

ORDER OF SHEETS

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

TOTAL SHEETS = 62



DESIGN DESIGNATION

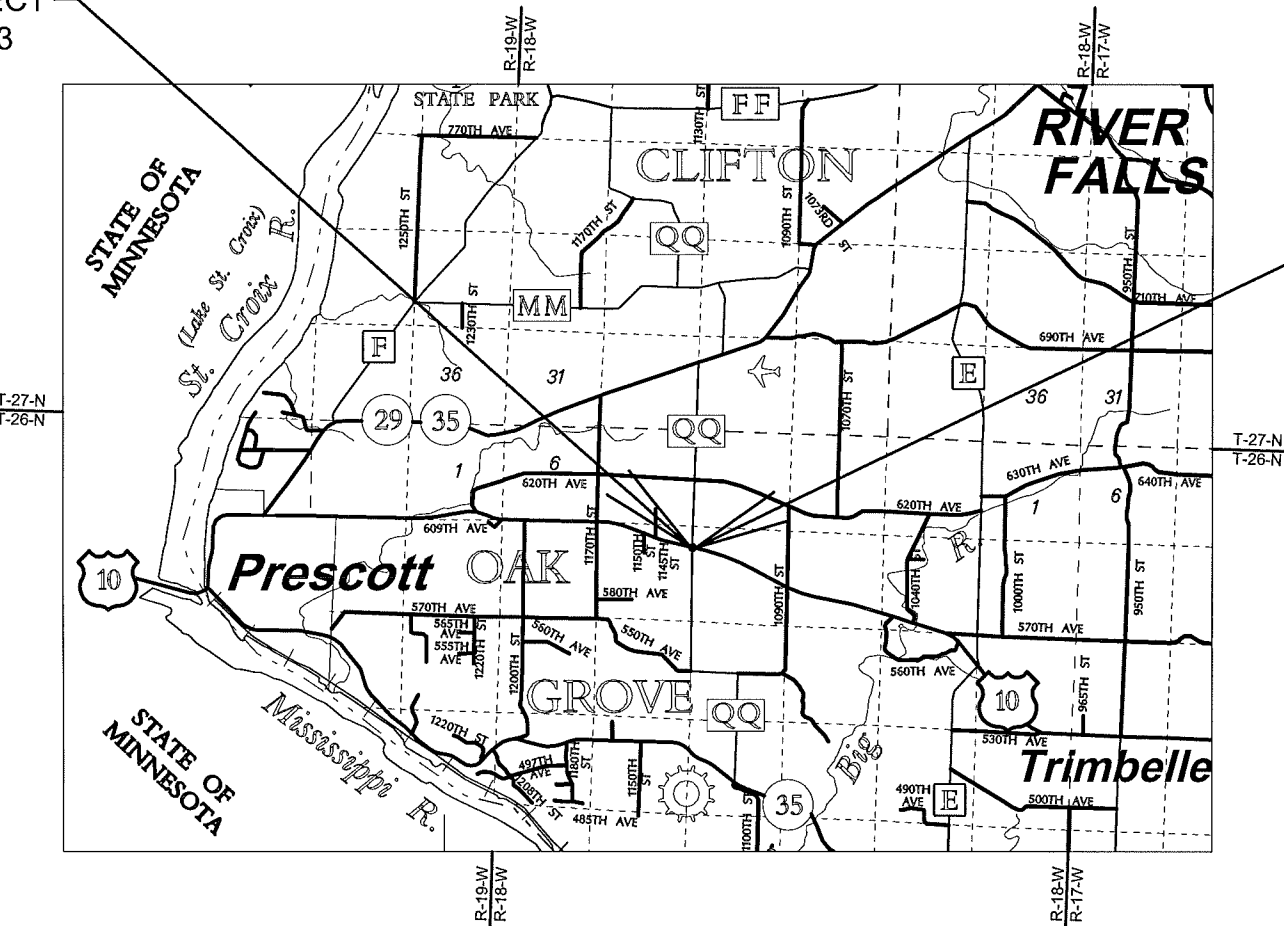
A.A.D.T. 2013	=	5050
A.A.D.T. 2033	=	7500
D.H.V.	=	N/A
D.D.	=	N/A
T.	=	N/A
DESIGN SPEED	=	60 MPH
ESALS	=	N/A

CONVENTIONAL SYMBOLS

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

PROFILE	
GRADE LINE	
ORIGINAL GROUND	
MARSH OR ROCK PROFILE (To be noted as such)	
SPECIAL DITCH	
GRADE ELEVATION	
CULVERT (Profile View)	
UTILITIES	
ELECTRIC	
FIBER OPTIC	
GAS	
SANITARY SEWER	
STORM SEWER	
TELEPHONE	
WATER	
UTILITY PEDESTAL	
POWER POLE	
TELEPHONE POLE	

BEGIN PROJECT
STA.114+91.43
X = 427031.85
Y = 327175.99



END PROJECT
STA. 117+41.82

LAYOUT
SCALE 0 1 MILE

TOTAL NET LENGTH OF CENTERLINE = 0.047 MI.

"COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), PIERCE COUNTY."

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
PLAN OF PROPOSED IMPROVEMENT
PRESCOTT - ELLSWORTH
CTH QQ INTERSECTION
USH 10
PIERCE COUNTY

STATE PROJECT NUMBER
1530-01-74

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1530-01-74	WISC 2013386	1

ORIGINAL PLANS PREPARED BY

N.W.B.E.
NORTHERN WISCONSIN-BASED ENGINEERS, INC.

WISCONSIN
GARY T. COLBERT
E-51552
SPOONER, WIS.
PROFESSIONAL ENGINEER

DATE: April 24, 2013

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	NWBE, INC.
Designer	G. COLBERT
Project Manager	W. MAVES
Regional Examiner	DAN OJIBWAY
Regional Supervisor	RICK SHERMO
C.O. Examiner	

APPROVED FOR THE DEPARTMENT

DATE: 4/30/13
(Signature)

E

GENERAL NOTES

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

CURVE DATA IS BASED ON THE ARC DEFINITION. BEARINGS SHOWN ON THE PLAN ARE GRID BEARINGS AND ARE TO THE NEAREST SECOND.

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

THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS SHOWN ON THE PLAN ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. COORDINATE CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGER'S HOTLINE AND/OR A DIRECT CALL TO UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGER'S HOTLINE.

VERTICAL SAWCUTS SHALL BE MADE THROUGH ALL EXISTING PAVEMENTS AT REMOVAL LIMITS.

SHRINKAGE OF EARTHWORK IS VARIABLE AND IS ESTIMATED AT 25% IN THE YARDAGE SUMMARY. EXCAVATION BELOW SUBGRADE (EBS) IS ESTIMATED AND MAY VARY AS DIRECTED BY THE ENGINEER.

3-INCH ASPHALTIC SURFACE PAVEMENT SHALL BE CONSTRUCTED IN TWO LAYERS WITH A 1 1/2-INCH LOWER LAYER AND A 1 1/2-INCH UPPER LAYER.

RADIUS DIMENSIONS AS SHOWN ON THE PLAN ARE TO THE EDGE OF PAVEMENT. ELEVATIONS SHOWN ON INTERSECTION DETAIL SHEETS ARE AT THE EDGE OF PAVEMENT.

RESTORE SIDE ROAD INTERSECTIONS, DRIVEWAYS, AND OTHER ENTRANCES TO EXISTING SURFACE CONDITIONS UNLESS SHOWN OTHERWISE ON THE PLAN. EXACT LOCATION AND THE LIMITS OF PRIVATE ENTRANCES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

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

SILT FENCE SHALL BE PLACED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER, AND IT SHALL BE INSTALLED PRIOR TO CONSTRUCTION.

THE EROSION CONTROL FEATURES AS SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND APPROVED BY THE ENGINEER IN CONSULTATION WITH THE DNR.

EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.

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

STATIONING, DISTANCES AND OFFSETS FOR PROPOSED SIGNS SHOWN ON THE PLAN ARE APPROXIMATE. ACTUAL LOCATIONS OF SIGNS ARE TO BE COORDINATED IN THE FIELD WITH THE ENGINEER.



Call 811 3 Work Days Before You Dig
or Toll Free (800) 242-8511
Hearing Impaired TDD (800) 542-2289
www.DiggersHotline.com

UTILITIES

PIERCE-PEPIN COOPERATIVE SERVICES
ATTN: BRAD RISTOW
P.O. BOX 420
ELLSWORTH, WI 54011
PHONE (715) 273-2473
EMAIL: BRISTOW@PIERCEPEPIN.COM

CENTURYLINK
ATTN: BRUCE LARSON
20 SOUTH WILSON
RICE LAKE, WI 54868
PHONE (715) 234-5573
EMAIL: BRUCE.LARSON@CENTURYLINK.COM

XCEL ENERGY
ATTN: NANCY DOTSON
P.O. BOX 8
EAU CLAIRE, WI 54702
PHONE: (715) 737-1306
EMAIL: NANCY.J.DOTSON@XCELENERGY.COM

WISDOT CONTACT
WISCONSIN DEPARTMENT OF TRANSPORTATION
ATTN: WENDY MAVES
718 W. CLAIREMONT
EAU CLAIRE, WI 54701
PHONE (715) 836-3902
EMAIL: WENDY.MAVES@DOT.WI.GOV

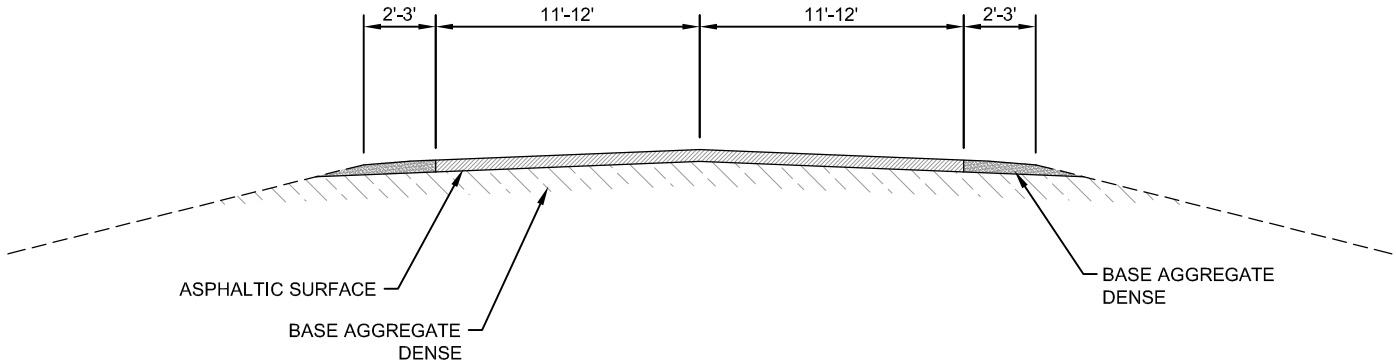
WDNR CONTACT
WISCONSIN DEPARTMENT OF NATURAL RESOURCES
ATTN: NICHOLAS SCHAFF - ENVIRONMENTAL ANALYSIS AND REVIEW SPECIALIST
1300 W. CLAIREMONT AVENUE
EAU CLAIRE, WI 54701
PHONE (715) 839-1609
EMAIL: NICHOLAS.SCHAFF@WISCONSIN.GOV

DESIGN CONTACT
NORTHERN WISCONSIN-BASED ENGINEERS (NWBE)
ATTN: GARY COLBERT, PE
P.O. BOX 328
HAYWARD, WI 54843
PHONE (715) 634-4334
EMAIL: GCOLBERT@CHEQNET.NET

PIERCE COUNTY CONTACT
PIERCE COUNTY HIGHWAY DEPARTMENT
CHAD JOHNSON - COMMISSIONER
621 CAIRNS STREET
P.O. BOX 780
ELLSWORTH, WI 54011
PHONE (715) 273-5096 EXT: 6791
FAX: (715) 273-6857
E-MAIL: CHAD.JOHNSON@CO.PIERCE.WI.US

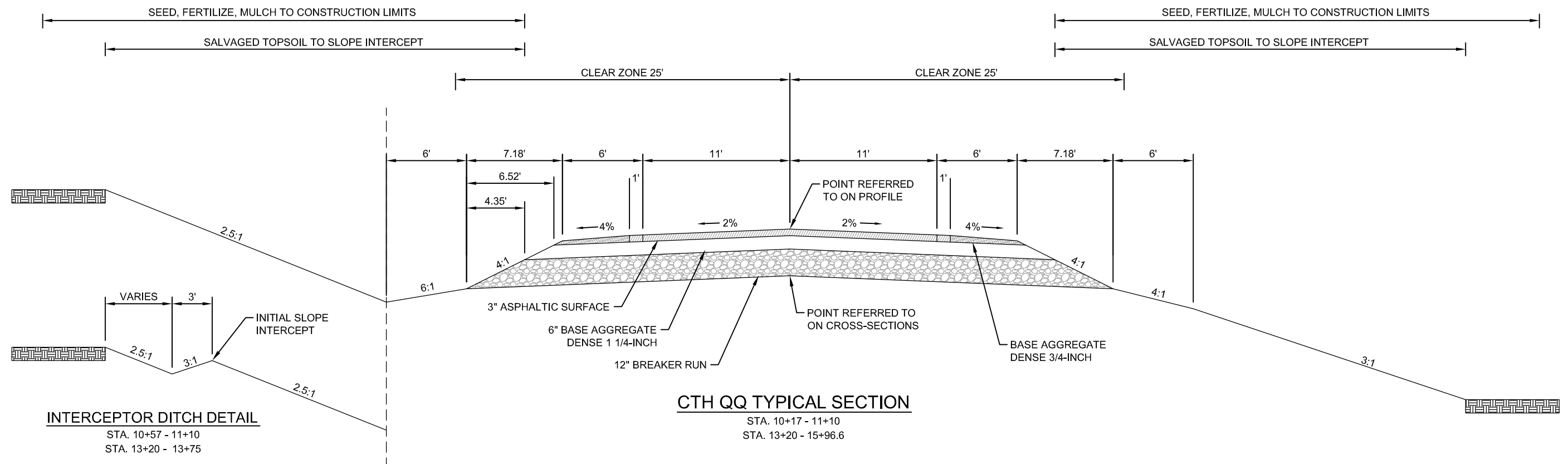
LIST OF STANDARD ABBREVIATIONS

ABUT.	ABUTMENT	L.H.F.	LEFT-HAND FORWARD
AGG.	AGGREGATE	L.F.	LINEAR FOOT
AH.	AHEAD	L.S.	LUMP SUM
AADT	ANNUAL AVERAGE DAILY TRAFFIC	MAX.	MAXIMUM
APPROX.	APPROXIMATE	MISC.	MISCELLANEOUS
A.E.W.	APRON END WALL	N.	NORTH
ASPH.	ASPHALTIC	Y	NORTH GRID COORDINATE
BK.	BACK	N.E.	NORTHEAST
BEG.	BEGIN	N.W.	NORTHWEST
B.M.	BENCH MARK	PAVT.	PAVEMENT
C/L OR $\frac{C}{L}$	CENTER LINE	P.C.	POINT OF CURVATURE
C.E.	COMMERCIAL ENTRANCE	P.I.	POINT OF INTERSECTION
CONC.	CONCRETE	P.T.	POINT OF TANGENCY
CONSTR.	CONSTRUCTION	P.O.T.	POINT ON TANGENT
CO.	COUNTY	P.E.	PRIVATE ENTRANCE
C.T.H.	COUNTY TRUNK HIGHWAY	PROJ.	PROJECT
X-SEC.	CROSS SECTION	R.	RANGE
CR.	CRUSHED	REQD.	REQUIRED
CULV.	CULVERT	R/L	REFERENCE LINE
C.P.	CULVERT PIPE	RT.	RIGHT
D.O.T.	DEPARTMENT OF TRANSPORTATION	R.H.F.	RIGHT-HAND FORWARD
D.H.V.	DESIGN HOUR VOLUME	R/W	RIGHT-OF-WAY
DIA.	DIAMETER	RD.	ROAD
DISCH. OR DIS.	DISCHARGE	SHLD.	SHOULDER
E.	EAST	S.	SOUTH
X	EAST GRID COORDINATE	S.D.D.	STANDARD DETAIL DRAWINGS
EB	EASTBOUND	S.T.H.	STATE TRUNK HIGHWAYS
EA.	EACH	STA.	STATION
ELEC.	ELECTRIC	STRUCT.	STRUCTURE
EL. OR ELEV.	ELEVATION	TEL.	TELEPHONE
ESALS	EQUIVALENT SINGLE AXLE LOADS	TEMP.	TEMPORARY
E.B.S.	EXCAVATION BELOW SUBGRADE	TN.	TOWN
EXIST.	EXISTING	T.	TRUCKS (PERCENT OF)
FERT.	FERTILIZE	TYP.	TYPICAL
F.E.	FIELD ENTRANCE	U.G.	UNDERGROUND
FIN.	FINISHED	VAR.	VARIABLE
F.L. OR $\frac{F}{L}$	FLOW LINE	V.	VELOCITY OR DESIGN SPEED
HORIZ.	HORIZONTAL	V.C.	VERTICAL CURVE
INL.	INLET	W.	WEST
INT.	INTERSECTION	WB	WESTBOUND
INV.	INVERT	W.A.	WORKING DAY
LT.	LEFT	WZ	WORK ZONE

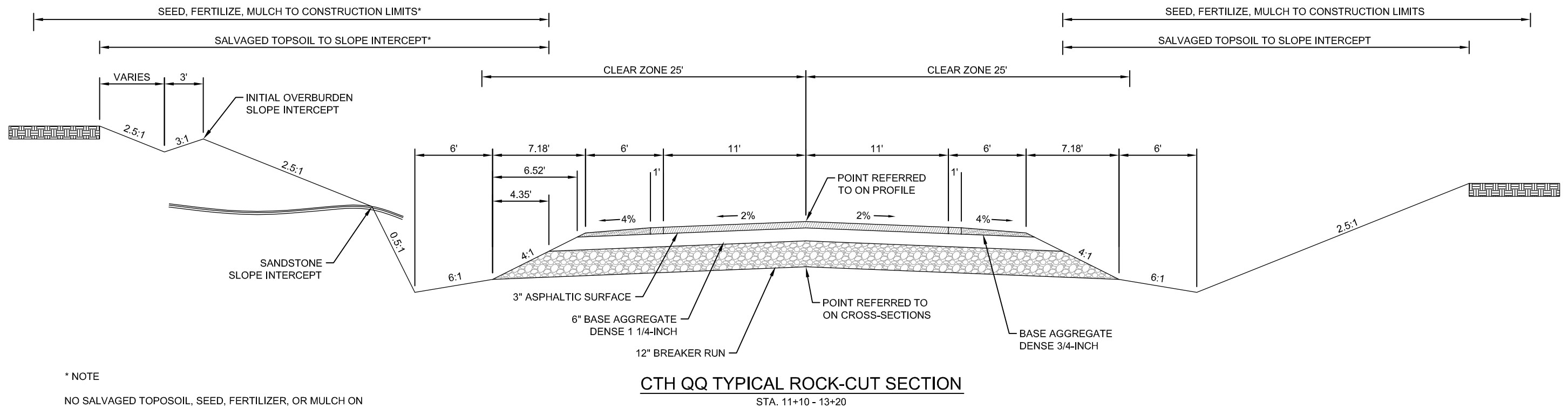


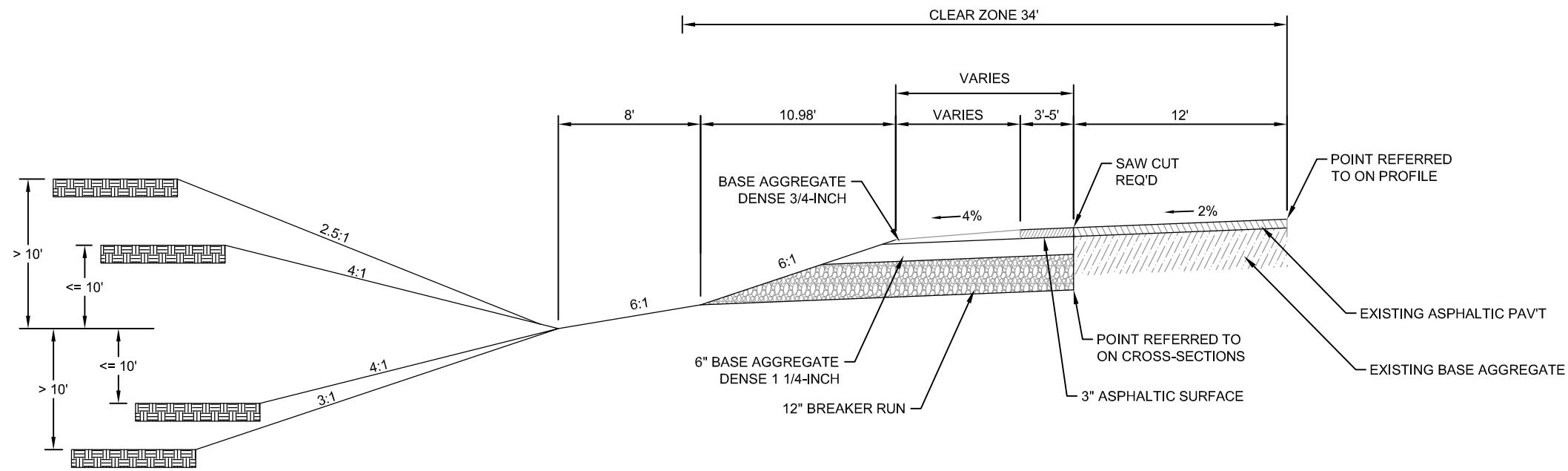
EXISTING CTH QQ TYPICAL SECTION

2

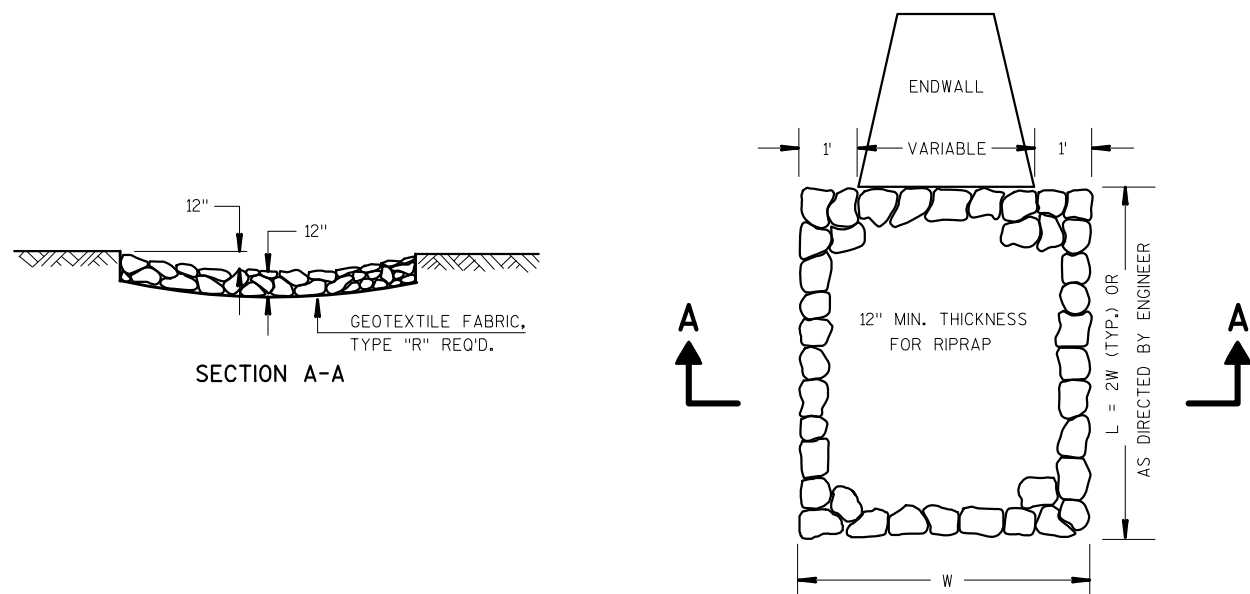


2





USH 10 TYPICAL HALF SECTION
STA. 114+91.4 - 117+41.8

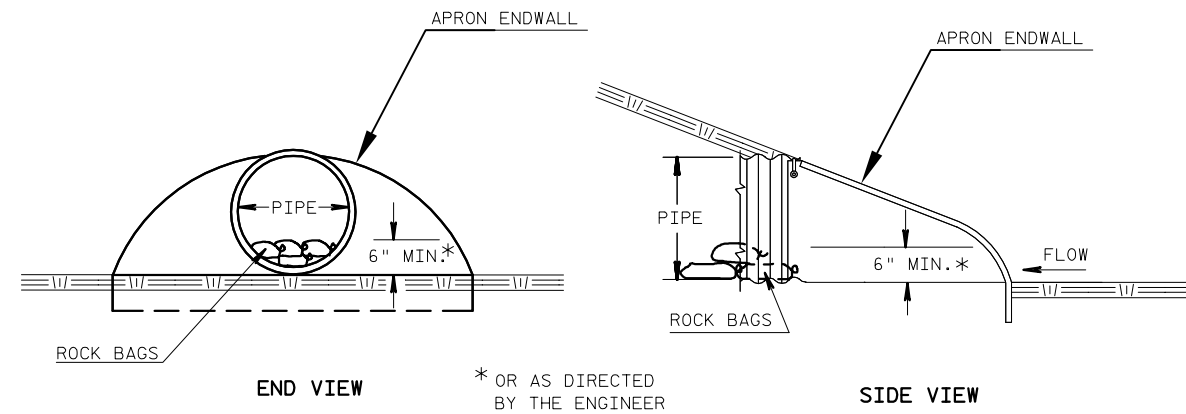


RIPRAP TREATMENT AT CULVERTS

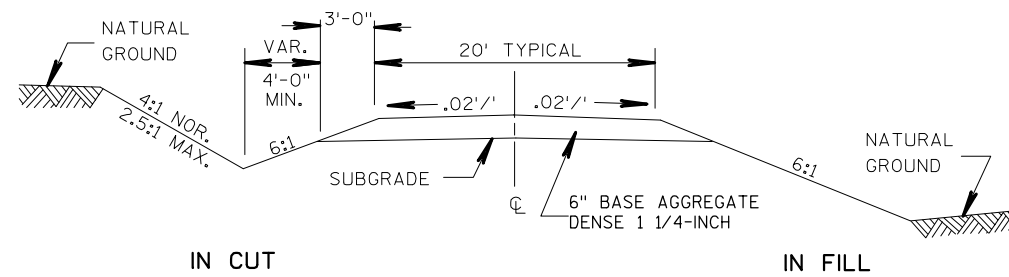
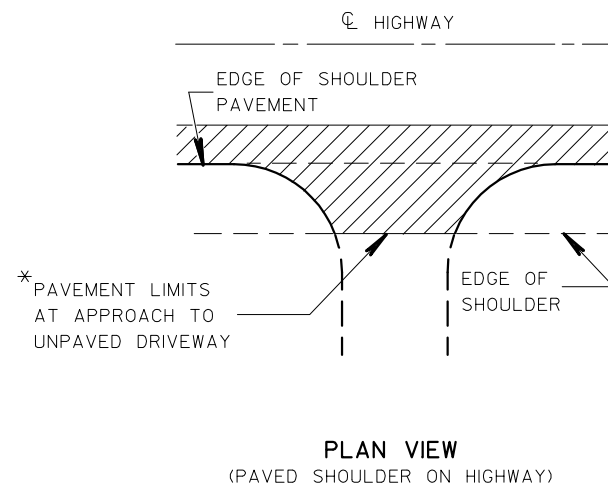
RUNOFF COEFFICIENT TABLE

	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 = 1.58 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 1.30 CRES



CULVERT PIPE CHECKS

TYPICAL CROSS SECTION FOR PRIVATE
DRIVE OR FIELD ENTRANCE

RURAL DRIVEWAY INTERSECTION DETAIL

*WHERE DRIVEWAY IS PAVED, APPROACH PAVEMENT SHOULD
BE EXTENDED TO MATCH DRIVEWAY PAVEMENT.

PROJECT NO: 1530-01-74

HWY: USH 10

COUNTY: PIERCE

CONSTRUCTION DETAILS

SHEET

/

E

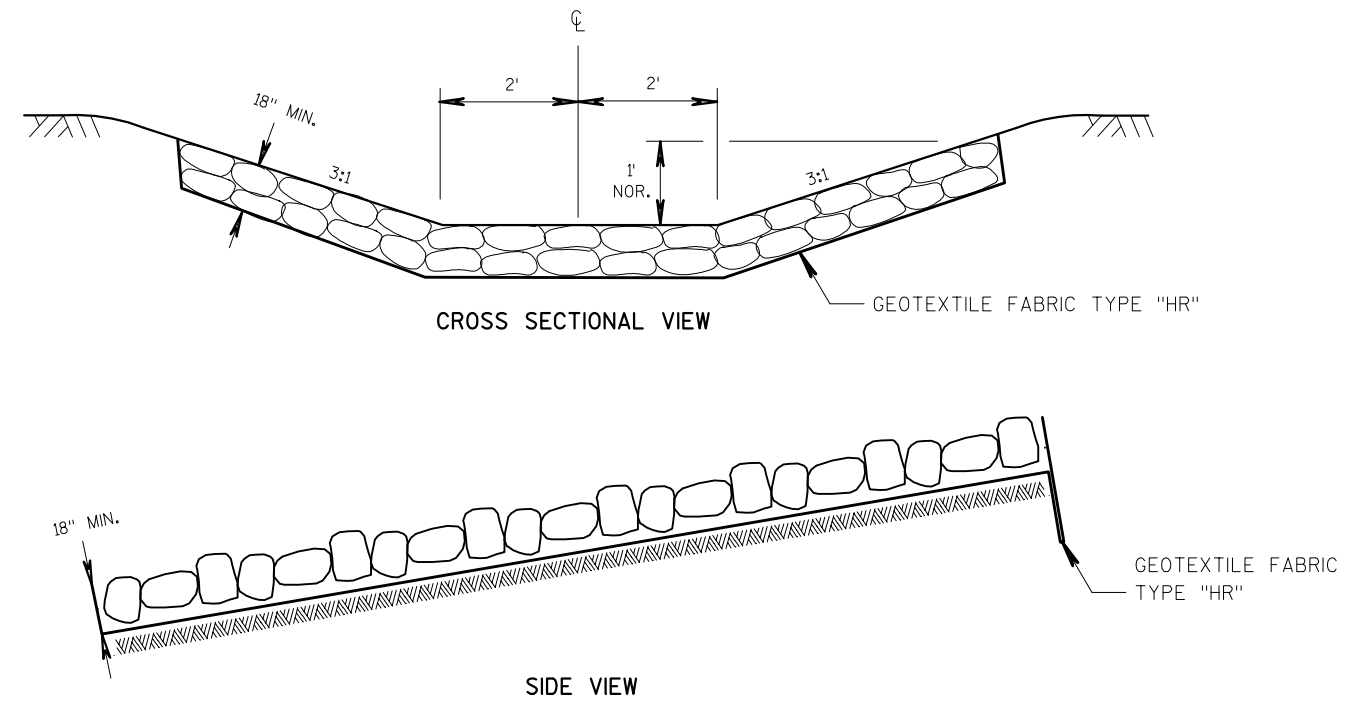
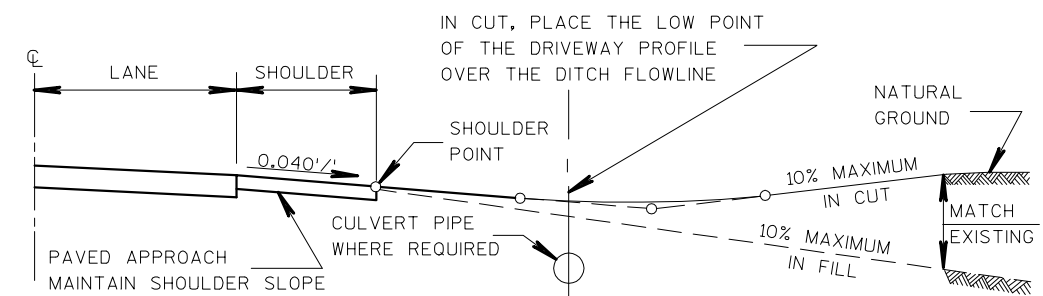
FILE NAME : W:\NWBE_PROJECTS\DESIGN\1115_CTH_00\C3D\021001_CD.DWG

