-	-	-	1	1		
02-36	JV	COUNTY E, COUNTY N, ADVANCED RT ARROW	24 X 69	11.50	-	1	-	-	-	-	-	-	4	1		
02-37	I2-3	NESHKORO POPULATION 453	60 X 24	10.00	-	2	-	-	-	-	-	-	1	2		
02-39	W11-2	PEDESTRIAN CROSSING	30 X 30	6.25	-	1	-	-	-	-	-	-	1	1		
02-39	WF16-9P	AHEAD	24 X 12	2.00	-	-	-	-	-	-	-	-	1	-		
02-40	R7-1D	NO PARKING ANY TIME (DBL ARROW)	18 X 24	3.00	1	-	-	-	-	-	-	-	1	1		
02-41	R7-1D	NO PARKING ANY TIME (DBL ARROW)	18 X 24	3.00	1	-	-	-	-	-	-	-	1	1		
02-42	R2-1	SPEED LIMIT 45	24 X 30	5.00	1	-	-	-	-	-	-	-	1	1		
02-43	R7-1D	NO PARKING ANY TIME (DBL ARROW)	18 X 24	3.00	1	-	-	-	-	-	-	-	1	1		
02-44	R2-1	SPEED LIMIT 45	24 X 30	5.00	1	-	-	-	-	-	-	-	1	1		
02-44	R7-1D	NO PARKING ANY TIME (DBL ARROW)	18 X 24	3.00	-	-	-	-	-	-	-	-	1	-		
02-45	J4-1	SOUTH, STH 73	24 X 36	6.00	1	-	-	-	-	-	-	-	2	1		
02-46	JV	COUNTY E, COUNTY N, RT ARROW	24 X 69	11.50	-	1	-	-	-	-	-	-	4	1		
02-47	R7-1R	NO PARKING ANY TIME (RT ARROW)	18 X 24	3.00	1	-	-	-	-	-	-	-	-	-		
02-48	R1-1	STOP	30 X 30	5.18	1	-	-	-	-	-	-	-	1	1		
02-49	W1-7	DBL ARROW	48 X 24	8.00	1	-	-	-	-	-	-	-	4	1		
02-49	R7-1L	NO PARKING ANY TIME (LT ARROW)	18 X 24	3.00	-	-	-	-	-	-	-	-	1	-		
02-50	R1-1	STOP	30 X 30	5.18	1	-	-	-	-	-	-	-	1	1		
02-51	JV	COUNTY E, COUNTY N, ARROW	24 X 69	11.50	-	1	-	-	-	-	-	-	-	-		
02-52	JV	COUNTY E, COUNTY N, LT ARROW	24 X 69	11.50	-	1	-	-	-	-	-	-	3	1		
02-53	J4-1	NORTH, STH 73	24 X 36	6.00	1	-	-	-	-	-	-	-	-	-		
02-54	R10-64	NO ENGINE BRAKING EXCEPT IN EMERGENCY	42 X 48	14.00	-	-	1	-	-	-	-	-	1	1		
02-54	R10-64F	WITHIN CITY OR VILLAGE LIMITS	42 X 24	7.00	-	-	-	-	-	-	-	-	1	-		
02-55	---	ADOPT-A-HIGHWAY SPONSOR	- - -	-	-	1	-	-	-	-	-	1	-	-	NESHKORO LIONS & LIONESS	
02-56	---	NORTH STH 73	- - -	-	-	-	-	-	-	-	-	-	2	1		
02-57	R2-1	SPEED LIMIT 55	24 X 30	5.00	-	1	-	-	-	-	-	-	1	1		
02-58	R2-1	SPEED LIMIT 45	24 X 30	5.00	-	1	-	-	-	-	-	-	1	1		
02-59	JV	JCT, COUNTY E, COUNTY N	24 X 63	10.50	-	1	-	-	-	-	-	-	3	1		
02-60	W8-70	CENTERLINE RUMBLE STRIPS	36 X 36	9.00	-	1	-	-	-	-	-	-	1	1		
02-60	W57-51	NEXT 5 MILES	30 X 15	3.13	-	-	-	-	-	-	-	-	1	1		
02-61	W3-5	REDUCE SPEED AHEAD 45	36 X 36	9.00	-	1	-	-	-	-	-	-	1	1		
03-01	I2-2	WAUSHARA CO	72 X 15	7.50	-	2	-	-	-	-	-	-	1	1		
03-02	I2-2	MARQUETT CO	78 X 15	8.13	-	2	-	-	-	-	-	-	1	1		
03-03	W14-3	NO PASSING ZONE	48 X 36	6.00	-	1	-	-	-	-	-	-	1	1		
03-04	W2-2	SIDE ROAD SYMBOL (LT)	30 X 30	6.25	-	1	-	-	-	-	-	-	1	1		
03-05	R1-1	STOP	30 X 30	5.18	-	1	-	-	-	-	-	-	1	1		
03-06	W14-3	NO PASSING ZONE	48 X 36	6.00	-	1	-	-	-	-	-	-	1	1		
03-07	W14-3	NO PASSING ZONE	48 X 36	6.00	-	1	-	-	-	-	-	-	1	1		
03-08	R1-1	STOP	30 X 30	5.18	-	1	-	-	-	-	-	-	1	1		
03-09	W11-6	SNOWMOBILE CROSSING	30 X 30	6.25	-	1	-	-	-	-	-	-	1	1		
04-01	R1-1	STOP	30 X 30	5.18	-	1	-	-	-	-	-	-	1	1		

PROJECT NO: 6530-00-80	HWY: STH 73	COUNTY: WAUSHARA/MARQUETTE	MISCELLANEOUS QUANTITIES	SHEET: 107	E
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SIGN LISTING

SIGN NO.	SIGN CODE	MESSAGE	SIZE L X H	TYPE II S.F.	POSTS WOOD 4 X 6				POSTS TUBULAR STEEL 2X2-INCH			638.2102	638.2602	638.3000	REMARKS
					14-FT EACH	16-FT EACH	18-FT EACH	20-FT EACH	11-FT EACH	12-FT EACH	14-FT EACH	MOVING	REMOVING	REMOVING	
												SIGNS	SIGNS	SIGN	
												TYPE II EACH	TYPE II EACH	SUPPORTS EACH	
04-02	---	ADOPT-A-HIGHWAY SPONSOR	- - -	-	-	1	-	-	-	-	-	1	-	-	NESHKORO LIONS & LIONESS
04-03	---	ADOPT-A-HIGHWAY SPONSOR	- - -	-	-	1	-	-	-	-	-	1	-	-	MT MORRIS PIONEERS 4-H CLUB
04-04	W14-3	NO PASSING ZONE	48 X 36	6.00	-	1	-	-	-	-	-	-	1	1	
04-05	R1-1	STOP	30 X 30	5.18	-	1	-	-	-	-	-	-	1	1	
04-06	W14-3	NO PASSING ZONE	48 X 36	6.00	-	1	-	-	-	-	-	-	1	1	
04-07	W14-3	NO PASSING ZONE	48 X 36	6.00	-	1	-	-	-	-	-	-	1	1	
05-01	W1-2L	CURVE AHEAD (LT)	30 X 30	6.25	-	1	-	-	-	-	-	-	1	1	
05-01	W13-1	ADVISORY SPEED 45 MPH	18 X 18	2.25	-	-	-	-	-	-	-	-	1	-	
05-02	W14-3	NO PASSING ZONE	48 X 36	6.00	-	1	-	-	-	-	-	-	1	1	
05-03	W1-8	CHEVERON	18 X 24	3.00	1	-	-	-	-	-	-	-	1	1	
05-04	W1-8	CHEVERON	18 X 24	3.00	1	-	-	-	-	-	-	-	1	1	
05-05	W1-8	CHEVERON	18 X 24	3.00	1	-	-	-	-	-	-	-	1	1	
05-06	W1-8	CHEVERON	18 X 24	3.00	1	-	-	-	-	-	-	-	1	1	
05-07	W1-8	CHEVERON	18 X 24	3.00	1	-	-	-	-	-	-	-	1	1	
05-08	W1-6	ONE-DIRECTION LARGE ARROW	48 X 24	8.00	-	1	-	-	-	-	-	-	1	1	
05-09	J1-1	JCT, COUNTY YY	24 X 39	6.50	-	1	-	-	-	-	-	-	2	1	
05-10	S3-1	SCHOOL BUS STOP AHEAD	36 X 36	9.00	-	1	-	-	-	-	-	-	1	1	
05-11	W2-1	CROSS ROAD SYMBOL	30 X 30	6.25	-	1	-	-	-	-	-	-	1	1	
05-12	W1-2R	ROAD CURVES RIGHT	30 X 30	6.25	-	1	-	-	-	-	-	-	1	1	
05-12	W13-1	ADVISORY SPEED 45 MPH	18 X 18	2.25	-	-	-	-	-	-	-	-	1	-	
05-13	J4-1	SOUTH, STH 73	24 X 36	6.00	-	1	-	-	-	-	-	-	2	1	
05-14	W8-70	CENTERLINE RUMBLE STRIPS	36 X 36	9.00	-	1	-	-	-	-	-	-	-	-	
05-14	W57-51	NEXT 3 MILES	30 X 15	3.13	-	-	-	-	-	-	-	-	-	-	
05-15	J12-1	STH 73, DOUBLE ARROW	24 X 45	7.50	-	1	-	-	-	-	-	-	2	1	
05-16	R1-1	STOP	30 X 30	5.18	-	1	-	-	-	-	-	-	1	1	
05-17	J12-1	COUNTY YY, DOUBLE ARROW	24 X 45	7.50	-	1	-	-	-	-	-	-	2	1	
05-18	R1-1	STOP	30 X 30	5.18	-	1	-	-	-	-	-	-	1	1	
05-19	J12-1	STH 73, DOUBLE ARROW	24 X 45	7.50	-	1	-	-	-	-	-	-	2	1	
05-20	J12-1	COUNTY YY, DOUBLE ARROW	24 X 45	7.50	-	1	-	-	-	-	-	-	2	1	
05-21	W8-70	CENTERLINE RUMBLE STRIPS	36 X 36	9.00	-	1	-	-	-	-	-	-	-	-	
05-21	W57-51	NEXT 2 MILES	30 X 15	3.13	-	-	-	-	-	-	-	-	-	-	
05-22	J1-1	NORTH, STH 73	24 X 36	6.00	-	1	-	-	-	-	-	-	2	1	
05-23	W14-3	NO PASSING ZONE	48 X 36	6.00	-	1	-	-	-	-	-	-	1	1	
05-24	J1-1	JCT, COUNTY YY	24 X 39	6.50	-	1	-	-	-	-	-	-	2	1	
05-25	W14-3	NO PASSING ZONE	48 X 36	6.00	-	1	-	-	-	-	-	-	1	1	
06-01	W1-2L	ROAD CURVES LEFT	30 X 30	6.25	-	1	-	-	-	-	-	-	1	1	
06-02	R1-1	STOP	30 X 30	5.18	-	1	-	-	-	-	-	-	1	1	
06-03	R1-1	STOP	30 X 30	5.18	-	1	-	-	-	-	-	-	1	1	
06-04	W1-2R	ROAD CURVES RIGHT	30 X 30	6.25	-	1	-	-	-	-	-	-	1	1	
06-05	W14-3	NO PASSING ZONE	48 X 36	6.00	-	1	-	-	-	-	-	-	1	1	
06-06	W1-2R	ROAD CURVES RIGHT	30 X 30	6.25	-	1	-	-	-	-	-	-	1	1	
06-07	W14-3	NO PASSING ZONE	48 X 36	6.00	-	1	-	-	-	-	-	-	1	1	
06-08	---	ADOPT-A-HIGHWAY SPONSOR	- - -	-	-	1	-	-	-	-	-	1	-	-	WAUTOMA KEY CLUB
06-09	---	ADOPT-A-HIGHWAY SPONSOR	- - -	-	-	1	-	-	-	-	-	1	-	-	MT MORRIS PIONEERS 4-H CLUB
06-10	R1-1	STOP	30 X 30	5.18	-	1	-	-	-	-	-	-	1	1	30"X30" SHROUD REQ'D

CONTINUED ON NEXT PAGE

SIGN LISTING

SIGN NO.	SIGN CODE	MESSAGE	SIZE L X H	637.0202 REFLECT. TYPE II S.F.	POSTS WOOD 4 X 6				POSTS TUBULAR STEEL 2X2-INCH			638.2102 MOVING	638.2602 REMOVING	638.3000 REMOVING	REMARKS
					14-FT EACH	16-FT EACH	18-FT EACH	20-FT EACH	634.0811 11-FT EACH	634.0812 12-FT EACH	634.0814 14-FT EACH	638.2102 SIGNS	638.2602 SIGNS	638.3000 SIGN	
												TYPE II EACH	TYPE II EACH	SUPPORTS EACH	
06-11	R1-1	STOP	30 X 30	5.18	-	1	-	-	-	-	-	-	1	1	
06-12	W1-2L	ROAD CURVES LEFT	30 X 30	6.25	-	1	-	-	-	-	-	-	1	1	
06-13	W11-6	SNOWMOBILE CROSSING	30 X 30	6.25	-	1	-	-	-	-	-	-	1	1	
07-01	R10-64	NO ENGINE BRAKING EXCEPT IN EMERGENCY	42 X 48	14.00	-	1	-	-	-	-	-	-	1	1	
07-02	J1-1	JCT, COUNTY F	24 X 39	6.50	-	1	-	-	-	-	-	-	2	1	
07-03	W8-70	CENTERLINE RUMBLE STRIPS	36 X 36	9.00	-	1	-	-	-	-	-	-	1	1	
07-03	W57-51	NEXT 5 MILES	30 X 15	3.13	-	-	-	-	-	-	-	-	1	1	
07-04	W1-2L	ROAD CURVES LEFT	30 X 30	6.25	-	1	-	-	-	-	-	-	1	1	
07-04	W13-1	ADVISORY SPEED 45 MPH	18 X 18	2.25	-	-	-	-	-	-	-	-	1	-	
07-05	R2-1	SPEED LIMIT 55	24 X 30	5.00	-	1	-	-	-	-	-	-	3	1	
07-06	D1-1	BERLIN (ARROW)	54 X 15	5.63	-	1	-	-	-	-	-	-	1	1	
07-07	J1-1	SOUTH, STH 73	24 X 36	6.00	-	1	-	-	-	-	-	-	-	-	
07-08	W3-5	REDUCE SPEED AHEAD 45	36 X 36	9.00	-	1	-	-	-	-	-	-	1	1	
07-09	R1-1	STOP	30 X 30	5.18	-	1	-	-	-	-	-	-	1	1	
07-10	J12-1	COUNTY F, ARROW RT	24 X 45	7.50	-	1	-	-	-	-	-	-	4	1	
07-11	J12-1	COUNTY F, ARROW LT	24 X 45	7.50	-	1	-	-	-	-	-	-	3	1	
07-12	W1-7	TWO-DIRECTION LARGE ARROW	48 X 24	8.00	1	-	-	-	-	-	-	-	1	1	
07-13	R1-1	STOP	30 X 30	5.18	-	1	-	-	-	-	-	-	1	1	
07-14	J12-1	STH 73, DOUBLE ARROW	24 X 45	7.50	-	1	-	-	-	-	-	-	2	1	
07-15	R2-1	SPEED LIMIT 45	24 X 30	5.00	-	1	-	-	-	-	-	-	1	1	
07-16	J1-1	NORTH, STH 73	24 X 36	6.00	-	1	-	-	-	-	-	-	2	1	
07-17	D1-1	BERLIN (ARROW)	54 X 15	5.63	-	1	-	-	-	-	-	-	1	1	
07-18	R1-1	STOP	30 X 30	5.18	-	1	-	-	-	-	-	-	1	1	
07-19	W11-6	SNOWMOBILE CROSSING	30 X 30	6.25	-	1	-	-	-	-	-	-	1	1	
07-20	J1-1	JCT, COUNTY F	24 X 39	6.50	-	1	-	-	-	-	-	-	2	1	
07-21	W1-2R	ROAD CURVES RIGHT	30 X 30	6.25	-	1	-	-	-	-	-	-	2	1	
07-22	R2-1	SPEED LIMIT 45	24 X 30	5.00	-	1	-	-	-	-	-	-	1	1	
07-23	R2-1	SPEED LIMIT 45	24 X 30	5.00	-	1	-	-	-	-	-	-	1	1	
07-24	R1-1	STOP	30 X 30	5.18	-	1	-	-	-	-	-	-	1	1	
07-25	W14-3	NO PASSING ZONE	48 X 36	6.00	-	1	-	-	-	-	-	-	1	1	
07-26	R2-1	SPEED LIMIT 45	24 X 30	5.00	-	1	-	-	-	-	-	-	1	1	
07-27	---	SPEED LIMIT 45	- - -	-	-	-	-	-	-	-	-	-	1	1	
07-28	R1-1	STOP	30 X 30	5.18	-	1	-	-	-	-	-	-	1	1	
07-29	R2-1	SPEED LIMIT 45	24 X 30	5.00	-	1	-	-	-	-	-	-	1	1	
07-30	R2-1	SPEED LIMIT 45	24 X 30	5.00	-	1	-	-	-	-	-	-	1	1	
07-31	J1-1	JCT, STH 21	24 X 39	6.50	-	1	-	-	-	-	-	-	2	1	
07-32	J3-3	WEST, STH 21, NORTH, STH 73, EAST, STH 21, ARROW	72 X 57	28.50	-	-	1	1	-	-	-	-	9	2	
07-33	J3-3	WEST, STH 21, NORTH, STH 73, EAST, STH 21, ARROW	72 X 57	28.50	-	-	1	1	-	-	-	-	9	2	
07-34	D2-2	NESHKORO 8, PRINCETON 17	78 X 24	13.00	-	2	-	-	-	-	-	-	1	2	
07-35	W11-2	PEDESTRIAN CROSSING	30 X 30	6.25	-	1	-	-	-	-	-	-	-	0	
07+35	WF16-9P	AHEAD	24 X 8	1.33	-	-	-	-	-	-	-	-	-	0	
08-01	R1-1	STOP	30 X 30	5.18	-	1	-	-	-	-	-	-	-	-	
08-02	R7-1R	NO PARKING ANY TIME (RT ARROW)	18 X 24	3.00	1	-	-	-	-	-	-	-	1	1	
08-03	W14-3	NO PASSING ZONE	48 X 36	6.00	-	1	-	-	-	-	-	-	1	-	SAME POST AS 08-02
08-04	R2-1	SPEED LIMIT 45	24 X 30	5.00	-	1	-	-	-	-	-	-	1	-	SAME POST AS 08-02

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SIGN LISTING															
SIGN NO.	SIGN CODE	MESSAGE	SIZE L X H	637.0202	POSTS WOOD 4 X 6				POSTS TUBULAR STEEL 2X2-INCH			638.2102	638.2602	638.3000	REMARKS
				REFLECT.	634.0614	634.0616	634.0618	634.0620	634.0811	634.0812	634.0814	MOVING	REMOVING	REMOVING	
				TYPE II	14-FT	16-FT	18-FT	20-FT	11-FT	12-FT	14-FT	SIGNS	SIGNS	SIGN	
				S.F.	EACH	EACH	EACH	EACH	EACH	EACH	EACH	TYPE II	TYPE II	SUPPORTS	
08-05	R1-1	STOP	30 X 30	5.18	-	1	-	-	-	-	-	-	1	1	WAUTOMA KEY CLUB
08-06	---	ADOPT-A-HIGHWAY SPONSOR	- - -	-	-	1	-	-	-	-	-	1	-	1	
08-07	D2-2	ARROW WAUTOMA, RED GRANITE ARROW	84 X 30	17.50	-	2	-	-	-	-	-	-	1	2	
08-08	W3-3	TRAFFIC SIGNALS AHEAD SYMBOL	36 X 36	9.00	-	1	-	-	-	-	-	-	1	1	
08-09	J1-1	SOUTH, STH 73	24 X 36	6.00	-	1	-	-	-	-	-	-	-	-	
08-10	W11-2	PEDESTRIAN CROSSING	30 X 30	6.25	-	1	-	-	-	-	-	-	-	0	
08-10	WF16-0P	AHEAD	24 X 8	1.33	-	-	-	-	-	-	-	-	-	0	
TOTALS				1035	27	110	6	2	7	4	2	6	206	137	

TRAFFIC CONTROL								
(SEE TRAFFIC CONTROL SCHEDULE SHEETS FOR LOCATION AND QUANTITY BREAKDOWN)								
STATION	643.0200 TRAFFIC CONTROL SURVEILLANCE AND MAINTENANCE	643.0300 DRUMS	643.0410 BARRICADES	643.0420 BARRICADES	643.0705 WARNING	643.0900 SIGNS	643.1050 PORTABLE	REMARKS
	PROJECT DAYS	DAYS	TYPE II DAYS	TYPE III DAYS	LIGHTS TYPE A DAYS	CHANGEABLE MESSAGE DAYS		
1+92.44 - 372+78.20	68	7140	---	450	---	9225	20	STORM SEWER
W PARK ST	---	0	450	---	180	---	---	
TOTALS	68	7140	450	450	180	9225	20	

PAVEMENT MARKING

		646.0106		646.0406	647.0656		647.0726	647.0766	REMARKS
		EPOXY 4-INCH		SAME DAY	PARKING STALL		DIAGONAL	CROSSWALK	
		WHITE	YELLOW	YELLOW	EPOXY	EPOXY	EPOXY	EPOXY	
STATION - STATION	LOCATION	LF	LF	LF	LF	LF	LF	LF	
1+92 - 372+78		---	---	9272	---	---	---	---	CENTERLINE DASHED
1+92 - 11+91		---	---	1974	---	---	---	---	DBL YELLOW CENTERLINE
11+91 - 24+58		---	---	1267	---	---	---	---	SINGLE SOLID YELLOW CENTERLINE
12+51 - 41+06	RT	2855	---	---	---	---	---	---	
12+51 - 41+22	LT	2871	---	---	---	---	---	---	
41+73 - 84+73	LT	4300	---	---	---	---	---	---	
42+38 - 124+16	RT	8208	---	---	---	---	---	---	
50+00 - 83+00	CL	---	825	---	---	---	---	---	RUMBLE STRIPS
72+63 - 84+25		---	---	1162	---	---	---	---	SINGLE SOLID YELLOW CENTERLINE
84+25 - 96+92		---	---	2534	---	---	---	---	DBL YELLOW CENTERLINE
85+32 - 115+31	LT	2999	---	---	---	---	---	---	
87+00 - 113+60	CL	---	665	---	---	---	---	---	RUMBLE STRIPS
96+92 - 106+43		---	---	951	---	---	---	---	SINGLE SOLID YELLOW CENTERLINE
114+87 - 122+06		---	---	3221	---	---	---	---	SINGLE SOLID YELLOW CENTERLINE
115+85 - 137+71	LT	2186	---	---	---	---	---	---	
122+06 - 124+90		---	---	568	---	---	---	---	DBL YELLOW CENTERLINE
124+95 - 205+10	RT	8015	---	---	---	---	---	---	
126+60 - 136+00	CL	---	235	---	---	---	---	---	RUMBLE STRIPS
138+25 - 205+43	LT	6718	---	---	---	---	---	---	
140+00 - 257+70	CL	---	2943	---	---	---	---	---	RUMBLE STRIPS
157+11 - 173+48		---	---	3274	---	---	---	---	DBL YELLOW CENTERLINE
173+48 - 181+40		---	---	792	---	---	---	---	SINGLE SOLID YELLOW CENTERLINE
181+40 - 206+22		---	---	4964	---	---	---	---	DBL YELLOW CENTERLINE
205+96 - 260+37	RT	5441	---	---	---	---	---	---	
206+22 - 229+98		---	---	2376	---	---	---	---	SINGLE SOLID YELLOW CENTERLINE
206+05 - 260+58	LT	5393	---	---	---	---	---	---	
229+98 - 238+43		---	---	1690	---	---	---	---	DBL YELLOW CENTERLINE
238+43 - 239+52		---	---	109	---	---	---	---	SINGLE SOLID YELLOW CENTERLINE
239+52 - 264+30		---	---	4956	---	---	---	---	DBL YELLOW CENTERLINE
260+95 - 318+84	RT	5789	---	---	---	---	---	---	
261+46 - 285+27	LT	2381	---	---	---	---	---	---	
263+00 - 283+00	CL	---	500	---	---	---	---	---	RUMBLE STRIPS
264+30 - 274+37		---	---	1007	---	---	---	---	SINGLE SOLID YELLOW CENTERLINE
281+19 - 291+75		---	---	1056	---	---	---	---	SINGLE SOLID YELLOW CENTERLINE
286+00 - 293+23	LT	723	---	---	---	---	---	---	
287+00 - 291+40	CL	---	110	---	---	---	---	---	RUMBLE STRIPS
291+75 - 332+93		---	---	8236	---	---	---	---	DBL YELLOW CENTERLINE
293+58 - 316+91	LT	2333	---	---	---	---	---	---	
295+40 - 310+00	CL	---	365	---	---	---	---	---	RUMBLE STRIPS
318+84 - 319+68	RT	21	---	---	---	---	---	---	EDGELINE SKIPS
317+43 - 366+53	LT	4910	---	---	---	---	---	---	
319+68 - 325+99	RT	631	---	---	---	---	---	---	
326+71 - 341+04	RT	1433	---	---	---	---	---	---	
332+93 - 342+97		---	---	1004	---	---	---	---	SINGLE SOLID YELLOW CENTERLINE
342+20 - 352+93	RT	1073	---	---	---	---	---	---	
354+11 - 370+70	RT	1959	---	---	---	---	---	---	
369+13 - 372+78	LT	565	---	---	---	---	---	---	
369+40 - 372+14		---	---	274	---	---	---	---	SINGLE SOLID YELLOW CENTERLINE

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PAVEMENT MARKING

STATION - STATION	LOCATION	646.0106		646.0406	647.0656	647.0726	647.0766	REMARKS
		EPOXY 4-INCH		EPOXY 4-INCH	PARKING STALL	DIAGONAL	CROSSWALK	
		WHITE	YELLOW	YELLOW	EPOXY	12-INCH	6-INCH	
		LF	LF	LF	LF	LF	LF	
371+50 - 372+78	RT	128	---	---	---	---	---	
8+73 -9+27	LT	---	---	---	---	115	221	W. PARK ST.
8+73 -9+27	RT	---	---	---	---	87	190	E. PARK ST.
9+32		---	---	---	---	95	160	STH 73 (MAIN ST)
11+87		---	---	---	---	110	209	STH 73 (MAIN ST)
9+40 - 11+00	RT	---	---	---	60	---	---	
9+40 - 11+75	LT	---	---	---	66	---	---	
SUBTOTAL		70932	5643					
TOTALS		76575		50687	126	407	780	

LOCATING NO-PASSING ZONES

STATION - STATION	648.0100		REMARKS
	MILES		
1+92.44 - 372+78.20	7.02		NB & SB
TOTAL		7.02	

PREPARING TOPSOIL FOR LAWN TYPE TURF

STATION - STATION	LOCATION	SPV.0180.01
		SY
2+50 - 18+00	RT & LT	2317
27+00 - 31+00	RT	737
31+00 - 45+00	LT	3778
322+00 - 326+00	RT	762
UNDISTRIBUTED		800
TOTALS		8394

SAWING ASPHALT

STATION	LOCATION	690.0150
		LF
VARIOUS	NB DRIVEWAYS	1240
VARIOUS	SB DRIVEWAYS	680
	E PARK ST	37
	W PARK ST	39
	E BLUFF ST	33
	W BLUFF ST	33
	LIMIT RD (CTH E & N)	23
	CZECH LN	21
	BANNERMAN JCT RD	21
	CZECH AVE	22
	CYPRESS RD	21
	E CTH YY	24
	W CTH YY	25
	E CREE DR	19
	W CREE DR	20
	CHICAGO RD	16
	COTTONVILLE LN	16
	COTTONVILLE RD	21
	CTH F	24
	SILVER LAKE RD	18
	CHICAGO POINT RD (1)	27
	CHICAGO POINT RD (2)	42
	19TH RD	22
5+60		31
5+80		31
8+75 - 9+30	24' LT	42
8+77 - 9+16	44' LT	58
9+30		38
9+50		42
11+25	DRIVEWAY	30
TOTAL		2715

SAWING CONCRETE

STATION - STATION	LOCATION	690.0250	REMARKS
		LF	
WALL ST & STH 73	NE QUAD	18	EXISTING SIDEWALK
3+35	RT	8	EXISTING SIDEWALK
4+33	LT	8	EXISTING SIDEWALK
5+27	RT	8	EXISTING SIDEWALK
5+70	LT	8	EXISTING SIDEWALK
8+60	LT & RT	10	EXISTING SIDEWALK
9+25 - 9+50	LT	10	EXISTING SIDEWALK
9+25 - 12+00	RT	5	EXISTING SIDEWALK
11+75	LT	6	EXISTING SIDEWALK
TOTAL		81	

ERECTING STATE OWNED SIGH SHROUD

STATION	SPV.0060.02
	EACH
284+63	1
TOTALS	1

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TEMPORARY PAVEMENT MARKING 4-INCH

		649.0100			REMARKS
		YELLOW	YELLOW	YELLOW	
STATION - STATION	LOCATION	DOUBLE	SINGLE	DASHED	
		LF	LF	LF	
1+92 - 11+91	CL	1998	---	---	NB & SB NO PASSING ZONE
11+91 - 24+58	CL LT	---	1267	---	SB NO PASSING ZONE
11+91 - 24+58	CL RT	---	---	1267	
24+58 - 73+63	CL	---	---	4805	
72+63 - 84+25	CL RT	---	1162	---	NB NO PASSING ZONE
72+63 - 84+25	CL LT	---	---	1162	
84+25 - 96+92	CL	2534	---	---	NB & SB NO PASSING ZONE
96+92 - 106+43	CL LT	---	951	---	SB NO PASSING ZONE
96+92 - 106+43	CL RT	---	---	951	
106+43 - 114+87	CL	---	---	844	
114+87 - 122+06	CL RT	---	719	---	NB NO PASSING ZONE
114+87 - 122+06	CL LT	---	---	719	
122+06 - 124+90	CL	568	---	---	NB & SB NO PASSING ZONE
124+90 - 157+11	CL LT	---	3221	---	SB NO PASSING ZONE
124+90 - 157+11	CL RT	---	---	3221	
157+11 - 173+48	CL	3274	---	---	NB & SB NO PASSING ZONE
173+48 - 181+40	CL LT	---	792	---	SB NO PASSING ZONE
173+48 - 181+40	CL RT	---	---	792	
181+40 - 206+22	CL	4964	---	---	NB & SB NO PASSING ZONE
206+22 - 229+98	CL LT	---	2376	---	SB NO PASSING ZONE
206+22 - 229+98	CL RT	---	---	2376	
229+98 - 238+43	CL	1690	---	---	NB & SB NO PASSING ZONE
238+43 - 239+52	CL RT	---	109	---	NB NO PASSING ZONE
238+43 - 239+52	CL LT	---	---	109	
239+52 - 264+30	CL	4956	---	---	NB & SB NO PASSING ZONE
264+30 - 274+37	CL LT	---	1007	---	SB NO PASSING ZONE
264+30 - 274+37	CL RT	---	---	1007	
274+37 - 281+19	CL	---	---	682	
281+19 - 291+75	CL RT	---	1056	---	NB NO PASSING ZONE
281+19 - 291+75	CL LT	---	---	1056	
291+75 - 332+93	CL	8236	---	---	NB & SB NO PASSING ZONE
332+93 - 342+97	CL LT	---	1004	---	SB NO PASSING ZONE
332+93 - 342+97	CL RT	---	---	1004	
342+97 - 369+40	CL	---	---	2643	
369+40 - 372+14	CL RT	---	274	---	NB NO PASSING ZONE
369+40 - 372+14	CL LT	---	---	274	
372+14 - 372+78	CL	---	---	64	
SUBTOTAL		28220	39056	19587	
TOTAL		86863			

CONSTRUCTION STAKING

		650.4000	650.4500	650.5000	650.5500	650.6000	650.8000	650.9910	650.9920	REMARKS
		STORM	SUBGRADE	BASE	CURB AND	PIPE	RESURFACING	SUPPLEMENTAL	SLOPE	
STATION - STATION		EACH	LF	LF	GUTTER	CULVERTS	REFERENCE	CONTROL	STAKES	
					LF	EACH	LF	LS	LF	
1+92 - 372+78	---	---	---	---	---	---	37086	1	---	
1+92-2+04	---	---	---	---	12	---	---	---	---	LT
1+92 - 8+50	---	---	660	660	---	---	---	---	660	LT
5+50	3	---	---	---	24	---	---	---	---	LT & RT
8+35	1	---	---	---	---	---	---	---	---	
9+25	---	---	---	---	12	---	---	---	---	RT
9+40	2	---	---	---	24	---	---	---	---	LT & RT
9A'+55	1	---	---	---	12	---	---	---	---	
15+32	---	---	---	---	---	1	---	---	---	RT
17+00	---	---	---	---	---	1	---	---	---	RT
27+00 - 31+00	---	---	400	400	---	---	---	---	400	RT
29+00	---	---	---	---	---	1	---	---	---	RT
33+80	---	---	---	---	---	1	---	---	---	LT
41+50	---	---	---	---	---	1	---	---	---	LT
57+15	---	---	---	---	---	1	---	---	---	RT
59+50	---	---	---	---	---	1	---	---	---	RT
62+00 - 66+00	---	---	400	400	---	---	---	---	400	RT
65+30	---	---	---	---	---	1	---	---	---	RT
85+00 - 89+00	---	---	400	400	---	---	---	---	400	LT
102+00 - 106+00	---	---	400	400	---	---	---	---	400	LT
106+50	---	---	---	---	---	1	---	---	---	LT
125+00 - 138+00	---	---	1300	1300	---	---	---	---	1300	LT
128+80	---	---	---	---	---	1	---	---	---	LT
130+00 - 143+00	---	---	1300	1300	---	---	---	---	1300	RT
138+20	---	---	---	---	---	1	---	---	---	RT
169+00 - 172+00	---	---	600	600	---	---	---	---	600	LT & RT
188+00 - 198+00	---	---	1000	1000	---	---	---	---	1000	RT
206+00 - 212+00	---	---	600	600	---	---	---	---	600	RT
211+00 - 219+00	---	---	800	800	---	---	---	---	800	LT
221+00 - 226+00	---	---	500	500	---	---	---	---	500	LT
221+00 - 228+00	---	---	700	700	---	---	---	---	700	RT
230+00 - 237+00	---	---	700	700	---	---	---	---	700	RT
230+30	---	---	---	---	---	1	---	---	---	RT
234+00 - 253+00	---	---	1900	1900	---	---	---	---	1900	LT
238+00	---	---	---	---	---	1	---	---	---	LT
251+00 - 260+00	---	---	900	900	---	---	---	---	900	RT
270+00 - 274+00	---	---	400	400	---	---	---	---	400	RT
287+00 - 295+00	---	---	800	800	---	---	---	---	800	LT
308+00 - 313+00	---	---	500	500	---	---	---	---	500	RT
322+00 - 327+00	---	---	500	500	---	---	---	---	500	LT
322+00 - 326+00	---	---	400	400	---	---	---	---	400	RT
337+00 - 344+00	---	---	700	700	---	---	---	---	700	LT
361+00 - 367+00	---	---	600	600	---	---	---	---	600	LT
TOTALS		7	15800	15800	84	13	37086	1	15800	

3

CONVENTIONAL SYMBOLS AND ABBREVIATIONS

STATE, COUNTY, or TOWN LINE	---	ACRES	AC.
SECTION LINE	---	CENTERLINE	C/L
QUARTER LINE	---	CERTIFIED SURVEY MAP	CSM
SIXTEENTH LINE	---	DOCUMENT	DOC.
PROPOSED R/W LINE	---	MONUMENT	MON.
PROPERTY LINE	---	PAGE	P.
EASEMENT LINE	---	PROPERTY LINE	P.L.
CORPORATE LIMITS	---	PERMANENT LIMITED EASEMENT	PLE
EXISTING CENTERLINE	---	RECORDED AS	(100')
LOT & TIE LINES	---	REFERENCE LINE	R/L
PARCEL NUMBER	(102)	REMAINING	REM.
EXISTING MONUMENT	o	RIGHT-OF-WAY	R/W
R/W MONUMENT SET (3/4"x24" REBAR 150'±/FT.)	•	SECTION	SEC.
FOUND METAL R/W CHANNEL	Δ	SECTION LINE	S/L
R/W BOUNDARY POINT NUMBER	***	STATION	STA.
EXISTING MONUMENT NUMBER	(PROP***)	TEMPORARY LIMITED EASEMENT	TLE
		TIE POINT	T (*)
		VOLUME	V.

DOT R/W PLAT OF SURVEY NO: 6530-00-30 - 4.01

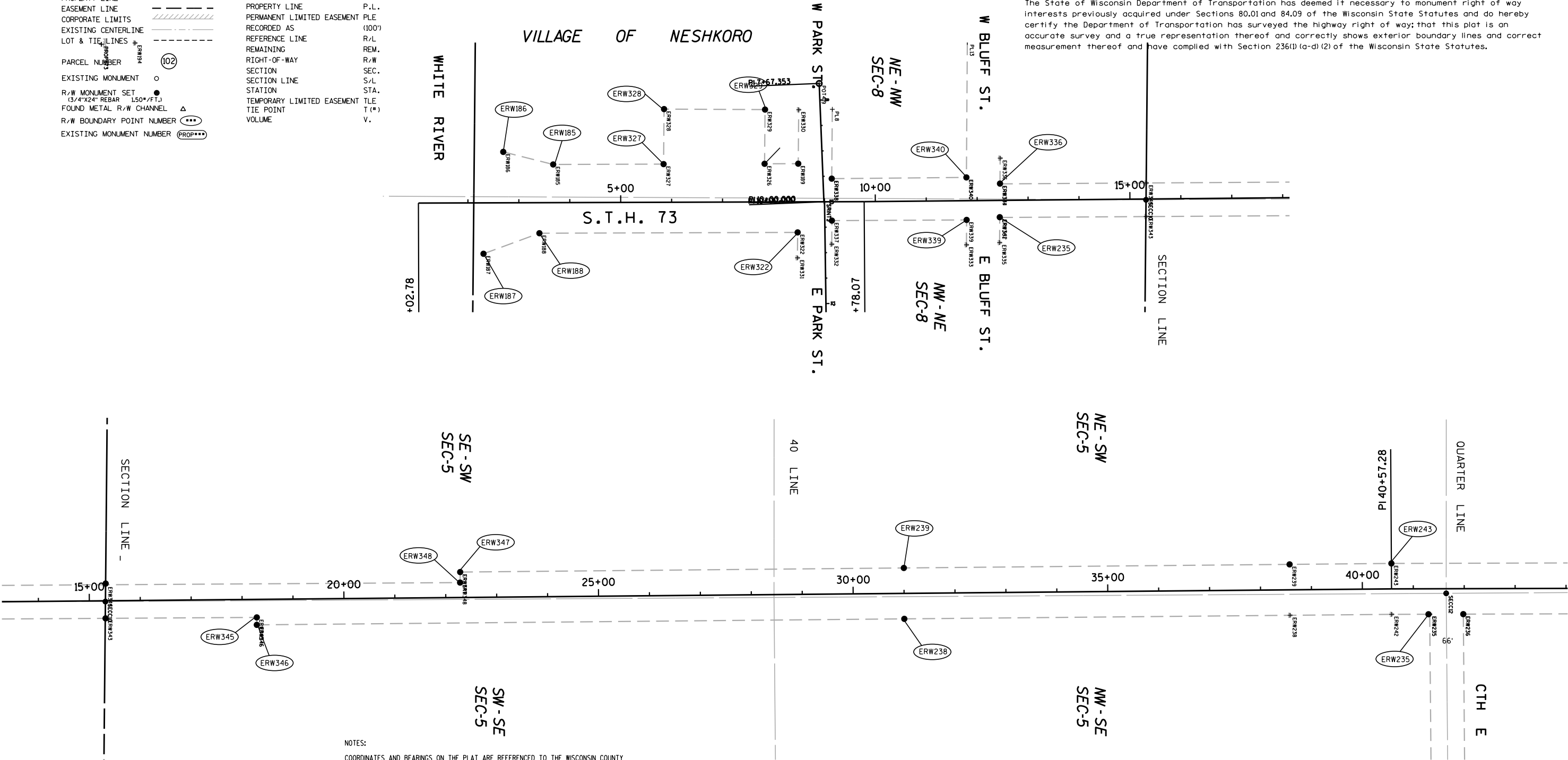
NESHKORO - WAUTOMA

THAT PART OF THE SE-SW, NE-SW, SECTION 8, TOWNSHIP 17 NORTH, RANGE 11 EAST, VILLAGE OF NESHKORO, MARQUETTE COUNTY, WISCONSIN.

The State of Wisconsin Department of Transportation has deemed it necessary to monument right of way interests previously acquired under Sections 80.01 and 84.09 of the Wisconsin State Statutes and do hereby certify the Department of Transportation has surveyed the highway right of way; that this plat is an accurate survey and a true representation thereof and correctly shows exterior boundary lines and correct measurement thereof and have complied with Section 236(l)(a-d)(2) of the Wisconsin State Statutes.

4

4



NOTES:
COORDINATES AND BEARINGS ON THE PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, WAUSHARA COUNTY ZONE, NAD 1983 (1991) ADJUSTMENT, ALL DISTANCES ARE GROUND LENGTH.
RIGHT-OF-WAY MONUMENTS SET ARE 3/4" X 24" REBARS UNLESS NOTED. 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 OR OTHER SURVEYS OF RECORD.
PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. EXCLUDING RIGHT-OF-WAY BOUNDARIES, THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.



PROJECT NUMBER 6064-02-02 - 4.01
SHEET 1 OF 5

DOT R/W PLAT OF SURVEY NO: 6530-00-30 - 4.02

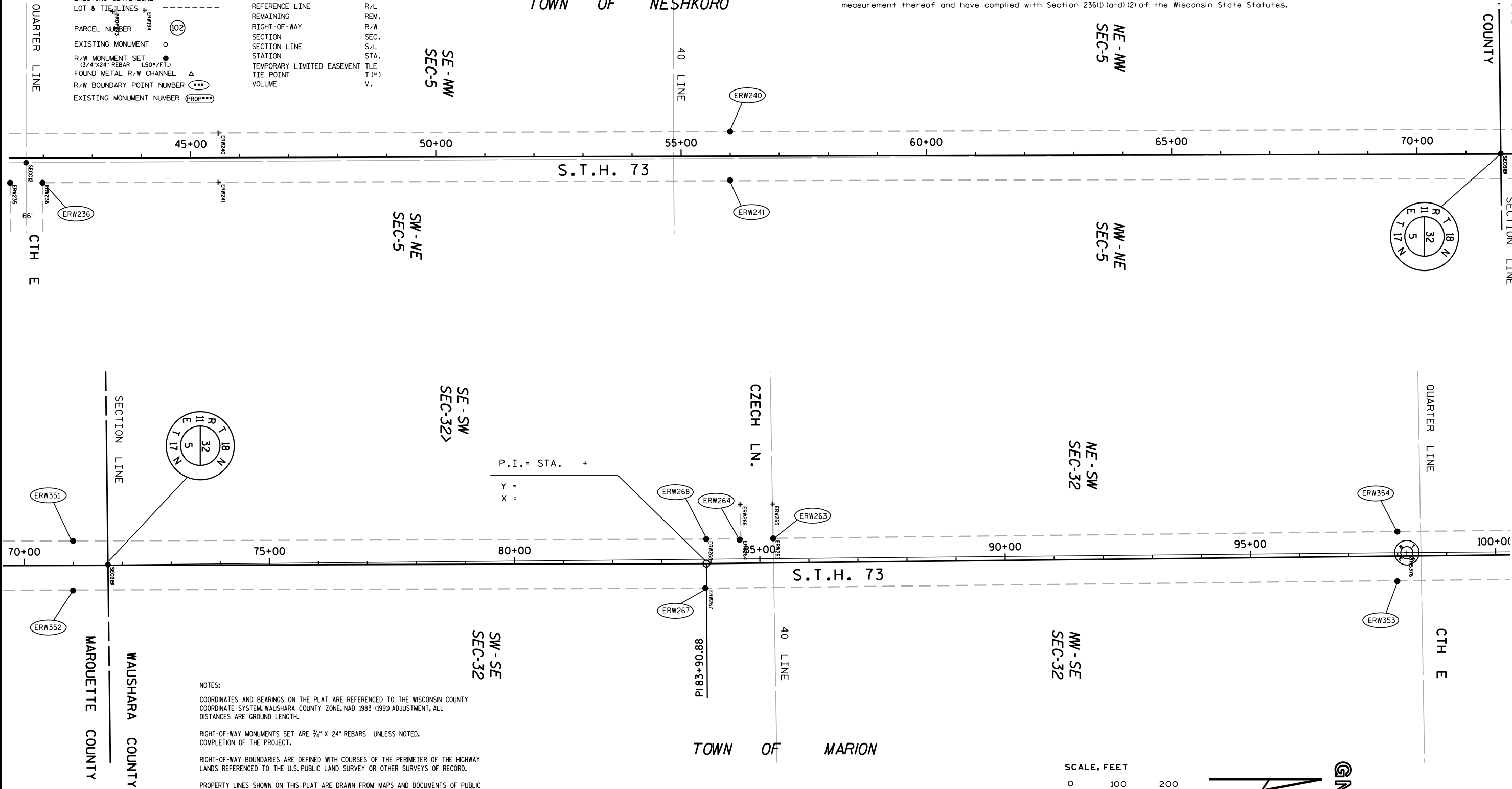
NESHKORO - WAUTOMA

THAT PART OF THE SE-SW, NE-SW, SECTION 8, TOWNSHIP 17 NORTH, RANGE 11 EAST,
VILLAGE OF NESHKORO, MARQUETTE COUNTY, WISCONSIN.

The State of Wisconsin Department of Transportation has deemed it necessary to monument right of way interests previously acquired under Sections 80.01 and 84.09 of the Wisconsin State Statutes and do hereby certify the Department of Transportation has surveyed the highway right of way; that this plat is an accurate survey and a true representation thereof and correctly shows exterior boundary lines and correct measurement thereof and have complied with Section 236(l)(a-d)(2) of the Wisconsin State Statutes.

CONVENTIONAL SYMBOLS AND ABBREVIATIONS

STATE, COUNTY, or TOWN LINE	---	ACRES	AC.
SECTION LINE	---	CENTERLINE	C/L
QUARTER LINE	---	CERTIFIED SURVEY MAP	CSM
SIXTEENTH LINE	---	DOCUMENT	DOC.
PROPOSED R/W LINE	---	MONUMENT	MON.
PROPERTY LINE	---	PAGE	P.
EASEMENT LINE	---	PROPERTY LINE	P.L.
CORPORATE LIMITS	---	PERMANENT LIMITED EASEMENT	PLE
EXISTING CENTERLINE	---	RECORDED AS	(100')
LOT & TIE LINES	---	REFERENCE LINE	R/L
PARCEL NUMBER	(102)	REMAINING	REM.
EXISTING MONUMENT	o	RIGHT-OF-WAY	R/W
R/W MONUMENT SET (3/4"x24" REBAR 150"/FT.)	•	SECTION	SEC.
FOUND METAL R/W CHANNEL	Δ	SECTION LINE	S/L
R/W BOUNDARY POINT NUMBER	(...)	STATION	STA.
EXISTING MONUMENT NUMBER	(PROP...)	TEMPORARY LIMITED EASEMENT	TLE
		TIE POINT	T (*)
		VOLUME	V.



NOTES:

COORDINATES AND BEARINGS ON THE PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, WAUSHARA COUNTY ZONE, NAD 1983 (1991) ADJUSTMENT, ALL DISTANCES ARE GROUND LENGTH.

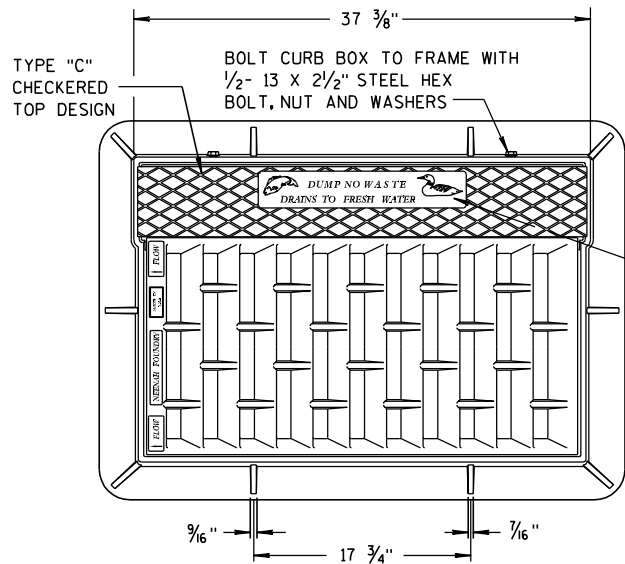
RIGHT-OF-WAY MONUMENTS SET ARE 3/4" X 24" REBARS UNLESS NOTED. COMPLETION OF THE PROJECT.

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

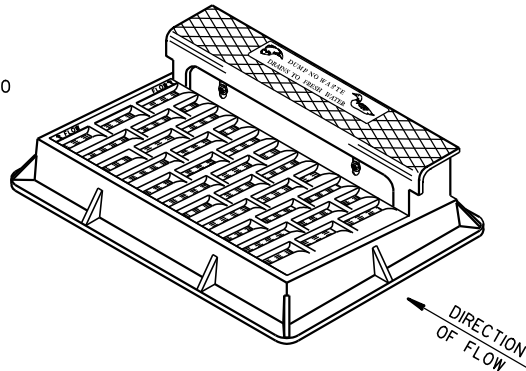
PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. EXCLUDING RIGHT-OF-WAY BOUNDARIES, THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

Standard Detail Drawing List

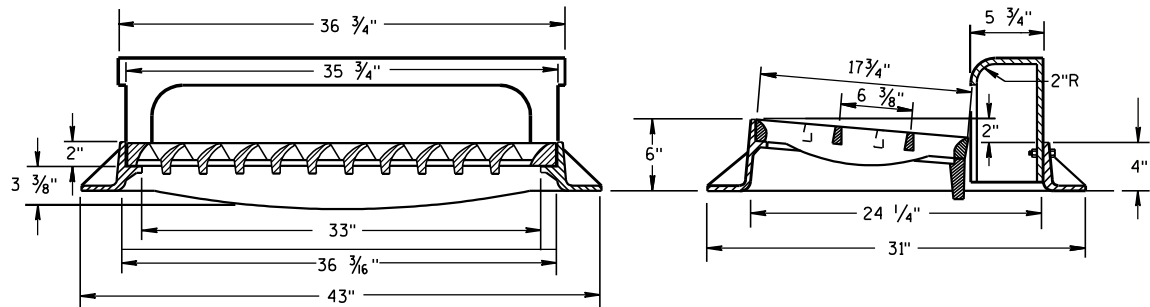
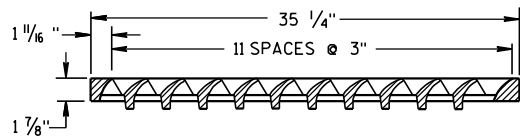
08A05-18A	INLET COVERS TYPE A, H, A-S, & H-S
08B09-01	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C07-01	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-17	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D05-14A	CURB RAMPS TYPES 1 AND 1-A
08D05-14B	CURB RAMPS TYPES 2 AND 3
08D05-14C	CURB RAMPS TYPE 4A
08D05-14D	CURB RAMPS TYPE 4B
08D05-14E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E11-02	TURBIDITY BARRIER
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F07-05	STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE FRAINS
13A11-01A	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13A11-01B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
14B29-01	SAFETY EDGE
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C03-01	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-01	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-01	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C08-15A	PAVEMENT MARKING (MAINLINE)
15C08-15B	PAVEMENT MARKING (INTERSECTIONS)
15C08-15F	PAVEMENT MARKING (ISLANDS, STOP LINE & CROSS WALK)
15C12-03	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C19-01A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15D28-01	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-01	TRAFFIC CONTROL, SIDEWALK CLOSURE
16A01-06	LANDMARK REFERENCE MONUMENTS AND COVERS



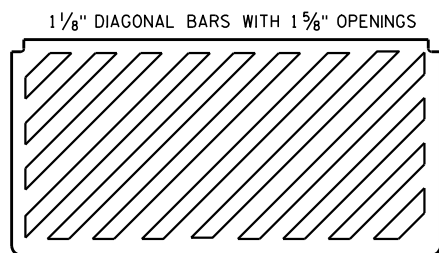
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

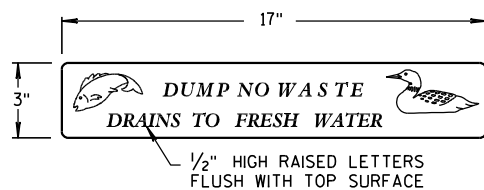


TYPE "H"
(APPROXIMATE WEIGHT 441 LBS.)
FRAME..... 181 LBS.
GRATE..... 146 LBS.
CURB BOX..... 114 LBS.

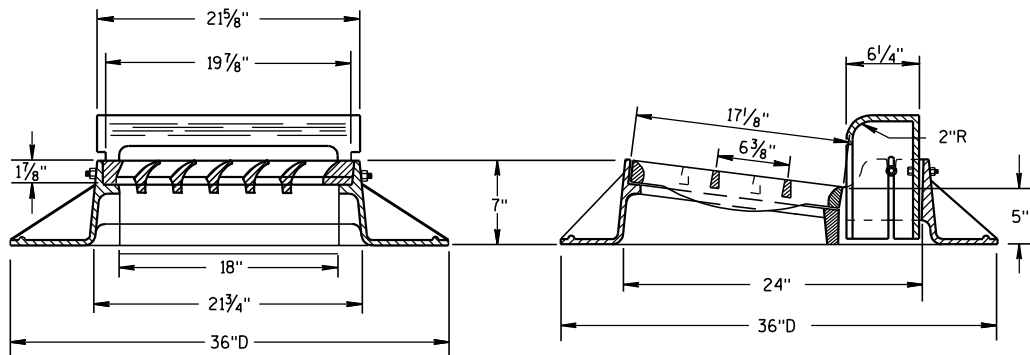
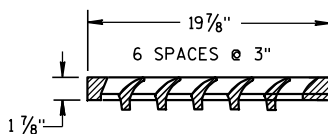
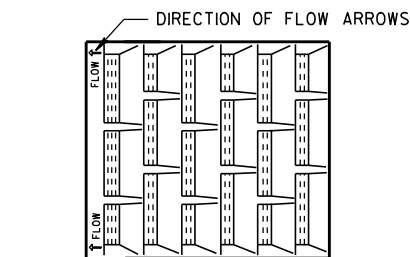


SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")
(APPROXIMATE WEIGHT 159 LBS.)
GRATE..... 159 LBS.
(NOTED AS TYPE H-S ON DRAINAGE TABLE)



LOGO DETAIL



TYPE "A"

(APPROXIMATE WEIGHT 340 LBS.)
FRAME..... 185 LBS.
GRATE..... 71 LBS.
CURB BOX..... 84 LBS.

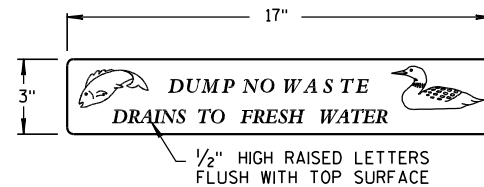
GENERAL NOTES

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

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

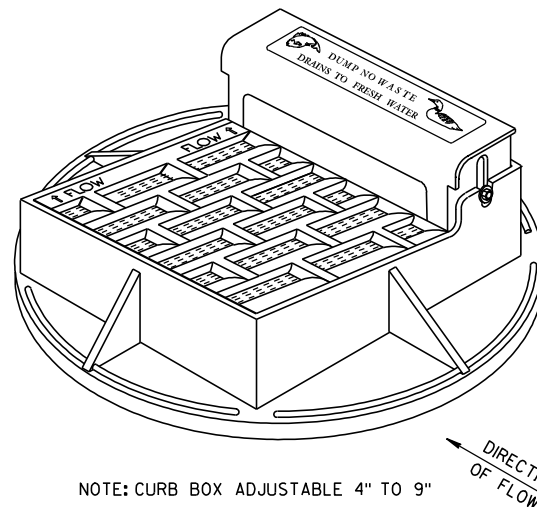
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.

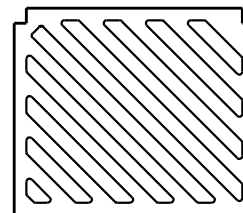


LOGO DETAIL

NOTE:
GRATE IS REVERSIBLE.



1" DIAGONAL BARS WITH 1 1/2" OPENINGS



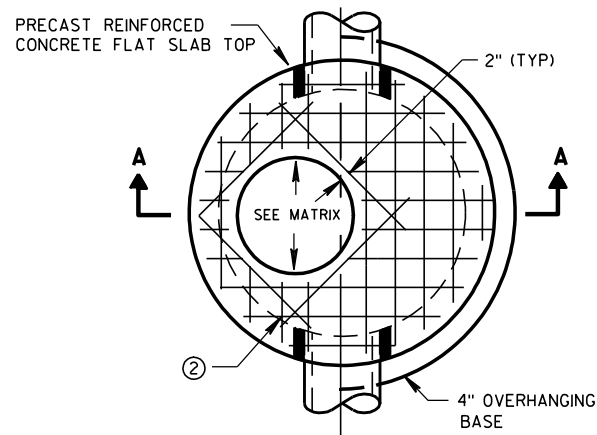
SPECIAL GRATE FOR TYPE "A" COVER

(MEASURES 19 3/4" X 17" X 1 7/8")
GRATE..... 84 LBS.
(NOTED AS TYPE A-S ON DRAINAGE TABLE)

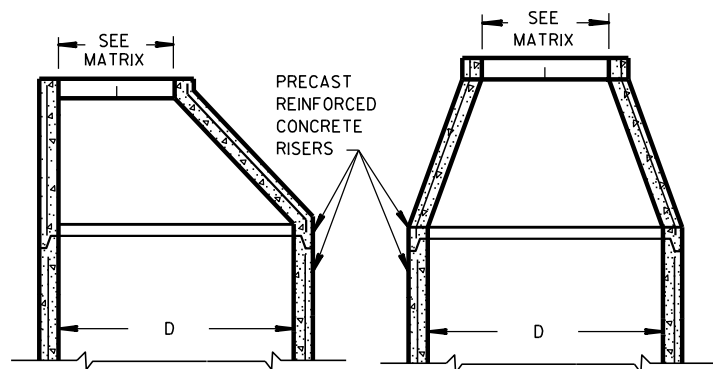
**INLET COVERS
TYPE A, H, A-S, & H-S**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 DATE /S/ Jerry H. Zocco ROADWAY STANDARDS 117 ENGINEER
FHWA

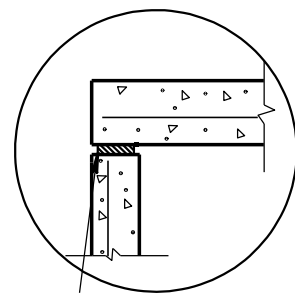


PLAN VIEW CIRCULAR OPENING

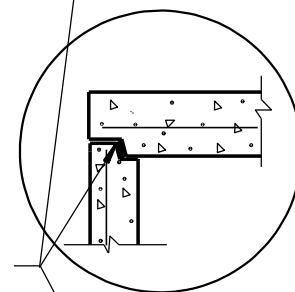


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

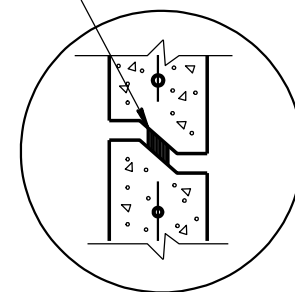
OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP



TOP WITH PLAIN END JOINT



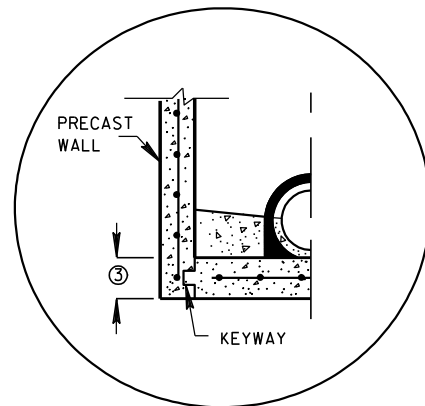
TOP WITH TONGUE AND GROOVE JOINT



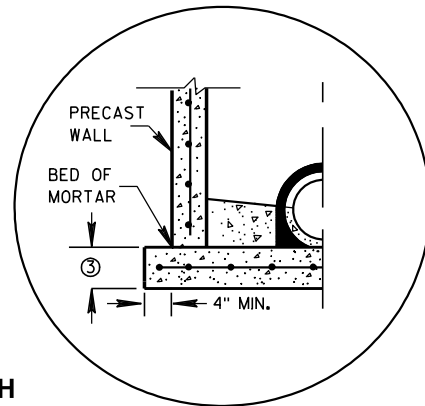
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

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

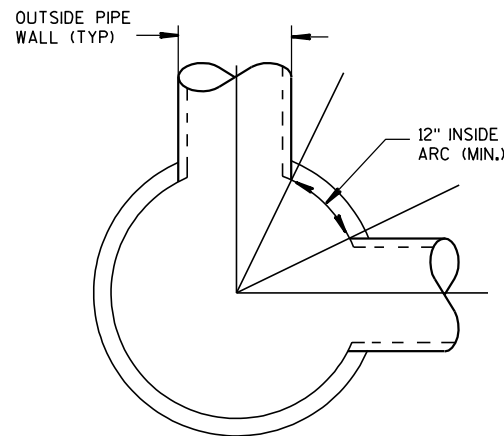


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

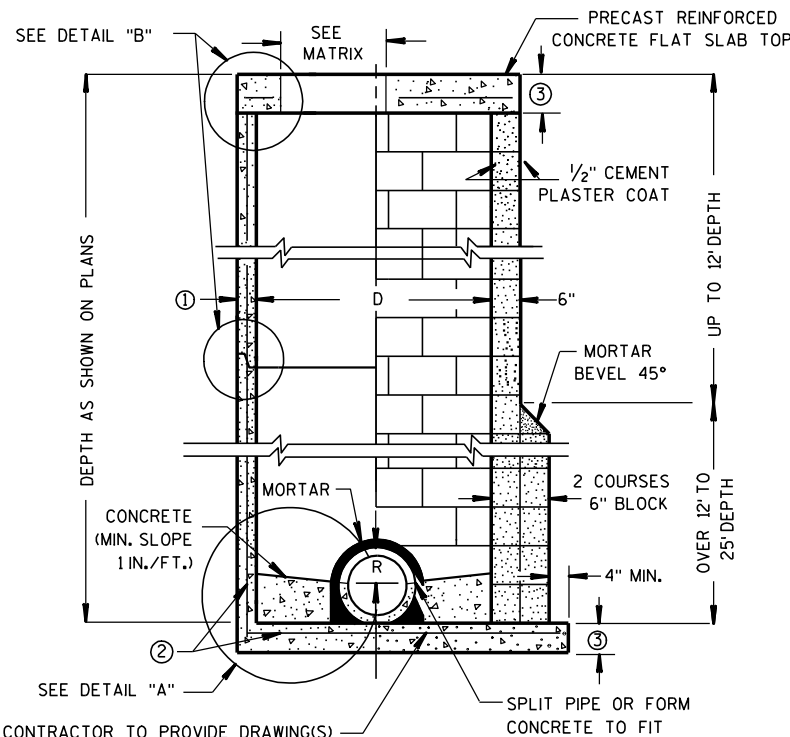


SEPERATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"



CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES

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

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

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 GRANULAR 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. THE CONE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

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 SEPERATE 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

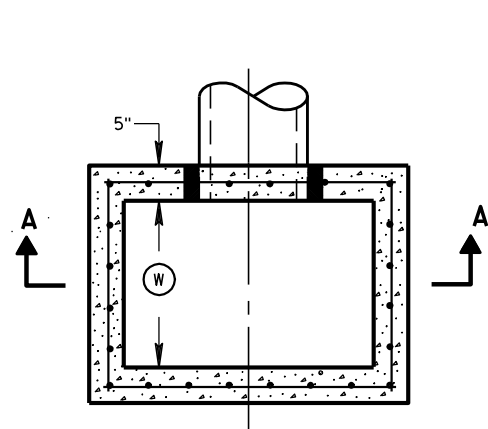
PIPE MATRIX

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

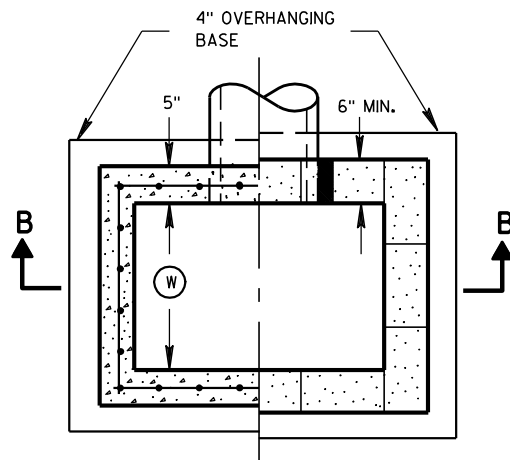
MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 /S/ Jerry H. Zogg
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA ENGINEER 118

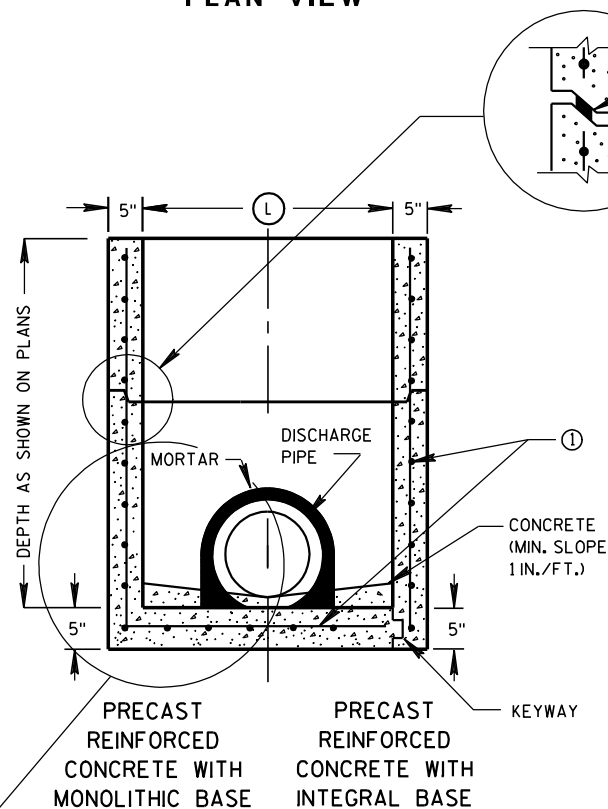


PLAN VIEW

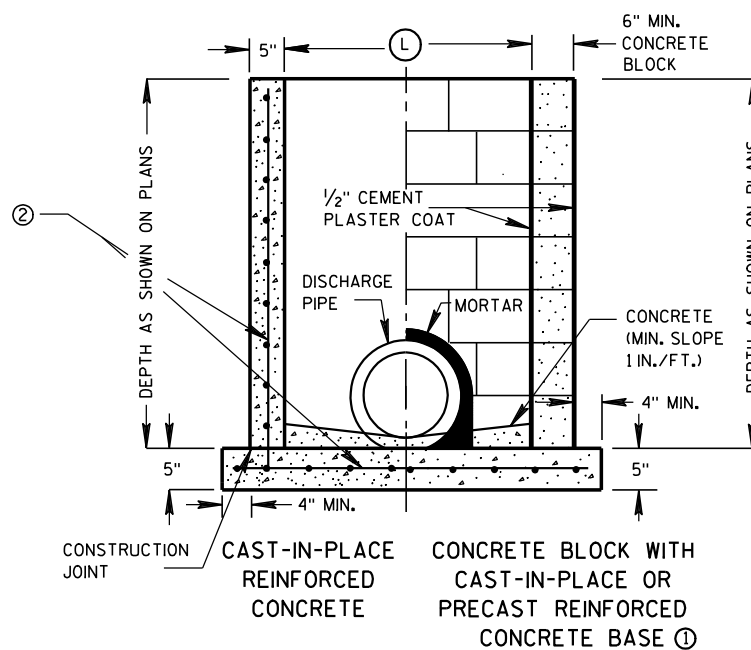


PLAN VIEW

RISER JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)



SECTION A-A



SECTION B-B

SEPERATE PRECAST REINFORCED CONCRETE BASE OPTION

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

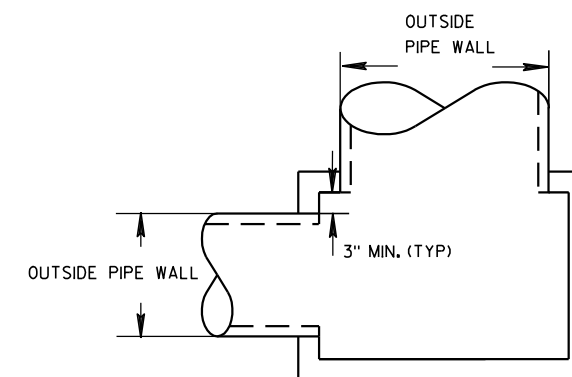
- FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.
- CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH (FT)	LENGTH (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

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

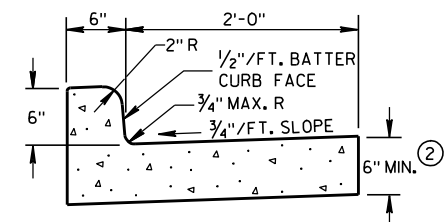


DETAIL "A"

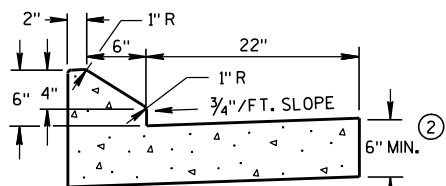
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

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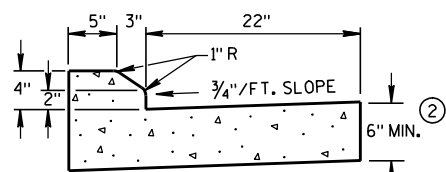
APPROVED
6/5/2012 /S/ Jerry H. Zoaa
DATE ROADWAY STANDARDS D 119 IT
FHWA ENGINEER



TYPES A & D ①



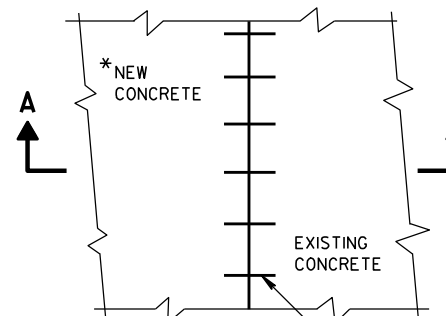
6" SLOPED CURB TYPES G & J ①



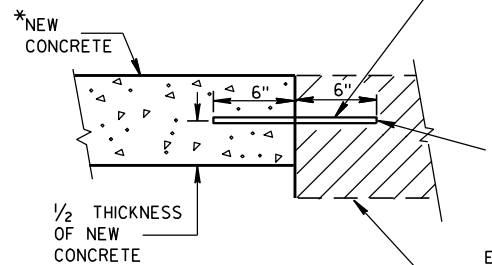
4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"

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



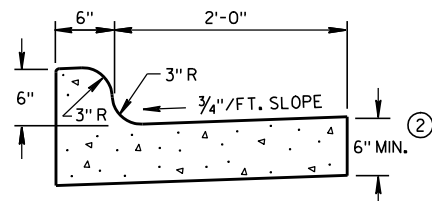
PLAN VIEW

SECTION A-A
TIE BARS DRILLED
INTO EXISTING PAVEMENT

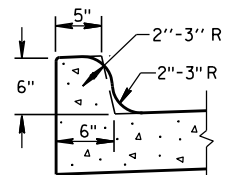
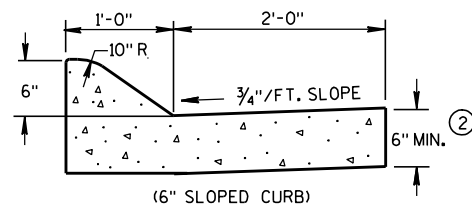
NO. 6 TIE BARS SPACED 2'-6" C-C,
INSTALLED PERPENDICULAR
TO THE LONGITUDINAL JOINT.

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

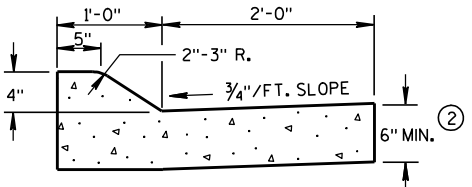
EXISTING
CONCRETE



TYPES K & L ①

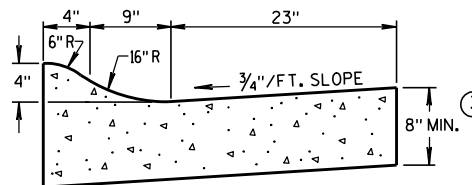
OPTIONAL CURB SHAPE
FOR TYPES K & L ①

(6" SLOPED CURB)

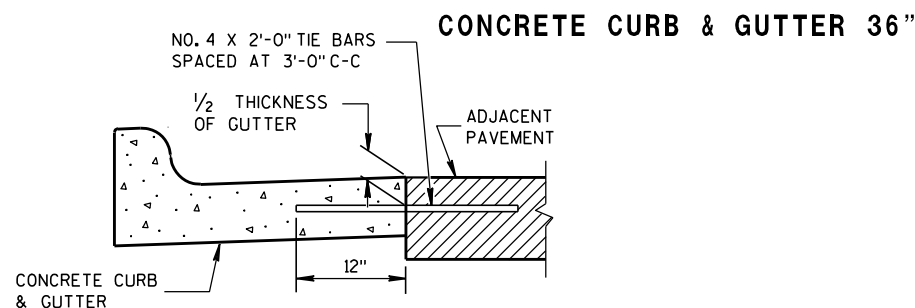


(4" SLOPED CURB)

TYPES A & D ①

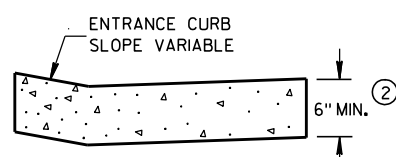


4" SLOPED CURB TYPES R & T ① ④



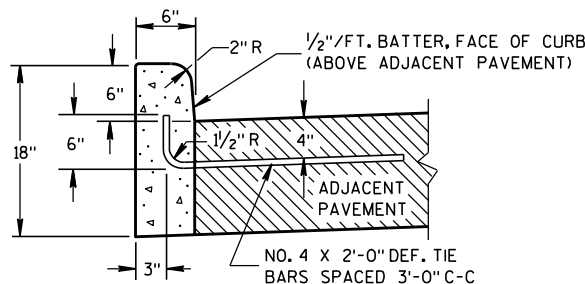
CONCRETE CURB & GUTTER 36"

TYPICAL TIE BAR LOCATION ①



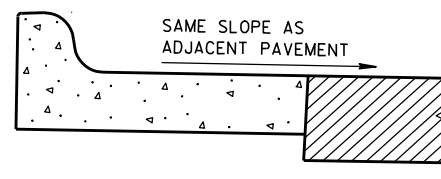
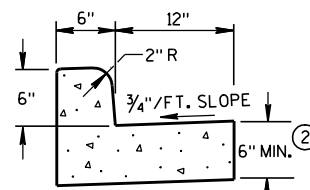
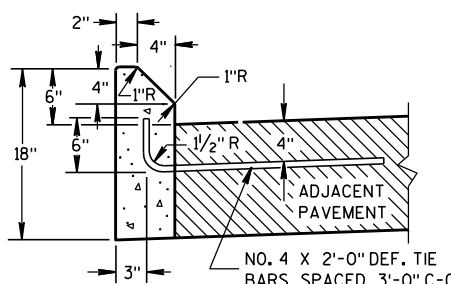
DRIVEWAY ENTRANCE CURB

(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.

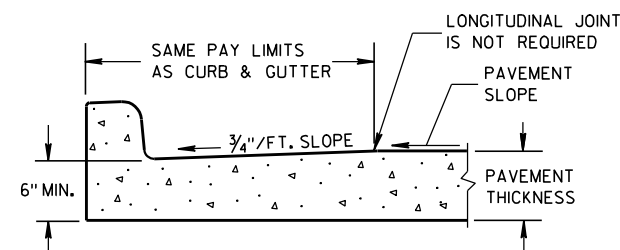
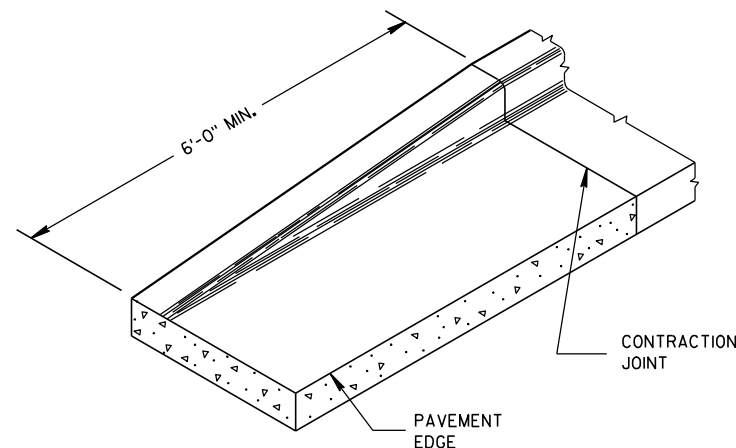
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

CONCRETE CURB, CONCRETE
CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

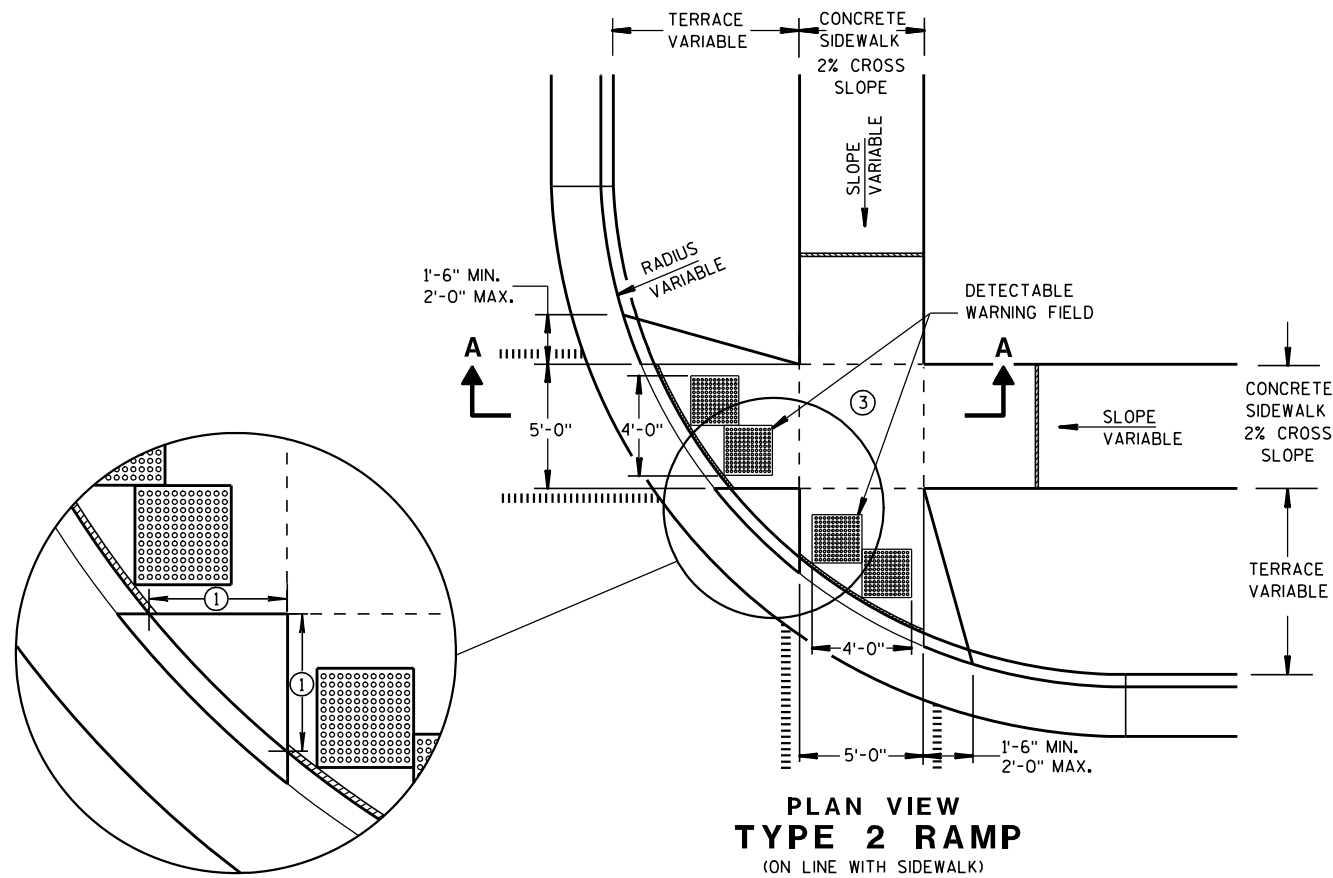
APPROVED

9/4/08

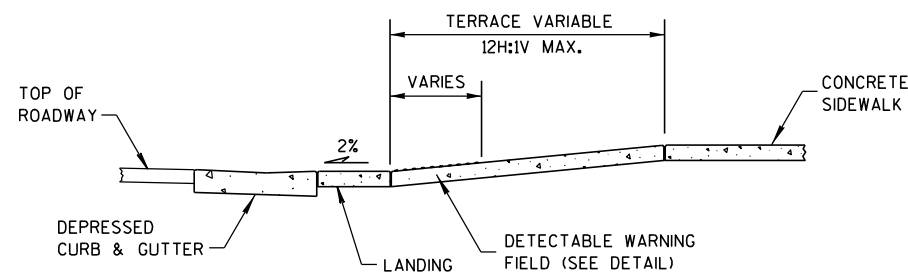
DATE

FHWA

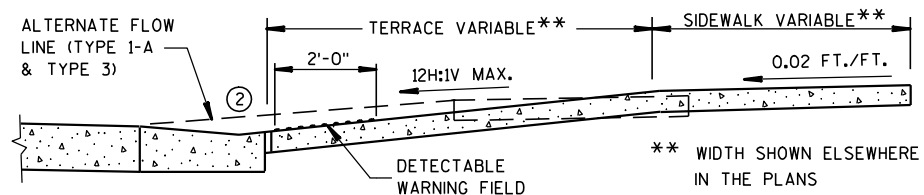
/S/ Jerry H. 7-
ROADWAY STANDARDS 120 ENT
ENGINEER



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



SECTION A-A



SECTION B-B

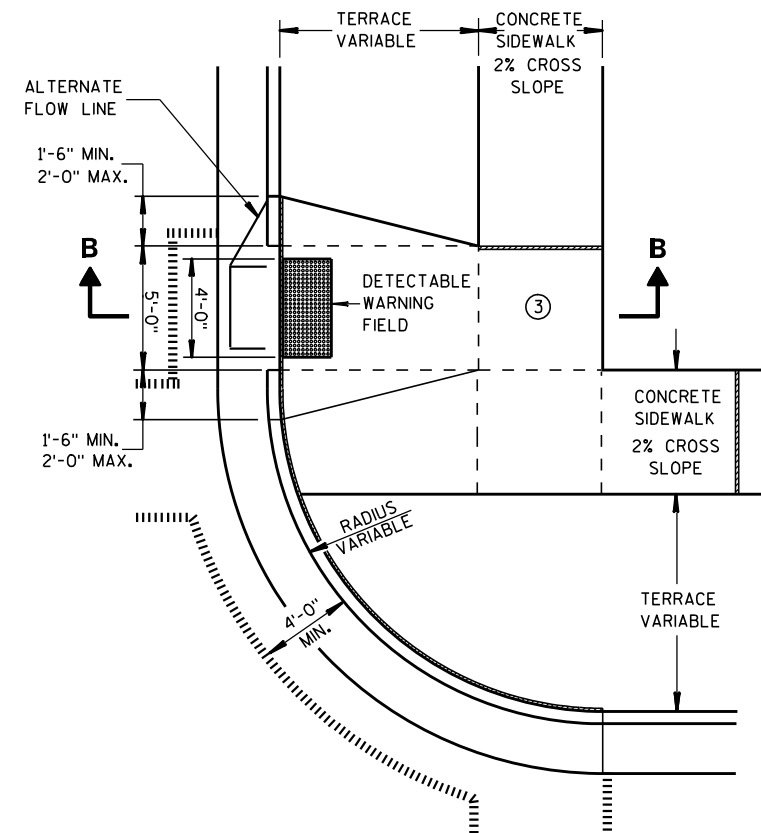
GENERAL NOTES

USE THE TYPE 3 RAMP ONLY WHEN A TYPE 1 OR TYPE 2 CANNOT BE ACHIEVED BECAUSE OF FIELD CONDITIONS.

- ① WHEN THIS DISTANCE IS LESS THAN 6'-0" IT MAY BE DIFFICULT TO ACHIEVE A 12H:1V SLOPE, OR FLATTER, ON THE RAMP, REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 12H:1V SLOPE, OR FLATTER, ON RAMP. 2" MINIMUM CURB HEIGHT.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.
- ③ PROVIDE LANDING AT TOP OF RAMP WITH NO MORE THAN 2% SLOPE IN ANY DIRECTION.

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



INTERMEDIATE RADII CAN BE INTERPOLATED



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

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

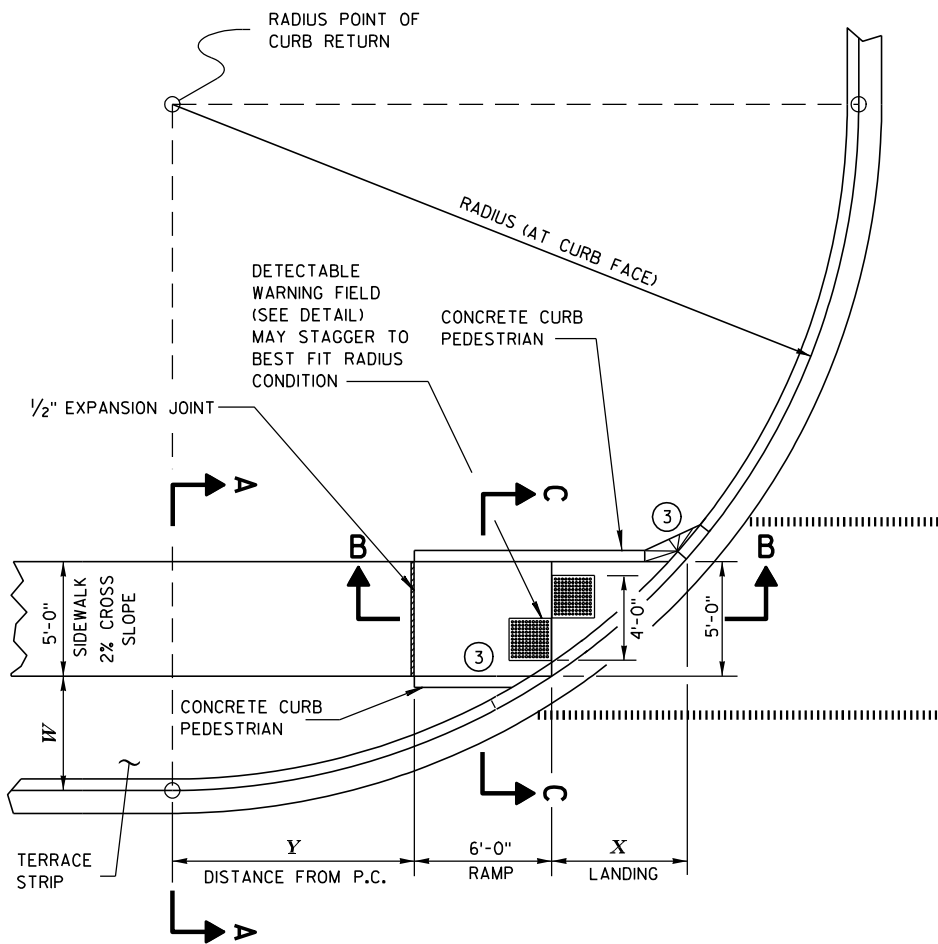
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

- ③ INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.)
DO NOT MARK TRANSITION NOSE.

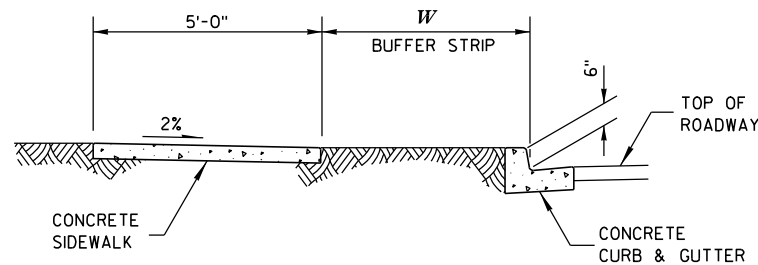


=====	1/2" EXPANSION JOINT-SIDEWALK
- - - -	CONTRACTION JOINT FIELD LOCATED
	PAVEMENT MARKING CROSSWALK (WHITE)

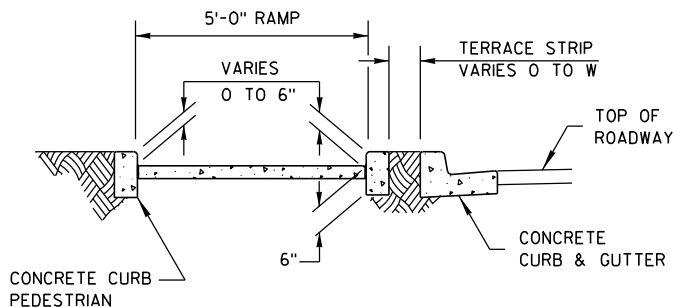
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



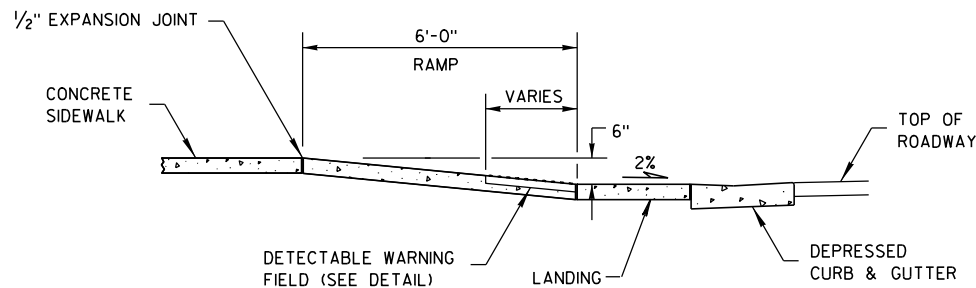
CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A



SECTION C-C



SECTION B-B

GENERAL NOTES

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

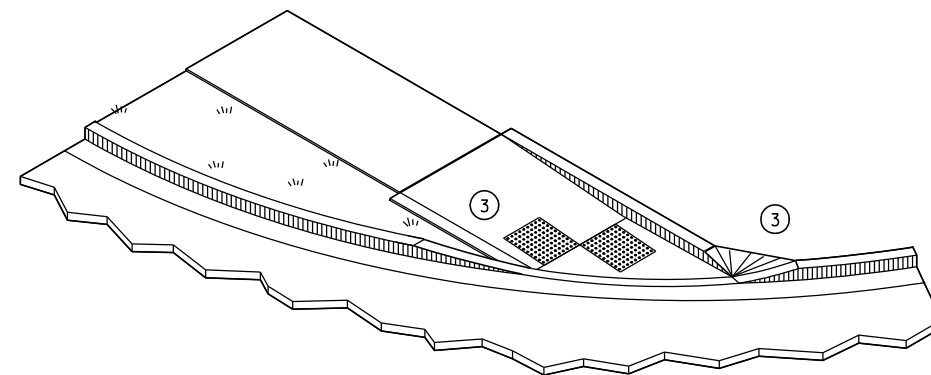
RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

- ③ INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS).
DO NOT MARK TRANSITION NOSE.

