SUP

PROJECT ID: 1197-18-75, 1197-18-76

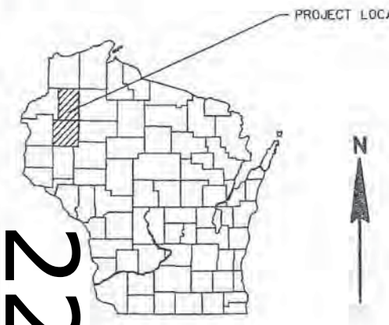
COUNTY: BARRON/WASHBURN

FEB 2015

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 = 260



22

DESIGN DESIGNATION

A.A.D.T.	2015	= 7500
A.A.D.T.	2035	= 9900
D.H.V.		= 848
D.D.		= 58/42
T.		= 15.4%
DESIGN SPEED		= 70
ESALS		= 3,255,800

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 (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

PROFILE
- GRADE LINE
- ORIGINAL GROUND
- MARSH OR ROCK PROFILE (To be noted as such) (ROCK)
- SPECIAL DITCH (LABEL)
- GRADE ELEVATION (95.36)
- CULVERT (Profile View)

UTILITIES
- ELECTRIC (E)
- FIBER OPTIC (FO)
- GAS (G)
- SANITARY SEWER (SAN)
- STORM SEWER (SS)
- TELEPHONE (T)
- WATER (W)
- UTILITY PEDESTAL
- POWER POLE
- TELEPHONE POLE

STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

NEW AUBURN - SPOONER

26TH AVENUE - CTH A

USH 53 SB

BARRON & WASHBURN COUNTIES

STATE PROJECT NUMBER
1197-18-75

NEW AUBURN - SPOONER

26TH AVENUE - CTH A

USH 53 NB

BARRON & WASHBURN COUNTIES

STATE PROJECT NUMBER
1197-18-76

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1197-18-75		
1197-18-76		

END PROJECT
STA 1338+95.41

EXCEPTION TO NET CENTERLINE LENGTH
STA 1299+47.98 TO STA 1302+69.56 SB
STR B-65-25

EXCEPTION TO NET CENTERLINE LENGTH
STA 1300+17.01 TO STA 1303+39.03 NB
STR B-65-24

EXCEPTION TO NET CENTERLINE LENGTH
STA 1198+94.32 TO STA 1199+66.95 NB
STR B-65-23

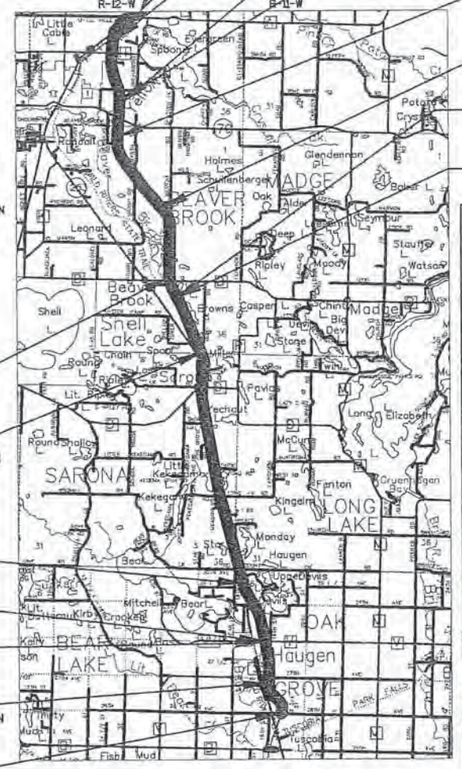
EXCEPTION TO NET CENTERLINE LENGTH
STA 1198+67.66 TO STA 1199+40.14 SB
STR B-65-22

EQUATION
STA 1142+28.08 NB BK =
STA 1143+35.89 NB AH

EQUATION
STA 1013+97.01 SB BK =
STA 1014+55.11 SB AH

EXCEPTION TO NET CENTERLINE LENGTH
STA 885+58.00 TO STA 938+38.00 NB

EXCEPTION TO NET CENTERLINE LENGTH
STA 885+53.51 TO STA 938+38.00 SB



EQUATION
STA 923+56.41 NB BK =
STA 924+02.11 NB AH

EQUATION
STA 795+83.46 SB BK =
STA 795+96.76 SB AH

EQUATION
STA 447+36.01 NB BK =
STA 447+15.16 NB AH

EXCEPTION TO NET CENTERLINE LENGTH
STA 354+73.58 TO STA 405+97.52 NB

EXCEPTION TO NET CENTERLINE LENGTH
STA 354+56.99 TO STA 405+67.98 SB

EQUATION
STA 298+90.28 SB BK =
STA 299+48.27 SB AH

BEGIN PROJECT
STA 245+76.00
Y= 162801.820
X= 328971.472

LAYOUT
SCALE 0 2 MI.

TOTAL NET LENGTH OF CENTERLINE (NB) = 18.64 MILES
TOTAL NET LENGTH OF CENTERLINE (SB) = 18.66 MILES

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

ORIGINAL PLANS PREPARED BY

SEH

WISCONSIN
JARROD S. STARREN
38465
EAU CLAIRE, WI
PROFESSIONAL ENGINEER

10-2-14 (Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WisDOT
Designer	SEH
Project Manager	Brendan Dirkes
Regional Examiner	Dan Ojibway
Regional Supervisor	Andrew Stensland

APPROVED FOR THE DEPARTMENT
DATE: 10/2/14 Brendan Dirkes (Signature)

E

FILE NAME : P:\LIZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\010101_TI.DWG

PLOT DATE : 9/30/2014 8:21 PM

PLOT BY : SCOTT WAHLER

PLOT NAME :

WISDOT/CADDS SHEET 10

STANDARD ABBREVIATIONS

ABUT	ABUTMENT	HYD	HYDRANT
AC	ACRE	ID	INSIDE DIAMETER
AGG	AGGREGATE	INV	INVERT
AECPRC	APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE	IP	IRON PIPE ON PIN
		LHF	LEFT-HAND FORWARD
ASPH	ASPHALTIC	L	LENGTH OF CURVE
AVG	AVERAGE	LF	LINEAR FOOT
ADT	AVERAGE DAILY TRAFFIC	LC	LONG CHORD OF CURVE
BF	BACK FACE	LS	LUMP SUM
BM	BENCH MARK	MH	MANHOLE
BR	BRIDGE	MOR	MID POINT OF RADIUS
CE	COMMERCIAL ENTRANCE	NC	NORMAL CROWN
CL OR C/L OR ℄	CENTER LINE	NO	NUMBER
△	CENTRAL ANGLE OR DELTA	OBLIT	OBLITERATE
CONC	CONCRETE	PAVT	PAVEMENT
CPRC	CULVERT PIPE REINFORCED CONCRETE	PE	PRIVATE ENTRANCE
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL	PVRC	POINT OF VERTICAL REVERSE CURVE
		QOR	QUARTER POINT OF RADIUS
CR	CREEK	R	RADIUS
CY	CUBIC YARD	REQ'D	REQUIRED
C & G	CURB AND GUTTER	RES	RESIDENCE OR RESIDENTIAL
D	DEGREE OF CURVE	RHF	RIGHT-HAND FORWARD
DHV	DESIGN HOUR VOLUME	R/W	RIGHT-OF-WAY
DISCH	DISCHARGE	R	RIVER
DG	DITCH GRADE	RDWY	ROADWAY
DWY	DRIVEWAY	R/L OR ℞	REFERENCE LINE
X	EAST GRID COORDINATE	SALV	SALVAGED
EAT	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL	SAN	SANITARY SEWER
		SF	SQUARE FEET
EOR	END POINT OF RADIUS	SY	SQUARE YARD
EL	ELEVATION	SDD	STANDARD DETAIL DRAWINGS
ENT	ENTRANCE	STA	STATION
ESALS	EQUIVALENT SINGLE AXLE LOADS	SS	STORM SEWER
EXC	EXCAVATION	SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
EBS	EXCAVATION BELOW SUBGRADE	SE	SUPERELEVATION RATE
EXIST	EXISTING	TC	TOP OF CURB
FC	FACE OF CURB	T OR TN	TOWN
FF	FACE TO FACE	T	TRUCKS (PERCENT OF)
FERT	FERTILIZE	TYP	TYPICAL
FE	FIELD ENTRANCE	VAR	VARIABLE
FL	FLOW LINE	VC	VERTICAL CURVE
FO	FIBER OPTIC	Y	NORTH GRID COORDINATE
CWT	HUNDREDWEIGHT	YD	YARD

GENERAL NOTES

ELEVATIONS SHOWN ON THE PLAN ARE REFERENCED TO THE APPROXIMATE USGS DATUM.

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

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

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

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

THE LOCATION OF ALL DRIVEWAYS WILL BE DETERMINED BY THE ENGINEER.

ALL CURB AND GUTTER RADII, PAVEMENT DIMENSIONS AND STATIONS ARE SHOWN TO THE EDGE OF PAVEMENT UNLESS NOTED OTHERWISE.

A VERTICAL SAWCUT SHALL BE MADE THROUGH EXISTING DRIVEWAYS AND PAVEMENTS AT REMOVAL LIMITS.

SUPER ELEVATION WILL MATCH EXISTING SUPERELEVATION RATES, CONTRACTOR SHALL PAVE DEPTHS AS SHOWN AND MATCH EXISTING CONDITIONS.

HMA PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYER THICKNESSES:

PAVEMENT THICKNESS (INCH)	LEVELING (INCH)	UPPER (INCH)
2.75	1.0	1.75
3.50	1.5	2.00

USH 53 INSIDE MEDIAN (3') SHOULDERS MAY BE PAVED WITH MAINLINE LANES, WITH APPROVAL FROM THE ENGINEER AND SHALL BE SUBJECT TO ONLY STANDARD COMPACTION.

1.5 IN ASPHALTIC SURFACE SHALL BE CONSTRUCTED WITH A SINGLE LAYER.

1.75 IN ASPHALTIC SURFACE SHALL BE CONSTRUCTED WITH A SINGLE LAYER.

CONTRACTOR MAY USE EITHER 9.5MM OR 12.5MM MIXES FOR ANY LAYER.

BEARINGS SHOWN ON THE PLAN ARE REFERENCED TO THE EXISTING ROADWAY CENTERLINE AND ARE ASSUMED.

EXISTING PIPE CULVERT SIZES SHOWN ARE APPROXIMATE AND THE CONTRACTOR SHALL BASE ITS BID ON ACTUAL FIELD CONDITIONS.

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.

SUMMARY OF DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
INTERSECTION DETAILS
PAVEMENT MARKING
TRAFFIC CONTROL

UTILITY CONTACTS

BARRON ELECTRIC COOPERATIVE
PO BOX 40
BARRON, WI 54812
CELL PHONE: 715-418-1182
ATTENTION: BRIAN SCHULZ

CCI SYSTEMS, INC.
PO BOX 190
IRON MONTAIN, MI 49801
TELEPHONE: 906-282-3768
ATTENTION: WAYNE CRETTON
EMAIL: WAYNE.CRETTON@PACKERLANDBROADBAND.COM

CENTURYLINK
20 S WILSON AVENUE
RICE LAKE, WI 54868
TELEPHONE: 715-234-5526
ATTENTION: REED LECHNIR
EMAIL: REED.LECHNIR@CENTURYLINK.COM

CHARTER COMMUNICATION
2304 S MAIN STREET
RICE LAKE, WI 54868
TELEPHONE: 715-234-5341 EXT 252
ATTENTION: TOM HAASE
EMAIL: TOM.HAASE@CHARTER.COM

DAIRYLAND POWER COOPERATIVE
PO BOX 817
LA CROSSE, WI 54602
TELEPHONE: 608-788-4000
ATTENTION: JANE EGGEN
EMAIL: JME@DAIRYNET.COM

SPOONER MUNICIPAL UTILITIES
PO BOX 548
SPOONER, WI 54801
TELEPHONE: 715-635-8769
ATTENTION: WILLIAM MARX
EMAIL:WMARK@CENTURYTEL.NET

WISCONSIN DOT RWIS PROGRAM
PO BOX 7986
MADISON, WI 53707
TELEPHONE: 608-266-5004
ATTENTION: MIKE ADAMS
EMAIL: MICHAEL.ADAMS@DOT.WI.GOV

WE ENERGIES
104 W SOUTH STREET
RICE LAKE, WI 54868
TELEPHONE: 715-234-9605
CELL PHONE: 715-419-2196
ATTENTION: LEWIS KNAPP
EMAIL: LEWIS.KNAPP@WE-ENERGIES.COM

XCEL ENERGY
2911 S PIONEER AVENUE
RICE LAKE, WI 54868
TELEPHONE: 715-236-5721
CELL PHONE: 715-579-9710
ATTENTION: STACEY HAUGEN
EMAIL: STACEY.RAETHER@XCELENERGY.COM

RAILROAD CONTACT

WISCONSIN GREATER NORTHERN RAILROAD
PO BOX 46
SPOONER, WI 54801
TELEPHONE: 715-635-3200
FAX: 715-635-3202
ATTENTION: GREG VREELAND
EMAIL: GREG@SPOONERTRAINRIDE.COM

NW REGION CONTACT

LT. NICK WARNINK
SGT. STEVE TAPE (EXT.108)-SPEED ENFORCEMENT BARS
STATE PATROL DIVISION OF DISTRICT 6
5009 USH 53 SOUTH
EAU CLAIRE, WI 54701
PHONE: 715-839-3800
EMAIL: STEVEN.TAPE@DOT.WI.GOV

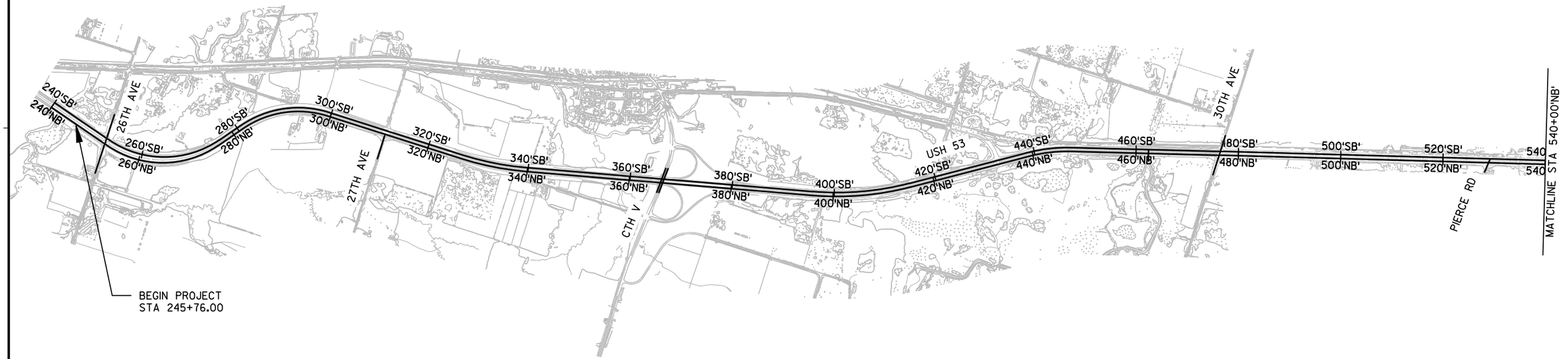
DNR LIAISON

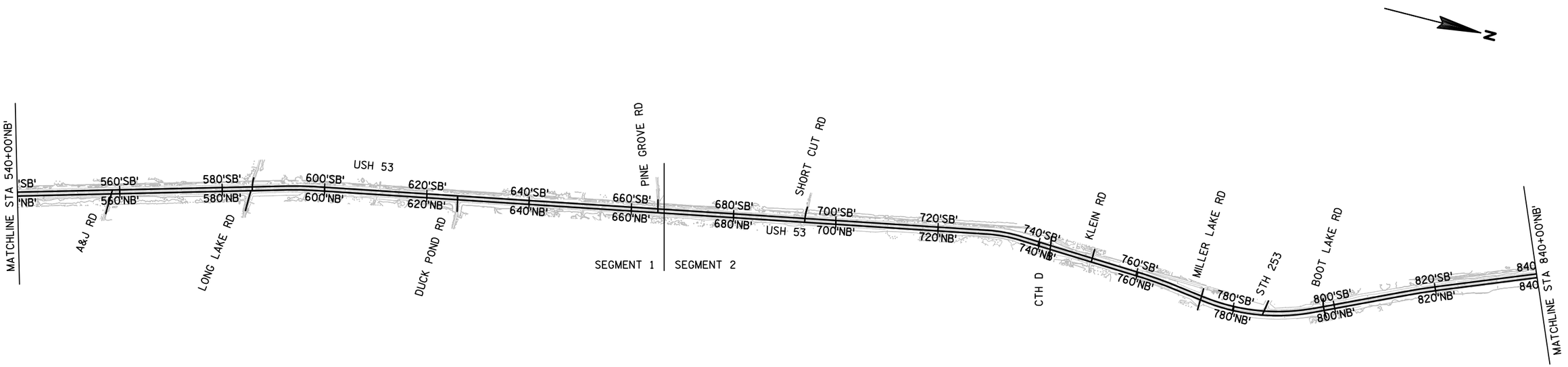
STATE OF WISCONSIN
NORTHWEST DISTRICT
HWY 70 WEST
PO BOX 309
SPOONER, WI 54801
TELEPHONE 715-635-4229
ATTENTION: AMY CRONK
EMAIL: AMY.CRONK@WISCONSIN.GOV

DESIGN CONTACT

SEH INC.
10 NORTH BRIDGE STREET
CHIPPEWA FALLS WI 54729
TELEPHONE: 715-720-6261
ATTENTION: JARROD STARREN
EMAIL: JSTARREN@SEHINC.COM

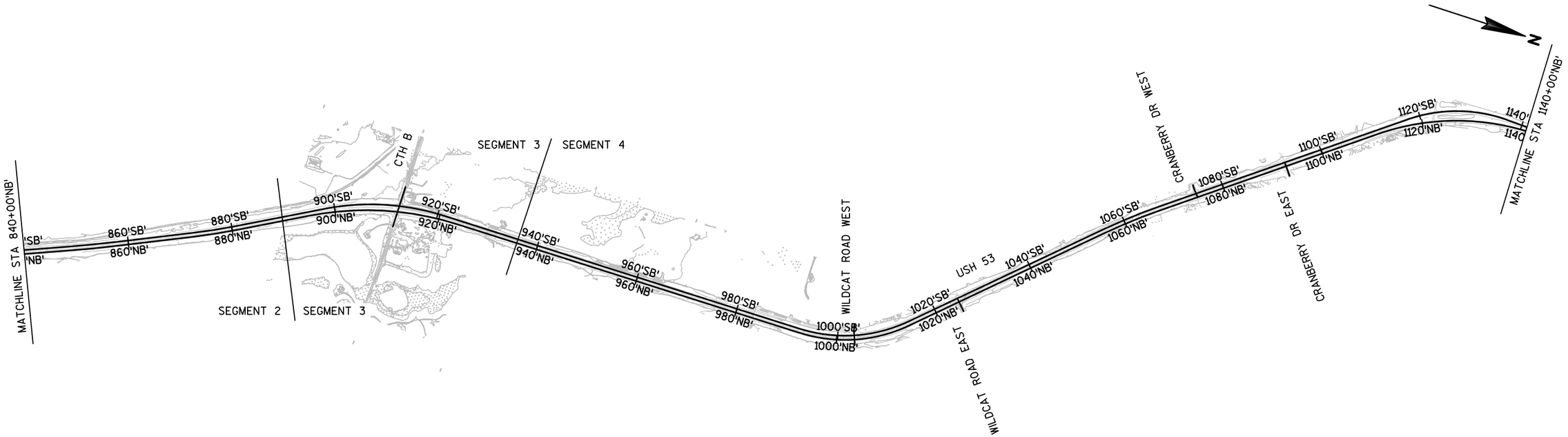
DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com

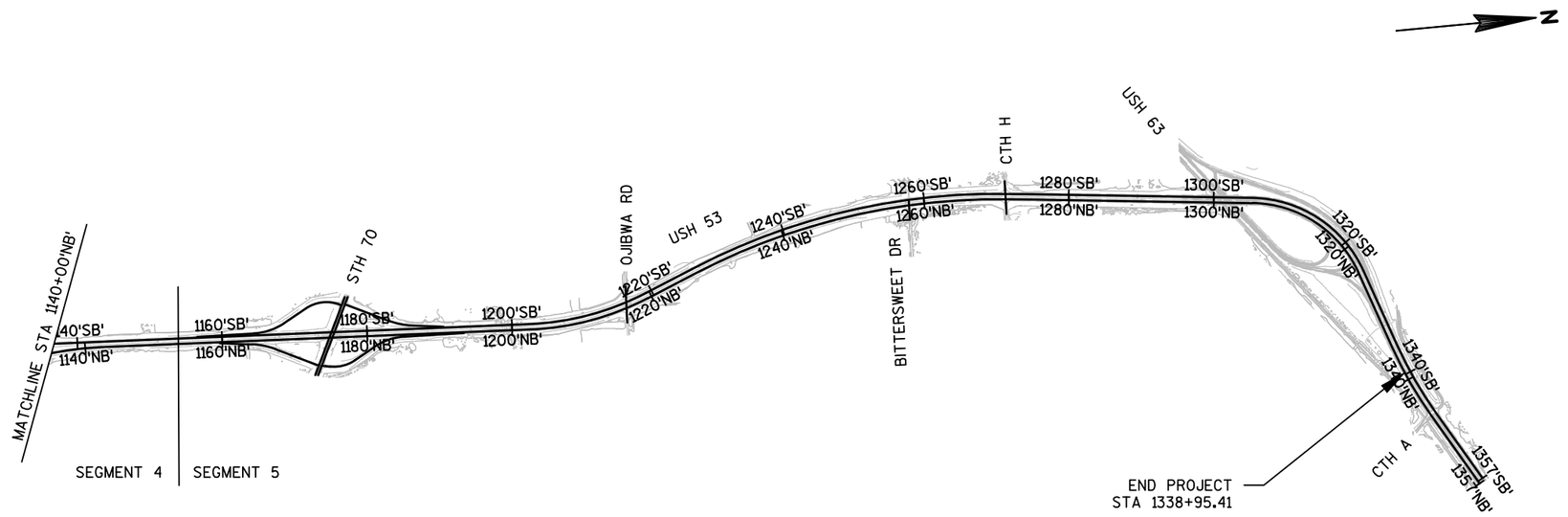




PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PROJECT OVERVIEW	SHEET	E

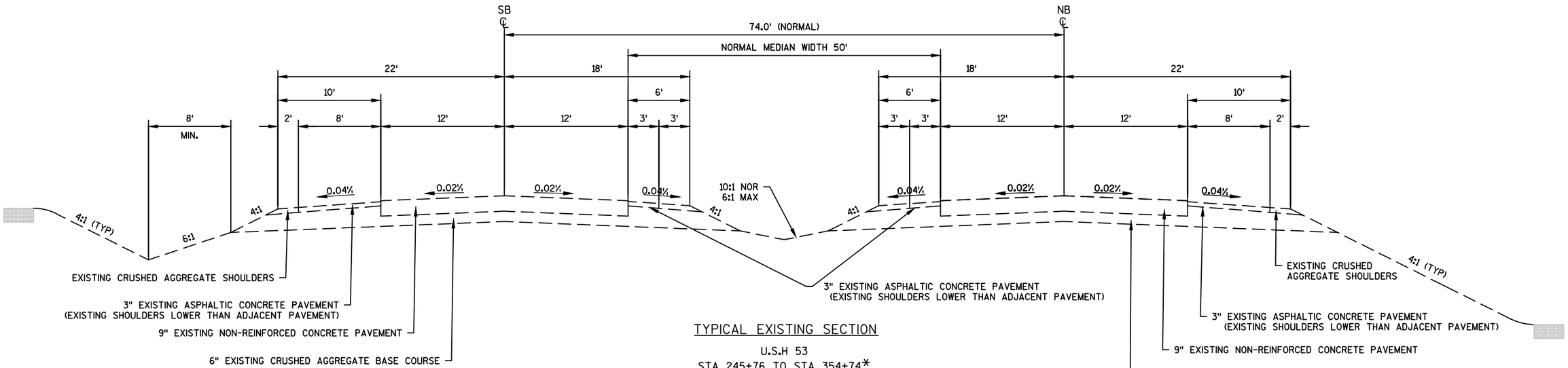
FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\020201_PO.DWG PLOT DATE : 10/1/2014 5:32 PM PLOT BY : SCOTT WAHLER PLOT NAME : PLOT SCALE : 1" = 2000'_XREF
WISDOT/CADDS SHEET 44





PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PROJECT OVERVIEW	SHEET 4	E

2

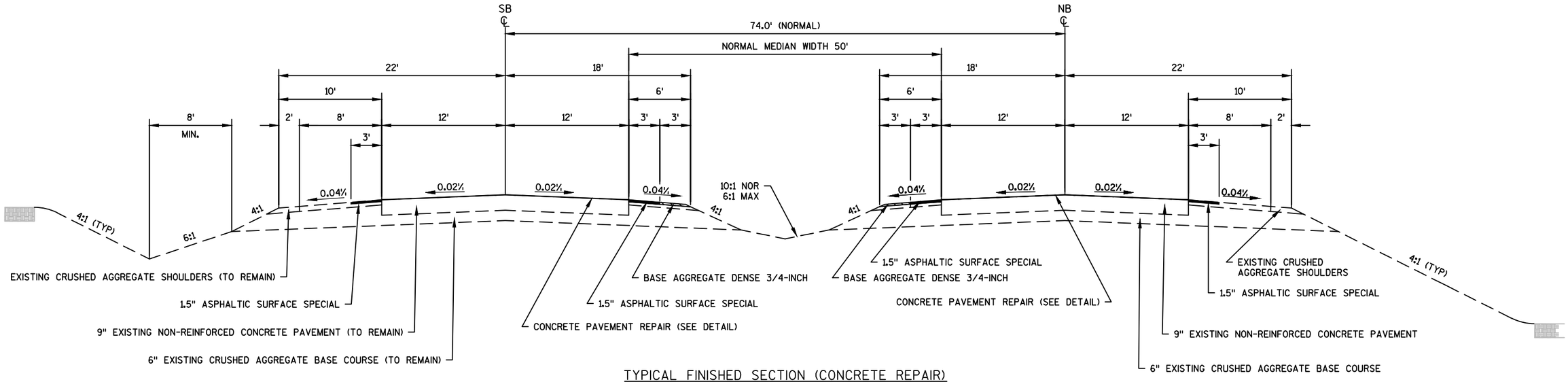


TYPICAL EXISTING SECTION

U.S.H 53
STA 245+76 TO STA 354+74*
STA 405+98 TO STA 885+58*
STA 938+38 TO STA 1338+95

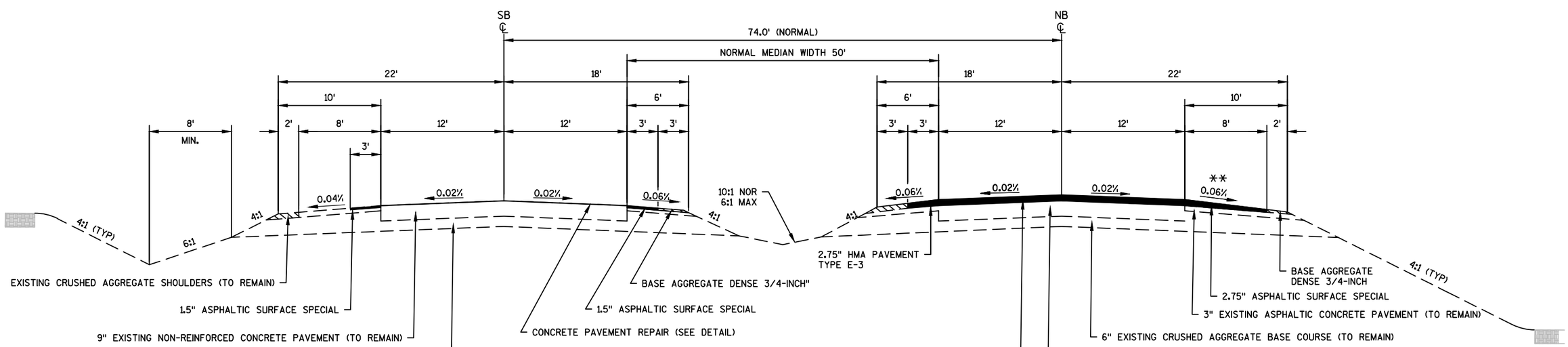
NOTE
* THAT NO WORK OCCURS FROM
STA 354+74 TO STA 405+98 AND
STA 885+58 TO STA 938+38

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	TYPICAL SECTIONS	SHEET 5	E



TYPICAL FINISHED SECTION (CONCRETE REPAIR)

U.S.H 53
STA 245+76 TO STA 354+74 (SEGMENT 1)
STA 432+61 TO STA 665+66 (SEGMENT 1)



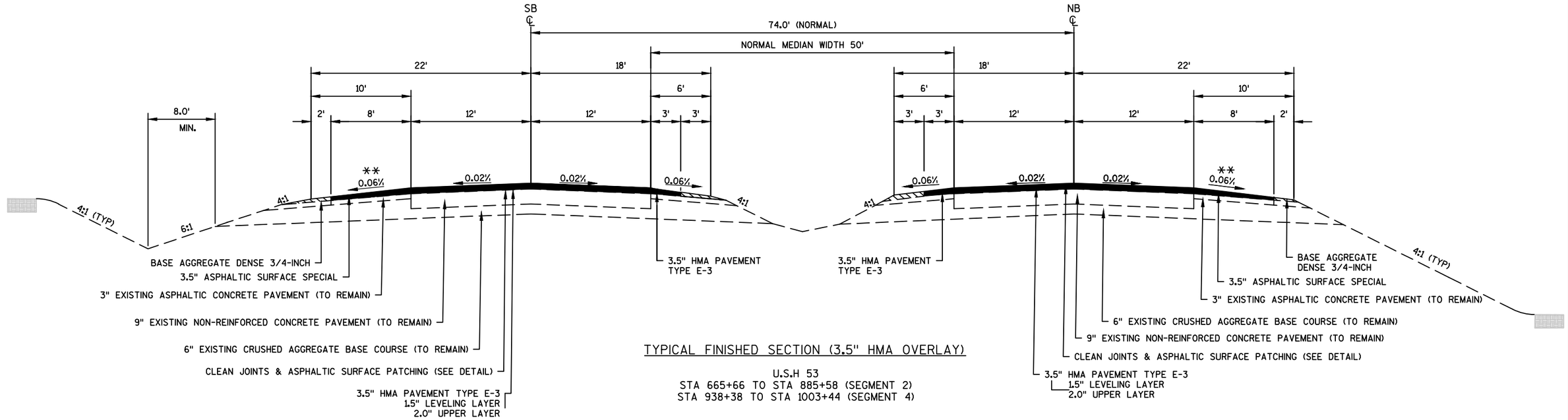
TYPICAL FINISHED SECTION (NB OVERLAY, SB CONCRETE REPAIR)

U.S.H 53
STA 405+98 TO STA 432+61 (SEGMENT 1)

2.75" HMA PAVEMENT TYPE E-3
1.0" LEVELING LAYER
1.75" UPPER LAYER

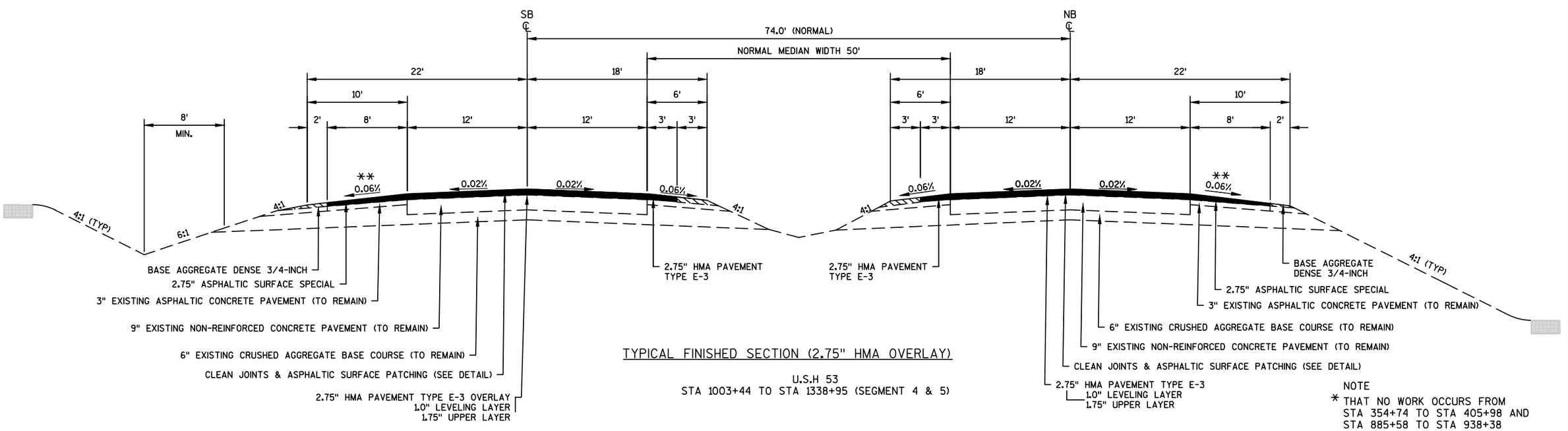
NOTE
* THAT NO WORK OCCURS FROM STA 354+74 TO STA 405+98 AND STA 885+58 TO STA 938+38
** FINAL HMA SHOULDER DEPTH WILL VARY BASED ON THE 0.06 FINAL SLOPE AND EXISTING SHOULDER HEIGHT.

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	TYPICAL SECTIONS	SHEET 6	E



TYPICAL FINISHED SECTION (3.5" HMA OVERLAY)

U.S.H 53
STA 665+66 TO STA 885+58 (SEGMENT 2)
STA 938+38 TO STA 1003+44 (SEGMENT 4)

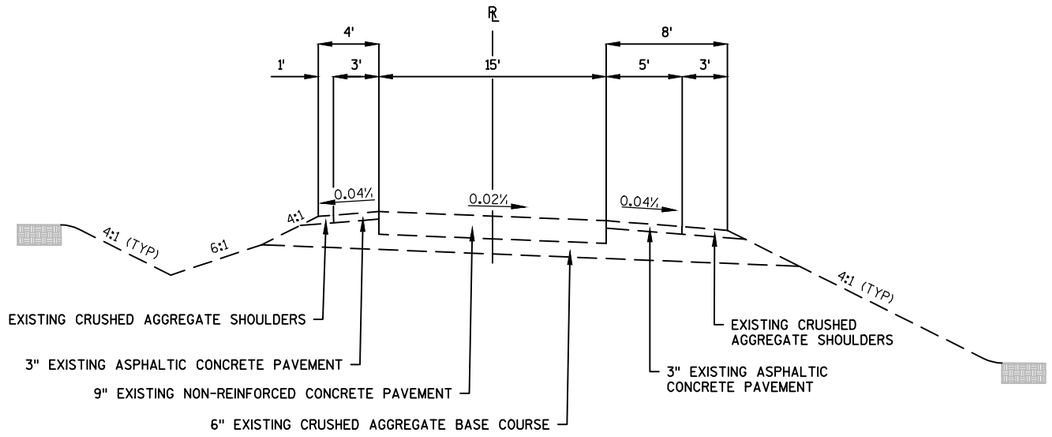


TYPICAL FINISHED SECTION (2.75" HMA OVERLAY)

U.S.H 53
STA 1003+44 TO STA 1338+95 (SEGMENT 4 & 5)

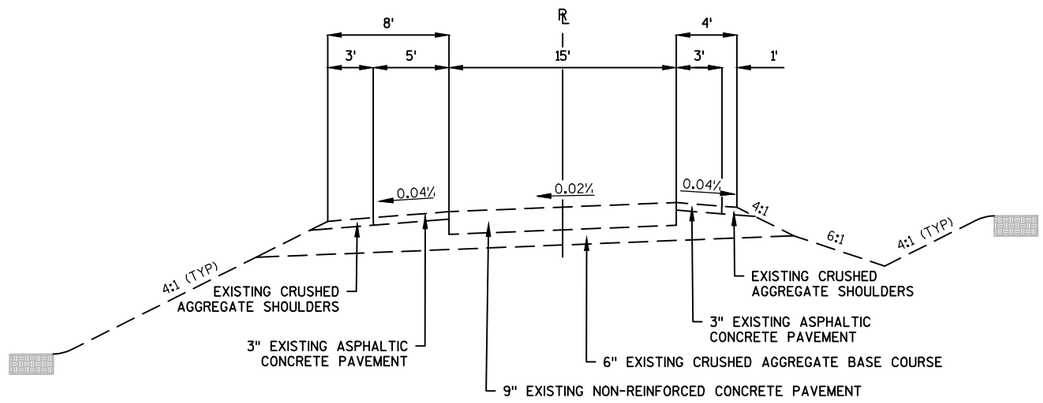
NOTE
* THAT NO WORK OCCURS FROM STA 354+74 TO STA 405+98 AND STA 885+58 TO STA 938+38
** FINAL HMA SHOULDER DEPTH WILL VARY BASED ON THE 0.06 FINAL SLOPE AND EXISTING SHOULDER HEIGHT.

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	TYPICAL SECTIONS	SHEET 7	E



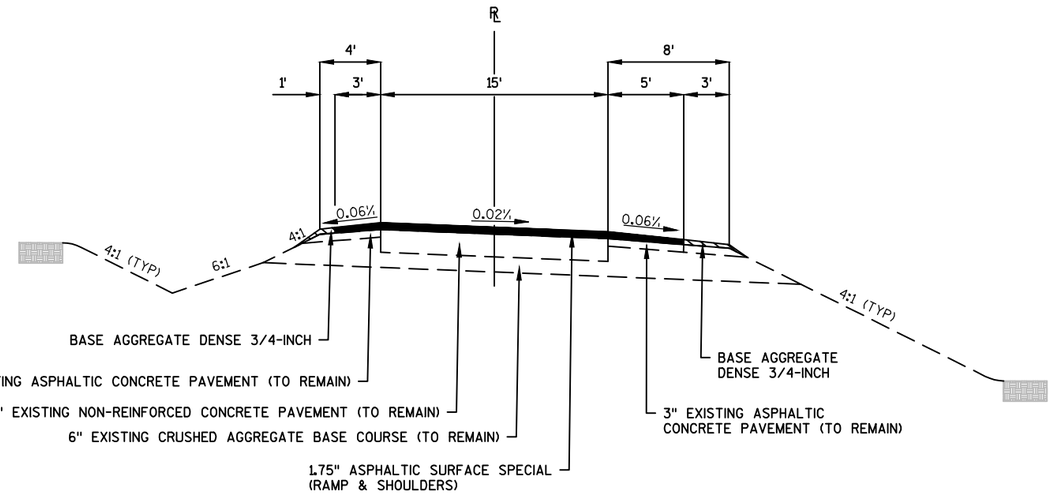
TYPICAL EXISTING SECTION

STH 70 INTERCHANGE
STA 100+00.00 "SW" TO STA 121+09.85 "SW"
STA 300+00.00 "NW" TO STA 314+09.24 "NW"



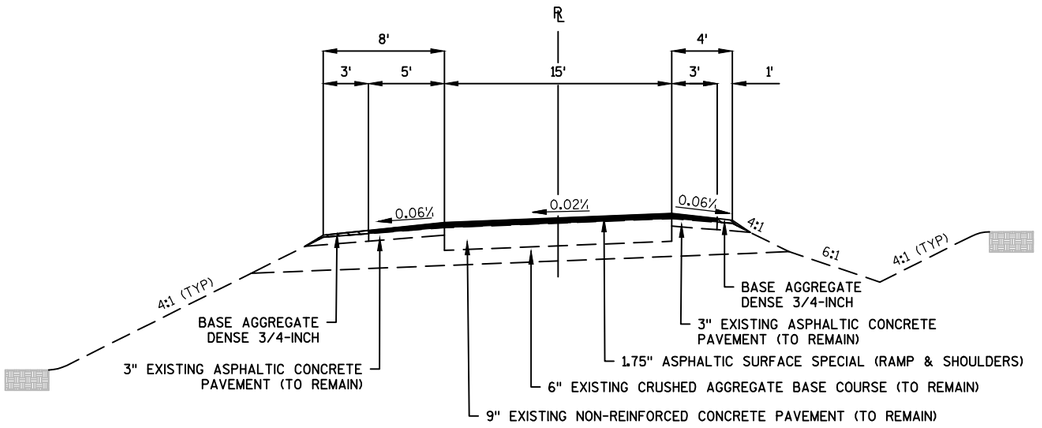
TYPICAL EXISTING SECTION

STH 70 INTERCHANGE
STA 200+00.00 "SE" TO STA 214+16.88 "SE"
STA 400+00.00 "NE" TO STA 420+67.76 "NE"



TYPICAL FINISHED SECTION

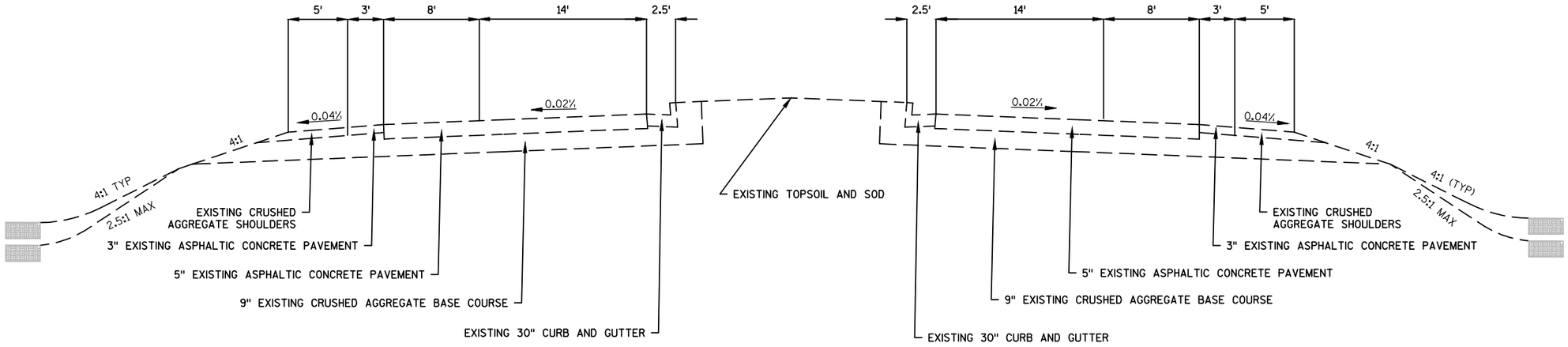
STH 70 INTERCHANGE
STA 100+00.00 "SW" TO STA 121+09.85 "SW"
STA 300+00.00 "NW" TO STA 314+09.24 "NW"



TYPICAL FINISHED SECTION

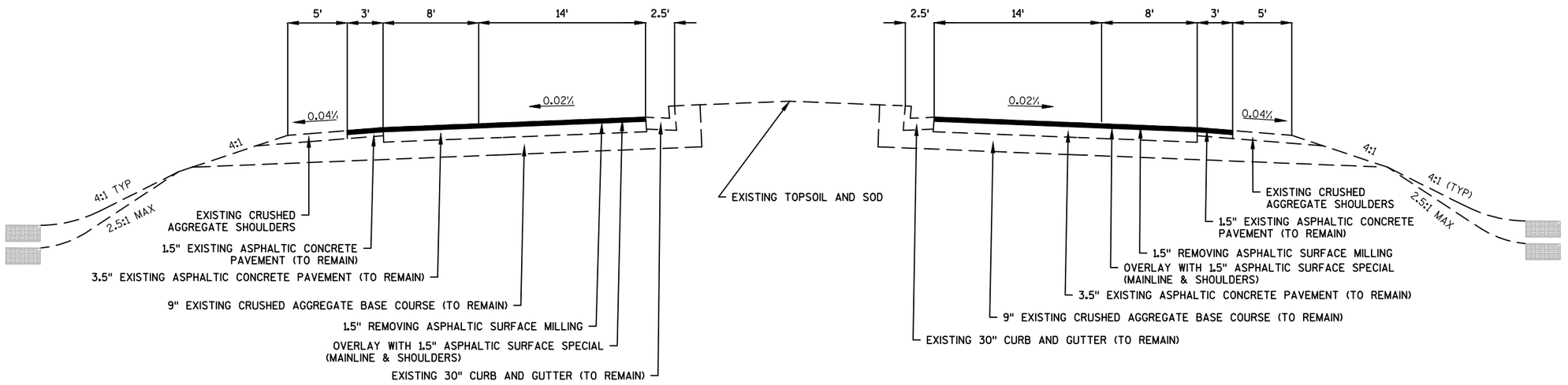
STH 70 INTERCHANGE
STA 200+00.00 "SE" TO STA 214+16.88 "SE"
STA 400+00.00 "NE" TO STA 420+67.76 "NE"

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	TYPICAL SECTIONS	SHEET 8	E



TYPICAL EXISTING SECTION

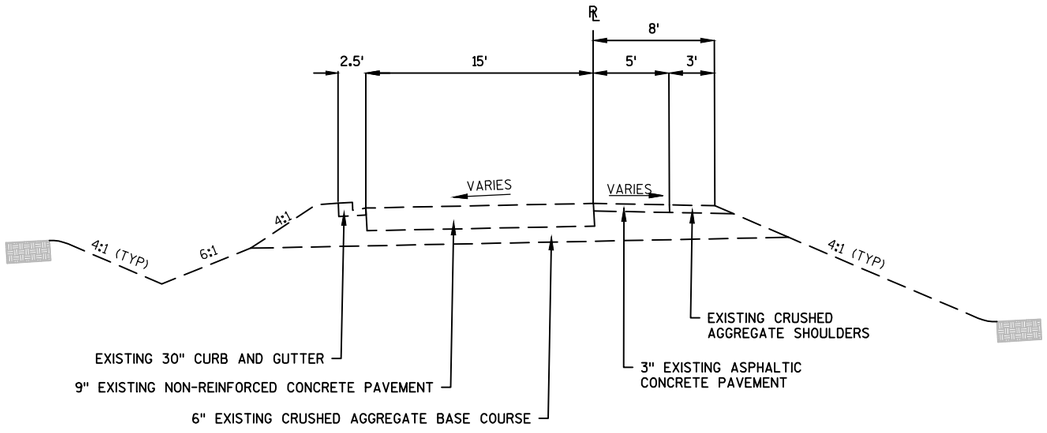
STH 70
STA 234+51 "WB" TO STA 238+44 "WB"
STA 240+77 "WB" TO STA 244+56 "WB"



TYPICAL FINISHED SECTION

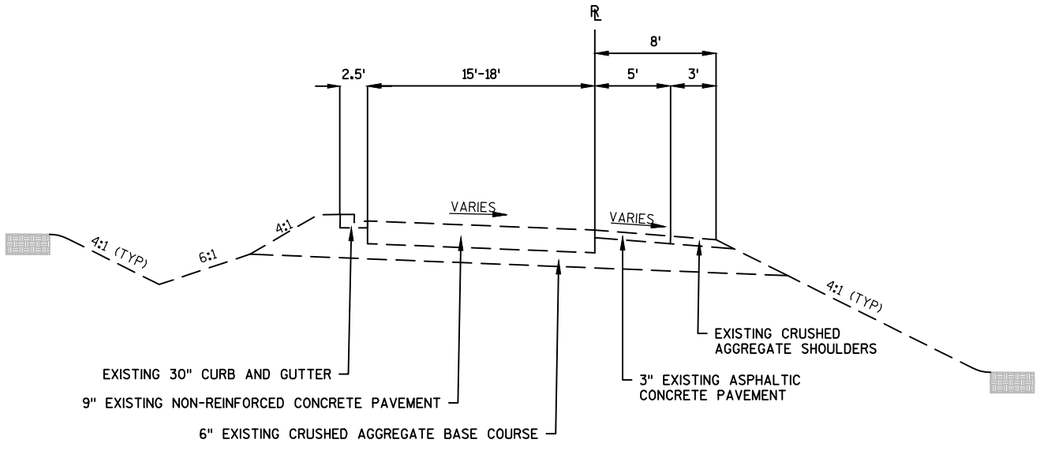
STH 70
STA 234+51 "WB" TO STA 238+44 "WB"
STA 240+77 "WB" TO STA 244+56 "WB"

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	TYPICAL SECTIONS	SHEET 9	E



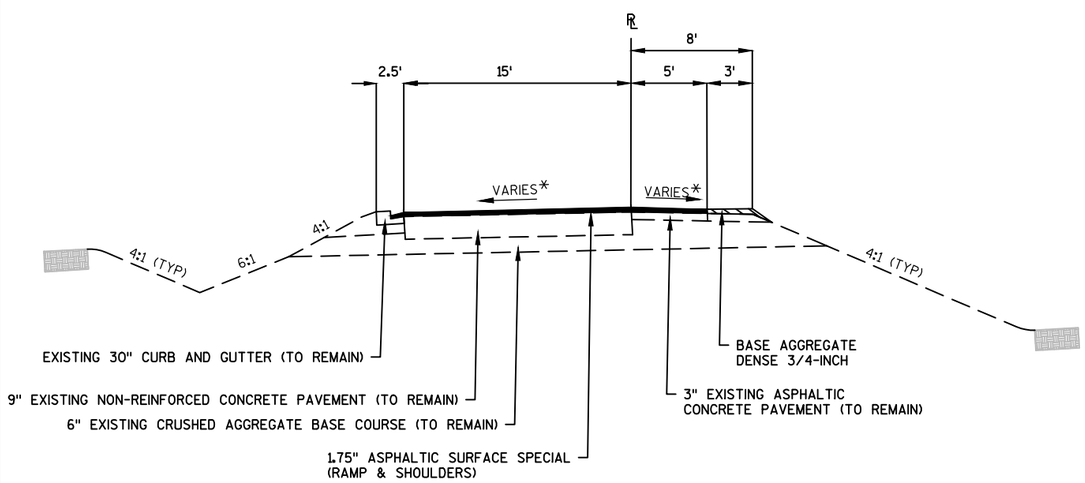
TYPICAL EXISTING SECTION

USH 63 INTERCHANGE
STA 2021+09 "AA" TO STA 2026+93 "AA"
STA 5000+00 "DD" TO STA 5005+94 "DD"



TYPICAL EXISTING SECTION

USH 63 INTERCHANGE
STA 2009+02 "AA" TO STA 2021+09 "AA"
STA 4014+83 "CC" TO STA 4027+62 "CC"



TYPICAL FINISHED SECTION

USH 63 INTERCHANGE
STA 2021+09 "AA" TO STA 2026+93 "AA"
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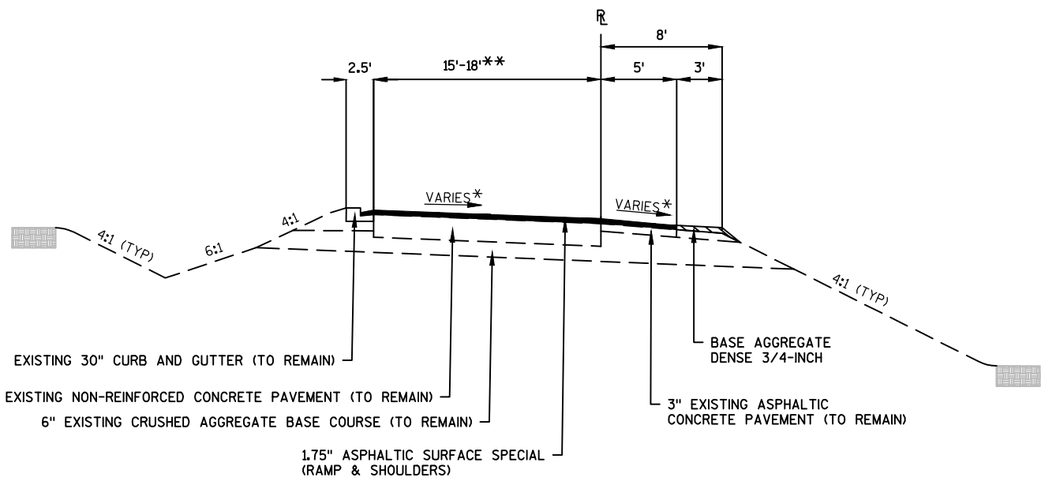


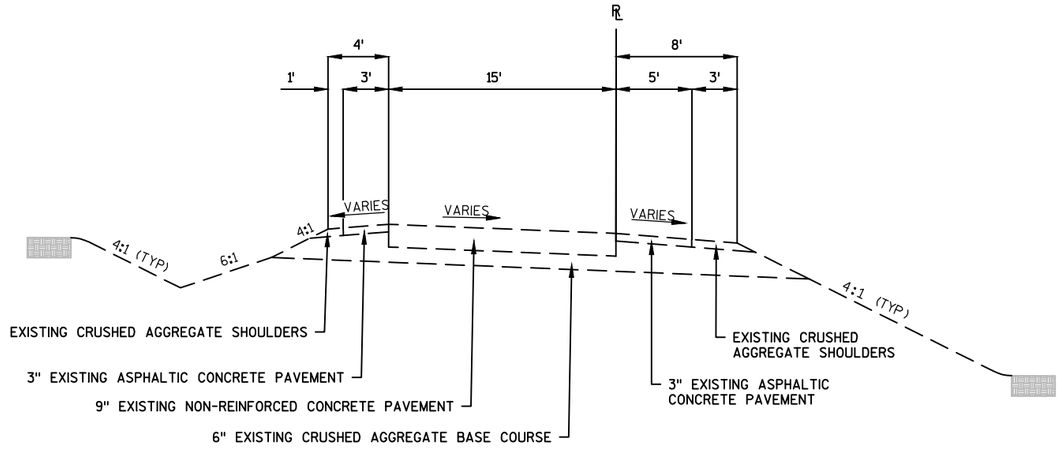
TYPICAL FINISHED SECTION

USH 63 INTERCHANGE
STA 2009+02 "AA" TO STA 2021+09 "AA"
STA 4014+83 "CC" TO STA 4027+62 "CC"

* MATCH EXISTING CROSS SLOPE ON TRAVEL LANE INCREASE SLOPE ON SHOULDER TO MINIMIZE AMOUNT OF GRAVEL NEEDED ON UNPAVED SHOULDER AT THE DISCRETION OF THE ENGINEER. TYPICAL NON-SUPER ELEVATED SLOPE IS 2%.

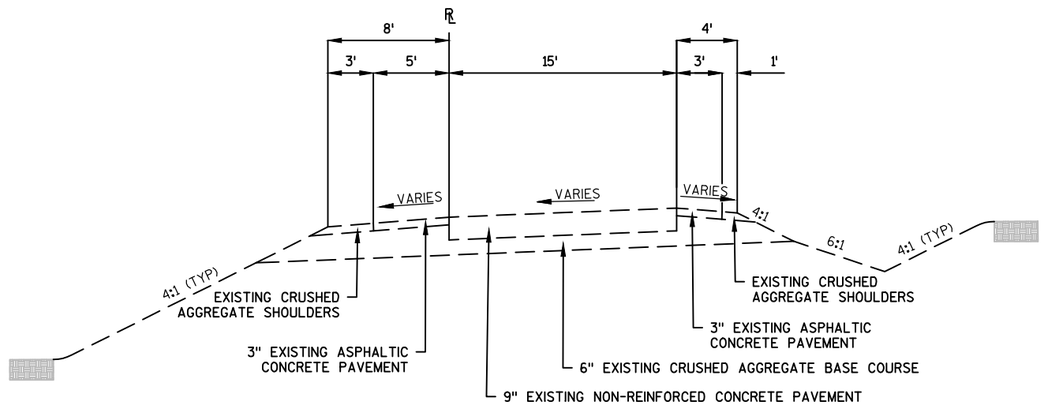
THE MINIMUM HMA PAVEMENT DEPTH OF 1.25" SHOULD BE MAINTAINED IN AREAS WHERE THE GUTTER IS FILLED.

** MATCH EXISTING WIDTH



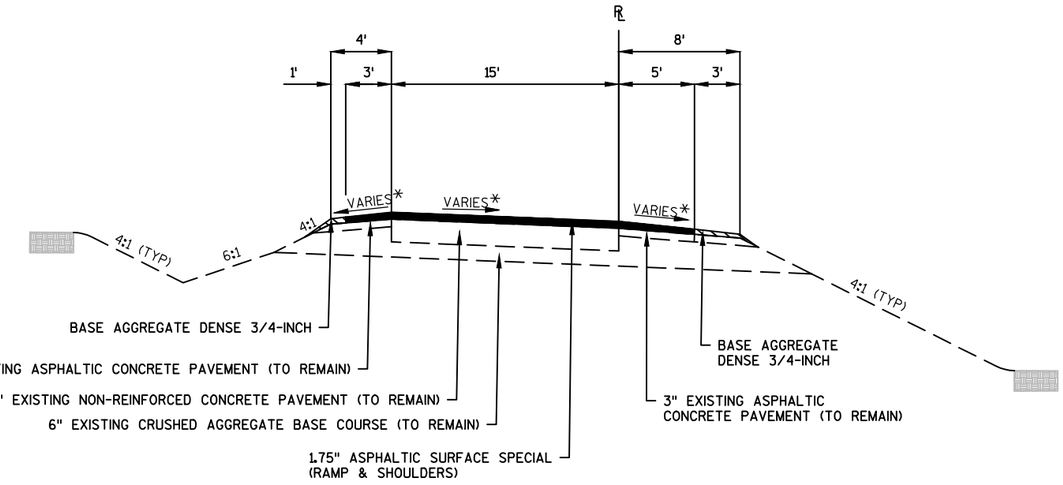
TYPICAL EXISTING SECTION

USH 63 INTERCHANGE
STA 2001+30 "AA" TO STA 2009+02 "AA"
STA 2026+93 "AA" TO STA 2042+30 "AA"
STA 4000+00 "CC" TO STA 4009+88 "CC"



TYPICAL EXISTING SECTION

USH 63 INTERCHANGE
STA 2993+40 "BB" TO STA 3009+39 "BB"

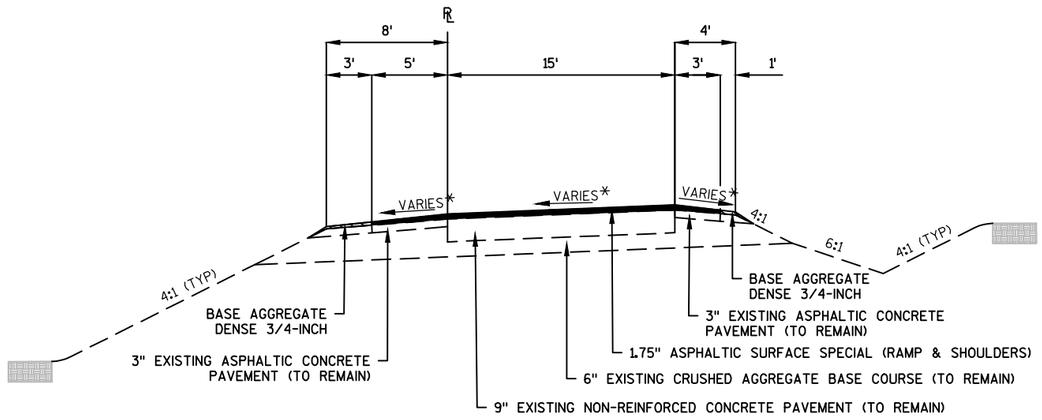


TYPICAL FINISHED SECTION

USH 63 INTERCHANGE
STA 2001+30 "AA" TO STA 2009+02 "AA"
STA 2026+93 "AA" TO STA 2042+30 "AA"
STA 4000+00 "CC" TO STA 4009+88 "CC"

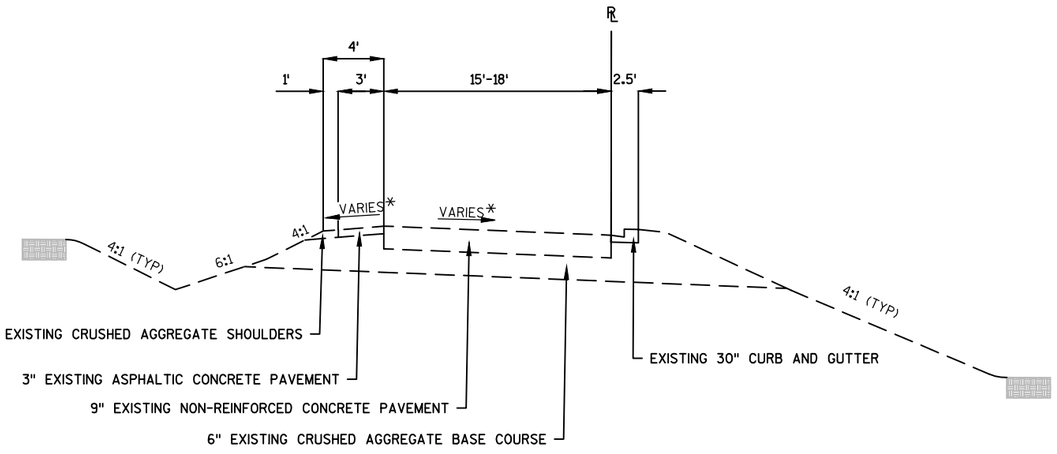
* MATCH EXISTING CROSS SLOPE ON TRAVEL LANE INCREASE SLOPE ON SHOULDER TO MINIMIZE AMOUNT OF GRAVEL NEEDED ON UNPAVED SHOULDER AT THE DISCRETION OF THE ENGINEER. TYPICAL NON-SUPER ELEVATED SLOPE IS 2%.

THE MINIMUM HMA PAVEMENT DEPTH OF 1.25" SHOULD BE MAINTAINED IN AREAS WHERE THE GUTTER IS FILLED.



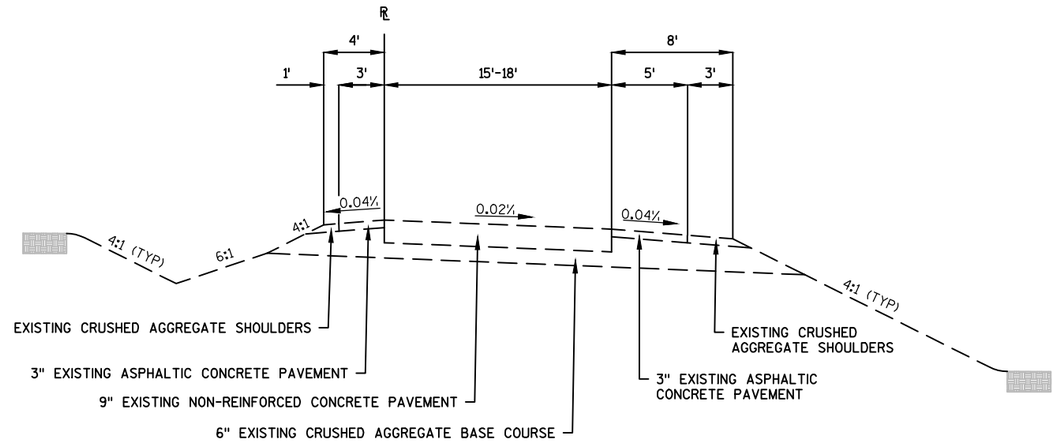
TYPICAL FINISHED SECTION

USH 63 INTERCHANGE
STA 2993+40 "BB" TO STA 3009+39 "BB"



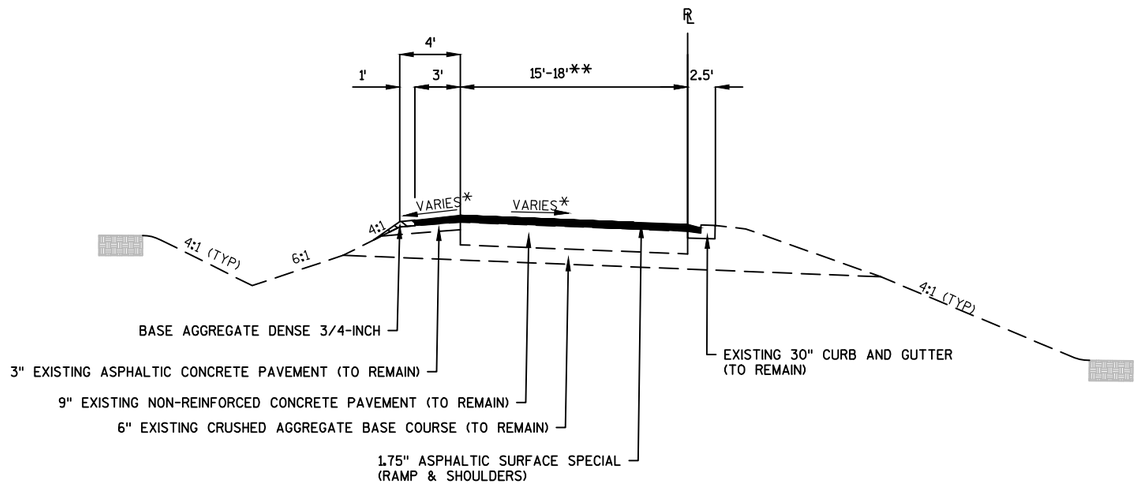
TYPICAL EXISTING SECTION

USH 63 INTERCHANGE
STA 4009+88 "CC" TO STA 4014+83 "CC"



TYPICAL EXISTING SECTION

USH 63 INTERCHANGE
STA 3009+39 "BB" TO STA 3030+11 "BB"



TYPICAL FINISHED SECTION

USH 63 INTERCHANGE
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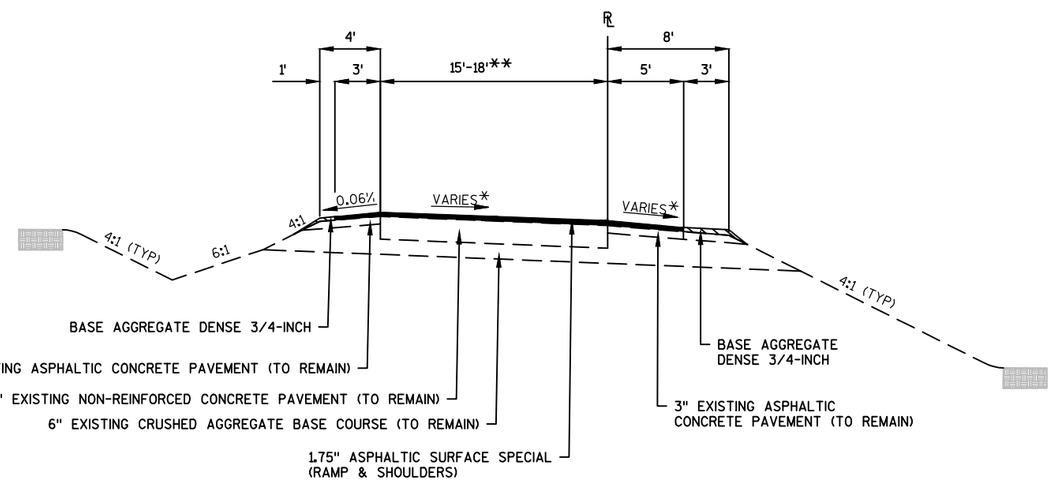


TYPICAL FINISHED SECTION

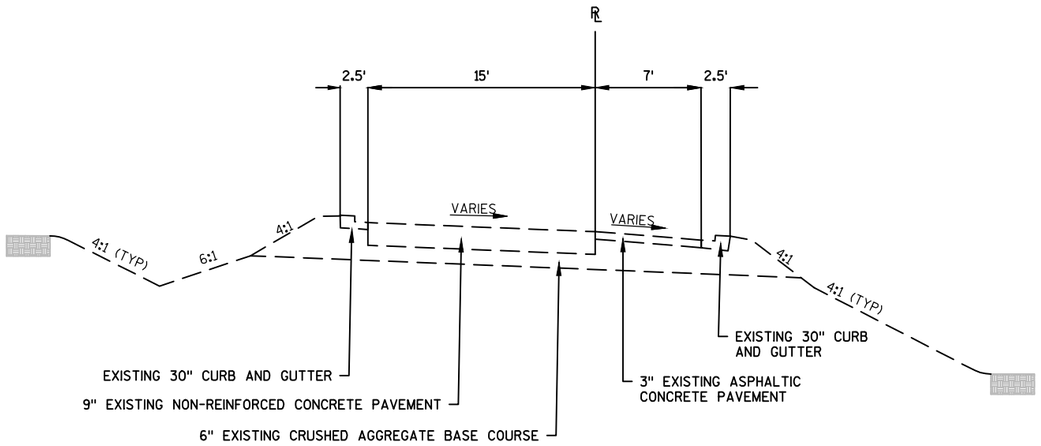
USH 63 INTERCHANGE
STA 3009+39 "BB" TO STA 3030+11 "BB"

* MATCH EXISTING CROSS SLOPE ON TRAVEL LANE INCREASE SLOPE ON SHOULDER TO MINIMIZE AMOUNT OF GRAVEL NEEDED ON UNPAVED SHOULDER AT THE DISCRETION OF THE ENGINEER. TYPICAL NON-SUPER ELEVATED SLOPE IS 2%.

THE MINIMUM HMA PAVEMENT DEPTH OF 1.25" SHOULD BE MAINTAINED IN AREAS WHERE THE GUTTER IS FILLED.

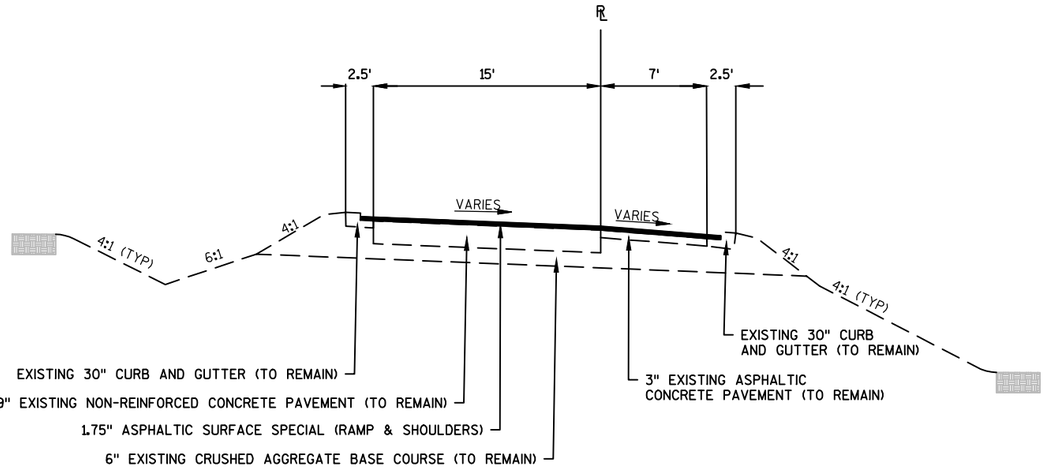
** MATCH EXISTING WIDTH

2



TYPICAL EXISTING SECTION

USH 63 INTERCHANGE
STA 4027+62 "CC" TO STA 4034+44 "CC"
CURB AND GUTTER ON LT ENDS AT 4032+14
CURB AND GUTTER ON RT ENDS AT 4033+21



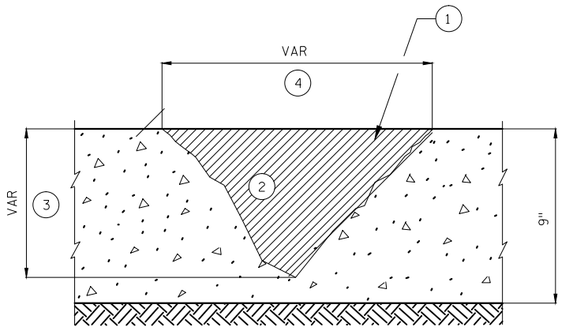
TYPICAL EXISTING SECTION

USH 63 INTERCHANGE
STA 4027+62 "CC" TO STA 4034+44 "CC"
CURB AND GUTTER ON LT ENDS AT 4032+14
CURB AND GUTTER ON RT ENDS AT 4033+21

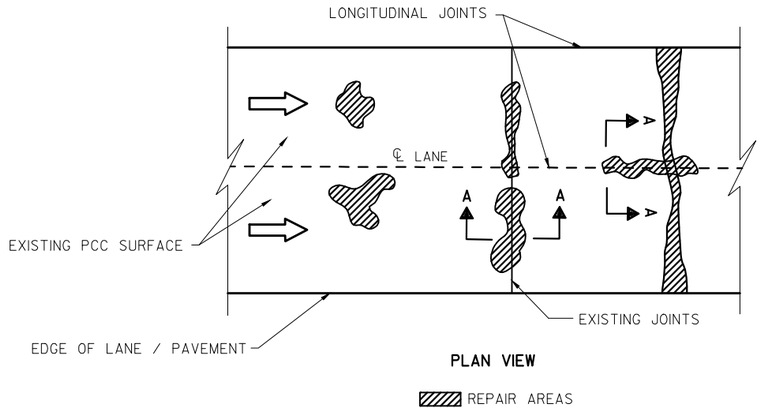
* THE MINIMUM HMA PAVEMENT DEPTH OF 1.25" SHOULD BE MAINTAINED IN AREAS WHERE THE GUTTER IS FILLED.

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	TYPICAL SECTIONS	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\020302_TS.DWG PLOT DATE : 11/19/2014 12:20 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



SECTION A-A



PLAN VIEW

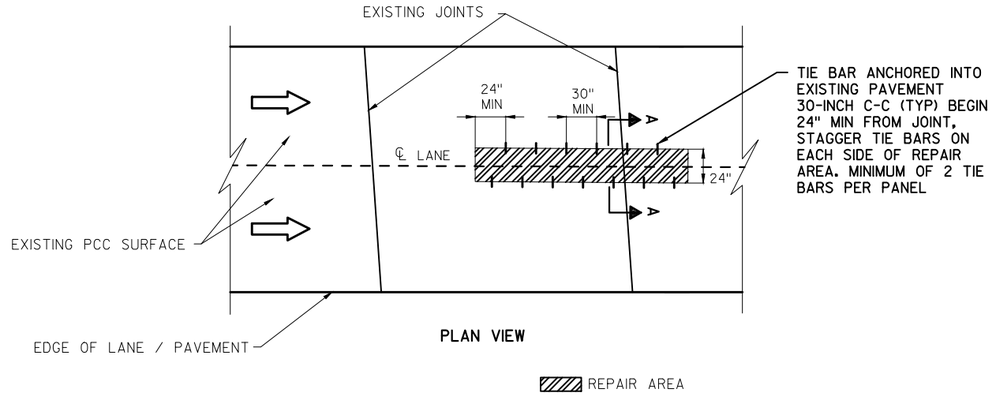
REPAIR AREAS

PREPARATION OF FOUNDATION FOR ASPHALT PAVING SPECIAL

CLEANING AND REPAIRING DISTRESSED PCC AREAS

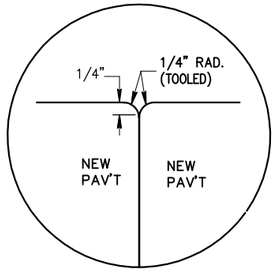
NOTES:

1. PRIOR TO THE LEVELING LAYER PLACEMENT, REMOVE ALL CONCRETE, ASPHALT AND ANY UNSOUND MATERIAL FROM TRANSVERSE AND LONGITUDINAL JOINTS AND RANDOM CRACKS. LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
2. ASPHALTIC SURFACE PATCHING SHALL BE PLACED IN THE JOINT REPAIR AREAS. THE PATCHING SHALL BE COMPACTED IN LIFTS (2 LIFTS MINIMUM) UNTIL FLUSH WITH THE SURFACE OF THE CONCRETE. ASPHALTIC SURFACE PATCHING PAID SEPARATELY FROM PREPARATION OF FOUNDATION FOR ASPHALT PAVING SPECIAL ITEM.
3. DEPTH VARIES FROM A MINIMUM DEPTH OF 4-INCH TO A FULL DEPTH JOINT AS CONDITIONS DICTATE.
4. APPROXIMATE WIDTH OF JOINTS OR CRACK REPAIR VARIES. BY THE CONTRACTOR IS RECOMMENDED TO REVIEW THE PROJECT SITE TO CONFIRM THE JOINT CONDITIONS PRIOR TO BIDDING.



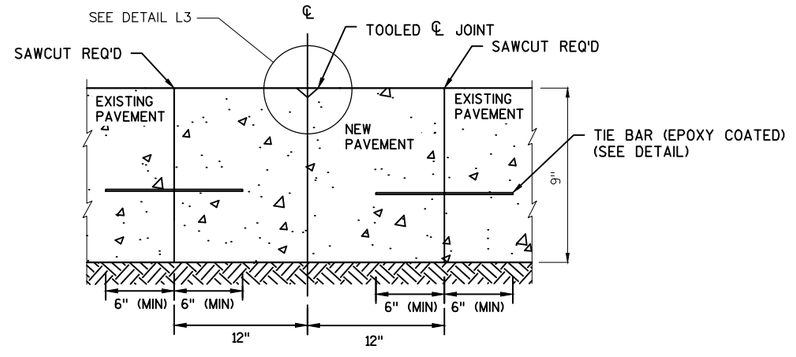
PLAN VIEW

REPAIR AREA

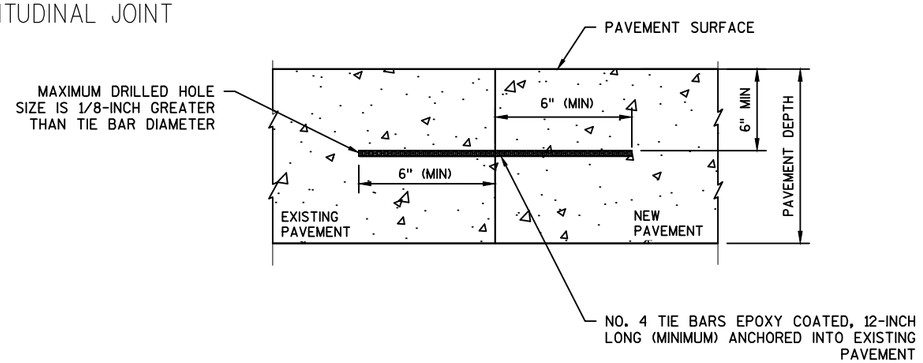


L3

LONGITUDINAL JOINT



SECTION A-A

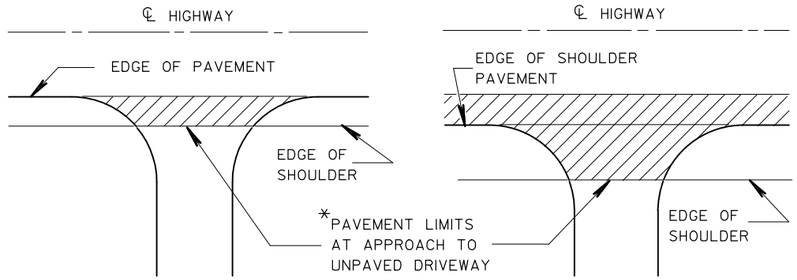


TIE BAR ANCHOR DETAIL

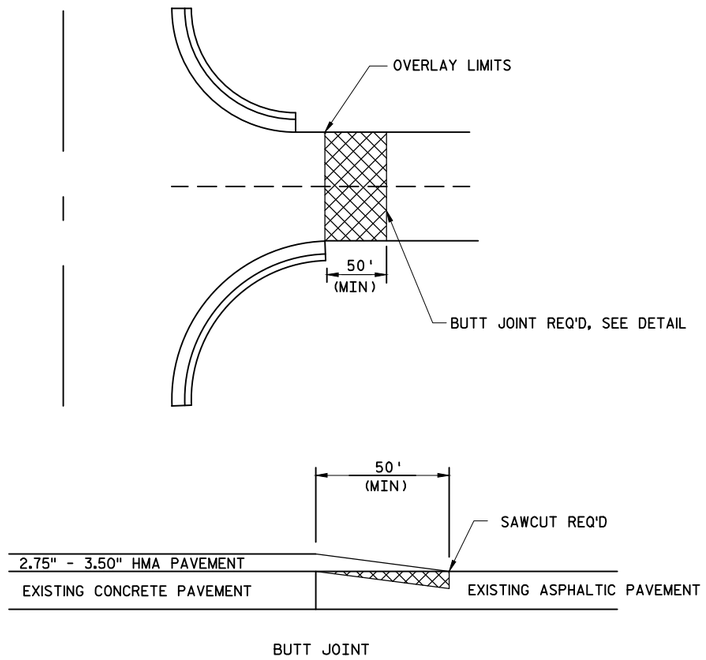
CONCRETE PAVEMENT CENTERLINE JOINT REPAIR

NOTES:

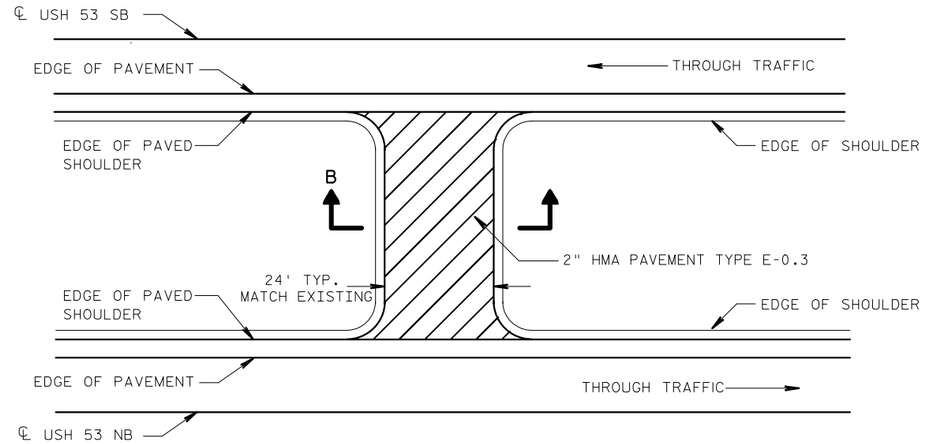
WITH THE APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY. DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6-INCHES AND TO SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT. PAID FOR AS CONCRETE PAVEMENT CENTERLINE JOINT REPAIR.



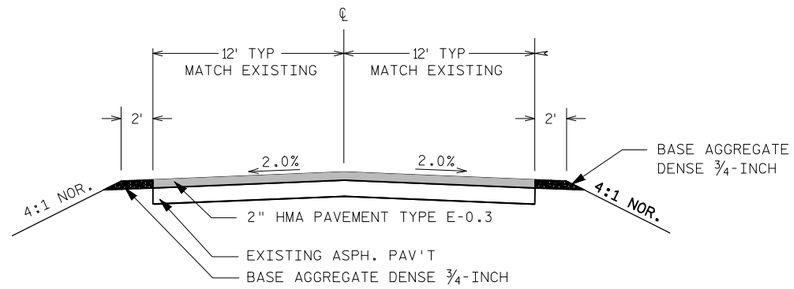
RURAL DRIVEWAY INTERSECTION DETAIL



SIDE ROAD BUTT JOINT

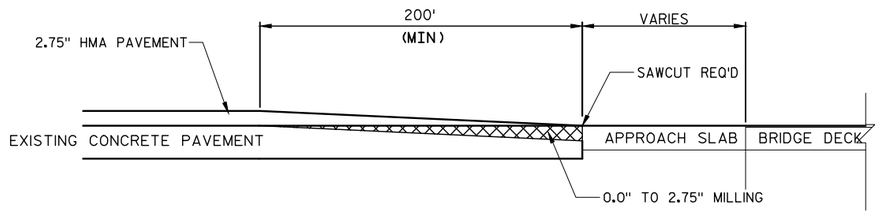


PLAN VIEW



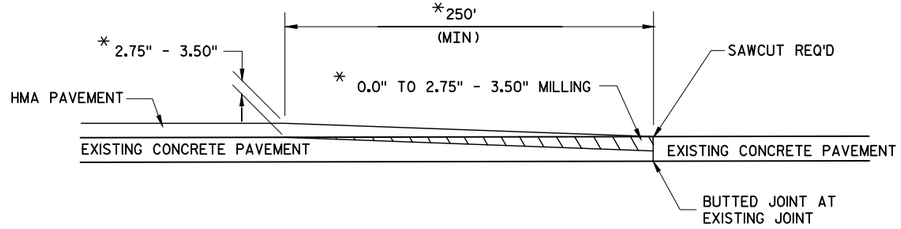
SECTION B-B

DETAIL FOR MAINTENANCE CROSSOVER



MAINLINE BRIDGE APPROACH

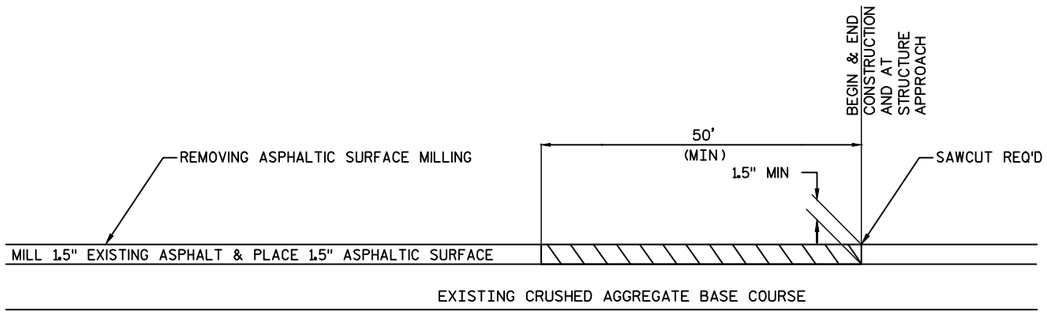
PAID FOR AS REMOVING PAVEMENT BUTT JOINTS



PAID FOR AS REMOVING PAVEMENT BUTT JOINTS

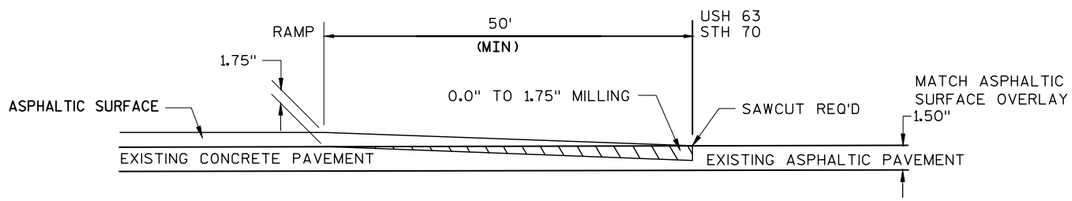
* USH 63 PAVEMENT DEPTH IS 1.75" AND TRANSITION IS 0.0" TO 1.75" MILLING OVER 50'

MAINLINE BUTT JOINT



PAID FOR AS REMOVING ASPHALTIC SURFACE BUTT JOINTS

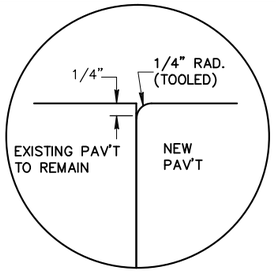
STH 70 BUTTED JOINT



PAID FOR AS REMOVING PAVEMENT BUTT JOINTS

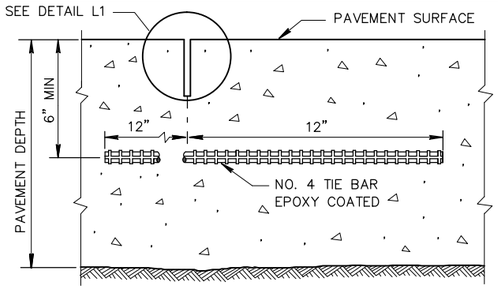
RAMP TERMINAL BUTT JOINT

* TRANSITION MAINLINE PAVEMENT FROM 2.75" TO 1.75" ONTO RAMPS OVER 50', INCIDENTAL TO MAINLINE PAVEMENT



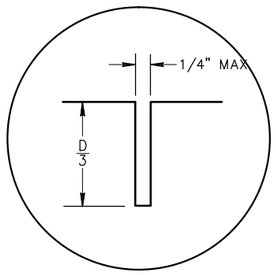
C2

TRANSVERSE JOINTS

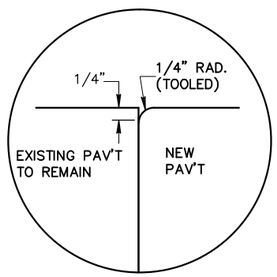


SECTION A-A

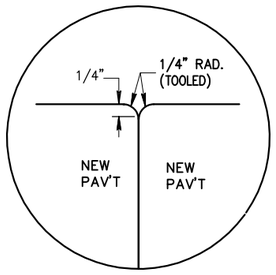
SAWED LONGITUDINAL JOINT



L1

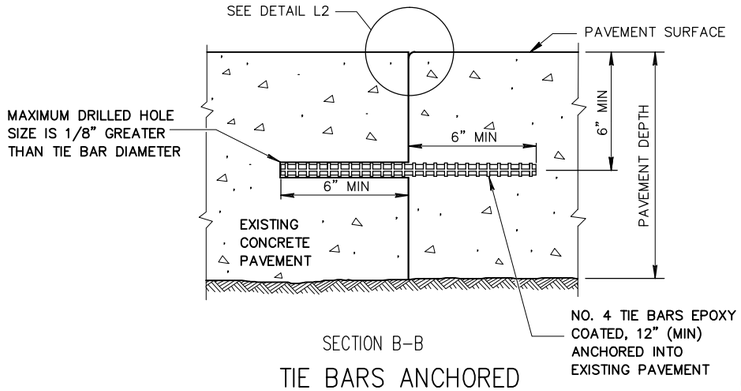


L2



L3

LONGITUDINAL JOINTS



SECTION B-B

TIE BARS ANCHORED
INTO EXISTING PAVEMENT

TIE BAR TABLE

PAVEMENT DEPTH "D"	CLEAR COVER "C"	MAXIMUM TIE BAR SPACING "S"	
		PAVEMENT WIDTH	
		24' OR 26'	≥ 30'
8, 8 1/2"	3 3/4"\1"	39"	30"
9, 9 1/2"	4 1/4"\1"	33"	27"
10, 10 1/2"	4 3/4"\1"	30"	24"

GENERAL NOTES

CONCRETE PAVEMENT REPAIRS OF EXISTING NONDOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

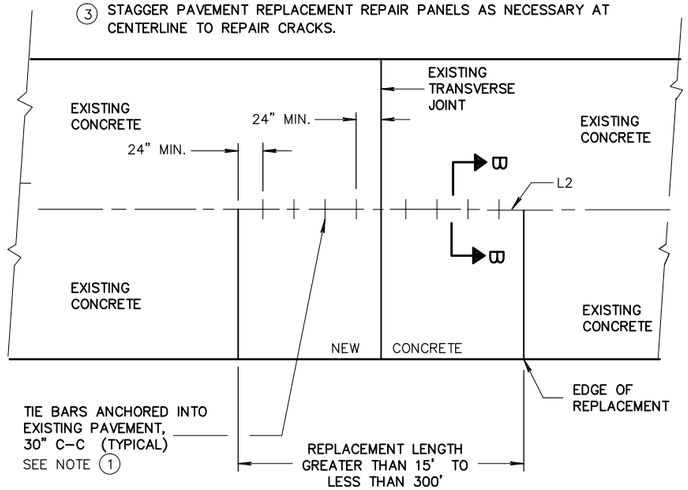
DO NOT SEAL OR FILL JOINTS. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

FOR MULTI-LANE CONCRETE PAVEMENT REPLACEMENTS, PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES AND TO SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.

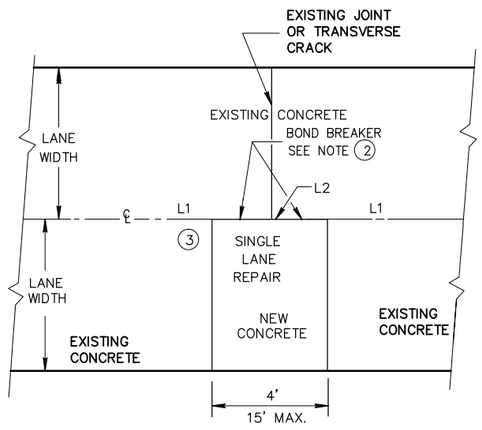
(2) USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.

(3) STAGGER PAVEMENT REPLACEMENT REPAIR PANELS AS NECESSARY AT CENTERLINE TO REPAIR CRACKS.



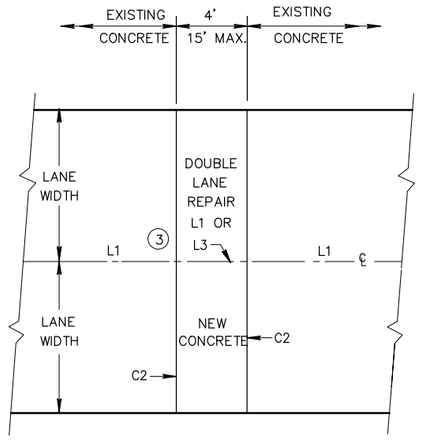
PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPLACEMENT



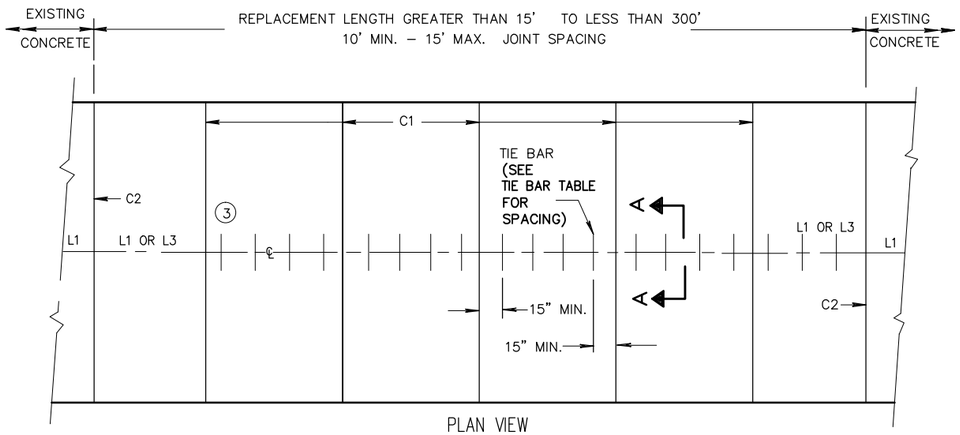
PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR NON-DOWELED SPECIAL AND CONCRETE PAVEMENT REPLACEMENT NON-DOWELED SPECIAL DETAILS

2

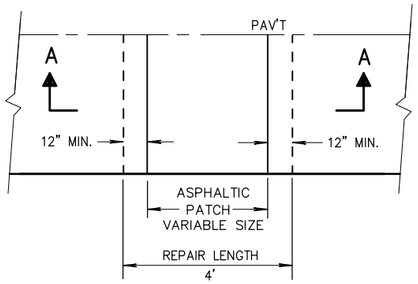
GENERAL NOTES

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

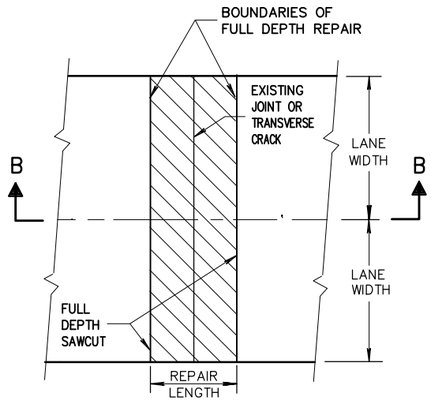
PROVIDE A 4–FOOT DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK IN THE SAME LANE.

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

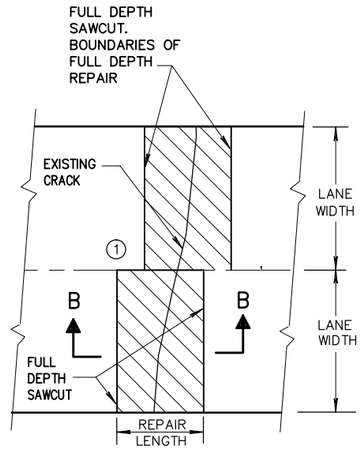
(1) STAGGER PAVEMENT REPLACEMENT REPAIR PANELS AS NECESSARY AT CENTERLINE TO REPAIR CRACKS.



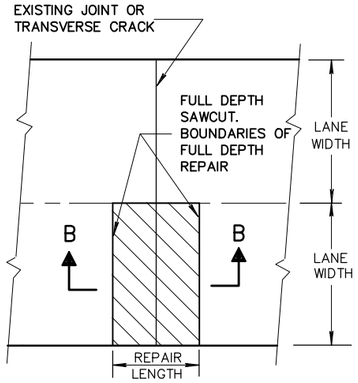
PLAN VIEW



PLAN VIEW
(DOUBLE LANE REPAIR)



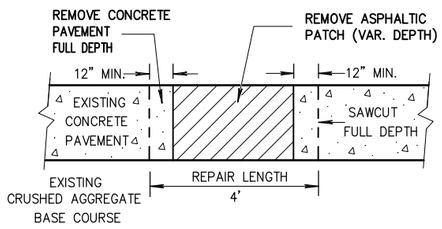
PLAN VIEW
(LANE REPAIR)



PLAN VIEW
(SINGLE LANE REPAIR)

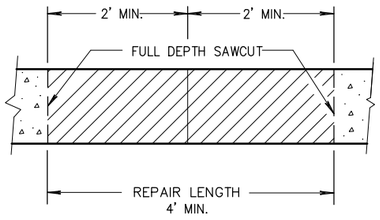
FULL DEPTH CONCRETE PAVEMENT REMOVAL

(SEE NOTE)



SECTION A–A

HMA PATCH REMOVAL



SECTION B–B

CONCRETE REMOVAL

CONCRETE PAVEMENT REPAIR NON DOWELED SPECIAL REMOVAL AND CONCRETE PAVEMENT REPLACEMENT NON DOWELED SPECIAL REMOVAL DETAILS

2

N

BEGIN CONSTRUCTION
STA 128+09.00
MATCH EXISTING
SAWCUT REQ'D

127+50

STA 742+39.56 ML-USH 53 SB-WASHBURN =
STA 129+24.71 SR-CTH D

18'
26'
31'
27'

735+00'SB'
740+00'SB'
745+00'SB'
USH 53 SB
12'
24'

735+00'NB'
740+00'NB'
745+00'NB'
USH 53 NB
USH 53
24'
27'

+10.17
130+00

STA 742+29.15 ML-USH 53 NB-WASHBURN =
STA 130+00.00 SR-CTH D

C TH D

132+00

END CONSTRUCTION
STA 131+28.00
MATCH EXISTING
SAWCUT REQ'D

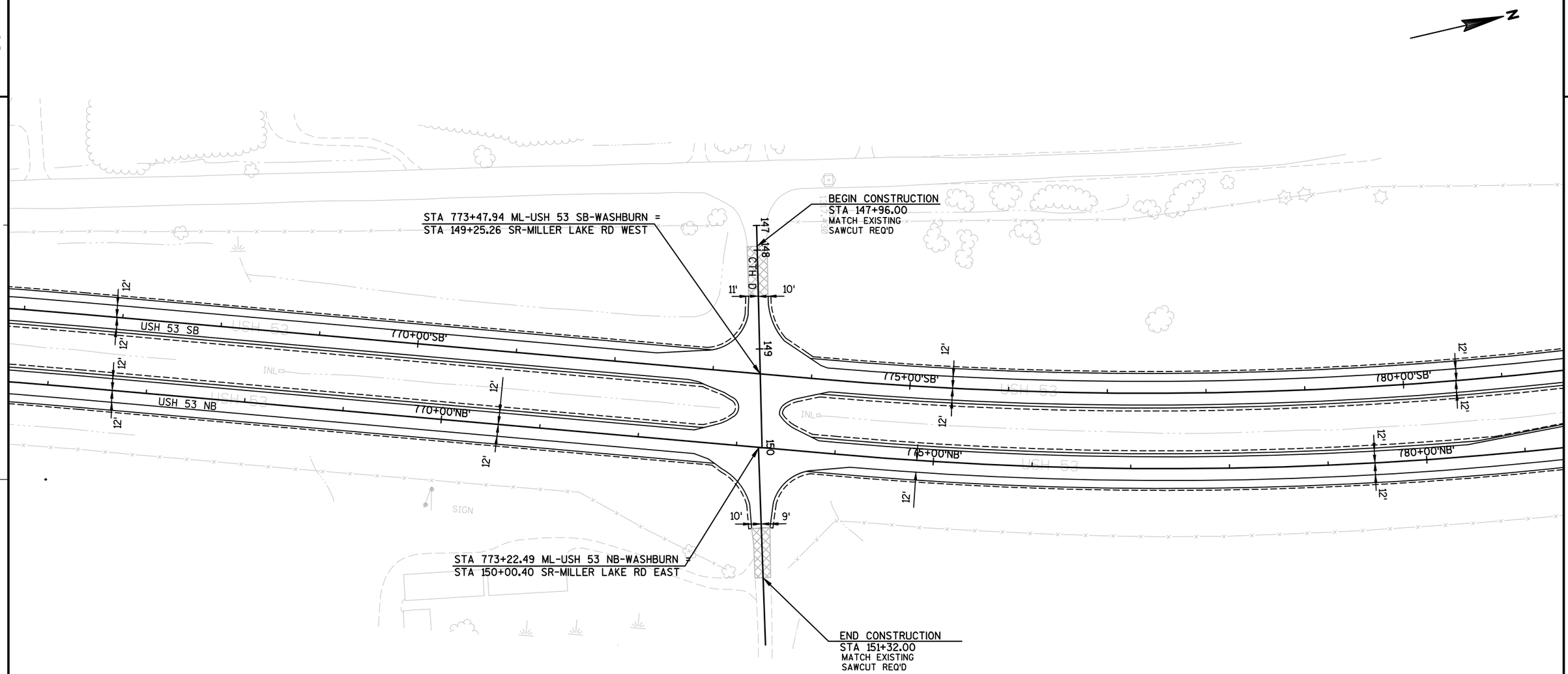
I SIGN
WALLS
INL

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	INTERSECTION DETAIL	SHEET	E

FILE NAME : \\SEHCF1\PROJECTS\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\021101-ID.DWG PLOT DATE : 11/21/2014 10:51 AM PLOT BY : SCOTT WAHLER PLOT NAME : PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	INTERSECTION DETAIL	SHEET 20	E

2

2

N

STA 797+87.79 ML-USH 53 SB-WASHBURN =
STA 169+00.84 SR-BOOT LAKE DR

BEGIN CONSTRUCTION
STA 167+61.00
MATCH EXISTING
SAWCUT REQ'D

13'
10'

24'
790+00'SB'
12'
12'
790+00'NB'
12'
795+00'SB'
12'
12'
795+00'NB'
12'
12'
800+00'SB'
12'
12'
800+00'NB'
12'
12'
805+00'SB'
USH 53 SB
12'
12'
805+00'NB'
USH 53 NB
12'
11'
12'
12'

SIGN
SIGN

END CONSTRUCTION
STA 170+90.00
MATCH EXISTING
SAWCUT REQ'D

BOOT LAKE RD

STA 797+87.46 ML-USH 53 NB-WASHBURN =
STA 169+74.96 SR-BOOT LAKE DR

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	INTERSECTION DETAILS	SHEET	E

FILE NAME : \\SEHCF1\PROJECTS\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\021101-ID.DWG PLOT DATE : 11/21/2014 10:54 AM PLOT BY : SCOTT WAHLER PLOT NAME : PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 42

2

N

CRANBERRY RD WEST

BEGIN CONSTRUCTION
STA 208+01.00
MATCH EXISTING
SAWCUT REQ'D

STA 1074+71.03 ML-USH 53 SB-WASHBURN =
STA 209+24.79 SR-CRANBERRY RD W

STA 1074+75.49 ML-USH 53 NB-WASHBURN =
STA 210+00.00 SR-CRANBERRY RD W

207
208
209
210

11'
13'
12'

USH 53
1070+00'SB'
1075+00'SB'
1080+00'SB'
USH 53 SB
1070+00'NB'
1075+00'NB'
1080+00'NB'
USH 53 NB

SIGN

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	INTERSECTION DETAILS	SHEET	E

FILE NAME : \\SEHCF1\PROJECTS\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\021101-ID.DWG PLOT DATE : 11/21/2014 10:55 AM PLOT BY : SCOTT WAHLER PLOT NAME : PLOT SCALE : 1" = 100'_XREF

2

2

N

STA 1092+72.92 ML-USH 53 SB-WASHBURN =
STA 219+25.93 SR-CRANBERRY RD E

STA 1092+64.69 ML-USH 53 NB-WASHBURN =
STA 220+00.00 SR-CRANBERRY RD E

BEGIN CONSTRUCTION
STA 221+21.00
MATCH EXISTING
SAWCUT REQ'D

CRANBERRY RD EAST

USH 53 SB

USH 53 NB

1090+00'SB'

1095+00'SB'

1100+00'SB'

1090+00'NB'

1095+00'NB'

1100+00'NB'

12'

219

220

221

222

SIGN

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	INTERSECTION DETAIL	SHEET	E

FILE NAME : \\SEHCF1\PROJECTS\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\021101-ID.DWG PLOT DATE : 11/21/2014 10:56 AM PLOT BY : SCOTT WAHLER PLOT NAME : PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 42

2

N

BEGIN CONSTRUCTION
STA 247+73.00
MATCH EXISTING
SAWCUT REQ'D

STA 1216+18.68 ML-USH 53 SB-WASHBURN =
STA 249+19.18 SR-OJIBWA RD

STA 1216+18.23 ML-USH 53 NB-WASHBURN =
STA 250+00.00 SR-OJIBWA RD

END CONSTRUCTION
STA 251+42.00
MATCH EXISTING
SAWCUT REQ'D

1210+00'SB'
1215+00'SB'
1220+00'SB'
USH 53 SB
1210+00'NB'
1215+00'NB'
1220+00'NB'
USH 53 NB
OJIBWA RD
SIGN
INL
247
248
249
250
251
252
10'
12'

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	INTERSECTION DETAIL	SHEET	E

FILE NAME : \\SEHCF1\PROJECTS\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\021101-ID.DWG PLOT DATE : 11/21/2014 10:58 AM PLOT BY : SCOTT WAHLER PLOT NAME : PLOT SCALE : 1" = 100'_XREF

2

2

N

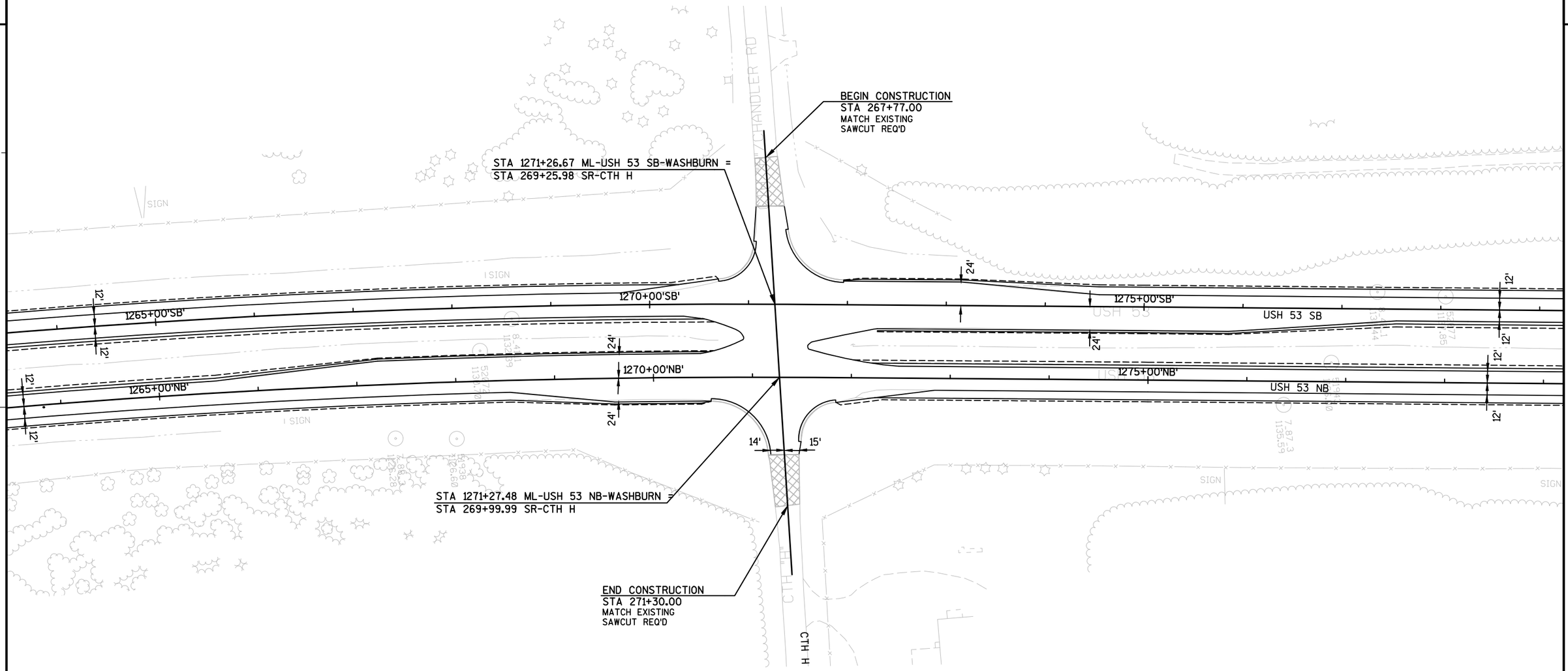
12'
12'
1250+00'SB'
12'
12'
1250+00'NB'
12'
12'
1255+00'SB'
12'
12'
1255+00'NB'
20'
12'
1260+00'SB'
USH 53 SB
12'
12'
1260+00'NB'
USH 53 NB
12'
12'
USH 53
USH 53
USH 53
INL
INL
SIGN
SIGN
32
20
10'
11'
261
262
BITTERSWEET DR
STA 1257+89.27 ML-USH 53 NB-WASHBURN =
STA 260+00.00 SR-BITTERSWEET DR
END CONSTRUCTION
STA 261+35.00
MATCH EXISTING
SAWCUT REQ'D

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	----	SHEET 25	E

FILE NAME : \\SEHCF1\PROJECTS\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\021101-ID.DWG PLOT DATE : 11/21/2014 1:09 PM PLOT BY : SCOTT WAHLER PLOT NAME : PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 42

2

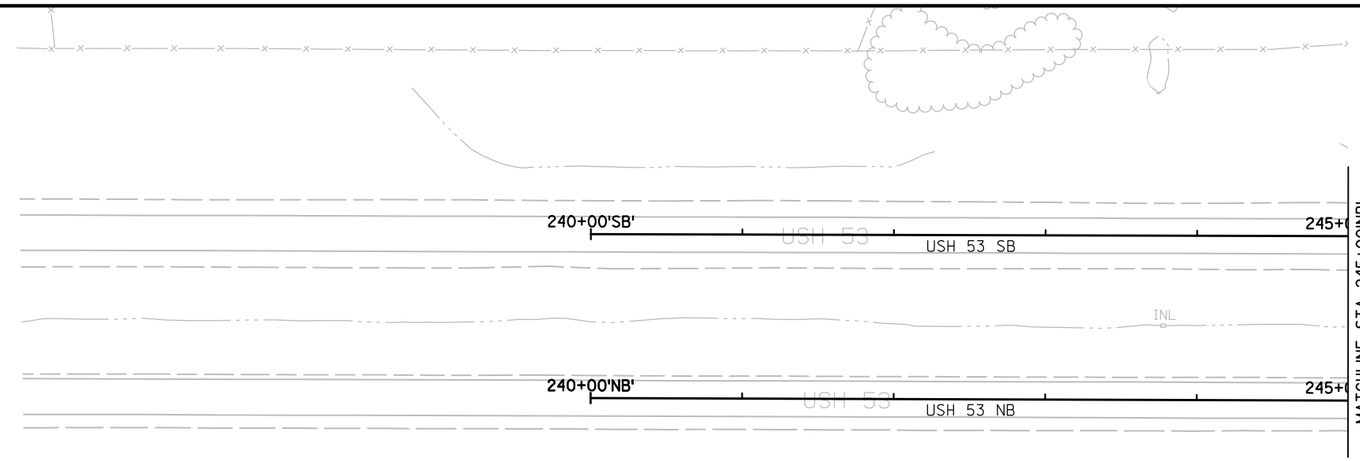


PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	INTERSECTIN DETAILS	SHEET	E

FILE NAME : \\SEHCF1\PROJECTS\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\021101-ID.DWG PLOT DATE : 11/21/2014 11:00 AM PLOT BY : SCOTT WAHLER PLOT NAME : PLOT SCALE : 1" = 100'_XREF
WISDOT/CADDS SHEET 42

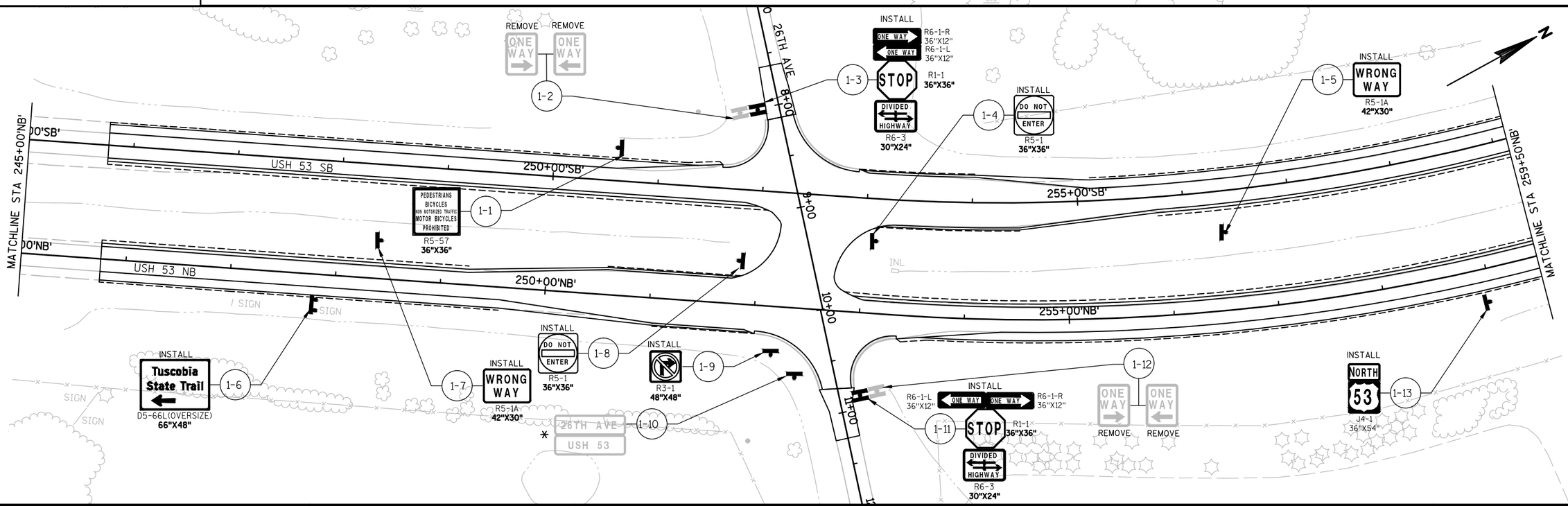
2

2



SIGN LEGEND

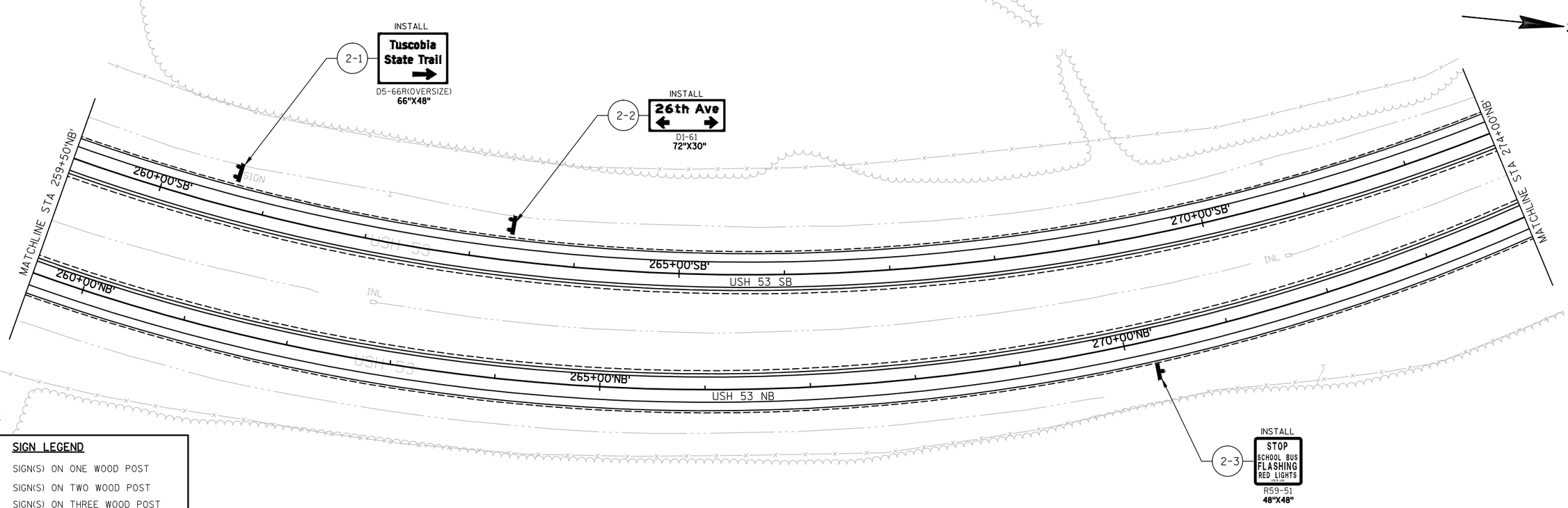
- SIGN(S) ON ONE WOOD POST
- SIGN(S) ON TWO WOOD POST
- SIGN(S) ON THREE WOOD POST
- SIGN(S) ON STEEL POSTS
- 000 SIGN GROUP NUMBER
- * EXISTING TO REMAIN



PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET	E

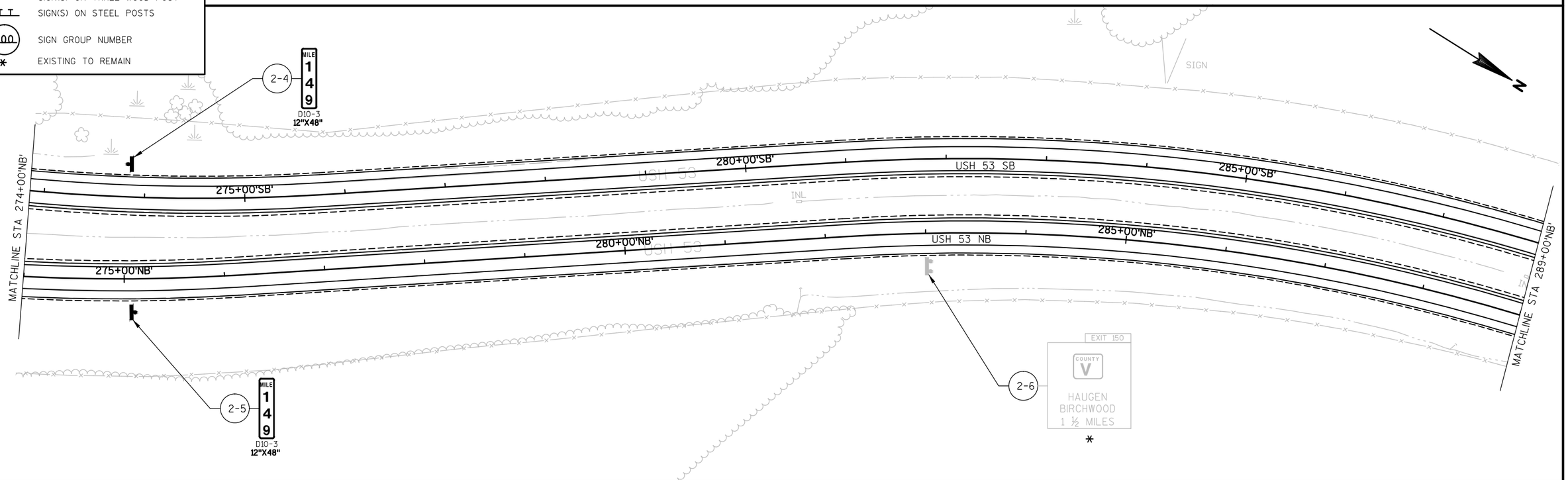
FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\023201_PS.DWG PLOT DATE : 10/1/2014 12:47 PM PLOT BY : SCOTT WAHLER PLOT NAME : PLOT SCALE : 1" = 100'_XREF
WISDOT/CADDS SHEET 44

2



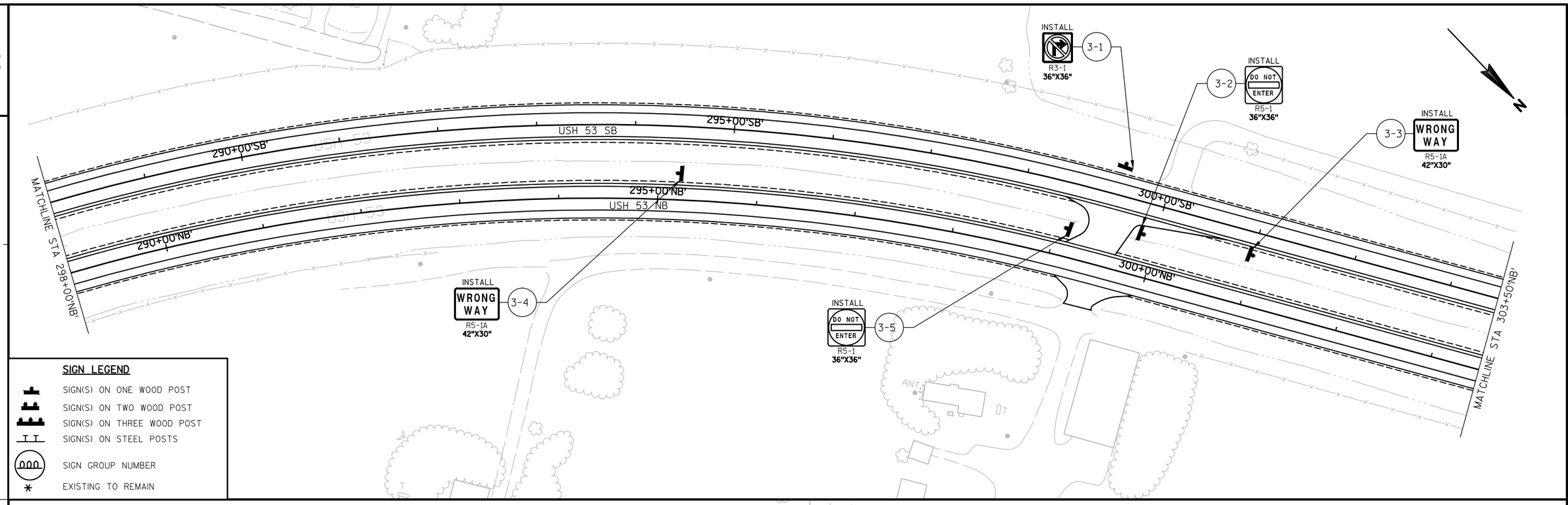
SIGN LEGEND

- SIGN(S) ON ONE WOOD POST
- SIGN(S) ON TWO WOOD POST
- SIGN(S) ON THREE WOOD POST
- SIGN(S) ON STEEL POSTS
- 000 SIGN GROUP NUMBER
- * EXISTING TO MAIN



PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\023201_PS.DWG PLOT DATE : 10/1/2014 12:49 PM PLOT BY : SCOTT WAHLER PLOT NAME : PLOT SCALE : **********



PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET	E

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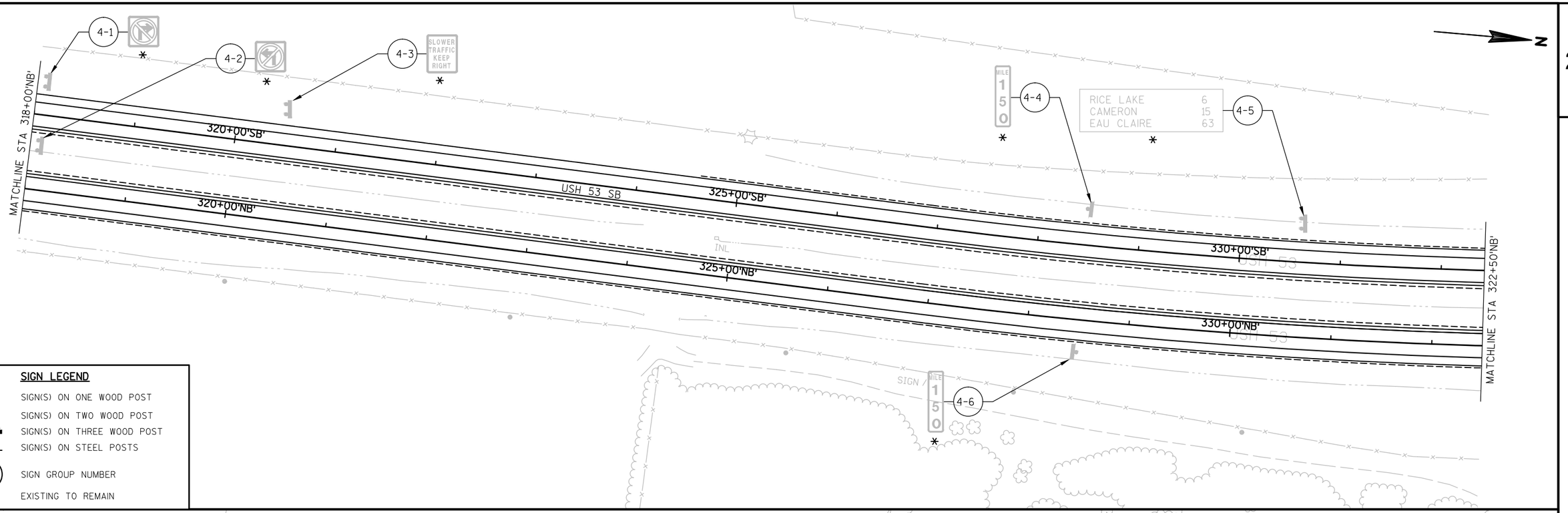
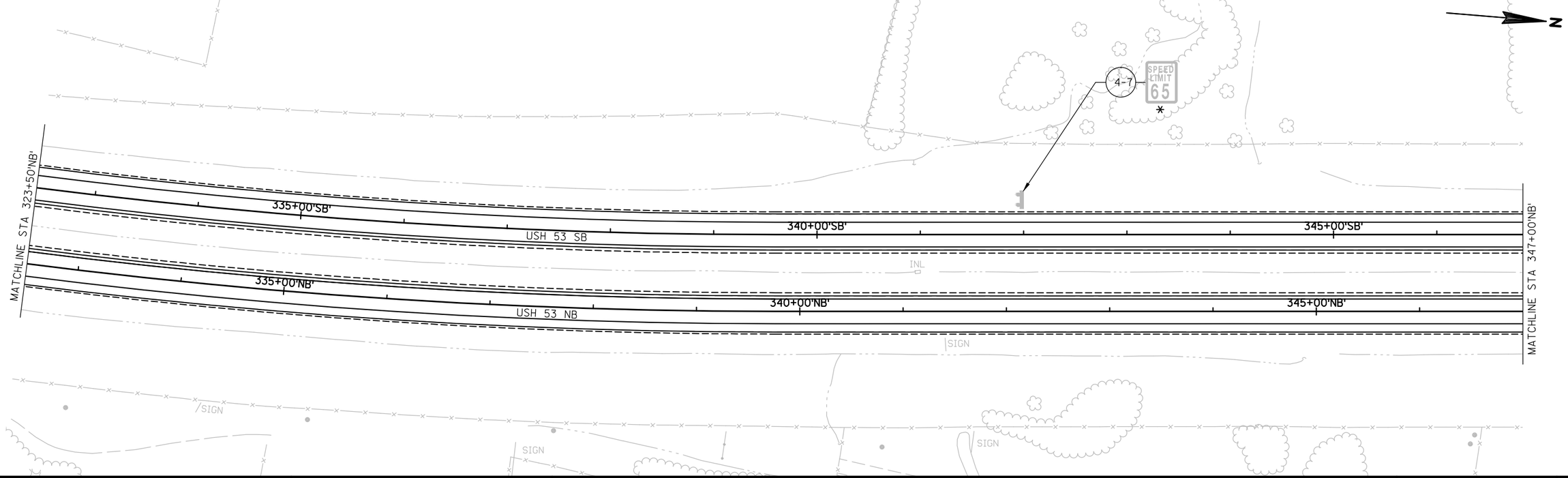


SIGN LEGEND

- SIGN(S) ON ONE WOOD POST
- SIGN(S) ON TWO WOOD POST
- SIGN(S) ON THREE WOOD POST
- SIGN(S) ON STEEL POSTS
- 000 SIGN GROUP NUMBER
- * EXISTING TO REMAIN



PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\023201_PS.DWG PLOT DATE : 10/1/2014 12:54 PM PLOT BY : SCOTT WAHLER PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 44

2

N

SOUTH 53

5-1

MATCHLINE STA 348+00'NB'

USH 53

350+00'SB'

355+00'SB'

USH 53 SB

INL

350+00'NB'

355+00'NB'

USH 53 NB

MATCHLINE STA 359+00'NB'

EXIT 150

COUNTY V

HAUGEN BIRCHWOOD

5-2

SIGN

SIGN LEGEND

- SIGN(S) ON ONE WOOD POST
- SIGN(S) ON TWO WOOD POST
- SIGN(S) ON THREE WOOD POST
- SIGN(S) ON STEEL POSTS
- 000 SIGN GROUP NUMBER
- * EXISTING TO REMAIN

N

SIGN

MATCHLINE STA 359+00'NB'

360+00'SB'

365+00'SB'

370+00'SB'

USH 53 SB

CTH V

28+00

29+00

5-3

5-4

360+00'NB'

365+00'NB'

370+00'NB'

USH 53 NB

MATCHLINE STA 371+00'NB'

30+00

31+00

32+00

5-6

EXIT

25 MPH

5-5

5-7

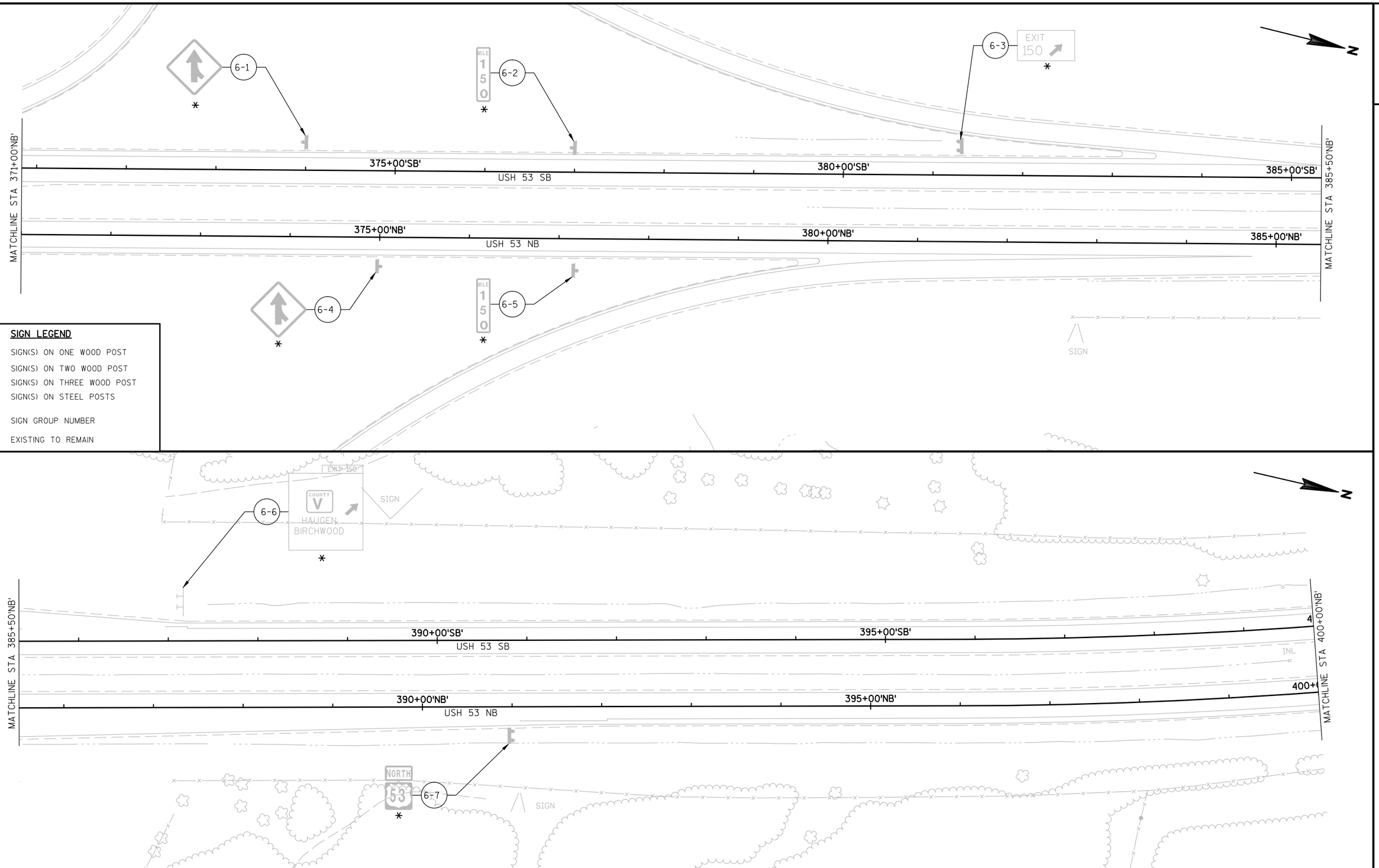
EXIT 150

5-8

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\023201_PS.DWG PLOT DATE : 10/1/2014 12:57 PM PLOT BY : SCOTT WAHLER PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 44



2

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\023201_PS.DWG PLOT DATE : 10/1/2014 1:00 PM PLOT BY : SCOTT WAHLER PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 44

2

MATCHLINE STA 400+00'NB'

00+00'SB'

00'NB'

USH 53 SB

USH 53 NB

405+00'SB'

405+00'NB'

410+00'SB'

410+00'NB'

MATCHLINE STA 414+00'NB'

INL

SPEED LIMIT 65

7-1

SIGN LEGEND

- SIGN(S) ON ONE WOOD POST
- SIGN(S) ON TWO WOOD POST
- SIGN(S) ON THREE WOOD POST
- SIGN(S) ON STEEL POSTS
- 000 SIGN GROUP NUMBER
- * EXISTING TO REMAIN

SIGN

MATCHLINE STA 414+00'NB'

415+00'SB'

420+00'SB'

USH 53 SB

USH 53

425+00'SB'

INL

415+00'NB'

420+00'NB'

USH 53 NB

USH 53

425+00'NB'

MATCHLINE STA 427+00'NB'

SLOWER TRAFFIC KEEP RIGHT

7-2

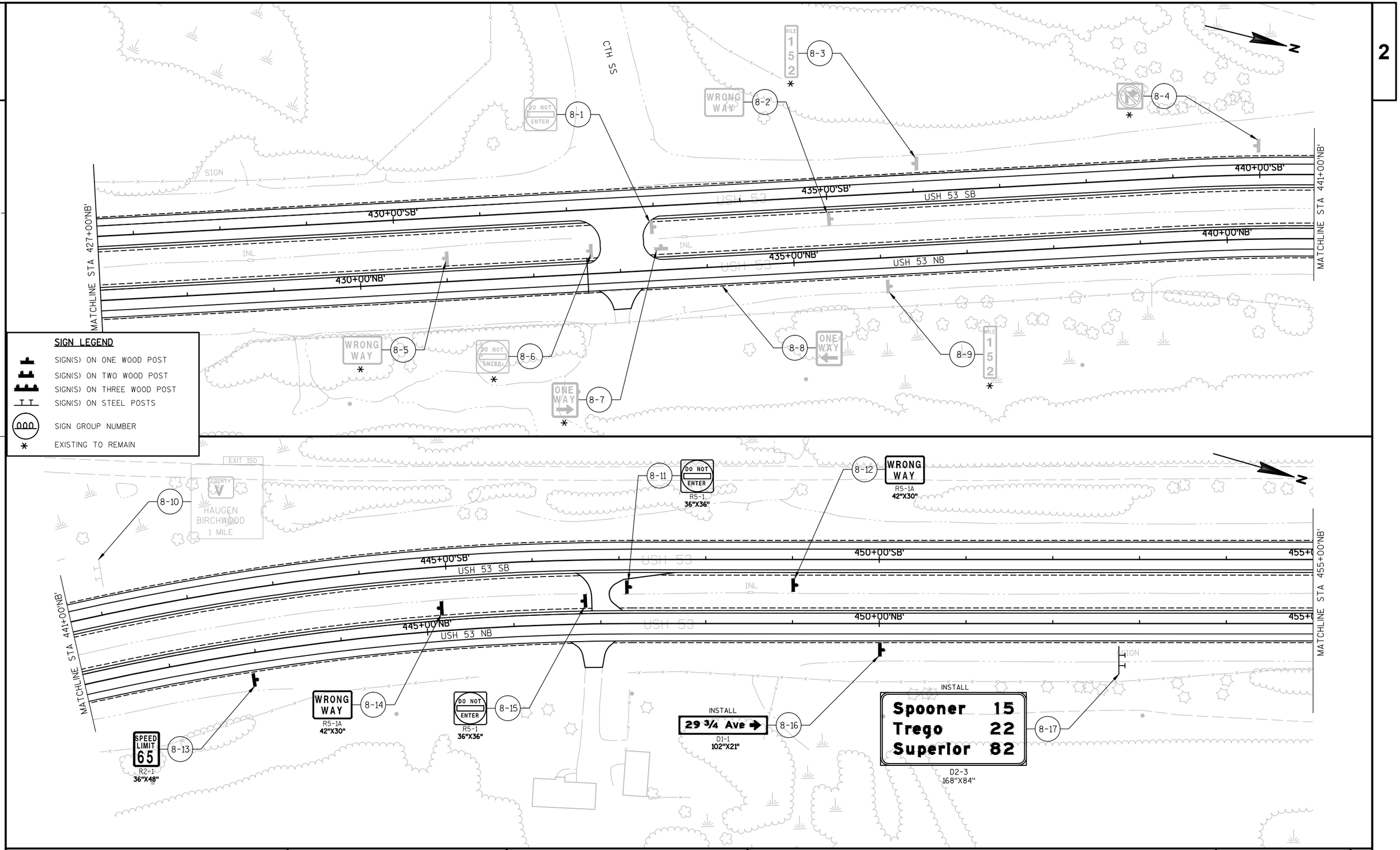
7-3

CROSS TRAFFIC NEXT 73 MILES

7-4

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\023201_PS.DWG PLOT DATE : 10/1/2014 1:02 PM PLOT BY : SCOTT WAHLER PLOT NAME : PLOT SCALE : **********



PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\023201_PS.DWG PLOT DATE : 10/1/2014 1:05 PM PLOT BY : SCOTT WAHLER PLOT NAME : PLOT SCALE : **********

2

BIKE PATH

MATCHLINE STA 455+00'NB'

460+00'SB'

460+00'NB'

465+00'SB'

465+00'NB'

USH 53 SB

USH 53 NB

MATCHLINE STA 469+50'NB'

INL

SIGN

INSTALL ONE WAY 9-1 R6-2-L 24"X30"

INSTALL DO NOT ENTER 9-2 R5-1 36"X36"

9-3 CROSS TRAFFIC NEXT 5 MILES *

INSTALL WRONG WAY 9-4 R5-1A 42"X30"

INSTALL WRONG WAY 9-5 R5-1A 42"X30"

INSTALL DO NOT ENTER 9-6 R5-1 36"X36"

REMOVE ONE WAY 9-8

REMOVE ONE WAY 9-8

INSTALL 30th Ave 9-9 D1-61 72"X30"

INSTALL R6-1-R 36"X12" R6-1-L 36"X12" ONE WAY ONE WAY

INSTALL STOP R1-1 36"X36" 9-7

DIVIDED HIGHWAY R6-3-A 30"X24"

SIGN LEGEND

- SIGN(S) ON ONE WOOD POST
- SIGN(S) ON TWO WOOD POST
- SIGN(S) ON THREE WOOD POST
- SIGN(S) ON STEEL POSTS
- 000 SIGN GROUP NUMBER
- * EXISTING TO REMAIN

INSTALL 29 3/4 Ave 9-10 D1-1 102"X21"

INSTALL SOUTH 53 9-11 J4-1 36"x54"

REMOVE ONE WAY 9-12

REMOVE ONE WAY

30TH AVE

58+00

59+00

60+00

61+00

62+00

INSTALL R6-1-R 36"X12" R6-1-L 36"X12" ONE WAY ONE WAY

9-13 STOP R1-1 36"X36"