PLOT DATE : 10/1/2012 10:51 AM

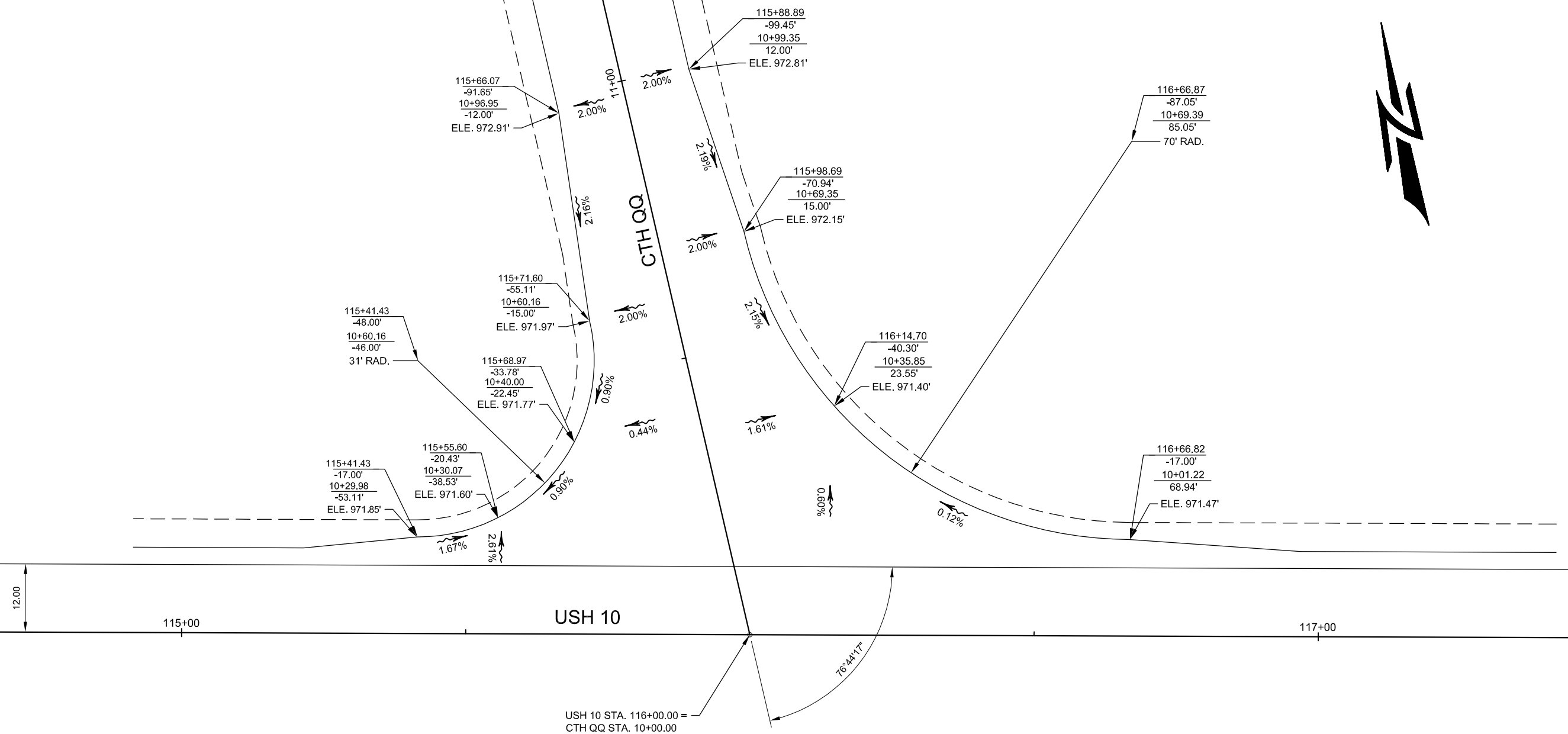
PLOT BY : GARY COLBERT

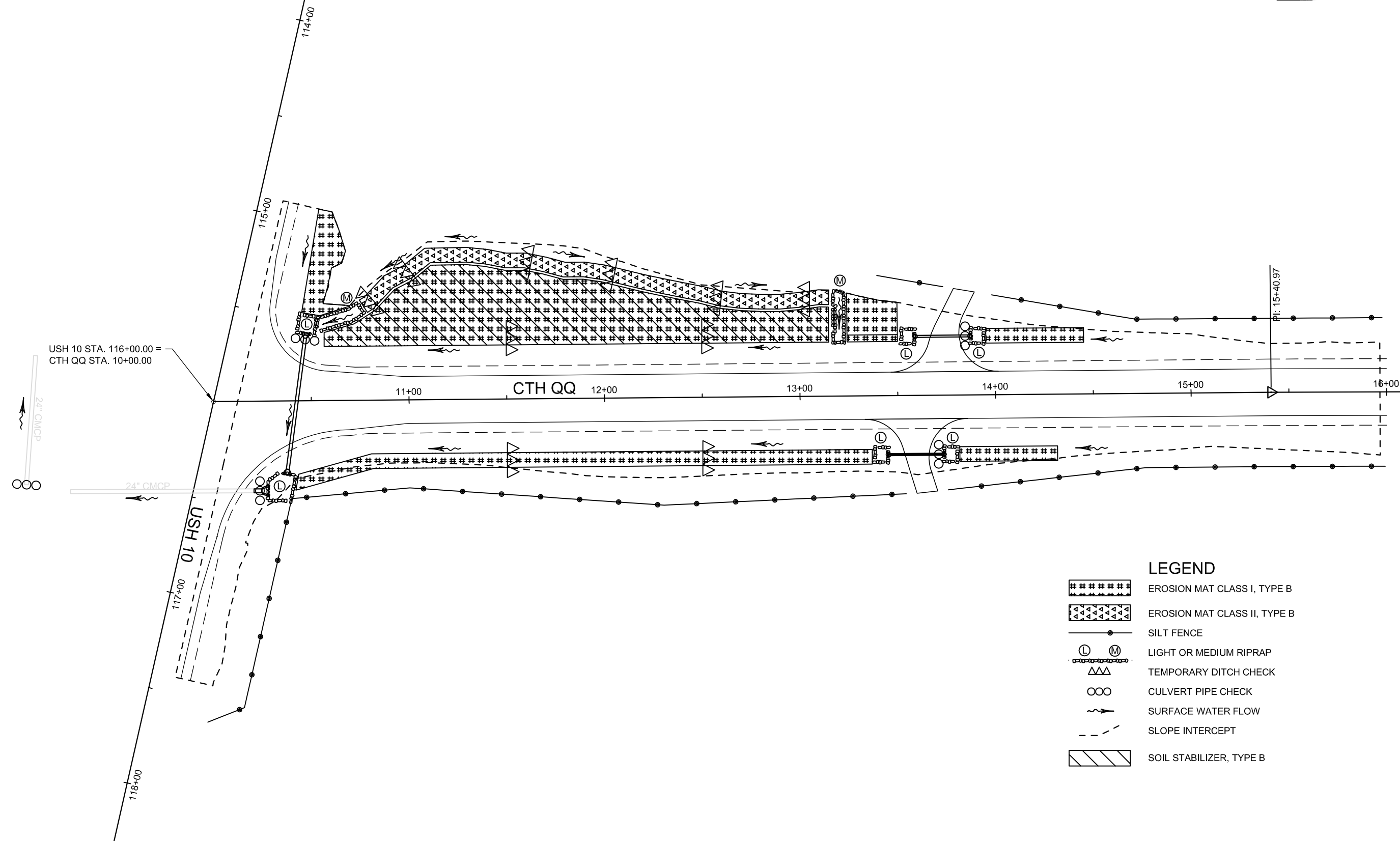
PLOT NAME : _____

WISDOT/CADDs SHEET 42

DETAIL FOR RIPRAP MEDIUM FLUME
AND GEOTEXTILE FABRICSTA. 10+53 - 10+77 LT
STA. 13+20 LT

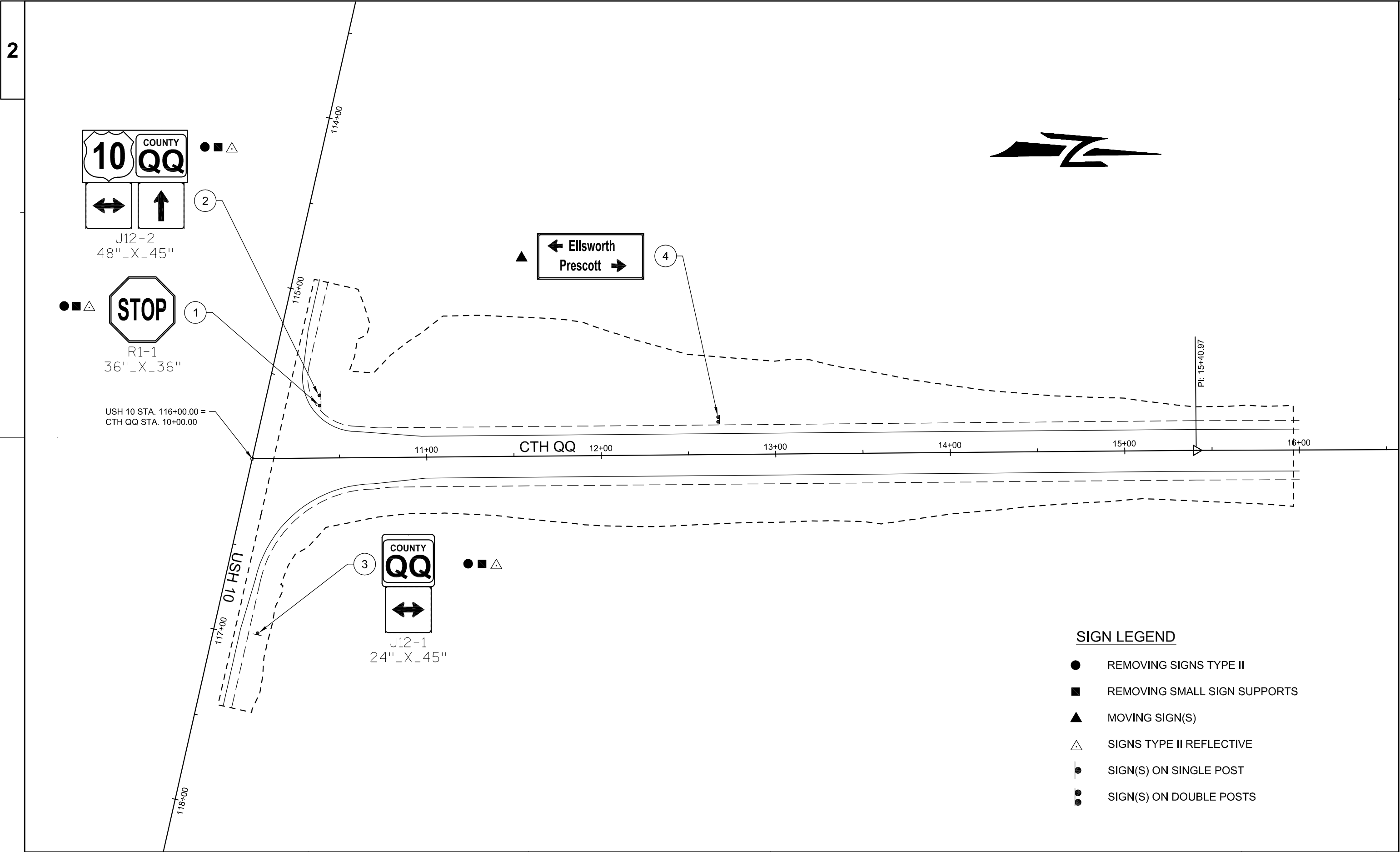
TYPICAL DRIVEWAY PROFILES

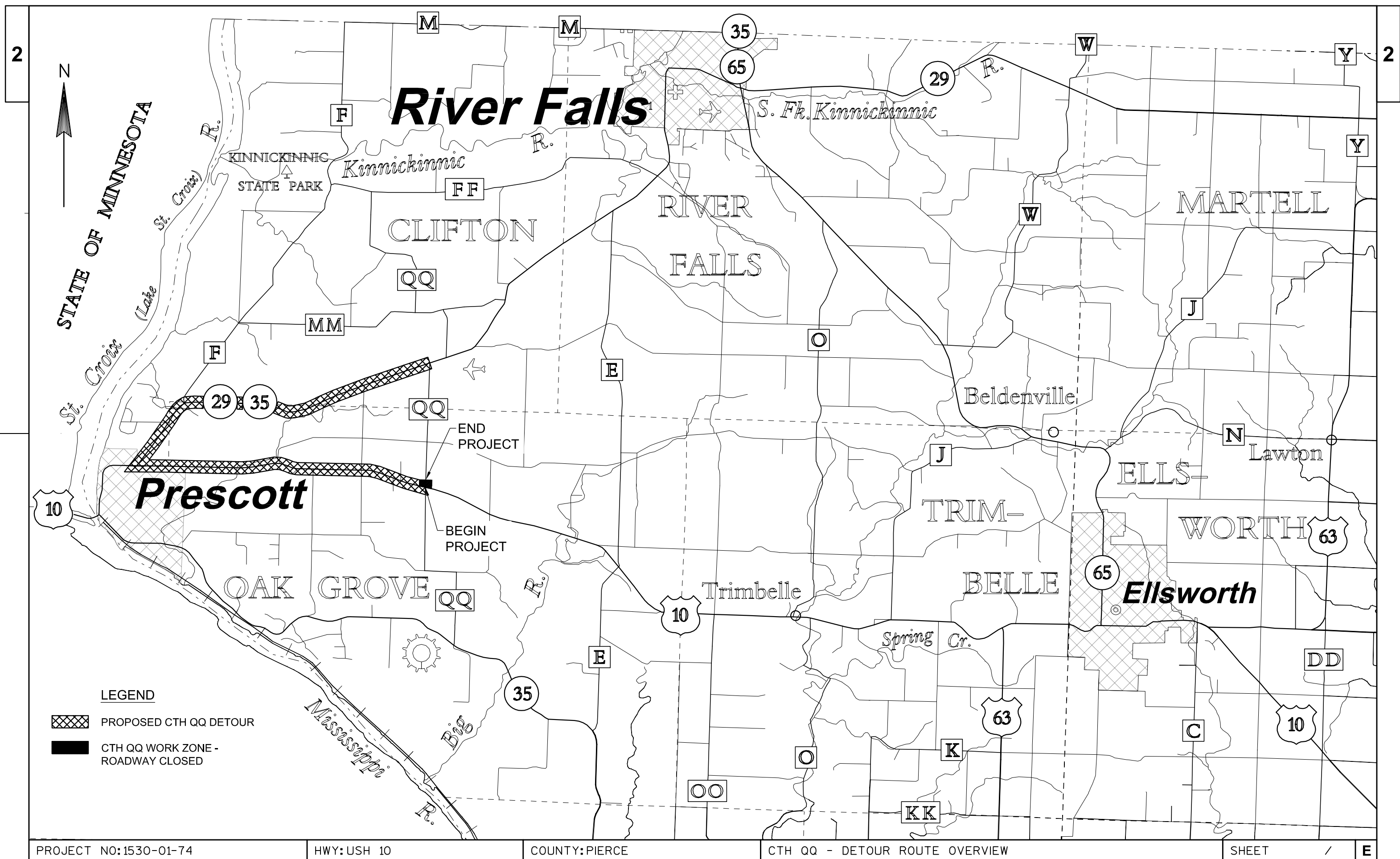


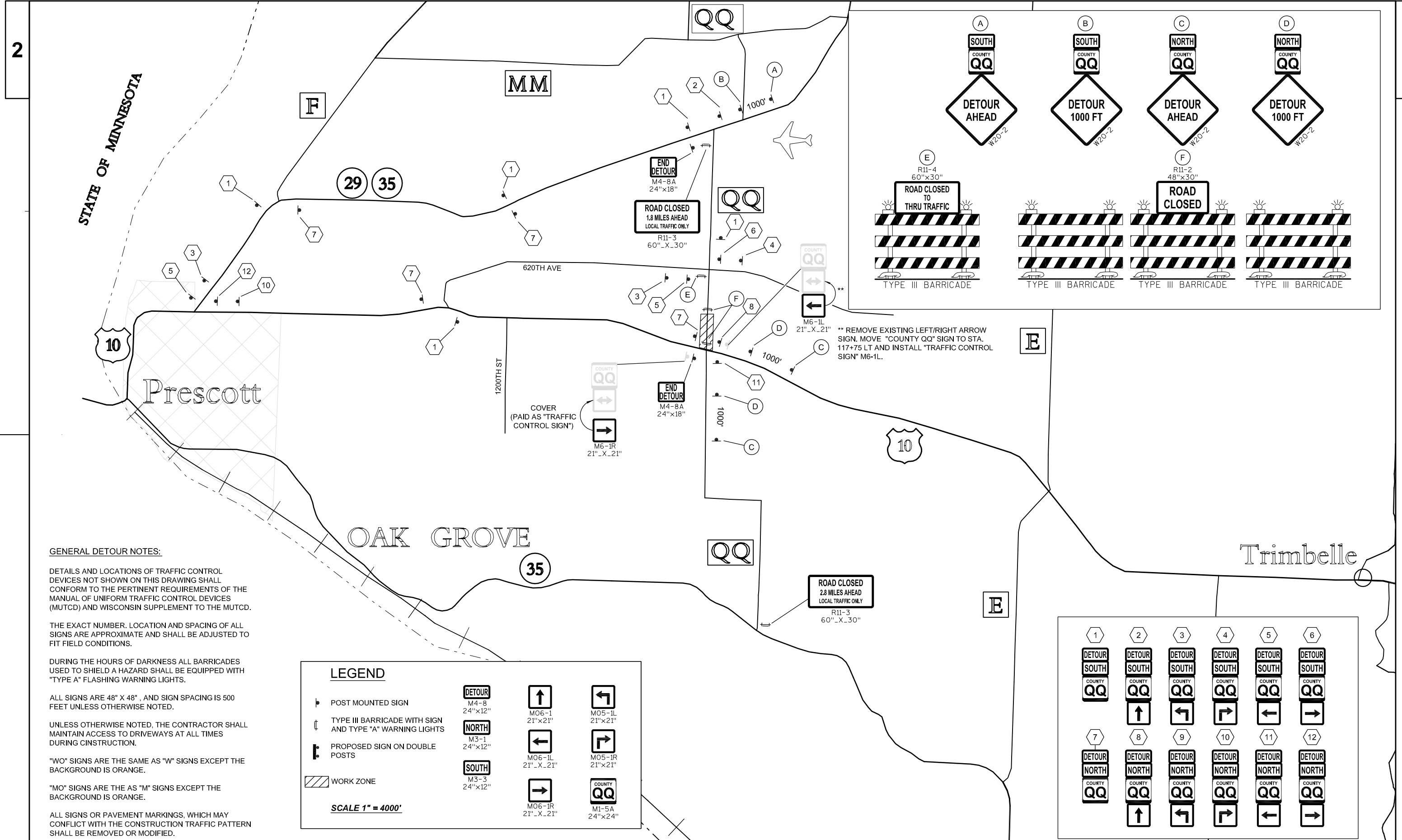


LEGEND

- ***** EROSION MAT CLASS I, TYPE B
- ▲▲▲▲ EROSION MAT CLASS II, TYPE B
- SILT FENCE
- Ⓛ Ⓜ LIGHT OR MEDIUM RIPRAP
- ▲▲▲ TEMPORARY DITCH CHECK
- ⓄⓄ CULVERT PIPE CHECK
- ~ SURFACE WATER FLOW
- - - SLOPE INTERCEPT
- /// SOIL STABILIZER, TYPE B







GENERAL DETOUR NOTES:

DETAILS AND LOCATIONS OF TRAFFIC CONTROL DEVICES NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND WISCONSIN SUPPLEMENT TO THE MUTCD.

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

DURING THE HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH "TYPE A" FLASHING WARNING LIGHTS.

ALL SIGNS ARE 48" X 48", AND SIGN SPACING IS 500 FEET UNLESS OTHERWISE NOTED.

UNLESS OTHERWISE NOTED, THE CONTRACTOR SHALL MAINTAIN ACCESS TO DRIVEWAYS AT ALL TIMES DURING CONSTRUCTION.

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

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

ALL SIGNS OR PAVEMENT MARKINGS, WHICH MAY CONFLICT WITH THE CONSTRUCTION TRAFFIC PATTERN SHALL BE REMOVED OR MODIFIED.

LEGEND

- POST MOUNTED SIGN
- TYPE III BARRICADE WITH SIGN AND TYPE "A" WARNING LIGHTS
- PROPOSED SIGN ON DOUBLE POSTS

WORK ZONE

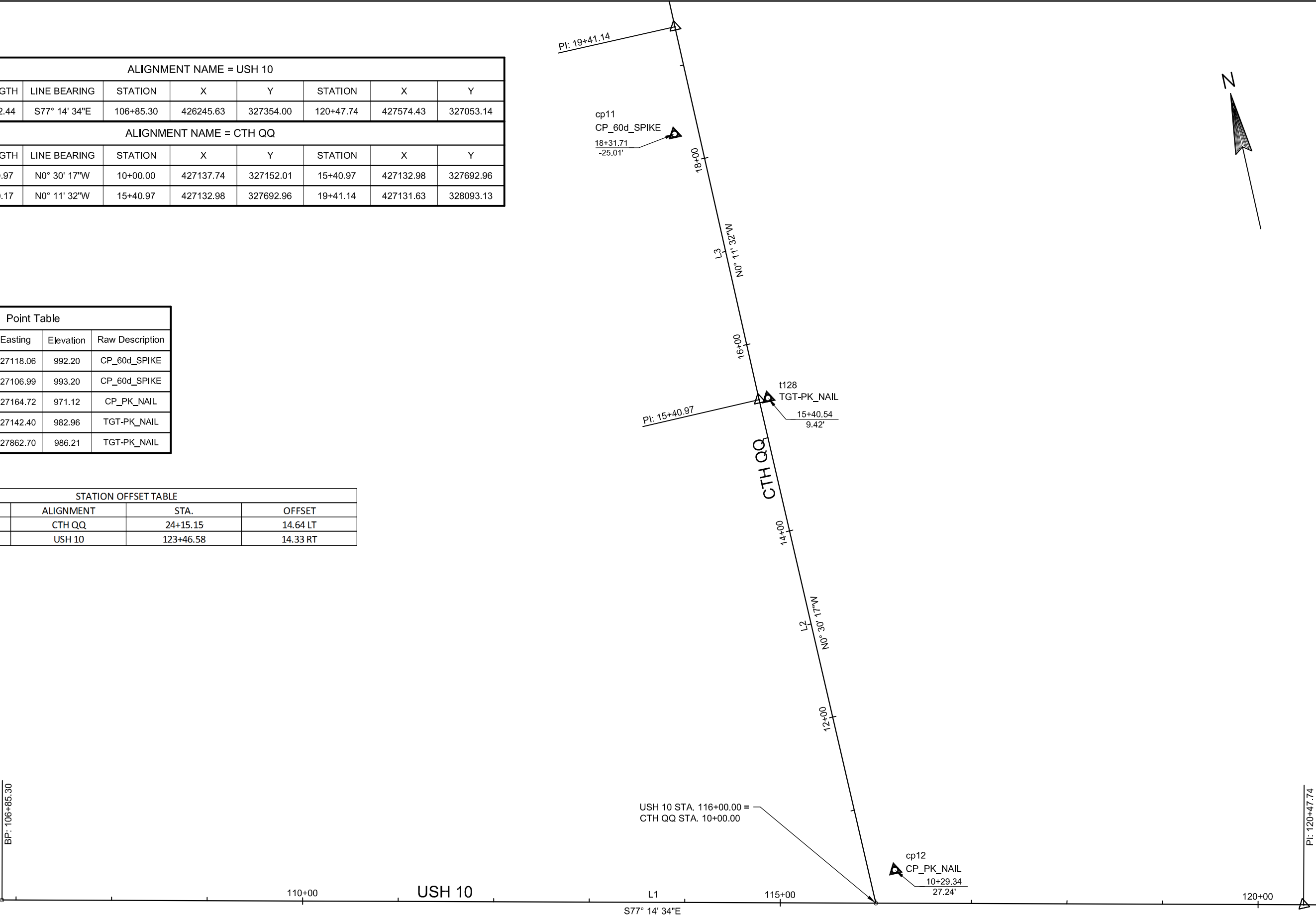
SCALE 1" = 4000'

DETOUR M4-8 24"x12"	↑ M06-1 21"x21"	↶ M05-1L 21"x21"
NORTH M3-1 24"x12"	← M06-1L 21"x21"	↷ M05-1R 21"x21"
SOUTH M3-3 24"x12"	→ M06-1R 21"x21"	COUNTY QQ M1-5A 24"x24"

ALIGNMENT NAME = USH 10								
SEGMENT ID	LENGTH	LINE BEARING	STATION	X	Y	STATION	X	Y
L1	1362.44	S77° 14' 34"E	106+85.30	426245.63	327354.00	120+47.74	427574.43	327053.14
ALIGNMENT NAME = CTH QQ								
SEGMENT ID	LENGTH	LINE BEARING	STATION	X	Y	STATION	X	Y
L2	540.97	N0° 30' 17"W	10+00.00	427137.74	327152.01	15+40.97	427132.98	327692.96
L3	400.17	N0° 11' 32"W	15+40.97	427132.98	327692.96	19+41.14	427131.63	328093.13

Point Table				
Point #	Northing	Easting	Elevation	Raw Description
cp10	328567.17	427118.06	992.20	CP_60d_SPIKE
cp11	327983.62	427106.99	993.20	CP_60d_SPIKE
cp12	327181.59	427164.72	971.12	CP_PK_NAIL
t128	327692.61	427142.40	982.96	TGT-PK_NAIL
t129	326973.07	427862.70	986.21	TGT-PK_NAIL

STATION OFFSET TABLE			
POINT #	ALIGNMENT	STA.	OFFSET
cp10	CTH QQ	24+15.15	14.64 LT
t129	USH 10	123+46.58	14.33 RT



DATE 22MAY13		E S T I M A T E O F Q U A N T I T I E S			
LINE		1530-01-74			
NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0010	201.0105	CLEARING	STA	5.000	5.000
0020	201.0205	GRUBBING	STA	5.000	5.000
0030	203.0100	REMOVING SMALL PIPE CULVERTS	EACH	2.000	2.000
0040	205.0100	EXCAVATION COMMON	CY	5,900.000	5,900.000
0050	205.0200	EXCAVATION ROCK	CY	474.000	474.000
0060	209.0100	BACKFILL GRANULAR	CY	130.000	130.000
0070	213.0100	FINISHING ROADWAY (PROJECT) 01. 1530-01-74	EACH	1.000	1.000
0080	305.0110	BASE AGGREGATE DENSE 3/4-INCH	TON	123.000	123.000
0090	305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	1,079.000	1,079.000
0100	311.0110	BREAKER RUN	TON	2,198.000	2,198.000
0110	455.0605	TACK COAT	GAL	46.000	46.000
0120	465.0105	ASPHALTIC SURFACE	TON	304.000	304.000
0130	465.0120	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	TON	16.000	16.000
0140	520.0115	CULVERT PIPE CLASS III 15-INCH	LF	52.000	52.000
0150	520.0124	CULVERT PIPE CLASS III 24-INCH	LF	4.000	4.000
0160	520.0318	CULVERT PIPE CLASS IV 18-INCH	LF	68.000	68.000
0170	520.1015	APRON ENDWALLS FOR CULVERT PIPE 15-INCH	EACH	4.000	4.000
0180	520.1018	APRON ENDWALLS FOR CULVERT PIPE 18-INCH	EACH	2.000	2.000
0190	520.1024	APRON ENDWALLS FOR CULVERT PIPE 24-INCH	EACH	1.000	1.000
0200	606.0100	RIPRAP LIGHT	CY	17.000	17.000
0210	606.0200	RIPRAP MEDIUM	CY	16.000	16.000
0220	618.0100	MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 01. 1530-01-74	EACH	1.000	1.000
0230	619.1000	MOBILIZATION	EACH	1.000	1.000
0240	624.0100	WATER	MGAL	11.000	11.000
0250	625.0500	SALVAGED TOPSOIL	SY	2,341.000	2,341.000
0260	627.0200	MULCHING	SY	9,039.000	9,039.000
0270	628.1504	SILT FENCE	LF	1,550.000	1,550.000
0280	628.1520	SILT FENCE MAINTENANCE	LF	1,550.000	1,550.000
0290	628.1905	MOBILIZATIONS EROSION CONTROL	EACH	3.000	3.000
0300	628.1910	MOBILIZATIONS EMERGENCY EROSION CONTROL	EACH	1.000	1.000
0310	628.2004	EROSION MAT CLASS I TYPE B	SY	1,628.000	1,628.000
0320	628.2023	EROSION MAT CLASS II TYPE B	SY	349.000	349.000
0330	628.6510	SOIL STABILIZER TYPE B	ACRE	0.230	0.230
0340	628.7504	TEMPORARY DITCH CHECKS	LF	120.000	120.000
0350	628.7555	CULVERT PIPE CHECKS	EACH	25.000	25.000
0360	629.0210	FERTILIZER TYPE B	CWT	6.700	6.700
0370	630.0110	SEEDING MIXTURE NO. 10	LB	114.000	114.000
0380	630.0200	SEEDING TEMPORARY	LB	291.000	291.000
0390	633.5100	MARKERS ROW	EACH	10.000	10.000
0400	633.5200	MARKERS CULVERT END	EACH	3.000	3.000
0410	634.0614	POSTS WOOD 4X6-INCH X 14-FT	EACH	3.000	3.000
0420	637.0202	SIGNS REFLECTIVE TYPE II	SF	31.500	31.500
0430	638.2102	MOVING SIGNS TYPE II	EACH	2.000	2.000
0440	638.2602	REMOVING SIGNS TYPE II	EACH	7.000	7.000
0450	638.3000	REMOVING SMALL SIGN SUPPORTS	EACH	3.000	3.000
0460	642.5001	FIELD OFFICE TYPE B	EACH	1.000	1.000
0470	643.0100	TRAFFIC CONTROL (PROJECT) 01. 1530-01-74	EACH	1.000	1.000
0480	643.0300	TRAFFIC CONTROL DRUMS	DAY	234.000	234.000
0490	643.0420	TRAFFIC CONTROL BARRICADES TYPE III	DAY	549.000	549.000
0500	643.0705	TRAFFIC CONTROL WARNING LIGHTS TYPE A	DAY	1,098.000	1,098.000
0510	643.0900	TRAFFIC CONTROL SIGNS	DAY	523.000	523.000

DATE 22MAY13			E S T I M A T E O F Q U A N T I T I E S		
LINE			1530-01-74		
NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0520	643.2000	TRAFFIC CONTROL DETOUR (PROJECT) 01.	EACH	1.000	1.000
		1530-01-74			
0530	643.3000	TRAFFIC CONTROL DETOUR SIGNS	DAY	5,429.000	5,429.000
0540	645.0120	GEOTEXTILE FABRIC TYPE HR	SY	53.000	53.000
0550	645.0130	GEOTEXTILE FABRIC TYPE R	SY	67.000	67.000
0560	646.0900.S	PAVEMENT MARKING LATE SEASON	LF	2,505.000	2,505.000
0570	647.0563	PAVEMENT MARKING STOP LINE PAINT 18-INCH	LF	33.000	33.000
0580	650.4500	CONSTRUCTION STAKING SUBGRADE	LF	710.000	710.000
0590	650.5000	CONSTRUCTION STAKING BASE	LF	710.000	710.000
0600	650.6000	CONSTRUCTION STAKING PIPE CULVERTS	EACH	4.000	4.000
0610	650.9910	CONSTRUCTION STAKING SUPPLEMENTAL	LS	1.000	1.000
		CONTROL (PROJECT) 01. 1530-01-74			
0620	650.9920	CONSTRUCTION STAKING SLOPE STAKES	LF	710.000	710.000
0630	690.0150	SAWING ASPHALT	LF	301.000	301.000
0640	SPV.0060	SPECIAL 01. REMOVING APRON ENDWALLS	EACH	1.000	1.000
0650	SPV.0090	SPECIAL 01. CONSTRUCTION STAKING	LF	710.000	710.000
		BREAKER RUN			

CLEARING AND GRUBBING

				201.0105	201.0205
				CLEARING	GRUBBING
STATION	-	STATION	LOCATION	STA.	STA
10+12	-	15+00	CTH QQ	5	5

REMOVING SMALL PIPE CULVERTS

		203.0100	SPV.0060.01
		REMOVING SMALL PIPE	REMOVING APRON
		CULVERTS	ENDWALLS
STATION	LOCATION	EACH	EACH
116+39	USH 10, 34.2' LT	-	1
10+43	CTH QQ	1	-
14+51	CTH QQ	1	-
TOTAL		2	1

BASE AGGREGATE DENSE 3/4-INCH

					305.0110
					BASE AGGREGATE DENSE
					3/4-INCH
STATION	-	STATION	LOCATION		TON
114+91.4	-	115+41.4	USH 10	SHLD LT	3.3
116+66.8	-	117+41.8	USH 10	SHLD LT	5.0
10+30.0	-	10+60.2	CTH QQ	SHLD LT	3.7
10+60.2	-	10+97.0	CTH QQ	SHLD LT	3.0
10+97.0	-	15+96.6	CTH QQ	SHLD LT	49.7
10+01.2	-	10+69.4	CTH QQ	SHLD RT	5.9
10+69.4	-	10+99.4	CTH QQ	SHLD RT	2.5
10+99.4	-	15+96.6	CTH QQ	SHLD RT	49.5
TOTAL					123

CULVERT PIPE

			520.0115	520.0318	520.0124	520.1015	520.1018	520.1024				633.5200	650.6000
			CULVERT PIPE	CULVERT PIPE	CULVERT PIPE	APRON ENDWALLS FOR	APRON ENDWALLS FOR	APRON ENDWALLS FOR	INLET INVERT	DISCH. INVERT	SLOPE	MARKERS	CONSTRUCTION STAKING
			CLASS III 15-INCH*	CLASS IV 18-INCH*	CLASS III 24-INCH**	CULVERT PIPE 15-INCH	CULVERT PIPE 18-INCH	CULVERT PIPE 24-INCH	ELEVATION	ELEVATION	%	CULVERT END	PIPE CULVERTS
STATION	LOCATION		LF	LF	LF	EACH	EACH	EACH	FT	FT		EACH	EACH
116+39.0	USH 10	34.2' LT	-	-	4	-	-	1	967.74	967.74	0.00	1	1
10+42.6	CTH QQ	CENTERLINE	-	68	-	-	2	-	968.32	967.74	0.85	2	1
10+60.0	CTH QQ	PE 30.2' RT	26	-	-	2	-	-	974.55	974.09	0.68	-	1
10+75.0	CTH QQ	PE 30.2' LT	26	-	-	2	-	-	974.85	974.31	0.79	-	1
TOTAL			52	68	4	4	2	1				3	4

* MINIMUM THICKNESS: STEEL =0.064", ALUMINUM=0.060"

** MINIMUM THICKNESS: STEEL =0.064", ALUMINUM=0.075"

NOTE: ALL ITEMS ARE CATERGORY 0010 UNLESS SPECIFIED OTHERWISE

BASE AGGREGATE DENSE 1 1/4-INCH

					305.0120	624.0100
					BASE AGGREGATE DENSE	WATER
					1 1/4-INCH	
STATION	-	STATION	LOCATION		TON	MGAL
114+91.4	-	115+41.4	USH 10	LT	17	0.4
115+41.4	-	116+66.8	USH 10	LT	25	0.4
116+66.8	-	117+41.8	USH 10	LT	25	0.4
10+17.0	-	10+99.4	CTH QQ		192	2.0
10+99.4	-	15+96.6	CTH QQ		752	7.0
13+60.0			CTH QQ	PERT	34	0.4
13+70.0			CTH QQ	PE LT	34	0.4
TOTAL					1079	11

BREAKER RUN

					311.0110
					BREAKER RUN
STATION	-	STATION	LOCATION		TON
114+91.4	-	115+41.4	USH 10	LT	48
115+41.4	-	116+66.8	USH 10	LT	45
116+66.8	-	117+41.8	USH 10	LT	70
10+17.0	-	10+99.4	CTH QQ		446
10+99.4	-	15+96.6	CTH QQ		1589
TOTAL					2198

ASPHALT ITEMS

					455.0605	465.0105	465.0120
					TACK COAT	ASPHALTIC	ASPHALTIC SURFACE
						SURFACE	DRIVEWAYS AND
							FIELD ENTRANCES
STATION	-	STATION	LOCATION		GAL	TON	TON
114+91.4	-	117+41.8	USH 10	LT	3	18	0
10+17.0	-	15+96.6	CTH QQ		43	286	0
13+60.0			CTH QQ	PERT	0	0	8
13+70.0			CTH QQ	PE LT	0	0	8
TOTAL					46	304	16

			205.0100 EXCAVATION COMMON				205.0200 EXCAVATION ROCK			209.0100 BACKFILL GRANULAR							
Division	From/To Station	Location	Common Excavation (1)		Salvaged / Unusable Pavement Material (4)	Available Material (5)	Rock Excavation (7)	Reduced Marsh in Fill (8)	Reduced EBS in Fill (9)	Expanded EBS Backfill (11)	Expanded Rock (12)	Unexpanded Fill	Expanded Fill (13)	Mass Ordinate +/- (14)	Waste	Borrow	Comment:
			Cut (2)	EBS Excavation (3)				Factor 0.60	Factor 0.80	Factor 1.30	Factor 1.10		Factor 1.25				
1	114+91.4 - 117+41.8	USH 10	161	0	10	151	0	0	0	0	0	0	0	151	151	0	
	10+17.0 - 15+96.6	CTH QQ	5634	100	175	5559	474	0	80	130	521	7	-743	6302	6302	0	
	13+60	CTH QQ PE RT	2	0	1	1	0	0	0	0	0	0	0	1	1	0	
	13+75	CTH QQ PE LT	3	0	1	2	0	0	0	0	0	0	0	2	2	0	
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal			5800	100	187	5713	474	0	80	130	521	7	-743	6456	6456	0	
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal			0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total			5800	100	187	5713	474	0	80	130	521	7	-743	6456	6456	0	
			Total Com. Exc.	5900	130												

- 1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
- 2) Salvaged/Unsuable Pavement Material is included in Cut.
- 3) EBS Excavation to be backfilled w ith Select Borrow material. Note: this is designers choice, can be backfilled w ith Borrow , or Cut as w ell.
- 4) Salvaged/Unusable Pavement Material
- 5) Available Material = Cut - Salvaged/Unusuable Pavement Material
- 6) Marsh Excavation - to be backfilled w ith Select Borrow Material. Note: this is designers choice, can be backfilled w ith Borrow , or Cut as w ell. Item number 205.0500
- 7) Rock Excavation item number 205.0200
- 8) Reduced Marsh in Fill - Excavated Marsh material is usable in Fills outside the 1:1 slope. Marsh in Fill Reduction factor = 0.6
- 9) Reduced EBS in Fill - Excavated EBS material is usable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.8
- 10) Expanded Marsh Backfill - This is to be filled w ith Select Borrow material. Marsh Backfill Factor = 1.5. Item number 208.11
- 11) Expanded EBS Backfill - This is to be filled with Select Borrow material. EBS Backfill Factor = 1.3. Item number 208.11
- 12) Expanded Rock - Factor = 1.1.
- 13) Expanded Fill. Factor = 1.25
- Depending on selections: Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh - Reduced EBS) * Fill Factor
- Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced EBS) * Fill Factor
- Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh) * Fill Factor
- Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor) * Fill Factor
- 14) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material w ithin the Division. Minus indicates a shortage of material w ithin the Division.

NOTE: ALL ITEMS ARE CATERGORY 0010 UNLESS SPECIFIED OTHERWISE

RIPRAP

				606.0100	606.0200	645.0120	645.0130	COMMENT
				RIPRAP LIGHT	RIPRAP MEDIUM	GEOTEXTILE FABRIC TYPE HR	GEOTEXTILE FABRIC TYPE R	
STATION	-	STATION	LOCATION	CY	CY	SY	SY	
10+47.1			CTH QQ 32' LT	3	-	-	12	18" PIPE INLET
10+37.7			CTH QQ 35' RT	6	-	-	23	18" PIPE DISCHARGE
10+53.0	-	10+77.0	CTH QQ LT	-	8	26	-	FLUME
13+20.0			CTH QQ LT	-	8	27	-	FLUME
13+46.2			CTH QQ RT	2	-	-	8	15" PIPE DISCHARGE
13+72.2			CTH QQ RT	2	-	-	8	15" PIPE INLET
13+60.1			CTH QQ LT	2	-	-	8	15" PIPE DISCHARGE
13+86.1			CTH QQ LT	2	-	-	8	15" PIPE INLET
TOTAL				17	16	53	67	

TURF ESTABLISHMENT

				625.0500	627.0200	629.0210	630.0110	630.0200
				SALVAGED TOPSOIL	MULCHING	FERTILIZER TYPE B	SEED MIXTURE NO. 10	SEEDING TEMPORARY
STATION	-	STATION	LOCATION	SY	SY	CWT	LB	LB
114+91	-	115+41	USH 10 LT	95	111	0.1	3	5
116+67	-	117+42	USH 10 LT	49	187	0.1	3	5
10+12	-	15+97	CTH QQ LT	1520	1578	1.6	35	70
10+12	-	15+97	CTH QQ RT	677	1483	1.1	24	48
OFF-SITE LOCATION			WASTE PIT	-	4840	3.0	33	131
UNDISTRIBUTED			-	-	840	0.8	16	32
TOTAL				2341	9039	6.7	114	291

SILT FENCE

				628.1504	628.1520
				SILT FENCE	SILT FENCE MAINTENANCE
STATION	-	STATION	LOCATION	SY	SY
116+40		117+61	USH 10 LT	34	34
13+40	-	13+74	CTH QQ LT	201	201
13+98		15+98	CTH QQ LT	315	315
10+40		13+54	CTH QQ RT	224	224
13+75	-	15+98	CTH QQ RT	130	130
OFF-SITE LOCATION			WASTE AREA	420	420
UNDISTRIBUTED			-	226	226
TOTAL				1550	1550

EROSION CONTROL MOBILIZATIONS

		628.1905	628.1520
		MOBILIZATIONS EROSION CONTROL	MOBILIZATIONS EMERGENCY EROSION CONTROL
PROJECT		SY	SY
1530-01-74		3	1
TOTAL		3	1

EROSION CONTROL

				628.2004	628.2023	628.6510	COMMENTS
				EROSION MAT CLASS I TYPE B	EROSION MAT CLASS II TYPE B	SOIL STABILIZER TYPE B	
STATION	-	STATION	LOCATION	SY	SY	ACRE	
114+91	-	115+41	USH 10 LT	76	-	-	DITCH AND BACKSLOPE
10+57	-	13+15	CTH QQ LT	762	-	0.16	BACKSLOPE
10+75	-	13+15	CTH QQ LT	-	208	-	INTERCEPTOR DITCH
13+24	-	13+50	CTH QQ LT	63	-	-	DITCH AND BACKSLOPE
13+95	-	14+45	CTH QQ LT	42	-	-	DITCH
10+41	-	13+17	CTH QQ RT	246	-	-	DITCH
13+81	-	14+31	CTH QQ RT	42	-	-	DITCH
OFF-SITE LOCATION			WASTE AREA	89	89	0.02	-
UNDISTRIBUTED			-	308	52	0.05	-
TOTAL				1628	349	0.23	

DITCH CHECKS

				628.7504
				TEMPORARY DITCH CHECKS
STATION	-	STATION	LOCATION	LF
10+75	-	13+15	CTH QQ LT - INTERCEPTOR DITCH	72
11+50			CTH QQ LT	12
11+50			CTH QQ LT	12
12+50			CTH QQ RT	12
12+50			CTH QQ RT	12
TOTAL				120

CULVERT PIPE CHECKS

		628.7555	COMMENTS
		CULVERT PIPE CHECKS	
STATION	LOCATION	EACH	
10+47.1	CTH QQ LT	5	18" CULVERT INLET
13+72.2	CTH QQ RT	3	15" CULVERT INLET
13+86.1	CTH QQ LT	3	15" CULVERT INLET
116+39.0	USH 10 LT	7	24" CULVERT INLET
116+62.6	USH 10 RT	7	24" CULVERT INLET
TOTAL		25	

RIGHT-OF-WAY MARKERS

				633.5100
				MARKERS ROW
LOCATION	STATION	OFFSET		EACH
CHT QQ	10+98.3	90' LT		1
CHT QQ	11+80.0	90' LT		1
CHT QQ	12+60.0	65' LT		1
CHT QQ	13+20.0	65' LT		1
CHT QQ	15+00.0	33' LT		1
CHT QQ	10+39.6	50' RT		1
CHT QQ	11+00.0	45' RT		1
CHT QQ	12+30.0	55' RT		1
CHT QQ	13+60.0	50' RT		1
CHT QQ	15+25.0	33' RT		1
TOTAL				10

NOTE: ALL ITEMS ARE CATERGORY 0010 UNLESS SPECIFIED OTHERWISE

PERMANENT SIGNING ITEMS

APPROXIMATE STATION	LOCATION	SIGN NUMBER	SIGN CODE	SIGN MESSAGE	SIGN SIZE W X H	637.0202 SIGNS REFLECTIVE TYPE II	634.0614 POSTS WOOD 4X6-INCH X 14-FT	638.2102 MOVING SIGN TYPE II	638.2602 REMOVING SIGNS TYPE II	638.3000 REMOVING SMALL SIGN SUPPORTS
	-	STATION			INCHES	SF	EACH	EACH	EACH	EACH
10+39	CTH QQ LT	1	R1-1	STOP	36 X 36	9.00	1	-	-	-
10+39	CTH QQ LT	2	J12-2	USH 10 / LEFT AND RIGHT ARROW, CTH QQ/ AHEAD ARROW	48 X 45	15.00	1	-	-	-
116+97	USH 10 LT	3	J12-1	CTH QQ/ LEFT AND RIGHT ARROW	24 X 45	7.50	1	-	-	-
12+68	CTH QQ LT	4	-	ELLSWORTH (EAST ARROW) / PRESCOTT (WEST ARROW)	-	-	-	1	-	-
10+44	CTH QQ LT		-	STOP	-	-	-	-	1	1
10+44	CTH QQ LT		-	USH 10 / LEFT AND RIGHT ARROW, CTH QQ/ AHEAD ARROW	-	-	-	-	4	1
116+97	USH 10 LT		-	CTH QQ/ LEFT AND RIGHT ARROW	-	-	-	1	2	1
TOTAL						31.50	3	2	7	3

TRAFFIC CONTROL ITEMS

LOCATION	DAYS	DRUMS	643.0300 TRAFFIC CONTROL DRUMS	BARRICADE TYPE III	643.0420 TRAFFIC CONTROL BARRICADES TYPE III	TYPE 'A' LIGHT	634.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A	TRAFFIC CONTROL SIGNS	643.0900 TRAFFIC CONTROL SIGNS	DETOUR SIGNS	643.3000 TRAFFIC CONTROL DETOUR SIGNS
	EACH	EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY
USH 10 - WB SHOULDER CLOSURE	7	12	84	-	-	-	-	5	35	-	-
USH 10 - WB GRAVEL SHOULDER	61	-	-	-	-	-	-	1	61	-	-
CTH QQ NB - ROAD CLOSED 2.8 MILES AHEAD	61	-	-	1	61	-	-	1	61	-	-
CTH QQ NORTH DETOUR - DETOUR ROUTE SIGNS	61	-	-	-	-	-	-	-	-	10	610
CTH QQ NORTH DETOUR (USH 10 TO STH 35) - DETOUR ROUTE SIGNS	61	-	-	-	-	-	-	-	-	31	1891
CTH QQ SOUTH DETOUR (USH 10 TO STH 35) - DETOUR ROUTE SIGNS	61	-	-	-	-	-	-	-	-	31	1891
CTH QQ SB - ROAD CLOSED 1.8 MILES AHEAD	61	-	-	1	61	-	-	1	61	-	-
620TH AVENUE DETOUR SIGNS	61	-	-	-	-	-	-	-	-	17	1037
CTH QQ CLOSURE	61	-	-	7	427	18	1098	3	183	-	-
CTH QQ SB, LEFT AND RIGHT TURN ARROWS	61	-	-	-	-	-	-	2	122	-	-
UNDISTRIBUTED	30	5	150	-	-	-	-	-	-	-	-
TOTAL			234		549		1098		523		5429

NOTE: ALL ITEMS ARE CATERGORY 0010 UNLESS SPECIFIED OTHERWISE

PERMANENT PAVEMENT MARKING

					646.0900.S	647.0563
			LOCATION	DESCRIPTION	PAVEMENT MARKING LATE SEASON	PAVEMENT MARKING STOP LINE PAINT 18-INCH
STATION	-	STATION			LF	LF
10+17	-	15+97	CTH QQ CENTERLINE	DOUBLE YELLOW	1159	-
10+17	-	15+97	CTH QQ EDGE LINE LT	SINGLE WHITE	646	-
10+17	-	15+97	CTH QQ EDGE LINE RT	SINGLE WHITE	700	-
10+24			CTH QQ SB STOP	-	-	33
			TOTAL		2505	33

* 4-INCH WIDTH

CONSTRUCTION STAKING

				650.4500	650.5000	650.9920	SPV.0090.01
LOCATION				CONSTRUCTION STAKING SUBGRADE	CONSTRUCTION STAKING BASE	CONSTRUCTION STAKING SLOPE STAKES	CONSTRUCTION STAKING BREAKER RUN
STATION	-	STATION		LF	LF	LF	LF
114+91	-	115+41	USH 10 LT	50	50	50	50
116+67	-	117+42	USH 10 LT	75	75	75	75
10+12	-	15+97	CTH QQ	585	585	585	585
TOTAL				710	710	710	710

SAWING ASPHALT

			690.0150
			SAWING ASPHALT
STATION		LOCATION	LF
114+91.4	-	117+41.8	USH 10 LT
15+96.6			CTH QQ
13+60			CTH QQ PE RT
13+75			CTH QQ PE LT
			TOTAL
			301

NOTE: ALL ITEMS ARE CATERGORY 0010 UNLESS SPECIFIED OTHERWISE

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NO.	TPP 1530-01-24	OWNER	INTEREST REQUIRED	AREA ACRES REQUIRED			
				NEW	EXISTING	TOTAL	TLE
1	4.01	GERALD D. AND CAROL A. PECHACEK	FEE, TLE	0.31	0.39	0.70	0.01
2	4.01	RICHARD D. & DOREEN J. PLATSON	FEE, TLE	0.16	0.33	0.49	0.01

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

UTILITY SCHEDULE & INTERESTS REQUIRED

UTILITY NO.	OWNER	INTEREST REQUIRED
10	PIERCE-PEPIN COOPERATIVE SERVICES	RELEASE OF RIGHTS
20	CENTURYLINK	RELEASE OF RIGHTS

TRANSPORTATION PROJECT PLAT NO: 1530-01-24 - 4.01

PART OF THE NE1/4 OF THE NE1/4 OF SECTION 8 AND PART OF THE NW1/4 OF THE NW1/4 OF SECTION 9, T26N, R19W, TOWN OF OAK GROVE, PIERCE COUNTY, WISCONSIN.