RADIUS (AT CURB FACE)	W = 3'- 0"		W = 4'- 0"		W = 5'- 0"		W = 6'- 0"		W = 7'- 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y
20 FEET	5'-5 1/2"	4'-6 1/2"	4'-8 1/2"	6'-0"	4'-1"	7'-2 3/4"	3'-7"	8'-3 1/2"	3'-1 1/2"	9'-2 1/2"
30 FEET	7'-3 3/4"	7'-1"	6'-5 1/2"	8'-11 1/2"	5'-9 1/4"	10'-7"	5'-2 1/2"	12'-0"	4'-8 3/4"	13'-3 1/4"
40 FEET	8'-9 1/2"	9'-2 1/2"	7'-10"	11'-5 1/4"	7'-1"	13'-4 1/2"	6'-5 3/4"	15'-3 1/4"	5'-11 1/2"	16'-7 1/4"
50 FEET	10'-3 1/4"	11'-3 1/4"	9'-1 1/4"	13'-7 1/4"	8'-2 1/2"	15'-9 1/2"	7'-6 1/2"	17'-9"	6'-11 3/4"	19'-6 1/4"
60 FEET	11'-2 1/2"	12'-8 3/4"	10'-3 1/4"	15'-6 1/2"	9'-2 1/4"	17'-11 3/4"	8'-5 3/4"	20'-1 3/4"	7'-10 1/2"	22'-1 1/2"
70 FEET	12'-2 3/4"	14'-3 1/4"	11'-1 1/4"	17'-4"	10'-1"	19'-11 3/4"	9'-3 3/4"	22'-4 1/4"	8'-8 1/4"	24'-6 1/4"
80 FEET	13'-2"	15'-8 1/2"	11'-10 1/2"	18'-11 3/4"	10'-10 3/4"	21'-10"	10'-1"	24'-4 3/4"	9'-5"	26'-8 3/4"
90 FEET	14'-1 1/2"	17'-1 1/2"	12'-8 1/4"	20'-6 1/2"	11'-7 3/4"	23'-7"	10'-9 3/4"	26'-3 3/4"	10'-1 1/4"	28'-9 1/2"
100 FEET	14'-10 1/2"	18'-3 3/4"	13'-5 1/2"	22'-0"	12'-4 1/4"	25'-2 3/4"	11'-5 3/4"	28'-1 1/2"	10'-9"	30'-9"

INTERMEDIATE RADII CAN BE INTERPOLATED



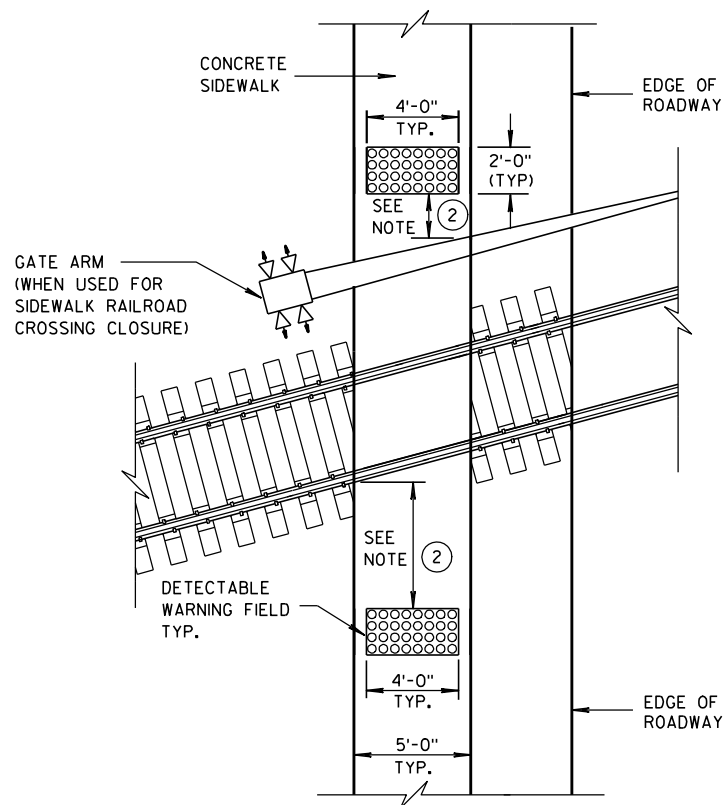
ISOMETRIC VIEW

LEGEND

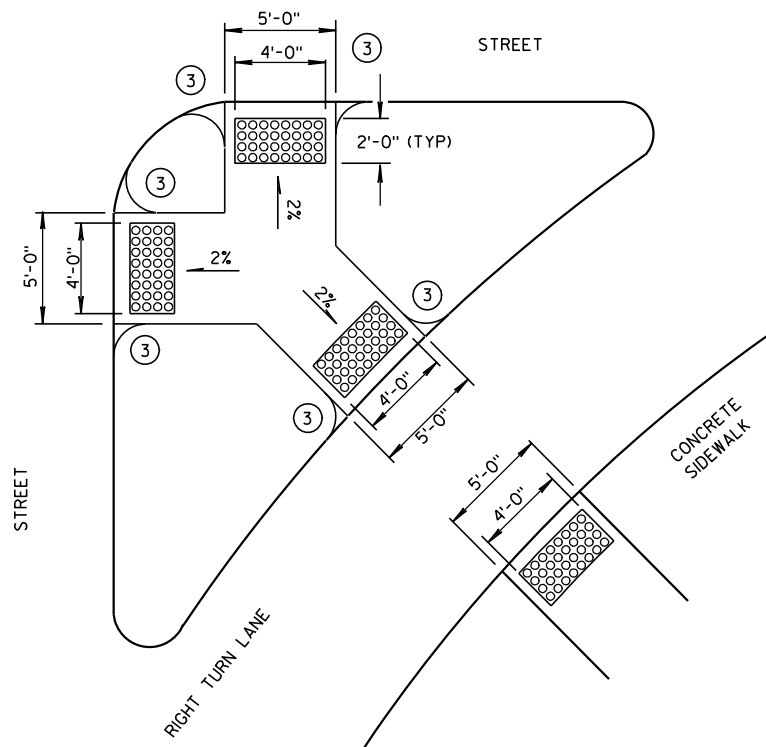
- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 4B

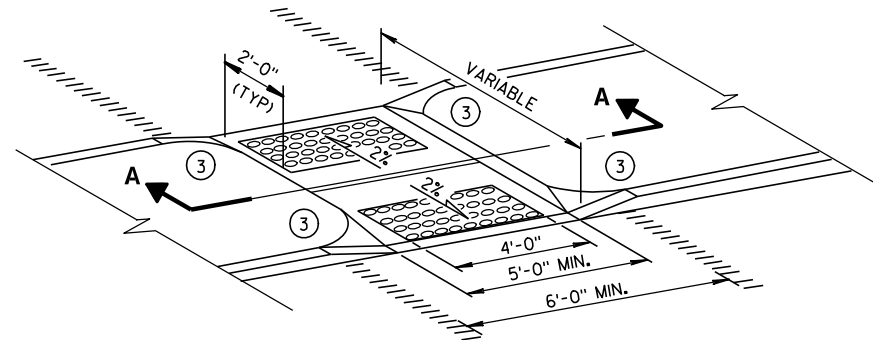
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



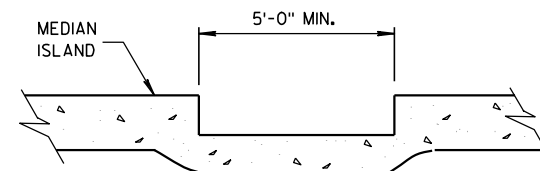
TYPE 8
DETECTABLE WARNINGS
AT RAILROAD CROSSING



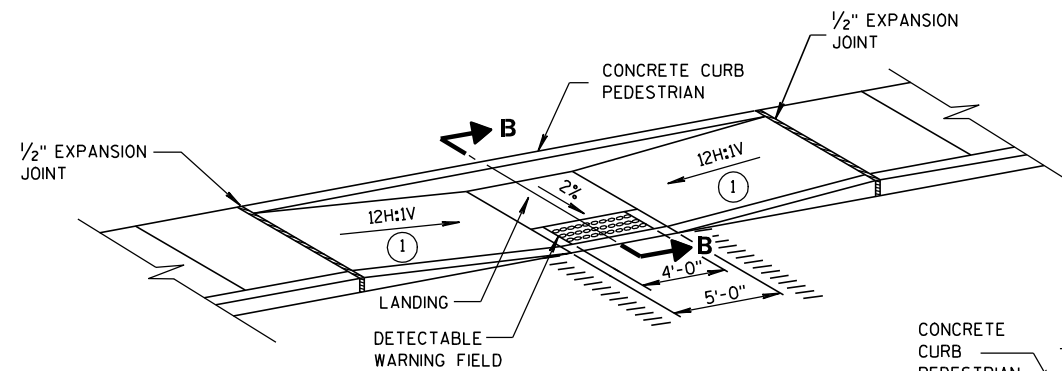
TYPE 6
DETECTABLE WARNING AT ISLANDS



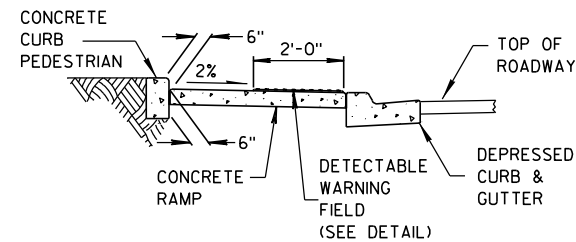
MEDIAN ISLAND
NON-ELEVATED CROSSING
TYPE 5



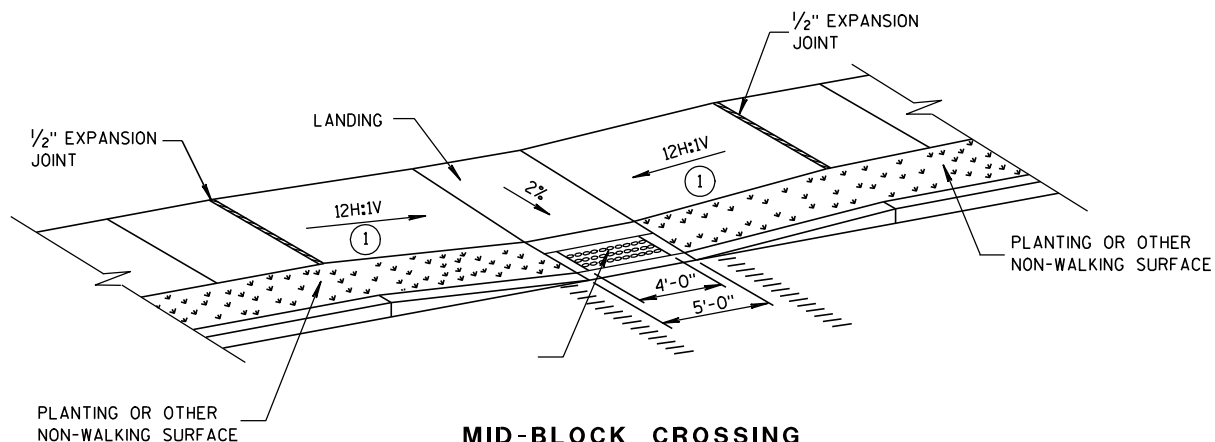
SECTION A-A



MID-BLOCK CROSSING
TYPE 7A



SECTION B-B



MID-BLOCK CROSSING
TYPE 7B

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

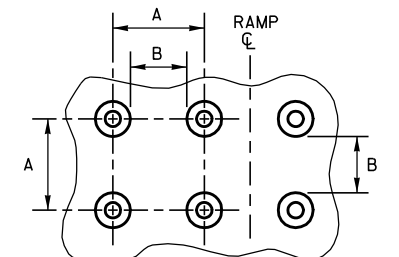
GENERAL NOTES

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

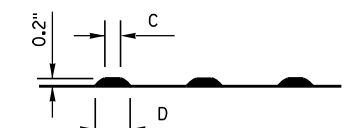
- 1 SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.
- 2 THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET $\pm$ 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. 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.
- 3 INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

LEGEND

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



PLAN VIEW



ELEVATION VIEW

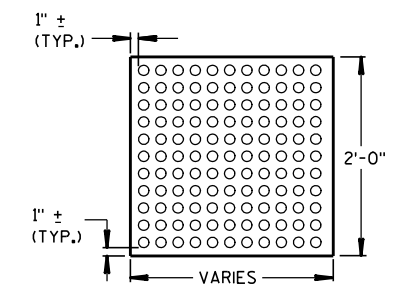
	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

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

TRUNCATED DOMES

DETECTABLE WARNING

PATTERN DETAIL



PLAN VIEW

DETECTABLE WARNING

FIELD (TYPICAL)

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

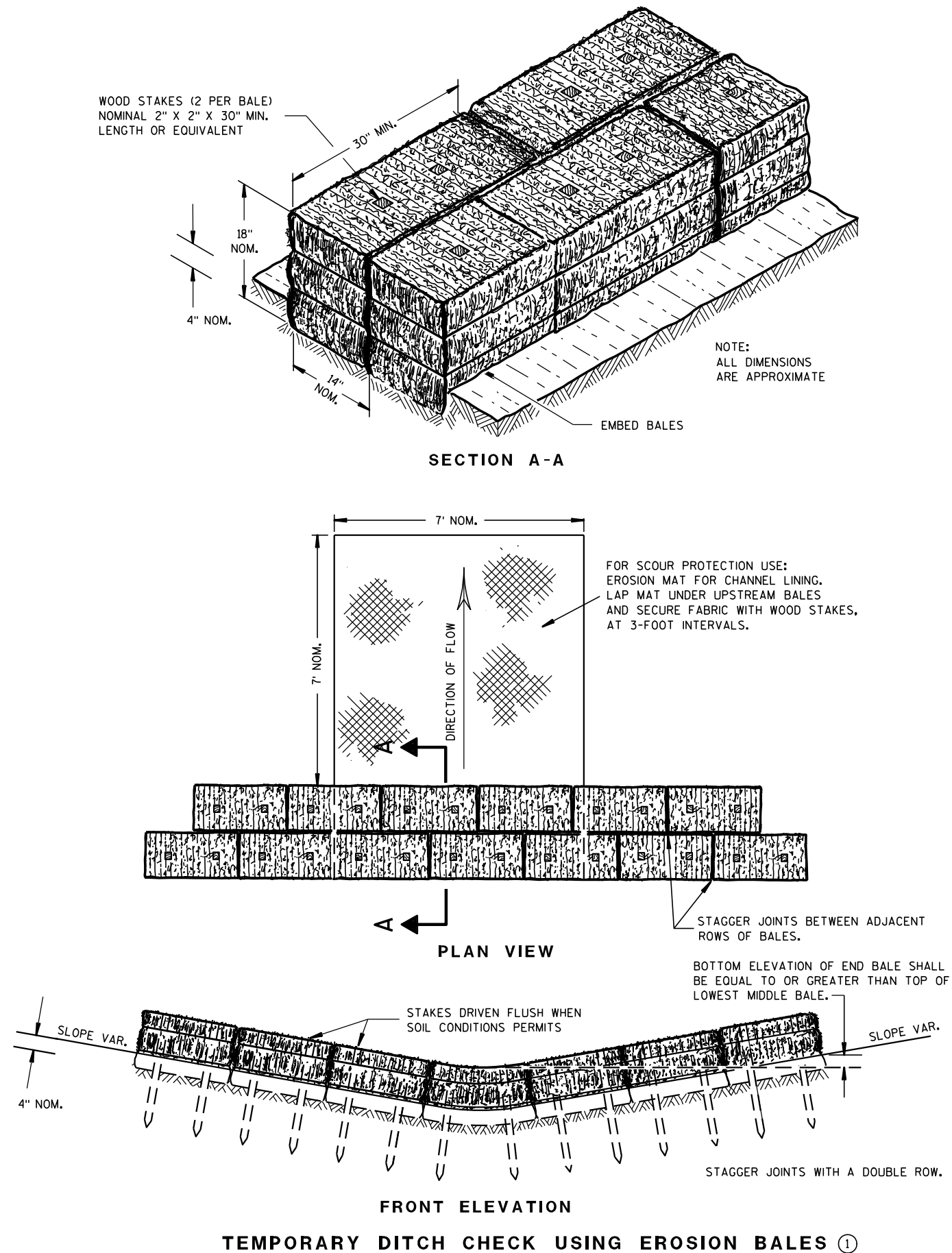
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

2-9-10
DATE

FHWA

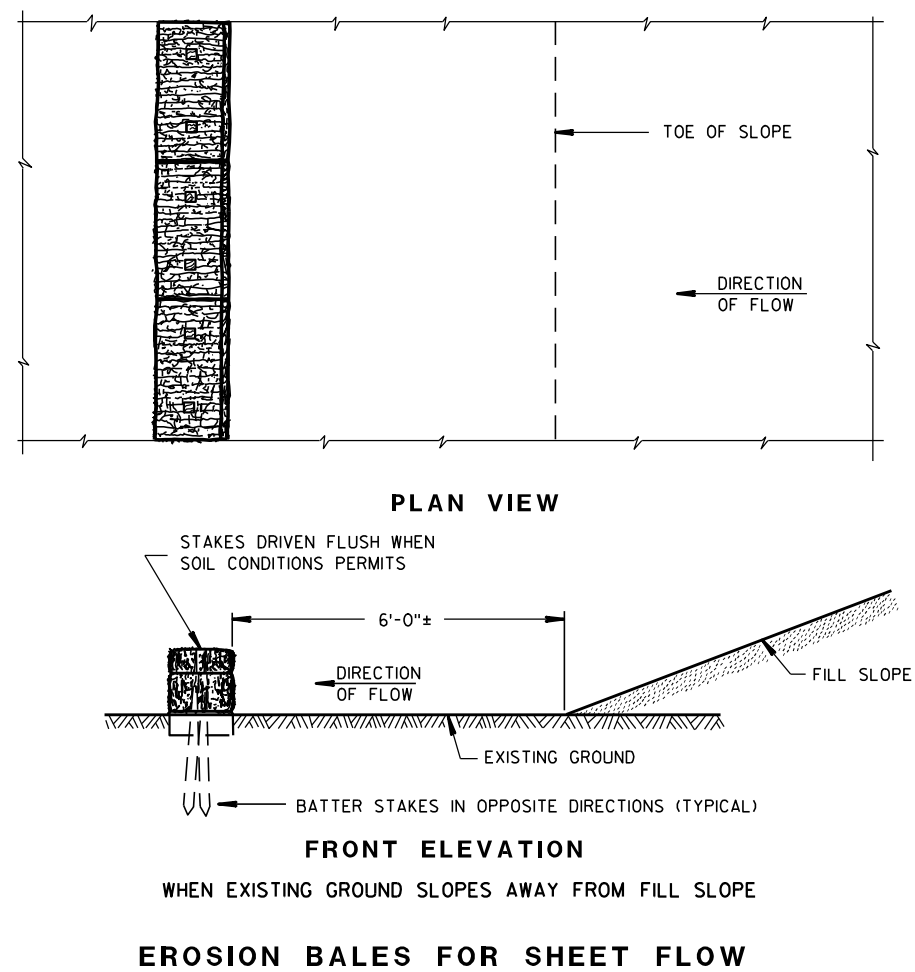
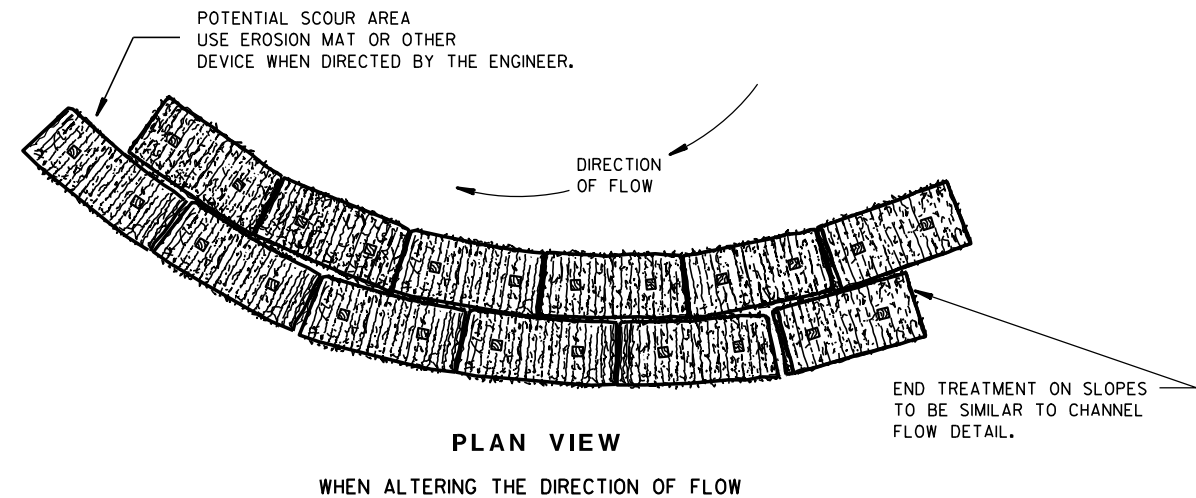
/s/ Jerry H. Zogg
ROADWAY STANDARDS 125 ENT
ENGINEER



GENERAL NOTES

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

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



TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/04/02 /S/ Beth Conn-----
DATE CHIEF ROADWAY DEVELOPER 126 ENGINEER
FHWA



- ① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
- ② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
- ③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1½" X 1½" OF OAK OR HICKORY.
- ④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
- ⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

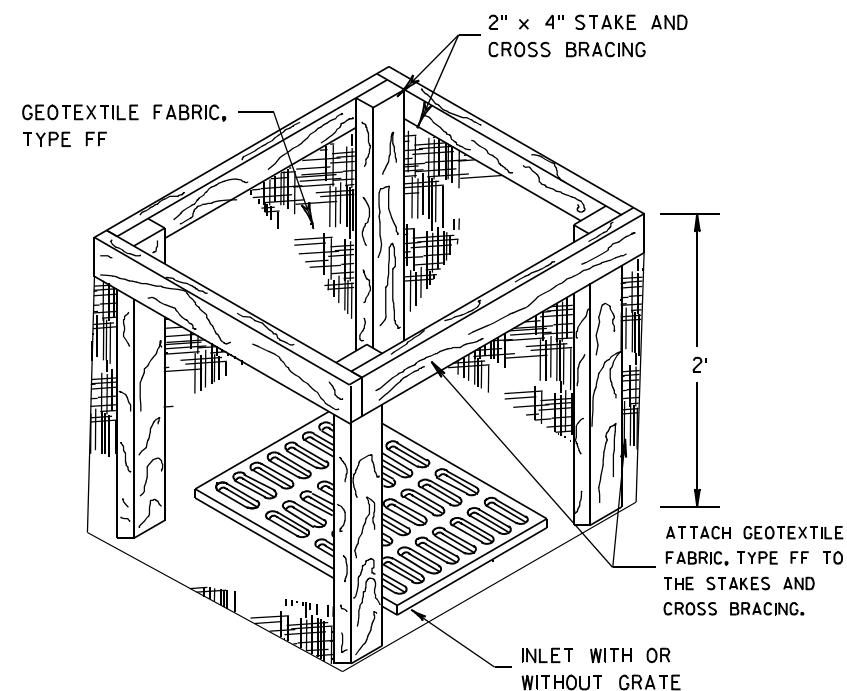
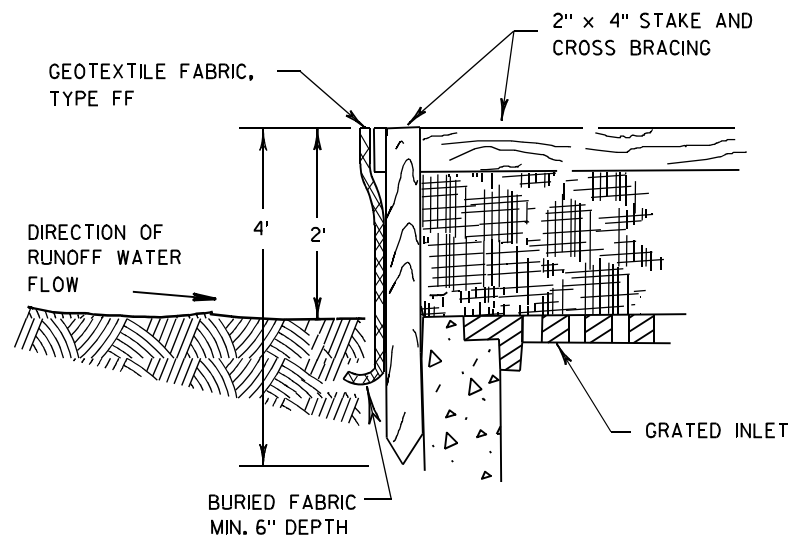
APPROVED
4-29-05
DATE

/S/ Beth Connolly
CHIEF ROADWAY DEVELOPMENT

127

ENGINEER

FHWA



INLET PROTECTION, TYPE A

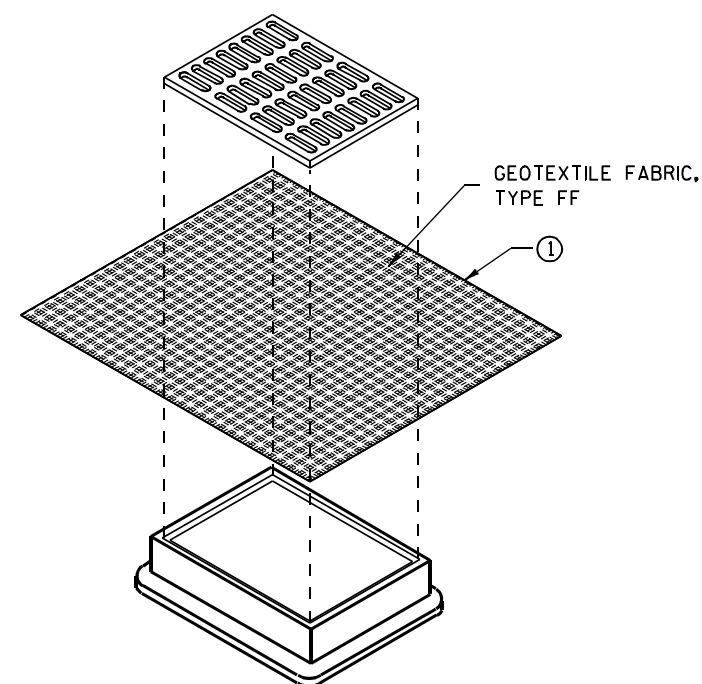
GENERAL NOTES

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.

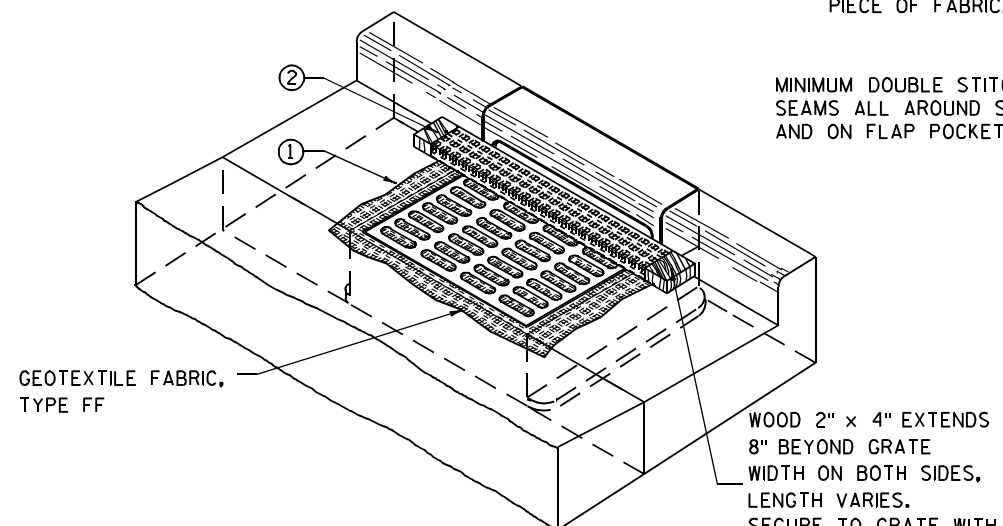
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

- 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.

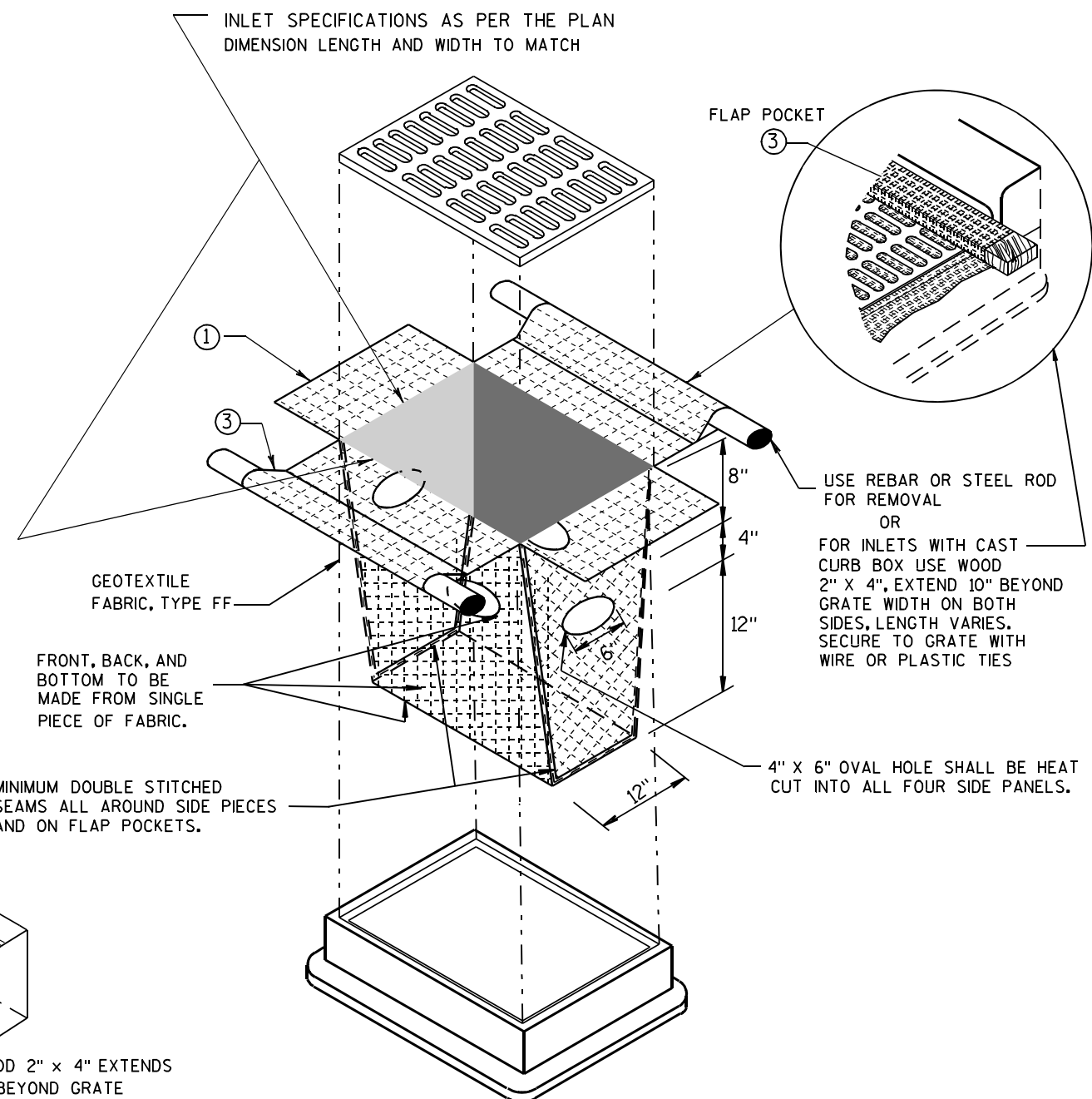
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

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

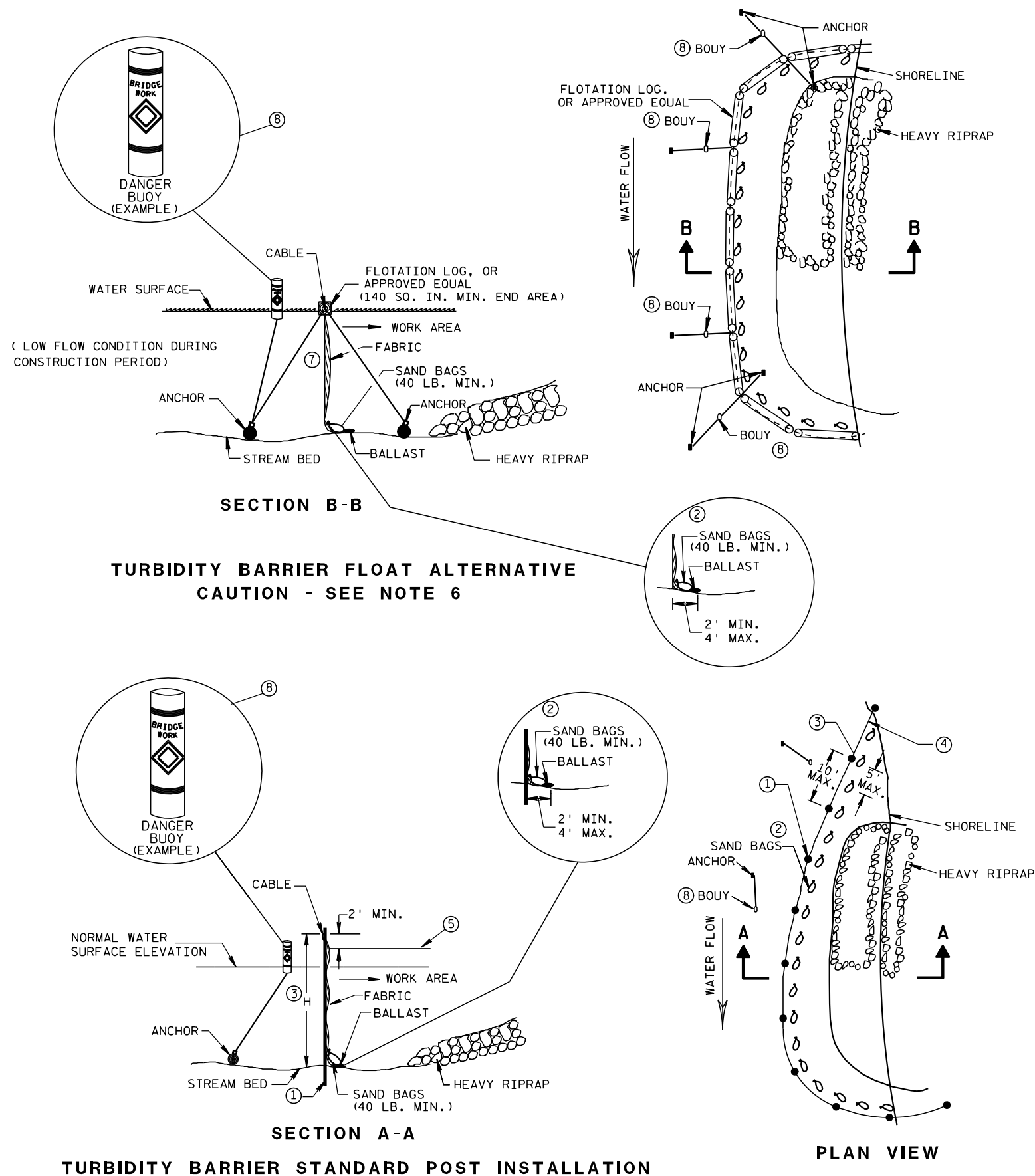
DATE

FHWA

/S/ Beth Connolly

128

CHIEF ROADWAY DEVELOPMENT ENGINEER

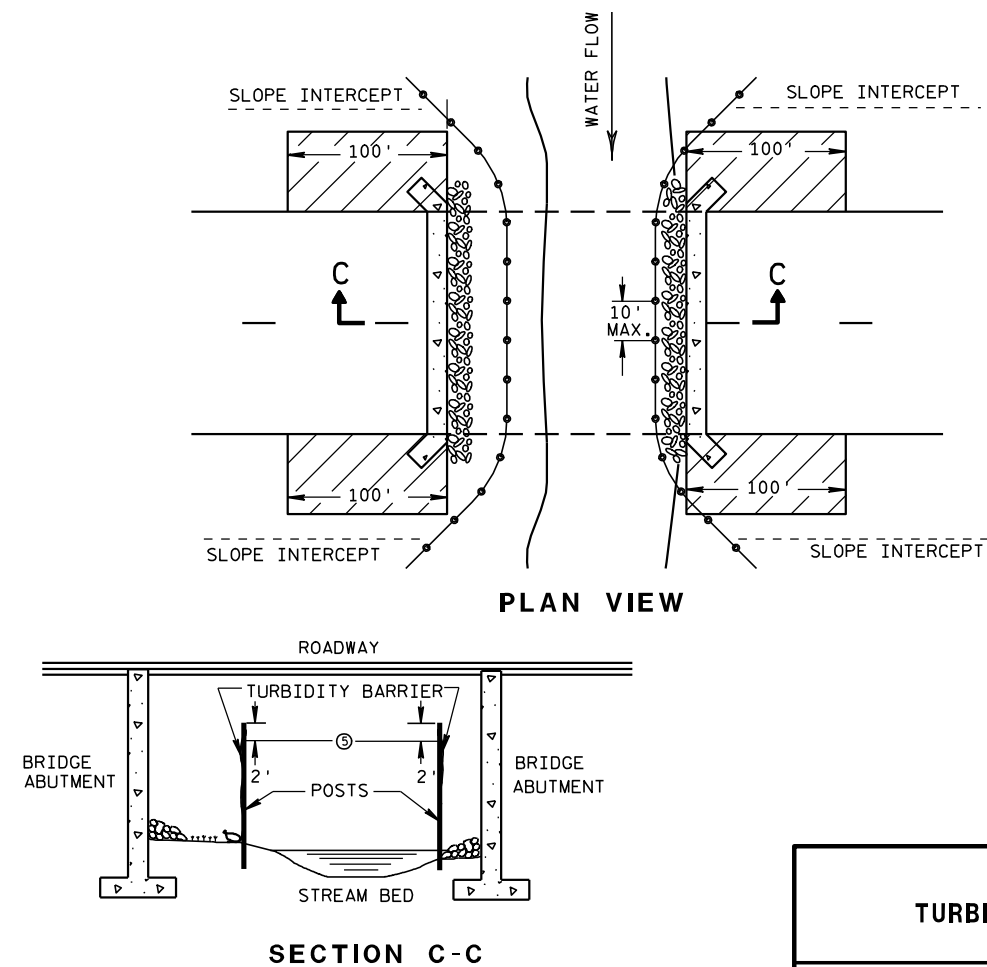


GENERAL NOTES

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.

TURBIDITY BARRIER MAY BE REMOVED AT THE ENGINEERS DISCRETION, WHEN PERMANENT EROSION CONTROL MEASURES HAVE BEEN ESTABLISHED.

- ① DRIVEN STEEL POSTS, PIPES, OR CHANNELS. LENGTH SHALL BE SUFFICIENT TO SECURELY SUPPORT BARRIER AT HIGH WATER ELEVATIONS.
- ② SANDBAGS TO BE USED AS ADDITIONAL BALLAST WHEN ORDERED BY THE ENGINEER TO MEET ADVERSE FIELD CONDITIONS. SPACE AS APPROPRIATE FOR SITE CONDITIONS.
- ③ WHEN BARRIER HEIGHT, H, EXCEEDS 8 FT., POST SPACING MAY NEED TO BE DECREASED.
- ④ IN WATERWAYS SUBJECT TO FLUCTUATING WATER ELEVATIONS, PROVISIONS SHOULD BE MADE TO ALLOW THE WATER TO EQUALIZE ON EACH SIDE OF THE BARRIER. THIS MAY BE ACCOMPLISHED BY LEAVING A PORTION OF THE BARRIER OPEN ON THE UPSTREAM END.
- ⑤ ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION PERIOD. MINIMUM BARRIER HEIGHT SHALL BE 2' GREATER THAN EITHER THE 02 ELEVATION OR THE ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION, WHICHEVER IS GREATER.
- ⑥ FLOAT ALTERNATIVE WILL ONLY BE ALLOWED WITH WRITTEN APPROVAL OF THE ENGINEER, AND IS MEANT FOR LOCATIONS WHERE BED ROCK PREVENTS THE INSTALLATION OF POSTS.
- ⑦ ALLOW SUFFICIENT SLACK VERTICALLY AND HORIZONTALLY SO THAT SEDIMENT BUILD UP WILL NOT SEPARATE OR LOWER THE TURBIDITY BARRIER.
- ⑧ USE AS DIRECTED BY COAST GUARD OR DNR PERMIT WHEN WORKING IN NAVIGABLE WATERWAYS.



TURBIDITY BARRIER DETAIL SHOWING TYPICAL PLACEMENT AT STRUCTURES

TURBIDITY BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/04/02
DATE

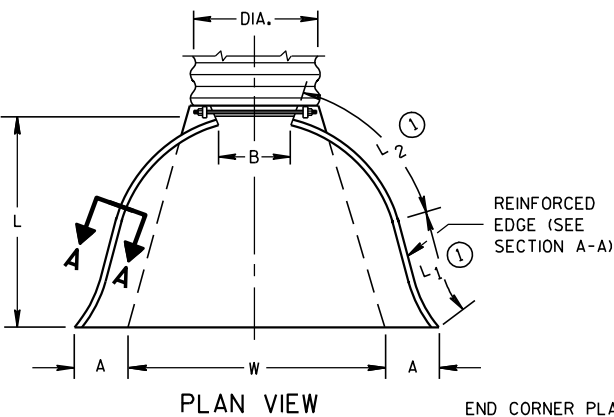
FWHA

/S/ Beth Conn
CHIEF ROADWAY DEVELOPER

129 INEER

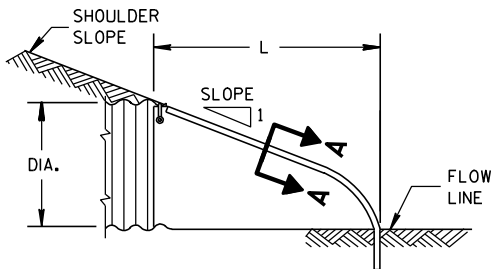
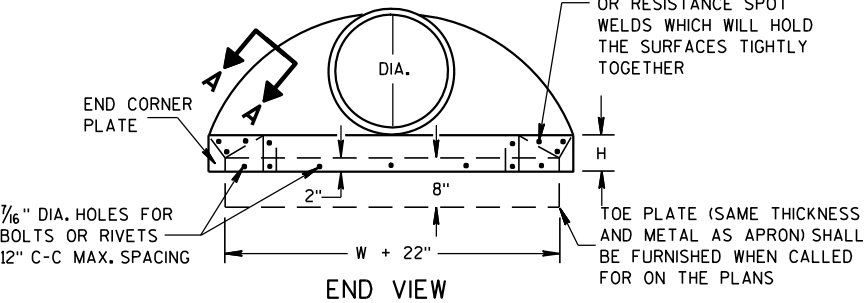
METAL APRON ENDWALLS												
PIPE DIA. (IN.)	MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE		BODY
	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")			
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1	1 Pc.
18	.064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

* EXCEPT CENTER PANEL
SEE GENERAL NOTES



END CORNER PLATES MAY BE FASTENED TO APRON PROPER BY BOLTS, RIVETS, OR RESISTANCE SPOT WELDS WHICH WILL HOLD THE SURFACES TIGHTLY TOGETHER

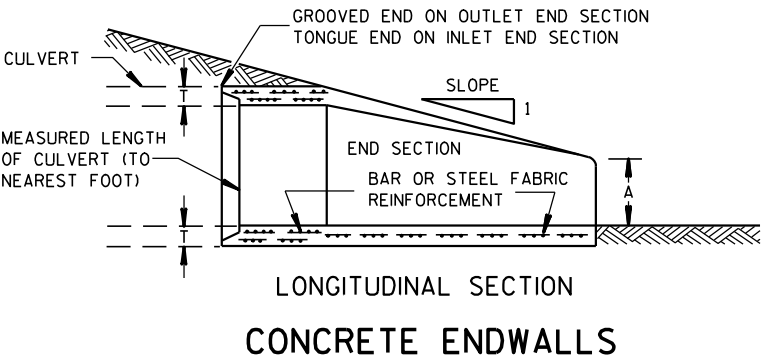
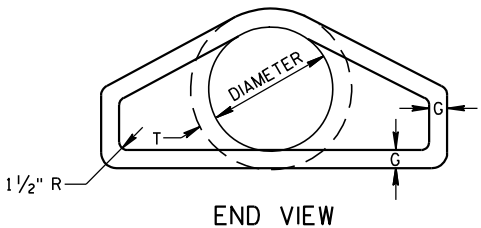
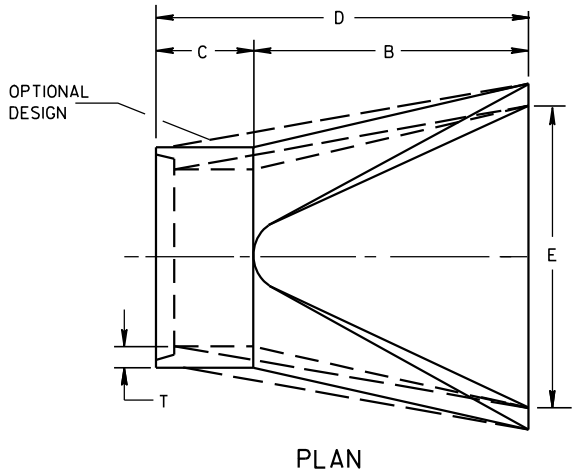
TOE PLATE (SAME THICKNESS AND METAL AS APRON) SHALL BE FURNISHED WHEN CALLED FOR ON THE PLANS



SIDE ELEVATION
METAL ENDWALLS

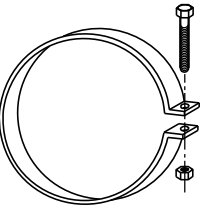
REINFORCED CONCRETE APRON ENDWALLS												
PIPE DIA. (IN.)	DIMENSIONS (Inches)							APPROX. SLOPE				
	T	A	B	C	D	E	G					
12	2	4	24	48 7/8	72 7/8	24	2	3 to 1				
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1				
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1				
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1				
24	3	9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

* MINIMUM
** MAXIMUM

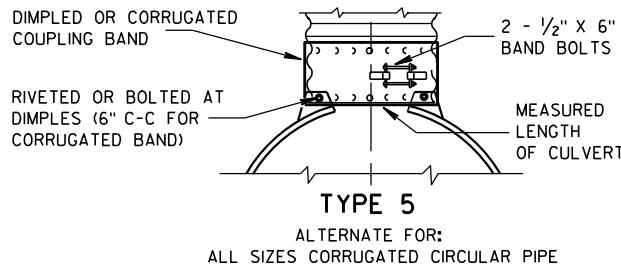
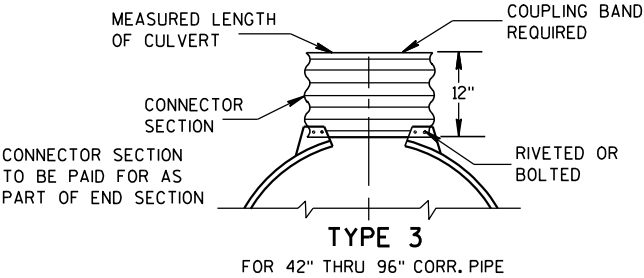
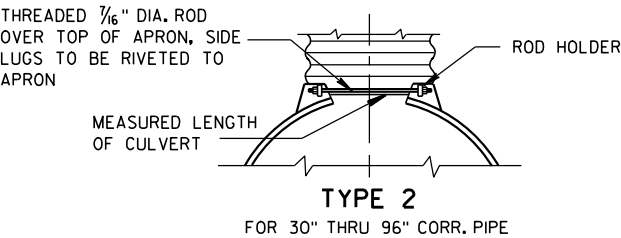
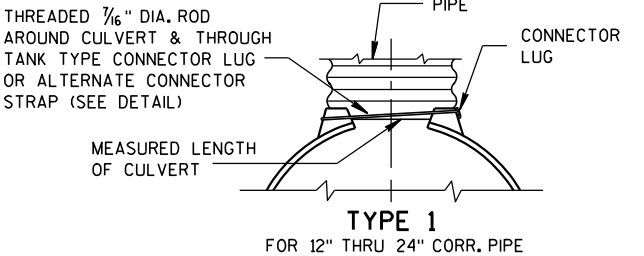


LONGITUDINAL SECTION
CONCRETE ENDWALLS

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



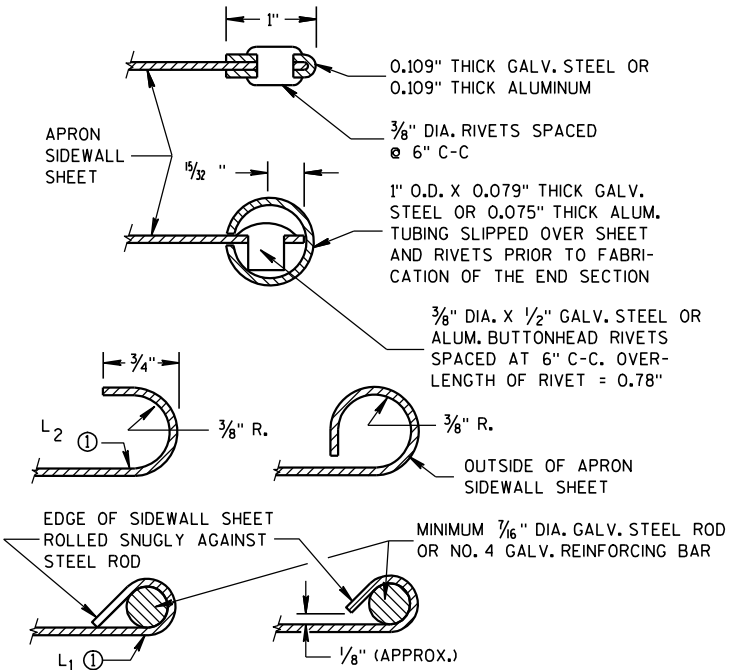
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

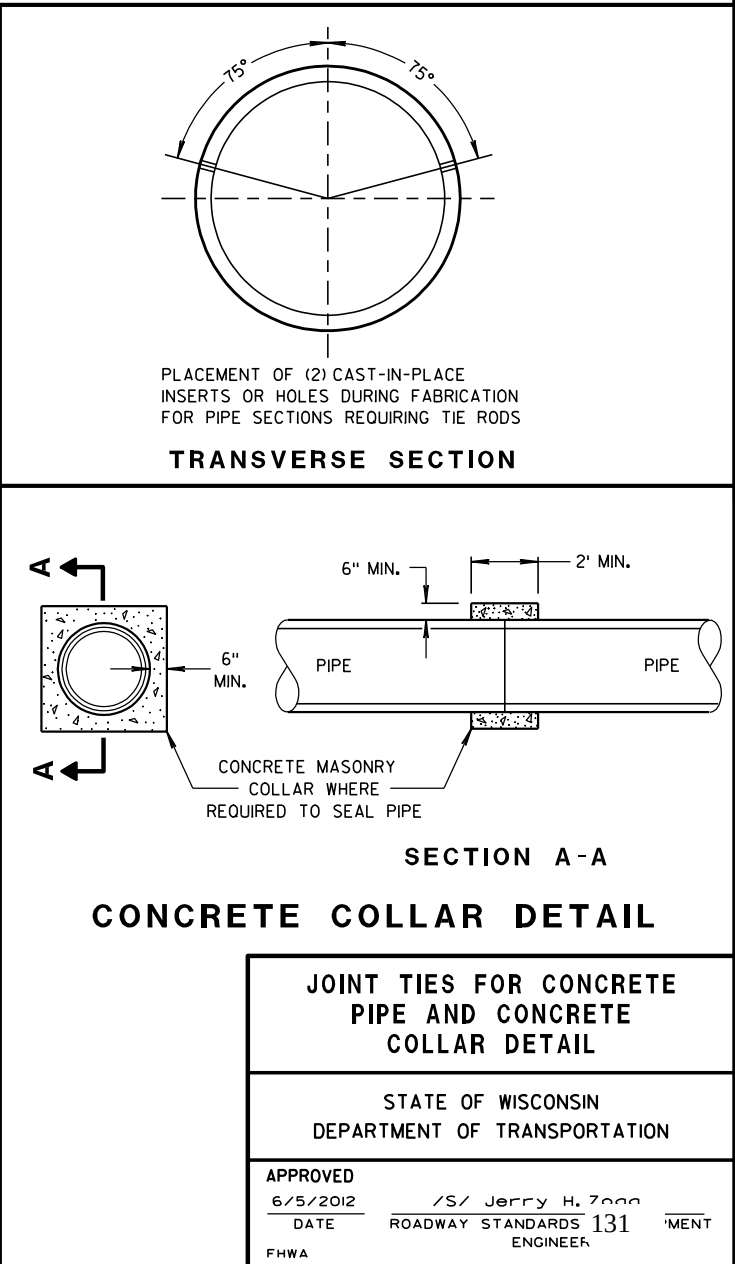
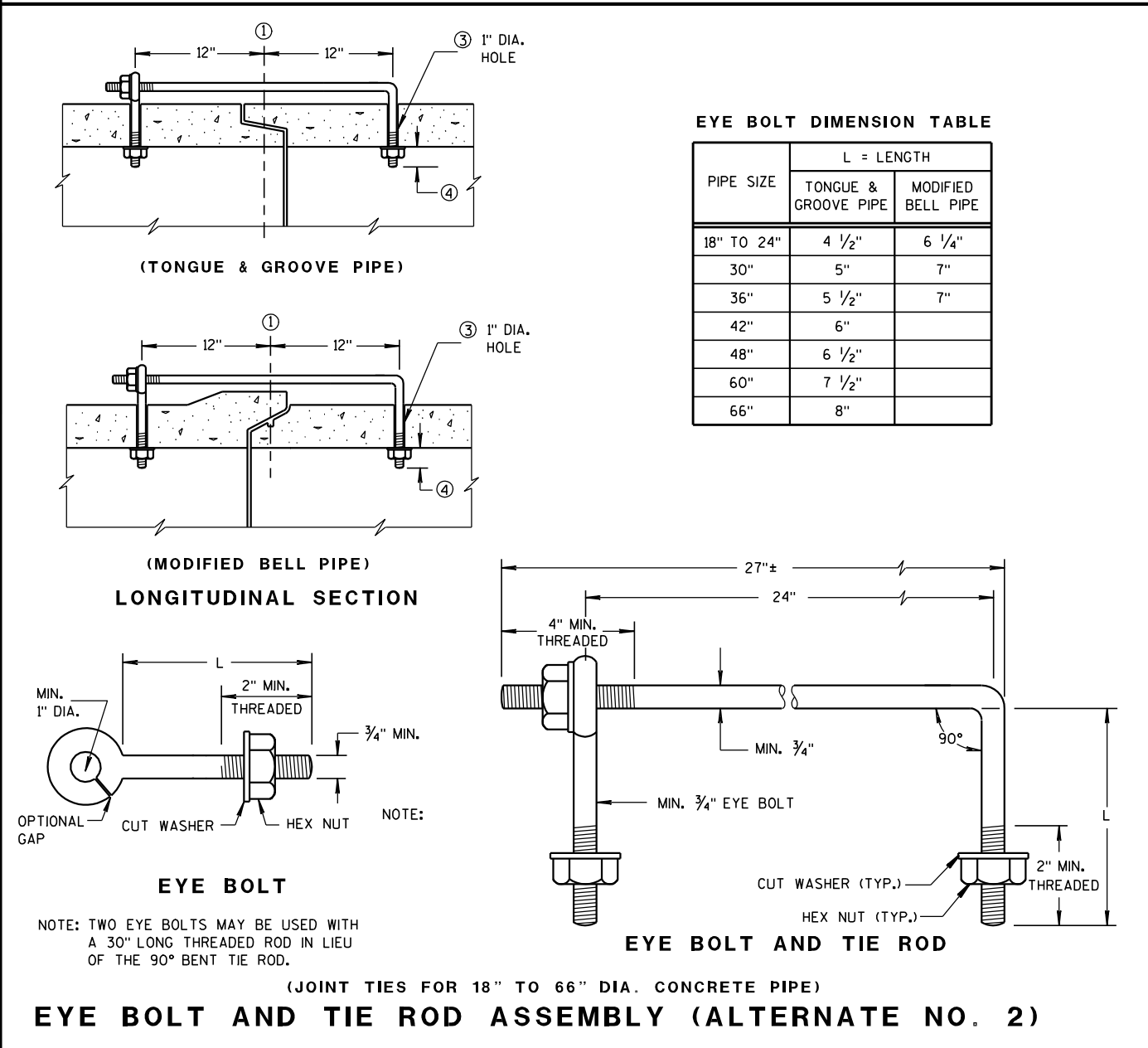
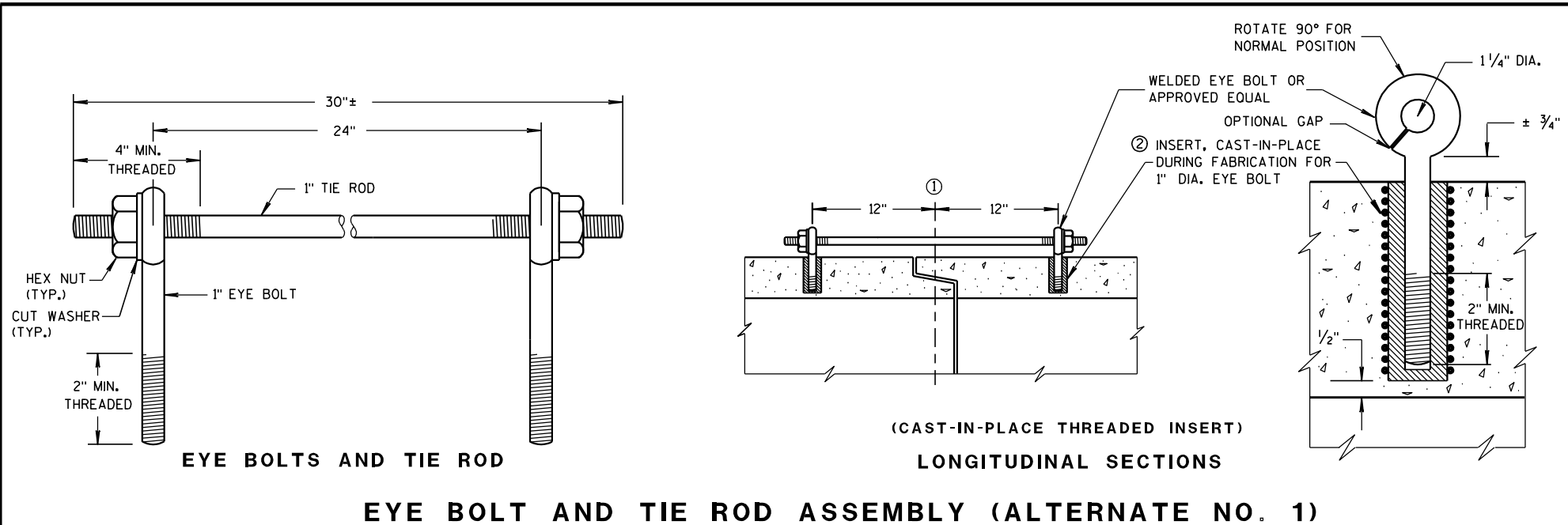
ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT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

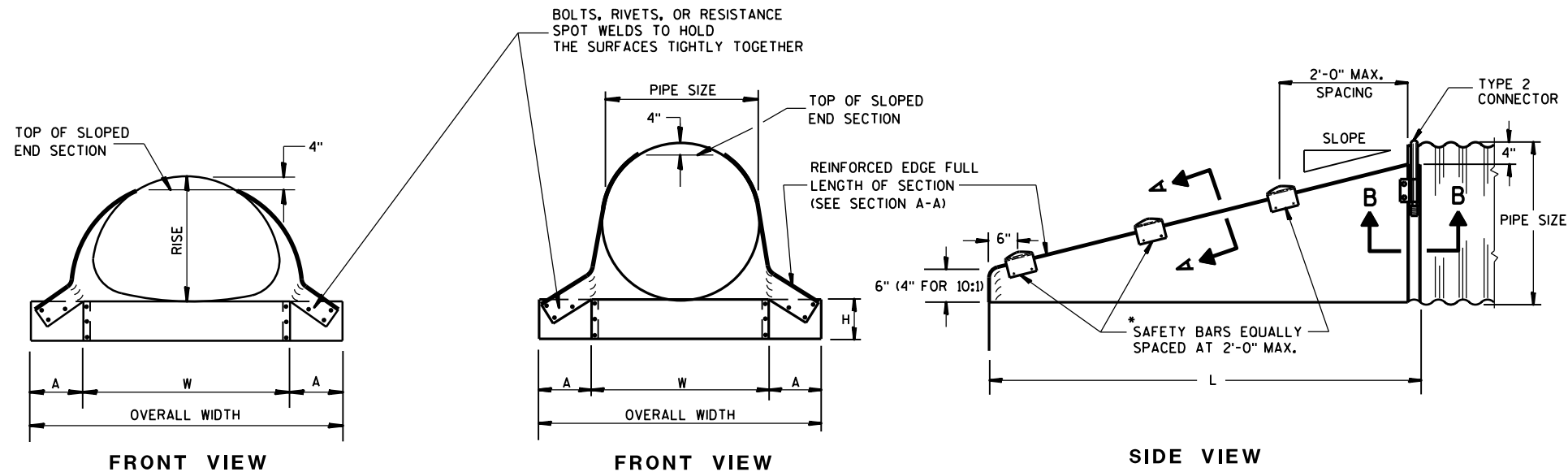
LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. 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 11/30/94 DATE	/S/ Rory L. Rhin...	CHIEF ROADWAY DEVELOP	130
FHWA		NEER	





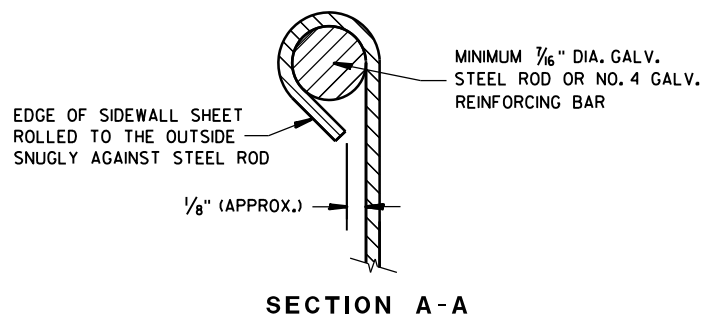
GENERAL NOTES

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.

SLOPED END SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS, SECTION 521 FOR STEEL APRON ENDWALLS.

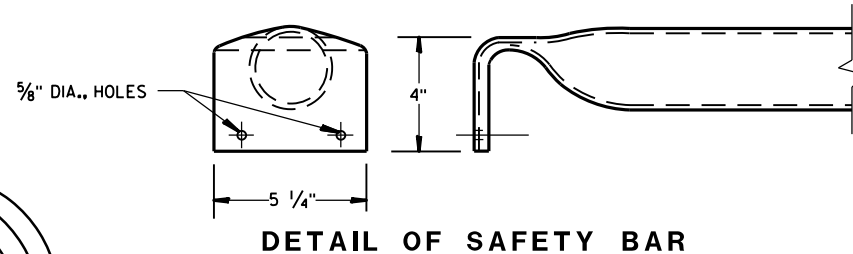
SAFETY BARS SHALL BE FABRICATED FROM GALVANIZED STEEL PIPE MEETING THE REQUIREMENTS OF ASTM A-53, GRADE B, SCHEDULE 40 OR APPROVED EQUAL.

STEEL APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS											
PIPE DIA. (IN.)	MIN. THICK. (Inches)	DIMENSIONS (Inches)				L DIMENSIONS					
		A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
15	.064	8	6	21	37	4:1	20	6:1	30	10:1	70
18	.064	8	6	24	40	4:1	32	6:1	48	10:1	100
21	.064	8	6	27	43	4:1	44	6:1	66	10:1	130
24	.064	8	6	30	46	4:1	56	6:1	84	10:1	160
30	.109	12	9	36	60	4:1	80	6:1	120	10:1	220
36	.109	12	9	42	66	4:1	104	6:1	156	10:1	280
42	.109	16	12	48	80	4:1	128	6:1	192	—	—
48	.109	16	12	54	86	4:1	152	6:1	228	—	—
54	.109	16	12	60	92	4:1	176	6:1	264	—	—
60	.109	16	12	66	98	4:1	200	6:1	300	—	—



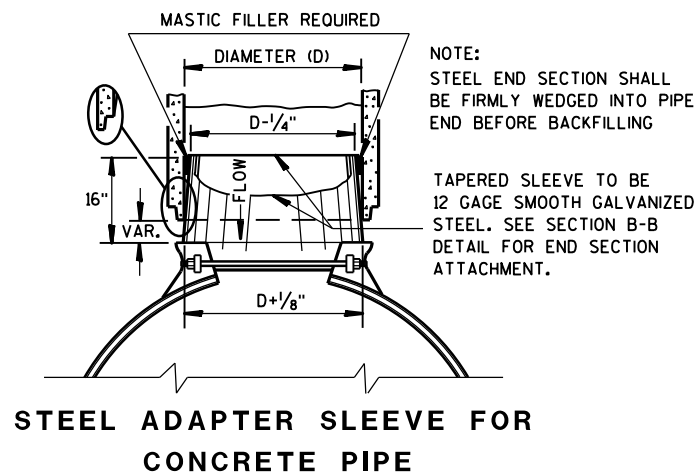
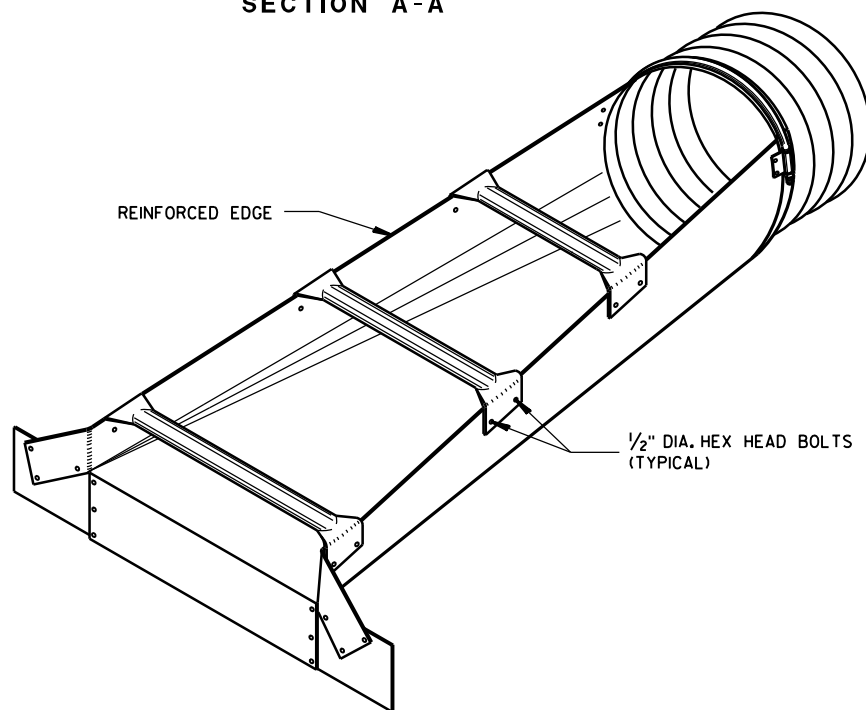
*NOTE:
THREE SAFETY BARS ARE SHOWN.
ACTUAL NUMBER OF BARS REQUIRED AT
A 2'-0" C-C MAX. SPACING WILL VARY
DEPENDING ON THE LENGTH OF THE
END SECTION.

3" GALVANIZED PIPE, FLATTEN
ENDS, THEN BEND OUTSIDE 4"
TO MATCH END SECTION SIDES.



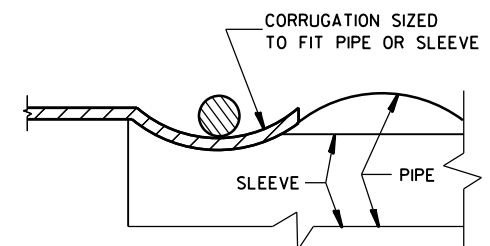
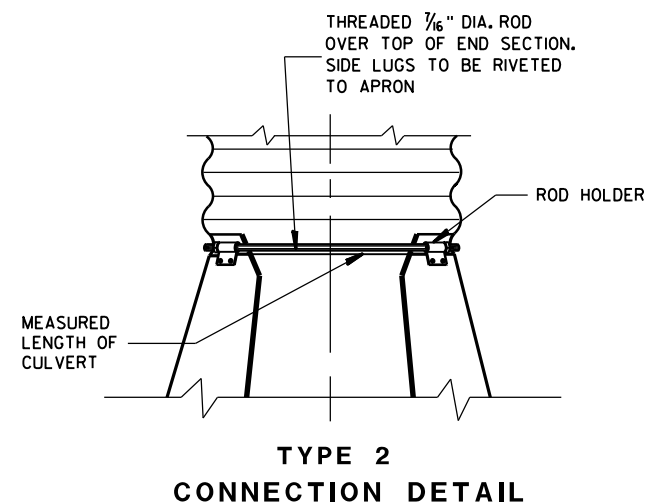
STEEL APRON ENDWALLS FOR PIPE ARCH SLOPED SIDE DRAINS											
EQUIV. DIA. (Inches)	(Inches)		MIN. THICK. (Inches) ①	DIMENSIONS (Inches)				L DIMENSIONS			
	SPAN	RISE		A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
15	17	13	.064 *	7	6	30	44	4:1	19	6:1	30
18	21	15	.064 *	8	6	27	43	4:1	20	6:1	30
21	24	18	.064 *	8	6	30	46	4:1	32	6:1	48
24	28	20	.064 *	8	6	34	50	4:1	40	6:1	60
30	35	24	.079 *	12	9	41	65	4:1	56	6:1	84
36	42	29	.109 *	12	9	48	72	4:1	76	6:1	114
42	49	33	.109	16	12	55	87	4:1	92	6:1	138
48	57	38	.109	16	12	63	95	4:1	112	6:1	168
54	64	43	.109	16	12	70	102	4:1	132	6:1	198

① * MINIMUM THICKNESS OF ALL 10:1 SLOPED SIDE DRAINS IS 0.109".
② ACTUAL SLOPE GREATER THAN 10:1.



NOTE:
STEEL END SECTION SHALL
BE FIRMLY WEDGED INTO PIPE
END BEFORE BACKFILLING

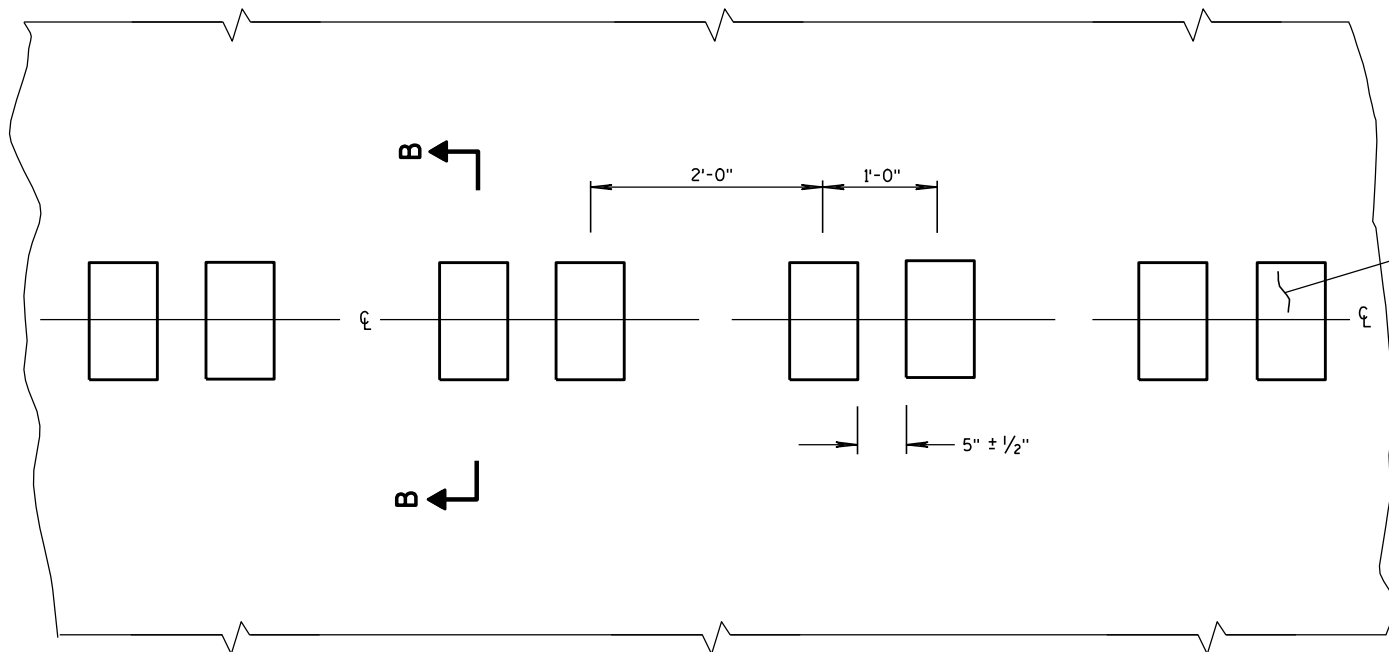
TAPERED SLEEVE TO BE
12 GAGE SMOOTH GALVANIZED
STEEL. SEE SECTION B-B
DETAIL FOR END SECTION
ATTACHMENT.



STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE DRAINS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

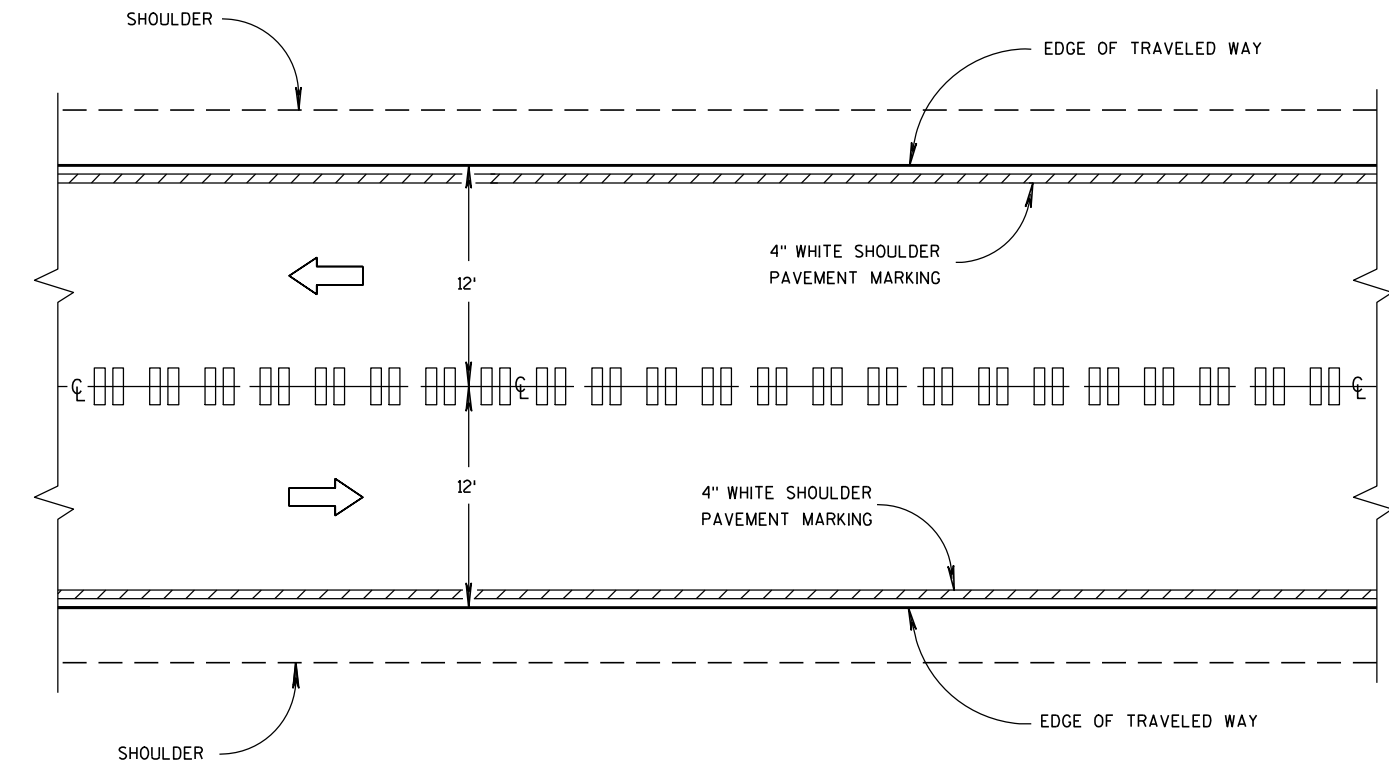
APPROVED
9/14/2012
DATE
/S/ Jerry H. Zoia
ROADWAY STANDARDS ENGINEER
132
NT
FHWA



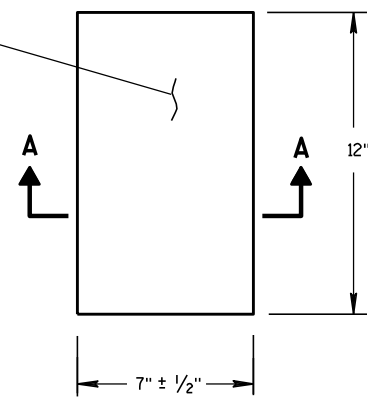
PLAN VIEW
CENTER LINE WITH GROOVES

6

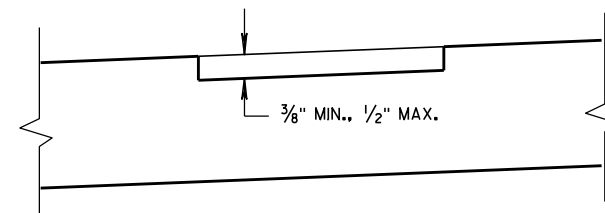
PLACEMENT DETAIL FOR MILLED RUMBLE STRIP



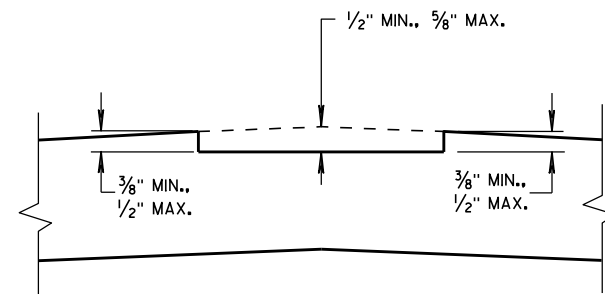
CENTER LINE GROOVES ON TWO-WAY ROADWAYS



PLAN VIEW
(SINGLE GROOVE)



SECTION B-B
SUPERELEVATED ROADWAY



SECTION B-B
CROWNED ROADWAY

GENERAL NOTES

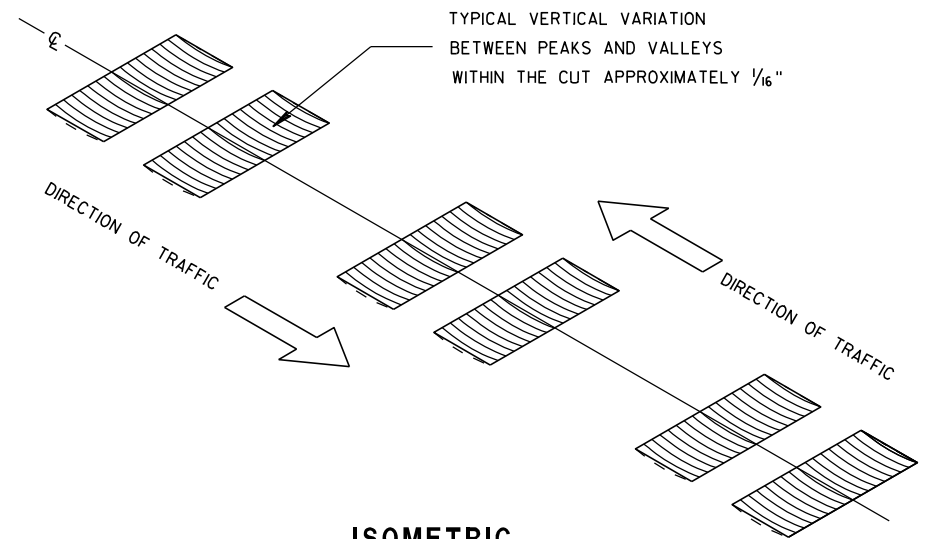
DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

DO NOT MILL CENTER LINE GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

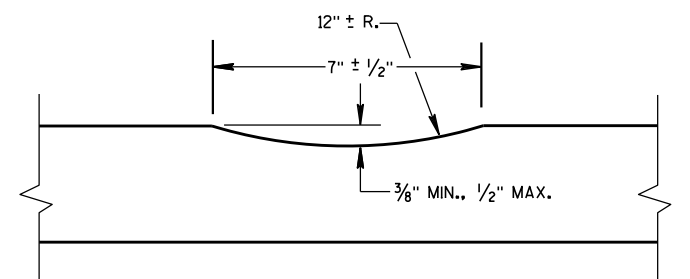
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

- ① CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.



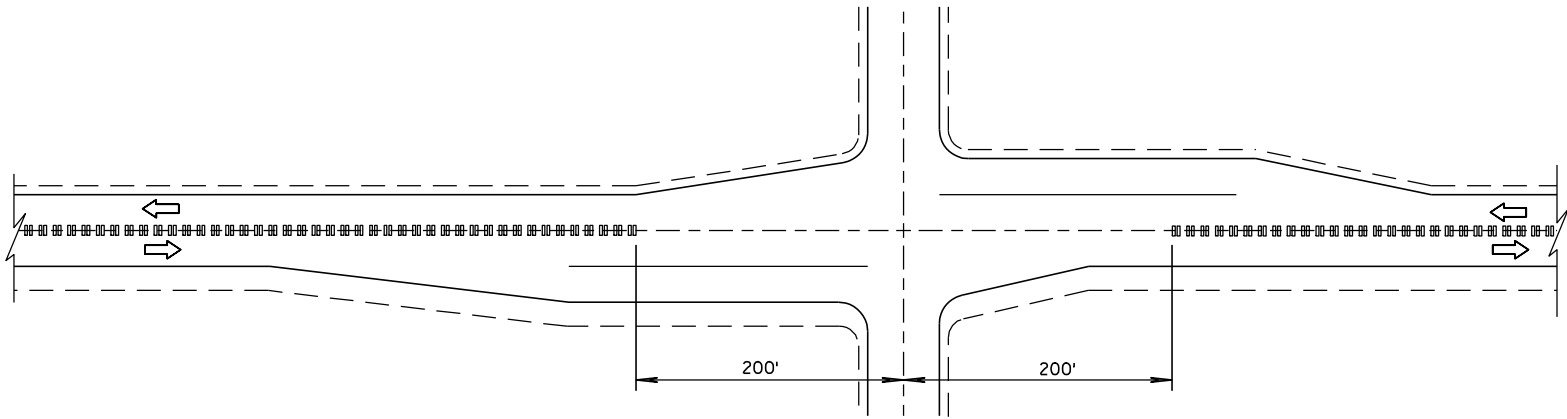
ISOMETRIC



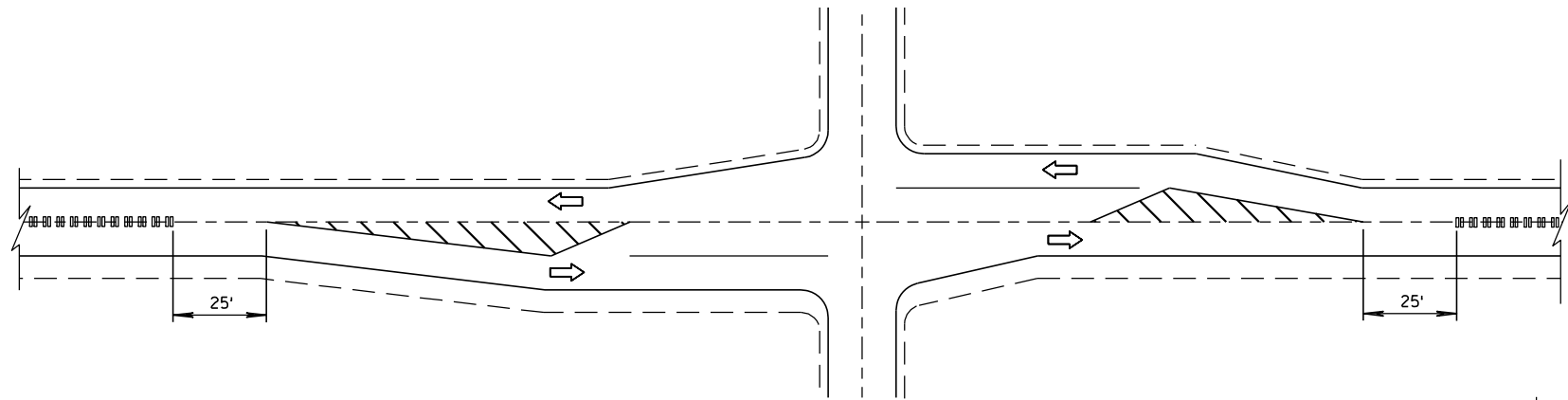
SECTION A-A

2-LANE RURAL
CENTER LINE RUMBLE STRIP,
MILLING

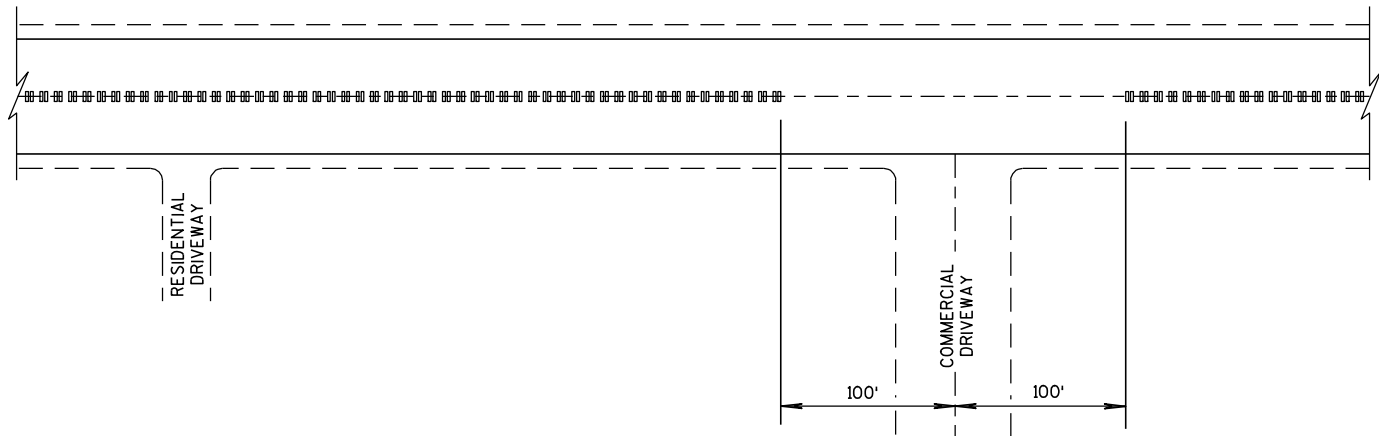
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CENTER LINE GROOVES AT INTERSECTIONS

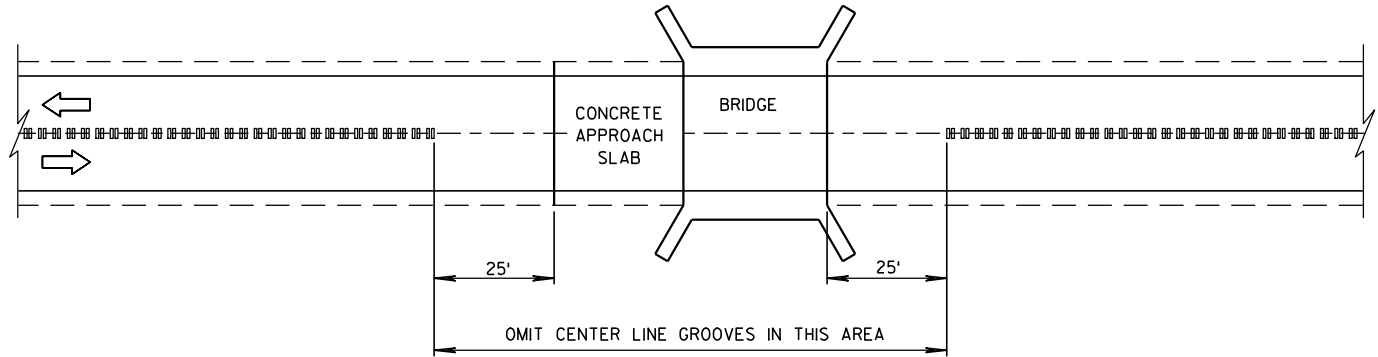


CENTER LINE GROOVES AT INTERSECTIONS
(WITH LEFT TURN LANES)

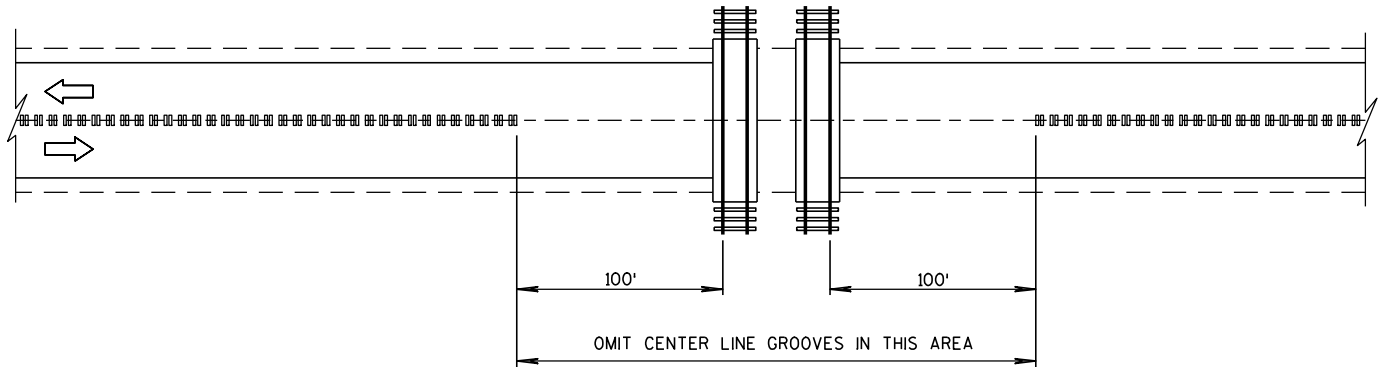


CENTER LINE GROOVES AT DRIVEWAYS^①

① CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.