DIVIDED HIGHWAY R6-3 30"X24"

INSTALL DO NOT ENTER 9-14 R5-1 36"X36"

INSTALL WRONG WAY 9-15 R5-1A 42"X30"

INSTALL BARRON CO 9-16 I2-2 72"X21"

MATCHLINE STA 469+50'NB'

470+00'SB'

470+00'NB'

475+00'SB'

475+00'NB'

477+00'SB'

477+00'NB'

480+00'SB'

480+00'NB'

USH 53 SB

USH 53 NB

INSTALL WRONG WAY 9-17 R5-1A 42"X30"

INSTALL DO NOT ENTER 9-18 R5-1 36"X36"

9-20

REMOVE ONE WAY

REMOVE ONE WAY

INSTALL R6-1-R 36"X12" R6-1-L 36"X12" ONE WAY ONE WAY

9-19 STOP R1-1 36"X36"

DIVIDED HIGHWAY R6-3 30"X24"

9-21 INSTALL NORTH 53 J4-1 36" X 54"

9-22 INSTALL WASHBURN CO I2-2 90"X21"

MATCHLINE STA 483+00'NB'

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\023201_PS.DWG PLOT DATE : 10/1/2014 1:09 PM PLOT BY : SCOTT WAHLER PLOT NAME : PLOT SCALE : 1" = 100'_XREF

2

INSTALL

30th Ave
D1-61
72"X30"

MILE 1 5 3
D10-3
12"X48"

10-1

SIGN

MATCHLINE STA 483+00'NB'

485+00'SB' 490+00'SB' 495+00'SB'

USH 53 SB

485+00'NB' 490+00'NB' 495+00'NB'

USH 53 NB

MATCHLINE STA 497+50'NB'

DO NOT ENTER
R5-1
36"X36"
10-2

WRONG WAY
R5-1A
42"X30"
10-3

MILE 1 5 3
D10-3
12"X48"
10-4

WRONG WAY
R5-1A
42"X30"
10-5

DO NOT ENTER
R5-1
36"X36"
10-6

WALLS

RUINS

SIGN LEGEND

- SIGN(S) ON ONE WOOD POST
- SIGN(S) ON TWO WOOD POST
- SIGN(S) ON THREE WOOD POST
- SIGN(S) ON STEEL POST
- 000 SIGN GROUP NUMBER
- * EXISTING TO REMAIN

MATCHLINE STA 497+50'NB'

500+00'SB' 505+00'SB' 510+00'SB'

USH 53 SB

500+00'NB' 505+00'NB' 510+00'NB'

USH 53 NB

MATCHLINE STA 512+00'NB'

DO NOT ENTER
R5-1
36"X36"
10-7

WRONG WAY
R5-1A
42"X30"
10-8

DO NOT ENTER
R5-1
36"X36"
10-9

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\023209_PS.DWG PLOT DATE : 10/1/2014 1:13 PM PLOT BY : SCOTT WAHLER PLOT NAME : PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 44

2

2

N

INSTALL
11-1 WRONG WAY
R5-1A
42"X30"

MATCHLINE STA 512+00'NB'

515+00'SB'

USH 53 SB

520+00'SB'

525+

INL

515+00'NB'

USH 53 NB

520+00'NB'

525+

MATCHLINE STA 525+00'NB'

/ SIGN

INSTALL
Pierce Rd
11-2
D1-1
90"X21"

SIGN LEGEND

- SIGN(S) ON ONE WOOD POST
- SIGN(S) ON TWO WOOD POST
- SIGN(S) ON THREE WOOD POST
- SIGN(S) ON STEEL POST
- 000 SIGN GROUP NUMBER
- * EXISTING TO REMAIN

INSTALL
11-3 ONE WAY
R6-2-L
24"X30"

INSTALL
11-4 DO NOT ENTER
R5-1
36"X36"

11-5 INSTALL WRONG WAY
R5-1A
42"X30"

REMOVE
11-6 ONE WAY

INSTALL
11-7 STOP
R1-1
36"X36"
DIVIDED HIGHWAY
R6-3-A
30"X24"

INSTALL
ONE WAY
R6-1-L
36"X12"

INSTALL
11-8 DO NOT ENTER
R5-1
36"X36"

INSTALL
11-9 WRONG WAY
R5-1A
42"X30"

SIGN

MATCHLINE STA 525+00'NB'

530+00'SB'

USH 53 SB

535+00'SB'

530+00'NB'

USH 53 NB

535+00'NB'

MATCHLINE STA 539+00'NB'

INL

69+21

10+00

12+00

PIERCE RD

INSTALL
11-10 WRONG WAY
R5-1A
42"X30"

INSTALL
11-11 DO NOT ENTER
R5-1
36"X36"

INSTALL
11-12 STOP
ONE WAY
R6-1-R
36"X12"
R1-1
36"X36"
DIVIDED HIGHWAY
R6-3A
30"X24"

11-13 REMOVE ONE WAY

INSTALL
11-14 WRONG WAY
R5-1A
42"X30"

INSTALL
11-15 DO NOT ENTER
R5-1
36"X36"

11-16 REMOVE ONE WAY

INSTALL
11-17 ONE WAY
R6-1-L
36"X12"

SIGN

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\023209_PS.DWG PLOT DATE : 10/1/2014 1:15 PM PLOT BY : SCOTT WAHLER PLOT NAME : PLOT SCALE : 1" = 100'_XREF
WISDOT/CADDS SHEET 44

2

2

INSTALL
12-1 ← Pierce Rd
D1-1
90"X21"

INSTALL
12-2 MILE 154
D10-3
12"X48"

MATCHLINE STA 539+00'NB'

540+00'SB'

545+00'SB'

550+00'SB'

USH 53 SB

INL

540+00'NB'

545+00'NB'

550+00'NB'

USH 53 NB

MATCHLINE STA 553+00'NB'

INSTALL
12-3 MILE 154
D10-3
12"X48"

INSTALL
12-4 A-J Rd →
D1-1
78"X21"

N

INSTALL
12-6 DO NOT ENTER
R5-1
36"X36"

INSTALL
12-7 WRONG WAY
R5-1A
42"X30"

INSTALL
12-5 ONE WAY
R6-2-L
24"X30"

MATCHLINE STA 553+00'NB'

555+00'SB'

560+00'SB'

565+00'SB'

USH 53 SB

INL

555+00'NB'

560+00'NB'

565+00'NB'

USH 53 NB

MATCHLINE STA 567+50'NB'

INSTALL
12-8 WRONG WAY
R5-1A
42"X30"

INSTALL
12-9 DO NOT ENTER
R5-1
36"X36"

INSTALL
12-10 ONE WAY / ONE WAY / STOP / DIVIDED HIGHWAY
R6-1-R 36"X12"
R6-1-L 36"X12"
R1-1 36"X36"
R6-3-A 30"X24"

A&J RD

INSTALL
12-11 ONE WAY / ONE WAY

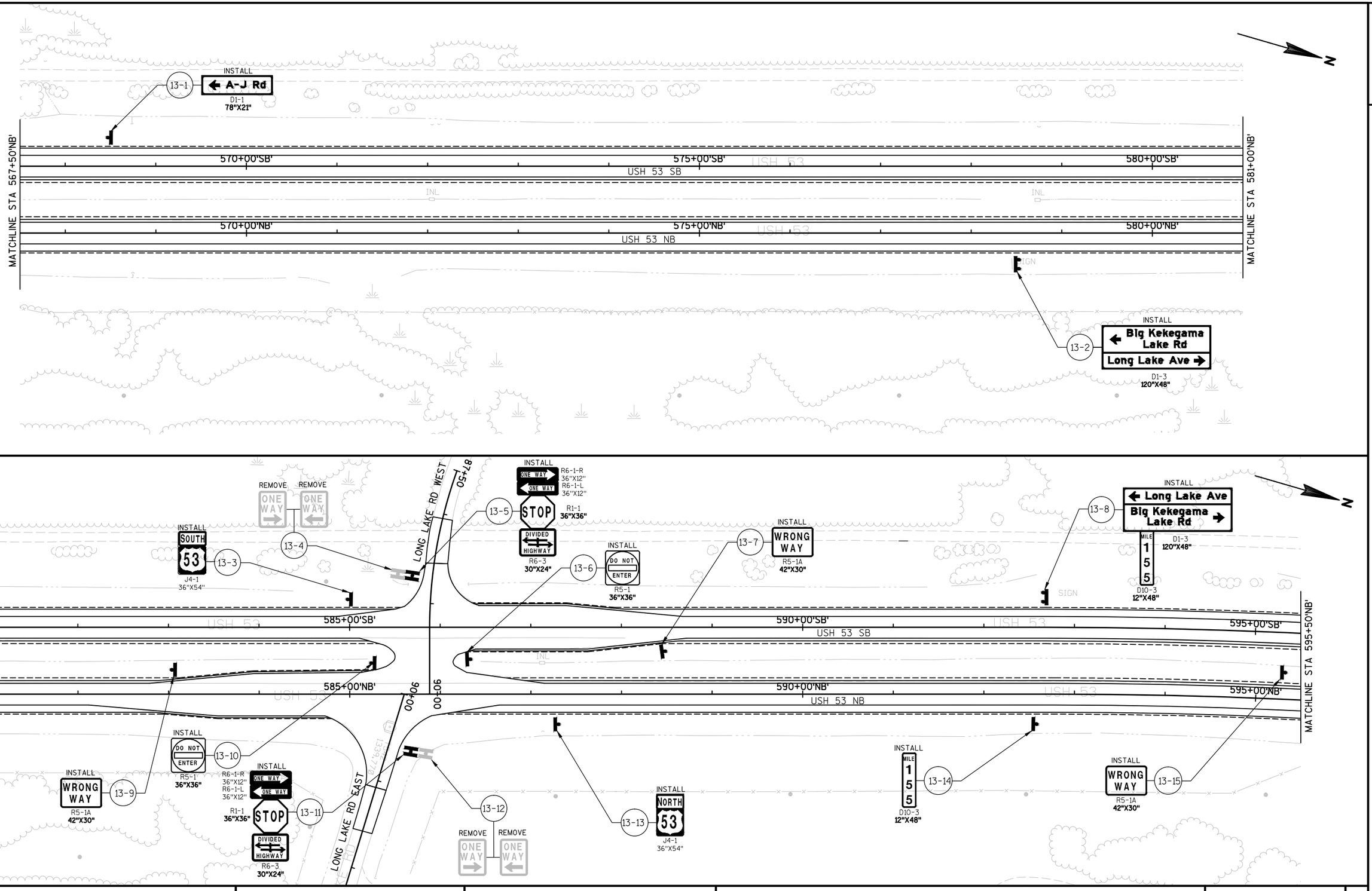
N

SIGN LEGEND

- SIGN(S) ON ONE WOOD POST
- SIGN(S) ON TWO WOOD POST
- SIGN(S) ON THREE WOOD POST
- SIGN(S) ON STEEL POST
- 000 SIGN GROUP NUMBER
- * EXISTING TO REMAIN

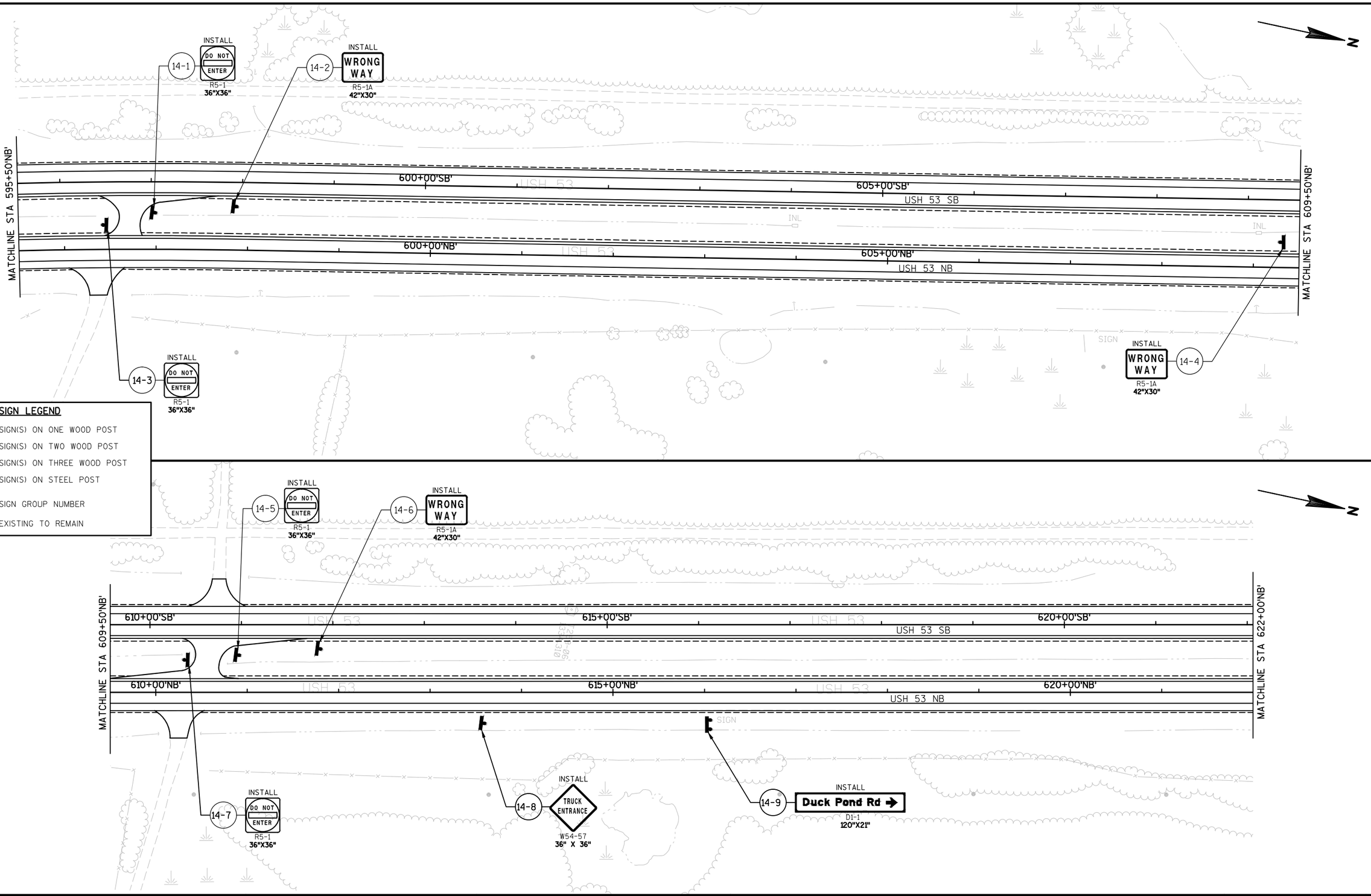
PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\023209_PS.DWG
PLOT DATE : 10/1/2014 1:18 PM
PLOT BY : SCOTT WAHLER
PLOT NAME :
PLOT SCALE : 1" = 100'_XREF
WISDOT/CADDS SHEET 44

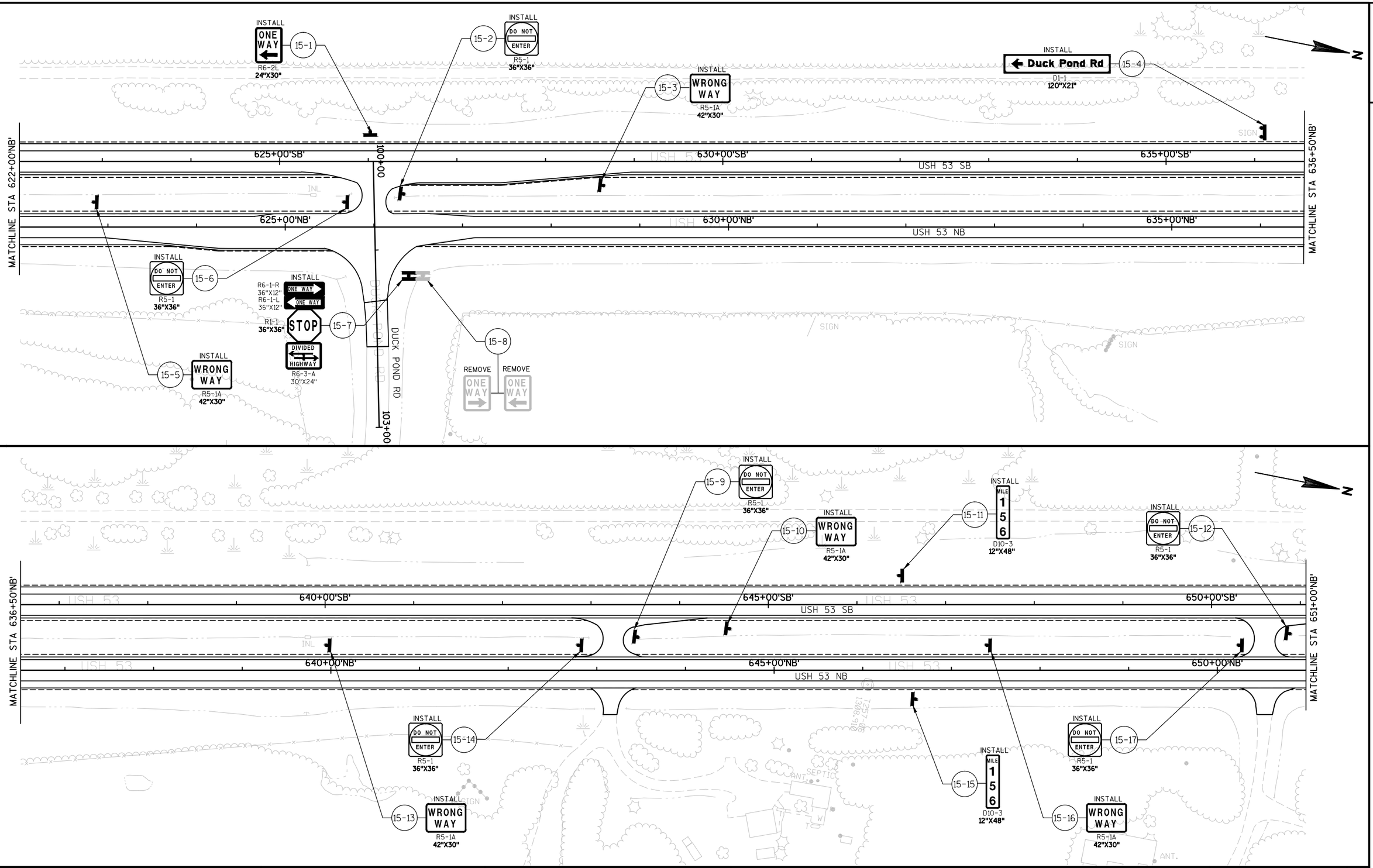


PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\023209_PS.DWG PLOT DATE : 10/1/2014 1:21 PM PLOT BY : SCOTT WAHLER PLOT NAME : PLOT SCALE : 1" = 100'_XREF

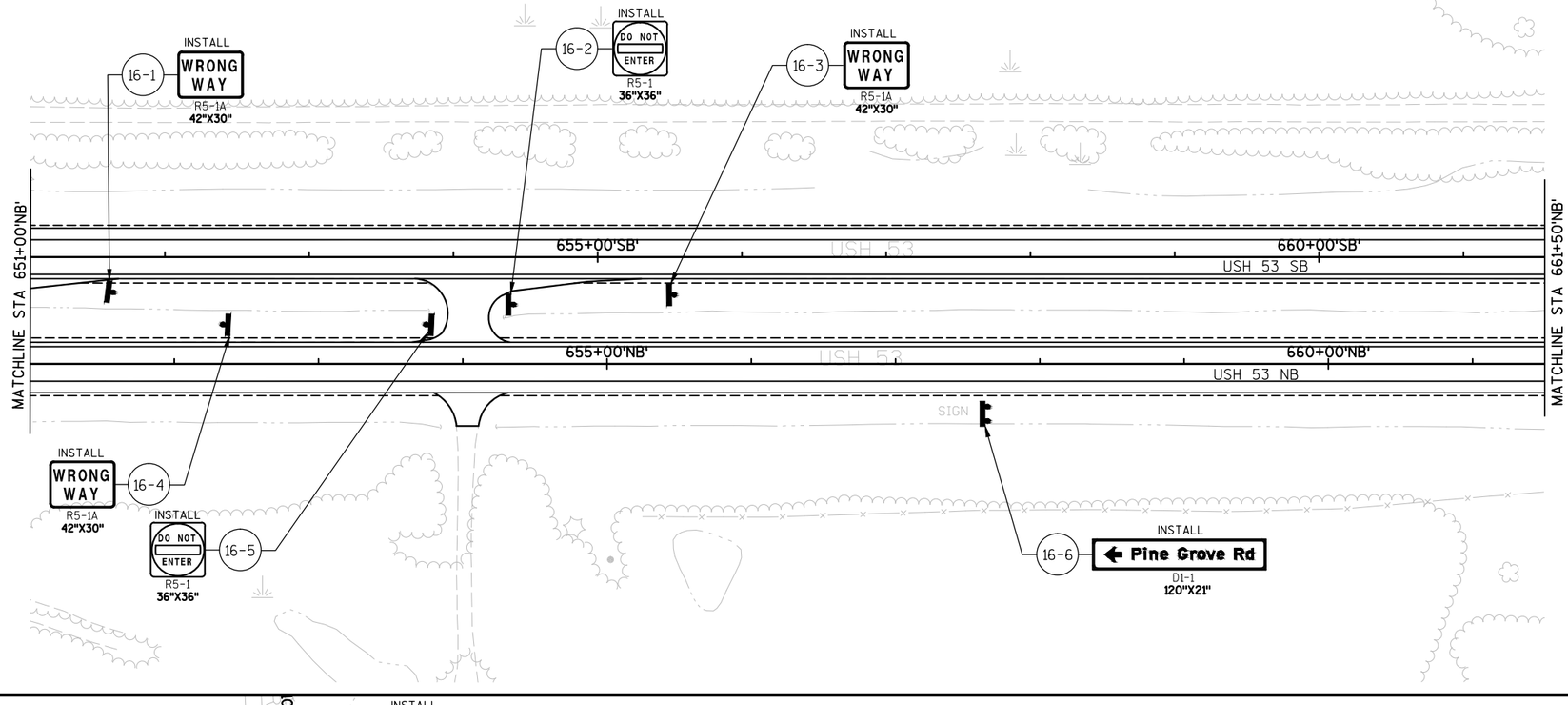


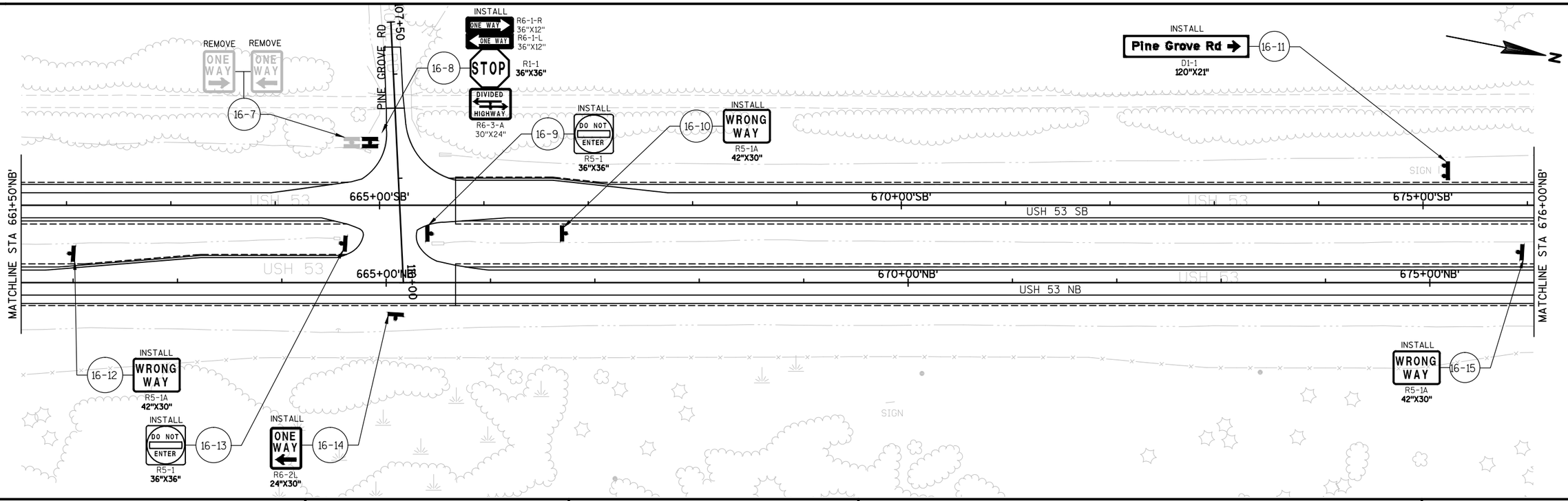
PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET	E



PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET	E

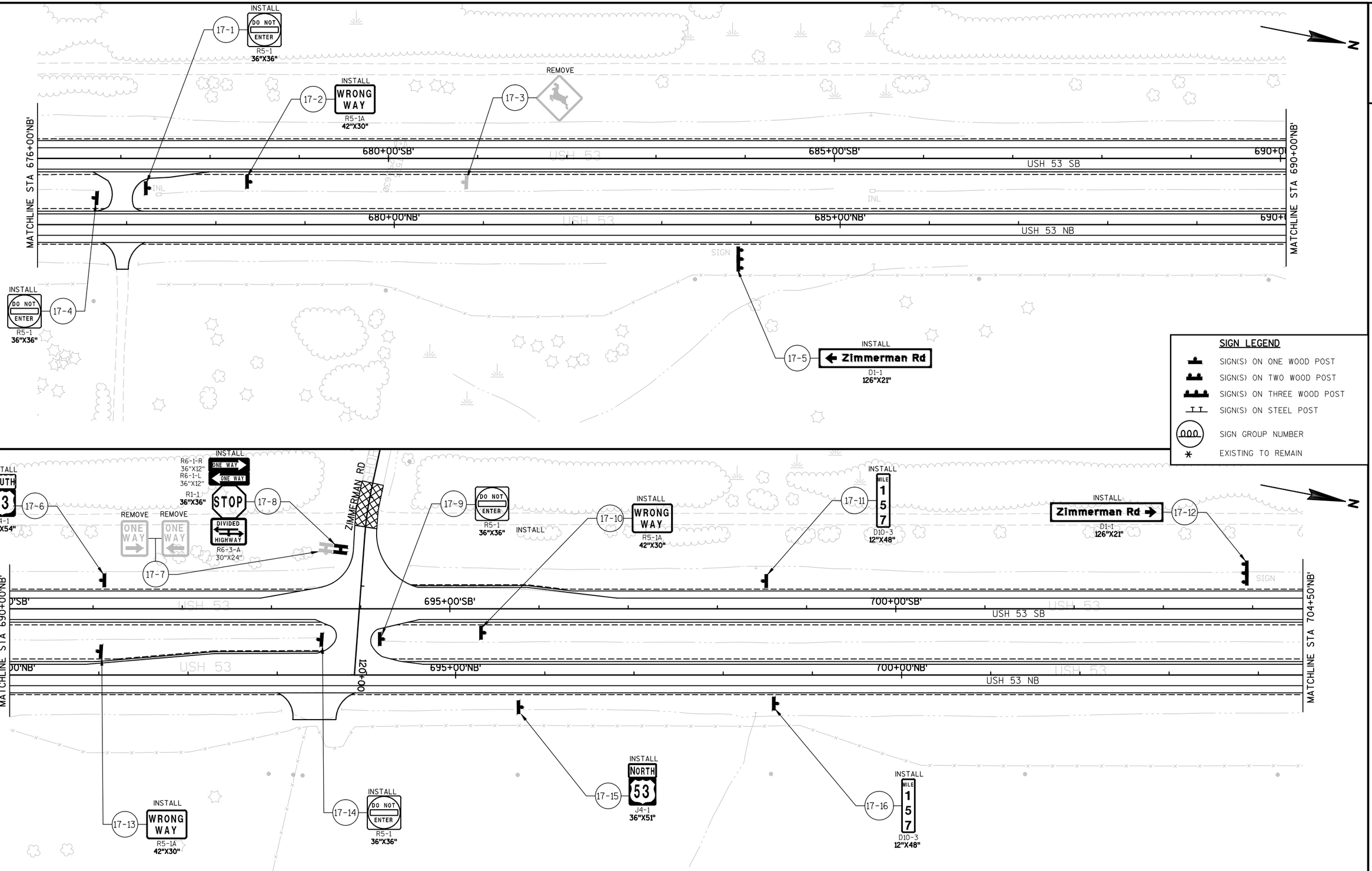
FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\023209_PS.DWG PLOT DATE : 10/1/2014 1:26 PM PLOT BY : SCOTT WAHLER PLOT NAME : PLOT SCALE : 1" = 100'_XREF



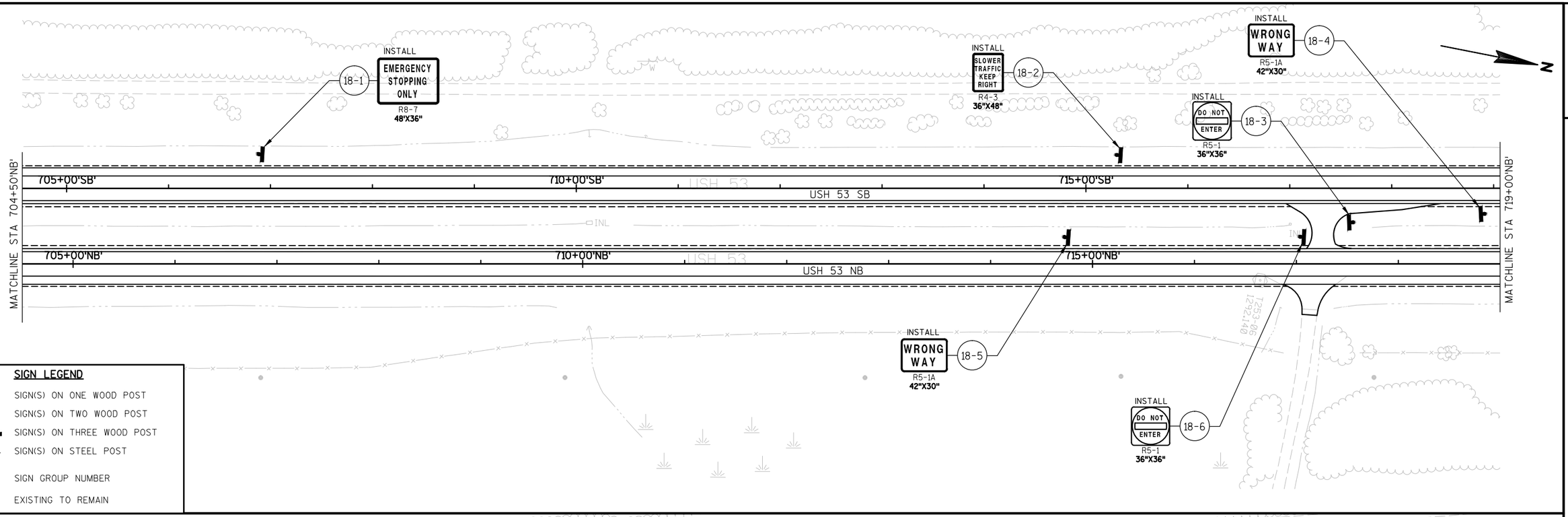


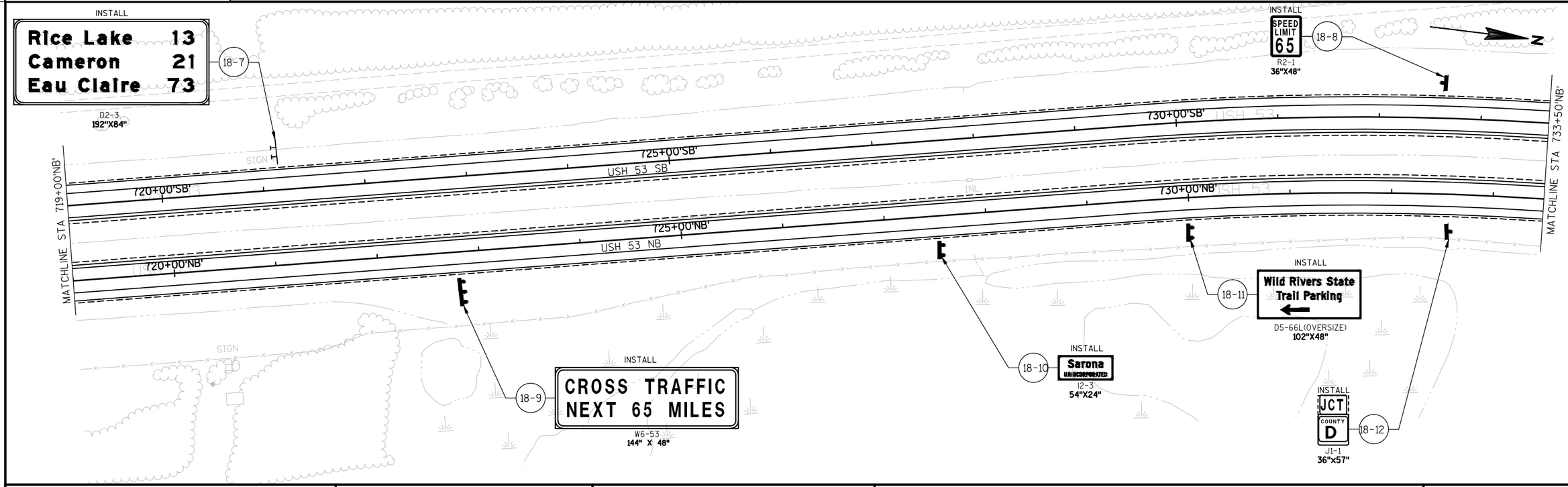
PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\023209_PS.DWG PLOT DATE : 10/1/2014 1:28 PM PLOT BY : SCOTT WAHLER PLOT NAME : PLOT SCALE : 1" = 100'_XREF
WISDOT/CADDS SHEET 44

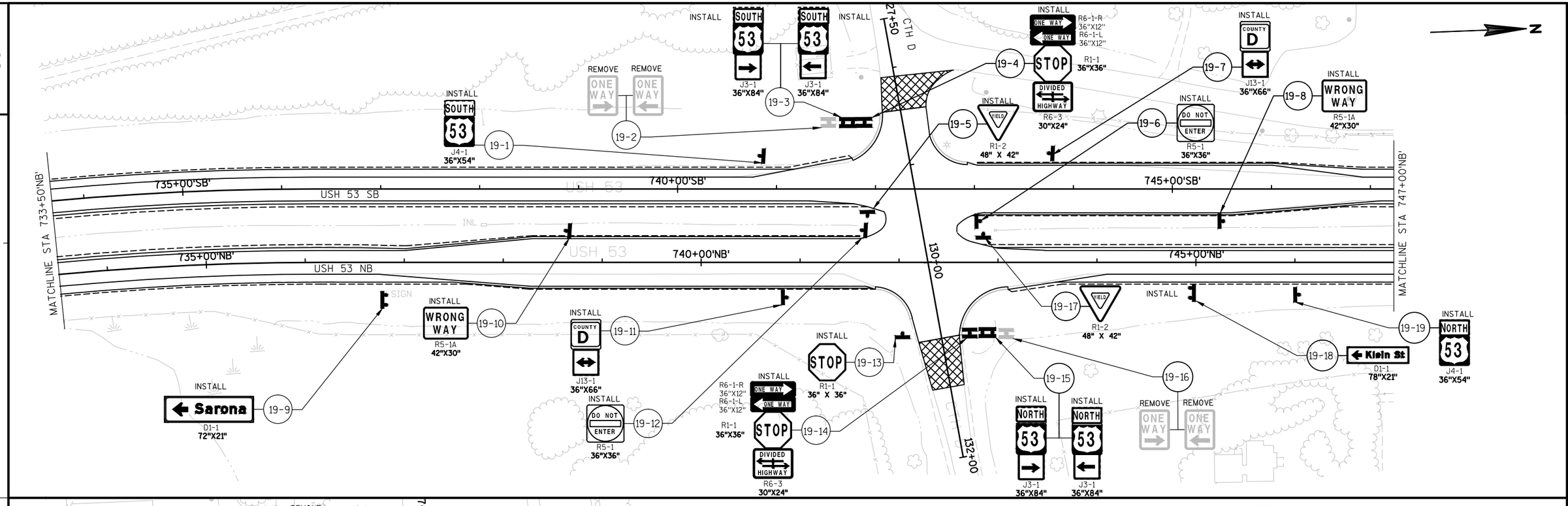


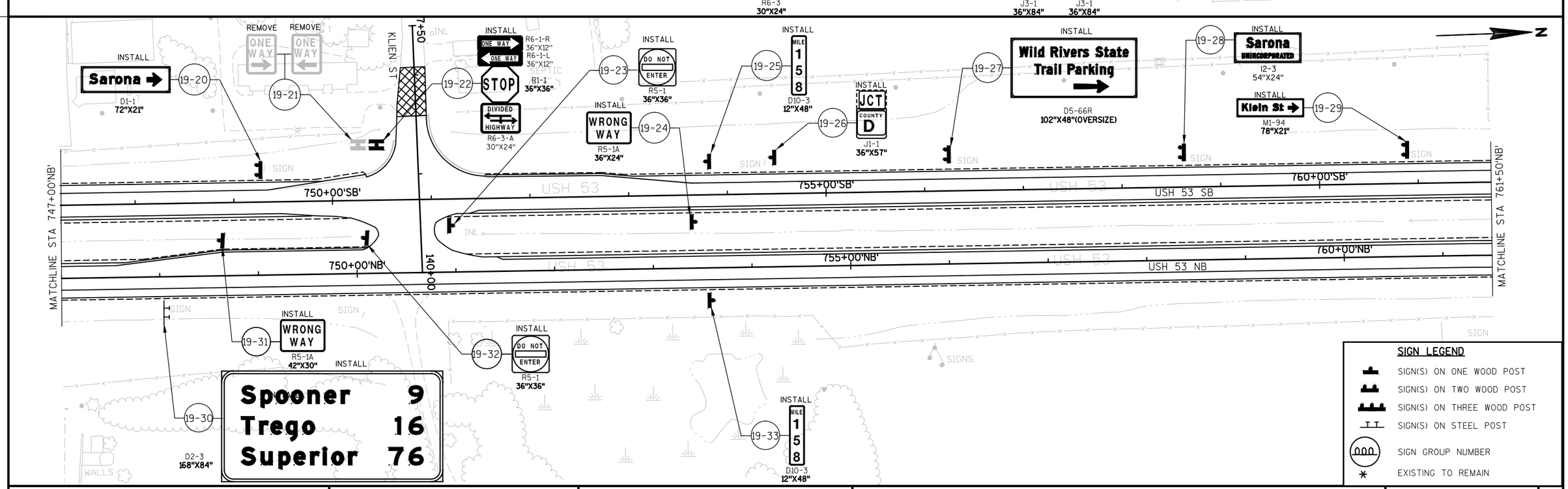
PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET 43	E





PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET 44	E





SIGN LEGEND

- SIGN(S) ON ONE WOOD POST
- SIGN(S) ON TWO WOOD POST
- SIGN(S) ON THREE WOOD POST
- SIGN(S) ON STEEL POST
- SIGN GROUP NUMBER
- EXISTING TO REMAIN

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\023209_PS.DWG PLOT DATE : 10/1/2014 1:37 PM PLOT BY : SCOTT WAHLER PLOT NAME : PLOT SCALE : 1" = 100'_XREF

2

SIGN LEGEND

- SIGN(S) ON ONE WOOD POST
- SIGN(S) ON TWO WOOD POST
- SIGN(S) ON THREE WOOD POST
- SIGN(S) ON STEEL POST
- (000) SIGN GROUP NUMBER
- * EXISTING TO REMAIN

MATCHLINE STA 761+50'NB'

765+00'SB'
USH 53 SB
765+00'NB'
USH 53 NB
770+00'SB'
770+00'NB'
775+00'SB'
775+00'NB'
MATCHLINE STA 776+00'NB'

MILLER LAKE RD WEST
147+00
149+00
150+00
MILLER LAKE RD EAST
152+00

20-1 REMOVE ONE WAY / REMOVE ONE WAY

20-2 INSTALL R6-1-R 36"X12" / R6-1-L 36"X12" ONE WAY / ONE WAY; R1-1 36"X36" STOP; R6-3 30"X24" DIVIDED HIGHWAY

20-3 INSTALL DO NOT ENTER; R5-1 36"X36"

20-4 INSTALL WRONG WAY; R5-1A 42"X30"

20-5 INSTALL Miller Lake Rd; D1-61 102"X30"

20-6 INSTALL JCT 253; J3-1 36"X87"

20-7 INSTALL WRONG WAY; R5-1A 42"X30"

20-8 INSTALL DO NOT ENTER; R5-1 36"X36"

20-9 INSTALL R6-1-R 36"X12" / R6-1-L 36"X12" ONE WAY / ONE WAY; R1-1 36"X36" STOP; R6-3 30"X24" DIVIDED HIGHWAY

20-10 REMOVE ONE WAY / REMOVE ONE WAY

20-11 INSTALL Miller Lake Rd; D1-61 102"X30"

20-12 REMOVE ONE WAY / REMOVE ONE WAY

20-13 INSTALL NORTH 53; J4-1 36"X54"

20-14 INSTALL SOUTH 53; J3-1 36"X84"

20-15 INSTALL YIELD; R1-2 48" X 42"

20-16 INSTALL R6-1-R 36"X12" / R6-1-L 36"X12" ONE WAY / ONE WAY; R1-1 36"X36" STOP; R6-3A 30"X24" DIVIDED HIGHWAY

20-17 INSTALL DO NOT ENTER; R5-1 36"X36"

20-18 INSTALL Spooner; D1-1 84"X21"

20-19 INSTALL NORTH 253; J3-1 36"X84"

20-20 INSTALL WRONG WAY; R5-1A 42"X30"

STH 253
157+00
160+00
MATCHLINE STA 790+50'NB'
790+00'SB'
790+00'NB'

20-21 INSTALL NORTH 253; J3-1 36"X84"

20-22 INSTALL Spooner; D1-1 84"X21"

20-23 INSTALL WRONG WAY; R5-1A 42"X30"

20-24 INSTALL DO NOT ENTER; R5-1 36"X36"

20-25 INSTALL NORTH 53; J3-1 36"X84"

20-26 INSTALL ONE WAY; R6-2-L 24"X30"

20-27 INSTALL YIELD; R1-2 48"X42"

20-28 INSTALL NORTH 53; J4-1 36"X54"

20-29 INSTALL Boot Lake Rd; M1-94 96"X30"

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SINGING	SHEET 46	E

2

INSTALL
JCT 253
J1-1
36"X57"
21-1

REMOVE ONE WAY
REMOVE ONE WAY
21-2

INSTALL
ONE WAY
ONE WAY
R6-1-R
36"X12"
R6-1-L
36"X12"
STOP
R1-1
36"X36"
DIVIDED HIGHWAY
R6-3
30"X24"
21-3

INSTALL
DO NOT ENTER
R5-1
36"X36"
21-4

INSTALL
WRONG WAY
R5-1A
42"X30"
21-5

BOOT LAKE DR
167+75

795+00'SB'
USH 53 SB
800+00'SB'
805+0

795+00'NB'
USH 53 NB
800+00'NB'
805+0

170+00

171+25

REMOVE
NEXT 5 MILES
21-6

INSTALL
WRONG WAY
R5-1A
42"X30"
21-7

INSTALL
DO NOT ENTER
R5-1
36"X36"
21-8

R6-1-R
36"X12"
R6-1-L
36"X12"
INSTALL
ONE WAY
ONE WAY
R1-1
36"X36"
STOP
DIVIDED HIGHWAY
R6-3
30"X24"
21-9

REMOVE ONE WAY
REMOVE ONE WAY
21-10

INSTALL
SPEED LIMIT 65
R2-1
36"X48"
21-11

1238.0
1323.7

SIGN

SIGN LEGEND

- SIGN(S) ON ONE WOOD POST
- SIGN(S) ON TWO WOOD POST
- SIGN(S) ON THREE WOOD POST
- SIGN(S) ON STEEL POST
- 000 SIGN GROUP NUMBER
- * EXISTING TO REMAIN

INSTALL
MILE 159
D10-3
12"X48"
21-12

INSTALL
Boot Lake Rd
D1-61
96"X30"
21-13

INSTALL
MILE 159
D10-3
12"X48"
21-14

810+00'SB'
USH 53 SB
815+00'SB'

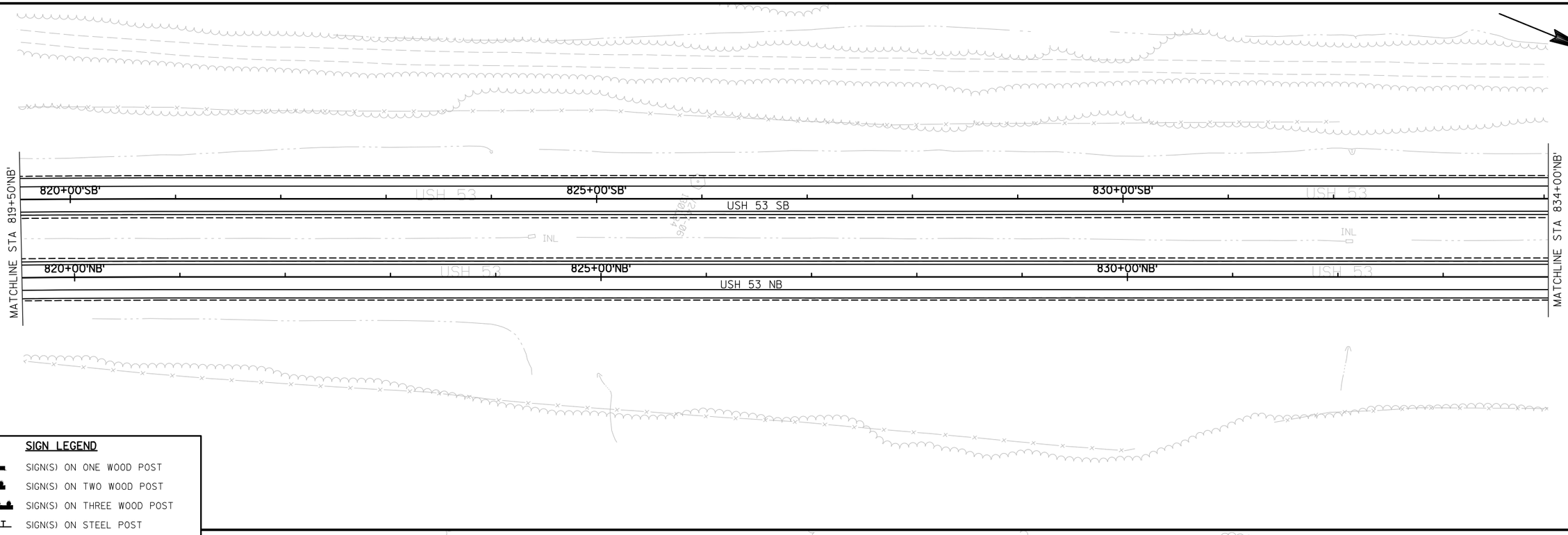
810+00'NB'
USH 53 NB
815+00'NB'

INL
SIGN
GN

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET	E

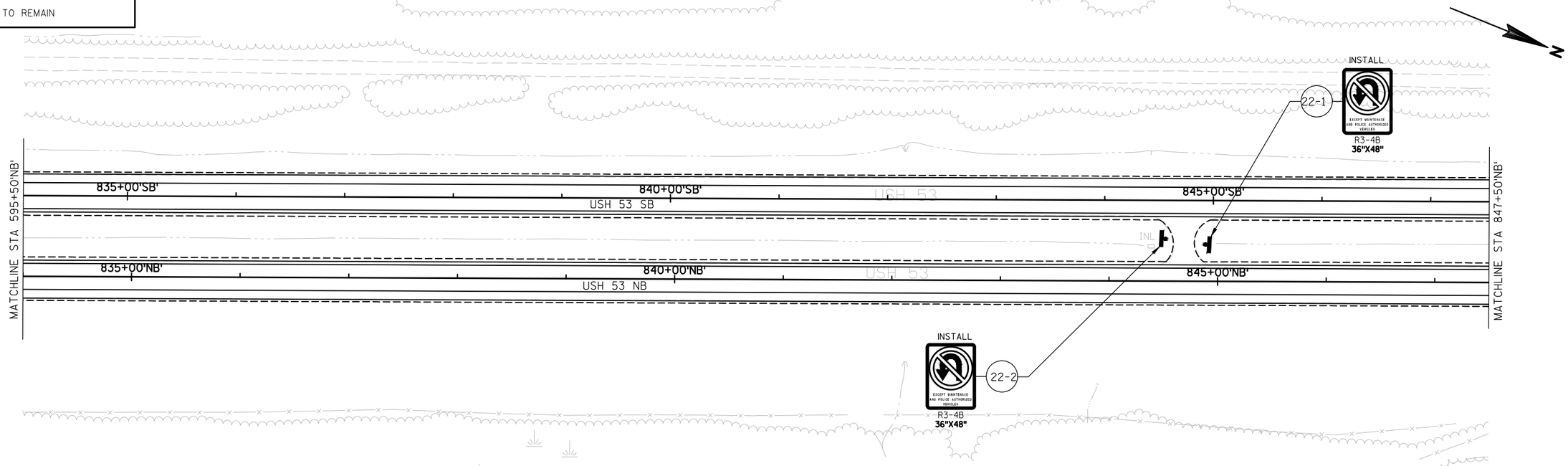
FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\023209_PS.DWG PLOT DATE : 10/1/2014 1:42 PM PLOT BY : SCOTT WAHLER PLOT NAME : PLOT SCALE : 1" = 100'_XREF

2



SIGN LEGEND

- SIGN(S) ON ONE WOOD POST
- SIGN(S) ON TWO WOOD POST
- SIGN(S) ON THREE WOOD POST
- SIGN(S) ON STEEL POST
- SIGN GROUP NUMBER
- EXISTING TO REMAIN



PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET	E

2

INSTALL
MILE 1 6 0
23-1
D10-3
12"X48"

MATCHLINE STA 847+50'NB'

850+00'SB'
855+00'SB'
860+00'SB'
USH 53 SB

850+00'NB'
855+00'NB'
860+00'NB'
USH 53 NB

MATCHLINE STA 863+00'NB'

INSTALL
MILE 1 6 0
23-2
D10-3
12"X48"

SIGN LEGEND

- SIGN(S) ON ONE WOOD POST
- SIGN(S) ON TWO WOOD POST
- SIGN(S) ON THREE WOOD POST
- SIGN(S) ON STEEL POST
- 000 SIGN GROUP NUMBER
- * EXISTING TO REMAIN

MATCHLINE STA 863+00'NB'

865+00'SB'
870+00'SB'
875+00'SB'
USH 53 SB

865+00'NB'
870+00'NB'
875+00'NB'
USH 53 NB

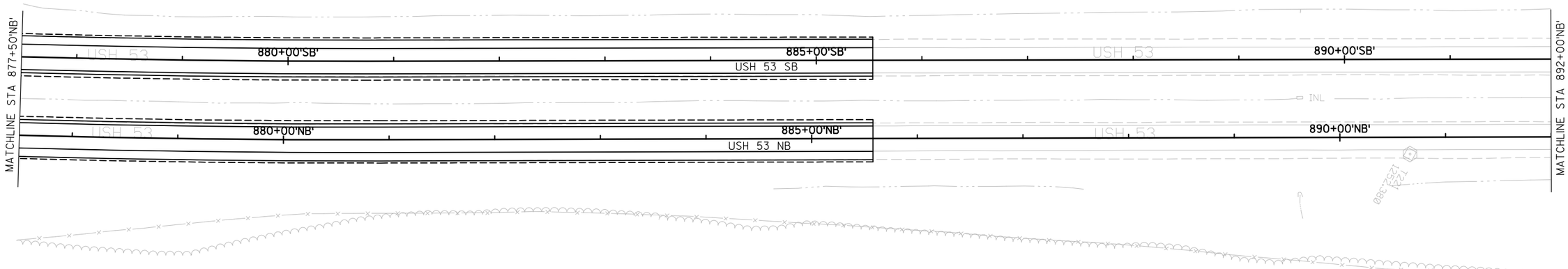
MATCHLINE STA 877+50'NB'

INSTALL
SCHOOL BUS TRAFFIC
23-3
S3-51
96"X48"

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET	E

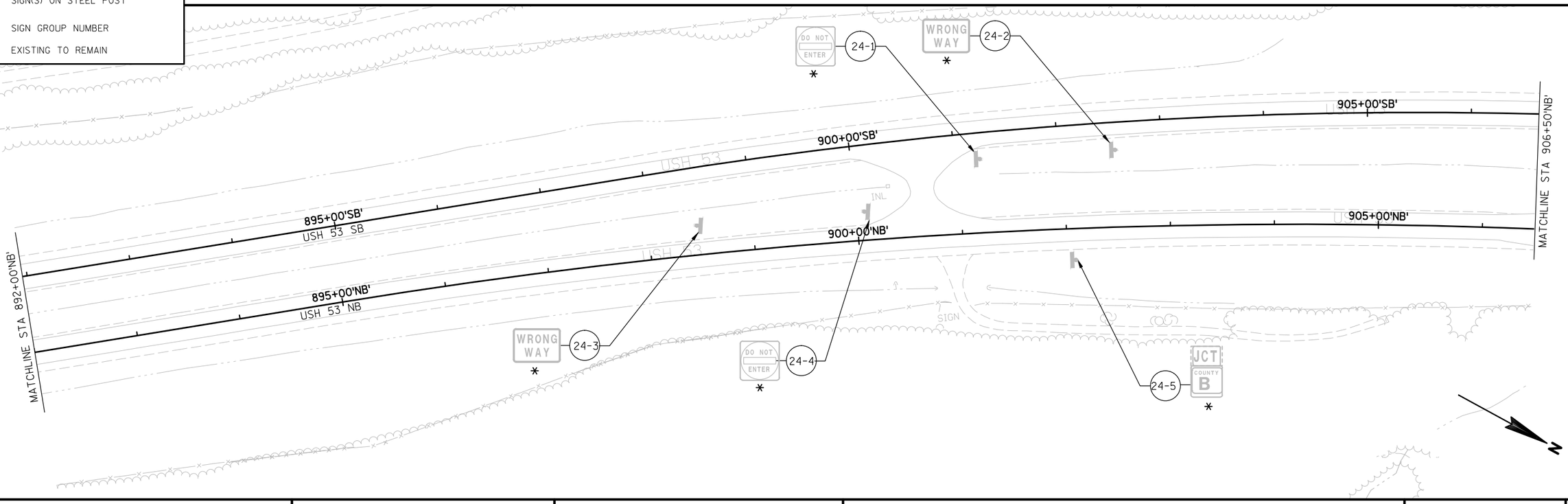
FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\023209_PS.DWG PLOT DATE : 10/1/2014 1:47 PM PLOT BY : SCOTT WAHLER PLOT NAME : PLOT SCALE : 1" = 100'_XREF

2



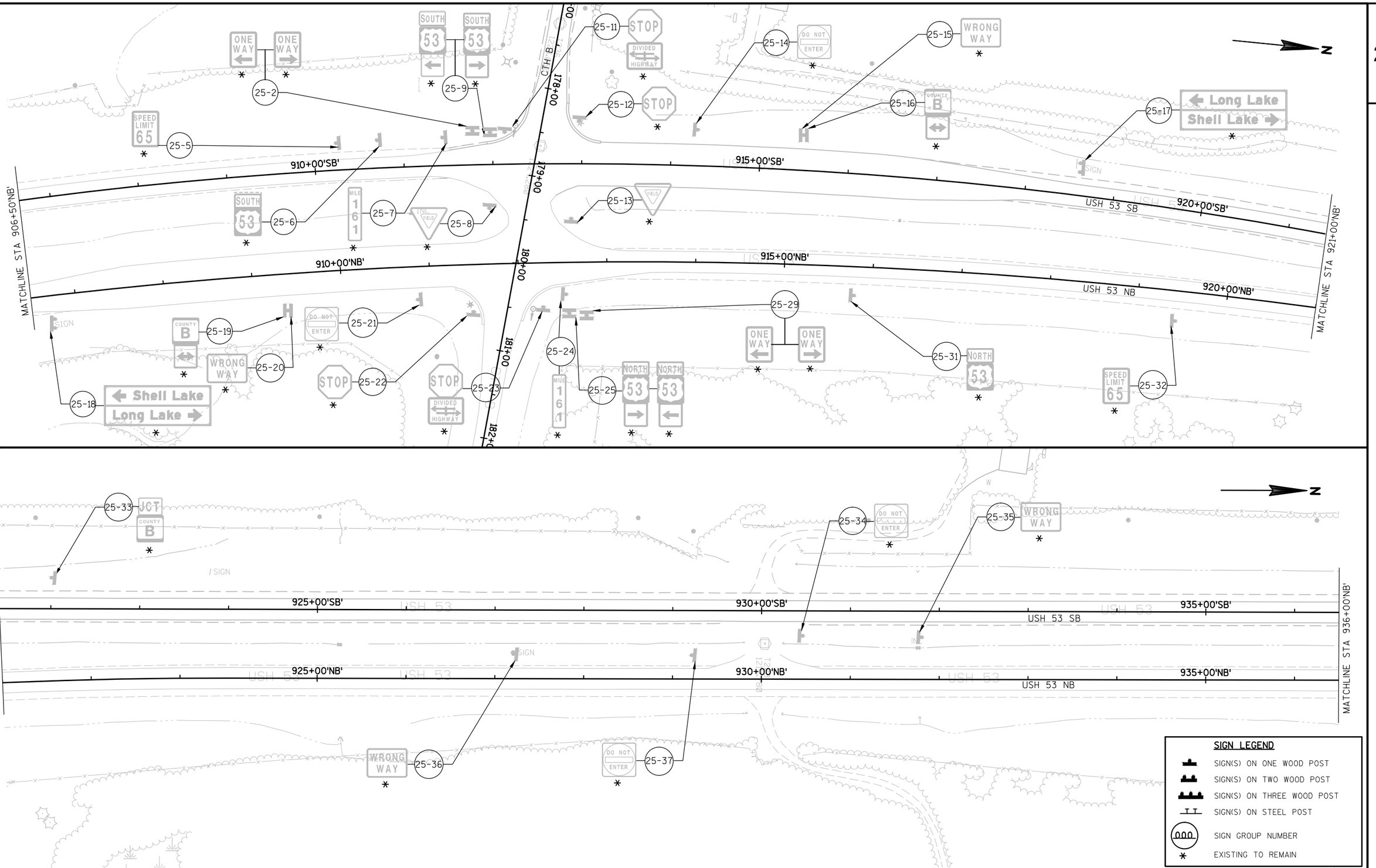
SIGN LEGEND

- SIGN(S) ON ONE WOOD POST
- SIGN(S) ON TWO WOOD POST
- SIGN(S) ON THREE WOOD POST
- SIGN(S) ON STEEL POST
- SIGN GROUP NUMBER
- * EXISTING TO REMAIN



PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\023209_PS.DWG PLOT DATE : 10/1/2014 1:50 PM PLOT BY : SCOTT WAHLER PLOT NAME : PLOT SCALE : 1" = 100'_XREF
WISDOT/CADDS SHEET 44



SIGN LEGEND

- SIGN(S) ON ONE WOOD POST
- SIGN(S) ON TWO WOOD POST
- SIGN(S) ON THREE WOOD POST
- SIGN(S) ON STEEL POST
- 000 — SIGN GROUP NUMBER
- * — EXISTING TO REMAIN

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\023209_PS.DWG PLOT DATE : 10/1/2014 1:53 PM PLOT BY : SCOTT WAHLER PLOT NAME : PLOT SCALE : 1" = 100'_XREF

SIGN LEGEND

- SIGN(S) ON ONE WOOD POST
- SIGN(S) ON TWO WOOD POST
- SIGN(S) ON THREE WOOD POST
- SIGN(S) ON STEEL POST
- SIGN GROUP NUMBER
- EXISTING TO REMAIN

N

INSTALL
CROSS TRAFFIC NEXT 14 MILES
W6-53
144" X 48"
26-1
SIGN

MATCHLINE STA 936+50'NB'

940+00'SB' 945+00'SB' 950+00'SB'
USH 53 SB

940+00'NB' 945+00'NB' 950+00'NB'
USH 53 NB

MATCHLINE STA 951+00'NB'

INSTALL
WRONG WAY
R5-1A
42"X30"
26-2

INSTALL
DO NOT ENTER
R5-1
36"X36"
26-3

2

REMOVE ONE WAY
REMOVE ONE WAY
INSTALL ONE WAY / ONE WAY
R6-1-R 36"X12"
R6-1-L 36"X12"
STOP
R1-1 36"X36"
DIVIDED HIGHWAY
R6-3 30"X24"
26-4
26-5

26-6
DO NOT ENTER
R5-1
36"X36"

26-7
WRONG WAY
R5-1A
42"X30"

26-8
SCHOOL BUS TRAFFIC
S3-51
96"X48"

REMOVE ONE WAY
REMOVE ONE WAY
26-9

INSTALL ONE WAY / ONE WAY
R6-1-R 36"X12"
R6-1-L 36"X12"
STOP
R1-1 36"X36"
DIVIDED HIGHWAY
R6-3 30"X24"
26-10

MATCHLINE STA 951+00'NB'

955+00'SB' 960+00'SB' 965+00'SB'
USH 53 SB

955+00'NB' 960+00'NB' 965+00'NB'
USH 53 NB

MATCHLINE STA 965+50'NB'

INSTALL
WAYSIDE 1 MILE
D5-61
78"X42"
WEATHER INFORMATION
E10-54
120"X12"
USE LEFT LANE
M4-20L
24"X24"
26-11

INSTALL
R5-2
24"X24"
26-12

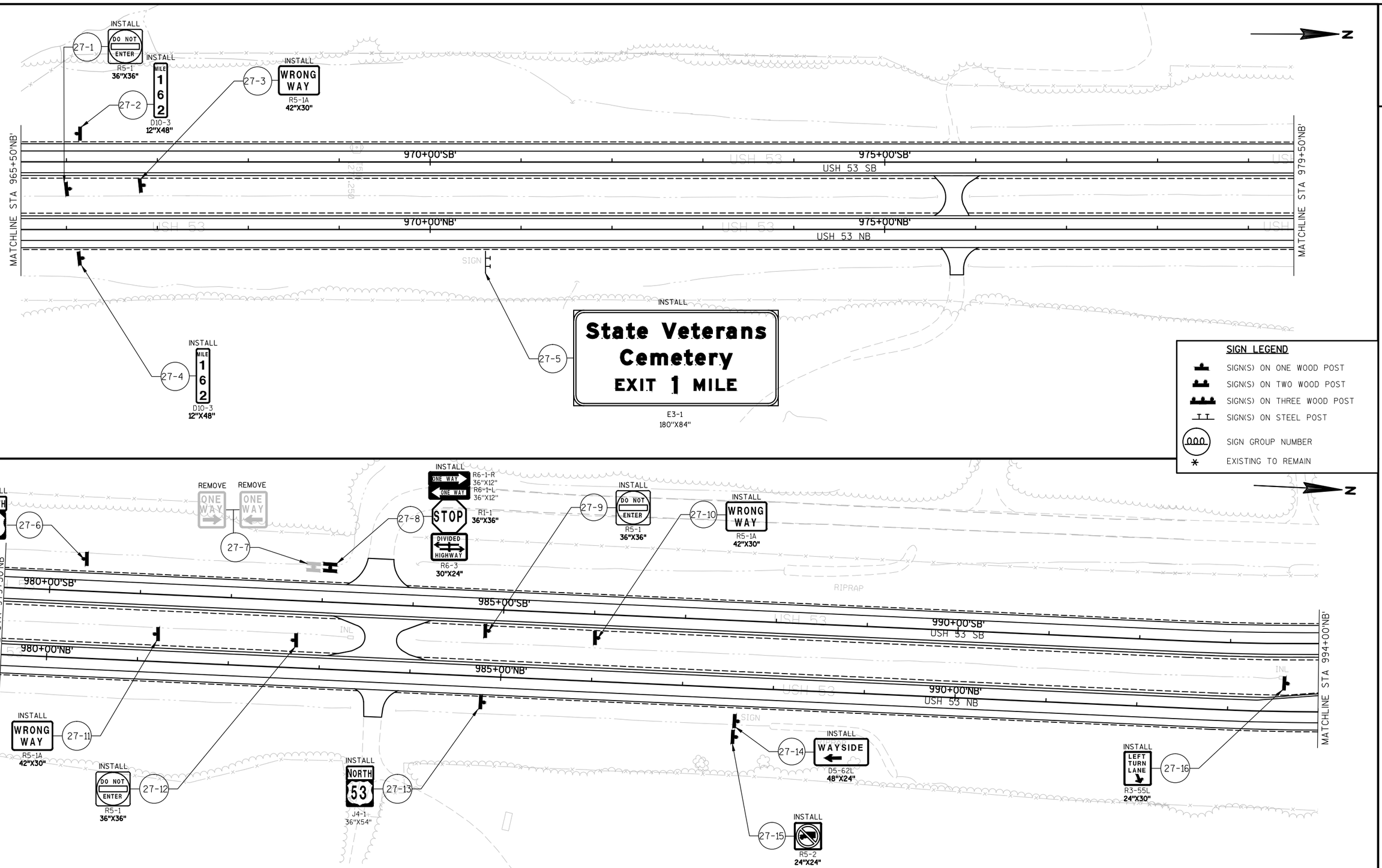
INSTALL
WRONG WAY
R5-1A
42"X30"
26-13

INSTALL
DO NOT ENTER
R5-1
36"X36"
26-14

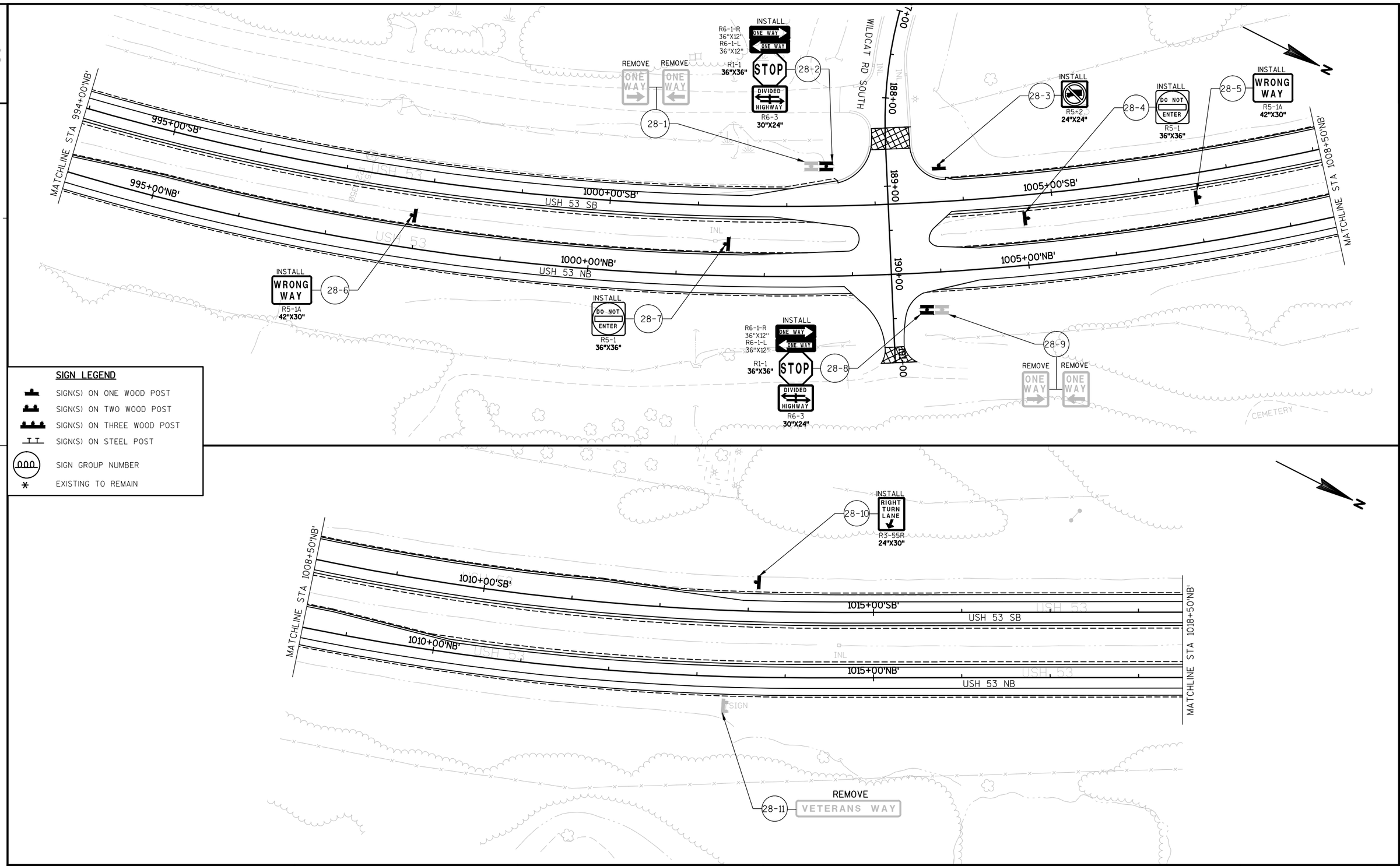
N

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\023209_PS.DWG PLOT DATE : 10/1/2014 1:55 PM PLOT BY : SCOTT WAHLER PLOT NAME : PLOT SCALE : 1" = 100'_XREF



PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET 53	E



PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET 54	E

INSTALL R5-2 24"X24" 29-1

INSTALL WAYSIDE D5-62R 48"X24" 29-2

INSTALL MILE 1 6 3 D10-3 12"X48" 29-3

INSTALL ONE WAY R6-2-L 24"X30" 29-4

INSTALL DO NOT ENTER R5-1 36"X36" 29-5

INSTALL Veterans Way / State Veterans Cemetery D1-3 126"X48" 29-6

INSTALL WRONG WAY R5-1A 42"X30" 29-7

INSTALL LEFT TURN LANE R3-55L 24"X30" 29-8

INSTALL MILE 1 6 3 D10-3 12"X48" 29-9

INSTALL RIGHT TURN LANE R3-55R 24"X30" 29-10

INSTALL WRONG WAY R5-1A 42"X30" 29-11

INSTALL Veterans Way / State Veterans Cemetery D1-3 126"X48" 29-12

INSTALL DO NOT ENTER R5-1 36"X36" 29-13

INSTALL ONE WAY R6-1-R 36"X12" / ONE WAY R6-1-L 36"X12" / STOP R1-1 36"X36" / DIVIDED HIGHWAY R6-3-A 30"X24" 29-14

REMOVE ONE WAY 29-15

REMOVE ONE WAY

REMOVE VERTERANS WAY 29-16

MATCHLINE STA 1018+50'NB'

MATCHLINE STA 1032+50'NB'

MATCHLINE STA 1047+00'NB'

1020+00'SB'

1025+00'SB'

1030+00'SB'

1035+00'SB'

1040+00'SB'

1045+00'SB'

1020+00'NB'

1025+00'NB'

1030+00'NB'

1035+00'NB'

1040+00'NB'

1045+00'NB'

USH 53 SB

USH 53 NB

USH 53

INL

SIGN

WILDCAT RD NORTH

202+00

1018+26

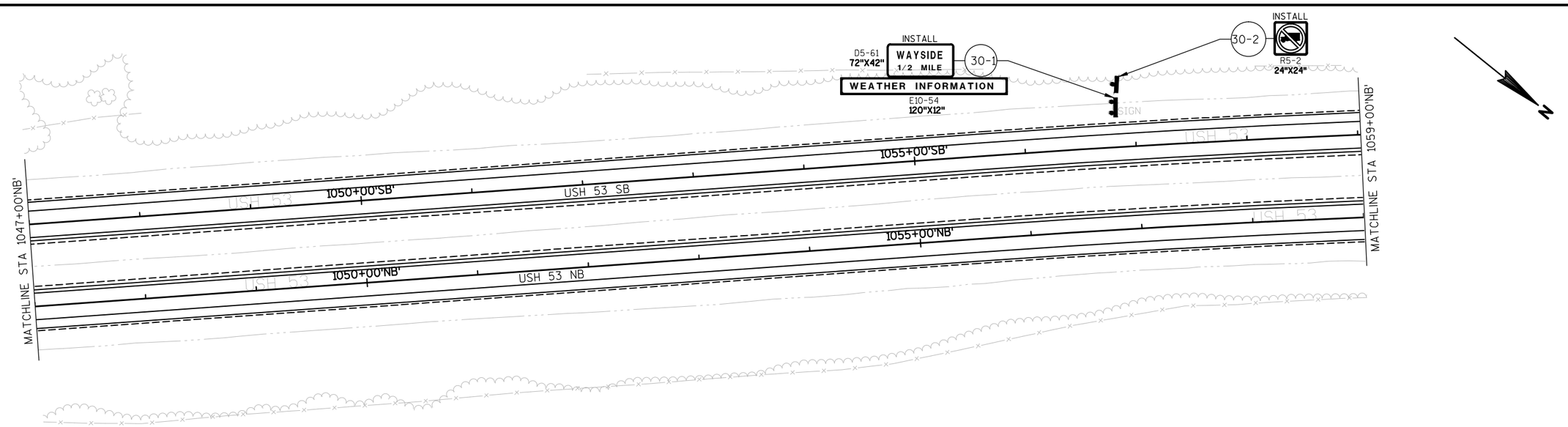
99.82' 5.52%

N

SIGN LEGEND

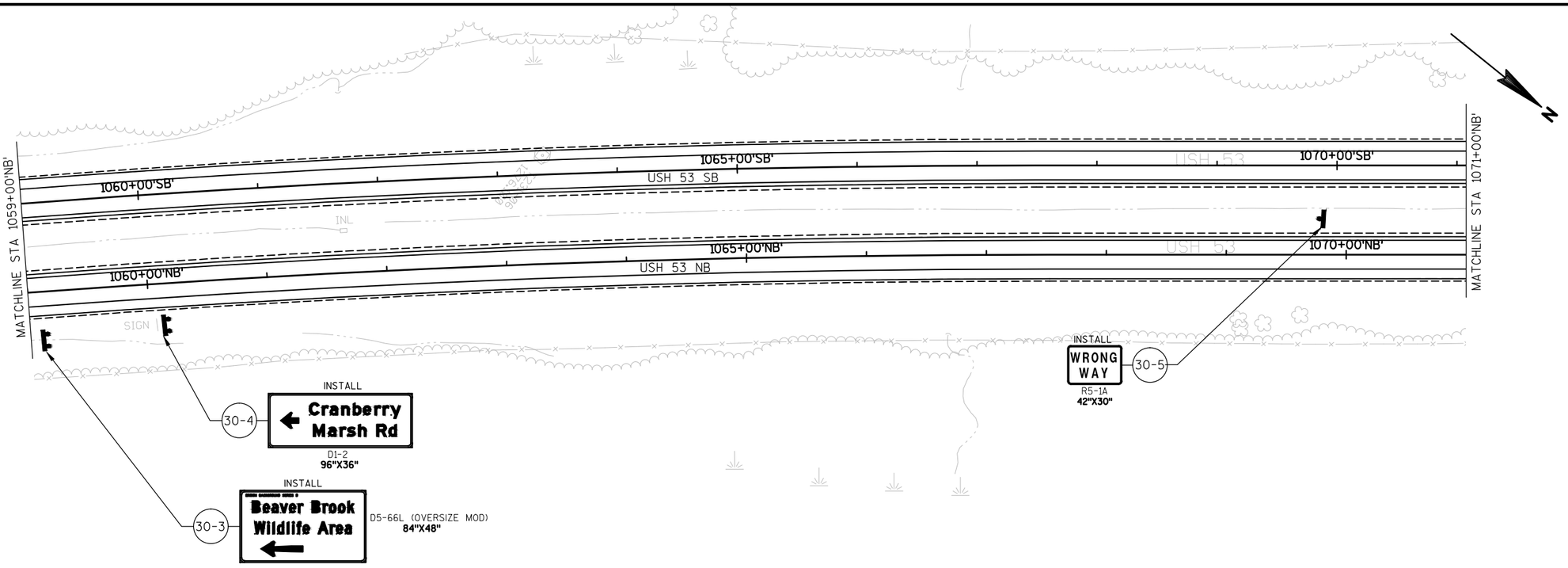
- SIGN(S) ON ONE WOOD POST
- SIGN(S) ON TWO WOOD POST
- SIGN(S) ON THREE WOOD POST
- SIGN(S) ON STEEL POST
- 000 SIGN GROUP NUMBER
- * EXISTING TO REMAIN

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET 55	E



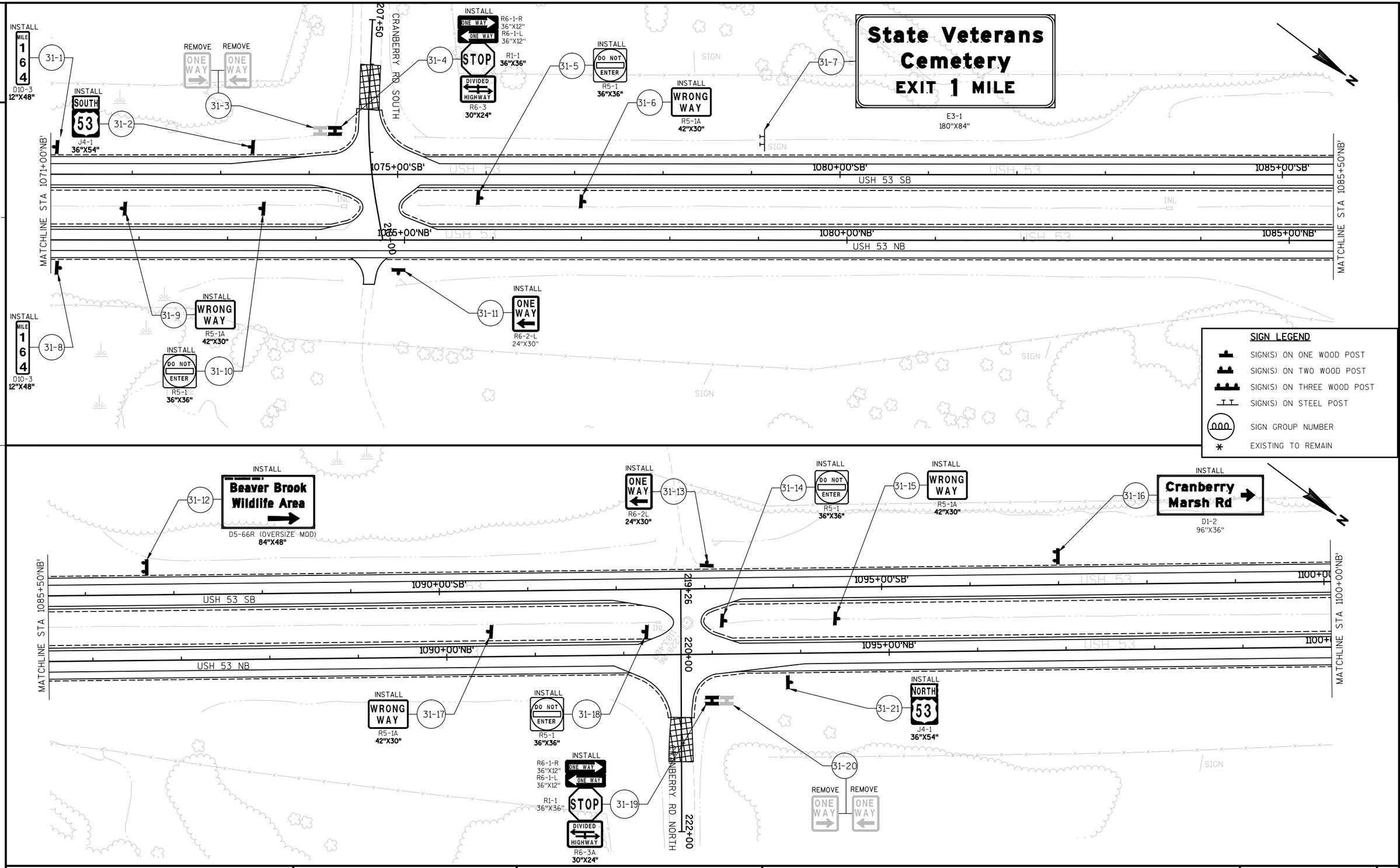
SIGN LEGEND

- SIGN(S) ON ONE WOOD POST
- SIGN(S) ON TWO WOOD POST
- SIGN(S) ON THREE WOOD POST
- SIGN(S) ON STEEL POST
- SIGN GROUP NUMBER
- EXISTING TO REMAIN



PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\023209_PS.DWG PLOT DATE : 10/1/2014 2:06 PM PLOT BY : SCOTT WAHLER PLOT NAME : PLOT SCALE : 1" = 100'_XREF



PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET 57	E

2

2

SIGN

MATCHLINE STA 1100+00'NB'

0'SB'

1105+00'SB'

USH 53

1110+00'SB'

USH 53 SB

INL

INL

0'NB'

1105+00'NB'

USH 53

1110+00'NB'

USH 53 NB

MATCHLINE STA 1114+50'NB'

INSTALL
E1-5
120"X30"

EXIT 165

70

Spooner
Stone Lake
1 MILE

32-1

SIGN

SIGN

E1-1A
216"X162"

SIGN LEGEND

- SIGN(S) ON ONE WOOD POST
- SIGN(S) ON TWO WOOD POST
- SIGN(S) ON THREE WOOD POST
- SIGN(S) ON STEEL POST
- SIGN GROUP NUMBER
- EXISTING TO REMAIN

INSTALL
DO NOT ENTER
32-2
R5-1
36"X36"

INSTALL
WRONG WAY
32-3
R5-1A
42"X30"

INSTALL
MILE 1 6 5
32-4
D10-3
12"X48"

1125+00'SB'

1120+00'SB'

USH 53 SB

USH 53

MATCHLINE STA 1114+50'NB

1115+00'SB'

1120+00'NB'

USH 53 NB

1125+00'NB'

MATCHLINE STA 1129+00'NB

1115+00'NB'

INSTALL
WRONG WAY
32-5
R5-1A
42"X30"

INSTALL
DO NOT ENTER
32-6
R5-1
36"X36"

INSTALL
MILE 1 6 5
32-7
D10-3
12"X48"

INL

RIPRAP

RUINS

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\023209_PS.DWG PLOT DATE : 10/1/2014 2:11 PM PLOT BY : SCOTT WAHLER PLOT NAME : PLOT SCALE : 1" = 100'_XREF

INSTALL

Sarona	7
Rice Lake	21
Eau Claire	81

33-1

D2-3
192"X84"

INSTALL
SPEED LIMIT 65
33-2
R2-1
36"X48"

N

USH 53

1135+00'SB'
1140+00'SB'
USH 53 SB
1130+00'SB'
1140+00'NB'
USH 53 NB
1135+00'NB'
1130+00'NB'

MATCHLINE STA 1129+00'NB'
MATCHLINE STA 1144+00'NB'

SIGN
INL
RIPRAP

GAS - NEXT RIGHT
KWIK TRIP
FOOD - NEXT RIGHT
MCDONALDS
SUBWAY
33-4

LODGING - NEXT RIGHT
BEST WESTERN
33-3

SIGN LEGEND

- SIGN(S) ON ONE WOOD POST
- SIGN(S) ON TWO WOOD POST
- SIGN(S) ON THREE WOOD POST
- SIGN(S) ON STEEL POST
- SIGN GROUP NUMBER
- EXISTING TO REMAIN

N

33-5
INSTALL
SOUTH 53
J4-1
36"X54"

33-6
INSTALL
BUCKLE UP IT'S THE LAW
R5-53A
42"X54"

1145+00'SB'
1150+00'SB'
USH 53 SB
1155+00'SB'
100+00
1145+00'NB'
1150+00'NB'
USH 53 NB
1155+00'NB'

MATCHLINE STA 1144+00'NB'
MATCHLINE STA 1157+00'NB'

INL

SIGN
SIGN
SIGN

INSTALL
TO SOUTH 53
33-9
J32-1
36"X102"

INSTALL
Tourist Info
NEXT RIGHT
33-7
E5-64
144"X54"

INSTALL
HOSPITAL
NEXT RIGHT
33-8
E10-62
144"X54"

INSTALL
Lac Courte Oreilles
NEXT RIGHT
33-10
E3-1
228"X54"

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\023209_PS.DWG PLOT DATE : 10/1/2014 2:14 PM PLOT BY : SCOTT WAHLER PLOT NAME : PLOT SCALE : 1" = 100'_XREF

2

2

SIGN LEGEND

- SIGN(S) ON ONE WOOD POST
- SIGN(S) ON TWO WOOD POST
- SIGN(S) ON THREE WOOD POST
- SIGN(S) ON STEEL POST
- 000 SIGN GROUP NUMBER
- * EXISTING TO REMAIN

N

105+00
110+00
115+00
120+00
125+00
130+00
135+00
140+00
145+00
150+00
155+00
160+00
165+00
170+00
175+00
180+00
185+00
190+00
195+00
200+00
205+00
210+00

1160+00'SB'
1165+00'SB'
1170+00'SB'
USH 53 SB
1160+00'NB'
1165+00'NB'
1170+00'NB'
USH 53 NB
USH 53
INL
MATCHLINE STA 1157+00'NB'
MATCHLINE STA 1171+50'NB'
SIGN
HEIGHT MOD
BEST WESTERN
KWIK TRIP
MCDONALDS
SUBWAY

34-1 W4-1R 48" X 48"

INSTALL 34-2 E1-5 120"X30" EXIT 165 / 70 / Spooner / Stone Lake — E4-1A 252"X132"

INSTALL 34-3 W3-1 48" X 48"

INSTALL 34-4 EXIT — E5-1 72"X60"

INSTALL 34-5 SPOONER / STONE LAKE — D1-2 78"X30"

INSTALL 34-6 Lac Courte Oreilles — D1-1 120"X15"

34-7

34-8

INSTALL 34-9 WRONG WAY R5-1A 42"X30"

INSTALL 34-10 H — JH13-1 24"X45"

INSTALL 34-11 WRONG WAY R5-1A 42"X30"

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\023209_PS.DWG PLOT DATE : 10/1/2014 2:15 PM PLOT BY : SCOTT WAHLER PLOT NAME : PLOT SCALE : 1" = 100'_XREF
WISDOT/CADDS SHEET 42

2

2

N

STH 70

120+00

121+08

224+30

230+00

235+00

305+00

410+00

495+00

214+17

400+00

USH 53 SB

USH 53 NB

1175+00'SB'

1180+00'SB'

1185+00'SB'

1175+00'NB'

1180+00'NB'

1185+00'NB'

MATCHLINE STA 1171+50'NB'

MATCHLINE STA 1186+00'NB'

INL

SIGN

RIPRAP

BLUE GAS / FOOD SIGN E10-51

BLUE GAS / FOOD SIGN E10-51

35-1 INSTALL STOP R1-1 36" X 36"

35-2 INSTALL TOURIST INFORMATION D7-59R 54"X36"

35-3 INSTALL DO NOT ENTER R5-1 36"X36"

INSTALL EAST 70 WEST 70 J3-2 72"X84"

35-4 INSTALL WRONG WAY R5-1A 42"X30"

INSTALL H JH13-1 24"X45"

35-5 INSTALL Lac Courte Oreilles D1-2 120"X15"

35-6 INSTALL STONE LAKE SPOONER D1-2 78"X30"

35-7 INSTALL W3-1 48" X 48"

35-8 INSTALL W5-52R 12"X36"

35-9 INSTALL SPOONER RICE LAKE D1-2 72"X30"

35-10 INSTALL STOP R1-1 36" X 36"

35-11 INSTALL DO NOT ENTER R5-1 36"X36"

35-12 INSTALL WRONG WAY R5-1A 42"X30"

35-13

35-14 INSTALL MILE 166 D10-3 12"X48"

35-15

35-16 INSTALL EXIT E5-1 72"X60"

35-17

35-18 INSTALL TO SOUTH 63 J32-1 36"X102"

35-19 INSTALL STOP R1-1 36" X 36"

35-20 INSTALL WRONG WAY R5-1A 42"X30"

35-21 INSTALL DO NOT ENTER R5-1 36"X36"

INSTALL 70 J13-1 36"X66"

INSTALL DO NOT ENTER R5-1 36"X36"

35-22

35-23 INSTALL NORTH EAST 53 70 J3-2 72"X84"

35-24 INSTALL W5-52R 12" X 36"

35-25 INSTALL STONE LAKE MINONG SUPERIOR D1-3 78"X36"

35-26 LEFT TURN LANE R3-55L 24"X30"

35-27 INSTALL STOP R1-1 36" X 36"

35-28 INSTALL ONE WAY R6-2L 24"X30"

35-29 INSTALL ONE WAY R6-2R 24"X30"

35-30 INSTALL R4-7 24"X30"

35-31 INSTALL TOURIST INFORMATION D7-59L 54"X36"

35-32 INSTALL W4-1R 48"X48"

35-33 INSTALL MILE 166 D10-3 12"X48"

SIGN LEGEND

- SIGN(S) ON ONE WOOD POST
- SIGN(S) ON TWO WOOD POST
- SIGN(S) ON THREE WOOD POST
- SIGN(S) ON STEEL POST
- 000 SIGN GROUP NUMBER
- * EXISTING TO REMAIN

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\023209_PS.DWG PLOT DATE : 10/1/2014 2:17 PM PLOT BY : SCOTT WAHLER PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 42

2

INSTALL
HOSPITAL
NEXT RIGHT
36-2
E10-62
144"X54"

310+00
314+09
1190+00'SB'
1195+00'SB'
USH 53 SB
1190+00'NB'
1195+00'NB'
USH 53 NB
420+00
420+68
415+00
MATCHLINE STA 1186+00'NB'
MATCHLINE STA 1199+00'NB'

INSTALL
E1-5
120"X30"
EXIT 165
70
Spooner
Stone Lake
36-1
E4-1A
252"X132"

INSTALL
BUCKLE UP IT'S THE LAW
36-3
R5-53A
42" X 54"

INSTALL
Yellow River
36-4
I3-1
90"X21"

INSTALL
36-5
W5-52L
18" X 54"

SIGN LEGEND
- SIGN(S) ON ONE WOOD POST
- SIGN(S) ON TWO WOOD POST
- SIGN(S) ON THREE WOOD POST
- SIGN(S) ON STEEL POST
- 000 SIGN GROUP NUMBER
- * EXISTING TO REMAIN

INSTALL
36-6
W5-52R
18" X 54"

INSTALL
36-7
W5-52L
18" X 54"

INSTALL
36-8
Yellow River
I3-1
90"X21"

INSTALL
36-9
Tourist Info
NEXT RIGHT
E5-64
144"X54"

36-10
*
BLUE
GAS / FOOD
SIGN

INSTALL
Lac Courte Oreilles
EXIT 165
36-11
I3-1
228"X60"

1200+00'SB'
1205+00'SB'
USH 53 SB
1210+00'SB'
1200+00'NB'
1205+00'NB'
USH 53 NB
1210+00'NB'
MATCHLINE STA 1199+00'NB'
MATCHLINE STA 1211+00'NB'

INSTALL
36-12
W5-52R
18"X54"

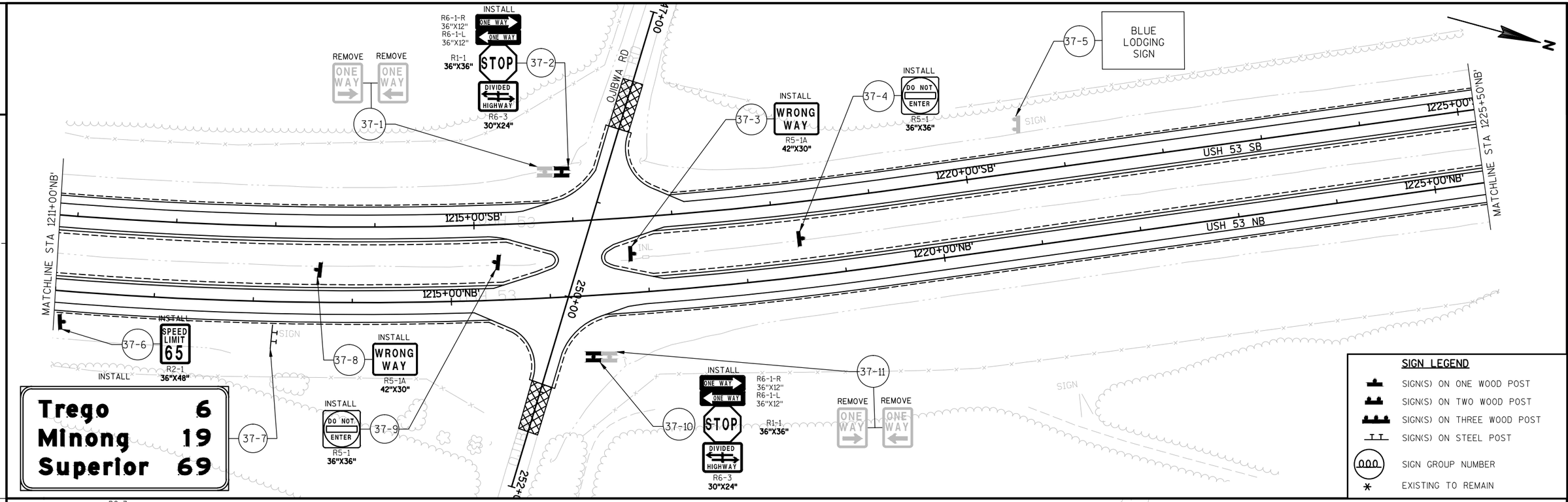
INSTALL
NORTH
53
36-13
J4-1
36"X54"

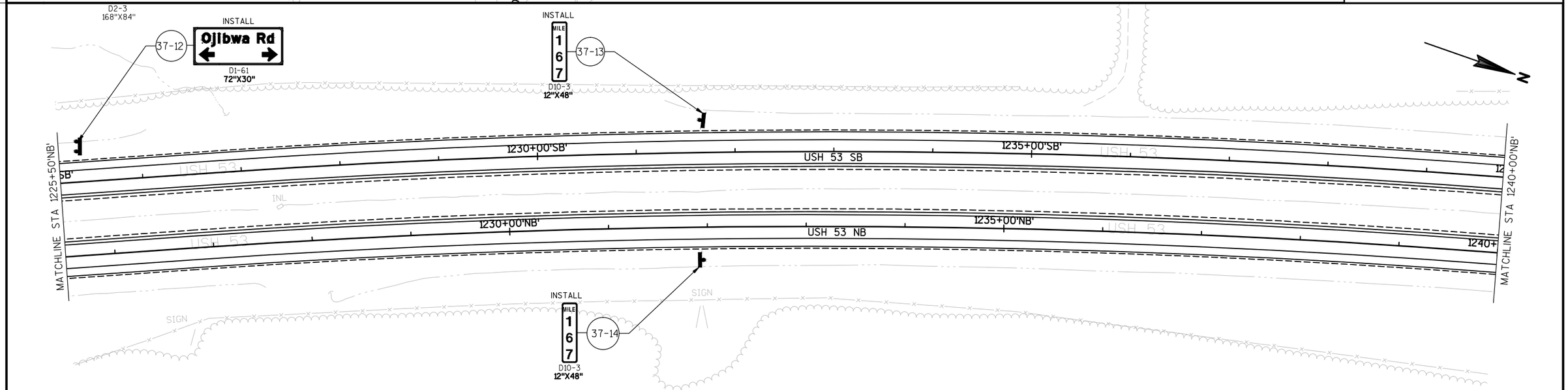
INSTALL
EMERGENCY STOPPING ONLY
36-14
R8-7
48"X36"

INSTALL
Ojibwa Rd
36-15
D1-61
72"X30"

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\023209_PS.DWG PLOT DATE : 10/1/2014 2:19 PM PLOT BY : SCOTT WAHLER PLOT NAME : PLOT SCALE : 1" = 100'_XREF





PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET 63	E

2

2

N

MATCHLINE STA 1240+50'NB'

40+00'SB'

USH 53 SB

1245+00'SB'

1250+00'SB'

MATCHLINE STA 1252+00'NB'

00'NB'

USH 53 NB

1245+00'NB'

1250+00'NB'

SIGN

INSTALL

E1-5
120"X30"

EXIT 165

70

Spooner
Stone Lake
1 MILE

E1-1A
216"X162"

38-1

INSTALL

Bittersweet Dr

38-2

D1-61
102"X30"

SIGN

SIGN LEGEND

- SIGN(S) ON ONE WOOD POST
- SIGN(S) ON TWO WOOD POST
- SIGN(S) ON THREE WOOD POST
- SIGN(S) ON STEEL POST
- 000 SIGN GROUP NUMBER
- * EXISTING TO REMAIN

N

REMOVE

ONE WAY

38-3

INSTALL

ONE WAY

R6-1L
36"X12"

38-4

INSTALL

DO NOT ENTER

R5-1
36"X36"

38-5

INSTALL

38-6

WRONG WAY

R5-1A
36"X24"

MATCHLINE STA 1252+00'NB'

1255+00'SB'

USH 53 SB

259+23

260+00

1260+00'SB'

MATCHLINE STA 1264+00'NB'

1255+00'NB'

USH 53 NB

1260+00'NB'

INSTALL

CROSS TRAFFIC
NEXT 55 MILES

W6-53
144" X 48"

38-7

INSTALL

WRONG WAY

R5-1A
42"X30"

38-8

INSTALL

DO NOT ENTER

R5-1
36"X36"

38-9

BITTERSWEET DR

262+00

38-10

REMOVE

ONE WAY

REMOVE

ONE WAY

38-11

INSTALL

ONE WAY

ONE WAY

R6-1-R
36"X12"
R6-1-L
36"X12"

STOP

R1-1
36"X36"

DIVIDED HIGHWAY

R6-3
30"X24"

38-12

INSTALL

JCT

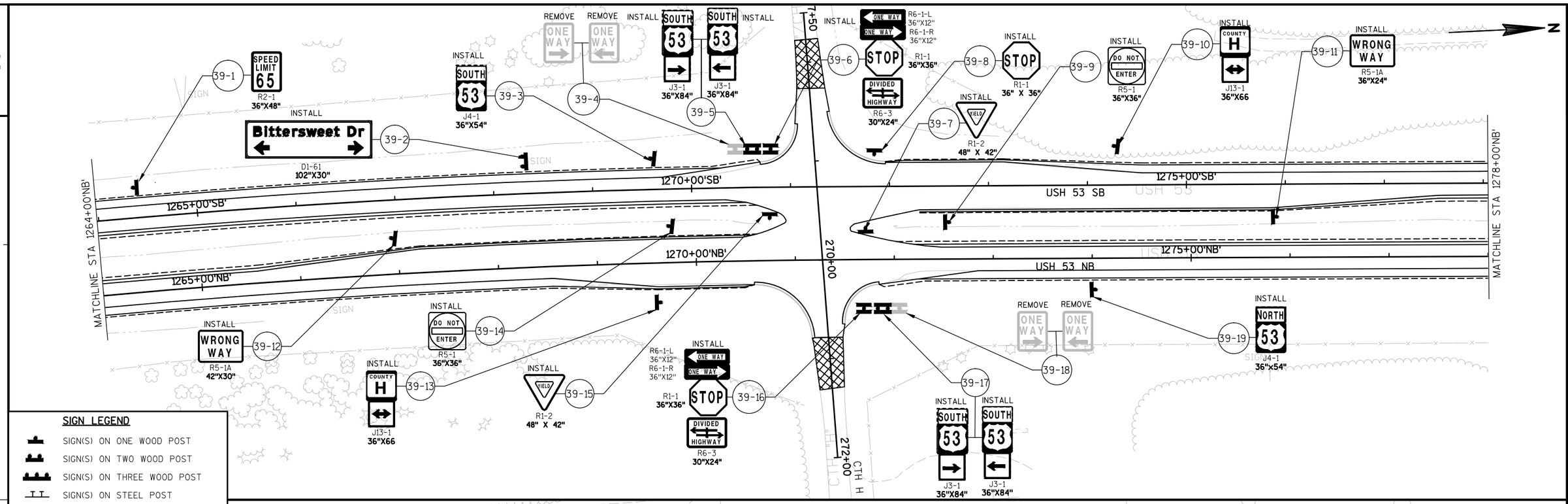
COUNTY H

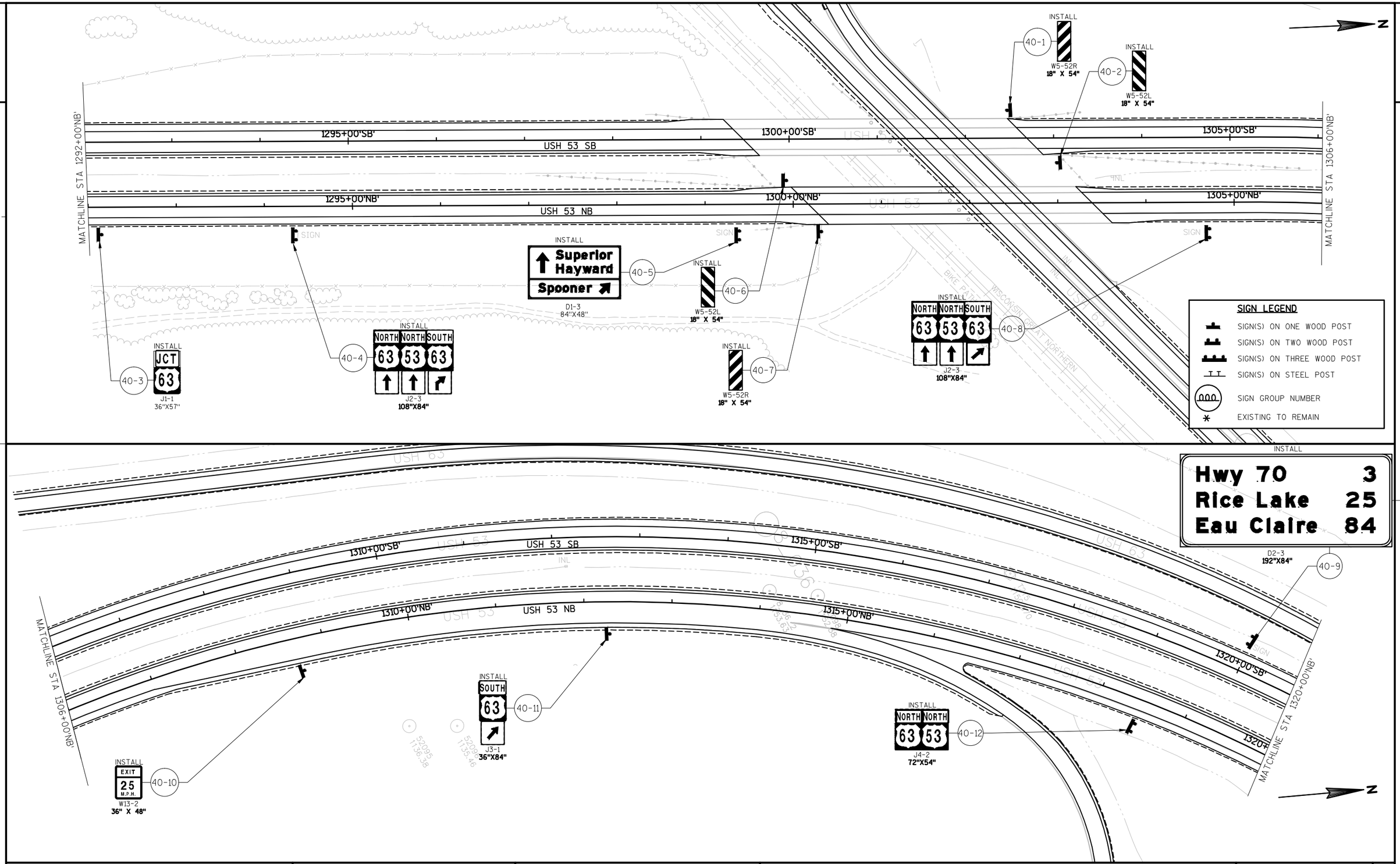
J1-1
36"X57"

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET 64	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\023209_PS.DWG PLOT DATE : 10/1/2014 2:25 PM PLOT BY : SCOTT WAHLER PLOT NAME : PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 44


SIGN LEGEND
SIGN(S) ON ONE WOOD POST
SIGN(S) ON TWO WOOD POST
SIGN(S) ON THREE WOOD POST
SIGN(S) ON STEEL POST
000 SIGN GROUP NUMBER
* EXISTING TO REMAIN
MATCHLINE STA 1264+00'NB'
MATCHLINE STA 1278+00'NB'
MATCHLINE STA 1292+00'NB'
1265+00'SB'
1270+00'SB'
1275+00'SB'
1280+00'SB'
1285+00'SB'
1290+00'SB'
1265+00'NB'
1270+00'NB'
1275+00'NB'
1280+00'NB'
1285+00'NB'
USH 53 SB
USH 53 NB
270+00
272+00
C.T.H. H
39-1 SPEED LIMIT 65 R2-1 36"X48"
39-2 Bittersweet Dr D1-61 102"X30"
39-3 SOUTH 53 J4-1 36"X54"
39-4 REMOVE ONE WAY REMOVE ONE WAY
39-5 SOUTH 53 J3-1 36"X84" SOUTH 53 J3-1 36"X84"
39-6 ONE WAY ONE WAY STOP DIVIDED HIGHWAY R6-1-L 36"X12" R6-1-R 36"X12" R1-1 36"X36" R6-3 30"X24"
39-7 YIELD R1-2 48" X 42"
39-8 STOP R1-1 36" X 36"
39-9
39-10 DO NOT ENTER R5-1 36"X36"
39-11 COUNTY H J13-1 36"X66"
39-12 WRONG WAY R5-1A 42"X30"
39-13 COUNTY H J13-1 36"X66"
39-14 DO NOT ENTER R5-1 36"X36"
39-15 YIELD R1-2 48" X 42"
39-16 ONE WAY ONE WAY STOP DIVIDED HIGHWAY R6-1-L 36"X12" R6-1-R 36"X12" R1-1 36"X36" R6-3 30"X24"
39-17 SOUTH 53 J3-1 36"X84" SOUTH 53 J3-1 36"X84"
39-18 REMOVE ONE WAY REMOVE ONE WAY
39-19 NORTH 53 J4-1 36"x54"
39-20 JCT COUNTY H J1-1 36"X57"
39-21 MILE 168 D10-3 12"X48"
39-22 MILE 168 D10-3 12"X48"
39-23 GAS-HWY 53 SOUTH KWIK TRIP FOOD - LODGING



PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET 66	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\023209_PS.DWG PLOT DATE : 11/21/2014 12:58 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 44

2

INSTALL SOUTH 63 J4-1 36"X54" — 41-1

INSTALL SOUTH 63 J3-1 36"X84" — 41-2

INSTALL DO NOT ENTER R5-1 36"X36" — 41-3

INSTALL R3-2 36"X36" — 41-4

INSTALL WRONG WAY R5-1A 42"X30" — 41-5

INSTALL SOUTH 53 SOUTH 63 J3-2 72"x84" — 41-6

INSTALL R3-4-B 36"X48" — 41-8

INSTALL R3-4-B 36"X48" — 41-9

INSTALL DO NOT ENTER R5-1 36"X36" — 41-11

INSTALL WRONG WAY R5-1A 42"X30" — 41-10

INSTALL DO NOT ENTER R5-1 36"X36" — 41-12

INSTALL STOP DIVIDED HIGHWAY R1-1 36"X36" R6-3A 30"X24" — 41-13

INSTALL W4-1R 48" X 48" — 41-14

INSTALL E1-5 120"X30" — 41-7

EXIT 168

63

Spooner

Shell Lake

E41-A 240"X132"

MATCHLINE STA 1320+00'NB'

1325+00'SB'

1325+00'NB'

1330+00'SB'

1330+00'NB'

USH 53 SB

USH 53/63

MATCHLINE STA 1334+00'NB'

SIGN LEGEND

- SIGN(S) ON ONE WOOD POST
- SIGN(S) ON TWO WOOD POST
- SIGN(S) ON THREE WOOD POST
- SIGN(S) ON STEEL POST
- SIGN GROUP NUMBER
- EXISTING TO REMAIN

INSTALL MILE 165 D10-3 12"X48" — 41-15

41-16

REMOVE ONE WAY REMOVE ONE WAY — 41-18

SOUTH 53 SOUTH 63 J3-2 72"x84" — 41-17

INSTALL ONE WAY R6-1-L 36"X12" R6-1-R 36"X12" STOP DIVIDED HIGHWAY R1-1 36"X36" R6-3 30"X24" — 41-19

INSTALL COUNTY A J13-1 36"X66" — 41-20

INSTALL YIELD R1-2 48" X 42" — 41-21

INSTALL DO NOT ENTER R5-1 36"X36" — 41-22

INSTALL NORTH 53 NORTH 63 J4-2 72" X 54" — 41-23

INSTALL JCT COUNTY A J1-1 36"X57" — 41-24

INSTALL W10-3 48" X 48" — 41-25

INSTALL Little Valley Rd D1-1 132"X21" — 41-26

INSTALL MILE 169 D10-3 12"X48" — 41-27

INSTALL WRONG WAY R5-1A 42"X30" — 41-28

INSTALL DO NOT ENTER R5-1 36"X36" — 41-29

INSTALL YIELD R1-2 48" X 42" — 41-30

INSTALL COUNTY A J1-1 36"X57" — 41-31

INSTALL ONE WAY R6-1-L 36"X12" R6-1-R 36"X12" STOP DIVIDED HIGHWAY R1-1 36"X36" R6-3 30"X24" — 41-32

INSTALL NORTH 53 NORTH 63 J3-2 72"x84" — 41-35

INSTALL STOP R1-1 36" X 36" — 41-34

41-33

REMOVE ONE WAY REMOVE ONE WAY

1335+00'NB'

1340+00'SB'

1340+00'NB'

1345+00'SB'

1345+00'NB'

MATCHLINE STA 1334+00'NB'

MATCHLINE STA 1348+00'NB'

CTH A

BLUE GOOSE GAS FOOD

WISCONSIN GREAT NORTHERN

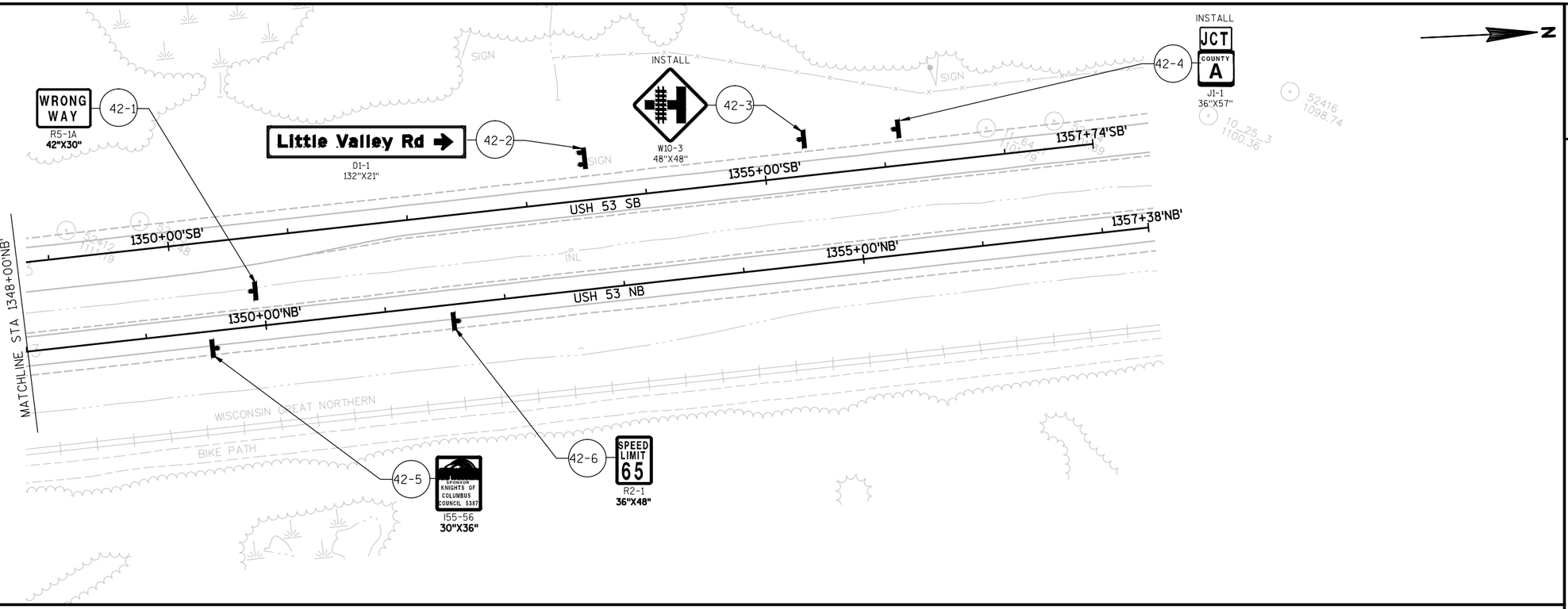
BIKE PATH

LITTLE VALLEY RD.

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET 67	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\023209_PS.DWG PLOT DATE : 11/21/2014 12:55 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 44



SIGN LEGEND

- SIGN(S) ON ONE WOOD POST
- SIGN(S) ON TWO WOOD POST
- SIGN(S) ON THREE WOOD POST
- SIGN(S) ON STEEL POST
- (000) SIGN GROUP NUMBER
- * EXISTING TO REMAIN

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET 68	E

2

① TO BE PLACED ON BOTH SIDES OF THE ROAD ON THE LAST SIGN IN THE ADVANCED WARNING SIGNING AREA, SEE SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION."

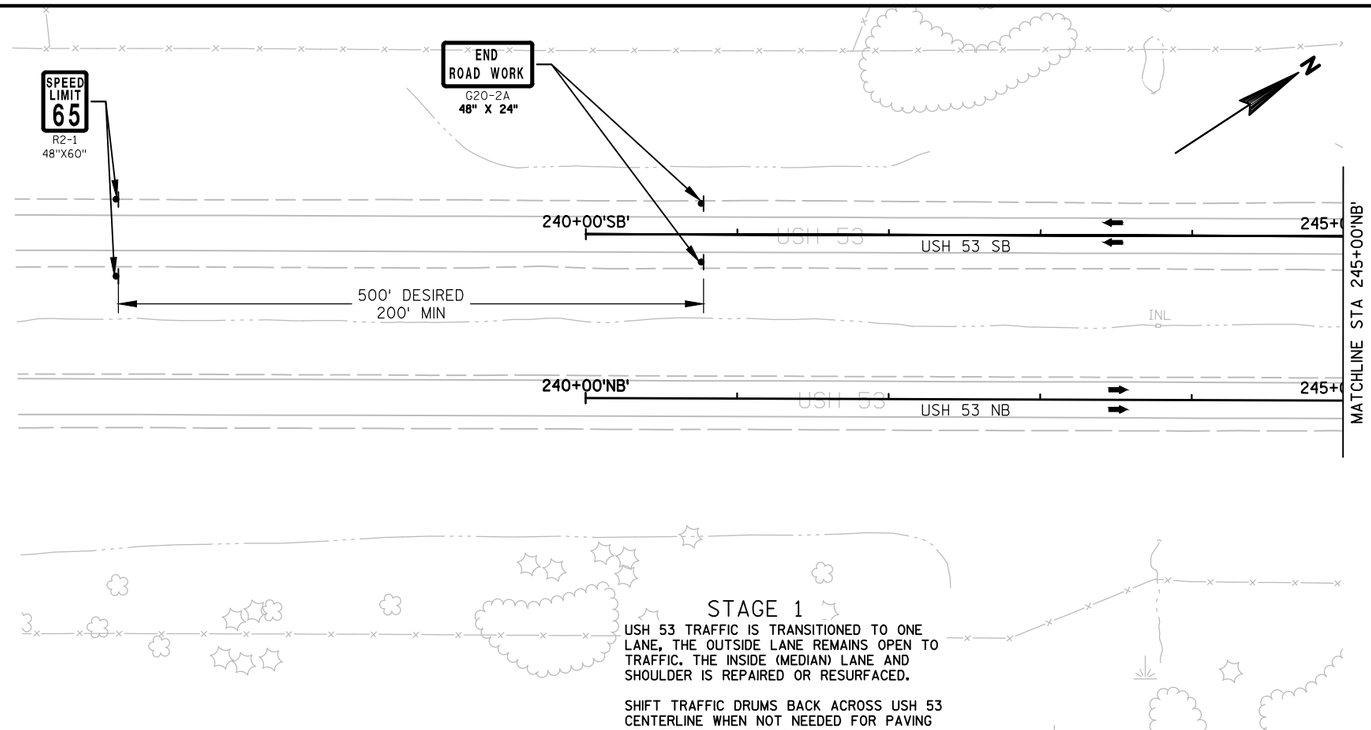
② TO BE PLACED 1 MILE IN ADVANCE OF WORK ZONE ON USH 53 IN NB & SB DIRECTIONS.

① ROAD WORK NEXT 21 MILES
G20-1
60" X 24"

② FINES DOUBLE IN WORK ZONES — Give 'em 2 BRAKE SLOW DOWN
W21-62
96" X 48"

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN (ORANGE)
- WORK AREA CLOSED TO TRAFFIC
- WORK AREA OPEN TO TRAFFIC



STAGE 1

USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

NOTES:

USE SDD "TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS) AND "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

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

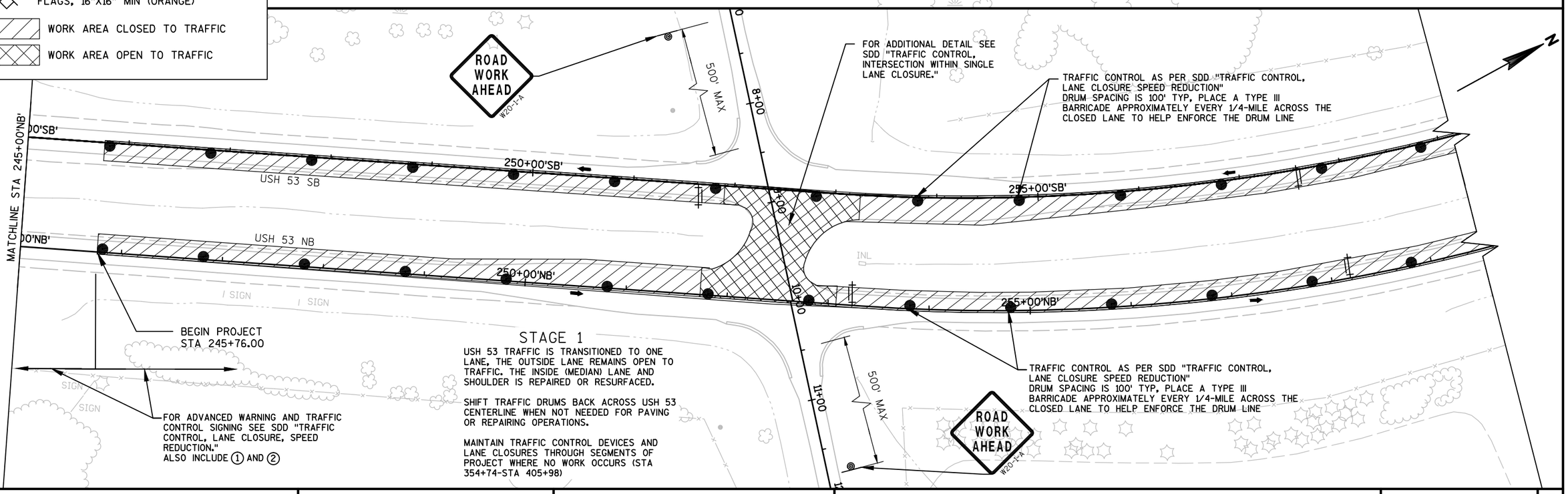
ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

ALL SIGNS OR PAVEMENT MARKING, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED OR COVERED.

FLAGGING WILL BE REQUIRED FOR RAMP WORK.



STAGE 1

USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

MAINTAIN TRAFFIC CONTROL DEVICES AND LANE CLOSURES THROUGH SEGMENTS OF PROJECT WHERE NO WORK OCCURS (STA 354+74-STA 405+98)

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	TRAFFIC CONTROL STAGE 1	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\025001 TC.DWG PLOT DATE : 10/1/2014 3:46 PM PLOT BY : SCOTT WAHLER PLOT NAME : PLOT SCALE : 1" = 100'_XREF
WISDOT/CADDS SHEET 44

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN (ORANGE)
- WORK AREA CLOSED TO TRAFFIC
- WORK AREA OPEN TO TRAFFIC

N

ROAD WORK AHEAD
W20-1-A

YIELD
R1-2
36"X31"

W03-2

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE SPEED REDUCTION" DRUM SPACING IS 100' TYP, PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1/4-MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

105+00
110+00
115+00
1160+00'SB'
1165+00'SB'
1170+00'SB'
USH 53 SB
USH 53
INL
1160+00'NB'
1165+00'NB'
1170+00'NB'
USH 53 NB
200+00
205+00
210+00
214+17
400+00
HEIGHT MOD
RIPRAP
SIGN

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE SPEED REDUCTION" DRUM SPACING IS 100' TYP, PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1/4-MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE."

STAGE 1

THE INSIDE (MEDIAN) LANE AND SHOULDER OF USH 53 IS REPAIRED OR RESURFACED. TRAFFIC USES THE OUTSIDE LANE, EXIT AND ENTRANCE RAMPS REMAIN OPEN.

STH 70 REMAINS OPEN

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	TRAFFIC CONTROL STAGE 1	SHEET 70	E

2

N

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN (ORANGE)
- WORK AREA CLOSED TO TRAFFIC
- WORK AREA OPEN TO TRAFFIC

121+10

300+00

305+00

310+00

314+09

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE SPEED REDUCTION" DRUM SPACING IS 100' TYP, PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1/4-MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

1180+00'SB'

USH 53 SB

1185+00'SB'

1190+00'SB'

INL

1180+00'NB'

1185+00'NB'

1190+00'NB'

USH 53 NB

415+00

410+00

405+00

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE SPEED REDUCTION" DRUM SPACING IS 100' TYP, PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1/4-MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

W03-2

VIELD

R1-2
36"X31"

ROAD WORK AHEAD
W20-1-A

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE."

STAGE 1

THE INSIDE (MEDIAN) LANE AND SHOULDER OF USH 53 IS REPAIRED OR RESURFACED. TRAFFIC USES THE OUTSIDE LANE, EXIT AND ENTRANCE RAMPS REMAIN OPEN.

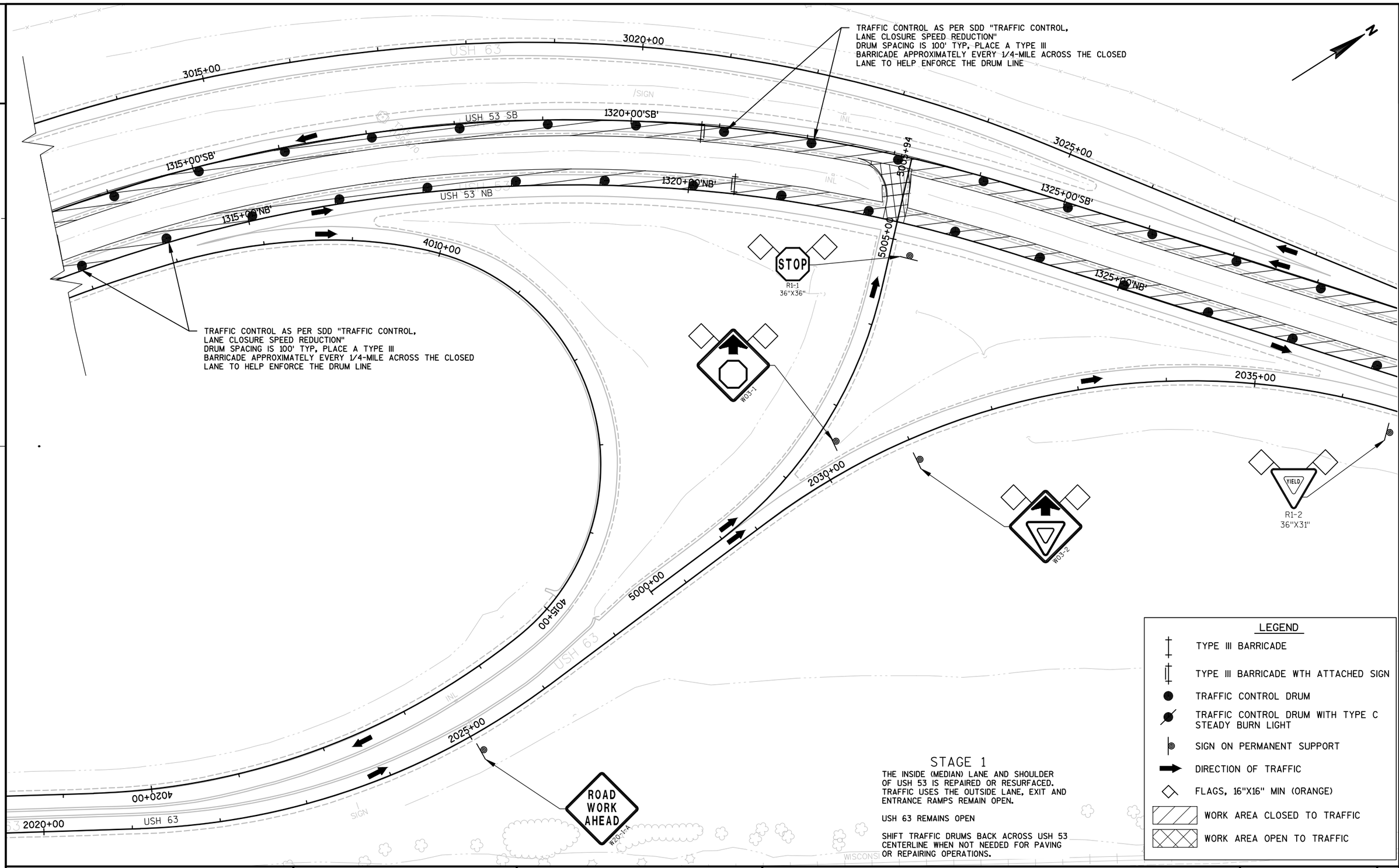
STH 70 REMAINS OPEN

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	TRAFFIC CONTROL STAGE 1	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\025001 TC.DWG PLOT DATE : 10/1/2014 3:39 PM PLOT BY : SCOTT WAHLER PLOT NAME : PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 42



PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	TRAFFIC CONTROL STAGE 1	SHEET 72	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\025001 TC.DWG PLOT DATE : 10/1/2014 3:42 PM PLOT BY : SCOTT WAHLER PLOT NAME : PLOT SCALE : 1" = 100'_XREF

2

① TO BE PLACED ON BOTH SIDES OF THE ROAD ON THE LAST SIGN IN THE ADVANCED WARNING SIGNING AREA, SEE SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION."

② TO BE PLACED 1 MILE IN ADVANCE OF WORK ZONE ON USH 53 IN NB & SB DIRECTIONS.

①

G20-1
60" X 24"

②

W21-62
96" X 48"

LITTLE VALLEY RD

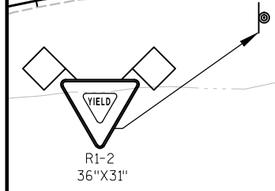
TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE SPEED REDUCTION"
DRUM SPACING IS 100' TYP, PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1/4-MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

FOR ADVANCED WARNING AND TRAFFIC CONTROL SIGNING SEE SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION." ALSO INCLUDE ① AND ②

1330+00'SB'
USH 53 SB
1335+00'SB'
1340+00'SB'
1330+00'NB'
USH 53 NB
1335+00'NB'
1340+00'NB'
2040+00
2042+30

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE SPEED REDUCTION"
DRUM SPACING IS 100' TYP, PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1/4-MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

END PROJECT
STA 1338+95.41



R1-2
36"X31"

WISCONSIN GREAT NORTHERN
BIKE PATH
BIKE PATH

STAGE 1

THE INSIDE (MEDIAN) LANE AND SHOULDER OF USH 53 IS REPAIRED OR RESURFACED. TRAFFIC USES THE OUTSIDE LANE, EXIT AND ENTRANCE RAMPS REMAIN OPEN.

STH 63 REMAINS OPEN

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

LEGEND

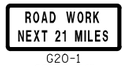
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN (ORANGE)
- WORK AREA CLOSED TO TRAFFIC
- WORK AREA OPEN TO TRAFFIC

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	TRAFFIC CONTROL STAGE 1	SHEET 73	E

① TO BE PLACED ON BOTH SIDES OF THE ROAD ON THE LAST SIGN IN THE ADVANCED WARNING SIGNING AREA, OWE SDD"TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION."

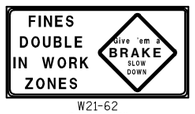
② TO BE PLACED 1 MILE IN ADVANCE OF WORK ZONE ON USH 53 IN NB & SB DIRECTIONS.

①

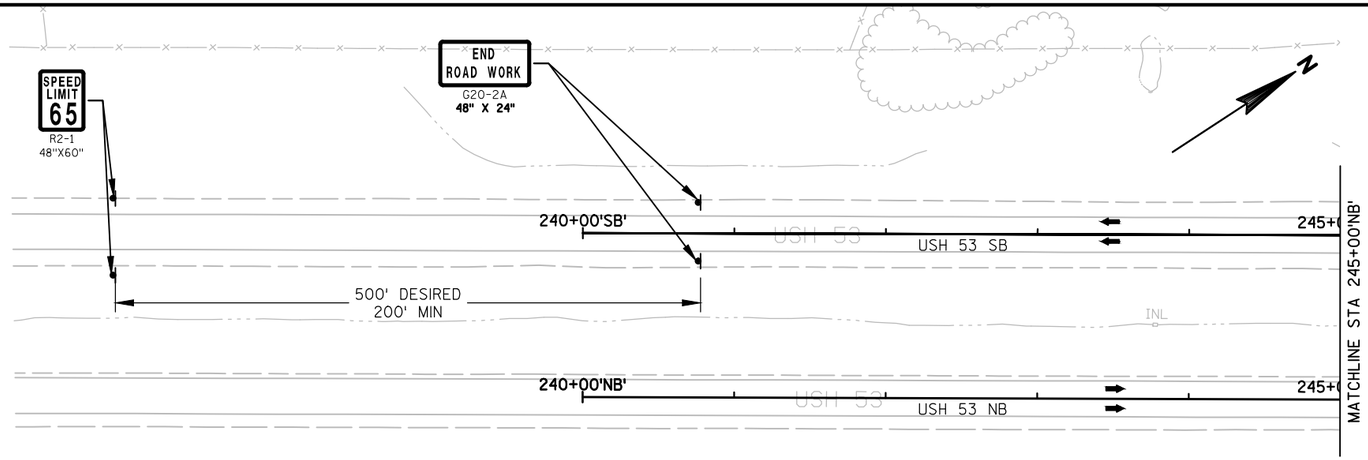


G20-1
60" X 24"

②



W21-62
96" X 48"



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN (ORANGE)
- WORK AREA CLOSED TO TRAFFIC
- WORK AREA OPEN TO TRAFFIC

STAGE 2

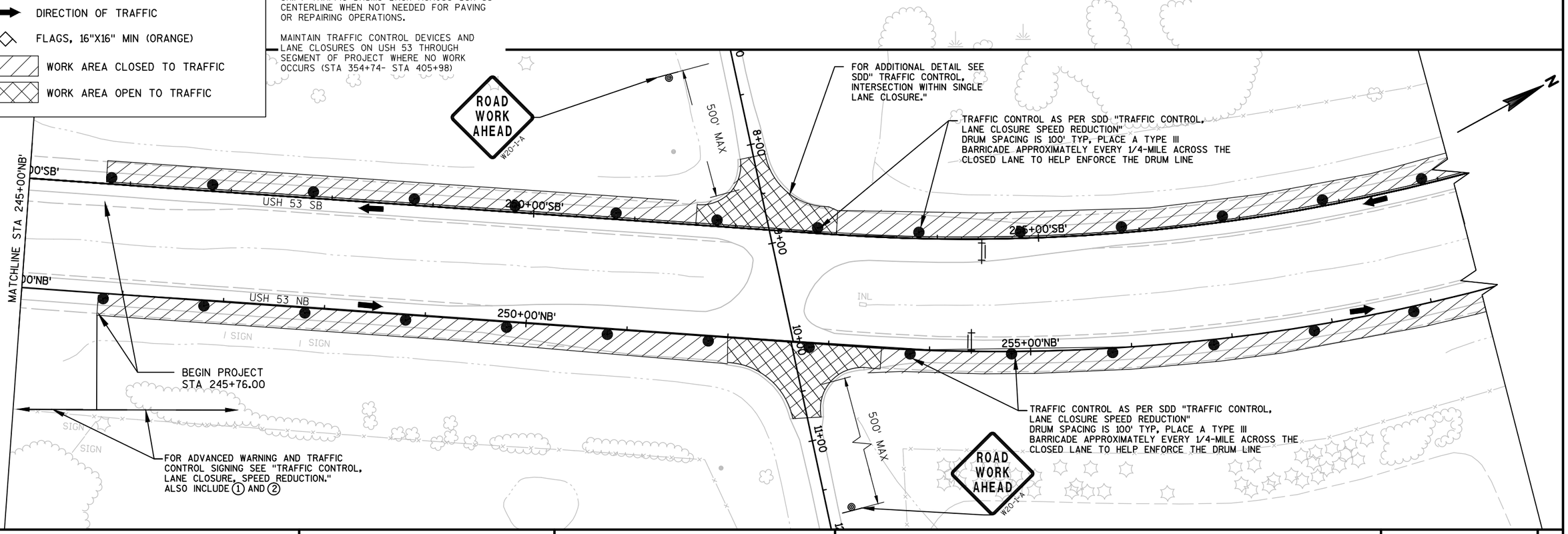
THE OUTSIDE LANE AND SHOULDER OF USH 53 IS REPAIRED OR RESURFACED.

USH 53 TRAFFIC USES THE INSIDE (MEDIAN) LANE, EXIT AND ENTRANCE RAMPS REMAIN OPEN.

STH 70 AND USH 63 REMAIN OPEN TO TRAFFIC FLAGGING OPERATIONS WILL BE REQUIRED

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

MAINTAIN TRAFFIC CONTROL DEVICES AND LANE CLOSURES ON USH 53 THROUGH SEGMENT OF PROJECT WHERE NO WORK OCCURS (STA 354+74- STA 405+98)



NOTES:

USE SDD "TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS) AND "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

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

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

ALL SIGNS OR PAVEMENT MARKING, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED OR COVERED.

FLAGGING WILL BE REQUIRED FOR RAMP WORK.

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	TRAFFIC CONTROL STAGE 2	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\025006 TC.DWG
PLOT DATE : 10/1/2014 4:36 PM
PLOT BY : SCOTT WAHLER
PLOT NAME :
PLOT SCALE : 1:100_XREF
WISDOT/CADDS SHEET 44

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN (ORANGE)
- WORK AREA CLOSED TO TRAFFIC
- WORK AREA OPEN TO TRAFFIC

ROAD WORK AHEAD
W20-1-A

N

YIELD
R1-2
36"X31"

W03-2

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE SPEED REDUCTION" DRUM SPACING IS 100' TYP, PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1/4-MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

105+80
110+00
115+00
1160+00'SB'
1165+00'SB'
1170+00'SB'
USH 53 SB
1160+00'NB'
1165+00'NB'
1170+00'NB'
USH 53 NB
200+00
205+00
210+00
214+17
400+00

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE SPEED REDUCTION" DRUM SPACING IS 100' TYP, PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1/4-MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE."

STAGE 2

THE OUTSIDE LANE AND SHOULDER OF USH 53 IS REPAIRED OR RESURFACED.

USH 53 TRAFFIC USES THE INSIDE (MEDIAN) LANE, EXIT AND ENTRANCE RAMPS REMAIN OPEN.

STH 70 AND USH 63 REMAIN OPEN TO TRAFFIC FLAGGING OPERATIONS WILL BE REQUIRED

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	TRAFFIC CONTROL STAGE 2	SHEET 75	E

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN (ORANGE)
- WORK AREA CLOSED TO TRAFFIC
- WORK AREA OPEN TO TRAFFIC

END ROAD WORK
G20-2A
48"X24"

STH 70 EB

STH 70 WB

ROAD WORK AHEAD
W20-1-A

500'

234+00
235+00
230+00
224+00
225+00
240+00
230+00
245+00
245+50
235+00
235+50
400+00
320+00
180+00 SB
180+00 NB
115+00 SB
110+00 NB
205+00
210+00

ROAD WORK AHEAD
W20-1-A

500'

END ROAD WORK
G20-2A
48"X24"

STAGE 2

THE OUTSIDE LANE AND SHOULDER OF USH 53 IS REPAIRED OR RESURFACED.

USH 53 TRAFFIC USES THE INSIDE (MEDIAN) LANE, EXIT AND ENTRANCE RAMPS REMAIN OPEN.

STH 70 AND USH 63 REMAIN OPEN TO TRAFFIC FLAGGING OPERATIONS WILL BE REQUIRED

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	TRAFFIC CONTROL STAGE 2	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\025006 TC.DWG PLOT DATE : 10/1/2014 4:39 PM PLOT BY : SCOTT WAHLER PLOT NAME : PLOT SCALE : 1:100_XREF

2

N

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN (ORANGE)
- WORK AREA CLOSED TO TRAFFIC
- WORK AREA OPEN TO TRAFFIC

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE SPEED REDUCTION" DRUM SPACING IS 100' TYP, PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1/4-MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

1180+00'SB' USH 53 SB 1185+00'SB' 1190+00'SB'

1180+00'NB' USH 53 NB 1185+00'NB' 1190+00'NB'

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE SPEED REDUCTION" DRUM SPACING IS 100' TYP, PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1/4-MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE."

ROAD WORK AHEAD W20-1-A

W03-2

YIELD R1-2 36"X31"

STAGE 2

THE OUTSIDE LANE AND SHOULDER OF USH 53 IS REPAIRED OR RESURFACED.

USH 53 TRAFFIC USES THE INSIDE (MEDIAN) LANE, EXIT AND ENTRANCE RAMPS REMAIN OPEN.

STH 70 AND USH 63 REMAIN OPEN TO TRAFFIC FLAGGING OPERATIONS WILL BE REQUIRED

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	TRAFFIC CONTROL STAGE 2	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\025006 TC.DWG PLOT DATE : 10/1/2014 4:40 PM PLOT BY : SCOTT WAHLER PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN (ORANGE)
- WORK AREA CLOSED TO TRAFFIC
- WORK AREA OPEN TO TRAFFIC

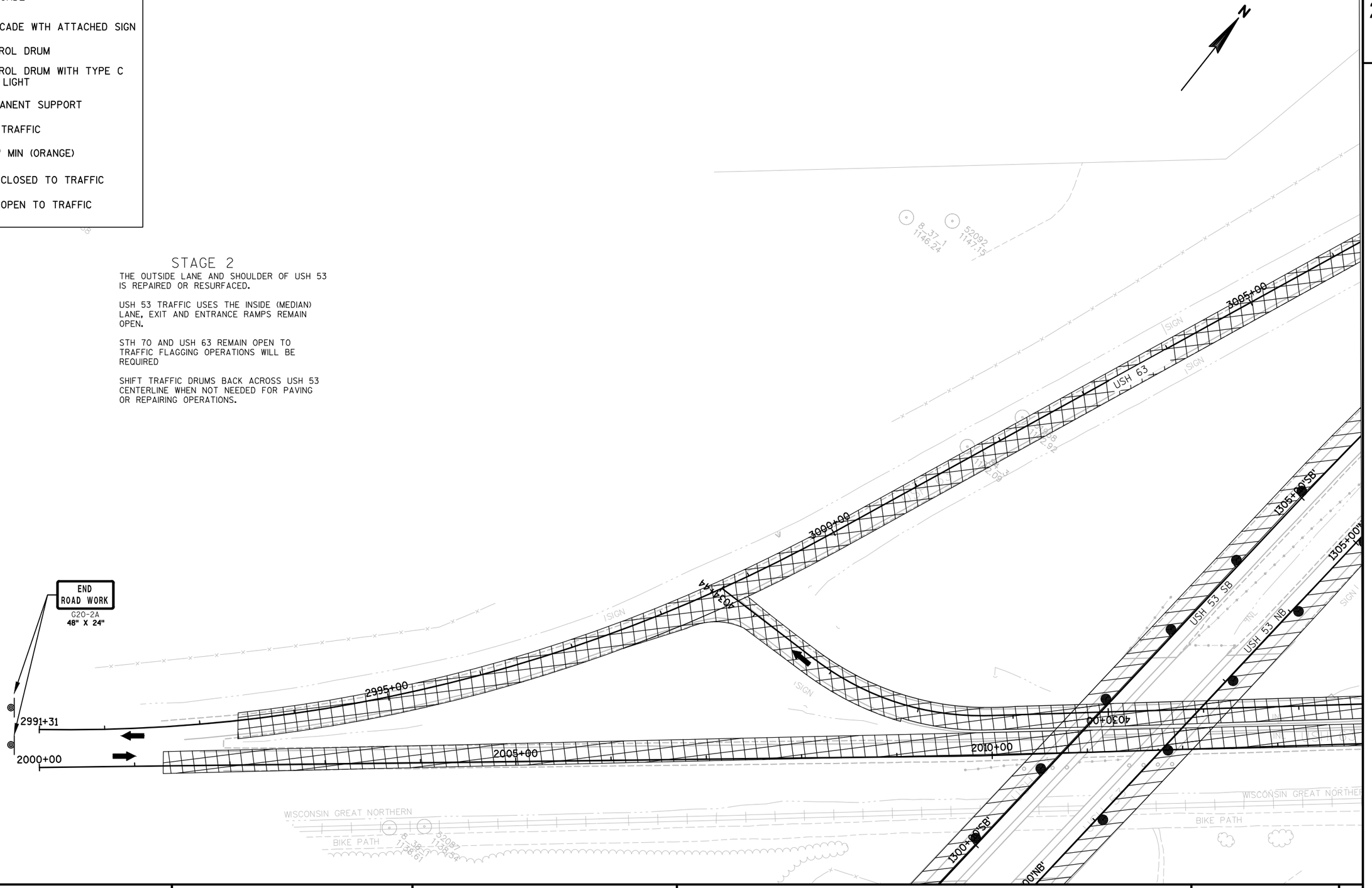
STAGE 2

THE OUTSIDE LANE AND SHOULDER OF USH 53 IS REPAIRED OR RESURFACED.