RELOCATION ORDER USH 10 PRESCOTT - ELLSWORTH (CTH QQ INTERSECTION) PIERCE COUNTY

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

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

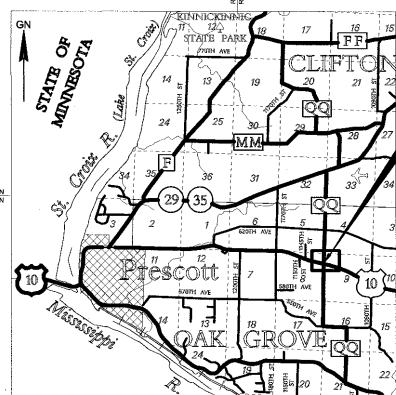
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAY OUT AND ESTABLISHED TO THE LINES AND WIDTH AS SHOWN FOR THE ABOVE PROJECT.

2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN PIERCE COUNTY, WISCONSIN AT 8:00 A.M. ON 12/31/2012 AS DOCUMENT # 541465 AND FILED IN PRC-C, PG. 255

VICKI J NELSON
SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1530-01-24 - 4.01
AMENDMENT NO:....



PROJECT LOCATION

GN

SCALE, FEET
0 50' 100'

NOTES:

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, PIERCE COUNTY ZONE, NAD83 (9D) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

ALL NEW RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (1" O.D. X 24" IRON PIPE WITH CAP) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR USH 10 IS ESTABLISHED FROM CENTERLINE AND "WISCONSIN HIGHWAY COMMISSION FEDERAL AID PROJECT NO. 469A, EXISTING HIGHWAY RIGHT-OF-WAY FOR SIDE ROADS IS ESTABLISHED FROM CENTERLINE OF EXISTING PAVEMENTS.

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

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

CONVENTIONAL ABBREVIATIONS AND SYMBOLS

ACRES	AC.	RELEASE OF RIGHTS	ROR
AND OTHERS	ET.AL.	REMAINING	REM.
CENTERLINE	C/L	RIGHT-OF-WAY	R/W
CERTIFIED SURVEY MAP	CSM	SECTION	SEC.
CORNER	COR.	STATION	STA.
DOCUMENT	DOC.	TEMPORARY LIMITED EASEMENT	TLE
EASEMENT	EASE.	VOLUME	V.
HIGHWAY EASEMENT	H.E.	POWER POLE	P.
LAND CONTRACT	L.C.	TELEPHONE POLE	Ø
MONUMENT	MON.	TELEPHONE PEDESTAL	⊙
PAGE	P.	TELEPHONE	T
PERMANENT LIMITED EASEMENT	P.L.E.	OVERHEAD TRANSMISSION LINES	—OH—
PROPERTY LINE	PL	ELECTRIC	—E—
RECORDED AS (100')	(100')	FIBER OPTIC	—FO—
REFERENCE LINE	RL	PROPOSED R/W LINE	—P.L.—
CALCULATED POINT (NOTHING SET)	*	EXISTING R/W LINE	—E.L.—
FOUND 1" O.D. IRON PIPE	○	PROPERTY LINE	—P.L.—
FOUND 1.25" O.D. IRON PIPE	□	LOT & TIE LINES	—L.T.—
R/W MONUMENT SET (1" O.D. IRON PIPE) (1.33' LBS/LF)	●	SLOPE INTERCEPTS	—S.I.—
SECTION	SEC.	CORPORATE LIMITS	—C.L.—
FOUND GOVERNMENT MONUMENT AS DESCRIBED	⊙	NO ACCESS (BY PREVIOUS ACQUISITION/CONTROL)	—NO ACCESS—
SECTION CORNER	⊙	NO ACCESS (BY ACQUISITION)	—NO ACCESS—
FEE (HATCH VARIETIES)	⊙	NO ACCESS (BY STATUTORY AUTHORITY)	—NO ACCESS—
TEMPORARY LIMITED EASEMENT BOUNDARY AND POINT	⊙	SECTION LINE	—S.L.—
R/W BOUNDARY POINT	⊙	QUARTER LINE	—Q.L.—
PARCEL NUMBER	⊙	SIXTEENTH LINE	—S.L.—
BUILDING	⊙	EXISTING CENTERLINE	—E.C.L.—
		PROPOSED REFERENCE LINE	—P.R.L.—

CURVE DATA

LONG CHORD	LOH	CENTRAL ANGLE OR DELTA	DELTA
LONG CHORD BEARING	LCB	LENGTH OF CURVE	L
RADIUS	R	TANGENT	TAN
DEGREE OF CURVE	D		

ALIGNMENT NAME = USH 10			
LINE NO.	LENGTH	BEARING	STATION
L2	1362.44'	S77° 14' 34"E	106+85.30
L3	540.97'	N00° 30' 17"W	10+00.00
L4	400.17'	N00° 11' 32"W	15+40.97

ALIGNMENT NAME = CTH QQ			
LINE NO.	LENGTH	BEARING	STATION
L2	1362.44'	S77° 14' 34"E	106+85.30
L3	540.97'	N00° 30' 17"W	10+00.00
L4	400.17'	N00° 11' 32"W	15+40.97

CTH QQ STATION - OFFSET / COORDINATE TABLE				
POINT #	STATION	OFFSET	Y	X
101	14+71.88	-38.00'	327623.53	427095.59
102	15+40.97	-38.00'	327692.73	427094.98
103	15+97.79	-38.00'	327749.65	427094.79
104	15+96.64	-33.00'	327748.52	427099.79
105	15+40.97	-33.00'	327692.76	427099.98
201	14+76.47	38.00'	327628.80	427171.54
202	15+40.97	38.00'	327693.29	427170.98
203	15+99.23	38.00'	327751.35	427170.78
204	15+99.25	33.00'	327751.35	427165.78
205	15+40.97	33.00'	327693.25	427165.98



I, JOHN D. RIPLEY, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1530-01-24 - 4.01 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE) *John D. Ripley* DATE 12/18/2012

(PRINTED NAME) JOHN D. RIPLEY

(REGISTRATION NUMBER) S-2384

(STAMP)

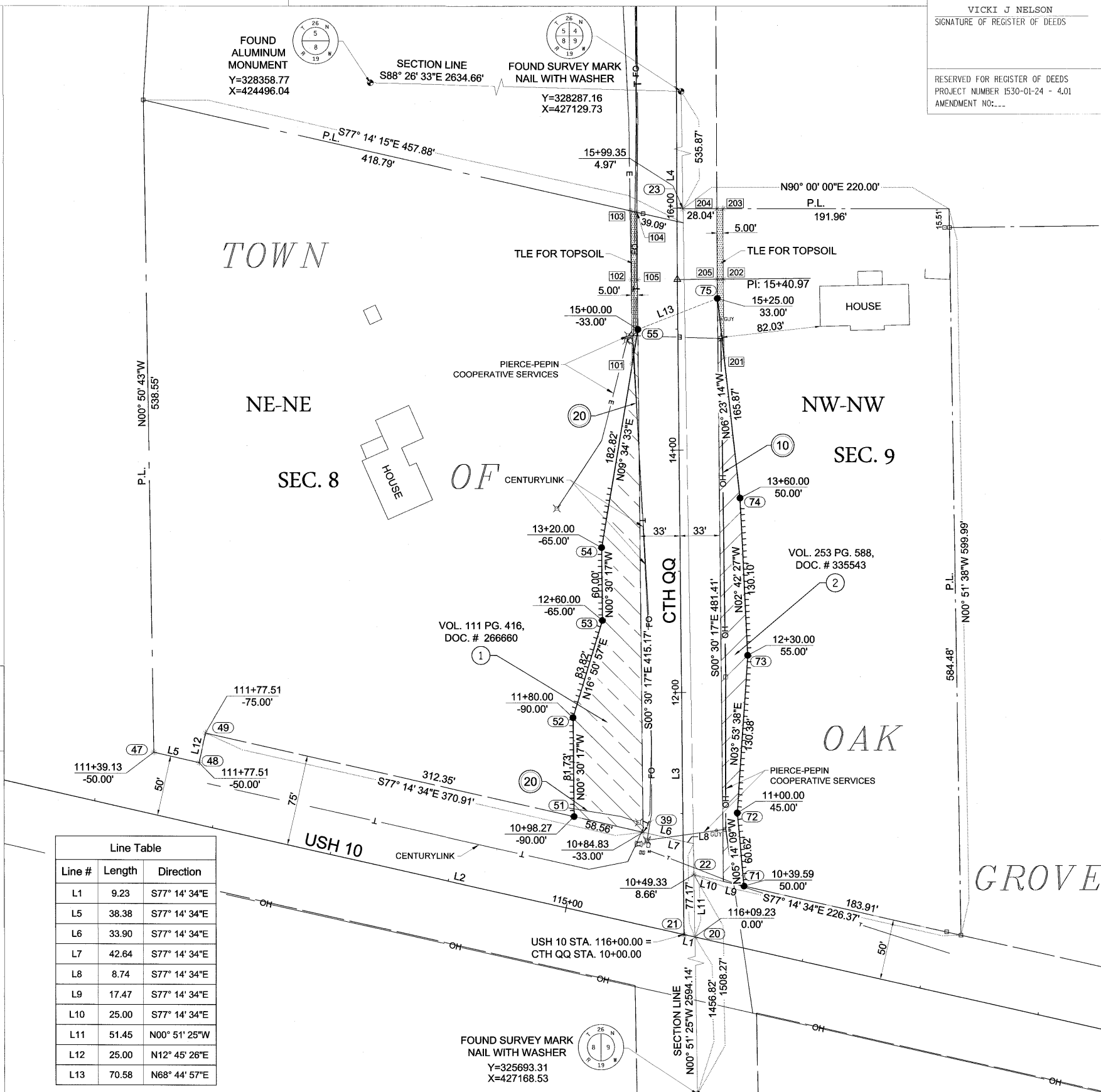


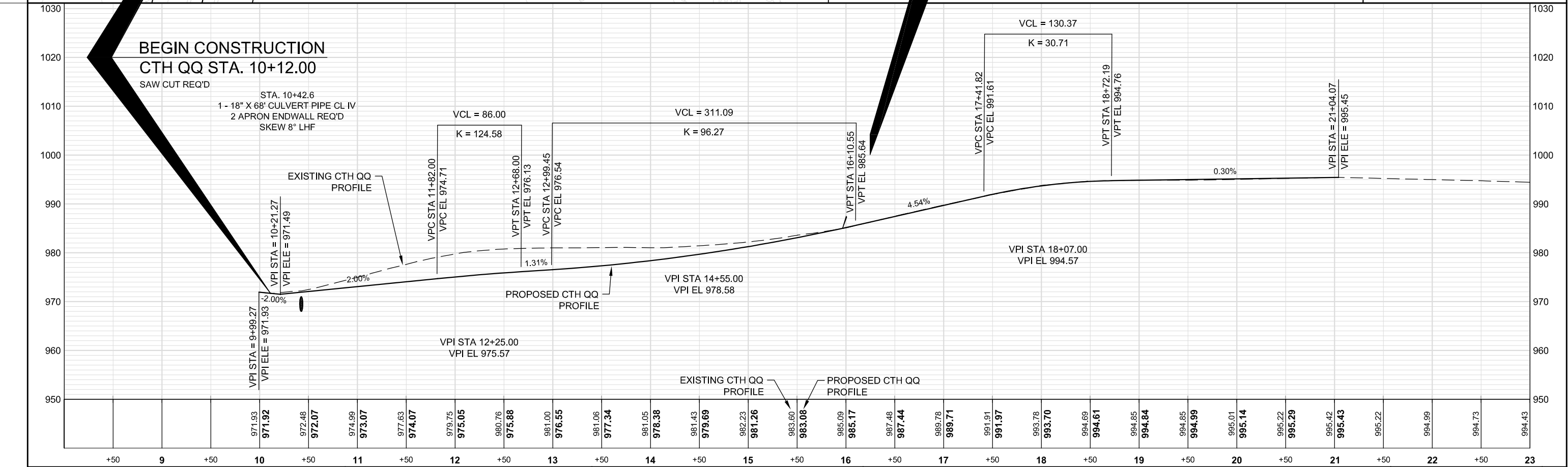
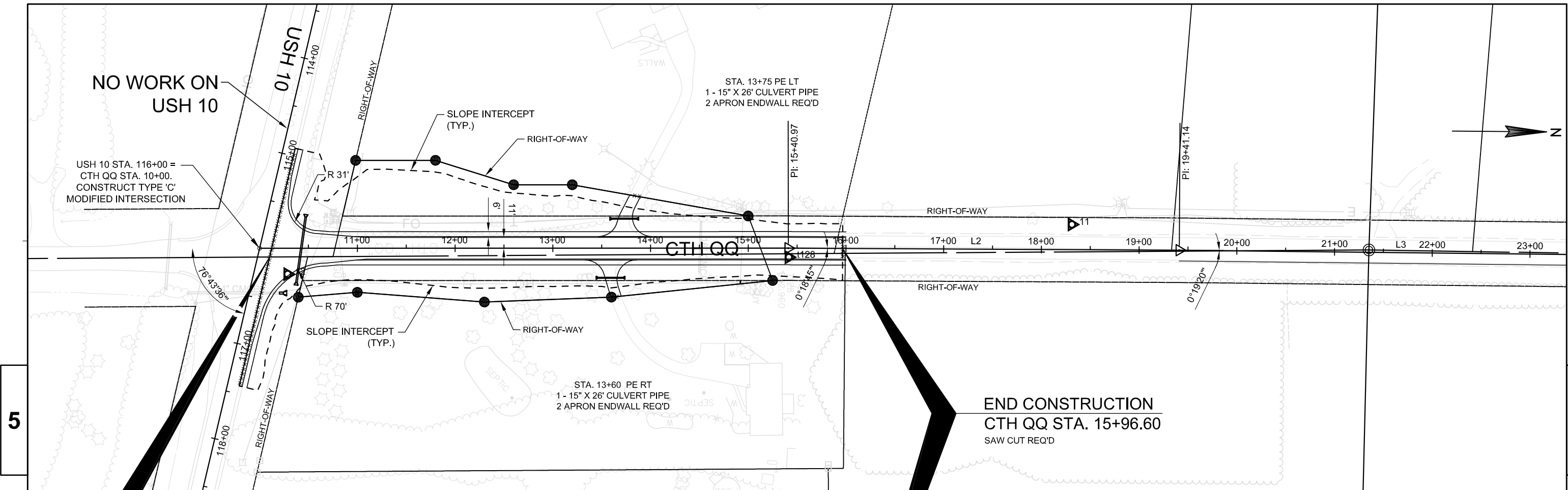
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

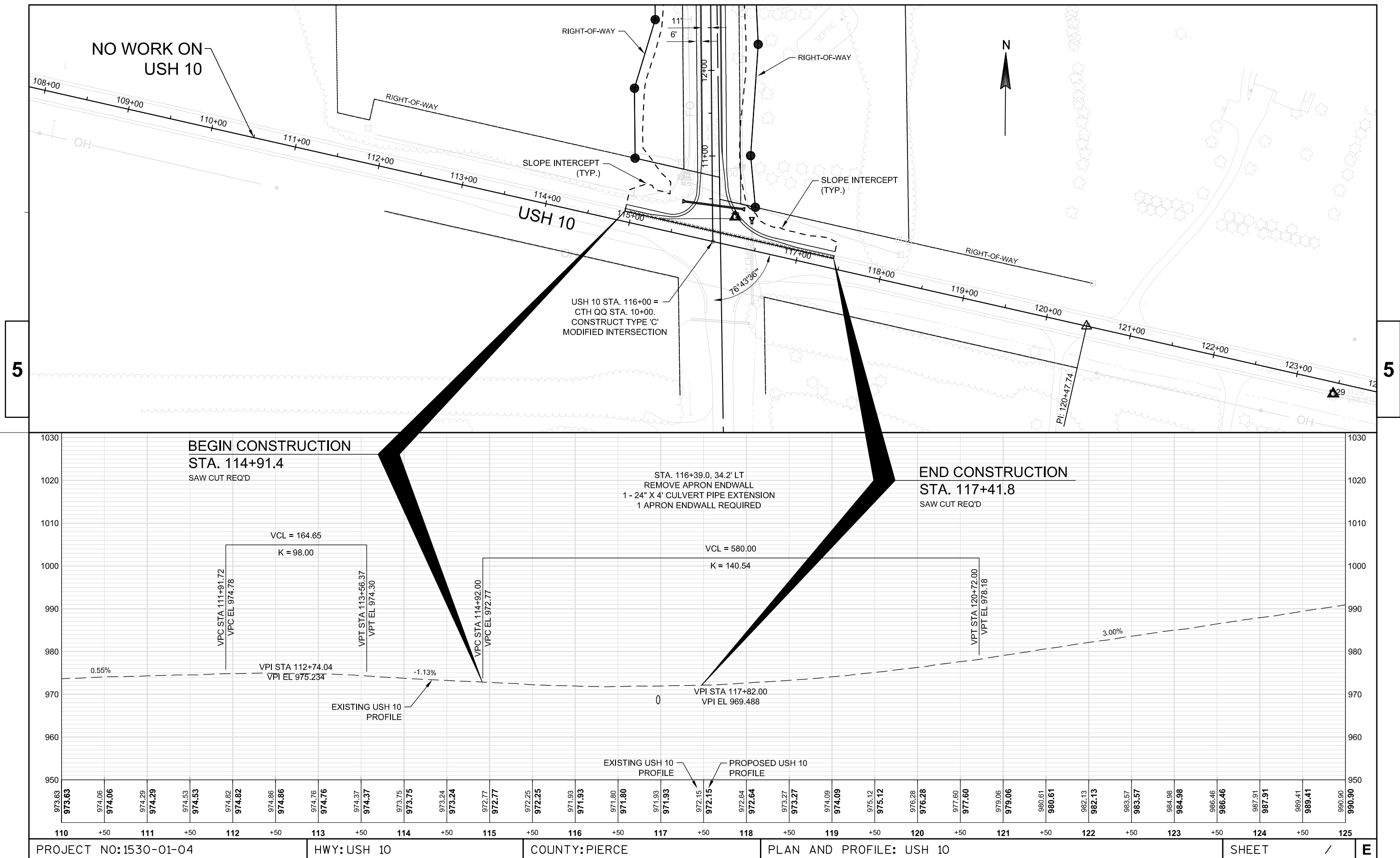
(SIGNATURE) _____ DATE _____

(PRINTED NAME) _____

Line Table		
Line #	Length	Direction
L1	9.23	S77° 14' 34"E
L5	38.38	S77° 14' 34"E
L6	33.90	S77° 14' 34"E
L7	42.64	S77° 14' 34"E
L8	8.74	S77° 14' 34"E
L9	17.47	S77° 14' 34"E
L10	25.00	S77° 14' 34"E
L11	51.45	N00° 51' 25"W
L12	25.00	N12° 45' 28"E
L13	70.58	N68° 44' 57"E

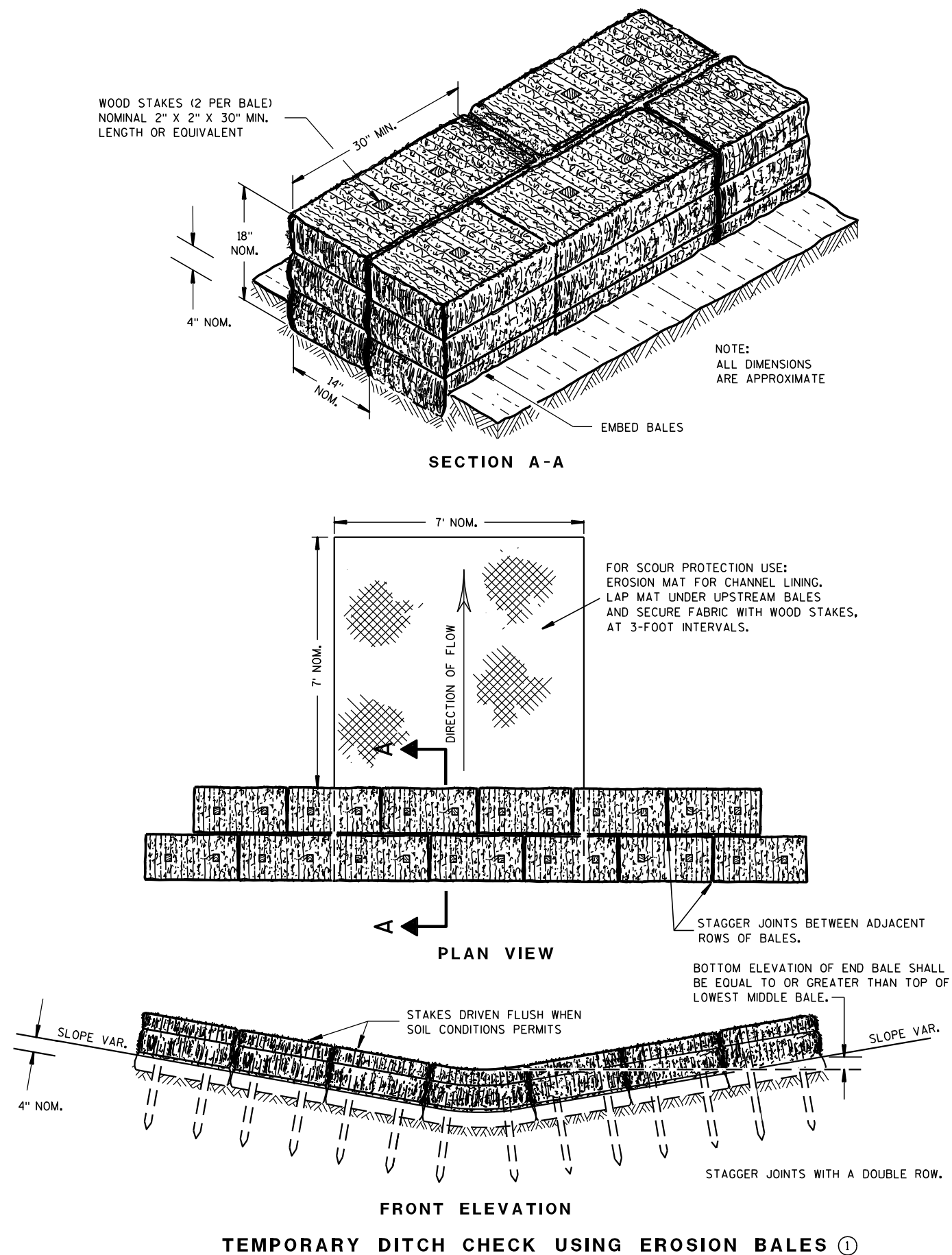






Standard Detail Drawing List

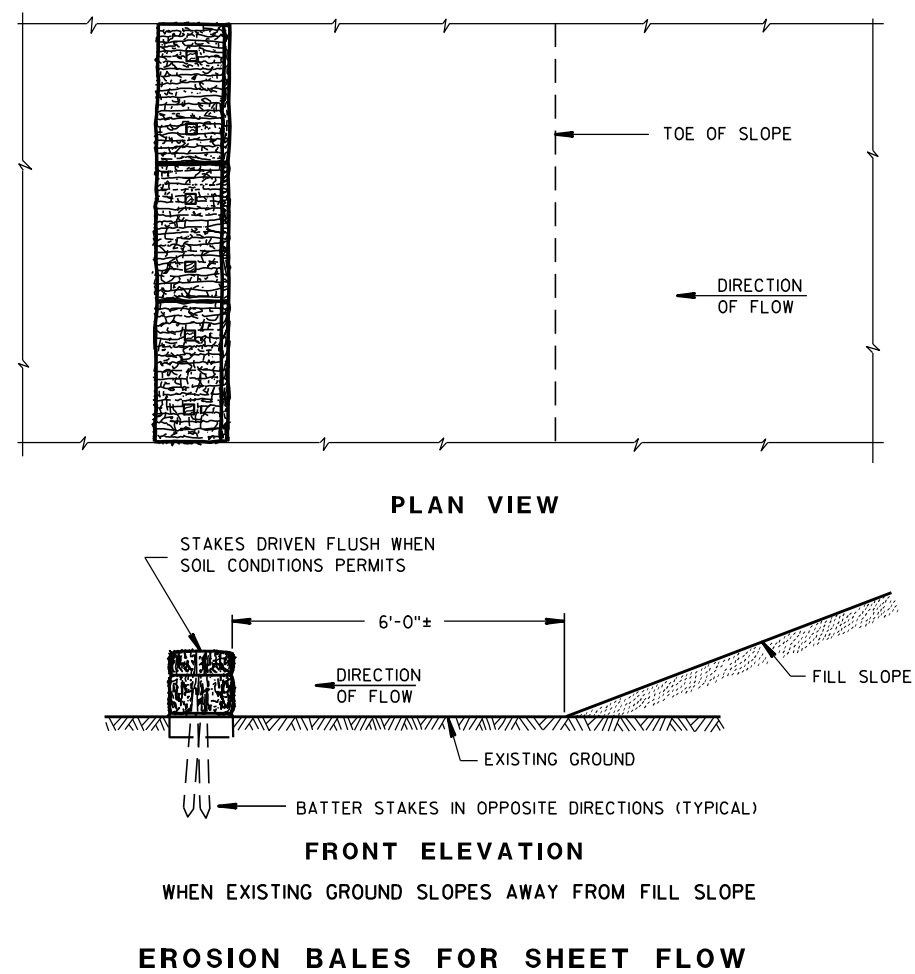
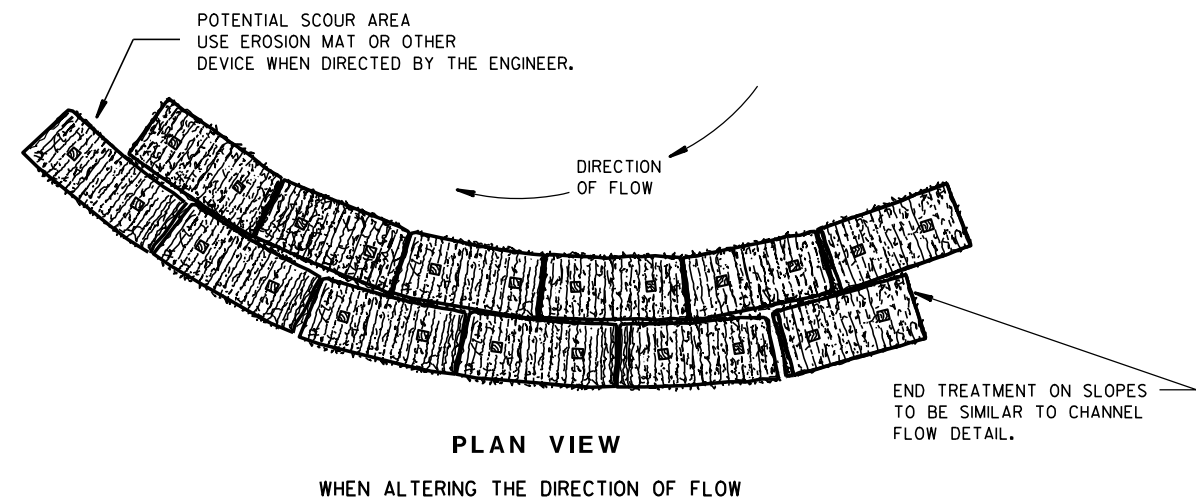
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
15A01-11	MARKER POST FOR RIGHT-OF-WAY
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-04A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-04B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-04C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C04-01	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C08-15A	PAVEMENT MARKING (MAINLINE)
15C08-15B	PAVEMENT MARKING (INTERSECTIONS)
15C12-03	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15D28-01	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY



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.

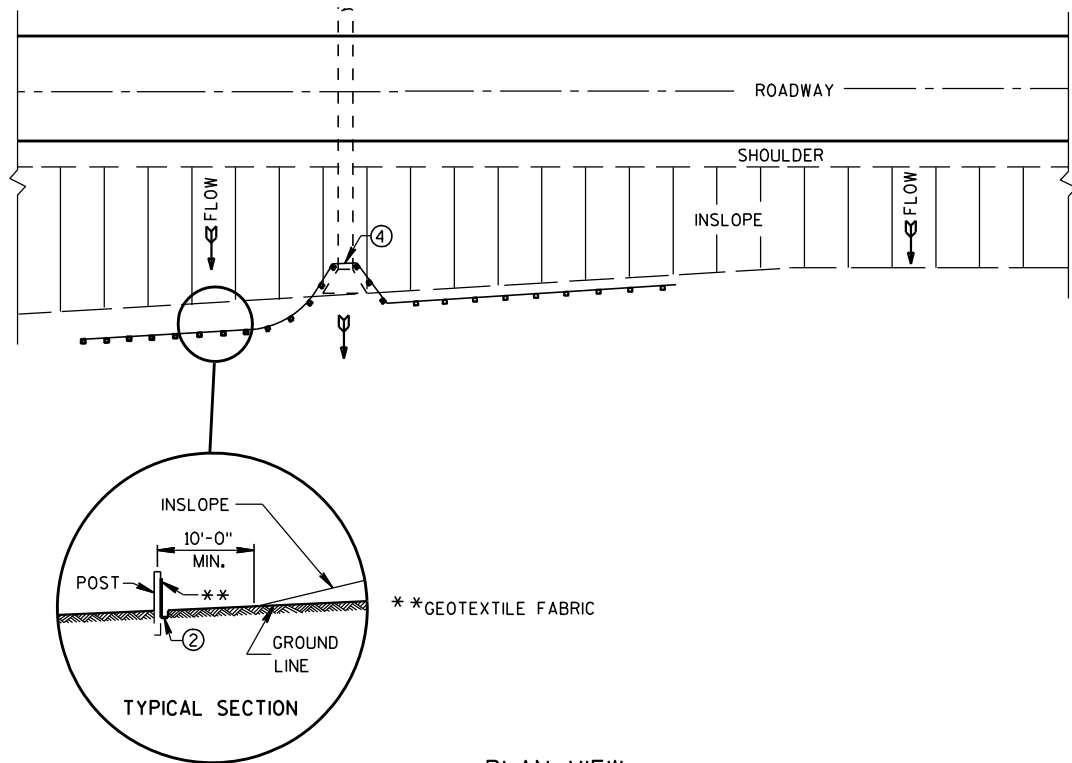
TYPICAL INSTALLATIONS OF
EROSION BALES / TEMPORARY
DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

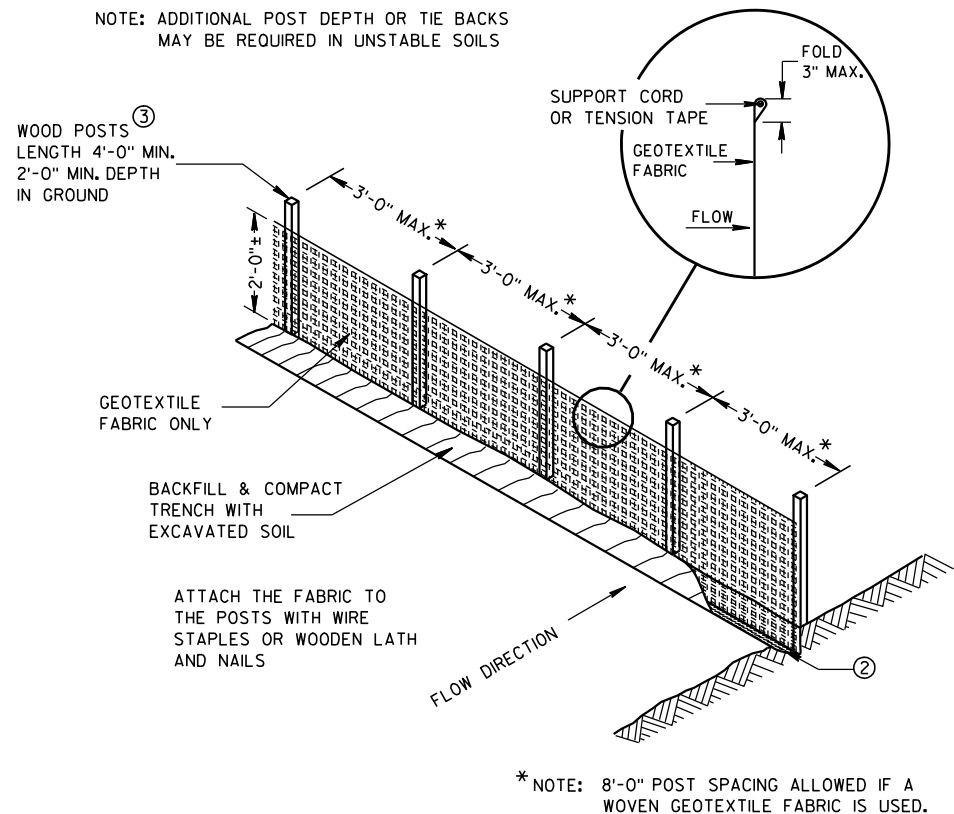
APPROVED

6/04/02
DATE/S/ Beth Canestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

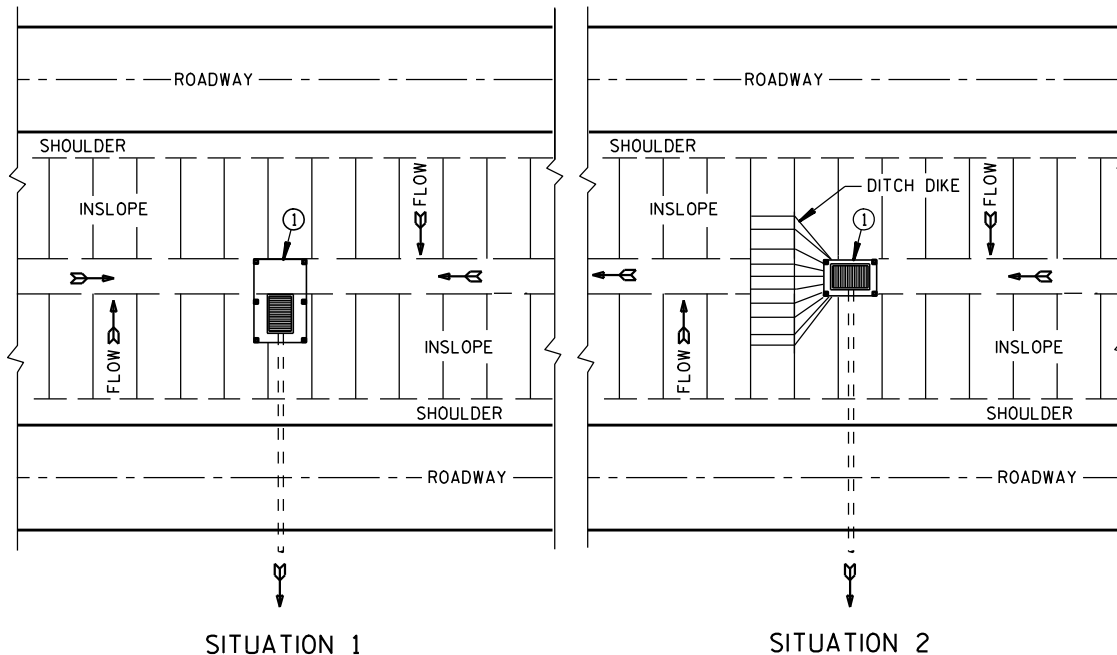
FHWA



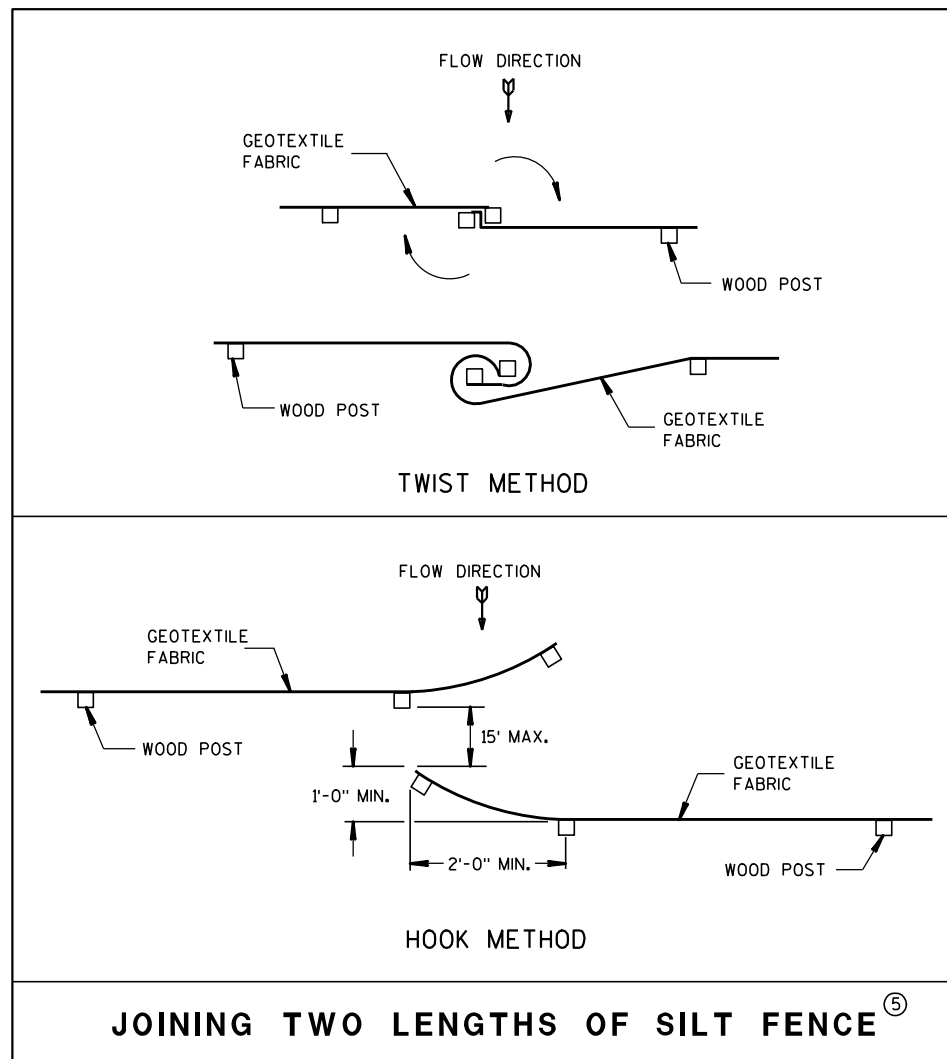
PLAN VIEW
TYPICAL APPLICATION OF SILT FENCE



