

PROJECT ID: 7865-05-70
WITH: N/A

COUNTY: CHIPPEWA

ORDER OF SHEETS	
Section No. 1	Title
Section No. 2	Typical Sections and Details (Includes Erosion Control)
Section No. 3	Estimate of Quantities
Section No. 3	Miscellaneous Quantities
Section No. 4	Right of Way Plot
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 = 130



DESIGN DESIGNATION

A.A.D.T. (2015)	= 4,500
A.A.D.T. (2035)	= 6,100
D.H.V. (2035)	= 890
D.D.	= 59/41
T.	= 12.4%
DESIGN SPEED	= 55 MPH
ESALS	= 1,671,700

CONVENTIONAL SYMBOLS

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

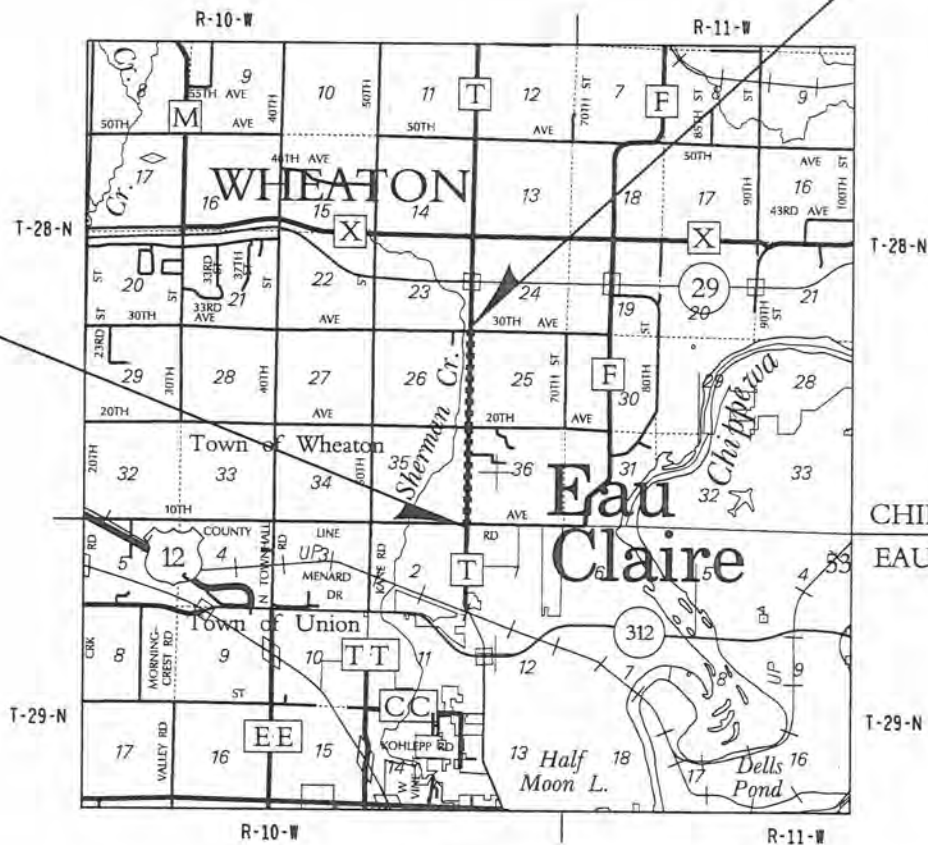
PROFILE	
GRADE LINE	
ORIGINAL GROUND	
MARSH OR ROCK PROFILE (To be noted as such)	
SPECIAL DITCH	
GRADE ELEVATION	
CULVERT (Profile View)	
UTILITIES	
ELECTRIC	
FIBER OPTIC	
GAS	
SANITARY SEWER	
STORM SEWER	
TELEPHONE	
WATER	
UTILITY PEDESTAL	
POWER POLE	
TELEPHONE POLE	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
PLAN OF PROPOSED IMPROVEMENT
EAU CLAIRE - CTH B
10TH AVENUE TO STH 29
CTH T
CHIPPEWA COUNTY

STATE PROJECT NUMBER
7865-05-70

BEGIN PROJECT 7865-05-70
STA. 101+00.00
Y=100534.485
X=130993.849

END PROJECT 7865-05-70
STA 211+51.00



LAYOUT
SCALE 0 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 2.093 MI.

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88).

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), CHIPPEWA COUNTY, NAD 1983 (2011) ADJUSTMENT.

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
7865-05-70	WISC 2015322	1

ACCEPTED FOR	
COUNTY	CHIPPEWA
ORIGINAL PLANS PREPARED BY	
AECOM	
(Date)	(Signature)
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
PREPARED BY	
Surveyor	AECOM
Designer	AECOM
Management Consultant	KNIGHT E/A
APPROVED FOR THE DEPARTMENT	
DATE: 4/26/15	
E	

GENERAL NOTES

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

EXCAVATION BELOW SUBGRADE (EBS) IS NOT USED TO BALANCE YARDAGE AND IS NOT SHOWN ON THE CROSS SECTIONS. LOCATIONS FOR EBS IF REQUIRED WILL BE DETERMINED BY THE ENGINEER.

FILL AS SHOWN ON THE PLAN SHEETS PERTAINS TO EMBANKMENTS CONSTRUCTED FROM EXCAVATION COMMON OR BORROW. THE SHRINKAGE ALLOWANCE USED TO COMPUTE THE VOLUME OF MATERIAL NECESSARY TO COMPLETE THE FILL IS ESTIMATED AT 25 PERCENT.

WHEN THE QUANTITY OF BASE AGGREGATE DENSE AND HMA PAVEMENT IS MEASURED BY THE TON, THE DEPTH OF THE THICKNESS OF THE COURSE, AS SHOWN ON THE PLANS, IS APPROXIMATE. THE ACTUAL THICKNESS WILL DEPEND UPON THE SLOPE OF THE COURSE AND THE DISTRIBUTION OF MATERIAL, AND SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE 6.5" ASPHALTIC PAVEMENT TYPE E-3 SHALL BE CONSTRUCTED IN 3 LAYERS. THE TWO LOWER LAYERS SHALL BE 2.25-INCHES (19.0 mm, PG 58-28). THE UPPER LAYER SHALL BE 2-INCHES (12.5 mm, PG 58-28).

THE 5" ASPHALTIC PAVEMENT TYPE E-3 SHALL BE CONSTRUCTED IN 2 LAYERS. THE LOWER LAYER SHALL BE 3-INCHES (19.0 mm, PG 58-28). THE UPPER LAYER SHALL BE 2-INCHES (12.5 mm, PG 58-28).

DISTURBED AREAS WITHIN THE RIGHT OF WAY, EXCEPT THE AREA WITHIN THE FINISHED SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED AND MULCHED.

NO. 20 SEED MIXTURE SHALL BE USED ON ALL CUT AND FILL SLOPES.
NO. 40 SEED MIXTURE SHALL BE USED WHEN LAWNS ARE ADJACENT TO RIGHT OF WAY

EROSION CONTROL FEATURES AS SHOWN ON THE PLANS ARE SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE ADJUSTED TO FIT FIELD CONDITIONS.

THE LOCATION OF DRIVEWAY SAWCUTS AND INTERSECTION SAWCUTS WILL BE DETERMINED BY THE ENGINEER.

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 14.61 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 5.45 ACRES



** DENOTES UTILITIES THAT ARE NOT
DIGGER'S HOTLINE MEMBERS

DESIGN CONTACT

AECOM
ATTN: BRUCE GERLAND
200 INDIANA AVENUE
STEVENS POINT, WI 54481
715-342-3010
bruce.gerland@aecom.com

WDNR CONTACT

CHRIS WILLGER (WDNR)
1300 W. CLAIREMONT STREET
EAU CLAIRE, WI 54702
715-839-1609
christopher.j.willger@wisconsin.gov

UTILITY CONTACTS

COMMUNICATION LINE:

SHANE YODER
CHARTER COMMUNICATIONS
1201 MCCANN STREET
ALTOONA, WI 54720
715-831-8940 (EX.511113) PHONE
Shane.yoder@charter.com

GARY WAYNE
WESTERN WISCONSIN TELCOM COOPERATIVE
PO BOX 115
DOWNSVILLE, WI 54735
715-664-8311
715-308-1915 (CELL)
garyw@wtl.coop

ELECTRIC:

MIKE ANDRASCHKO
DUNN ENERGY COOPERATIVE
PO BOX 220
MENOMINEE, WI 54751
715-232-6240 (OFFICE)
715-308-1553 (CELL)
mandra@dunnenergy.com

DAWN SCHULTZ
XCEL ENERGY, INC.
1414 WEST HAMILTON AVENUE
P.O. BOX 8
EAU CLAIRE, WI 54701
715-737-2482 PHONE
Dawn.schultz@xcelenergy.com

GAS:

SCOTT J. SEAHOLM
XCEL ENERGY, INC.
P.O. BOX 8
EAU CLAIRE, WI 54702
715-737-2584 PHONE
715-577-3381 (CELL)
Scott.j.seaholm@xcelenergy.com

PIPELINE:

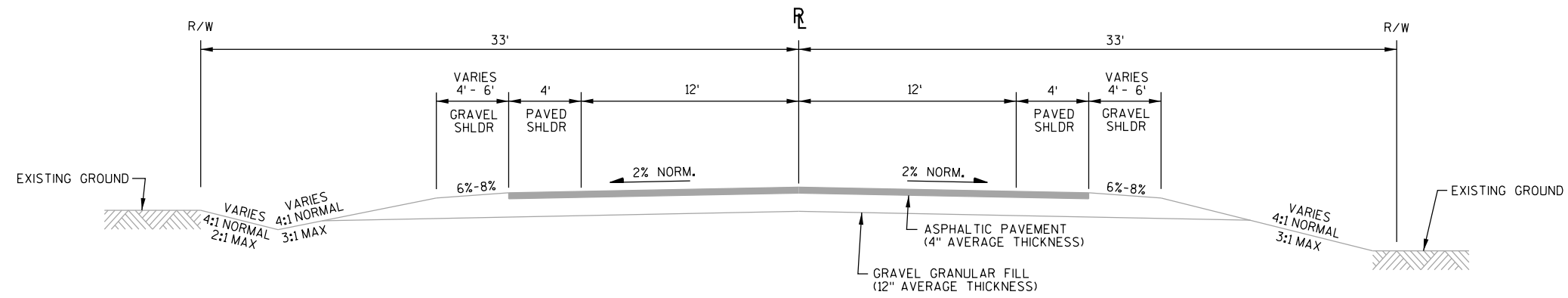
CLAIR MADSEN
MAGELLAN MIDSTREAM PARTNERS
2451 WEST COUNTY ROAD C
SAINT PAUL, MN 55113
612-750-1806 PHONE
clair.madsen@magellanlp.com

SANITARY & WATER:

LANE BERG
CITY OF EAU CLAIRE
1040 FOREST STREET
EAU CLAIRE, WI 54703
715-839-1876 PHONE
lane.berg@eauclairewi.gov

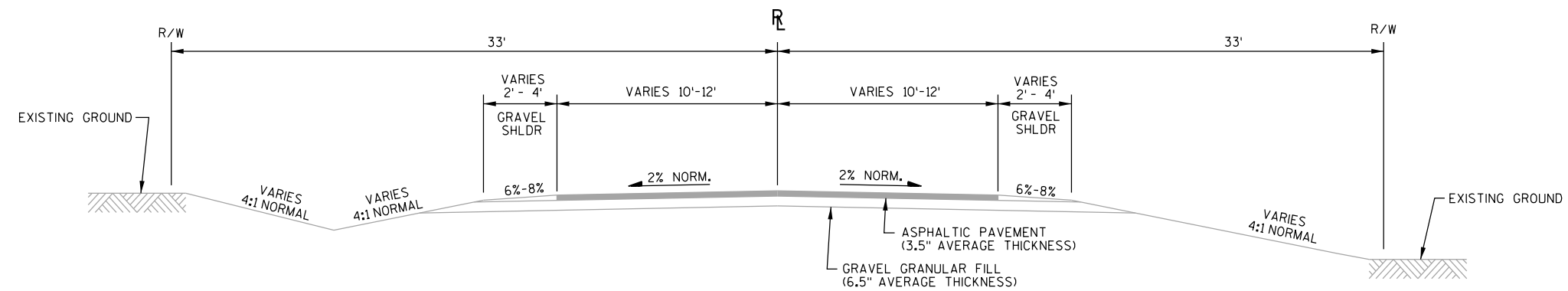
PAVEMENT CORE LOG

CORE NO.	STATION	CENTER OF	UNDERLAYING MATERIAL	CORE NO.	STATION	CENTER OF	UNDERLAYING MATERIAL
B1	210+33	SB LANE	4.5" ASPHALT 12.5" BASE COURSE	B5	150+50	SB LANE	3.75" ASPHALT 11.5" BASE COURSE
B2	195+18	NB LANE	4.5" ASPHALT 11.0" BASE COURSE	B6	134+76	NB LANE	4.25" ASPHALT 11.5" BASE COURSE
B3	180+07	SB LANE	4.0" ASPHALT 12.0" BASE COURSE	B7	120+39	SB LANE	4.5" ASPHALT 11.5" BASE COURSE
B4	165+63	NB LANE	6.25" ASPHALT 12.5" BASE COURSE				



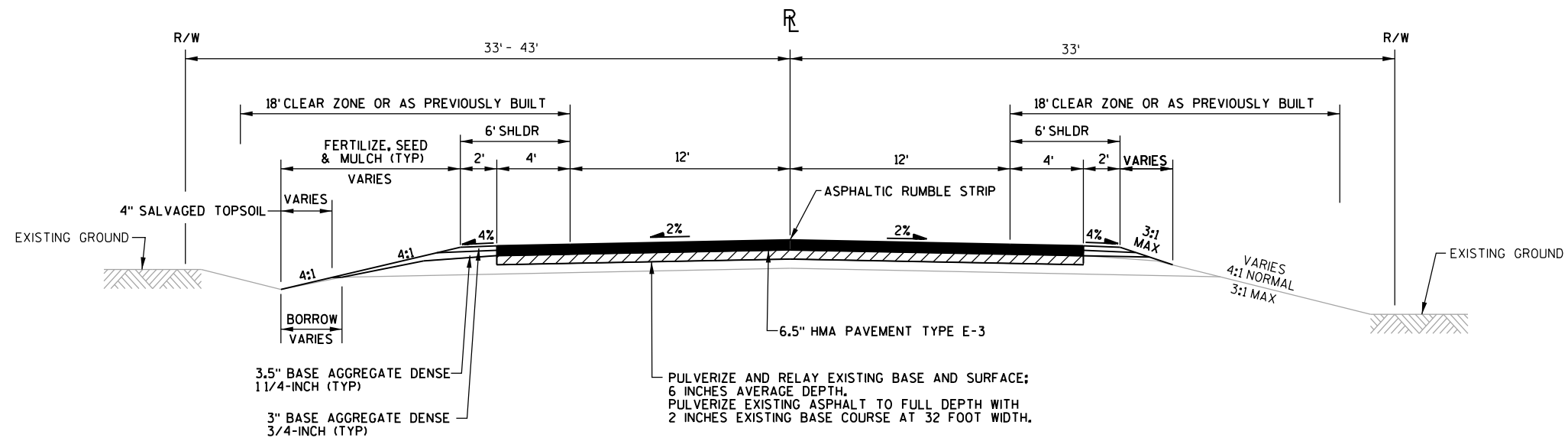
TYPICAL EXISTING SECTION - CTH T

STA 101+00 - STA 211+51



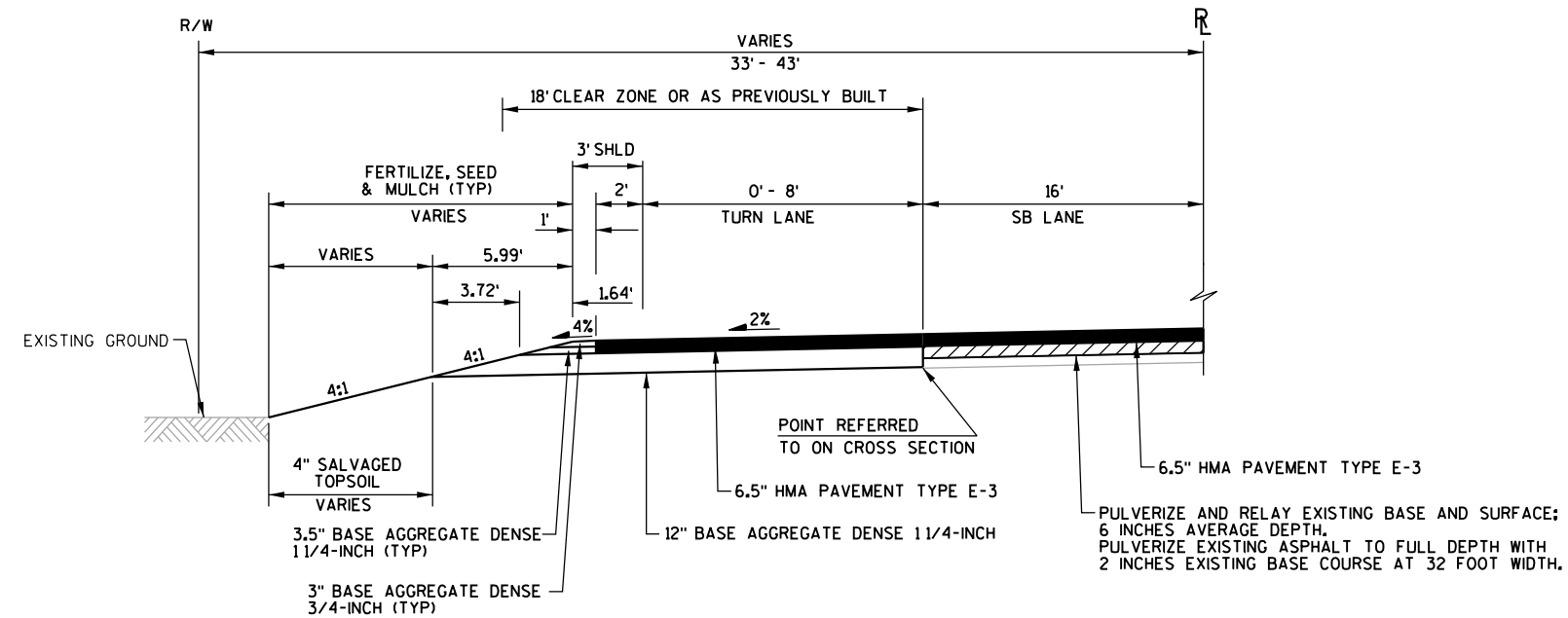
TYPICAL EXISTING SECTION - SIDE ROADS

STA 98A+74 - STA 100A+72 (10TH AVE)
STA 17+00 - STA 18+50 (17TH AVE)
STA 21+15 - STA 24+27 (20TH AVE)
STA 31+20 - STA 34+35 (30TH AVE)



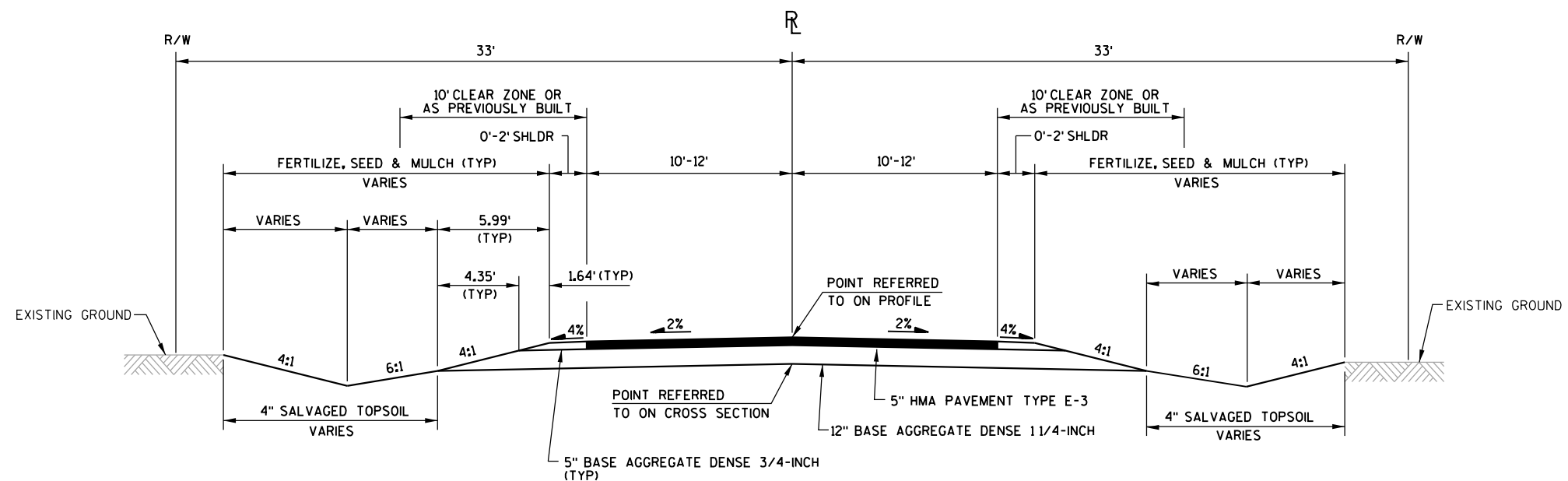
TYPICAL FINISHED SECTION - CTH T

STA 101+00 - STA 211+51



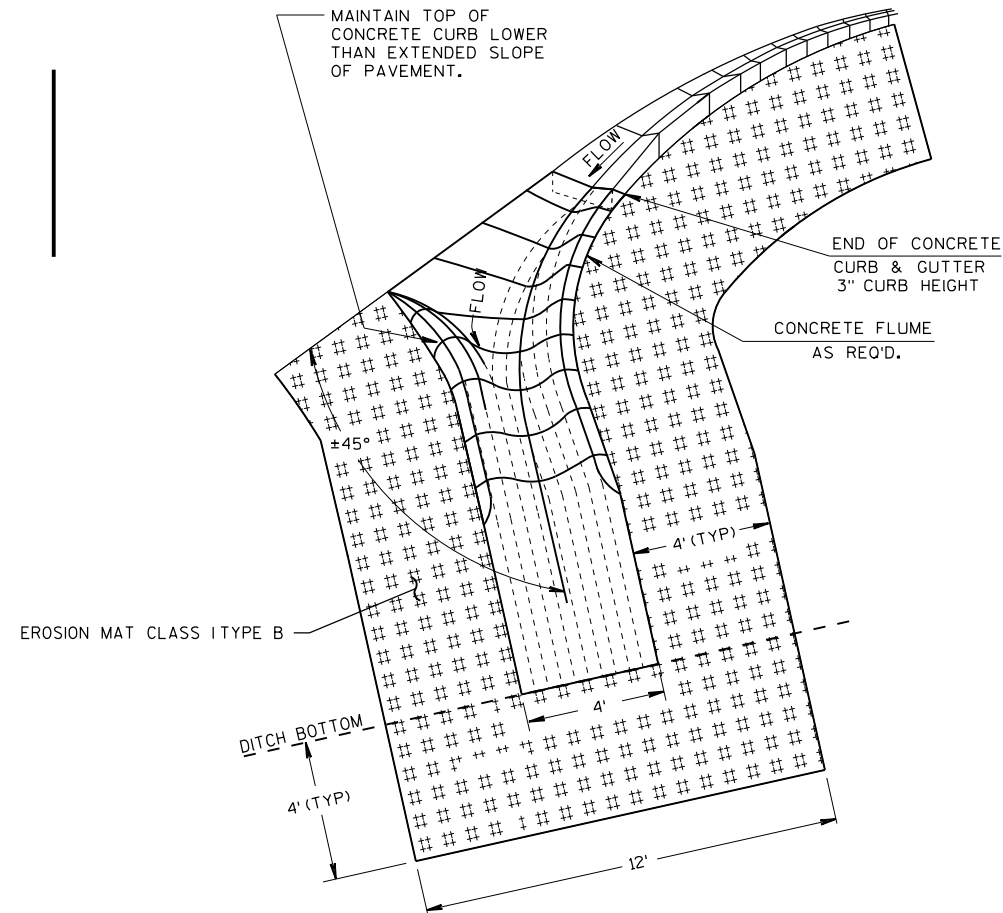
TYPICAL FINISHED SECTION - RIGHT TURN LANE

STA 103+68 - STA 108+10 LT

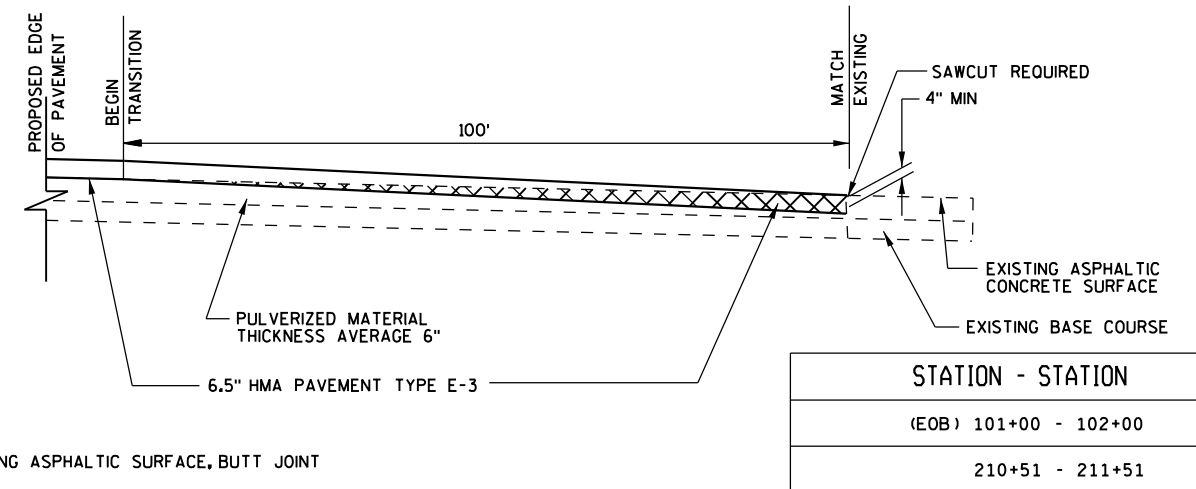
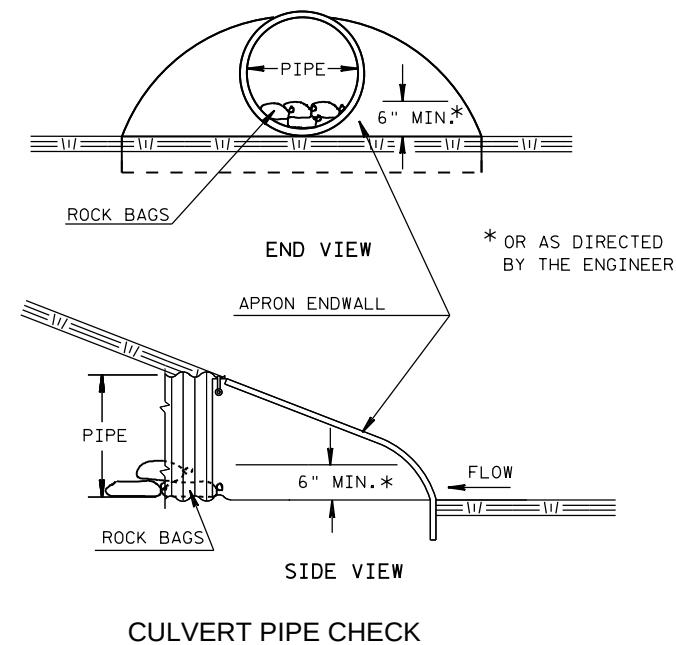


TYPICAL FINISHED SECTION - SIDE ROADS

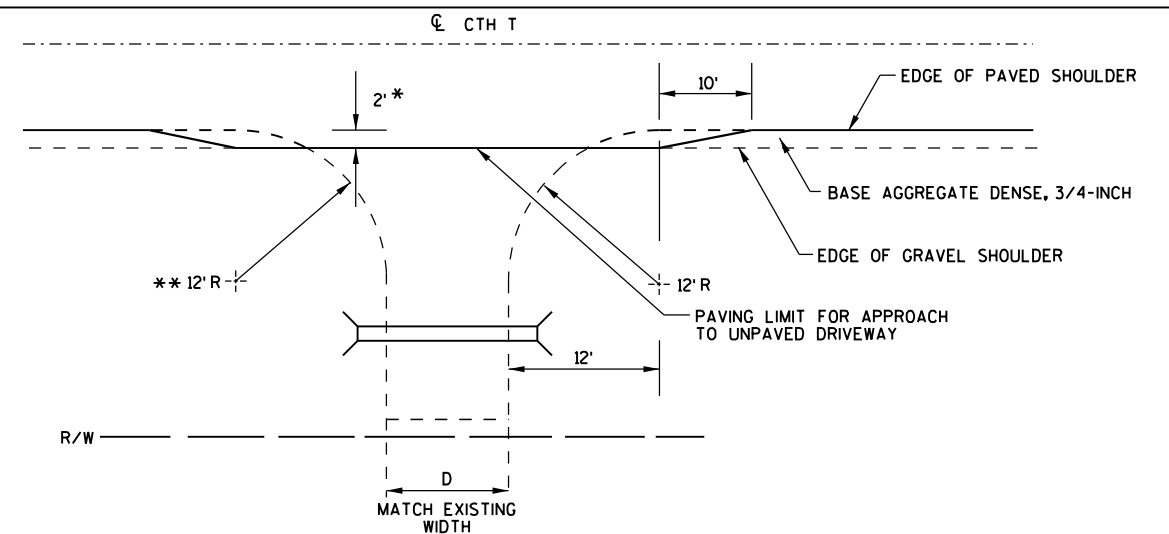
STA 98A+74 - STA 100A+72 (10TH AVE)
 STA 17+00 - STA 18+50 (17TH AVE)
 STA 21+15 - STA 24+27 (20TH AVE)
 STA 31+20 - STA 34+35 (30TH AVE)



EROSION MAT FOR CONCRETE SURFACE DRAIN



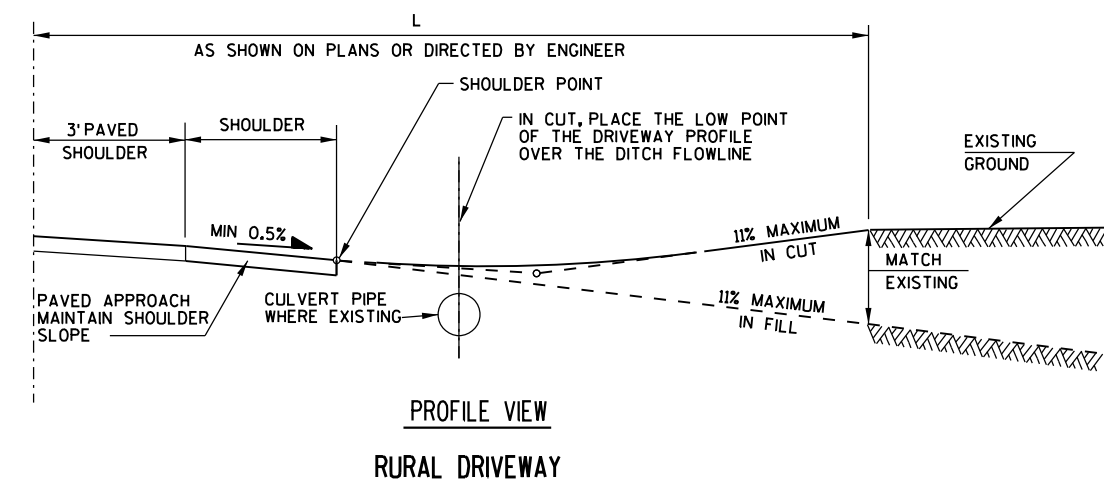
BUTT JOINT TRANSITION



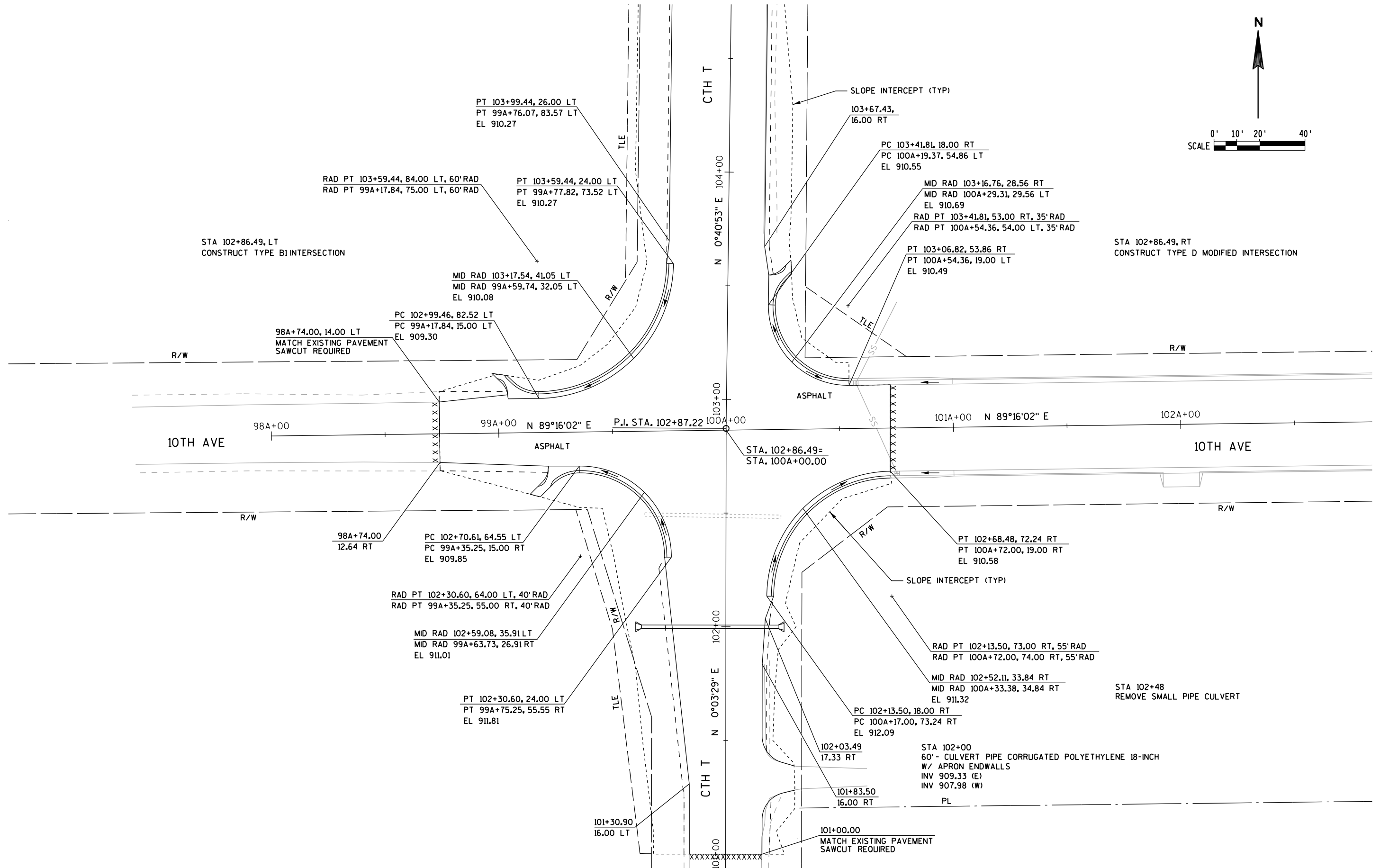
PLAN VIEW

D = DRIVEWAY WIDTH
 * = REDUCE THIS TO 0' ON ALL FE'S
 ** = 12' RADIUS FOR ASPHALT DRIVEWAYS
 MATCH EXISTING RADIUS FOR GRAVEL DRIVEWAYS
 ALL FIELD ENTRANCES TO BE 35'

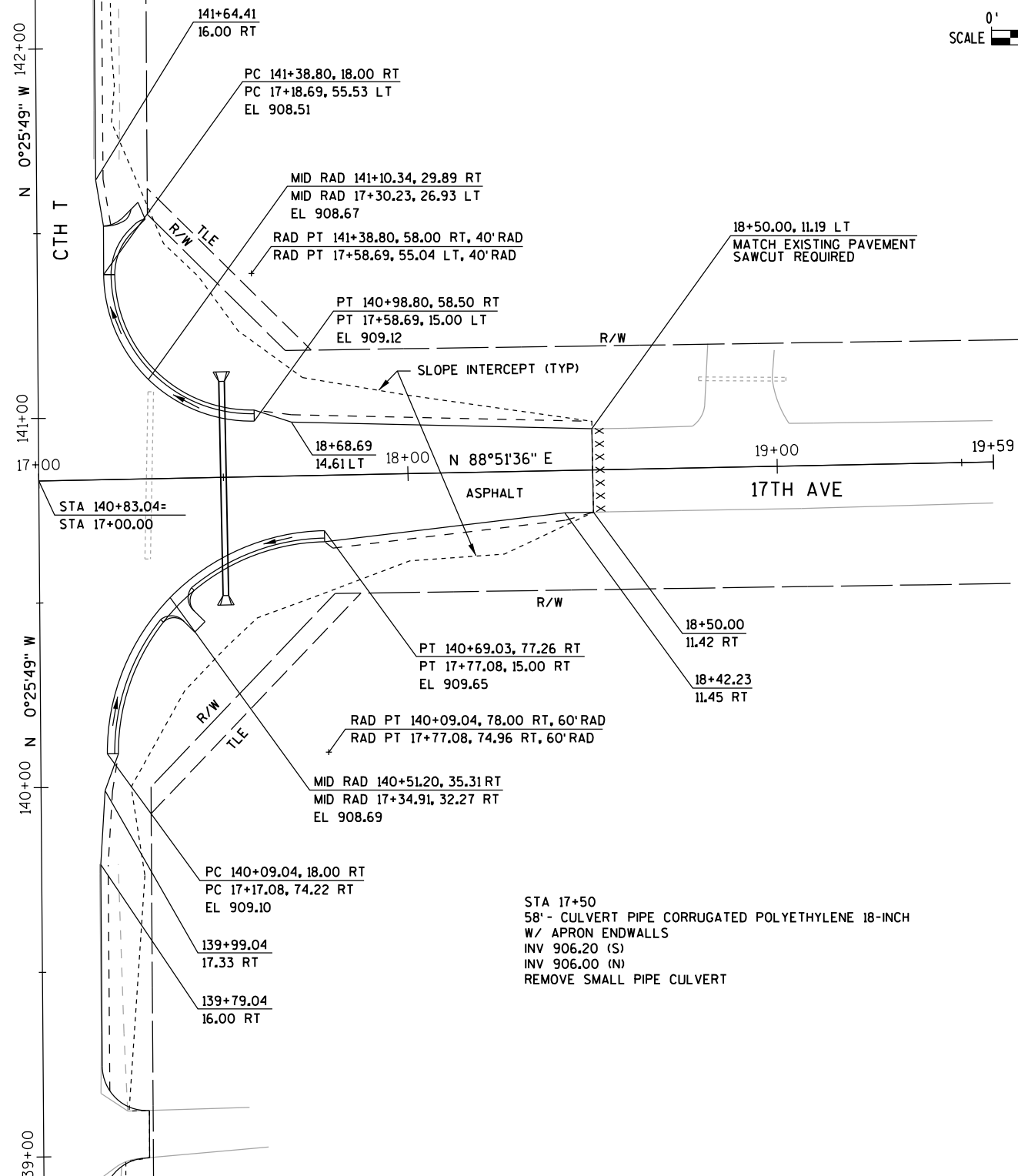
GRAVEL DRIVEWAYS
 -6" BASE AGGREGATE DENSE 3/4-INCH
 ASPHALT DRIVEWAYS
 -3" ASPHALTIC SURFACE
 -6" BASE AGGREGATE DENSE 1 1/4-INCH

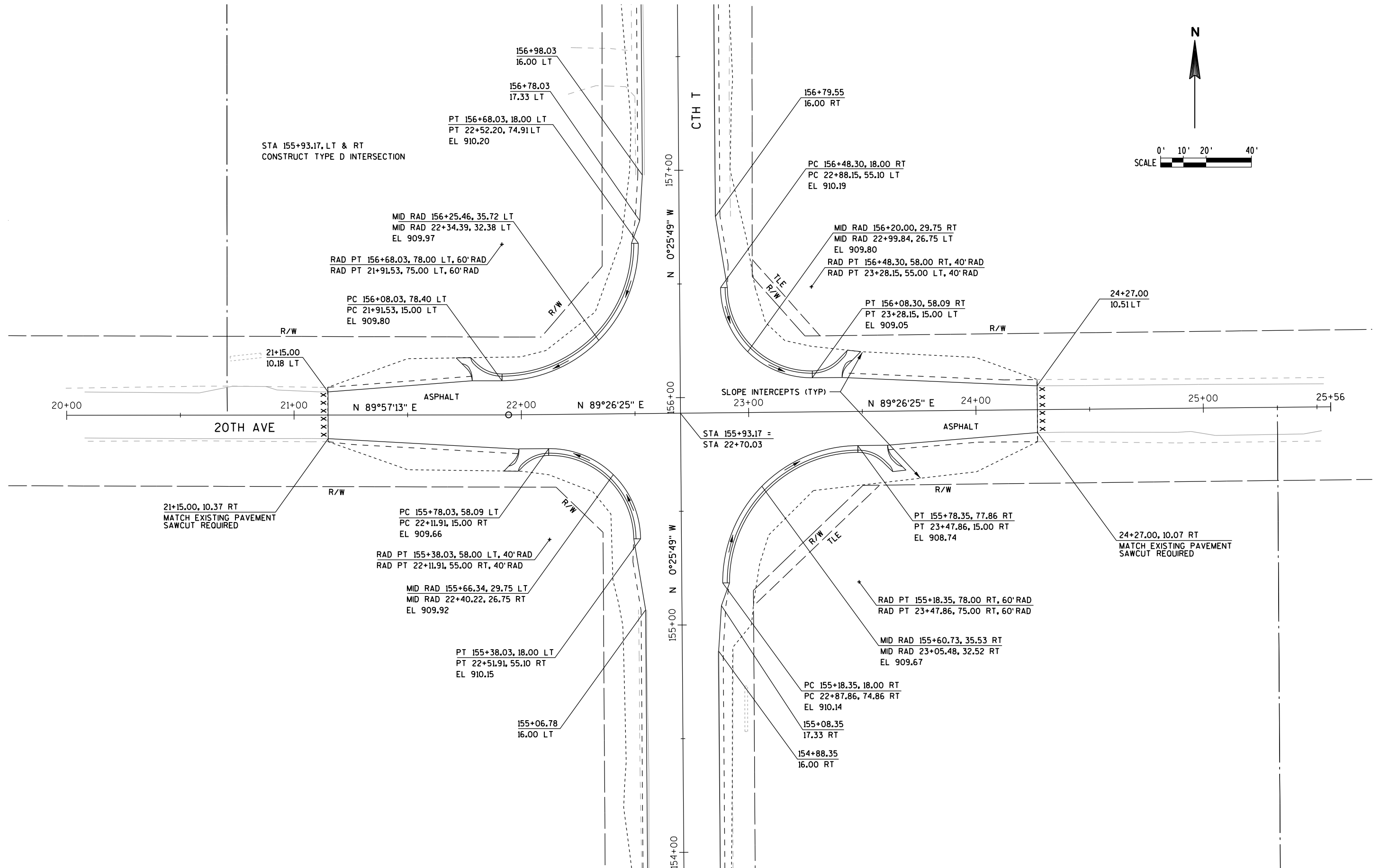


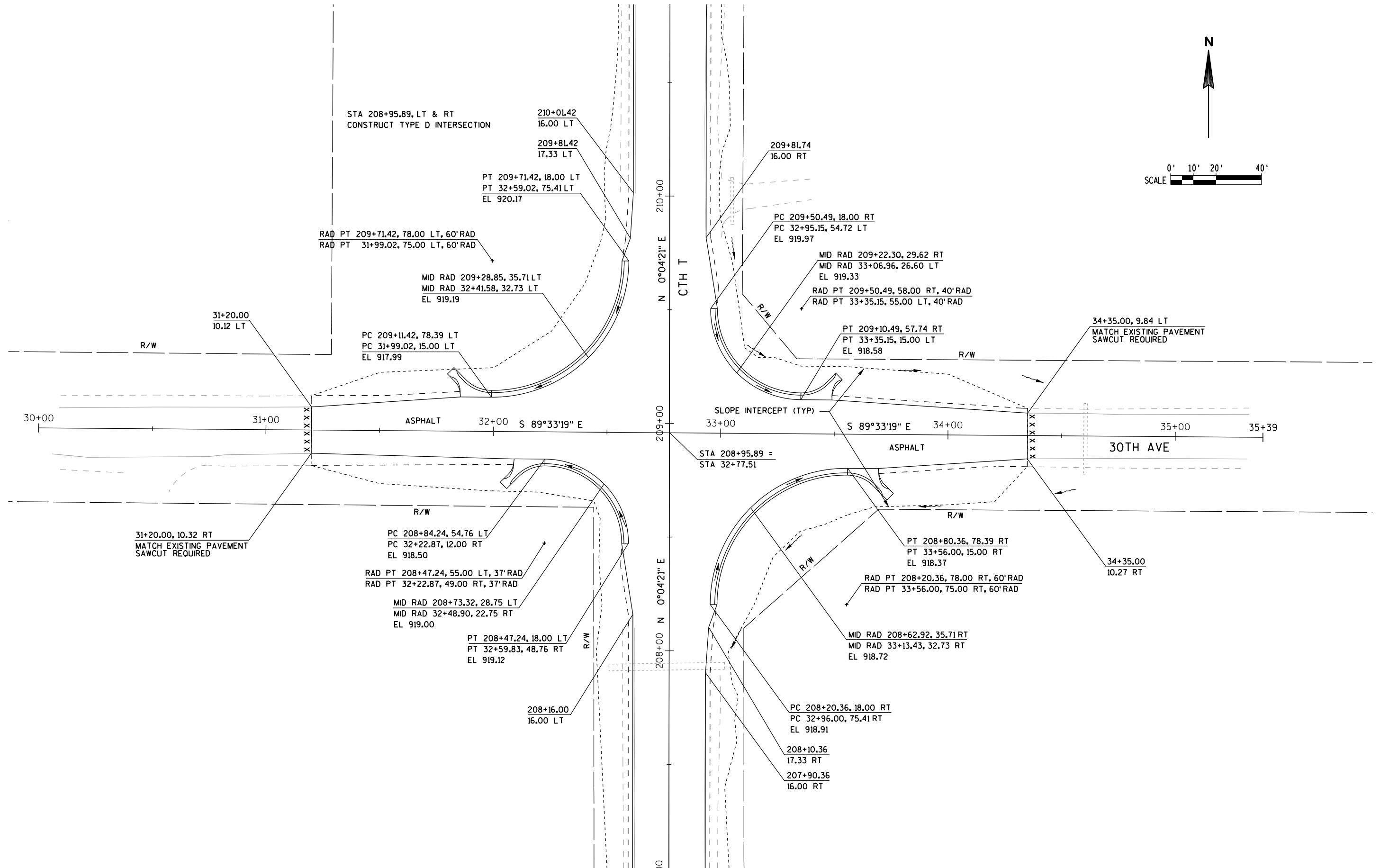
**PROFILE VIEW
RURAL DRIVEWAY**

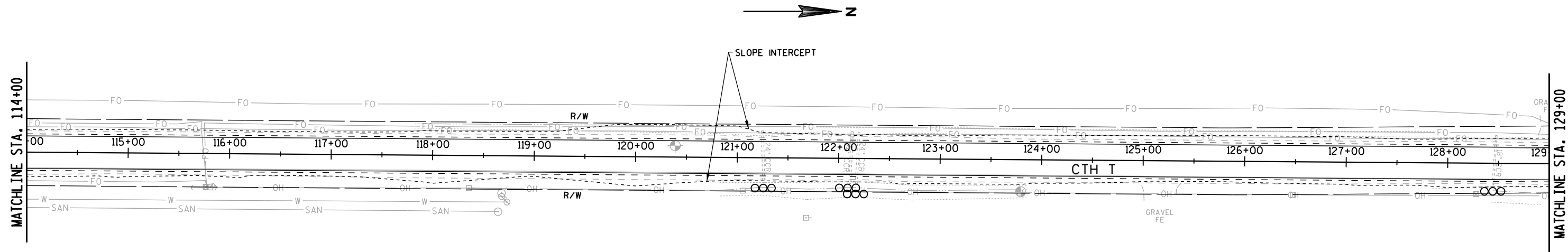
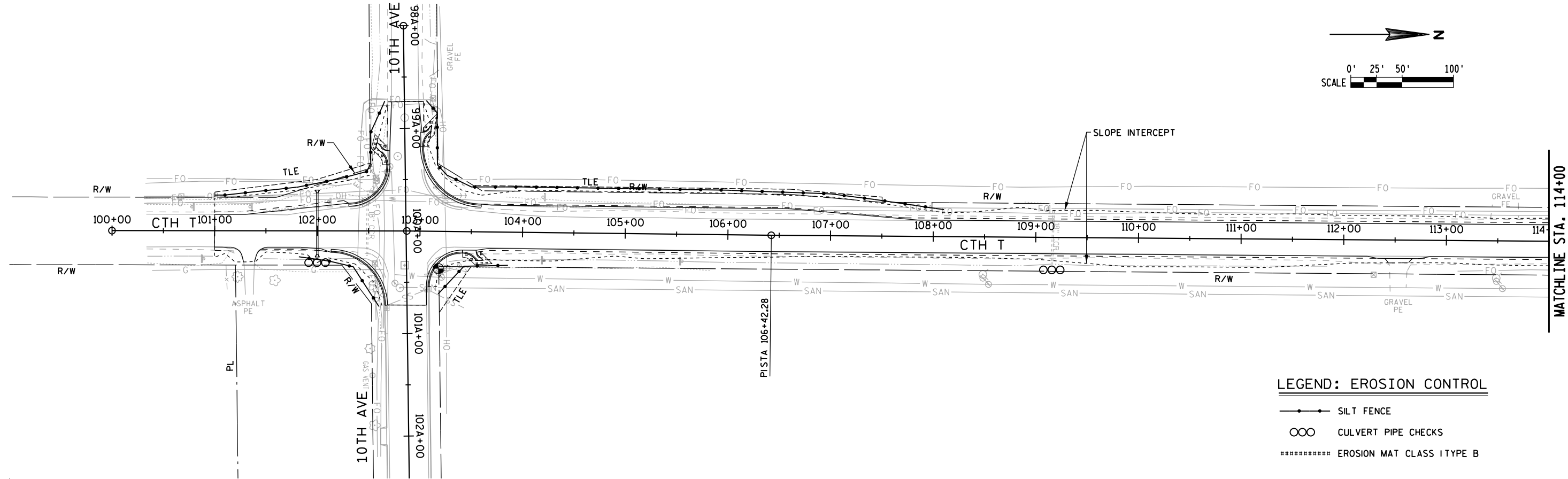


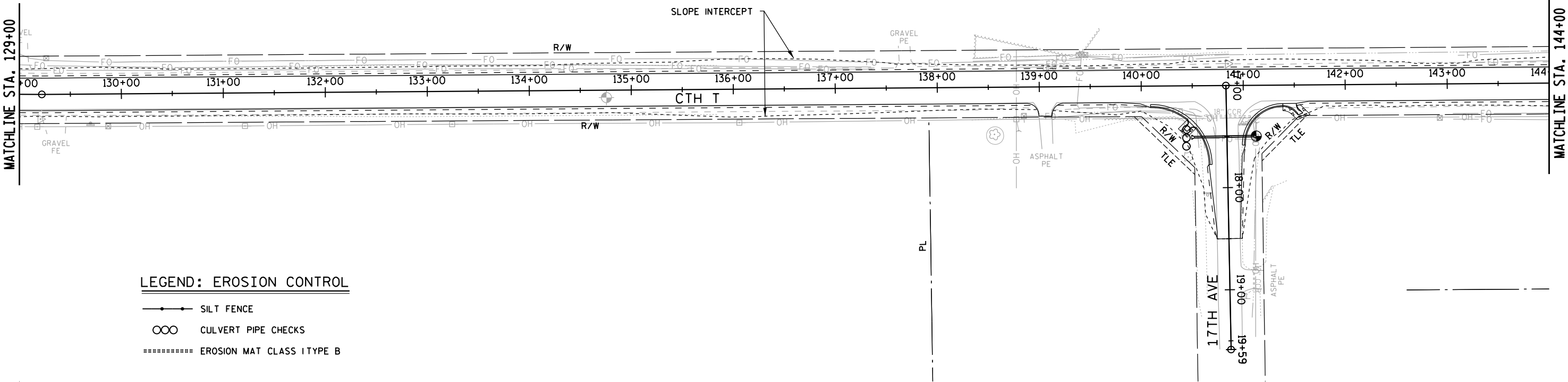
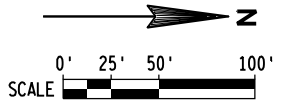
STA 140+83.04, RT
CONSTRUCT TYPE D INTERSECTION



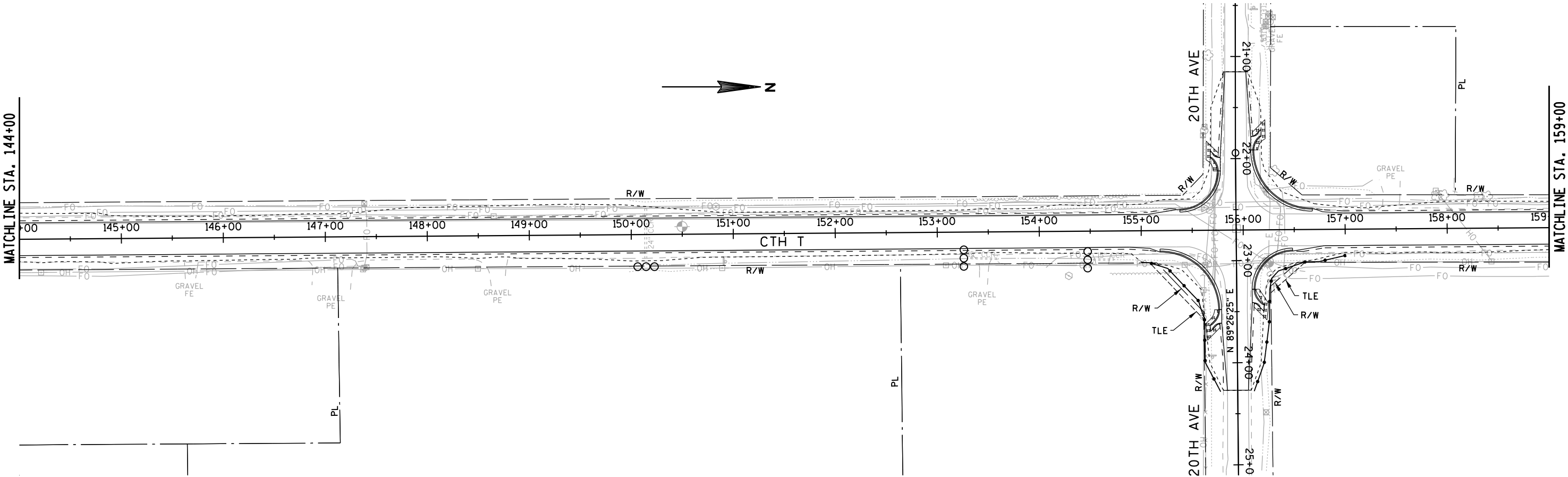




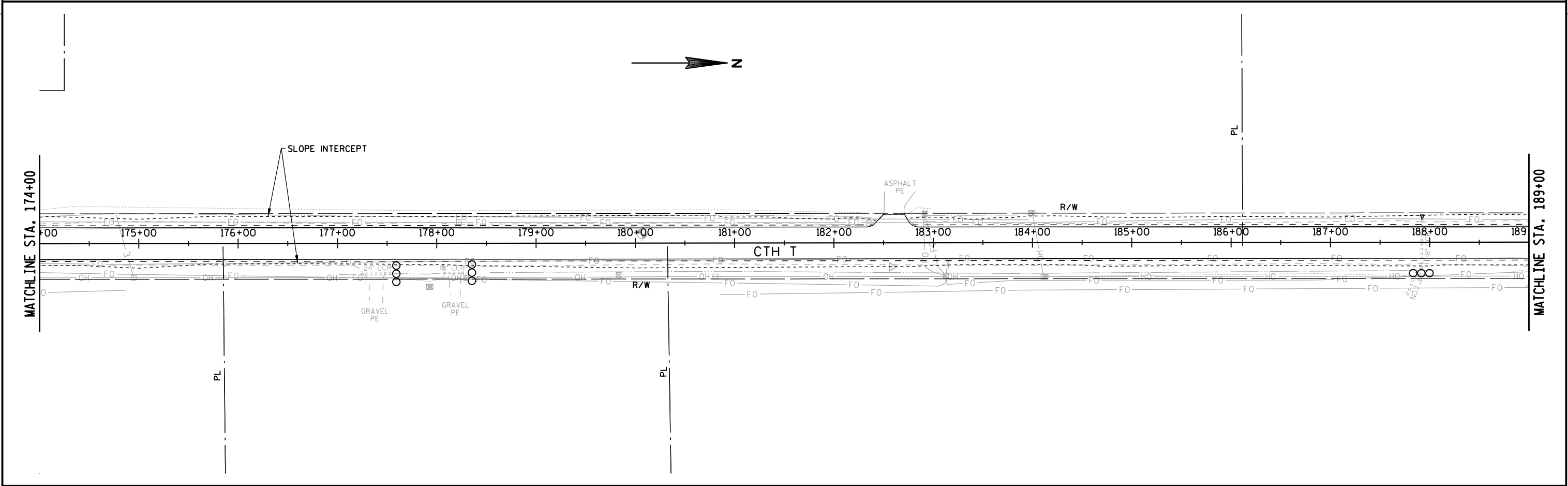
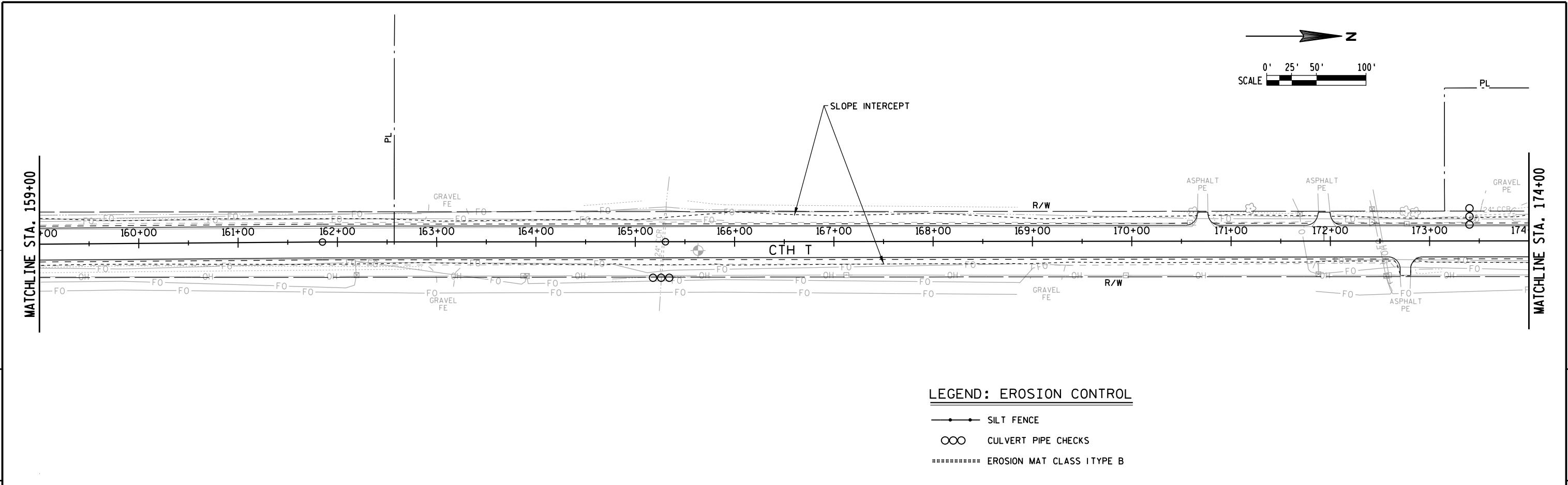




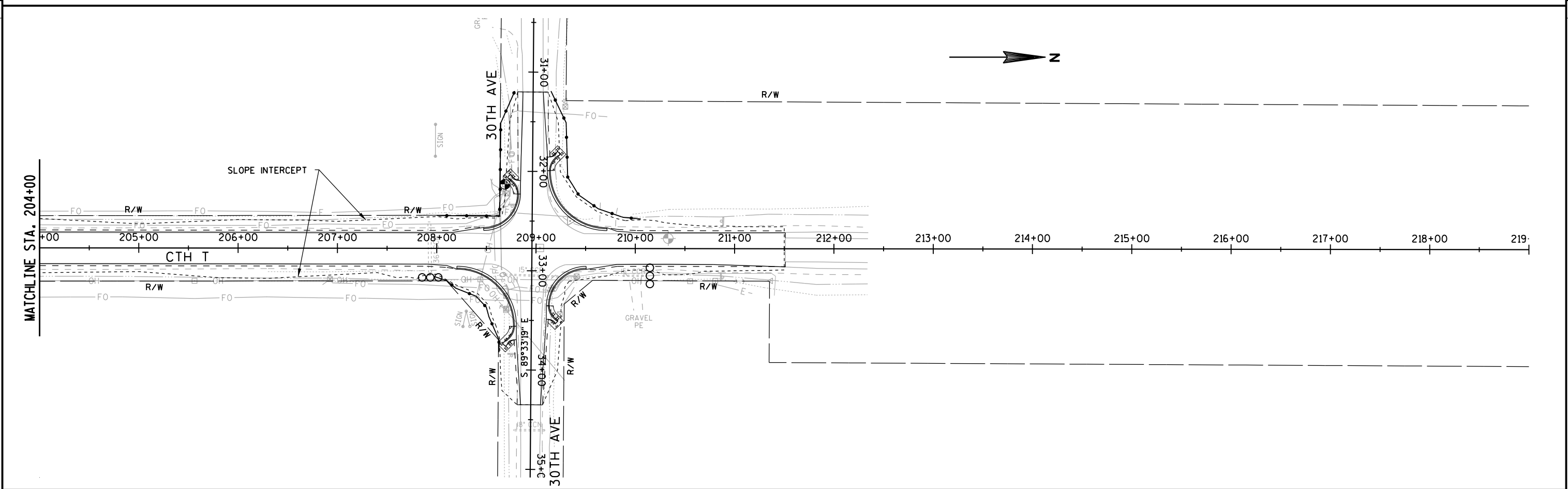
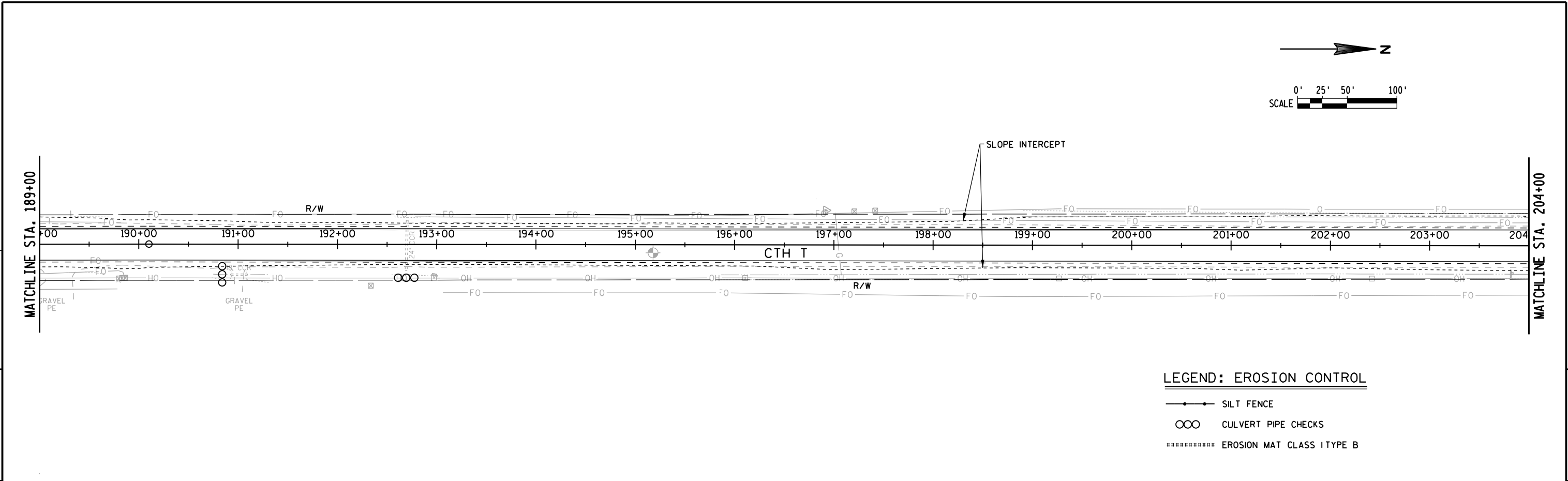
- LEGEND: EROSION CONTROL**
- SILT FENCE
 - CULVERT PIPE CHECKS
 - ***** EROSION MAT CLASS I TYPE B



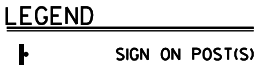
PROJECT NUMBER: 7865-05-70	HWY: CTH T	COUNTY: CHIPPEWA	EROSION CONTROL	SHEET	E
----------------------------	------------	------------------	-----------------	-------	---

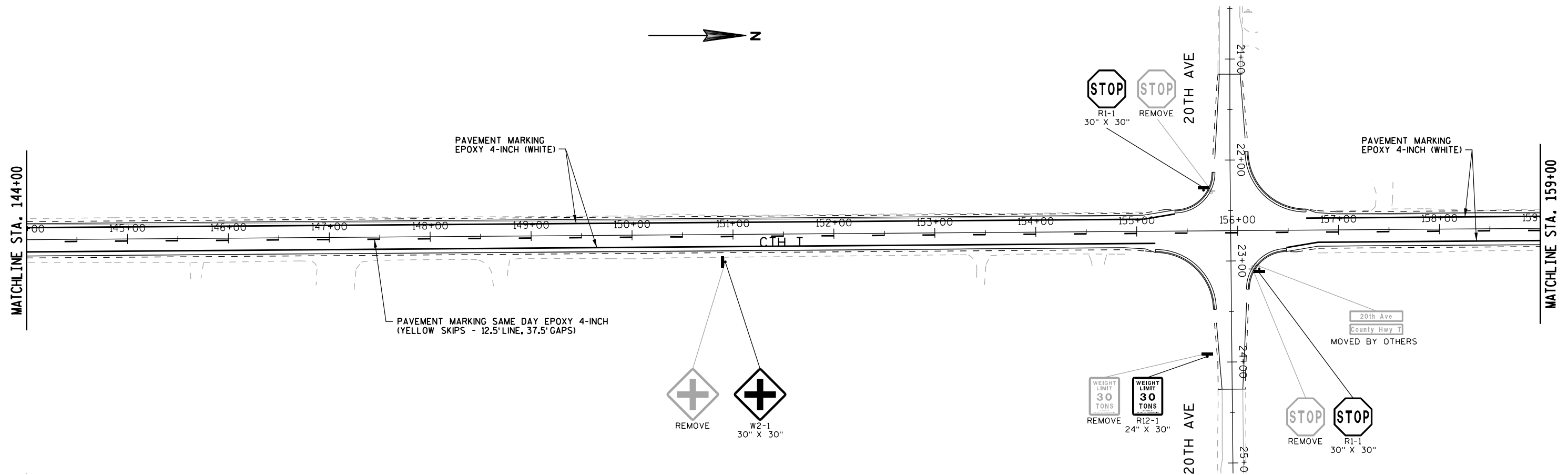
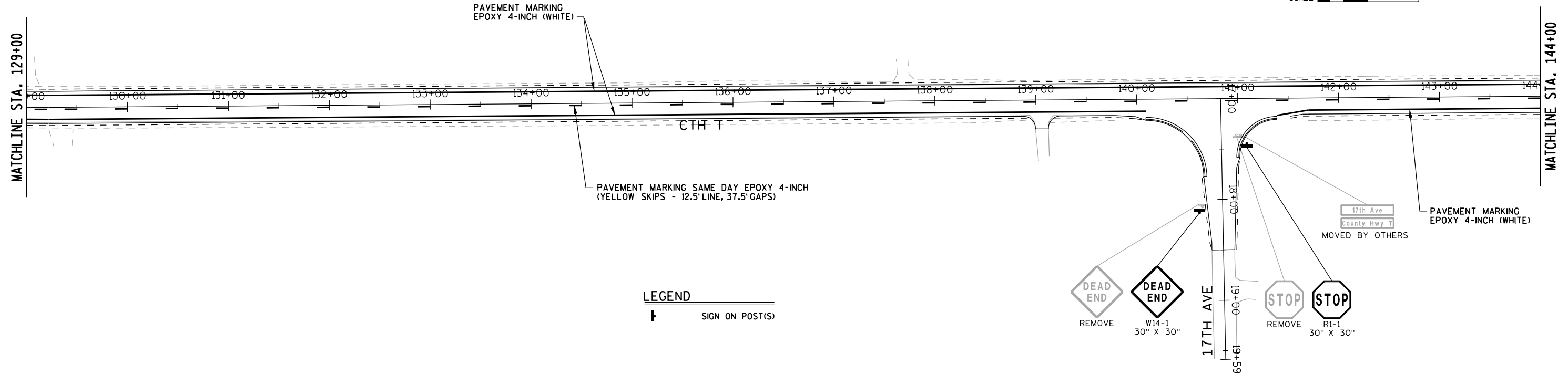


PROJECT NUMBER: 7865-05-70	HWY: CTH T	COUNTY: CHIPPEWA	EROSION CONTROL	SHEET	E
----------------------------	------------	------------------	-----------------	-------	---



PROJECT NUMBER: 7865-05-70	HWY: CTH T	COUNTY: CHIPPEWA	EROSION CONTROL	SHEET	E
----------------------------	------------	------------------	-----------------	-------	---





PROJECT NUMBER: 7865-05-70

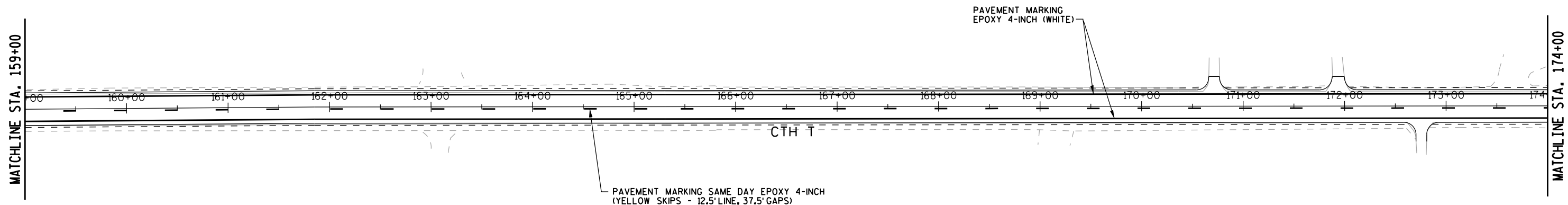
HWY: CTH T

COUNTY: CHIPPEWA

PERMANENT SIGNING AND PAVEMENT MARKING

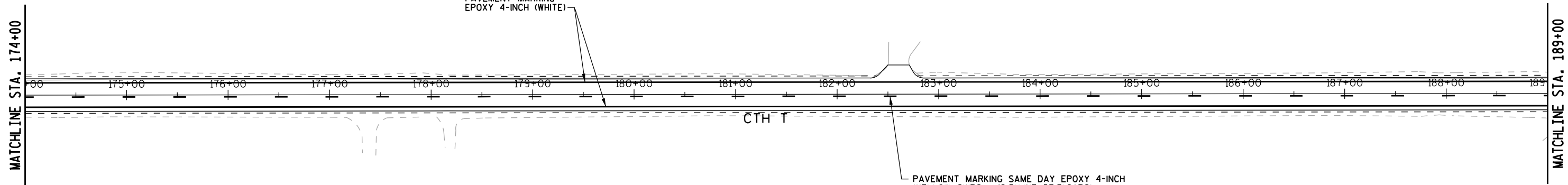
SHEET

E

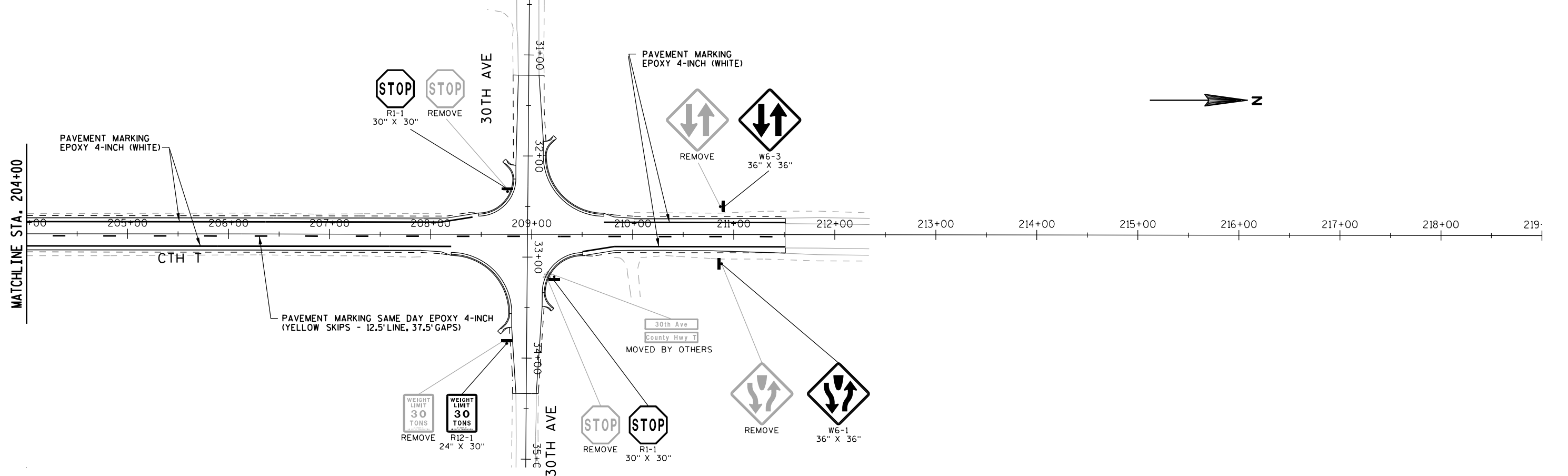


LEGEND

┃ SIGN ON POST(S)

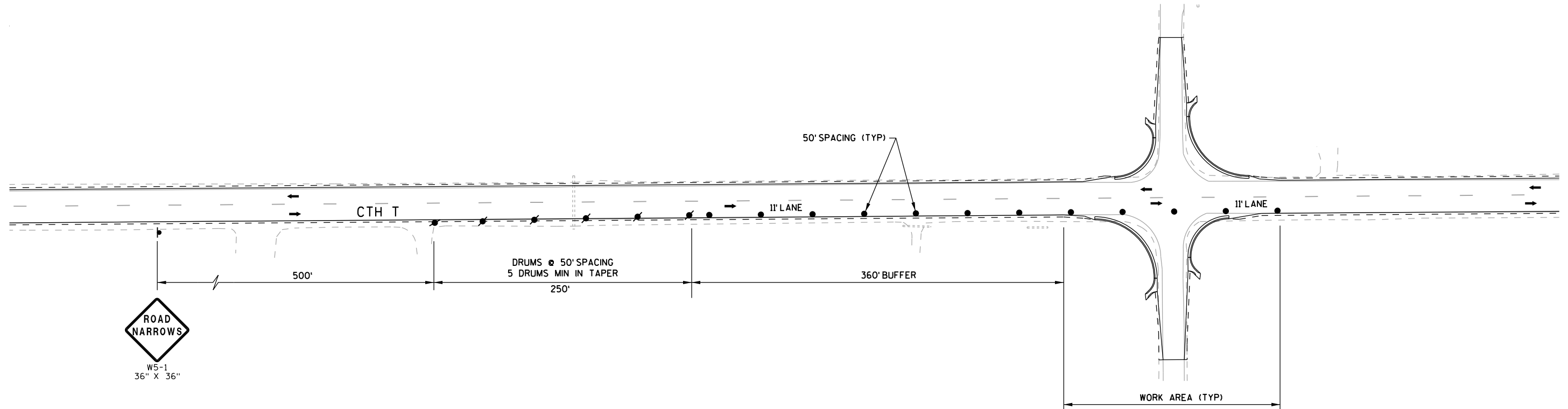


PROJECT NUMBER: 7865-05-70	HWY: CTH T	COUNTY: CHIPPEWA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET	E
----------------------------	------------	------------------	--	-------	---



LEGEND: TRAFFIC CONTROL

- /● TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C LIGHT
- ▬ SIGN ON WOOD SUPPORT
- ← DIRECTION OF TRAFFIC



NOTE: SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC", "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" AND "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAIL 4" FOR ADDITIONAL INFORMATION.