USH 53 TRAFFIC USES THE INSIDE (MEDIAN) LANE, EXIT AND ENTRANCE RAMPS REMAIN OPEN.

STH 70 AND USH 63 REMAIN OPEN TO TRAFFIC FLAGGING OPERATIONS WILL BE REQUIRED

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.



PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	TRAFFIC CONTROL STAGE 2	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\025006 TC.DWG PLOT DATE : 10/1/2014 4:42 PM PLOT BY : SCOTT WAHLER PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN (ORANGE)
- WORK AREA CLOSED TO TRAFFIC
- WORK AREA OPEN TO TRAFFIC

USH 63

USH 53 SB

USH 53 NB

USH 53

3010+00

3015+00

3020+00

1310+00'SB'

1310+00'NB'

1315+00'SB'

1315+00'NB'

1320+00'SB'

1320+00'NB'

4005+00

4010+00

4015+00

4020+00

4025+00

5000+00

2015+00

2020+00

2025+00

1305+00'SB'

1305+00'NB'

4000+00

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE."

STAGE 2

THE OUTSIDE LANE AND SHOULDER OF USH 53 IS REPAIRED OR RESURFACED.

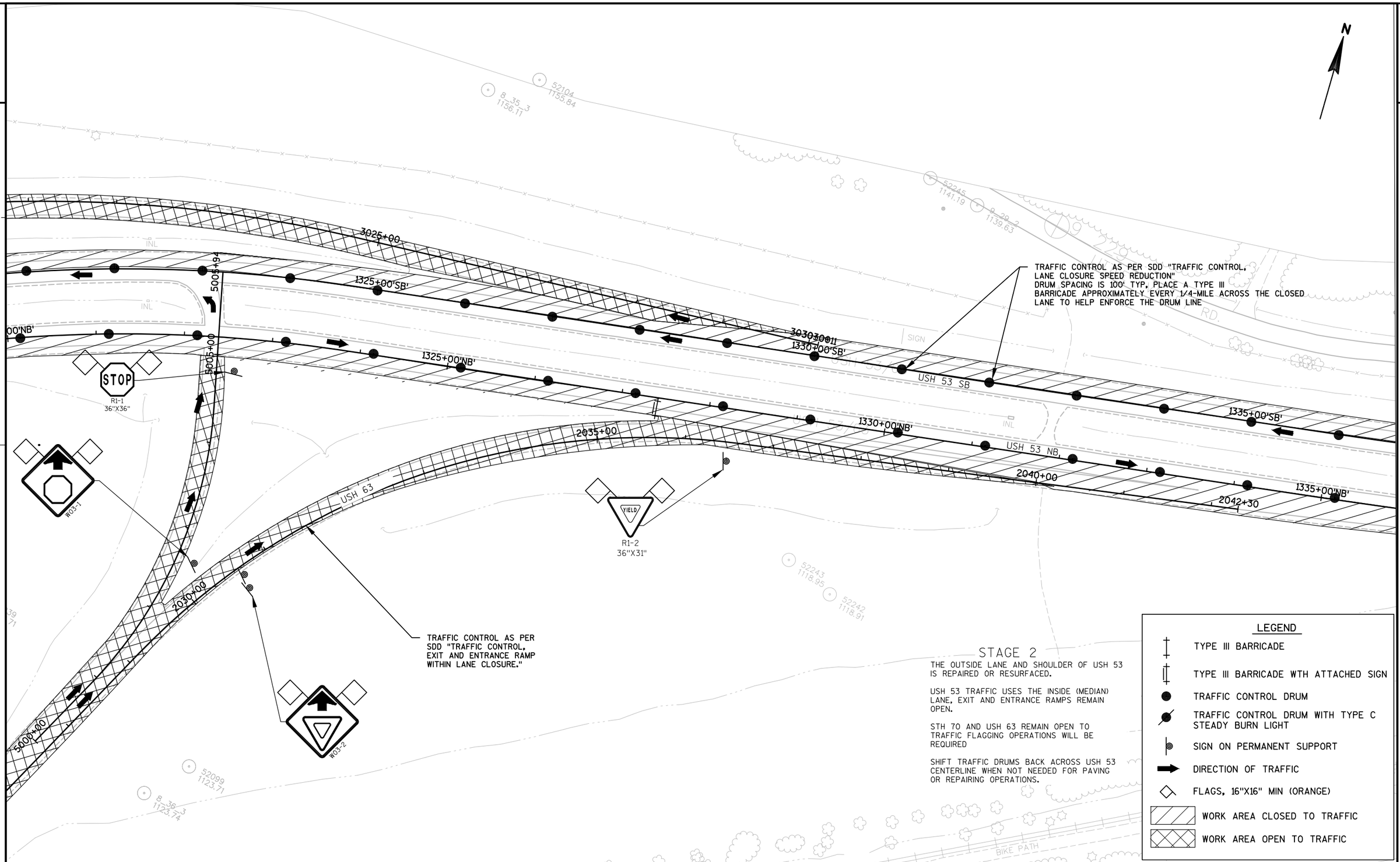
USH 53 TRAFFIC USES THE INSIDE (MEDIAN) LANE, EXIT AND ENTRANCE RAMPS REMAIN OPEN.

STH 70 AND USH 63 REMAIN OPEN TO TRAFFIC FLAGGING OPERATIONS WILL BE REQUIRED

SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	TRAFFIC CONTROL STAGE 2	SHEET 79	E

2



STAGE 2

THE OUTSIDE LANE AND SHOULDER OF USH 53 IS REPAIRED OR RESURFACED.

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SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN (ORANGE)
- WORK AREA CLOSED TO TRAFFIC
- WORK AREA OPEN TO TRAFFIC

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	TRAFFIC CONTROL STAGE 2	SHEET 80	E

① TO BE PLACED ON BOTH SIDES OF THE ROAD ON THE LAST SIGN IN THE ADVANCED WARNING SIGNING AREA, SEE SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION."

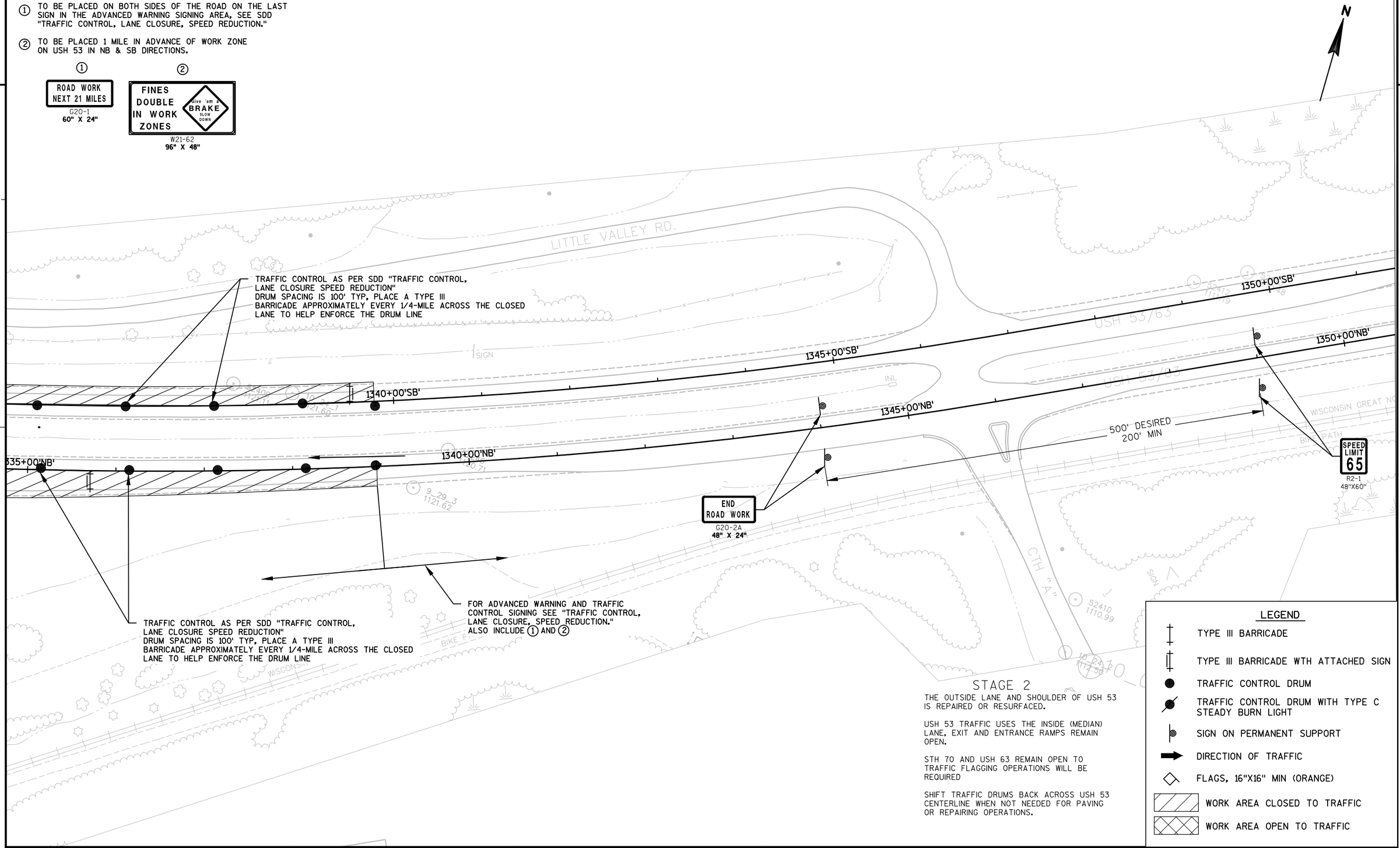
② TO BE PLACED 1 MILE IN ADVANCE OF WORK ZONE ON USH 53 IN NB & SB DIRECTIONS.

①

G20-1
60" X 24"

②

W21-62
96" X 48"



STAGE 2

THE OUTSIDE LANE AND SHOULDER OF USH 53 IS REPAIRED OR RESURFACED.

USH 53 TRAFFIC USES THE INSIDE (MEDIAN) LANE, EXIT AND ENTRANCE RAMPS REMAIN OPEN.

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SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN (ORANGE)
- WORK AREA CLOSED TO TRAFFIC
- WORK AREA OPEN TO TRAFFIC

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	TRAFFIC CONTROL STAGE 2	SHEET 81	E

DATE 04DEC14 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1197-18-75 QUANTITY	1197-18-76 QUANTITY
0010	204.0105	REMOVING PAVEMENT BUTT JOINTS	SY	17,470.000	7,790.000	9,680.000
0020	204.0115	REMOVING ASPHALTIC SURFACE BUTT JOINTS	SY	4,075.000	2,135.000	1,940.000
0030	204.0120	REMOVING ASPHALTIC SURFACE MILLING	SY	3,965.000	1,945.000	2,020.000
0040	204.0180	REMOVING DELINEATORS AND MARKERS	EACH	645.000	306.000	339.000
0050	213.0100	FINISHING ROADWAY (PROJECT) 01. 1197-18-75	EACH	1.000	1.000	
0060	213.0100	FINISHING ROADWAY (PROJECT) 02. 1197-18-76	EACH	1.000		1.000
0070	305.0110	BASE AGGREGATE DENSE 3/4-INCH	TON	16,505.000	8,330.000	8,175.000
0080	305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	500.000	250.000	250.000
0090	305.0500	SHAPING SHOULDERS	STA	10.000	10.000	
0100	416.0610	DRILLED TIE BARS	EACH	45,360.000	22,600.000	22,760.000
0110	416.0750.S	CONCRETE PAVEMENT PARTIAL DEPTH REPAIR JOINT REPAIR	LF	3,920.000	1,620.000	2,300.000
0120	416.0752.S	CONCRETE PAVEMENT PARTIAL DEPTH REPAIR CRACK REPAIR	LF	4,105.000	1,420.000	2,685.000
0130	440.4410.S	INCENTIVE IRI RIDE	DOL	149,200.000	74,600.000	74,600.000
0140	455.0110	ASPHALTIC MATERIAL PG58-34	TON	4,175.000	2,055.000	2,120.000
0150	455.0605	TACK COAT	GAL	55,885.000	27,250.000	28,635.000
0160	460.1103	HMA PAVEMENT TYPE E-3	TON	69,550.000	34,255.000	35,295.000
0170	460.2000	INCENTIVE DENSITY HMA PAVEMENT	DOL	26,834.000	13,202.000	13,632.000
0180	465.0110	ASPHALTIC SURFACE PATCHING	TON	2,035.000	925.000	1,110.000
0190	465.0400	ASPHALTIC SHOULDER RUMBLE STRIPS	LF	362,295.000	182,300.000	179,995.000
0200	614.0010	BARRIER SYSTEM GRADING SHAPING FINISHING	EACH	1.000		1.000
0210	614.0920	SALVAGED RAIL	LF	253.000		253.000
0220	614.2300	MGS GUARDRAIL 3	LF	287.500		287.500
0230	614.2610	MGS GUARDRAIL TERMINAL EAT	EACH	1.000		1.000
0240	614.2620	MGS GUARDRAIL TERMINAL TYPE 2	EACH	1.000		1.000
0250	618.0100	MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 01. 1197-18-75	EACH	1.000	1.000	
0260	618.0100	MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 02. 1197-18-76	EACH	1.000		1.000
0270	619.1000	MOBILIZATION	EACH	1.000	0.500	0.500
0280	628.1504	SILT FENCE	LF	400.000	200.000	200.000
0290	628.1520	SILT FENCE MAINTENANCE	LF	400.000	200.000	200.000
0300	628.1905	MOBILIZATIONS EROSION CONTROL	EACH	8.000	4.000	4.000
0310	628.1910	MOBILIZATIONS EMERGENCY EROSION CONTROL	EACH	10.000	5.000	5.000
0320	633.0100	DELINEATOR POSTS STEEL	EACH	645.000	306.000	339.000
0330	633.0500	DELINEATOR REFLECTORS	EACH	707.000	329.000	378.000
0340	634.0612	POSTS WOOD 4X6-INCH X 12-FT	EACH	15.000	7.000	8.000
0350	634.0614	POSTS WOOD 4X6-INCH X 14-FT	EACH	294.000	145.000	149.000
0360	634.0616	POSTS WOOD 4X6-INCH X 16-FT	EACH	158.000	71.000	87.000
0370	634.0618	POSTS WOOD 4X6-INCH X 18-FT	EACH	80.000	40.000	40.000
0380	635.0200	SIGN SUPPORTS STRUCTURAL STEEL HS	LB	10,914.900	6,400.200	4,514.700
0390	636.0100	SIGN SUPPORTS CONCRETE MASONRY	CY	22.800	12.600	10.200
0400	636.0500	SIGN SUPPORTS STEEL REINFORCEMENT	LB	1,324.000	756.000	568.000
0410	637.1220	SIGNS TYPE I REFLECTIVE SH	SF	2,377.500	1,413.000	964.500
0420	637.2210	SIGNS TYPE II REFLECTIVE H	SF	5,539.410	2,616.410	2,923.000
0430	637.2230	SIGNS TYPE II REFLECTIVE F	SF	321.000	78.000	243.000
0440	638.2601	REMOVING SIGNS TYPE I	EACH	6.000	4.000	2.000
0450	638.2602	REMOVING SIGNS TYPE II	EACH	494.000	239.000	255.000
0460	638.3000	REMOVING SMALL SIGN SUPPORTS	EACH	580.000	279.000	301.000
0470	638.3100	REMOVING STRUCTURAL STEEL SIGN SUPPORTS	EACH	14.000	10.000	4.000
0480	642.5201	FIELD OFFICE TYPE C	EACH	1.000	0.500	0.500
0490	643.0100	TRAFFIC CONTROL (PROJECT) 01. 1197-18-75	EACH	1.000	1.000	

3

DATE 04DEC14 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1197-18-75 QUANTITY	1197-18-76 QUANTITY
0500	643.0100	TRAFFIC CONTROL (PROJECT) 02. 1197-18-76	EACH	1.000		1.000
0510	643.0300	TRAFFIC CONTROL DRUMS	DAY	213,410.000	105,220.000	108,190.000
0520	643.0420	TRAFFIC CONTROL BARRICADES TYPE III	DAY	14,135.000	7,140.000	6,995.000
0530	643.0705	TRAFFIC CONTROL WARNING LIGHTS TYPE A	DAY	28,270.000	14,280.000	13,990.000
0540	643.0715	TRAFFIC CONTROL WARNING LIGHTS TYPE C	DAY	5,940.000	3,310.000	2,630.000
0550	643.0800	TRAFFIC CONTROL ARROW BOARDS	DAY	600.000	300.000	300.000
0560	643.0900	TRAFFIC CONTROL SIGNS	DAY	28,080.000	13,705.000	14,375.000
0570	643.1050	TRAFFIC CONTROL SIGNS PCMS	DAY	600.000	300.000	300.000
0580	646.0106	PAVEMENT MARKING EPOXY 4-INCH	LF	497,485.000	246,015.000	251,470.000
0590	646.0600	REMOVING PAVEMENT MARKINGS	LF	654.000	327.000	327.000
0600	646.0881.S	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH	LF	4,480.000	2,240.000	2,240.000
0610	646.0883.S	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH	LF	16,460.000	7,735.000	8,725.000
0620	647.0566	PAVEMENT MARKING STOP LINE EPOXY 18-INCH	LF	260.000	140.000	120.000
0630	647.0803	PAVEMENT MARKING AERIAL ENFORCEMENT BARS EPOXY 24-INCH	LF	120.000	60.000	60.000
0640	649.0400	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH	LF	6,090.000	2,820.000	3,270.000
0650	649.0801	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH	LF	3,400.000	1,600.000	1,800.000
0660	650.8000	CONSTRUCTION STAKING RESURFACING REFERENCE	LF	144,500.000	69,200.000	75,300.000
0670	650.9910	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 01. 1197-18-75	LS	1.000	1.000	
0680	650.9910	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 02. 1197-18-76	LS	1.000		1.000
0690	690.0150	SAWING ASPHALT	LF	540.000	299.000	241.000
0700	690.0250	SAWING CONCRETE	LF	180,632.000	90,247.000	90,385.000
0710	SPV.0045	SPECIAL 01. PORTABLE CHANGEABLE MESSAGE SIGN (PCMS) CELLULAR COMMUNICATIONS	DAY	600.000	300.000	300.000
0720	SPV.0105	SPECIAL 01. MATERIAL TRANSFER VEHICLE 1197-18-75	LS	1.000	1.000	
0730	SPV.0105	SPECIAL 02. PREPARE FOUNDATION FOR ASPHALTIC PAVING SPECIAL 1197-18-75	LS	1.000	1.000	
0740	SPV.0105	SPECIAL 03. MATERIAL TRANSFER VEHICLE 1197-18-76	LS	1.000		1.000
0750	SPV.0105	SPECIAL 04. PREPARE FOUNDATION FOR ASPHALTIC PAVING SPECIAL 1197-18-76	LS	1.000		1.000
0760	SPV.0170	SPECIAL 01. REHEATING HMA PAVEMENT LONGITUDINAL JOINTS SPECIAL	STA	1,265.000	620.000	645.000
0770	SPV.0180	SPECIAL 01. CONCRETE PAVEMENT REPAIR NON DOWELED SPECIAL	SY	8,900.000	4,400.000	4,500.000
0780	SPV.0180	SPECIAL 02. CONCRETE PAVEMENT REPLACEMENT NON DOWELED SPECIAL	SY	1,000.000	500.000	500.000
0790	SPV.0180	SPECIAL 03. CONCRETE PAVEMENT CENTERLINE JOINT REPAIR	SY	6,000.000	3,000.000	3,000.000
0800	SPV.0195	SPECIAL 01. ASPHALTIC SURFACE SPECIAL	TON	29,055.000	14,090.000	14,965.000

3

REMOVING BUTT JOINTS

STATION	- STATION	LOCATION	204.0105 REMOVING PAVEMENT BUTT JOINTS SY	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	REMARKS
PROJECT 1197-18-75					
SB USH 53					
663+22	- 665+72	LT & RT	972		BEGIN OVERLAY (SEGMENT 2)
693+98		LT		140	SHORT CUT RD
742+39		LT		210	CTH D
750+88		LT		160	KLEIN RD
773+48		LT		110	MILLER LAKE RD
786+09		LT		175	STH 253
797+88		LT		130	BOOT LAKE RD
885+53	- 888+03	LT & RT	972		END OVERLAY (SEGMENT 3)
935+88	- 938+38	LT & RT	972		BEGIN OVERLAY (SEGMENT 4)
1003+14		LT		250	WILDCAT RD SOUTH
1074+70		LT		120	CRANBERRY RD SOUTH
1196+67	- 1198+67	LT & RT	778		BRIDGE APPROACH
1199+40	- 1201+40	LT & RT	778		BRIDGE APPROACH
1216+18		LT		120	OJIBWA RD
1271+26		LT		180	CTH H
1297+48	- 1299+48	LT & RT	778		BRIDGE APPROACH
1302+70	- 1304+70	LT & RT	778		BRIDGE APPROACH
1339+80	- 1342+30	LT & RT	972		END PROJECT (SEGMENT 5)
STH 70					
RAMP SW					
224+10	- 224+60	LT & RT		135	BEGIN CONSTRUCTION EB
227+93	- 228+43	LT & RT		140	STRUCTURE EB
		RT	400		SW TERMINAL CONNECTION
RAMP NW					
234+01	- 234+51	LT & RT		125	BEGIN CONSTRUCTION WB
237+94	- 238+44	LT & RT		140	STRUCTURE WB
		LT	260		NW TERMINAL CONNECTION
USH 63					
RAMP BB					
2992+90	- 2993+40	LT	130		
PROJECT TOTALS (1197-18-75; SB USH 53)			7790	2135	

REMOVING BUTT JOINTS (CONTINUED)

STATION	- STATION	LOCATION	204.0105 REMOVING PAVEMENT BUTT JOINTS SY	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	REMARKS
PROJECT 1197-18-76					
NB USH 53					
403+47	- 405+98	LT & RT	972		BEGIN OVERLAY (SEGMENT 1)
432+61	- 435+11	LT & RT	972		END OVERLAY (SEGMENT 1)
663+16	- 665+66	LT & RT	972		BEGIN OVERLAY (SEGMENT 2)
742+29		RT		240	CTH D
773+22		RT		100	MILLER LAKE RD
797+87		RT		130	BOOT LAKE RD
885+58	- 888+08	LT & RT	972		OVERLAY ENDING (SEGMENT 3)
935+88	- 938+38	LT & RT	972		OVERLAY BEGINNING (SEGMENT 4)
1003+44		RT		125	WILDCAT RD SOUTH
1024+84		RT		240	WILDCAT RD NORTH
1092+65		RT		130	CRANBERRY RD NORTH
1196+94	- 1198+94	LT & RT	778		BRIDGE APPROACH
1199+67	- 1201+67	LT & RT	778		BRIDGE APPROACH
1216+18		RT		120	OJIBWA RD
1257+89		RT		120	BITTERSWEET DR
1271+27		RT		160	CTH H
1298+17	- 1300+17	LT & RT	778		BRIDGE APPROACH
1303+39	- 1305+39	LT & RT	778		BRIDGE APPROACH
1338+95	- 1341+45	LT & RT	972		END PROJECT (SEGMENT 5)
STH 70					
RAMP SE					
230+77	- 231+27	LT & RT		140	STRUCTURE EB
234+66	- 235+16	LT & RT		150	END CONSTRUCTION EB
			260		SE TERMINAL CONNECTION
RAMP NE					
240+77	- 241+27	LT & RT		140	STRUCTURE WB
244+56	- 245+06	LT & RT		145	END CONSTRUCTION WB
			345		NE TERMINAL CONNECTION
USH 63					
RAMP AA					
2000+80	- 2001+30	LT	131		
PROJECT TOTALS (1197-18-76; NB USH 53)			9680	1940	
ITEM TOTALS			17470	4075	

REMOVING ASPHALTIC SURFACE MILLING

STATION	- STATION	LOCATION	204.0120 SY	REMARKS
PROJECT 1197-18-75; SB USH 53				
STH 70				
RAMP SW				
224+60	- 227+93	LT & RT	825	EB MAINLINE
RAMP NW				
234+51	- 237+94	LT & RT	1120	WB MAINLINE
PROJECT SUBTOTAL (1197-18-75; SB USH 53)			1945	
PROJECT 1197-18-76; NB USH 53				
STH 70				
RAMP SE				
231+27	- 234+66	LT & RT	1150	EB MAINLINE
RAMP NE				
241+27	- 244+56	LT & RT	870	WB MAINLINE
PROJECT TOTALS (1197-18-76; NB USH 53)			2020	
ITEM TOTAL			3965	

SHAPING SHOULDERS

STATION - STATION	LOCATION	305.0500 STA	REMARKS
PROJECT 1197-18-75			
STH 70 EB			
226+30 - 228+47	RT	2	
230+80 - 233+83	RT	3	
STH 70 WB			
235+30 - 238+37	LT	3	
240+74 - 242+53	LT	2	
PROJECT SUBTOTAL (1197-18-75; SB USH 53)		10	
PROJECT 1197-18-76			
PROJECT SUBTOTAL (1197-18-76; NB USH 53)		0	
ITEM TOTAL		10	

NOTE: ALL ITEMS AND QUANTITIES ON THIS SHEET ARE FOR ENGINEER ESTIMATE CATEGORY 0010, UNLESS OTHERWISE NOTED.

BASE AGGREGATE DENSE

STATION	-	STATION	305.0110 3/4-INCH TONS LT	TONS RT	305.0120 1 1/4-INCH TONS	REMARKS
PROJECT 1197-18-75						
SB USH 53						
245+76	-	252+33	20	20		SHOULDER - PROJECT BEGIN - 26TH AVE
252+33	-	354+57	311	311		SHOULDER - 26TH AVE - CTH V PROJECT BEGIN
405+68	-	462+43	179	179		SHOULDER - CTH V PROJECT END - 29 3/4 AVE
462+43	-	476+48	42	42		SHOULDER - 29 3/4 AVE - 30TH AVE
476+48	-	529+21	157	157		SHOULDER - 30TH AVE - PIERCE RD
529+21	-	558+59	90	90		SHOULDER - PIERCE RD - A & J RD
558+59	-	585+88	83	83		SHOULDER - A & J RD - LONG LAKE RD
585+88	-	626+06	124	124		SHOULDER - LONG LAKE RD - DUCK POND RD
626+06	-	665+19	121	121		SHOULDER - DUCK POND RD - PINE GROVE RD
665+19	-	693+99	68	218		SHOULDER - PINE GROVE RD - SHORT CUT RD
693+99	-	742+40	110	376		SHOULDER - SHORT CUT RD - CTH D
742+40	-	750+88	17	59		SHOULDER - CTH D - KLEIN RD
750+88	-	773+48	49	178		SHOULDER - KLEIN RD - MILLER LAKE RD
773+48	-	786+09	27	94		SHOULDER - MILLER LAKE RD - STH 253
786+09	-	797+88	23	89		SHOULDER - STH 253 - BOOT LAKE RD
797+88	-	912+47	202	671		SHOULDER - BOOT LAKE RD - CTH B
912+47	-	1003+15	144	496		SHOULDER - CTH B - WILDCAT RD SOUTH
1003+15	-	1024+83	23	120		SHOULDER - WILDCAT RD SOUTH - WILDCAT RD NORTH
1024+83	-	1074+71	63	301		SHOULDER - WILDCAT RD NORTH - CRANBERRY RD SOUTH
1074+71	-	1092+73	25	106		SHOULDER - CRANBERRY RD SOUTH - CRANBERRY RD NORTH
1092+73	-	1216+19	143	719		SHOULDER - CRANBERRY RD NORTH - OJIBWA RD
1216+19	-	1257+88	48	221		SHOULDER - OJIBWA RD - BITTERSWEET DR
1257+88	-	1271+27	14	49		SHOULDER - BITTERSWEET DR - CTH H
1271+27	-	1339+80	69	395		SHOULDER - CTH H - PROJECT END
STH 70						
SW RAMP			30	14		
NW RAMP			21	11		
USH 63						
RAMP BB			40	45		
DRIVEWAYS & CROSSOVERS				360		
UNDISTRIBUTED				438	250	
SUBTOTALS			2243	6087	250	
PROJECT TOTALS (1197-18-75; SB USH 5				8330	250	

BASE AGGREGATE DENSE (CONTINUED)

STATION	-	STATION	305.0110 3/4-INCH TONS LT	TONS RT	305.0120 1 1/4-INCH TONS	REMARKS
PROJECT 1197-18-76						
NB USH 53						
245+76	-	252+63	11	11		SHOULDER - BEGIN - 26TH AVE
252+63	-	311+22	184	184		SHOULDER - 26TH AVE - 27TH AVE
311+22	-	354+74	137	137		SHOULDER - 27TH AVE - CTH V PROJECT BEGIN
405+98	-	462+41	164	31		SHOULDER - CTH V PROJECT END - 29 3/4 AVE
462+41	-	476+28	42	42		SHOULDER - 29 3/4 AVE - 30TH AVE
476+28	-	528+92	161	161		SHOULDER - 30TH AVE - PIERCE RD
528+92	-	558+36	91	91		SHOULDER - PIERCE RD - A & J RD
558+36	-	585+60	84	84		SHOULDER - A & J RD - LONG LAKE RD
585+60	-	626+01	123	123		SHOULDER - LONG LAKE RD - DUCK POND RD
626+01	-	665+16	121	121		SHOULDER - DUCK POND RD - PINE GROVE RD
665+16	-	693+87	224	62		SHOULDER - PINE GROVE RD - SHORT CUT RD
693+87	-	742+29	384	110		SHOULDER - SHORT CUT RD - CTH D
742+29	-	750+67	59	17		SHOULDER - CTH D - KLEIN RD
750+67	-	773+22	138	40		SHOULDER - KLEIN RD - MILLER LAKE RD
773+22	-	785+75	96	27		SHOULDER - MILLER LAKE RD - STH 253
785+75	-	797+87	48	27		SHOULDER - STH 253 - BOOT LAKE RD
797+87	-	911+98	709	205		SHOULDER - BOOT LAKE RD - CTH B
911+98	-	1003+44	499	144		SHOULDER - CTH B - WILDCAT RD SOUTH
1003+44	-	1024+84	113	26		SHOULDER - WILDCAT RD SOUTH - WILDCAT RD NORTH
1024+84	-	1074+62	270	56		SHOULDER - WILDCAT RD NORTH - CRANBERRY RD SOUTH
1074+62	-	1092+65	105	23		SHOULDER - CRANBERRY RD SOUTH - CRANBERRY RD NORTH
1092+65	-	1216+18	715	120		SHOULDER - CRANBERRY RD NORTH - OJIBWA RD
1216+18	-	1257+89	249	62		SHOULDER - OJIBWA RD - BITTERSWEET DR
1257+89	-	1271+27	74	23		SHOULDER - BITTERSWEET DR - CTH H
1271+27	-	1338+95	390	53		SHOULDER - CTH H - PROJECT END
STH 70						
SE RAMP			11	21		
NE RAMP			13	35		
USH 63						
RAMP AA			34	45		
RAMP CC			12	26		
RAMP DD			8	3		
DRIVEWAYS & CROSSOVERS				360		
UNDISTRIBUTED				436	250	
SUBTOTALS			5269	2906	250	
PROJECT TOTALS (1197-18-76; NB USH 5				8175	250	
ITEM TOTALS				16505	500	

NOTE: ALL ITEMS AND QUANTITIES ON THIS SHEET ARE FOR ENGINEER ESTIMATE CATEGORY 0010, UNLESS OTHERWISE NOTED.

HMA PAVEMENT

STATION	-	STATION	LOCATION	455.0110 ASPHALTIC MATERIAL PG-58-34 TON	455.0605 TACK COAT GAL	460.1103 TYPE E-3 TON	REMARKS
PROJECT 1197-18-75							
SB USH 53							
247+00	-	252+33	LT/RT		21		PROJECT BEGIN - 26TH AVE
252+33	-	354+57	LT/RT		333		26TH AVE - CTH V PROJECT BEGIN
405+68	-	462+43	LT/RT		189		CTH V PROJECT END - 29 3/4 AVE
462+43	-	476+48	LT/RT		44		29 3/4 AVE - 30TH AVE
476+48	-	529+21	LT/RT		169		30TH AVE - PIERCE RD
529+21	-	558+59	LT/RT		96		PIERCE RD - A & J RD
558+59	-	585+88	LT/RT		89		A & J RD - LONG LAKE RD
585+88	-	626+06	LT/RT		132		LONG LAKE RD - DUCK POND RD
626+06	-	665+19	LT/RT		128		DUCK POND RD - PINE GROVE RD
665+19	-	693+99	LT/RT	106	1148	1773	PINE GROVE RD - SHORT CUT RD
693+99	-	742+40	LT/RT	184	1977	3067	SHORT CUT RD - CTH D
742+40	-	750+88	LT/RT	52	461	861	CTH D - KLEIN RD
750+88	-	773+48	LT/RT	89	922	1475	KLEIN RD - MILLER LAKE RD
773+48	-	786+09	LT/RT	54	554	899	MILLER LAKE RD - STH 253
786+09	-	797+88	LT/RT	56	524	938	STH 253 - BOOT LAKE RD
797+88	-	912+47	LT/RT	314	3454	5228	BOOT LAKE RD - CTH B
912+47	-	1003+15	LT/RT	197	2679	3290	CTH B - WILDCAT RD SOUTH
1003+15	-	1024+83	LT/RT	96	920	1607	WILDCAT RD SOUTH - WILDCAT RD NORTH
1024+83	-	1074+71	LT/RT	148	2033	2470	WILDCAT RD NORTH - CRANBERRY RD SOUTH
1074+71	-	1092+73	LT/RT	54	739	901	CRANBERRY RD SOUTH - CRANBERRY RD NORTH
1092+73	-	1216+19	LT/RT	348	4759	5795	CRANBERRY RD NORTH - OJIBWA RD
1216+19	-	1257+88	LT/RT	121	1687	2018	OJIBWA RD - BITTERSWEET DR
1257+88	-	1271+27	LT/RT	42	568	702	BITTERSWEET DR - CTH H
1271+27	-	1339+80	LT/RT	194	2534	3231	CTH H - PROJECT END
STH 70							
SW RAMP					297		
NW RAMP					200		
EB MAINLINE					41		
WB MAINLINE					56		
USH 63							
RAMP BB					496		
PROJECT TOTALS (1197-18-75; SB USH 53)				2055	27250	34255	

HMA PAVEMENT (CONTINUED)

STATION	-	STATION	LOCATION	455.0110 ASPHALTIC MATERIAL PG-58-34 TON	455.0605 TACK COAT GAL	460.1103 TYPE E-3 TON	REMARKS
PROJECT 1197-18-76							
NB USH 53							
245+76	-	252+63	LT/RT		17		BEGIN - 26TH AVE
252+63	-	311+22	LT/RT		191		26TH AVE - 27TH AVE
311+22	-	354+74	LT/RT		143		27TH AVE - CTH V PROJECT BEGIN
405+98	-	462+41	LT/RT	74	1134	1230	CTH V PROJECT END - 29 3/4 AVE
462+41	-	476+28	LT/RT		43		29 3/4 AVE - 30TH AVE
476+28	-	528+92	LT/RT		169		30TH AVE - PIERCE RD
528+92	-	558+36	LT/RT		95		PIERCE RD - A & J RD
558+36	-	585+60	LT/RT		86		A & J RD - LONG LAKE RD
585+60	-	626+01	LT/RT		129		LONG LAKE RD - DUCK POND RD
626+01	-	665+16	LT/RT		128		DUCK POND RD - PINE GROVE RD
665+16	-	693+87	LT/RT	103	1156	1721	PINE GROVE RD - SHORT CUT RD
693+87	-	742+29	LT/RT	190	2007	3171	SHORT CUT RD - CTH D
742+29	-	750+67	LT/RT	40	399	667	CTH D - KLEIN RD
750+67	-	773+22	LT/RT	84	913	1406	KLEIN RD - MILLER LAKE RD
773+22	-	785+75	LT/RT	56	580	931	MILLER LAKE RD - STH 253
785+75	-	797+87	LT/RT	50	538	834	STH 253 - BOOT LAKE RD
797+87	-	911+98	LT/RT	312	3429	5207	BOOT LAKE RD - CTH B
911+98	-	1003+44	LT/RT	207	2704	3450	CTH B - WILDCAT RD SOUTH
1003+44	-	1024+84	LT/RT	99	978	1658	WILDCAT RD SOUTH - WILDCAT RD NORTH
1024+84	-	1074+62	LT/RT	143	1985	2388	WILDCAT RD NORTH - CRANBERRY RD SOUTH
1074+62	-	1092+65	LT/RT	54	739	896	CRANBERRY RD SOUTH - CRANBERRY RD NORTH
1092+65	-	1216+18	LT/RT	347	4693	5776	CRANBERRY RD NORTH - OJIBWA RD
1216+18	-	1257+89	LT/RT	123	1726	2047	OJIBWA RD - BITTERSWEET DR
1257+89	-	1271+27	LT/RT	52	647	867	BITTERSWEET DR - CTH H
1271+27	-	1338+95	LT/RT	185	2443	3046	CTH H - PROJECT END
STH 70							
SE RAMP					201		
NE RAMP					291		
EB MAINLINE					57		
WB MAINLINE					43		
USH 63							
RAMP AA					525		
RAMP CC					378		
RAMP DD					68		
PROJECT TOTALS (1197-18-76; NB USH 53)				2120	28635	35295	
ITEM TOTALS				4175	55885	69550	

* PREPARATION OF FOUNDATION FOR ASPHALTIC PAVING SPECIAL IS REQUIRED ON ALL MAINLINE PAVING LOCATIONS ON USH 53, STH70 AN

NOTE: ALL ITEMS AND QUANTITIES ON THIS SHEET ARE FOR ENGINEER ESTIMATE CATEGORY 0010, UNLESS OTHERWISE NOTED.

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ASPHALTIC SURFACE SPECIAL

STATION	-	STATION	LOCATION	SPV.0195.01 TON	REMARKS
PROJECT 1197-18-75					
SB USH 53					
245+76	-	252+33	LT & RT	35	SHOULDER: PROJECT BEGIN - 26TH AVE
252+33	-	354+57	LT & RT	560	SHOULDER: 26TH AVE - CTH V PROJECT BEGIN
405+68	-	462+43	LT & RT	318	SHOULDER: CTH V PROJECT END - 29 3/4 AVE
462+43	-	476+48	LT & RT	75	SHOULDER: 29 3/4 AVE - 30TH AVE
476+48	-	529+21	LT & RT	284	SHOULDER: 30TH AVE - PIERCE RD
529+21	-	558+59	LT & RT	162	SHOULDER: PIERCE RD - A & J RD
558+59	-	585+88	LT & RT	149	SHOULDER: A & J RD - LONG LAKE RD
585+88	-	626+06	LT & RT	222	SHOULDER: LONG LAKE RD - DUCK POND RD
626+06	-	665+19	LT & RT	215	SHOULDER: DUCK POND RD - PINE GROVE RD
665+19	-	693+99	LT	459	SHOULDER: PINE GROVE RD - SHORT CUT RD
693+99	-	742+40	LT	790	SHOULDER: SHORT CUT RD - CTH D
742+40	-	750+88	LT	42	SHOULDER: CTH D - KLEIN RD
750+88	-	773+48	LT	331	SHOULDER: KLEIN RD - MILLER LAKE RD
773+48	-	786+09	LT	187	SHOULDER: MILLER LAKE RD - STH 253
786+09	-	797+88	LT	89	SHOULDER: STH 253 - BOOT LAKE RD
797+88	-	912+47	LT	1530	SHOULDER: BOOT LAKE RD - CTH B
912+47	-	1003+15	LT	1008	SHOULDER: CTH B - WILDCAT RD SOUTH
1003+15	-	1024+83	LT	196	SHOULDER: WILDCAT RD SOUTH - WILDCAT RD NORTH
1024+83	-	1074+71	LT	661	SHOULDER: WILDCAT RD NORTH - CRANBERRY RD SOUTH
1074+71	-	1092+73	LT	238	SHOULDER: CRANBERRY RD SOUTH - CRANBERRY RD NORTH
1092+73	-	1216+19	LT	1504	SHOULDER: CRANBERRY RD NORTH - OJIBWA RD
1216+19	-	1257+88	LT	580	SHOULDER: OJIBWA RD - BITTERSWEET DR
1257+88	-	1271+27	LT	170	SHOULDER: BITTERSWEET DR - CTH H
1271+27	-	1339+80	LT	668	SHOULDER: CTH H - PROJECT END
STH 70					
SW RAMP			LT & RT	585	RAMP & RAMP SHOULDER
NW RAMP			LT & RT	391	RAMP & RAMP SHOULDER
EB MAINLINE			LT & RT	71	
WB MAINLINE			LT & RT	95	
USH 63					
RAMP BB			LT & RT	966	RAMP & RAMP SHOULDER
UNDISTRIBUTED			LT & RT	1509	
PROJECT TOTAL (1197-18-75; SB USH 53)				14090	

*STATION VALUES LISTED ARE TO EACH CROSS ROAD. SHOULDERS END WHERE THEY MEET THE TURN LANE
**PAVEMENT FOR DRIVEWAYS AND CROSSOVER IS ASPHALTIC SURFACE SPECIAL. THE QUANTITY IS INCLUDED IN THE SHOULDER CALCULATIONS

SILT FENCE

STATION - STATION	LOCATION	628.1504 L.F.	628.1520 MAINTENANCE L.F.	REMARKS
PROJECT 1197-18-75				
SB USH 53				
247+00 - 1339+80	LT & RT	200	200	
PROJECT TOTALS (1197-18-75; SB USH 53)		200	200	
PROJECT 1197-18-76				
NB USH 53				
245+76 - 1338+95	LT & RT	200	200	
PROJECT TOTALS (1197-18-76; NB USH 53)		200	200	
ITEM TOTALS		400	400	

ASPHALTIC SURFACE SPECIAL (CONTINUED)

STATION	-	STATION	LOCATION	SPV.0195.01 TON	REMARKS
PROJECT 1197-18-76					
NB USH 53					
245+76	-	252+63	LT & RT	28	SHOULDER: BEGIN - 26TH AVE
252+63	-	311+22	LT & RT	321	SHOULDER: 26TH AVE - 27TH AVE
311+22	-	354+74	LT & RT	240	SHOULDER: 27TH AVE - CTH V PROJECT BEGIN
405+98	-	462+41	LT & RT	165	SHOULDER: CTH V PROJECT END - 29 3/4 AVE
462+41	-	476+28	LT & RT	72	SHOULDER: 29 3/4 AVE - 30TH AVE
476+28	-	528+92	LT & RT	284	SHOULDER: 30TH AVE - PIERCE RD
528+92	-	558+36	LT & RT	159	SHOULDER: PIERCE RD - A & J RD
558+36	-	585+60	LT & RT	145	SHOULDER: A & J RD - LONG LAKE RD
585+60	-	626+01	LT & RT	217	SHOULDER: LONG LAKE RD - DUCK POND RD
626+01	-	665+16	LT & RT	214	SHOULDER: DUCK POND RD - PINE GROVE RD
665+16	-	693+87	RT	521	SHOULDER: PINE GROVE RD - SHORT CUT RD
693+87	-	742+29	RT	756	SHOULDER: SHORT CUT RD - CTH D
742+29	-	750+67	RT	114	SHOULDER: CTH D - KLEIN RD
750+67	-	773+22	RT	383	SHOULDER: KLEIN RD - MILLER LAKE RD
773+22	-	785+75	RT	205	SHOULDER: MILLER LAKE RD - STH 253
785+75	-	797+87	RT	220	SHOULDER: STH 253 - BOOT LAKE RD
797+87	-	911+98	RT	1514	SHOULDER: BOOT LAKE RD - CTH B
911+98	-	1003+44	RT	926	SHOULDER: CTH B - WILDCAT RD SOUTH
1003+44	-	1024+84	RT	259	SHOULDER: WILDCAT RD SOUTH - WILDCAT RD NORTH
1024+84	-	1074+62	RT	666	SHOULDER: WILDCAT RD NORTH - CRANBERRY RD SOUTH
1074+62	-	1092+65	RT	243	SHOULDER: CRANBERRY RD SOUTH - CRANBERRY RD NORTH
1092+65	-	1216+18	RT	1450	SHOULDER: CRANBERRY RD NORTH - OJIBWA RD
1216+18	-	1257+89	RT	612	SHOULDER: OJIBWA RD - BITTERSWEET DR
1257+89	-	1271+27	RT	129	SHOULDER: BITTERSWEET DR - CTH H
1271+27	-	1338+95	RT	448	SHOULDER: CTH H - PROJECT END
STH 70					
SE RAMP			LT & RT	394	RAMP & RAMP SHOULDER
NE RAMP			LT & RT	570	RAMP & RAMP SHOULDER
EB MAINLINE			LT & RT	96	
WB MAINLINE			LT & RT	73	
USH 63					
RAMP AA			LT & RT	1062	RAMP & RAMP SHOULDER
RAMP CC			LT & RT	741	RAMP & RAMP SHOULDER
RAMP DD			LT & RT	134	RAMP & RAMP SHOULDER
UNDISTRIBUTED			LT & RT	1604	
PROJECT TOTAL (1197-18-76; NB USH 53)				14965	
ITEM TOTAL				29055	

*STATION VALUES LISTED ARE TO EACH CROSS ROAD. SHOULDERS END WHERE THEY MEET THE TURN LANE.
**PAVEMENT FOR DRIVEWAYS AND CROSSOVER IS ASPHALTIC SURFACE SPECIAL. THE QUANTITY IS INCLUDED IN THE SHOULDER CALCULATIONS

MOBILIZATIONS EROSION CONTROL

STATION - STATION	628.1905 EROSION CONTROL EACH	628.1910 EMERGENCY EROSION CONTROL EACH	REMARKS
PROJECT 1197-18-75			
SB USH 53			
247+00 - 1339+80	4	5	
PROJECT TOTALS (1197-18-75; SB USH 53)	4	5	
PROJECT 1197-18-76			
NB USH 53			
245+76 - 1338+95	4	5	
PROJECT TOTALS (1197-18-76; NB USH 53)	4	5	
ITEM TOTALS	8	10	

NOTE: ALL ITEMS AND QUANTITIES ON THIS SHEET ARE FOR ENGINEER ESTIMATE CATEGORY 0010, UNLESS OTHERWISE NOTED.

ASPHALTIC SHOULDER RUMBLE STRIP

STATION		STATION	LOCATION	465.0400 LF	REMARKS
PROJECT 1197-18-75					
SB USH 53					
247+00	-	252+33	LT/RT	1115	PROJECT BEGIN - 26TH AVE
252+33	-	354+57	LT/RT	19600	26TH AVE - CTH V PROJECT BEGIN
405+68	-	462+43	LT/RT	11130	CTH V PROJECT END - 29 3/4 AVE
462+43	-	476+48	LT/RT	2505	29 3/4 AVE - 30TH AVE
476+48	-	529+21	LT/RT	9425	30TH AVE - PIERCE RD
529+21	-	558+59	LT/RT	7090	PIERCE RD - A & J RD
558+59	-	585+88	LT/RT	5020	A & J RD - LONG LAKE RD
585+88	-	626+06	LT/RT	7140	LONG LAKE RD - DUCK POND RD
626+06	-	665+19	LT/RT	6995	DUCK POND RD - PINE GROVE RD
665+19	-	693+99	LT/RT	5170	PINE GROVE RD - SHORT CUT RD
693+99	-	742+40	LT/RT	8970	SHORT CUT RD - CTH D
742+40	-	750+88	LT/RT	550	CTH D - KLEIN RD
750+88	-	773+48	LT/RT	4050	KLEIN RD - MILLER LAKE RD
773+48	-	786+09	LT/RT	2215	MILLER LAKE RD - STH 253
786+09	-	797+88	LT/RT	1720	STH 253 - BOOT LAKE RD
797+88	-	885+54	LT/RT	17355	BOOT LAKE RD - SOUTH OF CTH B
938+38	-	1003+15	LT/RT	12135	NORTH OF CTH B - WILDCAT RD SOUTH
1003+15	-	1024+83	LT/RT	3045	WILDCAT RD SOUTH - WILDCAT RD NORTH
1024+83	-	1074+71	LT/RT	9210	WILDCAT RD NORTH - CRANBERRY RD SOUTH
1074+71	-	1092+73	LT/RT	3410	CRANBERRY RD SOUTH - CRANBERRY RD NORTH
1092+73	-	1216+19	LT/RT	22525	CRANBERRY RD NORTH - OJIBWA RD
1216+19	-	1257+88	LT/RT	8085	OJIBWA RD - BITTERSWEET DR
1257+88	-	1271+27	LT/RT	2365	BITTERSWEET DR - CTH H
1271+27	-	1339+80	LT/RT	11475	CTH H - PROJECT END
PROJECT TOTAL (1197-18-75: SB USH 53)				182300	
PROJECT 1197-18-76					
NB USH 53					
245+76	-	252+63	LT/RT	770	BEGIN - 26TH AVE
252+63	-	311+22	LT/RT	11100	26TH AVE - 27TH AVE
311+22		354+74	LT/RT	8540	27TH AVE - CTH V PROJECT BEGIN
405+98	-	462+41	LT/RT	11045	CTH V PROJECT END - 29 3/4 AVE
462+41	-	476+28	LT/RT	2110	29 3/4 AVE - 30TH AVE
476+28	-	528+92	LT/RT	11305	30TH AVE - PIERCE RD
528+92	-	558+36	LT	5210	PIERCE RD - A & J RD
558+36	-	585+60	LT	4710	A & J RD - LONG LAKE RD
585+60	-	626+01	LT	7150	LONG LAKE RD - DUCK POND RD
626+01	-	665+16	LT	6950	DUCK POND RD - PINE GROVE RD
665+16	-	693+87	LT/RT	5195	PINE GROVE RD - SHORT CUT RD
693+87	-	742+29	LT/RT	8475	SHORT CUT RD - CTH D
742+29	-	750+67	LT/RT	1130	CTH D - KLEIN RD
750+67	-	773+22	LT/RT	4320	KLEIN RD - MILLER LAKE RD
773+22	-	785+75	LT/RT	1845	MILLER LAKE RD - STH 253
785+75	-	797+97	LT/RT	2170	STH 253 - BOOT LAKE RD
797+97	-	885+58	LT/RT	17340	BOOT LAKE RD - SOUTH OF CTH B
938+38	-	1003+44	LT/RT	11430	NORTH OF CTH B - WILDCAT RD SOUTH
1003+44	-	1024+84	LT/RT	2935	WILDCAT RD SOUTH - WILDCAT RD NORTH
1024+84	-	1074+62	LT/RT	9565	WILDCAT RD NORTH - CRANBERRY RD SOUTH
1074+62	-	1092+65	LT/RT	3410	CRANBERRY RD SOUTH - CRANBERRY RD NORTH
1092+65	-	1216+18	LT/RT	22800	CRANBERRY RD NORTH - OJIBWA RD
1216+18	-	1257+89	LT/RT	8055	OJIBWA RD - BITTERSWEET DR
1257+89	-	1271+27	LT/RT	1665	BITTERSWEET DR - CTH H
1271+27	-	1338+95	LT/RT	10770	CTH H - PROJECT END
PROJECT TOTAL (1197-18-76: NB USH 53)				179995	
ITEM TOTAL				362295	

NOTE: ALL ITEMS AND QUANTITIES ON THIS SHEET ARE FOR ENGINEER ESTIMATE CATEGORY 0010, UNLESS OTHERWISE NOTED.

BARRIER SYSTEM GRADING SHAPING FINISHING

STATION	LOCATION	*COMMON EXCAVATION CY	*FILL CY	*BORROW EXCAVATION CY	*SALVAGED TOPSOIL SY	*FERTILIZER TYPE B CWT	*SEEDING LB	*MULCHING SY	614.0010 EACH
PROJECT 1197-18-76									
NB USH 53									
2008+70	RT	15	115	100	710	0.4	19	710	1
PROJECT TOTALS (1197-18-76; NB USH 53)		15	115	100	710	0.4	19	710	1
ITEM TOTALS		15	115	100	710	0.4	19	710	1

*ITEMS AND QUANTITIES LISTED FOR BID INFORMATION ONLY

GUARDRAIL ITEMS

STATION - STATION	LOCATION	614.0920 SALVAGED RAIL LF	614.2300 MGS GUARDRAIL 3 LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.2620 MGS GUARDRAIL TERMINAL TYPE 2 EACH
PROJECT 1197-18-76					
NB USH 53					
2008+70 - 2012+11	USH 63, RT	253	287.5	**1**	1
PROJECT TOTALS (1197-18-76; NB USH 53)		253	287.5	**1**	1
ITEM TOTALS		253	287.5	**1**	1

DELINEATORS AND MARKERS

STATION - STATION	LOCATION	204.0180 REMOVING DELINEATOR & MARKERS EACH	633.0100 DELINEATOR POST STEEL EACH	633.0500 DELINEATOR REFLECTOR EACH	REMARKS
PROJECT 1197-18-75					
SB USH 53					
252+33 - 354+57	LT	25	25	25	26TH AVE - CTH V PROJECT BEGIN
405+68 - 462+43	LT	14	14	14	CTH V PROJECT END - 29 3/4 AVE
462+43 - 476+48	LT	3	3	3	29 3/4 AVE - 30TH AVE
476+48 - 529+21	LT	12	12	12	30TH AVE - PIERCE RD
529+21 - 558+59	LT	7	7	7	PIERCE RD - A & J RD
558+59 - 585+88	LT	7	7	7	A & J RD - LONG LAKE RD
585+88 - 626+06	LT	9	9	9	LONG LAKE RD - DUCK POND RD
626+06 - 665+19	LT	9	9	9	DUCK POND RD - PINE GROVE RD
665+19 - 693+99	LT	7	7	7	PINE GROVE RD - SHORT CUT RD
693+99 - 742+40	LT	11	11	11	SHORT CUT RD - CTH D
742+40 - 750+88	LT	2	2	2	CTH D - KLEIN RD
750+88 - 773+48	LT	5	5	5	KLEIN RD - MILLER LAKE RD
773+48 - 786+09	LT	2	2	2	MILLER LAKE RD - STH 253
786+09 - 797+88	LT	3	3	3	STH 253 - BOOT LAKE RD
797+88 - 912+47	LT	21	21	21	BOOT LAKE RD - CTH B
912+47 - 1003+15	LT	16	16	16	CTH B - WILDCAT RD SOUTH
1003+15 - 1024+83	LT	5	5	5	WILDCAT RD SOUTH - WILDCAT RD NORTH
1024+83 - 1074+71	LT	12	12	12	WILDCAT RD NORTH - CRANBERRY RD SOUTH
1074+71 - 1092+73	LT	3	3	3	CRANBERRY RD SOUTH - CRANBERRY RD NORTH
1092+73 - 1216+19	LT	34	34	34	CRANBERRY RD NORTH - OJIBWA RD
1216+19 - 1257+88	LT	9	9	9	OJIBWA RD - BITTERSWEET DR
1257+88 - 1271+27	LT	3	3	3	BITTERSWEET DR - CTH H
1271+27 - 1339+80	LT	15	15	15	CTH H - PROJECT END
STH 70					
SW RAMP	LT	21	21	34	
NW RAMP	LT	14	14	19	
USH 63					
RAMP BB	LT	37	37	42	
PROJECT TOTALS (1197-18-75; SB USH 53)		306	306	329	

DELINEATORS AND MARKERS (CONTINUED)

STATION	-	STATION	LOCATION	204.0180 REMOVING DELINEATOR & MARKERS EACH	633.0100 DELINEATOR POST STEEL EACH	633.0500 DELINEATOR REFLECTOR EACH	REMARKS
PROJECT 1197-18-76							
NB USH 53							
252+63	-	311+22	RT	14	14	14	26TH AVE - 27TH AVE
311+22	-	354+74	RT	11	11	11	27TH AVE - CTH V PROJECT BEGIN
405+98	-	462+41	RT	14	14	14	CTH V PROJECT END - 29 3/4 AVE
462+41	-	476+28	RT	2	2	2	29 3/4 AVE - 30TH AVE
476+28	-	528+92	RT	12	12	12	30TH AVE - PIERCE RD
528+92	-	558+36	RT	6	6	6	PIERCE RD - A & J RD
558+36	-	585+60	RT	6	6	6	A & J RD - LONG LAKE RD
585+60	-	626+01	RT	9	9	9	LONG LAKE RD - DUCK POND RD
626+01	-	665+16	RT	10	10	10	DUCK POND RD - PINE GROVE RD
665+16	-	693+87	RT	7	7	7	PINE GROVE RD - SHORT CUT RD
693+87	-	742+29	RT	12	12	12	SHORT CUT RD - CTH D
742+29	-	750+67	RT	2	2	2	CTH D - KLEIN RD
750+67	-	773+22	RT	4	4	4	KLEIN RD - MILLER LAKE RD
773+22	-	785+75	RT	3	3	3	MILLER LAKE RD - STH 253
785+75	-	797+87	RT	3	3	3	STH 253 - BOOT LAKE RD
797+87	-	911+98	RT	22	22	22	BOOT LAKE RD - CTH B
911+98	-	1003+44	RT	16	16	16	CTH B - WILDCAT RD SOUTH
1003+44	-	1024+84	RT	6	6	6	WILDCAT RD SOUTH - WILDCAT RD NORTH
1024+84	-	1074+62	RT	12	12	12	WILDCAT RD NORTH - CRANBERRY RD SOUTH
1074+62	-	1092+65	RT	3	3	3	CRANBERRY RD SOUTH - CRANBERRY RD NORTH
1092+65	-	1216+18	RT	31	31	31	CRANBERRY RD NORTH - OJIBWA RD
1216+18	-	1257+89	RT	10	10	10	OJIBWA RD - BITTERSWEET DR
1257+89	-	1271+27	RT	3	3	3	BITTERSWEET DR - CTH H
1271+27	-	1338+95	RT	16	16	16	CTH H - PROJECT END
STH 70							
SE RAMP			RT	14	14	19	
NE RAMP			RT	24	24	37	
USH 63							
RAMP AA			RT	41	41	53	
RAMP CC			RT	23	23	32	
RAMP DD			RT	3	3	3	
PROJECT TOTALS (1197-18-76; NB USH 53)				339	339	378	
ITEM TOTALS				645	645	707	

TRAFFIC CONTROL

STATION	-	STATION	643.0300 DRUMS DAY	643.0420 BARRICADES TYPE III DAY	643.0800 ARROW BOARDS DAY	643.0705 WARNING LIGHTS TYPE A DAY	643.0715 WARNING LIGHTS TYPE C DAY	643.0900 SIGNS DAY	643.1050 SIGNS PCMS DAY	SPV.0045 PCMS CELLULAR COMMUNICATIONS DAY	STAGE	REMARKS
PROJECT 1197-18-75												
SB USH 53												
245+76	-	252+33	350	35		70		70			STAGE 1	PROJECT BEGIN - 26TH AVE
245+76	-	252+33	480	40		80		120			STAGE 2	PROJECT BEGIN - 26TH AVE
252+33	-	462+43	6265	560		1120		805			STAGE 1	26TH AVE - 29 3/4 AVE
252+33	-	462+43	8520	600		1200	680	880			STAGE 2	26TH AVE - 29 3/4 AVE
462+43	-	476+48	910	70		140		140			STAGE 1	29 3/4 AVE - 30TH AVE
462+43	-	476+48	760	80		160		160			STAGE 2	29 3/4 AVE - 30TH AVE
476+48	-	529+21	2275	175		350		210			STAGE 1	30TH AVE - PIERCE RD
476+48	-	529+21	2360	160		320		200			STAGE 2	30TH AVE - PIERCE RD
529+21	-	558+59	1470	105		210		140			STAGE 1	PIERCE RD - A & J RD
529+21	-	558+59	1200	80		160		80			STAGE 2	PIERCE RD - A & J RD
558+59	-	585+88	1400	105		210		210			STAGE 1	A & J RD - LONG LAKE RD
558+59	-	585+88	1320	120		240		240			STAGE 2	A & J RD - LONG LAKE RD
585+88	-	626+06	1925	140		280		175			STAGE 1	LONG LAKE RD - DUCK POND RD
585+88	-	626+06	1920	120		240		160			STAGE 2	LONG LAKE RD - DUCK POND RD
626+06	-	665+19	1680	105		210		175			STAGE 1	DUCK POND RD - PINE GROVE RD
626+06	-	665+19	1960	160		320		240			STAGE 2	DUCK POND RD - PINE GROVE RD
665+19	-	693+99	1190	70		140		140			STAGE 1	PINE GROVE RD - SHORT CUT RD
665+19	-	693+99	1680	120		240		240			STAGE 2	PINE GROVE RD - SHORT CUT RD
693+99	-	742+40	2065	175		350		210			STAGE 1	SHORT CUT RD - CTH D
693+99	-	742+40	2400	160		320		280			STAGE 2	SHORT CUT RD - CTH D
742+40	-	750+88	560	35		70		105			STAGE 1	CTH D - KLEIN RD
742+40	-	750+88	840	40		80		160			STAGE 2	CTH D - KLEIN RD
750+88	-	773+48	1120	70		140		140			STAGE 1	KLEIN RD - MILLER LAKE RD
750+88	-	773+48	1400	80		160		240			STAGE 2	KLEIN RD - MILLER LAKE RD
773+48	-	786+09	700	35		70		105			STAGE 1	MILLER LAKE RD - STH 253
773+48	-	786+09	1000	80		160		200			STAGE 2	MILLER LAKE RD - STH 253
786+09	-	797+88	770	70		140		105			STAGE 1	STH 253 - BOOT LAKE RD
786+09	-	797+88	640	40		80		160			STAGE 2	STH 253 - BOOT LAKE RD
797+88	-	912+47	4480	350		700		490			STAGE 1	BOOT LAKE RD - CTH B
797+88	-	912+47	5040	400		800		600			STAGE 2	BOOT LAKE RD - CTH B
912+47	-	1003+15	3780	245		490		350			STAGE 1	CTH B - WILDCAT RD SOUTH
912+47	-	1003+15	4240	240		480		400			STAGE 2	CTH B - WILDCAT RD SOUTH
1003+15	-	1024+83	1190	70		140		140			STAGE 1	WILDCAT RD SOUTH - WILDCAT RD NORTH
1003+15	-	1024+83	1040	40		80		120			STAGE 2	WILDCAT RD SOUTH - WILDCAT RD NORTH
1024+83	-	1074+71	2030	105		210		175			STAGE 1	WILDCAT RD NORTH - CRANBERRY RD SOUTH
1024+83	-	1074+71	2320	160		320		240			STAGE 2	WILDCAT RD NORTH - CRANBERRY RD SOUTH
1074+71	-	1092+73	980	105		210		140			STAGE 1	CRANBERRY RD SOUTH - CRANBERRY RD NORTH
1074+71	-	1092+73	920	40		80		120			STAGE 2	CRANBERRY RD SOUTH - CRANBERRY RD NORTH
1092+73	-	1216+19	4795	350		700		595			STAGE 1	CRANBERRY RD NORTH - OJIBWA RD
1092+73	-	1216+19	6520	400		800	680	720			STAGE 2	CRANBERRY RD NORTH - OJIBWA RD
1216+19	-	1257+88	1925	140		280		175			STAGE 1	OJIBWA RD - BITTERSWEET DR
1216+19	-	1257+88	1920	80		160		120			STAGE 2	OJIBWA RD - BITTERSWEET DR
1257+88	-	1271+27	875	70		140		140			STAGE 1	BITTERSWEET DR - CTH H
1257+88	-	1271+27	720	80		160		160			STAGE 2	BITTERSWEET DR - CTH H
1271+27	-	1339+80	3325	245		490		420			STAGE 1	CTH H - PROJECT END
1271+27	-	1339+80	4160	200		400		400			STAGE 2	CTH H - PROJECT END
ADVANCED WARNING			5400	150	300	300	1950	1950	300	300		
STH 70			400	40		80		160			STAGE 2	
PROJECT TOTALS (1197-18-75; SB USH 53)			105220	7140	300	14280	3310	13705	300	300		

NOTE: ALL ITEMS AND QUANTITIES ON THIS SHEET ARE FOR ENGINEER ESTIMATE CATEGORY 0010, UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL (CONTINUED)

STATION	-	STATION	643.0300 DRUMS DAY	643.0420 BARRICADES TYPE III DAY	643.0800 ARROW BOARDS DAY	643.0705 WARNING LIGHTS TYPE A DAY	643.0715 WARNING LIGHTS TYPE C DAY	643.0900 SIGNS DAY	643.1050 SIGNS PCMS DAY	SPV.0045 PCMS CELLULAR COMMUNICATIONS DAY	STAGE	REMARKS
PROJECT 1197-18-76												
NB USH 53												
ADVANCED WARNING			4950	150	300	300	1950	1950	300	300		
245+76	-	252+63	315					35			STAGE 1	BEGIN - 26TH AVE
245+76	-	252+63	480					40			STAGE 2	BEGIN - 26TH AVE
252+63	-	311+22	2135	140		280		175			STAGE 1	26TH AVE - 27TH AVE
252+63	-	311+22	3000	160		320		280			STAGE 2	26TH AVE - 27TH AVE
311+22	-	462+41	5460	420		840		700			STAGE 1	27TH AVE - 29 3/4 AVE
311+22	-	462+41	7920	520		1040	680	880			STAGE 2	27TH AVE - 29 3/4 AVE
462+41	-	476+28	700	35		70		105			STAGE 1	29 3/4 AVE - 30TH AVE
462+41	-	476+28	1040	80		160		200			STAGE 2	29 3/4 AVE - 30TH AVE
476+28	-	528+92	2100	175		350		210			STAGE 1	30TH AVE - PIERCE RD
476+28	-	528+92	2640	200		400		320			STAGE 2	30TH AVE - PIERCE RD
528+92	-	558+36	1190	70		140		105			STAGE 1	PIERCE RD - A & J RD
528+92	-	558+36	1680	80		160		200			STAGE 2	PIERCE RD - A & J RD
558+36	-	585+60	1190	70		140		175			STAGE 1	A & J RD - LONG LAKE RD
558+36	-	585+60	1600	80		160		240			STAGE 2	A & J RD - LONG LAKE RD
585+60	-	626+01	1750	140		280		175			STAGE 1	LONG LAKE RD - DUCK POND RD
585+60	-	626+01	2200	160		320		280			STAGE 2	LONG LAKE RD - DUCK POND RD
626+01	-	665+16	1680	105		210		175			STAGE 1	DUCK POND RD - PINE GROVE RD
626+01	-	665+16	1960	120		240		200			STAGE 2	DUCK POND RD - PINE GROVE RD
665+16	-	693+87	1470	105		210		175			STAGE 1	PINE GROVE RD - SHORT CUT RD
665+16	-	693+87	1200	80		160		120			STAGE 2	PINE GROVE RD - SHORT CUT RD
693+87	-	742+29	2135	175		350		210			STAGE 1	SHORT CUT RD - CTH D
693+87	-	742+29	2200	160		320		200			STAGE 2	SHORT CUT RD - CTH D
742+29	-	750+67	665	70		140		140			STAGE 1	CTH D - KLEIN RD
742+29	-	750+67	640	80		160		160			STAGE 2	CTH D - KLEIN RD
750+67	-	773+22	1190	70		140		140			STAGE 1	KLEIN RD - MILLER LAKE RD
750+67	-	773+22	1120	40		80		120			STAGE 2	KLEIN RD - MILLER LAKE RD
773+22	-	785+75	805	70		140		140			STAGE 1	MILLER LAKE RD - STH 253
773+22	-	785+75	800	40		80		120			STAGE 2	MILLER LAKE RD - STH 253
785+75	-	797+87	840	70		140		105			STAGE 1	STH 253 - BOOT LAKE RD
785+75	-	797+87	640	40		80		80			STAGE 2	STH 253 - BOOT LAKE RD
797+87	-	911+98	4375	350		700		455			STAGE 1	BOOT LAKE RD - CTH B
797+87	-	911+98	5120	360		720		520			STAGE 2	BOOT LAKE RD - CTH B
911+98	-	1003+44	3675	245		490		350			STAGE 1	CTH B - WILDCAT RD SOUTH
911+98	-	1003+44	4320	240		480		400			STAGE 2	CTH B - WILDCAT RD SOUTH
1003+44	-	1024+84	1050	105		210		140			STAGE 1	WILDCAT RD SOUTH - WILDCAT RD NORTH
1003+44	-	1024+84	1320	80		160		200			STAGE 2	WILDCAT RD SOUTH - WILDCAT RD NORTH
1024+84	-	1074+62	2030	105		210		175			STAGE 1	WILDCAT RD NORTH - CRANBERRY RD SOUTH
1024+84	-	1074+62	2320	160		320		240			STAGE 2	WILDCAT RD NORTH - CRANBERRY RD SOUTH
1074+62	-	1092+65	980	105		210		140			STAGE 1	CRANBERRY RD SOUTH - CRANBERRY RD NORTH
1074+62	-	1092+65	920	40		80		120			STAGE 2	CRANBERRY RD SOUTH - CRANBERRY RD NORTH
1092+65	-	1216+18	4620	315		630		560			STAGE 1	CRANBERRY RD NORTH - OJIBWA RD
1092+65	-	1216+18	6760	400		800		800			STAGE 2	CRANBERRY RD NORTH - OJIBWA RD
1216+18	-	1257+89	1750	140		280		175			STAGE 1	OJIBWA RD - BITTERSWEET DR
1216+18	-	1257+89	2200	120		240		240			STAGE 2	OJIBWA RD - BITTERSWEET DR
1257+89	-	1271+27	665	35		70		105			STAGE 1	BITTERSWEET DR - CTH H
1257+89	-	1271+27	1000	40		80		160			STAGE 2	BITTERSWEET DR - CTH H
1271+27	-	1338+95	2590	210		420		420			STAGE 1	CTH H - PROJECT END
1271+27	-	1338+95	4400	200		400		560			STAGE 2	CTH H - PROJECT END
END OF PROJECT								300				
STH 70			400	40		80		160			STAGE 2	
PROJECT TOTALS (1197-18-76; NB USH 53)			108190	6995	300	13990	2630	14375	300	300		
ITEM TOTALS			213410	14135	600	28270	5940	28080	600	600		

NOTE: ALL ITEMS AND QUANTITIES ON THIS SHEET ARE FOR ENGINEER ESTIMATE CATEGORY 0010, UNLESS OTHERWISE NOTED.

SIGNING ITEMS

SIGN GROUP NUMBER	SIGN CODE	SIGN MESSAGE	SIGN SIZE W X H (INCHES)	637.1220 SIGNS TYPE I REFLECTIVE SH SF	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4X6-INCH 12-ft EACH	634.0614 POSTS WOOD 4X6-INCH 14-ft EACH	634.0616 POSTS WOOD 4X6-INCH 16-ft EACH	634.0618 POSTS WOOD 4X6-INCH 18-ft EACH	635.0200 SIGN SUPPORTS STRUCTURAL LB	636.0100 SIGN SUPPORTS CONCRETE MASONRY CY	636.0500 SIGN SUPPORTS STEEL HS REINFORCEMENT LB	638.2601 REMOVING SIGNS TYPE I EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS EACH
PROJECT 1197-18-75 SB USH 53																	
1-1	R5-57	PEDESTRIAN BICYCLES PROHIBITED	36 X 36		9.00			1							**1**	1	
1-2	R6-2R	ONE WAY													**1**	1	
	R6-2L	ONE WAY															
1-3	R1-1	STOP	36 X 36		7.46					**1**					**1**	1	
	R6-3	DIVIDED HIGHWAY	30 X 24		5.00												
	R6-1R	ONE WAY	36 X 12		3.00												
	R6-1L	ONE WAY	36 X 12		3.00												
1-4	R5-1	DO NOT ENTER	36 X 36		9.00			1							**1**	1	
1-5	R5-1A	WRONG WAY	42 X 30		8.75			1							**1**	1	
2-1	D5-66R (OVERSIZE)	TUSCOBIA TRAIL/ARROW RIGHT	66 X 48		22.00				2						**1**	2	
2-2	D1-61	26TH AVE LT ARROW / RT ARROW	72 X 30		15.00			2							**1**	2	
2-4	D10-3	MILE 149	12 X 48		4.00				1						**1**	1	
3-1	R3-1	NO RIGHT TURN ARROW	36 X 36		9.00			1							**1**	1	
3-2	R5-1	DO NOT ENTER	36 X 36		9.00			1							**1**	1	
3-3	R5-1A	WRONG WAY	42 X 30		8.75			1							**1**	1	
8-11	R5-1	DO NOT ENTER	36 X 36		9.00			1							**1**	1	
8-12	R5-1A	WRONG WAY	42 X 30		8.75			1							**1**	1	
9-1	R6-2L	ONE WAY	24 X 30		5.00			1							**1**	1	
9-2	R5-1	DO NOT ENTER	36 X 36		9.00			1							**1**	1	
9-3	W6-53	CROSS TRAFFIC NEXT 5 MILES	EXISTING TO REMAIN														
9-4	R5-1A	WRONG WAY	42 X 30		8.75			1							**1**	1	
9-10	D1-1	LT ARROW / 29 3/4 AVE	102 X 21		14.88			2							**1**	2	
9-11	J4-1	SOUTH USH 53	36 X 54		13.50				1						**1**	1	
9-12	R6-2L	ONE WAY													**1**	1	
	R6-2R	ONE WAY															
9-13	R1-1	STOP	36 X 36		7.46					**1**					**1**	1	
	R6-3	DIVIDED HIGHWAY	30 X 24		5.00												
	R6-1R	ONE WAY	36 X 12		3.00												
	R6-1L	ONE WAY	36 X 12		3.00												
9-14	R5-1	DO NOT ENTER	36 X 36		9.00			1							**1**	1	
9-15	R5-1A	WRONG WAY	42 X 30		8.75			1							**1**	1	
9-16	I2-2	BARRON CO	72 X 21		10.50			2							**1**	2	
10-1	D1-61	30TH AVE LT ARROW / RT ARROW	72 X 30		15.00				2						**1**	2	
	D10-3	MILE 153	12 X 48		4.00												
10-2	R5-1	DO NOT ENTER	36 X 36		9.00			1							**1**	1	
10-3	R5-1A	WRONG WAY	42 X 30		8.75			1							**1**	1	
10-7	R5-1	DO NOT ENTER	36 X 36		9.00			1							**1**	1	
11-1	R5-1A	WRONG WAY	42 X 30		8.75			1							**1**	1	
11-3	R6-2L	ONE WAY	24 X 30		5.00			1							**1**	1	
11-4	R5-1	DO NOT ENTER	36 X 36		9.00			1							**1**	1	
11-5	R5-1A	WRONG WAY	42 X 30		8.75			1							**1**	1	
11-6	R6-2L	ONE WAY													**1**	1	
11-7	R1-1	STOP	36 X 36		7.46					**1**					**1**	1	
	R6-3A	DIVIDED HIGHWAY	30 X 24		5.00												
	R6-1L	ONE WAY	36 X 12		3.00												
11-8	R5-1	DO NOT ENTER	36 X 36		9.00			1							**1**	1	
11-9	R5-1A	WRONG WAY	42 X 30		8.75			1							**1**	1	
12-1	D1-1	LT ARROW PIERCE RD	90 X 21		13.13			2							**1**	2	
12-2	D10-3	MILE 154	12 X 48		4.00				1						**1**	1	
12-5	R6-2L	ONE WAY	24 X 30		5.00			1							**1**	1	
12-6	R5-1	DO NOT ENTER	36 X 36		9.00			1							**1**	1	
12-7	R5-1A	WRONG WAY	42 X 30		8.75			1							**1**	1	
SUB TOTAL (1197-18-75: SB USH 53)				**0.00**	378.88	0.00	0	33	7	3	**0**	0	0	0	**40**	46	0

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SIGNING ITEMS (CONTINUED)

SIGN GROUP NUMBER	SIGN CODE	SIGN MESSAGE	SIGN SIZE W X H (INCHES)	637.1220 SIGNS TYPE I REFLECTIVE SH SF	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4X6-INCH 12-ft EACH	634.0614 POSTS WOOD 4X6-INCH 14-ft EACH	634.0616 POSTS WOOD 4X6-INCH 16-ft EACH	634.0618 POSTS WOOD 4X6-INCH 18-ft EACH	635.0200 SIGN SUPPORTS STRUCTURAL LB	636.0100 SIGN SUPPORTS CONCRETE MASONRY CY	636.0500 SIGN SUPPORTS STEEL HS REINFORCEMENT LB	638.2601 REMOVING SIGNS TYPE I EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS EACH
PROJECT 1197-18-75																	
SB USH 53																	
13-1	D1-1	LT ARROW / A - J RD	78 X 21		11.38			2							1	2	
13-3	J4-1	SOUTH / USH 53	36 X 54		13.50				1						1	1	
13-4	R6-2L	ONE WAY	24 X 30												1	1	
	R6-2R	ONE WAY	24 X 30														
13-5	R1-1	STOP	36 X 36		7.46					1					1	1	
	R6-3	DIVIDED HIGHWAY	30 X 24		5.00												
	R6-1L	ONE WAY	36 X 12		3.00												
	R6-1R	ONE WAY	36 X 12		3.00												
13-6	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
13-7	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
13-8	D1-3	LT ARROW LONG LAKE AVE BIG KEKEGAMA LAKE RD RT ARROW	120 X 48		40.00					2					1	2	
	D10-3	MILE 155	12 X 48		4.00												
14-1	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
14-2	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
14-5	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
14-6	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
15-1	R6-2L	ONE WAY	24 X 30		5.00			1							1	1	
15-2	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
15-3	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
15-4	D1-1	LT ARROW / DUCK POND RD	120 X 21		17.50			2							1	2	
15-9	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
15-10	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
15-11	D10-3	MILE 156	12 X 48		4.00				1						1	1	
15-12	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
16-1	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
16-2	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
16-3	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
16-7	R6-2L	ONE WAY													1	1	
	R6-2R	ONE WAY															
16-8	R1-1	STOP	36 X 36		9.00					1					1	1	
	R6-3A	DIVIDED HIGHWAY	30 X 24		5.00												
	R6-1L	ONE WAY	36 X 12		3.00												
	R6-1R	ONE WAY	36 X 12		3.00												
16-9	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
16-10	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
16-11	D1-1	PINE GROVE RD / RT ARROW	120 X 21		17.50			2							1	2	
17-1	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
17-2	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
17-3	W11-3	DEER CROSSING	REMOVE EXISTING SIGN												1	1	
17-6	J4-1	SOUTH / USH 53	36 X 54		13.50				1						1	1	
17-7	R6-2L	ONE WAY													1	1	
	R6-2R	ONE WAY															
17-8	R1-1	STOP	36 X 36		7.46					1					1	1	
	R6-3A	DIVIDED HIGHWAY	30 X 24		5.00												
	R6-1L	ONE WAY	36 X 12		3.00												
	R6-1R	ONE WAY	36 X 12		3.00												
17-9	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
17-10	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
17-11	D10-3	MILE 157	12 X 48		4.00				1						1	1	
17-12	D1-1	ZIMMERMAN RD / RT ARROW	126 X 21		18.38			3							1	2	
18-1	R8-7	EMERGENCY STOPPING ONLY	48 X 36		12.00			1							1	1	
18-2	R4-3	SLOWER TRAFFIC KEEP RIGHT	36 X 48		12.00				1						1	1	
18-3	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
18-4	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
18-7	D2-3	RICE LAKE 13 \ CAMERON 21 EAU CLAIRE 73	192 X 84	112.00							635.00	1.60	98.00		1		2
18-8	R2-1	SPEED LIMIT 65	36 X 48		12.00				1						1	1	
SUB TOTAL (1197-18-75; SB USH 53)				112.00	436.92	0.00	0	33	6	5	635.00	1.60	98.00	0	43	47	2

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SIGNING ITEMS (CONTINUED)

SIGN GROUP NUMBER	SIGN CODE	SIGN MESSAGE	SIGN SIZE W X H (INCHES)	637.1220 SIGNS TYPE I REFLECTIVE SH SF	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4X6-INCH 12-ft EACH	634.0614 POSTS WOOD 4X6-INCH 14-ft EACH	634.0616 POSTS WOOD 4X6-INCH 16-ft EACH	634.0618 POSTS WOOD 4X6-INCH 18-ft EACH	635.0200 SIGN SUPPORTS STRUCTURAL LB	636.0100 SIGN SUPPORTS CONCRETE MASONRY CY	636.0500 SIGN SUPPORTS STEEL HS REINFORCEMENT LB	638.2601 REMOVING SIGNS TYPE I EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS EACH
PROJECT 1197-18-75																	
SB USH 53																	
19-1	J4-1	SOUTH / USH 53	36 X 54		13.50				1						1	1	
19-2	R6-2R	ONE WAY													1	1	
	R6-2L	ONE WAY															
19-3	J3-1	SOUTH / USH 53 / RT ARROW	36 X 84		21.00					2					1	1	
	J3-1	SOUTH / 53 / LT ARROW	36 X 84		21.00												
19-4	R1-1	STOP	36 X 36		7.46					1					1	1	
	R6-3	DIVIDED HIGHWAY	30 X 24		5.00												
	R6-1L	ONE WAY	36 X 12		3.00												
	R6-1L	ONE WAY	36 X 12		3.00												
19-5	R1-2	YIELD	48 X 42		7.00			1							1	1	
19-6	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
19-7	J13-1	COUNTY D ARROWS	36 X 66		16.50				1						1	1	
19-8	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
19-20	D1-1	SARONA / RT ARROW	72 X 21		10.50			2							1	2	
19-21	R6-2R	ONE WAY													1	1	
	R6-2R	ONE WAY															
19-22	R1-1	STOP	36 X 36		7.46					1					1	1	
	R6-3A	DIVIDED HIGHWAY	30 X 24		5.00												
	R6-1R	ONE WAY	36 X 12		3.00												
	R6-1L	ONE WAY	36 X 12		3.00												
19-23	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
19-24	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
19-25	D10-3	MILE 158	12 X 48		4.00				1						1	1	
19-26	J1-1	JCT / CTH D	36 X 57		14.25				1						1	1	
19-27	D5-66R (OVERSIZE)	WILD RIVER STATE TRAIL PARKING	102 X 48		34.00				2						1	2	
19-28	I2-3	SARONA	54 X 24		9.00			2							1	2	
19-29	D1-1	KLEIN ST RT ARROW	78 X 21		11.38		2								1	2	
20-1	R6-2L	ONE WAY													1	1	
	R6-2R	ONE WAY															
20-2	R1-1	STOP	36 X 36		7.46					1					1	1	
	R6-3	DIVIDED HIGHWAY	30 X 24		5.00												
	R6-1R	ONE WAY	36 X 12		3.00												
	R6-1L	ONE WAY	36 X 12		3.00												
20-3	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
20-4	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
20-11	D1-61	MLLER LAKE RD ARROWS	102 X 30		21.25			2							1	2	
20-12	R6-2R	ONE WAY													1	1	
	R6-2L	ONE WAY															
20-13	J4-1	NORTH USH 53	36 X 54		13.50				1						1	1	
20-14	J3-1	SOUTH / 53 LT ARROW	36 X 84		21.00					2					1	1	
	J3-1	SOUTH / 53 RT ARROW	36 X 84		21.00												
20-15	R1-2	YIELD	48 X 42		7.00			1							1	1	
20-16	R1-1	STOP	36 X 36		7.46					1					1	1	
	R6-3A	DIVIDED HIGHWAY	30 X 24		5.00												
	R6-1L	ONE WAY	36 X 12		3.00												
	R6-1R	ONE WAY	36 X 12		3.00												
20-17	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
20-18	D1-1	SPOONER RT ARROW	84 X 21		12.25		2								1	2	
20-19	J3-1	NORTH / 253 / RT ARROW	36 X 84		21.00					2					1	1	
20-20	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
21-1	J1-1	JCT / USH 253	36 X 57		14.25			1							1	1	
21-2	R6-2L	ONE WAY													1	1	
	R6-2R	ONE WAY															
SUB TOTAL (1197-18-75; SB USH 53)				0.00	438.22	0.00	4	17	7	10	0	0	0	0	34	40	0

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SIGNING ITEMS (CONTINUED)

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PROJECT 1197-18-75																	
SB USH 53																	
21-3	R1-1	STOP	36 X 36		7.46					1					1	1	
	R6-3	DIVIDED HIGHWAY	30 X 24		5.00												
	R6-1R	ONE WAY	36 X 12		3.00												
	R6-1L	ONE WAY	36 X 12		3.00												
21-4	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
21-5	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
21-12	D10-3	MILE 159	12 X 48		4.00				1						1	1	
21-13	D1-61	BOOT LAKE RD ARROWS	96 X 30		20.00			2							1	2	
22-1	R3-4B	NO U TURN EXCEPT	36 X 48		12.00				1						1	1	
23-1	D10-3	MILE 160	12 X 48		4.00				1						1	1	
26-1	W6-53	CROSS TRAFFIC NEXT 14 MILES	144 X 48		48.00				3						1	2	
26-4	R6-2R	ONE WAY													1	1	
	R6-2L	ONE WAY															
26-5	R1-1	STOP	36 X 36		7.46					1					1	1	
	R6-3	DIVIDED HIGHWAY	30 X 24		5.00												
	R6-1R	ONE WAY	36 x 12		3.00												
	R6-1L	ONE WAY	36 X 12		3.00												
26-6	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
26-7	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
26-8	S3-51	SCHOOL BUS TRAFFIC	96 X 48		32.00				2						1	2	
26-9	R6-2R	ONE WAY													1	1	
	R6-2L	ONE WAY															
26-10	R1-1	STOP	36 X 36		7.46					1					1	1	
	R6-3	DIVIDED HIGHWAY	30 X 24		5.00												
	R6-1R	ONE WAY	36 x 12		3.00												
	R6-1L	ONE WAY	36 X 12		3.00												
27-1	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
27-2	D10-3	MILE 162	12 X 48		4.00				1						1	1	
27-3	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
27-6	J4-1	SOUTH / USH 53	36 X 54		13.50				1						1	1	
27-7	R6-2R	ONE WAY													1	1	
	R6-2L	ONE WAY															
27-8	R1-1	STOP	36 X 36		7.46					1					1	1	
	R6-3	DIVIDED HIGHWAY	30 X 24		5.00												
	R6-1R	ONE WAY	36 X 12		3.00												
	R6-1L	ONE WAY	36 X 12		3.00												
27-9	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
27-10	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
28-1	R6-2L	ONE WAY													1	1	
	R6-2L	ONE WAY															
28-2	R1-1	STOP	36 X 36		7.46					1					1	1	
	R6-3	DIVIDED HIGHWAY	30 X 24		5.00												
	R6-1R	ONE WAY	36 X 12		3.00												
	R6-1L	ONE WAY	36 X 12		3.00												
28-3	R5-2	NO TRUCKS	24 X 24		4.00			1							1	1	
28-4	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
28-5	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
28-10	R3-55R	RIGHT TURN LANE	24 X 30		5.00			1							1	1	
29-1	R5-2	NO TRUCKS	24 X 24		4.00			1							1	1	
29-2	D5-62R	WAYSIDE RT ARROW	48 X 24		8.00			1							1	2	
29-3	D10-3	MILE 163	12 X 48		4.00				1						1	1	
29-4	R6-2L	ONE WAY	24 X 30		5.00			1							1	1	
29-5	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
29-6	D1-3	LT ARROW VETERANS WAY LT ARROW STATE VETERANS CEMETERY	126 X 48		42.00				3						1	2	
29-7	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
SUB TOTAL (1197-18-75; SB USH 53)				0.00	408.30	0.00	0	19	14	5	0	0	0	0	36	41	0

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SIGNING ITEMS (CONTINUED)

SIGN GROUP NUMBER	SIGN CODE	SIGN MESSAGE	SIGN SIZE W X H (INCHES)	637.1220 SIGNS TYPE I REFLECTIVE SH SF	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4X6-INCH 12-ft EACH	634.0614 POSTS WOOD 4X6-INCH 14-ft EACH	634.0616 POSTS WOOD 4X6-INCH 16-ft EACH	634.0618 POSTS WOOD 4X6-INCH 18-ft EACH	635.0200 SIGN SUPPORTS STRUCTURAL LB	636.0100 SIGN SUPPORTS CONCRETE MASONRY CY	636.0500 SIGN SUPPORTS STEEL HS REINFORCEMENT LB	638.2601 REMOVING SIGNS TYPE I EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS EACH
PROJECT 1197-18-75																	
SB USH 53																	
29-8	R3-55L	LEFT TURN LANE	24 X 30		5.00			1							1	1	
19-16	D1-1	VETERANS WAY													1	2	
30-1	D5-61	WAYSIDE 1 MILE	78 X 42		22.75					2					1	2	
	E 10-54	WEATHER INFORMATION	120 X 12		10.00												
30-2	R5-2	NO TRUCKS	24 X 24		4.00			1							1	1	
31-1	D10-3	MILE 164	12 X 48		4.00				1						1	1	
31-2	J4-1	SOUTH / USH 53	36 X 54		13.50				1						1	1	
31-3	R6-2R	ONE WAY													1	1	
	R6-2L	ONE WAY															
31-4	R1-1	STOP	36 X 36		7.46					1					1	1	
	R6-3	DIVIDED HIGHWAY	30 X 24		5.00												
	R6-1R	ONE WAY	36 X 12		3.00												
	R6-1L	ONE WAY	36 X 12		3.00												
31-5	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
31-6	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
31-7	E3-1	STATE VETERANS CEMETARY EXIT 1 MILE	180 X 84	105.00							494.00	1.20	68.00		1	3	
31-12	D5-66R (OVERSIZE MOD)	BEAVER BROOK WILDIFE AREA RT ARROW	84 X 48		28.00				2						1	2	
31-13	R6-2L	ONE WAY	24 X 30		5.00			1							1	1	
31-14	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
31-15	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
31-16	D1-2	CRANBERRY MARSH RD / LT ARROW	96 X 36		24.00				2						1	2	
32-2	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
32-3	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
32-4	D10-3	MILE 165	12 X 48		4.00				1						1	1	
33-1	D2-3	SARONA 7 RICE LAKE 21 EAU CLAIRE 81	192 X 84	112.00							805.00	1.60	98.00		1	2	
33-2	R2-1	SPEED LIMIT 65	36 X 48		12.00				1						1	1	
33-5	J4-1	SOUTH / USH 53	36 X 54		13.50				1						1	1	
33-6	R5-53A	BUCKLE UP	42 X 54		15.75				1						1	1	
34-1	W4-1R	MERGING TRAFFIC FROM RIGHT	48 X 48			16.00			1						1	1	
35-1	R1-1	STOP	36 X 36		7.46			1							1	1	
35-2	D7-59R	TOURIST INFORMATION / RT ARROW	54 X 36		13.50			2							1	1	
35-3	R5-1	DO NOT ENTER	36 X 36		9.00					2					1	1	
	J3-2	EAST WEST / 70 / LT RT ARROW	72 X 84		42.00												
35-4	R5-1A	WRONG WAY	42 X 30		8.75				1						1	1	
	JH13-1	H / RT ARROW	24 X 45		7.50												
35-5	D1-1	LT ARROW / LAC COURTE OREILLES	120 X 15		12.50		2								1	2	
35-6	D1-1	LT ARROW / STONE LAKE SPOONER / RT ARROW	78 X 30		16.25			2							1	2	
35-7	W3-1	STOP AHEAD	48 X 48			16.00			1						1	1	
35-8	W5-52R	CLEARANCE STRIPER	12 X 36			3.00		1							1	1	
35-9	D1-2	UP ARROW / SPOONER LT ARROW / RICE LAKE	72 X 30		15.00			2							1	2	
35-10	R1-1	STOP	36 X 36		7.46			1							1	1	
35-11	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
35-12	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
35-13	TOURIST INFORMATION																
35-14	D10-3	MILE 166	12 X 48		4.00				1						1	1	
SUB TOTAL (1197-18-75: SB USH 53)				217.00	394.38	35.00	2	20	14	5	1299.00	2.80	166.00	0	37	47	0

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SIGNING ITEMS (CONTINUED)

SIGN GROUP NUMBER	SIGN CODE	SIGN MESSAGE	SIGN SIZE W X H (INCHES)	637.1220 SIGNS TYPE I REFLECTIVE SH SF	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4X6-INCH 12-ft EACH	634.0614 POSTS WOOD 4X6-INCH 14-ft EACH	634.0616 POSTS WOOD 4X6-INCH 16-ft EACH	634.0618 POSTS WOOD 4X6-INCH 18-ft EACH	635.0200 SIGN SUPPORTS STRUCTURAL LB	636.0100 SIGN SUPPORTS CONCRETE MASONRY CY	636.0500 SIGN SUPPORTS STEEL HS REINFORCEMENT LB	638.2601 REMOVING SIGNS TYPE I EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS EACH
PROJECT 1197-18-75																	
SB USH 53																	
35-15		TOURIST INFORMATION															
35-16	E5-1	EXIT	72 X 60		30.00					2					1	2	
36-1	E4-1	SPOONER STONE LAKE EXIT	252 X 132	231.00							877.00	1.60	98.00	1			2
	E1-5	EXIT 165	120 X 30	25.00										1			
36-2	E10-62	HOSPITAL NEXT RIGHT	144 X 54	54.00					3						1	2	
36-6	W5-52R	CLEARANCE STRIPER	18 X 54			6.75			1						1	1	
36-7	W5-52L	CLEARANCE STRIPER	18 X 54			6.75			1						1	1	
36-8	I3-1	YELLOW RIVER	90 X 21		13.13			2							1	2	
36-9	E5-64	TOURIST INFORMATION NEXT RIGHT	144 X 54	54.00					3						1	2	
36-10		TOURIST INFORMATION															
36-11	E3-1	LAKE COURTE OREILLES EXIT 165	228 X 60	95.00					1		877.00	1.60	98.00	1			2
37-1	R6-2R	ONE WAY													1	1	
	R6-2L	ONE WAY															
37-2	R1-1	STOP	36 X 36		7.46					1					1	1	
	R6-3	DIVIDED HIGHWAY	30 X 24		5.00												
	R6-1R	ONE WAY	36 X 12		3.00												
	R6-1L	ONE WAY	36 X 12		3.00												
37-3	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
37-4	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
37-5		TOURIST INFORMATION															
37-12	D1-61	OJIBWA RD ARROWS	72 X 30		15.00			2							1	2	
37-13	D10-3	MILE 167	12 X 48		4.00				1						1	1	
38-1	E1-1A	STH 70 SPOONER STONE LAKE 1 MILE	216 X 162	243.00							1200.20	1.80	100.00	1			2
	E1-5	EXIT 165	120 X 30	25.00													
38-3	R6-2L	ONE WAY													1	1	
38-4	R6-1L	ONE WAY	36 X 12		3.00		1										
38-5	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
38-6	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
39-1	R2-1	SPEED LIMIT 65	36 X 48		12.00				1						1	1	
39-2	D1-61	BITTERSWEET DR ARROWS	102 X 30		21.25			2							1	2	
39-3	J4-1	SOUTH / USH 53	36 X 54		13.50				1						1	1	
39-4	R6-2L	ONE WAY													1	1	
	R6-2R	ONE WAY															
39-5	J3-1	SOUTH USH 53 RT ARROW	36 X 84		21.00					2					1	2	
	J3-1	SOUTH USH 53 LT ARROW	36 X 84		21.00												
39-6	R1-1	STOP	36 X 36		7.46					1					1	1	
	R6-3	DIVIDED HIGHWAY	30 X 24		5.00												
	R6-1L	ONE WAY	36 X 12		3.00												
	R6-1R	ONE WAY	36 X 12		3.00												
39-7	R1-2	YIELD	48 X 42		7.00			1							1	1	
39-8	R1-1	STOP	36 X 36		7.46			1							1	1	
39-9	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
39-10	J13-1	CTH H / ARROWS	36 X 66		16.50				1						1	1	
39-11	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
39-20	J1-1	JCT / CTH H	36 X 57		14.25				1						1	1	
39-21	D10-3	MILE 168	12 X 48		4.00				1						1	1	
40-1	W5-52R	CLEARANCE STRIPER	18 X 54			6.75			1						1	1	
40-2	W5-52L	CLEARANCE STRIPER	18 X 54			6.75			1						1	1	
SUB TOTAL (1197-18-75: SB USH 53)				727.00	293.26	27.00	1	14	17	6	2954.20	5.00	296.00	4	30	37	6

SIGNING ITEMS (CONTINUED)

SIGN GROUP NUMBER	SIGN CODE	SIGN MESSAGE	SIGN SIZE W X H (INCHES)	637.1220 SIGNS TYPE I REFLECTIVE SH SF	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4X6-INCH 12-ft EACH	634.0614 POSTS WOOD 4X6-INCH 14-ft EACH	634.0616 POSTS WOOD 4X6-INCH 16-ft EACH	634.0618 POSTS WOOD 4X6-INCH 18-ft EACH	635.0200 SIGN SUPPORTS STRUCTURAL LB	636.0100 SIGN SUPPORTS CONCRETE MASONRY CY	636.0500 SIGN SUPPORTS STEEL HS REINFORCEMENT LB	638.2601 REMOVING SIGNS TYPE I EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS EACH
PROJECT 1197-18-75																	
SB USH 53																	
40-9	D2-3	HWY 70 3 RICE LAKE 25 EAU CLAIRE 84	192 X 84	112 00							635.00	1 60	98.00		1	2	
41-1	J4-4	SOUTH / USH 53	36 X 54		13.50				1						1	1	
41-2	J3-1	SOUTH / USH 53 LT ARROW	36 X 84		21.00					1					1	1	
41-3	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
41-4	R3-2	NO LT TURN	36 X 36		9.00			1							1	1	
41-5	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
41-6	J3-2	SOUTH SOUTH USH 53 USH 63 TILT LT ARRW TILT RT ARRW	72 X 84		42.00					2					1	1	
41-7	E4-1A	SPOONER / STONE LAKE EXIT	240 X 132	220 00							877.00	1 60	98.00				2
	E1-5	EXIT 168	120 X 30	25.00													
41-8	R3-4B	NO U TURN EXCEPT	36 X 48		12 00				1						1	1	
41-9	R3-4B	NO U TURN EXCEPT	36 X 48		12 00												
41-15	D10-3	MILE 165	12 X 48		4.00				1						1	1	
41-16		TOURIST INFORMATION															
41-17	J3-2	SOUTH SOUTH USH 53 USH 63 LT ARROW LT ARROW	72 X 84		42.00					2					1	1	
41-18	R6-2L R6-2R	ONE WAY ONE WAY													1	1	
41-19	R1-1	STOP	36 X 36		7.46					1					1	1	
	R6-3	DIVIDED HIGHWAY	30 X 24		5.00												
	R6-1R	ONE WAY	36 X 12		3.00												
	R6-1L	ONE WAY	36 X 12		3.00												
41-20	J13-1	CTH A / LT ARROW	36 X 66		16.50				1						1	1	
41-21	R1-2	YIELD	48 X 42		7.00			1							1	1	
41-22	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
42-1	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
42-2	D1-1	LITTLE VALLEY RD RT ARROW	132 X 21		19 25			3							1	2	
42-3	W 10-3	SIDE ROAD TRACKS LT SIDE	48 X 48			16.00			1						1	1	
42-4	J1-1	JCT / CTH A	36 X 57		14 25				1						1	1	
SUB TOTAL (1197-18-75; SB USH 53)				357 00	266.46	16.00	0	9	6	6	1512.00	3 20	196.00	0	19	21	2
PROJECT (1197-18-75: SB USH 53) TOTAL				1413.00	2616.41	78.00	7	145	71	40	6400.20	12.60	756.00	4	239	279	10

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SIGNING ITEMS (CONTINUED)

SIGN GROUP NUMBER	SIGN CODE	SIGN MESSAGE	SIGN SIZE W X H (INCHES)	637.1220 SIGNS TYPE I REFLECTIVE SH SF	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4X6-INCH X 12-FT EACH	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS LB	636.0100 SIGN SUPPORTS CONCRETE MASONRY CY	636.0500 SIGN SUPPORTS STEEL HS REINFORCEMENT LB	638.2601 REMOVING SIGNS TYPE I EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS EACH
PROJECT 1197-18-76																	
NB USH 53																	
1-6	D5-66L (OVERSIZE)	TUSCOBIA TRAIL ARROW LEFT	66 X 48		22.00				2						1	2	
1-7	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
1-8	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
1-9	R3-1	NO RIGHT TURN SYMBOL	48 X 48		16.00				1						1	1	
1-10	CROSS STREET STREET SIGN (EXISTING TO REMAIN)																
1-11	R1-1	STOP	36 X 36		7.46					1					1	1	
	R6-3	DIVIDED HIGHWAY	30 X 24		5.00												
	R6-1L	ONE WAY	36 X 12		3.00												
	R6-1R	ONE WAY	36 X 12		3.00												
1-12	R6-2L	ONE WAY													1	1	
	R6-2R	ONE WAY															
1-13	J4-1	NORTH / USH 53	36 X 54		13.50				1						1	1	
2-3	R59-51	STOP FOR BUS FLASHING LIGHTS	48 X 48		16.00				1						1	1	
2-5	D10-3	MILE 149	12 X 48		4.00				1						1	1	
2-6	E1-1A	HAUGEN BIRCHWOOD 1 1/2 MILES	EXISTING TO REMAIN														
3-4	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
3-5	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
8-13	R2-1	SPEED LIMIT 65	36 X 48		12.00				1						1	1	
8-14	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
8-15	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
8-16	D1-1	29 3/4 AVE RT ARROW	102 X 21		14.88		2								1	2	
8-17	D2-3	SPOONER 15 TREGO 22 SUPERIOR 82	168 X 84	98.00							494.00	1.20	68.00		1	2	
9-5	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
9-6	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
9-7	R1-1	STOP	36 X 36		7.46					1					1	1	
	R6-3A	DIVIDED HIGHWAY	30 X 24		5.00												
	R6-1R	ONE WAY	36 X 12		3.00												
	R6-1L	ONE WAY	36 X 12		3.00												
9-8	R6-2L	ONE WAY													1	1	
	R6-2R	ONE WAY															
9-9	D1-61	30TH AVE LT ARROW / RT ARROW	72 X 30		15.00			2							1	2	
9-17	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
9-18	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
9-19	R1-1	STOP	36 X 36		7.46					1					1	1	
	R6-3	DIVIDED HIGHWAY	30 X 24		5.00												
	R6-1L	ONE WAY	36 X 12		3.00												
	R6-1R	ONE WAY	36 X 12		3.00												
9-20	R6-2L	ONE WAY													1	1	
	R6-2R	ONE WAY															
9-21	J4-1	NORTH / USH 53	36 X 54		13.50				1						1	1	
9-22	I2-2	WASHBURN CO	90 X 21		13.13			2							1	2	
10-4	D10-3	MILE 153	12 X 48		4.00				1						1	1	
10-5	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
10-6	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
10-8	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
10-9	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
11-2	D1-1	PIERCE RD RT ARROW	90 X 21		13.13			2							1	2	
11-10	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
11-11	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
11-12	R1-1	STOP	36 X 36		7.46					1					1	1	
	R6-3A	DIVIDED HIGHWAY	30 X 24		5.00												
	R6-1R	ONE WAY	36 X 12		3.00												
11-13	R6-2L	ONE WAY													1	1	
11-14	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
11-15	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
SUBTOTAL (1197-18-76: NB USH 53)				98.00	387.72	0.00	2	24	9	4	494.00	1.20	68.00	0	39	45	0

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SIGNING ITEMS (CONTINUED)

SIGN GROUP NUMBER	SIGN CODE	SIGN MESSAGE	SIGN SIZE W X H (INCHES)	637.1220 SIGNS TYPE I REFLECTIVE SH SF	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4X6-INCH X 12-FT EACH	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS LB	636.0100 SIGN SUPPORTS CONCRETE MASONRY CY	636.0500 SIGN SUPPORTS STEEL HS REINFORCEMENT LB	638.2601 REMOVING SIGNS TYPE I EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS EACH
PROJECT 1197-18-76																	
NB USH 53																	
11-16	R6-2L	ONE WAY													1	1	
11-17	R6-1L	ONE WAY	36 X 12		3.00		1										
12-3	D10-3	MILE 154	12 X 48		4.00				1						1	1	
12-4	D1-1	A - J RD / RT ARROW	78 X 21		11.38			2							1	2	
12-8	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
12-9	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
12-10	R1-1	STOP	36 X 36		7.46					1					1	1	
	R6-3A	DIVIDED HIGHWAY	30 X 24		5.00												
	R6-1L	ONE WAY	36 X 12		3.00												
	R6-1R	ONE WAY	36 X 12		3.00												
12-11	R6-2R	ONE WAY													1	1	
	R6-2L	ONE WAY															
13-2	D1-3	LT ARROW BIG KEKEGAMA LAKE RD LONG LAKE AVE RT ARROW	120 X 48		40.00				2						1	2	
13-9	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
13-10	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
13-11	R1-1	STOP	36 X 36		7.46					1					1	1	
	R6-3	DIVIDED HIGHWAY	30 X 24		5.00												
	R6-1R	ONE WAY	36 X 12		3.00												
	R6-1R	ONE WAY	36 X 12		3.00												
13-12	R6-2L	ONE WAY													1	1	
	R6-2L	ONE WAY															
13-13	J4-1	NORTH / USH 53	36 X 54		13.50				1						1	1	
13-14	D10-3	MILE 155	12 X 48		4.00				1						1	1	
13-15	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
14-3	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
14-4	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
14-7	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
14-8	W54-57	TRUCK ENTRANCE	36 X 36			9.00		1							1	1	
14-9	D1-1	DUCK POND RD RT ARROW	120 X 21		17.50			2							1	2	
15-5	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
15-6	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
15-7	R1-1	STOP	36 X 36		7.46					1					1	1	
	R6-3	DIVIDED HIGHWAY	30 X 24		5.00												
	R6-1R	ONE WAY	36 X 12		3.00												
	R6-1L	ONE WAY	36 X 12		3.00												
15-8	R6-2R	ONE WAY													1	1	
	R6-2L	ONE WAY															
15-13	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
15-14	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
15-15	D10-3	MILE 156	12 X 48		4.00				1						1	1	
15-16	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
15-17	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
16-4	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
16-5	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
16-6	D1-1	LT ARROW PINE GROVE RD	120 X 21		17.50			2							1	2	
16-12	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
16-13	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
16-14	R6-2L	ONE WAY	24 X 30		5.00			1							1	1	
16-15	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
17-4	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
17-5	D1-1	LT ARROW ZIMMERMAN RD	126 X 21		18.38			3							1	2	
17-13	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
17-14	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
17-15	J4-1	NORTH / USH 53 USH 53	36 X 54		13.50				1						1	1	
17-16	D10-3	MILE 157	12 X 48		4.00				1						1	1	
18-5	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
18-6	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
18-9	W6-53	CROSS TRAFFIC NEXT 65 MILES	144 X 48			48.00			3						1	2	
18-10	I2-3	SARONA UNINCORPORATED	54 X 24		9.00			2							1	2	
SUBTOTAL (1197-18-76: NB USH 53)				0.00	433.13	57.00	1	37	11	3	0	0	0	0	46	53	0

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SIGNING ITEMS (CONTINUED)

SIGN GROUP NUMBER	SIGN CODE	SIGN MESSAGE	SIGN SIZE W X H (INCHES)	637.1220 SIGNS TYPE I REFLECTIVE SH SF	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4X6-INCH X 12-FT EACH	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS LB	636.0100 SIGN SUPPORTS CONCRETE MASONRY CY	636.0500 SIGN SUPPORTS STEEL HS REINFORCEMENT LB	638.2601 REMOVING SIGNS TYPE I EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS EACH
PROJECT 1197-18-76																	
NB USH 53																	
18-11	D5-66L (OVERSIZE)	WILD RIVERS STATE TRAIL PARKING LT ARROW	102 X 48		34.00				2						1	2	
18-12	J1-1	JCT CTH D	36 X 57		14.25				1						1	1	
19-9	D1-1	LT ARROW / SARONA	72 X 21		10.50			2							1	2	
19-10	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
19-11	J13-1	COUTNY D ARROWS	36 X 66		16.50				1						1	1	
19-12	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
19-13	R1-1	STOP	36 X 36		7.46			1							1	1	
19-14	R1-1	STOP	36 X 36		7.46					1					1	1	
	R6-3	DIVIDED HIGHWAY	30 X 24		5.00												
	R6-1R	ONE WAY	36 X 12		3.00												
	R6-1L	ONE WAY	36 X 12		3.00												
19-15	J3-1	NORTH / 53 RT ARROW	36 X 84		21.00					2					1	1	
	J3-1	NORTH / 53 RT ARROW	36 X 84		21.00												
19-16	R6-2R	ONE WAY ONE WAY													1	1	
19-17	R1-2	YIELD	48 X 42		7.00			1							1	1	
19-18	D1-1	LT ARROW KLEIN ST	78 X 21		11.38		2								1	2	
19-19	J4-1	NORTH USH 53	36 X 54		13.50				1						1	1	
19-30	D2-3	SPOONER 9 TREGO 16 SUPERIOR 76	168 X 84		98.00						494.00	1.20	68.00		1	2	
19-31	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
19-32	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
19-33	D10-3	MILE 158	12 X 48		4.00				1						1	1	
20-5	D1-61	MILLER LAKE RD ARROWS	102 X 30		21.25			2							1	2	
20-6	J3-1	JCT / 253 UP ARROW	36 X 87		21.75					1					1	1	
20-7	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
20-8	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
20-9	R1-1	STOP	36 X 36		7.46					1					1	1	
	R6-3	DIVIDED HIGHWAY	30 X 24		5.00												
	R6-1L	ONE WAY	36 X 12		3.00												
	R6-1R	ONE WAY	36 X 12		3.00												
20-10	R6-2L	ONE WAY													1	1	
	R6-2R	ONE WAY															
20-21	J3-1	NORTH / 253 LT ARROW	36 X 84		21.00					1					1	1	
20-22	D1-1	LT ARROW SPOONER	84 X 21		12.25			2							1	2	
20-23	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
20-24	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
20-25	J3-1	NORTH / 53 LT ARROW	36 X 84		21.00					1					1	1	
20-26	R6-2L	ONE WAY	24 X 30		5.00			1							1	1	
20-27	R1-2	YIELD	48 X 42		7.00			1							1	1	
20-28	J4-1	NORTH USH 53	36 X 54		13.50				1						1	1	
20-29	D1-61	BOOT LAKE RD ARROWS	96 X 30		20.00			2							1	2	
21-6	W11-3 W57-51	DEER CROSSING NEXT 5 MILES	EXISTING SIGN TO BE REMOVED												1	1	
21-7	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
21-8	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
21-9	R1-1	STOP	36 X 36		7.46					1					1	1	
	R6-3	DIVIDED HIGHWAY	30 X 24		5.00												
	R6-1R	ONE WAY	36 X 12		3.00												
	R6-1R	ONE WAY	36 X 12		3.00												
SUBTOTAL (1197-18-76: NB USH 53)				0.00	545.47	0.00	2	22	7	8	494.00	1.20	68.00	0	36	43	0

NOTE: ALL ITEMS AND QUANTITIES ON THIS SHEET ARE FOR ENGINEER ESTIMATE CATEGORY 0010, UNLESS OTHERWISE NOTED.

SIGNING ITEMS (CONTINUED)

SIGN GROUP PROJECT 1197-18-76 NB USH 53			SIGN SIZE W X H	637.1220 SIGNS TYPE I REFLECTIVE SH	637.2210 SIGNS TYPE II REFLECTIVE H	637.2230 SIGNS TYPE II REFLECTIVE F	634.0612 POSTS WOOD 4X6-INCH X 12-FT	634.0614 POSTS WOOD 4X6-INCH X 14-FT	634.0616 POSTS WOOD 4X6-INCH X 16-FT	634.0618 POSTS WOOD 4X6-INCH X 18-FT	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS	636.0100 SIGN SUPPORTS CONCRETE MASONRY	636.0500 SIGN SUPPORTS STEEL HS REINFORCEMENT	638.2601 REMOVING SIGNS TYPE I	638.2602 REMOVING SIGNS TYPE II	638.3000 REMOVING SMALL SIGN SUPPORTS	638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS
21-10	R6-2R	ONE WAY													1	1	
	R6-2L	ONE WAY															
21-11	R2-1	SPEED LIMIT 65	36 X 48		12.00				1						1	1	
21-14	D10-3	MILE 159	12 X 48		4.00				1						1	1	
22-2	R3-4B	NO U TURN EXCEPT	36 X 48		12.00				1						1	1	
23-2	D10-3	MILE 160	12 X 48		4.00				1						1	1	
23-3	S3-51	SCHOOL BUS TRAFFIC	96 X 48			32.00			2						1	2	
26-2	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
26-3	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
26-11	D5-61	WAYSIDE 1 MILE	78 X 42		22.75					2					1	2	
	E10-54	WEATHER INFORMATION	120 X 12		10.00												
	M4-20L	USE LEFT LANE	24 X 24		4.00		1										
26-12	R5-2	NO TRUCKS	24 X 24		4.00			1							1	1	
26-13	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
26-14	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
27-4	D10-3	MILE 162	12 X 48		4.00				1						1	1	
27-5	E3-1	STATE VETERANS CEMETARY EXIT 1 MILE	180 X 84	105.00							494.00	1.20	68.00		1	3	
27-11	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
27-12	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
27-13	J4-1	NORTH / USH 53	36 X 54		13.50				1						1	1	
27-14	D5-62L	WAYSIDE LT ARROW	48 X 24		8.00			1							1	1	
27-15	R5-2	NO TRUCKS	24 X 24		4.00			1							1	1	
27-16	R3-55L	LEFT TURN LANE	24 X 30		5.00			1							1	1	
28-6	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
28-7	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
28-8	R1-1	STOP	36 X 36		7.46					1					1	1	
	R6-3	DIVIDED HIGHWAY	30 X 24		5.00												
	R6-1R	ONE WAY	36 X 12		3.00												
	R6-1R	ONE WAY	36 X 12		3.00												
28-9	R6-2L	ONE WAY													1	1	
	R6-1L	ONE WAY															
28-11	D1-1	VETERANS WAY													1	2	
29-10	D10-3	MILE 163	12 X 48		4.00				1						1	1	
29-11	R3-55R	RIGHT TURN LANE	24 X 30		5.00			1							1	1	
29-12	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
29-13	D1-3	VETERANS WAY RT ARROW STATE VETERANS CEMETERY / RT ARROW	126 X 48		42.00				3						1	2	
29-14	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
29-15	R1-1	STOP	36 X 36		7.46					1					1	1	
	R6-3A	DIVIDED HIGHWAY	30 X 24		5.00												
	R6-1L	ONE WAY	36 X 12		3.00												
	R6-1R	ONE WAY	36 X 12		3.00												
29-16	R6-2L	ONE WAY													1	1	
	R6-2L	ONE WAY															
30-3	D5-66L (OVERSIZE MOD)	BEAVER BROOK WILDLIFE AREA LEFT ARROW	84 X 48		28.00				2						1	2	
30-4	D1-2	LT ARROW CRANBERRY MARSH RD	96 X 36		24.00				2						1	2	
30-5	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
31-8	D10-3	MILE 164	12 X 48		4.00				1						1	1	
31-9	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
31-10	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
31-11	R6-2L	ONE WAY	24 X 30		5.00			1							1	1	
31-17	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
31-18	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
31-19	R1-1	STOP	36 X 36		7.46					1					1	1	
	R6-3A	DIVIDED HIGHWAY	30 X 24		5.00												
	R6-1R	ONE WAY	36 X 12		3.00												
	R6-2R	ONE WAY	36 X 12		3.00												
SUBTOTAL (1197-18-76: NB USH 53)				105.00	407.63	32.00	1	21	17	5	494.00	1.20	68.00	0	42	50	0

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SIGNING ITEMS (CONTINUED)

SIGN GROUP NUMBER	SIGN CODE	SIGN MESSAGE	SIGN SIZE W X H (INCHES)	637.1220 SIGNS TYPE I REFLECTIVE SH SF	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4X6-INCH 12-ft EACH	634.0614 POSTS WOOD 4X6-INCH 14-ft EACH	634.0616 POSTS WOOD 4X6-INCH 16-ft EACH	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS LB	636.0100 SIGN SUPPORTS CONCRETE MASONRY CY	636.0500 SIGN SUPPORTS STEEL HS REINFORCEMENT LB	638.2601 REMOVING SIGNS TYPE I EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS EACH
PROJECT 1197-18-76																	
NB USH 53																	
31-20	R6-2L	ONE WAY													1	1	
	R6-2R	ONE WAY															
31-21	J4-1	NORTH / USH 53	36 X 54		13.50				1						1	1	
32-1	E1-1A	STH 70 SPOONER STONE LAKE 1 MILE	216 X 162	243.00							1152.70	1.80	100.00	1.00			2.00
	E1-5	EXIT 165	120 X 30	25.00													
32-5	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
32-6	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
32-7	D10-3	MILE 165	12 X 48		4.00				1						1	1	
33-3		TOURIST INFORMATION															
33-4		TOURIST INFORMATION															
33-7	E5-64	TOURIST INFORMATION / NEXT RIGHT	144 X 54		54.00				3						1	2	
33-8	E10-62	HOSPITAL NEXT RIGHT	144 X 54	54.00					3						1	2	
33-9	J32-1	TO SOUTH / USH 53 / RT BENT ARROW	36 X 102		25.50					2					1	1	
33-10	E3-1	LAC COURTE OREILLES NEXT RIGHT	228 X 54	85.50							416.00	1.60	68.00		1	2	
34-2	E4-1	SPOONER / STONE LAKE EXIT	252 X 132	231.00							829.00	1.60	98.00	1.00			2.00
	E1-5	EXIT 165	120 X 30	25.00													
34-3	W3-1	STOP AHEAD	48 X 48			16.00			1						1	1	
34-4	E5-1	EXIT	72 X 60		30.00					2					1	2	
34-5	D1-2	LT ARROW / SPOONER STONE LAKE / RT ARROW	78 X 30		16.25			2							1	2	
34-6	D1-1	LAC COURTE OREILLES LT ARROW	120 X 15		12.50		2								1	2	
34-7		TOURIST INFORMATION															
34-8		TOURIST INFORMATION															
34-9	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
34-10	JH13-1	H / LT ARROW	24 X 45		7.50				1						1	1	
34-11	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
35-17	R5-1	DO NOT ENTER	36 X 36		9.00												
	J13-1	STH 70 DOUBLE ARROWS	36 X 66		16.50				1						1	1	
35-18	J32-1	TO / SOUTH USH 63 / RT ARROW	36 X 102		25.50					1					1	1	
35-19	R1-1	STOP	36 X 36		7.46			1							1	1	
35-20	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
35-21	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
35-22	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
35-23	J3-2	NORTH EAST USH 53 STH 70 LT ARROW - UP ARROW	72 X 84		42.00					2					1	2	
35-24	W5-52R	CLEARANCE STRIPER DOWN RIGHT	12 X 36			3.00		1							1	1	
35-25	D1-3	UP ARROW STONE LAKE LT ARROW MINONG SUPERIOR	78 X 36		19.50			2							1	2	
35-26	R3-55L	LEFT TURN LANE	24 X 30		5.00			1							1	1	
35-27	R1-1	STOP	36 X 36		7.46			1							1	1	
35-28	R6-2L	ONE WAY LT ARROW	24 X 30		5.00			1							1	1	
35-29	R6-2R	ONE WAY RT ARROW	24 X 30		5.00			1							1	1	
35-30	R4-7	KEEP RIGHT	24 X 30		5.00			1							1	1	
35-31	D7-59L	TOURIST INFORMATION LT ARROW	54 X 36		13.50			2							1	2	
35-32	W4-1R	MERGING TRAFFIC FROM RIGHT	48 X 48			16.00			1						1	1	
35-33	D10-3	MILE 166	12 X 48		4.00				1						1	1	
36-3	R5-53A	BUCKLE UP	42 X 54		15.75				1						1	1	
36-4	I3-1	YELLOW RIVER	90 X 21		13.13			2							1	2	
SUBTOTAL (1197-18-76: NB USH 53)				663.50	419.05	35.00	2	22	14	7	2397.70	5.00	266.00	2	35	45	4

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SIGNING ITEMS (CONTINUED)

SIGN GROUP NUMBER	SIGN CODE	SIGN MESSAGE	SIGN SIZE W X H (INCHES)	637.1220 SIGNS TYPE I REFLECTIVE SH SF	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4X6-INCH 12-ft EACH	634.0614 POSTS WOOD 4X6-INCH 14-ft EACH	634.0616 POSTS WOOD 4X6-INCH 16-ft EACH	634.06 POSTS WOOD 4X6-INCH X 18-FT EACH	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS LB	636.0100 SIGN SUPPORTS CONCRETE MASONRY CY	636.0500 SIGN SUPPORTS STEEL HS REINFORCEMENT LB	638.2601 REMOVING SIGNS TYPE I EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS EACH
PROJECT 1197-18-76																	
NB USH 53																	
36-5	W5-52L	CLEARANCE STRIPER	18 X 54			6.75			1						1	1	
36-12	W5-52R	CLEARANCE STRIPER	18 X 54			6.75			1						1	1	
36-13	J4-1	NORTH / USH 53	36 X 54		13.50				1						1	1	
36-14	R8-7	EMERGENCY STOPPING ONLY	48 X 36		12.00			1							1	1	
36-15	D1-61	OJIBWA RD ARROWS	72 X 30		15.00			2							1	2	
37-6	R2-1	SPEED LIMIT 65	36 X 48		12.00				1						1	1	
37-7	D2-3	TREGO 6 MINONG 19 SUPERIOR 69	168 X 84	98.00							635.00	1.60	98.00		1	2	
37-8	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
37-9	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
37-10	R1-1	STOP	36 X 36		7.46					1					1	1	
	R6-3	DIVIDED HIGHWAY	30 X 24		5.00												
	R6-1R	ONE WAY	36 X 12		3.00												
	R6-1L	ONE WAY	36 X 12		3.00												
37-11	R6-2L	ONE WAY													1	1	
	R6-2R	ONE WAY															
37-14	D10-3	MILE 167	12 X 48		4.00				1						1	1	
38-2	D1-61	BITTERSWEET DR	102 X 30		21.25			2							1	2	
38-7	W6-53	CROSS TRAFFIC NEXT 55 MILES	144 X 48			48.00			3						1	2	
38-8	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
38-9	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
38-10	R6-2R	ONE WAY													1	1	
	R6-2L	ONE WAY															
38-11	R1-1	STOP	36 X 36		7.46					1					1	1	
	R6-3	DIVIDED HIGHWAY	30 X 24		5.00												
	R6-1R	ONE WAY	36 X 12		3.00												
	R6-1L	ONE WAY	36 X 12		3.00												
38-12	J1-1	JCT / CTH H	36 X 57		14.25				1						1	1	
39-12	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
39-13	J13-1	CTH H / ARROWS	36 X 66		16.50				1						1	1	
39-14	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
39-15	R1-2	YIELD	48 X 42		7.00			1							1	1	
39-16	R1-1	STOP	36 X 36		7.46					1					1	1	
	R6-3	DIVIDED HIGHWAY	30 X 24		5.00												
	R6-1R	ONE WAY	36 X 12		3.00												
	R6-1L	ONE WAY	36 X 12		3.00												
39-17	J3-1	NORTH / USH 53 RT ARROW	36 X 84		21.00					2					1	1	
	J3-2	NORTH / USH 53 LT ARROW	36 X 84		21.00												
39-18	R6-2R	ONE WAY													1	1	
	R6-2L	ONE WAY															
39-19	J4-1	SOUTH / USH 53	36 X 54		13.50				1						1	1	
39-22	D10-3	MILE 168	12 X 48		4.00				1						1	1	
39-23	TOURIST INFORMATION																
40-3	J1-1	JCT / USH 63	36 X 57		14.25				1						1	1	
40-4	J2-3	NORTH NORTH SOUTH USH 63 USH 53 USH 63 UP UP RIGHT BENT ARROW	108 X 84		63.00					2					1	2	
40-5	D1-3	UP ARROW SUPERIOR HAYWARD SPOONER / TILT RT ARROW	84 X 48		28.00				2						1	2	
40-6	W5-52R	CLEARANCE STRIPER DOWN RIGHT	18 X 54			6.75			1						1	1	
40-7	W5-52L	CLEARANCE STRIPER DOWN LEFT	18 X 54			6.75			1						1	1	
40-8	J2-3	NORTH NORTH SOUTH USH 63 USH 53 USH 63 UP UP TILT RT ARROW	108 X 84		63.00					2					1	2	
SUBTOTAL (1197-18-76: NB USH 53)				98.00	451.88	75.00	0	12	17	9	635.00	1.60	98.00	0	34	41	0

SIGNING ITEMS (CONTINUED)

SIGN GROUP NUMBER	SIGN CODE	SIGN MESSAGE	SIGN SIZE W X H (INCHES)	637.1220 SIGNS TYPE I REFLECTIVE SH SF	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4X6-INCH 12-ft EACH	634.0614 POSTS WOOD 4X6-INCH 14-ft EACH	634.0616 POSTS WOOD 4X6-INCH 16-ft EACH	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS LB	636.0100 SIGN SUPPORTS CONCRETE MASONRY CY	636.0500 SIGN SUPPORTS STEEL HS REINFORCEMENT LB	638.2601 REMOVING SIGNS TYPE I EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS EACH
PROJECT 1197-18-76																	
NB USH 53																	
40-10	W13-2	EXIT 25 MPH	36 X 48			12.00			1						1	1	
40-11	J3-1	SOUTH / USH 63 / TILT RT ARROW	36 X 84		21.00					1					1	1	
40-12	J4-2	NORTH NORTH / USH 63 USH 53	72 X 54		27.00				2						1	1	
41-10	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
41-11	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
41-12	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
41-13	R1-1	STOP	36 X 36		7.46				1						1	1	
	R6-3A	DIVIDED HIGHWAY	30 X 24		5.00												
41-14	W4-1R	MERGING TRAFFIC	48 X 48			16.00			1						1	1	
41-23	J4-2	NORTH NORTH USH 53 USH 63	72 X 54		27.00				2						1	1	
41-24	J1-1	JCT CTH A	36 X 57		14.25				1						1	1	
41-25	W 10-3	RR AT T INTERSECTION RT	48 X 48			16.00			1						1	1	
41-26	D1-1	LT ARROW LITTLE VALLEY RD	132 X 21		19.25			3							1	2	
41-27	D10-3	MILE 169	12 X 48		4.00				1						1	1	
41-28	R5-1A	WRONG WAY	42 X 30		8.75			1							1	1	
41-29	R5-1	DO NOT ENTER	36 X 36		9.00			1							1	1	
41-30	R1-2	YIELD	48 X 42		7.00			1							1	1	
41-31	J1-1	CTH A / RT ARROW	36 X 57		14.25				1						1	1	
41-32	R1-1	STOP	36 X 36		7.46					1					1	1	
	R6-3	DIVIDED HIGHWAY	30 X 24		5.00												
	R6-1L	ONE WAY	36 X 12		3.00												
	R6-1R	ONE WAY	36 X 12		3.00												
41-33	R6-2R	ONE WAY													1	1	
	R6-2L	ONE WAY															
41-34	R1-1	STOP	36 X 36		7.46			1							1	1	
41-35	J3-2	NORTH NORTH USH 53 USH 63 RT ARROW RT ARROW	72 X 84		42.00					2					1	1	
42-5	I55-56	ADOPT A HIGHWAY KNIGHTS KNIGHTS OF COLUMBUS COUNCIL 5387	30 X 36		7.50			1							1	1	
42-6	R2-1	SPEED LIMIT 65	36 X 48		12.00				1						1	1	
SUBTOTAL (1197-18-76: NB USH 53)				0.00	278.13	44.00	0	11	12	4	0.00	0.00	0.00	0	23	24	0
PROJECT 1197-18-75 SB TOTAL				1413.00	2616.41	78.00	7	145	71	40	6400.20	12.60	756.00	4	239	279	10
PROJECT 1197-18-76 NB TOTAL				964.50	2923.00	243.00	8	149	87	40	4514.70	10.20	568.00	2	255	301	4
ITEM TOTALS				2377.50	5539.41	321.00	15	294	158	80	10914.90	22.80	1324.00	6	494	580	14

NOTE: ALL ITEMS AND QUANTITIES ON THIS SHEET ARE FOR ENGINEER ESTIMATE CATEGORY 0010, UNLESS OTHERWISE NOTED.

3

PAVEMENT MARKING

STATION	-	STATION	LOCATION	646.0106 EPOXY 4-INCH EDGELINE WHITE LF	646.0106 EPOXY 4-INCH EDGELINE YELLOW LF	646.0881.S GROOVED WET REFLECTIVE TAPE 4-INCH WHITE LF	646.0883.S GROOVED WET REFLECTIVE TAPE 8-INCH WHITE LF	647.0566 STOP LINE EPOXY 18-INCH WHITE LF	647.0803 AERIAL ENFORCEMENT BARS EPOXY 24-INCH LF	REMARKS
PROJECT 1197-18-75										
SB USH 53										
245+76	-	1346+18	CL	27483		2200				CENTERLINE- 12.5 SKIPS
247+00	-	252+33	LT/RT	585	608					PROJECT BEGIN - 26TH AVE
252+33	-	311+22	LT/RT	5767	5759		255			26TH AVE - 27TH AVE
311+22	-	354+57	LT/RT	4330	4339					27TH AVE - CTH V PROJECT BEGIN
354+74	-	405+98	CL	162		20				CTH V PROJECT BEGIN - CTH V PROJECT END
405+68	-	462+43	LT/RT	5679	5646					CTH V PROJECT END - 29 3/4 AVE
462+43	-	476+48	LT/RT	1351	1337					29 3/4 AVE - 30TH AVE
476+48	-	529+21	LT/RT	5200	5169		200			30TH AVE - PIERCE RD
529+21	-	558+59	LT/RT	2936	2858		140			PIERCE RD - A & J RD
558+59	-	585+88	LT/RT	2691	2637		150			A & J RD - LONG LAKE RD
585+88	-	626+06	LT/RT	3972	3937		240			LONG LAKE RD - DUCK POND RD
626+06	-	665+19	LT/RT	3864	3830		110			DUCK POND RD - PINE GROVE RD
665+19	-	693+99	LT/RT	2781	2814		100			PINE GROVE RD - SHORT CUT RD
693+99	-	742+40	LT/RT	4728	4748		130	20		SHORT CUT RD - CTH D
742+40	-	750+88	LT/RT	743	722		650			CTH D - KLEIN RD
750+88	-	773+48	LT/RT	2134	2184		120			KLEIN RD - MILLER LAKE RD
773+48	-	786+09	LT/RT	1160	1181			25		MILLER LAKE RD - STH 253
786+09	-	797+88	LT/RT	1018	1099		340			STH 253 - BOOT LAKE RD
797+88	-	912+47	LT/RT	11343	11337			20		BOOT LAKE RD - CTH B
NORTH OF CTH B (NEAR MILE MARKER 161. LOCATE EXISTING)									60	CONTACT SGT STEVE TAPE FOR EXACT LOCATION (715) 839-3800
912+47	-	1003+15	LT/RT	8936	8944		710	30		CTH B - WILDCAT RD SOUTH
1003+15	-	1024+83	LT/RT	2035	1951		750			WILDCAT RD SOUTH - WILDCAT RD NORTH
1024+83	-	1074+71	LT/RT	4932	4864		360			WILDCAT RD NORTH - CRANBERRY RD SOUTH
1074+71	-	1092+73	LT/RT	1750	1713					CRANBERRY RD SOUTH - CRANBERRY RD NORTH
1092+73	-	1216+19	LT/RT	10706	12203		1820			CRANBERRY RD NORTH - OJIBWA RD
1216+19	-	1257+88	LT/RT	4075	4083					OJIBWA RD - BITTERSWEET DR
1257+88	-	1271+27	LT/RT	1259	1220			20		BITTERSWEET DR - CTH H
1271+27	-	1346+18	LT/RT	6630	6995		510			CTH H - PROJECT END
ADVANCED WARNING			CL	165		20				
STH 70										
SW RAMP				2315	1460		250			
NW RAMP				1410	980		430	25		
EB MAINLINE				620	613					
WB MAINLINE				550	630		120			
USH 63										
RAMP BB				3700	3144		350			
SUBTOTALS				137010	109005	2240	7735	140	60	
PROJECT TOTALS (1197-18-75; SB USH 53)				246015		2240	7735	140	60	

NOTE: ALL ITEMS AND QUANTITIES ON THIS SHEET ARE FOR ENGINEER ESTIMATE CATEGORY 0010, UNLESS OTHERWISE NOTED.

PAVEMENT MARKING (CONTINUED)

STATION	- STATION	LOCATION	646.0106 EPOXY 4-INCH EDGELINE WHITE LF	646.0106 EPOXY 4-INCH EDGELINE YELLOW LF	646.0881.S GROOVED WET REFLECTIVE TAPE 4-INCH WHITE LF	646.0883.S GROOVED WET REFLECTIVE TAPE 8-INCH WHITE LF	647.0566 STOP LINE EPOXY 18-INCH WHITE LF	647.0803 AERIAL ENFORCEMENT BARS EPOXY 24-INCH LF	REMARKS
PROJECT 1197-18-76									
NB USH 53									
ADVANCED WARNING		CL	165		20				
245+76	- 1345+44	CL	27460		2200				CENTERLINE- 12.5 SKIPS
245+76	- 252+63	LT/RT	626	601		205			BEGIN - 26TH AVE
252+63	- 311+22	LT/RT	5728	5812		100			26TH AVE - 27TH AVE
311+22	- 354+74	LT/RT	4296	4348					27TH AVE - CTH V PROJECT BEGIN
354+74	- 405+98	CL	162		20				CTH V PROJECT BEGIN - CTH V PROJECT END
405+98	- 462+41	LT/RT	5629	5655					CTH V PROJECT END - 29 3/4 AVE
462+41	- 476+28	LT/RT	1266	1325		240			29 3/4 AVE - 30TH AVE
476+28	- 528+92	LT/RT	5145	5114		120			30TH AVE - PIERCE RD
528+92	- 558+36	LT/RT	2856	2878		130			PIERCE RD - A & J RD
558+36	- 585+60	LT/RT	2612	2656		260			A & J RD - LONG LAKE RD
585+60	- 626+01	LT/RT	3950	3905		130			LONG LAKE RD - DUCK POND RD
626+01	- 665+16	LT/RT	3870	3846		140			DUCK POND RD - PINE GROVE RD
665+16	- 693+87	LT/RT	2868	2794		125			PINE GROVE RD - SHORT CUT RD
693+87	- 742+29	LT/RT	4786	4748		690	25		SHORT CUT RD - CTH D
742+29	- 750+67	LT/RT	758	729		150			CTH D - KLEIN RD
750+67	- 773+22	LT/RT	2214	2165					KLEIN RD - MILLER LAKE RD
773+22	- 785+75	LT/RT	1192	1176		375			MILLER LAKE RD - STH 253
785+75	- 797+87	LT/RT	1172	1066					STH 253 - BOOT LAKE RD
797+87	- 911+98	LT/RT	11262	11337		760			BOOT LAKE RD - CTH B
NEAR CTH B (NEAR MILE MARKER 161, LOCATE EXISTING)								60	CONTACT SGT STEVE TAPE FOR EXACT LOCATION (715) 839-3800
911+98	- 1003+44	LT/RT	9008	8910		750			CTH B - WILDCAT RD SOUTH
1003+44	- 1024+84	LT/RT	2048	2016		320			WILDCAT RD SOUTH - WILDCAT RD NORTH
1024+84	- 1074+62	LT/RT	4908	4840			20		WILDCAT RD NORTH - CRANBERRY RD SOUTH
1074+62	- 1092+65	LT/RT	1750	1710					CRANBERRY RD SOUTH - CRANBERRY RD NORTH
1092+65	- 1216+18	LT/RT	10426	12176		1866			CRANBERRY RD NORTH - OJIBWA RD
1216+18	- 1257+89	LT/RT	4078	4038					OJIBWA RD - BITTERSWEET DR
1257+89	- 1271+27	LT/RT	1216	1204		910			BITTERSWEET DR - CTH H
1271+27	- 1345+44	LT/RT	6923	6950		384	16		CTH H - PROJECT END
STH 70									
SE RAMP			1416	965			25		
NE RAMP			2295	1055					
EB MAINLINE			304	247		100			
WB MAINLINE			298	255					
USH 63									
RAMP AA			4099	3129		500			
RAMP CC			3730	2440		250	17		
RAMP DD			300	564		220	17		
SUBTOTALS			140816	110654	2240	8725	120	60	
PROJECT TOTALS (1197-18-76; NB USH 53)			251470		2240	8725	120	60	
ITEM TOTALS			497485		4480	16460	260	120	

NOTE: ALL ITEMS AND QUANTITIES ON THIS SHEET ARE FOR ENGINEER ESTIMATE CATEGORY 0010, UNLESS OTHERWISE NOTED.