SILT FENCE



PLAN VIEW
SILT FENCE AT MEDIAN SURFACE DRAINS

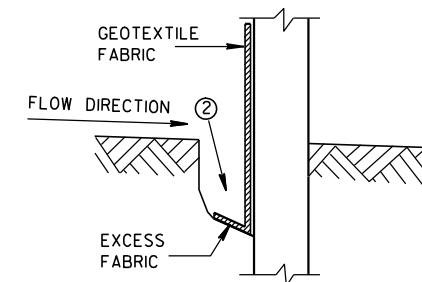


JOINING TWO LENGTHS OF SILT FENCE

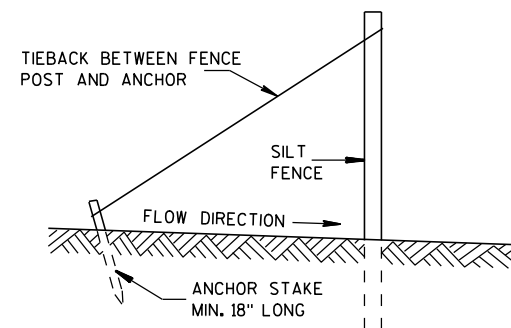
GENERAL NOTES

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

- ① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
- ② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
- ③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1 1/8" X 1 1/8" OF OAK OR HICKORY.
- ④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
- ⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



TRENCH DETAIL

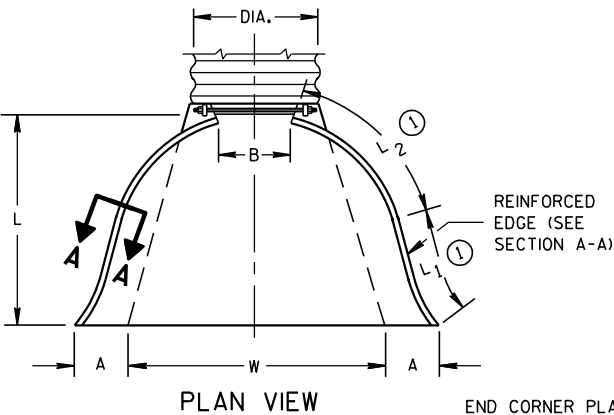


SILT FENCE TIE BACK
(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 4-29-05 DATE	/S/ Beth Canestra CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA	

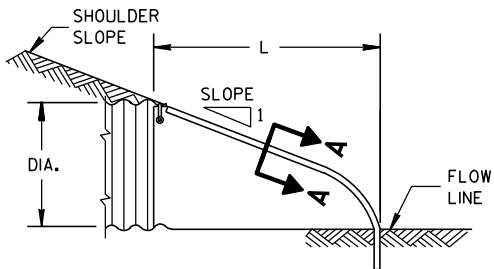
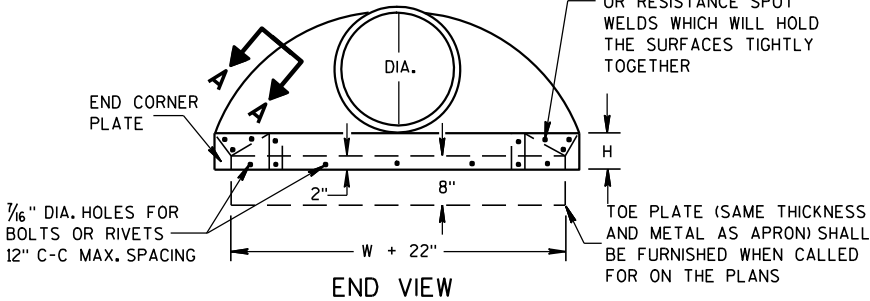
METAL APRON ENDWALLS												
PIPE DIA. (IN.)	MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE		BODY
	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")			
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1	1 Pc.
18	.064	.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

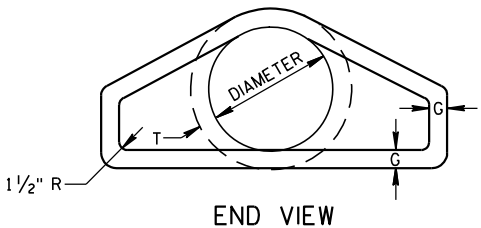
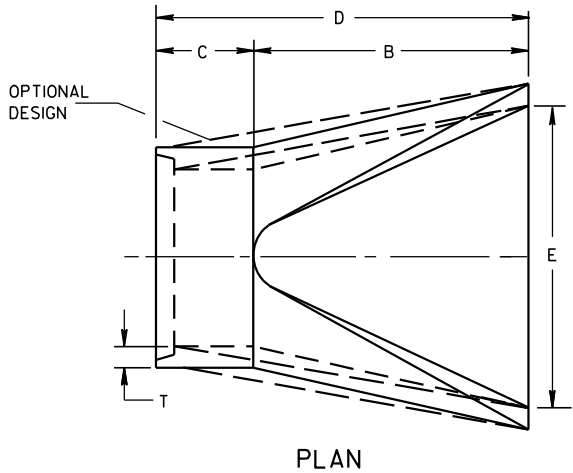
TOE PLATE (SAME THICKNESS AND METAL AS APRON) SHALL BE FURNISHED WHEN CALLED FOR ON THE PLANS



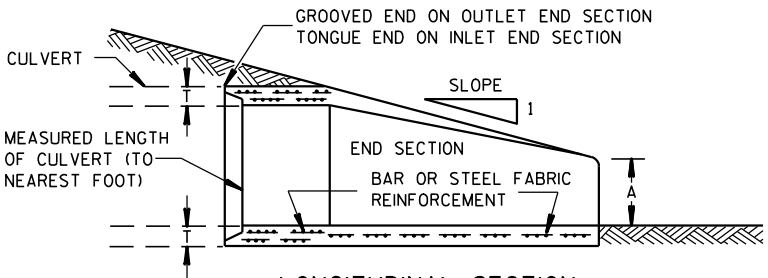
SIDE ELEVATION
METAL ENDWALLS

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

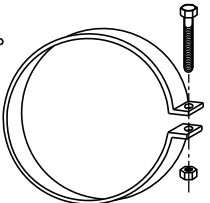
* MINIMUM
** MAXIMUM



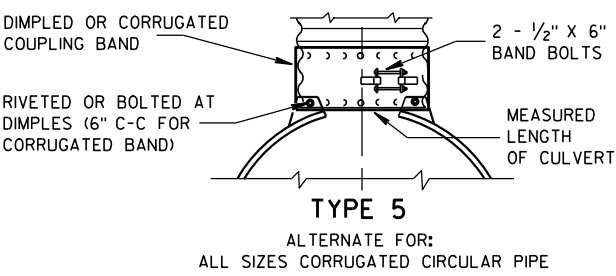
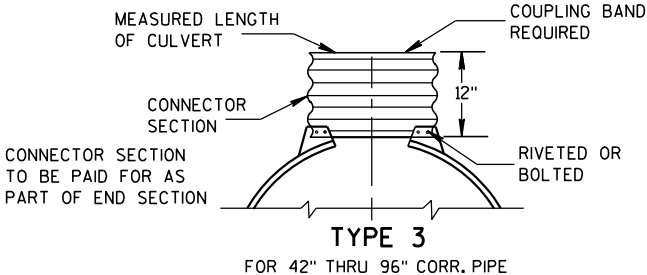
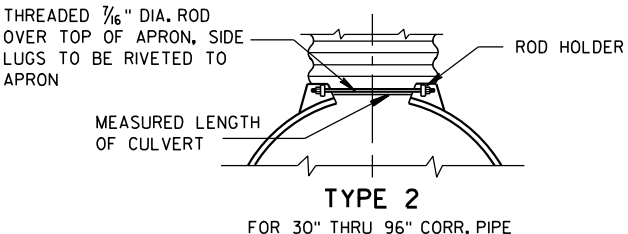
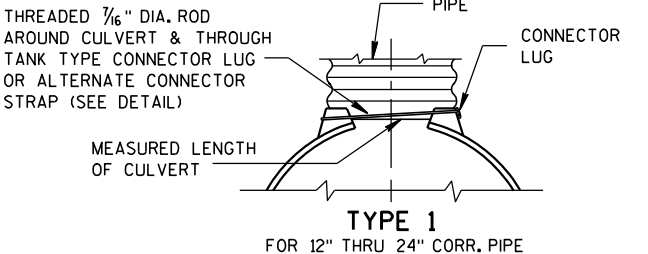
LONGITUDINAL SECTION
CONCRETE ENDWALLS



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



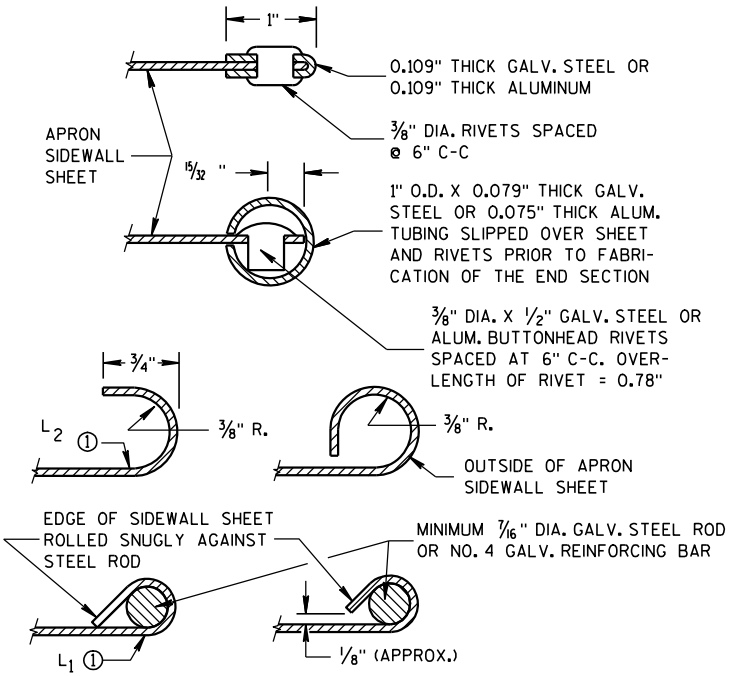
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

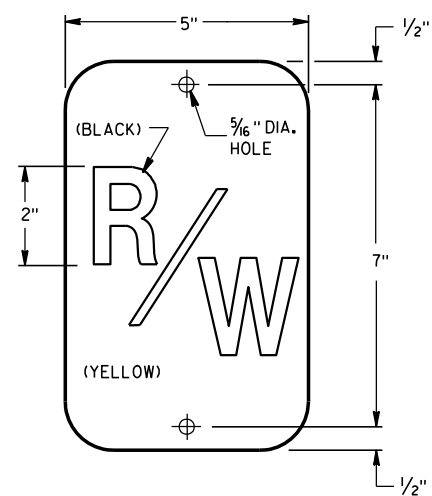
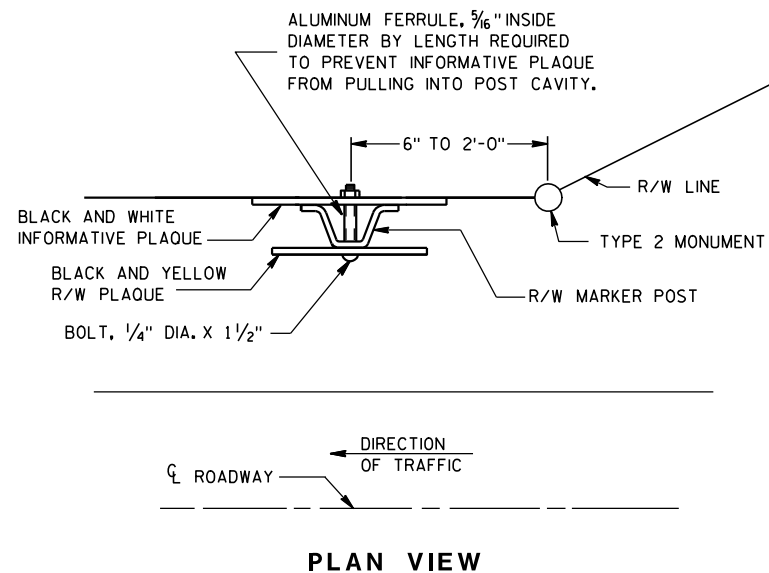
ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT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

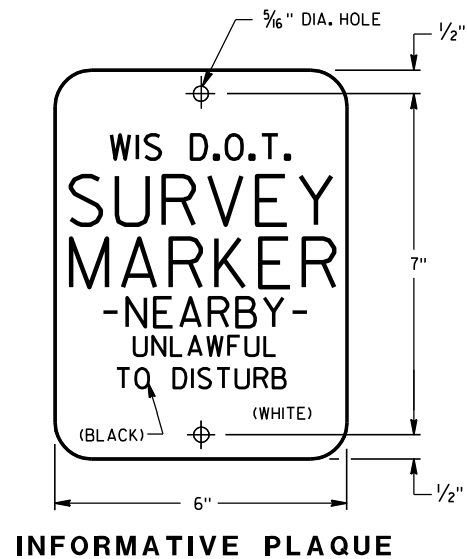
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 11/30/94 DATE	/S/ Rory L. Rhinesmith CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA	



R/W PLAQUE

THE RIGHT-OF-WAY PLAQUE AND INFORMATIVE PLAQUE WILL BE FURNISHED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION.



INFORMATIVE PLAQUE

GENERAL NOTES

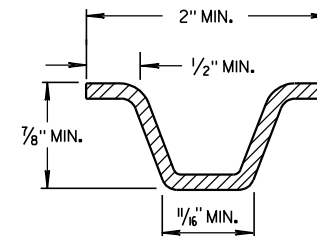
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

A STEEL MARKER POST FOR RIGHT-OF-WAY SHALL BE PLACED IN THE RIGHT-OF-WAY, WITH THE BACK OF THE POST ON THE LONGER RIGHT-OF-WAY TANGENT, 6 INCHES TO 24 INCHES FROM EACH TYPE 2 MONUMENT TO SERVE AS A GUARD POST, AND AT OTHER LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

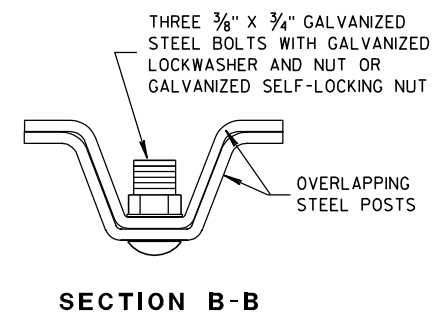
THE "R/W" PLAQUE SHALL FACE THE ROADWAY AND THE INFORMATIVE PLAQUE SHALL FACE AWAY FROM THE ROADWAY. R/W AND INFORMATIVE PLAQUES WILL BE FURNISHED BY THE DEPARTMENT OF TRANSPORTATION.

STEEL MARKER POSTS SHALL MEET THE MINIMUM MATERIAL REQUIREMENTS FOR STEEL DELINEATOR POSTS; EXCEPT POSTS PAINTED WITH FEDERAL YELLOW ENAMEL NEED NOT BE ZINC COATED.

- ① IN AREAS OF SOLID ROCK, DRILL A BORE HOLE 2" GREATER THAN THE WIDEST DIMENSION OF THE POST CROSS SECTION INTO THE ROCK TO A MINIMUM DEPTH OF 12 INCHES. CUT OR SPLICE THE POST SO THAT A MINIMUM LENGTH OF 3'10" PROTRUDES ABOVE THE GROUND. BLOW OUT THE BORE HOLE IN THE ROCK USING COMPRESSED AIR. FILL THE BORE HOLE WITH CEMENT GROUT, OR EQUIVALENT, DEPENDING ON THE STABILITY OF THE ROCK.

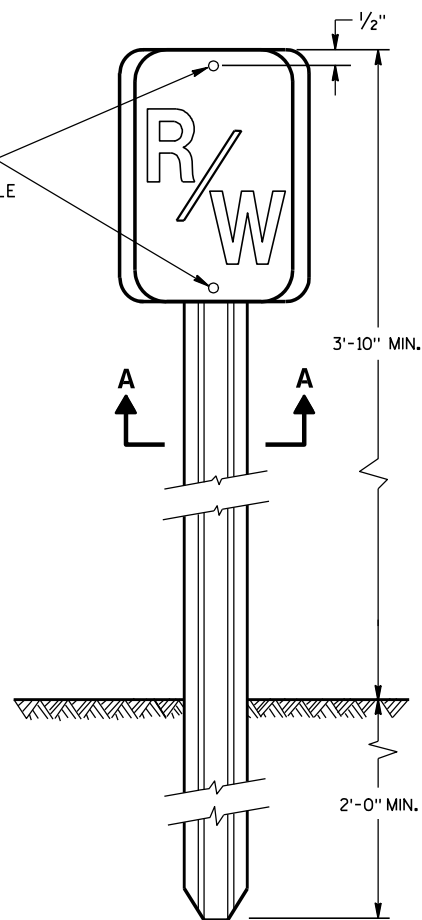


MIN. WEIGHT 1.12 LB./FT.
SECTION A-A

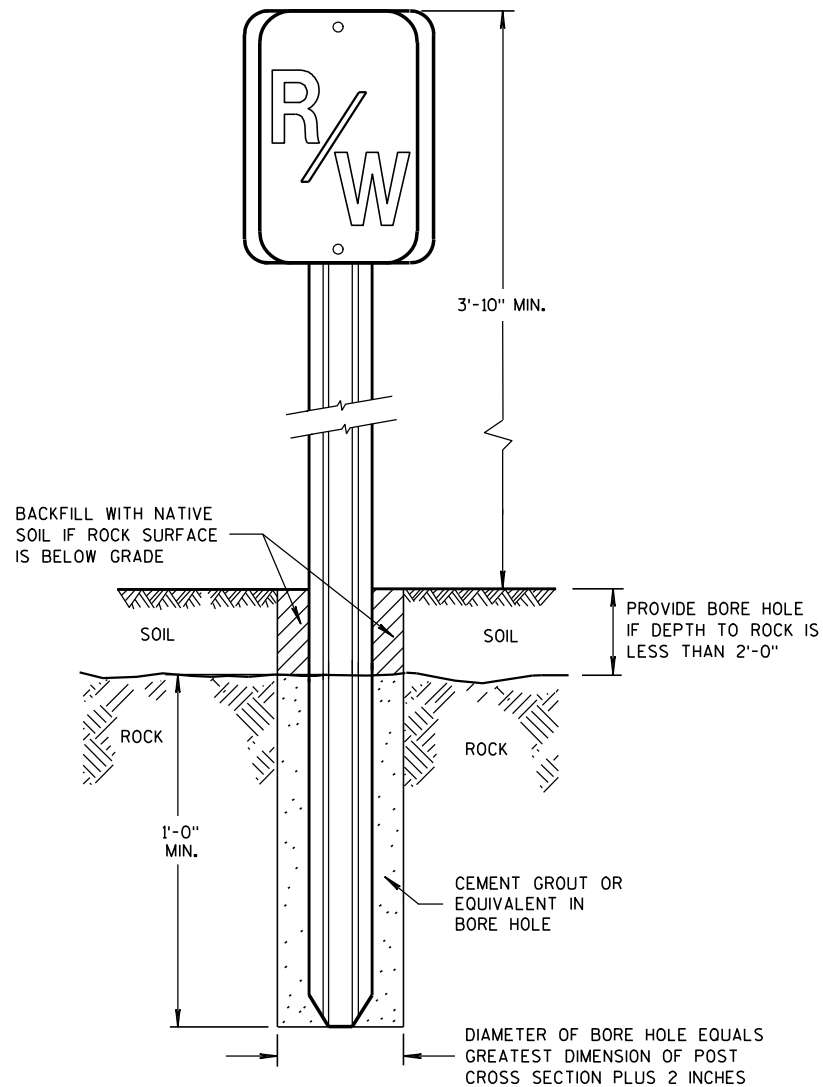


SECTION B-B

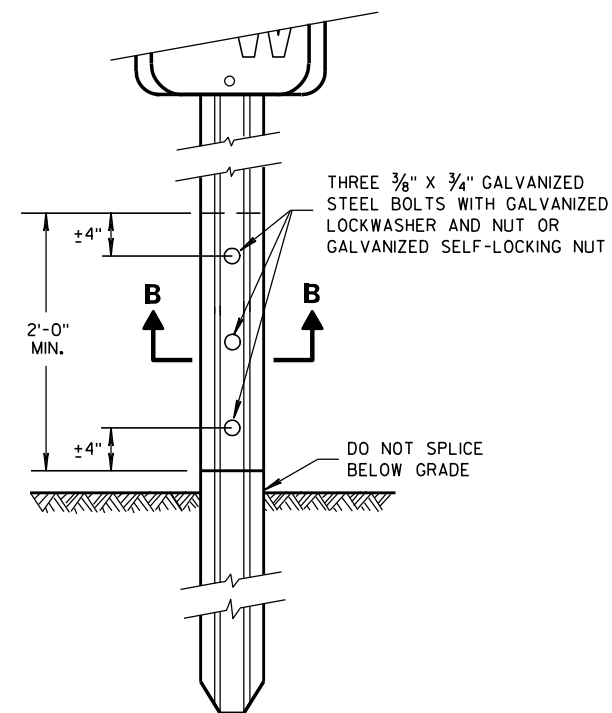
STEEL POSTS SHALL HAVE 2 - 3/8" HOLES 7" APART. POST WITH ADDITIONAL HOLES WILL BE ACCEPTABLE



FRONT VIEW
STEEL MARKER POST



FRONT VIEW
ROCK INSTALLATION ①



FRONT VIEW
SPLICE DETAIL

MARKER POST
FOR RIGHT-OF-WAY

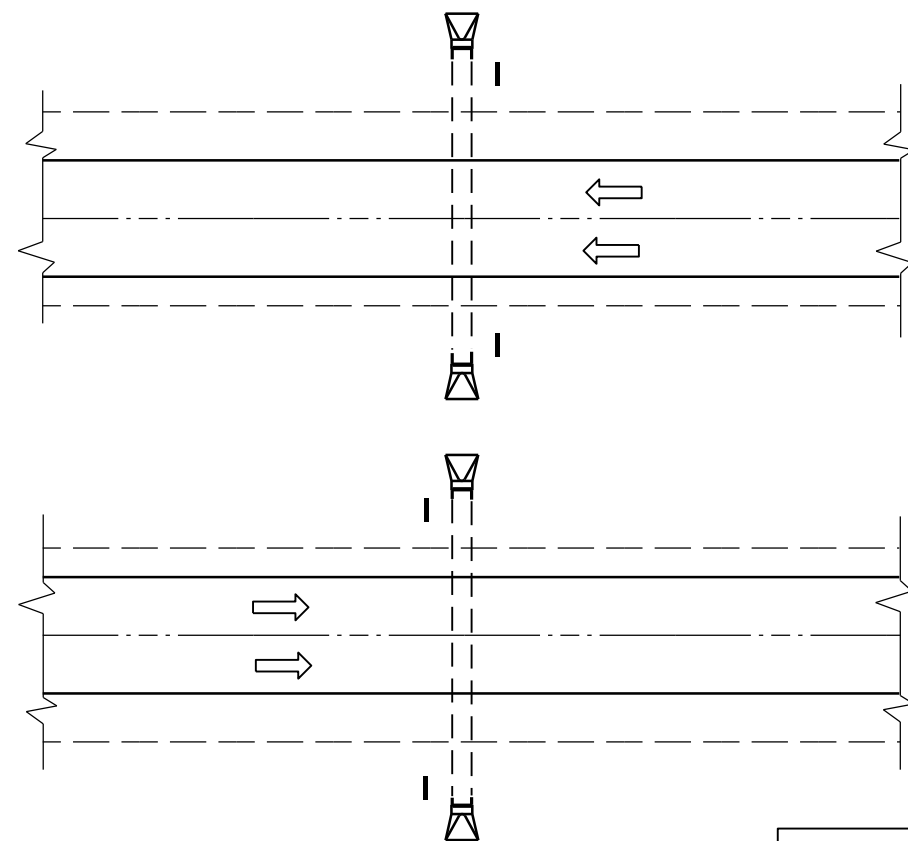
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

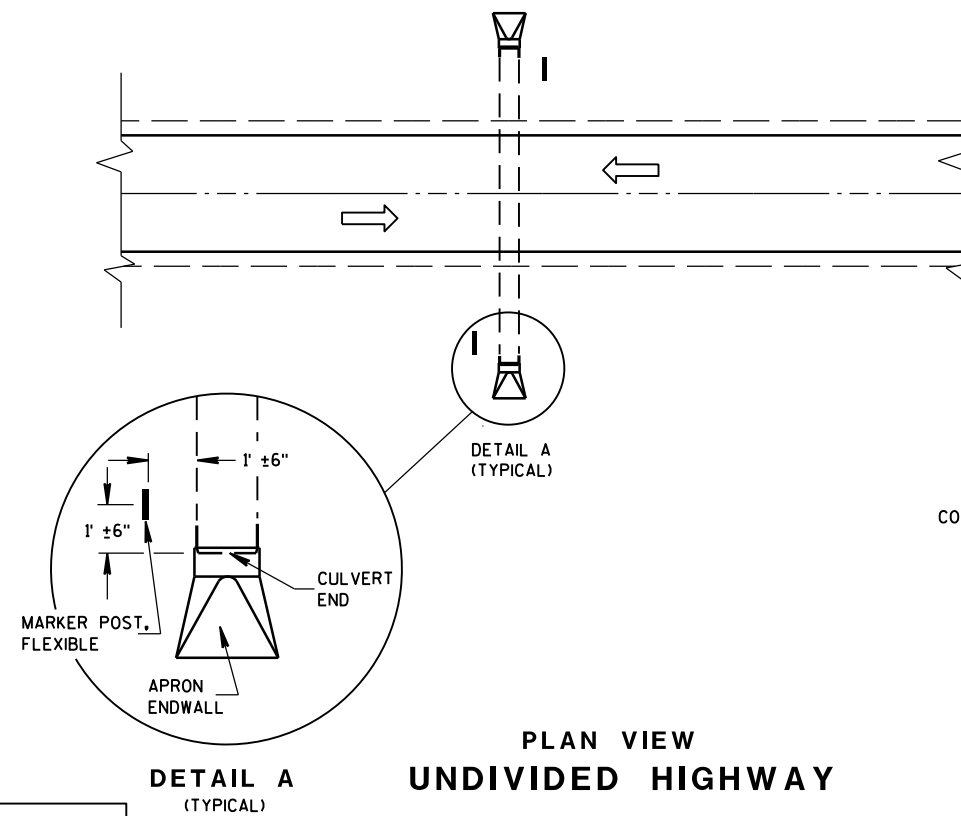
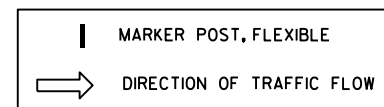
4/27/09
DATE

/S/ Ray Kumapayi
CHIEF SURVEYING AND MAPPING ENGINEER

FHWA



PLAN VIEW
DIVIDED HIGHWAY

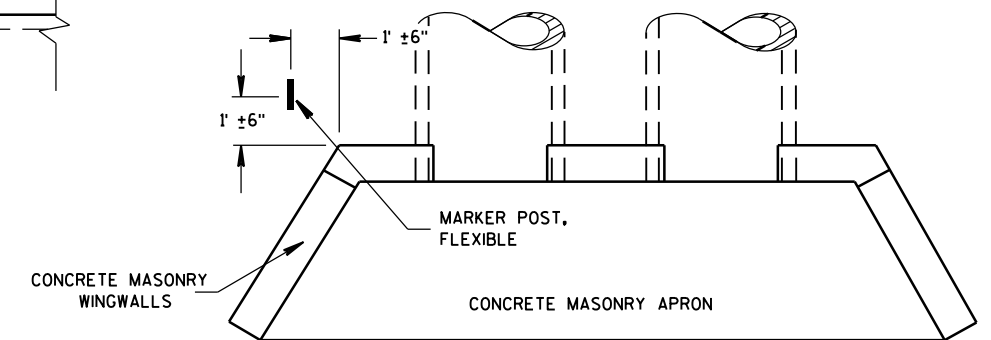


PLAN VIEW
UNDIVIDED HIGHWAY

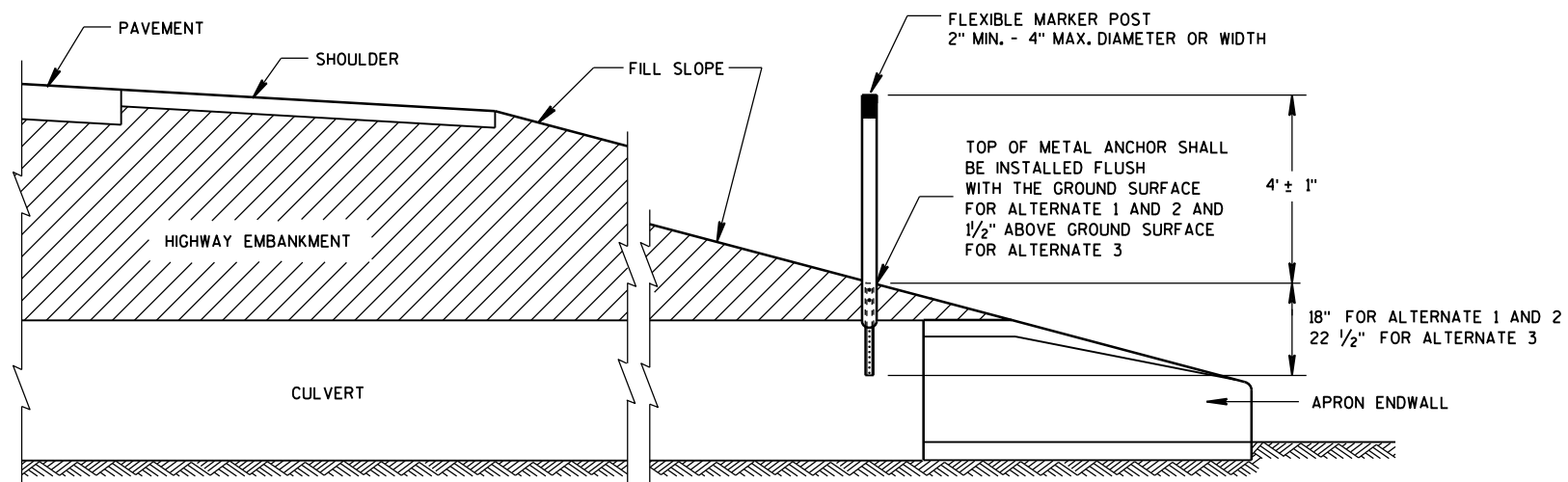
FLEXIBLE MARKER POST LOCATION

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.



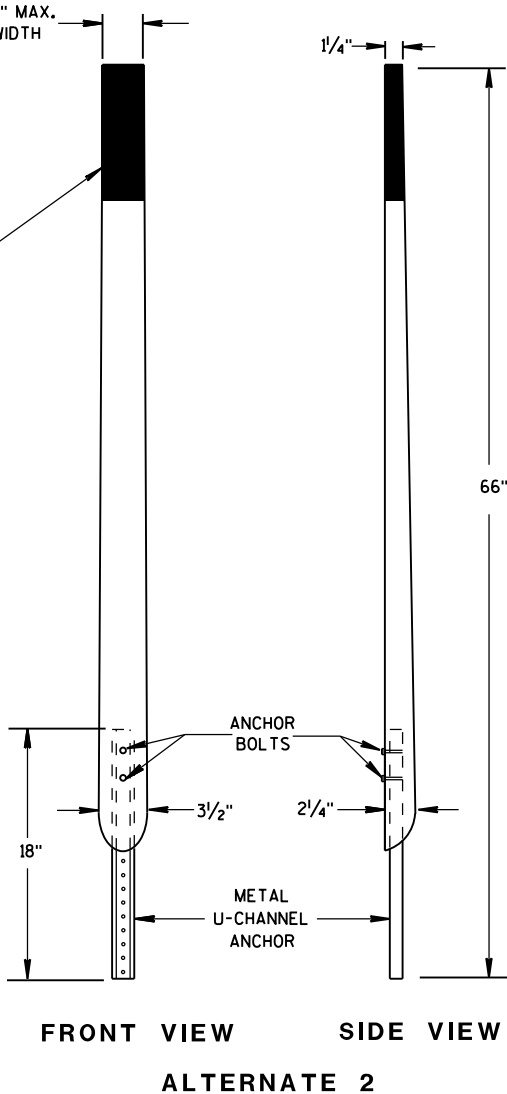
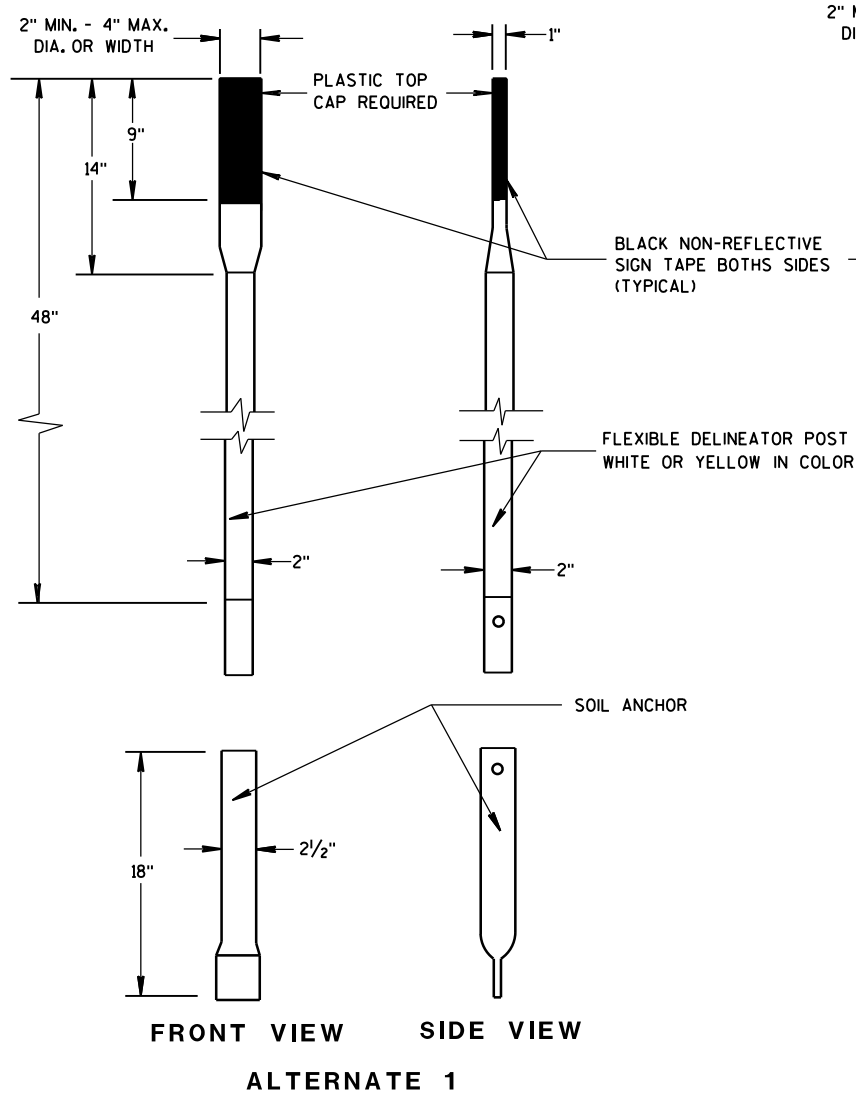
PLAN VIEW
CONCRETE MASONRY ENDWALLS FOR
CULVERT PIPE AND PIPE ARCH



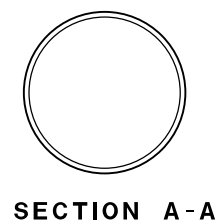
CROSS SECTION
FLEXIBLE MARKER POST

FLEXIBLE MARKER POST
FOR CULVERT END

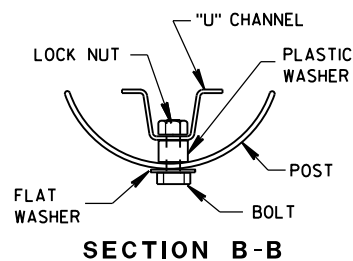
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



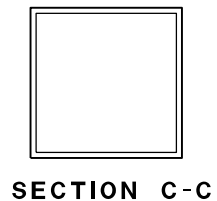
FLEXIBLE MARKER POSTS



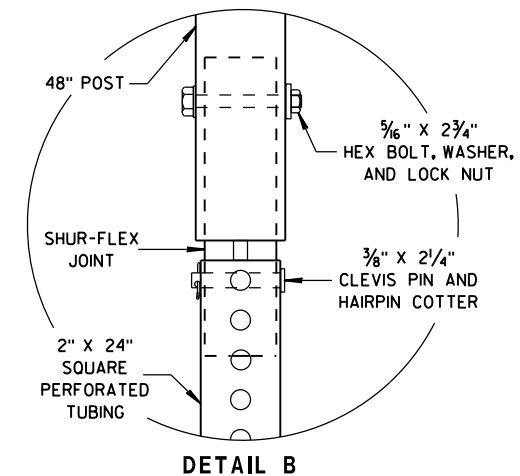
SECTION A-A



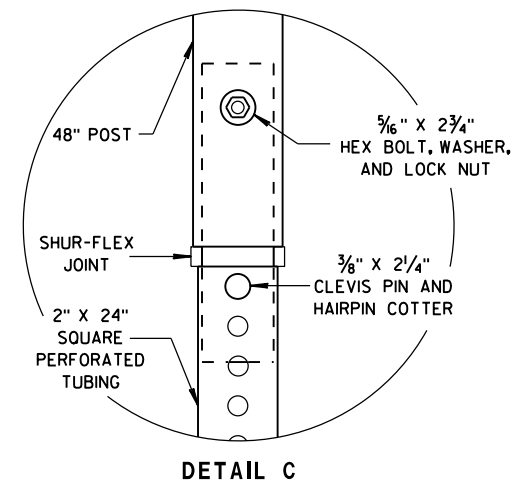
SECTION B-B



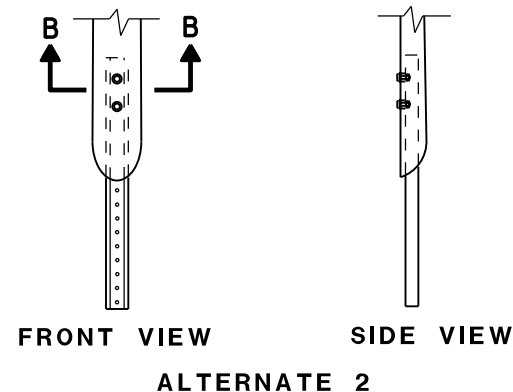
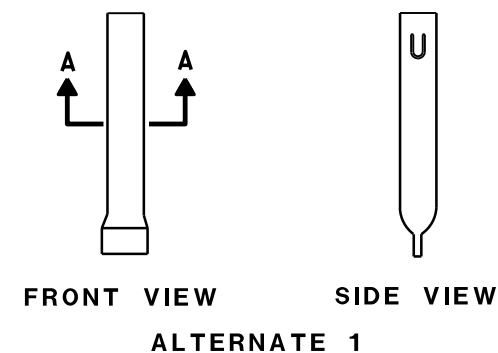
SECTION C-C