TYPICAL TRAFFIC CONTROL, WORK ON SHOULDER OR INTERSECTION

PROJECT NUMBER: 7865-05-70

HWY: CTH T

COUNTY: CHIPPEWA

TRAFFIC CONTROL DETAIL

SHEET

E

DATE 27APR15		E S T I M A T E O F Q U A N T I T I E S			
LINE		7865-05-70			
NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0010	201.0105	Clearing	STA	1.000	1.000
0020	201.0205	Grubbing	STA	1.000	1.000
0030	203.0100	Removing Small Pipe Culverts	EACH	3.000	3.000
0040	204.0115	Removing Asphaltic Surface Butt Joints	SY	740.000	740.000
0050	204.0150	Removing Curb & Gutter	LF	115.000	115.000
0060	205.0100	Excavation Common	CY	2,950.000	2,950.000
0070	208.0100	Borrow	CY	2,500.000	2,500.000
0080	211.0100	Prepare Foundation for Asphaltic Paving (project) 01. 7865-05-70	LS	1.000	1.000
0090	213.0100	Finishing Roadway (project) 01. 7865-05-70	EACH	1.000	1.000
0100	305.0110	Base Aggregate Dense 3/4-Inch	TON	1,200.000	1,200.000
0110	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	5,900.000	5,900.000
0120	325.0100	Pulverize and Relay	SY	38,500.000	38,500.000
0130	416.1010	Concrete Surface Drains	CY	16.000	16.000
0140	440.4410.S	Incentive IRI Ride	DOL	8,380.000	8,380.000
0150	455.0105	Asphaltic Material PG58-28	TON	860.000	860.000
0160	455.0605	Tack Coat	GAL	2,220.000	2,220.000
0170	460.1103	HMA Pavement Type E-3	TON	15,570.000	15,570.000
0180	460.2000	Incentive Density HMA Pavement	DOL	9,970.000	9,970.000
0190	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	15.000	15.000
0200	465.0475	Asphalt Center Line Rumble Strips 2-Lane Rural	LF	9,470.000	9,470.000
0210	520.0118	Culvert Pipe Class III 18-Inch	LF	2.000	2.000
0220	521.1018	Apron Endwalls for Culvert Pipe Steel 18-Inch	EACH	5.000	5.000
0230	530.0118	Culvert Pipe Corrugated Polyethylene 18-Inch	LF	118.000	118.000
0240	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	1,050.000	1,050.000
0250	619.1000	Mobilization	EACH	1.000	1.000
0260	624.0100	Water	MGAL	71.000	71.000
0270	625.0500	Salvaged Topsoil	SY	7,400.000	7,400.000
0280	627.0200	Mulching	SY	17,900.000	17,900.000
0290	628.1504	Silt Fence	LF	2,230.000	2,230.000
0300	628.1520	Silt Fence Maintenance	LF	2,230.000	2,230.000
0310	628.1905	Mobilizations Erosion Control	EACH	2.000	2.000
0320	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0330	628.2004	Erosion Mat Class I Type B	SY	240.000	240.000
0340	628.7555	Culvert Pipe Checks	EACH	123.000	123.000
0350	629.0205	Fertilizer Type A	CWT	12.000	12.000
0360	630.0120	Seeding Mixture No. 20	LB	500.000	500.000
0370	630.0140	Seeding Mixture No. 40	LB	9.000	9.000
0380	633.5200	Markers Culvert End	EACH	22.000	22.000
0390	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	2.000	2.000
0400	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	14.000	14.000
0410	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	5.000	5.000
0420	634.0622	Posts Wood 4x6-Inch X 22-FT	EACH	1.000	1.000
0430	637.2210	Signs Type II Reflective H	SF	154.390	154.390
0440	638.2602	Removing Signs Type II	EACH	29.000	29.000
0450	638.3000	Removing Small Sign Supports	EACH	23.000	23.000
0460	642.5001	Field Office Type B	EACH	1.000	1.000
0470	643.0100	Traffic Control (project) 01. 7865-05-70	EACH	1.000	1.000
0480	643.0300	Traffic Control Drums	DAY	1,016.000	1,016.000

DATE 27APR15			E S T I M A T E O F Q U A N T I T I E S		
LINE					7865-05-70
NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0490	643.0420	Traffic Control Barricades Type III	DAY	105.000	105.000
0500	643.0705	Traffic Control Warning Lights Type A	DAY	140.000	140.000
0510	643.0715	Traffic Control Warning Lights Type C	DAY	175.000	175.000
0520	643.0900	Traffic Control Signs	DAY	1,280.000	1,280.000
0530	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0540	646.0106	Pavement Marking Epoxy 4-Inch	LF	19,800.000	19,800.000
0550	646.0126	Pavement Marking Epoxy 8-Inch	LF	320.000	320.000
0560	646.0406	Pavement Marking Same Day Epoxy 4-Inch	LF	2,950.000	2,950.000
0570	647.0166	Pavement Marking Arrows Epoxy Type 2	EACH	2.000	2.000
0580	647.0356	Pavement Marking Words Epoxy	EACH	2.000	2.000
0590	648.0100	Locating No-Passing Zones	MI	2.090	2.090
0600	649.0100	Temporary Pavement Marking 4-Inch	LF	44,200.000	44,200.000
0610	650.4500	Construction Staking Subgrade	LF	892.000	892.000
0620	650.5000	Construction Staking Base	LF	892.000	892.000
0630	650.6000	Construction Staking Pipe Culverts	EACH	2.000	2.000
0640	650.8000	Construction Staking Resurfacing	LF	11,051.000	11,051.000
0650	650.9910	Construction Staking Supplemental Control (project) 01. 7865-05-70	LS	1.000	1.000
0660	650.9920	Construction Staking Slope Stakes	LF	11,943.000	11,943.000
0670	690.0150	Sawing Asphalt	LF	335.000	335.000
0680	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	1,200.000	1,200.000
0690	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	300.000	300.000

CLEARING AND GRUBBING

			201.0105	201.0205
STATION	- STATION	LOCATION	CLEARING STA	GRUBBING STA
140+00	- 141+00	RT	1	1
TOTAL			1	1

REMOVING SMALL PIPE CULVERTS

			203.0100
STATION	LOCATION		REMOVING SMALL PIPE CULVERTS EACH
102+48	CTH T		1
17+30	17TH AVE		1
33+05	30TH AVE		1
TOTAL			3

REMOVING ASPHALTIC SURFACE BUTT JOINTS

			204.0115
STATION	- STATION	LOCATION	REMOVING ASPHALTIC SURFACE BUTT JOINTS SY
101+00	- 102+00	CTH T	380
210+51	- 211+51	CTH T	360
TOTAL			740

REMOVING CURB & GUTTER

			204.0150	
STATION	- STATION	LOCATION	REMOVING CURB & GUTTER LF	REMARKS
99A+40	- 99A+77	RT	57	10TH AVE (SW RADIUS)
99A+40	- 99A+77	LT	58	10TH AVE (NW RADIUS)
TOTAL			115	

PREPARE FOUNDATION FOR ASPHALTIC PAVING

			211.0100.01
STATION	- STATION	LOCATION	PREPARE FOUNDATION FOR ASPHALTIC PAVING LS
101+00	- 211+51		1
TOTAL			1

FINISHING ROADWAY

			213.0100.01
PROJECT			FINISHING ROADWAY EACH
7865-05-70			1
TOTAL			1

PULVERIZE AND RELAY

			325.0100
STATION	- STATION	LOCATION	PULVERIZE AND RELAY SY
101+00	- 211+51	CTH T	38,500
TOTAL			38,500

BASE AGGREGATE

			305.0110	305.0120
STATION	- STATION	LOCATION	3/4-INCH TONS	1 1/4-INCH TONS
98A+74	- 99A+35	10TH AVE EB SHOULDER	7	0
98A+74	- 99A+18	10TH AVE WB SHOULDER	4	0
101+83	- 103+73	CTH T/10TH AVE INTERSECTION NB SHOULDER	4	0
101+31	- 102+31	CTH T/10TH AVE INTERSECTION SB SHOULDER	10	0
103+60	- 107+85	CTH T SB RT TURN LANE SHOULDER	14	0
17+77	- 18+50	17TH AVE EB SHOULDER	5	0
17+58	- 18+50	17TH AVE WB SHOULDER	6	0
139+79	- 141+70	CTH T/17TH AVE INTERSECTION NB SHOULDER	4	0
21+15	- 24+27	20TH AVE EB SHOULDER	12	0
21+15	- 24+27	20TH AVE WB SHOULDER	11	0
154+88	- 156+80	CTH T/20TH AVE INTERSECTION NB SHOULDER	4	0
155+06	- 156+98	CTH T/20TH AVE INTERSECTION SB SHOULDER	4	0
31+20	- 34+35	30TH AVE EB SHOULDER	15	0
31+20	- 34+35	30TH AVE WB SHOULDER	13	0
207+90	- 209+82	CTH T/30TH AVE INTERSECTION NB SHOULDER	4	0
208+10	- 210+01	CTH T/30TH AVE INTERSECTION SB SHOULDER	4	0
101+00	- 101+83	CTH T RT/LT SHOULDER	6	10
103+73	- 141+70	CTH T RT/LT SHOULDER	340	550
141+70	- 155+06	CTH T RT/LT SHOULDER	130	210
156+80	- 208+10	CTH T RT/LT SHOULDER	497	800
209+82	- 211+51	CTH T RT/LT SHOULDER	16	30
98A+74	- 99A+84	10TH AVE EB/WB LANES (WEST)	0	920
100A+16	- 101A+00	10TH AVE EB/WB LANES (EAST)	0	300
17+16	- 18+50	17TH AVE EB/WB LANES (EAST)	0	470
21+15	- 22+54	20TH AVE EB/WB LANES (WEST)	0	500
22+06	- 24+27	20TH AVE EB/WB LANES (EAST)	0	500
31+20	- 32+62	30TH AVE EB/WB LANES (WEST)	0	510
32+94	- 34+35	30TH AVE EB/WB LANES (EAST)	0	500
101+00	- 211+51	CTH T ASPHALT PE (MULTIPLE)	0	80
99A+36	- 99A+74	10TH AVE (SW RADIUS)	0	10
99A+18	- 99A+75	10TH AVE (NW RADIUS)	0	20
100A+20	- 101A+00	10TH AVE (SE RADIUS)	0	20
100A+21	- 101A+00	10TH AVE (NE RADIUS)	0	20
17+21	- 17+77	17TH AVE (SE RADIUS)	0	20
17+20	- 17+58	17TH AVE (NE RADIUS)	0	10
22+12	- 22+50	20TH AVE (SW RADIUS)	0	10
21+91	- 22+49	20TH AVE (NW RADIUS)	0	20
22+91	- 23+48	20TH AVE (SE RADIUS)	0	20
22+90	- 23+28	20TH AVE (NE RADIUS)	0	10
32+20	- 32+57	30TH AVE (SW RADIUS)	0	10
31+99	- 32+58	30TH AVE (NW RADIUS)	0	20
32+97	- 33+56	30TH AVE (SE RADIUS)	0	20
32+98	- 33+35	30TH AVE (NE RADIUS)	0	10
UNDISTRIBUTED			90	300
TOTAL			1,200	5,900

CONCRETE SURFACE DRAINS

			416.1010
STATION	LOCATION		CONCRETE SURFACE DRAINS CY
99A+31	10TH AVE (SW RAD)		1.0
99A+14	10TH AVE (NW RAD)		1.3
103+46	10TH AVE (NE RAD)		1.2
17+38	17TH AVE (SE RAD)		0.7
141+43	17TH AVE (NE RAD)		1.3
22+08	20TH AVE (SW RAD)		1.2
21+88	20TH AVE (NW RAD)		1.3
23+52	20TH AVE (SE RAD)		1.4
23+32	20TH AVE (NE RAD)		1.4
32+16	30TH AVE (SW RAD)		1.3
31+95	30TH AVE (NW RAD)		1.3
33+60	30TH AVE (SE RAD)		1.4
33+39	30TH AVE (NE RAD)		1.2
TOTAL			16

ASPHALT PAVEMENT ITEMS

			455.0105	455.0605	460.1103
STATION	- STATION	LOCATION	ASPHALTIC MATERIAL PG58-28 TONS	TACK COAT GAL	HMA PAVEMENT TYPE E-3 TONS
101+00	- 211+51	CTH T (SOUTH-NORTH)	787	2,000	14,300
98A+74	- 99A+84	10TH AVE (WEST)	19	50	340
100A+16	- 100A+72	10TH AVE (EAST)	6	20	100
17+16	- 18+50	17TH AVE (EAST)	9	30	165
21+15	- 22+54	20TH AVE (WEST)	9	30	165
22+86	- 24+27	20TH AVE (EAST)	9	30	165
31+20	- 32+62	30TH AVE (WEST)	9	30	170
32+94	- 34+35	30TH AVE (EAST)	9	30	165
TOTAL			860	2,220	15,570

ASPHALTIC SURFACE

			465.0120
STATION	LOCATION		DRIVEWAYS AND FIELD ENTRANCES TON
101+33	ASPHALT PE, RT		4
139+06	ASPHALT PE, RT		2
170+72	ASPHALT PE, LT		1
171+94	ASPHALT PE, LT		1
172+75	ASPHALT PE, RT		2
182+59	ASPHALT PE, LT		4
TOTAL			15

ASPHALTIC RUMBLE STRIPS

			465.0475		
			ASPHALTIC		
			CENTERLINE		
			RUMBLE STRIPS		
			2-LANE RURAL		
STATION	-	STATION	LOCATION	LF	REMARKS
104+87	-	138+83	CTH T	3,396	10TH TO 17TH AVE
142+83	-	153+93	CTH T	1,110	17TH TO 20TH AVE
157+93	-	206+96	CTH T	4,903	20TH TO 30TH AVE
210+96	-	211+51	CTH T	55	NORTH OF 30TH AVE
TOTAL			9,470		

3

CULVERT PIPES

		520.0118		521.1018	530.0118
		CULVERT PIPE	MINIMUM	APRON ENDWALLS	CULVERT PIPE
		CLASS III	STEEL	FOR CULVERT	CORRUGATED
		18-INCH	THICKNESS	PIPE STEEL	POLYETHYLENE
STATION	LOCATION	LF	IN	18-INCH	18-INCH
102+00	CTH T	---	---	2	60
17+50	17TH AVE	---	---	2	58
187+92	CTH T, LT EXTENSION	2	0.064	1	---
TOTAL		2		5	118

CONCRETE CURB & GUTTER

			601.0557 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D	REMARKS
STATION	- STATION	LOCATION	LF	
99A+36	- 99A+74	RT	60	10TH AVE (SW RADIUS)
99A+18	- 99A+75	LT	90	10TH AVE (NW RADIUS)
100A+20	- 100A+72	RT	83	10TH AVE (SE RADIUS)
100A+21	- 100A+54	LT	53	10TH AVE (NE RADIUS)
17+21	- 17+77	RT	90	17TH AVE (SE RADIUS)
17+20	- 17+58	LT	60	17TH AVE (NE RADIUS)
22+12	- 22+50	RT	60	20TH AVE (SW RADIUS)
21+91	- 22+49	LT	91	20TH AVE (NW RADIUS)
22+91	- 23+48	RT	91	20TH AVE (SE RADIUS)
22+90	- 23+28	LT	60	20TH AVE (NE RADIUS)
32+20	- 32+57	RT	60	30TH AVE (SW RADIUS)
31+99	- 32+58	LT	91	30TH AVE (NW RADIUS)
32+97	- 33+56	RT	91	30TH AVE (SE RADIUS)
32+98	- 33+35	LT	60	30TH AVE (NE RADIUS)
UNDISTRIBUTED		UNDISTRIBUTED	10	
TOTAL			1,050	

WATER

		624.0100 WATER		COMMENTS
STATION	- STATION	LOCATION	MGAL	
101+00	- 211+51	CTH T	71	MAINLINE & SIDEROADS
		TOTAL	71	

LANDSCAPING

			625.0500 SALVAGED TOPSOIL	627.0200 MULCHING	629.0205 FERTILIZER TYPE A	630.0120 SEEDING MIXTURE NO. 20	630.0140 SEEDING MIXTURE NO. 40
STATION	- STATION	LOCATION	SY	SY	CWT	LB	LB
101+00	- 104+00	10TH AVE INTERSECTION	309	808	0.5	21	1
104+00	- 140+00	10TH AVE TO 17TH AVE	1,922	4,839	3.0	129	2
140+00	- 141+50	17TH AVE INTERSECTION	133	389	0.2	11	---
141+50	- 155+00	17TH AVE TO 20TH AVE	803	2,029	1.3	54	1
155+00	- 156+75	20TH AVE INTERSECTION	200	811	0.4	17	---
156+75	- 208+00	20TH AVE TO 30TH AVE	3,269	7,279	4.6	194	3
208+00	- 211+51	30TH AVE INTERSECTION	391	1,020	0.6	27	1
UNDISTRIBUTED		UNDISTRIBUTED	372	925	1.1	46	1
TOTAL			7,400	17,900	12	500	9

SILT FENCE

			628.1504 SILT FENCE	628.1520 SILT FENCE MAINTENANCE
STATION	- STATION	LOCATION	LF	LF
101+00	- 102+65	LT	225	225
101+82	- 102+60	RT	100	100
103+05	- 108+10	LT	566	566
103+18	- 103+85	RT	80	80
155+00	- 155+77	RT	164	164
156+10	- 157+01	RT	191	191
207+98	- 208+61	RT	102	102
208+00	- 208+78	LT	174	174
209+15	- 210+05	LT	179	179
UNDISTRIBUTED		UNDISTRIBUTED	449	449
TOTAL			2,230	2,230

MOBILIZATIONS EROSION CONTROL

		628.1905 MOBILIZATIONS EROSION CONTROL	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL
LOCATION		EACH	EACH
PROJECT 7865-05-70		2	2
TOTAL		2	2

EROSION MAT

			628.2004 EROSION MAT CLASS I TYPE B
LOCATION			SY
10TH AVE INTERSECTION		CONCRETE SURFACE DRAINS	56
17TH AVE INTERSECTION		CONCRETE SURFACE DRAINS	29
20TH AVE INTERSECTION		CONCRETE SURFACE DRAINS	75
30TH AVE INTERSECTION		CONCRETE SURFACE DRAINS	69
UNDISTRIBUTED			12
TOTAL			240

CULVERT PIPE CHECKS

			628.7555 CULVERT PIPE CHECKS
STATION	OFFSET		EACH
102+00	RT		6
109+15	RT		6
121+25	RT		6
122+12	RT		6
122+18	RT		6
128+46	RT		6
150+14	RT		6
153+46	RT		6
154+63	RT		6
165+28	RT		6
173+66	LT		6
177+39	RT		6
178+17	RT		6
187+81	RT		6
187+92	RT		6
191+00	RT		6
192+70	RT		6
207+93	RT		9
209+98	RT		6
17+50	RT		6
TOTAL			123

MARKERS CULVERT END

			633.5200 MARKERS CULVERT END
STATION	LOCATION		EACH
102+00	CTH T		2
109+15	CTH T		2
121+25	CTH T		2
122+15	CTH T		2
128+46	CTH T		2
150+14	CTH T		2
165+28	CTH T		2
187+92	CTH T		2
192+70	CTH T		2
207+93	CTH T		2
17+50	17TH AVE		2
TOTAL			22

3

PERMANENT SIGNING

				637.2210	634.0614	634.0616	634.0618	634.0622	REMARKS
				SIGNS	POSTS WOOD	POSTS WOOD	POSTS WOOD	POSTS WOOD	
				TYPE II	4X6-INCH x	4X6-INCH x	4X6-INCH x	4X6-INCH x	
STATION	OFFSET	SIGN CODE	SIGN SIZE IN x IN	REFLECTIVE H SF	14-FT EACH	16-FT EACH	18-FT EACH	22-FT EACH	
101+31	LT	R2-1	24"X30"	5.00	---	1	---	---	MOUNTED ON SAME POST AS M1-5A
101+89	LT	I2-2	78"X15"	8.13	---	---	---	---	
101+89	LT	M1-5A	24"X24"	4.00	2	---	---	---	
99A+58	RT	R1-1	30"X30"	5.18	---	1	---	---	
99A+58	RT	J2-1	24"X57"	9.50	---	---	1	---	MOUNTED ON SAME POST AS I2-2
100A+44	LT	R1-1	30"X30"	5.18	---	1	---	---	
104+21	RT	J4-1	24"X36"	9.50	---	---	---	---	
104+21	RT	I2-2	72"X15"	7.50	---	---	---	1	
104+21	RT	I55-56MOD	30"X36"	7.50	---	---	---	---	MOUNTED ON SAME POST AS I2-2
105+56	RT	R2-1	24"X30"	5.00	---	1	---	---	
107+96	LT	W2-1	30"X30"	6.25	---	---	1	---	
109+10	LT	W3-5	36"X36"	9.00	---	1	---	---	
17+44	LT	R1-1	30"X30"	5.18	---	1	---	---	
18+12	RT	W14-1	30"X30"	6.25	---	---	1	---	
150+93	RT	W2-1	30"X30"	6.25	---	---	1	---	
22+30	RT	R1-1	30"X30"	5.18	---	1	---	---	
23+08	LT	R1-1	30"X30"	5.18	---	1	---	---	
23+95	RT	R12-1	24"X30"	5.00	---	1	---	---	
203+84	RT	W2-1	30"X30"	6.25	---	---	1	---	
32+34	RT	R1-1	30"X30"	5.18	---	1	---	---	
33+20	LT	R1-1	30"X30"	5.18	---	1	---	---	
33+85	RT	R12-1	24"X30"	5.00	---	1	---	---	
210+86	LT	W6-3	36"X36"	9.00	---	1	---	---	
210+88	RT	W6-1	36"X36"	9.00	---	1	---	---	
TOTAL				154.39	2	14	5	1	

PAVEMENT MARKING ITEMS

				646.0106	646.0406	646.0126	649.0100
				EPOXY	SAME DAY	EPOXY	TEMPORARY
				4-INCH	EPOXY 4-INCH	8-INCH	PAVEMENT
				WHITE	12.5' LINE, 37.5' GAP	WHITE	MARKING
STATION	STATION	LOCATION		LF	LF	LF	4-INCH DOUBLE YELLOW
101+00	- 132+13	RT EDGE LINE		115	---	---	---
101+00	- 102+31	CENTER LINE		---	130	38	---
101+00	102+31	LT EDGE LINE		130	---	---	---
103+42	- 140+09	RT EDGE LINE		3,670	---	---	---
103+42	- 211+51	CENTER LINE		---	---	2,700	---
103+42	- 136+60	RT LINE		---	---	---	320
103+60	- 108+10	LT EDGE LINE		450	---	---	---
108+10	- 155+38	LT EDGE LINE		4,730	---	---	---
156+48	- 238+20	RT EDGE LINE		5,170	---	---	---
156+68	- 208+41	LT EDGE LINE		5,170	---	---	---
209+50	- 211+51	RT EDGE LINE		200	---	---	---
209+71	- 211+51	LT EDGE LINE		180	---	---	---
98A+74	- 99A+35	CENTER LINE		---	61	12.5	---
101+00	- 211+51	CENTER LINE INTERMEDIATE LAYER		---	---	---	22,100
101+00	- 211+51	CENTER LINE INTERMEDIATE LAYER		---	---	---	22,100
SUBTOTAL				19,800	190	2,750	320
TOTAL				19,800	2,950		320
							44,200

TRAFFIC CONTROL

						643.0100.01	643.0300	643.0420	643.0705	643.0715	643.0900	643.1050
						PROJECT	DRUMS	BARRICADES	WARNING LIGHTS	WARNING LIGHTS	SIGNS	SIGNS
						7865-05-70	NO.	TYPE III	TYPE A	TYPE C	NO.	PCMS
STATION	STATION	LOCATION	DAYS IN SERVICE			EACH	DAYS	NO.	DAYS	NO.	DAYS	DAYS
101+00	- 211+51	CTH T NB	60	---	---	---	---	---	---	---	5	300
101+00	- 211+51	CTH T SB	60	---	---	---	---	---	---	---	5	300
101+00	- 211+51	CTH T NB SHOULDER WORK	12	---	19	228	---	---	---	---	5	60
101+00	- 211+51	CTH T SB SHOULDER WORK	12	---	19	228	---	---	---	---	5	60
INTERSECTION SIGNS		10TH, 17TH, 20TH, 30TH AVE	60	---	---	---	---	---	---	---	7	420
98A+74	- 100A+00	10TH AVE WEST	5	---	16	80	3	15	4	20	5	25
100A+00	- 100A+72	10TH AVE EAST	5	---	16	80	3	15	4	20	5	25
17+00	- 18+50	17TH AVE EAST	5	---	16	80	3	15	4	20	5	25
21+15	- 22+70	20TH AVE WEST	5	---	16	80	3	15	4	20	5	25
22+70	- 24+27	20TH AVE EAST	5	---	16	80	3	15	4	20	5	25
31+20	- 32+80	30TH AVE WEST	5	---	16	80	3	15	4	20	5	25
32+80	- 34+35	30TH AVE EAST	5	---	16	80	3	15	4	20	5	25
PROJECT		CTH T	7	---	---	---	---	---	---	---	---	2
TOTAL				1	1,016		105	140	175	1,280	14	

PAVEMENT MARKING ITEMS

				647.0166	647.0356
				ARROWS	WORDS
				EPOXY	EPOXY
				TYPE 2	WHITE
				WHITE	WHITE
STATION	STATION	LOCATION		EACH	EACH
103+42	- 106+60	CTH T RIGHT TURN LANE		2	2
TOTAL				2	2

LOCATING NO PASSING ZONES

		648.0100
		LOCATING
		NO PASSING
		ZONES
		MI
STATION	STATION	
101+00	- 211+51	2.09
TOTAL		2.09

REMOVING SIGNS

				638.2602	638.3000
				REMOVING	REMOVING
				SIGNS	SMALL SIGN
				TYPE II	SUPPORTS
STATION	OFFSET			EACH	EACH
101+31	LT		1	1	SPEED LIMIT
102+11	LT		2	2	EAU CLAIRE CO., COUNTY A
99A+58	RT		5	2	STOP, TRUCK, TO, 29, ARROW
100A+44	LT		1	1	STOP
104+21	RT		4	2	NORTH, COUNTY T, CHIPPEWA CO., ADOPT-A-HIGHWAY SPONSOR
105+56	RT		1	1	SPEED LIMIT
107+96	LT		1	1	CROSS ROAD
109+10	LT		2	1	REDUCED SPEED AHEAD, 45 MPH
17+36	LT		1	1	STOP
18+06	RT		1	1	DEAD END
150+93	RT		1	1	CROSS ROAD
22+32	RT		1	1	STOP
23+08	LT		1	1	STOP
23+95	RT		1	1	WEIGHT LIMIT
203+84	RT		1	1	CROSS ROAD
32+34	RT		1	1	STOP
33+20	LT		1	1	STOP
33+85	RT		1	1	WEIGHT LIMIT
210+86	LT		1	1	TWO-WAY TRAFFIC
210+88	RT		1	1	DIVIDED HIGHWAY
TOTAL				29	23

3

CONSTRUCTION STAKING

			650.4500	650.5000	650.6000	650.8000	650.9910.01	650.9920
			SUBGRADE	BASE	PIPE CULVERTS	RESURFACING	SUPPLEMENTAL	SLOPE
			LF	LF	EACH	REFERENCE	CONTROL	STAKES
STATION	-	STATION	LOCATION	LF	LF	LF	7865-05-70	LF
101+00	-	211+51	CTH T	---	---	1	11,051	---
98A+74	-	99A+84	10TH AVE WEST	110	110	---	---	110
100A+16	-	101A+00	10TH AVE EAST	84	84	---	---	84
17+16	-	18+50	17TH AVE EAST	134	134	1	---	134
21+15	-	22+54	20TH AVE WEST	139	139	---	---	139
22+86	-	24+27	20TH AVE EAST	141	141	---	---	141
31+20	-	32+62	30TH AVE WEST	142	142	---	---	142
32+93	-	34+35	30TH AVE EAST	142	142	---	---	142
PROJECT			PROJECT	---	---	---	1	---
TOTAL			892	892	2	11,051	1	11,943

SAWMING ASPHALT

		690.0150
		SAWMING
		ASPHALT
STATION	LOCATION	LF
101+00	CTH T	32
101+34	ASPHALT PE, RT	11
98A+74	10TH AVE	27
100A+72	10TH AVE	38
139+06	ASPHALT PE, RT	14
18+50	17TH AVE	23
21+15	20TH AVE	21
24+27	20TH AVE	21
170+72	ASPHALT PE, LT	11
171+94	ASPHALT PE, LT	13
172+74	ASPHALT PE, RT	19
182+59	ASPHALT PE, LT	29
31+20	30TH AVE	20
34+35	30TH AVE	20
211+51	CTH T	35
TOTAL		335

3

EARTHWORK

From/To Station	Location	Excavation Common (1) (item # 205.0100)		Salvaged/Unusable Pavement Material (4)	Available Material (5)	Marsh Excavation (6)	Rock Excavation (7)	Reduced Marsh in Fill (8)	Reduced EBS in Fill (9)	Expanded Marsh Backfill (10)	Expanded EBS Backfill (11)	Expanded Rock (12)	Unexpanded Fill	Expanded Fill (13)	Mass Ordinate +/- (14)	Waste	Borrow (item #208.0100)	Comment:
		Cut (2)	EBS Excavation (3)			(item #205.0400)	(item #205.0200)	Factor 0.60	Factor 0.80	Subbase (item # 350.0102) Factor 1.50	Factor 1.30	Factor 1.10		Factor 1.25				
100+50 - 212+00	CTH T	1,200	0	0	1,200	0	0	0	0	0	0	0	3,500	4,400	-3,200	0	3,200	
98'A'+74 - 101'A'+00	10TH AVENUE	450	0	0	450	0	0	0	0	0	0	0	100	150	300	300	0	
17+00 - 18+50	17TH AVENUE	350	0	0	350	0	0	0	0	0	0	0	100	150	200	200	0	
21+15 - 24+27	20TH AVENUE	400	0	0	400	0	0	0	0	0	0	0	250	350	50	50	0	
31+20 - 34+35	30TH AVENUE	550	0	0	550	0	0	0	0	0	0	0	300	400	150	150	0	
Grand Total		2,950	0	0	2,950	0	0	0	0	0	0	0	4,250	5,450	-2,500	700	3,200	
		Total Exc Common 2,950		Total Borrow 2,500														

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

CONVENTIONAL SIGNS AND ABBREVIATIONS

STATE LINE	---	SECTION CORNER		FOUNDATION OR RUIN BUILDING	
COUNTY LINE	---	NOTATION FOR COMBUSTIBLE FLUIDS		CEMETERY	
TOWNSHIP AND RANGE LINES	---	NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES		R/W MONUMENT NON-MONUMENTED R/W POINT	
SECTION LINE	---	BRIDGE		IRON PIN	
QUARTER LINE	---	STREAM OR RIVER		VALVE	
SIXTEENTH LINE	---	LAKE		WINDMILL	
NEW REFERENCE LINE	---	CULVERT (Box, Pipe Or Cattle Pass)		MANHOLE, SEPTIC VENT, WELL, ETC.	
NEW R/W LINE	---	SIGN		GAS PUMPS	
EXISTING R/W LINE	---	ENCROACHING SIGN		BUSHES	
PROPERTY LINE	---			TREES (Deciduous) (Coniferous)	
CORPORATE LIMITS	---			WOODS	
LOT, TIE AND OTHER MINOR LINES	---				
SLOPE INTERCEPTS	---				
UNDERGROUND FACILITY (Communications, Electric, Etc.)	---				
UTILITY EASEMENT	---				
FENCE	---				
FEE INTEREST	---				
TEMPORARY INTEREST	---				
EASEMENT (Highway, Permanent Limited or Restricted Development)	---				
BEAM GUARD	---				
TRANSMISSION STRUCTURES (Line Optional)	---				
RAIL LINE	---				
P.I. Point of Intersection		ST. Street			
or PI		IP. Iron Pipe or Iron Pin			
°. Deflection Angle		C.S.M. Certified Survey Map			
D. Degree of Curve		COR. Corner			
T. Tangent Length		L.C. Long Chord			
L. Length		L.C.B. Long Chord Bearing			
R. Radius		MI. Miles			
CATV Cable Television Line		MISC. Miscellaneous			
FO Fiber Optic Cable		N/A Not Available or Applicable			
G Gas Line		P.L. Property Line			
GUY Guy Wire		P.L.E. Permanent Limited Easement			
GV Gas Valve		P.O.B. Point of Beginning			
SAN Sanitary Sewer Line		PC Point of Curvature			
SEPV. Septic Vent		PG. Page			
T Telephone Line		PROP. Property Corner			
W Water Line		PT. Point of Tangency			
ANT. Antenna		R/W Right of Way			
B Barn or Building		RD. Road			
G Garage		REM. Remnant			
H House		S.F. Square Feet			
S Shed		SEC. Section			
C.T.H. County Trunk Highway		STA. Station			
CORP Corporation		T.L.E. Temporary Limited Easement			
LLC Limited Liability Corporation		or TLE			
RR. Railroad		VOL. Volume			
S.T.H. State Trunk Highway					

NOTES

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, CHIPPEWA COUNTY, NAD 83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED FOR GROUND DISTANCES.

RIGHT OF WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 3/4 " X 24" REBAR) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CHIPPEWA COUNTY HIGHWAY DEPARTMENT.

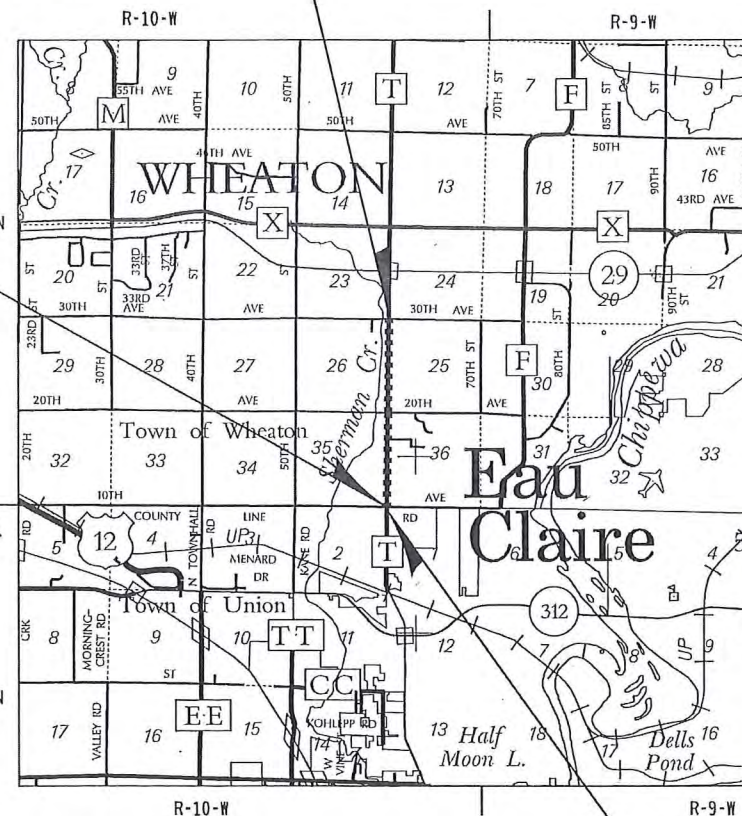
PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. EXCLUDING RIGHT OF WAY LINES, THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.



END RELOCATION ORDER
CHIPPEWA COUNTY
STA. 209+57.00
53.06' NORTH AND 0.46' EAST
OF THE NORTHWEST CORNER
OF SECTION 25, T28N, R10W.

END RELOCATION ORDER
EAU CLAIRE COUNTY
BEGIN RELOCATION ORDER
CHIPPEWA COUNTY
STA. 102+85.02
0.25' SOUTH AND 33.45' WEST
OF THE SOUTHWEST CORNER
OF SECTION 36, T28N, R10W.

CHIPPEWA CO.
EAU CLAIRE CO.



BEGIN RELOCATION ORDER
EAU CLAIRE COUNTY
STA. 101+00
185.28' SOUTH AND 33.64' WEST
OF THE SOUTHWEST CORNER
OF SECTION 36, T28N, R10W.

LAYOUT
SCALE 0 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 2.056 MI.

R/W PROJECT NUMBER 7865-05-00	SHEET NUMBER	TOTAL SHEETS
FEDERAL PROJECT NUMBER	4.1	5
PLAT OF RIGHT-OF-WAY REQUIRED FOR EAU CLAIRE - CTH B 10TH AVENUE TO STH 29		
CTH T CHIPPEWA COUNTY		
CONSTRUCTION PROJECT NUMBER 7865-05-70		

ORIGINAL PLAT PREPARED BY

AECOM



Lance J. Habeck
DATE: 10/6/14

REVISION DATE 2-17-15	EAU CLAIRE COUNTY HIGHWAY DEPARTMENT	CHIPPEWA COUNTY HIGHWAY DEPARTMENT
APPROVED FOR THE DEPARTMENT DATE: 10/29/2014 (Signature)	APPROVED FOR THE DEPARTMENT DATE: 10/13/14 (Signature)	APPROVED FOR THE DEPARTMENT DATE: 10/13/14 (Signature)

E

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE
PURPOSED ONLY AND ARE SUBJECT TO CHANGE
PRIOR TO THE TRANSFER OF LAND INTERESTS
TO CHIPPEWA COUNTY.

PARCEL NUMBER	SHEET NUMBER	OWNER (S)	INTEREST REQUIRED	R/W NEW	SQUARE FEET EXISTING	REQUIRED TOTAL	T.L.E. SQ. FT.
1	4.4	BRYAN D. KING	FEE	532	1017	1549	-----
2	4.4	RICHARD C. CAMPBELL AND HIS SUCCESSOR(S) AS TRUSTEE OF THE RICHARD C. CAMPBELL REVOCABLE GRANTOR TRUST u/o 11/1/12 AS AMENDED OR RESTATED	FEE & TLE	1675	13091	14766	769
3	4.4	ORVILLE BRUCE BERNARD	FEE & TLE	3506	29797	33303	1971
4	4.4	GATEWAY INDUSTRIAL PARK CORPORATION, A WISCONSIN CORPORATION	TLE	-----	-----	-----	698
6	4.4	STEVEN P. SWERMAN & MICHELLE R. SWERMAN	FEE & TLE	1295	4336	5631	387
7	4.4	CLARK D. WOZNICKI & AUDREY WOZNICKI	FEE & TLE	694	3659	4353	287
8	4.5	DONALD A. O'DONAHUE & DONNA M. O'DONAHUE	FEE & TLE	1105	3770	4875	359
9	4.5	GORDON O. BERGUM & EVELYN H. BERGUM AS TRUSTEES OF THE BERGUM FAMILY TRUST OF 2011	FEE	203	2680	2883	-----
11	4.5	DAVID L. NICHOLS	FEE	418	2914	3332	-----
12	4.5	KENNETH D. CUSTER & DEBORA J. CUSTER	FEE & TLE	306	2979	3285	200
14	4.5	SUZANNE M. MENARD	FEE	1560	5031	6591	-----
16	4.5	L. REIT PROPERTIES LLC	FEE	343	741	1084	-----

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
50	XCEL ENERGY (ELECTRIC)	RELEASE OF RIGHTS
51	XCEL ENERGY (GAS)	RELEASE OF RIGHTS
52	CHARTER COMMUNICATIONS INC.	RELEASE OF RIGHTS
53	WEST WISCONSIN TELCOM COOPERATIVE INC. (TELEPHONE)	RELEASE OF RIGHTS
54	DUNN COUNTY ELECTRIC COOPERATIVE (ELECTRIC)	RELEASE OF RIGHTS
55	CITY OF EAU CLAIRE (WATER & SEWER)	RELEASE OF RIGHTS

UTILITY INTEREST TABLE			
UTILITY NUMBER	INTEREST TYPE	PARCEL	PARCEL ID
50	VOL. 1191 PG. 361 DOC. 777001	1	022100107000
50	DOC. 998825	1	022100107000
50	DOC. 723588	2	022100403000
50	DOC. 573249	3	22810-3544-00000000
50	DOC. 603502	3	22810-3544-00000000
50	NO EASEMENT OF RECORD	4	22810-3631-00000000
51	VOL. 1199 PG. 293 DOC. 780020	1	022100107000
52	NO EASEMENT OF RECORD	2	022100403000
52	NO EASEMENT OF RECORD	3	22810-3544-00000000
53	VOL. 122 PG. 288 DOC. 149555	2	022100403000
53	NO EASEMENT OF RECORD	3	22810-3544-00000000
53	NO EASEMENT OF RECORD	8	22810-3622-03750000
53	DOC. 594598	11	22810-2644-08750000
53	DOC. 594599	12	22810-2533-00000000
53	VOL. 332 PG. 135 DOC. 345177	12	22810-2533-00000000
53	VOL. 815 PG. 3 DOC. 543568	12	22810-2533-00000000
53	DOC. 582630		22810-2611-00020000
53	DOC. 615679		22810-2611-00020000
53	DOC. 594701	14	22810-2522-00020000
53	NO EASEMENT OF RECORD	16	22810-2433-00000000
54	VOL. 163 PG. 12 DOC. 214281	4	22810-3631-00000000
54	VOL. 163 PG. 13 DOC. 214282	4	22810-3631-00000000
54	VOL. 163 PG. 45 DOC. 214318	6	22810-3623-04250000
54	VOL. 503 PG. 589 DOC. 412723	7	22810-3623-65220001
54	VOL. 163 PG. 14 DOC. 214283	8	22810-3622-03750000
54	VOL. 163 PG. 28 DOC. 214299	9	22810-3511-00000000
54	VOL. 163 PG. 33 DOC. 214304	12	22810-2533-00000000
54	VOL. 163 PG. 41 DOC. 214313		22810-2611-00020000
54	VOL. 428 PG. 19 DOC. 379608	14	22810-2522-00020000
55	DOC. 936474	2	022100403000
55	NO EASEMENT OF RECORD	4	22810-3631-00000000



T 27 N

T 28 N

2

35

26

23

4

4

R 10 W

R 10 W

TOWN OF UNION

TOWN

OF

WHEATON

CTH T

CTH T

CTH T

CTH T

2

3

9

11

1

4

6

8

12

14

16

CITY

OF

CITY

OF

17TH AVE.

20TH AVE.

30TH AVE.

30TH AVE.

EAU CLAIRE

EAU CLAIRE

TOWN

OF

WHEATON

1

36

25

24

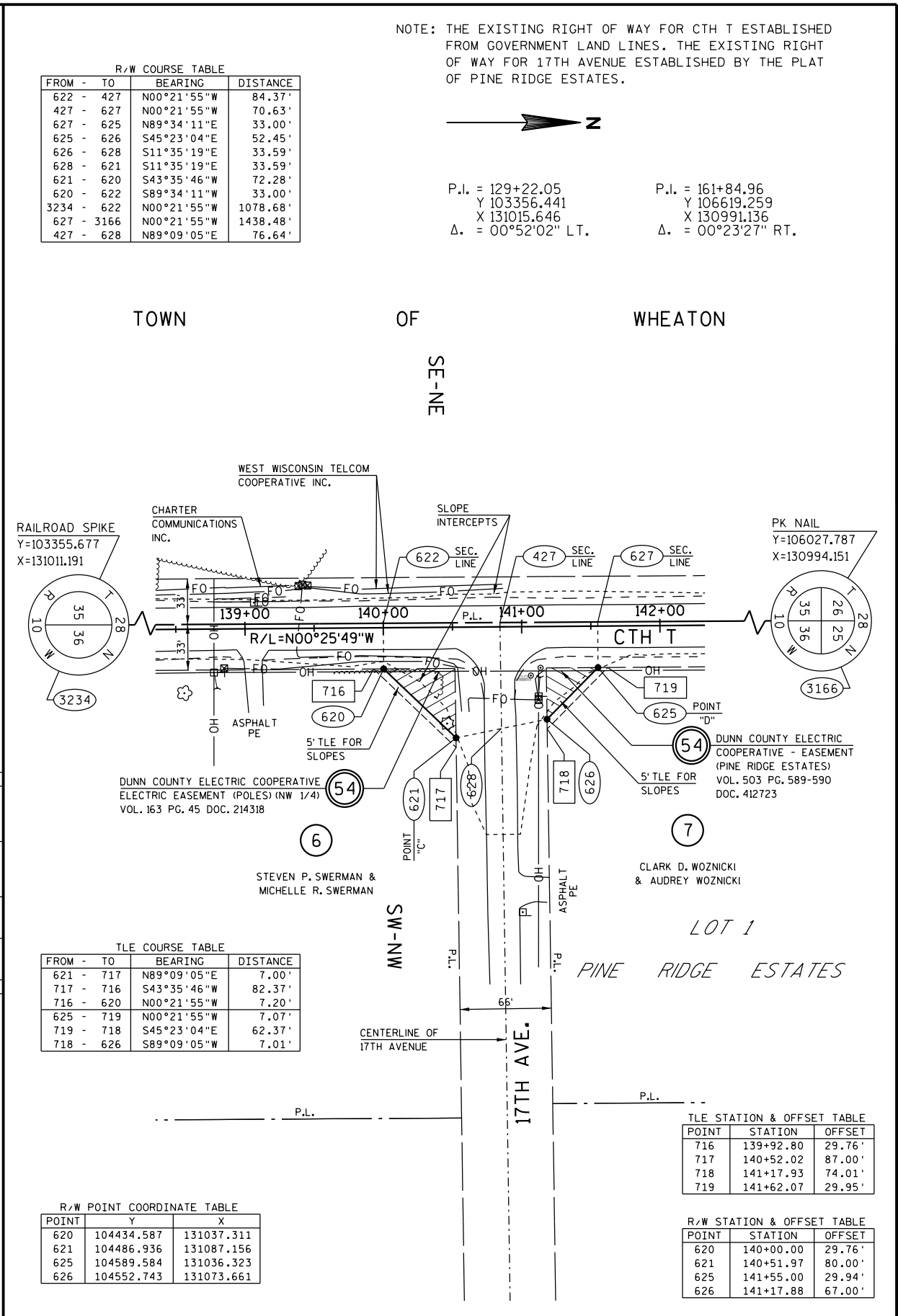
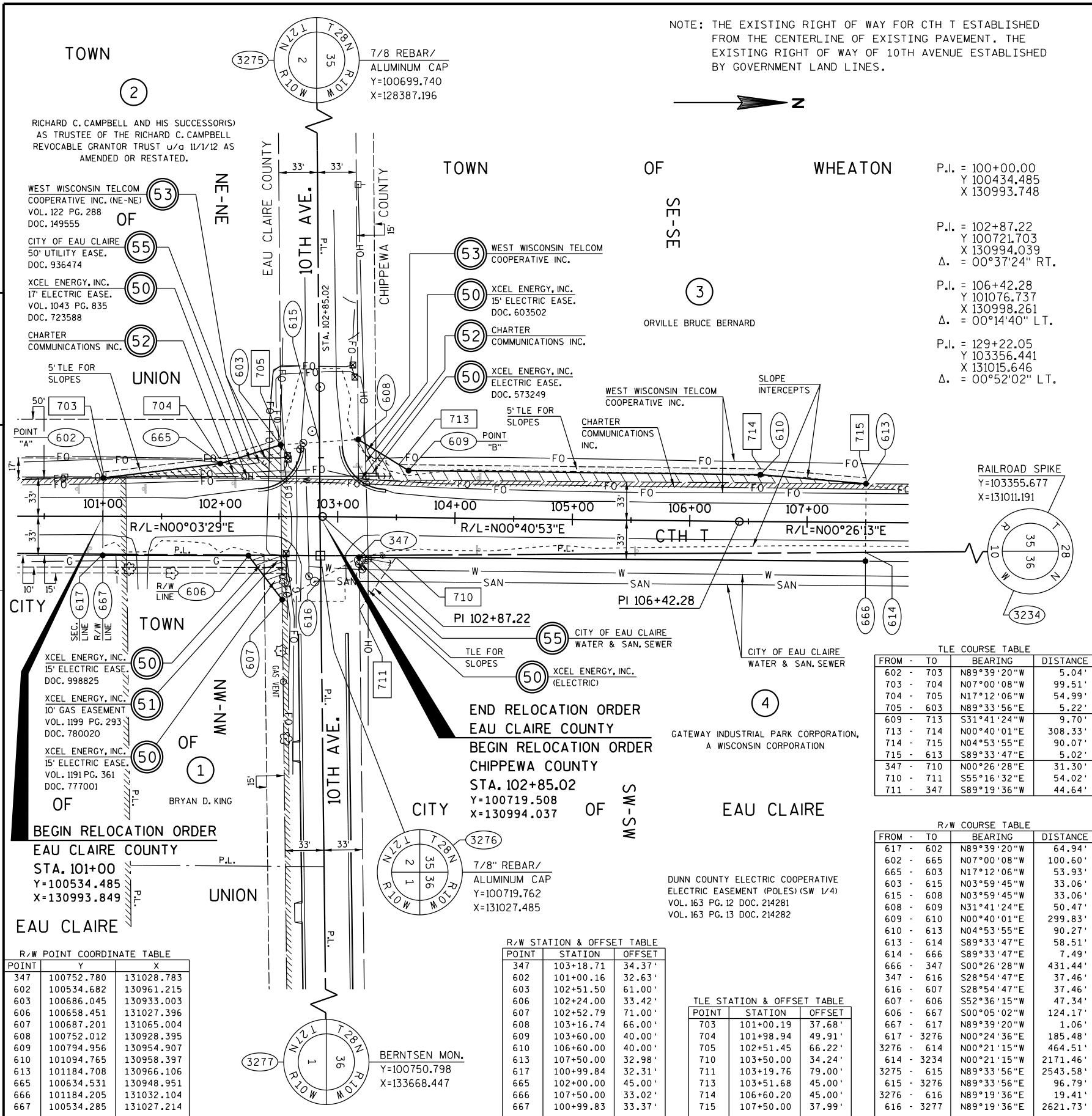
T 27 N

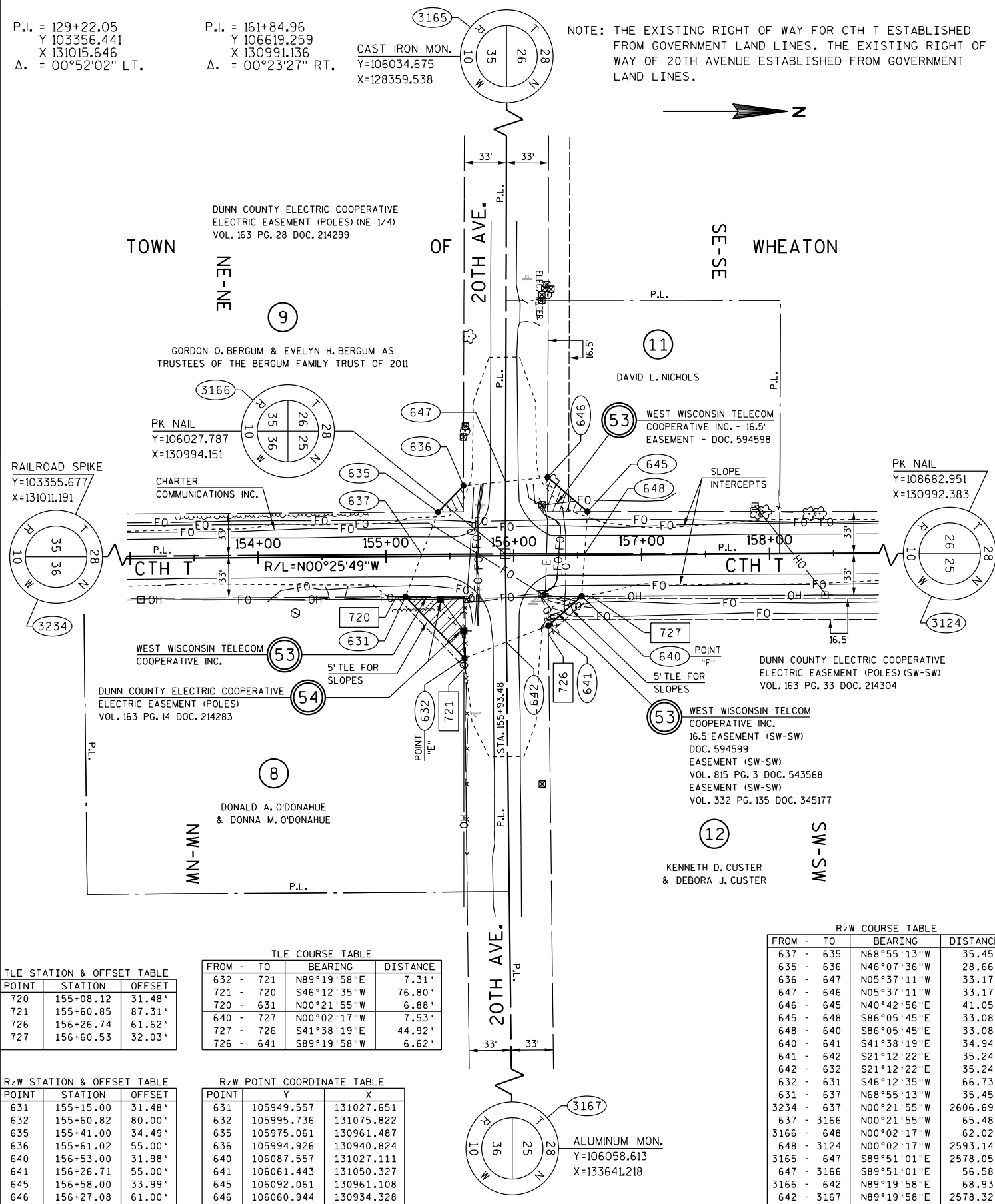
T 28 N

CHIPPEWA COUNTY
EAU CLAIRE COUNTY

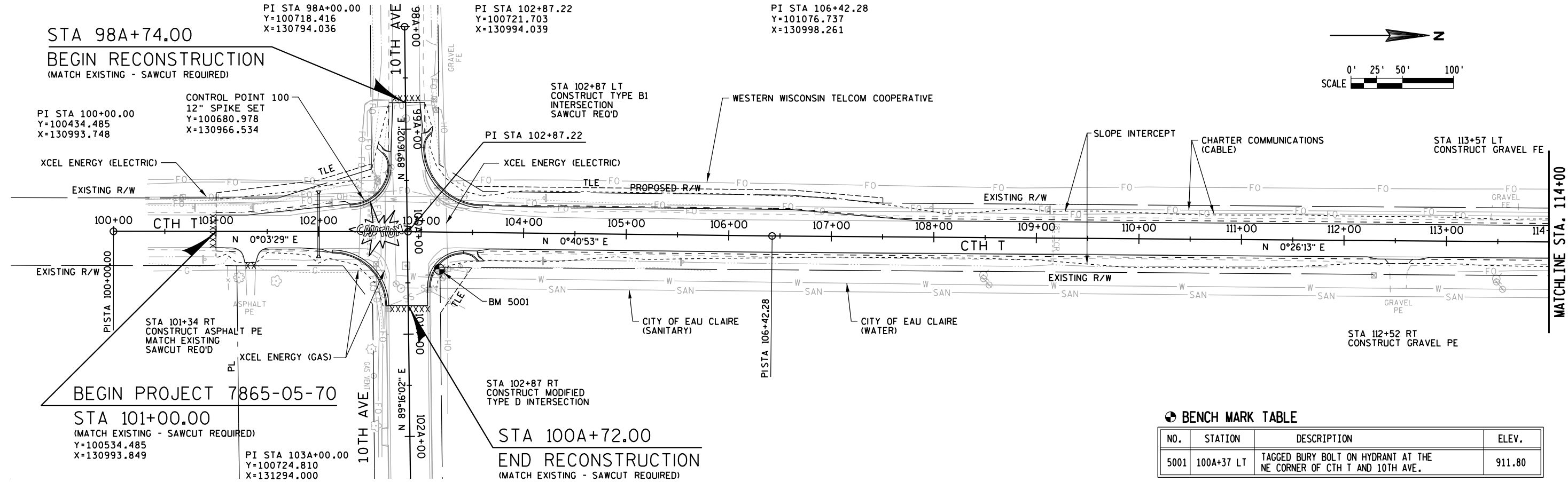
CHIPPEWA COUNTY
EAU CLAIRE COUNTY

REVISION DATE 2-17-15	DATE 10-13-14	NOT TO SCALE	HWY: CTH T	STATE R/W PROJECT NUMBER 7865-05-00	PLAT SHEET 4.3	E
			COUNTY: CHIPPEWA	CONSTRUCTION PROJECT NUMBER 7865-05-70	PS&E SHEET	

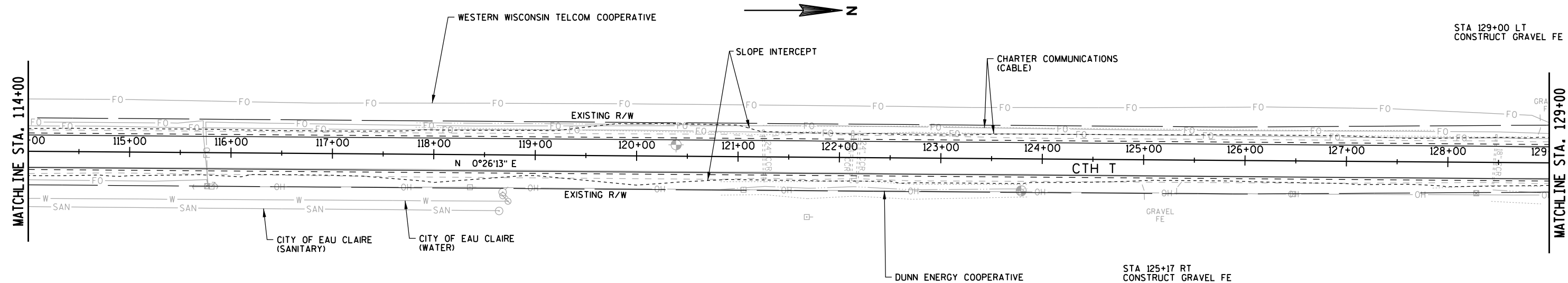


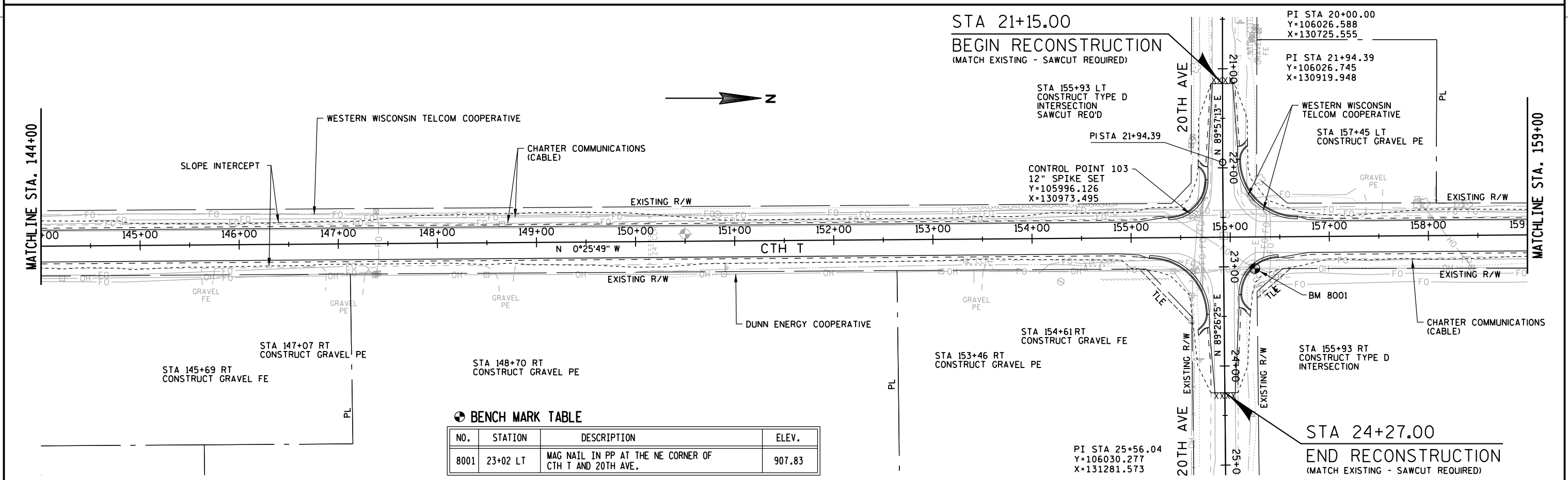
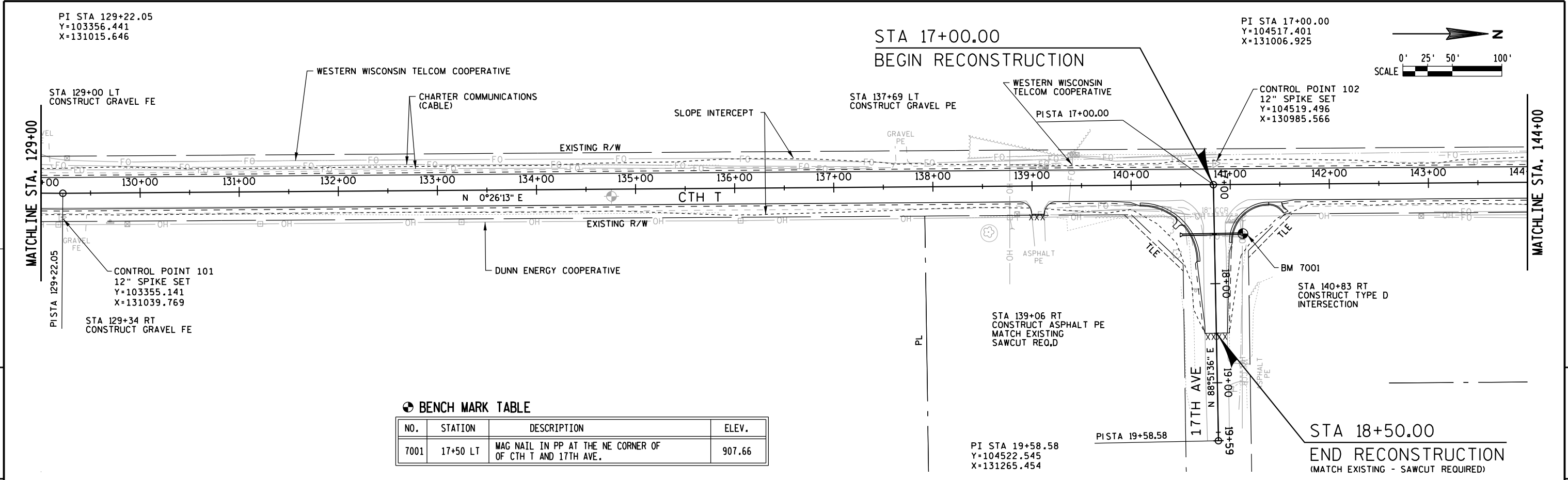


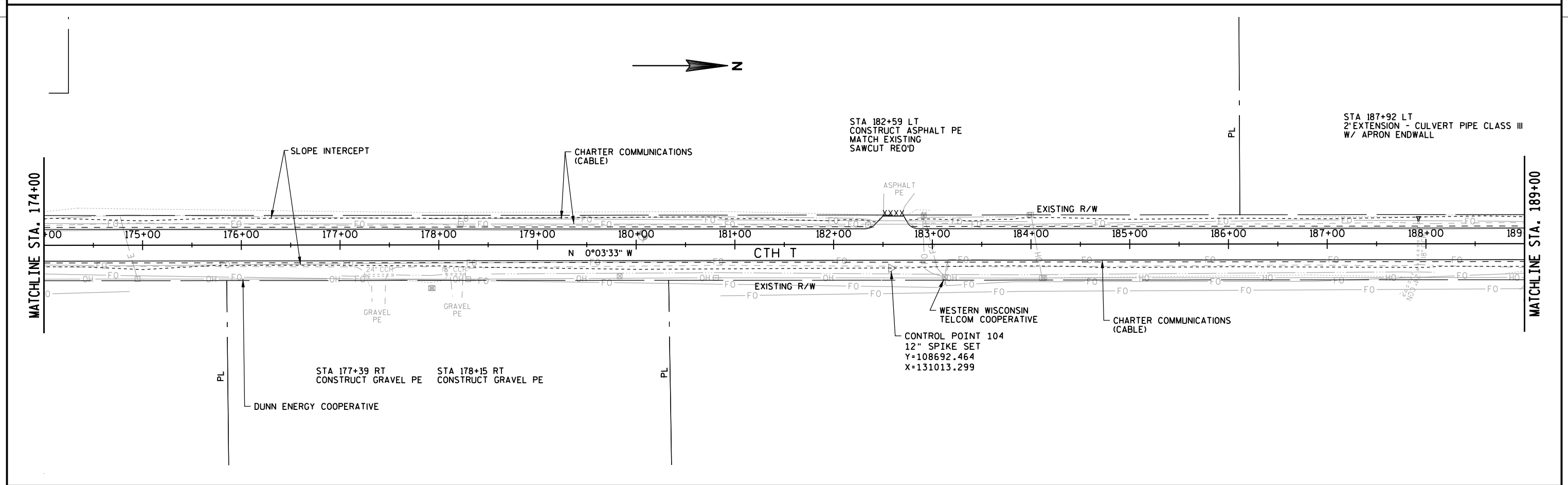
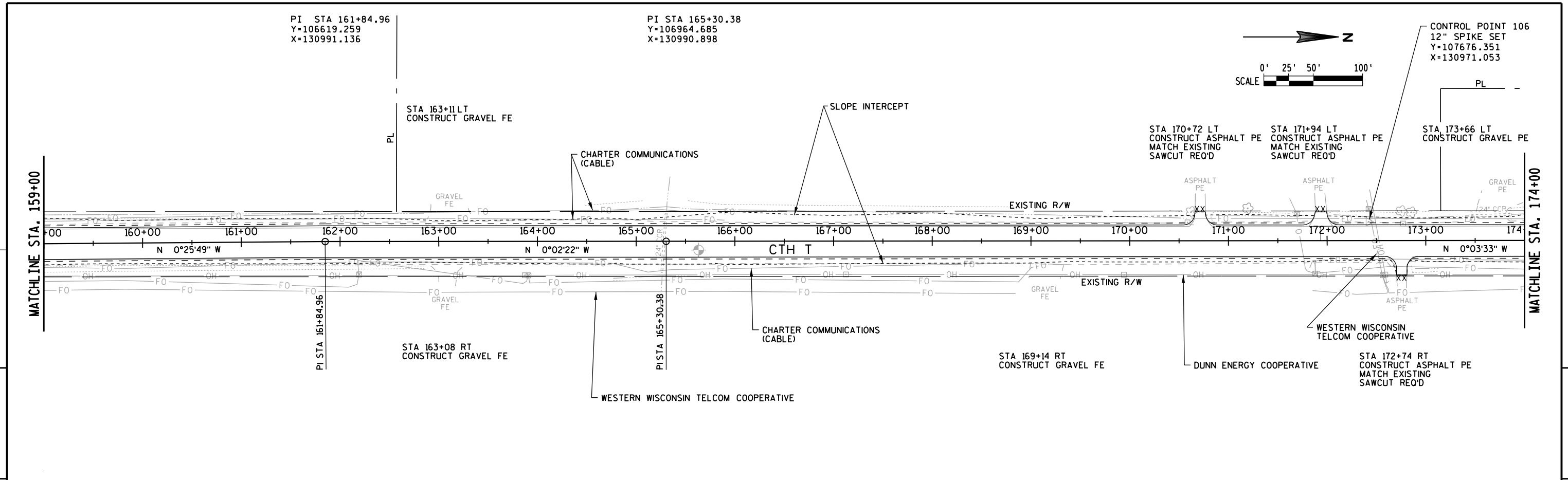
5



5



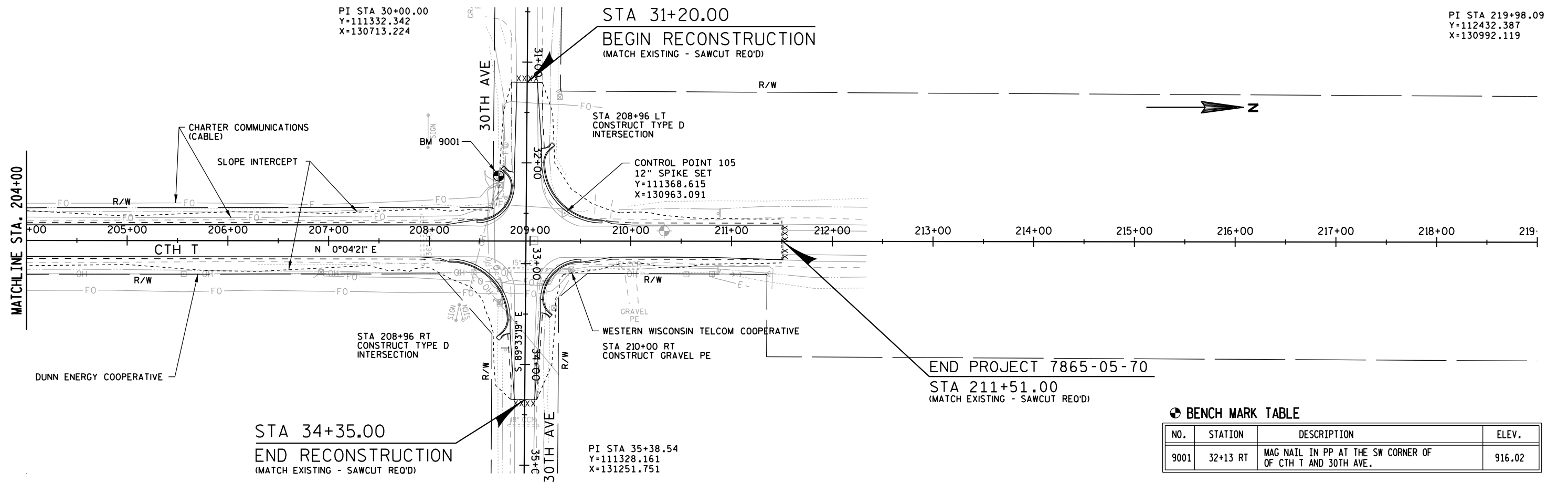




PROJECT NUMBER: 7865-05-70	HWY: CTH T	COUNTY: CHIPPEWA	PLAN SHEET	SHEET	E
----------------------------	------------	------------------	------------	-------	---



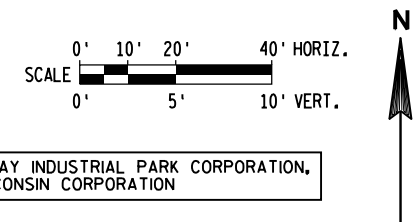
5



NO.	STATION	DESCRIPTION	ELEV.
9001	32+13 RT	MAG NAIL IN PP AT THE SW CORNER OF OF CTH T AND 30TH AVE.	916.02

BENCH MARK TABLE

NO.	STATION	DESCRIPTION	ELEV.
5001	13+28 LT	TAGGED BURY BOLT ON HYDRANT AT THE NE CORNER OF CTH T AND 10TH AVE.	911.80



PI STA 98A+00.00
Y=100718.416
X=130794.036

ORVILLE BRUCE BERNARD

SLOPE INTERCEPT

XCEL ENERGY (ELECTRIC)

CTH T

CITY OF EAU CLAIRE (SANITARY)

BM 5001

RELOCATE HYDRANT(BY OTHERS)

GATEWAY INDUSTRIAL PARK CORPORATION, A WISCONSIN CORPORATION

98A+00
10TH AVE

P.I. STA. 98A+00.00

99A+00 N 89°16'02" E

STA. 102+86.49 = STA. 100A+00.00

100A+00

XCEL ENERGY (GAS)

10TH AVE

101A+00 N 89°16'02" E 102A+00

PI STA 103A+00.00
Y=100724.810
X=131294.000

BEGIN RECONSTRUCTION
STA 98A+74.00
(MATCH EXISTING PAVEMENT-SAWCUT REQ'D)

WESTERN WISCONSIN TELCOM COOPERATIVE

RICHARD C. CAMPBELL

CHARTER COMMUNICATIONS (CABLE)

BRYAN D. KING

END RECONSTRUCTION
STA 100A+72.00
(MATCH EXISTING PAVEMENT SAWCUT REQ'D)

PROPOSED PROFILE & REFERENCE LINE

P.I. 98A+74.00
EL. 908.57

2.36%

EXISTING GROUND & REFERENCE LINE

P.I. 99A+80.00
EL. 911.07

2.00%

P.I. 100A+00.00
EL. 911.47

2.00%

P.I. 100A+20.00
EL. 911.07

1.00%

P.C. 100A+28.10
EL. 910.99

LOW PT. 100A+51.84
EL. 910.87

P.I. 100A+68.10
EL. 910.59
SSD=207'
K=24
80' V.C.