TEMPORARY PAVEMENT MARKING

STATION	- STATION	646.0600 REMOVING PAVEMENT MARKINGS LF	649.0400 REMOVABLE TAPE 4-INCH LF	649.0801 REMOVABLE TAPE 8-INCH LF	REMARKS
PROJECT 1197-18-75					
SB USH 53					
354+74	- 405+98	162	650	600	CTH V PROJECT BEGIN - CTH V PROJECT EN
1092+73	- 1216+19		650	600	CRANBERRY RD NORTH - OJIBWA RD
1271+27	- 1339+80		200	400	CTH H - PROJECT END
ADVANCED WARNING		165	1320		
PROJECT TOTALS (1197-18-75; SB USH 5:		327	2820	1600	

TEMPORARY PAVEMENT MARKING (CONTINUED)

STATION	- STATION	646.0600 REMOVING PAVEMENT MARKINGS LF	649.0400 REMOVABLE TAPE 4-INCH LF	649.0801 REMOVABLE TAPE 8-INCH LF	REMARKS
PROJECT 1197-18-76					
NB USH 53					
ADVANCED WARNING		165	1320		
354+74	- 405+98	162	650	600	CTH V PROJECT BEGIN - CTH V PROJECT EN
1092+65	- 1216+18		650	600	CRANBERRY RD NORTH - OJIBWA RD
1271+27	- 1338+95		650	600	CTH H - PROJECT END
PROJECT TOTALS (1197-18-76; NB USH 5		327	3270	1800	
ITEM TOTALS		654	6090	3400	

REHEATING HMA PAVEMENT LONGITUDINAL JOINTS SPECIAL

SPV.0170.01

STATION	-	STATION	LOCATION	STA	REMARKS
PROJECT 1197-18-75					
SB USH 53					
665+19	-	693+99	C/L	29	PINE GROVE RD - SHORT CUT RD
693+99	-	742+40	C/L	48	SHORT CUT RD - CTH D
742+40	-	750+88	C/L	8	CTH D - KLEIN RD
750+88	-	773+48	C/L	23	KLEIN RD - MILLER LAKE RD
773+48	-	786+09	C/L	13	MILLER LAKE RD - STH 253
786+09	-	797+88	C/L	12	STH 253 - BOOT LAKE RD
797+88	-	885+54	C/L	88	BOOT LAKE RD - SOUTH OF CTH B
					SEGMENT 3 - NO WORK
938+38	-	1003+15	C/L	65	NORTH OF CTH B - WILDCAT RD SOUTH
1003+15	-	1024+83	C/L	22	WILDCAT RD SOUTH - WILDCAT RD NORTH
1024+83	-	1074+71	C/L	50	WILDCAT RD NORTH - CRANBERRY RD SOUTH
1074+71	-	1092+73	C/L	18	CRANBERRY RD SOUTH - CRANBERRY RD NORTH
1092+73	-	1216+19	C/L	124	CRANBERRY RD NORTH - OJIBWA RD
1216+19	-	1257+88	C/L	42	OJIBWA RD - BITTERSWEET DR
1257+88	-	1271+27	C/L	13	BITTERSWEET DR - CTH H
1271+27	-	1339+80	C/L	66	CTH H - PROJECT END
PROJECT TOTAL (1197-18-75; SB USH 53)				620	
PROJECT 1197-18-76					
NB USH 53					
405+98	-	432+61	C/L	27	CTH V PROJECT END - 29 3/4 AVE
665+66	-	693+87	C/L	28	PINE GROVE RD - SHORT CUT RD
693+87	-	742+29	C/L	48	SHORT CUT RD - CTH D
742+29	-	750+67	C/L	8	CTH D - KLEIN RD
750+67	-	773+22	C/L	23	KLEIN RD - MILLER LAKE RD
773+22	-	785+75	C/L	13	MILLER LAKE RD - STH 253
785+75	-	797+97	C/L	12	STH 253 - BOOT LAKE RD
797+97	-	885+58	C/L	88	BOOT LAKE RD - SOUTH OF CTH B
					SEGMENT 3 - NO WORK
938+38	-	1003+44	C/L	65	NORTH OF CTH B - WILDCAT RD SOUTH
1003+44	-	1024+84	C/L	21	WILDCAT RD SOUTH - WILDCAT RD NORTH
1024+84	-	1074+62	C/L	50	WILDCAT RD NORTH - CRANBERRY RD SOUTH
1074+62	-	1092+65	C/L	18	CRANBERRY RD SOUTH - CRANBERRY RD NORTH
1092+65	-	1216+18	C/L	124	CRANBERRY RD NORTH - OJIBWA RD
1216+18	-	1257+89	C/L	42	OJIBWA RD - BITTERSWEET DR
1257+89	-	1271+27	C/L	13	BITTERSWEET DR - CTH H
1271+27	-	1338+95	C/L	65	CTH H - PROJECT END
PROJECT TOTAL (1197-18-76; NB USH 53)				645	
ITEM TOTAL				1265	

SAWING

STATION	-	STATION	LOCATION	690.0150 ASPHALT LF	* 690.0250 CONCRETE LF	REMARKS
PROJECT 1197-18-75						
SB USH 53						
663+22			LT & RT		24	OVERLAY BEGINNING
693+98			LT	25		SHORT CUT RD
742+39			LT	45		CTH D
750+88			LT	30		KLEIN RD
773+48			LT	20		MILLER LAKE RD
786+09			LT	35		STH 253
797+88			LT	23		BOOT LAKE RD
888+03			LT & RT		24	OVERLAY ENDING
935+88			LT & RT		24	OVERLAY BEGINNING
1003+14			LT	45		WILDCAT RD SOUTH
1074+70			LT	23		CRANBERRY RD SOUTH
1198+67			LT & RT		24	BRIDGE APPROACH
1199+40			LT & RT		24	BRIDGE APPROACH
1216+18			LT	21		OJIBWA RD
1271+26			LT	32		CTH H
1299+48			LT & RT		24	BRIDGE APPROACH
1302+70			LT & RT		24	BRIDGE APPROACH
1342+30			LT & RT		24	END PROJECT
USH 63						
RAMP BB			RT		15	
PROJECT TOTALS (1197-18-75; SB USH 53)				299	207	

* QUANTITY ALSO SHOWN ELSEWHERE

CONSTRUCTION STAKING RESURFACING REFERENCE

650.8000

STATION	-	STATION	LOCATION	LF	REMARKS
PROJECT 1197-18-75					
SB USH 53					
665+19	-	912+47	LT & RT	22000	PINE GROVE RD - CTH B
912+47	-	1339+80	LT & RT	39600	CTH B - PROJECT END
STH 70					
SW RAMP			LT	2100	
NW RAMP			LT	1400	
MAINLINE			LT & RT	500	
USH 63					
RAMP BB			LT	3600	
PROJECT TOTALS (1197-18-75; SB USH 53)				69200	
PROJECT 1197-18-76					
NB USH 53					
405+98	-	432+61	LT & RT	2700	RESURFACING IN SEGMENT 1
665+66	-	911+98	LT & RT	22000	PINE GROVE RD - CTH B
911+98	-	1338+95	LT & RT	39600	CTH B - PROJECT END
STH 70					
SE RAMP			RT	1400	
NE RAMP			RT	2400	
MAINLINE			LT & RT	500	
USH 63					
RAMP AA			RT	4100	
RAMP CC			RT	2300	
RAMP DD			RT	300	
PROJECT TOTALS (1197-18-76; NB USH 53)				75300	
ITEM TOTALS				144500	

SAWING (CONTINUED)

STATION	-	STATION	LOCATION	690.0150 ASPHALT LF	* 690.0250 CONCRETE LF	REMARKS
PROJECT 1197-18-76						
NB USH 53						
403+47			LT & RT		24	OVERLAY BEGINNING
435+11			LT & RT		24	OVERLAY ENDING
663+16			LT & RT		24	OVERLAY BEGINNING
742+29			RT	42		CTH D
773+22			RT	18		MILLER LAKE RD
797+87			RT	23		BOOT LAKE RD
888+08			LT & RT		24	OVERLAY ENDING
935+88			LT & RT		24	OVERLAY BEGINNING
1003+44			RT	22		WILDCAT RD SOUTH
1024+84			RT	43		WILDCAT RD NORTH
1092+65			RT	23		CRANBERRY RD NORTH
1198+94			LT & RT		24	BRIDGE APPROACH
1199+67			LT & RT		24	BRIDGE APPROACH
1216+18			RT	21		OJIBWA RD
1257+89			RT	20		BITTERSWEET DR
1271+27			RT	29		CTH H
1300+17			LT & RT		24	BRIDGE APPROACH
1303+39			LT & RT		24	BRIDGE APPROACH
1341+45			LT & RT		24	END PROJECT
USH 63						
RAMP AA			LT		15	
PROJECT TOTALS (1197-18-76; NB USH 53)				241	255	
ITEM TOTALS				540	462	

* QUANTITY ALSO SHOWN ELSEWHERE

NOTE: ALL ITEMS AND QUANTITIES ON THIS SHEET ARE FOR ENGINEER ESTIMATE CATEGORY 0010, UNLESS OTHERWISE NOTED.

CONCRETE PAVEMENT REPAIR

STATION	-	STATION	LOCATION	416.0610 DRILLED TIE BARS EACH	416.0750.S CONCRETE PAVEMENT PARTIAL DEPTH REPAIR JOINT REPAIR LF	416.0752.S CONCRETE PAVEMENT PARTIAL DEPTH REPAIR CRACK REPAIR LF	465.0110 ASPHALTIC SURFACE PATCHING TON	SPV.0180.01 CONCRETE PAVEMENT REPAIR NON DOWELED SPECIAL SY	SPV.0180.02 CONCRETE PAVEMENT REPLACEMENT NON DOWELED SPECIAL SY	SPV.0180.03 CONCRETE PAVEMENT CENTERLINE JOINT REPAIR SY	* 690.025 SAWING CONCRETE LF	REMARKS
PROJECT 1197-18-75												
SB USH 53												
SEGMENT 1												
245+76	-	252+33	LT/RT	217				120		30	2174	PROJECT BEGIN - 26TH AVE
252+33	-	354+57	LT/RT	1231	120	110		940	50	150	16386	26TH AVE - CTH V PROJECT BEGIN
												NO WORK - PREVIOUS PROJECT
405+68	-	462+43	LT/RT	4019	92	180		355	90	540	10952	CTH V PROJECT END - 29 3/4 AVE
462+43	-	476+48	LT/RT	2221	12	12		225	80	300	6594	29 3/4 AVE - 30TH AVE
476+48	-	529+21	LT/RT	1261	412	288		110	180	160	4104	30TH AVE - PIERCE RD
529+21	-	558+59	LT/RT	4645	180	120		544	60	620	14444	PIERCE RD - A & J RD
558+59	-	585+88	LT/RT	3517	216	240		390		480	10574	A & J RD - LONG LAKE RD
585+88	-	626+06	LT/RT	4627	444	240		920	40	600	20274	LONG LAKE RD - DUCK POND RD
626+06	-	665+19	LT/RT	862	144	230		210		120	4538	DUCK POND RD - PINE GROVE RD
SEGMENT 2												
665+19	-	693+99	LT/RT				37					PINE GROVE RD - SHORT CUT RD
693+99	-	742+40	LT/RT				72					SHORT CUT RD - CTH D
742+40	-	750+88	LT/RT				25					CTH D - KLEIN RD
750+88	-	773+48	LT/RT				48					KLEIN RD - MILLER LAKE RD
773+48	-	786+09	LT/RT				28					MILLER LAKE RD - STH 253
786+09	-	797+88	LT/RT				102					STH 253 - BOOT LAKE RD
797+88	-	885+58	LT/RT				22					BOOT LAKE RD - CTH B
SEGMENT 3												NO WORK
SEGMENT 4							9					
938+38	-	1003+15	LT/RT				22					CTH B - WILDCAT RD SOUTH
1003+15	-	1024+83	LT/RT				30					WILDCAT RD SOUTH - WILDCAT RD NORTH
1024+83	-	1074+71	LT/RT				13					WILDCAT RD NORTH - CRANBERRY RD SOUTH
1074+71	-	1092+73	LT/RT				16					CRANBERRY RD SOUTH - CRANBERRY RD NORTH
1092+73	-	1148+60	LT/RT				22					CRANBERRY RD NORTH - OJIBWA RD
SEGMENT 5												
1148+60	-	1257+88	LT/RT				149					OJIBWA RD - BITTERSWEET DR
1257+88	-	1271+27	LT/RT				96					BITTERSWEET DR - CTH H
1271+27	-	1339+80	LT/RT				54					CTH H - PROJECT END
STH 70												
SW RAMP							56					
NW RAMP							48					
USH 63												
RAMP BB							76	586				
PROJECT TOTALS (1197-18-75; SB USH 53)				22600	1620	1420	925	4400	500	3000	90040	

* QUANTITY ALSO SHOWN ELSEWHERE

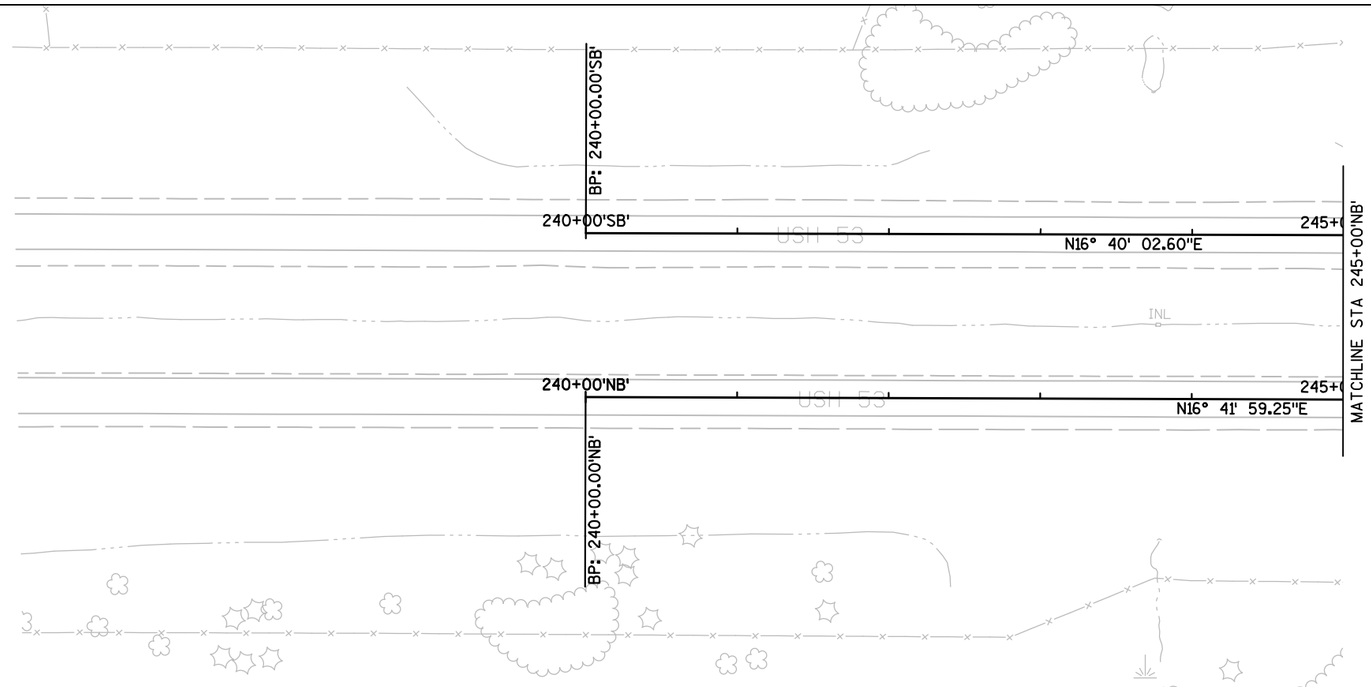
NOTE: ALL ITEMS AND QUANTITIES ON THIS SHEET ARE FOR ENGINEER ESTIMATE CATEGORY 0010, UNLESS OTHERWISE NOTED.

CONCRETE PAVEMENT REPAIR (CONTINUED)

STATION	-	STATION	LOCATION	416.0610 DRILLED TIE BARS EACH	416.0750.S CONCRETE PAVEMENT PARTIAL DEPTH REPAIR JOINT REPAIR LF	416.0752.S CONCRETE PAVEMENT PARTIAL DEPTH REPAIR CRACK REPAIR LF	465.0110 ASPHALTIC SURFACE PATCHING TON	SPV.0180.01 CONCRETE PAVEMENT REPAIR NON DOWELED SPECIAL SY	SPV.0180.02 CONCRETE PAVEMENT REPLACEMENT NON DOWELED SPECIAL SY	SPV.0180.03 CONCRETE PAVEMENT CENTERLINE JOINT REPAIR SY	* 690.025 SAWING CONCRETE LF	REMARKS
PROJECT 1197-18-76												
NB USH 53												
SEGMENT 1												
245+76	-	252+63	LT/RT	651				610		90	2814	BEGIN - 26TH AVE
252+63	-	311+22	LT/RT	671	96	120		880	90	80	16014	26TH AVE - 27TH AVE
311+22	-	354+74	LT/RT	491	48	72			60	40	674	27TH AVE - CTH V PROJECT BEGIN
405+98	-	462+41	LT/RT	3985	108	228		260	80	520	10872	CTH V PROJECT END - 29 3/4 AVE
462+41	-	476+28	LT/RT	3031	12	12		320		420	7334	29 3/4 AVE - 30TH AVE
476+28	-	528+92	LT/RT	4113	612	948		930	270	520	7484	30TH AVE - PIERCE RD
528+92	-	558+36	LT/RT	775	240	120		230		80	9324	PIERCE RD - A & J RD
558+36	-	585+60	LT/RT	3545	426	330		390		490	10664	A & J RD - LONG LAKE RD
585+60	-	626+01	LT/RT	4479	540	516		490		620	20234	LONG LAKE RD - DUCK POND RD
626+01	-	665+66	LT/RT	1019	218	339		390		140	4716	DUCK POND RD - PINE GROVE RD
SEGMENT 2												
665+66	-	693+87	LT/RT				37					PINE GROVE RD - SHORT CUT RD
693+87	-	742+29	LT/RT				97					SHORT CUT RD - CTH D
742+29	-	750+67	LT/RT				26					CTH D - KLEIN RD
750+67	-	773+22	LT/RT				42					KLEIN RD - MILLER LAKE RD
773+22	-	785+75	LT/RT				26					MILLER LAKE RD - STH 253
785+75	-	797+87	LT/RT				22					STH 253 - BOOT LAKE RD
797+87	-	885+58	LT/RT				118					BOOT LAKE RD - CTH B
SEGMENT 3												NO WORK
SEGMENT 4												
938+38	-	1003+44	LT/RT				28					CTH B - WILDCAT RD SOUTH
1003+44	-	1024+84	LT/RT				22					WILDCAT RD SOUTH - WILDCAT RD NORTH
1024+84	-	1074+62	LT/RT				21					WILDCAT RD NORTH - CRANBERRY RD SOUTH
1074+62	-	1092+65	LT/RT				15					CRANBERRY RD SOUTH - CRANBERRY RD NORTH
1092+65	-	1148+60	LT/RT				14					CRANBERRY RD NORTH - OJIBWA RD
SEGMENT 5												
1148+60	-	1257+89	LT/RT				75					OJIBWA RD - BITTERSWEET DR
1257+89	-	1271+27	LT/RT				105					BITTERSWEET DR - CTH H
1271+27	-	1338+95	LT/RT				119					CTH H - PROJECT END
STH 70												
SE RAMP							62					
NE RAMP							52					
USH 63												
RAMP AA							152					
RAMP CC							61					
RAMP DD							16					
PROJECT TOTALS (1197-18-76: NB USH 53)				22760	2300	2685	1110	4500	500	3000	90130	
ITEM TOTALS				45360	3920	4105	2035	8900	1000	6000	180170	

* QUANTITY ALSO SHOWN ELSEWHERE

NOTE: ALL ITEMS AND QUANTITIES ON THIS SHEET ARE FOR ENGINEER ESTIMATE CATEGORY 0010, UNLESS OTHERWISE NOTED.



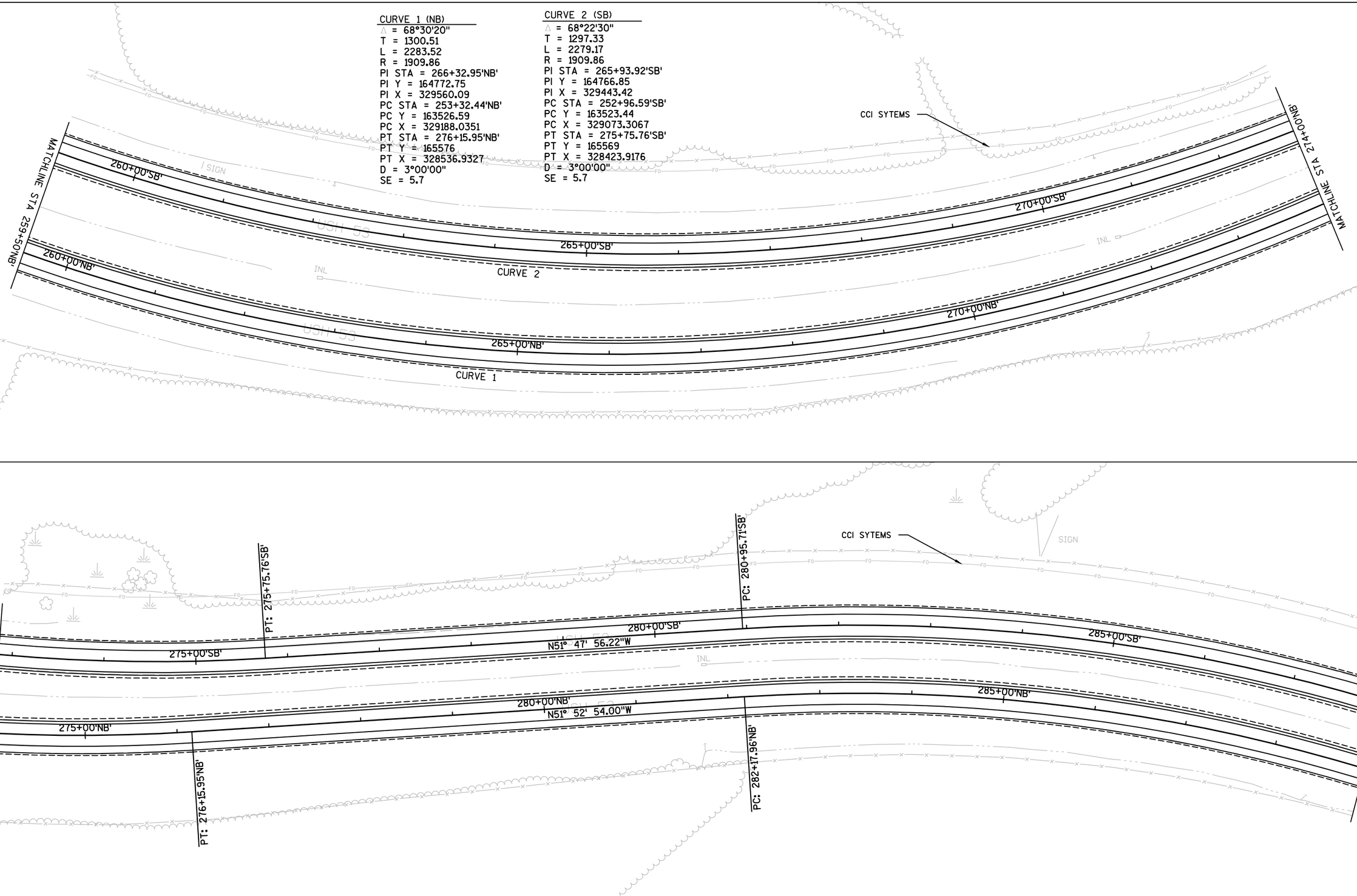
PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PLAN	SHEET 110 E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\050202 PN.DWG PLOT DATE : 10/1/2014 4:55 PM PLOT BY : SCOTT WAHLER PLOT NAME : ----------

WISDOT/CADDS SHEET 44

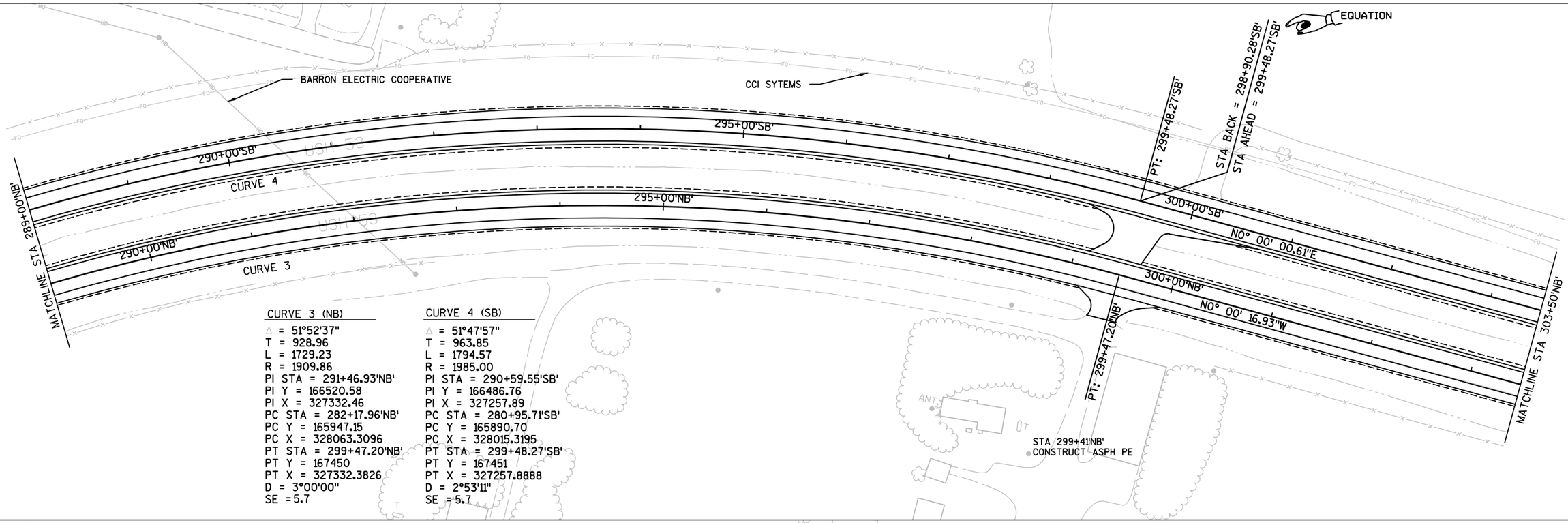
CURVE 1 (NB)
△ = 68°30'20"
T = 1300.51
L = 2283.52
R = 1909.86
PI STA = 266+32.95'NB'
PI Y = 164772.75
PI X = 329560.09
PC STA = 253+32.44'NB'
PC Y = 163526.59
PC X = 329188.0351
PT STA = 276+15.95'NB'
PT Y = 165576
PT X = 328536.9327
D = 3°00'00"
SE = 5.7

CURVE 2 (SB)
△ = 68°22'30"
T = 1297.33
L = 2279.17
R = 1909.86
PI STA = 265+93.92'SB'
PI Y = 164766.85
PI X = 329443.42
PC STA = 252+96.59'SB'
PC Y = 163523.44
PC X = 329073.3067
PT STA = 275+75.76'SB'
PT Y = 165569
PT X = 328423.9176
D = 3°00'00"
SE = 5.7



PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PLAN	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\050202 PN.DWG PLOT DATE : 10/1/2014 4:59 PM PLOT BY : SCOTT WAHLER PLOT NAME : ----------

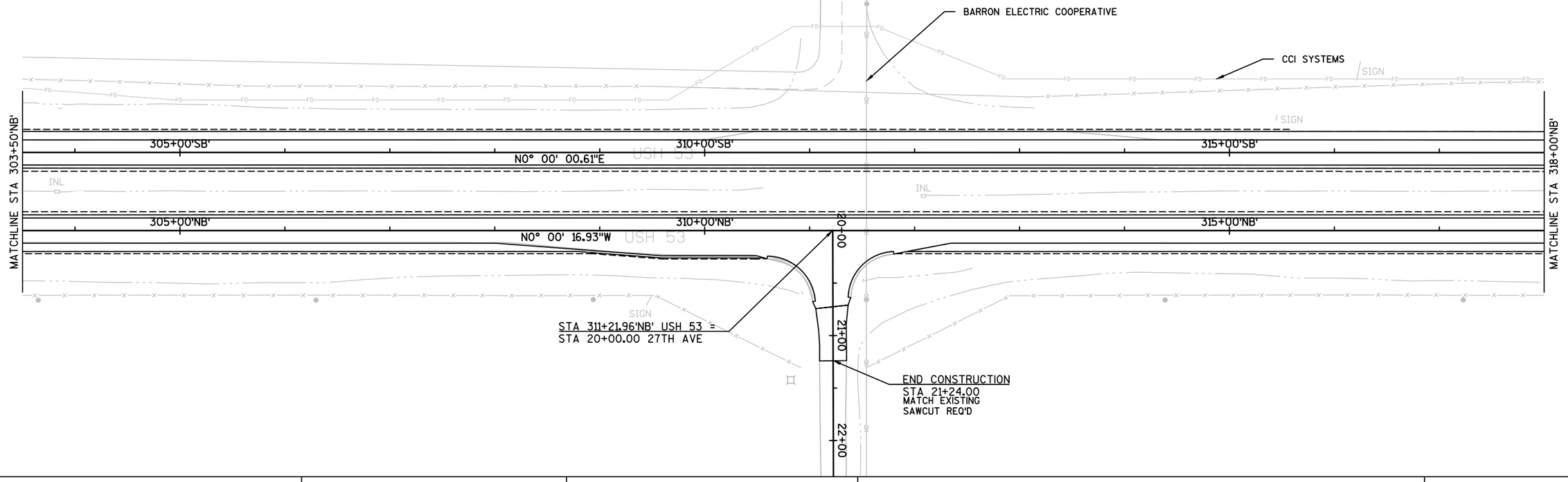


CURVE 3 (NB)

△ = 51°52'37"
T = 928.96
L = 1729.23
R = 1909.86
PI STA = 291+46.93'NB'
PI Y = 166520.58
PI X = 327332.46
PC STA = 282+17.96'NB'
PC Y = 165947.15
PC X = 328063.3096
PT STA = 299+47.20'NB'
PT Y = 167450
PT X = 327332.3826
D = 3°00'00"
SE = 5.7

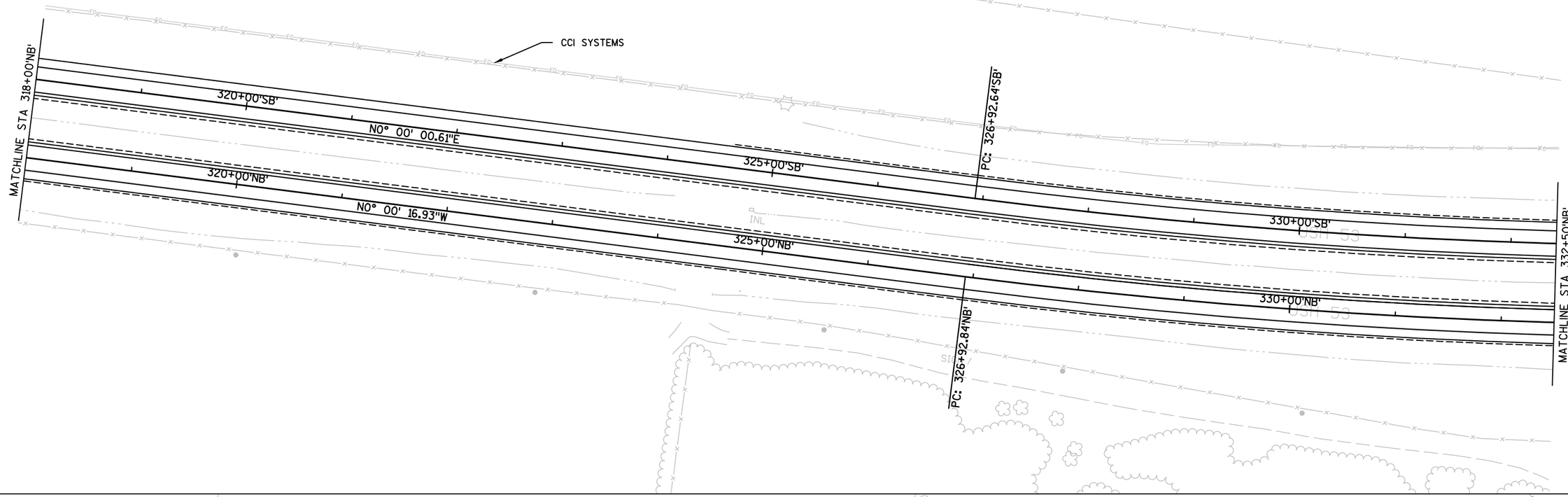
CURVE 4 (SB)

△ = 51°47'57"
T = 963.85
L = 1794.57
R = 1985.00
PI STA = 290+59.55'SB'
PI Y = 166486.76
PI X = 327257.89
PC STA = 280+95.71'SB'
PC Y = 165890.70
PC X = 328015.3195
PT STA = 299+48.27'SB'
PT Y = 167451
PT X = 327257.8888
D = 2°53'11"
SE = 5.7



PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PLAN	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\050202 PN.DWG PLOT DATE : 10/1/2014 5:01 PM PLOT BY : SCOTT WAHLER PLOT NAME : ----------



5

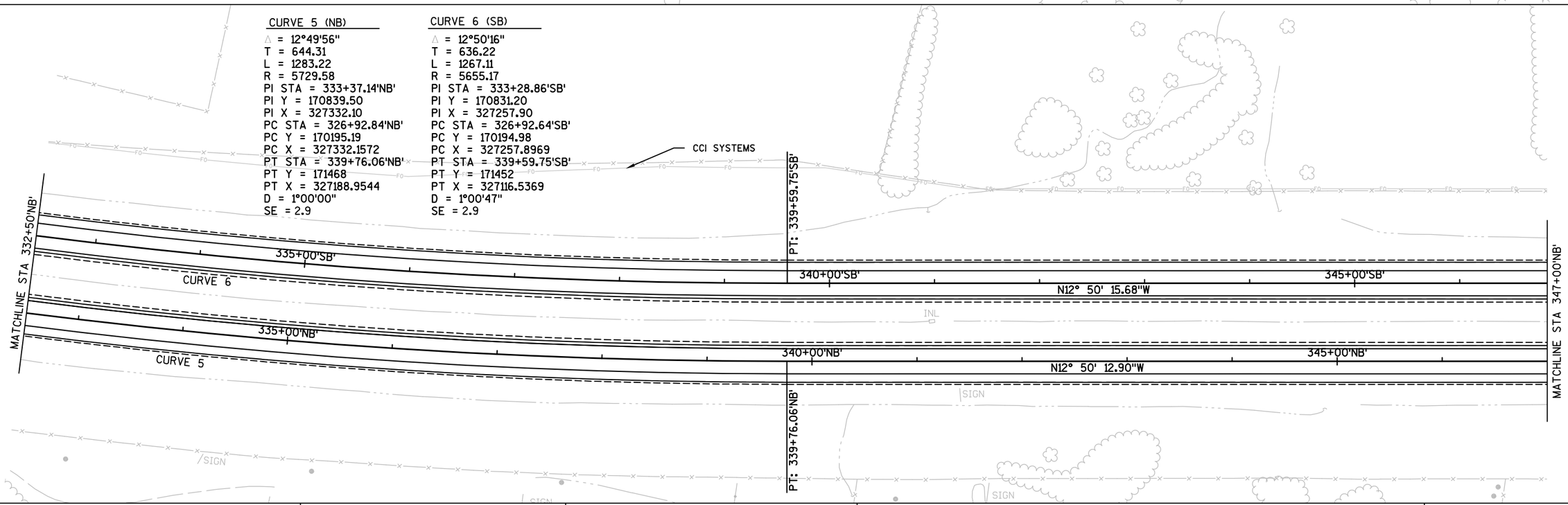
5

CURVE 5 (NB)

- △ = 12°49'56"
- T = 644.31
- L = 1283.22
- R = 5729.58
- PI STA = 333+37.14'NB'
- PI Y = 170839.50
- PI X = 327332.10
- PC STA = 326+92.84'NB'
- PC Y = 170195.19
- PC X = 327332.1572
- PT STA = 339+76.06'NB'
- PT Y = 171468
- PT X = 327188.9544
- D = 1°00'00"
- SE = 2.9

CURVE 6 (SB)

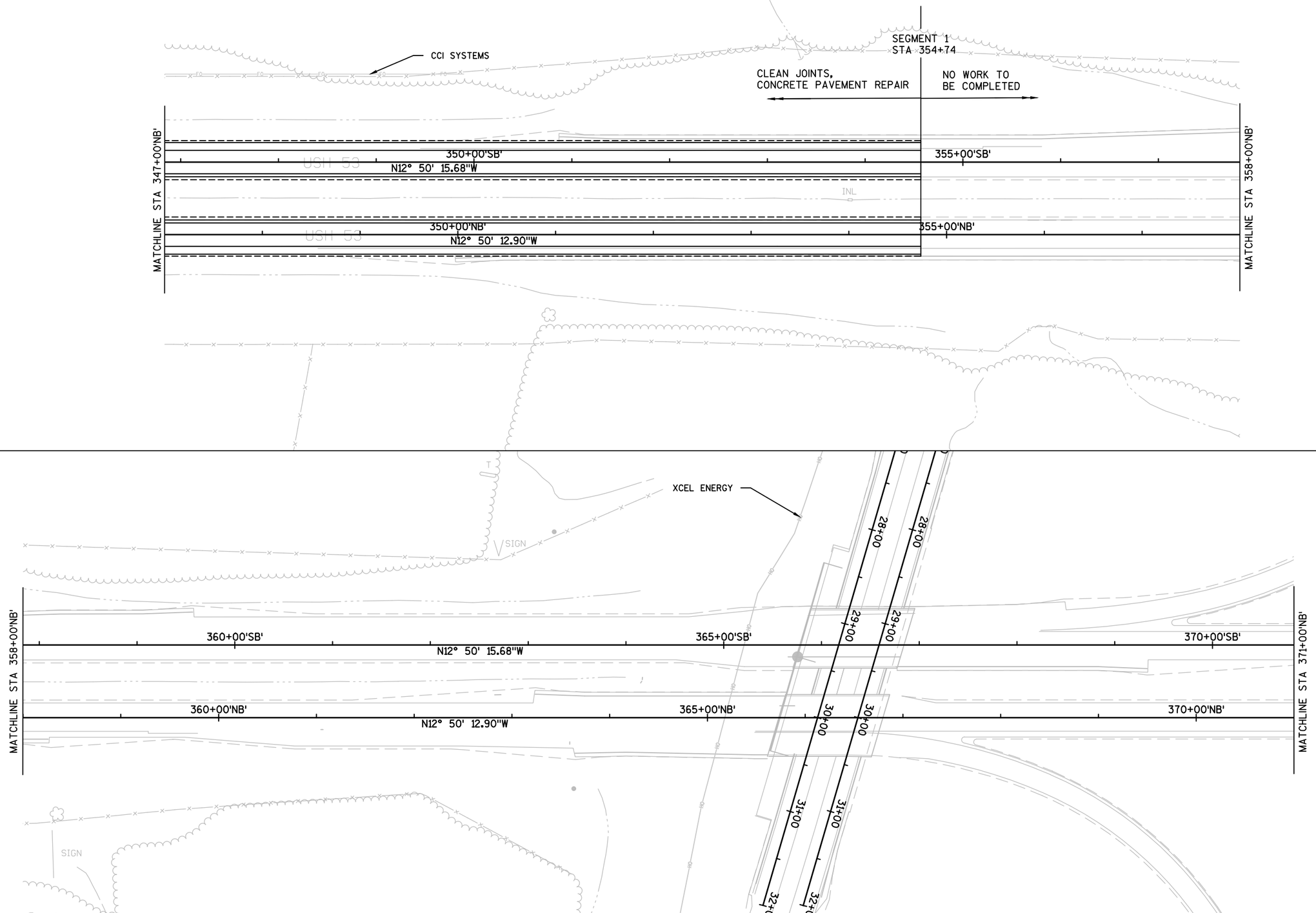
- △ = 12°50'16"
- T = 636.22
- L = 1267.11
- R = 5655.17
- PI STA = 333+28.86'SB'
- PI Y = 170831.20
- PI X = 327257.90
- PC STA = 326+92.64'SB'
- PC Y = 170194.98
- PC X = 327257.8969
- PT STA = 339+59.75'SB'
- PT Y = 171452
- PT X = 327116.5369
- D = 1°00'47"
- SE = 2.9



PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PLAN	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\050202 PN.DWG PLOT DATE : 10/1/2014 5:04 PM PLOT BY : SCOTT WAHLER PLOT NAME : ----------

WISDOT/CADDS SHEET 44



5

5

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PLAN	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\050202 PN.DWG PLOT DATE : 10/1/2014 5:07 PM PLOT BY : SCOTT WAHLER PLOT NAME : ----------

MATCHLINE STA 371+00'NB'

375+00'SB'

N12° 50' 15.68"W

380+00'SB'

385+00'SB'

MATCHLINE STA 385+50'NB'

375+00'NB'

N12° 50' 12.90"W

380+00'NB'

385+00'NB'

SIGN

5

5

SIGN

PC: 395+85.08'SB'

MATCHLINE STA 385+50'NB'

390+00'SB'

N12° 50' 15.68"W

395+00'SB'

4

INL

MATCHLINE STA 400+00'NB'

400+

390+00'NB'

N12° 50' 12.90"W

395+00'NB'

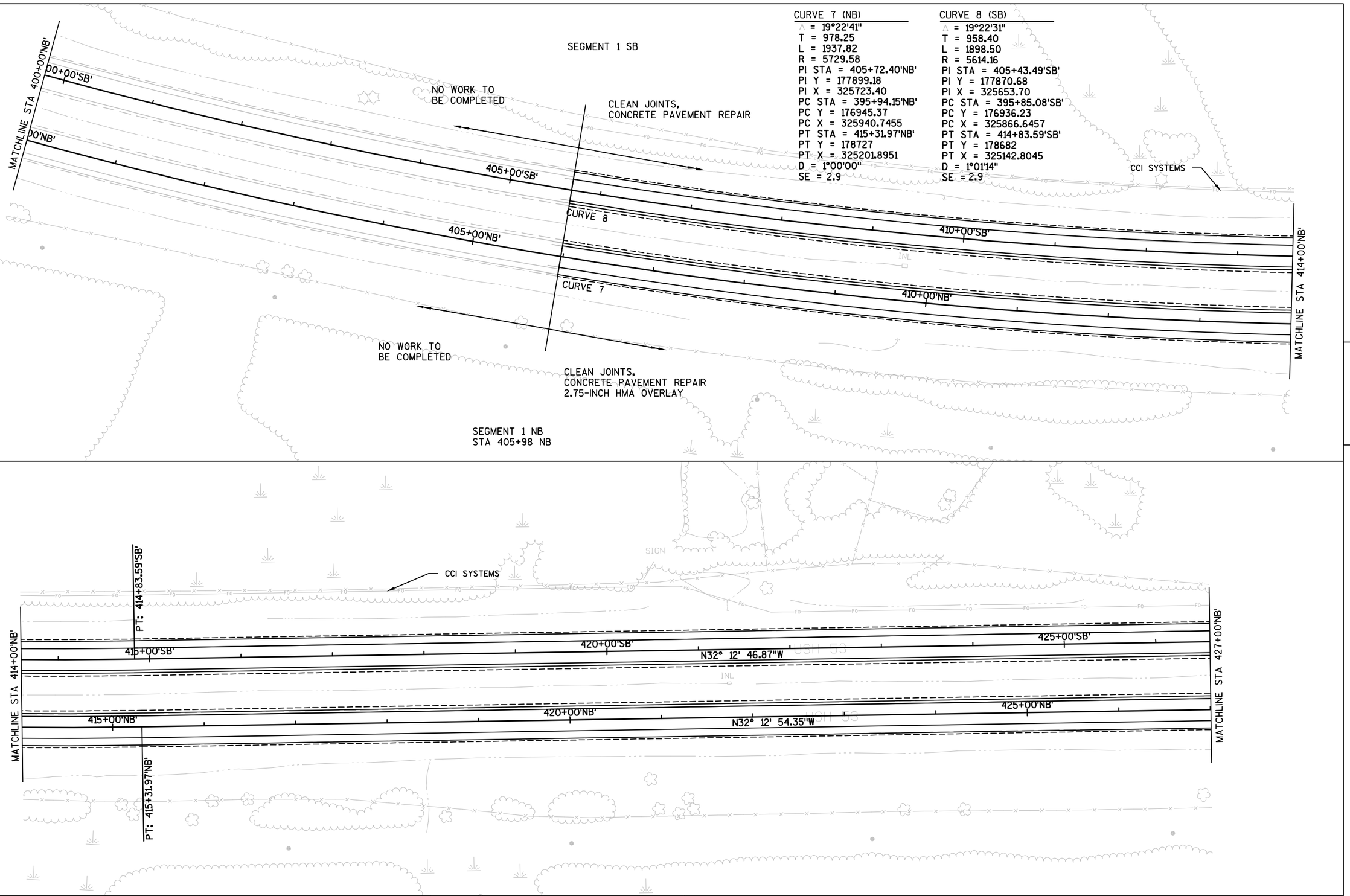
PC: 395+94.15'NB'

SIGN

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PLAN	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\050202 PN.DWG PLOT DATE : 10/1/2014 5:09 PM PLOT BY : SCOTT WAHLER PLOT NAME : ----------

WISDOT/CADDS SHEET 44



PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PLAN	SHEET 116	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\050202 PN.DWG PLOT DATE : 11/21/2014 9:59 AM PLOT BY : NICK ENGH PLOT NAME : ----------

WISDOT/CADDS SHEET 44

SEGMENT 1 SB

CLEAN JOINTS,
CONCRETE PAVEMENT REPAIR

CLEAN JOINTS,
CONCRETE PAVEMENT REPAIR

CCI SYSTEMS

PC: 438+90.90'SB'

440+00'SB'

435+00'SB'

430+00'SB'

MATCHLINE STA 427+00'NB'

MATCHLINE STA 441+00'NB'

440+00'NB'

435+00'NB'

430+00'NB'

PC: 439+33.02'NB'

CENTURYLINK

CLEAN JOINTS,
CONCRETE PAVEMENT REPAIR
2.75-INCH HMA OVERLAY

CLEAN JOINTS,
CONCRETE PAVEMENT REPAIR

SEGMENT 1 NB
STA 432+61

STA 433+00'NB'
CONSTRUCT ASPH PE

PT: 447+14.31'SB'

CCI SYSTEMS

450+00'SB'

445+00'SB'

MATCHLINE STA 455+00'NB'

CURVE 10

450+00'NB'

445+00'NB'

MATCHLINE STA 441+00'NB'

CURVE 9

CENTURYLINK

PT: 447+15.16'NB'

STA BACK = 447+36.01'NB'

STA AHEAD = 447+15.16'NB'

EQUATION

STA 446+91'NB'
CONSTRUCT ASPH PE

CURVE 9 (NB)	CURVE 10 (SB)
Δ = 16°03'35"	Δ = 16°03'12"
T = 404.14	T = 414.42
L = 802.99	L = 823.41
R = 2864.79	R = 2938.79
PI STA = 443+37.16'NB'	PI STA = 443+05.32'SB'
PI Y = 181100.17	PI Y = 181068.94
PI X = 323706.45	PI X = 323638.63
PC STA = 439+33.02'NB'	PC STA = 438+90.90'SB'
PC Y = 180758.24	PC Y = 180718.32
PC X = 323921.8978	PC X = 323859.5404
PT STA = 447+15.16'NB'	PT STA = 447+14.31'SB'
PT Y = 181488	PT Y = 181467
PT X = 323593.9992	PT X = 323523.2896
D = 2°00'00"	D = 1°56'59"
SE = 4.8	SE = 4.8

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PLAN	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\050202 PN.DWG
PLOT DATE : 10/1/2014 5:15 PM
PLOT BY : SCOTT WAHLER
PLOT NAME : ----------
WISDOT/CADDS SHEET 44

BIKE PATH

BIKE PATH

CCI SYSTEMS

STA 462+43.35'SB USH 53=
STA 49+26.00 29 3/4 AVE

SIGN

MATCHLINE STA 455+00'NB'

00'SB'

460+00'SB'

N16° 09' 34.55"W

465+00'SB'

BP: 49+26.00

49+26

50+00

INL

00'NB'

460+00'NB'

N16° 09' 19.20"W

465+00'NB'

MATCHLINE STA 469+50'NB'

USH 53

USH 53

SIGN

SIGN

CENTURYLINK

PI: 50+53.48

STA 462+41.38'NB' USH 53 =
STA 50+00.00 29 3/4 AVE

51+50

EP: 51+50.00
Y=183001.542
X=323311.519

END CONSTRUCTION
STA 51+04.00
MATCH EXISTING
SAWCUT REQ'D

5

5

SIGN

CHARTER COMMUNICATIONS

CENTURYLINK

00

BEGIN CONSTRUCTION
STA 57+83.00
MATCH EXISTING
SAWCUT REQ'D

STA 476+47.59'SB' USH 53 =
STA 59+22.91 30TH AVE

58+00

EP: 476+91.58'SB'

BARRON ELECTRIC COOPERATIVE

CCI SYSTEMS

SIGN

SIGN

MATCHLINE STA 469+50'NB'

470+00'SB'

475+00'SB'

59+00

476+92.8B'

480+00'SB'

N16° 09' 34.55"W

USH 53

USH 53

INL

INL

470+00'NB'

475+00'NB'

476+28.9NB'

480+00'NB'

N16° 09' 19.20"W

USH 53

USH 53

60+00

MATCHLINE STA 483+00'NB'

SIGN

WISDOT RWIS

SIGN

STA 476+27.50'NB' USH 53=
STA 60+00.00 30TH AVE

61+00

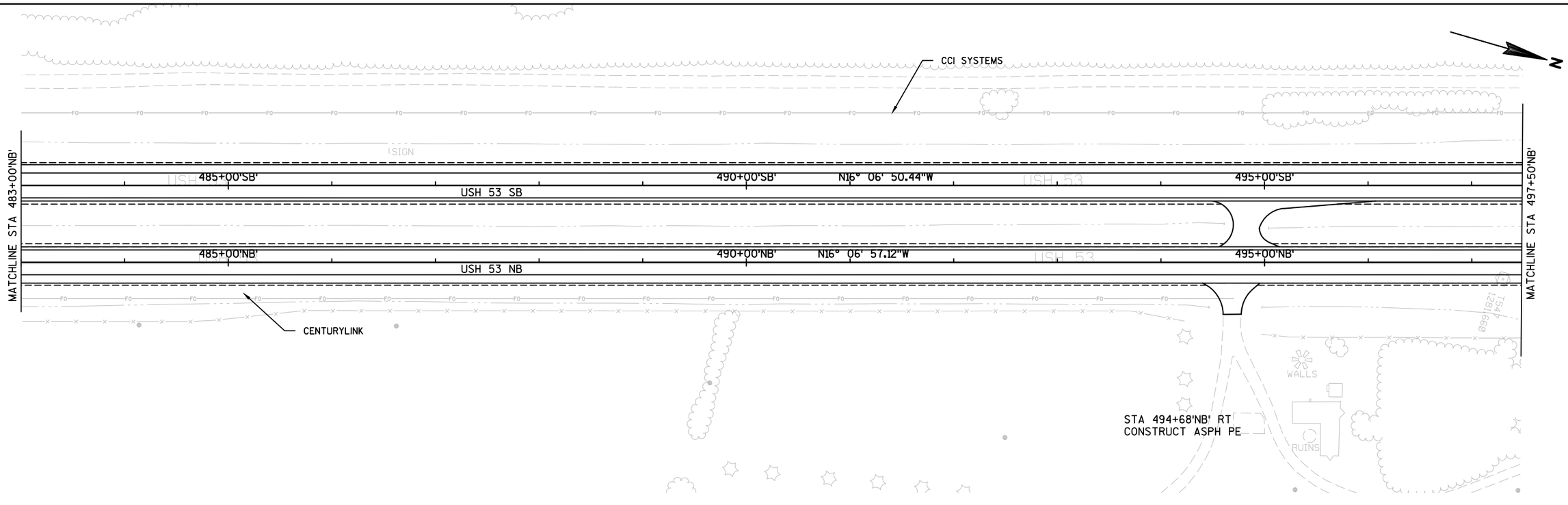
EP: 476+29.40'NB'

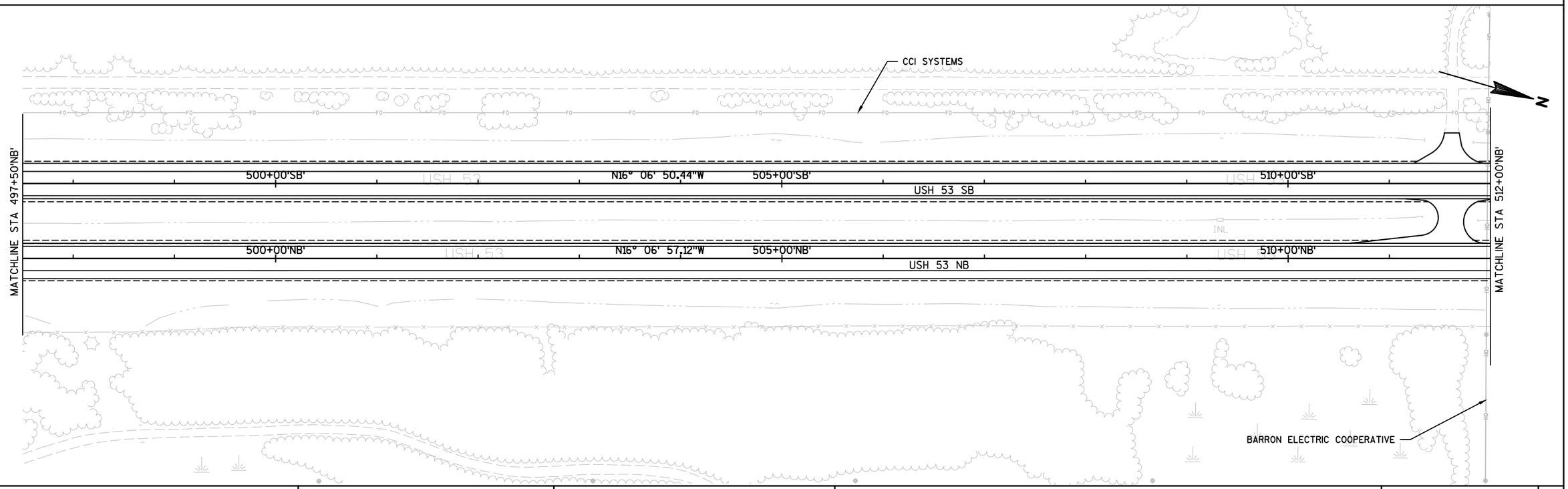
CENTURYLINK

END CONSTRUCTION
STA 61+40.01
MATCH EXISTING
SAWCUT REQ'D

62

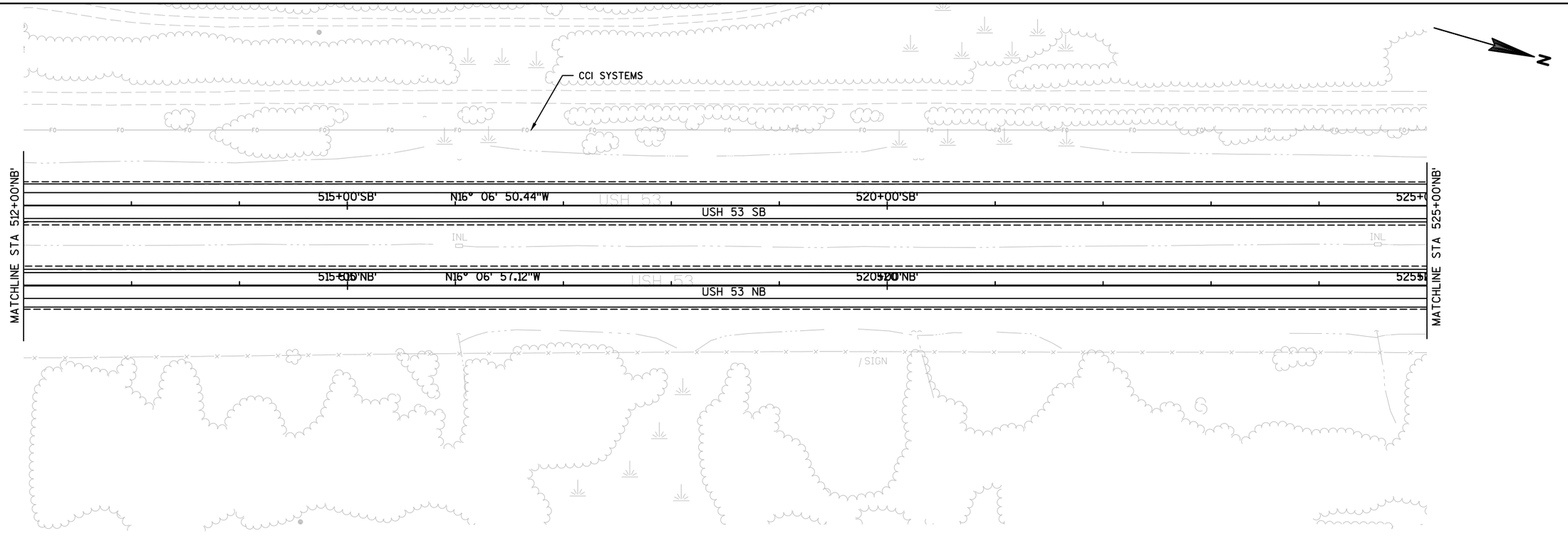
PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PLAN	SHEET 118	E

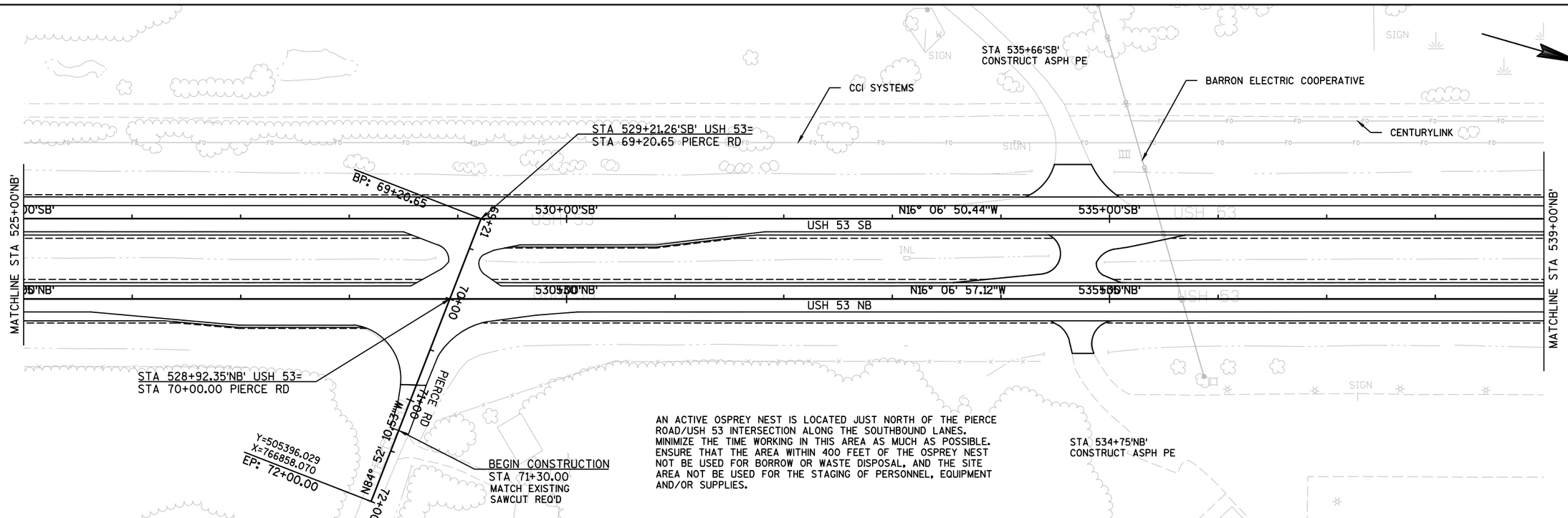




PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PLAN	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\050210 PN.DWG PLOT DATE : 11/21/2014 10:42 AM PLOT BY : NICK ENGH PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

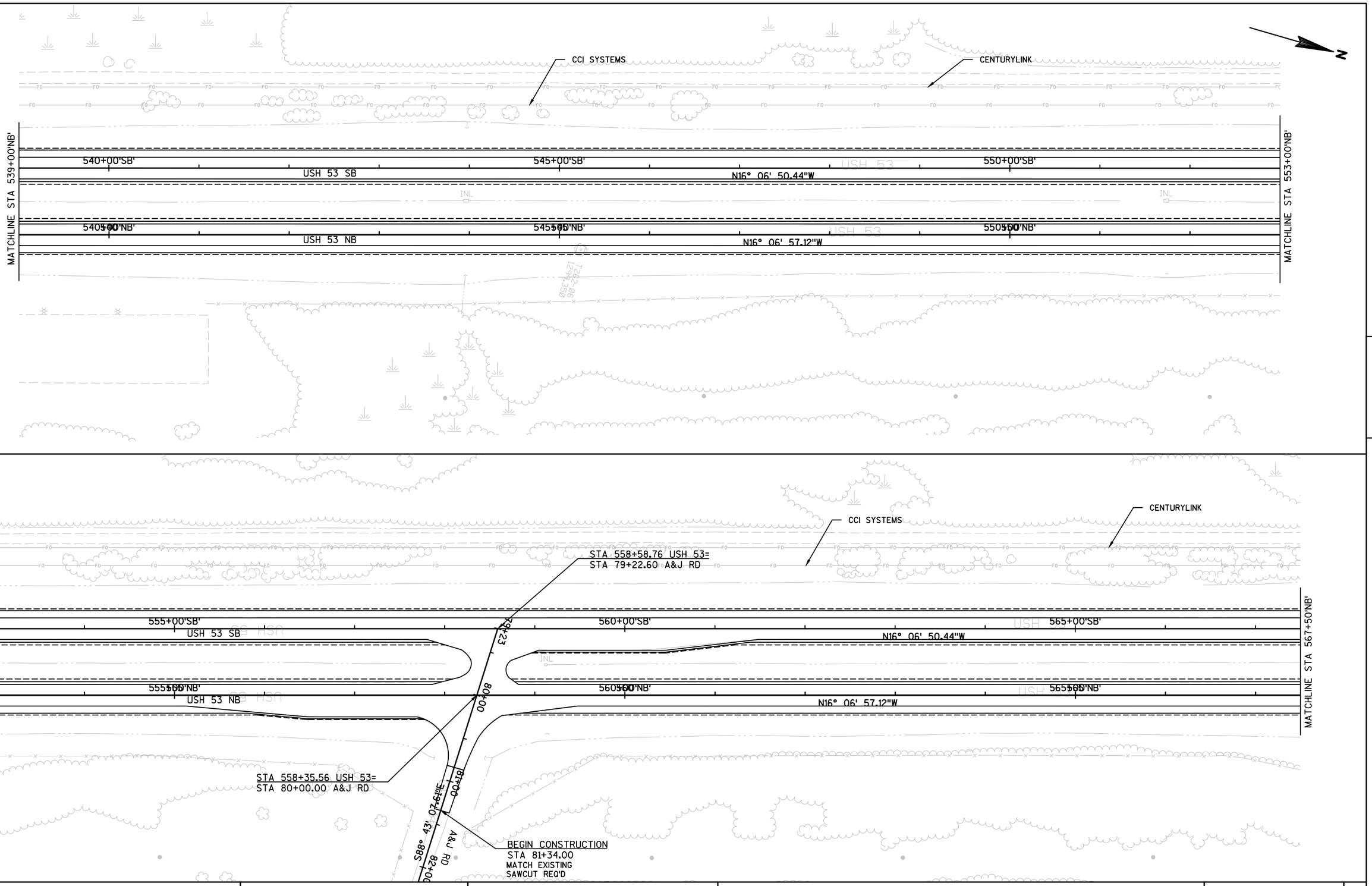




PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PLAN	SHEET 120	E

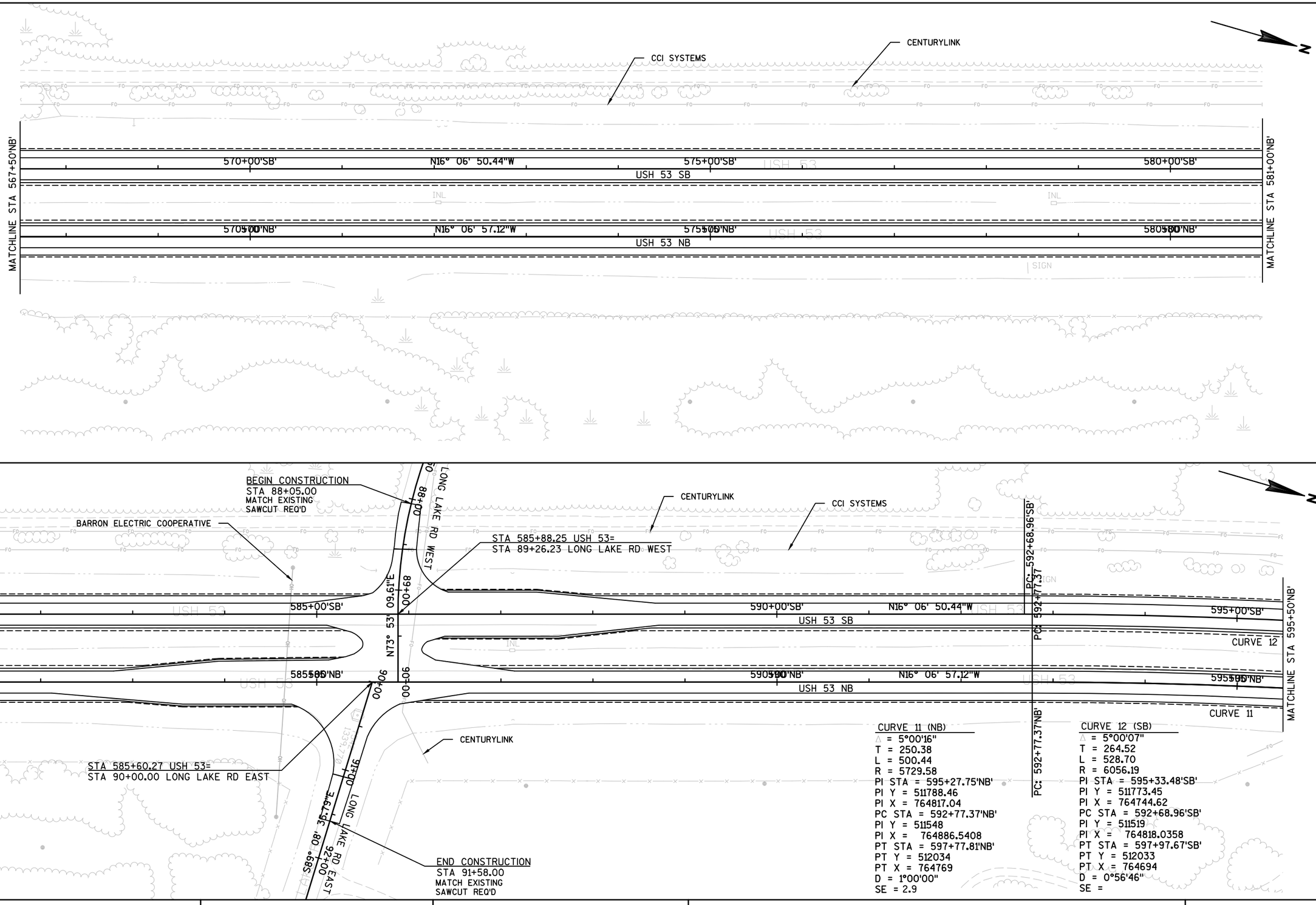
FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\050210 PN.DWG PLOT DATE : 10/1/2014 5:50 PM PLOT BY : SCOTT WAHLER PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 44



PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PLAN	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\050210 PN.DWG PLOT DATE : 10/1/2014 5:53 PM PLOT BY : SCOTT WAHLER PLOT NAME : ---------- PLOT SCALE : **********



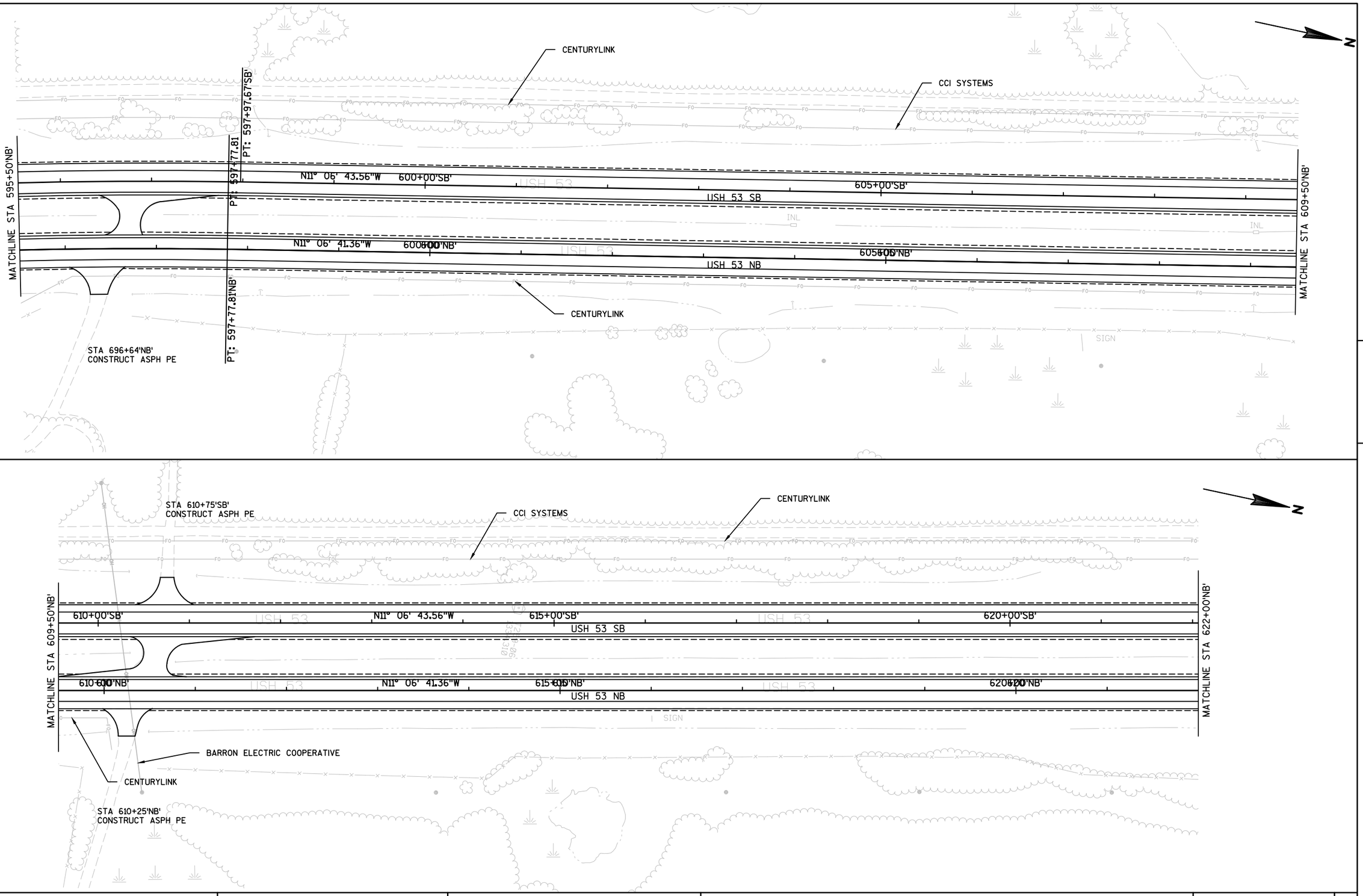
CURVE 11 (NB)
△ = 5°00'16"
T = 250.38
L = 500.44
R = 5729.58
PI STA = 595+27.75'NB'
PI Y = 511788.46
PI X = 764817.04
PC STA = 592+77.37'NB'
PI Y = 511548
PI X = 764886.5408
PT STA = 597+77.81'NB'
PT Y = 512034
PT X = 764769
D = 1°00'00"
SE = 2.9

CURVE 12 (SB)
△ = 5°00'07"
T = 264.52
L = 528.70
R = 6056.19
PI STA = 595+33.48'SB'
PI Y = 511773.45
PI X = 764744.62
PC STA = 592+68.96'SB'
PI Y = 511519
PI X = 764818.0358
PT STA = 597+97.67'SB'
PT Y = 512033
PT X = 764694
D = 0°56'46"
SE =

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PLAN	SHEET	E

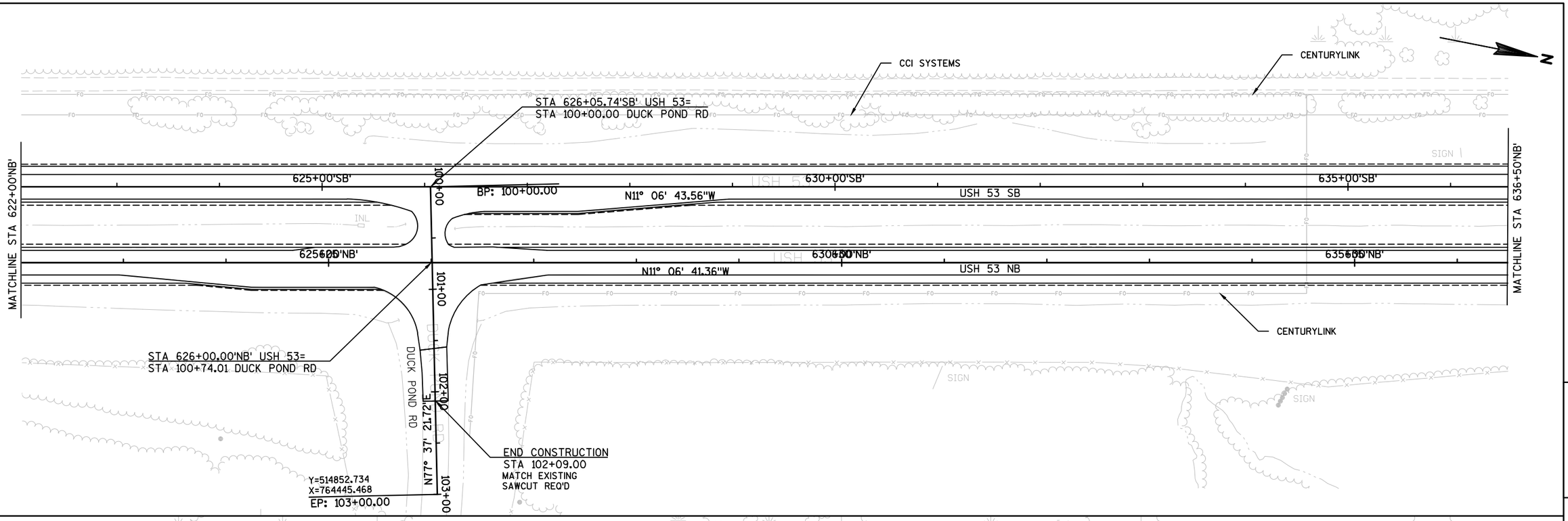
FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\050210 PN.DWG PLOT DATE : 10/1/2014 5:55 PM PLOT BY : SCOTT WAHLER PLOT NAME : ---------- PLOT SCALE : **********

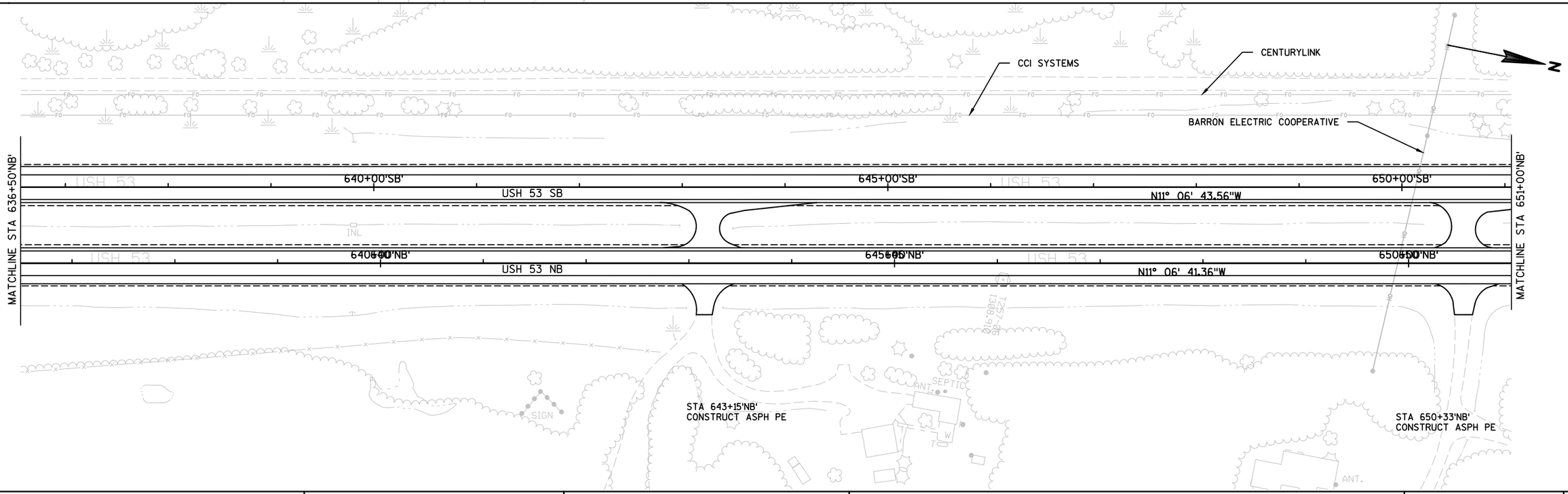
WISDOT/CADDS SHEET 44



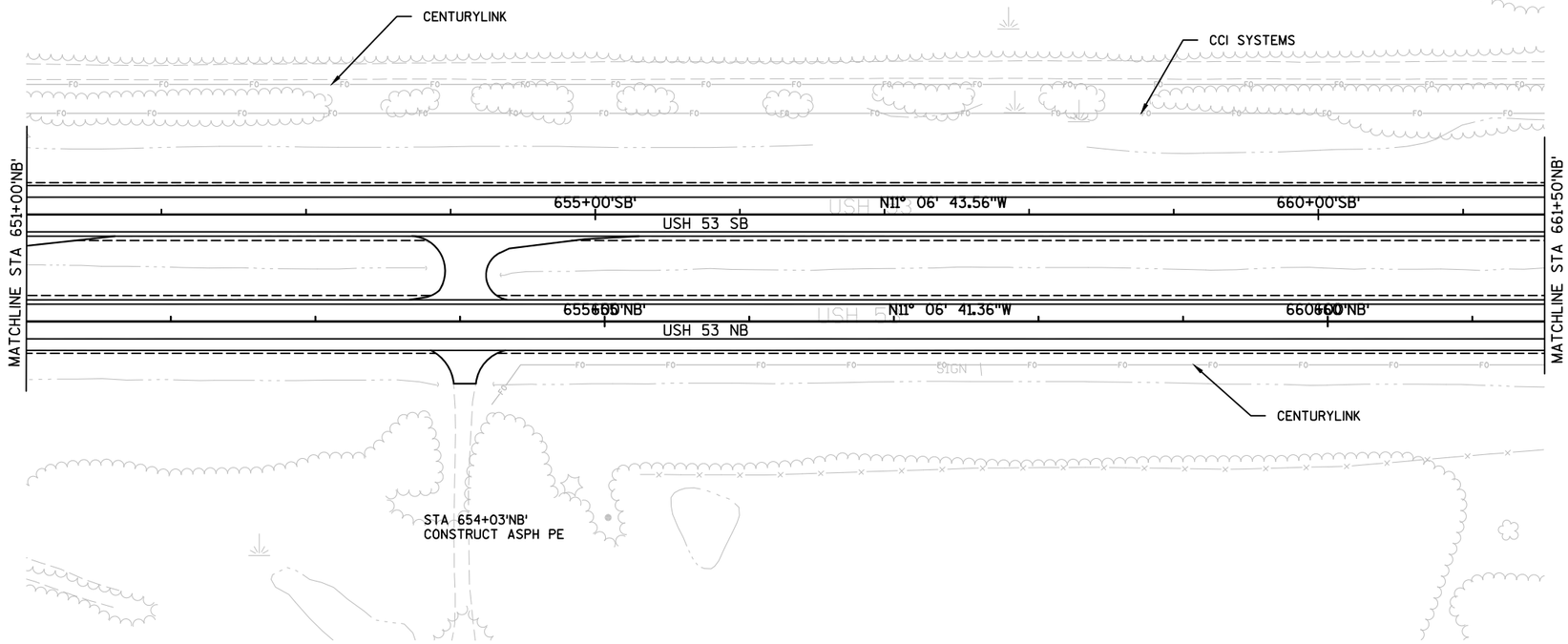
PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PLAN	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\050210 PN.DWG PLOT DATE : 10/1/2014 5:58 PM PLOT BY : SCOTT WAHLER PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 44





PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PLAN	SHEET 124	E



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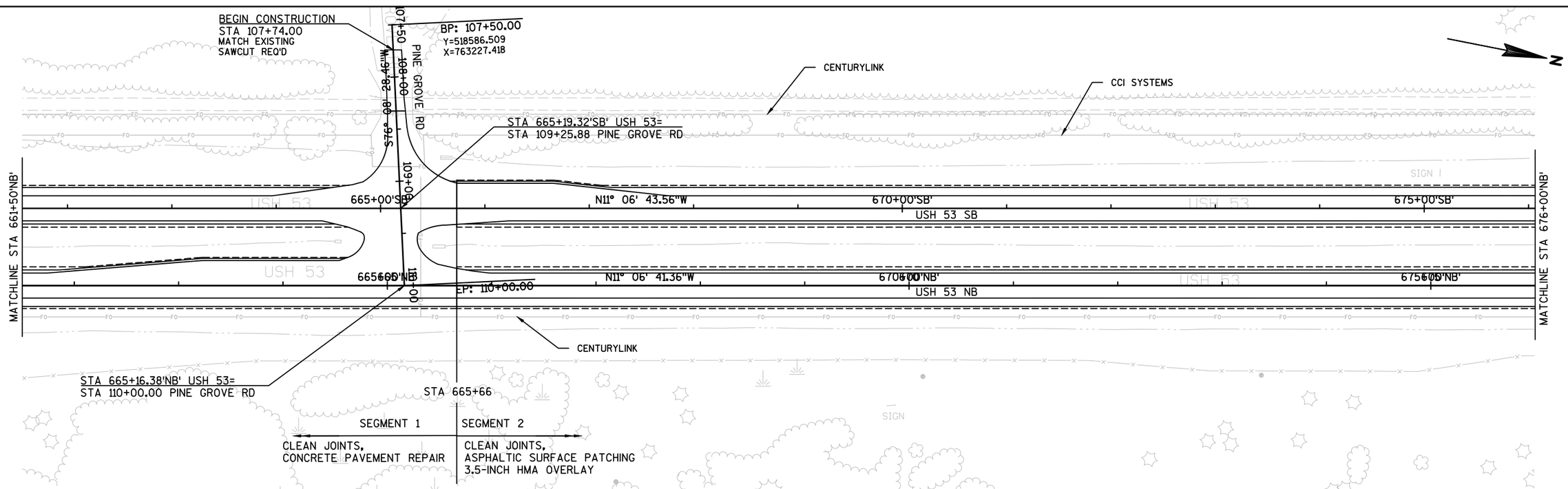
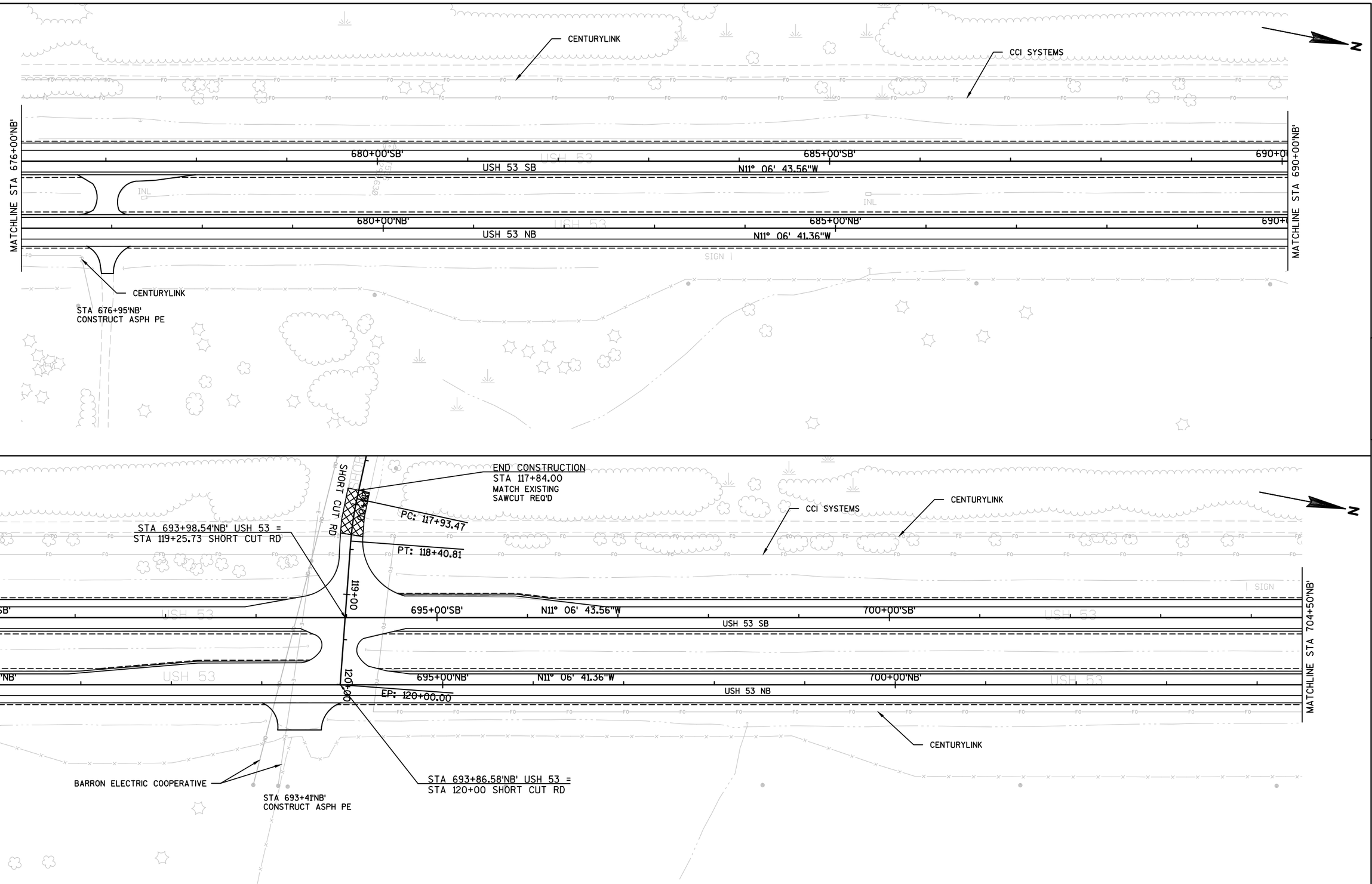


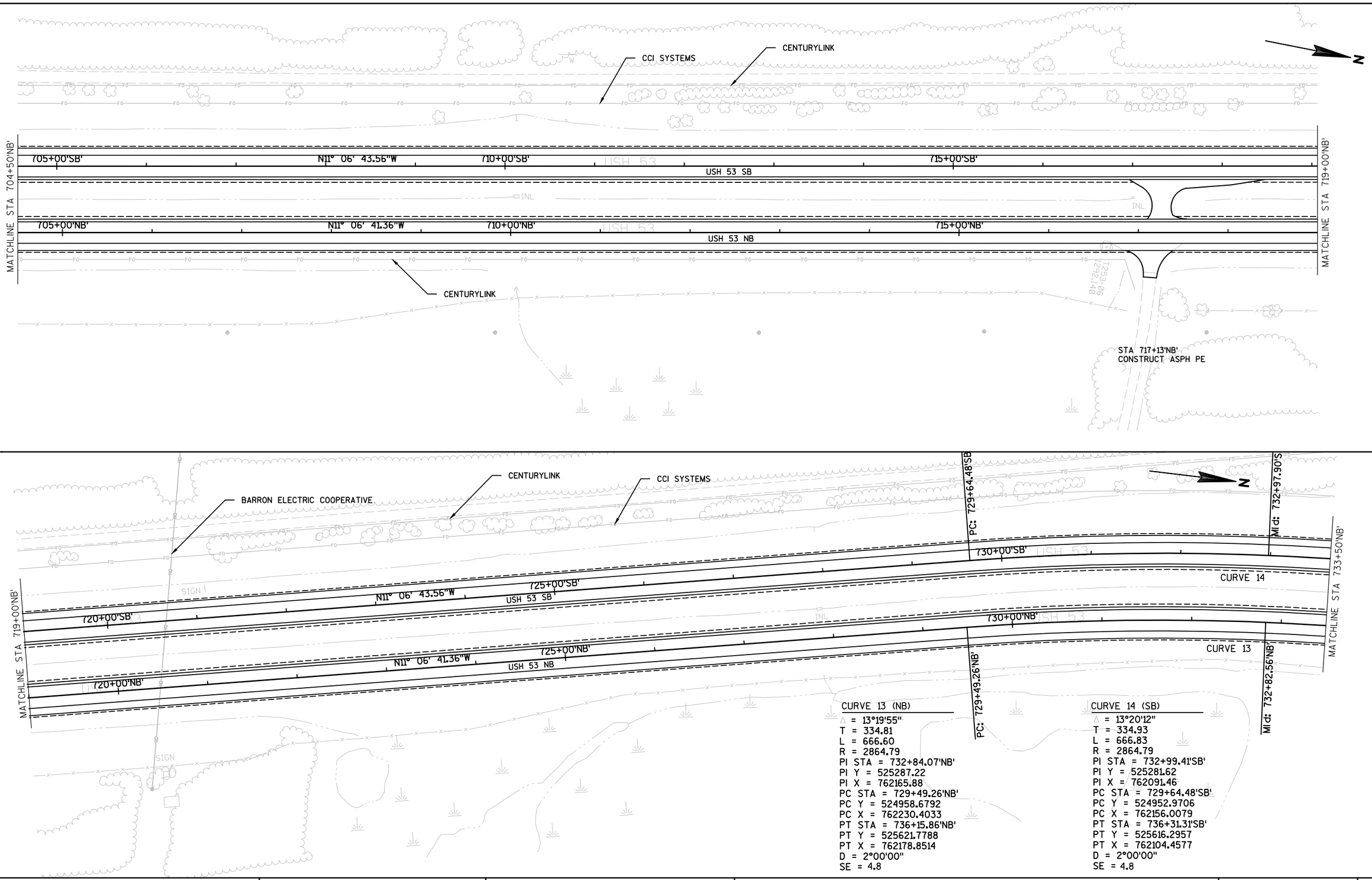
PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PLAN	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\050210 PN.DWG
PLOT DATE : 10/1/2014 6:03 PM
PLOT BY : SCOTT WAHLER
PLOT NAME : ---------- PLOT SCALE : **********
WISDOT/CADDS SHEET 44



PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PLAN	SHEET	E

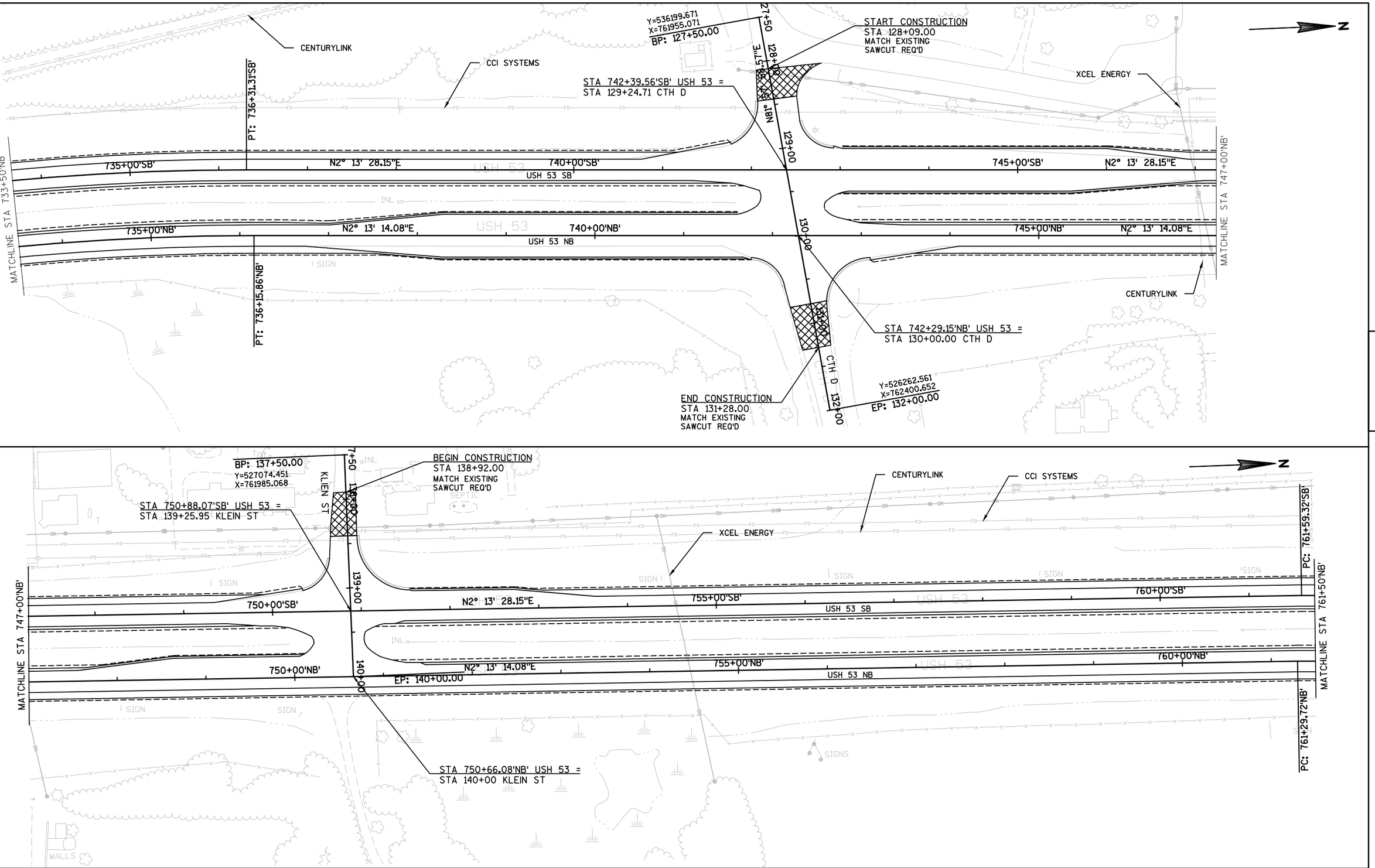
FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\050217 PN.DWG PLOT DATE : 10/1/2014 6:08 PM PLOT BY : SCOTT WAHLER PLOT NAME : ---------- PLOT SCALE : 1:100_XREF
WISDOT/CADDS SHEET 44



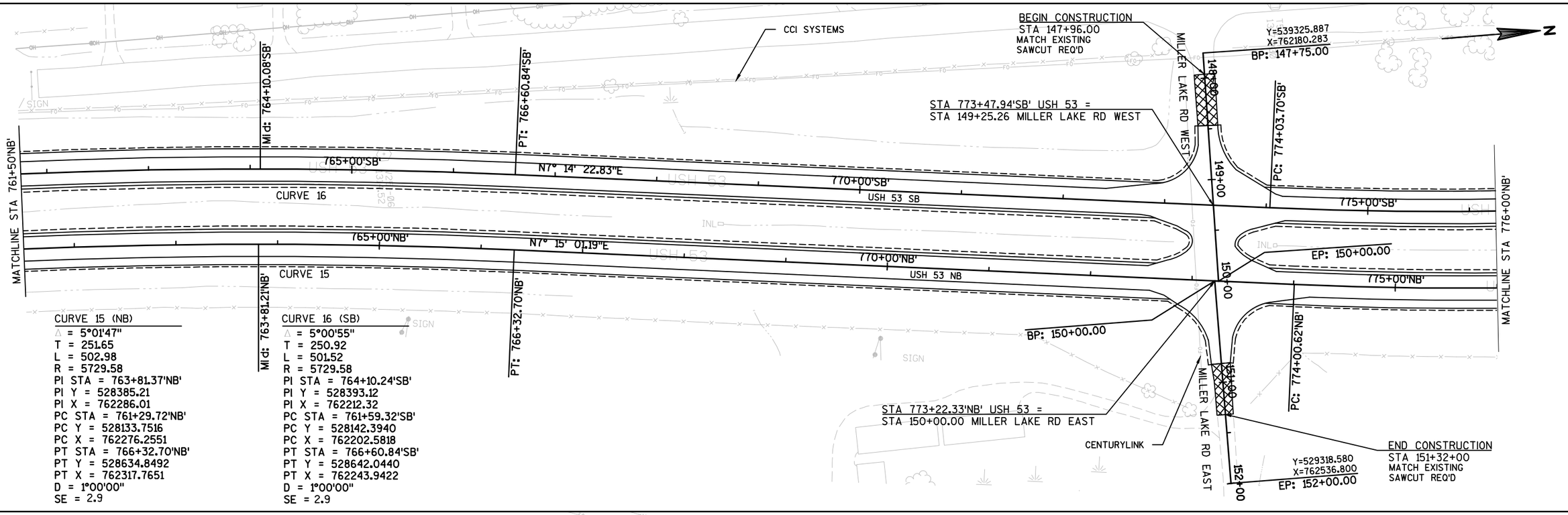
PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PLAN	SHEET 127	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\050217 PN.DWG PLOT DATE : 10/1/2014 6:10 PM PLOT BY : SCOTT WAHLER PLOT NAME : ---------- PLOT SCALE : **********

WISDOT/CADDS SHEET 44



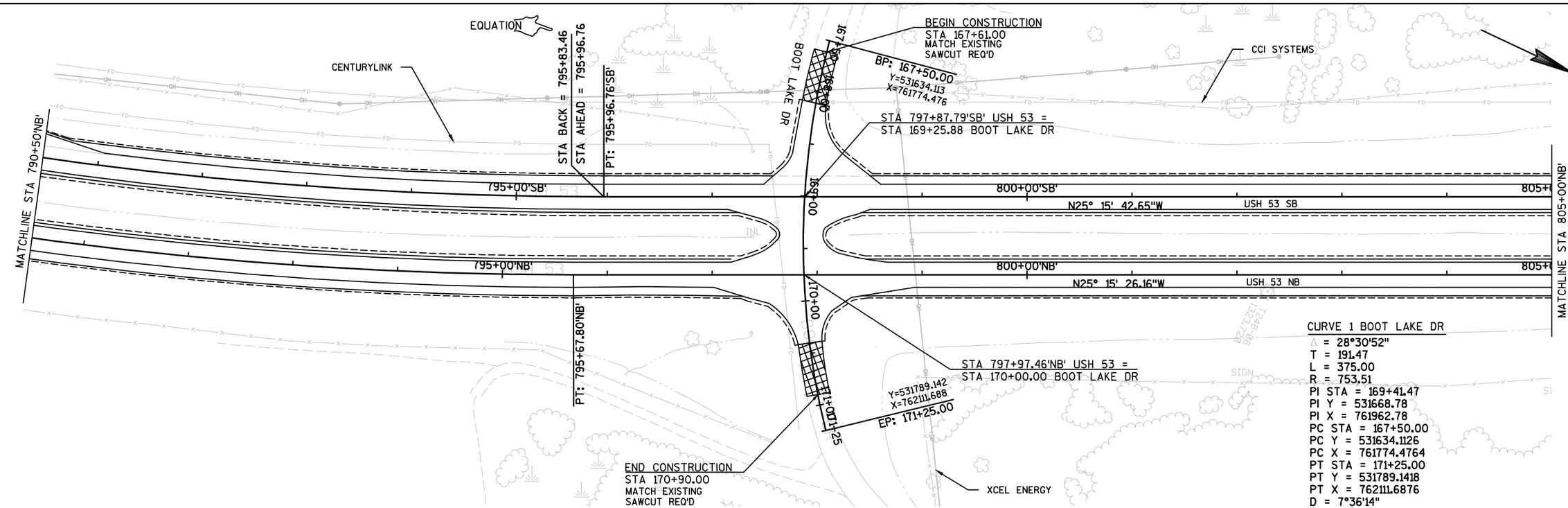
PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PLAN	SHEET 128	E

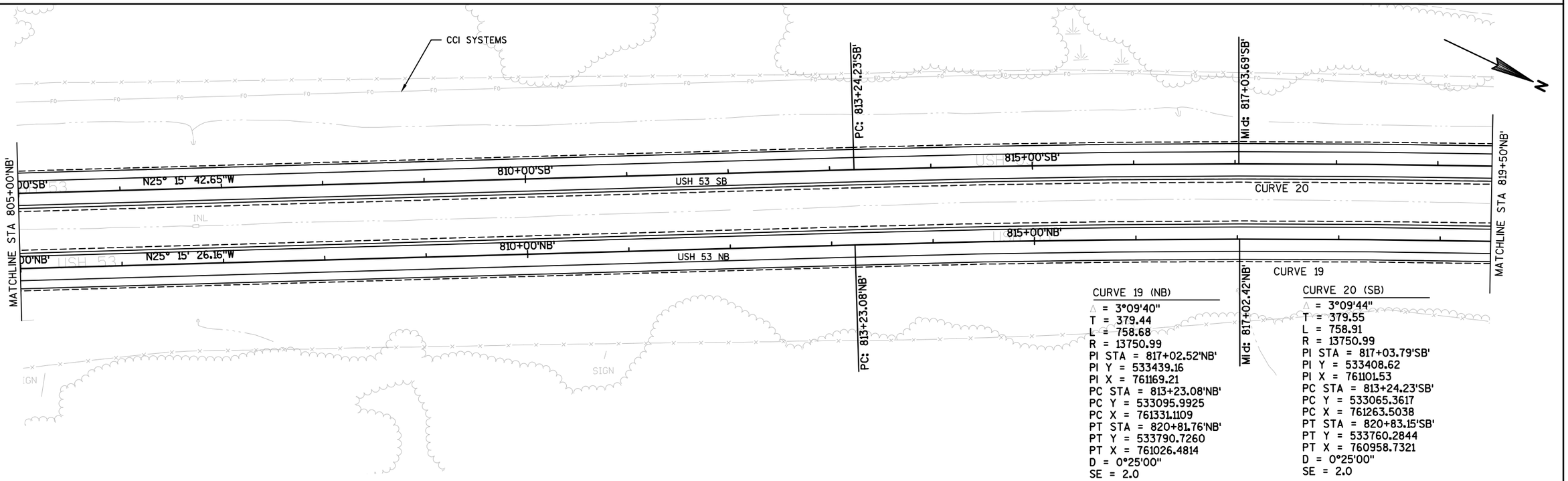


PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PLAN	SHEET 129	E

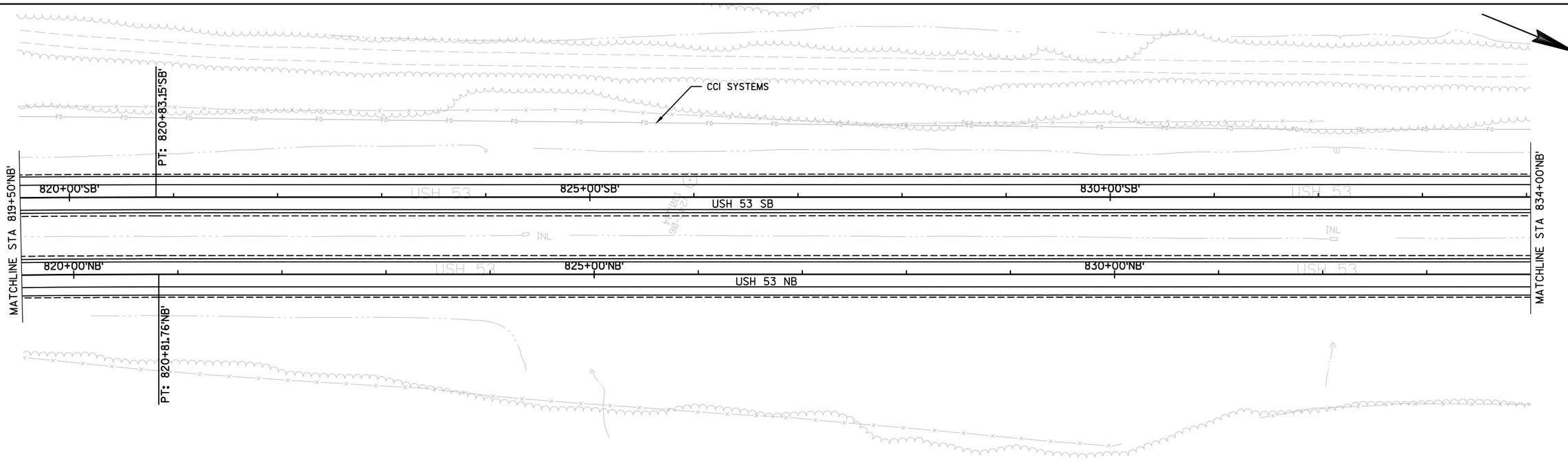
FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\050217 PN.DWG PLOT DATE : 11/21/2014 1:25 PM PLOT BY : NICK ENGH PLOT NAME : _____ PLOT SCALE : **********

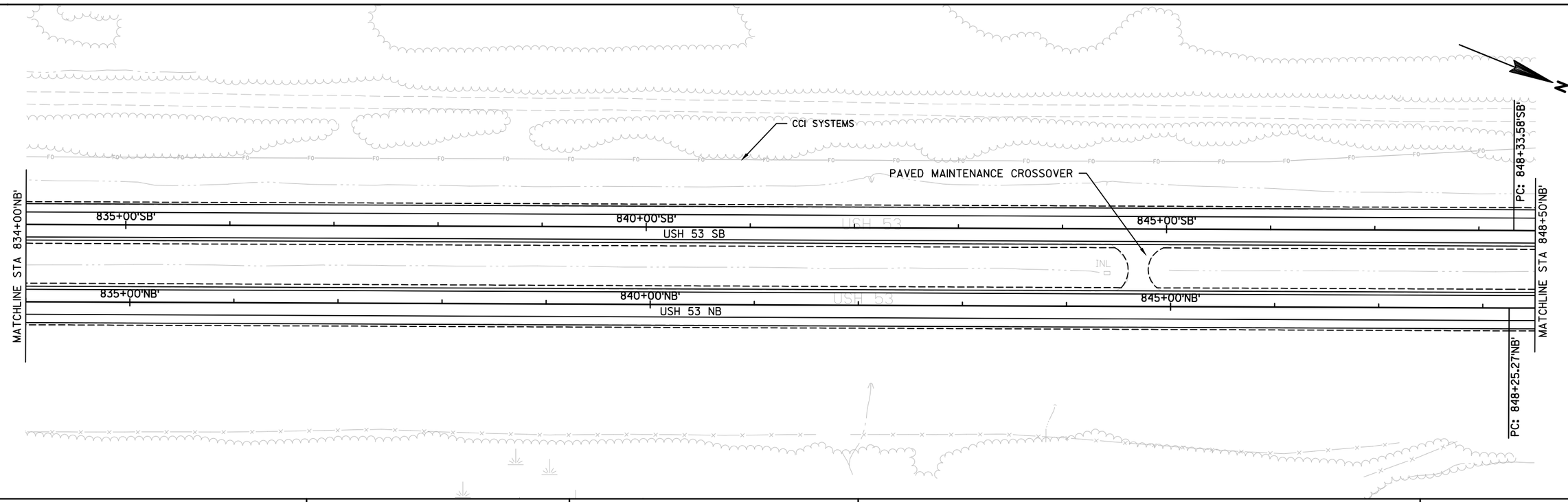
WISDOT/CADDS SHEET 44





PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PLAN	SHEET 130	E





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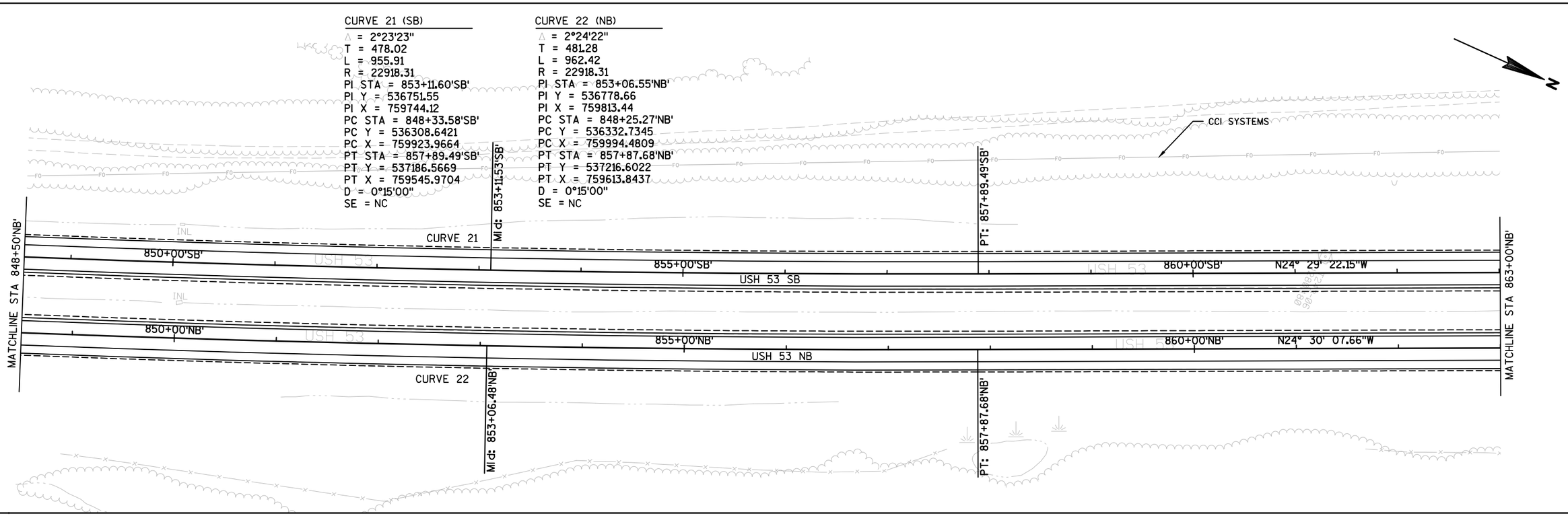
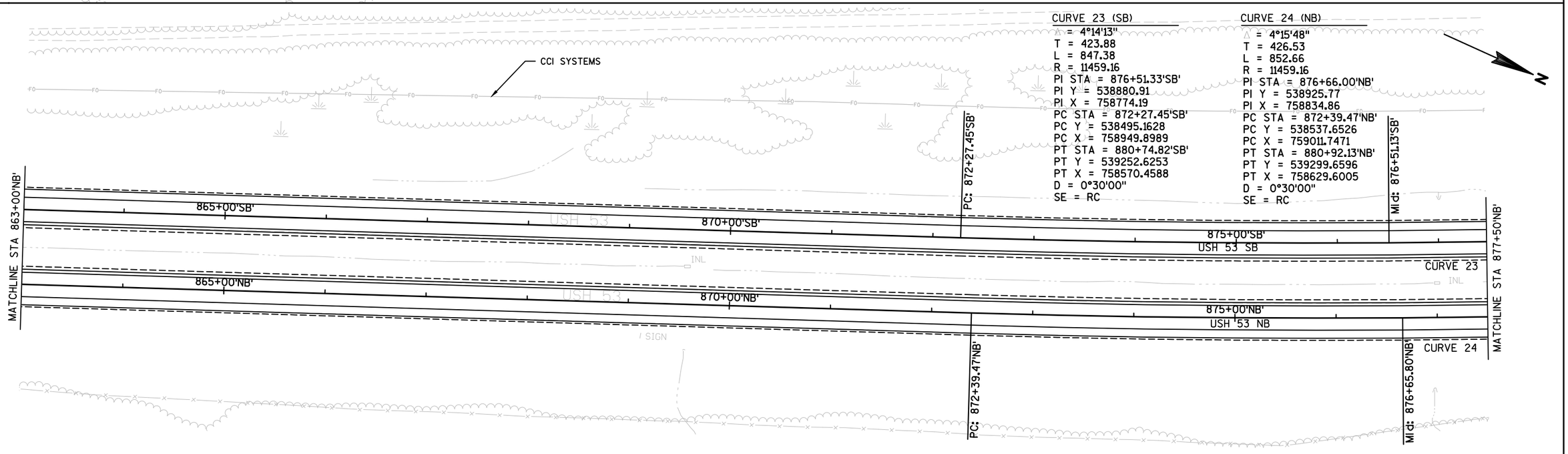
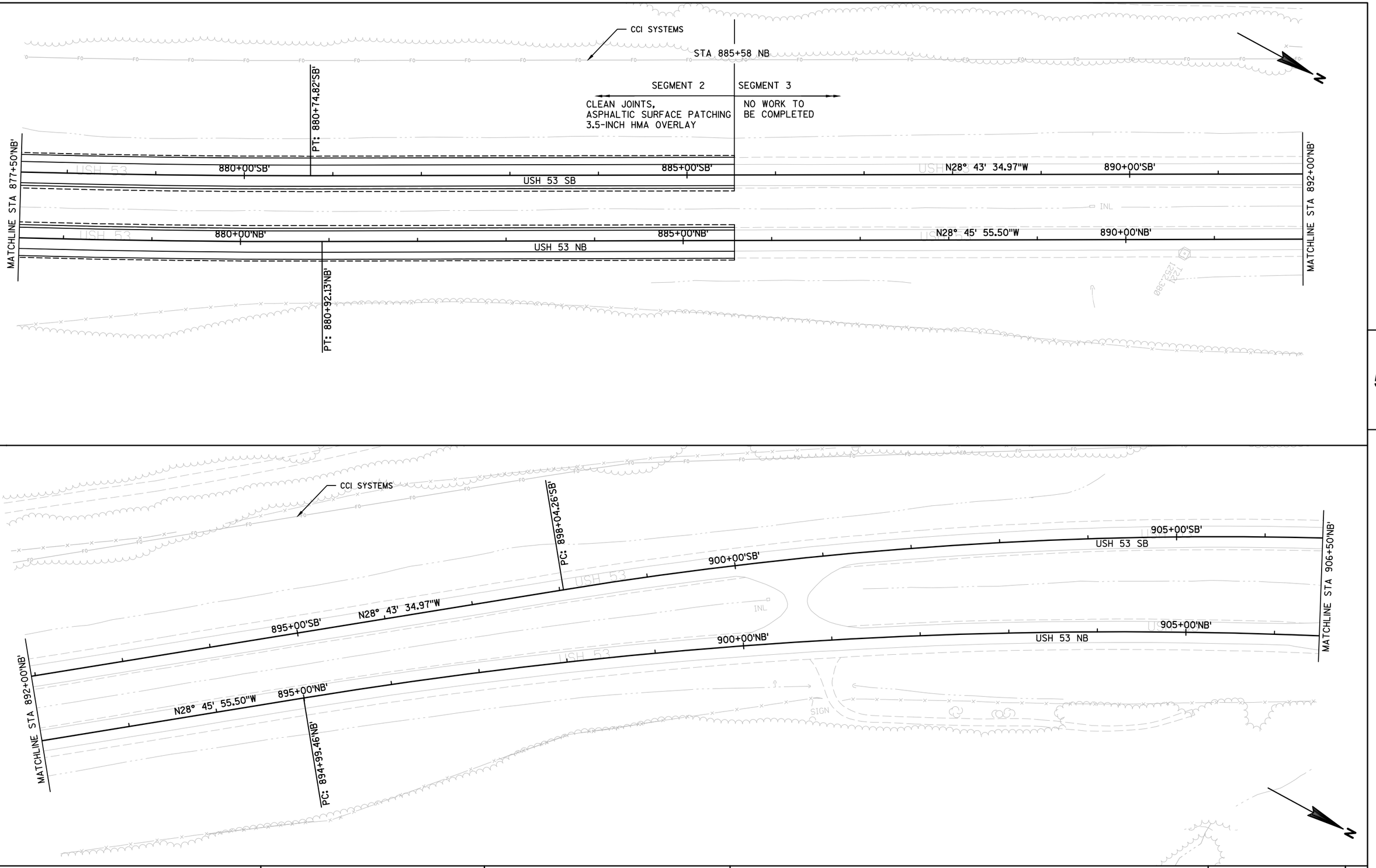
PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PLAN	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\050217 PN.DWG PLOT DATE : 10/1/2014 6:21 PM PLOT BY : SCOTT WAHLER PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 44





PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PLAN	SHEET 132	E



PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PLAN	SHEET 133	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\050217 PN.DWG PLOT DATE : 10/1/2014 6:27 PM PLOT BY : SCOTT WAHLER PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 44

XCEL ENERGY

STA 912+46.51'SB' USH 53=
STA 178+86.18 CTH B

Mid: 909+61.01'SB'

910+00'SB'

CURVE 26

MATCHLINE STA 906+50'NB'

910+00'NB'

Mid: 909+27.94'NB'

CURVE 25

178+00

179+00

CTH B

180+00

181+00

S89° 58' 16.30"E

182+00

915+00'SB'

CCI SYSTEMS

USH 53 SB

920+00'SB'

PT: 921+17.77'SB'

MATCHLINE STA 921+00'NB'

915+00'NB'

USH 53 NB

920+00'NB'

STA 911+97.75'NB' USH 53=
STA 180+00.00 CTH B

CENTURYLINK

AN ACTIVE BALD EAGLE NEST IS LOCATED ADJACENT TO THE NORTHBOUND LANES JUST SOUTH OF THE CTH B/USH 53 INTERSECTION. ENSURE THAT THE AREA WITHIN 700 FEET OF THE BALD EAGLE NEST NOT BE USED FOR BORROW OR WASTE DISPOSAL, AND THE SITE AREA NOT BE USED FOR THE STAGING OF PERSONNEL, EQUIPMENT AND/OR SUPPLIES.

N

CURVE 25 (NB)	
Δ	= 28°37'27"
T	= 1458.95
L	= 2856.96
R	= 5718.63
PI STA	= 909+58.41'NB'
PI Y	= 541812.23
PI X	= 757250.28
PC STA	= 894+99.46'NB'
PC Y	= 540533.3174
PC X	= 757952.3607
PT STA	= 924+02.11'NB'
PT Y	= 543271.1745
PT X	= 757246.6837
D	= 1°00'07"
SE	= 2.9

CURVE 26 (SB)	
Δ	= 28°38'22"
T	= 1181.45
L	= 2313.50
R	= 4628.36
PI STA	= 909+85.72'SB'
PI Y	= 541805.26
PI X	= 757171.40
PC STA	= 898+04.26'SB'
PC Y	= 540769.2132
PC X	= 757739.2434
PT STA	= 921+17.77'SB'
PT Y	= 542986.7114
PT X	= 757169.6132
D	= 1°14'17"
SE	= 3.4

5

XCEL ENERGY

CCI SYSTEMS

N

MATCHLINE STA 921+00'NB'

925+00'SB'

930+00'SB'

935+00'SB'

USH 53 SB

925+00'NB'

930+00'NB'

935+00'NB'

USH 53 NB

MATCHLINE STA 936+00'NB'

CENTURYLINK

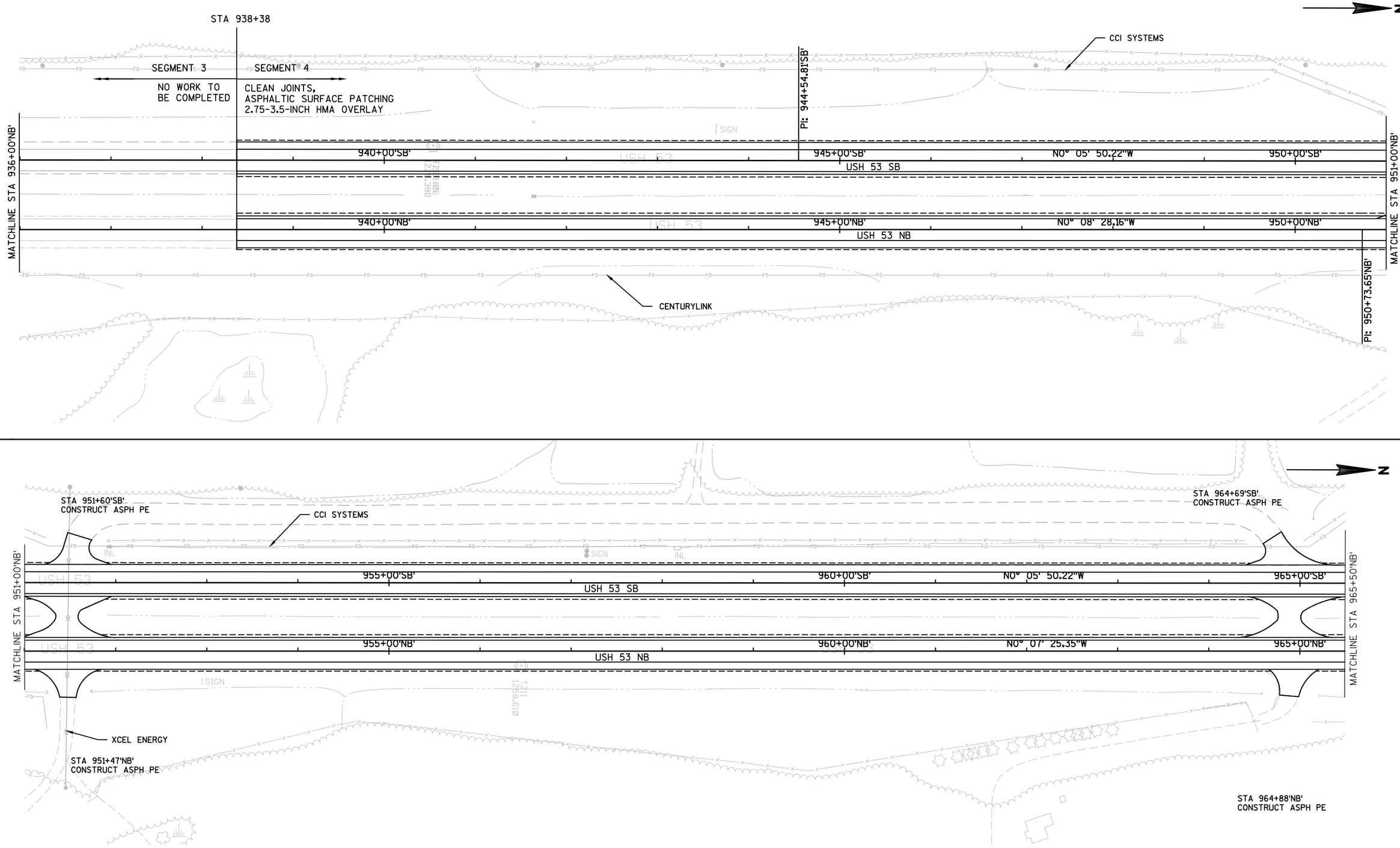
PT: 924+02.11'NB'

STA BACK = 923+56.41
STA AHEAD = 924+02.11

EQUATION

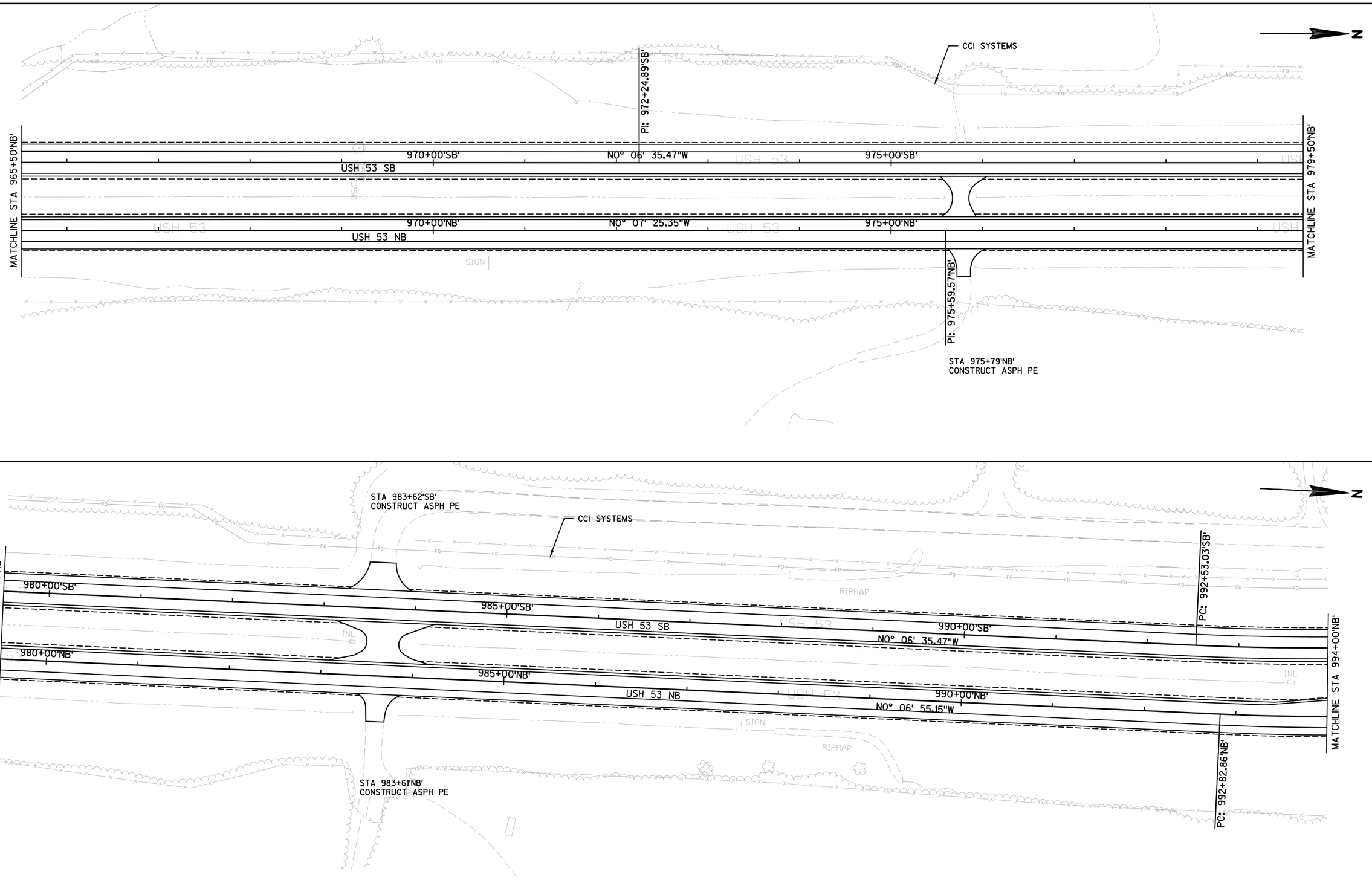
PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PLAN	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\050217 PN.DWG PLOT DATE : 10/1/2014 6:29 PM PLOT BY : SCOTT WAHLER PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 44



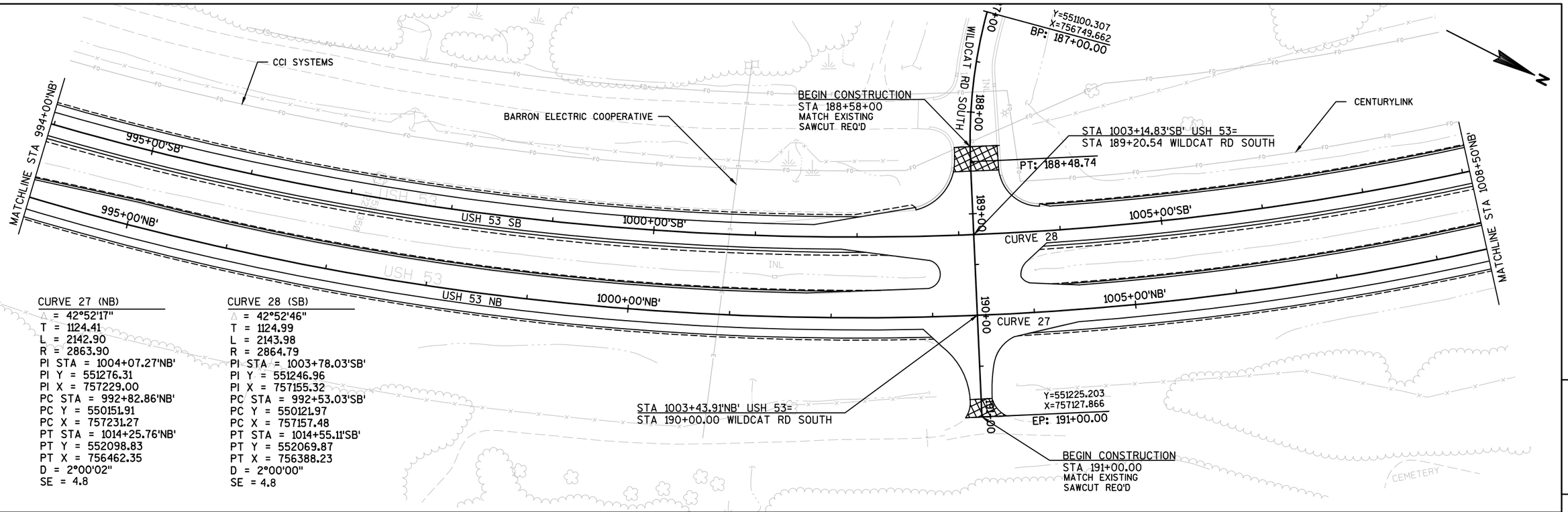
PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PLAN	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\050217 PN.DWG PLOT DATE : 10/1/2014 6:32 PM PLOT BY : SCOTT WAHLER PLOT NAME : ---------- PLOT SCALE : **********
WISDOT/CADDS SHEET 44



PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PLAN	SHEET	E

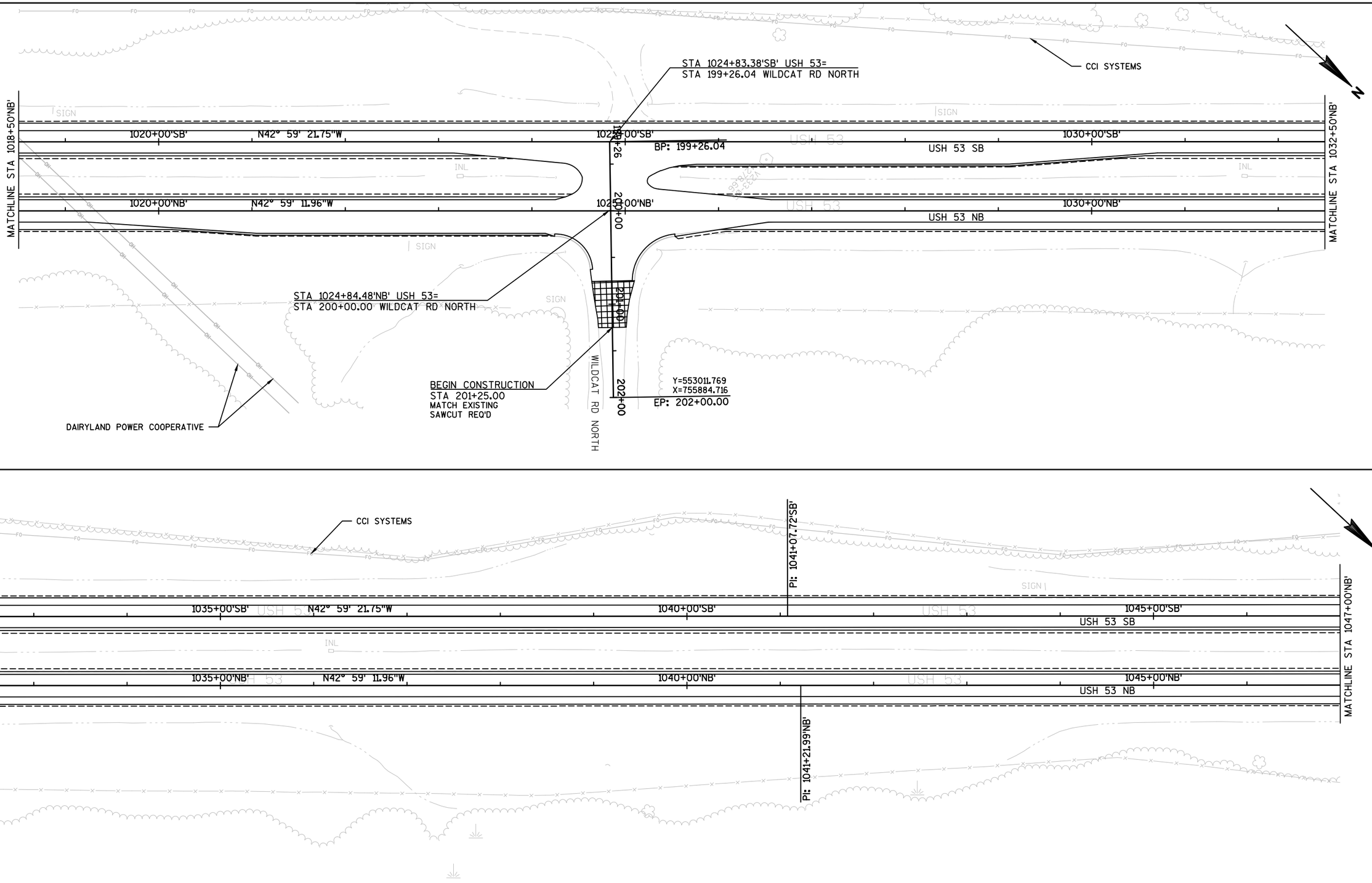
FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\050227 PN.DWG PLOT DATE : 10/1/2014 6:36 PM PLOT BY : SCOTT WAHLER PLOT NAME : ---------- PLOT SCALE : 1:100_XREF
WISDOT/CADDS SHEET 44



CURVE 27 (NB)
- Δ = 42°52'17"
- T = 1124.41
- L = 2142.90
- R = 2863.90
- PI STA = 1004+07.27'NB'
- PI Y = 551276.31
- PI X = 757229.00
- PC STA = 992+82.86'NB'
- PC Y = 550151.91
- PC X = 757231.27
- PT STA = 1014+25.76'NB'
- PT Y = 552098.83
- PT X = 756462.35
- D = 2°00'02"
- SE = 4.8

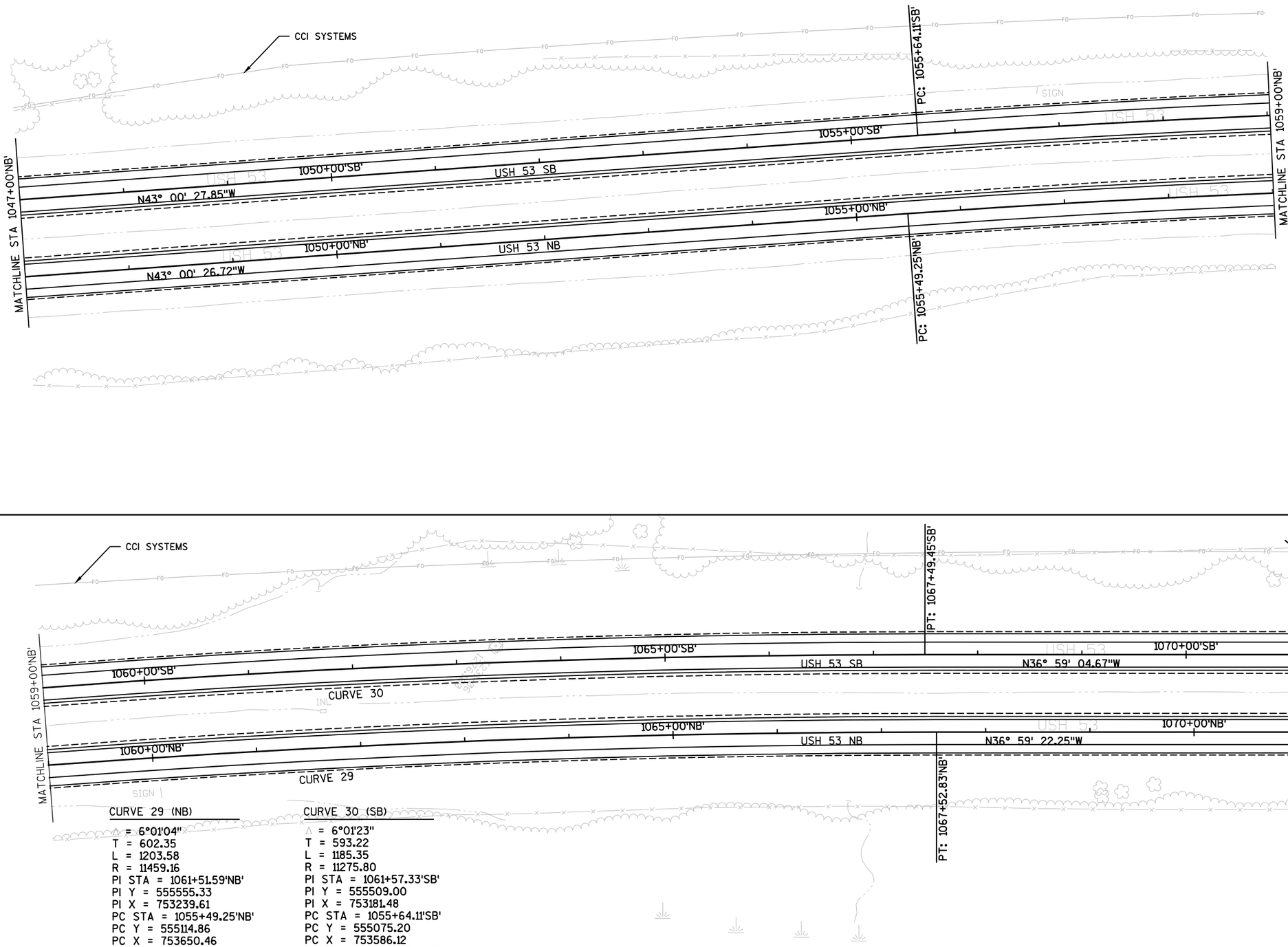
CURVE 28 (SB)
- Δ = 42°52'46"
- T = 1124.99
- L = 2143.98
- R = 2864.79
- PI STA = 1003+78.03'SB'
- PI Y = 551246.96
- PI X = 757155.32
- PC STA = 992+53.03'SB'
- PC Y = 550121.97
- PC X = 757157.48
- PT STA = 1014+55.11'SB'
- PT Y = 552069.87
- PT X = 756388.23
- D = 2°00'00"
- SE = 4.8

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PLAN	SHEET 137 E



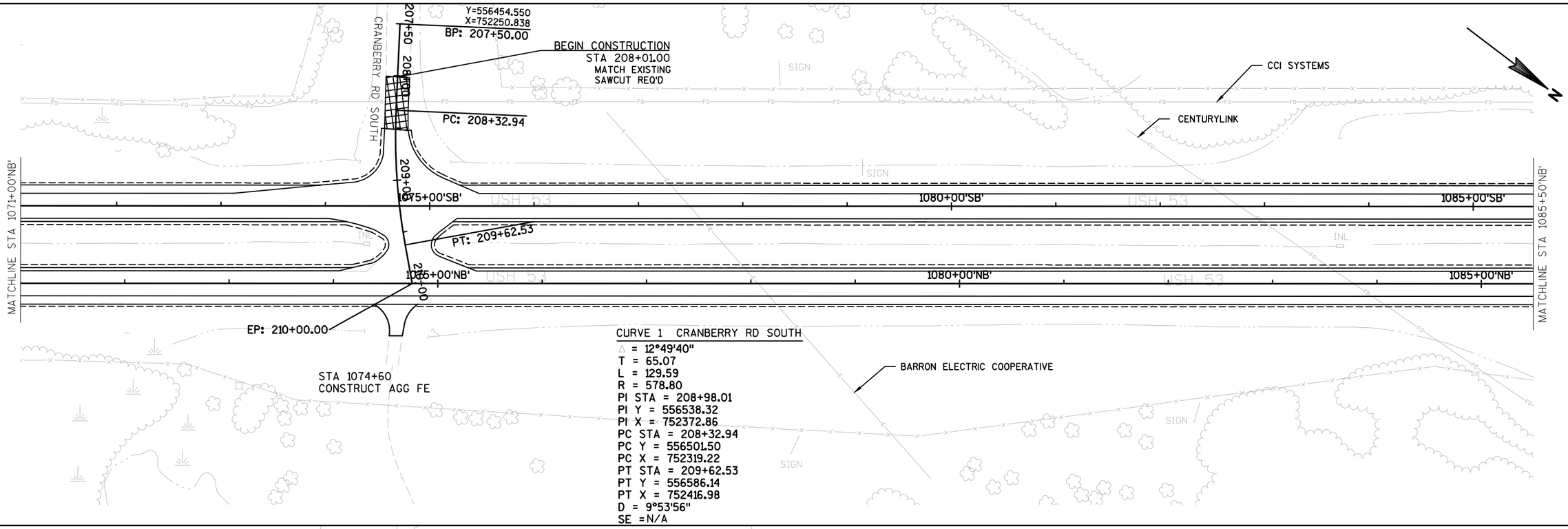
PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PLAN	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\050227 PN.DWG PLOT DATE : 10/1/2014 6:42 PM PLOT BY : SCOTT WAHLER PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 44



CURVE 29 (NB)	CURVE 30 (SB)
Δ = 6°01'04"	Δ = 6°01'23"
T = 602.35	T = 593.22
L = 1203.58	L = 1185.35
R = 11459.16	R = 11275.80
PI STA = 1061+51.59'NB'	PI STA = 1061+57.33'SB'
PI Y = 555555.33	PI Y = 555509.00
PI X = 753239.61	PI X = 753181.48
PC STA = 1055+49.25'NB'	PC STA = 1055+64.11'SB'
PC Y = 555114.86	PC Y = 555075.20
PC X = 753650.46	PC X = 753586.12
PT STA = 1067+52.83'NB'	PT STA = 1067+49.45'SB'
PT Y = 556036.45	PT Y = 555982.86
PT X = 752877.20	PT X = 752824.60
D = 0°30'00"	D = 0°30'29"
SE = 2.0	SE = 2.0