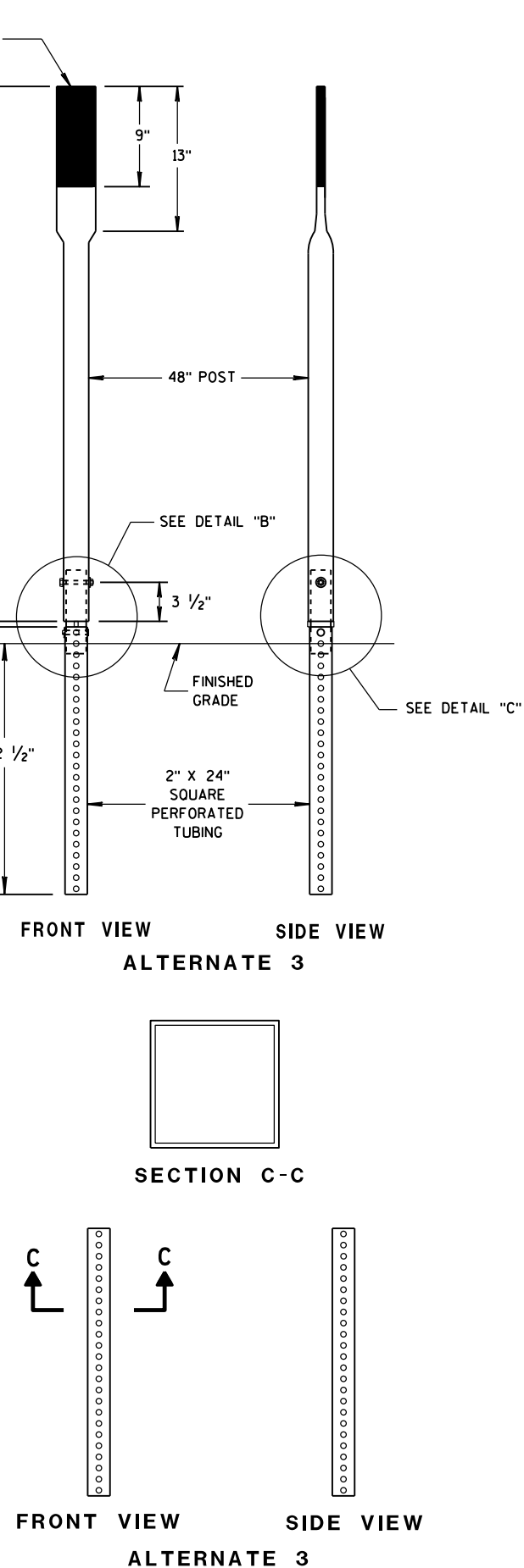
DETAIL B



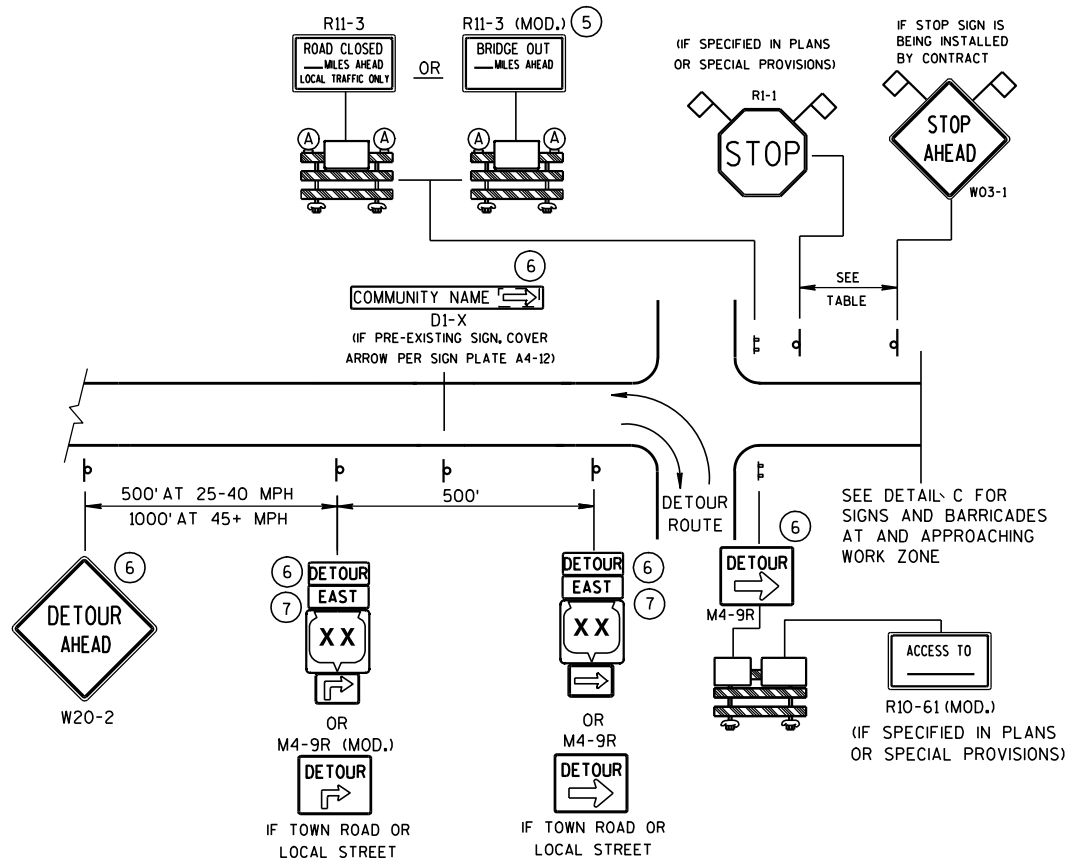
DETAIL C



FLEXIBLE MARKER POST ANCHORS

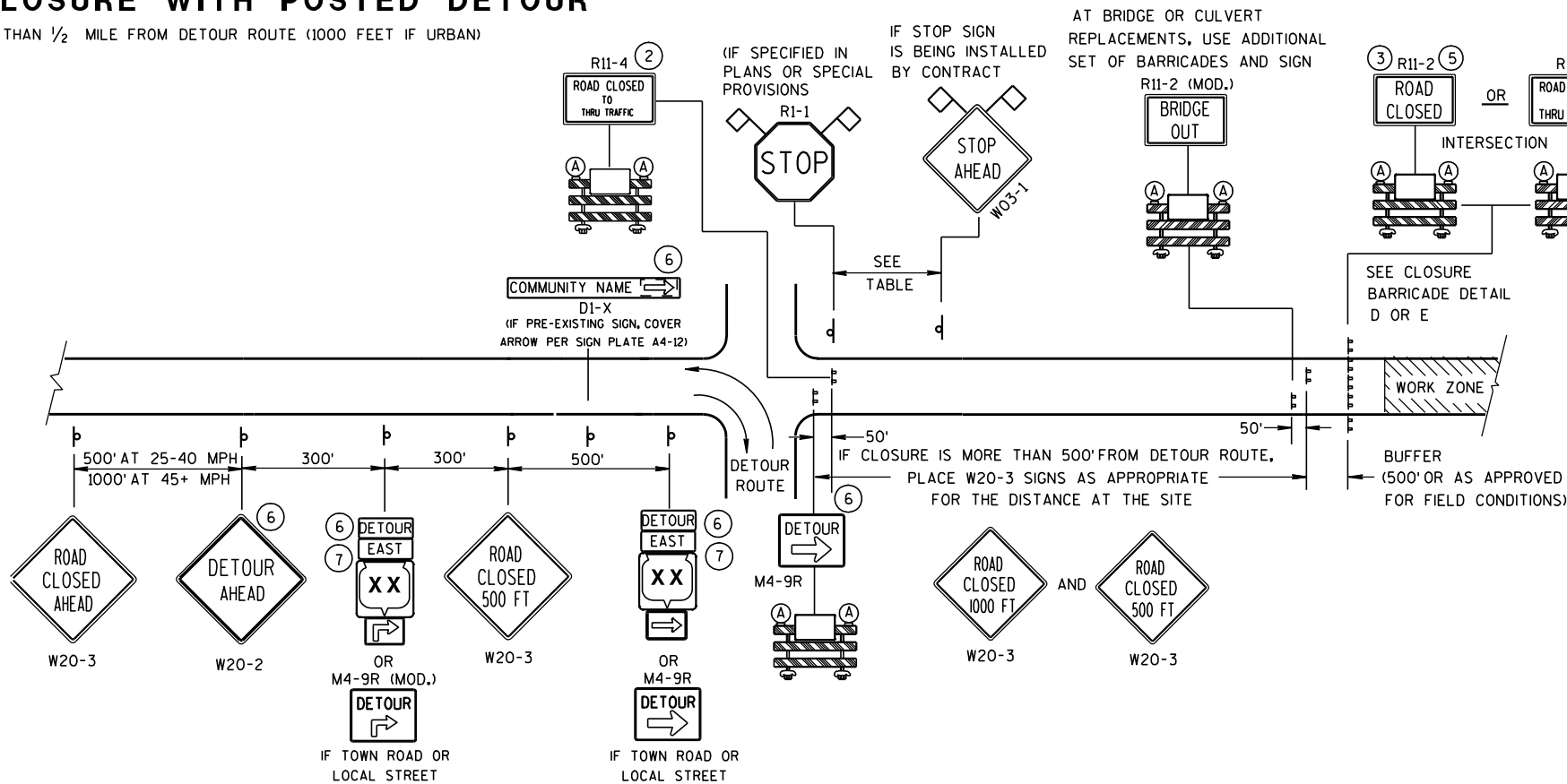


FLEXIBLE MARKER POST FOR CULVERT END	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 10/1/2012 DATE	/S/ Travis Feltes STATE TRAFFIC ENGINEER OF DESIGN
FHWA	



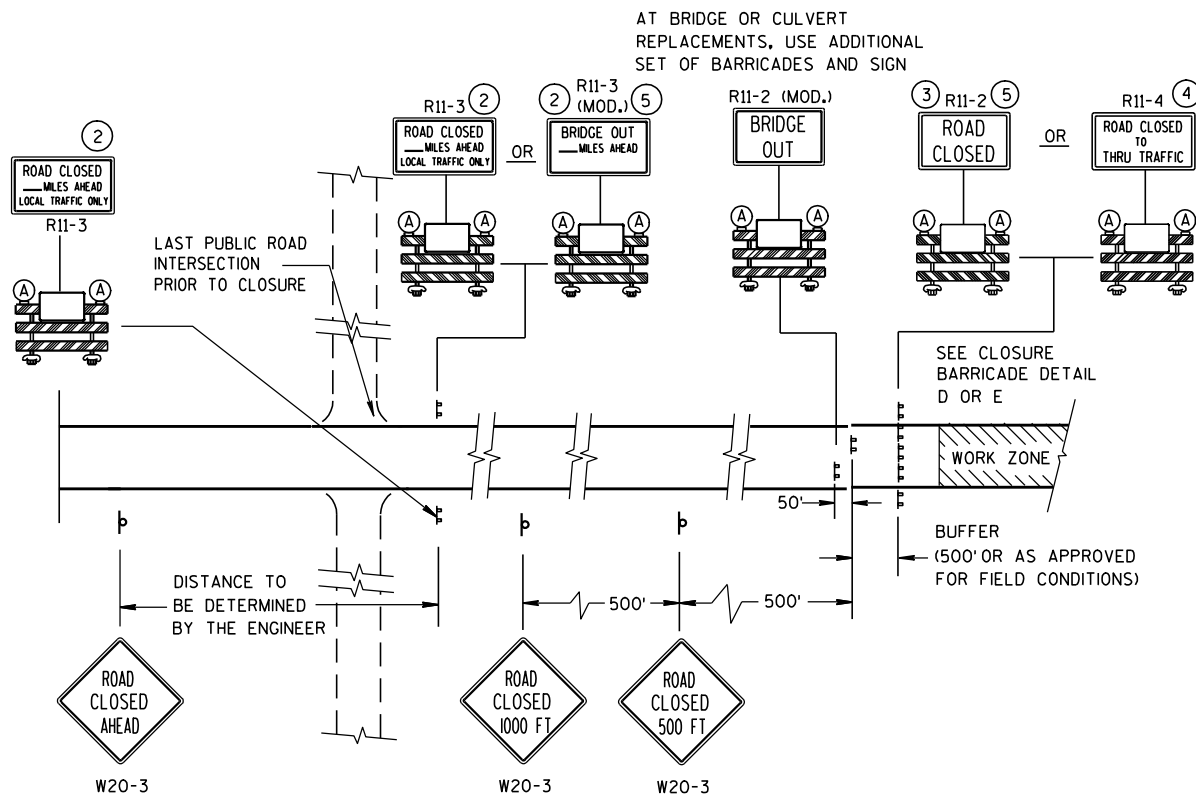
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN 1/2 MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN 1/2 MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

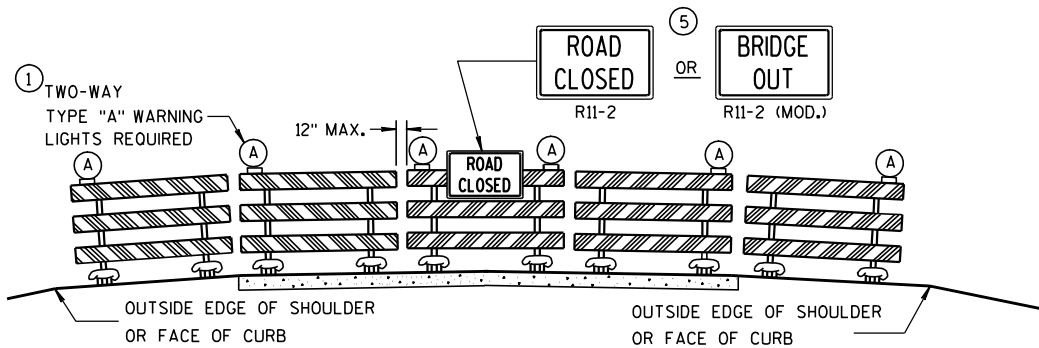
SEE SDD 15C2-4b
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦

LEGEND

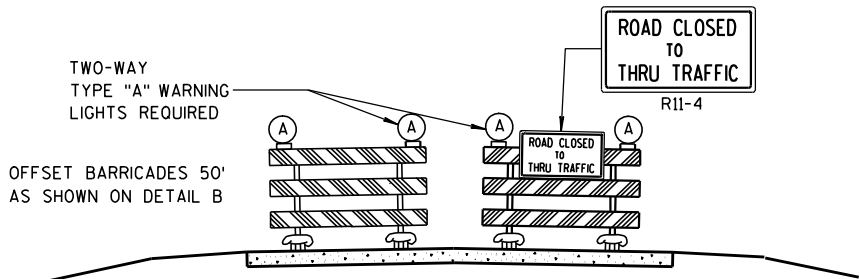
- POST MOUNTED SIGN
- TYPE III BARRICADES
- TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT (FOR NIGHT USE)
- WORK ZONE
- DETOUR EAST M4-8 M3-X
- MI-4 OR MI-5A OR MI-6
- MO5-1 OR MO6-1
- FLAGS, 16" X 16" MIN., (ORANGE)

**BARRICADES AND SIGNS
FOR
MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2-4a FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

THE R11-2, R11-3, M4-9, R11-4 AND R10-61 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

THE REFLECTIVE SHEETING USED ON R11-2, R11-3, R11-4, R10-61 AND R1-1 SIGNS SHALL COMPLY WITH SUBSECTION 637.2.2.2 OF THE STANDARD SPECIFICATIONS.

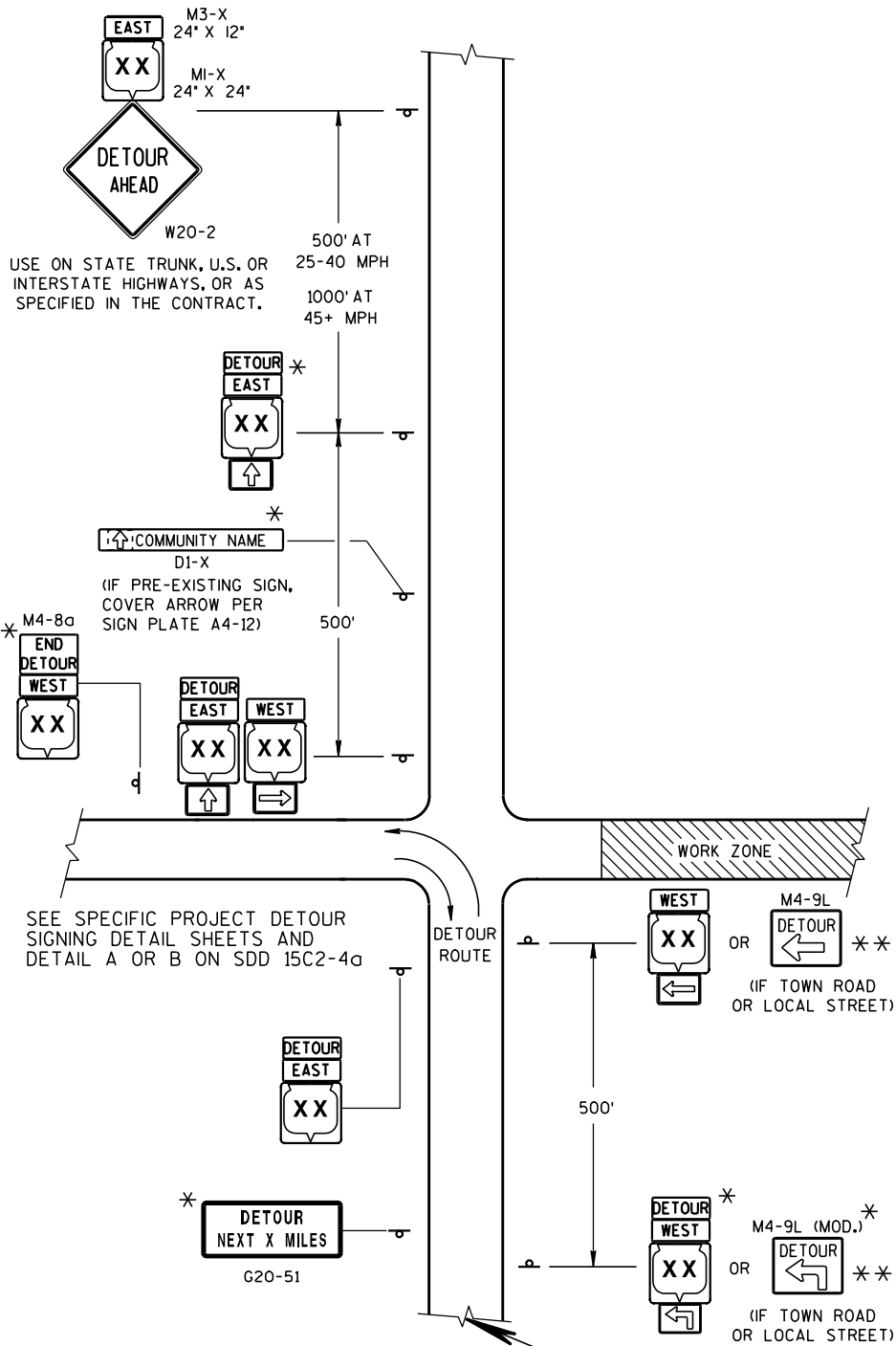
"WO AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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

- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X AND M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

- 1 TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT LIGHT SPACING).
- 2 THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.
- 3 FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.
- 4 FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.
- 5 FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.
- 6 INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.
- 7 "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR MAINLINE CLOSURES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
<u>9/16/03</u> DATE	<u>/S/ Thomas N. Notbohm</u> CHIEF SIGNS AND MARKING ENGINEER
FHWA	



SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD 15C2-4a

LEGEND

POST MOUNTED SIGN

WORK ZONE

DETOUR EAST M4-8 M3-X

M1-4 OR COUNTY M1-5A OR M1-6

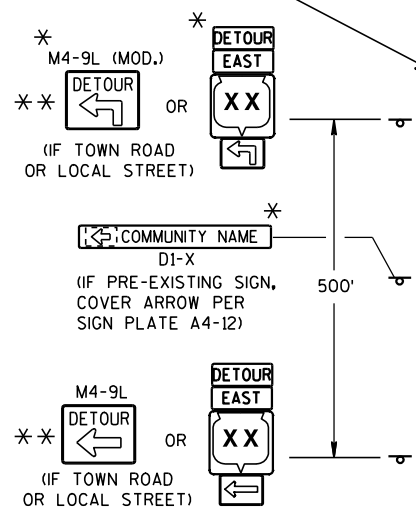
M05-1 OR M06-1 OR M06-1

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

MATCH POINT

**DETAIL F
DETOUR SIGNING**

USE ON STATE TRUNK, U.S. OR INTERSTATE HIGHWAYS, OR AS SPECIFIED IN THE CONTRACT.



GENERAL NOTES

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

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

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

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

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

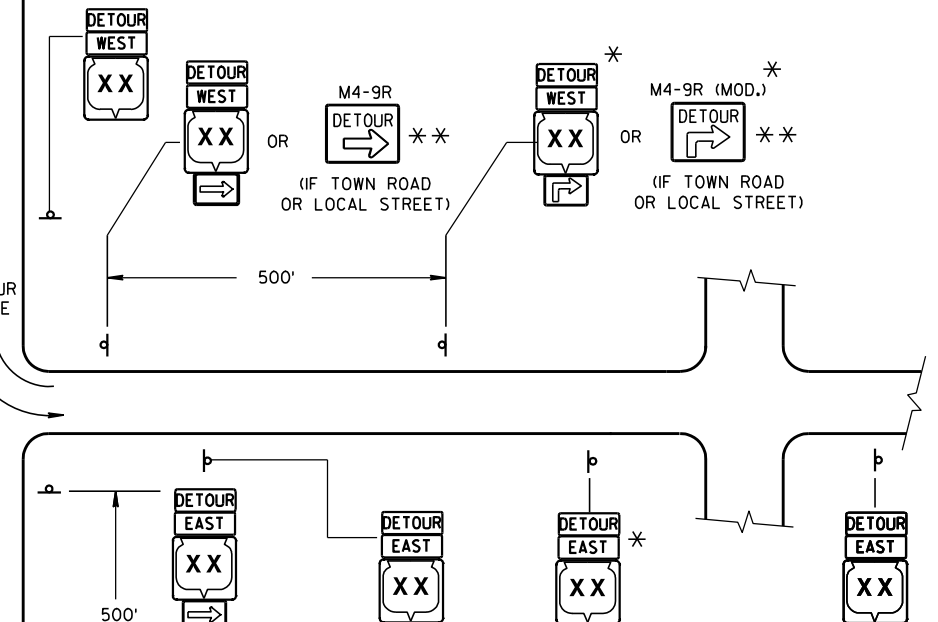
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X AND M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-9 SHALL BE 30" X 24".
- M4-8a SHALL BE 24" X 18".
- G20-51 SHALL BE 60" X 24".
- W20-2 SHALL BE 48" X 48".
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

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

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

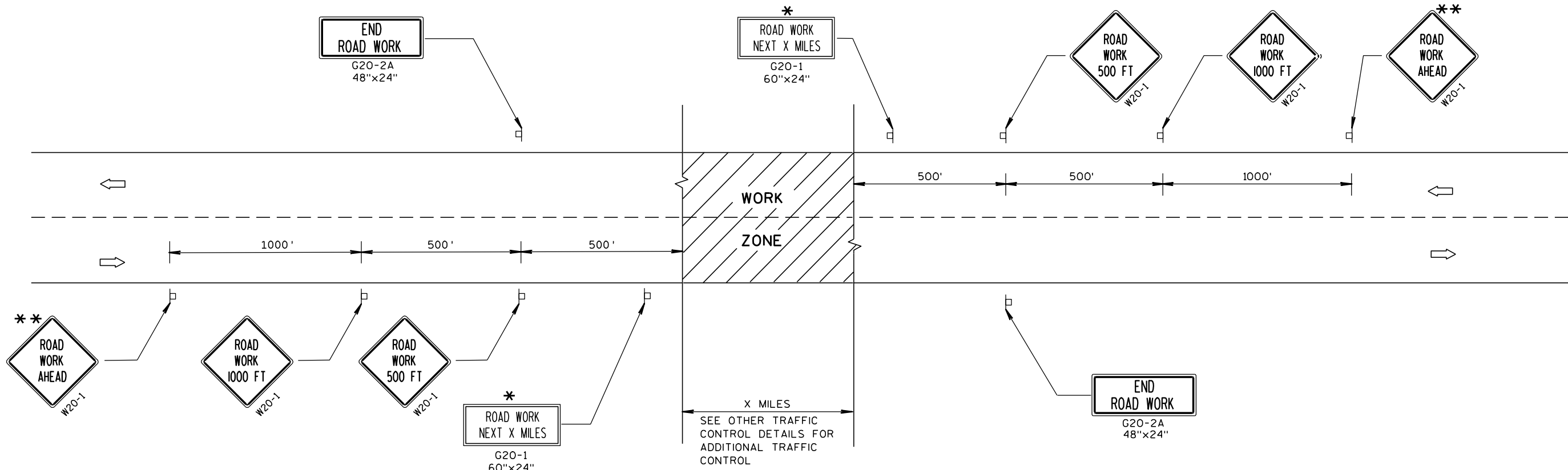


PLACE SIGNS BEYOND INTERSECTIONS WITH STATE OR COUNTY TRUNK HIGHWAYS OR AT 4 MILE MAXIMUM SPACING (4 BLOCKS IF URBAN AREA.)

**DETOUR SIGNING FOR
MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9-16-03 DATE /S/ Thomas N. Notbohm
CHIEF SIGNS AND MARKING ENGINEER
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.

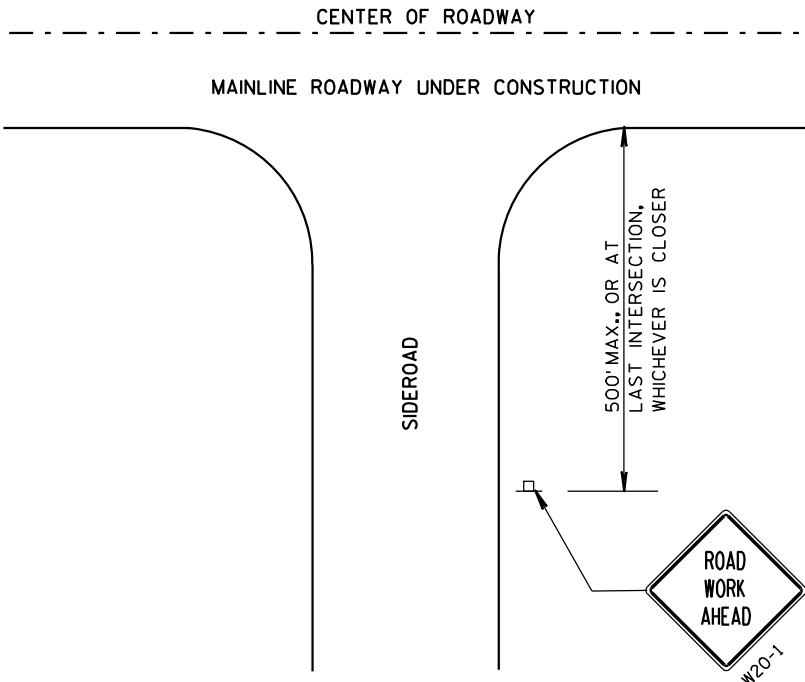
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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.



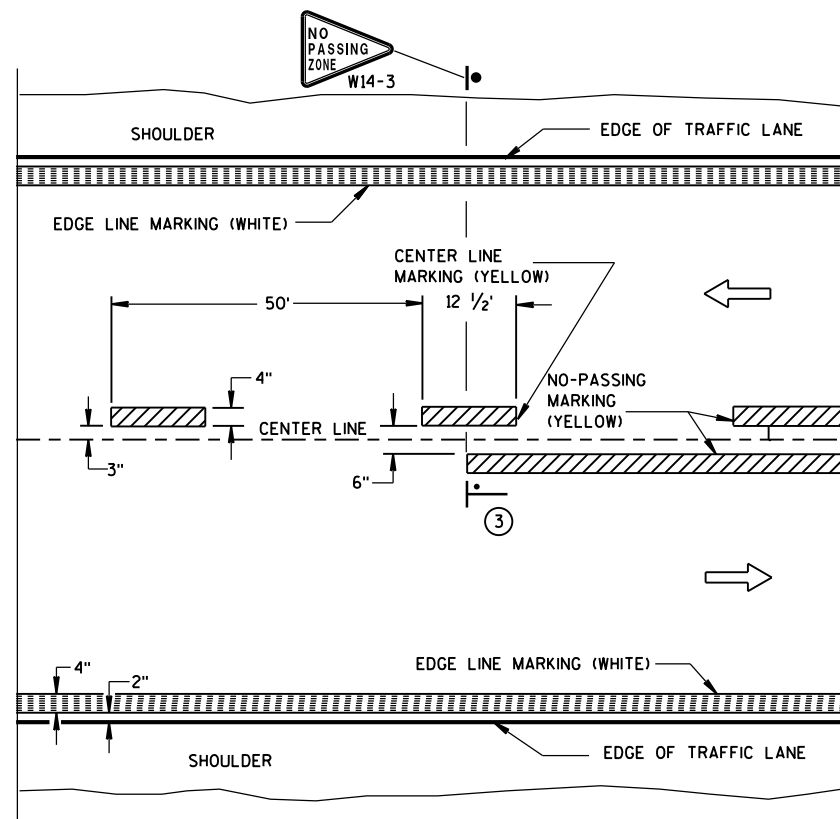
LEGEND

- POST MOUNTED SIGN
- DIRECTION OF TRAFFIC FLOW

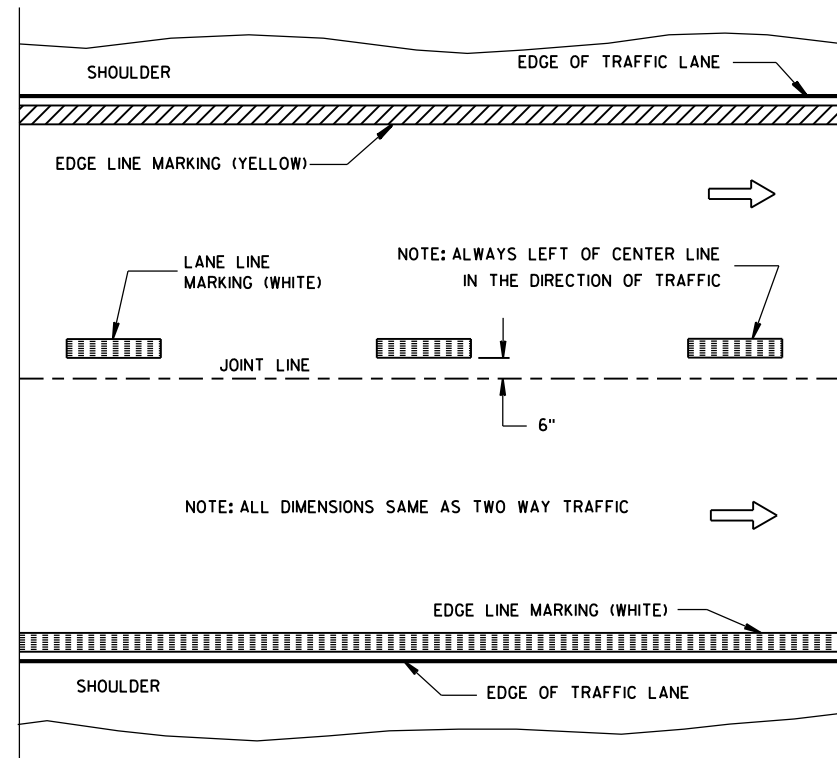
TRAFFIC CONTROL, ADVANCE
WARNING SIGNS 45 M.P.H.
OR GREATER TWO-WAY
UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/00 /S/ Chester J. Spang
DATE CHIEF SIGNS AND MARKING ENGINEER
FHWA

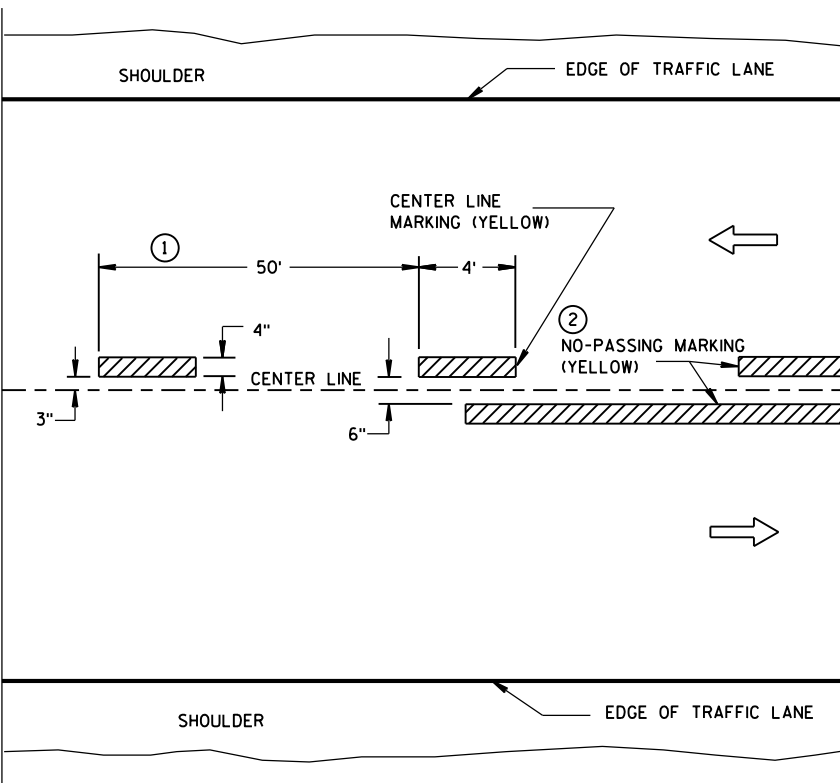


TWO WAY TRAFFIC

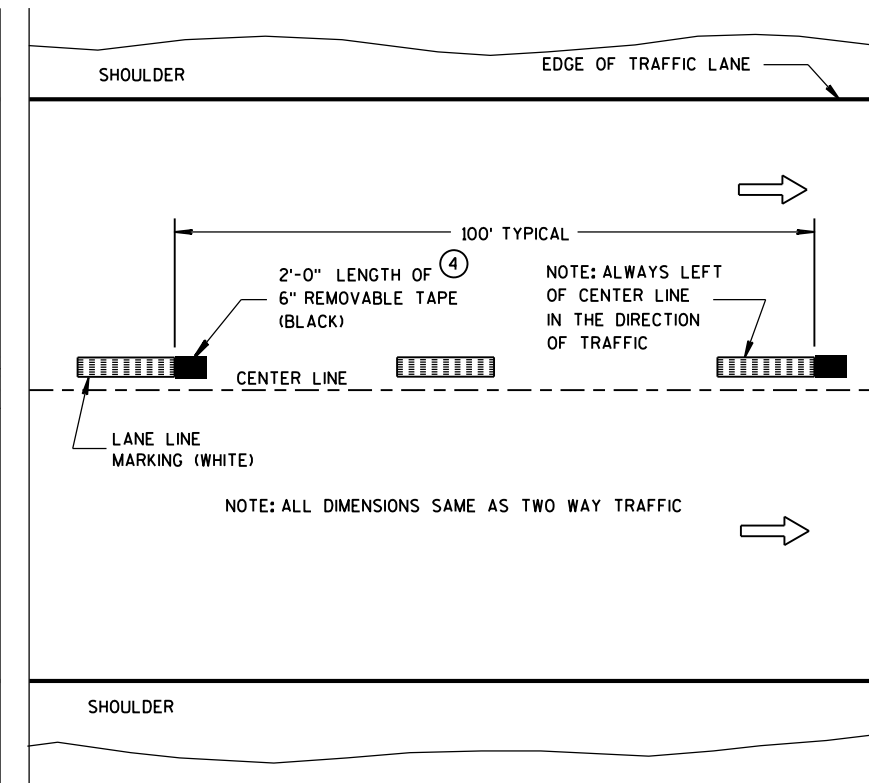


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

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

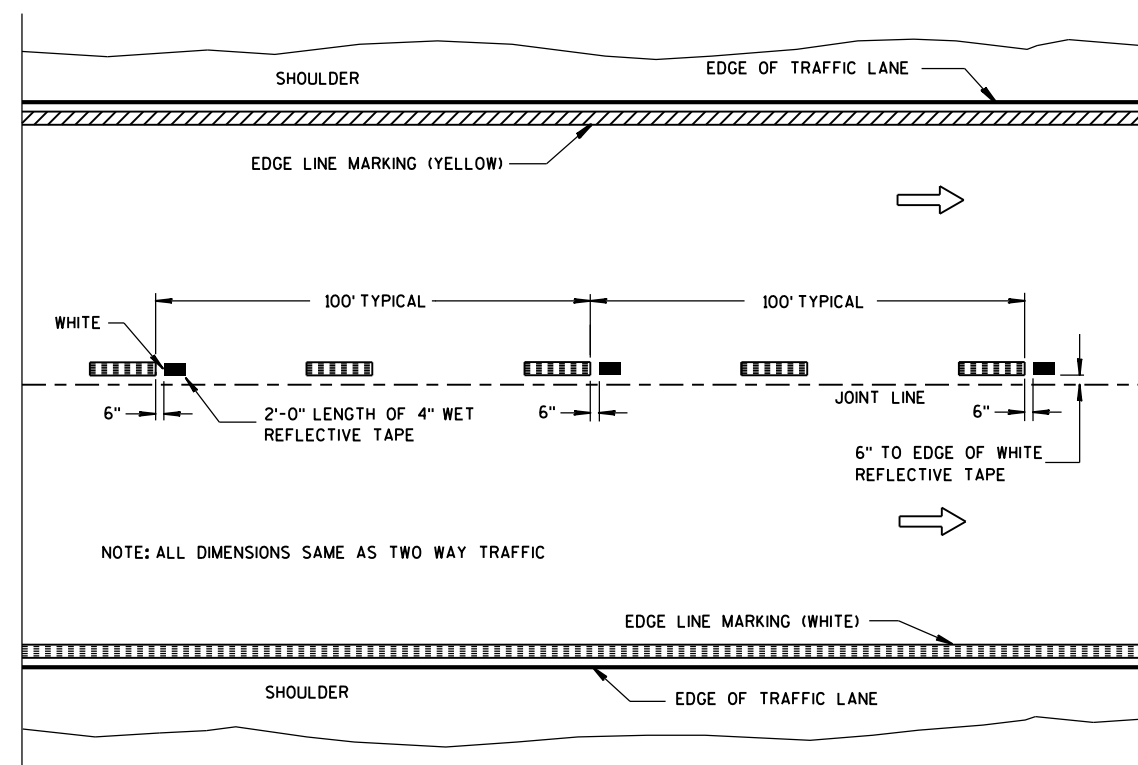
GENERAL NOTES

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

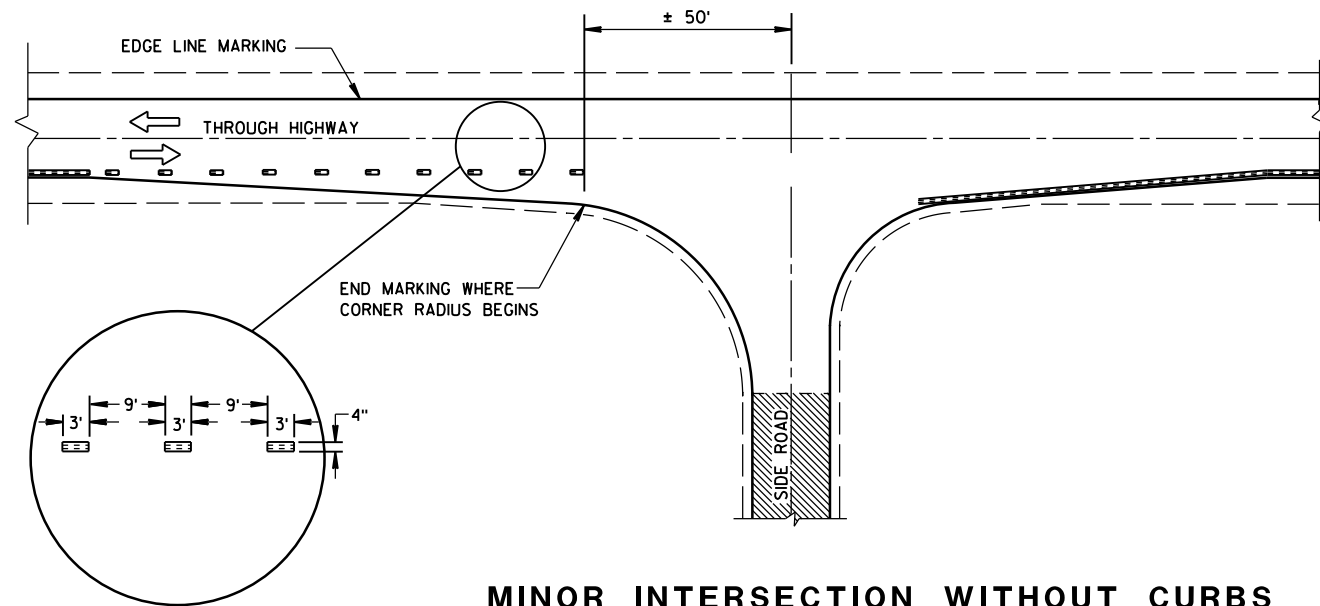
LEGEND

- "T" MARKING
- POST MOUNTED SIGN

PAVEMENT MARKING
(MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

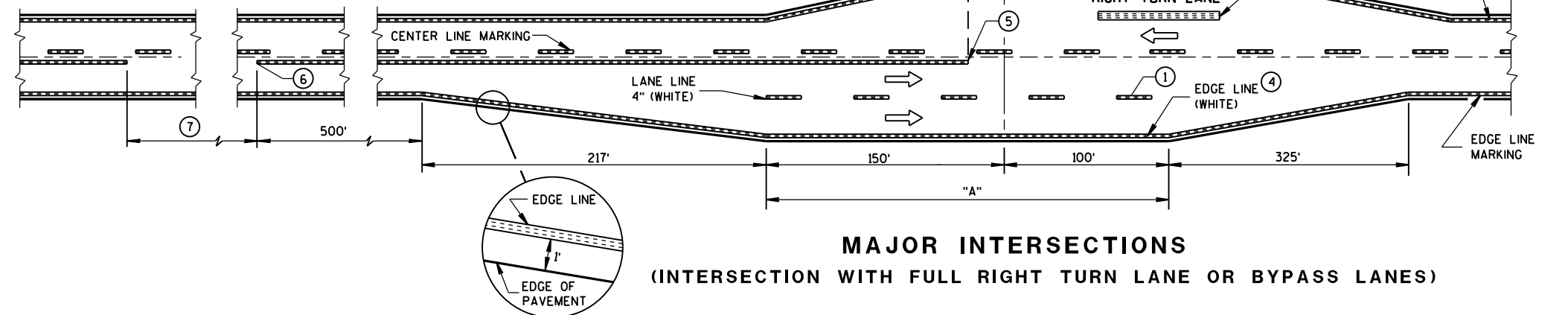
APPROVED
10-1-2012 /S/ Travis Feltes
DATE STATE TRAFFIC ENGINEER OF DESIGN
FHWA