FOR INFORMATION ONLY
CONSTRUCTED BY OTHERS

P.I. 101A+08.10
EL. 911.54

2.37%

P.I. 101A+50.00
EL. 912.53

925

920

915

910

905

900

895

890

925

920

915

910

905

900

895

890

98A+00

99A+00

100A+00

101A+00

102A+00

PROJECT NUMBER: 7865-05-70

HWY: CTH T

COUNTY: CHIPPEWA

PLAN AND PROFILE - 10TH AVENUE

SHEET

E

BENCH MARK TABLE

NO.	STATION	DESCRIPTION	ELEV.
8001	23+02 LT	MAG NAIL IN PP AT THE NE CORNER OF CTH T AND 20TH AVE.	907.83

KENNETH D. CUSTER
& DEBORA J. CUSTER

PI STA 20+00.00
Y=106026.588
X=130725.555

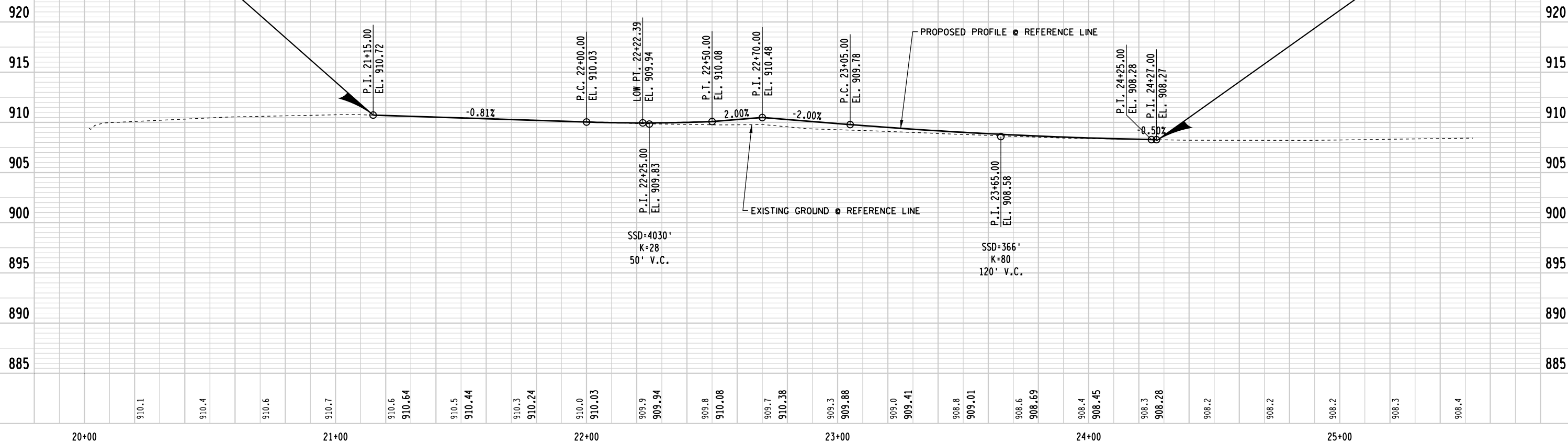
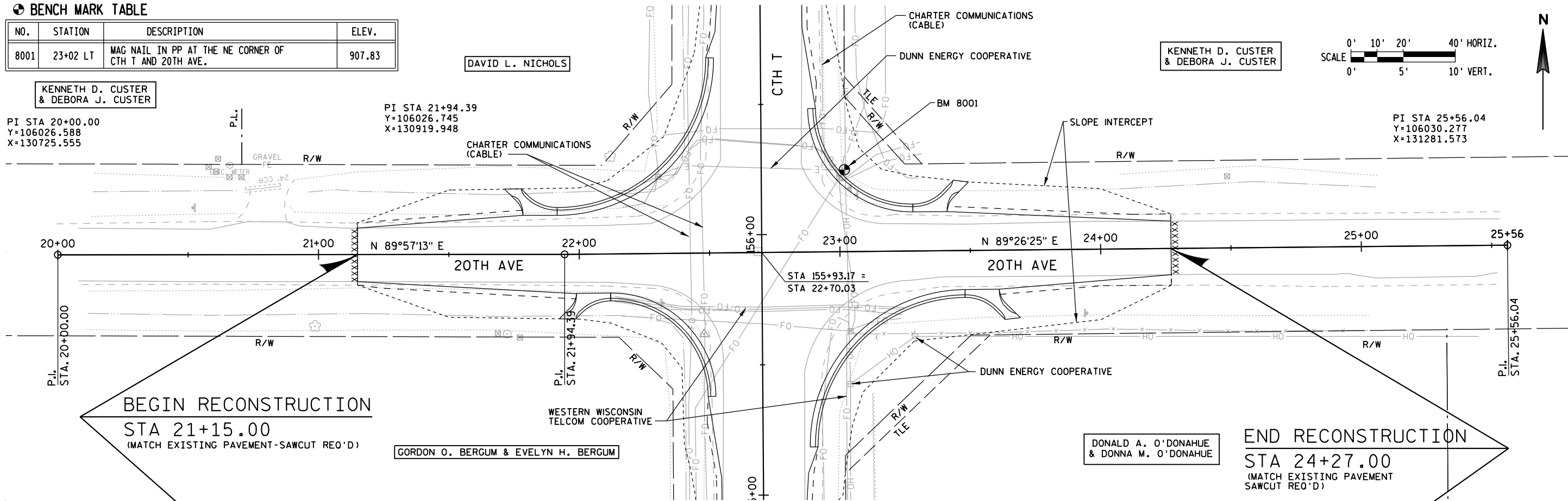
DAVID L. NICHOLS

PI STA 21+94.39
Y=106026.745
X=130919.948

KENNETH D. CUSTER
& DEBORA J. CUSTER

SCALE 0' 10' 20' 40' HORIZ.
0' 5' 10' VERT.

PI STA 25+56.04
Y=106030.277
X=131281.573



PROJECT NUMBER: 7865-05-70

HWY: CTH T

COUNTY: CHIPPEWA

PLAN AND PROFILE - 20TH AVENUE

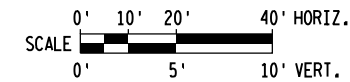
SHEET

E

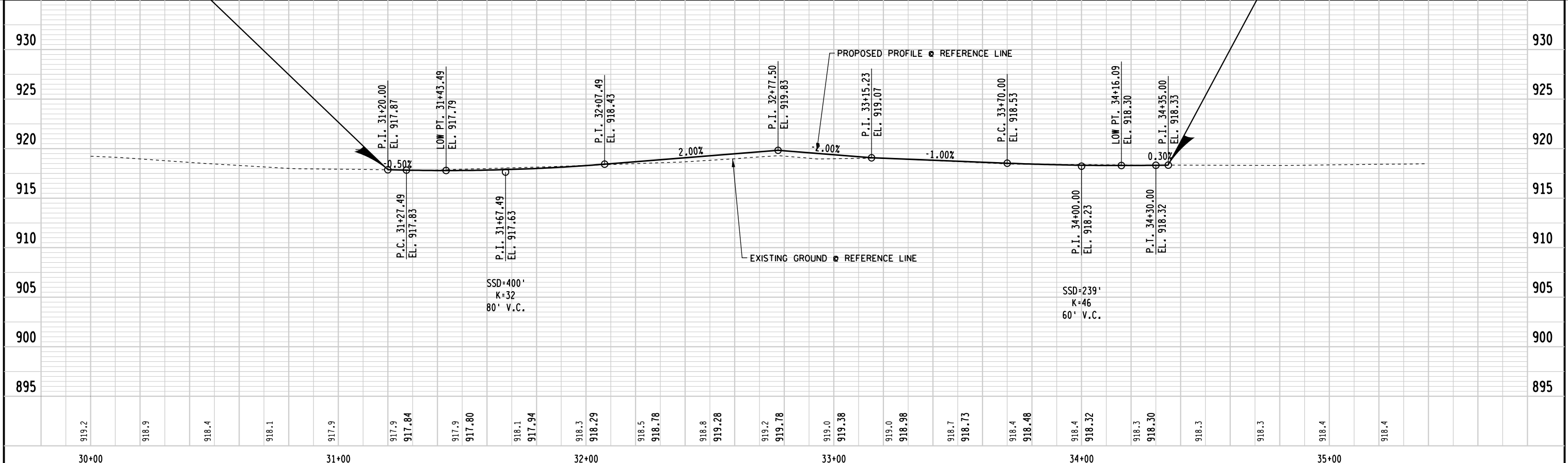
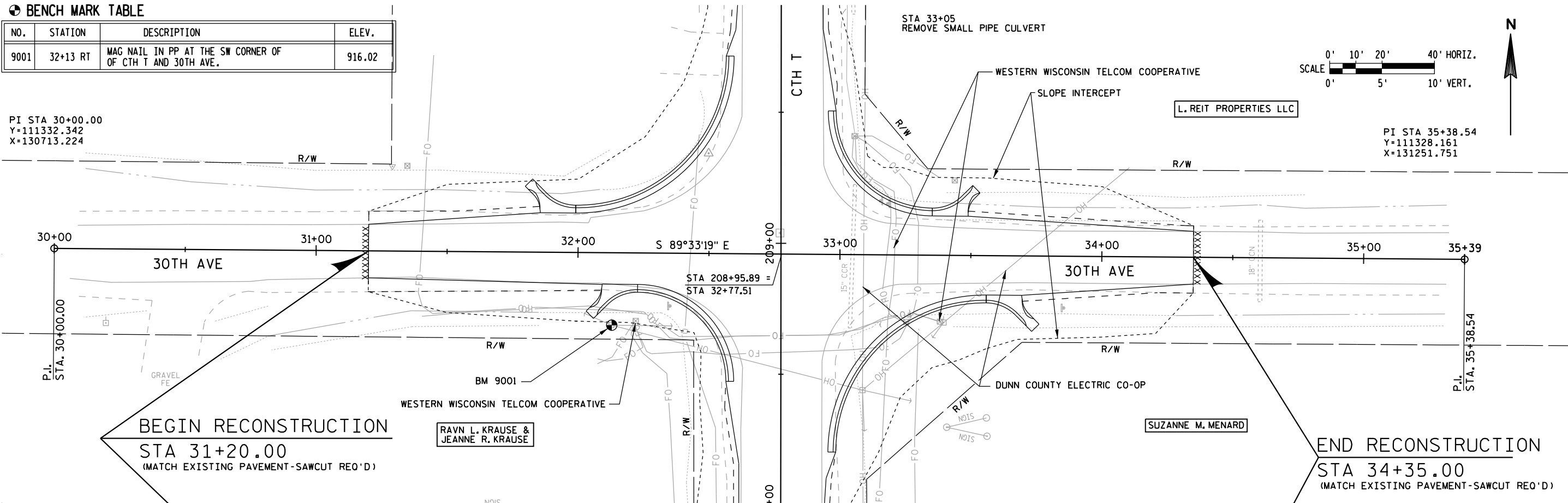
BENCH MARK TABLE

NO.	STATION	DESCRIPTION	ELEV.
9001	32+13 RT	MAG NAIL IN PP AT THE SW CORNER OF OF CTH T AND 30TH AVE.	916.02

PI STA 30+00.00
Y=111332.342
X=130713.224



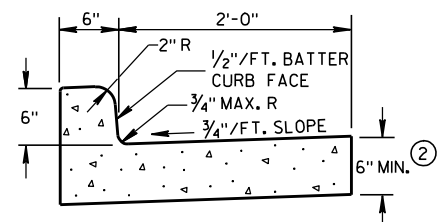
PI STA 35+38.54
Y=111328.161
X=131251.751



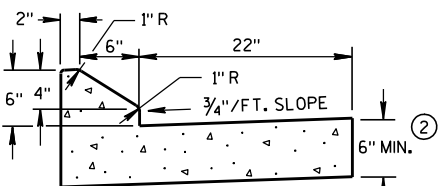
PROJECT NUMBER: 7865-05-70	HWY: CTH T	COUNTY: CHIPPEWA	PLAN AND PROFILE - 30TH AVENUE	SHEET	E
----------------------------	------------	------------------	--------------------------------	-------	---

Standard Detail Drawing List

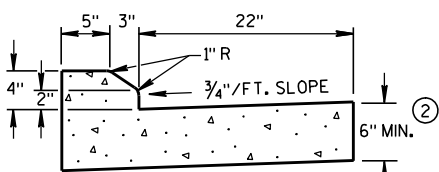
08D01-17	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08E09-06	SILT FENCE
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
09A01-13A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
13A11-02A	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13A11-02B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C03-02	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-02	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C07-12B	PAVEMENT MARKING WORDS
15C07-12C	PAVEMENT MARKING ARROWS
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16B	PAVEMENT MARKING (INTERSECTIONS)
15C12-04	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C19-02A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15D28-02	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY



TYPES A & D ①



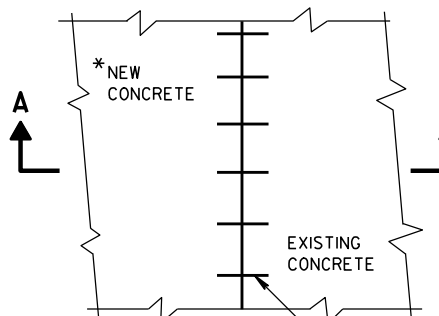
6" SLOPED CURB TYPES G & J ①



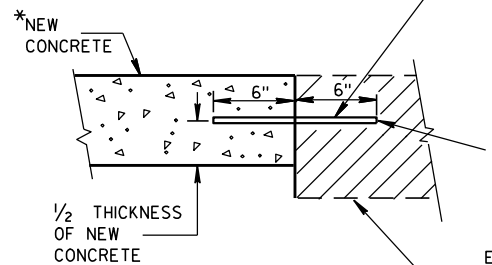
4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"

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



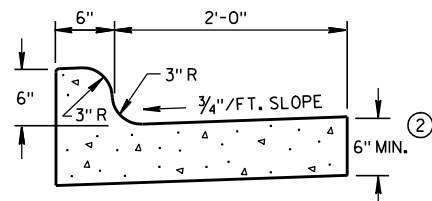
PLAN VIEW

SECTION A-A
TIE BARS DRILLED
INTO EXISTING PAVEMENT

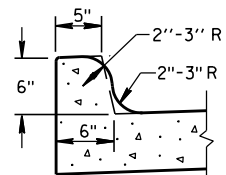
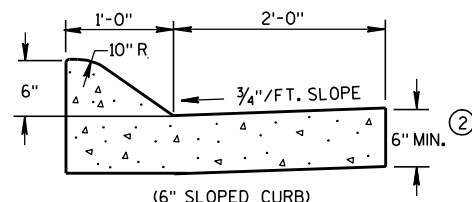
NO. 6 TIE BARS SPACED 2'-6" C-C,
INSTALLED PERPENDICULAR
TO THE LONGITUDINAL JOINT.

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

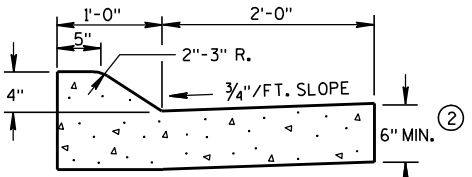
EXISTING
CONCRETE



TYPES K & L ①

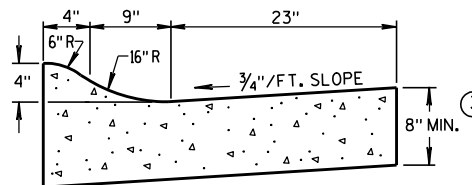
OPTIONAL CURB SHAPE
FOR TYPES K & L ①

(6" SLOPED CURB)

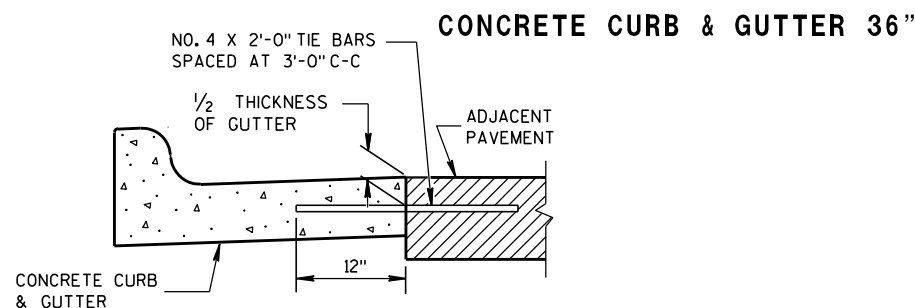


(4" SLOPED CURB)

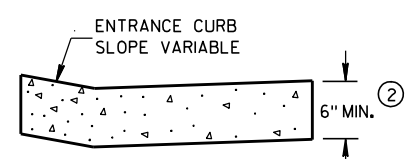
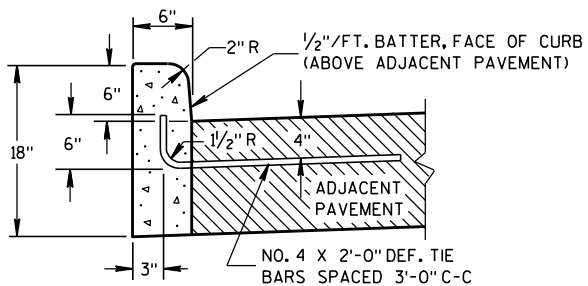
TYPES A & D ①



4" SLOPED CURB TYPES R & T ① ④

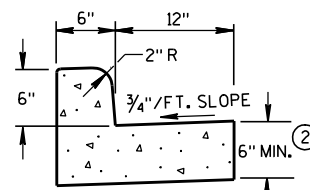
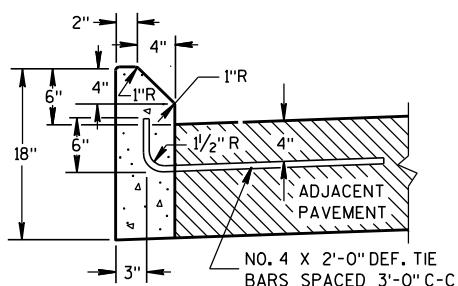


TYPICAL TIE BAR LOCATION ①

DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)

TYPES A & D ①

CONCRETE CURB

TYPES A & D
CONCRETE CURB & GUTTER 18"

TYPES G & J ①

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

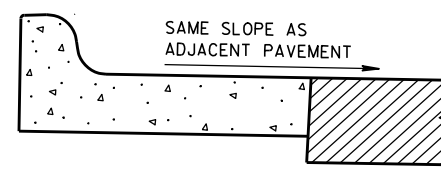
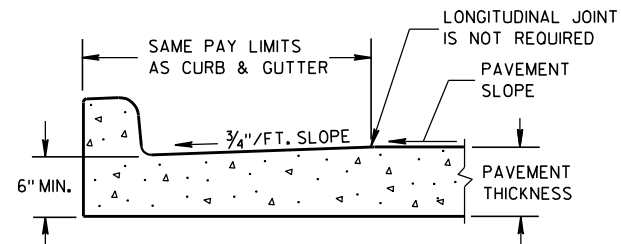
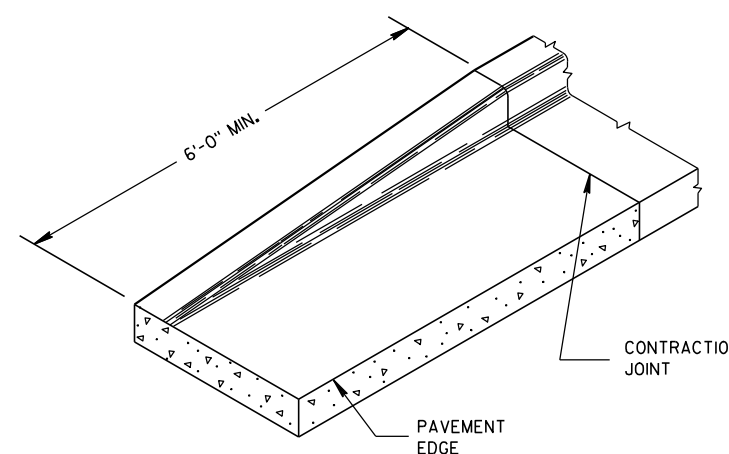
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURBS.

- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ④ THE FACE OF CURB IS 6" FROM THE BACK OF CURB.
- ⑤ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

REVERSE SLOPE GUTTER ⑤
(TYPICAL FOR ALL CURB & GUTTER TYPES)PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB & GUTTER

END SECTION CURB & GUTTER

CONCRETE CURB, CONCRETE
CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

9/4/08

DATE

FHWA

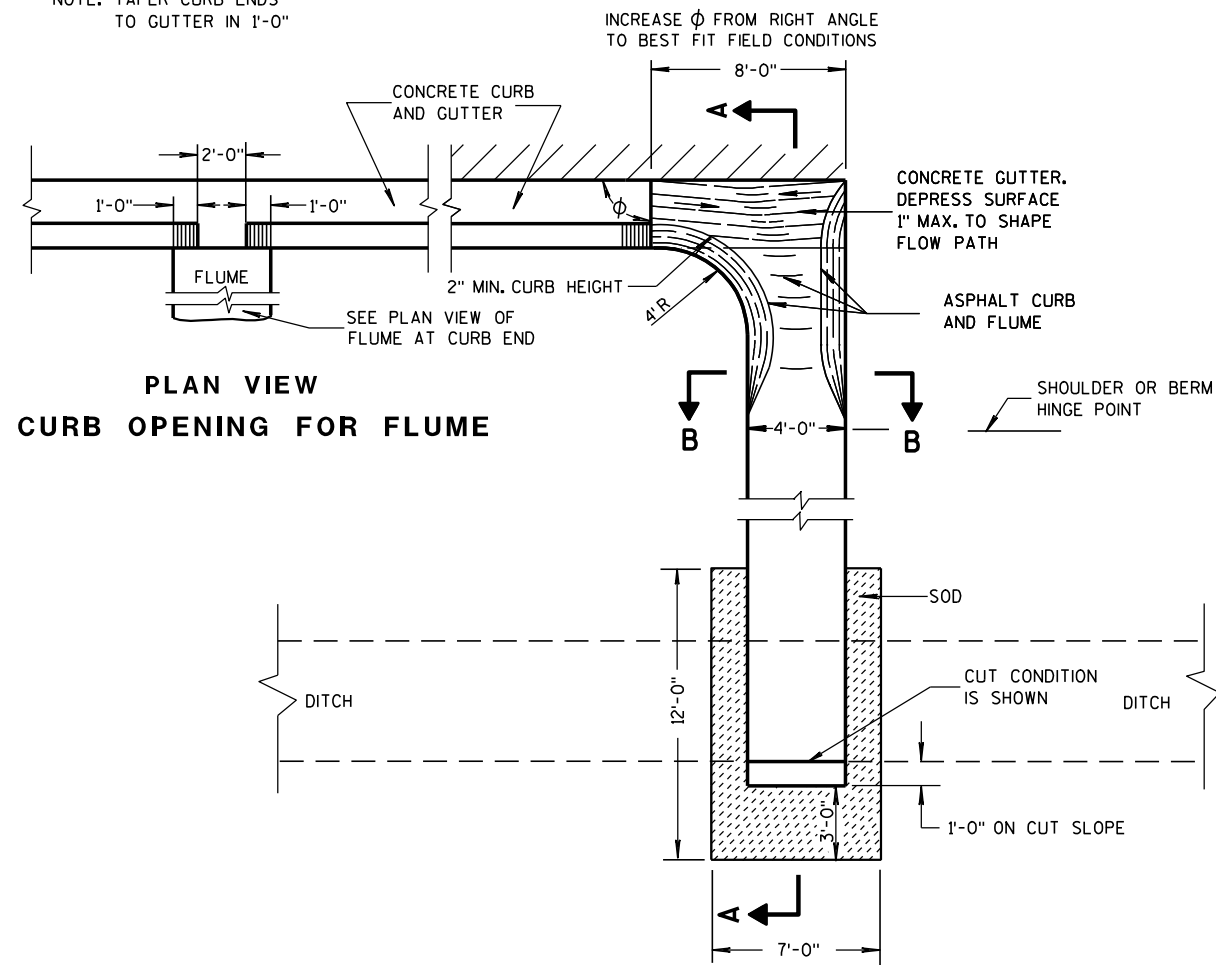
/S/ Jerry H. Zogg

ROADWAY STANDARDS DEVELOPMENT

ENGINEER

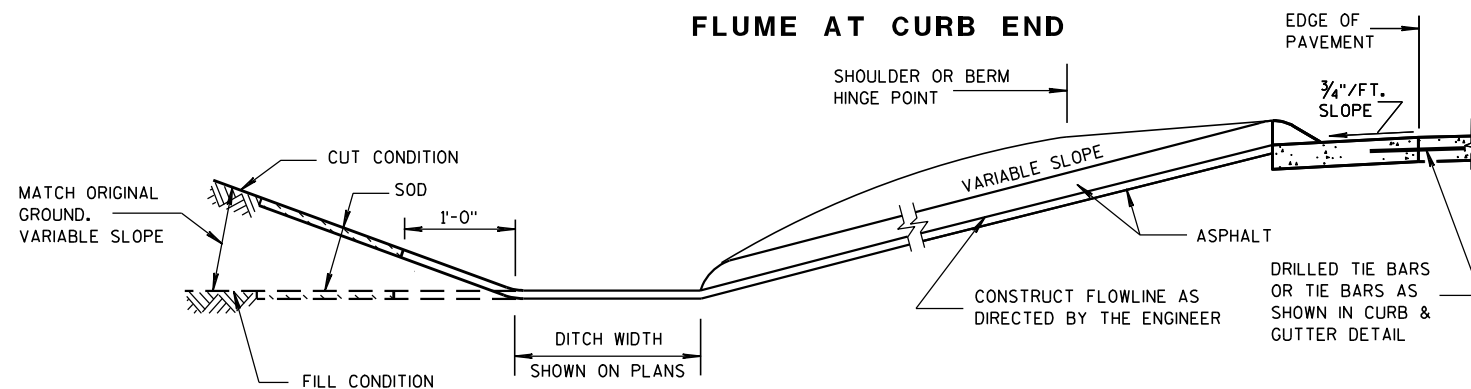
ASPHALTIC FLUME

NOTE: TAPER CURB ENDS
TO GUTTER IN 1'-0"

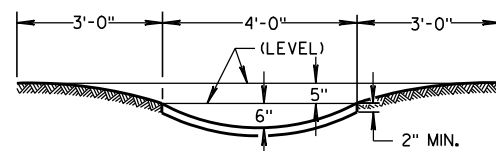


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

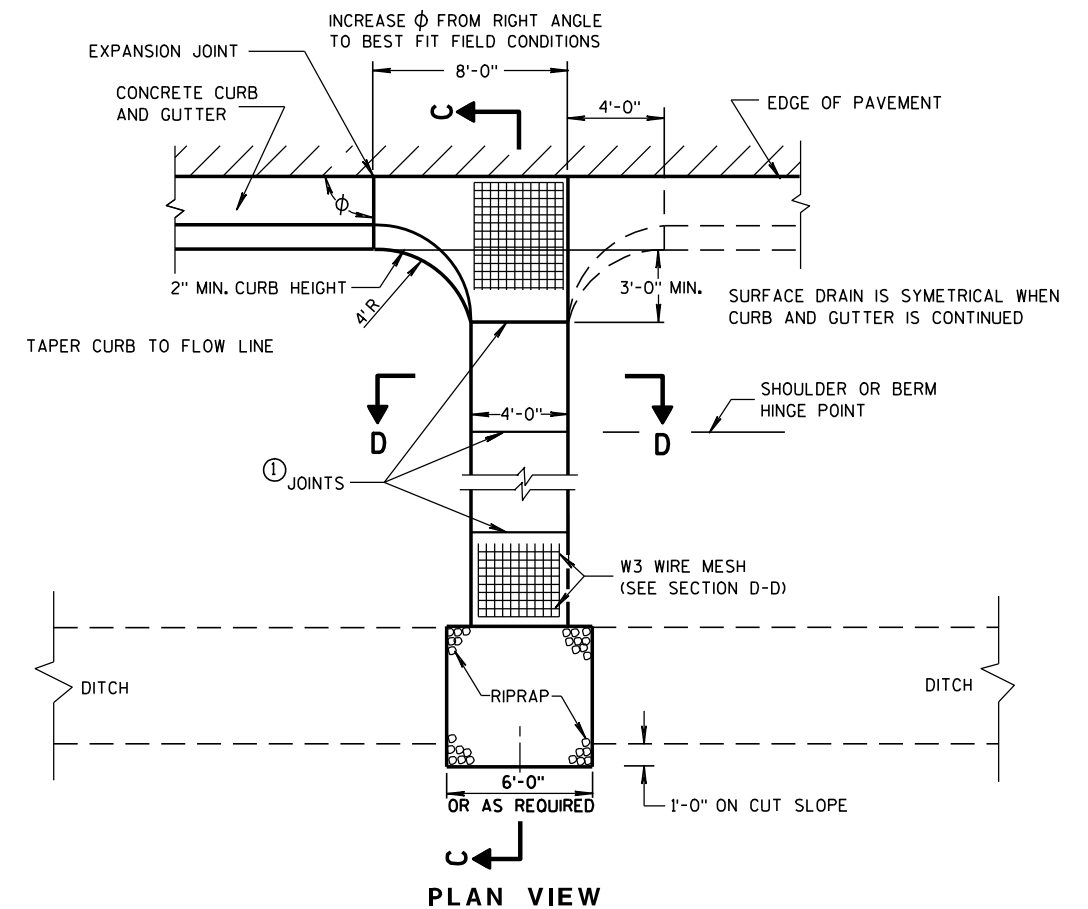
GENERAL NOTES

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

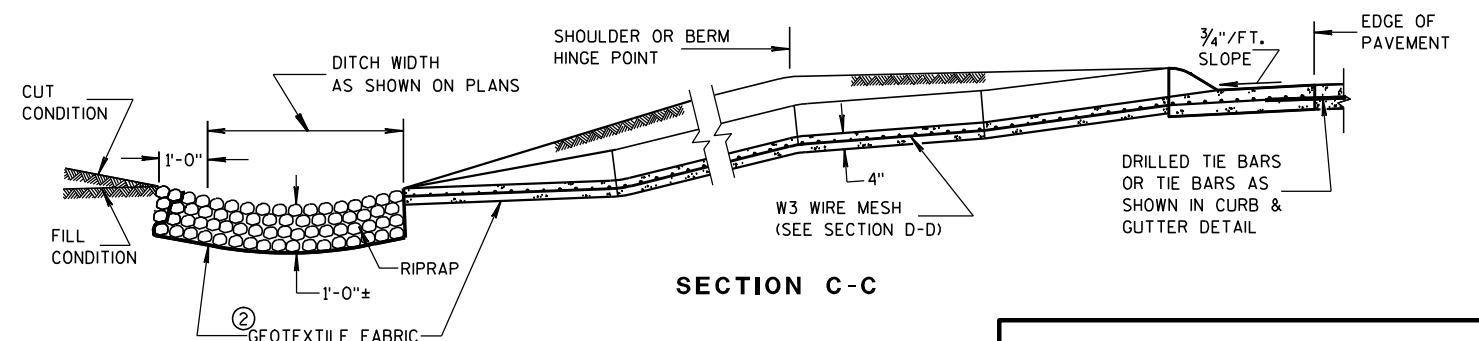
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

- JOINTS SHALL BE $\frac{1}{8}$ TO $\frac{1}{4}$ INCH WIDE BY $1\frac{1}{2}$ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
- GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
- CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

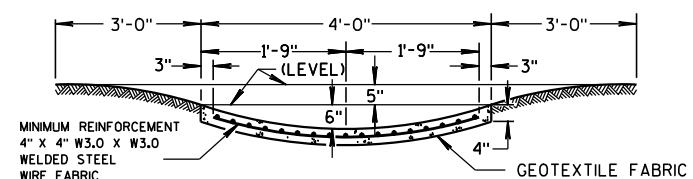
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

9-4-08

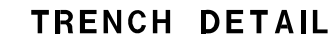
DATE

FHWA

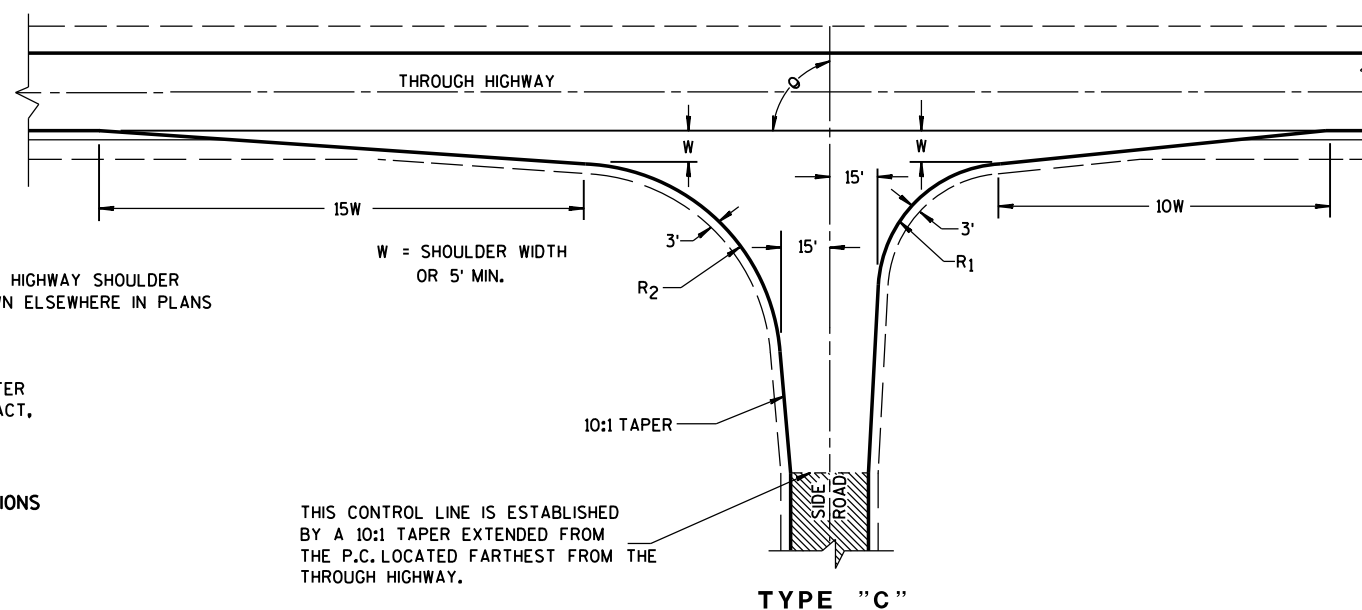
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT
ENGINEER



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

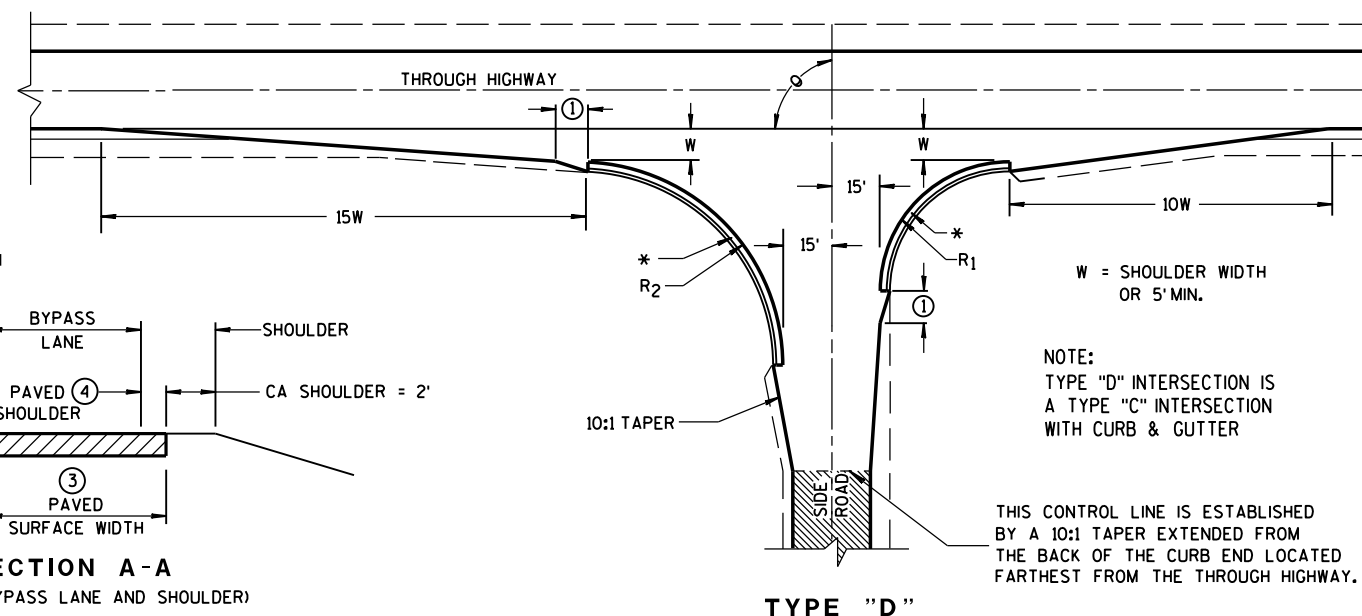


SILT FENCE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED <u>4-29-05</u> DATE	<u>/S/ Beth Canestra</u> CHIEF ROADWAY DEVELOPMENT ENGINEER



**RADI DIMENSIONS FOR TYPES
"B1", "B2", "C" AND "D" INTERSECTIONS**

θ	R_1	R_2
65-70	35	70
71-80	40	70
81-90	40	60
91-100	50	55
101-110	60	45



DESIGNS MAY BE USED INTERCHANGEABLY IN COMBINATION OR SEPARATELY FOR ANY ONE COMPLETE INTERSECTION DEPENDING UPON INTERSECTION ANGLE AND SURFACING OF EACH APPROACH ROADWAY.

WHEN THE SIDE ROAD IS NOT PRESENTLY PAVED, PAVEMENT SHALL BE PLACED TO THE LIMITS SHOWN UNLESS OTHERWISE PROVIDED IN THE CONTRACT. WHERE THE CONSTRUCTION LIMITS ARE BEYOND THE PAVING LIMITS, CRUSHED AGGREGATE SURFACING SHALL BE PLACED BETWEEN THE PAVING LIMITS AND CONSTRUCTION LIMITS.

WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

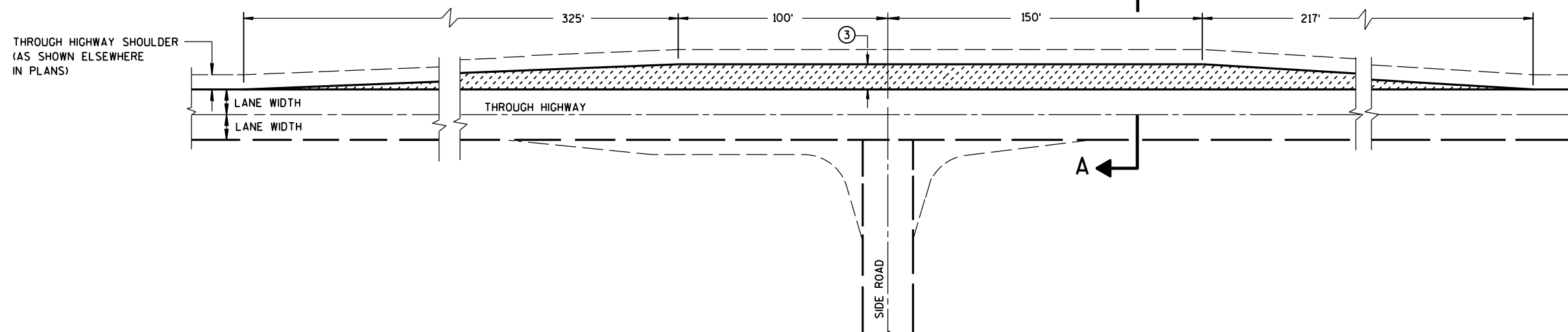
WHEN THE SIDE ROAD IS THE CONSTRUCTION PROJECT, THE INTERSECTION SURFACING SHALL BE THE SAME AS FOR THE PROJECT.

-  EXISTING PAVED SURFACE
-  BYPASS LANE

- ① 10-FT TYPICAL.
- ② 12-FT** PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLAN.

**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.
- ③ BYPASS LANE PAVED SURFACE WIDTH OUTSIDE OF TRAVEL LANE
-ASPHALT = 12-FT PLUS PAVED SHOULDER WIDTH.
-PC CPNCRETE = 13-FT PLUS PAVED SHOULDER WIDTH.
- ④ BYPASS LANE PAVED SHOULDER WIDTH = THE GREATER OF 1-FT OR THE PAVED SHOULDER WIDTH OF THE THROUGH HIGHWAY.

SECTION A-A
 NG BYPASS LANE AND SHOULDER



TEE INTERSECTION BYPASS LANE DETAIL

AT-GRADE SIDE ROAD
INTERSECTION, TYPES "B1", "B2",
"C" AND "D" AND TEE
INTERSECTION BYPASS LANE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

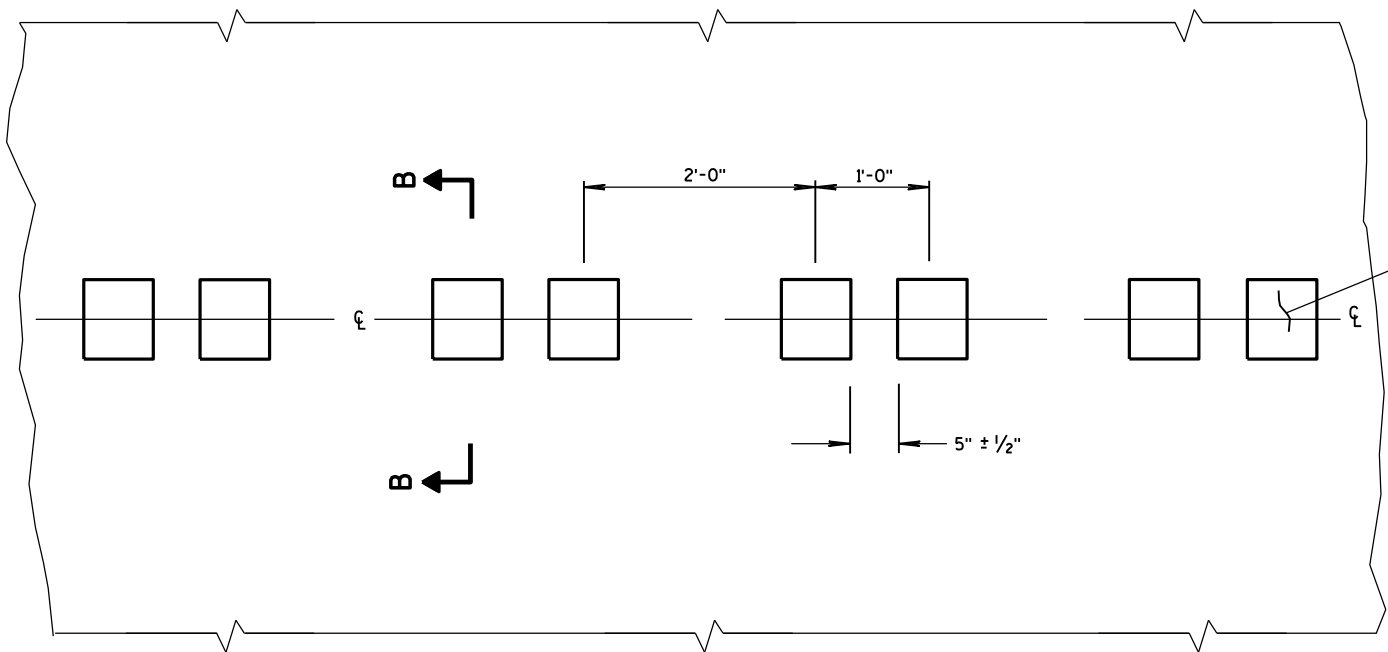
DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

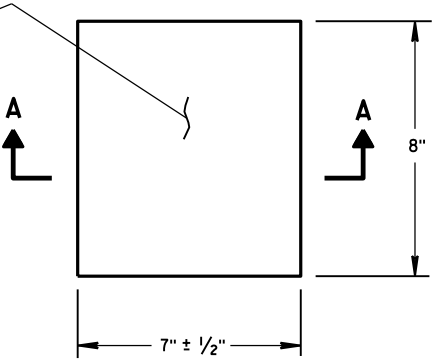
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

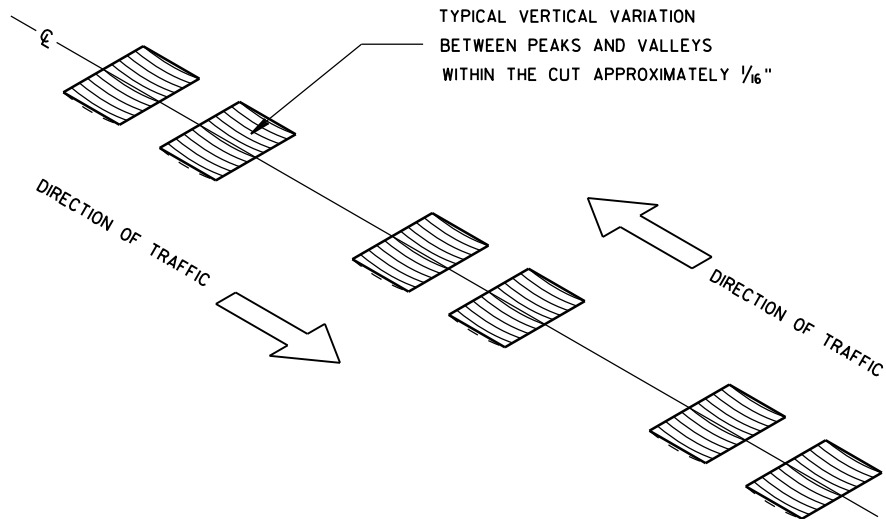
- ① CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.



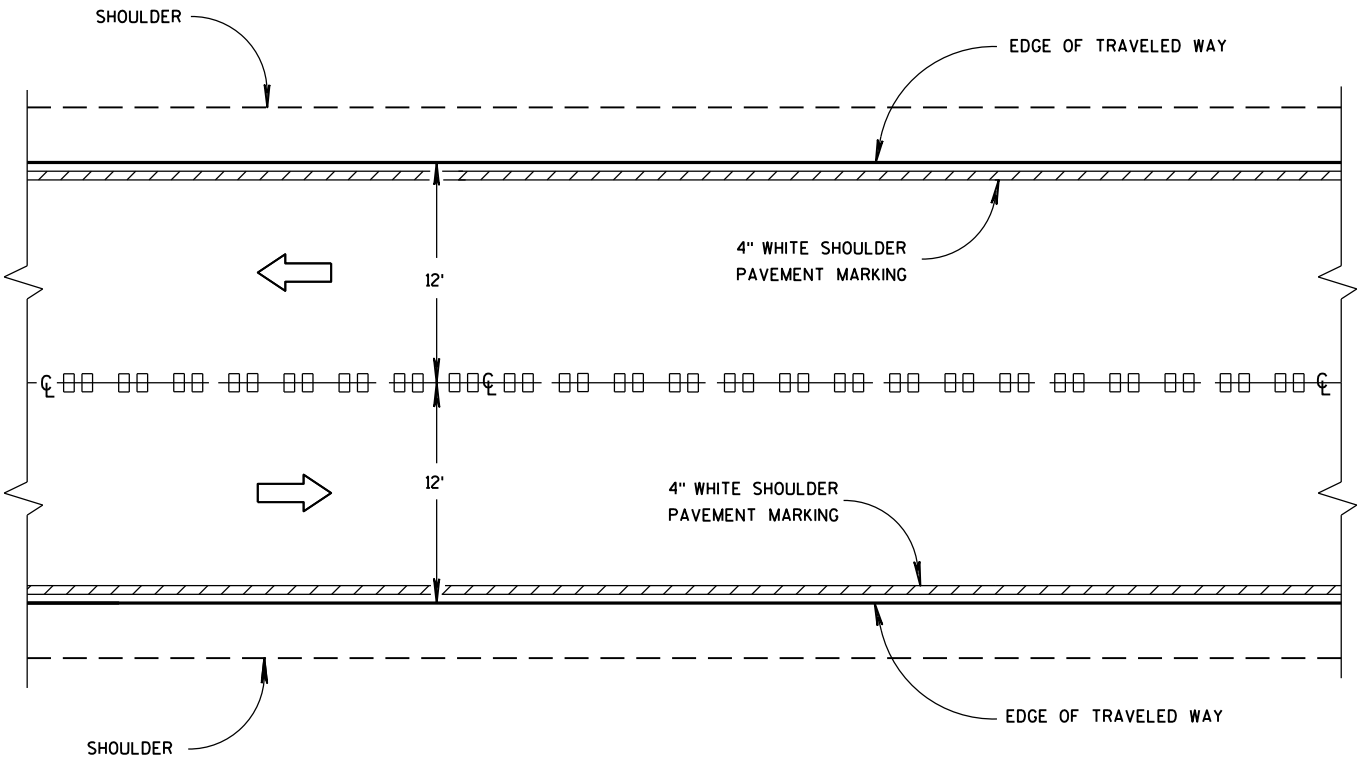
PLAN VIEW
CENTER LINE WITH GROOVES



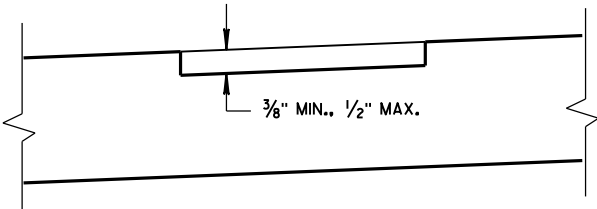
PLAN VIEW
(SINGLE GROOVE)



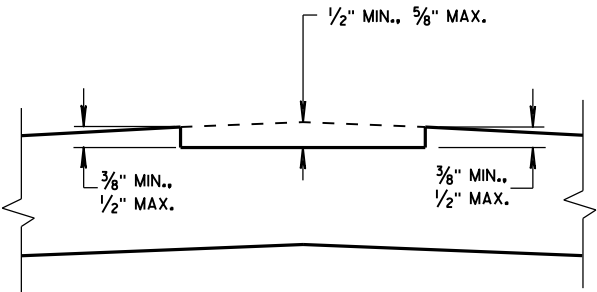
ISOMETRIC



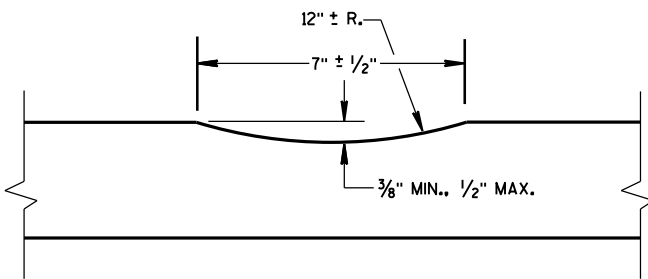
CENTER LINE GROOVES ON TWO-WAY ROADWAYS



SECTION B-B
SUPERELEVATED ROADWAY



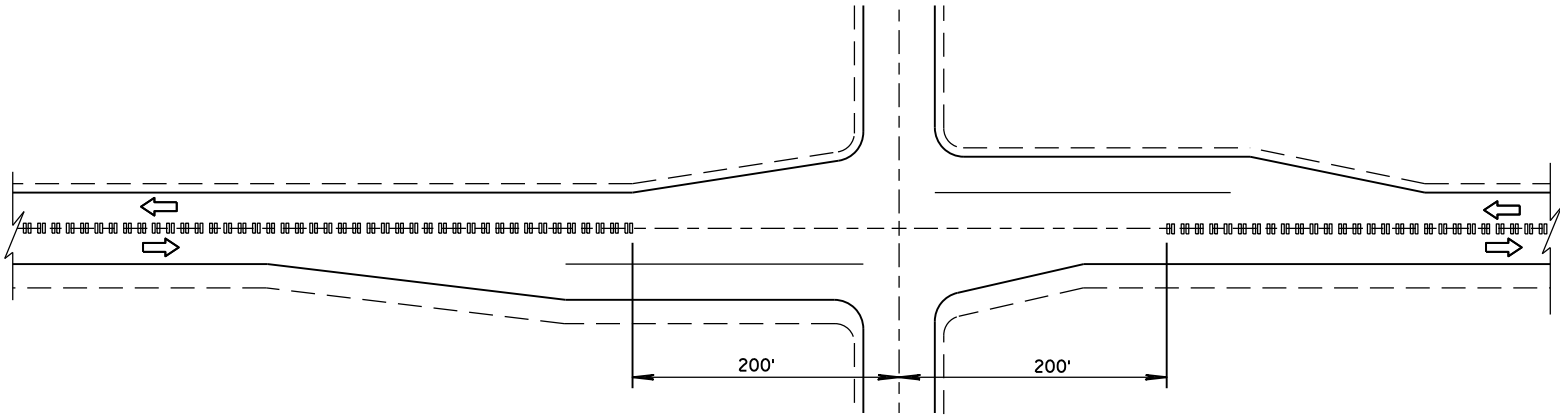
SECTION B-B
CROWNED ROADWAY



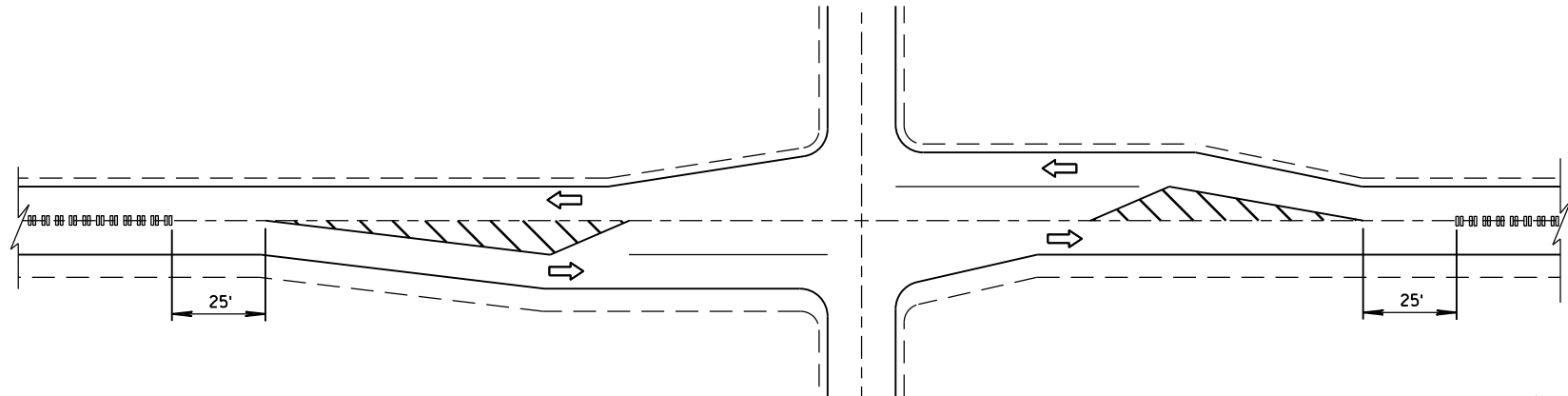
SECTION A-A

2-LANE RURAL
CENTER LINE RUMBLE STRIP,
MILLING

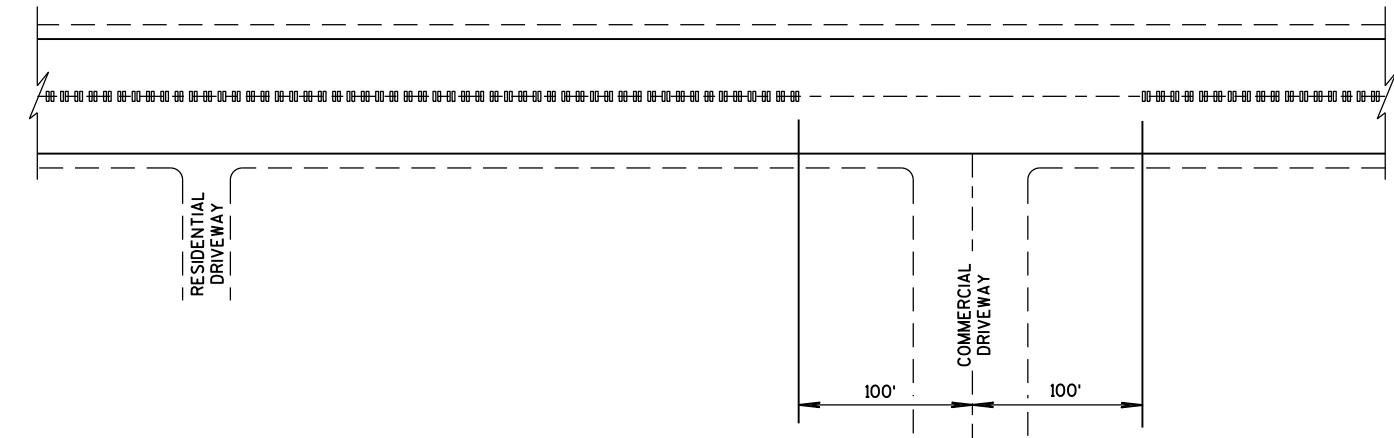
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CENTER LINE GROOVES AT INTERSECTIONS

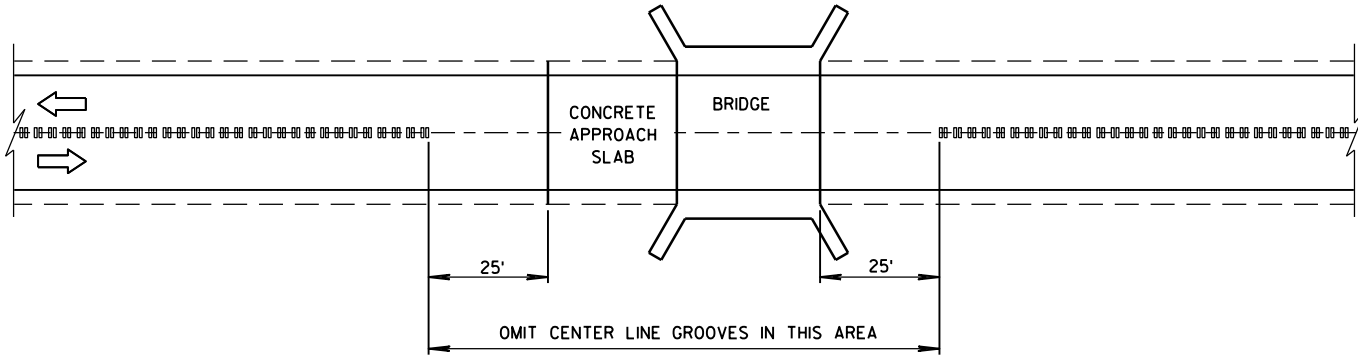


CENTER LINE GROOVES AT INTERSECTIONS
(WITH LEFT TURN LANES)

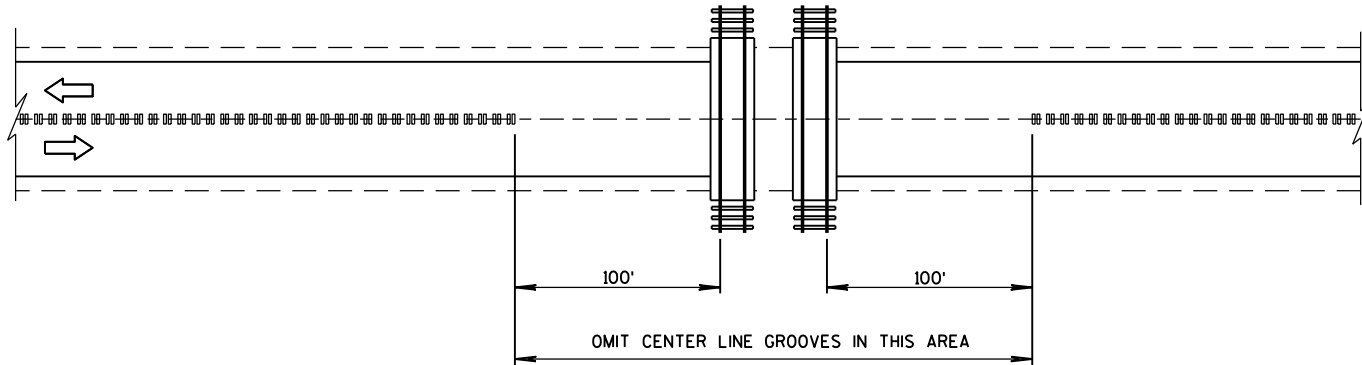


CENTER LINE GROOVES AT DRIVEWAYS^①

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

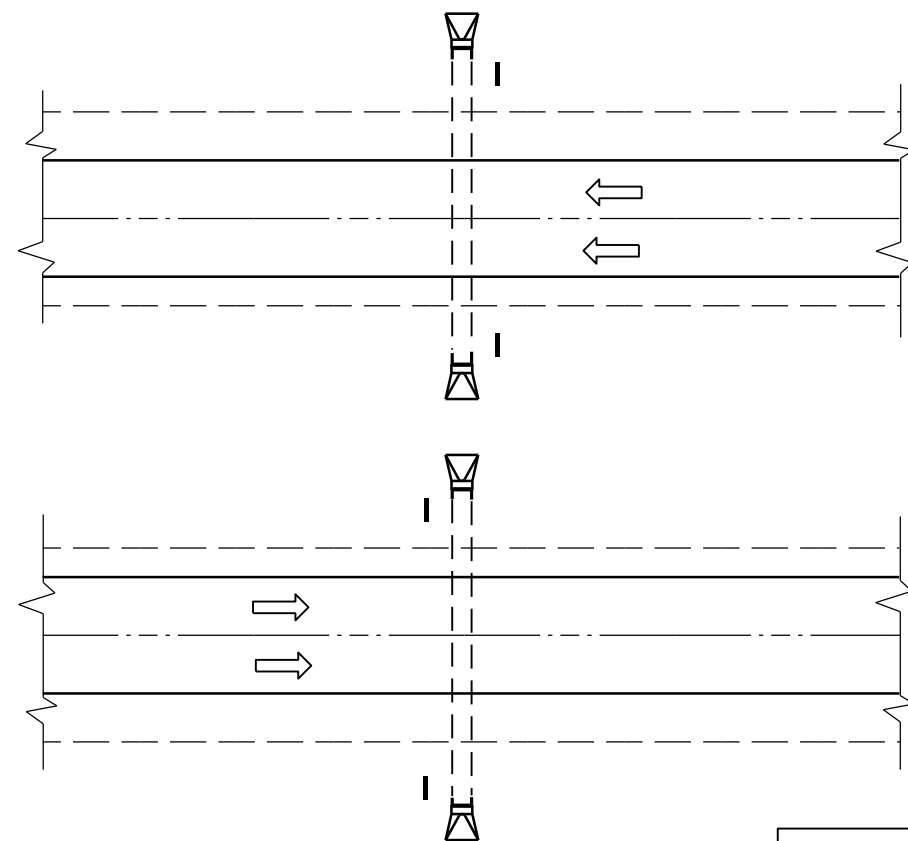


CENTER LINE GROOVES AT BRIDGES

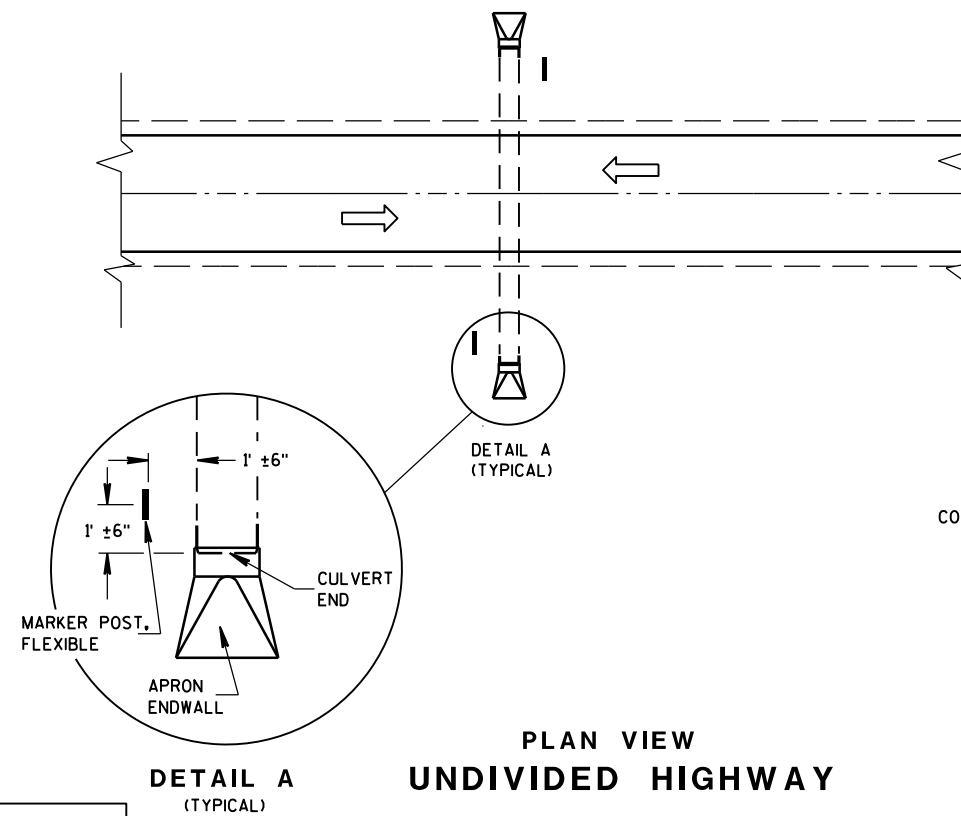
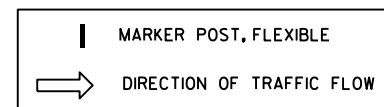


CENTER LINE GROOVES AT RAILROADS

2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 5/15/2013 DATE	/S/ Jerry H. Zogg ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA	



PLAN VIEW
DIVIDED HIGHWAY

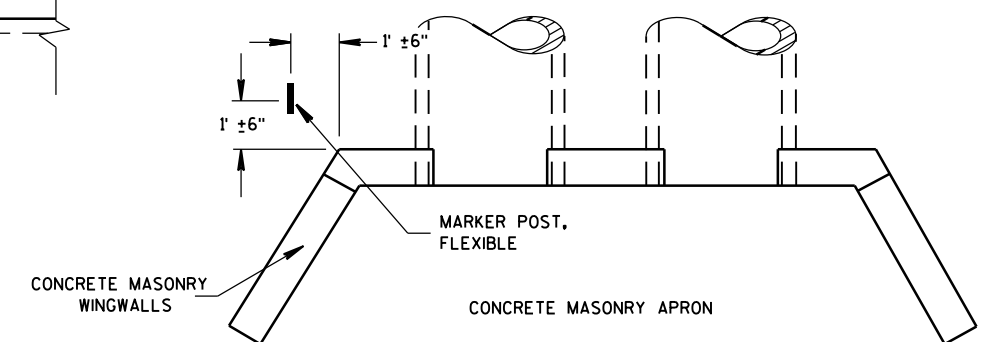


PLAN VIEW
UNDIVIDED HIGHWAY

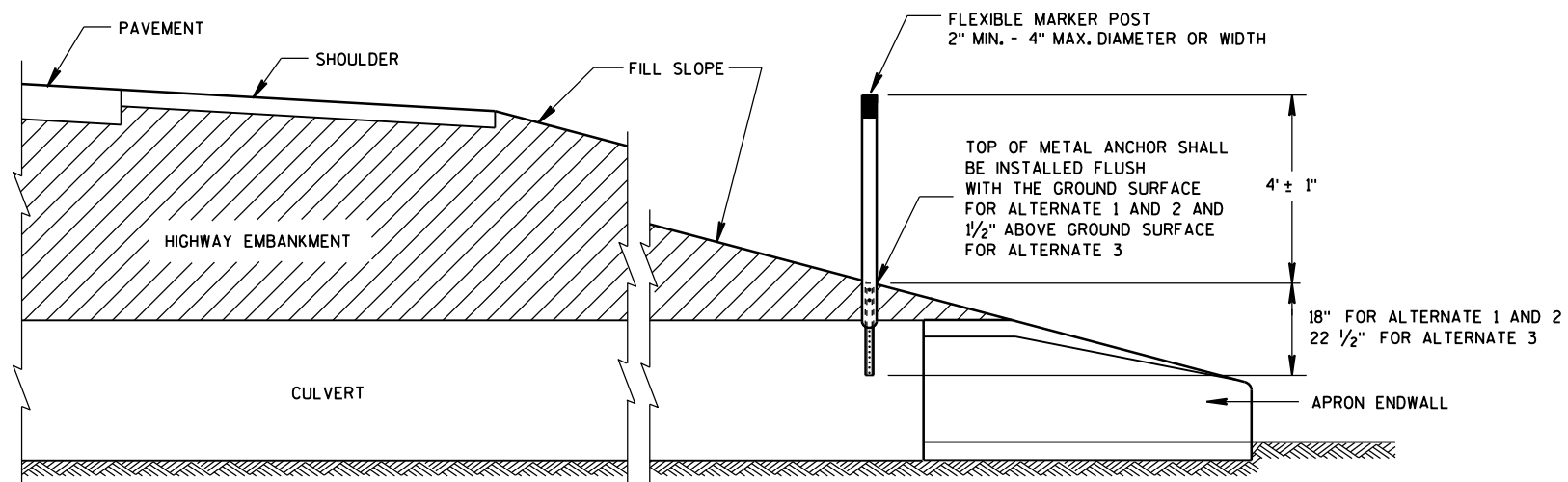
FLEXIBLE MARKER POST LOCATION

GENERAL NOTES

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



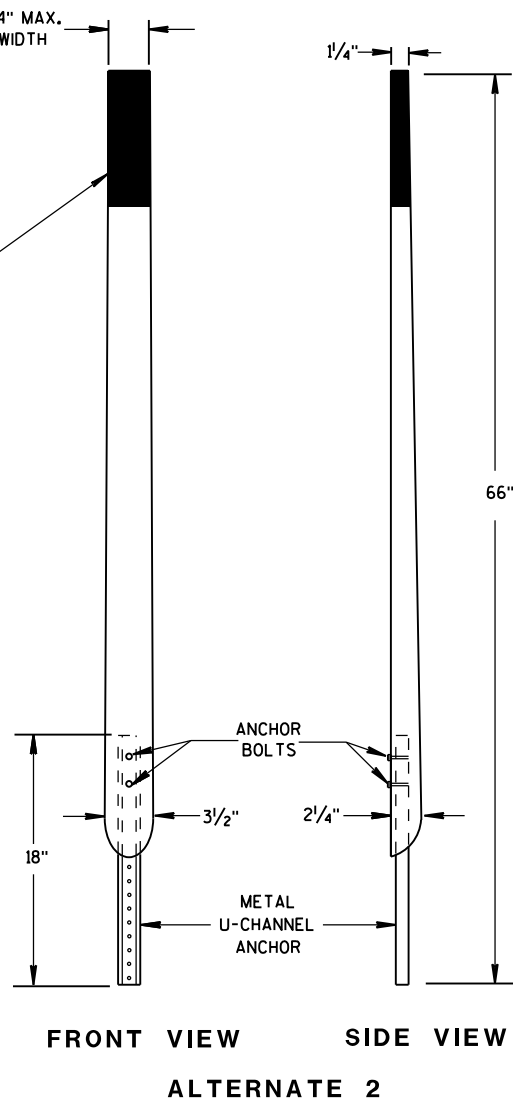
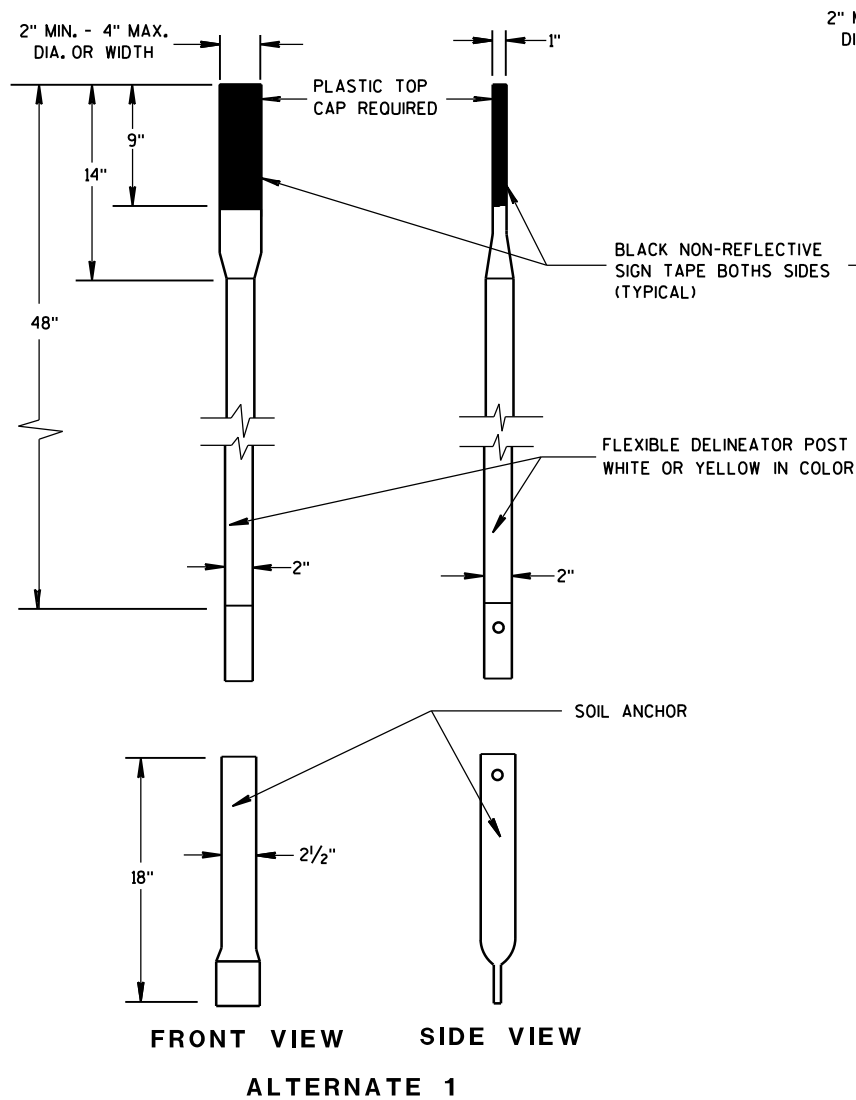
PLAN VIEW
CONCRETE MASONRY ENDWALLS FOR
CULVERT PIPE AND PIPE ARCH