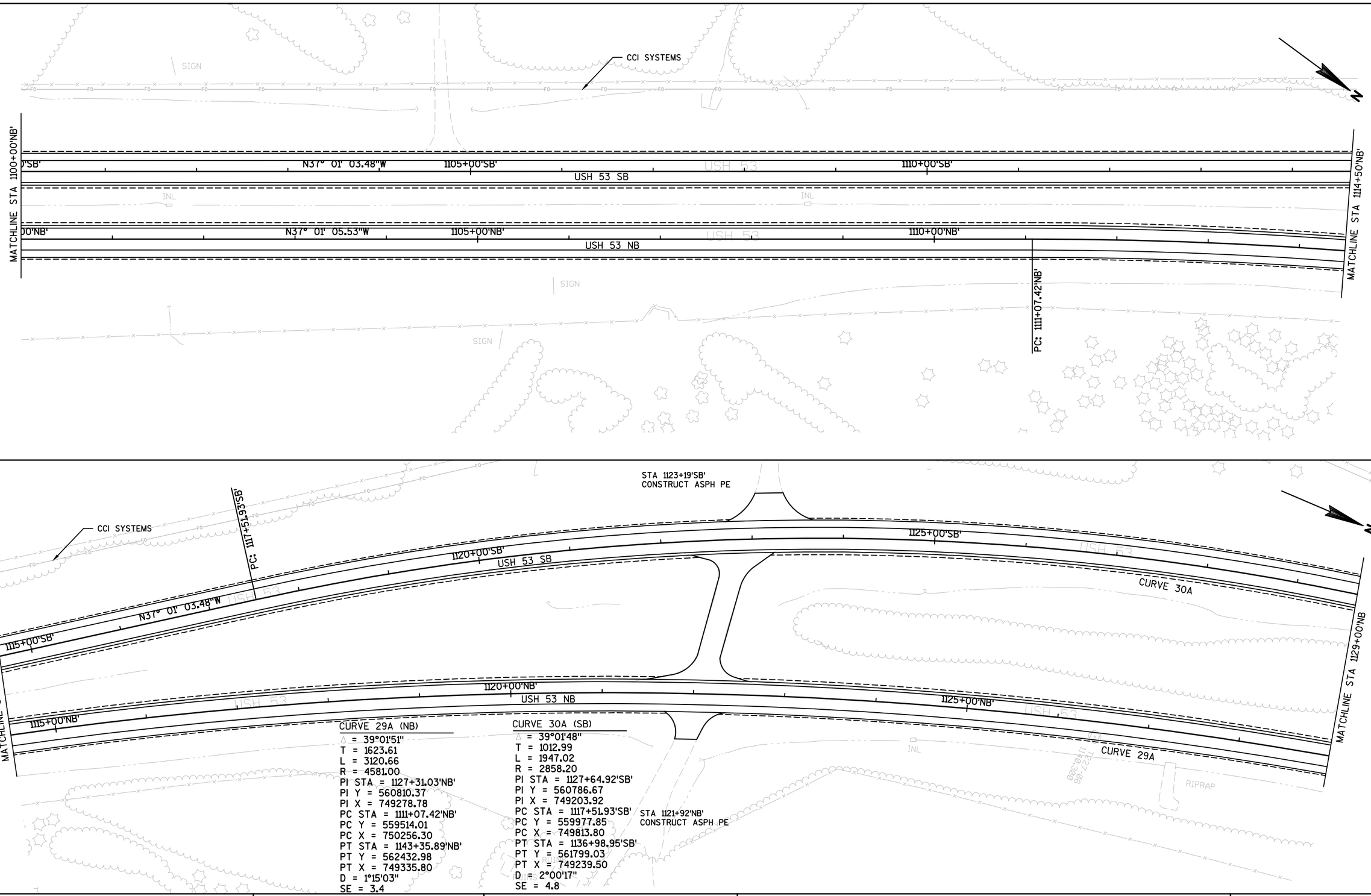
PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PLAN	SHEET 139	E



PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PLAN	SHEET 140	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\050227 PN.DWG PLOT DATE : 11/21/2014 1:44 PM PLOT BY : NICK ENGH PLOT NAME : _____ PLOT SCALE : **********

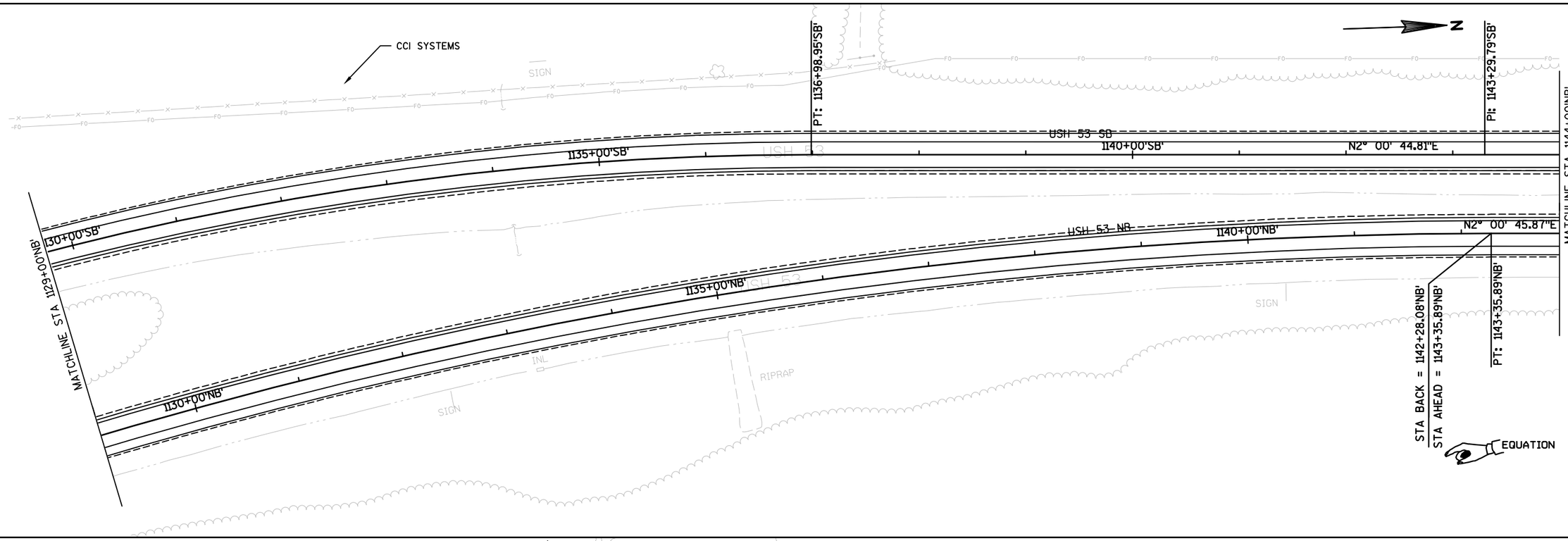
WISDOT/CADDS SHEET 44



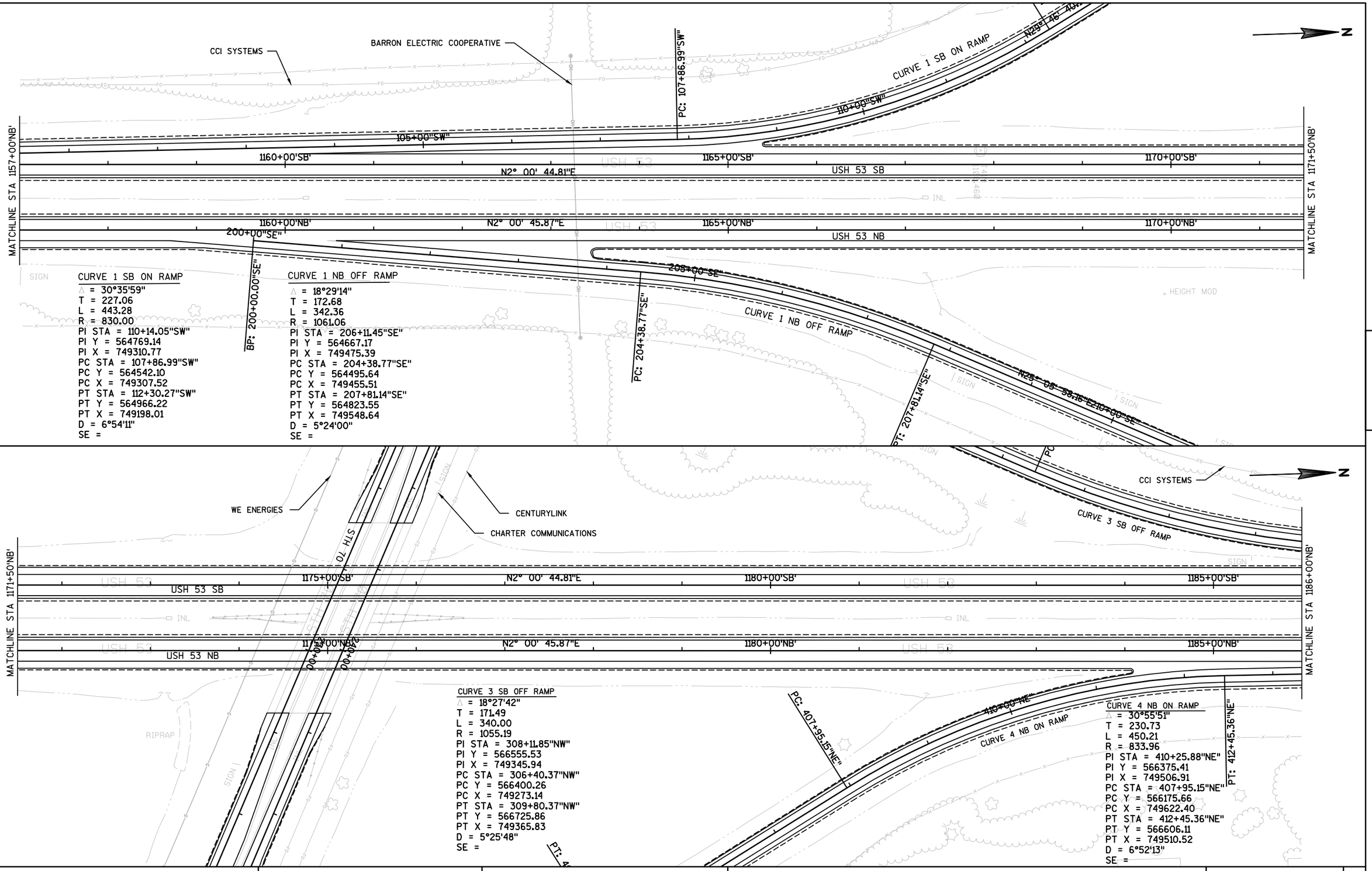
CURVE 29A (NB)
Δ = 39°01'51"
T = 1623.61
L = 3120.66
R = 4581.00
PI STA = 1127+31.03'NB'
PI Y = 560810.37
PI X = 749278.78
PC STA = 1111+07.42'NB'
PC Y = 559514.01
PC X = 750256.30
PT STA = 1143+35.89'NB'
PT Y = 562432.98
PT X = 749335.80
D = 1°15'03"
SE = 3.4

CURVE 30A (SB)
Δ = 39°01'48"
T = 1012.99
L = 1947.02
R = 2858.20
PI STA = 1127+64.92'SB'
PI Y = 560786.67
PI X = 749203.92
PC STA = 1117+51.93'SB'
PC Y = 559977.85
PC X = 749813.80
PT STA = 1136+98.95'SB'
PT Y = 561799.03
PT X = 749239.50
D = 2°00'17"
SE = 4.8

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PLAN	SHEET 141	E



PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PLAN	SHEET 142	E



PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PLAN	SHEET	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\050227 PN.DWG PLOT DATE : 11/21/2014 2:06 PM PLOT BY : NICK ENGH PLOT NAME : ---------- PLOT SCALE : **********

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5

CURVE 1 NB ON RAMP
△ = 40°26'23"
T = 186.00
L = 356.43
R = 505.00
PI STA = 403+03.80"NE"
PI Y = 565736.81
PI X = 749876.13
PC STA = 401+17.80"NE"
PC Y = 565553.86
PC X = 749842.54
PT STA = 404+74.23"NE"
PT Y = 565897.83
PT X = 749783.03
D = 11°20'45"
SE =

CURVE 2 SB ON RAMP
△ = 54°54'30"
T = 264.45
L = 487.79
R = 509.00
PI STA = 118+54.12"SW"
PI Y = 565507.69
PI X = 748888.18
PC STA = 115+89.67"SW"
PC Y = 565278.16
PC X = 749019.52
PT STA = 120+77.46"SW"
PT Y = 565747.11
PT X = 749000.49
D = 11°15'24"
SE =

CCI SYSTEMS

STA 235+07.58 STH 70=
STA 300+00.00 SB STH 70 OFF RAMP

BEGIN CONSTRUCTION
STA 234+01.14
MATCH EXISTING
SAWCUT REQ'D

BEGIN CONSTRUCTION
STA 224+10.00
MATCH EXISTING
SAWCUT REQ'D

STA 225+22.90 STH 70=
STA 121+09.85 SB STH 70 ON RAMP

CENTURYLINK

CHARTER COMMUNICATIONS

WE ENERGIES

STH 70 WB

STH 70 EB

STH 70

BP: 234+00.00

BP: 224+00.00

BP: 300+00.00"NW"

BP: 400+00.00"NE"

EP: 121+09.85"SW"

PT: 120+77.46"SW"

PC: 401+17.80"NE"

PT: 404+74.23"NE"

EP: 214+16.88"SE"

STA 244+12.39 STH 70=
STA 400+00.00 NB STH 70 ON RAMP

END CONSTRUCTION
STA 245+06.00
MATCH EXISTING
SAWCUT REQ'D

END CONSTRUCTION
STA 235+16.00
MATCH EXISTING
SAWCUT REQ'D

STA 234+11.04 STH 70=
STA 214+16.88 NB STH 70 OFF RAMP

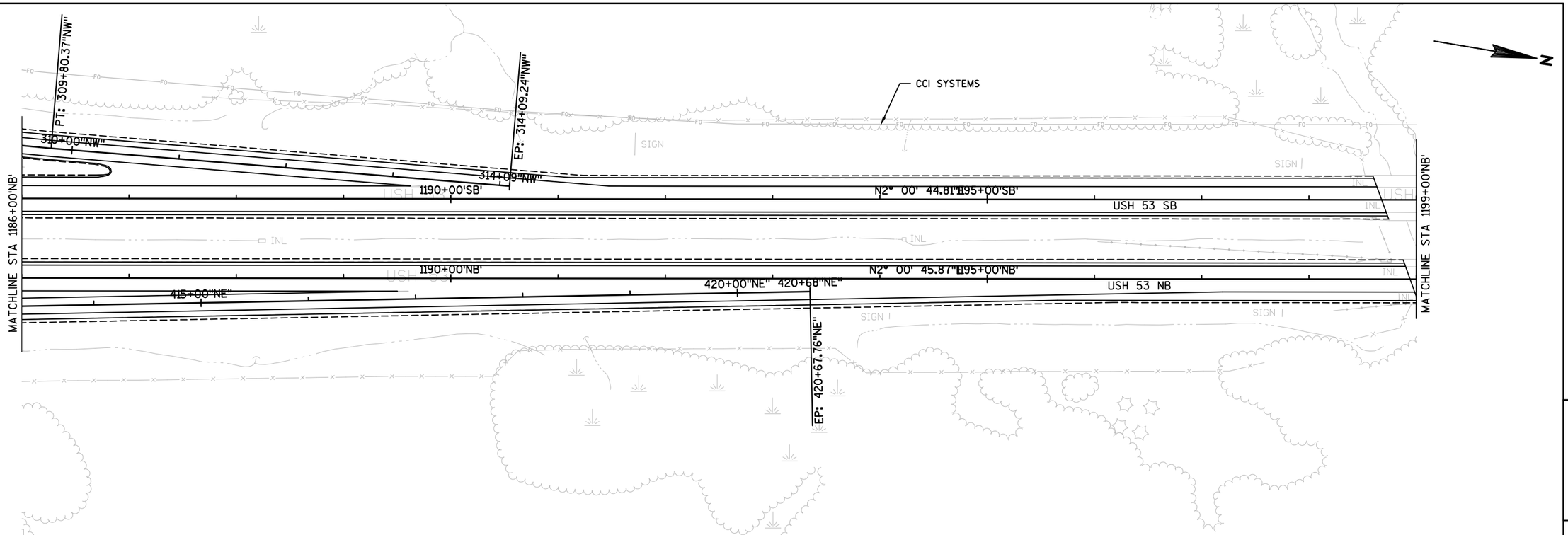
CURVE 2 SB ON RAMP

CURVE 1 NB ON RAMP

USH 53 NB

USH 53 SB

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PLAN	SHEET 144	E



PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PLAN	SHEET 145	E

CURVE 31 (NB)	CURVE 32 (SB)
△ = 25°10'25"	△ = 25°07'10"
T = 854.07	T = 850.99
L = 1680.57	L = 1674.63
R = 3825.00	R = 3819.72
PI STA = 1211+10.29'NB'	PI STA = 1210+89.24'SB'
PI Y = 569203.20	PI Y = 569184.76
PI X = 749573.73	PI X = 749499.02
PC STA = 1202+56.22'NB'	PC STA = 1202+38.25'SB'
PC Y = 568349.66	PC Y = 568334.29
PC X = 749543.73	PC X = 749469.14
PT STA = 1219+36.79'NB'	PT STA = 1219+12.88'SB'
PT Y = 569988.43	PT Y = 569967.48
PT X = 749237.81	PT X = 749165.05
D = 1°29'53"	D = 1°30'00"
SE = 4.0	SE = 4.0

BEGIN CONSTRUCTION
STA 247+73.00
MATCH EXISTING
SAWCUT REQ'D

Y=569698.184
X=749050.886
BP: 247+00.00

CCI SYSTEMS

STA 1216+18.68'SB' USH 53=
STA 249+19.18 OJIBWA RD

PT: 1219+12.88'SB'

N23° 06' 25.26"W

1225+00'SB'

USH 53 SB

1220+00'SB'

1225+50'NB'

MATCHLINE STA

N23° 09' 39.58"W

1225+00'NB'

USH 53 NB

1220+00'NB'

PT: 1219+36.79'NB'

MATCHLINE STA 1211+00'NB'

CURVE 32

1215+00'SB'

1215+00'NB'

CURVE 31

OJIBWA RD

STA 1216+18.23'NB' USH 53=
STA 250+00.00 OJIBWA RD

END CONSTRUCTION
STA 251+42.00
MATCH EXISTING
SAWCUT REQ'D

Y=569685.670
X=749550.709
EP: 252+00.00

CCI SYSTEMS

PC: 1226+75.56'SB'

1230+00'SB'

1235+00'SB'

USH 53 SB

MATCHLINE STA 1225+50'NB'

1230+00'NB'

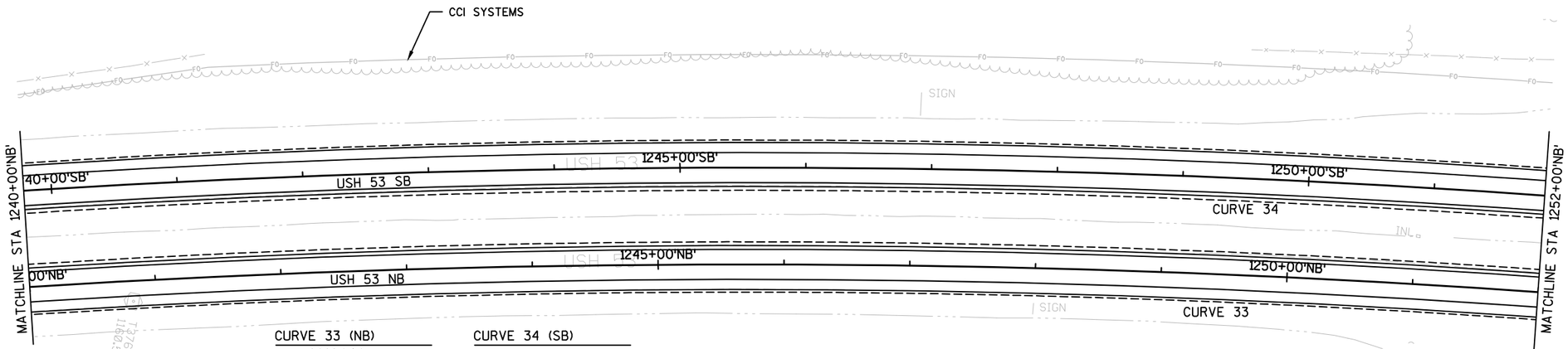
1235+00'NB'

USH 53 NB

MATCHLINE STA 1240+00'NB'

PC: 1226+77.99'NB'

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PLAN	SHEET 146	E

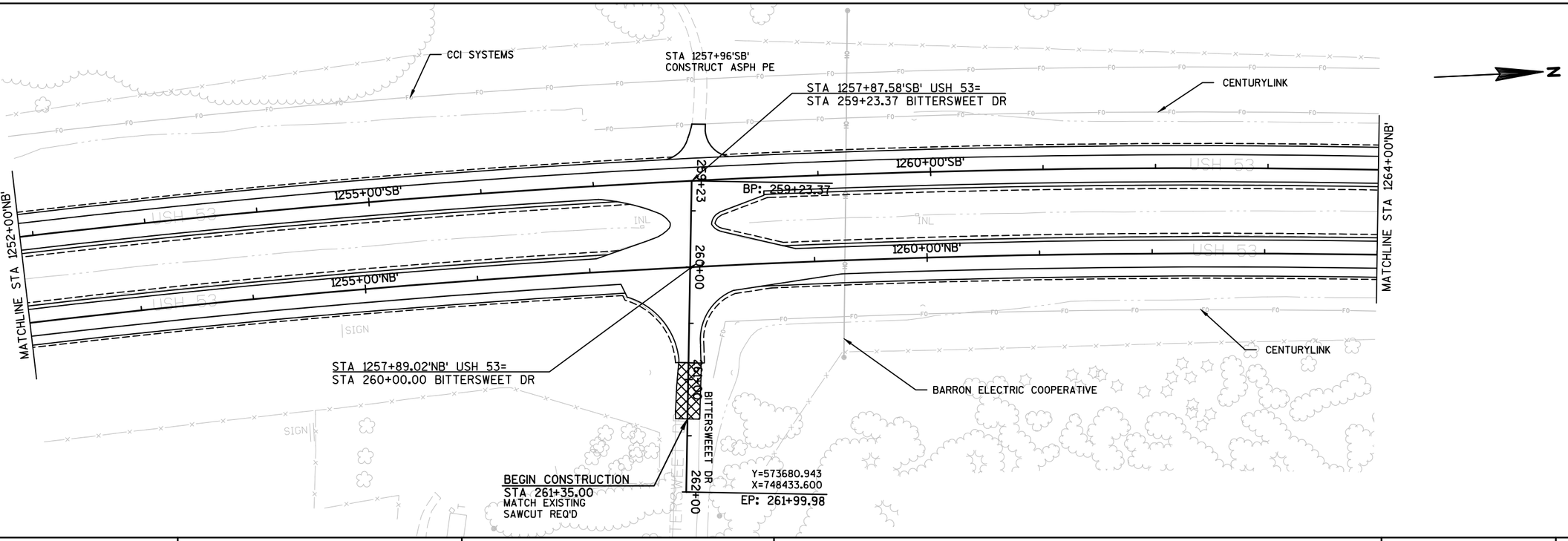


CURVE 33 (NB)

Δ = 28°24'08"
T = 2289.35
L = 4484.55
R = 9046.70
PI STA = 1249+67.34'NB'
PI Y = 572774.73
PI X = 748045.85
PC STA = 1226+77.99'NB'
PC Y = 570669.89
PC X = 748946.29
PT STA = 1271+62.54'NB'
PT Y = 575054.51
PT X = 748254.98
D = 0°38'00"
SE = 2.3

CURVE 34 (SB)

Δ = 28°19'45"
T = 2278.36
L = 4463.50
R = 9027.43
PI STA = 1249+53.92'SB'
PI Y = 572764.54
PI X = 747971.59
PC STA = 1226+75.56'SB'
PC Y = 570668.97
PC X = 748865.74
PT STA = 1271+39.06'SB'
PT Y = 575033.44
PT X = 748178.97
D = 0°38'05"
SE = 2.3



PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PLAN	SHEET 147	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\050227 PN.DWG PLOT DATE : 10/1/2014 7:05 PM PLOT BY : SCOTT WAHLER PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 44

BEGIN CONSTRUCTION
STA 267+77.00
MATCH EXISTING
SAWCUT REQ'D

BP: 267+50.00
Y=575024.705
X=748001.909

267+50

CCI SYSTEMS

CENTURYLINK

CHARTER COMMUNICATIONS

269+00

PT: 1271+39.06'SB'

STA 1271+26.67'SB' USH 53=
STA 269+25.98 CTH H

PI: 1275+00.00'SB'

1270+00'SB'

1275+00'SB'

N5° 13' 19.88"E

1265+00'SB'

USH 53 SB

MATCHLINE STA 1264+00'NB'

MATCHLINE STA 1278+00'NB'

1270+00'NB'

1275+00'NB'

N5° 14' 28.27"E

1265+00'NB'

USH 53 NB

270+00

PT: 1271+62.54'NB

PI: 1275+00.00'NB'

STA 1271+27.48'NB' USH 53=
STA 270+00.00 CTH H

CENTURYLINK

CTH H

END CONSTRUCTION
STA 271+30.00
MATCH EXISTING
SAWCUT REQ'D

Y=575015.482
X=748451.810
EP: 272+00.00

272+00

CCI SYSTEMS

MATCHLINE STA 1278+00'NB'

1280+00'SB'

N5° 18' 25.62"E

1285+00'SB'

1290+00'SB'

USH 53 SB

MATCHLINE STA 1292+00'NB'

1280+00'NB'

N5° 18' 23.55"E

1285+00'NB'

1290+00'NB'

USH 53 NB

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PLAN	SHEET 148	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\050227 PN.DWG PLOT DATE : 10/1/2014 7:07 PM PLOT BY : SCOTT WAHLER PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 44

BEGIN CONSTRUCTION
STA 2992+90.00

BEGIN CONSTRUCTION
STA 2000+80.00

CURVE 35 (BB)	CURVE 36 (AA)
△ = 29°53'16"	△ = 39°13'53"
T = 444.39	T = 102.28
L = 868.53	L = 196.51
R = 1665.00	R = 287.00
PI STA = 2995+75.86"BB"	PI STA = 4032+26.83"CC"
PI Y = 577641.71	PI Y = 577933.31
PI X = 747947.97	PI X = 748292.16
PC STA = 2991+31.47"BB"	PC STA = 4031+24.54"CC"
PC Y = 577375.30	PC Y = 577998.56
PC X = 747592.29	PC X = 748370.93
PT STA = 3000+00.00"BB"	PT STA = 4033+21.06"CC"
PT Y = 578049.93	PT Y = 577932.60
PT X = 748123.59	PT X = 748189.87
D = 3°26'28"	D = 19°57'49"
SE = 5.9	SE = RC

N

2995"BB" CURVE 35

USH 63

2005"AA"USH 63

4034"CC"

EP: 4034+43.78"CC"

3000"BB"

PT: 3000+00.00"BB"

PT: 4033+21.06"CC"

CURVE 36

PC: 4031+24.54"CC"

MATCHLINE STA 3005+00

3005

MGS GUARDRAIL TERMINAL EAT
STA 2008+70.00 AA TO STA 2009+23.12 AA

MGS GUARDRAIL 3
STA 2009+23.12 AA TO STA 2012+12.49 AA

MGS GUARDRAIL TYPE 2
STA 2012+12.49 AA

SALVAGED RAIL 253 LF

CCI SYSTEMS

STA 2009+68 AA
CONTACT CCI SYSTEMS
PRIOR TO PLACING GUARDRAIL

2010"AA"

PI: 2009+87.02"AA"

4030"CC"

MATCHLINE STA 1292+00'NB'

1295+00'SB' N5° 18' 25.62"E USH 53 SB 1300+00'SB' 1305+00'SB'

1295+00'NB' N5° 18' 23.55"E USH 53 NB 1300+00'NB' 1305+00'NB'

PC: 1305+34.30'SB'

PC: 1305+30.14'NB'

MATCHLINE STA 1306+00'NB'

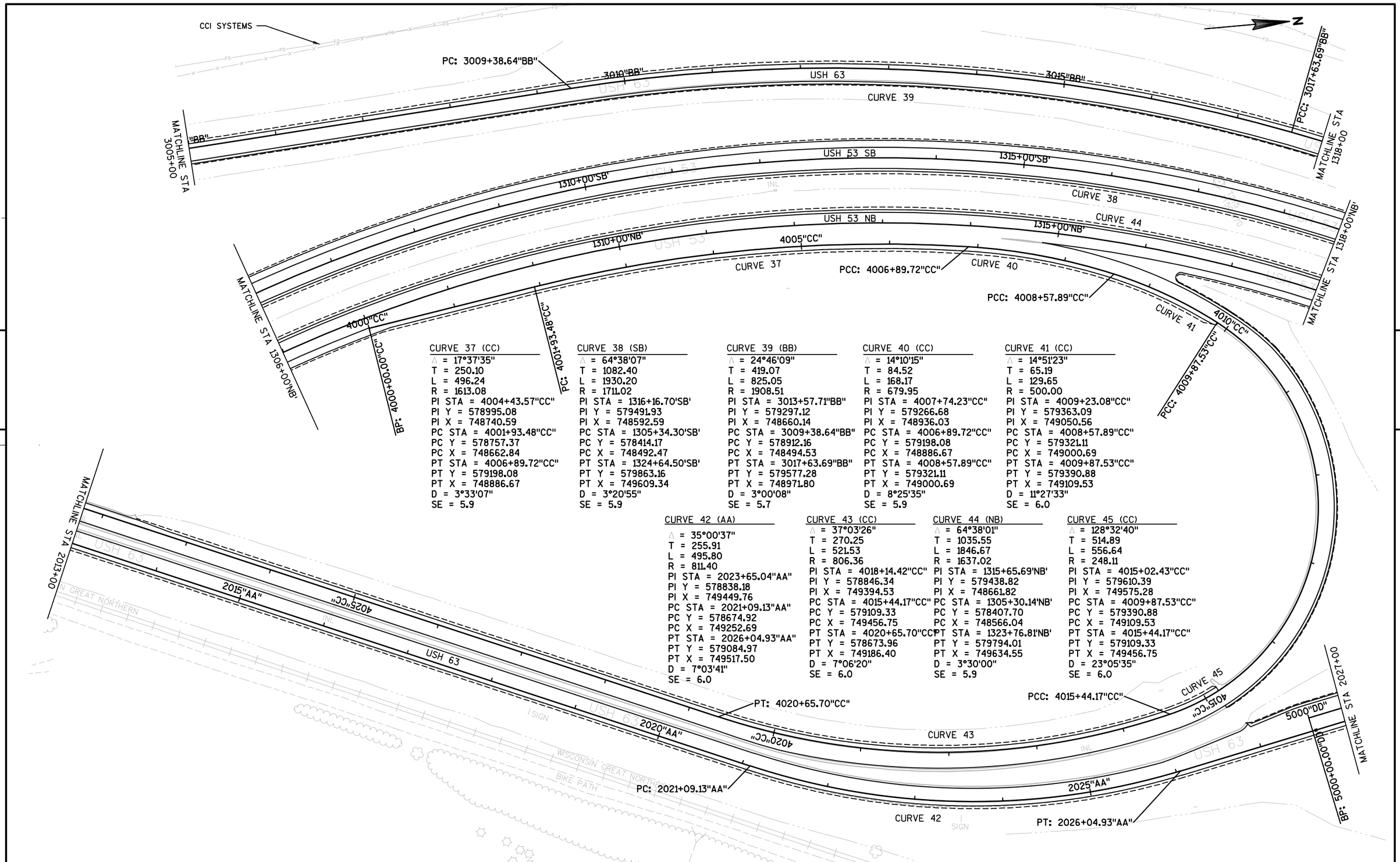
MATCHLINE STA 2013+00

WISCONSIN GREAT NORTHERN BIKE PATH

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PLAN	SHEET 149	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\050227 PN.DWG PLOT DATE : 11/21/2014 2:22 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 44



CURVE 37 (CC)
- △ = 17°37'35"
- T = 250.10
- L = 496.24
- R = 1613.08
- PI STA = 4004+43.57"CC"
- PI Y = 578995.08
- PI X = 748740.59
- PC STA = 4001+93.48"CC"
- PC Y = 578757.37
- PC X = 748662.84
- PT STA = 4006+89.72"CC"
- PT Y = 579198.08
- PT X = 748886.67
- D = 3°33'07"
- SE = 5.9

CURVE 38 (SB)
- △ = 64°38'07"
- T = 1082.40
- L = 1930.20
- R = 1711.02
- PI STA = 1316+16.70'SB'
- PI Y = 579491.93
- PI X = 748592.59
- PC STA = 1305+34.30'SB'
- PC Y = 578414.17
- PC X = 748492.47
- PT STA = 1324+64.50'SB'
- PT Y = 579863.16
- PT X = 749609.34
- D = 3°20'55"
- SE = 5.9

CURVE 39 (BB)
- △ = 24°46'09"
- T = 419.07
- L = 825.05
- R = 1908.51
- PI STA = 3013+57.71"BB"
- PI Y = 579297.12
- PI X = 748660.14
- PC STA = 3009+38.64"BB"
- PC Y = 578912.16
- PC X = 748494.53
- PT STA = 3017+63.69"BB"
- PT Y = 579577.28
- PT X = 748971.80
- D = 3°00'08"
- SE = 5.7

CURVE 40 (CC)
- △ = 14°10'15"
- T = 84.52
- L = 168.17
- R = 679.95
- PI STA = 4007+74.23"CC"
- PI Y = 579266.68
- PI X = 748936.03
- PC STA = 4006+89.72"CC"
- PC Y = 579198.08
- PC X = 748886.67
- PT STA = 4008+57.89"CC"
- PT Y = 579321.11
- PT X = 749000.69
- D = 8°25'35"
- SE = 5.9

CURVE 41 (CC)
- △ = 14°51'23"
- T = 65.19
- L = 129.65
- R = 500.00
- PI STA = 4009+23.08"CC"
- PI Y = 579363.09
- PI X = 749050.56
- PC STA = 4008+57.89"CC"
- PC Y = 579321.11
- PC X = 749000.69
- PT STA = 4009+87.53"CC"
- PT Y = 579390.88
- PT X = 749109.53
- D = 11°27'33"
- SE = 6.0

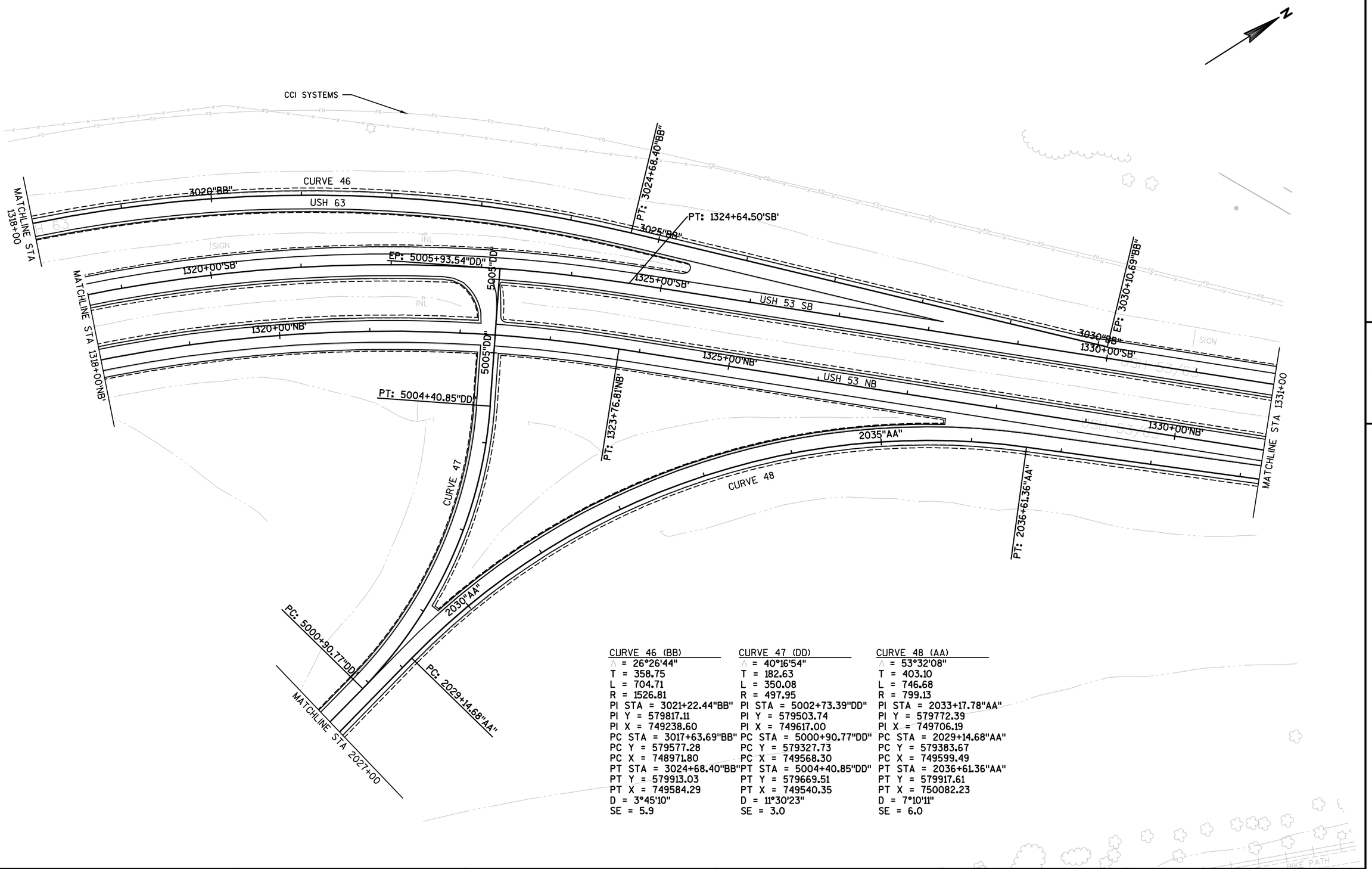
CURVE 42 (AA)
- △ = 35°00'37"
- T = 255.91
- L = 495.80
- R = 811.40
- PI STA = 2023+65.04"AA"
- PI Y = 578838.18
- PI X = 749449.76
- PC STA = 2021+09.13"AA"
- PC Y = 578674.92
- PC X = 749252.69
- PT STA = 2026+04.93"AA"
- PT Y = 579084.97
- PT X = 749517.50
- D = 7°03'41"
- SE = 6.0

CURVE 43 (CC)
- △ = 37°03'26"
- T = 270.25
- L = 521.53
- R = 806.36
- PI STA = 4018+14.42"CC"
- PI Y = 578846.34
- PI X = 749394.53
- PC STA = 4015+44.17"CC"
- PC Y = 579109.33
- PC X = 749456.75
- PT STA = 4020+65.70"CC"
- PT Y = 578673.96
- PT X = 749186.40
- D = 7°06'20"
- SE = 6.0

CURVE 44 (NB)
- △ = 64°38'01"
- T = 1035.55
- L = 1846.67
- R = 1637.02
- PI STA = 1315+65.69'NB'
- PI Y = 579438.82
- PI X = 748661.82
- PC STA = 1305+30.14'NB'
- PC Y = 578407.70
- PC X = 748566.04
- PT STA = 1323+76.81'NB'
- PT Y = 579794.01
- PT X = 749634.55
- D = 3°30'00"
- SE = 5.9

CURVE 45 (CC)
- △ = 128°32'40"
- T = 514.89
- L = 556.64
- R = 248.11
- PI STA = 4015+02.43"CC"
- PI Y = 579610.39
- PI X = 749575.28
- PC STA = 4009+87.53"CC"
- PC Y = 579390.88
- PC X = 749109.53
- PT STA = 4015+44.17"CC"
- PT Y = 579109.33
- PT X = 749456.75
- D = 23°05'35"
- SE = 6.0

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PLAN	SHEET 150	E

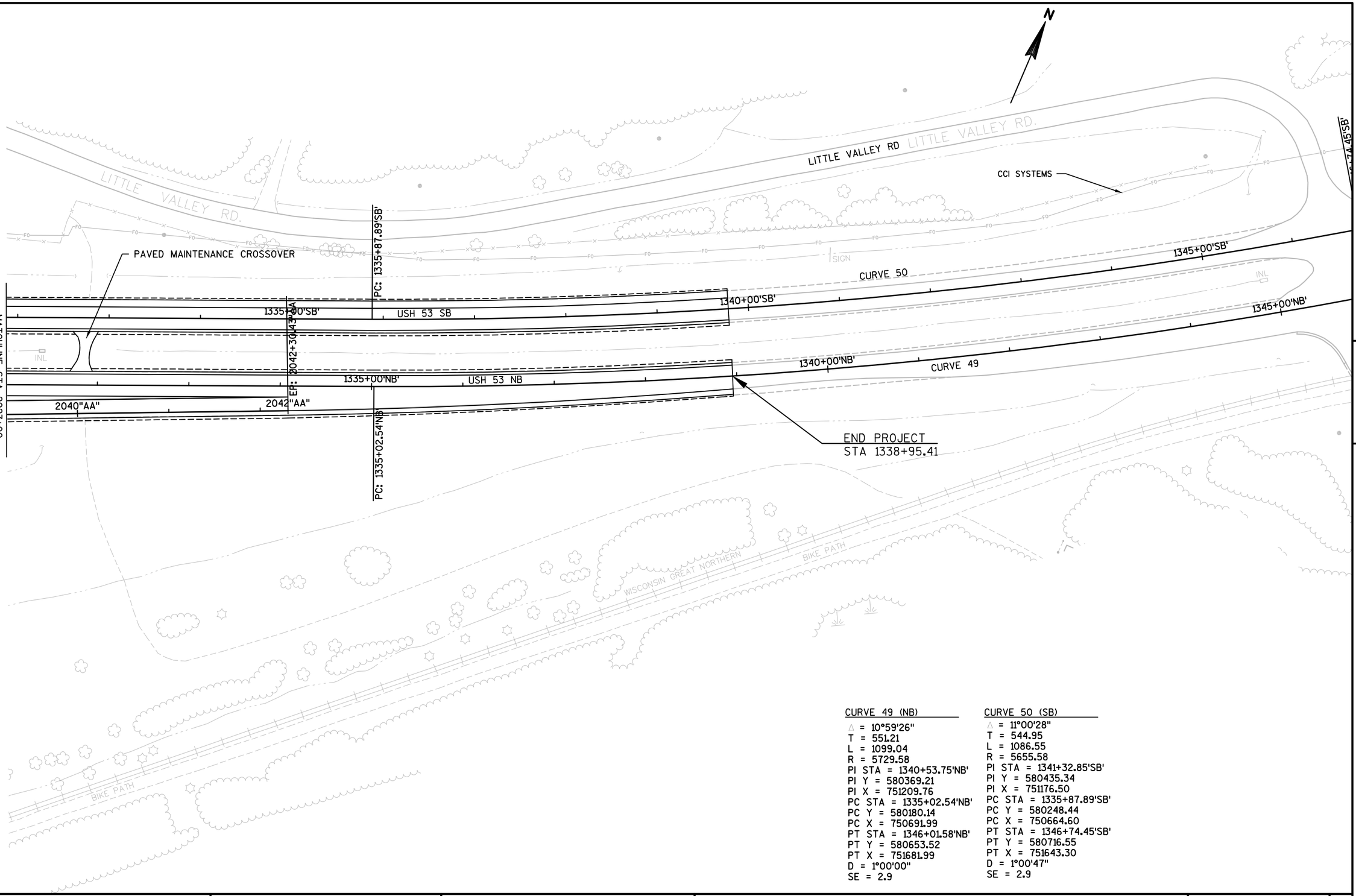


CURVE 46 (BB)	CURVE 47 (DD)	CURVE 48 (AA)
△ = 26°26'44"	△ = 40°16'54"	△ = 53°32'08"
T = 358.75	T = 182.63	T = 403.10
L = 704.71	L = 350.08	L = 746.68
R = 1526.81	R = 497.95	R = 799.13
PI STA = 3021+22.44"BB"	PI STA = 5002+73.39"DD"	PI STA = 2033+17.78"AA"
PI Y = 579817.11	PI Y = 579503.74	PI Y = 579772.39
PI X = 749238.60	PI X = 749617.00	PI X = 749706.19
PC STA = 3017+63.69"BB"	PC STA = 5000+90.77"DD"	PC STA = 2029+14.68"AA"
PC Y = 579577.28	PC Y = 579327.73	PC Y = 579383.67
PC X = 748971.80	PC X = 749568.30	PC X = 749599.49
PT STA = 3024+68.40"BB"	PT STA = 5004+40.85"DD"	PT STA = 2036+61.36"AA"
PT Y = 579913.03	PT Y = 579669.51	PT Y = 579917.61
PT X = 749584.29	PT X = 749540.35	PT X = 750082.23
D = 3°45'10"	D = 11°30'23"	D = 7°10'11"
SE = 5.9	SE = 3.0	SE = 6.0

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PLAN	SHEET 151	E

FILE NAME : P:\UZ\W\WITNW\127209\C3D\11971875\SHEETSPLAN\050227 PN.DWG PLOT DATE : 11/21/2014 2:26 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 44

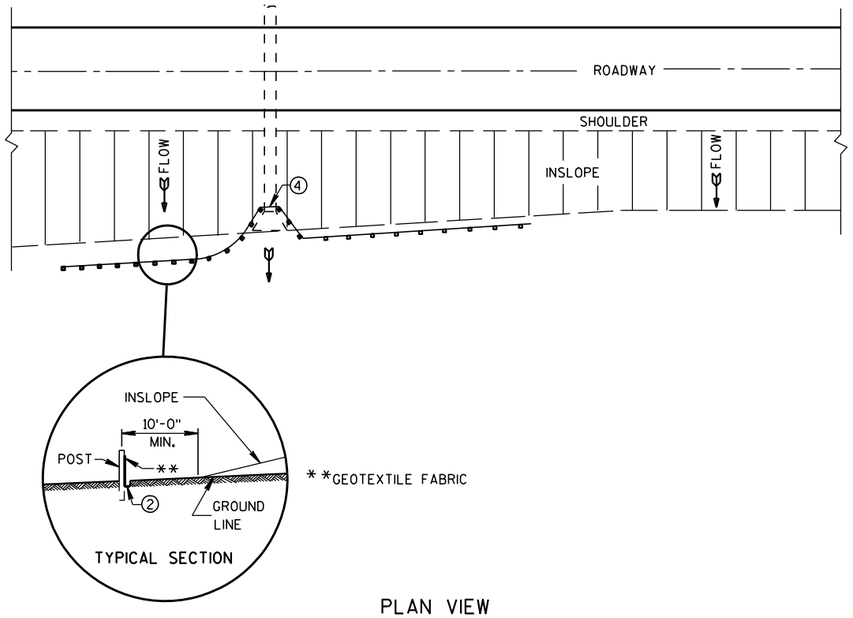


CURVE 49 (NB)	CURVE 50 (SB)
△ = 10°59'26"	△ = 11°00'28"
T = 551.21	T = 544.95
L = 1099.04	L = 1086.55
R = 5729.58	R = 5655.58
PI STA = 1340+53.75'NB'	PI STA = 1341+32.85'SB'
PI Y = 580369.21	PI Y = 580435.34
PI X = 751209.76	PI X = 751176.50
PC STA = 1335+02.54'NB'	PC STA = 1335+87.89'SB'
PC Y = 580180.14	PC Y = 580248.44
PC X = 750691.99	PC X = 750664.60
PT STA = 1346+01.58'NB'	PT STA = 1346+74.45'SB'
PT Y = 580653.52	PT Y = 580716.55
PT X = 751681.99	PT X = 751643.30
D = 1°00'00"	D = 1°00'47"
SE = 2.9	SE = 2.9

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN		SHEET 152	E

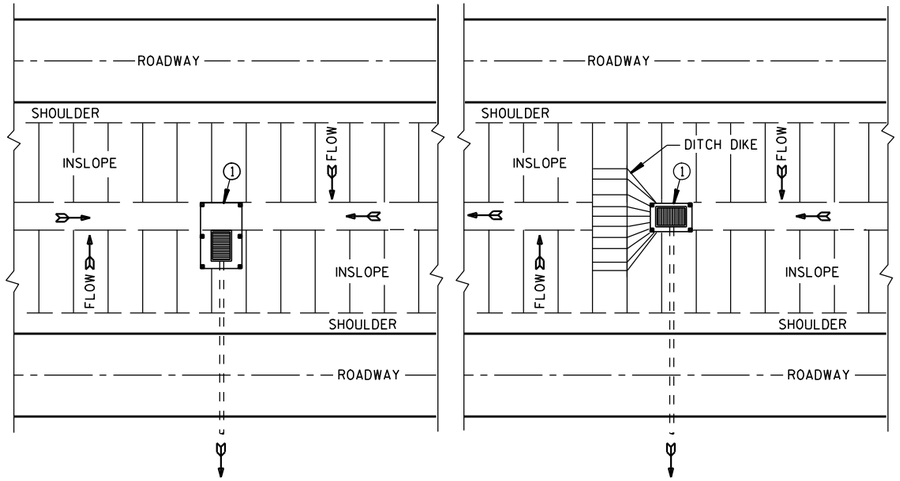
Standard Detail Drawing List

08E09-06	SILT FENCE
11A01-05	MAINTENANCE CROSSOVER FOR FREEWAYS
13A05-05A	SHOULDER RUMBLE STRIP, MILLING
13A05-05B	SHOULDER RUMBLE STRIP, MILLING
13C08-02	CONCRETE PAVEMENT PARTIAL DEPTH REPAIR
13C09-11A	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-11B	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-11C	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
14B42-03A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-03B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-03C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-02A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-02B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-02C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B47-02A	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-02B	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-02C	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
15A02-08	DELINEATOR POST, DELINEATOR, AND DELINEATOR BRACKET WITH REFLECTIVE SHEETING
15A06-02	DELINEATOR LAYOUT
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16B	PAVEMENT MARKING (INTERSECTIONS)
15C08-16E	PAVEMENT MARKING (LEFT TURN LANE)
15C12-04	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C14-01	AERIAL ENFORCEMENT BARS PAVEMENT MARKING DETAILS
15C31-01A	PAVEMENT MARKING (RAMPS AND GORES)
15C33-01	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D12-04	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D15-01	TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE
15D21-02	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



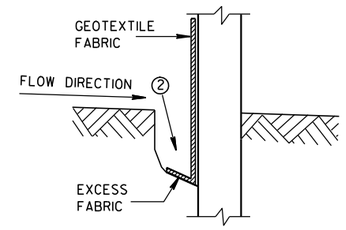
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

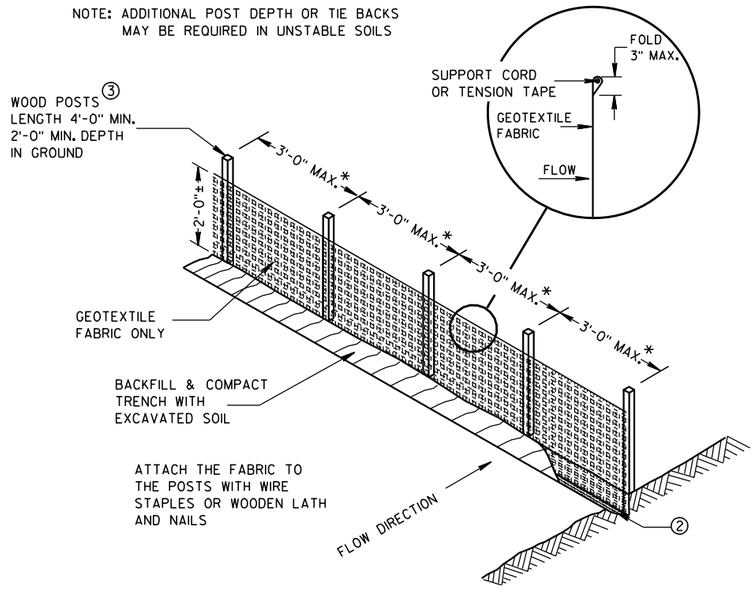
GENERAL NOTES

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 1⅛" X 1⅛" 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.

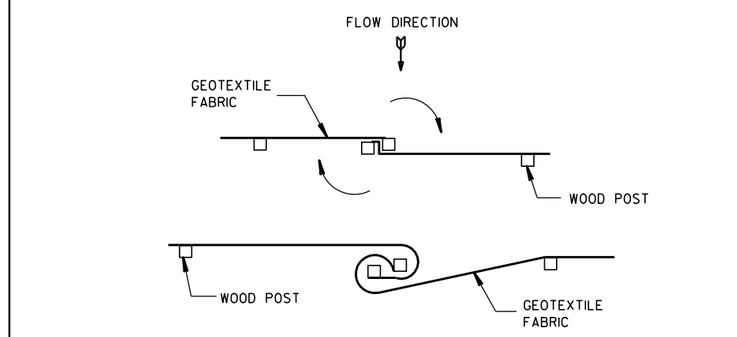


TRENCH DETAIL

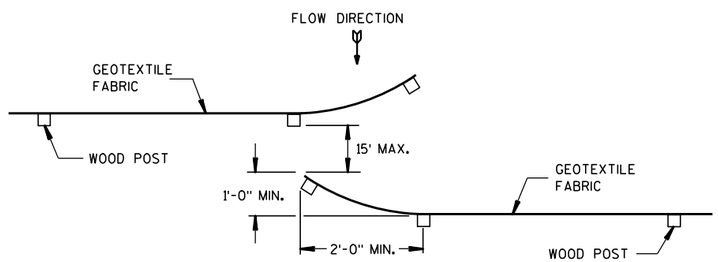


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

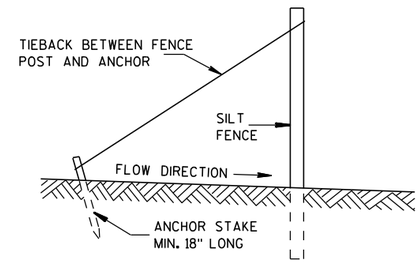


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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S.D.D. 8 E 9-6

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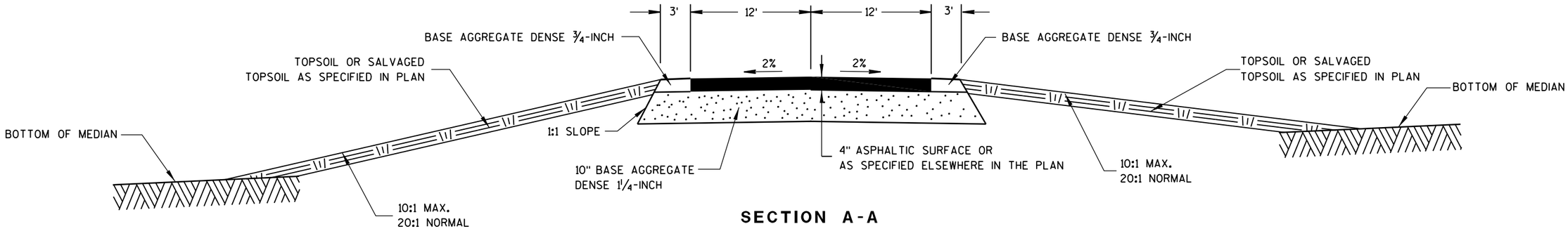
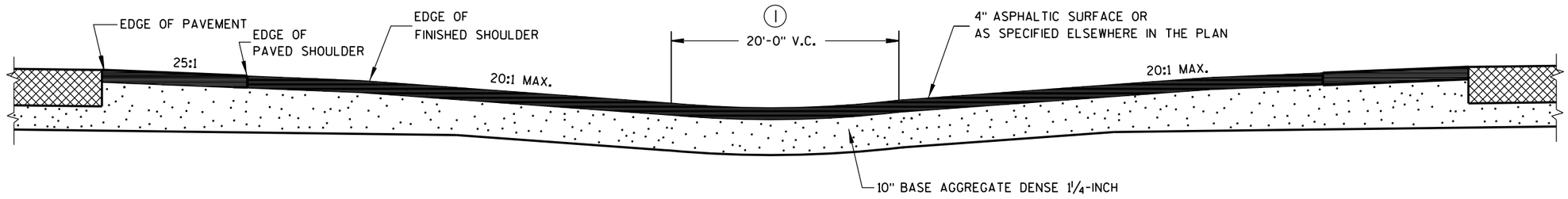
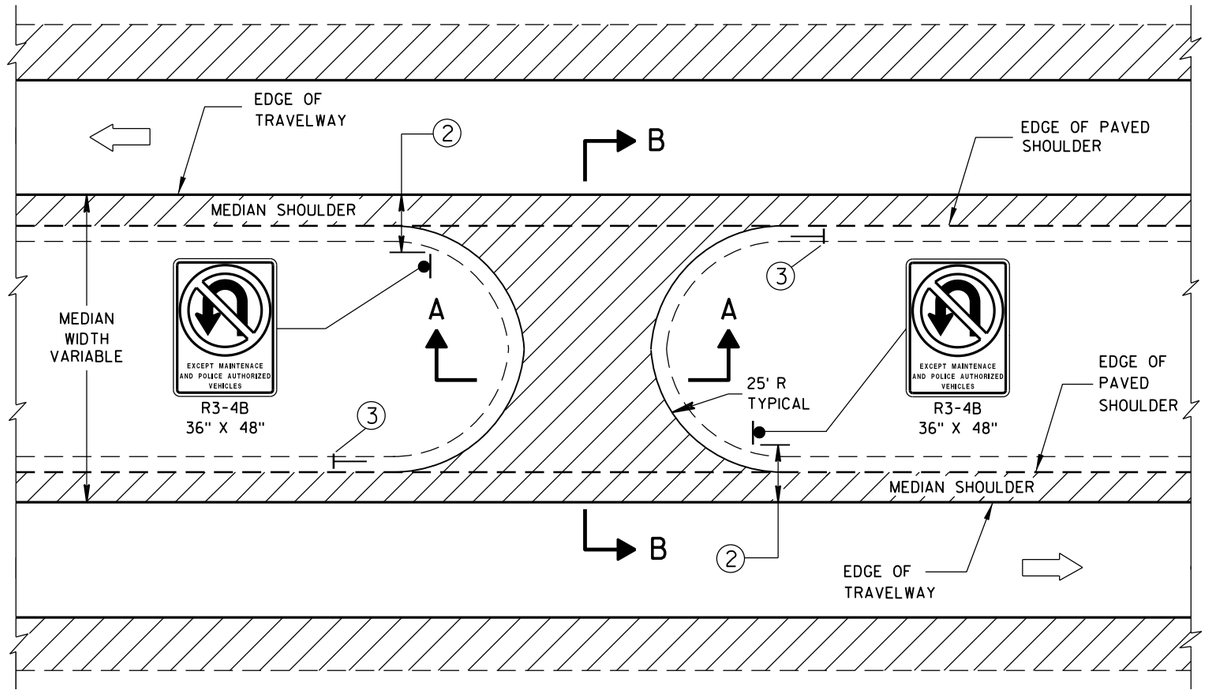
S.D.D. 8 E 9-6



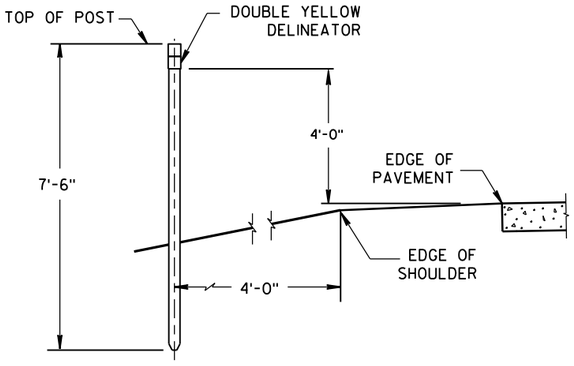
SECTION A-A



SECTION B-B



PLAN VIEW



DOUBLE YELLOW DELINEATOR INSTALLATION

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) ADJUST VERTICAL CURVE LOCATION LATERALLY TO MAINTAIN 20:1 MAX.

(2) SIGNING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

(3) INSTALL DOUBLE YELLOW DELINEATOR. SEE STANDARD DETAIL DRAWING 15A2.

MAINTENANCE CROSSOVER FOR FREEWAYS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 — DATE

/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

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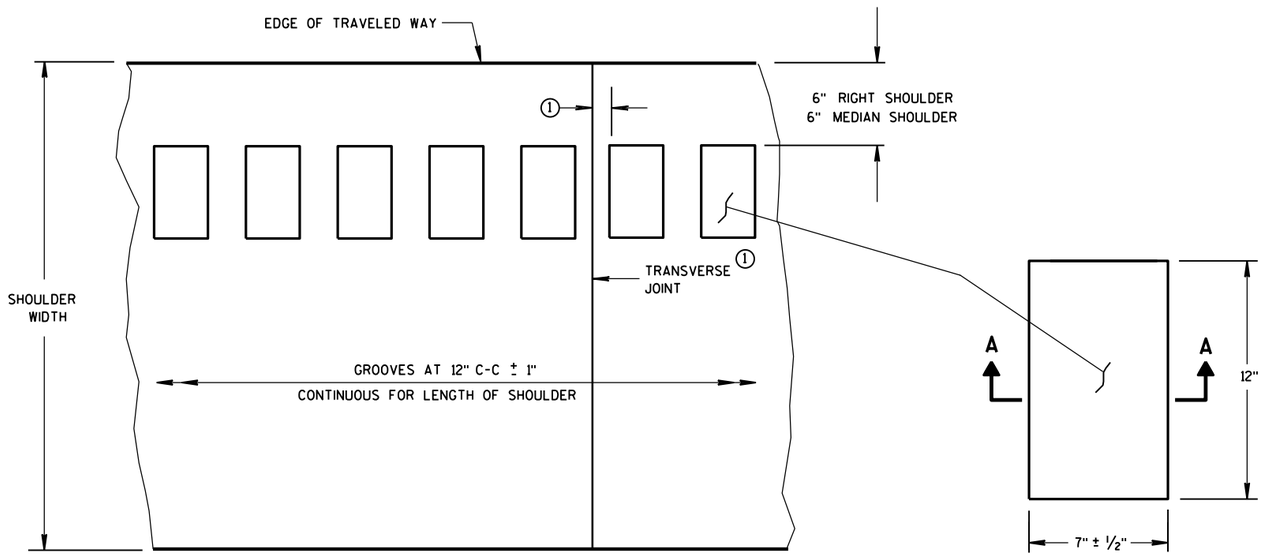
S.D.D. 11 A 1-5



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

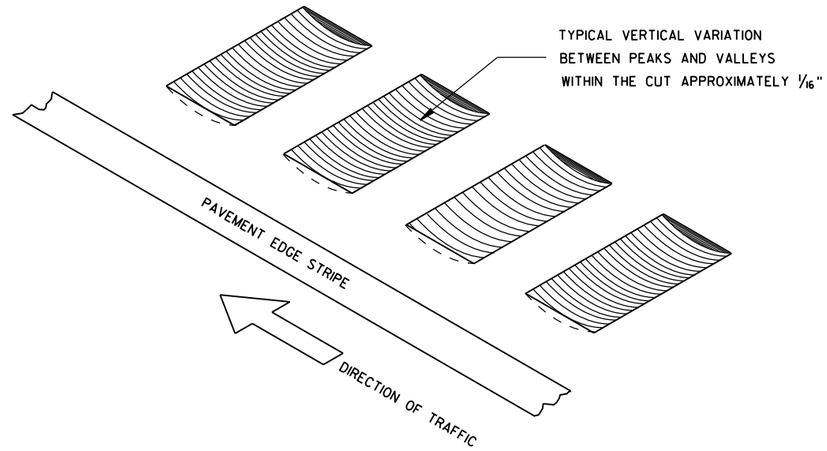
GENERAL NOTES

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

RUMBLE STRIPS ON EXPRESSWAYS

DO NOT INSTALL RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL DRIVEWAYS, PRIVATE DRIVEWAYS OR ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, BRIDGE DECKS, BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSING. THE ATTACHED STANDARD DETAIL DRAWING SHOWS THE LOCATION OF THE RUMBLE STRIPS AT INTERCHANGE AREAS.

(1) CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6" AWAY FROM TRANSVERSE JOINTS.



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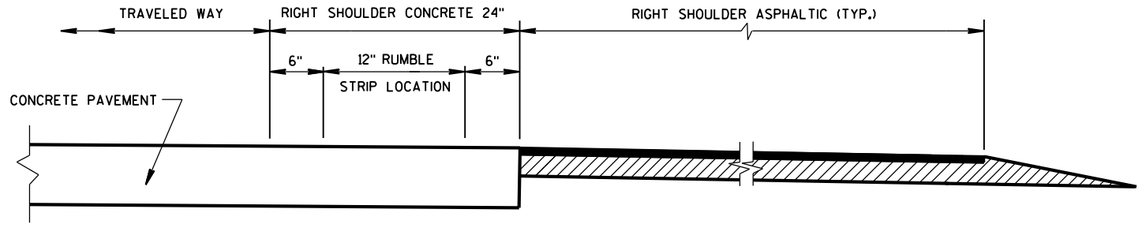
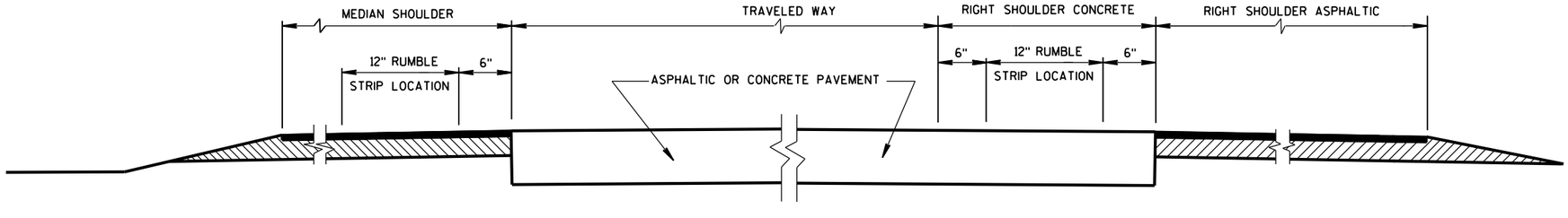


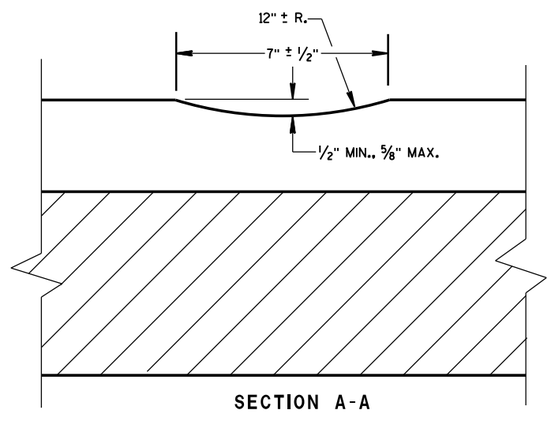
SECTION VIEW
CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)



SECTION VIEW

TYPICAL LOCATIONS OF SHOULDER RUMBLE STRIPS IN RURAL DIVIDED HIGHWAYS

(ONE ROADWAY IS SHOWN)



SECTION A-A

SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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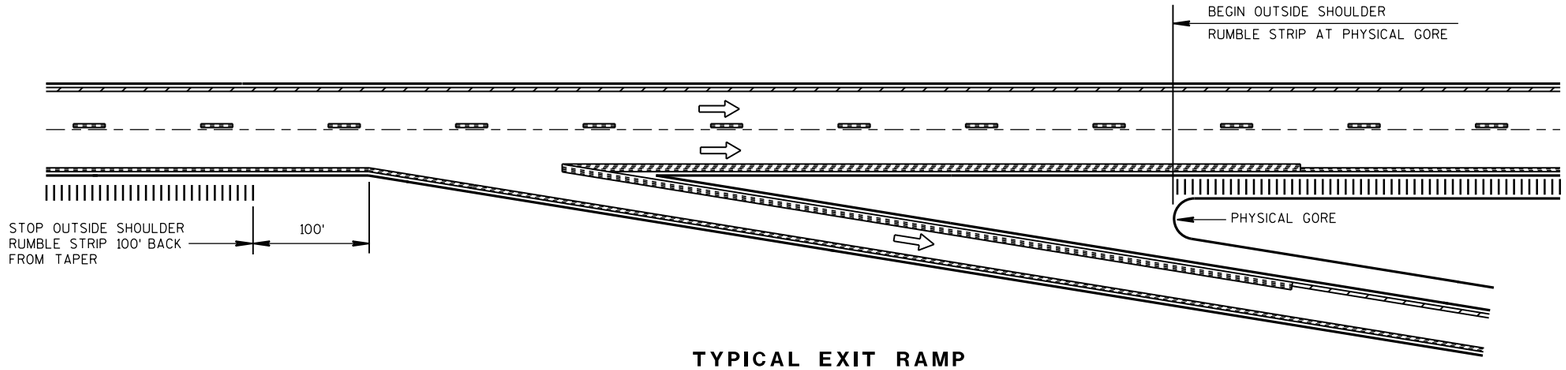


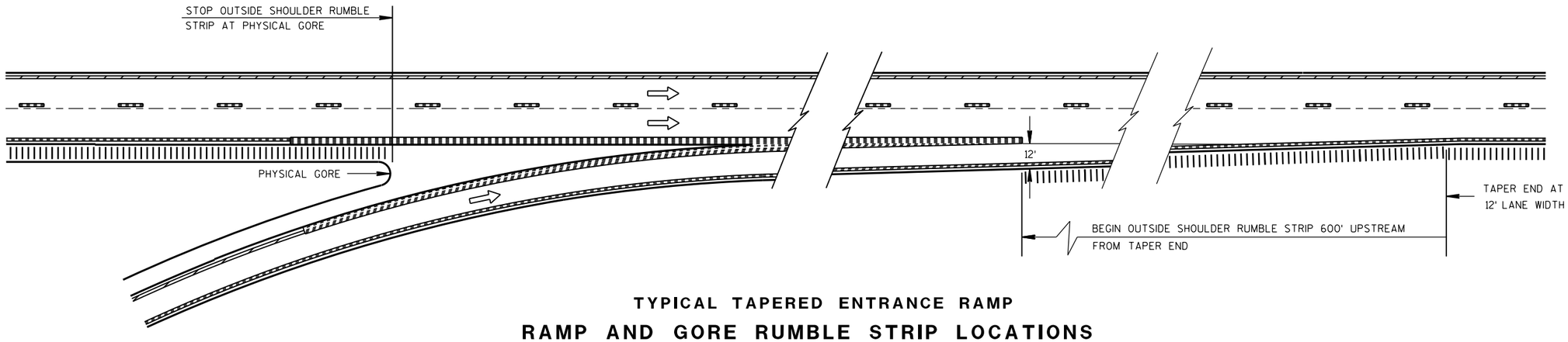
TYPICAL EXIT RAMP

NOTES:

NO RUMBLE STRIP ON EXIT, DIRECTIONAL, OR ENTRANCE RAMPS, EXCEPT NEAR THE ENTRANCE TAPER END AND ALONG THE PARALLEL RAMP AREA AS SHOWN.

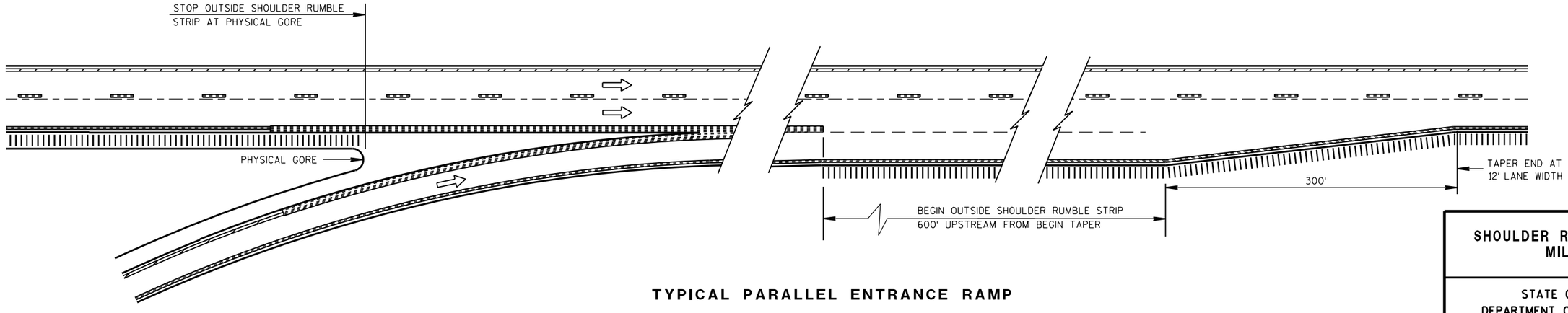
PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TYPICAL TAPERED ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS



TYPICAL PARALLEL ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS

SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/17/2012 — DATE
/S/ Jerry H. Zoga — ROADWAY STANDARDS ENGINEER
FHWA

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S.D.D. 13 A 5-5b

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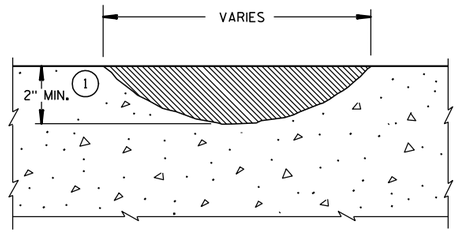
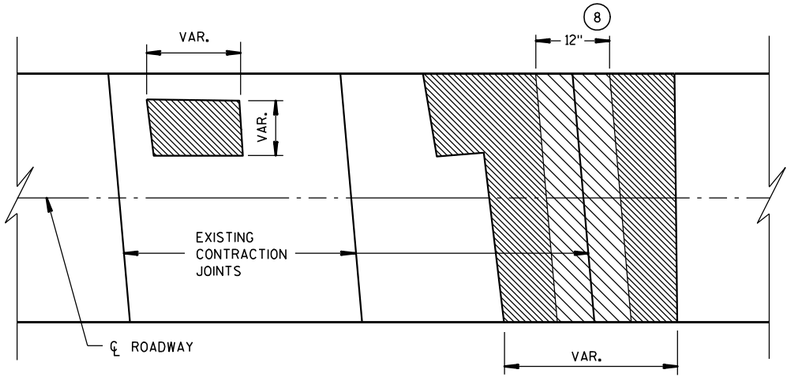
S.D.D. 13 A 5-5b

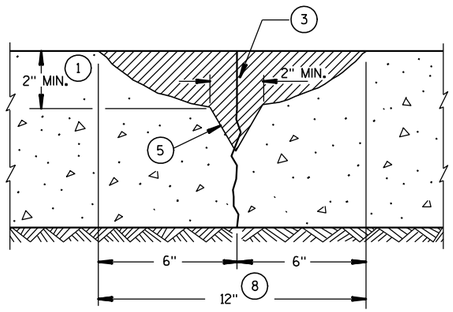


PROFILE VIEW

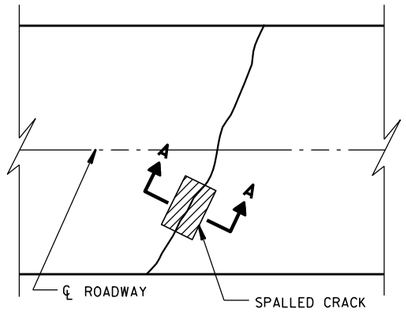


PLAN VIEW

SURFACE REPAIR



SECTION A-A

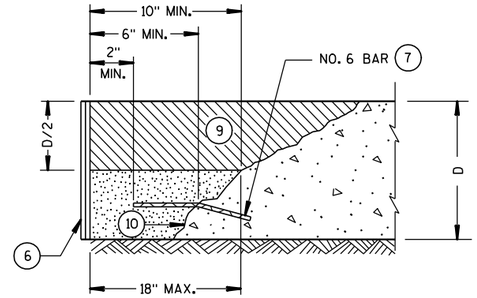


PLAN VIEW

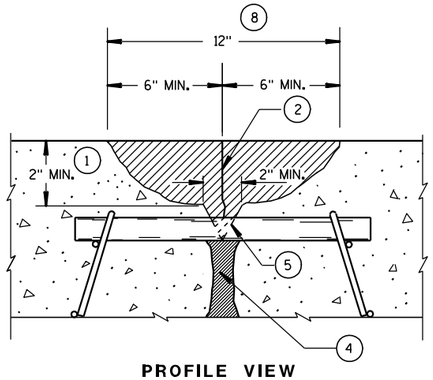
CRACK REPAIR

GENERAL NOTES

1. REMOVE ALL CONCRETE, TO LIMITS SHOWN, TO A MAXIMUM OF ½ THE PAVEMENT DEPTH OR TOP OF DOWELS.
2. IF REPAIR IS DEEPER THAN ANTICIPATED SAWCUT, COMPRESSION RELIEF MATERIAL MUST BE USED. THE THICKNESS OF COMPRESSION RELIEF MATERIAL MUST BE EQUAL TO OR GREATER THAN THE WIDTH OF THE JOINT OR CRACK (1/4"). THIS MATERIAL SHOULD EXTEND FULL DEPTH OF THE REPAIR.
3. COMPRESSION RELIEF MATERIAL MUST BE USED. THE THICKNESS OF COMPRESSION RELIEF MATERIAL MUST BE EQUAL TO OR GREATER THAN THE WIDTH OF THE JOINT OR CRACK (1/4"). THIS MATERIAL SHOULD EXTEND FULL DEPTH OF THE REPAIR.
4. CLEAN, DRY SAND WHEN NECESSARY.
5. REMOVE UNSOUND MATERIAL BY CHIPPING AT 1:1 SLOPE.
6. ¼" MINIMUM PREFORMED JOINT FILLER IF ADJACENT TO CONCRETE. EDGING REQUIRED. FULLY FORMED EDGE IF ADJACENT TO SHOULDER.
7. PAVEMENT TIES AS SHOWN. ALL EMBEDMENTS 6" MINIMUM AND INSTALLED WITH GROUT.
8. OVER 12" (NOMINAL WIDTH) WILL BE PAID AS SURFACE REPAIR.
9. PAID AS JOINT OR CRACK REPAIR.
10. FULL-DEPTH ADJUSTMENT SHALL BE CHIPPED TO BOTTOM OF PCC PAVEMENT AT 1:1 SLOPE.
11. BEYOND 18" WILL BE PAID AS SURFACE REPAIR.

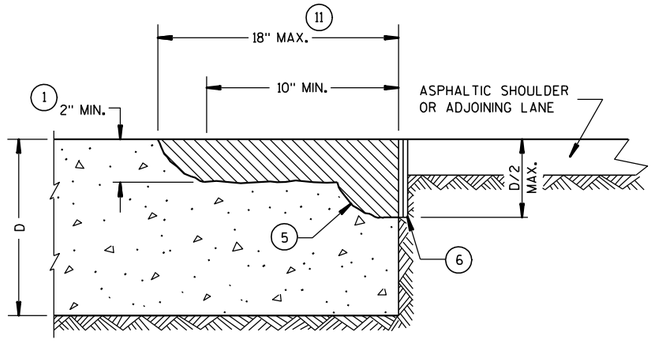


PROFILE VIEW

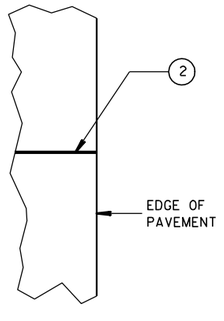


PROFILE VIEW

JOINT REPAIR

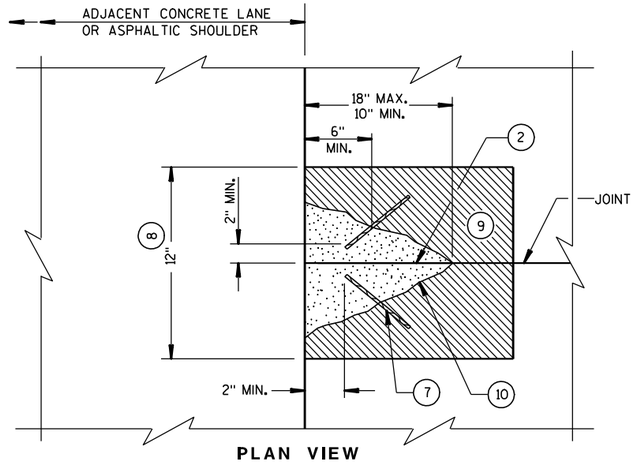


PROFILE VIEW



PLAN VIEW

EDGE REPAIR



PLAN VIEW

FULL DEPTH REPAIR ADJUSTMENT

CONCRETE PAVEMENT PARTIAL DEPTH REPAIR

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/21/03 DATE
/S/ Bill Duckett PAVEMENT ENGR
FHWA

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S.D.D. 13 C 8-2

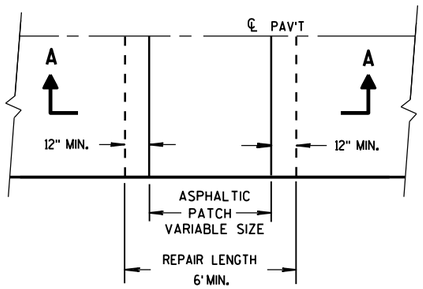
GENERAL NOTES

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

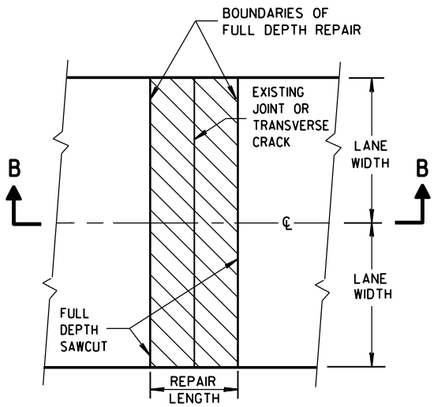
PROVIDE A 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK IN THE SAME LANE.

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

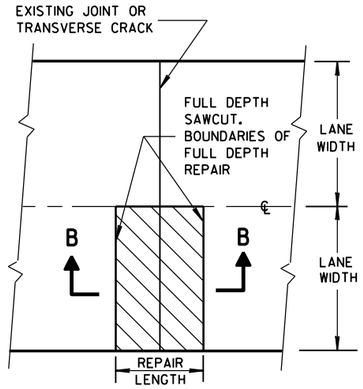
(1) DOWEL BARS MIGHT NOT EXIST.



PLAN VIEW



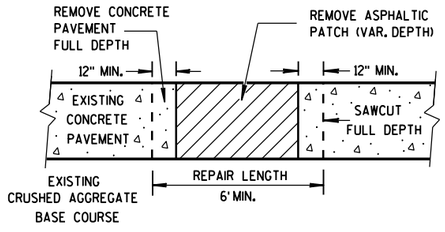
PLAN VIEW
(DOUBLE LANE REPAIR)



PLAN VIEW
(SINGLE LANE REPAIR)

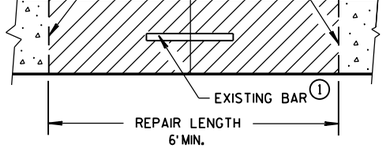
FULL DEPTH CONCRETE PAVEMENT REMOVAL

(SEE NOTE)



SECTION A-A

HMA PATCH REMOVAL



SECTION B-B

CONCRETE REMOVAL

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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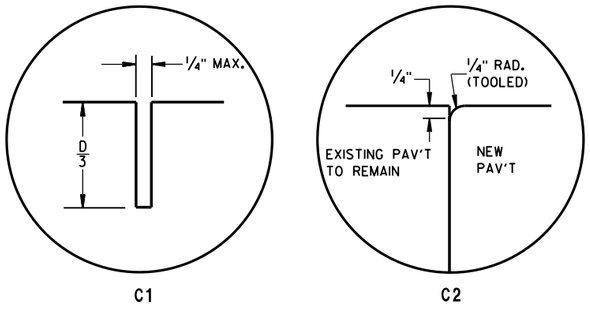
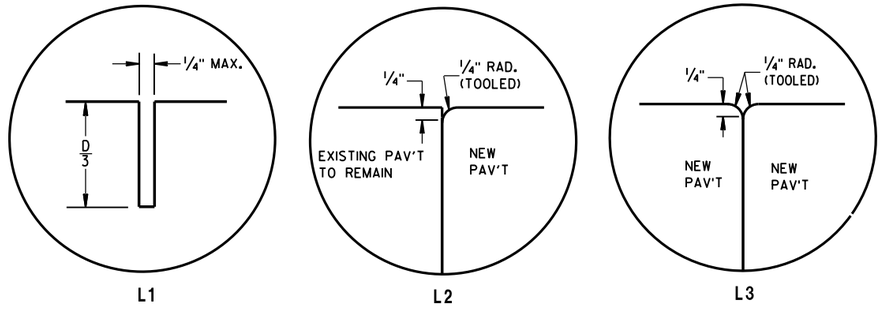
S.D.D. 13 C 9-11a



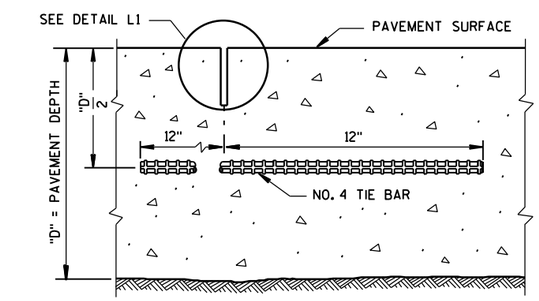
TRANSVERSE JOINTS

TIE BAR TABLE

PAVEMENT DEPTH "D"	CLEAR COVER "C"	MAXIMUM TIE BAR SPACING "S"	
		PAVEMENT WIDTH	
		24' OR 26'	≥ 30'
6, 6 1/2"	3"±1/2"	48"	42"
7, 7 1/2"	3 1/4"±1"	45"	36"
8, 8 1/2"	3 3/4"±1"	39"	30"
9, 9 1/2"	4 1/4"±1"	33"	27"
10, 10 1/2"	4 3/4"±1"	30"	24"
11, 11 1/2"	5 1/4"±1"	27"	21"
12"	5 3/4"±1"	24"	21"



LONGITUDINAL JOINTS



SECTION C-C

SAWED LONGITUDINAL JOINT

GENERAL NOTES

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

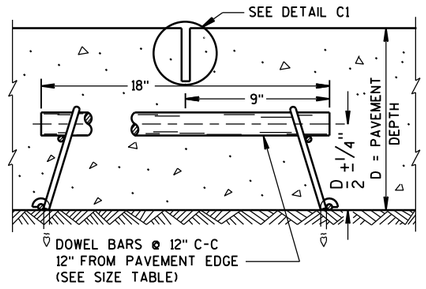
CONCRETE PAVEMENT REPAIRS OF EXISTING NONDOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

DO NOT SEAL OR FILL JOINTS.

ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

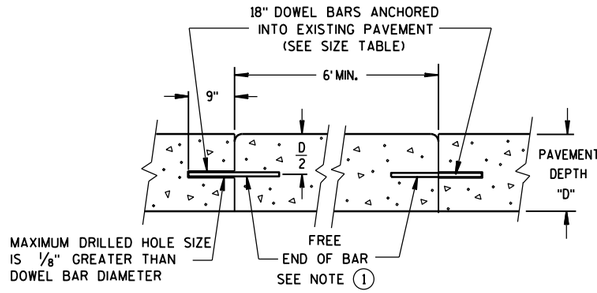
FOR MULTI-LANE CONCRETE PAVEMENT REPLACEMENTS, PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

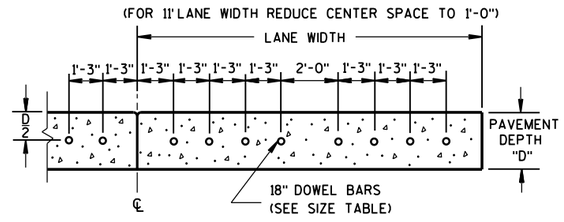


SECTION F-F

CONTRACTION JOINT



SECTION D-D

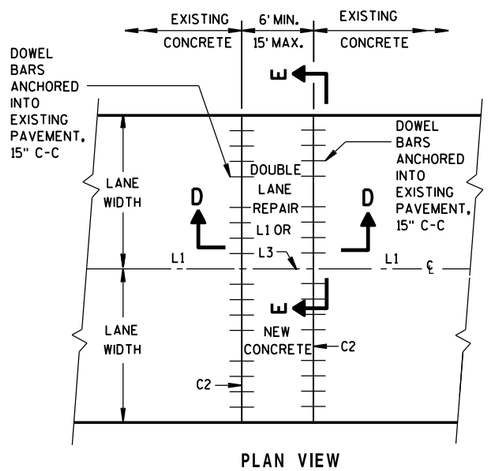


SECTION E-E

DRILLED DOWEL BAR CONSTRUCTION JOINT

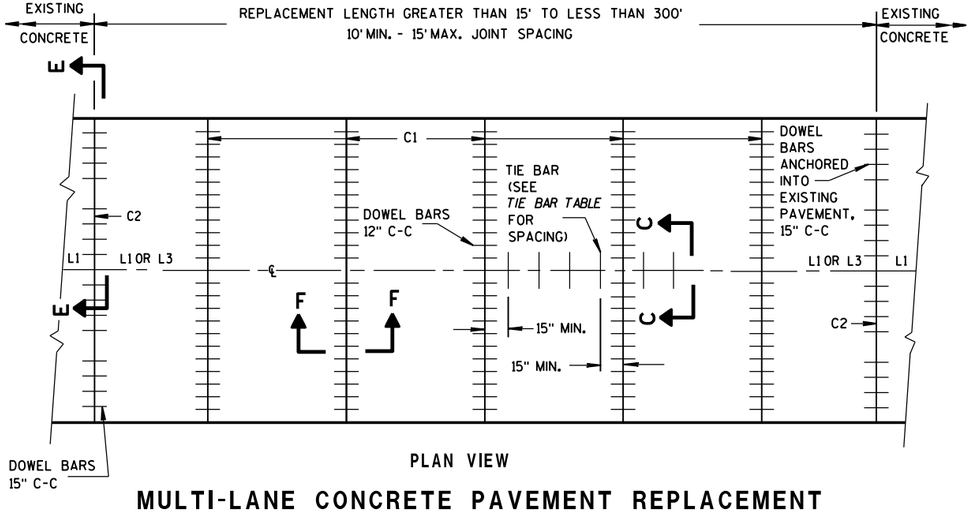
PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 1/2", 6",6 1/2"	NONE	12'
7",7 1/2"	1"	14'
8",8 1/2"	1 1/4"	15'
9",9 1/2"	1 1/4"	15'
10" & ABOVE	1 1/2"	15'



PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

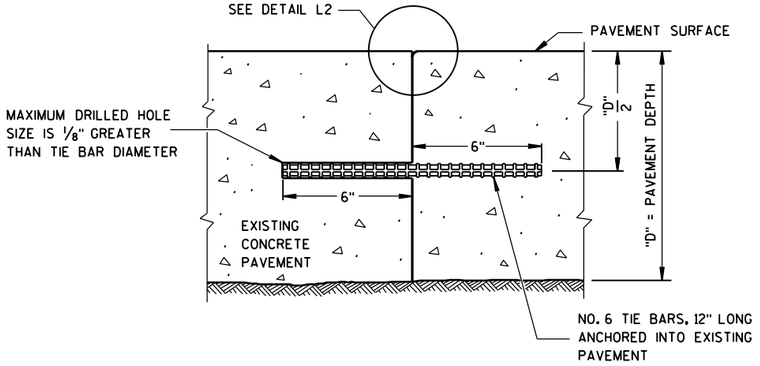
MULTI-LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 13 C 9-11b



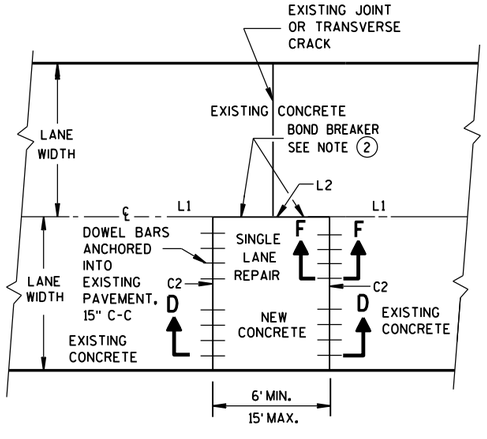
SECTION G-G

TIE BARS ANCHORED INTO EXISTING PAVEMENT

GENERAL NOTES

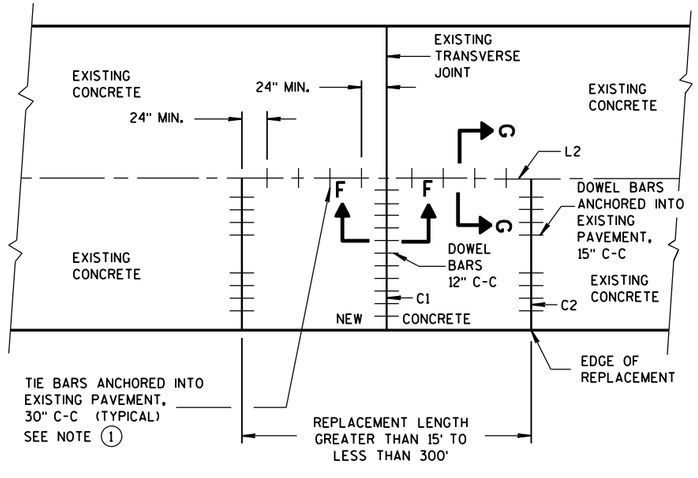
(1) WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES AND TO SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.

(2) USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12-2013 DATE
/S/ Deb Bischoff
PAVEMENT POLICY & DE
FHWA

6

S.D.D. 13 C 9-11c

GENERAL NOTES

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

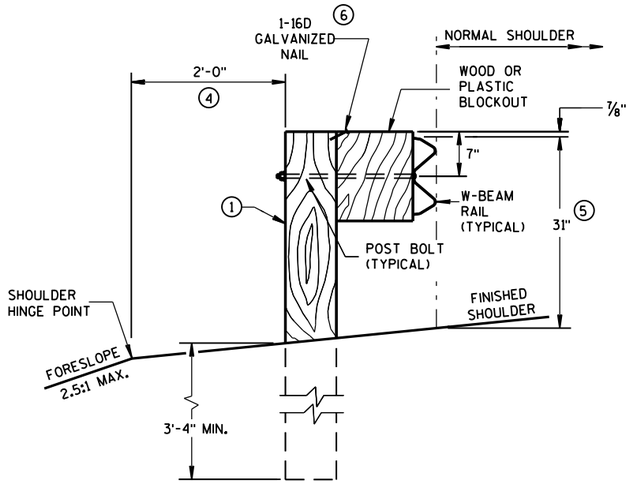
(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2½ INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

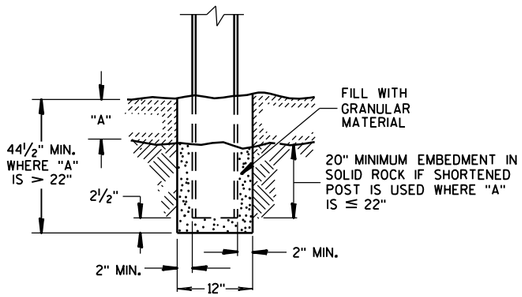
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ± 1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27¾" TO 32".

(6) WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.



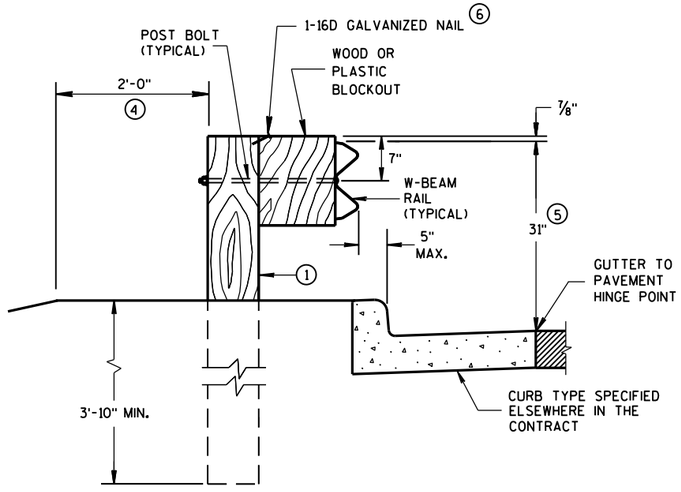
END VIEW

LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



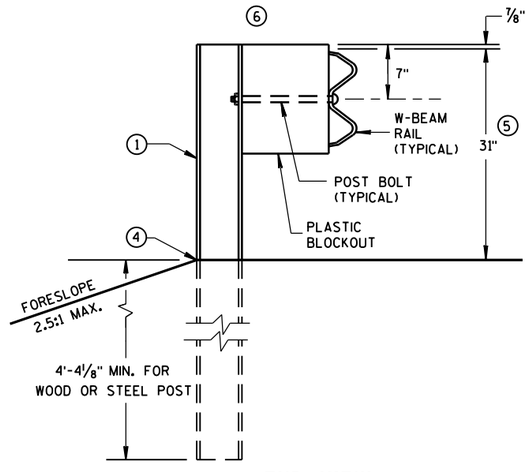
END VIEW

SETTING STEEL OR WOOD POST IN ROCK (3)



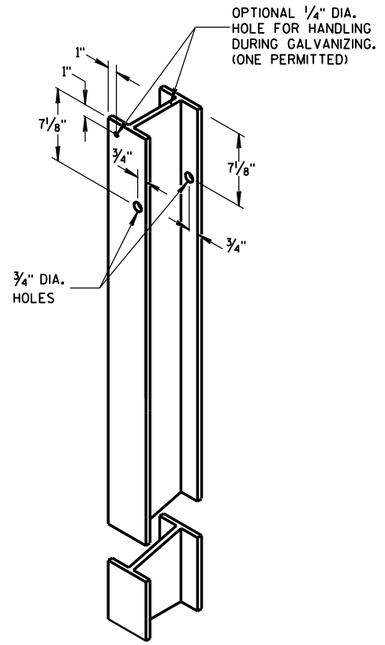
END VIEW

LOCATED ALONG A CURBED ROADWAY

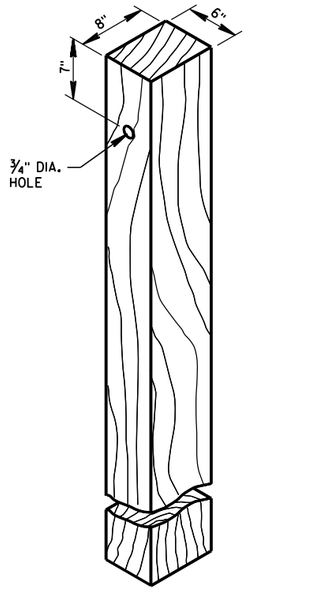


END VIEW

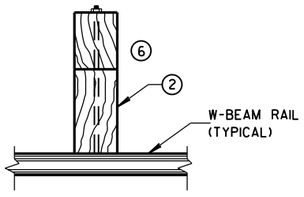
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



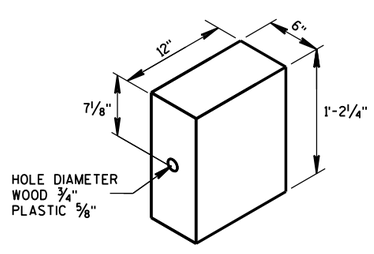
STEEL POST &
HOLE PUNCHING DETAIL
(w6X9) (1)



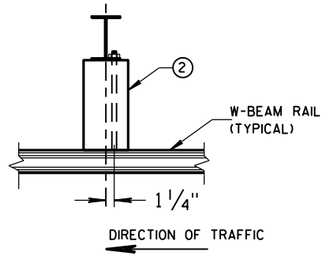
WOOD POST
(6" X 8") NOMINAL (1)



PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



WOOD OR
PLASTIC BLOCKOUT (2)

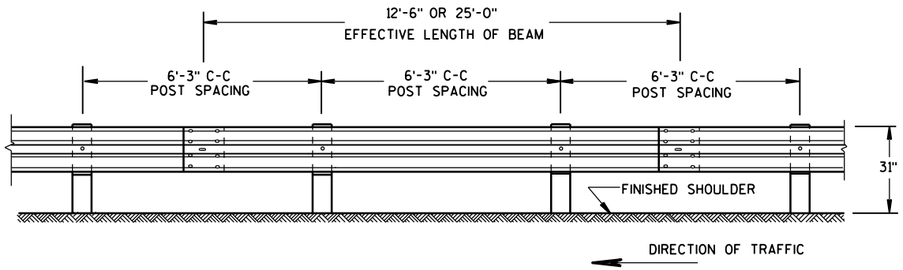


PLAN VIEW
STEEL POST,
PLASTIC BLOCKOUT & BEAM

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

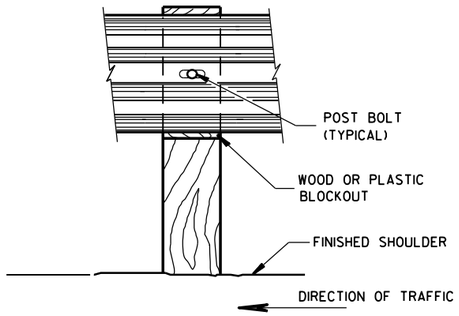
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 42-3a



FRONT VIEW

POST SPACING STANDARD INSTALLATION



FRONT VIEW AT WOOD POST

GENERAL NOTES

(7) PROVIDE SILVER REFLECTIVE SHEETING ON ALL REFLECTORS EXCEPT THOSE LOCATED ALONG THE LEFT EDGE OF ONE-WAY ROADWAYS, WHICH SHALL BE PROVIDED WITH YELLOW REFLECTIVE SHEETING. SHEETING IS TYPE H. SEE STANDARD SPECIFICATION 637.

(8) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL. RAIL SPLICE LOCATIONS ARE THE ONLY ACCEPTABLE LOCATIONS FOR REFLECTORS.

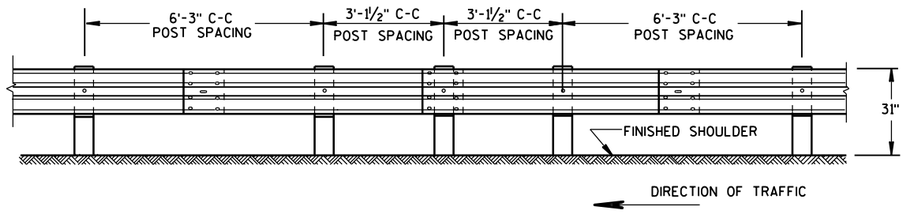
(9) REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.

(10) PROVIDE AN ANGLE OF BEND OF 90° ± 1° FOR TWO-SIDED REFLECTORS.

(11) 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

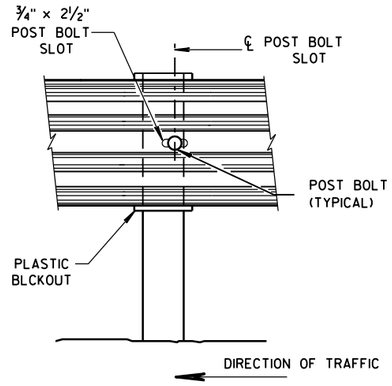
POST BOLTS ARE A 5/8" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND 5/8" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

GUARD RAIL SPLICE BOLTS ARE A 5/8" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

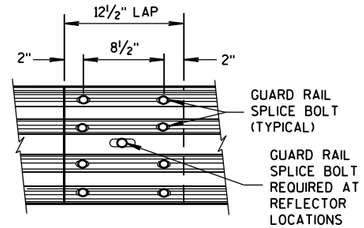


FRONT VIEW

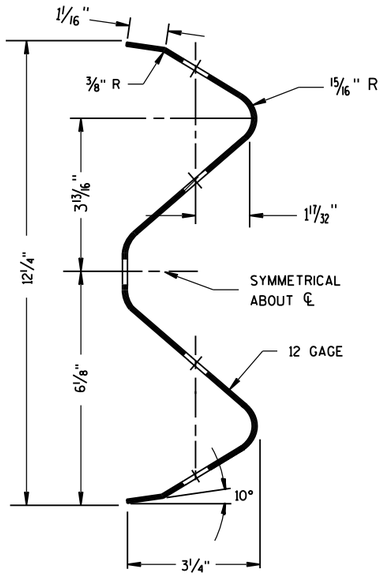
HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)



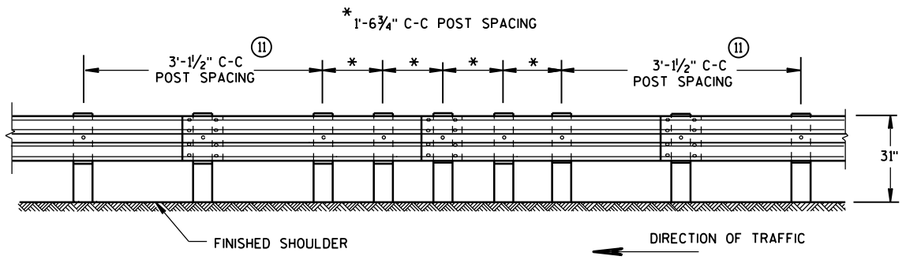
FRONT VIEW AT STEEL POST



FRONT VIEW
MID-SPAN BEAM SPLICE

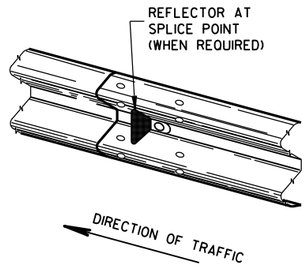


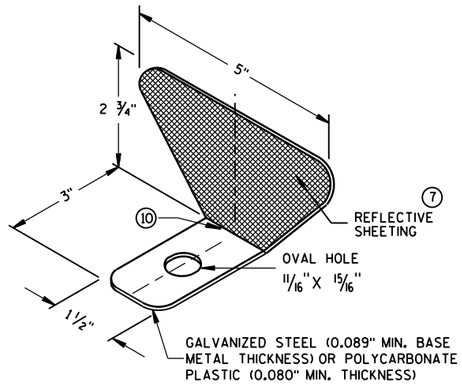
SECTION THRU W-BEAM RAIL



FRONT VIEW

QUARTER POST SPACING (QS)





ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION (7)

REFLECTOR SPACING (8)

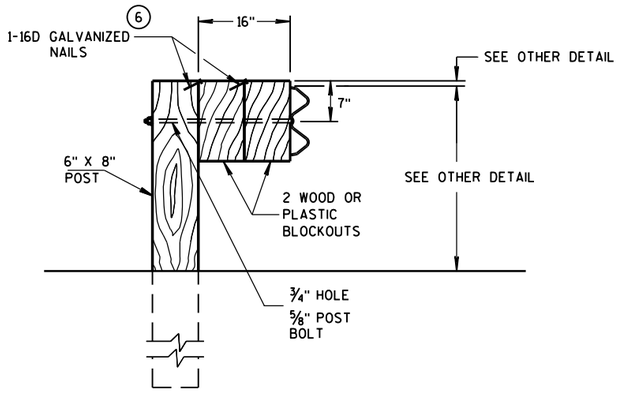
	BEAM GUARD LENGTH	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200'	50' C-C	1	3
	> 200'	100' C-C	1	
TWO WAY TRAFFIC	< 200'	25' C-C	1 (9)	6
	> 200'	50' C-C	1	
TWO WAY TRAFFIC	< 200'	50' C-C	2	3
	> 200'	100' C-C	2 (10)	

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

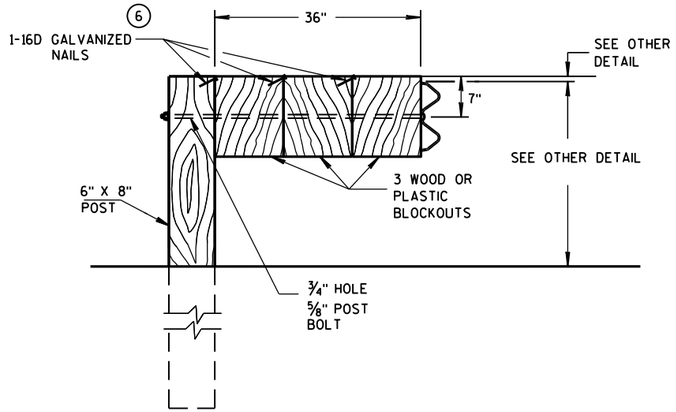
6

S.D.D. 14 B 42-3b



DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

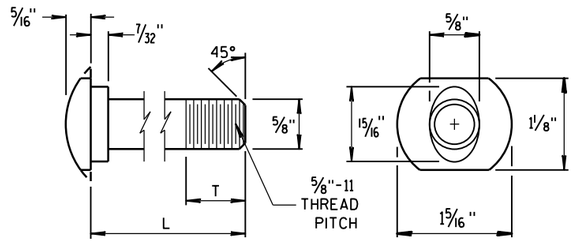


DETAIL FOR 36" BLOCKOUT DEPTH

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

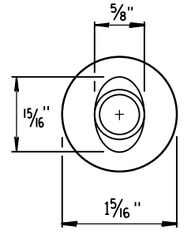
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

NOTE: 1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 1/16".
2. IF THE BOLT EXTENDS MORE THAN 1/4" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

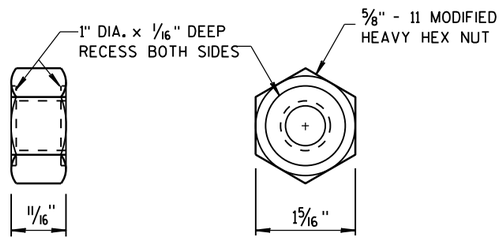


POST BOLT TABLE

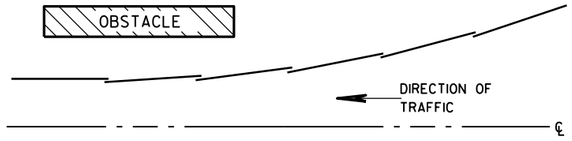
L	T (MIN.)
1 1/4"	1 1/8"
2"	1 3/4"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



ALTERNATE BOLT HEAD

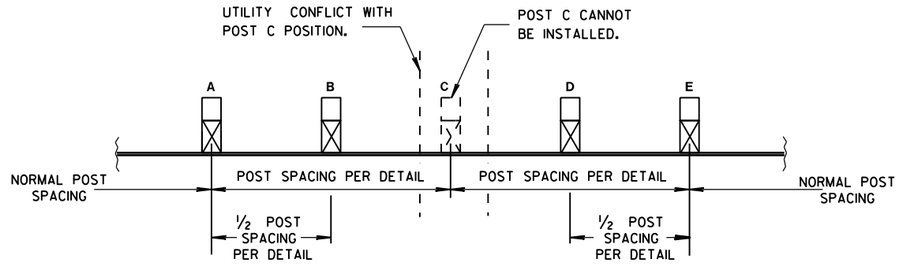


POST BOLT AND RECESS NUT

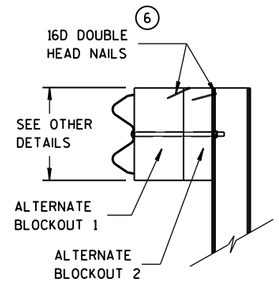


PLAN VIEW

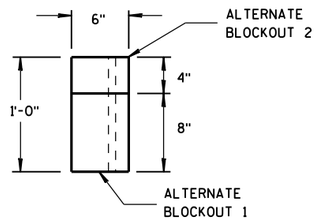
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



SIDE VIEW



TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA

6
S.D.D. 14 B 42-3c

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL), AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED.

(C) DIFFERENT MANUFACTURES REQUIRE DIFFERENT PERFORATED W-BEAM RAIL END PANELS. SEE MANUFACTURES INFORMATION.

(D) THE TOP OF THE STEEL TUBE ON POST 1 AND POST 2 SHALL NOT BE MORE THAN 3" ABOVE THE FINISH GROUND ELEVATION.

(F) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER.

(G) ½" DIAMETER X 3" LONG LAG BOLT AND WASHER.

(H) HARDWARE VARIES BETWEEN DIFFERENT MANUFACTURES. SEE MANUFACTURE'S DRAWING FOR INFORMATION.

(I) DIMENSIONS MAY VARY. SEE MANUFACTURE'S INFORMATION.

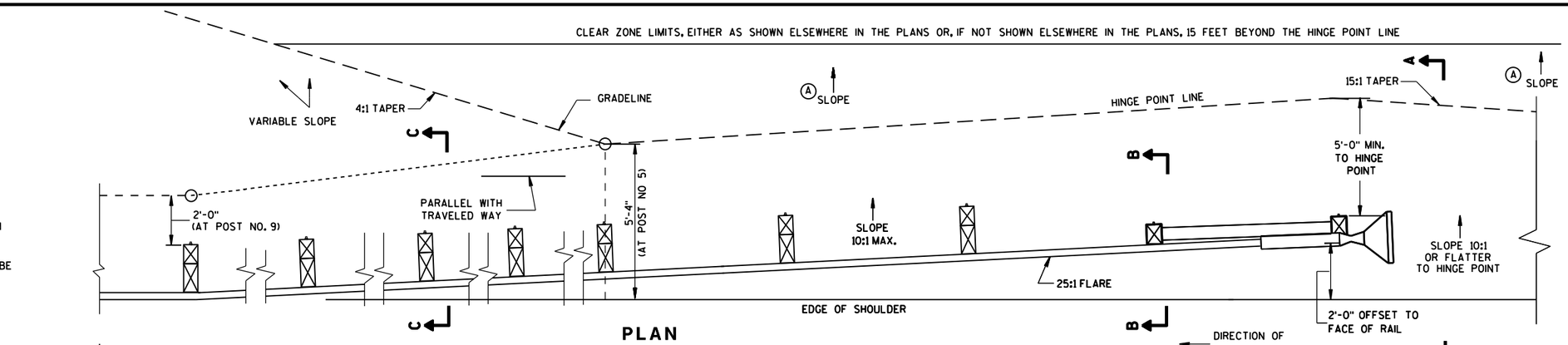
SEE SDD 14B42 FOR MORE INFORMATION.

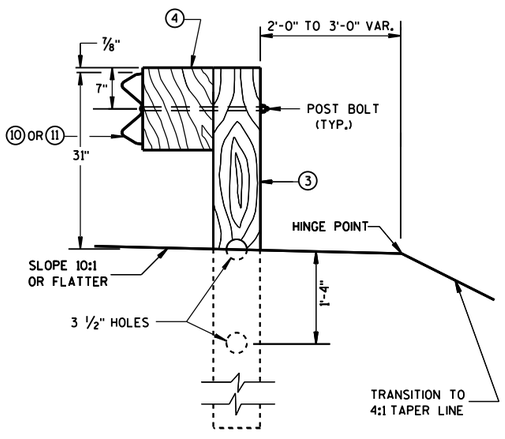
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

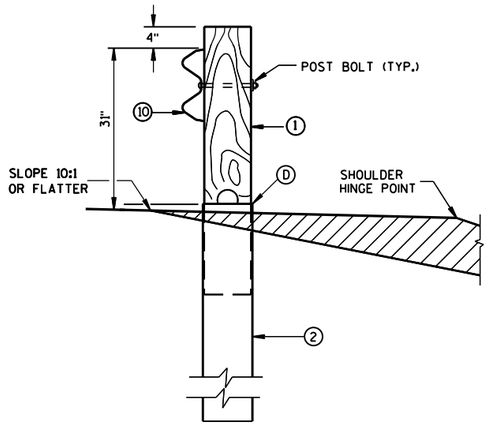
W-BEAM RAIL SPLICES ARE LOCATED AT POST NUMBER 3, AND BETWEEN POST 5 AND 6, BETWEEN POSTS 7 AND 8, AND MIDDLE OF THE SPAN AFTER POST 9.

THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE.

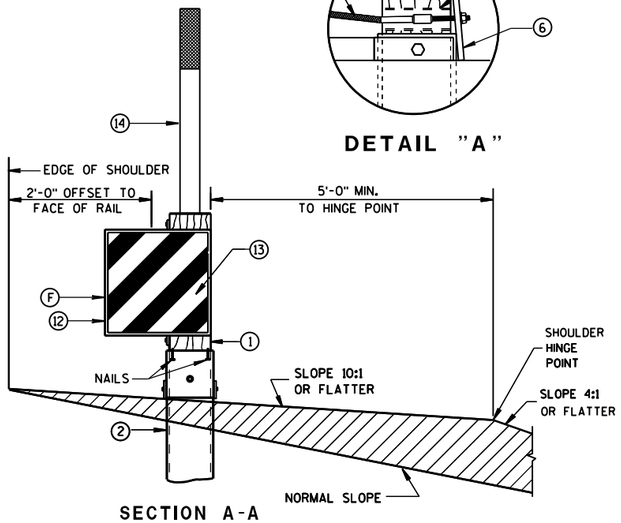




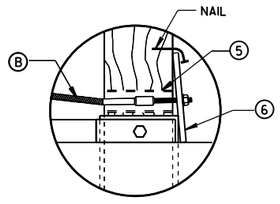
SECTION C-C
TYPICAL AT POST NOS. 3-9



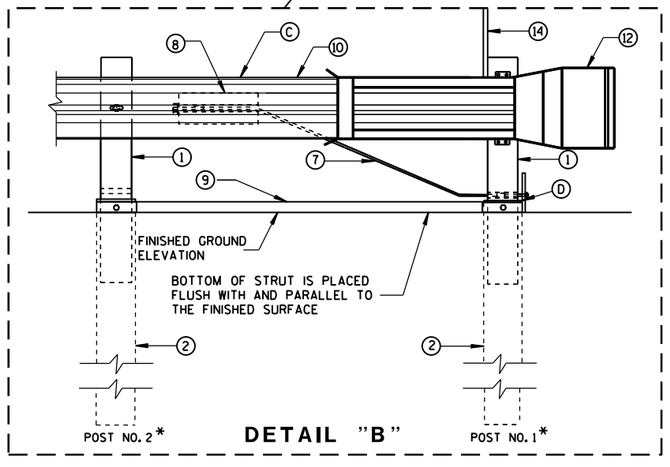
SECTION B-B
TYPICAL AT POST NO. 2*



SECTION A-A
TYPICAL AT POST NO. 1*



DETAIL "A"



DETAIL "B"

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

S.D.D. 14 B 44-2a

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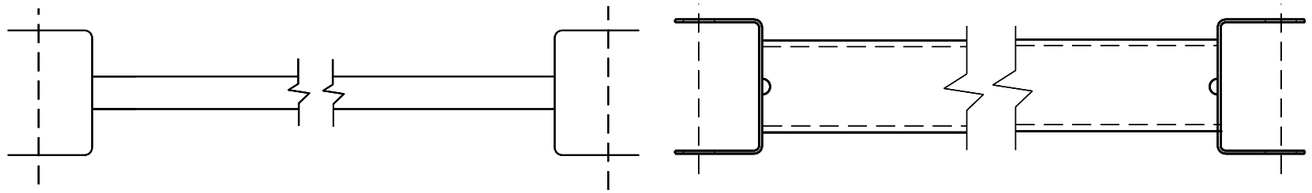
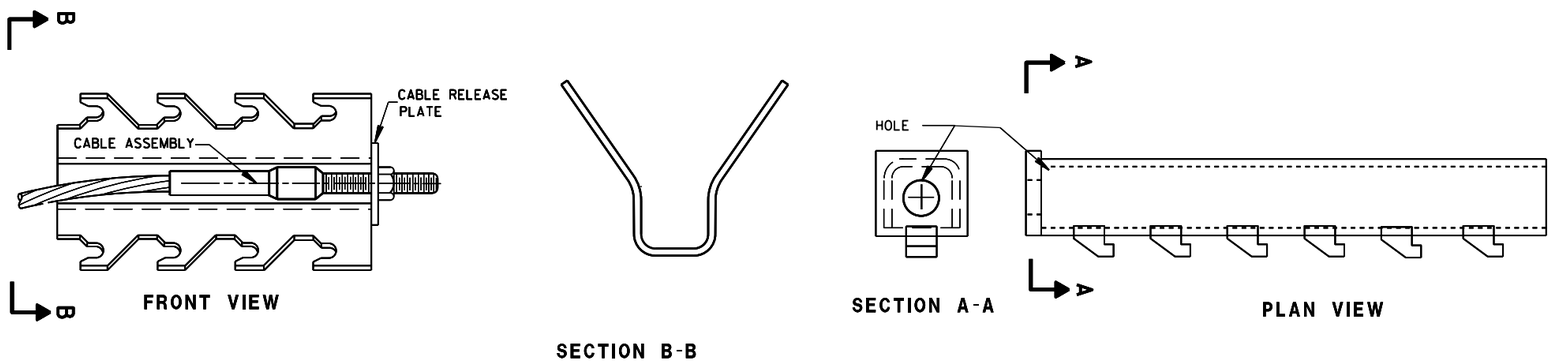


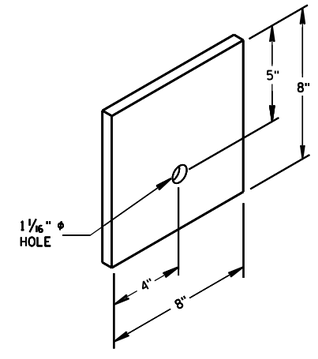
GENERIC GROUND STRUT (9) (H)

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUFACTURER'S DETAILS FOR MORE INFORMATION.
(1)	WOOD BREAKAWAY POST
(2)	6" X 8" X 0.188", 6'-0" LONG FOUNDATION TUBE AT POSTS 1 AND 2
(3)	WOOD CRT
(4)	WOOD BLOCKOUT
(5)	PIPE SLEEVE
(6)	BEARING PLATE
(7)	BCT CABLE ASSEMBLY
(8)	ANCHOR CABLE BOX
(9)	GROUND STRUT
(10)	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
(11)	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
(12)	END SECTION EAT
(13)	0.040" ALUMINUM SHEET WITH REFLECTIVE SHEETING TYPE F PER SECTION 637 OF THE STANDARD SPECIFICATIONS
(14)	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)



GENERIC ANCHOR CABLE BOX (8) (H)

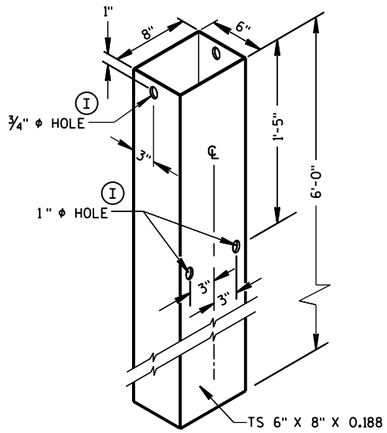


BEARING PLATE (6)

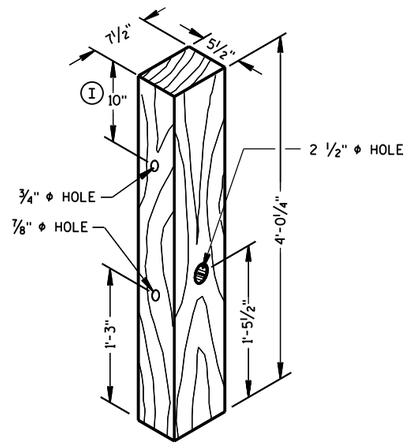
MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 44-2b

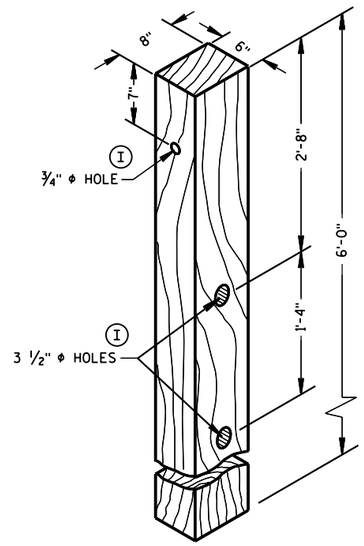


FOUNDATION TUBE (2)



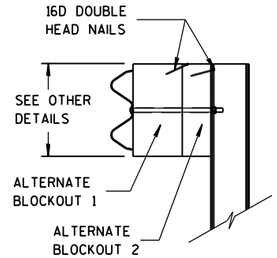
POSTS NUMBER 1 AND 2

WOOD BREAKAWAY POST (1)

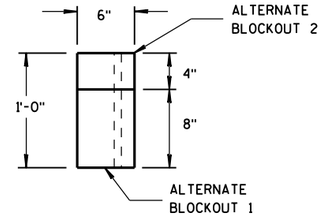


POSTS NUMBER 3-9

WOOD CRT POST (3)

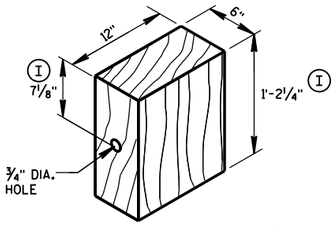


SIDE VIEW



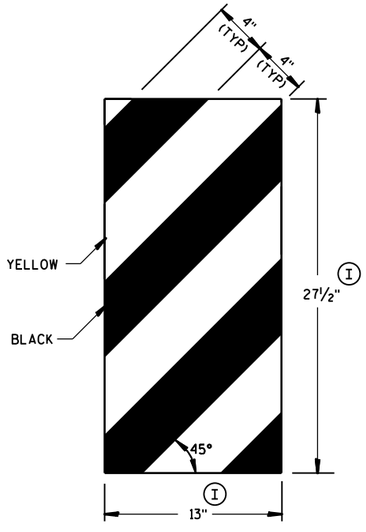
TOP VIEW

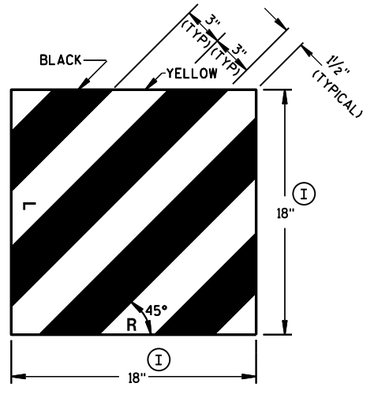
ALTERNATE WOOD BLOCKOUT DETAIL



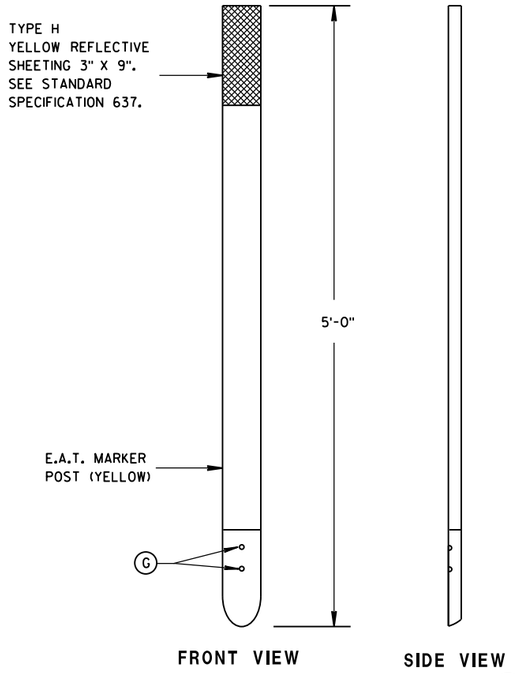
WOOD BLOCKOUT (4)

REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2





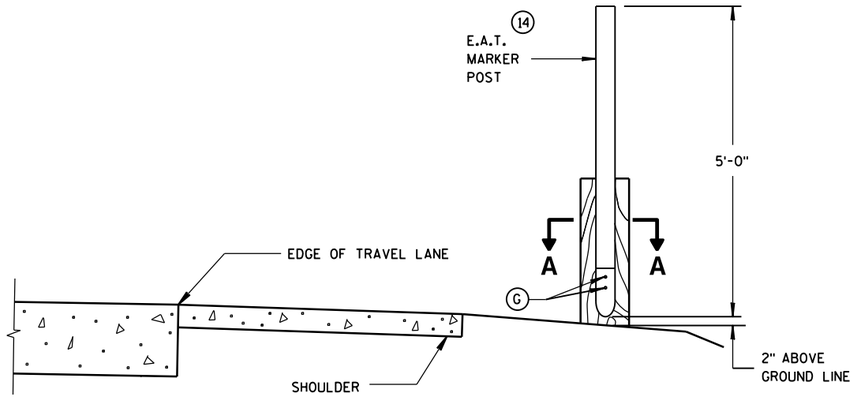
GENERIC REFLECTIVE SHEETING (13) (H)



FRONT VIEW

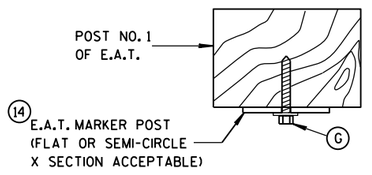
SIDE VIEW

E.A.T. MARKER POST (14)



TYPICAL INSTALLATION OF E.A.T. MARKER POST BACKSIDE OF POST NO. 1

(E.A.T. AND RAIL REMOVED FOR CLARITY)



SECTION A-A

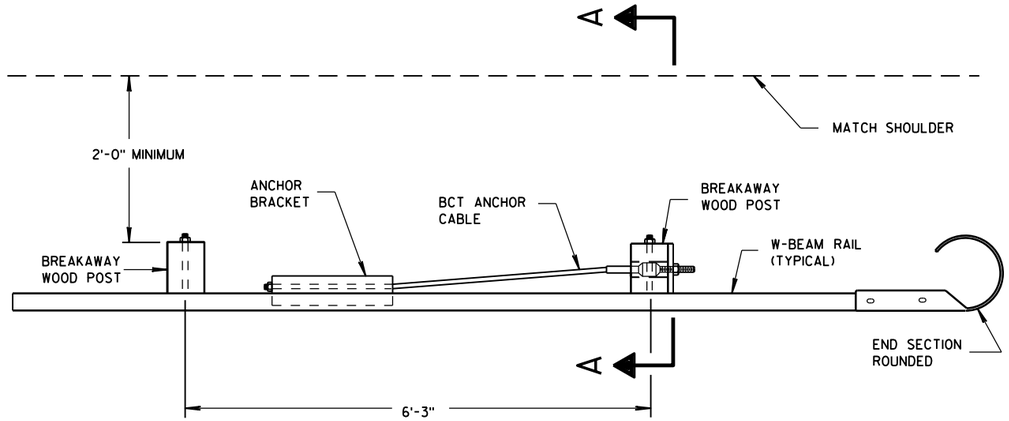
MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

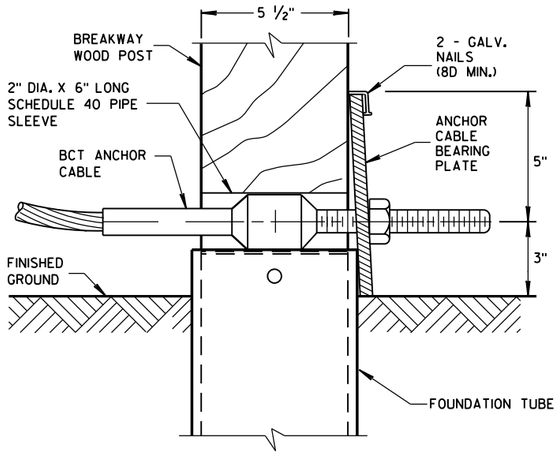
APPROVED
June 2014
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA

6

S.D.D. 14 B 44-2c



PLAN VIEW



DETAIL A

POST NO. 1
GROUNG STRUT NOT SHOWN FOR CLARITY.

GENERAL NOTES

SEE SDD 14 B 42 FOR MORE INFORMATION.

END SECTION BOLTS AND NUTS HAVE THE SAME MATERIAL REQUIREMENTS AS SPLICE BOLTS.

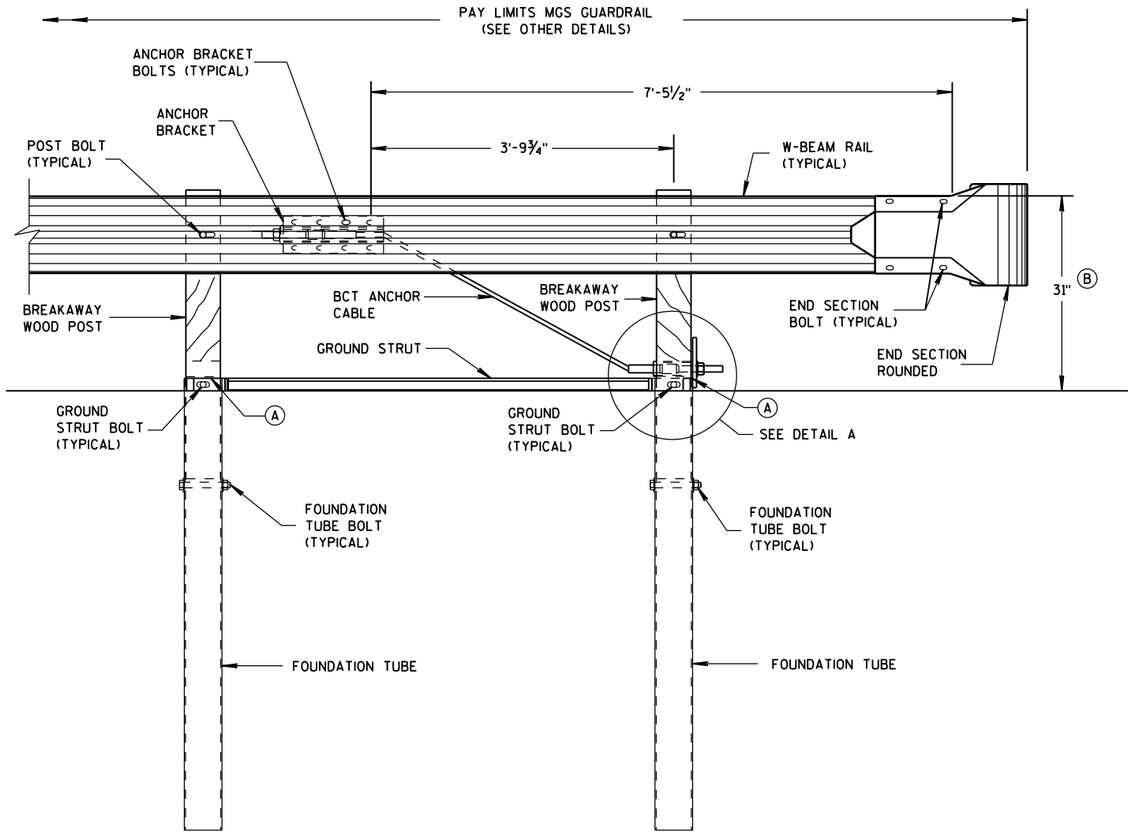
FOUNDATION TUBE BOLTS ARE ⅞" DIAMETER ASTM A307 HEX HEAD BOLT. FOUNDATION TUBE BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 ⅞" DIAMETER FLAT WASHERS. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.

ANCHOR BRACKET AND GROUND STRUT BOLTS ARE A ⅝" DIAMETER ASTM A307 HEX HEAD BOLT. ANCHOR BRACKET BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 ⅝" DIAMETER FLAT WASHERS. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.

W-BEAM END SECTION ROUNDED HAS THE SAME MATERIAL PROPERTIES AS STANDARD STEEL RAIL.

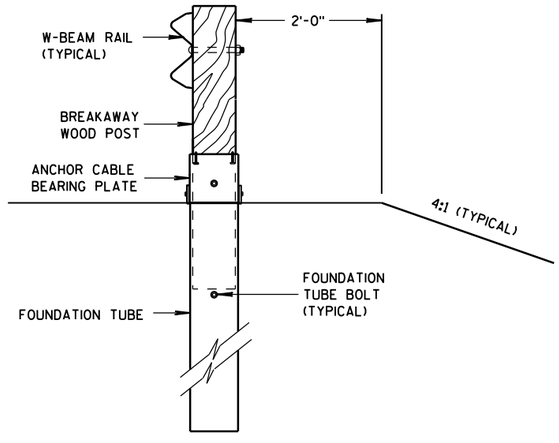
(A) TOP OF FOUNDATION TUBE SHALL BE NO MORE THAN 3" ABOVE FINISHED GROUND.

(B) FOR NEW CONSTRUCTION TOP OF RAIL IS 31" ± 1".
FOR EXISTING INSTALLATIONS TOP OF RAIL IS BETWEEN 27¾" TO 32" ± 1".

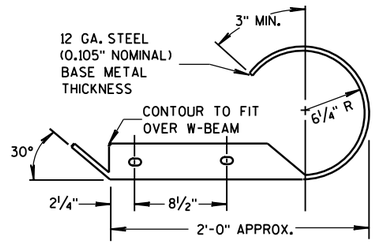


FRONT VIEW

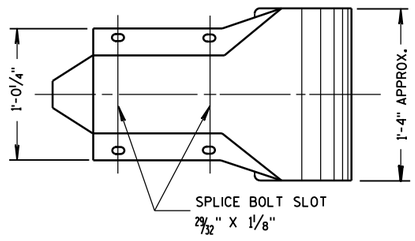
END RAIL DETAIL



SECTION A-A



PLAN VIEW



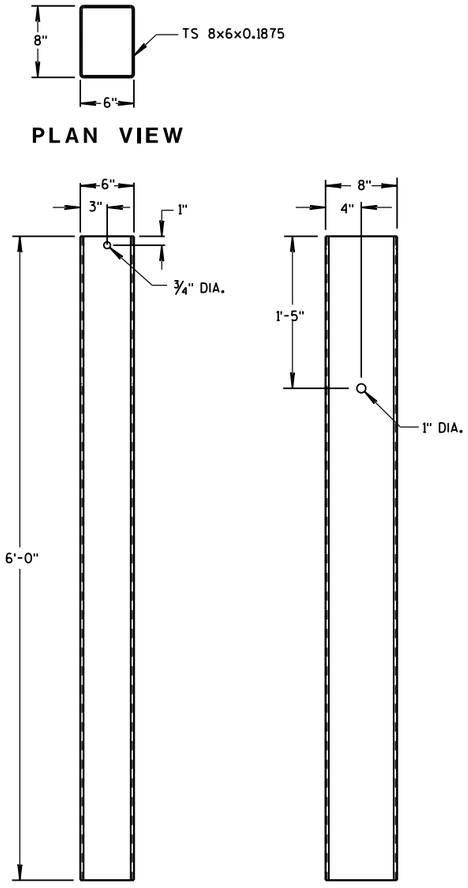
FRONT VIEW

W BEAM END SECTION ROUNDED

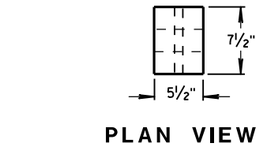
MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

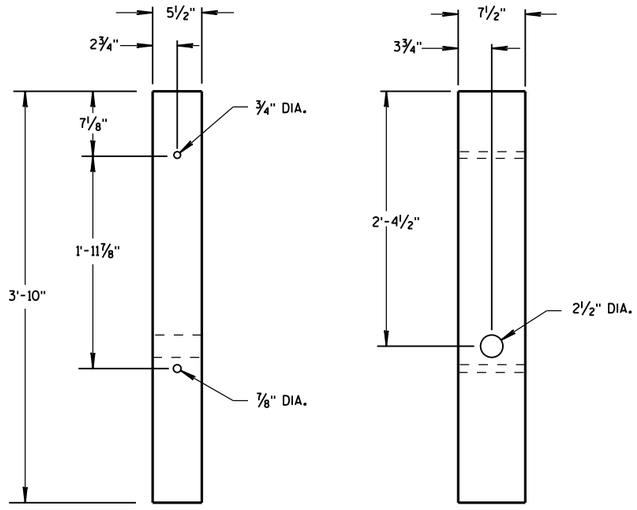
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6
S.D.D. 14 B 47-2a



FOUNDATION TUBE



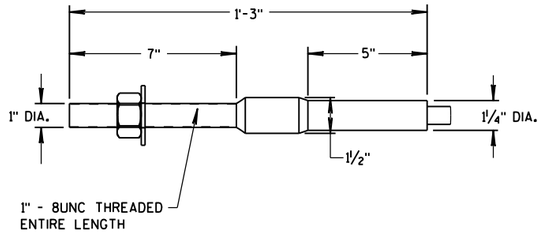


BREAKAWAY WOOD POST

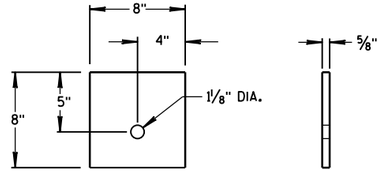
GENERAL NOTES

BCT ANCHOR CABLE IS A ¾" DIAMETER 6X19 IWRC IPS GALVANIZED WIRE ROPE. THE SWAGED FITTINGS AND STUD ARE REQUIRED. END FITTING SHALL BE MACHINED FROM HOT-ROLLED CARBON STEEL CONFORMING TO ASTM A576 GRADE 1035 AND GALVANIZED ACCORDING TO ASTM A123. TREADED STUD SHALL CONFORM TO ASTM A325 OR SAE GRADE 5. MINIMUM BREAKING STRENGTH OF WIRE ROPE IS 43,000 LB. WIRE ROPE IS TO BE TAUT.