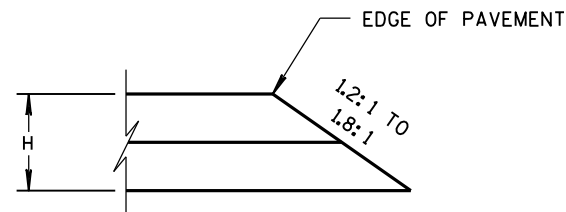


CENTER LINE GROOVES AT BRIDGES

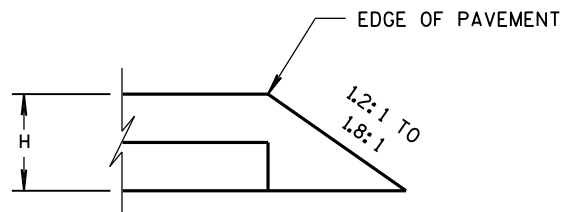


CENTER LINE GROOVES AT RAILROADS

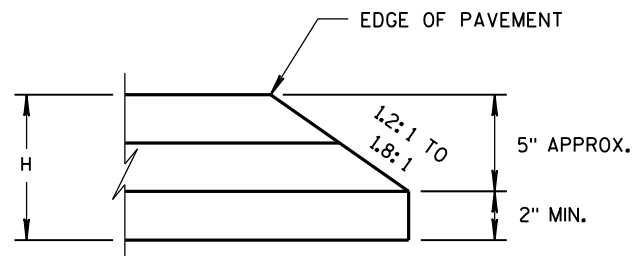
2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING		
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION		
APPROVED 8/28/2012 DATE	/S/ Jerry H. Zogg ROADWAY STANDARDS ENGINEER	134 ENT
FHWA		



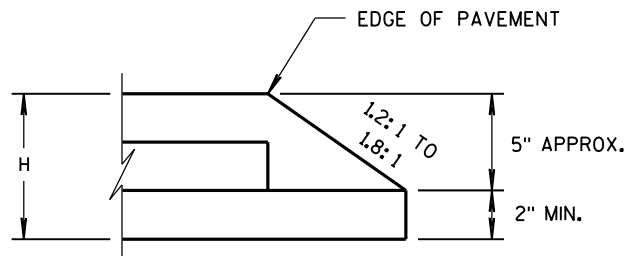
CONSTRUCTED WITH FINAL TWO LAYERS
FOR H 5" OR LESS



CONSTRUCTED WITH FINAL LAYER
FOR H 5" OR LESS

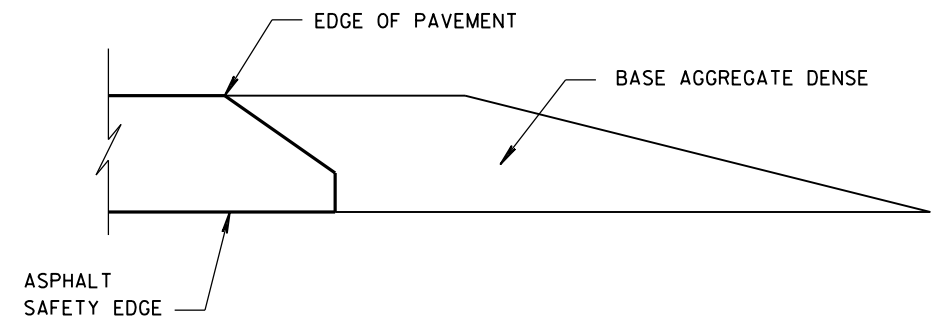


CONSTRUCTED WITH FINAL TWO LAYERS
FOR H GREATER THAN 5"



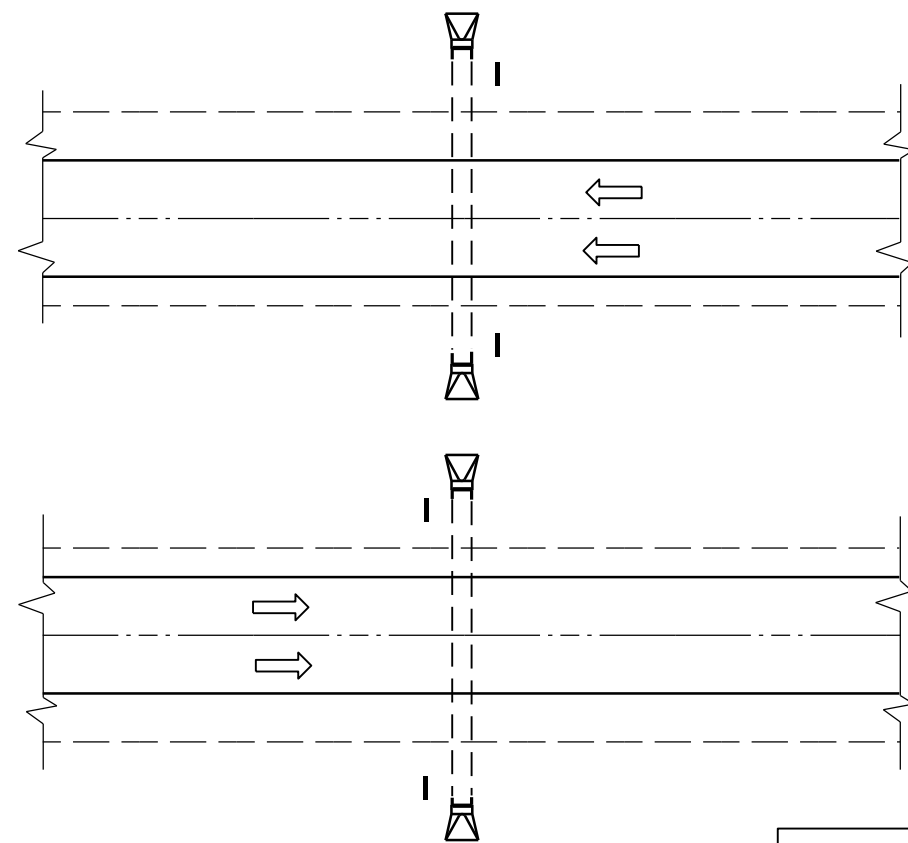
CONSTRUCTED WITH FINAL LAYER
FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS

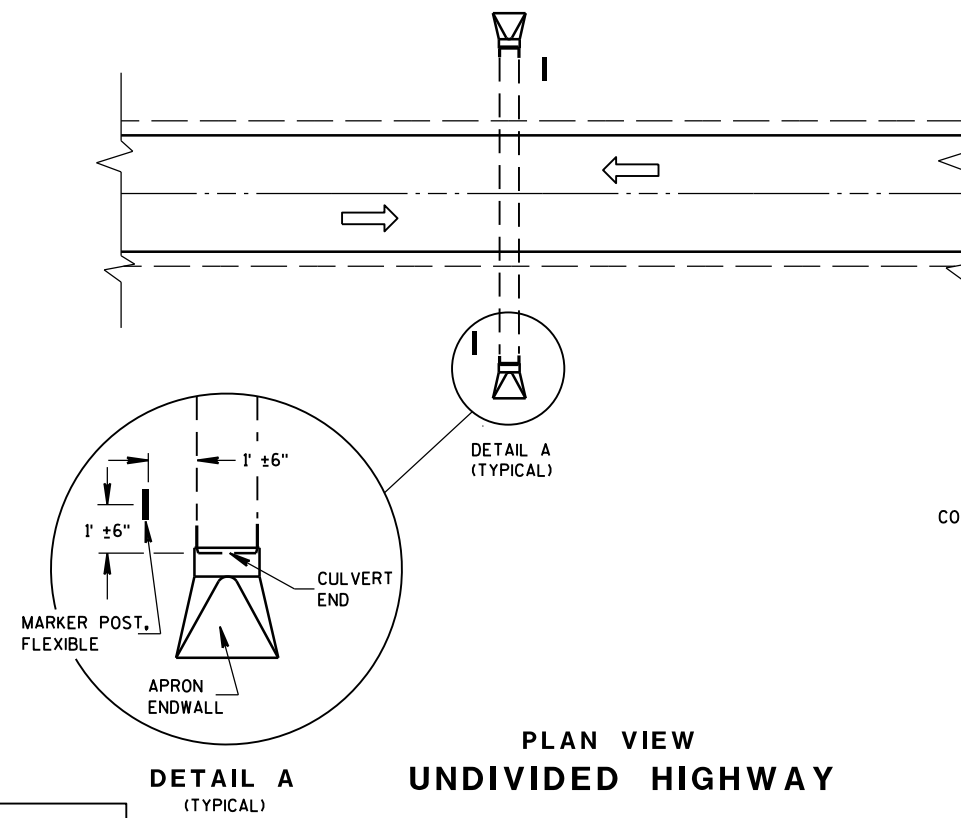
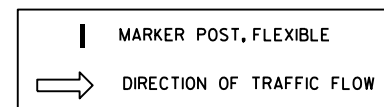


FINISHED SHOULDER AGGREGATE PLACEMENT

SAFETY EDGE _{SM}		
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION		
APPROVED DATE 11/30/2012	/S/ Jerry H. Zoga ROADWAY STANDARDS ENGINEER	135 INT
FHWA		



PLAN VIEW
DIVIDED HIGHWAY

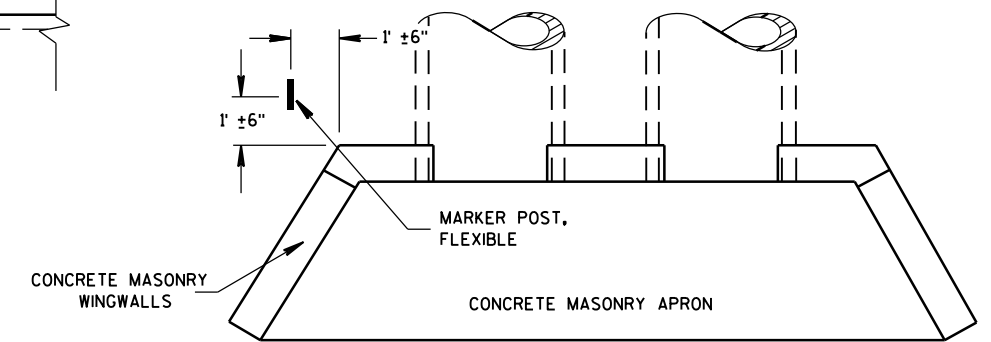


PLAN VIEW
UNDIVIDED HIGHWAY

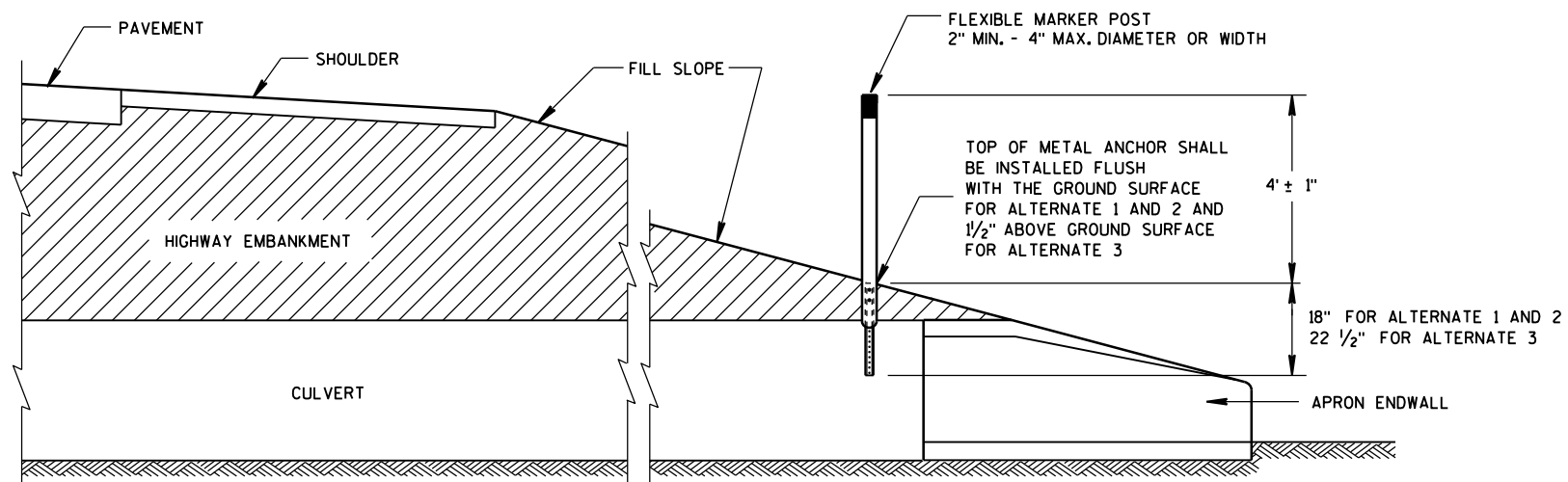
FLEXIBLE MARKER POST LOCATION

GENERAL NOTES

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



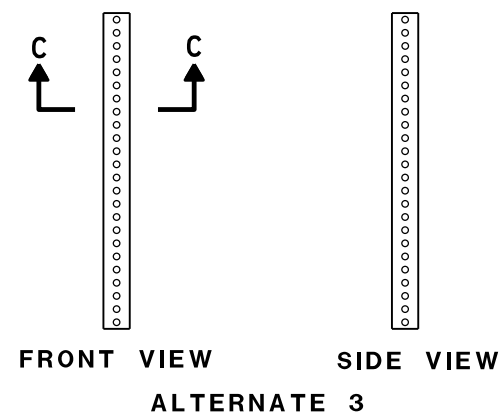
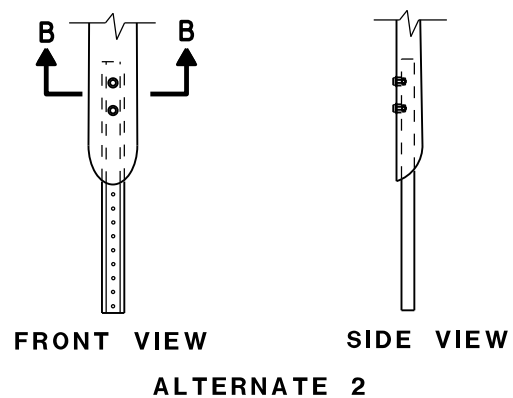
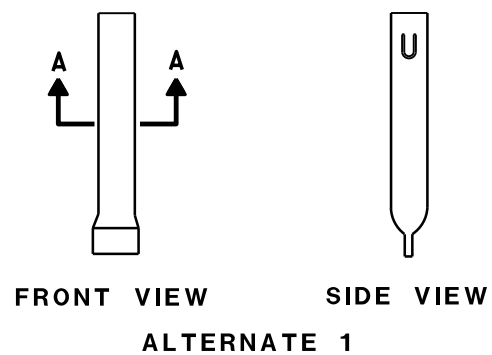
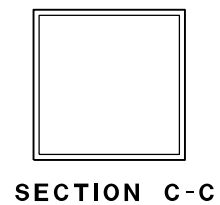
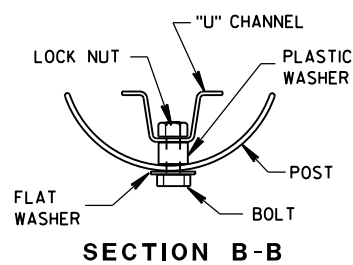
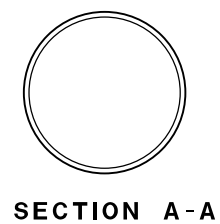
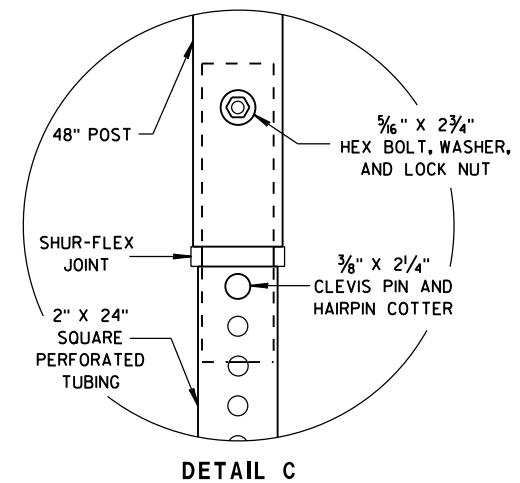
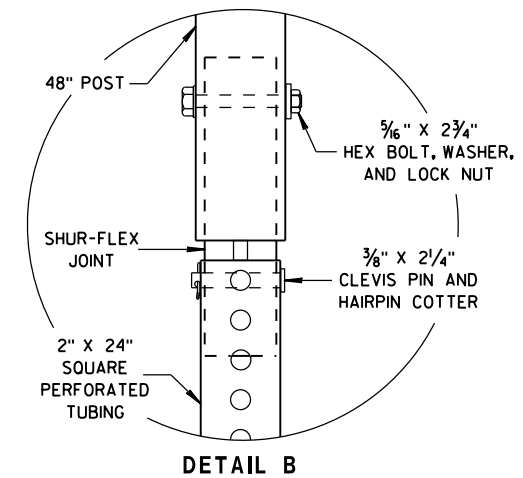
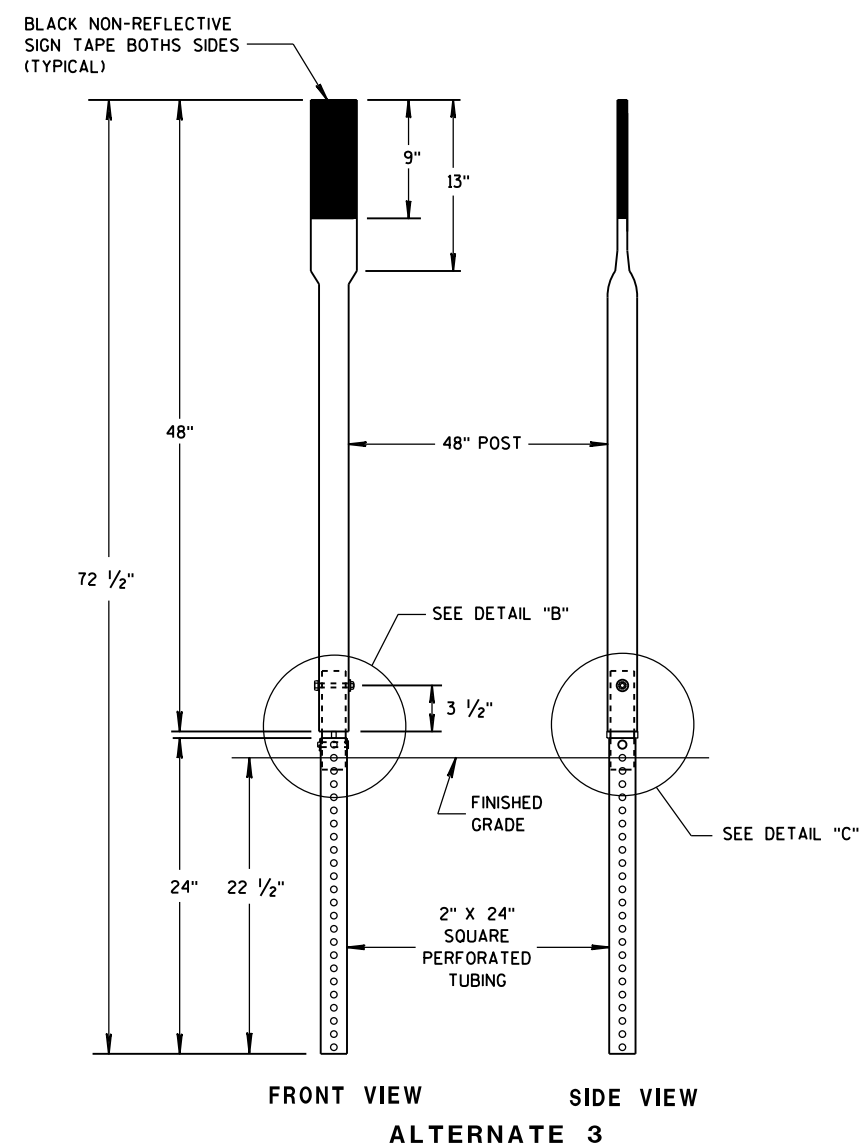
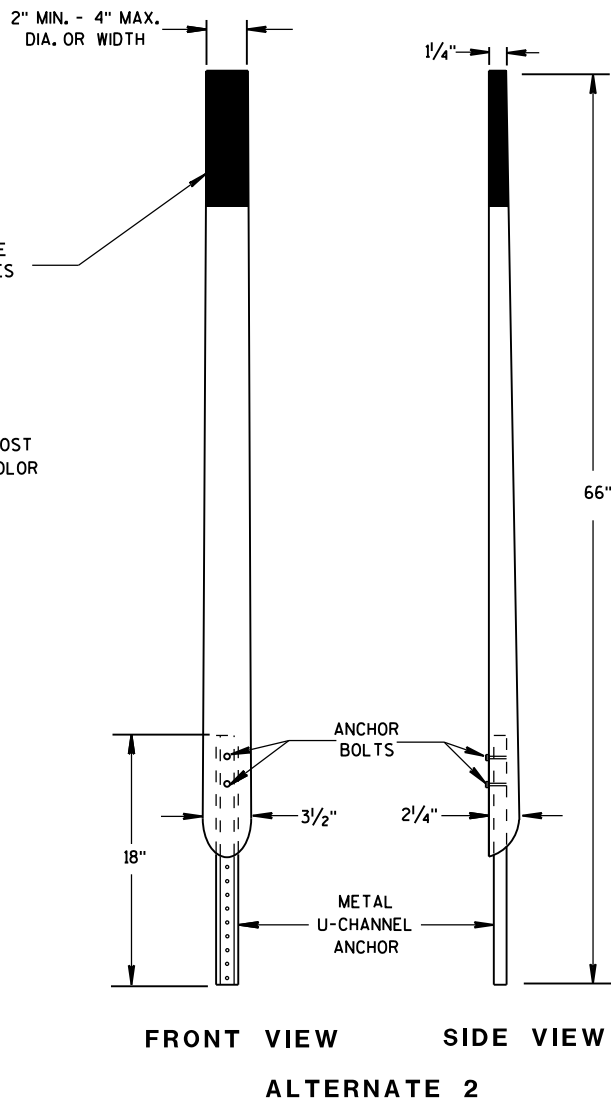
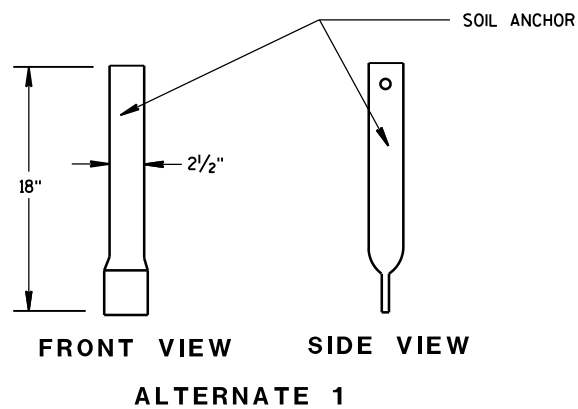
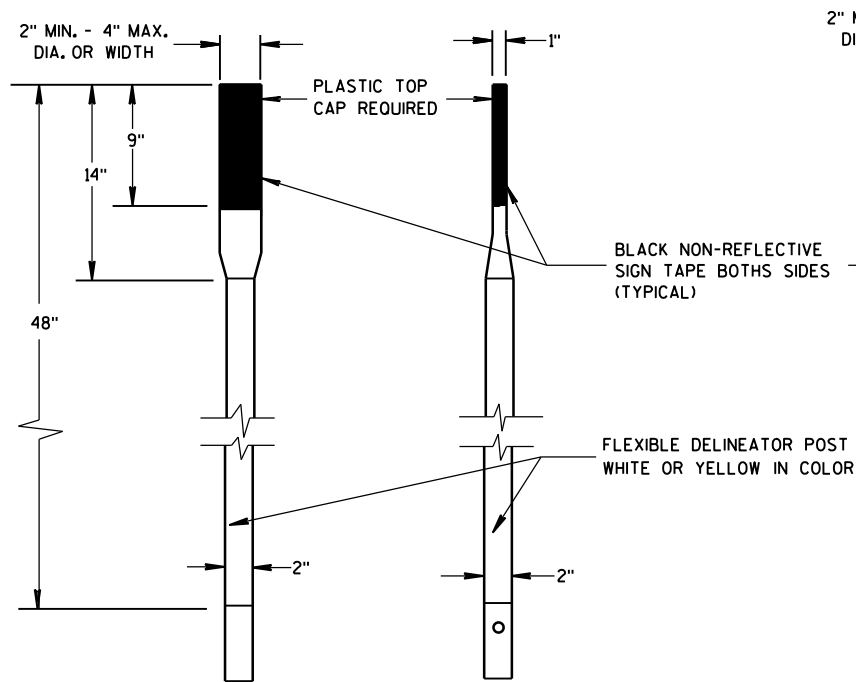
PLAN VIEW
CONCRETE MASONRY ENDWALLS FOR
CULVERT PIPE AND PIPE ARCH



CROSS SECTION
FLEXIBLE MARKER POST

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 136



FLEXIBLE MARKER POST ANCHORS

FLEXIBLE MARKER POST FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

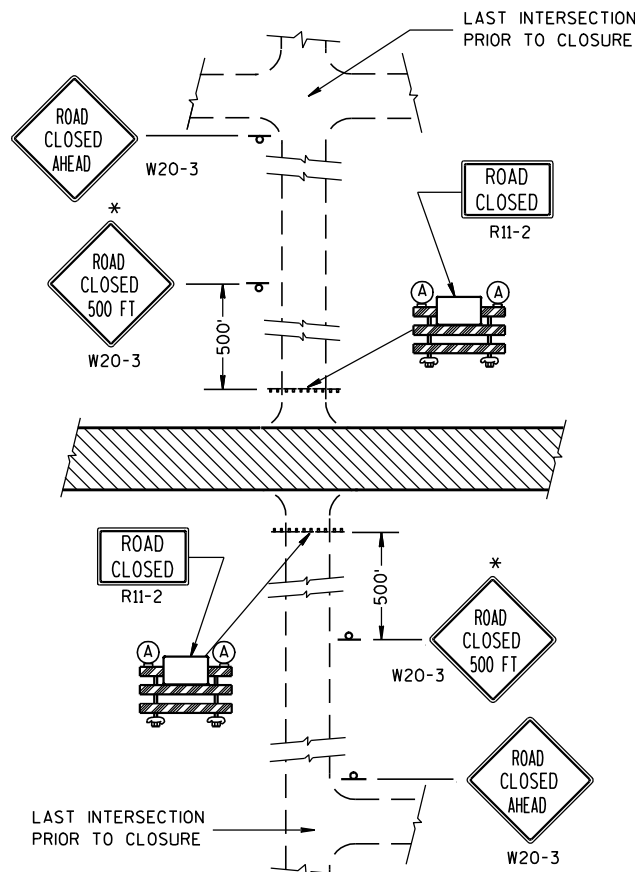
APPROVED

10/1/2012
DATE

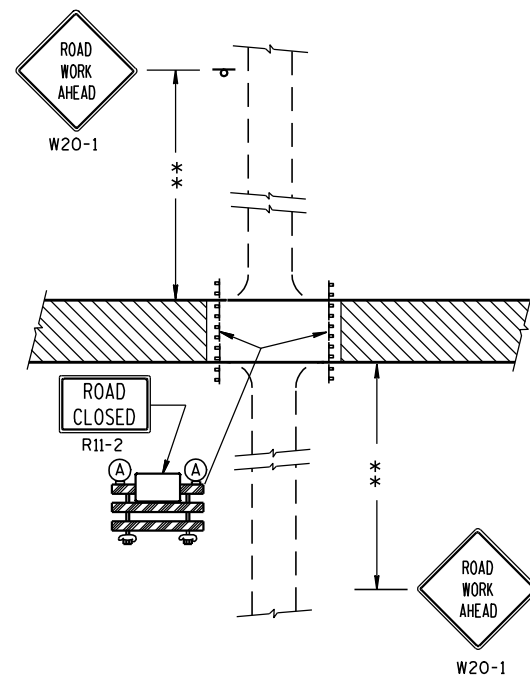
FHWA

/S/ Travis Feltes
STATE TRAFFIC ENGINEER 137

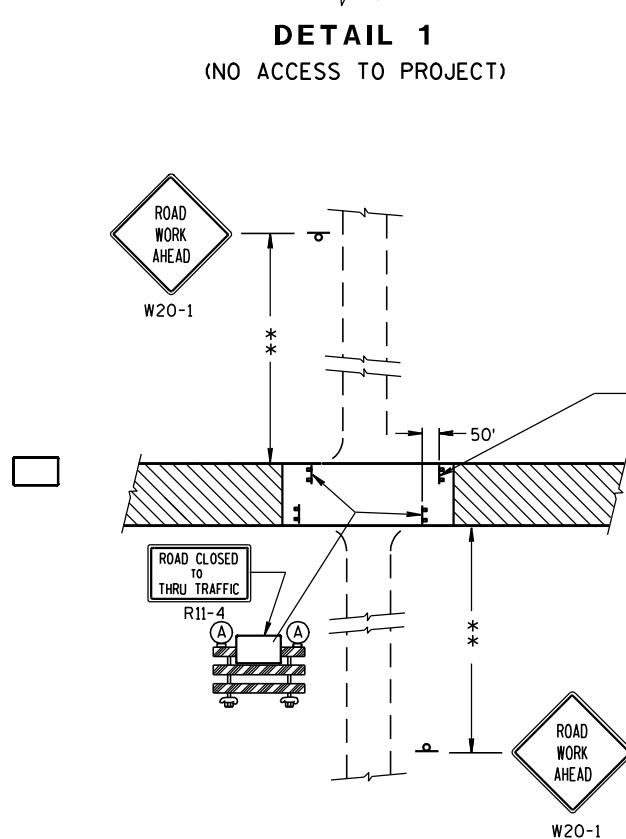
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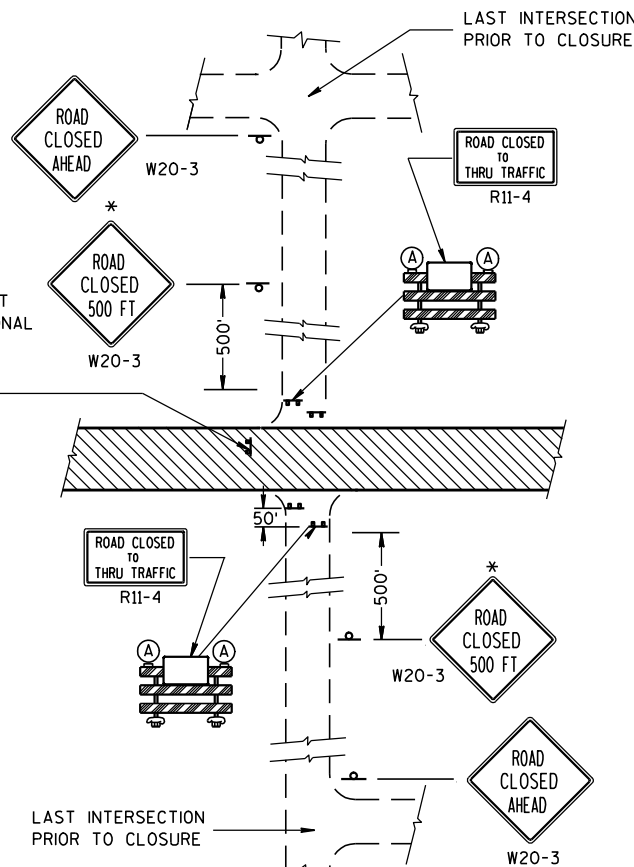
DETAIL 1
(NO ACCESS TO PROJECT)



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



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



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

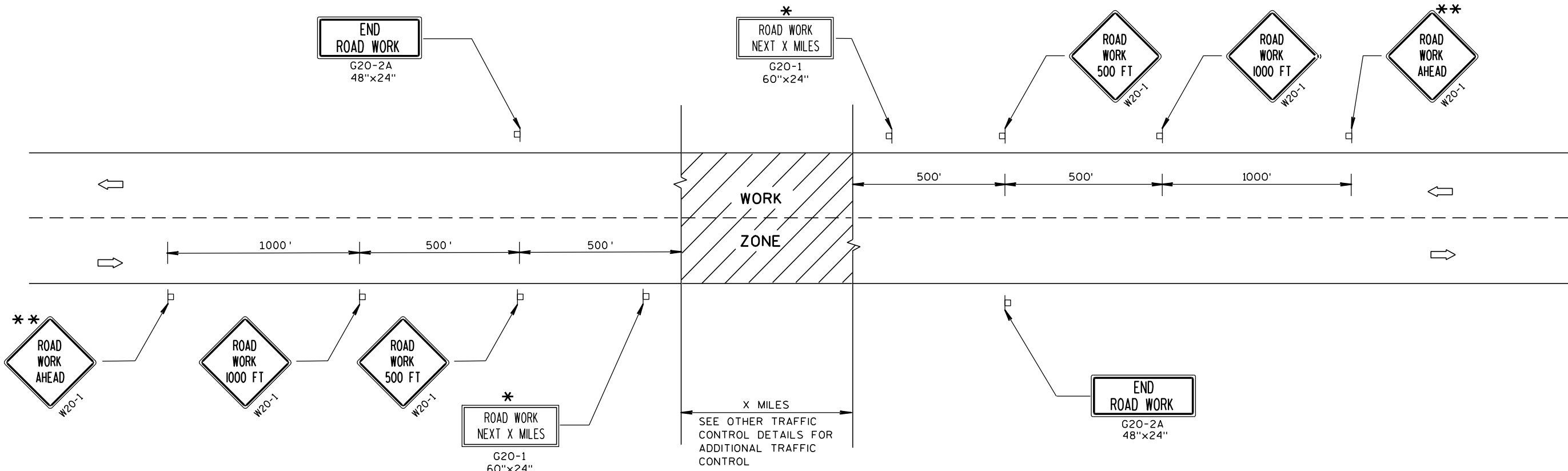
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

9-16-03
DATE

/S/ Thomas N. N...
CHIEF SIGNS AND MAR 138 INEER

FHWA



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.

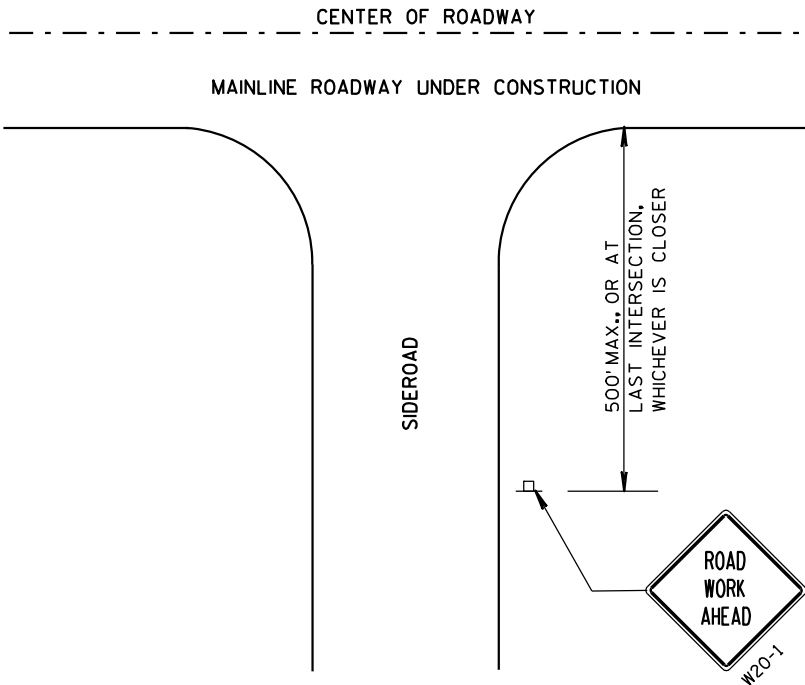
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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.

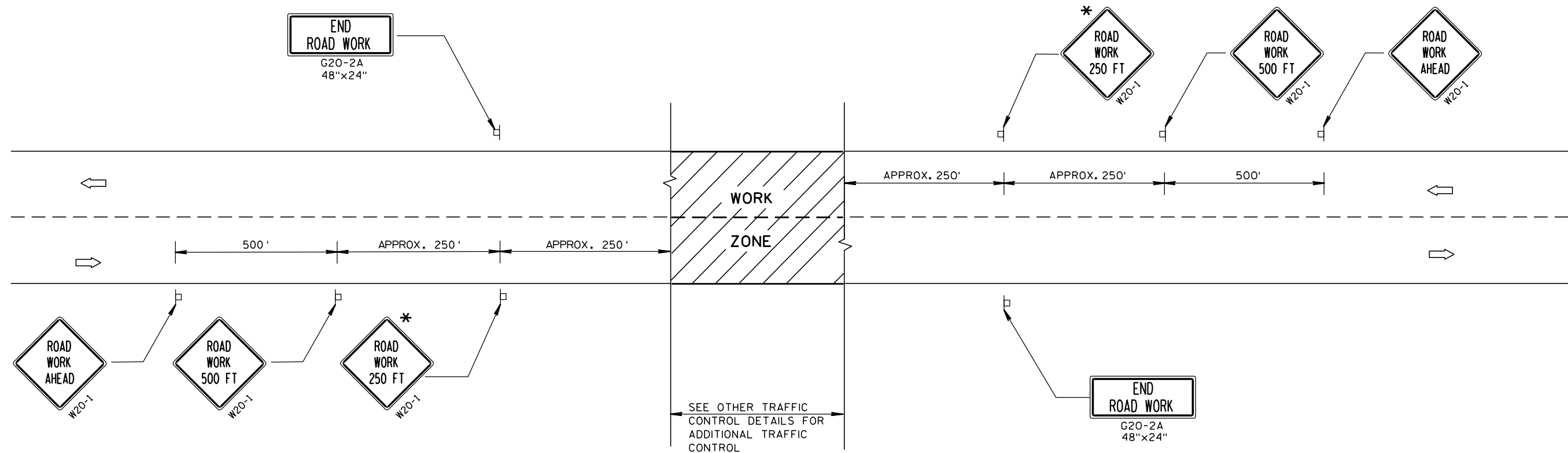
- * OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.
- ** PLACE ADDITIONAL W20-1 "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA OR SIGNING.



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	/S/ Chester J. Neer	
DATE		CHIEF SIGNS AND MARKINGS	139
FHWA			



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.

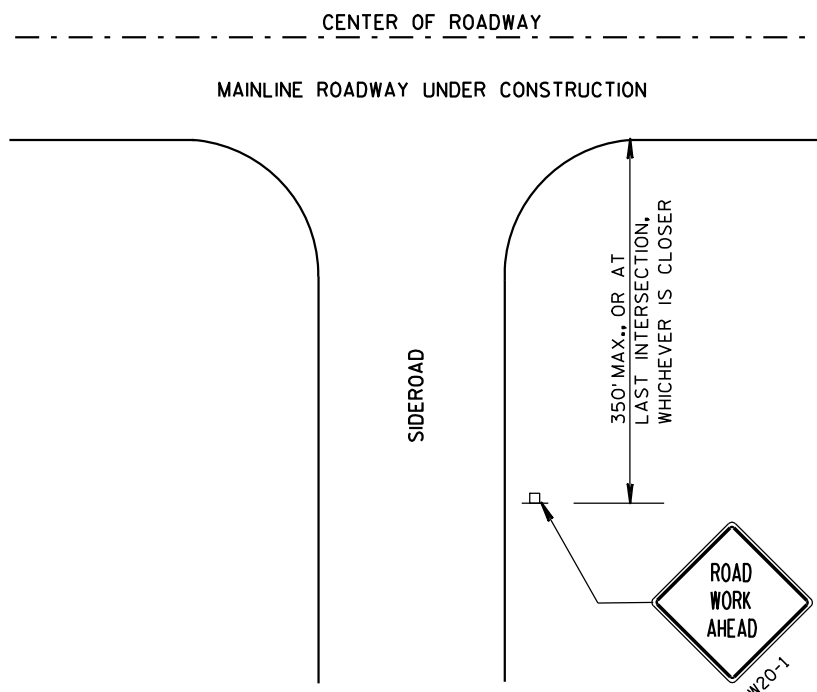
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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.

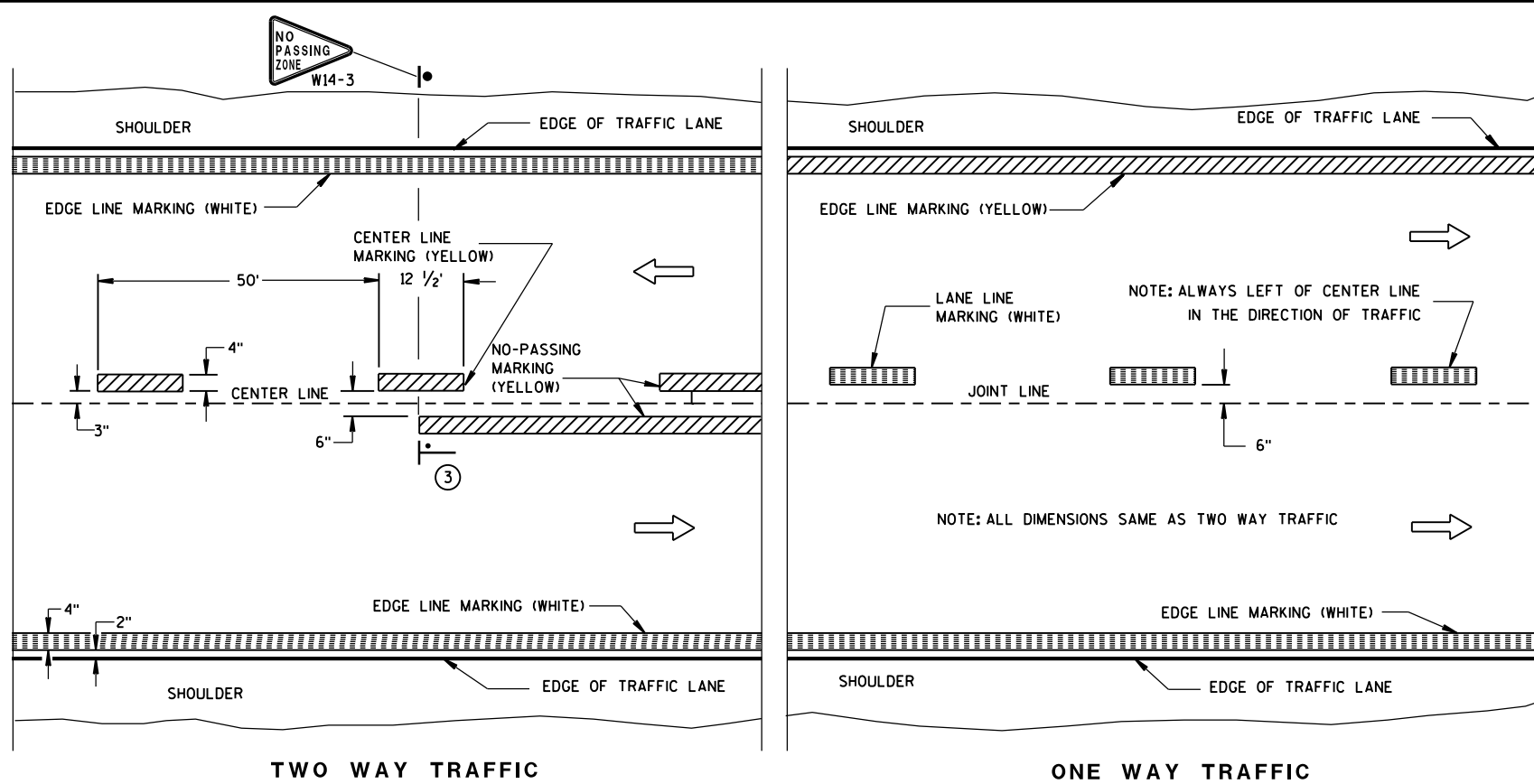
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FT" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



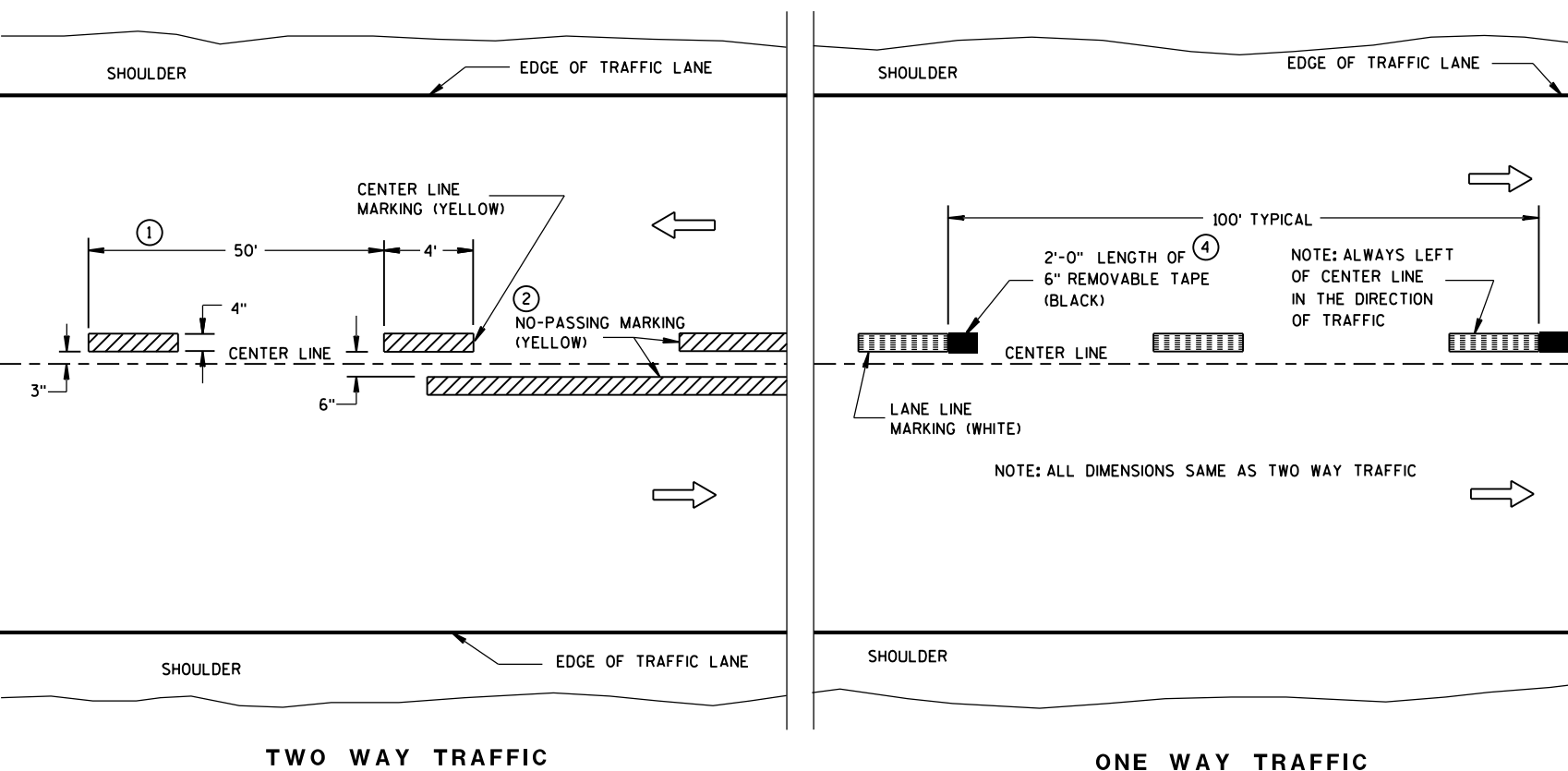
LEGEND

- POST MOUNTED SIGN
- ➡ DIRECTION OF TRAFFIC FLOW

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 5/23/00 DATE	/S/ Chester J. 140 CHIEF SIGNS AND MARKING ENGINEER
FHWA	



PERMANENT PAVEMENT MARKING



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

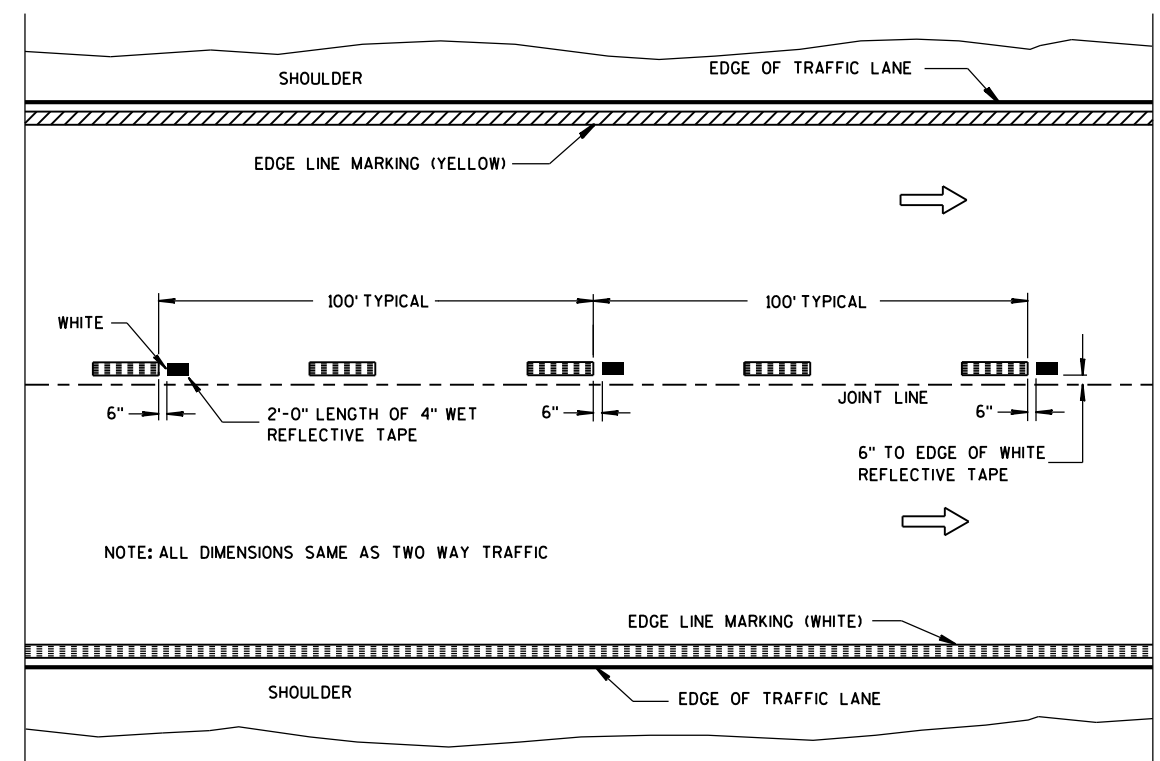
GENERAL NOTES

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.
- ③ NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.
- ④ CONCRETE ONLY.

NOTE

ARROW SYMBOL (→) SHOWS DIRECTION OF TRAVEL

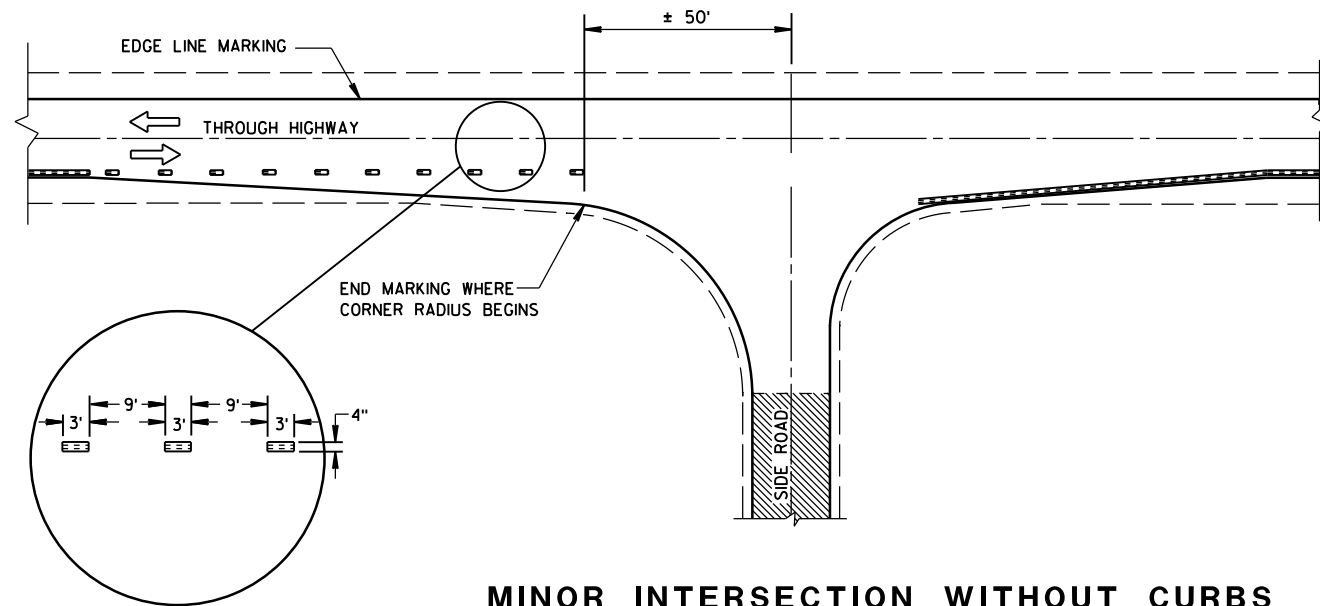


WET REFLECTIVE TAPE SUPPLEMENT TO
SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE

LEGEND

- "T" MARKING
- POST MOUNTED SIGN

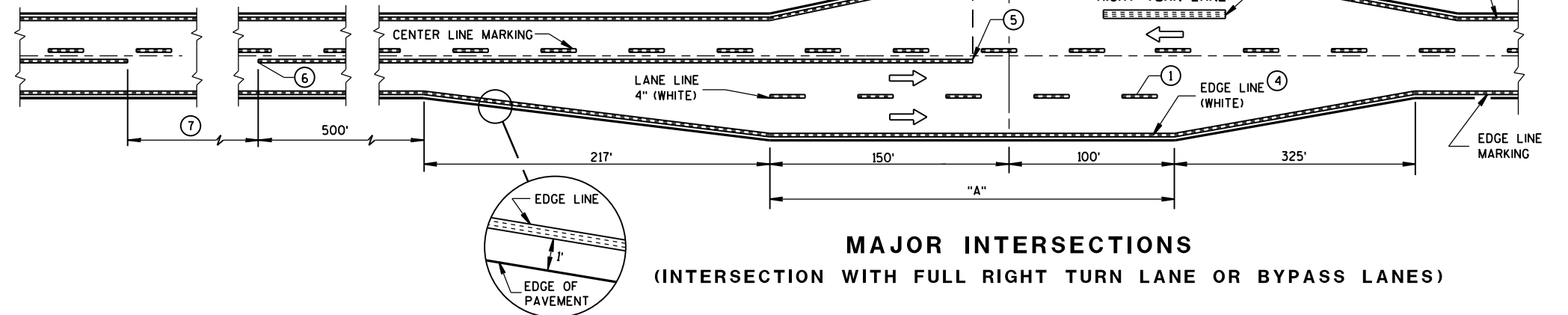
PAVEMENT MARKING (MAINLINE)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 10-1-2012 DATE	/S/ Travis Fettes STATE TRAFFIC ENGINE 141 SIGN
FHWA	



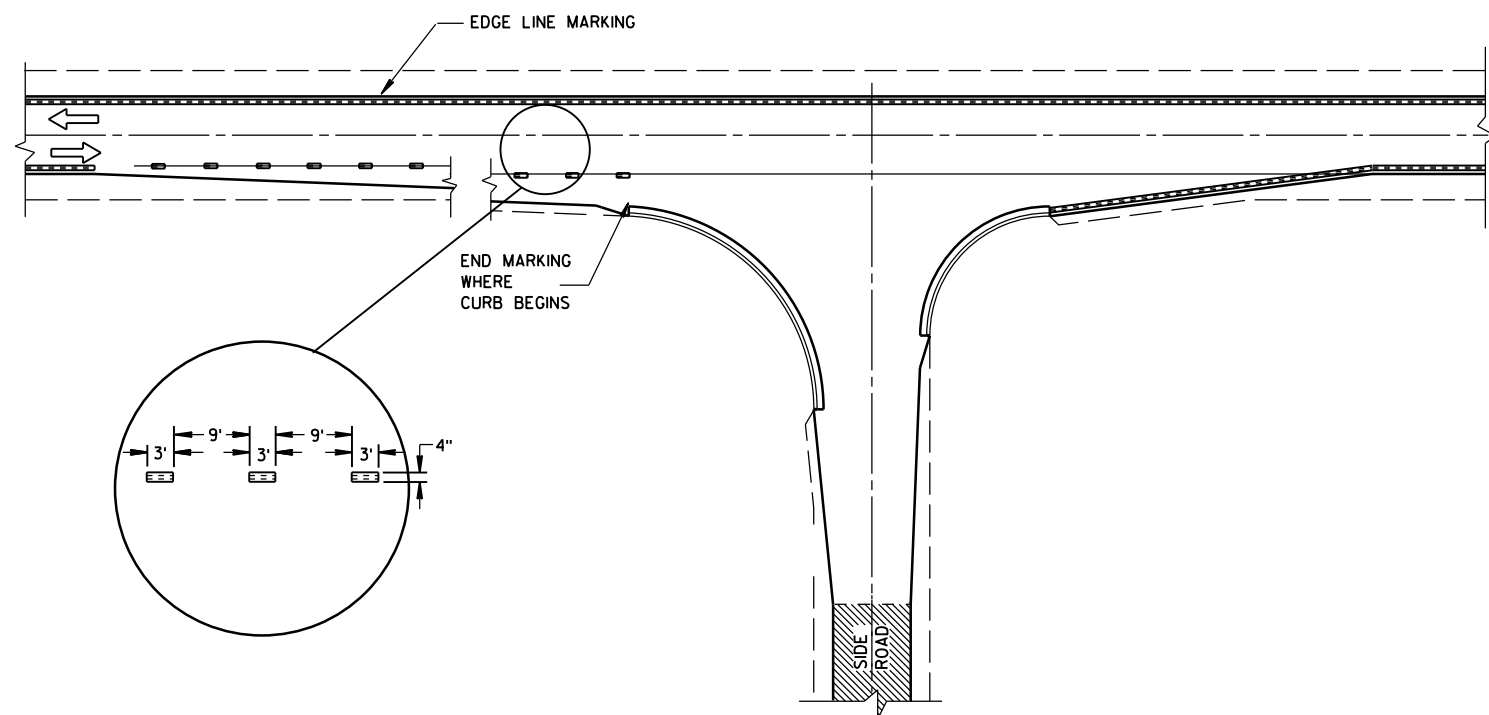
MINOR INTERSECTION WITHOUT CURBS

⑦

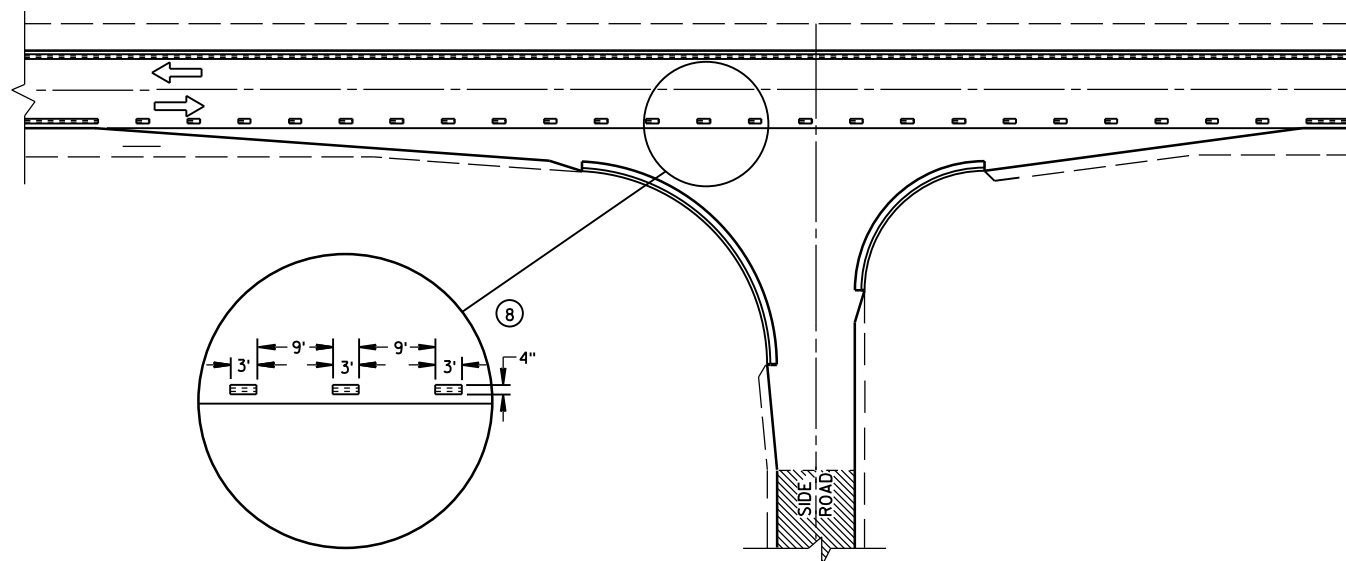
POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792



MAJOR INTERSECTIONS
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)



MINOR INTERSECTION WITH CURBS
(TYPICAL MARKING)



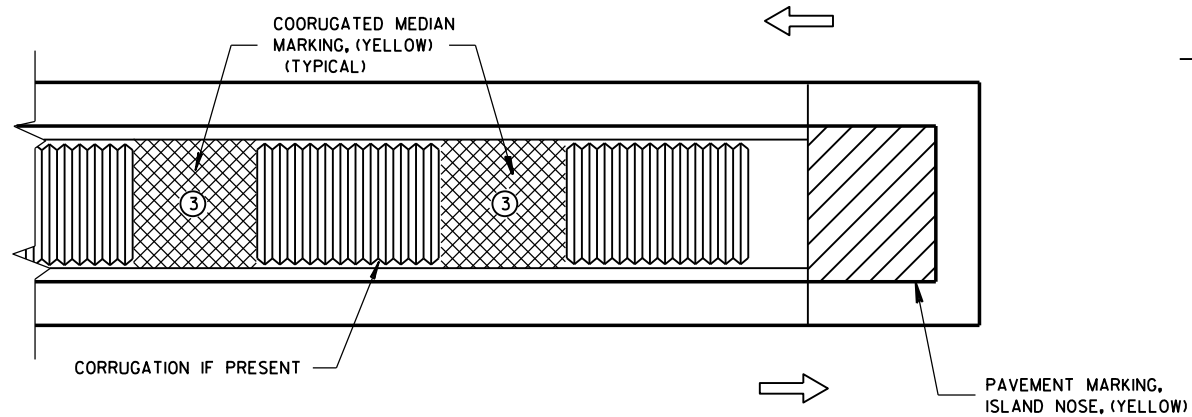
MINOR INTERSECTION WITH CURBS
③ (FOR SPECIAL CONDITIONS AS SPECIFIED)

GENERAL NOTES

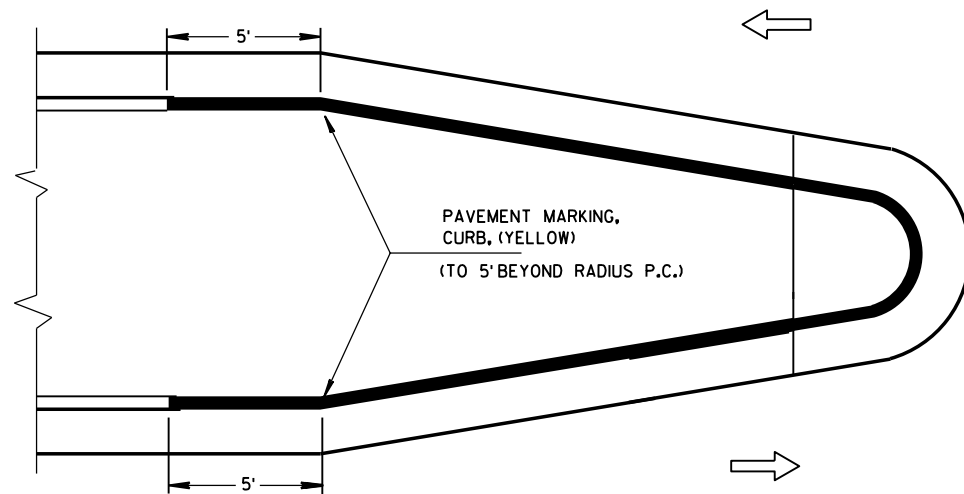
- EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.
- ① WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
 - ② WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
 - ③ ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.
 - ④ THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.
 - ⑤ BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.
 - ⑥ BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
 - ⑦ IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.
 - ⑧ 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
- ARROW SYMBOL (→) SHOWS DIRECTION OF TRAVEL

PAVEMENT MARKING
(INTERSECTIONS)

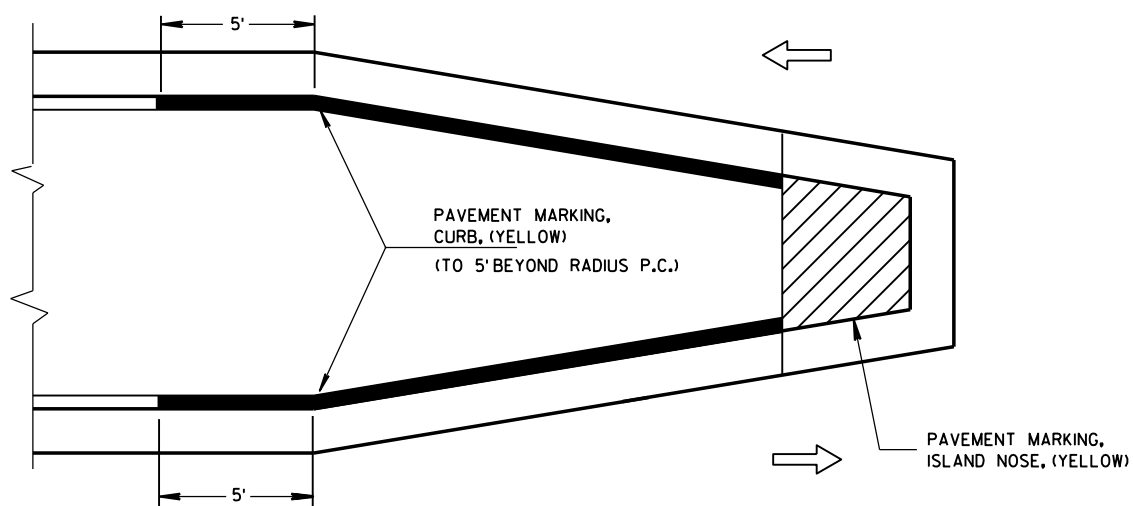
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 142



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

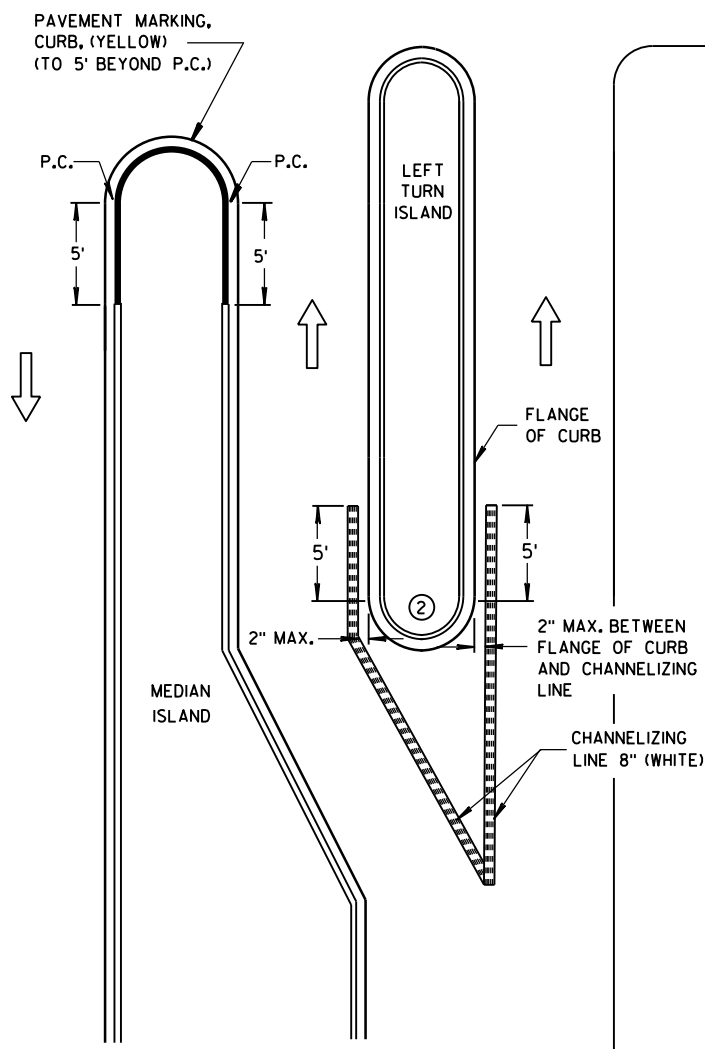


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

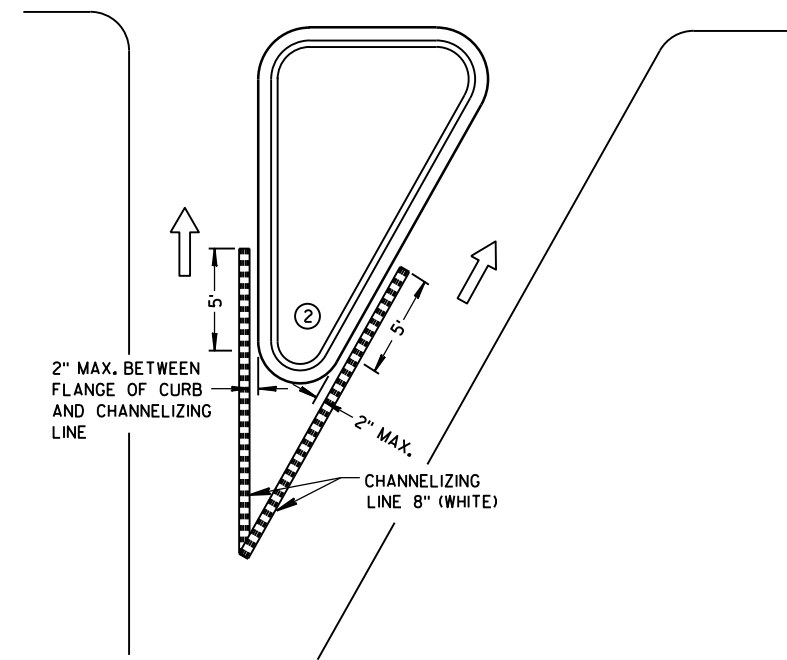
TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS



LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

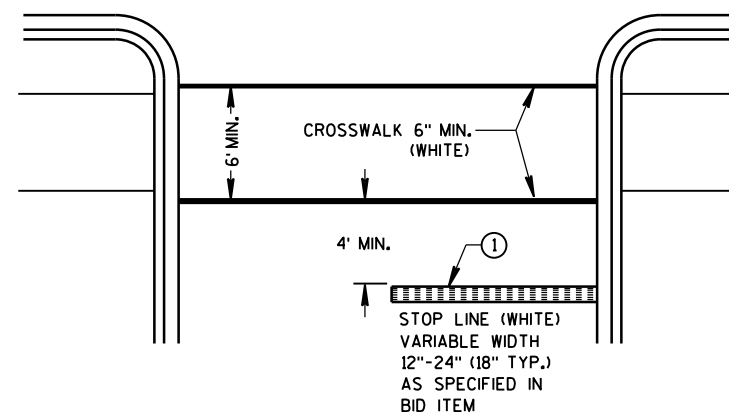
- ① STOP LINE IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
- ② DO NOT MARK CURB NOSES THAT SEPARATE LANES OF TRAFFIC TRAVELING IN THE SAME DIRECTION.
- ③ WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION YELLOW PAVEMENT MARKING SHALL BE APPLIED 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 MARKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL



STOP LINE AND CROSSWALK

PAVEMENT MARKING (ISLANDS, STOP LINE & CROSS WALK)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 143

TWO-LANE ROADWAY

SYMBOLS

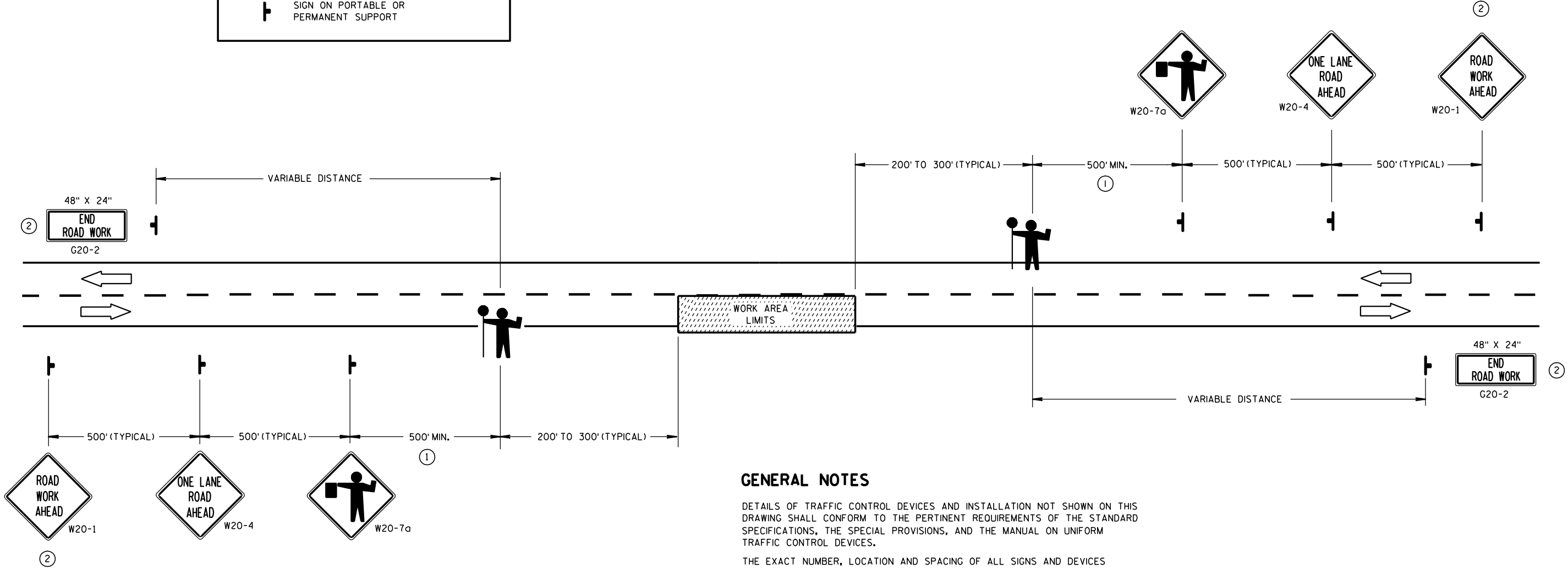
WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN ON PORTABLE OR PERMANENT SUPPORT



USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, THE "FLAGGER AHEAD", THE "ROAD WORK AHEAD" AND THE ONE LANE ROAD AHEAD" SIGNS SHALL BE COVERED OR REMOVED AND THE HIGHWAY RESTORED TO NORMAL OPERATION.

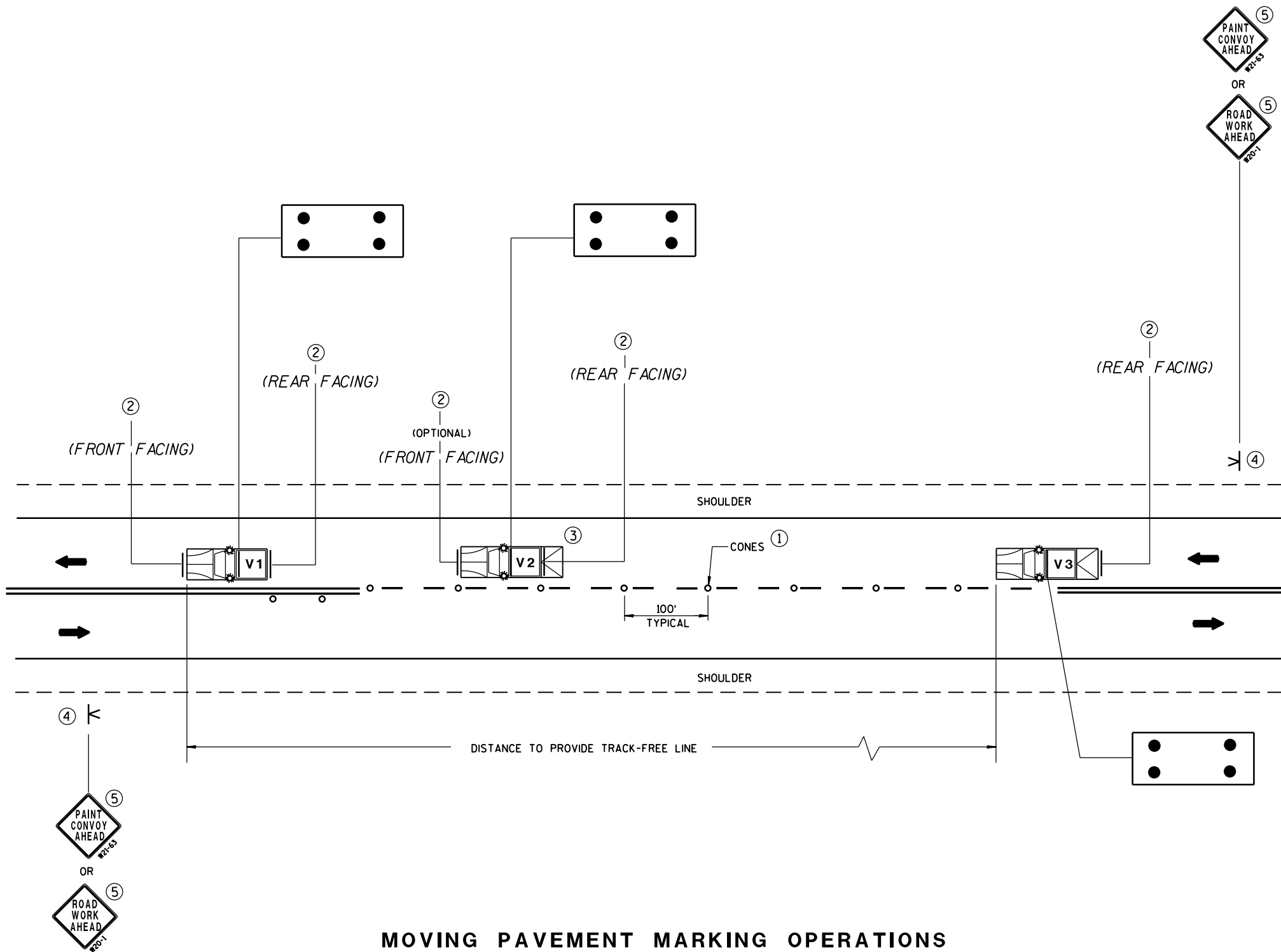
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

- ① FOR A MOVING WORK OPERATION, SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.
- ② SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/5/06 /S/ Thomas N. Nothohm
DATE STATE TRAFFIC ENGINE 144 DESIGN
FHWA



MOVING PAVEMENT MARKING OPERATIONS
TWO-LANE TWO-WAY ROADWAY

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE MARKING.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

- ① CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.
- ② USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.
 OR 
W21-64 W21-64
- ③ OPTIONAL TRUCK-MOUNTED ATTENUATOR.
- ④ SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.
- ⑤ IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

LEGEND

- V1** LEAD VEHICLE
- V2** SHADOW VEHICLE
- V3** TRAIL VEHICLE WITH TMA
-  **TMA** TRUCK-MOUNTED ATTENUATOR
-  SIGN ON PORTABLE SUPPORT
-  DIRECTION OF TRAVEL
-  CONES
-  FLASHING ARROW PANEL (CAUTION)

MOVING PAVEMENT MARKING
OPERATION
TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/6/2011 /S/ Thomas N. Notbohm
DATE STATE TRAFFIC ENGINEER 145 SIGN
FHWA

GENERAL NOTES

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

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

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

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

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

W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.

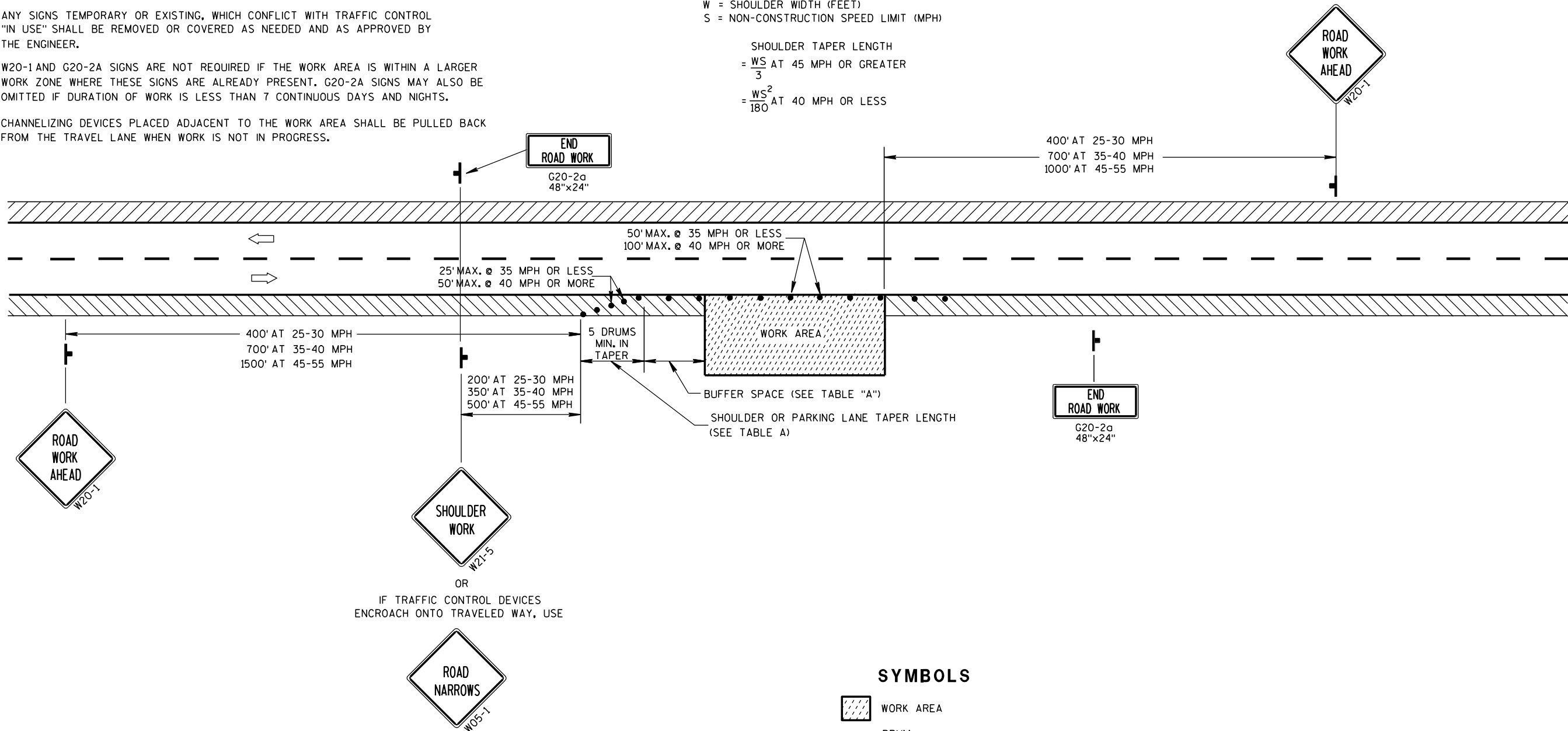
CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

TABLE A

SHOULDER TAPER LENGTH (FEET)					BUFFER SPACE (FEET)
S	W	4	6	8	
30	20	30	40	50	85
35	30	45	55	70	120
40	40	55	75	90	170
45	60	90	120	150	220
50	70	100	135	170	280
55	75	110	150	185	335

W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

SHOULDER TAPER LENGTH
= $\frac{WS}{3}$ AT 45 MPH OR GREATER
= $\frac{WS^2}{180}$ AT 40 MPH OR LESS



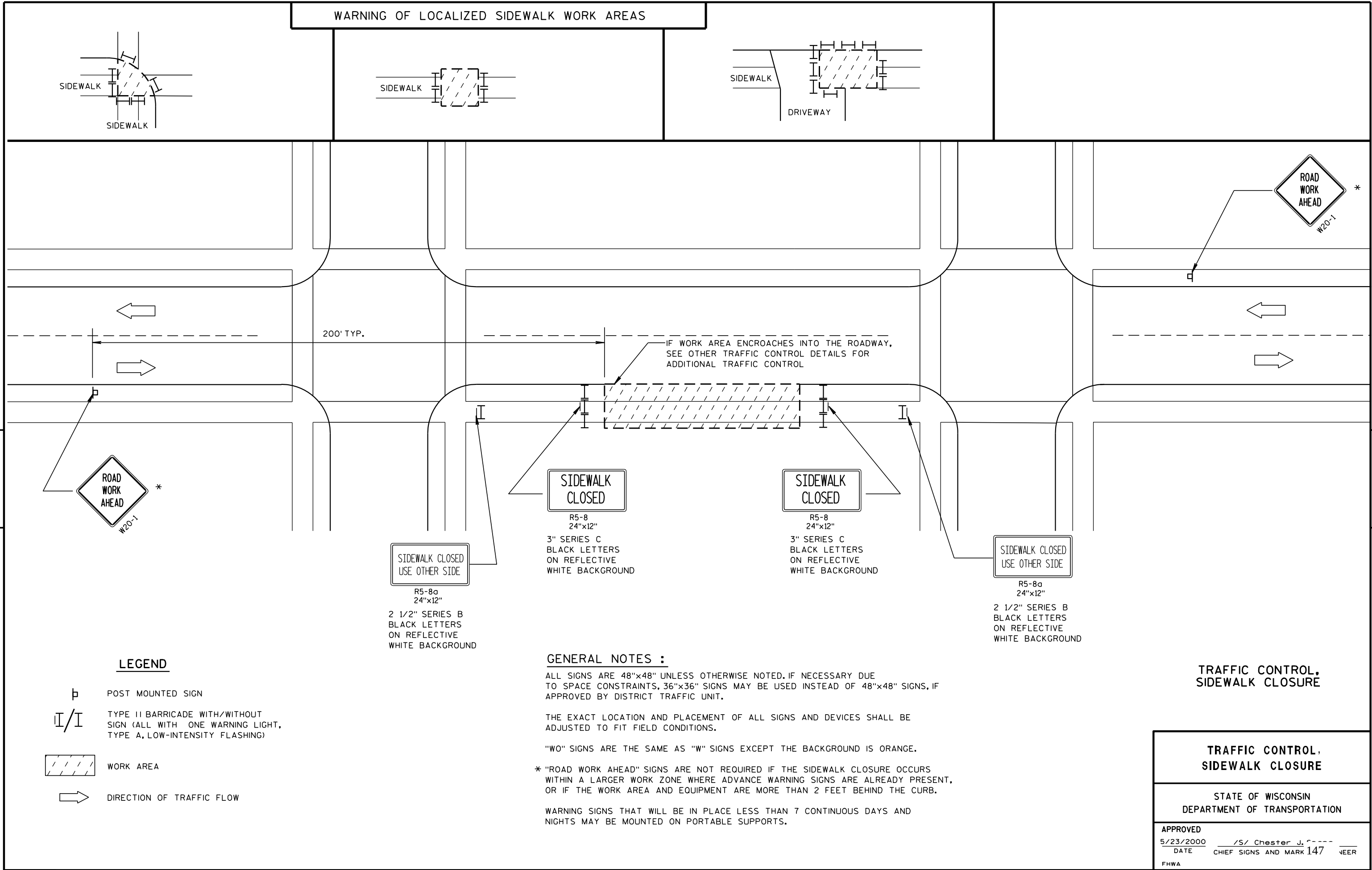
SYMBOLS

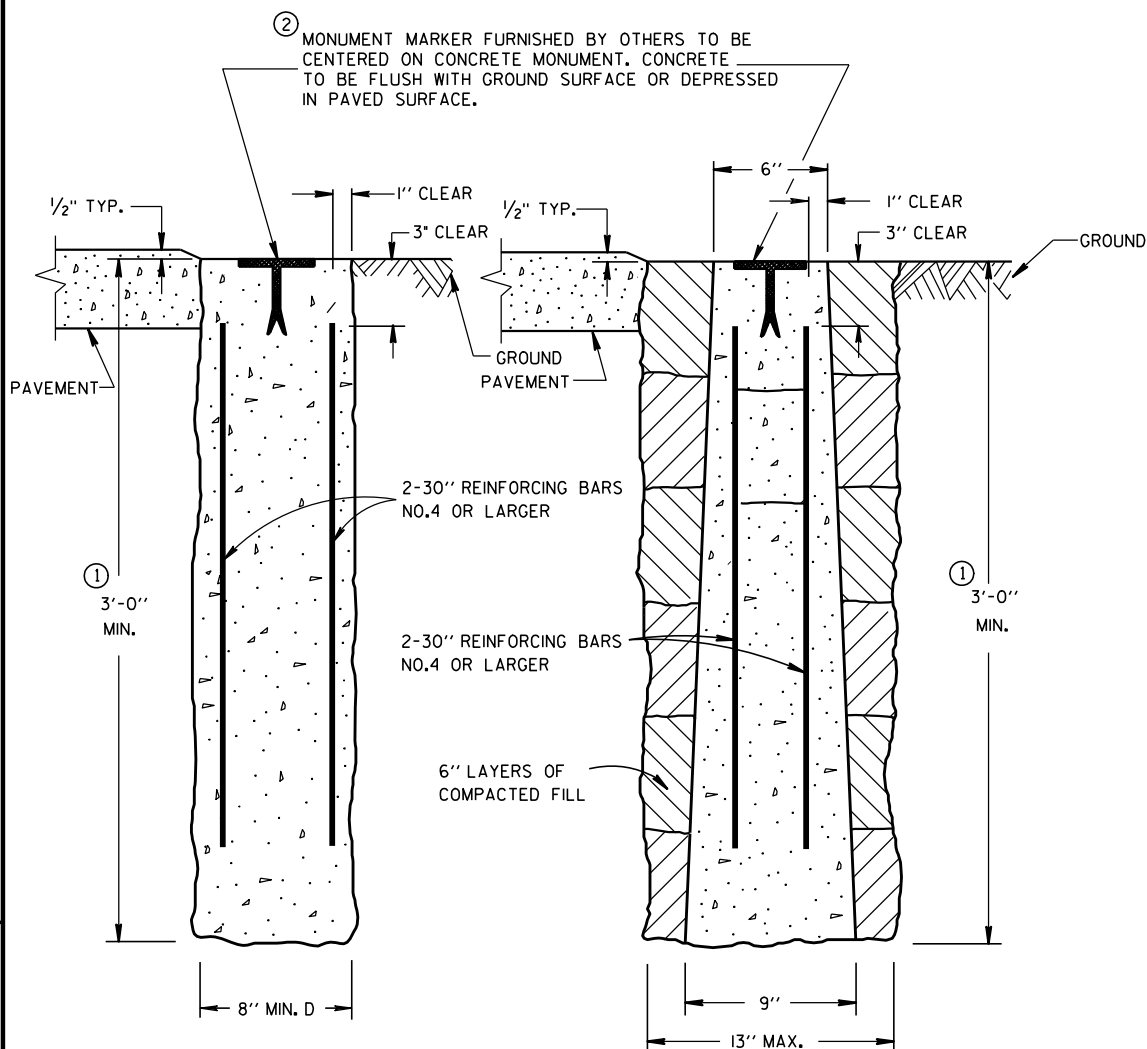
- WORK AREA
- DRUM
- POST MOUNTED SIGN
- DIRECTION OF TRAFFIC FLOW

TRAFFIC CONTROL,
WORK ON SHOULDER OR
PARKING LANE,
UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/00 /S/ Chester J. NNEER
DATE CHIEF SIGNS AND MARK 146
FHWA



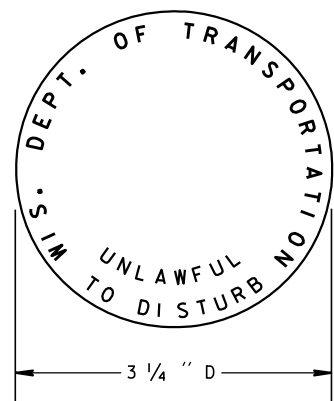


CAST-IN-PLACE

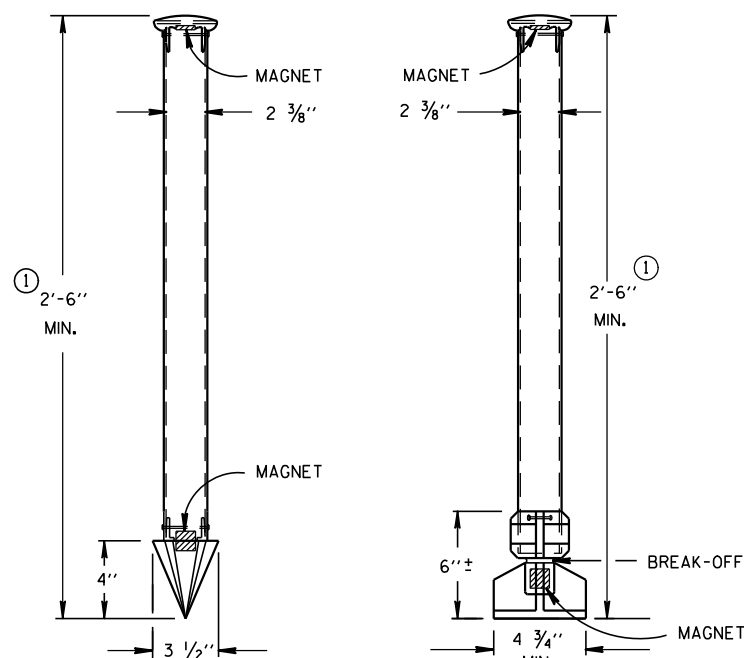
PRECAST

CONCRETE MONUMENTS

TYPE A



② WIS DOT MONUMENT MARKER LOGO
FOR TYPES "A", "C" & "D"



TYPE C

TYPE D

DRIVE-IN MONUMENT

BREAK-OFF MONUMENT

ALUMINUM MONUMENTS

(INCLUDES MARKER)

GENERAL NOTES

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

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

INSTALLED METAL MONUMENTS MUST BE EASILY DETECTED WITH A DIP NEEDLE. INSERT PERMANENT MAGNETS SHALL BE ATTACHED NEAR THE TOP AND BOTTOM OF THOSE MONUMENTS CONSTRUCTED OF A METAL ALLOY WHICH IS NOT ATTRACTIVE TO A DIP NEEDLE.

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

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

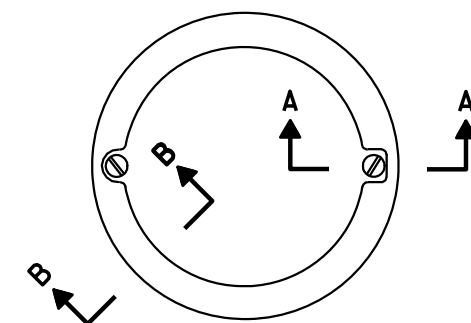
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

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

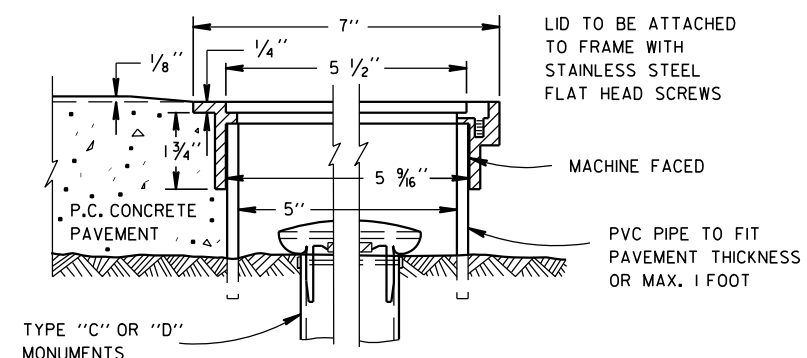
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WIS DOT MARKER.

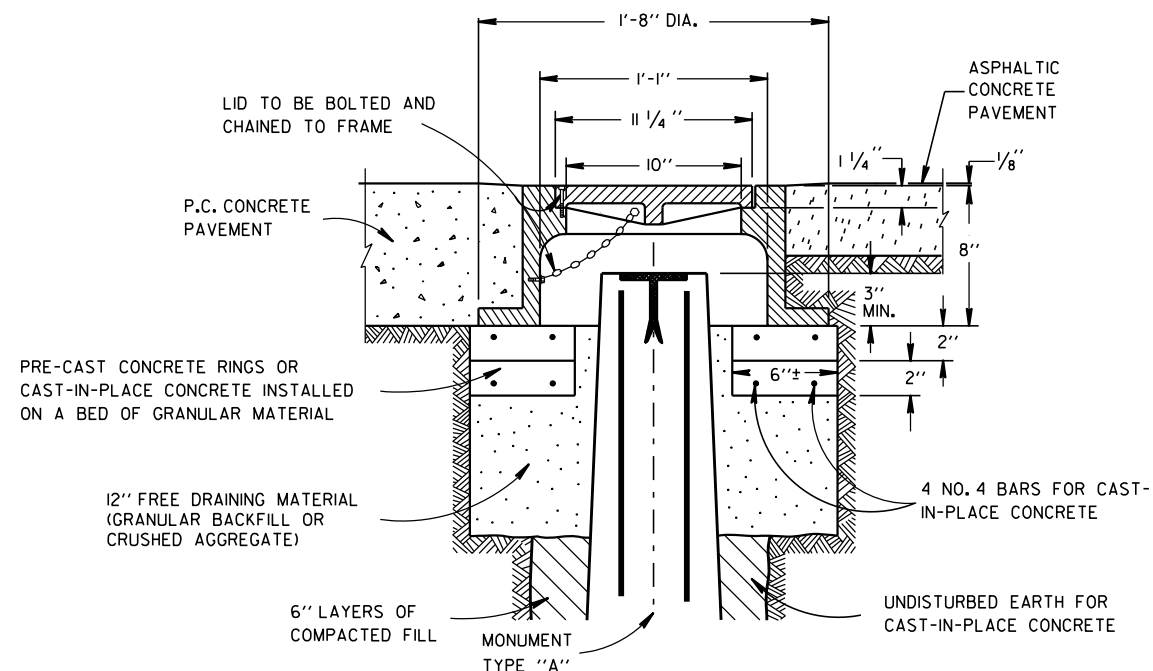


TOP VIEW



ALUMINUM MONUMENT COVER

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



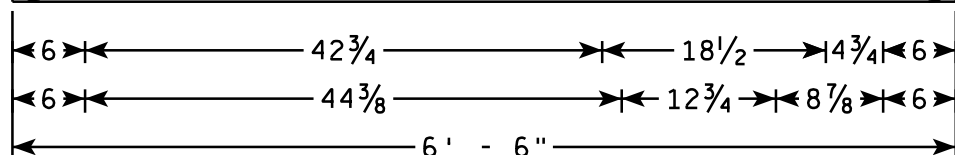
CAST IRON MONUMENT COVER

(APPROXIMATE WEIGHT - 95 LBS.)

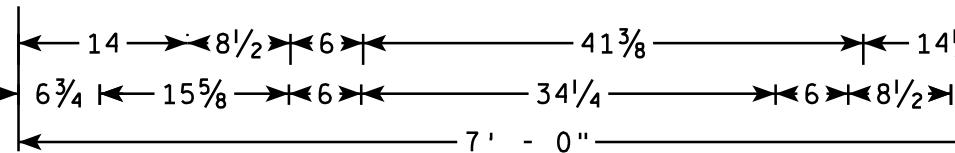
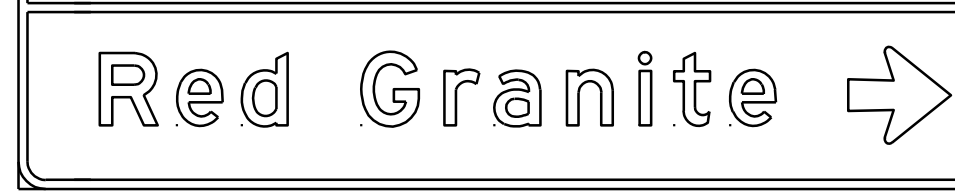
LANDMARK REFERENCE
MONUMENTS AND COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

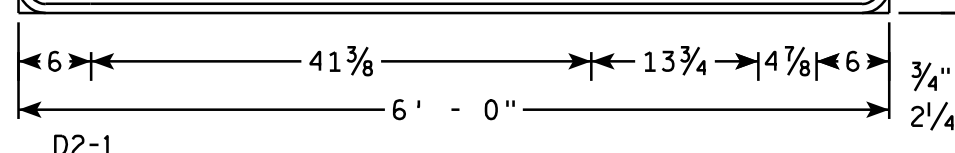
APPROVED
9/22/1999 /S/ Rory L. Rhin...
DATE CHIEF ROADWAY DEVELOP 148 NEER
FHWA



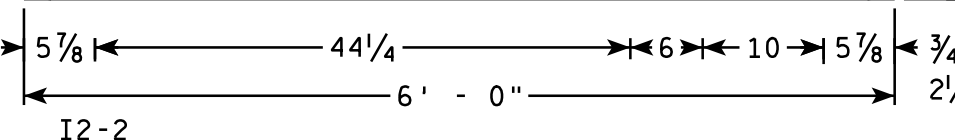
D2-2



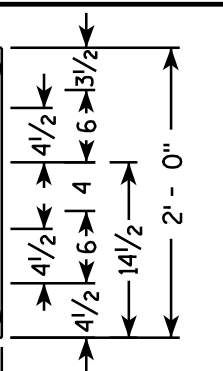
D1-2



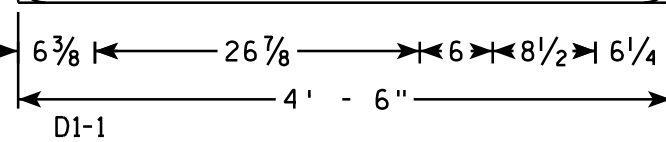
D2-1



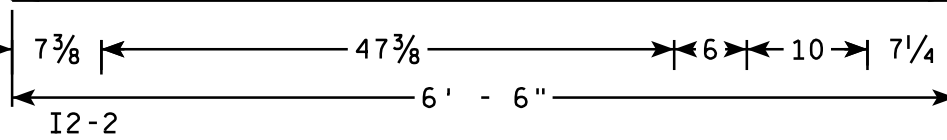
I2-2



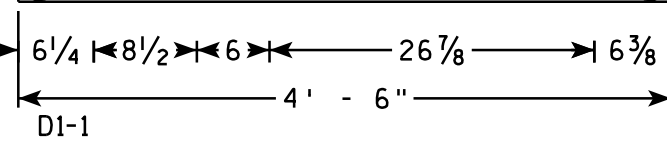
3/4" Border
2 1/4" Radius



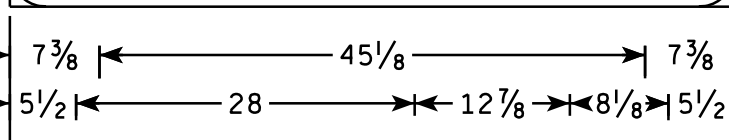
D1-1



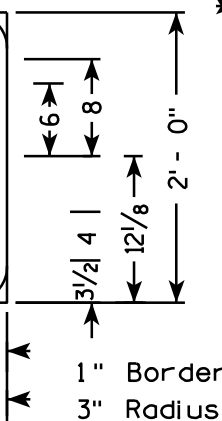
I2-2



D1-1



I2-3



1" Border
3" Radius

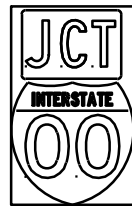
NOTES

1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Green
Message - White
3. Message Series - E except as noted

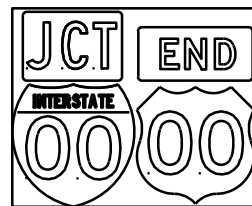
7

7

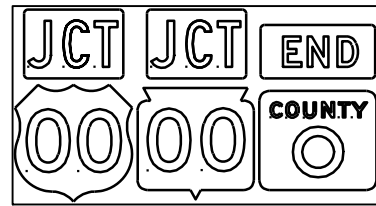
TYPICAL ASSEMBLIES



J1-1



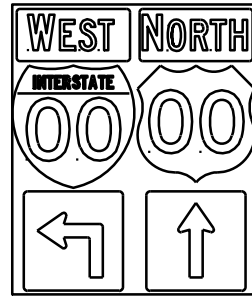
J1-2



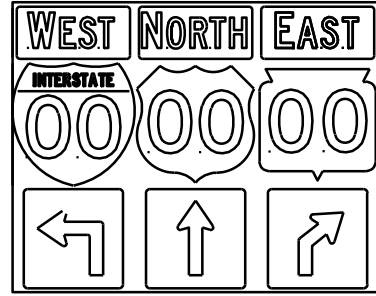
J1-3



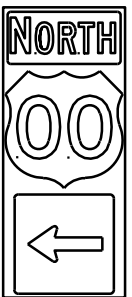
J2-1



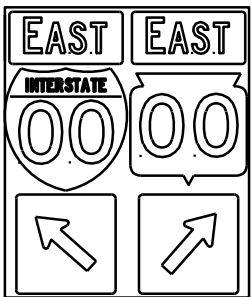
J2-2



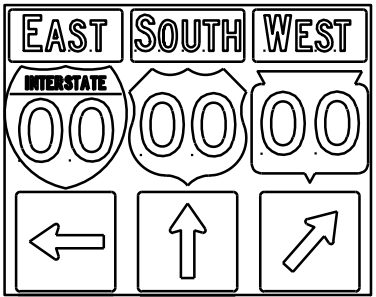
J2-3



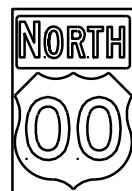
J3-1



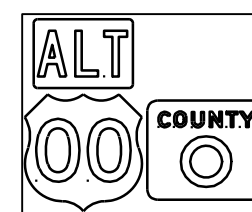
J3-2



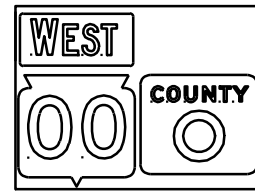
J3-3



J4-1



J4-2

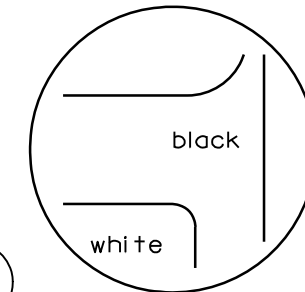
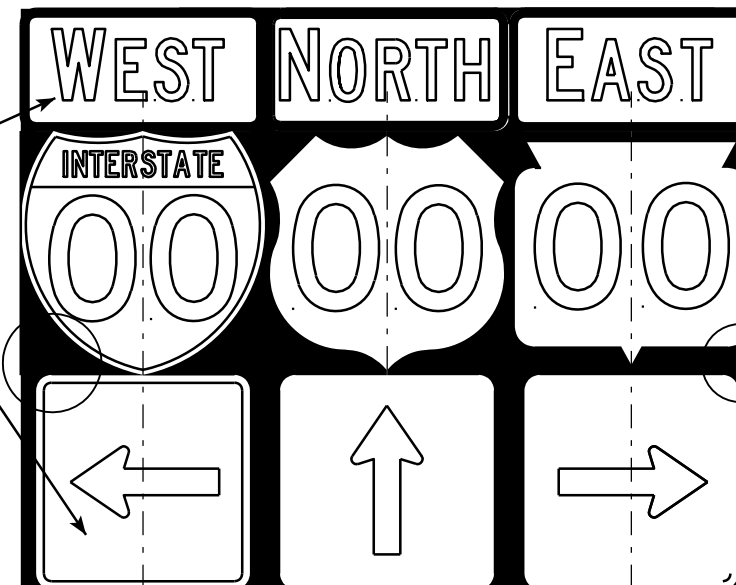
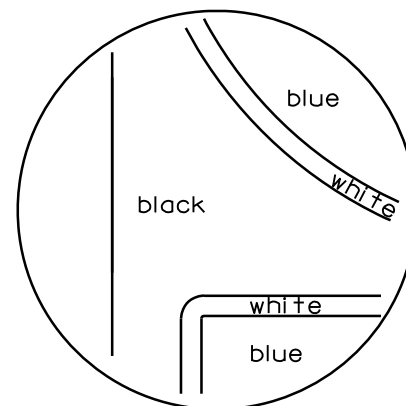


J4-2

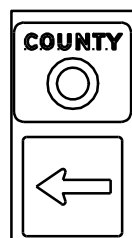


JV

[blue background with interstate]



[black background]



J13-1



J12-1



J32-1



J33-1



J23-1



J22-1

NOTES

- Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- Color:
Background - Black Non-reflective
Message - see Note 5
- Message Series - See Note 5
- Corners shall be square since base material is plywood.
- The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
- Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
- Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
- Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
- Route assemblies that have 36 inch shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.