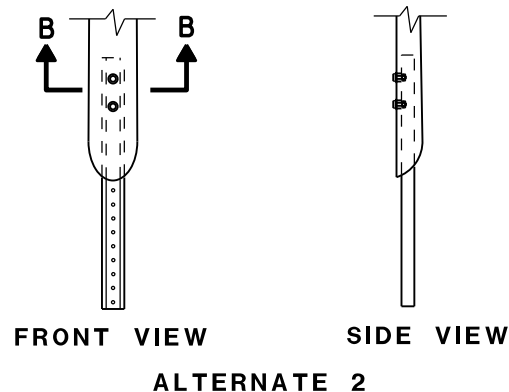
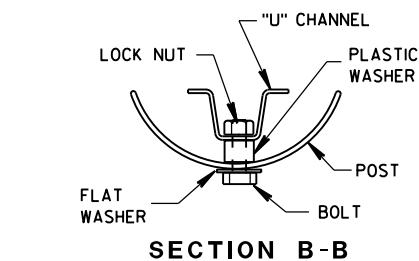
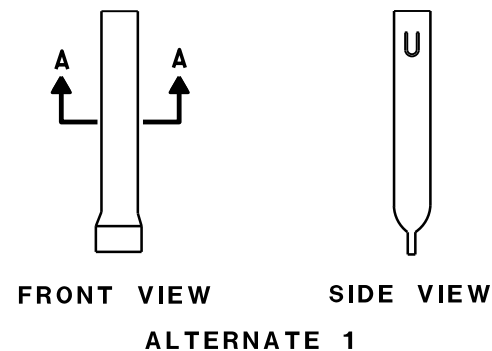
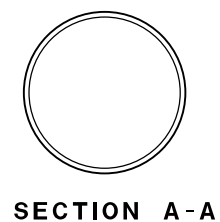
CROSS SECTION
FLEXIBLE MARKER POST

FLEXIBLE MARKER POST
FOR CULVERT END

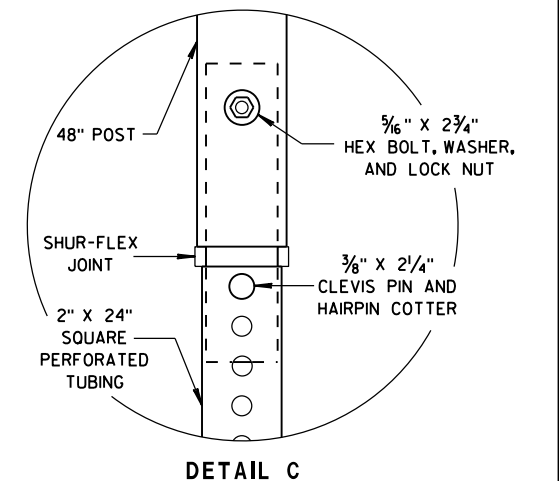
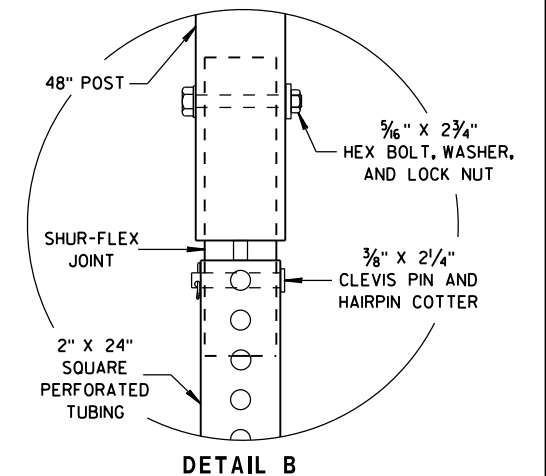
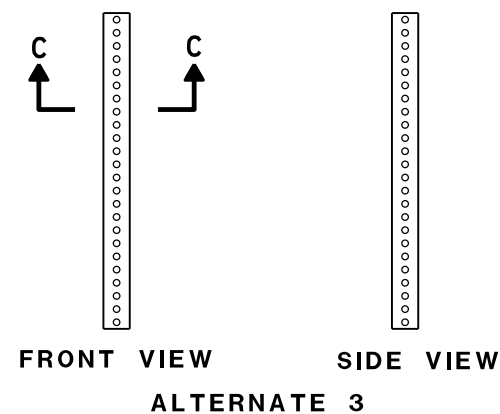
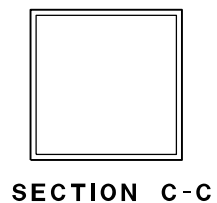
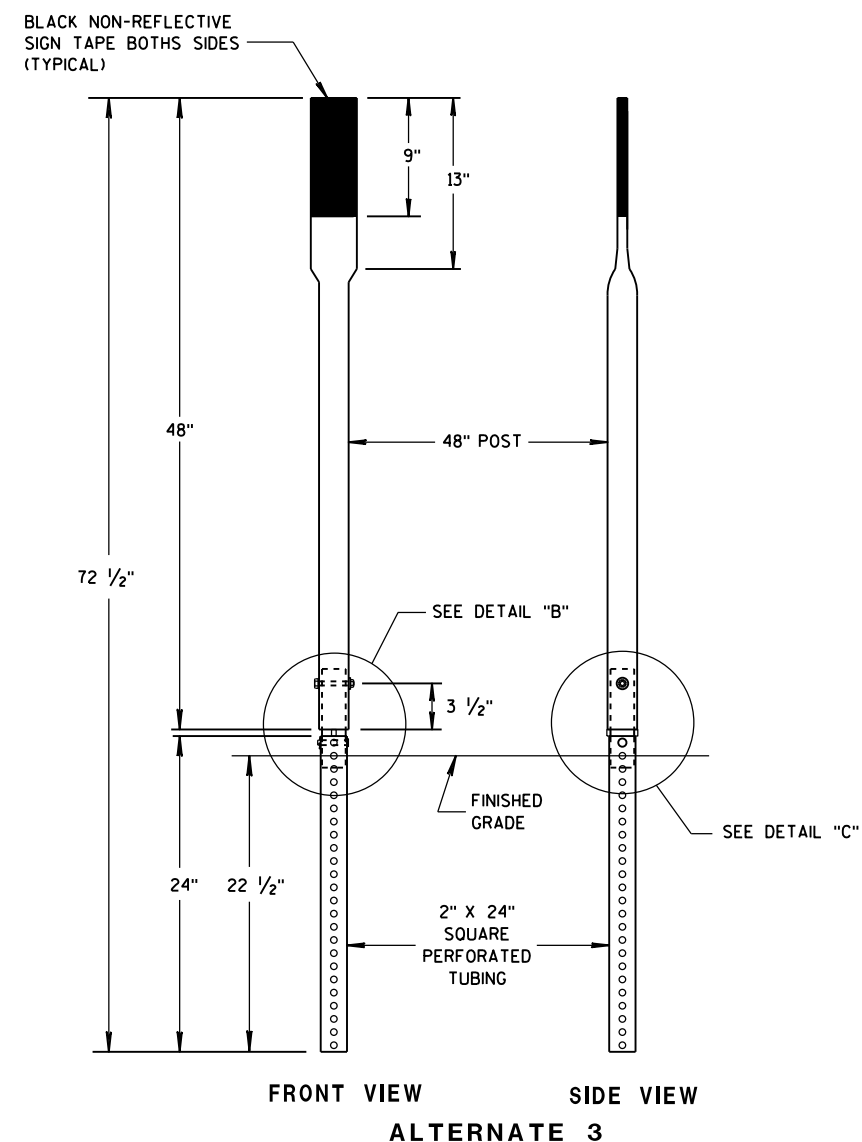
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



FLEXIBLE MARKER POSTS



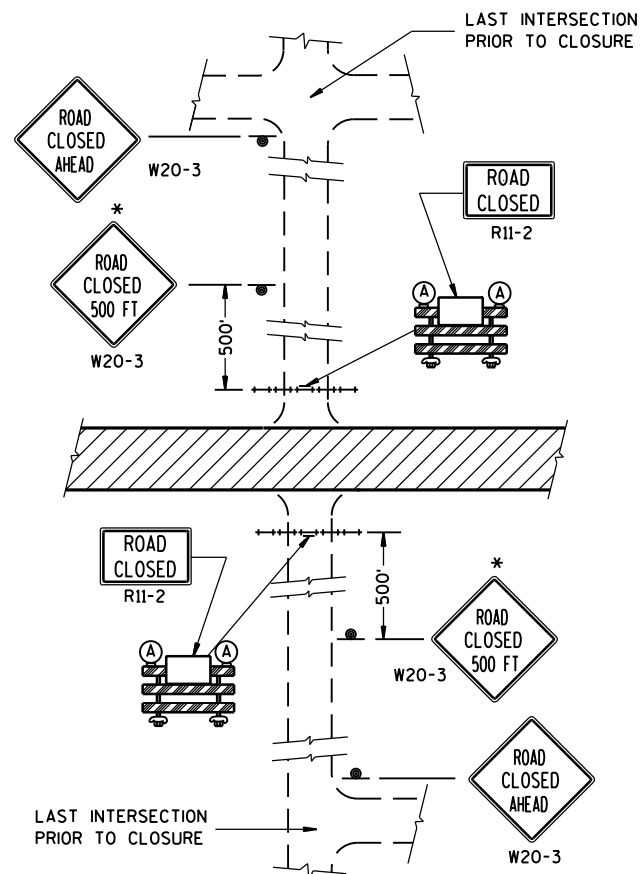
FLEXIBLE MARKER POST ANCHORS



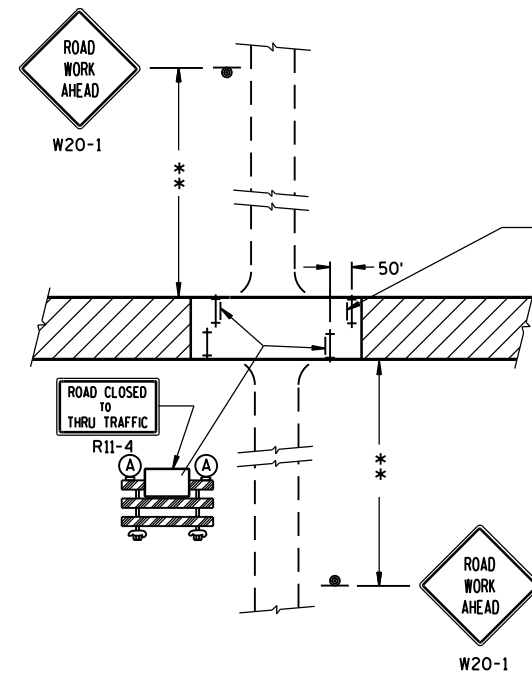
FLEXIBLE MARKER POST FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

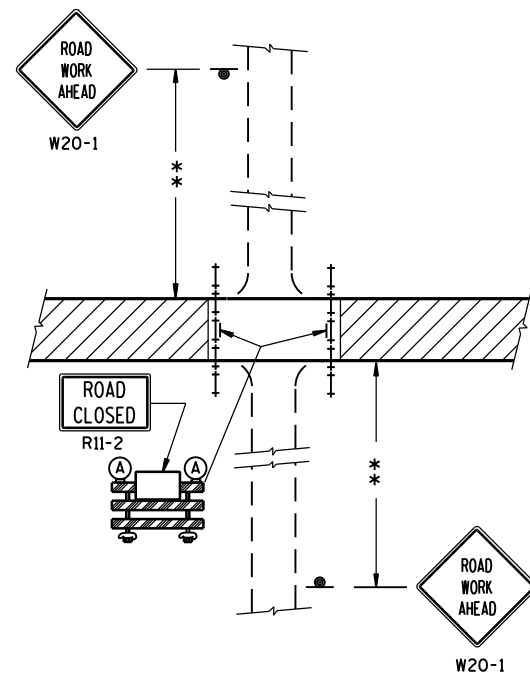
APPROVED
10/1/2012 DATE /S/ Travis Feltes
STATE TRAFFIC ENGINEER OF DESIGN
FHWA



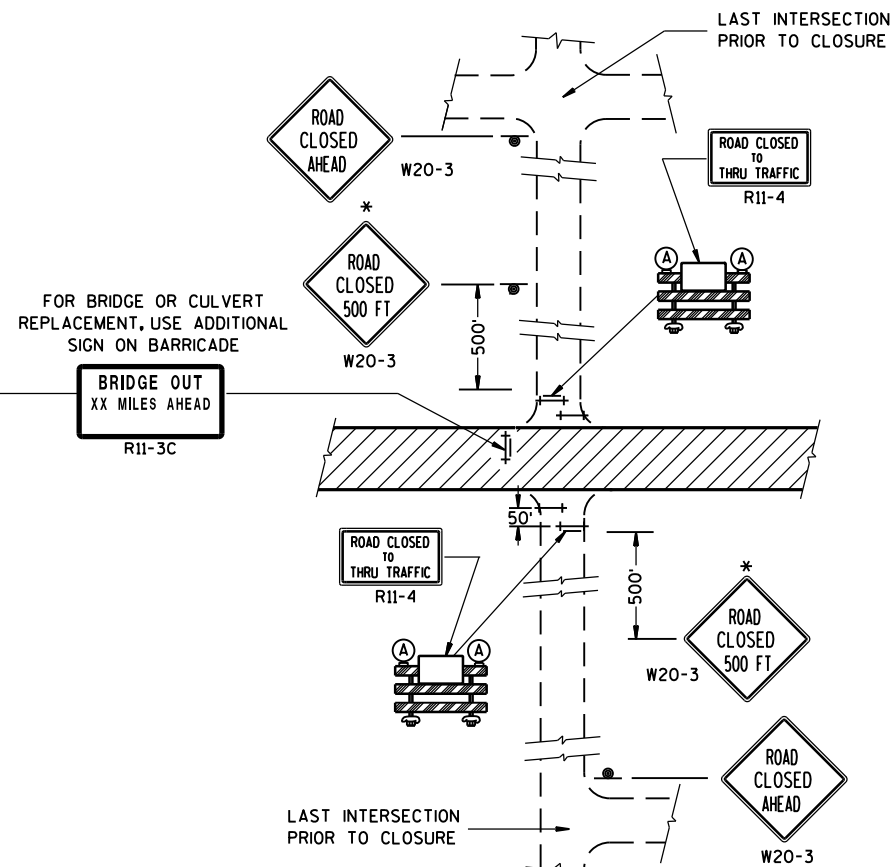
DETAIL 1
(NO ACCESS TO PROJECT)



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



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



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

R11-2 SHALL BE 48" X 30".

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

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

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

LEGEND

- ⊙ SIGN ON PERMANENT SUPPORT
- ⊥ TYPE III BARRICADE
- ⊥ TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- ▨ WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

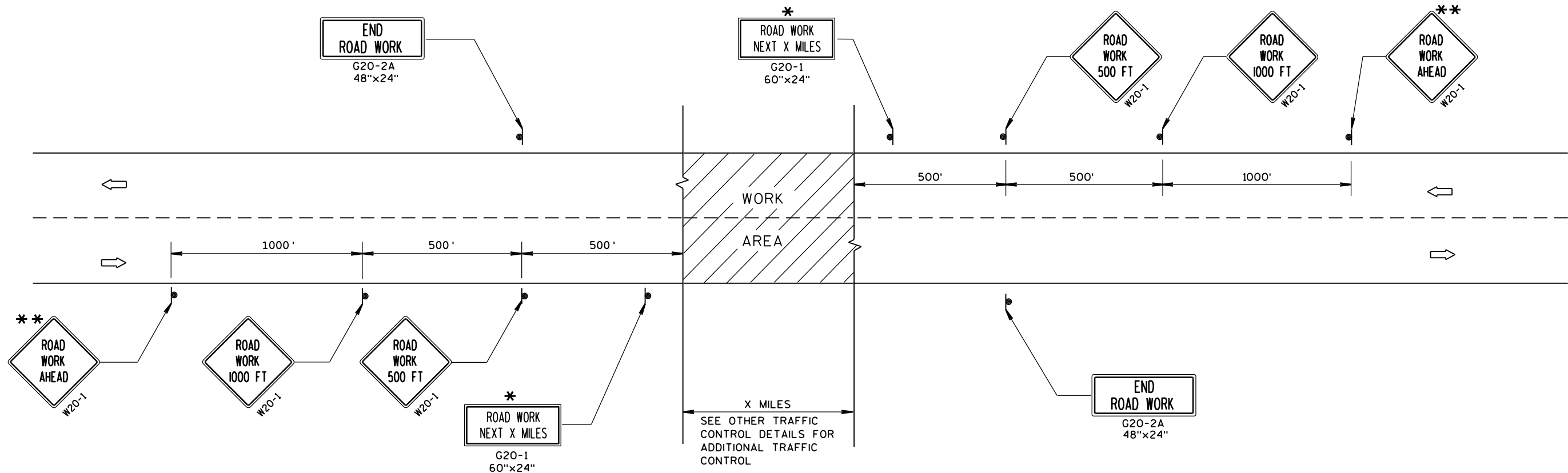
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 /S/ Travis Feltes

DATE STATE TRAFFIC ENGINEER OF DESIGN

FHWA



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL

GENERAL NOTES

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

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

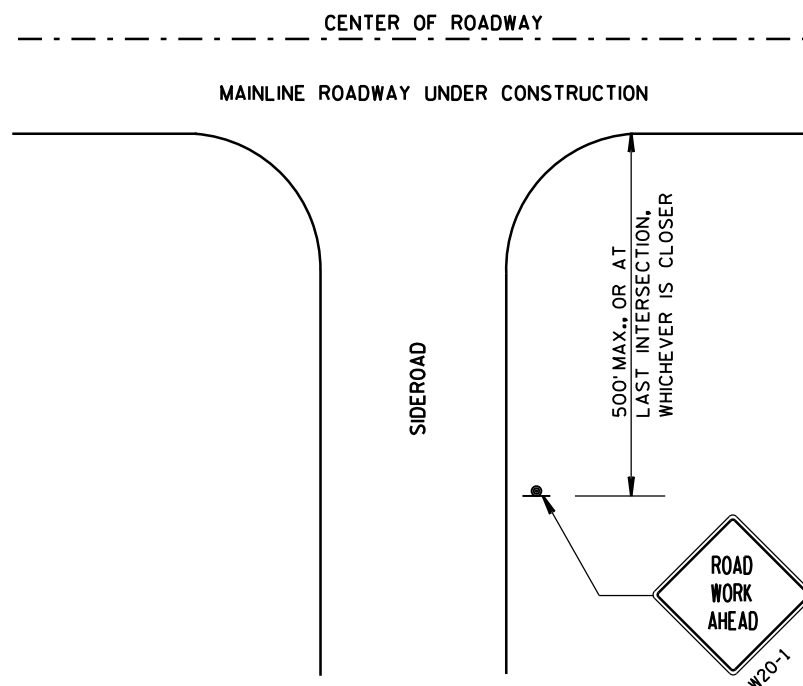
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

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

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



LEGEND

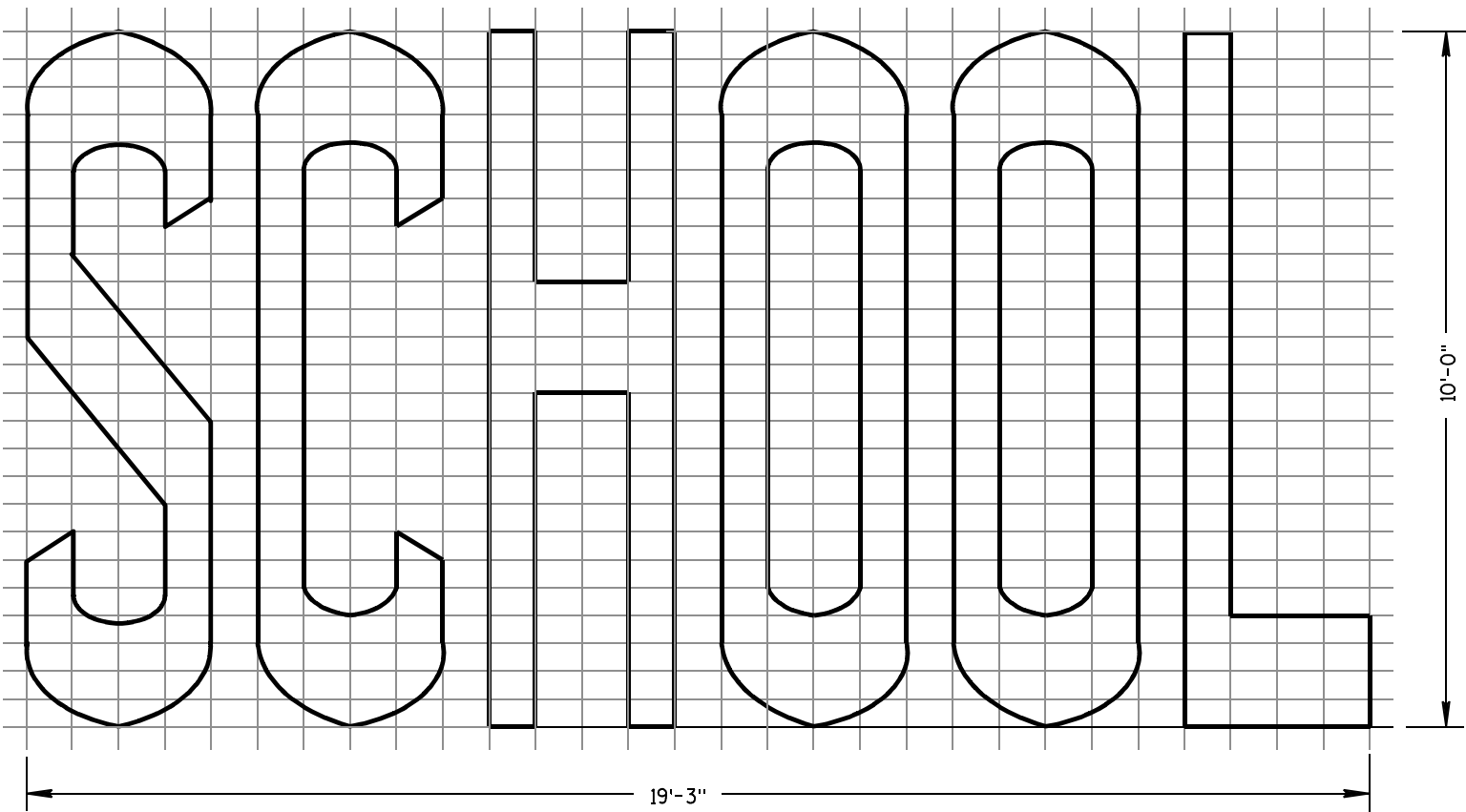
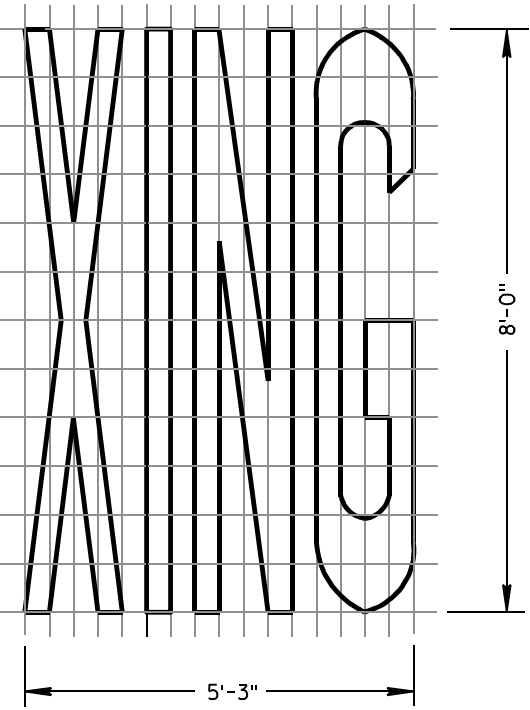
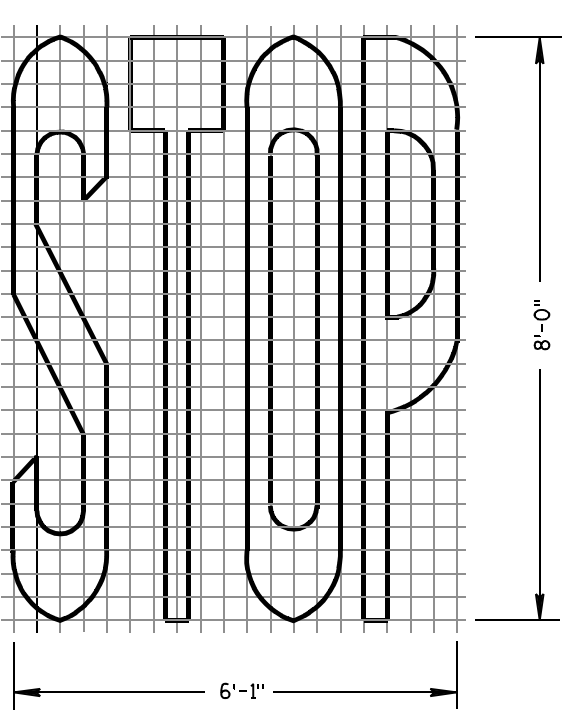
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 8/2013 DATE	/S/ Travis Feltes STATE TRAFFIC ENGINEER OF DESIGN
FHWA	

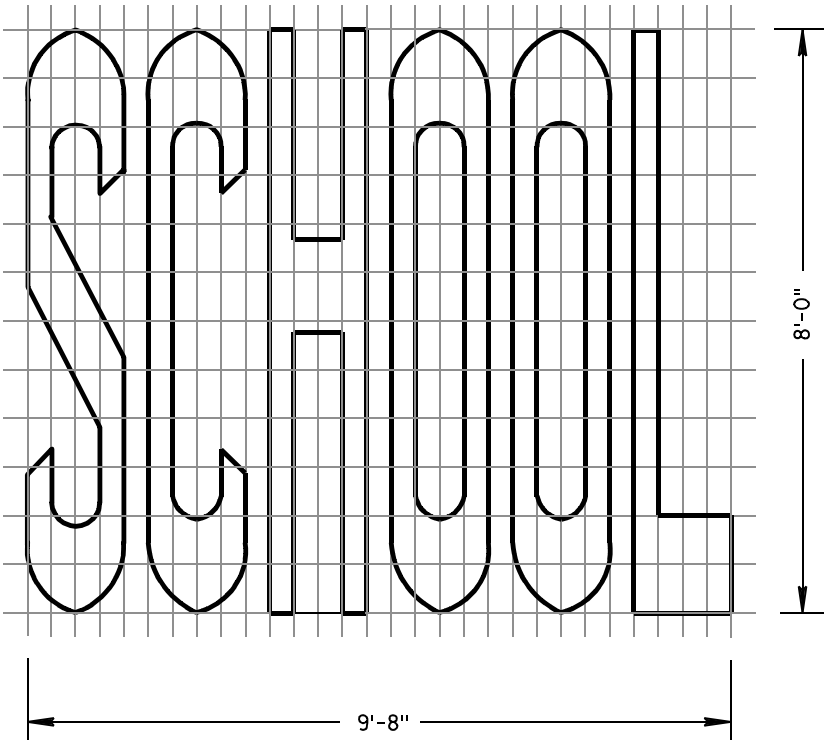
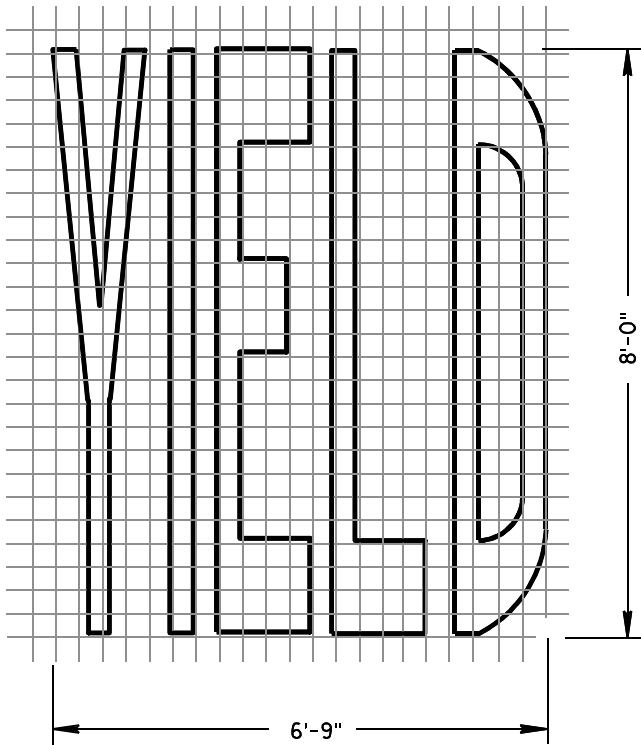
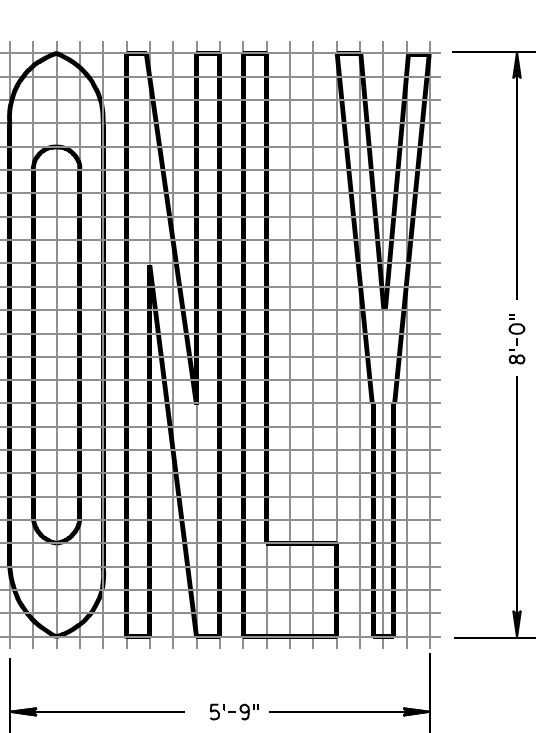
GENERAL NOTES

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

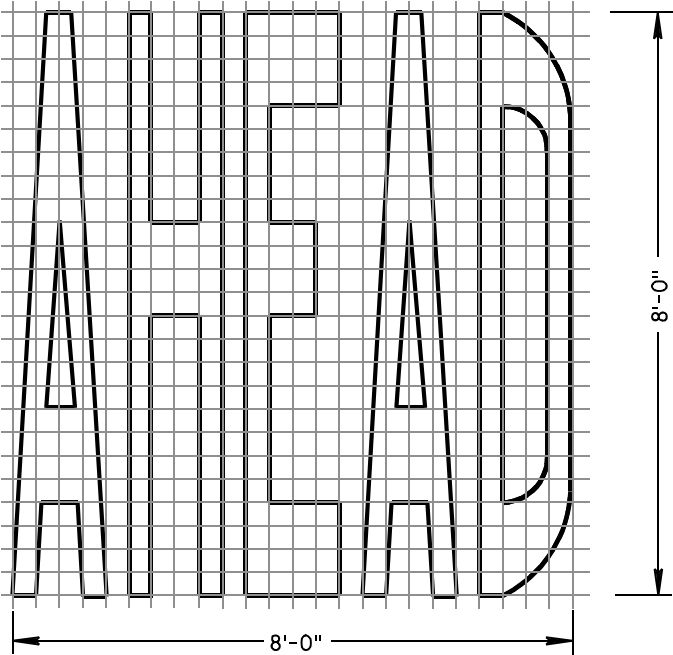
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.



TWO-LANE



SINGLE-LANE



PAVEMENT MARKING WORDS

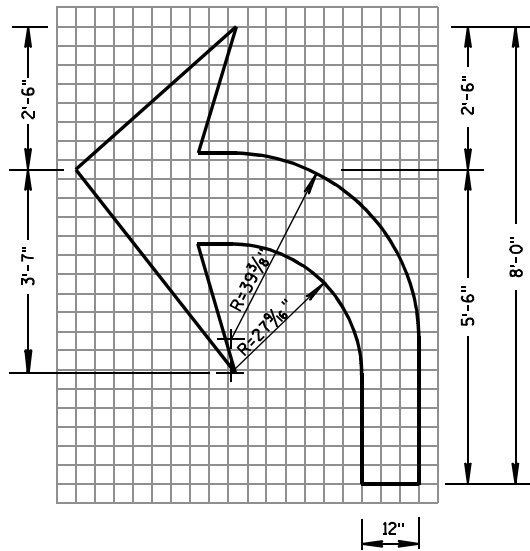
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

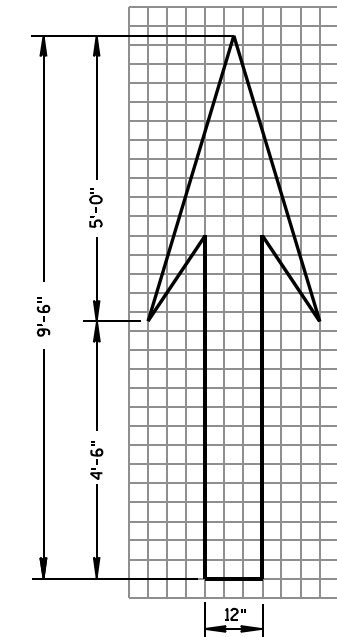
7-1-11
DATE

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

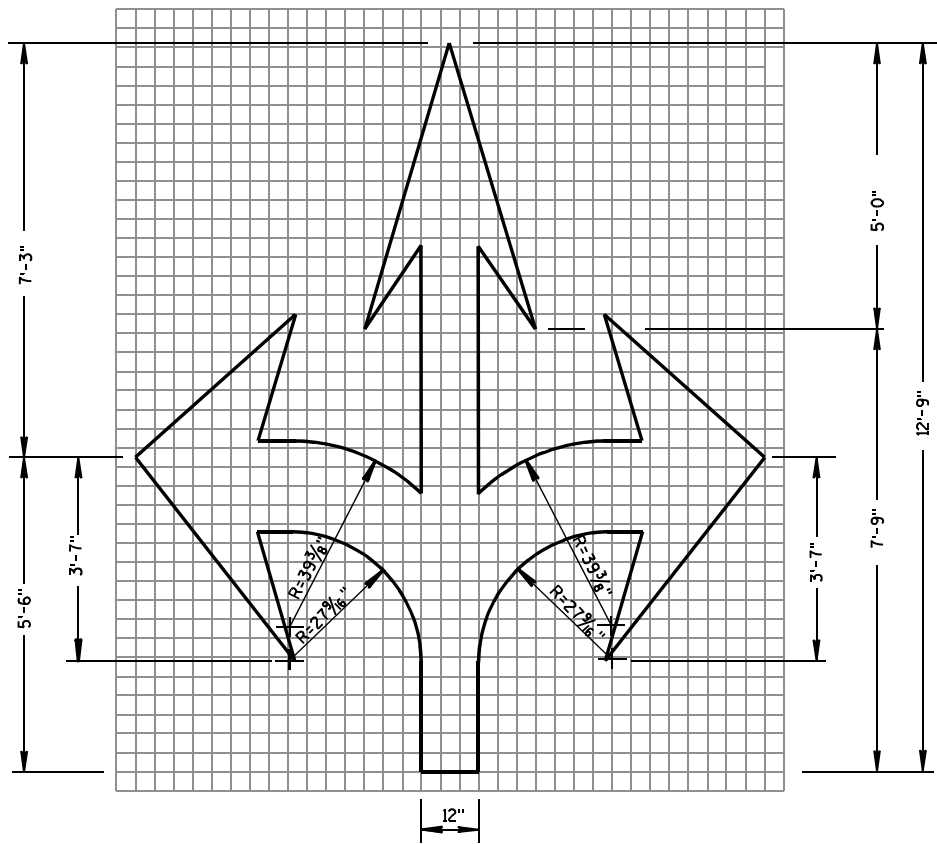
FHWA



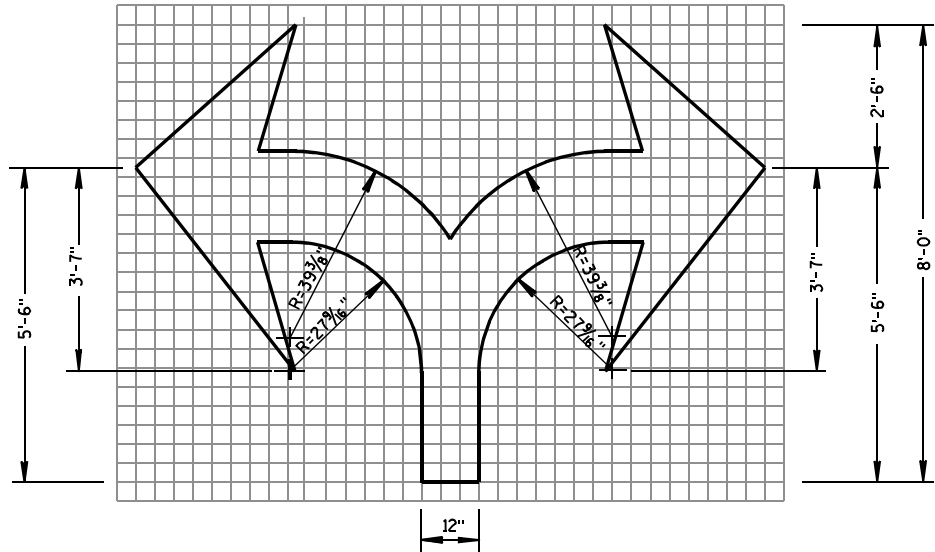
TYPE 2



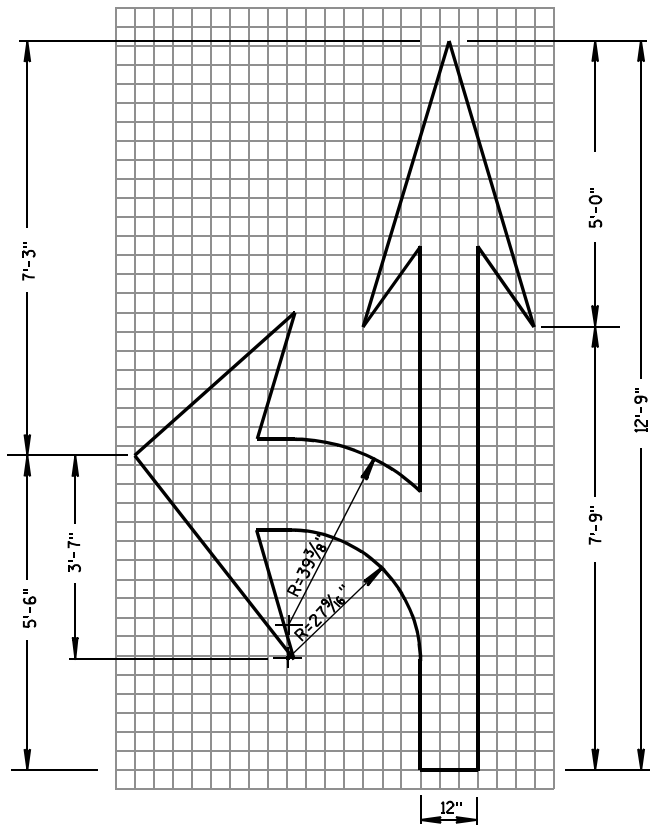
TYPE 1



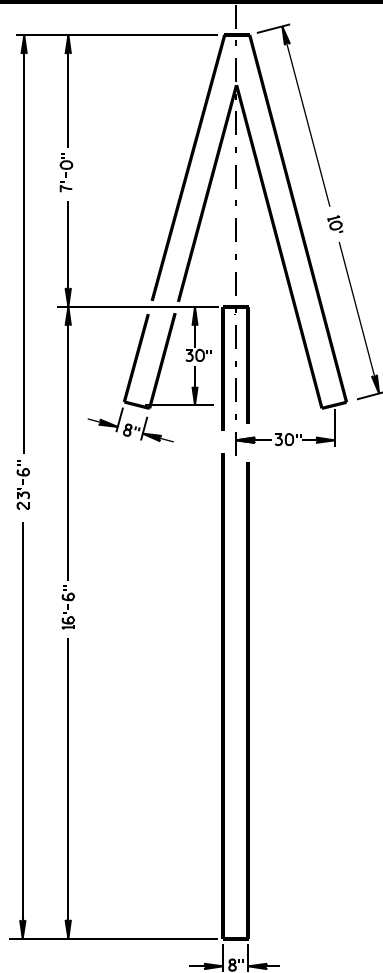
TYPE 6



TYPE 7



TYPE 3

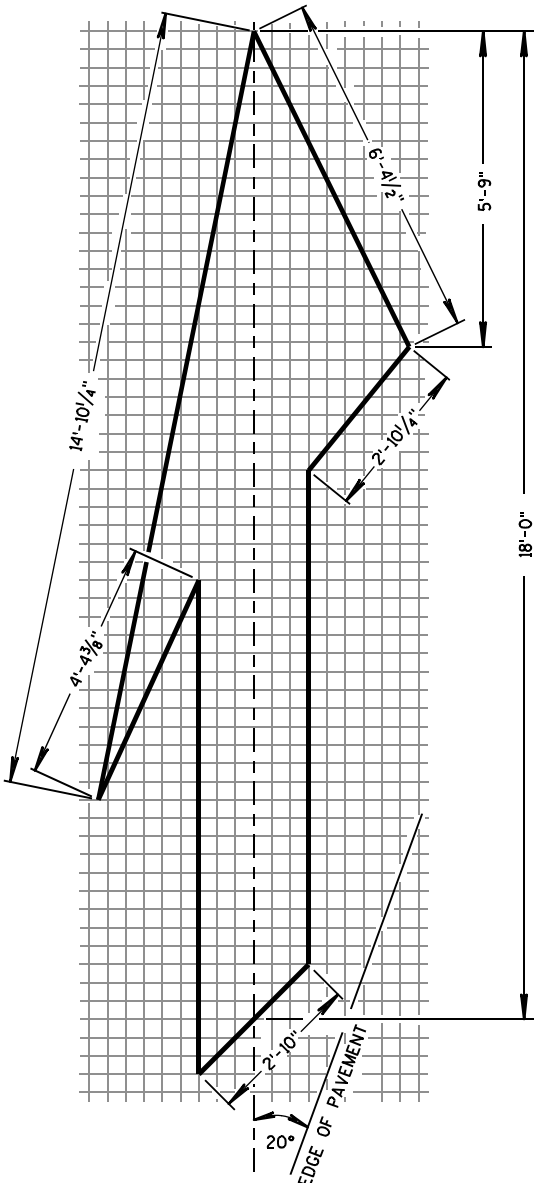


TYPE 4

GENERAL NOTES

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

ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.



TYPE 5 LANE DROP ARROW

PAVEMENT MARKING ARROWS

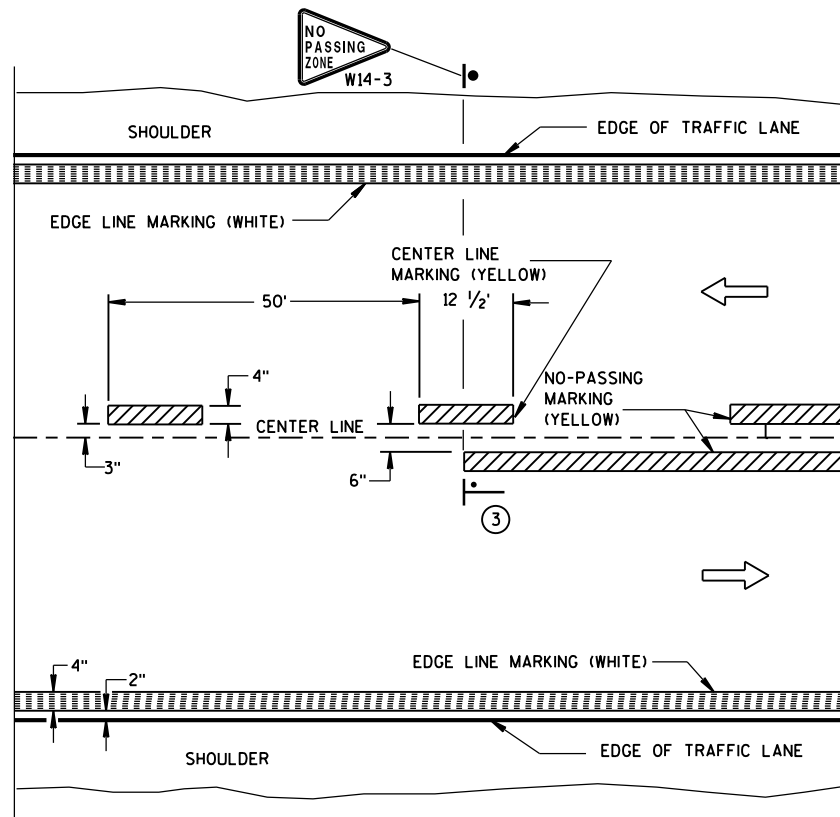
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

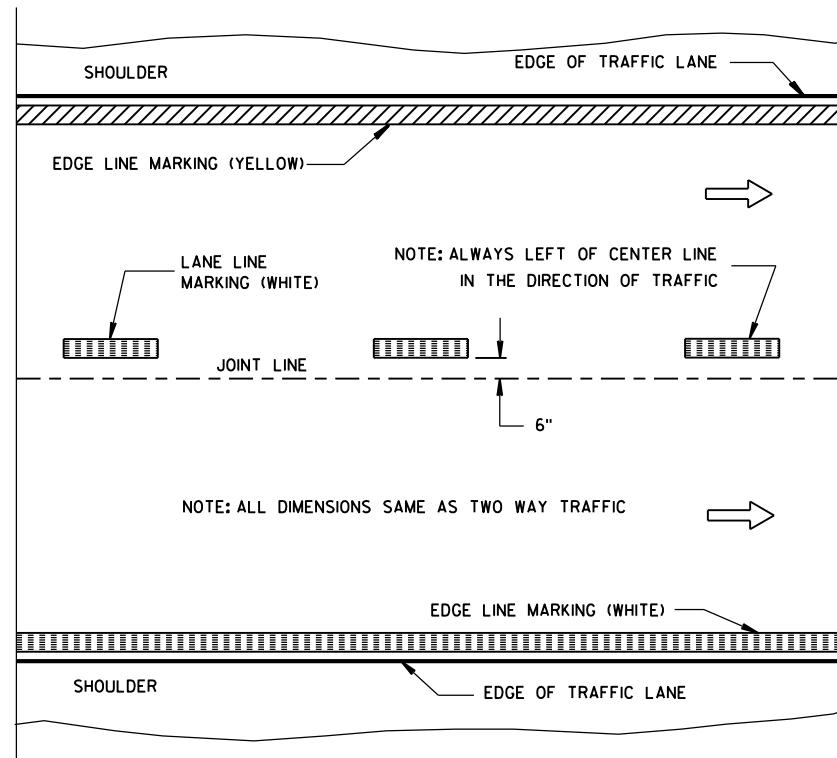
7/1/11
DATE

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

FHWA

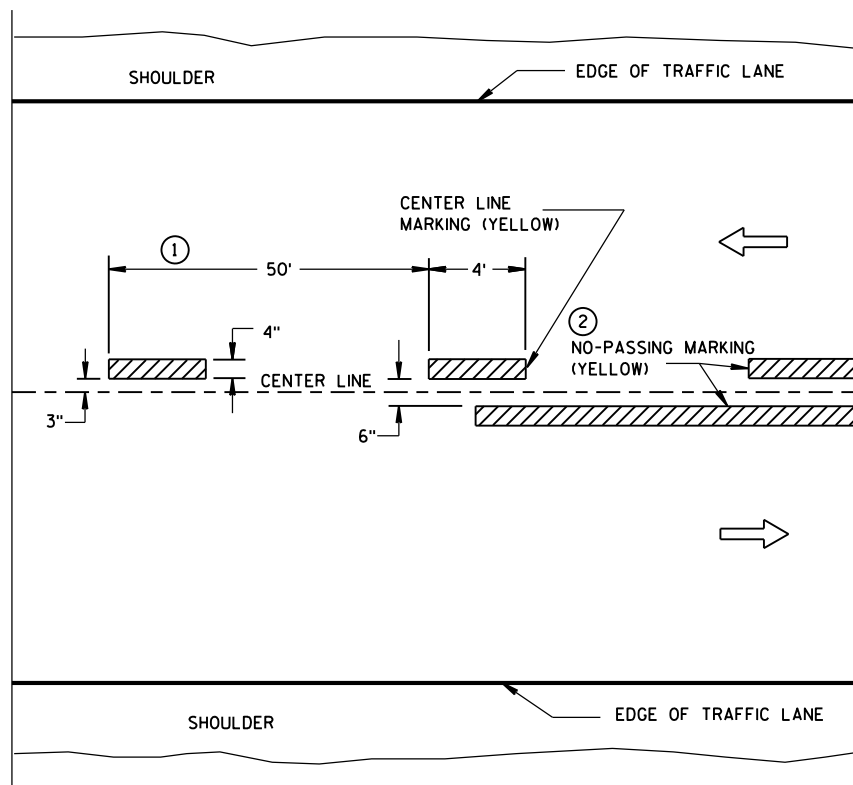


TWO WAY TRAFFIC

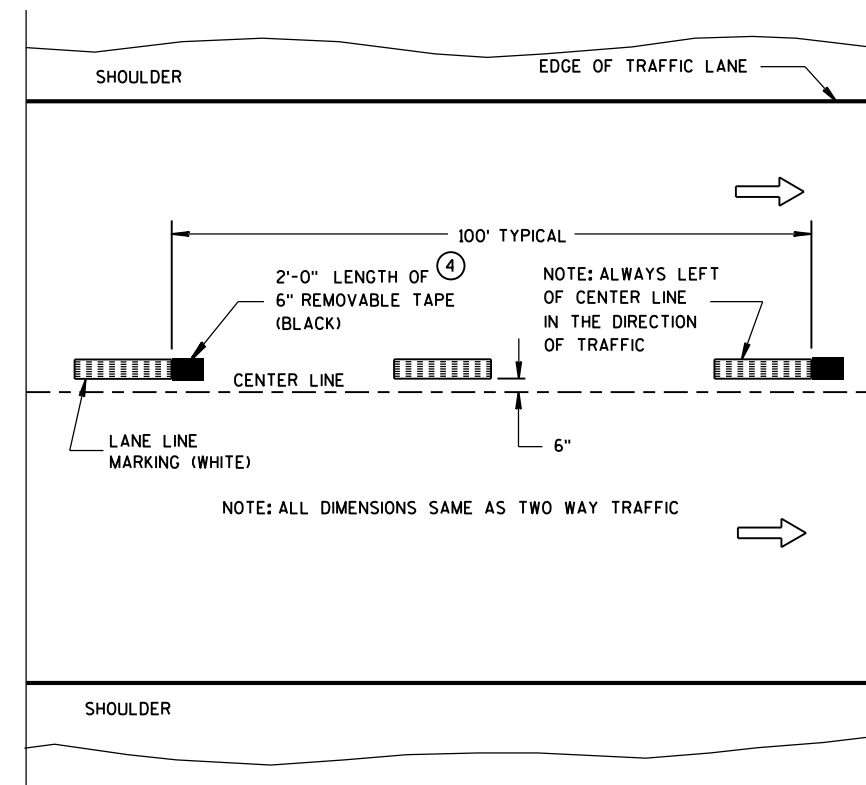


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

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

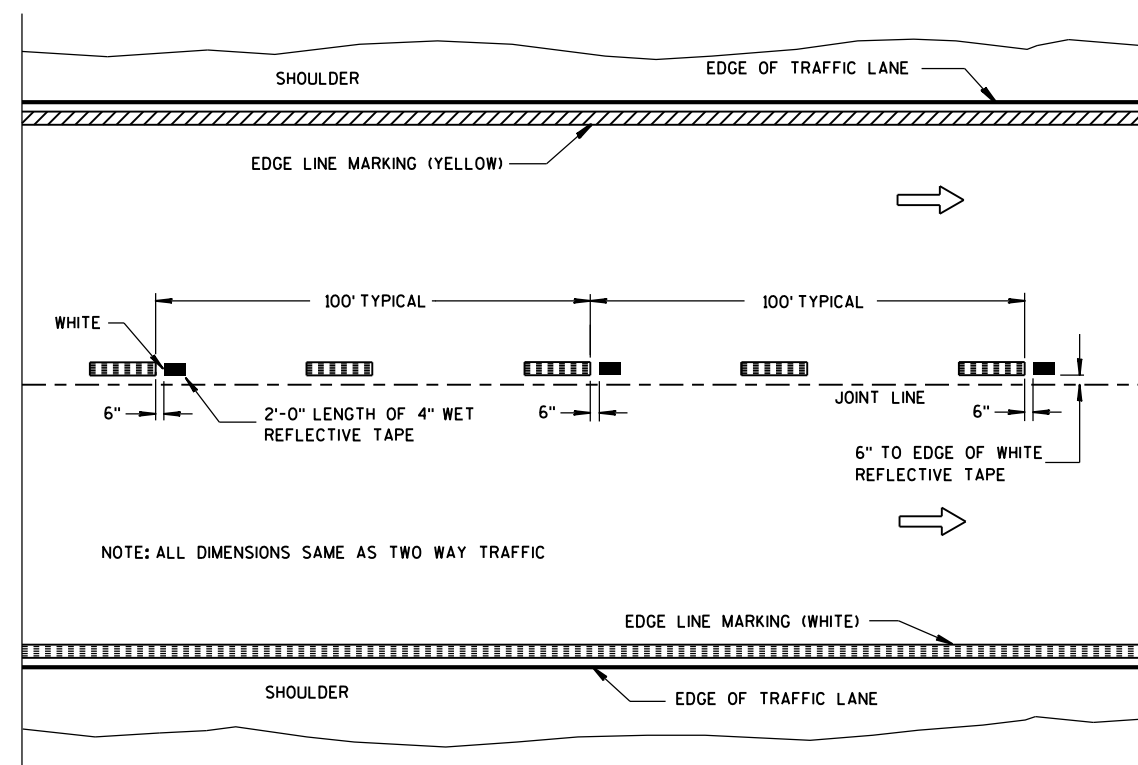
GENERAL NOTES

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

- ① HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
- ② NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.
- ③ NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.
- ④ CONCRETE ONLY.

NOTE

ARROW SYMBOL (→) SHOWS DIRECTION OF TRAVEL



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

LEGEND

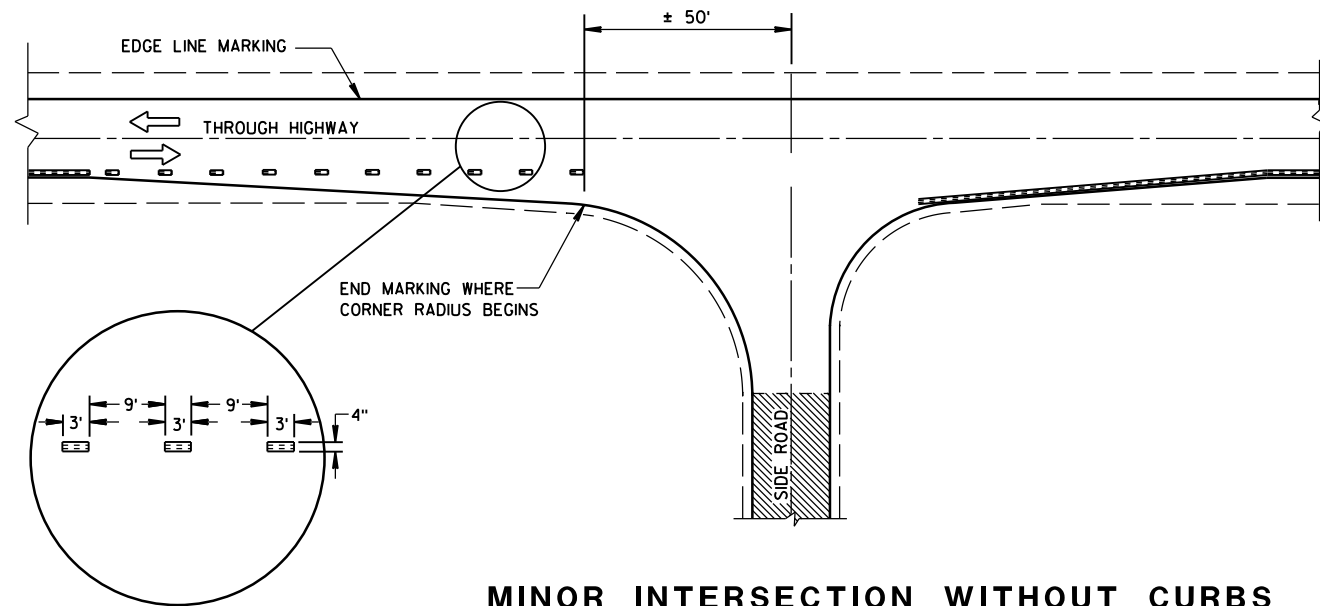
- "T" MARKING
- POST MOUNTED SIGN

PAVEMENT MARKING
(MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5-13-2013
DATE
FHWA

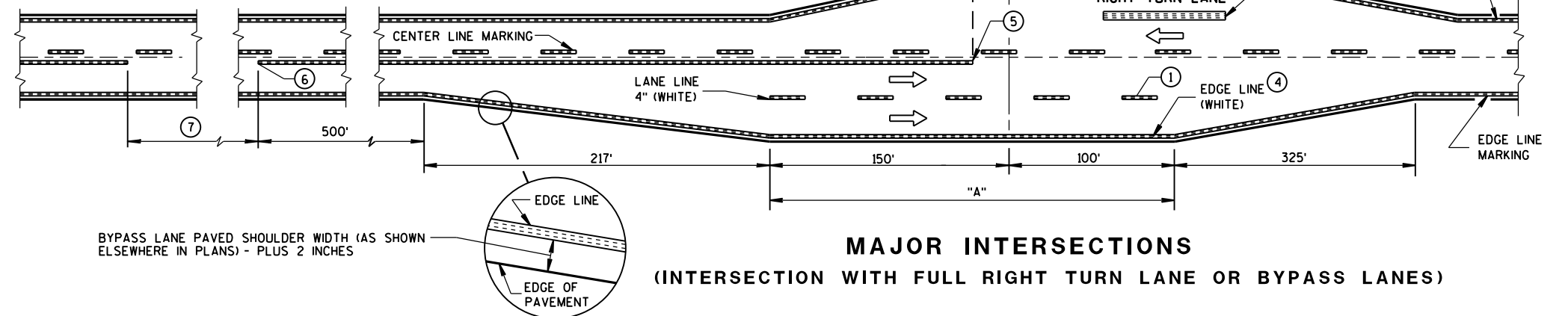
/S/ Travis Feltes
STATE TRAFFIC ENGINEER



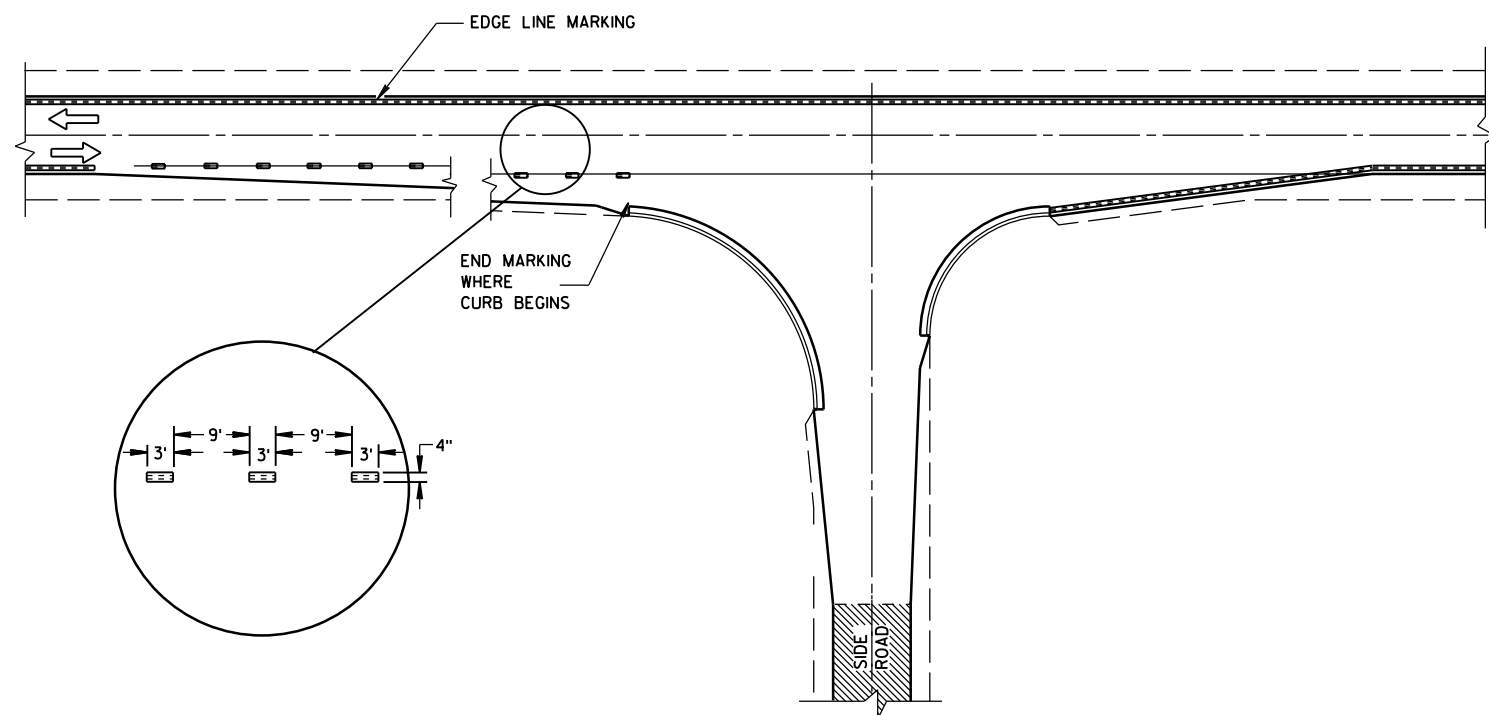
MINOR INTERSECTION WITHOUT CURBS

⑦

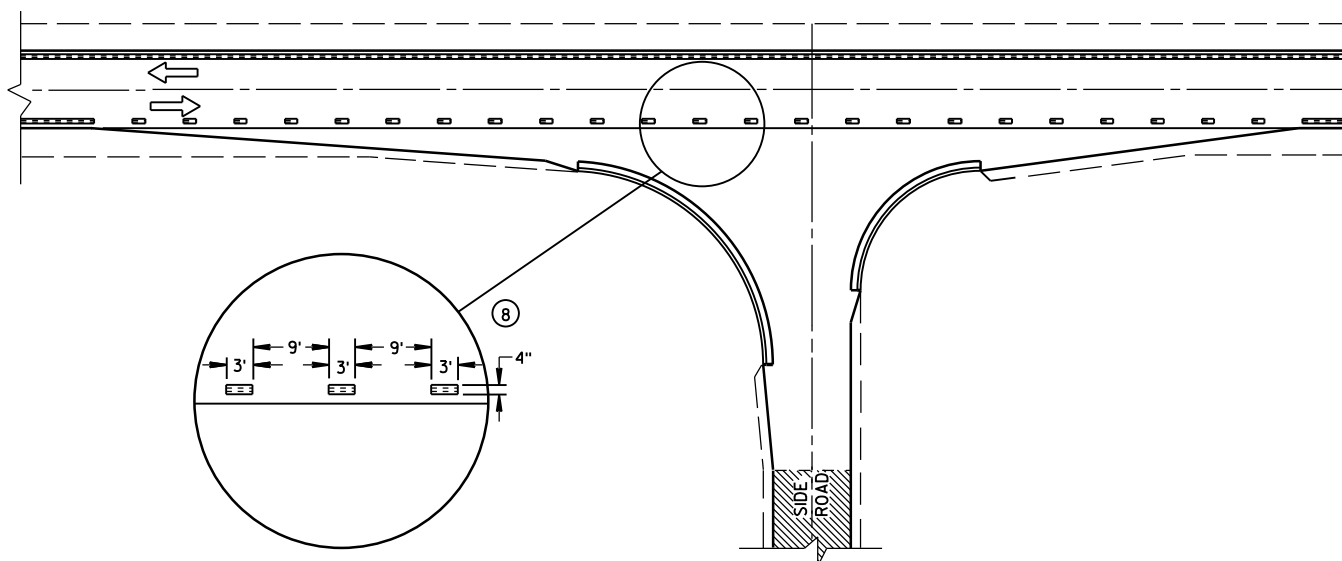
POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792



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



MINOR INTERSECTION WITH CURBS
(TYPICAL MARKING)



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

GENERAL NOTES

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

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

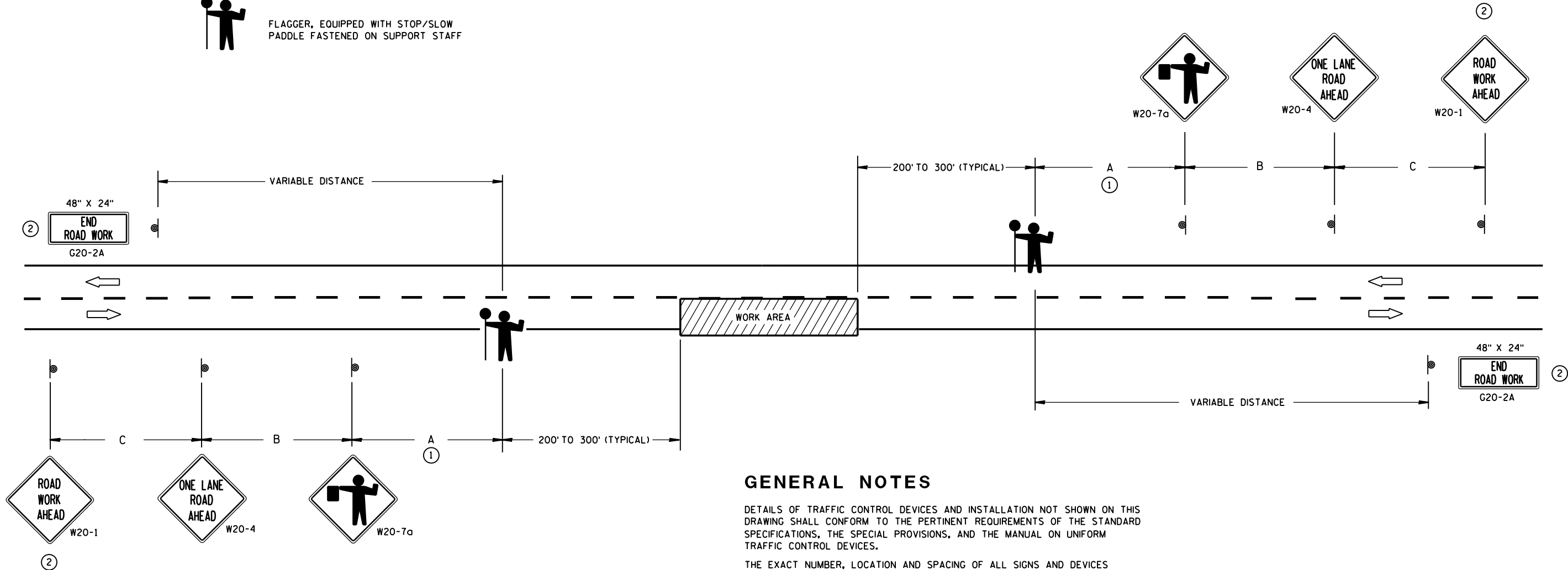
-  SIGN ON PORTABLE OR PERMANENT SUPPORT
-  DIRECTION OF TRAFFIC
-  WORK AREA
-  FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN SPACING TABLE

SPEED LIMIT	SIGN SPACING A,B,C
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



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 /S/ Travis Feltes
DATE STATE TRAFFIC ENGINEER OF DESIGN
FHWA



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

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

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

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

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

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

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

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE MARKING.

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

① CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

② USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

 WET PAINT

OR

WET PAINT

W21-64 W21-64

③ OPTIONAL TRUCK-MOUNTED ATTENUATOR.

① SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

⑤ IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

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

MOVING PAVEMENT MARKING
OPERATION
TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/3/2013 /s/ Travis Fettes
DATE STATE TRAFFIC ENGINEER

FHWA

GENERAL NOTES

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

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

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

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

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

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

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

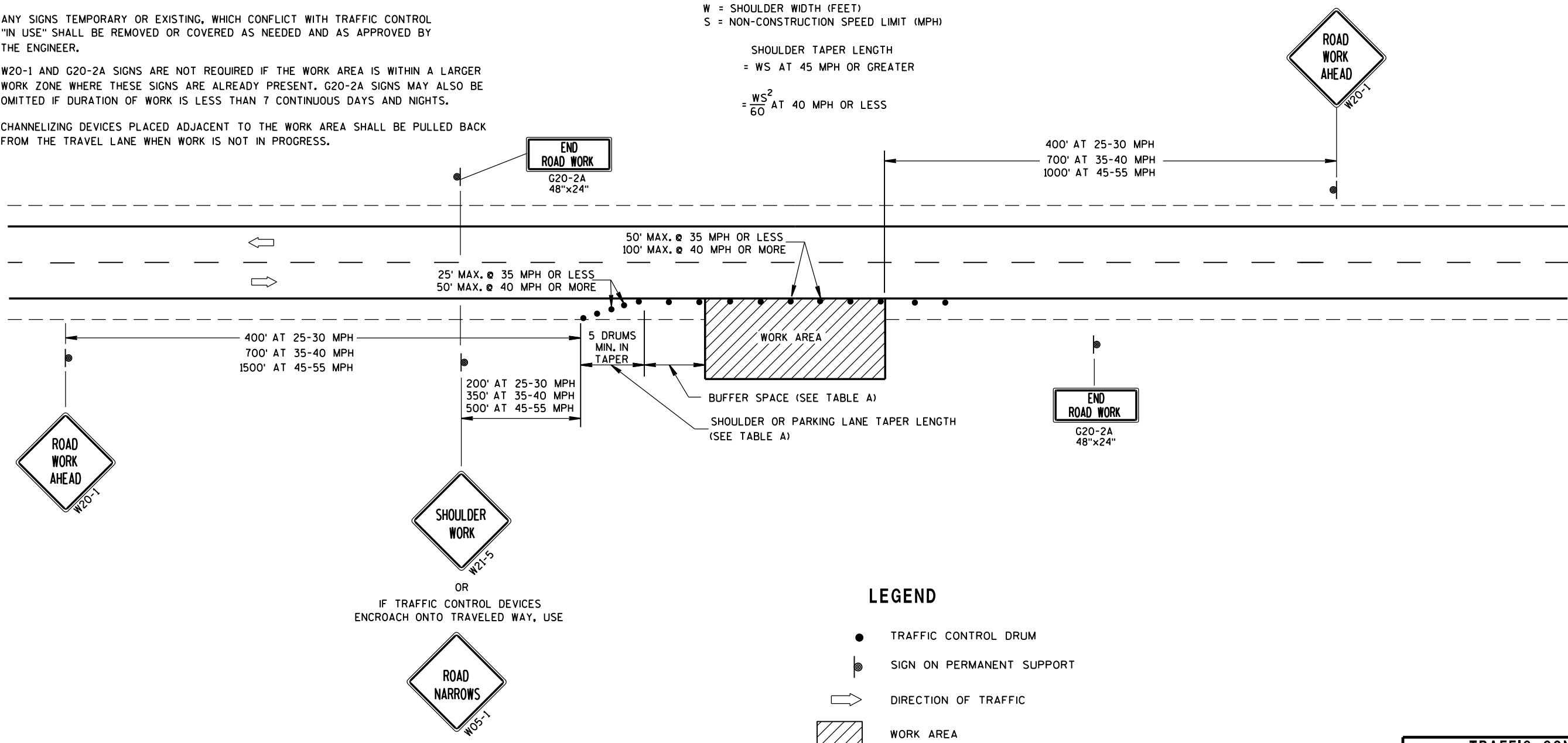
TABLE A

SHOULDER TAPER LENGTH (FEET)					BUFFER SPACE (FEET)
S \ W	4	6	8	10	
30	20	30	40	50	85
35	30	45	55	70	120
40	40	55	75	90	170
45	60	90	120	150	220
50	70	100	135	170	280
55	75	110	150	185	335

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

SHOULDER TAPER LENGTH
= WS AT 45 MPH OR GREATER

= $\frac{WS^2}{60}$ AT 40 MPH OR LESS



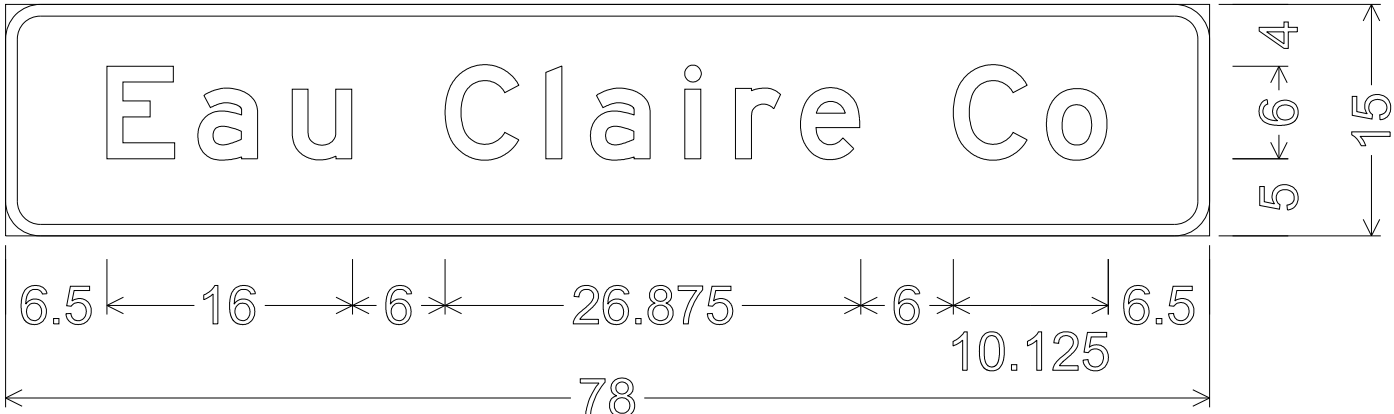
LEGEND

- TRAFFIC CONTROL DRUM
- ⦿ SIGN ON PERMANENT SUPPORT
- ➡ DIRECTION OF TRAFFIC
- ▨ WORK AREA

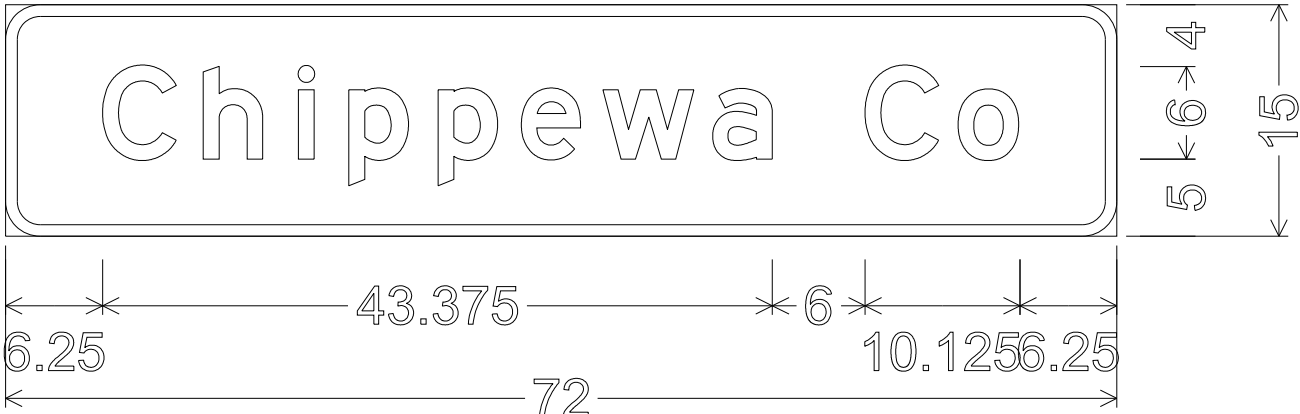
TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 8/2013 DATE	/S/ Travis Feltes STATE TRAFFIC ENGINEER OF DESIGN
FHWA	

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
 - Background - Green
 - Message - White
- 3. Message Series - E



2.250" Radius, 0.750" Border

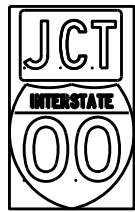


2.250" Radius, 0.750" Border

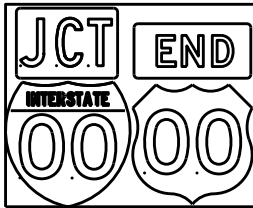
7

7

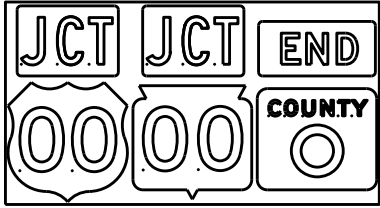
TYPICAL ASSEMBLIES



J1-1



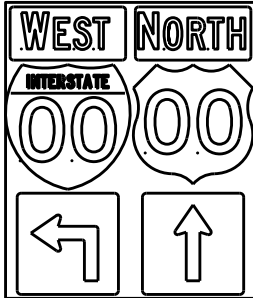
J1-2



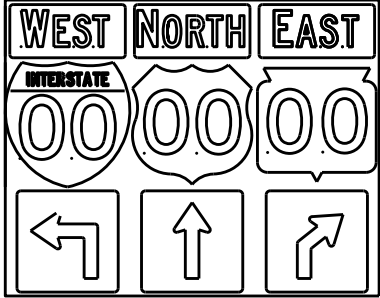
J1-3



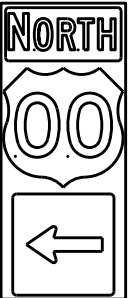
J2-1



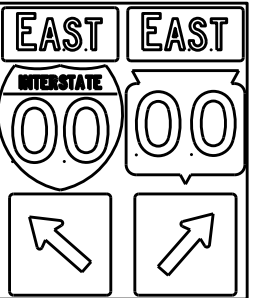
J2-2



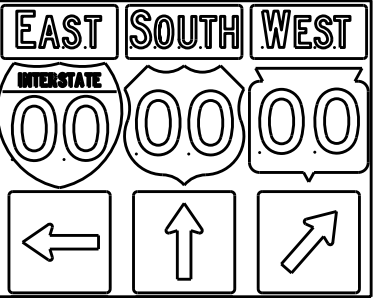
J2-3



J3-1



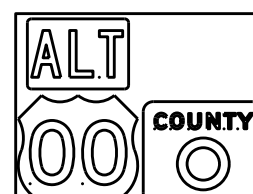
J3-2



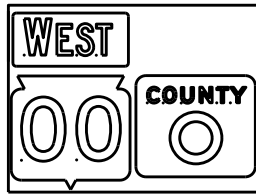
J3-3



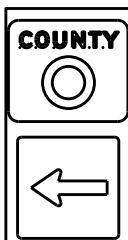
J4-1



J4-2



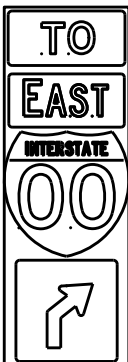
J4-2



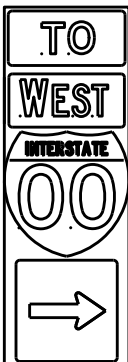
J13-1



J12-1



J32-1



J33-1



J23-1

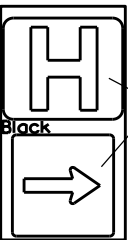


J22-1



JV

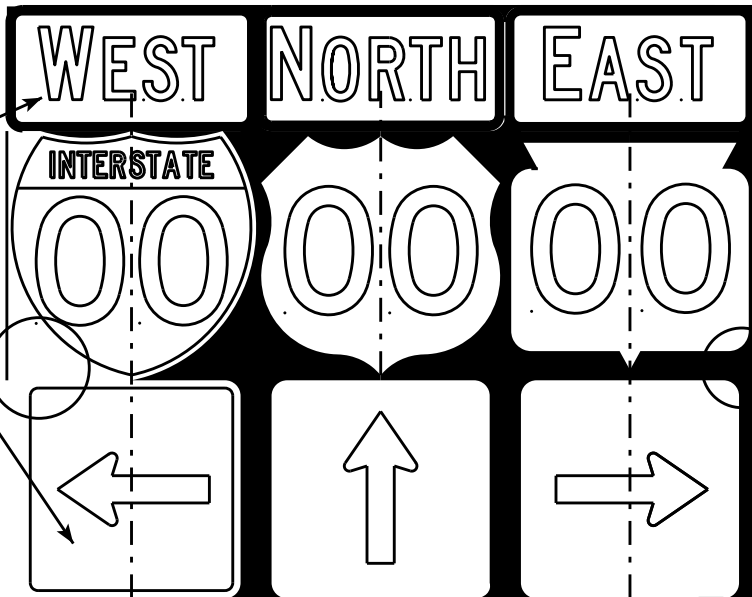
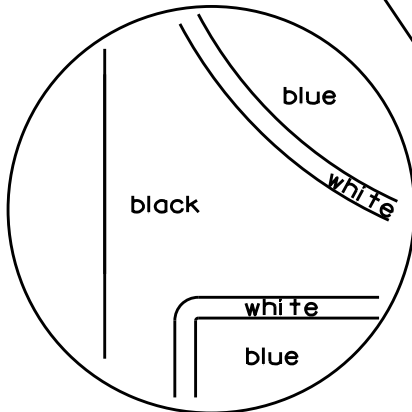
(Typical Vertical J-Assembly
See Note 10 and 11)



JH-1

Blue Background

[blue background
with interstate]



[black background]

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

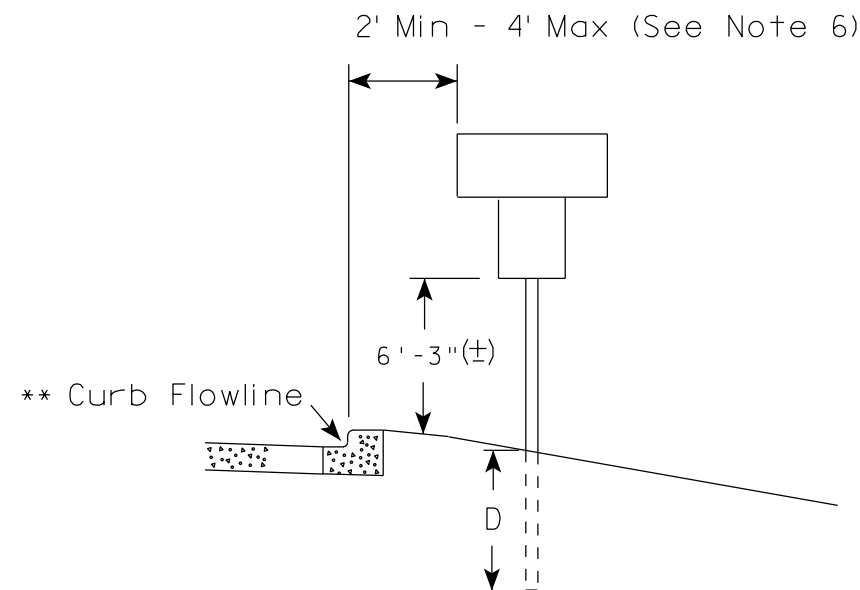
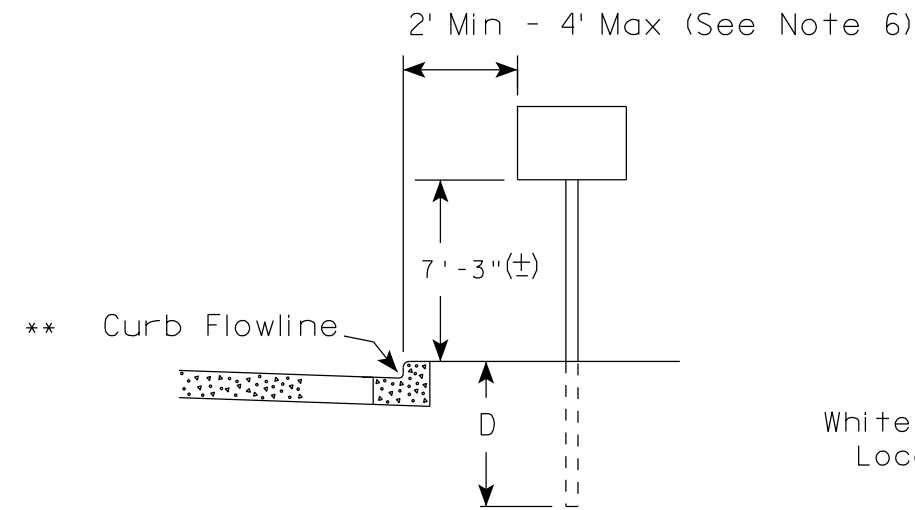
APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 2/06/14 PLATE NO. A2-1S.8

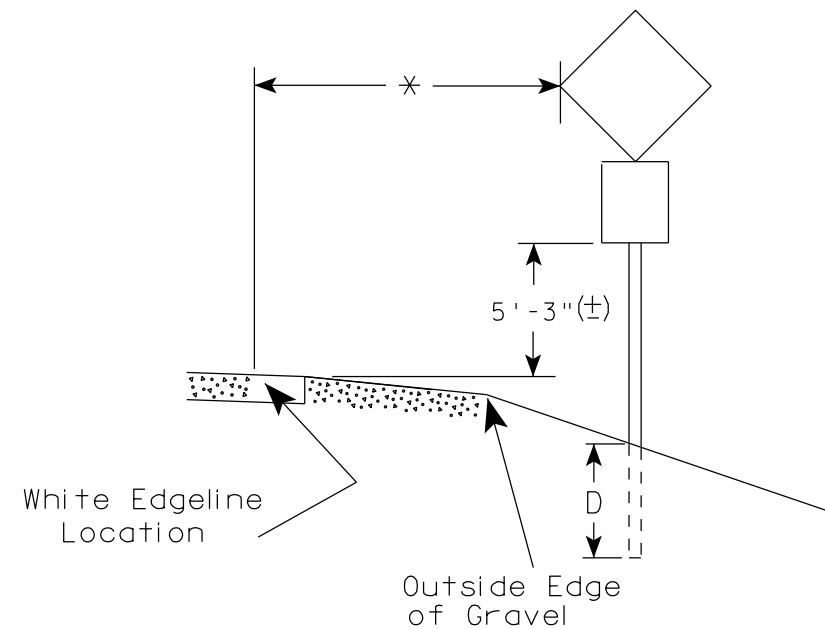
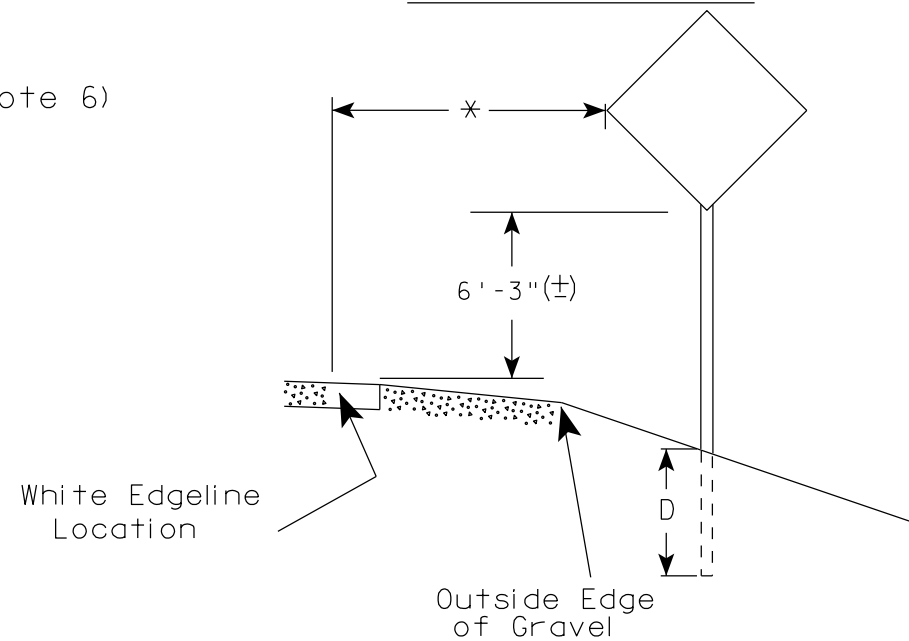
NOTES

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

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 directed by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), 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.

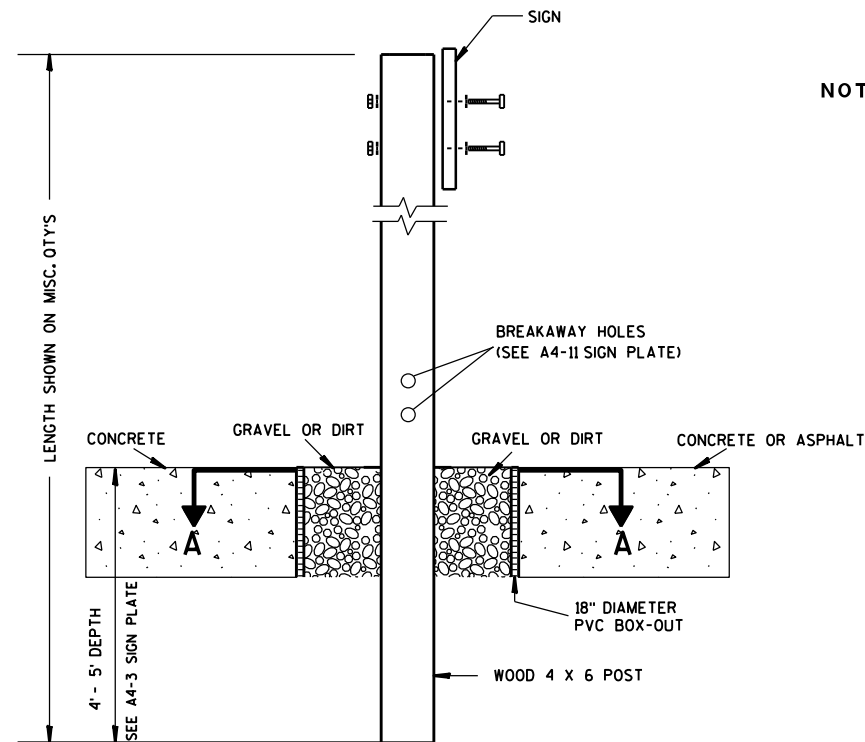
* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

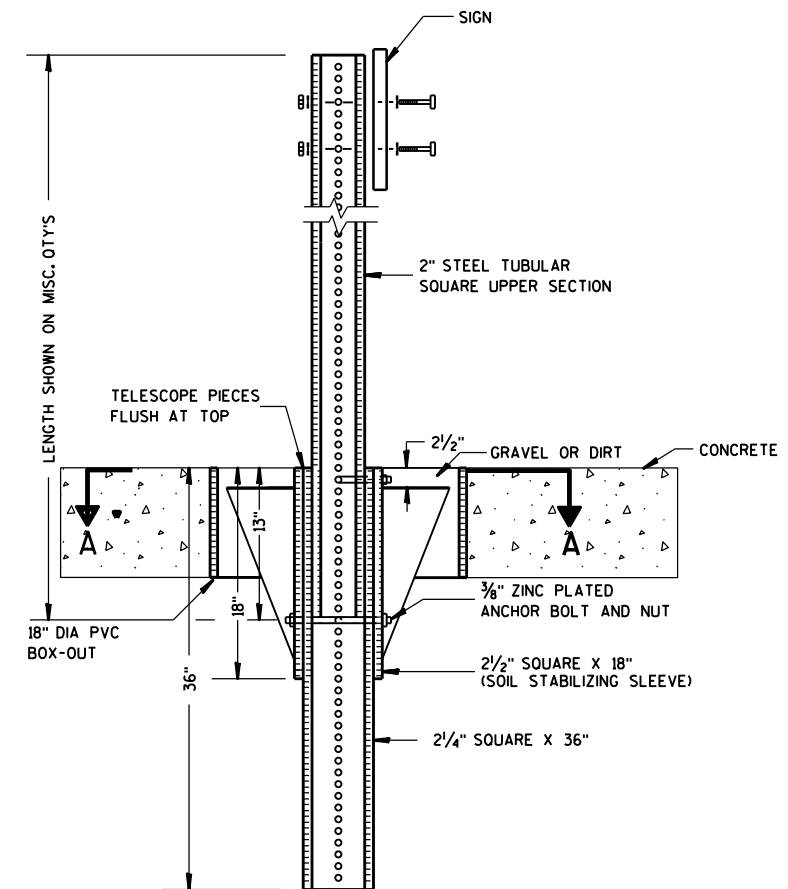
DATE 11/12/14 PLATE NO. A4-3.19



ELEVATION VIEW

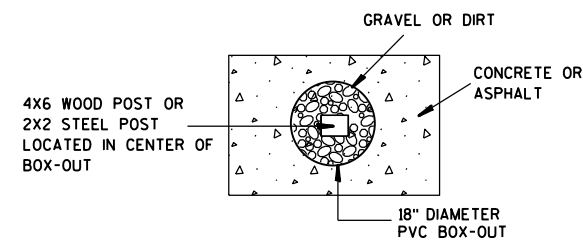
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

- 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

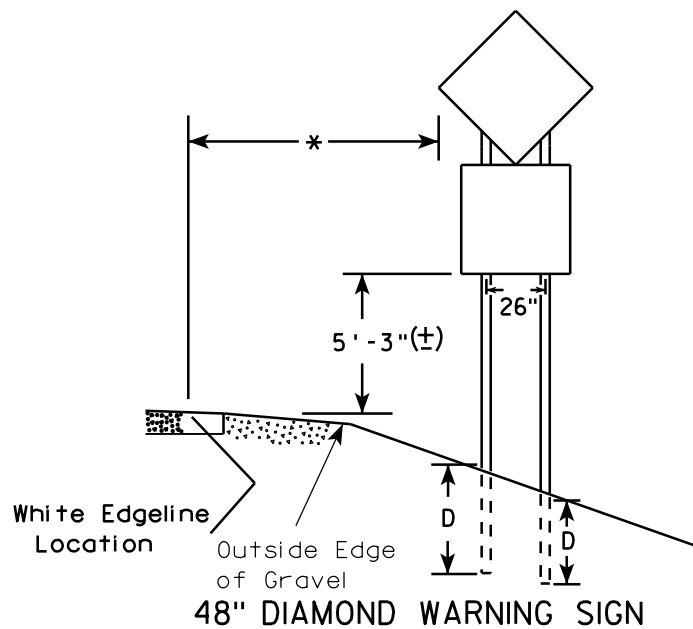
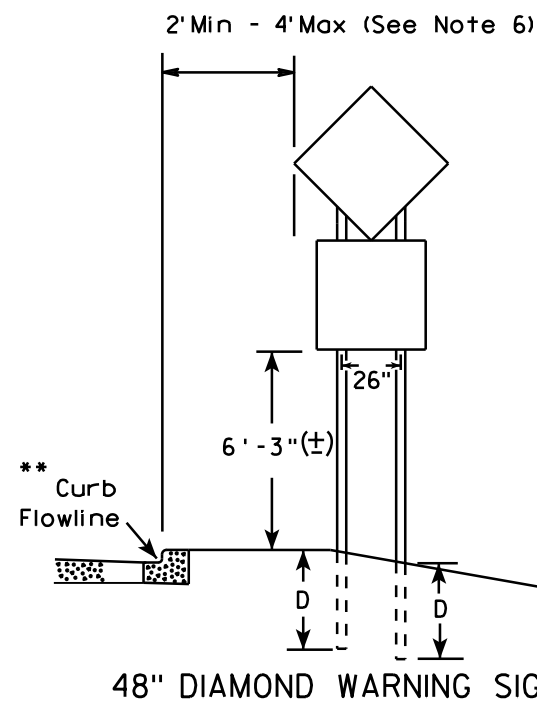
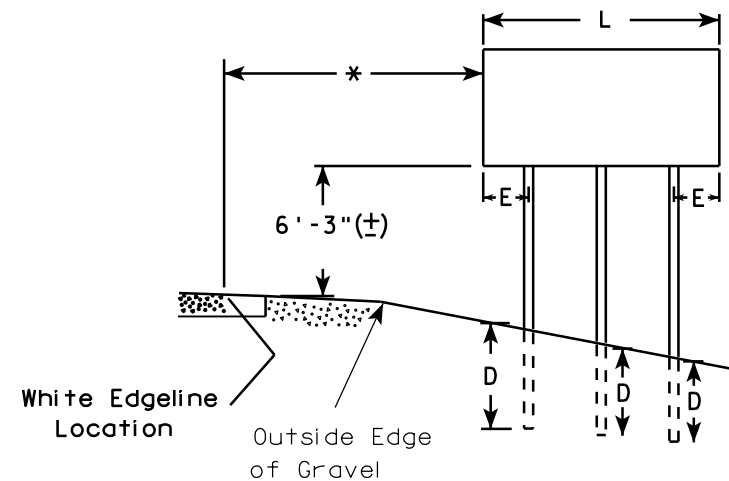
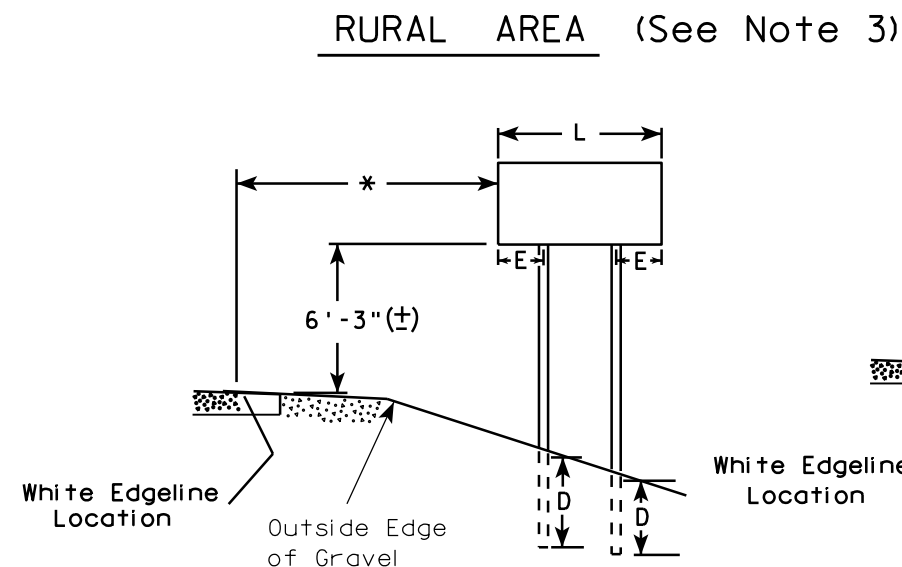
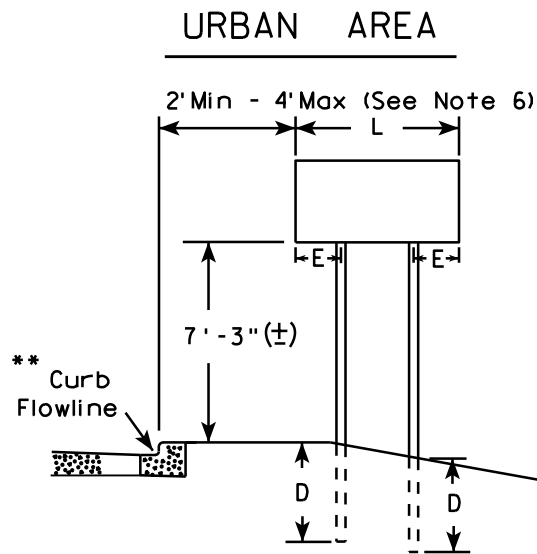
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



- 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

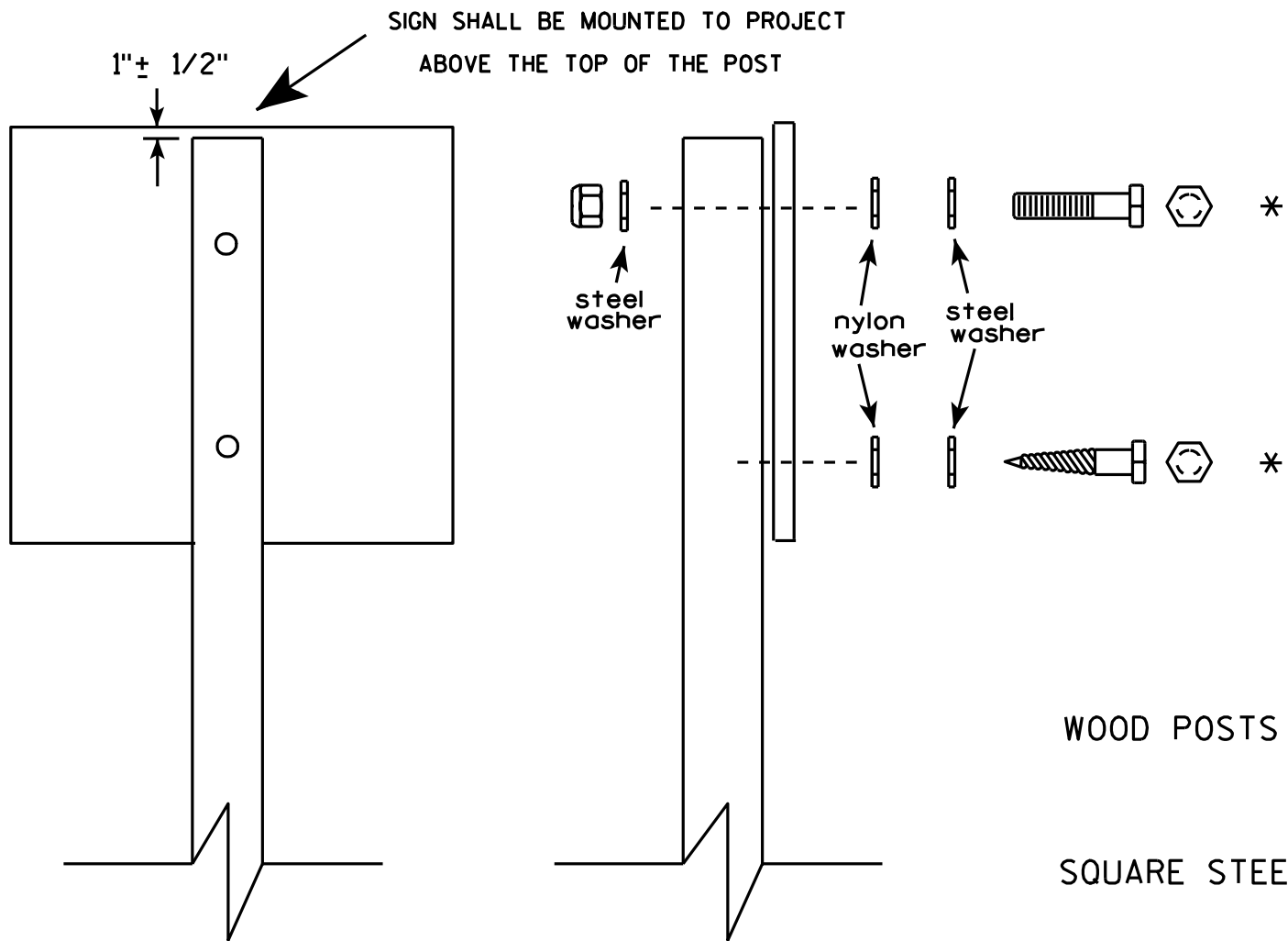
Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

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

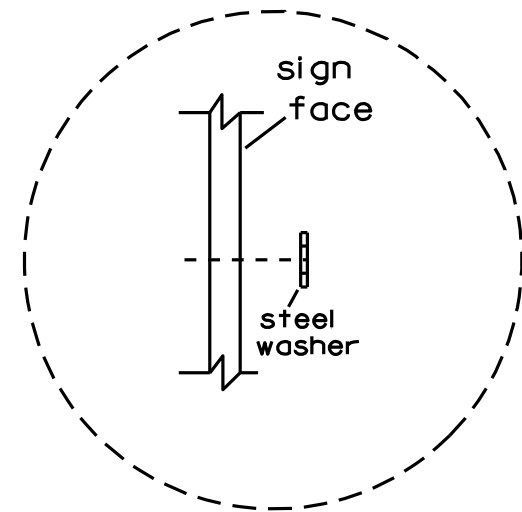


Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

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

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

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

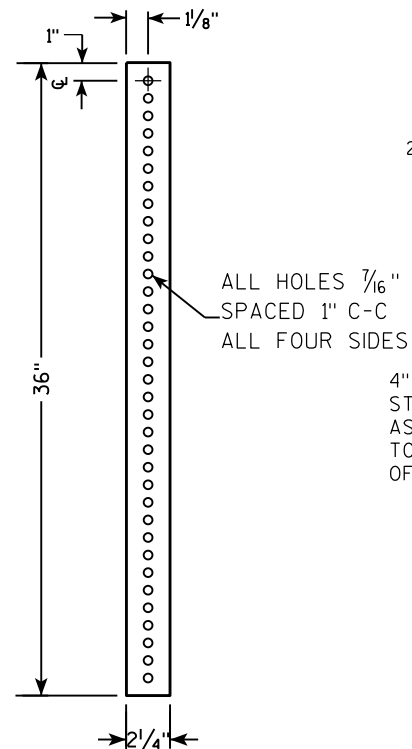


Washer Placement when Sign Has Other Than Type H or Type F Face

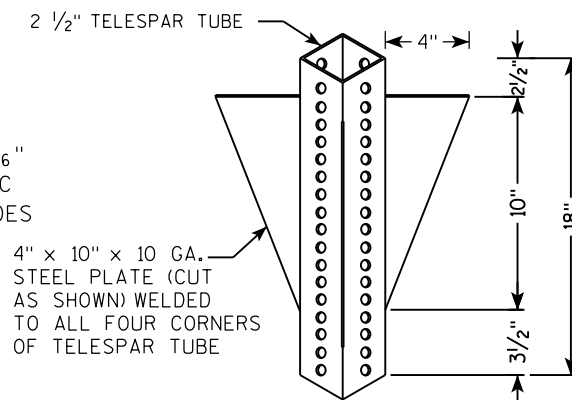
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require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

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

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



**2 1/2" SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH**



LENGTH SHOWN ON MISC. QTY'S
 18" DIA SCHEDULE 40 PVC BOX-OUT
 TELESCOPE PIECES FLUSH AT TOP
 36"
 18"
 13"
 2 1/2"
 2 1/4" SQUARE X 36"
 2 1/2" SQUARE X 18" (SOIL STABILIZING SLEEVE)
 3/8" ZINC PLATED ANCHOR BOLT AND NUT
 2 1/2" GRAVEL OR DIRT
 3/8" ZINC PLATED CORNER ANCHOR BOLT AND NUT
 ALL HOLES 7/16" SPACED 1" C-C ALL FOUR SIDES
 2" STEEL TUBULAR SQUARE UPPER SECTION
 SEE SIGN PLATE A4-8 FOR BOLT WASHER, & NUT MATERIAL
 SIGN

LENGTH SHOWN ON MISC. QTY'S

TELESCOPE PIECES FLUSH AT TOP

2" STEEL TUBULAR SQUARE UPPER SECTION

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

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

1"

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

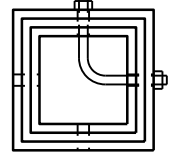
2 1/2" SQUARE X 18" (SOIL STABILIZING SLEEVE)

2 1/4" SQUARE X 36"

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

SIGN

3/8" ZINC PLATED CORNER
ANCHOR BOLT AND NUT



DIRECTION
OF TRAFFIC

SECTION A-A

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

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

DATE 2/05/15 PLATE NO. A4-9.9

PROJECT NO:

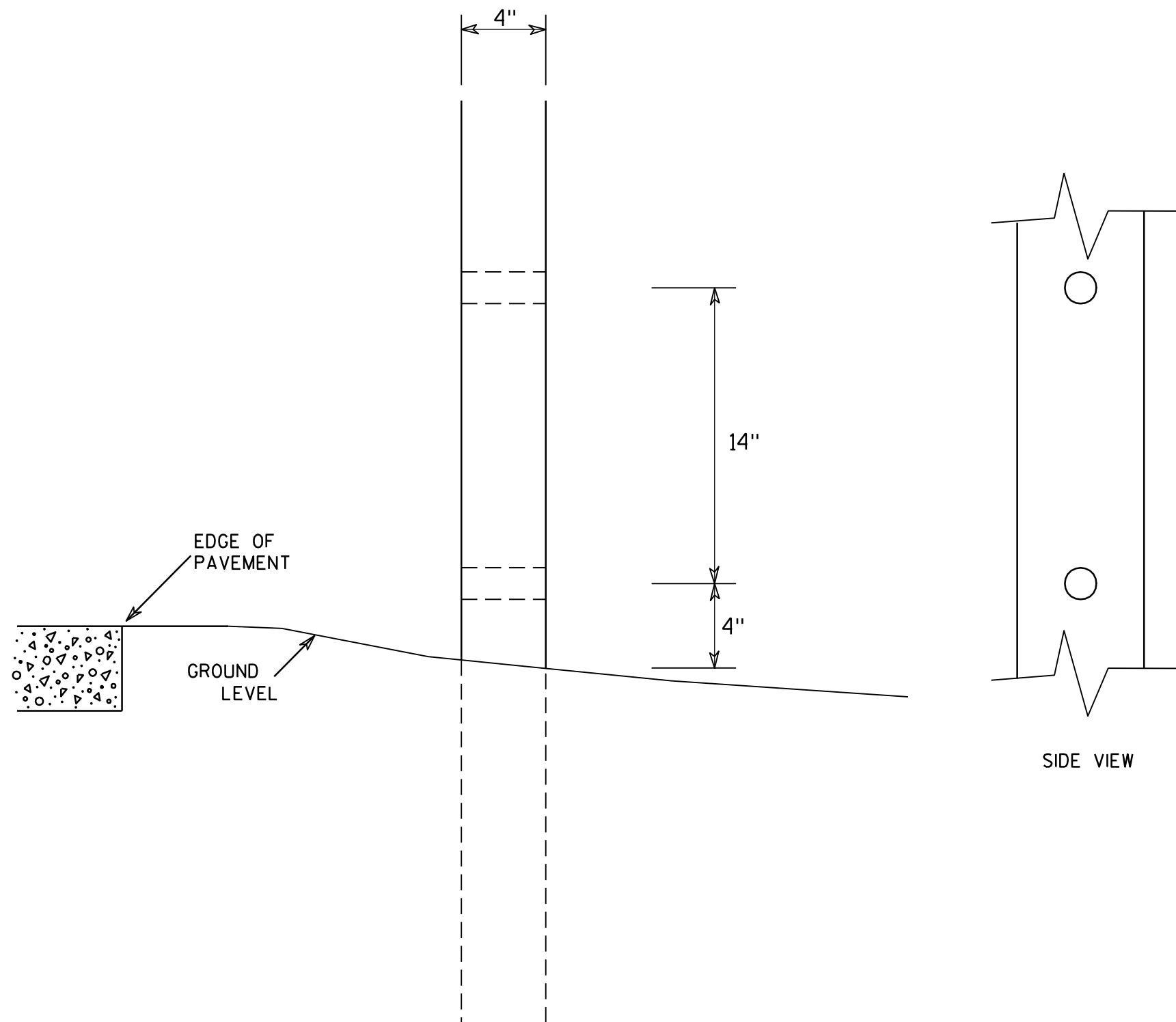
HWY:

COUNTY:

SHEET NO:

11

7

GENERAL NOTES

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

7

**4 X 6 WOOD POST
MODIFICATIONS**

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Chester J. Spang
for State Traffic Engineer

DATE 3/27/97

PLATE NO. A4-11.2

PROJECT NO:

HWY:

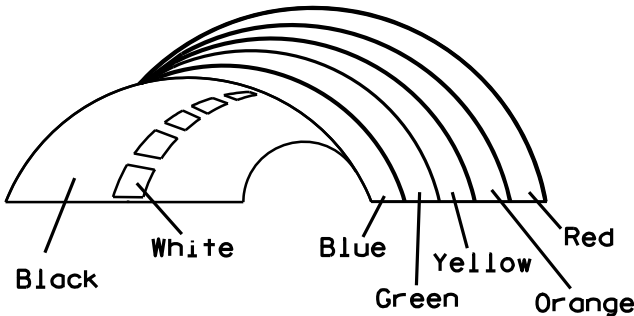
COUNTY:

SHEET NO:

E



Background Colors of Symbol*



NOTES

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

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

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

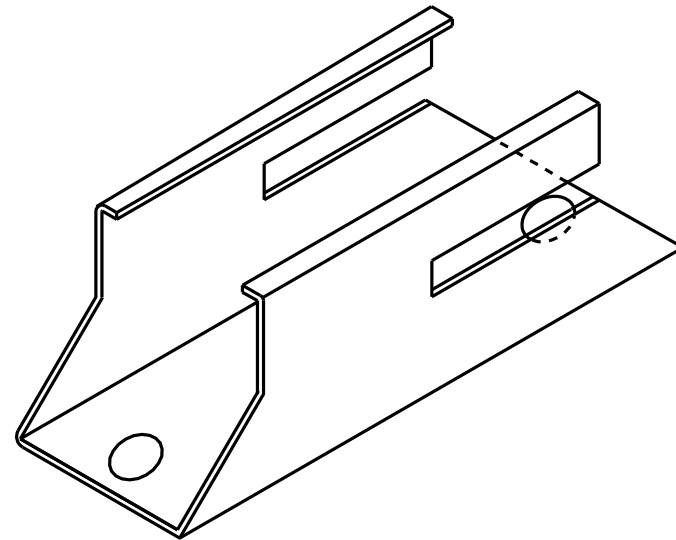
STANDARD SIGN
I55-56

WISCONSIN DEPT OF TRANSPORTATION

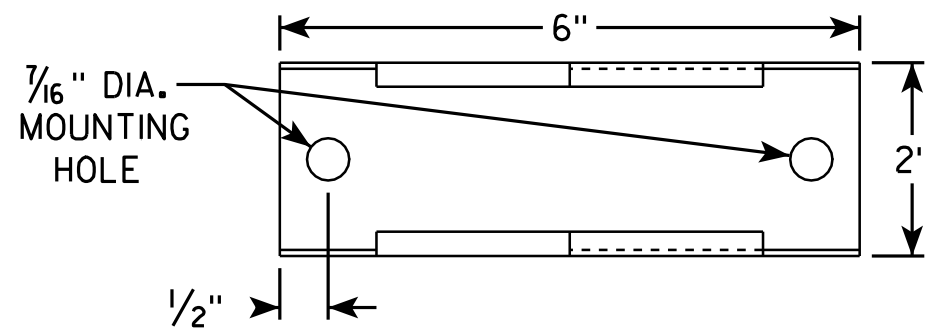
APPROVED *Matthew R. Rauch*
For State Traffic Engineer

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

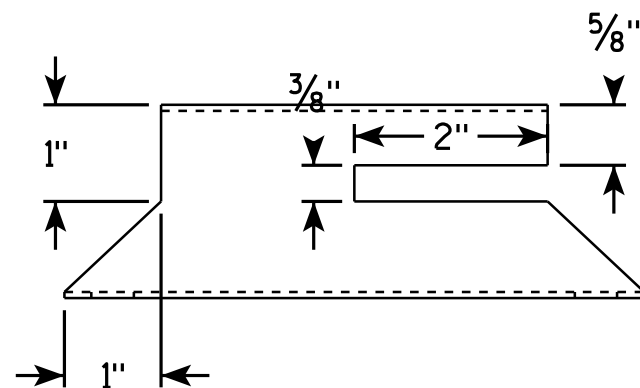
ISOMETRIC VIEW



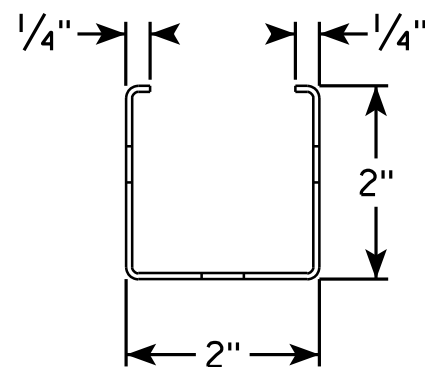
TOP VIEW



SIDE VIEW



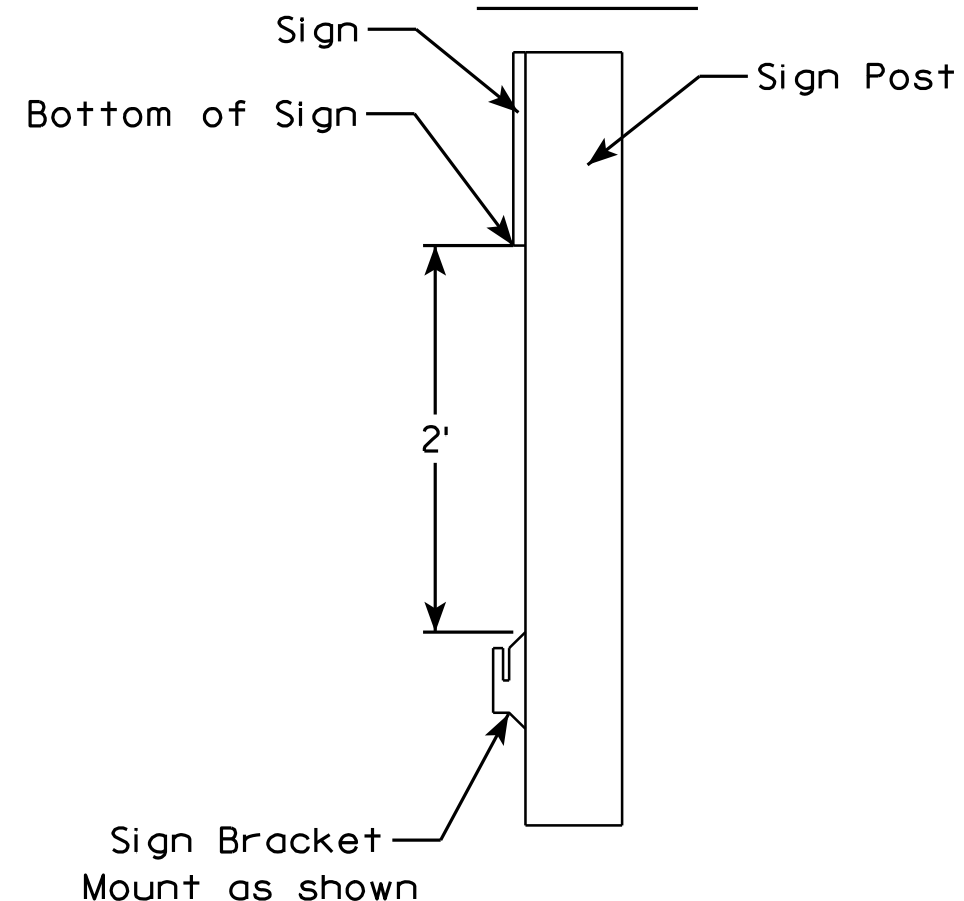
END VIEW



NOTES

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

SIDE VIEW



ROLLUP SIGN BRACKET
I55-56B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

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

PROJECT NO:

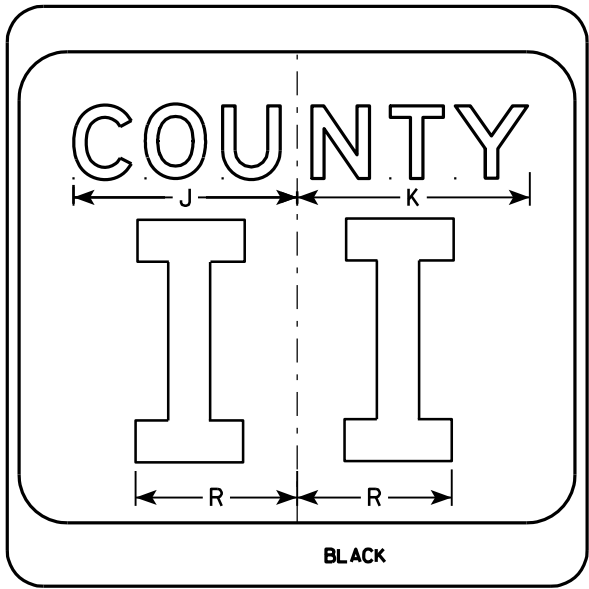
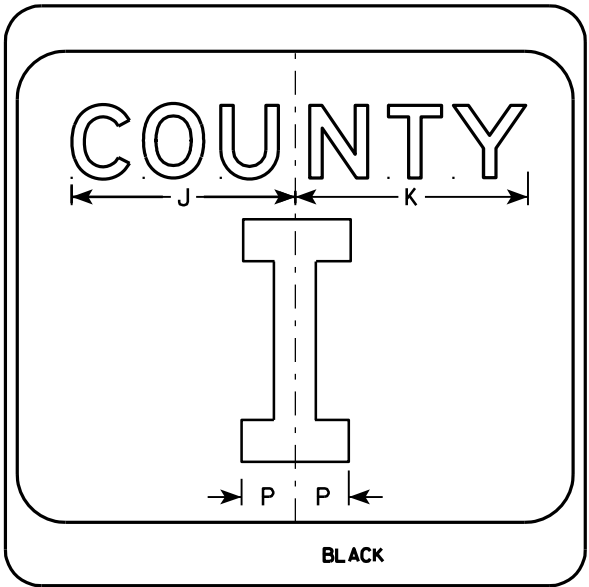
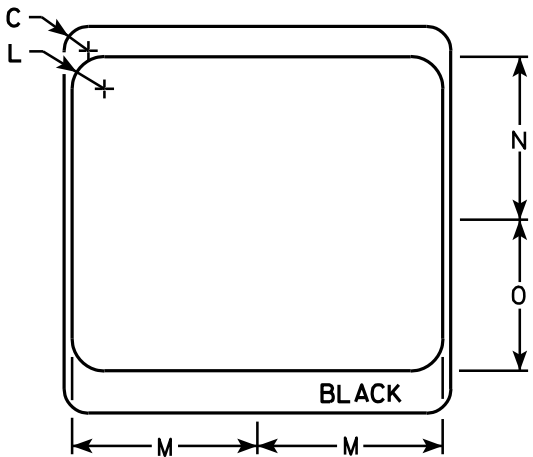
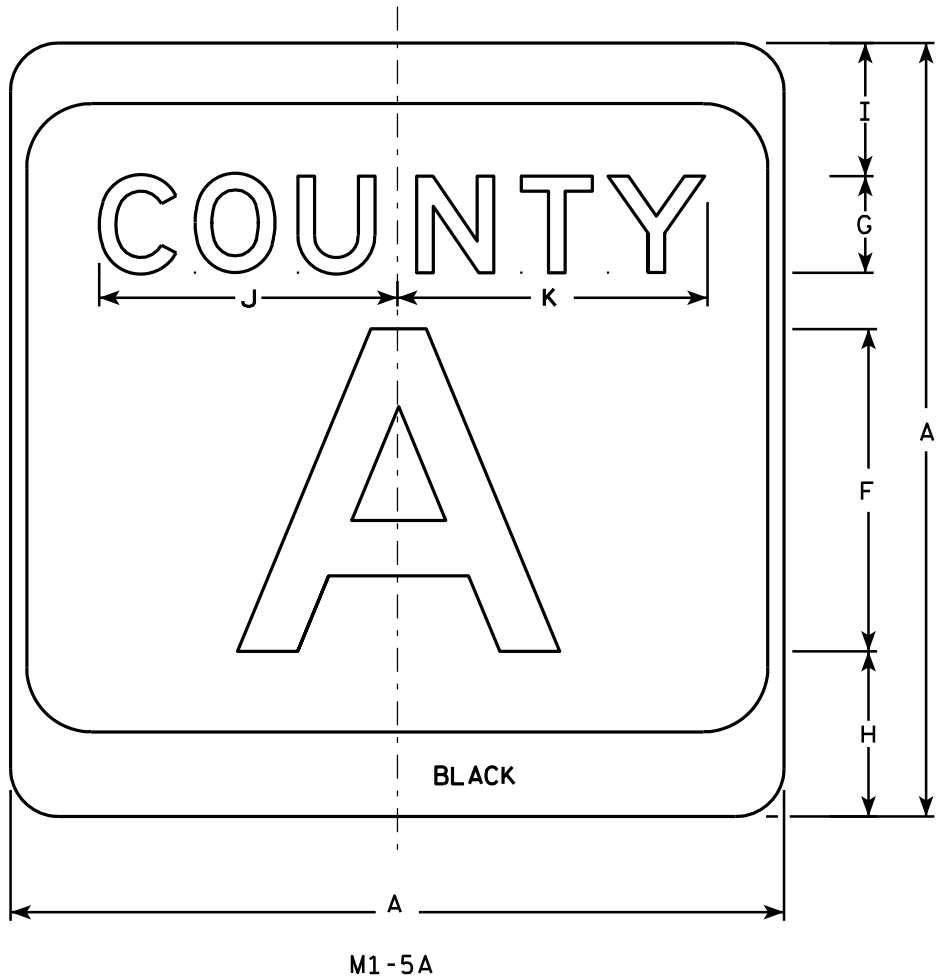
HWY:

COUNTY:

SHEET NO:

E

7



NOTES

- Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- Color:
Background - White & Black - See Note 7
Message - Black
- Message Series - see Note 5
- 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.
- Message Series E for 1 letter.
Message Series D for 2 letters unless message is too big then Series C.
Message Series C for 3 letters unless message is too big then Series B.
- Substitute appropriate letters & optically center to achieve proper balance.
- Permanent Signs
Background - Type H Reflective
Detour or temporary Signs
Background - Reflective

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

CTH MARKER

M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

PROJECT NO:

HWY:

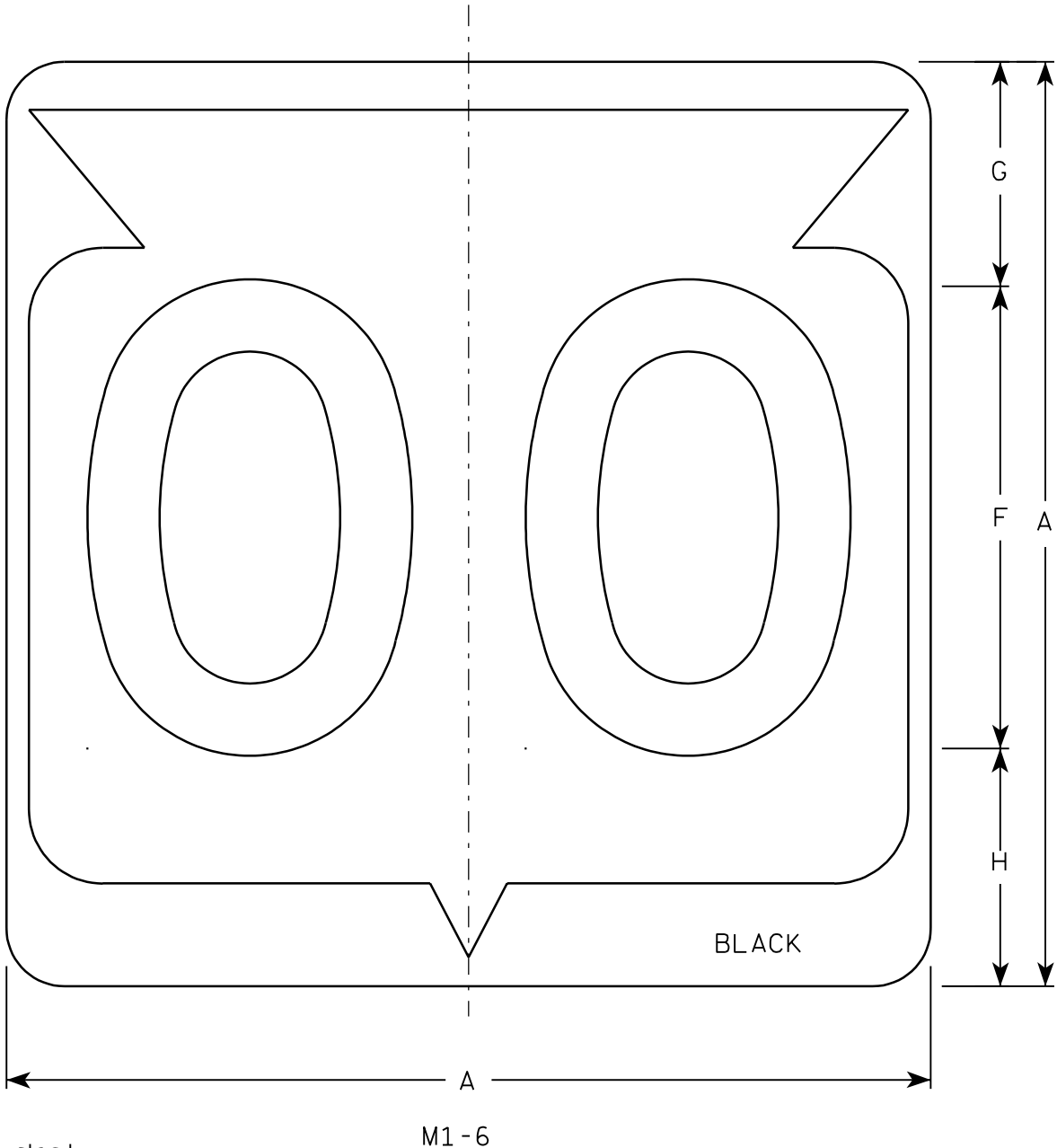
COUNTY:

SHEET NO:

E

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	Area sq. ft.	Area m ²
1																												
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0	.36
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81

PROJECT NO:

HWY:

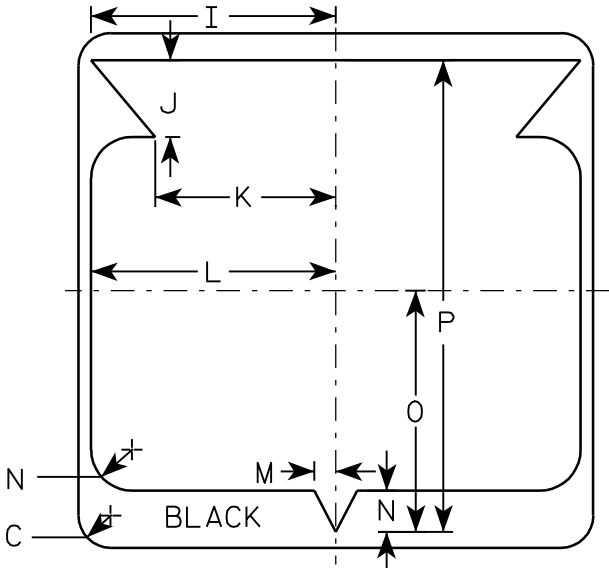
COUNTY:

SHEET NO:

E

NOTES

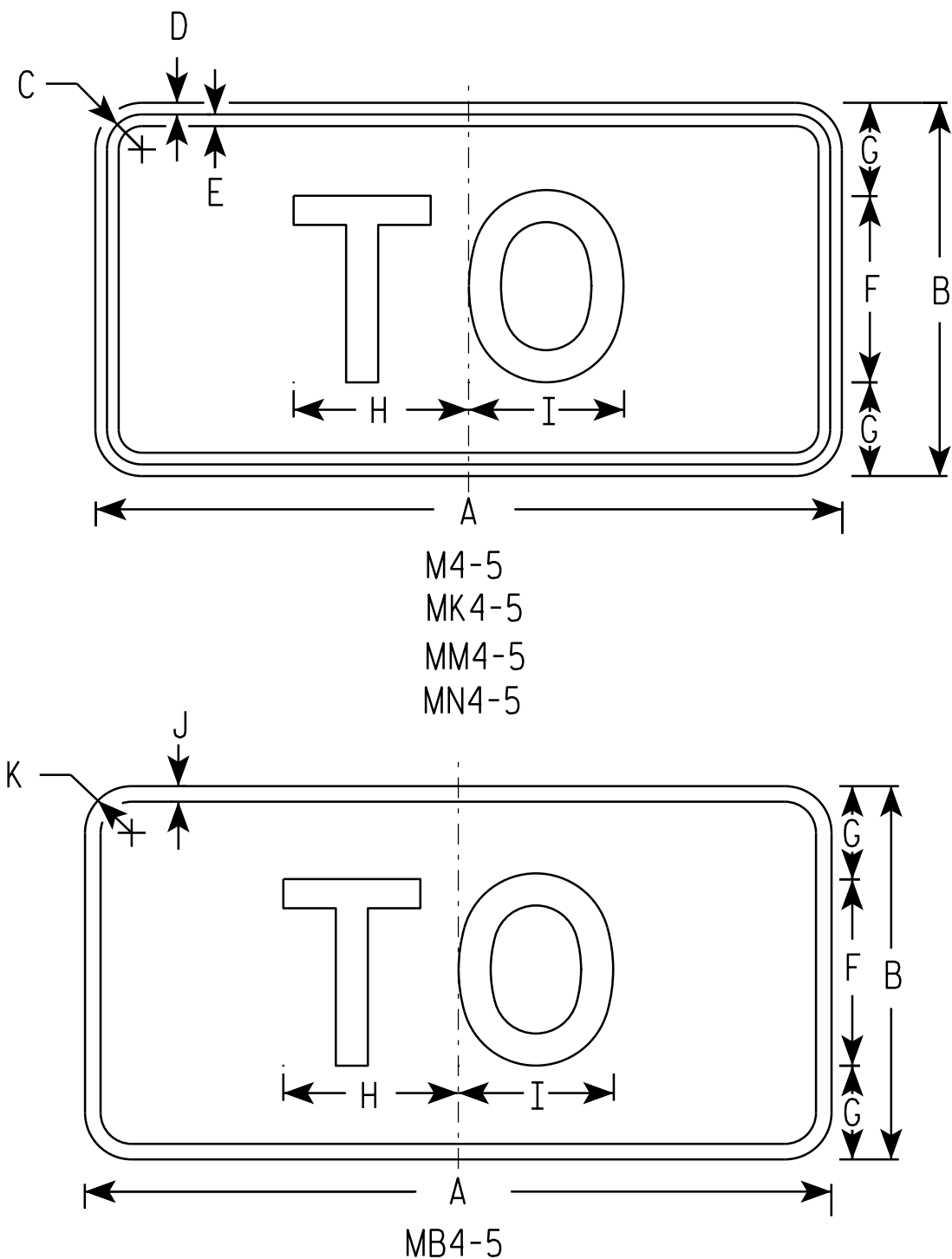
- Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- Color:
Background - White & Black - See Note 6
Message - Black
- Message Series - See note 5
- Corners may be square or rounded when base material is plywood but borders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



STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Chester J. Spang
for State Traffic Engineer
DATE 3/20/02 PLATE NO. M1-6.9



NOTES

1. Sign is Type II - Type H
2. Color:
Background - See note 5
Message - See note 5
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. M4-5 Background - White
Message - Black
MB4-5 Background - Blue
Message - White
MK4-5 Background - Green
Message - White
MM4-5 Background - White
Message - Green
MN4-5 Background - Brown
Message - White

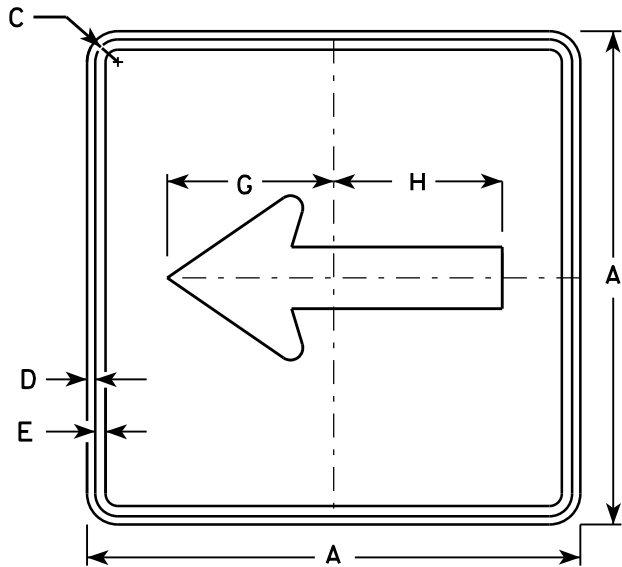
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	5 3/8	5 1/4	1/2	1 1/2																2.00
3	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
4	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2											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

STANDARD SIGN
M4 - 5

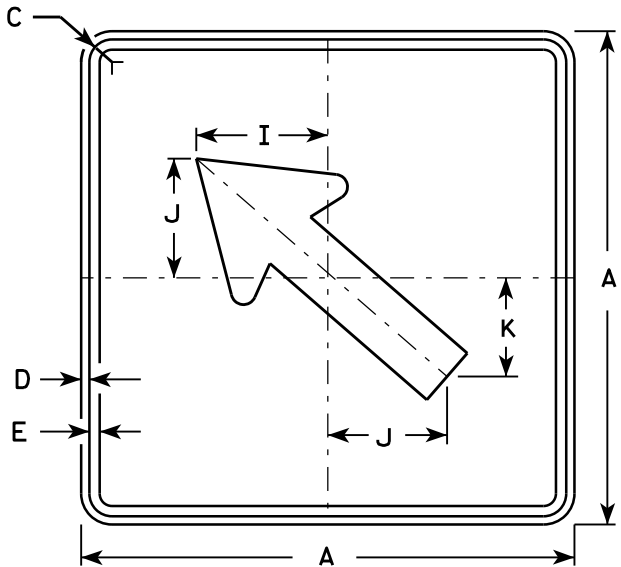
WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

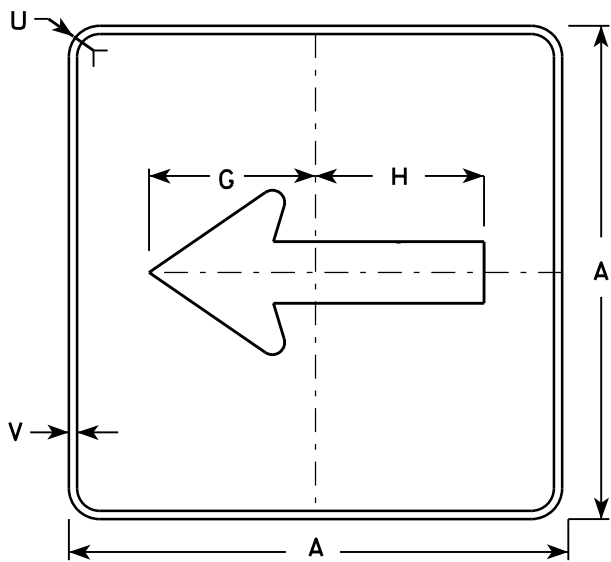
DATE 6/30/14 PLATE NO. M4-5.7



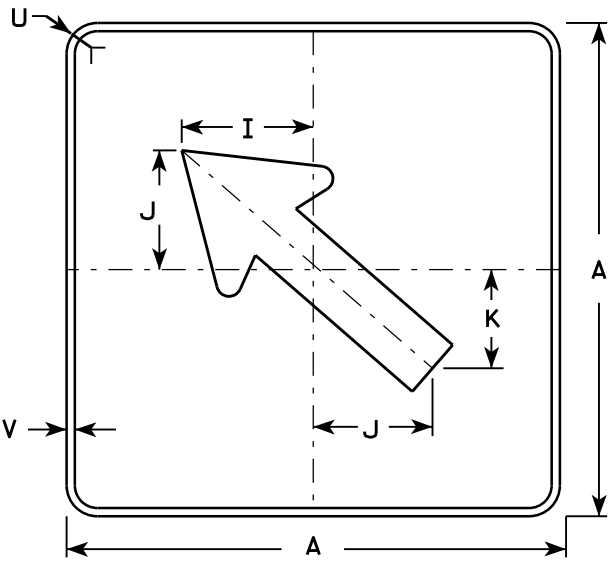
M6 - 1
MK6 - 1
MM6 - 1
MN6 - 1
M06 - 1
MP6 - 1
MR6 - 1



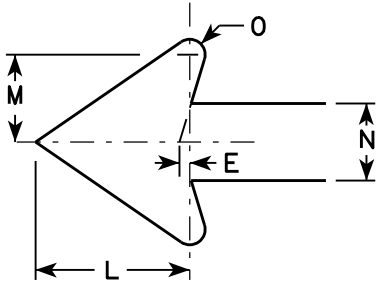
M6 - 2
MK6 - 2
MM6 - 2
MN6 - 2
M06 - 2
MP6 - 2
MR6 - 2



MB6 - 1



MB6 - 2



NOTES

- Signs are Type II - Type H except as Shown
- Color:
Background - See note 4
Message - See note 4
- Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- M6-1 and M6-2 Background - White
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
M06-1 and M06-2 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

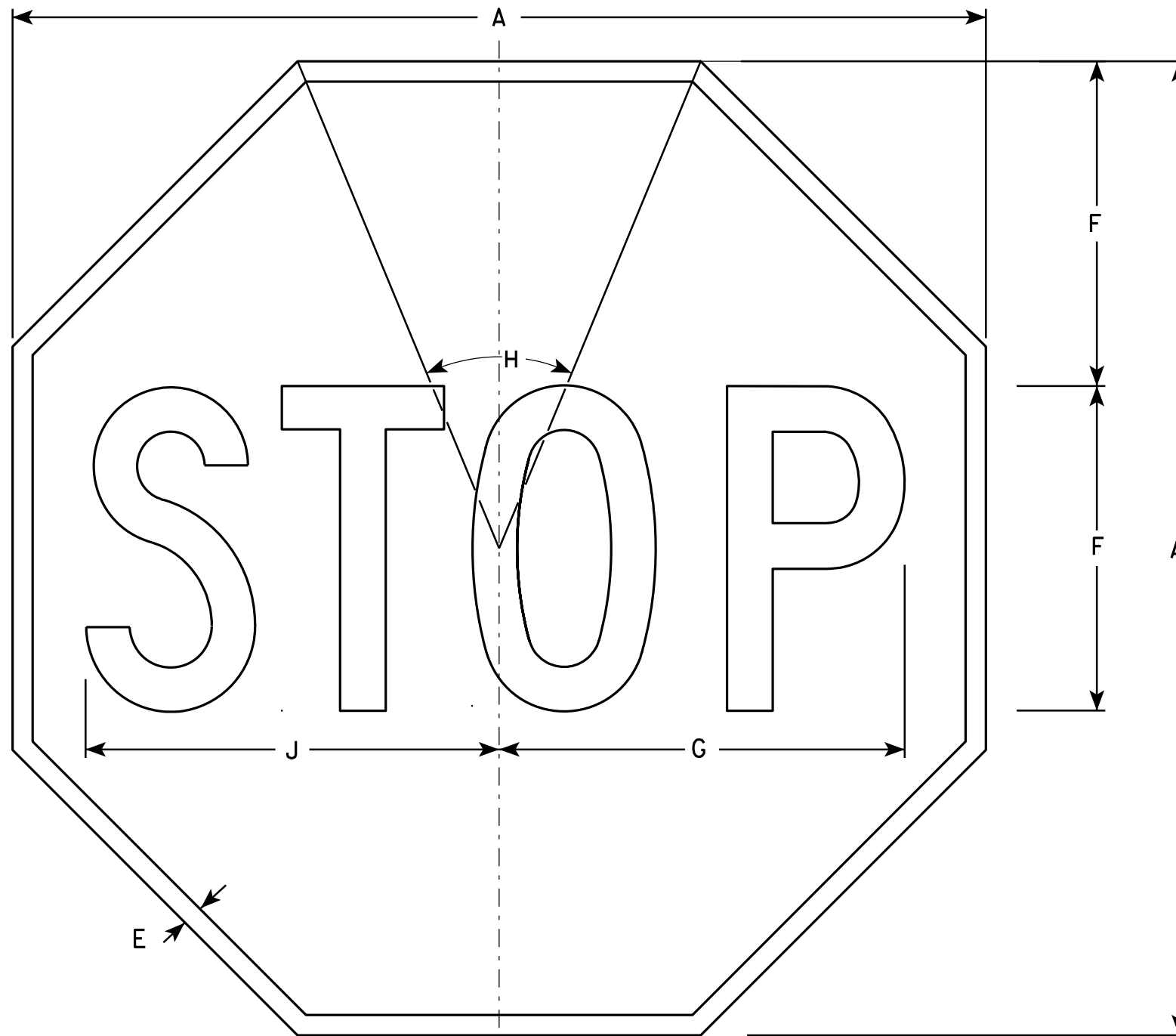
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 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 NO. M6-1.14



NOTES

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

R1-1

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

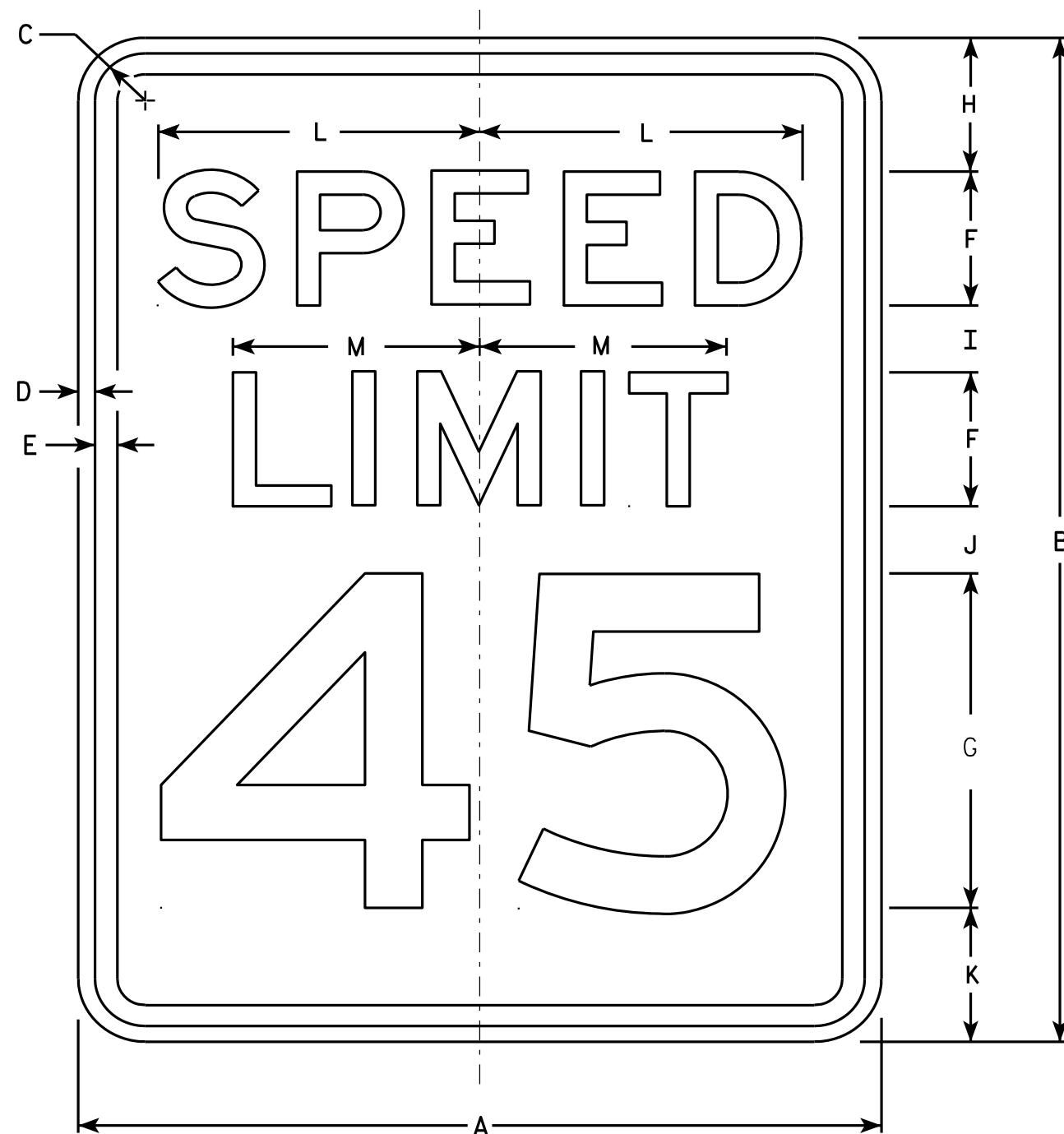
STANDARD SIGN
R1 - 1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

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



R2-1

NOTES

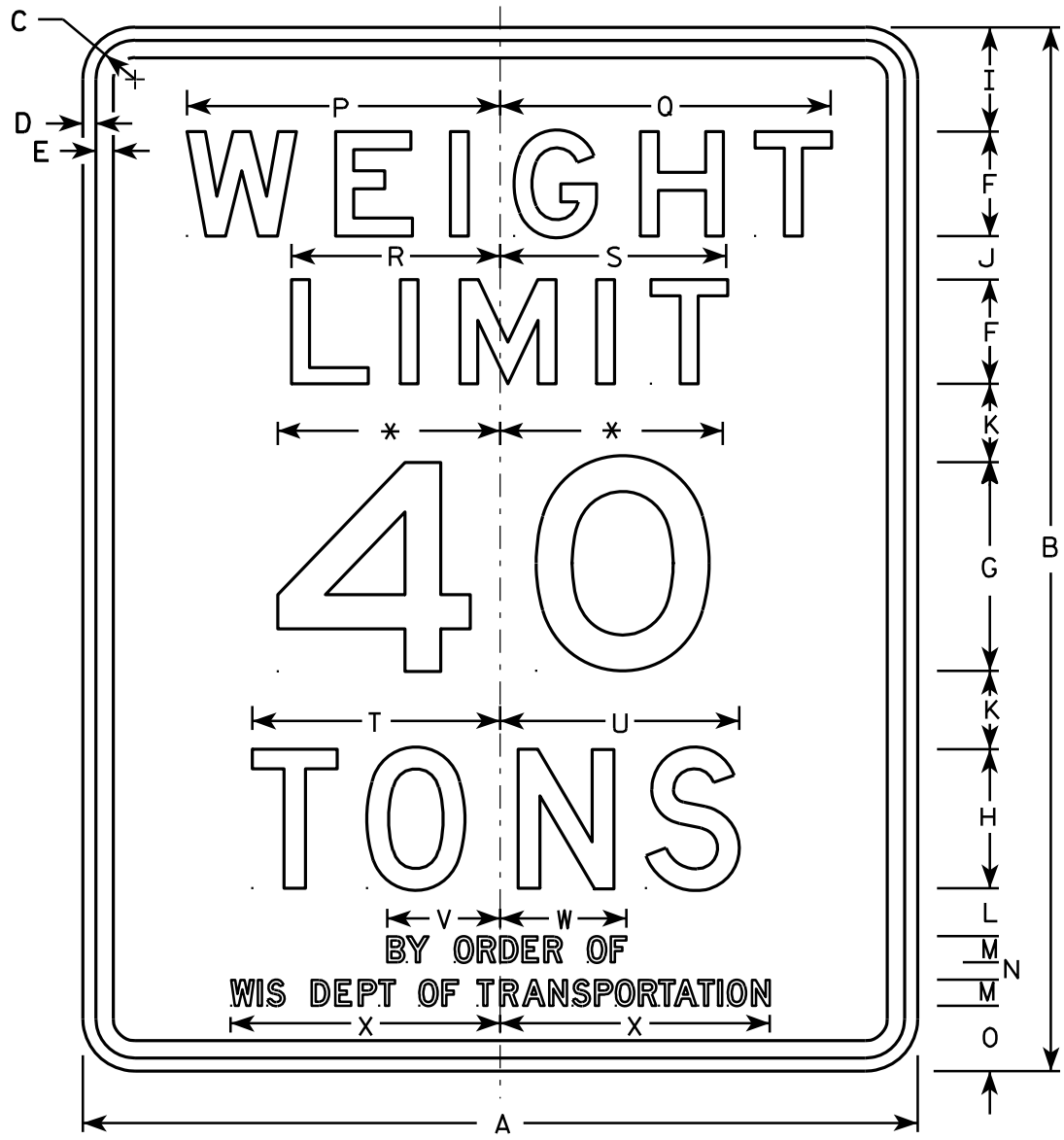
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as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



R12-1

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 - See note 5
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. Lines 1, 2 & 3 are series E
Lines 4, 5, & 6 are series D.
- 6. Substitute appropriate numeral and optically adjust spacing to achieve proper balance.
- 7. Substitute name of county or town on County Trunk and Town Highways respectively. Community name on City or Village Streets including Connecting Highways is optional.