BCT ANCHOR CABLE



DETAIL B



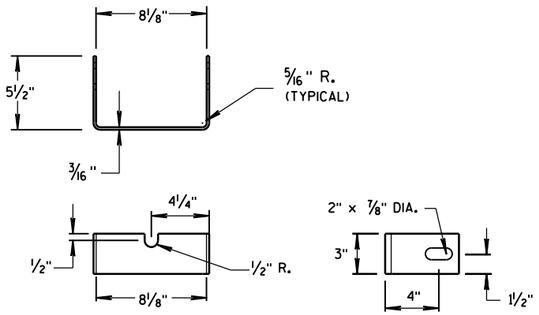
ANCHOR CABLE
BEARING PLATE

MIDWEST GUARDRAIL
SYSTEM (MGS) TYPE 2 TERMINAL

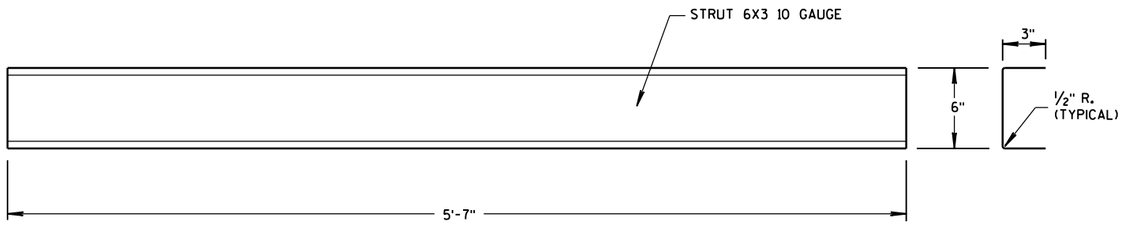
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

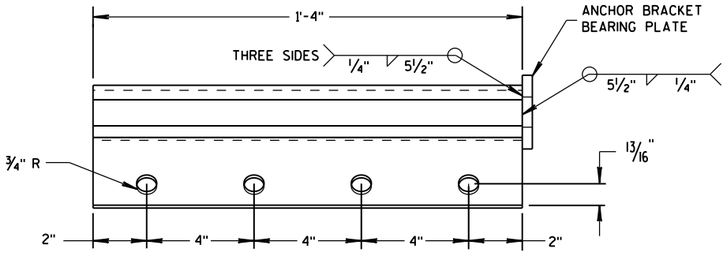
S.D.D. 14 B 47-2b

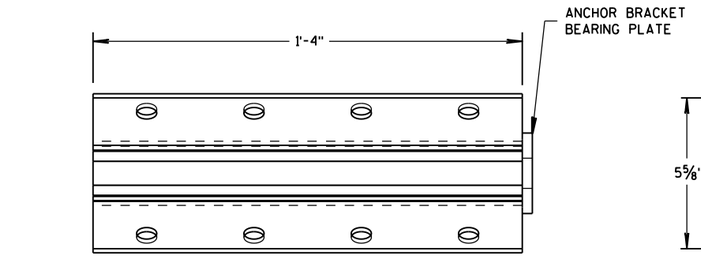


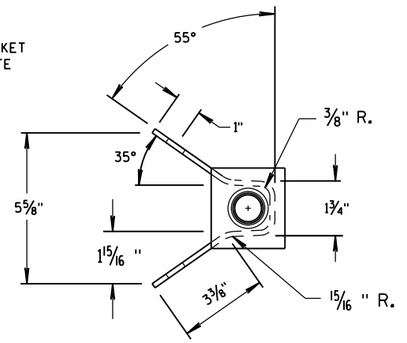
YOKE DETAIL



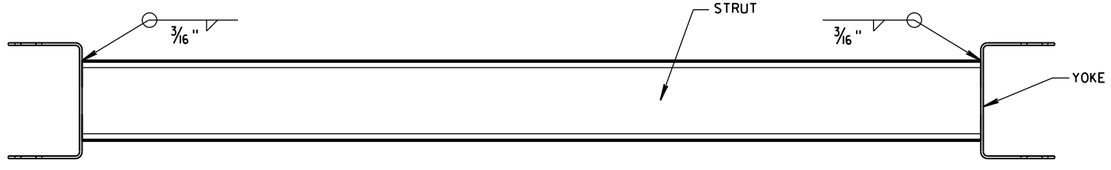
STRUT DETAIL



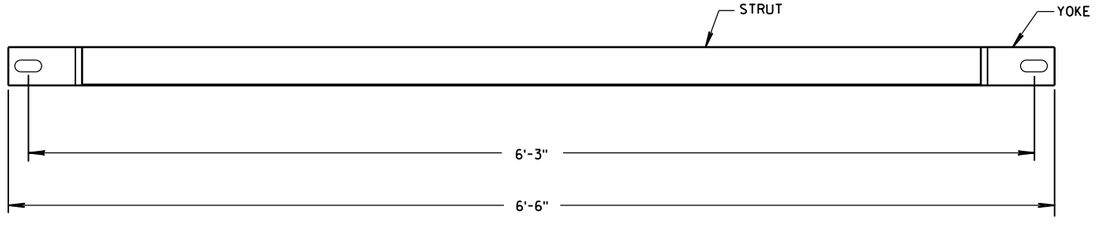




ANCHOR BRACKET

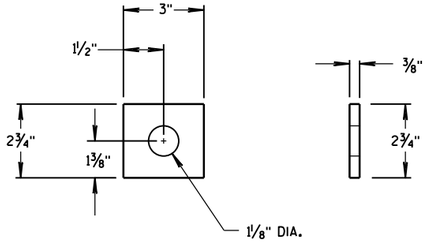


PLAN VIEW



FRONT VIEW

GROUND STRUT DETAIL



ANCHOR BRACKET BEARING PLATE

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

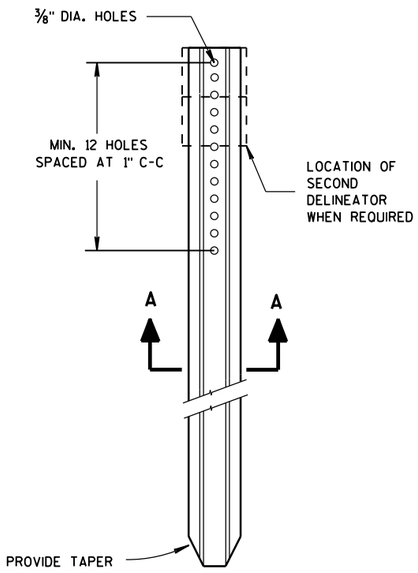
APPROVED
June 2014
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

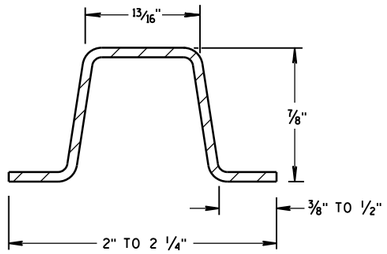
FHWA

6

S.D.D. 14 B 47-2c

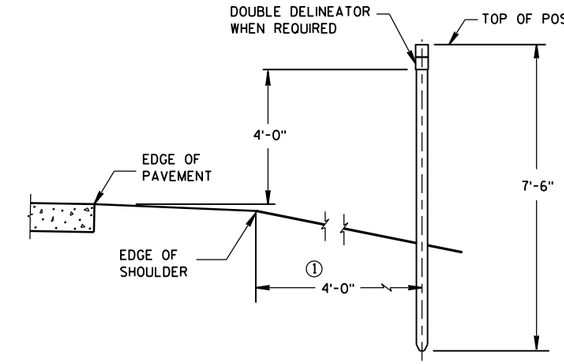


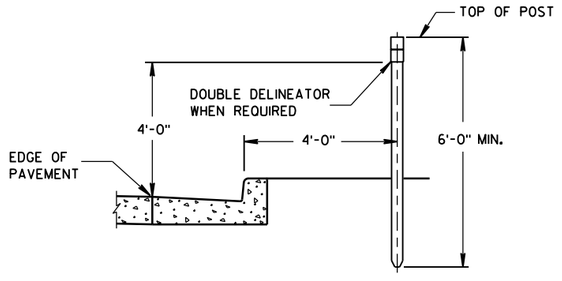
DELINEATOR POST



SECTION A-A

WEIGHT 1.12 LBS PER FT. ± 0.1 LB.



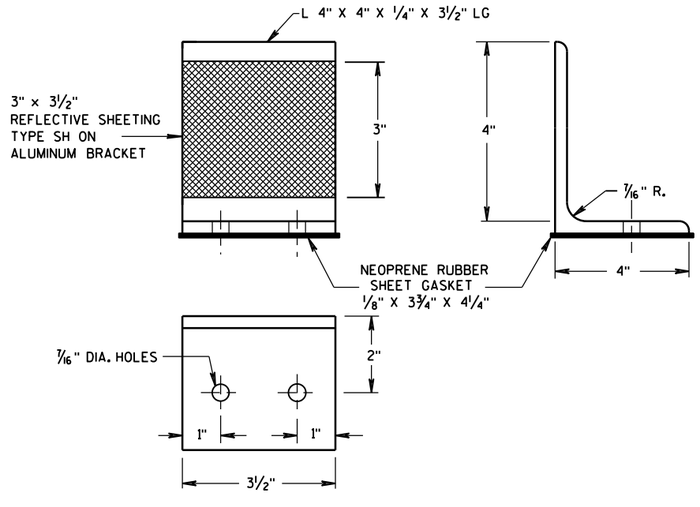


TYPICAL INSTALLATIONS OF DELINEATOR POSTS

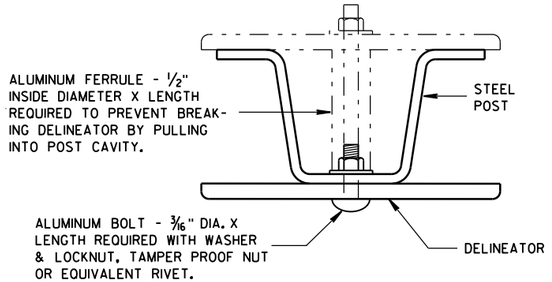
GENERAL NOTES

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

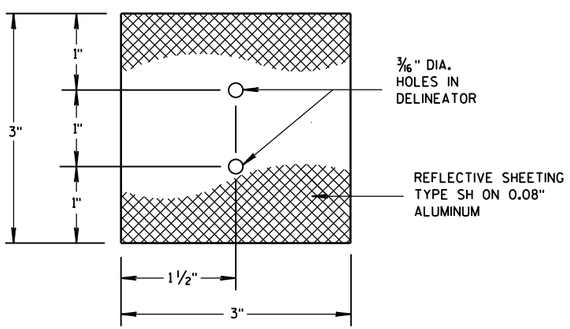
① DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.



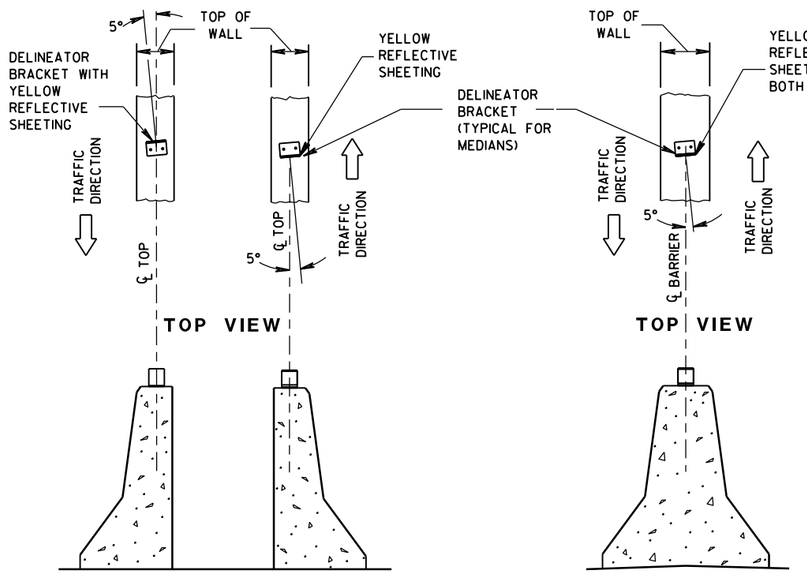
DELINEATOR BRACKET



MOUNTING DETAIL FOR DELINEATOR

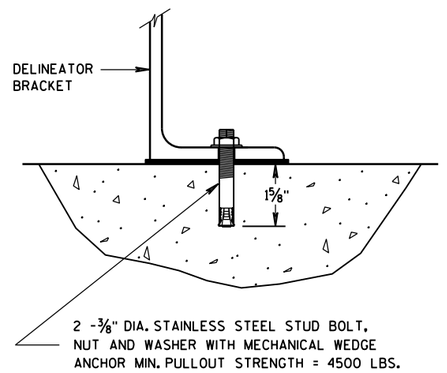


3"x 3" DELINEATOR



DOUBLE BARRIERS IN MEDIAN | MEDIAN BARRIER | BARRIER LOCATED TO RT. OF TRAFFIC FLOW

LOCATION AND AIMING DETAILS FOR DELINEATOR BRACKETS MOUNTED ON CONCRETE BARRIERS



DELINEATOR BRACKET MOUNTING DETAIL

DELINEATOR POST, DELINEATOR, AND DELINEATOR BRACKET WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC E
FHWA

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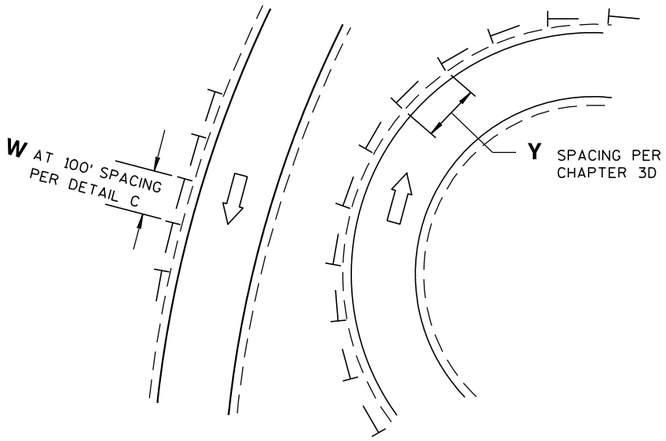
S.D.D. 15 A 2-8

6

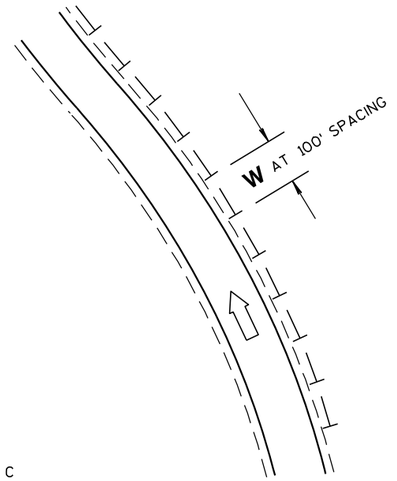
S.D.D. 15 A 2-8

GENERAL NOTES

* USE DOUBLE DELINEATOR ALONG ACCELERATION-DECELERATION LANES AND TAPERS. USE SINGLE DELINEATOR WHEN RAMP PAVEMENT IS FULL WIDTH.



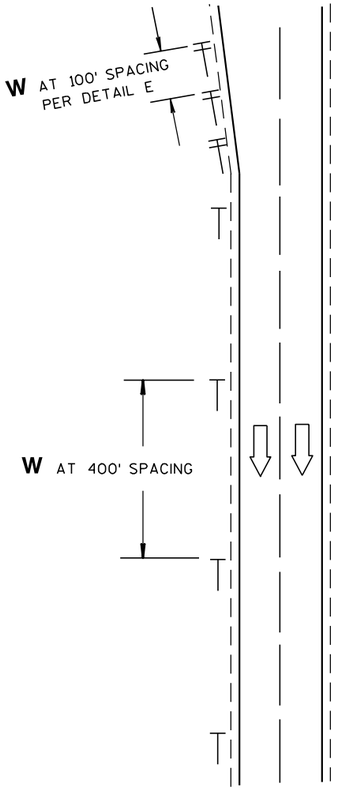
DETAIL A
DELINEATOR LAYOUT AT CURVED RAMP



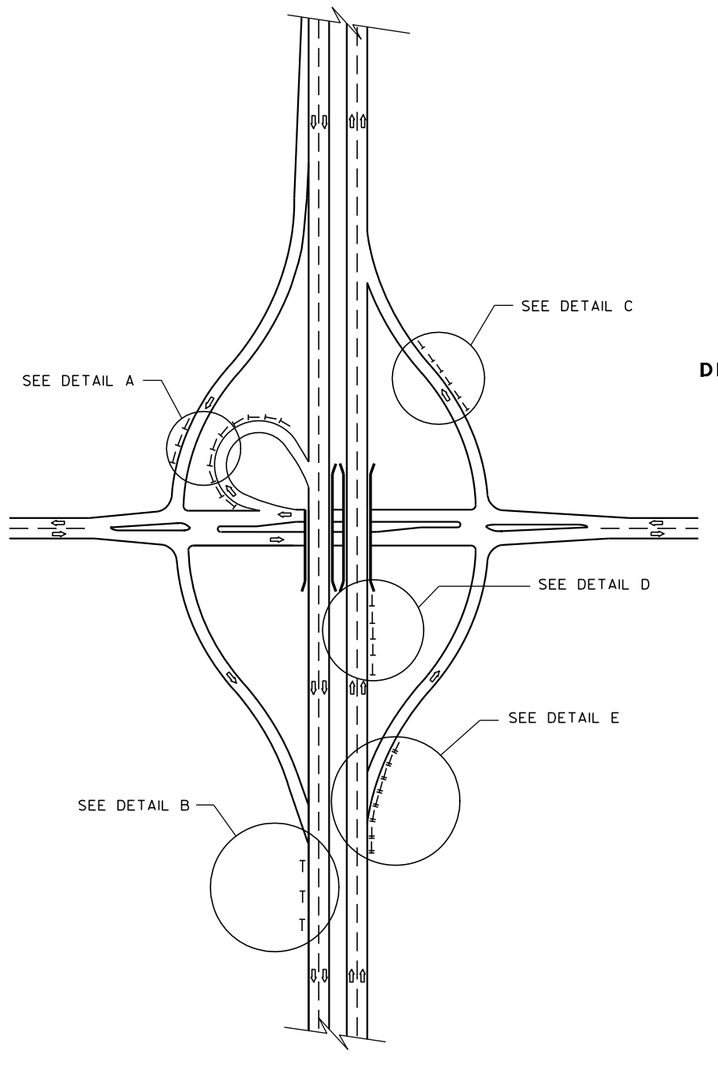
DETAIL C
DELINEATOR LAYOUT ALONG RAMP

LEGEND

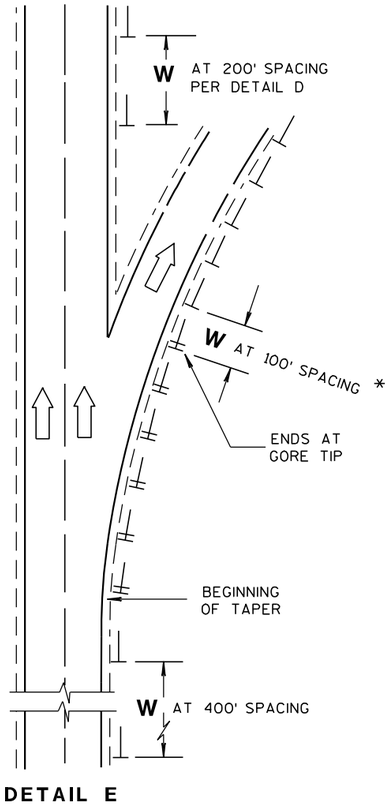
- DIRECTION OF TRAFFIC FLOW
- SINGLE DELINEATOR
- DOUBLE DELINEATOR
- W — WHITE
- Y — YELLOW



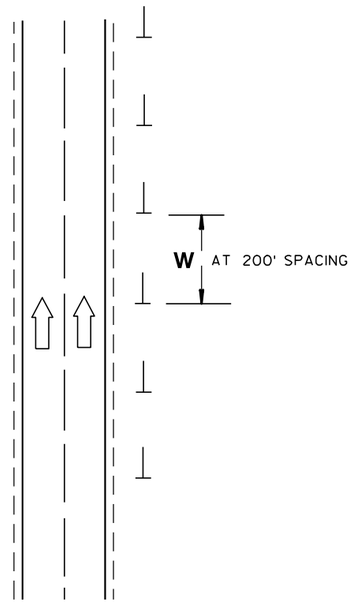
DETAIL B
DELINEATOR LAYOUT ALONG MAINLINE



DELINEATOR LAYOUT



DETAIL E
DELINEATOR LAYOUT FOR ACCELERATION - DECELERATION LANES AND TAPERS AT RAMPS



DETAIL D
DELINEATOR LAYOUT BETWEEN INTERCHANGE RAMPS

DELINEATOR LAYOUT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/5/09 DATE
/S/ Thomas N. Nothdurft STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 A 6-2

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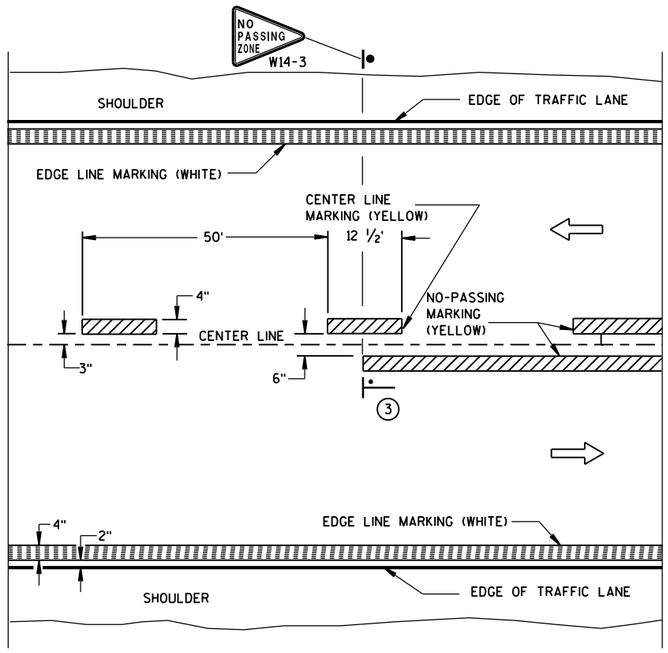
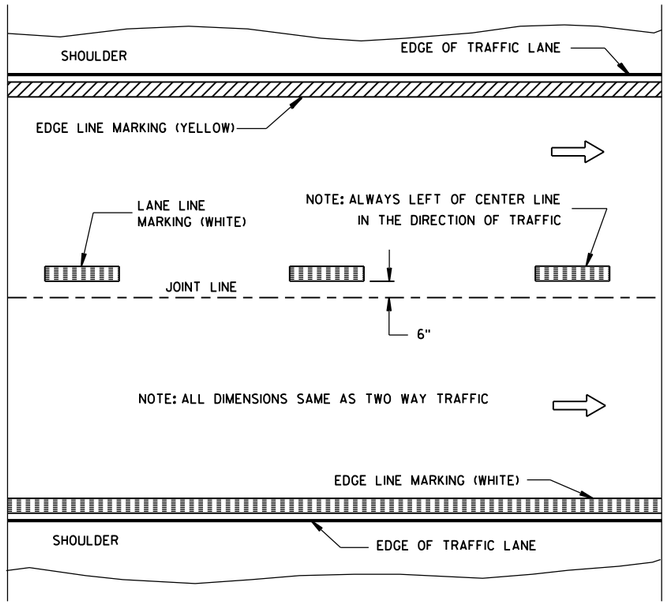
S.D.D. 15 A 6-2

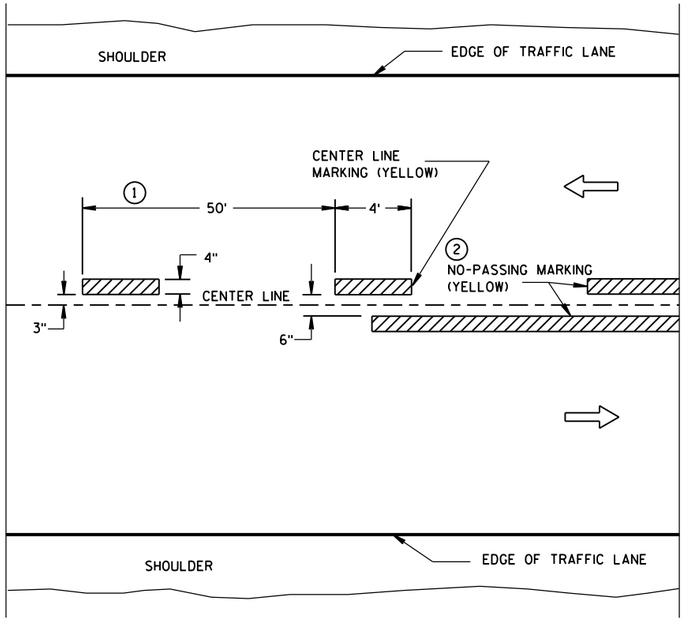


TWO WAY TRAFFIC

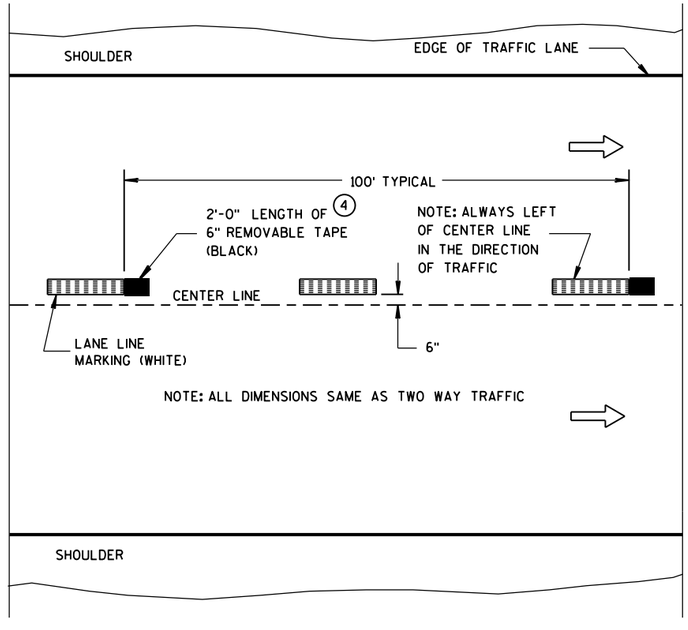


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

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

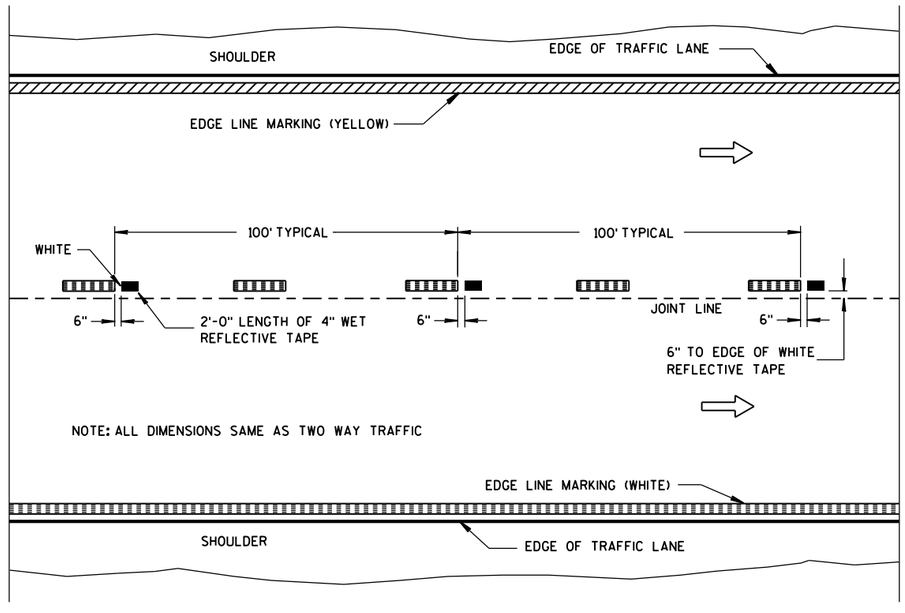
GENERAL NOTES

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

5-13-2013
DATE

/S/ Travis Feltes
STATE TRAFFIC E

FHWA

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S.D.D. 15 C 8-16a

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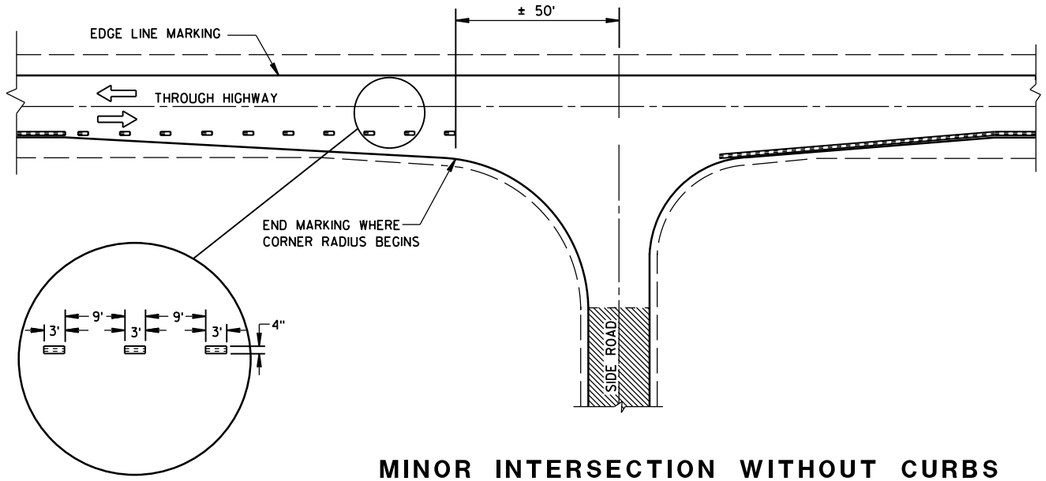
S.D.D. 15 C 8-16a



MINOR INTERSECTION WITHOUT CURBS

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.

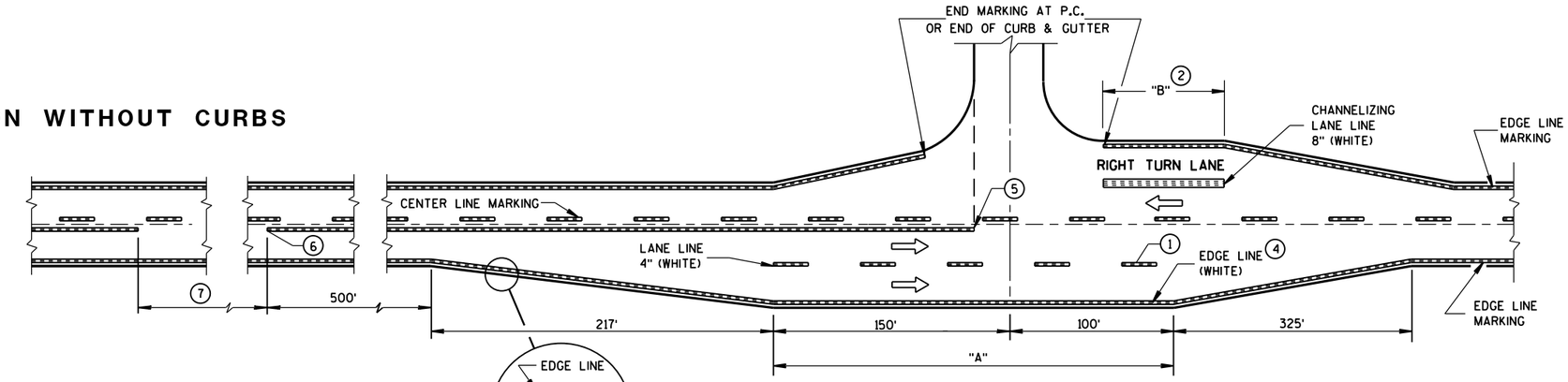
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

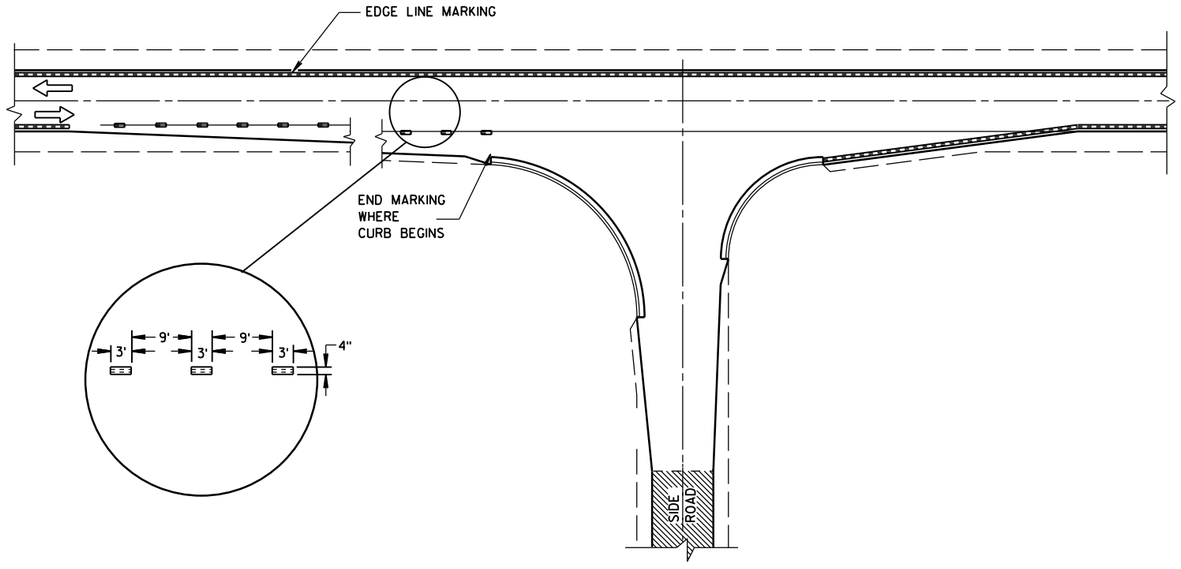
(7)

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



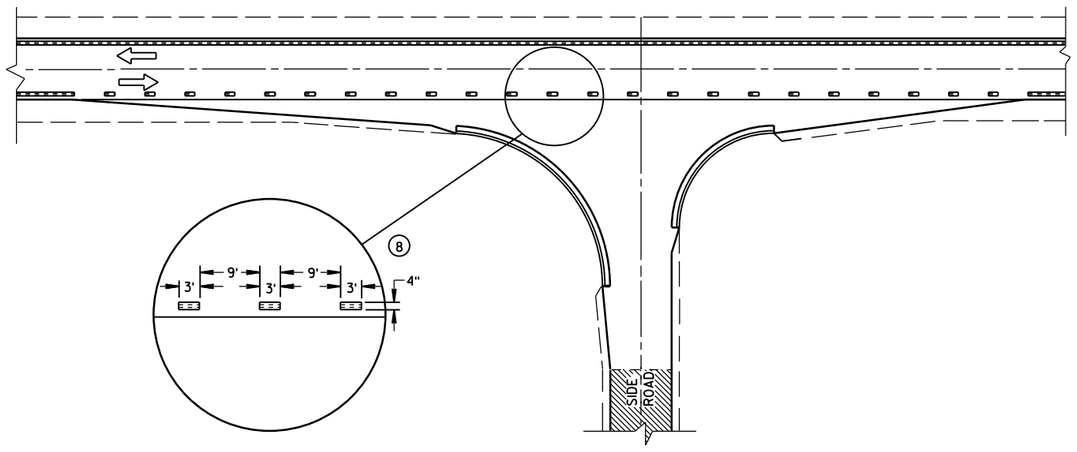
MAJOR INTERSECTIONS

(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)

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 15 C 8-16b

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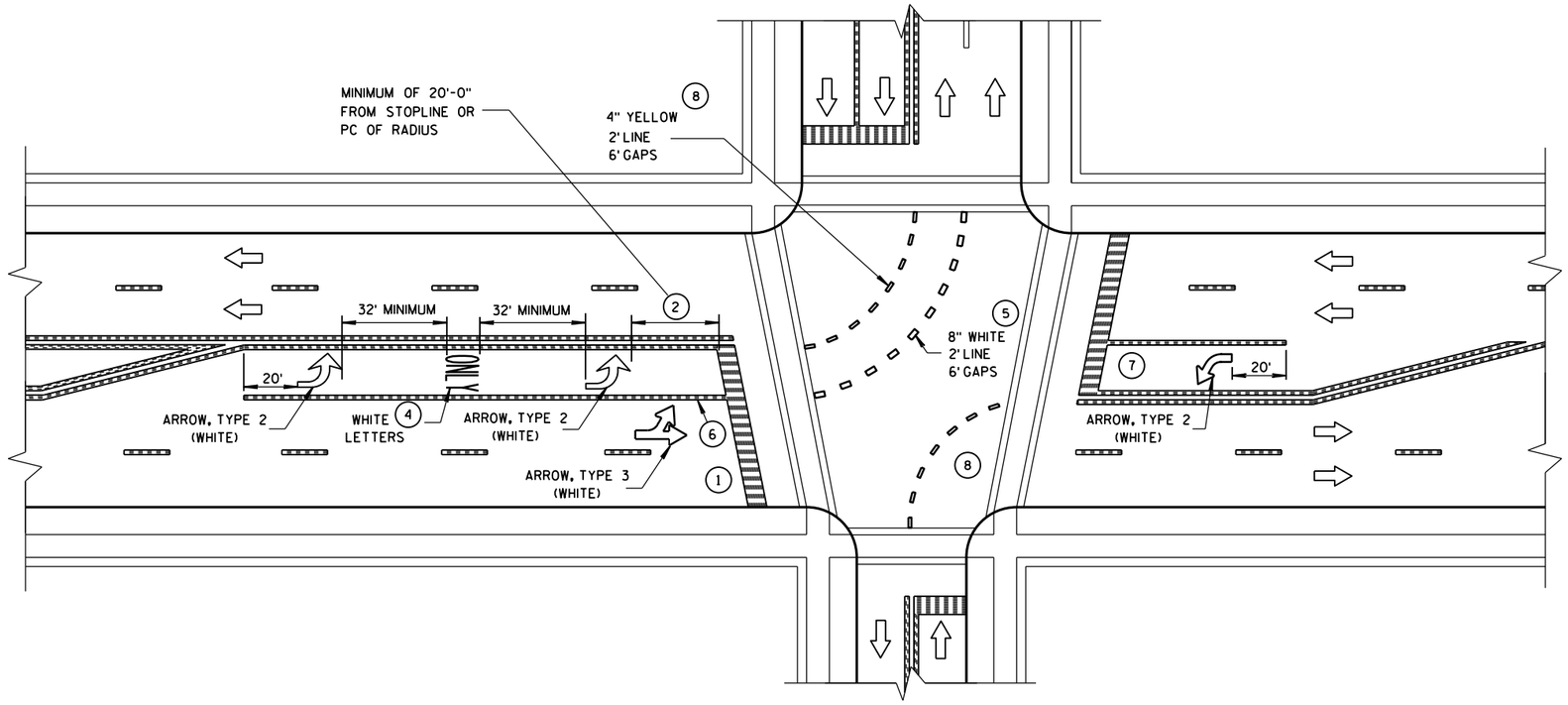
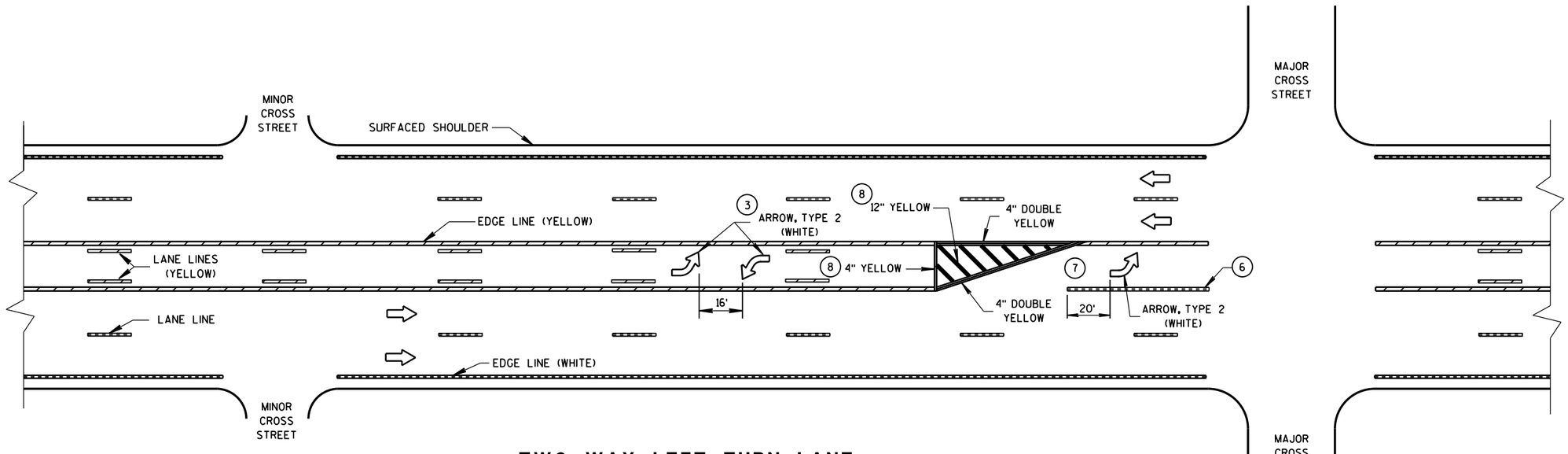
S.D.D. 15 C 8-16b



GENERAL NOTES

1. STOP BAR IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
2. DISTANCE MAY BE ADJUSTED TO ACCOMODATE SHORT LEFT TURN LANES. AS APPROVED BY THE ENGINEER.
3. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
4. ADD EXTRA SETS OF ONE ARROW AND ONE ONLY PER 160 FEET OR WHEN ON A CURVE.
5. 8" WHITE WITH 2' LINE 6' GAPS FOR DUAL TURN LANE.
6. 8" WHITE
7. ADD SECOND ARROW WHEN TURN BAY IS GREATER THAN OR EQUAL TO 108 FEET.
8. REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TWO WAY LEFT TURN LANE

PAVEMENT MARKING (LEFT TURN LANE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 15 C 8-16e

6

S.D.D. 15 C 8-16e

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA

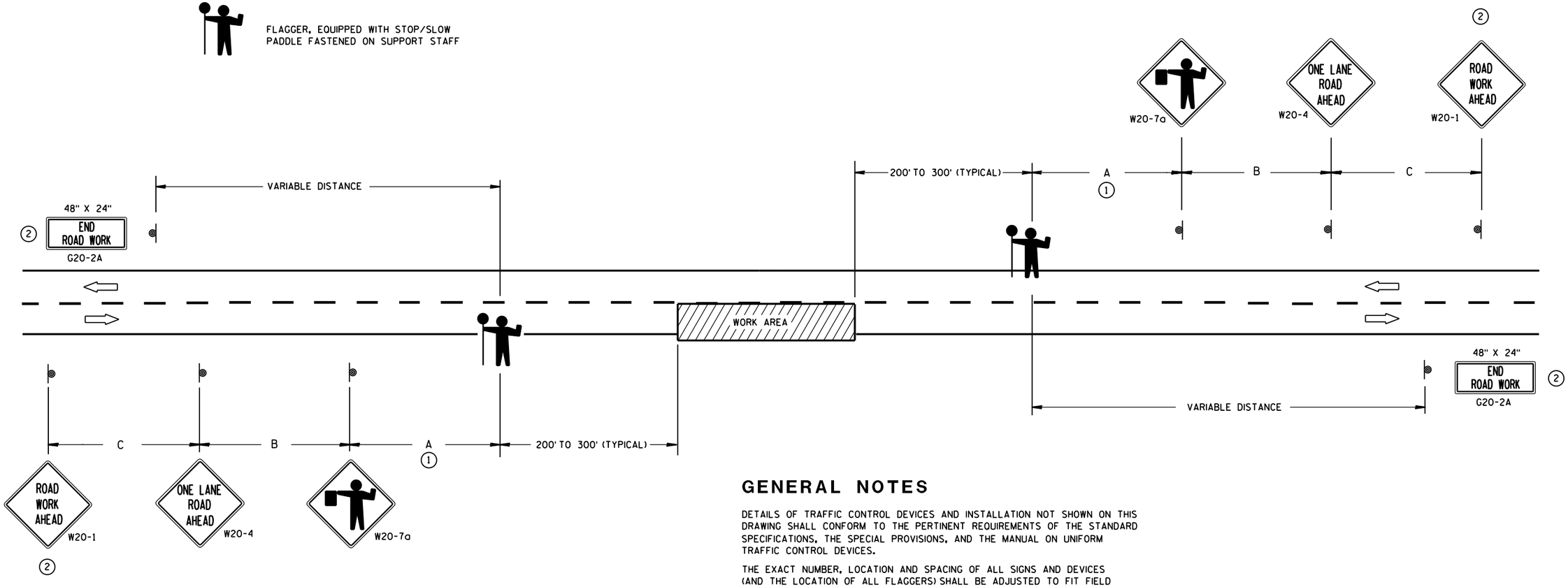
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN SPACING TABLE

SPEED LIMIT	SIGN SPACING A,B,C
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

W3-4

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.



(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.

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, COVER OR REMOVE ALL TEMPORARY TRAFFIC CONTROL SIGNS.

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

TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 C 12-4

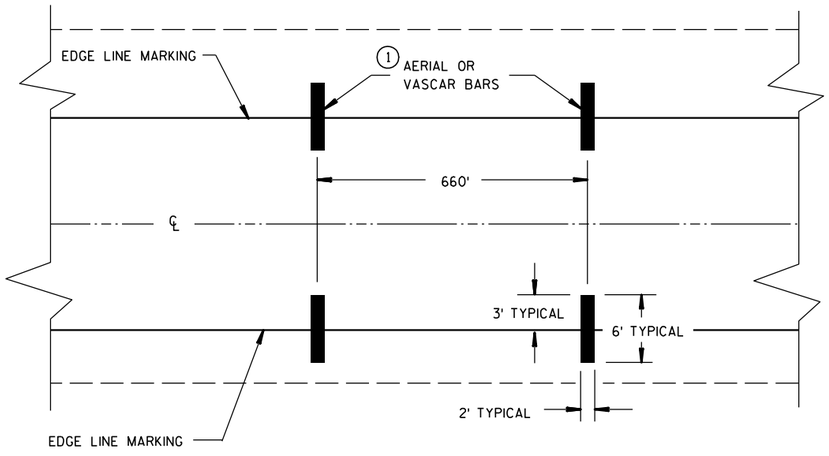
6

S.D.D. 15 C 12-4

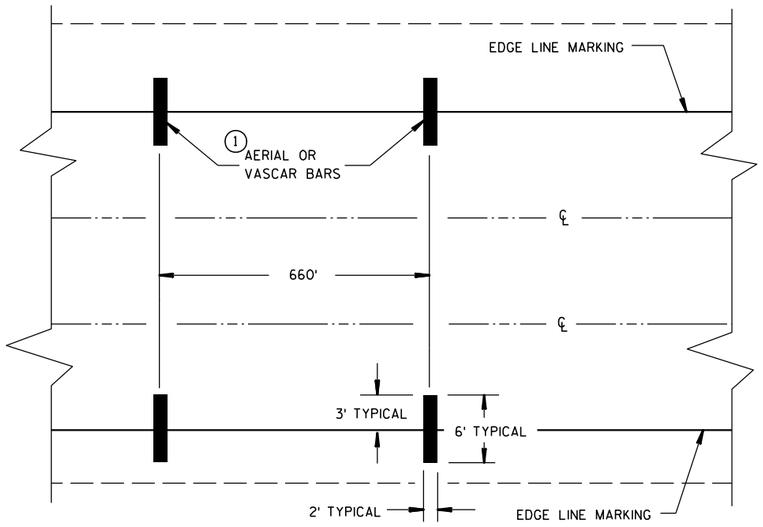
GENERAL NOTES

(1) NUMBER OF VASCAR OR AERIAL BARS SHALL BE A MINIMUM OF 2 OR A MAXIMUM OF 5 AT 660' SPACING.

A CAR CAN BE PROVIDED BY THE WISCONSIN STATE PATROL FOR TRAFFIC CONTROL.



TYPICAL FOR TWO WAY OR ONE WAY TRAFFIC



TYPICAL FOR MULTILANE TRAFFIC

SPEED ENFORCEMENT ZONE WITH AERIAL OR VASCAR BARS

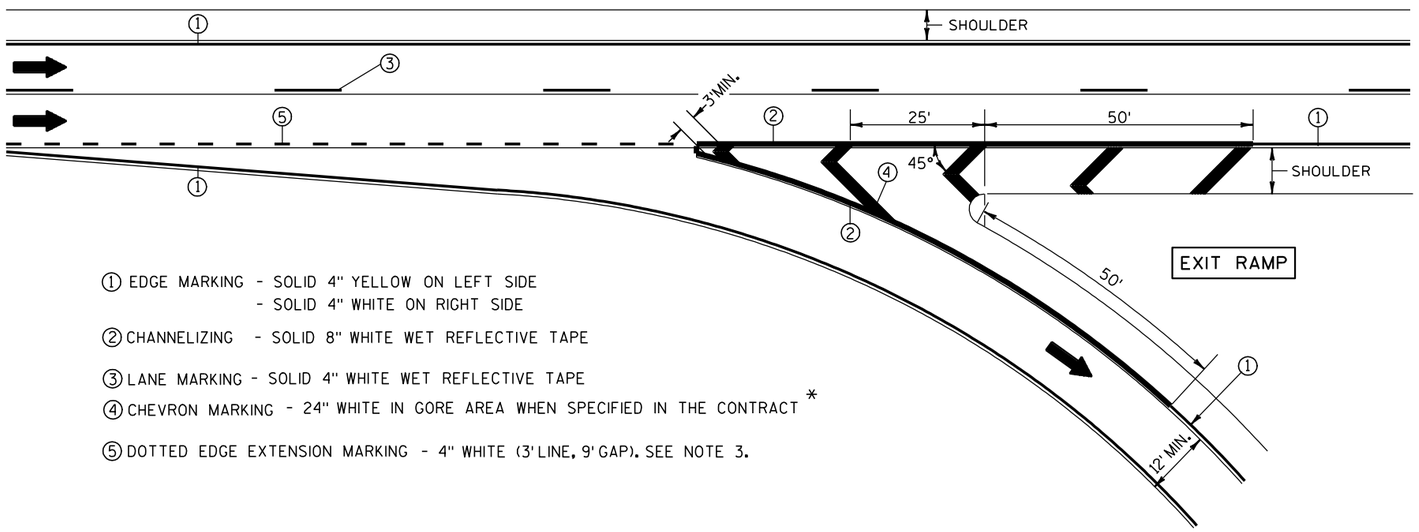
6

S.D.D. 15 C 14-1

AERIAL ENFORCEMENT BARS PAVEMENT MARKING DETAILS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
4/23/01 DATE	/S/ Chester L Spong CHIEF SIGNS AND MARKINGS ENGINEER
FHWA	

6

S.D.D. 15 C 14-1



① EDGE MARKING - SOLID 4" YELLOW ON LEFT SIDE
- SOLID 4" WHITE ON RIGHT SIDE

② CHANNELIZING - SOLID 8" WHITE WET REFLECTIVE TAPE

③ LANE MARKING - SOLID 4" WHITE WET REFLECTIVE TAPE

④ CHEVRON MARKING - 24" WHITE IN GORE AREA WHEN SPECIFIED IN THE CONTRACT *

⑤ DOTTED EDGE EXTENSION MARKING - 4" WHITE (3' LINE, 9' GAP). SEE NOTE 3.

NOTES:

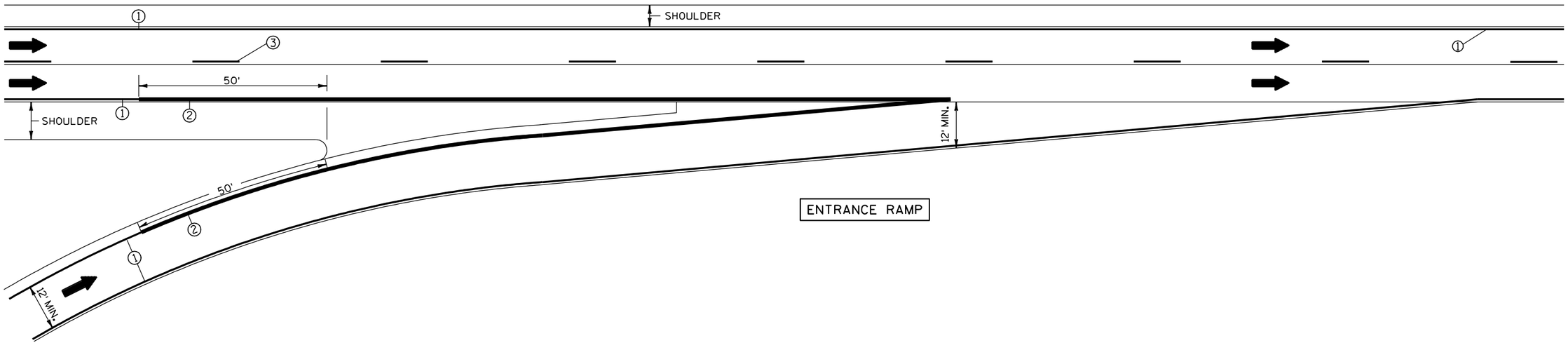
1. ARROWS SHOWN ON THIS MARKING PLAN DESIGNATE TRAFFIC FLOW, AND SHALL NOT BE TAKEN AS PROPOSED PAVEMENT MARKINGS.

2. PLACE WHITE EDGE OF TAPE 6" LEFT FROM JOINT.

3. 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE-GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

4. RETRACE EXISTING DIAGONAL MARKINGS.

* REFER TO DESIGN NOTES.



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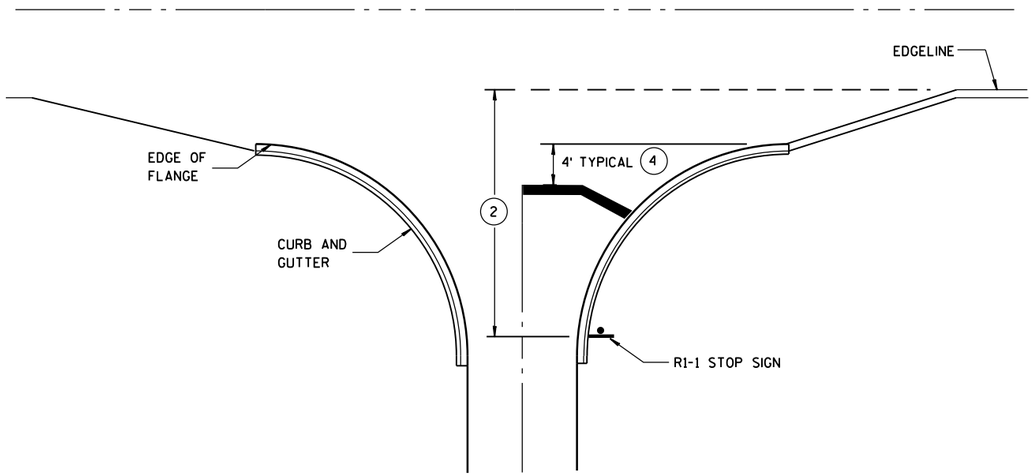
S.D.D. 15 C 31-1a

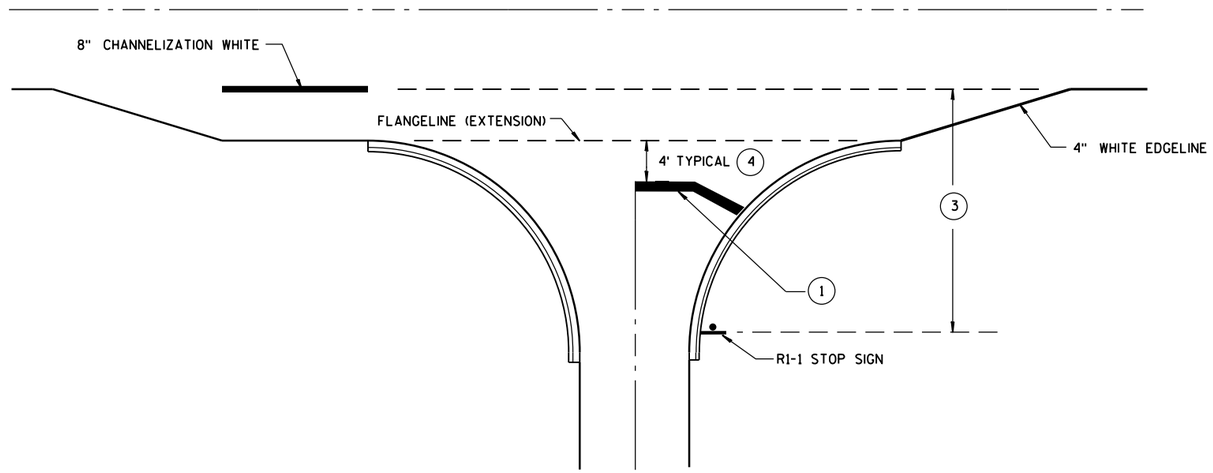
S.D.D. 15 C 31-1a

PAVEMENT MARKING
(RAMPS AND GORES)

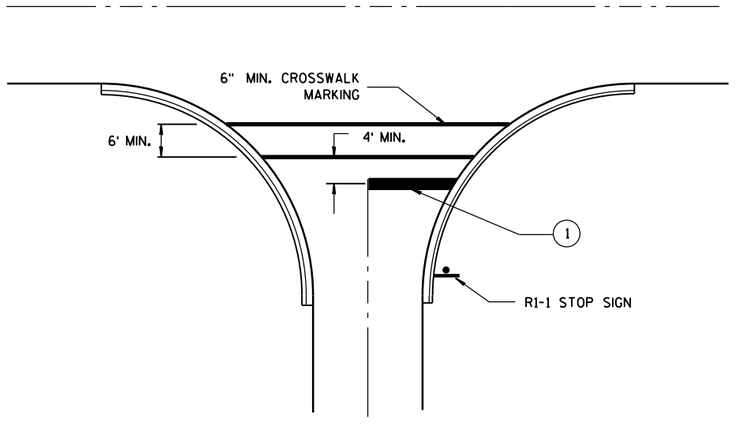
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



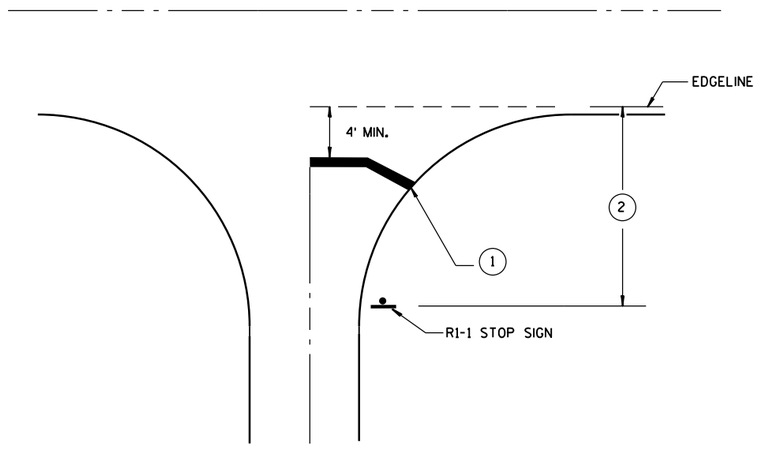
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE THAN NO STOP LINE IS REQUIRED.
3. IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.
4. MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES.

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4/30/2013
DATE

/S/ Travis Feltes
STATE TRAFFIC E

FHWA

6

S.D.D. 15 C 33-1

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMENENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- WORK AREA

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.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIREABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

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

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

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. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

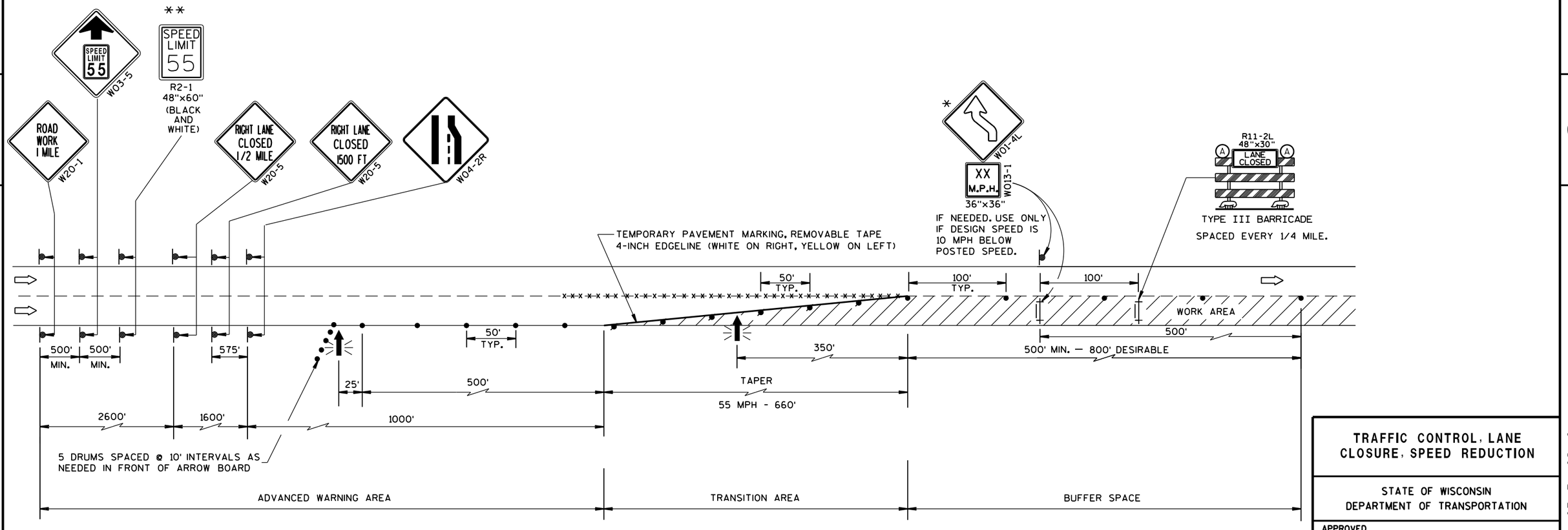
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

* THE LEFT REVERSE CURVE SIGN (W01-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.

** A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. THERE SHOULD BE A SPEED LIMIT SIGN INCORPORATED A MINIMUM OF EVERY 2 OR 3 MILES. INCLUDE A 65 MPH RESUME SPEED LIMIT SIGN 200 FEET MINIMUM (500 FEET DESIREABLE) BEYOND THE "END OF ROADWORK" SIGN.



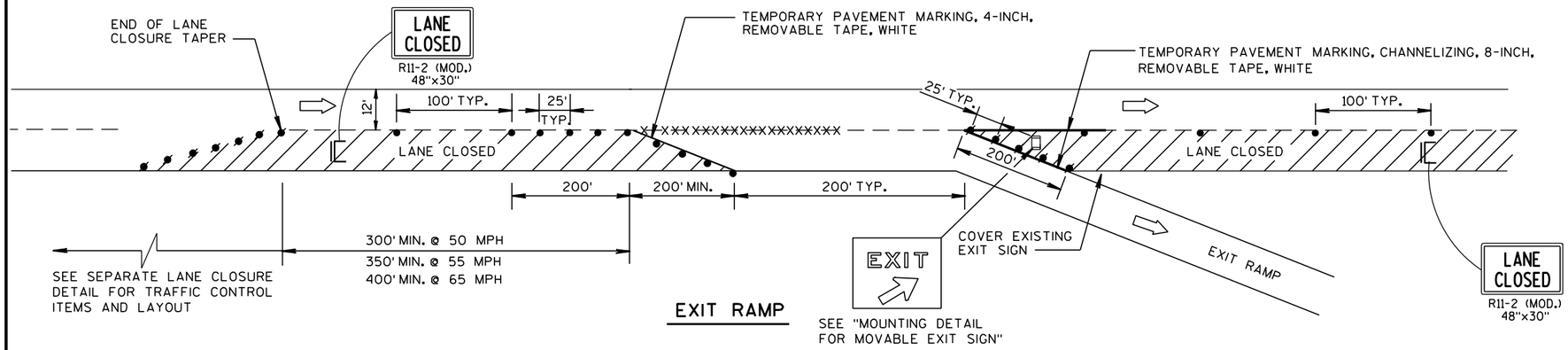
TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

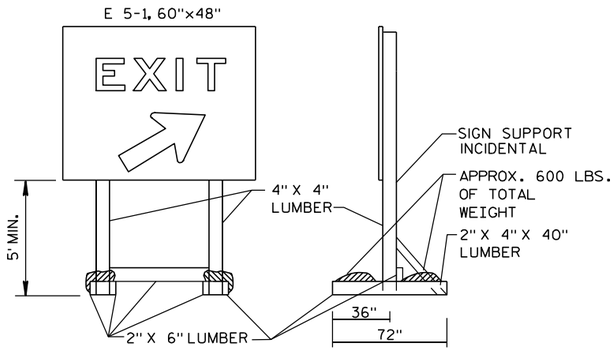
APPROVED
3-2014 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

S.D.D. 15 D 12-4

S.D.D. 15 D 12-4

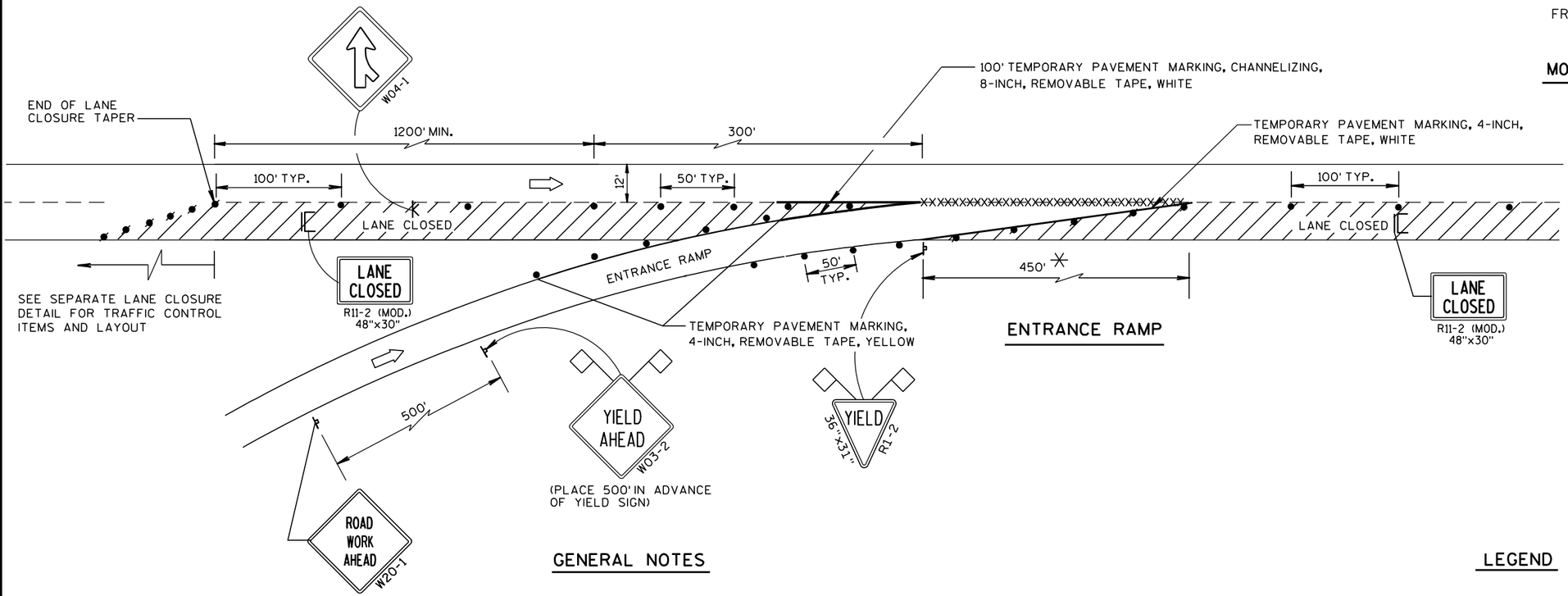


EXIT RAMP



NOTE: ALL LUMBER DIMENSIONS ARE NOMINAL

MOUNTING DETAIL FOR MOVABLE EXIT SIGN



ENTRANCE RAMP

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2 (MOD.) "LANE CLOSED" SIGNS.

YIELD SIGN AND WARNING SIGNS ON ENTRANCE RAMP ARE ALSO APPROPRIATE FOR CLOSURE OF THE MAINLINE LEFT LANE. OMIT THE YIELD SIGN IF MORE THAN ONE LANE REMAINS OPEN ON THE MAINLINE AND THE RAMP TAPER IS AT LEAST AS LONG AS THE NORMAL ENTRANCE RAMP TAPER AT THE SITE.

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

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 7 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

✳ LENGTH OF OPENING MAY BE REDUCED TO 150 FEET DURING STAGING OF WORK IN IMMEDIATE AREA OF RAMP TAPER.

LEGEND

- POST MOUNTED SIGN
- SIGN ON PORTABLE SUPPORT
- TRAFFIC CONTROL, DRUM
- TRAFFIC CONTROL, DRUM WITH WARNING LIGHT, TYPE C (STEADY-BURN)
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- TYPE III BARRICADE (8' EQUIVALENT) WITH SIGN
- FLAGS, 16"x16" MIN., ORANGE
- DIRECTION OF TRAFFIC FLOW

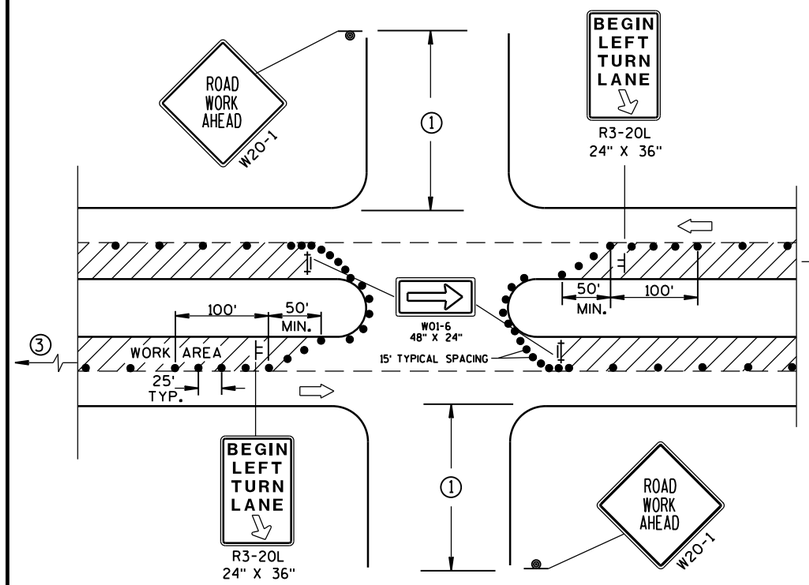
TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/24/2000 DATE
/S/ Chester J. [illegible]
CHIEF SIGNS AND MARKINGS ENGINEER
FHWA

S.D.D. 15 D 15-1

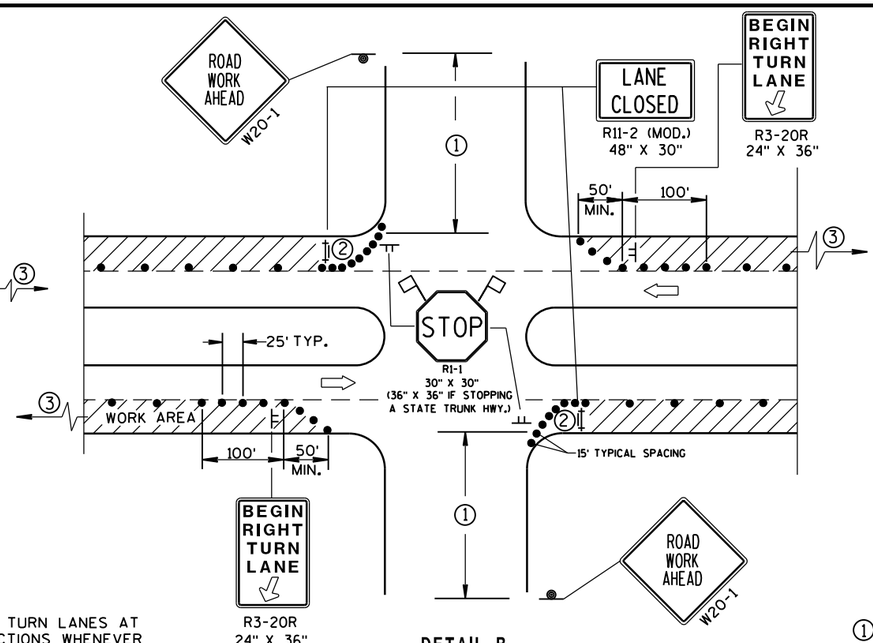
S.D.D. 15 D 15-1



DETAIL A

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



DETAIL B

FOR RIGHT LANE CLOSURE AT INTERSECTION

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.

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS 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.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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

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

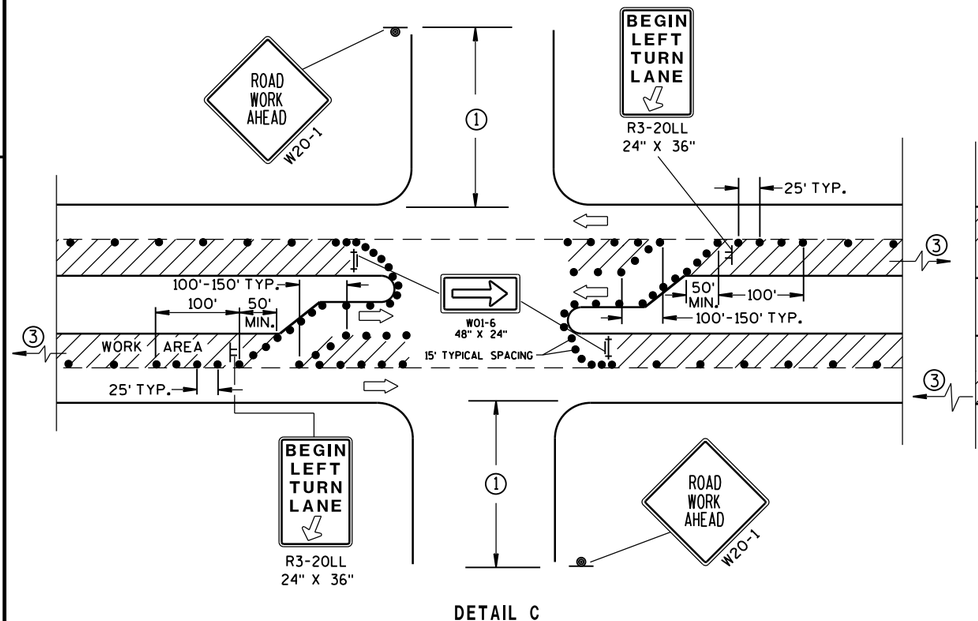
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35-40 MPH.
200' IF 25-30 MPH.

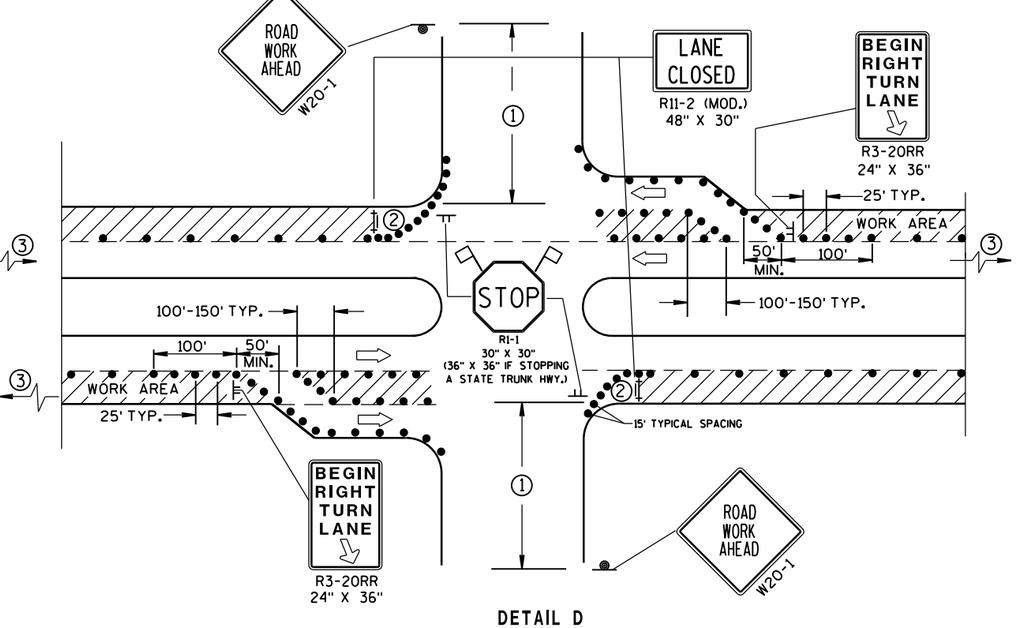
② ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.



DETAIL C

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)



DETAIL D

FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., (ORANGE)
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

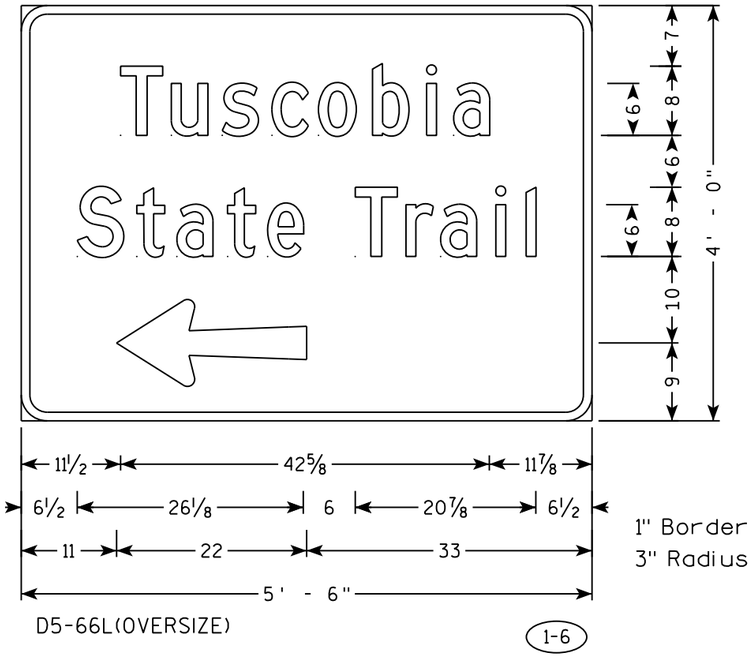
APPROVED

8/2013	/S/ Travis Feltes
DATE	STATE TRAFFIC ENGINEER

FHWA

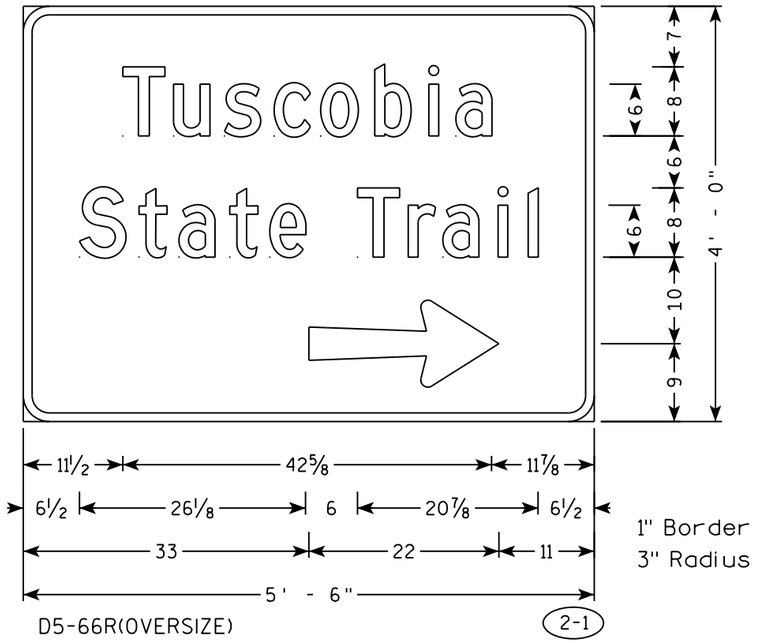
6

S.D.D. 15 D 21-2



D5-66L(OVERSIZE)

1-6



D5-66R(OVERSIZE)

2-1

NOTES

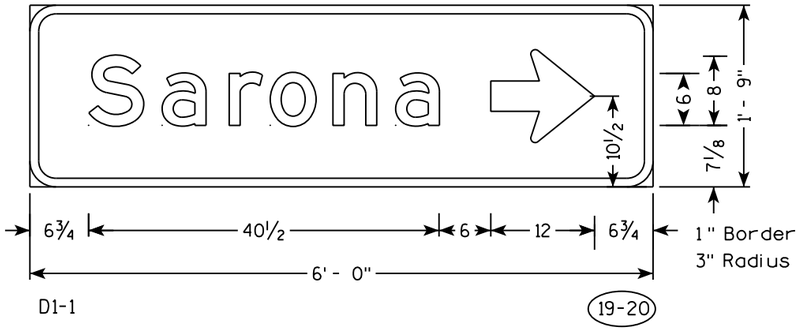
1. All Signs Type II - Type H Reflective
2. Color:
   Background - BROWN
   Message - WHITE
3. Message Series - D

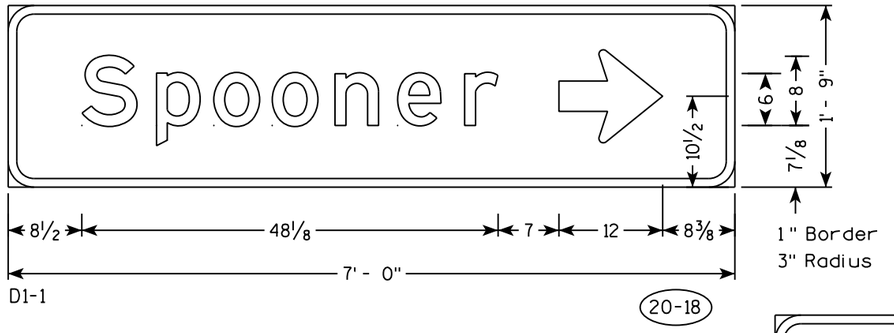
D5-66L(OVERSIZE)

18-11

D5-66R(OVERSIZE)

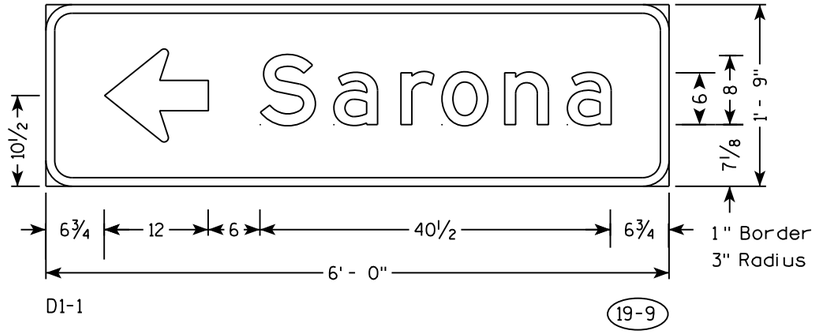
19-27

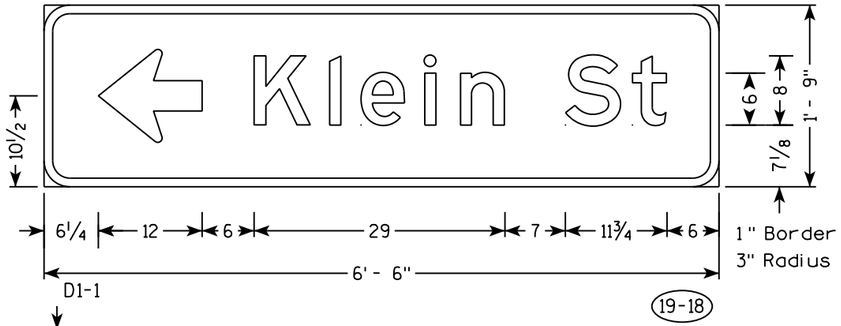


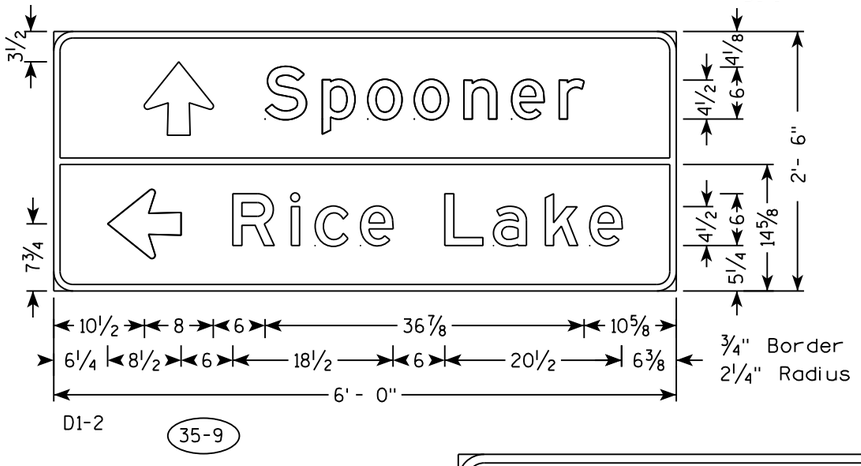


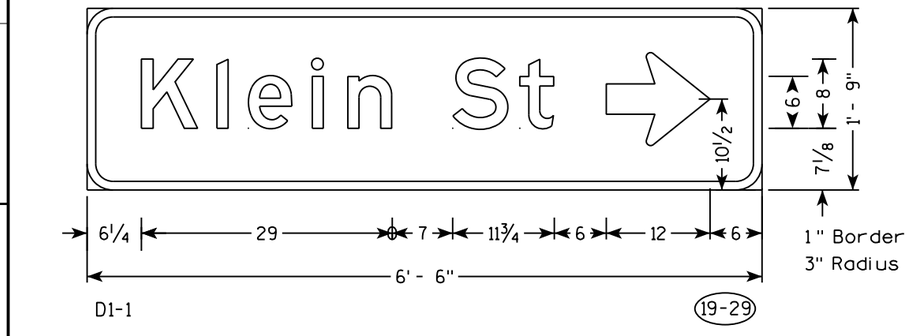
NOTES

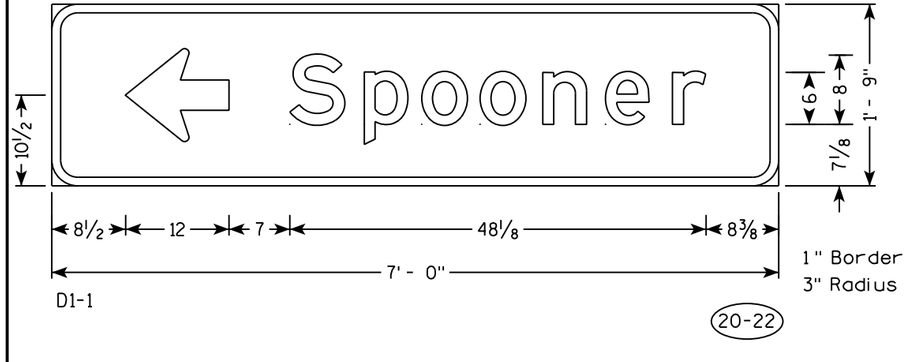
1. All Signs Type II - Type H Reflective
2. Color:
   Background - GREEN
   Message - WHITE
3. Message Series - E

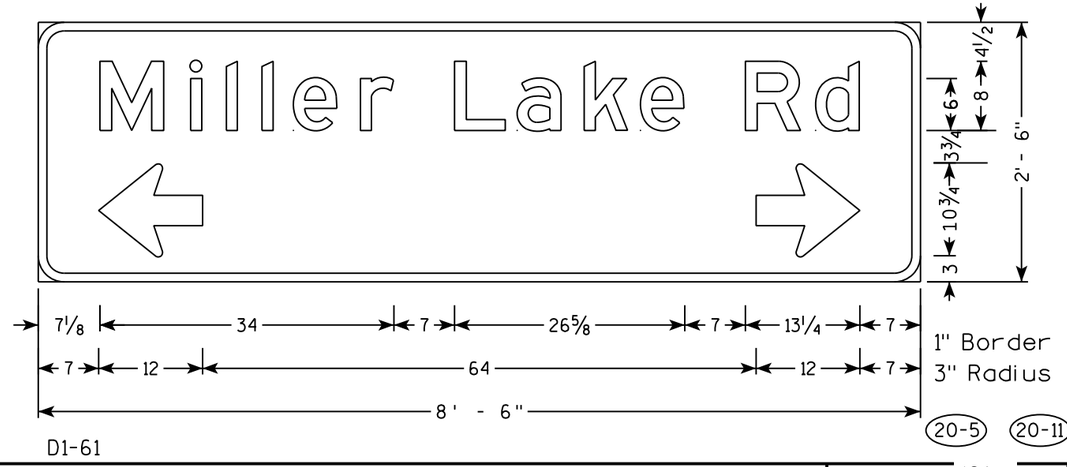








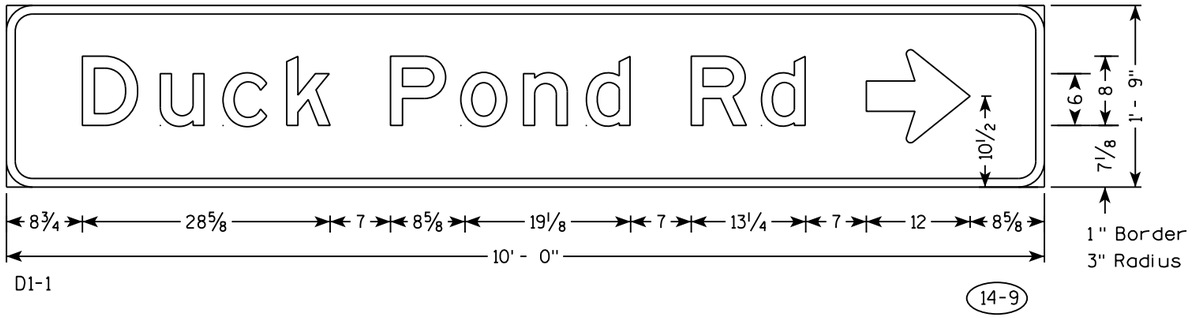


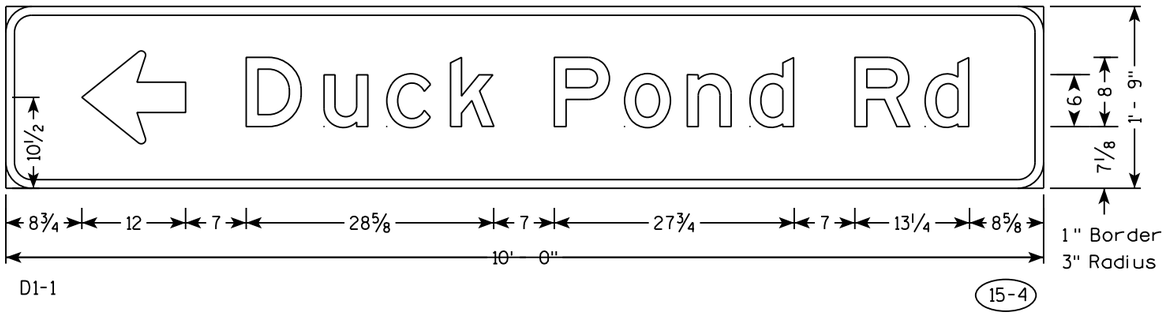


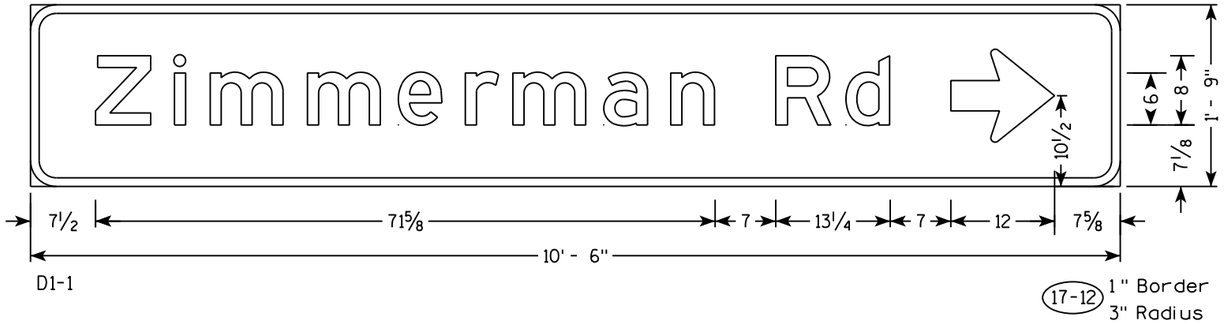
PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET NO. 184	E

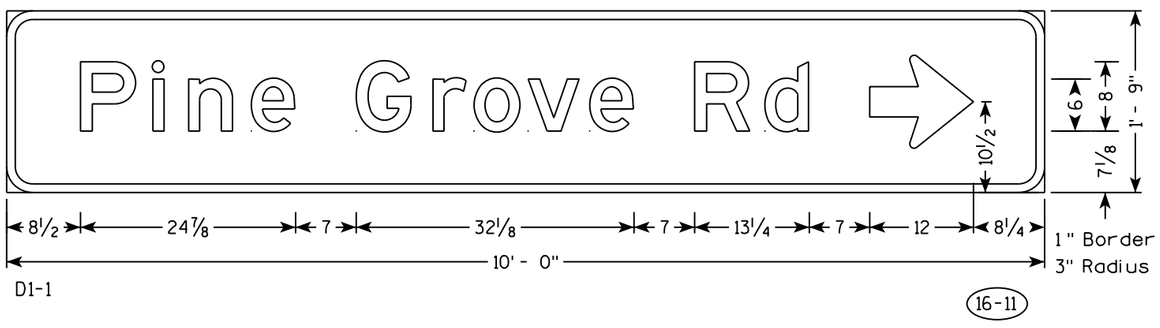
NOTES

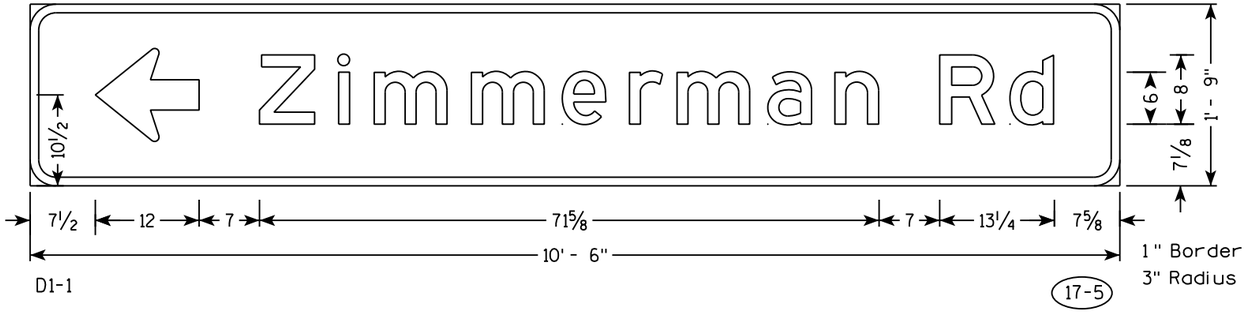
1. All Signs Type II - Type H Reflective
2. Color:
   Background - GREEN
   Message - WHITE
3. Message Series - E except as Shown

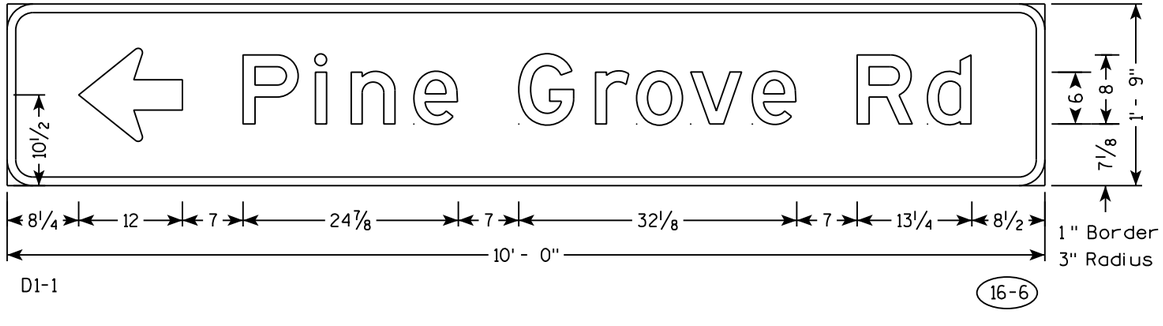


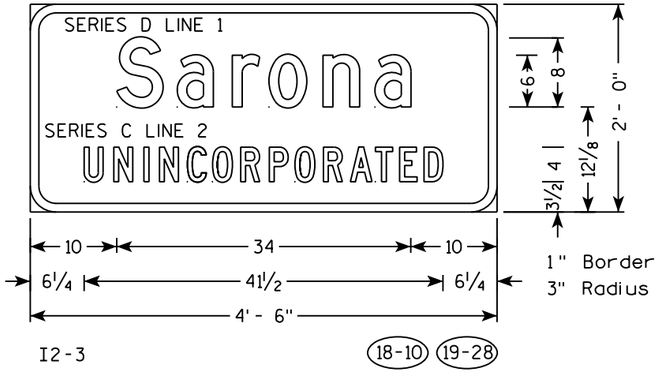












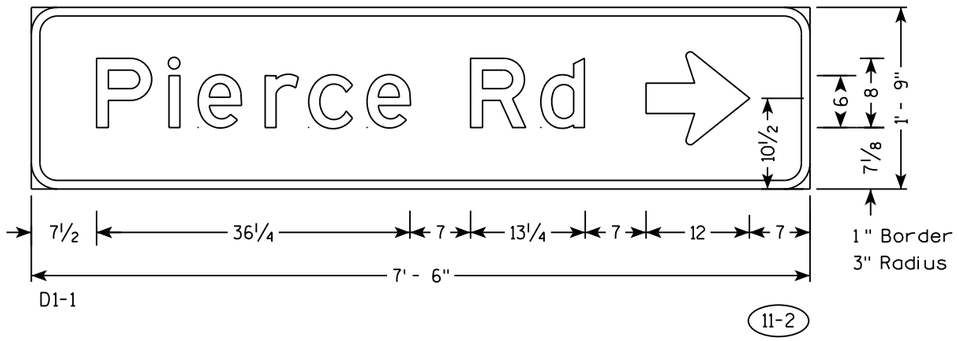
7

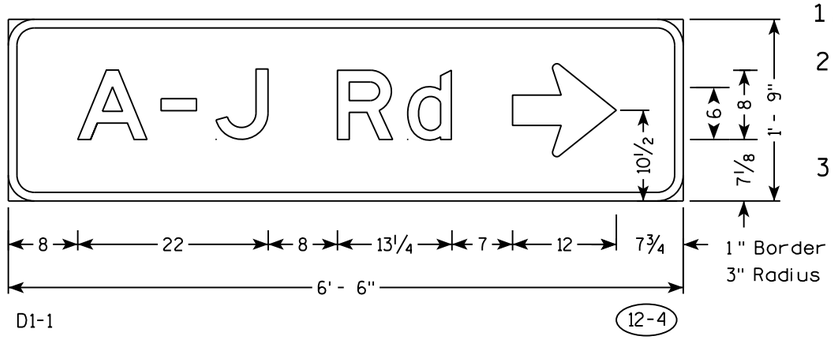
7

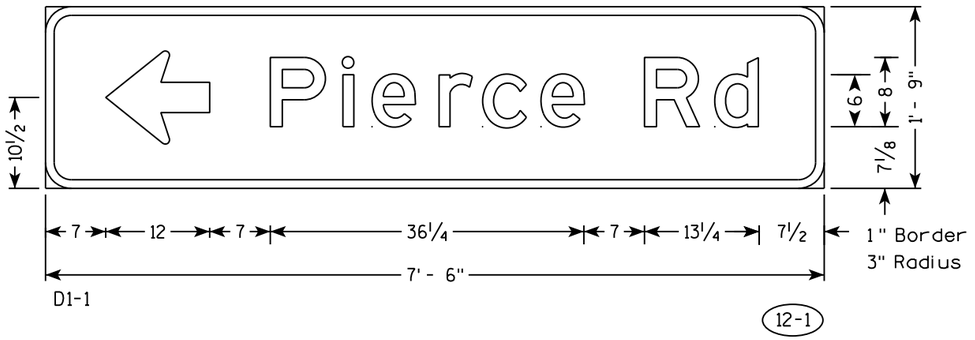
PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET NO. 185	E

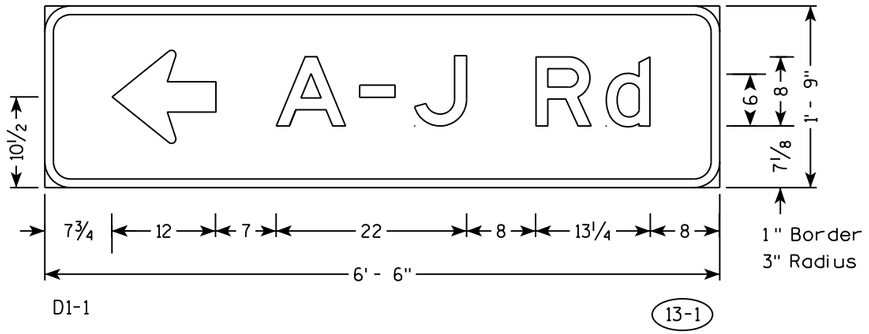
NOTES

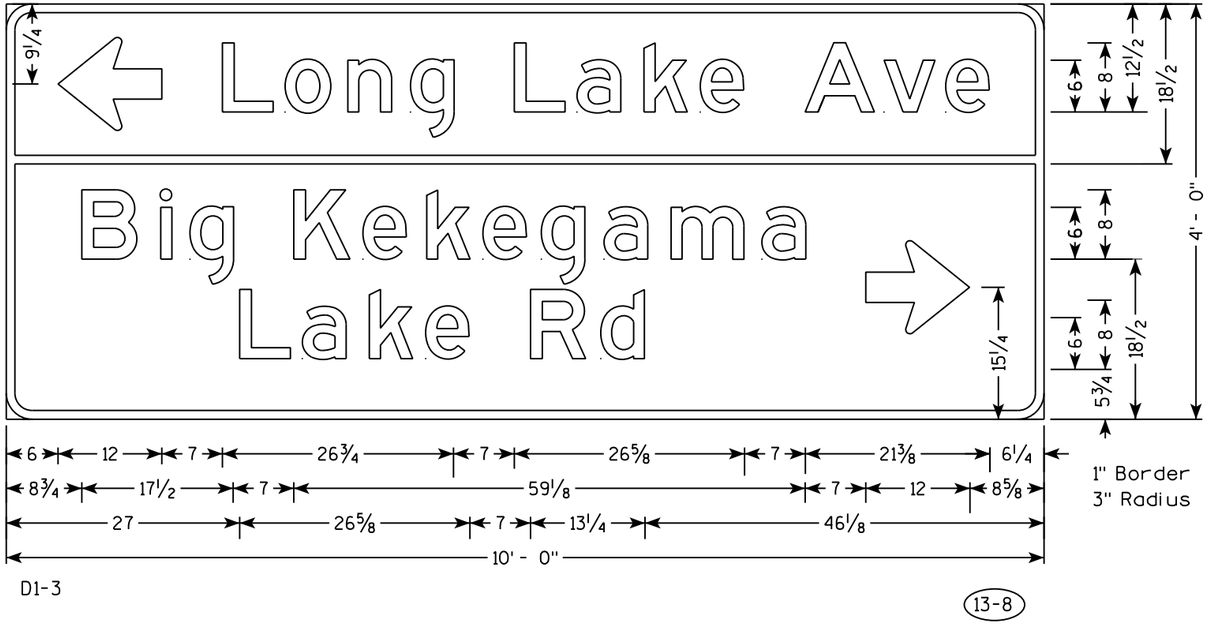
1. All Signs Type II - Type H Reflective
2. Color:
   Background - GREEN
   Message - WHITE
3. Message Series - E

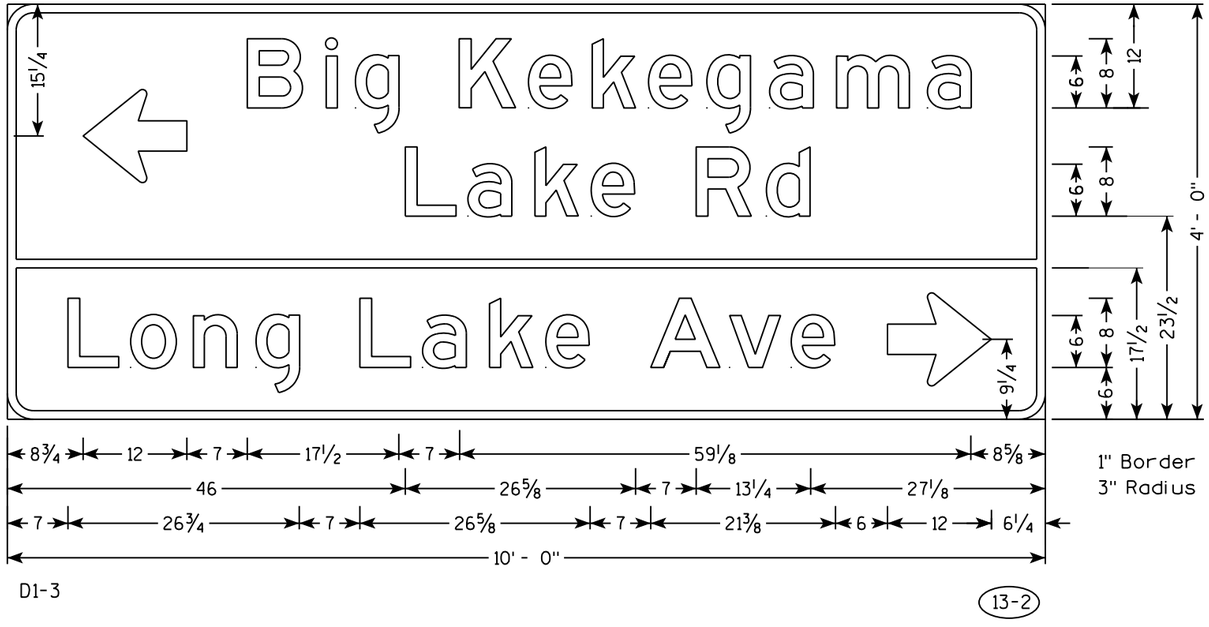












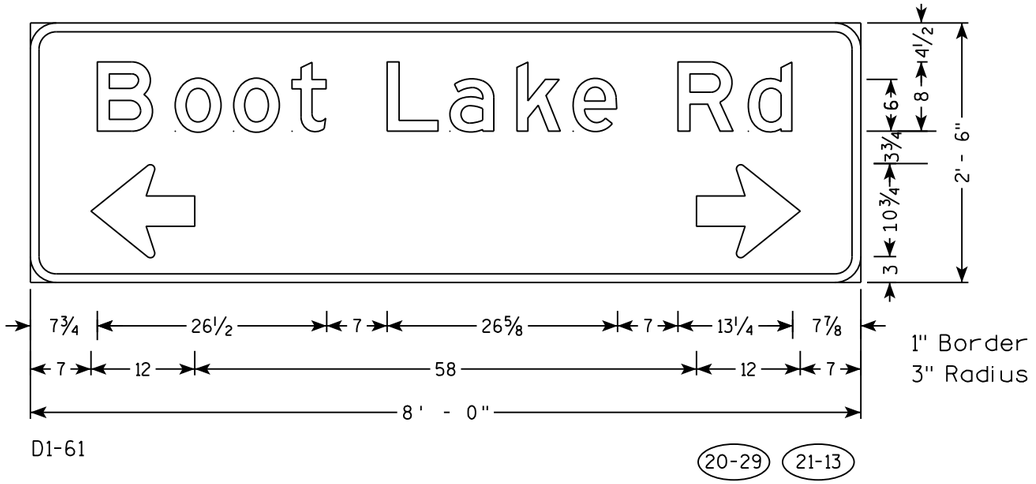
7

7

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET NO. 186	E

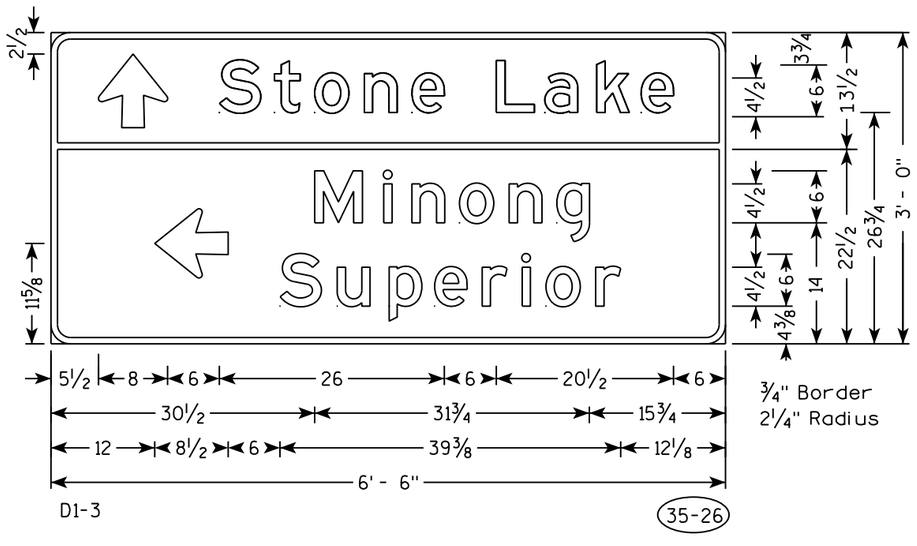
NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - GREEN
   Message - WHITE
3. Message Series - E



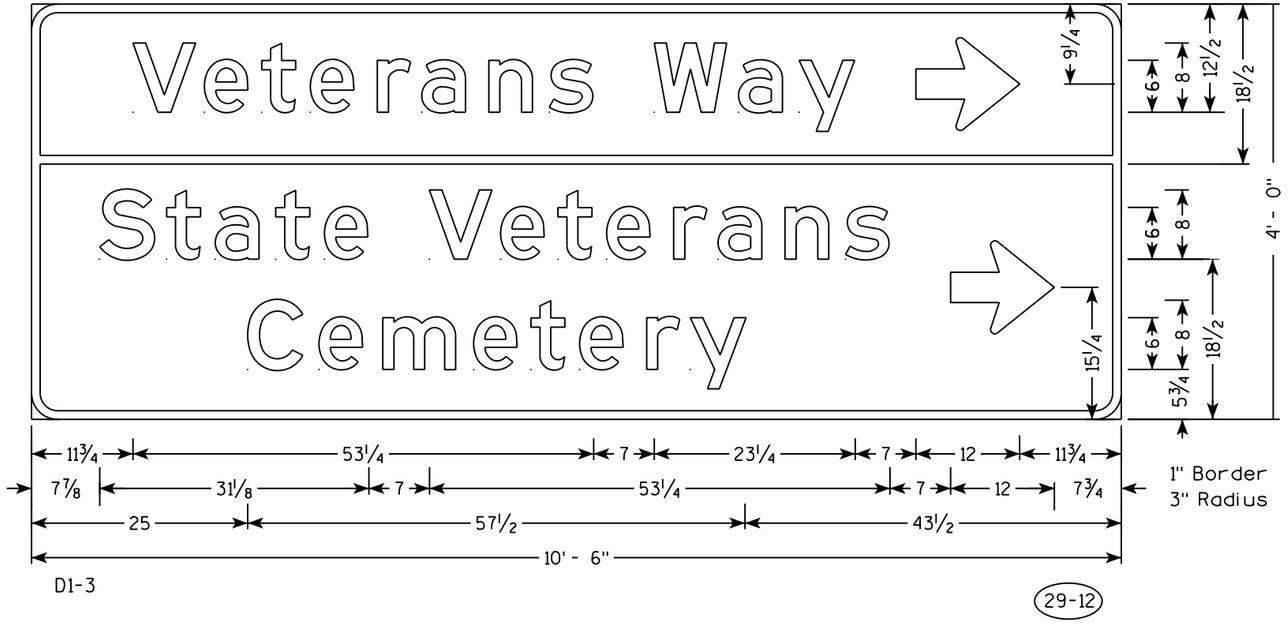
D1-61

20-29 21-13



D1-3

35-26



D1-3

29-12

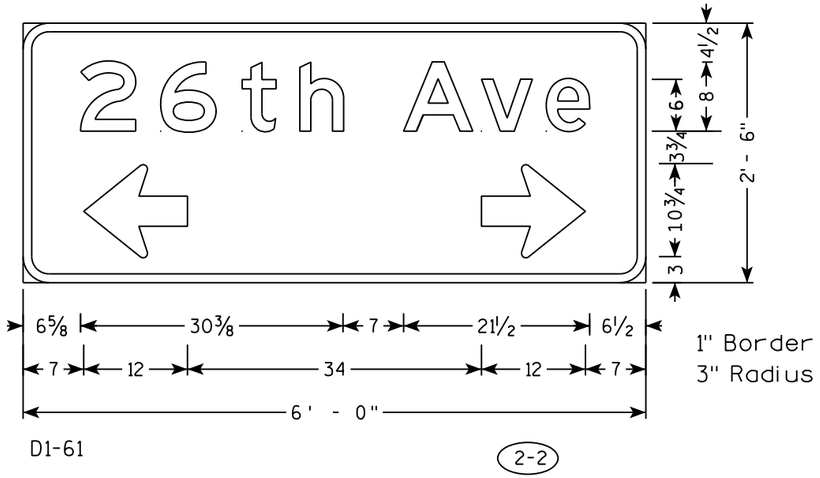
PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET NO. 187	E

FILE NAME : ...\SheetsPlan\023201_ps.DGN PLOT DATE : 9/25/2014 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

WISDOT/CADDS SHEET 42

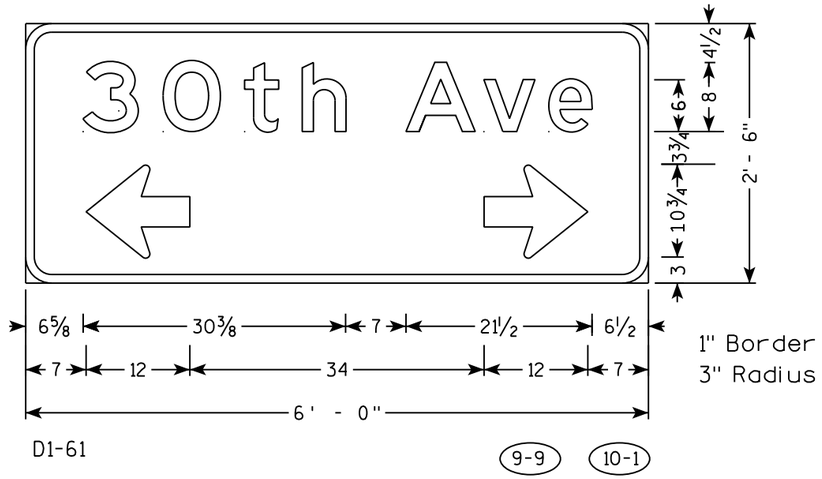
NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - GREEN
   Message - WHITE
3. Message Series - E



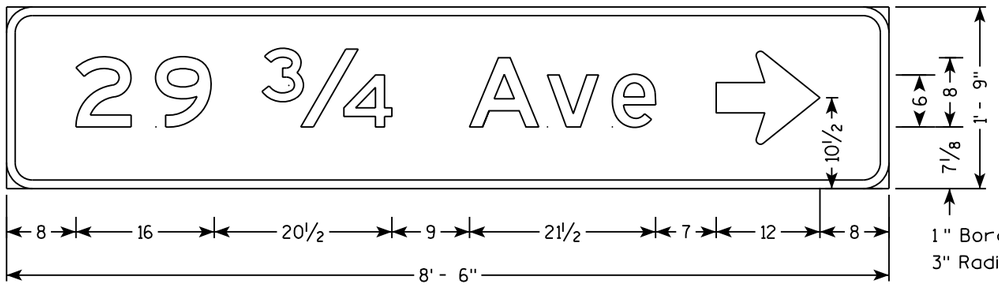
D1-61

2-2



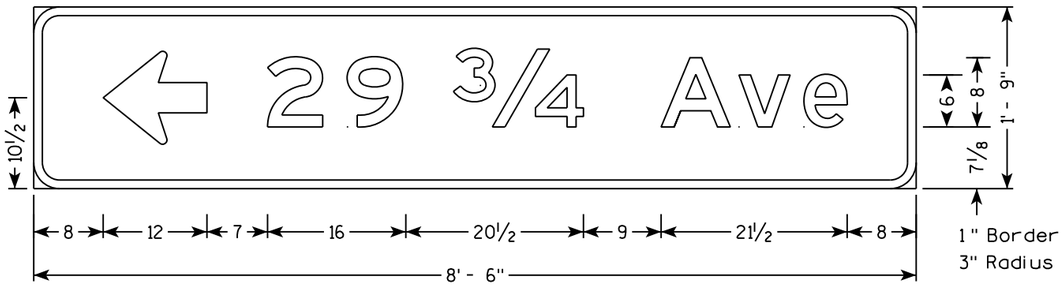
D1-61

9-9 10-1



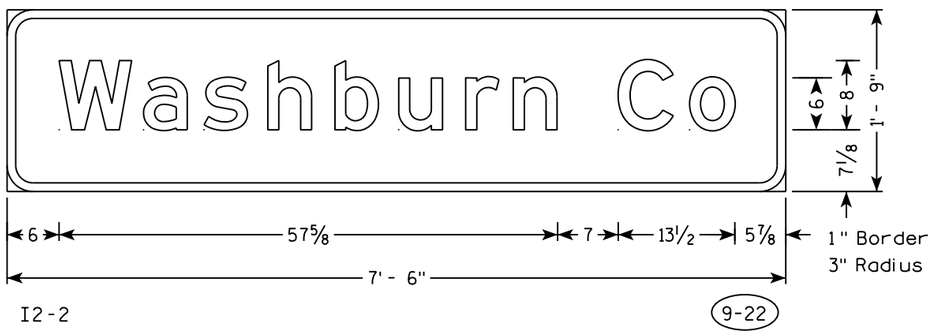
D1-1

8-16



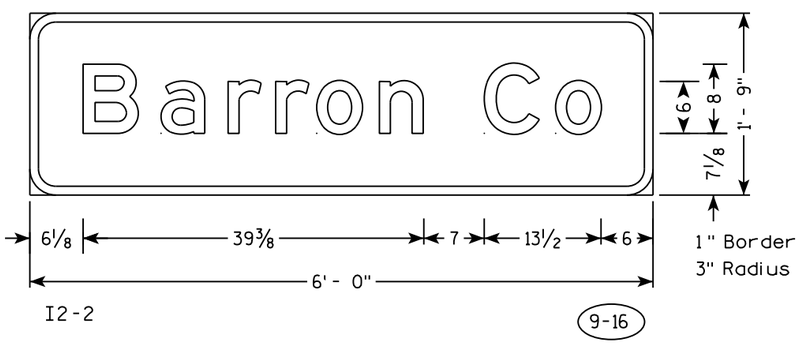
D1-1

9-10



I2-2

9-22



I2-2

9-16

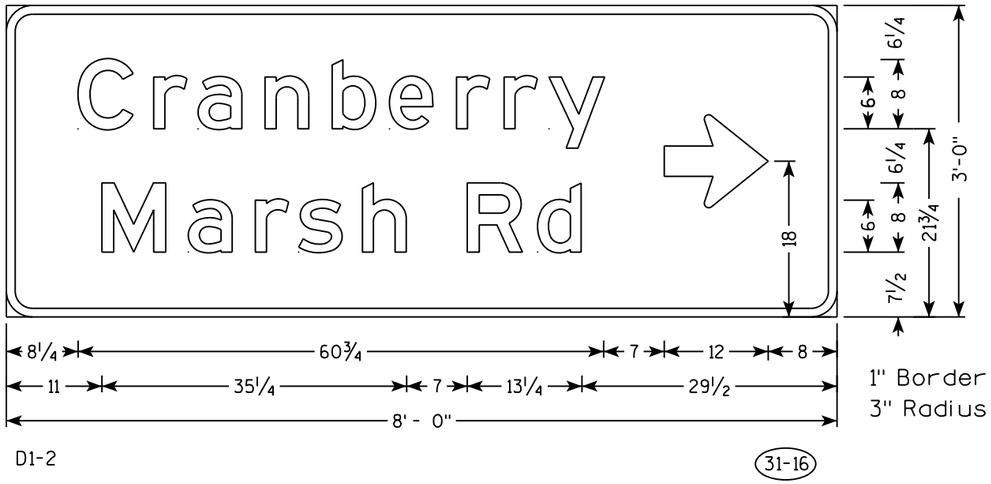
7

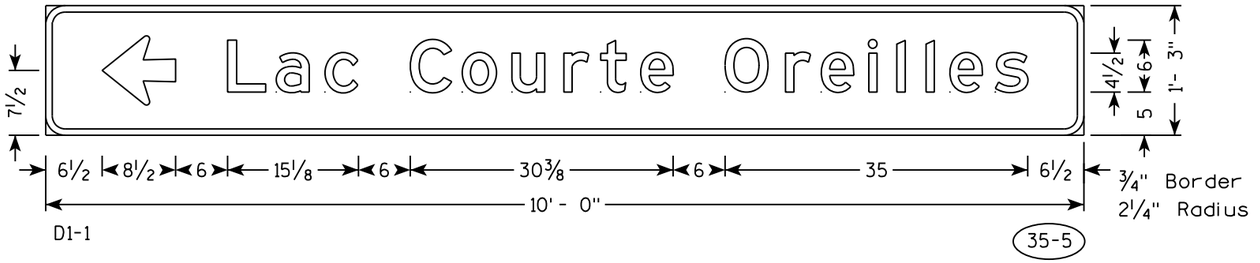
7

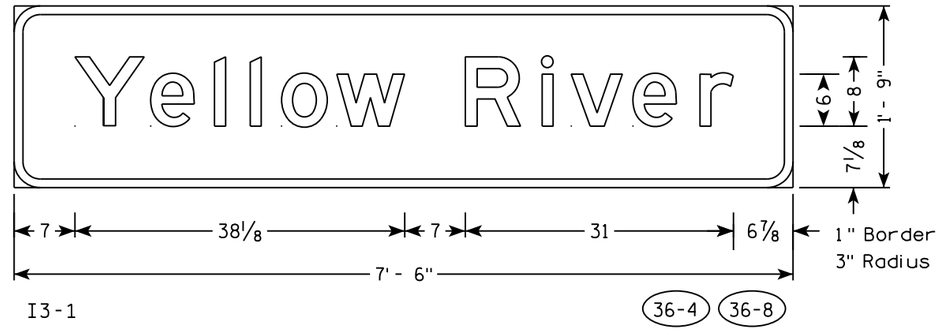
PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET NO. 188	E

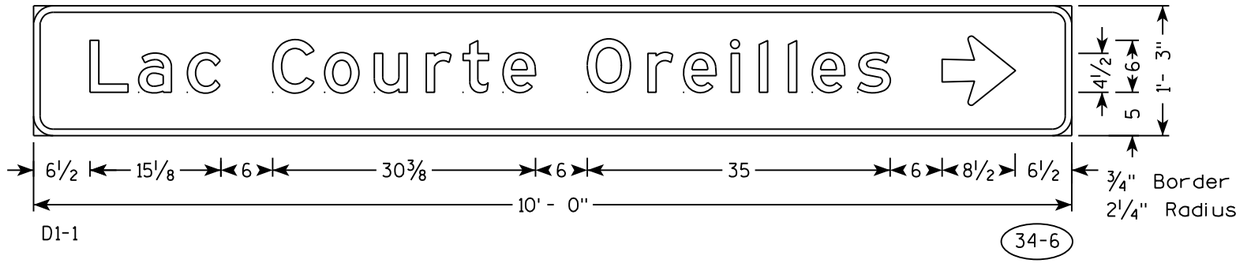
NOTES

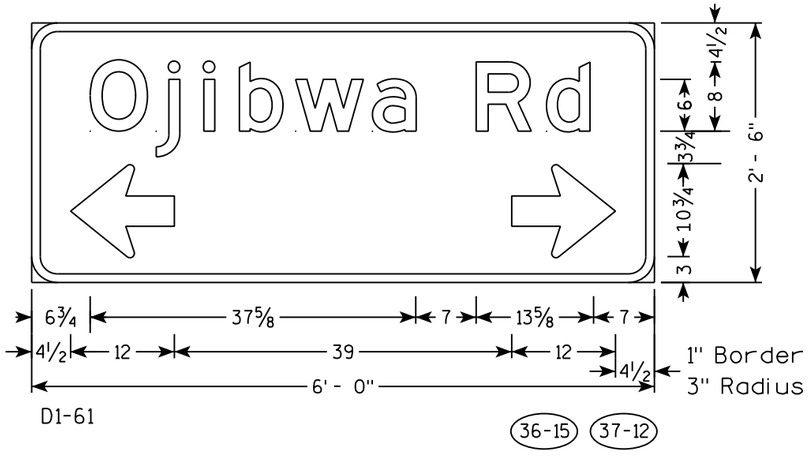
1. All Signs Type II - Type H Reflective
2. Color:
   Background - GREEN
   Message - WHITE
3. Message Series - E

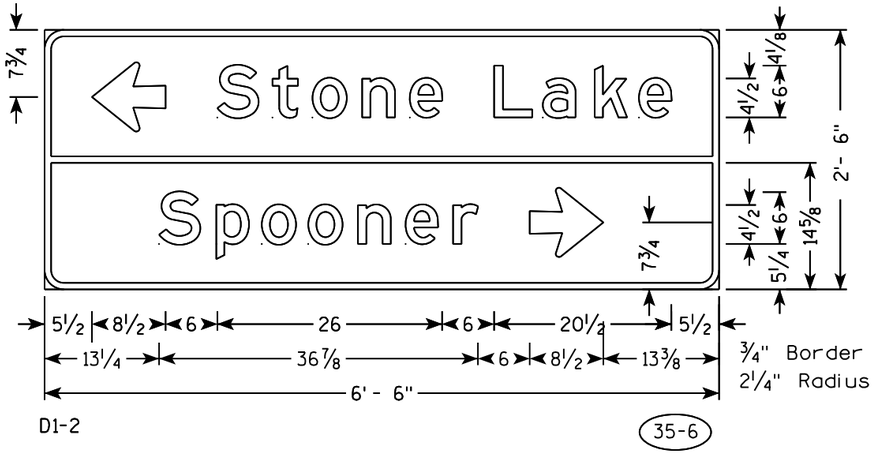


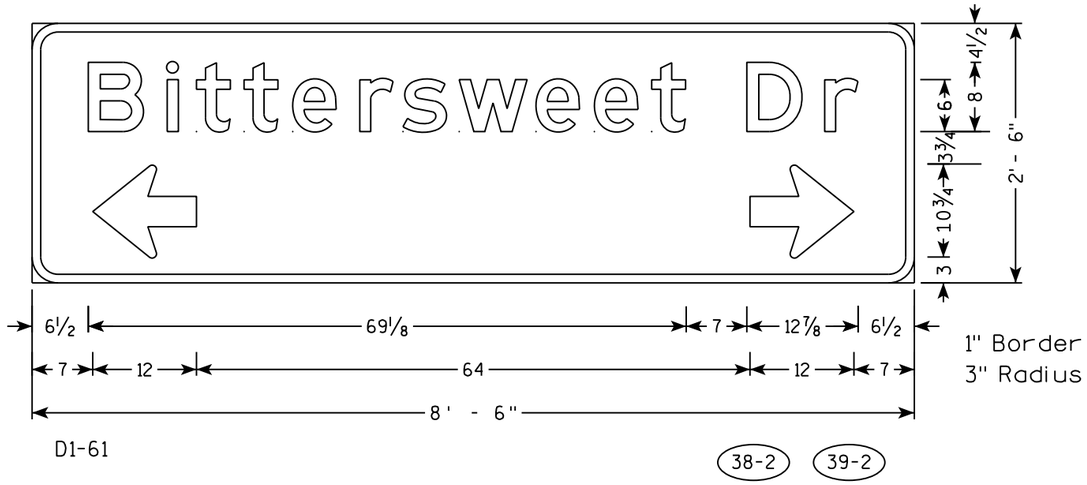






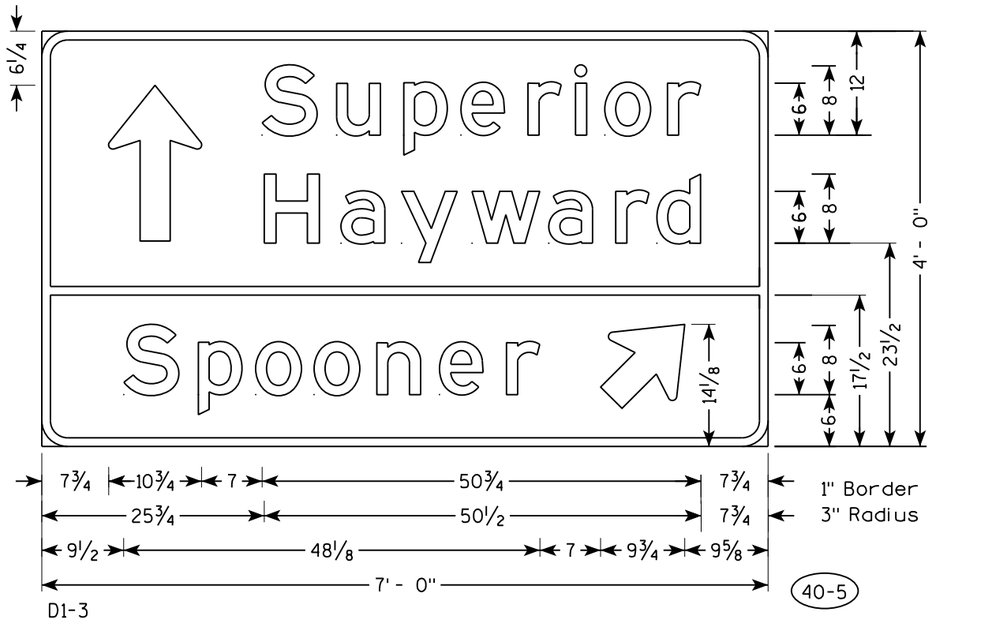


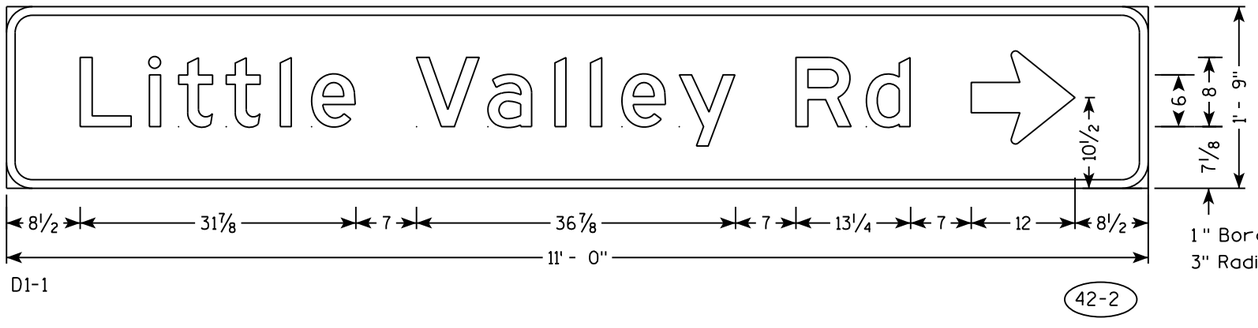


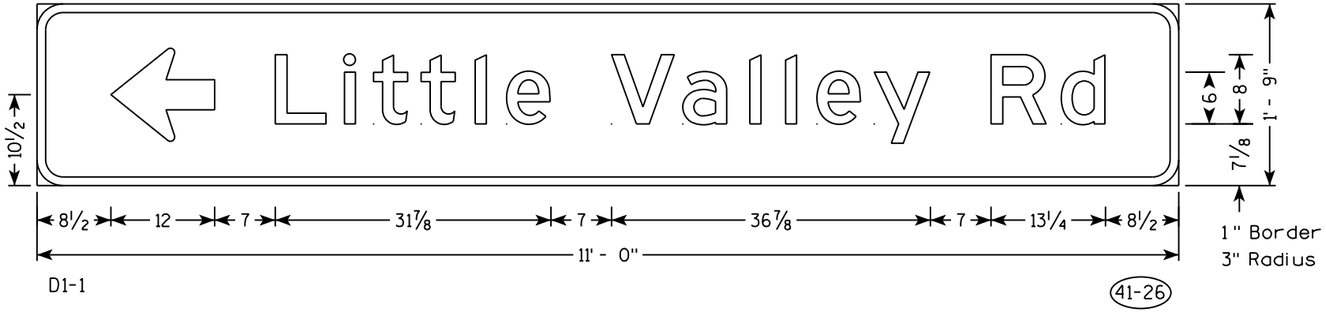


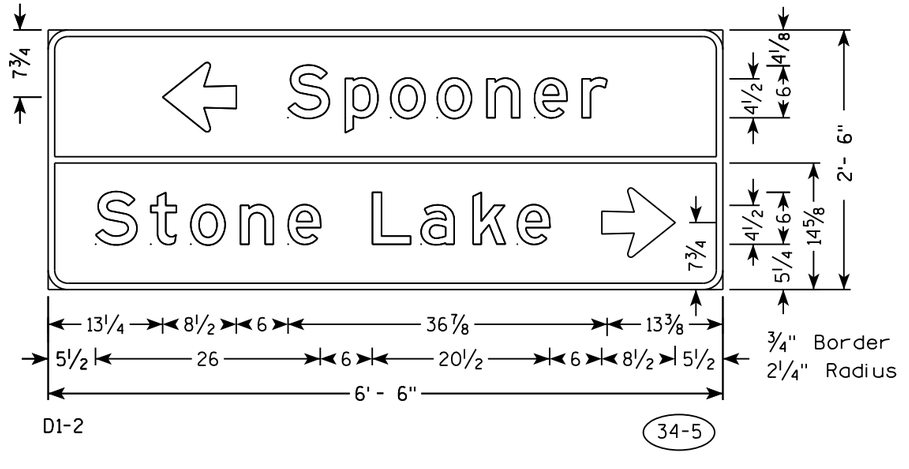
NOTES

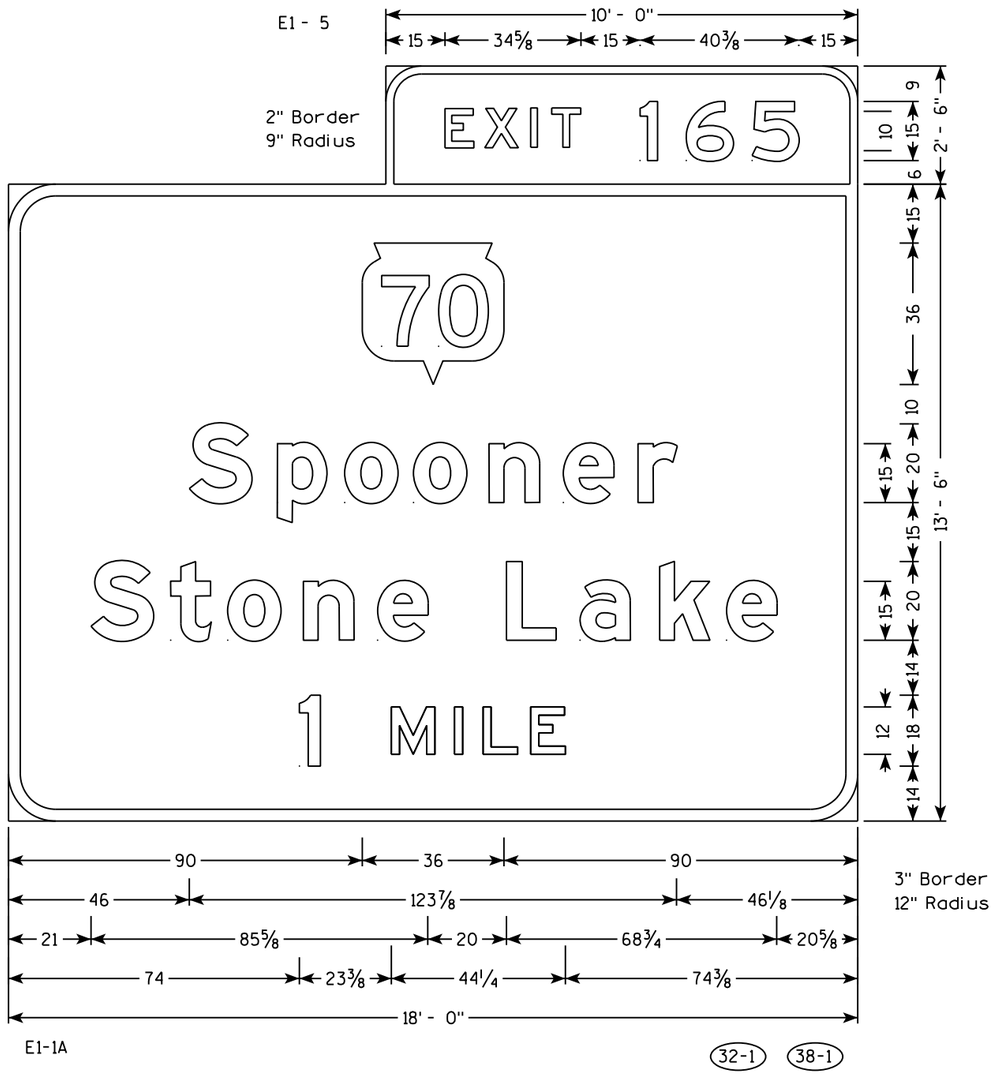
1. All Signs Type II - Type H Reflective
2. Color:
   Background - GREEN
   Message - WHITE
3. Message Series - E

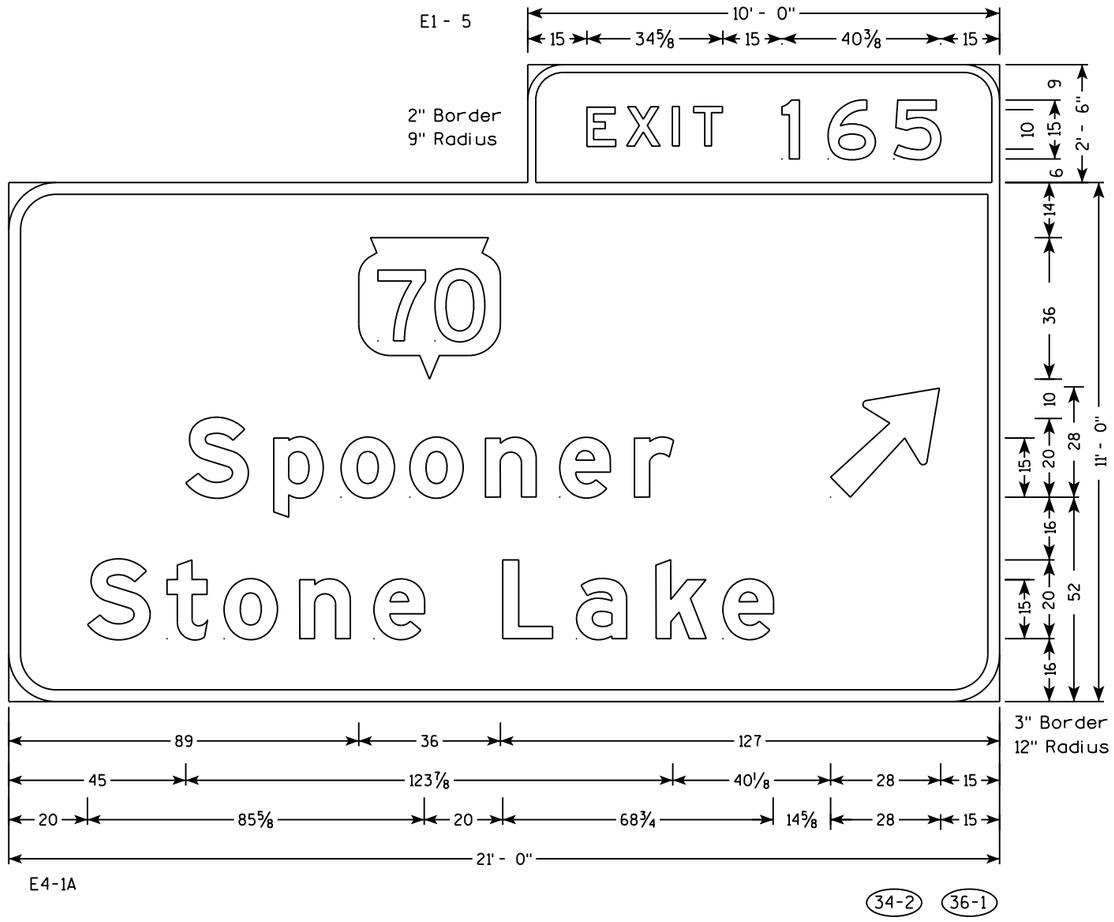












NOTES

1. All Signs are Type I - Type SH Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E Modified except all cap Words are Series E