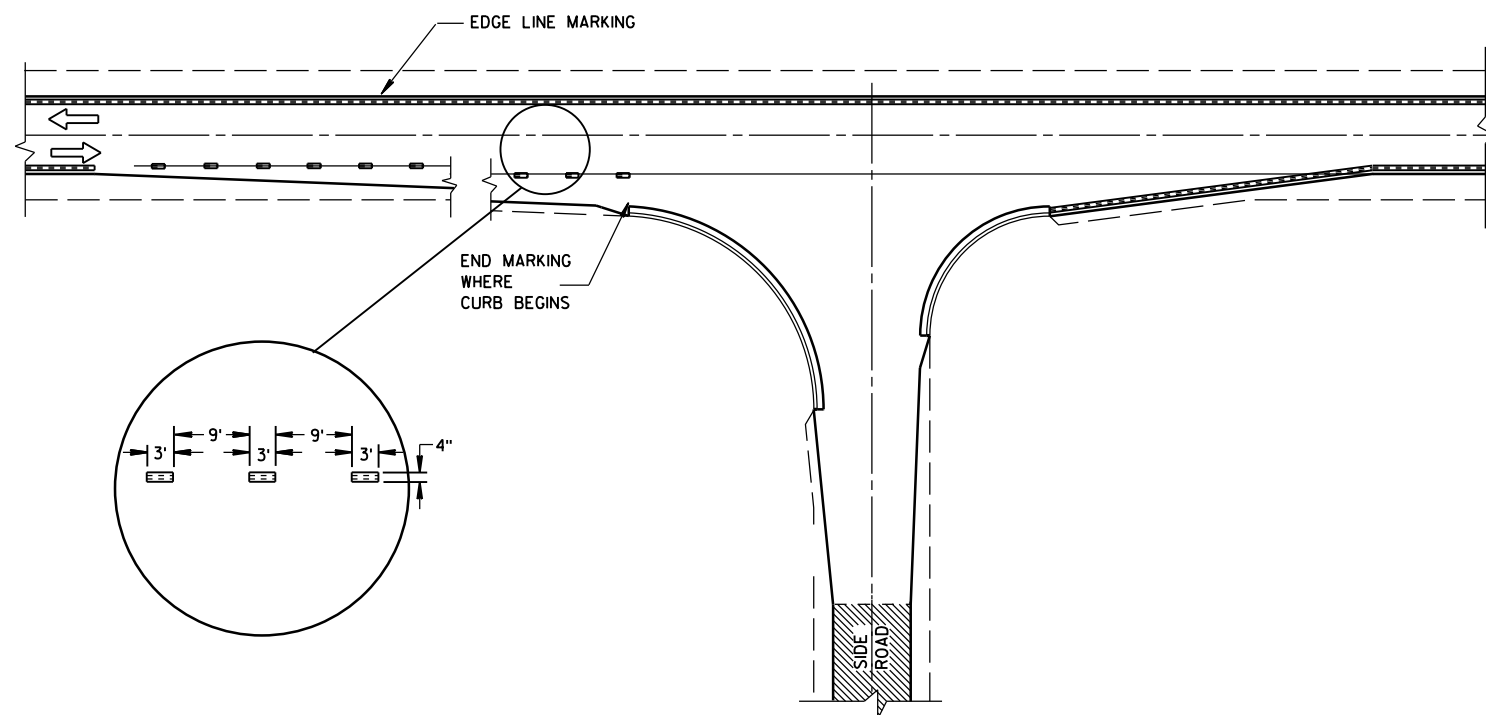
MINOR INTERSECTION WITHOUT CURBS

⑦

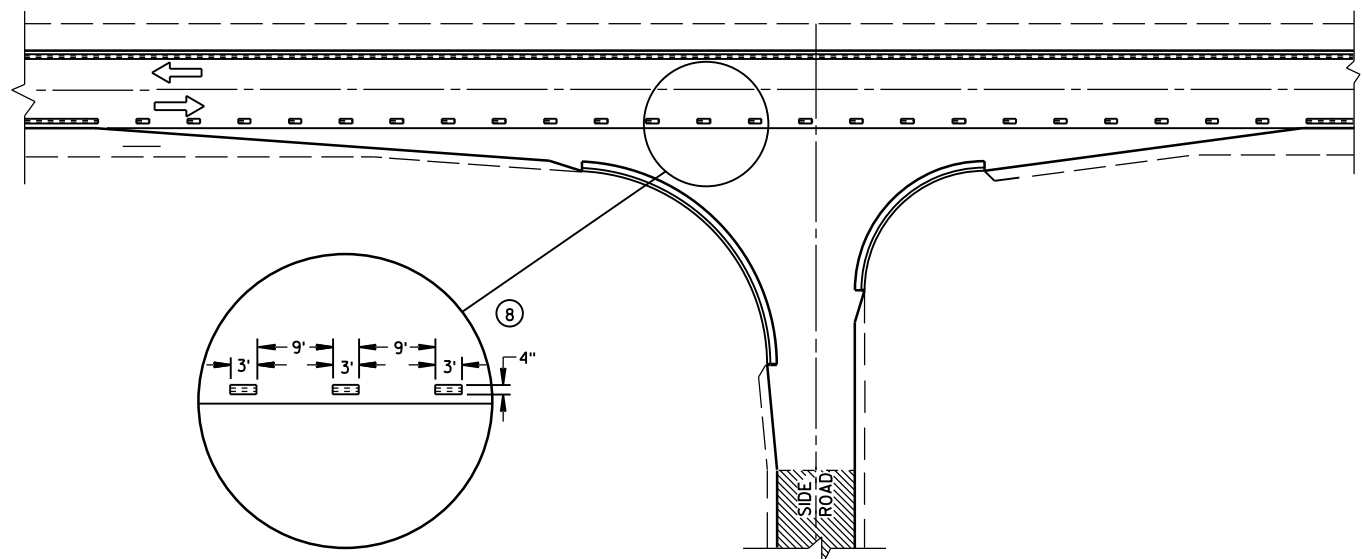
POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792



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

TWO-LANE ROADWAY

SYMBOLS



WORK AREA



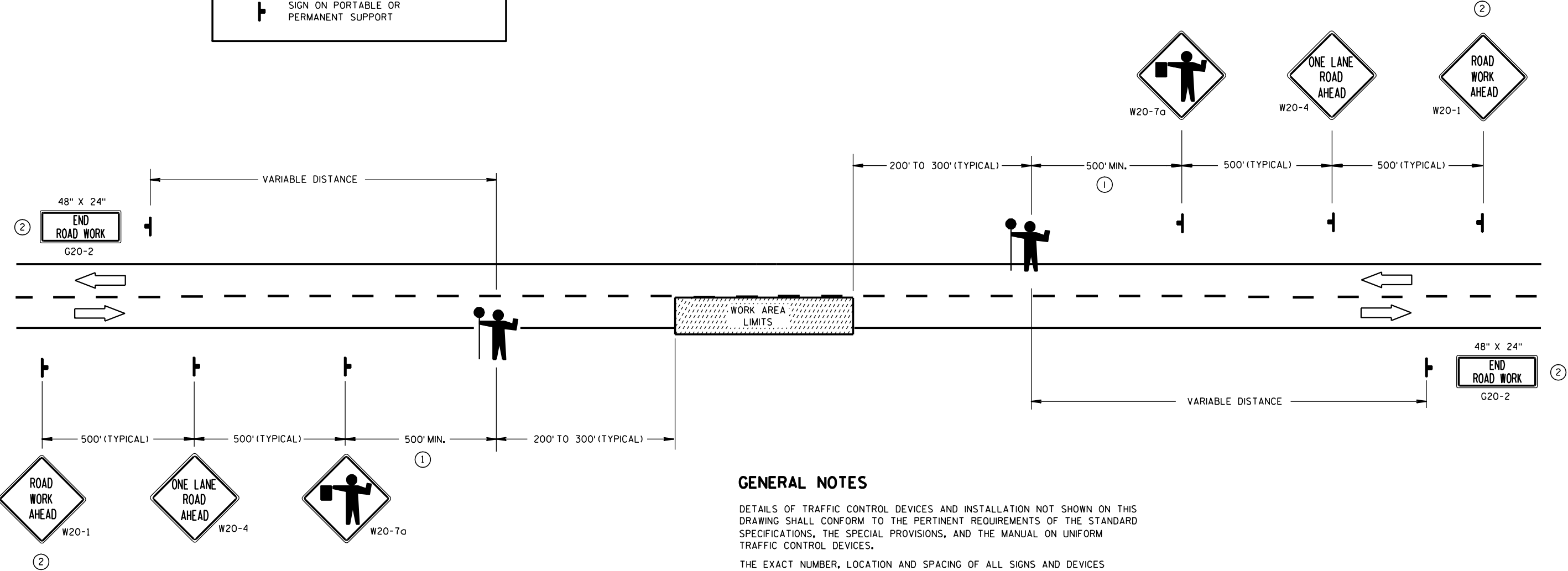
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF



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
DATE

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

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.

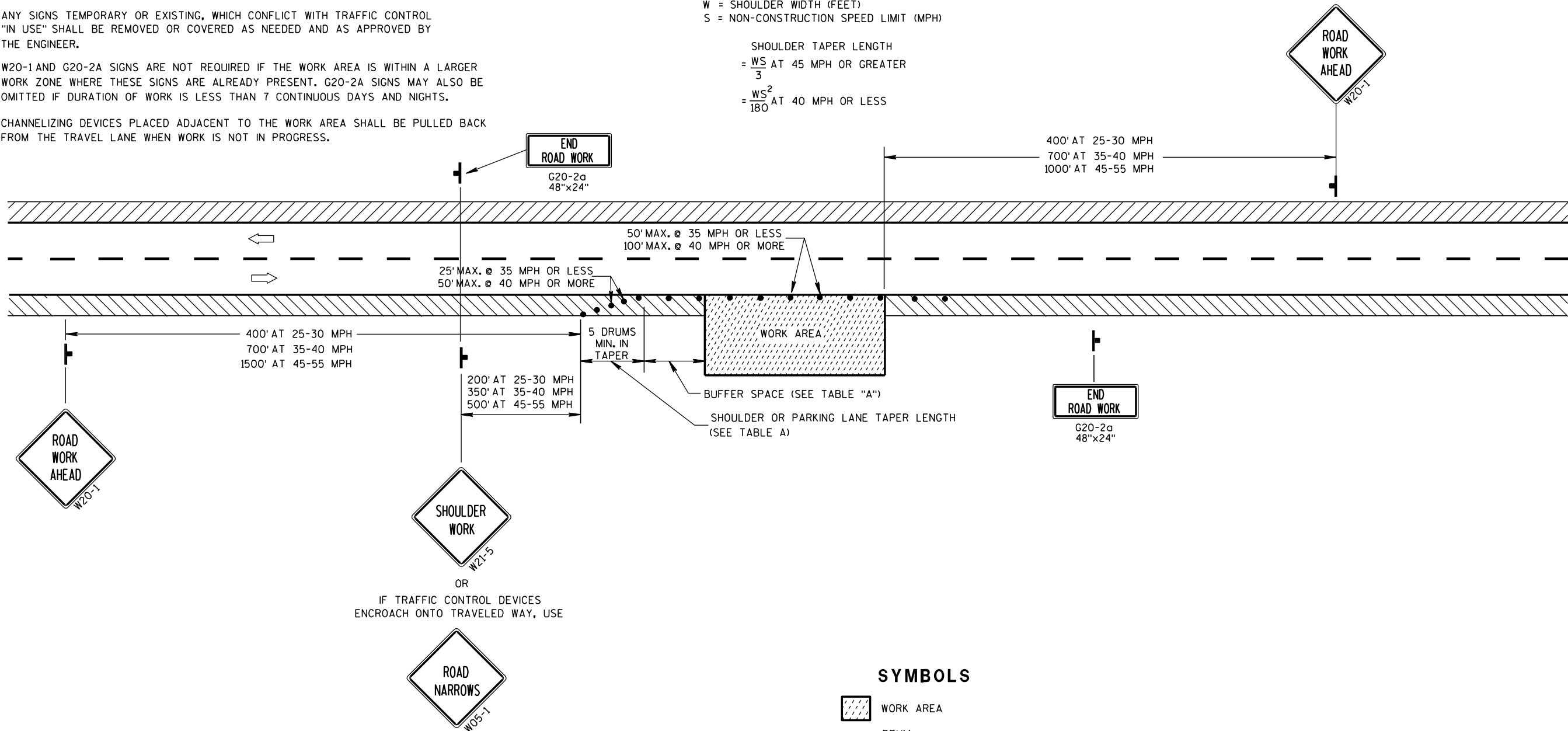
CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

TABLE A

S \ W		SHOULDER TAPER LENGTH (FEET)				BUFFER SPACE (FEET)
		4	6	8	10	
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

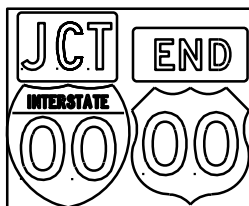
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/00 /S/ Chester J. Spang
DATE CHIEF SIGNS AND MARKING ENGINEER
FHWA

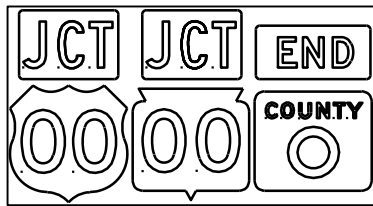
TYPICAL ASSEMBLIES



J1-1



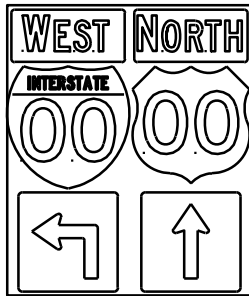
J1-2



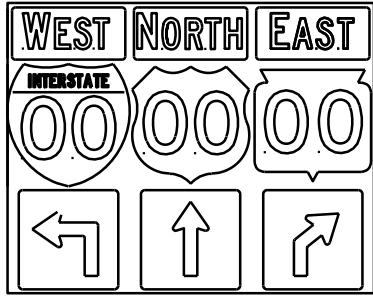
J1-3



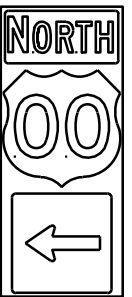
J2-1



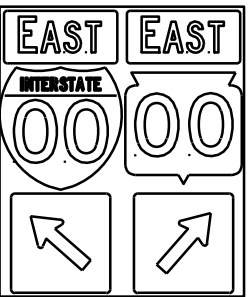
J2-2



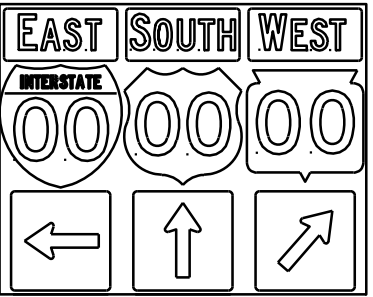
J2-3



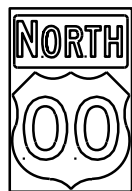
J3-1



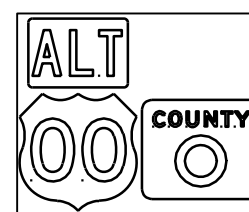
J3-2



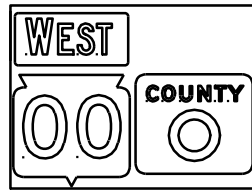
J3-3



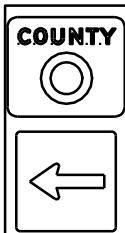
J4-1



J4-2



J4-2



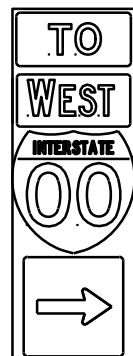
J13-1



J12-1



J32-1



J33-1



J23-1



J22-1



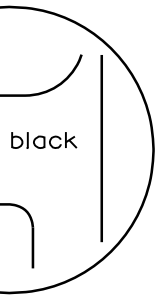
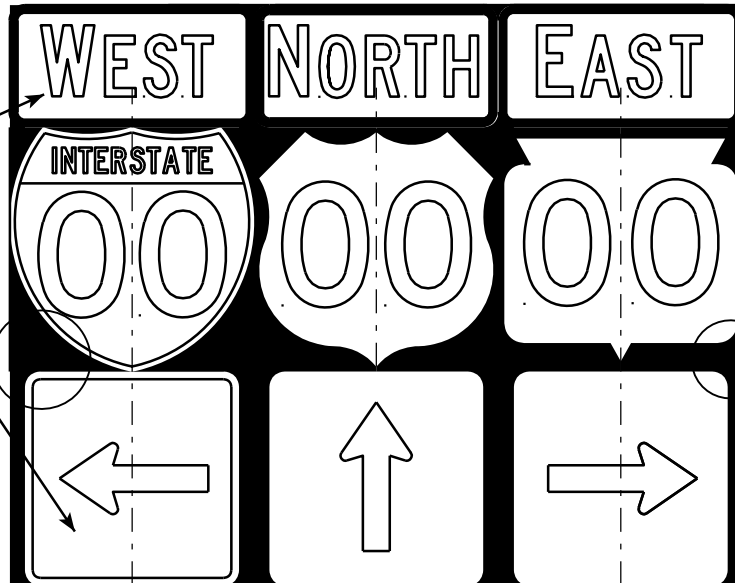
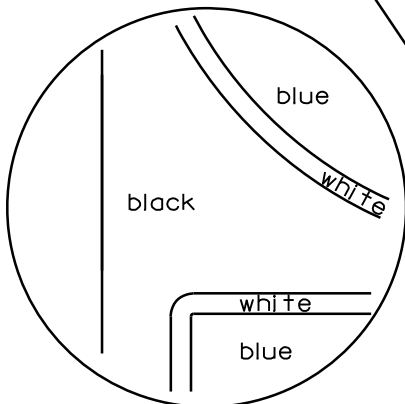
JV

(Typical Vertical J-Assembly
See Note 10 and 11)

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Black Non-reflective
Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 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.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

[blue background
with interstate]



[black background]

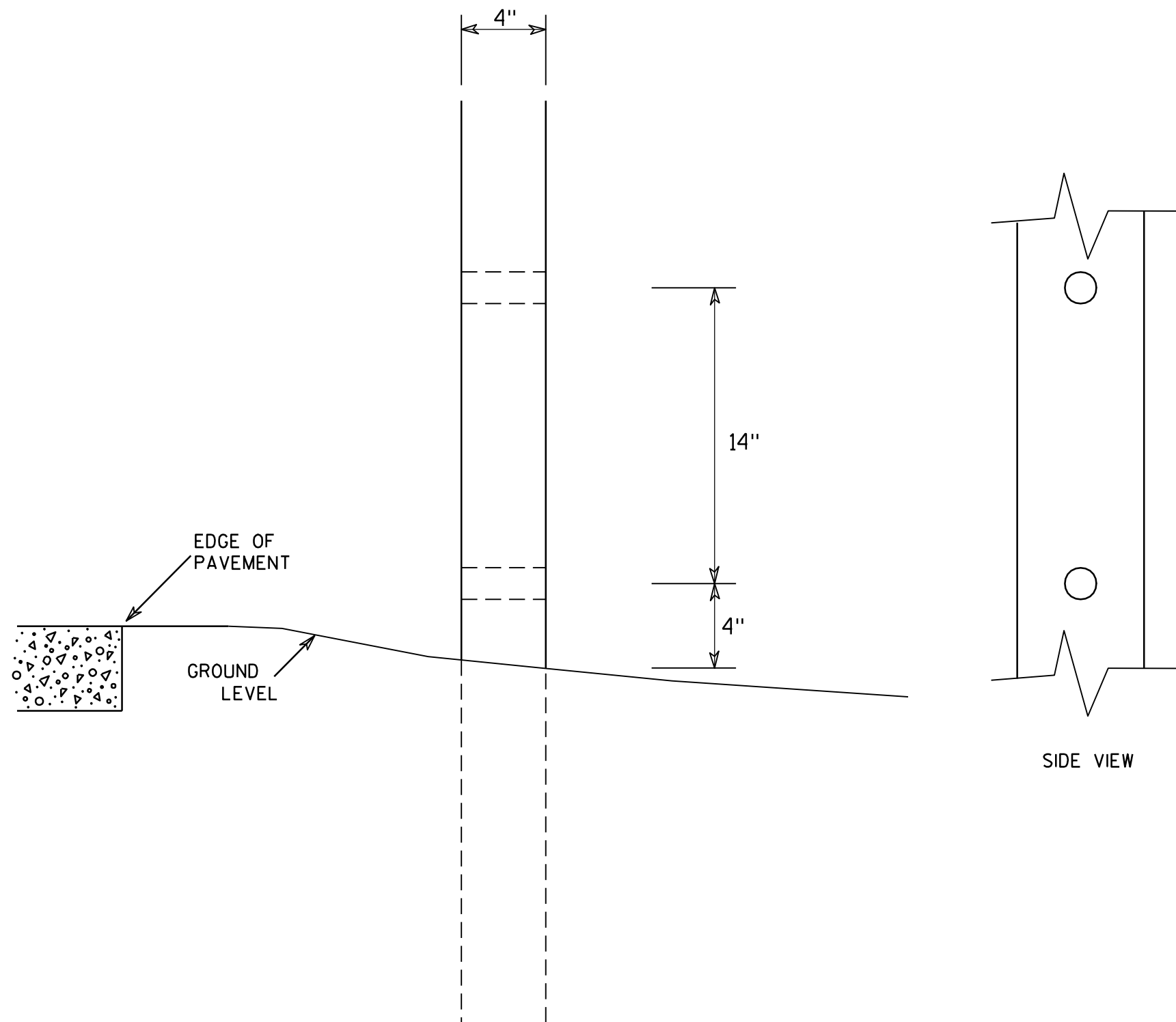
ROUTE MARKERS & COMPONENTS IN TYPICAL ASSEMBLIES	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 3/25/13	PLATE NO. A2-1S.7

PROJECT NO:

SHEET NO:

E

7

GENERAL NOTES

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

7

**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:

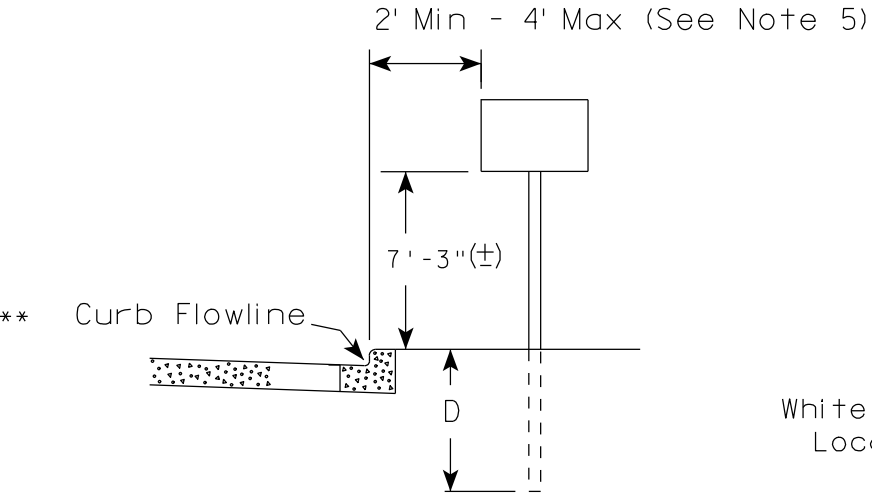
HWY:

COUNTY:

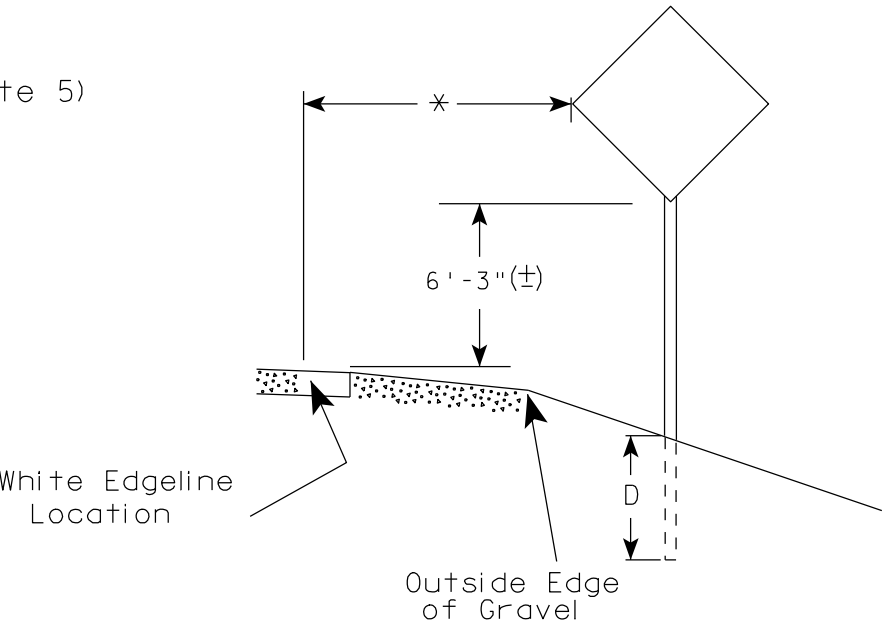
SHEET NO:

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'

* 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.

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

GENERAL NOTES

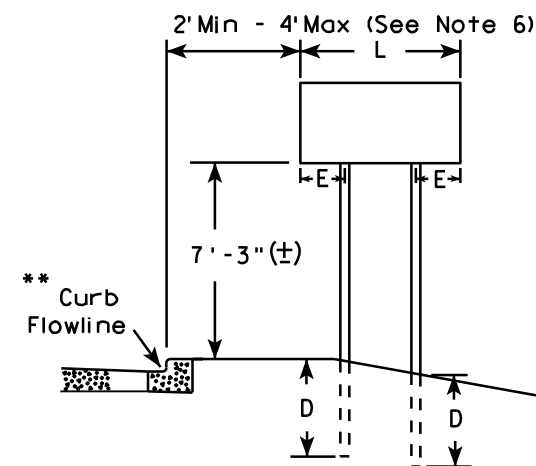
- For multiple post installations, individual post spacing shall be greater than 3'-6".
- See tables below for required number of posts.
- For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
- The (±) tolerance for mounting height is 3 inches.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

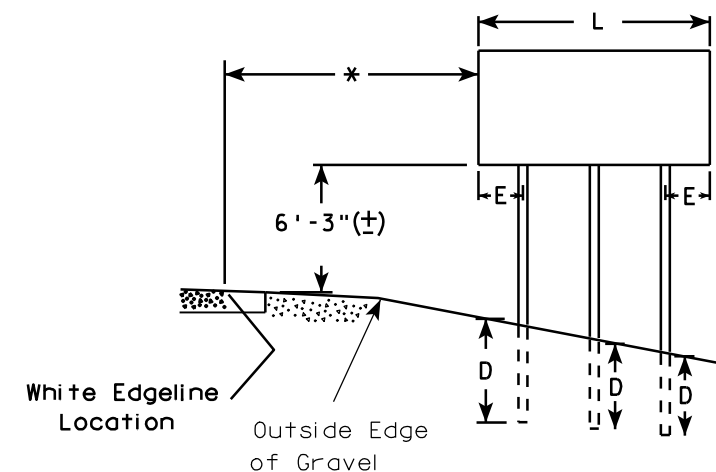
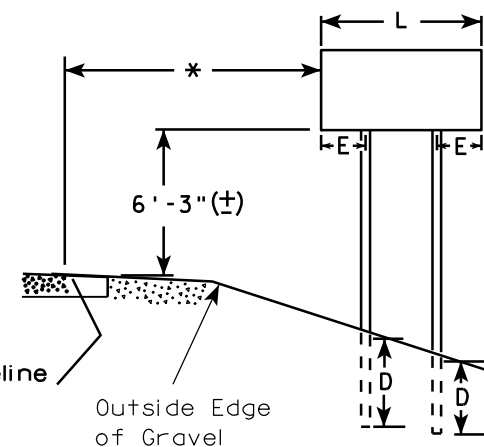
** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs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

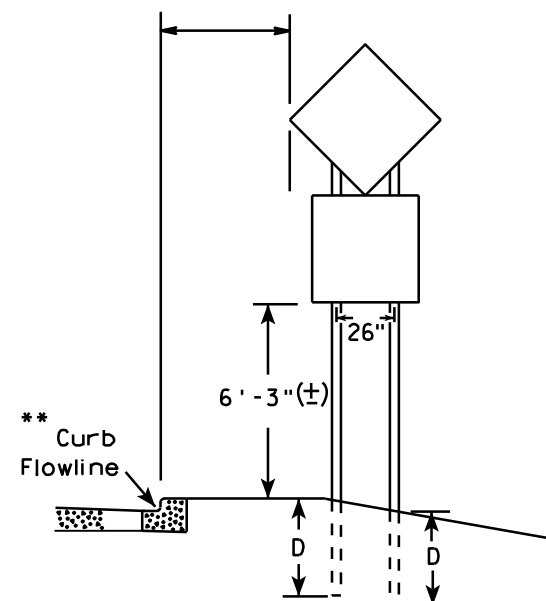
URBAN AREA



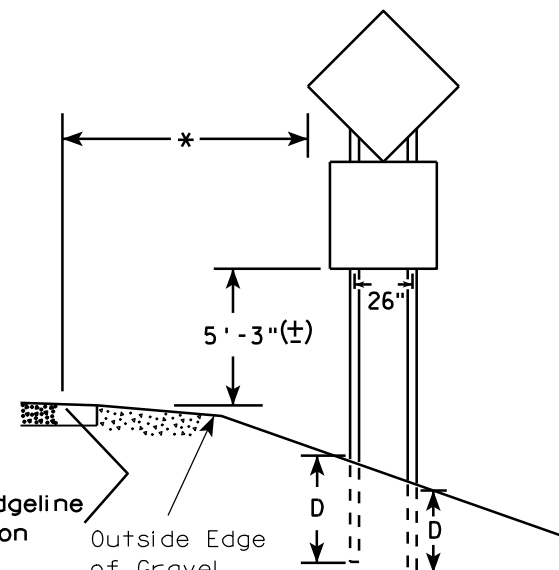
RURAL AREA (See Note 3)



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

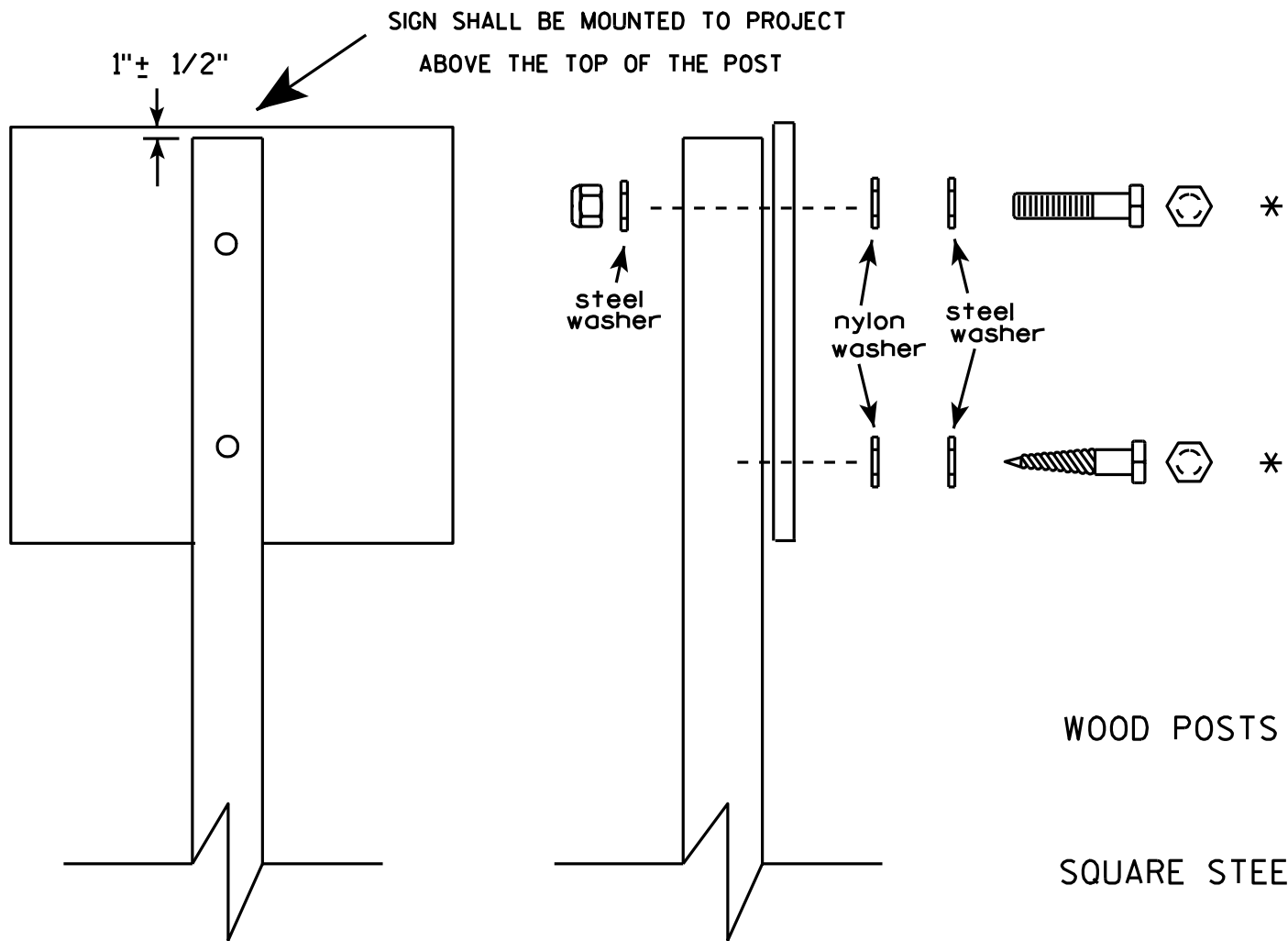
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E

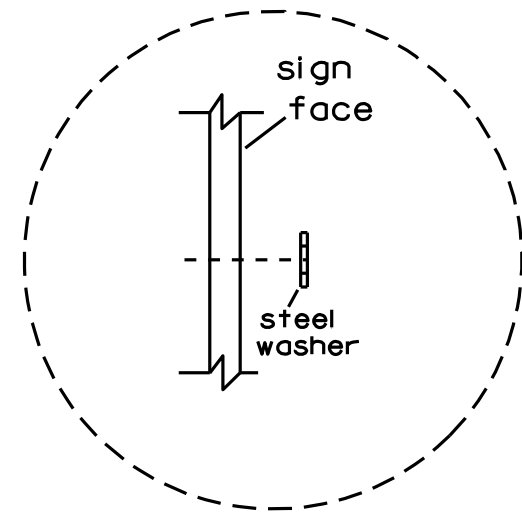


Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

- 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.

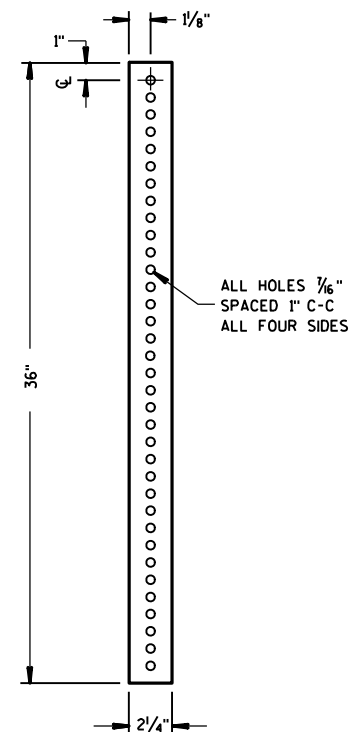


Washer Placement when Sign Has Other Than Type H or Type F Face

* 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"

18"

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"

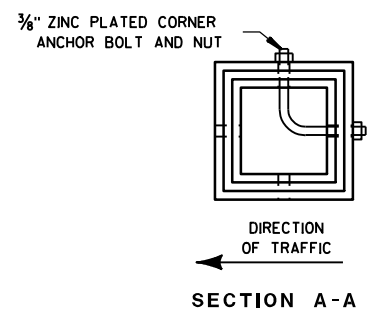
$\frac{3}{8}$ " ZINC PLATED ANCHOR BOLT AND NUT

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

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

SIGN

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



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
For State Traffic Engineer
DATE 5/30/12 PLATE NO. A4-9.7

PROJECT NO:

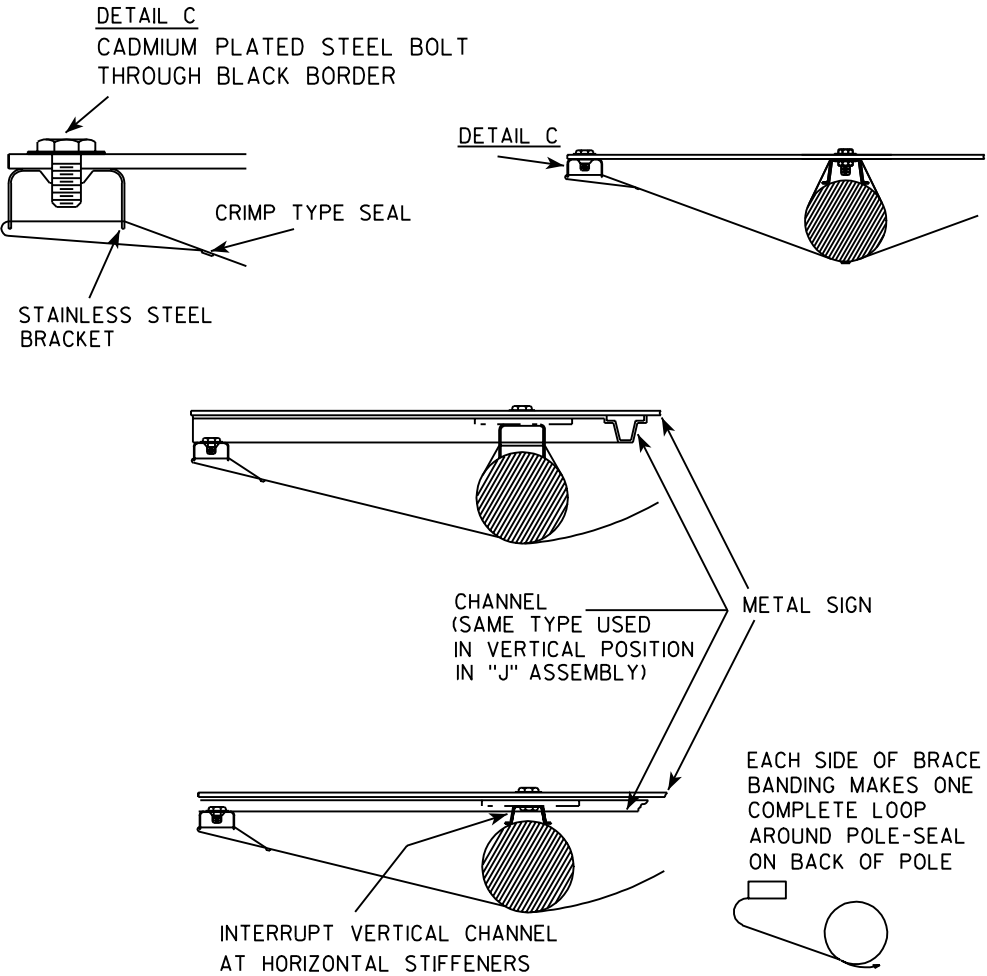
HWY:

COUNTY:

SHEET NO:

E

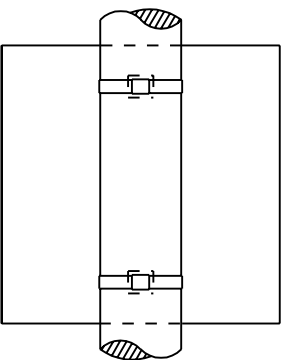
BRACE BANDING



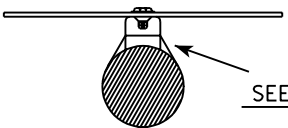
BRACE BANDING

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

SINGLE SIGN

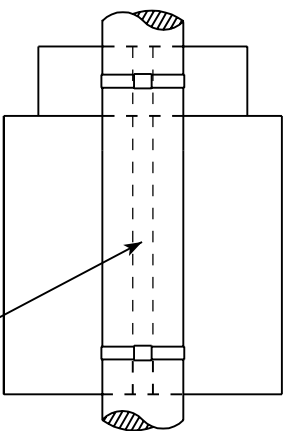


BRACKET BANDING



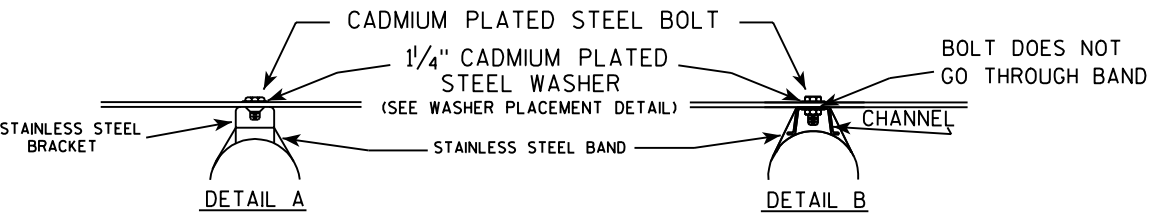
SEE DETAIL A

"J" ASSEMBLY



SEE DETAIL B

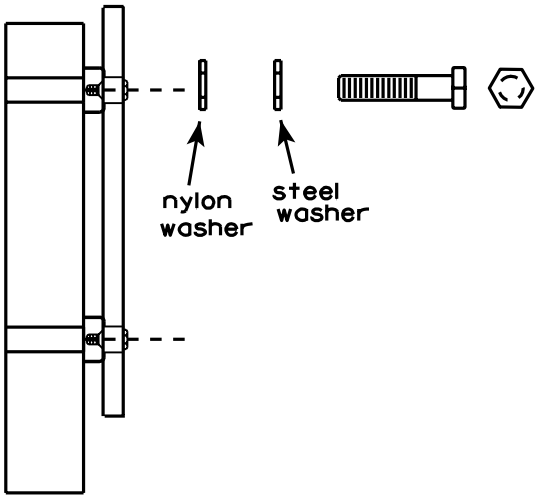
CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET



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.

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

STANDARD SIGN
SIGN BANDING DETAILS

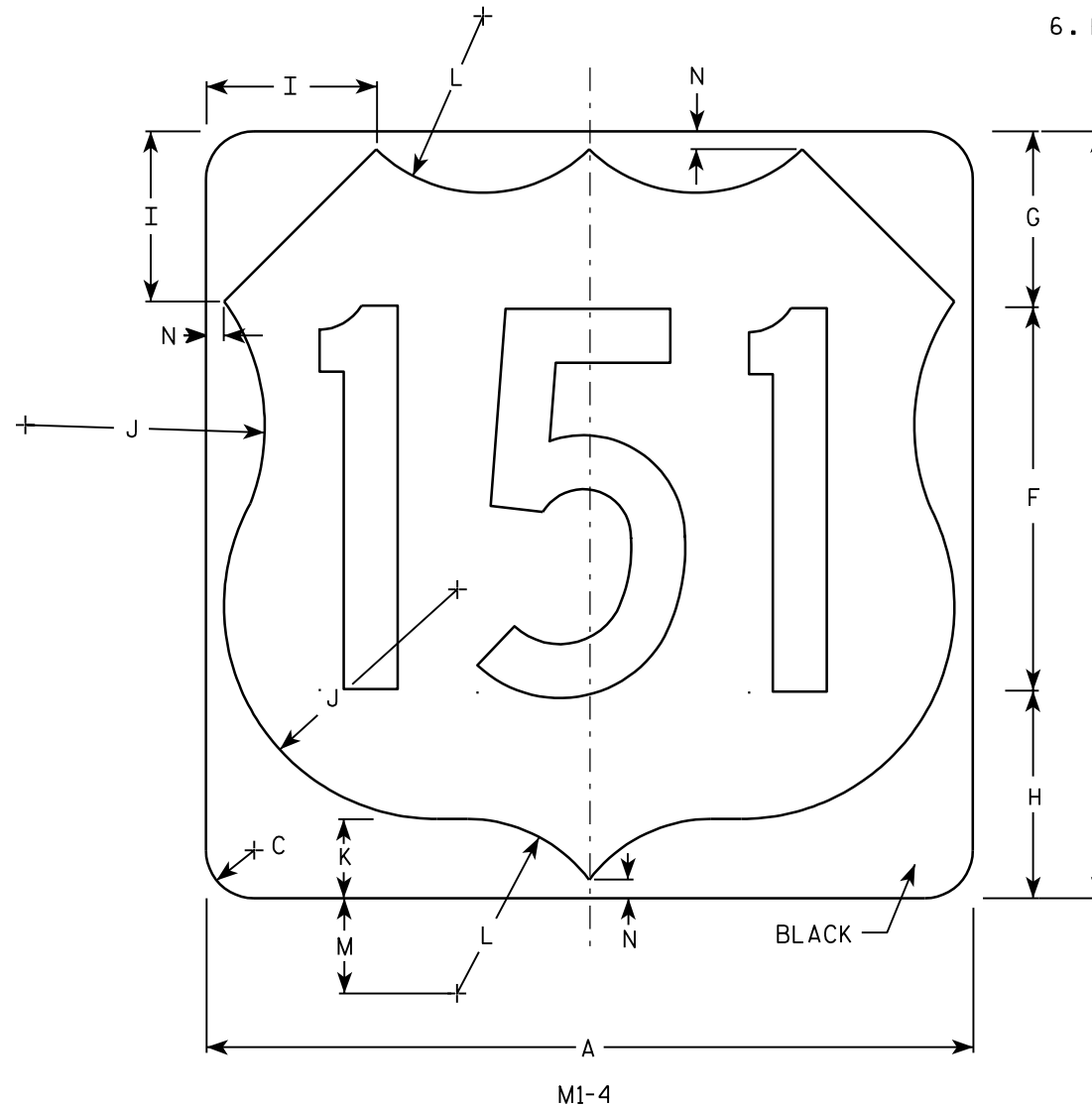
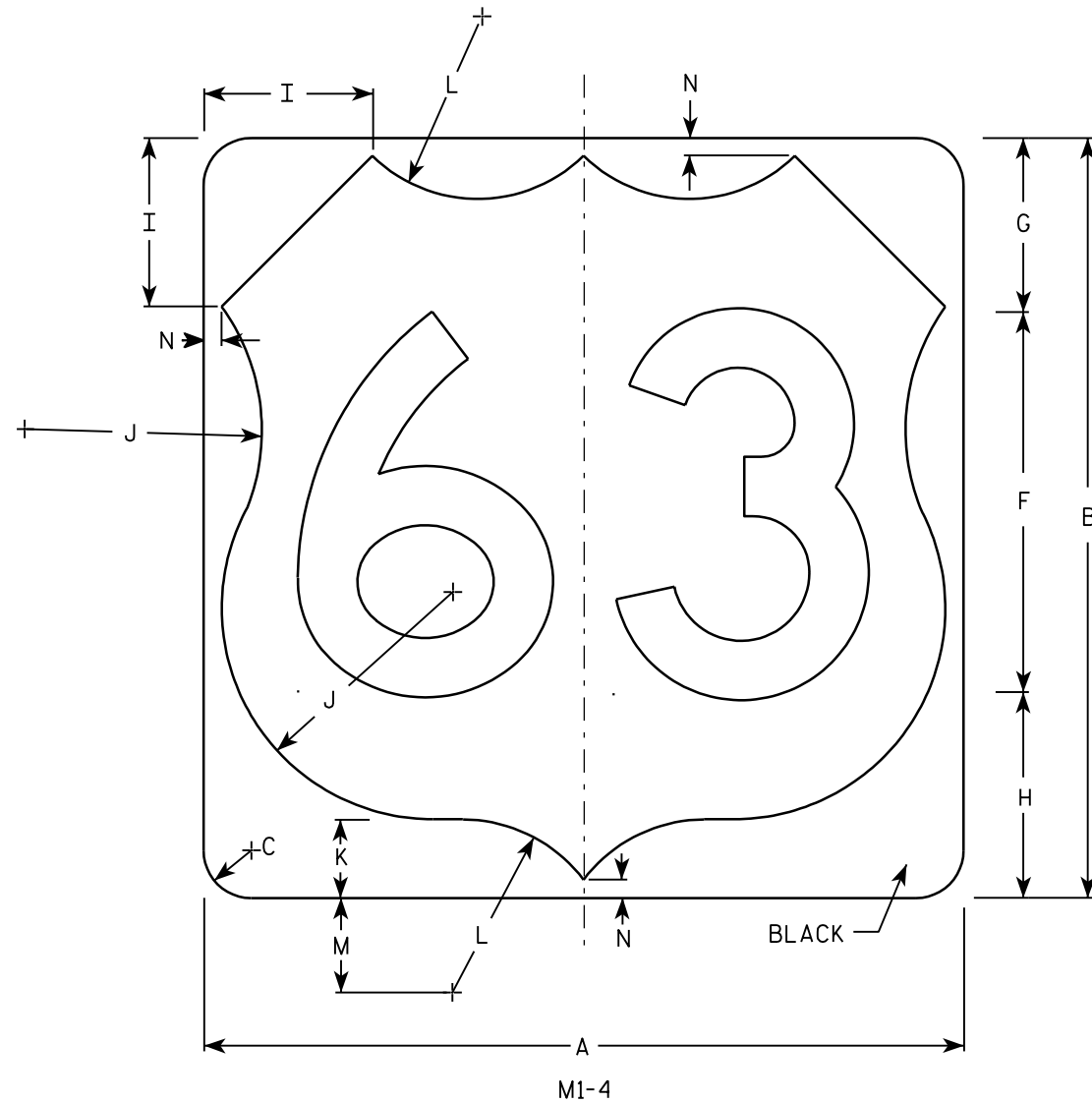
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

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

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 numerals and adjust
spacing as per Plate A10-1.
6. Permanent Signs
Background - Type H Reflective
Detour or other temporary signs
Background - Reflective



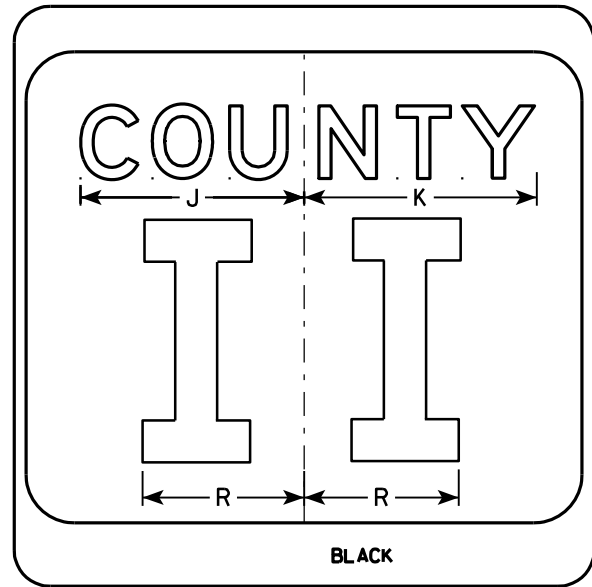
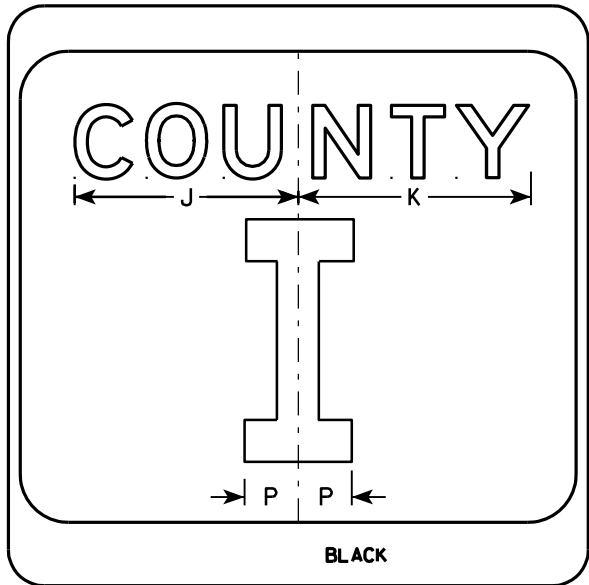
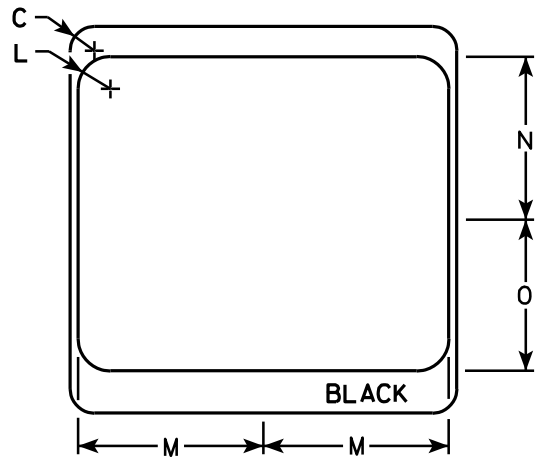
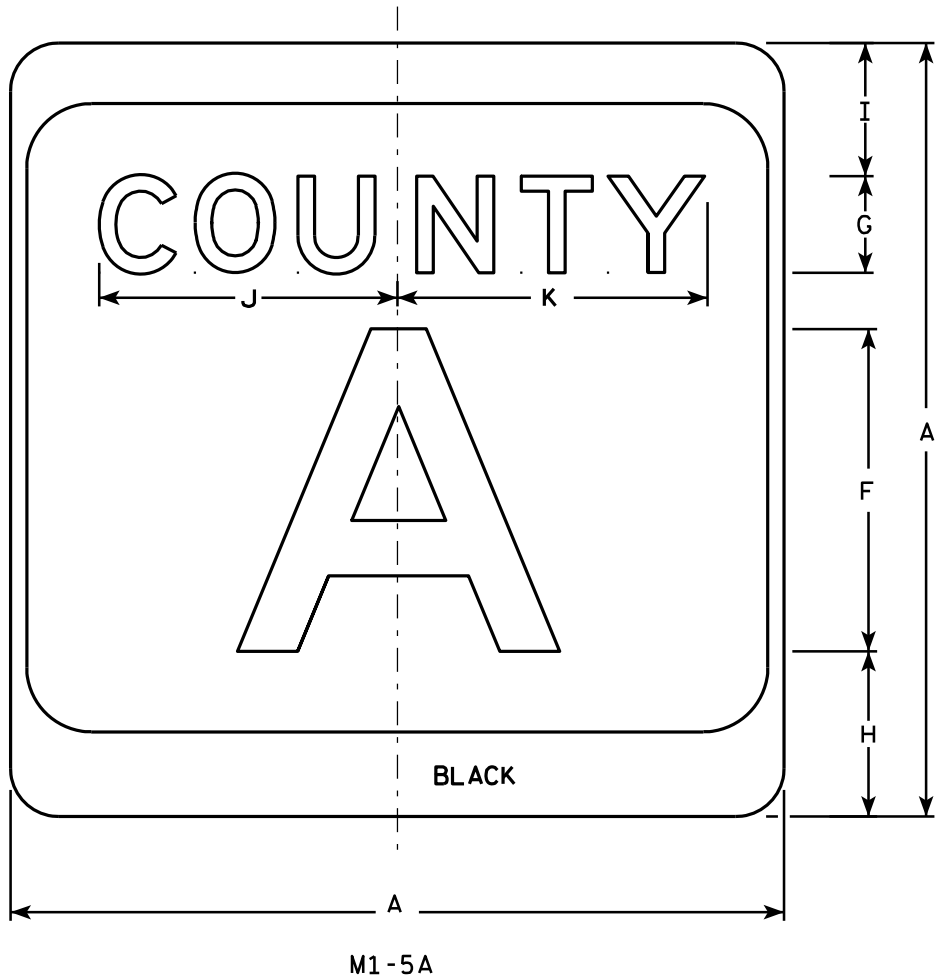
Metric equivalent
for this sign is:

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

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E
-------------	------	---------	--	-----------	---

7



NOTES

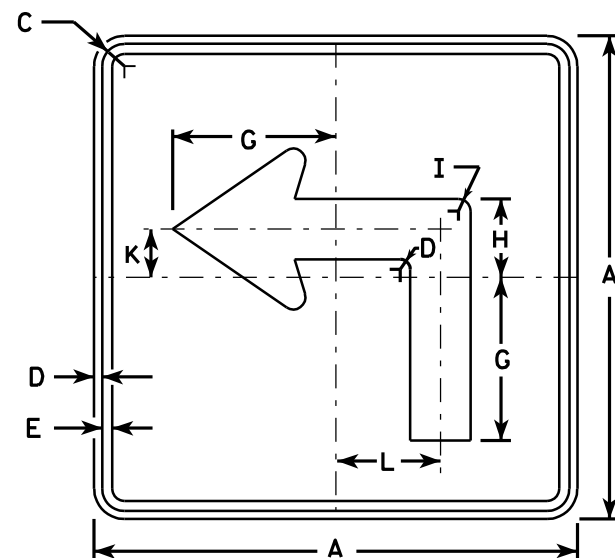
1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White & Black - See Note 7
Message - Black
3. Message Series - see Note 5
4. Corners may be square or rounded when base material is plywood but borders 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

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

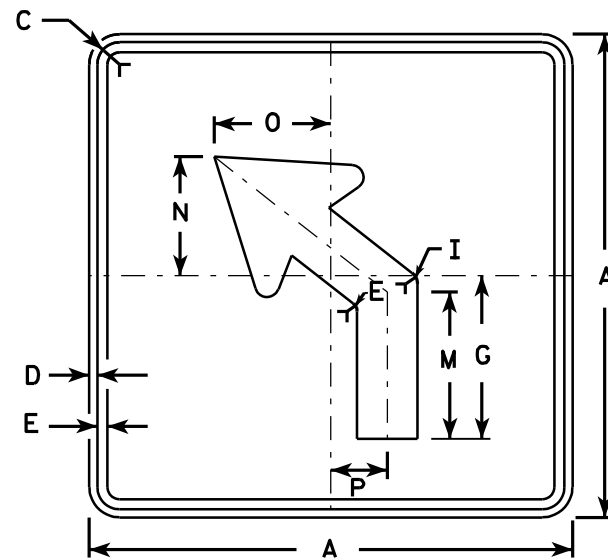
CTH MARKER	
M1-5A FOR ASSEMBLIES	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 9/27/11	PLATE NO. M1-5A.8

PROJECT NO:	HWY:	COUNTY:	SHEET NO:	E
-------------	------	---------	-----------	---

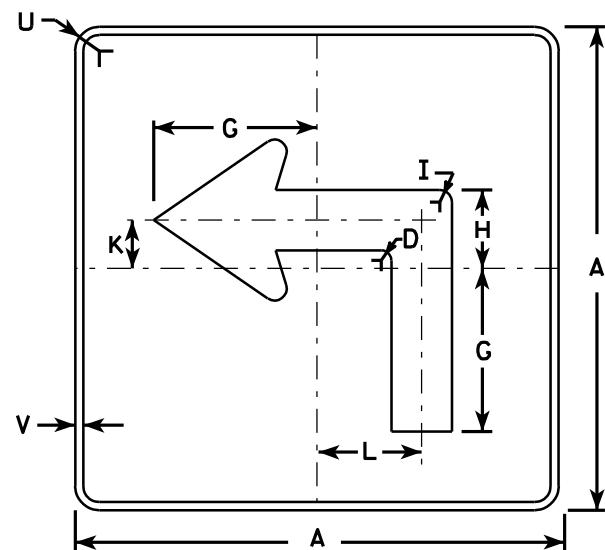
7



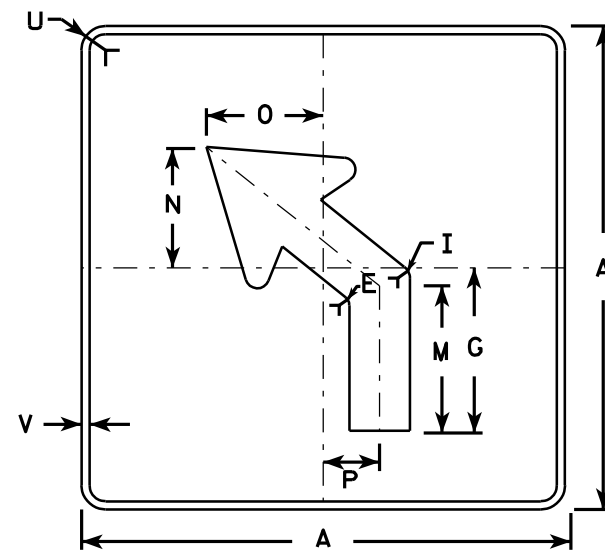
M5-1L
MK5-1L
MM5-1L
MO5-1L
MR5-1L



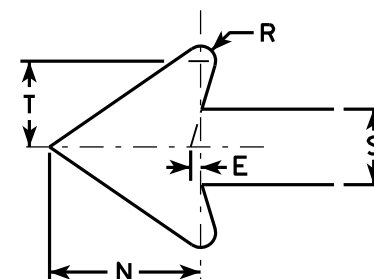
M5-2L
MK5-2L
MM5-2L
MO5-2L
MR5-2L



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:	E
-------------	------	---------	-----------	---

NOTES

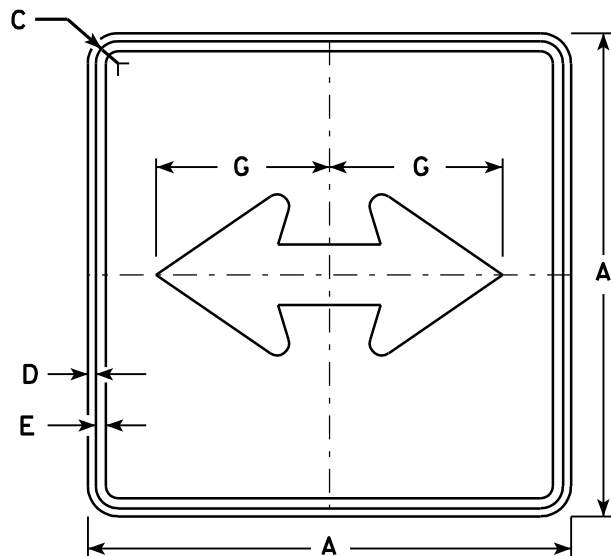
- Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- Color:
Background - See note 4
Message - See note 4
- Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material 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

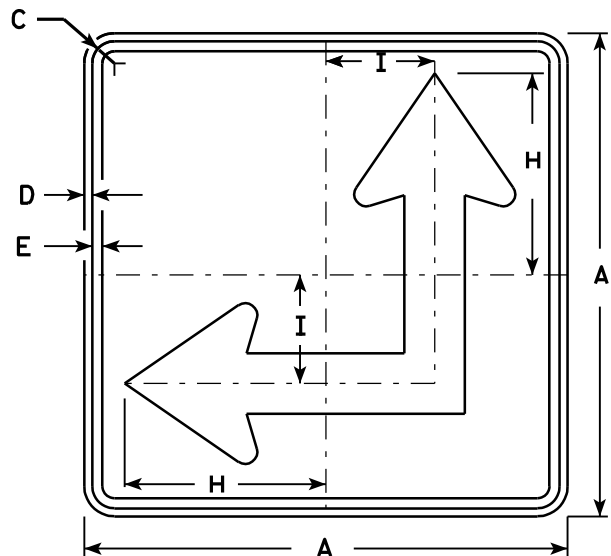
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

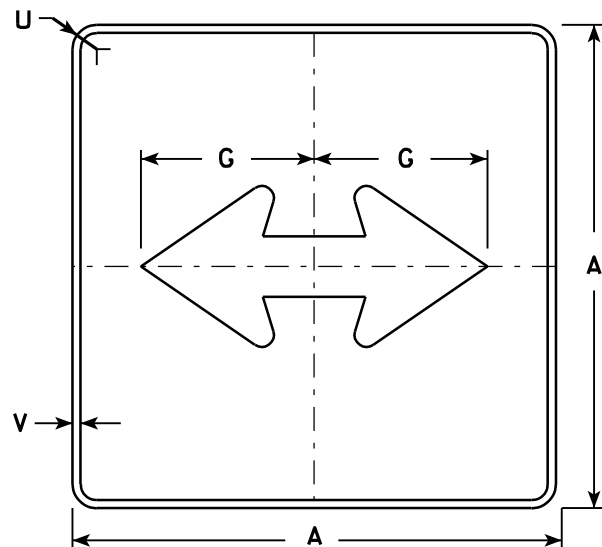
DATE 3/16/10 PLATE NO. M5-1.11



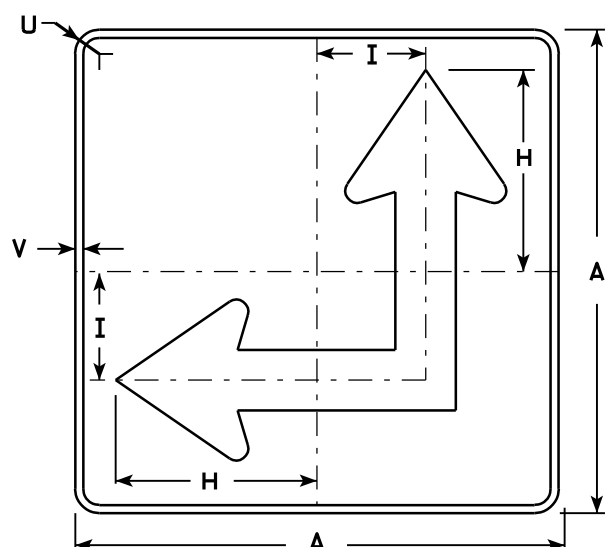
M6 - 4
MK6 - 4
MM6 - 4
MO6 - 4
MR6 - 4



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



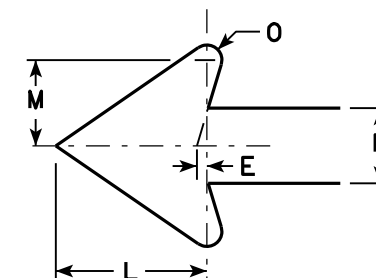
MB6 - 4
MG6 - 4
MN6 - 4



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 sq.
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

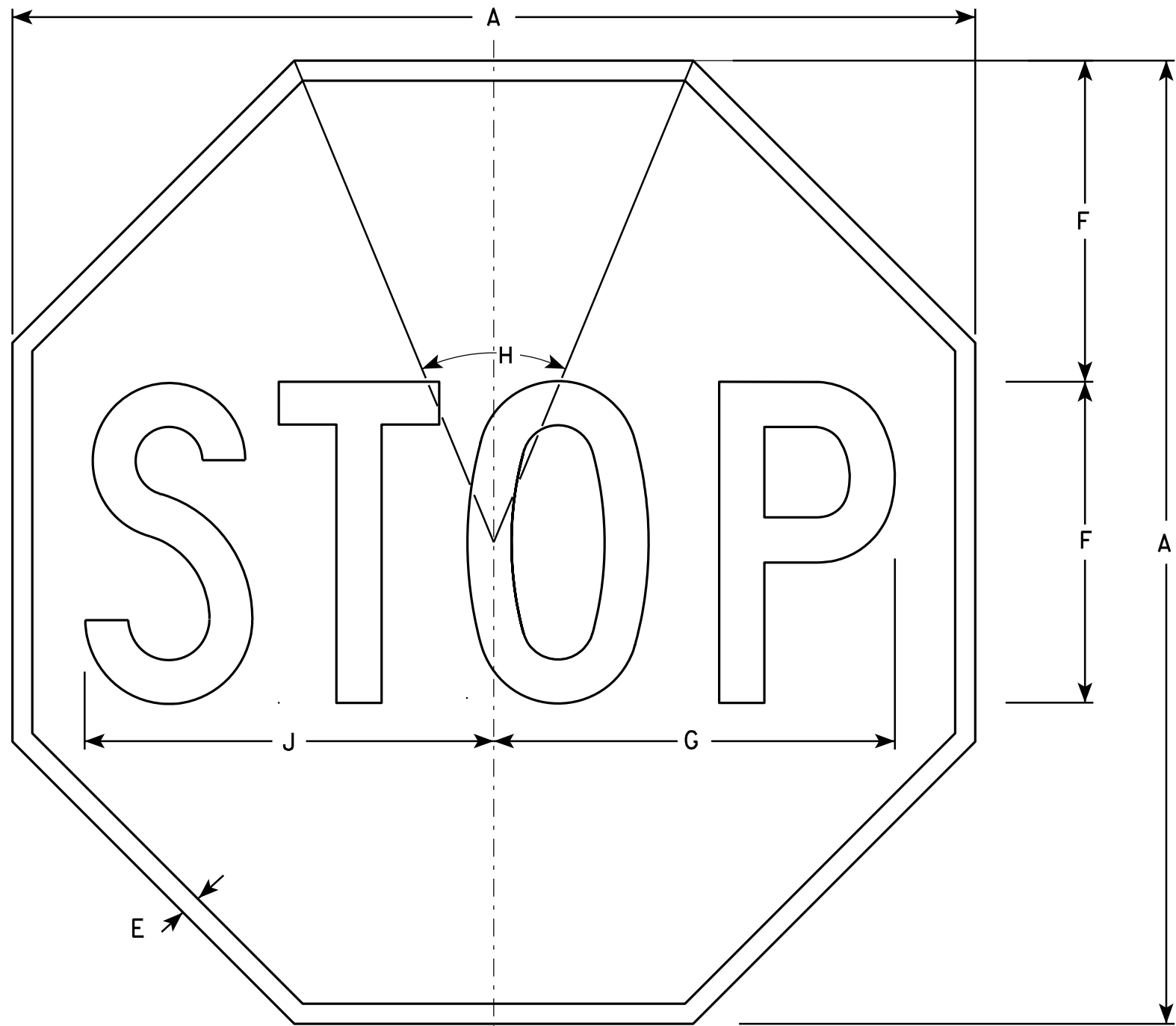
PROJECT NO:	HWY:	COUNTY:	SHEET NO:	E
-------------	------	---------	-----------	---

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



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

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E

CTH QQ COMPUTER EARTHWORK DATA

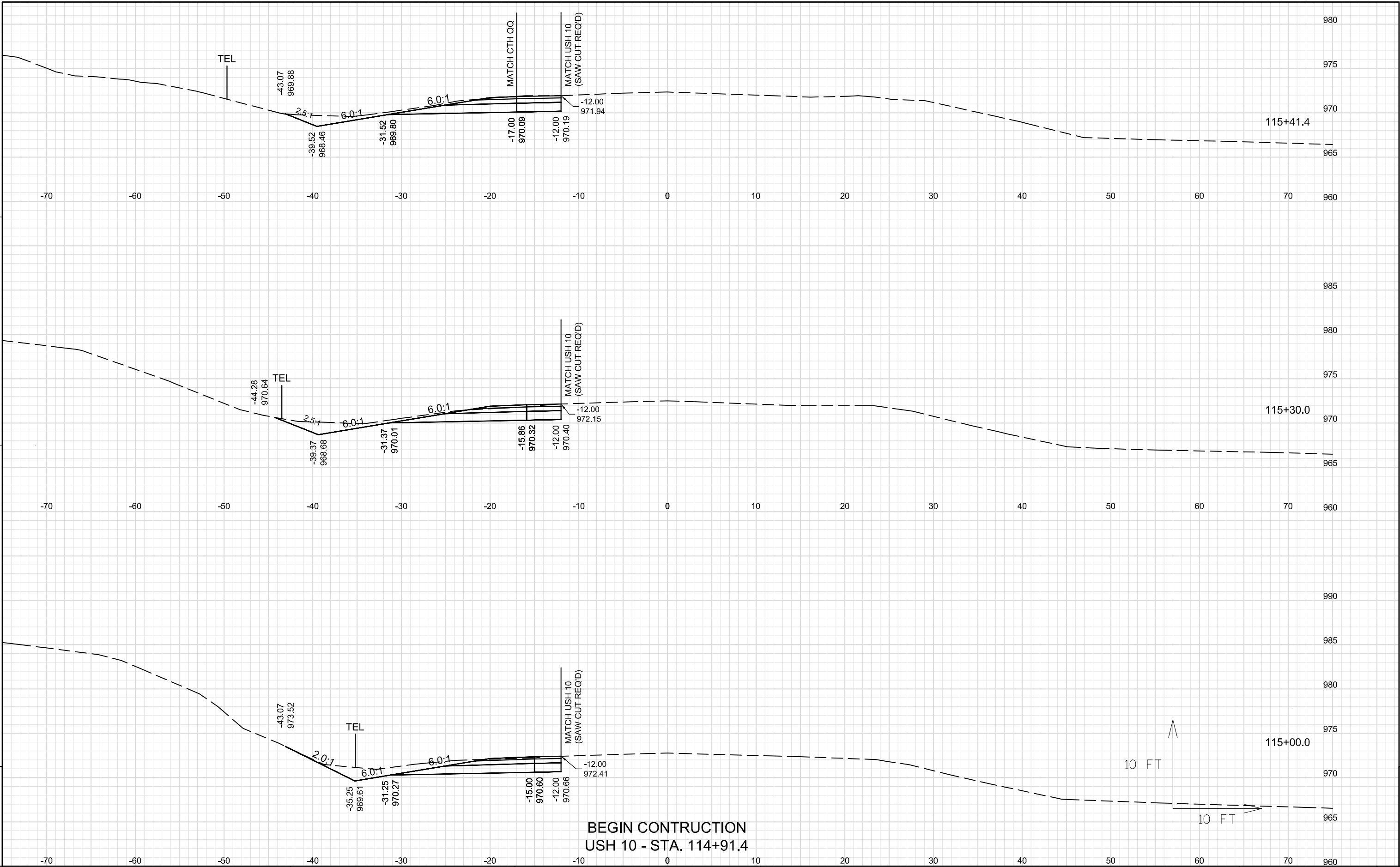
STATION	END AREA									INCREMENTAL VOLUME (UNADJUSTED)				CUMULATIVE VOLUME (UNADJUSTED)				MASS ORDINATE
	CUT	FILL	ROCK EXCAVATION	EBS*	LENGTH	CUT AVE END AREA	FILL AVE END AREA	ROCK AVE END AREA	EBS AVE. END AREA	CUT	FILL	ROCK EXCAVATION	EBS*	CUT	FILL (1.25)	ROCK EXC. (1.10)	EBS*	
SF	SF	SF	SF	FT	SF	SF	SF	SF	CY	CY	CY	CY	CY	CY	CY	CY	CY	
10+17.5	98.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10+34.0	162.0	2.2	0.0	0.0	16.5	130.1	1.1	0.0	0.0	79.4	0.7	0.0	0.0	79.4	0.8	0.0	0.0	78.6
10+36.0	155.0	2.5	0.0	0.0	2.0	158.5	2.4	0.0	0.0	11.7	0.2	0.0	0.0	91.2	1.0	0.0	0.0	90.1
10+40.0	132.1	3.7	0.0	0.0	4.0	143.5	3.1	0.0	0.0	21.3	0.5	0.0	0.0	112.5	1.6	0.0	0.0	110.8
10+50.0	127.3	1.0	0.0	0.0	10.0	129.7	2.3	0.0	0.0	48.0	0.9	0.0	0.0	160.5	2.7	0.0	0.0	157.8
10+60.2	136.7	1.2	0.0	0.0	10.2	132.0	1.1	0.0	0.0	49.7	0.4	0.0	0.0	210.1	3.2	0.0	0.0	206.9
10+69.3	161.5	0.1	0.0	0.0	9.2	149.1	0.6	0.0	0.0	50.6	0.2	0.0	0.0	260.8	3.5	0.0	0.0	257.3
11+00.0	332.2	0.0	0.0	0.0	30.7	246.8	0.1	0.0	0.0	280.4	0.1	0.0	0.0	541.2	3.6	0.0	0.0	537.6
11+50.0	379.5	0.0	67.2	0.0	50.0	355.9	0.0	33.6	0.0	659.0	0.0	62.3	0.0	1200.2	3.6	68.5	0.0	1265.1
12+00.0	429.8	0.0	114.4	0.0	50.0	404.7	0.0	90.8	0.0	749.4	0.0	168.2	0.0	1949.6	3.6	253.5	0.0	2199.5
12+50.0	414.5	0.0	69.7	0.0	50.0	422.2	0.0	92.1	0.0	781.8	0.0	170.5	0.0	2731.4	3.6	441.0	0.0	3168.8
13+00.0	404.7	0.0	4.4	0.0	50.0	409.6	0.0	37.1	0.0	758.5	0.0	68.6	0.0	3489.9	3.6	516.5	0.0	4002.8
13+50.0	344.4	0.0	0.0	0.0	50.0	374.5	0.0	2.2	0.0	693.5	0.0	4.1	0.0	4183.5	3.6	520.9	0.0	4700.8
13+60.0	338.6	1.3	0.0	0.0	10.0	341.5	0.7	0.0	0.0	126.5	0.2	0.0	0.0	4309.9	3.9	520.9	0.0	4827.0
13+75.0	307.9	0.3	0.0	0.0	15.0	323.3	0.8	0.0	0.0	179.6	0.5	0.0	0.0	4489.5	4.5	520.9	0.0	5006.0
14+00.0	232.6	0.2	0.0	0.0	25.0	270.2	0.3	0.0	0.0	250.2	0.2	0.0	0.0	4739.8	4.8	520.9	0.0	5255.9
14+50.0	150.6	1.0	0.0	0.0	50.0	191.6	0.6	0.0	0.0	354.8	1.1	0.0	0.0	5094.5	6.2	520.9	0.0	5609.3
15+00.0	109.9	0.0	0.0	0.0	50.0	130.3	0.5	0.0	0.0	241.3	0.9	0.0	0.0	5335.8	7.4	520.9	0.0	5849.4
15+41.0	82.8	0.4	0.0	0.0	41.0	96.4	0.2	0.0	0.0	146.2	0.3	0.0	0.0	5482.0	7.7	520.9	0.0	5995.2
15+50.0	80.0	0.8	0.0	0.0	9.0	81.4	0.6	0.0	0.0	27.2	0.2	0.0	0.0	5509.3	8.0	520.9	0.0	6022.2
15+96.6	64.0	0.2	0.0	0.0	46.6	72.0	0.5	0.0	0.0	124.4	0.9	0.0	0.0	5633.7	9.1	520.9	0.0	6145.5
										5634	7	474	0					

** NO AREAS OF EBS IDENTIFIED - QUANTITY SHOWN ON SUMMARY IS ESTIMATED.

USH 10 COMPUTER EARTHWORK DATA

STATION	END AREA					INCREMENTAL VOLUME (UNADJUSTED)								CUMULATIVE VOLUME (ADJUSTED)				
	CUT SF	FILL SF	ROCK EXCAVATION SF	EBS* SF	LENGTH FT	CUT AVE. END AREA	FILL AVE. END AREA	ROCK AVE. END AREA	EBS AVE. END AREA	CUT	FILL	ROCK EXCAVATION	EBS*	CUT	FILL (1.25)	ROCK EXC. (1.10)	EBS**	MASS ORDINATE
						SF	SF	SF	SF	CY	CY	CY	CY	CY	CY	CY	CY	
114+91.4	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
115+00.0	38.8	0	0	0	8.6	19.4	0.0	0.0	0.0	6.2	0.0	0.0	0.0	6.2	0.0	0.0	0.0	6.2
115+30.0	31.15	0	0	0	30.0	35.0	0.0	0.0	0.0	38.9	0.0	0.0	0.0	45.0	0.0	0.0	0.0	45.0
115+41.4	32.63	0	0	0	11.4	31.9	0.0	0.0	0.0	13.5	0.0	0.0	0.0	58.5	0.0	0.0	0.0	58.5
115+50.0	8.89	0	0	0	8.6	20.8	0.0	0.0	0.0	6.6	0.0	0.0	0.0	65.1	0.0	0.0	0.0	65.1
115+97.2	9.35	0	0	0	47.2	9.1	0.0	0.0	0.0	15.9	0.0	0.0	0.0	81.0	0.0	0.0	0.0	81.0
116+50.0	8.77	0	0	0	52.8	9.1	0.0	0.0	0.0	17.7	0.0	0.0	0.0	98.8	0.0	0.0	0.0	98.8
116+66.8	8.63	0	0	0	16.8	8.7	0.0	0.0	0.0	5.4	0.0	0.0	0.0	104.2	0.0	0.0	0.0	104.2
116+80.0	21.81	0	0	0	13.2	15.2	0.0	0.0	0.0	7.4	0.0	0.0	0.0	111.6	0.0	0.0	0.0	111.6
117+00.0	21.6	0	0	0	20.0	21.7	0.0	0.0	0.0	16.1	0.0	0.0	0.0	127.7	0.0	0.0	0.0	127.7
117+30.0	21.61	0	0	0	30.0	21.6	0.0	0.0	0.0	24.0	0.0	0.0	0.0	151.7	0.0	0.0	0.0	151.7
117+41.8	21.1	0	0	0	11.8	21.4	0.0	0.0	0.0	9.3	0.0	0.0	0.0	161.0	0.0	0.0	0.0	161.0
										161.0	0.0	0.0	0.0					

** NO AREAS OF EBS IDENTIFIED - QUANTITY SHOWN ON SUMMARY IS ESTIMATED.

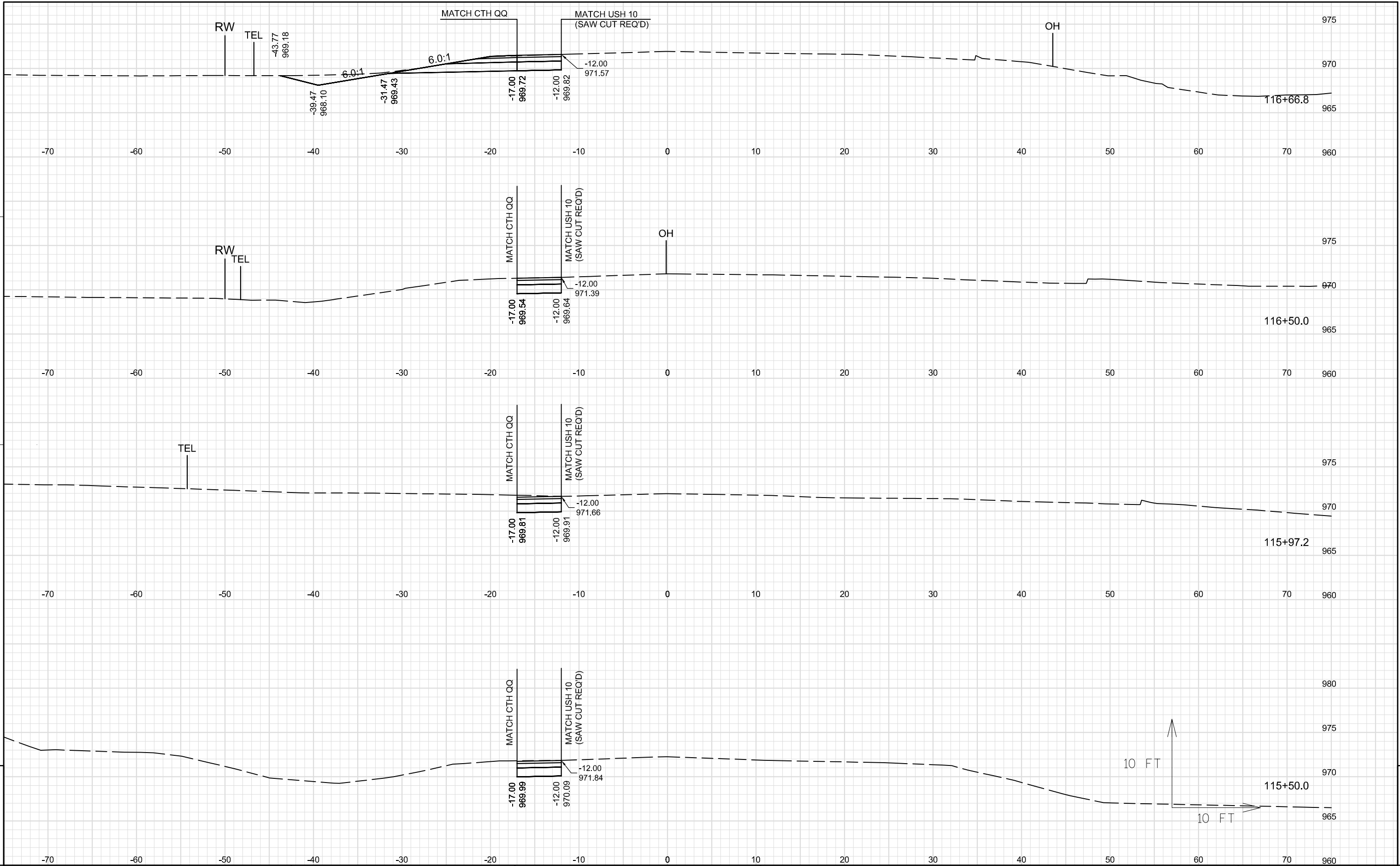


ELE

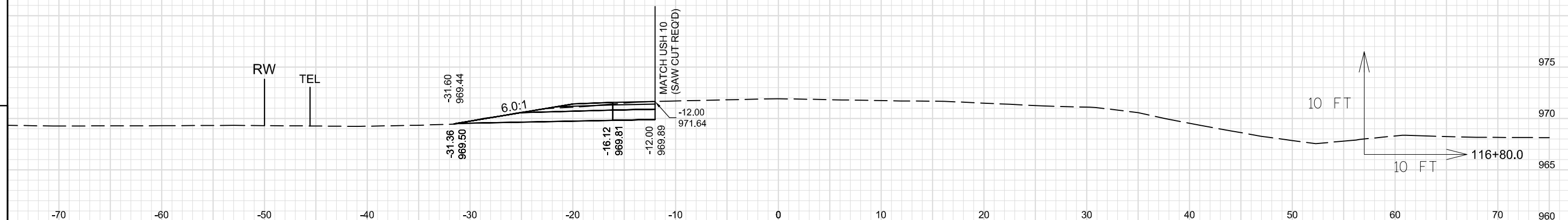
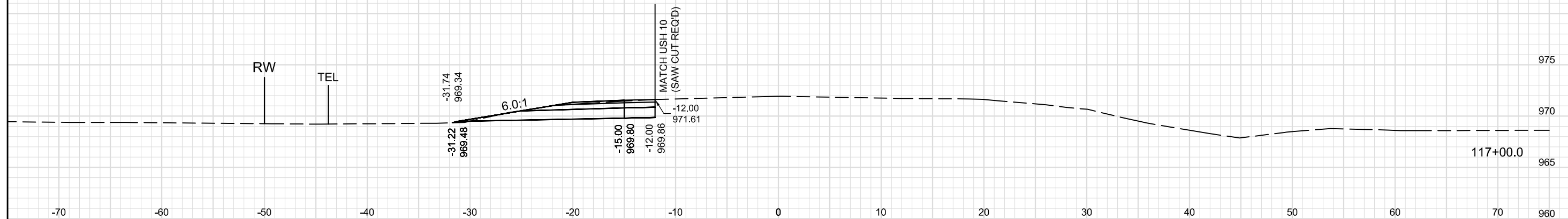
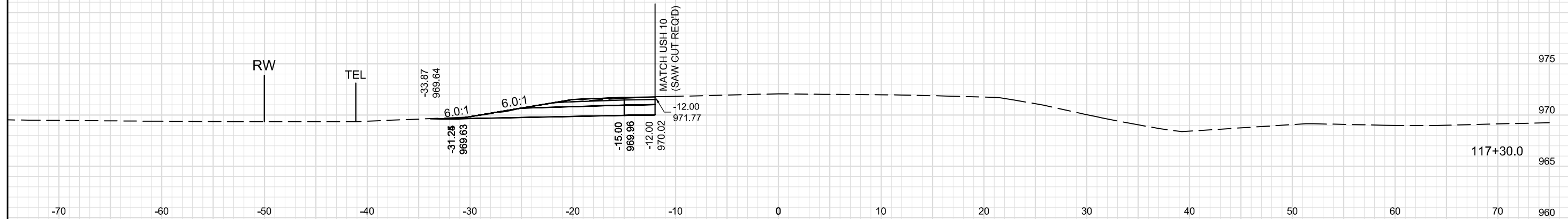
9

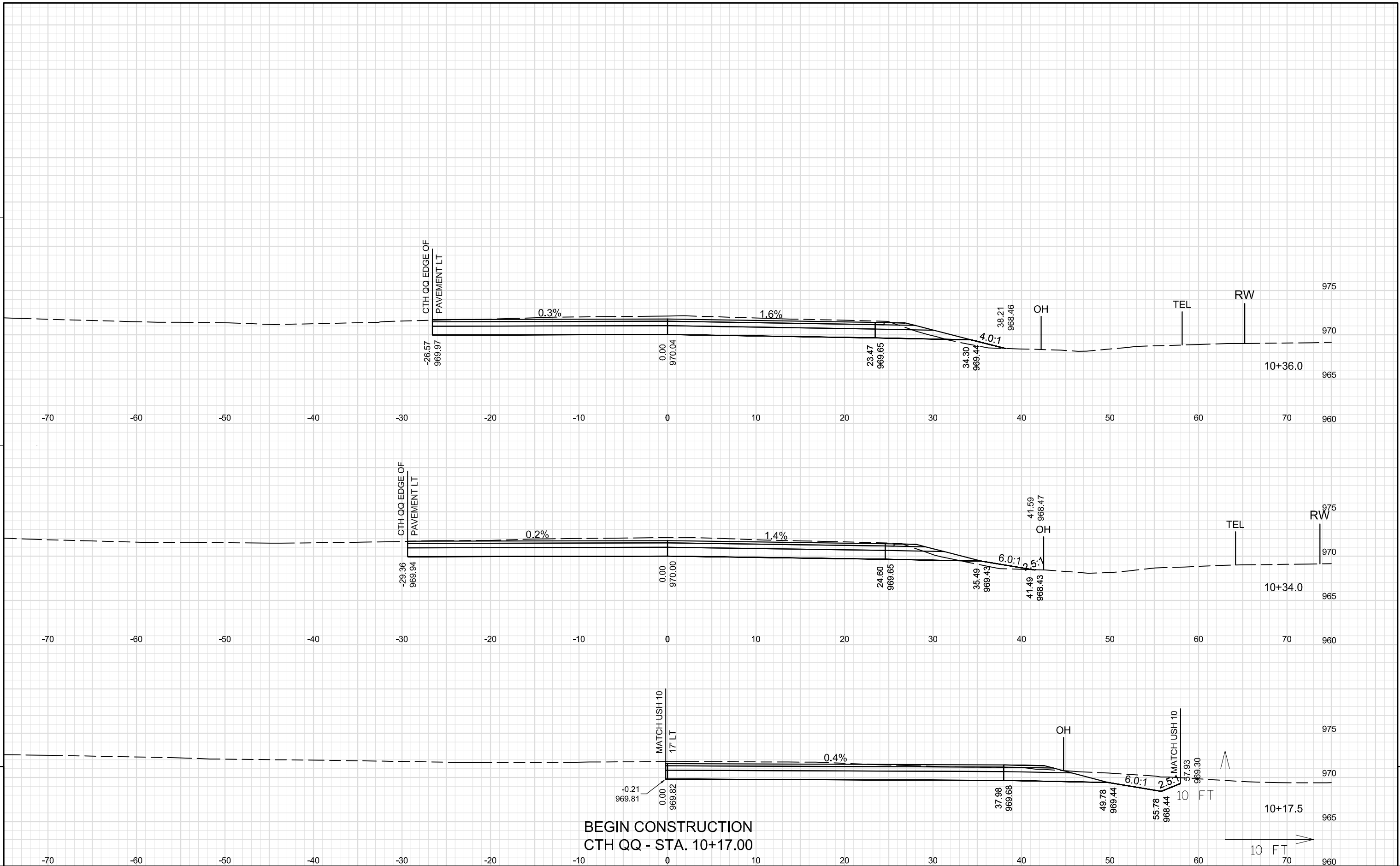
9

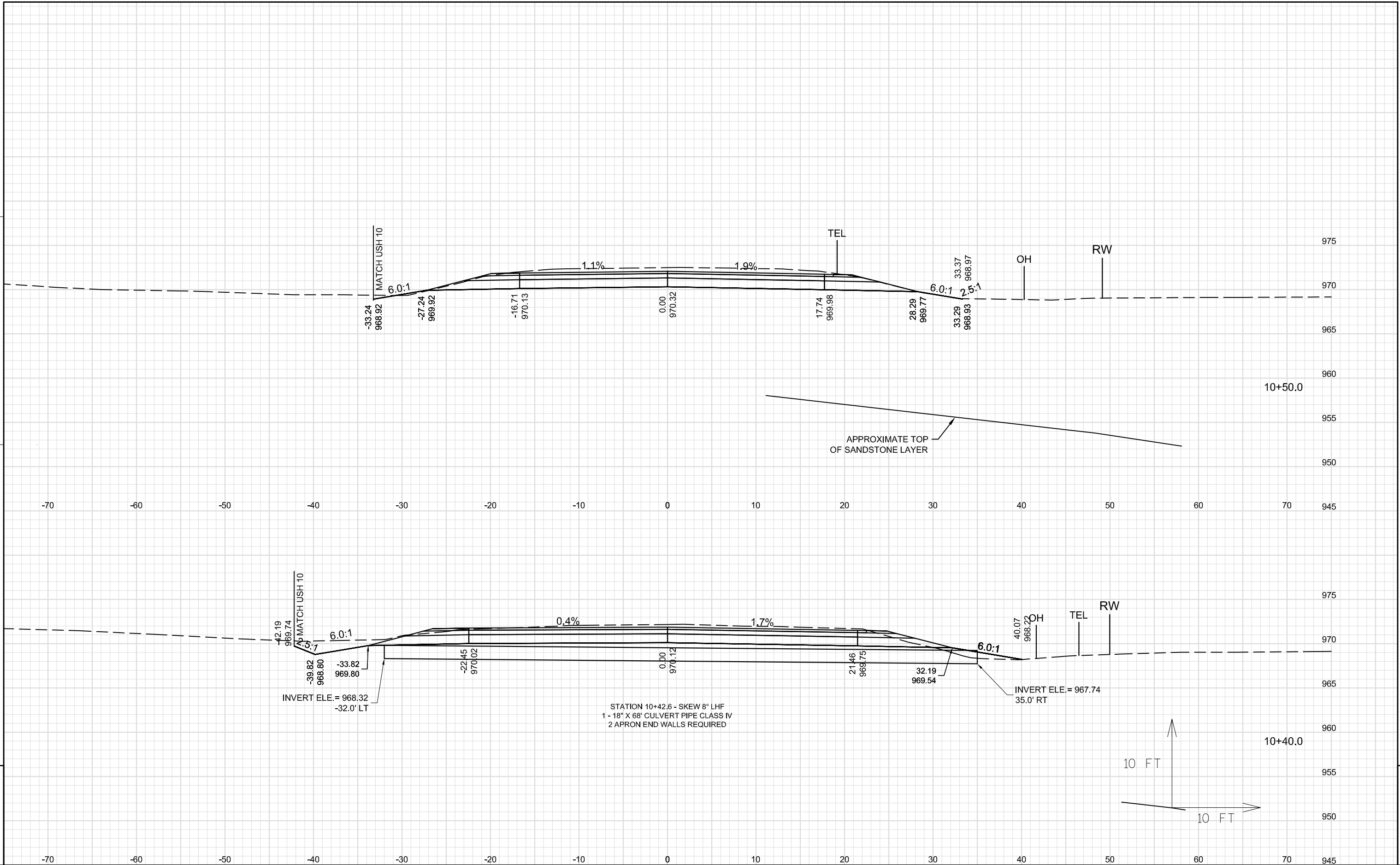
PROJECT NO: 1530-01-74	HWY: USH 10	COUNTY: PIERCE	CROSS SECTIONS: USH 10	SHEET /	E
------------------------	-------------	----------------	------------------------	---------	---

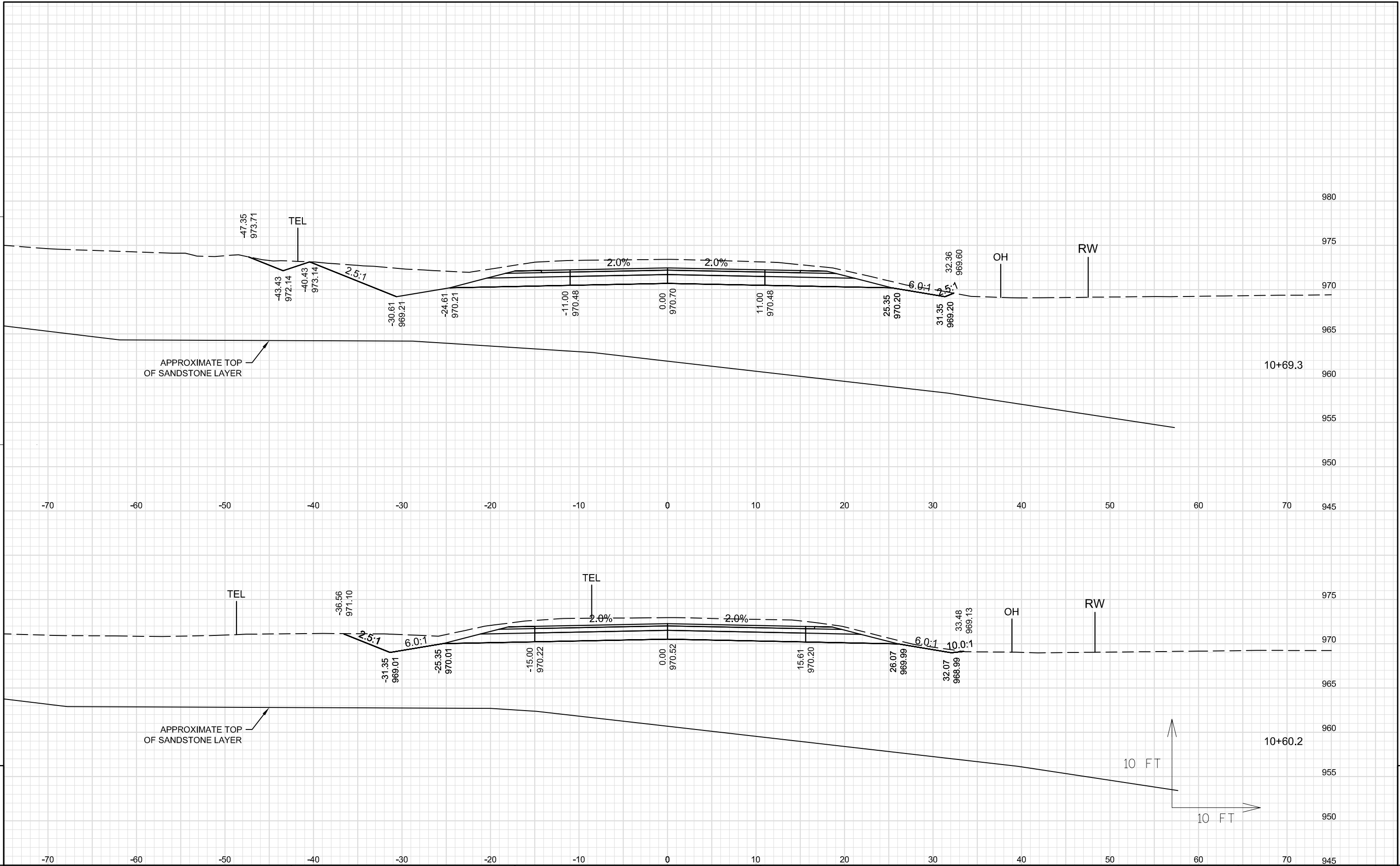


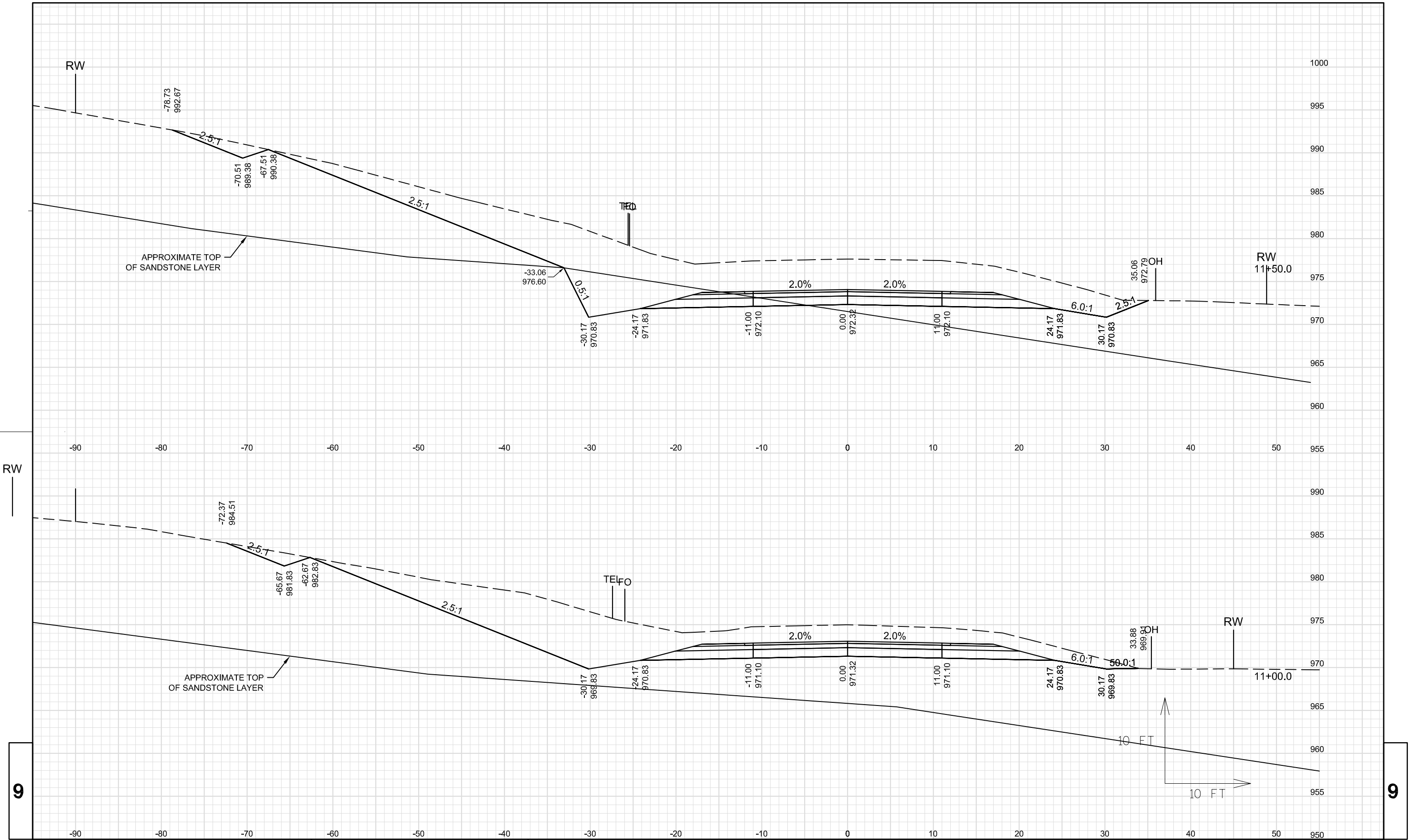
END CONSTRUCTION
USH 10 - STA. 117+41.8

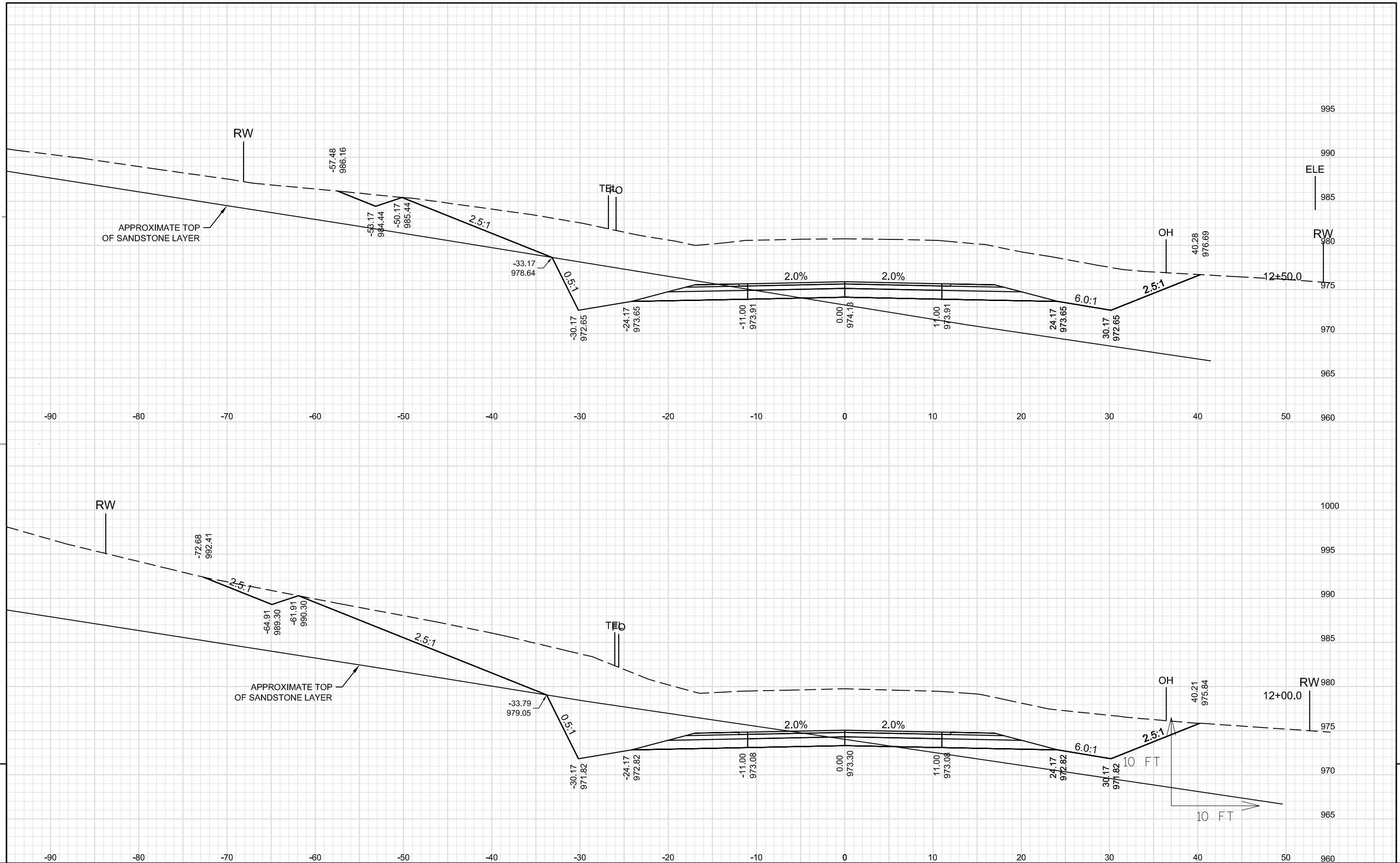


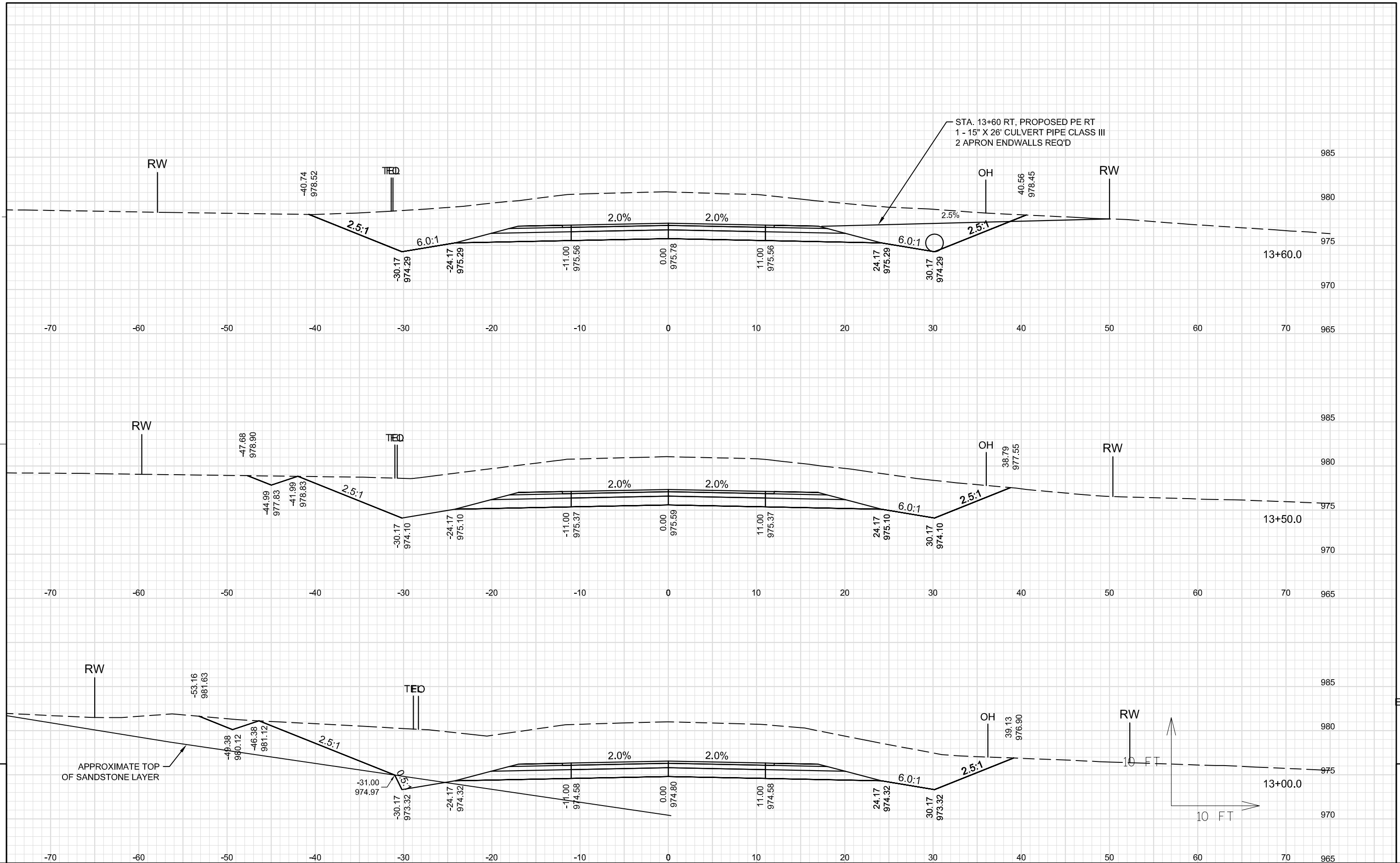


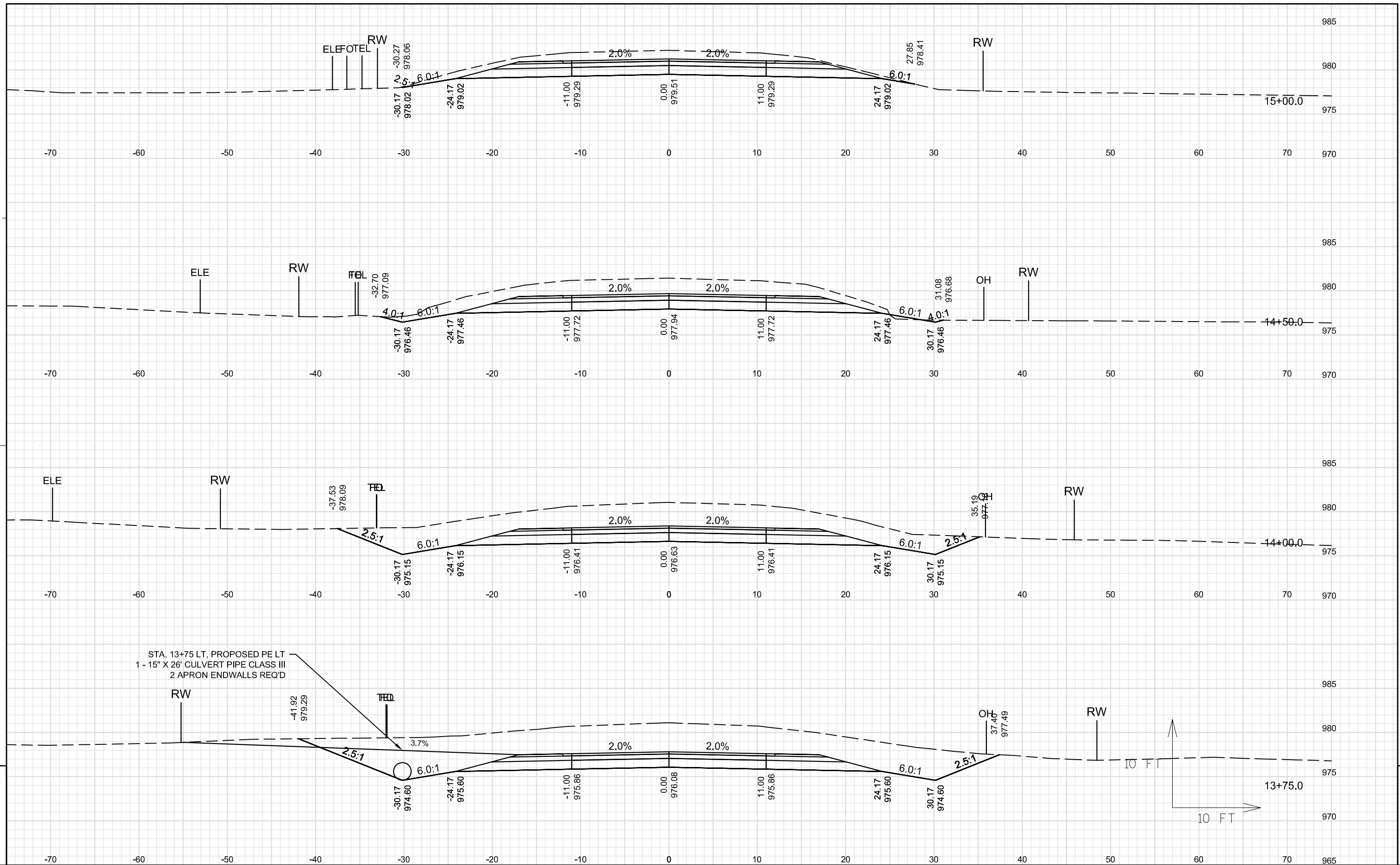




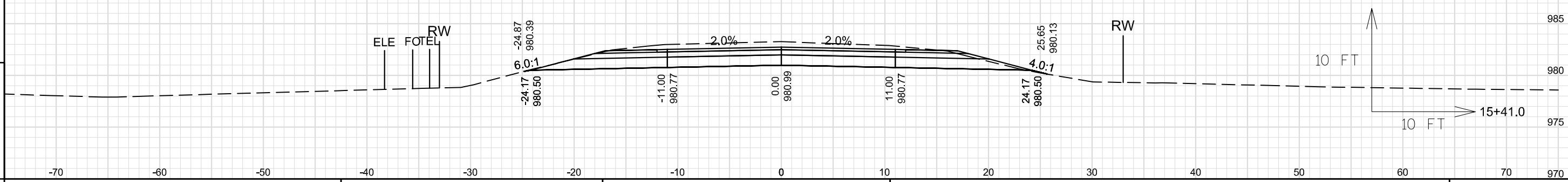
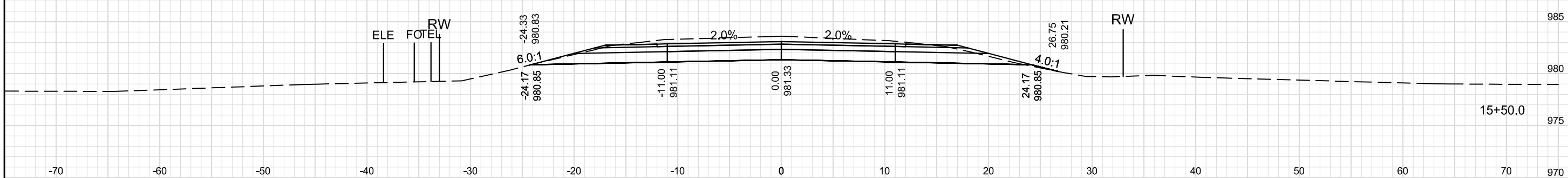
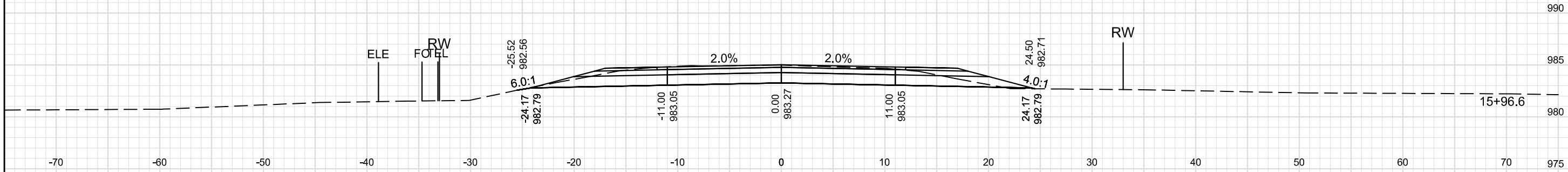




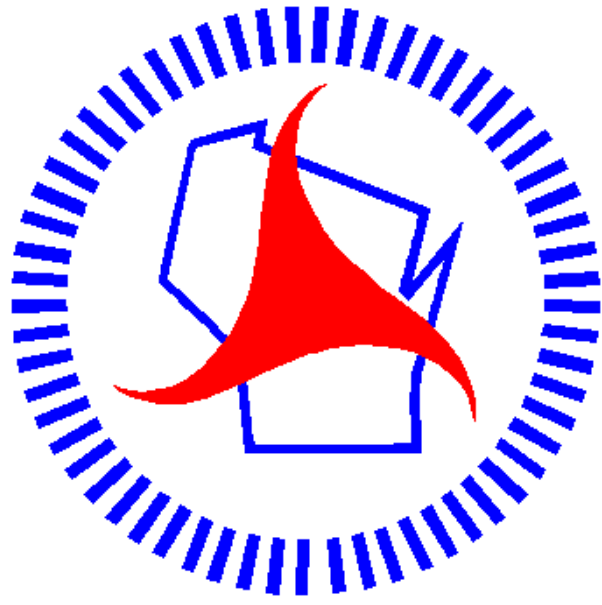




END CONSTRUCTION
CTH QQ - STA. 15+96.6



Notes



Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

<http://www.dot.wisconsin.gov>