* Varies (see note 6)

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	30	1 1/8	3/8	1/2	3	6	4	3	1 1/4	2 1/4	1 3/8	3/4	1/2	1 7/8	9	9 1/2	6	6 1/2	7 1/8	6 7/8	3 1/4	3 5/8	7 3/4			5.0
2S	24	30	1 1/8	3/8	1/2	3	6	4	3	1 1/4	2 1/4	1 3/8	3/4	1/2	1 7/8	9	9 1/2	6	6 1/2	7 1/8	6 7/8	3 1/4	3 5/8	7 3/4			5.0
2M	24	30	1 1/8	3/8	1/2	3	6	4	3	1 1/4	2 1/4	1 3/8	3/4	1/2	1 7/8	9	9 1/2	6	6 1/2	7 1/8	6 7/8	3 1/4	3 5/8	7 3/4			5.0
3	36	48	1 3/8	1/2	5/8	6	10	8	4 1/2	2 1/2	2 1/4	1 1/2	3/4	1/2	3	13 1/2	14 1/4	9	9 3/4	10 5/8	10 1/4	3 1/4	3 5/8	7 3/4			12.0
4	48	60	2 1/4	3/4	1	6	12	8	6	2 1/2	4 1/2	2 3/4	1 1/2	1	3 3/4	18	19	12	13	14 1/4	13 3/4	6 1/2	7 1/4	15 1/2			20.0
5																											

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

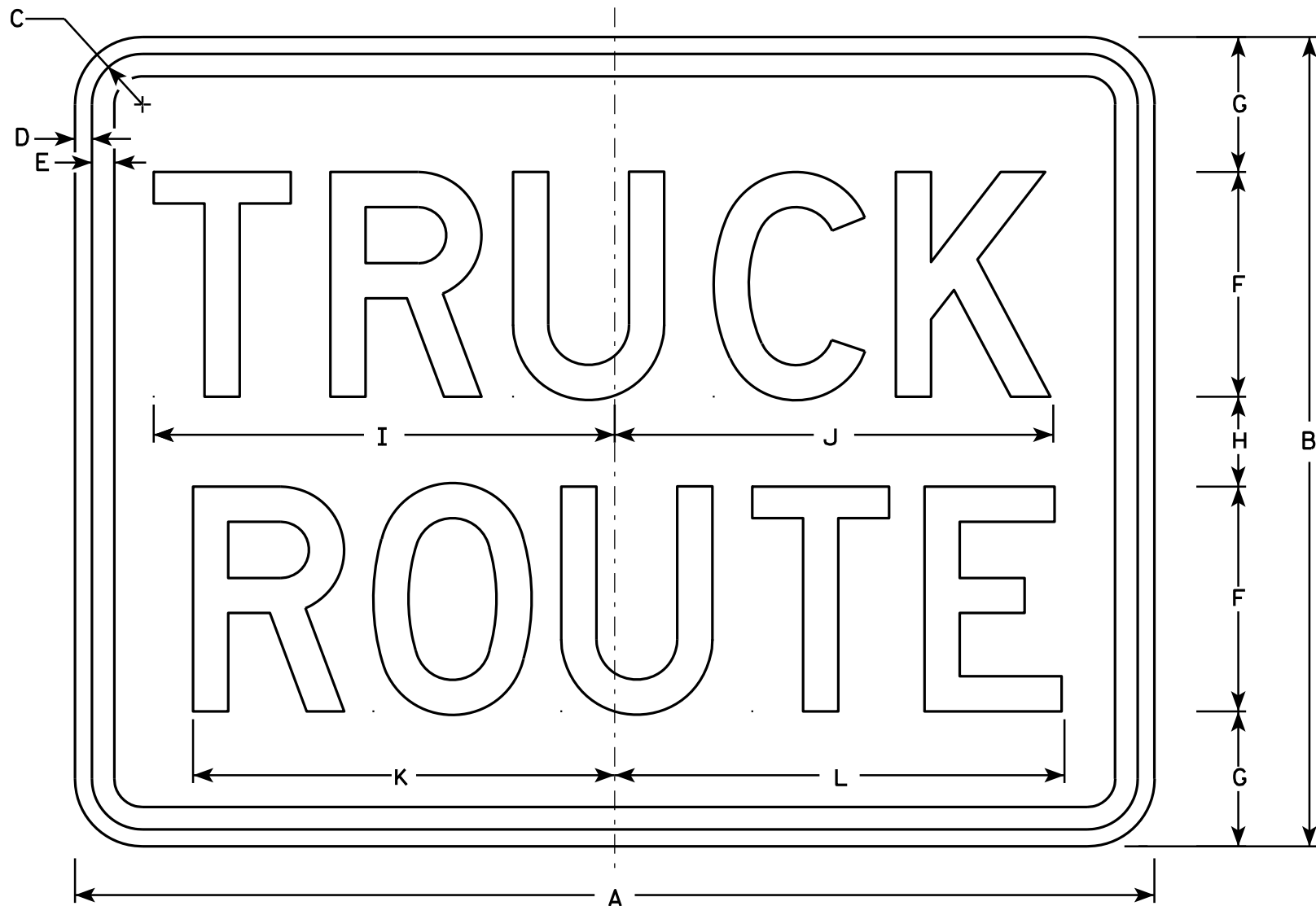
E

STANDARD SIGN
R12-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R12-1.8



R14-1

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 - 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																											
2	24	18	1 1/8	3/8	1/2	5	3	2	10 1/4	9 3/4	9 3/8	10															3.0
2	24	18	1 1/8	3/8	1/2	5	3	2	10 1/4	9 3/4	9 3/8	10															3.0
3	30	24	1 1/8	3/8	1/2	6	4	4	12 1/4	11 3/4	11 1/4	12															5.0
4																											
5																											

STANDARD SIGN
R14-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R14-1.6

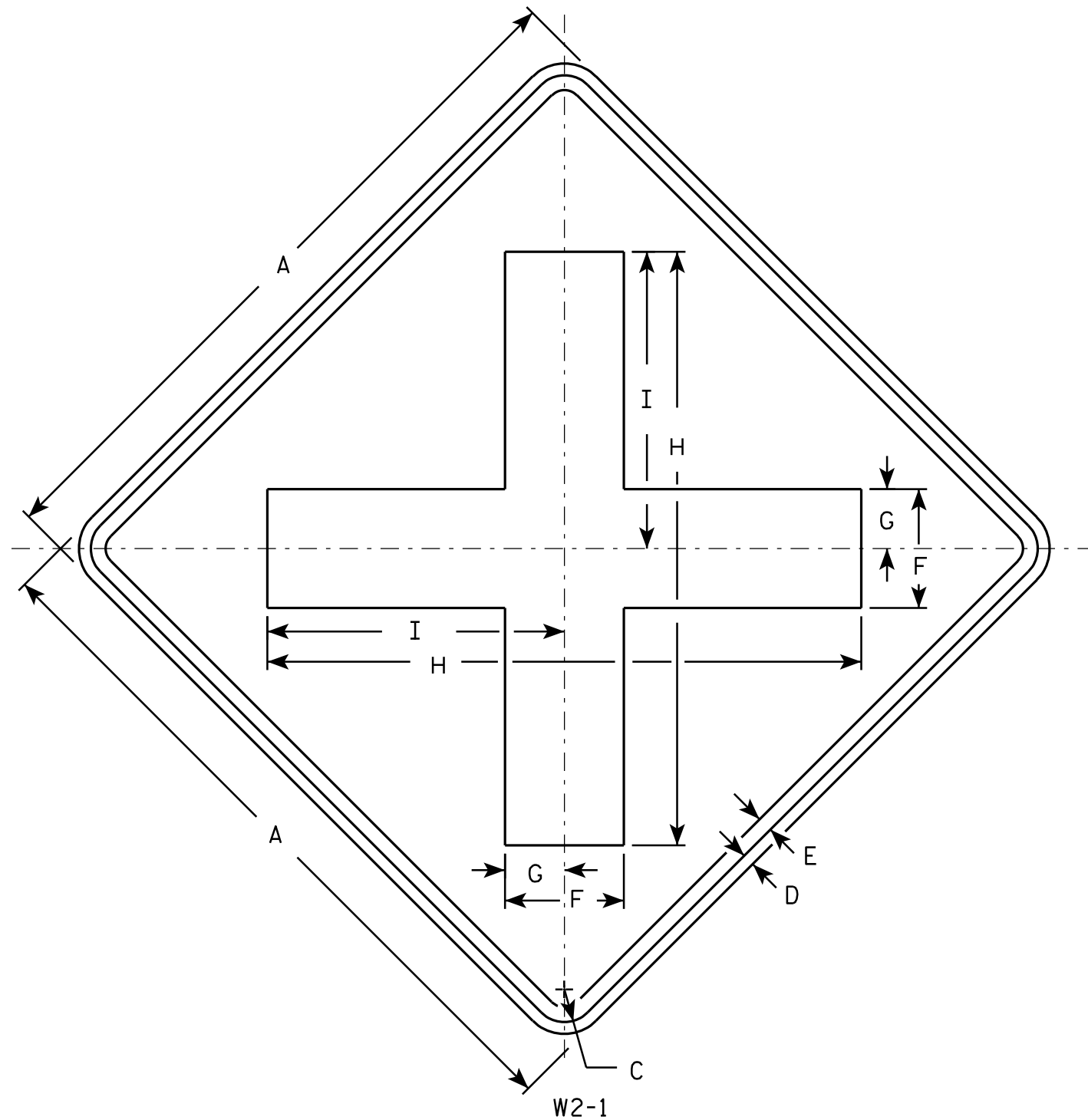
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



NOTES

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

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

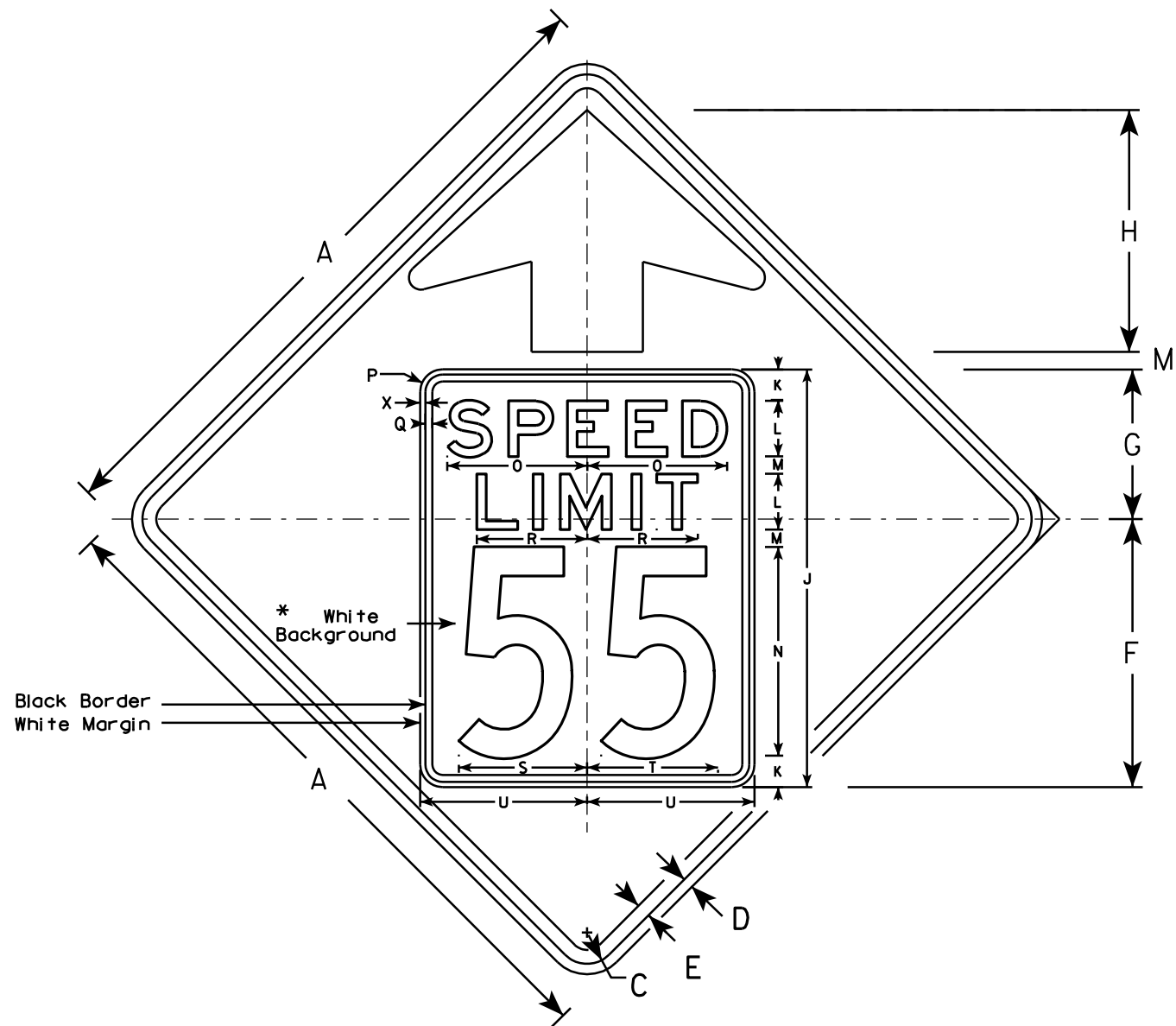
STANDARD SIGN W2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

PROJECT NO: HWY: COUNTY: SHEET NO: E

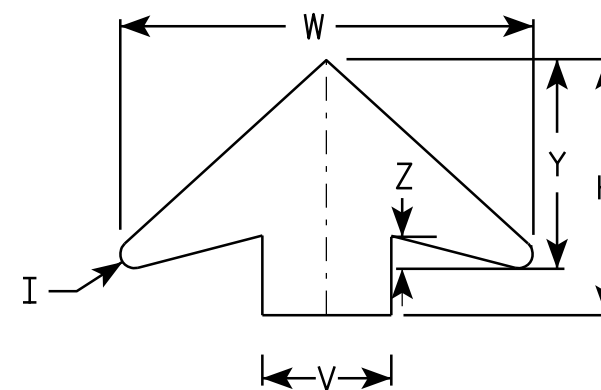


W3-5

NOTES

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

*Speed Limit Sign shall have a White Background



ARROW DETAIL

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

STANDARD SIGN

W3-5

WISCONSIN DEPT OF TRANSPORTATION

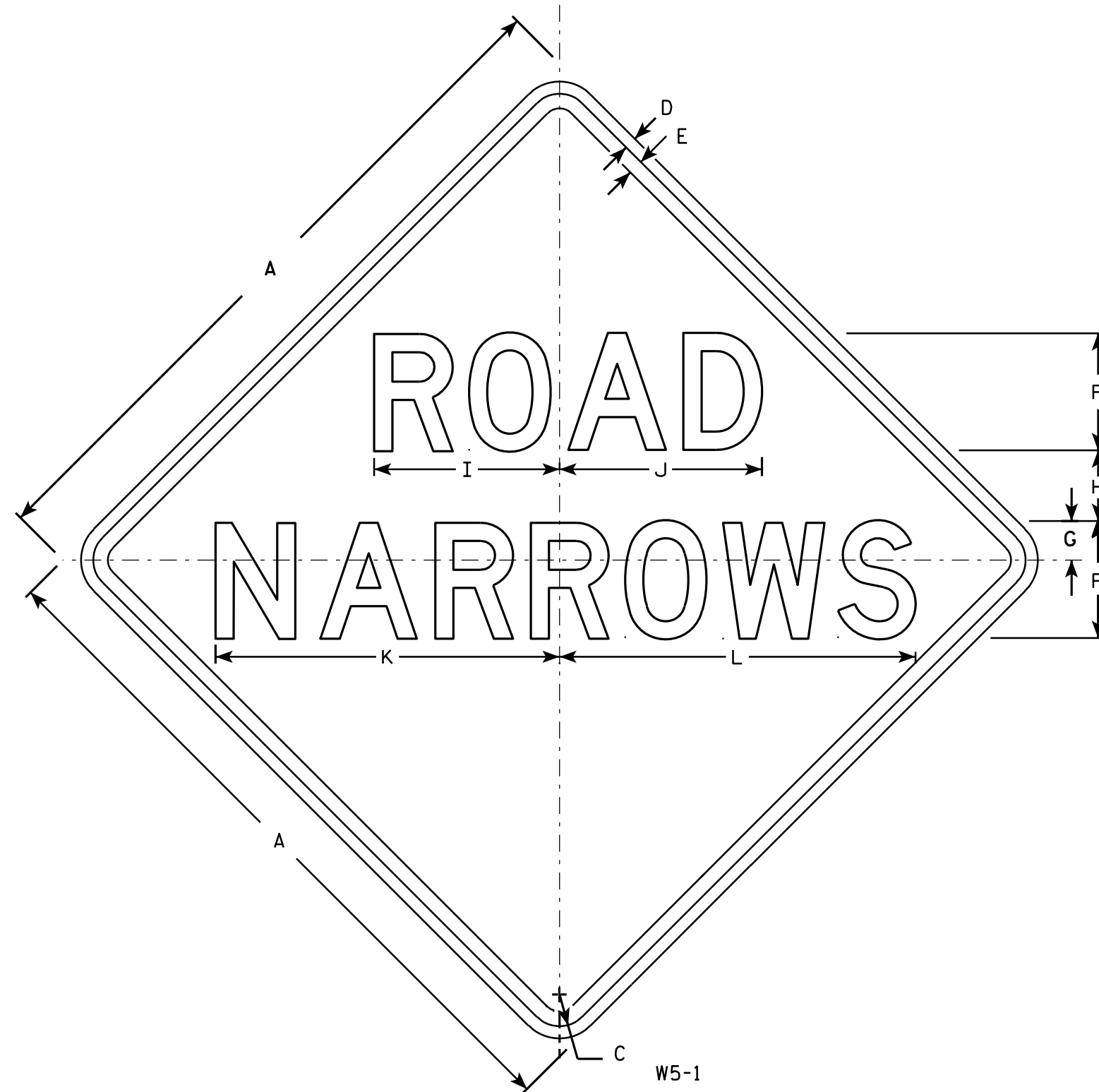
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W3-5.5

PROJECT NO:

SHEET NO:

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 - 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		1 3/8	1/2	5/8	5	1 3/4	3	7 7/8	8 5/8	14 3/4	15 1/8															6.25
2S	36		1 5/8	5/8	3/4	6	2	3 1/2	9 1/2	10 3/8	17 5/8	18 1/4															9.0
2M	36		1 5/8	5/8	3/4	6	2	3 1/2	9 1/2	10 3/8	17 5/8	18 1/4															9.0
3																											
4	48		2 1/4	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0
5																											

STANDARD SIGN

W5 - 1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W5-1.8

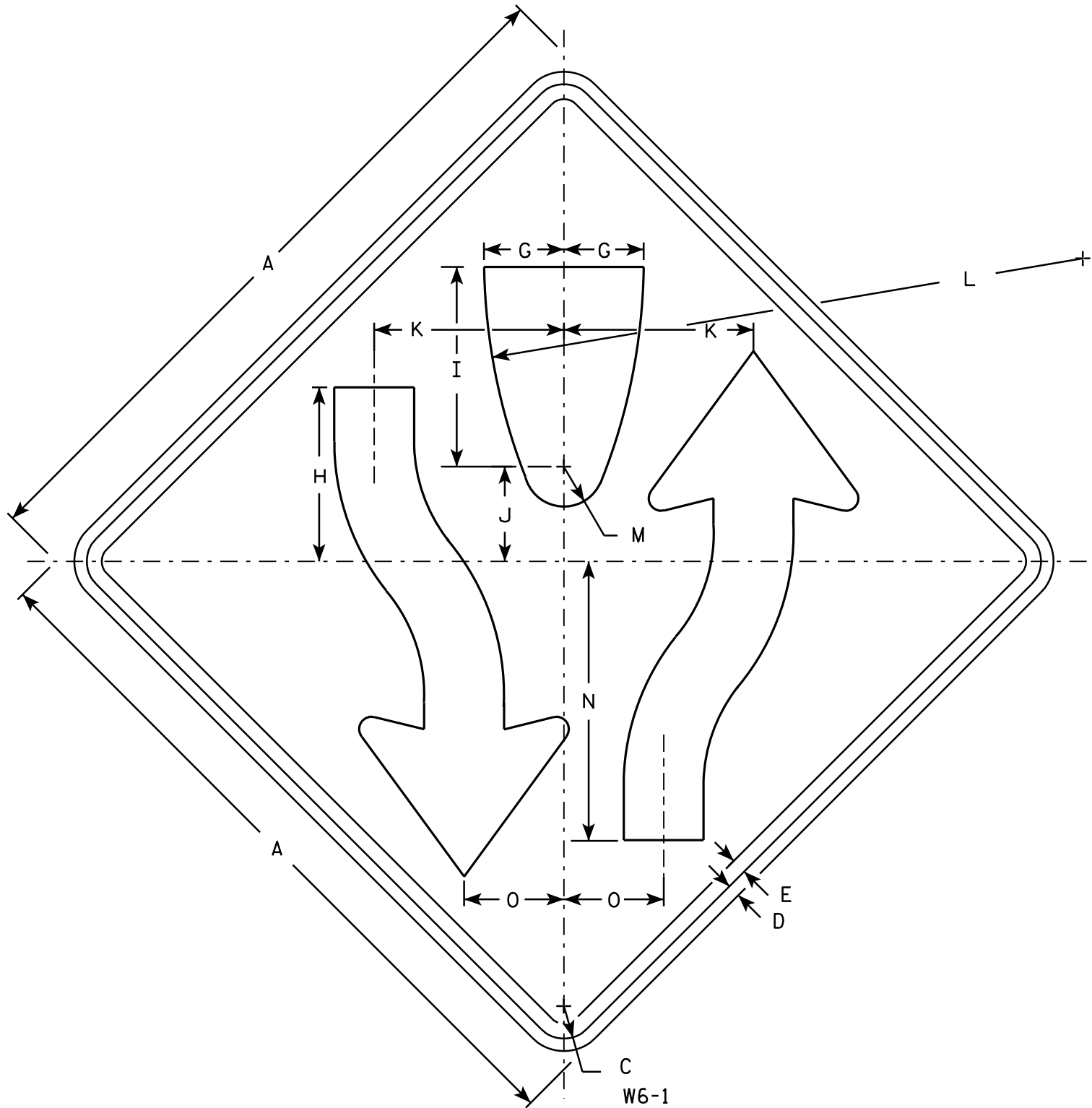
PROJECT NO:

HWY:

COUNTY:

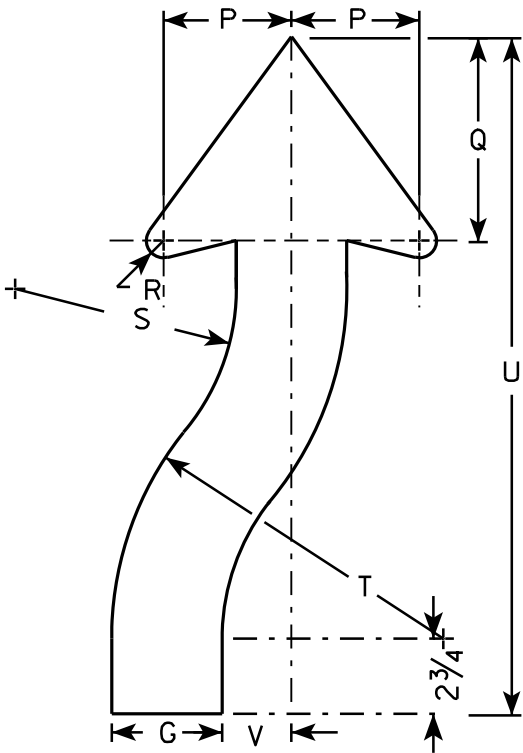
SHEET NO:

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.
- 4. W6-2 same as W6-1 but is rotated 180° when mounted.



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	30		1 3/8	1/2	5/8		3 1/4	8	8 1/4	4 1/8	7 7/8	25	1 3/4	11 5/8	4 1/8	3 7/8	6 3/4	5/8	6 5/8	9 7/8	21 5/8	2					6.25
2S	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
2M	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
3																											
4	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
5	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0

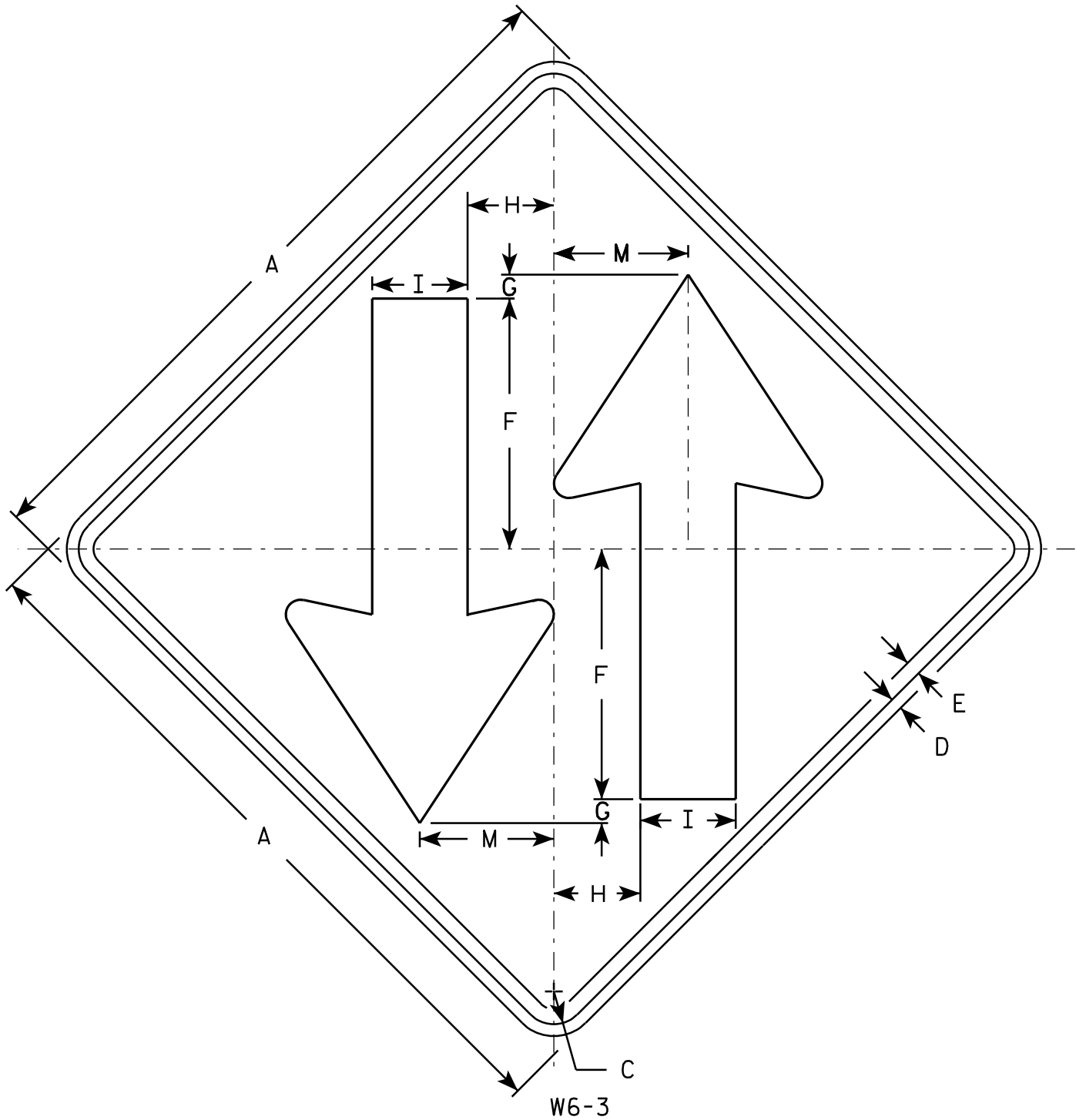
STANDARD SIGN
W6-1 & W6-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W6-1.14

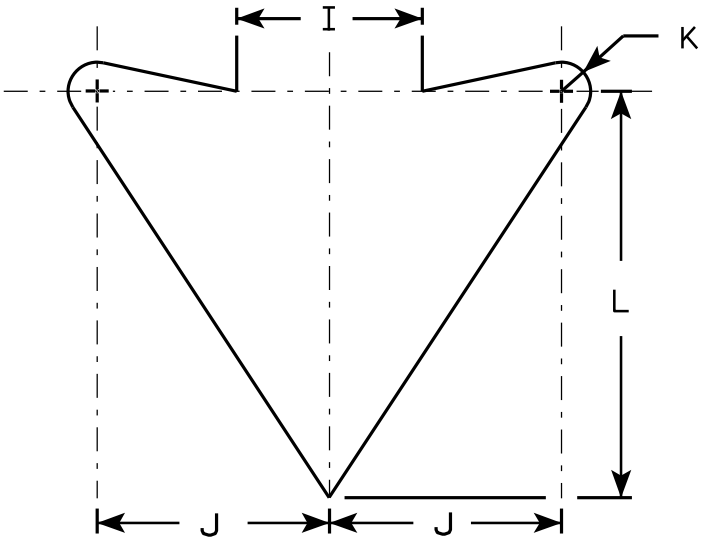
7



W6-3

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.



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	30		1 3/8	1/2	5/8	10 1/2	1	3 5/8	4	5	5/8	8 3/4	5 5/8														6.25
2S	36		1 5/8	5/8	3/4	12	1	4 1/4	5	6	3/4	10 1/2	6 3/4														9.0
2M	36		1 5/8	5/8	3/4	12	1	4 1/4	5	6	3/4	10 1/2	6 3/4														9.0
3																											
4	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
5	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0

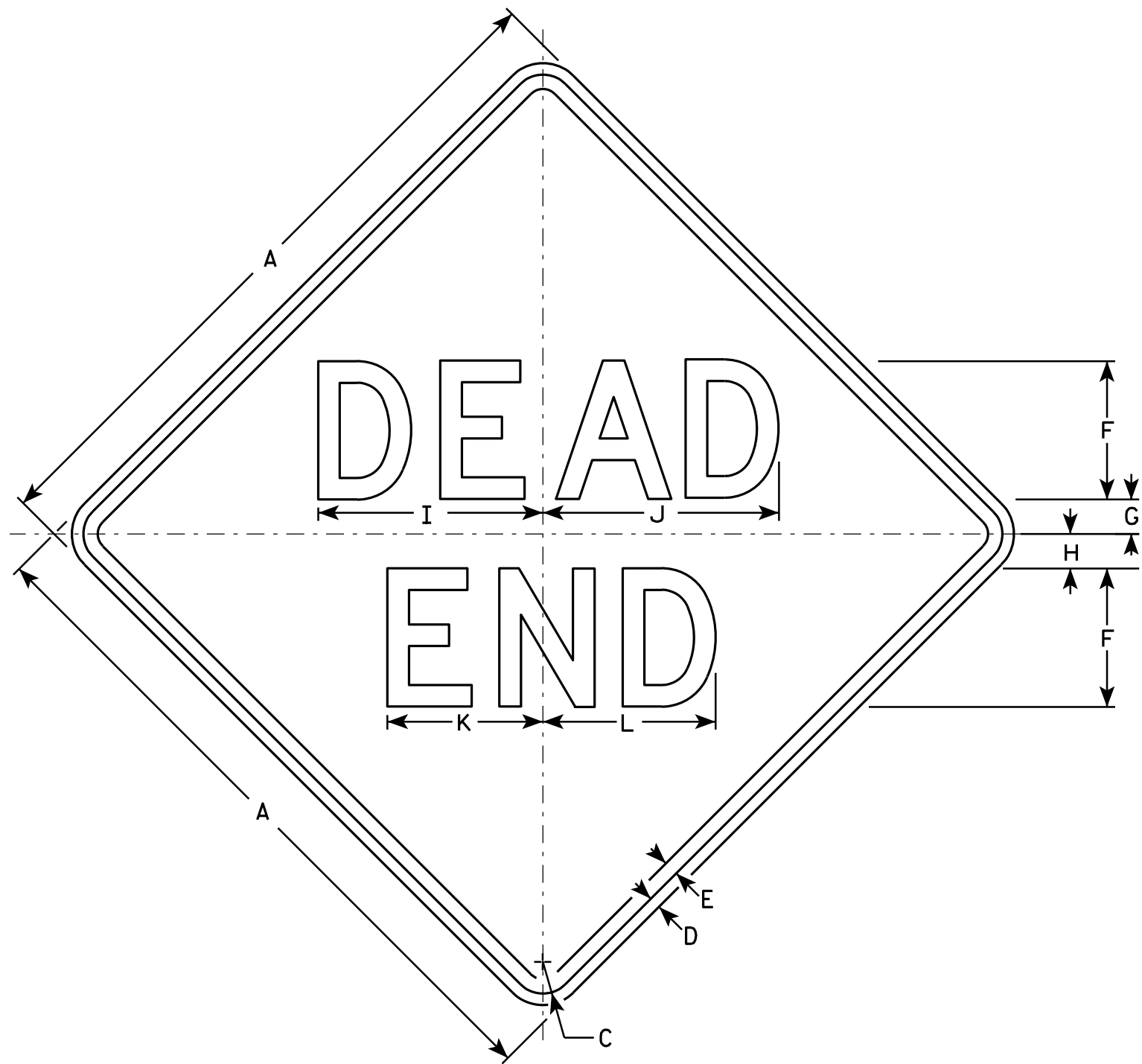
STANDARD SIGN
W6 - 3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W6-3.10

7



W14-1

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 - 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	24		1 1/8	3/8	1/2	5	1	2	8 1/4	8 5/8	5 5/8	6 1/4															4.0
2S	30		1 3/8	1/2	5/8	6	1 1/2	2 1/2	9 3/4	10 1/4	6 3/4	7 1/2															6.25
2M	30		1 3/8	1/2	5/8	6	1 1/2	2 1/2	9 3/4	10 1/4	6 3/4	7 1/2															6.25
3	36		1 5/8	5/8	3/4	7	2	3	11 3/8	12	7 7/8	8 3/4															9.0
4																											
5																											

STANDARD SIGN
W14-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R. Rauch
for State Traffic Engineer
DATE 3/13/13 PLATE NO. W14-1.7

PROJECT NO: HWY: COUNTY: SHEET NO: E

10TH AVE

STATION	Real Station	Distance	AREA (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)								Mass Ordinate
			Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut 1.00	Expanded Fill 1.25	Expanded Marsh Backfill 1.50	Expanded Rock 1.10	Expanded EBS Backfill 1.30	Reduced Marsh in Fill 0.60	Reduced EBS In Fill 0.80		
																						Note 1	
98'A'+74	9874		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
99'A'+00	9900	26	63.98	0	0	0	0	0	31	0	0	0	0	0	31	0	0	0	0	0	0	31	
99'A'+18	9917.84	18	52.48	0	0.56	0	0	0	38	0	0	0	0	0	69	0	0	0	0	0	0	69	
99'A'+35	9935.25	17	32.57	0	7.58	0	0	0	27	0	3	0	0	0	97	4	0	0	0	0	0	93	
99'A'+50	9950	15	38.97	0	25.48	0	0	0	20	0	9	0	0	0	116	15	0	0	0	0	0	101	
99'A'+60	9959.74	10	44.29	0	36.82	0	0	0	15	0	11	0	0	0	131	29	0	0	0	0	0	102	
99'A'+64	9963.73	4	74.52	0	37.2	0	0	0	9	0	5	0	0	0	140	36	0	0	0	0	0	104	
100'A'+00	10000	36	0.91	0	1.06	0	0	0	51	0	26	0	0	0	191	68	0	0	0	0	0	123	
100'A'+29	10029.31	29	71.25	0	12.16	0	0	0	39	0	7	0	0	0	230	77	0	0	0	0	0	153	
100'A'+33	10033.38	4	78.2	0	10.35	0	0	0	11	0	2	0	0	0	241	79	0	0	0	0	0	162	
100'A'+50	10050	17	98.28	0	1.32	0	0	0	54	0	4	0	0	0	295	83	0	0	0	0	0	212	
100'A'+54	10054.36	4	110.95	0	1.48	0	0	0	17	0	0	0	0	0	312	84	0	0	0	0	0	229	
100'A'+72	10072	18	112.83	0	1.95	0	0	0	73	0	1	0	0	0	385	85	0	0	0	0	0	300	
101'A'+00	10100	28	0	0	0	0	0	0	59	0	1	0	0	0	444	86	0	0	0	0	0	358	
Sta. 98'A'+74 - Sta 101'A'+00 Sub-Totals									450	0	100	0	0	0									

20TH AVE

STATION	Real Station	Distance	AREA (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)								Mass Ordinate
			Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Expanded		Expanded Marsh	Expanded Rock	Expanded EBS	Reduced Marsh	Reduced EBS		
															1.00	1.25	1.50	1.10	1.30	in Fill	In Fill		
																						0.60	
			Note 1	Note 2	Note 3							Note 1	Note 4		Note 5		Note 6	Note 7	Note 8				
21+15	2115		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21+50	2150	35	41.26	0	4.18	0	0	0	27	0	3	0	0	0	27	3	0	0	0	0	0	23	
21+92	2191.53	42	47.04	0	6.08	0	0	0	68	0	8	0	0	0	95	13	0	0	0	0	0	81	
22+00	2200	8	46.22	0	8.35	0	0	0	15	0	2	0	0	0	109	16	0	0	0	0	0	93	
22+12	2211.91	12	45.28	0	18.2	0	0	0	20	0	6	0	0	0	129	23	0	0	0	0	0	106	
22+34	2234.39	22	45.73	0	22.66	0	0	0	38	0	17	0	0	0	167	45	0	0	0	0	0	123	
22+40	2240.22	6	49.23	0	31.48	0	0	0	10	0	6	0	0	0	178	52	0	0	0	0	0	126	
22+50	2250	10	4.1	0	0.54	0	0	0	10	0	6	0	0	0	187	59	0	0	0	0	0	128	
23+00	2299.84	50	38.43	0	45.21	0	0	0	39	0	42	0	0	0	227	112	0	0	0	0	0	115	
23+00	2300	0	38.15	0	46.87	0	0	0	0	0	0	0	0	0	227	112	0	0	0	0	0	114	
23+05	2305.48	5	32.73	0	66.88	0	0	0	7	0	12	0	0	0	234	127	0	0	0	0	0	107	
23+28	2328.15	23	32.46	0	110.9	0	0	0	27	0	75	0	0	0	261	220	0	0	0	0	0	41	
23+48	2347.86	20	35.34	0	22.78	0	0	0	25	0	49	0	0	0	286	281	0	0	0	0	0	5	
23+50	2350	2	35.52	0	15.51	0	0	0	3	0	2	0	0	0	289	283	0	0	0	0	0	6	
24+00	2400	50	41.97	0	4.27	0	0	0	72	0	18	0	0	0	361	306	0	0	0	0	0	55	
24+27	2427	27	0	0	0	0	0	0	21	0	2	0	0	0	382	309	0	0	0	0	0	73	
Sta. 21+15 - Sta 24+27 Sub-Totals									400	0	250	0	0	0									

30TH AVE

STATION	Real Station	Distance	AREA (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)								Mass Ordinate
			Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Expanded		Expanded Marsh	Expanded Rock	Expanded EBS	Reduced Marsh	Reduced EBS		
															1.00	1.25	1.50	1.10	1.30	in Fill	In Fill		
																						1.00	
			Note 1	Note 2	Note 3							Note 1	Note 4	Note 5	Note 6	Note 7	Note 8						
31+20	3120		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
31+50	3150	30	57.67	0	0.11	0	0	0	32	0	0	0	0	0	32	0	0	0	0	0	32		
31+99	3199.02	49	49.43	0	10.39	0	0	0	97	0	10	0	0	0	129	12	0	0	0	0	117		
32+00	3200	1	49.02	0	10.38	0	0	0	2	0	0	0	0	0	131	12	0	0	0	0	119		
32+20	3219.87	20	40.38	0	29.88	0	0	0	33	0	15	0	0	0	164	31	0	0	0	0	133		
32+42	3241.58	22	37.28	0	37.01	0	0	0	31	0	27	0	0	0	195	65	0	0	0	0	131		
32+48	3248.06	6	42.77	0	22.88	0	0	0	10	0	7	0	0	0	205	74	0	0	0	0	131		
32+50	3250	2	46.01	0	16.31	0	0	0	3	0	1	0	0	0	208	75	0	0	0	0	133		
33+00	3300	50	55.82	0	0.74	0	0	0	94	0	16	0	0	0	302	95	0	0	0	0	207		
33+07	3306.96	7	45.46	0	135.72	0	0	0	13	0	18	0	0	0	315	117	0	0	0	0	198		
33+13	3313.43	6	43.05	0	168.58	0	0	0	11	0	36	0	0	0	326	163	0	0	0	0	163		
33+35	3335.15	22	53.64	0	21.04	0	0	0	39	0	76	0	0	0	365	258	0	0	0	0	107		
33+50	3350	15	53.2	0	18.28	0	0	0	29	0	11	0	0	0	394	271	0	0	0	0	123		
33+56	3356	6	50.43	0	16.6	0	0	0	12	0	4	0	0	0	406	276	0	0	0	0	129		
34+00	3400	44	45	0	12.95	0	0	0	78	0	24	0	0	0	483	306	0	0	0	0	177		
34+35	3435	35	0	0	0	0	0	0	29	0	8	0	0	0	513	317	0	0	0	0	196		
Sta. 31+20 - Sta 34+35 Sub-Totals									550	0	300	0	0	0									

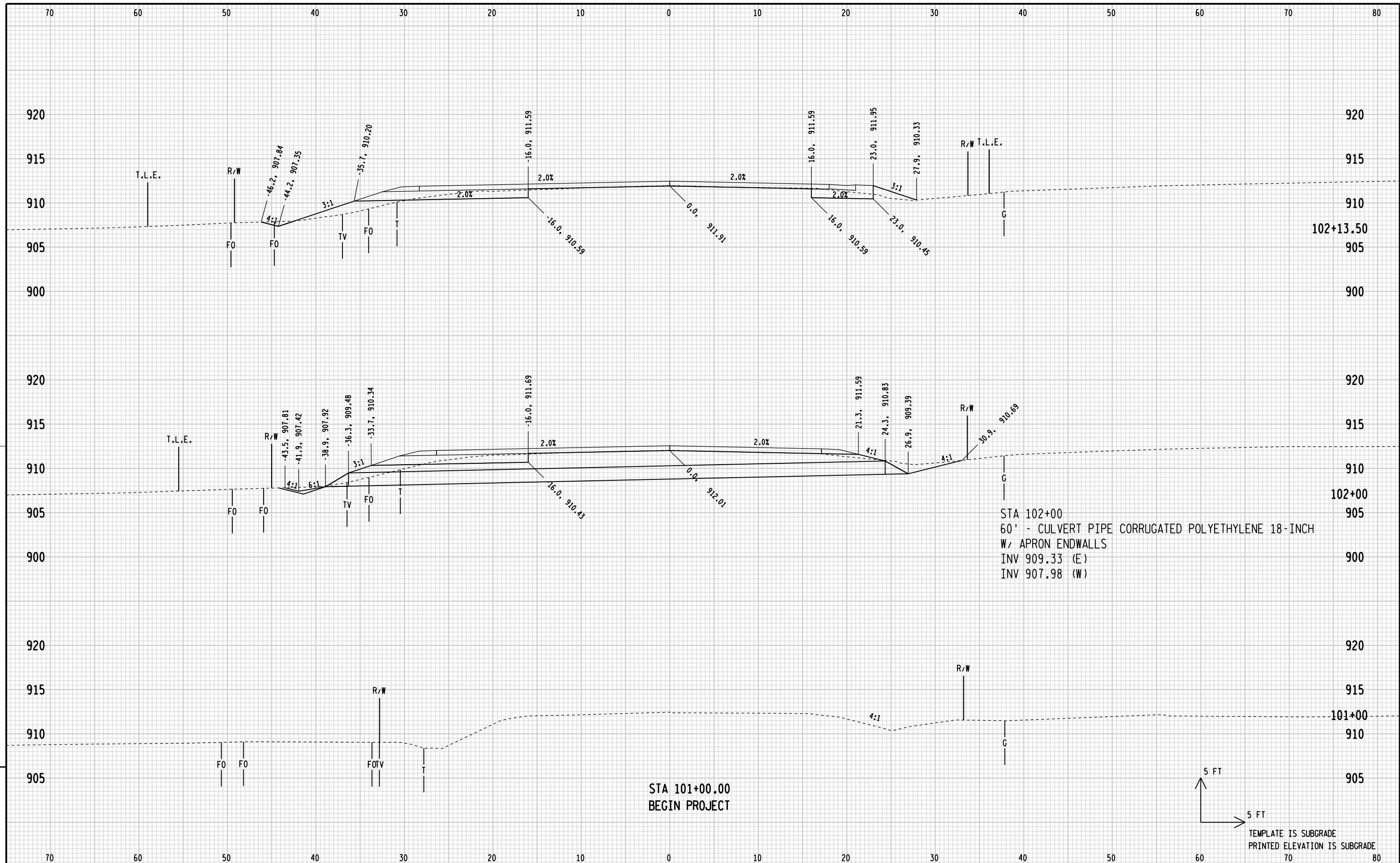
CTH T

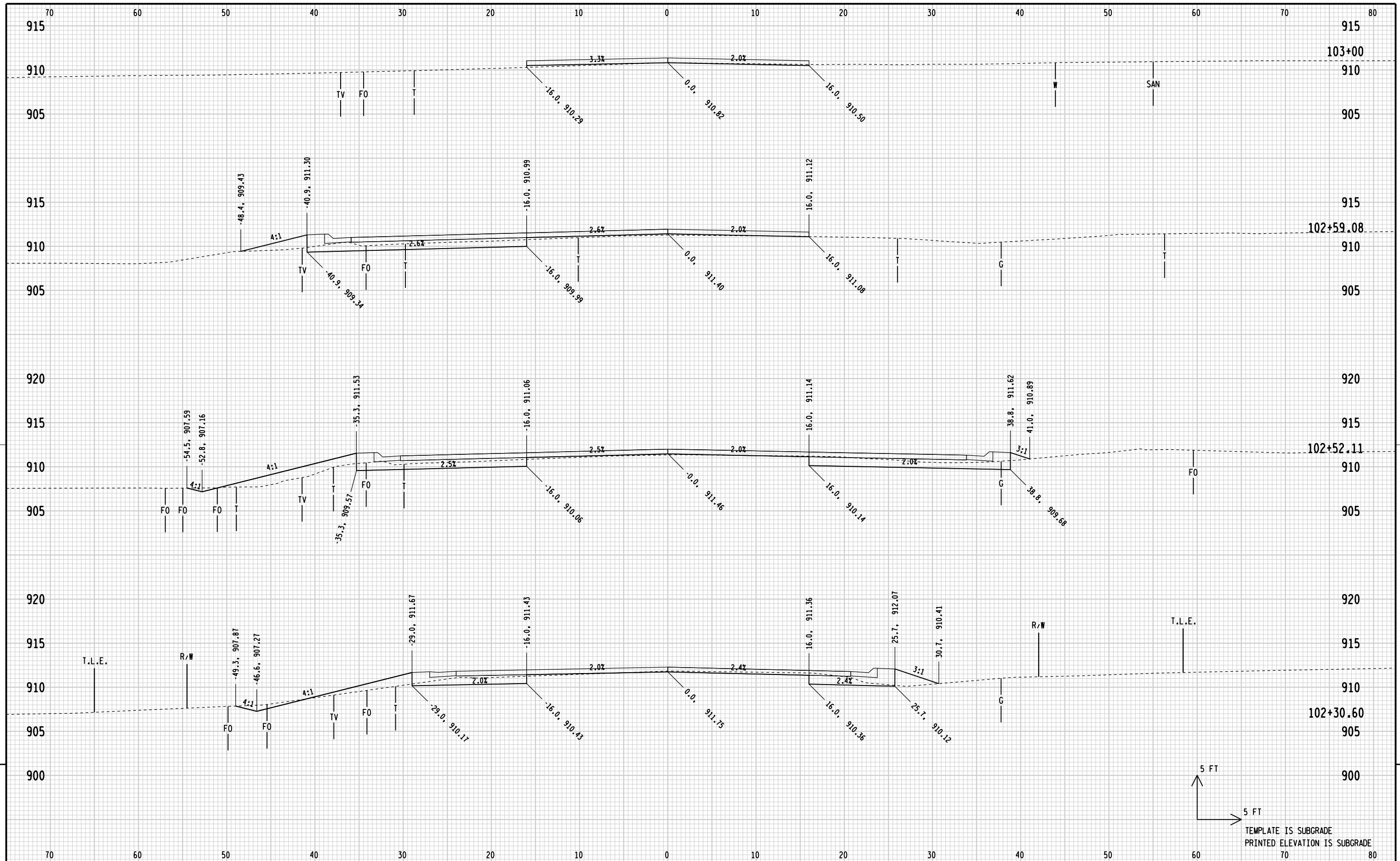
STATION	Real Station	Distance	AREA (SF)							Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)										Mass Ordinate
			Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Expanded		Expanded Marsh	Expanded Rock	Expanded EBS	Reduced Marsh		Reduced EBS				
															1.00	Fill 1.25	Backfill 1.50	1.10	Backfill 1.30	in Fill 0.60	In Fill 0.80					
																						Note 1	Note 2	Note 3	Note 4	
100+50	10050		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
101+00	10100	50	3.24	0	14.45	0	0	0	3	0	13	0	0	0	3	17	0	0	0	0	0	0	-14			
102+00	10200	100	14.7	0	9.81	0	0	0	27	0	18	0	0	0	30	39	0	0	0	0	0	0	-9			
102+13	10212.92	13	16.69	0	12.95	0	0	0	8	0	5	0	0	0	38	46	0	0	0	0	0	0	-9			
102+31	10230.85	18	23.11	0	13.89	0	0	0	13	0	9	0	0	0	51	57	0	0	0	0	0	0	-6			
102+55	10255.33	24	35.67	0	17.95	0	0	0	27	0	14	0	0	0	78	75	0	0	0	0	0	0	2			
102+59	10259.34	4	17.62	0	8.91	0	0	0	4	0	2	0	0	0	82	78	0	0	0	0	0	0	4			
103+00	10300	41	1.06	0	1.55	0	0	0	14	0	8	0	0	0	96	88	0	0	0	0	0	0	8			
103+15	10314.72	15	18.22	0	3.79	0	0	0	5	0	1	0	0	0	101	90	0	0	0	0	0	0	11			
103+18	10317.75	3	39.36	0	7.96	0	0	0	3	0	1	0	0	0	104	90	0	0	0	0	0	0	14			
103+43	10343.35	26	17.53	0	12.75	0	0	0	27	0	10	0	0	0	131	103	0	0	0	0	0	0	28			
103+60	10359.64	16	7.74	0	8.67	0	0	0	8	0	6	0	0	0	139	111	0	0	0	0	0	0	28			
104+00	10400	40	5.65	0	21.04	0	0	0	10	0	22	0	0	0	149	139	0	0	0	0	0	0	10			
105+00	10500	100	5.54	0	17.45	0	0	0	21	0	71	0	0	0	169	228	0	0	0	0	0	0	-58			
106+00	10600	100	7.03	0	10.67	0	0	0	23	0	52	0	0	0	193	293	0	0	0	0	0	0	-100			
107+00	10700	100	9.59	0	8.86	0	0	0	31	0	36	0	0	0	223	338	0	0	0	0	0	0	-114			
108+00	10800	100	0	0	0	0	0	0	18	0	16	0	0	0	241	358	0	0	0	0	0	0	-117			
108+50	10850	50	4.48	0	1.62	0	0	0	4	0	2	0	0	0	245	360	0	0	0	0	0	0	-115			
109+00	10900	50	3.44	0	2.99	0	0	0	7	0	4	0	0	0	253	366	0	0	0	0	0	0	-113			
109+50	10950	50	3	0	4.54	0	0	0	6	0	7	0	0	0	259	374	0	0	0	0	0	0	-116			
110+00	11000	50	3.67	0	4.46	0	0	0	6	0	8	0	0	0	265	385	0	0	0	0	0	0	-120			
110+50	11050	50	2.82	0	3.57	0	0	0	6	0	7	0	0	0	271	394	0	0	0	0	0	0	-123			
111+00	11100	50	0.73	0	4.84	0	0	0	3	0	8	0	0	0	274	404	0	0	0	0	0	0	-130			
111+50	11150	50	0	0	10.31	0	0	0	1	0	14	0	0	0	275	421	0	0	0	0	0	0	-146			
112+00	11200	50	0	0	8.66	0	0	0	0	0	18	0	0	0	275	443	0	0	0	0	0	0	-168			
112+50	11250	50	0.01	0	11.63	0	0	0	0	0	19	0	0	0	275	467	0	0	0	0	0	0	-192			
113+00	11300	50	0	0	20.35	0	0	0	0	0	30	0	0	0	275	504	0	0	0	0	0	0	-229			
113+50	11350	50	0	0	22.73	0	0	0	0	0	40	0	0	0	275	554	0	0	0	0	0	0	-279			
114+00	11400	50	0.09	0	17.67	0	0	0	0	0	37	0	0	0	275	600	0	0	0	0	0	0	-325			
114+50	11450	50	0	0	9.31	0	0	0	0	0	25	0	0	0	275	632	0	0	0	0	0	0	-357			
115+00	11500	50	0.46	0	3.38	0	0	0	0	0	12	0	0	0	275	646	0	0	0	0	0	0	-371			
115+50	11550	50	2.69	0	2.23	0	0	0	3	0	5	0	0	0	278	653	0	0	0	0	0	0	-374			
116+00	11600	50	5.34	0	1.33	0	0	0	7	0	3	0	0	0	286	657	0	0	0	0	0	0	-371			
116+50	11650	50	5.77	0	0.9	0	0	0	10	0	2	0	0	0	296	660	0	0	0	0	0	0	-363			
117+00	11700	50	3.71	0	1.1	0	0	0	9	0	2	0	0	0	305	662	0	0	0	0	0	0	-357			
117+50	11750	50	1.7	0	2.18	0	0	0	5	0	3	0	0	0	310	666	0	0	0	0	0	0	-356			
118+00	11800	50	1.31	0	3.68	0	0	0	3	0	5	0	0	0	313	672	0	0	0	0	0	0	-360			
118+50	11850	50	0.84	0	2.97	0	0	0	2	0	6	0	0	0	315	680	0	0	0	0	0	0	-365			
119+00	11900	50	0.7	0	2.68	0	0	0	1	0	5	0	0	0	316	687	0	0	0	0	0	0	-371			
119+50	11950	50	0.71	0	2.08	0	0	0	1	0	4	0	0	0	317	692	0	0	0	0	0	0	-375			
120+00	12000	50	1.13	0	2.27	0	0	0	2	0	4	0	0	0	319	697	0	0	0	0	0	0	-378			
120+50	12050	50	0.53	0	2.69	0	0	0	2	0	5	0	0	0	321	703	0	0	0	0	0	0	-382			
121+00	12100	50	0.01	0	8.15	0	0	0	1	0	10	0	0	0	321	715	0	0	0	0	0	0	-394			
121+50	12150	50	0	0	17.98	0	0	0	0	0	24	0	0	0	321	746	0	0	0	0	0	0	-425			
122+00	12200	50	0.06	0	13.07	0	0	0	0	0	29	0	0	0	321	782	0	0	0	0	0	0	-460			
122+50	12250	50	0	0	5.37	0	0	0	0	0	17	0	0	0	321	803	0	0	0	0	0	0	-482			
123+00	12300	50	1.05	0	3.9																					

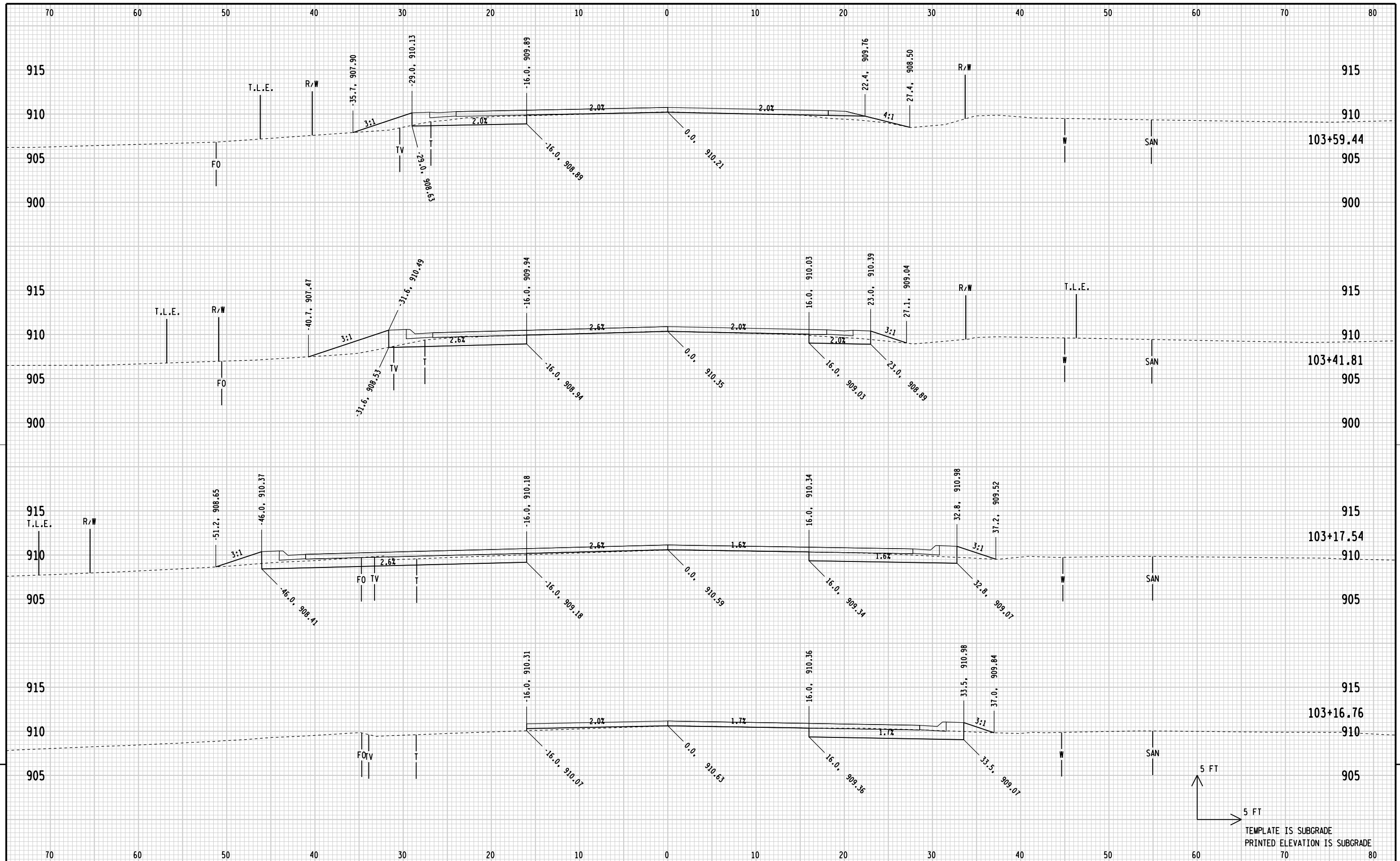
STATION	Real Station	Distance	AREA (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)								Mass Ordinate
			Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Expanded		Expanded Marsh	Expanded Rock	Expanded EBS	Reduced Marsh	Reduced EBS		
															1.00	1.25	Backfill 1.50	1.10	Backfill 1.30	in Fill 0.60	In Fill 0.80		
															Note 1		Note 4		Note 5		Note 6	Note 7	Note 8
134+00	13400	50	1.54	0	3.15	0	0	0	3	0	7	0	0	0	352	1174	0	0	0	0	0	-822	
134+50	13450	50	2.2	0	3.19	0	0	0	3	0	6	0	0	0	356	1181	0	0	0	0	0	-826	
135+00	13500	50	0.01	0	5.49	0	0	0	2	0	8	0	0	0	358	1192	0	0	0	0	0	-834	
135+50	13550	50	0	0	18.39	0	0	0	0	0	22	0	0	0	358	1219	0	0	0	0	0	-861	
136+00	13600	50	0	0	29.59	0	0	0	0	0	44	0	0	0	358	1275	0	0	0	0	0	-917	
136+50	13650	50	0	0	28.15	0	0	0	0	0	53	0	0	0	358	1342	0	0	0	0	0	-984	
137+00	13700	50	0	0	25.39	0	0	0	0	0	50	0	0	0	358	1403	0	0	0	0	0	-1046	
137+50	13750	50	0	0	18.86	0	0	0	0	0	41	0	0	0	358	1455	0	0	0	0	0	-1097	
138+00	13800	50	0	0	11	0	0	0	0	0	28	0	0	0	358	1489	0	0	0	0	0	-1131	
138+50	13850	50	0.31	0	2.91	0	0	0	0	0	13	0	0	0	358	1505	0	0	0	0	0	-1147	
139+00	13900	50	8.77	0	0.05	0	0	0	8	0	3	0	0	0	367	1509	0	0	0	0	0	-1142	
139+50	13950	50	9.75	0	0	0	0	0	17	0	0	0	0	0	384	1509	0	0	0	0	0	-1125	
140+00	14000	50	0	0	4.67	0	0	0	9	0	4	0	0	0	393	1514	0	0	0	0	0	-1121	
140+09	14009.04	9	9.84	0	3.17	0	0	0	2	0	1	0	0	0	394	1516	0	0	0	0	0	-1121	
140+51	14051.2	42	24.62	0	5.66	0	0	0	27	0	7	0	0	0	421	1524	0	0	0	0	0	-1103	
141+00	14100	49	2.4	0	2.93	0	0	0	24	0	8	0	0	0	446	1534	0	0	0	0	0	-1088	
141+10	14110.34	10	13.09	0	19.71	0	0	0	3	0	4	0	0	0	449	1540	0	0	0	0	0	-1091	
141+39	14138.8	28	28.12	0	5.3	0	0	0	22	0	13	0	0	0	470	1556	0	0	0	0	0	-1086	
142+00	14200	61	0.01	0	5.09	0	0	0	32	0	12	0	0	0	502	1571	0	0	0	0	0	-1068	
142+50	14250	50	2.44	0	1.9	0	0	0	2	0	6	0	0	0	505	1579	0	0	0	0	0	-1074	
143+00	14300	50	4.64	0	0.96	0	0	0	7	0	3	0	0	0	511	1582	0	0	0	0	0	-1071	
143+50	14350	50	2.86	0	2.11	0	0	0	7	0	3	0	0	0	518	1586	0	0	0	0	0	-1068	
144+00	14400	50	1.14	0	2.71	0	0	0	4	0	4	0	0	0	522	1591	0	0	0	0	0	-1070	
144+50	14450	50	0.57	0	4.94	0	0	0	2	0	7	0	0	0	523	1600	0	0	0	0	0	-1077	
145+00	14500	50	0.32	0	5.37	0	0	0	1	0	10	0	0	0	524	1612	0	0	0	0	0	-1088	
145+50	14550	50	2.11	0	2.48	0	0	0	2	0	7	0	0	0	526	1621	0	0	0	0	0	-1095	
146+00	14600	50	4.05	0	1.08	0	0	0	6	0	3	0	0	0	532	1625	0	0	0	0	0	-1093	
146+50	14650	50	5.26	0	0.67	0	0	0	9	0	2	0	0	0	541	1627	0	0	0	0	0	-1087	
147+00	14700	50	6.69	0	0.13	0	0	0	11	0	1	0	0	0	552	1628	0	0	0	0	0	-1076	
147+50	14750	50	7.27	0	0.2	0	0	0	13	0	0	0	0	0	565	1629	0	0	0	0	0	-1064	
148+00	14800	50	4.2	0	0.26	0	0	0	11	0	0	0	0	0	575	1629	0	0	0	0	0	-1054	
148+50	14850	50	0.9	0	1.44	0	0	0	5	0	2	0	0	0	580	1631	0	0	0	0	0	-1051	
149+00	14900	50	0.04	0	5.48	0	0	0	1	0	6	0	0	0	581	1639	0	0	0	0	0	-1058	
149+50	14950	50	0	0	12.07	0	0	0	0	0	16	0	0	0	581	1659	0	0	0	0	0	-1078	
150+00	15000	50	0	0	17.31	0	0	0	0	0	27	0	0	0	581	1694	0	0	0	0	0	-1112	
150+50	15050	50	0.23	0	10.08	0	0	0	0	0	25	0	0	0	581	1725	0	0	0	0	0	-1144	
151+00	15100	50	1.08	0	2.95	0	0	0	1	0	12	0	0	0	582	1740	0	0	0	0	0	-1158	
151+50	15150	50	0.91	0	3.46	0	0	0	2	0	6	0	0	0	584	1748	0	0	0	0	0	-1163	
152+00	15200	50	0.33	0	4.24	0	0	0	1	0	7	0	0	0	585	1757	0	0	0	0	0	-1171	
152+50	15250	50	0.01	0	4.27	0	0	0	0	0	8	0	0	0	586	1766	0	0	0	0	0	-1181	
153+00	15300	50	0.04	0	3.1	0	0	0	0	0	7	0	0	0	586	1775	0	0	0	0	0	-1189	
153+50	15350	50	2.04	0	0.82	0	0	0	2	0	4	0	0	0	588	1780	0	0	0	0	0	-1192	
154+00	15400	50	3.34	0	1.01	0	0	0	5	0	2	0	0	0	593	1782	0	0	0	0	0	-1189	
154+50	15450	50	1.02	0	2.7	0	0	0	4	0	3	0	0	0	597	1786	0	0	0	0	0	-1189	
155+00	15500	50	0	0	12.42	0	0	0	1	0	14	0	0	0									

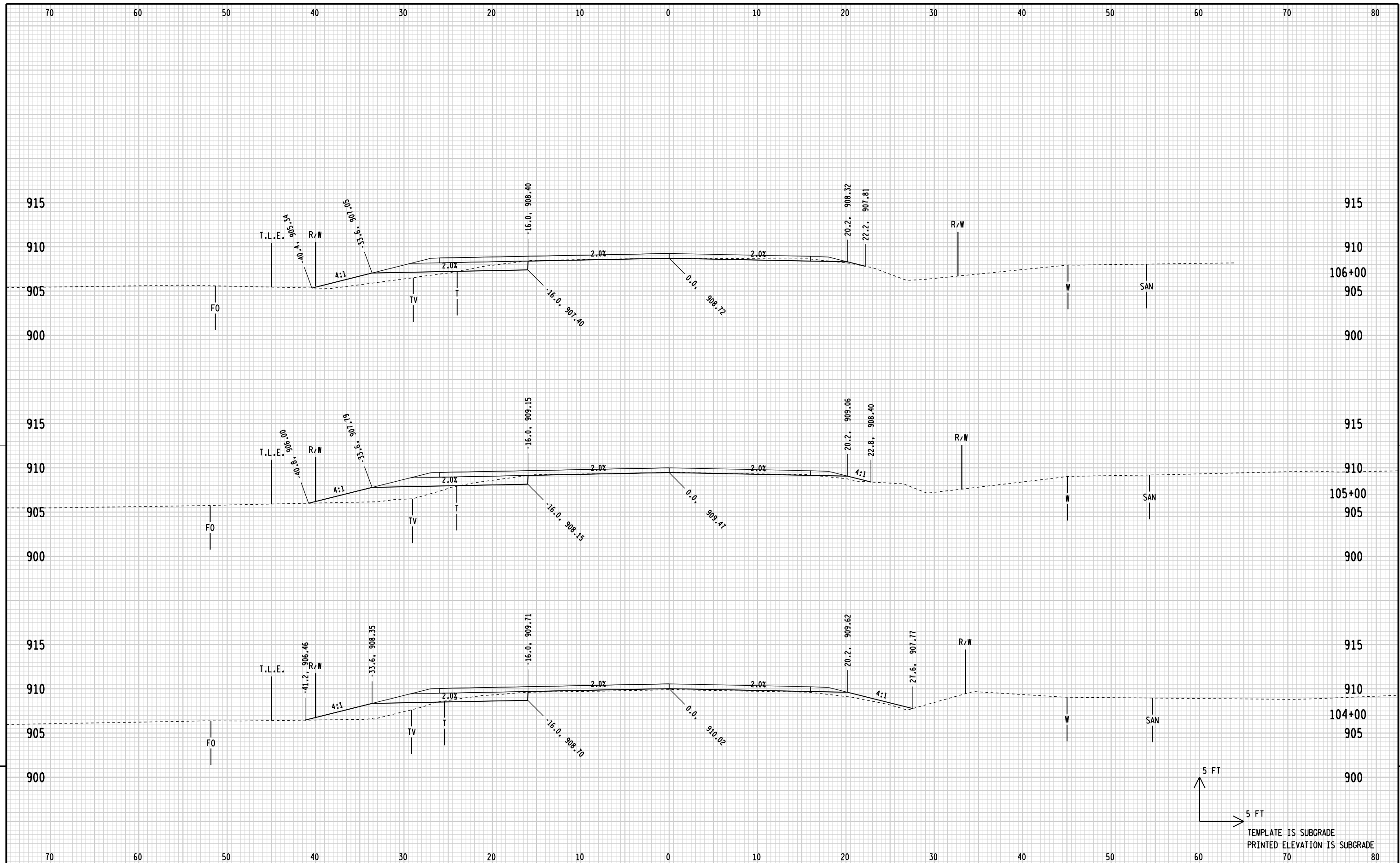
STATION	Real Station	Distance	AREA (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)										Mass Ordinate
			Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Expanded		Expanded Marsh	Expanded Rock	Expanded EBS	Reduced Marsh	Reduced EBS				
															1.00	Fill 1.25	Backfill 1.50	Rock 1.10	Backfill 1.30	in Fill 0.60	In Fill 0.80				
																						Note 1	Note 2	Note 3	
166+50	16650	50	0	0	6.18	0	0	0	0	0	14	0	0	0	685	2263	0	0	0	0	0	-1578			
167+00	16700	50	0.17	0	8.02	0	0	0	0	0	13	0	0	0	685	2280	0	0	0	0	0	-1595			
167+50	16750	50	1.01	0	6.82	0	0	0	1	0	14	0	0	0	686	2297	0	0	0	0	0	-1611			
168+00	16800	50	2.19	0	6.21	0	0	0	3	0	12	0	0	0	689	2312	0	0	0	0	0	-1623			
168+50	16850	50	3.85	0	5.84	0	0	0	6	0	11	0	0	0	695	2326	0	0	0	0	0	-1631			
169+00	16900	50	3.42	0	6.15	0	0	0	7	0	11	0	0	0	701	2340	0	0	0	0	0	-1638			
169+50	16950	50	0.83	0	6.53	0	0	0	4	0	12	0	0	0	705	2355	0	0	0	0	0	-1649			
170+00	17000	50	0.03	0	8.65	0	0	0	1	0	14	0	0	0	706	2372	0	0	0	0	0	-1666			
170+50	17050	50	0.01	0	10.58	0	0	0	0	0	18	0	0	0	706	2394	0	0	0	0	0	-1688			
171+00	17100	50	0.02	0	9.85	0	0	0	0	0	19	0	0	0	706	2418	0	0	0	0	0	-1712			
171+50	17150	50	1.83	0	4.27	0	0	0	2	0	13	0	0	0	708	2434	0	0	0	0	0	-1726			
172+00	17200	50	4.54	0	0	0	0	0	6	0	4	0	0	0	714	2439	0	0	0	0	0	-1725			
172+50	17250	50	6.86	0	0.49	0	0	0	11	0	0	0	0	0	724	2440	0	0	0	0	0	-1715			
173+00	17300	50	7.23	0	1.62	0	0	0	13	0	2	0	0	0	737	2442	0	0	0	0	0	-1705			
173+50	17350	50	5.94	0	1.64	0	0	0	12	0	3	0	0	0	750	2446	0	0	0	0	0	-1696			
174+00	17400	50	7.93	0	2.6	0	0	0	13	0	4	0	0	0	763	2451	0	0	0	0	0	-1689			
174+50	17450	50	3.79	0	3.42	0	0	0	11	0	6	0	0	0	773	2458	0	0	0	0	0	-1685			
175+00	17500	50	2.25	0	6.76	0	0	0	6	0	9	0	0	0	779	2470	0	0	0	0	0	-1691			
175+50	17550	50	4.26	0	2.73	0	0	0	6	0	9	0	0	0	785	2481	0	0	0	0	0	-1696			
176+00	17600	50	5.03	0	2.73	0	0	0	9	0	5	0	0	0	794	2487	0	0	0	0	0	-1694			
176+50	17650	50	4.93	0	2.97	0	0	0	9	0	5	0	0	0	803	2494	0	0	0	0	0	-1691			
177+00	17700	50	3.69	0	3.51	0	0	0	8	0	6	0	0	0	811	2501	0	0	0	0	0	-1690			
177+50	17750	50	1.41	0	3.82	0	0	0	5	0	7	0	0	0	816	2510	0	0	0	0	0	-1694			
178+00	17800	50	0.09	0	4.32	0	0	0	1	0	8	0	0	0	817	2519	0	0	0	0	0	-1702			
178+50	17850	50	0.06	0	8.44	0	0	0	0	0	12	0	0	0	817	2534	0	0	0	0	0	-1717			
179+00	17900	50	0.24	0	9.04	0	0	0	0	0	16	0	0	0	817	2554	0	0	0	0	0	-1737			
179+50	17950	50	0.01	0	11.12	0	0	0	0	0	19	0	0	0	818	2577	0	0	0	0	0	-1760			
180+00	18000	50	0	0	13.42	0	0	0	0	0	23	0	0	0	818	2606	0	0	0	0	0	-1788			
180+50	18050	50	0	0	16.04	0	0	0	0	0	27	0	0	0	818	2640	0	0	0	0	0	-1822			
181+00	18100	50	0	0	17.7	0	0	0	0	0	31	0	0	0	818	2679	0	0	0	0	0	-1861			
181+50	18150	50	0	0	18.72	0	0	0	0	0	34	0	0	0	818	2721	0	0	0	0	0	-1904			
182+00	18200	50	0	0	19.04	0	0	0	0	0	35	0	0	0	818	2765	0	0	0	0	0	-1947			
182+50	18250	50	0	0	13.88	0	0	0	0	0	30	0	0	0	818	2803	0	0	0	0	0	-1985			
183+00	18300	50	0	0	16.04	0	0	0	0	0	28	0	0	0	818	2838	0	0	0	0	0	-2020			
183+50	18350	50	0	0	14.22	0	0	0	0	0	28	0	0	0	818	2873	0	0	0	0	0	-2055			
184+00	18400	50	0.02	0	8.23	0	0	0	0	0	21	0	0	0	818	2899	0	0	0	0	0	-2081			
184+50	18450	50	0.33	0	10.18	0	0	0	0	0	17	0	0	0	818	2920	0	0	0	0	0	-2102			
185+00	18500	50	0.2	0	13.78	0	0	0	0	0	22	0	0	0	818	2948	0	0	0	0	0	-2129			
185+50	18550	50	0.11	0	16.69	0	0	0	0	0	28	0	0	0	819	2983	0	0	0	0	0	-2164			
186+00	18600	50	0.03	0	17.54	0	0	0	0	0	32	0	0	0	819	3022	0	0	0	0	0	-2204			
186+50	18650	50	0	0	18.18	0	0	0	0	0	33	0	0	0	819	3064	0	0	0	0	0	-2245			
187+00	18700	50	0	0	20.35	0	0	0	0	0	36	0	0	0	819	3108	0	0	0	0	0	-2290			
187+50	18750	50	0	0	23.34	0	0	0	0	0	40	0	0	0	819	3159	0	0	0	0	0	-2340			
188+00	18800	50	0	0	24.12	0	0	0	0	0	44	0	0	0	819	3214	0	0	0	0	0	-2395			
188+50	18850	50	0	0	23.18	0	0	0	0	0	44														