7

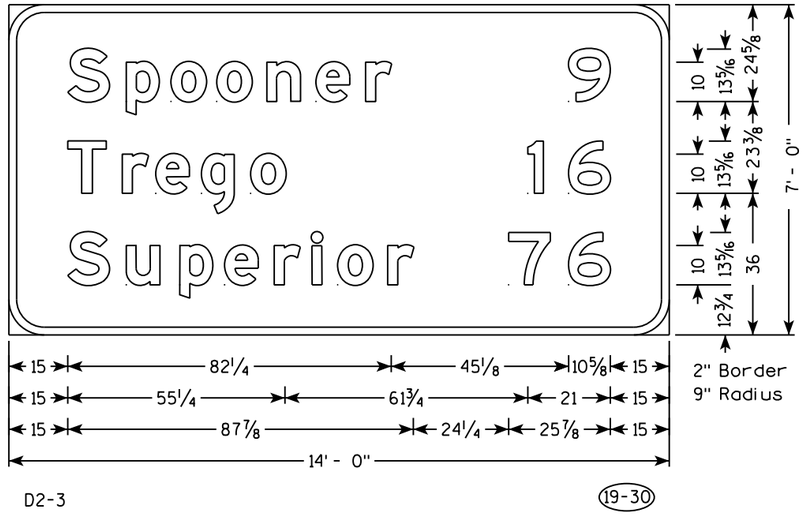
7

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET NO. 191	E

FILE NAME : ...\SheetsPlan\023201_ps.DGN PLOT DATE : 9/25/2014 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

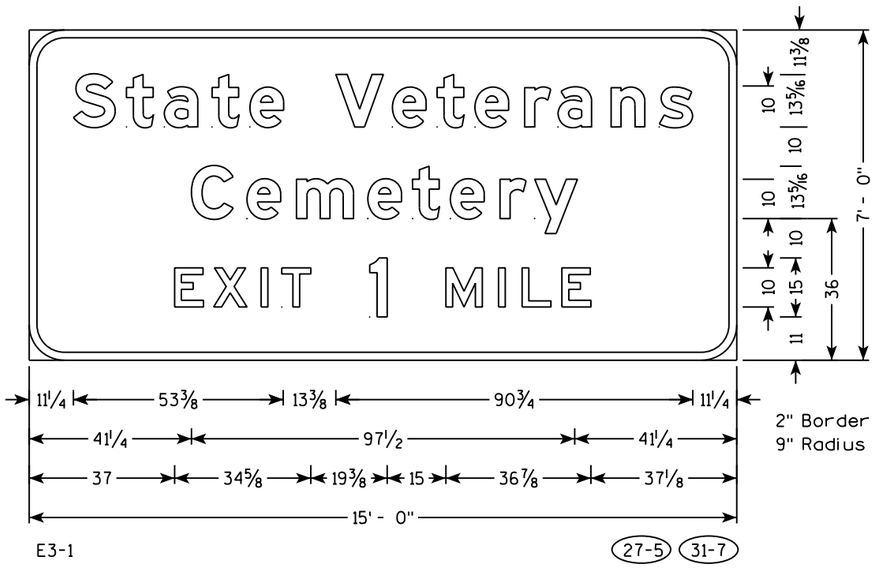
NOTES

1. All Signs are Type I - Type SH Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E Modified except all cap Words are Series E



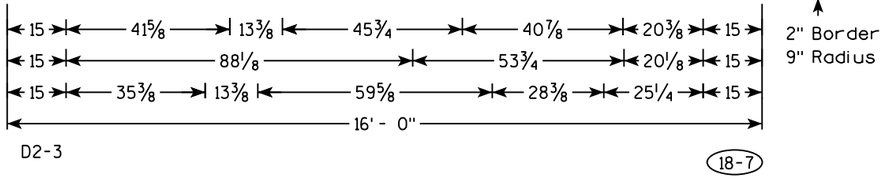
D2-3

19-30



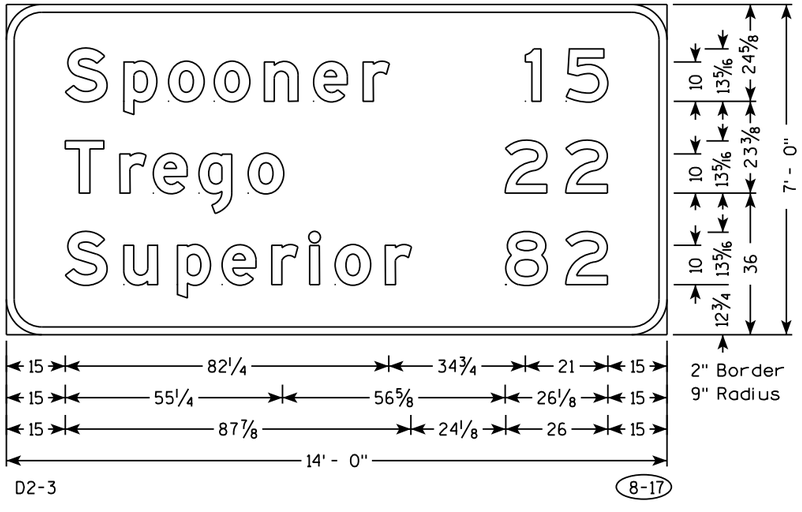
E3-1

27-5 31-7



D2-3

18-7



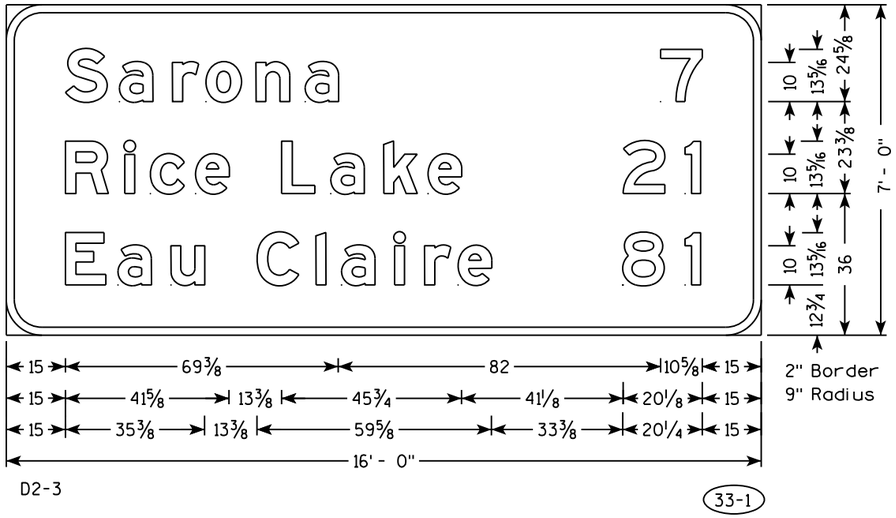
D2-3

8-17

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	PERMANENT SIGNING	SHEET NO. 192	E

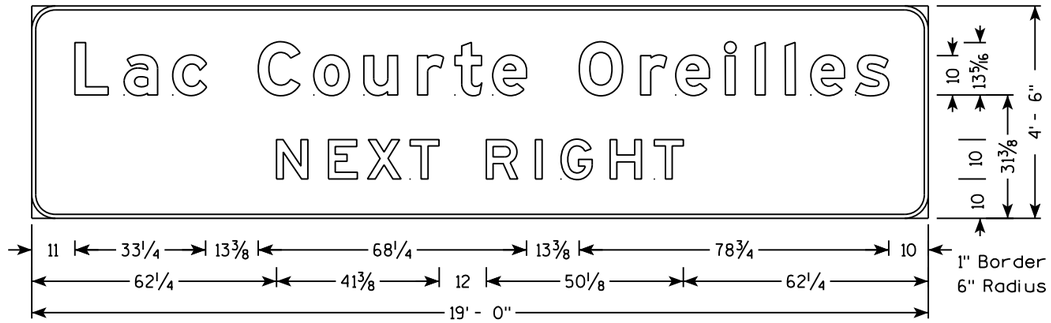
NOTES

1. All Signs are Type I - Type SH Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E Modified except all cap Words are Series E



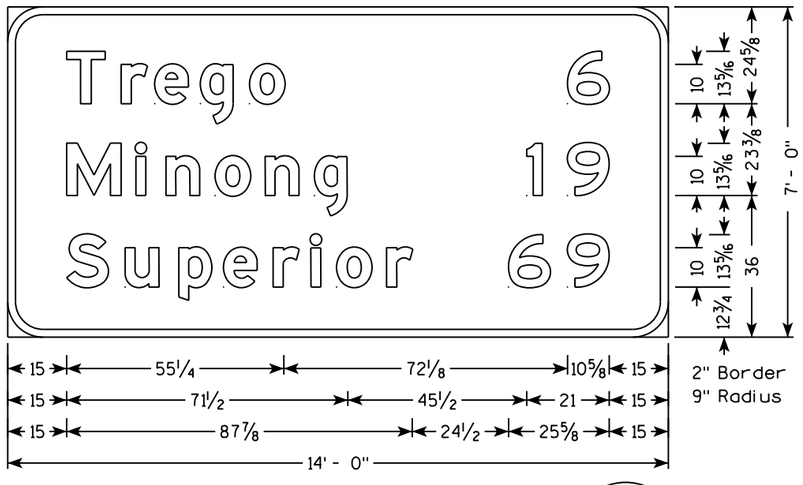
D2-3

(33-1)



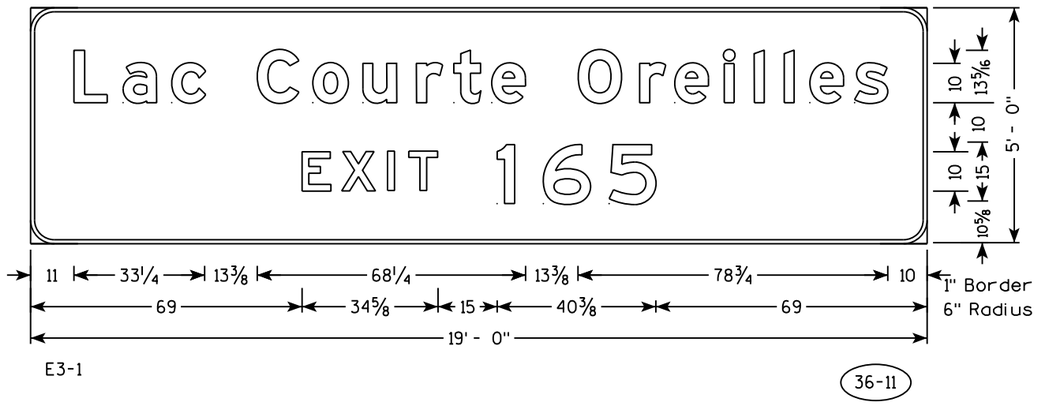
E3-1

(33-10)



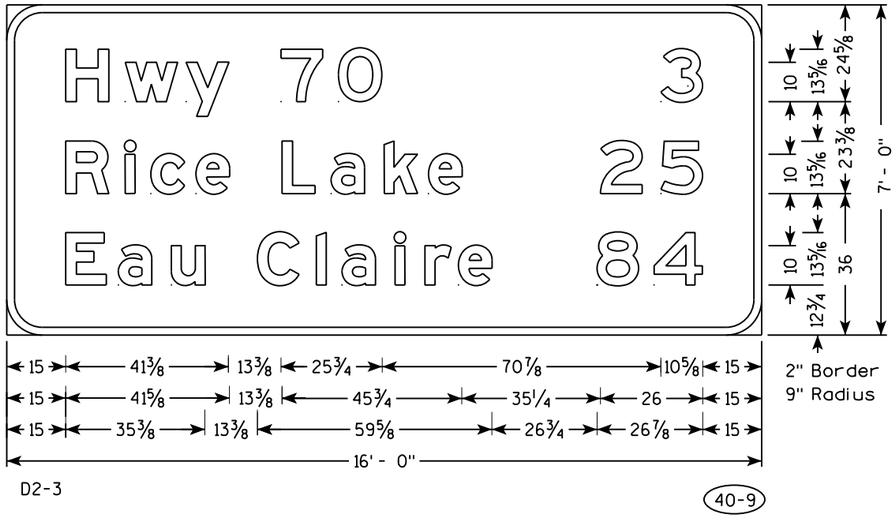
D2-3

(37-7)



E3-1

(36-11)

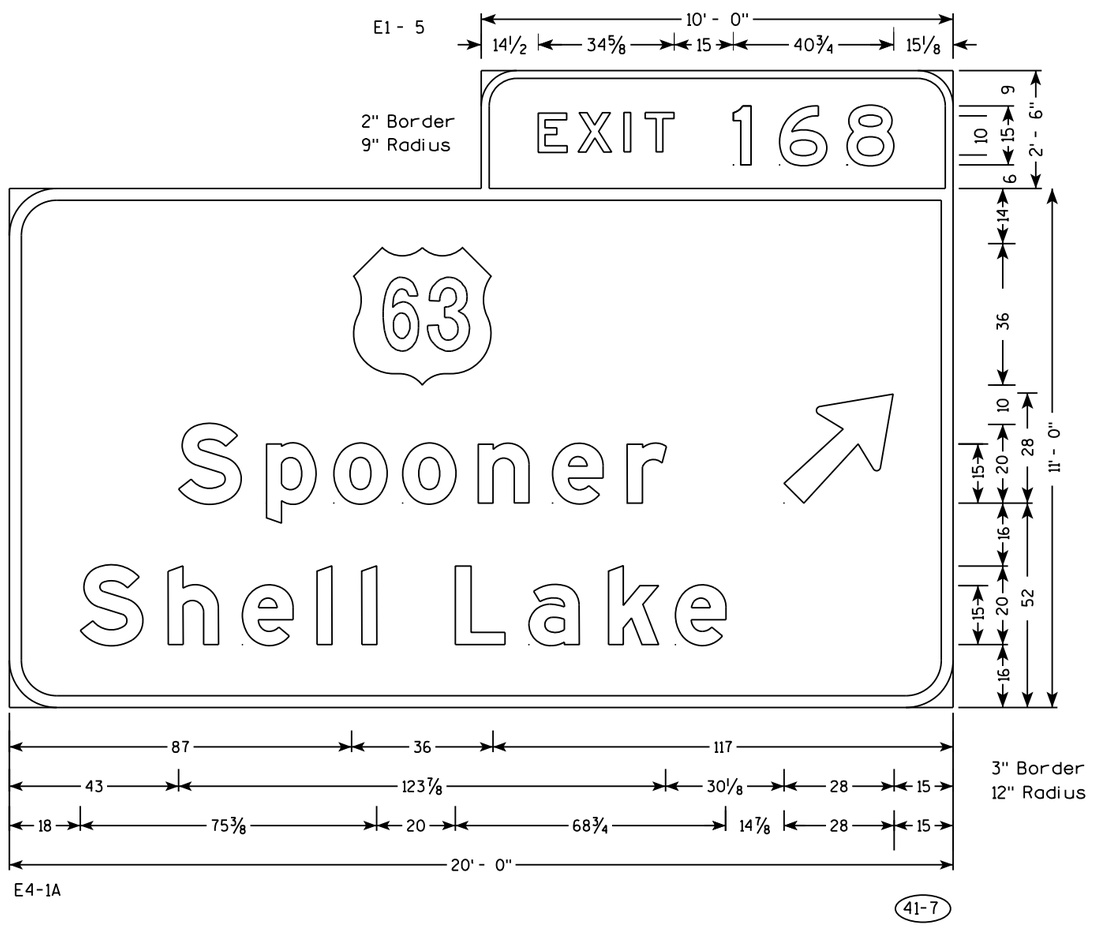


D2-3

40-9

NOTES

1. All Signs are Type I - Type SH Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E Modified except all cap Words are Series E

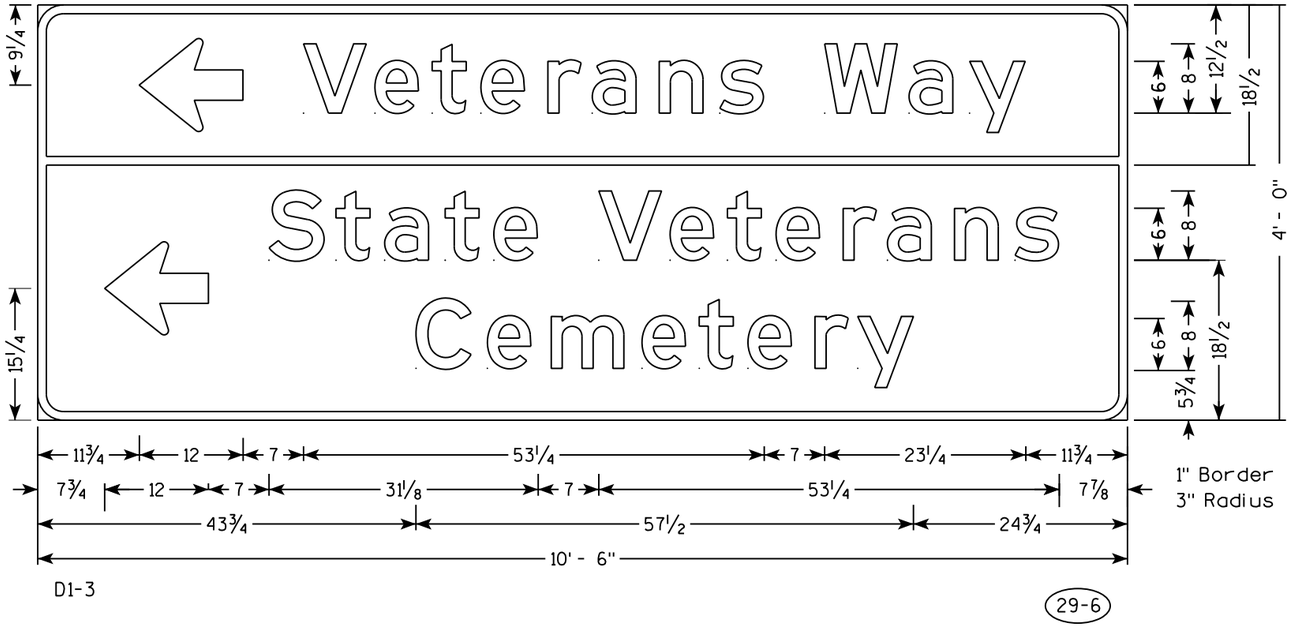


E4-1A

41-7

7

7

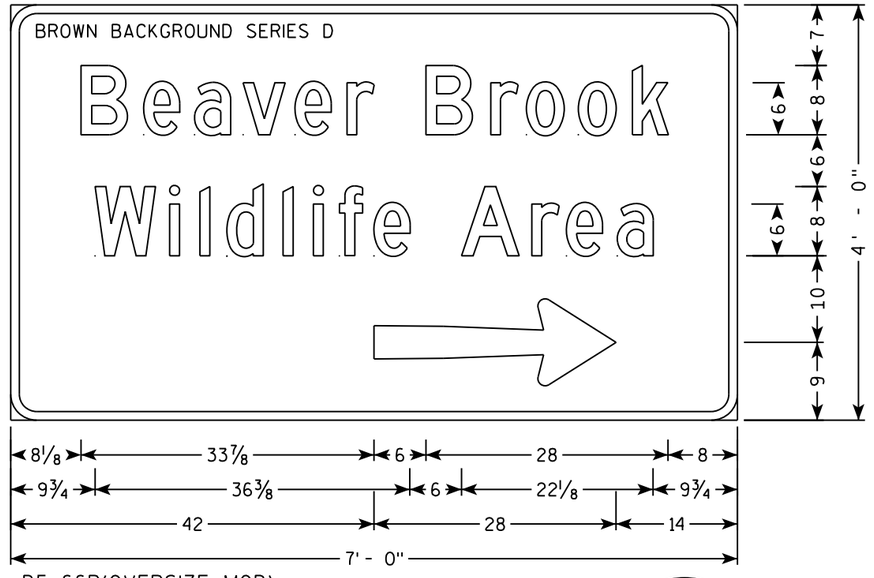


D1-3

29-6

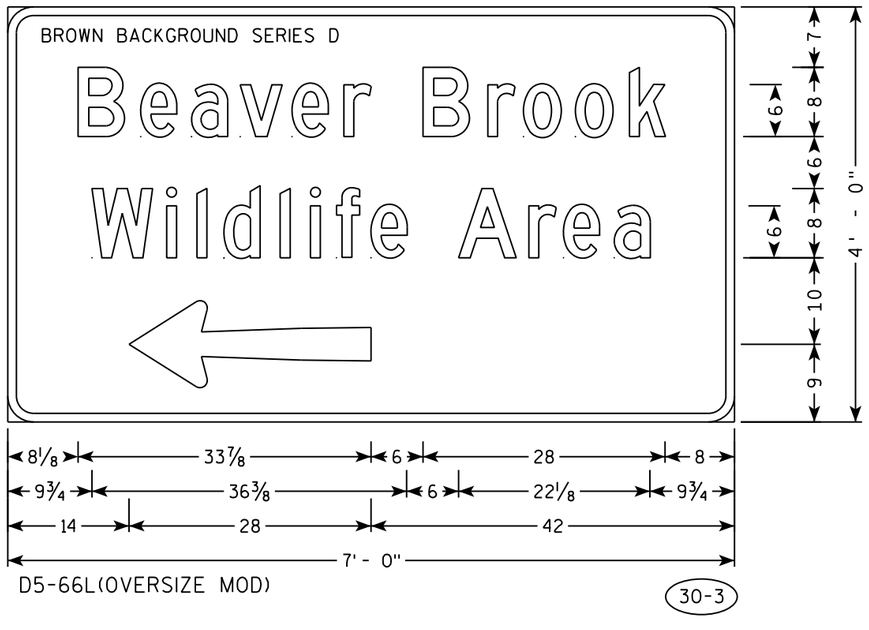
NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - GREEN except as Shown
   Message - WHITE
3. Message Series - E except as Shown



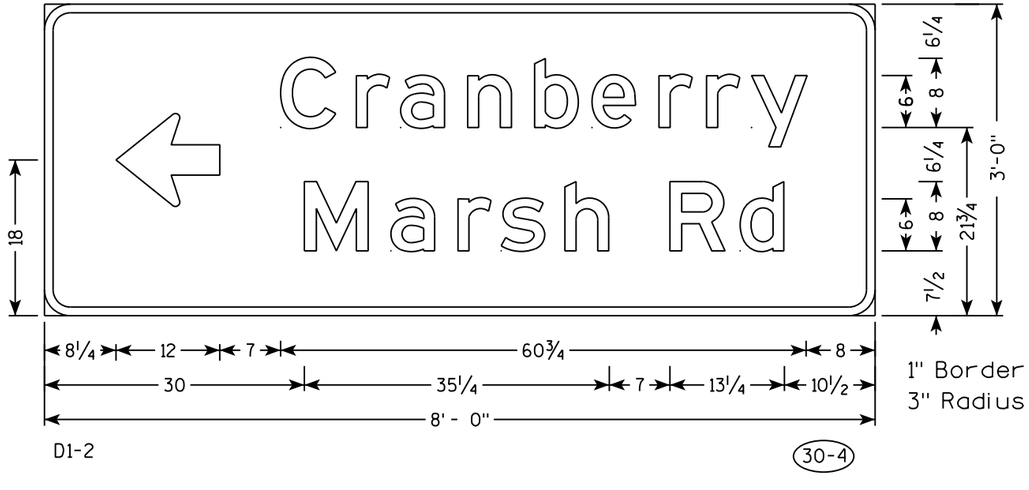
D5-66R(OVERSIZE MOD)

31-12



D5-66L(OVERSIZE MOD)

30-3



D1-2

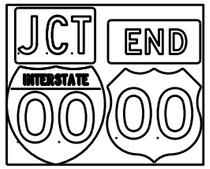
30-4

7

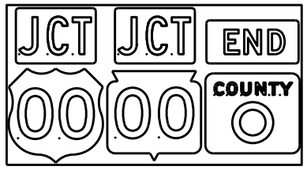
7

TYPICAL ASSEMBLIES

J1-1

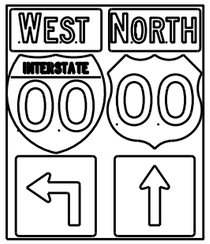


J1-2

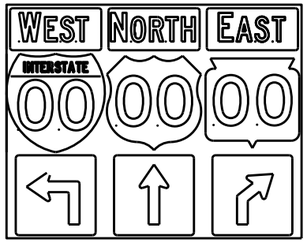


J1-3

J2-1



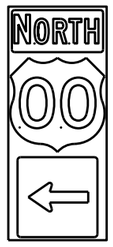
J2-2



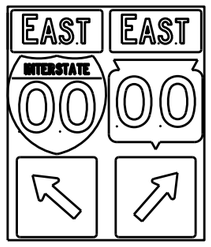
J2-3

JV

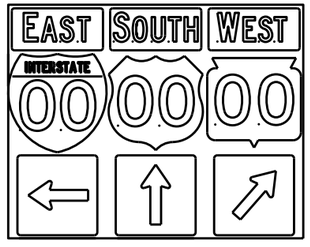
(Typical Vertical J-Assembly
See Note 10 and 11)



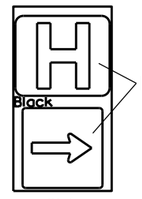
J3-1



J3-2



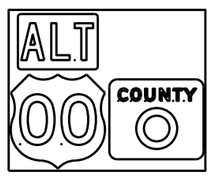
J3-3



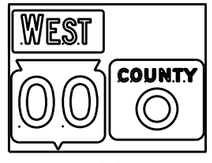
Blue Background

JH-1

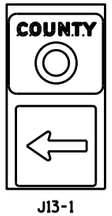
J4-1



J4-2



J4-2



J13-1

J12-1

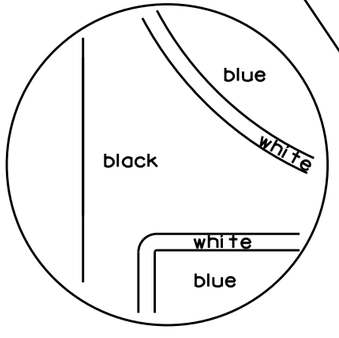
J32-1

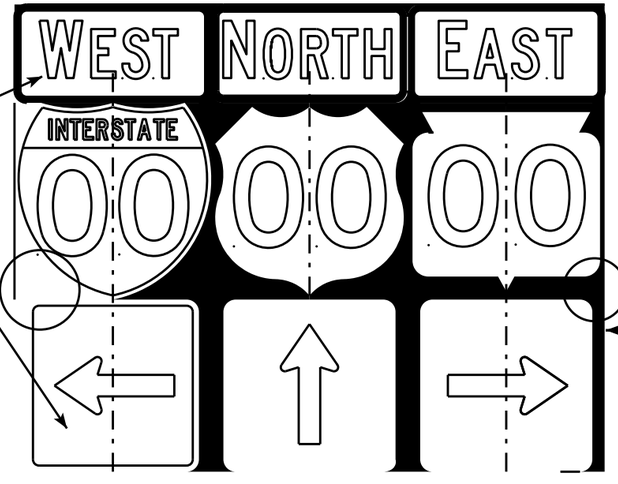
J33-1

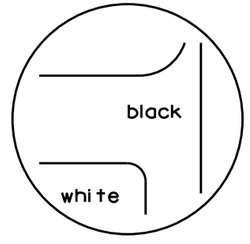
J23-1

J22-1

[blue background with interstate]







[black background]

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 inchs (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.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

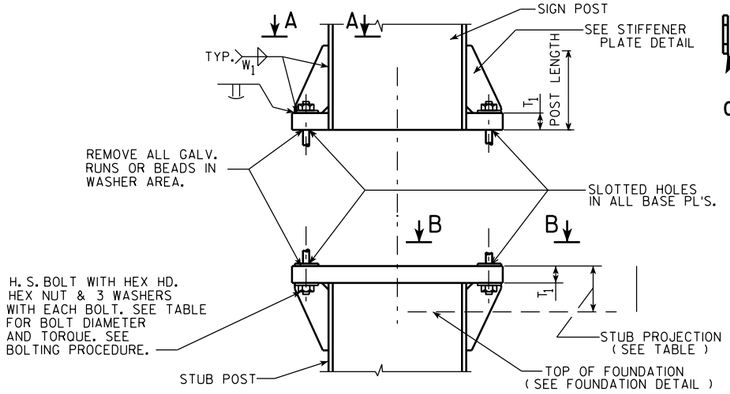
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/06/14 PL... A2-1S.8

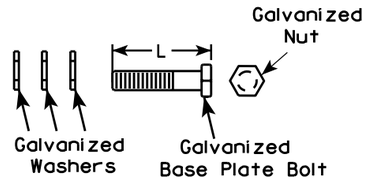
PROJECT NO: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :

WISDOT/CADDS SHEET 42

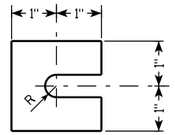


SIGN POST AND STUB POST ELEVATION



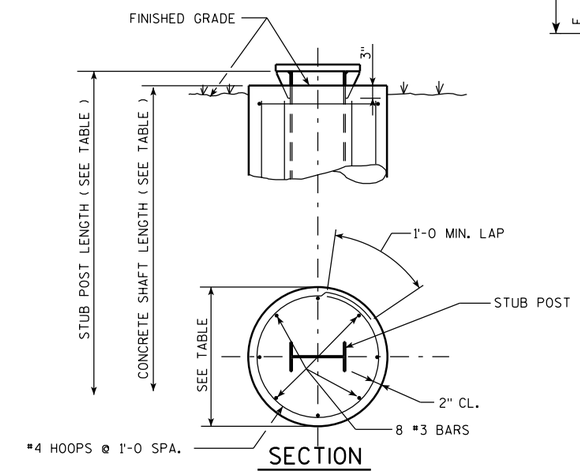
STIFFENER PLATE DETAIL

(SEE TABLE FOR DIMENSIONS)

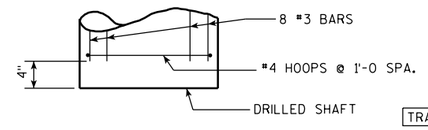


FURNISH 2 @ .012" ± THICK AND 2 @ .032" ± THICK SHIMS PER POST. SHIMS SHALL BE FABRICATED FROM BRASS SHIM STOCK OR STRIP CONFORMING TO A.S.T.M.- B36.

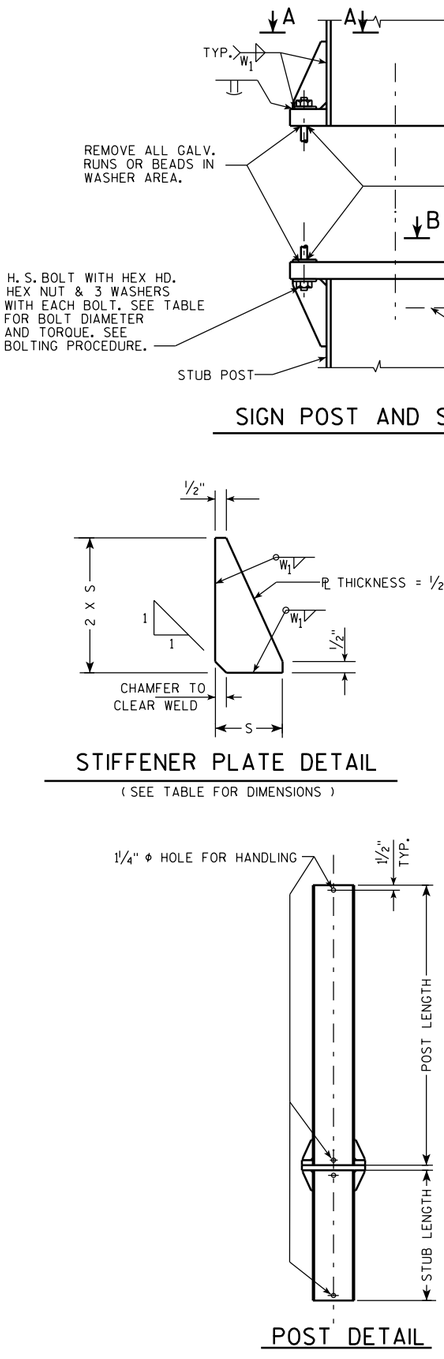
SHIM DETAIL



SECTION



FOUNDATION DETAIL



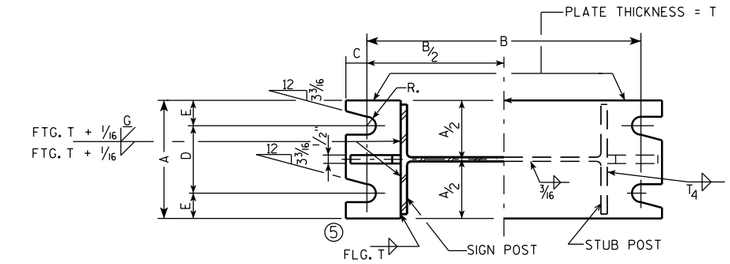
POST DETAIL

	QUANTITIES FOR 1 FOOTING	
	CONC. MASONRY C.Y.	REINF. STEEL LBS.
A	0.6	34
B	0.8	49
C	0.9	50
D	0.9	56
E	1.0	62

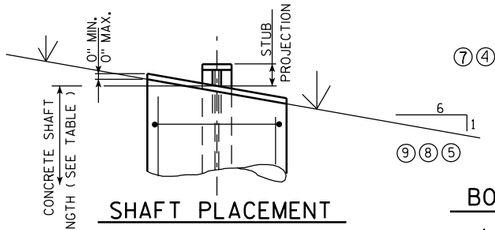
⑦

REINF.	TYPE	#3	#4
	A	8 @ 4'-5	5 @ 6'-3
	B	8 @ 6'-5	7 @ 6'-3
	C	8 @ 6'-11	7 @ 6'-3
	D	8 @ 7'-5	8 @ 6'-3
	E	8 @ 7'-11	9 @ 6'-3

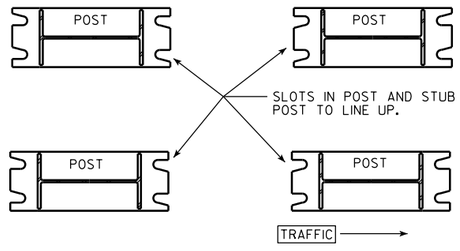
⑦



SECTION A-A SECTION B-B



SHAFT PLACEMENT



POST SLOT ORIENTATION ⑦

DESIGN DATA

WIND PRESSURE = 75 M.P.H.
WIND COMPONENTS - NORMAL = 1.0 TRANSVERSE = 0.0
ICE LOAD = 3 P.S.F.

GROUP LOADS	PERCENT OF ALLOWABLE STRESS
1. DEAD	100
2. DEAD & WIND	140
3. DEAD, ICE & ½ WIND[4]	140 [4]25 P.S.F. MIN.

ALLOWABLE SOIL PRESSURE = 1½T / SQ. FT.
WIND LOAD WAS APPLIED TO THE AREA OF THE SIGN AND TO THE SUPPORTING MEMBERS.
ICE LOAD WAS APPLIED TO ONE FACE OF THE SIGN AND AROUND THE SURFACE OF THE SUPPORTING MEMBERS.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
DESIGN CONFORMS WITH A.A.S.H.T.O. SPECIFICATIONS 1985.
ALL POSTS, POST STUBS & ATTACHMENTS SHALL BE A.S.T.M. A709 GRADE 50.
⑨ THE POST, BASE PLATES, UPPER SIX INCHES OF STUB POST FLANGE SPLICE PLATE AND FUSE PLATE SHALL BE GALVANIZED AFTER FABRICATION.
H.S. BOLTS, WASHERS & NUTS SHALL BE A325 GALVANIZED WHEN POSTS, POST STUBS AND ATTACHMENTS ARE A709 GRADE 50 AND GALVANIZED.

BOLTING PROCEDURE - BASE CONNECTION

1. ASSEMBLE SIGN POST TO STUB POST WITH BOLTS AND ONE OF THE FLAT WASHERS ON EACH BOLT BETW. PLATES.
2. SHIM AS REQ'D. TO PLUMB POST.
3. PRIOR TO BOLT TIGHTENING LUBRICATE BASE CONNECTION BOLTS WITH BEESWAX OR OTHER HIGH-WAX LUBRICANT.
4. TIGHTEN ALL BOLTS THE MAXIMUM POSSIBLE WITH 12" OR 15" WRENCH TO BED WASHERS & SHIMS AND TO CLEAN BOLT THREADS, THEN LOOSEN EACH BOLT IN TURN AND RETIGHTEN IN A SYSTEMATIC ORDER TO THE PRESCRIBED TORQUE. (SEE TABLE)
5. BURR THREADS AT JUNCTION WITH NUT USING A CENTER PUNCH TO PREVENT NUT LOOSENING.

NOTE:
TIGHTEN THE HIGH STRENGTH BOLTS TO THE TORQUE SHOWN. DO NOT OVERTIGHTEN.

				BASE CONNECTION DATA TABLE										FOUNDATION DATA				②
L	X	TYPE	DIMENSION / POST SIZE	BOLT SIZE & TORQUE	A	B	C	D	E	T_1	T_4	W_1	R	S	STUB LENGTH	STUB PROJECTION	SHAFT DIAMETER	SHAFT LENGTH	K
3 ¾	④	A	W10"X12.0 #/FT.	¾" Φ @ 75#-FT.	5¼"	1'-0⅜	⅞"	3½"	⅞"	1"	3/16"	5/16"	13/32"	2⅛"	3'-6	3"	2'-0 Φ	5'-0	76.0# ④
4 ¾	④	B	W12"X16.0 #/FT.	⅞" Φ @ 85#-FT.	5½"	1'-4¼	1"	3½"	1"	1¼"	¼"	5/16"	15/32"	3"	5'-6	3"	2'-0 Φ	7'-0	146.5# ④
5		C	W12"X19.0 #/FT.	⅞" Φ @ 85#-FT.	5½"	1'-4¼	1"	3½"	1"	1½"	5/16"	5/16"	15/32"	3"	6'-0	3"	2'-0 Φ	7'-6	182.1#
5		D	W12"X22.0 #/FT.	⅞" Φ @ 85#-FT.	5½"	1'-4¼	1"	3½"	1"	1½"	⅜"	5/16"	15/32"	3"	6'-6	3"	2'-0 Φ	8'-0	210.5#
5	③	E	W12"X26.0 #/FT.	1" Φ @ 90#-FT.	7"	1'-4¼	1¼"	4"	1½"	1½"	⅜"	5/16"	11/32"	3"	7'-0	3"	2'-0 Φ	8'-6	293.0# ③

① ⑥ ①

STRUCTURAL CARBON STEEL PAY WTS. (1 POST) = K+ (POST LENGTH X POST WT.)
" K " INCLUDES STUB, BASE PLATES, STIFFS., BOLTS, AND WASHERS.

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 6/30/14 PLATE NO. A3-1.15

⑩	1-21-14	LUBRICATION OF BASE BOLTS
⑨	4-26-11	REMOVE NON-GALVANIZED
⑧	10-30-96	NOT GALVANIZED/GALVANIZED
⑦	10-30-92	QUANT., A588 EXCEPT., ADD SLOT VIEW
⑥	8-24-87	BASE CONN. WELD
⑤	10-13-81	BASE CONN. WELD & FUSE PL WASHERS
④	10-19-79	POST A & B, A572 GR. 50, & K
②	11-28-78	"K" ③ 4-23-79 TYPE "E"
①	5-4-78	T_1 , T_2 & W_1
NO.	DATE	REVISION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

TYPE A, B, C, D, & E

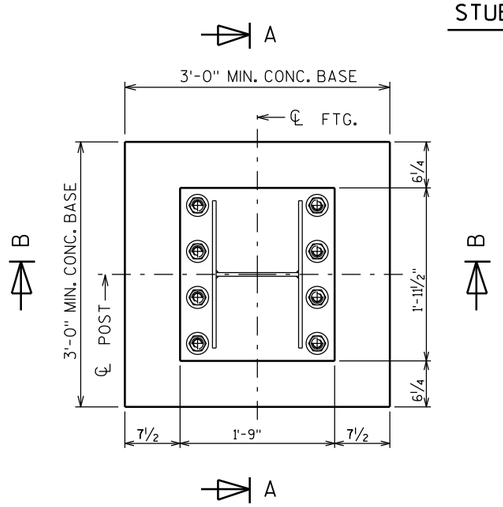
CONST. SPEC. 2011	DRAWN BY JPH	PLANS CK'D.

FTG. & SIGN SUPPORT DETAILS GROUND MOUNT BREAK-AWAY SIGNS

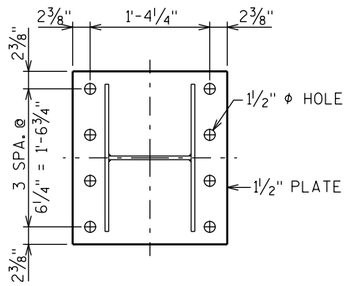
SHEET 197

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

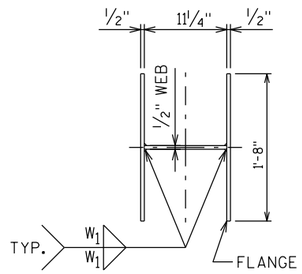
STUB AND MASONRY ANCHOR DETAILS



STUB SECTION



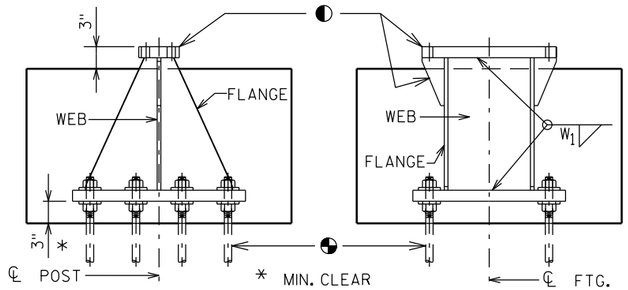
BASE PLATE



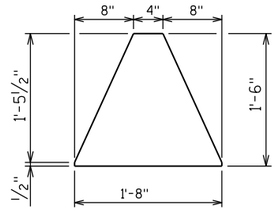
STUB

◐ SEE PLATE NO. A3-1 FOR DETAILS

◒ MASONRY ANCHORS TYPE S 1¼-INCHES (ADHESIVE). ALLOWABLE PULL OUT CAPACITY 14,995 KIPS. EMBED 1'-3" IN ROCK.



SECTION A SECTION B



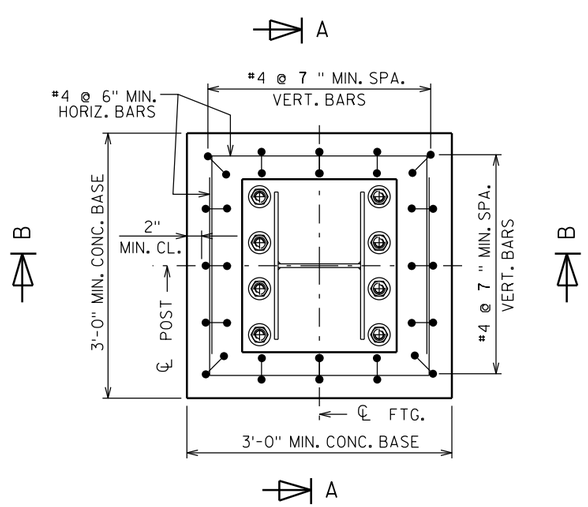
FLANGE

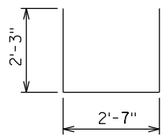
GENERAL NOTES

1. Quantities per Base:
   - REINFORCING BAR STEEL = 62 LBS
   - CONCRETE = 0.6 C.Y.
   - STEEL WEIGHT = 335 LBS
2. All materials, except anchor rod, nuts and washers, are to be A.S.T.M. A709 grade 50. All materials to be galvanized after fabrication.
3. If the contractor encounters rock before reaching the footing depth, per the A3-1 Sign Detail, determine the pull-out capacity of a test adhesive anchor installed in the rock. If the test result equals or exceeds the pull-out capacity of 14,995 KIPS, the contractor may install the breakaway stub for rock, according to this detail.

CONCRETE BASE AND REINFORCING STEEL DETAILS

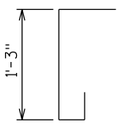
CONCRETE BASE SECTION





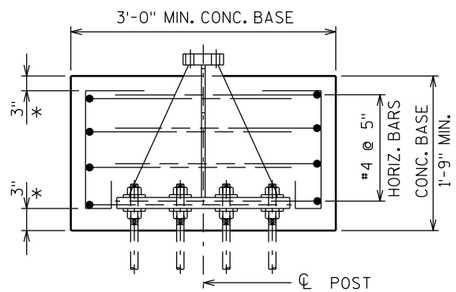
HORIZONTAL BAR

8 BARS @ 6'-11" LENGTH



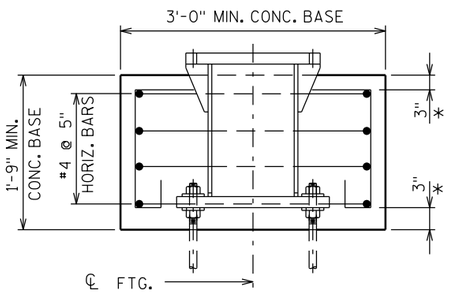
VERTICAL BARS

16 BARS @ 2'-4" LENGTH
MAY BE PLACED IN SKEW
FOR CLEARANCE NEED



SECTION A

* MIN. CLEAR



SECTION B

ALTERNATE BREAK-AWAY BASE ON ROCK
A3-1M

WISCONSIN DEPT OF TRANSPORTATION

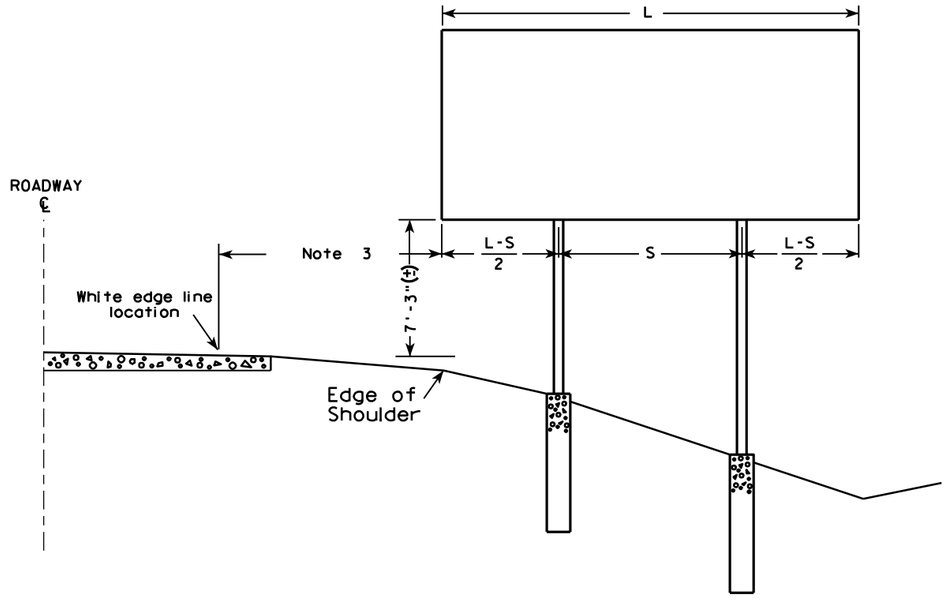
APPROVED Matthew R Rauch
for State Traffic Engineer

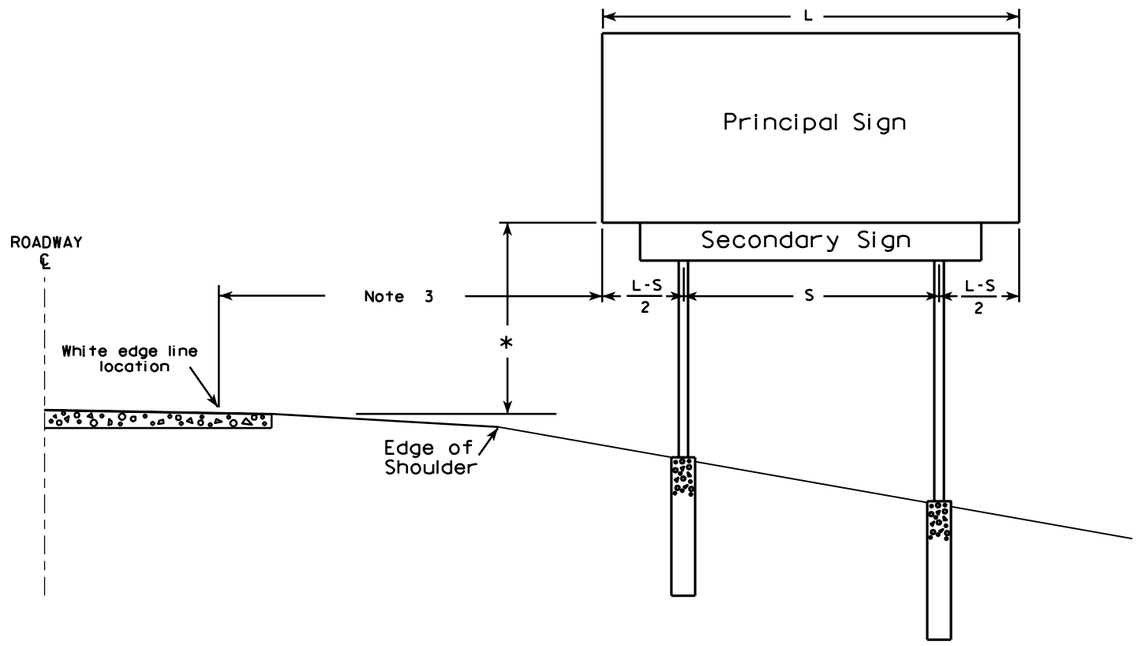
DATE 2/06/2014 PLATE A3-1M.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A31M.DGN PLOT DATE : 10-MAR-2014 15:16 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 1.556674:1.000000

WISDOT/CADDS SHEET 42





GENERAL NOTES

1. For a 2 post installation, S equals 3L/5, but shall not be less than 9 ft.
2. For a 3 post installation, S equals 5L/7, but shall not be less than 18 ft., and the space between any two posts shall not be less than 9 ft.
3. Unless noted in the plan, the sign offset distance shall be a minimum of 17'-6", desirable 30'-0".
4. The (±) tolerance shown on this sheet is 3 in.
5. The vertical sign height clearance detailed is measured from the bottom of the sign to the near edge of pavement.
6. Post lengths shown in the miscellaneous quantities are estimated lengths. The contractor shall verify post lengths at the time of final grading.
7. Refer to the Traffic Guidelines Manual for further guidance on minimum vertical clearance requirements.

* Clearance is 8'-3"(±) when the secondary sign is 3 ft. or less in height. For secondary signs larger than 3 ft., the clearance to the bottom of the secondary sign shall be 5'-3"(±).

7

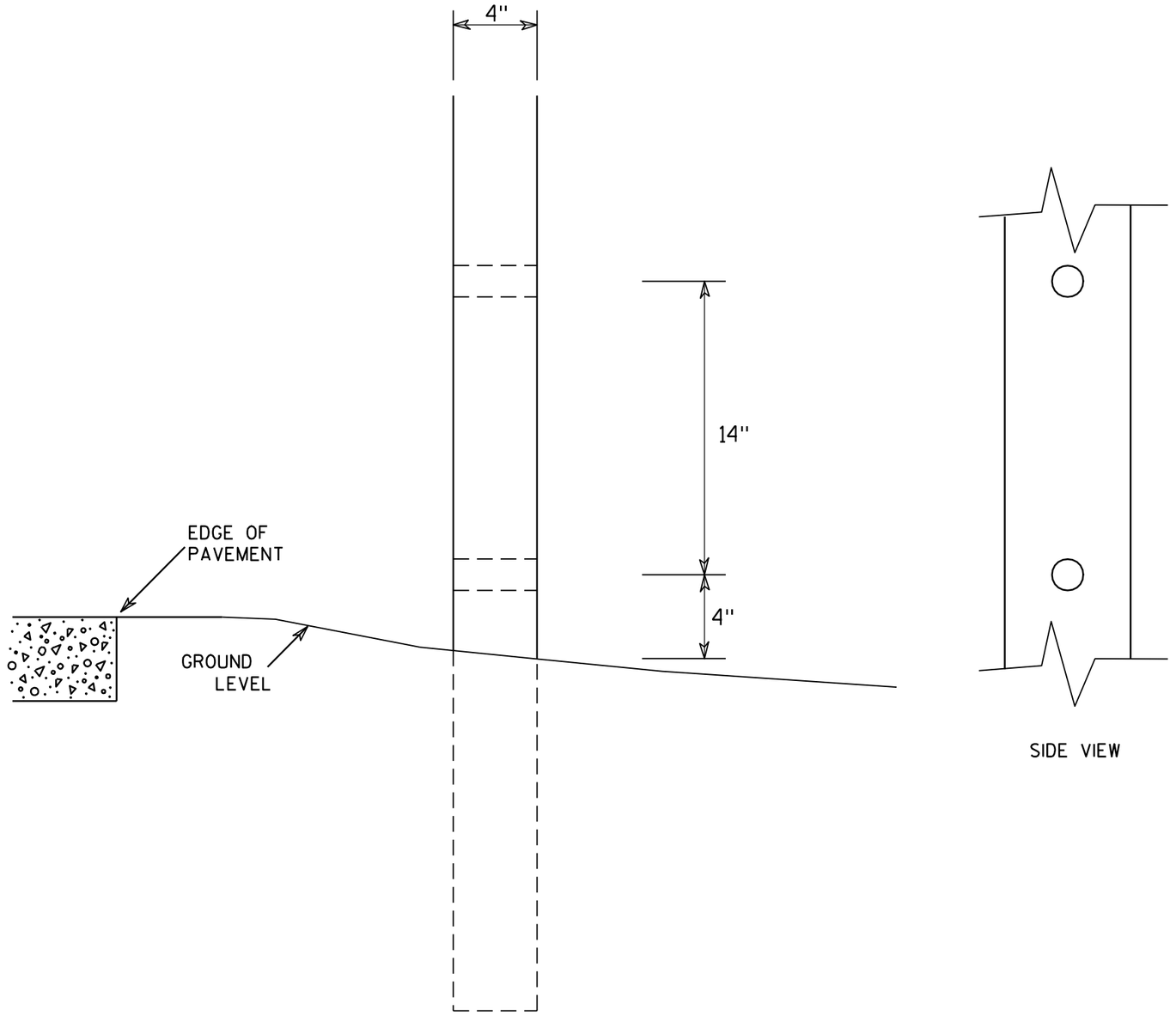
7

TYPICAL INSTALLATION
OF TYPE I SIGNS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/02/08 PLATE NO. A4-1.9



SIDE VIEW

GENERAL NOTES

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

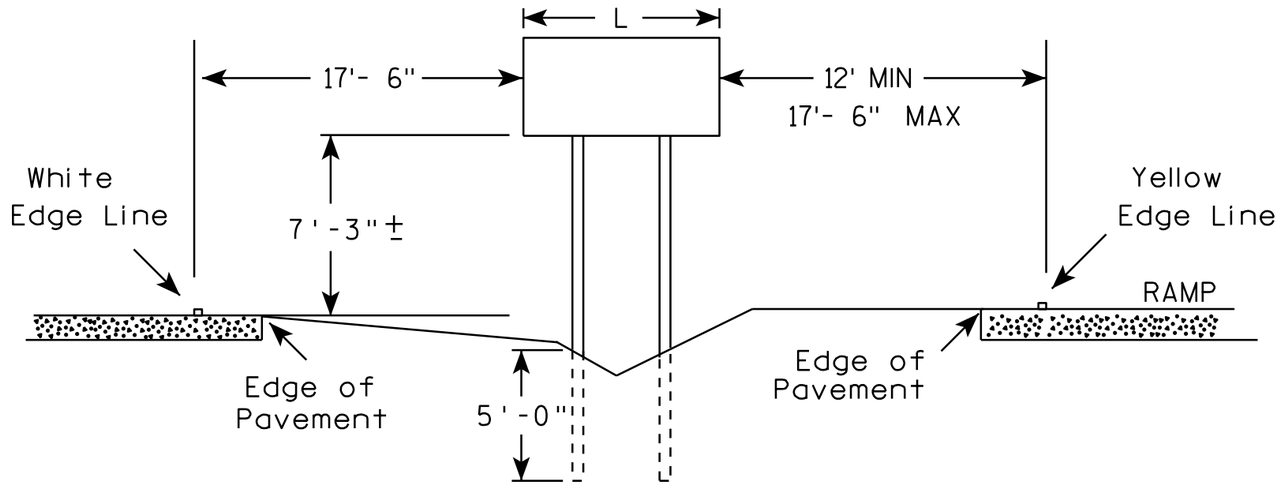
4 X 6 WOOD POST MODIFICATIONS

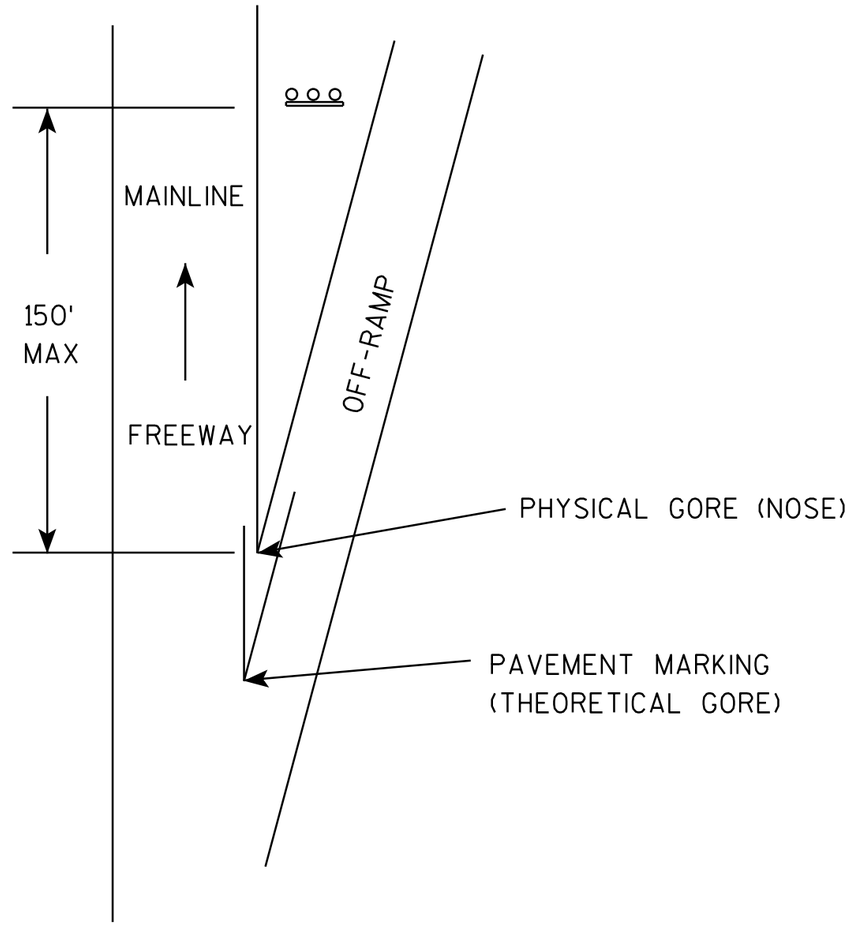
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 200	E





GENERAL NOTES

1. The 150 foot distance from the physical gore (where pavement ends) will normally provide the offsets as shown.
2. If roadway geometrics permit, the sign may be closer than the 150 foot distance as long as the offsets are maintained.
3. At no time shall the location be greater than 150 feet. If the normal offsets cannot be maintained, they can be reduced to 6 feet from the edge of the paved shoulder (both freeway and ramp).
4. The offset from edge of sign to the yellow edge line on the ramp is shown as a minimum of 12 feet and a maximum of 17 feet, 6 inches. Preference is adhering to the maximum rather than the minimum dimension.
5. When L is equal to or exceeds 10 feet, use 3 posts as per A4-4.
6. The (∓) tolerance for the mounting height is 3 inches.

7

7

TYPICAL INSTALLATION
OF TYPE II SIGNS ON
WOOD POSTS IN GORE

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

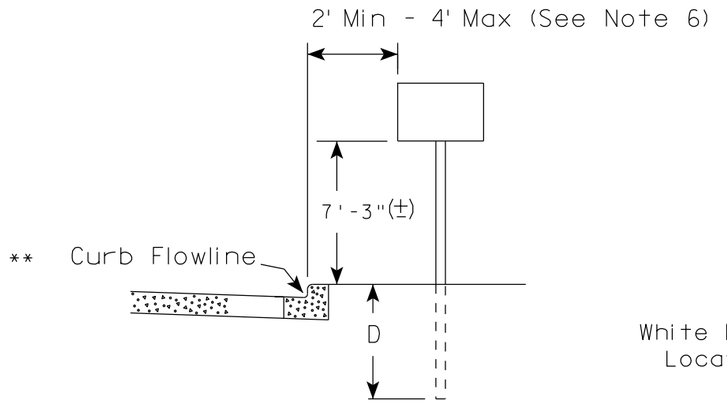
DATE 2/06/14 PLA... A4-2.3

PROJECT NO: | SHEET NO: E

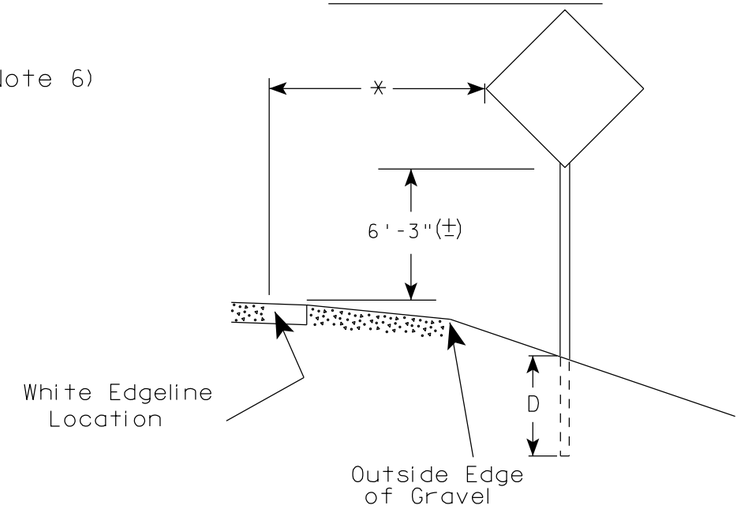
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A42.DGN PLOT DATE : 06-FEB-2014 12:36 PLOT BY : mscsja

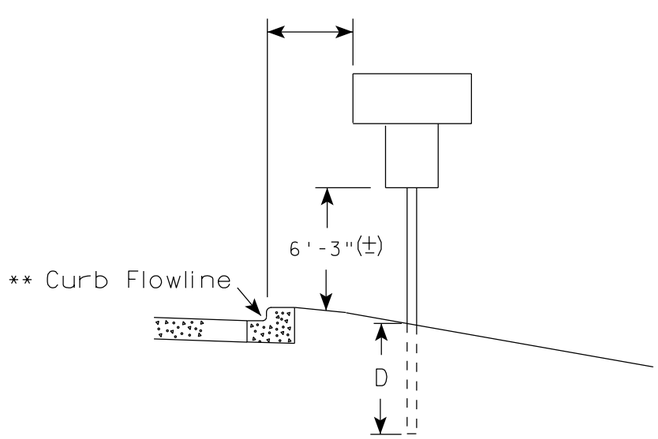
WISDOT/CADDS SHEET 42

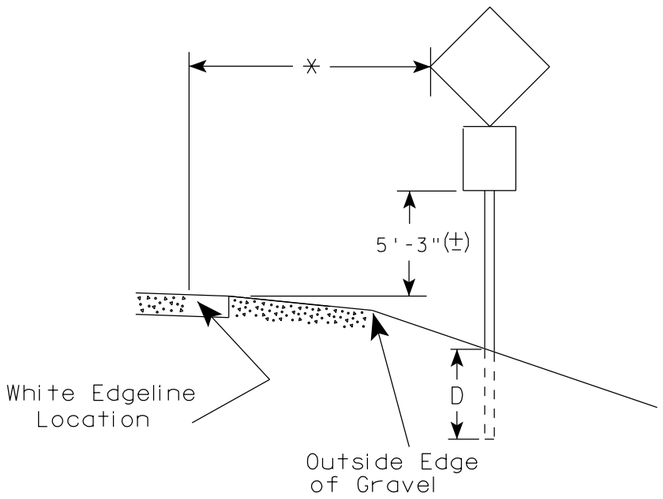
URBAN AREA



RURAL AREA (See Note 2)







GENERAL NOTES

1. Signs wider than 4 feet, 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for J assemblies (A2-1S) 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 signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

POST EMBEDMENT DEPTH

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

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

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

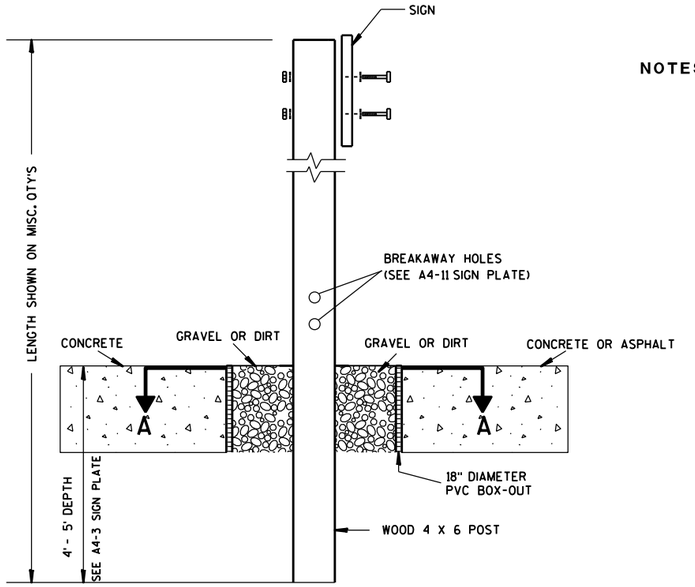
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/14 PLATE NO. A4-3.19

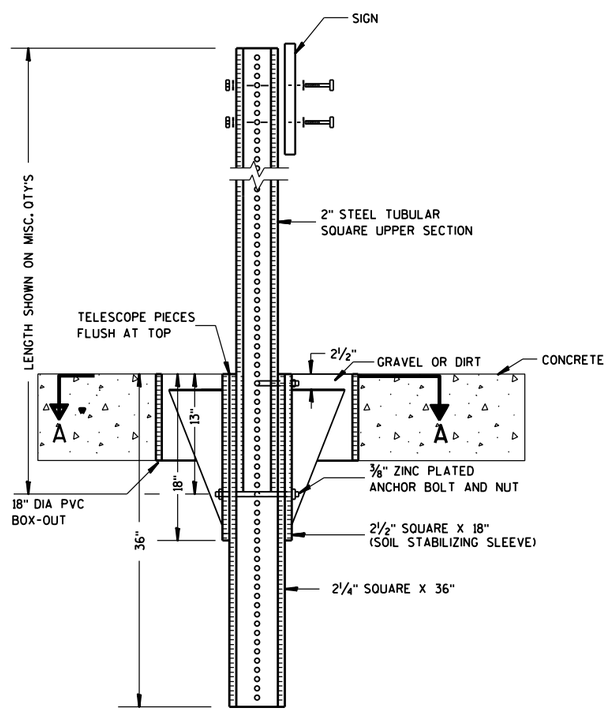
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



ELEVATION VIEW

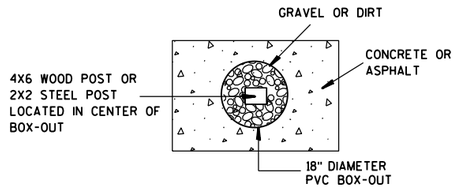
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

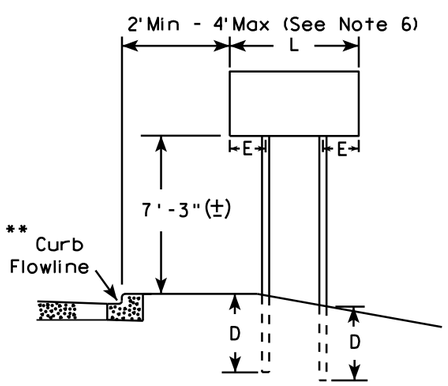
APPROVED Matthew R Rauch
for State Traffic Engineer

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

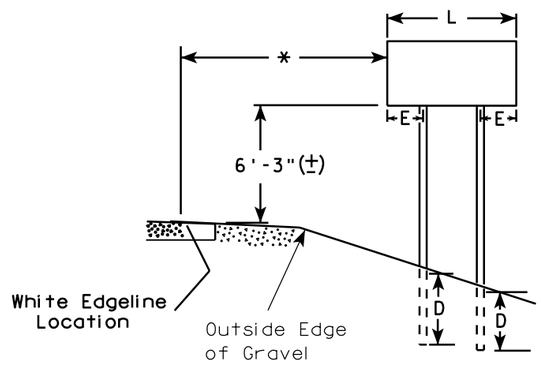
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

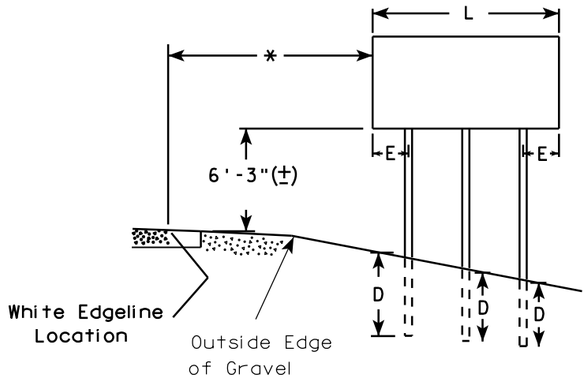
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

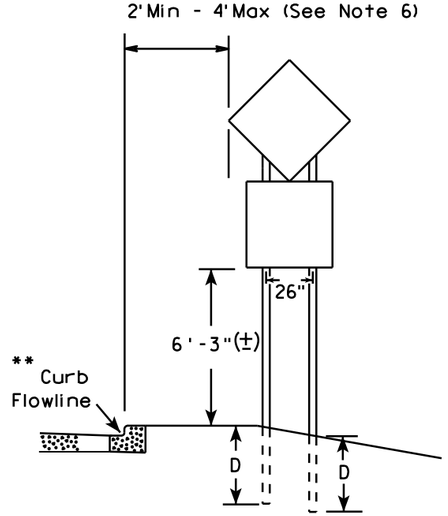
URBAN AREA



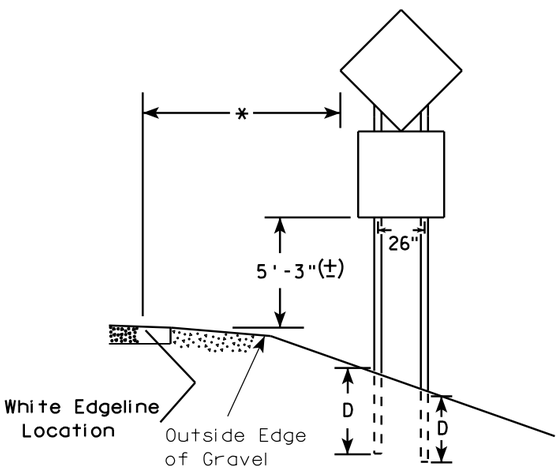
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

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

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

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

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

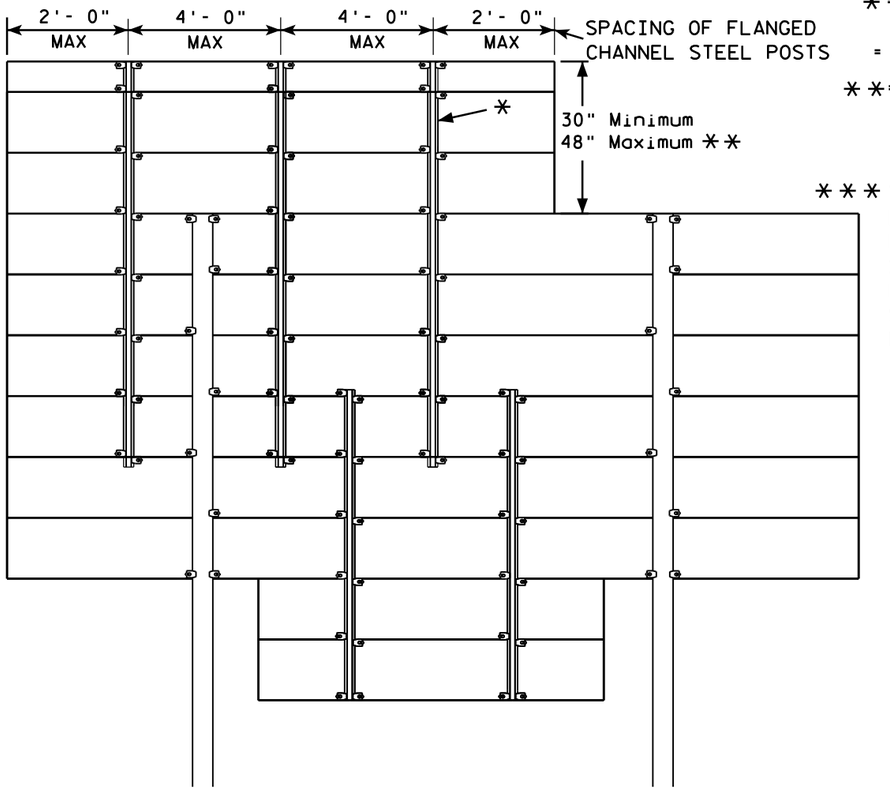
DATE 11/12/14 PLATE NO. A4-4 13
204

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A44.DGN PLOT DATE : 12-NOV-2014 14:01 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 107.021305:1.000000

WISDOT/CADDS SHEET 42

GROUND MOUNTED SIGN

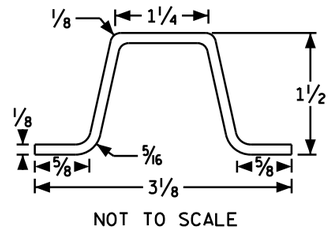


*=2.00 lb/ft FLANGED CHANNEL, MIN. YIELD STRENGTH = 60,000 PSI (GRADE 60) GALVANIZED

**=FOR 48" HEIGHT PANELS ON OVERHEAD STRUCTURES, ENTIRE SIGN SHALL BE CENTERED VERTICALLY ABOUT THE DEPTH OF THE TRUSS.

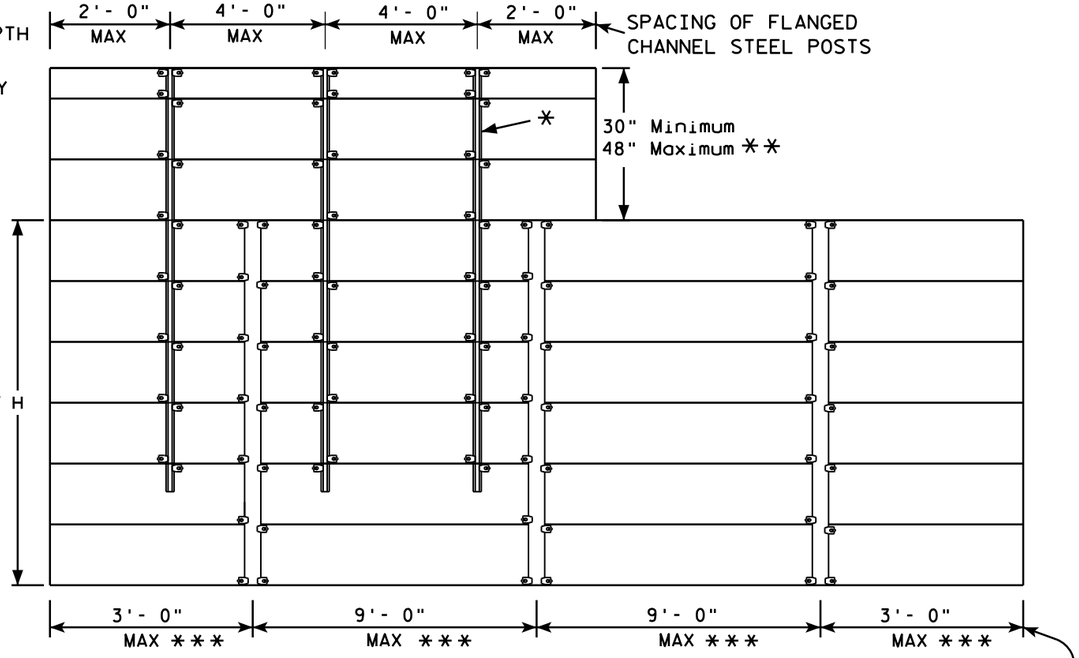
*** THESE SPACING DISTANCES SHALL ONLY BE USED WHEN THE MAIN SIGN HAS A MAXIMUM HEIGHT (DIMENSION H) OF 16 FT OR LESS. FOR SIGNS WITH A HEIGHT OF GREATER THAN 16 FT, STRUCTURAL CALCULATIONS SHALL BE PERFORMED.

FLANGE CHANNEL DETAIL



NOT TO SCALE

SIGN BRIDGE MOUNTED SIGN



SPACING OF ALUMINUM SIGN SUPPORTS
5" X 3.5" X 3.7 LBS./ft.

GENERAL NOTES

1. Flanged channel steel posts shall conform to size and material above, and shall be considered as incidental to other items in the contract.
2. Number of Flanged channel steel supports varies with length of panel and shall be spaced as shown:

   PANEL LENGTH 8'-0" OR LESS = 2 CHANNELS
   PANEL LENGTH 9'- 0" - 12'- 0" = 3 CHANNELS
   PANEL LENGTH 13'- 0" OR MORE = 4 CHANNELS

   If the flanged channel steel posts can not be horizontally spaced as shown, they can be moved so as to securely hold the sign.
3. The EXIT NUMBER PANEL shall normally be positioned above the guide sign aligned with the right edge of the guide sign. If the guide sign indicates a left exit, the EXIT NUMBER PANEL shall be aligned with the left edge of the guide sign.
4. If the bolt holes in the top panel (EXIT NUMBER), or sub panel (NEXT EXIT) line up with holes in main sign panel, stitch bolts shall be used in addition to the channels.
5. Provide post clips for each sign as shown. (Please note the differences between a ground mounted versus Sign bridge mounted sign as far as number of clips required on the main supports or beams)
6. Structural steel sign supports shall extend to the top of the main signs, as shown on the above details.

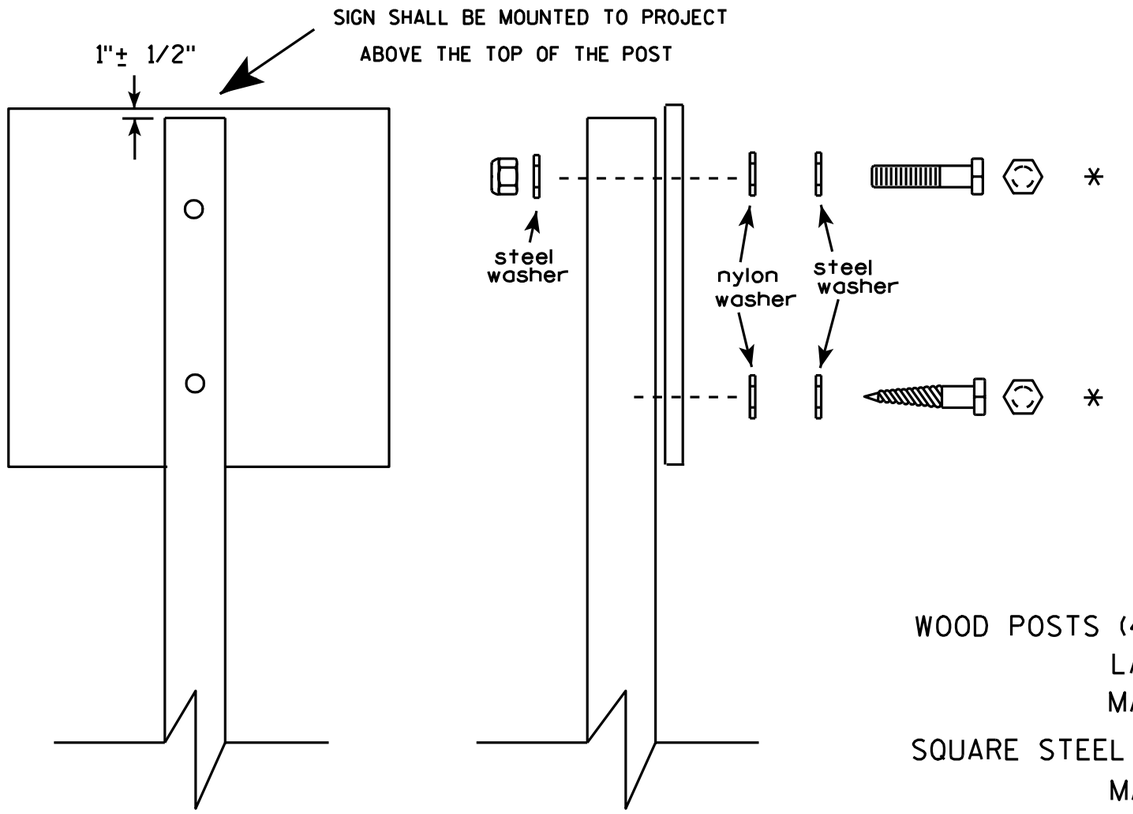
ATTACHMENT OF GUIDE SIGNS TO SUPPORTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/05/13 PLAT 205 A4-6.12

PROJECT NO:				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

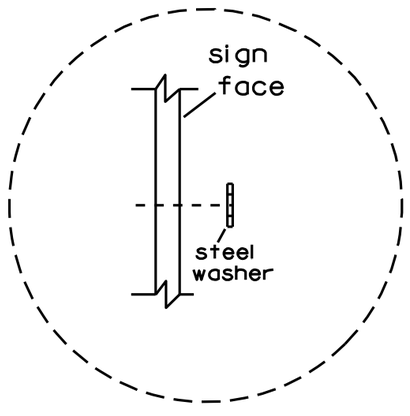
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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 Matthew R Rauch
for State Traffic Engineer

DATE 3/23/10 PLATE NO. A4-8.7

7

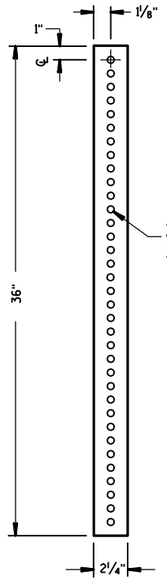
7

PROJECT NO:

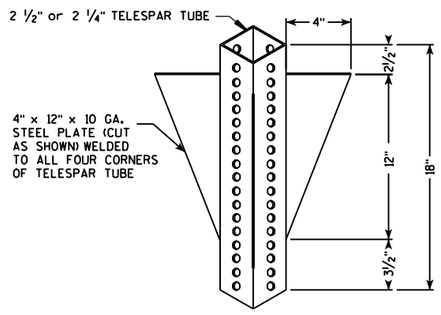
SHEET NO: 206 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

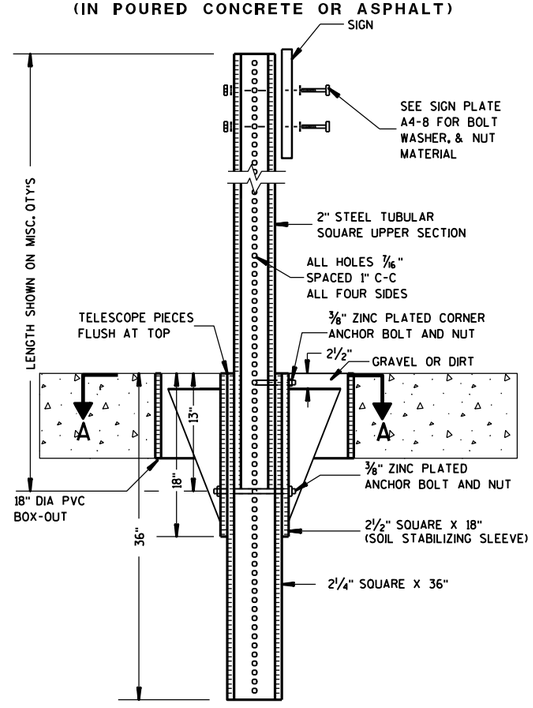
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



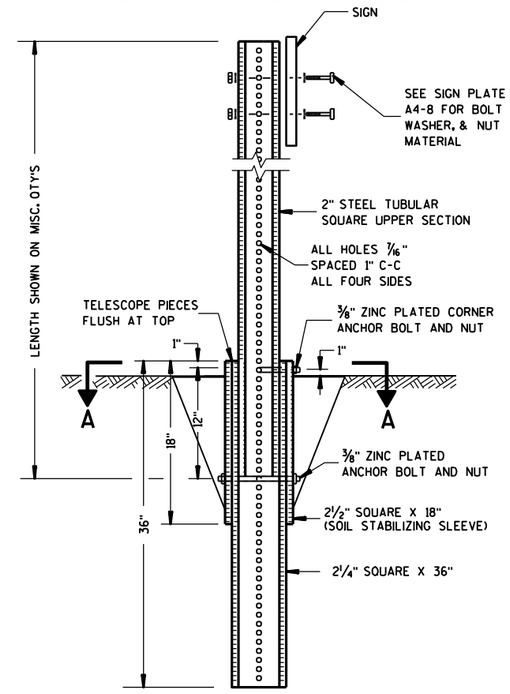
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

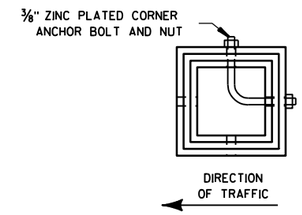


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASHALT)





SECTION A-A

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

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

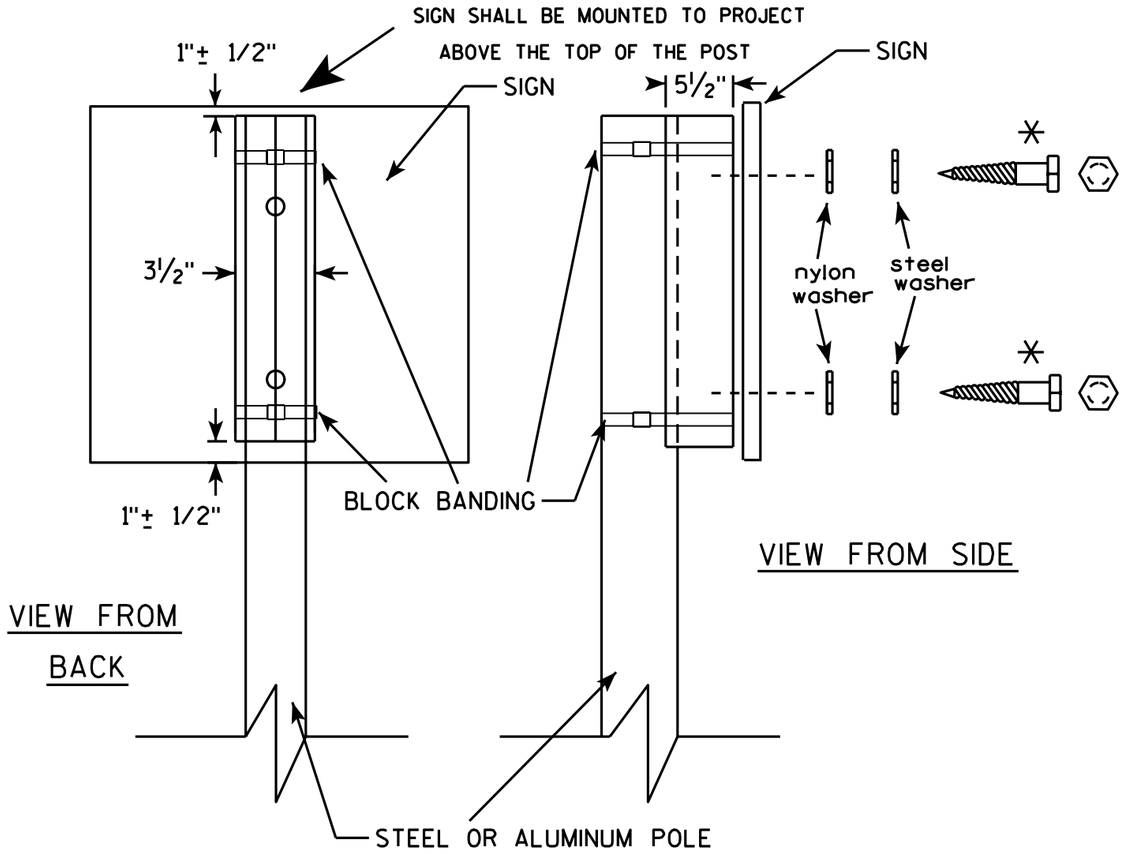
TUBULAR STEEL SIGN POST A4-9

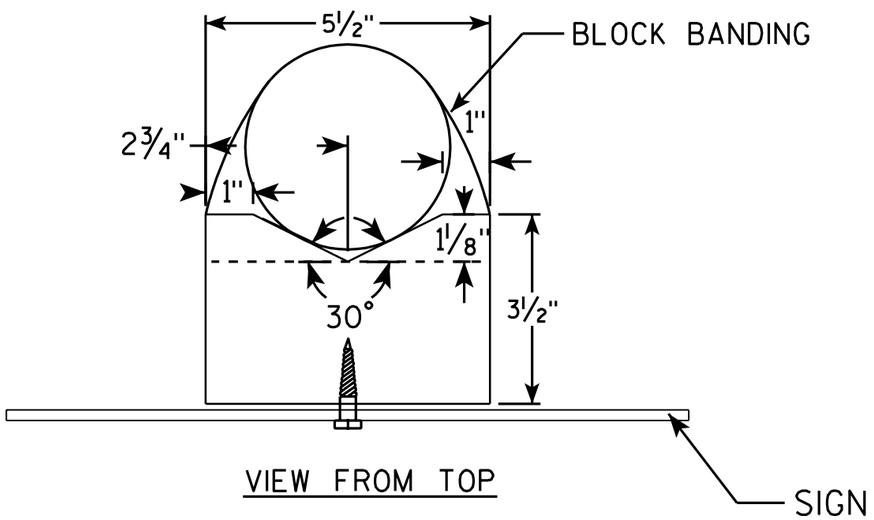
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 207	E





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D, or
   b. Cadmium plated in accordance with ASTM Designation : B 766 TYPE 3, Class 12, or
   c. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

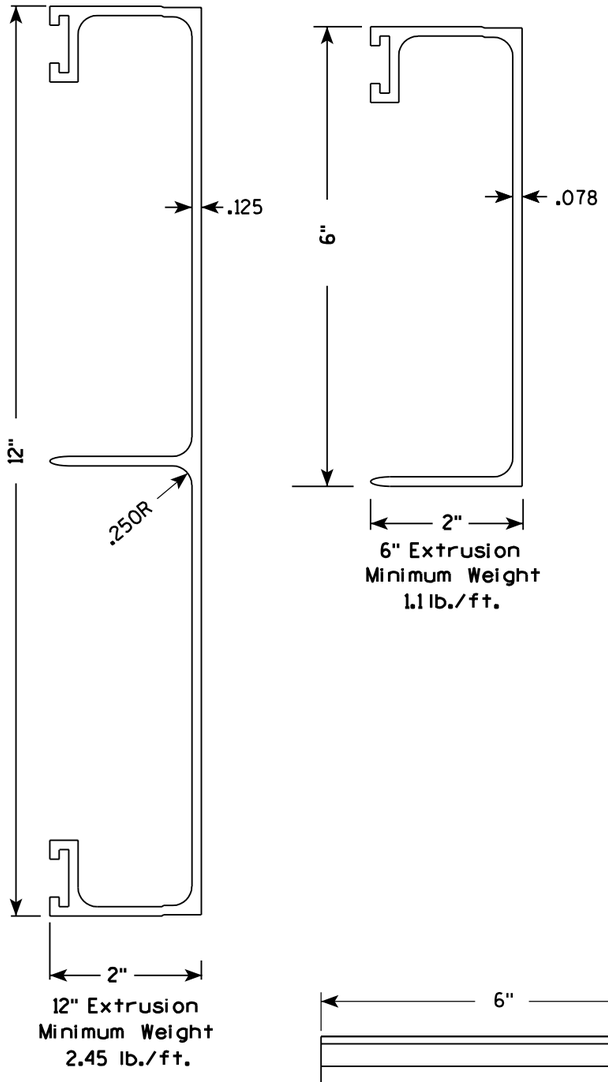
APPROVED Matthew R Rauch
for State Traffic Engineer

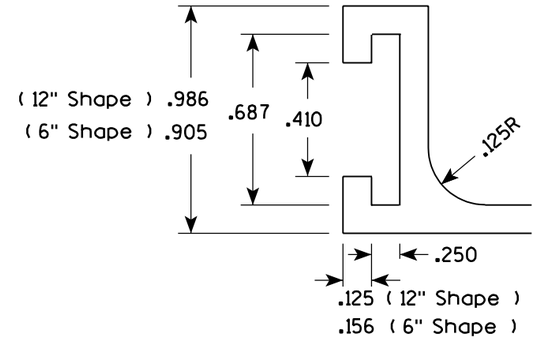
DATE 7/12/07 PLATE NO. A5-10.1

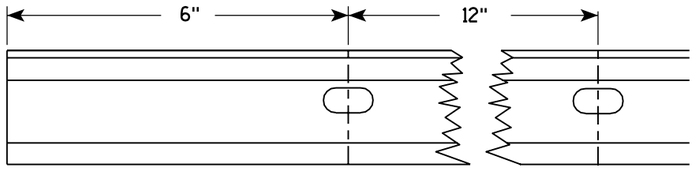
PROJECT NO:

SHEET NO: 208 E

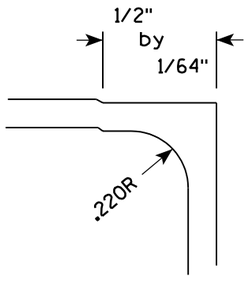
Extruded Shape







Punch 7/16" x 7/8" oval holes beginning 6" in from end of extrusion 12" CC on both edges of 6" and 12" panels.

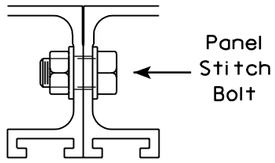


Hardware

STITCH BOLT, WASHER & NUT

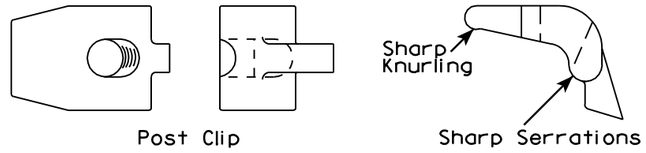
The hardware includes:

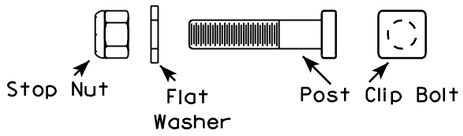
3/8 " - 16 X 3/4 " Economy Bolt 2024-T4 alloy
3/8 " - Stainless steel stop nut
3/8" X .064 Flat Washers, Alclad 2024-T4 alloy



POST CLIP, POST CLIP BOLT, WASHER & NUT

Post Clip shall be Alum. Alloy 356-T6
Post Clip Bolt shall be Stainless Steel.
Flat washer shall be 3/8" X .091, Stainless Steel.
Stop nut shall be stainless steel.





NOTES

1. The contractor may select any brand of extrusion that conforms to the illustrations or meets with the approval of the engineer, but all extrusions used on this contract shall be of the same brand.
2. Panel Stitch Bolts shall be used to assemble adjacent panels. Maximum stitch bolt spacing shall be 24" C-C, and a minimum of 4 bolts shall be used to connect any two extrusions.
3. Post Clips shall be used to attach the sign panel to the sign support.

ALUMINUM EXTRUSIONS FOR TYPE I SIGNS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

DATE 11/18/99 PLATE NO. A5-2.9

7

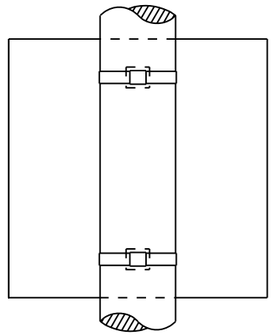
7

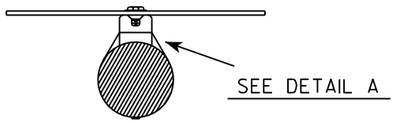
PROJECT NO:

SHEET NO: 209 E

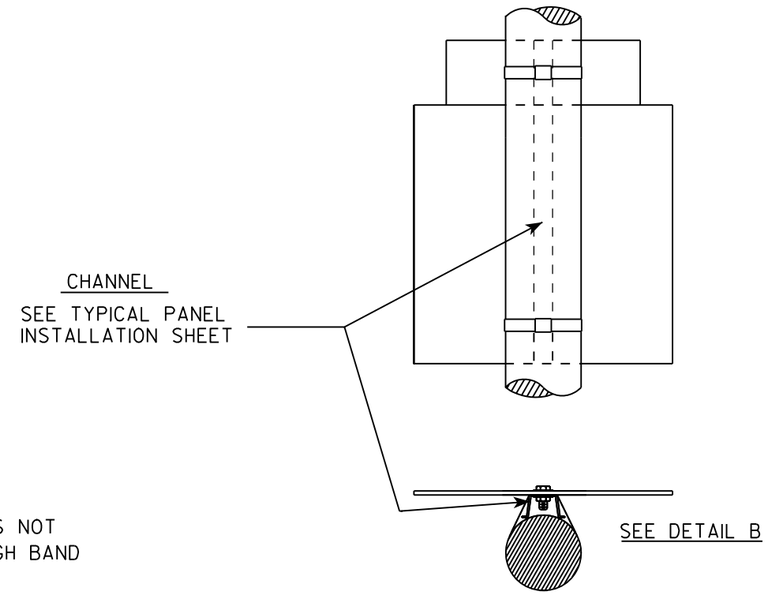
BANDING

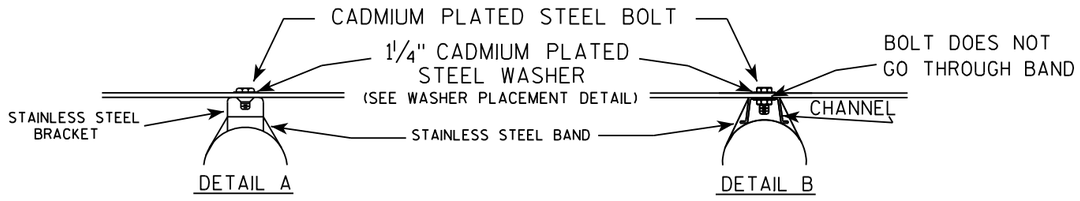
SINGLE SIGN



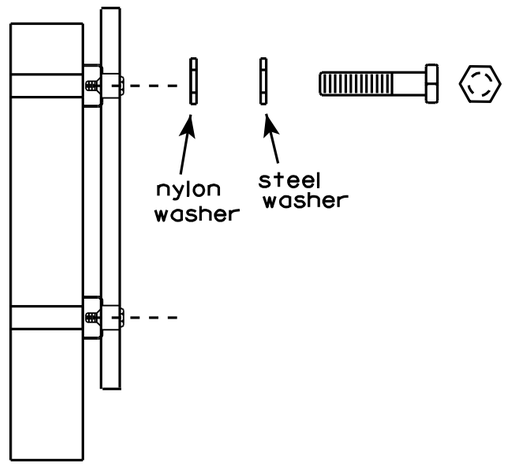


"J" ASSEMBLY





WASHER PLACEMENT



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

GENERAL NOTES

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

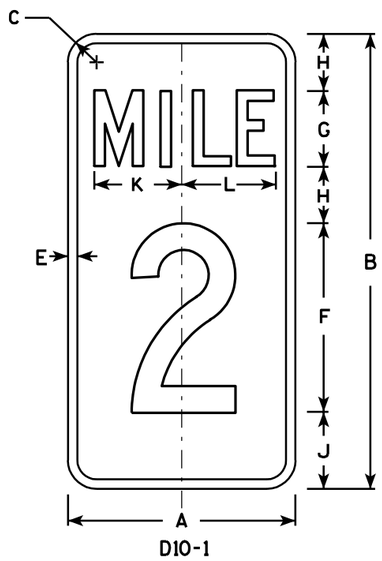
STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

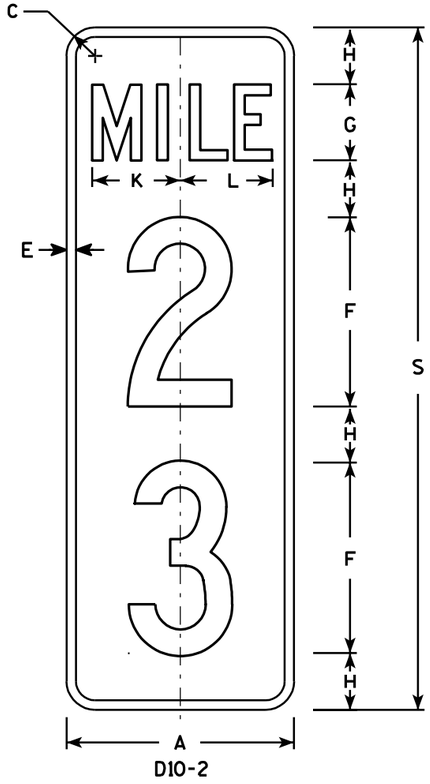
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

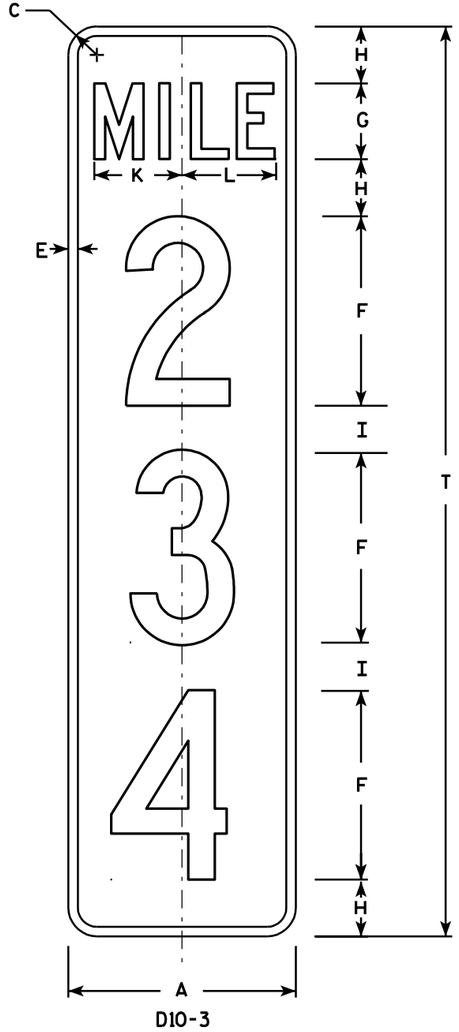
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 210	E



D10-1



D10-2



D10-3

NOTES

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

Metric equivalent for this sign is:

PHY. SIZE	
12 X 24	300 mm X 600 mm
12 X 36	300 mm X 900 mm
12 X 48	300 mm X 1200 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
1																										
2																										
3																										
4	12	24	1 ½		½	10	4	3	2 ½	4	4 ⅝	4 ⅞							36	48						
5	12	24	1 ½		½	10	4	3	2 ½	4	4 ⅝	4 ⅞							36	48						

D10-1	D10-2	D10-3
Area sq. ft.	Area sq. ft.	Area sq. ft.
2.0	3.0	4.0
Area m2	Area m2	Area m2
.19	.28	.38

STANDARD SIGN
D10-1 , D10-2 & D10-3

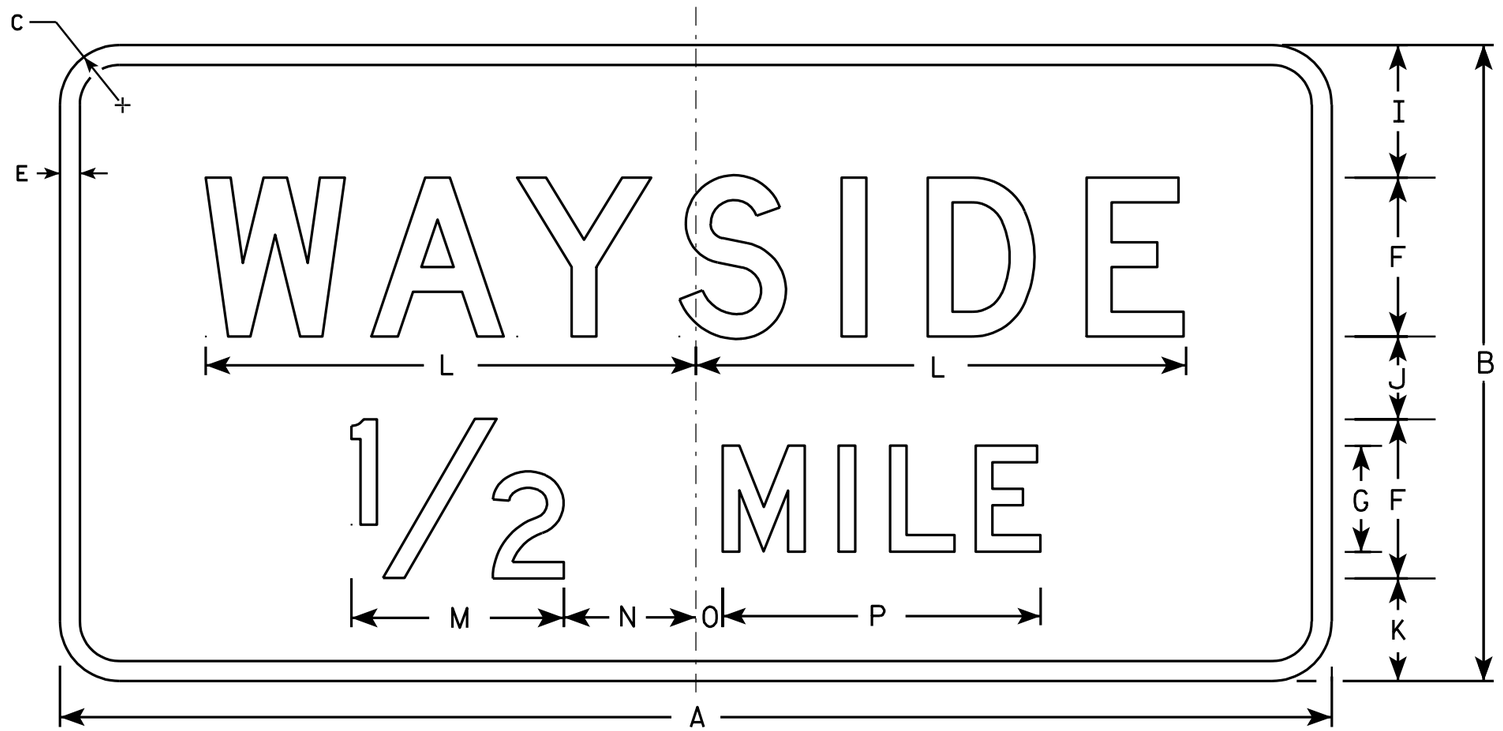
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for Director, Office of Traffic

DATE 1/16/02 PLATE NO. D10-3.2

PROJECT NO:

SHEET NO: 211 E



D5-61

NOTES

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

Metric equivalent for this sign is:

SIZE	
1	
2	1200 mm X 600 mm
3	
4	1950 mm X 1050 mm
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z		
1																												
2	48	24	2 1/4		3/4	6	4	6	5	3 1/8	3 7/8	18 1/2	8	5	1	12											8.0	0.72
3																												
4	78	42	3		1	10	7	10 1/2	8 3/4	5 3/4	7	30 1/8	14	8 3/4	1 3/4	21											22.8	2.05
5																												

STANDARD SIGN
D5-61

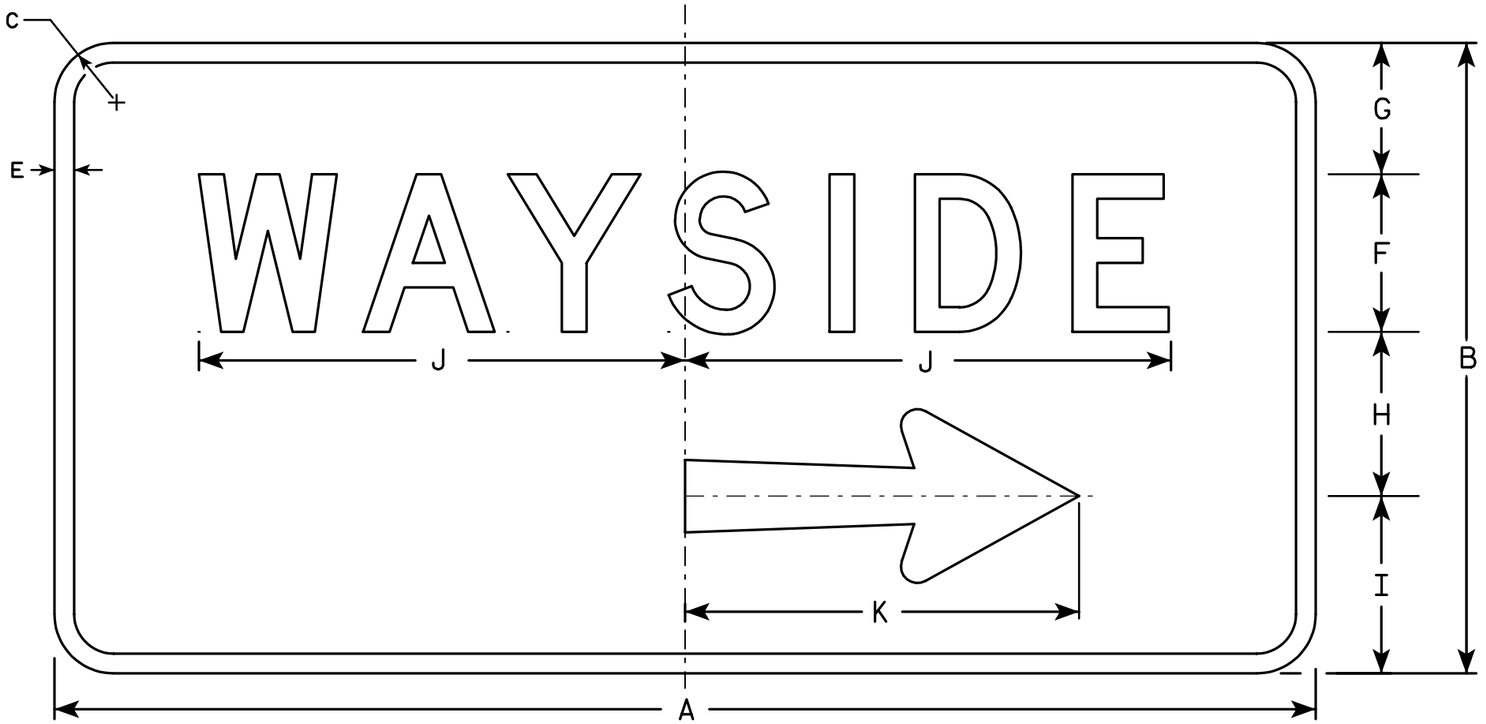
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

DATE 1/09/02 PLATE NO. D5-61.9

STATE PROJECT NUMBER:

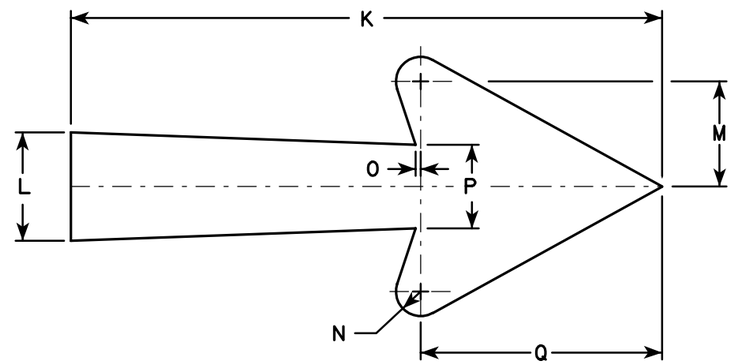
SHEET NO: 212 E



D5-62R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Blue
   Message - White
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. D5-62L is the same as D5-62R except that the arrow is rotated 180° about the vertical center line.



Arrow Detail

Metric equivalent for this sign is:

SIZE	
1	
2	1200 mm X 600 mm
3	
4	1950 mm X 1050 mm
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	48	24	2 1/4		3/4	6	4	6 1/4	6 3/4	18 1/2	15	2 3/4	3 1/8	5/8	1/8	2 1/8	6 1/8										8.0	0.72
3																												
4	78	42	3		1	10	8 3/4	11	12 1/4	30 1/8	26 1/4	4 3/4	4 5/8	1 1/8	1/4	3 3/4	10 3/4										22.8	2.05
5																												

STANDARD SIGN
D5-62

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spagg for State Traffic Engineer

DATE 1/09/02 PLATE NO. D5-62.10

STATE PROJECT NUMBER:

SHEET NO: 213 E

FILE NAME : C:\Users\Projects\tr_stdplate\D562.DGN PLOT DATE : 09-JAN-2002 10:07 ORG DATE : 6/16/97 Originator : Don Kluever

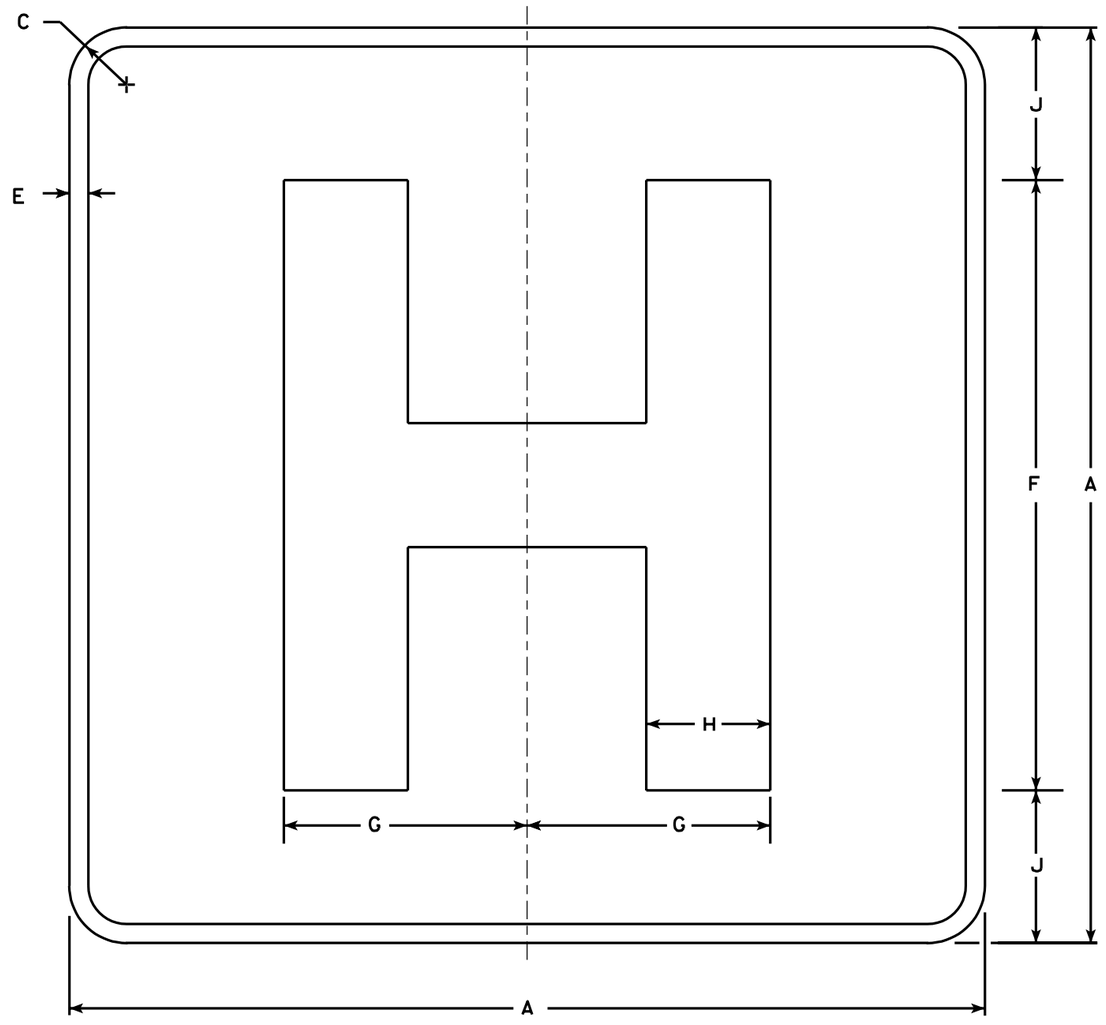
WISDOT/CADDS SHEET 42

58,59,60,61,62,63

LEVELS ON • 2.3. 5.6. 10. 14.

7

7



D9-2

NOTES

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

Metric equivalent for this sign is:

SIZE	
1	450 mmX 450 mm
2	600 mmX 600 mm
3	900 mmX 900 mm
4	X
5	X

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

STANDARD SIGN
D9-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spong
for State Traffic Engineer

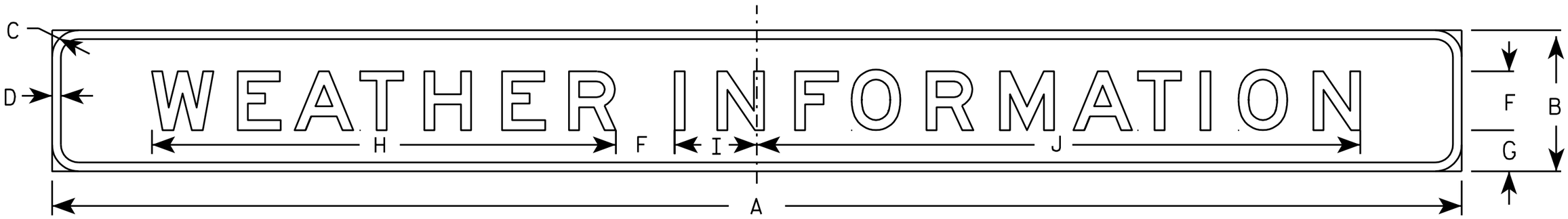
DATE 1/15/02 PLATE NO. D9-2.4

PROJECT NO:

SHEET NO: 214 E

NOTES

1. Sign is Type I - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Blue
   Message - White
3. Message Series - E



E10-54

Metric equivalent for this sign is:

SIZE	
1	
2	
3	
4	
5	3000 mm X 300 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																												
3																												
4																												
5	120	12	2 1/4	3/4		5	3 1/2	39 1/2	7	51 3/8																	10.0	0.90

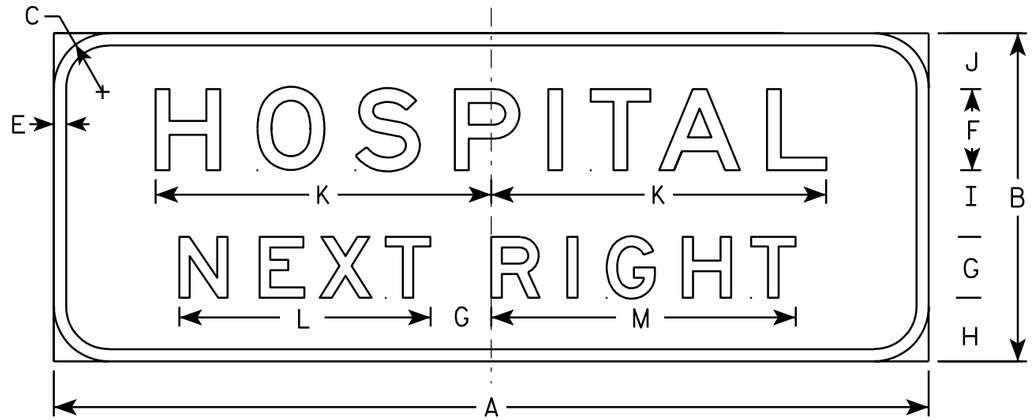
STANDARD SIGN
E10-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/8/08 PLATE NO. E10-54.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 215	E



E10-62

NOTES

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

7

Metric equivalent for this sign is:

SIZE	
1	
2	3600 mm X 1350 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	144	54	9		2	13 3/8	10	10 1/2	11	9 1/4	55 1/4	41 3/8	50 1/8														54	4.86
3																												
4																												
5																												

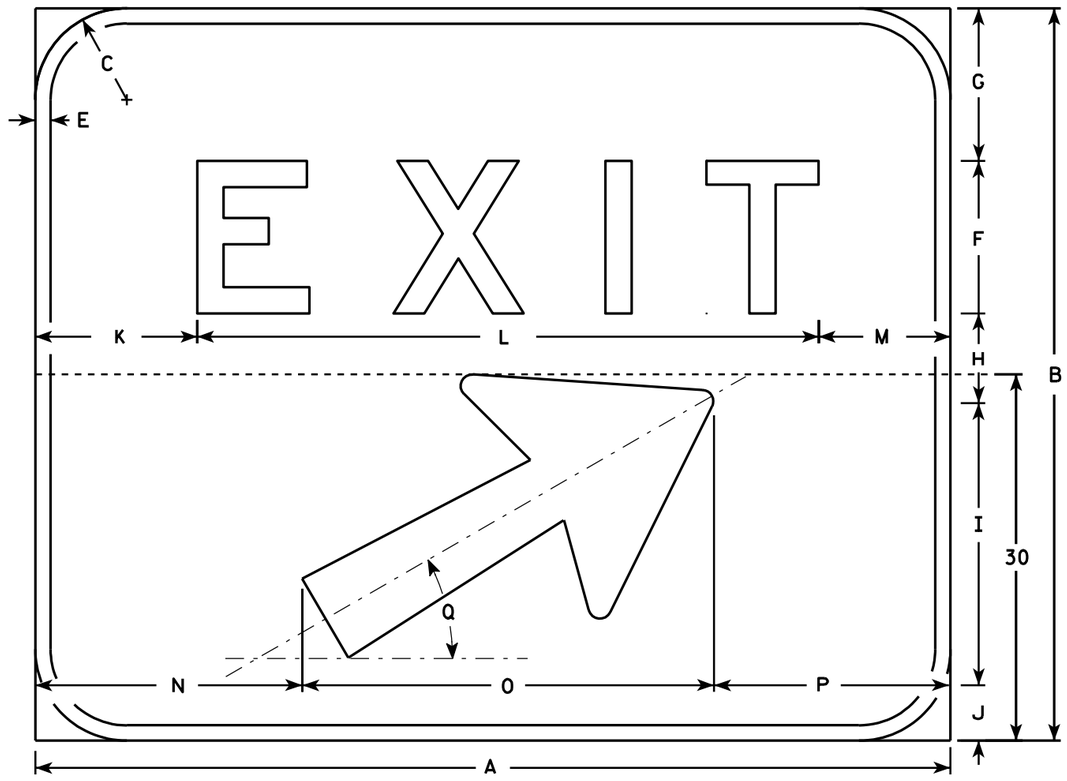
TYPICAL SIGNS
E10-62

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/8/08 PLATE NO. E10-62.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 216	E



E5-1

NOTES

1. Sign is Type II - Type H reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White (Type H reflective)
3. Message Series - E
4. Corners may be square or rounded but borders shall be rounded as shown.
5. Base material for this sign shall be plywood and shall be split into two seperate pieces for the 72 x 60 size as shown on the detail by the dashed line (----------).
6. Arrow is Type "A" from sign plate A1-1.
7. As per the Standard Spec's, this sign shall not have a vertical joint.

Metric equivalent for this sign is:

SIZE	
1	
2	
3	
4	1500 mm X 1200 mm
5	1800 mm X 1500 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2																												
3																												
4	60	48	6		1	10	10	5 7/8	18 1/2	3 5/8	10 5/8	40 3/4	8 5/8	17 1/2	27	15 1/2	30°										20.0	1.80
5	72	60	6		1	12	12	10	18 1/2	7 1/2	13 1/4	48 1/2	10 1/4	23 1/2	27	21 1/2	30°										30.0	2.70

STANDARD SIGN
E5 - 1

WISCONSIN DEPT OF TRANSPORTATION

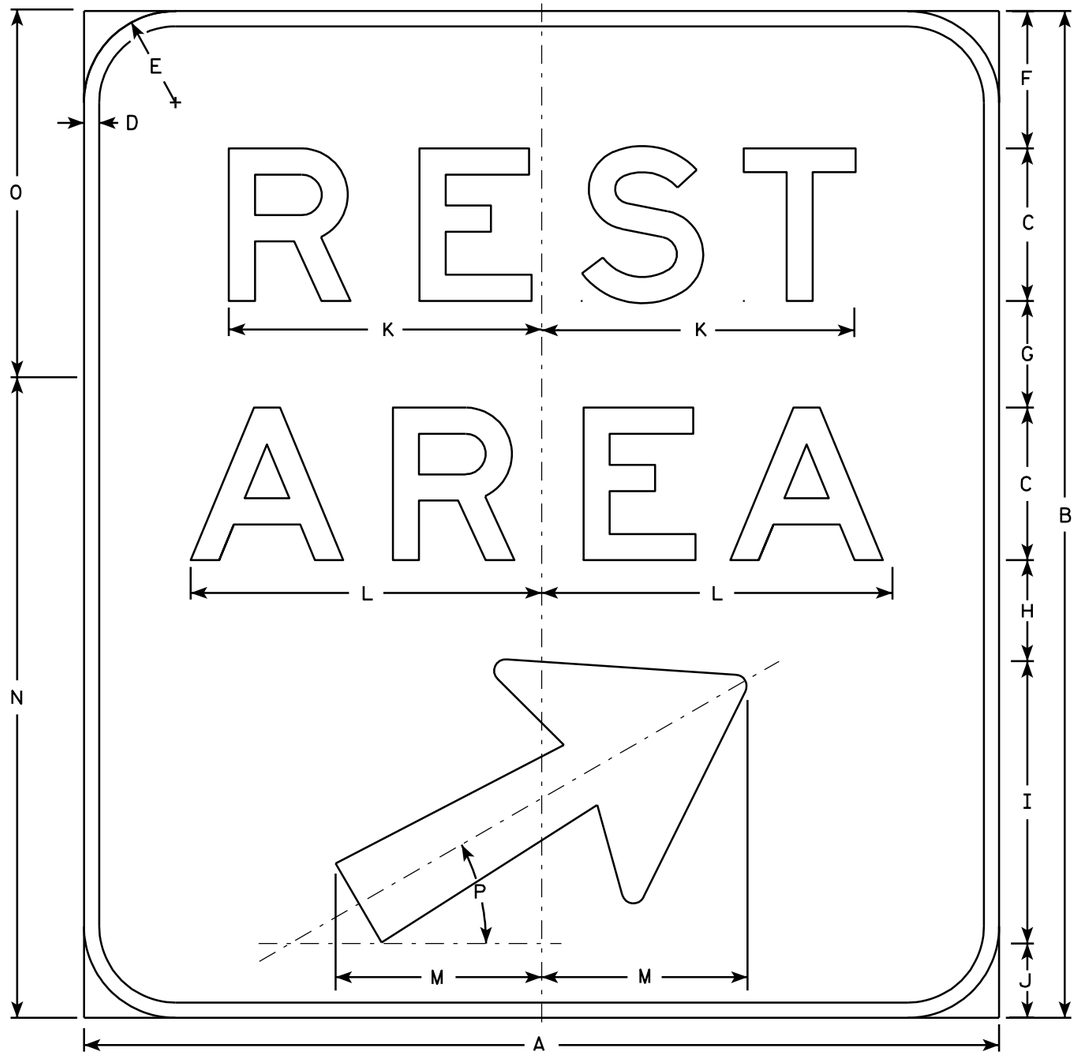
APPROVED Chester J Spang for State Traffic Engineer

DATE 6/22/00 PLATE NO. E5-1.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 217	E

FILE NAME : C:\Users\Projects\tr_stdplate\E51.DGN PLOT DATE : 12-OCT-2005 10:13 PLOT BY : DITJPH PLOT NAME : PLOT SCALE : 9.934722:1.000000

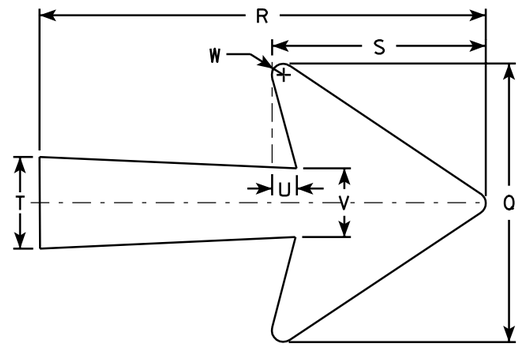
WISDOT/CADDS SHEET 42



E5-54

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Blue
   Message - White
3. Message Series - E
4. Corners may be square or rounded but borders shall be rounded as shown. Base material for this sign shall be plywood.
5. Arrow is Type A as per A1-1 standard
6. Dimensions N & O indicate cutting lines for plywood panels.



Arrow Detail

Metric equivalent for this sign is:

SIZE	
1	
2	
3	
4	1500 mm X 1650 mm
5	1800 mm X 1800 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2																												
3																												
4	60	66	10	1	6	9	7	6 5/8	18 1/2	4 7/8	21	23	13 1/2	42	24	30°	18 1/4	29 1/4	14	6	1 1/2	4 1/2	3/4				27.5	2.47
5	72	72	12	1	9	9	7	8	18 1/2	5 1/2	25	27	13 1/2	48	24	30°	18 1/4	29 1/4	14	6	1 1/2	4 1/2	3/4				36.0	3.24

STANDARD SIGN
E5-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spanz
for State Traffic Engineer

DATE 2/11/97 PLATE NO. E5-54.7

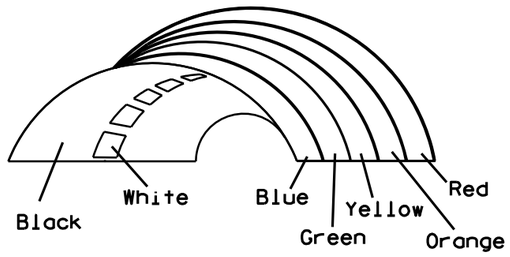
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 218	E

* VARIES

NOTES

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

Background Colors of Symbol*



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

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

STANDARD SIGN
I55-56

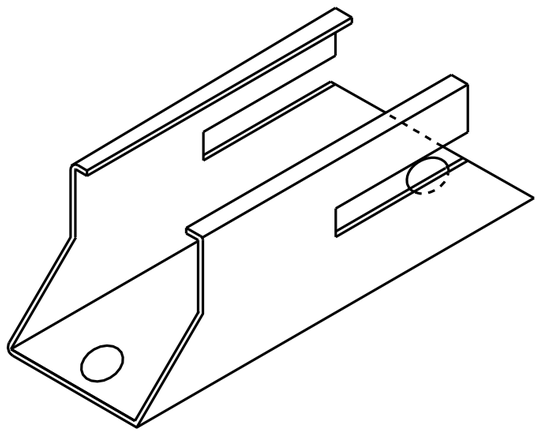
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

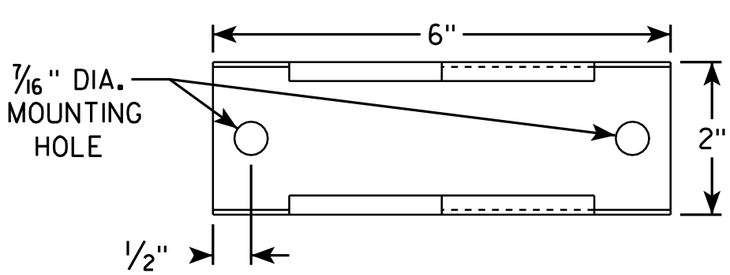
DATE 4/27/11 PLATE NO. 155-56.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 219

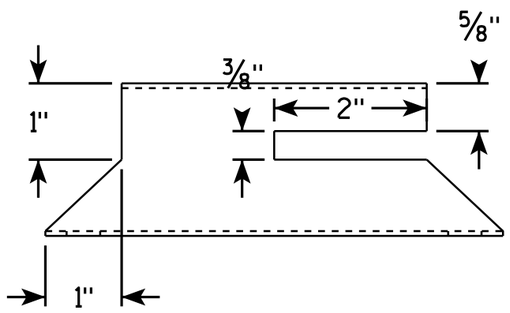
ISOMETRIC VIEW



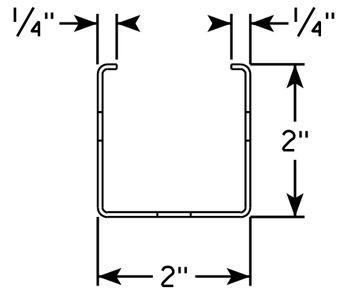
TOP VIEW



SIDE VIEW



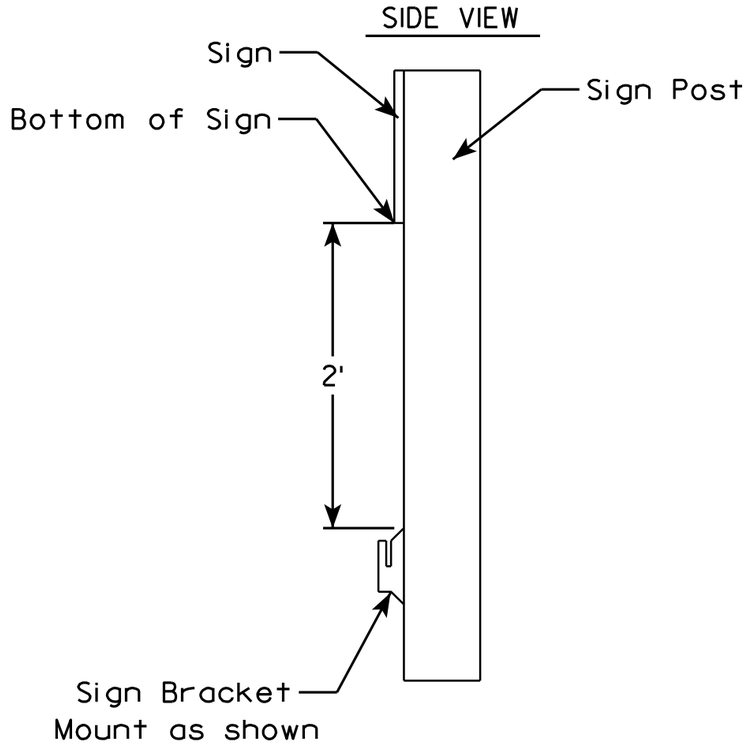
END VIEW



NOTES

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

SIDE VIEW



ROLLUP SIGN BRACKET
I55-56B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

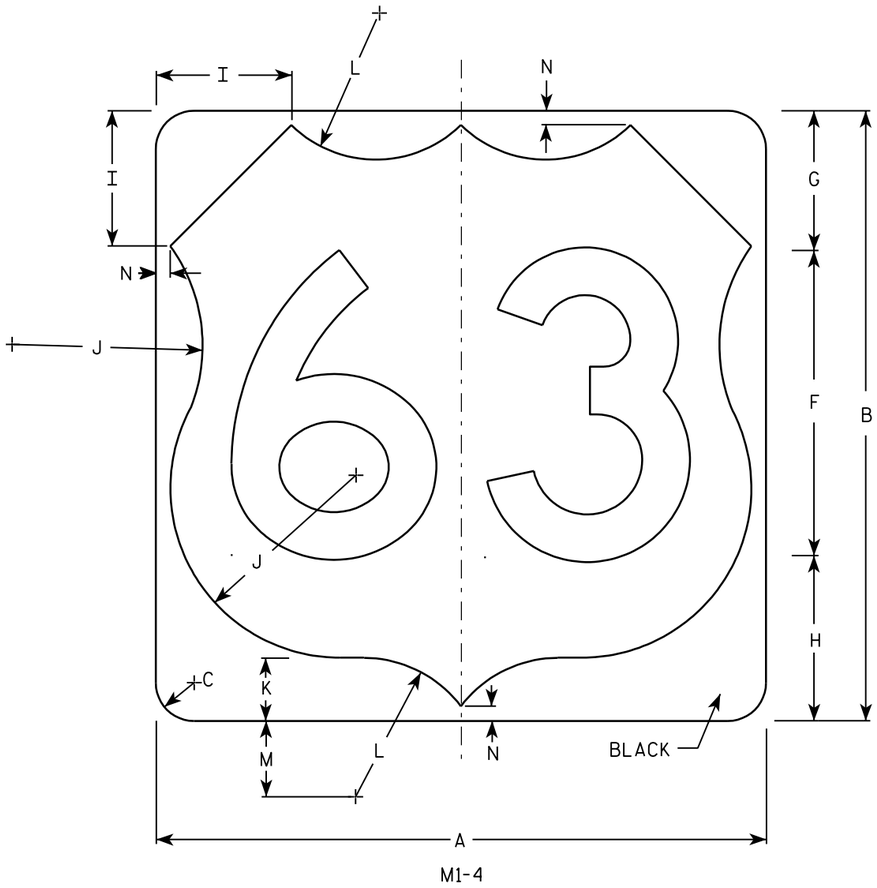
7

7

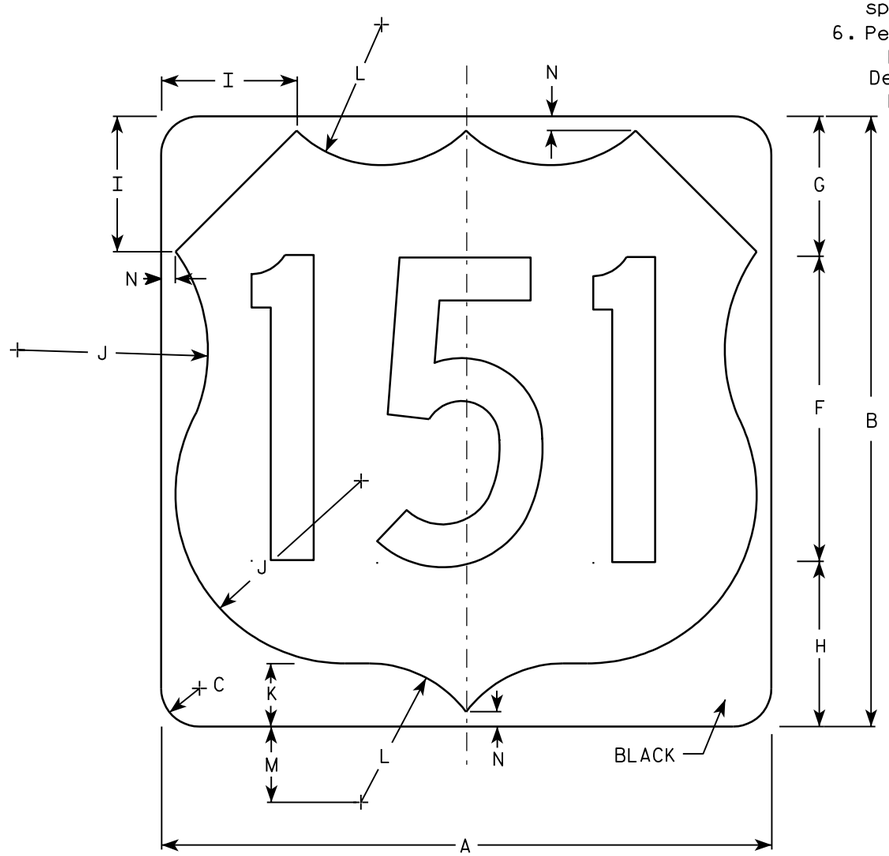
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 220	E

NOTES

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



M1-4



M1-4

7

7

Metric equivalent for this sign is:

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Areq. sq. ft.	Area m2
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

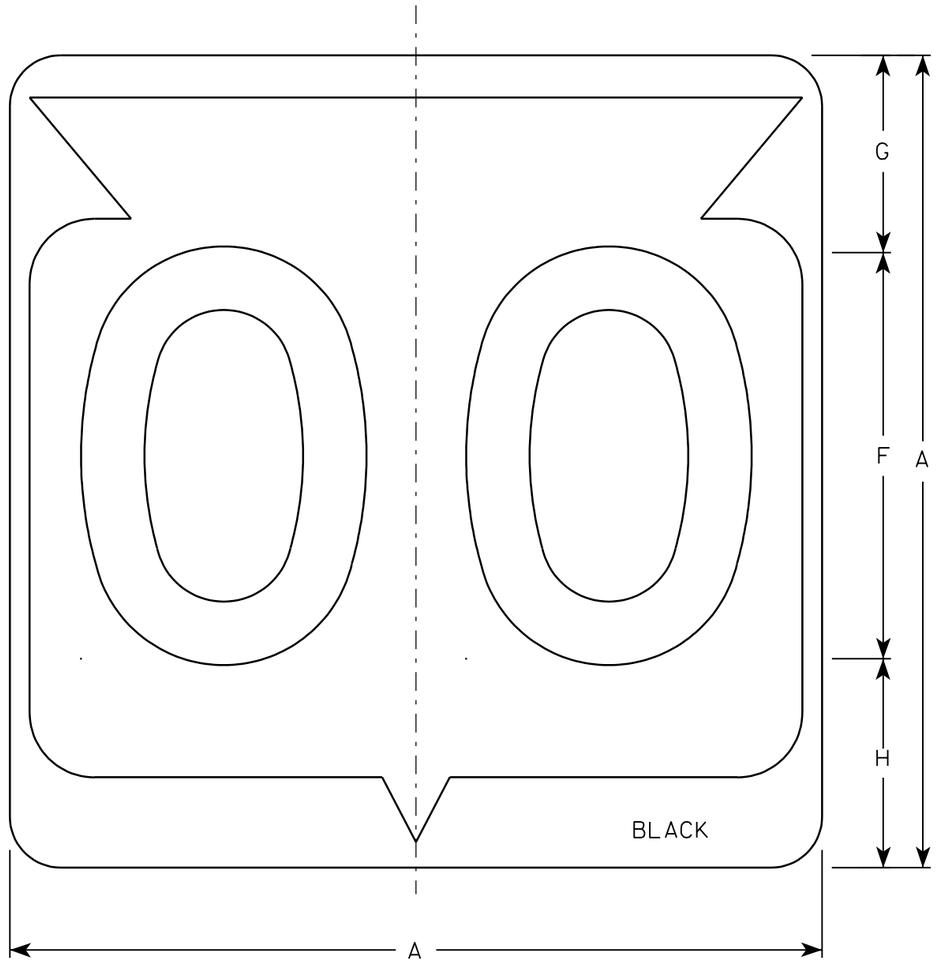
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 08/25/05 PLATE NO. M1-4.9

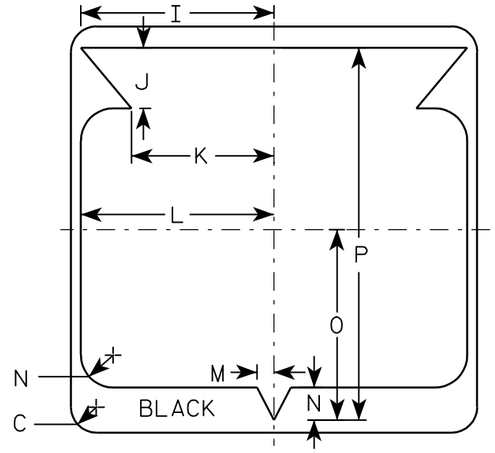
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 221	E



M1-6

NOTES

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



Metric equivalent for this sign is:

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0	.36
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81

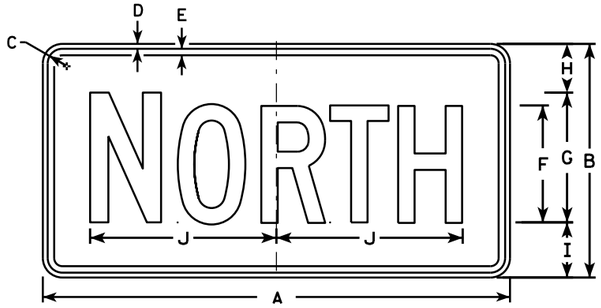
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

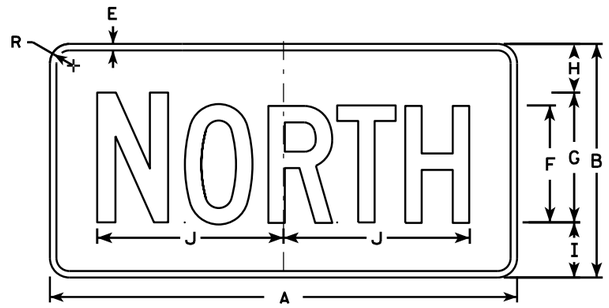
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 222	E

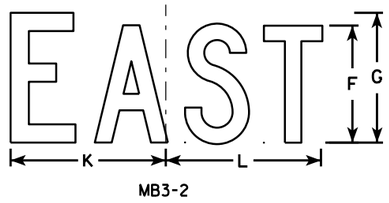


M3-1
MK3-1
MM3-1
MN3-1

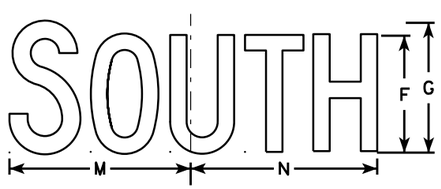


MB3-1

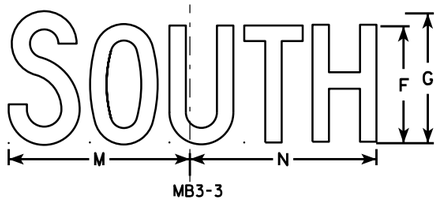
M3-2
MK3-2
MM3-2
MN3-2



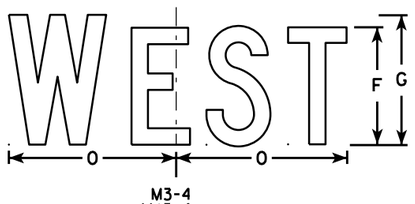
MB3-2



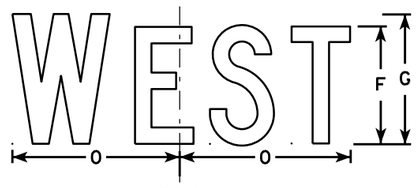
M3-3
MK3-3
MM3-3
MN3-3



MB3-3



M3-4
MK3-4
MM3-4
MN3-4



MB3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
6. Note the first letter of each direction is larger than the remainder of the message.