ROUTE MARKERS & COMPONENTS IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R. Rauch
For State Traffic Engineer

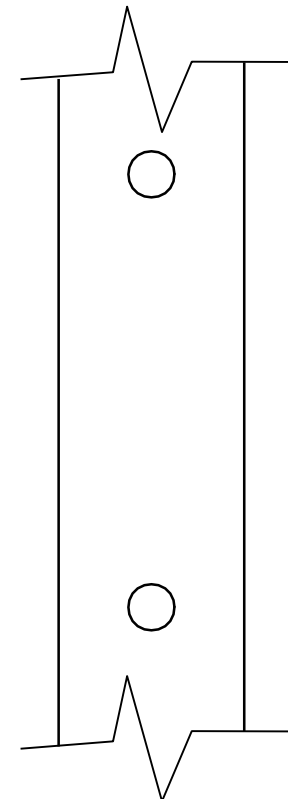
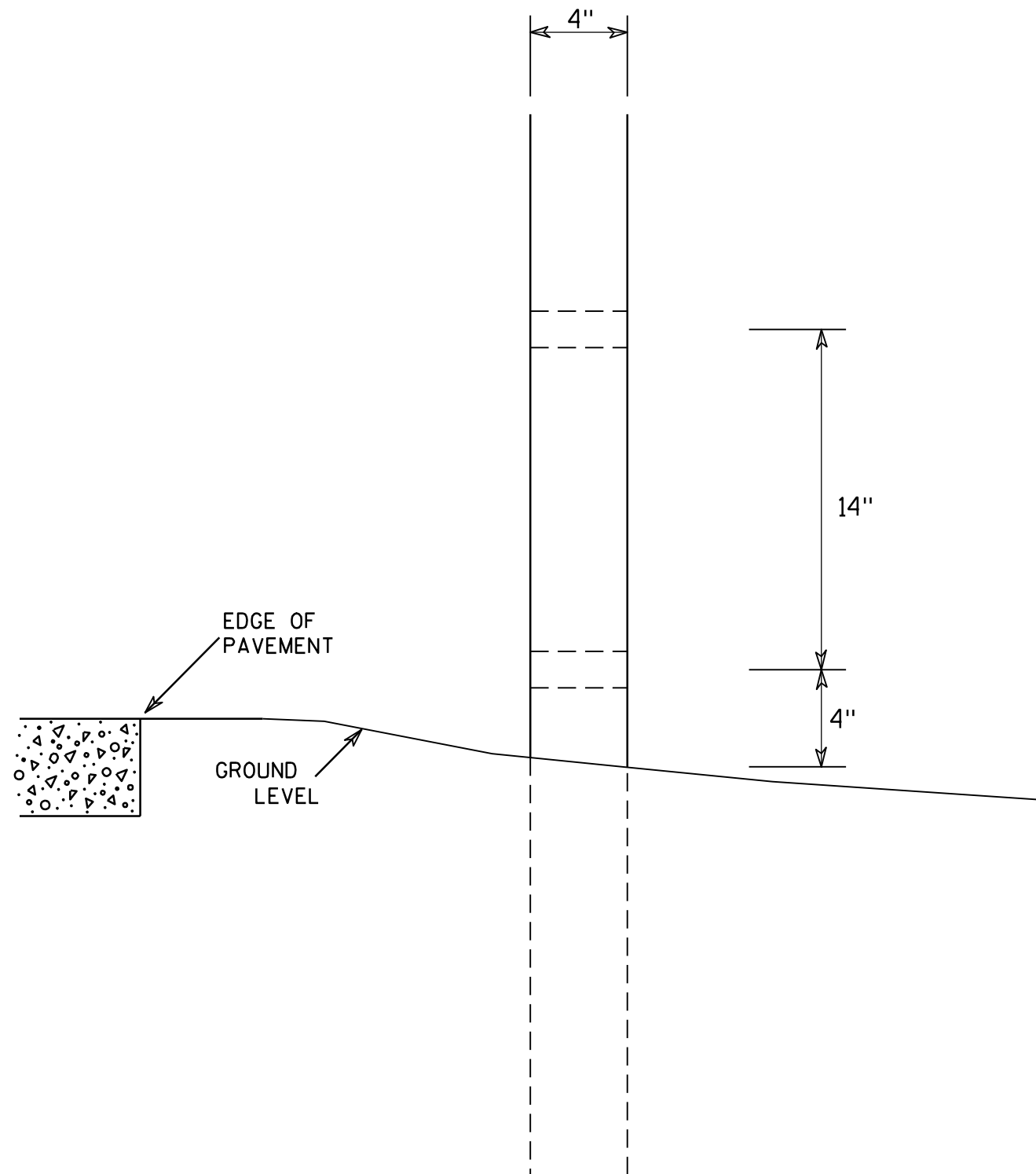
DATE 10/21/09

PLATE NO. A2-1S.6

PROJECT NO:

SHEET NO: 150

E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Chester J. Spang
for State Traffic Engineer

DATE 3/27/97

PLATE NO. A4-11.2

PROJECT NO:

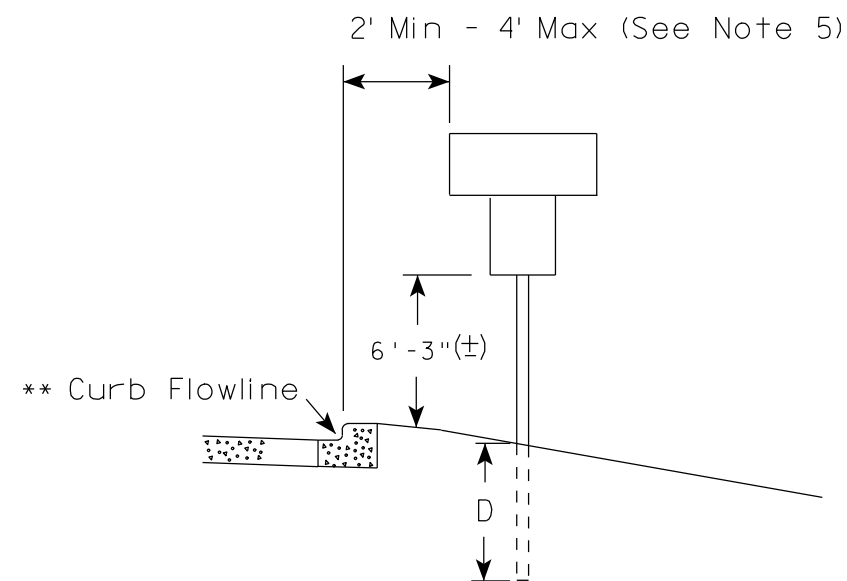
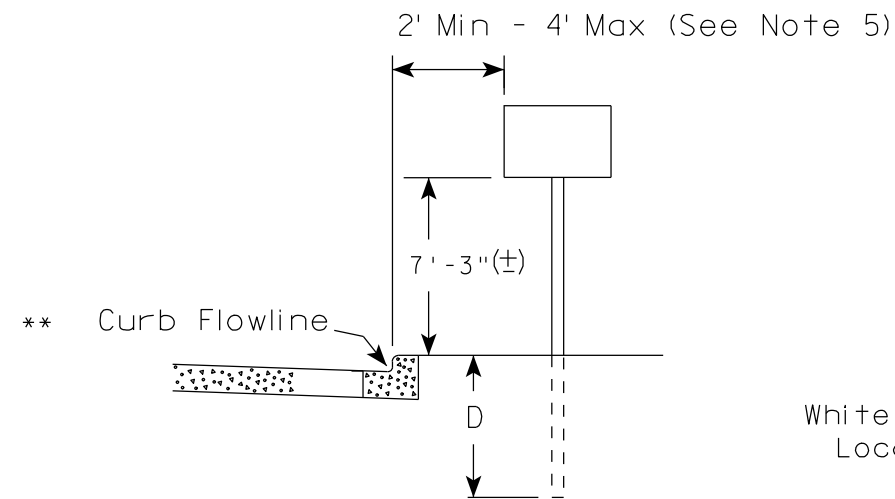
HWY:

COUNTY:

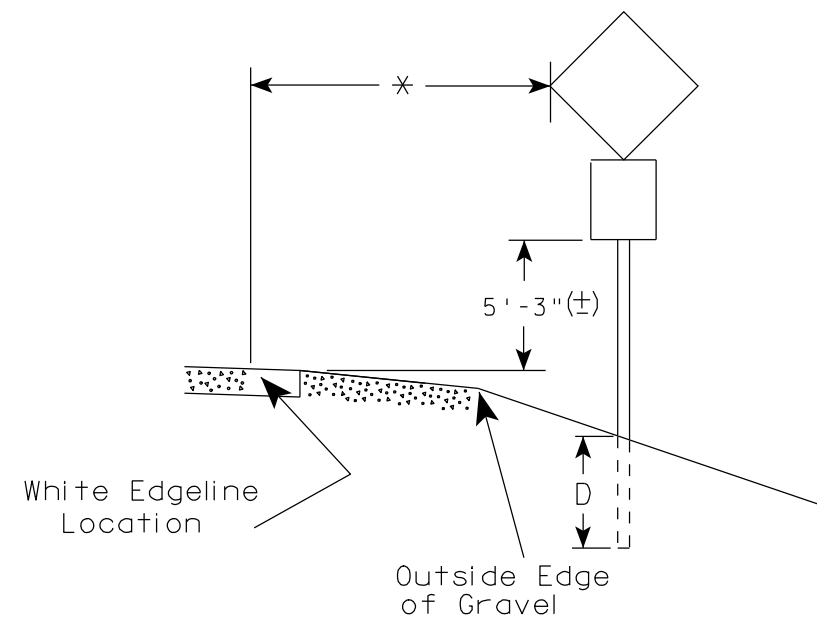
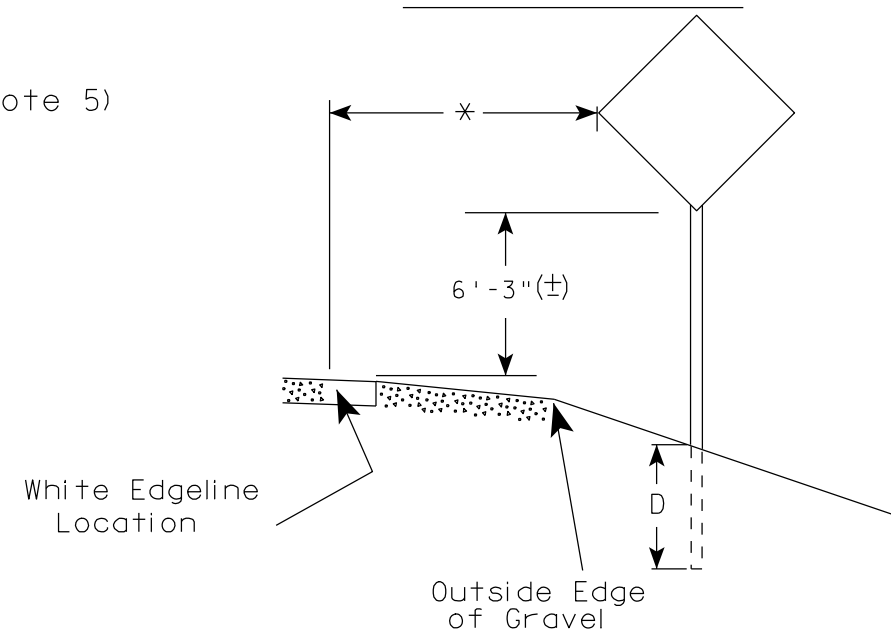
SHEET NO: 151

E

URBAN AREA



RURAL AREA (See Note 2)



GENERAL NOTES

1. Signs wider than 4 feet or larger than 20 sq. ft. shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for J assemblies (A4-5) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'-3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding stop signs (R1-1F) shall be mounted at a height of 5'-3" (±) or as directed by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series) & End of Road Markers (W5-56 & W5-56A) shall be mounted at a height of 4'-3" (±).

POST EMBEDMENT DEPTH

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

✱✱ The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

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

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 9/21/2011 PLATE NO. A4-3.16

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 152

E

GENERAL NOTES

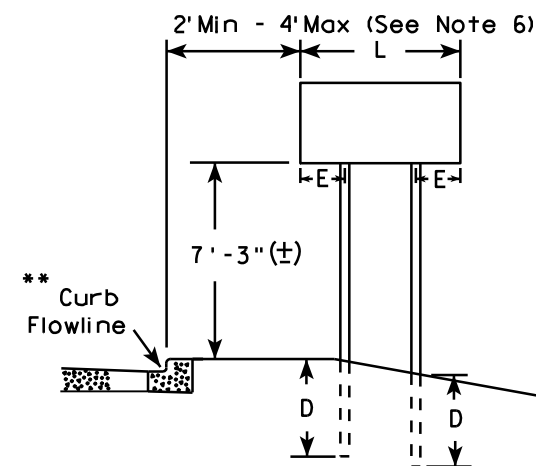
- For multiple post installations, individual post spacing shall be greater than 3'-6".
- See tables below for required number of posts.
- For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
- The (±) tolerance for mounting height is 3 inches.
- Minimum mounting height for J assemblies (A4-5) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
- Offset distance shall be consistent with existing signs or consistent throughout length of project.
- Folding stop signs (R1-1F) shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
- The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series) & End of Road Markers (W5-56 & W5-56A) shall be mounted at a height of 4"-3" (±).

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

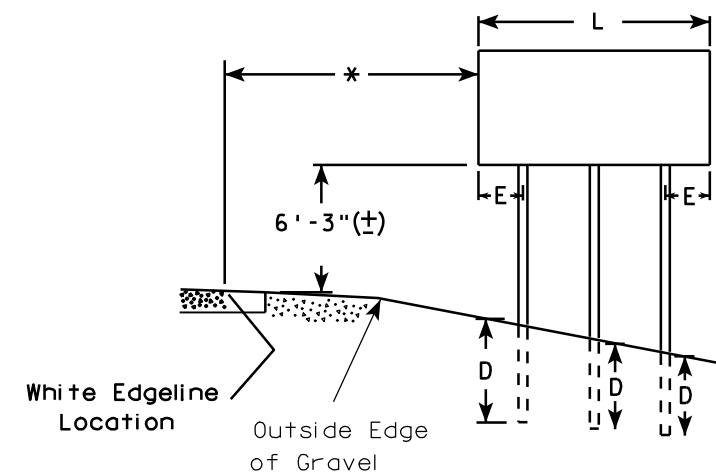
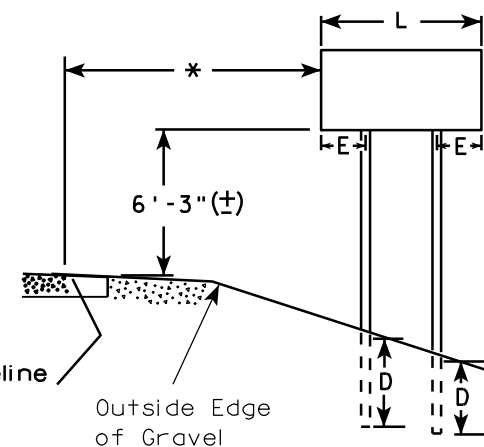
** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width or 20 S.F. or less in area.

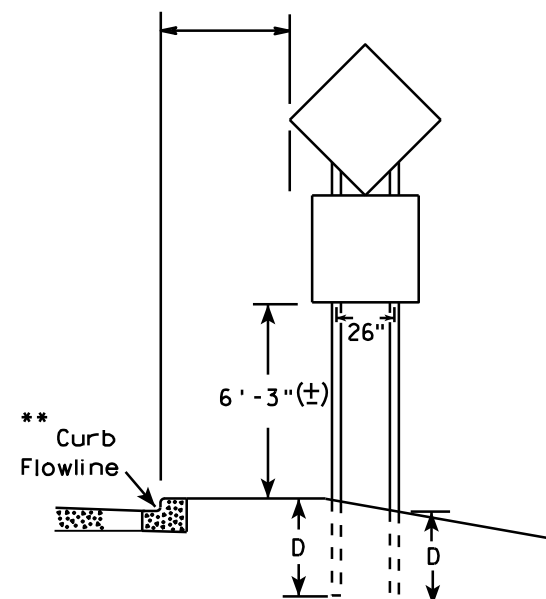
URBAN AREA



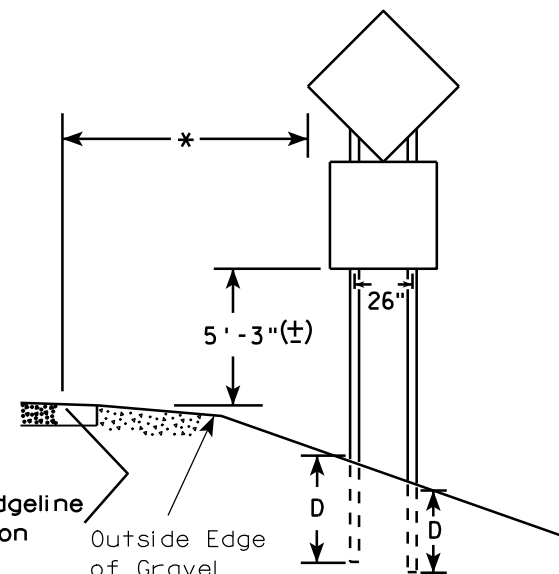
RURAL AREA (See Note 3)



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



48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

SIGN SHAPE OTHER THAN DIAMOND (FOUR POSTS REQUIRED)	
L	E
168" and greater	12"

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION
OF TYPE II SIGNS
ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 9/21/2011 PLATE NO. A4-4.11

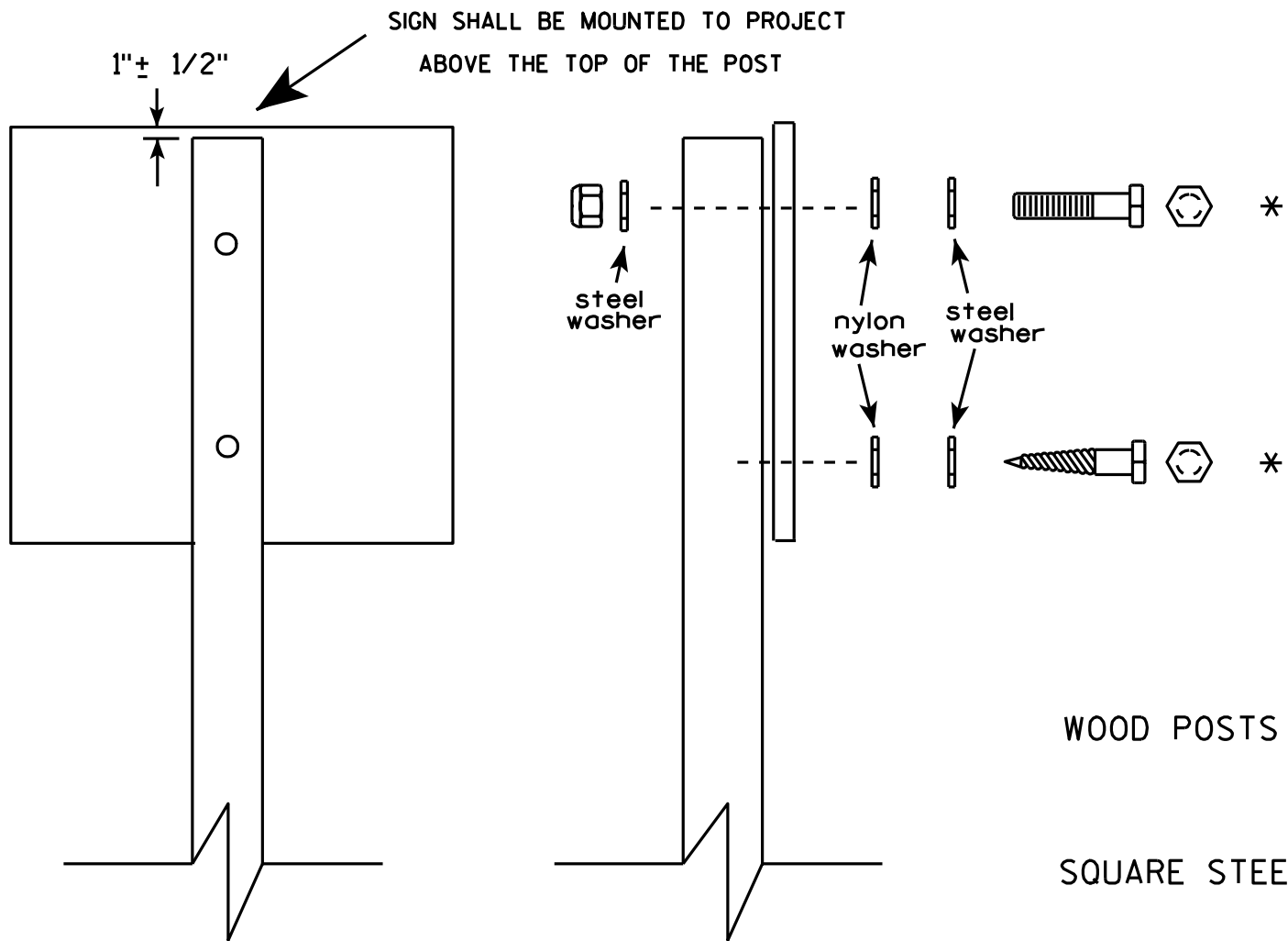
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 153

E

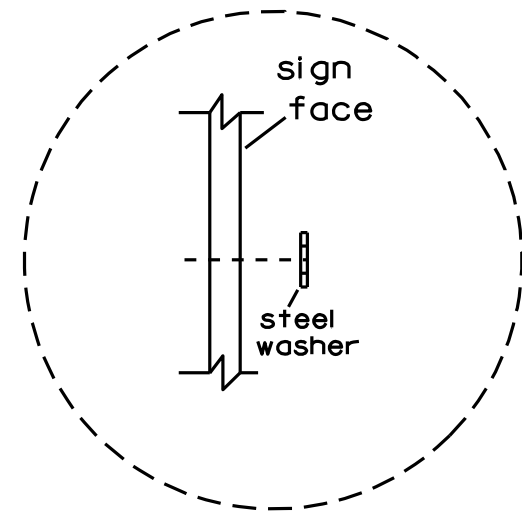


Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

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

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

- WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3"
MACHINE BOLTS - 5/16" X 6-1/2" or 7" Length w/ nuts
- SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts
RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH
- WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON for all Type H signs.

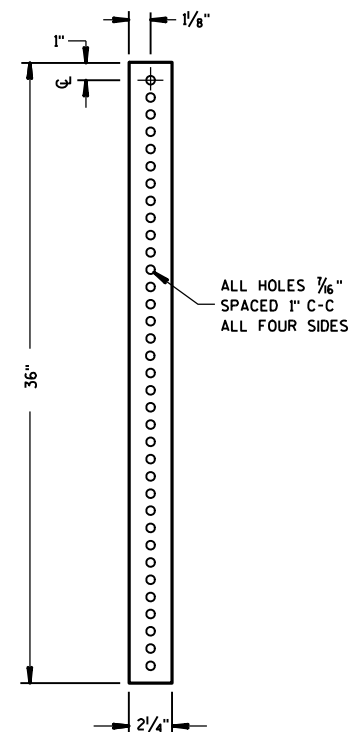


Washer Placement when Sign Has Other Than Type H or Type F Face

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

ATTACHMENT OF SIGNS TO POSTS	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 3/23/10	PLATE NO. A4-8.7

**2 1/4" SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH**



2 1/2" or 2 1/4" TELESPAR TUBE

4" x 12" x 10 GA.
STEEL PLATE (CUT
AS SHOWN) WELDED
TO ALL FOUR CORNERS
OF TELESPAR TUBE

4"

2 1/2"

12"

3 1/2"

10"

LENGTH SHOWN ON MISC. QTY'S

81

81

SIGN

SEE SIGN PLATE A4-8 FOR BOLT WASHER, & NUT MATERIAL

2" STEEL TUBULAR SQUARE UPPER SECTION

ALL HOLES $\frac{7}{16}$ " SPACED 1" C-C ALL FOUR SIDES

TELESCOPE PIECES FLUSH AT TOP

$\frac{3}{8}$ " ZINC PLATED CORNER ANCHOR BOLT AND NUT

$2\frac{1}{2}$ " GRAVEL OR DIRT

13"

18"

36"

18" DIA PVC BOX-OUT

$\frac{3}{8}$ " ZINC PLATED ANCHOR BOLT AND NUT

$2\frac{1}{2}$ " SQUARE X 18" (SOIL STABILIZING SLEEVE)

$2\frac{1}{4}$ " SQUARE X 36"

LENGTH SHOWN ON MISC. QTY'S

TELESCOPE PIECES FLUSH AT TOP

1"

12"

18"

36"

2" STEEL TUBULAR SQUARE UPPER SECTION

ALL HOLES $\frac{7}{16}$ " SPACED 1" C-C ALL FOUR SIDES

$\frac{3}{8}$ " ZINC PLATED CORNER ANCHOR BOLT AND NUT

1"

$\frac{3}{8}$ " ZINC PLATED ANCHOR BOLT AND NUT

$2\frac{1}{2}$ " SQUARE X 18" (SOIL STABILIZING SLEEVE)

$2\frac{1}{4}$ " SQUARE X 36"

SIGN

SEE SIGN PLATE A4-8 FOR BOLT WASHER, & NUT MATERIAL

3/8" ZINC PLATED CORNER ANCHOR BOLT AND NUT

DIRECTION OF TRAFFIC

SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

DATE 5/30/12 PLATE NO. A4-9.7

PROJECT NO:

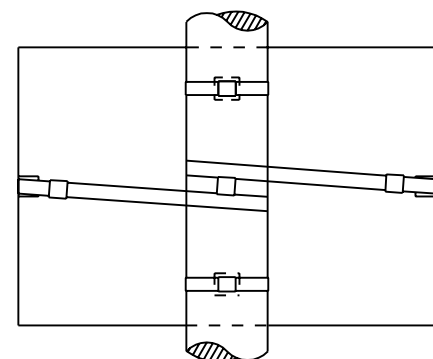
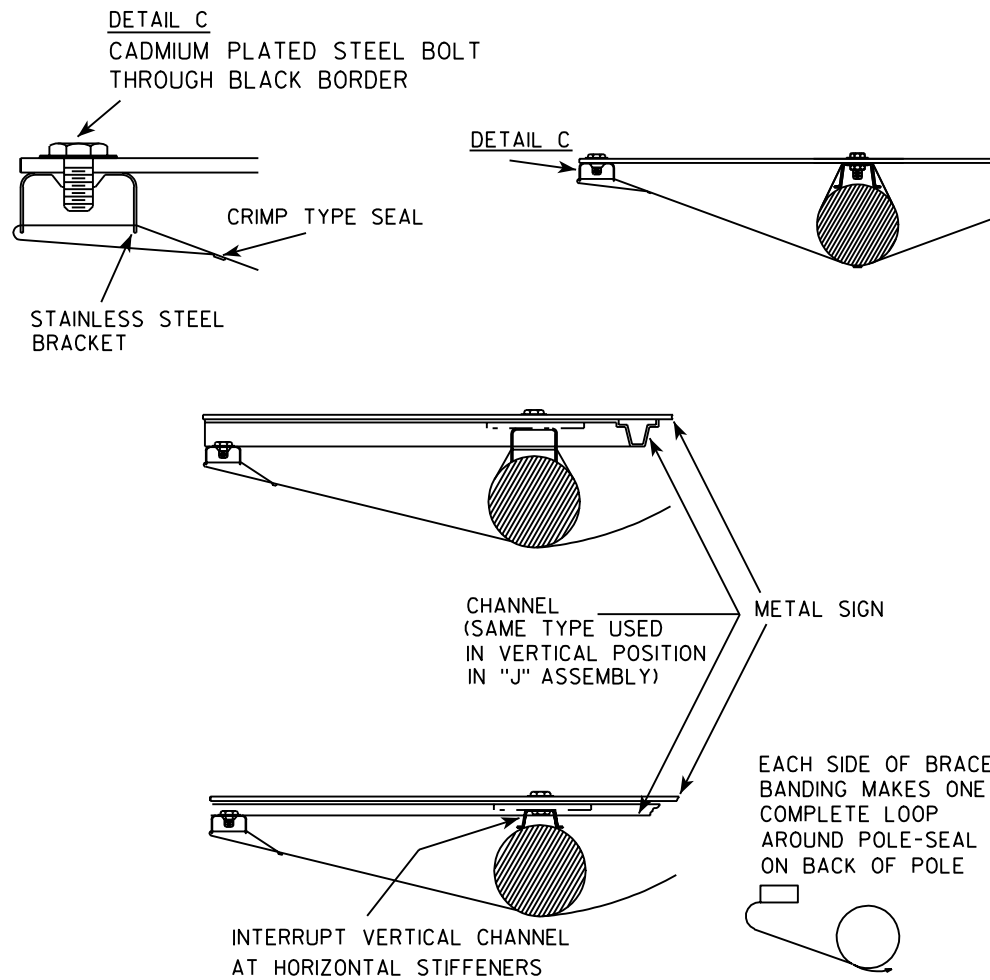
HWY:

COUNTY:

SHEET NO: 155

E

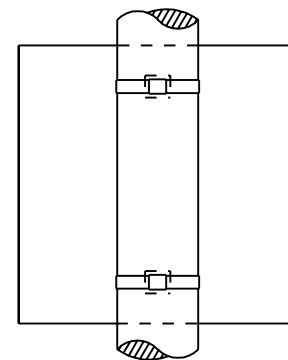
BRACE BANDING



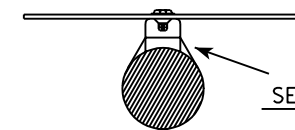
BRACE BANDING

BRACE BANDING SHALL BE TIGHTENED FIRMLY
BUT NOT SO TIGHT AS TO APPRECIABLY
CURVE FACE OF SIGN.

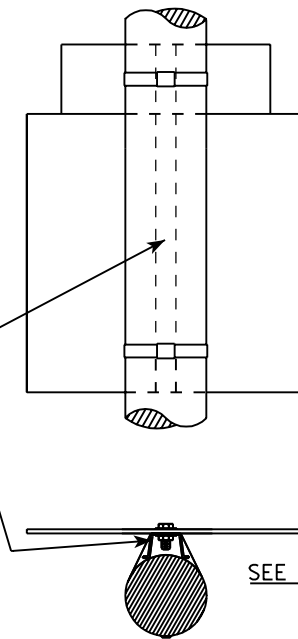
SINGLE SIGN



BRACKET BANDING

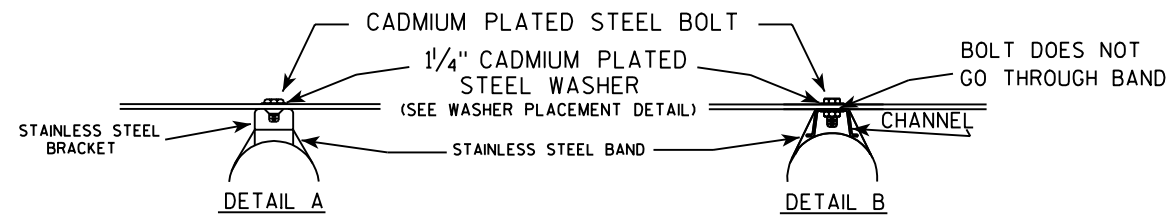


"J" ASSEMBLY

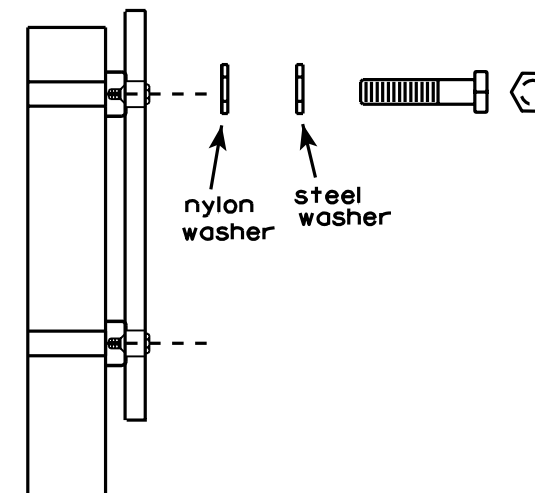


CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET

SEE DETAIL B



WASHER PLACEMENT



WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Signs 4' or greater in width shall have one brace band installed at the center of the sign.
2. Signs 3' or greater in height shall have three bracket bands installed. Signs less than 3' in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be 3/4" in width and 0.025" thickness.

STANDARD SIGN SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 11/08/05 PLATE NO. A5-9.2

PROJECT NO:

HWY:

COUNTY:

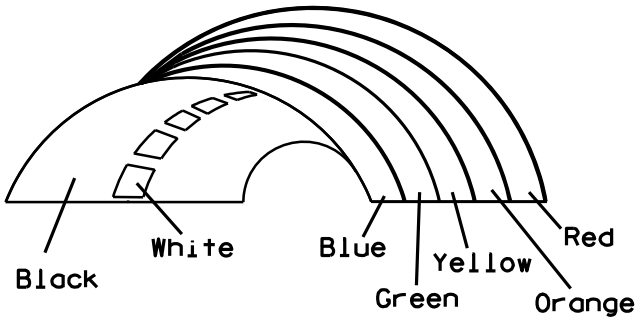
SHEET NO: 156

E



* VARIES

Background Colors of Symbol*



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

NOTES

- 1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:
Background - White
Message - (See Note 5)
- 3. Message Series - (See Note 6)
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. Border - Blue
Line 1 - Red
Line 2 - Black
Line 3-5 - Blue
- 6. Line 1 - Dutch 8011L
Line 2 - Series E
Line 3-5 - Series C
- 7. Contractor shall provide and install a new post bracket in accordance with the I55-56B sign detail.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	36	1 1/2	1/2	5/8	3	2	3 1/2	2 7/8	1	8	2 1/8	11 1/4	11 1/8	9 3/8	1 1/4		3/4	12 5/8	7 1/2							7.5
3																											
4																											
5																											

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 157

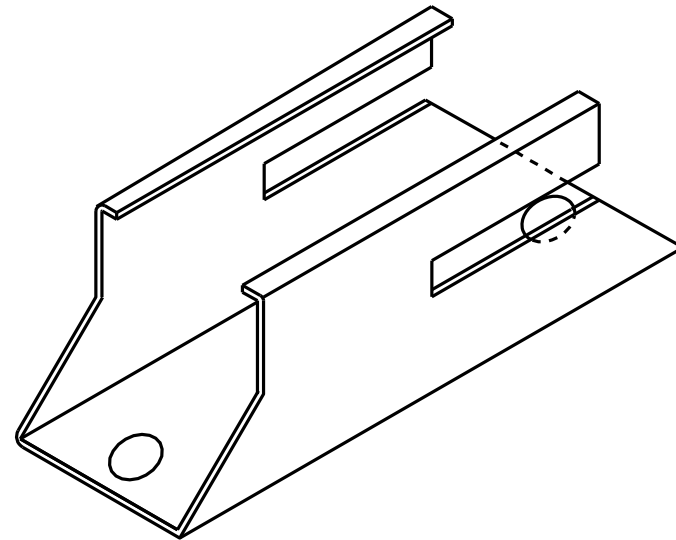
STANDARD SIGN
I55-56

WISCONSIN DEPT OF TRANSPORTATION

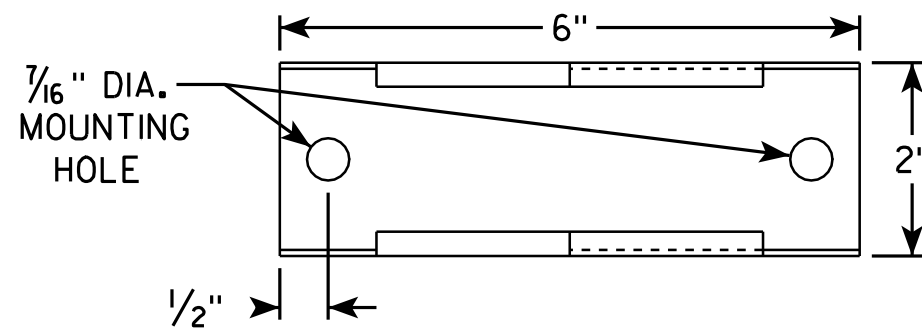
APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 4/27/11 PLATE NO. I55-56.3

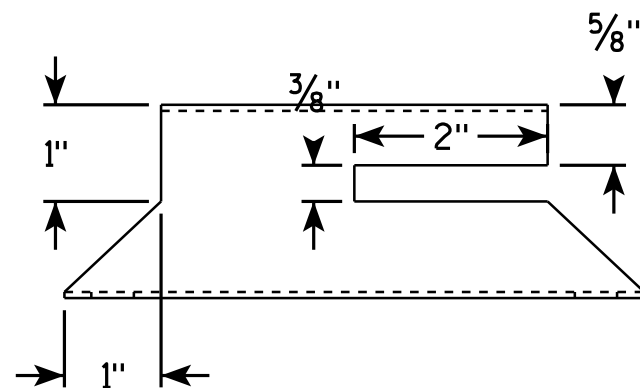
ISOMETRIC VIEW



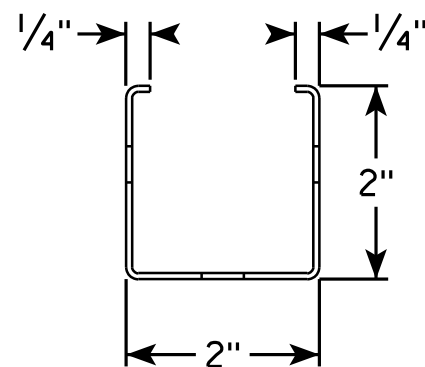
TOP VIEW



SIDE VIEW



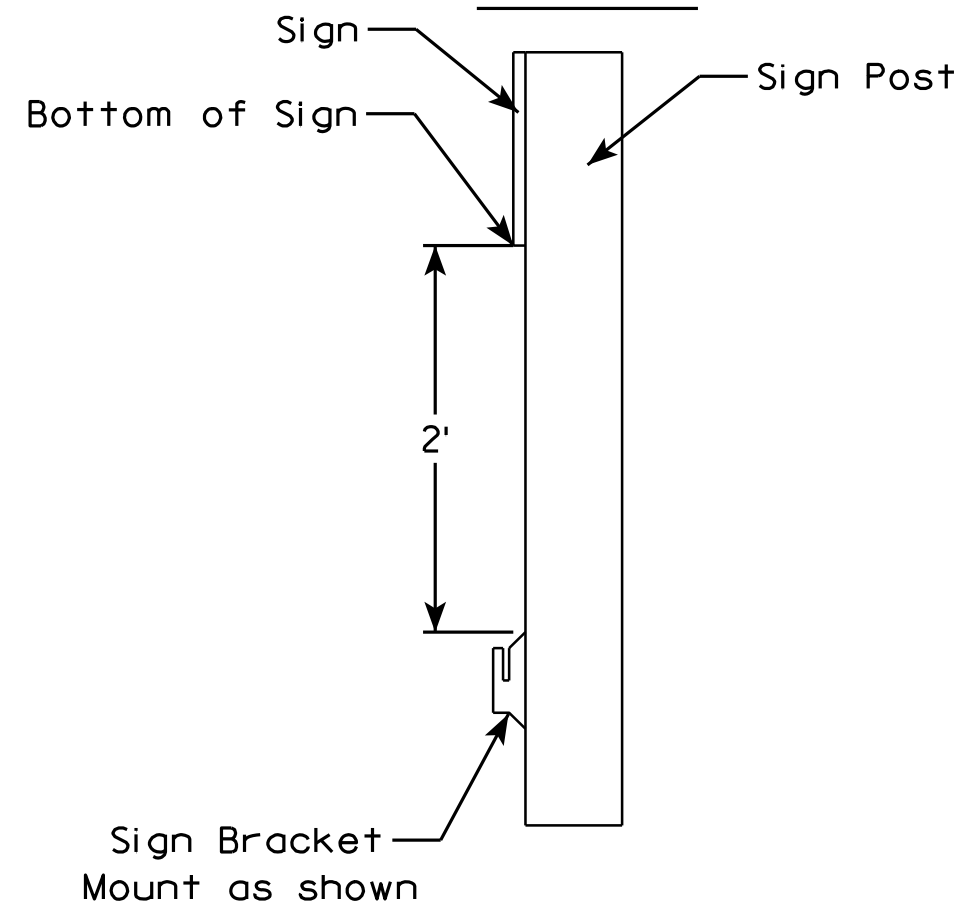
END VIEW



NOTES

1. Must be capable of permanent attachment to a wood or steel channel sign post utilizing the fastening hardware specified on the A4-8 sign plate.
2. Shall be entirely primed and painted with two coats of a black powder coated enamel paint.
3. Shall be made with 12 gauge steel, and incorporate no welds, no hinged components, no threaded lock-type components, and no parts which are loose or can be separated from the main body.
4. Shall have rounded edges with at least 1/8" radii.
5. Shall not have unrounded and uncoated metal edges which can contact the back surface of the roll-up sign.
6. Top of bracket shall be mounted 2' below the bottom of the I55-56 sign.
7. Cost of bracket and fastening hardware shall be incidental to the I55-56 sign.

SIDE VIEW



ROLLUP SIGN BRACKET
I55-56B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 2/5/10 PLATE NO. I55-56B.1

PROJECT NO:

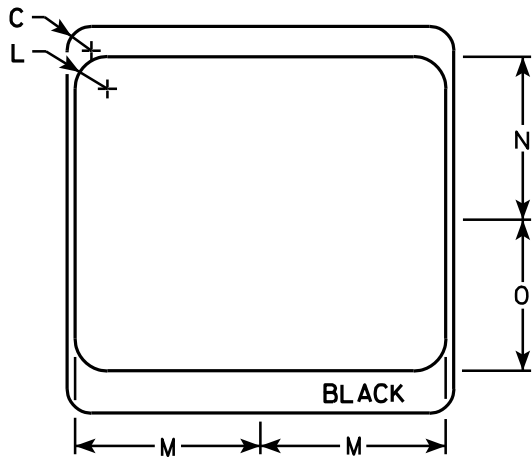
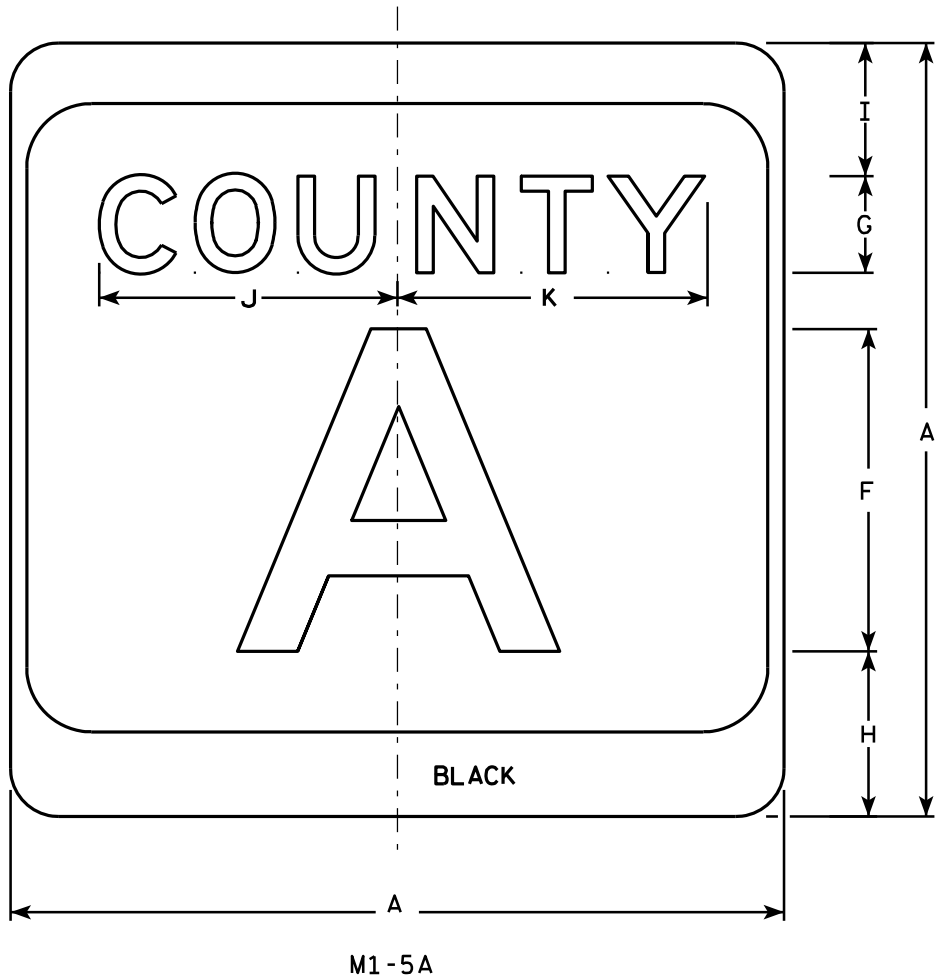
HWY:

COUNTY:

SHEET NO: 158

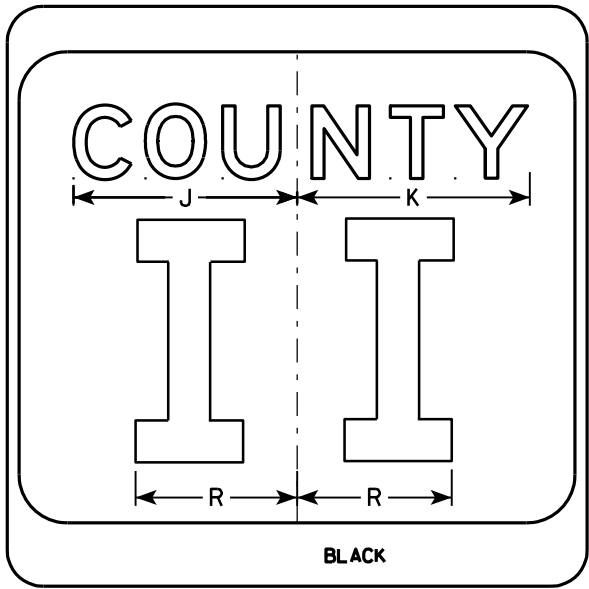
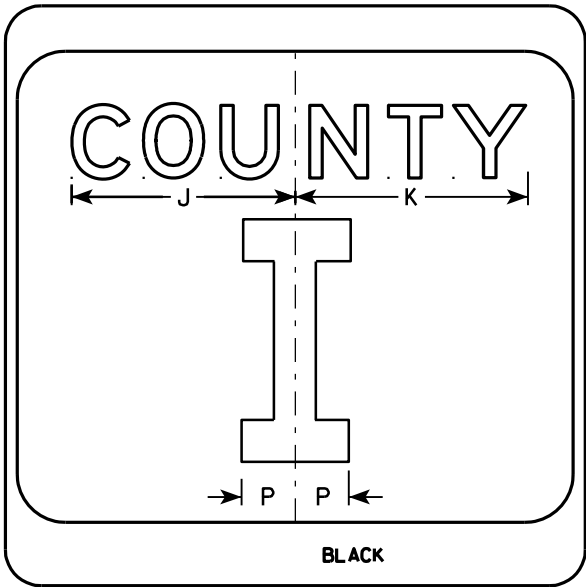
E

7



NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White & Black - See Note 7
Message - Black
3. Message Series - see Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Message Series E for 1 letter.
Message Series D for 2 letters unless message is too big then Series C.
Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
Background - Type H Reflective
Detour or temporary Signs
Background - Reflective



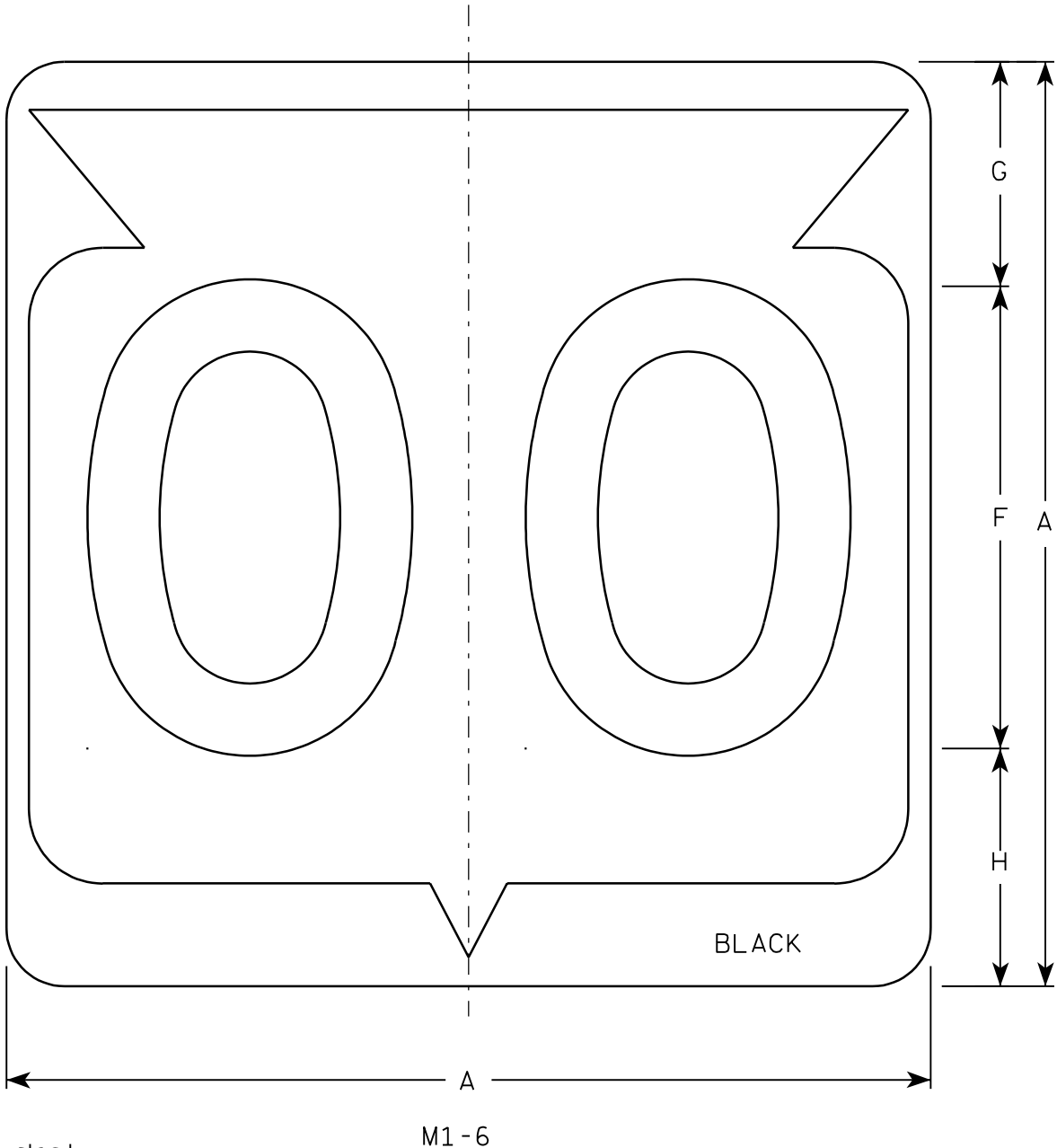
7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

CTH MARKER	
M1-5A FOR ASSEMBLIES	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 9/27/11	PLATE NO. M1-5A.8

PROJECT NO:	HWY:	COUNTY:	SHEET NO: 159	E
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7



Metric equivalent
for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m ²
1																												
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0	.36
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81

PROJECT NO:

HWY:

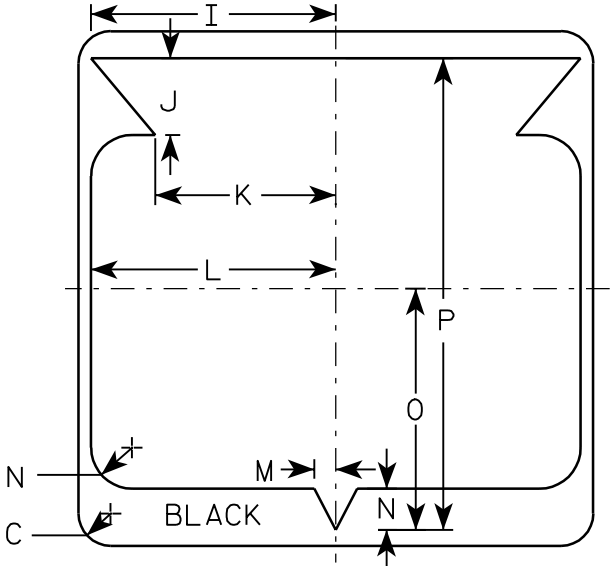
COUNTY:

SHEET NO: 160

E

NOTES

1. Sign is Type II - See Note 6 - reference
WIS DOT Standard Specification for HIGHWAY
and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White & Black - See Note 6
Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base
material is plywood but borders shall be rounded
as shown. When base material is metal, the
corners and borders shall be rounded.
5. Substitute appropriate Series numerals and
adjust spacing as per plate A10-1.
6. Permanent Signs
Background - Type H Reflective
Detour or temporary Signs
Background - Reflective



STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

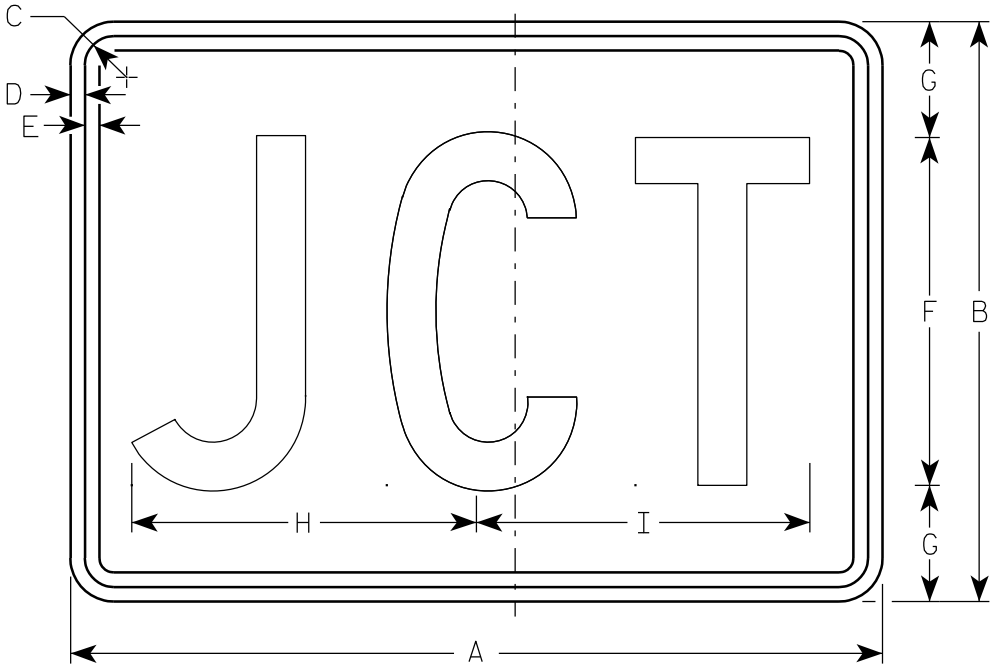
Chester J. Spang
for State Traffic Engineer

DATE 3/20/02

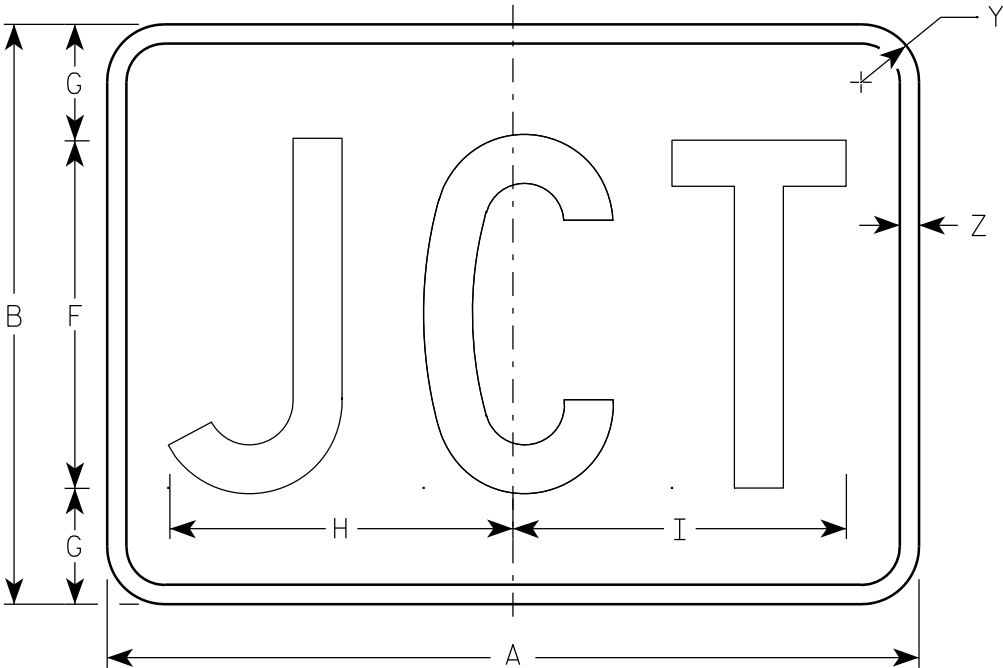
PLATE NO. M1-6.9

NOTES

1. Sign is Type II - See Note 5 - reference
WIS DOT Standard Specification for HIGHWAY
and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - See note 5
Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base
material is plywood but borders shall be rounded
as shown. When base material is metal, the
corners and borders shall be rounded.
5. M2-1 Background - White - Type H Reflective
(Detour or temporary Signs - Reflective)
Message - Black
MB2-1 Background - Blue
Message - White - Type H Reflective
(Detour or temporary Signs - Reflective)
MG2-1 Background - Green
Message - White - Type H Reflective
MK2-1 Background - Green
Message - White - Type H Reflective
MM2-1 Background - White - Type H Reflective
Message - Green
MN2-1 Background - Brown
Message - White - Type H Reflective
MR2-1 Background - Brown
Message - Yellow - Type H Reflective



M2-1
MK2-1
MM2-1
MR2-1



MB2-1
MG2-1
MN2-1

Metric equivalent
for this sign is:

SIZE	
1	
2	525 mm X 375 mm
3	750 mm X 525 mm
4	750 mm X 525 mm
5	750 mm X 525 mm

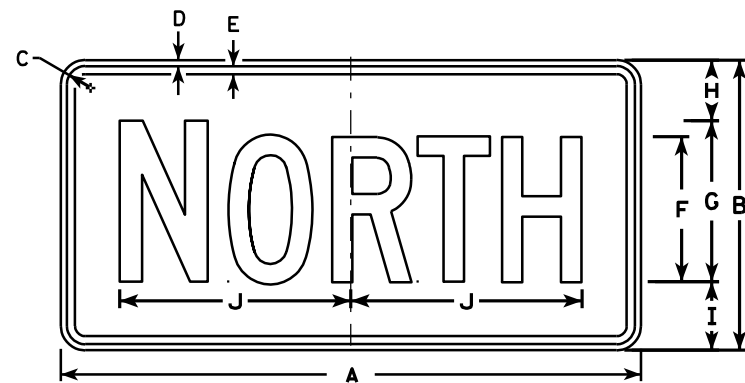
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m ²
1																												
2	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20	0.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40	0.20
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40	0.20
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40	0.20

STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

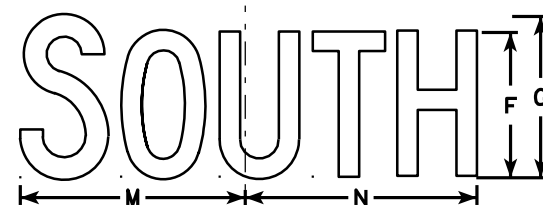
DATE 3/16/10 PLATE NO. M2-1.10



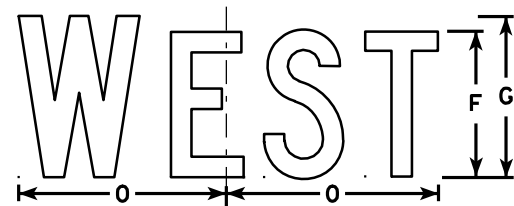
M3-1
MK3-1
M03-1



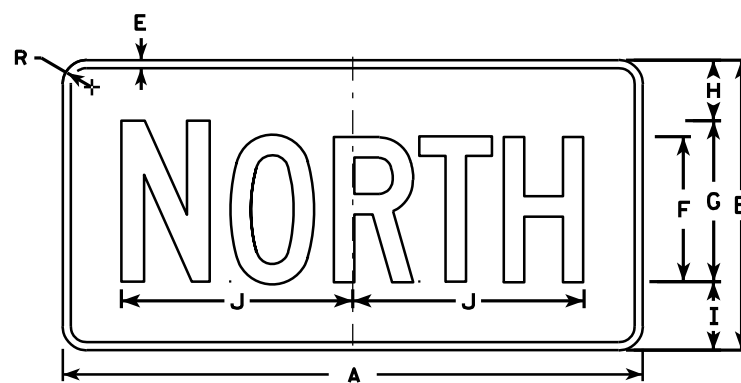
M3-2
MK3-2
M03-2



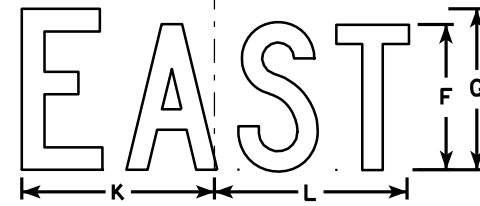
M3-3
MK3-3
M03-3



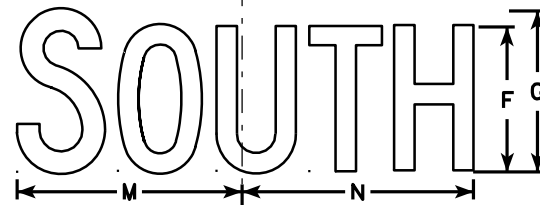
M3-4
MK3-4
M03-4



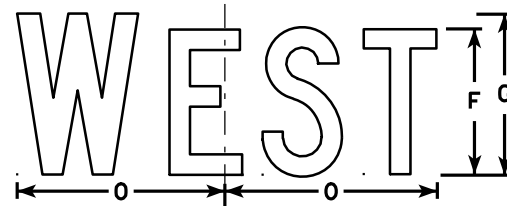
MB3-1
MG3-1
MM3-1
MN3-1



MB3-2
MG3-2
MM3-2
MN3-2



MB3-3
MG3-3
MM3-3
MN3-3



MB3-4
MG3-4
MM3-4
MN3-4

NOTES

1. All Signs Type II - See Note 5 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - See note 5
Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White - Type H Reflective (Detour or temporary signs - Reflective)
Message - Black
MB3-1 thru MB3-4 Background - Blue
Message - White - Type H Reflective (Detour or temporary signs - Reflective)
MG3-1 thru MG3-4 Background - Green
Message - White - Type H Reflective
MK3-1 thru MK3-4 Background - Green
Message - White - Type H Reflective
MM3-1 thru MM3-4 Background - White - Type H Reflective
Message - Green
MN3-1 thru MN3-4 Background - Brown
Message - White - Type H Reflective
M03-1 thru M03-4 Background - Orange - Reflective
Message - Black
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

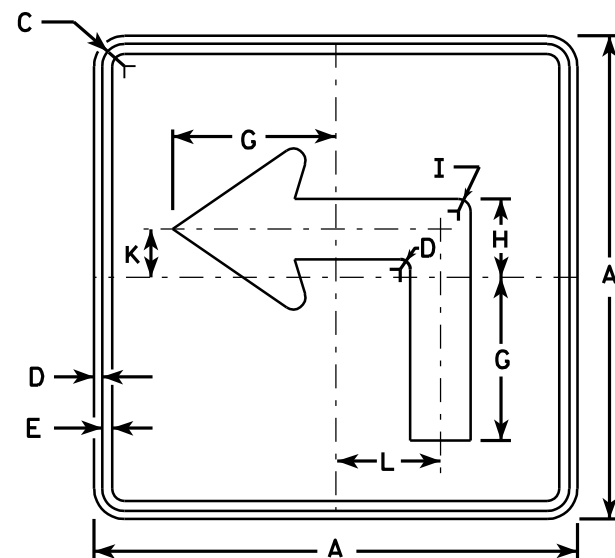
PROJECT NO: HWY: COUNTY: SHEET NO: 162 E

STANDARD SIGNS
M3-1 thru M3-4
SERIES

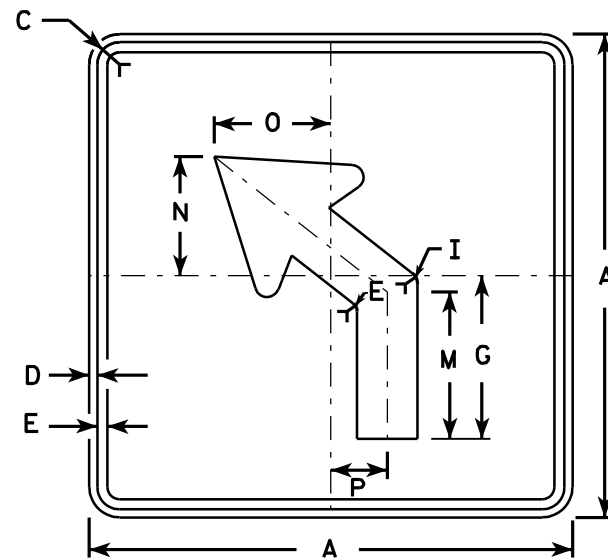
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

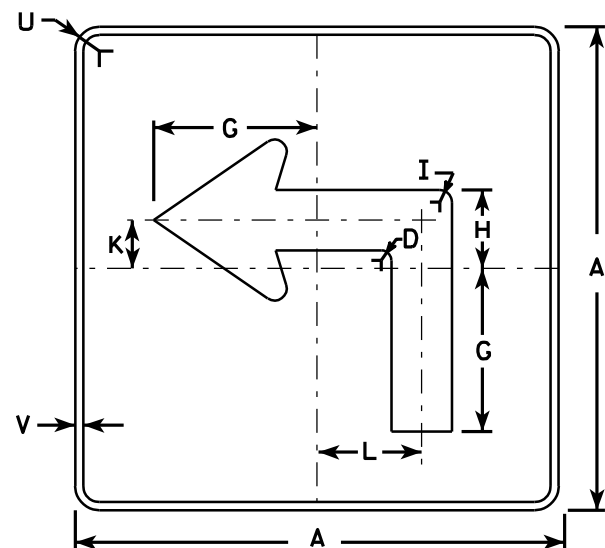
DATE 11/10/10 PLATE NO. M3-1.12



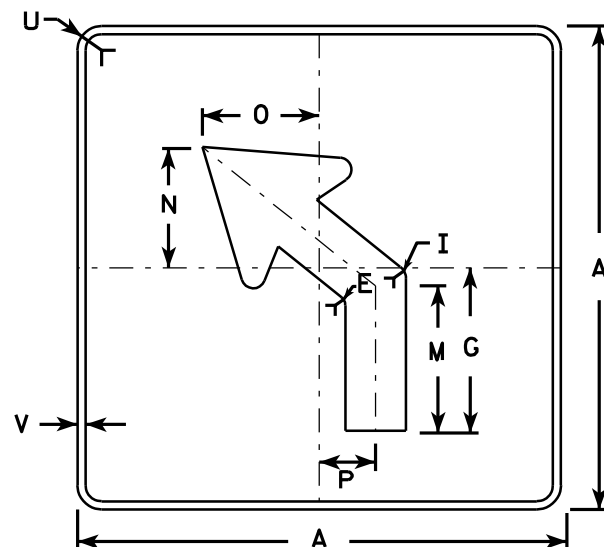
M5-1L
MK5-1L
MM5-1L
MO5-1L
MR5-1L



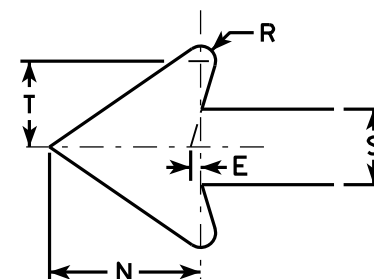
M5-2L
MK5-2L
MM5-2L
MO5-2L
MR5-2L



MB5-1L
MG5-1L
MN5-1L



MB5-2L
MG5-2L
MN5-2L



Metric equivalent
for this sign is:

SIZE	
1	
2	525 mm X 525 mm
3	750 mm X 750 mm
4	750 mm X 750 mm
5	750 mm X 750 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m ²
1																												
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06	0.28
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25	0.56
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25	0.56
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25	0.56

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 163

E

NOTES

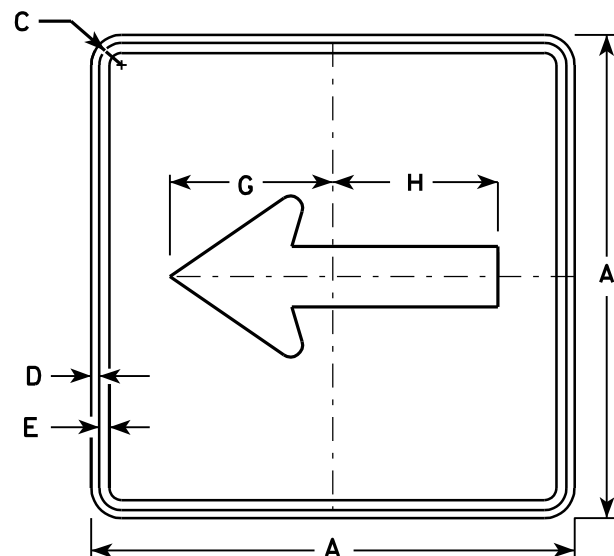
- Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- Color:
Background - See note 4
Message - See note 4
- Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- M5-1 and M5-2 Background - White - Type H Reflective (Detour or temporary Signs - Reflective)
Message - Black
MB5-1 and MB5-2 Background - Blue
Message - White - Type H Reflective (Detour or temporary Signs - Reflective)
MG5-1 and MG5-2 Background - Green
Message - White - Type H Reflective
MK5-1 and MK5-2 Background - Green
Message - White Type H Reflective
MM5-1 and MM5-2 Background - White - Type H Reflective
Message - Green
MN5-1 and MN5-2 Background - Brown
Message - White - Type H Reflective
MO5-1 and MO5-2 Background - Orange - Reflective
Message - Black
MR5-1 and MR5-2 Background - Brown
Message - Yellow - Type H Reflective
- M5-1R same as M5-1L except arrow points right.
- M5-2R same as M5-2L except arrow tilts right.

STANDARD SIGN
M5-1 & M5-2

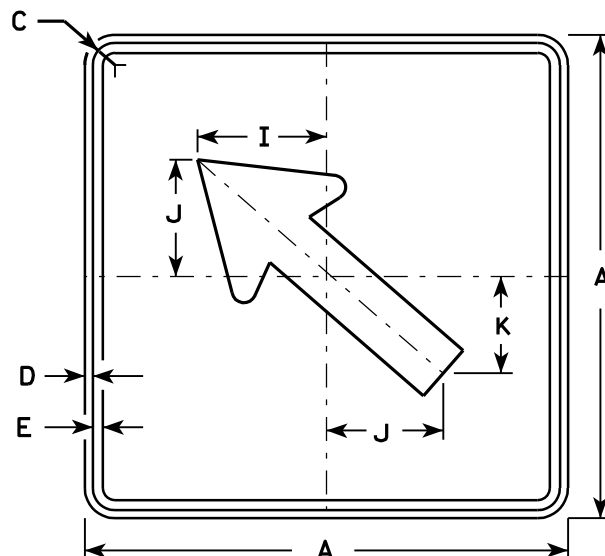
WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

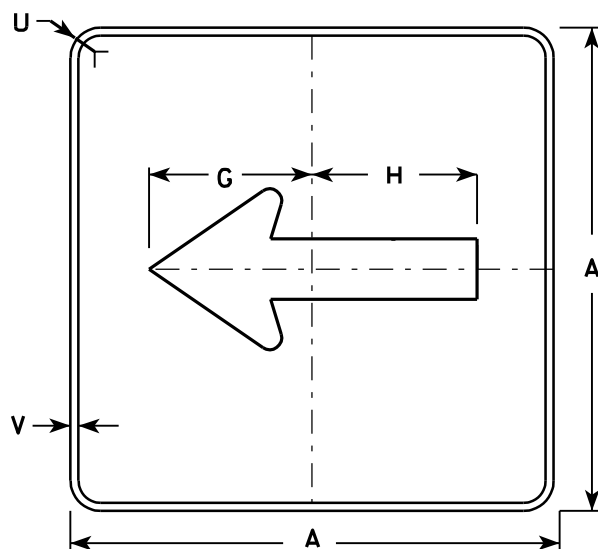
DATE 3/16/10 PLATE NO. M5-1.11



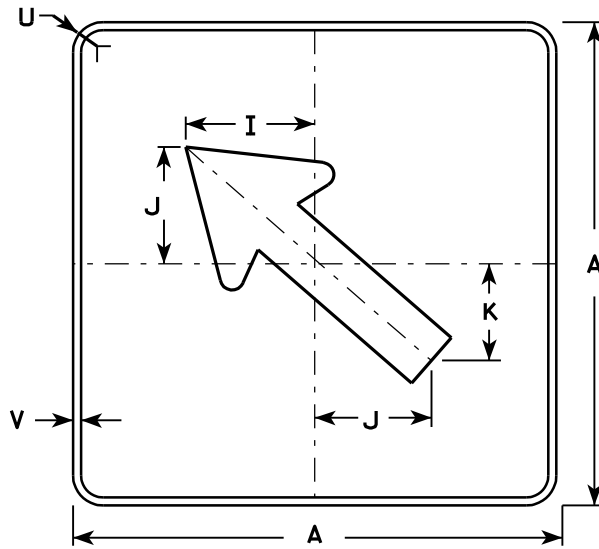
M6-1
MK6-1
MM6-1
MO6-1
MR6-1



M6-2
MK6-2
MM6-2
MO6-2
MR6-2



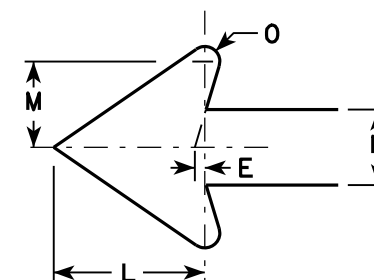
MB6-1
MG6-1
MN6-1



MB6-2
MG6-2
MN6-2

NOTES

- Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- Color:
Background - See note 4
Message - See note 4
- Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- M6-1 and M6-2 Background - White - Type H Reflective
(Detour or temporary Signs - Reflective)
Message - Black
MB6-1 and MB6-2 Background - Blue
Message - White - Type H Reflective
(Detour or temporary Signs - Reflective)
MG6-1 and MG6-2 Background - Green
Message - White - Type H Reflective
MK6-1 and MK6-2 Background - Green
Message - White - Type H Reflective
MM6-1 and MM6-2 Background - White - Type H Reflective
Message - Green
MN6-1 and MN6-2 Background - Brown
Message - White - Type H Reflective
MO6-1 and MO6-2 Background - Orange - Reflective
Message - Black
MR6-1 and MR6-2 Background - Brown
Message - Yellow - Type H Reflective

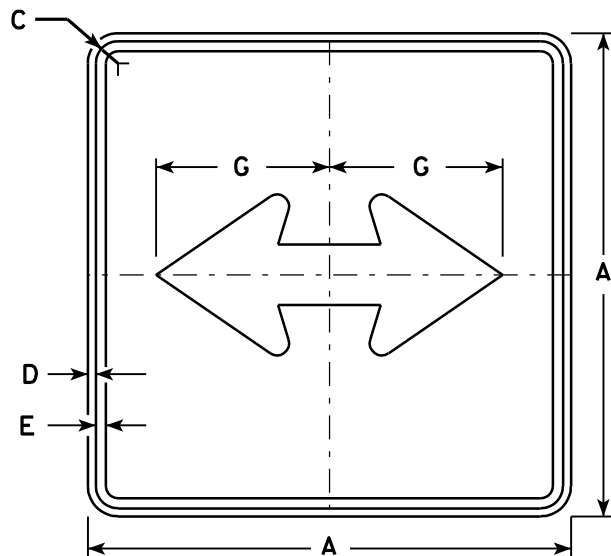


Metric equivalent
for this sign is:

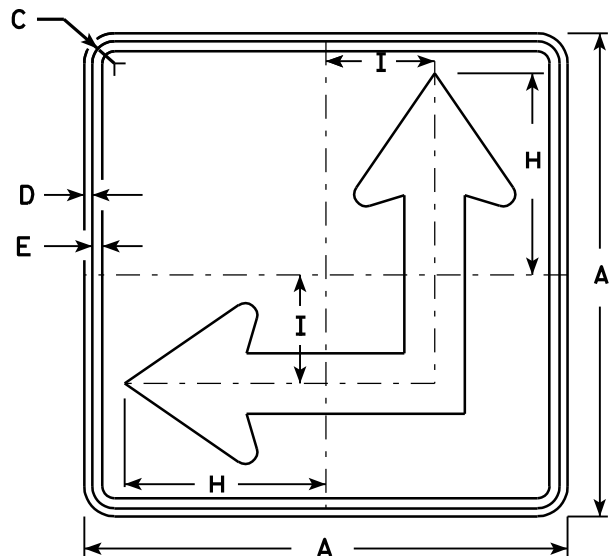
SIZE	
1	
2	525 mm X 525 mm
3	750 mm X 750 mm
4	750 mm X 750 mm
5	750 mm X 750 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06	0.28
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25	0.56
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25	0.56
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25	0.56

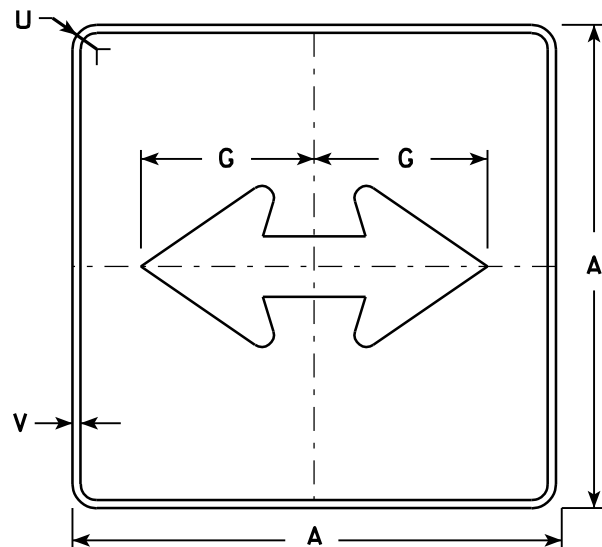
PROJECT NO: HWY: COUNTY: SHEET NO: 164 E



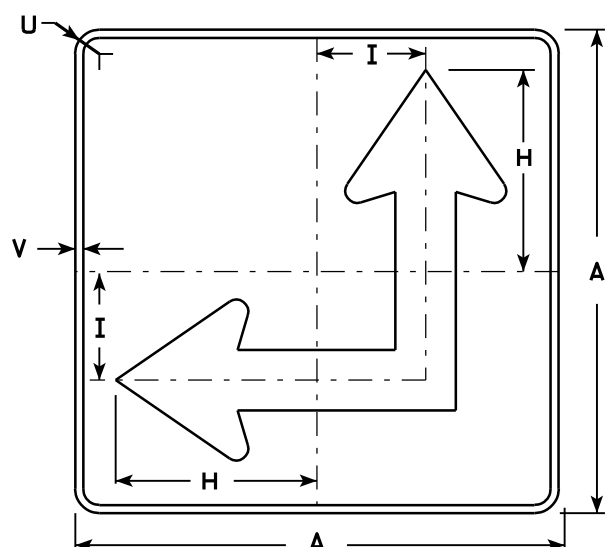
M6 - 4
MK6 - 4
MM6 - 4
MO6 - 4
MR6 - 4



M6 - 6
MK6 - 6
MM6 - 6
MO6 - 6
MR6 - 6



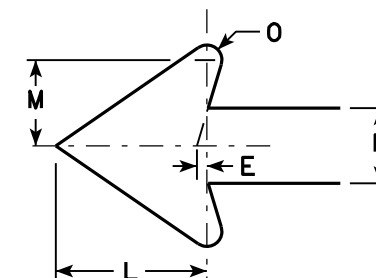
MB6 - 4
MG6 - 4
MN6 - 4



MB6 - 6
MG6 - 6
MN6 - 6

NOTES

- Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- Color:
Background - See Note 4
Message - See Note 4
- Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- M6-4 and M6-6 Background - White - Type H Reflective
(Detour or temporary Signs - Reflective)
Message - Black
MB6-4 and MB6-6 Background - Blue
Message - White - Type H Reflective
(Detour or temporary Signs - Reflective)
MG6-4 and MG6-6 Background - Green
Message - White - Type H Reflective
MK6-4 and MK6-6 Background - Green
Message - White - Type H Reflective
MM6-4 and MM6-6 Background - White - Type H Reflective
Message - Green
MN6-4 and MN6-6 Background - Brown
Message - White - Type H Reflective
MO6-4 and MO6-6 Background - Orange - Reflective
Message - Black
MR6-4 and MR6-6 Background - Brown
Message - Yellow - Type H Reflective
- M6-6R same as M6-6L except arrow points ahead and right.



Metric equivalent
for this sign is:

SIZE	
1	
2	525 mm X 525 mm
3	750 mm X 750 mm
4	750 mm X 750 mm
5	750 mm X 750 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m ²
1																												
2	21		1 1/8	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06	0.28
3	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25	0.56
4	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25	0.56
5	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25	0.56

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 165	E
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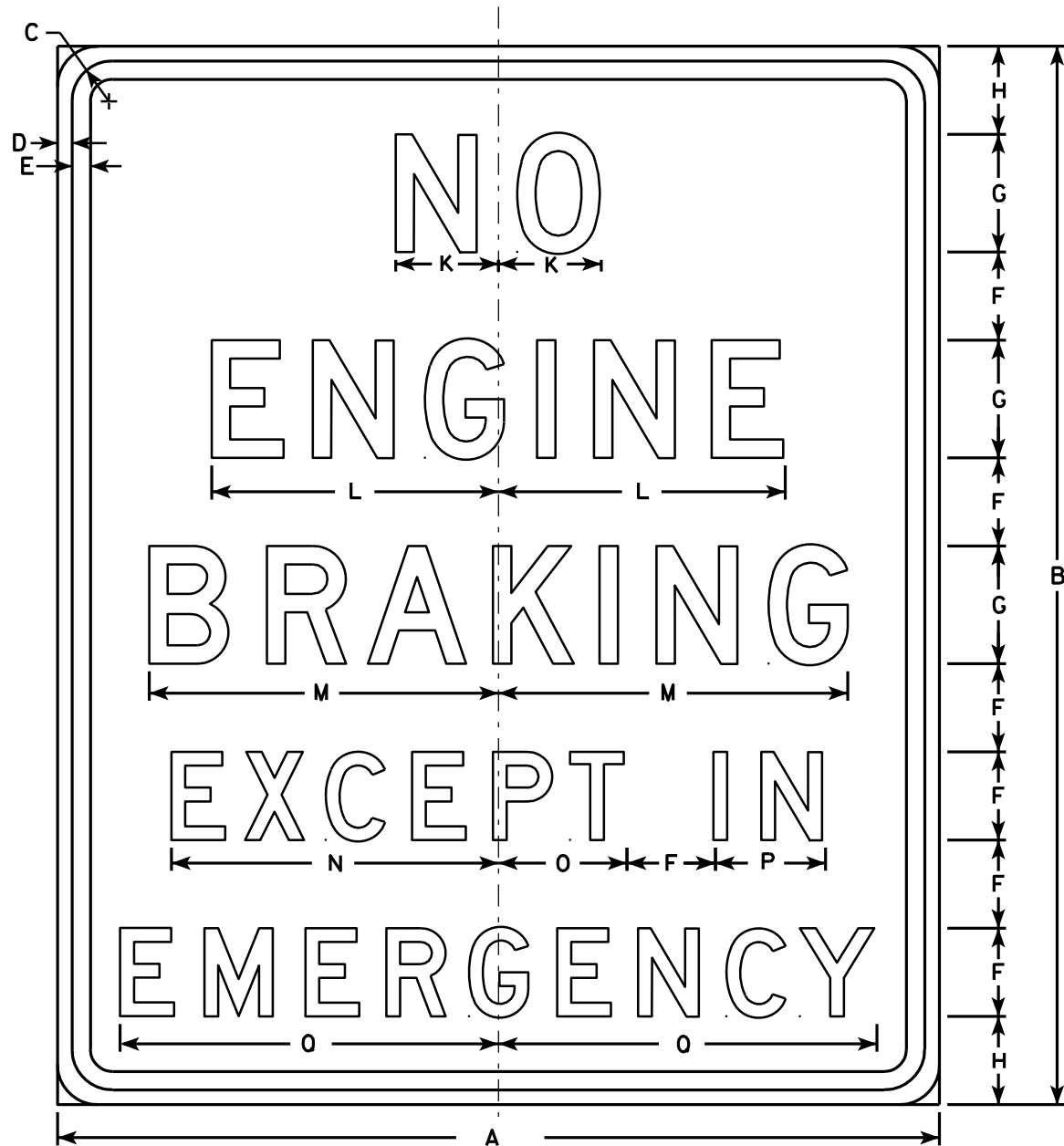
STANDARD SIGN
M6 - 4 & M6 - 6
SERIES

WISCONSIN DEPT OF TRANSPORTATION

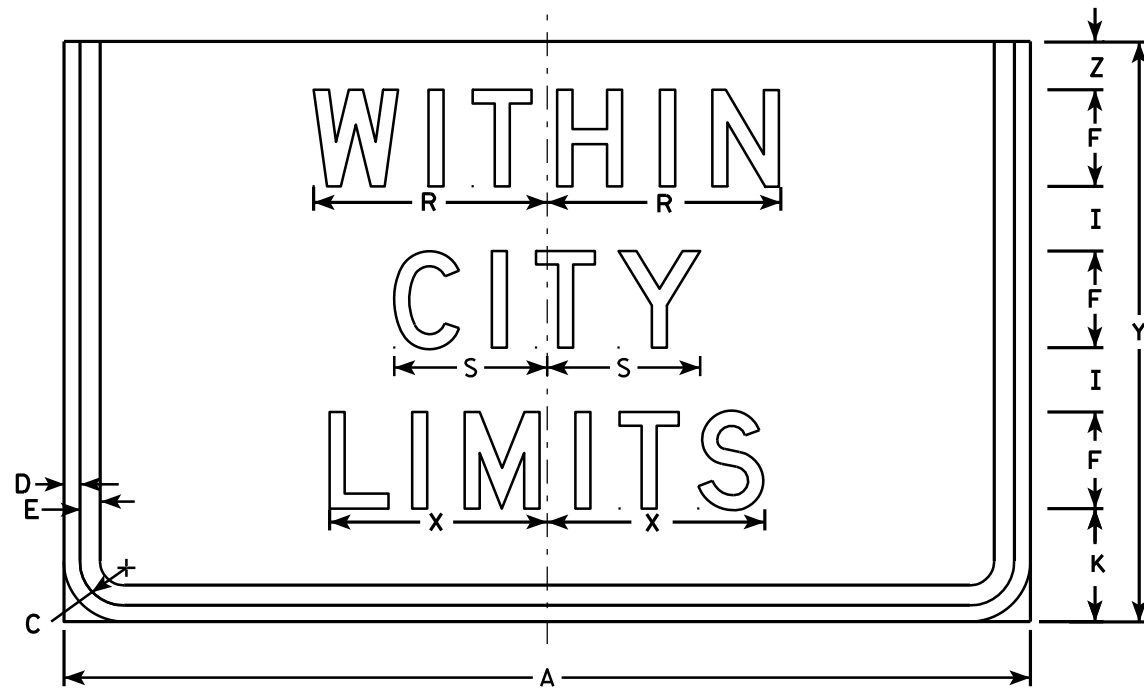
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/16/10 PLATE NO. M6-4.7

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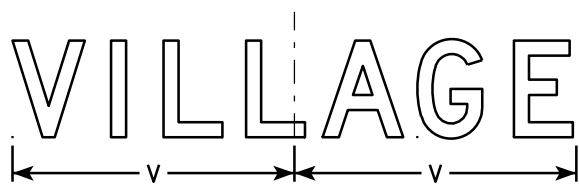


R10-64



R10-64F

Area sq. ft.
3.75
7.0



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	36	1 3⁄8	1⁄2	5⁄8	3	4	3	2		3 1⁄2	9 3⁄4	11 7⁄8	11 1⁄8	4 3⁄8	3 3⁄4	12 7⁄8	7 1⁄4	4 3⁄4		8 1⁄4	8 3⁄4	5⁄8	6 3⁄4	18	1 1⁄2	7.5
2S	30	36	1 3⁄8	1⁄2	5⁄8	3	4	3	2		3 1⁄2	9 3⁄4	11 7⁄8	11 1⁄8	4 3⁄8	3 3⁄4	12 7⁄8	7 1⁄4	4 3⁄4		8 1⁄4	8 3⁄4	5⁄8	6 3⁄4	18	1 1⁄2	7.5
2M	30	36	1 3⁄8	1⁄2	5⁄8	3	4	3	2		3 1⁄2	9 3⁄4	11 7⁄8	11 1⁄8	4 3⁄8	3 3⁄4	12 7⁄8	7 1⁄4	4 3⁄4		8 1⁄4	8 3⁄4	5⁄8	6 3⁄4	18	1 1⁄2	7.5
3	42	48	1 3⁄8	1⁄2	5⁄8	4	5	4 1⁄2	3		4	12 1⁄4	14 7⁄8	14 1⁄8	5 1⁄4	4 3⁄4	16 1⁄4	9	6		11	11 1⁄4	1 1⁄2	8 1⁄2	24	2	14.0
4																											
5																											

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 166

E

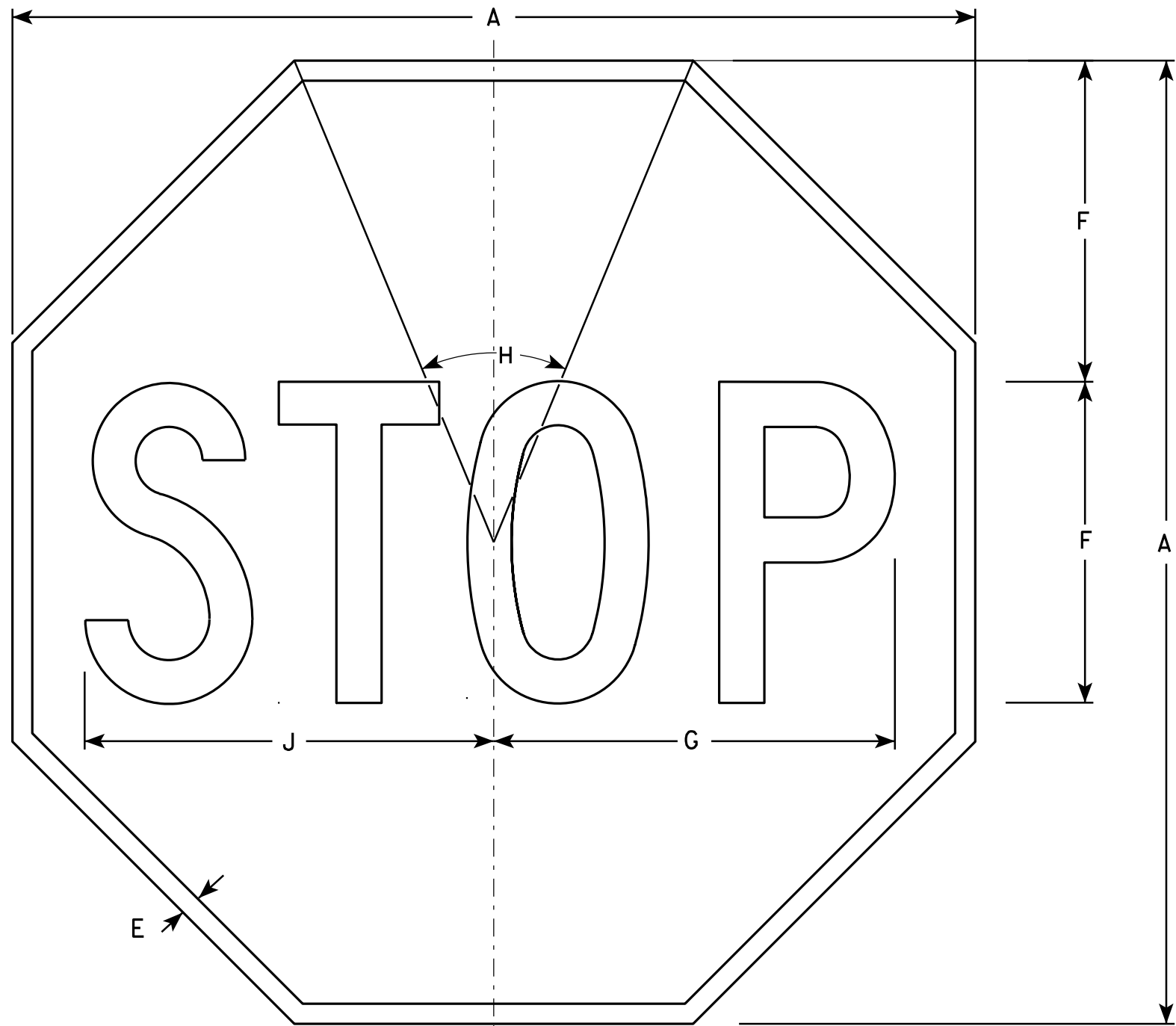
NOTES

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

Background - White

Message - Black
3. Message Series - D See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 2 of R10-64F is Series C for "TOWNSHIP" Only

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NOTES

- 1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:
Background - Red
Message - White
- 3. Message Series - C

R1-1

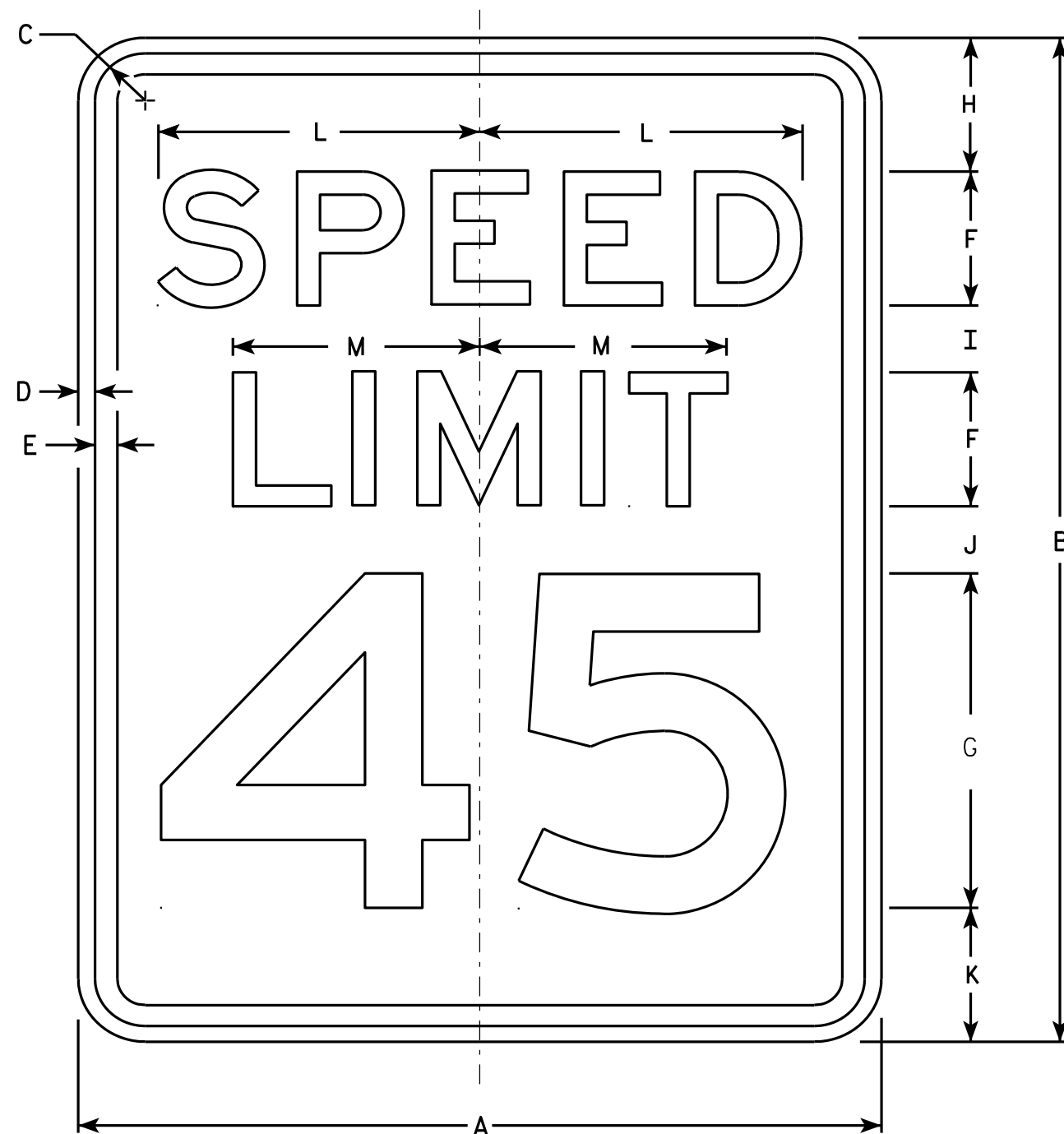
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24				3/8	8	10	45°		10 1/4																	3.31
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1.12



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

R2-1

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

STANDARD SIGN R2-1

WISCONSIN DEPT OF TRANSPORTATION
APPROVED *Matthew R. Rauch*
For State Traffic Engineer
DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO: HWY: COUNTY: SHEET NO: 168 E



R2-6P

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	18	1 1/8	3/8	3/8	4	3 1/2	3	7 5/8	9 1/4																	3.0
2M	24	18	1 1/8	3/8	3/8	4	3 1/2	3	7 5/8	9 1/4																	3.0
3	36	24	1 1/8	3/8	1/2	6	4 1/8	3 3/4	12	14																	6.0
4	36	24	1 1/8	3/8	1/2	6	4 1/8	3 3/4	12	14																	6.0
5	48	36	1 3/8	1/2	5/8	8	7	6	15 1/8	19																	12.0

STANDARD SIGN
R2-6P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

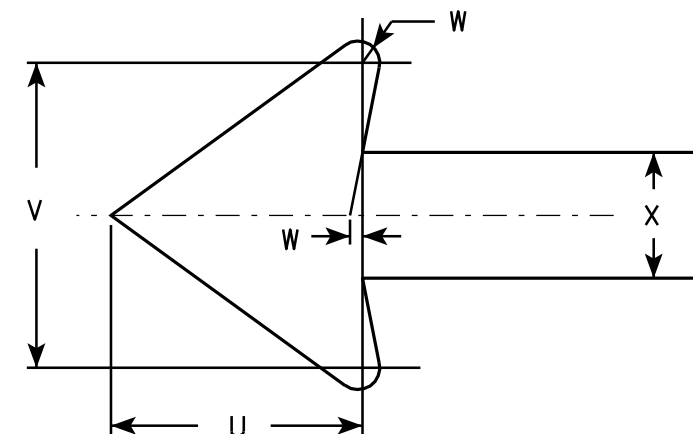
DATE 12/20/10 PLATE NO. R2-6P.2



R7-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - Red
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1, 3 and 4 are series C, line 2 is series B.
6. R7-1D (double arrow)
R7-1L (left arrow)
R7-1R (right arrow)



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 1/8	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	2 1/4	2 1/8	2 1/2	3 7/8	1 1/2	1 3/4	1/8	3/4			1.5
2S	18	24	1 1/8	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	2 3/4	2 5/8	3 1/8	5 7/8	2 1/4	2 5/8	1/4	1 1/8			3.0
2M	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
3	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
4																											
5																											

STANDARD SIGN

R7-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R. Rauch
for State Traffic Engineer

DATE 3/31/2011

PLATE NO. R7-1.9

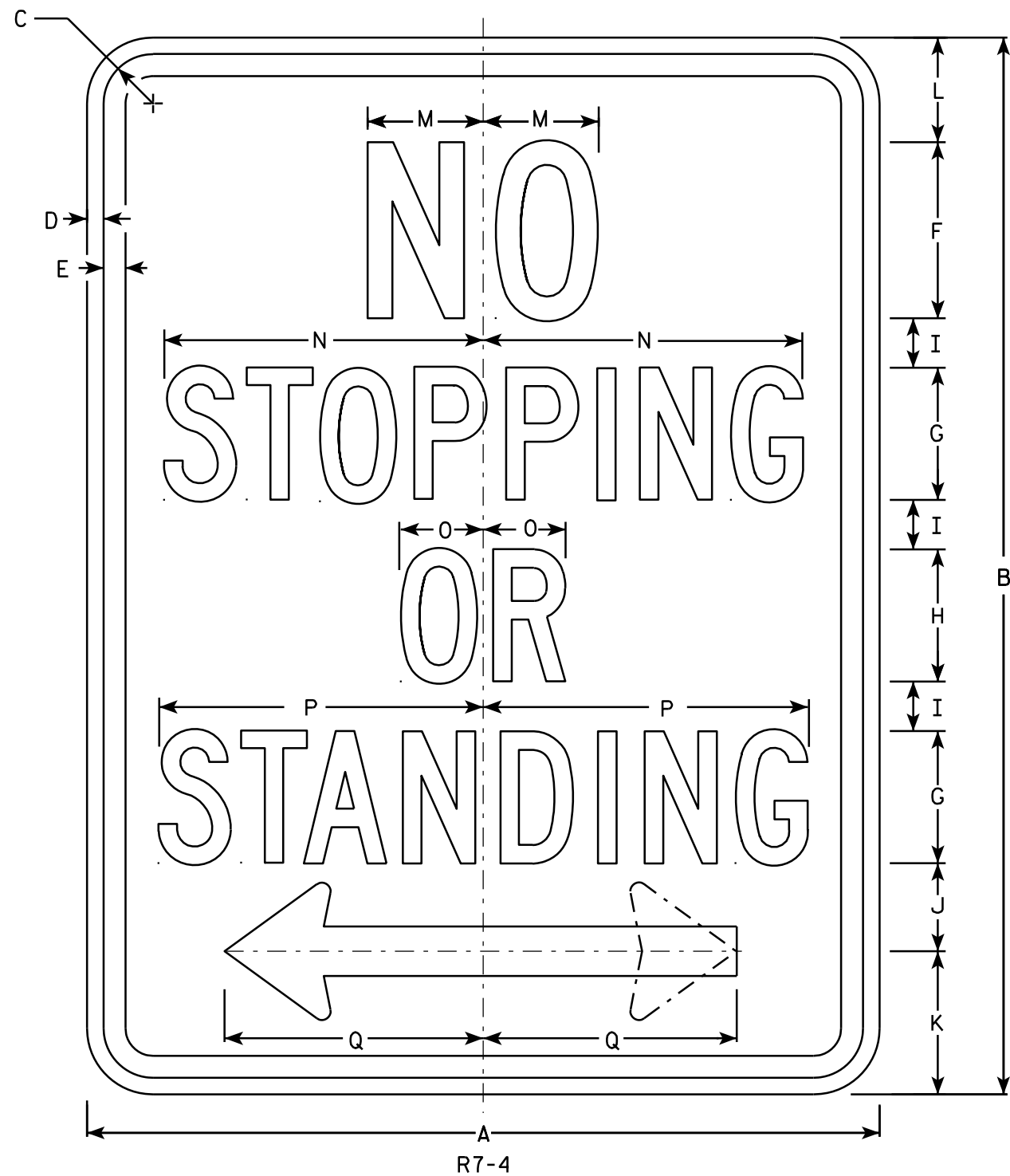
PROJECT NO:

HWY:

COUNTY:

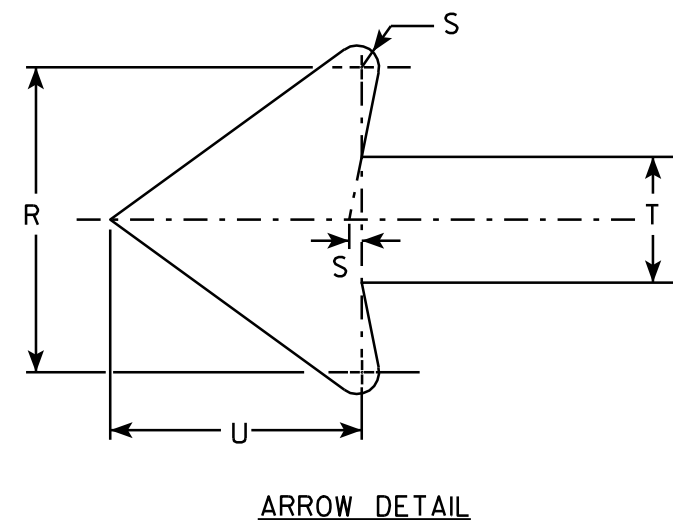
SHEET NO: 170

E



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - Red
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R7-4L (left arrow)
R7-4R (right arrow)
R7-4D (double arrow)



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 1/8	3/8	3/8	3	2	2	1	1 1/2	2 1/2	2	2	4 7/8	1 1/4	4 7/8	3 7/8	1 3/4	1/8	3/4	1 1/2						1.5
2S	18	24	1 1/8	3/8	1/2	4	3	3	1 1/8	2	3 1/4	2 3/8	2 5/8	7 1/4	1 7/8	7 3/8	5 7/8	2 5/8	1/4	1 1/8	2 1/4						3.0
2M	24	30	1 1/8	3/8	1/2	5	4	3	1 1/2	3	4	2 1/2	3 3/8	10	2 1/2	10 1/4	7 3/4	3 1/2	1/4	1 1/2	3						5.0
3	24	30	1 1/8	3/8	1/2	5	4	3	1 1/2	3	4	2 1/2	3 3/8	10	2 1/2	10 1/4	7 3/4	3 1/2	1/4	1 1/2	3						5.0
4																											
5																											

STANDARD SIGN R7-4	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 3/31/2011	PLATE NO. R7-4.8

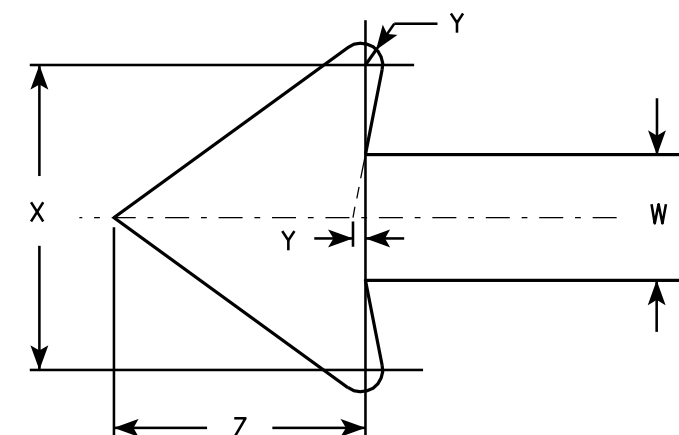
7



R7-51

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - Red
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R7-51D (double arrow)
R7-51R (right arrow)
R7-51L (left arrow)
6. Lines 1, 3 and 4 are Series C.
Line 2 is Series B.



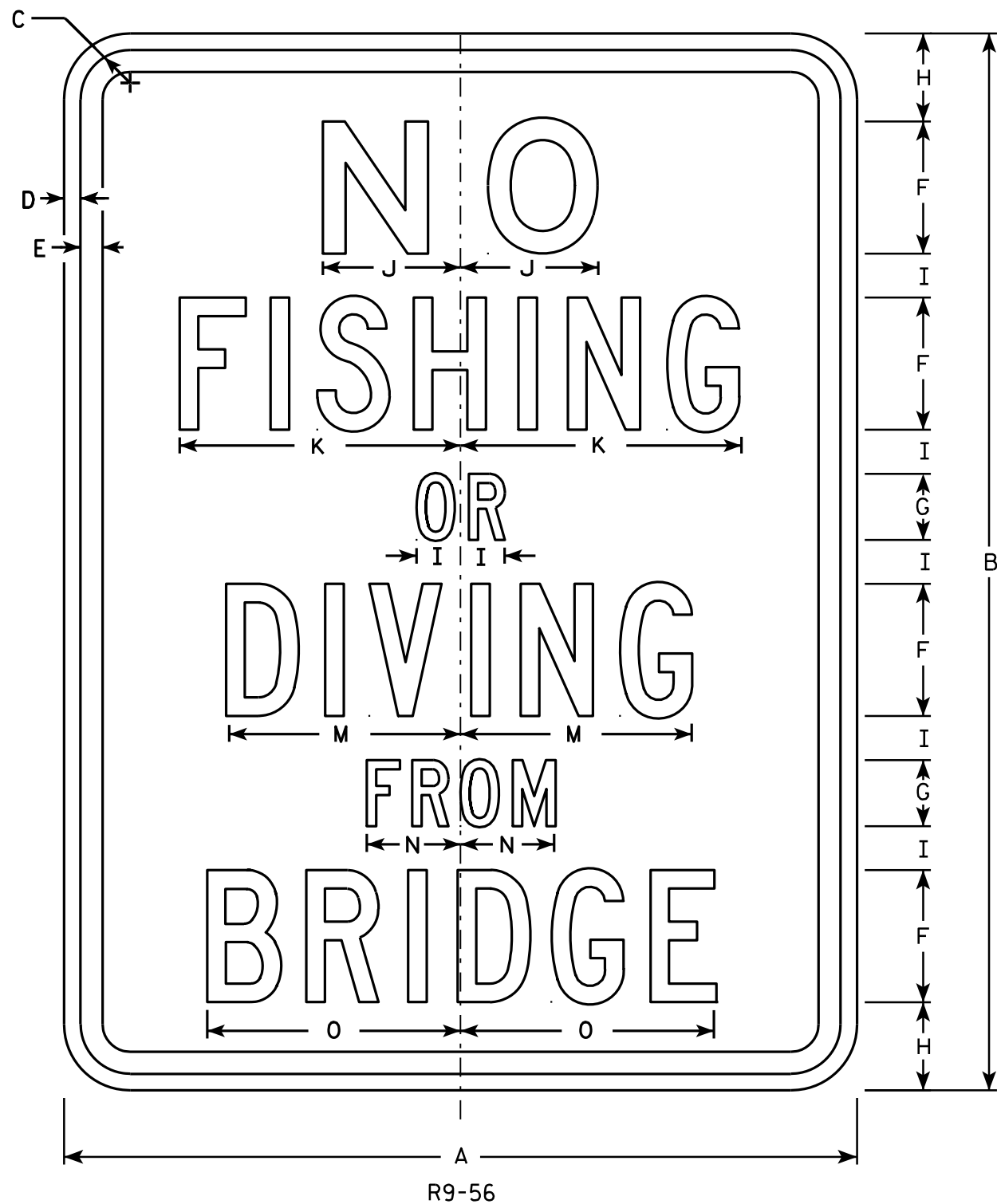
ARROW DETAIL

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 1/8	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	4 7/8	5/8	1 3/4	2 1/2	4 3/8	3 7/8	3/4	1 3/4	1/8	1 1/2	1.5
2S	18	24	1 1/8	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	5 3/4	1 1/8	1 1/2	3 1/8	5 1/2	5 7/8	1 1/8	2 5/8	1/4	2 1/4	3.0
2M	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	7 1/8	1 1/4	2	3 3/4	6 1/2	7 3/4	1 1/2	3 1/2	1/4	3	5.0
3	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	7 1/8	1 1/4	2	3 3/4	6 1/2	7 3/4	1 1/2	3 1/2	1/4	3	5.0
4																											
5																											

STANDARD SIGN R7-51	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 3/31/2011	PLATE NO. R7-51.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 172	E
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NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series E.
Lines 2, 3, 4, 5 and 6 are Series C.

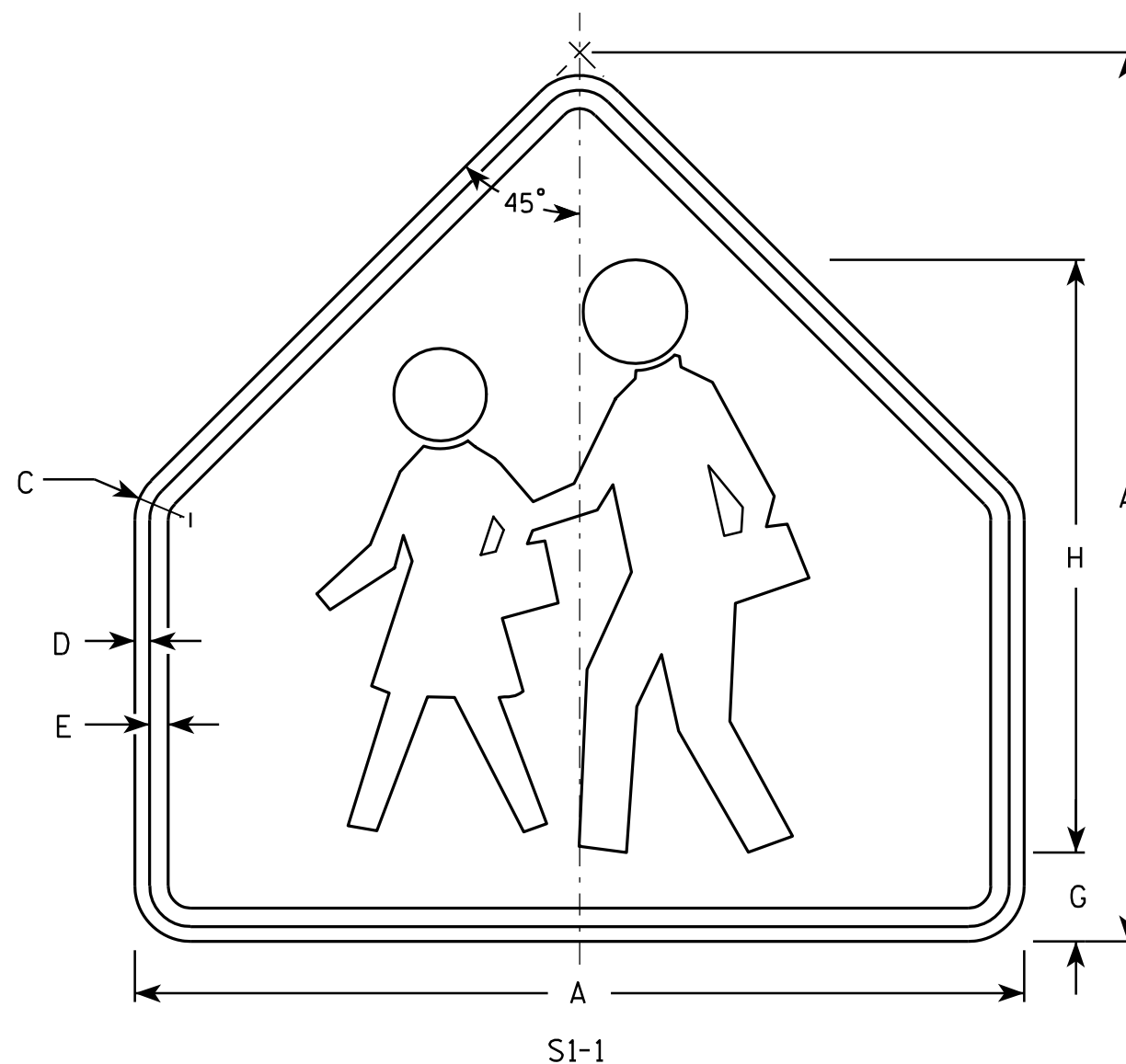
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	18	24	1 1/8	3/8	1/2	3	1 1/2	2	1	3 1/8	6 3/8		5 1/4	2 1/8	5 3/4												3.0
2M	18	24	1 1/8	3/8	1/2	3	1 1/2	2	1	3 1/8	6 3/8		5 1/4	2 1/8	5 3/4												3.0
3																											
4																											
5																											

STANDARD SIGN
R9-56

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 4/4/2011 PLATE NO. R9-56.5



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Yellow-Green
Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

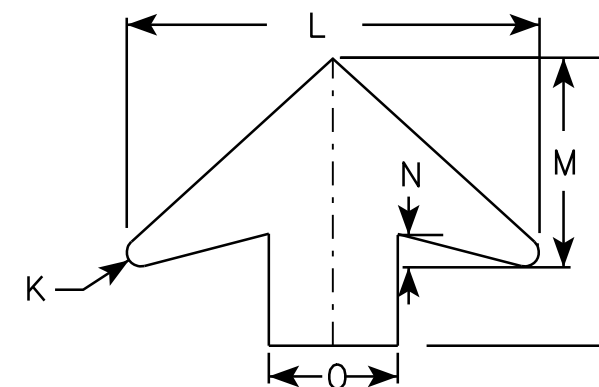
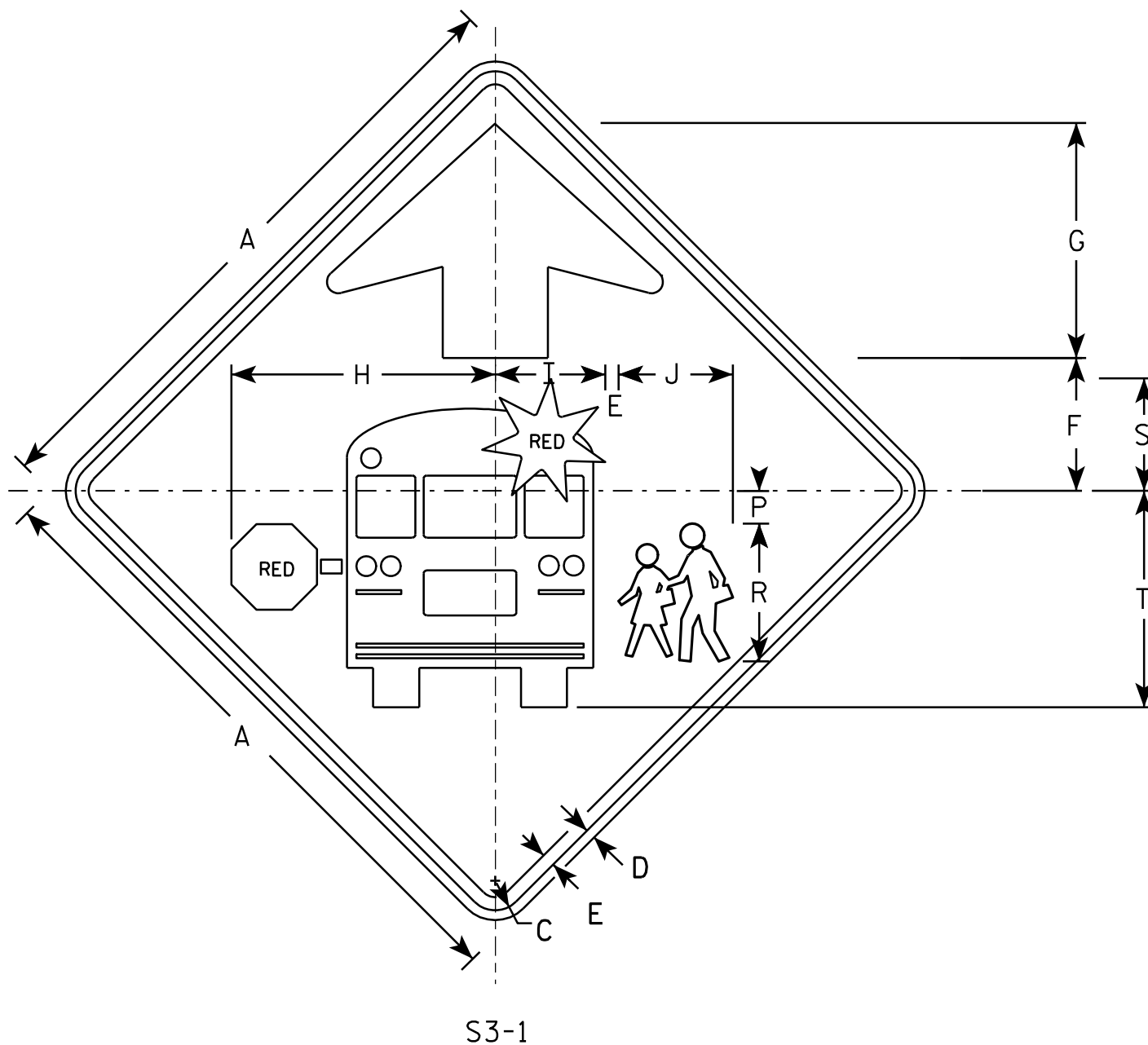
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		3	20																			4.69
2	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
3	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
4	48		2 1/4	3/4	1		4 3/4	32																			12
5																											

STANDARD SIGN S1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R. Rauch
for State Traffic Engineer
DATE 6/30/05 PLATE NO. S1-1.8

PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: 174 **E**



ARROW DETAIL

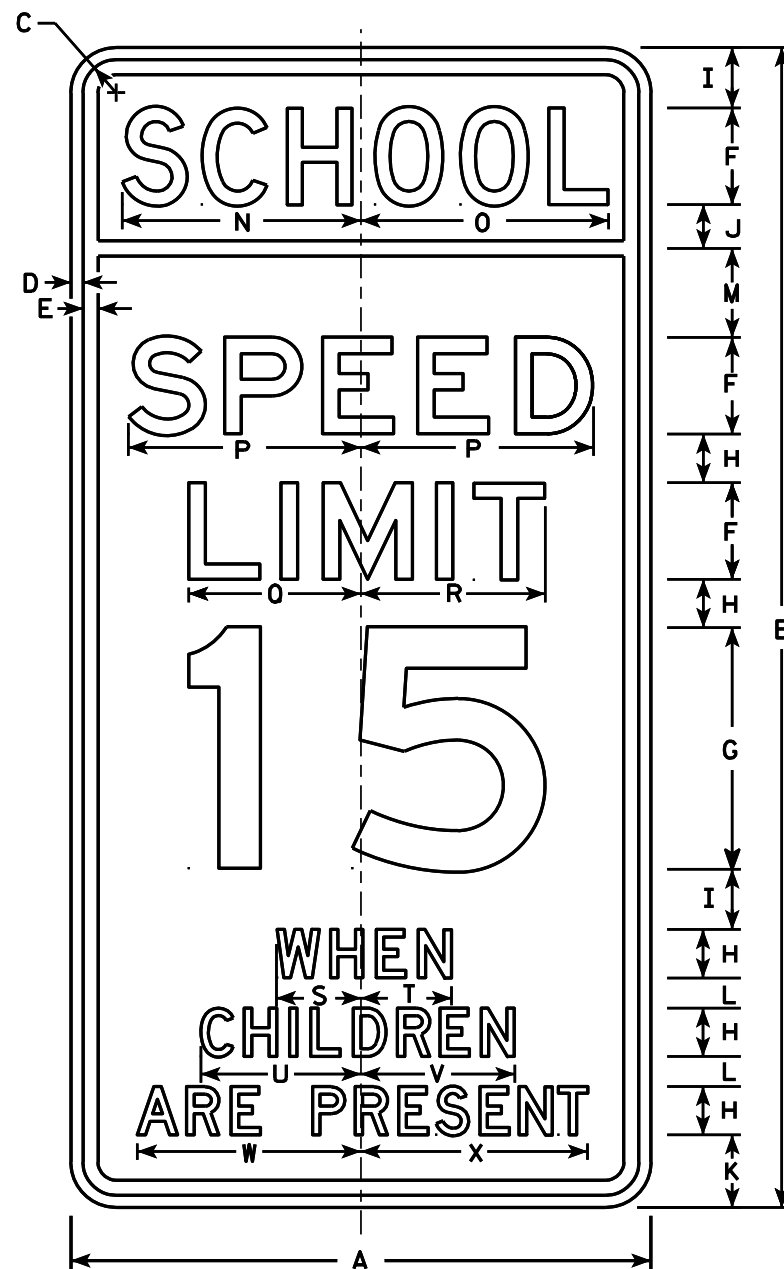
STANDARD SIGN	
S3-1	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<u>Matthew R. Rauch</u> for State Traffic Engineer
DATE <u>6/8/10</u>	PLATE NO. <u>S3-16</u>

Metric equivalent
for this sign is:

SIZE	
1	
2	600 mm X 1200 mm
3	900 mm X 1800 mm
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m ²
1																												
2	24	48	1 ⅜	½	⅝	4	10	2	2 ½	1 ¾	3	1 ¼	3 ¾	9 ⅞	10 ¼	9 ⅝	7 ⅛	7 ⅝	3 ½	3 ⅜	6 ⅝	6 ⅜	9 ¼	9 ⅜			8.00	0.72
3	36	72	2 ¼	¾	1	6	15	3	3 ¾	2 ¾	4 ½	1 ⅞	5 ½	15	15 ¼	14 ½	11 ¼	11 ½	5 ½	5 ¾	10	9 ¾	14	14 ⅛			18.00	1.62
4																												
5																												

PROJECT NO:			HWY:			COUNTY:													SHEET NO: 176			E
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S4-51

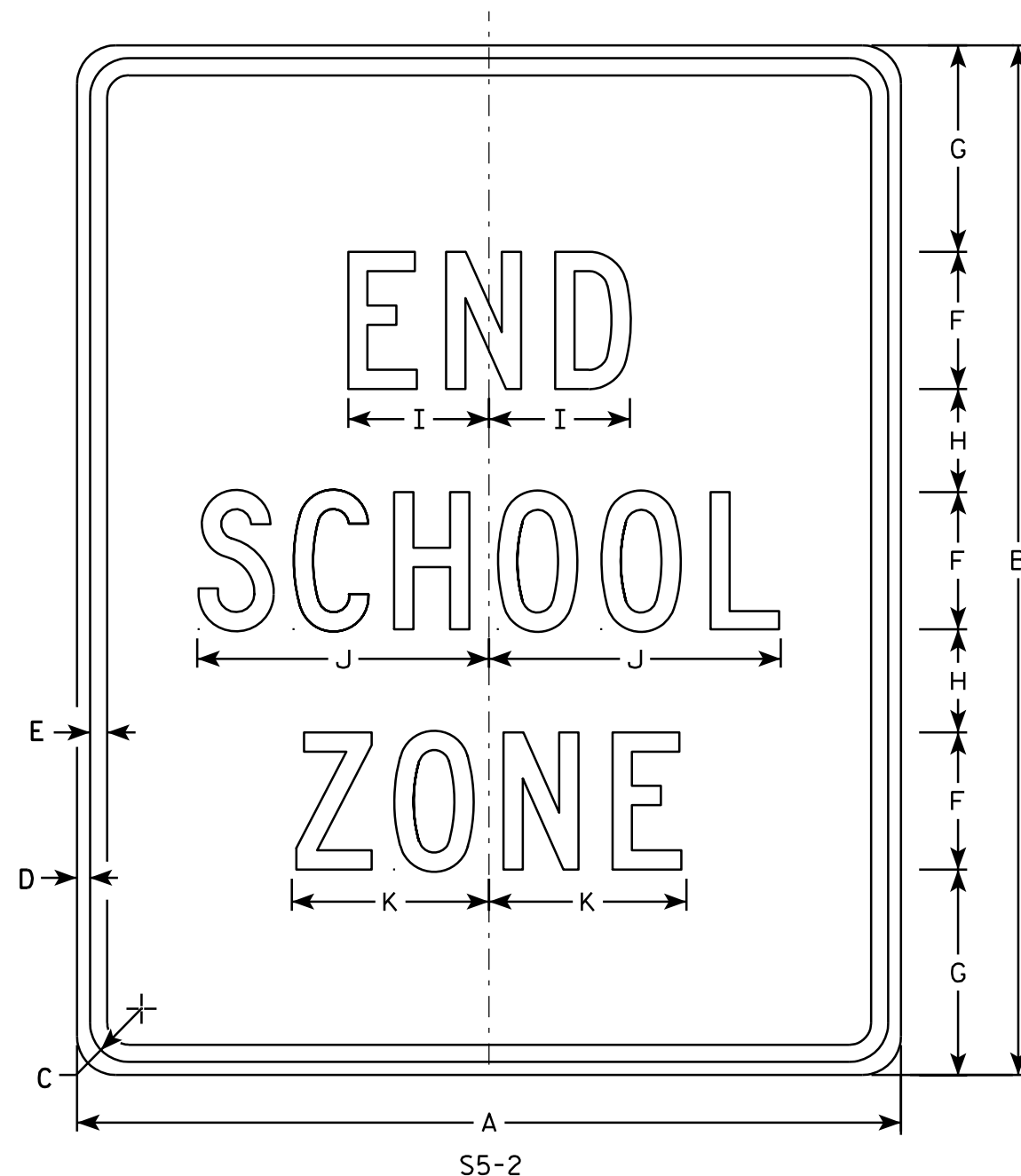
NOTES

- Sign is Type II - reference
WIS DOT Standard Specification for HIGHWAY
and STRUCTURE CONSTRUCTION latest edition. (See note 5).
- Color:
Background - See note 5
Message - Black
- Message Series - See note 6
- CornerRadius may be square or rounded when base
material is plywood but borders shall be rounded
as shown. When base material is metal, the
corners and borders shall be rounded.
- Top panel (SCH00L) background - Yellow Green -Type F Reflective.
Lower panel background - White -Type H Reflective.
- From top to bottom:
Lines 1, 5, 6 & 7 are series D
Lines 2, 3 & 4 are series E
- Line 4 substitute appropriate numerals and
adjust spacing to achieve proper balance.

STANDARD SIGN
S4-51

WISCONSIN DEPT OF TRANSPORTATION
APPROVED *Matthew R. Rauch*
For State Traffic Engineer
DATE 4/26/10 PLATE NO. S4-51.9

7



NOTES

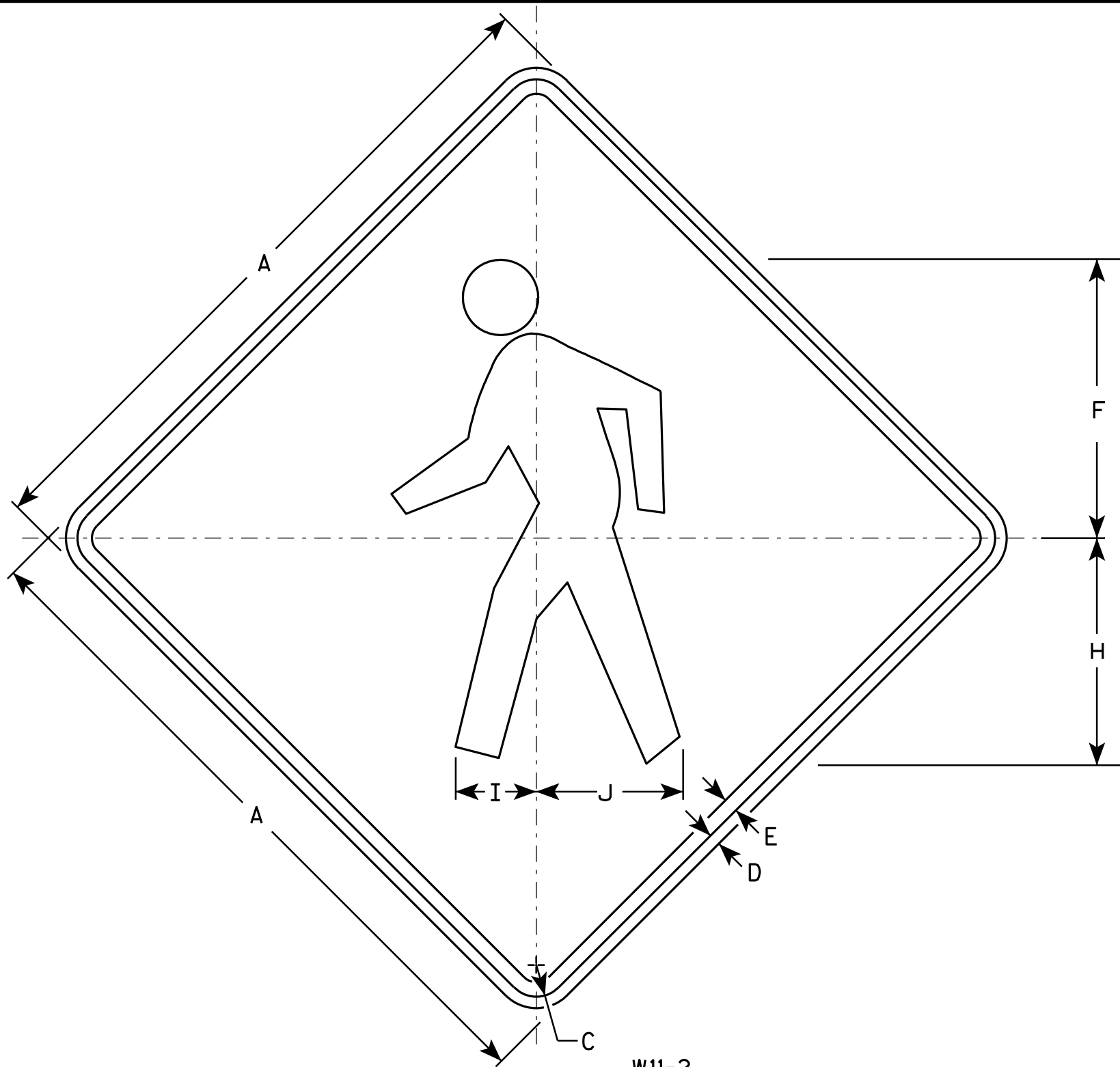
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	v	W	X	Y	Z	Area sq. ft.
1																											
2	24	30	1 1/8	3/8	1/2	4	6	3	4 1/8	8 1/2	5 3/4																5.0
3	36	42	1 5/8	5/8	3/4	6	7	5	6 1/8	12 5/8	8 5/8																10.5
4																											
5																											

STANDARD SIGN S5-2	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 3/8/11	PLATE NO. S5-2.2

PROJECT NO:	HWY:	COUNTY:	SHEET NO: 177	E
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NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Yellow
Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

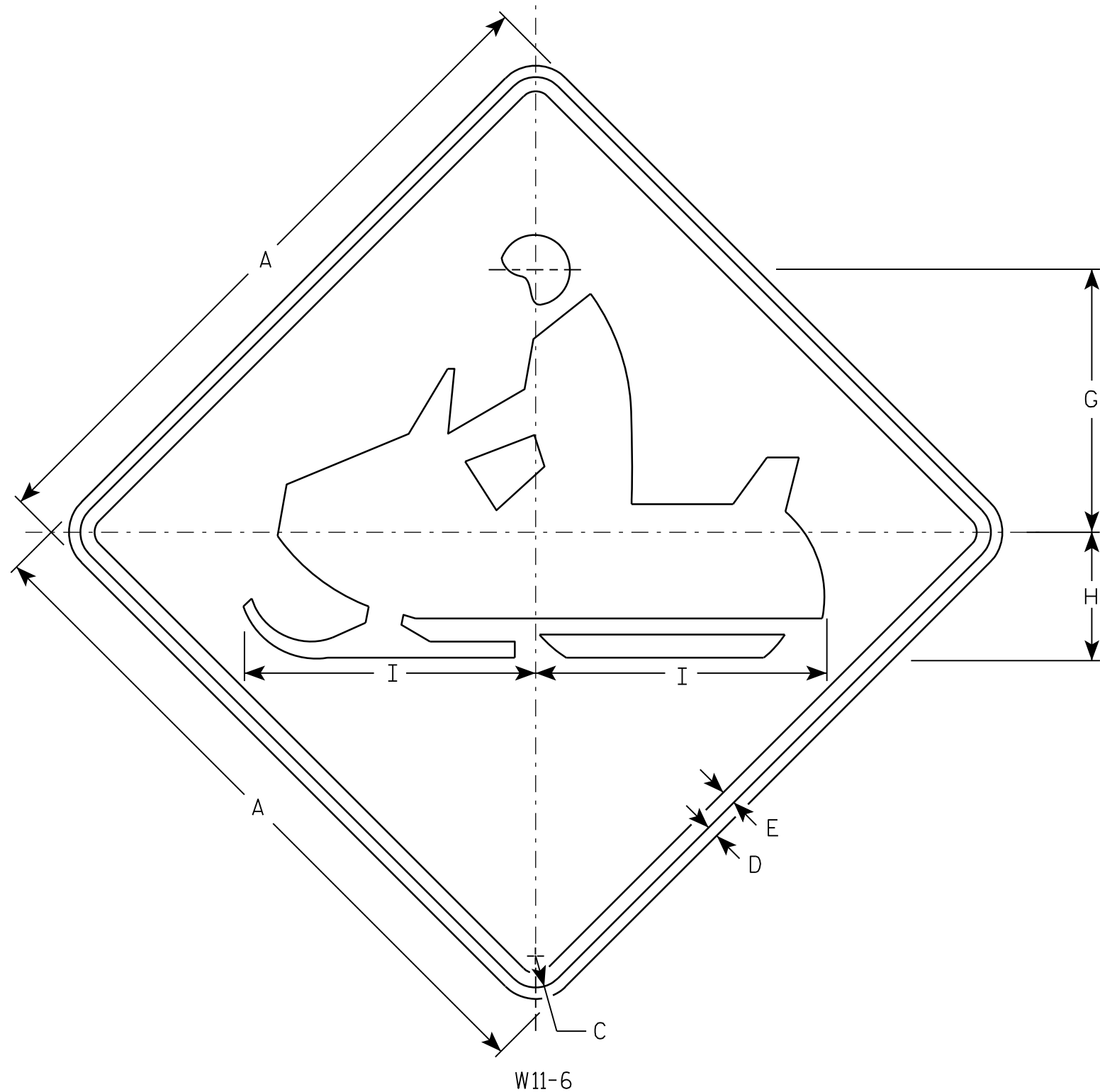
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	9 3/4		7 7/8	2 7/8	5 1/8																	4.0
2S	30		1 3/8	1/2	5/8	12 1/8		9 7/8	3 1/2	6 3/8																	6.25
2M	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
3	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
4	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

STANDARD SIGN
W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W11-2.7



W11-6

NOTES

- 1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:
Background - Yellow
Message - Black
- 3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2		9 1/2	4 1/2	10 1/4																		4.0
2S	30		1 3/8	1/2	5/8		11 1/2	5 5/8	12 3/4																		6.25
2M	30		1 3/8	1/2	5/8		11 1/2	5 5/8	12 3/4																		6.25
3	36		1 5/8	5/8	3/4		14 1/8	6 3/4	15 1/4																		9.0
4	48		2 1/4	3/4	1		19	9	20 1/2																		16.0
5																											

STANDARD SIGN
W11-6

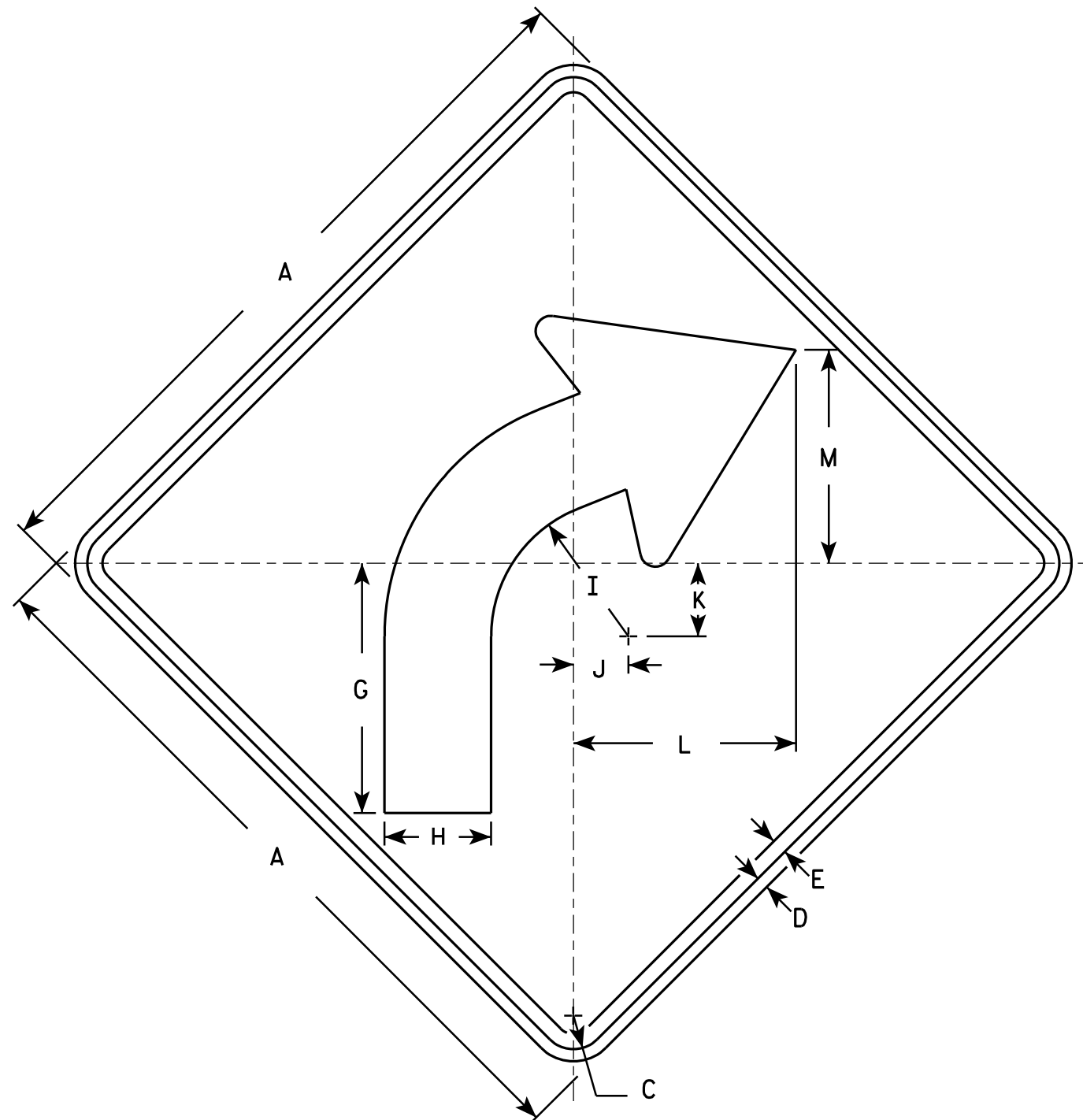
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

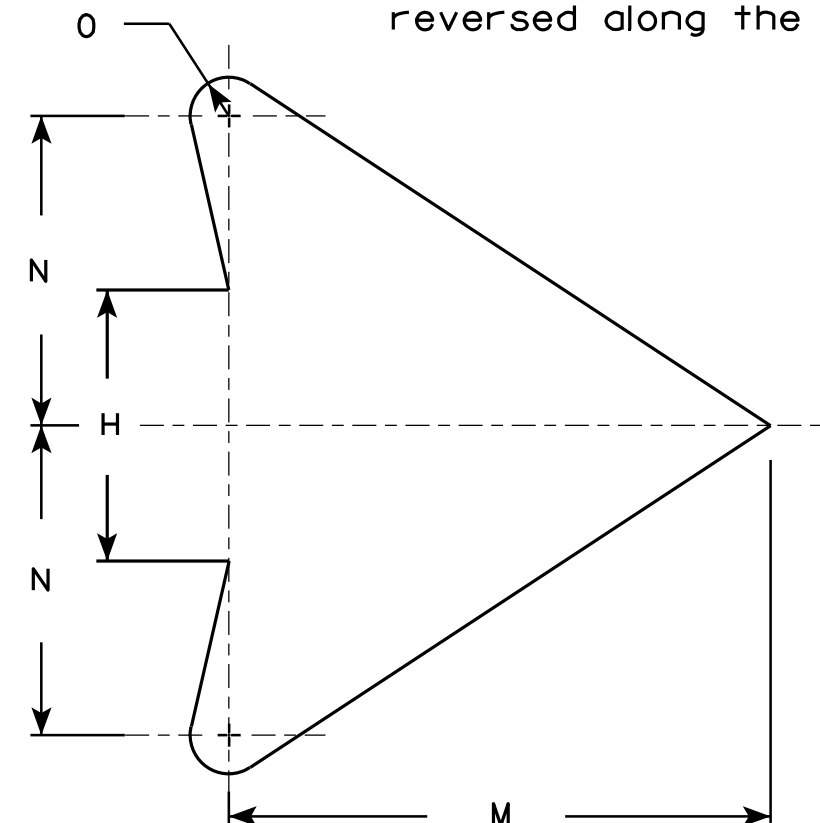
DATE 3/16/11 PLATE NO. W11-6.7

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Yellow
Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W1-2L is the same as W1-2R except the arrow is reversed along the vertical centerline.



W1-2R



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2		8 1/4	3 1/2	4 1/2	1 3/4	2 3/8	7 1/4	7	4	1/2												4.0
2S	30		1 3/8	1/2	5/8		10 1/4	4 3/8	5 5/8	2 1/4	3	9 1/8	8 3/4	5	5/8												6.25
2M	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
3	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
4	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
5	48		2 1/4	3/4	1		16 1/2	7	9	3 1/2	4 5/8	14 1/2	14	8	1												16.0

STANDARD SIGN

W1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/15/12 PLATE NO. W1-2.10

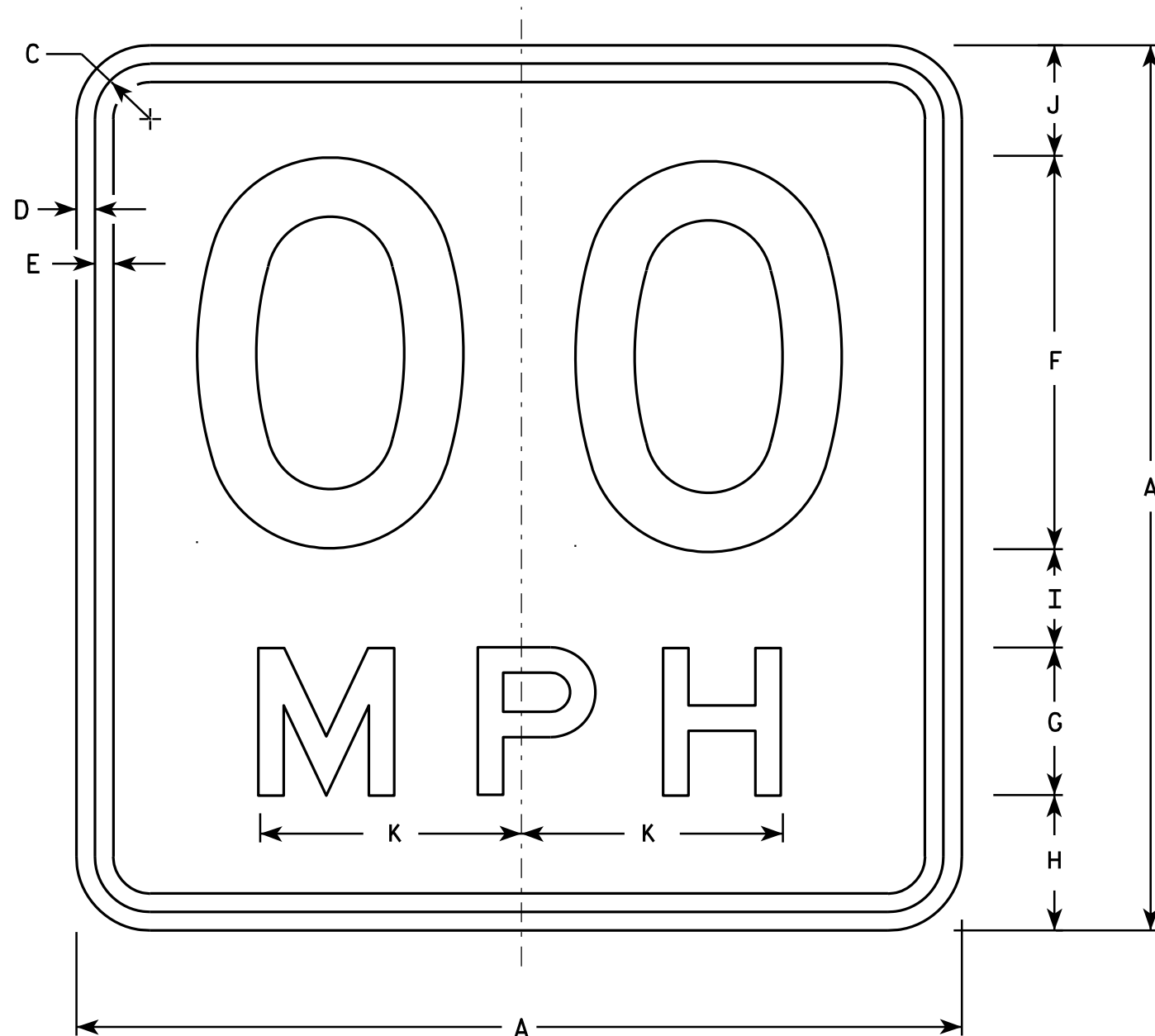
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 180

E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Yellow
Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
Line 2 is Series E

W13-1

- * For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area Sq. Ft.
1	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
* 2S	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
* 2M	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
3	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00
4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

STANDARD SIGN

W13-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 5/31/12 PLATE NO. W13-1.16

PROJECT NO:

HWY:

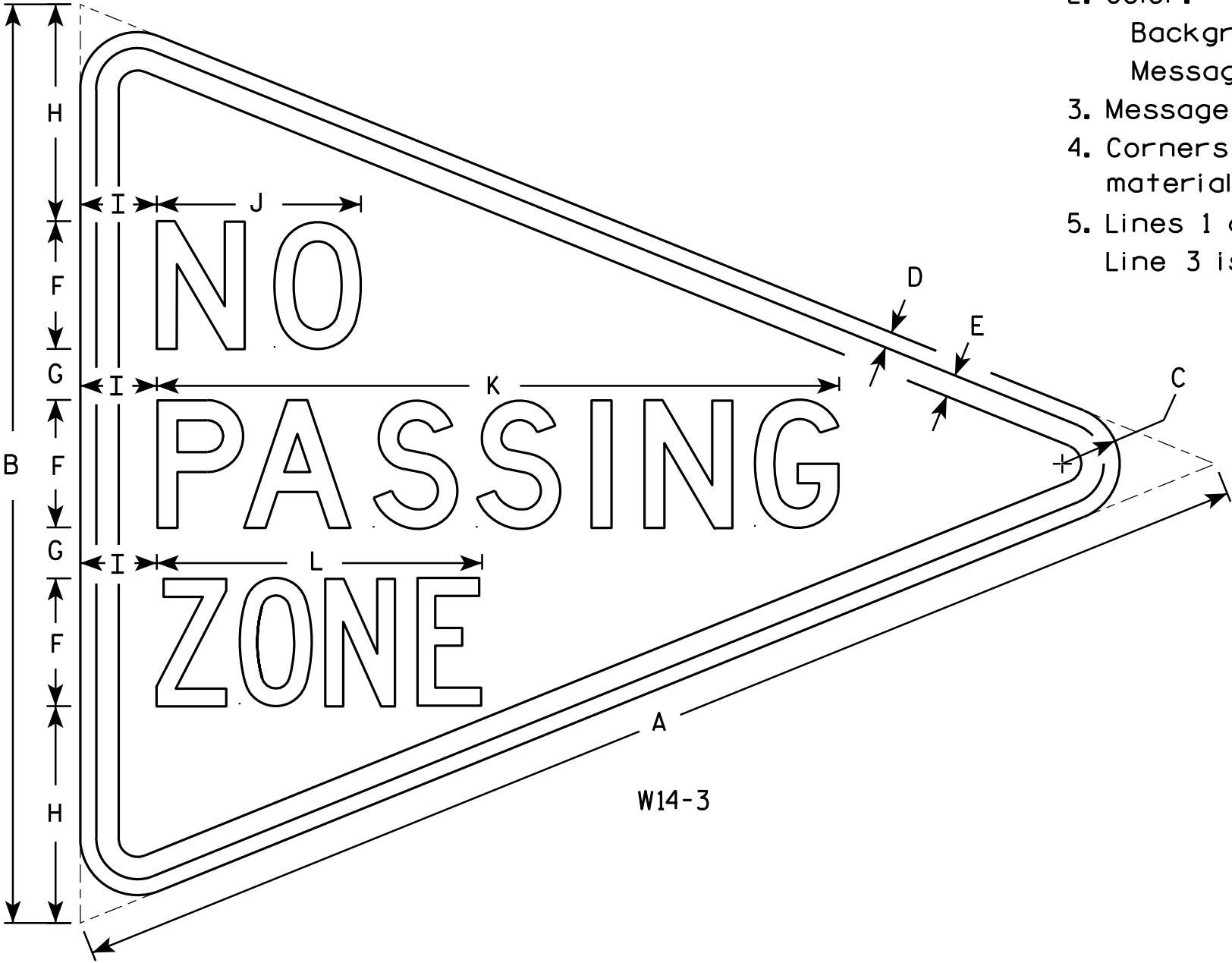
COUNTY:

SHEET NO: 181

E

NOTES

- 1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:
Background - Yellow
Message - Black
- 3. Message Series - See note 5
- 4. Corners and borders shall be rounded on all base materials for this sign.
- 5. Lines 1 and 2 are Series D.
Line 3 is series C.



W14-3

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															6.0
2M	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															6.0
3	64	48	3	3/4	1 1/4	6	3	12	4	10 3/4	33 5/8	16 1/2															10.7
4																											
5																											

STANDARD SIGN
W14-3

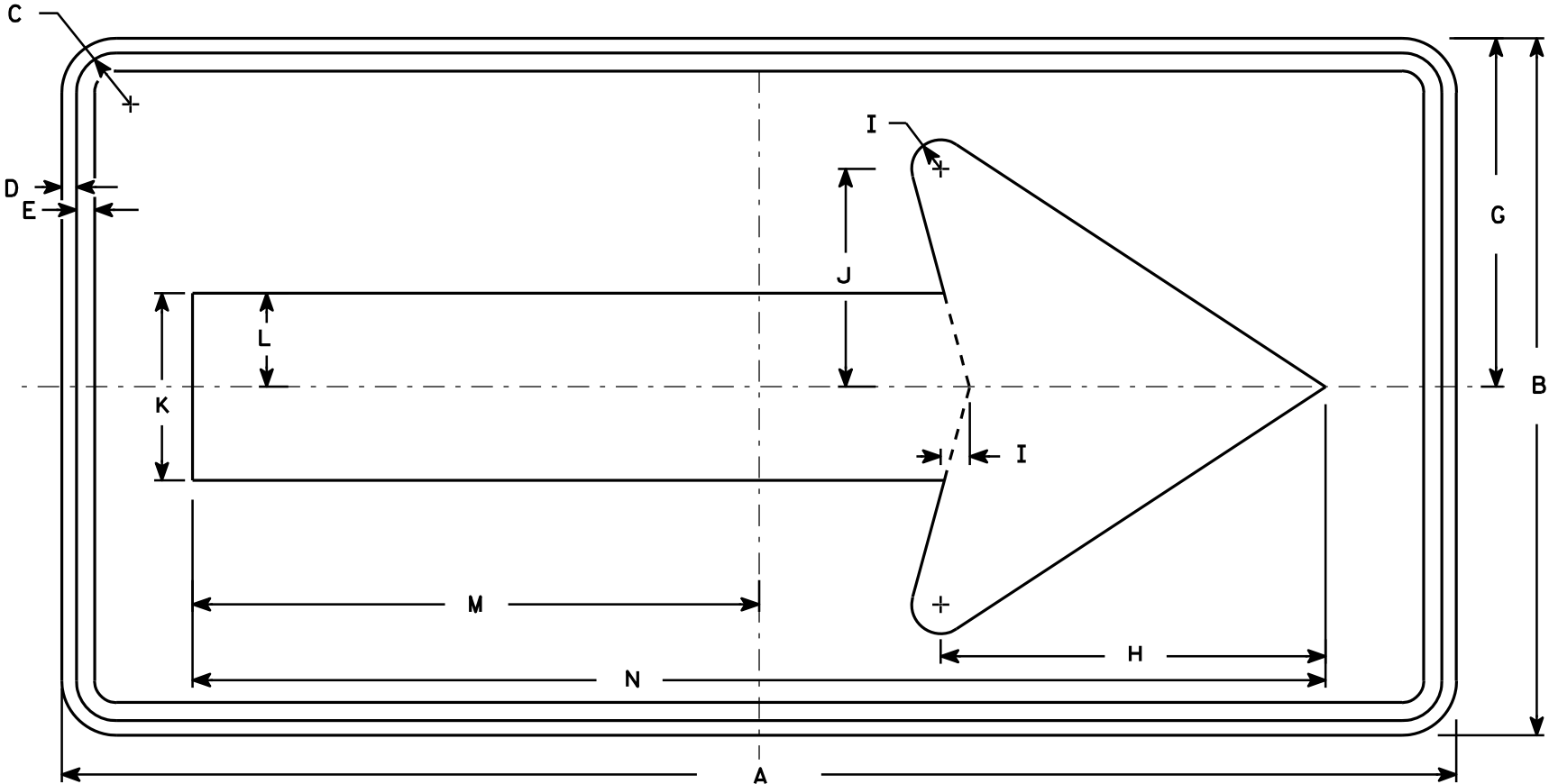
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 6/7/10 PLATE NO. W14-3.9

NOTES

- 1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:
Background - Yellow
Message - Black
- 3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



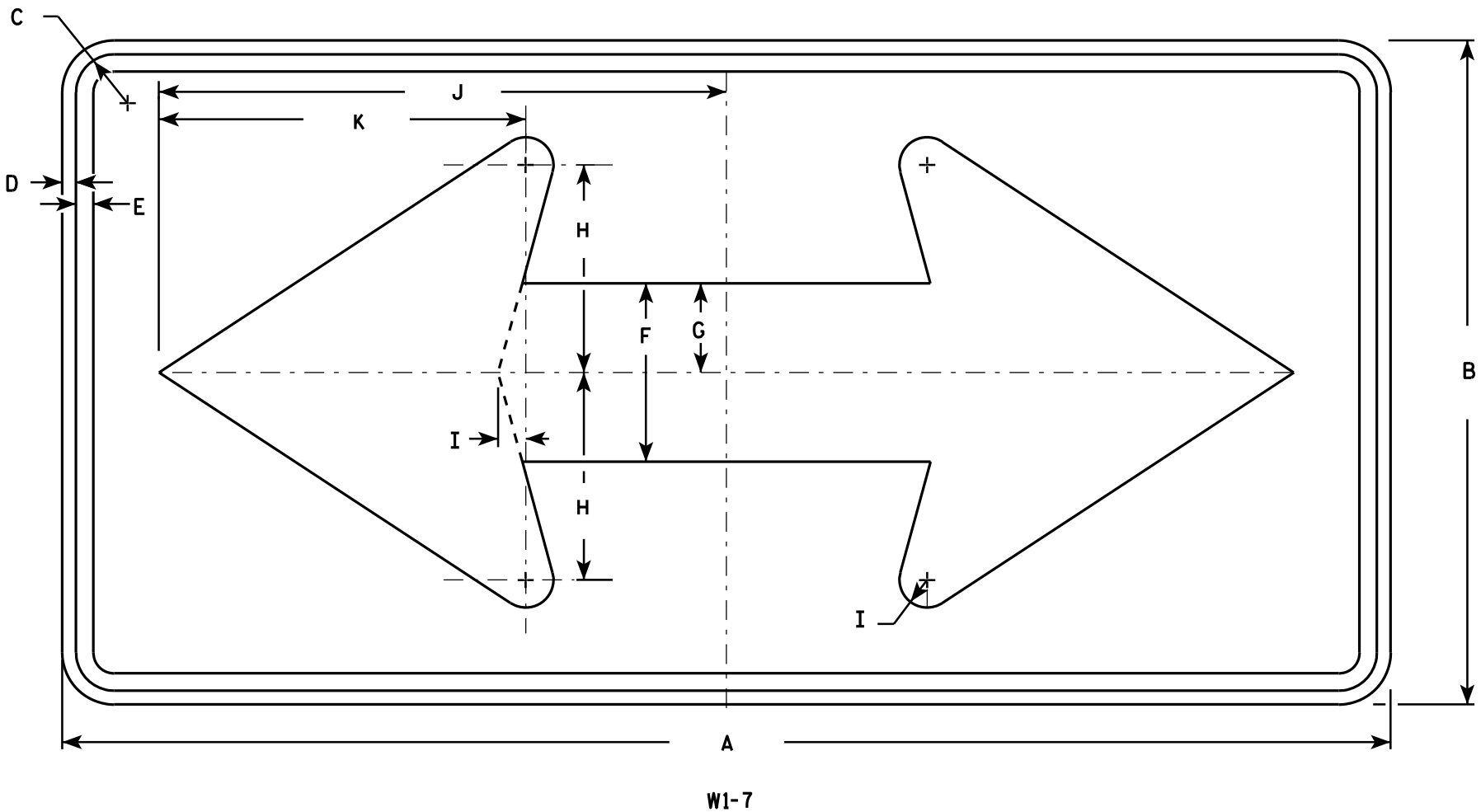
W1-6

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/8	3/8	3/8		9	10	3/4	5 5/8	4 3/4	2 3/8	14 5/8	29 1/4													4.5
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	96	48	2 1/4	3/4	1		24	26 1/2	2	15	13	6 1/2	39	78													32.0

STANDARD SIGN
W1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer
DATE 6/7/10 PLATE NO. W1-6.8



NOTES

- 1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:
Background - Yellow
Message - Black
- 3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/8	3/8	1/2	5	2 1/2	5 3/4	3/4	15 5/8	10 1/8																4.5
2S	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
2M	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
3	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
4	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
5	96	48	2 1/4	3/4	1	13	6 1/2	15	2	41	26 1/2																32.0

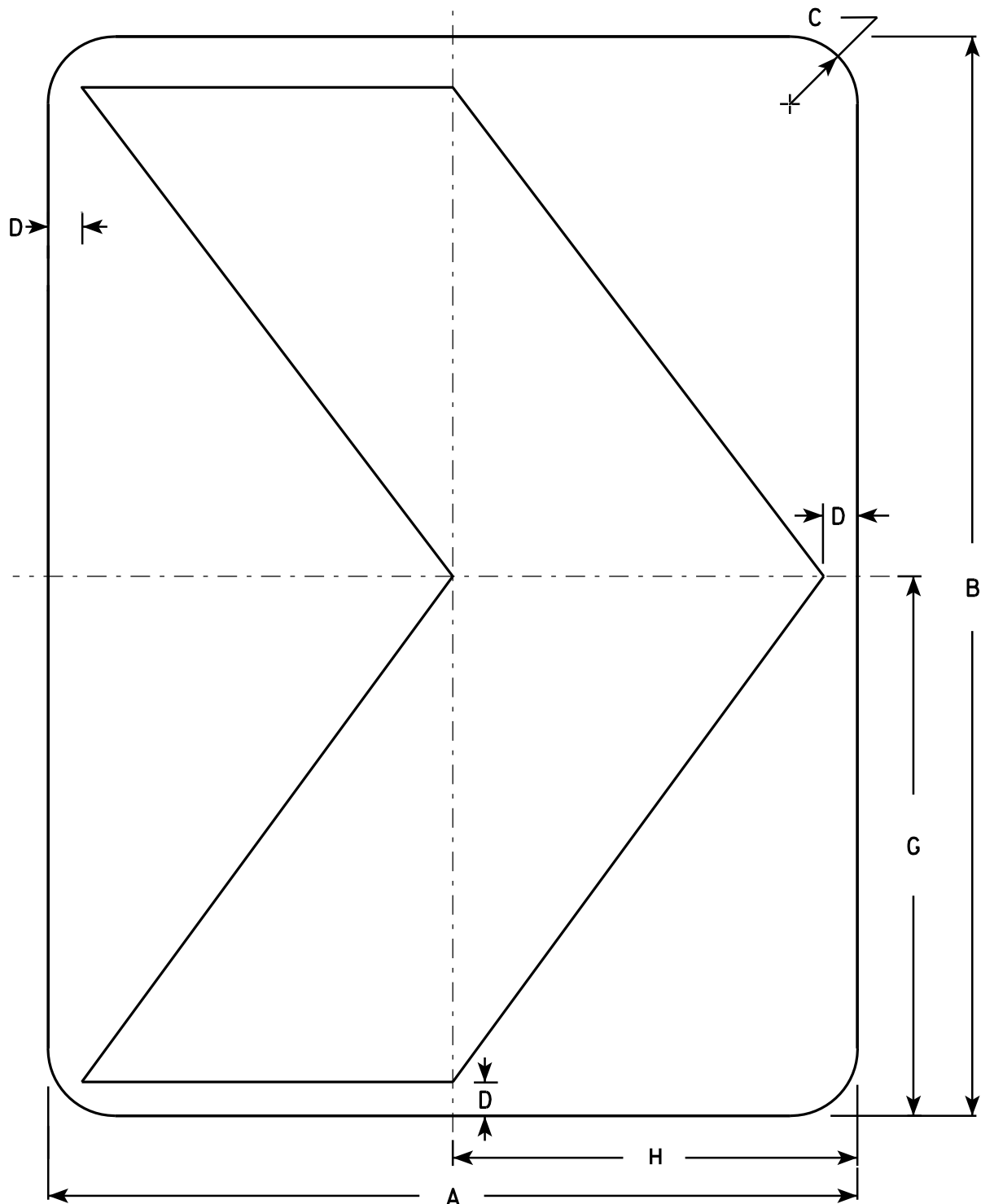
STANDARD SIGN

W1 - 7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-7.7



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Yellow
Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

W1-8

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 1/2	1/2			9	6																			1.5
2S	18	24	1 1/2	3/4			12	9																			3.0
2M	18	24	1 1/2	3/4			12	9																			3.0
3	24	30	1 1/2	1			15	12																			5.0
4	30	36	1 7/8	1 1/4			18	15																			7.5
5	36	48	2 1/4	1 1/2			24	18																			12.0

STANDARD SIGN

W1-8

WISCONSIN DEPT OF TRANSPORTATION

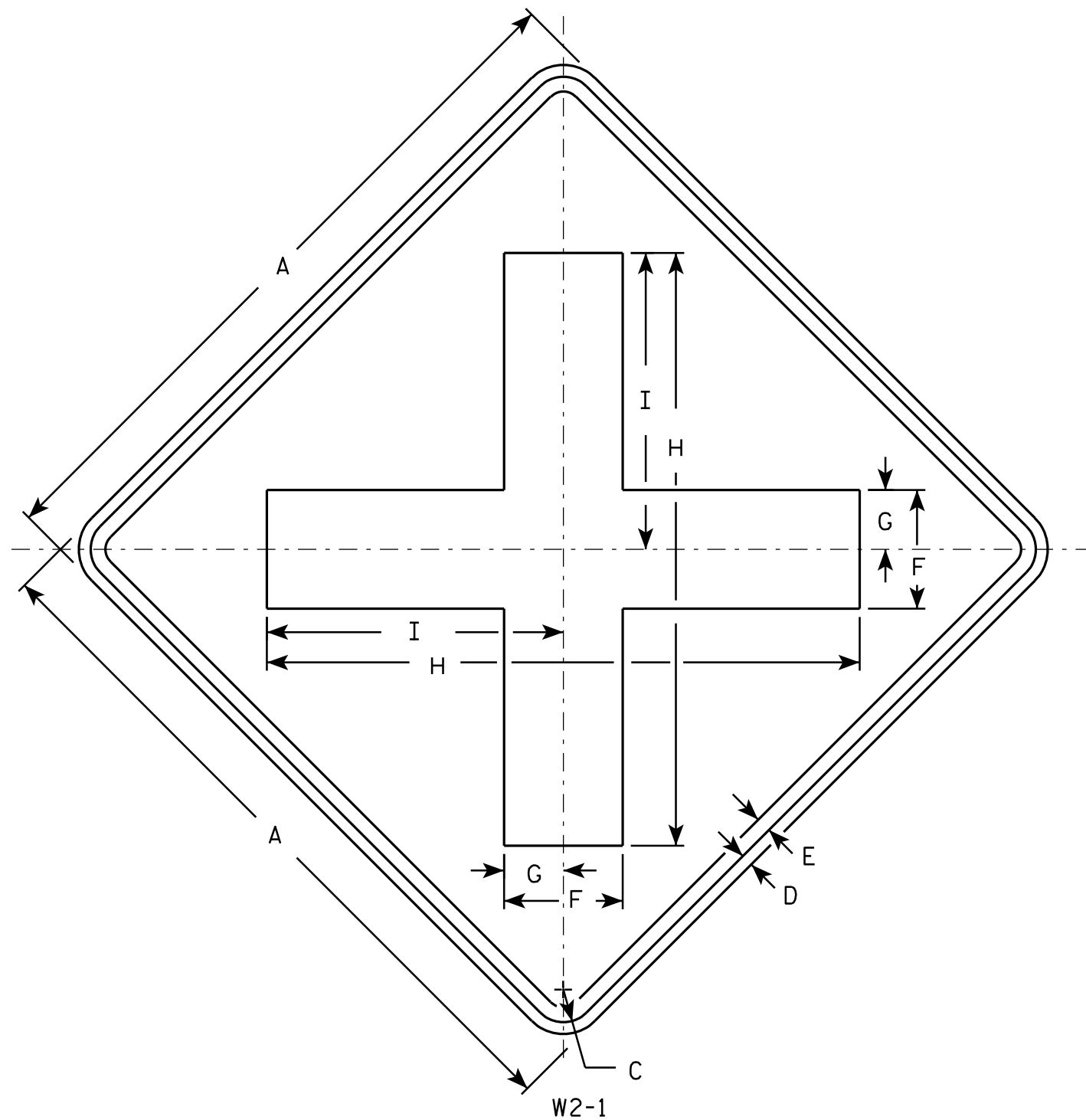
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-8.6

PROJECT NO:

SHEET NO: 185

E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Yellow
Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	4	2	20	10																		4.0
2S	30		1 3/8	1/2	5/8	5	2 1/2	25	12 1/2																		6.25
2M	30		1 3/8	1/2	5/8	5	2 1/2	25	12 1/2																		6.25
3	36		1 5/8	5/8	3/4	6	3	30	15																		9.0
4	48		2 1/4	3/4	1	8	4	40	20																		16.0
5																											

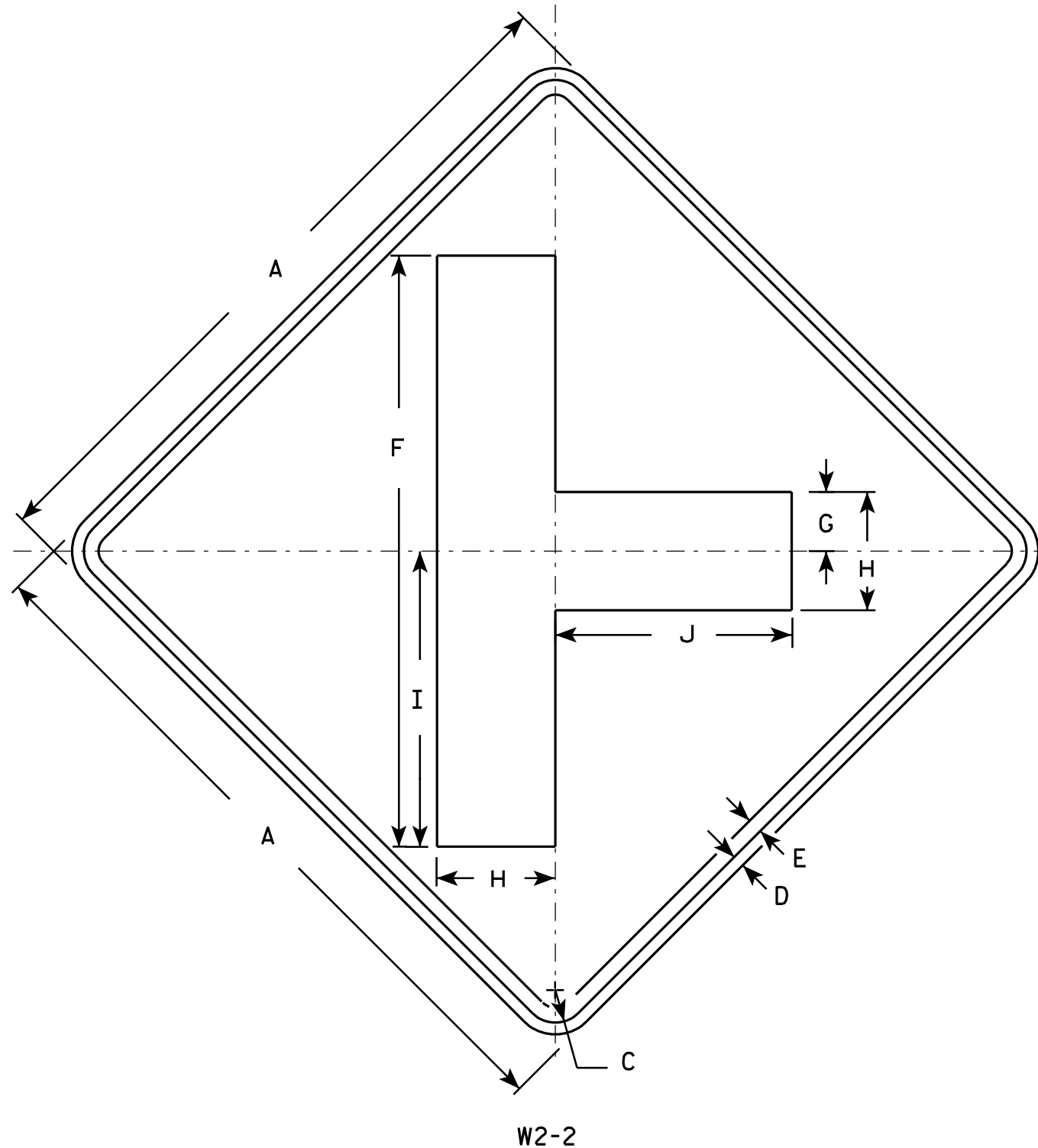
STANDARD SIGN W2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W2-1.9

PROJECT NO: HWY: COUNTY: SHEET NO: 186 E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Yellow
Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	20	2	4	10	8																	4.0
2S	30		1 3/8	1/2	5/8	25	2 1/2	5	12 1/2	10																	6.25
2M	30		1 3/8	1/2	5/8	25	2 1/2	5	12 1/2	10																	6.25
3	36		1 5/8	5/8	3/4	30	3	6	15	12																	9.0
4	48		2 1/4	3/4	1	40	4	8	20	16																	16.0
5																											

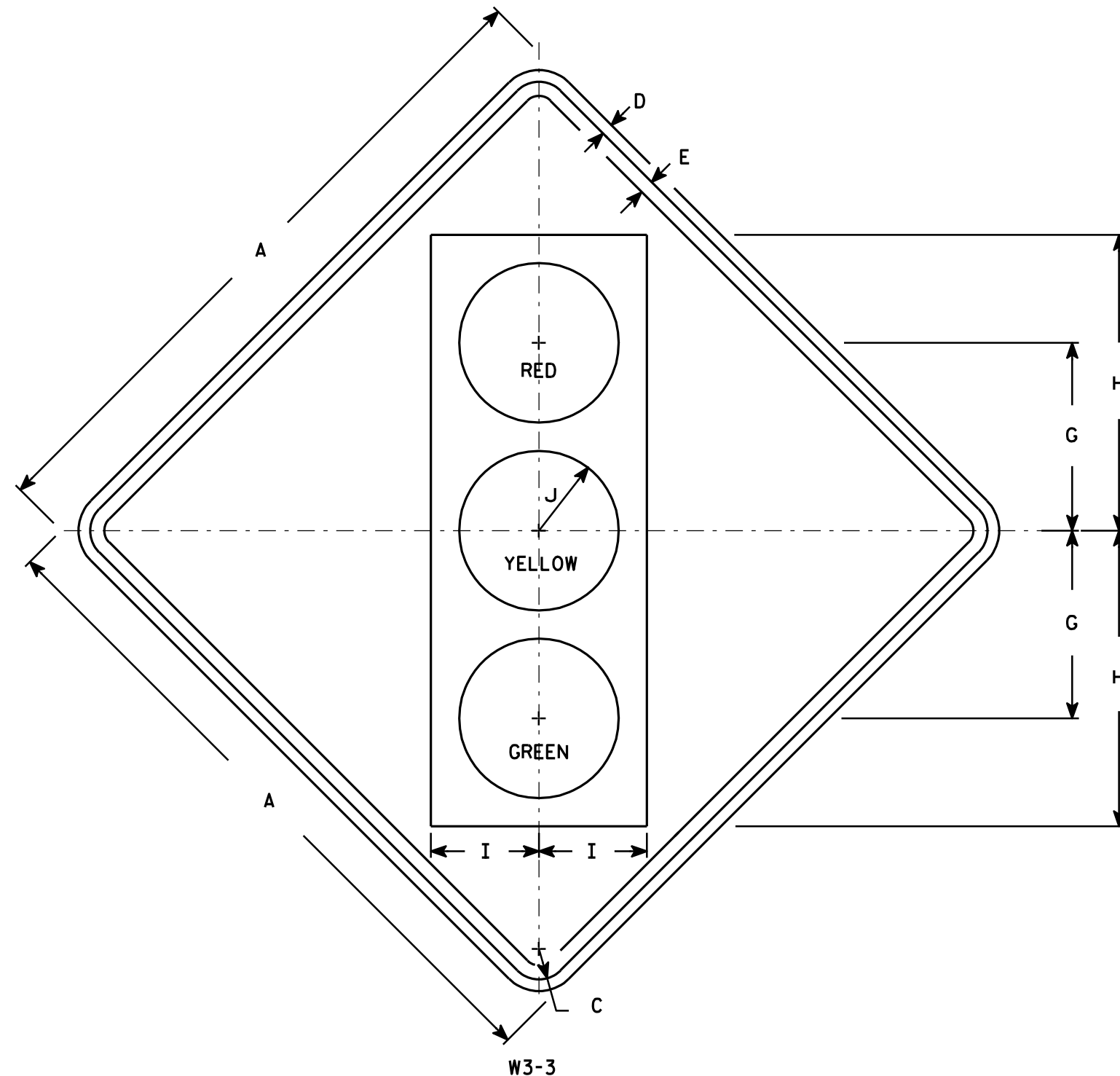
STANDARD SIGN W2-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W2-2.6

PROJECT NO: HWY: COUNTY: SHEET NO: 187 E



NOTES

- Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- Color:
Background - Yellow
Message - See Note 4
- Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- Symbol and border are non-reflective black.
Top circle - Type H Reflectorized Red
Center circle - Same as background
Bottom circle - Type H Reflectorized Green

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		8 3/4	13 3/4	5	3 3/4																	6.25
2S	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
2M	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
3	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
4	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
5	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0

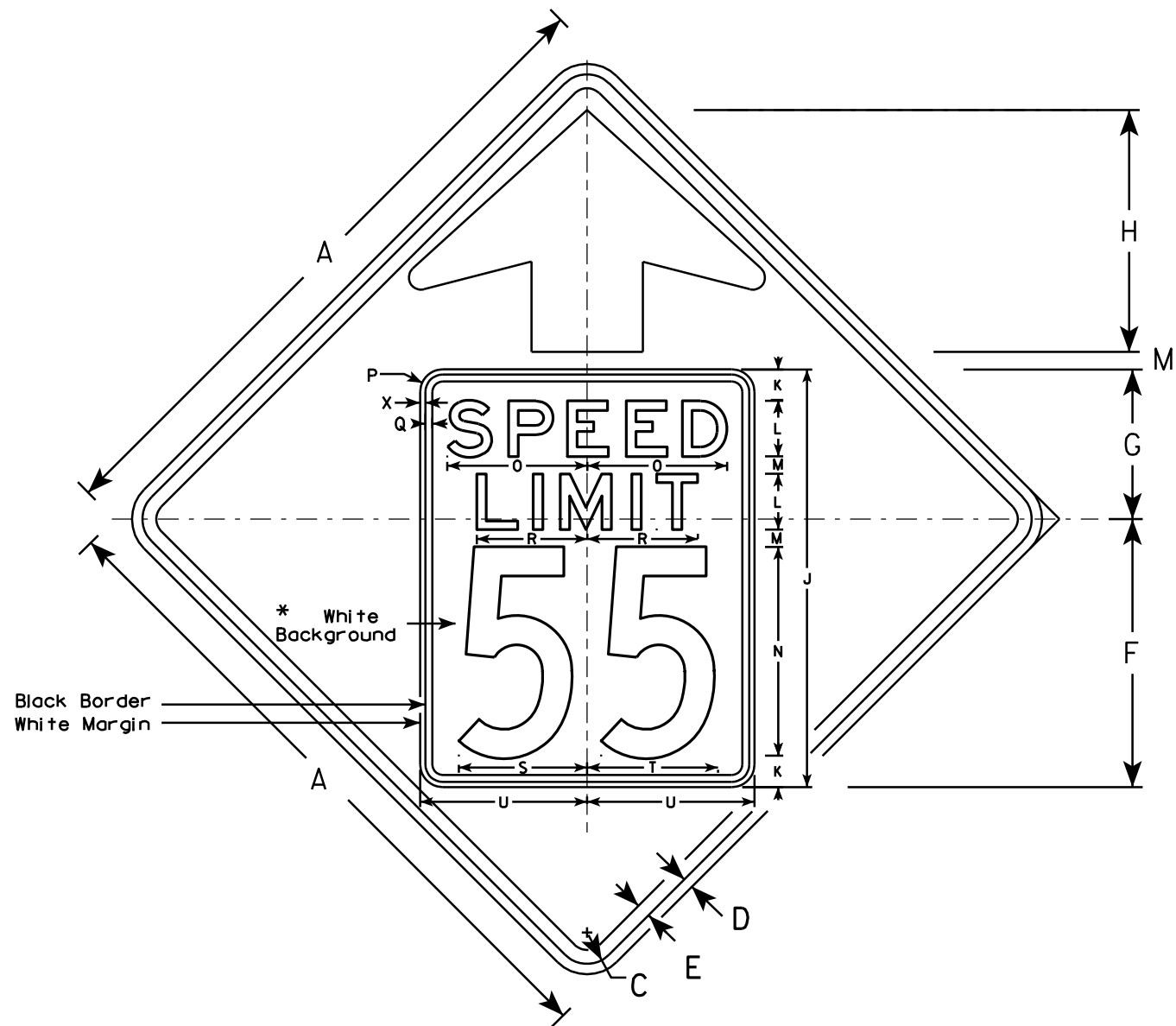
STANDARD SIGN W3-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-3.11

PROJECT NO: HWY: COUNTY: SHEET NO: 188 E

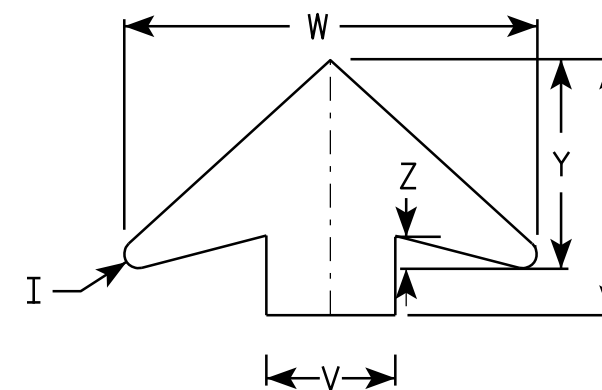


W3-5

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color: *
Background - YELLOW*
Message - BLACK
3. Message Series - C for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36		1 5⁄8	5⁄8	3⁄4	14 1⁄2	9 1⁄2	11 1⁄2	5⁄8	24	2	3	1	12	7 1⁄8	1 1⁄2	3⁄8	5 3⁄4	7 1⁄4	7 1⁄8	9	6	19 1⁄4	3⁄8	9 3⁄4	1 5⁄8	9.0
2M	36		1 5⁄8	5⁄8	3⁄4	14 1⁄2	9 1⁄2	11 1⁄2	5⁄8	24	2	3	1	12	7 1⁄8	1 1⁄2	3⁄8	5 3⁄4	7 1⁄4	7 1⁄8	9	6	19 1⁄4	3⁄8	9 3⁄4	1 5⁄8	9.0
3	36		1 5⁄8	5⁄8	3⁄4	14 1⁄2	9 1⁄2	11 1⁄2	5⁄8	24	2	3	1	12	7 1⁄8	1 1⁄2	3⁄8	5 3⁄4	7 1⁄4	7 1⁄8	9	6	19 1⁄4	3⁄8	9 3⁄4	1 5⁄8	9.0
4	48		2 1⁄4	3⁄4	1	19 1⁄4	10 3⁄4	17 3⁄8	7⁄8	30	2 1⁄4	4	1 1⁄4	15	10	1 5⁄8	1⁄2	8	9 1⁄4	9 3⁄8	12	8	25 5⁄8	3⁄8	13	2	16.0
5	48		2 1⁄4	3⁄4	1	19 1⁄4	10 3⁄4	17 3⁄8	7⁄8	30	2 1⁄4	4	1 1⁄4	15	10	1 5⁄8	1⁄2	8	9 1⁄4	9 3⁄8	12	8	25 5⁄8	3⁄8	13	2	16.0

STANDARD SIGN

W3-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R. Rauch
for State Traffic Engineer

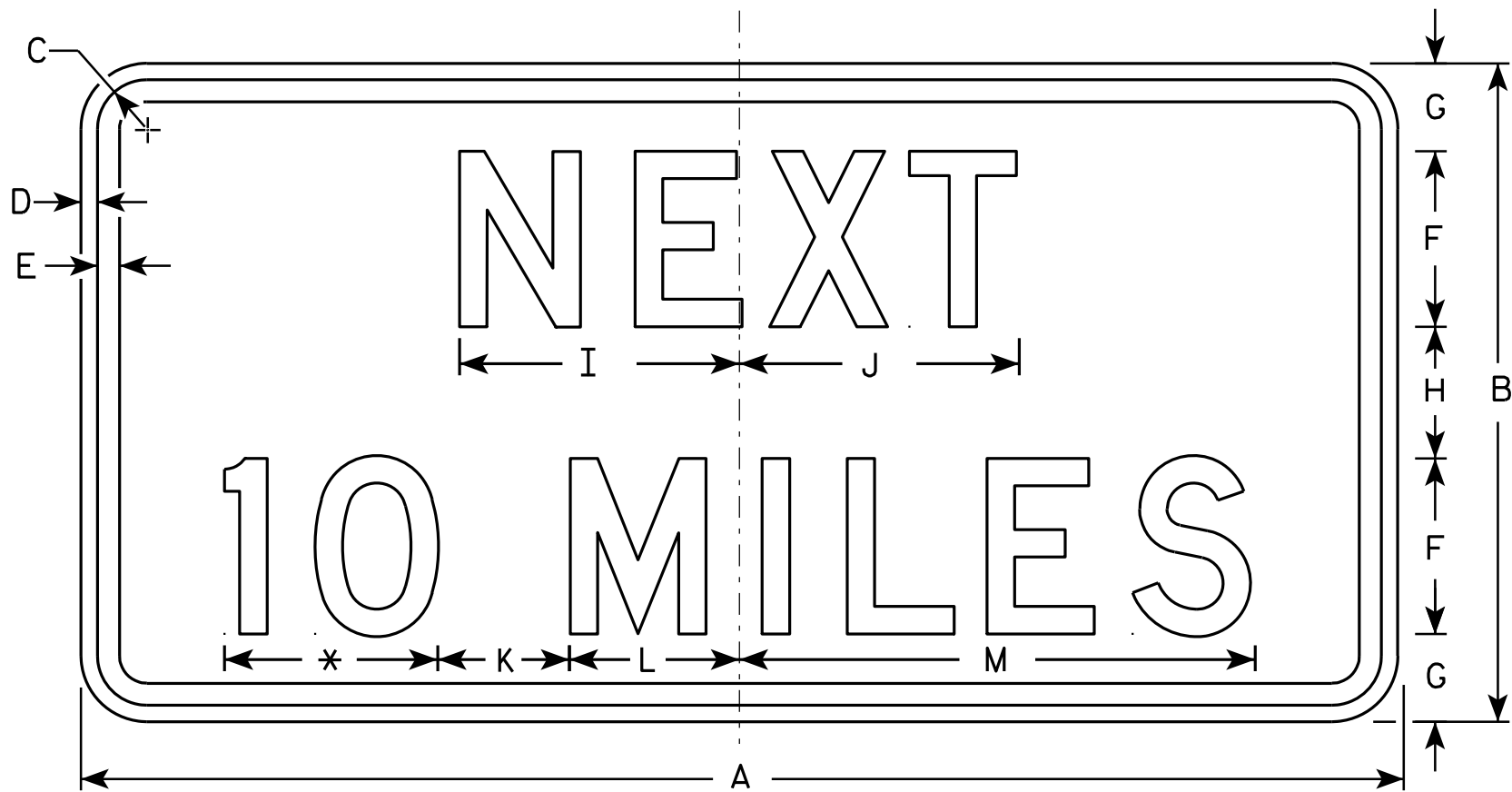
DATE 5/29/12

PLATE NO. W3-5.5

PROJECT NO:

SHEET NO: 189

E



W57-51

- NOTES**
- 1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
 - 2. Color:
Background - Yellow
Message - Black
 - 3. Message Series - D
 - 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
 - 5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

* See note 5

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	12	1 1/8	3/8	3/8	3	1 3/4	2 1/2	5	5 1/8	3	2 3/4	9 5/8														2.0
2S	30	15	1 1/8	3/8	1/2	4	2	3	6 3/8	6 3/8	3	3 7/8	11 3/4														3.13
2M	36	18	1 1/8	3/8	1/2	5	2 5/8	2 3/4	7 7/8	8	5	4 1/8	15 3/8														4.5
3	36	18	1 1/8	3/8	1/2	5	2 5/8	2 3/4	7 7/8	8	5	4 1/8	15 3/8														4.5
4	48	24	1 3/8	1/2	5/8	6	3 1/2	5	10	10 1/8	6	5 5/8	19														8.0
5	48	24	1 3/8	1/2	5/8	6	3 1/2	5	10	10 1/8	6	5 5/8	19														8.0

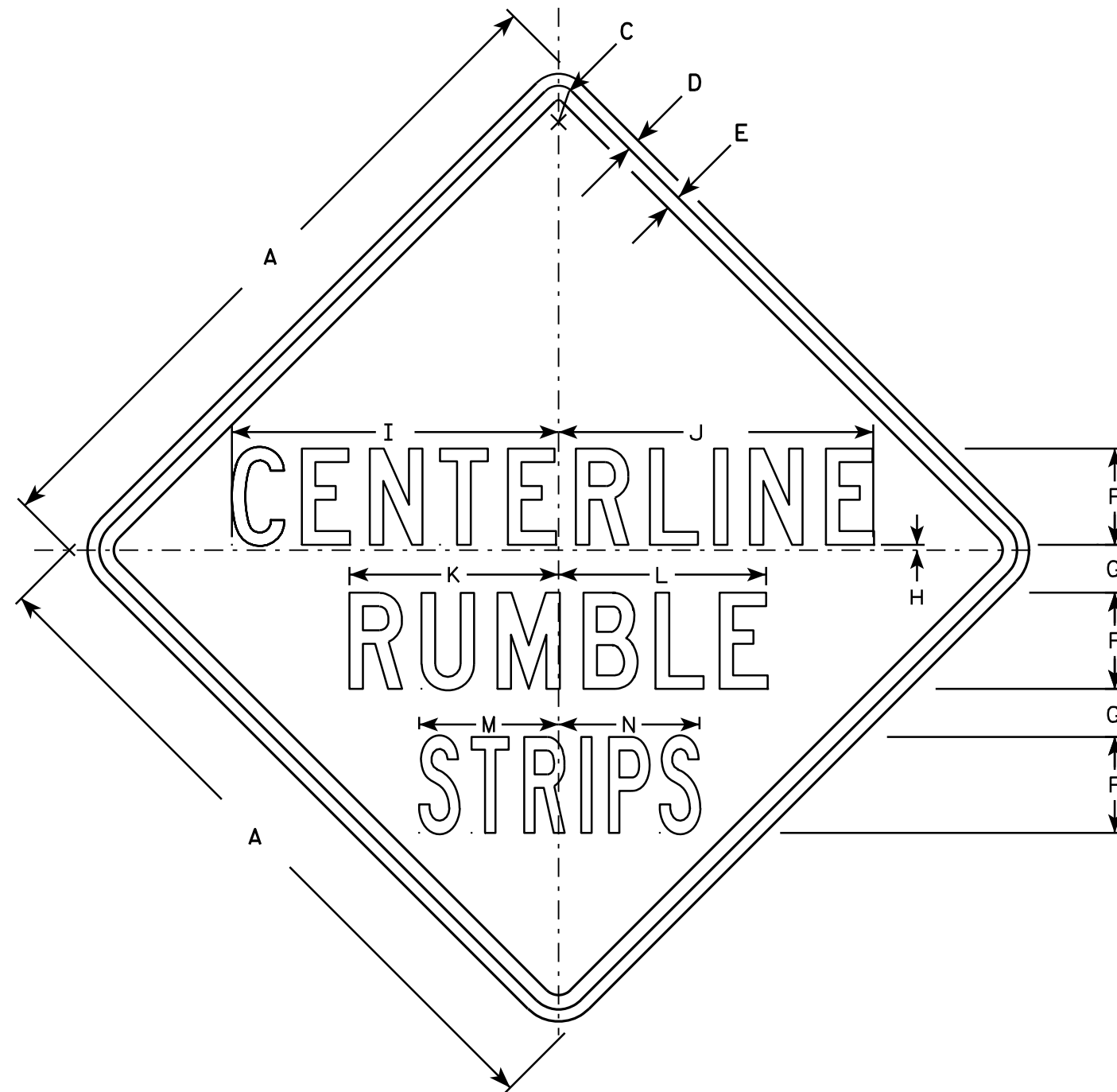
PROJECT NO:			HWY:			COUNTY:													SHEET NO: 190		E
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STANDARD SIGN
W57-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 4/18/11 PLATE NO. W57-51.8



W8-70

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - YELLOW
Message - BLACK
3. Message Series - SEE NOTE 5.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 and 2 are Series C.
Line 3 is Series B.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36		1 5/8	5/8	3/4	5	2 1/2	1/4	17	16 3/8	10 7/8	10 3/4	7 1/4	7 3/8													9.0
2M	36		1 5/8	5/8	3/4	5	2 1/2	1/4	17	16 3/8	10 7/8	10 3/4	7 1/4	7 3/8													9.0
3	36		1 5/8	5/8	3/4	5	2 1/2	1/4	17	16 3/8	10 7/8	10 3/4	7 1/4	7 3/8													9.0
4																											
5																											

STANDARD SIGN
W8-70

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 3/23/11 PLATE NO. W8-70.2

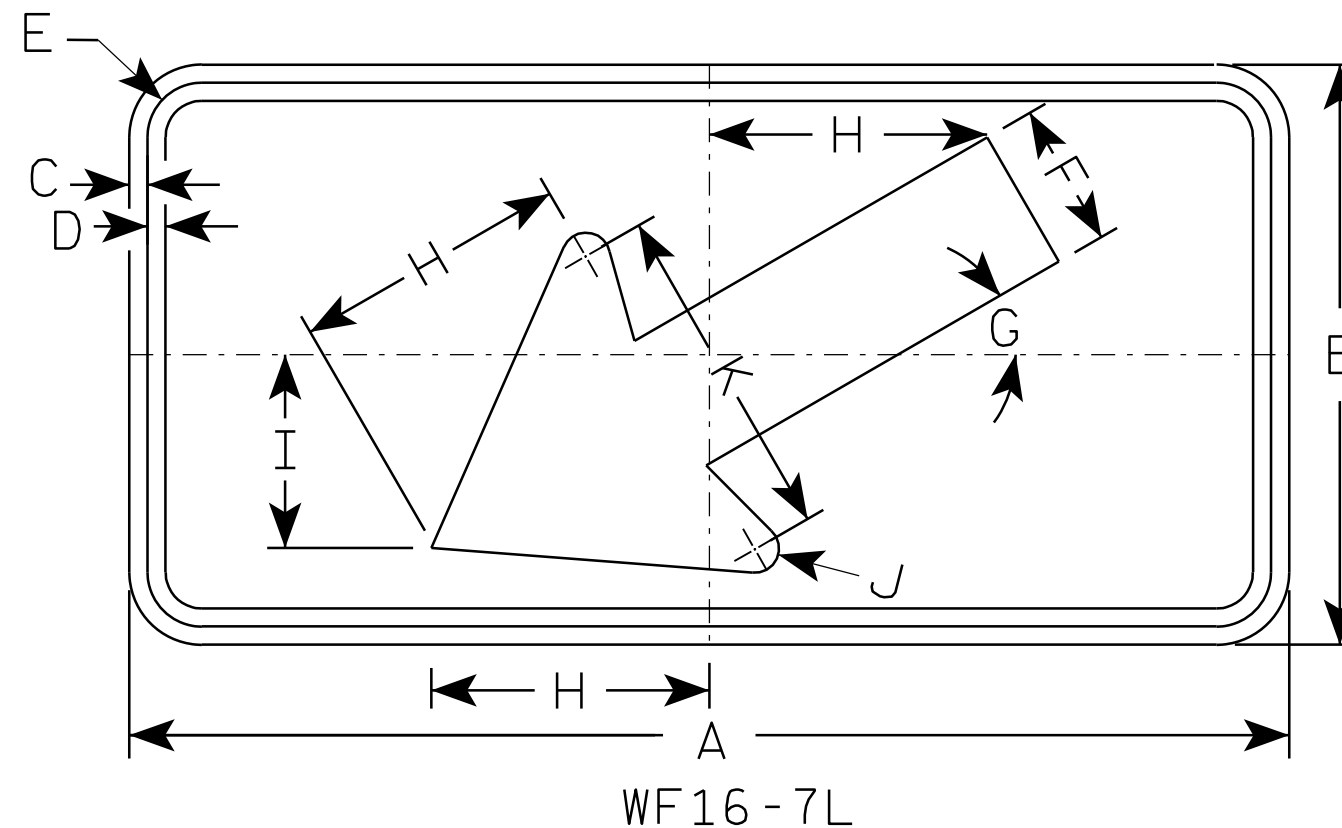
PROJECT NO:

SHEET NO: 191

E

NOTES

1. Sign is Type II - Type F Reflective -
reference WIS DOT Standard Specification for
HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Yellow-Green
Message - Black
3. Corners may be square or rounded when base
material is plywood but borders shall be rounded
as shown. When base material is metal, the
corners and borders shall be rounded.
4. WF16-7R are the same as
WF-16-7L except the arrow is reversed along
the vertical centerline.



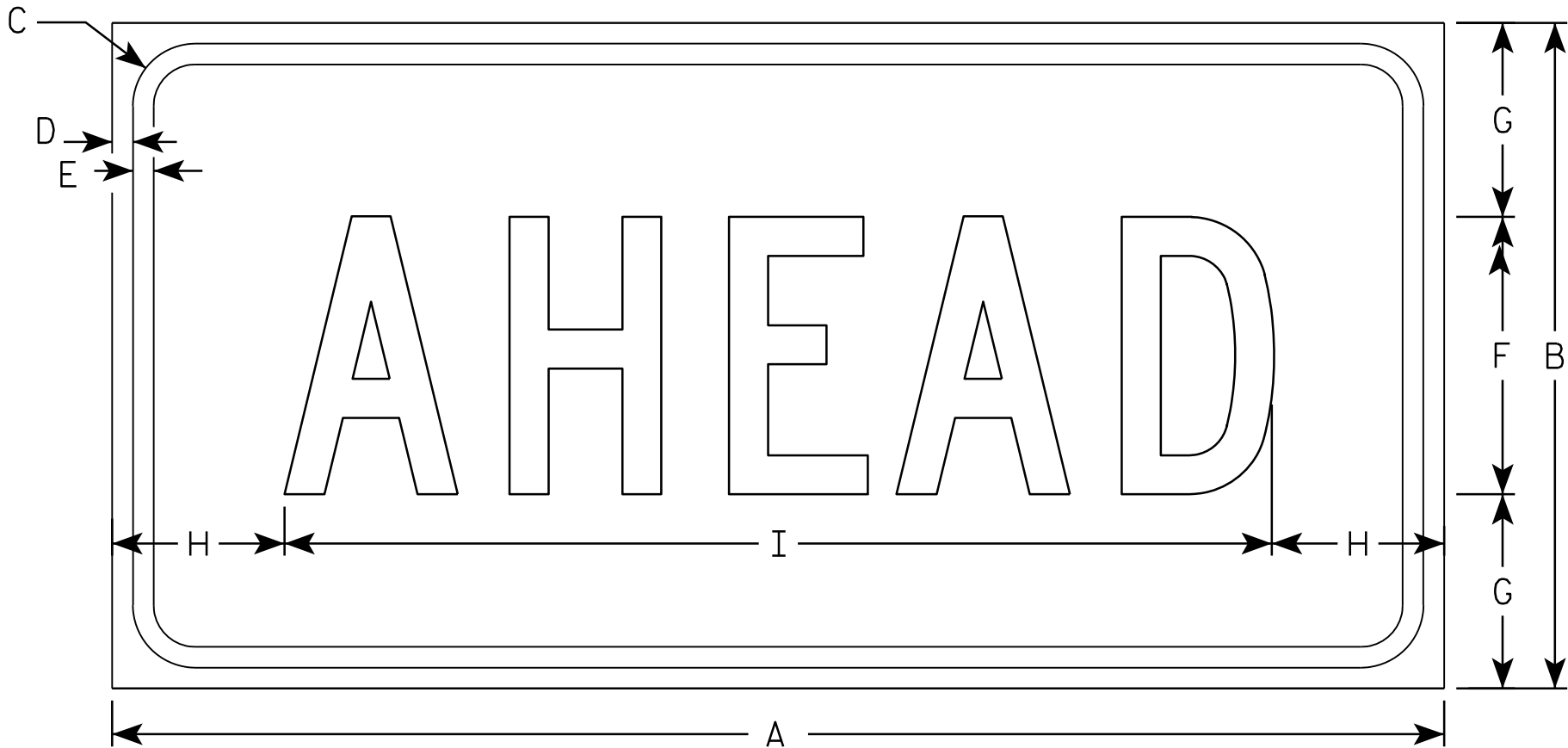
WF16-7L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	12	3/8	3/8	1 1/8	3	30°	5 3/4	4	1/2	7																2.0
2S	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
2M	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
3	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
4	48	24	1/2	5/8	1 3/8	6	30°	11 1/2	8	1	14																8.0
5																											

STANDARD SIGN	
WF16-7	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 12/21/10	PLATE NO. WF16-7.3

PROJECT NO:	HWY:	COUNTY:	SHEET NO: 192	E
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7



WF16-9P

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Yellow-Green
Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	12	1 1/8	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
2S	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
2M	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
3	30	18	1 1/8	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
4	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5																											

STANDARD SIGN

WF16-9P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/29/2012 PLATE NO. WF16-9P.4

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut 1.00	Expanded Fill 1.25	
3+00.00	300.00		0.00	14.53	0.00	0.00	0.00	0.00	0.00
3+50.00	350.00	50.00	0.00	42.14	0.00	52.47	0.00	65.58	-65.58
4+00.00	400.00	50.00	0.00	26.58	0.00	63.62	0.00	145.11	-145.11
4+50.00	450.00	50.00	0.00	21.21	0.00	44.25	0.00	200.42	-200.42
5+00.00	500.00	50.00	0.00	12.23	0.00	30.97	0.00	239.14	-239.14
5+50.00	550.00	50.00	0.00	8.71	0.00	19.39	0.00	263.38	-263.38
5+71.00	571.00	21.00	0.00	7.17	0.00	6.17	0.00	271.10	-271.10
6+00.00	600.00	29.00	0.00	12.64	0.00	10.64	0.00	284.39	-284.39
6+50.00	650.00	50.00	0.00	12.59	0.00	23.36	0.00	313.60	-313.60
7+00.00	700.00	50.00	0.02	3.74	0.02	15.12	0.02	332.50	-332.48
7+50.00	750.00	50.00	0.00	5.73	0.02	8.77	0.04	343.46	-343.42
7+88.00	788.00	38.00	0.00	14.81	0.00	14.45	0.04	361.53	-361.49
8+00.00	800.00	12.00	0.00	36.58	0.00	11.42	0.04	375.80	-375.77
8+50.00	850.00	50.00	0.00	0.89	0.00	34.70	0.04	419.18	-419.14
				TOTALS	0.04	335.34			

Notes:		
1 - Cut	Cut includes Salvaged/Unusable Pavement material Does not include Unusable Pavement Exc volume	
3 - Fill		
8 - Mass Ordinate		EBS and Marsh Exc used outside 1:1 in fill slopes

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut 1.00 Note 1	Expanded Fill 1.25	
9+50.00	950.00		3.51	0.40	0.00	0.00	0.00	0.00	0.00
10+00.00	1000.00	50.00	3.78	0.55	6.75	0.88	6.75	1.10	5.65
10+50.00	1050.00	50.00	4.39	0.01	7.56	0.52	14.30	1.75	12.56
11+00.00	1100.00	50.00	3.63	0.29	7.42	0.28	21.73	2.09	19.63
11+25.00	1125.00	25.00	4.62	0.15	3.82	0.20	25.54	2.35	23.19
11+50.00	1150.00	25.00	3.68	0.33	3.85	0.22	29.39	2.63	26.76
					Column totals		29.39	2.10	

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut 1.00	Expanded Fill 1.25	
12+50.00	1250.00		10.66	0.00	0.00	0.00	0.00	0.00	0.00
13+00.00	1300.00	50.00	5.47	0.00	14.94	0.00	14.94	0.00	14.94
13+50.00	1350.00	50.00	5.23	0.00	9.91	0.00	24.84	0.00	24.84
14+00.00	1400.00	50.00	7.60	0.00	11.88	0.00	36.72	0.00	36.72
14+50.00	1450.00	50.00	10.01	0.00	16.31	0.00	53.03	0.00	53.03
15+00.00	1500.00	50.00	12.74	0.00	21.07	0.00	74.10	0.00	74.10
15+50.00	1550.00	50.00	13.64	0.00	24.43	0.00	98.53	0.00	98.53
16+00.00	1600.00	50.00	12.10	0.00	23.84	0.00	122.37	0.00	122.37
16+50.00	1650.00	50.00	11.72	0.00	22.06	0.00	144.43	0.00	144.43
17+50.00	1750.00	100.00	5.85	0.00	32.55	0.00	176.97	0.00	176.97
18+00.00	1800.00	50.00	2.79	0.00	8.00	0.00	184.97	0.00	184.97
				Column totals	184.97	0.00			

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut 1.00 Note 1	Expanded Fill 1.25	
27+00.00	2700.00		2.44	0.00	0.00	0.00	0.00	0.00	0.00
28+00.00	2800.00	100.00	9.56	1.55	22.23	2.87	22.23	3.59	18.63
30+00.00	3000.00	200.00	5.97	1.62	57.51	11.75	79.74	18.28	61.45
31+00.00	3100.00	100.00	4.07	0.02	18.59	3.04	98.33	22.09	76.24
				Column Totals	98.33	17.67			

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut 1.00 Note 1	Expanded Fill 1.25	
31+00.00	3100.00		4.07	0.02	0.00	0.00	0.00	0.00	0.00
32+00.00	3200.00	100.00	2.10	12.30	11.43	22.82	11.43	28.52	-17.10
33+00.00	3300.00	100.00	1.97	19.02	7.53	58.00	18.96	101.02	-82.06
34+00.00	3400.00	100.00	5.12	4.66	13.13	43.85	32.09	155.83	-123.75
35+00.00	3500.00	100.00	2.64	1.86	14.37	12.08	46.46	170.94	-124.48
35+81.00	3581.00	81.00	2.72	2.55	8.04	6.61	54.50	179.20	-124.70
36+00.00	3600.00	19.00	2.39	21.28	1.80	8.38	56.30	189.68	-133.38
37+00.00	3700.00	100.00	2.59	40.57	9.22	114.54	65.52	332.85	-267.33
37+62.00	3762.00	62.00	7.15	2.20	11.18	49.10	76.70	394.22	-317.52
38+00.00	3800.00	38.00	2.95	24.76	7.11	18.97	83.81	417.94	-334.13
39+00.00	3900.00	100.00	2.19	4.66	9.51	54.48	93.32	486.03	-392.71
40+00.00	4000.00	100.00	25.84	2.47	51.90	13.20	145.22	502.53	-357.31
41+00.00	4100.00	100.00	35.30	0.94	113.21	6.31	258.43	510.41	-251.98
42+00.00	4200.00	100.00	34.34	0.41	128.97	2.50	387.40	513.53	-126.14
43+00.00	4300.00	100.00	21.45	3.29	103.32	6.85	490.72	522.09	-31.38
44+00.00	4400.00	100.00	5.05	5.14	49.07	15.61	539.78	541.60	-1.82
45+00.00	4500.00	100.00	1.68	0.44	12.46	10.34	552.24	554.52	- 2.28
				Column Totals	552.24	443.62			

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut 1.00 Note 1	Expanded Fill 1.25	
57+00.00	5700.00		26.11	10.70	0.00	0.00	0.00	0.00	0.00
57+50.00	5750.00	50.00	39.33	0.01	60.59	9.92	60.59	12.39	48.19
58+00.00	5800.00	50.00	26.93	2.89	61.34	2.69	121.93	15.75	106.18
59+00.00	5900.00	100.00	1.64	5.79	52.89	16.08	174.82	35.85	138.97
60+00.00	6000.00	100.00	1.52	1.88	5.83	14.21	180.66	53.62	127.04
61+00.00	6100.00	100.00	3.89	0.98	10.01	5.29	190.67	60.23	130.44
62+00.00	6200.00	100.00	5.16	0.00	16.76	1.81	207.43	62.49	144.95
63+00.00	6300.00	100.00	17.30	0.00	41.60	0.00	249.04	62.49	186.55
64+00.00	6400.00	100.00	15.46	0.00	60.67	0.00	309.70	62.49	247.22
65+00.00	6500.00	100.00	13.84	0.12	54.24	0.22	363.95	62.77	301.18
66+00.00	6600.00	100.00	3.01	1.30	31.20	2.63	395.15	66.06	329.09
				Column totals	395.15	52.85			

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut 1.00	Expanded Fill 1.25	
85+50.00	8550.00		7.39	3.19	0.00	0.00	0.00	0.00	0.00
86+00.00	8600.00	50.00	11.38	1.99	17.38	4.80	17.38	6.00	11.38
86+50.00	8650.00	50.00	6.10	3.44	16.19	5.03	33.57	12.28	21.29
87+00.00	8700.00	50.00	5.23	24.80	10.49	26.15	44.06	44.97	-0.90
87+50.00	8750.00	50.00	2.30	18.02	6.97	39.65	51.03	94.53	-43.50
88+00.00	8800.00	50.00	2.95	12.78	4.86	28.53	55.89	130.19	-74.30
88+15.00	8815.00	15.00	3.88	9.20	1.90	6.11	57.79	137.82	-80.03
88+50.00	8850.00	35.00	3.34	2.93	4.68	7.86	62.48	147.64	-85.17
89+00.00	8900.00	50.00	1.10	3.60	4.12	6.04	66.59	155.19	-88.60

Column totals	66.59	124.16
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STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut 1.00 Note 1	Expanded Fill 1.25	
102+00.00	10200.00		2.82	0.27	0.00	0.00	0.00	0.00	0.00
103+00.00	10300.00	100.00	1.65	4.23	8.27	8.33	8.27	10.41	-2.14
104+00.00	10400.00	100.00	1.33	9.10	5.51	24.69	13.78	41.27	-27.49
105+00.00	10500.00	100.00	1.54	5.88	5.30	27.75	19.08	75.96	-56.88
106+00.00	10600.00	100.00	2.83	5.19	8.08	20.51	27.16	101.59	-74.44
107+00.00	10700.00	100.00	1.28	1.47	7.60	12.34	34.76	117.02	-82.26

Column totals	34.76	93.61
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STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut 1.00	Expanded Fill 1.25	
125+00.00	12500.00		0.64	0.39	0.00	0.00	0.00	0.00	0.00
125+50.00	12550.00	50.00	1.10	0.10	1.61	0.45	1.61	0.57	1.04
126+00.00	12600.00	50.00	15.90	8.60	15.74	8.05	17.36	10.63	6.72
127+00.00	12700.00	100.00	5.44	4.87	39.53	24.94	56.89	41.81	15.07
128+00.00	12800.00	100.00	3.78	1.85	17.09	12.45	73.97	57.38	16.59
129+00.00	12900.00	100.00	4.93	0.37	16.14	4.12	90.11	62.53	27.58
129+30.00	12930.00	30.00	3.25	2.46	4.55	1.58	94.66	64.50	30.16

Column totals	94.66	51.60
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STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut 1.00	Expanded Fill 1.25	
129+30.00	12930.00		3.25	2.46	0.00	0.00	0.00	0.00	0.00
130+00.00	13000.00	70.00	9.80	9.91	16.92	16.04	16.92	20.05	-3.13
131+00.00	13100.00	100.00	5.39	20.14	28.14	55.64	45.06	89.60	-44.54
131+09.00	13109.00	9.00	6.35	15.32	1.96	5.91	47.02	96.99	-49.97
132+00.00	13200.00	91.00	10.99	10.38	29.23	43.31	76.24	151.12	-74.88
133+00.00	13300.00	100.00	12.67	7.55	43.83	33.22	120.07	192.64	-72.57
134+00.00	13400.00	100.00	13.84	13.73	49.09	39.42	169.16	241.92	-72.76
135+00.00	13500.00	100.00	5.85	18.75	36.46	60.15	205.62	317.10	-111.48
136+00.00	13600.00	100.00	6.11	17.02	22.16	66.23	227.78	399.89	-172.11
137+00.00	13700.00	100.00	6.35	3.88	23.08	38.71	250.86	448.27	-197.41

Column totals	250.86	358.62
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STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut 1.00	Expanded Fill 1.25	
137+00.00	13700.00		6.35	3.88	0.00	0.00	0.00	0.00	0.00
138+00.00	13800.00	100.00	2.79	1.68	16.93	10.30	16.93	12.87	4.06
139+00.00	13900.00	100.00	1.85	16.45	8.59	33.58	25.52	54.85	-29.33
140+00.00	14000.00	100.00	2.37	5.40	7.81	40.48	33.33	105.44	-72.12
141+00.00	14100.00	100.00	6.74	2.40	16.87	14.45	50.20	123.51	-73.32
142+00.00	14200.00	100.00	8.28	3.22	27.82	10.41	78.02	136.53	-58.51
143+00.00	14300.00	100.00	2.88	0.01	20.68	5.97	98.70	143.99	-45.30

Column totals	98.70	115.19
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STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut 1.00	Expanded Fill 1.25	
169+00.00	16900.00		6.36	0.00	0.00	0.00	0.00	0.00	0.00
170+00.00	17000.00	100.00	5.80	36.28	22.52	67.18	22.52	83.97	-61.45
171+00.00	17100.00	100.00	5.07	32.04	20.14	126.51	42.66	242.12	-199.46
172+00.00	17200.00	100.00	3.57	1.72	16.01	62.51	58.67	320.26	-261.59

Column totals	58.67	256.21
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STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut 1.00	Expanded Fill 1.25	
188+00.00	18800.00		0.90	2.15	0.00	0.00	0.00	0.00	0.00
189+00.00	18900.00	100.00	0.17	13.56	1.98	29.10	1.98	36.37	-34.39
190+00.00	19000.00	100.00	0.21	25.81	0.71	72.91	2.69	127.51	-124.82
191+00.00	19100.00	100.00	3.52	16.93	6.90	79.14	9.59	226.43	-216.84
192+00.00	19200.00	100.00	7.62	1.34	20.63	33.84	30.21	268.72	-238.51
193+00.00	19300.00	100.00	6.20	0.43	25.60	3.29	55.81	272.84	-217.02
194+00.00	19400.00	100.00	6.36	5.11	23.27	10.27	79.08	285.67	-206.59
195+00.00	19500.00	100.00	19.30	1.04	47.51	11.39	126.59	299.91	-173.32
196+00.00	19600.00	100.00	25.19	0.66	82.38	3.16	208.97	303.85	-94.88
197+00.00	19700.00	100.00	22.98	0.04	89.20	1.30	298.17	305.48	-7.32
198+00.00	19800.00	100.00	5.45	0.00	52.64	0.08	350.81	305.58	45.23
				Column totals	350.81	244.46			

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut 1.00	Expanded Fill 1.25	
206+00.00	20600.00		3.24	0.00	0.00	0.00	0.00	0.00	0.00
207+00.00	20700.00	100.00	5.05	0.75	15.35	1.39	15.35	1.74	13.62
208+00.00	20800.00	100.00	3.08	7.32	15.06	14.95	30.41	20.42	9.99
209+00.00	20900.00	100.00	14.66	12.25	32.86	36.25	63.28	65.74	-2.46
210+00.00	21000.00	100.00	4.72	3.32	35.90	28.85	99.18	101.79	-2.62
211+00.00	21100.00	100.00	6.35	0.23	20.51	6.57	119.69	110.01	9.68
				Column totals	119.69	88.01			

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut	Expanded Fill	
					Note 1	Note 3	Note 1		Note 8
211+00.00	21100.00		6.35	0.22	0.00	0.00	0.00	0.00	0.00
212+00.00	21200.00	100.00	7.94	0.59	26.47	1.50	26.47	1.88	24.59
				Column totals	26.47	1.50			

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut 1.00 Note 1	Expanded Fill 1.25	
212+00.00	21200.00		7.94	0.59	0.00	0.00	0.00	0.00	0.00
213+00.00	21300.00	100.00	6.36	0.92	26.49	2.80	26.49	3.50	22.99
214+00.00	21400.00	100.00	5.61	1.50	22.18	4.49	48.66	9.12	39.55
215+00.00	21500.00	100.00	5.29	1.30	20.19	5.18	68.86	15.59	53.26
216+00.00	21600.00	100.00	4.96	0.83	18.99	3.94	87.84	20.52	67.32
217+00.00	21700.00	100.00	5.45	0.48	19.29	2.44	107.13	23.56	83.56
218+00.00	21800.00	100.00	4.75	0.90	18.90	2.56	126.03	26.77	99.26
219+00.00	21900.00	100.00	3.56	0.00	15.40	1.67	141.42	28.86	112.56
				Column totals	141.42	23.09			

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut 1.00 Note 1	Expanded Fill 1.25	
221+00.00	22100.00		7.90	0.00	0.00	0.00	0.00	0.00	0.00
222+00.00	22200.00	100.00	10.87	17.50	34.76	32.41	34.76	40.52	-5.75
223+00.00	22300.00	100.00	7.92	27.60	34.81	83.52	69.57	144.92	-75.34
224+00.00	22400.00	100.00	18.05	3.18	48.09	56.99	117.66	216.15	-98.49
225+00.00	22500.00	100.00	8.28	22.57	48.74	47.67	166.40	275.74	-109.34
226+00.00	22600.00	100.00	8.84	7.43	31.70	55.54	198.10	345.16	-147.06
				Column totals	198.10	276.13			

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)	
			Cut	Fill	Cut	Fill	Cut 1.00 Note 1	Mass Ordinate
					Note 1	Note 3	Note 1	Note 8
226+00.00	22600.00		8.84	7.42	0.00	0.00	0.00	0.00
227+00.00	22700.00	100.00	3.36	7.15	22.60	26.99	22.60	-11.14
228+00.00	22800.00	100.00	2.62	0.00	11.08	13.25	33.68	-16.62
				Column totals	33.68	40.24		

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut	Expanded Fill	
					Note 1	Note 3	Note 1		Note 8
230+00.00	23000.00		8.72	0.00	0.00	0.00	0.00	0.00	0.00
231+00.00	23100.00	100.00	9.17	2.83	33.14	5.23	33.14	6.54	26.60
232+00.00	23200.00	100.00	6.97	6.15	29.90	16.62	63.04	27.32	35.72
233+00.00	23300.00	100.00	8.73	0.68	29.09	12.65	92.12	43.14	48.98

Column totals	92.12	34.51
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STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut 1.00 Note 1	Expanded Fill 1.25	
233+00.00	23300.00		8.73	0.68	0.00	0.00	0.00	0.00	0.00
234+00.00	23400.00	100.00	6.42	22.98	28.06	43.82	28.06	54.78	-26.72
235+00.00	23500.00	100.00	8.68	17.69	27.97	75.32	56.04	148.93	-92.89
236+00.00	23600.00	100.00	13.30	15.58	40.72	61.60	96.75	225.93	-129.17
237+00.00	23700.00	100.00	6.68	18.01	37.01	62.19	133.77	303.66	-169.90

Column totals	133.77	242.93
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STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut 1.00 Note 1	Expanded Fill 1.25	
237+00.00	23700.00		6.68	18.00	0.00	0.00	0.00	0.00	0.00
239+00.00	23900.00	200.00	10.61	9.83	64.02	103.08	64.02	128.85	-64.83
240+00.00	24000.00	100.00	8.71	3.03	35.78	23.82	99.80	158.62	-58.82
241+00.00	24100.00	100.00	5.23	2.69	25.82	10.60	125.62	171.87	-46.25
242+00.00	24200.00	100.00	3.95	3.34	17.01	11.17	142.63	185.83	-43.20
243+00.00	24300.00	100.00	4.35	7.07	15.38	19.28	158.01	209.94	-51.93
244+00.00	24400.00	100.00	5.18	3.63	17.65	19.82	175.66	234.72	-59.06
245+00.00	24500.00	100.00	3.42	4.10	15.93	14.32	191.59	252.62	-61.03
246+00.00	24600.00	100.00	1.24	2.70	8.63	12.60	200.22	268.36	-68.14
247+00.00	24700.00	100.00	2.92	6.07	7.69	16.25	207.91	288.67	-80.76
248+00.00	24800.00	100.00	2.00	2.93	9.10	16.67	217.02	309.51	-92.49
249+00.00	24900.00	100.00	2.51	9.38	8.35	22.80	225.36	338.02	-112.65
250+00.00	25000.00	100.00	2.70	18.59	9.64	51.79	235.01	402.75	-167.75
251+00.00	25100.00	100.00	8.06	19.25	19.93	70.06	254.93	490.33	-235.40

Column totals	254.93	392.26
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STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut 1.00 Note 1	Expanded Fill 1.25	
251+00.00	25100.00		8.06	19.24	0.00	0.00	0.00	0.00	0.00
252+00.00	25200.00	100.00	9.56	12.77	32.64	59.27	32.64	74.09	-41.45
253+00.00	25300.00	100.00	6.10	2.64	29.01	28.54	61.65	109.76	- 48.11

Column totals	61.65	87.81
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STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut 1.00	Expanded Fill 1.25	
253+00.00	25300.00		6.10	2.64	0.00	0.00	0.00	0.00	0.00
254+00.00	25400.00	100.00	2.96	3.52	16.78	11.41	16.78	14.26	2.52
255+00.00	25500.00	100.00	0.23	14.51	5.90	33.40	22.68	56.01	-33.32
256+00.00	25600.00	100.00	8.24	17.52	15.68	59.31	38.36	130.15	-91.79
257+00.00	25700.00	100.00	2.25	17.99	19.43	65.74	57.80	212.33	-154.53
258+00.00	25800.00	100.00	1.23	9.12	6.44	50.19	64.24	275.06	-210.83
259+00.00	25900.00	100.00	3.84	12.93	9.38	40.83	73.62	326.10	-252.49
260+00.00	26000.00	100.00	10.25	12.07	26.10	46.29	99.71	383.97	-284.26
260+25.00	26025.00	25.00	14.89	10.86	11.64	10.61	111.35	397.24	- 285.88

Column totals	111.35	317.79
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STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut 1.00 Note 1	Expanded Fill 1.25	
270+00.00	27000.00		2.94	0.00	0.00	0.00	0.00	0.00	0.00
271+00.00	27100.00	100.00	2.90	7.79	10.82	14.43	10.82	18.03	-7.22
272+00.00	27200.00	100.00	2.42	12.32	9.85	37.25	20.67	64.60	-43.93
273+00.00	27300.00	100.00	2.56	3.63	9.22	29.55	29.89	101.53	-71.65
274+00.00	27400.00	100.00	2.75	0.03	9.83	6.78	39.72	110.00	-70.29

Column totals	39.72	88.00
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STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut 1.00	Expanded Fill 1.25	
287+00.00	28700.00		1.93	0.11	0.00	0.00	0.00	0.00	0.00
288+00.00	28800.00	100.00	0.17	19.00	3.89	35.39	3.89	44.24	-40.35
289+00.00	28900.00	100.00	0.12	33.31	0.54	96.88	4.44	165.34	-160.90
290+00.00	29000.00	100.00	0.16	18.87	0.52	96.63	4.96	286.13	-281.17
291+00.00	29100.00	100.00	0.14	18.07	0.56	68.40	5.51	371.63	-366.12
292+00.00	29200.00	100.00	0.25	6.82	0.72	46.08	6.23	429.22	-422.99
293+00.00	29300.00	100.00	0.15	58.16	0.74	120.33	6.97	579.63	-572.66
294+00.00	29400.00	100.00	0.21	56.52	0.67	212.38	7.64	845.10	-837.46
295+00.00	29500.00	100.00	0.23	10.58	0.81	124.26	8.46	1000.43	-991.98
296+00.00	29600.00	100.00	2.56	0.00	5.16	19.60	13.61	1024.93	-1011.32
				Column totals	13.61	819.94			

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut 1.00	Expanded Fill 1.25	
308+00.00	30800.00		7.20	0.00	0.00	0.00	0.00	0.00	0.00
309+00.00	30900.00	100.00	4.41	11.54	21.50	21.37	21.50	26.72	-5.21
310+00.00	31000.00	100.00	5.12	13.60	17.66	46.55	39.16	84.91	-45.75
311+00.00	31100.00	100.00	5.24	6.76	19.19	37.70	58.35	132.03	-73.68
312+00.00	31200.00	100.00	5.32	0.35	19.56	13.18	77.91	148.50	-70.59
313+00.00	31300.00	100.00	4.20	0.00	17.64	0.65	95.55	149.31	-53.76
				Column totals	95.55	119.45			

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut 1.00	Expanded Fill 1.25	
322+00.00	32200.00		3.75	0.74	0.00	0.00	0.00	0.00	0.00
323+00.00	32300.00	100.00	2.41	80.60	11.41	150.63	11.41	188.29	-176.88
324+00.00	32400.00	100.00	0.76	52.79	5.86	247.03	17.27	497.07	-479.80
325+00.00	32500.00	100.00	0.53	30.26	2.38	153.80	19.66	689.33	-669.67
326+00.00	32600.00	100.00	2.18	6.45	5.01	67.98	24.67	774.30	-749.63
				Column totals	24.67	619.44			

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut 1.00	Expanded Fill 1.25	
326+00.00	32600.00	100.00	2.17	6.44	0.00	0.00	0.00	0.00	0.00
327+00.00	32700.00		0.18	2.66	4.36	16.86	4.36	21.07	-16.71

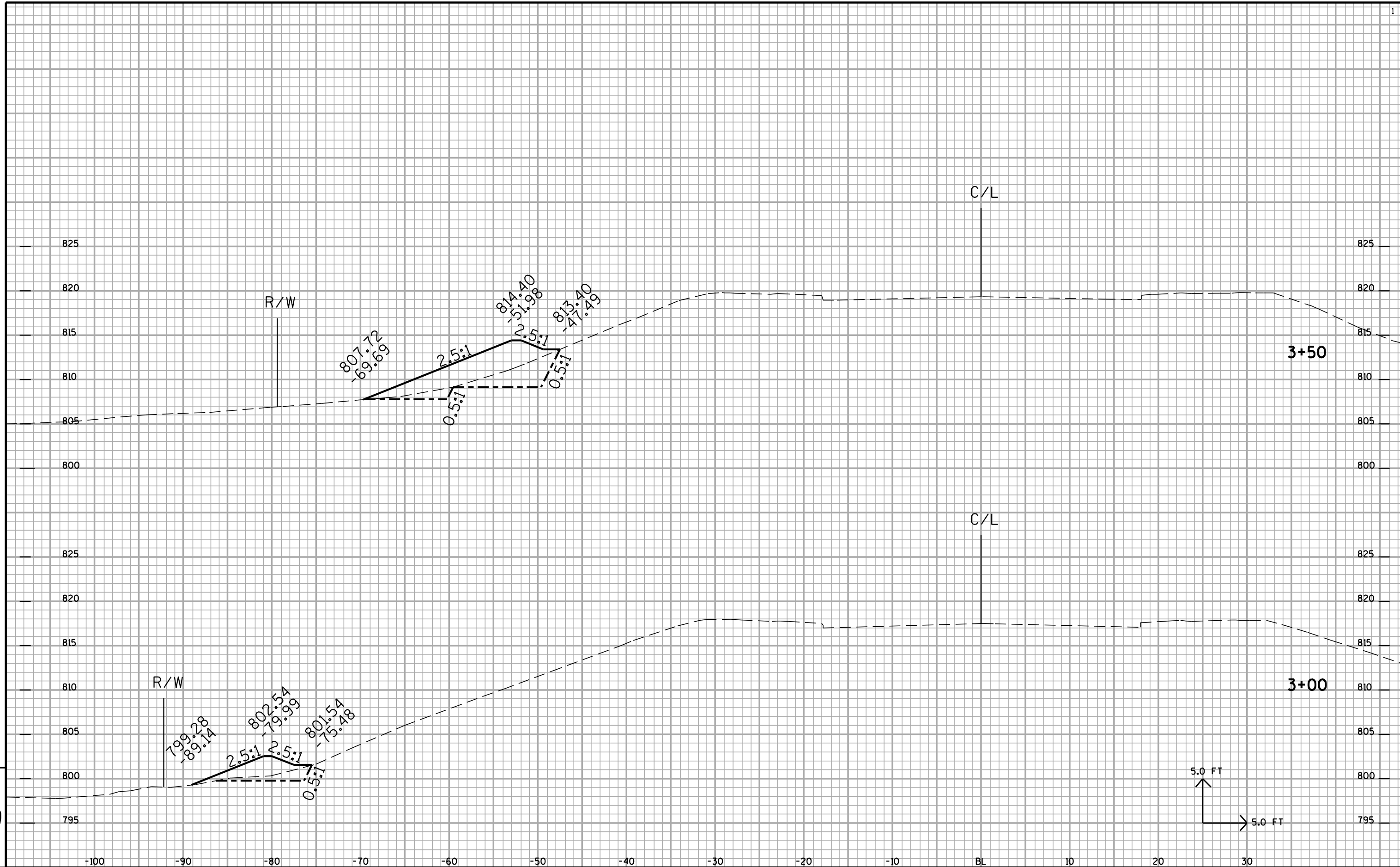
Column totals	4.36	16.86
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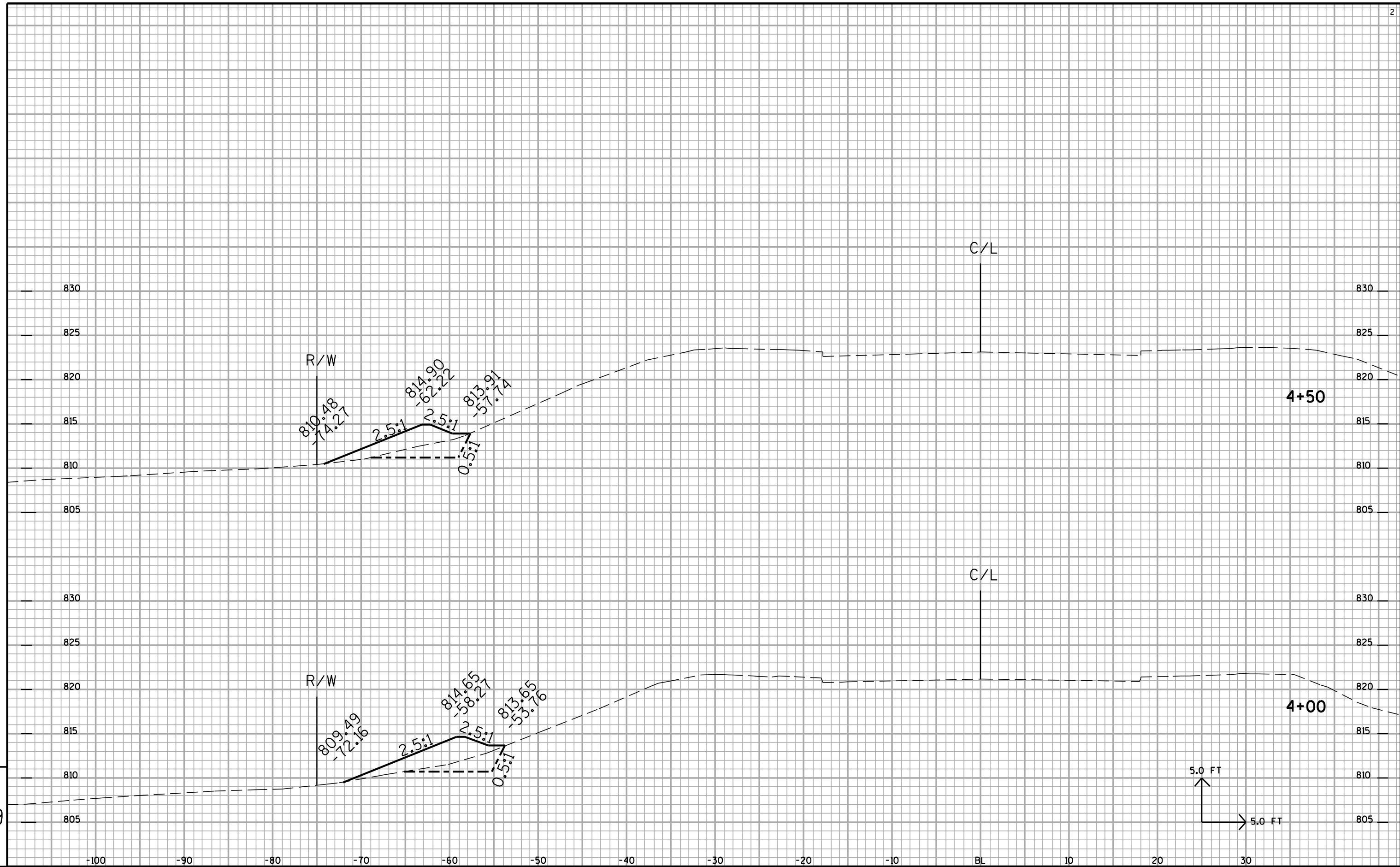
STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut 1.00 Note 1	Expanded Fill 1.25	
337+00.00	33700.00		2.13	0.05	0.00	0.00	0.00	0.00	0.00
338+00.00	33800.00	100.00	0.18	26.98	4.29	50.05	4.29	62.56	-58.27
339+00.00	33900.00	100.00	1.27	19.07	2.70	85.27	6.98	169.14	-162.16
340+00.00	34000.00	100.00	2.39	7.10	6.77	48.45	13.76	229.71	-215.95
341+00.00	34100.00	100.00	3.95	1.39	11.74	15.71	25.49	249.35	-223.86
342+00.00	34200.00	100.00	2.89	0.07	12.67	2.71	38.16	252.74	-214.58
343+00.00	34300.00	100.00	1.28	11.17	7.72	20.82	45.88	278.76	-232.88
344+00.00	34400.00	100.00	0.24	3.27	2.81	26.75	48.69	312.20	-263.51

Column totals	48.69	249.76
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STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut 1.00 Note 1	Expanded Fill 1.25	
359+00.00	35900.00		3.15	0.00	0.00	0.00	0.00	0.00	
360+00.00	36000.00	100.00	0.42	4.72	6.60	8.74	6.60	10.92	-4.32
361+00.00	36100.00	100.00	1.15	4.55	2.90	17.17	9.51	32.38	-22.87
362+00.00	36200.00	100.00	0.15	12.48	2.41	31.55	11.92	71.81	-59.89
363+00.00	36300.00	100.00	0.13	9.04	0.52	39.86	12.44	121.64	-109.20
364+00.00	36400.00	100.00	0.14	23.67	0.50	60.57	12.94	197.36	-184.42
365+00.00	36500.00	100.00	0.14	18.84	0.52	78.71	13.46	295.75	-282.29
366+00.00	36600.00	100.00	0.16	9.55	0.56	52.56	14.02	361.45	-347.43
367+00.00	36700.00	100.00	0.18	2.30	0.63	21.94	14.65	388.88	- 374.23

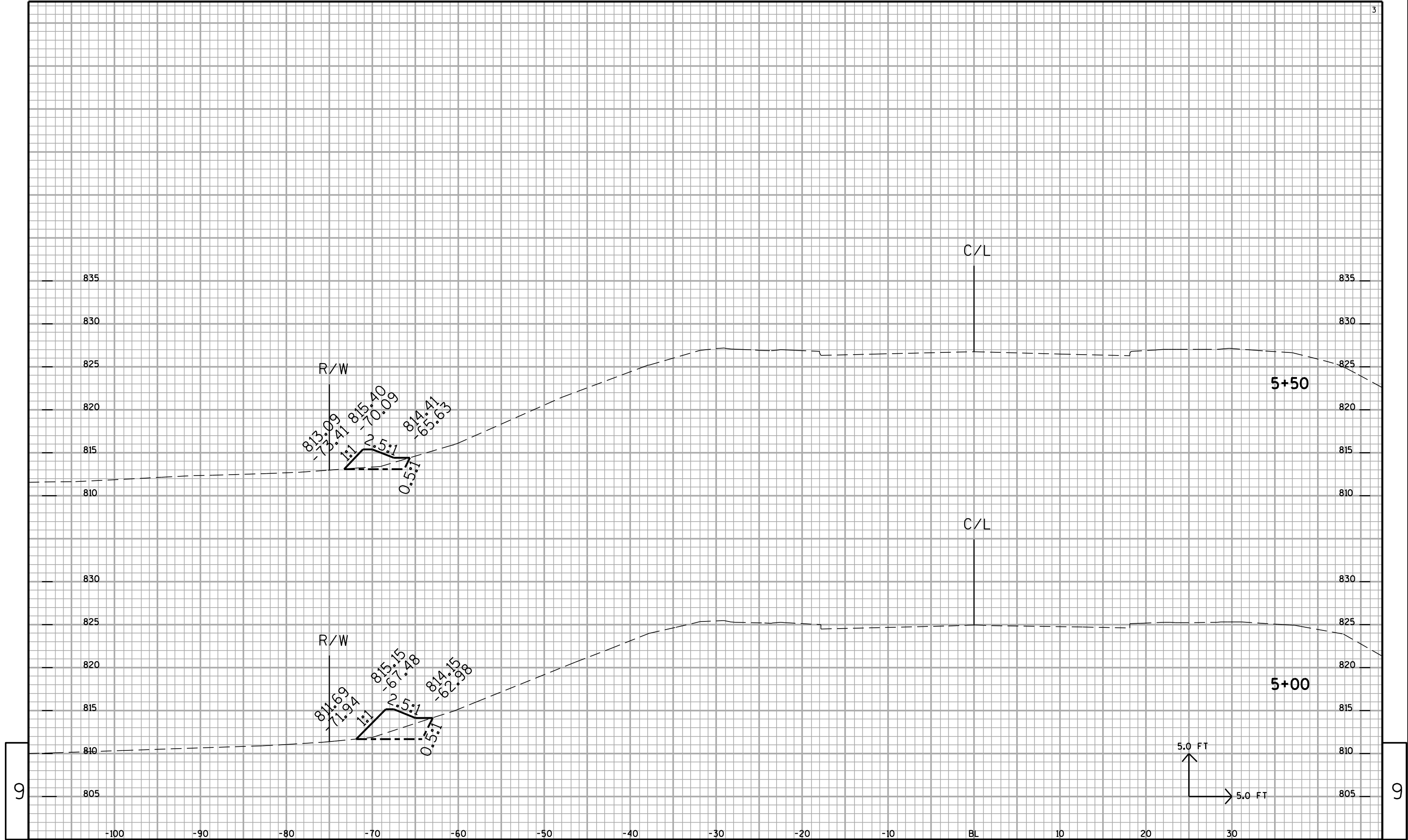
Column totals	14.65	311.10
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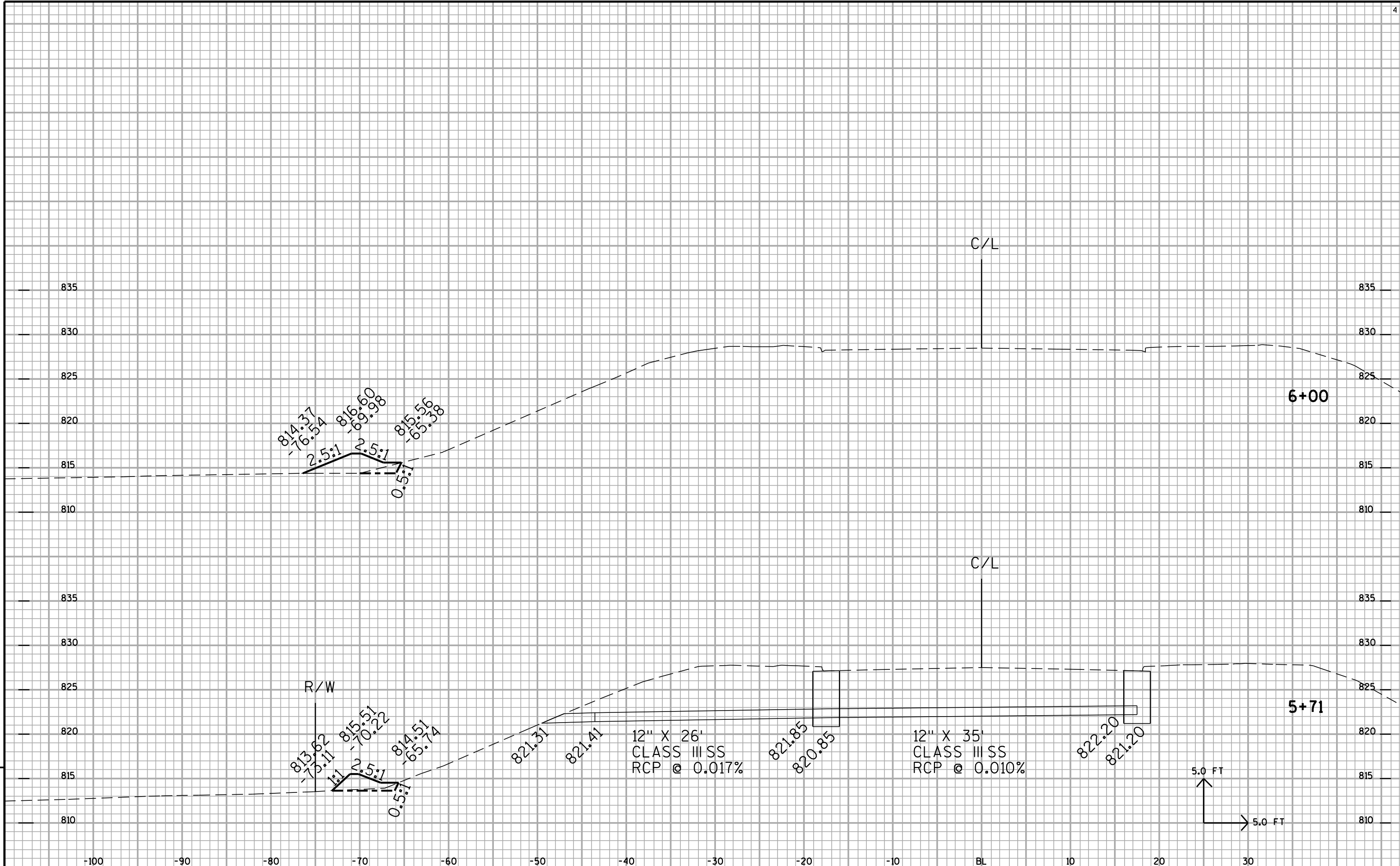


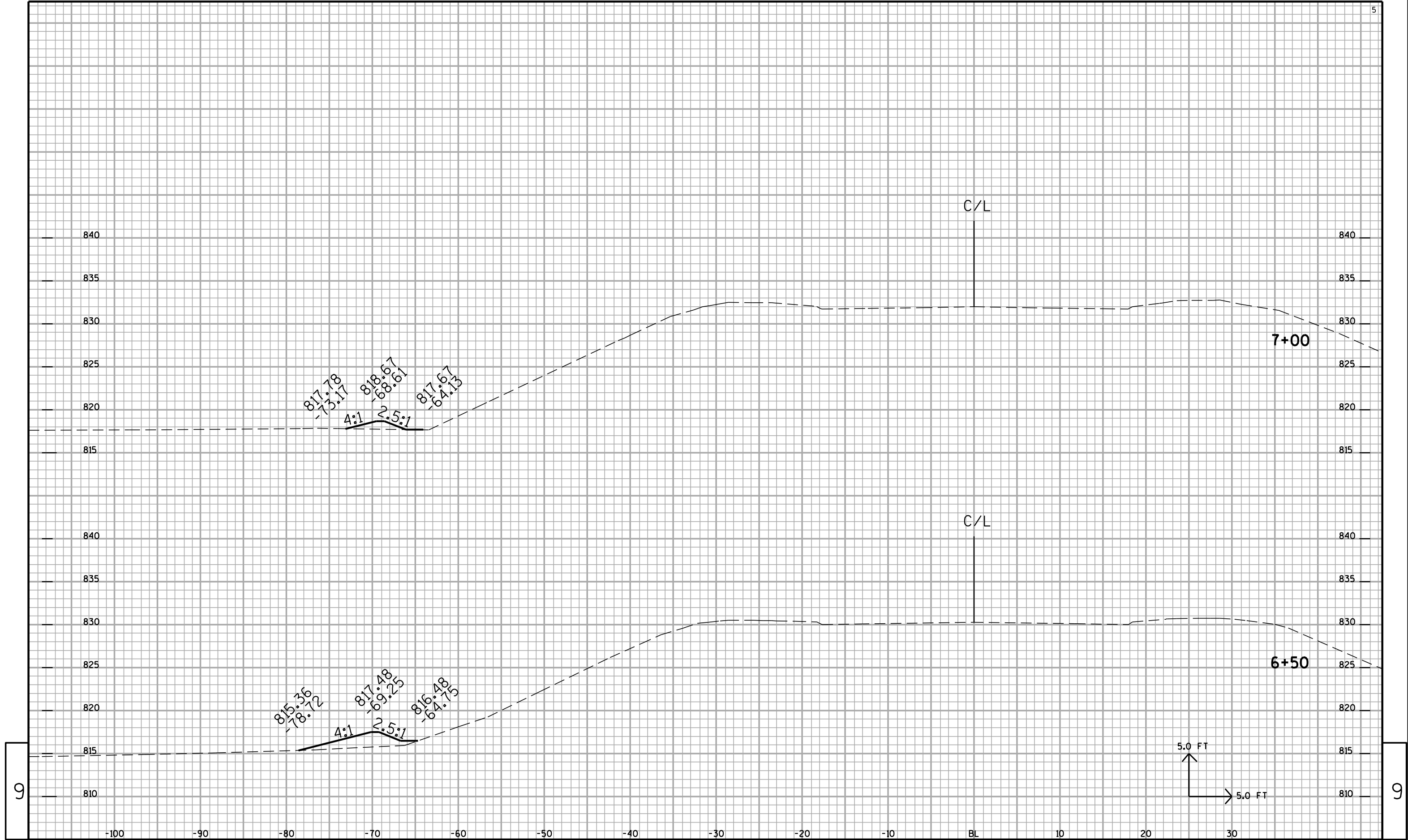


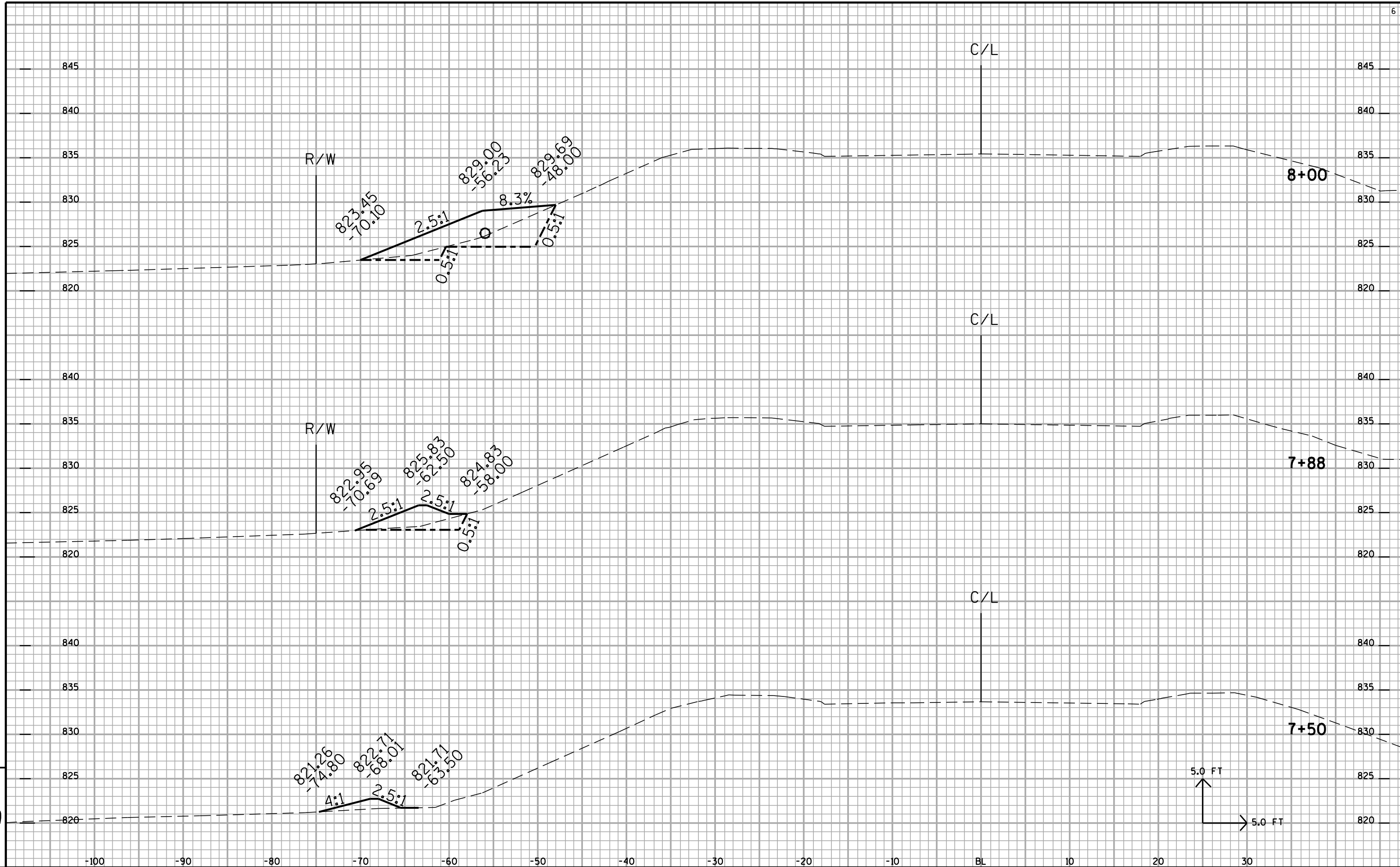
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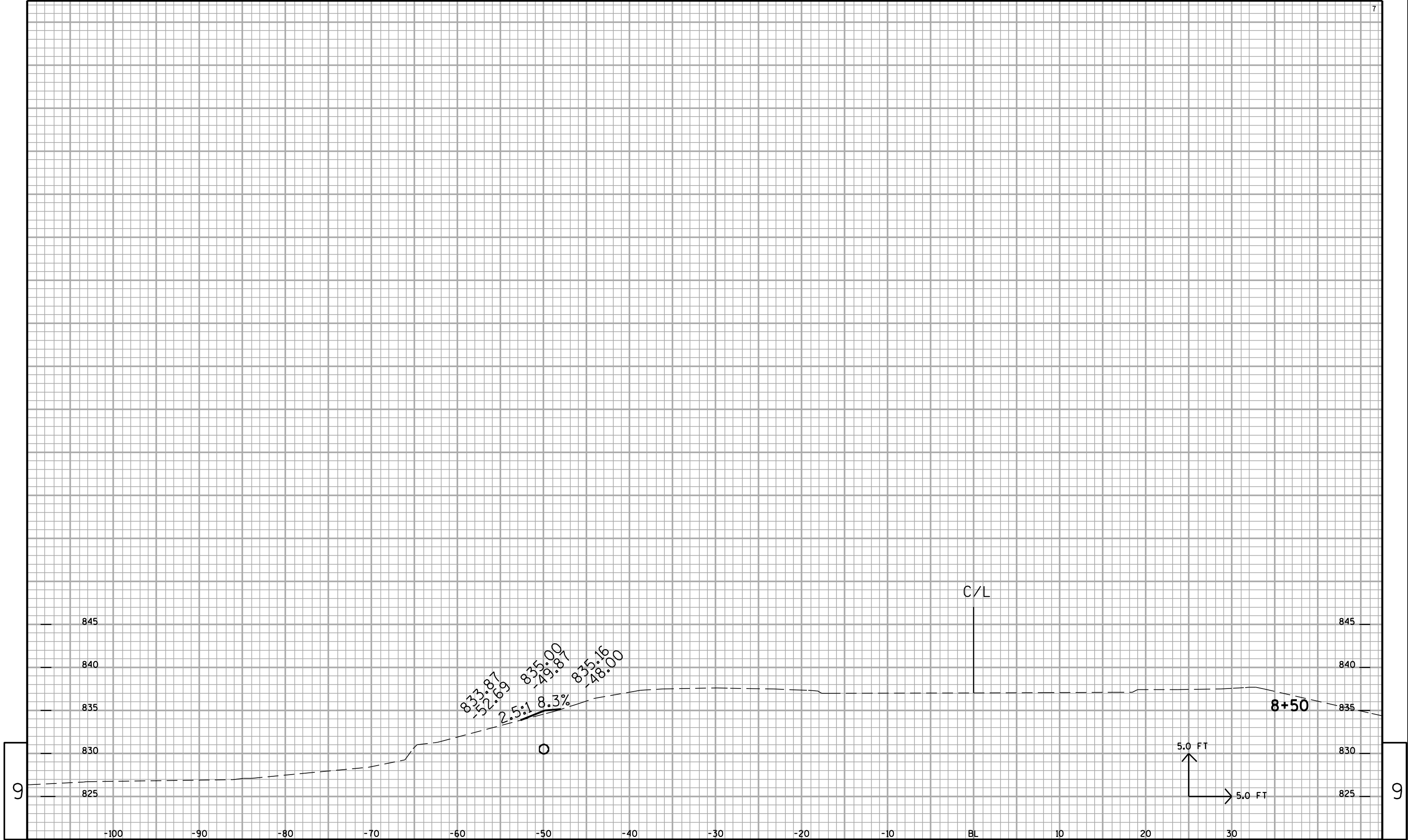
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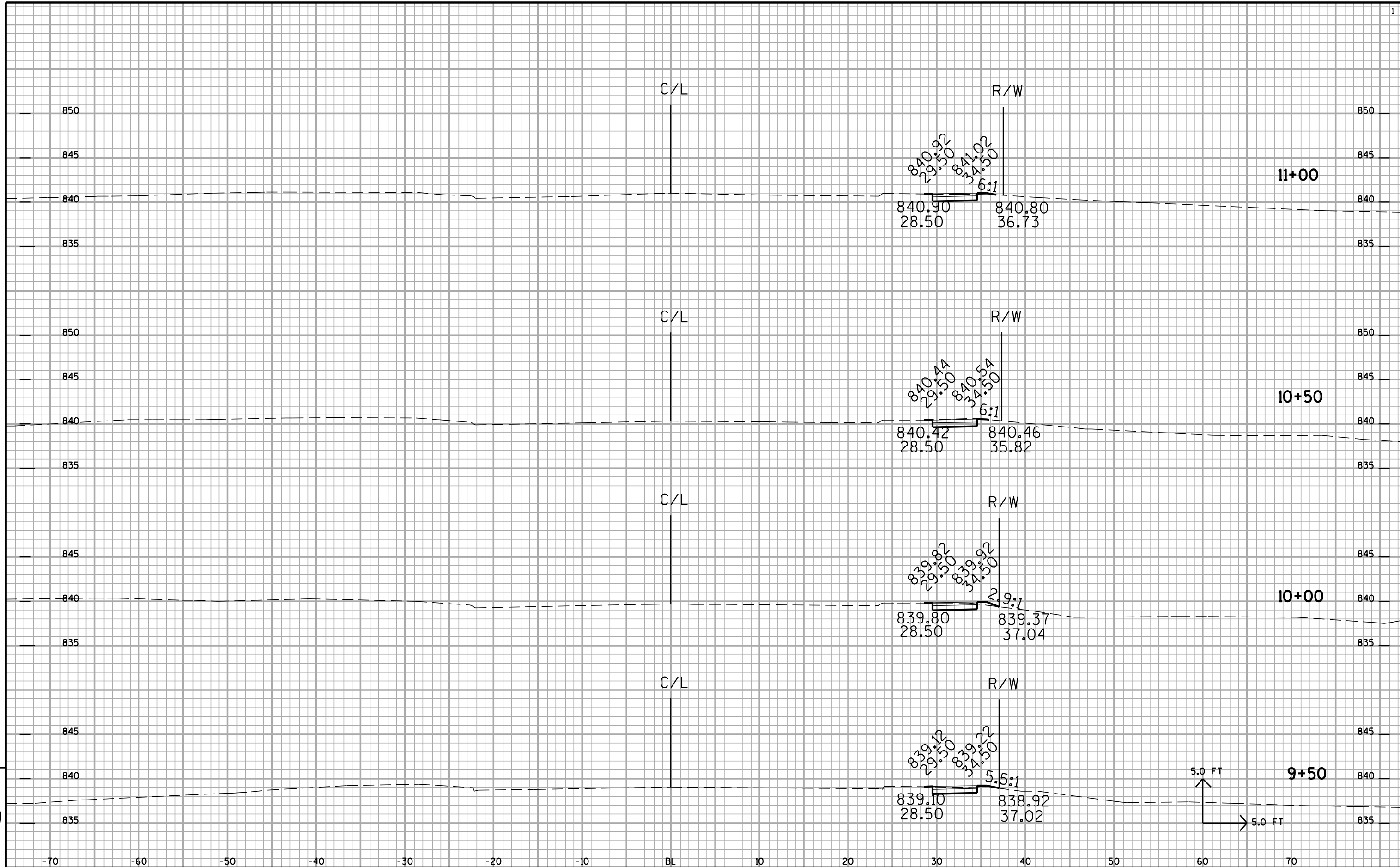


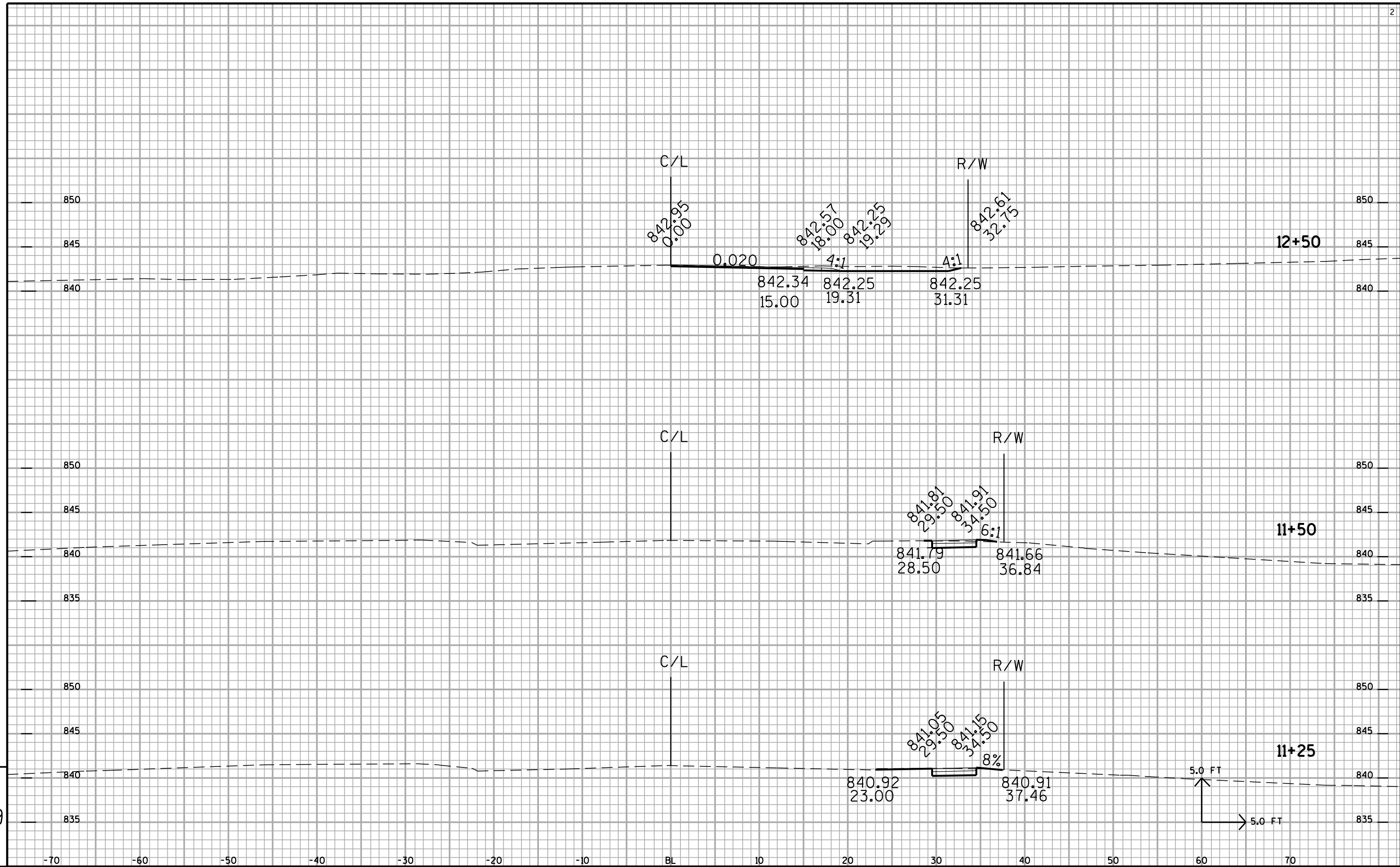






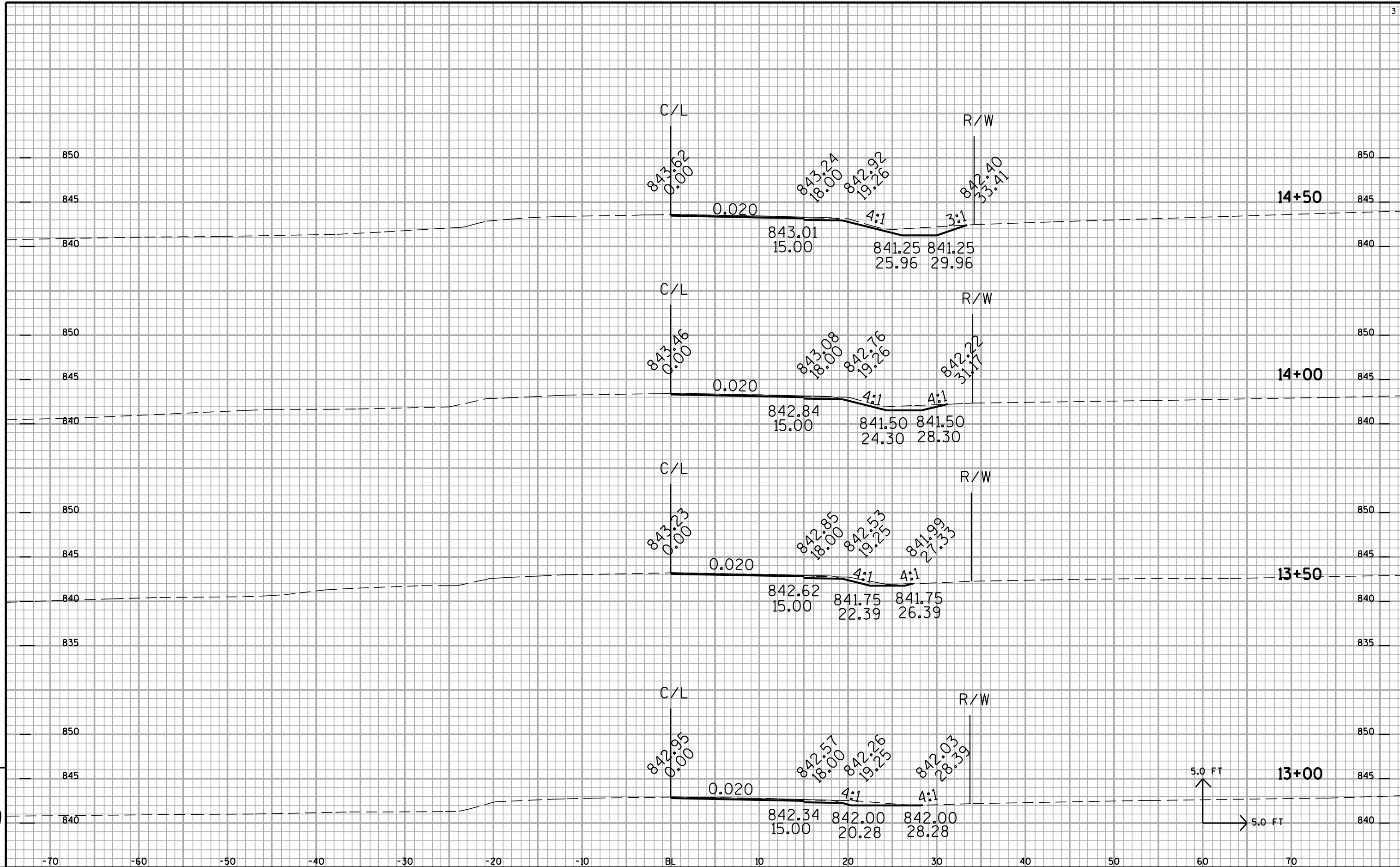


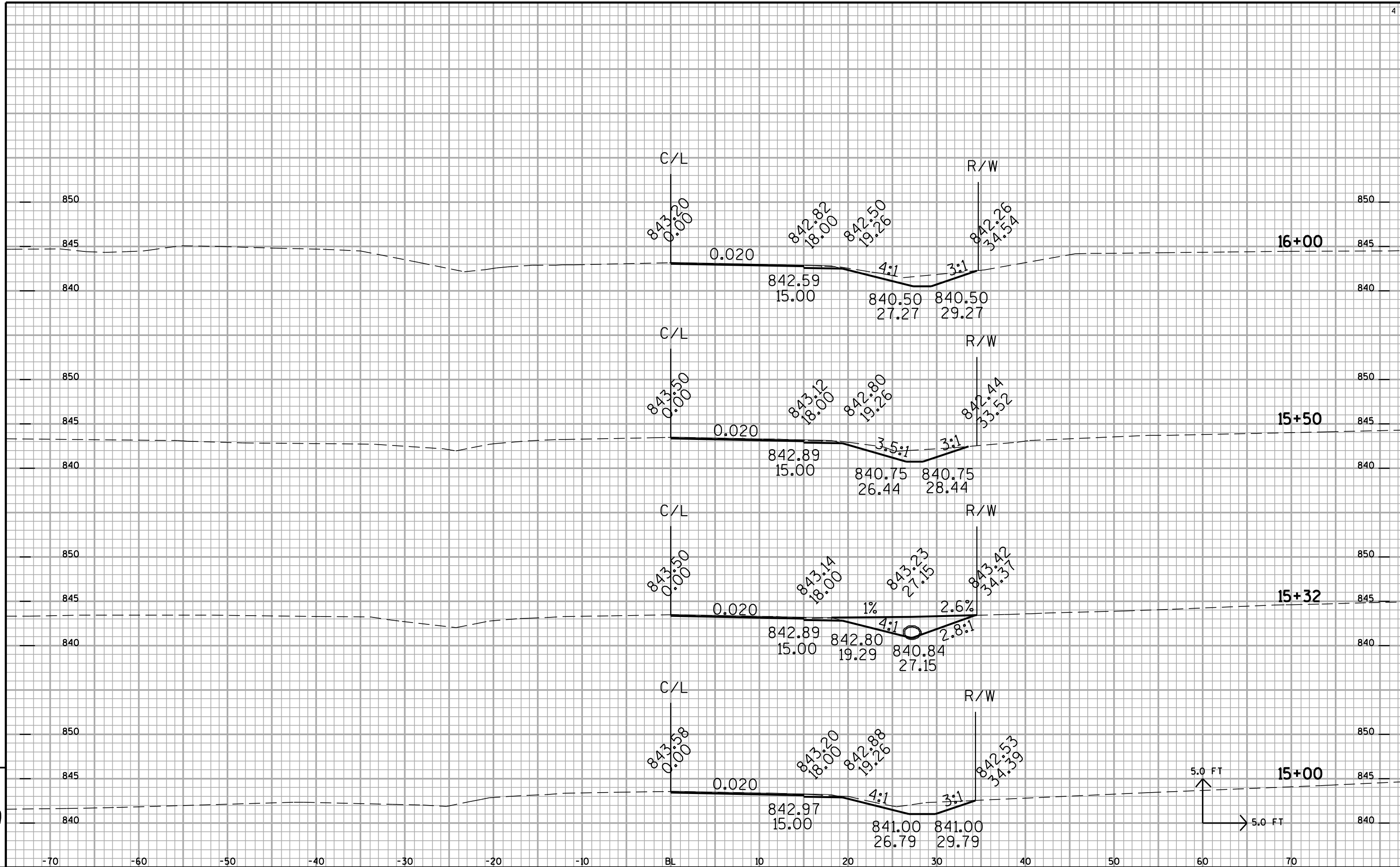


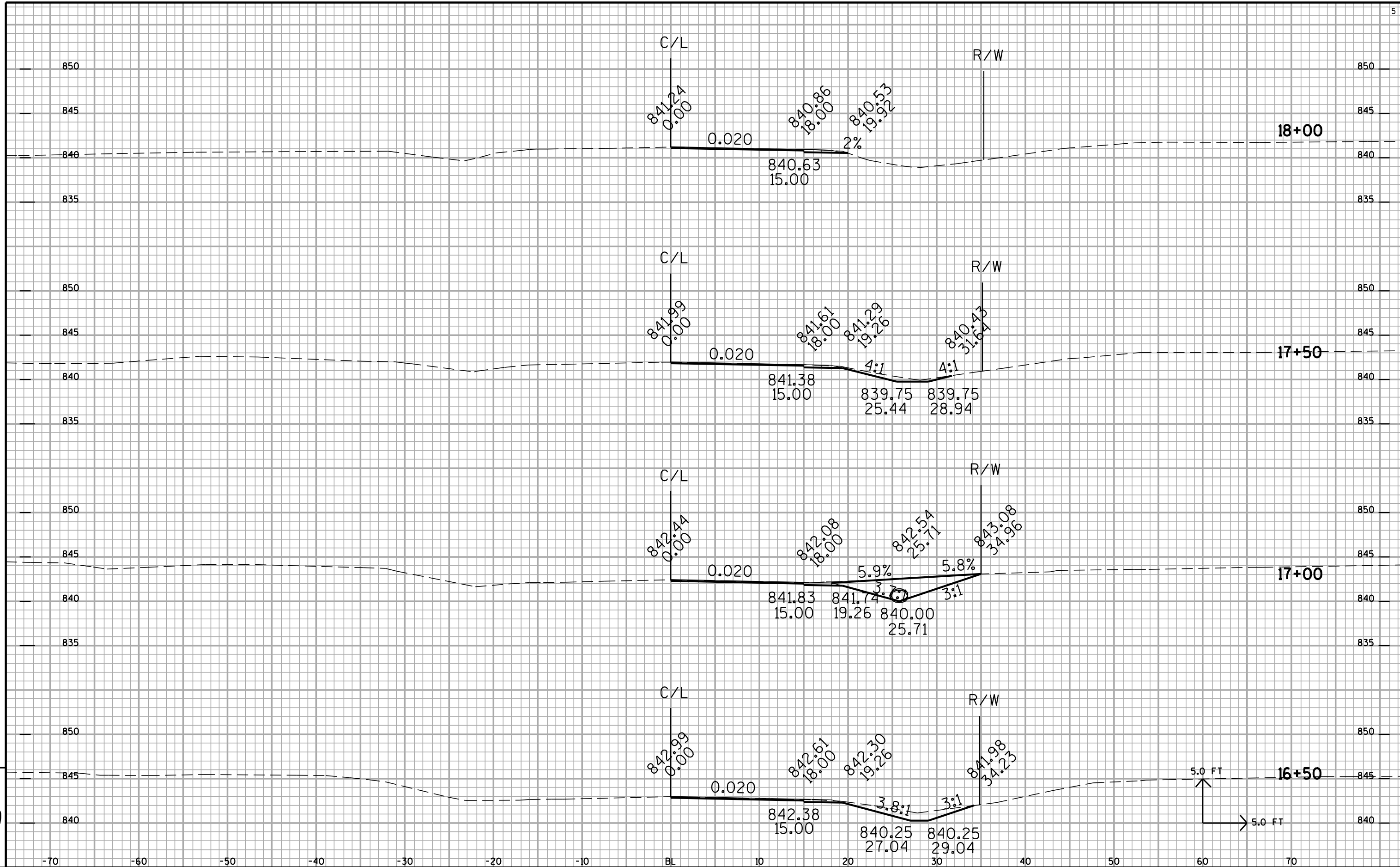


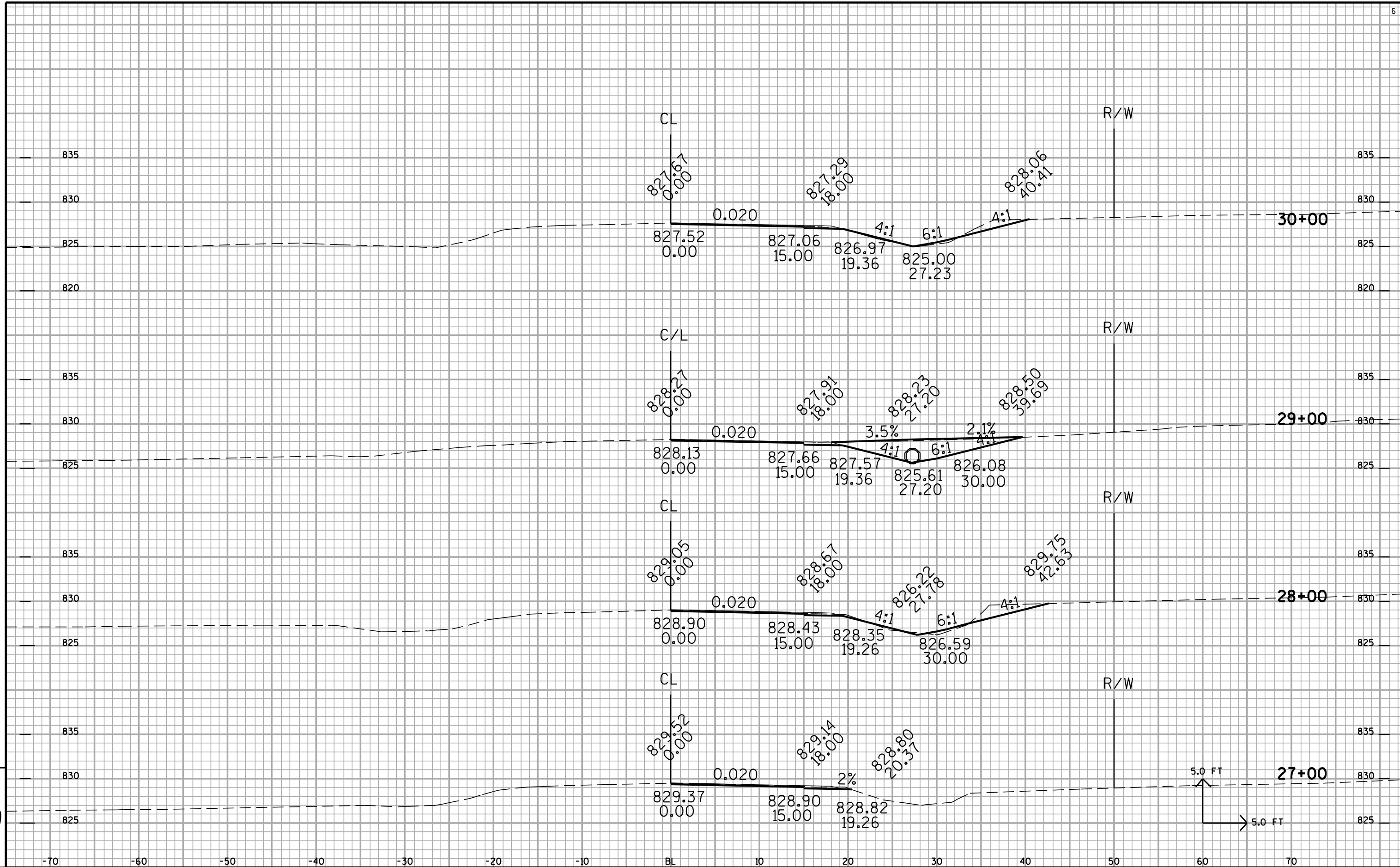
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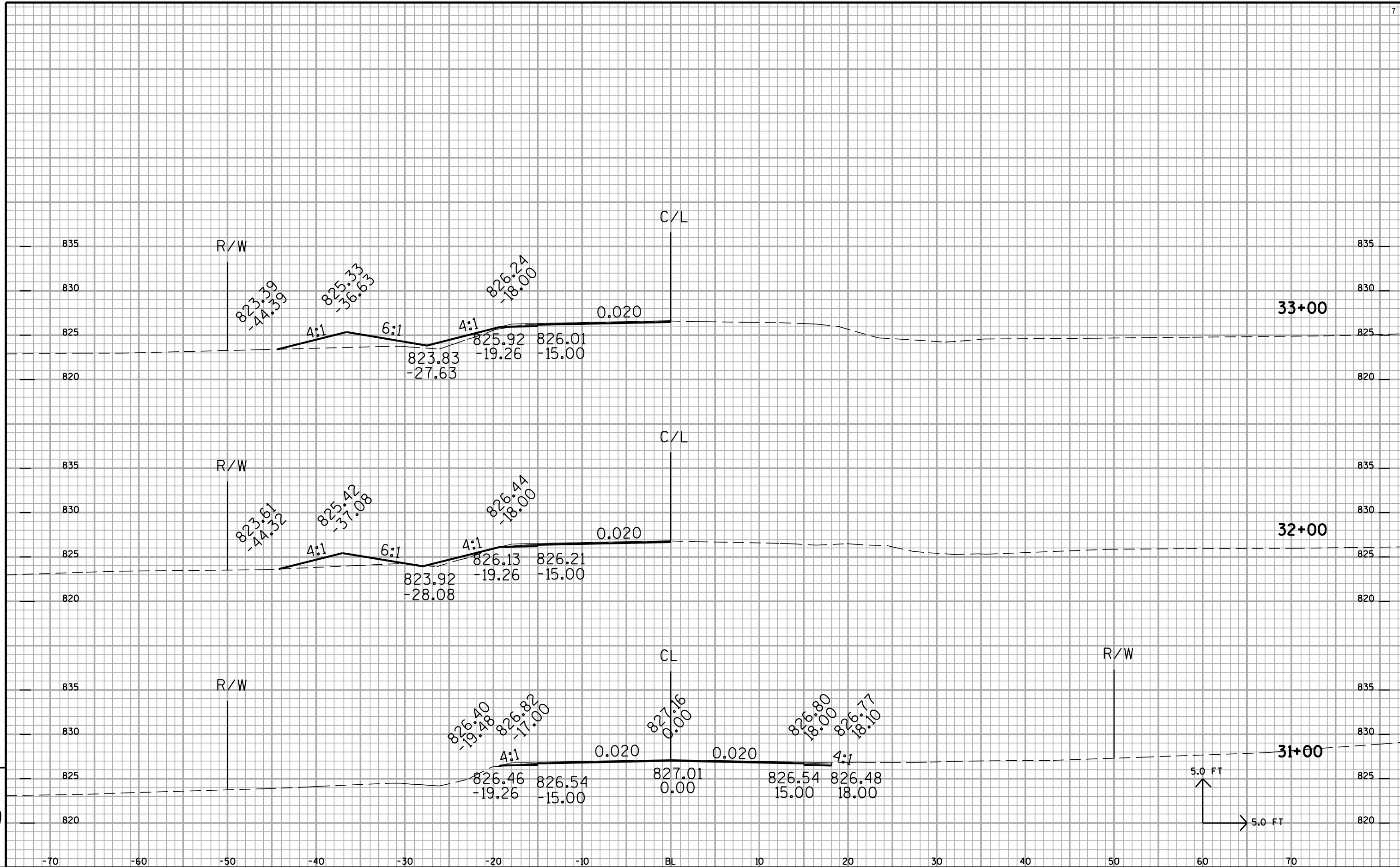
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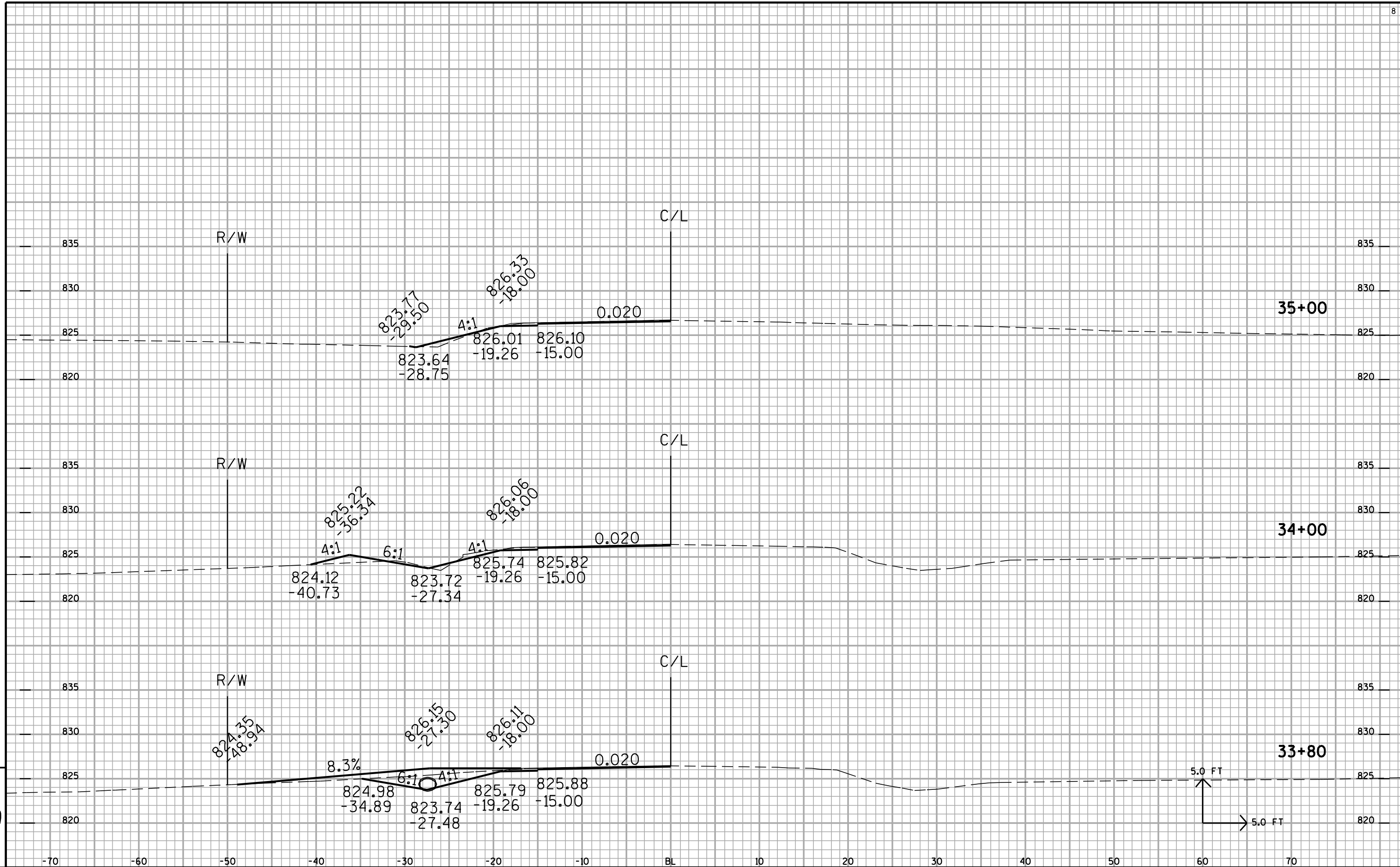


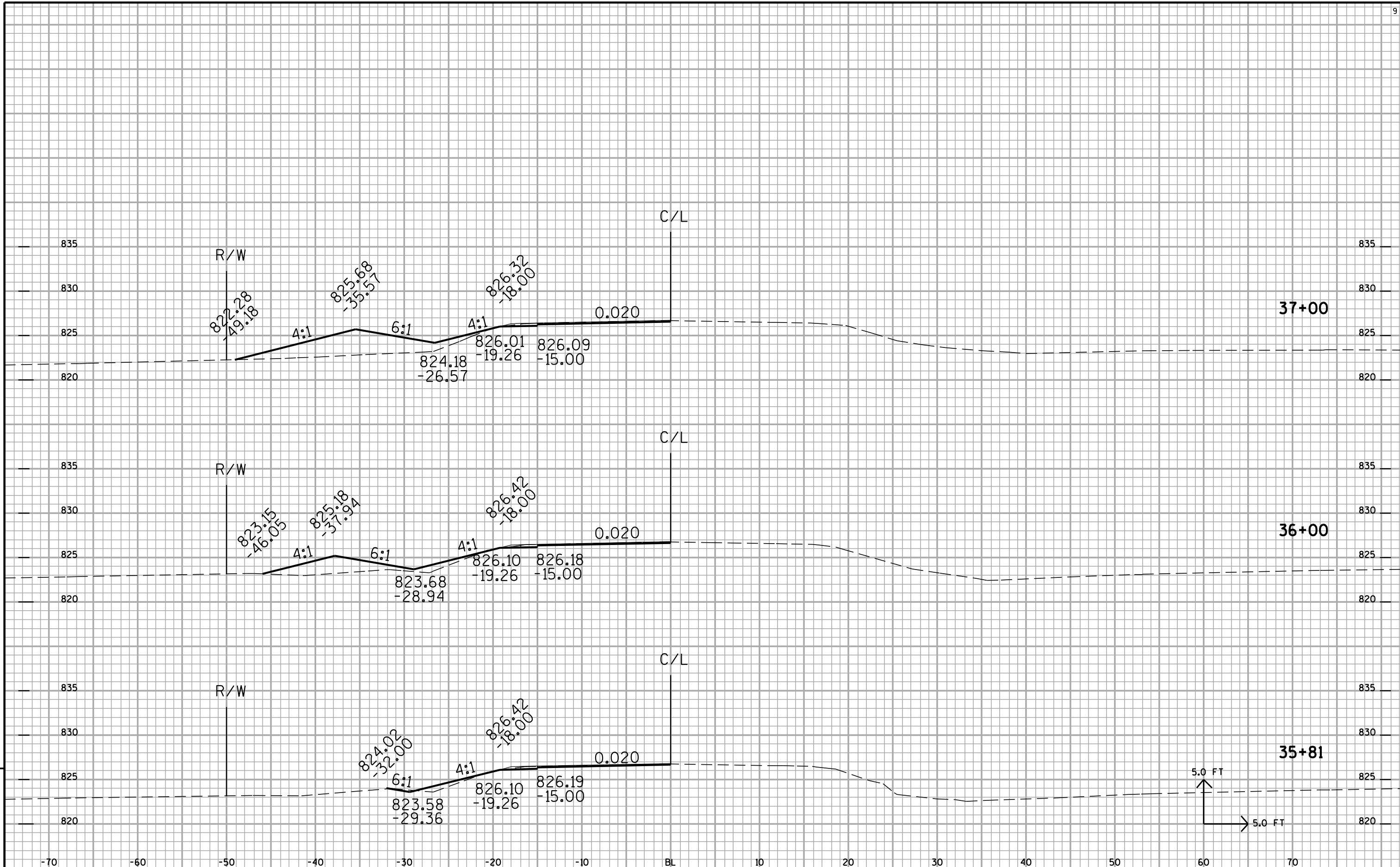


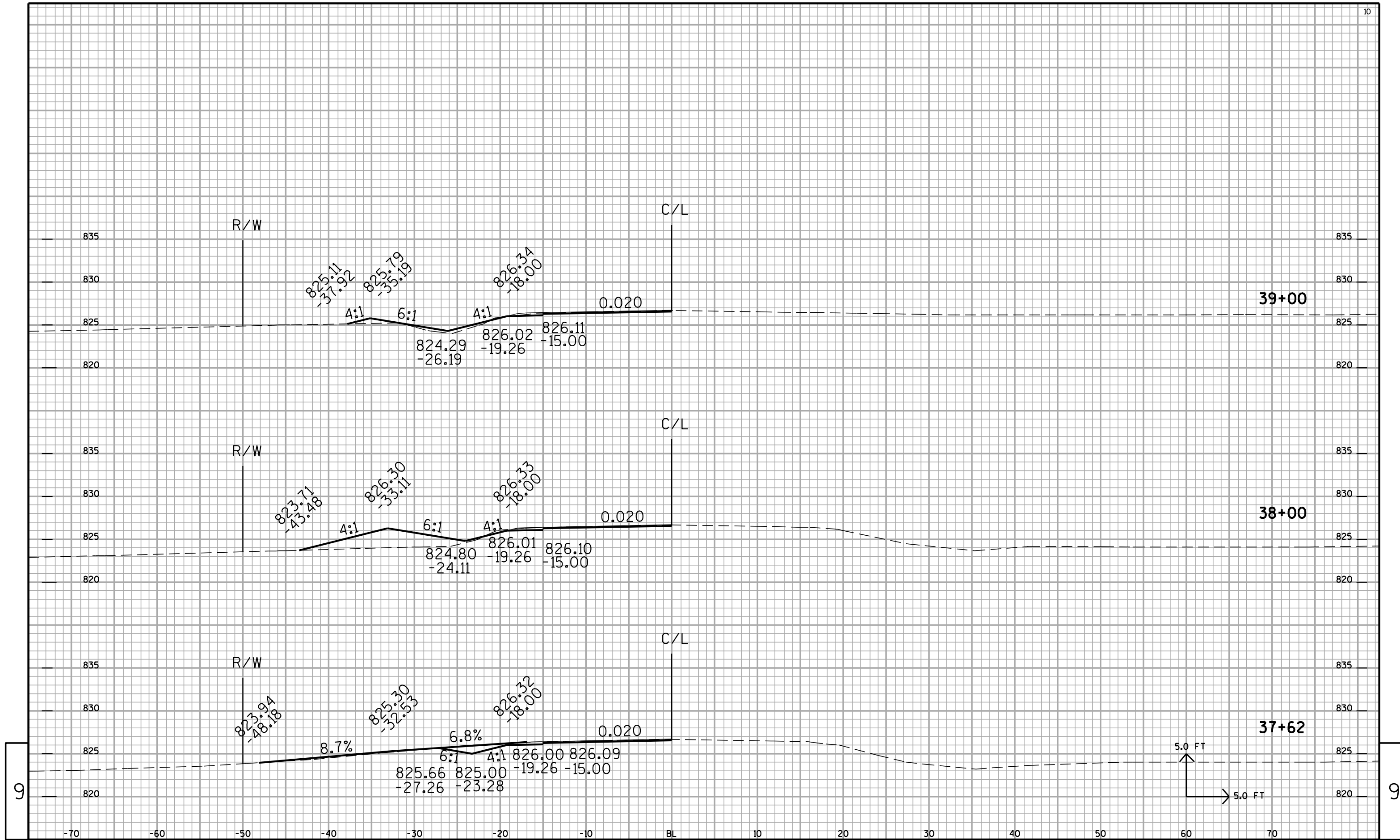






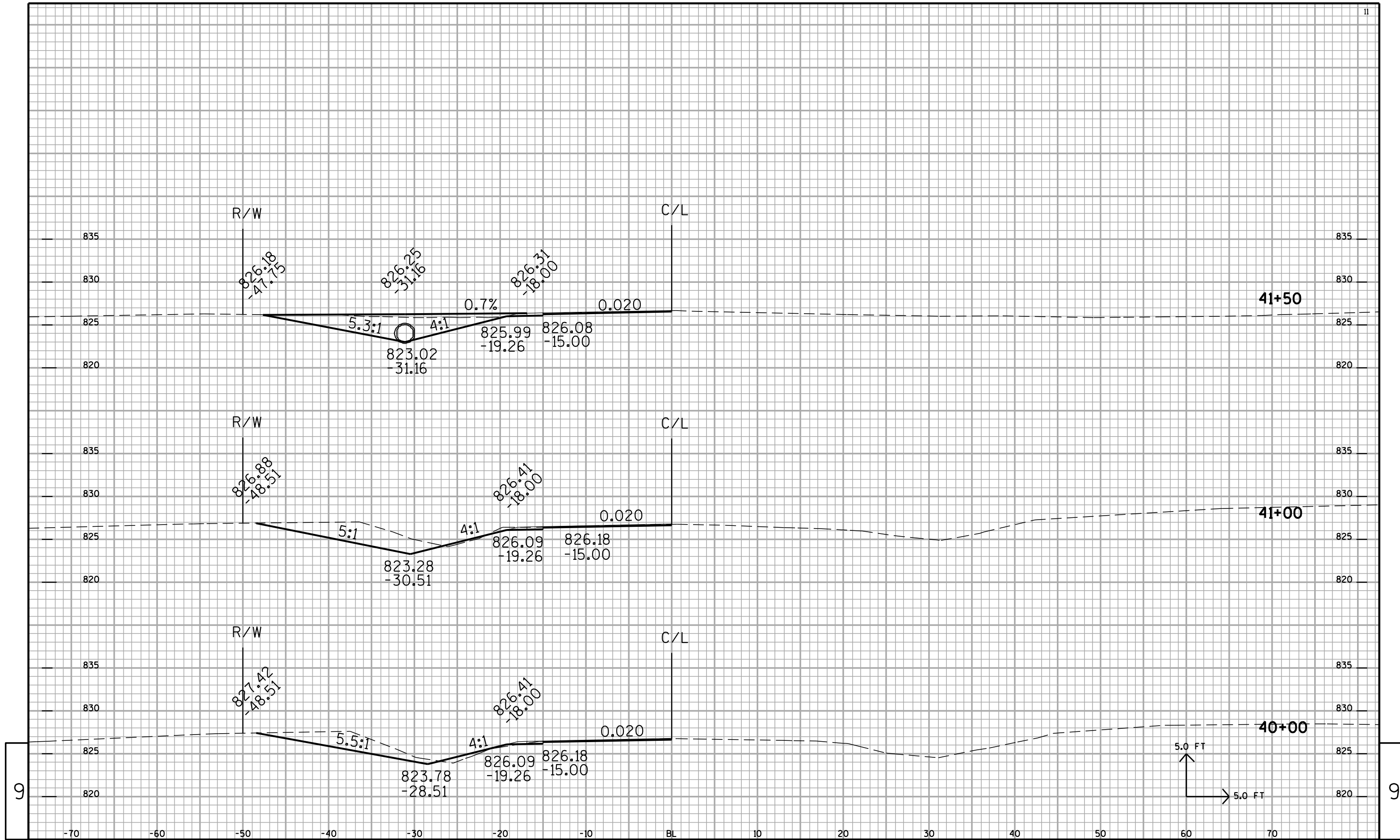






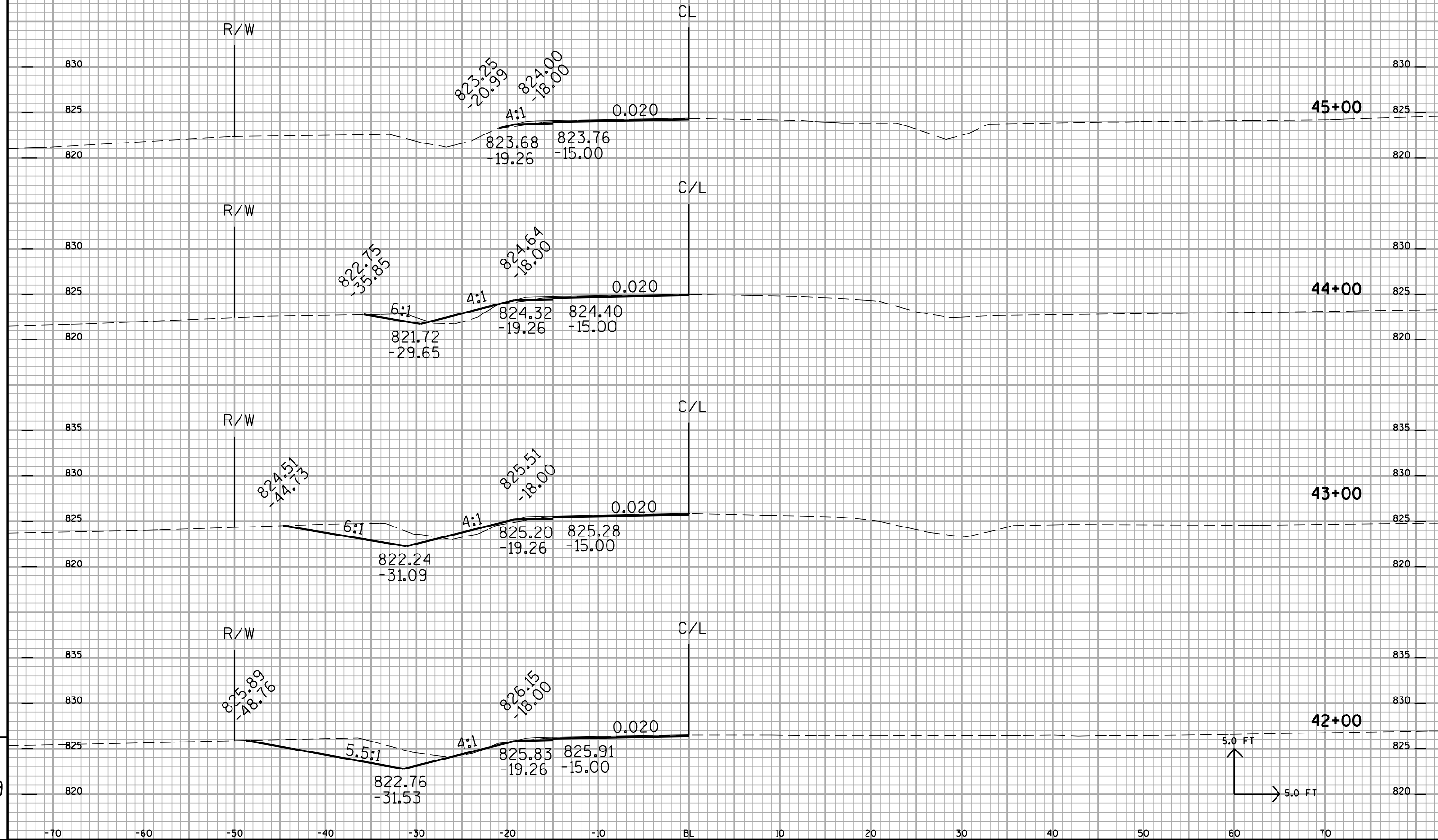
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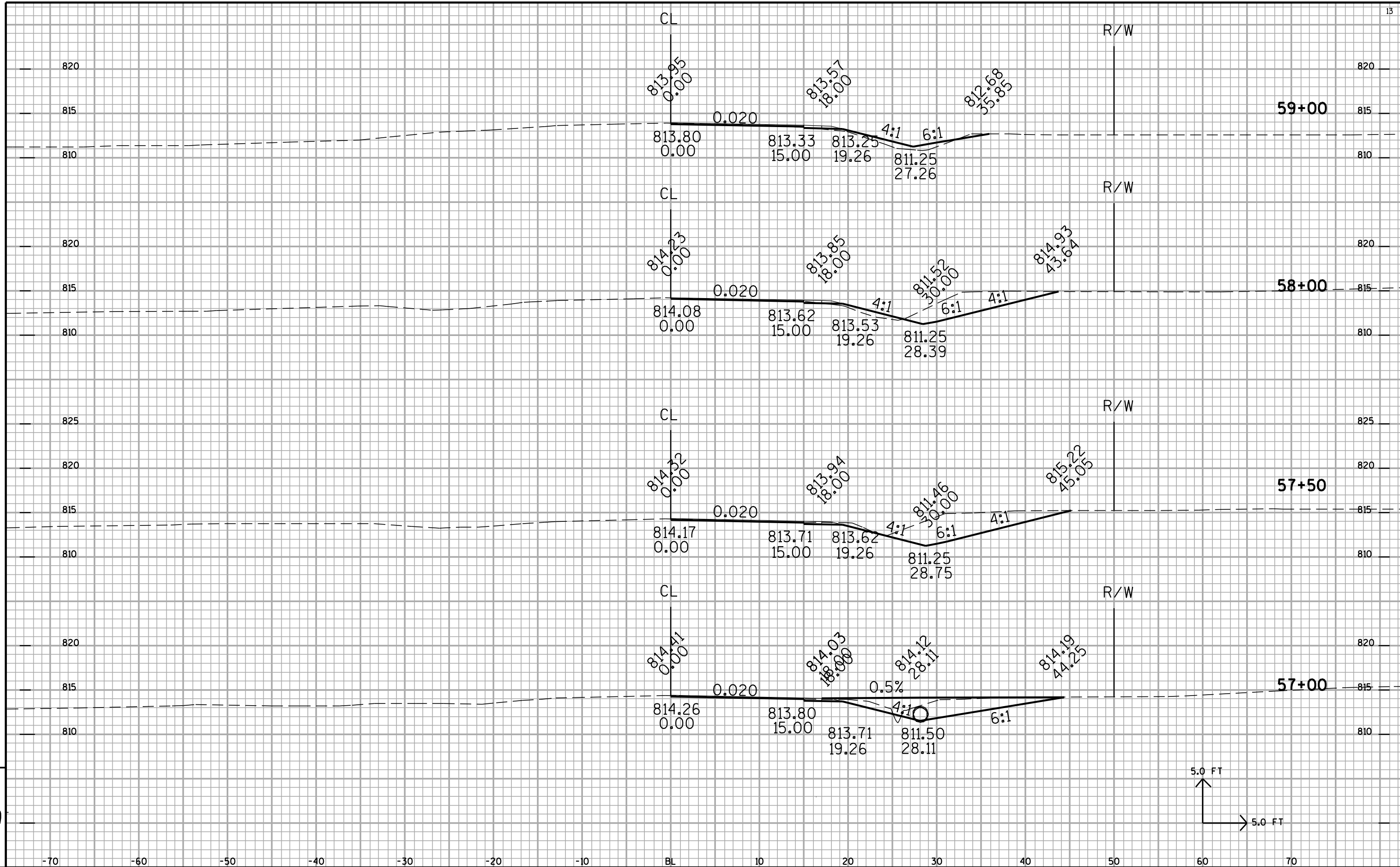
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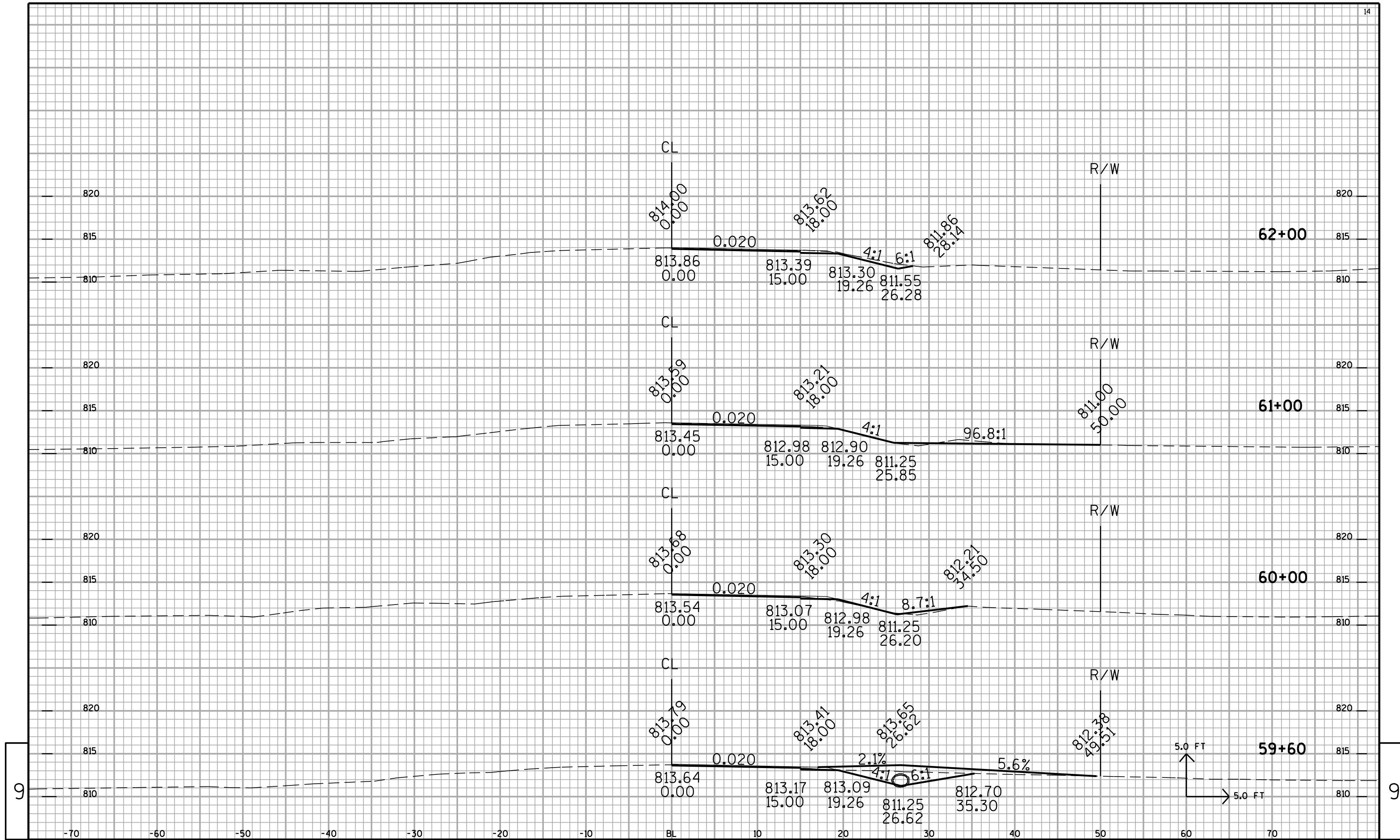


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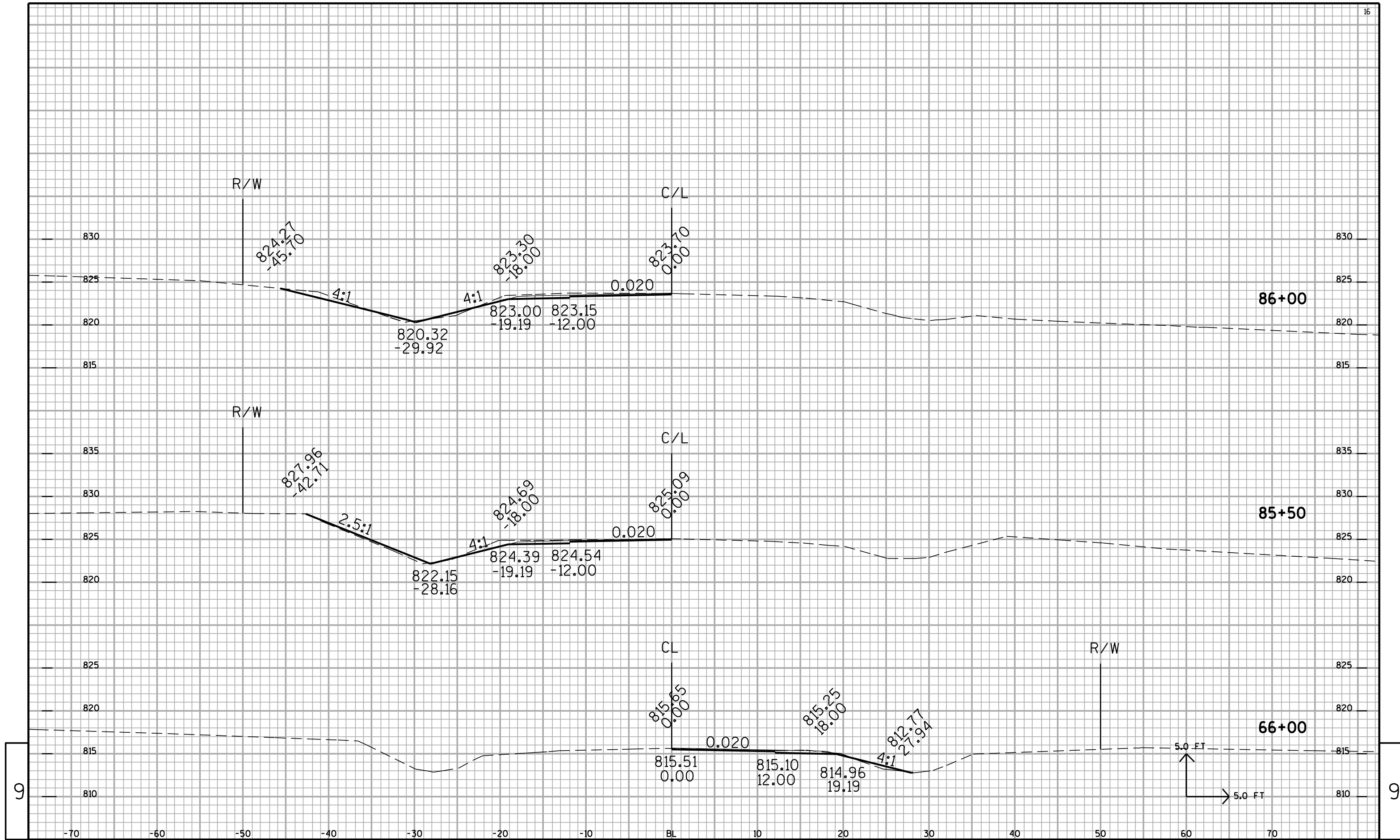






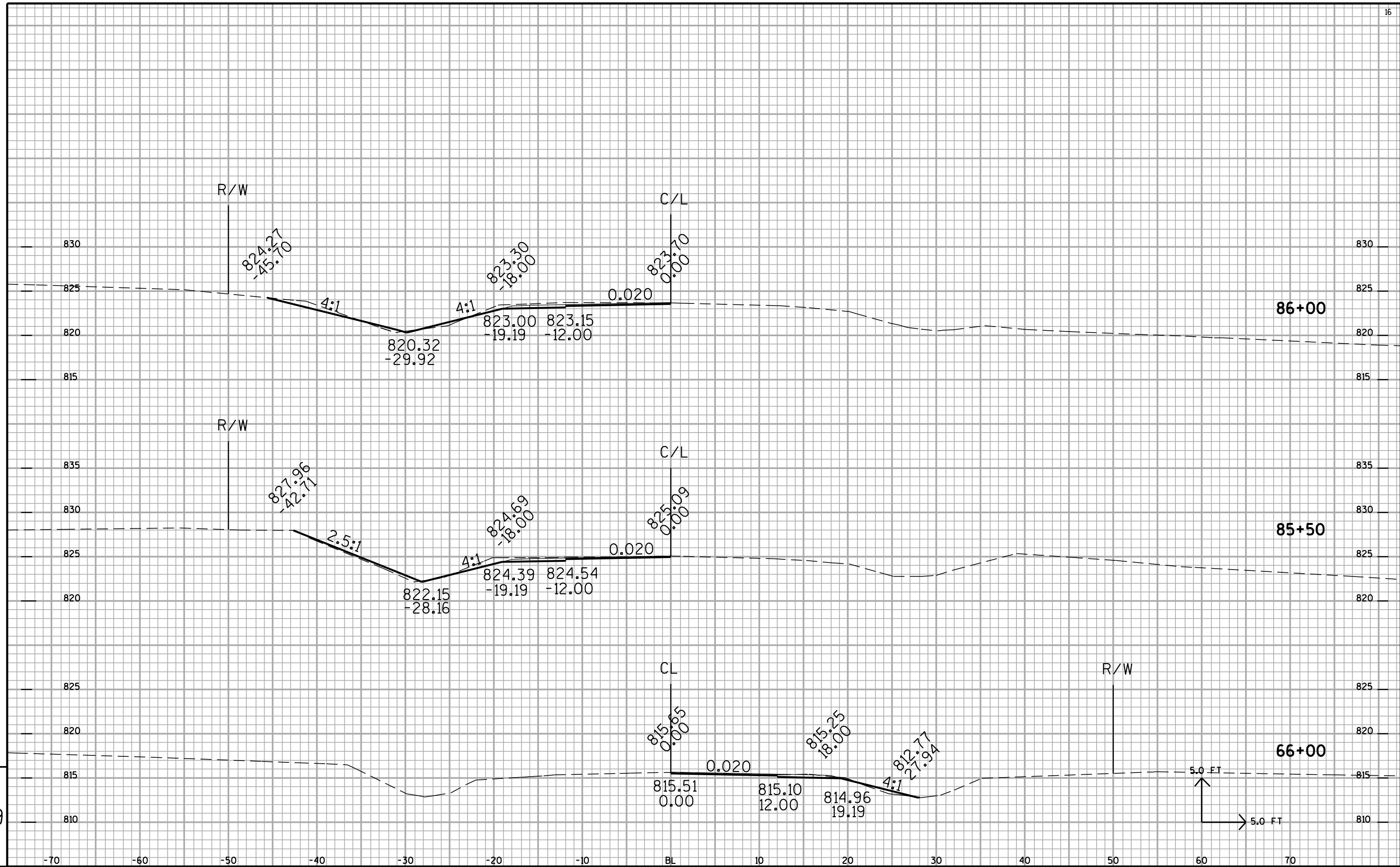
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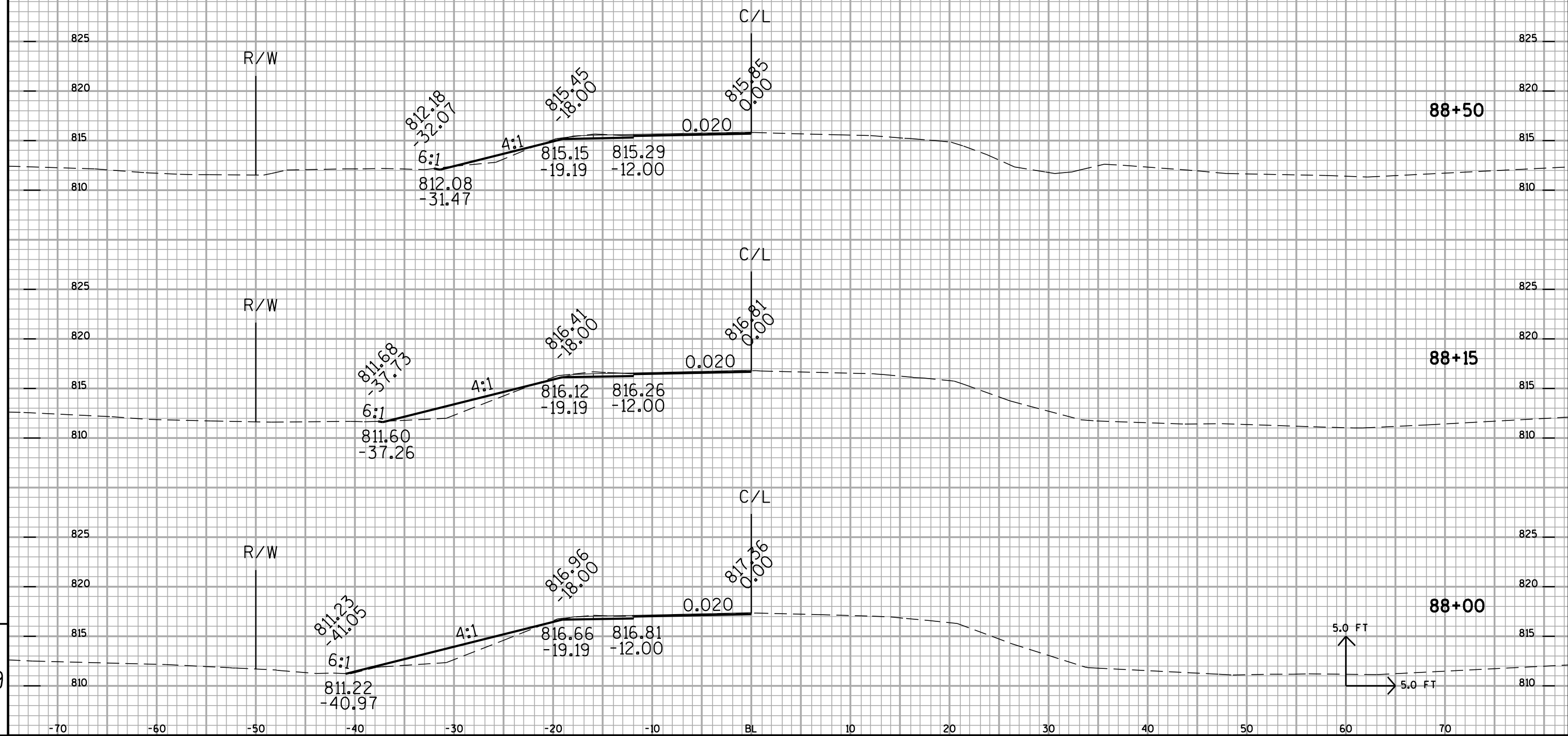
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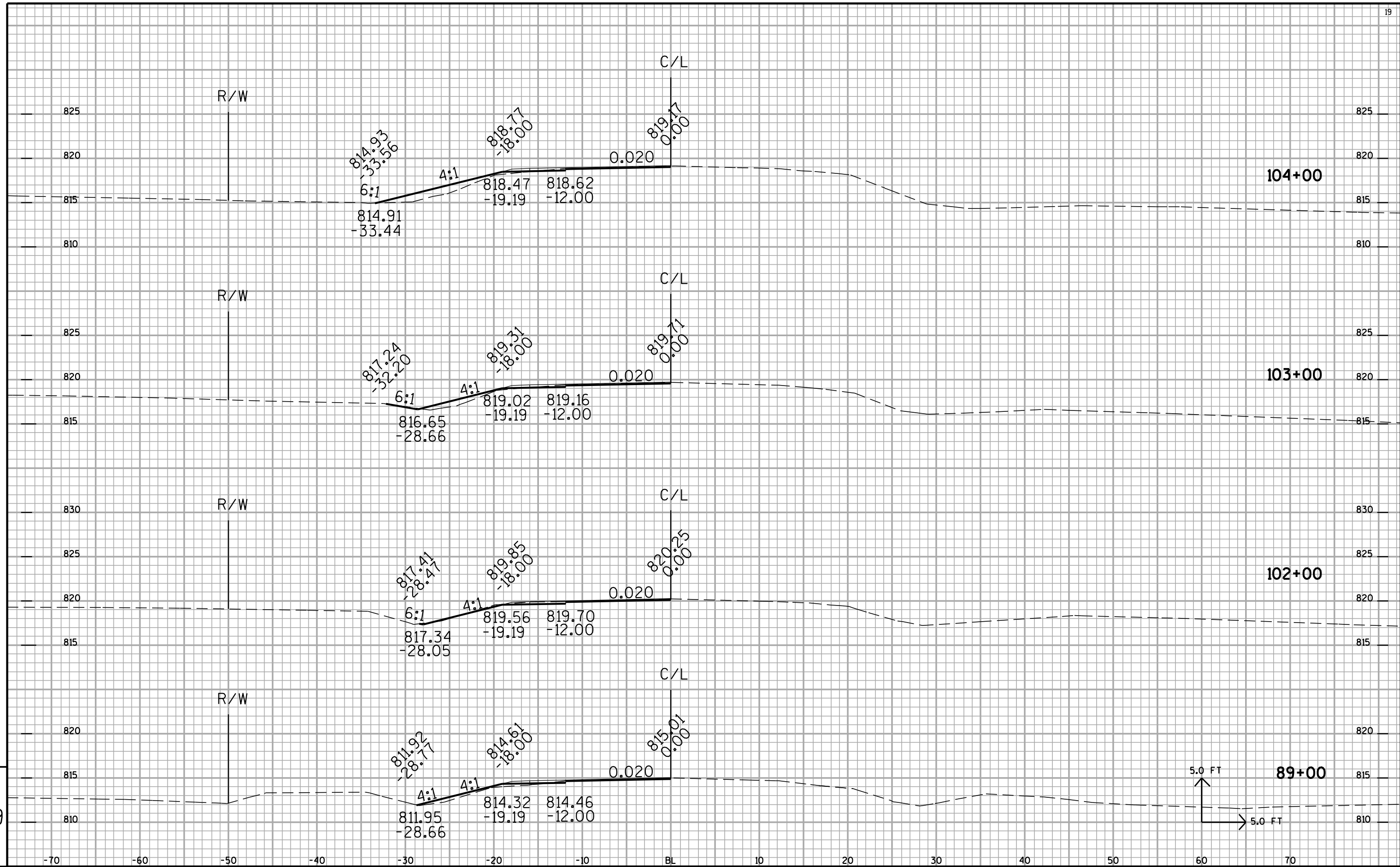


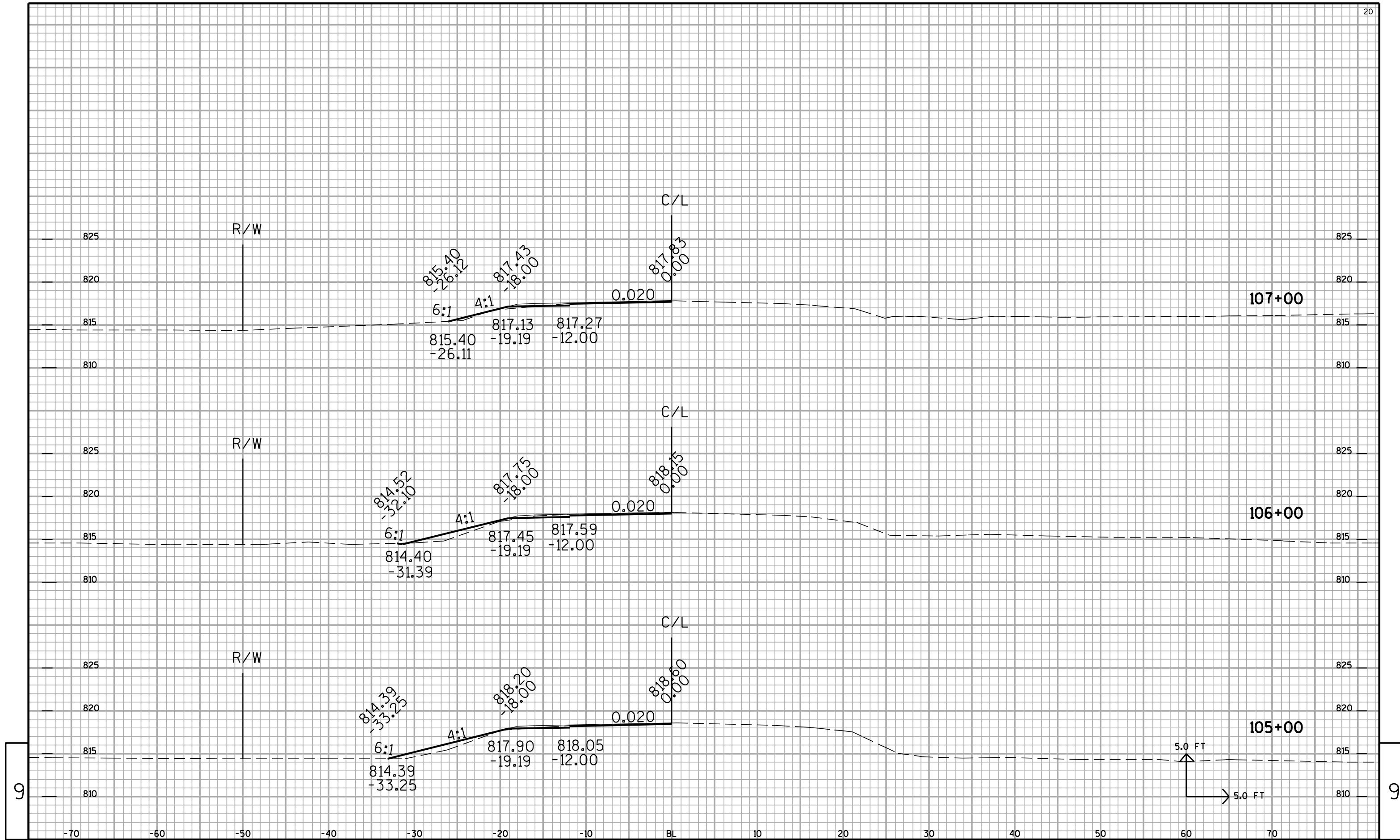
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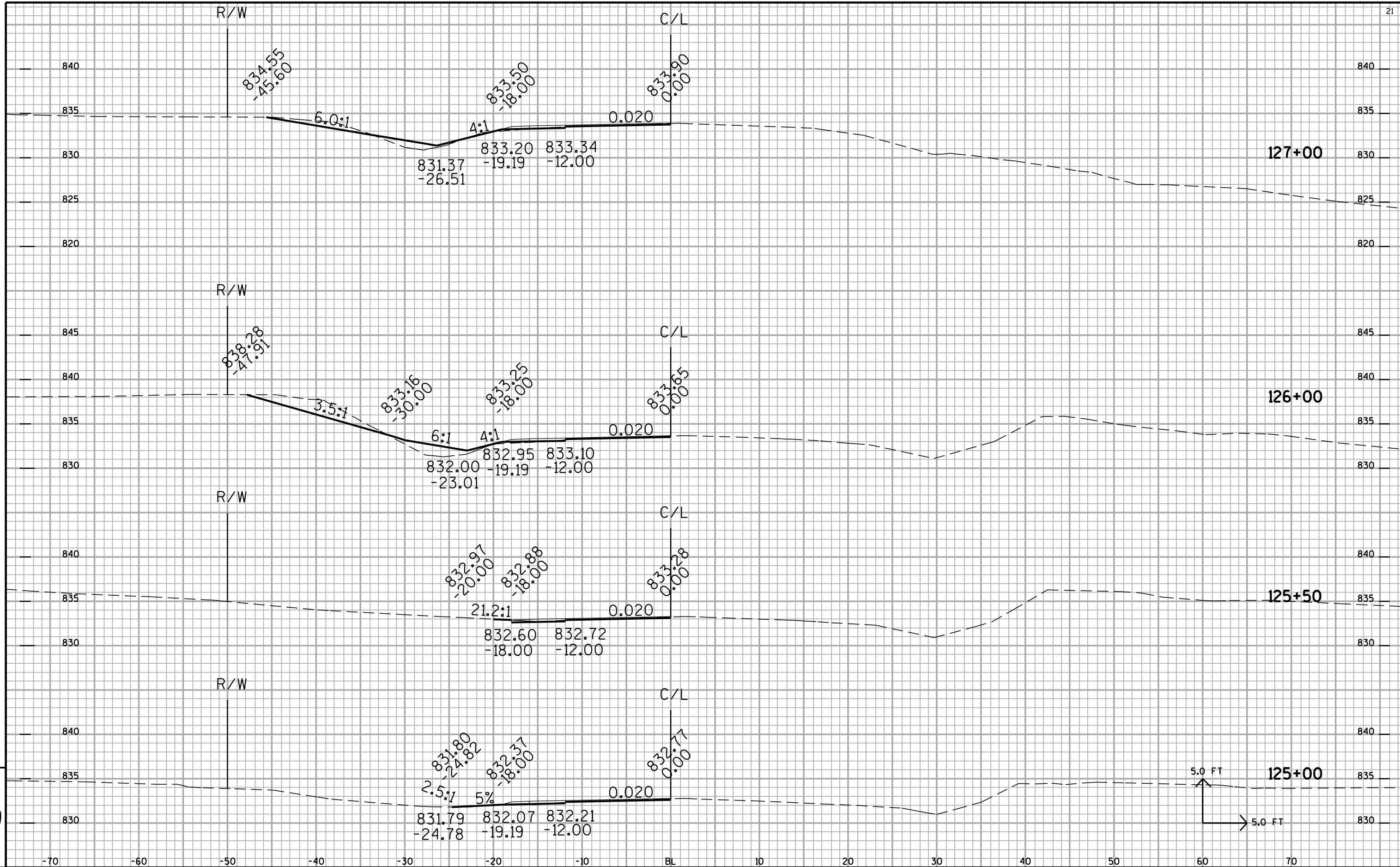


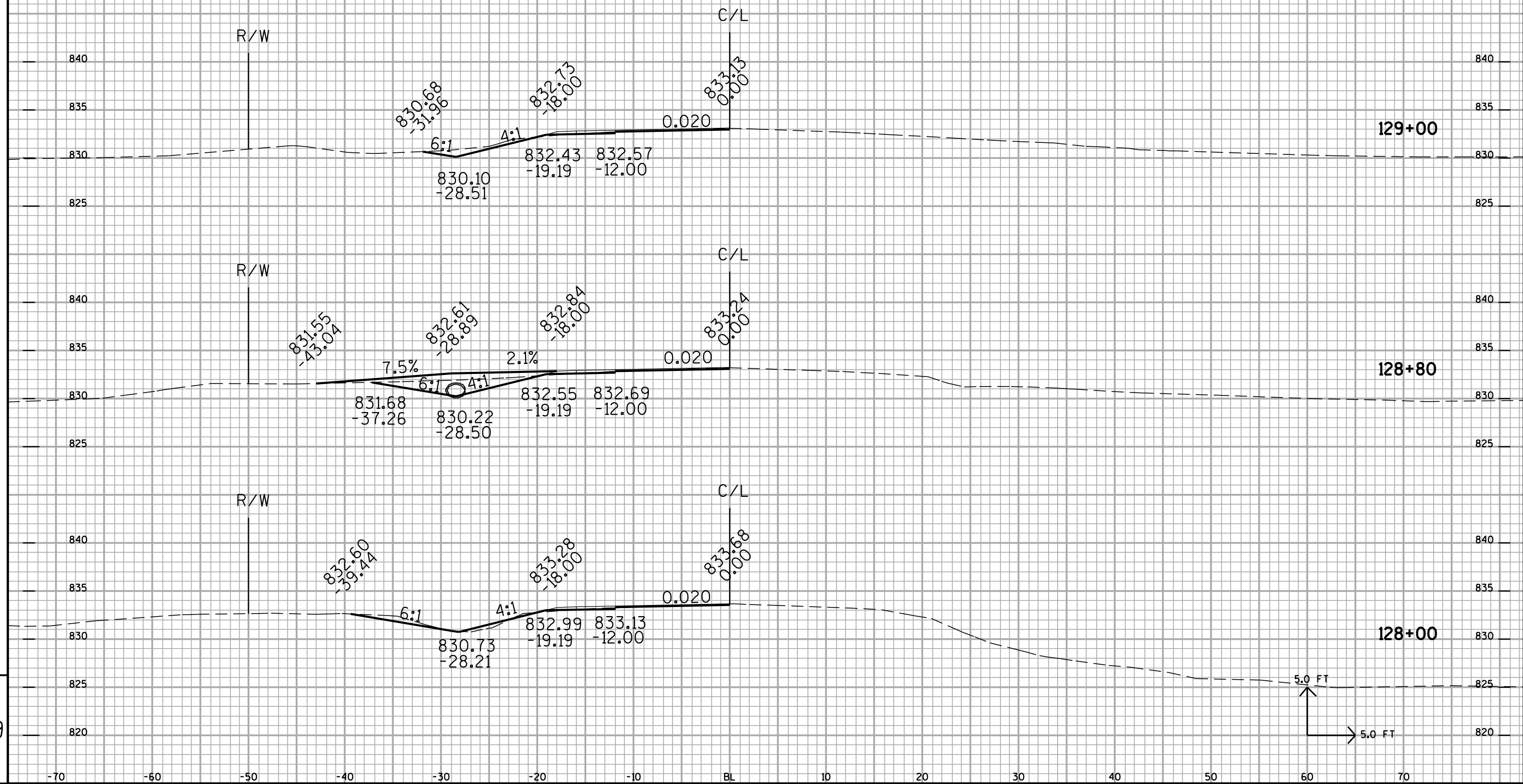




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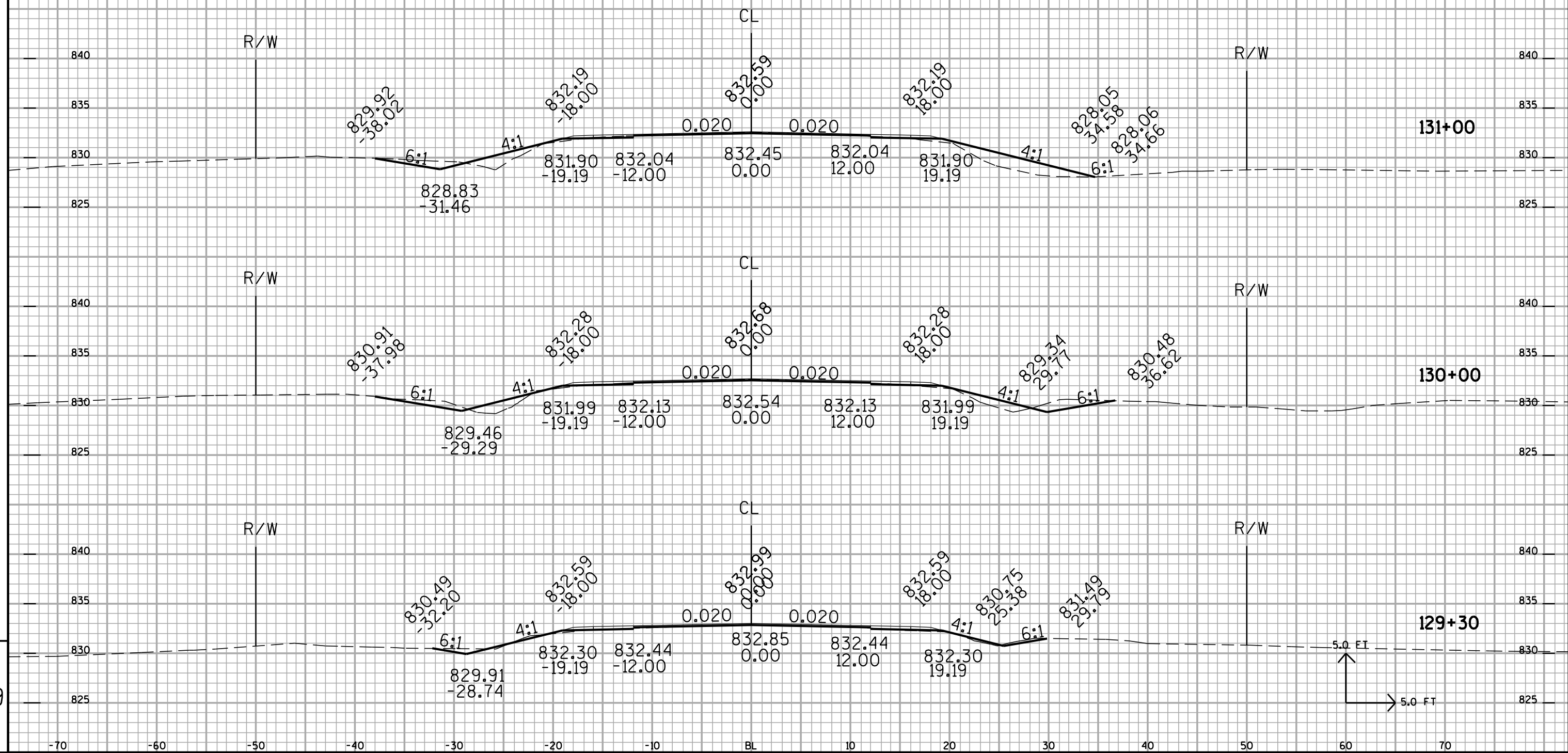
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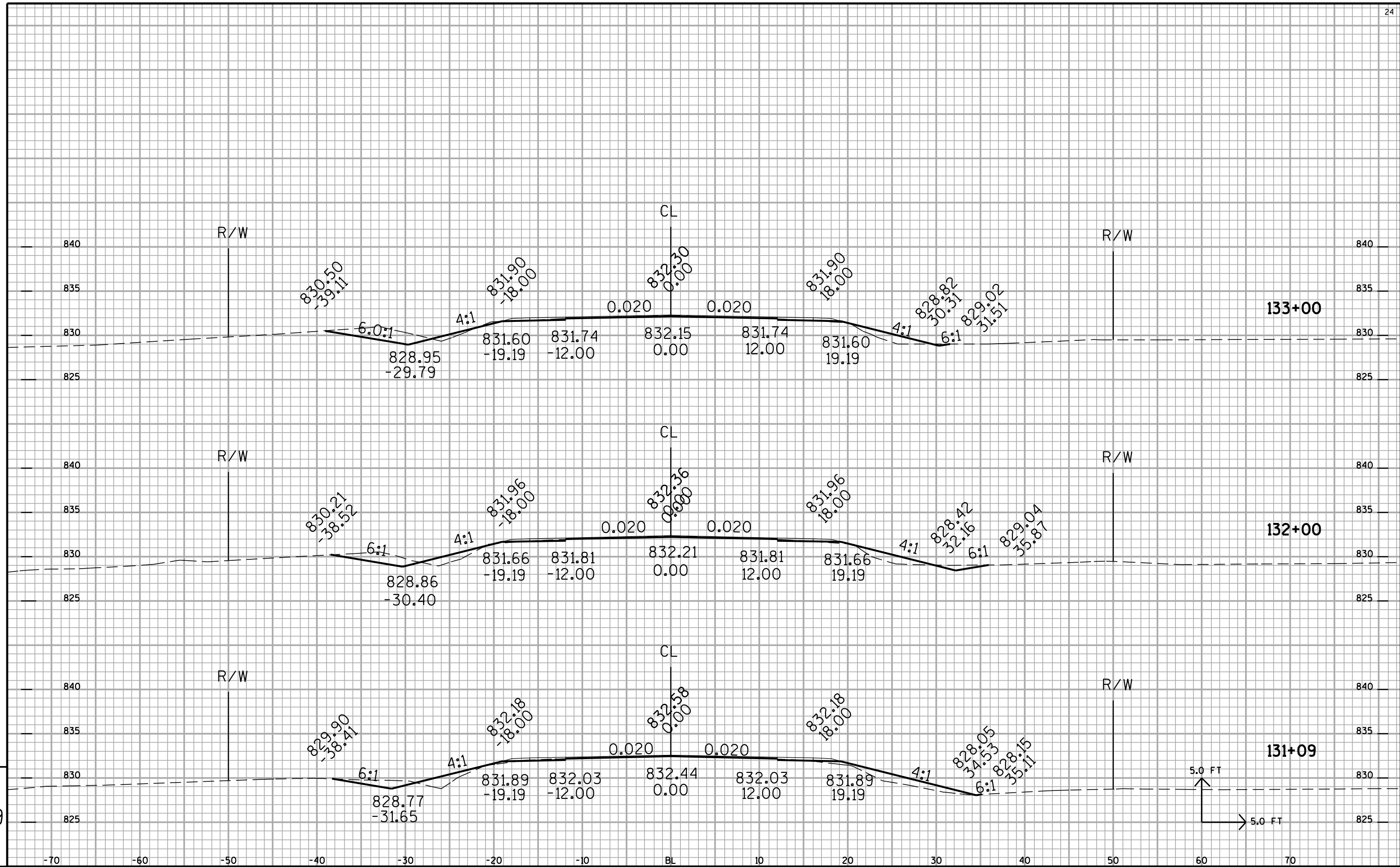




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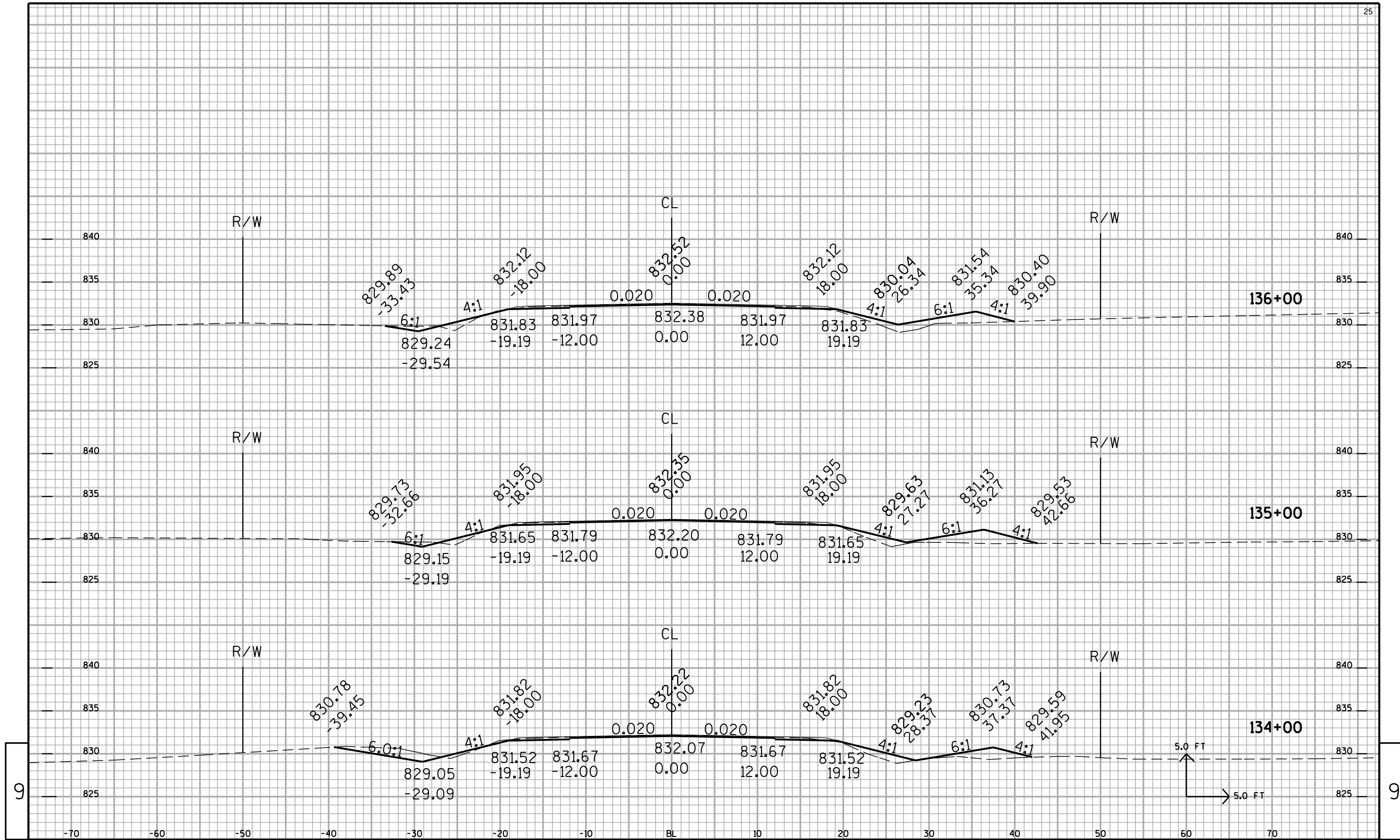
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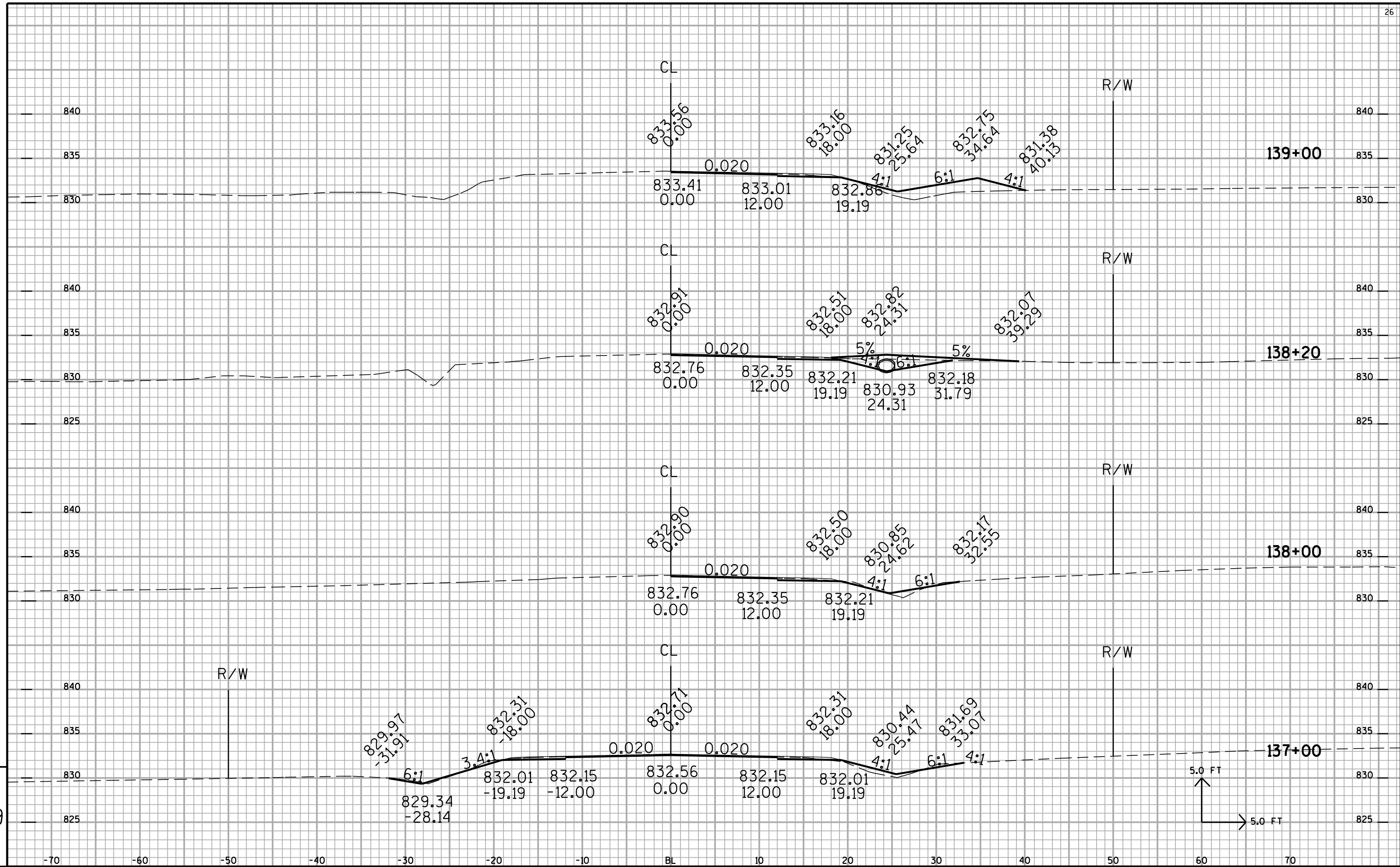
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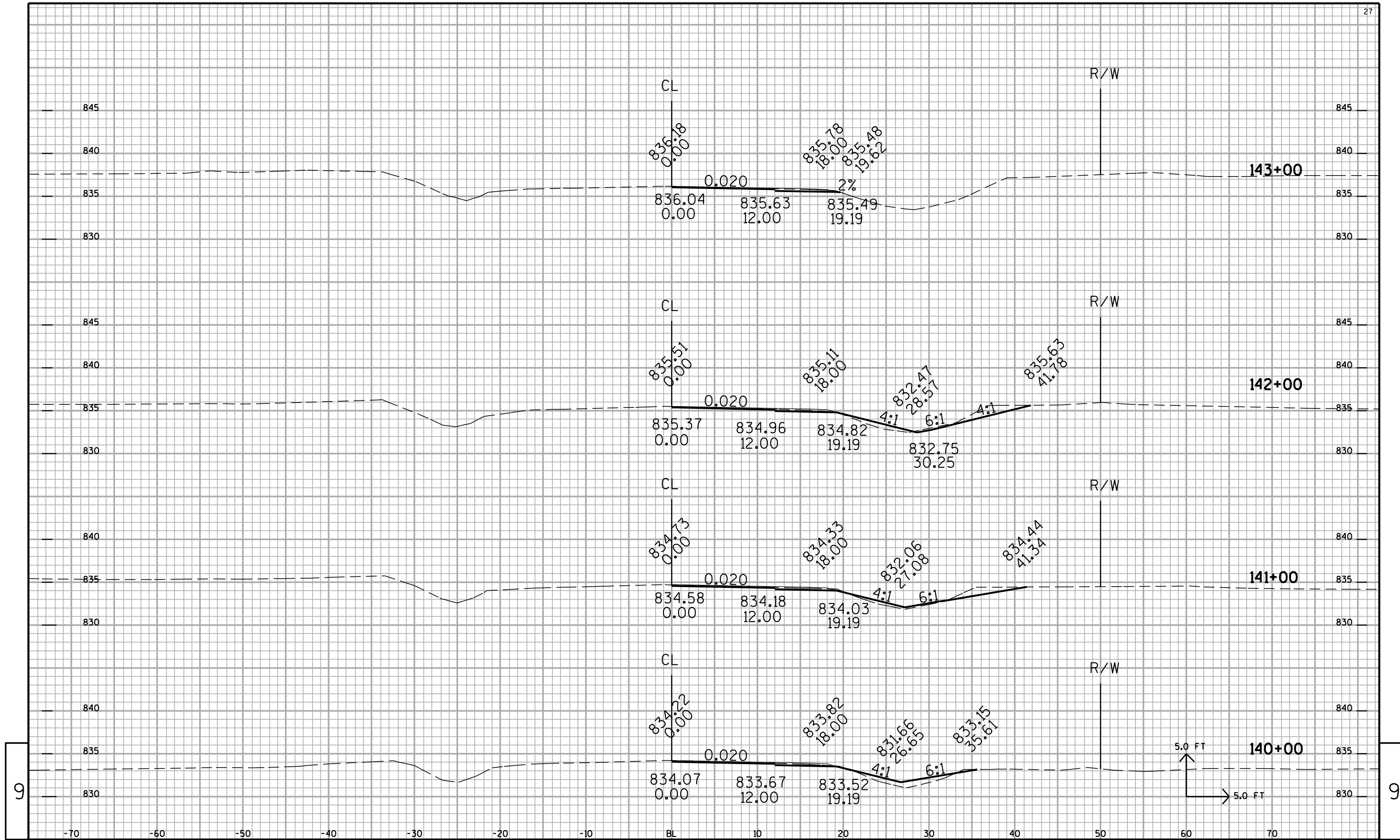
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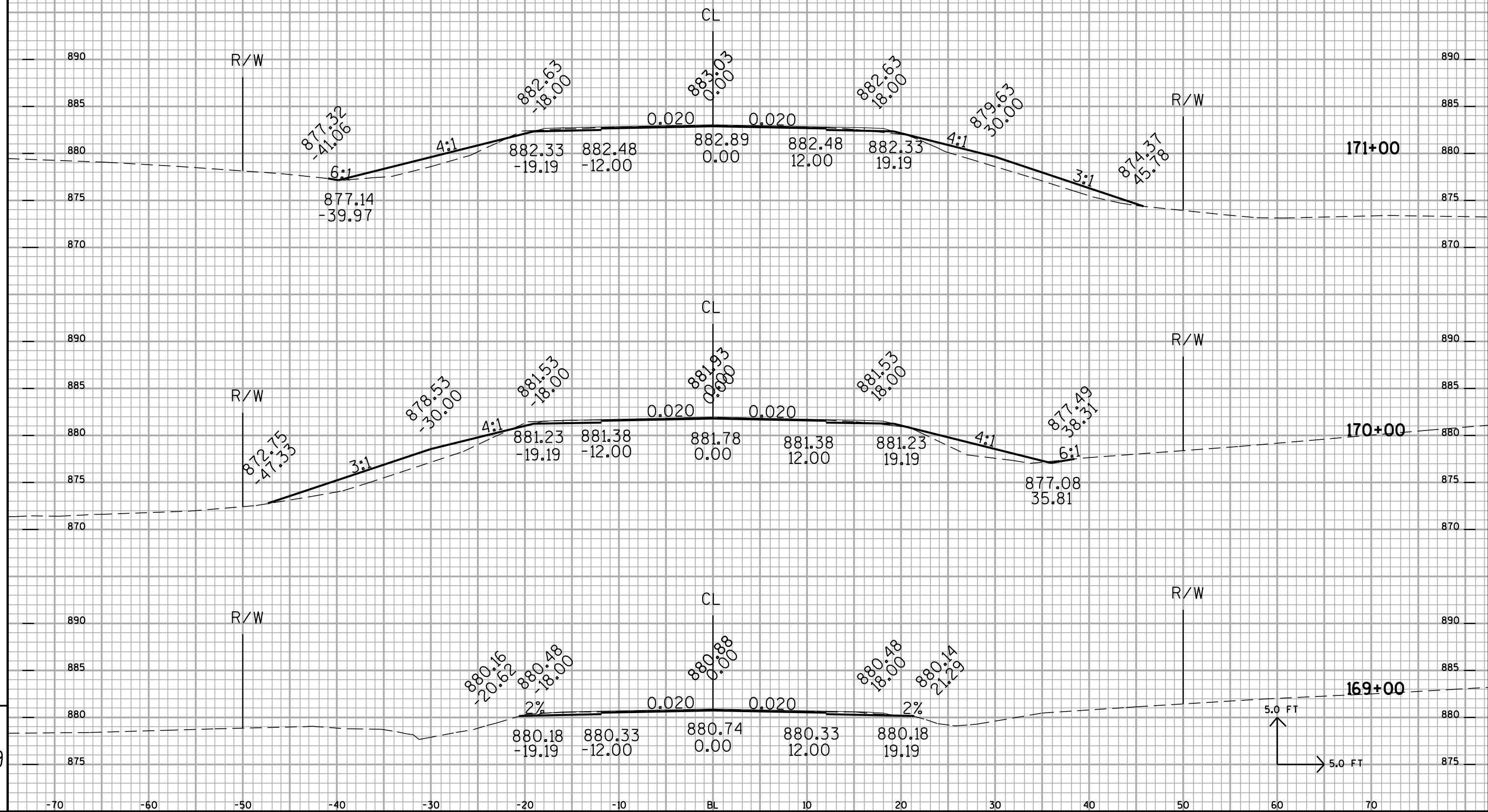
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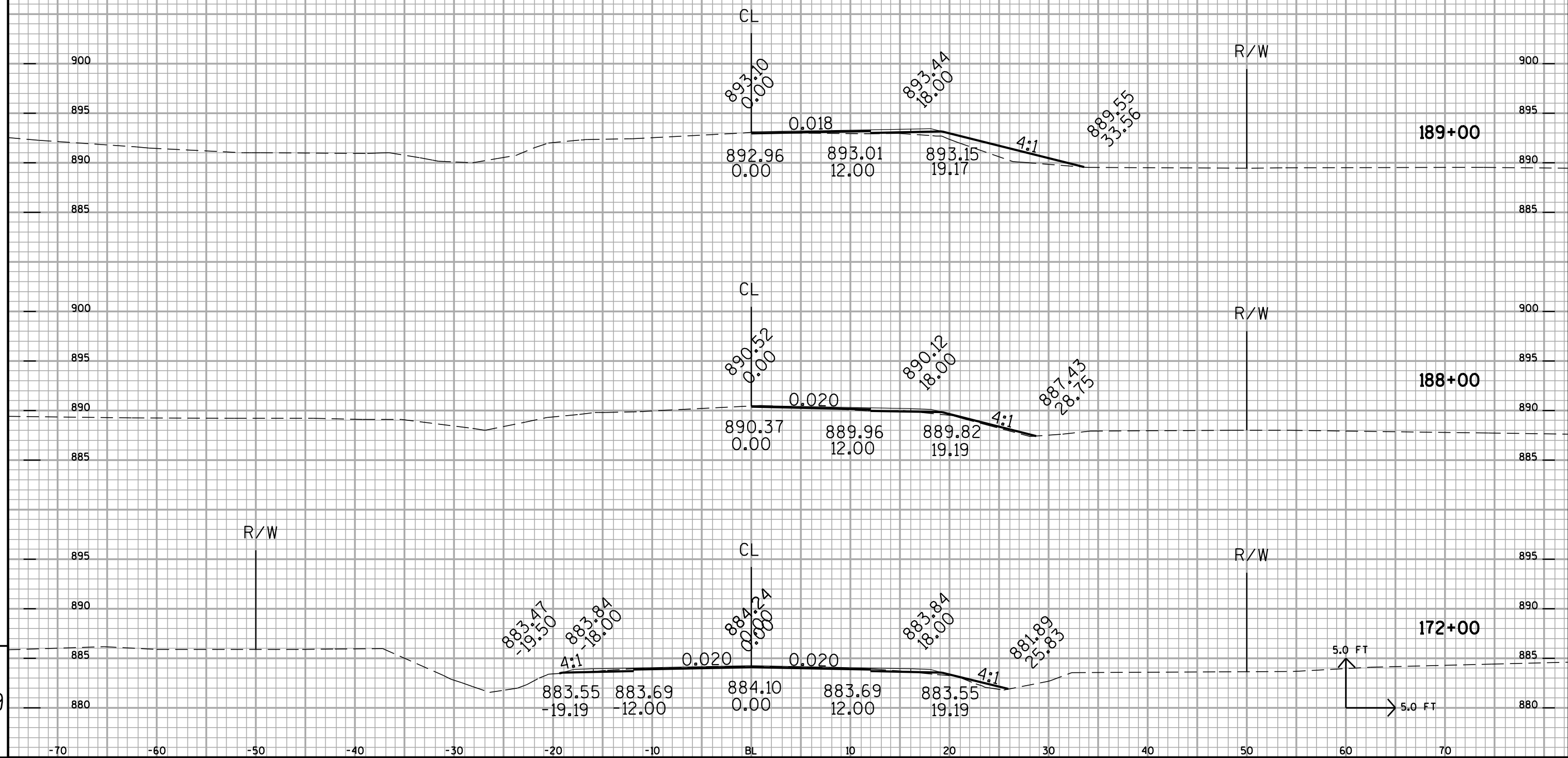


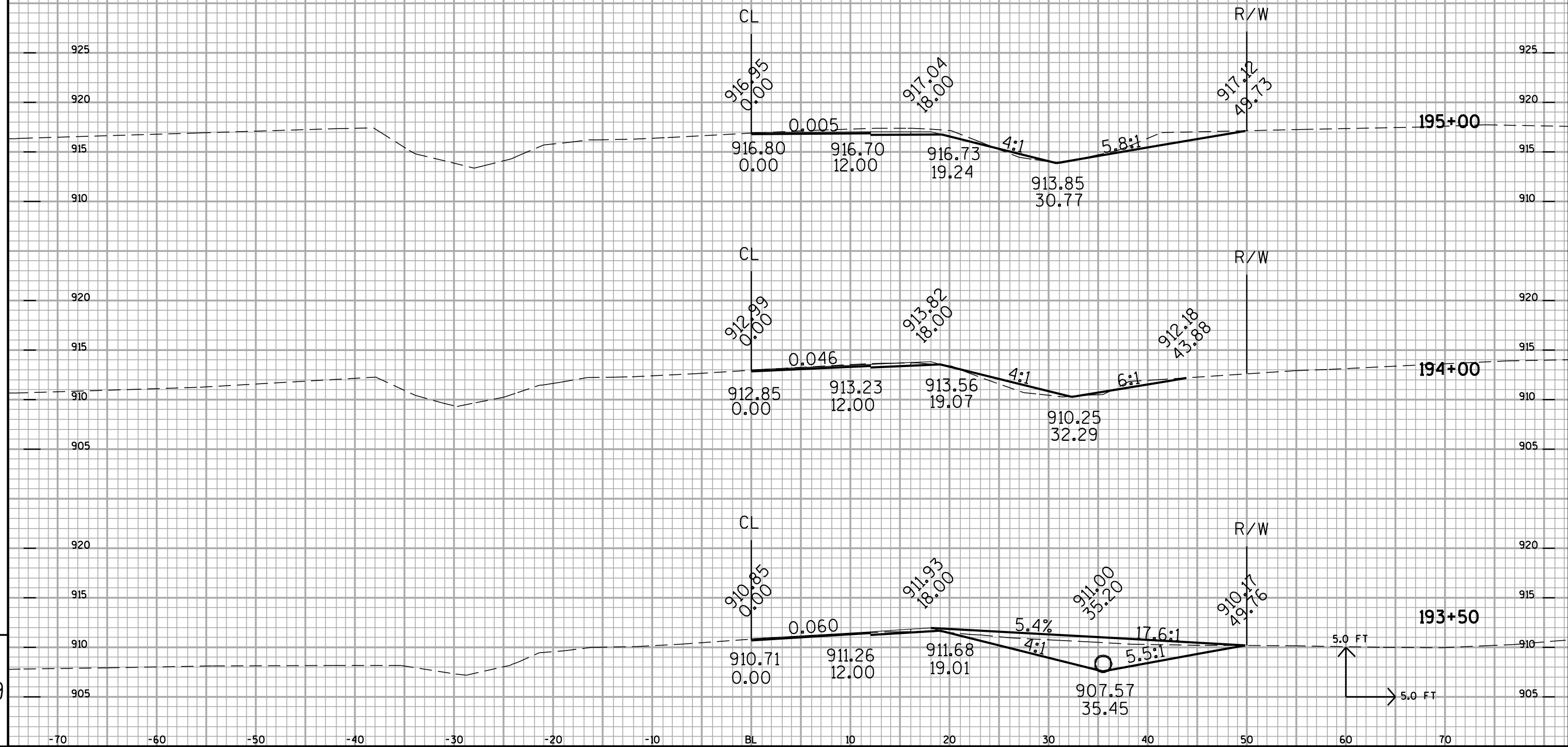


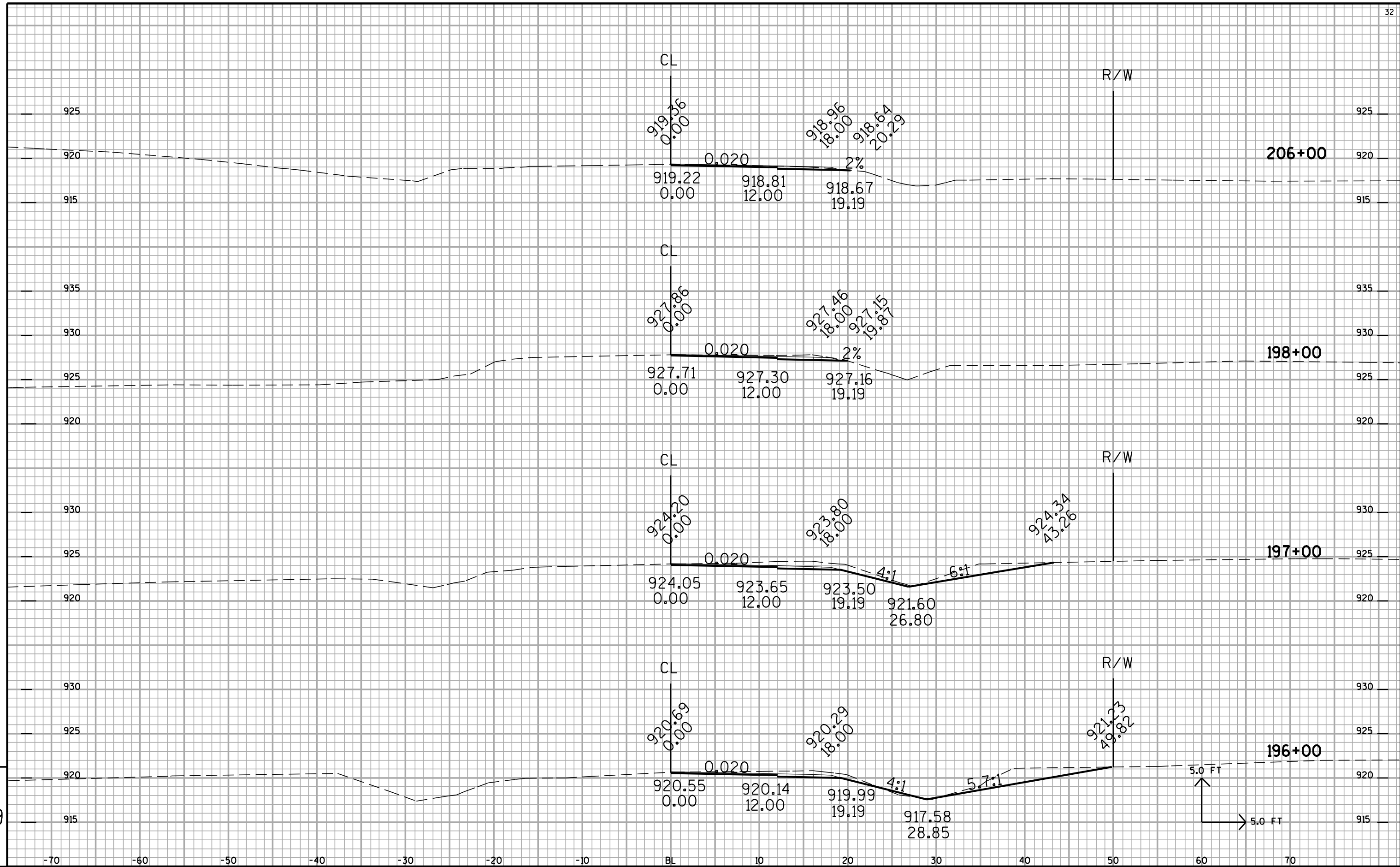
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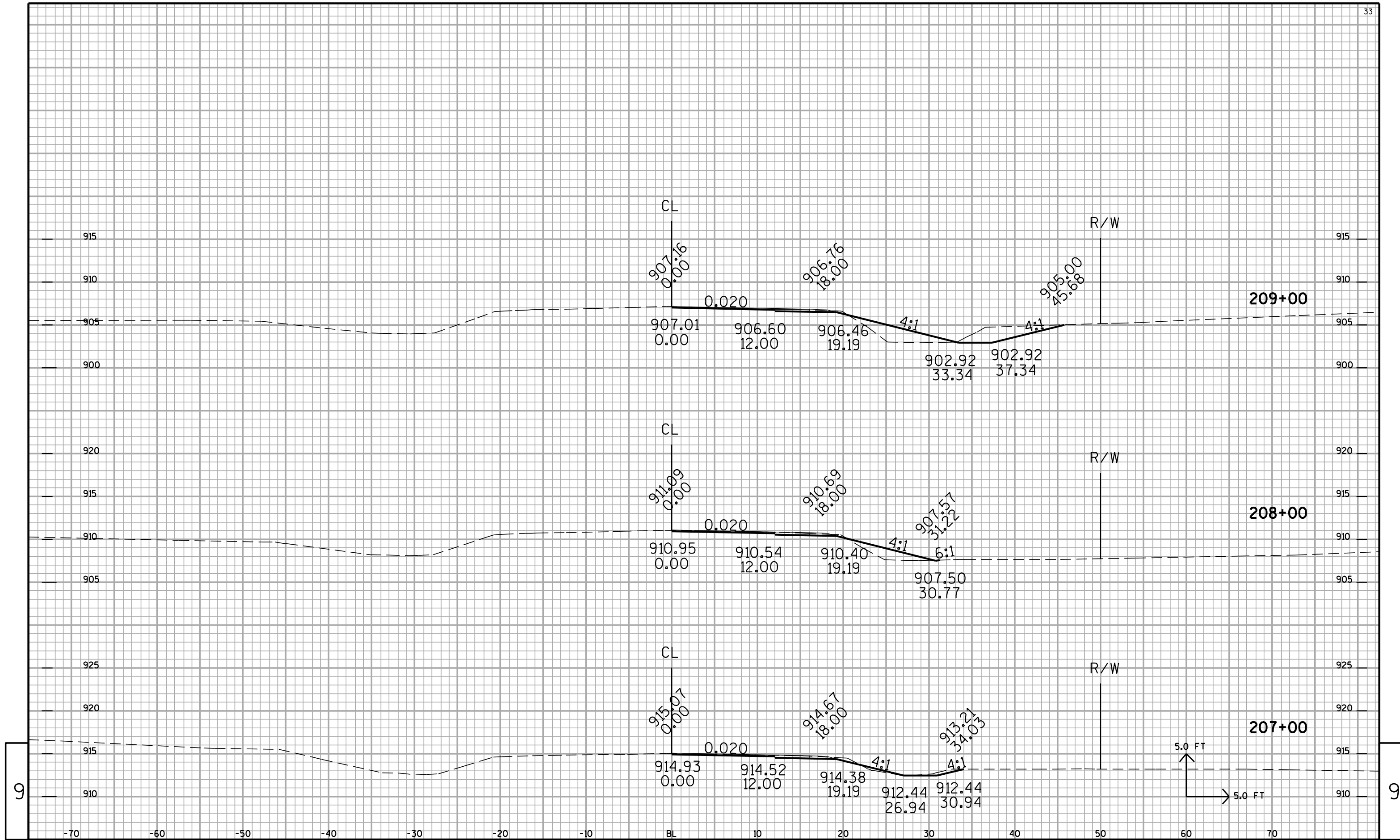
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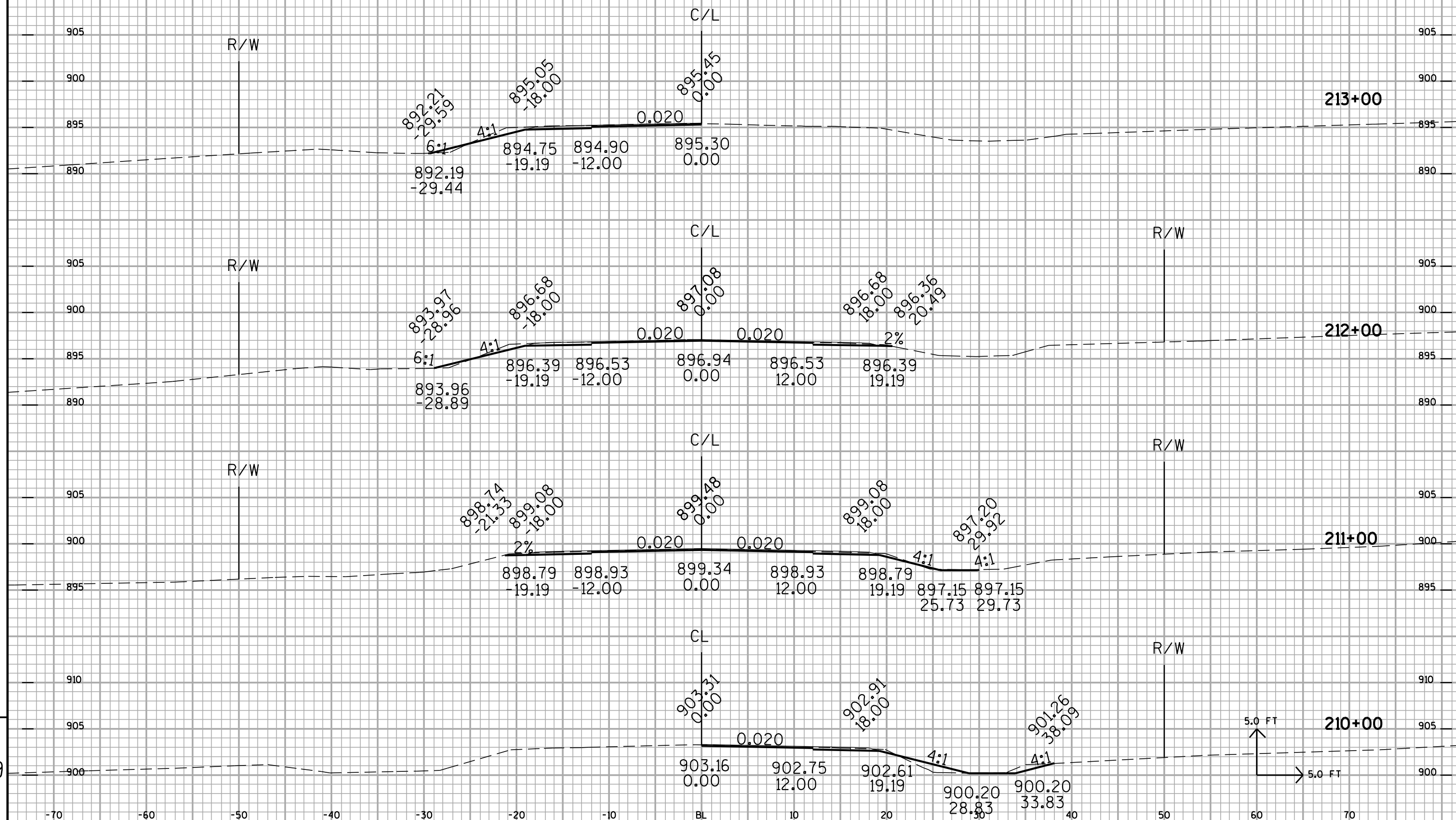


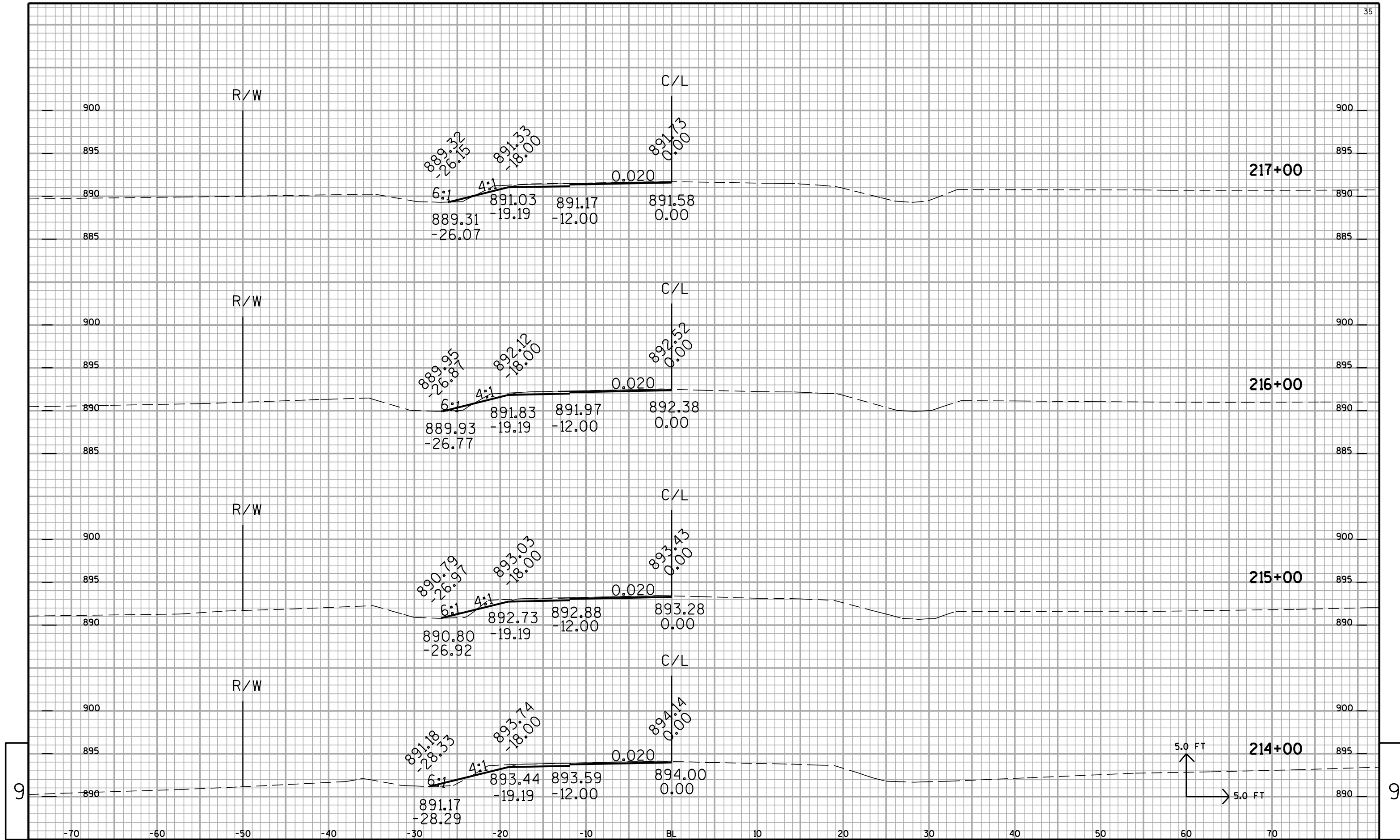




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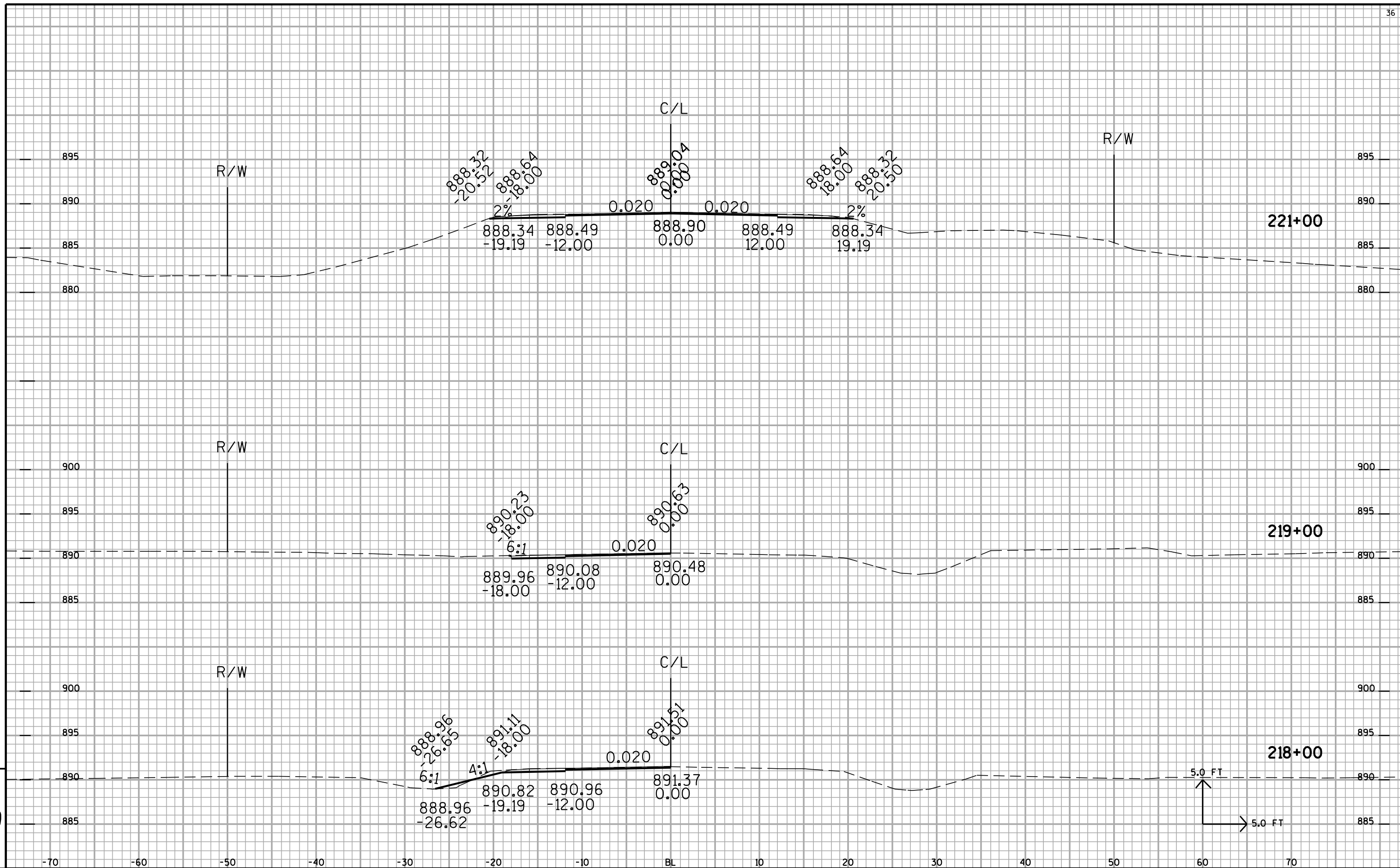
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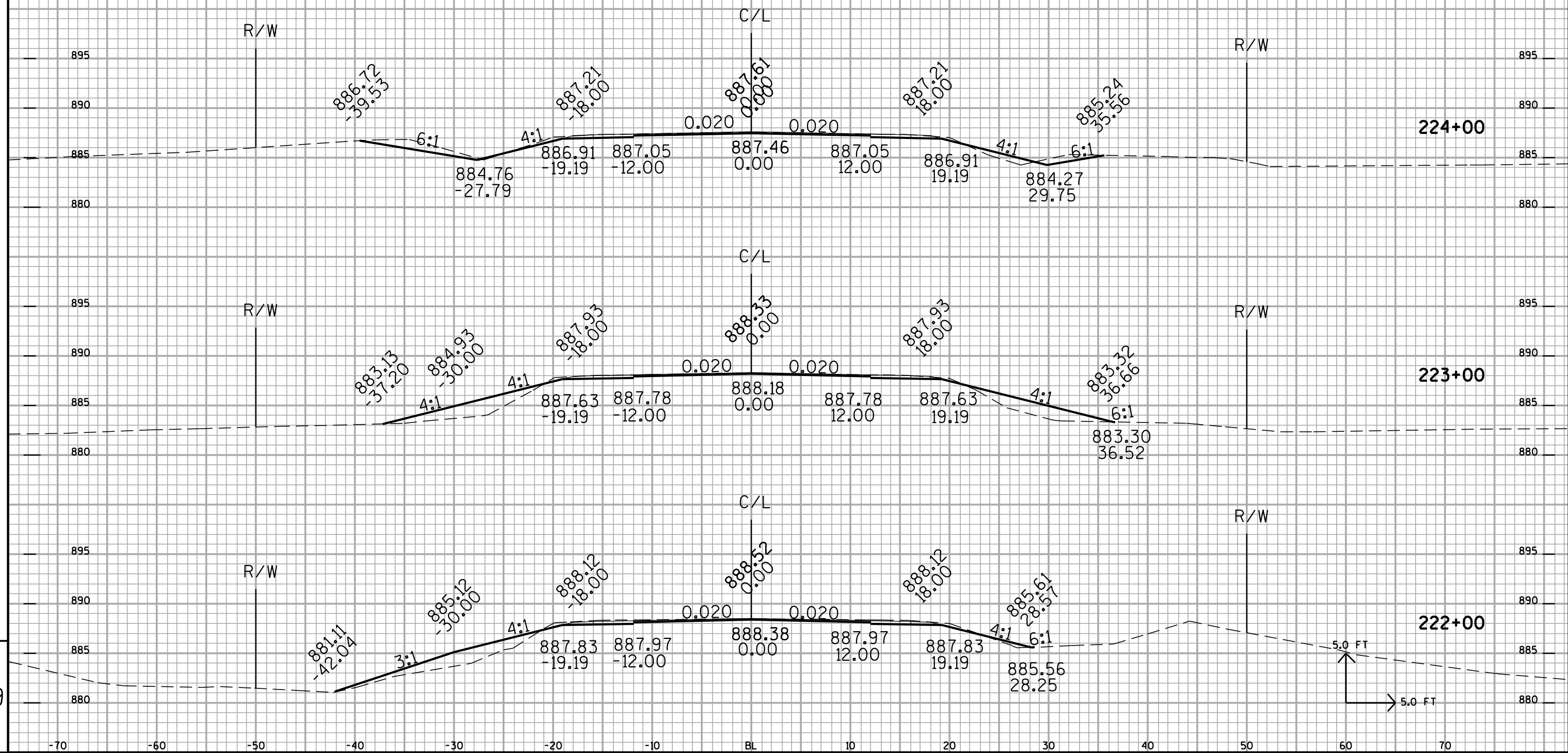


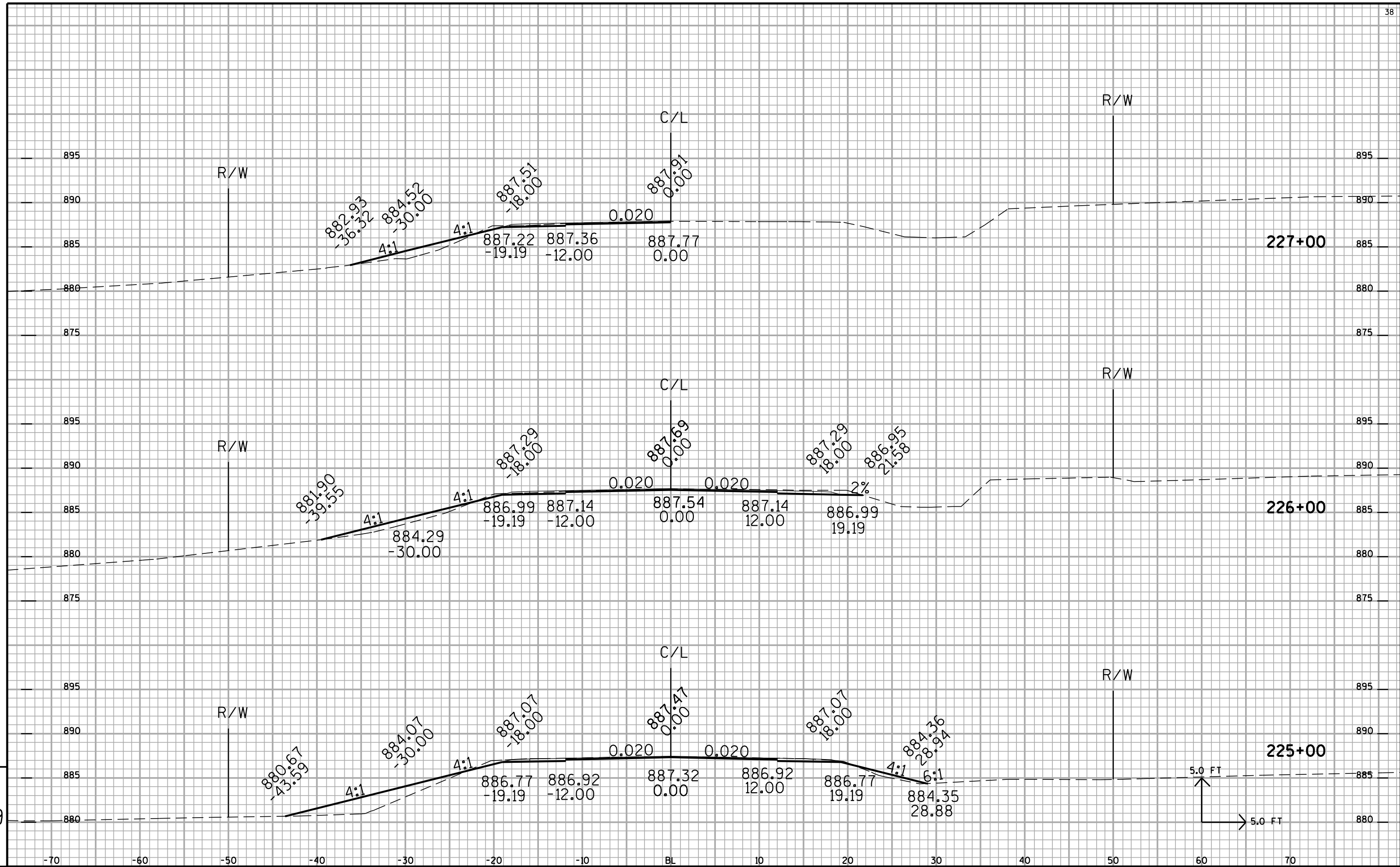


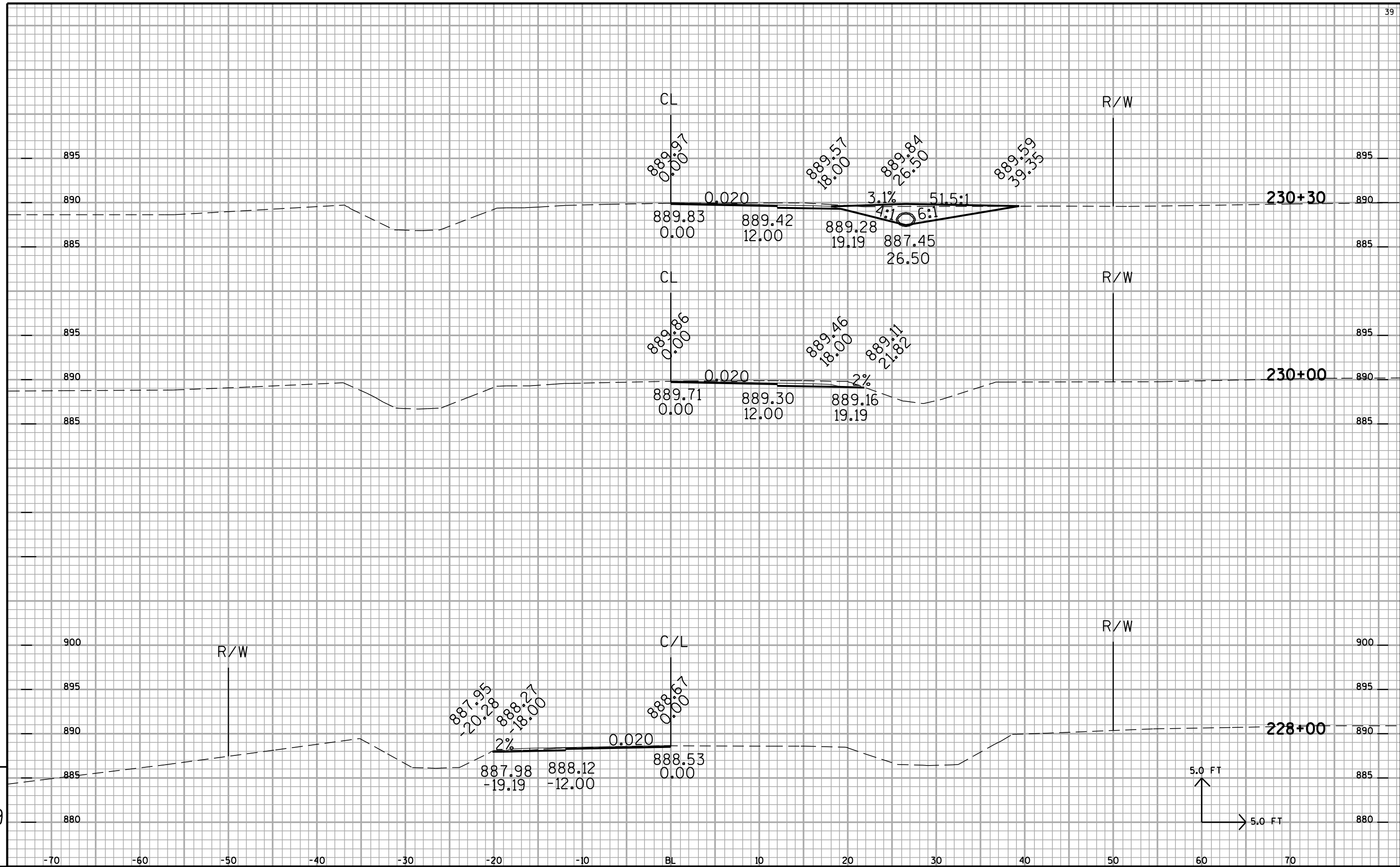
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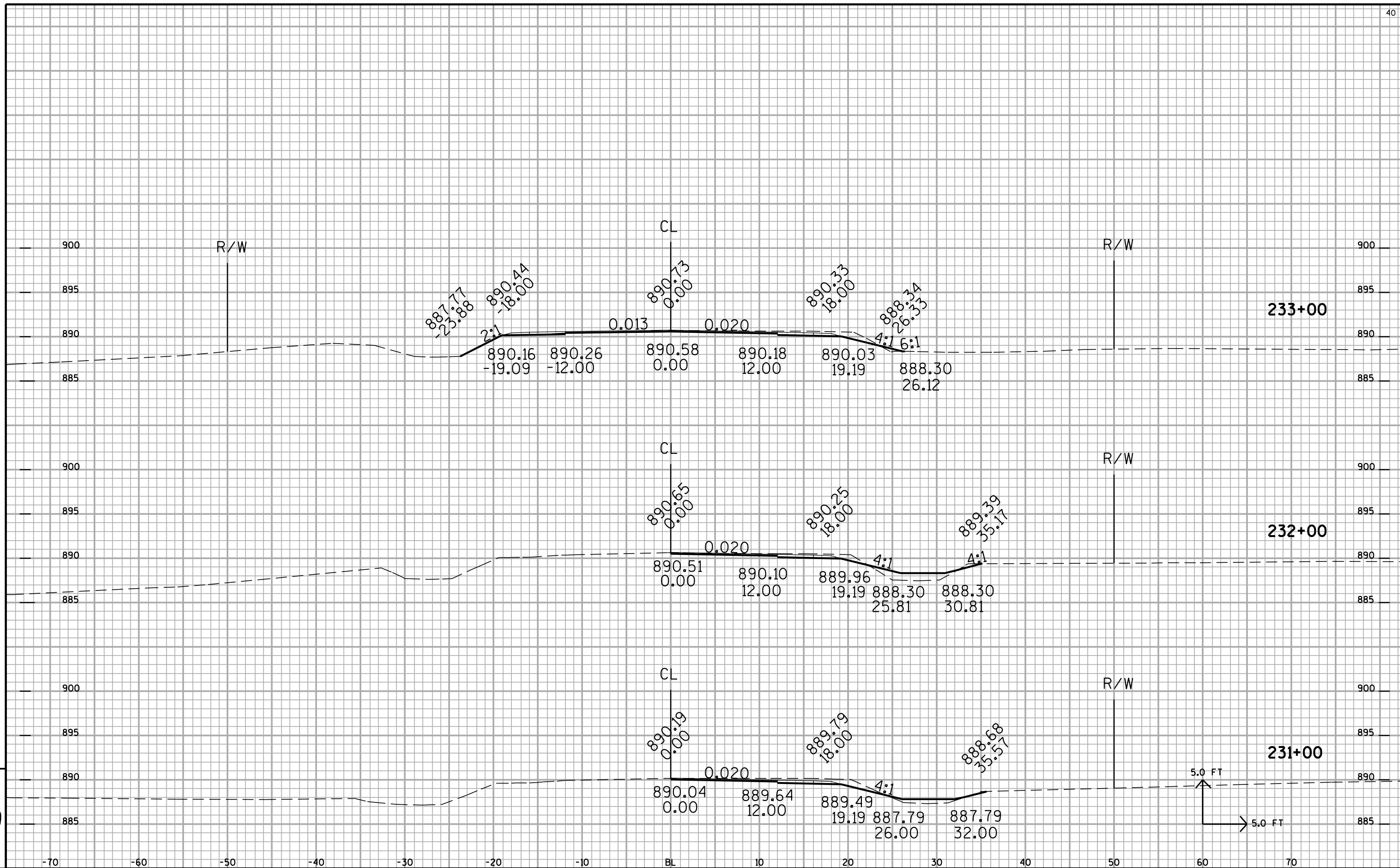
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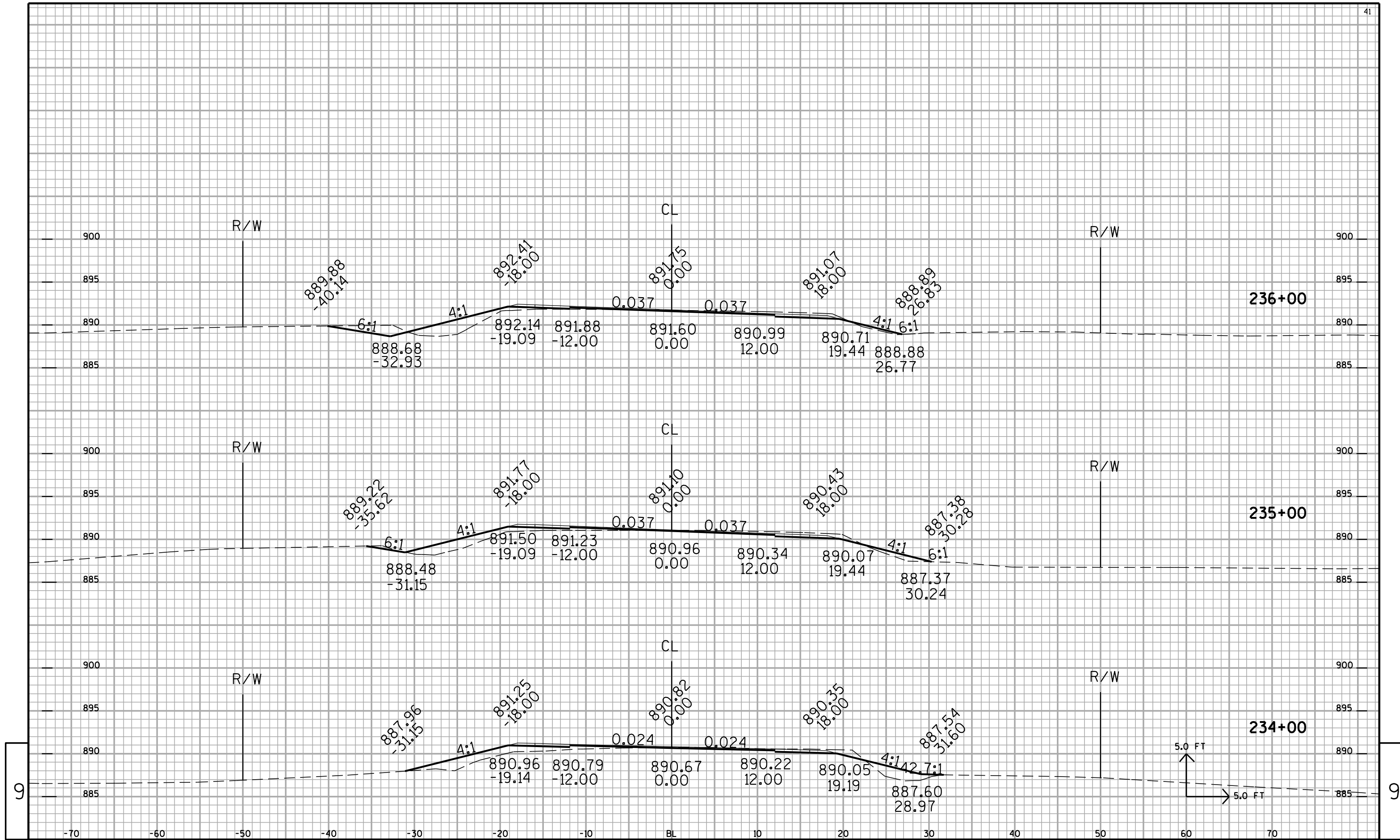


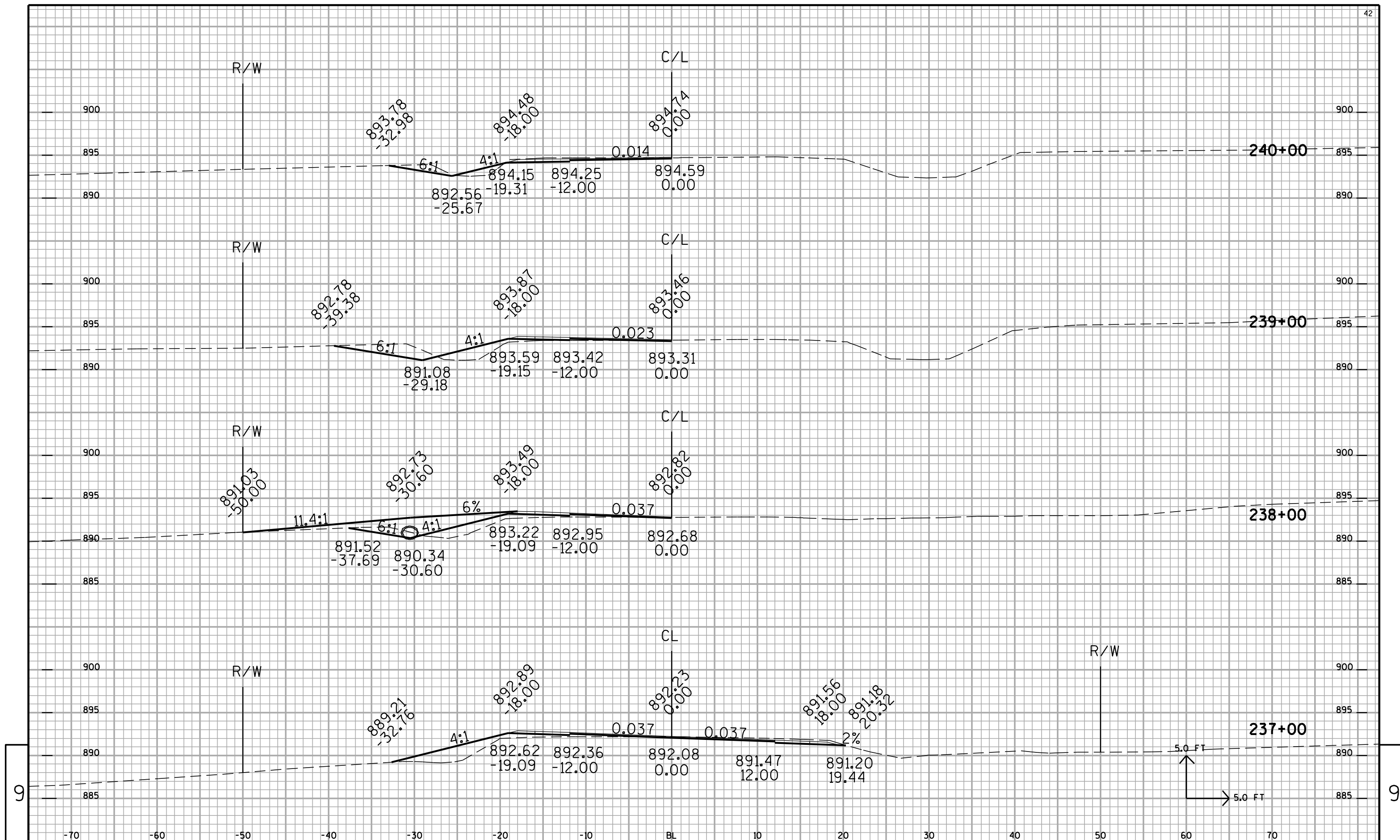












PROJECT NO: 6530-00-80

HWY: STH 73

COUNTY: WAUSHARA/MARQUETTE

CROSS SECTIONS STH 73

SHEET NO:

E

FILE NAME : P:\projects\465300030ED\090202.xs.DGN

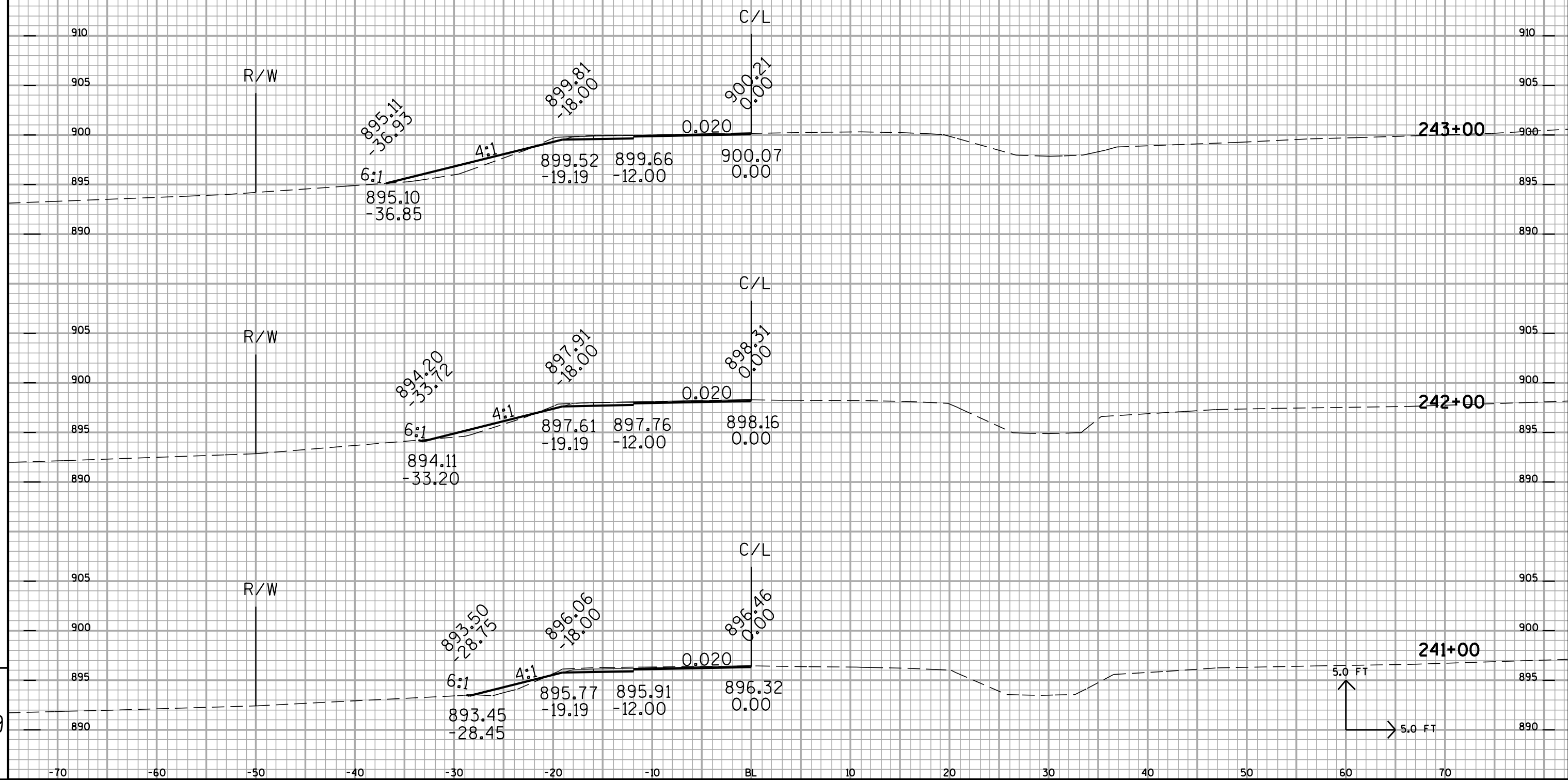
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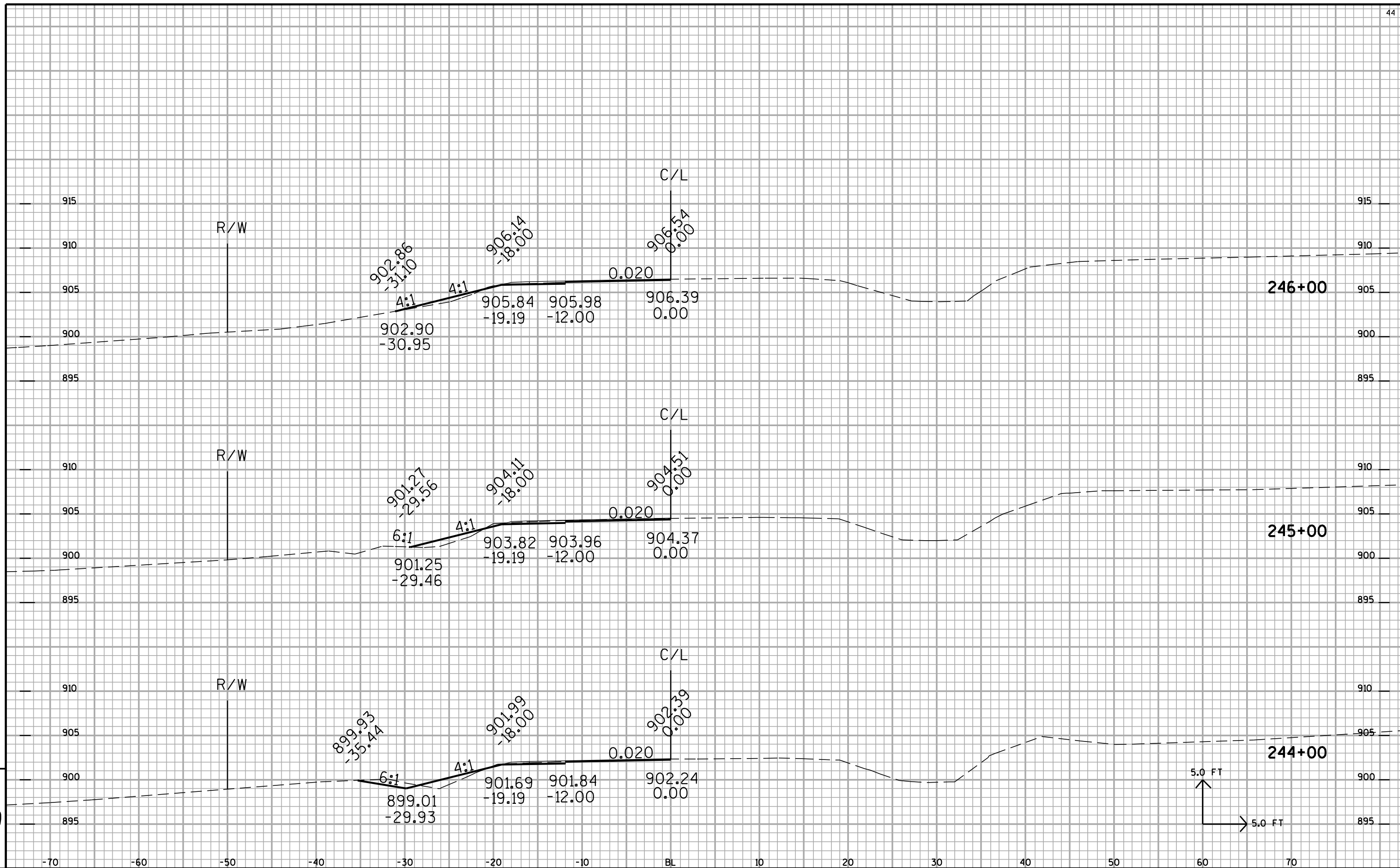
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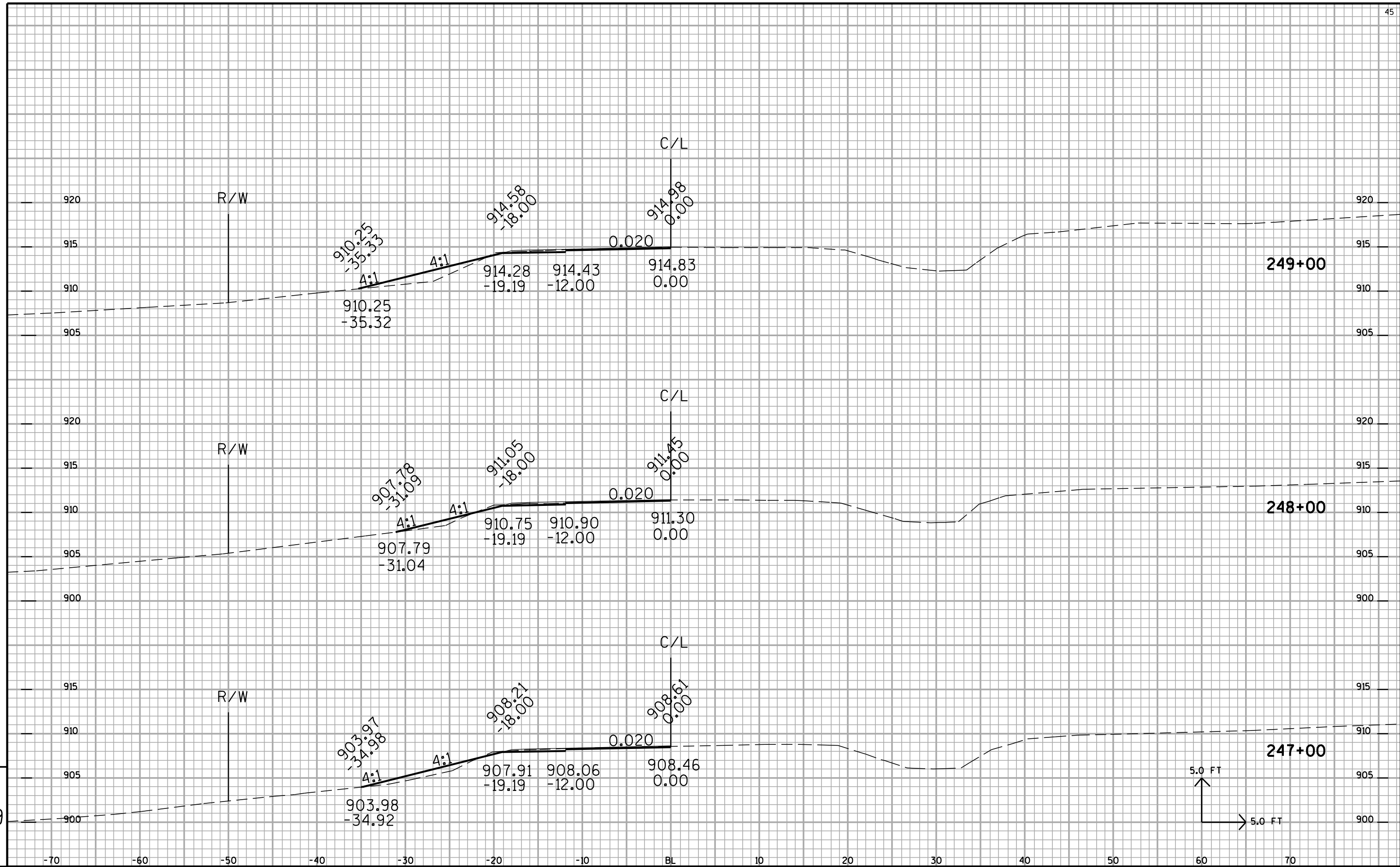
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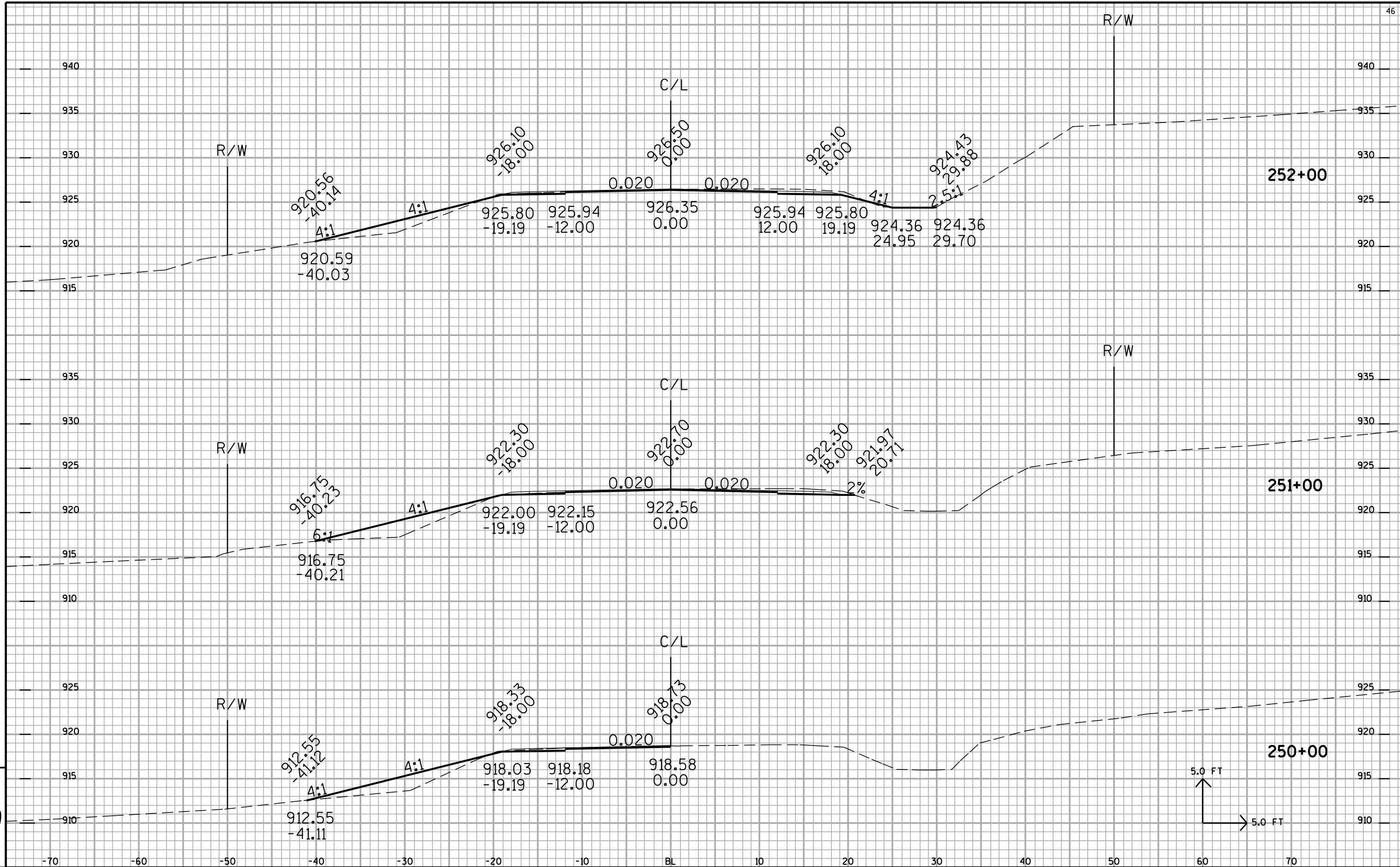
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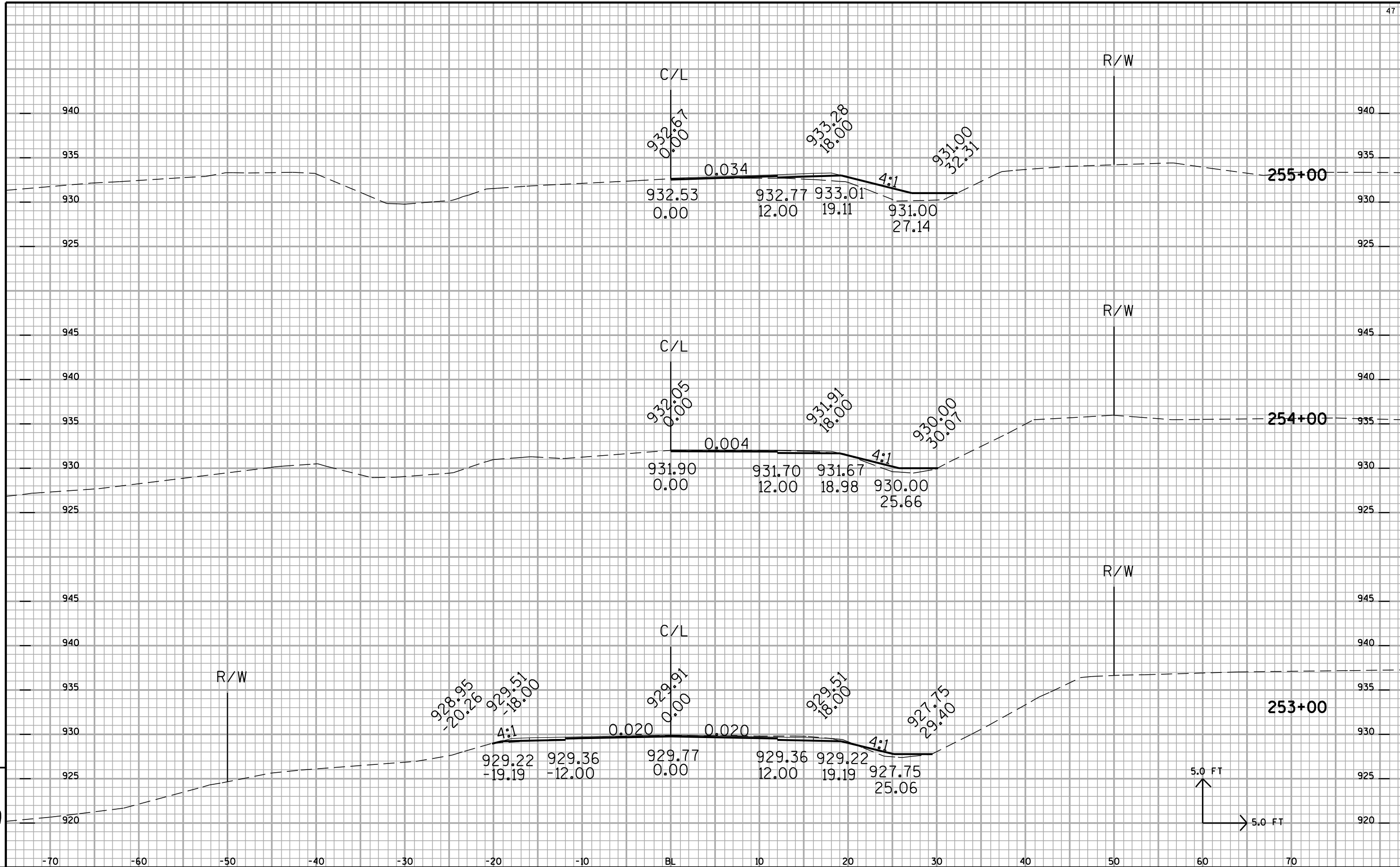
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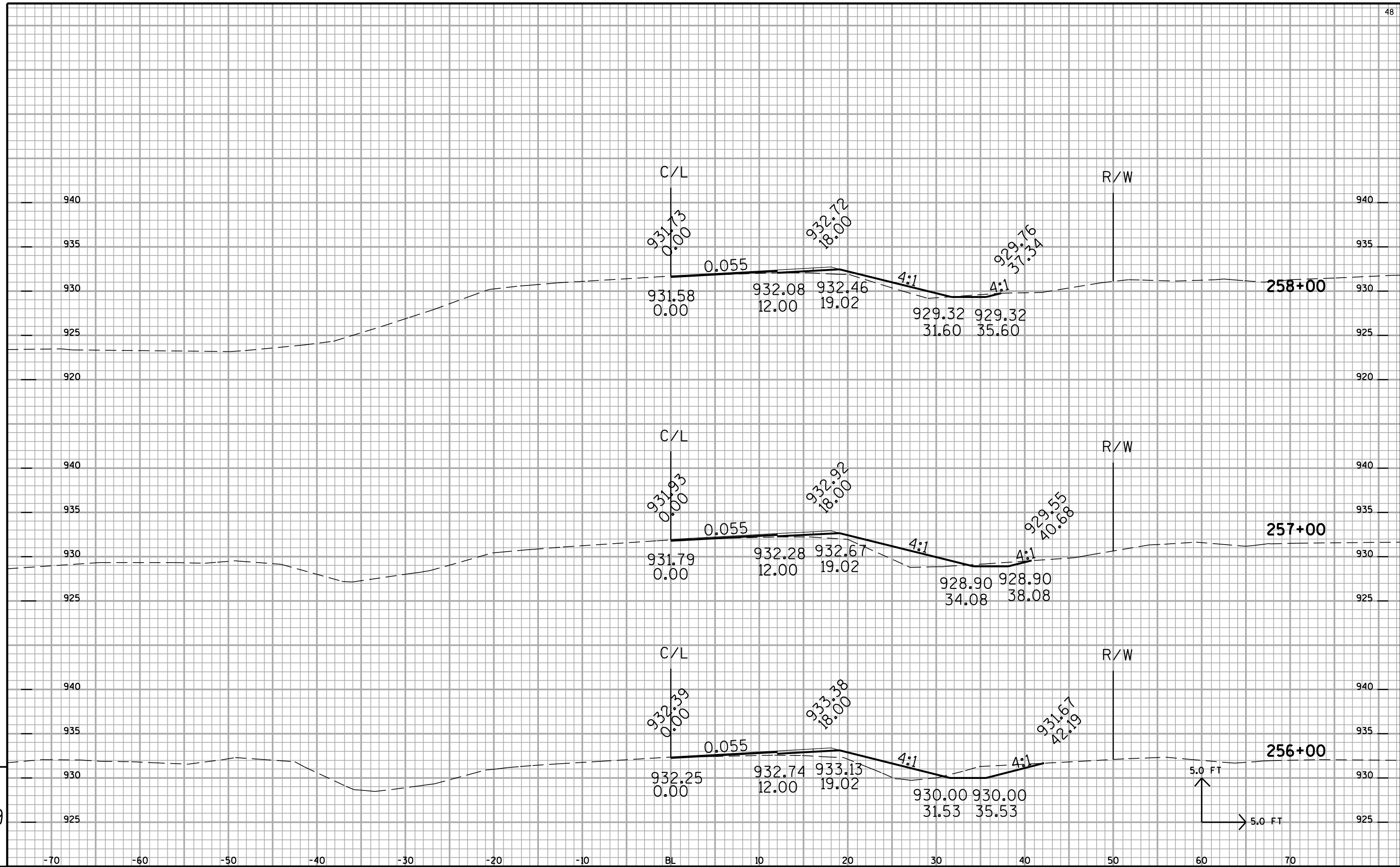


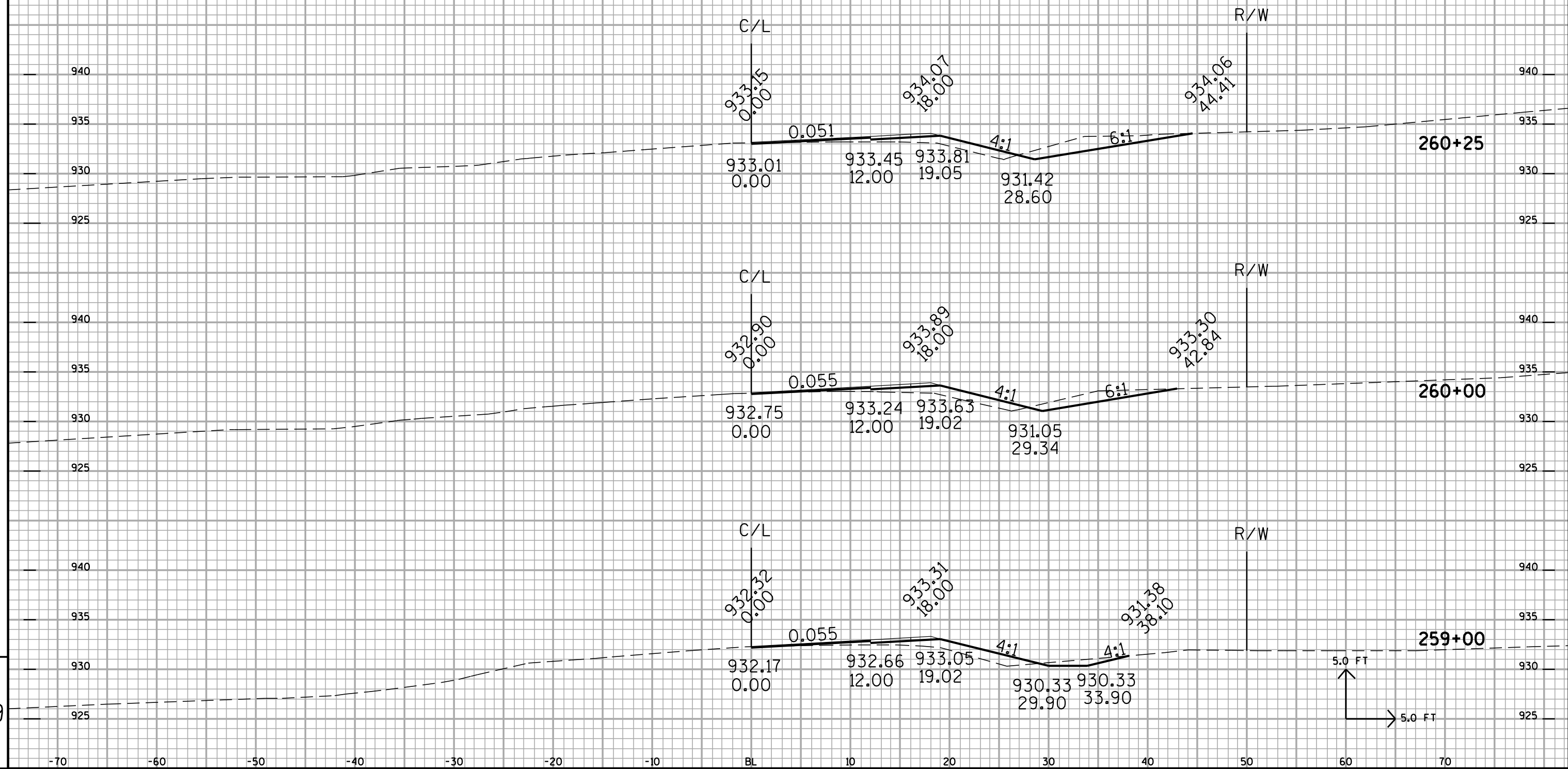




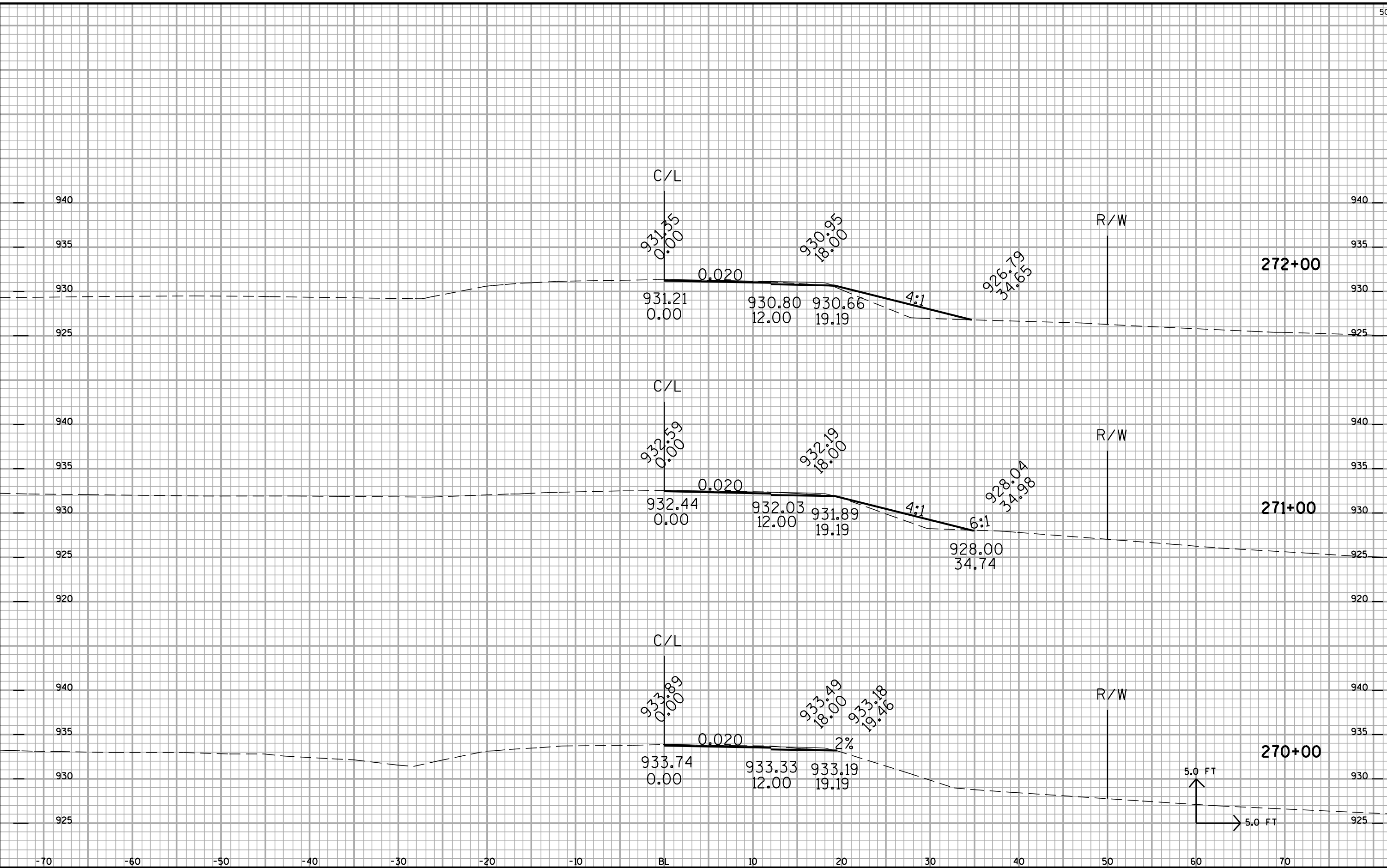




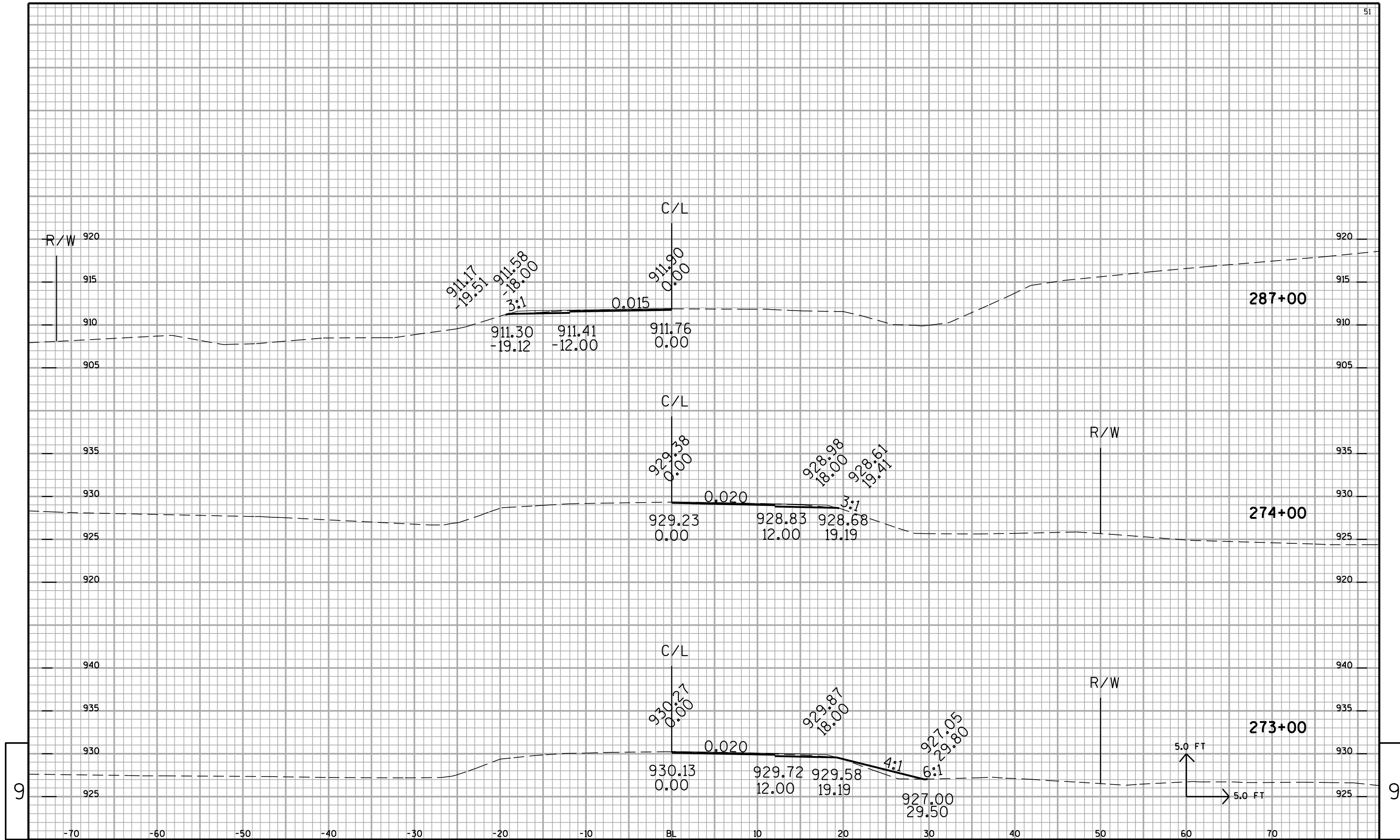




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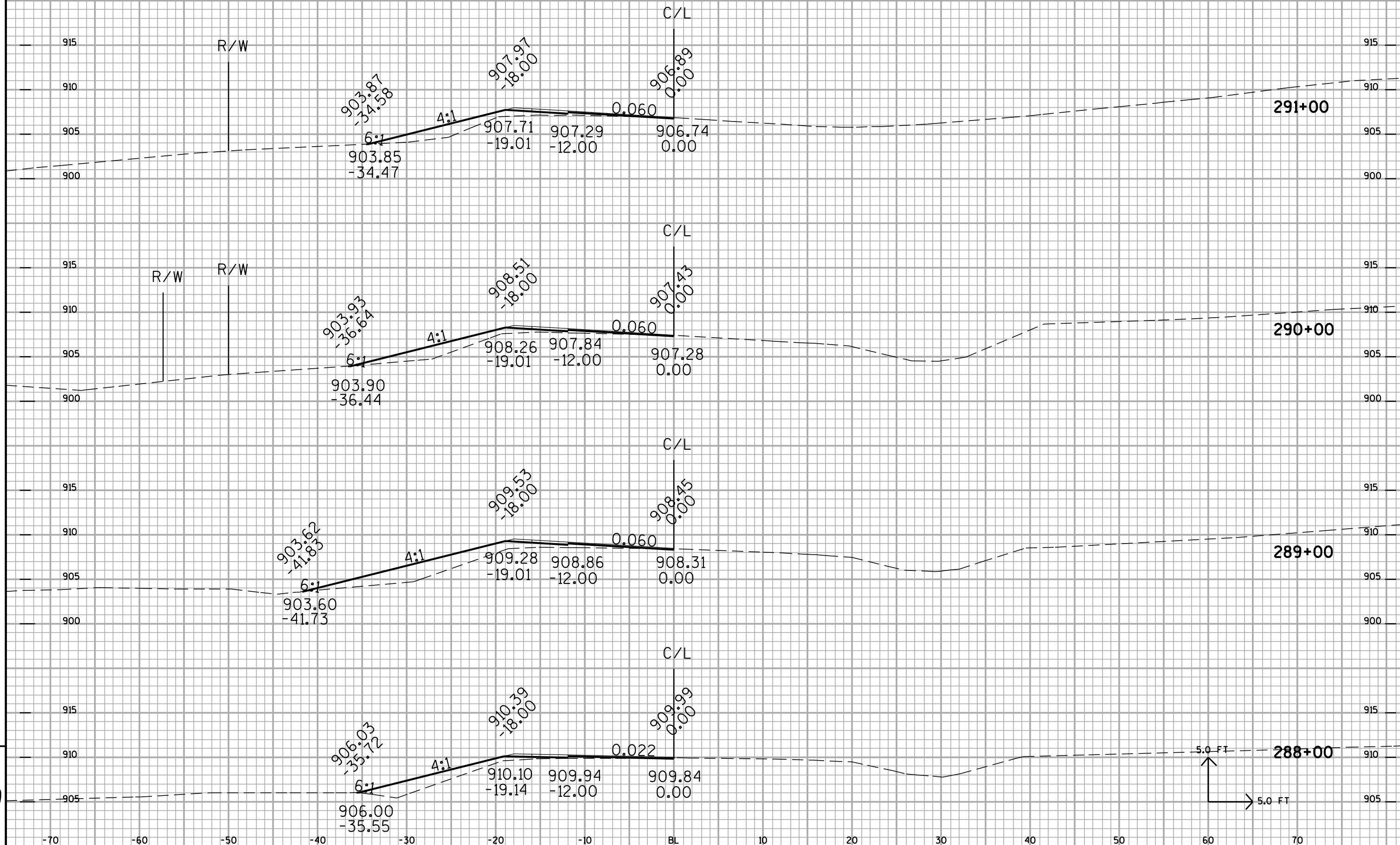


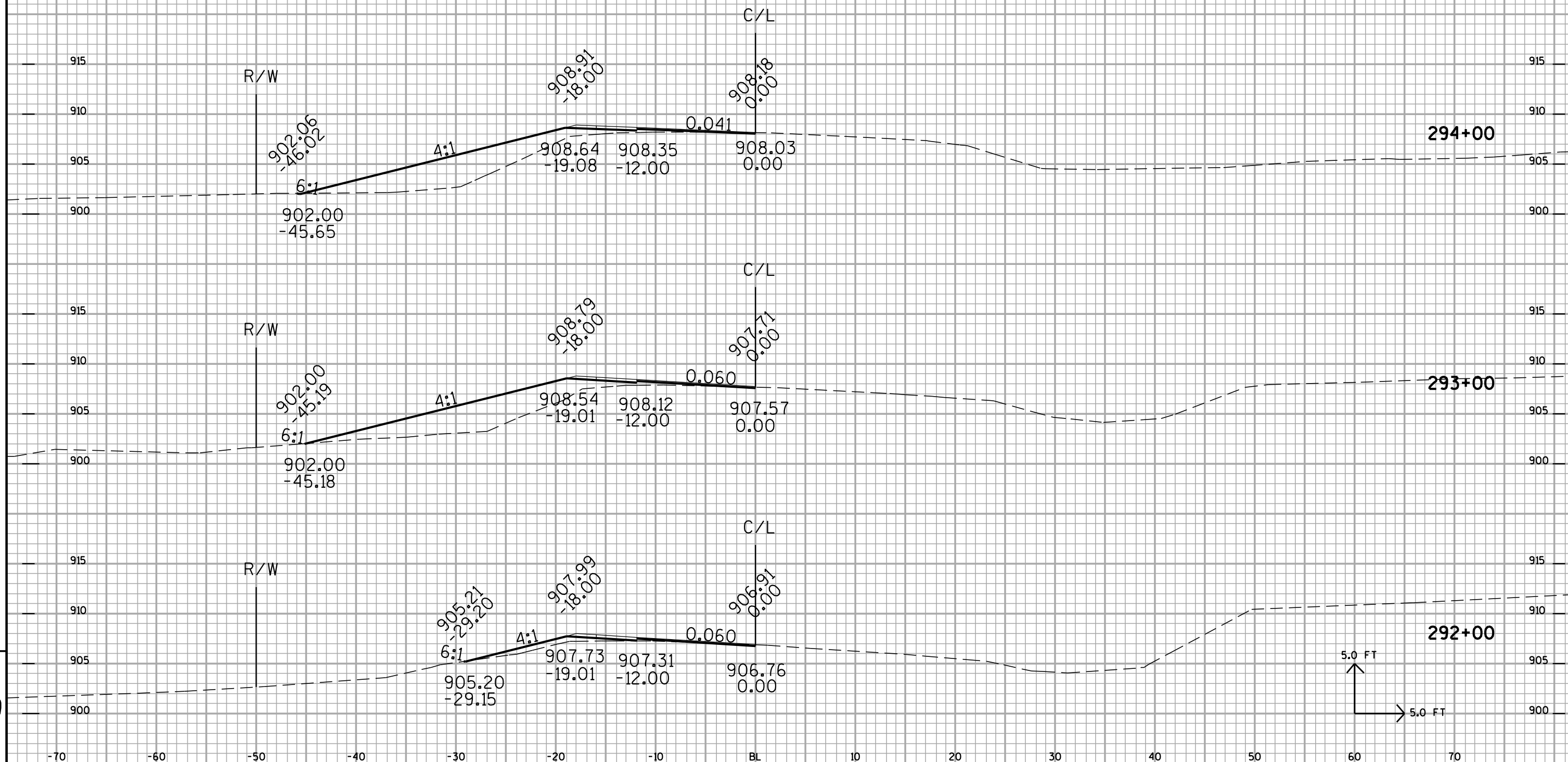
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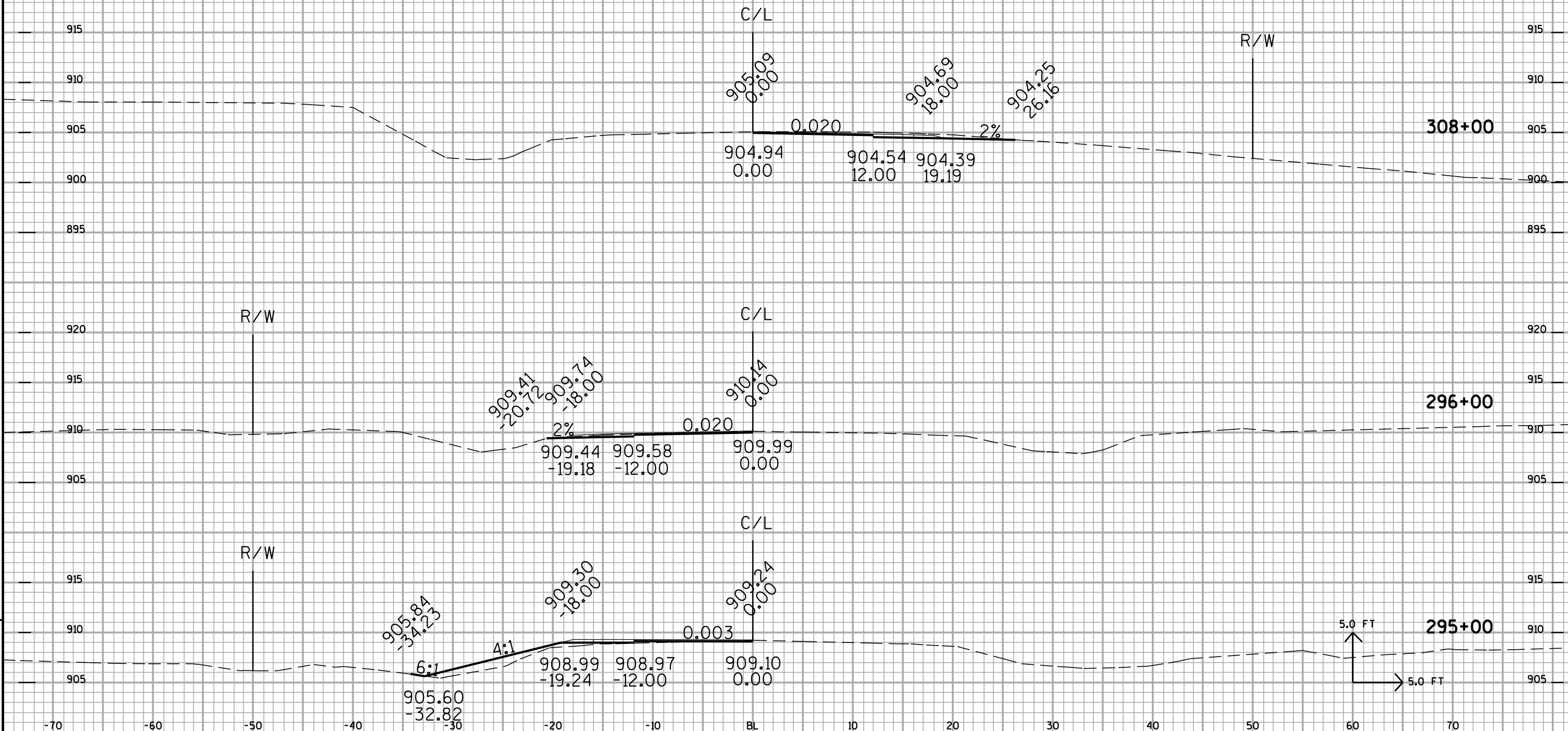


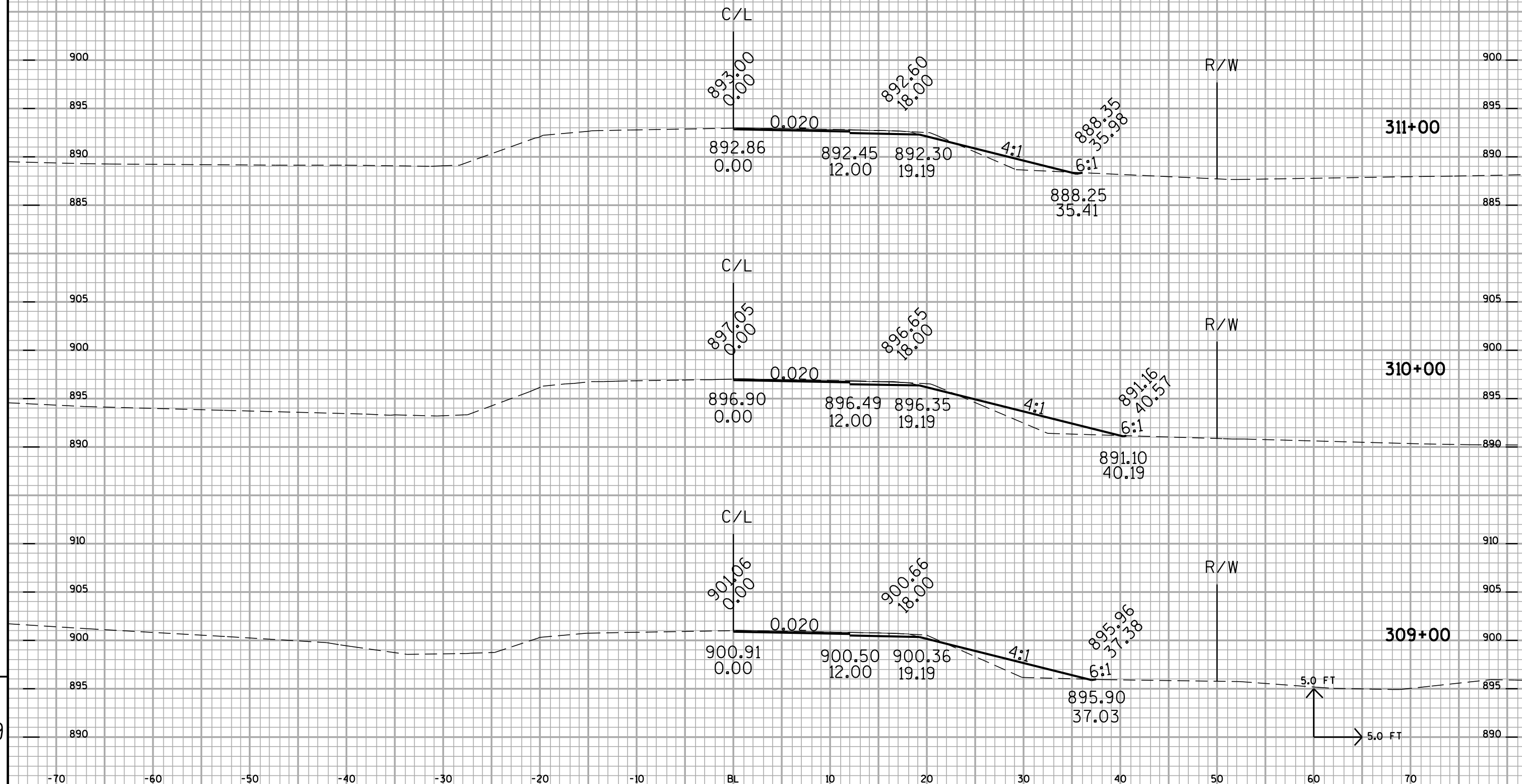
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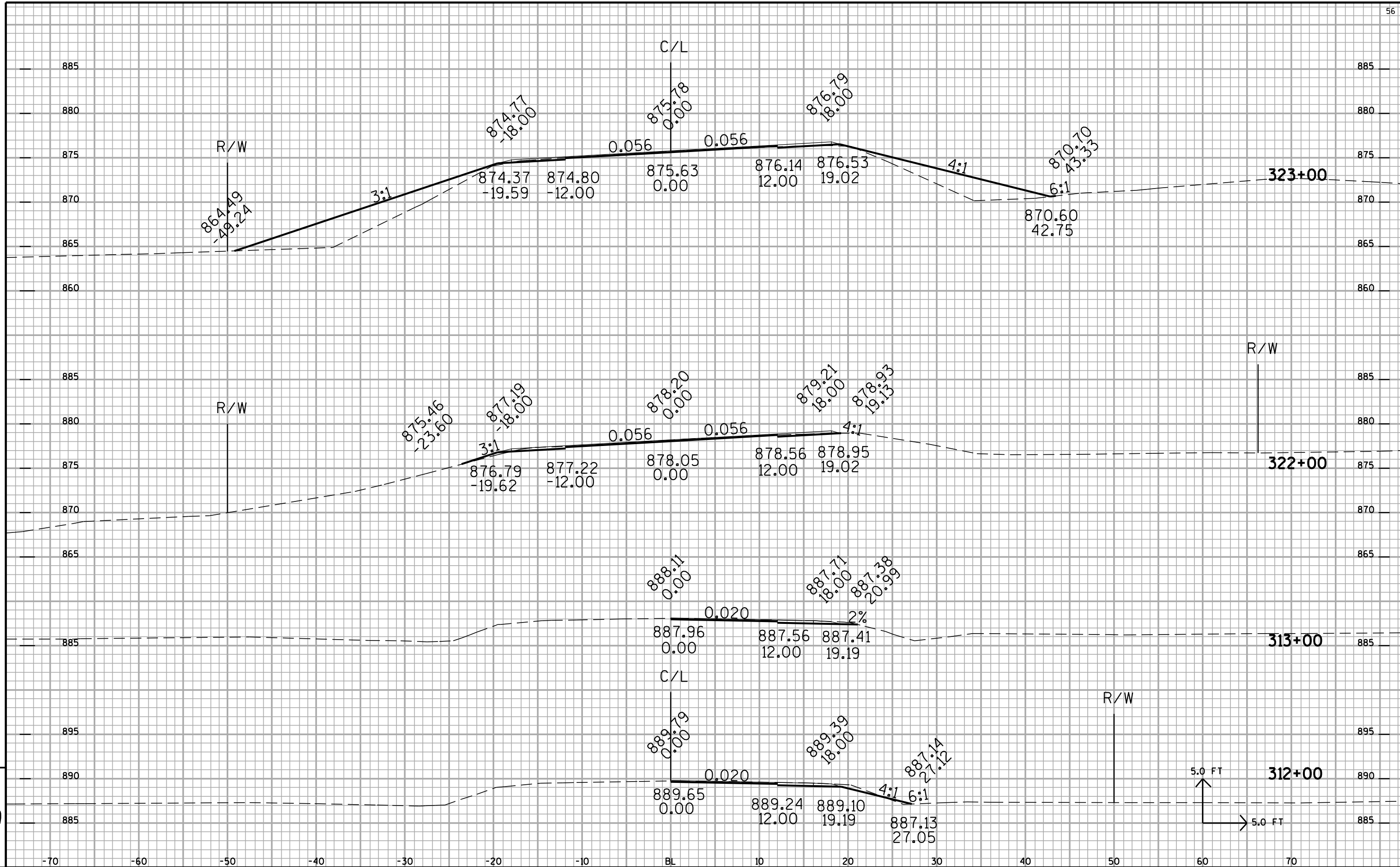
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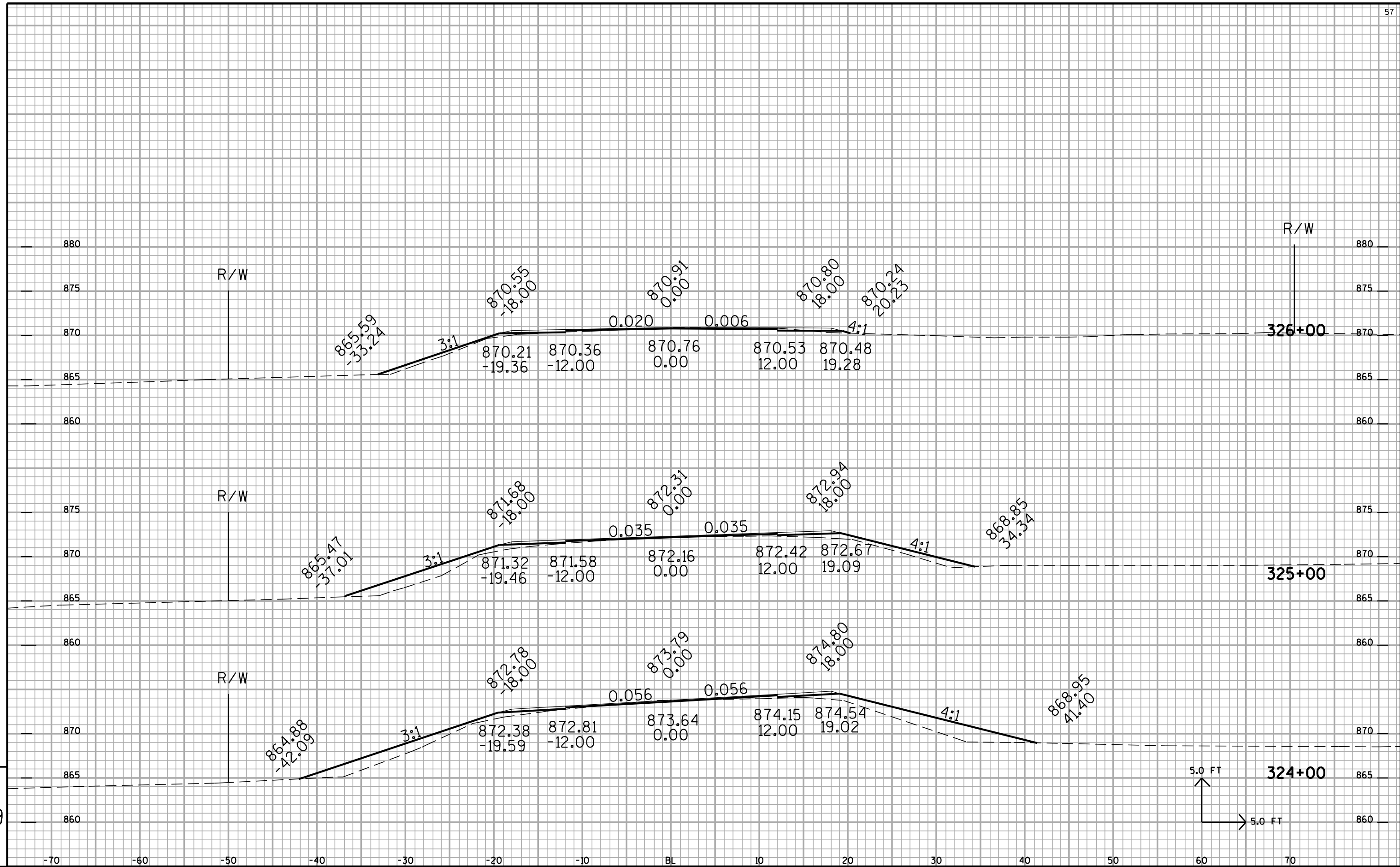


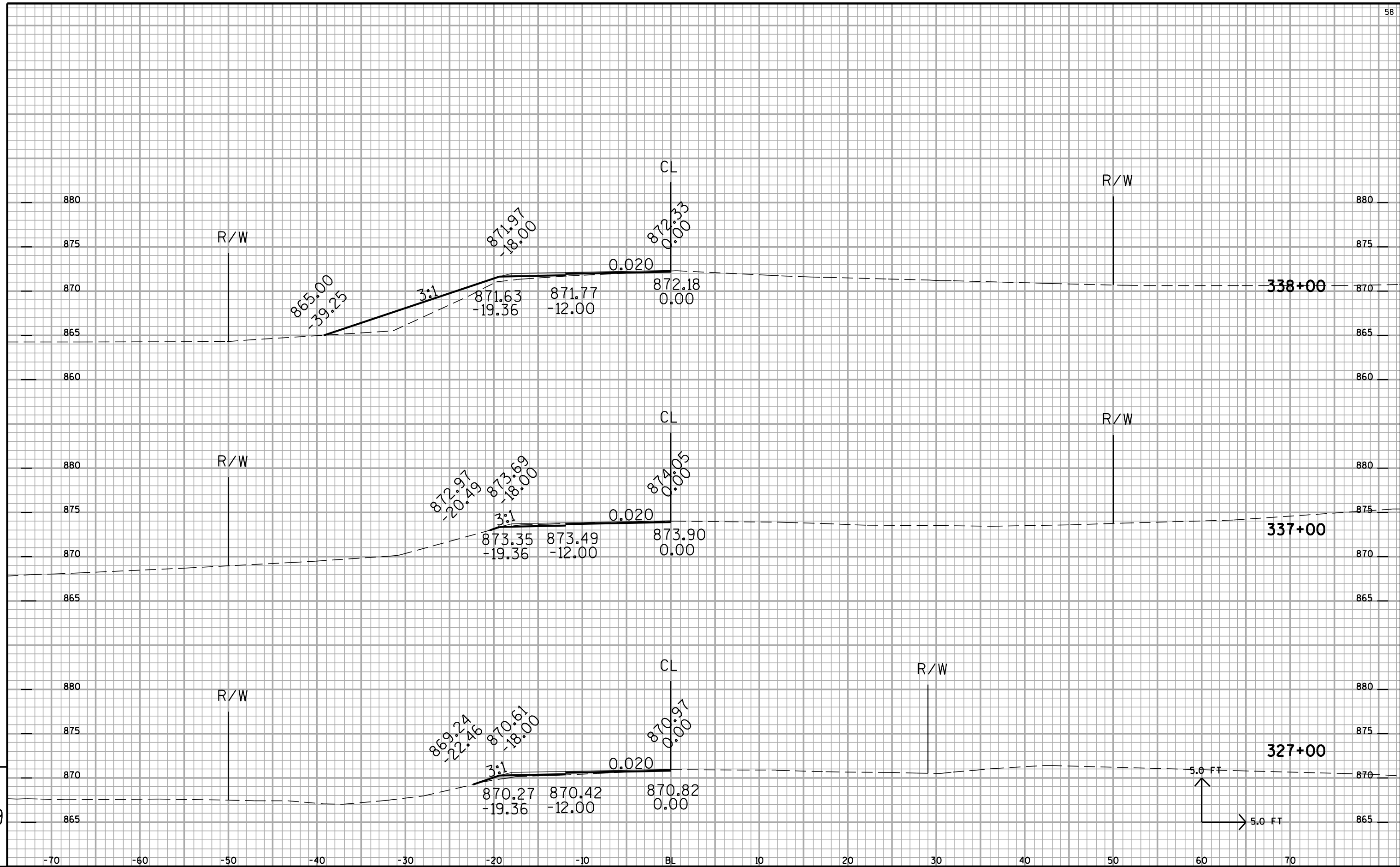






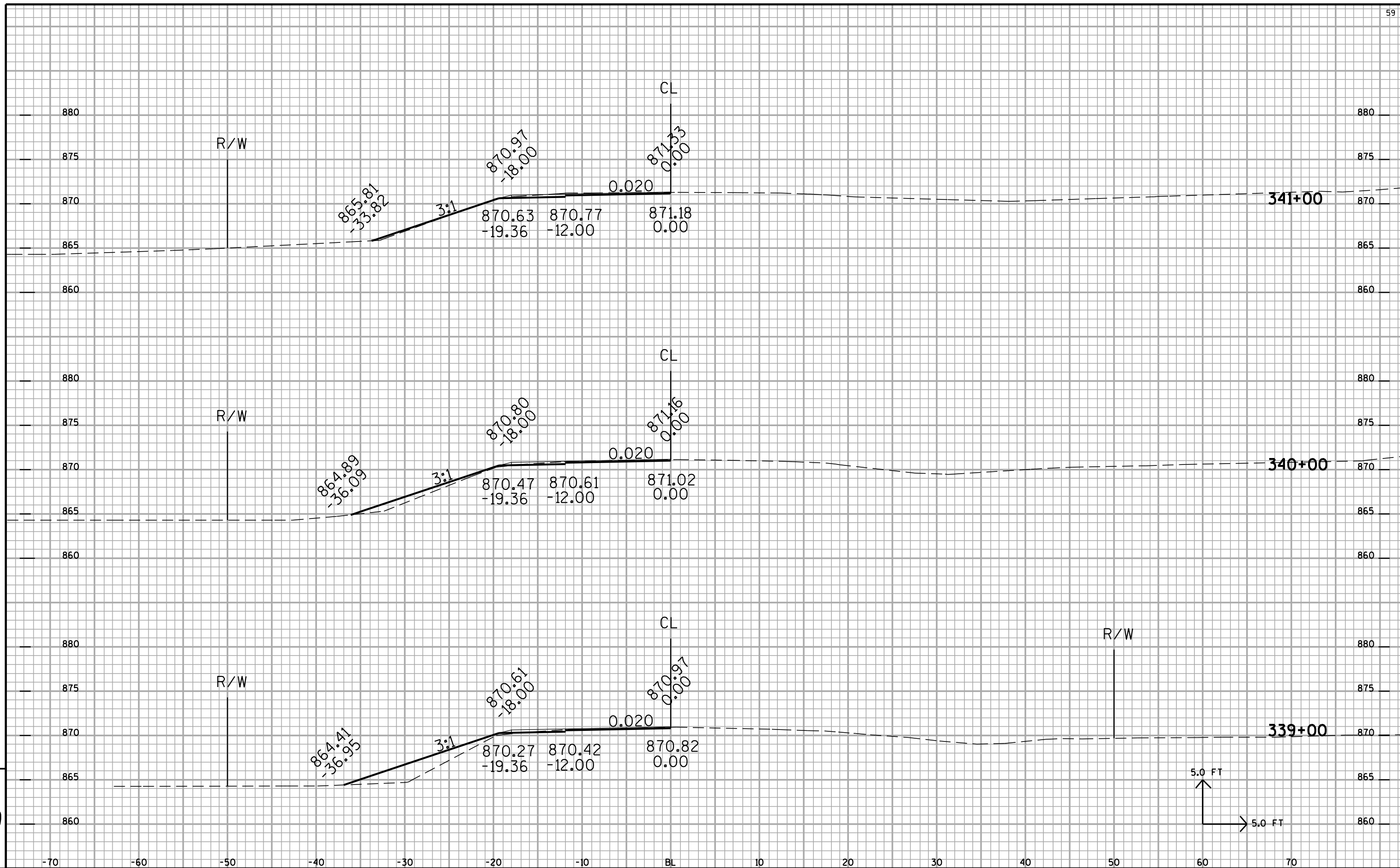






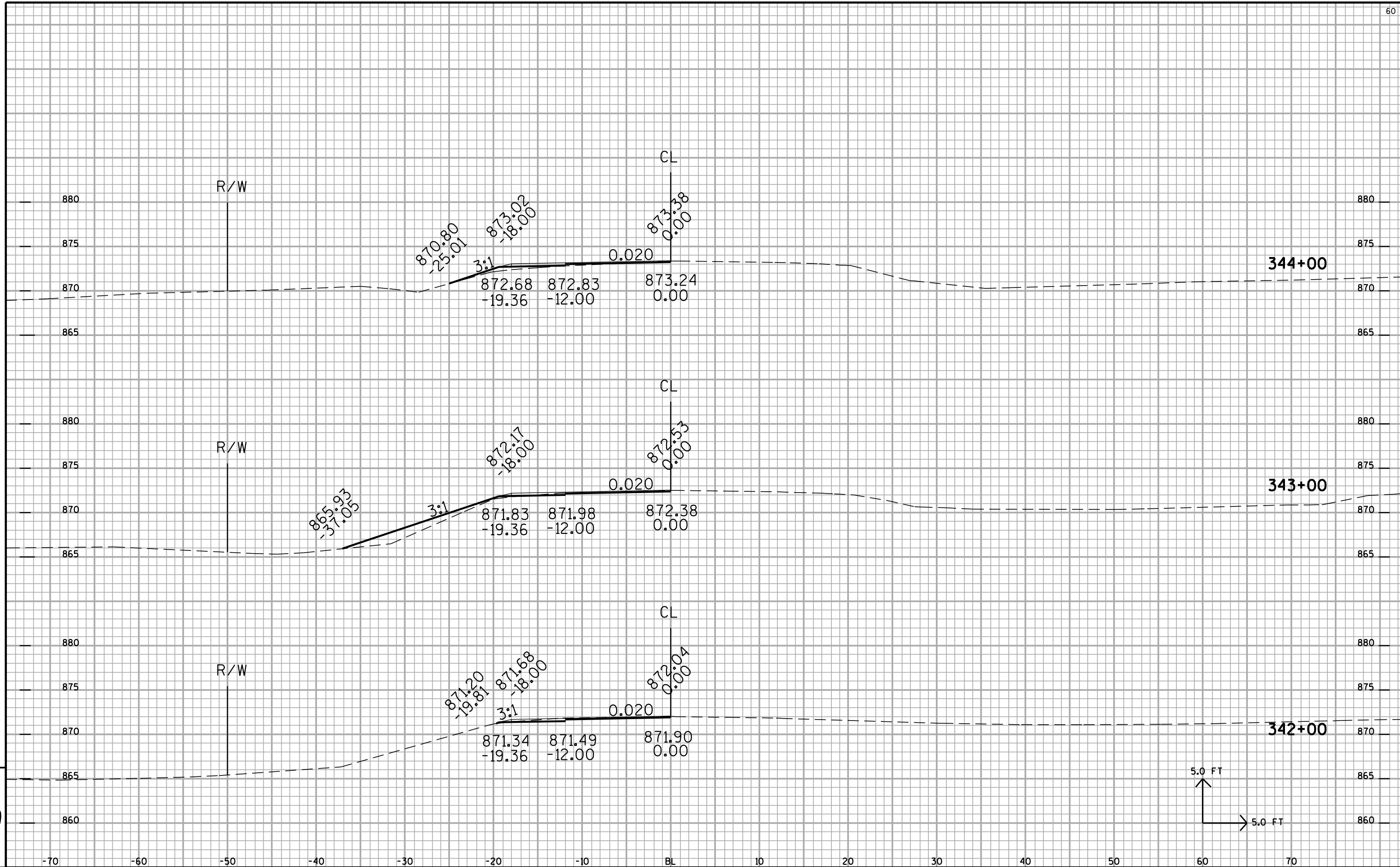
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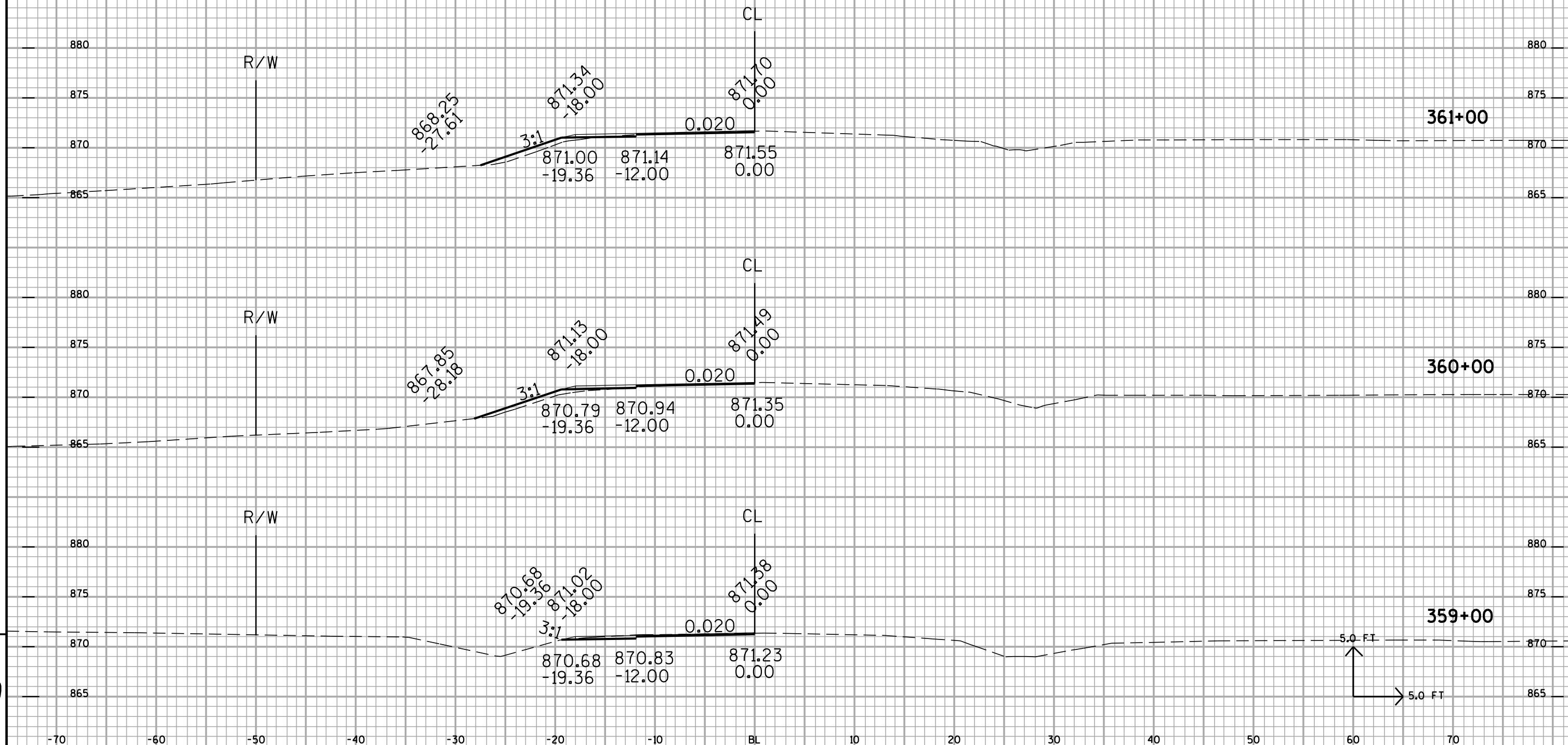
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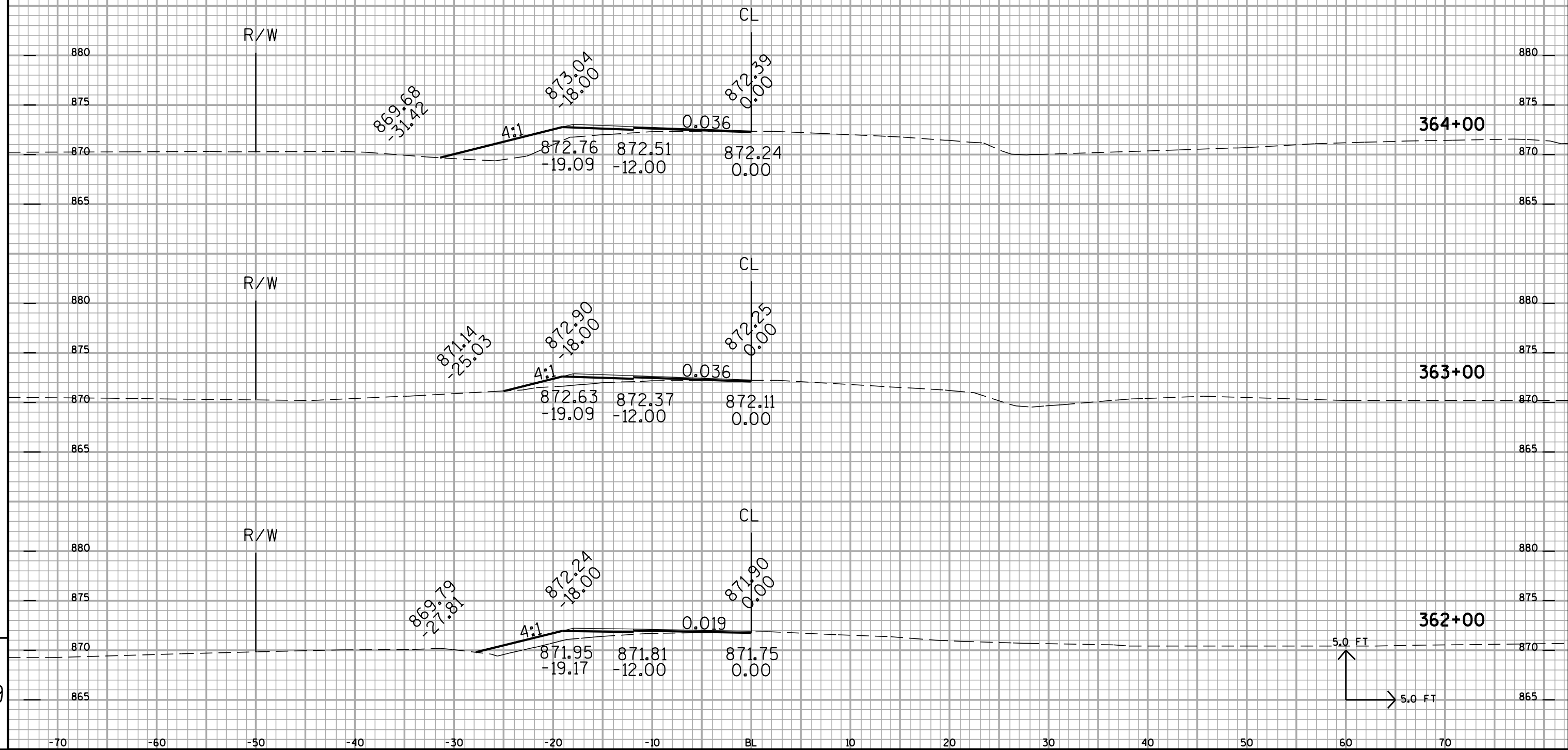


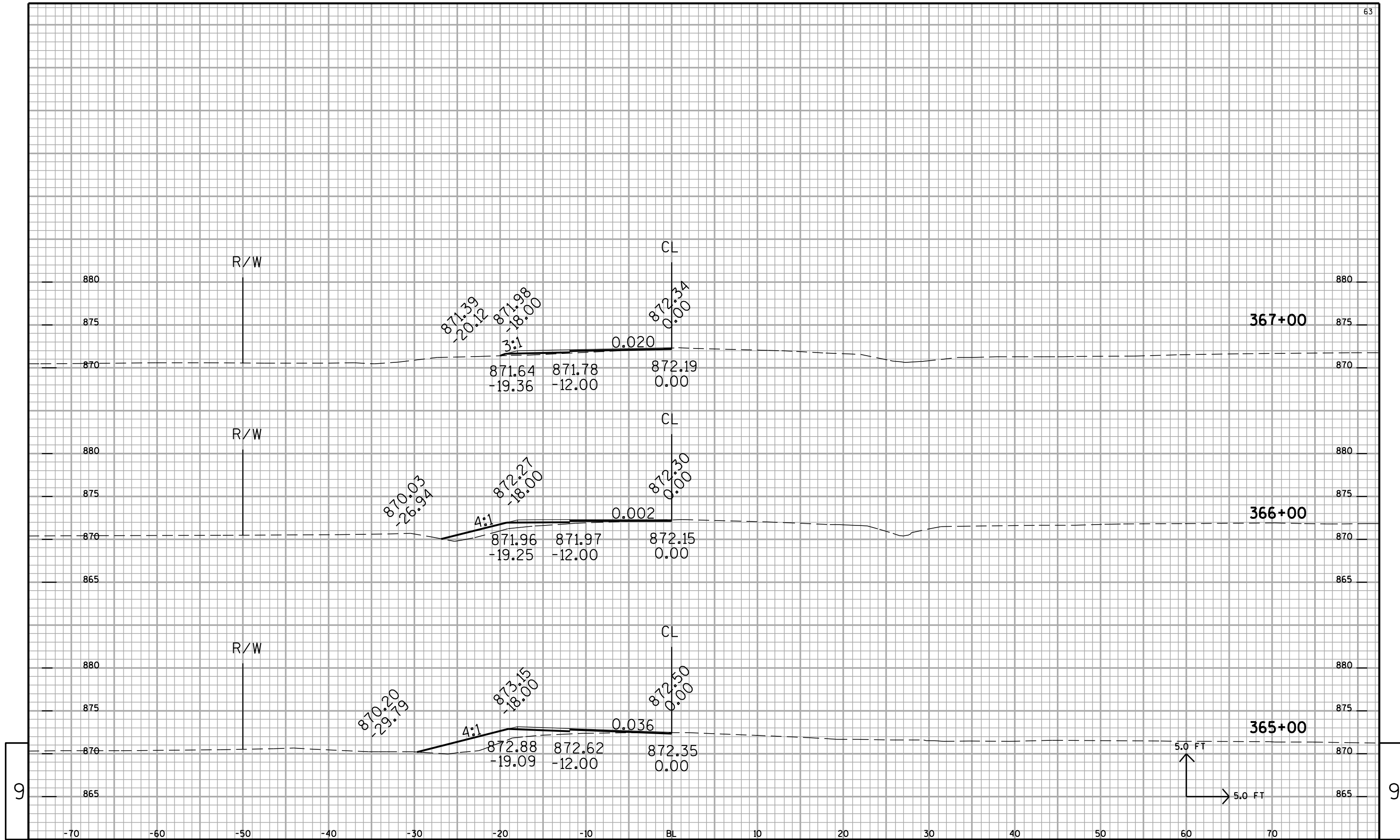
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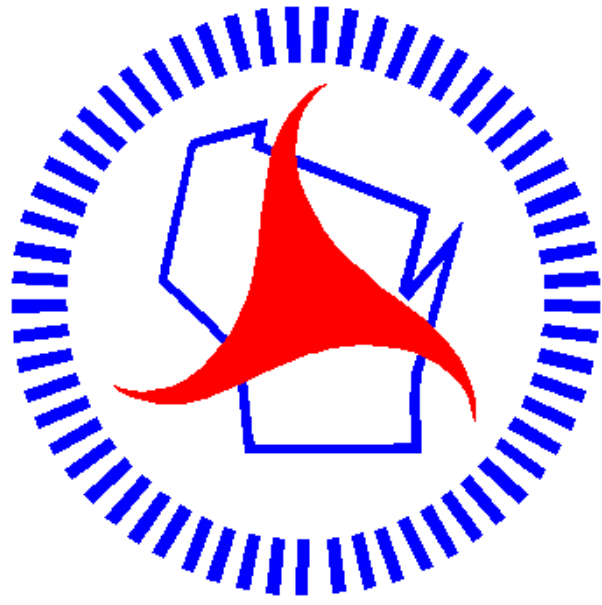




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Notes



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