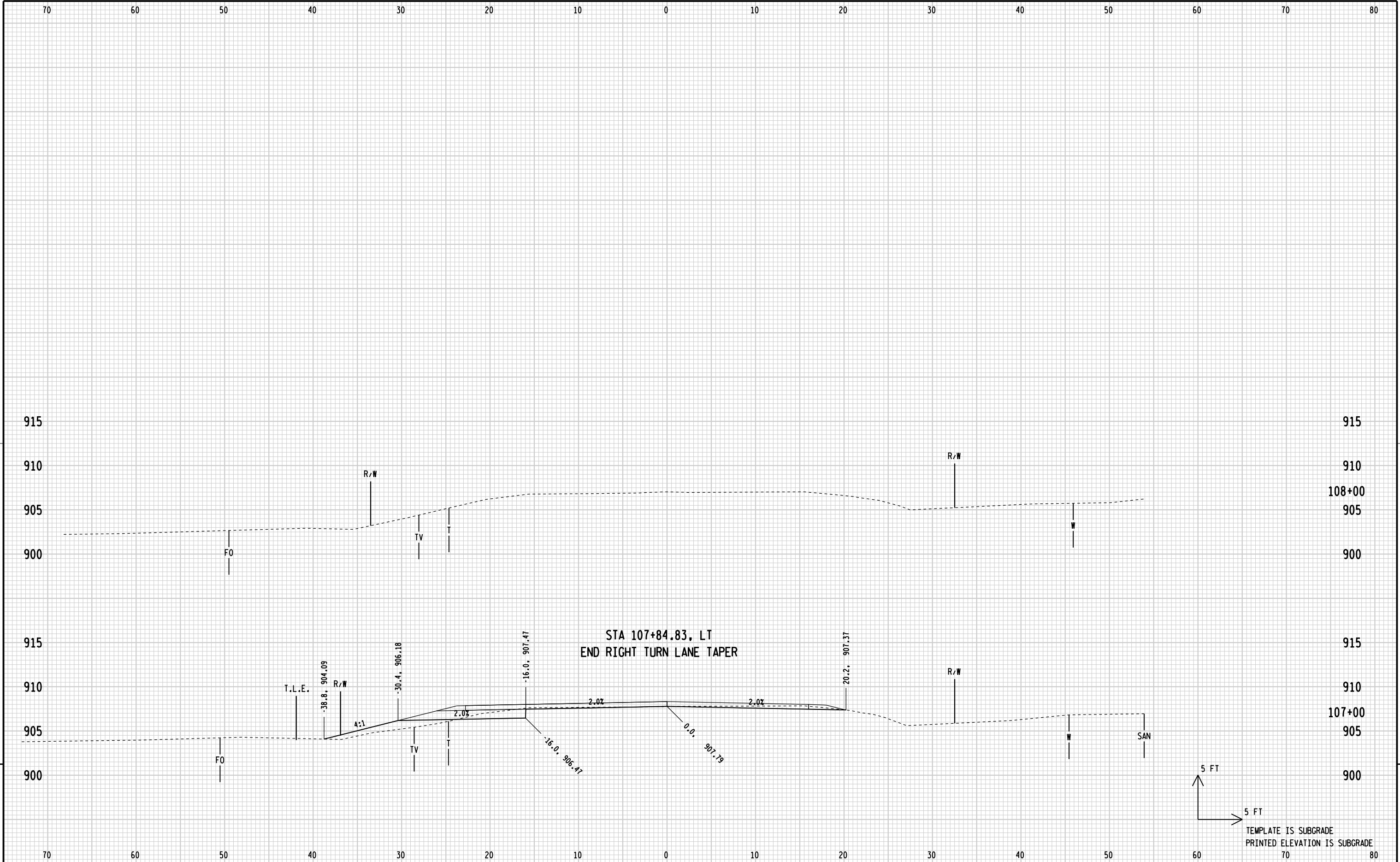
STATION	Real Station	Distance	AREA (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)								Mass Ordinate
			Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut 1.00	Expanded Fill 1.25	Expanded Marsh Backfill 1.50	Expanded Rock 1.10	Expanded EBS Backfill 1.30	Reduced Marsh in Fill 0.60	Reduced EBS In Fill 0.80		
									Note 1	Note 2	Note 3	Note 4	Note 5	Note 6	Note 7	Note 8							
202+50	20250	50	0.65	0	16.58	0	0	0	1	0	29	0	0	0	1014	3653	0	0	0	0	0	-2639	
203+00	20300	50	0.7	0	20.46	0	0	0	1	0	34	0	0	0	1016	3696	0	0	0	0	0	-2681	
203+50	20350	50	0.68	0	24.85	0	0	0	1	0	42	0	0	0	1017	3749	0	0	0	0	0	-2732	
204+00	20400	50	0.83	0	24.23	0	0	0	1	0	45	0	0	0	1018	3806	0	0	0	0	0	-2787	
204+50	20450	50	0.58	0	13.64	0	0	0	1	0	35	0	0	0	1020	3849	0	0	0	0	0	-2830	
205+00	20500	50	1.38	0	5	0	0	0	2	0	17	0	0	0	1021	3871	0	0	0	0	0	-2850	
205+50	20550	50	1.51	0	5.95	0	0	0	3	0	10	0	0	0	1024	3884	0	0	0	0	0	-2860	
206+00	20600	50	2.67	0	4.58	0	0	0	4	0	10	0	0	0	1028	3896	0	0	0	0	0	-2868	
206+50	20650	50	1.64	0	3.63	0	0	0	4	0	8	0	0	0	1032	3905	0	0	0	0	0	-2873	
207+00	20700	50	0.45	0	7.84	0	0	0	2	0	11	0	0	0	1034	3919	0	0	0	0	0	-2885	
207+50	20750	50	0.01	0	8.26	0	0	0	0	0	15	0	0	0	1034	3937	0	0	0	0	0	-2903	
208+00	20800	50	0.09	0	27.42	0	0	0	0	0	33	0	0	0	1034	3979	0	0	0	0	0	-2944	
208+20	20820.36	20	4.13	0	27.01	0	0	0	2	0	21	0	0	0	1036	4004	0	0	0	0	0	-2968	
208+41	20841.28	21	83.65	0	49.91	0	0	0	34	0	30	0	0	0	1070	4041	0	0	0	0	0	-2971	
208+63	20862.92	22	13.32	0	68.93	0	0	0	39	0	48	0	0	0	1109	4101	0	0	0	0	0	-2992	
208+69	20869.48	7	10.68	0	21.27	0	0	0	3	0	11	0	0	0	1112	4115	0	0	0	0	0	-3003	
209+00	20900	31	2.28	0	0.49	0	0	0	7	0	12	0	0	0	1119	4130	0	0	0	0	0	-3011	
209+22	20922.3	22	9.4	0	17.9	0	0	0	5	0	8	0	0	0	1124	4140	0	0	0	0	0	-3016	
209+29	20928.85	7	16.43	0	33.59	0	0	0	3	0	6	0	0	0	1127	4147	0	0	0	0	0	-3020	
209+50	20950.49	22	13.98	0	95.6	0	0	0	12	0	52	0	0	0	1139	4212	0	0	0	0	0	-3073	
209+71	20971.42	21	5.3	0	9.04	0	0	0	7	0	41	0	0	0	1147	4263	0	0	0	0	0	-3116	
210+00	21000	29	0.01	0	3.23	0	0	0	3	0	6	0	0	0	1149	4271	0	0	0	0	0	-3121	
210+50	21050	50	0	0	9.51	0	0	0	0	0	12	0	0	0	1149	4286	0	0	0	0	0	-3136	
211+00	21100	50	0	0	6.51	0	0	0	0	0	15	0	0	0	1149	4304	0	0	0	0	0	-3155	
211+50	21150	50	0.2	0	2.39	0	0	0	0	0	5	0	0	0	1150	4311	0	0	0	0	0	-3161	
212+00	21200	50	3.3	0	1.45	0	0	0	3	0	4	0	0	0	1153	4315	0	0	0	0	0	-3162	
Sta. 100+50 - Sta 212+00 Sub-Totals									1,200	0	3,500	0	0	0									







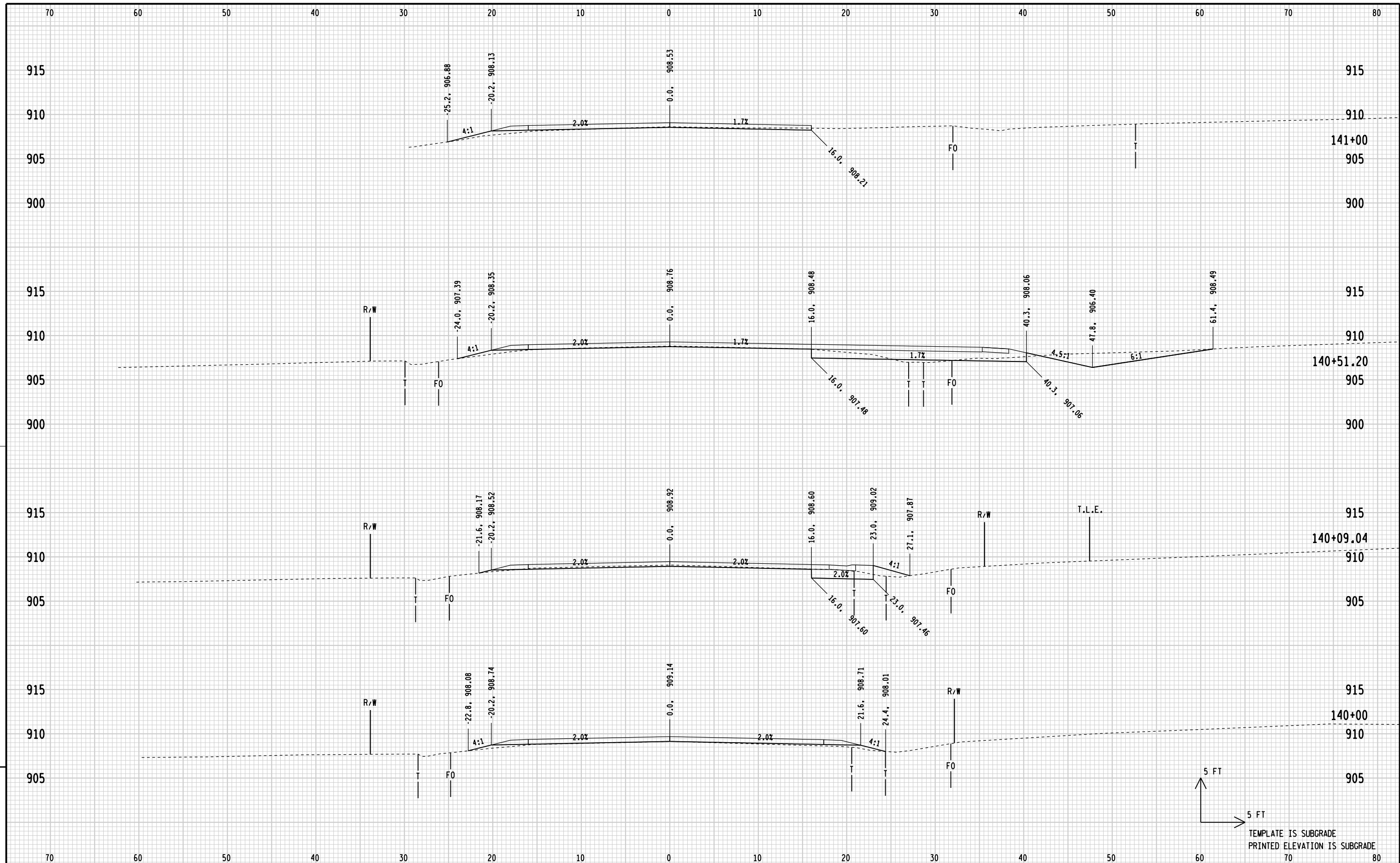


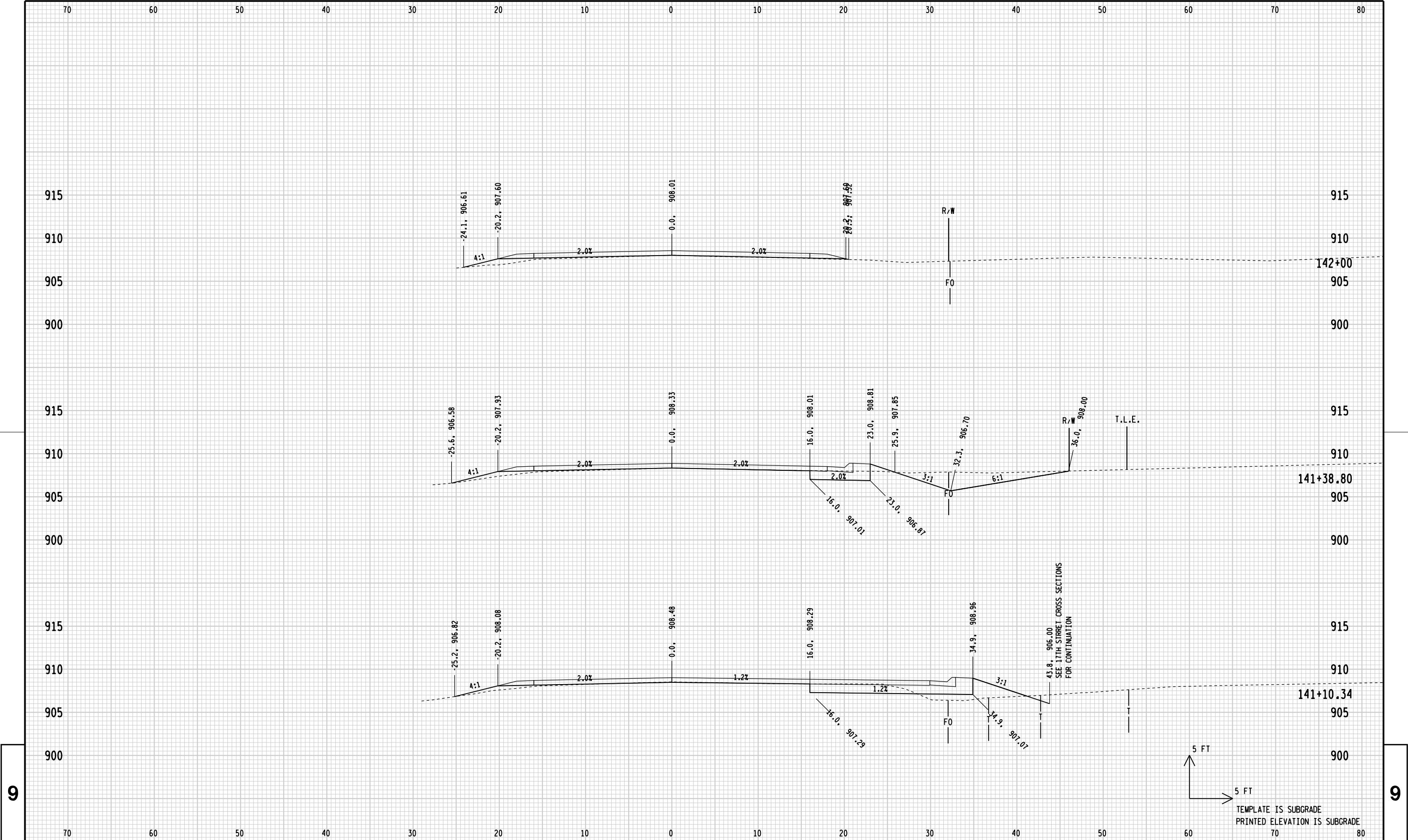


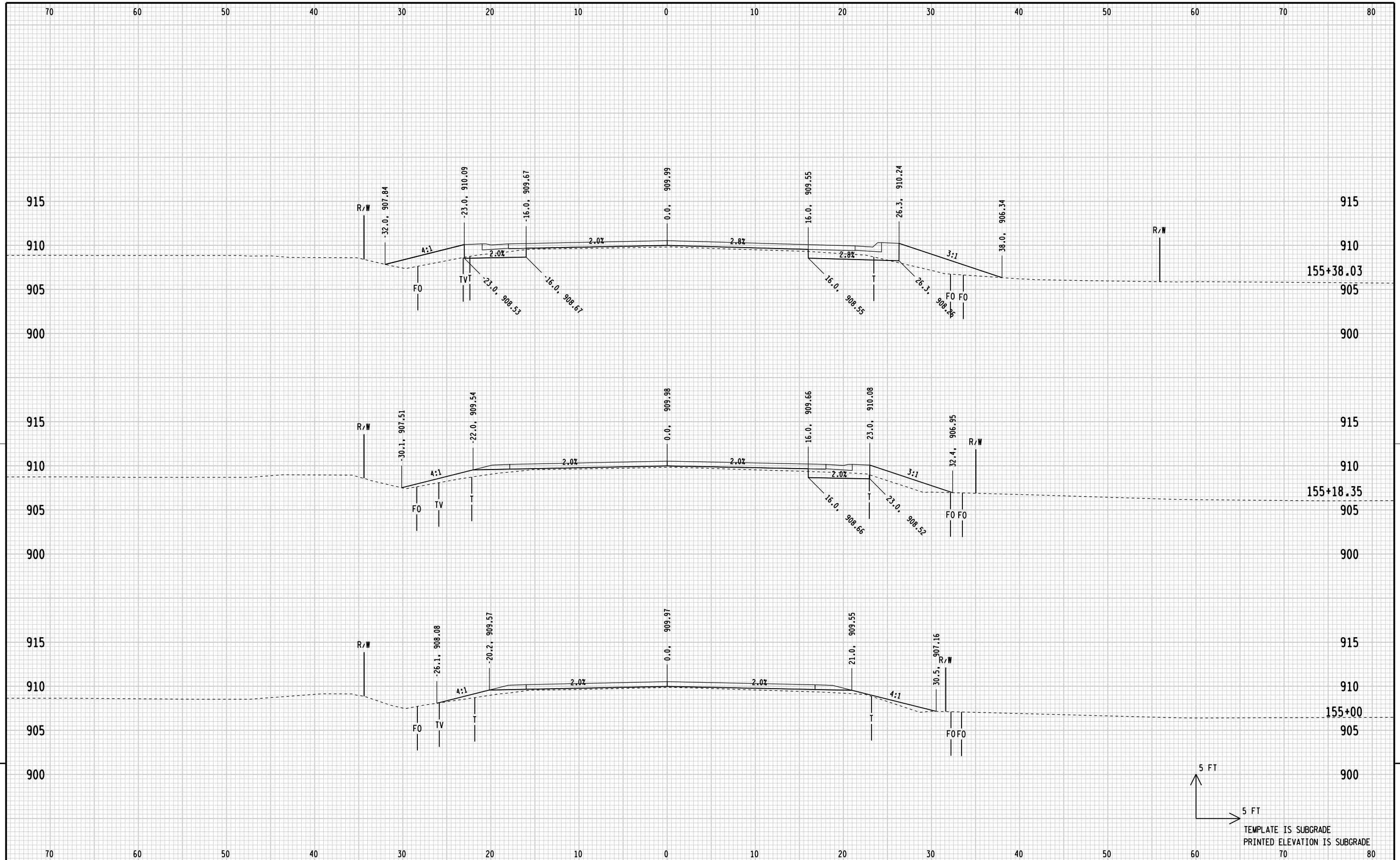
9

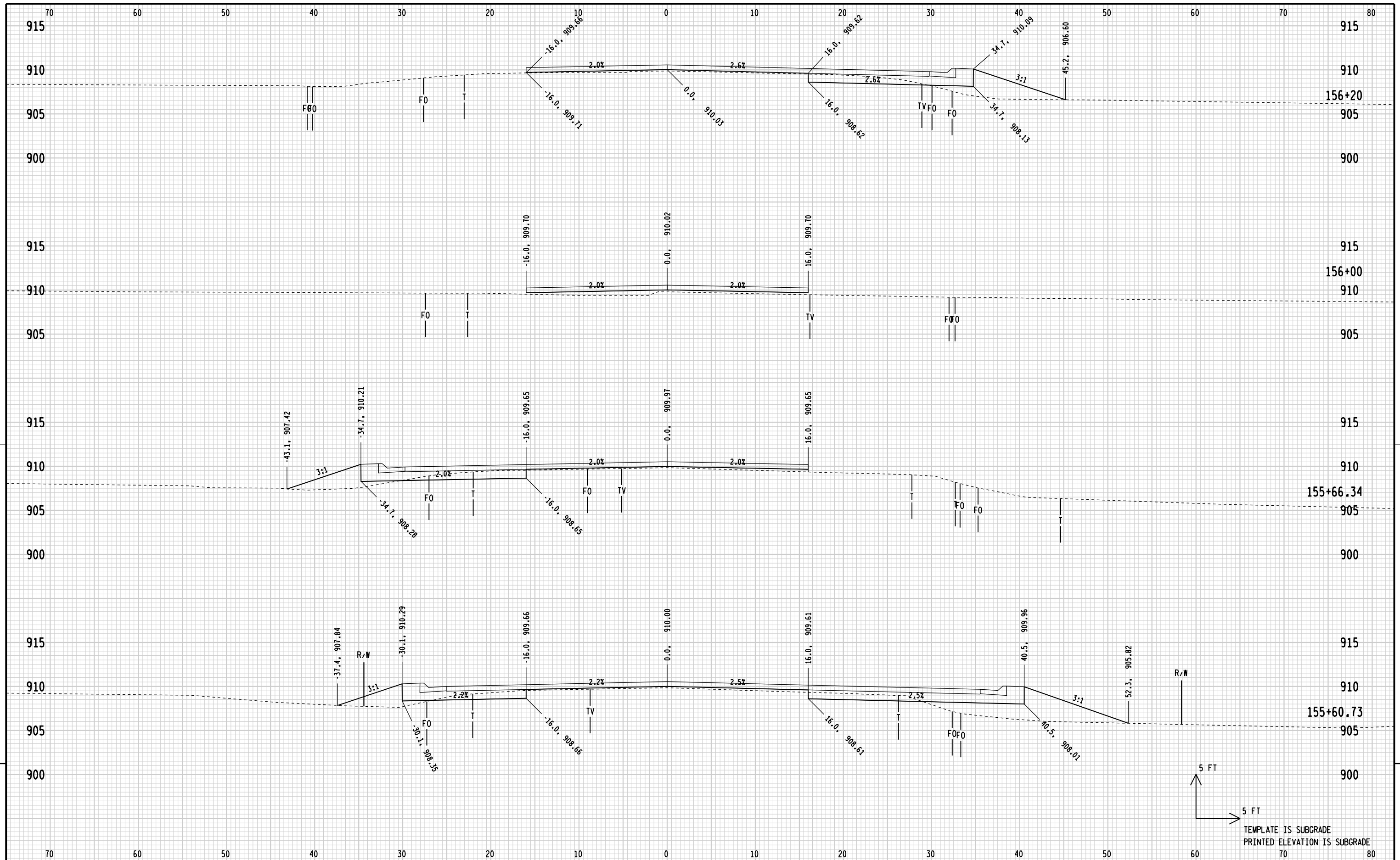
9

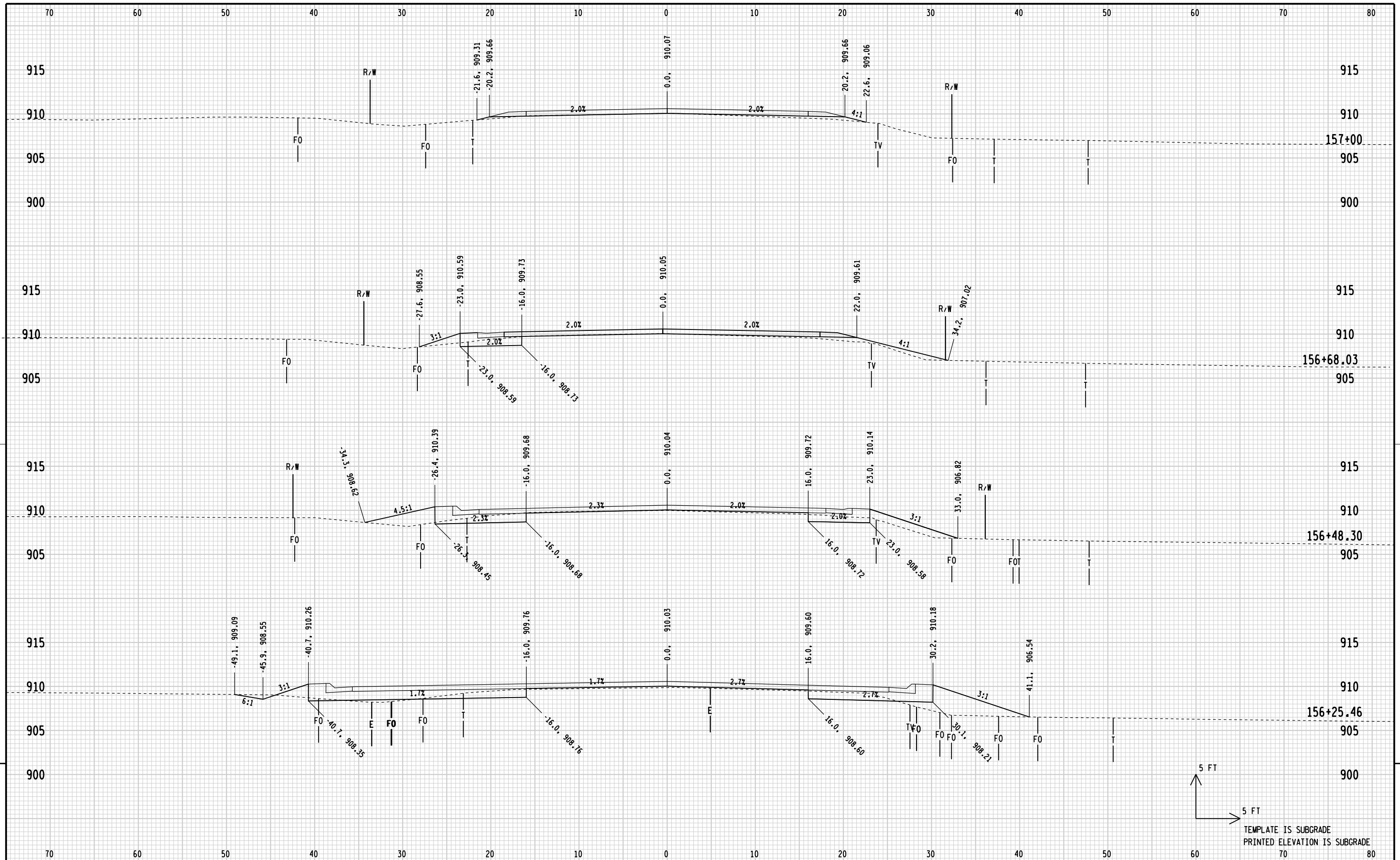
STATE PROJECT NUMBER:7865-05-70	HWY:CTH T	COUNTY:CHIPPEWA	CROSS SECTIONS: CTH T	SHEET	E
---------------------------------	-----------	-----------------	-----------------------	-------	---

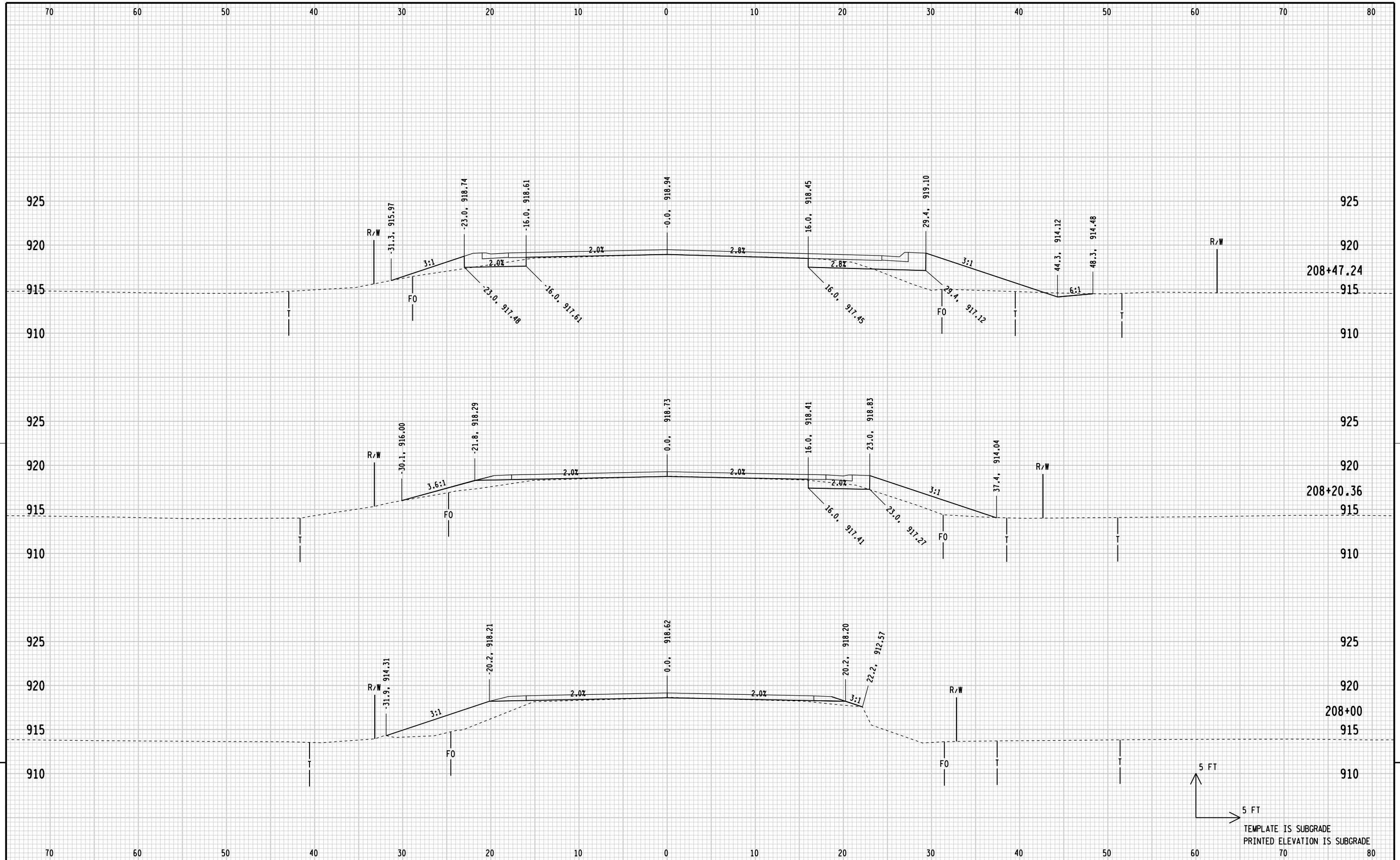




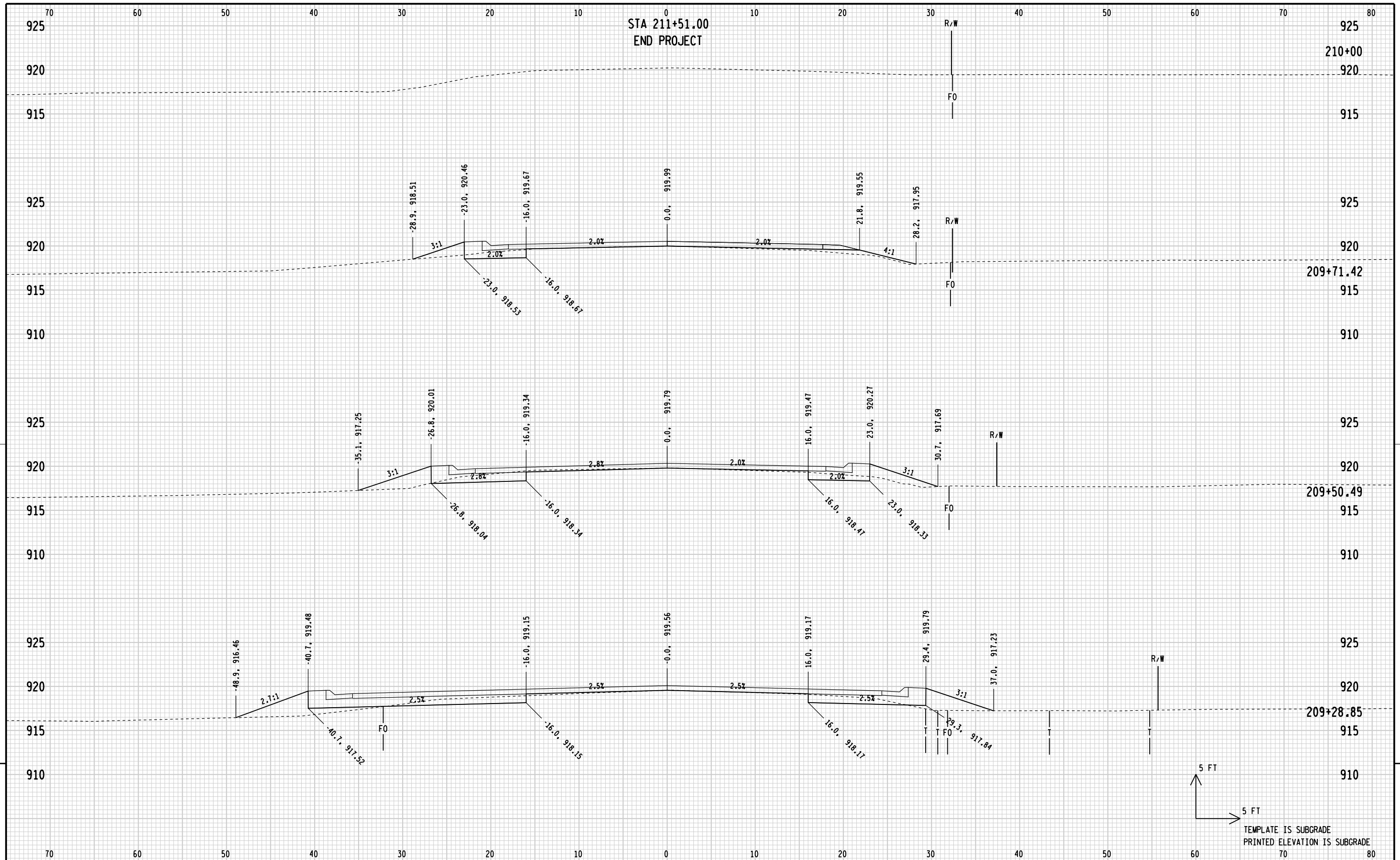


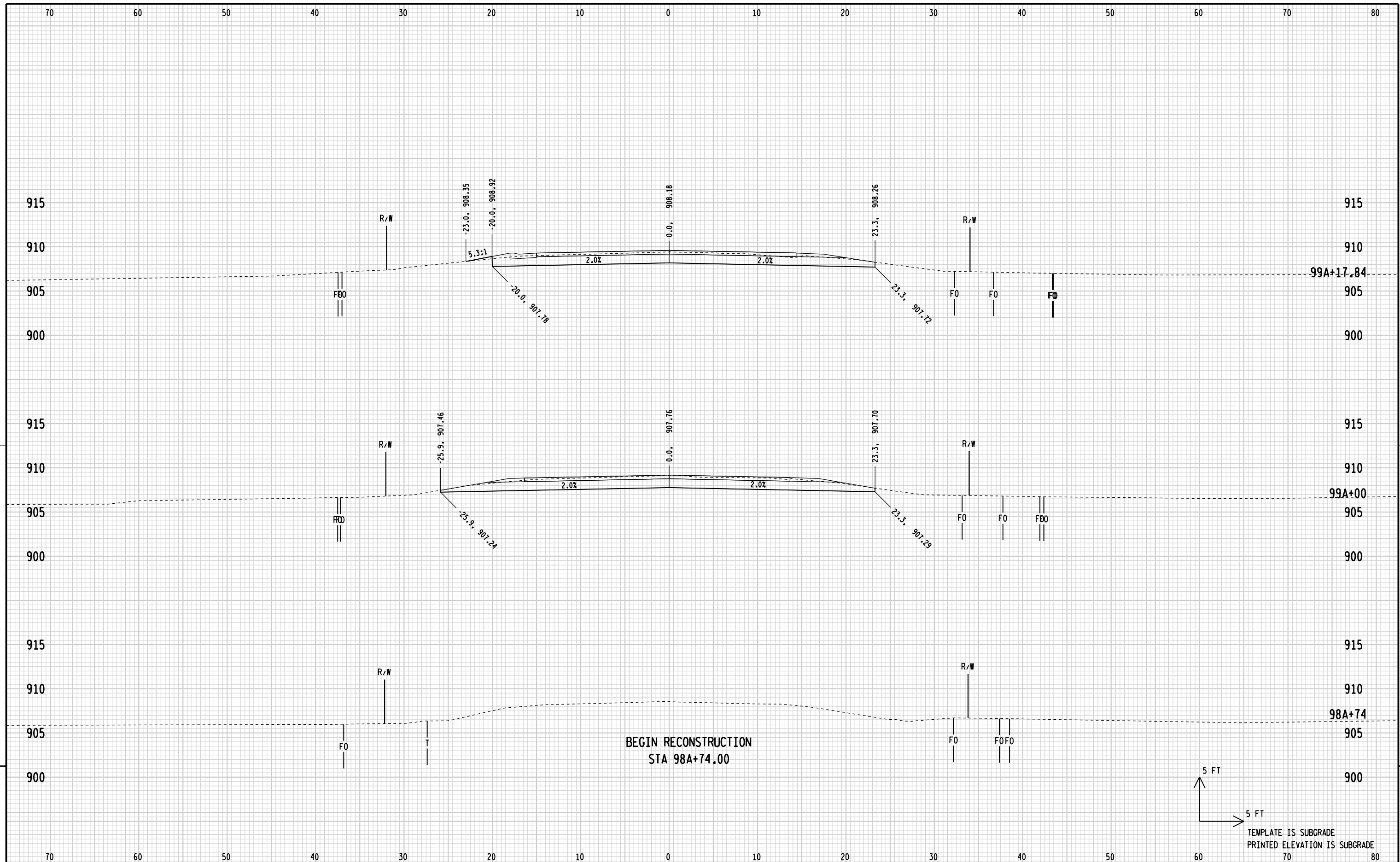


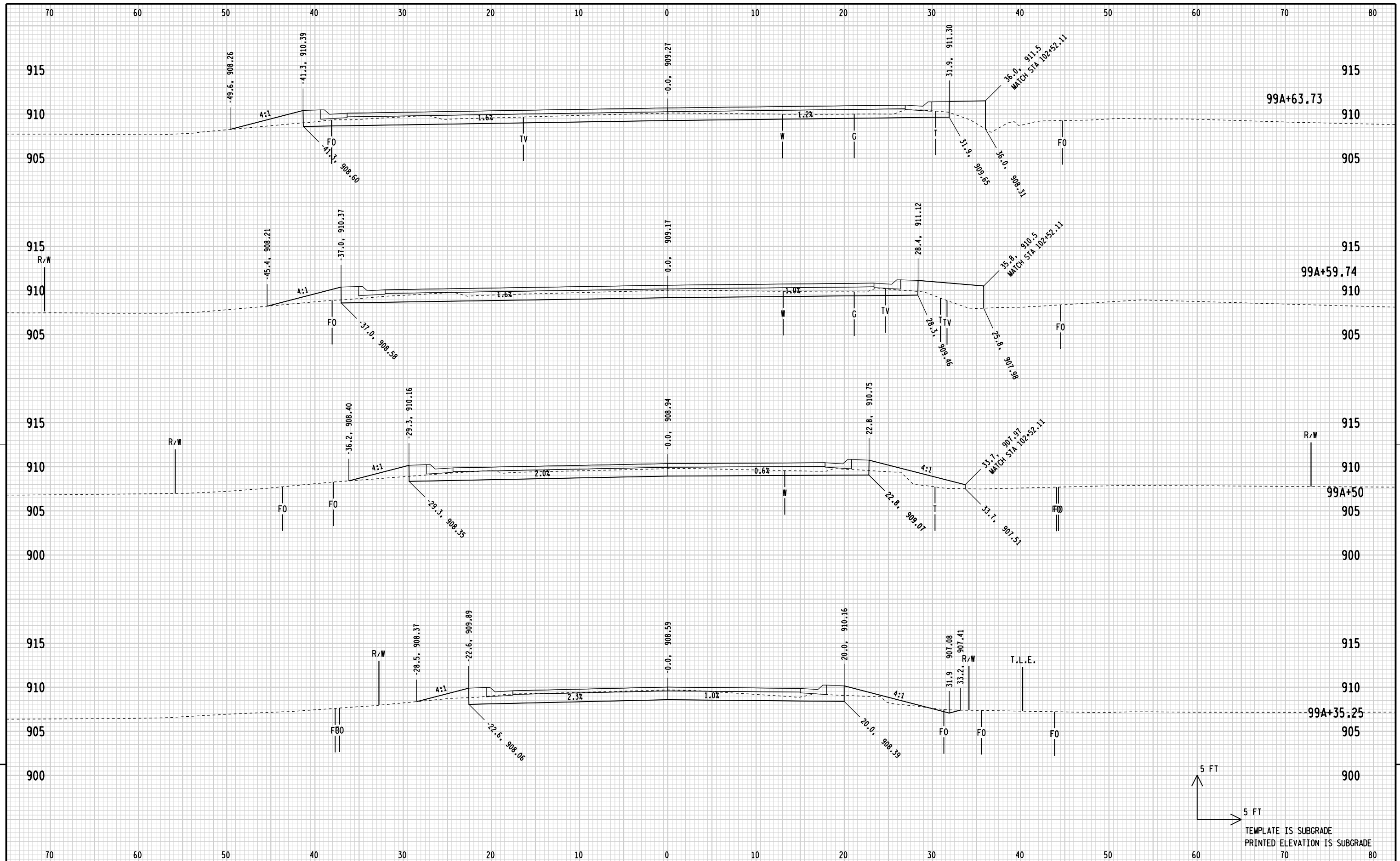




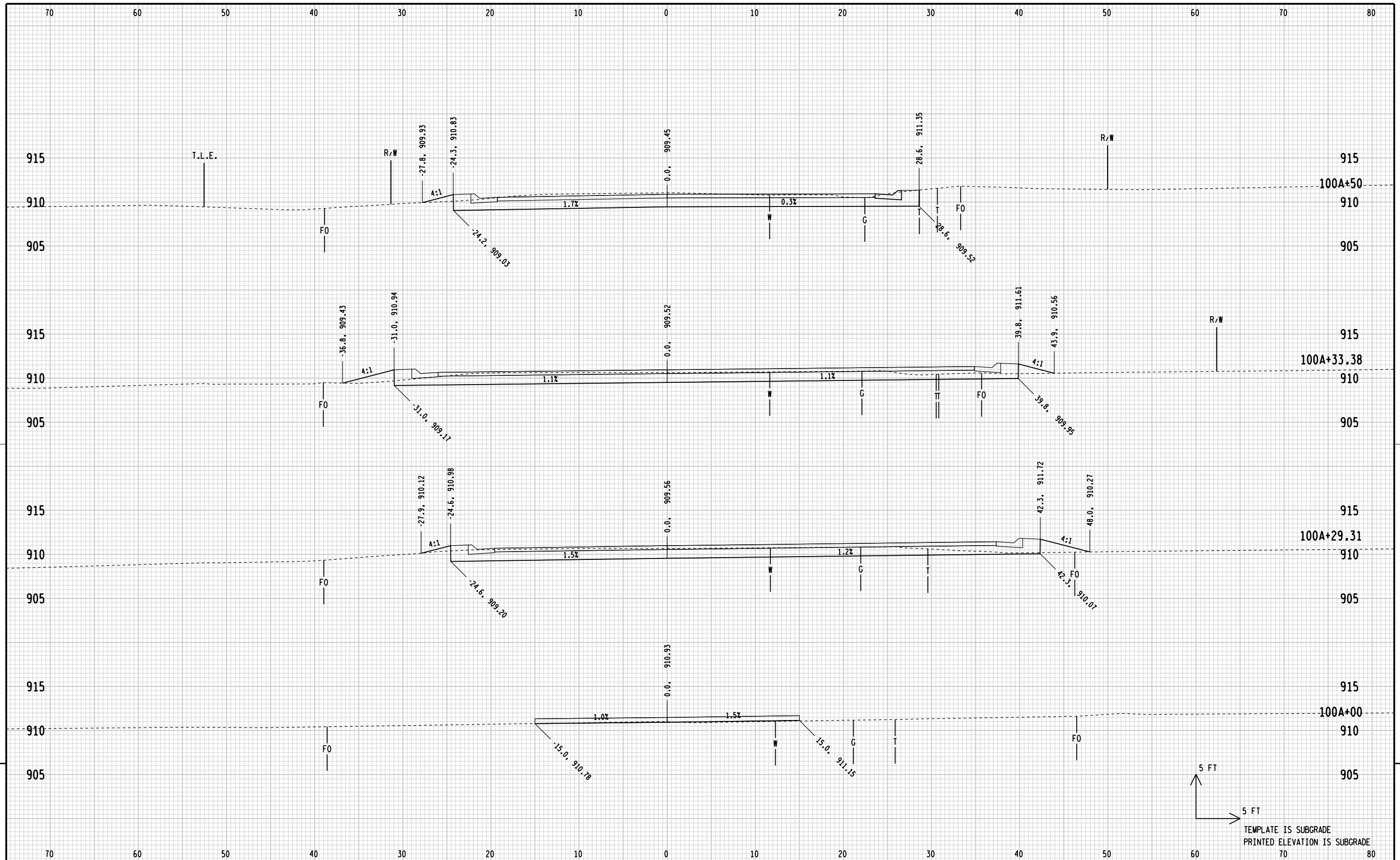




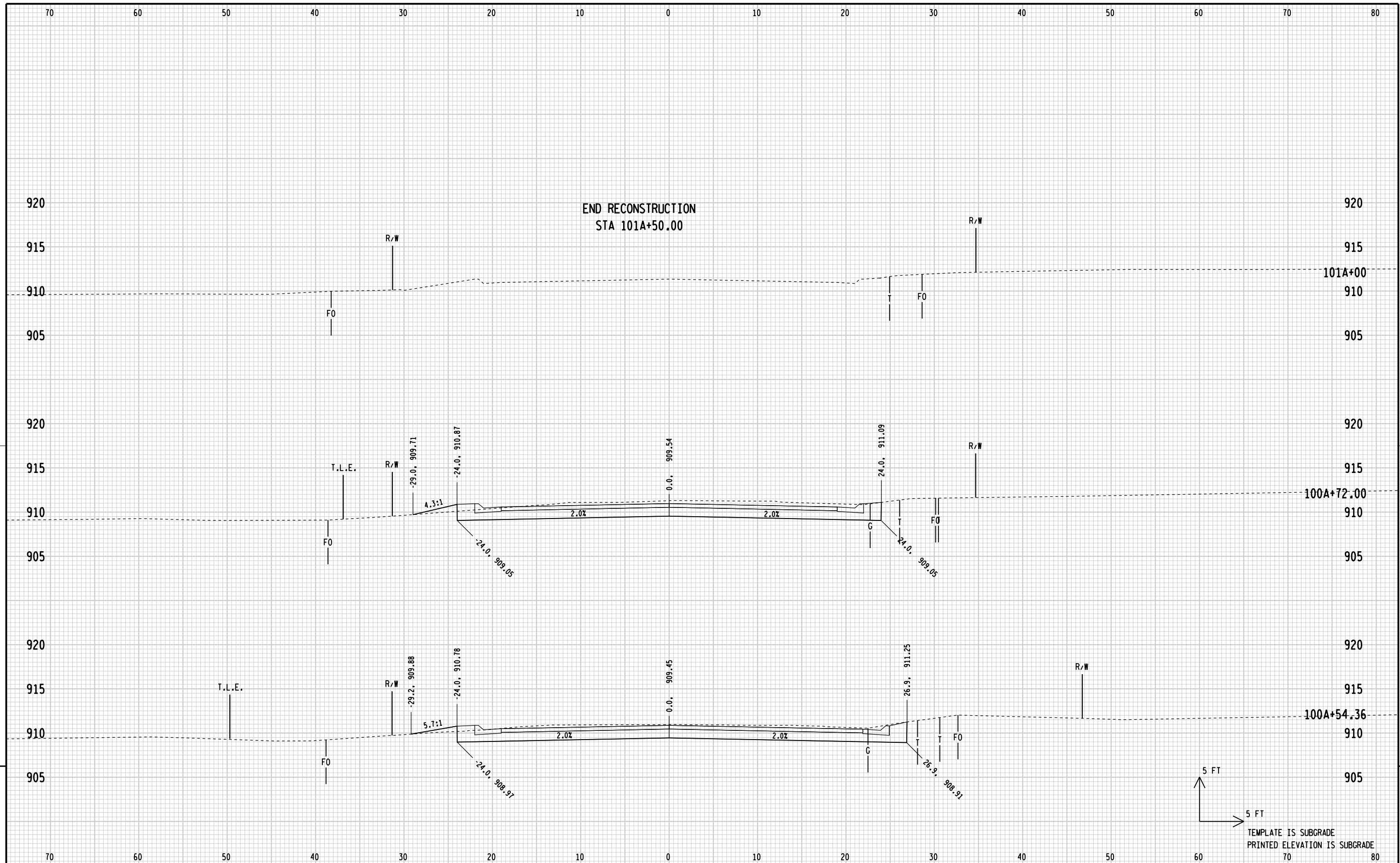


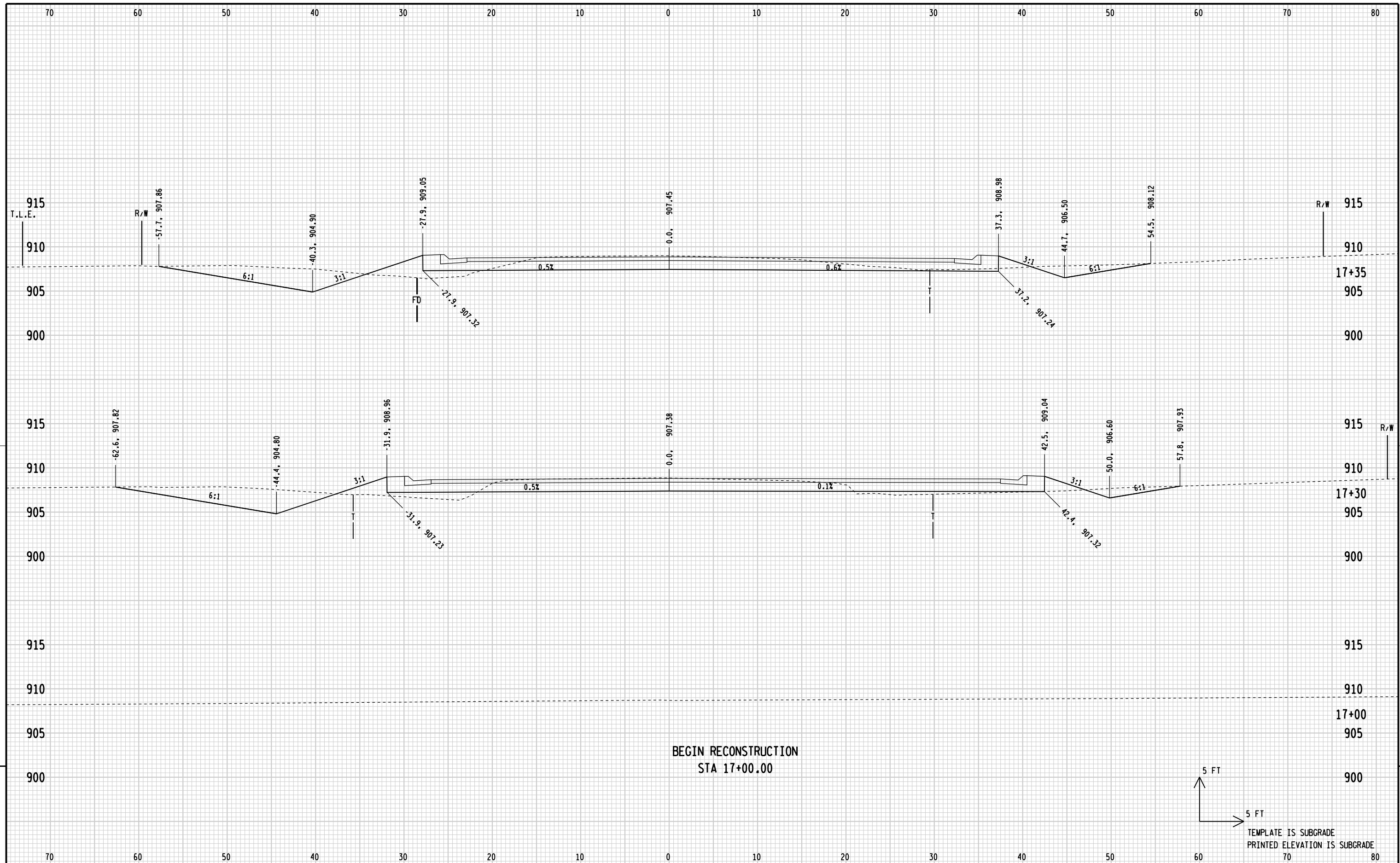


STATE PROJECT NUMBER: 7865-05-70 HWY: CTH T COUNTY: CHIPPEWA CROSS SECTIONS: 10TH AVENUE SHEET 9

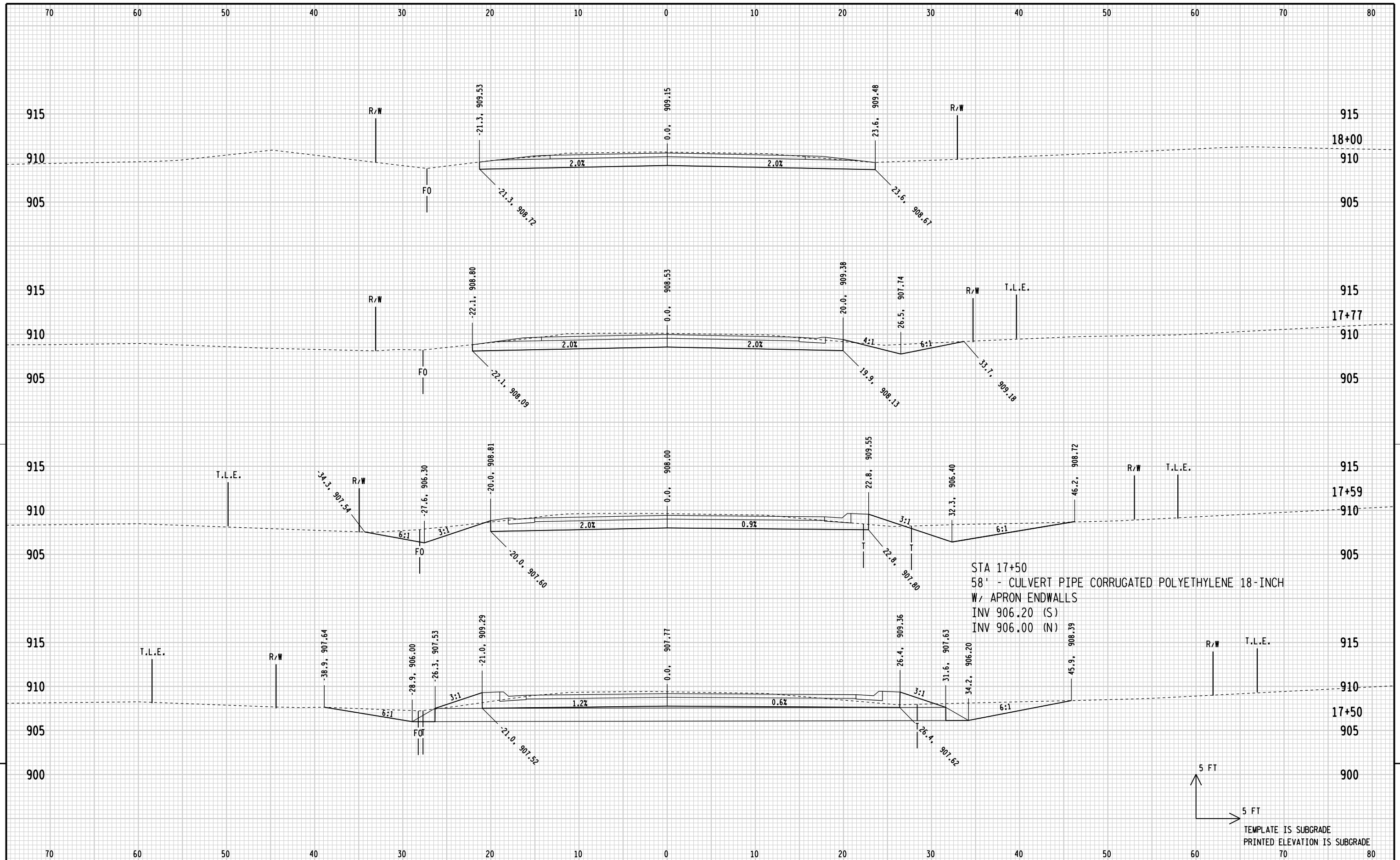


STATE PROJECT NUMBER:7865-05-70	HWY:CTH T	COUNTY:CHIPPEWA	CROSS SECTIONS: 10TH AVENUE	SHEET	E
---------------------------------	-----------	-----------------	-----------------------------	-------	---

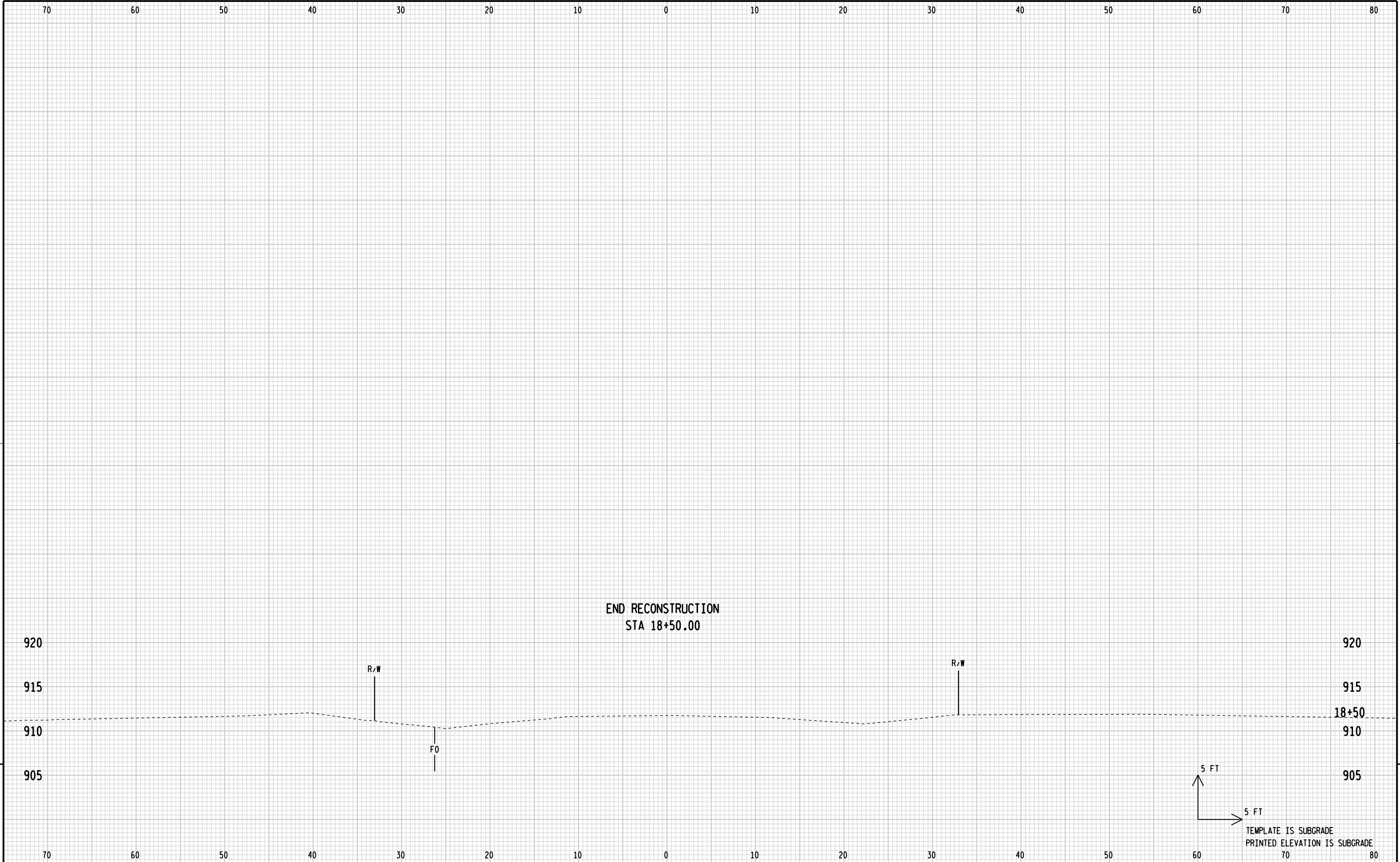


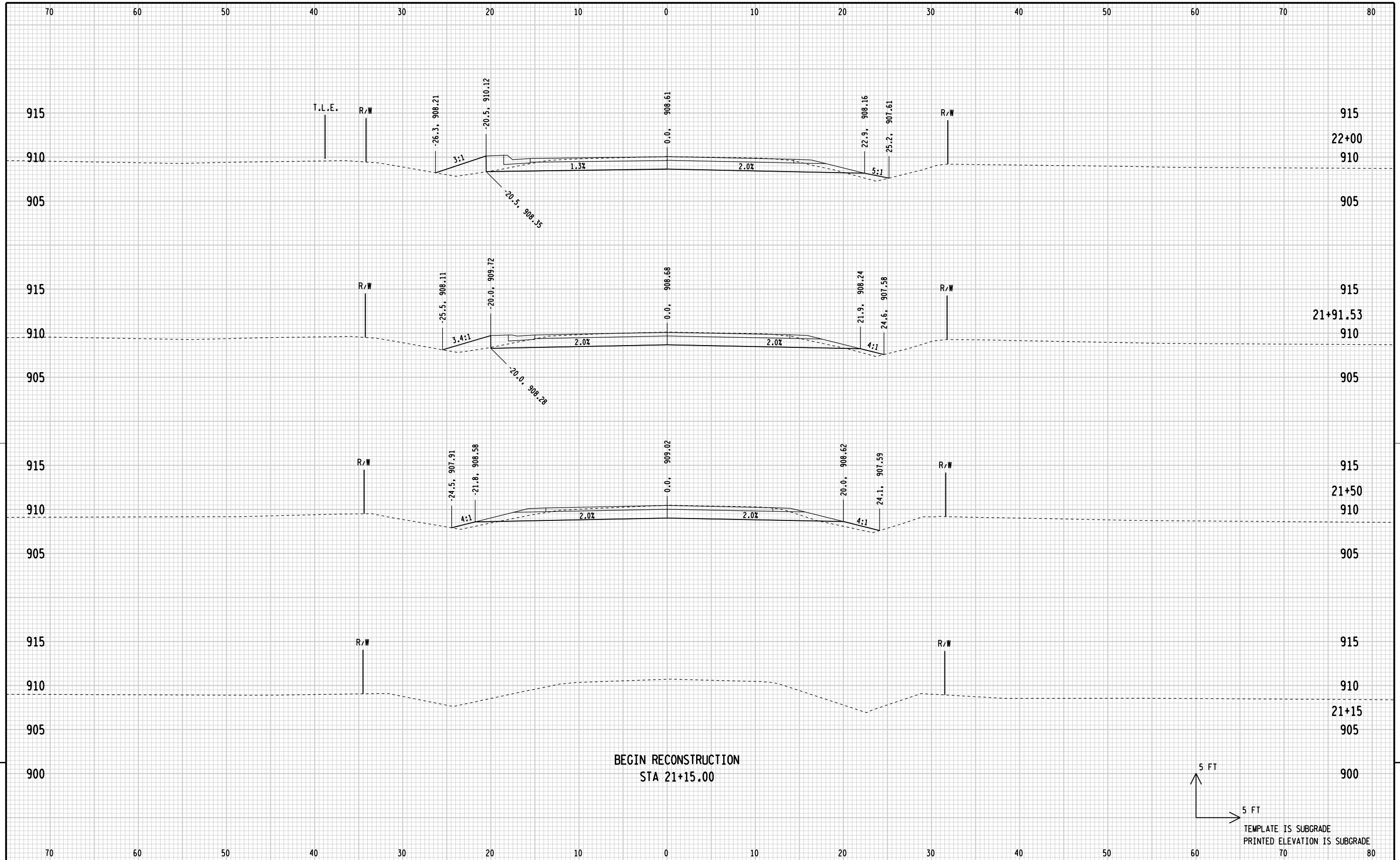


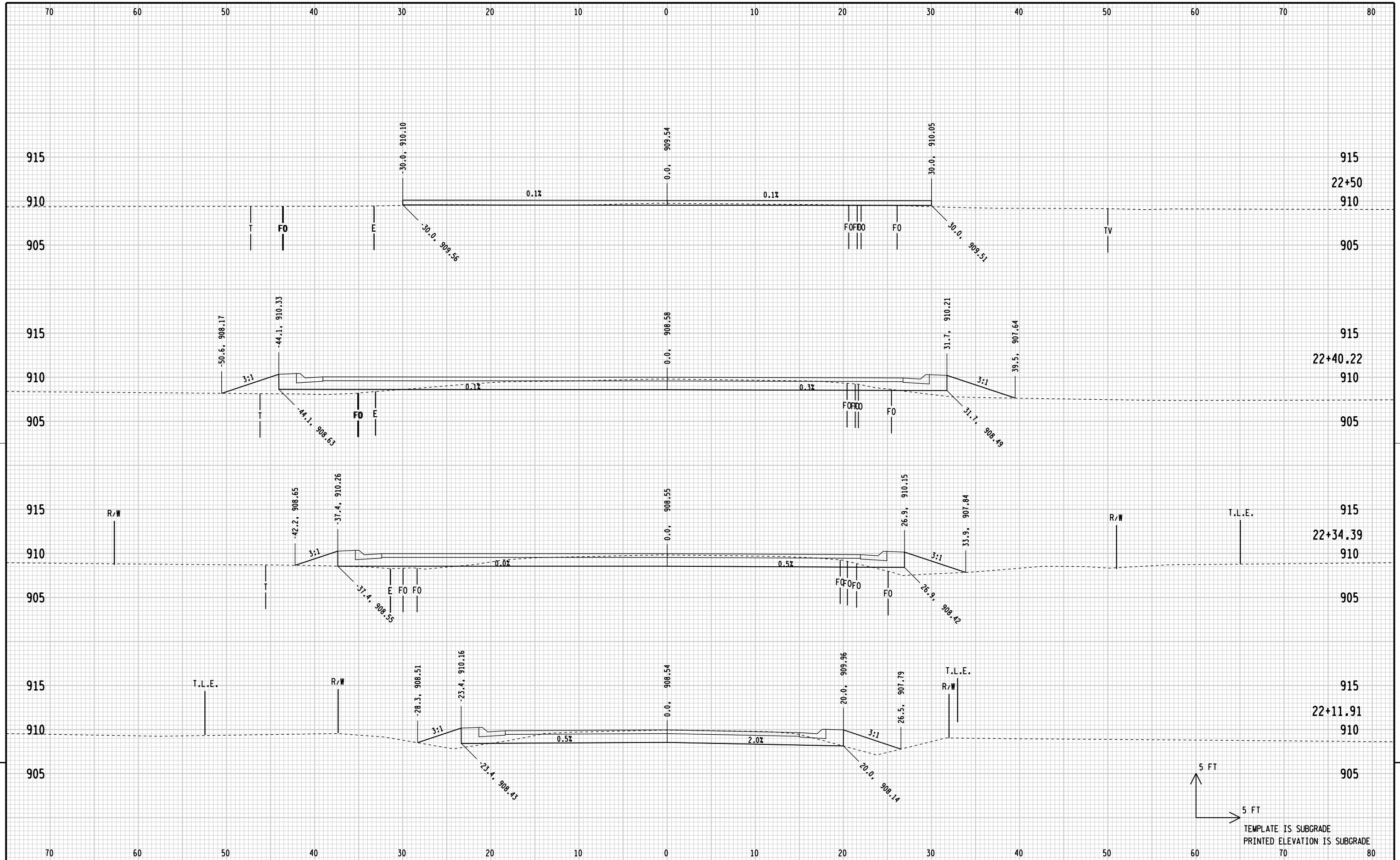
STATE PROJECT NUMBER:7865-05-70	HWY:CTH T	COUNTY:CHIPPEWA	CROSS SECTIONS: 17TH AVENUE	SHEET	E
---------------------------------	-----------	-----------------	-----------------------------	-------	---

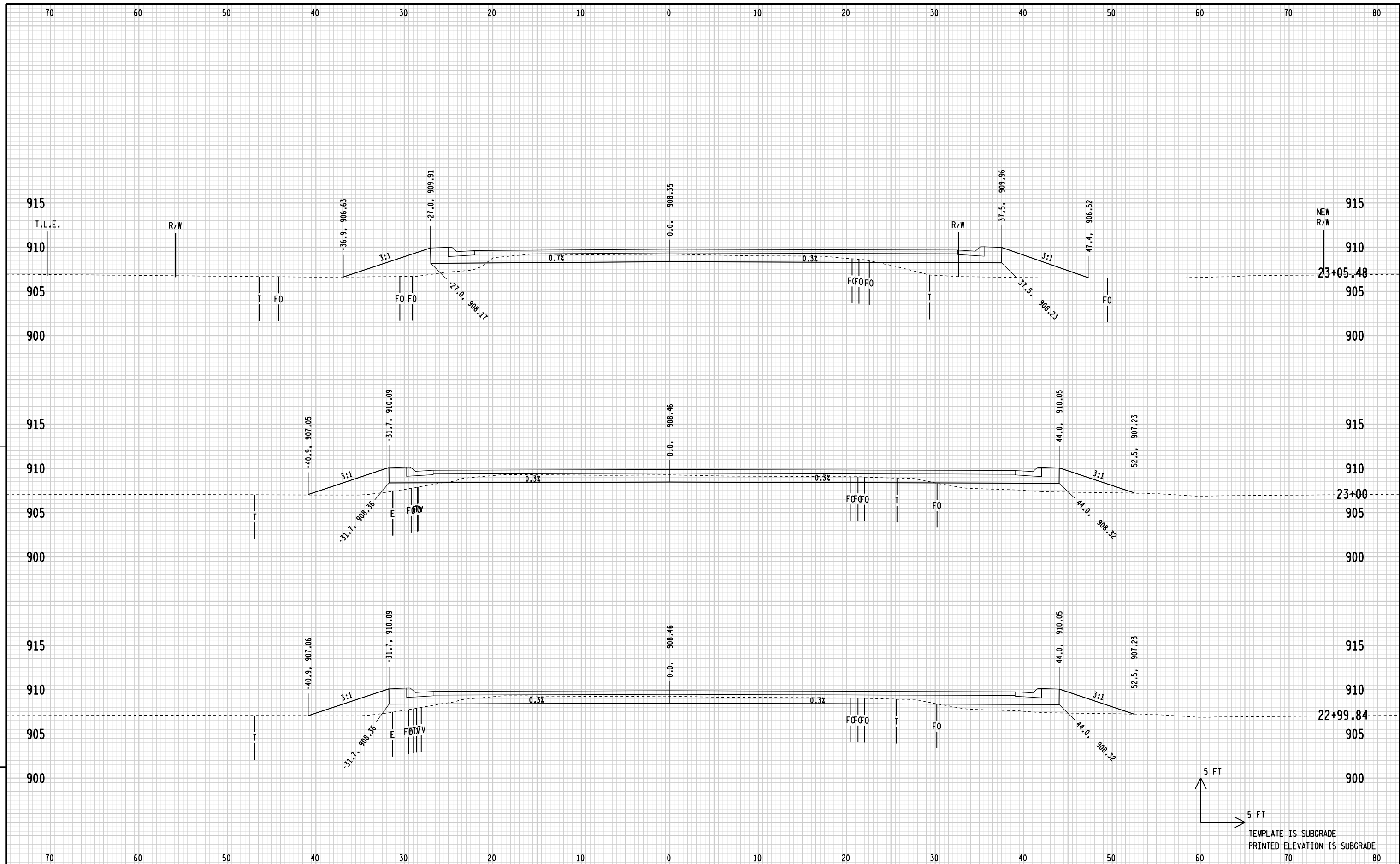


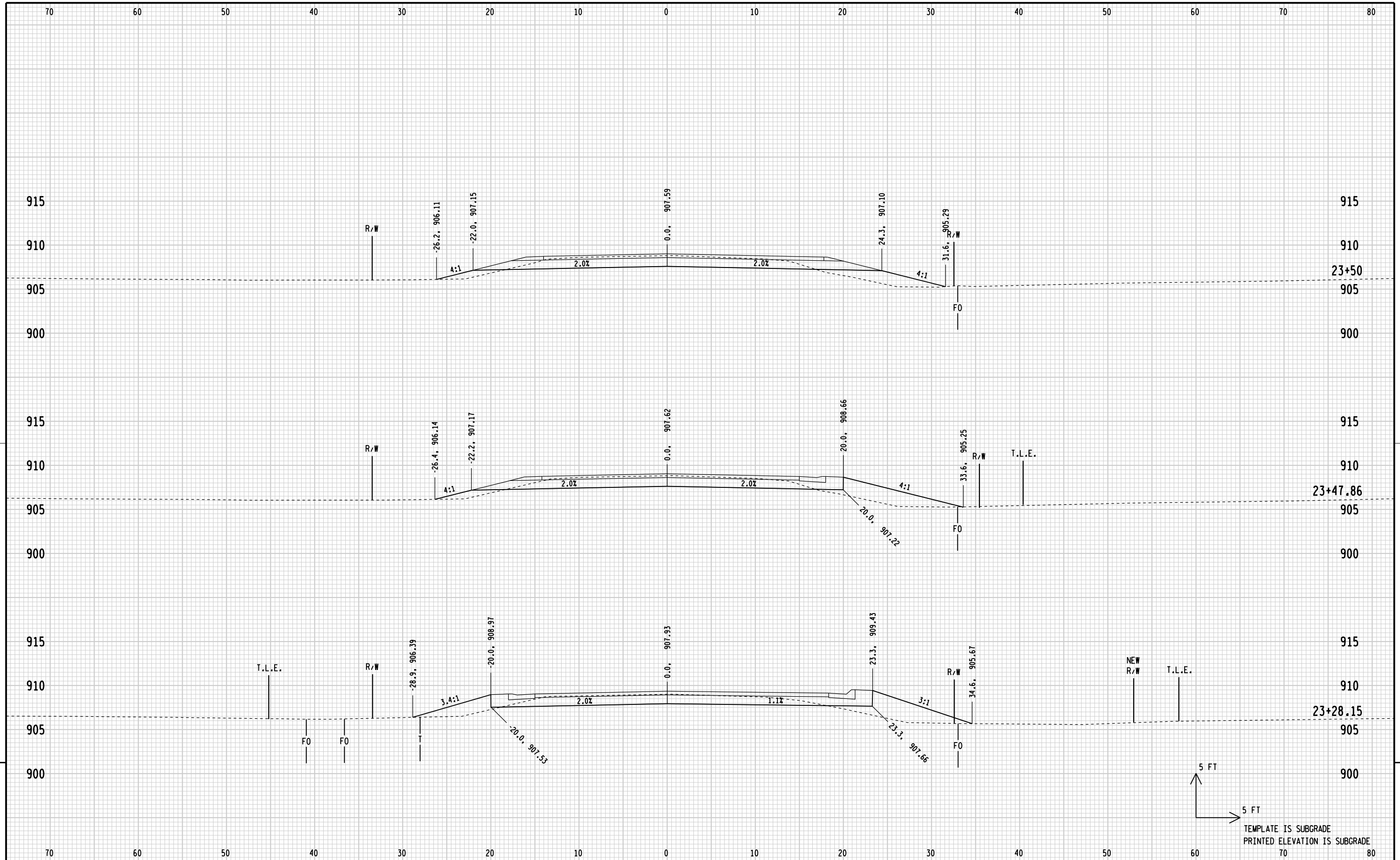
STATE PROJECT NUMBER: 7865-05-70 HWY: CTH T COUNTY: CHIPPEWA CROSS SECTIONS: 17TH AVENUE SHEET E

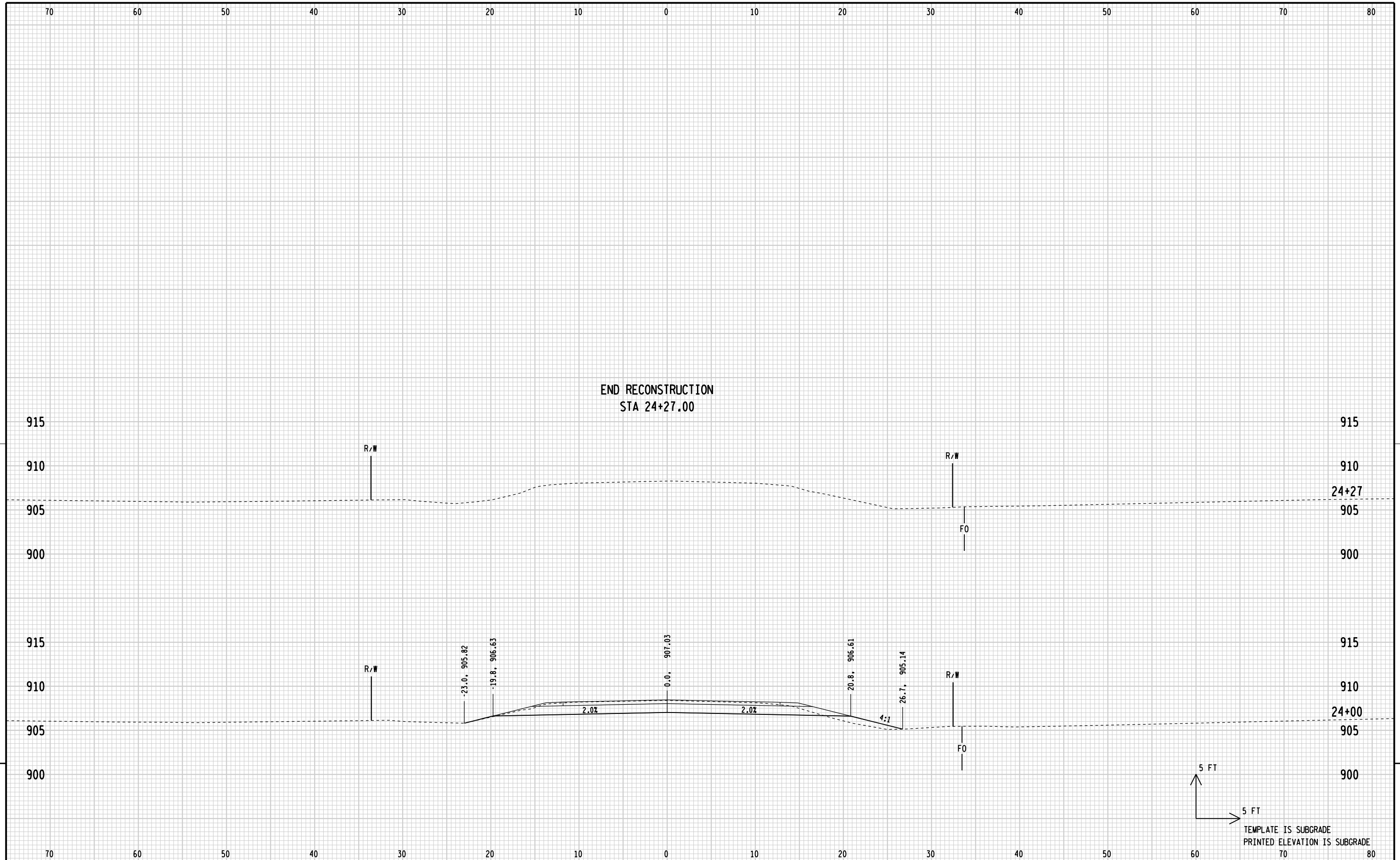


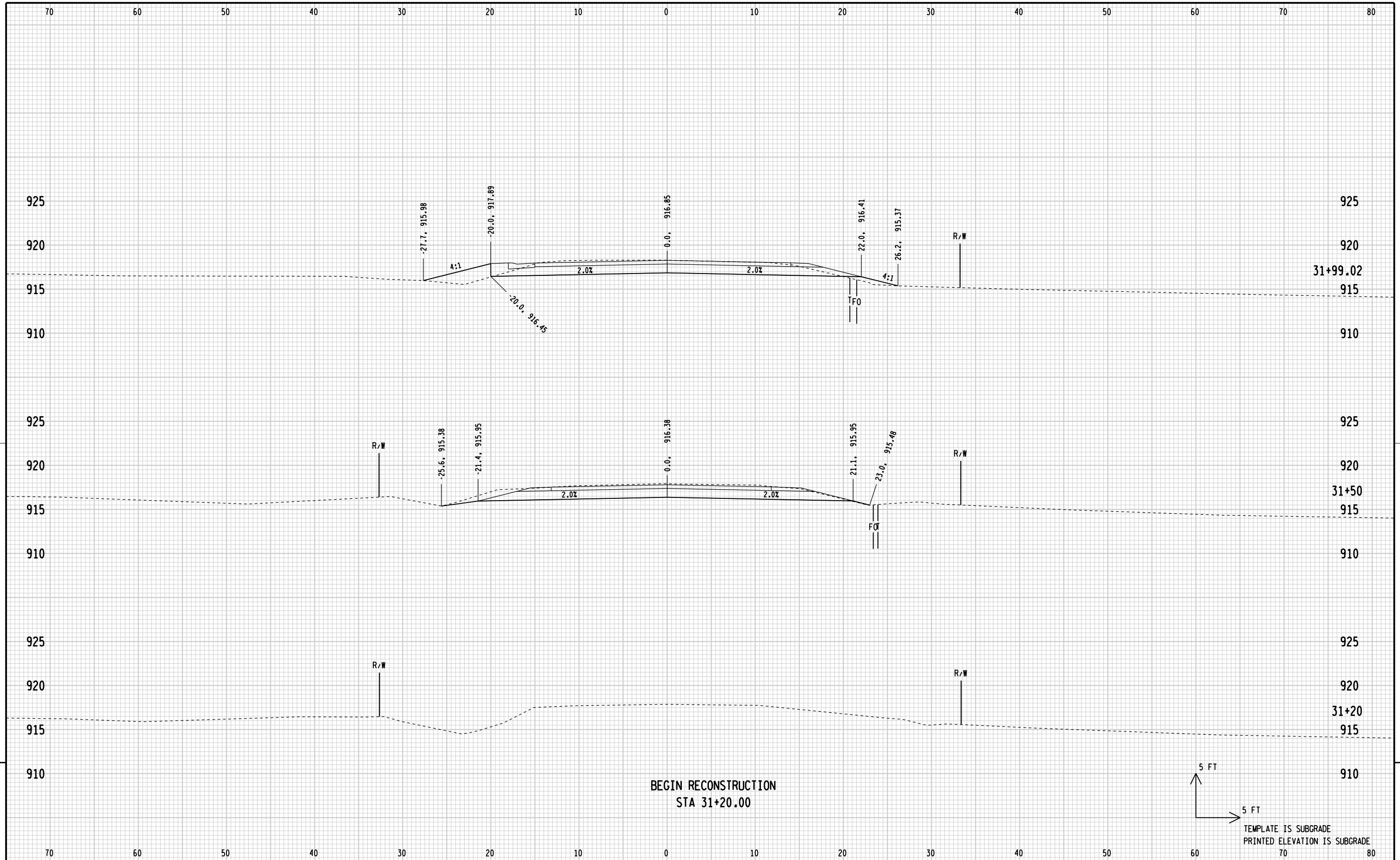




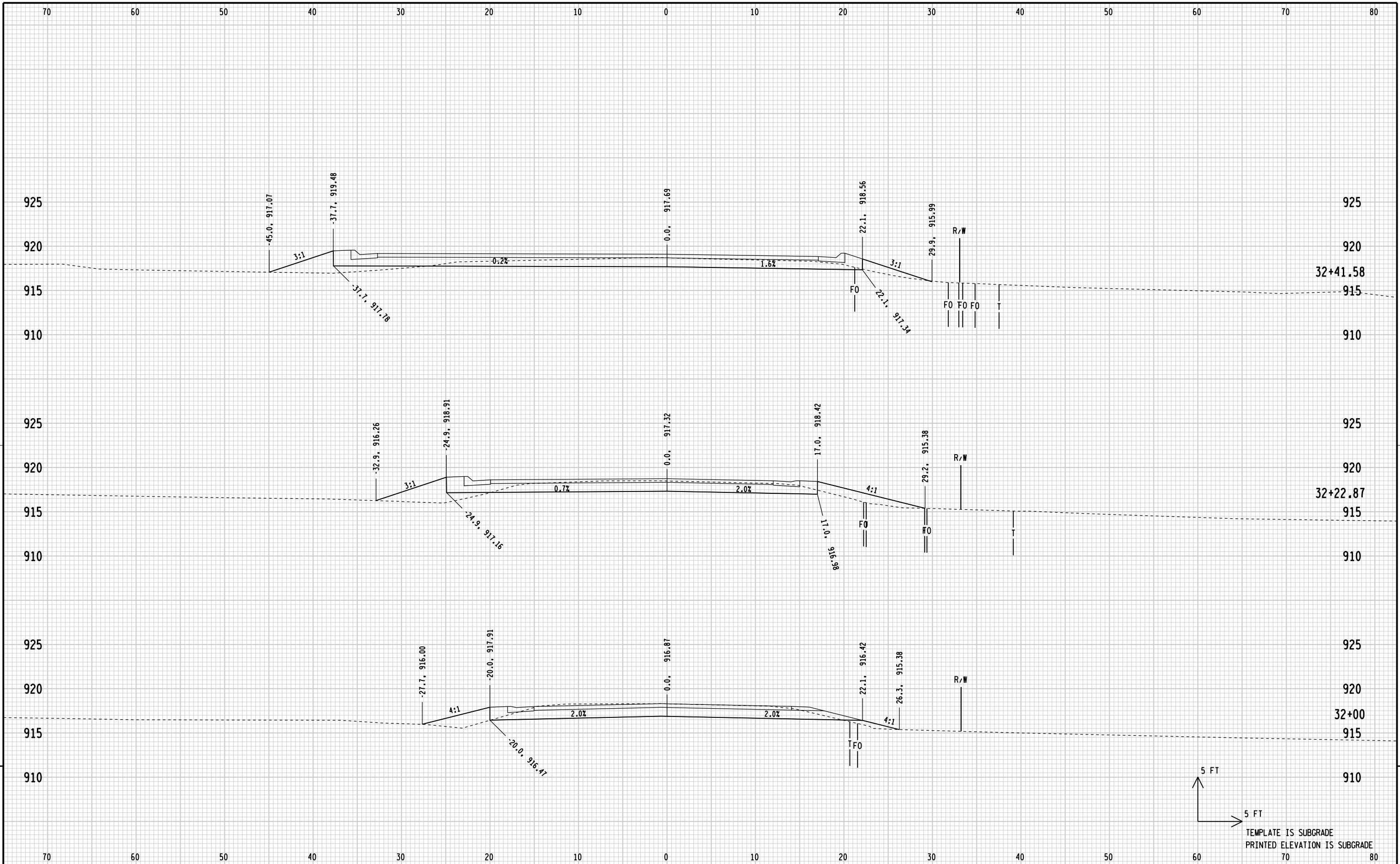


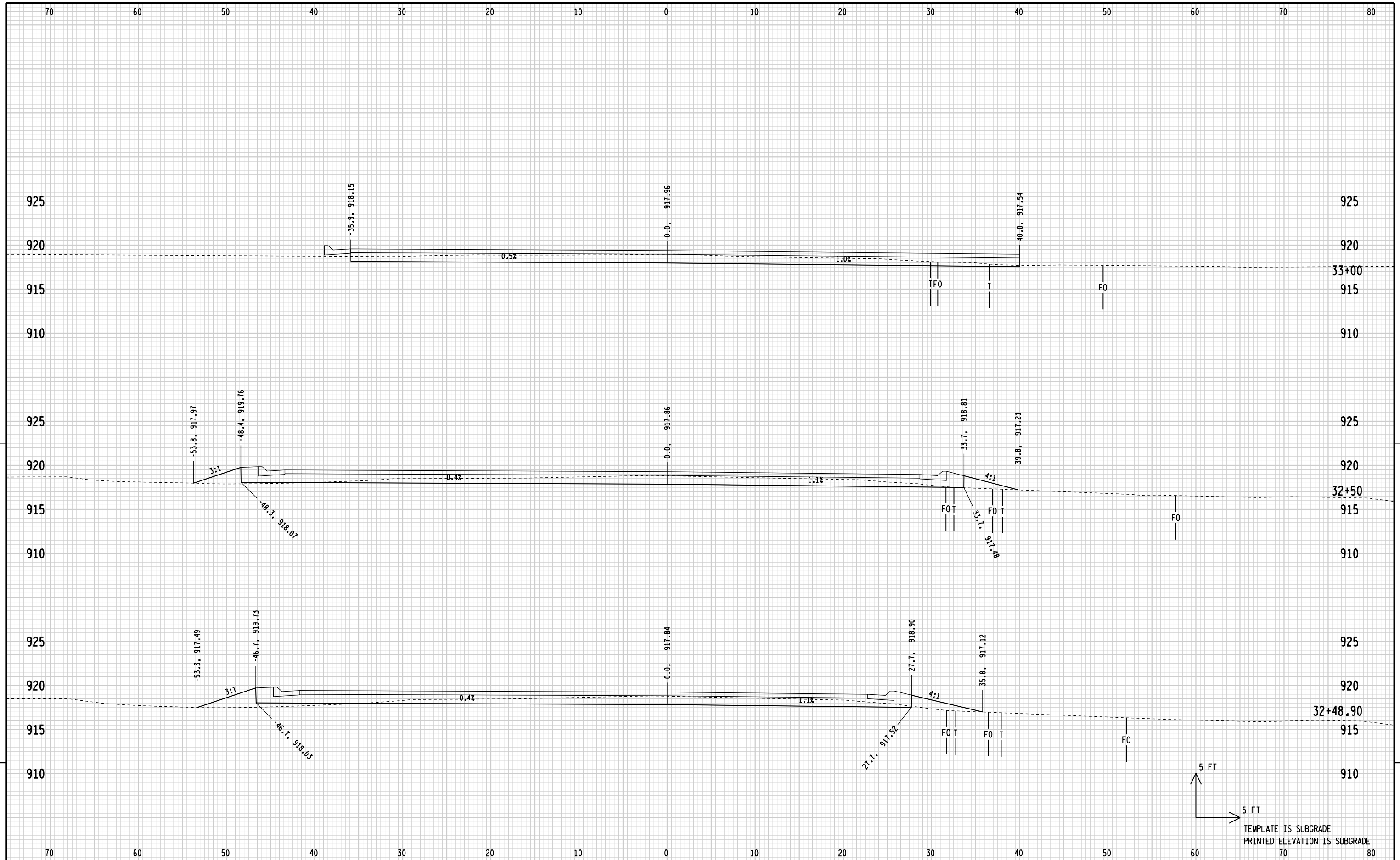


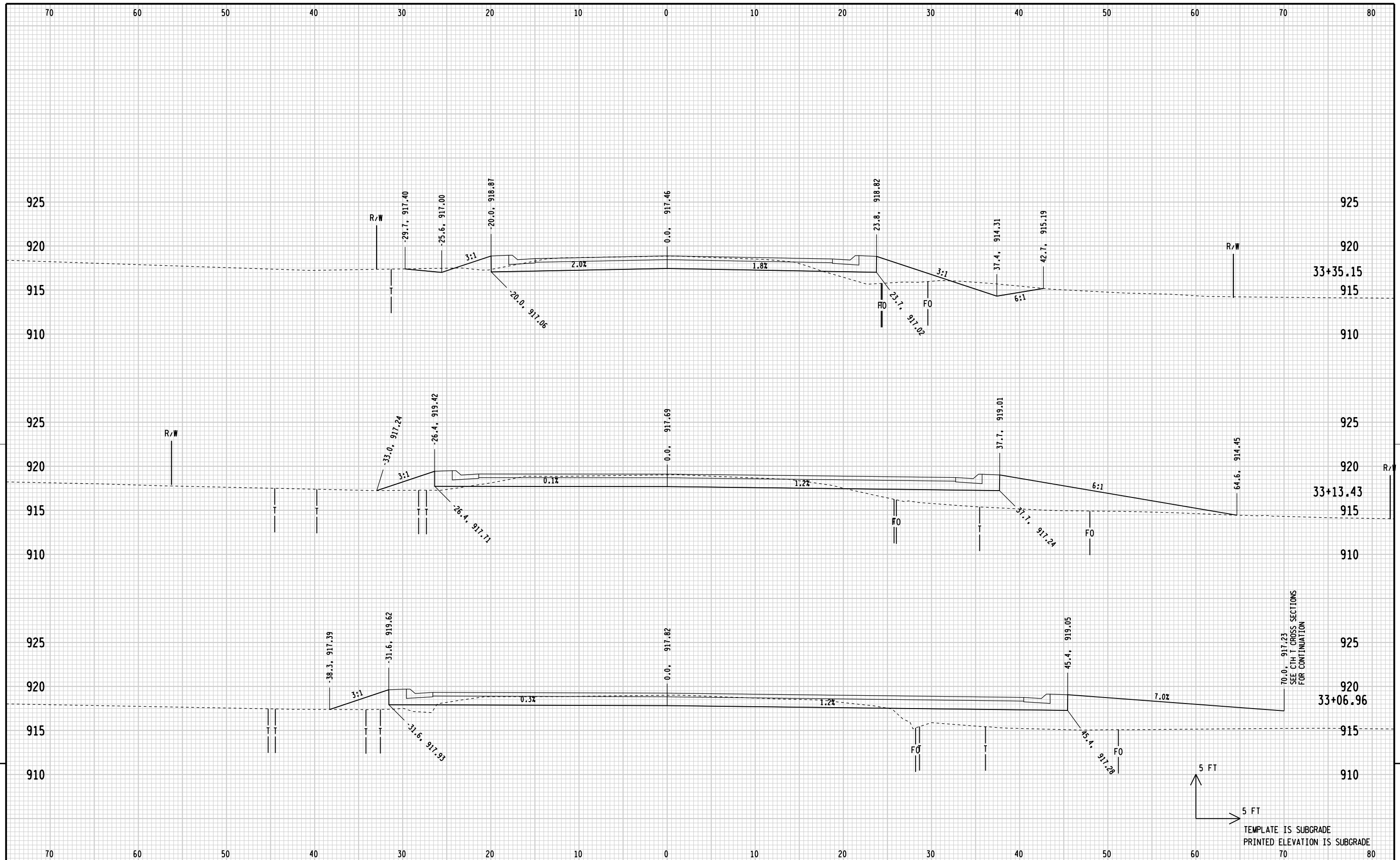




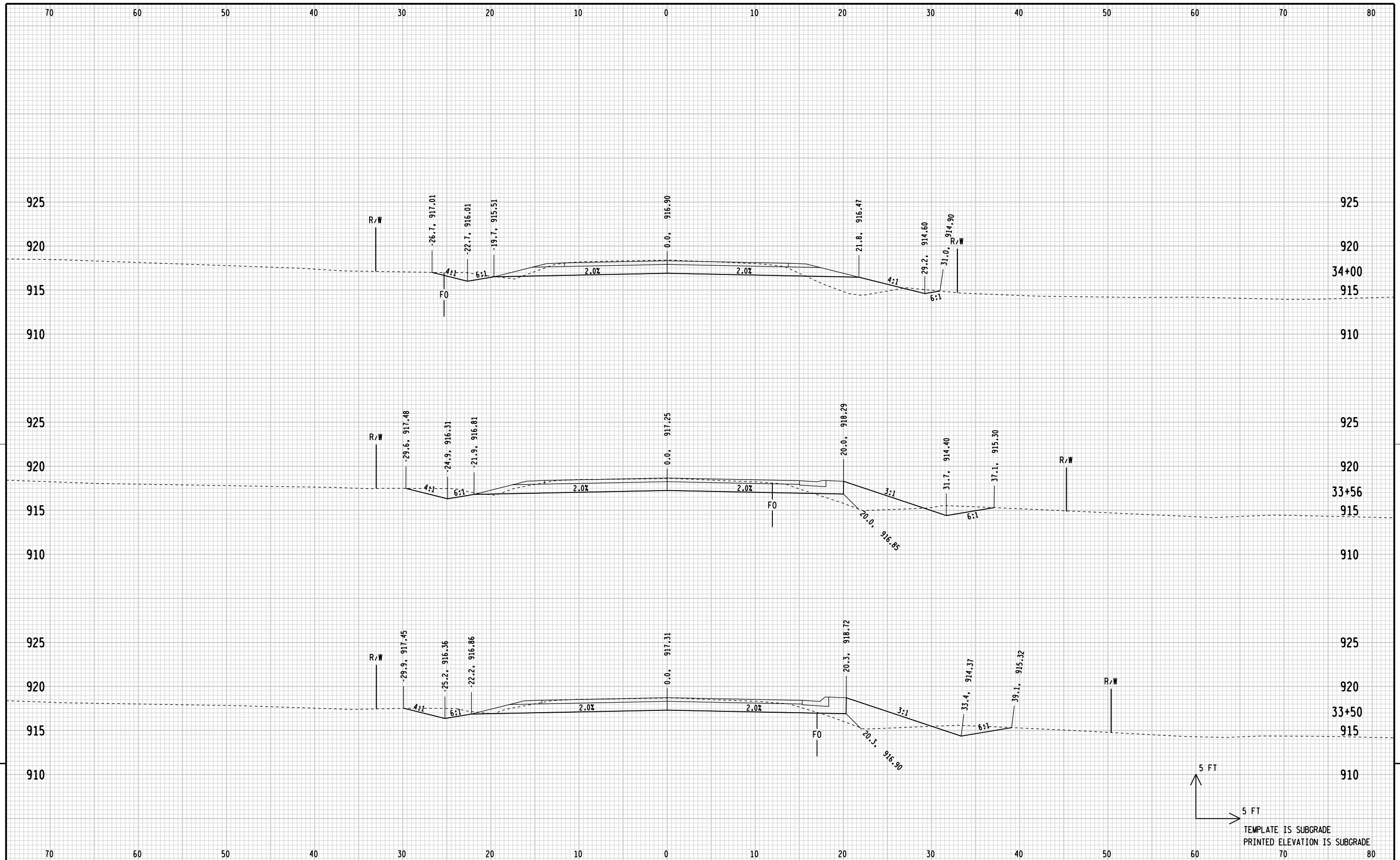
STATE PROJECT NUMBER:7865-05-70			HWY: CTH T			COUNTY: CHIPPEWA			CROSS SECTIONS: 30TH AVENUE			SHEET			E		
---------------------------------	--	--	------------	--	--	------------------	--	--	-----------------------------	--	--	-------	--	--	---	--	--

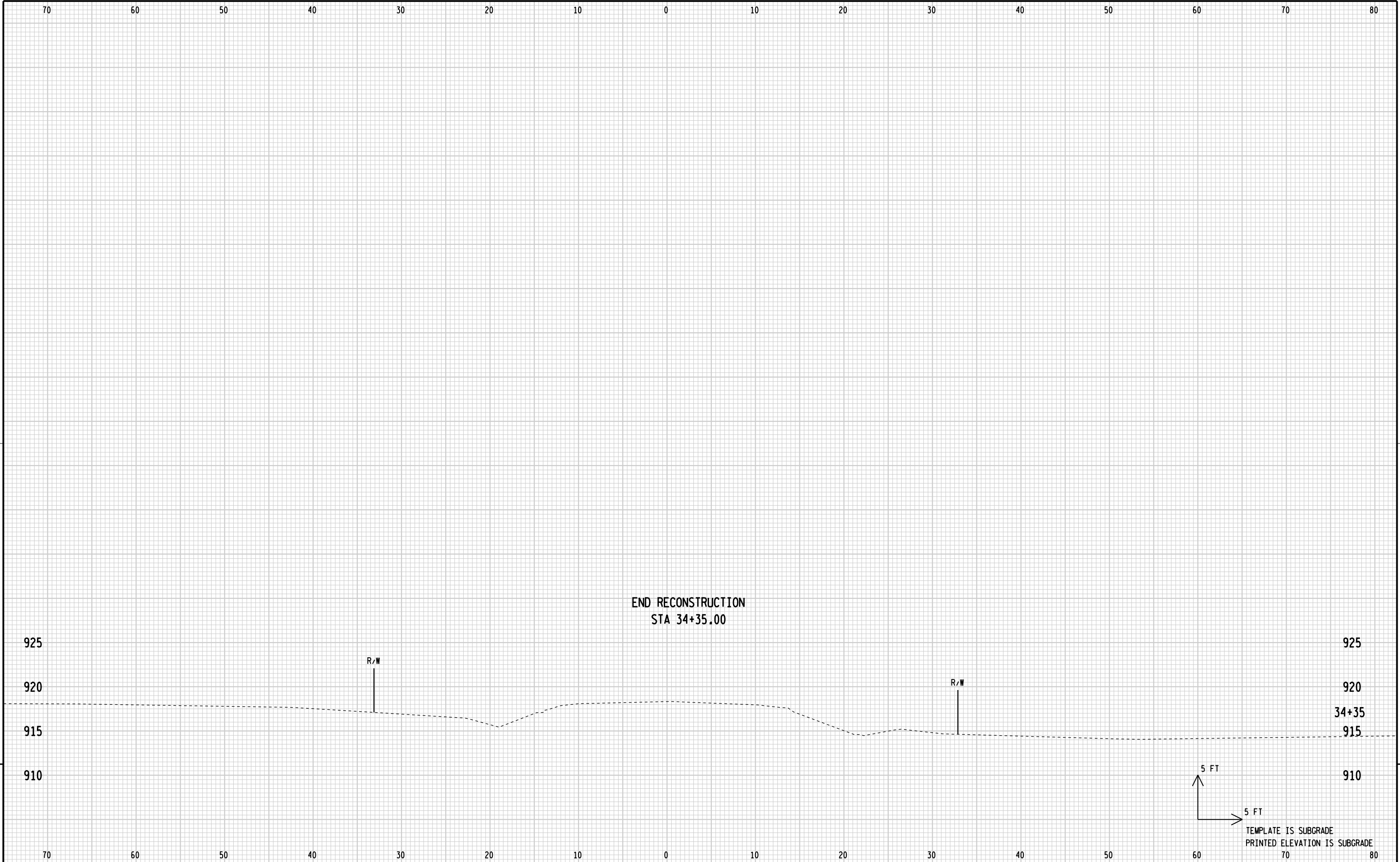




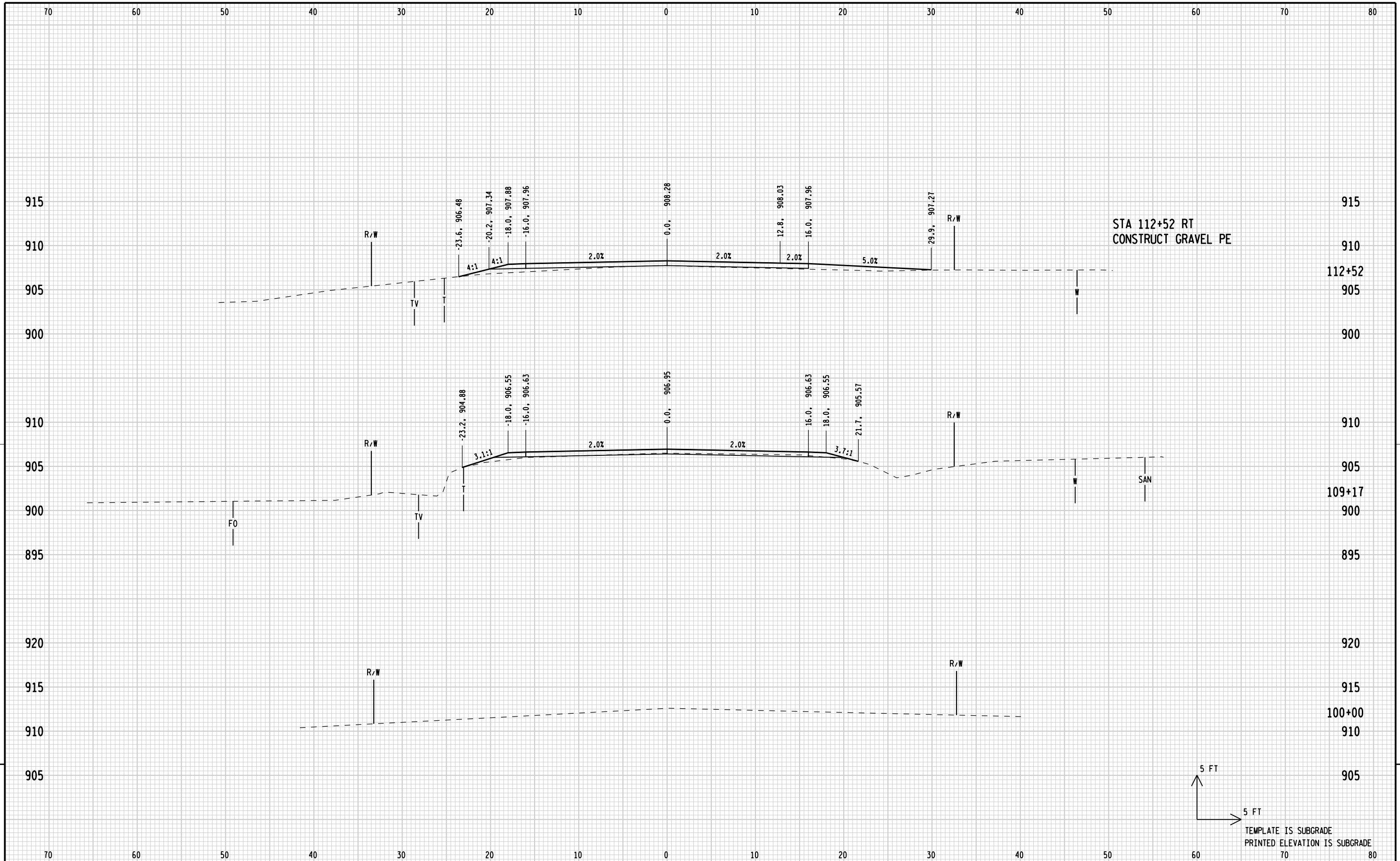


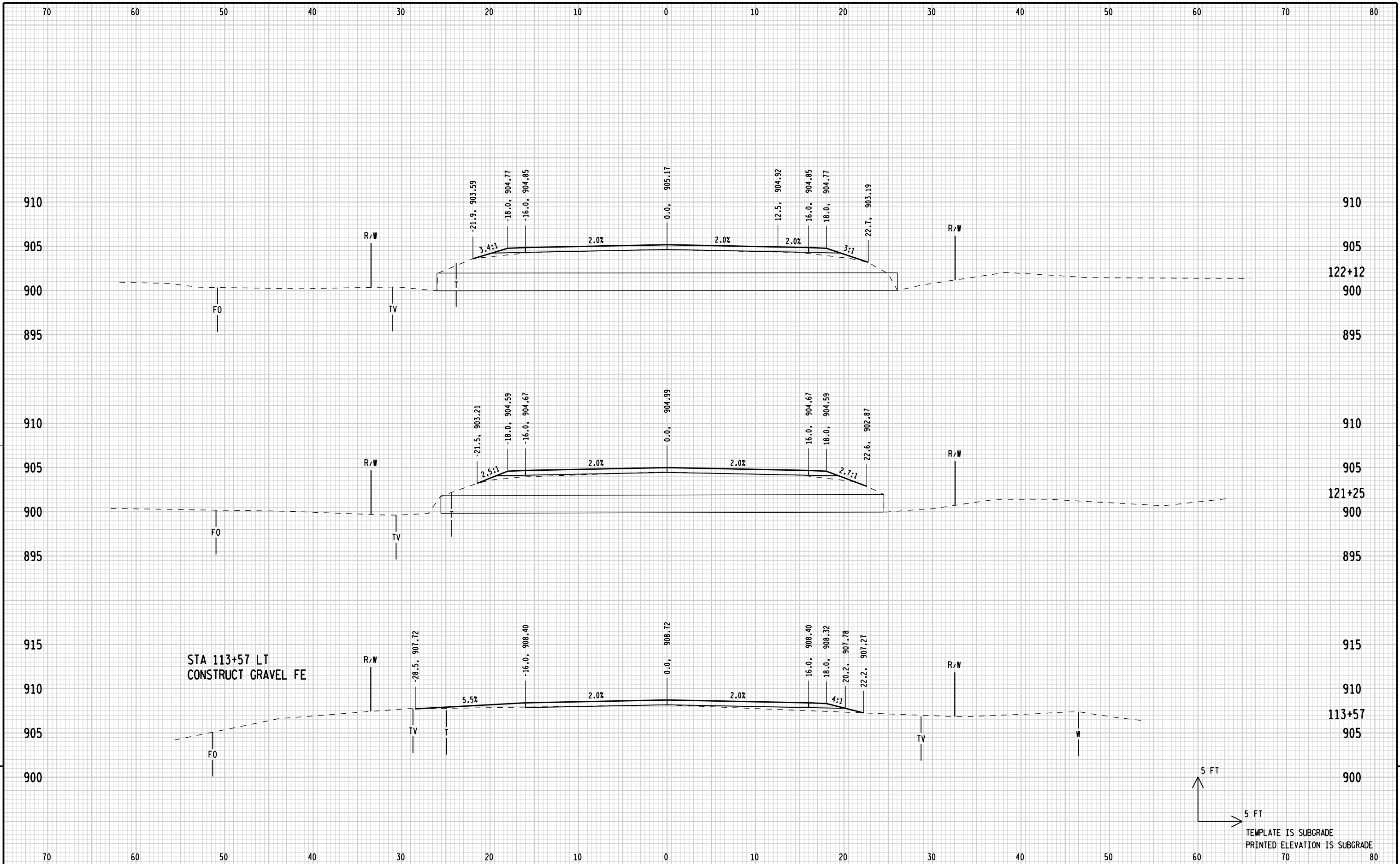
STATE PROJECT NUMBER: 7865-05-70	HWY: CTH T	COUNTY: CHIPPEWA	CROSS SECTIONS: 30TH AVENUE	SHEET	E
----------------------------------	------------	------------------	-----------------------------	-------	---

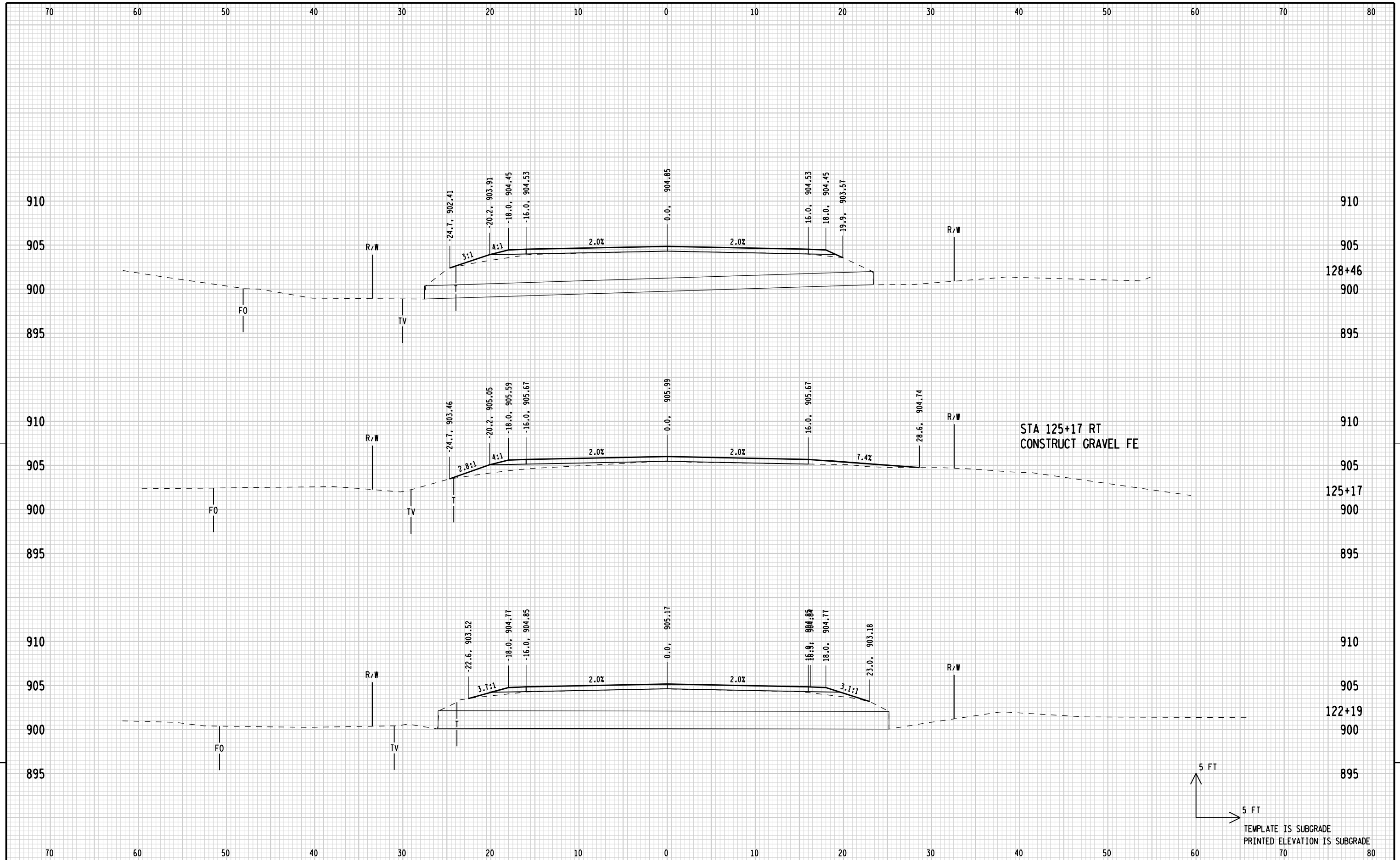


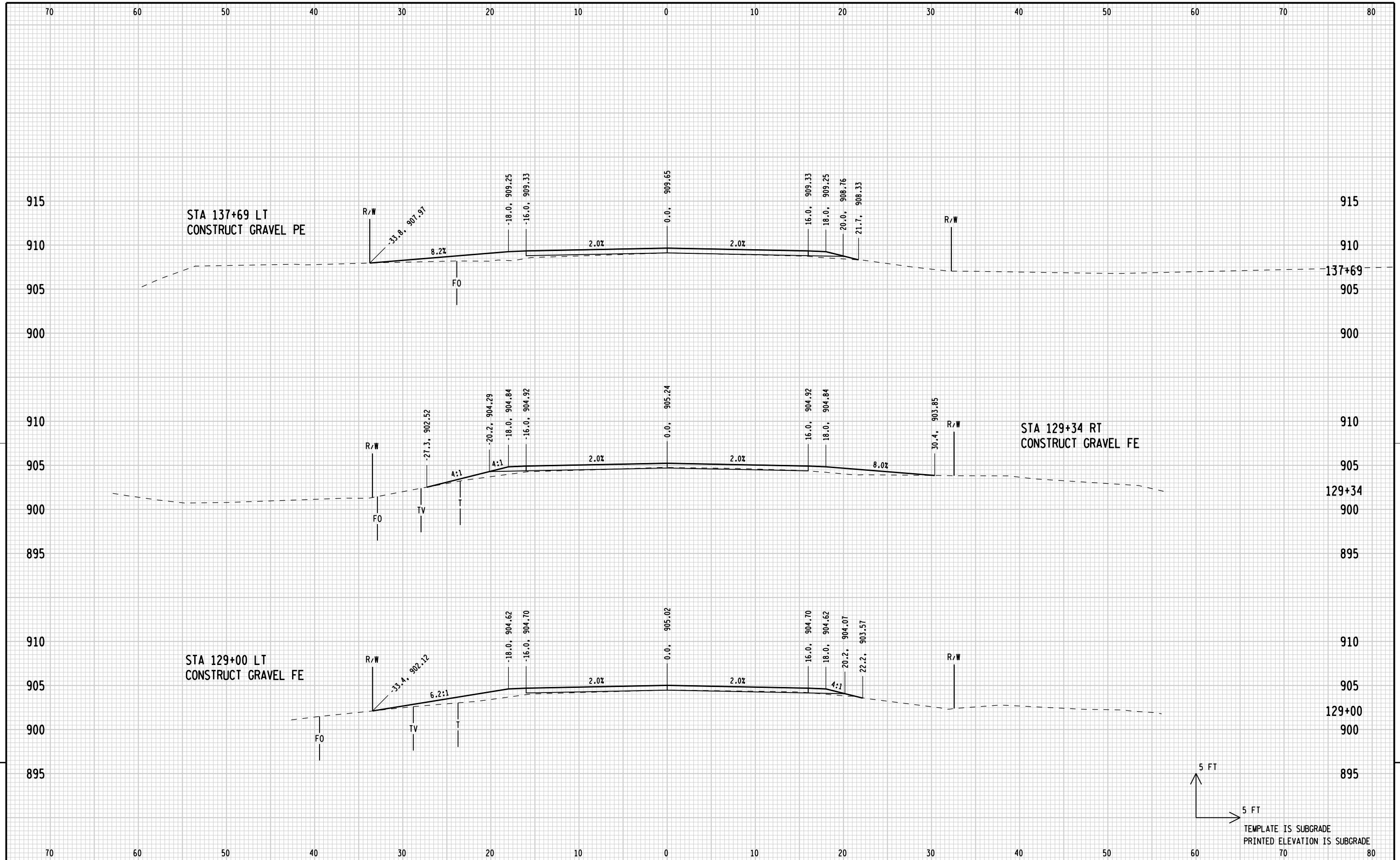


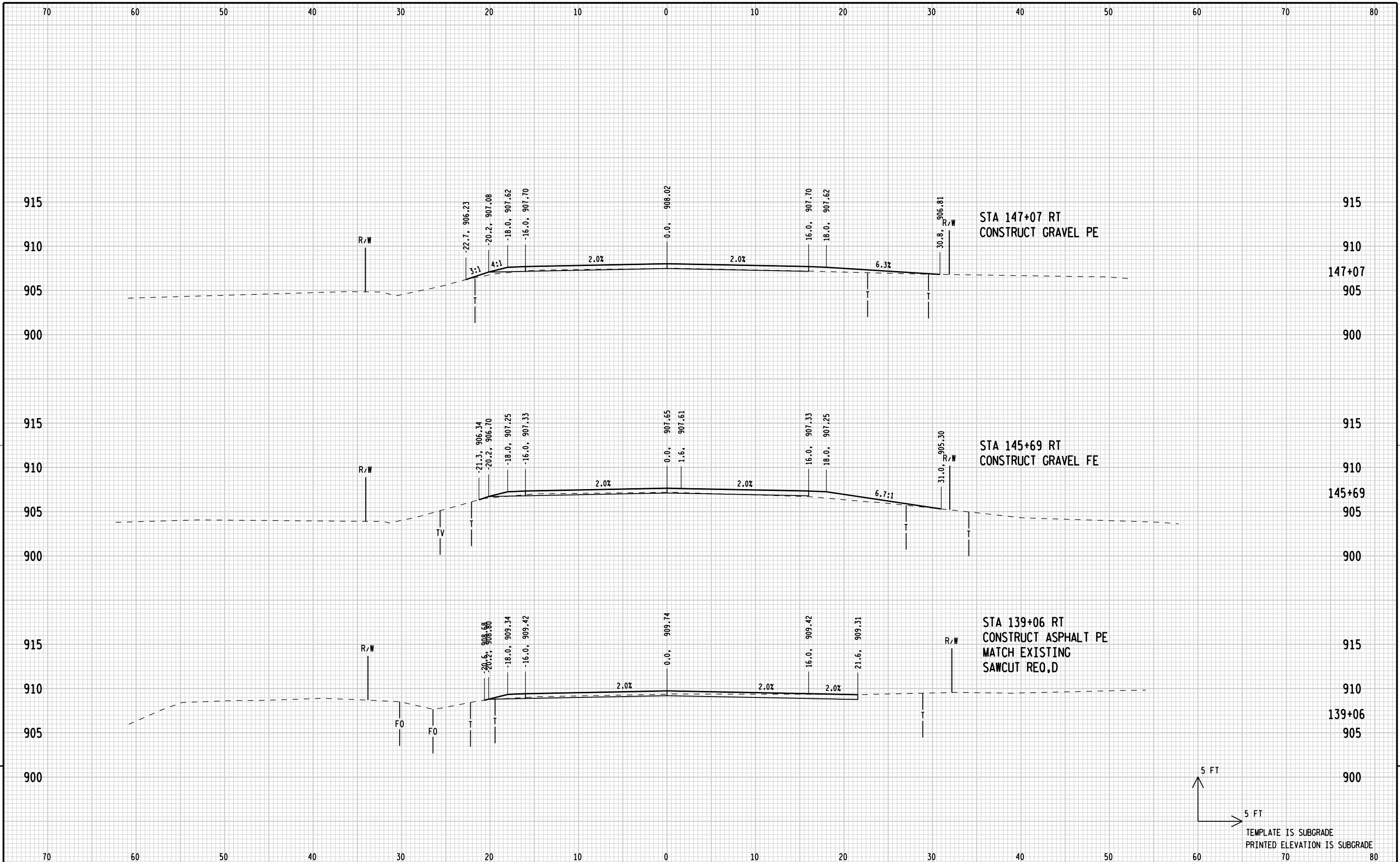
STATE PROJECT NUMBER:7865-05-70	HWY:CTH T	COUNTY:CHIPPEWA	CROSS SECTIONS: 30TH AVENUE	SHEET	E
---------------------------------	-----------	-----------------	-----------------------------	-------	---

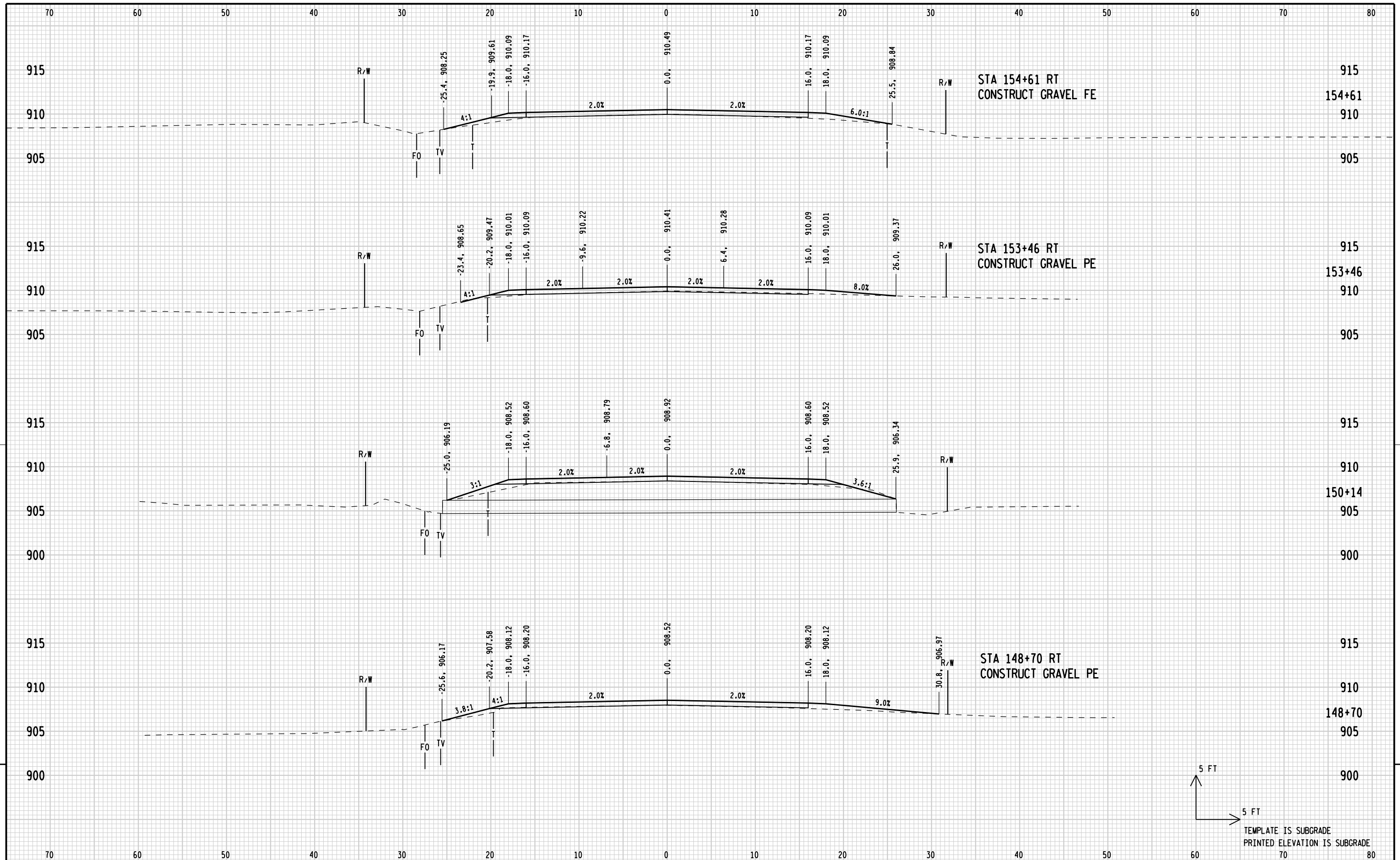


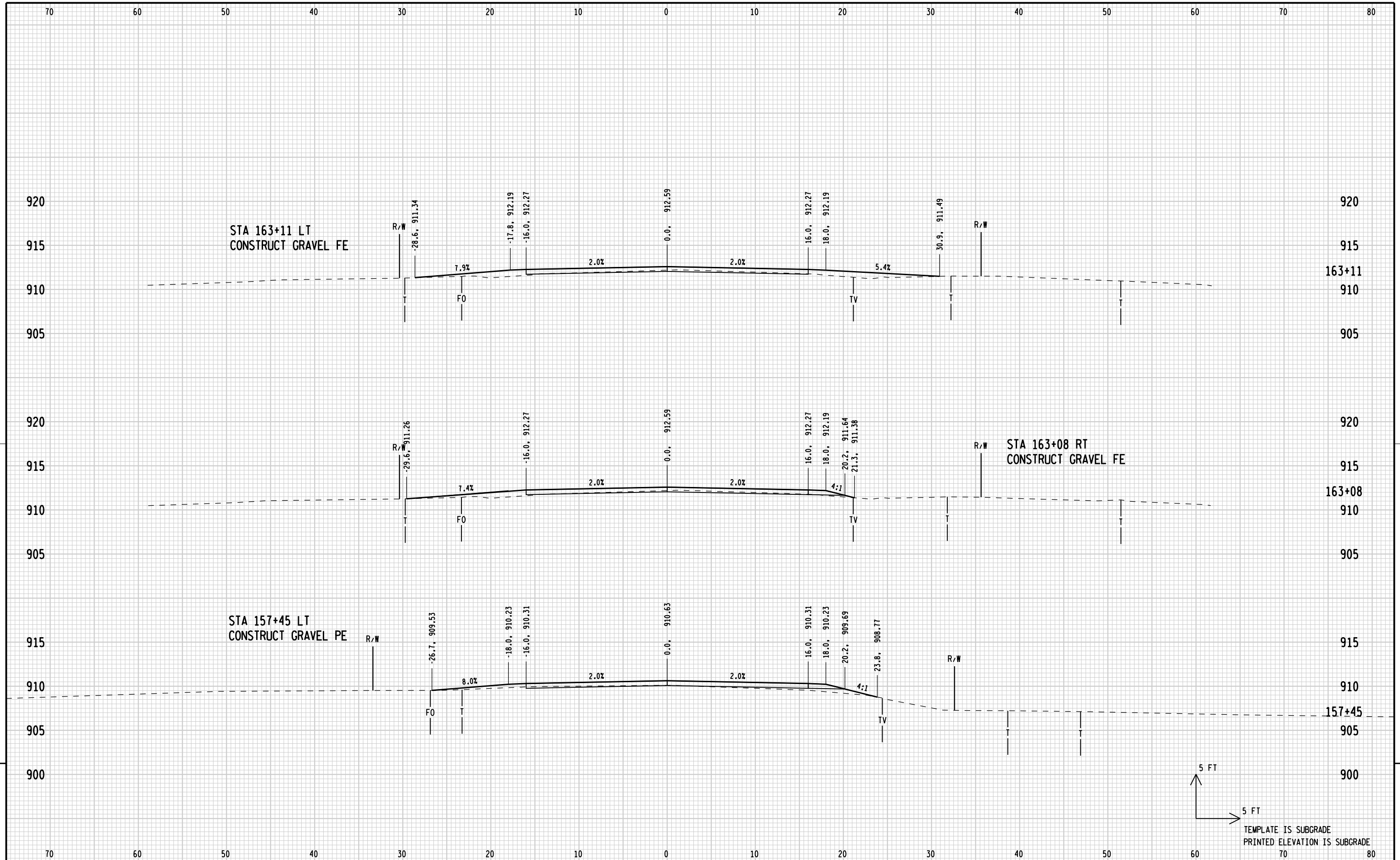


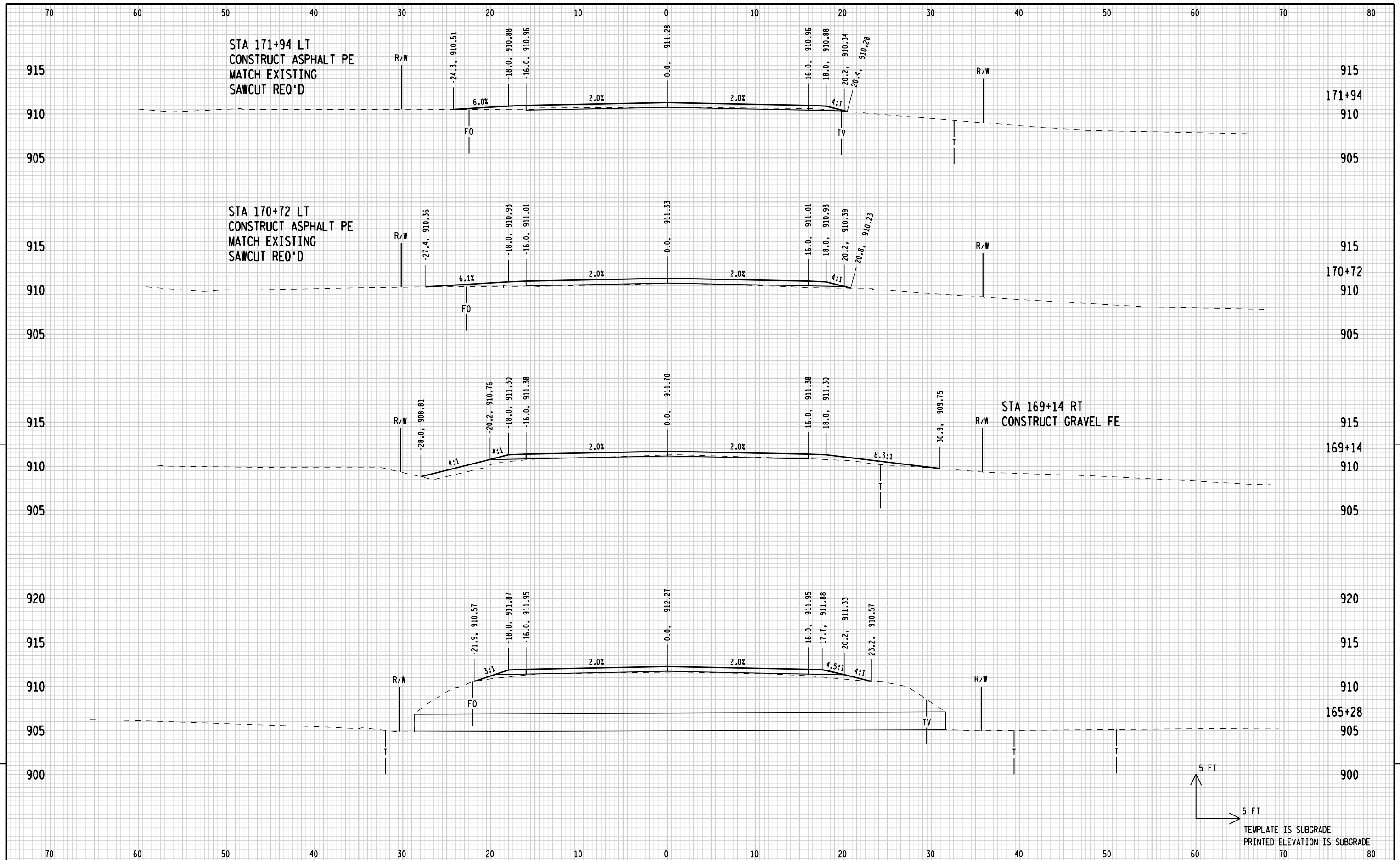


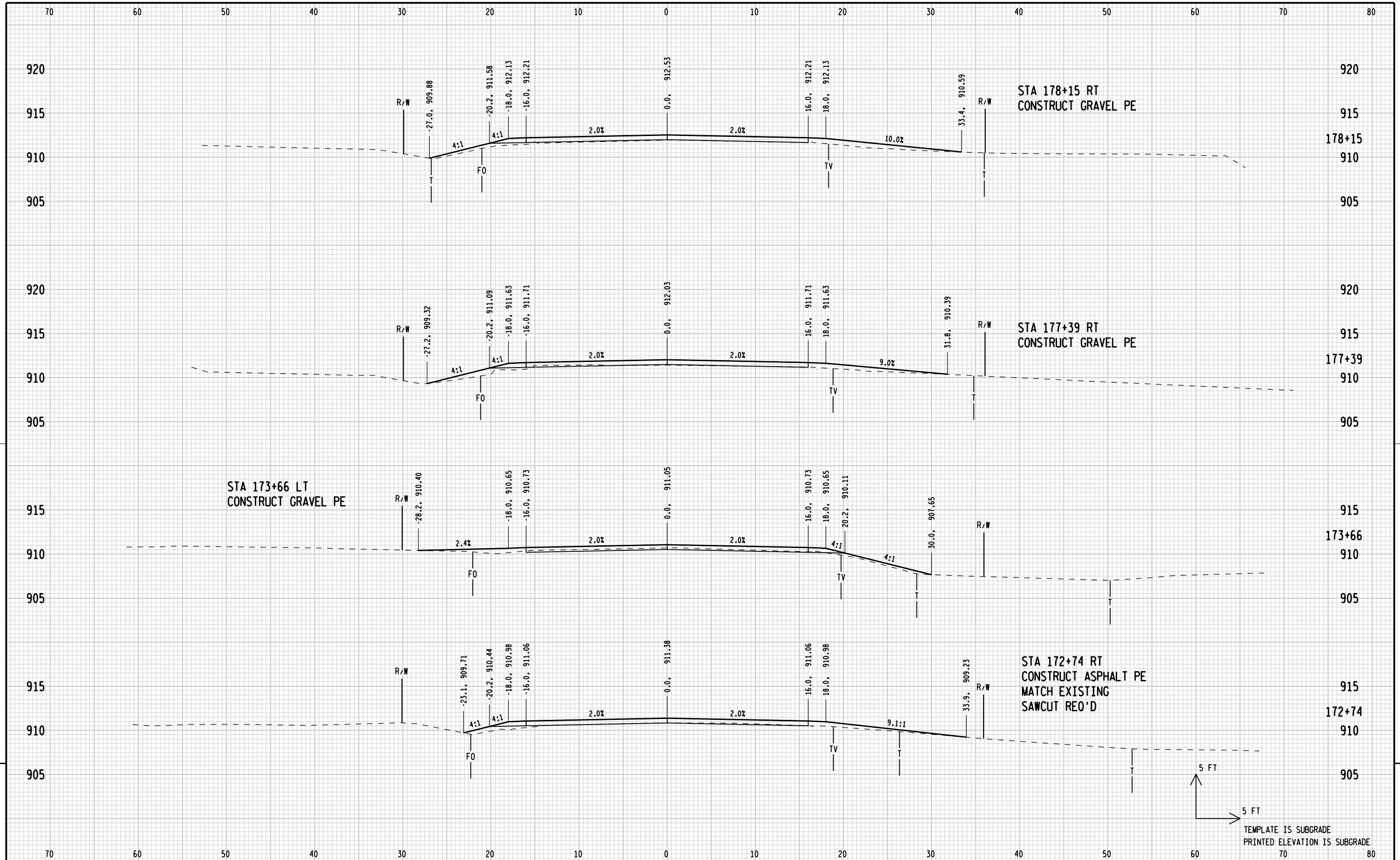


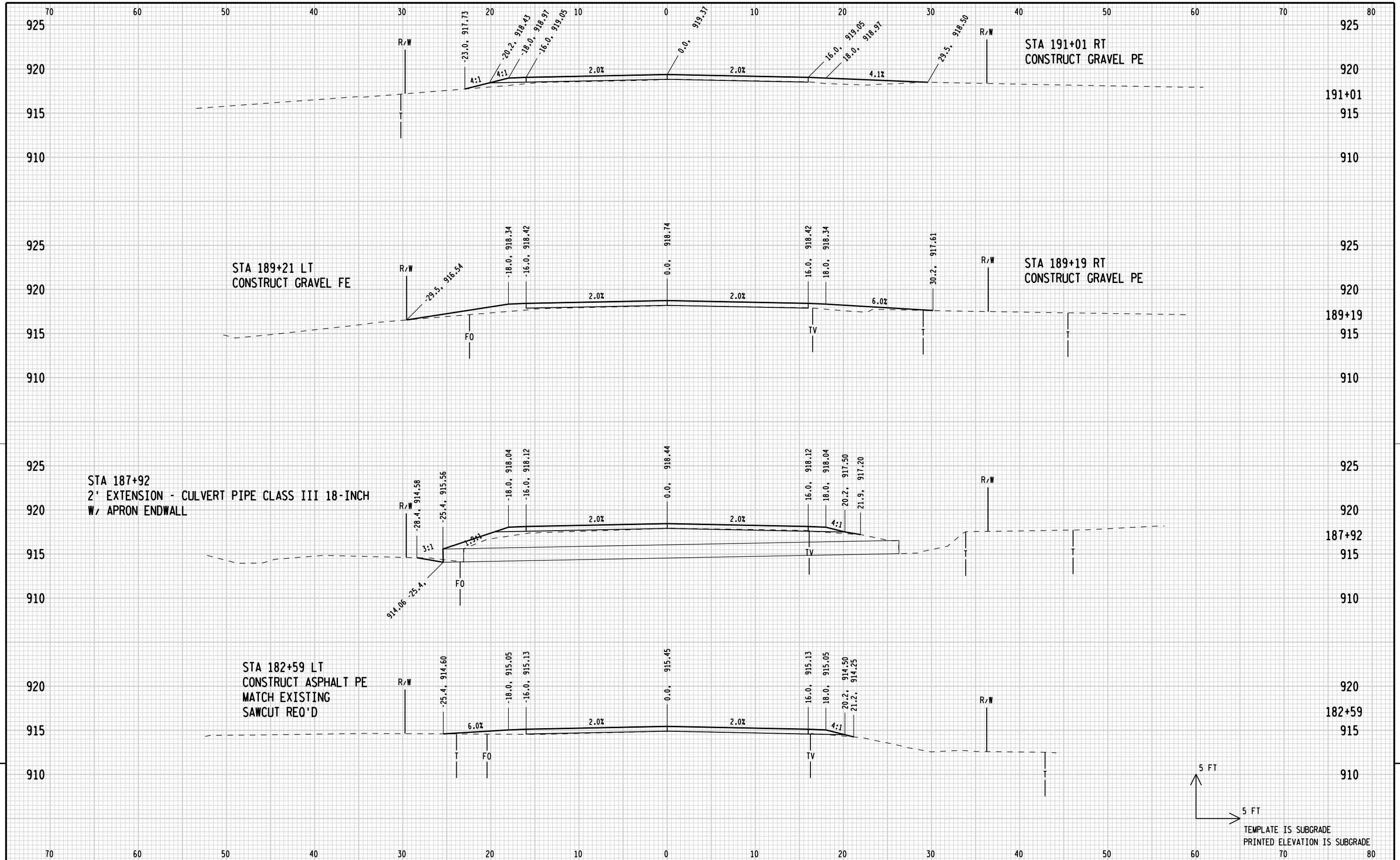


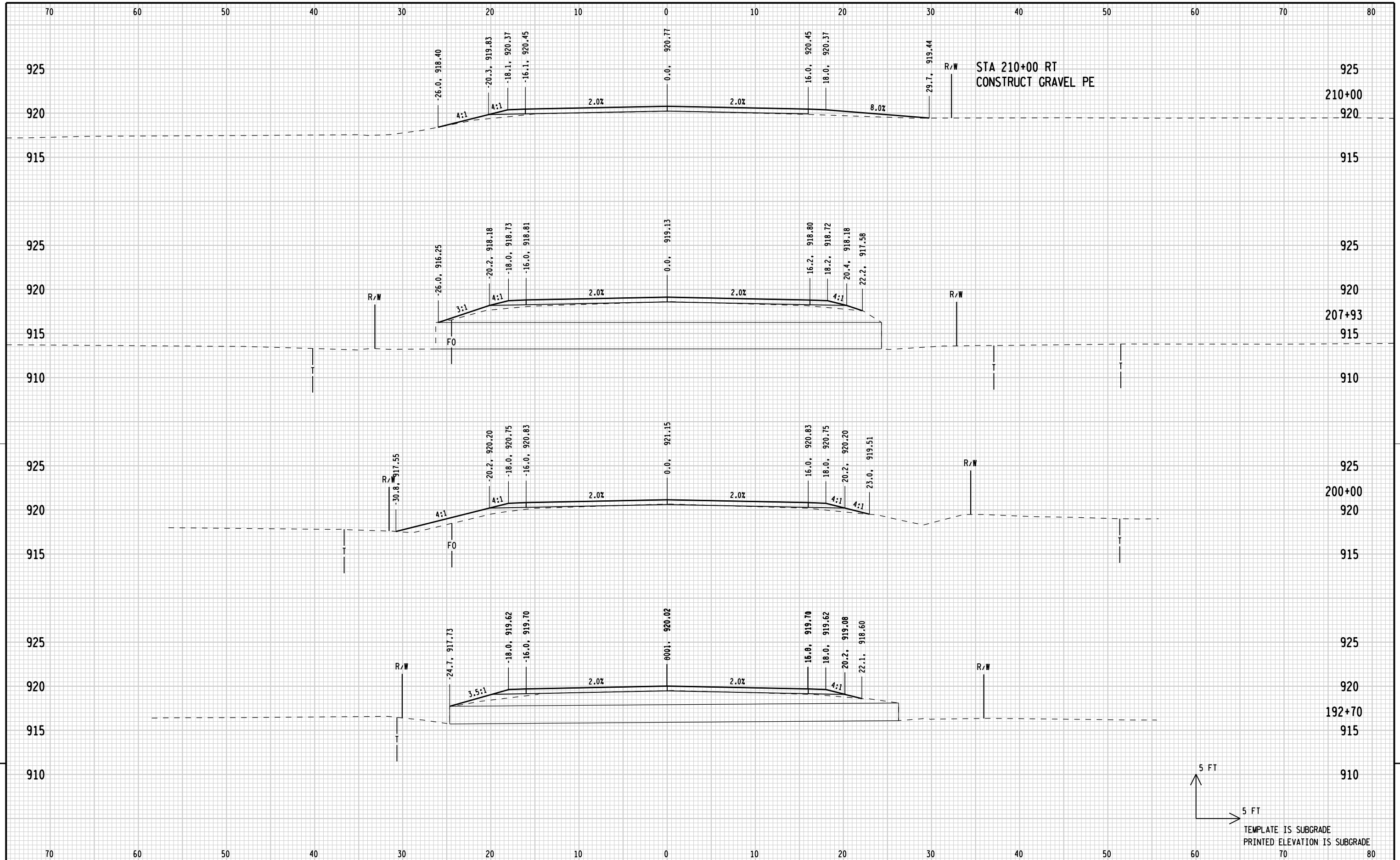










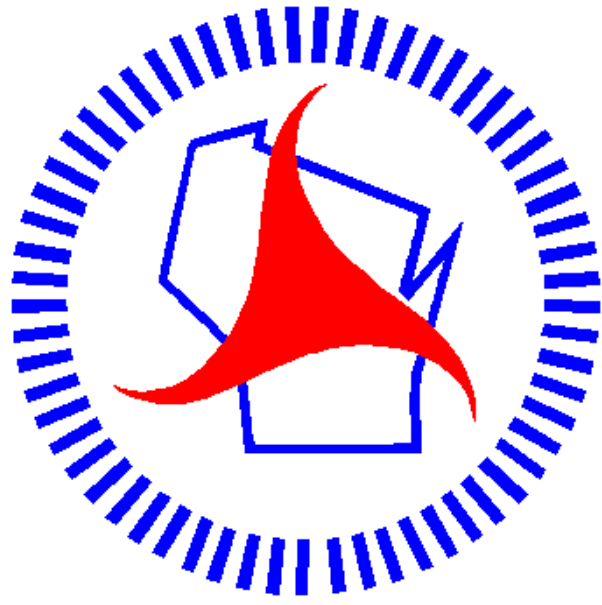


9

9

STATE PROJECT NUMBER:7865-05-70	HWY:CTH T	COUNTY:CHIPPEWA	CROSS SECTIONS: CTH T (FOR INFORMATION PURPOSES ONLY)	SHEET	E
---------------------------------	-----------	-----------------	---	-------	---

Notes



Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

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