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

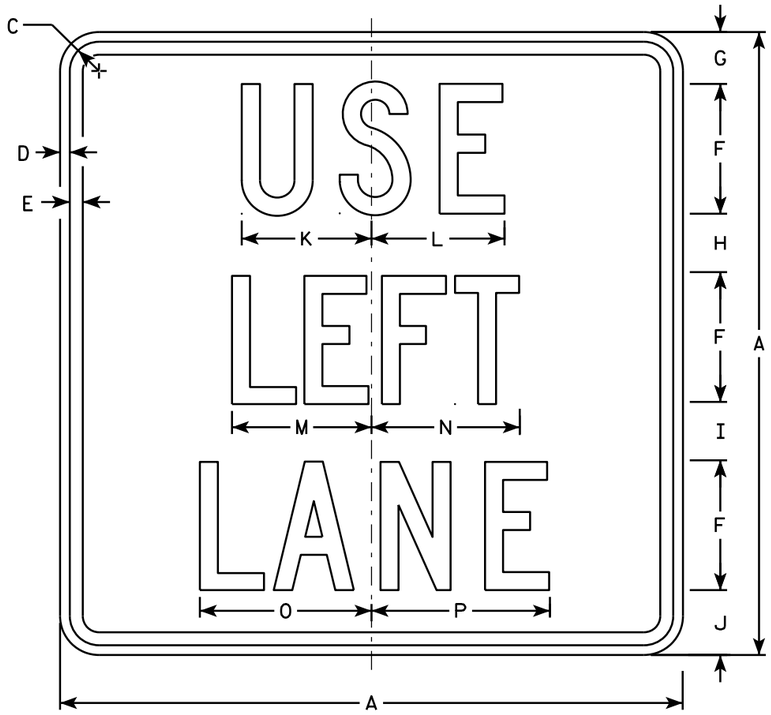
STANDARD SIGNS
M3-1 thur M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

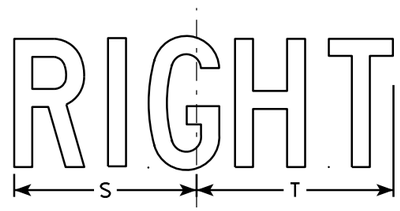
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 6/30/14 PLATE NO M3-1.13

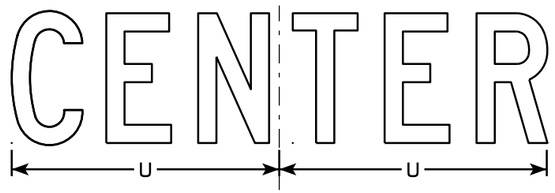
PROJECT NO: | HWY: | COUNTY: | | SHEET NO: E



M4-20L
MB4-20L
MK4-20L
MM4-20L
MN4-20L
MO4-20L
MP4-20L
MR4-20L



M4-20R
MB4-20R
MK4-20R
MM4-20R
MN4-20R
MO4-20R
MP4-20R
MR4-20R



M4-20C
MB4-20C
MK4-20C
MM4-20C
MN4-20C
MO4-20C
MP4-20C
MR4-20C

NOTES

1. Sign is Type II - Type H except as Shown
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-20 Background - White
   Message - Black
   MB4-20 Background - Blue
   Message - White
   MK4-20 Background - Green
   Message - White
   MM4-20 Background - White
   Message - Green
   MN4-20 Background - Brown
   Message - White
   MO4-20 Background - Orange - Type F Reflective
   Message - Black
   MP4-20 Background - White
   Message - Blue
   MR4-20 Background - Brown
   Message - Yellow

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 1/8	3/8	1/2	5	2	2 1/4	2 1/4	2 1/2	5	5 1/8	5 3/8	5 3/4	6 5/8	6 7/8			7	7 5/8	10 1/4						4.0
3	36		1 5/8	5/8	3/4	7	4	3	3 1/2	4 1/2	7 1/2	7 3/4	8	8 5/8	9 7/8	10 1/4			10 3/8	11 3/8	14 3/8						9.0
4																											
5																											

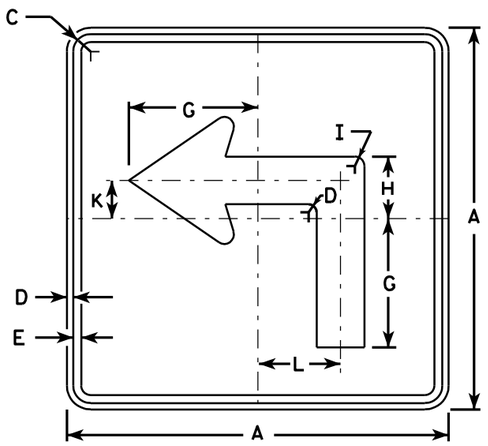
STANDARD SIGN
M4-20

WISCONSIN DEPT OF TRANSPORTATION
APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 6/26/14 PLATE NO M4-20.4

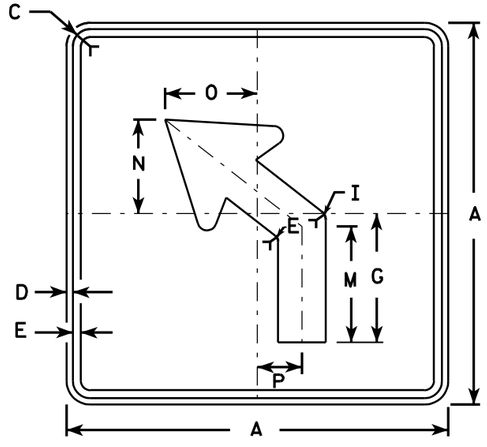
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

7

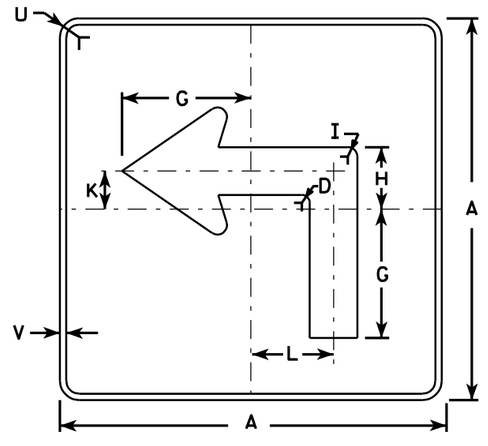
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M420.DGN PLOT DATE : 03-JUL-2014 15:15 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42



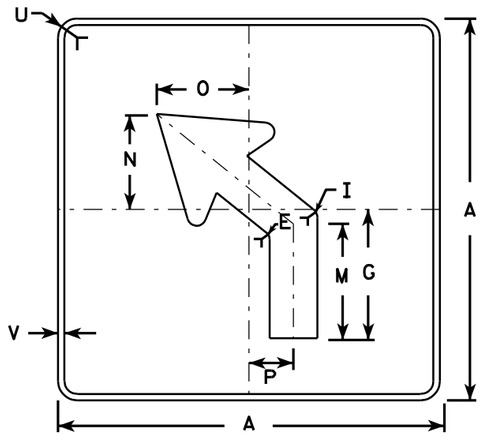
M5-1L
MK5-1L
MM5-1L
MO5-1L
MP5-1L
MR5-1L



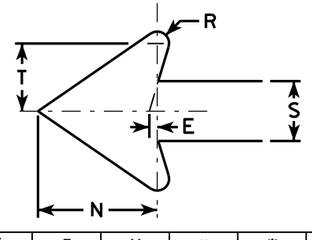
M5-2L
MK5-2L
MM5-2L
MO5-2L
MP5-2L
MR5-2L



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



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



NOTES

1. Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White - Type H Reflective
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White - Type H 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 - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow - Type H Reflective
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

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	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
3	30		1 3/8	1/2	5/8		10 1/8	4 1/8	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
4	30		1 3/8	1/2	5/8		10 1/8	4 1/8	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
5	30		1 3/8	1/2	5/8		10 1/8	4 1/8	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

STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

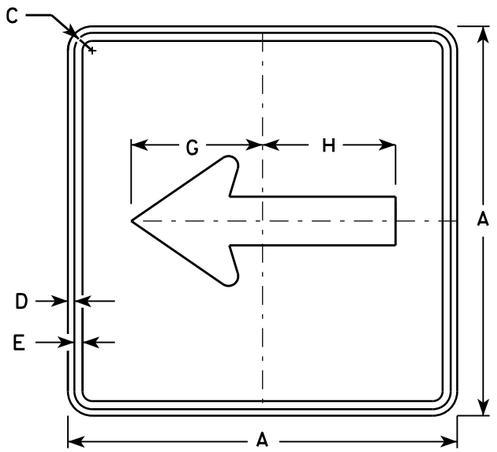
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/29/13 PLATE NO. M5-1.12

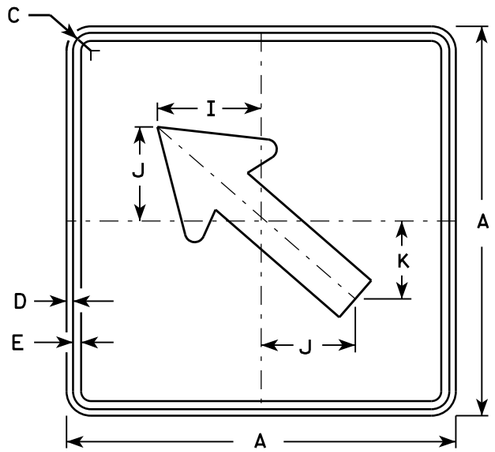
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 225 | E

7

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 29-JUL-2013 13:34 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.908552:1.000000



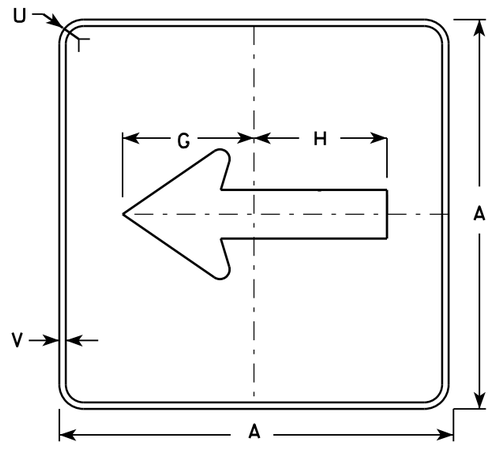
M6-1
MK6-1
MM6-1
MN6-1
MO6-1
MP6-1
MR6-1



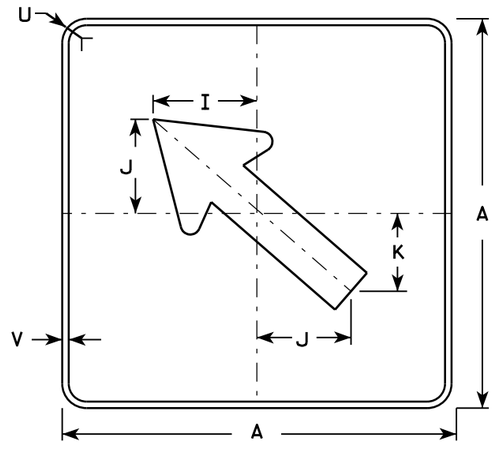
M6-2
MK6-2
MM6-2
MN6-2
MO6-2
MP6-2
MR6-2

NOTES

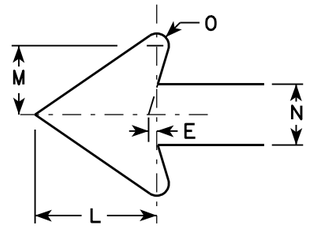
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MG6-1 and MG6-2 Background - Green
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1



MB6-2



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	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2						3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

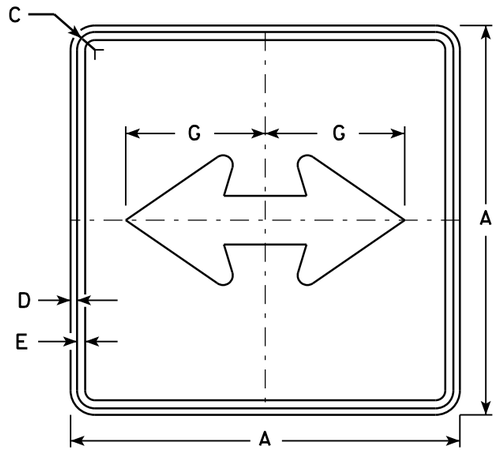
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/03/14 PLATE M6-1.14

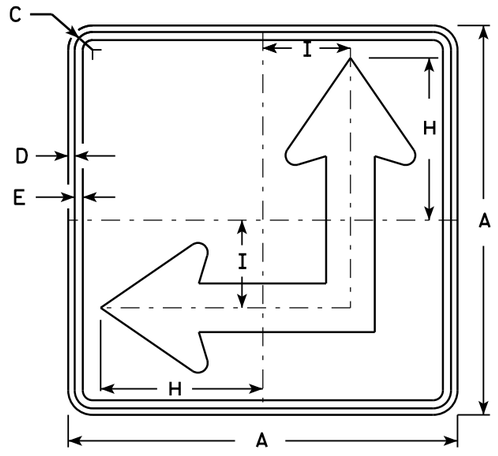
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

7

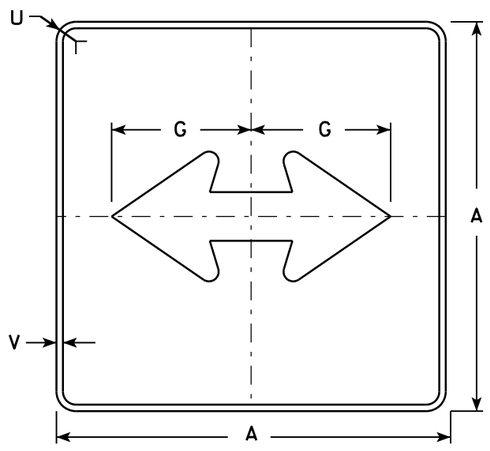
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 03-JUL-2014 14:28 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 11.675051:1.000000
WISDOT/CADDS SHEET 42



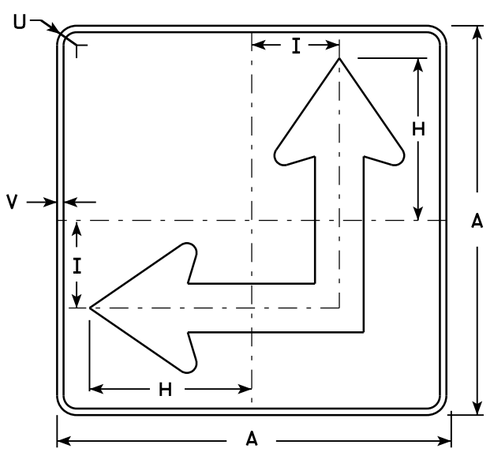
M6-4
MK6-4
MM6-4
MN6-4
MO6-4
MP6-4
MR6-4



M6-6
MK6-6
MM6-6
MN6-6
MO6-6
MP6-6
MR6-6



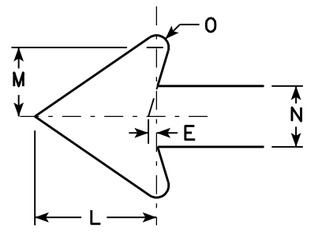
MB6-4



MB6-6

NOTES

1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See Note 4
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-4 and M6-6 Background - White
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White
   MK6-4 and MK6-6 Background - Green
   Message - White
   MM6-4 and MM6-6 Background - White
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White
   MO6-4 and MO6-6 Background - Orange - Type F Reflective
   Message - Black
   MP6-4 and MP6-6 Background - White
   Message - Blue
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow
5. M6-6R same as M6-6L except arrow points ahead and right.



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	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
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
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
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

STANDARD SIGN M6-4 & M6-6 SERIES

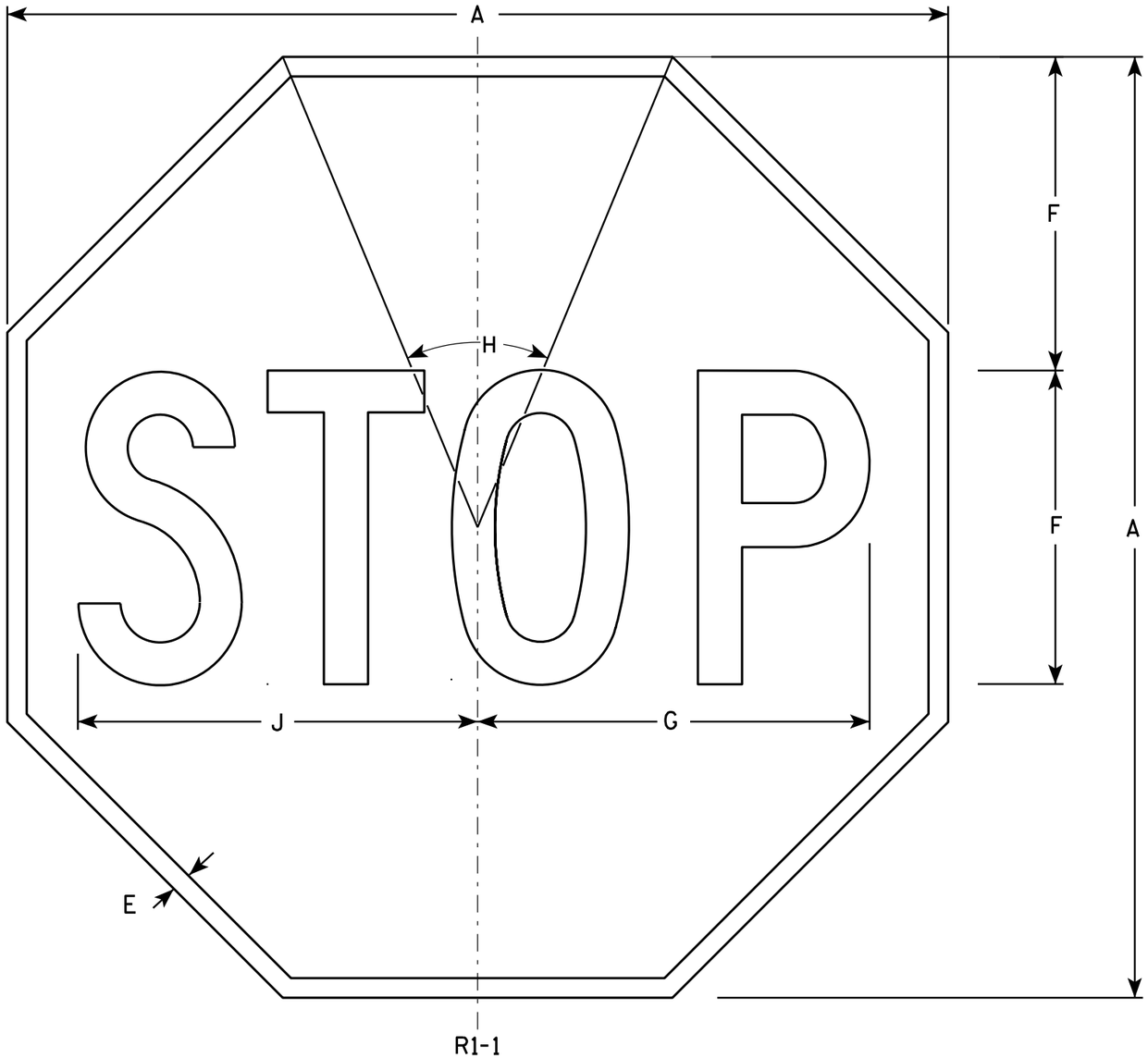
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 7/03/14 PLATE M6-4.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M64.DGN PLOT DATE : 03-JUL-2014 14:56 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 11.675051:1.000000



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

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

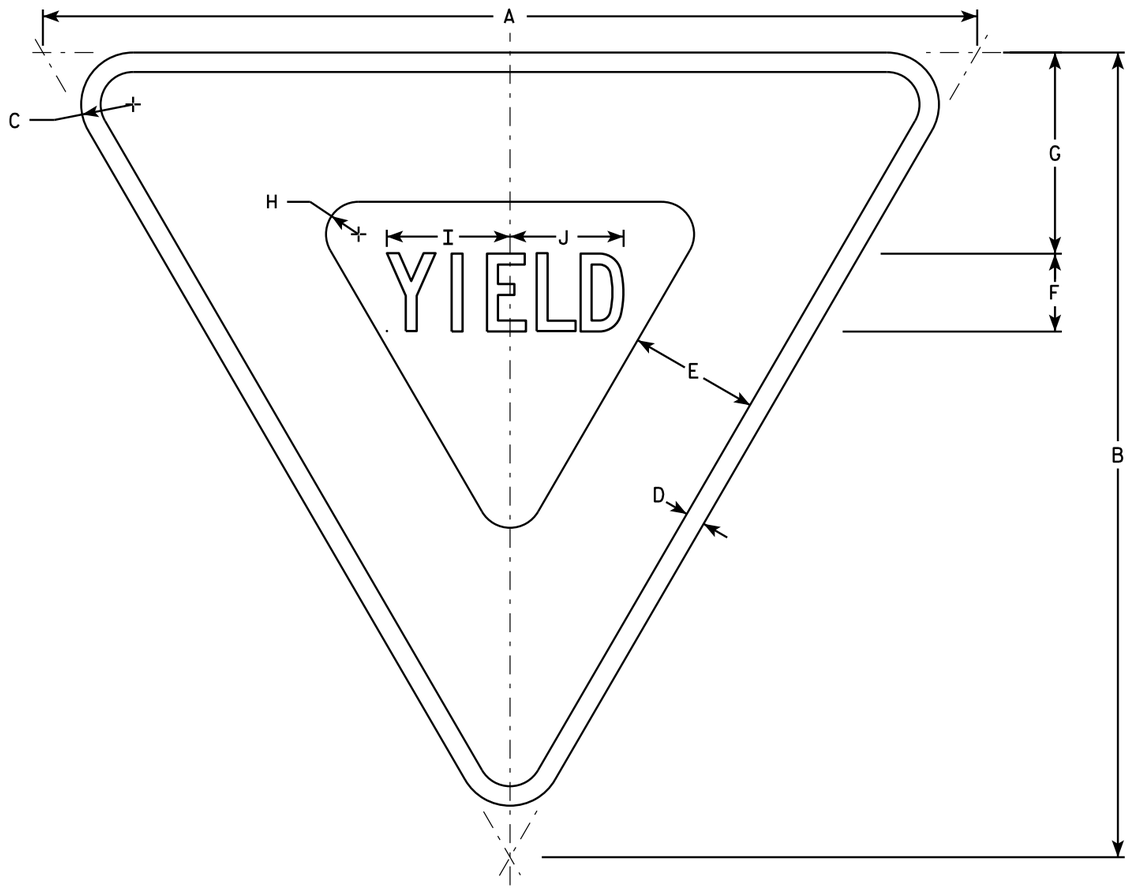
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew L Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 228	E



R1-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The border strip and word message are reflectorized red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

STANDARD SIGN
R1-2

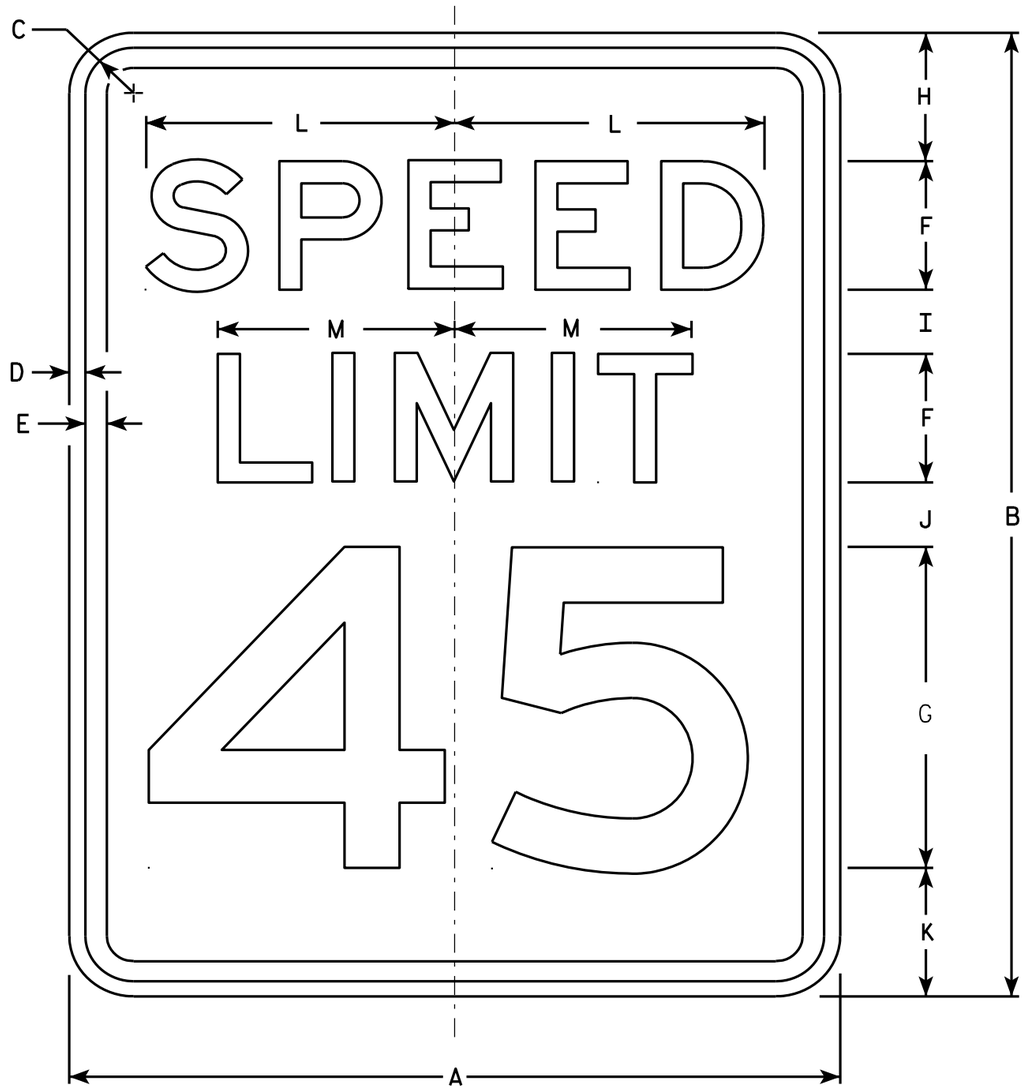
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE R1-2.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R12.DGN PLOT DATE : 13-OCT-2014 15:12 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000



R2-1

NOTES

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

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

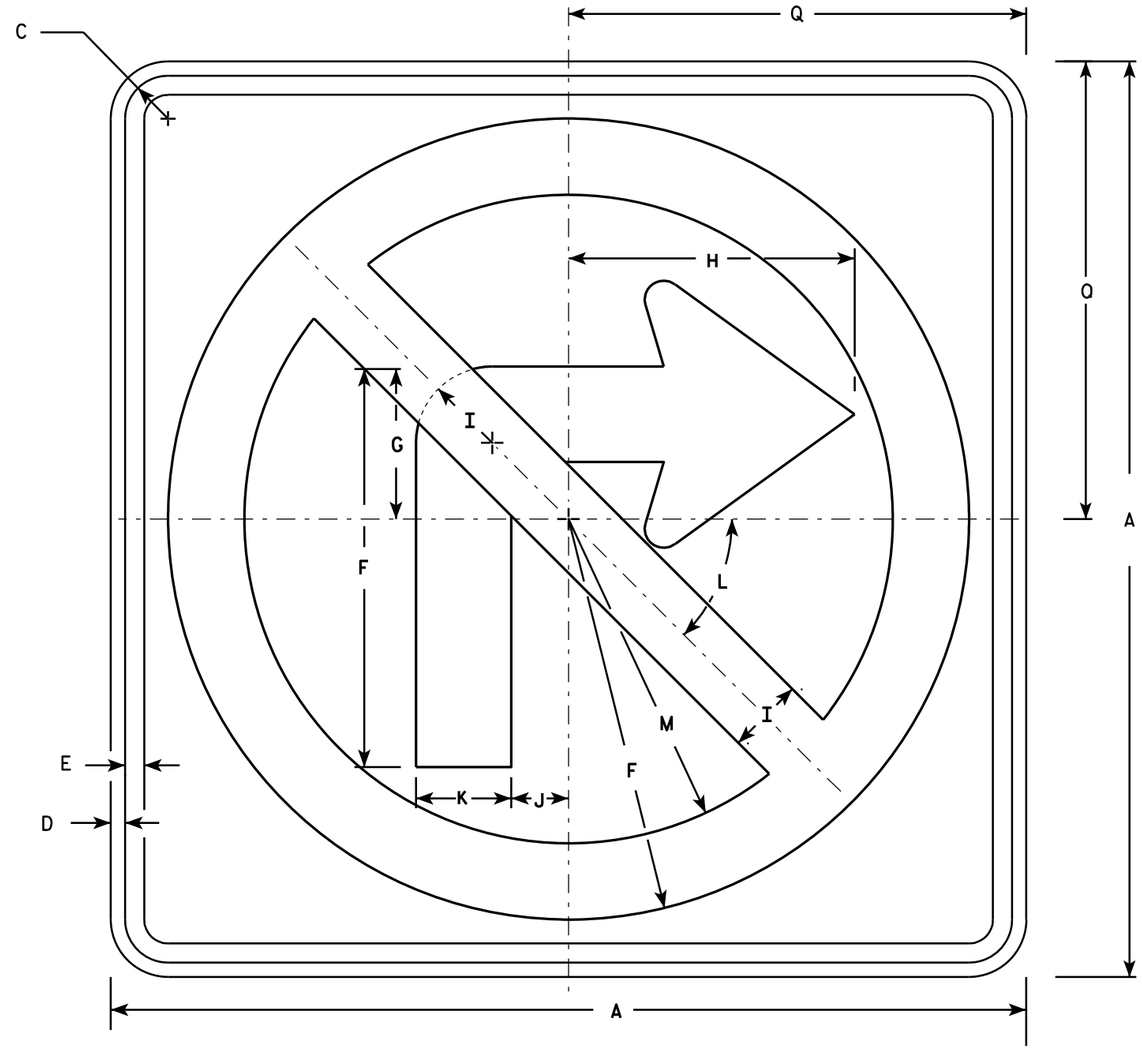
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

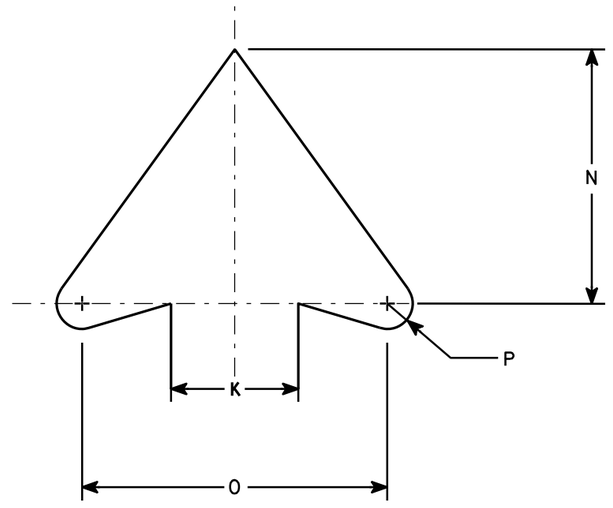
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 230 | E



R3-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45	8 1/2	5	6	1/2	12										4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2	12										4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4	18										9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

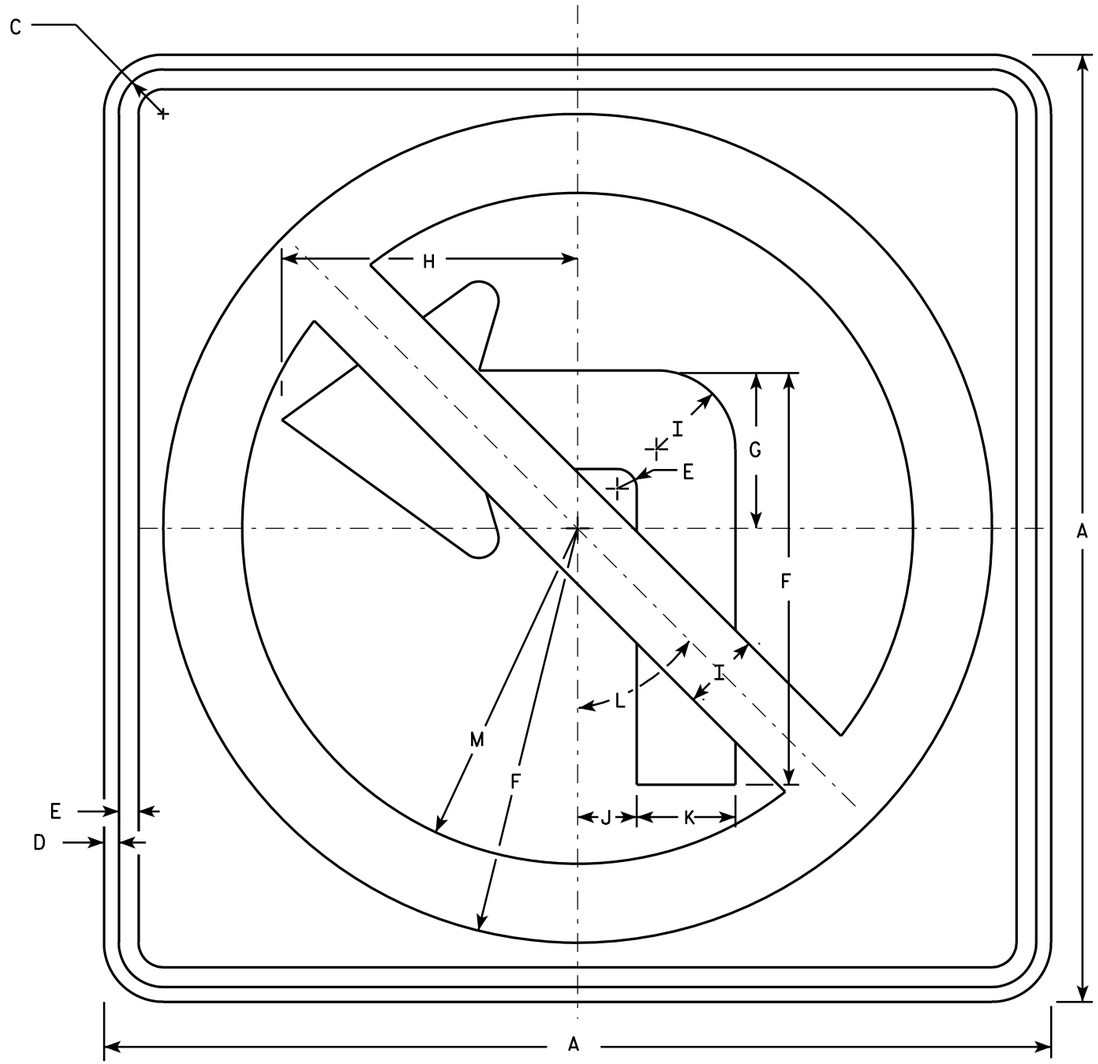
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

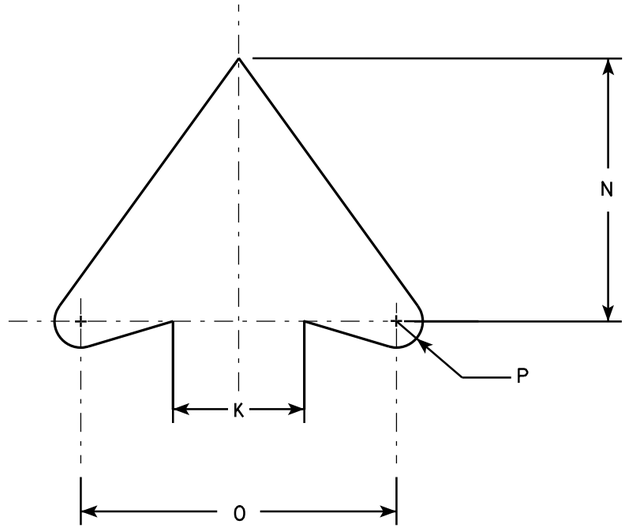
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 231	E



R3-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

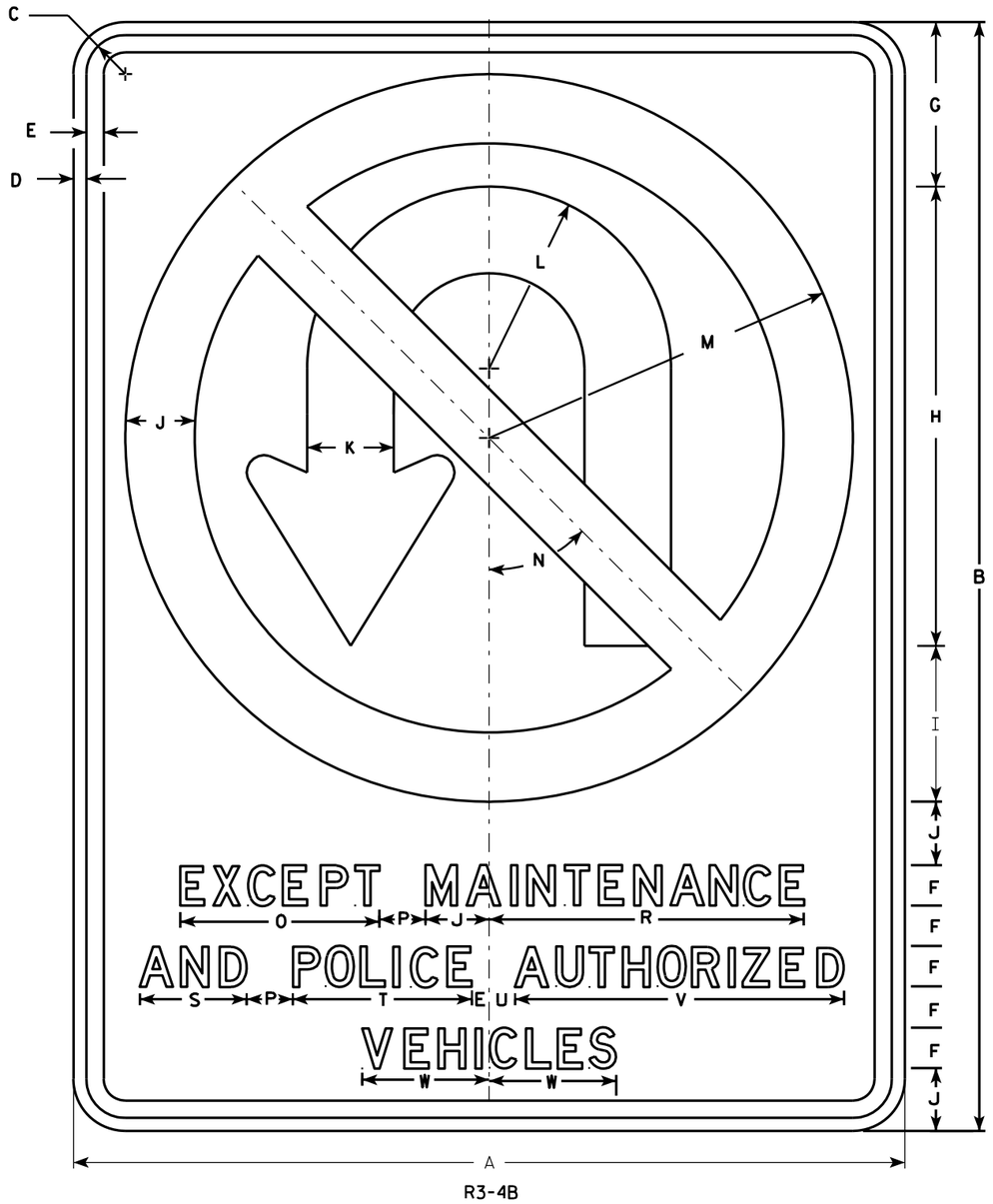
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

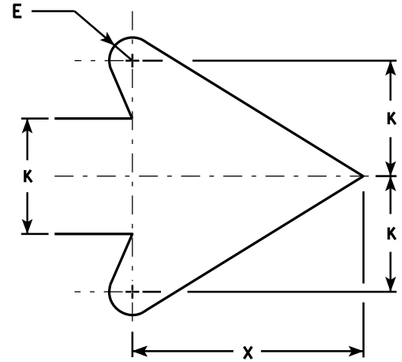
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 232	E



R3-4B

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3																											
4	36	48	1 5/8	5/8	3/4	1 3/4	7 1/8	19 7/8	6 3/4	2 3/4	3 3/4	7 7/8	15 3/4	45°	8 5/8	2		13 5/8	4 5/8	7 3/4	1 1/8	14 1/4	5 1/2	7 5/8			12.0
5	36	48	1 5/8	5/8	3/4	1 3/4	7 1/8	19 7/8	6 3/4	2 3/4	3 3/4	7 7/8	15 3/4	45°	8 5/8	2		13 5/8	4 5/8	7 3/4	1 1/8	14 1/4	5 1/2	7 5/8			12.0

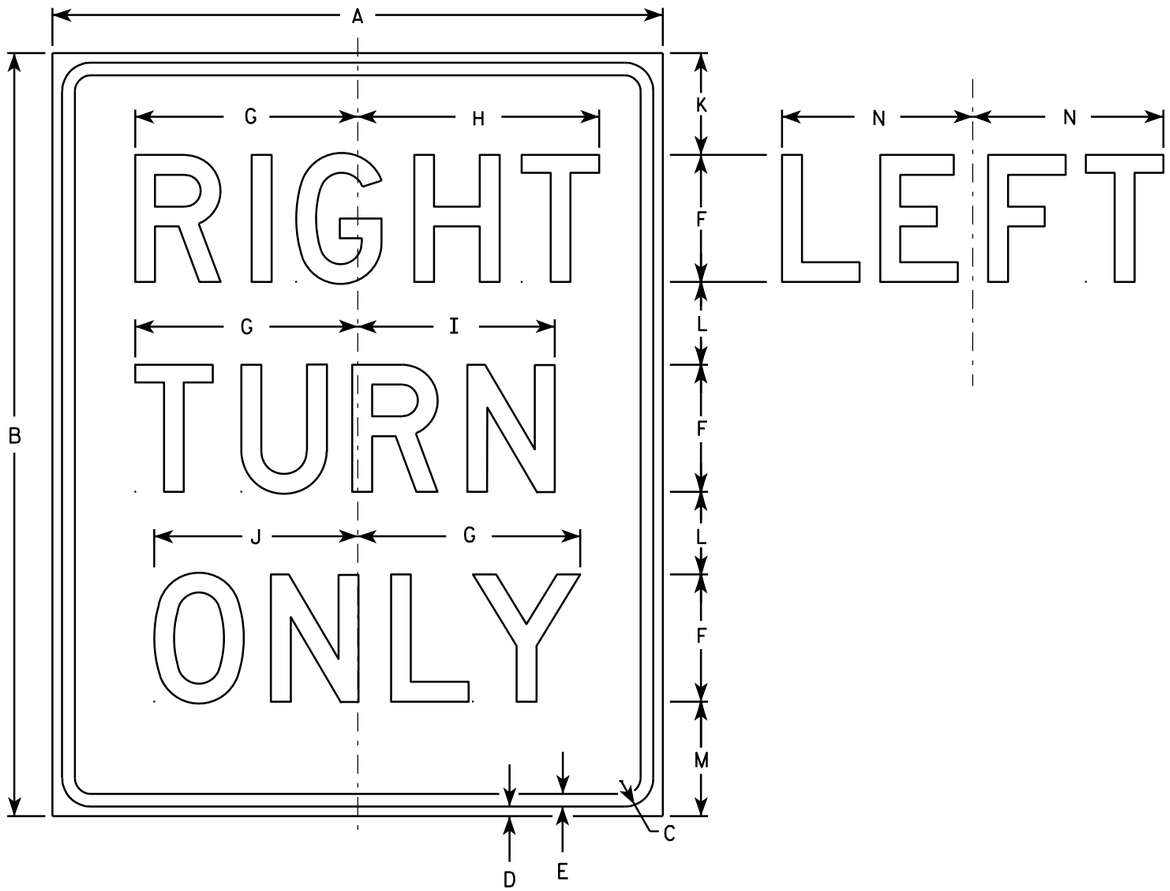
STANDARD SIGN
R3-4B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/17/2011 PLATE NO. R3-4B.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 233	E



R3-53R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R3-53L same as R3-53R except LEFT is substituted for RIGHT.

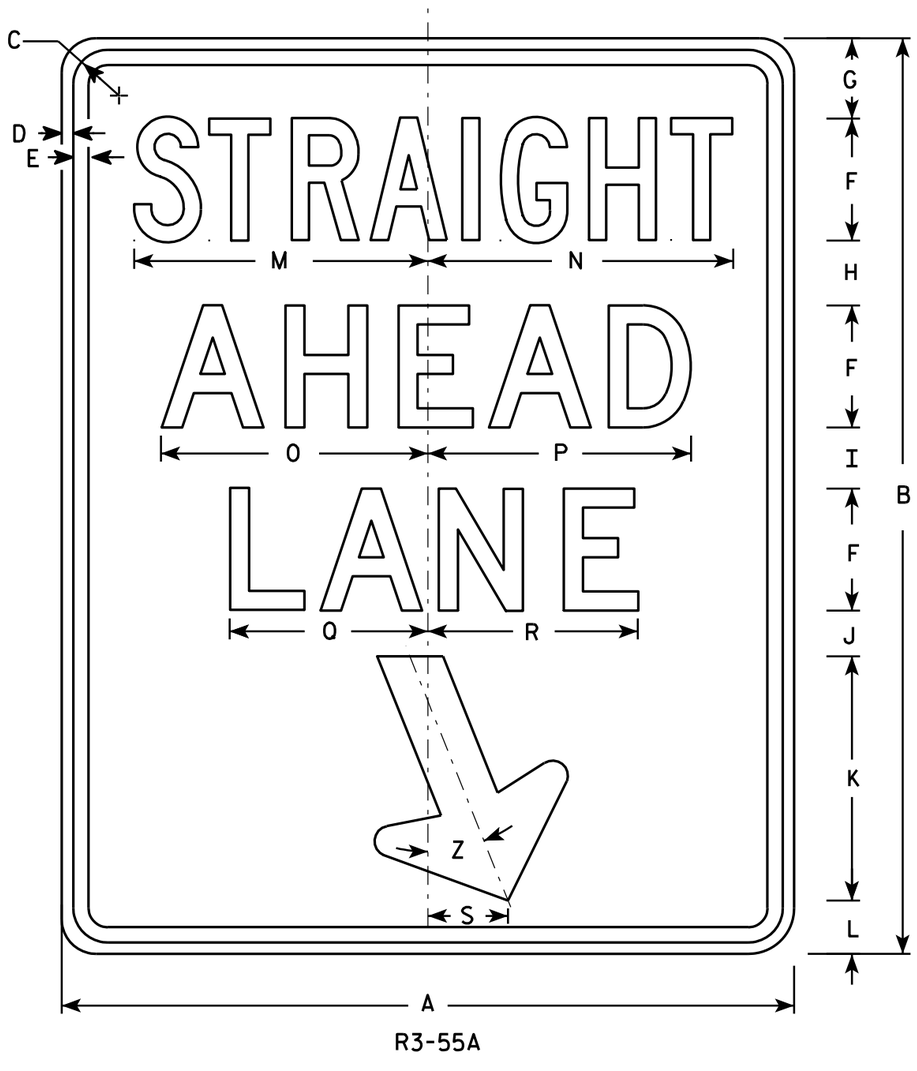
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	30	1 1/8	3/8	1/2	5	8 3/4	9 1/2	7 3/4	8	4	3 1/4	4 1/2	7 1/2													5.0
2M	24	30	1 1/8	3/8	1/2	5	8 3/4	9 1/2	7 3/4	8	4	3 1/4	4 1/2	7 1/2													5.0
3	24	30	1 1/8	3/8	1/2	5	8 3/4	9 1/2	7 3/4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

STANDARD SIGN
R3-53

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 3/24/2011 PLATE NO. R3-53.8

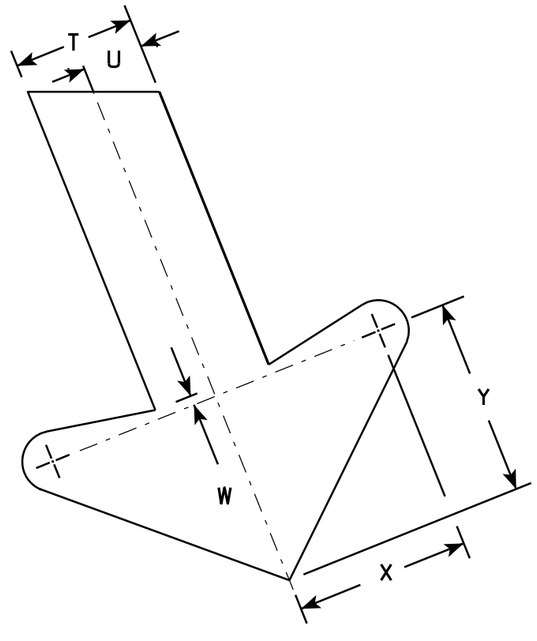
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 234	E



R3-55A

NOTES

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



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	30	1 1/8	3/8	1/2	4	2 5/8	2 1/8	2	2	1 1/2	8	9 5/8	10	8 3/4	8 5/8	6 1/2	6 7/8	2 5/8	2	1	1/2	1/4	2 7/8	3 1/4	22°	5.0
2M	24	30	1 1/8	3/8	1/2	4	2 5/8	2 1/8	2	2	1 1/2	8	9 5/8	10	8 3/4	8 5/8	6 1/2	6 7/8	2 5/8	2	1	1/2	1/4	2 7/8	3 1/4	22°	5.0
3	36	48	1 3/4	1/2	5/8	6	4 1/2	3 3/4	3 5/8	3 5/8	2 7/8	12	14 1/2	14 7/8	13 1/8	12 7/8	9 3/4	10 1/4	4	3	1 1/2	3/4	3/8	4 1/4	4 7/8	22°	12.0
4																											
5																											

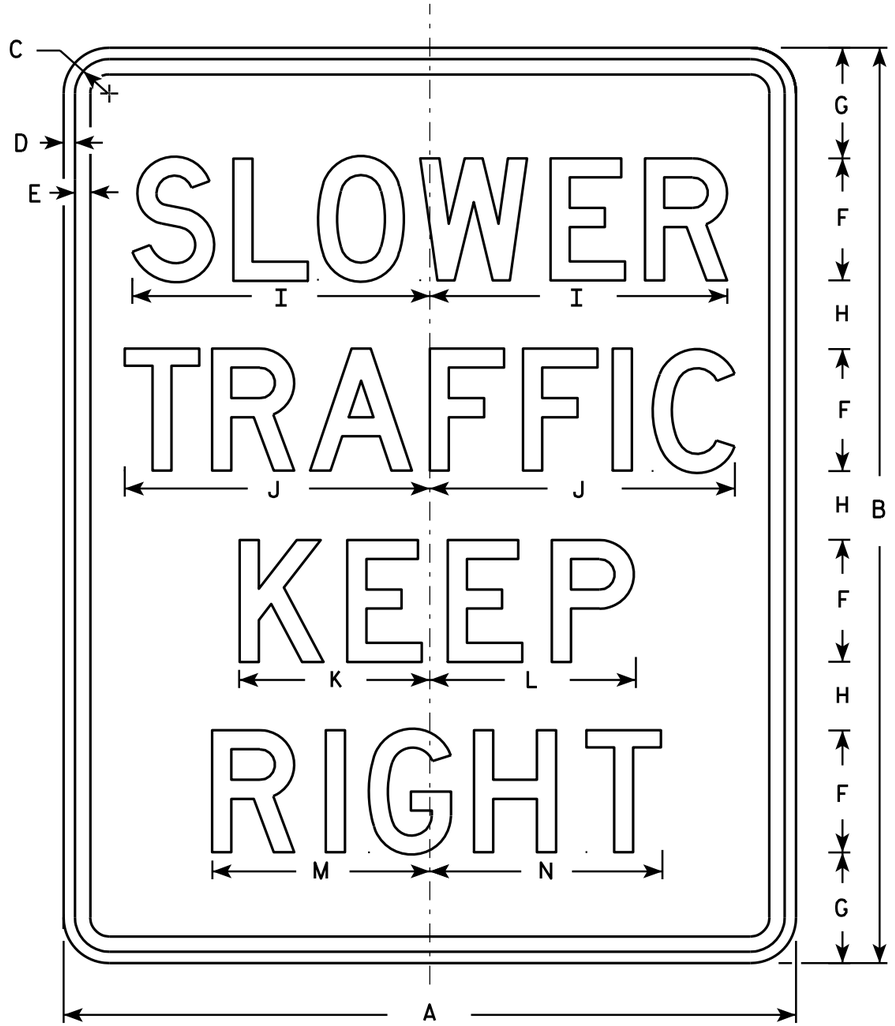
STANDARD SIGN
R3-55A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-55A.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 235	E



R4-3

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	30	1 1/8	3/8	1/2	4	3 5/8	2 1/4	9 3/4	10	6 1/4	6 3/4	7 1/8	7 5/8													5.0
2M	24	30	1 1/8	3/8	1/2	4	3 5/8	2 1/4	9 3/4	10	6 1/4	6 3/4	7 1/8	7 5/8													5.0
3	36	48	1 5/8	5/8	3/4	6	6	4	14 5/8	15	9 3/8	10	10 3/4	11 3/8													12.0
4	36	48	1 5/8	5/8	3/4	6	6	4	14 5/8	15	9 3/8	10	10 3/4	11 3/8													12.0
5	48	60	2 1/4	3/4	1	8	7 1/4	4 1/2	19 1/2	20	12 1/2	13 1/2	14 1/4	15 1/4													20.0

STANDARD SIGN
R4-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-3.8

PROJECT NO:

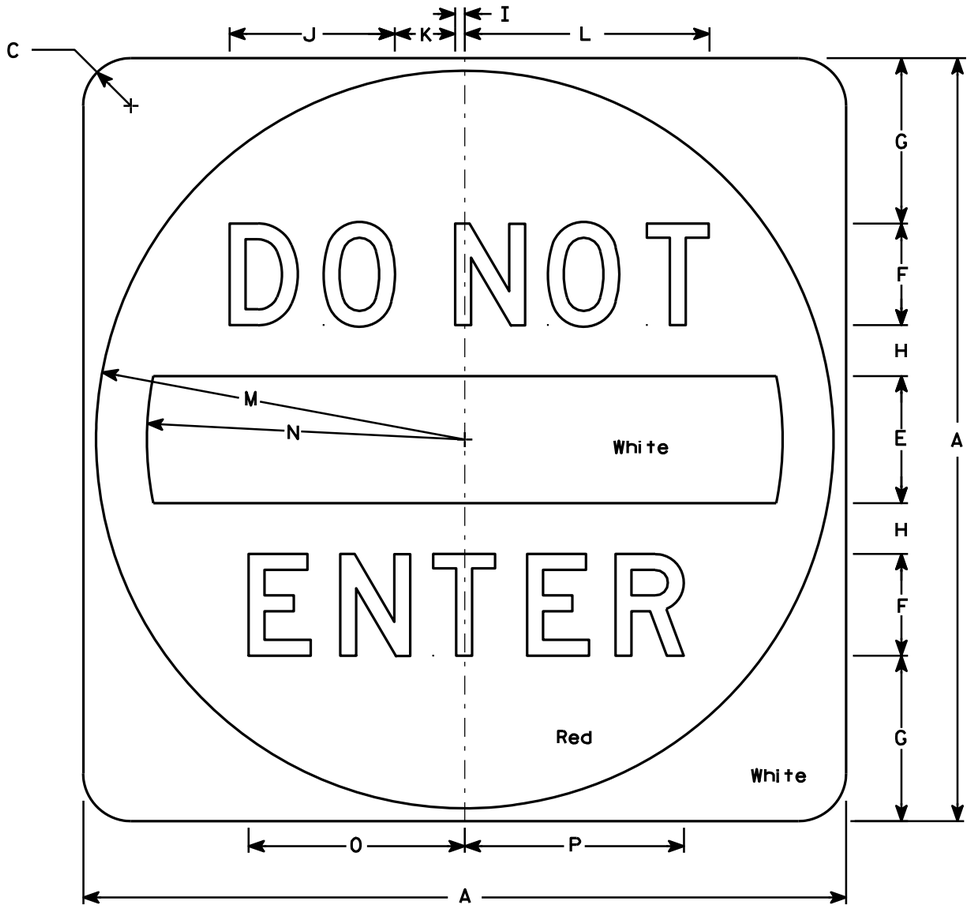
SHEET NO: 236 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R43.DGN PLOT DATE : 25-MAR-2011 13:40 PLOT BY : mscsja

WISDOT/CADDS SHEET 42

7

7



R5-1

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.26
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

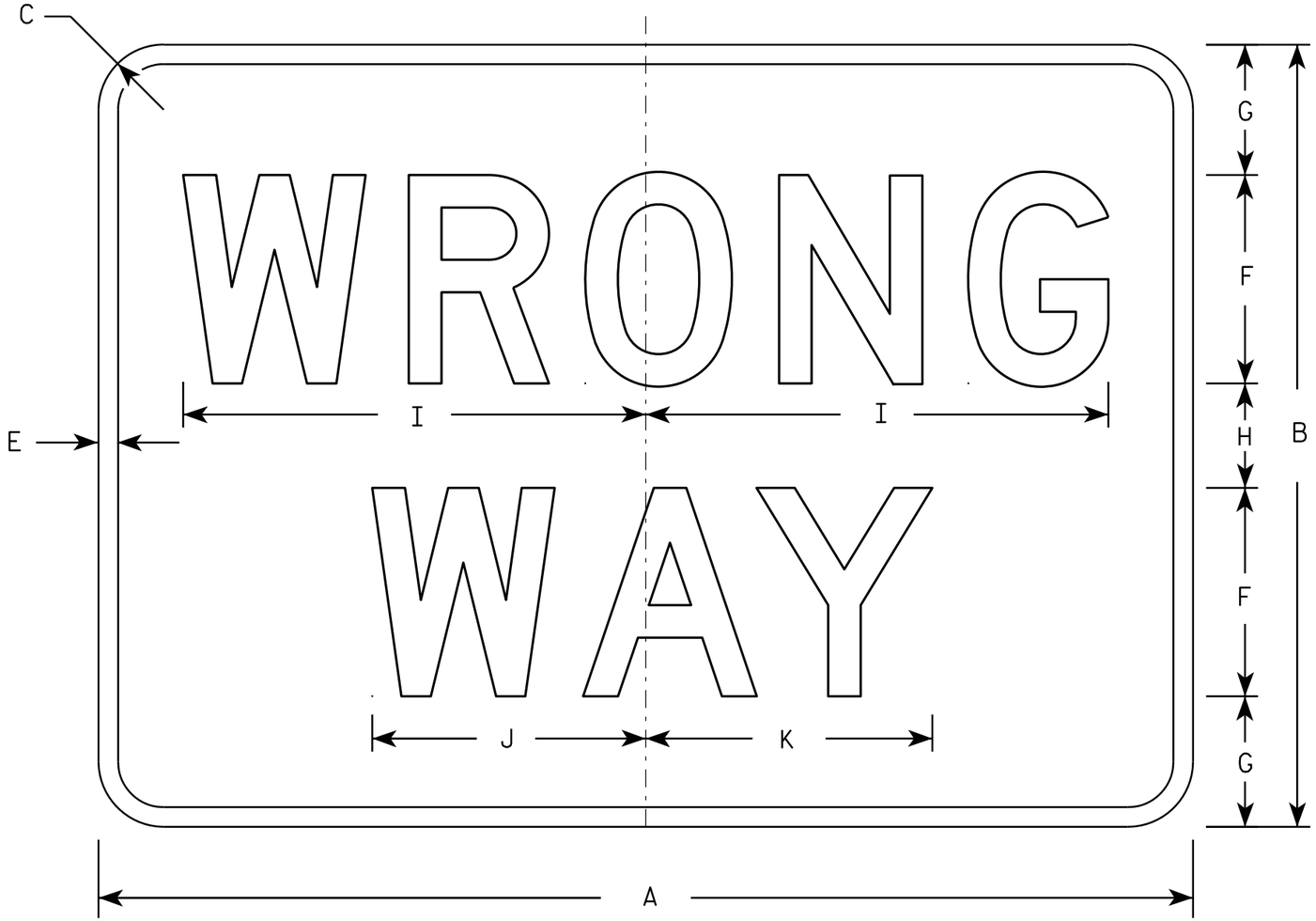
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 237 | E



R5-1A

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2		1/2	5	3	2	11	6 1/2	6 7/8																3.75
2S	36	24	2		5/8	6	4 1/2	3	13 1/4	7 7/8	8 1/4																6.00
2M	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
3	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
4	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
5	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75

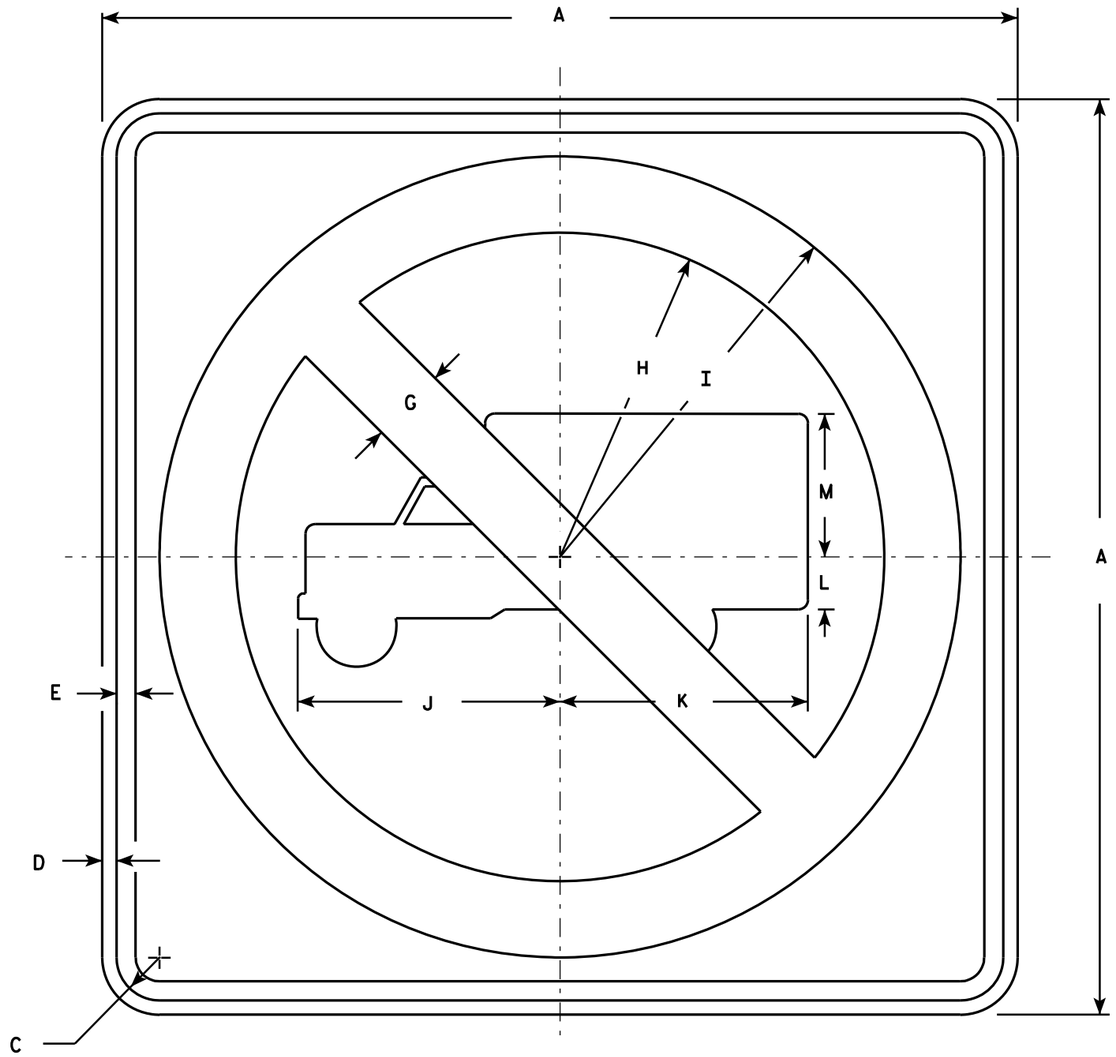
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1A.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 238 | E



R5-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Circle & Diagonal - Reflective red.
   Truck Symbol & Border - Non-reflective black.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	3/8	1/2		2	8 1/2	10 1/2	6 7/8	6 1/2	1 3/8	3 3/4														4.0
2M	24		1 1/8	3/8	1/2		2	8 1/2	10 1/2	6 7/8	6 1/2	1 3/8	3 3/4														4.0
3	30		1 3/8	1/2	5/8		2 1/2	10 5/8	13 1/8	8 1/2	8 1/8	1 5/8	4 3/4														6.25
4	36		1 5/8	5/8	3/4		3	12 3/4	15 3/4	10 1/4	9 3/4	2	5 3/4														9.0
5	48		2 1/4	3/4	1		4	17	21	13 5/8	13	2 5/8	7 5/8														16.0

STANDARD SIGN
R5-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2011 PLATE NO. R5-2.6

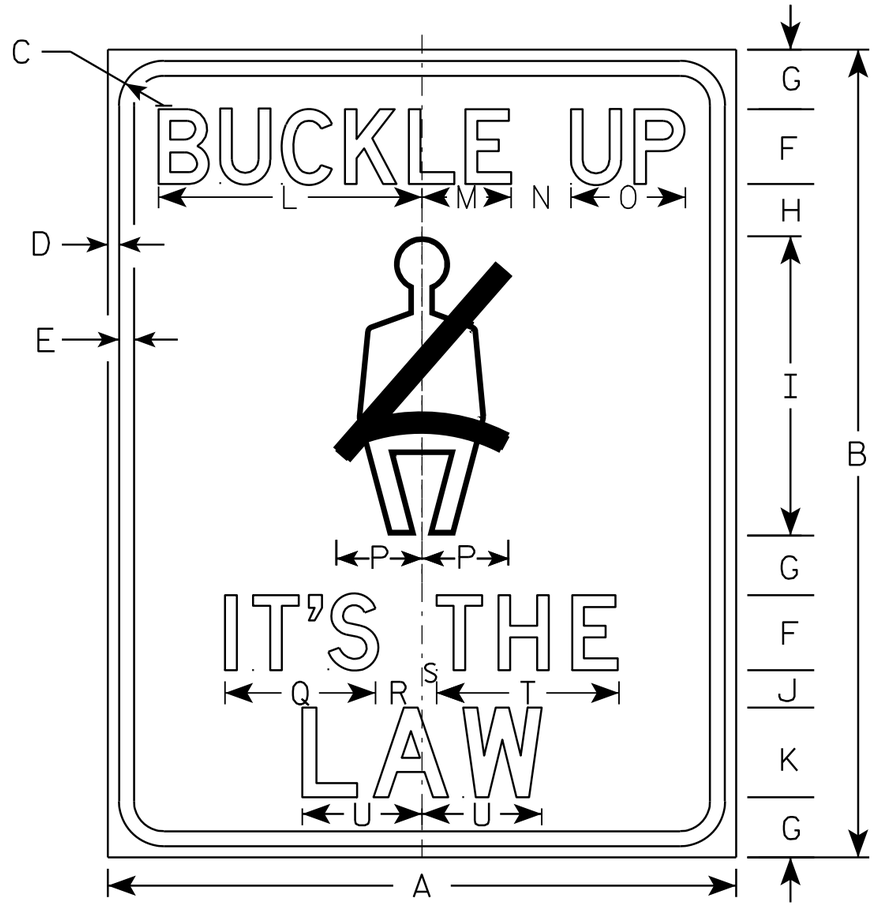
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 239	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R52.DGN PLOT DATE : 29-MAR-2011 11:02 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.959043:1.000000

WISDOT/CADDS SHEET 42

7

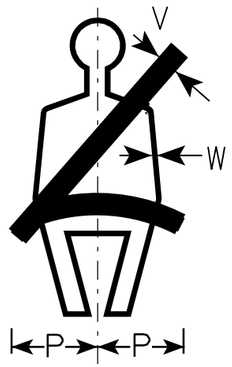
7



R5-53A

NOTES

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



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	18	24	1 1/8	3/8	3/8	2	1 3/4	1 1/2	9	1 1/4	3	6 3/4	2 1/4	1 1/2	2 7/8	2 1/2	3 7/8	1 1/4	3/8	4 5/8	3 7/8	5/8	1/8				3.00
2M	18	24	1 1/8	3/8	3/8	2	1 3/4	1 1/2	9	1 1/4	3	6 3/4	2 1/4	1 1/2	2 7/8	2 1/2	3 7/8	1 1/4	3/8	4 5/8	3 7/8	5/8	1/8				3.00
3																											
4																											
5	42	54	2 1/4	3/4	1	5	4	3 1/2	20	2 1/2	6	17 5/8	6	4	7 5/8	5 3/4	10	3 1/2	1	12 1/4	8	1 1/2	3/8				15.75

STANDARD SIGN
R5-53A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2011 PLATE NO. R5-53A.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 240	E

R5-57

NOTES

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

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

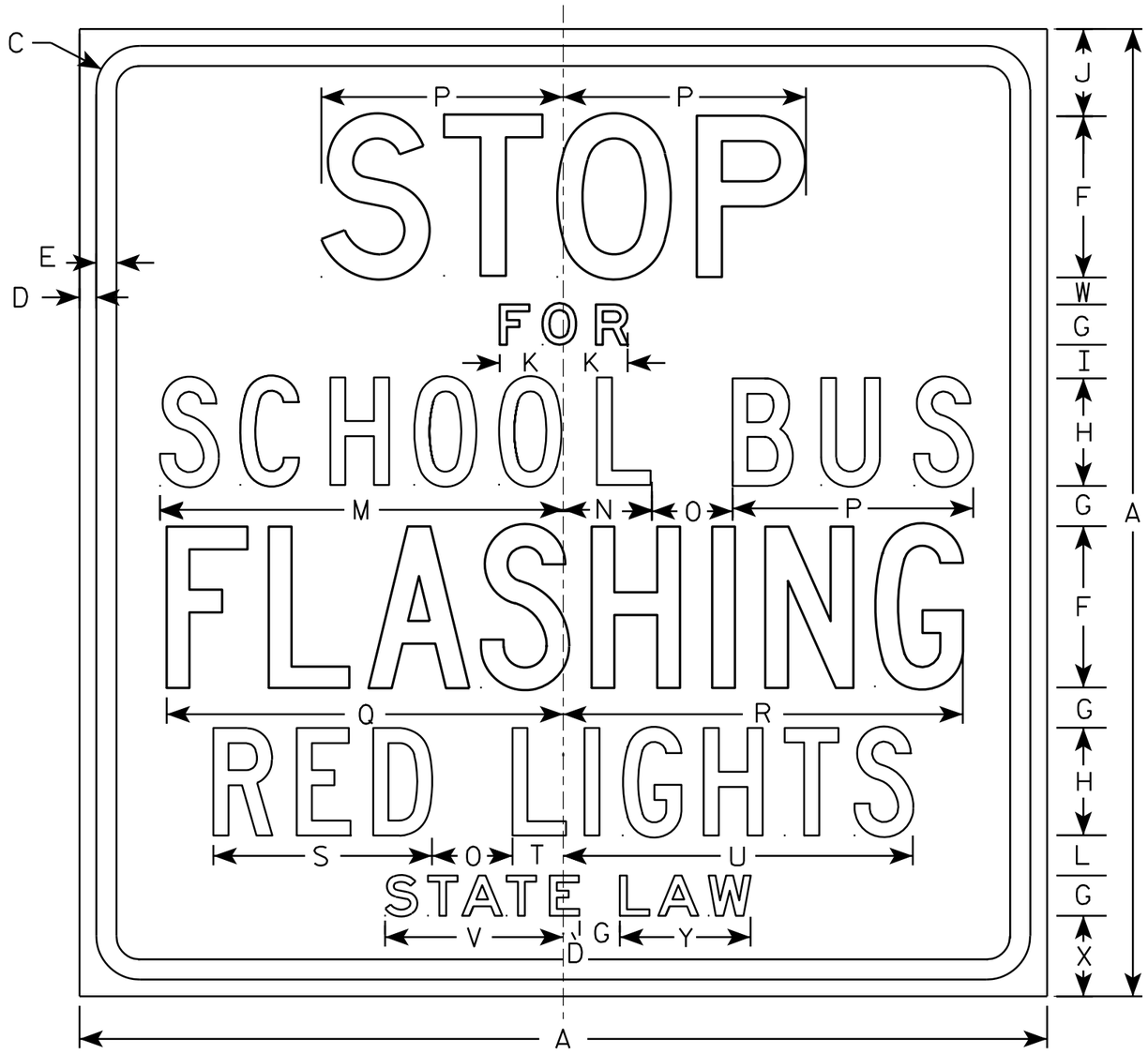
STANDARD SIGN
R5-57

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2011 PLATE NO. R5-57.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 241 | E



R59-51

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36		1 5/8	5/8	3/4	6	1 1/2	4	1 1/4	3 1/4	2 3/8	1 1/2	15	3 1/4	3	9	14 3/4	14 7/8	8 1/8	1 7/8	13	6 5/8	1	3	4 7/8		9.0
2M	36		1 5/8	5/8	3/4	6	1 1/2	4	1 1/4	3 1/4	2 3/8	1 1/2	15	3 1/4	3	9	14 3/4	14 7/8	8 1/8	1 7/8	13	6 5/8	1	3	4 7/8		9.0
3	48		2 1/4	3/4	1	8	2	6	1 1/4	4 3/4	3 1/4	1 1/2	20 1/4	5	3 5/8	12	19 1/2	20	11 5/8	3 3/4	19	9 1/2	1	3 1/2	6 3/4		16.0
4	48		2 1/4	3/4	1	8	2	6	1 1/4	4 3/4	3 1/4	1 1/2	20 1/4	5	3 5/8	12	19 1/2	20	11 5/8	3 3/4	19	9 1/2	1	3 1/2	6 3/4		16.0
5																											

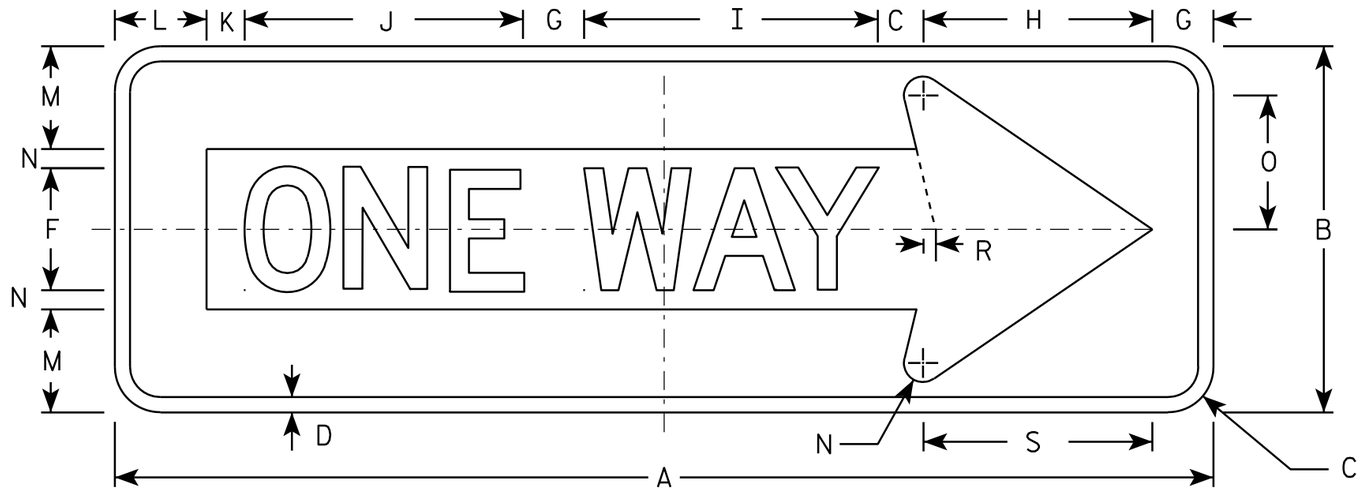
STANDARD SIGN
R59-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/30/11 PLATE NO. R59-51.10

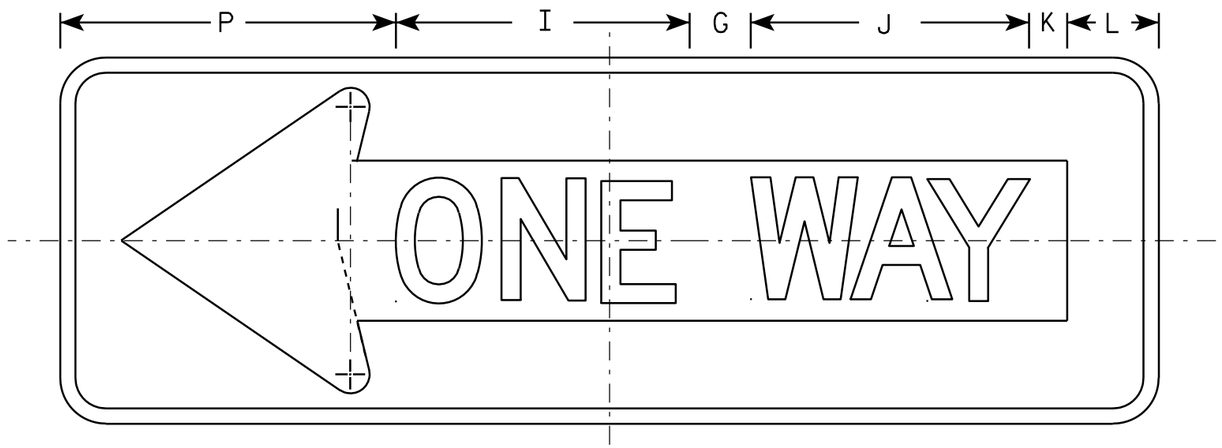
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 242 | E



R6-1R

NOTES

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



R6-1L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	12	1 ½	½		4	2	7 ½	9 ⅝	9 ⅛	1 ¼	3	3 ⅜	⅝	4 ⅜	11		⅜	7 ½								3.0
2M	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
3	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
4	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
5																											

STANDARD SIGN
R6-1 L & R

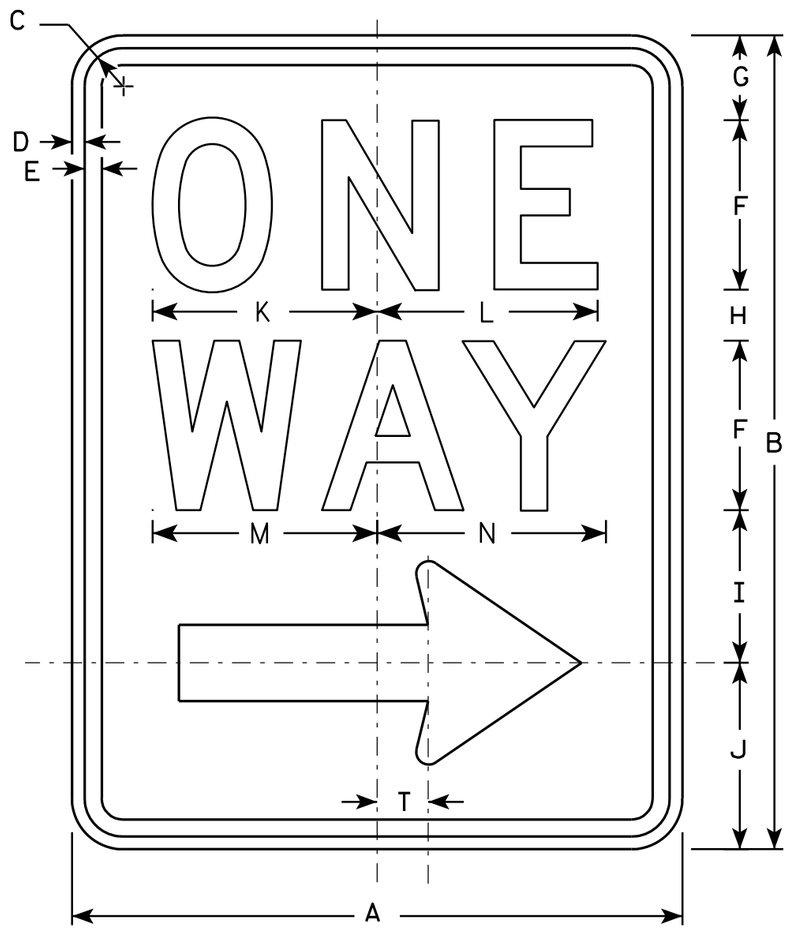
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R6-1.2

PROJECT NO:

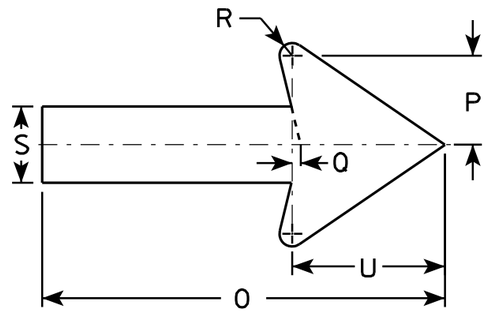
SHEET NO: 243 E



R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.



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
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

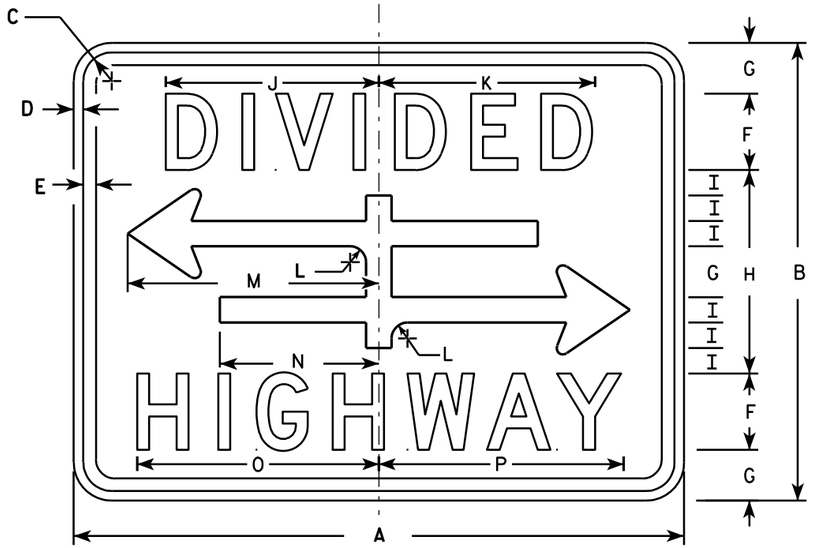
STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

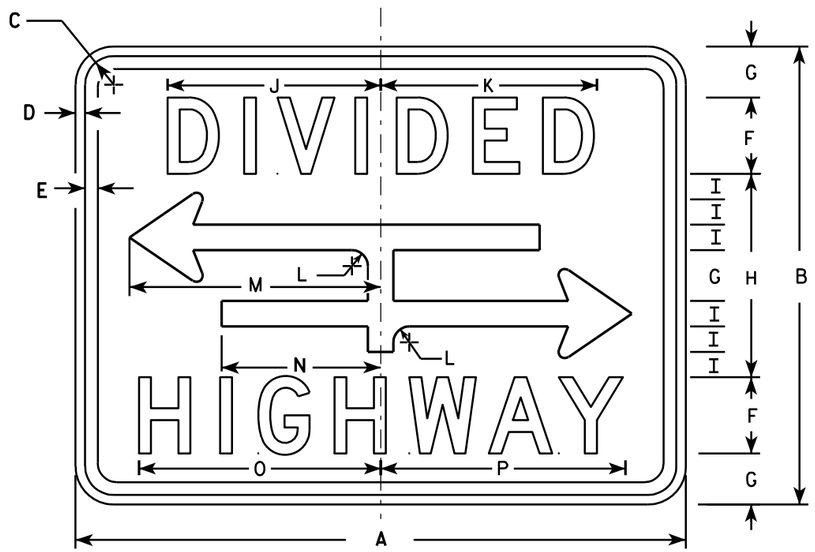
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 244	E



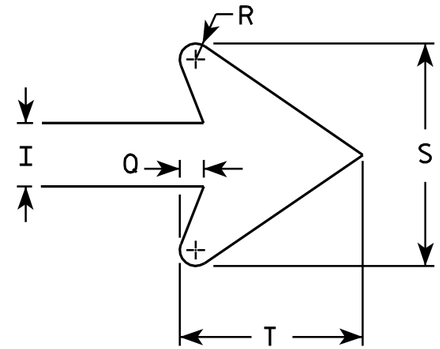
R6-3

NOTES

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



R6-3A



ARROW DETAIL

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

STANDARD SIGN
R6-3 & R6-3A

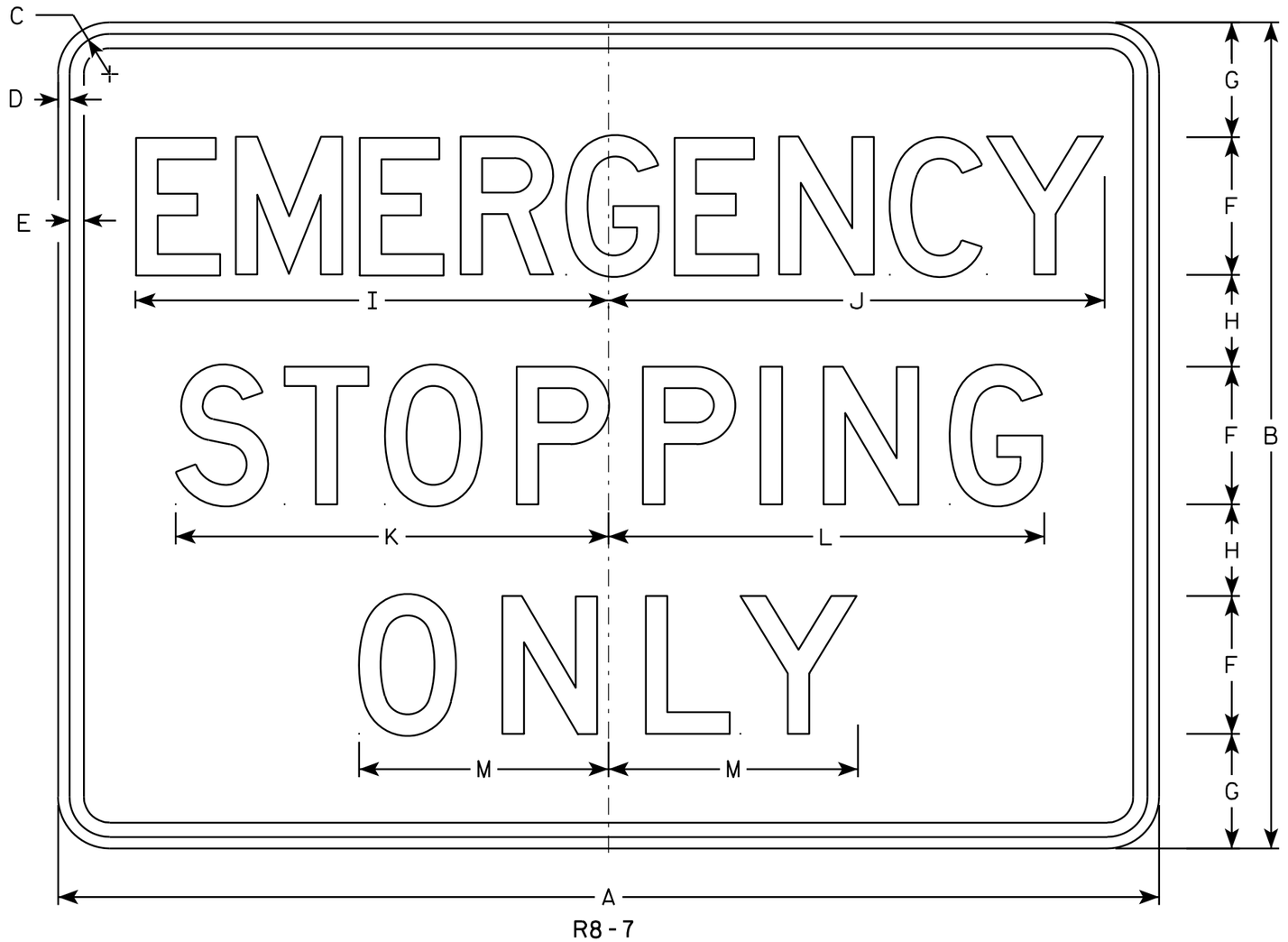
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R6-3.5

PROJECT NO:

SHEET NO: 245 E



R8-7

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3																											
4	48	36	1 3/4	1/2	5/8	6	5	4	20 5/8	21 5/8	18 7/8	19	10 7/8														12.0
5	48	36	1 3/4	1/2	5/8	6	5	4	20 5/8	21 5/8	18 7/8	19	10 7/8														12.0

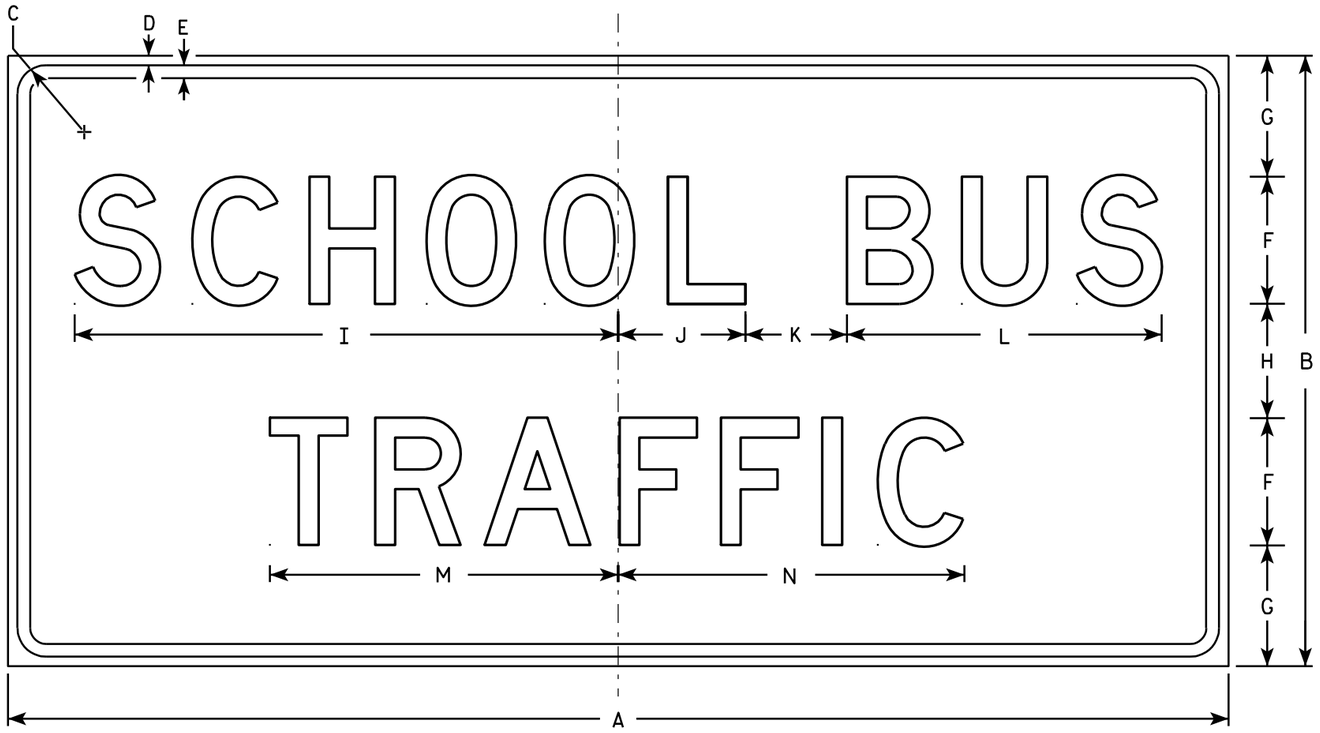
STANDARD SIGN
R8-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R8-7.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 246 | E



S3-51

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8	5	4 3/4	4 1/2	21 3/8	5	4	12 3/8	14	13 5/8													8.0
2M	48	24	1 3/8	1/2	5/8	5	4 3/4	4 1/2	21 3/8	5	4	12 3/8	14	13 5/8													8.0
3																											
4	96	48	2 1/4	3/4	1	10	9 1/2	9	42 3/4	10	8	24 3/4	27 3/8	27 1/8													32.0
5																											

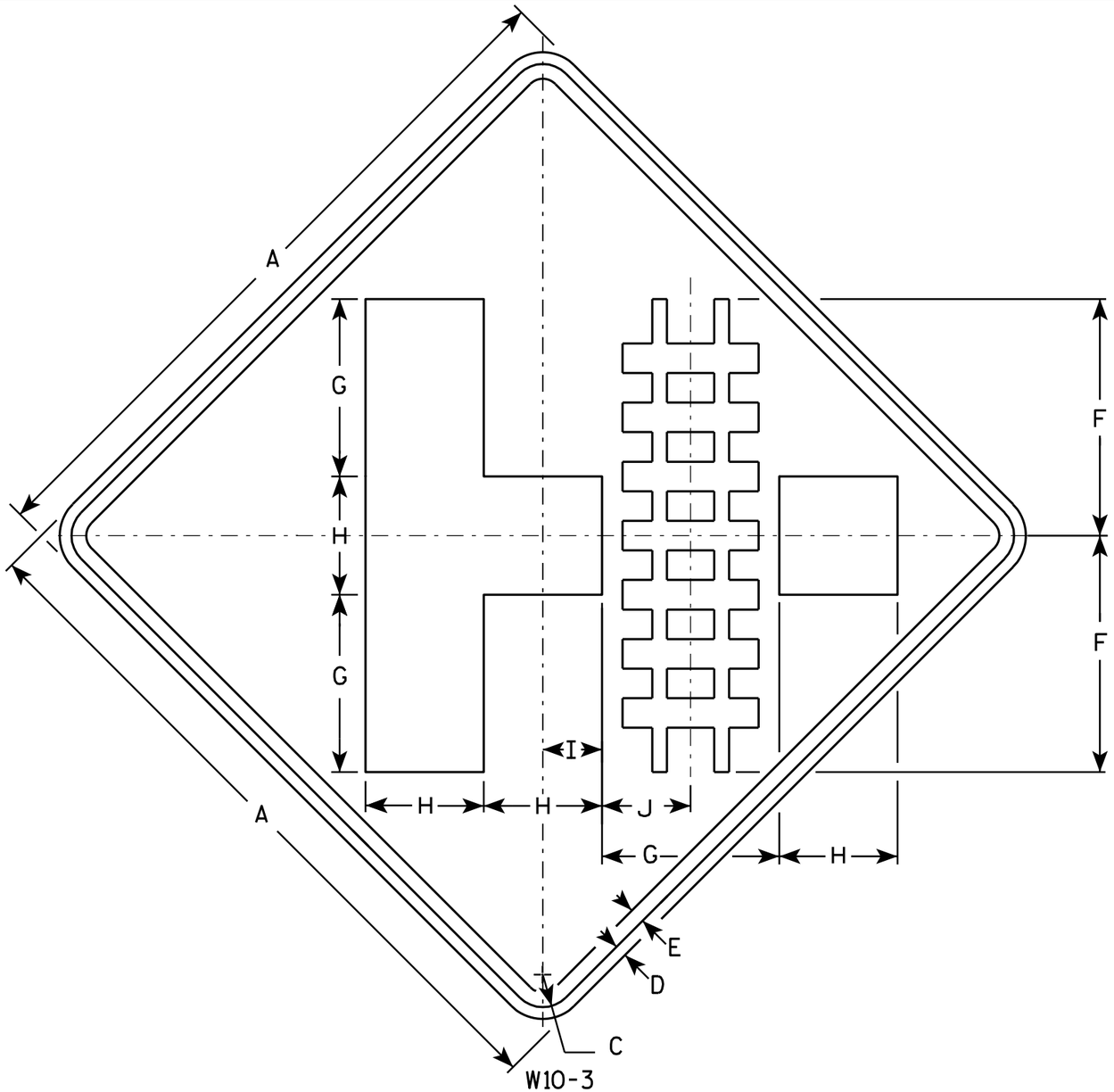
STANDARD SIGN
S3-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

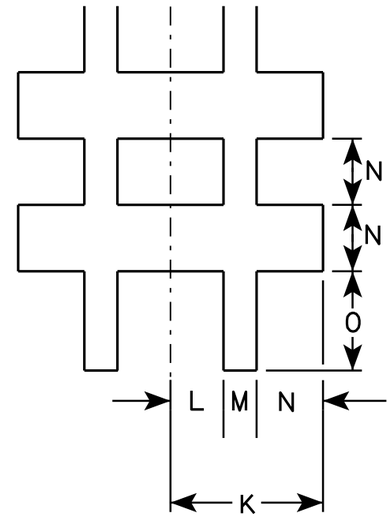
DATE 11/02/10 PLATE NO. S3-51.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 247 | E



NOTES

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



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

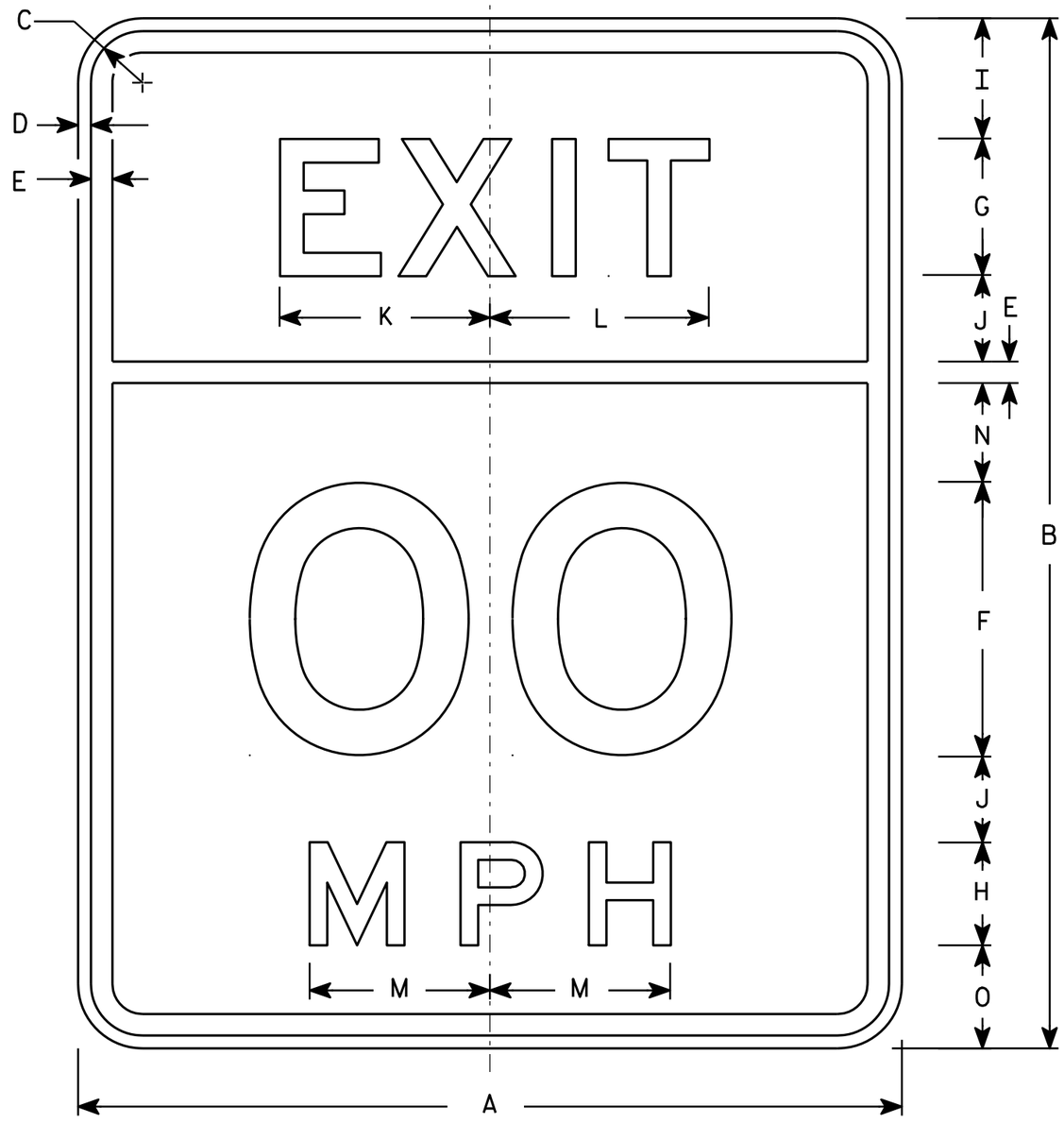
STANDARD SIGN
W10-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W10-3.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 248 | E



W13-2

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	30	1 1/2	3/8	5/8	8	4	3	3 1/2	2 1/2	6 1/8	6 3/8	5 1/4	2 7/8	3												5.0
2M	24	30	1 1/2	3/8	5/8	8	4	3	3 1/2	2 1/2	6 1/8	6 3/8	5 1/4	2 7/8	3												5.0
3	36	48	2 1/4	5/8	7/8	12	6	4	6	4	9 1/4	9 1/2	7 1/8	5 1/8	6												12.0
4	36	48	2 1/4	5/8	7/8	12	6	4	6	4	9 1/4	9 1/2	7 1/8	5 1/8	6												12.0
5	48	60	2 1/4	3/4	1	16	8	6	7	5	12 1/4	12 3/4	10 5/8	5 3/4	6												20.0

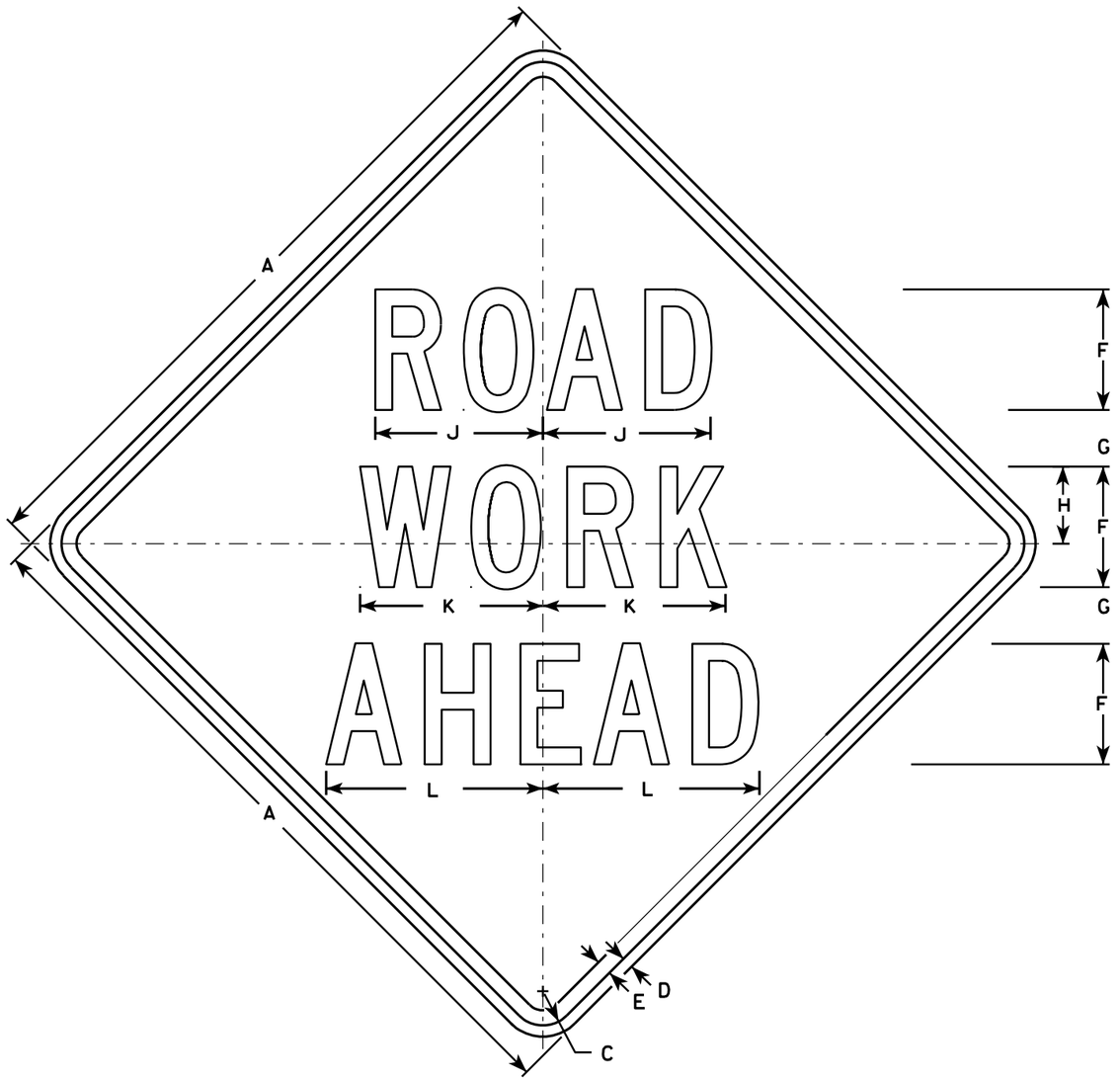
STANDARD SIGN
W13-2

WISCONSIN DEPT OF TRANSPORTATION

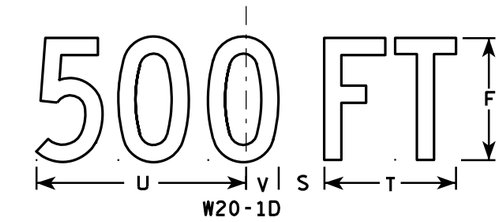
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/31/12 PLATE NO. W13-2.9

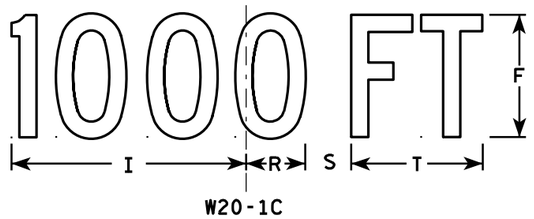
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 249 | E



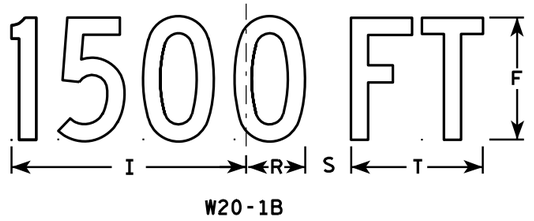
W20-1A



W20-1D

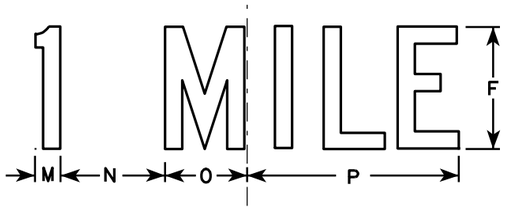


W20-1C



W20-1B

W20-1G



W20-1F

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 3/8	1/2	5/8	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9		2 1/2	1 7/8	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8		3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8		3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8		3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8		3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8		3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-1.9

PROJECT NO:

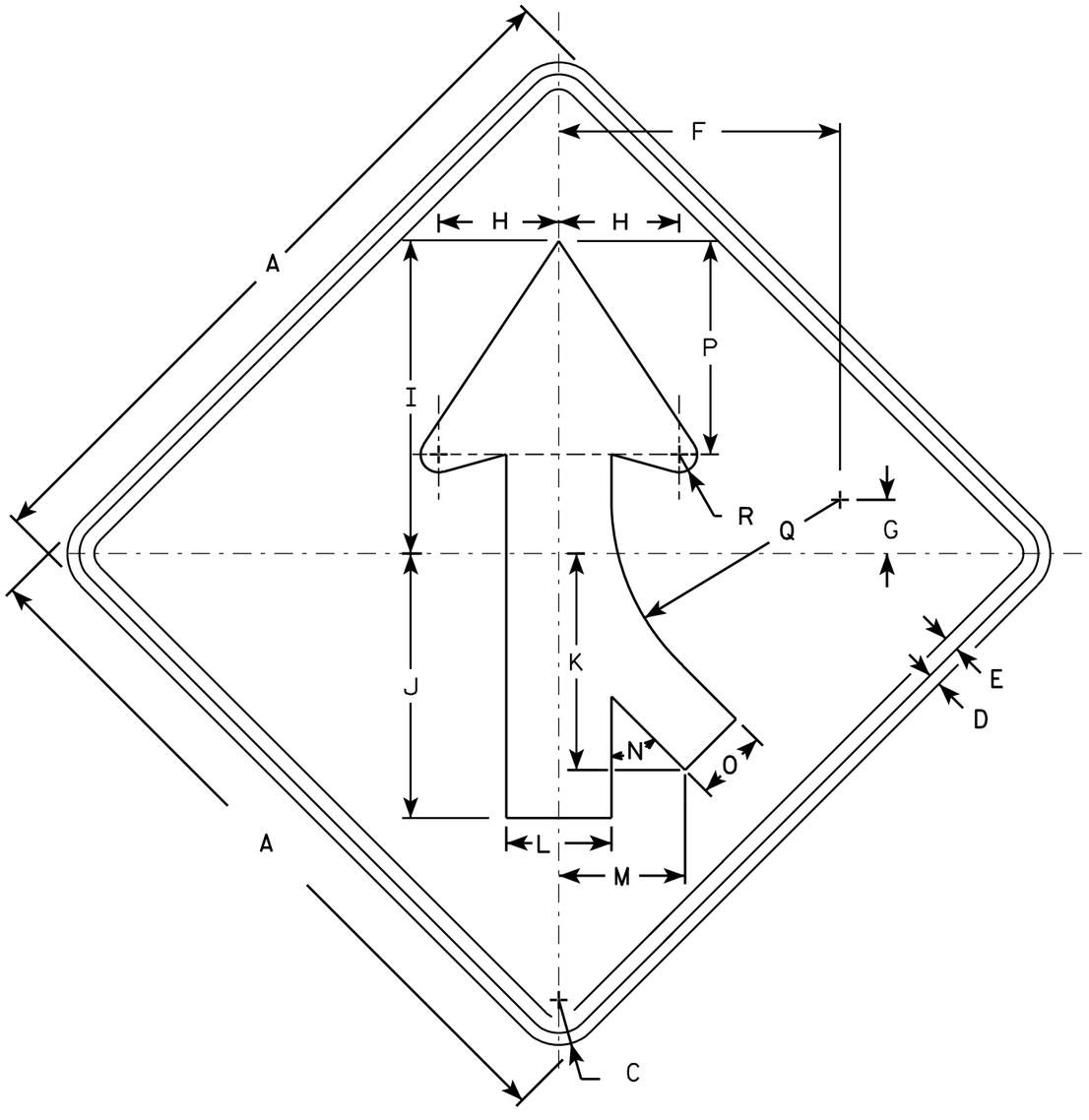
SHEET NO: 250 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W201.DGN PLOT DATE : 18-MAR-2011 09:56 PLOT BY : mscj9h

WISDOT/CADDS SHEET 42

7

7



W4-1 R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W4-1L is the same as W4-1R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	11 5/8	2 1/2	5	13	11	9	4 3/8	5 1/4	45°	3	8 7/8	9 1/2	3/4									6.25
2S	36		1 5/8	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
2M	36		1 5/8	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
3	36		1 5/8	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
4	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
5	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0

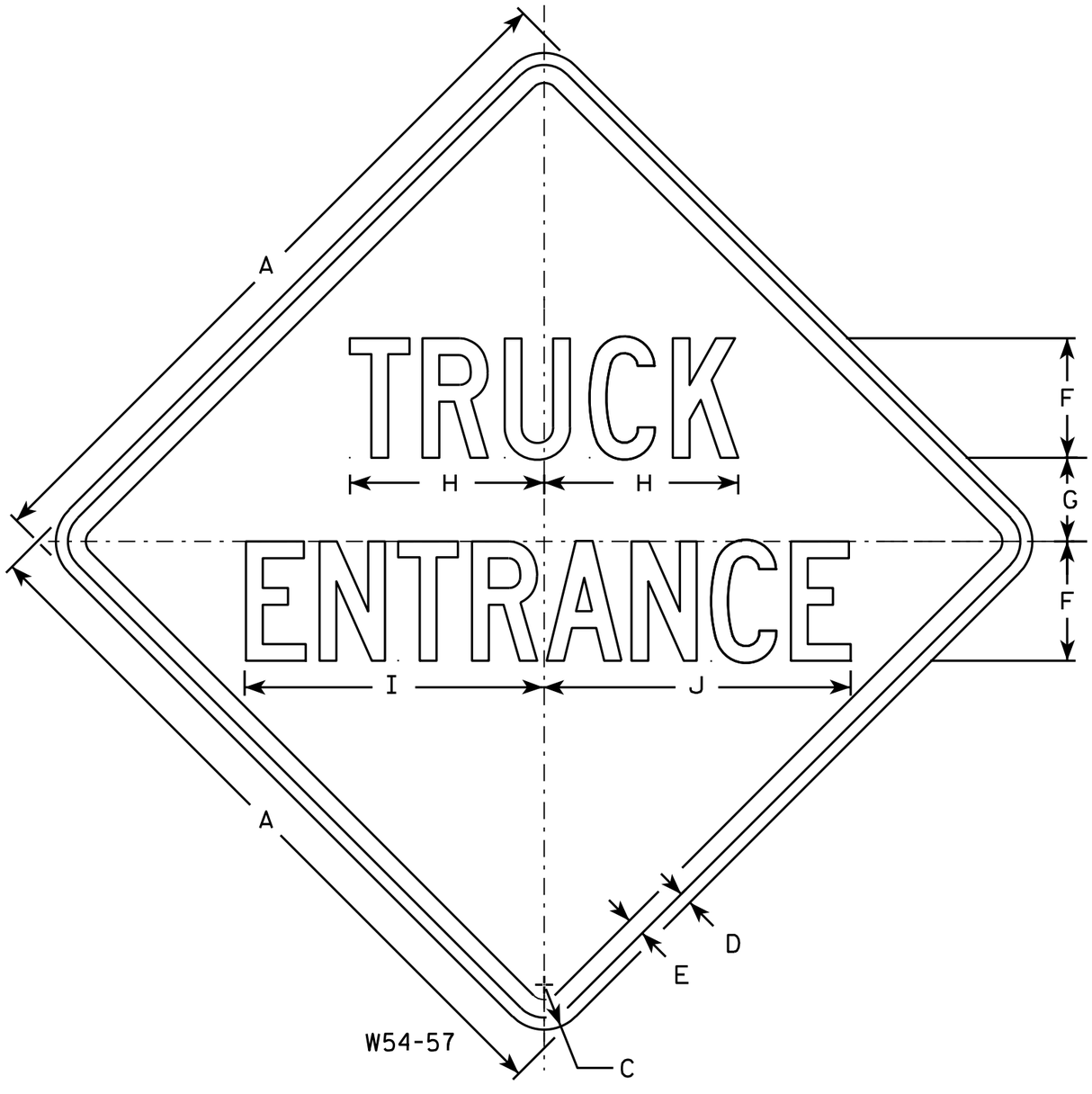
STANDARD SIGN
W4-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 03/12/13 PLATE NO. W4-1.14

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 251	E



NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 3/8	1/2	5/8	5	3 1/2	8 1/8	12 1/2	12 7/8																	6.25
2M	36		1 5/8	5/8	3/4	6	4 1/4	9 5/8	15	15 3/8																	9.00
3	36		1 5/8	5/8	3/4	6	4 1/4	9 5/8	15	15 3/8																	9.00
4																											
5																											

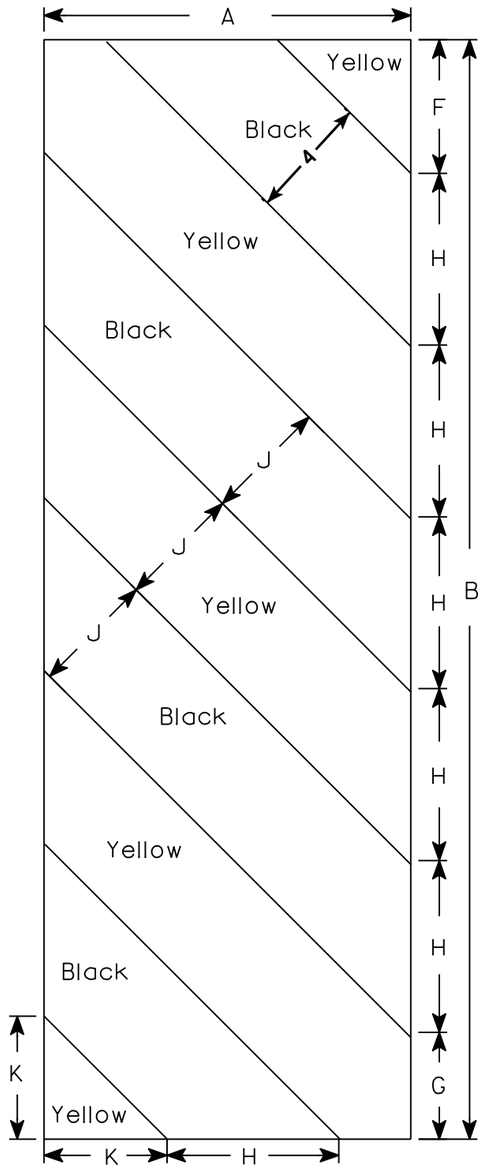
STANDARD SIGN
W54-57

WISCONSIN DEPT OF TRANSPORTATION

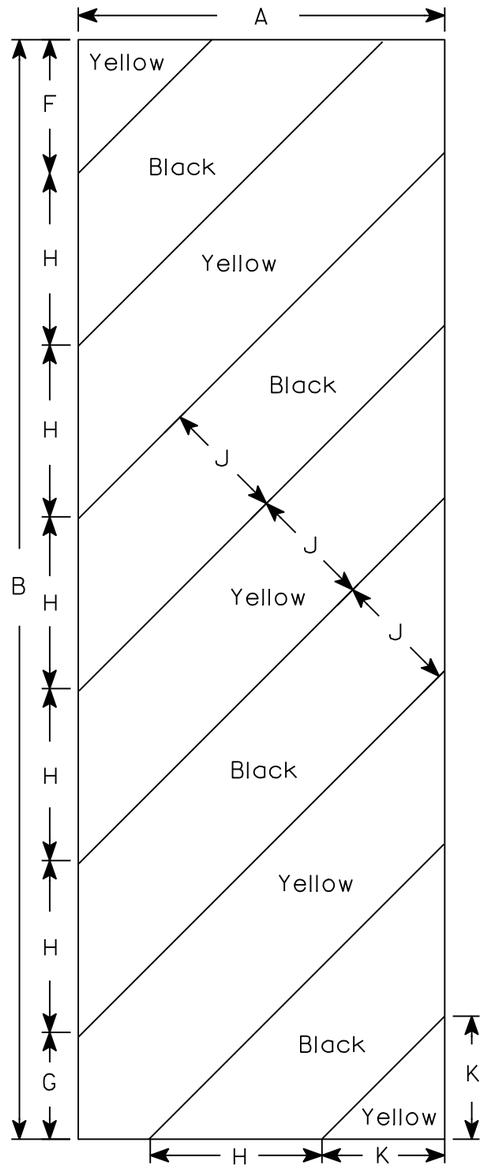
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W54-57.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 252	E



W5-52L



W5-52R

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
2M	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
3	18	54				6	5 1/2	8 1/2	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN

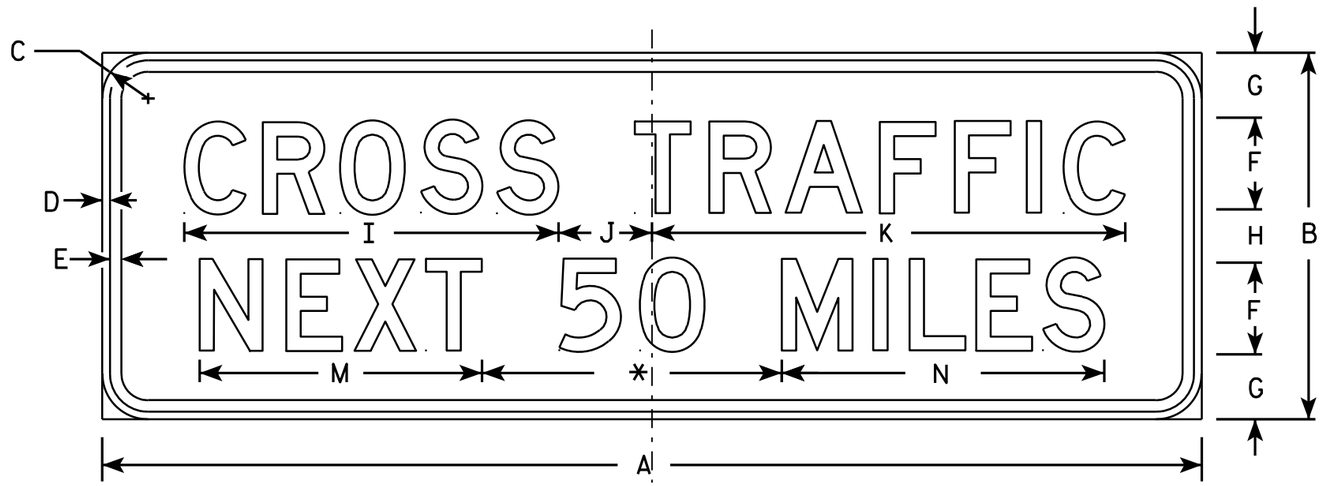
W5-52L & W5-52R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W5-52.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 253	E



W6-53

NOTES

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

* Varies (See Note 5)

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3																											
4	144	48	6	1	1 1/2	12	9	6	49	12 1/4	62		37	42 1/4													48.0
5																											

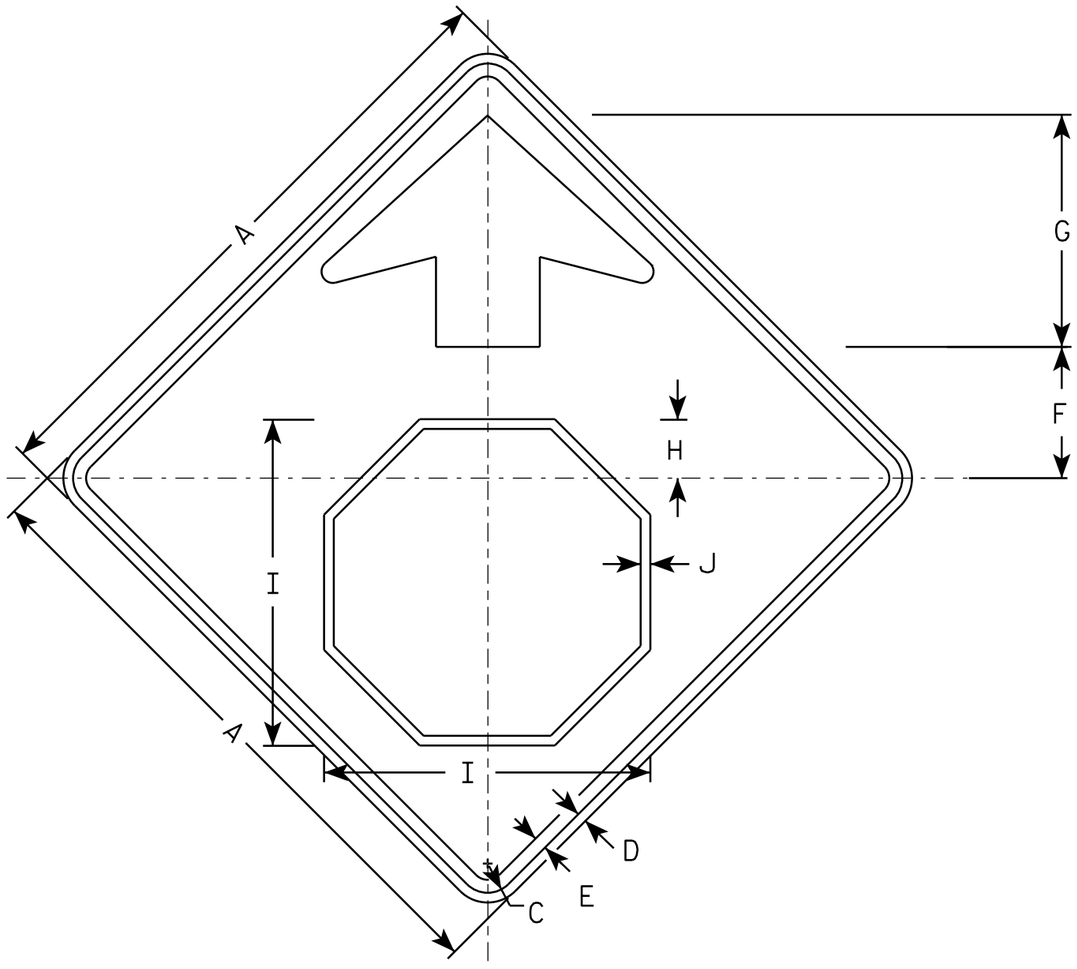
STANDARD SIGN
W6-53

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 03/12/13 PLATE NO. W6-53.6

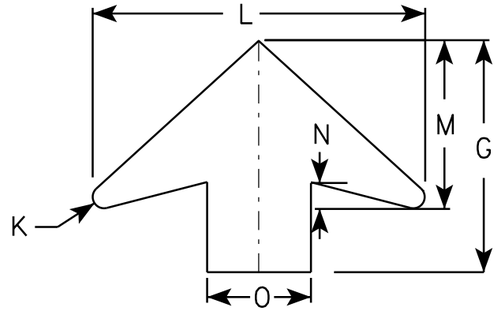
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 254 | E



W03-1

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - ORANGE
   Arrow & Border - BLACK
   Stop Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

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

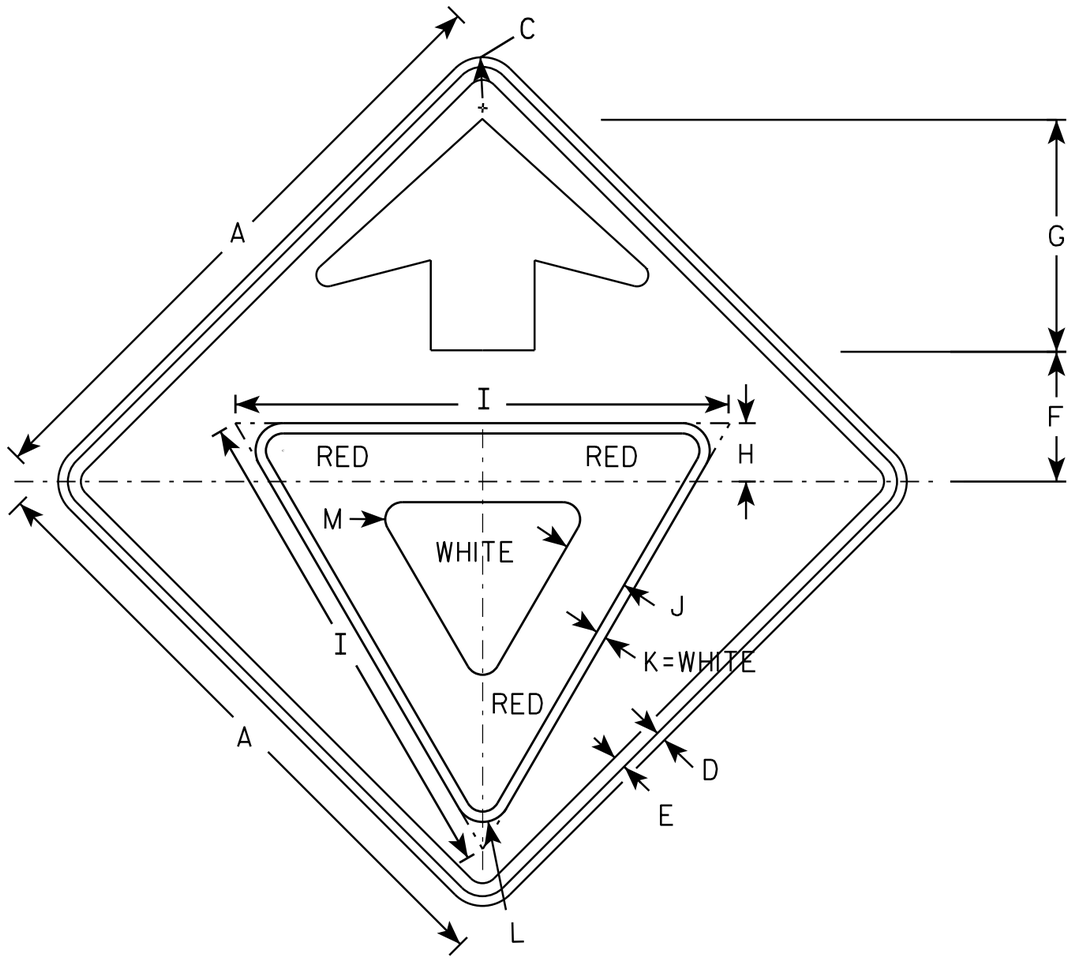
STANDARD SIGN
W03-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 255 03-1.1

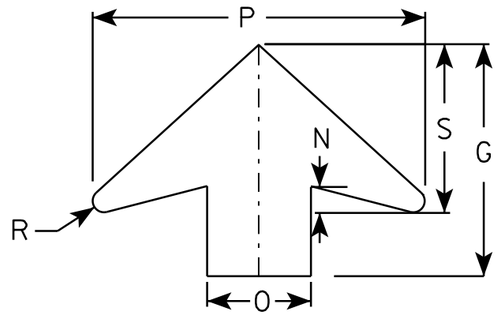
PROJECT NO: | SHEET NO: E



W03-2

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - ORANGE
   Arrow & Border - BLACK
   Yield Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
2S	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
2M	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
3	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0

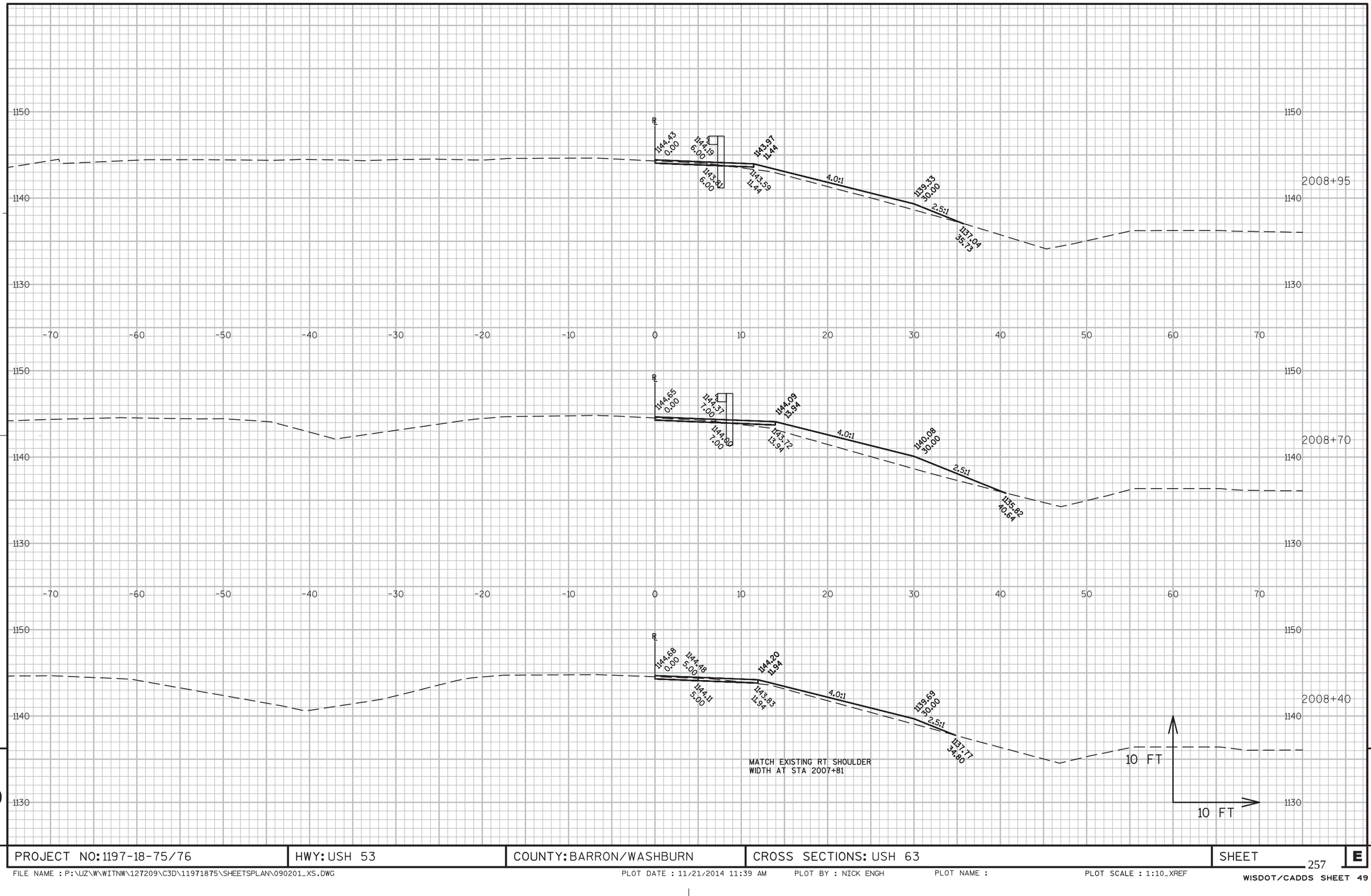
STANDARD SIGN
W03-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE W03-2.1

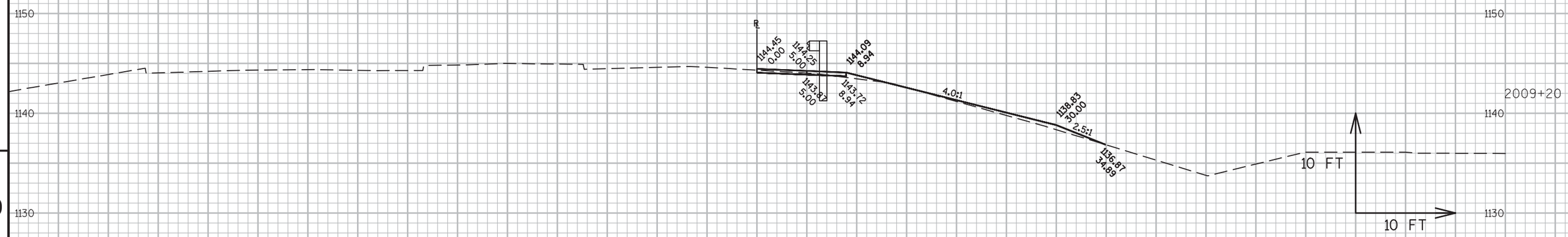
PROJECT NO: SHEET NO: E



9

9

PROJECT NO: 1197-18-75/76	HWY: USH 53	COUNTY: BARRON/WASHBURN	CROSS SECTIONS: USH 63	SHEET 257	E



9

9

PROJECT NO: 1197-18-75/76	HWY: USH 63	COUNTY: BARRON/WASHBURN	CROSS SECTIONS: USH 63	SHEET 258	E

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov