WIS

JANUARY 2017

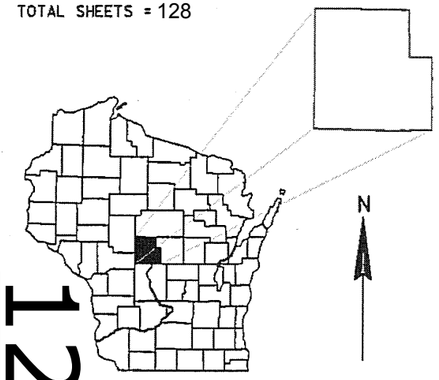
PROJECT ID: 6950-03-73
WITH: 6950-03-75

COUNTY: WOOD

ORDER OF SHEETS

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

TOTAL SHEETS = 128



12

DESIGN DESIGNATION

A.A.D.T.	2013	=	670
A.A.D.T.	2033	=	865
D.H.V.	2033	=	125
D.D.		=	62/38
T. %		=	18.3
DESIGN SPEED		=	60 MPH
ESALS		=	547500

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

DEXTERVILLE - PORT EDWARDS

(LONESOME ROAD - SMITH LANE)

STH 54

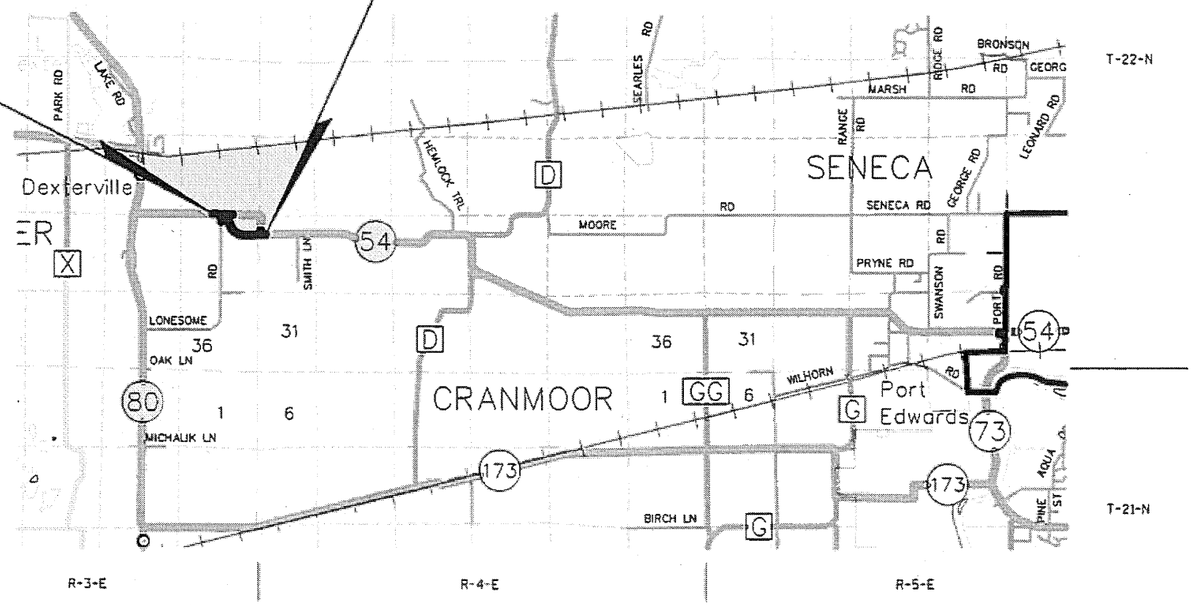
WOOD COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6950-03-73	WISC 2017010	1

STATE PROJECT NUMBER
6950-03-73

BEGIN PROJECT 6950-03-73
STA. 1053+00.00
Y = 442,642.021
X = 659,847.439

END PROJECT 6950-03-73
STA. 1095+50.00



LAYOUT
SCALE 0 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.805 MI.

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

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NATIONAL GEODATIC VERTICAL DATUM OF 1988 NAVD 88(91)

Mead & Hunt

WISCONSIN
CHRISTOPHER M. ROSSMILLER
E-37423
De Pere, Wisconsin
PROFESSIONAL ENGINEER
11/08/16

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY	
Surveyor	MEAD & HUNT, INC
Designer	MEAD & HUNT, INC
Project Manager	DANIEL HOLLOWAY, PE
Regional Examiner	CHERYL SIMON, PE
Regional Supervisor	MICHAEL KRETSCHMER, PE
C.O. Examiner	

APPROVED FOR THE DEPARTMENT
DATE: 11/9/16 (Signature)

E

GENERAL NOTES

DISTURBED AREAS WITHIN THE RIGHT OF WAY ARE TO BE TOPSOILED, FERTILIZED, SEEDED AND MULCHED AS DIRECTED BY THE ENGINEER.

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

LOCATION OF UTILITIES AS SHOWN ON THE PLAN ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLAN. THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK.

ALL RADII ARE MEASURED TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED ON THE PLAN.

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

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

CULVERT PIPE ELEVATIONS, LENGTH AND LOCATIONS AS SHOWN IN THE PLAN MAY BE ADJUSTED TO FIT FIELD CONDITIONS WITH THE APPROVAL OF THE ENGINEER.

UTILITIES

OAKDALE ELECTRIC COOPERATIVE – ELECTRICITY
P.O. BOX 128
OAKDALE, WI 54649-0128
ATTN: TODD DUNCAN
PHONE: (608) 372-4131 EXT 228
MOBILE: (608) 343-55540
EMAIL: TDUNCAN@OAKDALEREC.COM

TDS TELECOM – COMMUNICATION LINE
1130 HILLCREST LN
SEYMOUR, WI 54165
ATTN: JEREMIAH LUBEN
PHONE:
CELL: (920) 655-8748
EMAIL: JEREMIAH.LUBEN@TDSTELECOM.COM

DNR

WISCONSIN DNR
WEST CENTRAL REGION
473 GRIFFITH AVE
WISCONSIN RAPIDS, WI 54494
ATTN: MARC HERSHFIELD
PHONE: (715) 421-7867
EMAIL: MARC.HERSHFIELD@WISCONSIN.GOV

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

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 = 17.60 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 13.99 ACRES

2

BEGIN PROJECT 6950-03-73
STA 1053+00.00

END CONSTRUCTION
STA 16+75.00'B'

LONESOME RD

1050+00
STH 54

1055+00

1060+00

15+00'B'

STA 1060+81.12 ℞ STH 54 =
STA 10+00.00'B' ℞ LONESOME RD

CONSTRUCT FIELD ENTRANCE

1065+00

5+00'B'

BEGIN CONSTRUCTION
STA 5+50.00'B'

1070+00

1075+00

1080+00

1085+00

1090+00

1095+00

1100+00

STH 54

20+00'C'

15+00'C'

OLD STH 54

END CONSTRUCTION
STA 13+50.00'C'

STA 1092+17.26 ℞ STH 54 =
STA 10+00.00'C' ℞ OLD STH 54

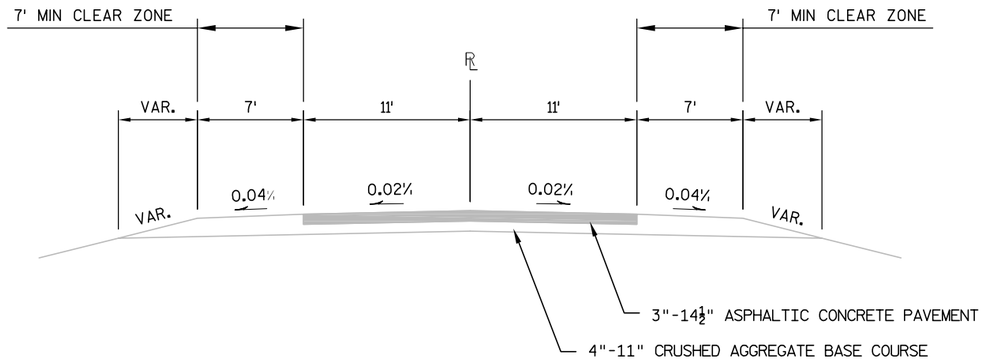
END PROJECT 6950-03-73
STA 1095+50.00

N

PROJECT NO:6950-03-73	HWY: STH 54	COUNTY: WOOD	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-73\73_020201_PO.DWG PLOT DATE : 4/12/2016 9:27 AM PLOT BY : JEFF BREU PLOT NAME : ---------- PLOT SCALE : 1 IN:300 FT

WISDOT/CADDS SHEET 42

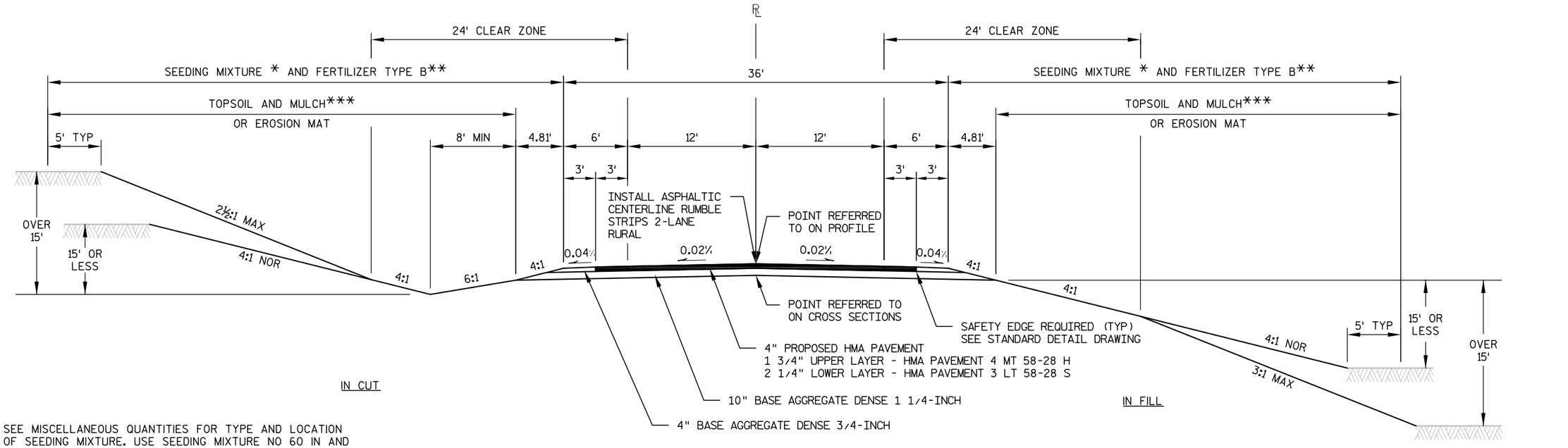


STH 54 EXISTING TYPICAL SECTION

STA 1053+00.00 TO STA 1095+50.00

PROJECT NO:6950-03-73	HWY:STH 54	COUNTY:WOOD	TYPICAL SECTIONS	SHEET 4	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-73\73_020301_TS.DWG PLOT DATE : 4/8/2016 9:32 AM PLOT BY : JEFF BREU PLOT NAME : ---------- PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



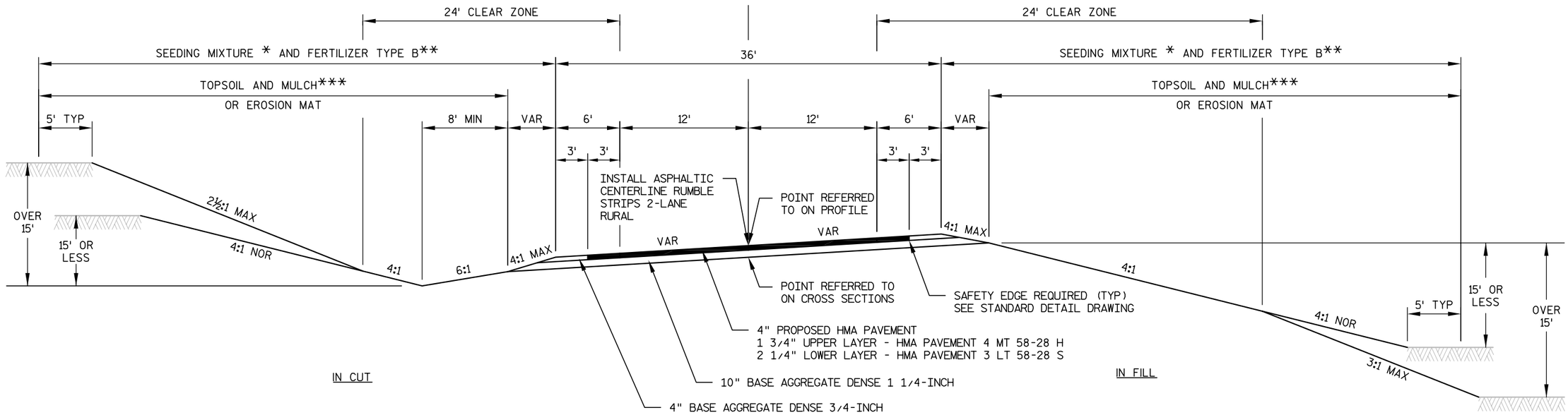
* SEE MISCELLANEOUS QUANTITIES FOR TYPE AND LOCATION OF SEEDING MIXTURE. USE SEEDING MIXTURE NO 60 IN AND ADJACENT TO GRADED WET AREAS.

** NO FERTILIZER SHALL BE PLACED WITHIN 25 FEET OF WETLANDS.

*** NO MULCH SHALL BE PLACED WITHIN 10 FEET OF WETLANDS.

PROPOSED STH 54 REALIGNMENT TYPICAL SECTION

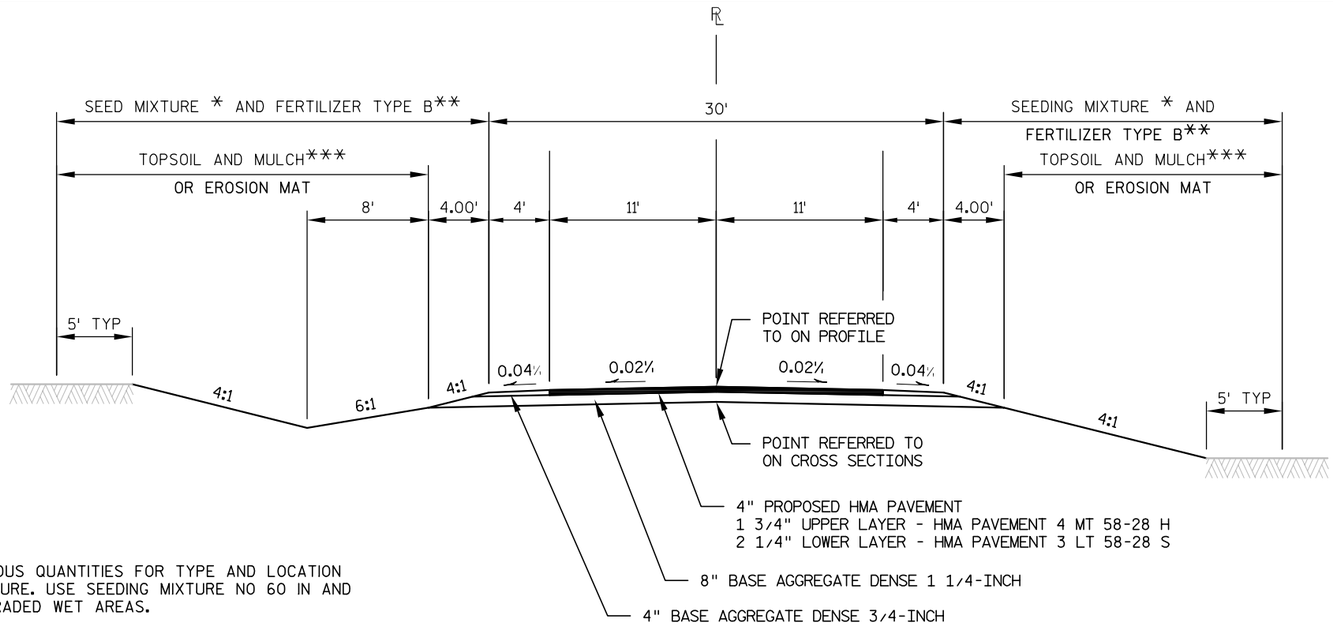
STA 1053+00.00 TO STA 1053+61.26
STA 1083+18.79 TO STA 1095+50.00



PROPOSED STH 54 REALIGNMENT TYPICAL SECTION

STA 1053+51.26 TO STA 1083+18.79

PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	TYPICAL SECTIONS	SHEET 5	E



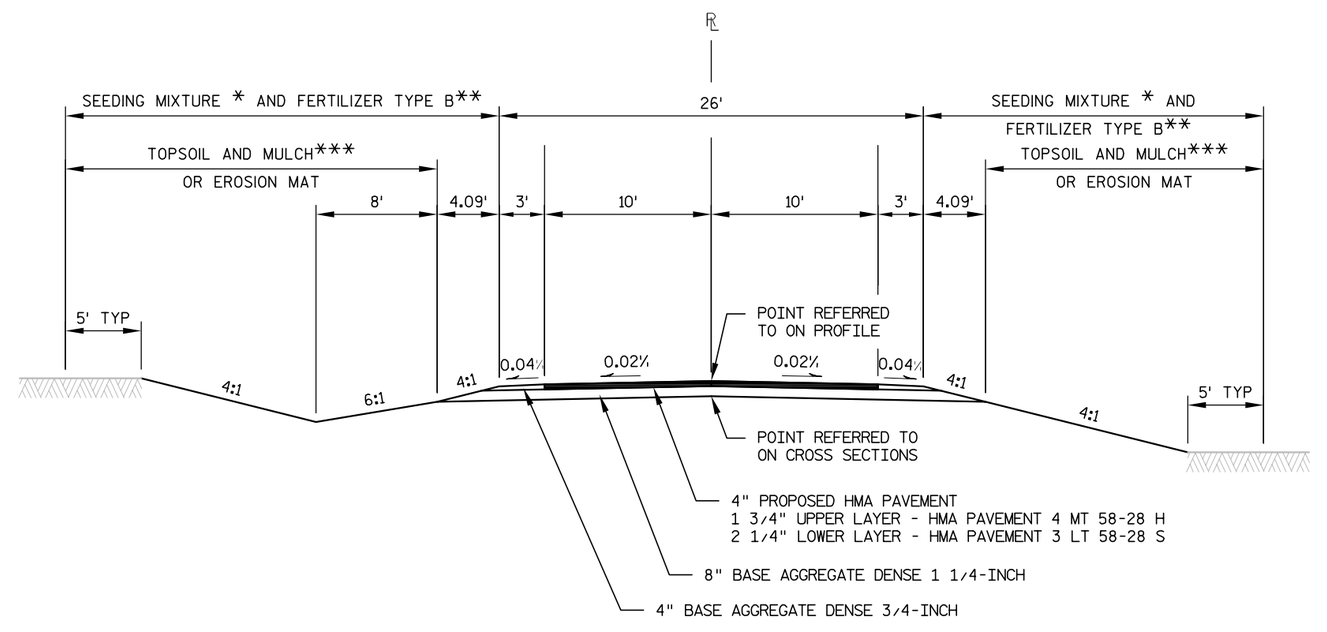
* SEE MISCELLANEOUS QUANTITIES FOR TYPE AND LOCATION OF SEEDING MIXTURE. USE SEEDING MIXTURE NO 60 IN AND ADJACENT TO GRADED WET AREAS.

** NO FERTILIZER SHALL BE PLACED WITHIN 25 FEET OF WETLANDS.

*** NO MULCH SHALL BE PLACED WITHIN 10 FEET OF WETLANDS.

PROPOSED TYPICAL SECTION SIDE ROADS

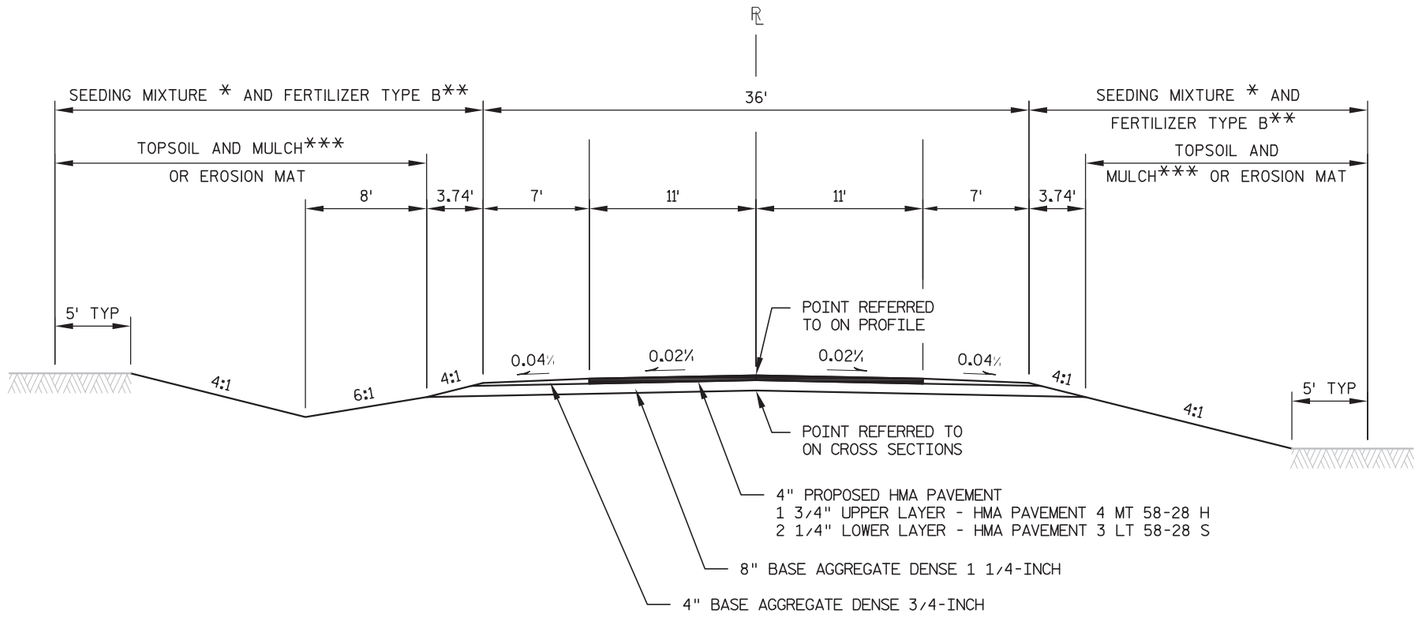
LONESOME ROAD (NORTH)
STA 10+12.00'B' TO STA 16+75.00'B'



PROPOSED TYPICAL SECTION SIDE ROADS

LONESOME ROAD (SOUTH)
STA 5+25.00'B' TO STA 9+88.00'B'

PROJECT NO:6950-03-73	HWY: STH 54	COUNTY: WOOD	TYPICAL SECTIONS	SHEET 6	E



PROPOSED TYPICAL SECTION SIDE ROADS

OLD STH 54

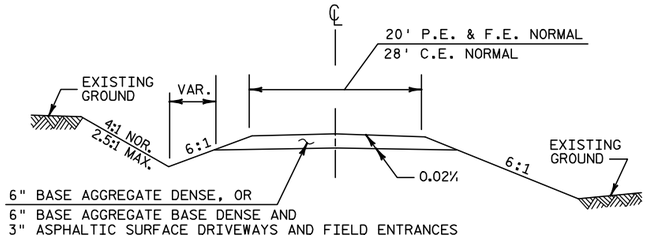
STA 10+12.00'C' TO STA 13+50.00'C'

* SEE MISCELLANEOUS QUANTITIES FOR TYPE AND LOCATION OF SEEDING MIXTURE. USE SEEDING MIXTURE NO 60 IN AND ADJACENT TO GRADED WET AREAS.

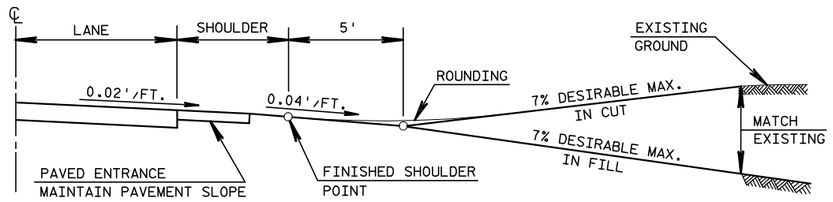
** NO FERTILIZER SHALL BE PLACED WITHIN 25 FEET OF WETLANDS.

*** NO MULCH SHALL BE PLACED WITHIN 10 FEET OF WETLANDS.

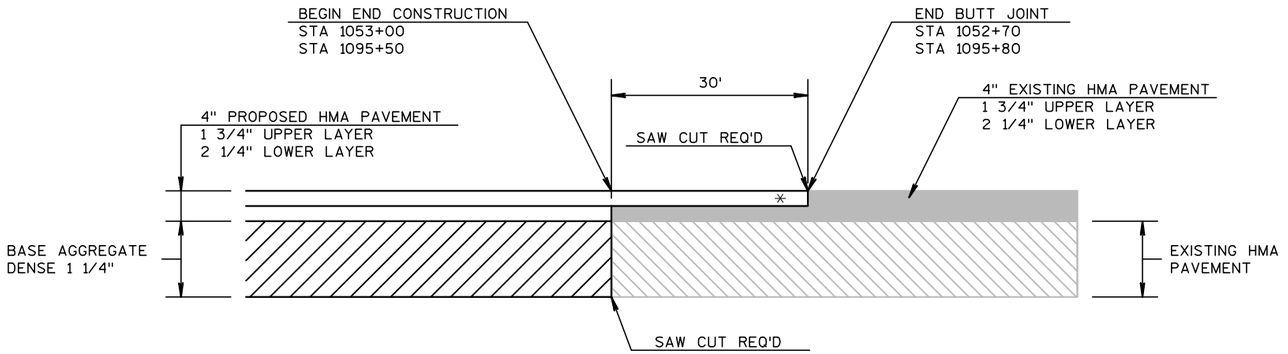
PROJECT NO:6950-03-73	HWY:STH 54	COUNTY:WOOD	TYPICAL SECTIONS	SHEET 7	E



TYPICAL CROSS SECTION



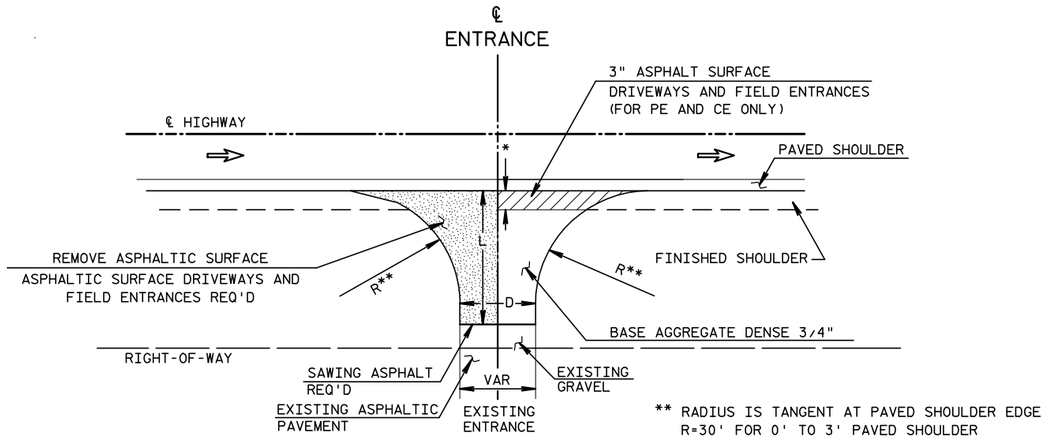
PROFILE VIEW



BUTT JOINT DETAIL

(MAINLINE - STH 54 AT LIMITS OF PROJECT)

* MATCH PROPOSED ASPHALT LAYER THICKNESS



** RADIUS IS TANGENT AT PAVED SHOULDER EDGE
R=30' FOR 0' TO 3' PAVED SHOULDER
R=25' FOR GREATER THAN 3' PAVED SHOULDER

* 3' MAX. OR TO FINISHED SHOULDER WHICH EVER IS GREATER

L=VARIABLE, EXACT LENGTH TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

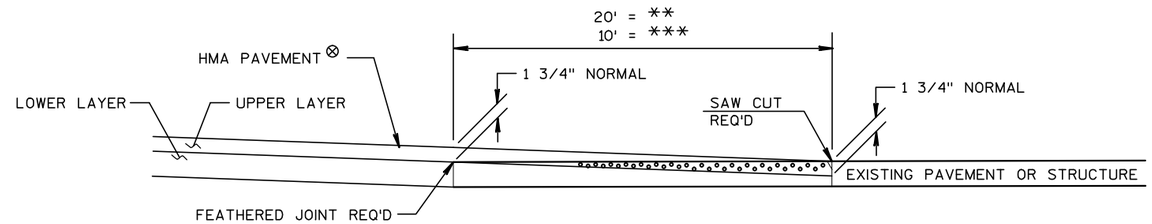
D=DRIVEWAY WIDTH
D=20'TYP(PE & FE) (16'MIN-24'MAX)
D=28'TYP(CE & FARM ENT) (24'MIN-35'MAX)

PLAN VIEW

RURAL DRIVEWAY INTERSECTION DETAIL

PE, FE & CE

(FOR NEW CONSTRUCTION)



⊗ SEE TYPICAL CROSS SECTION FOR PAVEMENT TYPE AND THICKNESS OF INDIVIDUAL COURSES

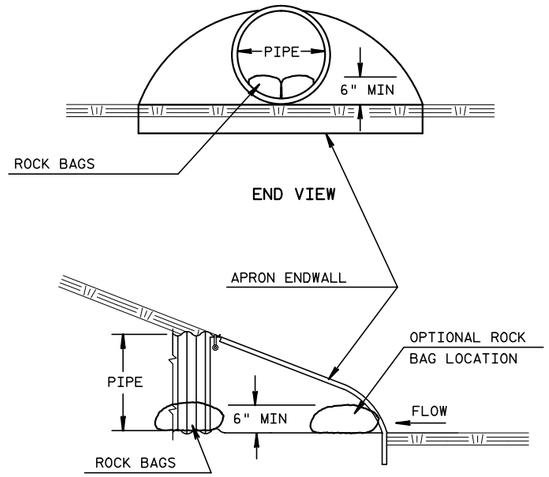
REMOVING ASPHALTIC SURFACE, BUTT JOINTS (MILLING OPTION)

BUTT JOINT DETAIL FOR NON-MILLED ASPHALTIC PAVEMENTS

** SIDEROADS
*** PRIVATE ENTRANCES

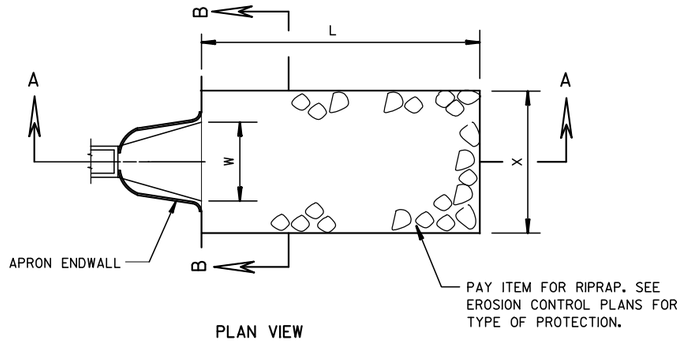
PROJECT NO:6950-03-73	HWY:STH 54	COUNTY:WOOD	CONSTRUCTION DETAILS	SHEET 8	E

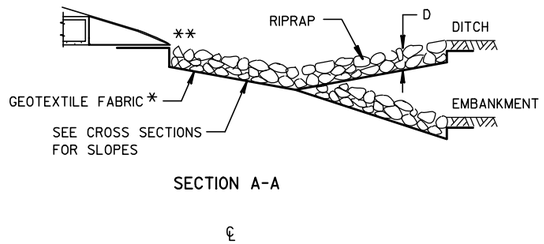
2

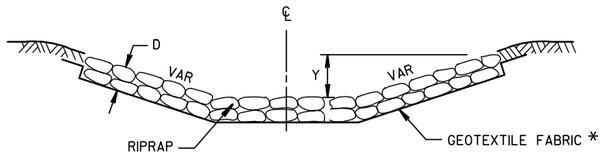


ROCK BAGS USED FOR CULVERT PIPE CHECKS DETAIL

(INSTALL ON INLET END ONLY)
PAID FOR AS ROCK BAGS







RIPRAP AND GEOTEXTILE FABRIC DETAIL AT APRON ENDWALLS

SEE EROSION CONTROL PLAN FOR LOCATIONS

L = 3 x W (NOR) OR 10' MIN
OR AS INDICATED IN THE PLANS
OR AS DIRECTED BY THE ENGINEER

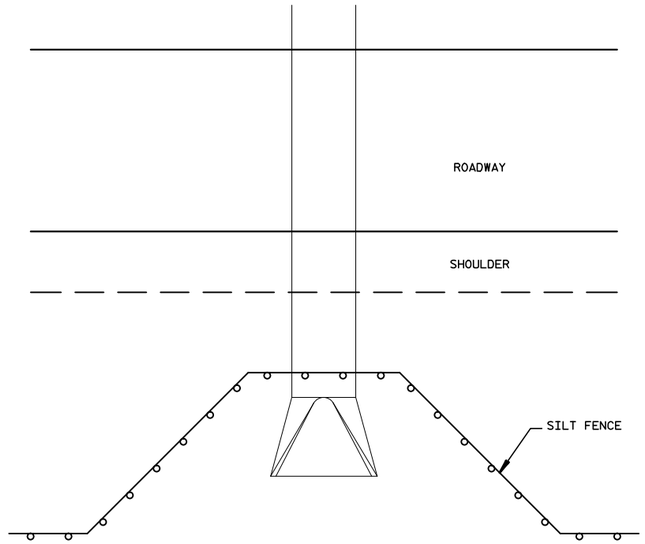
D = 12" FOR RIPRAP LIGHT
18" FOR RIPRAP MEDIUM
24" FOR RIPRAP HEAVY

X = W+2' FOR TYPICAL CULVERT
DISCHARGE INTO DITCH
W+5' FOR CULVERT DISCHARGE
DOWN EMBANKMENT SLOPE

Y = 0' FOR TYPICAL CULVERT
DISCHARGE INTO DITCH
12" FOR CULVERT DISCHARGE
DOWN EMBANKMENT SLOPE

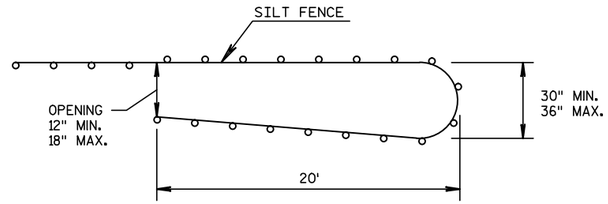
* TYPE R (FOR RIPRAP LIGHT ONLY)
TYPE HR (FOR RIPRAP MEDIUM AND HEAVY ONLY)
FABRIC REQUIRED TO BE SINGLE SHEET WIDE
OR HAND SEWN

** RIPRAP TO PLACED BELOW THE
FLOWLINE OF PIPE OUTLET



NOTE:
SEE SILT FENCE SDD FOR ADDITIONAL INFORMATION.

TYPICAL SILT FENCE DETAIL AT PIPE INLET

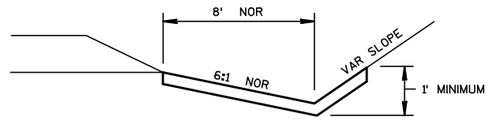


GENERAL NOTES:

SILT FENCE POST FOR THE TURN-AOUND SHOULD BE ON THE OUTSIDE OF THE TURN-AROUND AND FENCING TRENCHED IN ACCORDANCE TO SILT FENCE REQUIREMENTS.

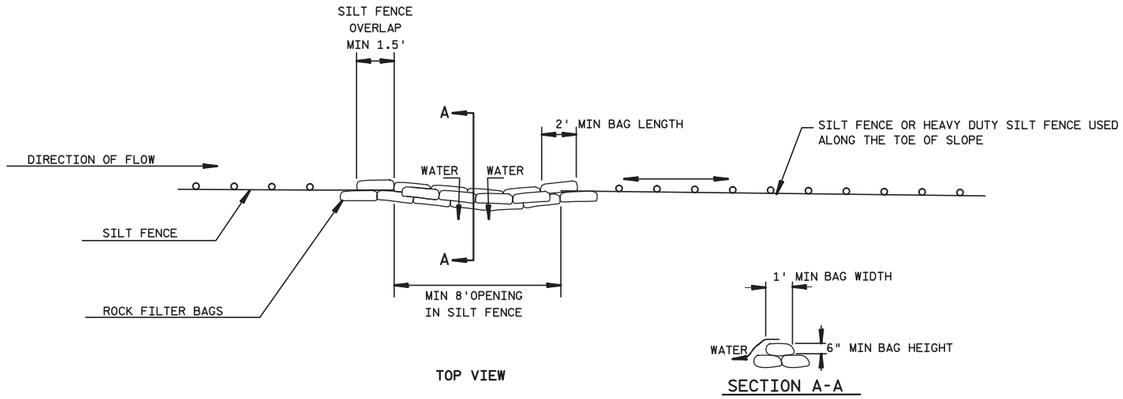
PLAN VIEW

TEMPORARY SMALL ANIMAL TURN-AROUND DETAIL



EROSION MAT DETAIL FOR DITCHES

2

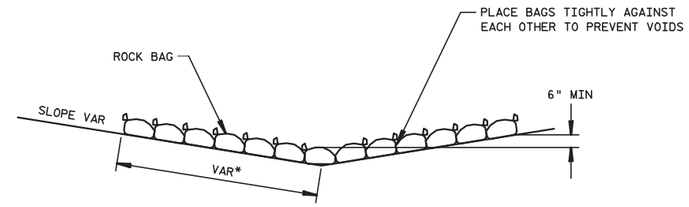


TOP VIEW

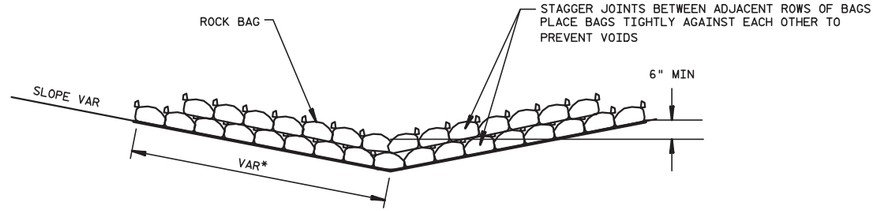
SECTION A-A

ROCK BAGS USED FOR SILT FENCE RELIEF DETAIL

(PAID FOR AS ROCK BAGS)

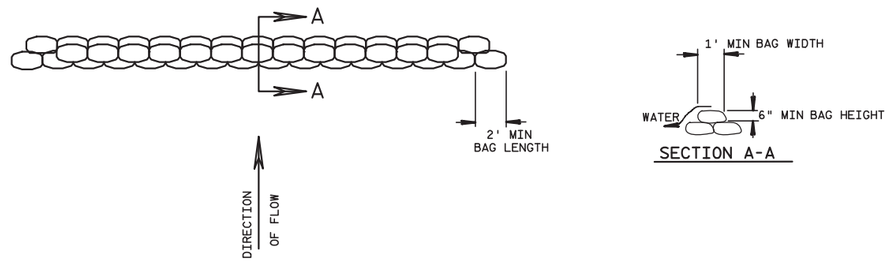


SIDE VIEW (SINGLE LAYER)



* LENGTH AND NUMBER OF BAGS MAY VARY
DEPENDING ON DESIRED DEPTH OF WATER POOL

SIDE VIEW (MULTIPLE LAYER)



TOP VIEW (MULTIPLE LAYER)

SECTION A-A

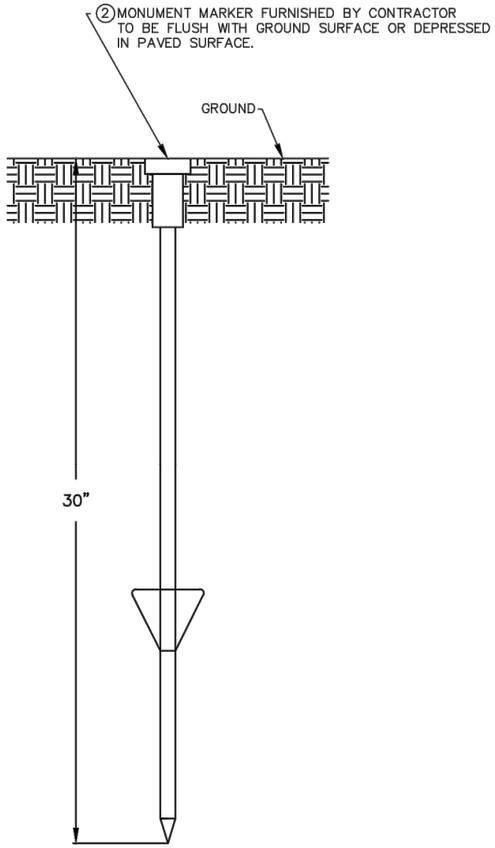
ROCK BAGS DITCH CHECK

(PAID FOR AS ROCK BAGS)



② WIS DOT MONUMENT CAP MARKER LOGO (SSDR130)

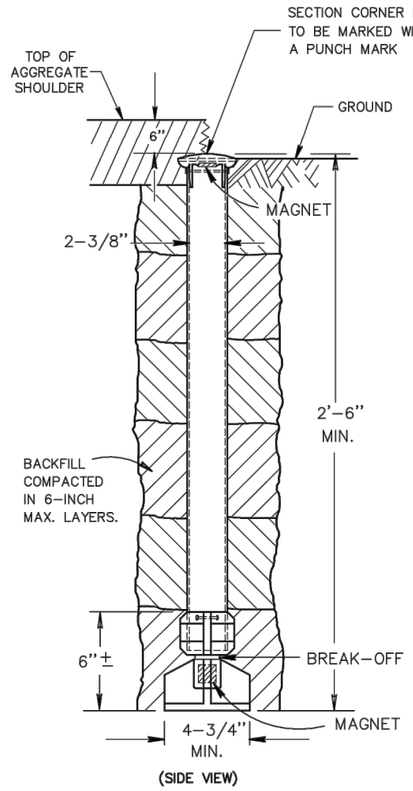
CONTRACTOR TO ORDER LANDMARK REFERENCE MONUMENTS WITH THE ABOVE STAMPING



(FRONT VIEW)

BERNSTEN DRIVABLE MONUMENT SSDR130

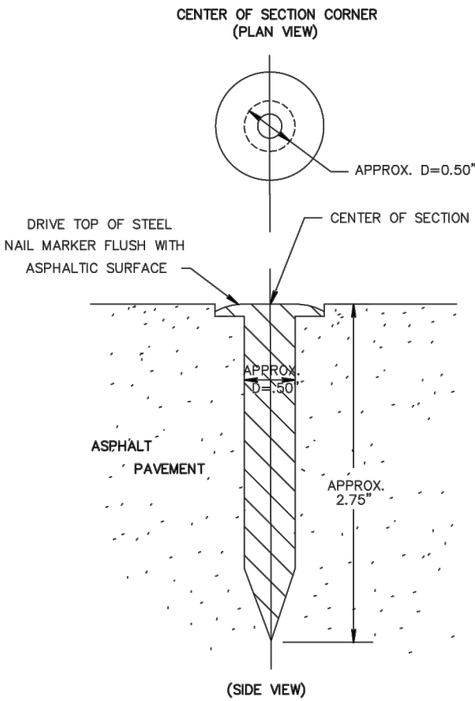
LANDMARK REFERENCE MONUMENT (TIES ONLY)



(SIDE VIEW)

OUTSIDE OF PAVEMENT

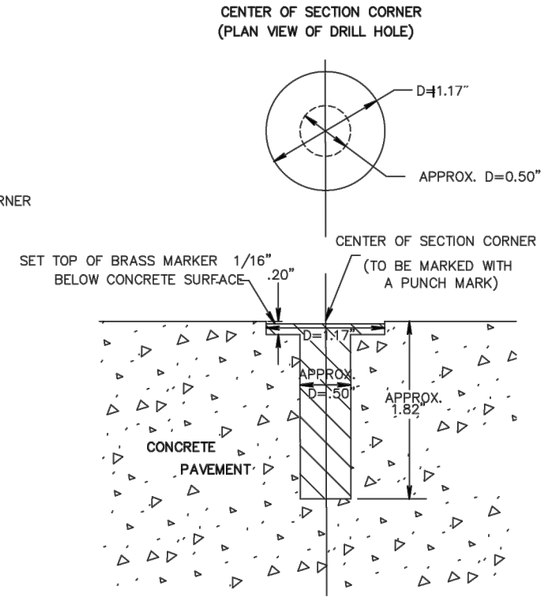
① BERNTSEN A1BR30 ALUMINUM BREAK–OFF MONUMENT



(SIDE VIEW)

IN ASPHALTIC PAVEMENT

① BERNTSEN SNM1 STEEL NAIL MARKER



NOTE: TO DRILL HOLE, USE A "SURVEY MARKER COUNTERSINK DRILL BIT" ITEM #BPMDRL, AVAILABLE FROM BERNTSEN INTERNATIONAL INC.

(SIDE VIEW OF DRILL HOLE)

IN CONCRETE PAVEMENT

① BERNTSEN BP – 1 BRASS MARKER WITH ANCHOR PLUG

SECTION CORNER MONUMENTS

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.

LOCATE LANDMARK REFERENCE MONUMENTS OUTSIDE THE CONSTRUCTION LIMITS AND WITHIN WISDOT RIGHT OF WAY. LOCATION TO BE APPROVED BY THE ENGINEER.

① THE REGIONAL SURVEY COORDINATOR WILL SUPPLY.

② CONTRACTOR WILL SUPPLY.

SECTION CORNER MONUMENT AND LANDMARK REFERENCE MONUMENT DETAIL

2

R/W

SLOPE INTERCEPT (TYP)

FO

STA 1060+28.95 LT 58' STH 54 =
STA 10+56.65'B' LT 55' LONESOME RD

STA 1058+81, ℞
END CENTERLINE RUMBLE STRIP, MILLING

1058+00

1059+00

1060+00

1061+00

1062+00

1063+00

10+00'B'

11+00'B'

12+00'B'

13+00'B'

9+00'B'

8+00'B'

15'

12'

10'

18'

60'

90'

80'

70'

+88.95

+55.08

+45.53

+96.03

+79.33

+39.13

R 156.12'

R 129.45'

40' R

60' R

997.42

997.34

997.24

997.43

997.61

997.48

997.92

998.45

998.80

999.85

1000.09

1000.25

1000.46

1000.73

1000.95

1001.08

1001.12

1001.18

1001.35

LONESOME RD

TLE

CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

STA 1061+51.03 LT 78' STH 54 =
STA 10+75.53'B' RT 75' LONESOME RD

CONSTRUCT TYPE D
INTERSECTION

CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

STA 1060+00.08 RT 78' STH 54 =
STA 9+19.13'B' LT 75' LONESOME RD

STA 1061+39.33 RT 58' STH 54 =
STA 9+40.49'B' RT 55' LONESOME RD

STA 1060+81.12 ℞ STH 54 =
STA 10+00.00'B' ℞ LONESOME RD

℞ LONESOME RD

℞ STH 54

STA 1062+81, ℞
BEGIN CENTERLINE RUMBLE STRIP, MILLING

STH 54

N

PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	INTERSECTION DETAILS	SHEET 13 E

2

2

N

R/W

12+00'C'

11'

11'

℄ OLD STH 54

+48.00

CONSTRUCT TYPE D
INTERSECTION

SLOPE INTERCEPT (TYP)

OLD STH 54

11+00'C'

70'

STA 1092+92.26 LT 78' STH 54 =
STA 10+78.00'C' RT 75' OLD STH 54

STA 1091+62.26 LT 58' STH 54 =
STA 10+58.00'C' LT 55' OLD STH 54

15'

994.93

SLOPE INTERCEPT (TYP)

995.13

10'

15'

995.15

60' R.

R/W

60'

40' R.

995.37

995.54

90'

10'

+37.26

+22.26

995.79

995.88

995.95

996.10

996.20

18'

18'

12'

15'

15'

STH 54

1089+00

1090+00

1091+00

1092+00

10+00'C'

1093+00

1094+00

1095+00

R/W

TLE

℄ STH 54

STA 1090+18, ℄
END CENTERLINE RUMBLE STRIP, MILLING

SLOPE INTERCEPT (TYP)

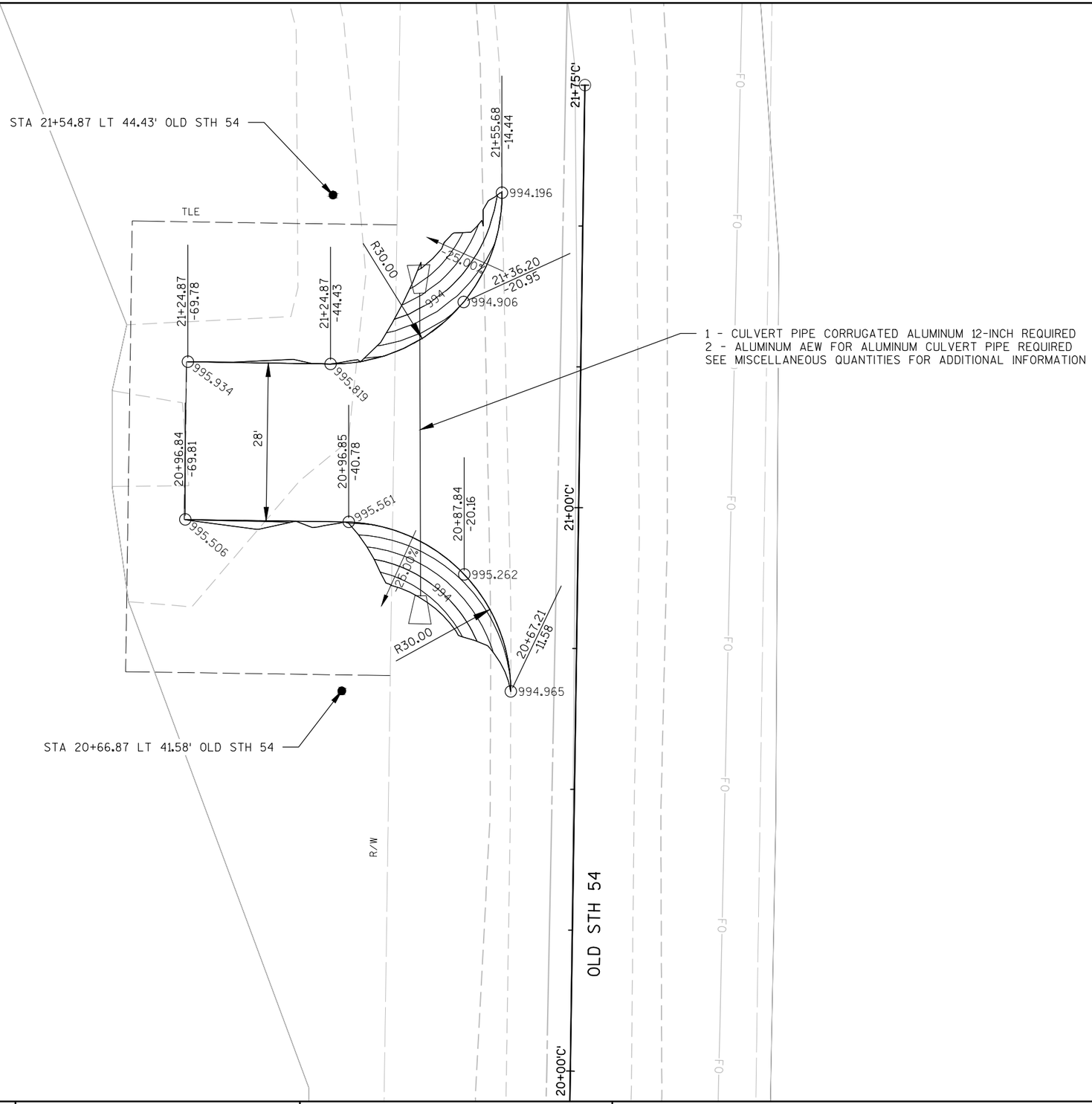
STA 1092+17.26 ℄ STH 54 =
STA 10+00.00'C' ℄ OLD STH 54

STA 1094+18, ℄
BEGIN CENTERLINE RUMBLE STRIP, MILLING

FO

PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	INTERSECTION DETAILS	SHEET 14 E

2



PROJECT NO:6950-03-73	HWY: STH 54	COUNTY: WOOD	FIELD ENTRANCE DETAIL	SHEET 15 E

LEGEND

- SILT FENCE
- EROSION MAT URBAN CLASS I TYPE A
- ROCK BAG DITCH CHECK
- SMALL ANIMAL TURN AROUND (SEE CONSTRUCTION DETAIL)
- SEED MIX NO. 60 & EROSION MAT URBAN CLASS 1 TYPE B
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- RIP RAP
- SILT FENCE RELIEF

NOTES:

1. 1. ALL AREAS TO BE RESTORED ACCORDING TO THE TYPICAL SECTIONS WITH SEED MIX NO. 30, FERTILIZER TYPE B, AND MULCH, UNLESS OTHERWISE NOTED.
2. SHADED AREAS INDICATE WETLAND IMPACT AREAS.
3. NO FERTILIZER SHALL BE PLACED WITHIN 25 FEET OF WETLANDS.
4. NO MULCH SHALL BE PLACED WITHIN 10 FEET OF WETLANDS.

WOOD COUNTY FCL
THEODORE PALA
LONESOME RD
MARK A. RASMUSSEN
SLOPE INTERCEPT (TYP)
STH 54
0.202 ACRES M (N)
0.134 ACRES SS
WETLAND IMPACT
0.014 ACRES M (N)
0.009 ACRES SS
WETLAND IMPACT
BEGIN PROJECT 6950-03-73
STA 1053+00.00
WETLAND BOUNDARY (TYP.)
WOOD COUNTY FCL
EDWARD PALA JR.
MATCH LINE 1067+00
MATCH LINE 1082+00
TURBIDITY BARRIER REQUIRED
0.326 ACRES M (N)
0.217 ACRES SS
WETLAND IMPACT
0.039 ACRES M (N)
0.026 ACRES SS
WETLAND IMPACT
0.083 ACRES M (N)
0.055 ACRES SS
WETLAND IMPACT
0.012 ACRES M (N)
0.008 ACRES SS
WETLAND IMPACT
0.005 ACRES M (N)
0.004 ACRES SS
WETLAND IMPACT
0.054 ACRES M (N)
0.036 ACRES SS
WETLAND IMPACT
KRISP LLC

PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	EROSION CONTROL	SHEET 16	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-73\73_020601_EC.DWG
PLOT DATE : 11/8/2016 9:18 AM
PLOT BY : JEFF BREU
PLOT SCALE : 1:100
WISDOT/CADDS SHEET 42

LEGEND

- SILT FENCE
- EROSION MAT URBAN CLASS I TYPE A
- ROCK BAG DITCH CHECK
- SILT FENCE RELIEF
- SMALL ANIMAL TURN AROUND (SEE CONSTRUCTION DETAIL)
- SEED MIX NO. 60 & EROSION MAT URBAN CLASS 1 TYPE B
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- RIP RAP

MARK A. RASMUSSEN

DAVID RASMUSSEN ETUX

FAYE WEISS

OLD STH 54

℄ OLD STH 54

12+00'C'

11+00'C'

R/W

MATCH LINE 1082+00

1082+00

1083+00

1084+00

1085+00

1086+00

1087+00

1088+00

1089+00

1090+00

1091+00

1092+00

1093+00

1094+00

1095+00

1096+00

1097+00

TLE

STH 54

℄ STH 54

SLOPE INTERCEPT (TYP)

WETLAND BOUNDARY (TYP.)

END PROJECT 6950-03-73
STA 1095+50.00

MARK A. RASMUSSEN

N

WETLAND BOUNDARY (TYP.)

SLOPE INTERCEPT (TYP)

WOOD COUNTY FCL

LONESOME RD

BEGIN CONSTRUCTION
STA 5+50.00'B'

5+00'B'

6+00'B'

7+00'B'

8+00'B'

9+00'B'

10+00'B'

11+00'B'

12+00'B'

13+00'B'

14+00'B'

15+00'B'

16+00'B'

17+00'B'

17+49'B'

1060+00

1061+00

1062+00

1063+00

1064+00

TLE

R/W

PL

U/C

EDWARD PALA JR.

THEODORE PALA

MARK A. RASMUSSEN

℄ LONESOME RD

℄ STH 54

END CONSTRUCTION
STA 16+75.00'B'

WOOD COUNTY FCL

NOTES:

1. 1. ALL AREAS TO BE RESTORED ACCORDING TO THE TYPICAL SECTIONS WITH SEED MIX NO. 30, FERTILIZER TYPE B, AND MULCH, UNLESS OTHERWISE NOTED.
2. SHADED AREAS INDICATE WETLAND IMPACT AREAS.
3. NO FERTILIZER SHALL BE PLACED WITHIN 25 FEET OF WETLANDS.
4. NO MULCH SHALL BE PLACED WITHIN 10 FEET OF WETLANDS.

PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	EROSION CONTROL	SHEET 17	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-73\73_020601_EC.DWG

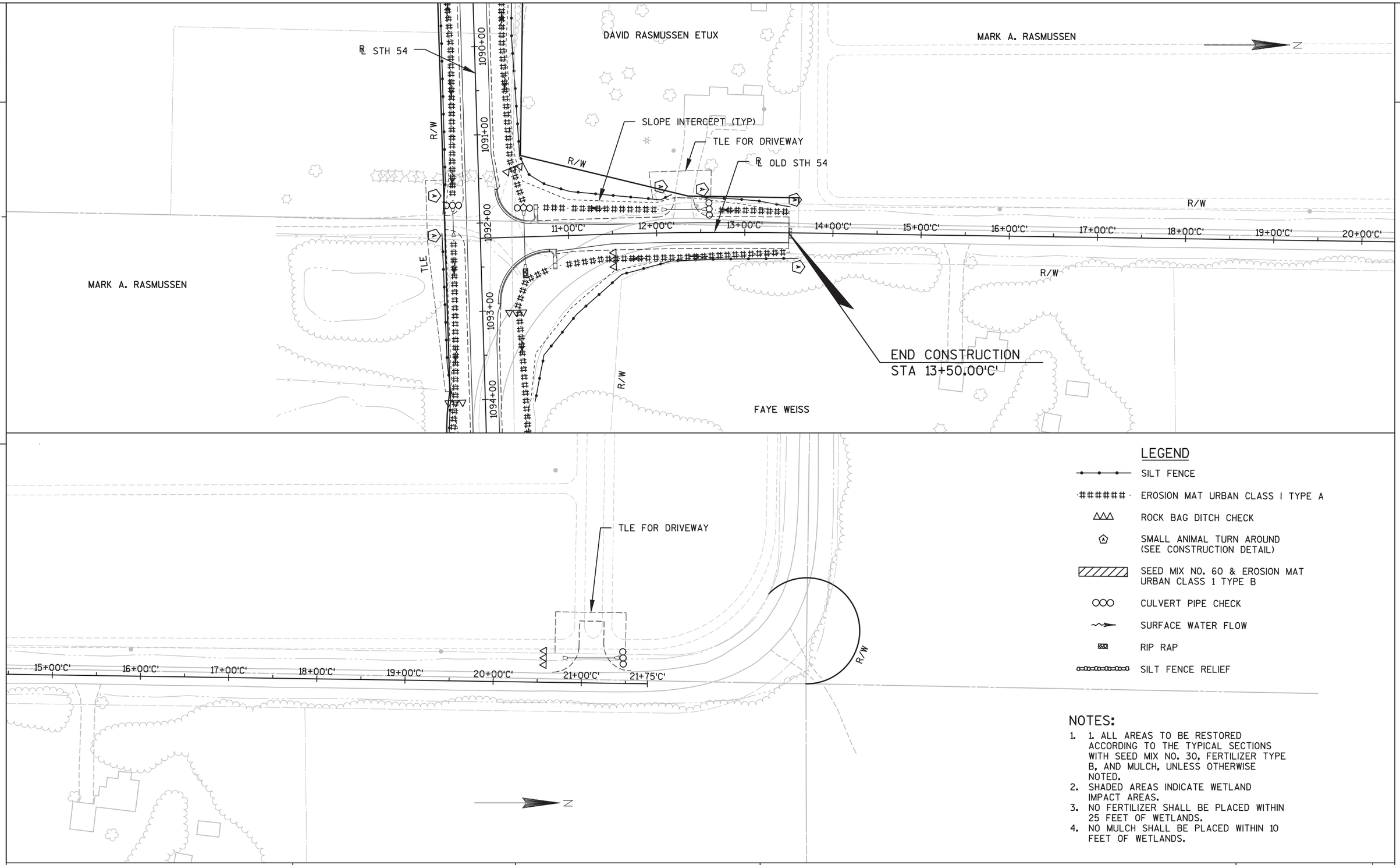
PLOT DATE : 11/8/2016 9:20 AM

PLOT BY : JEFF BREU

PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2



LEGEND

- SILT FENCE
- EROSION MAT URBAN CLASS I TYPE A
- ROCK BAG DITCH CHECK
- SMALL ANIMAL TURN AROUND (SEE CONSTRUCTION DETAIL)
- SEED MIX NO. 60 & EROSION MAT URBAN CLASS 1 TYPE B
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- RIP RAP
- SILT FENCE RELIEF

NOTES:

1. 1. ALL AREAS TO BE RESTORED ACCORDING TO THE TYPICAL SECTIONS WITH SEED MIX NO. 30, FERTILIZER TYPE B, AND MULCH, UNLESS OTHERWISE NOTED.
2. SHADED AREAS INDICATE WETLAND IMPACT AREAS.
3. NO FERTILIZER SHALL BE PLACED WITHIN 25 FEET OF WETLANDS.
4. NO MULCH SHALL BE PLACED WITHIN 10 FEET OF WETLANDS.

PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	EROSION CONTROL	SHEET 18	E

2

NOTE: PERMANENT SIGN LOCATIONS ARE APPROXIMATE. FINAL LOCATIONS SHALL BE PLACED ACCORDANCE TO DETAILS AND THE MUTCD. NO PASSING ZONE PENNANTS SHALL BE PLACED IN ACCORDANCE WITH THE RESULTS OF THE LOCATING NO PASSING ZONE ITEM.

N

100 — NO PASSING ZONE W14-3 48" X 36"

102 — STOP R1-1 30" X 30"

104 — STOP R1-1

105 — W1-6 48" X 24"

103 — STOP R1-1 30" X 30"

BEGIN PROJECT 6950-03-73
STA 1053+00.00

℄ LONESOME RD

℄ STH 54

℄ OLD STH 54

END PROJECT 6950-03-73
STA 1095+50.00

1050+00 · 1055+00 · 1060+00 · 1065+00 · 1070+00 · 1075+00 · 1080+00 · 1085+00 · 1090+00 · 1095+00 · 1100+00 · 1105+00

109 — W1-6

107 — STOP R1-1 30" X 30"

131 — NO PASSING ZONE W14-3 48" X 36"

108 — W1-6

129 — W1-1R

130 — 25 M.P.H. W13-1

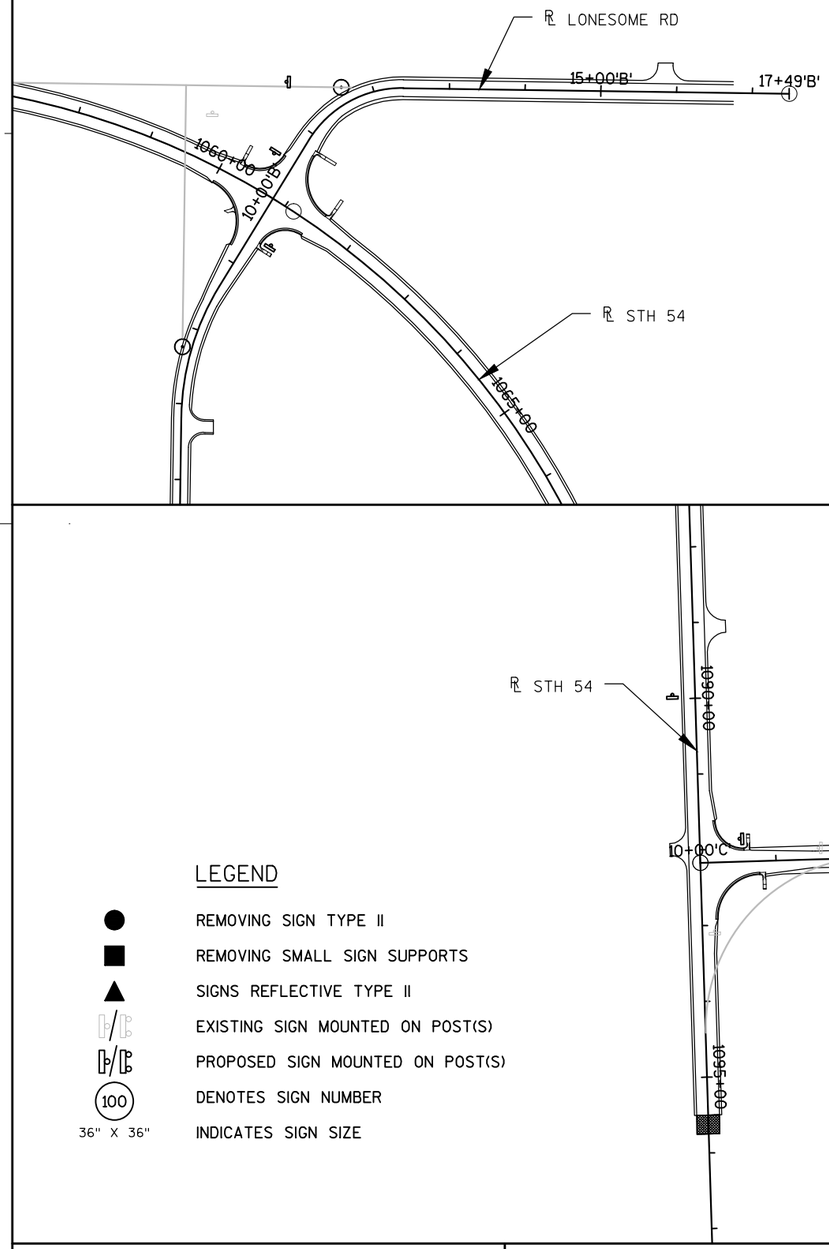
N

LEGEND

- REMOVING SIGN TYPE II
- REMOVING SMALL SIGN SUPPORTS
- SIGNS REFLECTIVE TYPE II
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- (100) DENOTES SIGN NUMBER
- 36" X 36" INDICATES SIGN SIZE

PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	PERMANENT SIGNING	SHEET 19 E

NOTE: PERMANENT SIGN LOCATIONS ARE APPROXIMATE. FINAL LOCATIONS SHALL BE PLACED ACCORDANCE TO DETAILS AND THE MUTCD. NO PASSING ZONE PENNANTS SHALL BE PLACED IN ACCORDANCE WITH THE RESULTS OF THE LOCATING NO PASSING ZONE ITEM.



LEGEND

- ● REMOVING SIGN TYPE II
- ■ REMOVING SMALL SIGN SUPPORTS
- ▲ SIGNS REFLECTIVE TYPE II
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- (100) DENOTES SIGN NUMBER
- 36" X 36" INDICATES SIGN SIZE

PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	PERMANENT SIGNING	SHEET 20 E

2

2

PAVEMENT MARKING EPOXY 4-INCH
(WHITE EDGE LINE)

℄ LONESOME RD

15+00 RT

EXTEND CENTERLINE MARKING FROM
STA 17+00, APPROXIMATELY 1900 FEET
TO COVER THE PASSING ZONE MARKINGS
ON EXISTING STH 54 PAVEMENT TO REMAIN

PAVEMENT MARKING EPOXY 4-INCH
(WHITE EDGE LINE)

PAVEMENT MARKING EPOXY 4-INCH
(DOUBLE YELLOW)

PAVEMENT MARKING EPOXY 4-INCH
(DOUBLE YELLOW)

BEGIN PROJECT 6950-03-73
STA 1053+00.00

PAVEMENT MARKING EPOXY 4-INCH
(DASHED WHITE)

1055+00

1060+00

10+80 RT

PAVEMENT MARKING EPOXY 4-INCH
(WHITE EDGE LINE)

PAVEMENT MARKING EPOXY 4-INCH
(DOUBLE YELLOW)

PAVEMENT MARKING EPOXY 4-INCH
(WHITE EDGE LINE)

PAVEMENT MARKING EPOXY 4-INCH
(WHITE EDGE LINE)

PAVEMENT MARKING EPOXY 4-INCH
(DASHED WHITE)

℄ STH 54

N

PAVEMENT MARKING EPOXY 4-INCH
(DASHED WHITE)

1060+00

10+80 LT

1065+00

℄ STH 54

PAVEMENT MARKING EPOXY 4-INCH
(WHITE EDGE LINE)

PAVEMENT MARKING EPOXY 4-INCH
(DOUBLE YELLOW)

PAVEMENT MARKING EPOXY 4-INCH
(WHITE EDGE LINE)

1070+00

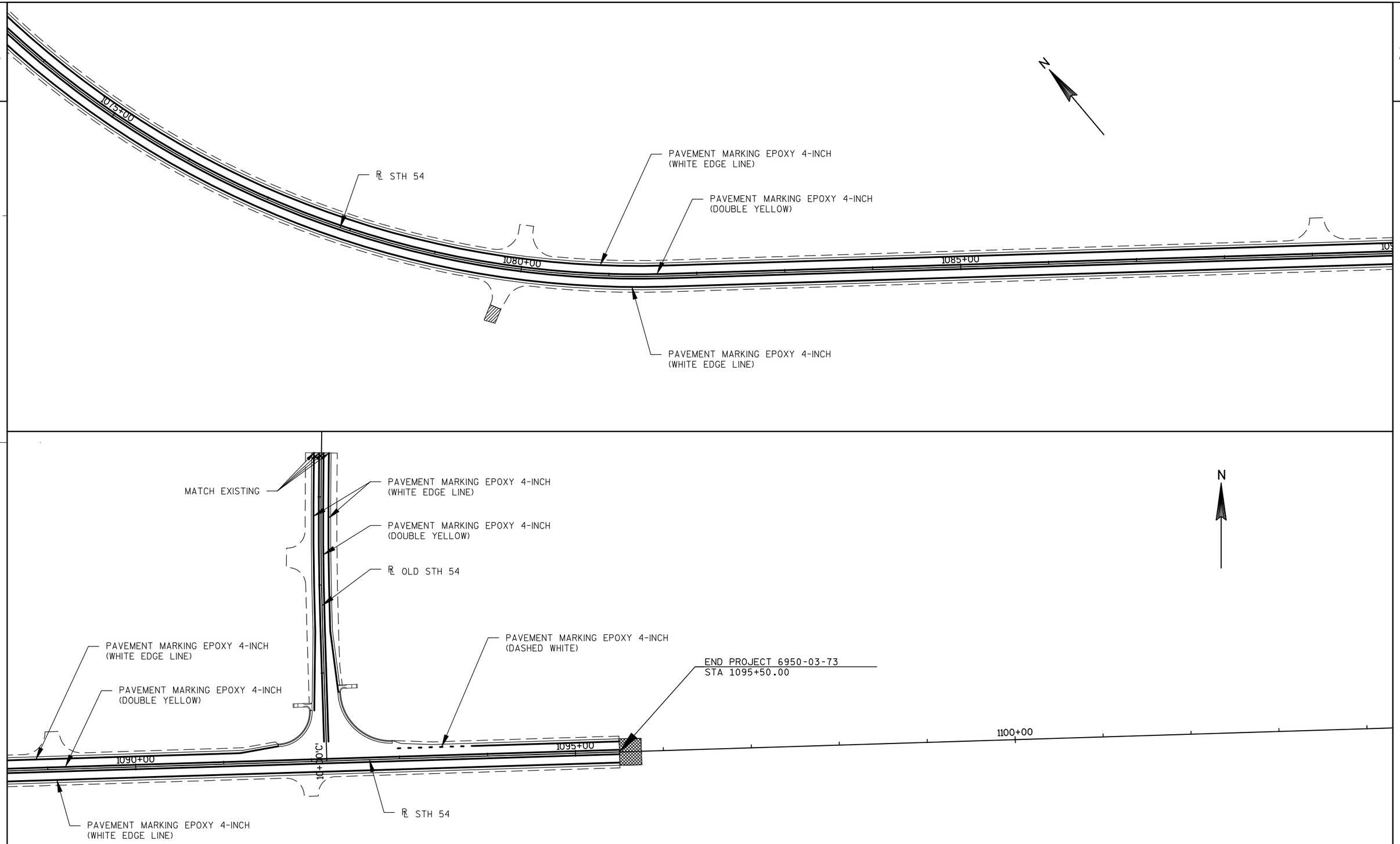
1075+00

N

℄ LONESOME RD

PROJECT NO:6950-03-73	HWY: STH 54	COUNTY: WOOD	PAVEMENT MARKING	SHEET 21 E

2



PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	PAVEMENT MARKING	SHEET 22 E

PROJECT 6950-03-75

STAGE 1A CONSTRUCTION

CONSTRUCTION STH 54 FROM BEGINNING OF PROJECT TO HEMLOCK TRAIL.

CONSTRUCT TEMPORARY BYPASS AND TEMPORARY WIDENING ALONG EXISTING STH 54.

CONSTRUCT OFF-ALIGNMENT PORTION OF PROPOSED STH 54 AT CTH D NORTH.

CONSTRUCT STH 54 FROM CTH D SOUTH TO END OF PROJECT.

STAGE 1B CONSTRUCTION

CONSTRUCT HEMLOCK TRAIL INTERSECTION AT STH 54 PRIOR TO STAGE 2.

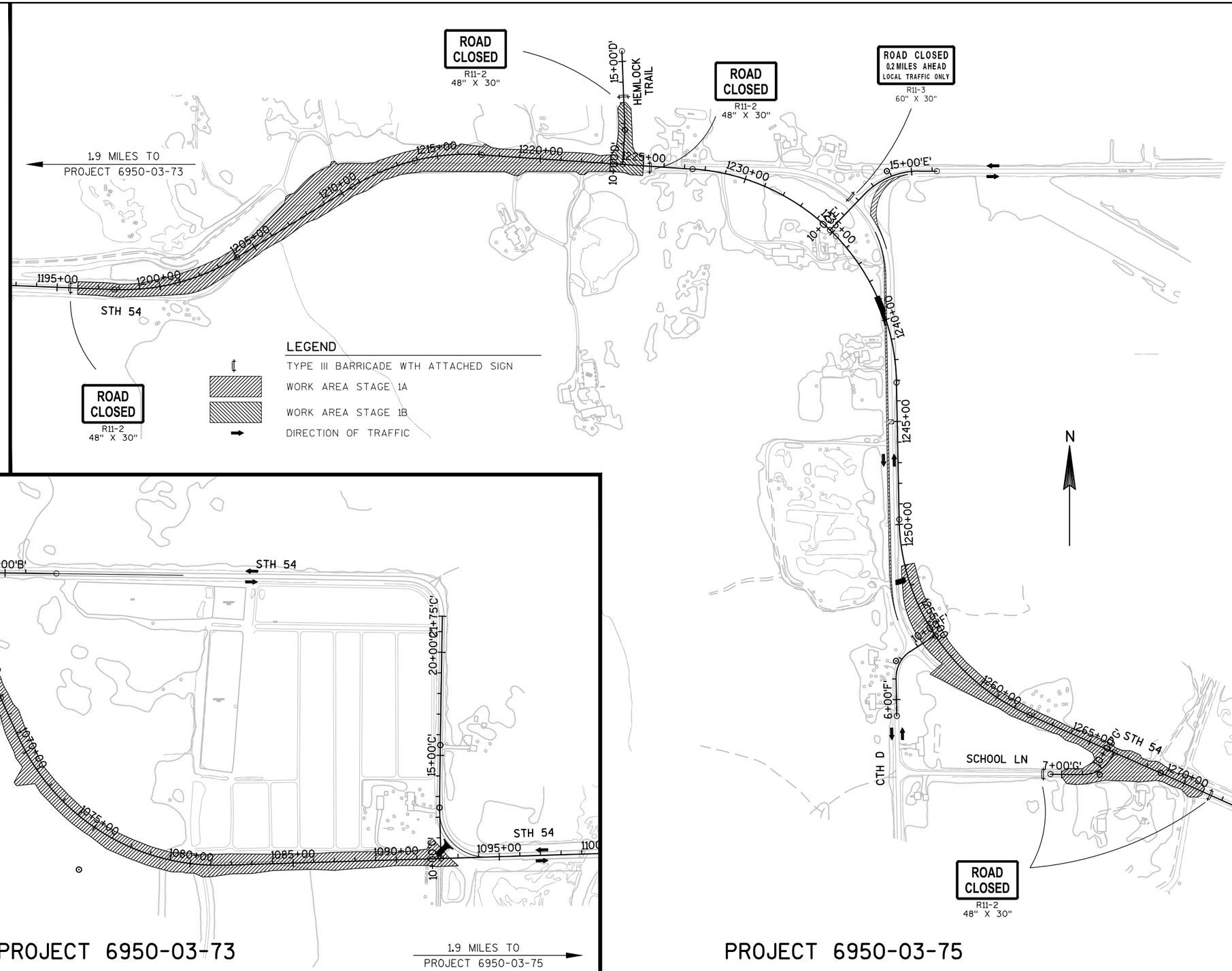
STAGE 1 TRAFFIC

STH 54 CLOSED TO TRAFFIC.

CTH D OPEN TO TRAFFIC.

HEMLOCK TRAIL OPEN TO TRAFFIC VIA CTH D.

SCHOOL LANE OPEN TO TRAFFIC VIA CTH D.



STAGE 1 CONSTRUCTION

CONSTRUCT OFF-ALIGNMENT PORTIONS OF PROPOSED STH 54.

STAGE 1 TRAFFIC

STH 54 OPEN TO TRAFFIC.

LONESOME ROAD OPEN TO TRAFFIC.

PROJECT 6950-03-73

PROJECT 6950-03-75

PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	STAGE 1 OVERVIEW	SHEET 23	E

PROJECT 6950-03-75

STAGE 2 CONSTRUCTION

CONSTRUCTION STH 54 FROM HEMLOCK TRAIL TO END OF PROJECT.

CONSTRUCT CTH D NORTH INTERSECTION.

CONSTRUCT SCHOOL LANE INTERSECTION.

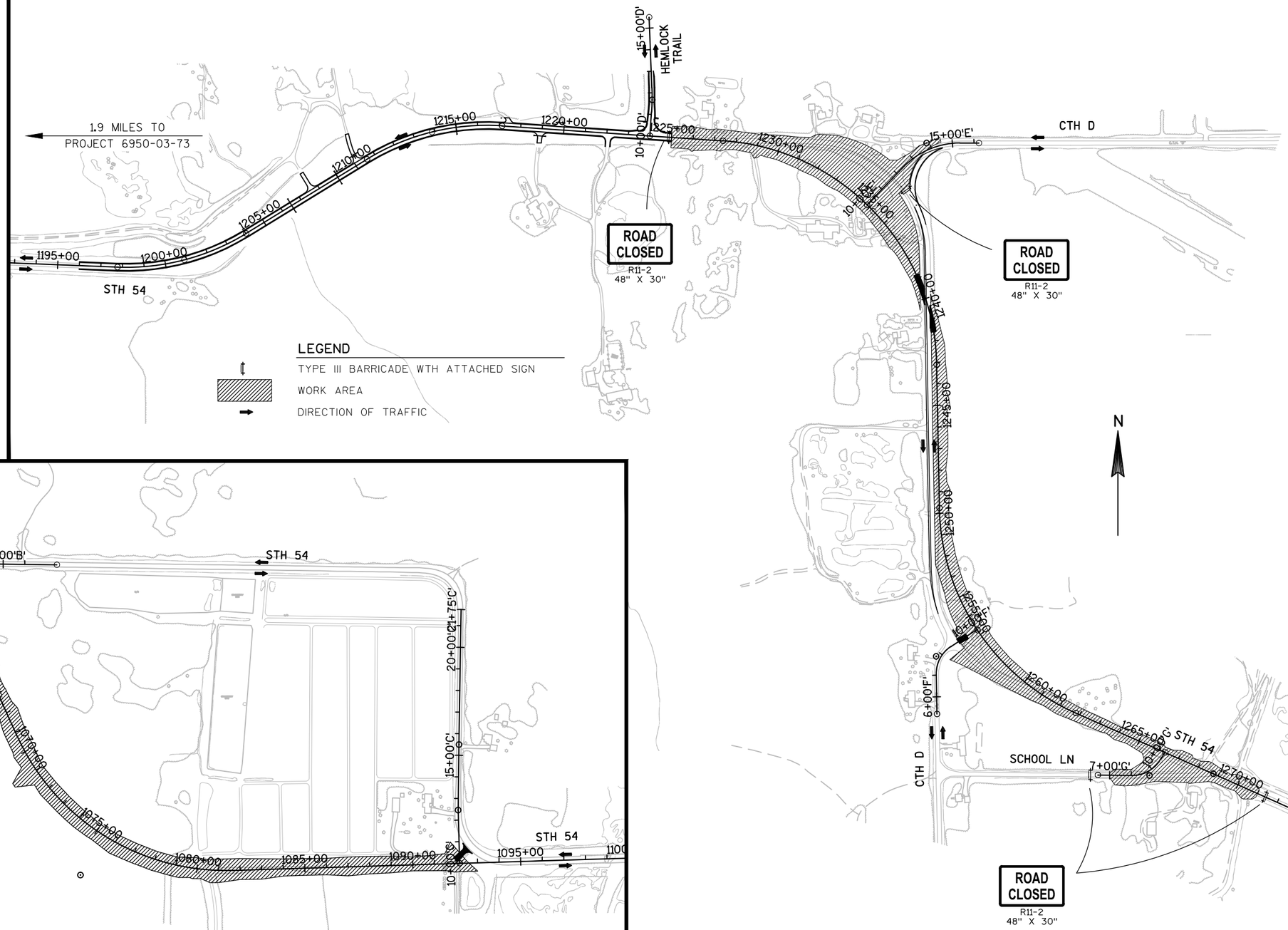
STAGE 2 TRAFFIC

STH 54 CLOSED TO TRAFFIC.

CTH D OPEN TO TRAFFIC.

HEMLOCK TRAIL OPEN TO TRAFFIC VIA STH 54.

SCHOOL LANE OPEN TO TRAFFIC VIA STH 54.



STAGE 2 CONSTRUCTION

CONSTRUCT OFF-ALIGNMENT PORTIONS OF PROPOSED STH 54.

STAGE 2 TRAFFIC

STH 54 OPEN TO TRAFFIC.

LONESOME ROAD OPEN TO TRAFFIC.

PROJECT 6950-03-73

1.9 MILES TO
PROJECT 6950-03-75

PROJECT 6950-03-75

PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	STAGE 2 OVERVIEW	SHEET 24	E

2

PROJECT 6950-03-75

STAGE 3 CONSTRUCTION

CONSTRUCT STH 54 FROM STA 1238+00 TO STA 1243+00.

CONSTRUCT CTH D SOUTH INTERSECTION

STAGE 3 TRAFFIC

STH 54 CLOSED TO TRAFFIC.

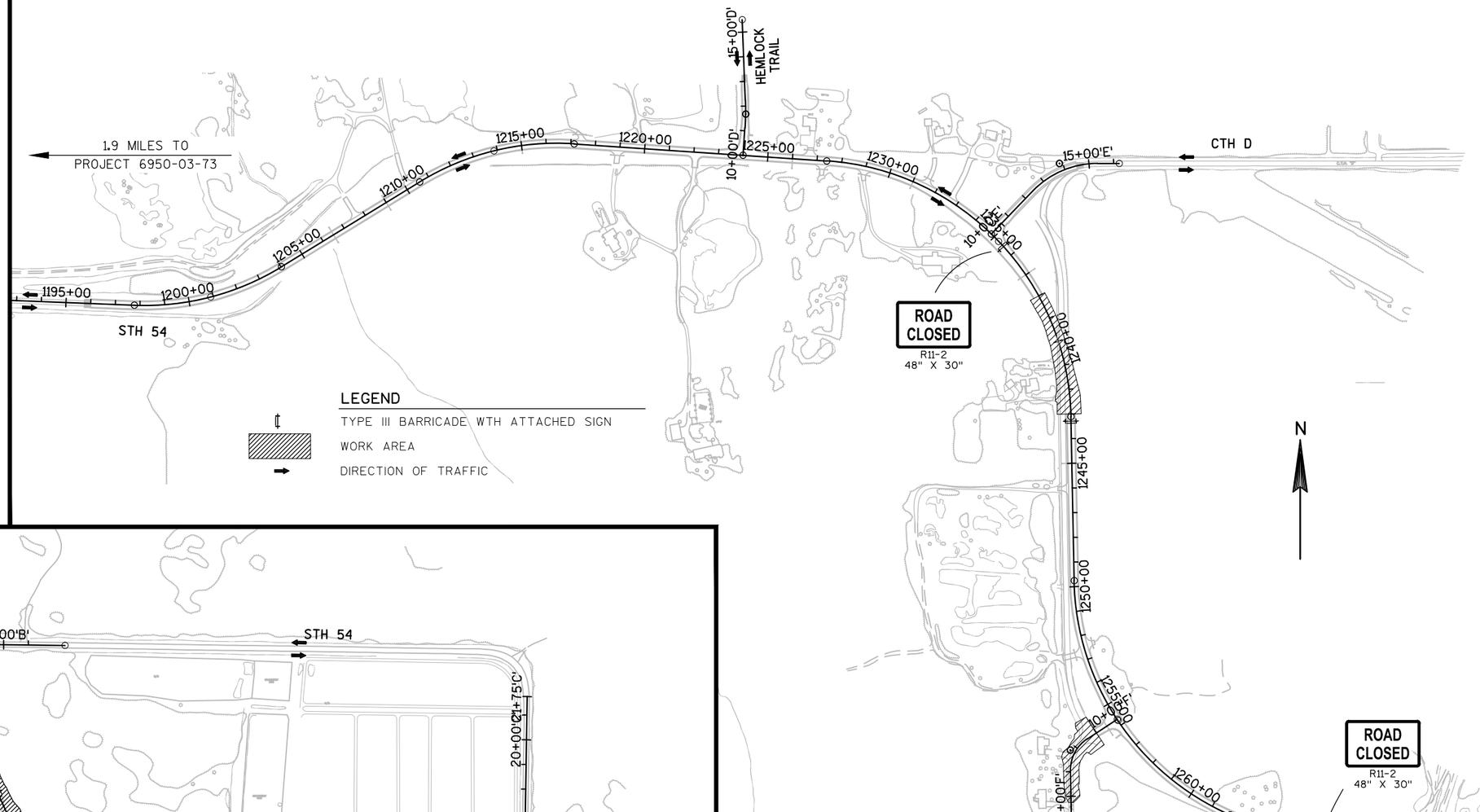
CTH D CLOSED TO TRAFFIC.

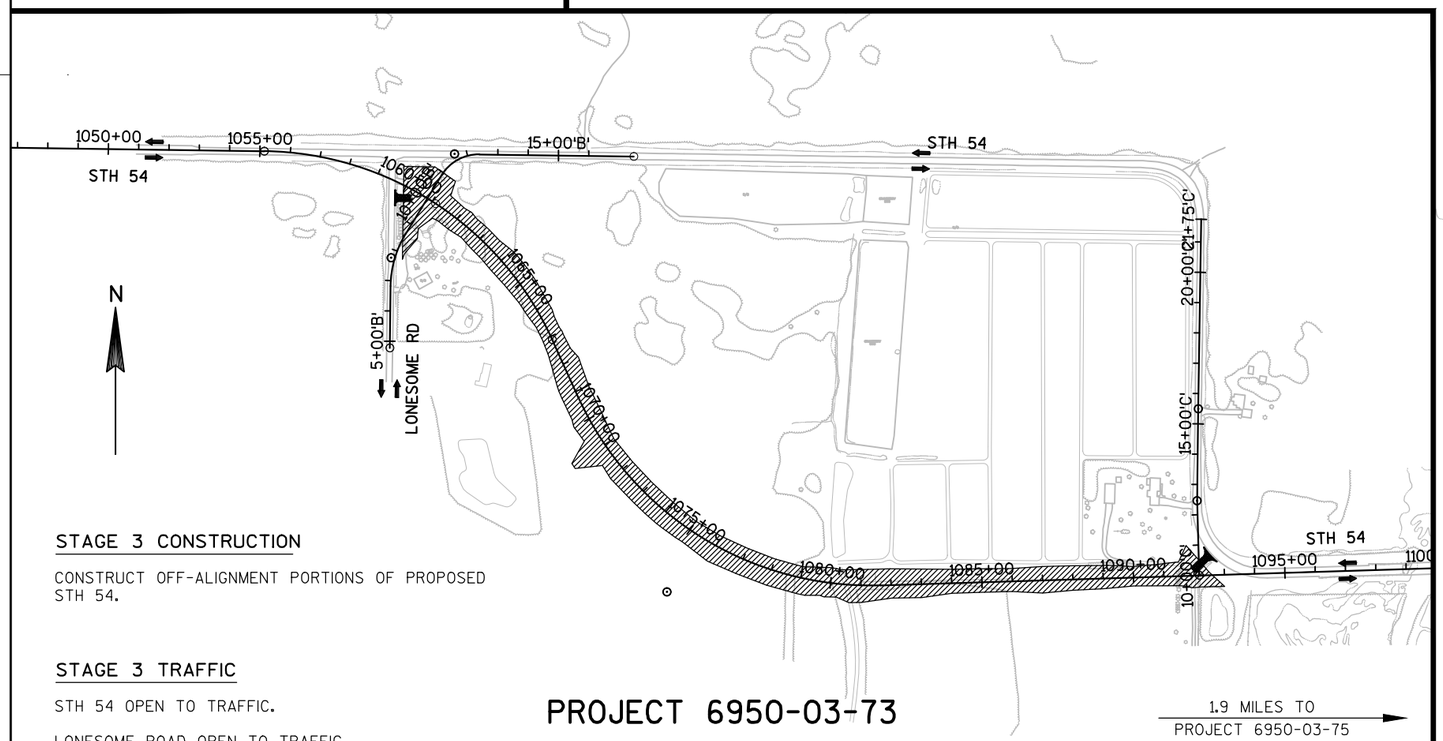
HEMLOCK TRAIL OPEN TO TRAFFIC.

CTH D NORTH OPEN TO TRAFFIC.

CTH D SOUTH OPEN TO TRAFFIC VIA SCHOOL LANE.

SCHOOL LANE OPEN TO TRAFFIC.





STAGE 3 CONSTRUCTION

CONSTRUCT OFF-ALIGNMENT PORTIONS OF PROPOSED STH 54.

STAGE 3 TRAFFIC

STH 54 OPEN TO TRAFFIC.

LONESOME ROAD OPEN TO TRAFFIC.

PROJECT 6950-03-73

PROJECT 6950-03-75

PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	STAGE 3 OVERVIEW	SHEET 25	E

2

PROJECT 6950-03-75

STAGE 4 CONSTRUCTION

REMOVE TEMPORARY BYPASS.

GRADE AND RESTORE SIDE SLOPES.

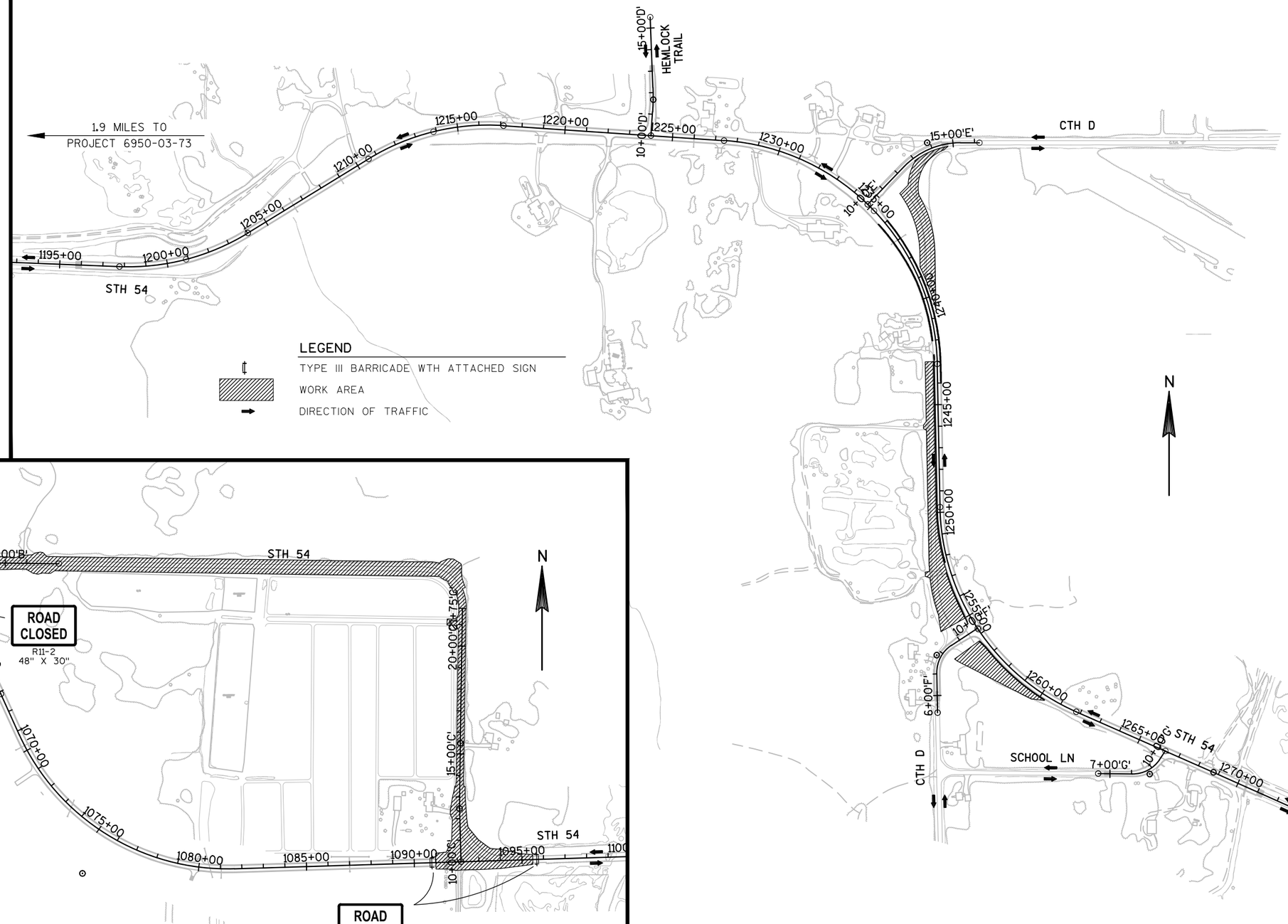
STAGE 4 TRAFFIC

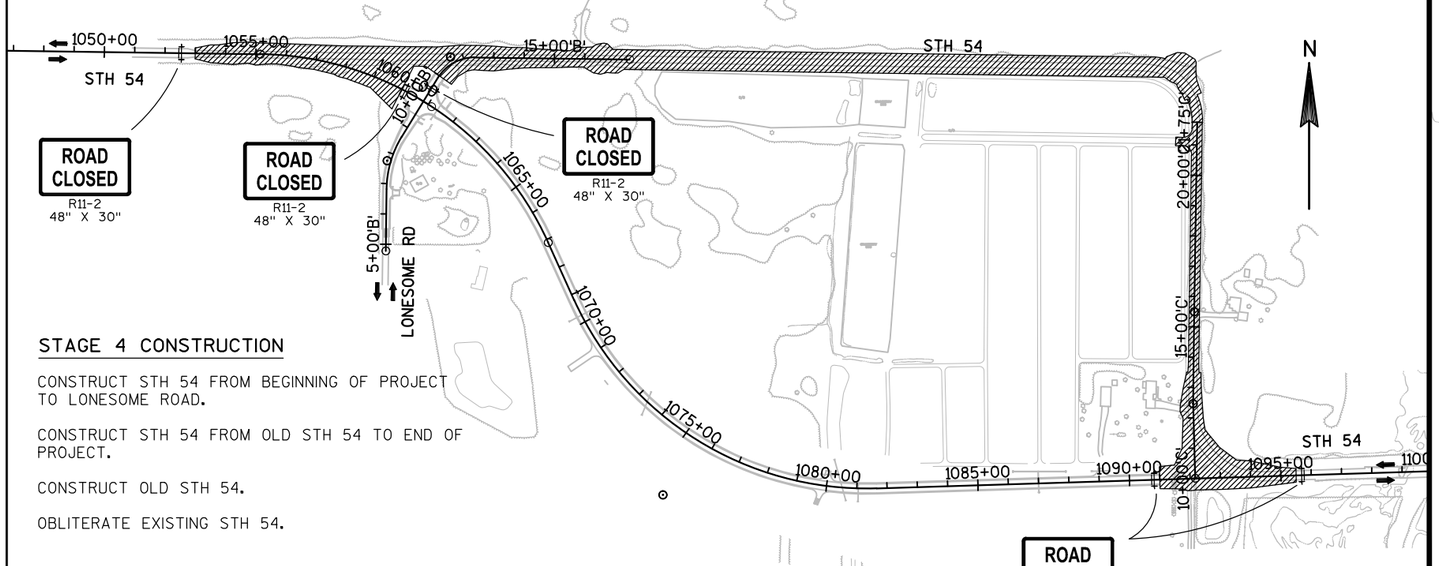
STH 54 OPEN TO TRAFFIC.

CTH D OPEN TO TRAFFIC.

HEMLOCK TRAIL OPEN TO TRAFFIC.

SCHOOL LANE OPEN TO TRAFFIC.





STAGE 4 CONSTRUCTION

CONSTRUCT STH 54 FROM BEGINNING OF PROJECT TO LONESOME ROAD.

CONSTRUCT STH 54 FROM OLD STH 54 TO END OF PROJECT.

CONSTRUCT OLD STH 54.

OBLITERATE EXISTING STH 54.

STAGE 4 TRAFFIC

STH 54 CLOSED TO TRAFFIC.

LONESOME ROAD CLOSED TO TRAFFIC.

PROJECT 6950-03-73

PROJECT 6950-03-75

PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	STAGE 4 OVERVIEW	SHEET 26	E

2

END
ROAD WORK
G20-2A
48"X24"

500' 500' 500'

ROAD WORK AHEAD W20-1

ROAD WORK 1000 FT W20-1-C

ROAD WORK 500 FT W20-1-D

RIGHT SHOULDER CLOSED AHEAD W21-5B

1055+00

STH 54

1060+00

TRACKING PAD REQUIRED

ROAD CLOSED
R11-2
48" X 30"

℄ STH 54

℄ LONESOME RD

1065+00

N

LONESOME RD

ROAD WORK AHEAD W20-1

5+00'B'

PLACE 500' PRIOR TO WORK AREA

U/C

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL SIGN ON SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO:6950-03-73	HWY: STH 54	COUNTY: WOOD	CONSTRUCTION STAGING - STAGE 1, 2 AND 3	SHEET 27	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-73\73_020901_S1.DWG PLOT DATE : 4/8/2016 2:03 PM PLOT BY : JEFF BREU PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL SIGN ON SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

TRUCK ENTRANCE
W54-57
30"X30"

N

STH 54

15+00'C'

℄ OLD STH 54

TRACKING PAD REQUIRED

ROAD CLOSED
R11-2
48" X 30"

10+00'C'

1090+00

1095+00

℄ STH 54

STH 54

1100+00

TRUCK ENTRANCE
W54-57
30"X30"

ROAD WORK 500 FT
W20-1-D

ROAD WORK 1000 FT
W20-1-C

ROAD WORK AHEAD
W20-1

500'

500'

END ROAD WORK
G20-2A
48"X24"

TRAFFIC CONTROL DRUMS TO BE PLACE AT EDGE OF SHOULDER. SHOULDER TO REMAIN OPEN TO TRAFFIC.

PROJECT NO:6950-03-73	HWY: STH 54	COUNTY: WOOD	CONSTRUCTION STAGING - STAGE 1, 2 AND 3	SHEET 28 E

2

END ROAD WORK
G20-2A
48"X24"

500' 500' 500'

ROAD WORK AHEAD
W20-1

ROAD WORK 1000 FT
W20-1-C

ROAD WORK 500 FT
W20-1-D

RIGHT SHOULDER CLOSED AHEAD
W21-5B

TRACKING PAD REQUIRED

STH 54

1055+00

TRUCKS EXITING RIGHT

DO NOT FOLLOW

MB

ROAD CLOSED
R11-2
48" X 30"

ROAD CLOSED
R11-2
48" X 30"

1060+00

10+0018'

STH 54

℄ STH 54

℄ LONESOME RD

N

U/C

1065+00

STH 54

LONESOME RD

ROAD CLOSED 500 FT
W20-3-D

5+0018'

PLACE 500' PRIOR TO WORK AREA

ROAD CLOSED
R11-2
48" X 30"

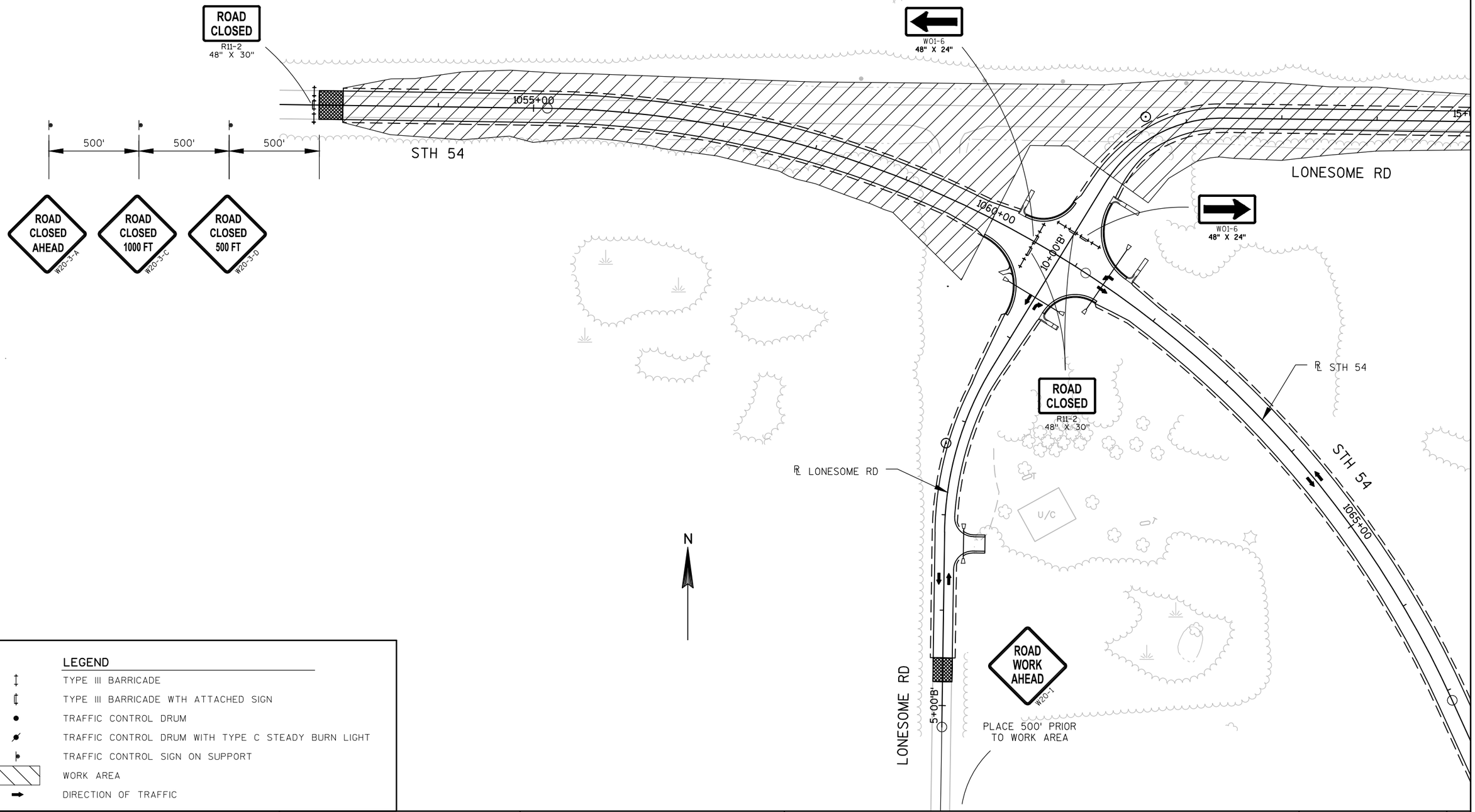
LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL SIGN ON SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB MESSAGE BOARD

PROJECT NO:6950-03-73	HWY: STH 54	COUNTY: WOOD	CONSTRUCTION STAGING - STAGE 3A	SHEET 29	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-73\73_020903_S3A.DWG PLOT DATE : 4/8/2016 2:21 PM PLOT BY : JEFF BREU PLOT NAME : _____ PLOT SCALE : 1:100_XREF

2



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL SIGN ON SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO:6950-03-73	HWY: STH 54	COUNTY: WOOD	CONSTRUCTION STAGING - STAGE 4	SHEET 30	E

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL SIGN ON SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

N

℄ OLD STH 54

OLD STH 54

15+00'C'

ROAD CLOSED
R11-2
48" X 30"

10+00'C'

1090+00

1095+00

1100+00

℄ STH 54

STH 54

ROAD CLOSED
500 FT
W20-3-D

PLACE 500' PRIOR
TO WORK AREA

ROAD CLOSED
R11-2
48" X 30"

ROAD CLOSED
500 FT
W20-3-D

ROAD CLOSED
1000 FT
W20-3-C

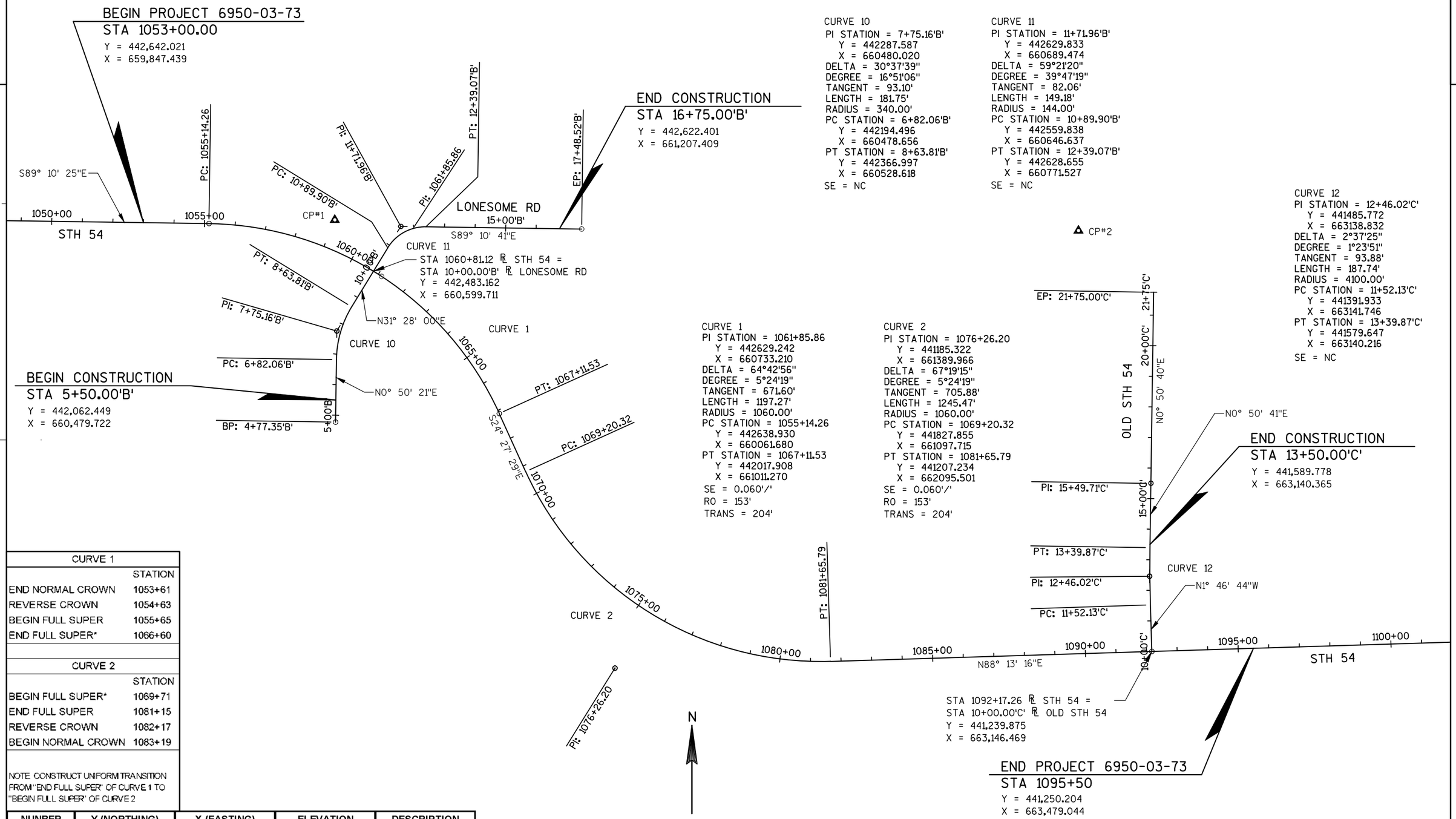
ROAD CLOSED AHEAD
W20-3-A

500'

500'

PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	CONSTRUCTION STAGING - STAGE 4	SHEET 31 E

2



CURVE 10
PI STATION = 7+75.16'B'
Y = 442287.587
X = 660480.020
DELTA = 30°37'39"
DEGREE = 16°51'06"
TANGENT = 93.10'
LENGTH = 181.75'
RADIUS = 340.00'
PC STATION = 6+82.06'B'
Y = 442194.496
X = 660478.656
PT STATION = 8+63.81'B'
Y = 442366.997
X = 660528.618
SE = NC

CURVE 11
PI STATION = 11+71.96'B'
Y = 442629.833
X = 660689.474
DELTA = 59°21'20"
DEGREE = 39°47'19"
TANGENT = 82.06'
LENGTH = 149.18'
RADIUS = 144.00'
PC STATION = 10+89.90'B'
Y = 442559.838
X = 660646.637
PT STATION = 12+39.07'B'
Y = 442628.655
X = 660771.527
SE = NC

CURVE 12
PI STATION = 12+46.02'C'
Y = 441485.772
X = 663138.832
DELTA = 2°37'25"
DEGREE = 1°23'51"
TANGENT = 93.88'
LENGTH = 187.74'
RADIUS = 4100.00'
PC STATION = 11+52.13'C'
Y = 441391.933
X = 663141.746
PT STATION = 13+39.87'C'
Y = 441579.647
X = 663140.216
SE = NC

CURVE 1
PI STATION = 1061+85.86
Y = 442629.242
X = 660733.210
DELTA = 64°42'56"
DEGREE = 5°24'19"
TANGENT = 671.60'
LENGTH = 1197.27'
RADIUS = 1060.00'
PC STATION = 1055+14.26
Y = 442638.930
X = 660061.680
PT STATION = 1067+11.53
Y = 442017.908
X = 661011.270
SE = 0.060'/'
RO = 153'
TRANS = 204'

CURVE 2
PI STATION = 1076+26.20
Y = 441185.322
X = 661389.966
DELTA = 67°19'15"
DEGREE = 5°24'19"
TANGENT = 705.88'
LENGTH = 1245.47'
RADIUS = 1060.00'
PC STATION = 1069+20.32
Y = 441827.855
X = 661097.715
PT STATION = 1081+65.79
Y = 441207.234
X = 662095.501
SE = 0.060'/'
RO = 153'
TRANS = 204'

CURVE 1	
	STATION
END NORMAL CROWN	1053+61
REVERSE CROWN	1054+63
BEGIN FULL SUPER	1055+65
END FULL SUPER*	1066+60

CURVE 2	
	STATION
BEGIN FULL SUPER*	1069+71
END FULL SUPER	1081+15
REVERSE CROWN	1082+17
BEGIN NORMAL CROWN	1083+19

NOTE CONSTRUCT UNIFORM TRANSITION FROM "END FULL SUPER" OF CURVE 1 TO "BEGIN FULL SUPER" OF CURVE 2

NUNBER	Y (NORTHING)	X (EASTING)	ELEVATION	DESCRIPTION
1	442,651.160	660,473.231	995.40	#6 REBAR
2	442,616.100	662,906.378	994.69	#6 REBAR
3	441,265.028	665,137.134	991.20	NGS MONUMENT

6950-03-73

Line	Item	Item Description	Unit	Total	Qty
0010	201.0105	Clearing	STA	42.000	42.000
0020	201.0205	Grubbing	STA	42.000	42.000
0030	203.0100	Removing Small Pipe Culverts	EACH	4.000	4.000
0050	204.0115	Removing Asphaltic Surface Butt Joints	SY	313.000	313.000
0060	204.0170	Removing Fence	LF	500.000	500.000
0080	205.0100	Excavation Common	CY	6,761.000	6,761.000
0090	205.0400	Excavation Marsh	CY	5,955.000	5,955.000
0100	208.1100	Select Borrow	CY	37,500.000	37,500.000
0110	213.0100	Finishing Roadway (project) 01. 6950-03-73	EACH	1.000	1.000
0140	305.0110	Base Aggregate Dense 3/4-Inch	TON	1,589.000	1,589.000
0150	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	16,330.000	16,330.000
0170	440.4410	Incentive IRI Ride	DOL	4,340.000	4,340.000
0180	455.0605	Tack Coat	GAL	1,280.000	1,280.000
0190	460.2000	Incentive Density HMA Pavement	DOL	2,870.000	2,870.000
0200	460.4110.S	Reheating HMA Pavement Longitudinal Joints	LF	16,275.000	16,275.000
0210	460.5223	HMA Pavement 3 LT 58-28 S	TON	2,515.000	2,515.000
0220	460.6424	HMA Pavement 4 MT 58-28 H	TON	1,965.000	1,965.000
0240	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	64.000	64.000
0260	465.0315	Asphaltic Flumes	SY	106.000	106.000
0270	465.0475	Asphalt Center Line Rumble Strips 2-Lane Rural	LF	3,450.000	3,450.000
0280	522.0118	Culvert Pipe Reinforced Concrete Class III 18-Inch	LF	156.000	156.000
0290	522.0124	Culvert Pipe Reinforced Concrete Class III 24-Inch	LF	359.000	359.000
0300	522.0148	Culvert Pipe Reinforced Concrete Class III 48-Inch	LF	132.000	132.000
0320	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	4.000	4.000
0330	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	13.000	13.000
0340	522.1048	Apron Endwalls for Culvert Pipe Reinforced Concrete 48-Inch	EACH	2.000	2.000
0370	525.0112	Culvert Pipe Corrugated Aluminum 12-Inch	LF	69.000	69.000
0380	525.0118	Culvert Pipe Corrugated Aluminum 18-Inch	LF	64.000	64.000
0400	525.0312	Aluminum Apron Endwalls for Aluminum Culvert Pipe 12-Inch	EACH	4.000	4.000
0410	525.0318	Aluminum Apron Endwalls for Aluminum Culvert Pipe 18-Inch	EACH	7.000	7.000
0430	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	505.000	505.000
0460	606.0100	Riprap Light	CY	18.000	18.000
0470	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	250.000	250.000
0480	611.0530	Manhole Covers Type J	EACH	1.000	1.000
0490	611.2004	Manholes 4-FT Diameter	EACH	1.000	1.000

6950-03-73

Line	Item	Item Description	Unit	Total	Qty
0510	618.0100	Maintenance And Repair of Haul Roads (project) 01. 6950-03-73	EACH	1.000	1.000
0530	619.1000	Mobilization	EACH	0.400	0.400
0540	621.0100	Landmark Reference Monuments	EACH	4.000	4.000
0550	624.0100	Water	MGAL	277.000	277.000
0560	625.0100	Topsoil	SY	32,832.000	32,832.000
0570	627.0200	Mulching	SY	24,890.000	24,890.000
0580	628.1504	Silt Fence	LF	14,140.000	14,140.000
0590	628.1520	Silt Fence Maintenance	LF	42,420.000	42,420.000
0600	628.1905	Mobilizations Erosion Control	EACH	9.000	9.000
0610	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	4.000
0620	628.2004	Erosion Mat Class I Type B	SY	9,265.000	9,265.000
0640	628.2008	Erosion Mat Urban Class I Type B	SY	7,943.000	7,943.000
0650	628.7555	Culvert Pipe Checks	EACH	49.000	49.000
0660	628.7560	Tracking Pads	EACH	4.000	4.000
0670	628.7570	Rock Bags	EACH	820.000	820.000
0680	629.0210	Fertilizer Type B	CWT	15.700	15.700
0690	630.0120	Seeding Mixture No. 20	LB	199.000	199.000
0700	630.0130	Seeding Mixture No. 30	LB	463.000	463.000
0710	630.0140	Seeding Mixture No. 40	LB	41.000	41.000
0720	630.0160	Seeding Mixture No. 60	LB	121.000	121.000
0730	631.0300	Sod Water	MGAL	740.800	740.800
0740	631.1200	Sod Erosion Control Sandy Soil	SY	48.000	48.000
0760	633.5200	Markers Culvert End	EACH	19.000	19.000
0770	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	3.000	3.000
0780	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	9.000	9.000
0820	637.2210	Signs Type II Reflective H	SF	18.750	18.750
0830	637.2230	Signs Type II Reflective F	SF	52.500	52.500
0840	638.2602	Removing Signs Type II	EACH	15.000	15.000
0850	638.3000	Removing Small Sign Supports	EACH	15.000	15.000
0860	642.5001	Field Office Type B	EACH	1.000	1.000
0870	643.0100	Traffic Control (project) 01. 6950-03-73	EACH	1.000	1.000
0890	643.0300	Traffic Control Drums	DAY	3,815.000	3,815.000
0900	643.0420	Traffic Control Barricades Type III	DAY	1,825.000	1,825.000
0910	643.0705	Traffic Control Warning Lights Type A	DAY	3,050.000	3,050.000
0920	643.0715	Traffic Control Warning Lights Type C	DAY	2,150.000	2,150.000
0930	643.0900	Traffic Control Signs	DAY	3,225.000	3,225.000
0980	645.0130	Geotextile Type R	SY	144.000	144.000
0990	646.0106	Pavement Marking Epoxy 4-Inch	LF	23,790.000	23,790.000
1000	646.0406	Pavement Marking Same Day Epoxy 4-Inch	LF	8,500.000	8,500.000

6950-03-73

Line	Item	Item Description	Unit	Total	Qty
1020	648.0100	Locating No-Passing Zones	MI	0.800	0.800
1040	650.4000	Construction Staking Storm Sewer	EACH	4.000	4.000
1050	650.4500	Construction Staking Subgrade	LF	5,725.000	5,725.000
1060	650.5000	Construction Staking Base	LF	5,725.000	5,725.000
1070	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	505.000	505.000
1080	650.6000	Construction Staking Pipe Culverts	EACH	8.000	8.000
1090	650.9910	Construction Staking Supplemental Control (project) 01. 6950-03-73	LS	1.000	1.000
1110	650.9920	Construction Staking Slope Stakes	LF	5,725.000	5,725.000
1120	690.0150	Sawing Asphalt	LF	242.000	242.000
1130	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,000.000	2,000.000
1140	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	1,260.000	1,260.000
1150	SPV.0030	Special 01. Fertilizer for Lawn Turf	CWT	1.300	1.300
1160	SPV.0060	Special 01. Reestablish Section Corner Monuments	EACH	1.000	1.000
1170	SPV.0105	Special 01. Research and Locate Existing Property Monuments	LS	1.000	1.000
1180	SPV.0105	Special 02. Verify and Replace Existing Property Monuments	LS	1.000	1.000
1190	SPV.0180	Special 01. Preparing Topsoil for Lawn Turf	SY	2,070.000	2,070.000

3

CLEARING AND GRUBBING

LOCATION	STATION	-	STATION		201.0105 CLEARING (STA)	201.0205 GRUBBING (STA)
STH 54	1053+00	-	1060+00	RT	7	7
	1061+00	-	1079+00	LT/RT	18	18
	1081+00	-	1086+00	RT	5	5
	1091+00	-	1094+00	RT	3	3
LONESOME	7'B'+00	-	9'B'+00	RT	2	2
	8'B'+00	-	9'B'+00	LT	1	1
	11'B'+00	-	17'B'+00	RT	6	6
	TOTAL:				42	42

REMOVING SMALL CULVERT PIPES

LOCATION	STATION		203.0100 REMOVING SMALL CULVERT PIPES (EACH)	REMARKS
STH 54	1059+00	87' LT	1	24" STEEL PIPE
	1080+50	CL	1	36" STEEL PIPE
	1080+50	CL	1	18" PIPE - SEE NOTE
	1081+03	CL	1	18" PLASTIC PIPE
	TOTAL:		4	

NOTE: PER DISCUSSIONS WITH OWNER, A 18" PIPE WAS LEFT IN PLACE BENEATH THE EXISTING 36" STEEL PIPE.

FINISHING ROADWAY (PROJECT)

PROJECT	213.0100 FINISHING ROADWAY (EACH)
6950-03-73	1
TOTAL	1

REMOVING ASPHALTIC SURFACE BUTT JOINTS

LOCATION	STATION	-	STATION	OFFSET	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS (SY)	REMARKS
STH 54	1052+75	-	1053+00	CL	83	MAINLINE
	1095+50	-	1095+75	CL	83	MAINLINE
LONESOME	5'B'+25	-	5'B'+45	CL	49	SIDE ROAD
	16'B'+75	-	16'B'+95	CL	49	SIDE ROAD
OLD STH 54	13'C'+50	-	13'C'+70	CL	49	SIDE ROAD
			TOTAL		313	

REMOVING FENCE

LOCATION	STATION	-	STATION	OFFSET	204.0170 REMOVING FENCE (LF)
STH 54	1080+97	-	1085+90	RT	500
	TOTAL				500

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED.

EARTHWORK SUMMARY

Division	From/To Station	205.0100 Excavation Common (1)		Available Material (2)	205.0400 Excavation Marsh (3)	Reduced Marsh In Fill (4)	208.1100 Expanded Marsh Backfill (5)	Unexpanded Fill	Expanded Fill (6)	Mass Ordinate +/- (7)	Waste	208.1100 Select Borrow (8)	Comment:
		Cut	EBS Excavation		(item #205.0400)	0.75	1.25		1.25				
STAGE 1	STH 54 (1059+00 - 1093+00)	2434	0	2,434	5,184	3,888	6,479	26951	28829	-26394	--	--	
	LONESOME ROAD (5+50 - 9+00)	502	0	502	0	0	0	318	397	104	--	--	
DIVISION 1 SUBTOTAL		**2936**	**0**	**2936**	**5184**	**3888**	**6479**	**27269**	**29226**	**-26290**	**0**	**26,290**	
STAGE 4	STH 54 (1053+00 - 1059+00)	1041	0	1041	771	578	964	763	231	810	--	--	
	STH 54 (1093+00 - 1095+50)	1026	0	1,026	0	0	0	19	24	1003	--	--	
	LONESOME ROAD (11+00 - 17+00)	315	0	315	0	0	0	2756	3445	-3131	--	--	
	OLD STH 54 (INTERSECTION)	1443	0	1,443	0	0	0	67	84	1359	--	--	
DIVISION 2 SUBTOTAL		**3825**	**0**	**3825**	**771**	**578**	**964**	**3605**	**3784**	**41**	**117**	**0**	
UNDISTRIBUTED (9)		--	--	--	--	--	392	--	--	--	--	3,375	
GRAND TOTAL		**6,761**	**0**	**6,761**	**5,955**	**4,466**	**7,835**	**30,874**	**33,010**	**-26,249**	**117**	**29,665**	

Total Common Exc	**6,761**

Total Select Borrow	**37,500**

1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100

2) Available Material = Cut materials not conforming to Select Borrow Material Specifications usuable in Fills outside the 1:1 slope.

3) Marsh Excavation - to be backfilled with Select Borrow Material.

4) Reduced Marsh in Fill - Excavated Marsh material is usuable in Fills outside the 1:1 slope. Marsh in Fill Reduction factor = 0.75

5) Expanded Marsh Backfill - This is to be filled with Select Borrow material. Marsh Backfill Factor = 1.25. Item number 208.1100

6) Expanded Fill = (Unexpanded Fill - Reduced Marsh) * Fill Factor. Factor = 1.25

7) 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.

8) Select Borrow to be obtained from location of contractors choice

(9) Undistributed Select Borrow is included to account for potential additional marsh excavation and unusable materials within the project area

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED.

BASE AGGREGATE ITEMS

LOCATION	STATION	-	STATION	OFFSET	305.0110 BASE AGGREGATE DENSE 3/4 - INCH (TON)	305.0120 BASE AGGREGATE DENSE 1 1/4 - INCH (TON)	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (TON)	624.0100 WATER (MGAL)	REMARKS
STH 54	1053+00	-	1059+50	CL	140	1,985	--	32	
	1059+50	-	1062+25	CL	45	1,510	--	24	INTERSECTION
	1062+25	-	1091+00	CL	615	8,785	--	141	
	1071+00			RT	110	--	6	2	DRIVEWAY
	1080+00			LT	18	--	6	1	DRIVEWAY
	1079+75			RT	42	--	5	1	DRIVEWAY
	1089+03			LT	30	--	6	1	DRIVEWAY
	1091+00	-	1093+50	CL	39	1,075	--	17	INTERSECTION
	1091+98			LT	23	--	5	1	DRIVEWAY
	1093+50	-	1095+50	CL	36	595	--	10	

BASE AGGREGATE ITEMS (Continued)

LOCATION	STATION	-	STATION	OFFSET	305.0110 BASE AGGREGATE DENSE 3/4 - INCH (TON)	305.0120 BASE AGGREGATE DENSE 1 1/4 - INCH (TON)	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (TON)	624.0100 WATER (MGAL)	REMARKS
LONESOME	5'B'+50	-	9'B'+00	CL	67	640	--	11	
	6'B'+70			RT	23	--	10	1	DRIVEWAY
	11'B'+00	-	16'B'+75	CL	135	1,160	--	20	
	15'B'+80			LT	28	--	5	1	DRIVEWAY
OLD STH 54	11'C'+00	-	13'C'+50	CL	120	580	--	11	
	12'C'+30			LT	33	--	5	1	DRIVEWAY
	21'C'+10			LT	85	--	16	2	DRIVEWAY
			TOTAL		1,589	16,330	64	277	

ASPHALTIC ITEMS

LOCATION	STATION	-	STATION	OFFSET	455.0605 TACK COAT (GAL)	460.5223 HMA PAVEMENT 3 LT 58-28 S (TON)	460.6424 HMA PAVEMENT 4 MT 58-28 H (TON)	460.4110.S REHEATING HMA PAVEMENT LONGITUDINAL JOINTS (LF)
STH 54	1053+00	-	1059+50	CL	150	295	230	1,950
	1059+50	-	1062+25	CL	130	250	195	825
	1062+25	-	1091+00	CL	670	1,300	1,015	8,625
	1091+00	-	1093+50	CL	90	180	140	750
	1093+50	-	1095+50	CL	50	90	70	600
LONESOME	5'B'+50	-	9'B'+00	CL	60	120	95	1,050
	11'B'+00	-	16'B'+75	CL	85	195	155	1,725
OLD STH 54	11'C'+00	-	13'C'+50	CL	45	85	65	750
			TOTAL:		1,280	2,515	1,965	16,275

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED.

3

CULVERT PIPE ITEMS

LOCATION	STATION	OFFSET	STATION	OFFSET	522.0118 CULVERT PIPE REINFORCED CONCRETE CLASS III 18-INCH (LF)	522.0124 CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH (LF)	522.0148 CULVERT PIPE REINFORCED CONCRETE CLASS III 48-INCH (LF)	525.0112 CULVERT PIPE CORRUGATED ALUMINIUM 12-INCH (LF)	525.0118 CULVERT PIPE CORRUGATED ALUMINIUM 18-INCH (LF)	522.1018 APRON ENDWALL FOR CULVERT PIPE REINFORCED 18-INCH (EACH)	522.1024 APRON ENDWALL FOR CULVERT PIPE REINFORCED 24-INCH (EACH)	522.1048 APRON ENDWALL FOR CULVERT PIPE REINFORCED 48-INCH (EACH)	525.0312 ALUMINIUM APRON ENDWALL FOR ALUMINIUM CULVERT PIPE 12-INCH (EACH)	525.0318 ALUMINIUM APRON ENDWALL FOR ALUMINIUM CULVERT PIPE 18-INCH (EACH)	608.0324 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH (LF)	611.0530 MANHOLE COVERS TYPE J (EACH)	611.2004 MANHOLES 4-FT DIAMETER (EACH)	633.5200 MARKERS CULVERT END (EACH)	JOINT TIES FOR CULVERT PIPE (EACH)	INLET ELEVATION	DISCHARGE ELEVATION	REMARKS
STH 54	1061+35	44.7' LT	1061+35	31.5' RT	--	76	--	--	--	--	2	--	--	--	--	--	--	2	12	993.74	993.50	
	1069+75	29.8' LT	1069+75	41.7' RT	--	72	--	--	--	--	2	--	--	--	--	--	--	2	12	994.13	993.87	
	1073+24	28.5' LT	1073+50	40.0' RT	--	74	--	--	--	--	2	--	--	--	--	--	--	2	12	993.80	993.70	SKEW 21° RHF
	1079+79	36.4' LT	1080+20	37.8' LT	--	--	--	--	40	--	--	--	--	2	--	--	--	--	--	993.50	993.10	DRIVEWAY
	1080+18	85.8' LT	1080+65	38.0' RT	--	--	132	--	--	--	--	2	--	--	--	--	--	2	12	990.79	990.50	SKEW 20° RHF
	1081+10	39.8 RT	1081+10	32.4 LT	--	73	--	--	--	--	2	--	--	--	--	--	--	2	12	991.00	990.00	
	1087+00	34.3 LT	1086+06	39.2 LT	--	--	--	--	--	--	1	--	--	--	94	--	--	1	6	991.60	991.45	
	1087+00	27.4 RT	1087+00	34.3 LT	--	--	--	--	--	--	1	--	--	--	62	1	1	1	6	991.95	991.60	
	1087+94	29.9' LT	1087+00	34.3' LT	--	--	--	--	--	--	1	--	--	--	94	--	--	1	6	991.80	991.60	
	1091+86	30.3' RT	1092+10	30.3' RT	--	--	--	--	24	--	--	--	--	2	--	--	--	--	--	993.07	992.95	DRIVEWAY
	1091+81	51.0' LT	1092+58	47.4' RT	78	--	--	--	--	2	--	--	--	3	--	--	--	2	12	991.95	991.65	
LONESOME	6'B'+54	19.9' RT	6'B'+86	19.9' RT	--	--	--	32	--	--	--	--	2	--	--	--	--	--	--	993.79	993.75	DRIVEWAY
	9'B'+50	33.4' RT	9'B'+50	29.8' LT	--	64	--	--	--	--	2	--	--	--	--	--	--	2	12	993.45	993.37	
OLD STH 54	10'C'+51	37' LT	10'C'+48	41' RT	78	--	--	--	--	2	--	--	--	--	--	--	--	2	12	992.49	991.75	
	12'C'+50	27' LT	12'C'+13	27' LT	--	--	--	37	--	--	--	--	2	--	--	--	--	--	--	992.41	992.28	DRIVEWAY
	TOTAL				156	359	132	69	64	4	13	2	4	7	250	1	1	19	114			

*ADDITIONAL QUANTITIES LOCATED ELSEWHERE

NOTES:
1.) MINIMUM THICKNESS FOR 12-INCH CULVERT PIPE CORRUGATED ALUMINIUM = 0.060 INCHES
2.) MINIMUM THICKNESS FOR 18-INCH CULVERT PIPE CORRUGATED ALUMINIUM = 0.060 INCHES

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED.

ASPHALTIC CENTERLINE RUMBLE STRIPS

LOCATION	STATION	-	STATION	OFFSET	465.0475 ASPHALTIC CENTER LINE RUMBLE STRIPS 2-LANE RURAL (LF)
STH 54	1053+00	-	1058+81	CL	581
	1062+81	-	1090+18	CL	2737
	1094+18	-	1095+50	CL	132
TOTAL					3450

RIP RAP AND GEOTEXTILE FABRIC

STATION	OFFSET	606.0100 RIPRAP LIGHT (CY)	645.0130 GEOTEXTILE FABRIC TYPE R (SY)
1060+40	49' RT	3	24
1061+35	36' RT	3	24
1069+75	47' RT	3	24
1073+52	45' RT	3	24
1086+18	42' LT	3	24
1092+61	48' LT	3	24
TOTAL		18	144

MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT)

PROJECT	618.0100 MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) (EACH)
6950-03-73	1
TOTAL	1

MOBILIZATION

PROJECT	619.1000 MOBILIZATION (EACH)
6950-03-73	0.40
TOTAL	0.40

ASPHALTIC FLUMES

STATION	-	STATION	OFFSET	465.0315 ASPHALTIC FLUMES (SY)	631.0300 * SOD WATER (MGAL)	631.1200 SOD EROSION CONTROL SANDY SOIL (SY)
1059+90	-	1059+98	37.25 RT	11	0.1	6
1234+21	-	1234+29	52.06 LT	17	0.1	6
1235+54	-	1235+62	49.00 LT	16	0.1	6
1256+25	-	1256+33	47.00 RT	15	0.1	6
1266+86	-	1266+94	37.00 RT	11	0.1	6
9+09	-	9+17	38.11 LT	12	0.1	6
9+30	-	9+38	37.01 RT	12	0.1	6
10+60	-	10+68	36.35 LT	12	0.1	6
TOTAL				106	0.8	48

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CONCRETE CURB AND GUTTER ITEMS

LOCATION	STATION	-	STATION	OFFSET	601.0557 CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D (LF)
STH 54	1060+00	-	1060+65	RT	99
	1060+29	-	1060+67	LT	91
	1060+95	-	1060+51	LT	91
	1060+97	-	1061+39	RT	66
	1091+62	-	1092+02	LT	63
	1092+32	-	1092+92	LT	95
TOTAL:					505

LANDMARK REFERENCE MONUMENTS

LOCATION	STATION	621.0100 LANDMARK REFERENCE MONUMENTS (EA)	SPV.0060.01 REESTABLISH SECTION CORNER MONUMENTS (EA)	SPV.0105.01 RESEARCH AND LOCATE EXISTING PROPERTY MONUMENTS (LS)	SPV.0105.02 VERIFY AND REPLACE EXISTING PROPERTY MONUMENTS (LS)	REMARKS
STH 54	1059+17	4	1	--	--	1/4 CORNER
	UNDISTRIBUTED	--	--	1	1	
TOTAL		4	1	1	1	

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED.

SILT FENCE

STATION	-	STATION		628.1504 SILT FENCE (LF)	628.1520 SILT FENCE MAINTENANCE (LF)
1052+50	-	15'B'+65	LT	1350	4050
1052+50	-	5'B'+25	RT/LT	1230	3690
5"B'+25	-	1091+90	RT	3650	10950
16'B'+90	-	1088+95	RT/LT	3300	9900
1089+12	-	12'C'+20	LT	450	1350
1092+10	-	1095+75	RT	400	1200
13'C'+60	-	1095+75	RT/LT	550	1650
12'C'+40	-	13'C'+60	LT	180	540
16'B'+00	-	17'B'+10	LT/RT	200	600
UNDISTRIBUTED				2830	8490
TOTAL				14140	42420

NOTE: COORDINATE LOCATION FOR SILT FENCE PLACEMENT FROM STA 1079+00, LT TO STA 1092+00, LT WITH PROPERTY OWNER PRIOR TO INSTALLATION, NOT TO INTERFERE WITH AGRICULTURAL OPERATIONS

ROCK BAGS FOR SILT FENCE RELIEF

STATION	* 628.7570 ROCK BAGS (EACH)
STH 54	200
LONESOME RD	10
OLD 54	10
UNDISTRIBUTED	55
TOTAL	275

*ADDITIONAL QUANTITIES LOCATED ELSEWHERE

CULVERT PIPE CHECKS

LOCATION	STATION		628.7555 CULVERT PIPE CHECKS (EACH)
	1061+35	LT	4
	1069+75	LT	5
	1073+15	LT	5
	1081+05	RT	4
	1087+00	RT	5
	1087+95	LT	5
	1091+75	RT	3
	1091+75	LT	4
LONESOME	6'B'+50	RT	4
	9'B'+25	RT	5
OLD STH 54	12'C'+55	LT	4
	21'C'+45	LT	1
TOTAL			49

TRACKING PADS

STATION		628.7560 TRACKING PADS (EACH)
1053+00	CL	1
1095+50	CL	1
UNDISTRIBUTED		2
TOTAL		4

MOBILIZATION EROSION CONTROL

PROJECT	628.1905 MOBILIZATIONS EROSION CONTROL (EACH)	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL (EACH)
6950-03-73	9	4
TOTAL	9	4

ROCK BAGS FOR ROCK BAG DITCH CHECKS

LOCATION	STATION		* 628.7570 ROCK BAGS (EACH)
STH 54	1055+00	LT/RT	30
	1057+00	LT/RT	30
	1059+00	LT/RT	30
	1063+00	RT	15
	1065+00	RT	15
	1069+00	LT	15
	1065+00	RT	15
	1069+00	LT	15
	1072+00	LT	15
	1075+00	LT	15
	1079+50	RT	15
	1083+00	RT	15
	1085+00	RT	15
	1088+00	LT	15
	1089+00	RT	15
	1090+50	LT	15
	1091+00	RT	15
	1093+00	RT	15
	1094+50	RT	15
LONESOME	8'B'+00	LT	15
	9'B'+00	LT	15
	11'B'+00	LT	15
	12'B'+00	LT/RT	30
	14'B'+00	LT/RT	30
OLD STH 54	11'C'+50	LT/RT	30
	UNDISTRIBUTED		110
	TOTAL		545

*ADDITIONAL QUANTITIES LOCATED ELSEWHERE

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED.

LANDSCAPING AND RESTORATION ITEMS

LOCATION	STATION	OFFSET	-	STATION	OFFSET	631.0300 * SOD WATER (MGAL)	625.0100 TOPSOIL (SY)	627.0200 MULCHING (SY)	628.2004 EROSION MAT CLASS I TYPE B (SY)	628.2008 EROSION MAT URBAN CLASS I TYPE B (SY)	629.0210 FERTILIZER TYPE B (CWT)	SPV.0030.01 FERTILIZER FOR LAWN TYPE TURF (CWT)	630.0120 SEEDING MIXTURE TYPE 20 (LB)	630.0130 SEEDING MIXTURE TYPE 30 (LB)	630.0140 SEEDING MIXTURE TYPE 40 (LB)	630.0160 SEEDING MIXTURE TYPE 60 (LB)	SPV.0180.01 PREPARING TOPSOIL FOR LAWN TURF (SY)
STH 54	1053+00	LT	-	15'B'+75	LT	49	2,185	2,185	1,560	--	1.4	--	99	40	--	--	--
	1053+00	RT	-	1054+50	RT	4	193	--	--	193	--	--	--	--	--	3	--
	1054+50	RT	-	1055+00	RT	2	77	77	70	--	0.0	--	--	2	--	--	--
	1055+00	RT	-	1059+00	RT	15	678	--	--	678	--	--	--	--	--	10	--
	1059+00	RT	-	5'B'+50	LT	21	946	946	670	--	0.6	--	31	18	--	--	--
	6'B'+90	RT	-	1068+00	RT	42	1,876	1,876	1,000	--	1.2	--	--	34	--	--	--
	16'B'+85	RT	-	1068+75	LT	84	3,741	3,741	--	--	2.4	--	--	68	--	--	--
	1068+00	RT	-	1070+30	RT	19	837	--	--	837	--	--	--	--	--	12	--
	1068+75	LT	-	1070+45	LT	12	521	--	--	521	--	--	--	--	--	8	--
	1070+30	RT	-	1072+75	RT	25	1,135	1,135	--	--	0.7	--	--	21	--	--	--
	1070+45	LT	-	1071+40	LT	5	208	208	440	--	0.1	--	--	4	--	--	--
	1071+40	LT	-	1075+00	LT	19	827	--	--	827	--	--	--	--	--	12	--
	1072+75	RT	-	1075+25	RT	21	940	--	--	940	--	--	--	--	--	13	--
	1075+00	LT	-	1081+00	LT	32	1,419	1,419	230	--	0.9	--	--	26	--	--	--
	1075+25	RT	-	1078+60	RT	31	1,362	--	--	1,362	--	--	--	--	--	19	--
	1078+60	RT	-	1081+00	RT	22	995	--	--	995	--	--	--	--	--	14	--
	1081+00	LT	-	1088+98	LT	75	3,338	3,338	--	--	2.1	--	--	61	--	--	--
	1081+00	RT	-	1091+90	RT	51	2,277	2,277	1,435	--	1.4	--	--	41	--	--	--
	1089+15	LT	-	12'C'+20	LT	--	--	--	500	--	--	0.9	--	--	27	--	1,450
	1092+08	RT	-	1095+50	RT	17	751	751	310	--	0.5	--	--	14	--	--	--
	13'C'+50	RT	-	1095+50	LT	22	973	973	790	--	0.6	--	29	18	--	--	--
LONESOME	5'B'+50	RT	-	6'B'+61	RT	4	176	176	100	--	0.1	0.1	--	--	4	--	200
	6'B'+80	RT		9'B'+25	RT	9	389	389		--	0.2	--	--	7	--		--
	15'B'+95	LT	-	16'B'+75	CL	3	138	138	--	--	0.1	--	--	3	--	--	--
OLD STH 54	12'C"+43	LT	-	13'C'+50	LT	3	133	133	140	--	0.1	--	--	3	--	--	--
	20'C'+65	LT	-	21'C'+55	LT	3	150	150	160	--	0.1	--	--	3	--	--	--
UNDISTRIBUTED						150	6,570	4,980	1,860	1,590	3.1	0.3	40	100	10	30	420
TOTAL						740	32,832	24,890	9,265	7,943	15.7	1.3	199	463	41	121	2,070

*ADDITIONAL QUANTITIES LOCATED ELSEWHERE

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED.

ERECTION AND REMOVAL OF TYPE II SIGNS AND SUPPORTS

SIGN NO.	SIGN CODE	MESSAGE	W X H	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0614 POSTS WOOD 4X6-INCH X 14-FT (EACH)	634.0616 POSTS WOOD 4X6-INCH X 16-FT (EACH)	638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)	REMARKS
100	W14-3	NO PASSING ZONE	48" X 36"	--	6.00	1	--	--	--	
101			--	--	--	--	--	--	--	NOT USED
102	R1-1	STOP	30" X 30"	6.25	--	--	1	--	--	
103	R1-1	STOP	30" X 30"	6.25	--	--	1	--	--	
104	R1-1	STOP	--	--	--	--	--	1	1	
105	W1-6	SINGLE NIGHT ARROW	48" X 24"	--	8.00	1	--	--	--	
106			--	--	--	--	--	--	--	NOT USED
107	R1-1	STOP	30" X 30"	6.25	--	--	1	--	--	
108	W1-6	SINGLE NIGHT ARROW	--	--	--	--	--	1	1	
109	W1-6	SINGLE NIGHT ARROW	--	--	--	--	--	1	1	
110			--	--	--	--	--	--	--	NOT USED
111			--	--	--	--	--	--	--	NOT USED
112			--	--	--	--	--	--	--	NOT USED
113			--	--	--	--	--	--	--	NOT USED
114	W14-3			--	--	--	--	1	1	
115	W1-1R	CURVE (RIGHT)	36" X 36"	--	9.00	--	1	1	1	
116	W13-1	SPEED ADVISORY PLATE (25 MPH)	18" X 18"	--	2.25	--	--	--	--	MOUNTED ON POST 115A
117				--	--	--	--	--	--	NOT USED
118	W1-1L	CURVE (LEFT)	36" X 36"	--	9.00	--	1	1	1	
119	W13-1	SPEED ADVISORY PLATE (25 MPH)	18" X 18"	--	2.25	--	--	--	--	MOUNTED ON POST 118A
120	W1-1L		--	--	--	--	--	1	1	
121	W13-1		--	--	--	--	--	--	--	MOUNTED ON POST 120A
122	W1-8	CHEVRON	--	--	--	--	--	1	1	TWO SIGNS ON ONE POST
123	W1-8	CHEVRON	--	--	--	--	--	1	1	TWO SIGNS ON ONE POST
124	W1-6	SINGLE NIGHT ARROW	48" X 24"	--	8.00	--	2	1	1	
125	W1-8	CHEVRON	--	--	--	--	--	1	1	TWO SIGNS ON ONE POST
126	W1-6	SINGLE NIGHT ARROW	48" X 24"	--	8.00	--	2	1	1	
127	W1-8	CHEVRON	--	--	--	--	--	1	1	TWO SIGNS ON ONE POST
128	W1-8	CHEVRON	--	--	--	--	--	1	1	TWO SIGNS ON ONE POST
129			--	--	--	--	--	--	--	NOT USED
130			--	--	--	--	--	--	--	NOT USED
131			--	--	--	--	--	--	--	NOT USED
129	W1-1R		--	--	--	--	--	1	1	
130	W13-1		--	--	--	--	--	--	--	MOUNTED ON POST 132A
131	W14-3	NO PASSING ZONE	48" X 36"	--	6.00	1	--	--	--	
		TOTAL		18.75	52.50	3	9	15	15	

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED.

3

FIELD FACILITIES

PROJECT	642.5001 FIELD OFFICE TYPE B (EACH)
6950-03-73	1
TOTAL	1

TRAFFIC CONTROL

LOCATION	STAGE	DAYS	DRUMS	643.0300 TRAFFIC CONTROL DRUMS (DAY)	BARRICADES TYPE III	643.0420 TRAFFIC CONTROL BARRICADES TYPE III (DAY)	WARNING LIGHTS TYPE A	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A (DAY)	WARNING LIGHTS TYPE C	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C (DAY)	SIGNS	643.0900 TRAFFIC CONTROL SIGNS (DAY)
STH 54	CLEARING	38	--	--	--	--	--	--	--	--	11	418
	1	47	34	1,598	10	470	20	940	20	940	23	1,081
	2	18	34	612	8	144	16	288	20	360	21	378
	3	21	40	840	15	315	30	630	20	420	21	441
	4	17	--	--	17	289	34	578	--	--	15	255
UNDISTRIBUTED				765		607		614		430		652
	TOTAL			3,815		1,825		3,050		2,150		3,225

NOTE: FOR WINTER CLEARING AND GRUBBING OPERATIONS, PLACE SIGNING IN ACCORDANCE TO SDD
"TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

3

PAVEMENT MARKING

LOCATION	STATION	-	STATION	646.0106 PAVEMENT MARKING EPOXY 4-INCH WHITE (LF)	646.0106 PAVEMENT MARKING EPOXY 4-INCH 3 FT SKIPS (LF)	646.0106 PAVEMENT MARKING EPOXY 4-INCH YELLOW (LF)	646.0406 PAVEMENT MARKING SAME DAY EPOXY 4-INCH YELLOW (LF)
STH 54	1053+00	-	1095+50	--	--	8,500	8,500
	1053+00 LT	-	1059+63 LT	665	--	--	--
	1053+00 RT	-	1059+24 RT	625	--	--	--
	1059+63 LT	-	1062+41 LT	--	70	--	--
	1059+24 RT	-	1061+96 RT	--	70	--	--
	1061+96 RT	-	1095+50 RT	3,360	--	--	--
	1062+41 LT	-	1091+62 LT	2,920	--	--	--
	1092+79 LT	-	1093+24 LT	--	15	--	--
	1093+24 LT	-	1095+50 LT	225	--	--	--
LONESOME	10'B'+18	-	36'B'+00	--	--	5,170	--
	10'B'+58		17'B'+00	645	--	--	--
	10'B'+75		17'B'+00	625	--	--	--
OLD STH 54	10'C'+30	-	13'C'+50	--	--	340	--
	10'C'+68 LT	-	13'C'+50 LT	285	--	--	--
	10'C'+78 RT	-	13'C'+50 RT	275	--	--	--
			TOTAL	9,625	155	14,010	8,500
					23,790		

TRAFFIC CONTROL (PROJECT)

PROJECT	643.0100 TRAFFIC CONTROL (PROJECT) (EACH)
6950-03-73	1
TOTAL	1

LOCATING NO-PASSING ZONES

PROJECT	648.0100 LOCATING NO-PASSING ZONES (MI)
6950-03-73	0.80
TOTAL	0.80

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED.

CONSTRUCTION STAKING

LOCATION	STATION	-	STATION	650.4000 CONSTRUCTION STAKING STORM SEWER (EA)	650.4500 CONSTRUCTION STAKING SUBGRADE (LF)	650.5000 CONSTRUCTION STAKING BASE (LF)	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER (LF)	650.6000 CONSTRUCTION STAKING PIPE CULVERTS (EACH)	650.9910 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) (LS)	650.9920 CONSTRUCTION STAKING SLOPE STAKES (LF)
PROJECT ID 6950-03-73				--	--	--	--	--	1	--
STH 54	1053+00	-	1095+50	4	4250	4250	505	6	--	4250
LONESOME	5'B'+50	-	16'B'+75	--	1125	1125	--	1	--	1125
OLD STH 54	10'C'+00	-	13'C'+50	--	350	350	--	1	--	350
TOTAL				4	5725	5725	505	8	1	5725

SAWING ITEMS

LOCATION	STATION	OFFSET	690.0150 SAWING ASPHALT (LF)	REMARKS
STH 54	1052+75		30	
	1053+00	BOP	30	
	1095+50	EOP	30	
	1095+75		30	
LONESOME	5'B'+30	CL	20	
	5'B'+50	CL	20	
	6'B'+70	RT	16	DRIVEWAY
	16'B'+75	CL	22	
OLD STH 54	13'C'+50	CL	22	
	9+31"D"	PL	22	
			242	

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED.

DOT COMPOSITE: ORIGINAL DOCUMENT LOCATED AT THE REGISTER OF DEEDS OFFICE

TRANSPORTATION PROJECT PLAT NO: 6950-03-23 - 4.01

DEXTERVILLE - PORT EDWARDS (LONESOME ROAD TO SMITH ROAD)

LOCATED IN THE SE-SW, THE SW-SE AND THE SE-SE OF SECTION 23; THE NE-NW, THE NW-NE AND THE NE-NE OF SECTION 26; THE SW-SW AND SE-SW OF SECTION 24; THE NW-NW AND NE-NW OF SECTION 25, ALL IN TOWNSHIP 22 NORTH, RANGE 3 EAST, TOWN OF DEXTER, WOOD COUNTY, WISCONSIN, DESCRIBED AS FOLLOWS:

Beginning at the south quater corner of said Section 23; Thence N 0°05'54" E, 33.00 feet; Thence S 89°54'06" E, 1344.00 feet; Thence S 89°54'06" E, 1271.03 feet; Thence S 89°10'25" E, 1129.39 feet; Thence S 89°10'25" E, 600.00 feet; Thence S 00°49'35" W, 66.00 feet; Thence N 89°10'25" W, 600.00 feet; Thence N 89°10'25" W, 1128.97 feet; Thence N 89°54'06" W, 1270.61 feet; Thence N 89°54'06" W, 1344.00 feet; Thence N 89°54'06" W, 446.86 feet; Thence S 51°10'17" W, 240.96 feet; Thence S 12°14'41" W, 311.69 feet; Thence N 84°22'13" W, 33.04 feet; Thence N 05°37'47" E, 235.93 feet; Thence N 12°14'41" E, 256.85 feet; Thence N 12°14'41" E, 209.62 feet; Thence S 77°45'19" E, 50.00 feet; Thence S 38°49'43" E, 207.47 feet; Thence S 89°54'06" E, 432.65 feet; Thence S 00°05'54" W, 33.00 feet to the point of beginning.

The State of Wisconsin Department of Transportation has deemed it necessary to monument right of way interests previously acquired under Sections 80.01 and 84.09 of the Wisconsin State Statutes and do hereby certify the Department of Transportation has surveyed the highway right of way; that this plat is an accurate survey and a true representation thereof and correctly shows exterior boundary lines and correct measurement thereof and have complied with Section 236(1) (a-d) (2) of the Wisconsin State Statutes.

CONVENTIONAL SIGNS AND ABBREVIATIONS

ACCESS POINT	A.P.
ACCESS RIGHTS	A.R.
ACRES	AC.
DOCUMENT	DOC.
MONUMENT	MON.
OUTLOT	O.L.
PERMANENT	PERM.
PROPERTY LINE	P.L.
QUIT-CLAIM DEED	Q.C.D.
REFERENCE LINE	R/L
REMAINING	REM.
RIGHT OF WAY	R/W
SECTION	SEC.
SEVERED	SEV.
STATION	STA.
TEMPORARY LIMITED EASEMENT	TLE
SIGN NUMBER (OFF PREMISE)	(R-)

IRON PIPE (FOUND)
FOUND EXISTING MONUMENT
R/W MONUMENT (SET)
PROPOSED R/W POINT
PARALLEL TO LINE
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
PROPOSED OR NEW R/W LINE
EASEMENT LINE
UTILITIES
CORPORATE LIMITS

PARCEL NUMBER
PROPERTY LINE
LOT, TIE AND OTHER MINOR DASHED LINES
NO ACCESS (By Previous Acquisition/control)
NO ACCESS (By Acquisition)
NO ACCESS (By Statutory Authority)
LIMITED EASEMENT (Temporary or Permanent)
FEE (HATCH VARIES)

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

	NON COMPENSABLE	COMPENSABLE
SERVICE PEDESTAL		
POWER POLE		
TELEPHONE POLE		
SIGN		

HARRISON MONUMENT
County Coordinates
Y = 442675.775
X = 655203.660
= PI 1006+56.00

PI 1000+00.00
Y = 442676.900
X = 654547.661

S 77°45'19" E 50.00'
N 12°14'41" E 209.62'
S 38°49'43" E 207.47'
N 0°05'54" E 33.00'
S 89°54'06" E 432.65'
R/L S 89°54'06" E
40 LINE
S.T.H. 54
N 89°54'06" W 446.86'
S 51°10'17" W 240.96'
N 12°14'41" E 256.85'
S 12°14'41" W 311.69'
N 5°37'47" E 235.93'
N 84°22'13" W 33.04'
AT PI
33'
S 89°54'06" E 1344.00'
SEC LINE S 89°54'06" E 2614.82'
N 89°54'06" W 1344.00'
S 89°54'06" E 1271.03'
N 89°54'06" W 1270.61'

ERW55 ERW56 ERW57 ERW58 ERW59 ERW24 ERW28 ERW169 ERW168 PROP122 PROP121 PROP120 PROP119 PROP118 PROP117

SE - SW SEC-23
SW - SE SEC-23
NE - NW SEC-26
NW - NE SEC-26
SE - SE SEC-23
NE - NE SEC-26
SW - SW SEC-24
SE - SW SEC-24
NW - NW SEC-25
NE - NW SEC-25
NE - NE SEC-26

TOWN OF DEXTER

C.S.M. 3208-11-208
C.S.M. 8115-28-15
C.S.M. 4152-14-252

LOT 1
LOT 2
LOT 3
LOT 4
40 LINE

THIS TRANSPORTATION PROJECT PLAT MONUMENTS WISDOT'S RIGHT OF WAY FOR PARCELS PURCHASED UNDER WISDOT PROJECT NUMBER S 044 (2), AND ARE SHOWN FOR HISTORICAL PURPOSES ONLY.

PARCEL NUMBER	OWNER	VOLUME/PAGE	DATE RECORDED
(5)	ALEXANDER MATHES	330/117	04/25/1961
(6)	ANDREW H. FORSTER	329/588	04/25/1961

POINT TABLE - STATION AND OUT

POINT #	STATION	DIST.	COORDINATES
ERW59	STH 80	33.04'R	Y 442187.863 X 654502.925
ERW57	1000+21.69	184.40'R	Y 442492.460 X 654569.030
ERW55	1000+92.99	194.40'L	Y 442871.144 X 654640.980
ERW58	1002+09.14	33.00'R	Y 442643.542 X 654756.746
ERW56	1002+23.35	33.00'L	Y 442709.517 X 654771.064
ERW24	AT PI		Y 442708.775 X 655203.717
ERW28	AT PI		Y 442642.775 X 655203.603
ERW169	1020+00.00	33.00'L	Y 442706.470 X 656547.715
ERW168	1020+00.00	33.00'R	Y 442640.470 X 656547.601
ERW25	AT PI		Y 442704.290 X 657818.745
ERW29	AT PI		Y 442638.290 X 657818.212
ERW170	1044+00.00	33.00'R	Y 442622.005 X 658947.063
ERW171	1044+00.00	33.00'L	Y 442687.998 X 658948.015
T15	1050+00.00	33.00'L	Y 442679.344 X 659547.952
T16	1050+00.00	33.00'R	Y 442613.351 X 659547.000

POINT NUMBER	DESCRIPTION	(Y)	(X)
PROP117	1IN IRON PIPE	442640.274	656675.886
PROP118	3IN BY 6 FT CONC POST	442640.284	656496.496
PROP119	1IN IRON PIPE	442640.913	656302.253
PROP120	1IN IRON PIPE	442640.922	656272.220
PROP121	1IN IRON PIPE	442706.442	656336.406
PROP122	1IN IRON PIPE	442707.202	656043.551
PROP123	1IN IRON PIPE	442639.311	657167.932
PROP124	1IN IRON PIPE	442639.125	657497.918

EXISTING MONUMENTS

ROAD NAME	BASIS OF EXISTING R/W	YEAR
S.T.H. 54	WIS. STATE STATUTE 82.31(2)	
S.T.H. 80	PREV DOT PROJECT S 044 (2)	1961

P.K. NAIL
County Coordinates
Y = 442671.290
X = 657818.479
= PI 1032+70.80

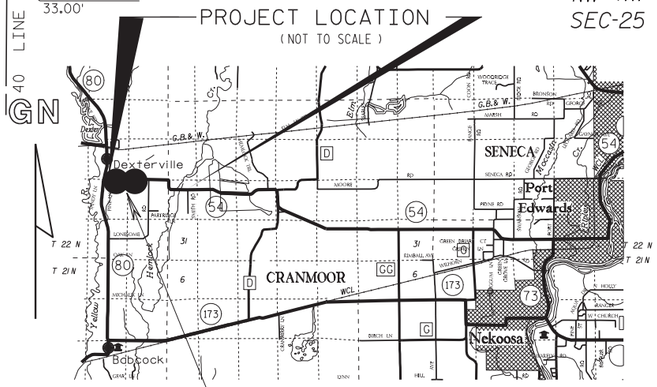
S 89°54'06" E 1271.03'
R/L S 89°54'06" E
N 89°54'06" W 1270.61'
N 0°27'45" E 33.00'
S 89°10'25" E 1129.39'
R/L S 89°10'25" E
SEC LINE S 89°10'25" E 2667.13'
N 89°10'25" W 1128.97'
S 89°10'25" E 600.00'
N 89°10'25" W 600.00'
S 0°49'35" W 66.00'

ERW25 ERW29 ERW171 ERW170 PROP123 PROP124

SCALE, FEET
0 100 200

HARRISON MONUMENT
County Coordinates
Y = 442632.817
X = 660485.335
= STA. 1059+37.96
0.03' R

PROJECT LOCATION
(NOT TO SCALE)



SHEET LOCATION

NOTES:
DISTANCES SHOWN TO BUILDINGS ARE APPROXIMATE.

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

RIGHT-OF-WAY MONUMENTS ARE ¾" X 24" REBARS 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 OR OTHER SURVEYS OF RECORD.

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

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT IS APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

DATE: 10-25-11
BRENT L. STELLA
REAL ESTATE SUPERVISOR

THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF:

DATE: 10-25-11
JOHN S. KEDROWSKI

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6950-03-23-4.01
AMENDMENT NO:

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN Wood COUNTY, WISCONSIN AT 1:53 PM ON 12-27-2011 AS DOCUMENT # 2011R10210 AND FILED IN Vol. 13 of Plats, Page 79

Susan E. Hintze
SIGNATURE OF REGISTER OF DEEDS

25 SC WDT 40

FILE NAME : P:\projects\D4_69500300EC\040401_RP.DGN
APPRAISAL PLAT DATE : ????
PLOT DATE : 25-OCT-2011 09:40
PLOT BY : dotgnt
PLOT NAME :
PLOT SCALE : 100.000000:1.000000

DOT COMPOSITE: ORIGINAL DOCUMENT LOCATED AT THE REGISTER OF DEEDS OFFICE

TRANSPORTATION PROJECT PLAT NO: 6950-03-23 - 4.02 AMENDMENT NO. 1

AMENDS PARCELS 1, 2, 3, 4, 7, 8 AND 43 OF TRANSPORTATION PROJECT PLAT NO: 6950-03-23 - 4.02 RECORDED IN VOL. 13 OF PLATS ON PAGE 80 AS DOCUMENT NO. 2011R10011.

PART OF THE SE-SW AND SW-SE OF SECTION 24; PART OF LOTS 1, 2 AND 3 OF CSM 5762 IN THE NW-NE OF SECTION 25; PART OF THE NE-NW, THE NW-NE AND SW-NE OF SECTION 25, ALL IN TOWNSHIP 22 NORTH, RANGE 3 EAST, TOWN OF DEXTER, WOOD COUNTY, WISCONSIN.

RELOCATION ORDER STH 54, DEXTERVILLE - PORT EDWARDS (LONESOME ROAD TO SMITH ROAD)

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

CONVENTIONAL SIGNS AND ABBREVIATIONS

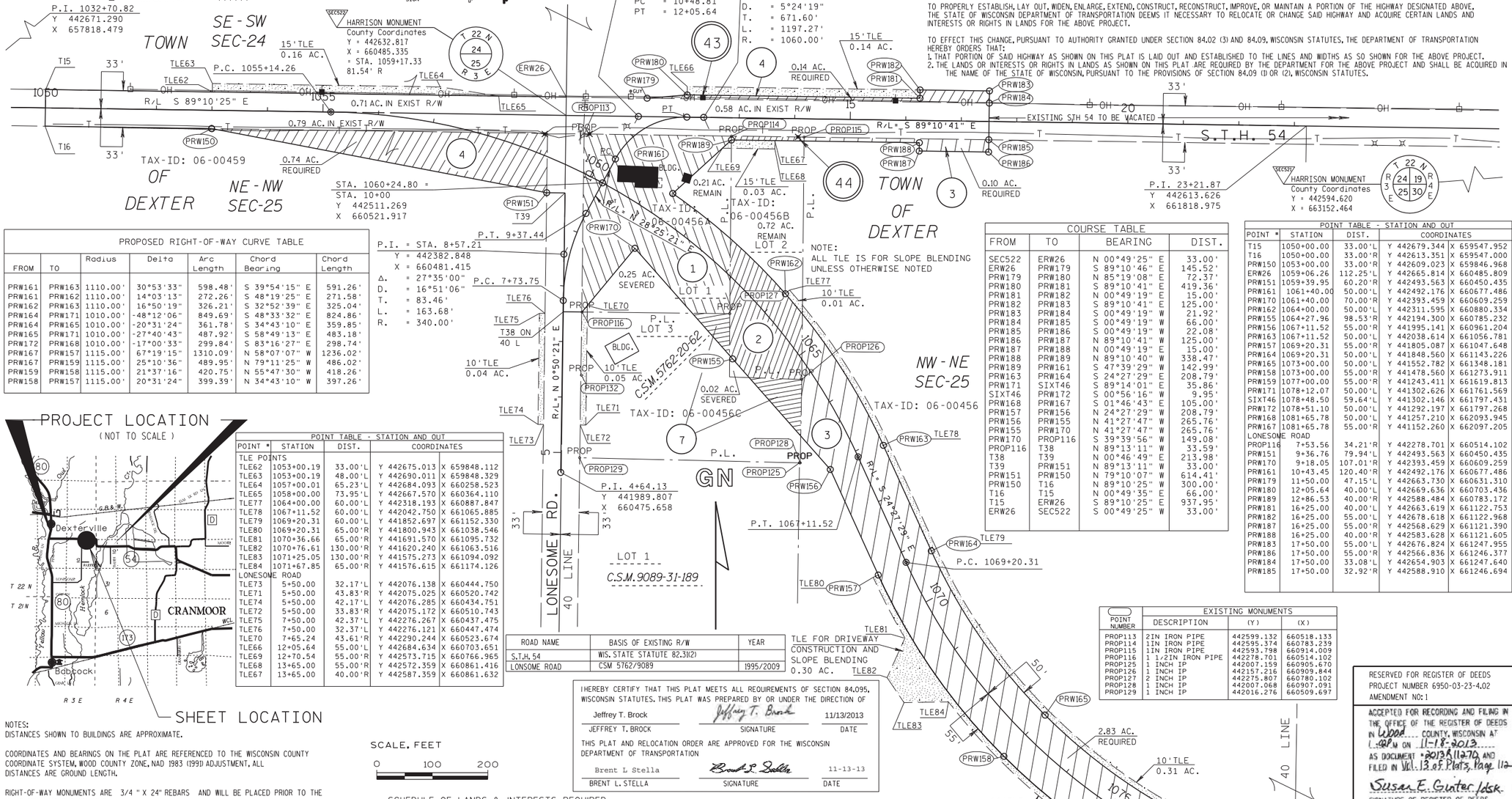
ACCESS POINT, DRIVEWAY CONNECTION A.P.
ACCESS RIGHTS A.R.
ACRES AC.
DOCUMENT DOC.
MONUMENT MON.
OUTLOT O.L.
PERMANENT PERM.
PROPERTY LINE P.L.
QUIT CLAIM DEED Q.C.D.
REFERENCE LINE R/L
REMAINING REM.
RIGHT OF WAY R/W
SECTION SEC.
SEVERED SEV.
STATION STA.
TEMPORARY LIMITED EASEMENT TLE
SIGN NUMBER (OFF PREMISE) (n)

IRON PIPE (FOUND)
R/W MONUMENT (SET) (PRW20)
PROPOSED R/W POINT
PARALLEL TO LINE 40'
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
PROPOSED OR NEW R/W LINE
EASEMENT LINE
UTILITIES FO (PWC)
CORPORATE LIMITS

PARCEL NUMBER (5)
PROPERTY LINE
LOT, TIE AND OTHER MINOR DASHED LINES
ACCESS RESTRICTED (By Previous Acquisition/control)
ACCESS RESTRICTED (By Acquisition)
NO ACCESS (By Statutory Authority)
LIMITED EASEMENT (Temporary or Permanent)
FEE (HATCH VARIES)

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

	NON COMPENSABLE	COMPENSABLE
SERVICE PEDESTAL		
POWER POLE		
TELEPHONE POLE		
SIGN		



PROPOSED RIGHT-OF-WAY CURVE TABLE

FROM	TO	Radius	Delta	Arc Length	Chord Bearing	Chord Length
PRW161	PRW163	1110.00'	30°53'33"	598.48'	S 39°54'15" E	591.26'
PRW161	PRW162	1110.00'	14°03'13"	272.26'	S 48°19'25" E	271.58'
PRW162	PRW163	1110.00'	16°50'19"	326.21'	S 32°52'39" E	325.04'
PRW164	PRW171	1010.00'	-48°12'06"	849.69'	S 48°33'32" E	824.86'
PRW164	PRW165	1010.00'	-20°31'24"	361.78'	S 34°43'10" E	359.85'
PRW165	PRW171	1010.00'	-27°40'43"	487.92'	S 58°49'13" E	483.18'
PRW172	PRW168	1010.00'	-17°00'33"	299.84'	S 83°16'27" E	298.74'
PRW167	PRW157	1115.00'	67°19'15"	1310.09'	N 58°07'07" W	1236.02'
PRW167	PRW159	1115.00'	25°10'36"	489.95'	N 79°11'25" W	486.02'
PRW159	PRW158	1115.00'	21°37'16"	420.75'	N 55°47'30" W	418.26'
PRW158	PRW157	1115.00'	20°31'24"	399.39'	N 34°43'10" W	397.26'

COURSE TABLE

FROM	TO	BEARING	DIST.
SEC522	ERW26	N 00°49'25" E	33.00'
ERW26	PRW179	S 89°10'46" E	145.52'
PRW179	PRW180	N 85°19'08" E	72.37'
PRW180	PRW181	S 89°10'41" E	419.36'
PRW181	PRW182	N 00°49'19" E	15.00'
PRW182	PRW183	S 89°10'41" E	125.00'
PRW183	PRW184	S 00°49'19" W	21.92'
PRW184	PRW185	S 00°49'19" W	66.00'
PRW185	PRW186	S 00°49'19" W	22.08'
PRW186	PRW187	N 89°10'41" W	125.00'
PRW187	PRW188	N 00°49'19" E	15.00'
PRW188	PRW189	N 89°10'40" W	338.47'
PRW189	PRW161	S 47°39'29" W	142.99'
PRW163	PRW164	S 24°27'29" E	208.79'
PRW171	SIXT46	S 89°14'01" E	35.86'
SIXT46	PRW172	S 00°56'16" W	9.95'
PRW168	PRW167	S 01°46'43" E	105.00'
PRW156	PRW155	N 24°27'29" W	208.79'
PRW155	PRW170	N 41°27'47" W	265.76'
PRW170	PROP116	S 39°39'56" W	149.08'
PROP116	T38	N 89°13'11" W	33.59'
T38	T39	N 00°46'49" E	213.98'
T39	PRW151	N 89°13'11" W	33.00'
PRW151	PRW150	N 79°10'07" W	614.41'
PRW150	T16	N 89°10'25" W	300.00'
T16	T15	N 00°49'35" E	66.00'
T15	ERW26	S 89°10'25" E	937.95'
ERW26	SEC522	S 00°49'25" W	33.00'

POINT TABLE - STATION AND OUT

POINT #	STATION	DIST.	COORDINATES
T15	1050+00.00	33.00'L	Y 442679.344 X 659547.952
T16	1050+00.00	33.00'R	Y 442613.351 X 659547.000
PRW150	1053+00.00	33.00'R	Y 442609.023 X 659846.968
ERW26	1059+06.26	112.25'L	Y 442665.814 X 660485.809
PRW151	1059+39.95	60.20'R	Y 442493.563 X 660450.435
PRW161	1061+40.00	50.00'L	Y 442492.176 X 660677.486
PRW170	1061+40.00	70.00'R	Y 442393.459 X 660609.259
PRW162	1064+00.00	50.00'L	Y 442311.595 X 660880.334
PRW155	1064+27.96	98.53'R	Y 442194.300 X 660785.232
PRW156	1067+11.52	55.00'R	Y 441995.141 X 660961.204
PRW163	1067+11.52	50.00'L	Y 442038.614 X 661056.781
PRW157	1069+20.31	55.00'R	Y 441805.087 X 661047.648
PRW164	1069+20.31	50.00'L	Y 441848.560 X 661143.226
PRW165	1073+00.00	50.00'L	Y 441552.782 X 661348.181
PRW158	1073+00.00	55.00'R	Y 441478.560 X 661273.911
PRW159	1077+00.00	55.00'R	Y 441243.411 X 661619.813
PRW171	1078+12.07	50.00'L	Y 441302.626 X 661761.569
SIXT46	1078+48.50	59.64'L	Y 441302.146 X 661797.431
PRW172	1078+51.10	50.00'L	Y 441292.197 X 661797.268
PRW168	1081+65.78	50.00'L	Y 442093.945 X 662093.945
PRW167	1081+65.78	55.00'R	Y 441152.260 X 662097.205
LONESOME ROAD			
PROP116	7+53.56	34.21'R	Y 442278.701 X 660514.102
PRW151	9+36.76	79.94'L	Y 442493.563 X 660450.435
PRW170	9+18.05	107.01'R	Y 442393.459 X 660609.259
PRW161	10+43.45	120.40'R	Y 442492.176 X 660677.486
PRW179	11+50.00	47.15'L	Y 442663.730 X 660631.310
PRW180	12+05.64	40.00'L	Y 442669.636 X 660703.436
PRW189	12+86.53	40.00'R	Y 442588.484 X 660783.172
PRW181	16+25.00	40.00'L	Y 442663.619 X 661122.753
PRW182	16+25.00	55.00'L	Y 442678.618 X 661122.968
PRW187	16+25.00	55.00'R	Y 442568.629 X 661121.390
PRW188	16+25.00	40.00'R	Y 442583.628 X 661121.605
PRW183	17+50.00	55.00'L	Y 442676.824 X 661247.955
PRW186	17+50.00	55.00'R	Y 442566.836 X 661246.377
PRW184	17+50.00	33.08'L	Y 442654.903 X 661247.640
PRW185	17+50.00	32.92'R	Y 442588.910 X 661246.694

POINT TABLE - STATION AND OUT

POINT #	STATION	DIST.	COORDINATES
TLE POINTS			
TLE62	1053+00.19	33.00'L	Y 442675.013 X 659848.112
TLE63	1053+00.19	48.00'L	Y 442690.011 X 659848.329
TLE64	1057+00.01	65.23'L	Y 442684.093 X 660258.523
TLE65	1058+00.00	73.95'L	Y 442667.570 X 660364.110
TLE77	1064+00.00	60.00'L	Y 442318.193 X 660887.847
TLE78	1067+11.52	60.00'L	Y 442042.750 X 661065.885
TLE79	1069+20.31	60.00'L	Y 441852.697 X 661152.330
TLE80	1069+20.31	65.00'R	Y 441800.943 X 661038.546
TLE81	1070+36.66	65.00'R	Y 441691.570 X 661095.732
TLE82	1070+76.61	130.00'R	Y 441620.240 X 661063.516
TLE83	1071+25.05	130.00'R	Y 441575.273 X 661094.092
TLE84	1071+67.85	65.00'R	Y 441576.615 X 661174.126
LONESOME ROAD			
TLE73	5+50.00	32.17'L	Y 442076.138 X 660444.750
TLE71	5+50.00	43.83'R	Y 442075.025 X 660520.742
TLE74	5+50.00	42.17'L	Y 442076.285 X 660434.751
TLE72	5+50.00	33.83'R	Y 442075.172 X 660510.743
TLE75	7+50.00	42.37'L	Y 442276.267 X 660437.475
TLE76	7+50.00	32.37'L	Y 442276.121 X 660447.474
TLE70	7+65.24	43.61'R	Y 442290.244 X 660523.674
TLE66	12+05.64	55.00'L	Y 442684.634 X 660703.651
TLE69	12+70.54	55.00'R	Y 442573.715 X 660766.965
TLE68	13+65.00	55.00'R	Y 442572.359 X 660861.416
TLE67	13+65.00	40.00'R	Y 442587.359 X 660861.632

EXISTING MONUMENTS

POINT NUMBER	DESCRIPTION	(Y)	(X)
PROP113	2IN IRON PIPE	442599.132	660518.133
PROP114	1IN IRON PIPE	442595.374	660783.239
PROP115	1IN IRON PIPE	442593.798	660914.009
PROP116	1 1/2IN IRON PIPE	442278.701	660514.102
PROP125	1 INCH IP	442007.159	660905.670
PROP126	1 INCH IP	442157.216	660909.844
PROP127	2 INCH IP	442275.807	660780.102
PROP128	1 INCH IP	442007.068	660907.091
PROP129	1 INCH IP	442016.276	660509.697

PROJECT LOCATION

(NOT TO SCALE)

NOTES:
DISTANCES SHOWN TO BUILDINGS ARE APPROXIMATE.

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

RIGHT-OF-WAY MONUMENTS ARE 3/4 " X 24" REBARS 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 OR OTHER SURVEYS OF RECORD.

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

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

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

SCALE, FEET
0 100 200

ROAD NAME	BASIS OF EXISTING R/W	YEAR
S.T.H. 54	WIS. STATE STATUTE 82.31(2)	
LONSOME ROAD	CSM 5762/9089	1995/2009

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

Jeffrey T. Brock — Jeffrey T. Brock — 11/13/2013
JEFFREY T. BROCK — SIGNATURE — DATE

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

Brent L Stella — Brent L. Stella — 11-13-13
BRENT L. STELLA — SIGNATURE — DATE

SCHEDULE OF LANDS & INTERESTS REQUIRED

SEE ALSO SHEET ...-4.??	PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE R/W ACRES OR (S.F.) REQUIRED NEW	EXISTING	TOTAL	TLE AREA
	1	ADELA DIMOND, CATHERINE SCHUTZ, and JERRY REYES	FEE, TLE	1.48	------	1.48	0.004
	2	THEODORE PALA	FEE, TLE	0.57	------	0.57	0.04
4.03	3	MARK A. RASMUSSEN	FEE, TLE	2.93	0.25	3.18	0.61
4.03	4	WOOD COUNTY (FOREST CROP LAND)	FEE, TLE	0.88	2.08	2.96	0.34
	7	EDWARD PALA JR.	FEE, TLE	0.17	------	0.17	0.05
	8	KRISP LLC	FEE, TLE	0.47	------	0.47	0.08
	43	OAKDALE ELECTRIC	RELEASE OF RIGHTS				
	44	TDS TELECOM	RELEASE OF RIGHTS				

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

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6950-03-23-4.02
AMENDMENT NO: 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN Wood COUNTY, WISCONSIN AT 1:48PM ON 11-18-2013 AS DOCUMENT #2013R11270 AND FILED IN Vol. 13 of Plats, Page 112
Susan E. Ginter /dsk
SIGNATURE OF REGISTER OF DEEDS
25.00 C WDT

FILE NAME : P:\projects\D4_69500300EC\040402_RP.DGN
APPRAISAL PLAT DATE : OCT. 16, 2013
PLOT DATE : 13-NOV-2013 09:53
PLOT BY : dotgnt
PLOT NAME :
PLOT SCALE : 100.000000:1.000000

DOT COMPOSITE: ORIGINAL DOCUMENT LOCATED AT THE REGISTER OF DEEDS OFFICE

TRANSPORTATION PROJECT PLAT NO: 6950-03-23 - 4.03 AMENDMENT NO. 2

AMENDS PARCEL 3 OF TRANSPORTATION PROJECT PLAT NO: 6950-03-23 - 4.03 AMENDMENT NO. 1 RECORDED IN VOL. 13 OF PLATS ON PAGE 95 AS DOCUMENT NO. 2012R08306.

PART OF THE SE-SE OF SECTION 24: PART OF THE NE-NE AND THE SE-NE OF SECTION 25, ALL IN TOWNSHIP 22 NORTH, RANGE 3 EAST, TOWN OF DEXTER: PART OF THE S 1/2 OF FRAC NW 1/4 SECTION 30, TOWNSHIP 22 NORTH, RANGE 4 EAST, TOWN OF CRANMOOR, WOOD COUNTY, WISCONSIN.

RELOCATION ORDER STH 54, DEXTERVILLE - PORT EDWARDS (LONESOME ROAD TO SMITH ROAD)

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

ROAD NAME	BASIS OF EXISTING R/W	YEAR
S.T.H. 54	WIS. STATE STATUTE 82.31(2)	
S.T.H. 54	DOT PROJECT 6950-03-22-4.04	2008

POINT NUMBER	EXISTING MONUMENTS		
	DESCRIPTION	(Y)	(X)
PROP200	1/2 TO 1IN IRON PIN	441275.634	663125.091

TAX-ID: 06-00439
SE - SE
SEC-24

60' RADIUS POINT
Y = 442595.351
X = 663092.566

EXISTING STH 54 TO BE VACATED

40 LINE R/L= N 89°10'40" W

P.I. 36+16.23
Y = 442613.626
X = 661818.975

P.T. 24+54.96

P.I. CURVE PRL470

CURVE PRL470
P.I. = 23+55.07
Y = 442594.453
X = 663155.176
Δ = -90°01'21"
D. = 32°44'26"
T. = 178.07'
L. = 274.96'
R. = 175.00'

TAX-ID: 06-00455
0.02 AC. REQUIRED

TAX-ID: 06-00455
0.09 AC.

TLE FOR DRIVEWAY CONSTRUCTION

P.C. 21+80.01

R/L= N 00°50'41" E

TOWN OF DEXTER

NE - NE
SEC-25

SEC 503 HARRISON MONUMENT
County Coordinates
Y = 442594.490
X = 663152.560

R/W PURCHASED AS PARCEL 15 OF PROJECT 6950-03-22-4.04

S.T.H. 54

CONVENTIONAL SIGNS AND ABBREVIATIONS

ACCESS POINT, DRIVEWAY CONNECTION
ACCESS RIGHTS
ACRES
DOCUMENT
MONUMENT
OUTLOT
PERMANENT
PROPERTY LINE
QUIT CLAIM DEED
REFERENCE LINE
REMAINING
RIGHT OF WAY
SECTION
SEVERED
STATION
TEMPORARY LIMITED EASEMENT
SIGN NUMBER (OFF PREMISE)

A.P.
A.R.
AC.
DOC.
MON.
O.L.
PERM.
P.L.
Q.C.D.
R/L
REM.
R/W
SEC.
SEV.
STA.
TLE
(##)

IRON PIPE (FOUND)
FOUND EXISTING MONUMENT
R/W MONUMENT (SET)
PROPOSED R/W POINT
PARALLEL TO LINE
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
PROPOSED OR NEW R/W LINE
EASEMENT LINE
UTILITIES
CORPORATE LIMITS

PARCEL NUMBER
PROPERTY LINE
LOT, TIE AND OTHER MINOR DASHED LINES
ACCESS RESTRICTED (By Previous Acquisition/control)
ACCESS RESTRICTED (By Acquisition)
NO ACCESS (By Statutory Authority)
LIMITED EASEMENT (Temporary or Permanent)
FEE (HATCH VARIES)

LONG CHORD — LC
LONG CHORD BEARING — LCB
RADIUS — R
DEGREES OF CURVE — D
CENTRAL ANGLE OR DELTA — Δ
LENGTH OF CURVE — L
TANGENT — TAN

	NON COMPENSABLE	COMPENSABLE
SERVICE PEDESTAL	☒	■
POWER POLE	□	■
TELEPHONE POLE	⌀	●
SIGN	▷	▶

SCHEDULE OF LANDS & INTERESTS REQUIRED

SEE ALSO SHEET ...-4.??	PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE R/W ACRES OR (S.F.) REQUIRED			TLE AREA
				NEW	EXISTING	TOTAL	
4.02	3	MARK A. RASMUSSEN	FEE, TLE	3.14	0.75	3.89	0.38
4.02	4	WOOD COUNTY (FOREST CROP LAND)	FEE	0.10	0.03	0.13	------
	5	DAVID J. & ANN M. RASMUSSEN	FEE	0.17	------	0.17	------
	---	------	------	------	------	------	------
	43	OAKDALE ELECTRIC	RELEASE OF RIGHTS				

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

NOTES:
DISTANCES SHOWN TO BUILDINGS ARE APPROXIMATE.

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

RIGHT-OF-WAY MONUMENTS ARE 3/4 " X 24" REBARS 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 OR OTHER SURVEYS OF RECORD.

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

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

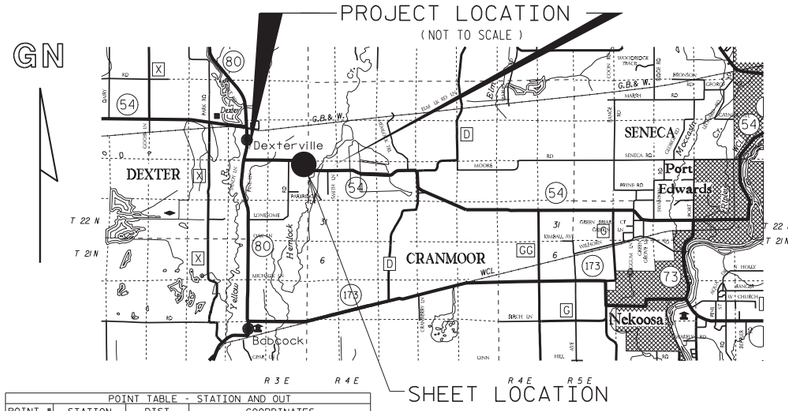
POINT TABLE - STATION AND OUT				
POINT #	STATION	DIST.	COORDINATES	
TLE POINTS				
TLE86	1081+65.78	60.00'L	Y 441267.207	X 662093.635
TLE85	1081+65.78	65.00'R	Y 441142.267	X 662097.515
TLE87	1089+00.00	55.00'R	Y 441175.052	X 662831.066
TLE88	1089+00.00	40.00'R	Y 441190.047	X 662830.601
TLE89	1091+50.00	40.00'R	Y 441197.806	X 663080.488
TLE90	1091+50.00	60.00'R	Y 441177.816	X 663081.110
TLE91	1092+20.00	60.00'R	Y 441179.990	X 663151.067
TLE92	1093+89.81	45.00'R	Y 441200.254	X 663320.332
EXISTING STH 54				
TLE13	11+90.65	66.56'L	Y 441431.134	X 663071.455
TLE14	11+95.22	36.91'L	Y 441435.263	X 663101.170
TLE12	12+61.17	70.00'L	Y 441501.697	X 663069.059
TLE11	12+61.17	40.00'L	Y 441501.256	X 663099.056
TLE93	20+70.00	33.00'L	Y 442309.894	X 663117.977
TLE94	20+70.00	80.00'L	Y 442310.588	X 663070.983
TLE96	21+50.00	33.00'L	Y 442389.886	X 663119.157
TLE95	21+50.00	80.00'L	Y 442390.580	X 663072.162

POINT TABLE - STATION AND OUT				
POINT #	STATION	DIST.	COORDINATES	
PRW159	1077+00.00	55.00'R	Y 441243.411	X 661619.813
PRW171	1078+12.07	50.00'L	Y 441302.626	X 661761.569
SIXT46	1078+48.50	59.64'L	Y 441302.146	X 661797.431
PRW172	1078+51.10	50.00'L	Y 441292.197	X 661797.268
PRW168	1081+65.78	50.00'L	Y 441257.210	X 662093.945
PRW167	1081+65.78	55.00'R	Y 441152.260	X 662097.205
PRW173	1084+00.00	55.00'R	Y 441159.531	X 662331.312
PRW174	1084+00.00	40.00'R	Y 441174.524	X 662330.846
PRW175	1088+39.35	50.00'L	Y 441278.119	X 662767.193
PRW176	1088+39.94	61.04'L	Y 441289.173	X 662767.438
PRW177	1091+25.00	48.37'L	Y 441285.357	X 663052.754
PRW178	1093+89.81	40.00'R	Y 441205.251	X 663320.180
PRW205	1094+41.53	45.00'R	Y 441201.859	X 663372.031
EXISTING STH 54				
RW407	11+61.27	56.21'R	Y 441399.952	X 663193.784
PRW202	12+35.55	40.00'L	Y 441475.635	X 663098.678
PRW32	12+50.30	33.00'R	Y 441489.310	X 663171.887
PRW200	13+61.06	33.00'L	Y 441601.035	X 663107.527
PRW201	13+61.08	40.00'L	Y 441601.151	X 663100.528
PRW31	21+97.98	34.10'R	Y 442440.347	X 663185.908
PRW27	22+06.22	31.39'L	Y 442441.320	X 663119.915
PRW30	22+94.07	41.59'R	Y 442550.813	X 663151.723
SEC503	23+18.80	70.69'R	Y 442594.490	X 663152.560
PRW28	23+67.76	25.59'L	Y 442552.181	X 663050.896
PRW29	24+04.00	7.69'R	Y 442596.212	X 663032.572

COURSE TABLE			
FROM	TO	BEARING	DIST.
SEC544	SEC503	N 01°05'52" E	2620.87'
SEC503	PRW30	S 01°05'52" W	43.69'
CURVE			
PRW31	PRW32	S 00°50'41" W	951.14'
PRW32	T6	N 88°54'08" W	40.50'
T6	RW412	S 01°05'52" W	238.77'
RW412	PRW204	S 89°41'29" E	81.44'
CURVE			
PRW178	PRW174	S 88°13'16" W	989.81'
PRW174	PRW173	S 01°46'44" E	15.00'
PRW173	PRW167	S 88°13'16" W	234.22'
CURVE			
PRW159	PRW171	N 67°19'42" E	153.63'
PRW171	SIXT46	S 89°14'01" E	35.86'
SIXT46	PRW172	S 00°56'16" W	9.95'
CURVE			
PRW168	PRW175	N 88°13'16" E	673.57'
PRW175	PRW176	N 01°16'27" E	11.06'
PRW176	PRW177	S 89°14'01" E	285.34'
PRW177	PRW202	N 13°34'08" E	195.74'
PRW202	PRW201	N 00°50'41" E	125.53'
PRW201	PRW200	S 89°03'25" E	7.00'
PRW200	PRW27	N 00°50'41" E	840.38'
CURVE, CURVE			

PROPOSED RIGHT-OF-WAY CURVE TABLE						
FROM	TO	Radius	Delta	Arc Length	Chord Bearing	Chord Length
PRW30	PRW31	186.70'	36°04'47"	117.57'	S 17°11'43" E	115.63'
PRW204	PRW178	270.00'	-25°52'12"	121.91'	S 67°48'01" E	120.88'
PRW167	PRW159	1115.00'	25°10'36"	489.95'	N 79°11'25" W	486.02'
PRW172	PRW168	1010.00'	-17°00'33"	299.84'	S 83°16'27" E	298.74'
PRW27	PRW28	120.70'	-65°29'59"	137.98'	N 31°54'19" W	130.59'
PRW28	SEC503	60.00'	226°50'04"	237.54'	N 67°24'17" E	110.12'
PRW204	PRW205	270.00'	-36°54'49"	173.95'	S 73°19'20" E	170.96'
PRW178	PRW205	270.00'	-11°02'37"	52.04'	S 86°15'26" E	51.96'

PROJECT LOCATION
(NOT TO SCALE)



SCALE, FEET
0 100 200

POINTS FROM PROJECT 6950-03-22-4.04

TAX-ID: 06-00455A
2.53 AC. REQUIRED

15' ACCESS EASEMENT IN VOL. 884, P. 53 DOC. # 828158

TLE (POINTS) FROM PROJECT 6950-03-22-4.04

LOT 1 C.S.M.9426-33-126

33' ACCESS EASEMENT IN VOL. 884, P. 53 DOC. # 828158

40 LINE

RELOCATED S.T.H. 54

P.T. 1081+65.78

R/L= N 89°27'38" E

10'TLE 0.07 AC.

15'TLE 0.07 AC.

CURVE PRL469
P.I. = 1076+26.19
Y = 441185.322
X = 661389.966
Δ = 67°19'15"
D. = 5°24'19"
T. = 705.88'
L. = 1245.47'
R. = 1060.00'
P.C. 1069+20.31

NOTE:
ALL TLE IS FOR SLOPE BLENDING UNLESS OTHERWISE NOTED

SEC 544 HARRISON MONUMENT
County Coordinates
Y = 439974.096
X = 663102.348
= STA. 1090+31.53
1297.21' RT.

TLE FOR DRIVEWAY CONSTRUCTION AND SLOPE BLENDING
0.08 AC.

STA. 1092+05.99 =
STA. 10+00.00
Y = 441239.525
X = 663135.201

TAX-ID: 05-00306
0.15 AC. REQUIRED

TAX-ID: 06-00458C
0.44 AC. REQUIRED

SEC. LINE STA. 1091+97.32

S 1/2 FRAC NW 1/4
SEC-30

TOWN OF CRANMOOR

SE - NE
SEC-25

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

Jeffrey T. Brock — JEFFREY T. BROCK — SIGNATURE — 11/12/2013 — DATE

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

Brent L Stella — BRENT L. STELLA — SIGNATURE — 11-11-13 — DATE

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6950-03-23-4.03
AMENDMENT NO: 2

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN Wood COUNTY, WISCONSIN AT 1:09PM ON 11-18-2013 AS DOCUMENT 2013R11271 AND FILED IN Vol. 13 of Plats, Page 113

Susan E. Ginter/dsk
SIGNATURE OF REGISTER OF DEEDS

25 DOC WI#2

FILE NAME : P:\projects\D4_69500300EC\040403_RP.DGN
APPRAISAL PLAT DATE : OCT. 16, 2013
PLOT DATE : 11-NOV-2013 06:10
PLOT BY : dotgnt
PLOT NAME :
PLOT SCALE : 100.000000:1.000000

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
100	1059+50	NAIL IN TREE (PINE 14" DIA.)	997.08

WOOD COUNTY FCL

IMPACTED WETLAND AREA

BM#100

TDS TELECOM

OAKDALE ELECTRIC

CP#1

REMOVE SMALL CULVERT PIPE

R/W

1052+00 1053+00 1054+00 1055+00 1056+00 1057+00 1058+00 1059+00 1060+00 1061+00 1062+00 1063+00 1064+00 1065+00 1066+00

SLOPE INTERCEPT (TYP)

CONSTRUCT TYPE D INTERSECTION SEE INTERSECTION DETAIL

REMOVING ASPHALTIC SURFACE BUTT JOINTS SEE CONSTRUCTION DETAILS

STH 54

BEGIN PROJECT 6950-03-73
STA 1053+00.00
Y = 442642.021
X = 659847.439
MATCH EXISTING
SAWCUT REQUIRED

WOOD COUNTY FCL

LONESOME RD

10+00'B'

9+00'B'

8+00'B'

7+00'B'

THEODORE PALA

STA 1060+81.12 ℞ STH 54 =
STA 10+00.00'B' ℞ LONESOME RD

STA 1061+35, ℞
1 - 24" CPRC REQ'D
2 - 24" RCAEW REQ'D
SKEW 0°
UP INVERT = 993.74
DN INVERT = 993.50

N

PL

℞ STH 54

MARK A. RASMUSSEN

SLOPE INTERCEPT (TYP)

℞ LONESOME RD

U/C

EDWARD PALA JR.

MATCH LINE 1067+00

5

5

VCL = 400.00
K = 495.17

VPC STA 1056+50.00
VPC EL 996.57

VPI STA 1058+50.00
VPI EL 996.97

VPT STA 1060+50.00
VPT EL 998.98

VCL = 400.00
K = 327.51

VPC STA 1062+00.00
VPC EL 1000.49

VPI STA 1064+00.00
VPI EL 1002.50

VPT STA 1066+00.00
VPT EL 1002.07

STA = 1053+00.00
ELEV = 995.875

0.20%

1.01%

-0.22%

MARSH EXCAVATION REQUIRED

STA 1061+35, ℞
1-24" CPRC REQ'D
2-24" RCAEW REQ'D
SKEW 0°
UP INVERT = 993.74
DN INVERT = 993.50

PROPOSED PROFILE

EXISTING PROFILE

EXISTING ℞ ELEVATION

FINISHED ℞ ELEVATION

1015 1010 1005 1000 995 990 985 980

1052	1053	1054	1055	1056	1057	1058	1059	1060	1061	1062	1063	1064	1065	1066	1067
995.61	995.78	995.94	**995.87**	996.07	**995.97**	996.06	**996.07**	996.16	**996.17**	996.33	**996.27**	996.42	**996.37**	996.45	**996.47**
996.45	**996.57**	995.80	**996.69**	993.98	**996.87**	993.73	**997.09**	993.76	**997.37**	993.92	**997.70**	995.84	**998.07**	995.22	**998.50**
995.24	**998.98**	995.47	**999.48**	995.86	**999.98**	996.58	**1000.49**	996.78	**1000.95**	996.61	**1001.34**	996.93	**1001.65**	997.98	**1001.89**
997.21	**1002.05**	996.48	**1002.13**	996.69	**1002.14**	996.94	**1002.07**	997.92	**1001.96**	998.04	**1001.85**				

PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	PLAN AND PROFILE: STH 54	SHEET 49	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-73\73_050101_PP AREA1.DWG PLOT DATE : 4/13/2016 2:56 PM PLOT BY : JEFF BREU PLOT NAME : _____ PLOT SCALE : 1" = 100'_XREF

MARK A. RASMUSSEN

MATCH LINE 1067+00

MATCH LINE 1082+00

IMPACTED WETLAND AREA

N

STA 1069+75, ℄
1 - 24" CPRC REQ'D
2 - 24" RCAEW REQ'D
SKEW 0°
UP INVERT = 994.13
DN INVERT = 993.87

STA 1073+35, ℄
1 - 24" CPRC REQ'D
2 - 24" RCAEW REQ'D
SKEW 21° RHF
UP INVERT = 993.80
DN INVERT = 993.70

STA 1080+52, ℄
1 - 48" CPRC REQ'D
2 - 48" RCAEW REQ'D
SKEW 20° RHF
UP INVERT = 990.79
DN INVERT = 990.50

REMOVE SMALL CULVERT PIPE

STA 1080+00
CONSTRUCT GRAVEL FE LT
1 - 18" CPCA REQ'D
2 - 18" CAAEW REQ'D

REMOVE FENCE

SLOPE INTERCEPT (TYP)

STH 54

TLE

R/W

PL

1067+00
1068+00
1069+00
1070+00
1071+00
1072+00
1073+00
1074+00
1075+00
1076+00
1077+00
1078+00
1079+00
1080+00
1081+00
1082

STA 1079+75
CONSTRUCT GRAVEL FE RT

FIELD ENTRANCE TO BE EXTENDED BY PROPERTY OWNER

STA 1081+10, ℄
1 - 24" CPRC REQ'D
2 - 24" RCAEW REQ'D
SKEW 0°
UP INVERT = 991.00
DN INVERT = 990.00

SLOPE INTERCEPT (TYP)

STA 1071+00
CONSTRUCT GRAVEL FE RT

℄ STH 54

KRISP LLC

MARK A. RASMUSSEN

5

5

1015
1010
1005
1000
995
990
985
980

PROPOSED PROFILE

-0.22%

EXISTING PROFILE

MARSH EXCAVATION REQUIRED

STA 1069+75, ℄
1 - 24" CPRC REQ'D
2 - 24" RCAEW REQ'D
SKEW 0°
UP INVERT = 994.13
DN INVERT = 993.87

STA 1073+35, ℄
1 - 24" CPRC REQ'D
2 - 24" RCAEW REQ'D
SKEW 21° RHF
UP INVERT = 993.80
DN INVERT = 993.70

STA 1080+52, ℄
1 - 48" CPRC REQ'D
2 - 48" RCAEW REQ'D
SKEW 20° RHF
UP INVERT = 990.79
DN INVERT = 990.50

STA 1081+10, ℄
1 - 24" CPRC REQ'D
2 - 24" RCAEW REQ'D
SKEW 0°
UP INVERT = 991.00
DN INVERT = 990.00

EXISTING ℄ ELEVATION

FINISHED ℄ ELEVATION

998.04 1001.85 997.11 1001.75 995.39 1001.64 994.60 1001.53 994.40 1001.42 994.60 1001.32 994.37 1001.21 995.25 1001.10 995.63 1000.99 995.06 1000.89 994.39 1000.78 994.00 1000.67 994.15 1000.56 994.13 1000.46 993.70 1000.35 993.96 1000.24 994.34 1000.13 995.24 1000.03 994.29 999.92 994.08 999.81 993.85 999.70 994.59 999.60 994.28 999.49 994.67 999.38 992.25 999.27 991.82 999.17 996.61 999.06 990.74 998.95 993.67 998.84 995.87 998.74 995.62 998.63

1067 1068 1069 1070 1071 1072 1073 1074 1075 1076 1077 1078 1079 1080 1081 1082

PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	PLAN AND PROFILE: STH 54	SHEET 50 E

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
104	1094+00	CAP SW CORNER OF BRIDGE	1000.61

MARK A. RASMUSSEN

EXISTING 18" CULVERT TO REMAIN

SLOPE INTERCEPT (TYP)

REMOVE FENCE

℄ STH 54

R/W

MATCH LINE 1082+00

+00 1083+00 1084+00 1085+00 1086+00 1087+00 1088+00 1089+00 1090+00 1091+00 1092+00 1093+00 1094+00 1095+00 1096+00 1097+00

STH 54

R/W

SLOPE INTERCEPT (TYP)

DAYLIGHT EXISTING DRAINTILE IN DITCH BACKSLOPE.
DRAINTILE TO DRAIN INTO 24-INCH LATERAL.
VERIFY INVERT ELEVATION OF DRAINTILE IN DITCH
BACKSLOPE PRIOR TO LATERAL CONSTRUCTION.

STA 1087+00, ℄
1 - 24" CPRC REQ'D
3 - 24" RCAEW REQ'D
1-MANHOLE TYPE 1-J REQ'D

MARK A. RASMUSSEN

DAVID RASMUSSEN ETUX

CONSTRUCT TYPE D INTERSECTION
SEE INTERSECTION DETAIL

OLD STH 54

12+00'C'

11+00'C'

10+00'C'

TDS TELECOM

℄ OLD STH 54

FAYE WEISS

R/W

OAKDALE ELECTRIC

STA 1089+05, LT
CONSTRUCT GRAVEL PE

STA 1092+17.26 ℄ STH 54 =
STA 10+00.00'C' ℄ OLD STH 54

REMOVING ASPHALTIC
SURFACE BUTT JOINT

OAKDALE ELECTRIC

TDS TELECOM

STA 1092+08, RT
CONSTRUCT GRAVEL PE
1 - 15" CPCA REQ'D
2 - 15" CAAEW REQ'D

END PROJECT 6950-03-73
STA 1095+50.00
MATCH EXISTING
SAWCUT REQUIRED

CP#3
LOCATED AT STA 1110+78.42,
RT 32.50'

MARK A. RASMUSSEN

1015 1010 1005 1000 995 990 985 980

-0.22%

PROPOSED PROFILE

EXISTING PROFILE

MARSH EXCAVATION REQUIRED

EXISTING ℄ ELEVATION

FINISHED ℄ ELEVATION

STA 1087+00, ℄
1 - 24" CPRC REQ'D
3 - 24" RCAEW REQ'D
1-MANHOLE TYPE 1-J REQ'D

VCL = 300.00
K = 270.20

VPC STA 1092+50.00
VPC EL 996.37

VPI STA 1094+00.00
VPI EL 996.05

VPT STA 1095+50.00
VPT EL 997.39

STA = 1095+50.00
ELEV = 997.389

0.90%

995.62 **998.63** 995.66 **998.52** 995.68 **998.41** 996.17 **998.30** 996.59 **998.20** 996.52 **998.09** 996.31 **997.98** 995.97 **997.87** 995.44 **997.77** 993.99 **997.66** 994.37 **997.55** 994.14 **997.44** 993.60 **997.34** 993.92 **997.23** 994.10 **997.12** 994.04 **997.01** 994.15 **996.91** 994.37 **996.80** 994.23 **996.69** 994.28 **996.58** 994.20 **996.48** 994.55 **996.37** 994.72 **996.31** 997.11 **996.34** 996.72 **996.46** 996.61 **996.68** 996.98 **996.99** 997.39 **997.39** 997.82 998.20 998.51

1082 1083 1084 1085 1086 1087 1088 1089 1090 1091 1092 1093 1094 1095 1096 1097

PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	PLAN AND PROFILE: STH 54	SHEET 51 E

STA 9+50'B', ℄
1 - CPRC 24" REQ'D
2 - RCAEW 24" REQ'D
SKEW 0°
UP INVERT = 993.45
DN INVERT = 993.37

TDS TELECOM

STA 1060+81.12 ℄ STH 54 =
STA 10+00.00'B' ℄ LONESOME RD

CONSTRUCT TYPE D INTERSECTION
SEE INTERSECTION DETAIL

WOOD COUNTY FCL

SLOPE INTERCEPT (TYP)

STA 6+70'B', RT
CONSTRUCT ASPHALT PE
1-CPCA 12" REQ'D
2-CAAEW 12" REQ'D

BEGIN CONSTRUCTION
STA 5+50.00'B'
MATCH EXISTING
SAWCUT REQUIRED

REMOVING ASPHALTIC
SURFACE BUTT JOINTS

EDWARD PALA JR.

THEODORE PALA

MARK A. RASMUSSEN

OAKDALE ELECTRIC

TDS TELECOM

℄ LONESOME RD

SLOPE INTERCEPT (TYP)

WOOD COUNTY FCL

STA 15+85'B', LT
CONSTRUCT GRAVEL PE

END CONSTRUCTION
STA 16'B'+75.00

℄ STH 54

N

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
101	4+77'B'	PK NAIL IN PAVEMENT (LT 9.5')	996.60

VCL = 150.00
K = 123.42
STA = 5+50.00
ELEV = 996.53
VPC STA 6+25.00'B'
VPC EL 996.21
VPI STA 7+00.00'B'
VPI EL 995.89
VPT STA 7+75.00'B'
VPT EL 996.48
-0.43%

STA = 9+80.00
ELEV = 998.09
0.79%
STA = 10+20.00
ELEV = 1000.49
VPC STA 10+25.00'B'
VPC EL 1000.57
1.59%
6.00%

VCL = 300.00
K = 103.01
VPI STA 11+75.00'B'
VPI EL 1002.95
VPT STA 13+25.00'B'
VPT EL 1000.96
-1.33%

VCL = 150.00
K = 165.45
VPC STA 14+50.00'B'
VPC EL 999.30
VPI STA 15+25.00'B'
VPI EL 998.31
VPT STA 16+00.00'B'
VPT EL 997.99
-0.42%
STA = 16+75.00
ELEV = 997.68

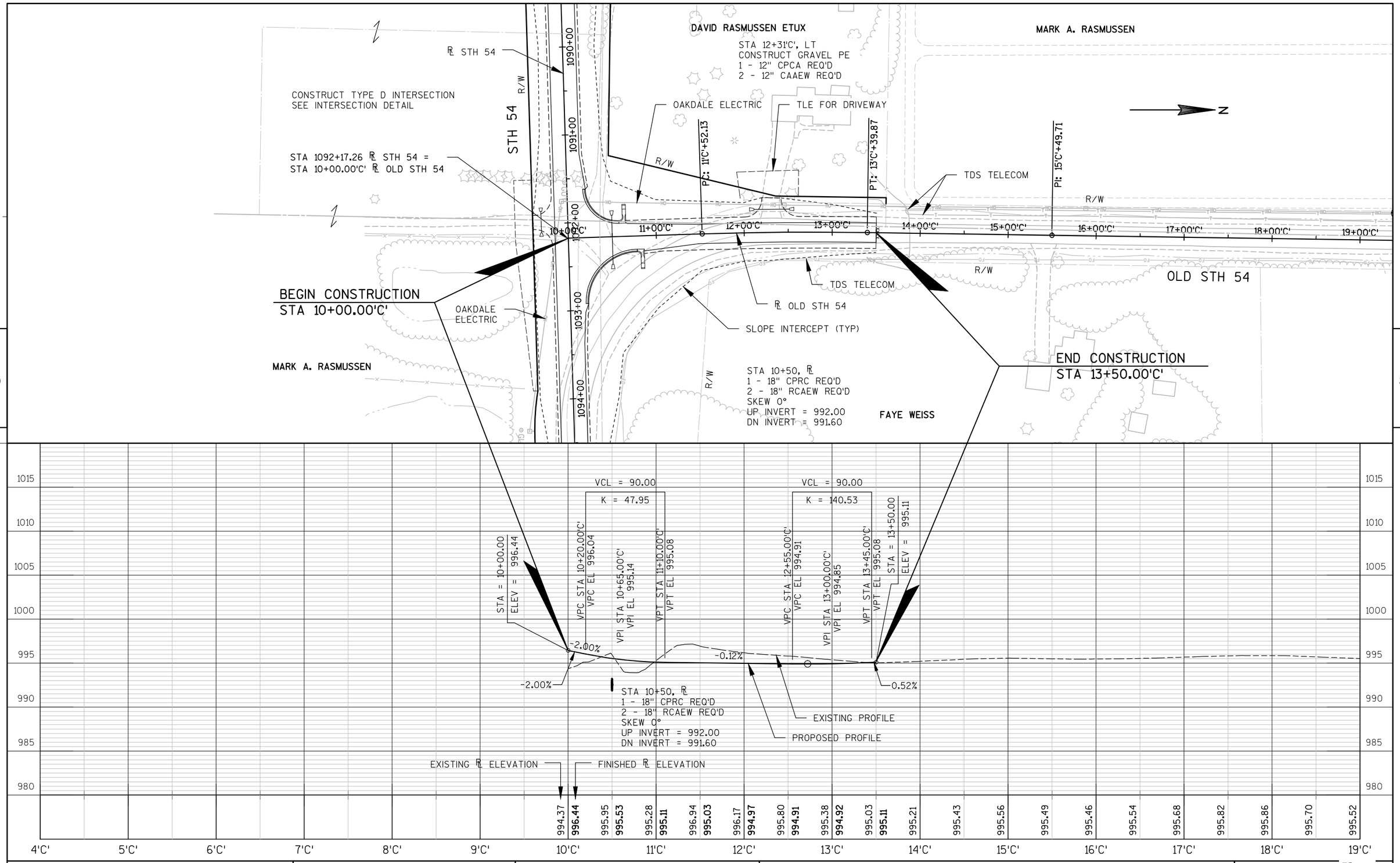
EXISTING ℄ ELEVATION
FINISHED ℄ ELEVATION

STA 9+50'B', ℄
1 - CPRC 24" REQ'D
2 - RCAEW 24" REQ'D
SKEW 0°
UP INVERT = 993.45
DN INVERT = 993.37

PROPOSED PROFILE
EXISTING PROFILE

4'B'	5'B'	6'B'	7'B'	8'B'	9'B'	10'B'	11'B'	12'B'	13'B'	14'B'	15'B'	16'B'	17'B'	18'B'	19'B'
996.63	996.70	**996.53**	996.48	**996.32**	996.29	**996.13**	996.14	**996.12**	995.97	**996.31**	993.77	**996.68**	995.49	**997.07**	996.31	**997.46**	993.21	**997.86**	995.37	**999.29**	995.48	**1000.94**	995.78	**1001.49**	995.01	**1001.79**	996.68	**1001.86**	996.77	**1001.68**	996.89	**1001.26**	997.02	**1000.63**	997.00	**999.97**	997.08	**999.30**	997.20	**998.72**	997.32	**998.28**	997.44	**997.99**	997.62	**997.78**	997.54

PROJECT NO:6950-03-73	HWY: STH 54	COUNTY: WOOD	PLAN AND PROFILE: LONESOME ROAD	SHEET 52	E

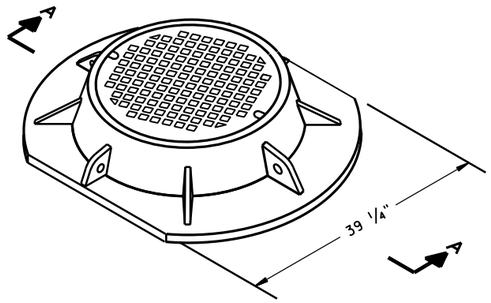


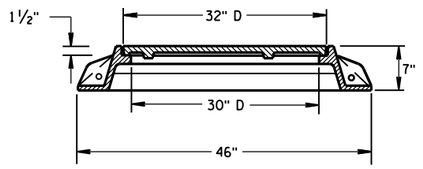
PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	PLAN AND PROFILE: OLD STH 54	SHEET 53 E

Standard Detail Drawing List

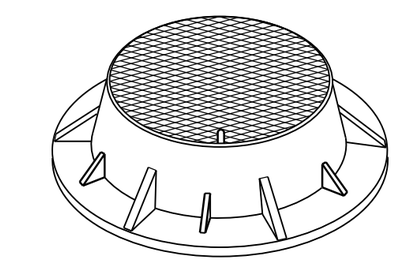
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-01	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08D01-19	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08E09-06	SILT FENCE
08E14-01	TRACKING PAD
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
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
14B29-01	SAFETY EDGE
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-06A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C03-03	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16B	PAVEMENT MARKING (INTERSECTIONS)
15C19-04A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15D20-04	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D28-03	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D29-04	TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD
16A01-06	LANDMARK REFERENCE MONUMENTS AND COVERS

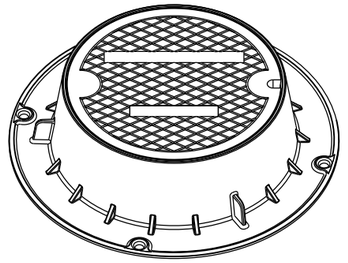
6

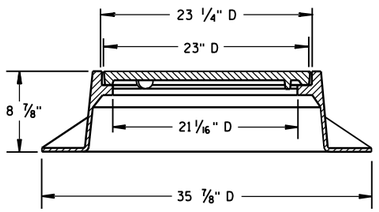


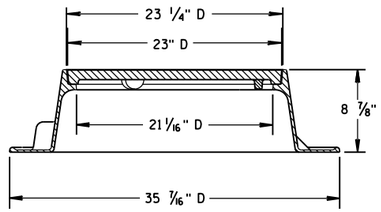


SECTION A-A
TYPE "K"









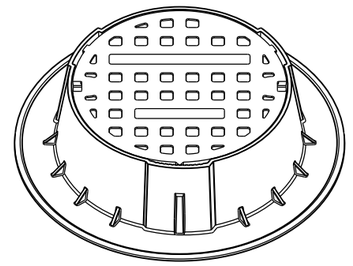
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

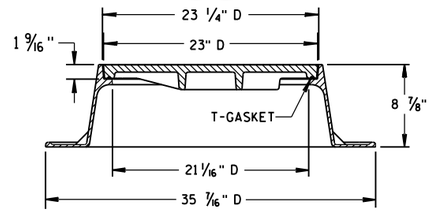
GENERAL NOTES

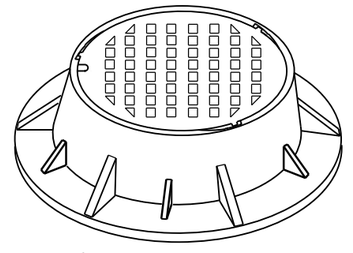
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

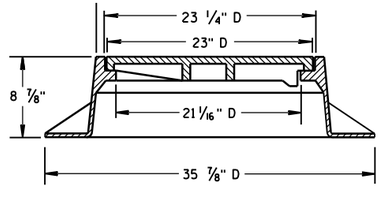
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

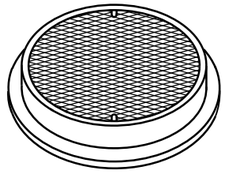


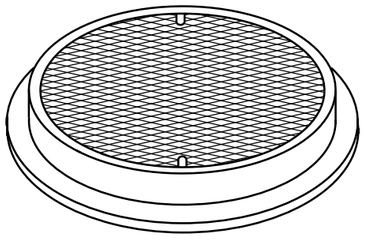


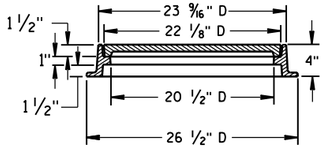




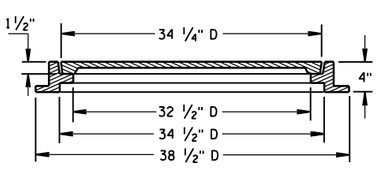
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



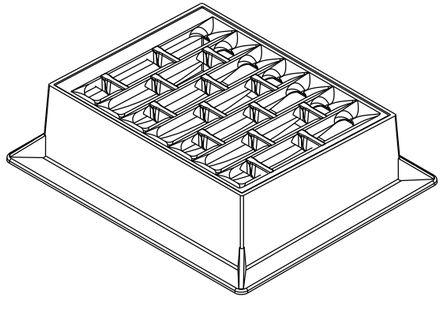


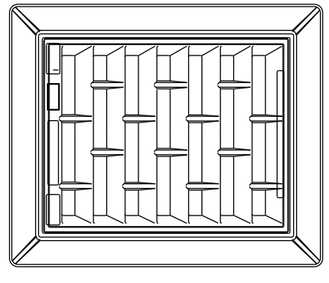


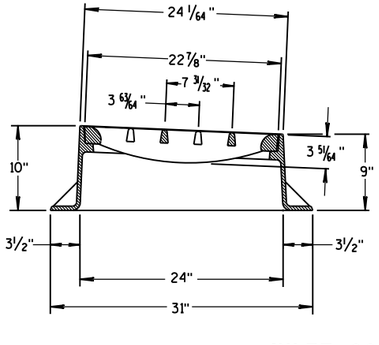
TYPE "L"

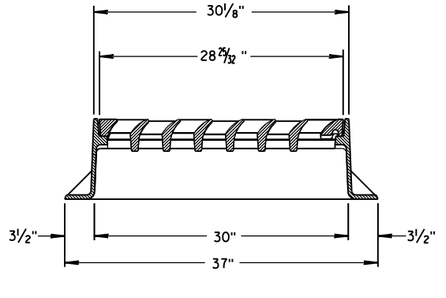


TYPE "M"









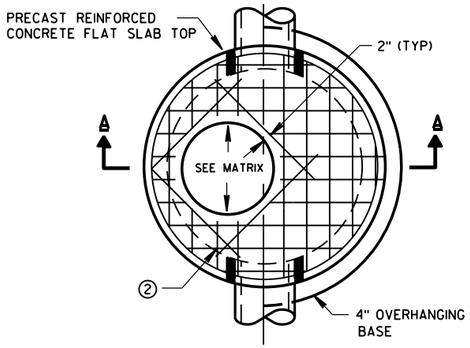
INLET COVER TYPE "BW"

INLET COVER TYPE BW
MANHOLE COVERS, TYPE K, J, J-S, L & M

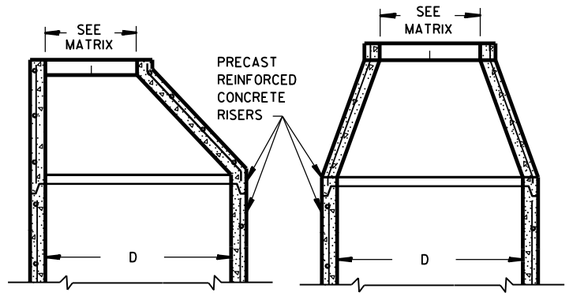
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 A 5-19d

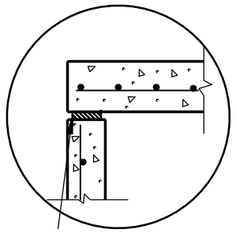


PLAN VIEW CIRCULAR OPENING

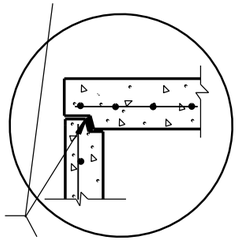


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

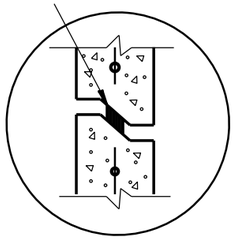


TOP WITH PLAIN END JOINT



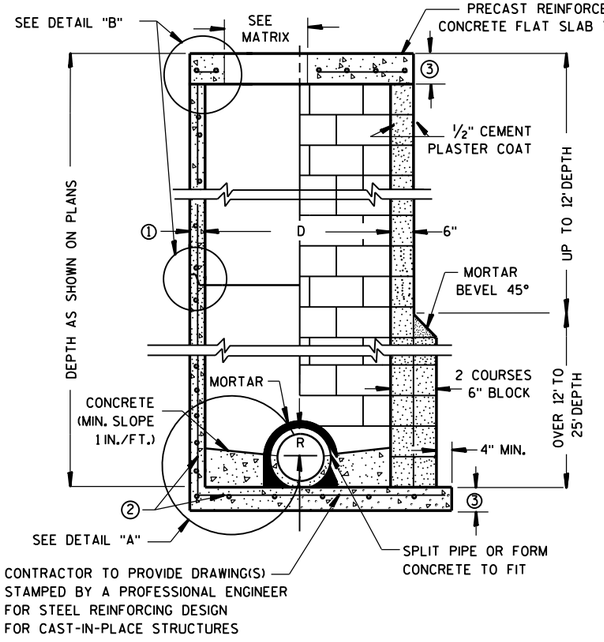
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



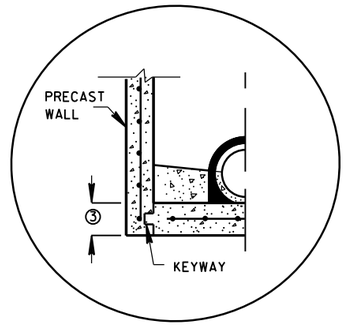
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

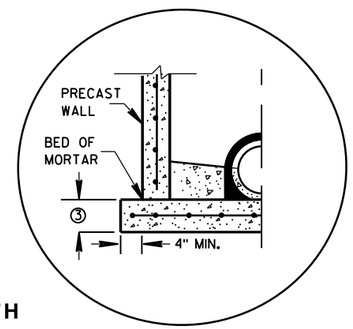


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

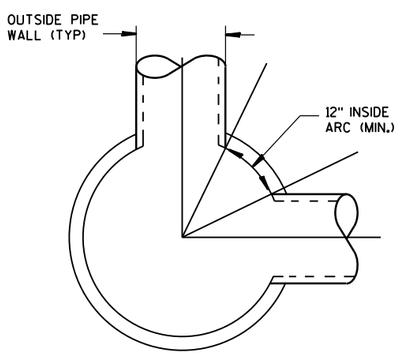


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

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

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

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

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

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

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES. THE CONE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

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

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

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" AND MEET THE REQUIREMENTS OF ASTM A615.

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

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

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

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

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

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

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

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

MANHOLE COVER OPENING MATRIX

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

PIPE MATRIX

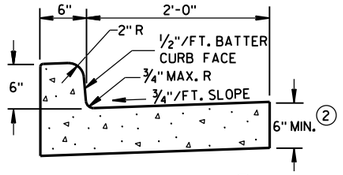
MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

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

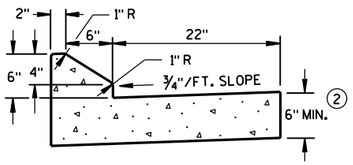
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

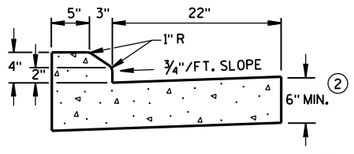
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S.D.D. 8 B 9-1



TYPES A & D ①

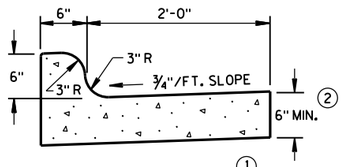


6" SLOPED CURB TYPES G & J ①

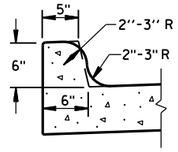


4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"

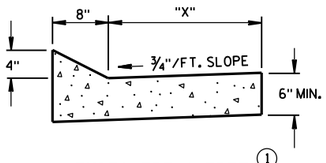


TYPES K & L ①



OPTIONAL CURB SHAPE FOR TYPES K & L ①

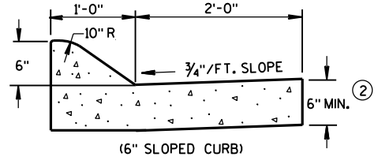
CONCRETE CURB & GUTTER 30"



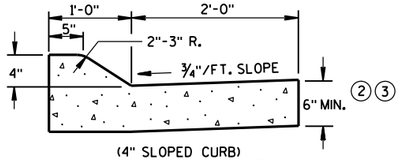
TYPES TBT & TBTT ①

CONCRETE CURB & GUTTER

TBT & TBTT	"X"
30"	22"
36"	28"

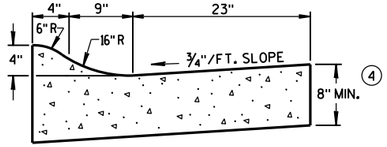


(6" SLOPED CURB)



(4" SLOPED CURB)

TYPES A & D ①



4" SLOPED CURB TYPES R & T ①⑤

CONCRETE CURB & GUTTER 36"

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, R AND TBTT.

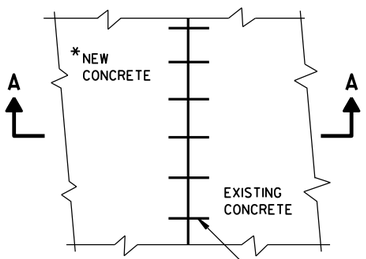
② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

③ USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

④ 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.

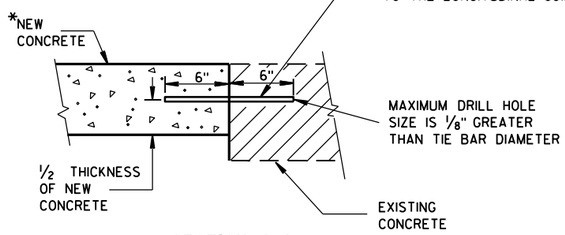
⑤ THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

⑥ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



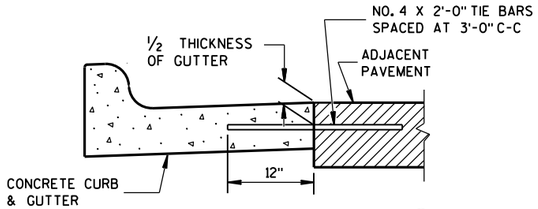
PLAN VIEW

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

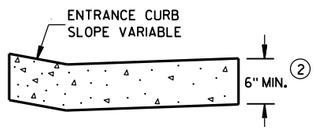


SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT

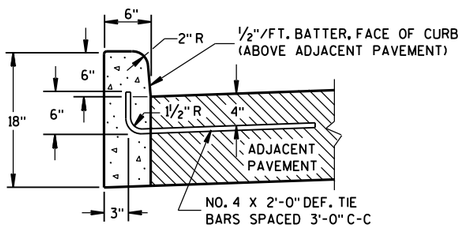


TYPICAL TIE BAR LOCATION ①

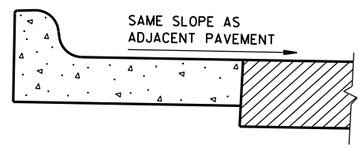


DRIVEWAY ENTRANCE CURB

(WHEN DIRECTED BY THE ENGINEER)

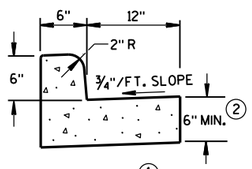


① TYPES A & D



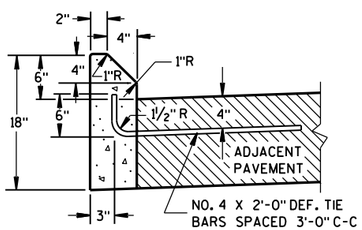
⑥ REVERSE SLOPE GUTTER

(TYPICAL FOR ALL CURB & GUTTER TYPES)



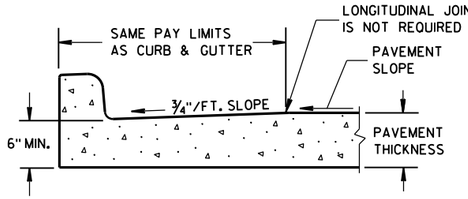
① TYPES A & D

CONCRETE CURB & GUTTER 18"

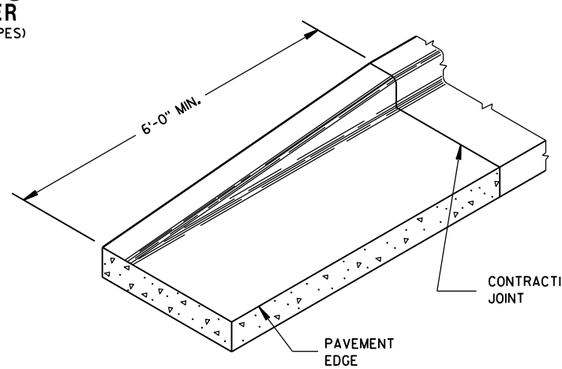


① TYPES G & J

CONCRETE CURB



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



END SECTION CURB & GUTTER

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

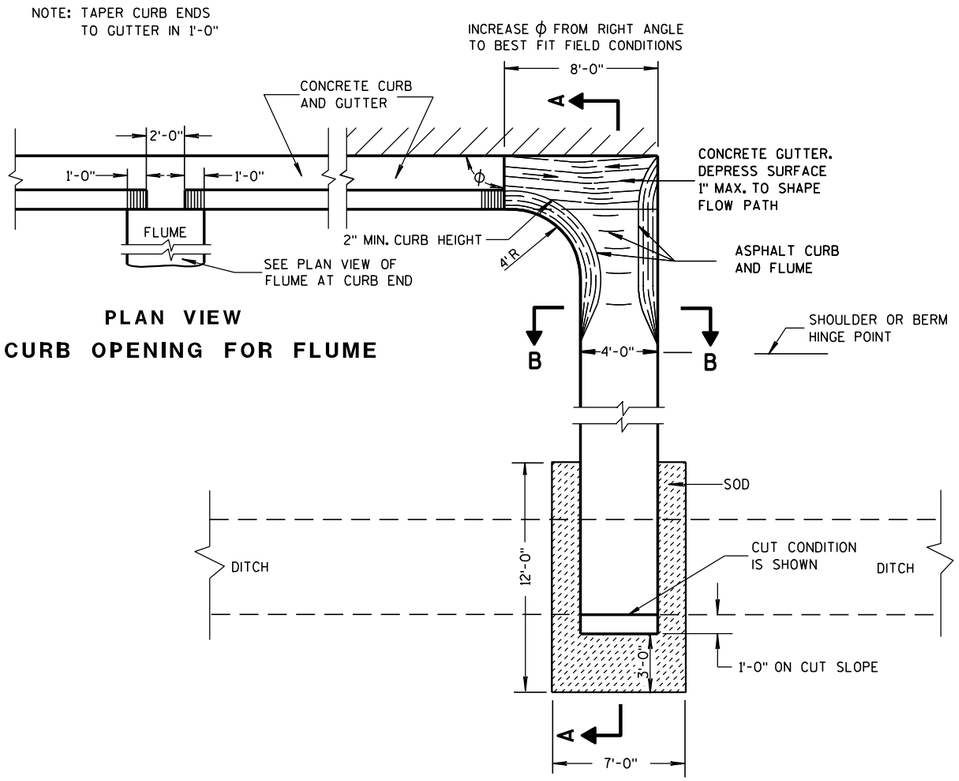
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2016 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

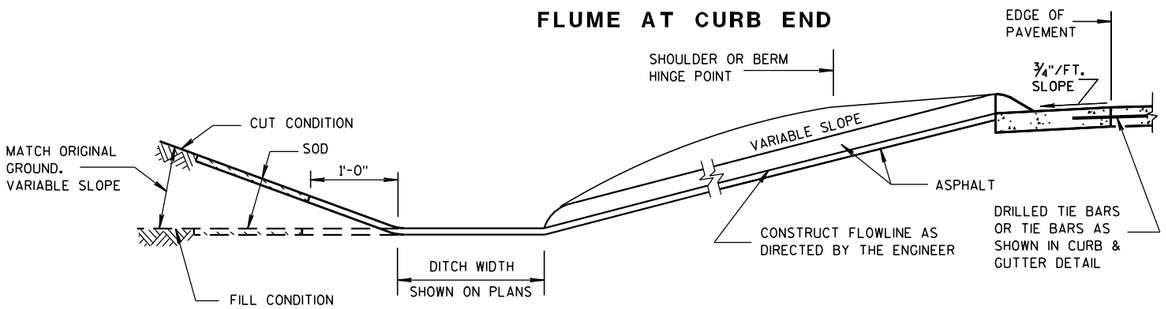
S.D.D. 8 D 1-19

ASPHALTIC FLUME

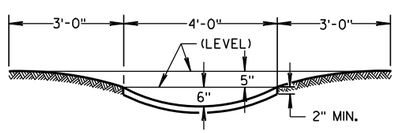


PLAN VIEW
CURB OPENING FOR FLUME

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.

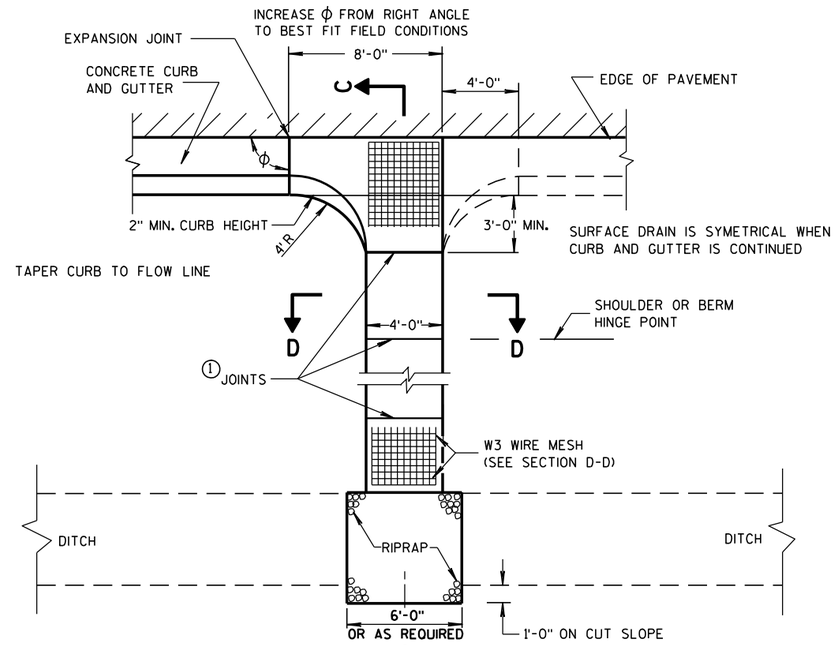
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① 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.

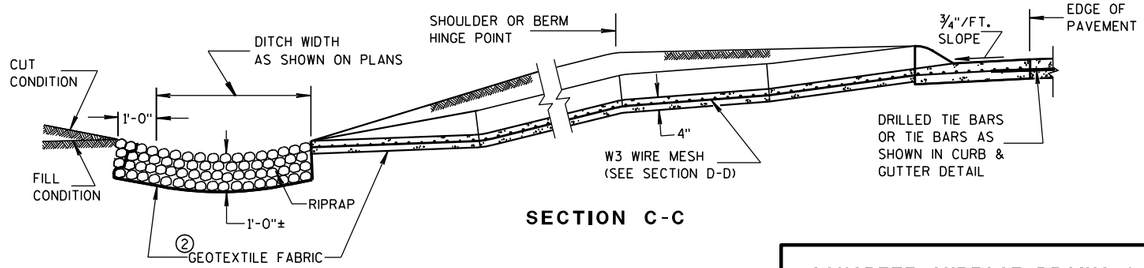
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

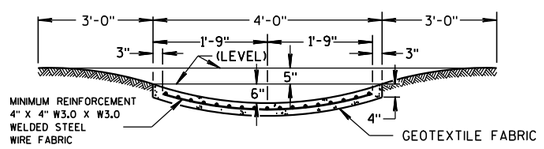
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

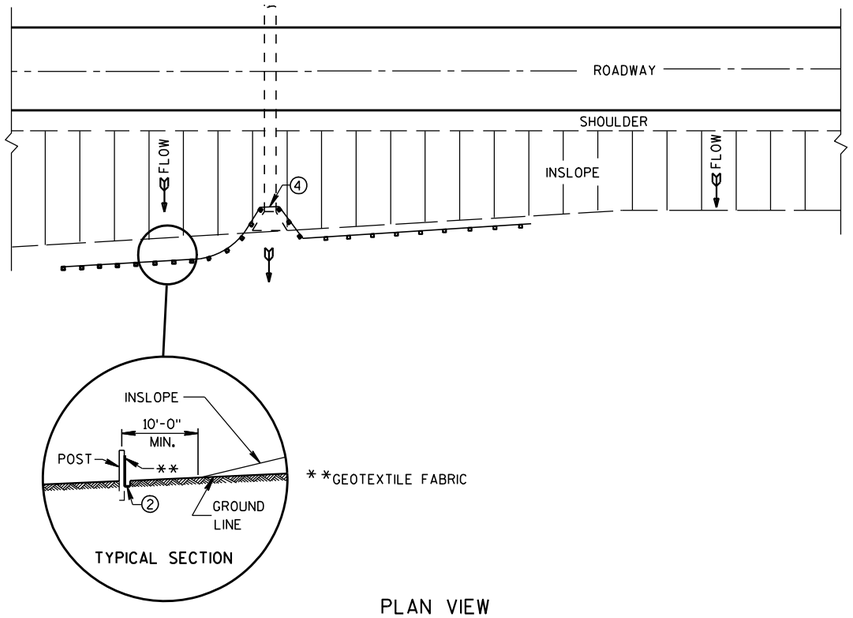
APPROVED
9-4-08 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
58
MENT
FHWA

6

S.D.D. 8 D 4-5

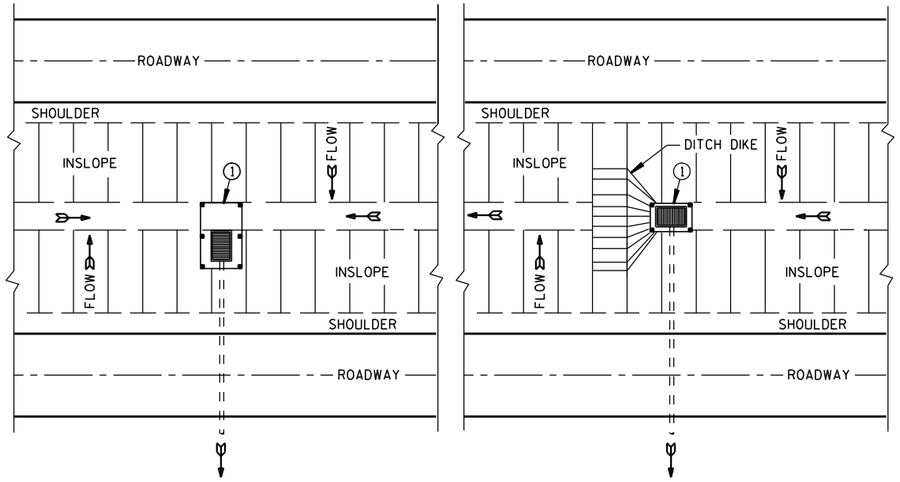
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S.D.D. 8 D 4-5



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

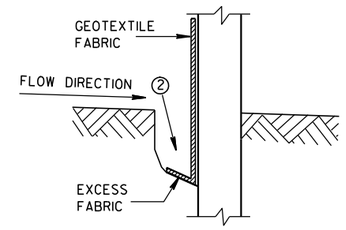
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

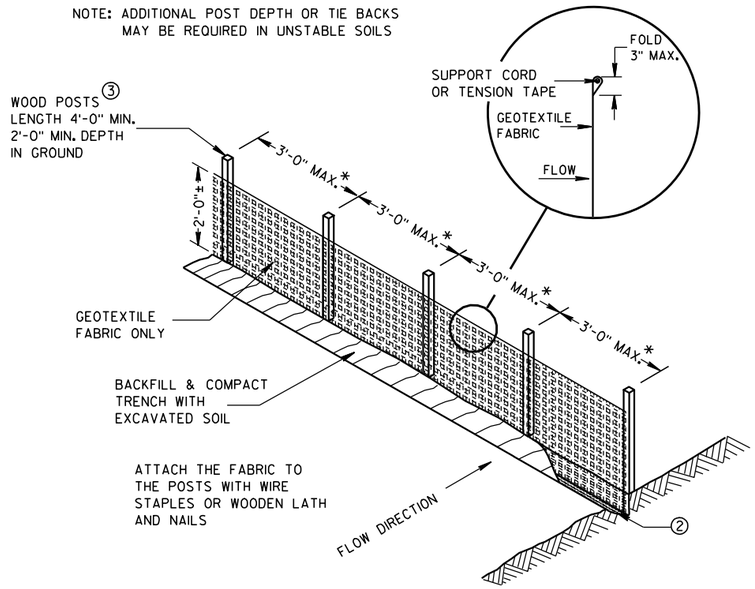
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

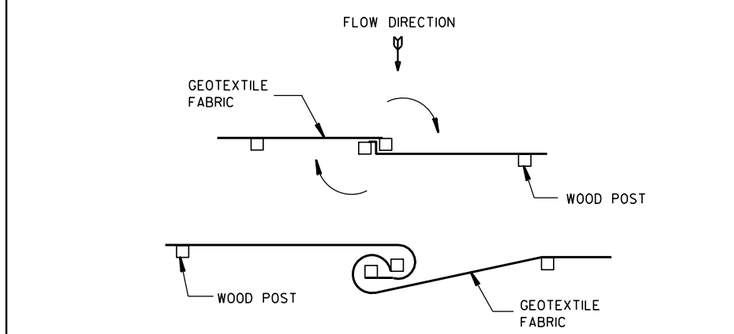
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



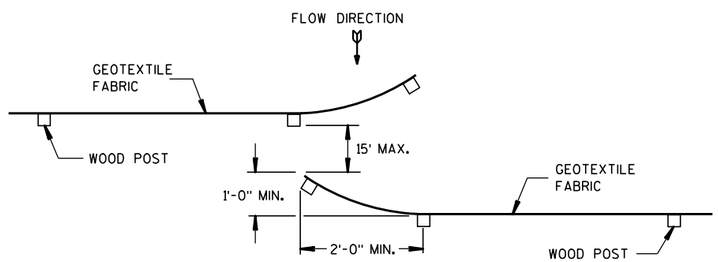
TRENCH DETAIL



SILT FENCE

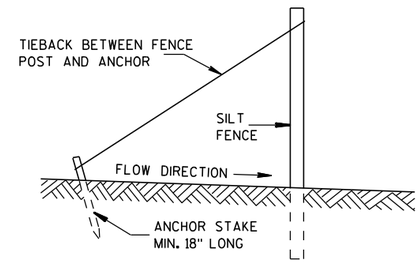


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

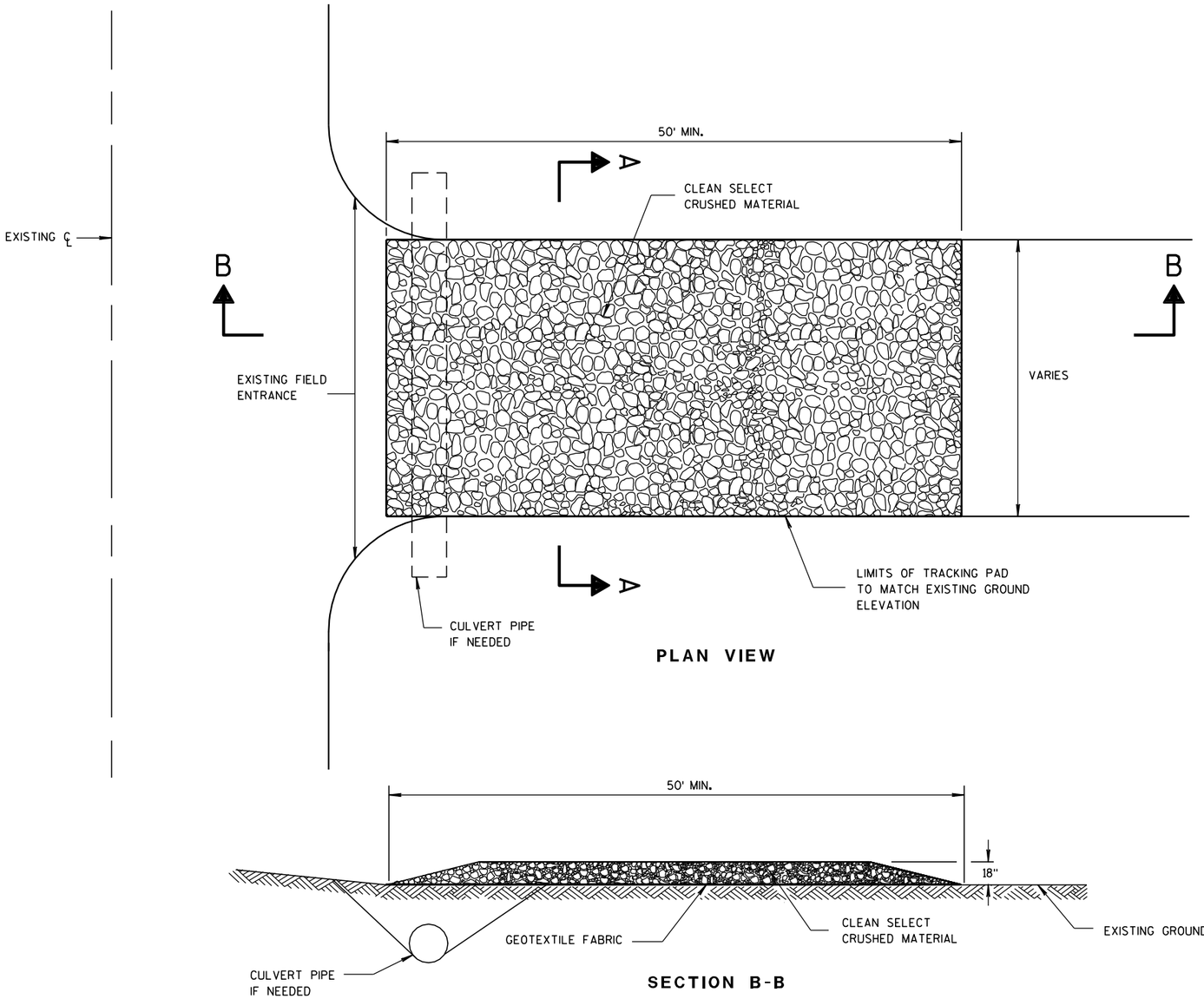
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 9-6

6

S.D.D. 8 E 9-6



PLAN VIEW

SECTION B-B

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.

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

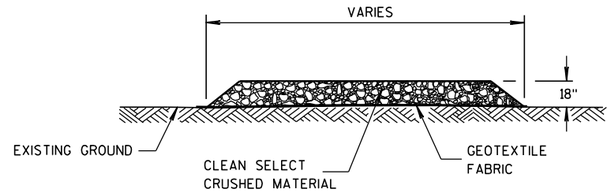
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A-A

TRACKING PAD

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/24/2011 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARDS ENGINEER
ENT
FHWA

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S.D.D. 8 E 14-1

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S.D.D. 8 E 14-1

METAL APRON ENDWALLS

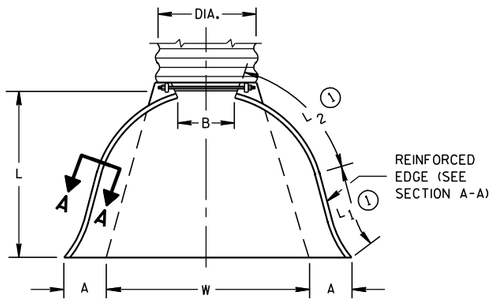
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

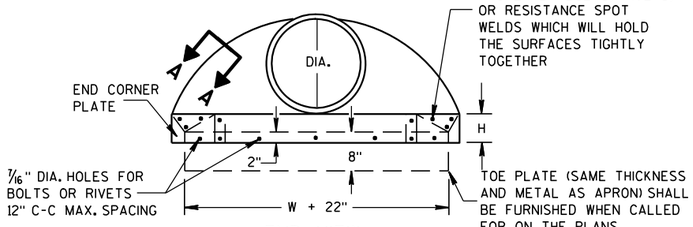
REINFORCED CONCRETE APRON ENDWALLS

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

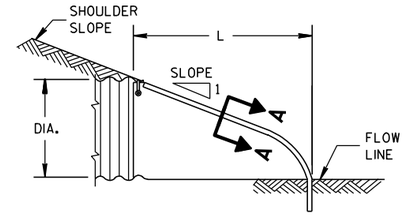
* MINIMUM
** MAXIMUM



PLAN VIEW

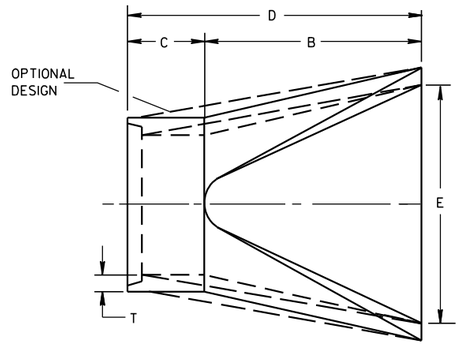


END VIEW

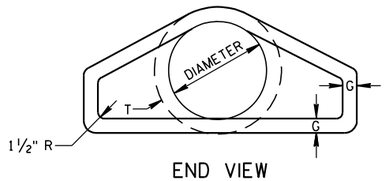


SIDE ELEVATION

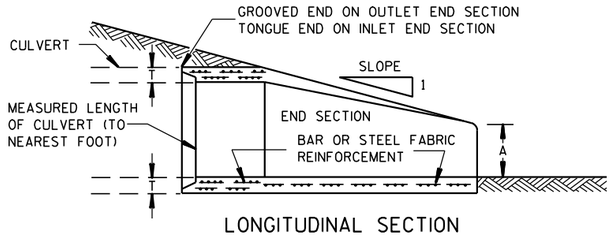
METAL ENDWALLS



PLAN

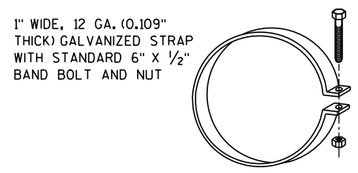


END VIEW



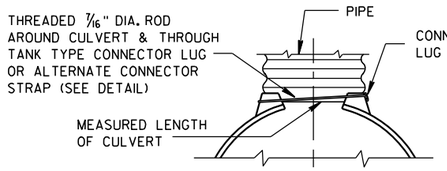
LONGITUDINAL SECTION

CONCRETE ENDWALLS

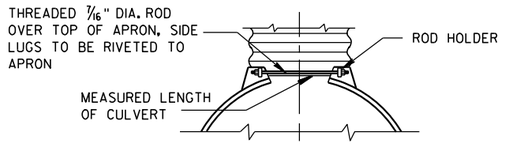


ALTERNATE FOR TYPE 1 CONNECTION

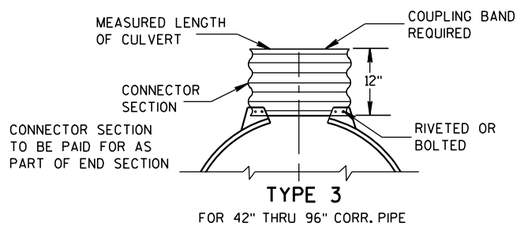
END SECTION CONNECTOR STRAP



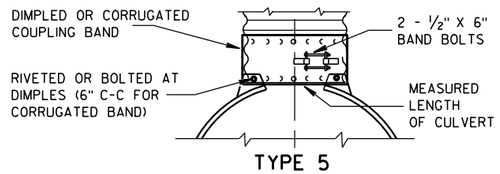
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

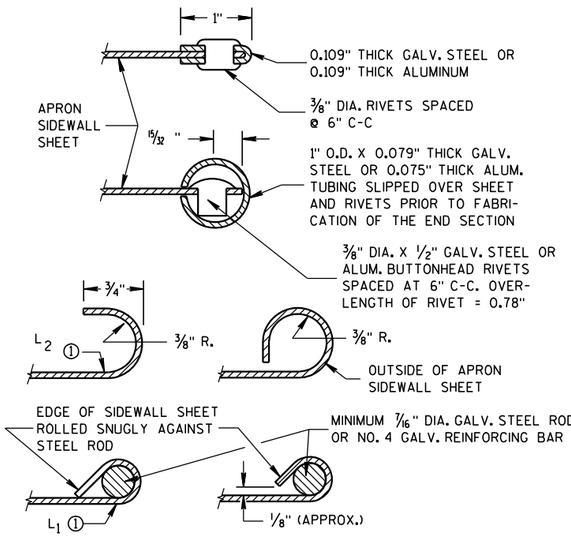
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

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

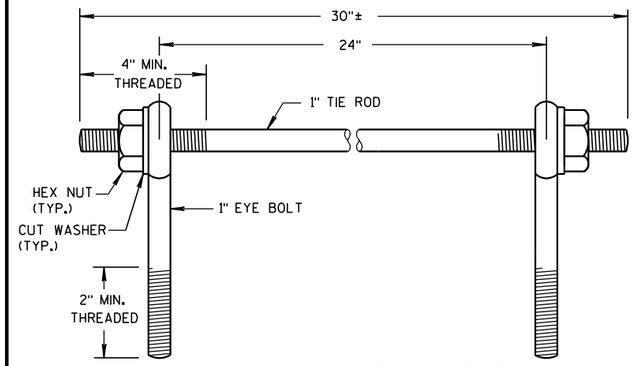
APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

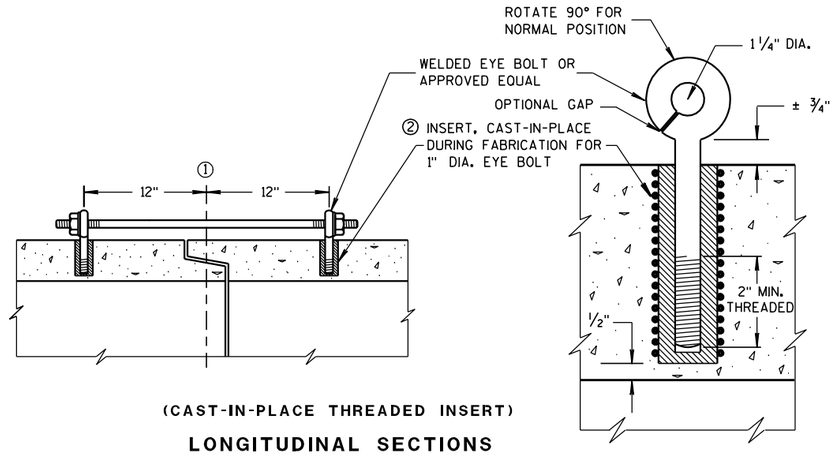
APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 F 1-11



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

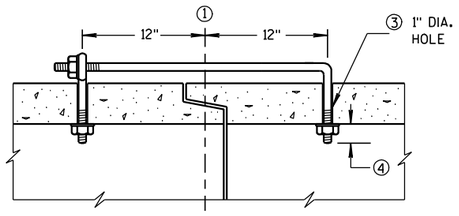
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

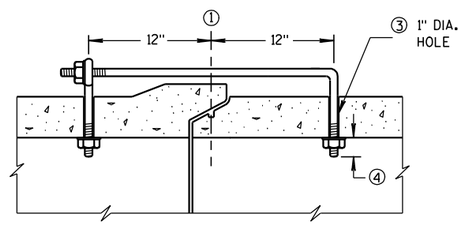
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

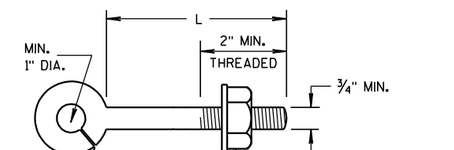


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

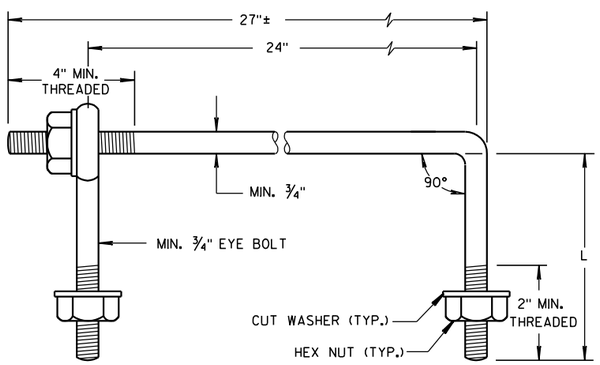
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

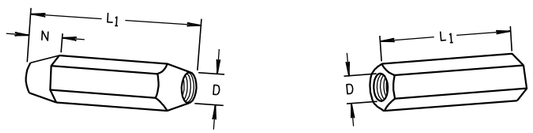
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

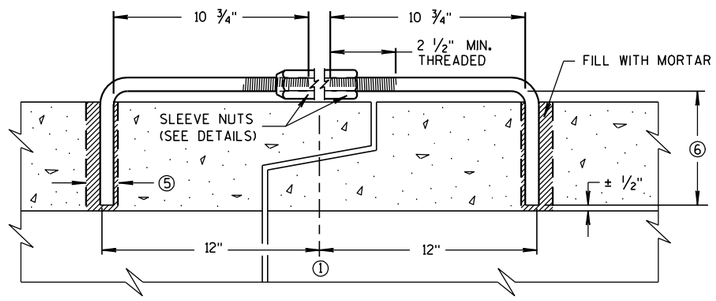
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

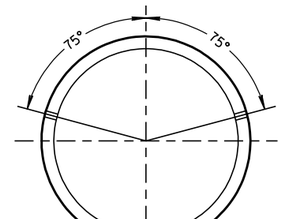
SLEEVE NUTS



LONGITUDINAL SECTION

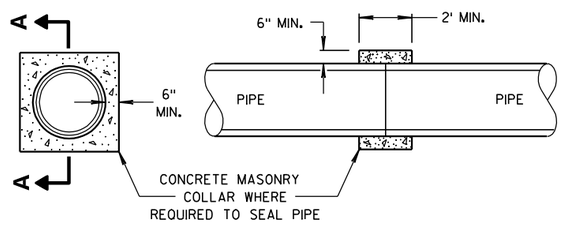
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

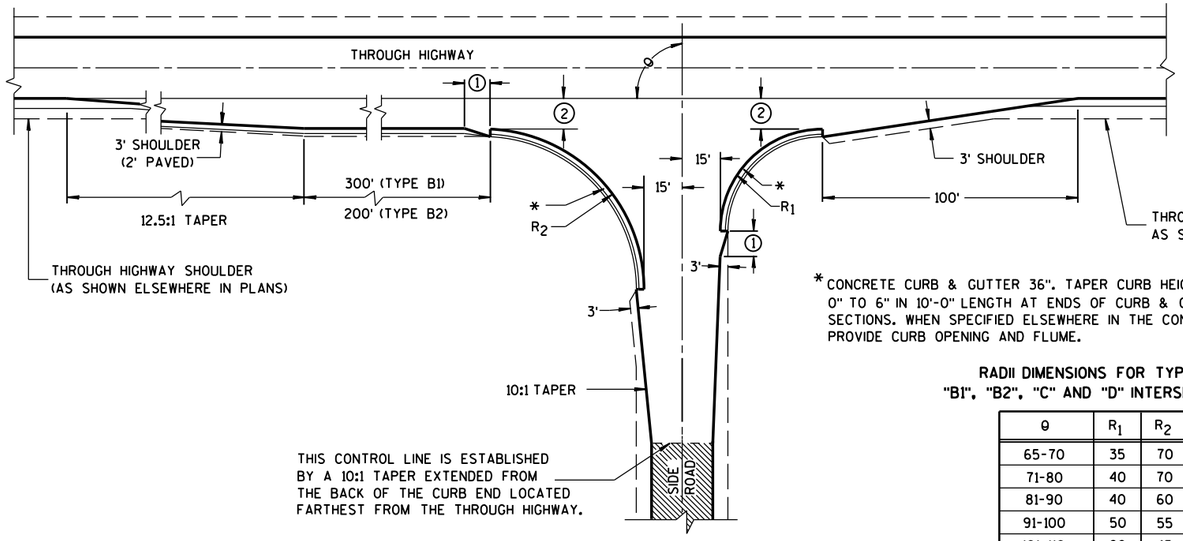
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
62
FHWA

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S.D.D. 8 F 4-7

6

S.D.D. 8 F 4-7

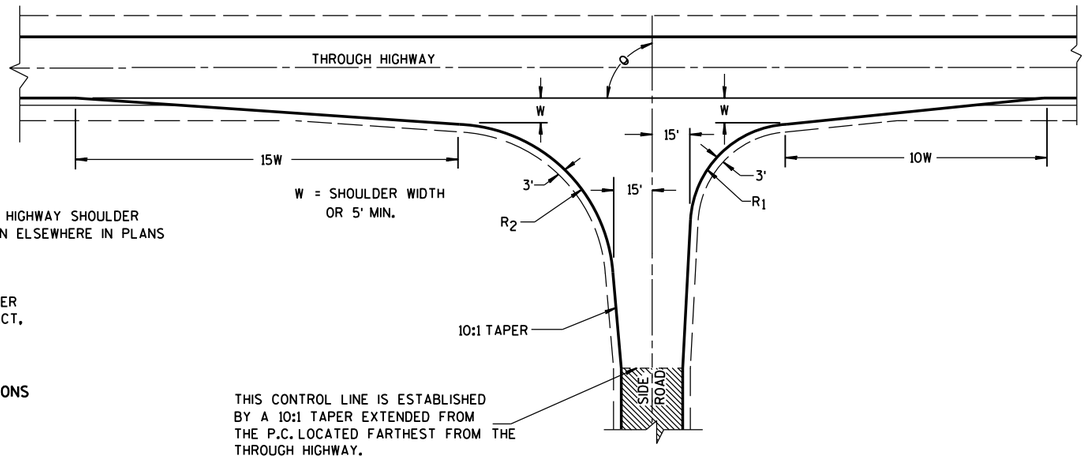


TYPE "B1" AND "B2"

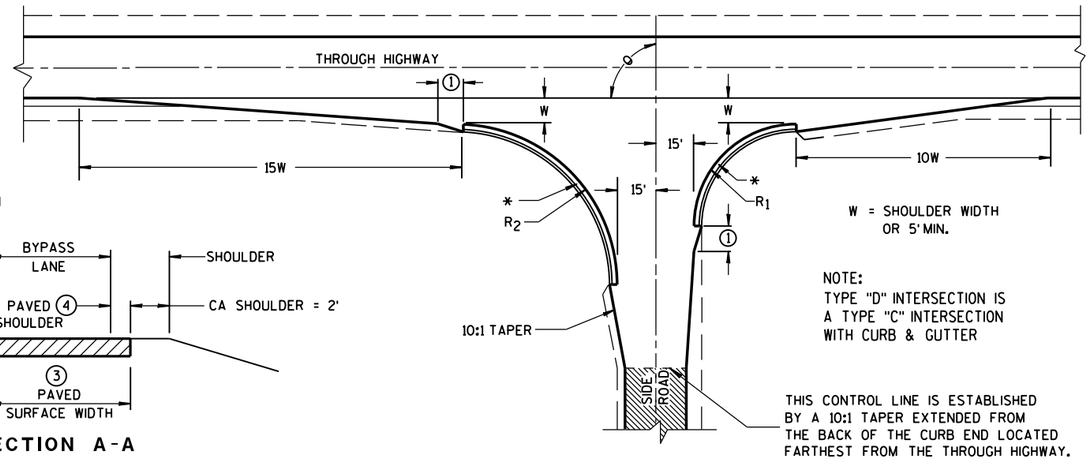
*CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

RADII 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



TYPE "C"



TYPE "D"

GENERAL NOTES

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

SIDE ROAD SURFACING NOTE

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

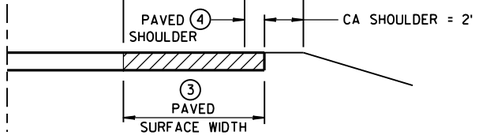
(1) 10-FT TYPICAL.

(2) 12-FT** PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLAN.

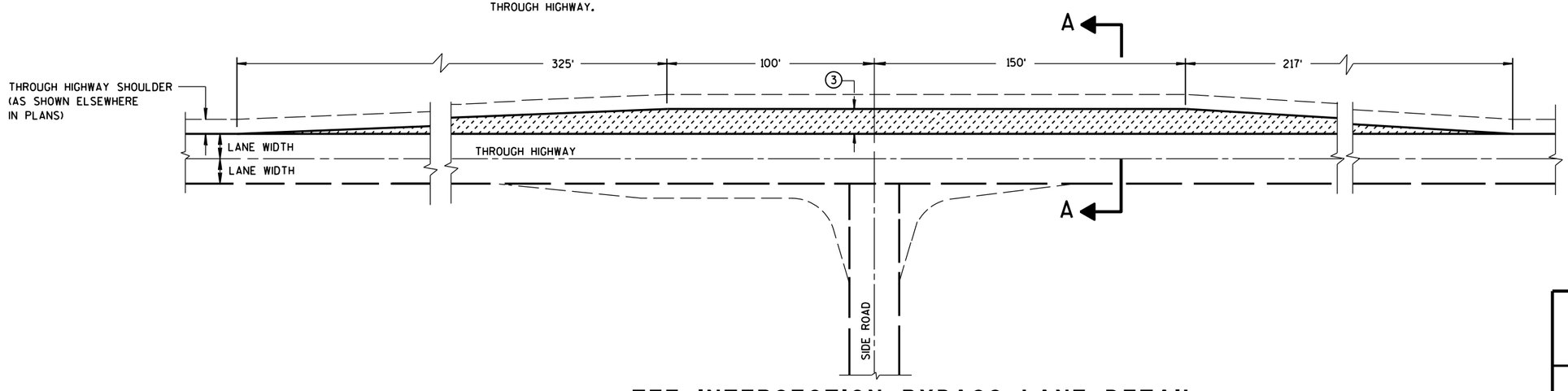
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

(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
(SHOWING BYPASS LANE AND SHOULDER)

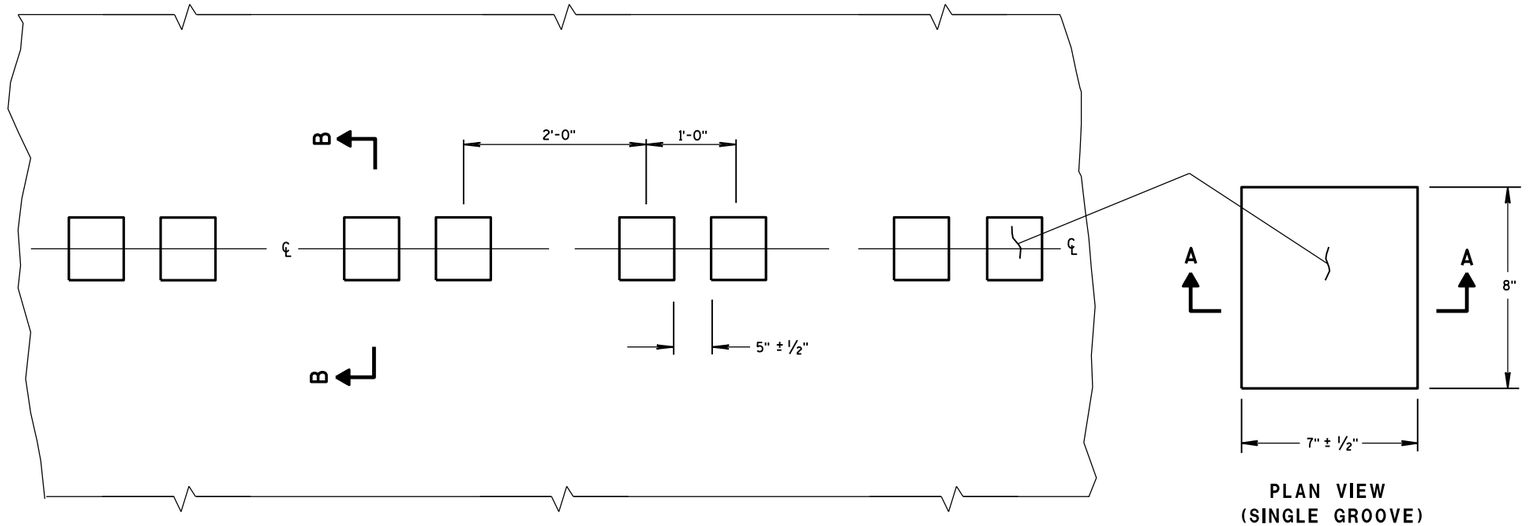


TEE INTERSECTION BYPASS LANE DETAIL

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6
S.D.D. 9 A 1-13a



PLAN VIEW
CENTER LINE WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

GENERAL NOTES

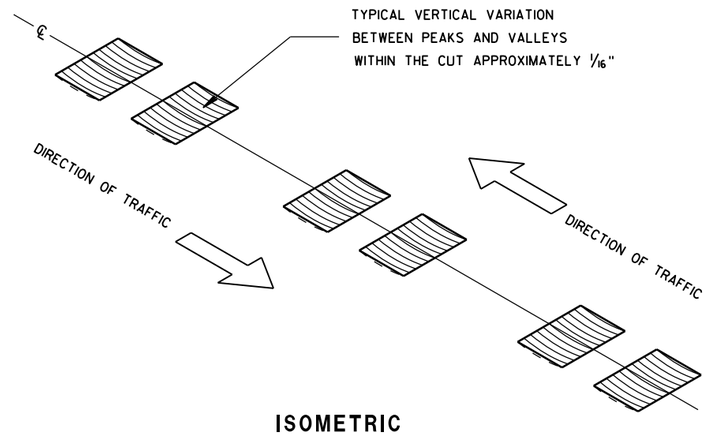
DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

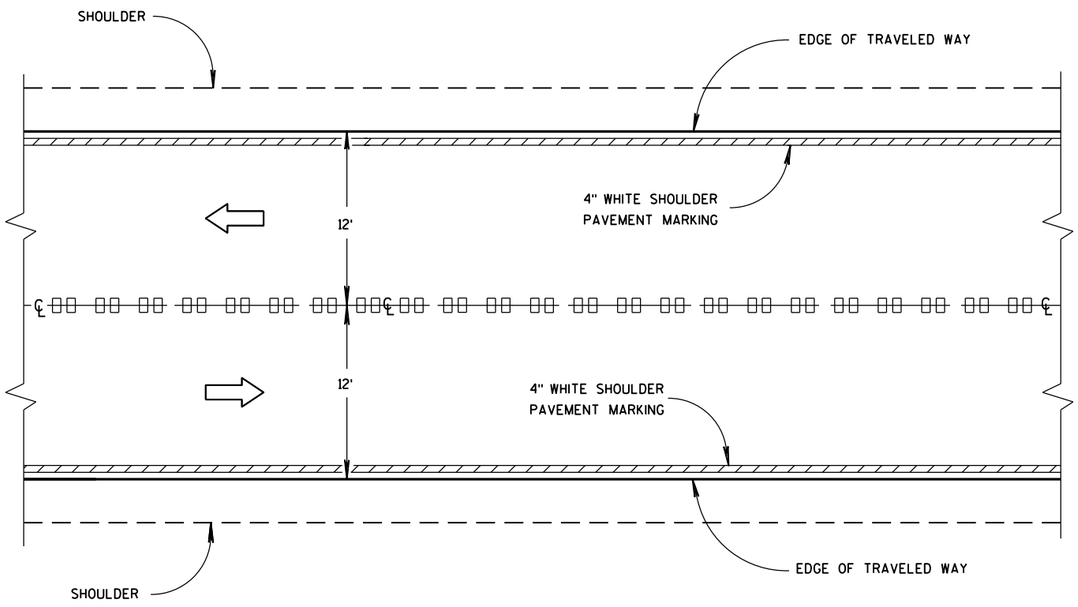
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

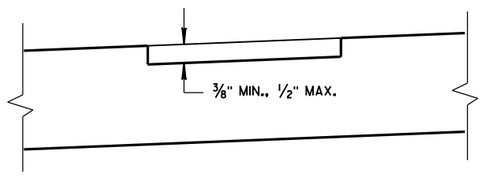
(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.



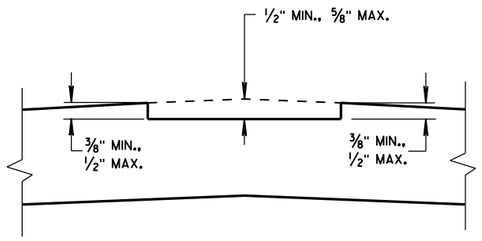
ISOMETRIC



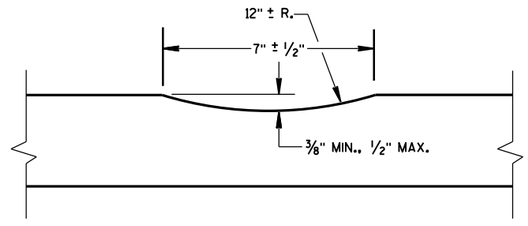
CENTER LINE GROOVES ON TWO-WAY ROADWAYS



SECTION B-B
SUPERELEVATED ROADWAY



SECTION B-B
CROWNED ROADWAY



SECTION A-A

2-LANE RURAL
CENTER LINE RUMBLE STRIP,
MILLING

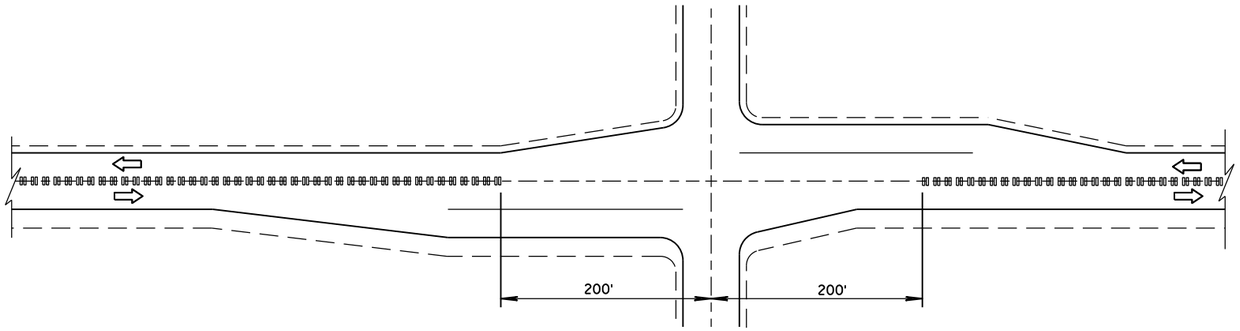
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

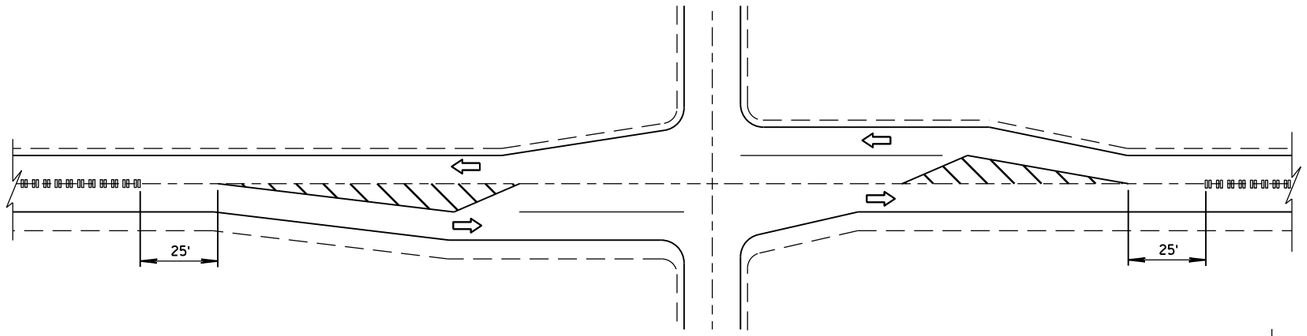
S.D.D. 13 A 11-2a

6

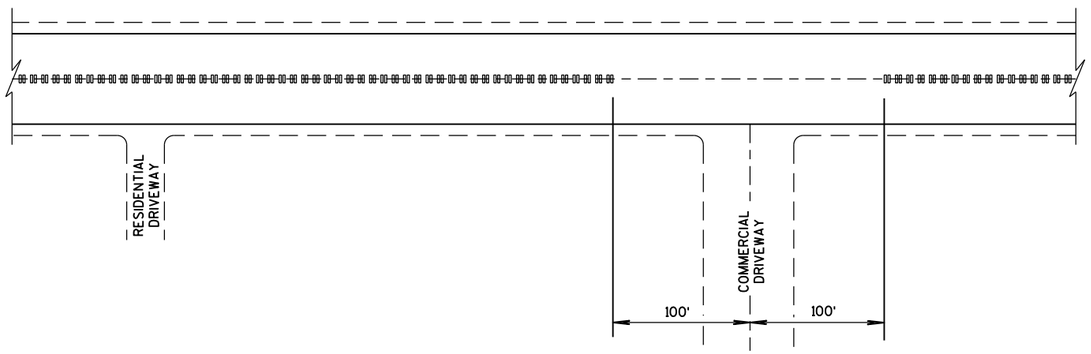
S.D.D. 13 A 11-2a



CENTER LINE GROOVES AT INTERSECTIONS

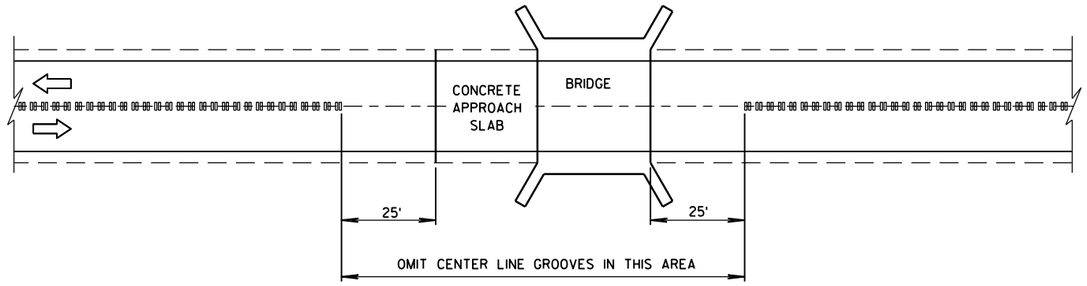


CENTER LINE GROOVES AT INTERSECTIONS
(WITH LEFT TURN LANES)

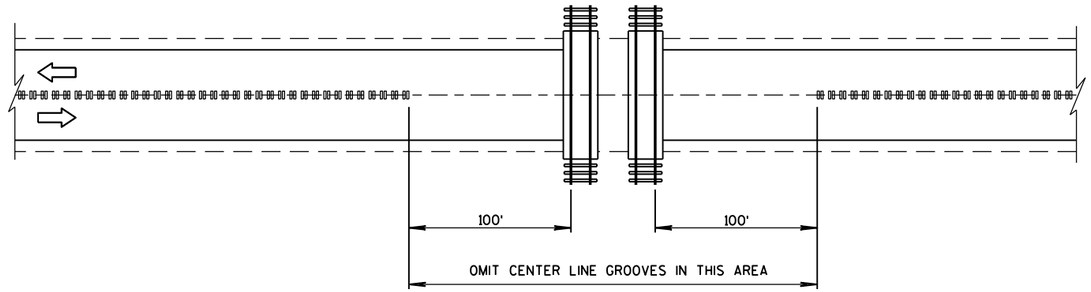


CENTER LINE GROOVES AT DRIVEWAYS (1)

(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

6

S.D.D. 13 A 11-2b

6

S.D.D. 13 A 11-2b

2-LANE RURAL
CENTER LINE RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

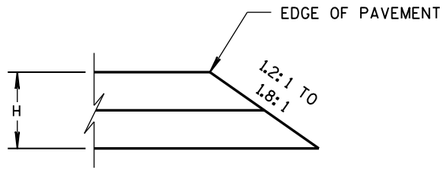
APPROVED

5/15/2013
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

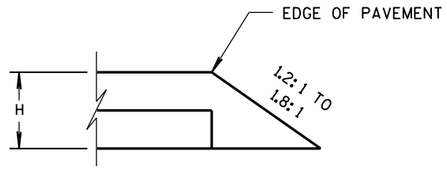
NT

FHWA



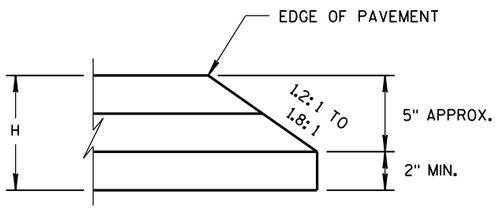
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



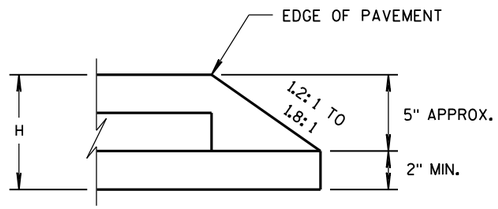
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

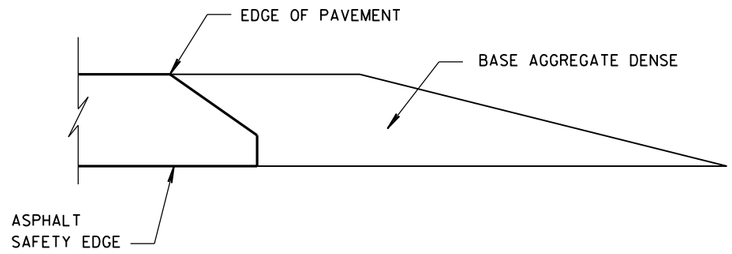
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

6

S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

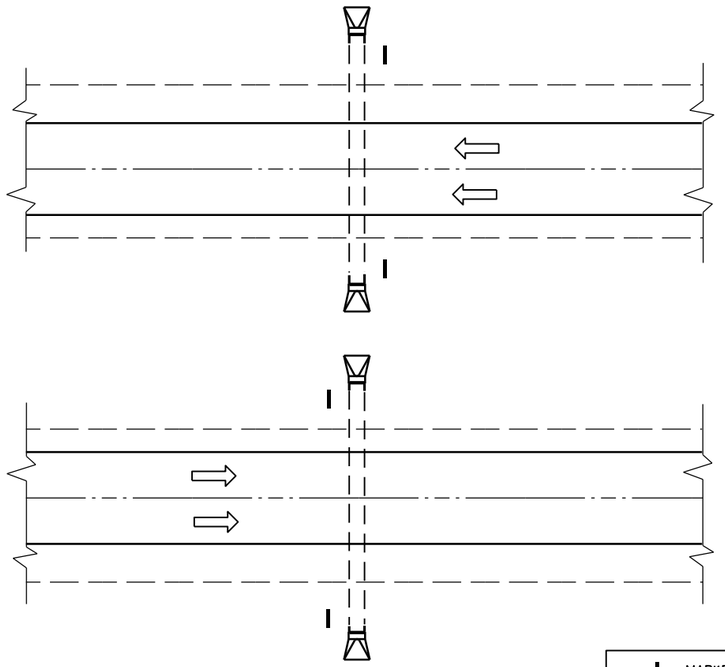
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/2012
DATE

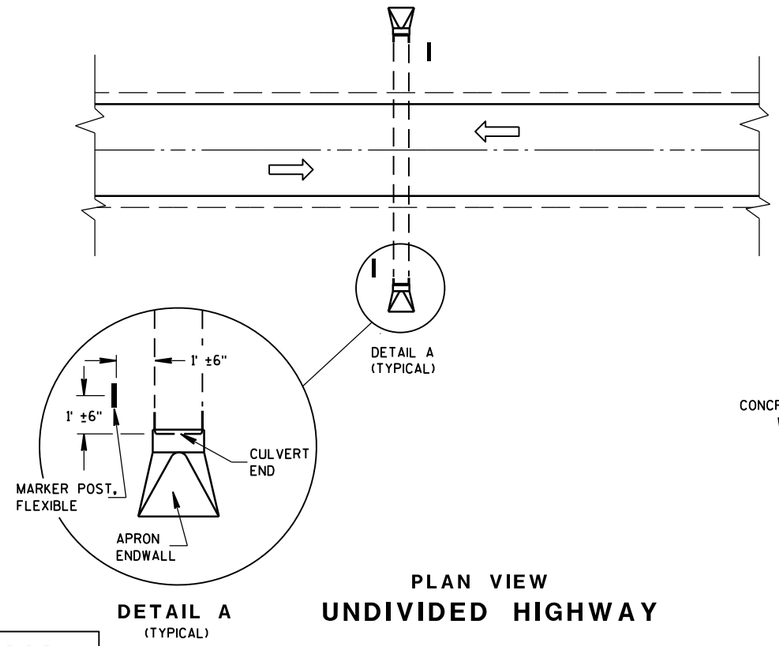
/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

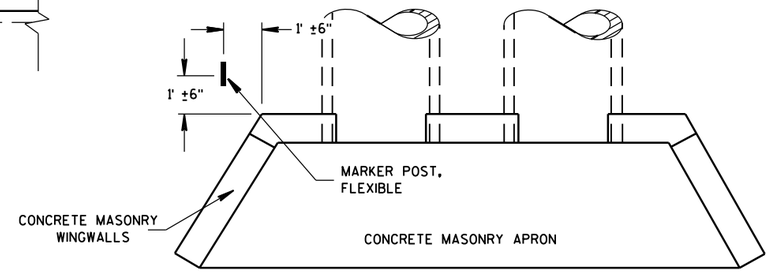
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

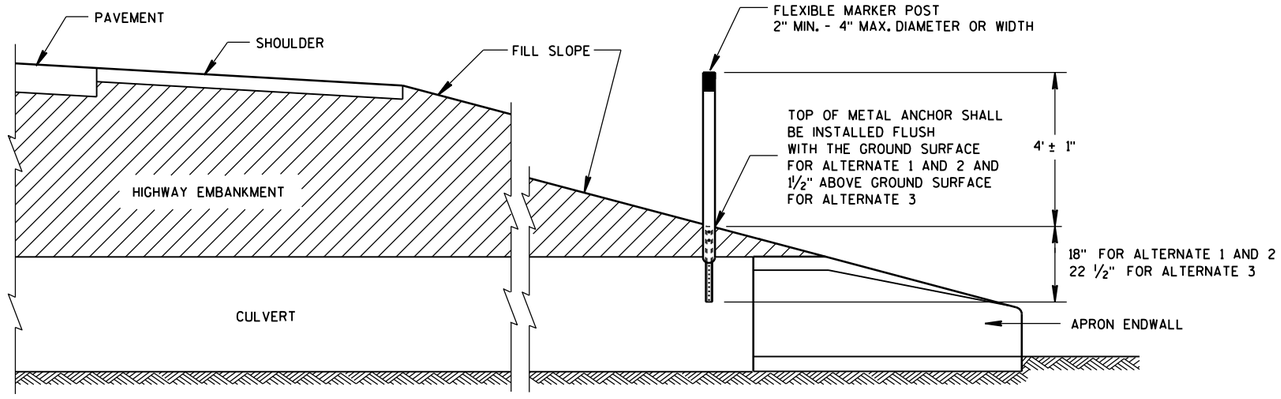
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

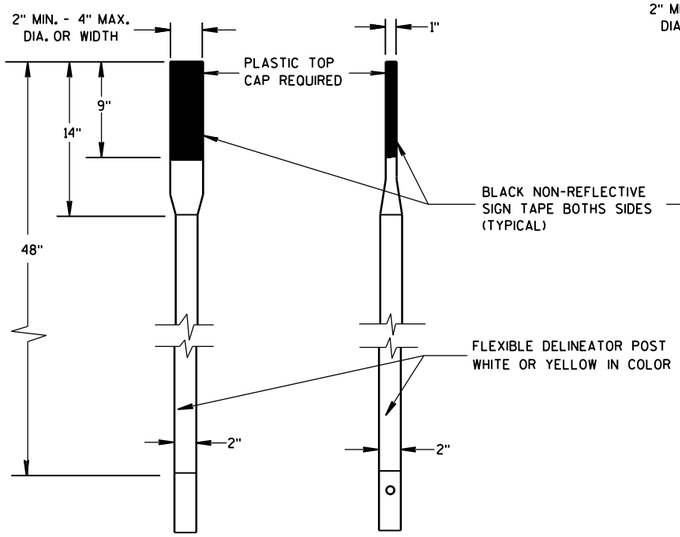
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

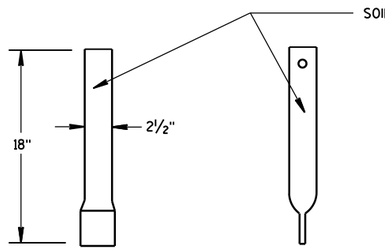
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S.D.D. 15 A 3-2a

6

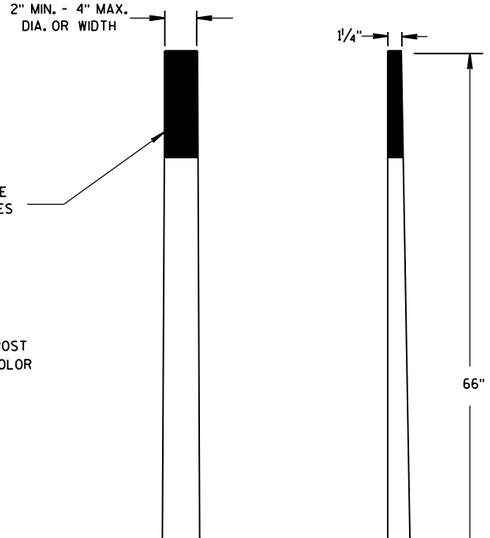
S.D.D. 15 A 3-2a





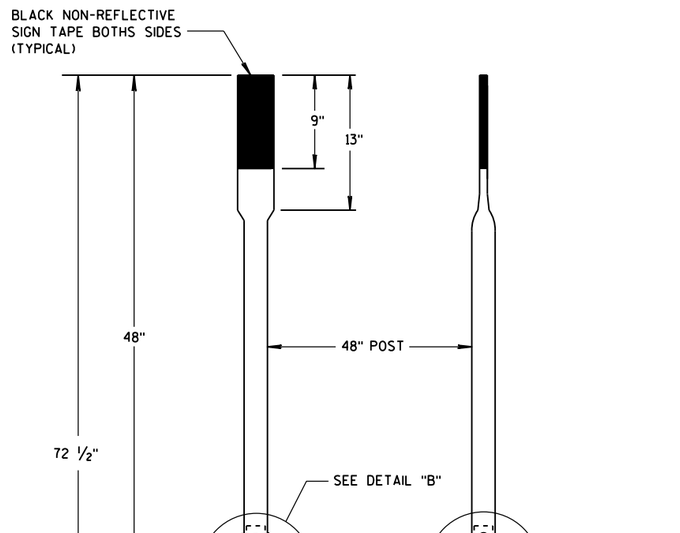
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

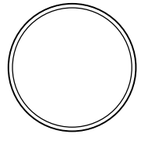
ALTERNATE 2



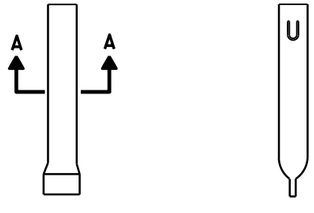
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POSTS

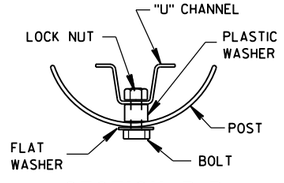


SECTION A-A

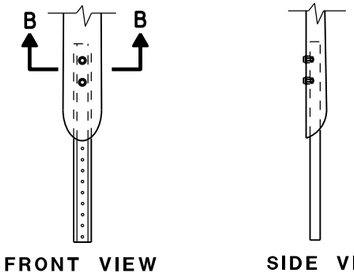


FRONT VIEW SIDE VIEW

ALTERNATE 1

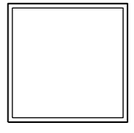


SECTION B-B

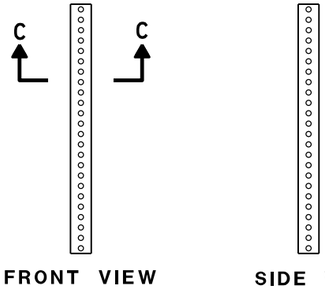


FRONT VIEW SIDE VIEW

ALTERNATE 2



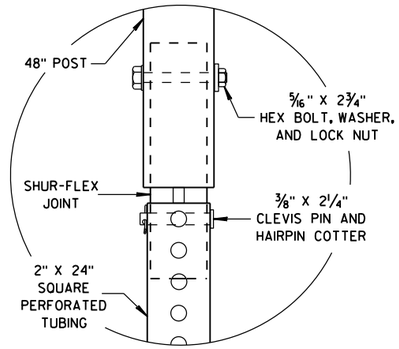
SECTION C-C



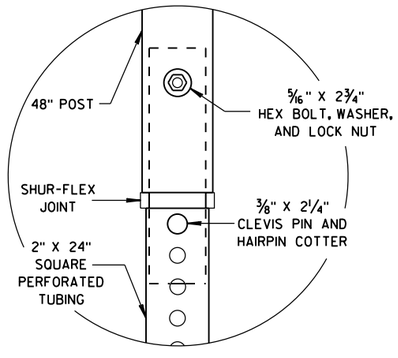
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



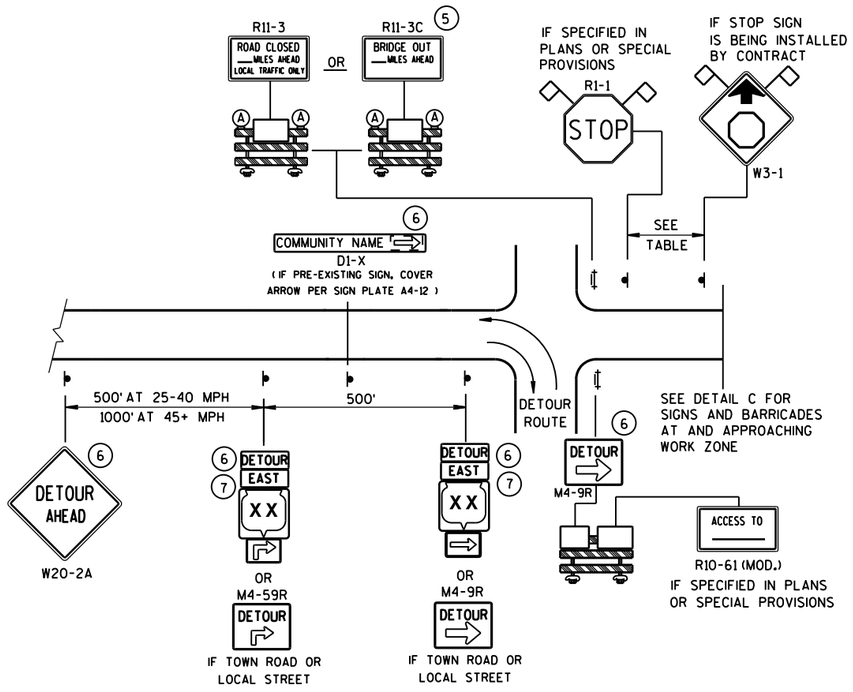
DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

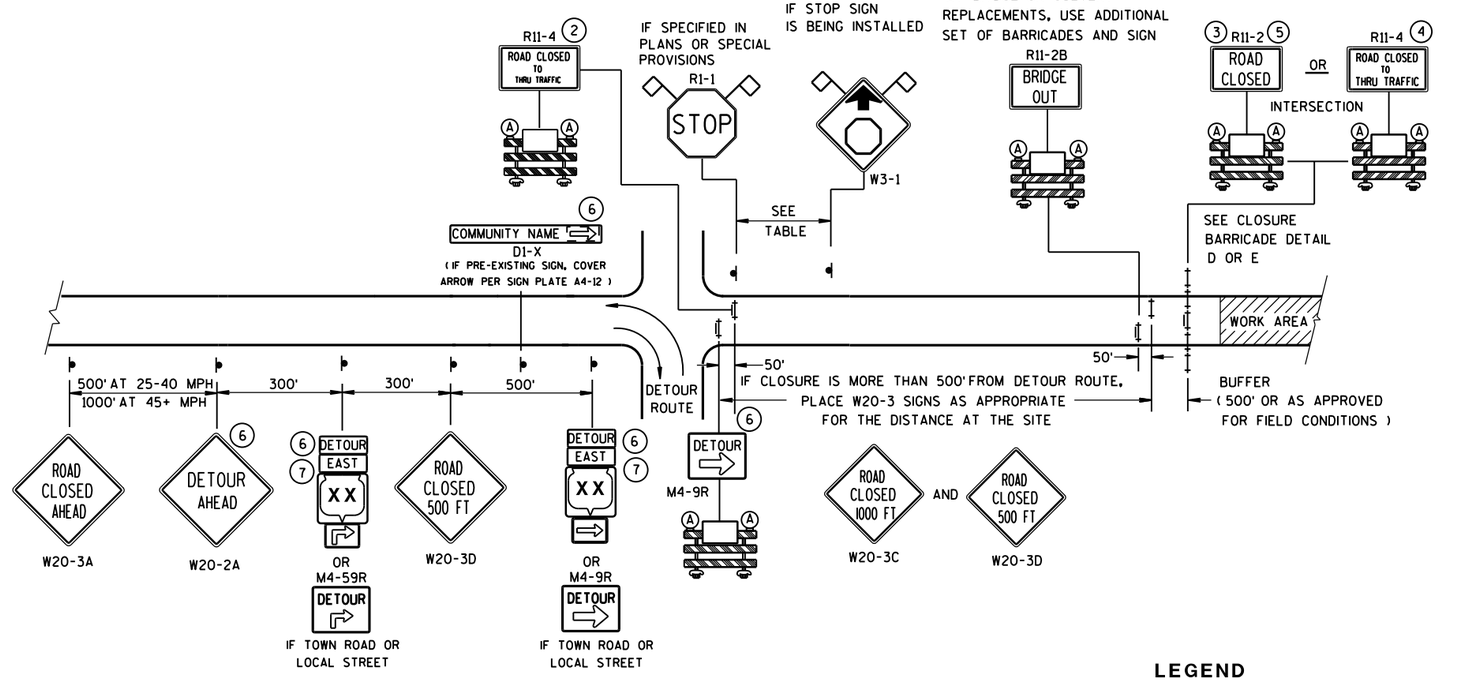
APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6
S.D.D. 15 A 3-2b



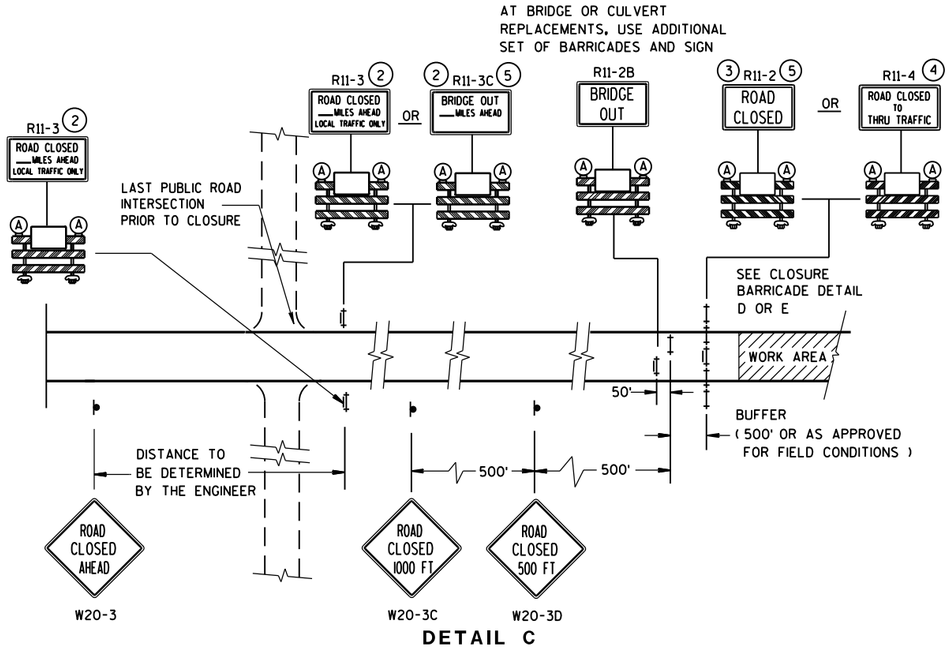
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

SEE SDD 15C2-SHEET "**b**"
FOR GENERAL NOTES
AND FOOTNOTES (1) THROUGH (7)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

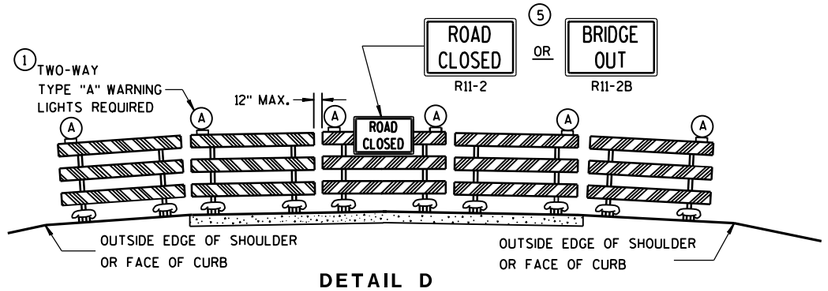
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

6

S.D.D. 15 C 2-6a

6

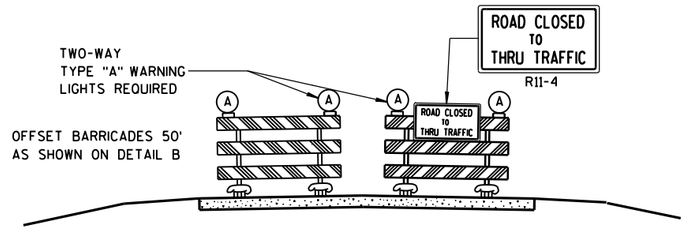
S.D.D. 15 C 2-6a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-SHEET "**a**" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT LIGHT SPACING).

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Sept. 2015	/S/ Peter Amakobe Atepe
DATE	STATEWIDE WORK ZO SAFETY ENGI

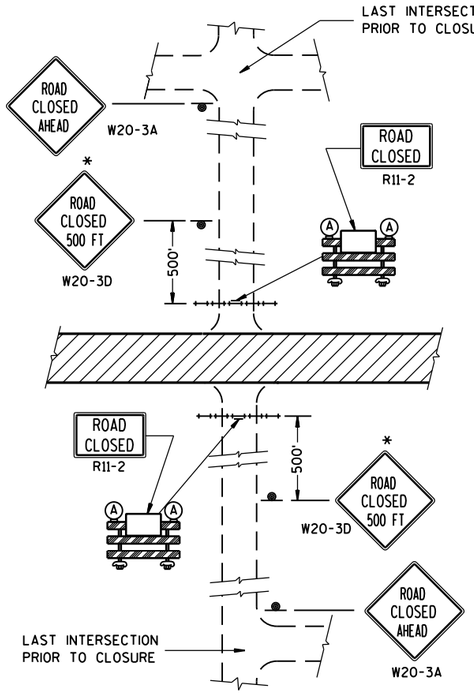
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S.D.D. 15 C 2-6b

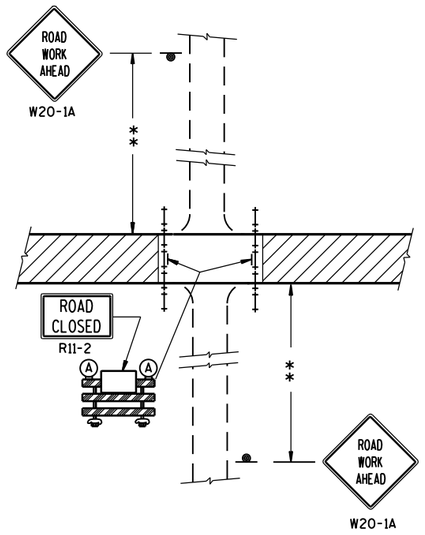
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S.D.D. 15 C 2-6b



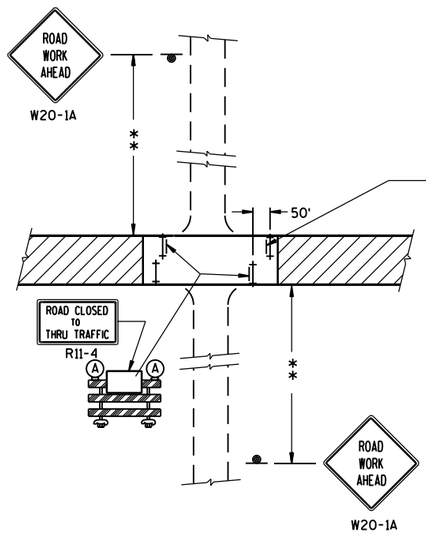
DETAIL 1

(NO ACCESS TO PROJECT)



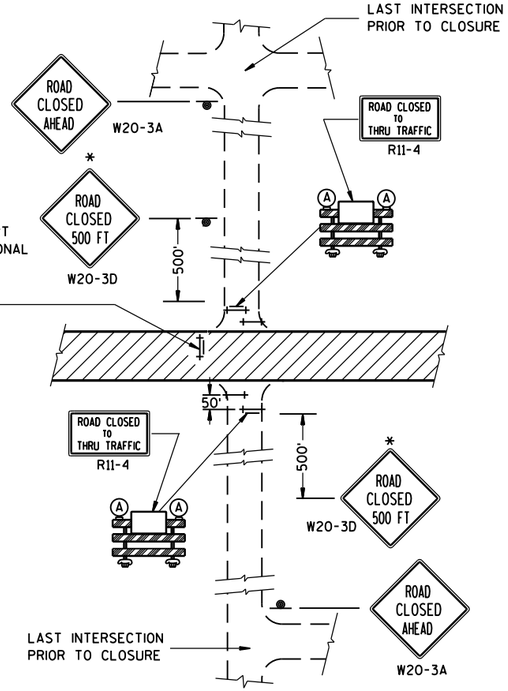
DETAIL 2

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



DETAIL 3

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



DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

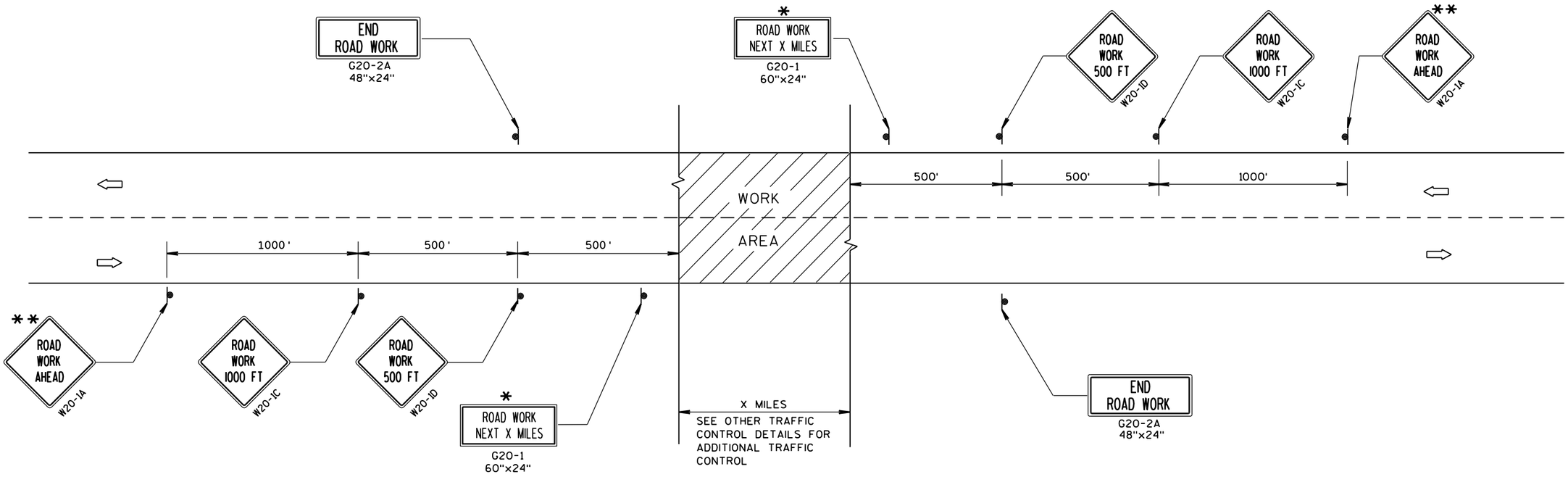
APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO... SAFETY ENGI... — FHWA

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S.D.D. 15 C 3-3

6

S.D.D. 15 C 3-3



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.

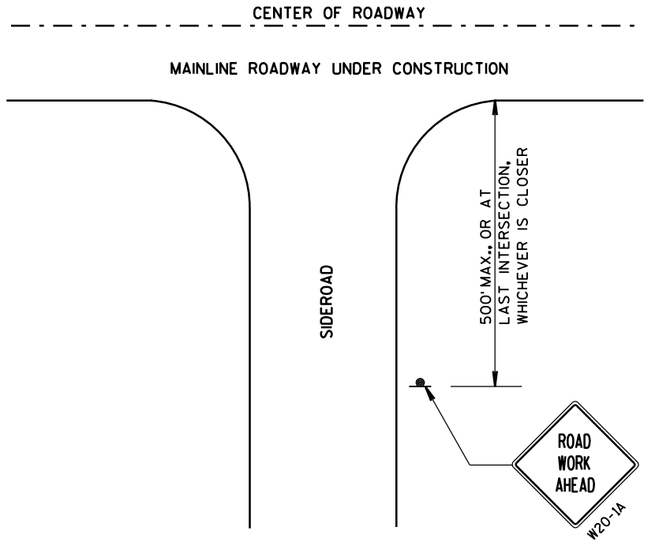
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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 W20-1A "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

Sept. 2015 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZONE SAFETY ENGINEER

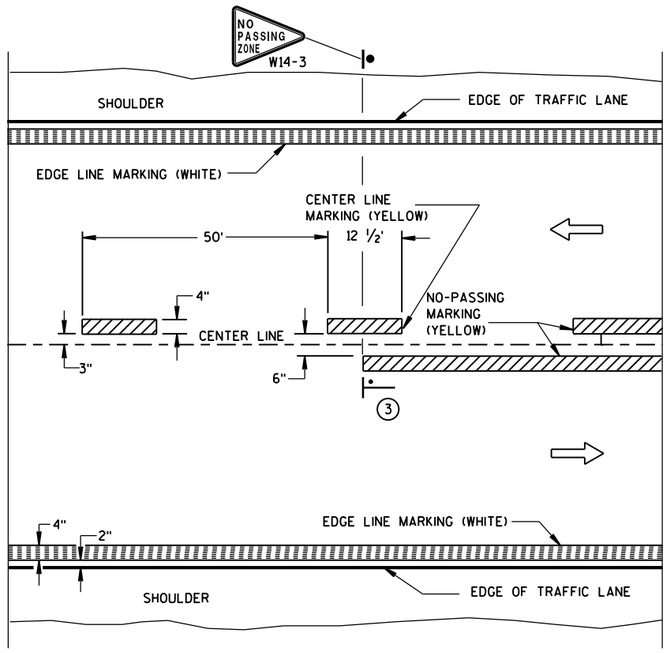
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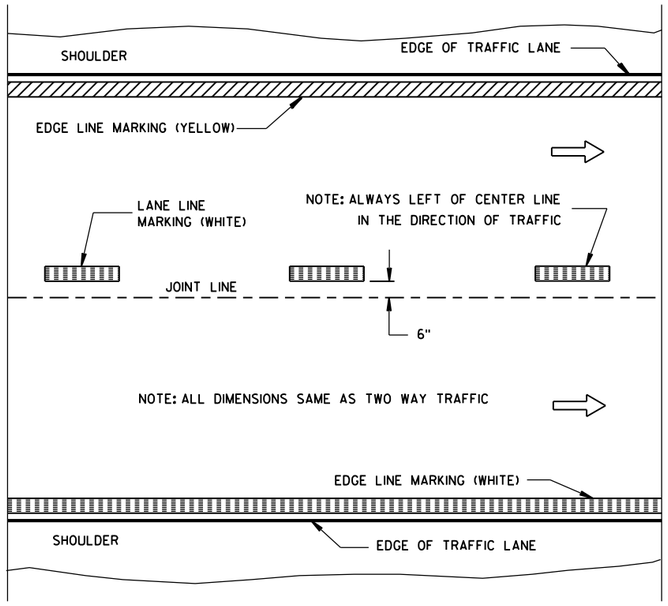
S.D.D. 15 C 4-3

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S.D.D. 15 C 4-3

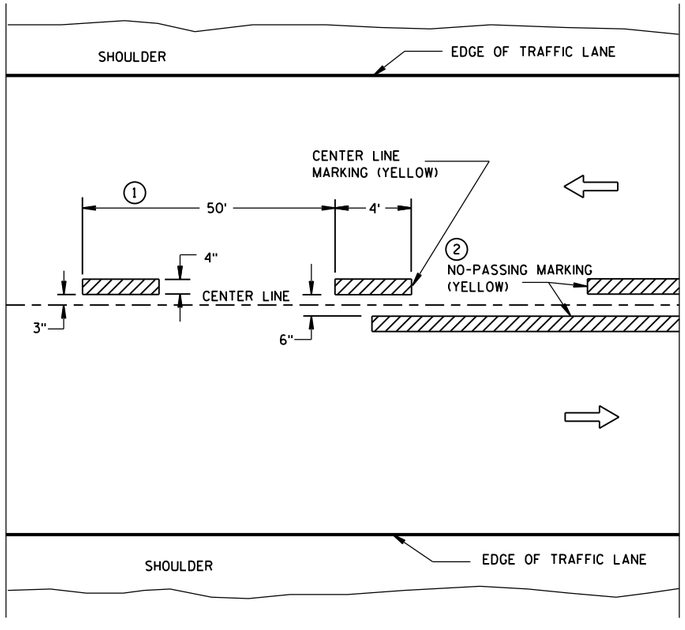


TWO WAY TRAFFIC

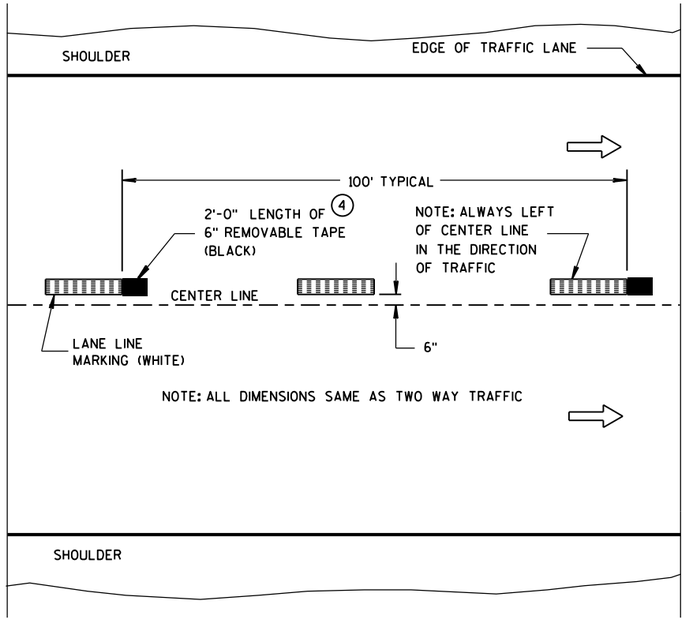


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

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

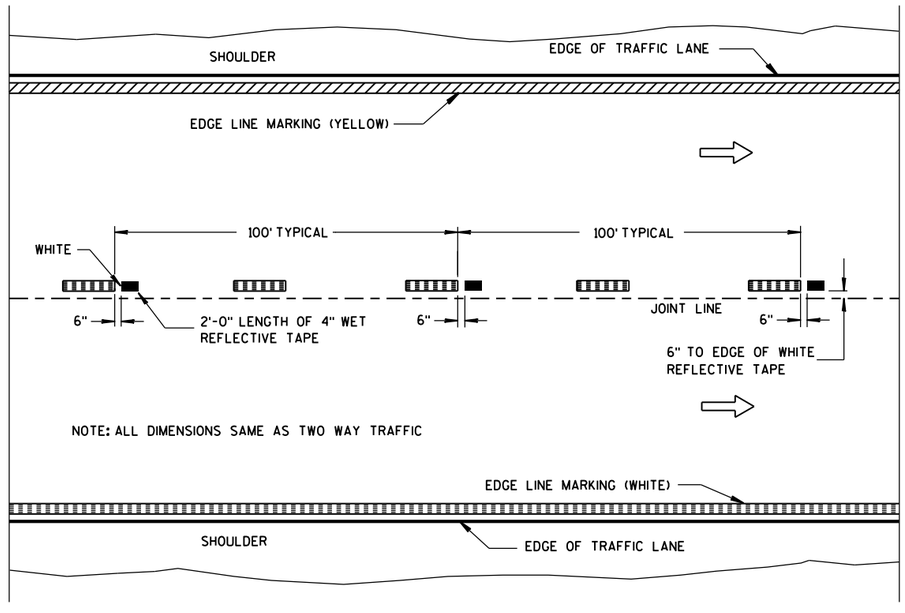
GENERAL NOTES

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

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

NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



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

LEGEND

"T" MARKING

POST MOUNTED SIGN

PAVEMENT MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

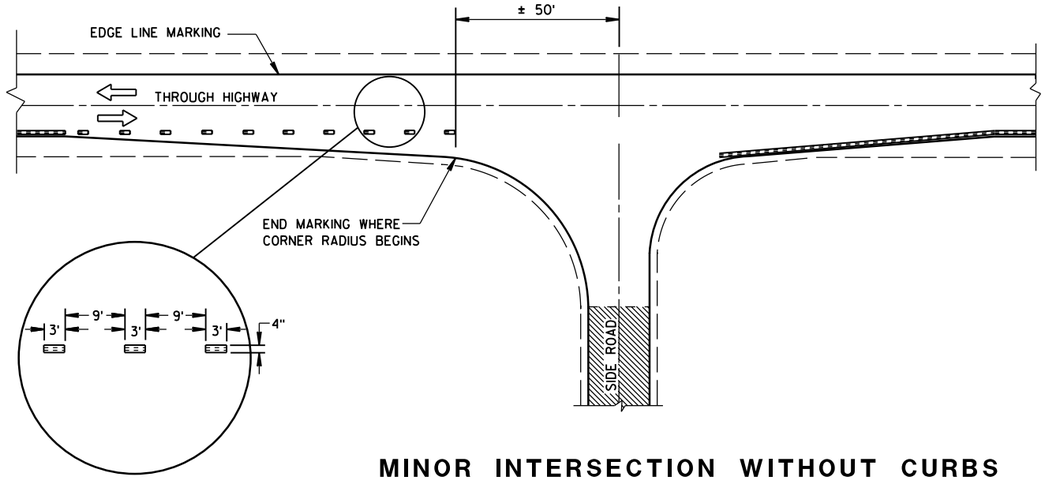
APPROVED
5-13-2013 DATE
/S/ Travis Feltes STATE TRAFFIC E
FHWA

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S.D.D. 15 C 8-16a

6

S.D.D. 15 C 8-16a



MINOR INTERSECTION WITHOUT CURBS

GENERAL NOTES

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

(2) WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

(3) ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.

(4) THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.

(5) BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.

(6) BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

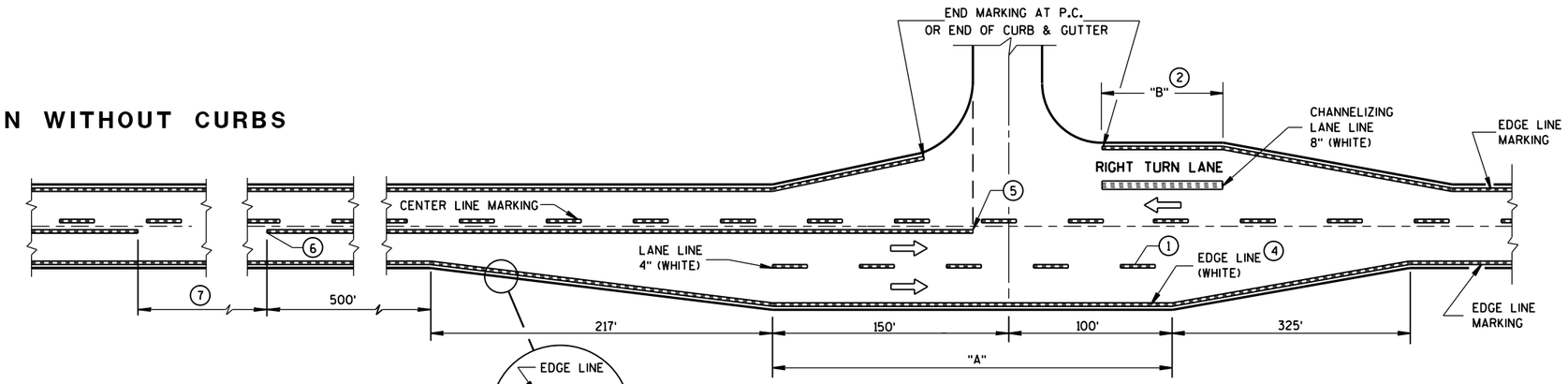
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

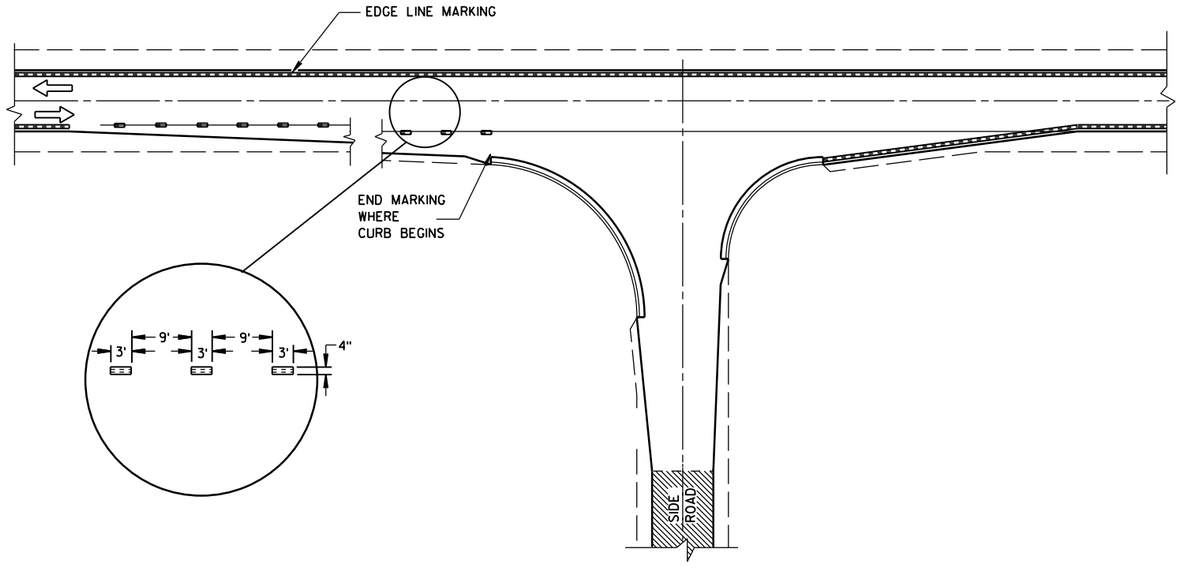
(7)

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



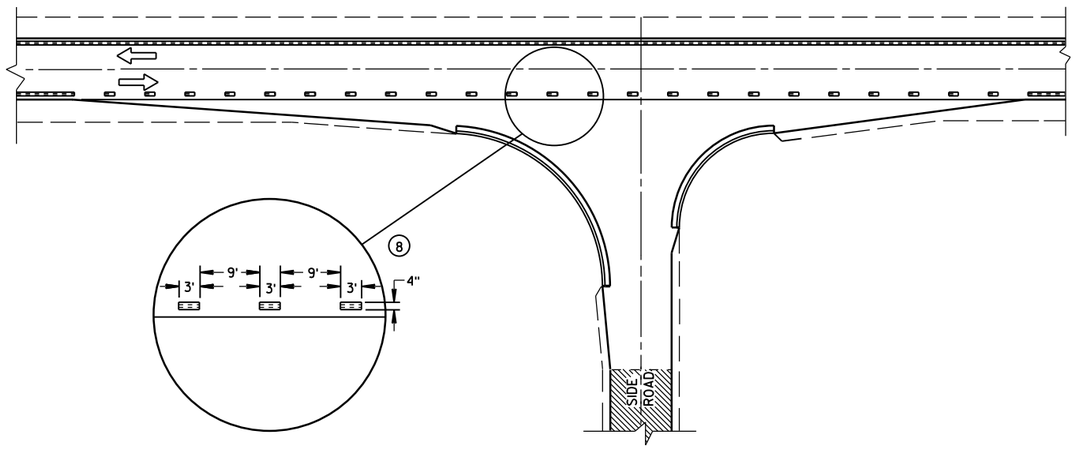
MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)



MINOR INTERSECTION WITH CURBS

(TYPICAL MARKING)



MINOR INTERSECTION WITH CURBS

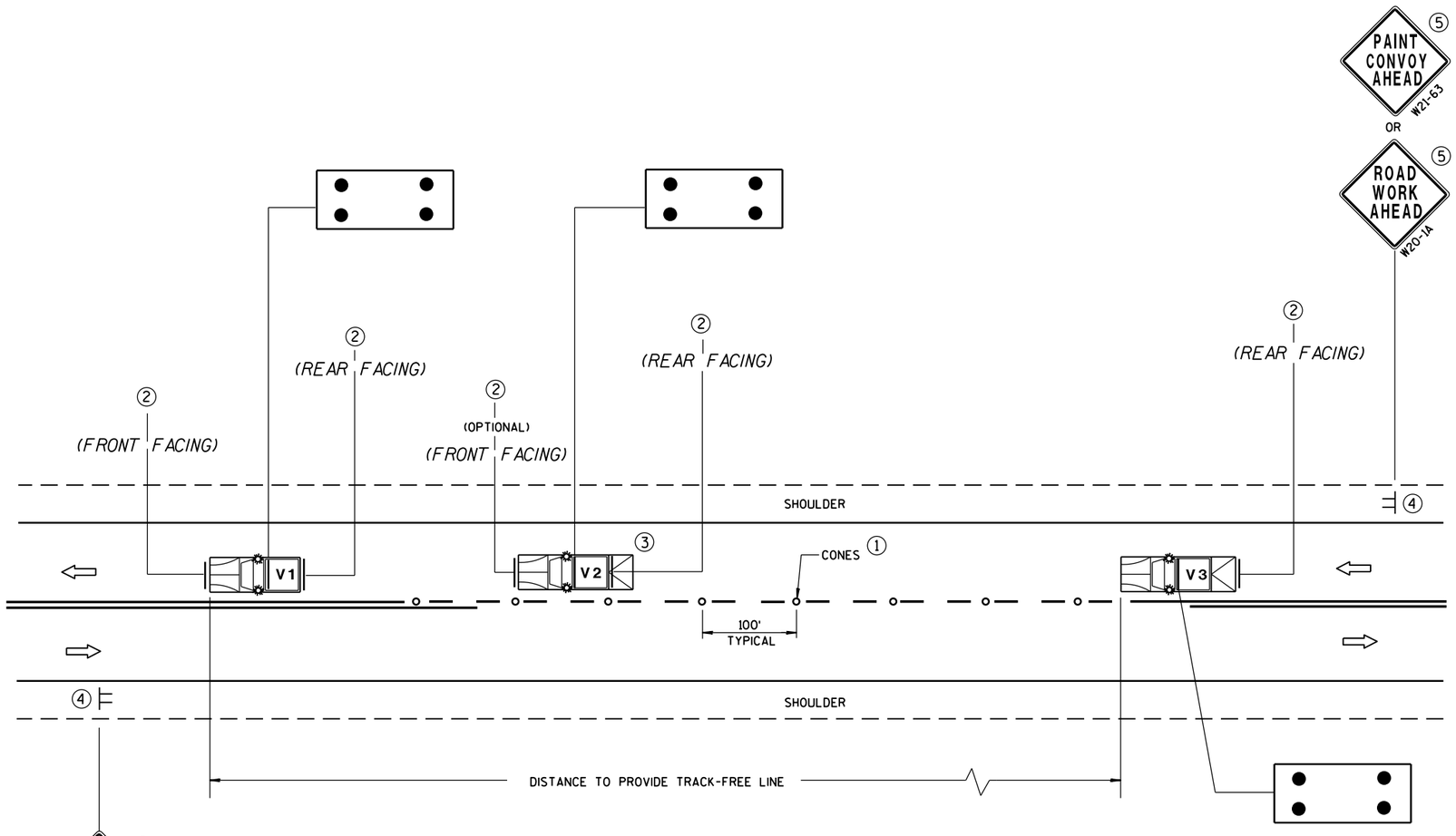
(3) (FOR SPECIAL CONDITIONS AS SPECIFIED)

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 15 C 8-16b



MOVING PAVEMENT MARKING OPERATIONS
TWO-LANE TWO-WAY ROADWAY

GENERAL NOTES

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

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

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

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

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

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

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

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE MARKING.

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

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

(2) USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

(3) OPTIONAL TRUCK-MOUNTED ATTENUATOR.

(4) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

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

LEGEND

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

MOVING PAVEMENT MARKING OPERATION
TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

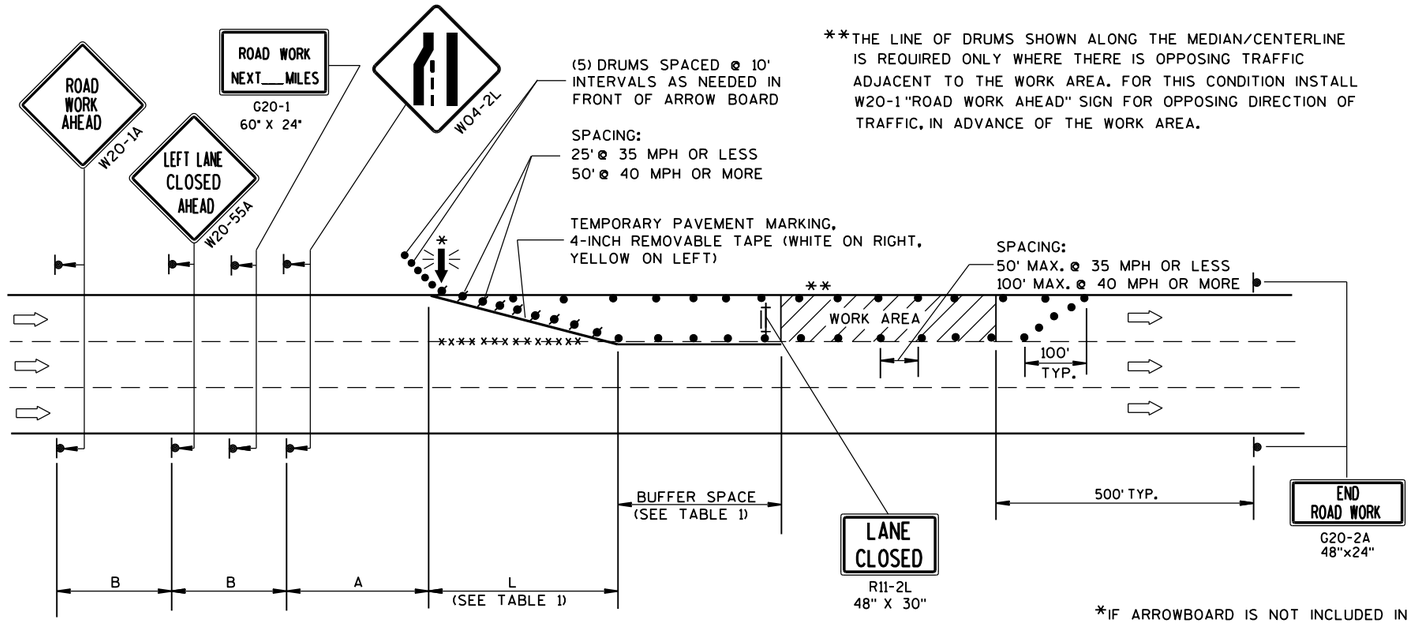
APPROVED
June 2016 — DATE
/S/ Peter Amakobe Atepe — STATEWIDE WORK ZON SAFETY ENGINE
FHWA

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S.D.D. 15 C 19-4a

6

S.D.D. 15 C 19-4a



**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF TRAFFIC, IN ADVANCE OF THE WORK AREA.

B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

(PLACE BARRICADE AND SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANE)

*IF ARROWBOARD IS NOT INCLUDED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER.

W01-6
48"x24"

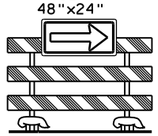


TABLE 1
TAPER AND BUFFER SPACE FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

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

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

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

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

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

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

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
FHWA

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER — IC

6

S.D.D. 15 D 20-4

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.

W20-1A 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	200
35	30	45	55	70	250
40	40	55	75	90	305
45	60	90	120	150	360
50	70	100	135	170	425
55	75	110	150	185	495

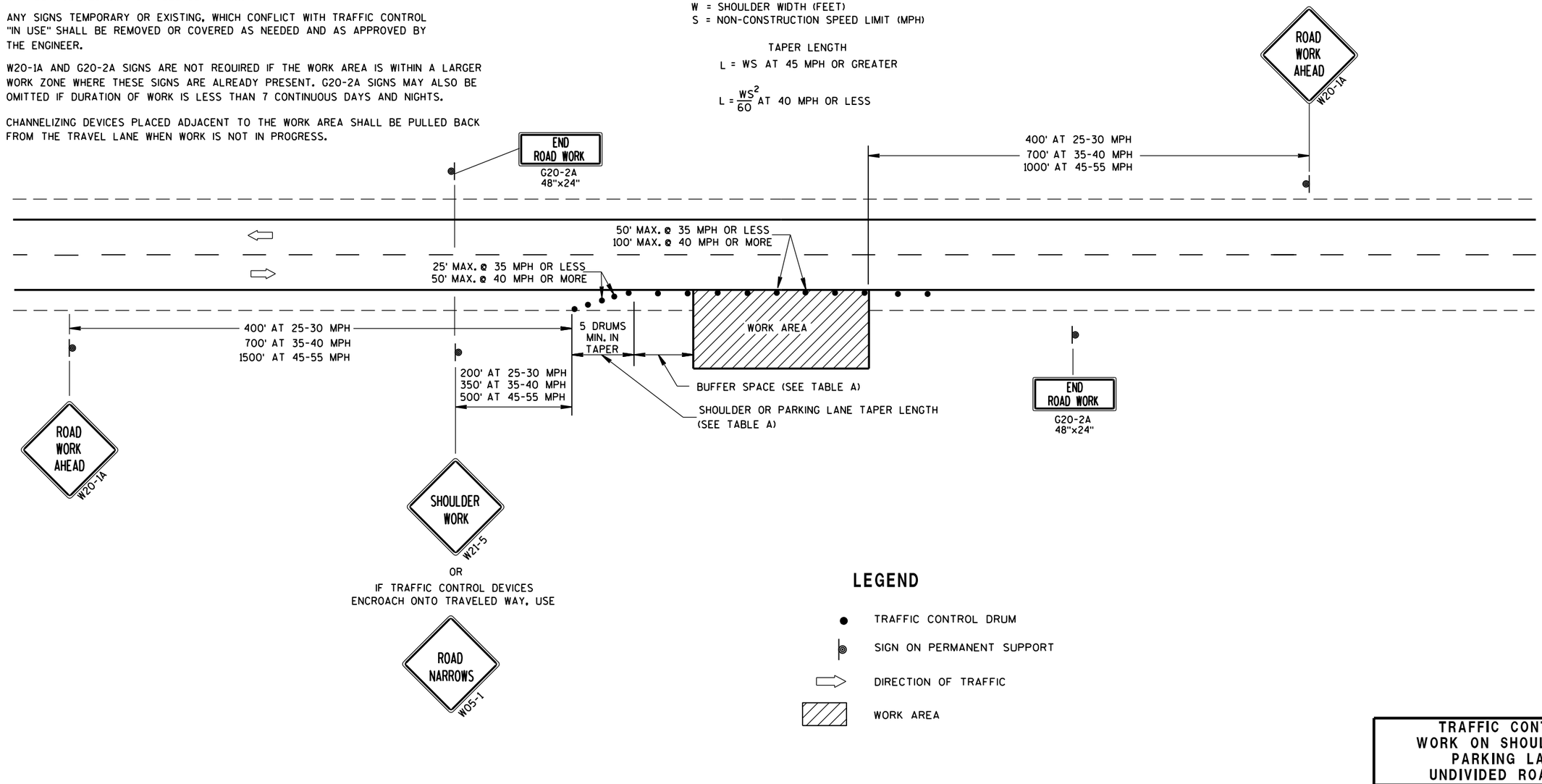
W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

TAPER LENGTH

L = WS AT 45 MPH OR GREATER

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

SHOULDER TAPER LENGTH = $\frac{1}{3}L$



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

July 14, 2015 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZO[illegible] SAFETY ENGI[illegible] FIC

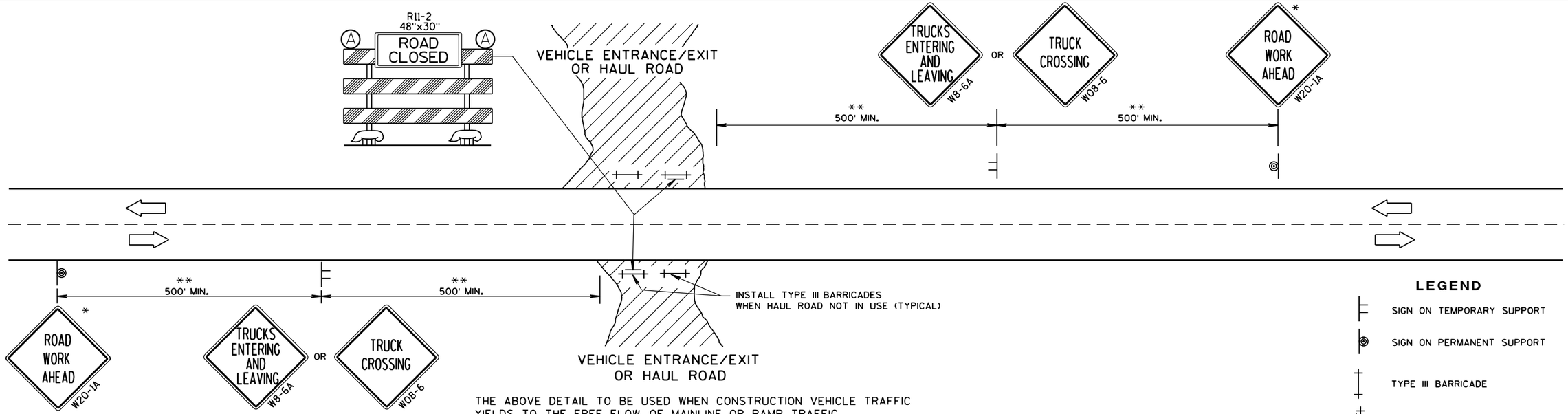
FHWA

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S.D.D. 15 D 28-3

6

S.D.D. 15 D 28-3



THE ABOVE DETAIL TO BE USED WHEN CONSTRUCTION VEHICLE TRAFFIC YIELDS TO THE FREE FLOW OF MAINLINE OR RAMP TRAFFIC

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC

GENERAL NOTES

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

WHEN ACTIVITY REFLECTED BY THE SIGN IS NOT CURRENTLY TAKING PLACE, THE HIGHWAY SHALL BE RESTORED TO NORMAL CONDITION AND THE SIGNS SHALL BE REMOVED, COVERED OR TURNED AWAY FROM TRAFFIC.

WHEN A SIDE ROAD OR RAMP INTERSECTS WITHIN THE ADVANCE SIGNING AREA, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

* THESE SIGNS ARE TO BE USED ONLY WHEN VEHICLE **ENTRANCE/EXIT CONDITIONS ARE SEPARATED BY MORE THAN 2 MILES** FROM PREVIOUS WORK AREA OR SIGNING OR AS DIRECTED BY THE ENGINEER.

** 500 FEET SHOWN IS FOR ROADWAYS WITH A NON-CONSTRUCTION REGULATORY SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FEET. FOR 25-30 MPH, USE 200 FEET. USE 1000 FEET/1500 FEET FOR EXPRESSWAY/FREEWAY.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

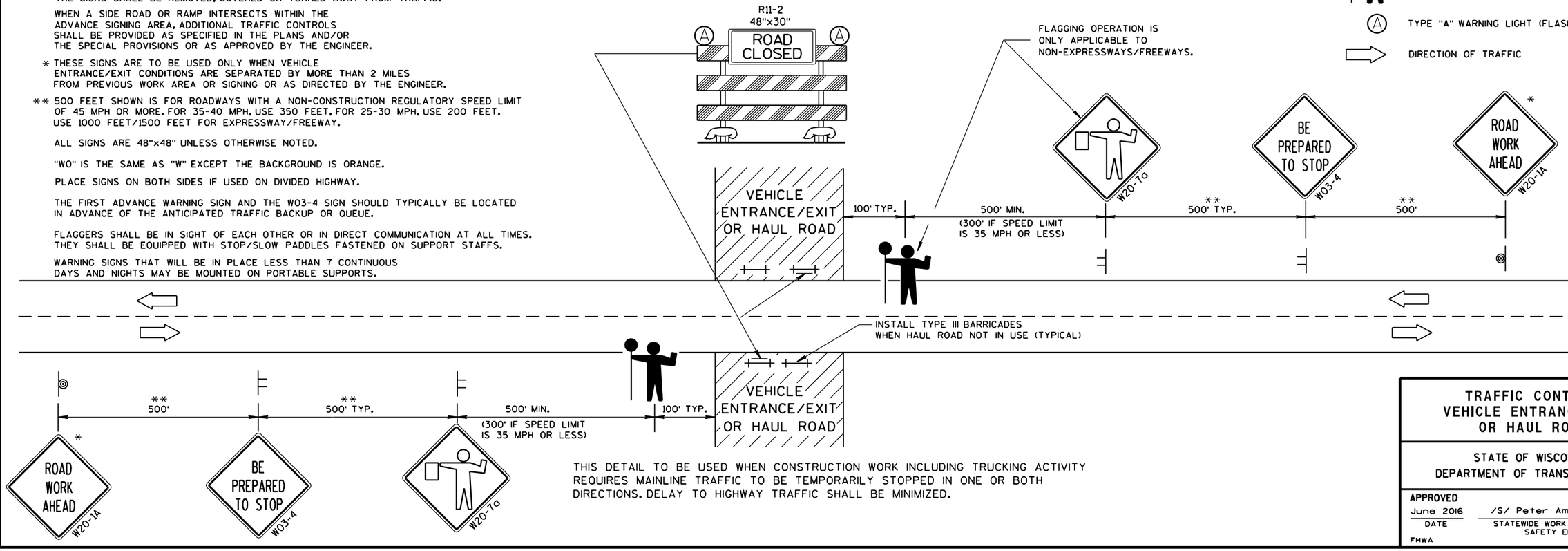
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

PLACE SIGNS ON BOTH SIDES IF USED ON DIVIDED HIGHWAY.

THE FIRST ADVANCE WARNING SIGN AND THE W03-4 SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

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.

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



THIS DETAIL TO BE USED WHEN CONSTRUCTION WORK INCLUDING TRUCKING ACTIVITY REQUIRES MAINLINE TRAFFIC TO BE TEMPORARILY STOPPED IN ONE OR BOTH DIRECTIONS. DELAY TO HIGHWAY TRAFFIC SHALL BE MINIMIZED.

TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

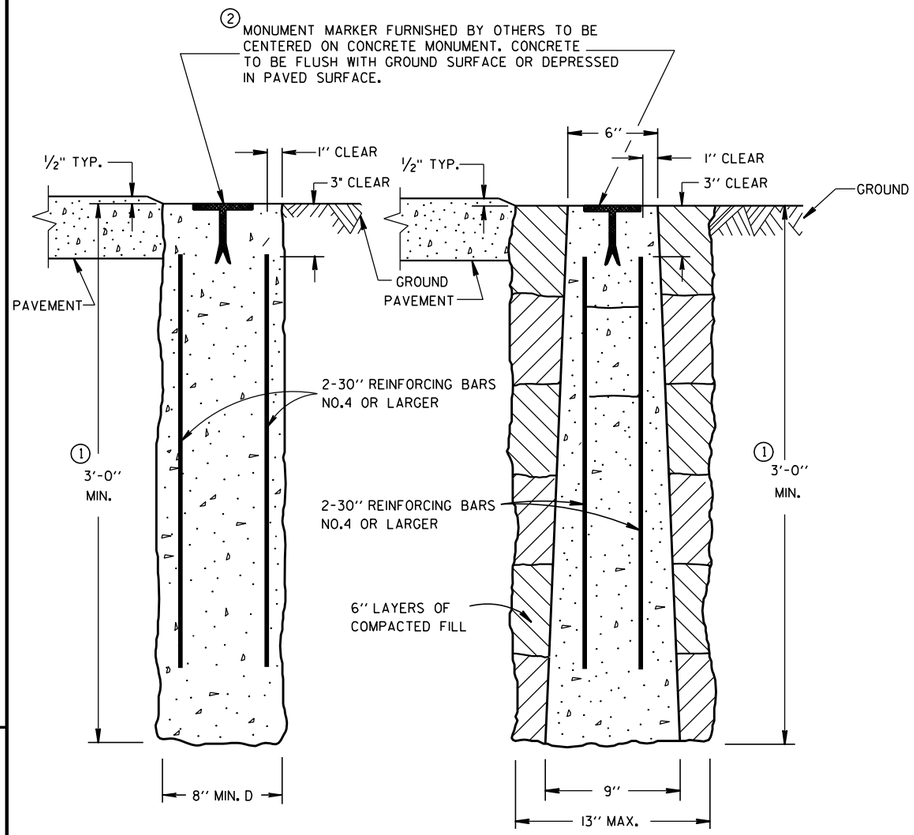
APPROVED

June 2016	/S/ Peter Amakobe Atepe
DATE	STATEWIDE WORK ZONE SAFETY ENGINEER

FHWA

6

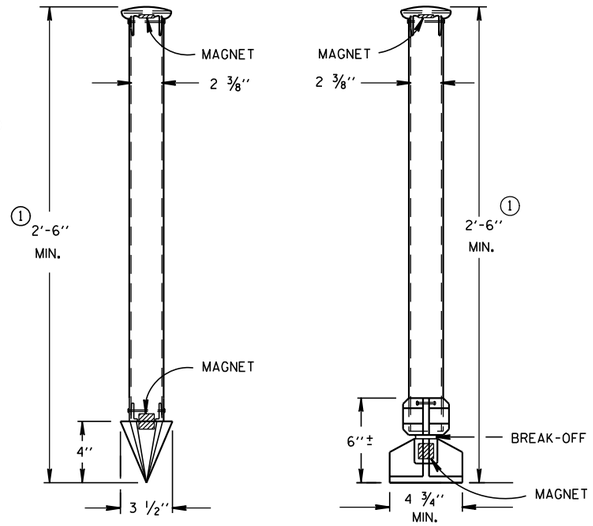
S.D.D. 15 D 29-4



CAST-IN-PLACE PRECAST

CONCRETE MONUMENTS

TYPE A



TYPE C DRIVE-IN MONUMENT

TYPE D BREAK-OFF MONUMENT

ALUMINUM MONUMENTS

(INCLUDES MARKER)

GENERAL NOTES

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

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

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

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

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

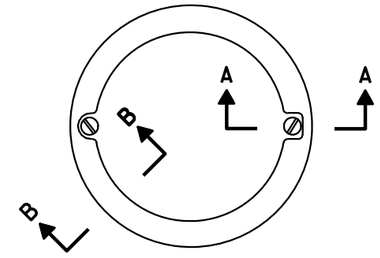
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

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

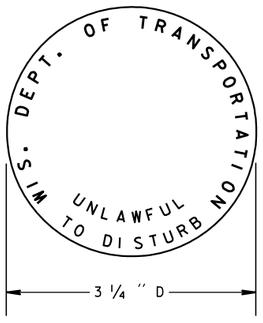
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

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

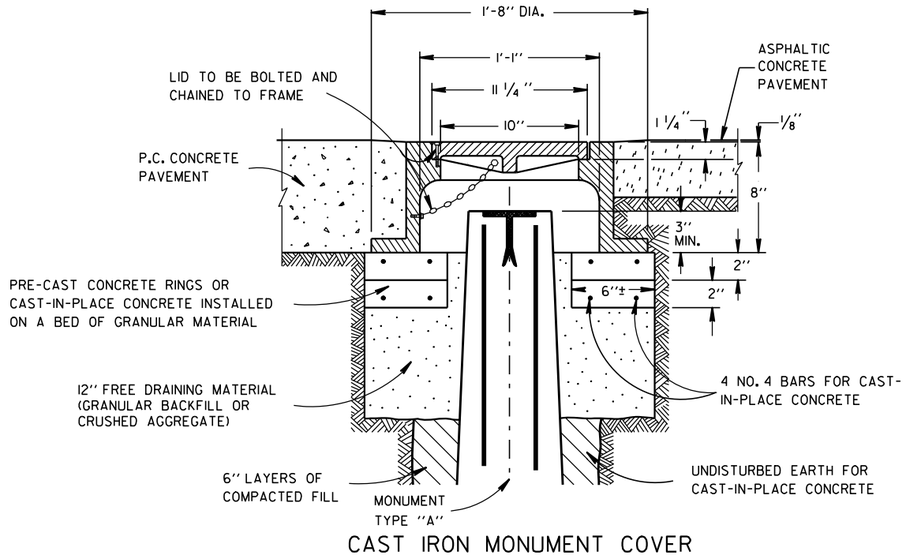
② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WIS DOT MARKER.



TOP VIEW

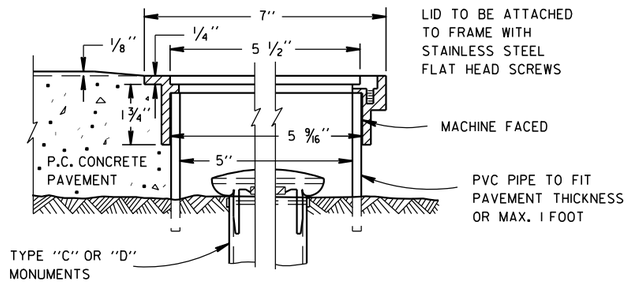


② WIS DOT MONUMENT MARKER LOGO FOR TYPES "A", "C" & "D"



CAST IRON MONUMENT COVER

(APPROXIMATE WEIGHT - 95 LBS.)



SECTION B-B SECTION A-A

ALUMINUM MONUMENT COVER

(APPROXIMATE WEIGHT 2 LBS)

(FOR CONCRETE PAVEMENT ONLY)

LANDMARK REFERENCE MOUNMENTS AND COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/22/1999 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

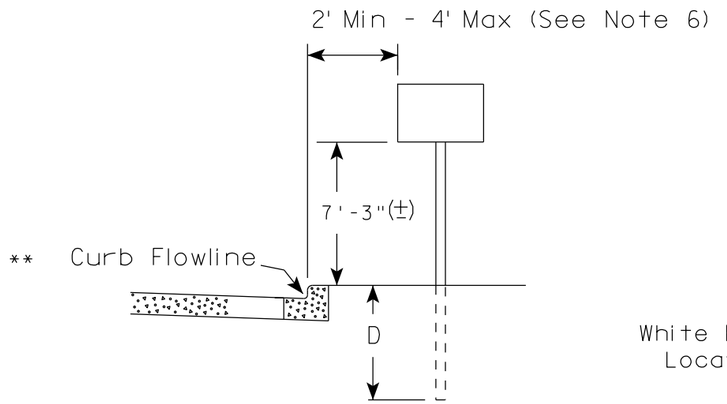
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S.D.D. 16 A 1-6

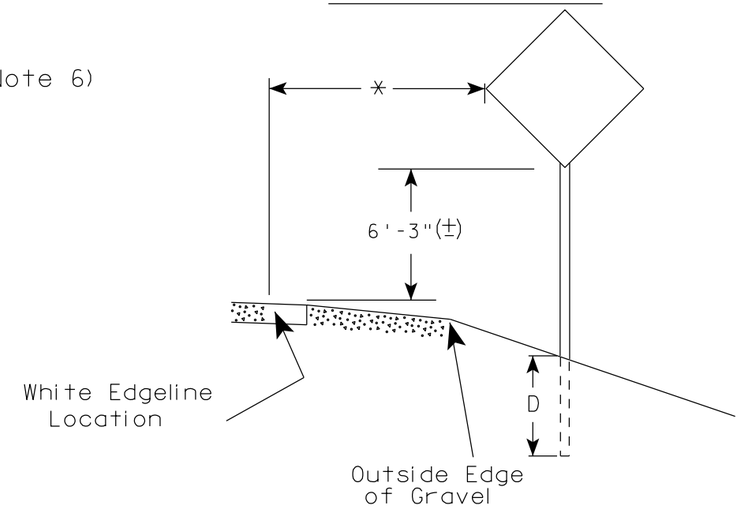
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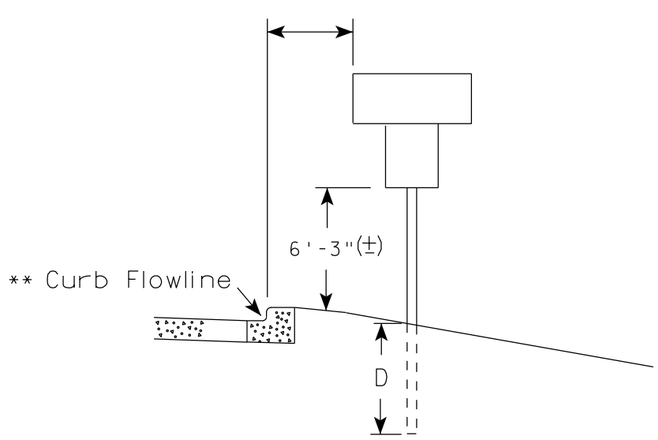
S.D.D. 16 A 1-6

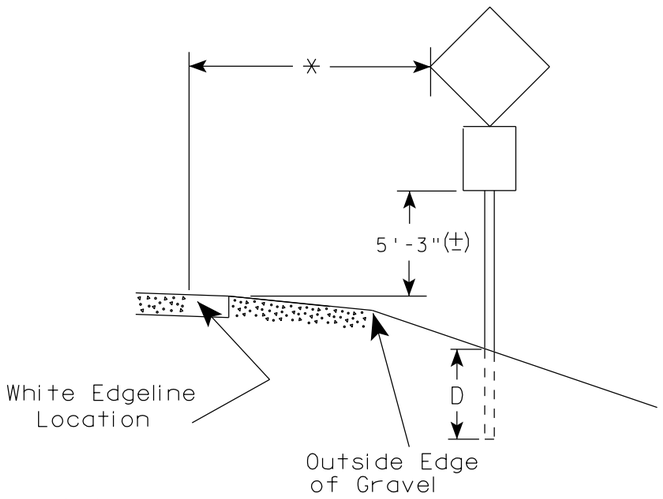
URBAN AREA



RURAL AREA (See Note 2)







** 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.

POST EMBEDMENT DEPTH

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

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

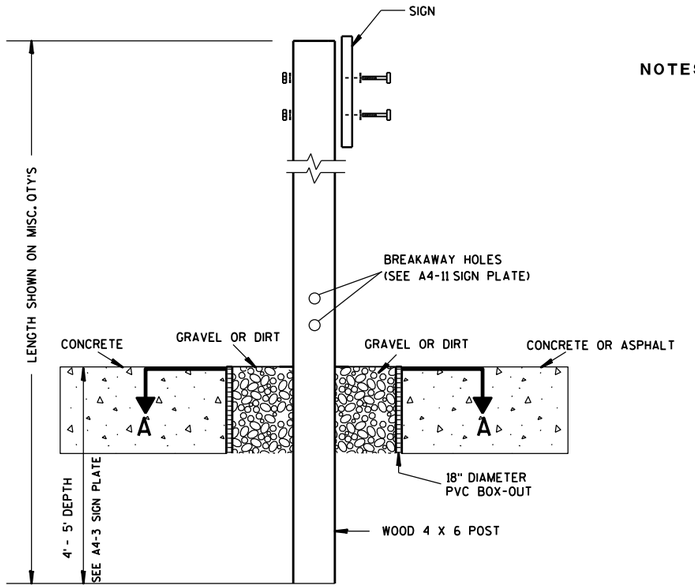
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-3.20

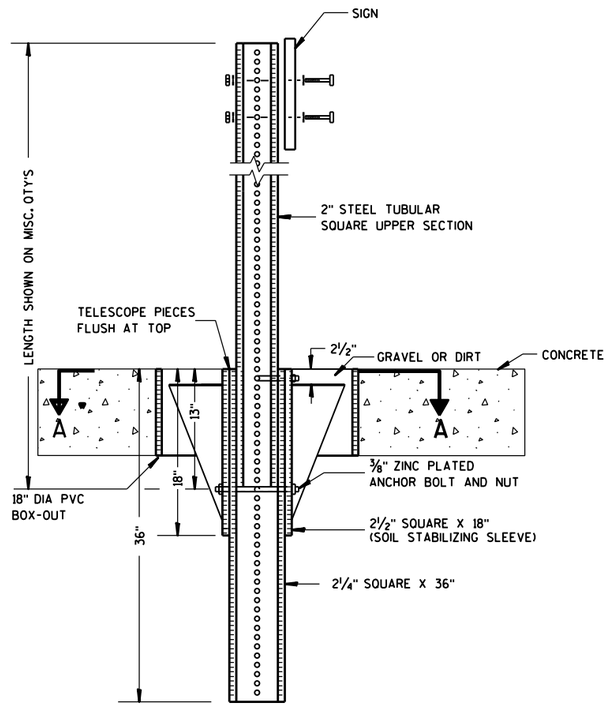
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



ELEVATION VIEW

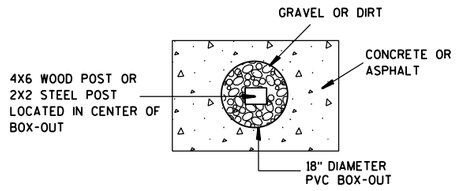
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

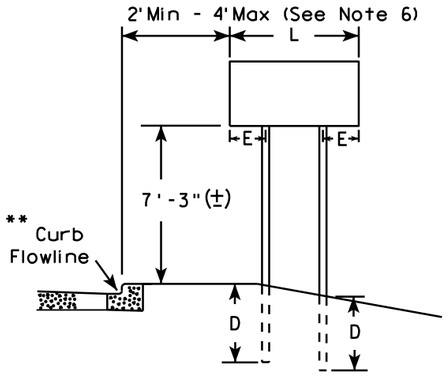
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

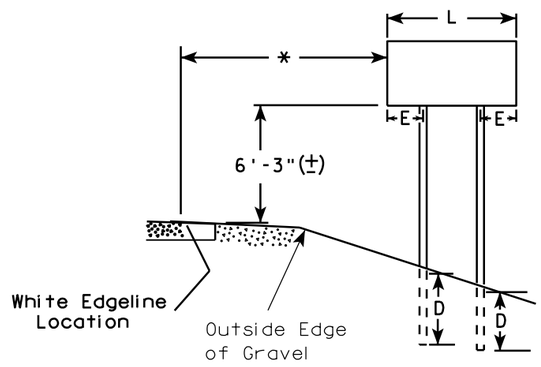
DATE 1/27/14 PLATE NO. A4-3B.1

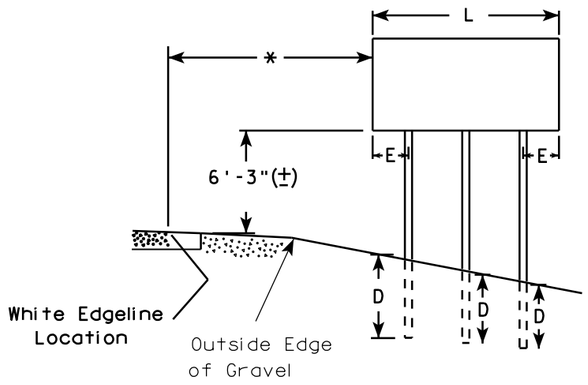
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

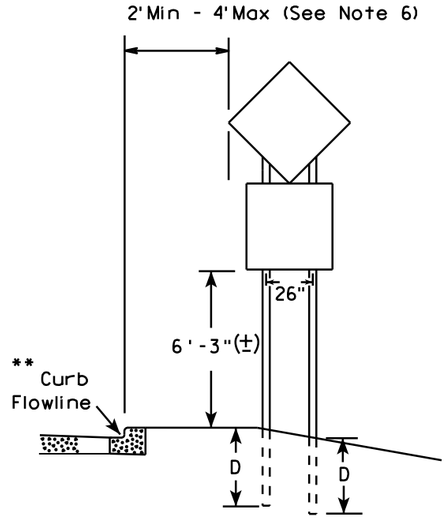
URBAN AREA



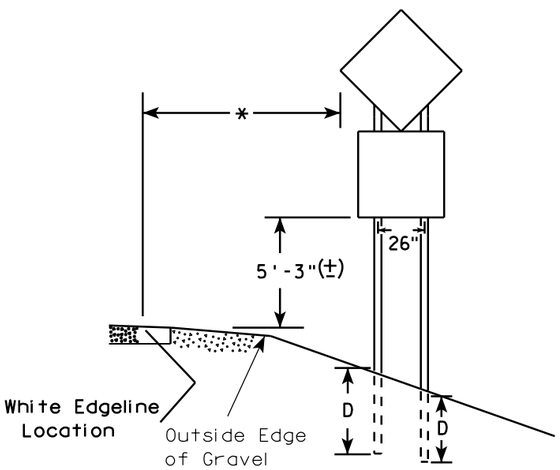
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

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

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

*** See A4-3 sign plate for signs 4' or less in width and 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'

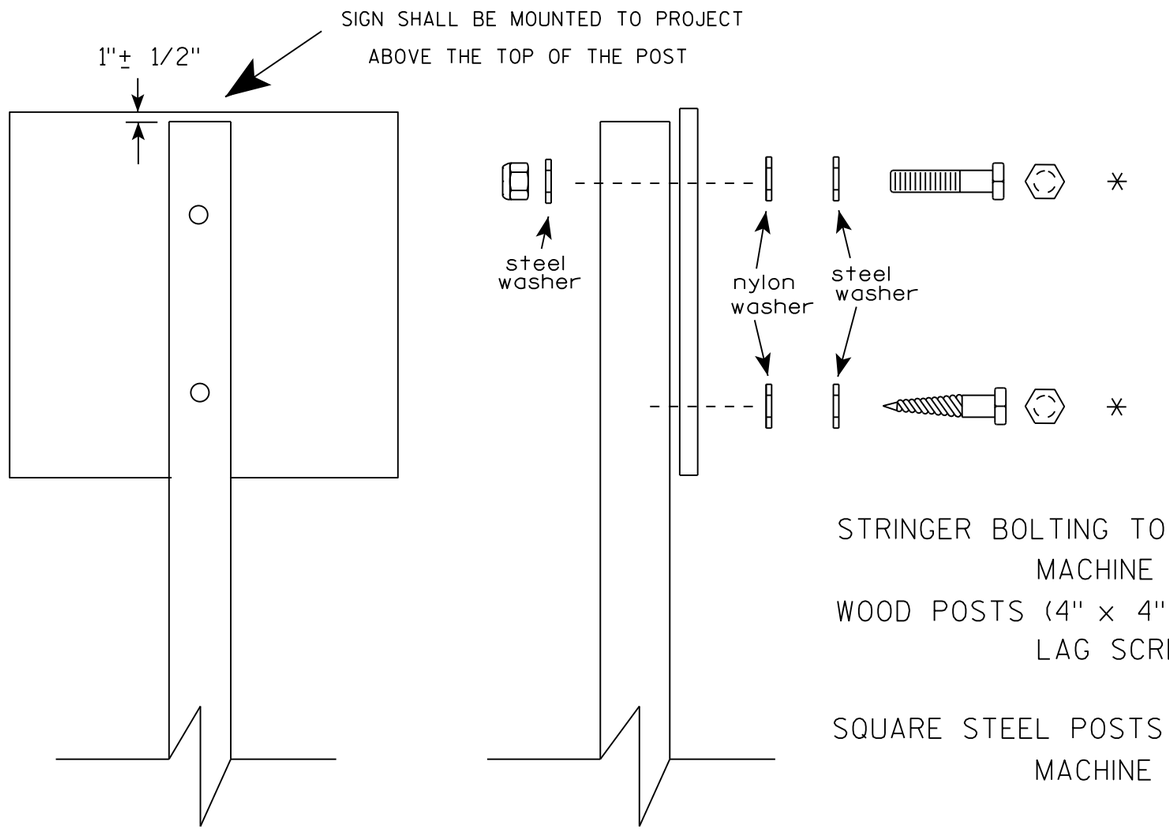
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-4 82 14

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



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

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

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

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts
WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)
SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)
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

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

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

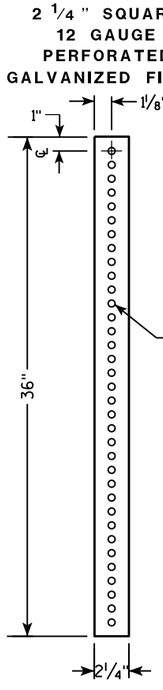
DATE 8/11/16 PLATE NO. A4-8.8

PROJECT NO: SHEET NO: E

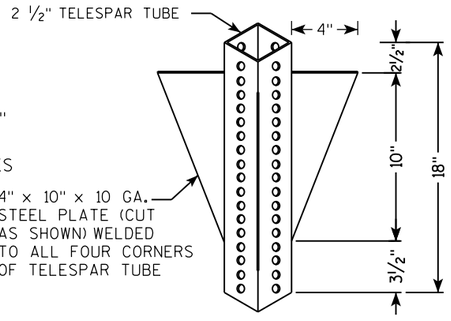
FILE NAME : C:\CADfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 11-AUG-2016 11:35 PLOT BY : $$ plotuser $$

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

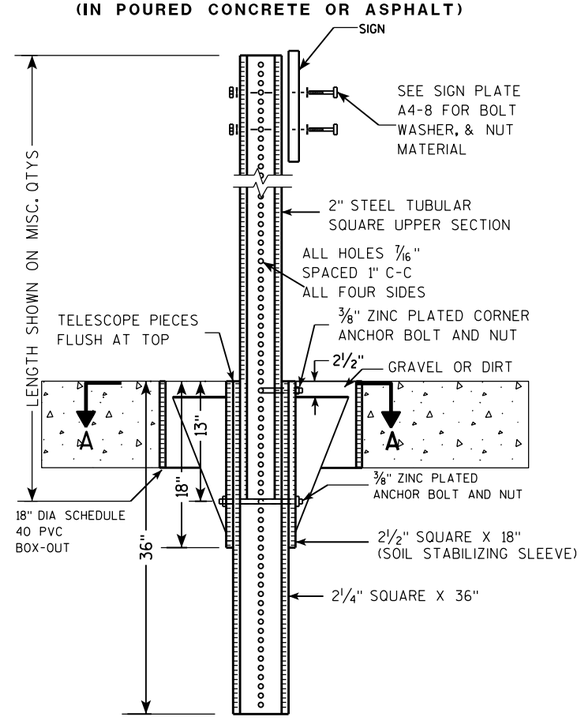
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



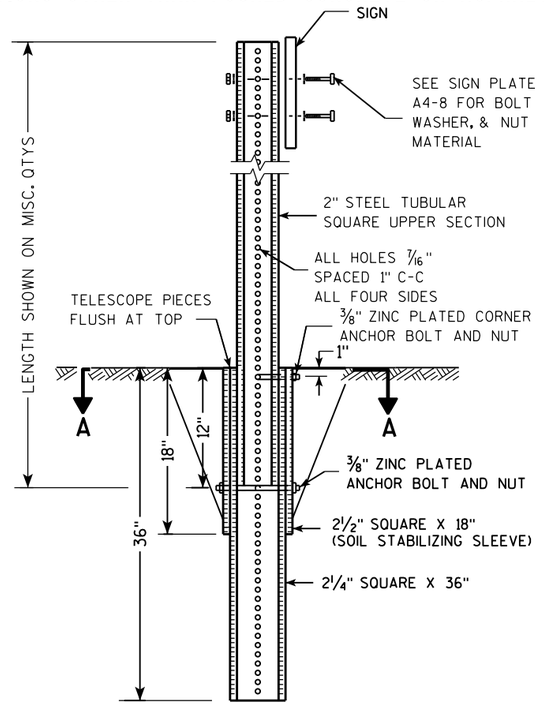
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

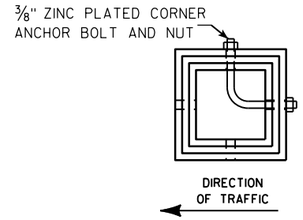


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

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

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

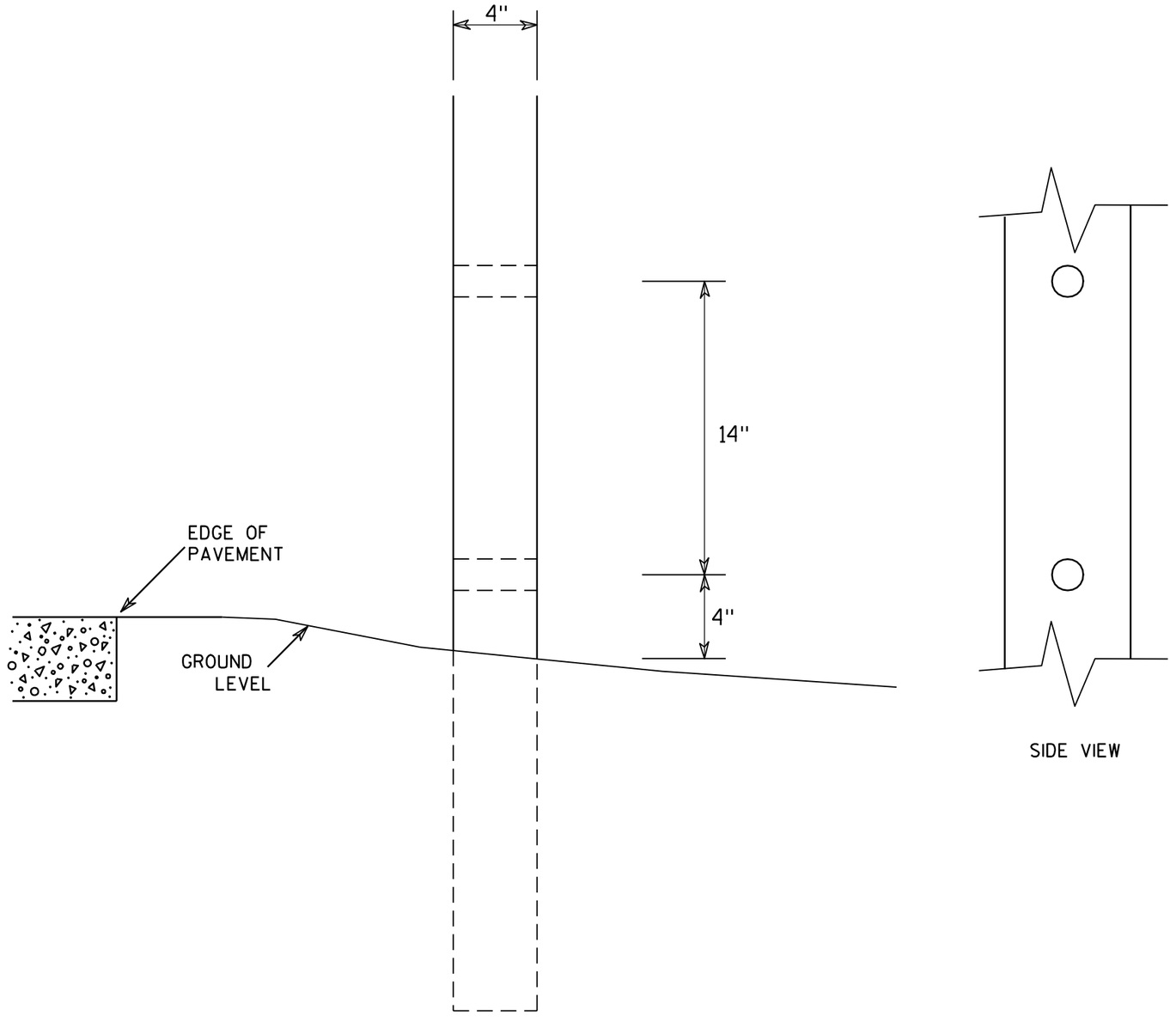
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 84 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

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

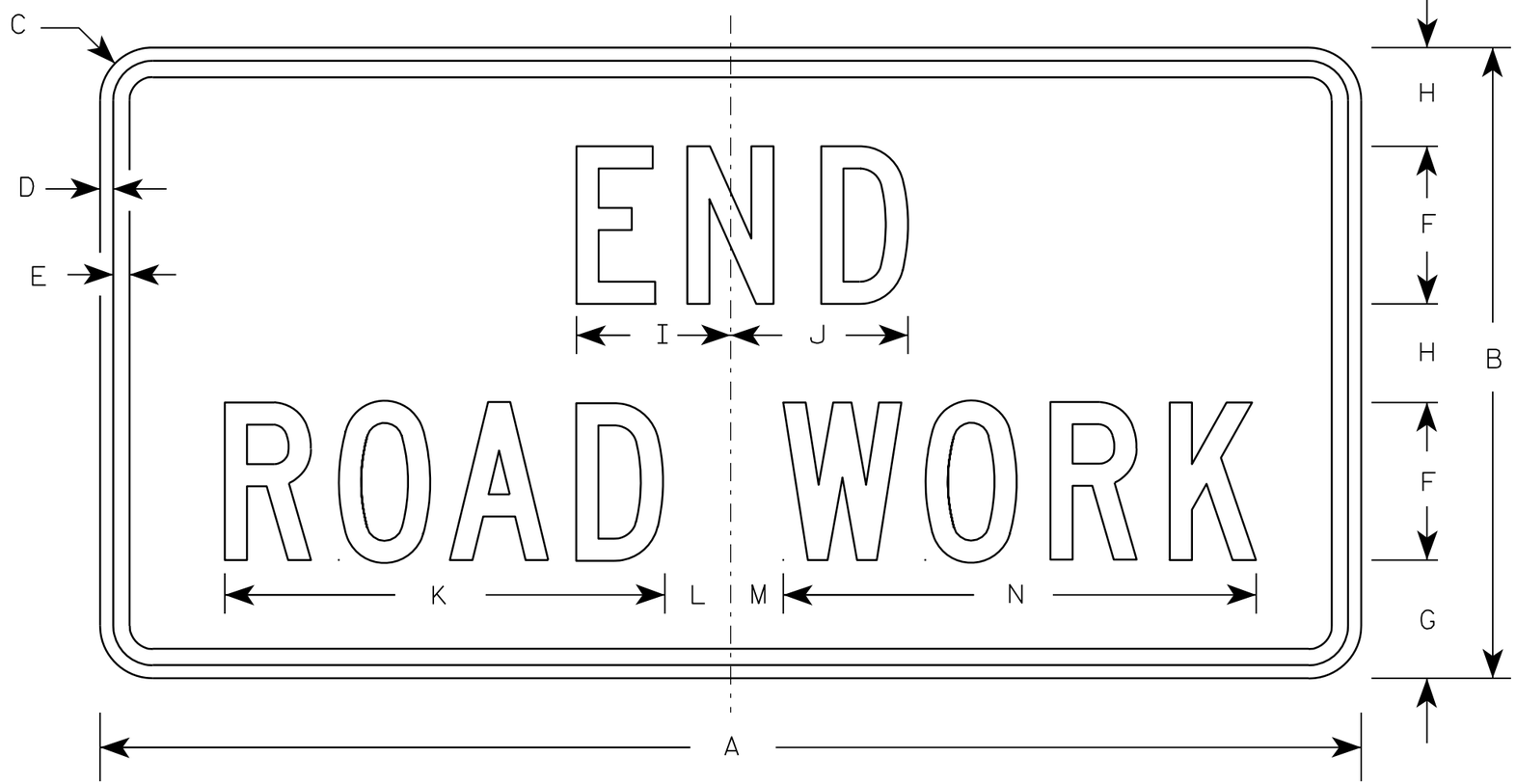
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 85	E



G20-2A

NOTES

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

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

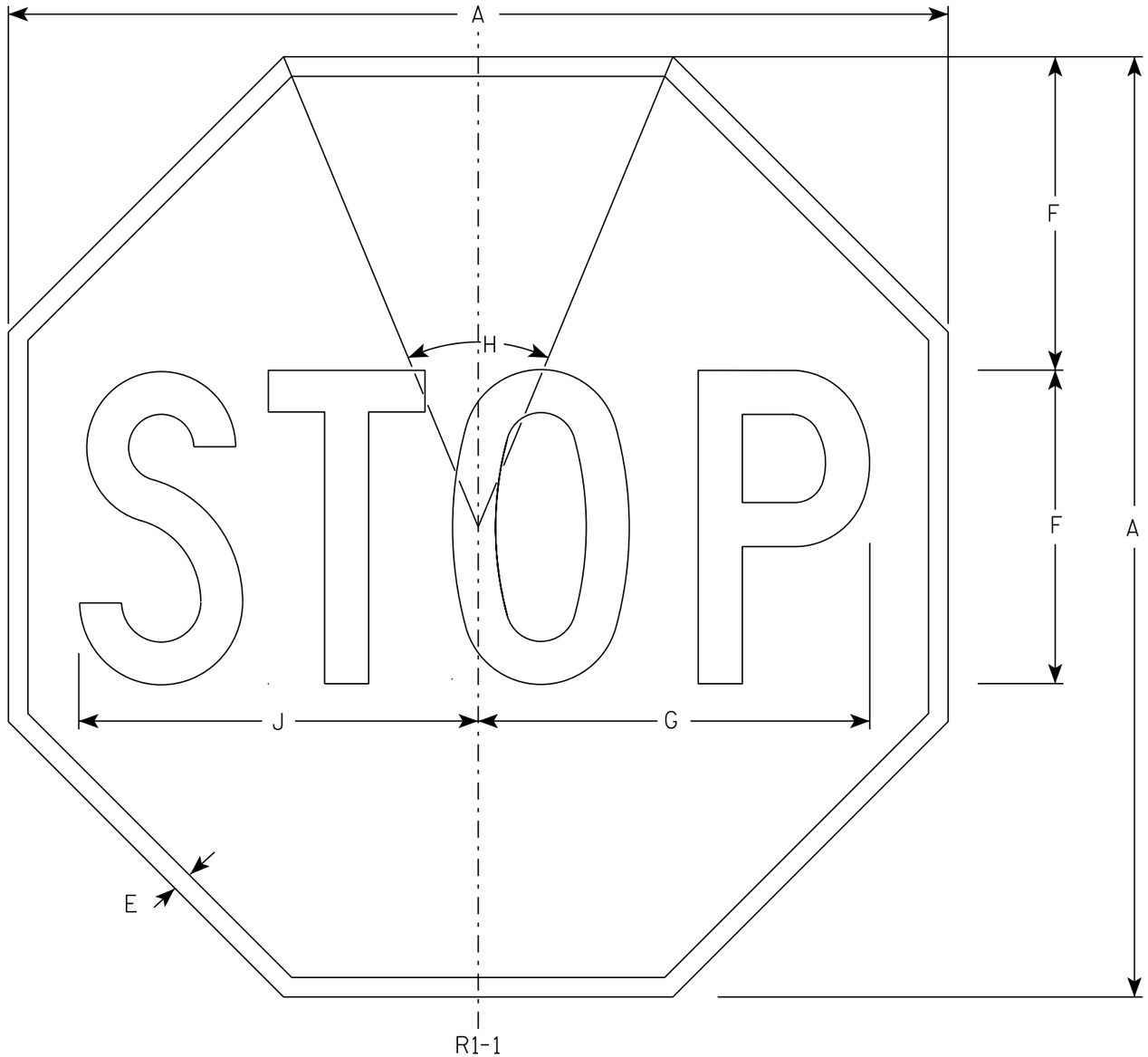
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 86	E



R1-1

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
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

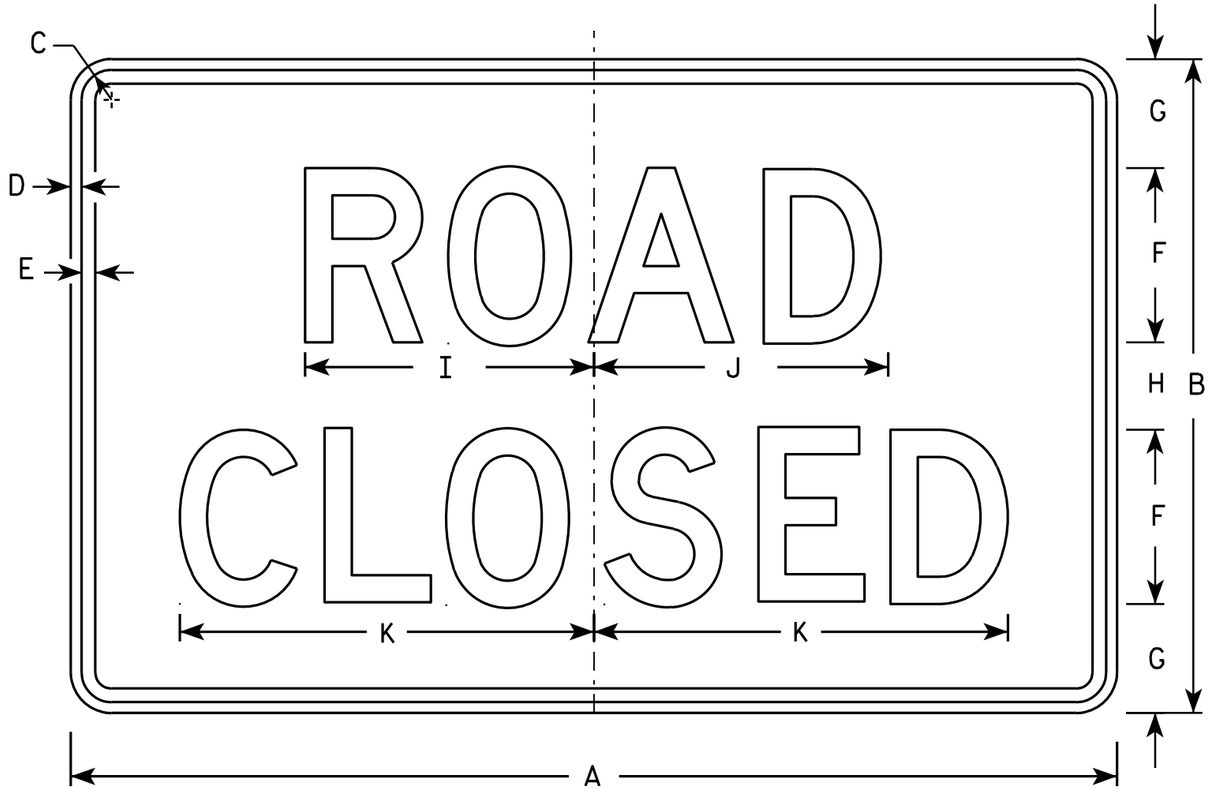
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE 87 R1-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

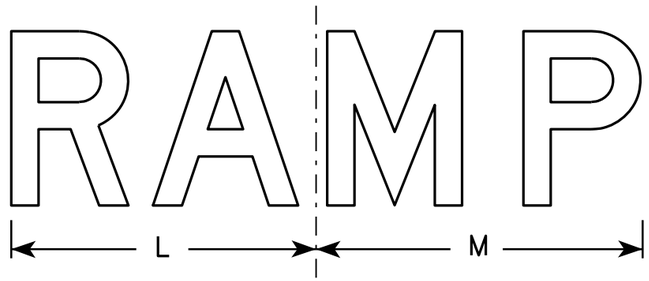
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R11.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.378143:1.000000



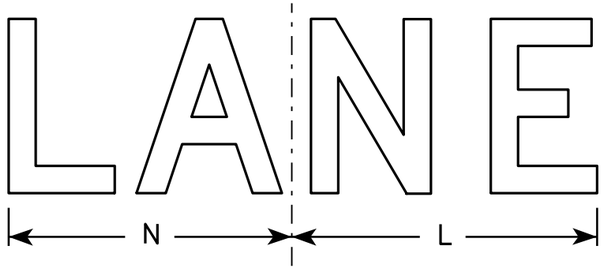
R11-2

NOTES

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



R11-2R



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

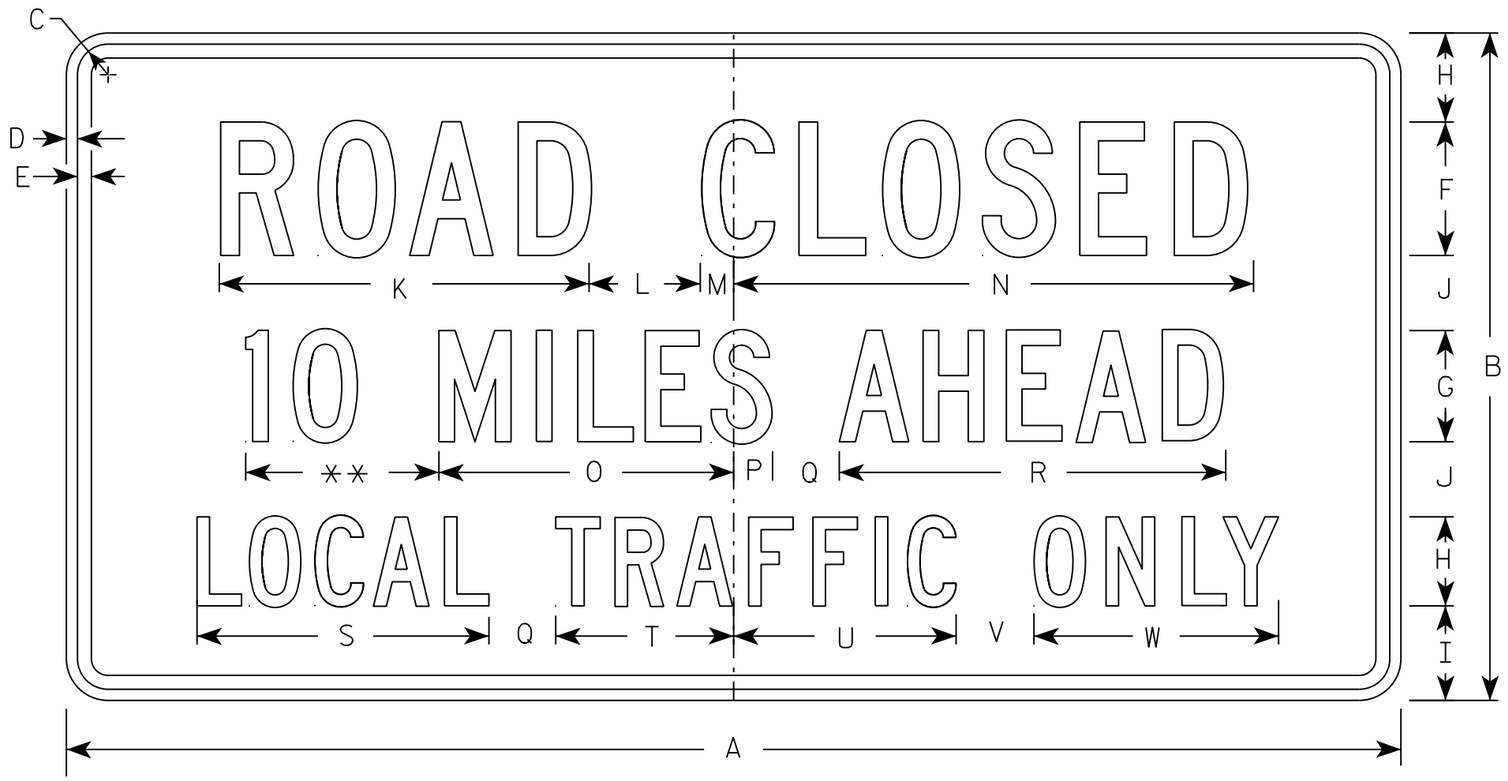
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 88	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3

** See Note 5

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 3/8	1/2	5/8	4	3	2 1/2	2	2	11 1/8	3	1 1/8	15 1/4	8	1 1/2	2	10 3/4	8 3/8	4 3/4	6 1/2	2	6 3/4				4.5
2S	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	16 5/8	5	1 1/2	23	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11				12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	16 5/8	5	1 1/2	23	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11				12.5
3																											
4																											
5																											

STANDARD SIGN
R11-3

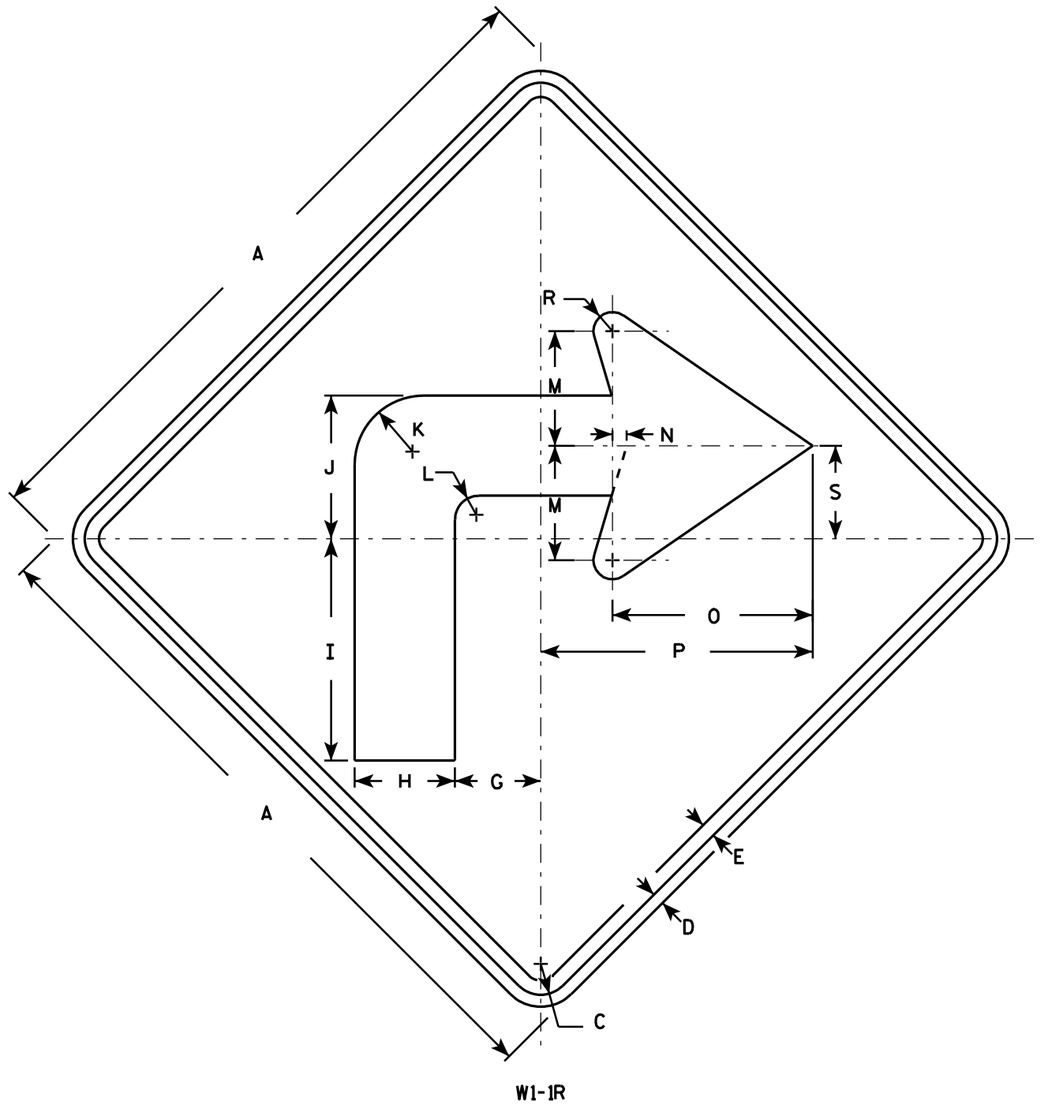
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/28/16 PLATE NO. R11-3.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R113.DGN PLOT DATE : 28-JUL-2016 16:25 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 6.810445:1.000000



W1-1R

NOTES

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

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

STANDARD SIGN
W1-1

WISCONSIN DEPT OF TRANSPORTATION

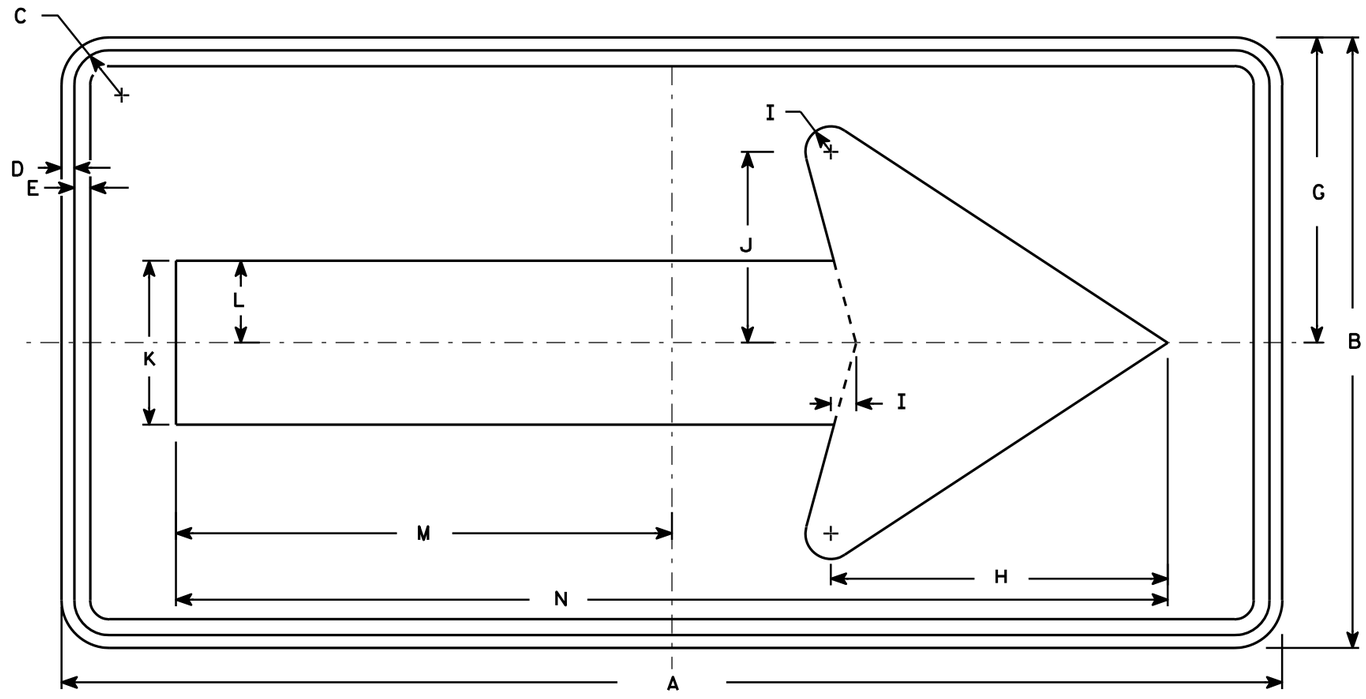
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/15/12 PLATE NO. W1-1.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 90 | E

7

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W11.DGN PLOT DATE : 15-MAY-2012 13:47 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 7.939035:1.000000
WISDOT/CADDS SHEET 42



W1-6

NOTES

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

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

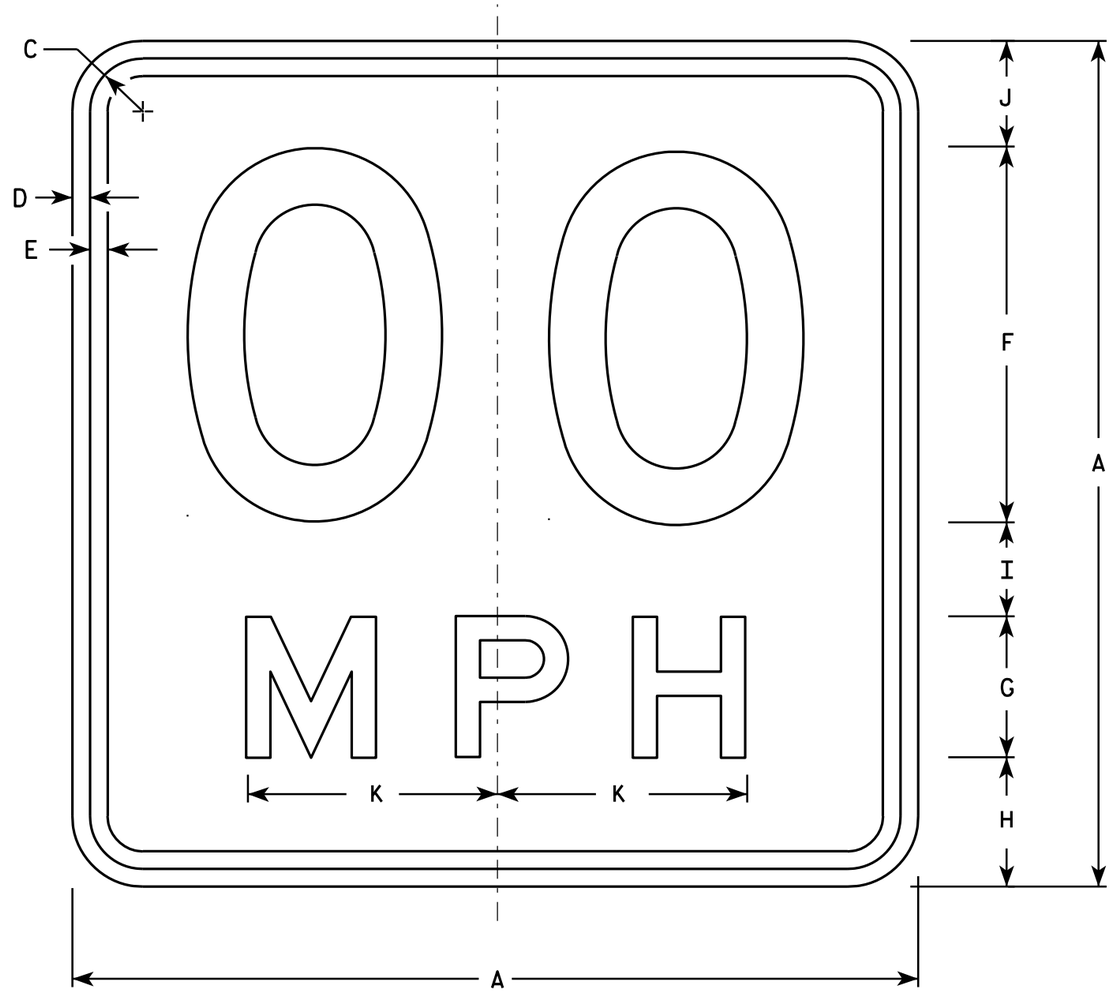
STANDARD SIGN
W1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-6.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 91



W13-1

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

NOTES

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

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

STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

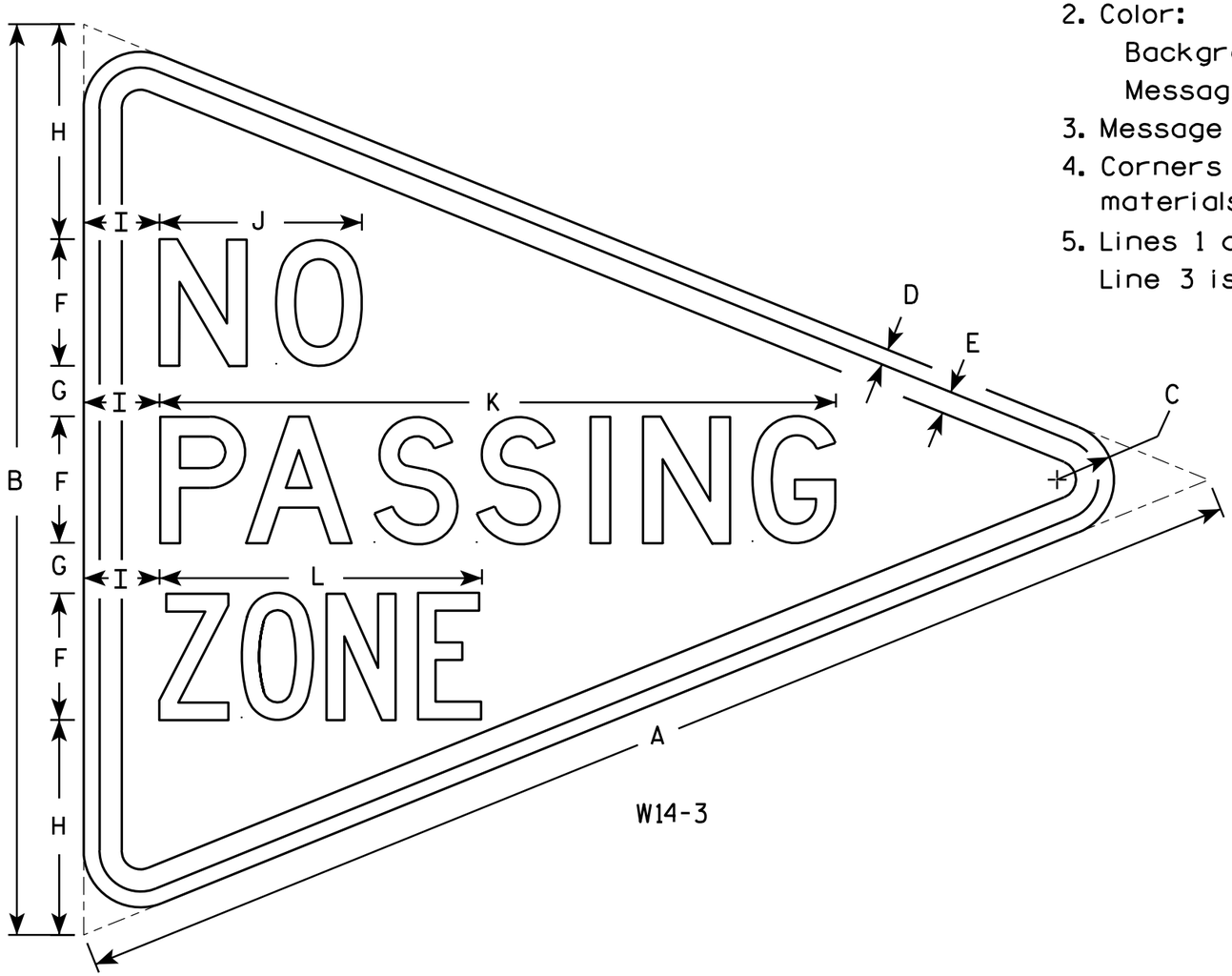
APPROVED Matthew R Rauch
For State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 92 | E

NOTES

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



W14-3

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

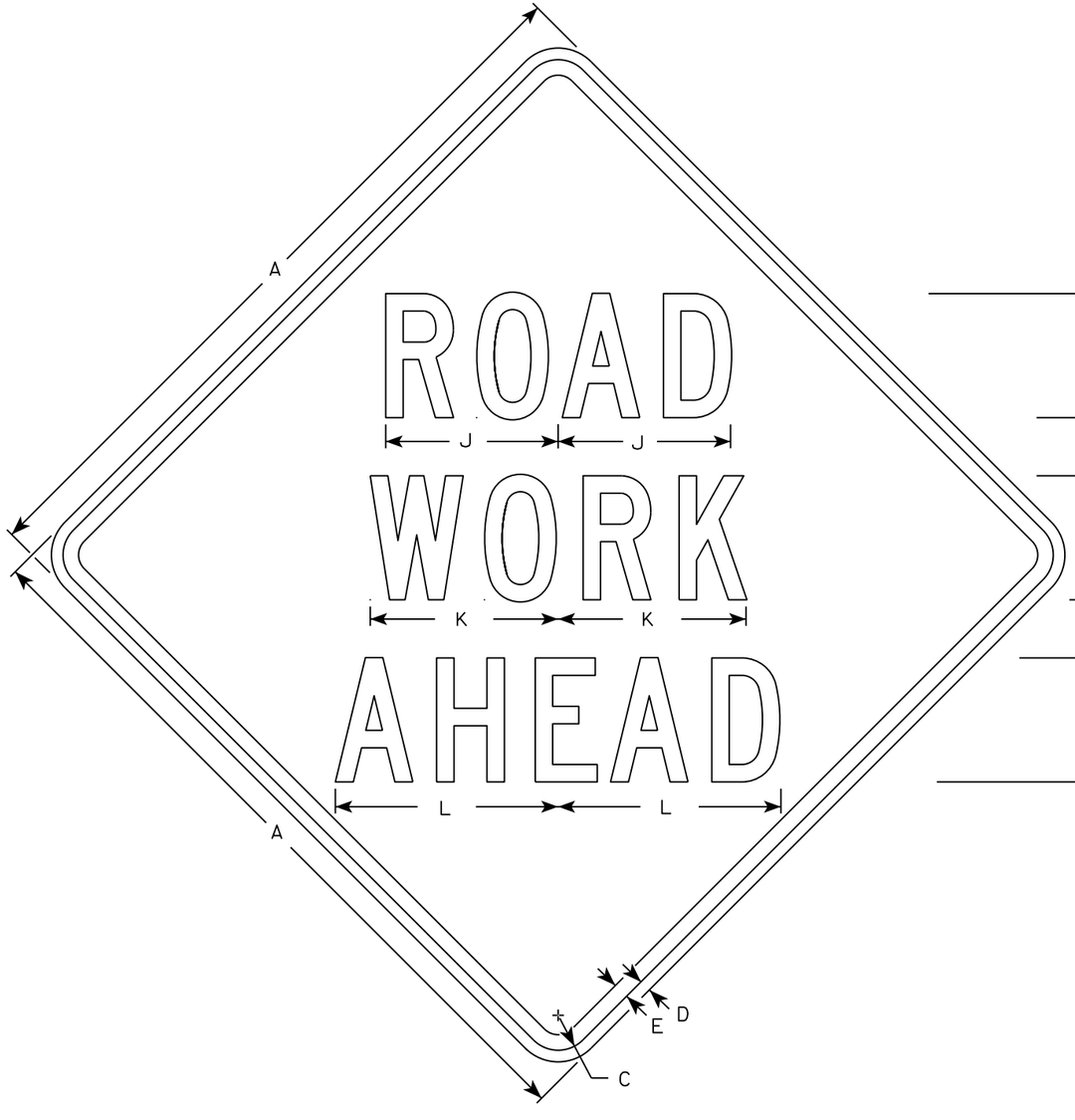
STANDARD SIGN
W14-3

WISCONSIN DEPT OF TRANSPORTATION

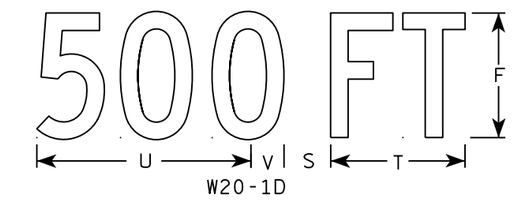
APPROVED Matthew R Rauch
for State Traffic Engineer

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

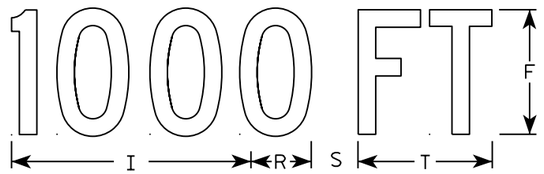
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 93	E



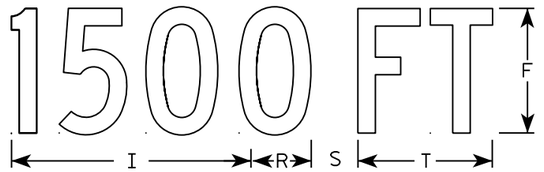
W20-1A



W20-1D



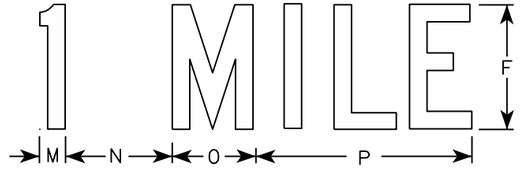
W20-1C



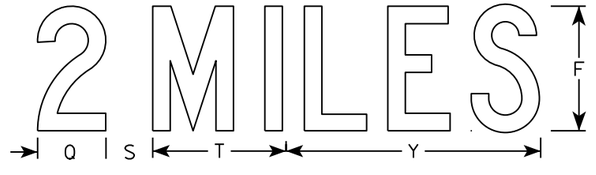
W20-1B



W20-1G



W20-1F



W20-1E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 3/8	1/2	5/8	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9		2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

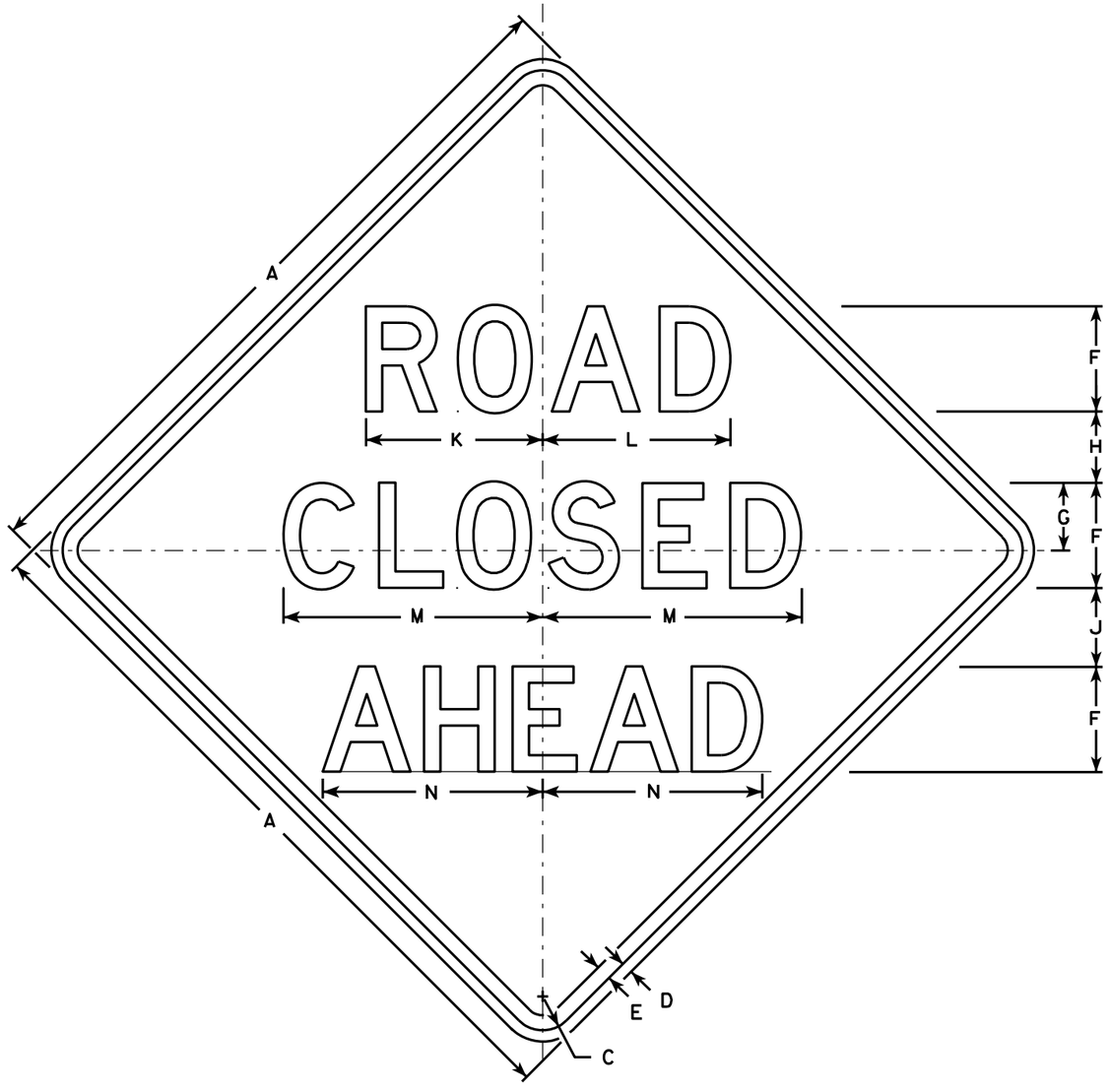
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/07/15 PLATE NO. W20-1.10

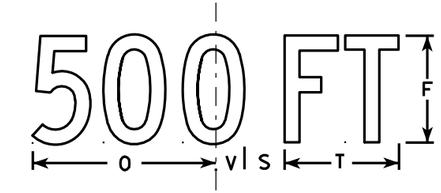
PROJECT NO:

SHEET NO: E

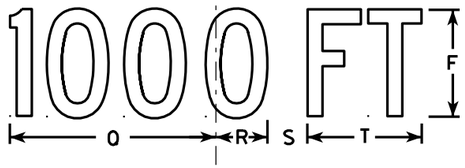
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 01-DEC-2015 18:24 PLOT BY : $$ plotuser $$



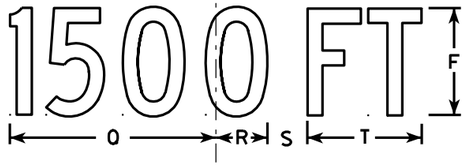
W20-3A



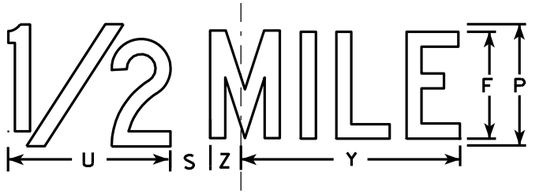
W20-3D



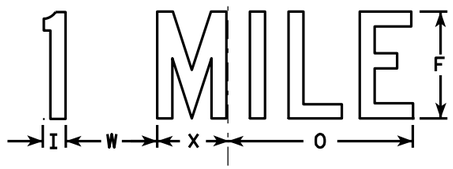
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - 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 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

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

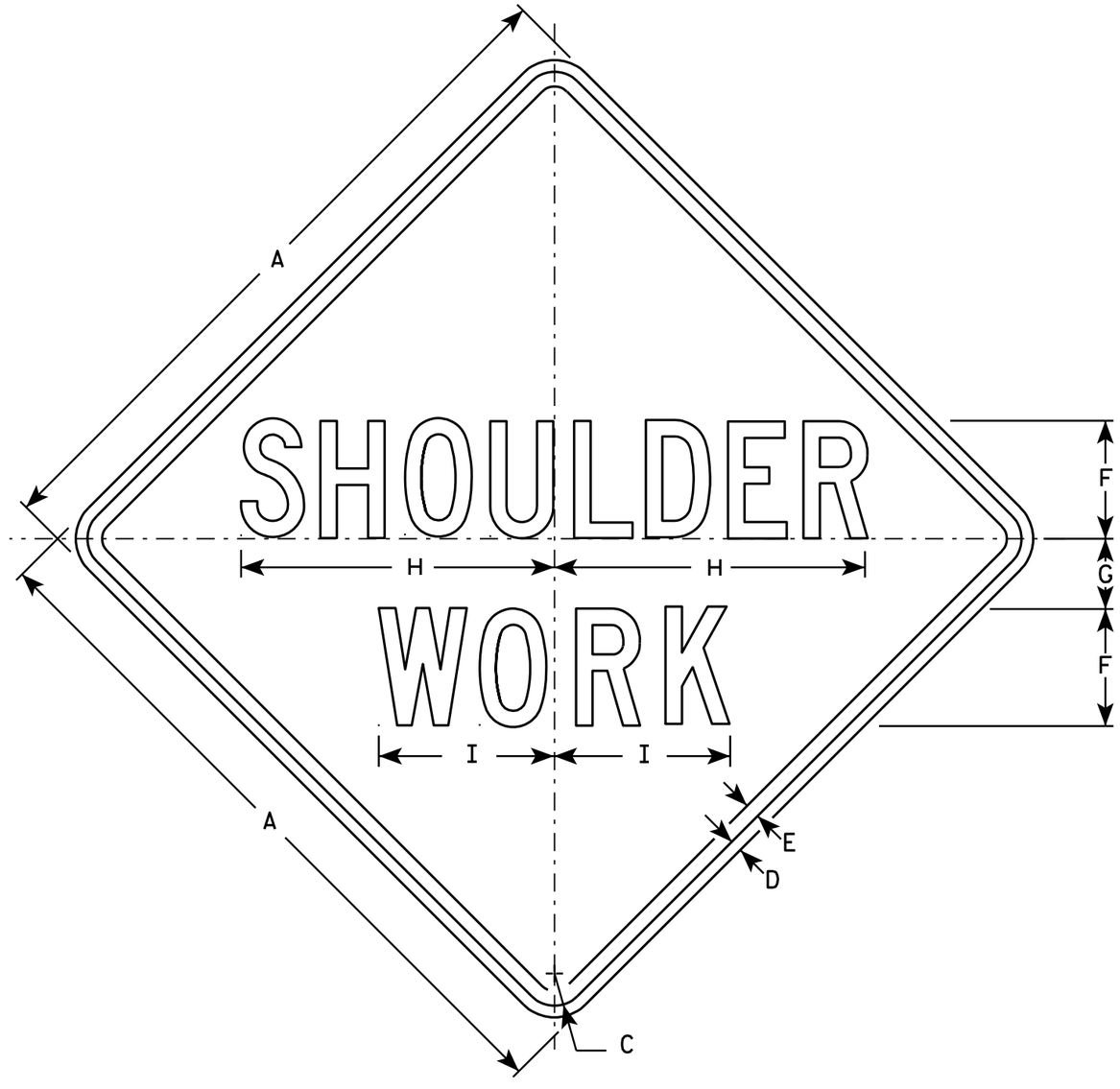
STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 3/18/11 PLATE NO. W20-3.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 95 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W203.DGN PLOT DATE : 18-MAR-2011 12:08 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42



W21-5

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	4	2 1/2	10 3/4	6																		4.0
2S	30		1 3/8	1/2	5/8	5	3	13 3/8	7 1/2																		6.25
2M	30		1 3/8	1/2	5/8	5	3	13 3/8	7 1/2																		6.25
3	36		1 5/8	5/8	3/4	6	3 1/2	16	9																		9.0
4	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0
5	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0

STANDARD SIGN
W21-5

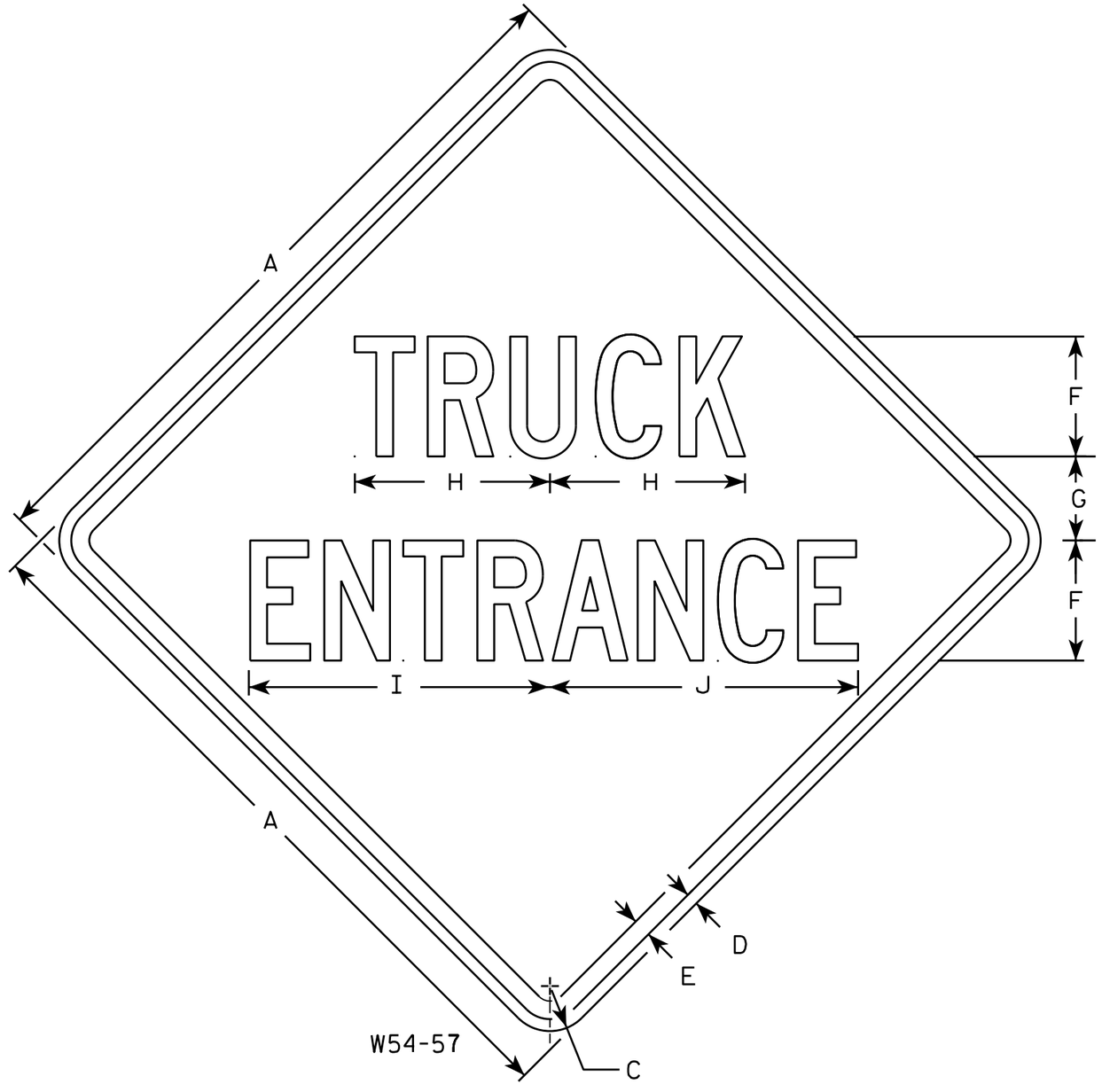
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/11 PLATE NO. W21-5.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 96 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W215.DGN PLOT DATE : 21-MAR-2011 08:01 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.207338:1.000000
WISDOT/CADDS SHEET 42



NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 3/8	1/2	5/8	5	3 1/2	8 1/8	12 1/2	12 7/8																	6.25
2M	36		1 5/8	5/8	3/4	6	4 1/4	9 5/8	15	15 3/8																	9.00
3	36		1 5/8	5/8	3/4	6	4 1/4	9 5/8	15	15 3/8																	9.00
4	48		2 1/4	3/4	1	8	5 1/2	13	20	20 5/8																	16.00
5																											

STANDARD SIGN
W54-57

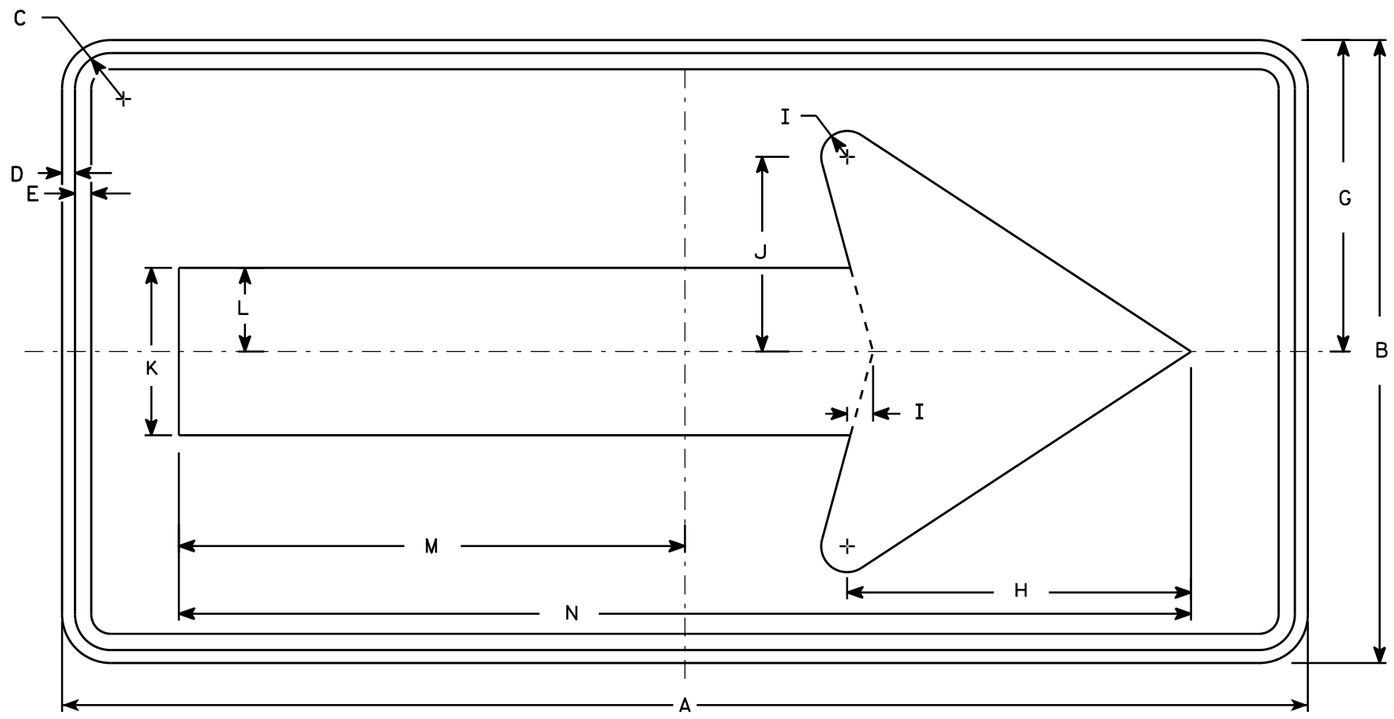
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE W54-57.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W5457.DGN PLOT DATE : 27-APR-2016 10:05 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.594294:1.000000 WISDOT/CADDS SHEET 42



WO1-6

NOTES

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

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

STANDARD SIGN
WO1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO WO1-6.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\WO16.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42

STH 54 PROPOSED - STAGE 1													
			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)				
Station	Real Station	Distance	Cut	Fill	Marsh	Cut	Fill	Marsh Exc	Cut 1.00	Expanded Fill 1.25	Reduced Marsh In Fill 0.75	Expanded Marsh Backfill 1.25	Mass Ordinate
105900.00	105900.00	0.00	83.16	132.66	104.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
106000.00	106000.00	100.00	53.73	129.94	0.00	253.50	486.30	193.24	253.50	607.87	144.93	241.55	-173.21
106100.00	106100.00	100.00	0.00	492.78	0.00	99.50	1153.19	0.00	353.00	2049.35	144.93	241.55	-1515.19
106200.00	106200.00	100.00	12.65	184.72	0.00	23.43	1254.63	0.00	376.43	3617.64	144.93	241.55	-3060.05
106300.00	106300.00	100.00	8.68	216.41	0.00	39.50	742.83	0.00	415.93	4546.18	144.93	241.55	-3949.09
106400.00	106400.00	100.00	15.79	182.26	0.00	45.31	738.28	0.00	461.24	5469.03	144.93	241.55	-4826.62
106500.00	106500.00	100.00	4.80	291.01	0.00	38.13	876.43	0.00	499.37	6564.56	144.93	241.55	-5884.03
106600.00	106600.00	100.00	1.14	255.30	0.00	11.00	1011.69	0.00	510.37	7829.17	144.93	241.55	-7137.63
106700.00	106700.00	100.00	0.00	158.53	0.00	2.11	766.35	0.00	512.48	8787.11	144.93	241.55	-8093.46
106800.00	106800.00	100.00	6.59	326.76	0.00	12.20	898.69	0.00	524.69	9910.46	144.93	241.55	-9204.61
106900.00	106900.00	100.00	0.34	411.94		1.26	1367.96	0.00	525.94	11620.42	144.93	241.55	-10901.73
107000.00	107000.00	100.00	2.17	380.64	0.00	1.26	1467.74	0.00	527.20	13455.09	144.93	241.55	-12731.76
107100.00	107100.00	100.00	0.00	379.12	0.00	4.02	1406.96	0.00	531.22	15213.80	144.93	241.55	-14486.45
107200.00	107200.00	100.00	0.00	348.06	0.00	0.00	1346.63	0.00	531.22	16897.08	144.93	241.55	-16169.73
107300.00	107300.00	100.00	0.00	371.66	0.00	0.00	1332.81	0.00	531.22	18563.10	144.93	241.55	-17835.75
107400.00	107400.00	100.00	0.00	357.48	0.00	0.00	1350.26	0.00	531.22	20250.93	144.93	241.55	-19523.58
107500.00	107500.00	100.00	0.00	301.30	0.00	0.00	1219.96	0.00	531.22	21775.88	144.93	241.55	-21048.53
107600.00	107600.00	100.00	0.86	281.47	0.00	1.59	1079.20	0.00	532.81	23124.88	144.93	241.55	-22395.94
107700.00	107700.00	100.00	0.00	305.69	0.00	1.59	1087.33	0.00	534.41	24484.05	144.93	241.55	-23753.52
107800.00	107800.00	100.00	9.81	238.18	0.00	18.17	1007.17	0.00	552.57	25743.01	144.93	241.55	-24994.31
107900.00	107900.00	100.00	10.36	400.27	106.40	37.35	1182.31	197.04	589.93	27220.90	292.71	487.85	-26250.13
108000.00	108000.00	100.00	43.62	41.74	350.53	99.96	818.54	846.17	689.89	28244.07	927.33	1545.56	-26380.06
108100.00	108100.00	100.00	88.76	284.00	109.22	245.15	603.22	851.39	935.04	28998.10	1565.88	2609.79	-26090.76
108200.00	108200.00	100.00	62.27	149.66	242.15	279.69	803.07	650.69	1214.72	30001.94	2053.89	3423.15	-26204.90
108300.00	108300.00	100.00	48.91	114.49	245.02	205.89	489.17	902.17	1420.61	30613.40	2730.51	4550.86	-25764.69
108400.00	108400.00	100.00	30.17	54.09	294.05	146.44	312.19	998.28	1567.06	31003.63	3479.22	5798.70	-25072.59
108500.00	108500.00	100.00	38.87	12.47	0.00	127.85	123.26	544.54	1694.91	31157.71	3887.63	6479.38	-24588.31
108600.00	108600.00	100.00	7.22	47.60	0.00	85.35	111.24	0.00	1780.26	31296.76	3887.63	6479.38	-24642.01
108700.00	108700.00	100.00	10.74	115.00	0.00	33.26	301.11	0.00	1813.52	31673.15	3887.63	6479.38	-24985.14
108800.00	108800.00	100.00	1.36	162.09	0.00	22.41	513.13	0.00	1835.93	32314.56	3887.63	6479.38	-25604.14
108900.00	108900.00	100.00	22.41	88.90		44.02	464.80	0.00	1879.94	32895.56	3887.63	6479.38	-26141.12
109000.00	109000.00	100.00	7.36	52.14	0.00	55.13	261.19	0.00	1935.07	33222.04	3887.63	6479.38	-26412.47
109100.00	109100.00	100.00	7.82	53.52	0.00	28.11	195.67	0.00	1963.19	33466.62	3887.63	6479.38	-26628.94
109200.00	109200.00	100.00	5.34	16.02	0.00	24.37	128.78	0.00	1987.56	33627.59	3887.63	6479.38	-26765.54
109300.00	109300.00	100.00	235.97	10.22	0.00	446.87	48.59	0.00	2434.43	33688.33	3887.63	6479.38	-26379.41
						2,434	26,951	5,184					

LONESOME ROAD - STAGE 1

Station	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate
525.00	525.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
550.00	550.00	25.00	28.91	0.00	40.00	30.00	40.00	37.50	-24.12
600.00	600.00	50.00	25.26	5.94	40.00	30.00	80.00	75.00	-11.46
700.00	700.00	100.00	27.86	22.31	98.37	52.31	178.37	140.39	21.52
800.00	800.00	100.00	36.27	34.42	118.76	105.06	297.13	271.71	8.96
900.00	900.00	100.00	74.18	19.90	204.54	100.59	501.67	397.45	87.75
					502	318			

STH 54 PROPOSED - STAGE 4

Station	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) Marsh	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Incremental Vol (CY) (Unadjusted) Marsh Exc	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.25	Cumulative Vol (CY) Reduced Marsh In Fill 0.75	Cumulative Vol (CY) Expanded Marsh Backfill 1.25	Mass Ordinate
105300.00	105300.00	0.00	35.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
105400.00	105400.00	100.00	35.95	5.20	0.00	131.94	9.63	0.00	131.94	12.04	0.00	0.00	119.91
105500.00	105500.00	100.00	45.34	13.20	0.00	150.54	34.07	0.00	282.48	54.63	0.00	0.00	227.85
105600.00	105600.00	100.00	38.38	16.83	0.00	155.04	55.61	0.00	437.52	124.14	0.00	0.00	313.38
105700.00	105700.00	100.00	22.21	14.51	43.31	112.20	58.04	80.20	549.72	196.69	60.15	100.25	428.22
105800.00	105800.00	100.00	80.00	89.92	112.69	189.28	193.39	288.89	739.00	438.43	276.82	461.37	646.60
105900.00	105900.00	100.00	83.16	132.66	104.35	302.15	412.19	401.93	1041.15	953.66	578.26	963.77	810.32
						1,041	763	771					

STH 54 PROPOSED - STAGE 4

Station	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate
109300.00	109300.00	0.00	235.97	10.22	0.00	0.00	0.00	0.00	0.00
109400.00	109400.00	100.00	110.34	0.00	641.31	18.93	641.31	23.66	617.66
109500.00	109500.00	100.00	52.00	0.00	300.63	0.00	941.94	23.66	918.29
109550.00	109550.00	50.00	45.61	0.00	84.46	0.00	84.46	0.00	1008.67
					1,026	19			

LONESOME ROAD - STAGE 4

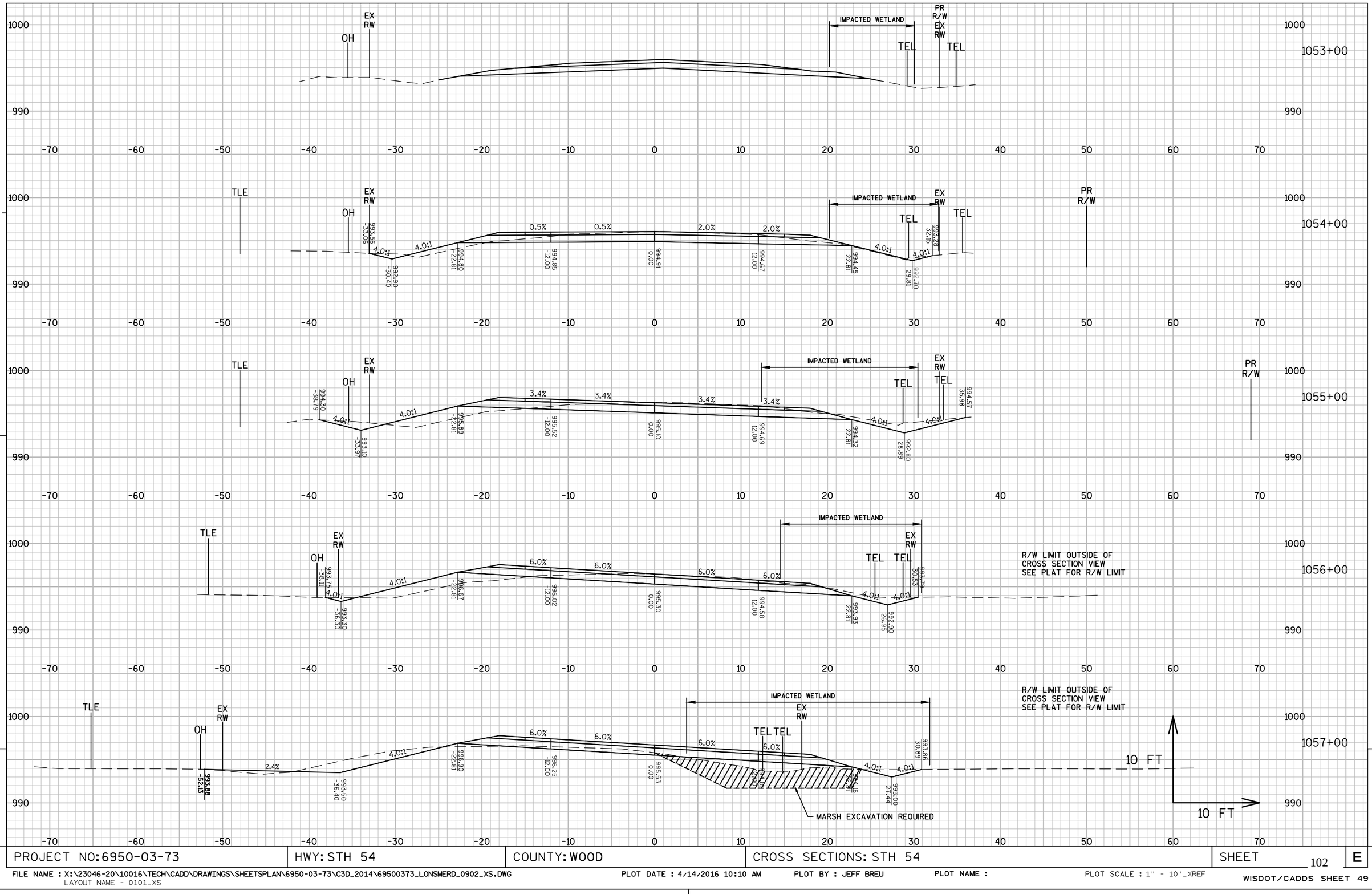
Station	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate
11+00.00	1100.00	0.00	71.00	251.82	0.00	0.00	0.00	0.00	0.00
12+00.00	1200.00	100.00	3.64	269.85	138.22	966.06	138.22	1207.57	-1069.35
13+00.00	1300.00	100.00	14.55	199.66	33.69	869.46	171.91	2294.40	-2122.49
14+00.00	1400.00	100.00	0.00	116.00	26.94	584.56	198.85	3025.09	-2826.24
15+00.00	1500.00	100.00	3.46	32.13	6.41	274.31	205.26	3367.99	-3162.73
16+00.00	1600.00	100.00	18.04	0.85	39.81	61.07	245.07	3444.33	-3199.25
16+50.00	1650.00	50.00	28.00	0.00	42.63	0.79	287.70	3445.31	-3157.61
16+75.00	1675.00	25.00	30.52	0.00	27.09	0.00	314.80	3445.31	-3130.52
					315	2,756			

OLD STH 54 - STAGE 4

Station	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate
10+50.00	1050.00	0.00	161.24	19.16	0.00	0.00	0.00	0.00	0.00
11+00.00	1100.00	50.00	123.79	13.73	263.92	30.45	263.92	38.07	225.85
12+00.00	1200.00	100.00	165.69	3.00	536.07	30.98	799.99	76.79	723.20
13+00.00	1300.00	100.00	92.09	0.05	477.37	5.65	1277.36	83.85	1193.51
13+50.00	1350.00	50.00	57.61	0.00	138.61	0.05	1415.97	83.91	1332.06
13+75.00	1375.00	25.00	0.00	0.00	26.67	0.00	1442.64	83.91	1358.73
					1,443	67			

OLD STH 54 - STAGE 4

Station	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate
22+60.96	2260.96	0.00	39.22	10.30	0.00	0.00	0.00	0.00	0.00
23+00.00	2300.00	39.04	56.53	5.03	69.22	11.08	69.22	13.85	55.37
23+70.00	2370.00	70.00	146.35	30.87	262.99	46.54	332.22	72.03	206.42
00+24.00	2400.00	30.00	12.19	23.88	88.08	30.42	420.29	38.02	256.48
24+20.00	2420.00	20.00	0.00	0.00	4.51	8.84	424.81	49.08	48.83
					425	97			

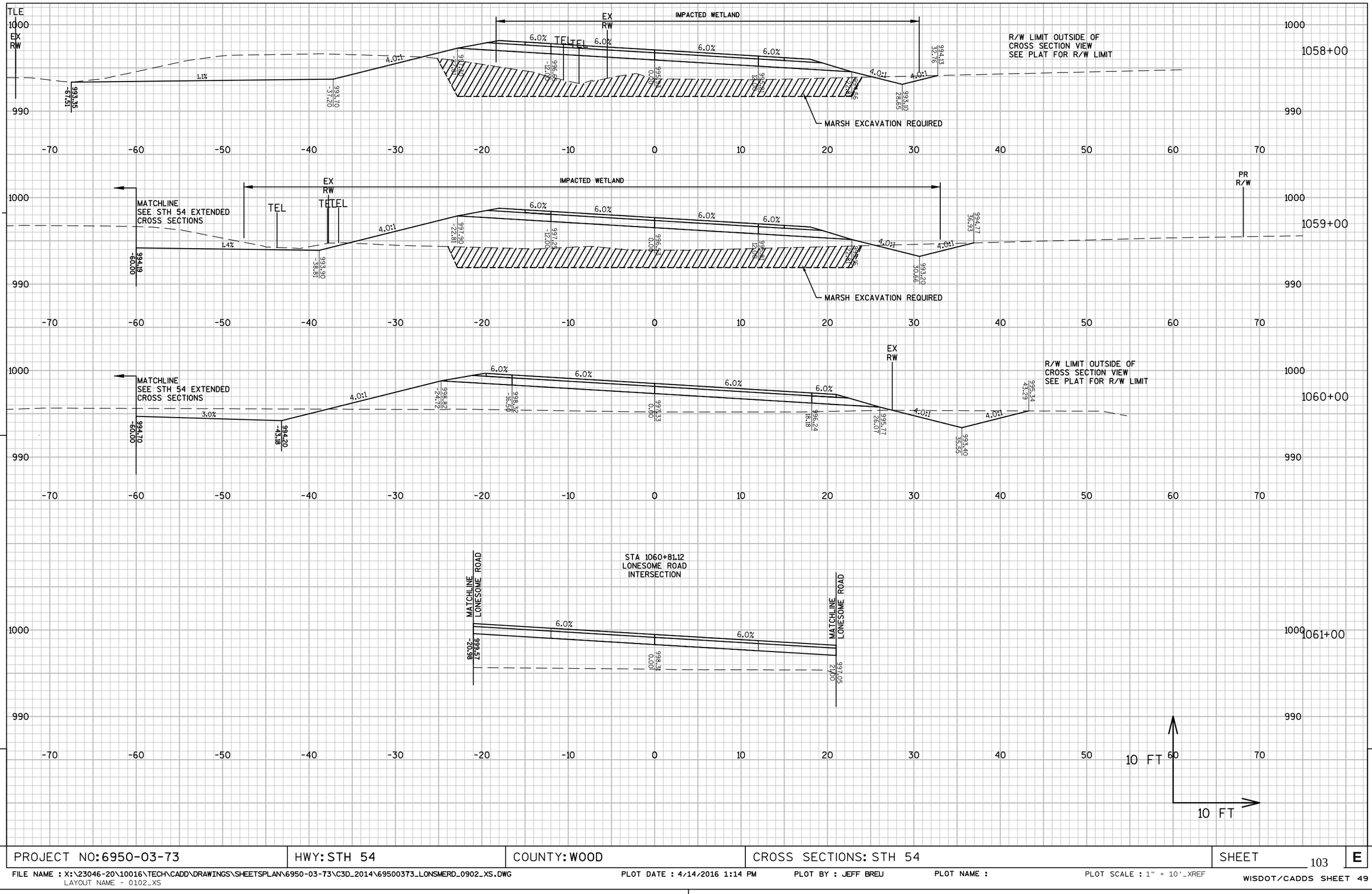


PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 102	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-73\C3D_2014\69500373_LONSMERD_0902_XS.DWG
LAYOUT NAME - 0101_XS

PLOT DATE : 4/14/2016 10:10 AM PLOT BY : JEFF BREU PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

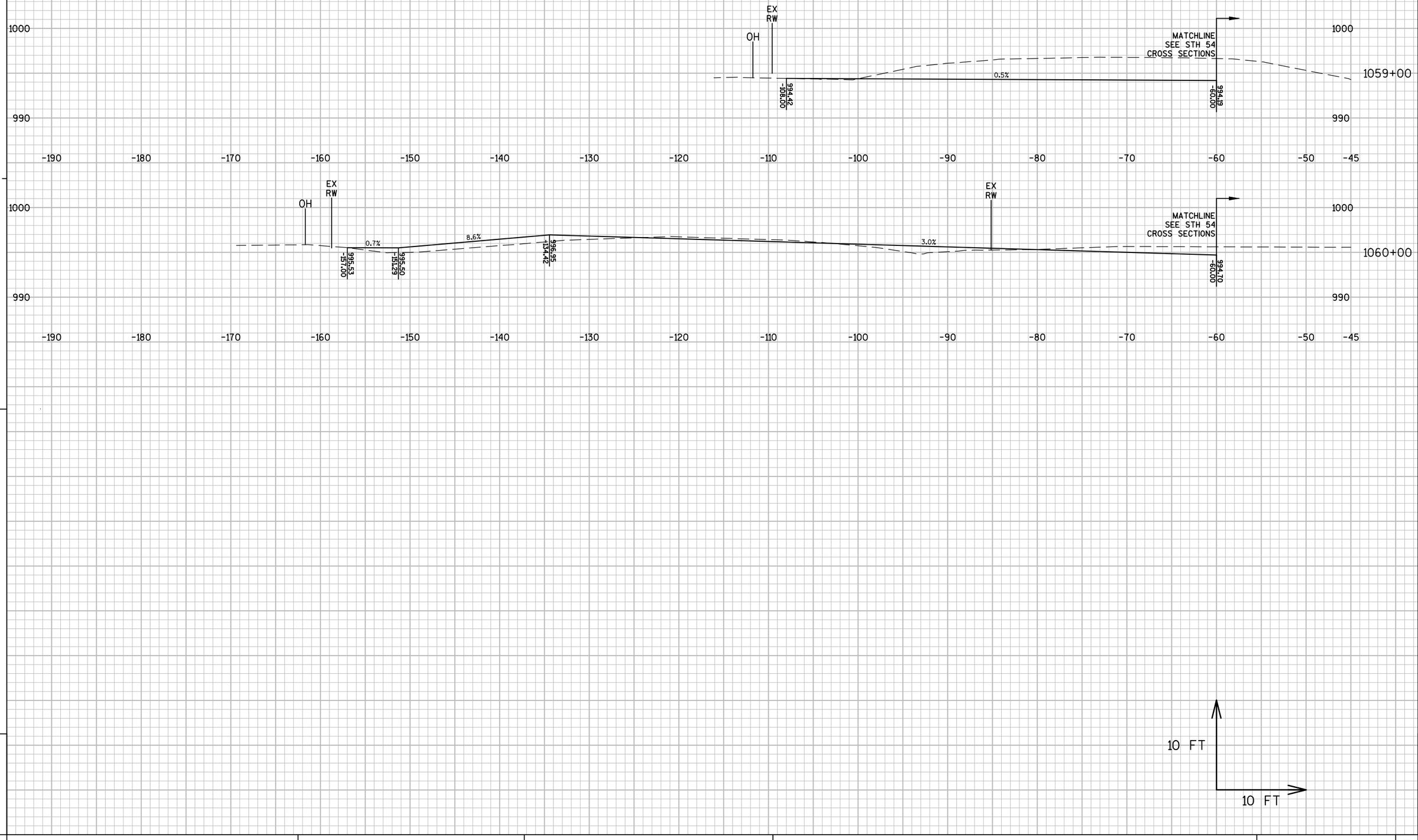


PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 103	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-73\C3D_2014\69500373_LONSMERD_0902_XS.DWG
LAYOUT NAME - 0102_XS

PLOT DATE : 4/14/2016 1:14 PM PLOT BY : JEFF BREU PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

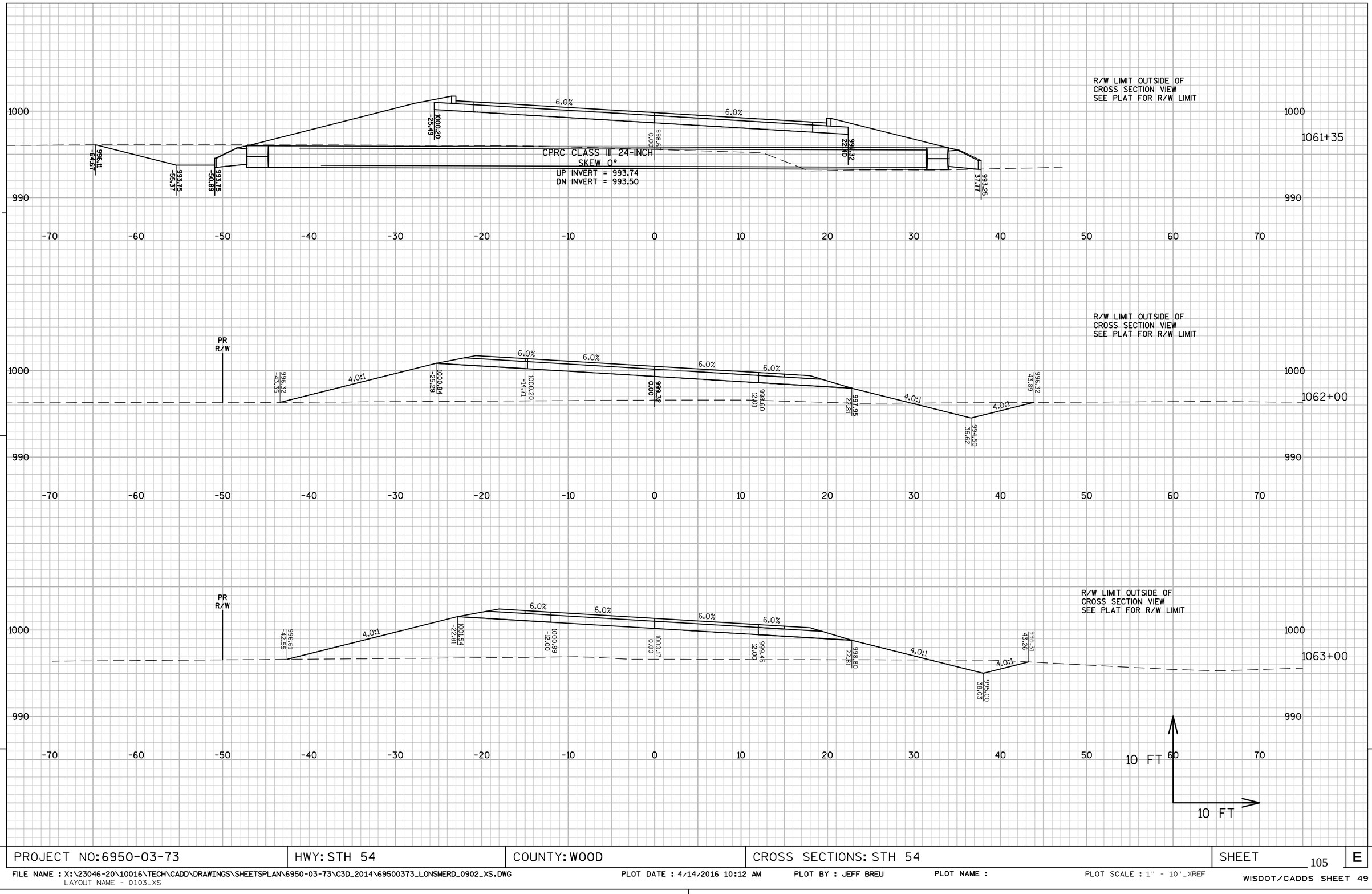


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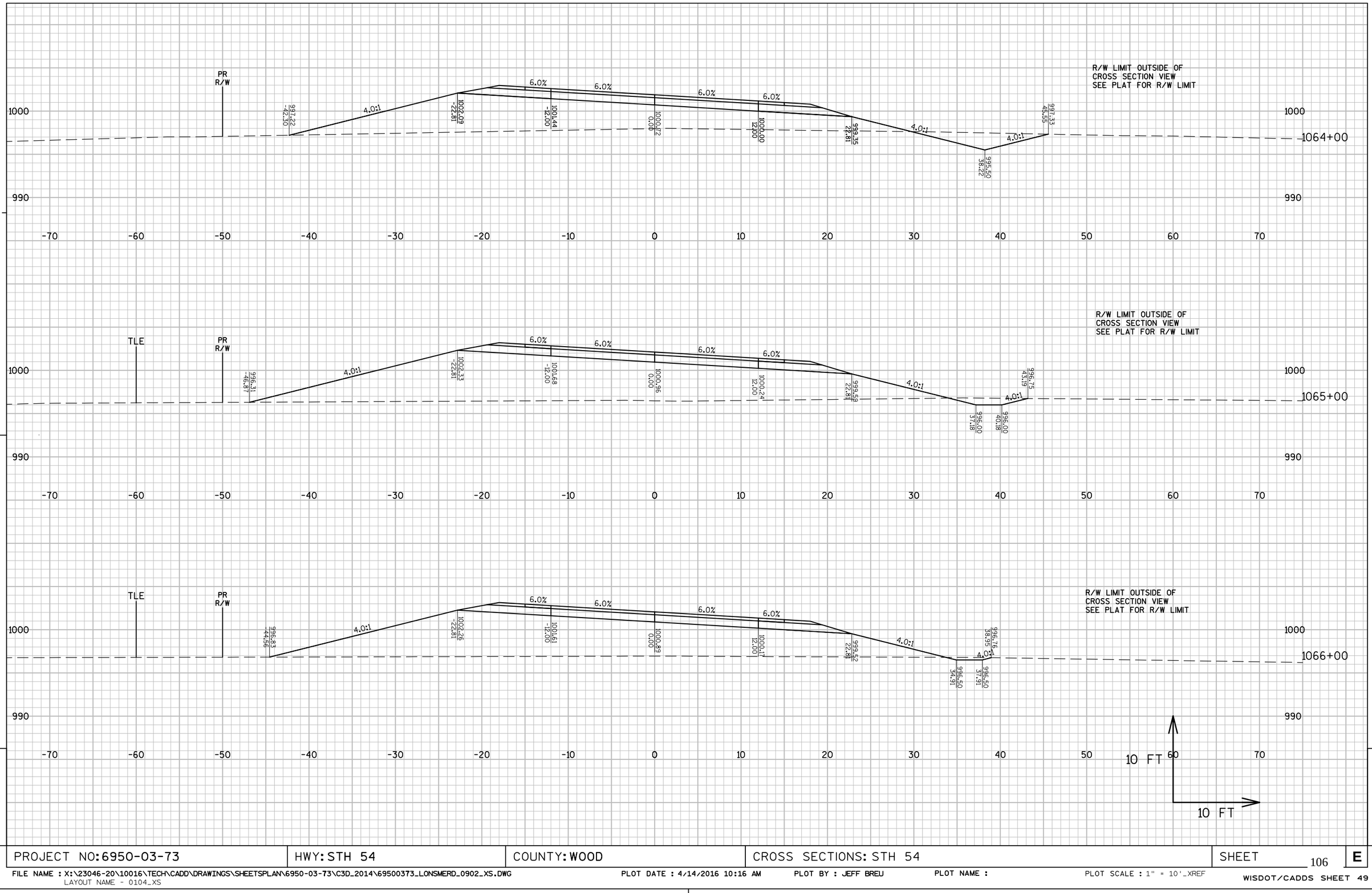
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PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54 EXTENDED	SHEET 104	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-73\C3D_2014\69500373_LONSMERD_0902_XS.DWG
LAYOUT NAME - 59&60 EXT_XS
PLOT DATE : 4/14/2016 10:16 AM
PLOT BY : JEFF BREU
PLOT NAME :
PLOT SCALE : 1" = 10'_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 105	E



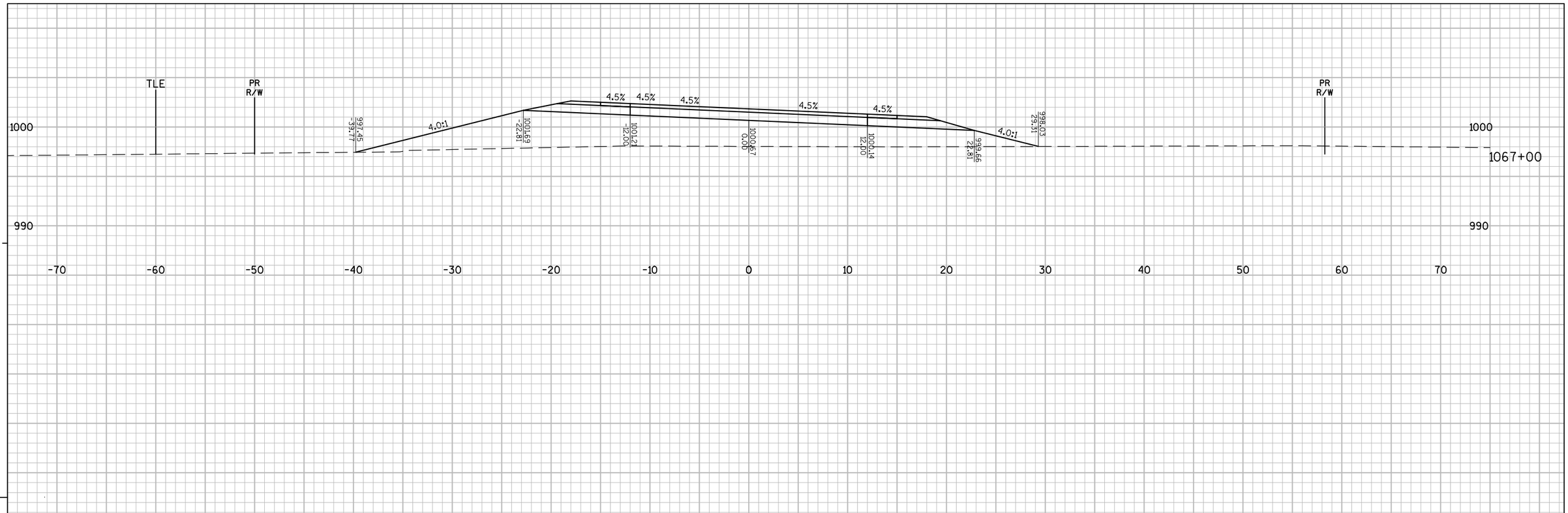
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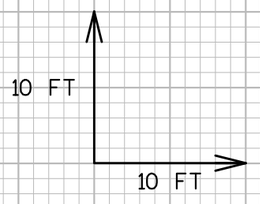
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PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 106	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-73\C3D_2014\69500373_LONSMERD_0902_XS.DWG
LAYOUT NAME - 0104_XS

PLOT DATE : 4/14/2016 10:16 AM PLOT BY : JEFF BREU PLOT NAME : PLOT SCALE : 1" = 10'_XREF

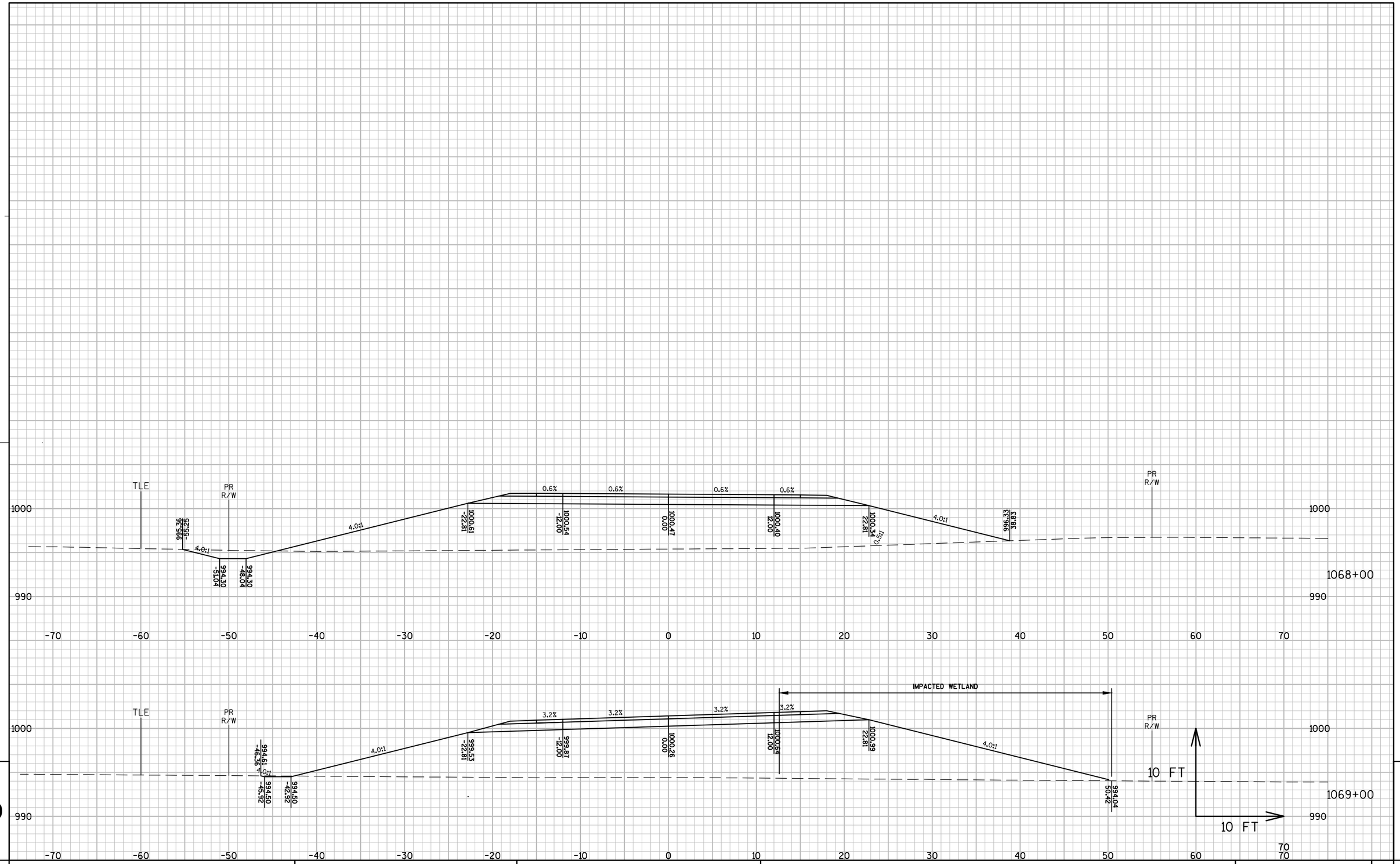




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PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 107	E



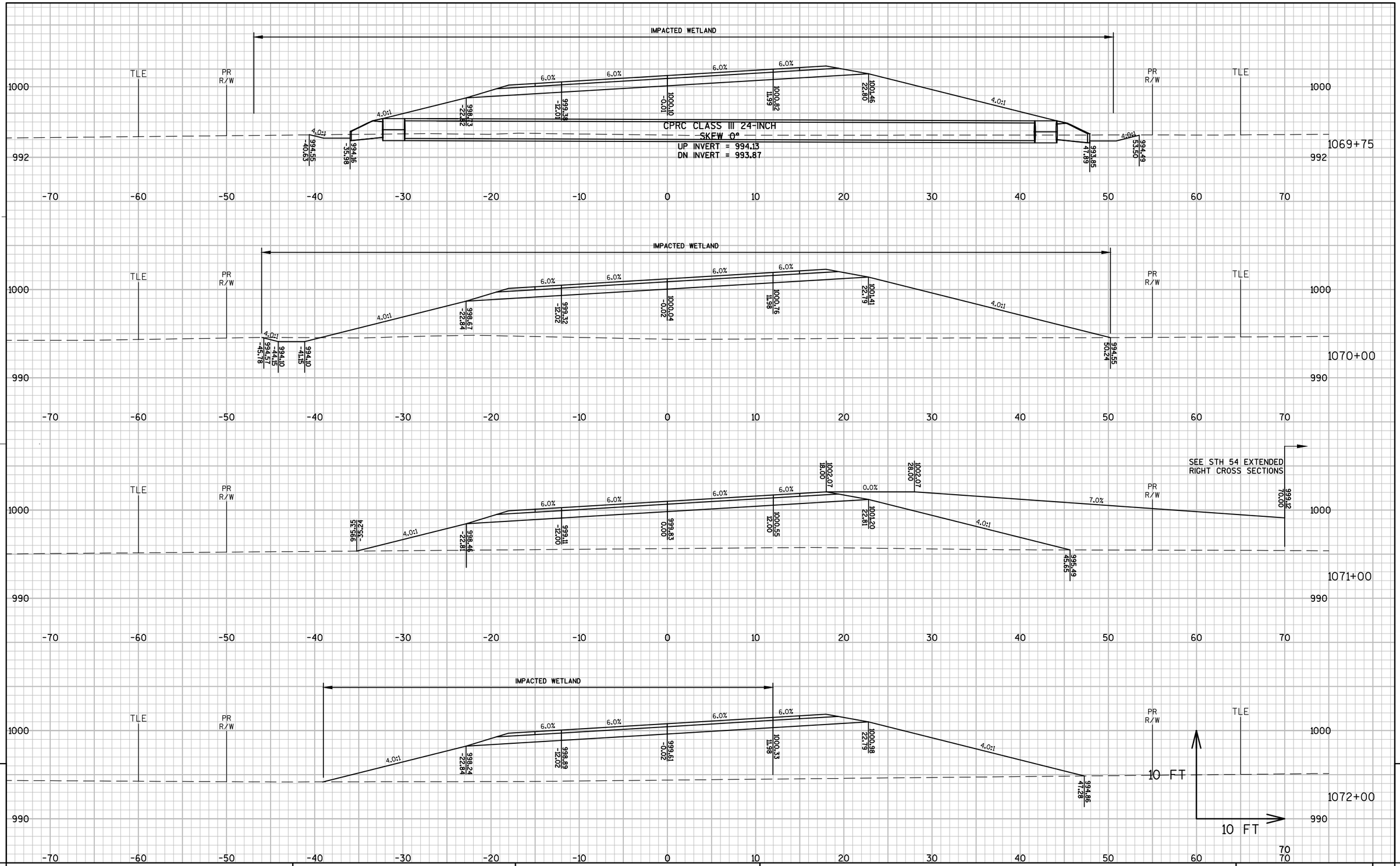
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PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 108	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-73\C3D_2014\69500373_STH 54_0901_XS.DWG PLOT DATE : 4/14/2016 12:00 PM PLOT BY : JEFF BREU PLOT NAME : _____ PLOT SCALE : 1:10_XREF

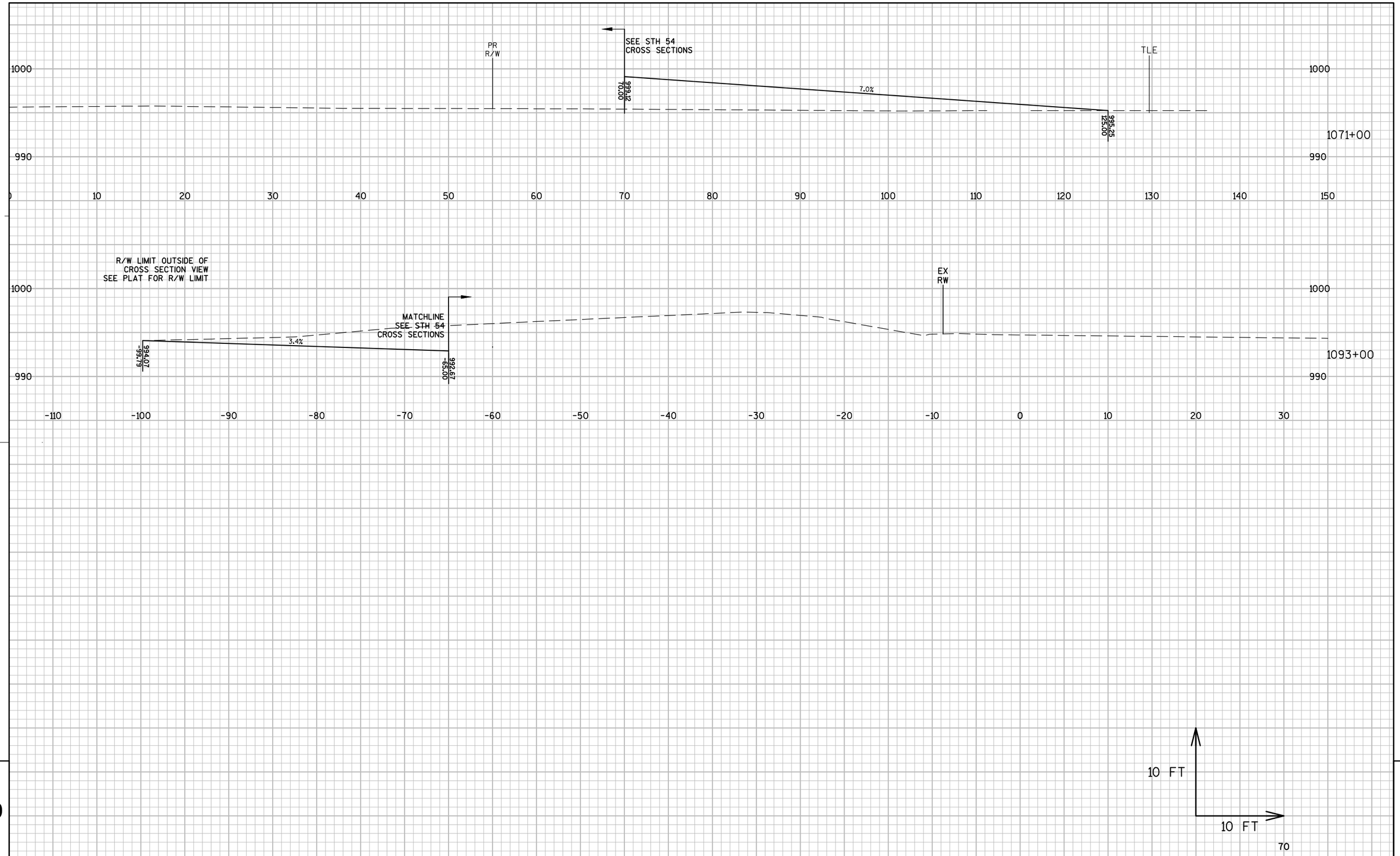
WISDOT/CADDS SHEET 49



PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 109	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-73\C3D_2014\69500373_STH 54_0901_XS.DWG PLOT DATE : 4/14/2016 12:00 PM PLOT BY : JEFF BREU PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49

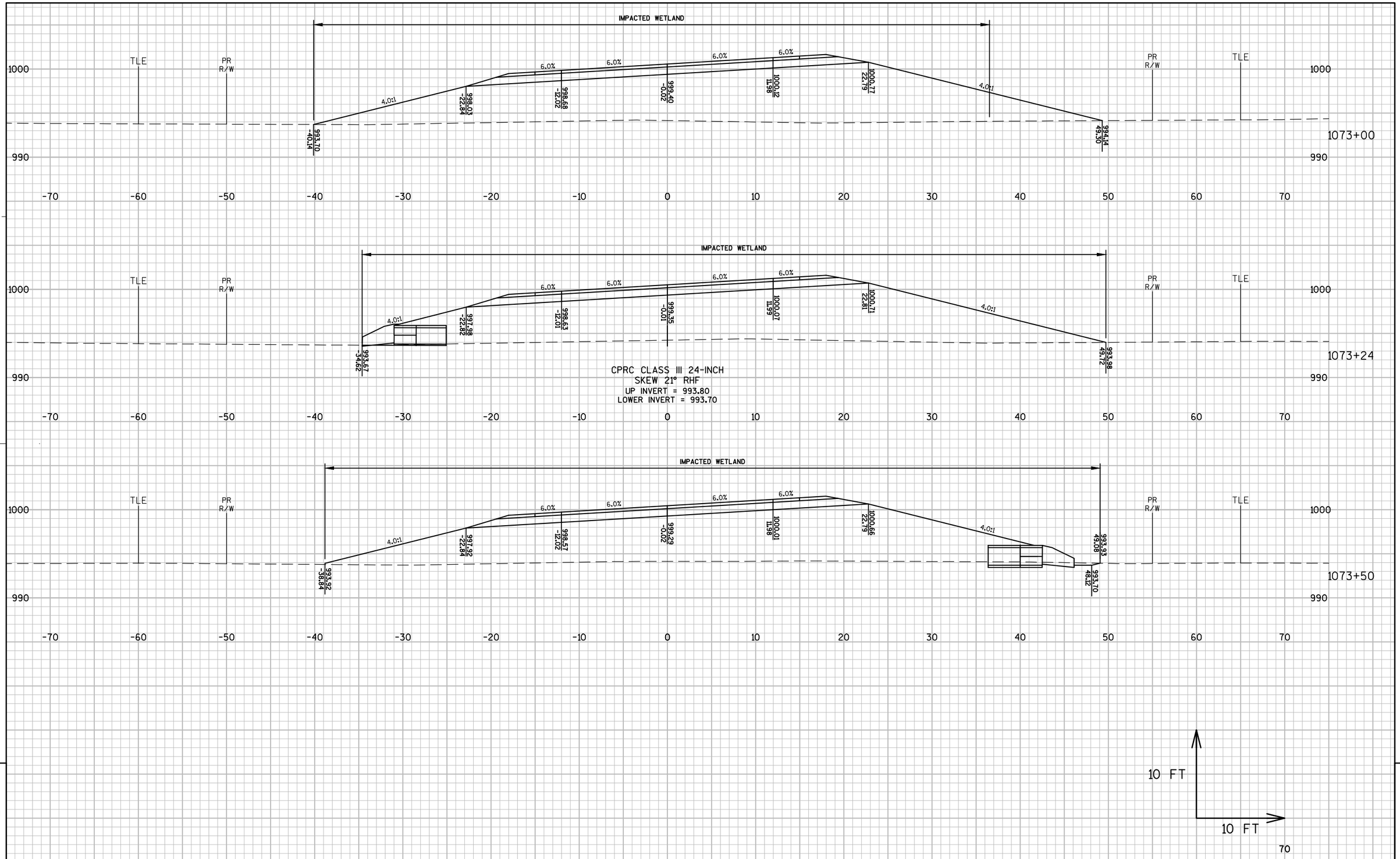


9

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PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54 EXTENDED	SHEET 110	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-73\C3D_2014\69500373_STH 54_0901_XS.DWG PLOT DATE : 4/14/2016 12:05 PM PLOT BY : JEFF BREU PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

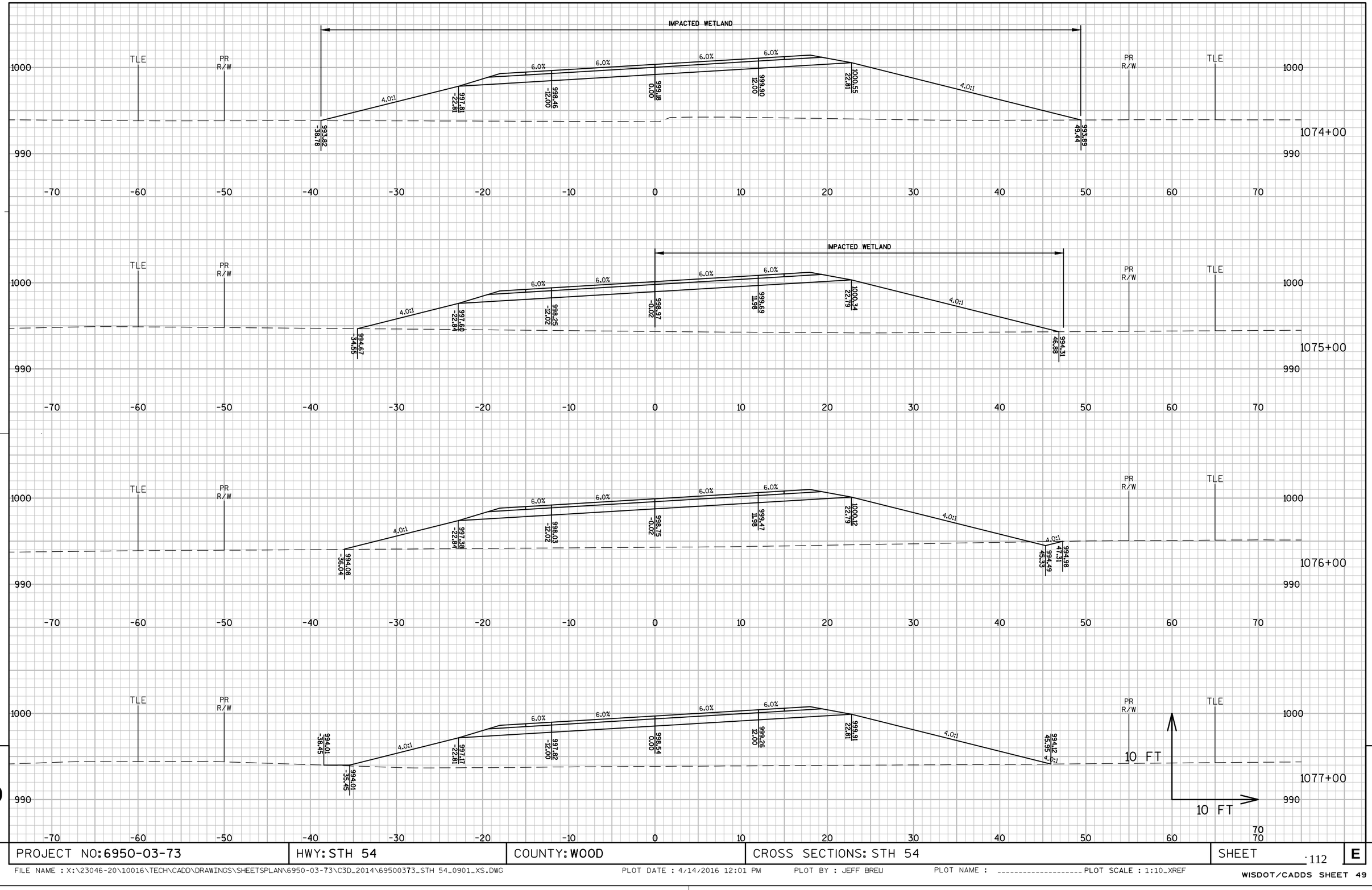


CPRC CLASS III 24-INCH
SKEW 21° RHF
UP INVERT = 993.80
LOWER INVERT = 993.70

PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 111	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-73\C3D_2014\69500373_STH 54_0901_XS.DWG PLOT DATE : 4/14/2016 12:00 PM PLOT BY : JEFF BREU PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



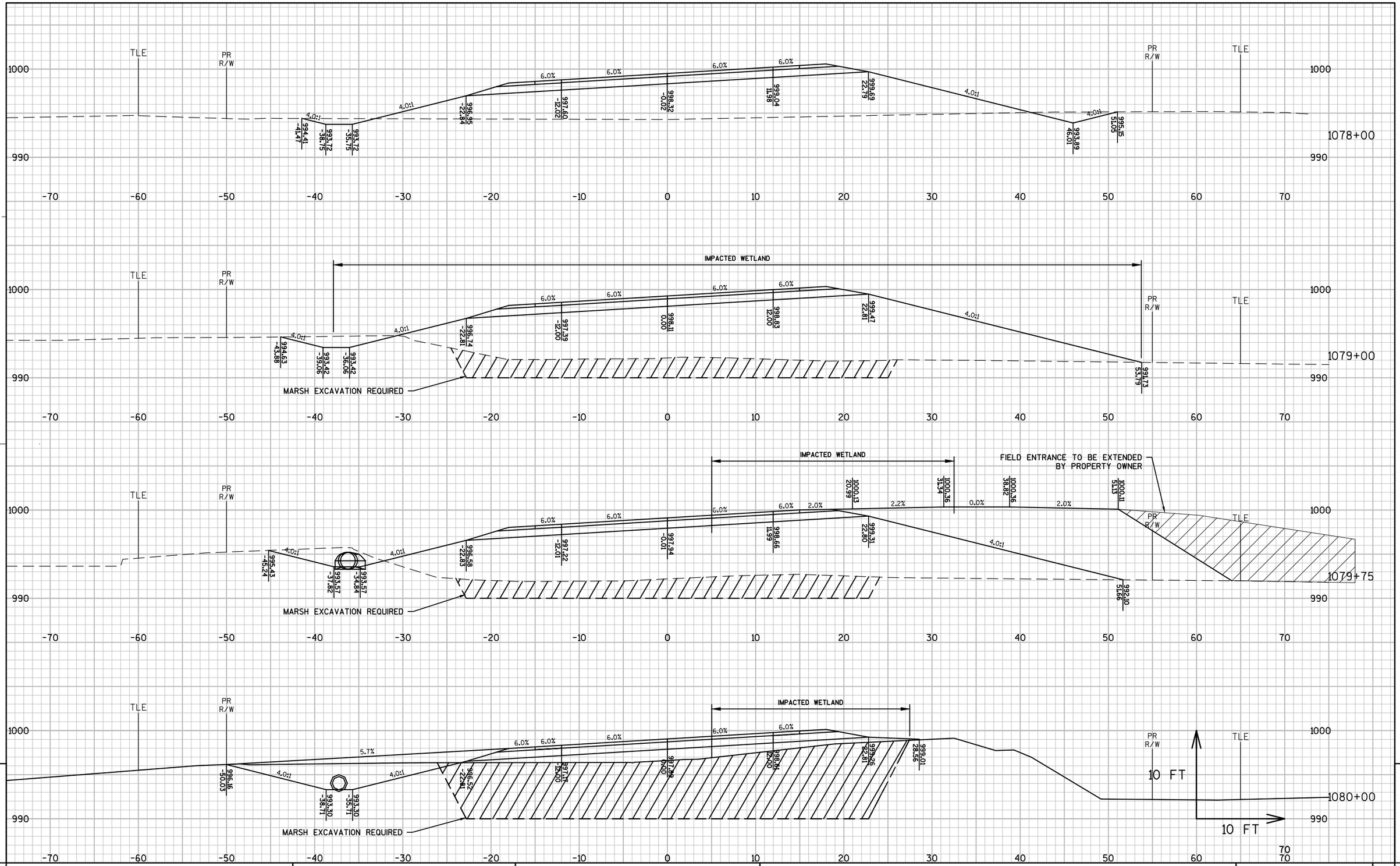
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PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 112	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-73\C3D_2014\69500373_STH 54_0901_XS.DWG PLOT DATE : 4/14/2016 12:01 PM PLOT BY : JEFF BREU PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

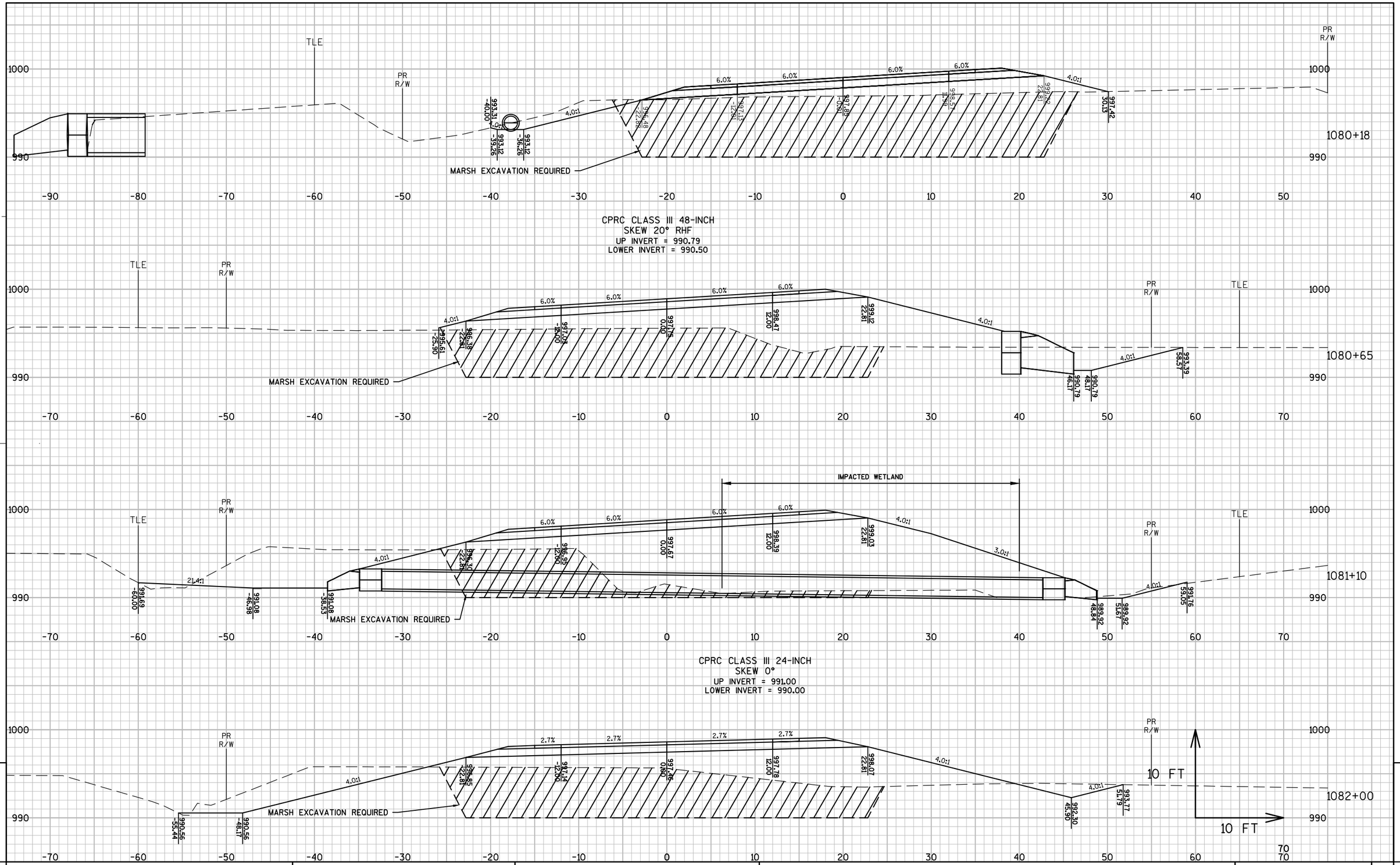
WISDOT/CADDS SHEET 49



PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 113 E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-73\C3D_2014\69500373_STH 54_0901_XS.DWG PLOT DATE : 4/14/2016 12:01 PM PLOT BY : JEFF BREU PLOT NAME : _____ PLOT SCALE : 1:10_XREF

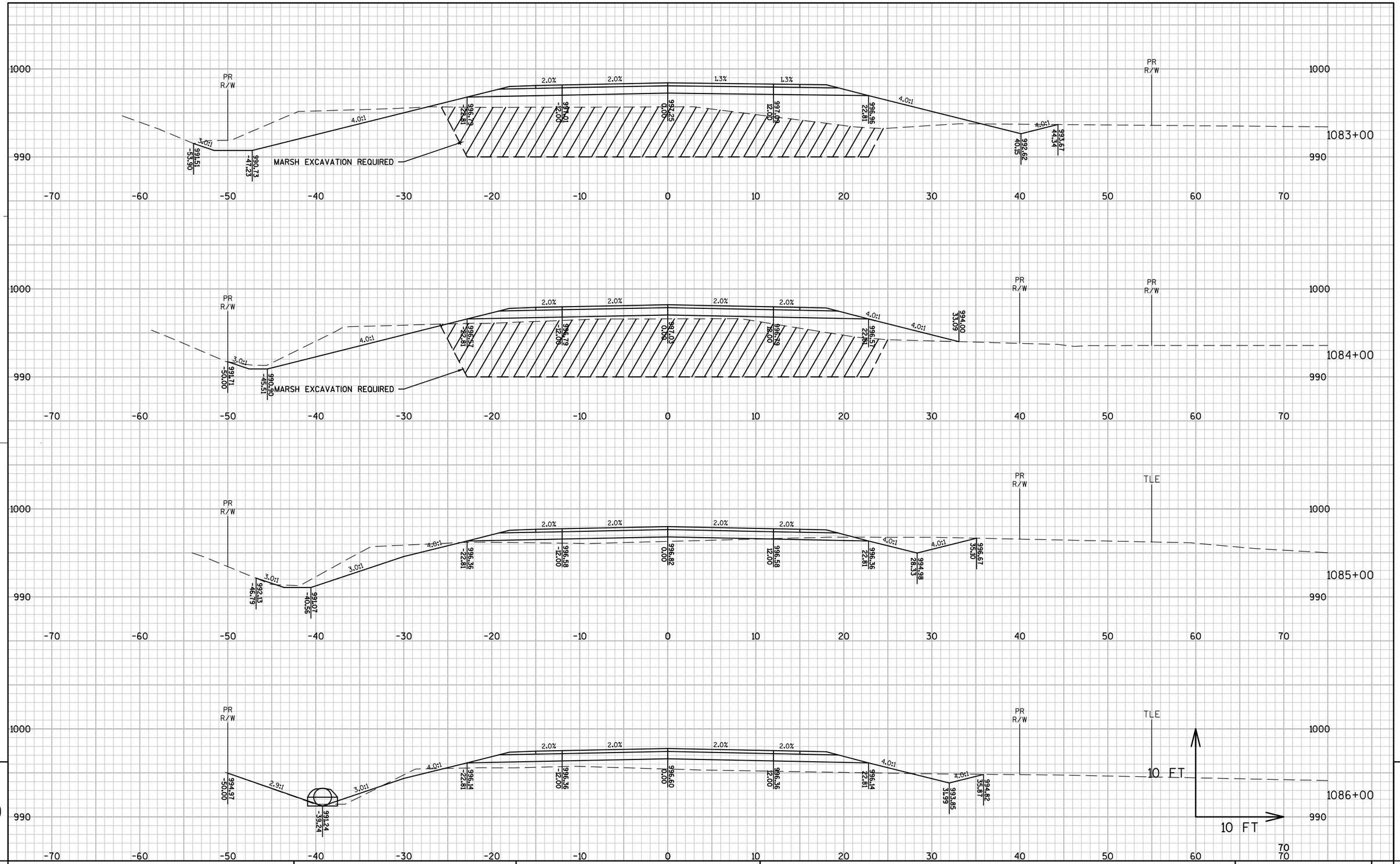
WISDOT/CADDS SHEET 49



PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 114	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-73\C3D_2014\69500373_STH 54_0901_XS.DWG PLOT DATE : 4/14/2016 1:08 PM PLOT BY : JEFF BREU PLOT NAME : _____ PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



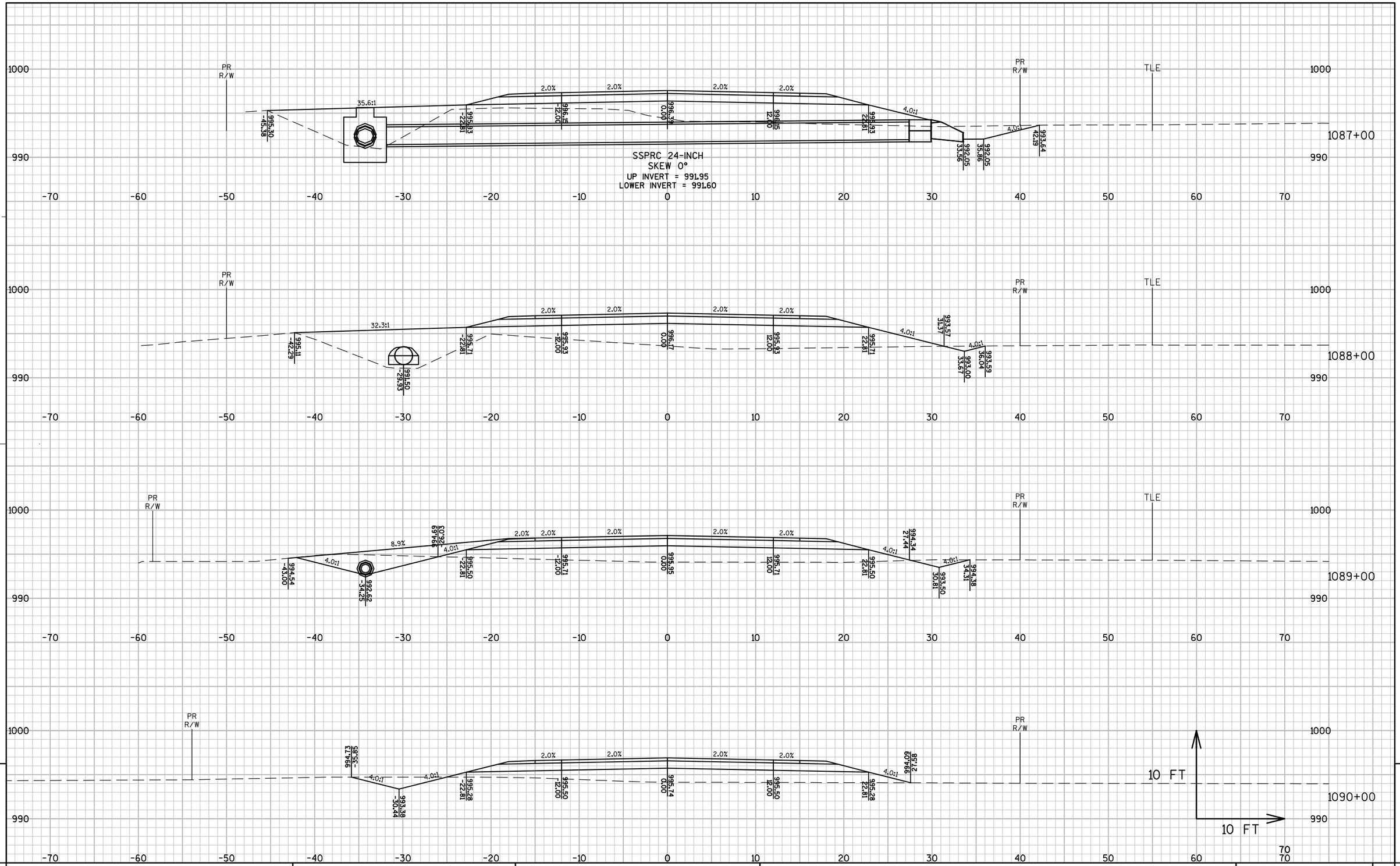
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PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 115	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-73\C3D_2014\69500373_STH 54_0901_XS.DWG PLOT DATE : 4/14/2016 12:02 PM PLOT BY : JEFF BREU PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

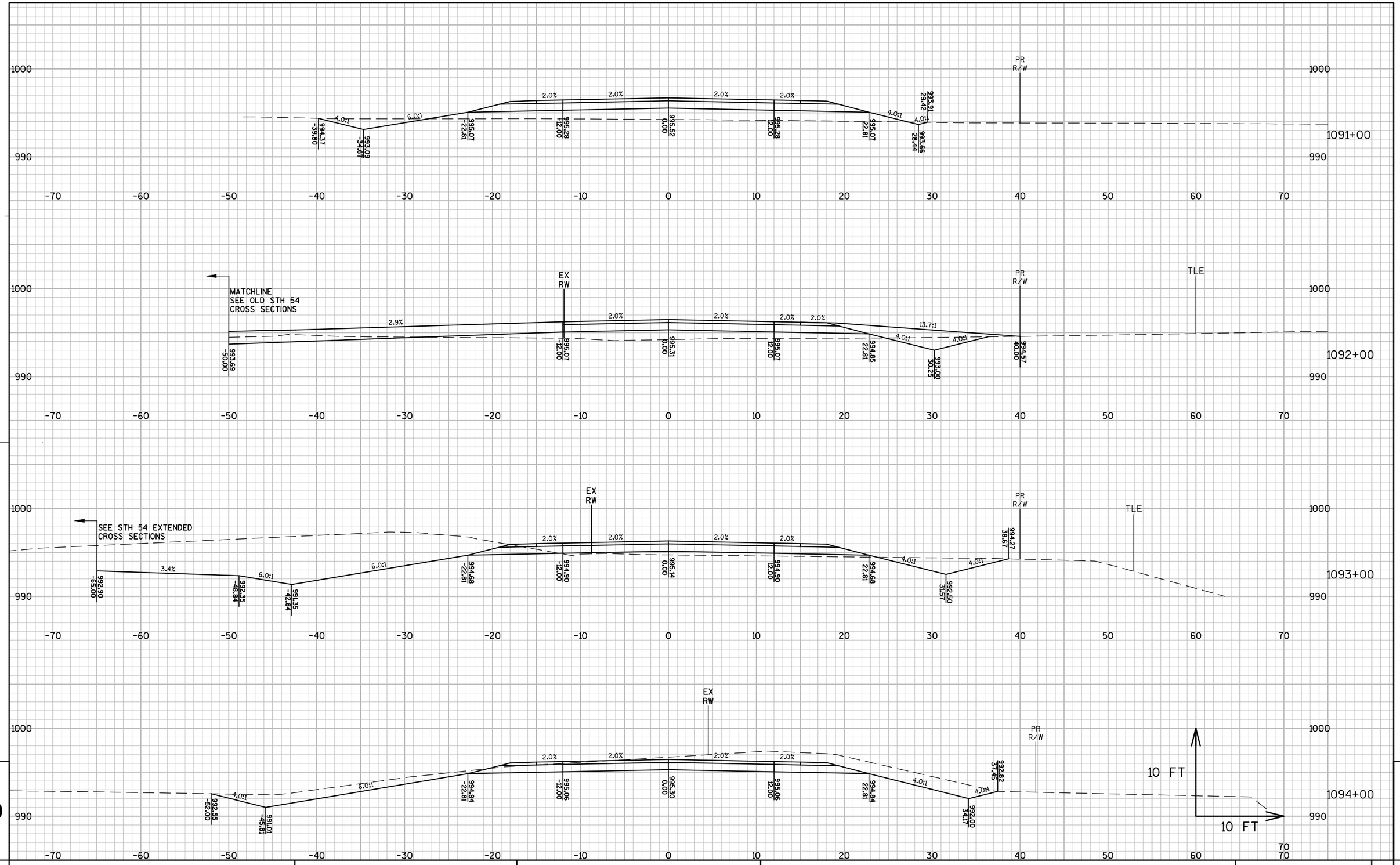
WISDOT/CADDS SHEET 49



PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 116 E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-73\C3D_2014\69500373_STH 54_0901_XS.DWG PLOT DATE : 4/14/2016 12:03 PM PLOT BY : JEFF BREU PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

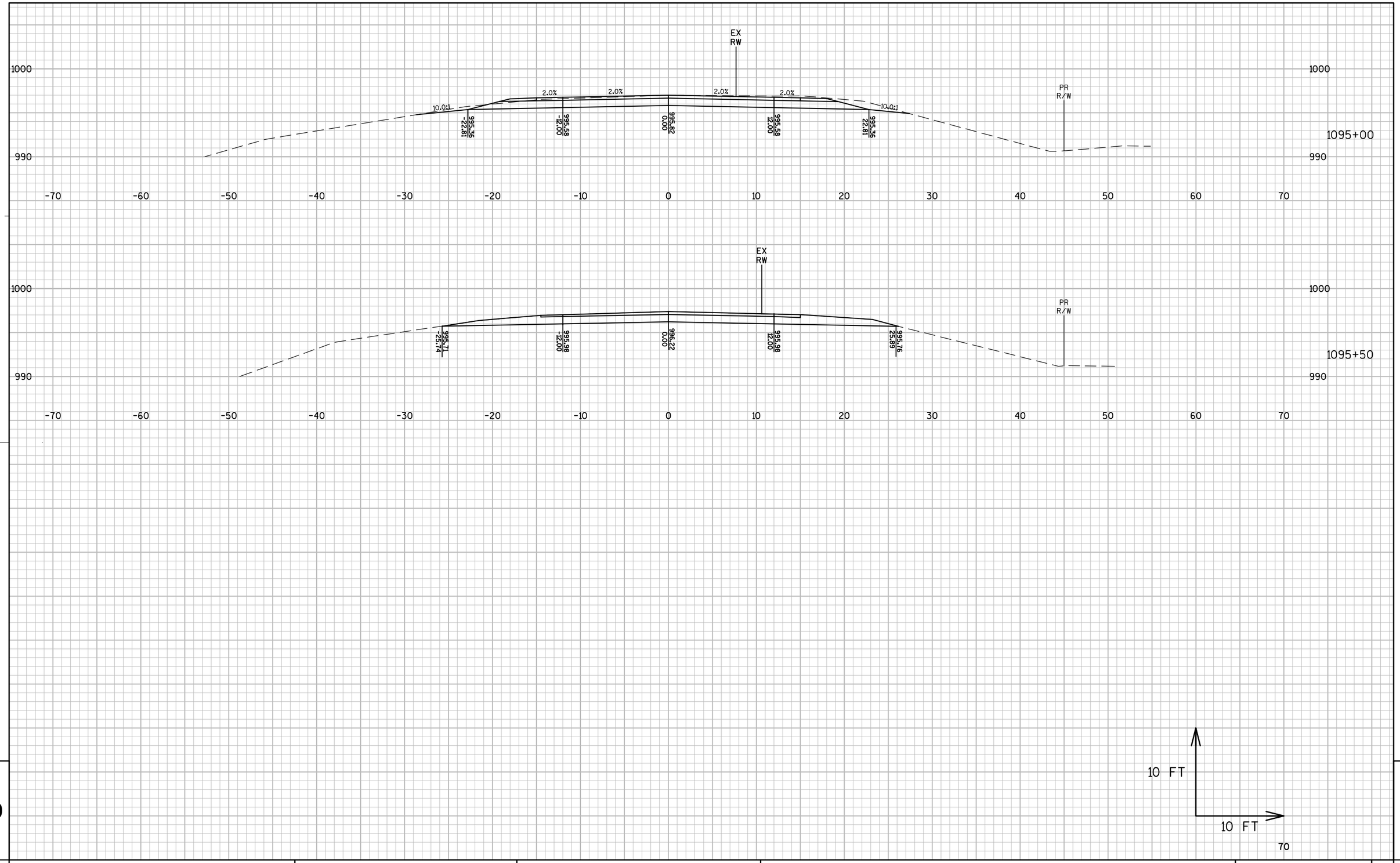
WISDOT/CADDS SHEET 49



PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 117 E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-73\C3D_2014\69500373_STH 54_0901_XS.DWG PLOT DATE : 4/14/2016 12:03 PM PLOT BY : JEFF BREU PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



9

9

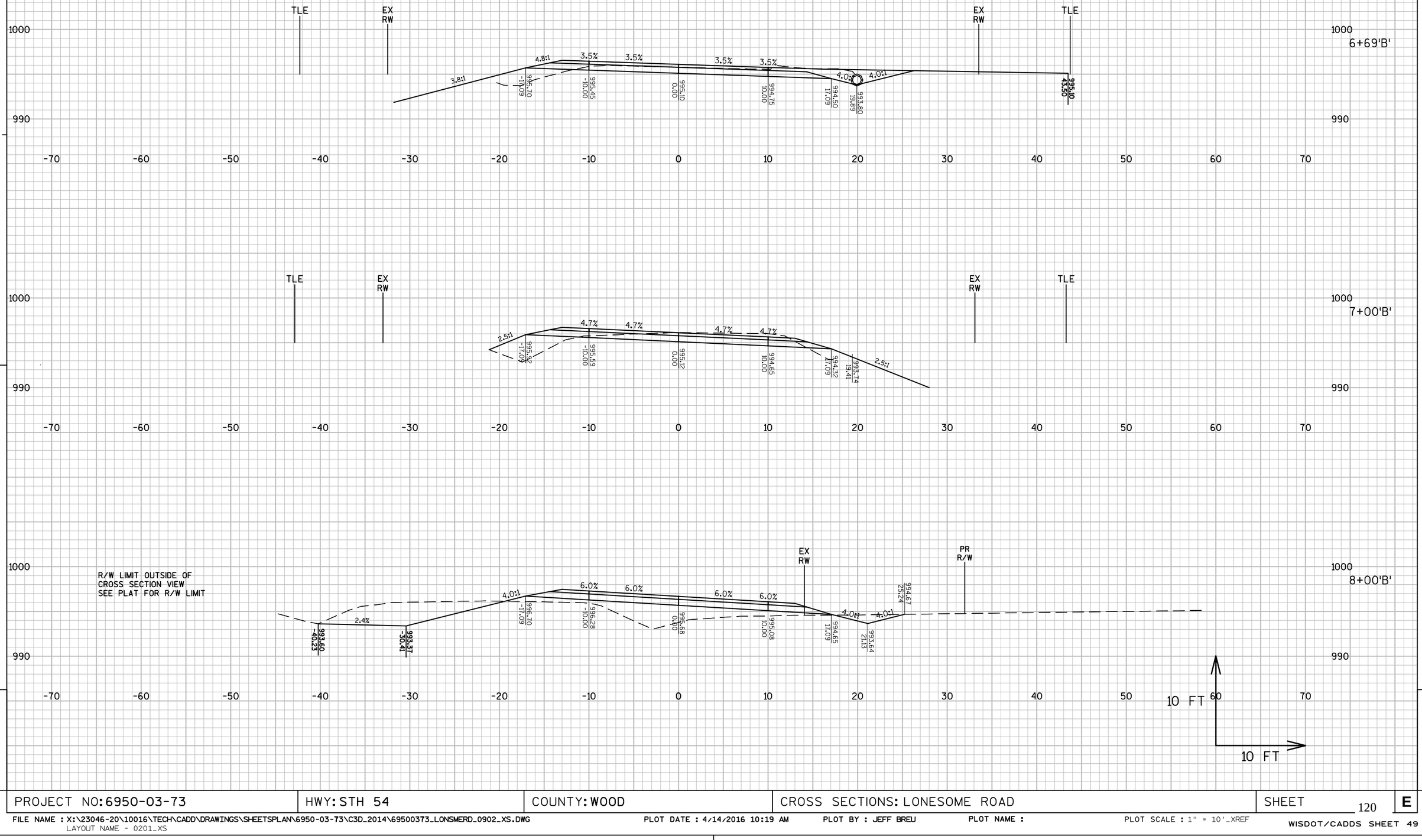
PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 118	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-73\C3D_2014\69500373_STH 54_0901_XS.DWG PLOT DATE : 4/14/2016 12:03 PM PLOT BY : JEFF BREU PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: LONESOME ROAD	SHEET 119	E



9

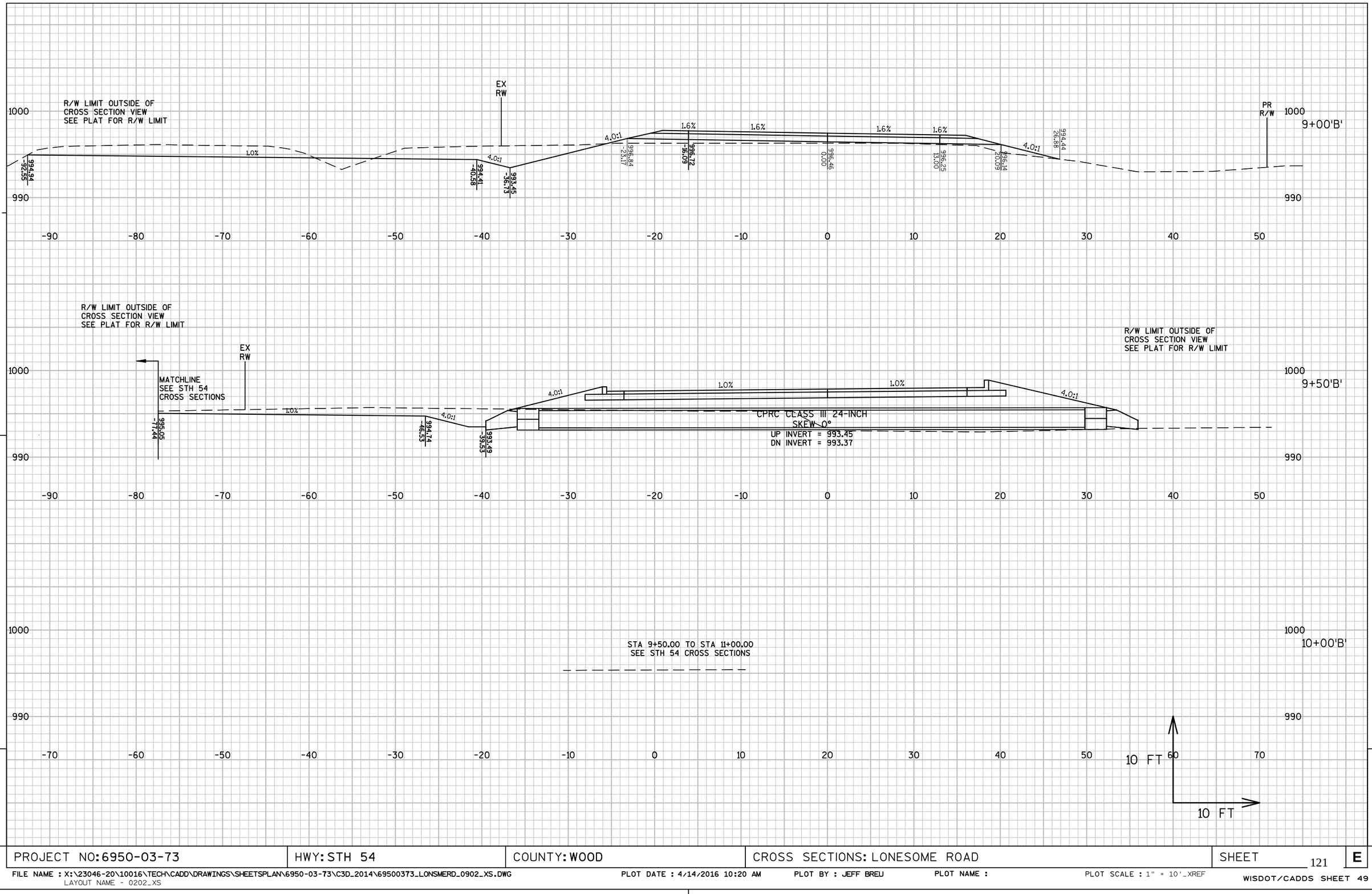
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PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: LONESOME ROAD	SHEET 120	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-73\C3D_2014\69500373_LONSMERD_0902_XS.DWG
LAYOUT NAME - 0201_XS

PLOT DATE : 4/14/2016 10:19 AM PLOT BY : JEFF BREU PLOT NAME : PLOT SCALE : 1" = 10'_XREF

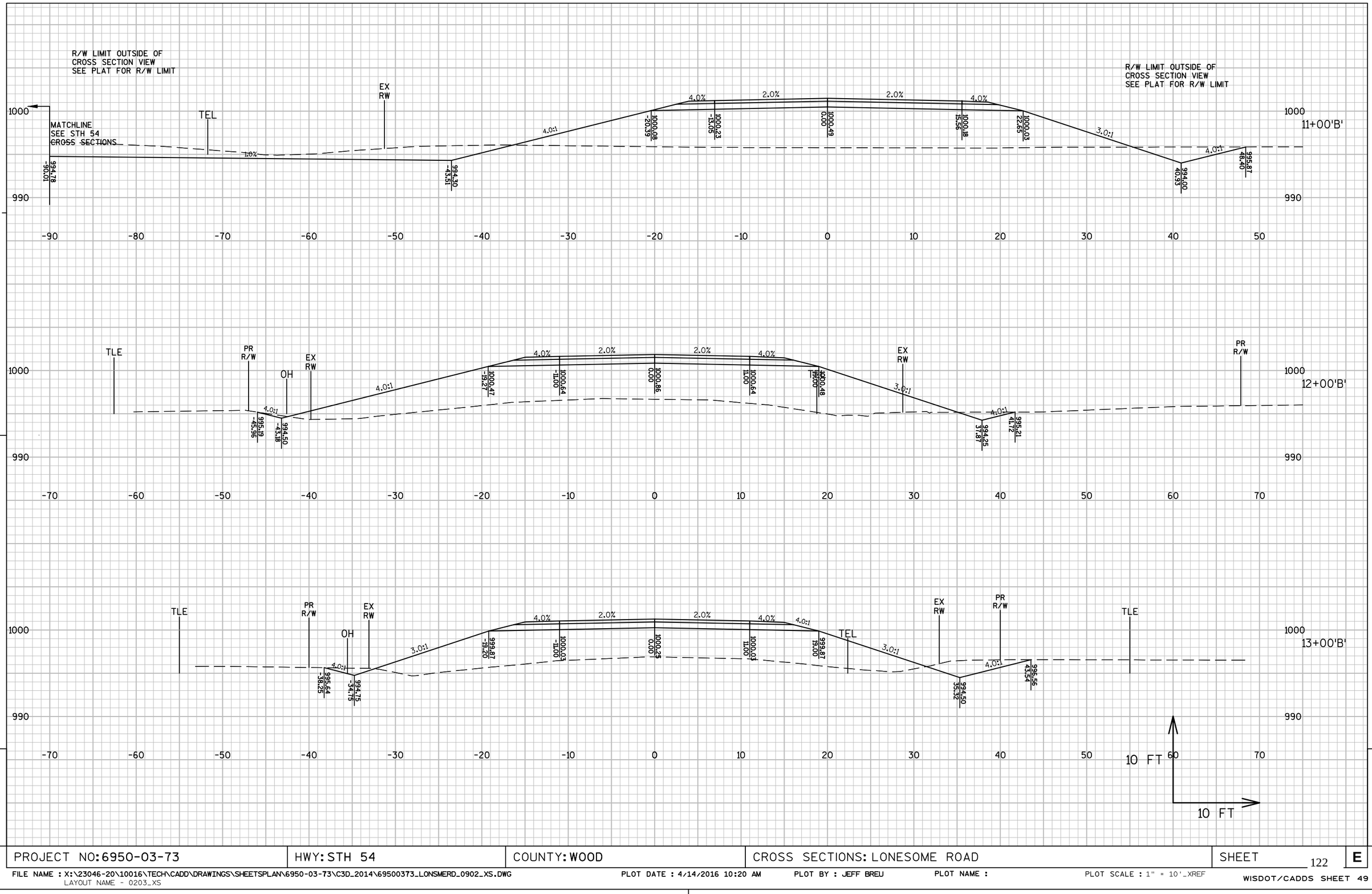
WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: LONESOME ROAD	SHEET 121	E

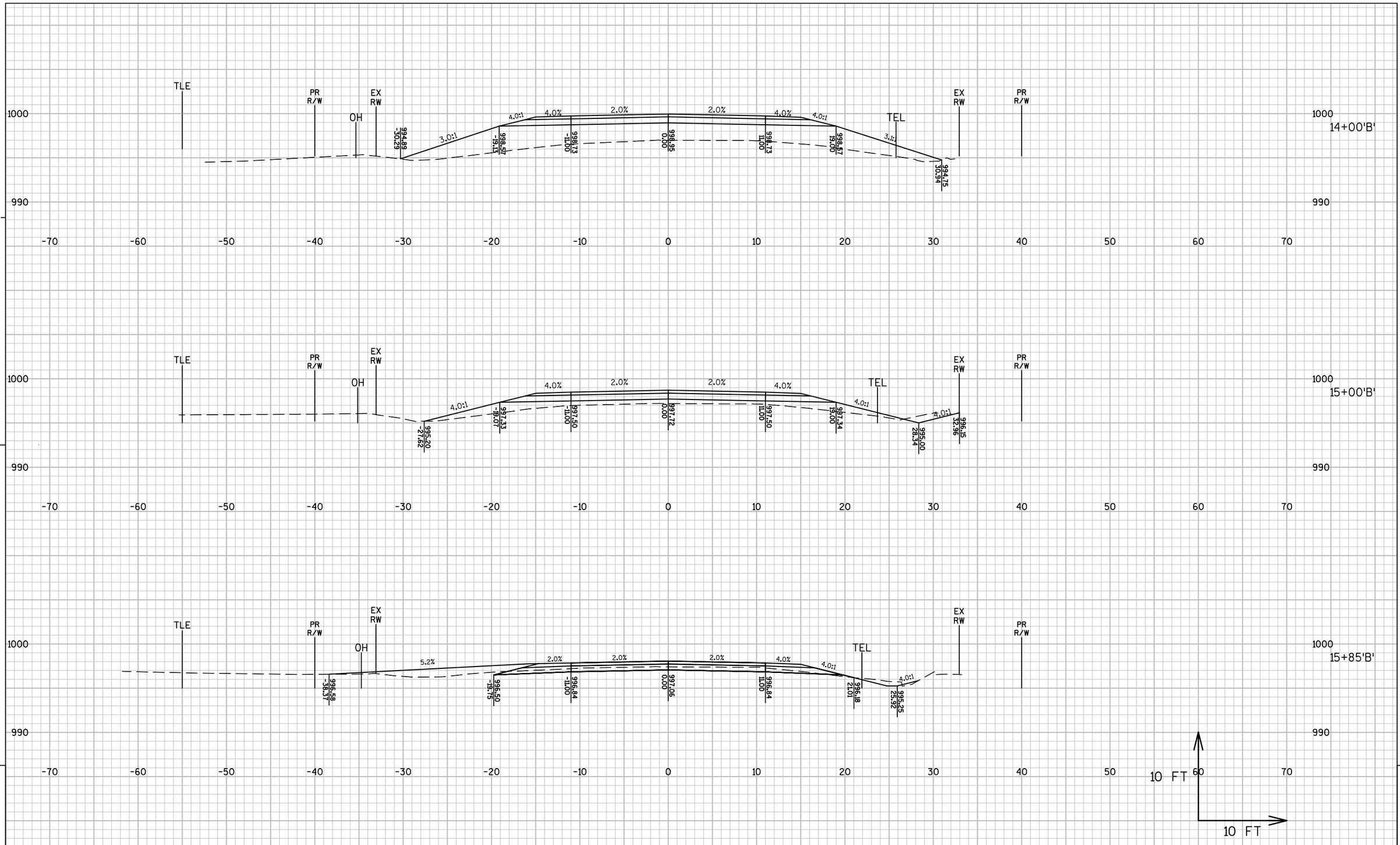


PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: LONESOME ROAD	SHEET 122	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-73\C3D_2014\69500373_LONSMERD_0902_XS.DWG
LAYOUT NAME - 0203_XS

PLOT DATE : 4/14/2016 10:20 AM PLOT BY : JEFF BREU PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

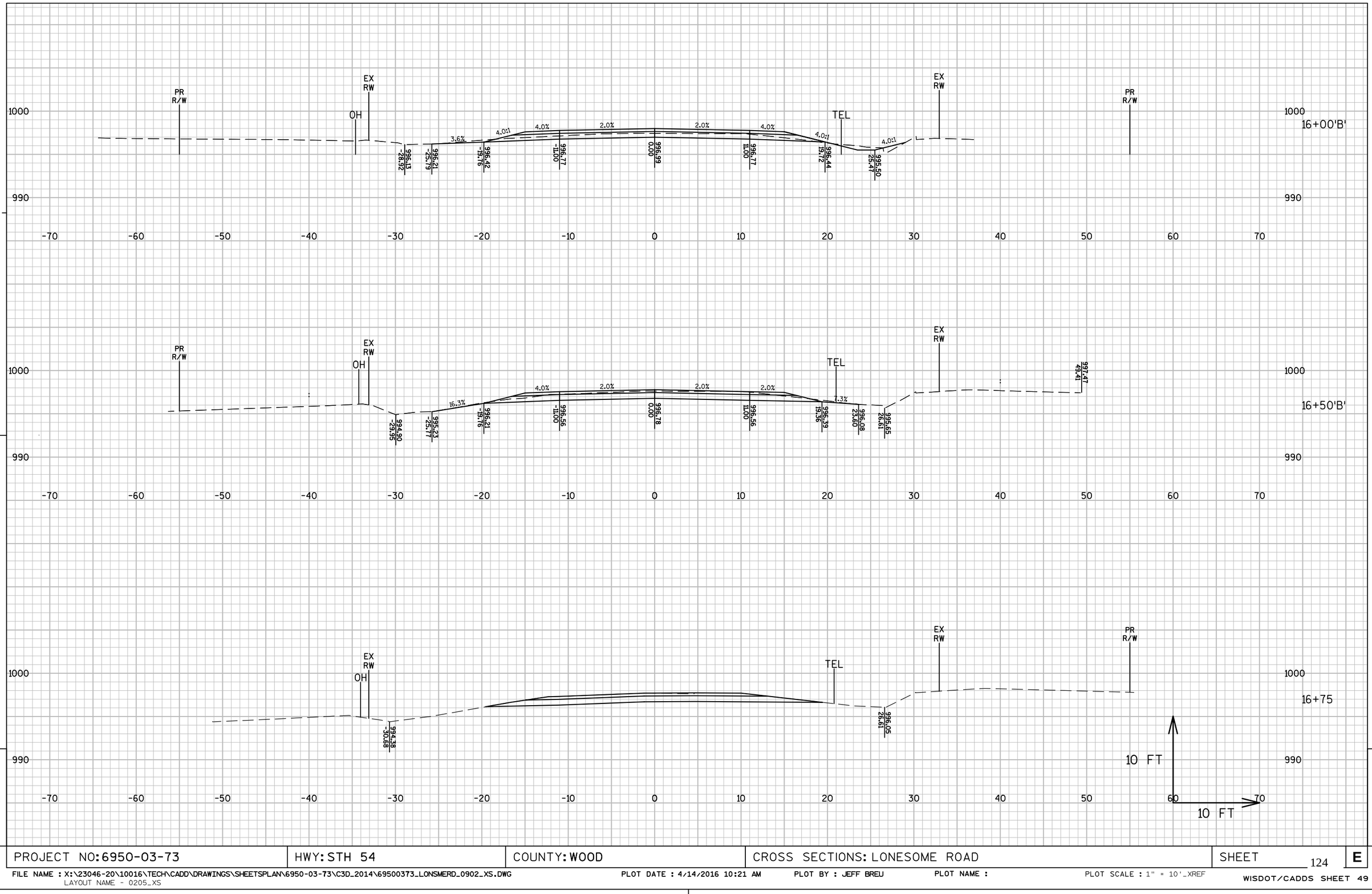


PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: LONESOME ROAD	SHEET 123	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-73\C3D_2014\69500373_LONSMERD_0902_XS.DWG
LAYOUT NAME - 0204_XS

PLOT DATE : 4/14/2016 10:20 AM PLOT BY : JEFF BREU PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

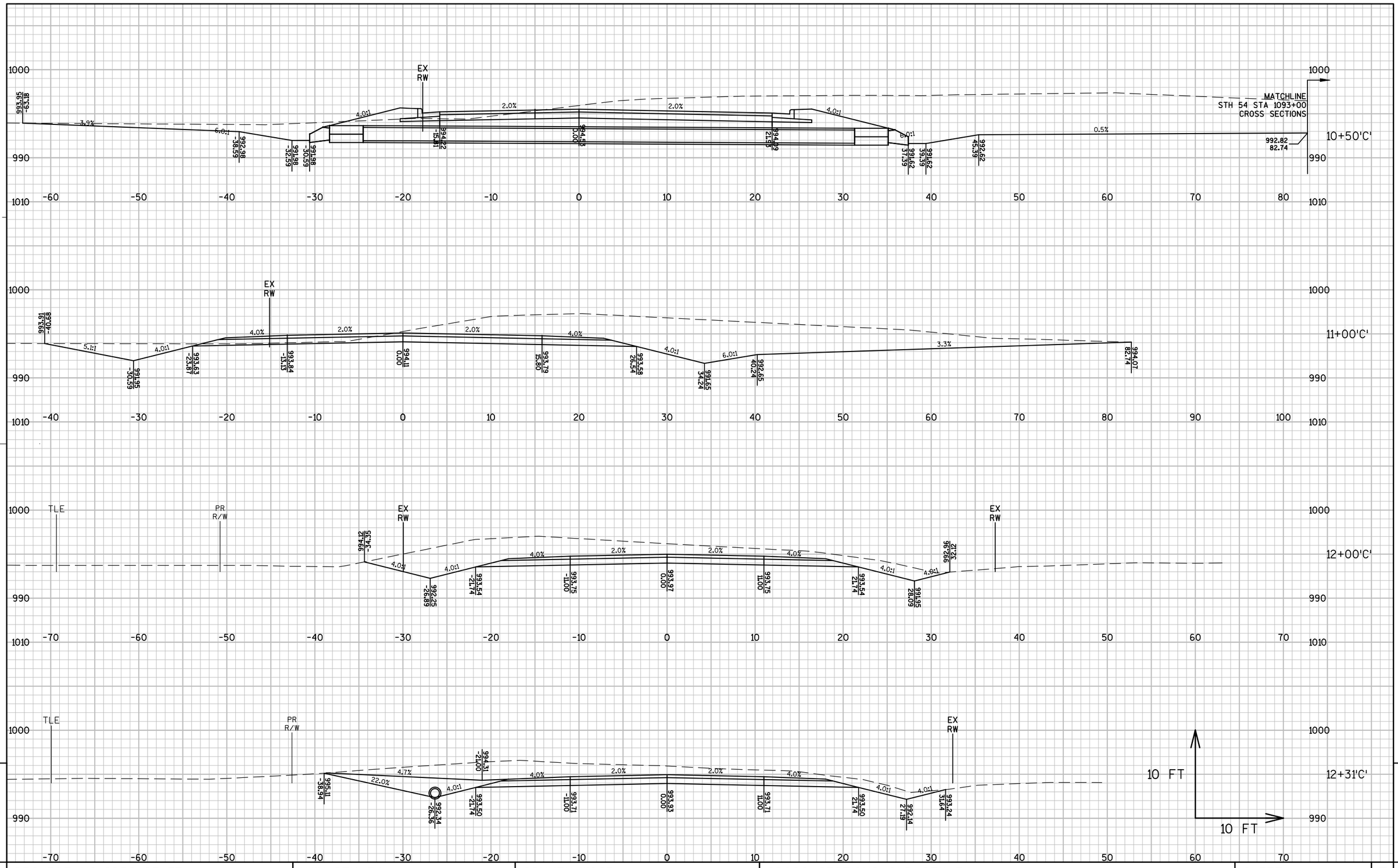


PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: LONESOME ROAD	SHEET 124	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-73\C3D_2014\69500373_LONSMERD_0902_XS.DWG
LAYOUT NAME - 0205_XS

PLOT DATE : 4/14/2016 10:21 AM PLOT BY : JEFF BREU PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49



9

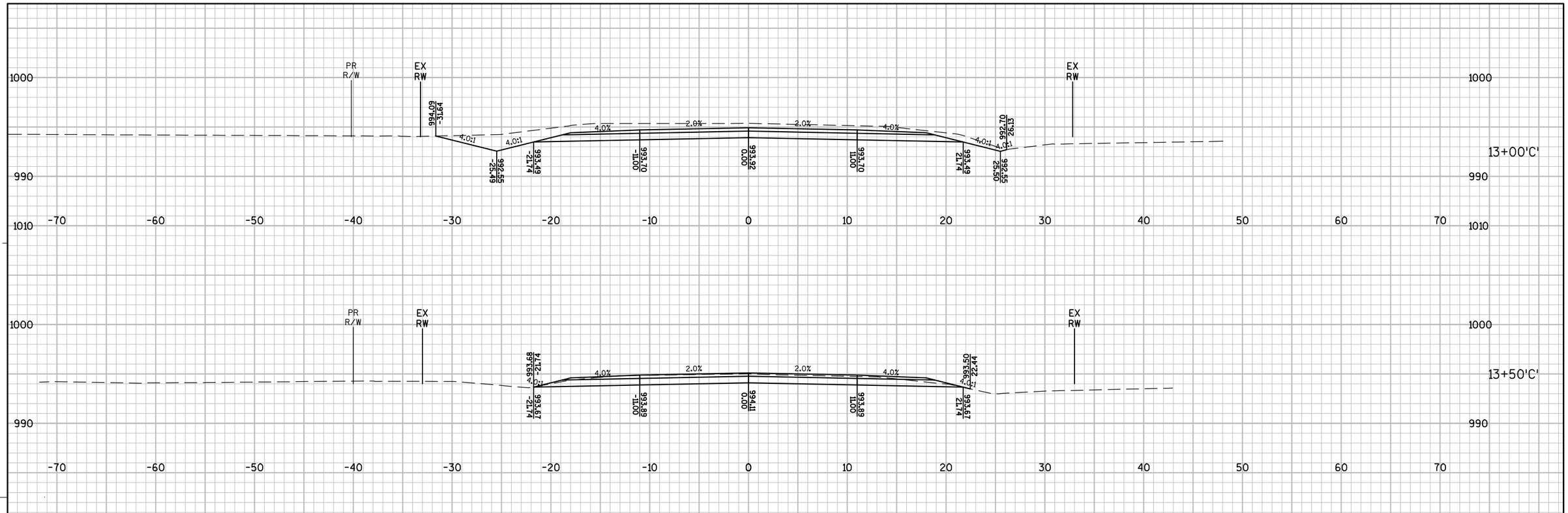
9

PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: OLD STH 54	SHEET 125	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-73\C3D_2014\69500373_STH 54_0901_XS.DWG
LAYOUT NAME - 0301_XS

PLOT DATE : 4/14/2016 12:51 PM PLOT BY : JEFF BREU PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 6950-03-73	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: OLD STH 54	SHEET 126	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-73\C3D_2014\69500373_STH 54_0901_XS.DWG
LAYOUT NAME - 0302_XS
PLOT DATE : 4/14/2016 12:52 PM PLOT BY : JEFF BREU PLOT NAME : ---------- PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

WIS

JANUARY 2017

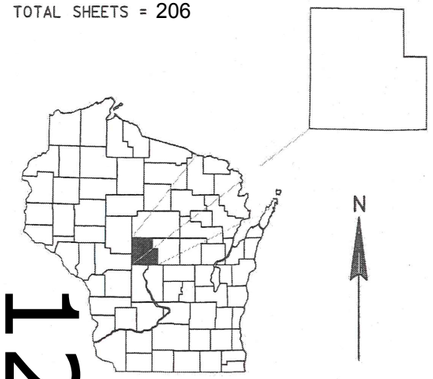
PROJECT ID: 6950-03-75
WITH: 6950-03-73

COUNTY: WOOD

ORDER OF SHEETS

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

TOTAL SHEETS = 206



12

DESIGN DESIGNATION

A.A.D.T.	2013	=	860
A.A.D.T.	2033	=	1025
D.H.V.	2033	=	150
D.D.		=	62/38
T. %		=	18.3
DESIGN SPEED		=	60 MPH
ESALS		=	547500

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

DEXTERVILLE - PORT EDWARDS

(STH 54 RELOCATION AT CTH D)

STH 54

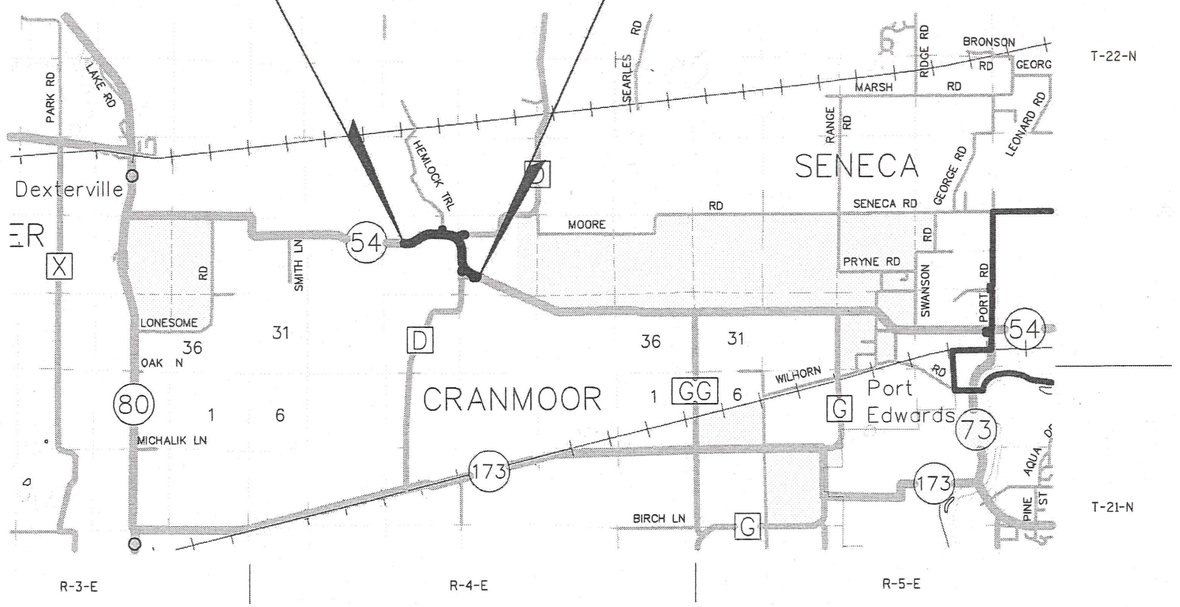
WOOD COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6950-03-75	WISC 2017011	1

STATE PROJECT NUMBER
6950-03-75

BEGIN PROJECT 6950-03-75
STA. 1196+00.00
Y = 440,722.980
X = 673,560.683

END PROJECT 6950-03-75
STA. 1271+00.00



LAYOUT
SCALE 0 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 1.420 MI.

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

"ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NATIONAL GEODETIC VERTICAL DATUM OF 1988 NAVD 88 (91)"

Mead & Hunt

WISCONSIN
CHRISTOPHER M. ROSSMILLER
E-37423
De Pere, Wisconsin
PROFESSIONAL ENGINEER

7/13/2016

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	MEAD & HUNT, INC
Designer	MEAD & HUNT, INC
Project Manager	DANIEL HOLLOWAY, PE
Regional Examiner	CHERYL SIMON, PE
Regional Supervisor	MICHAEL KRETSCHMER, PE
C.O. Examiner	

APPROVED FOR THE DEPARTMENT
DATE: 7/14/16 (Signature)

E

GENERAL NOTES

DISTURBED AREAS WITHIN THE RIGHT OF WAY ARE TO BE TOPSOILED, FERTILIZED, SEEDED AND MULCHED AS DIRECTED BY THE ENGINEER.

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

LOCATION OF UTILITIES AS SHOWN ON THE PLAN ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLAN. THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK.

ALL RADII ARE MEASURED TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED ON THE PLAN.

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

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

CULVERT PIPE ELEVATIONS, LENGTH AND LOCATIONS AS SHOWN IN THE PLAN MAY BE ADJUSTED TO FIT FIELD CONDITIONS WITH THE APPROVAL OF THE ENGINEER.

UTILITIES

ALLIANT ENERGY – ELECTRICITY
2710 JEFFERSON STREET
WISCONSIN RAPIDS, WI 54495
ATTN: CHAD COURTNEY
PHONE: (715)–424–7047
MOBILE: (715)–421–6396
EMAIL: CHADCOURTNEY@ALLIANTENERGY.COM

TDS TELECOM – COMMUNICATION LINE
1130 HILLCREST LANE
SEYMOUR, WI 54165
ATTN: JEREMIAH LUBEN
CELL: (920) 655–8748
EMAIL: JEREMIAH.LUBEN@TDSTELECOM.COM

DNR

WISCONSIN DNR
WEST CENTRAL REGION
473 GRIFFITH AVE
WISCONSIN RAPIDS, WI 54494
ATTN: MARC HERSHFIELD
PHONE: (715) 421–7867
EMAIL: MARC.HERSHFIELD@WISCONSIN.GOV

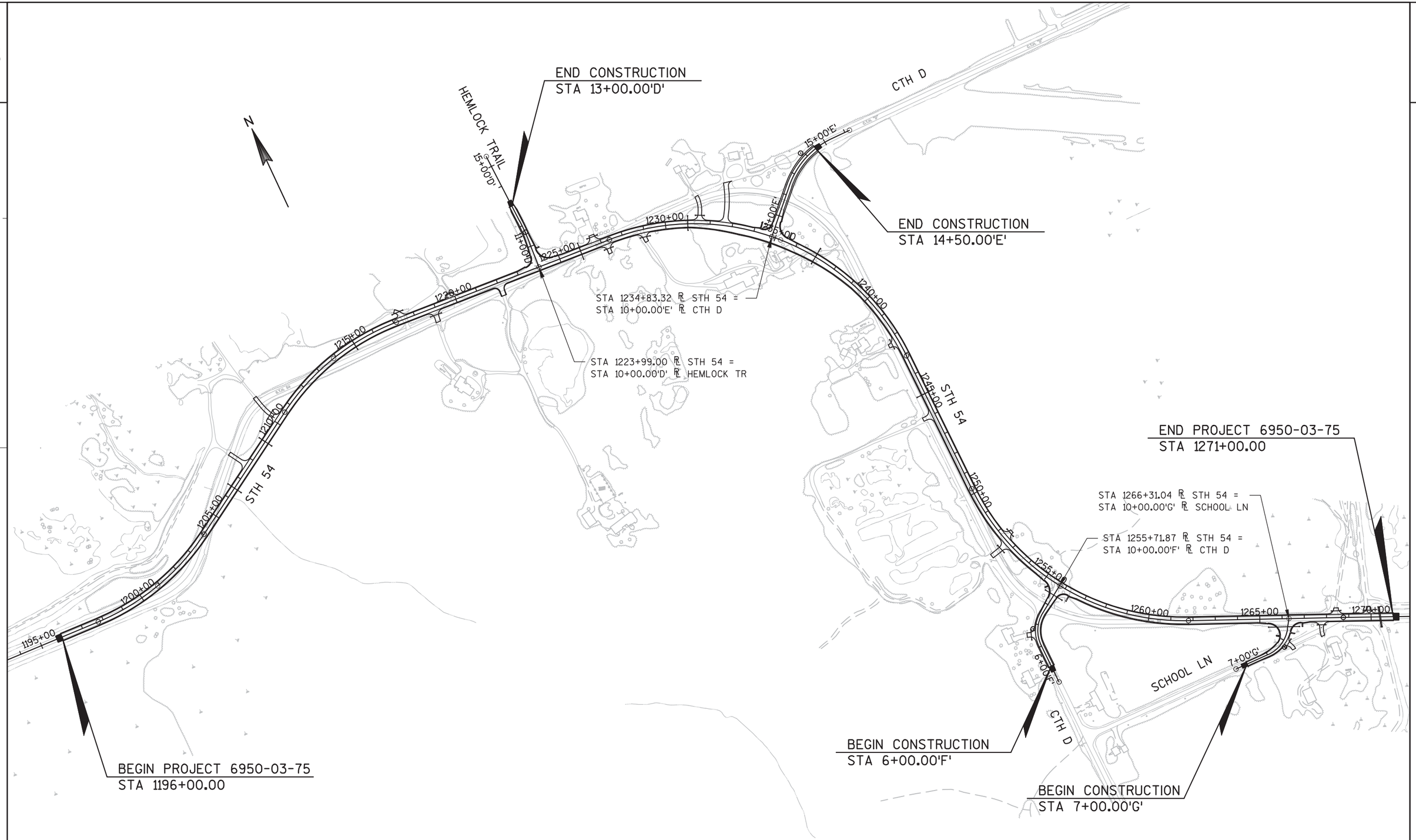
DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com

RUNOFF COEFFICIENT TABLE

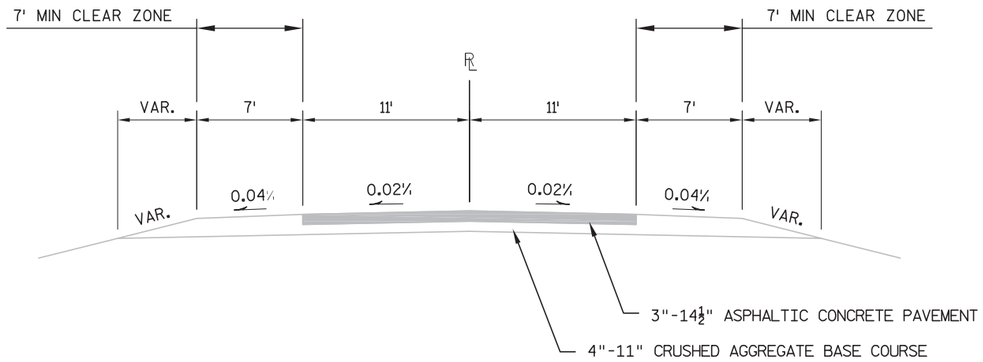
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .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 = 27.50 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 20.83 ACRES

2

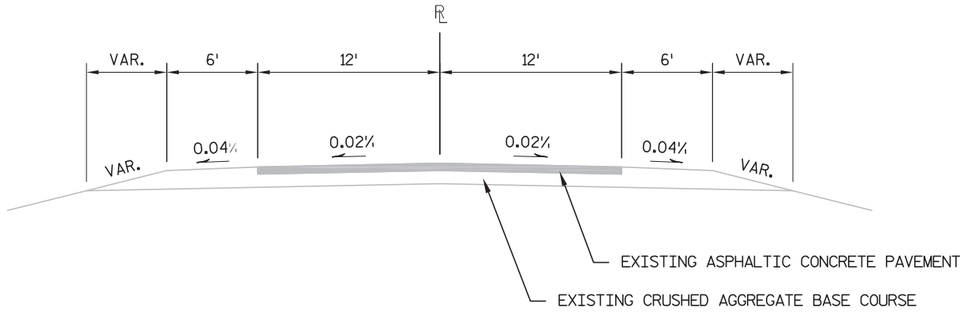


PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	PROJECT OVERVIEW	SHEET 3 E

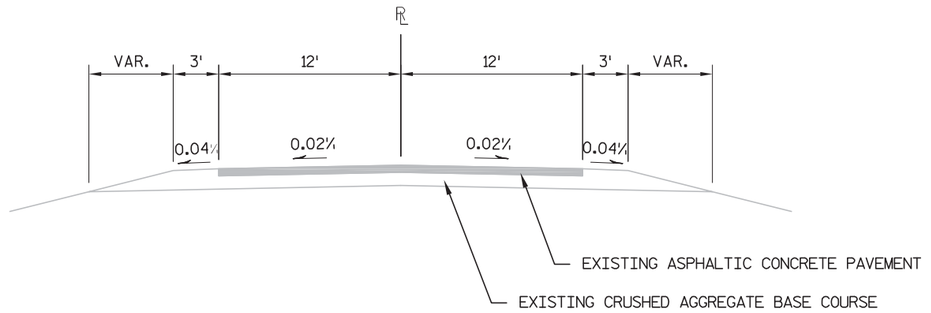


STH 54 EXISTING TYPICAL SECTION

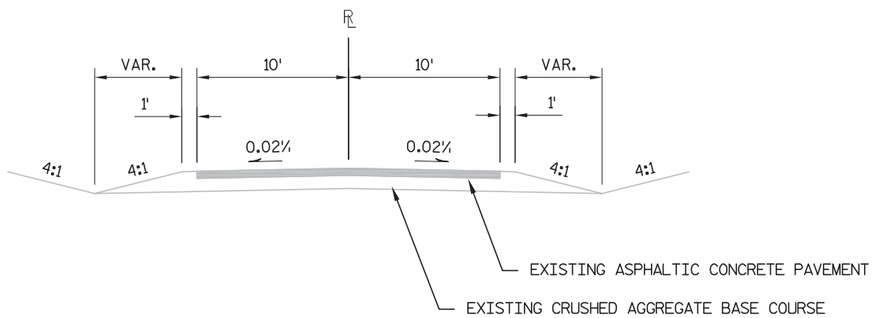
STA 1196+00.00 TO STA 1271+00.00



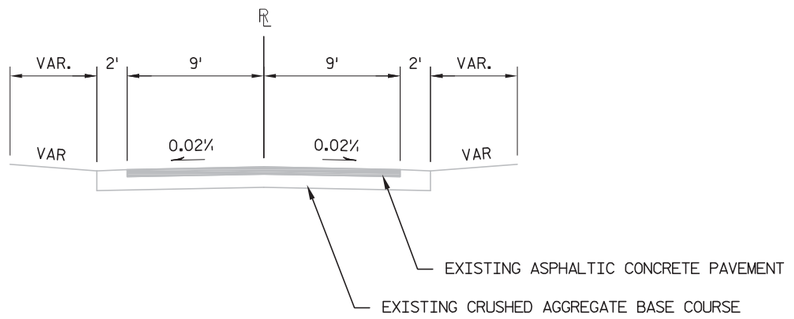
CTH D NORTH EXISTING TYPICAL SECTION



CTH D SOUTH EXISTING TYPICAL SECTION

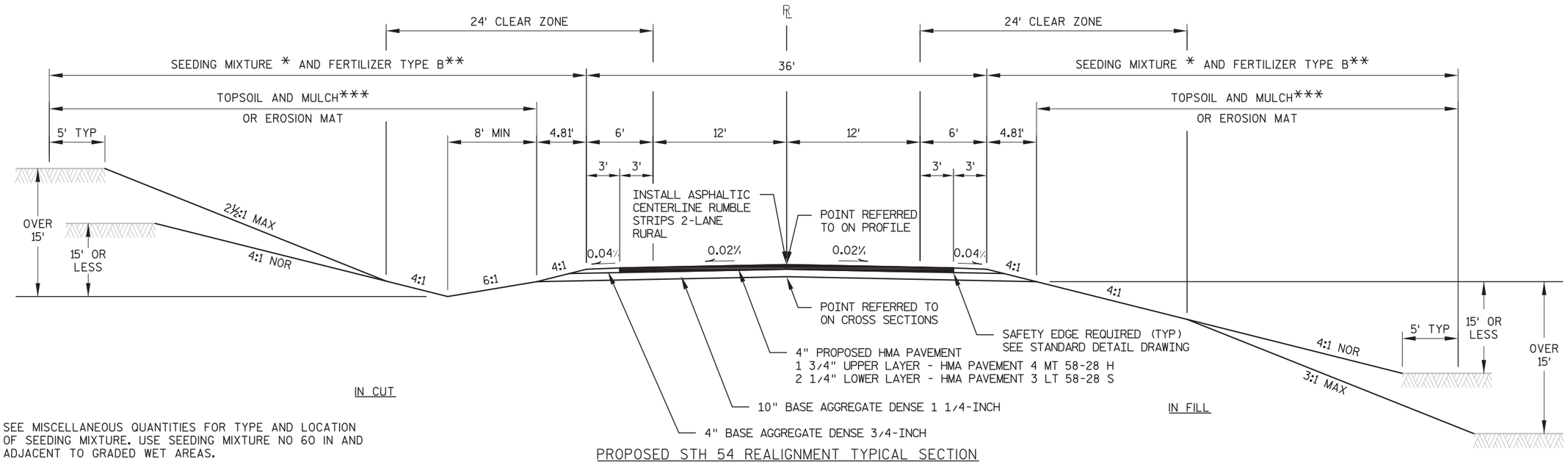


HEMLOCK TRAIL EXISTING TYPICAL SECTION



SCHOOL LANE EXISTING TYPICAL SECTION

PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	TYPICAL SECTIONS	SHEET 4	E



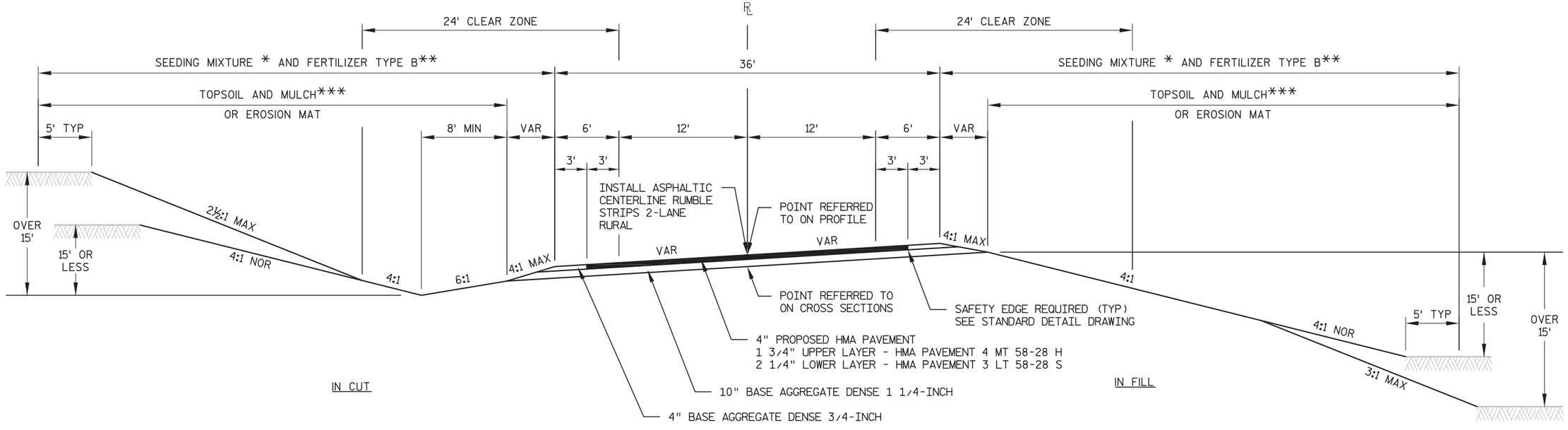
* SEE MISCELLANEOUS QUANTITIES FOR TYPE AND LOCATION OF SEEDING MIXTURE. USE SEEDING MIXTURE NO 60 IN AND ADJACENT TO GRADED WET AREAS.

** NO FERTILIZER SHALL BE PLACED WITHIN 25 FEET OF WETLANDS.

*** NO MULCH SHALL BE PLACED WITHIN 10 FEET OF WETLANDS.

PROPOSED STH 54 REALIGNMENT TYPICAL SECTION

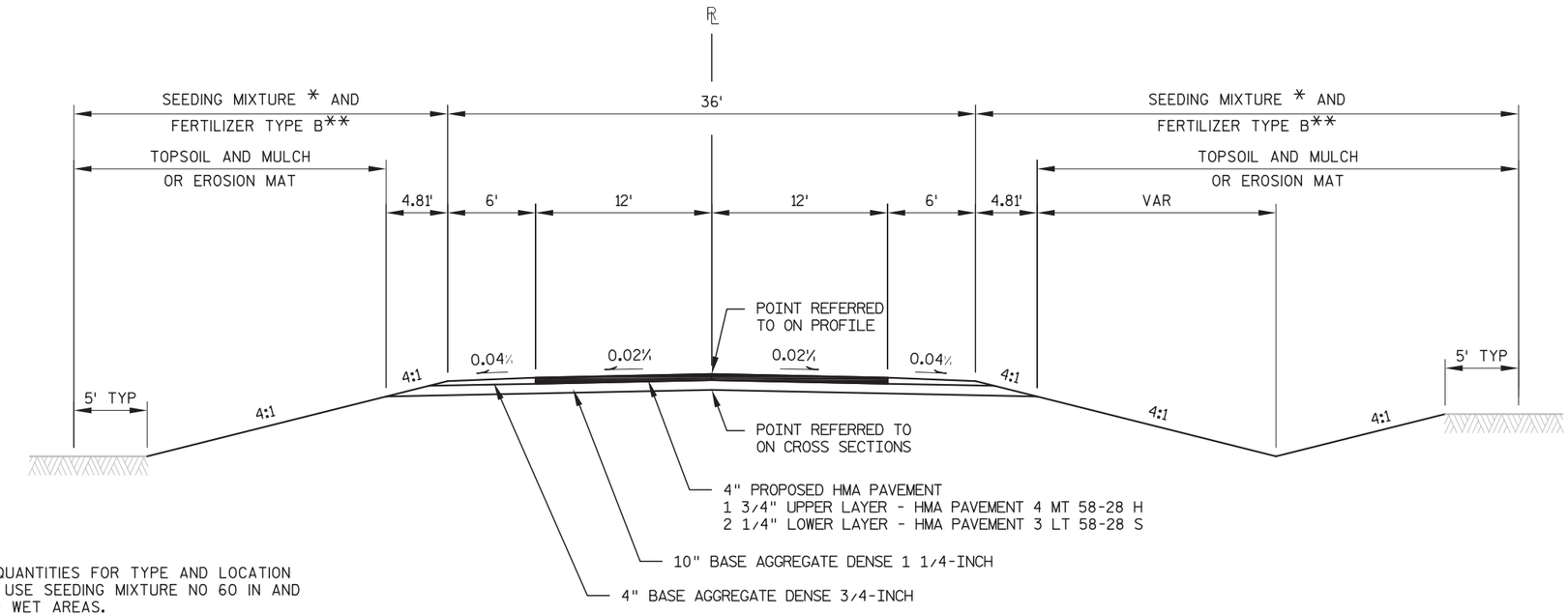
STA 1196+00.00 TO STA 1196+23.56
STA 1205+54.67 TO STA 1209+05.87
STA 1218+66.12 TO STA 1225+85.86
STA 1244+64.57 TO STA 1248+23.19
STA 1263+32.54 TO STA 1271+00.00



PROPOSED STH 54 REALIGNMENT TYPICAL SECTION

STA 1196+23.56 TO STA 1205+54.67
STA 1209+05.87 TO STA 1218+66.12
STA 1225+85.86 TO STA 1244+64.57
STA 1248+23.19 TO STA 1263+32.54

PROJECT NO:6950-03-75	HWY: STH 54	COUNTY: WOOD	TYPICAL SECTIONS	SHEET 5	E



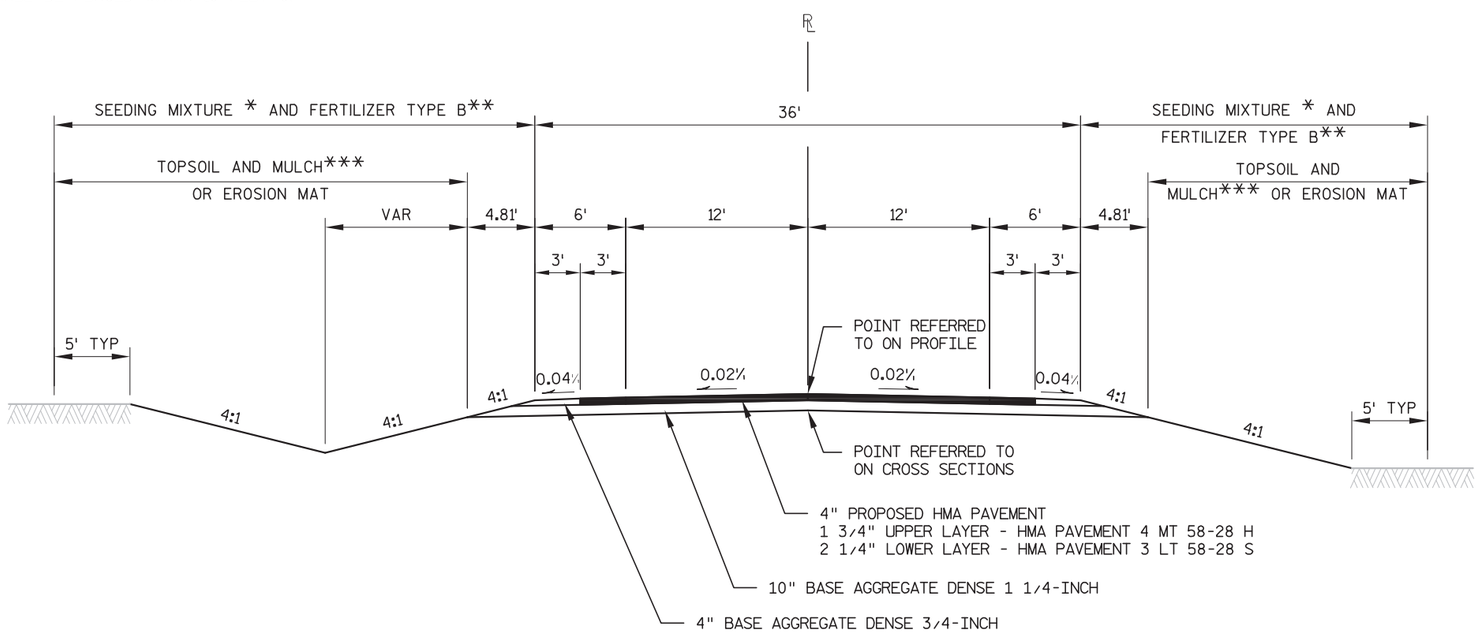
* SEE MISCELLANEOUS QUANTITIES FOR TYPE AND LOCATION OF SEEDING MIXTURE. USE SEEDING MIXTURE NO 60 IN AND ADJACENT TO GRADED WET AREAS.

** NO FERTILIZER SHALL BE PLACED WITHIN 25 FEET OF WETLANDS.

*** NO MULCH SHALL BE PLACED WITHIN 10 FEET OF WETLANDS.

PROPOSED CTH D (NORTH) TYPICAL SECTION

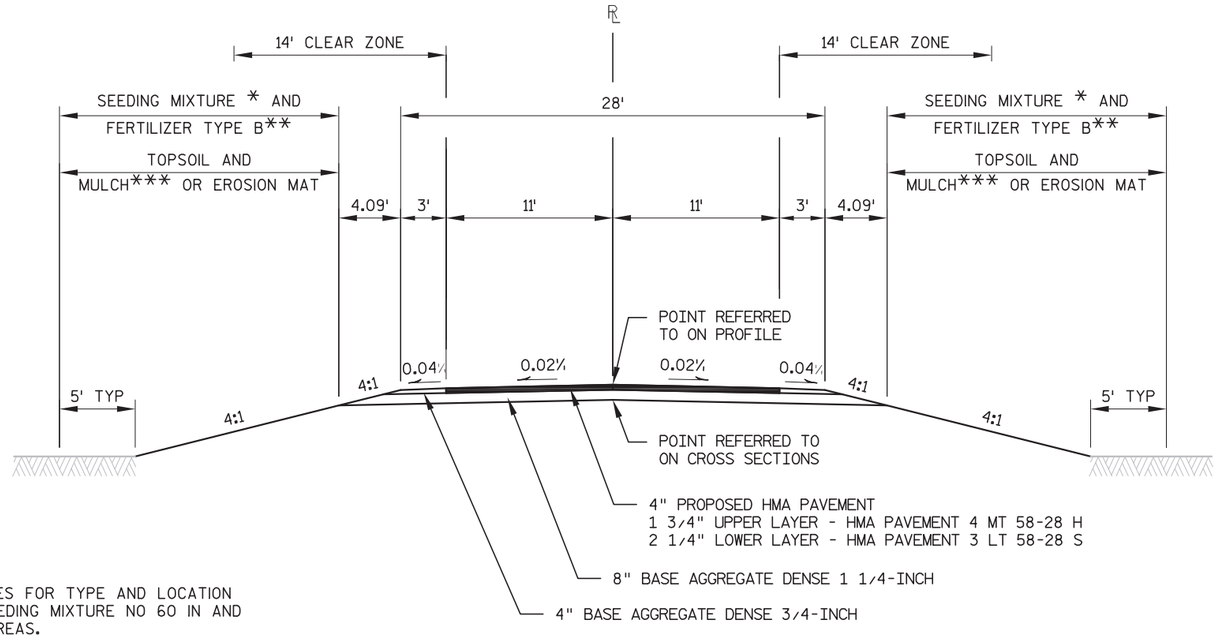
STA 10+12.00'E' TO STA 14+50.00'E'



PROPOSED CTH D (SOUTH) TYPICAL SECTION

STA 6+00.00'F' TO STA 9+88.00'F'

PROJECT NO:6950-03-75	HWY: STH 54	COUNTY: WOOD	TYPICAL SECTIONS	SHEET 6	E



PROPOSED TYPICAL SECTION SIDE ROADS

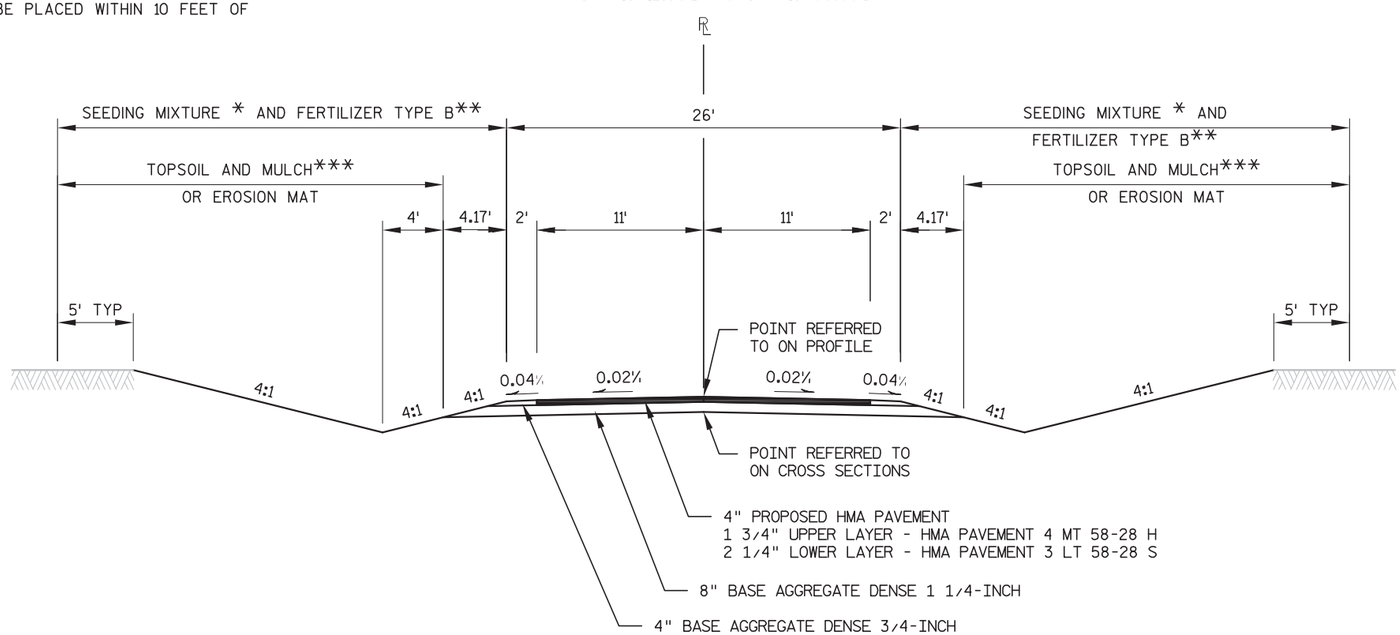
HEMLOCK TRAIL

STA 10+12.00'D' TO STA 13+00.00'D'

* SEE MISCELLANEOUS QUANTITIES FOR TYPE AND LOCATION OF SEEDING MIXTURE. USE SEEDING MIXTURE NO 60 IN AND ADJACENT TO GRADED WET AREAS.

** NO FERTILIZER SHALL BE PLACED WITHIN 25 FEET OF WETLANDS.

*** NO MULCH SHALL BE PLACED WITHIN 10 FEET OF WETLANDS.

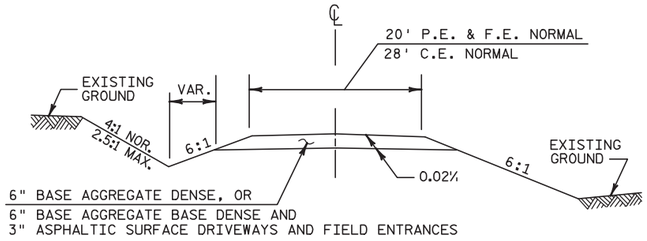


PROPOSED TYPICAL SECTION SIDE ROADS

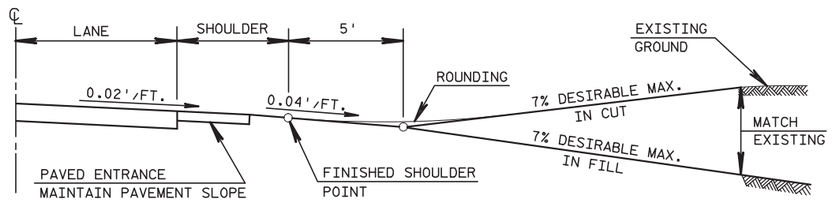
SCHOOL LANE

STA 7+00.00'G' TO STA 9+88.00'G'

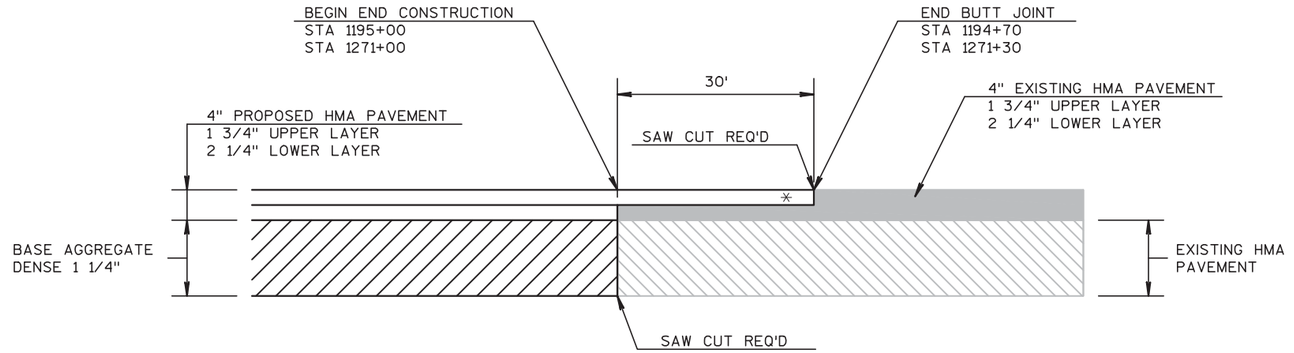
PROJECT NO:6950-03-75	HWY:STH 54	COUNTY:WOOD	TYPICAL SECTIONS	SHEET 7	E



TYPICAL CROSS SECTION



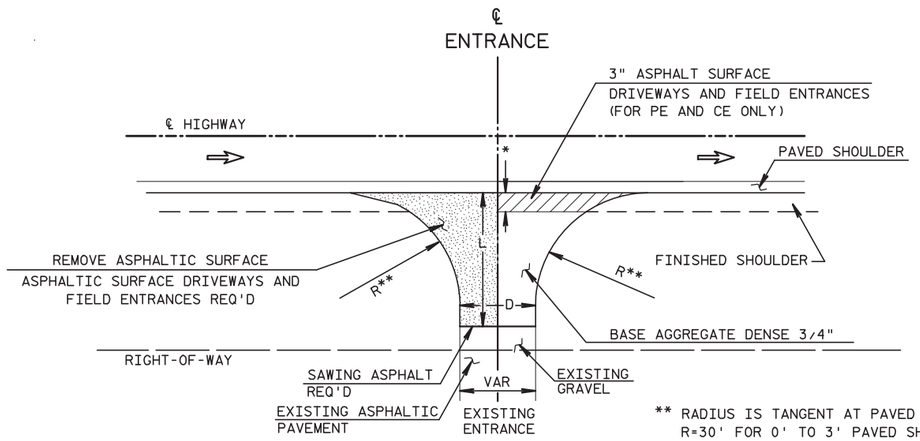
PROFILE VIEW



BUTT JOINT DETAIL

(MAINLINE - STH 54 AT LIMITS OF PROJECT)

* MATCH PROPOSED ASPHALT LAYER THICKNESS



L=VARIABLE, EXACT LENGTH TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

D=DRIVEWAY WIDTH
D=20'TYP(PE & FE) (16'MIN-24'MAX)
D=28'TYP(CE & FARM ENT) (24'MIN-35'MAX)

** RADIUS IS TANGENT AT PAVED SHOULDER EDGE
R=30' FOR 0' TO 3' PAVED SHOULDER
R=25' FOR GREATER THAN 3' PAVED SHOULDER

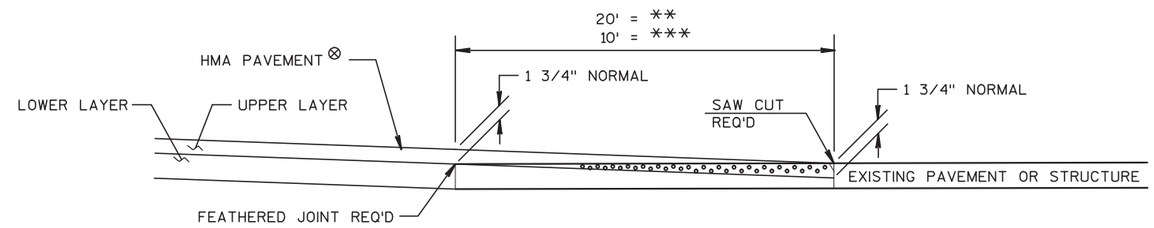
* 3' MAX. OR TO FINISHED SHOULDER WHICH EVER IS GREATER

PLAN VIEW

RURAL DRIVEWAY INTERSECTION DETAIL

PE, FE & CE

(FOR NEW CONSTRUCTION)



⊗ SEE TYPICAL CROSS SECTION FOR PAVEMENT TYPE AND THICKNESS OF INDIVIDUAL COURSES

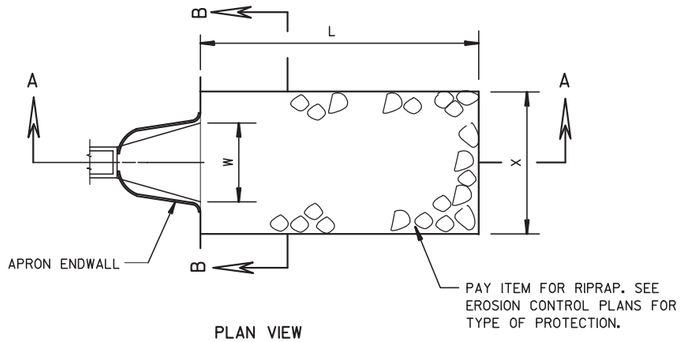
REMOVING ASPHALTIC SURFACE, BUTT JOINTS (MILLING OPTION)

BUTT JOINT DETAIL FOR NON-MILLED ASPHALTIC PAVEMENTS

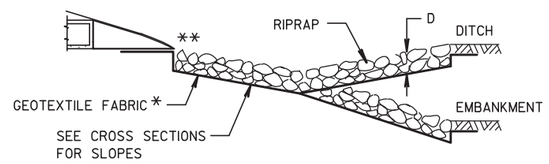
** SIDEROADS
*** PRIVATE ENTRANCES

PROJECT NO:6950-03-75	HWY:STH 54	COUNTY:WOOD	CONSTRUCTION DETAILS	SHEET 8	E

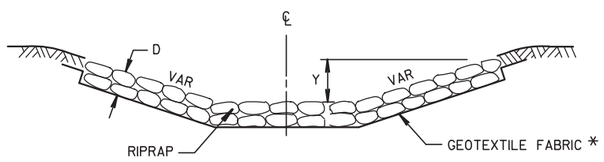
2



PLAN VIEW



SECTION A-A



SECTION B-B

L = 3 x W (NOR) OR 10' MIN
OR AS INDICATED IN THE PLANS
OR AS DIRECTED BY THE ENGINEER

D = 12" FOR RIPRAP LIGHT
18" FOR RIPRAP MEDIUM
24" FOR RIPRAP HEAVY

X = W+2' FOR TYPICAL CULVERT
DISCHARGE INTO DITCH
W+5' FOR CULVERT DISCHARGE
DOWN EMBANKMENT SLOPE

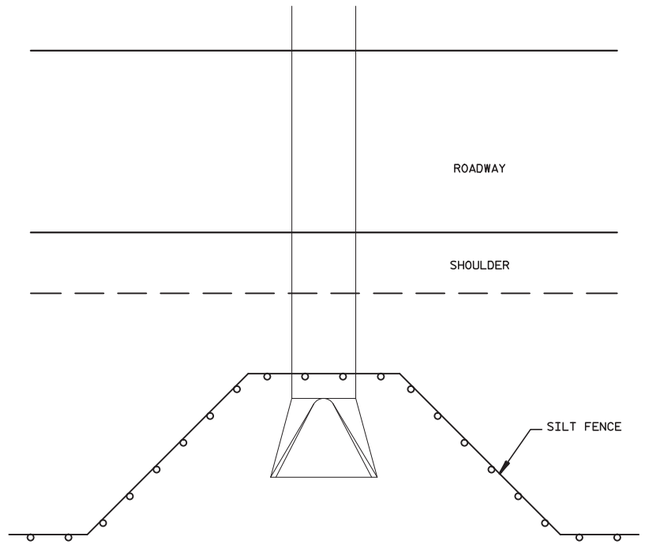
Y = 0' FOR TYPICAL CULVERT
DISCHARGE INTO DITCH
12" FOR CULVERT DISCHARGE
DOWN EMBANKMENT SLOPE

* TYPE R (FOR RIPRAP LIGHT ONLY)
TYPE HR (FOR RIPRAP MEDIUM AND HEAVY ONLY)
FABRIC REQUIRED TO BE SINGLE SHEET WIDE
OR HAND SEWN

** RIPRAP TO PLACED BELOW THE
FLOWLINE OF PIPE OUTLET

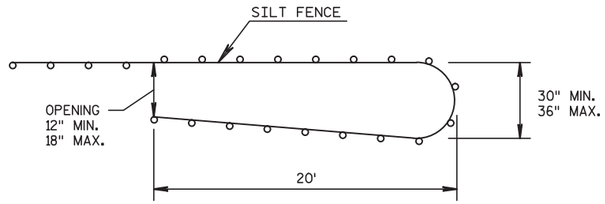
RIPRAP AND GEOTEXTILE FABRIC DETAIL AT APRON ENDWALLS

SEE EROSION CONTROL PLAN FOR LOCATIONS



NOTE:
SEE SILT FENCE SDD FOR ADDITIONAL INFORMATION.

TYPICAL SILT FENCE DETAIL AT PIPE INLET

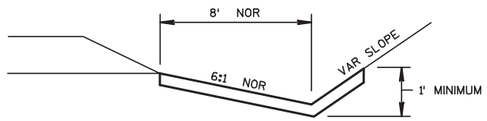


GENERAL NOTES:

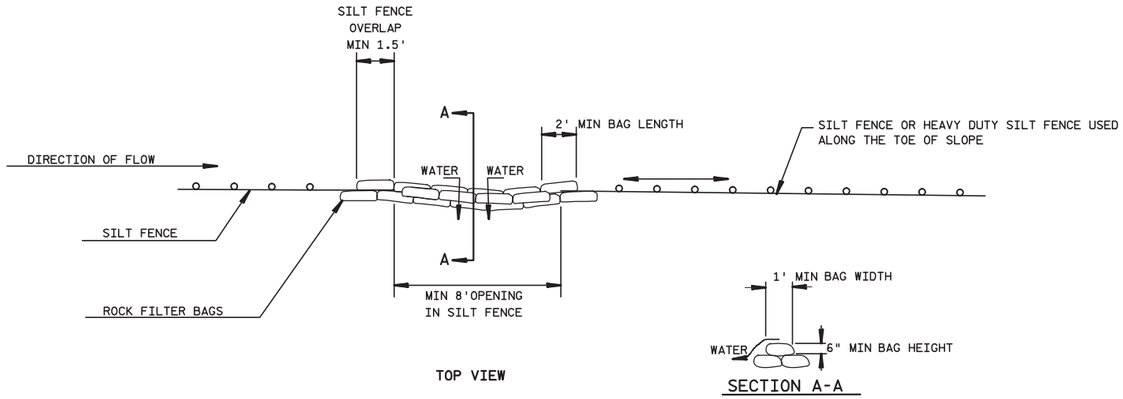
SILT FENCE POST FOR THE TURN-AOUND SHOULD BE ON THE OUTSIDE OF THE TURN-AROUND AND FENCING TRENCHED IN ACCORDANCE TO SILT FENCE REQUIREMENTS.

PLAN VIEW

TEMPORARY SMALL ANIMAL TURN-AROUND DETAIL

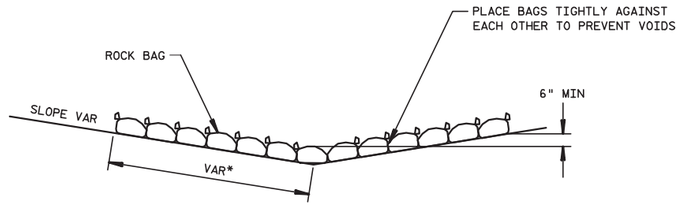


EROSION MAT DETAIL FOR DITCHES

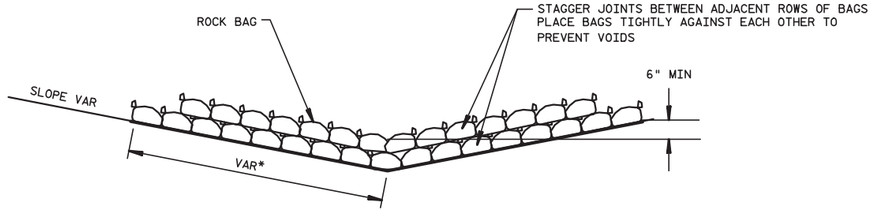


ROCK BAGS USED FOR SILT FENCE RELIEF DETAIL

(PAID FOR AS ROCK BAGS)

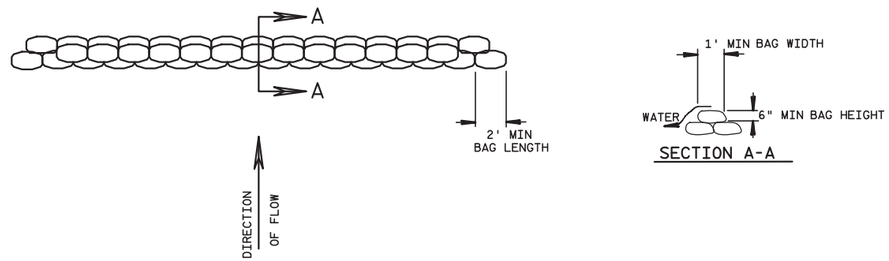


SIDE VIEW (SINGLE LAYER)



* LENGTH AND NUMBER OF BAGS MAY VARY
DEPENDING ON DESIRED DEPTH OF WATER POOL

SIDE VIEW (MULTIPLE LAYER)



TOP VIEW (MULTIPLE LAYER)

ROCK BAGS DITCH CHECK

(PAID FOR AS ROCK BAGS)

2

CONSTRUCT TYPE D
INTERSECTION

PT: 12+24.02'D'

TLE

12+00'D'

HEMLOCK TRAIL

SLOPE INTERCEPT (TYP)

℄ HEMLOCK TR

R/W

PC: 11+10.65'D'

11+00'D'

70'

CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

SLOPE INTERCEPT (TYP)

CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

STA 1221+99
END CENTERLINE RUMBLE STRIP, MILLING

10+78.00 75.00' R
1224+74.00 78.00' L

10+58.00 55.00' L
1223+44.00 58.00' L

1012.40

1012.11

1012.50

1012.54

1012.64

1012.89

1012.87

1012.89

1013.25

1013.43

40' R.

60' R.

60'

90°0'0"

+04.00

+19.00

90'

10'

15'

12'

18'

R/W

STH 54

1221+00

1222+00

1223+00

1224+00

1225+00

1226+00

1227+00

℄ STH 54

SLOPE INTERCEPT (TYP)

STA 1223+99.00 ℄ STH 54 =
STA 10+00.00'D' ℄ HEMLOCK TR

STA 1225+99
BEGIN CENTERLINE RUMBLE STRIP, MILLING

N

PROJECT NO:6950-03-75	HWY: STH 54	COUNTY: WOOD	INTERSECTION DETAILS	SHEET 12 E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\75_020501_ID.DWG PLOT DATE : 11/9/2016 7:28 AM PLOT BY : JEFF BREU PLOT NAME : _____ PLOT SCALE : 1:40_XREF

2

2

STA 1232+83
END CENTERLINE RUMBLE STRIP, MILLING

℄ STH 54

℄ CTH D

BEGIN TAPER
STAT 1231+11.68, RT 15.00'

END TAPER
+31.32

STH 54

CTH D

12+00'E'

11+00'E'

10+00'E'

10+56.65 55.00' L
1234+31.15 58.00' L

42.96'E'

SLOPE INTERCEPT (TYP)

N

CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

STA 1234+83.32 ℄ STH 54 =
STA 10+00.00'E' ℄ CTH D

SLOPE INTERCEPT (TYP)

CONSTRUCT TYPE D
INTERSECTION

STA 1236+83
BEGIN CENTERLINE RUMBLE STRIP, MILLING

END TAPER
STAT 1239+14.87, RT 15.00'

BEGIN TAPER
+44.92

10+75.53 75.00' R
1235+53.23 78.00' L

1017.29
1017.28
1017.39
1017.57
1017.79
1017.70
1017.60
1017.31
1017.01
1016.87

90°0'0"

R/W

POST

PROJECT NO:6950-03-75	HWY: STH 54	COUNTY: WOOD	INTERSECTION DETAILS	SHEET 13 E

STA 1253+72
END CENTERLINE RUMBLE STRIP, MILLING

CONSTRUCT TYPE D
INTERSECTION

STA 1255+71.87 ℄ STH 54 =
STA 10+00.00'F' ℄ CTH D

SLOPE INTERCEPT (TYP)

1255+01.96 78.00' R
9+24.47 75.00' L

60' R.

CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

PT: 8+54.96'F'

9+00'F'

8+00'F'

CTH D

℄ CTH D

PC: 7+04.07'F'

1256+24.03 58.00' R
9+43.35 55.00' R

40' R.

STH 54

℄ STH 54

STA 1257+72
BEGIN CENTERLINE RUMBLE STRIP, MILLING

SLOPE INTERCEPT (TYP)

R/W

1006.28
1006.21
1006.35
1006.53
1006.37
1006.64
1005.89
1005.64
1006.16
1005.50

1254+00
1255+00
1256+00
1257+00
1258+00

+56.96
+64.03

12'
18'
10'
15'
70'
90'
60'
11'

90°0'0"

N

PROJECT NO:6950-03-75	HWY: STH 54	COUNTY: WOOD	INTERSECTION DETAILS	SHEET 14 E

2

N

STA 1264+31
END CENTERLINE RUMBLE STRIP, MILLING

STA 1266+31.04 ℄ STH 54 =
STA 10+00.00'G' ℄ SCHOOL LN

STA 1268+31
BEGIN CENTERLINE RUMBLE STRIP, MILLING

℄ STH 54

SLOPE INTERCEPT (TYP)

R/W

CONSTRUCT TYPE D
INTERSECTION

STH 54

SCHOOL LANE

1265+35.91 73.00' R
8+72.47 70.00' L

1266+84.83 68.00' R
9+45.31 65.00' R

BP: 6+44.57'G'

6+45'G'

7+00'G'

8+00'G'

PC: 8+03.20'G'

PC: 9+52.09'G'

9+00'G'

10+00'G'

998.51

998.06

997.46

997.11

997.21

997.53

997.47

997.36

997.48

997.20

79°48'6"

90'

R 55'

R 50'

60'

+90.91

+82.47

+24.83

18'

15'

12'

10'

9'

1264+00

1265+00

1266+00

1267+00

1268+00

1269+00

PI: 1268+15.36

CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

SLOPE INTERCEPT (TYP)

℄ SCHOOL LN

R/W

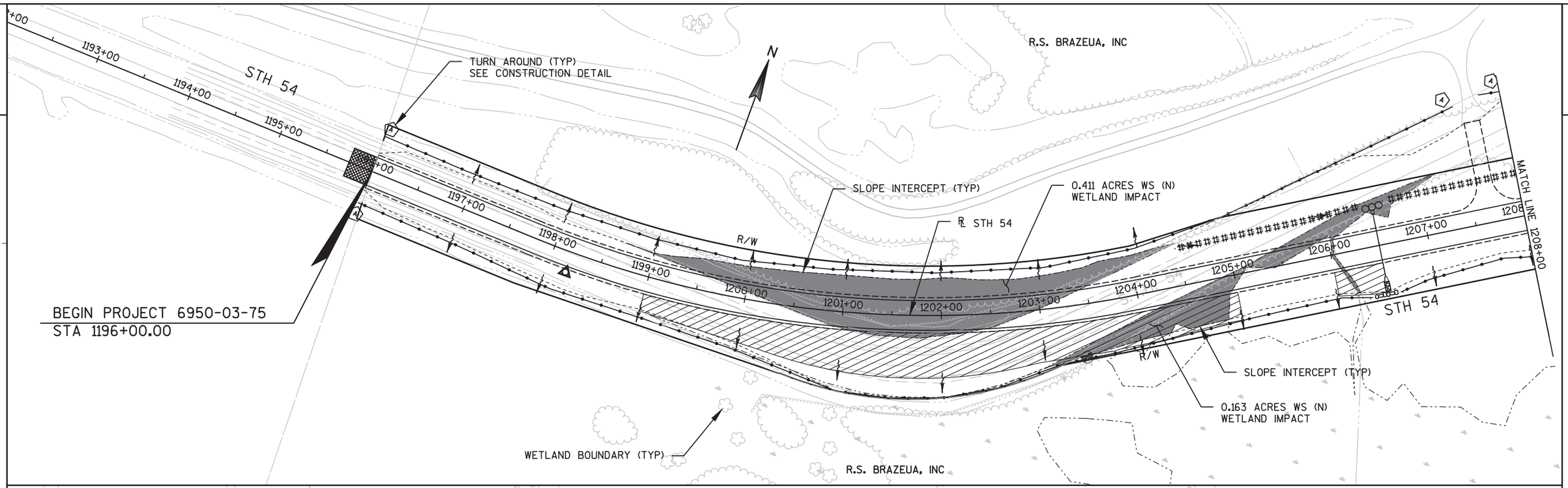
OH

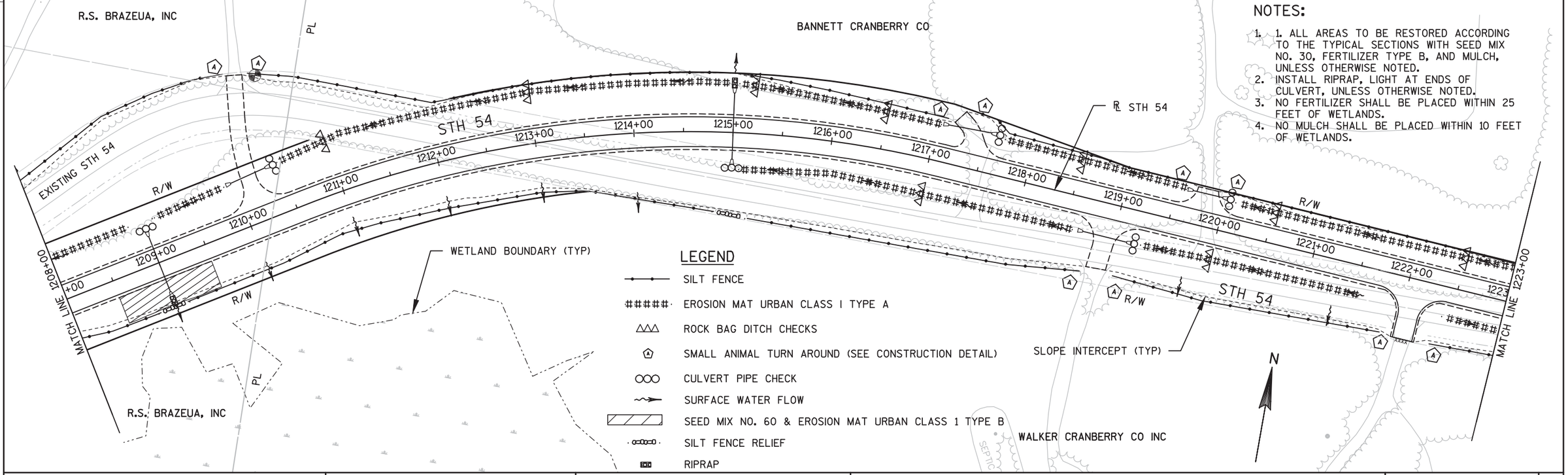
GUY

PROJECT NO:6950-03-75	HWY: STH 54	COUNTY: WOOD	INTERSECTION DETAILS	SHEET 15 E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\75_020501_ID.DWG PLOT DATE : 11/9/2016 7:29 AM PLOT BY : JEFF BREU PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

2





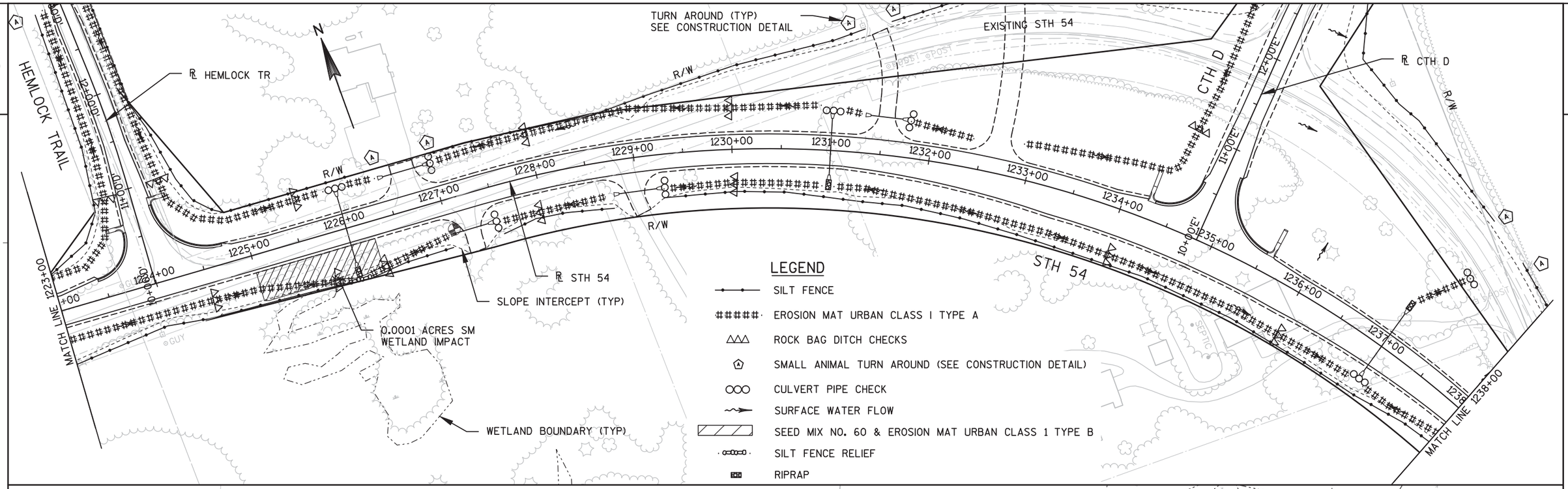
NOTES:

1. 1. ALL AREAS TO BE RESTORED ACCORDING TO THE TYPICAL SECTIONS WITH SEED MIX NO. 30, FERTILIZER TYPE B, AND MULCH, UNLESS OTHERWISE NOTED.
2. INSTALL RIPRAP, LIGHT AT ENDS OF CULVERT, UNLESS OTHERWISE NOTED.
3. NO FERTILIZER SHALL BE PLACED WITHIN 25 FEET OF WETLANDS.
4. NO MULCH SHALL BE PLACED WITHIN 10 FEET OF WETLANDS.

LEGEND

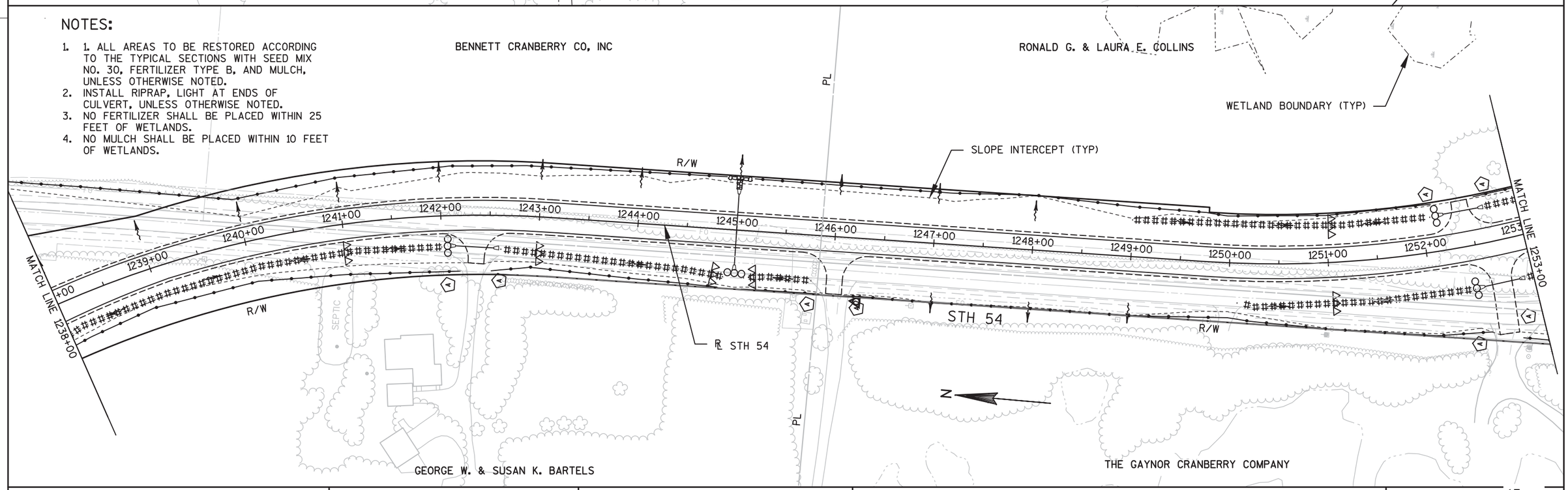
- SILT FENCE
- EROSION MAT URBAN CLASS I TYPE A
- ROCK BAG DITCH CHECKS
- SMALL ANIMAL TURN AROUND (SEE CONSTRUCTION DETAIL)
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SEED MIX NO. 60 & EROSION MAT URBAN CLASS 1 TYPE B
- SILT FENCE RELIEF
- RIPRAP

PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	EROSION CONTROL	SHEET 16	E

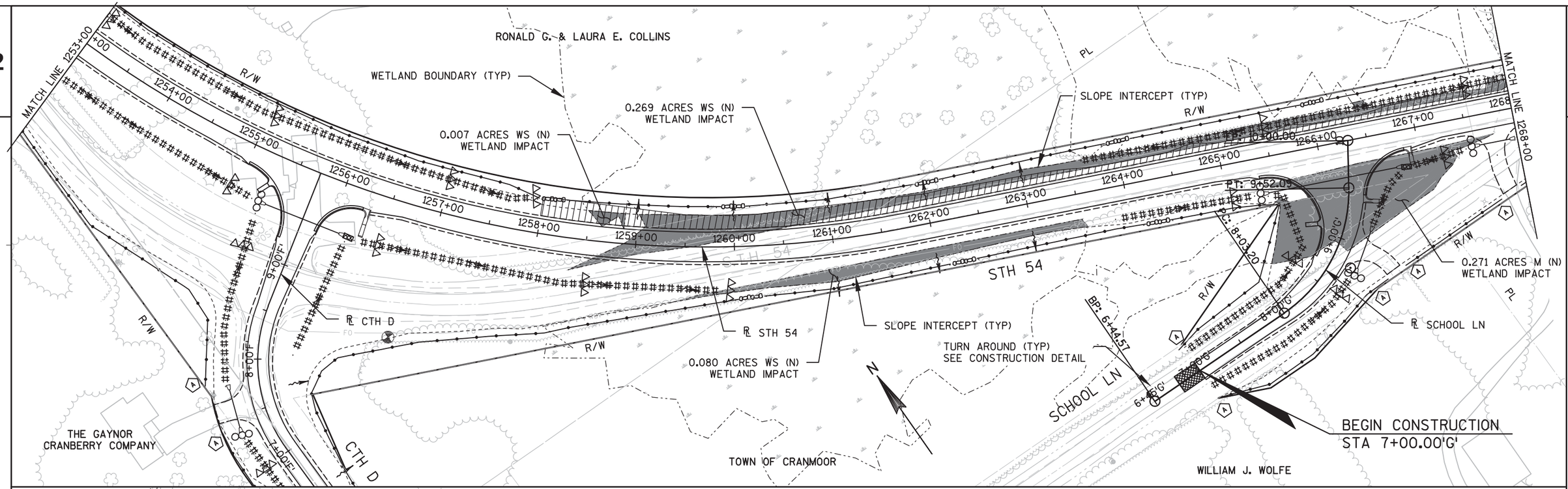


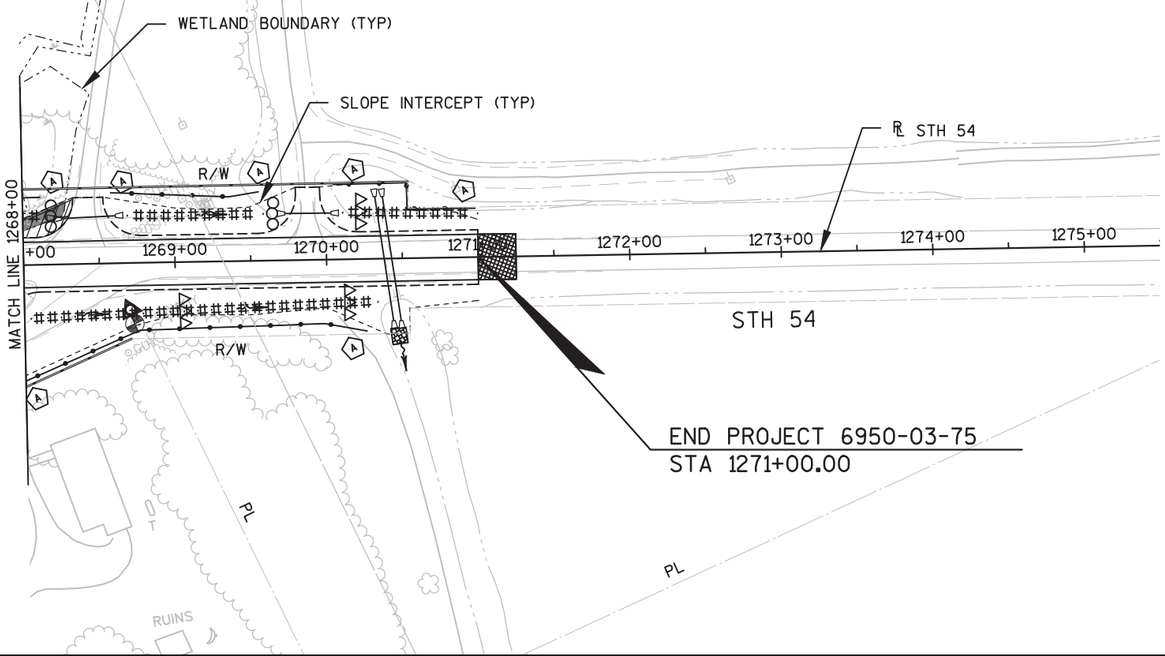
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PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	EROSION CONTROL	SHEET 17 E





LEGEND

- SILT FENCE
- EROSION MAT URBAN CLASS I TYPE A
- ROCK BAG DITCH CHECKS
- SMALL ANIMAL TURN AROUND (SEE CONSTRUCTION DETAIL)
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SEED MIX NO. 60 & EROSION MAT URBAN CLASS 1 TYPE B
- SILT FENCE RELIEF
- RIPRAP

NOTES:

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PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	EROSION CONTROL	SHEET 18 E

2

WALKER CRANBERRY CO INC

BANNETT CRANBERRY CO

N

℄ HEMLOCK TR

R/W

PL

10+00'D' 11+00'D' 12+00'D' 13+00'D' 14+00'D' 15+00'D' 15+50'D'

HEMLOCK TRAIL

R/W

TLE

SLOPE INTERCEPT (TYP)

WETLAND BOUNDARY (TYP)

STH 54

℄ STH 54

END CONSTRUCTION
STA 13+00.00'D'
MATCH EXISTING
SAWCUT REQUIRED

BENNETT CRANBERRY COMPANY

DESMOND V. MIKE ETAL

1222+00 1223+00 1224+00 1225+00 1226+00

N

STH 54

CTH D

℄ CTH D

TURN AROUND (TYP)
SEE CONSTRUCTION DETAIL

END CONSTRUCTION
STA 14+50.00'E'

GAYNOR CRANBERRY CO, INC

℄ STH 54

10+00'E' 11+00'E' 12+00'E' 13+00'E' 14+00'E' 15+00'E' 16+00'E'

SLOPE INTERCEPT (TYP)

R/W

PL

BENNETT CRANBERRY COMPANY

GEORGE W. & SUSAN K. BARTELS

1232+00 1233+00 1234+00 1235+00 1236+00

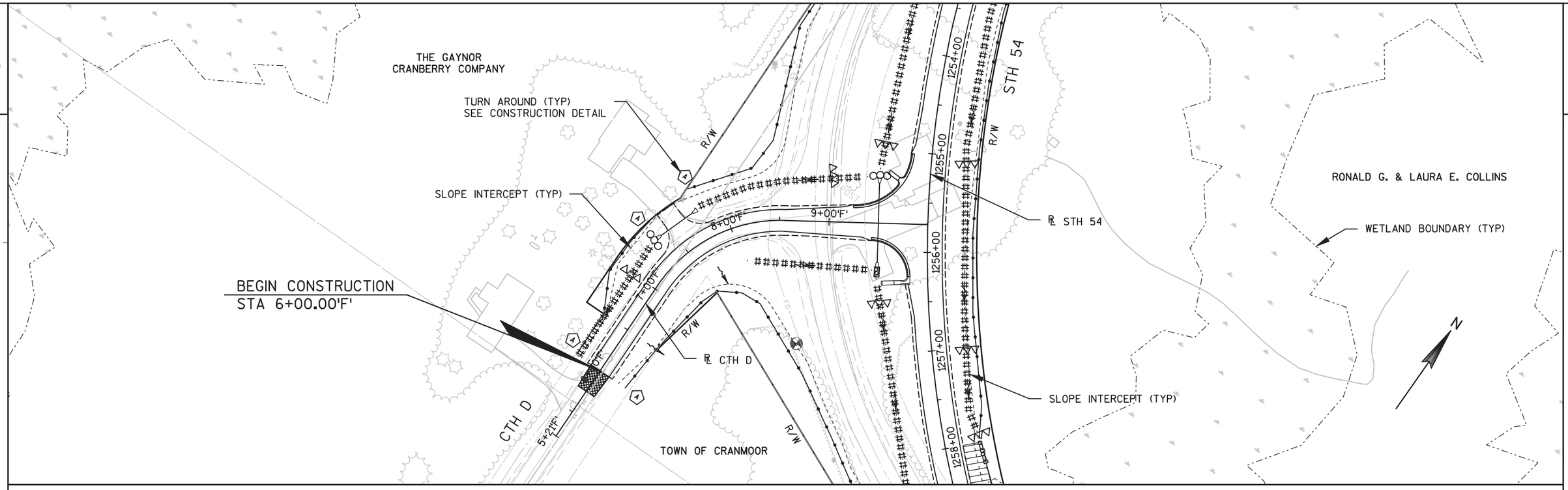
LEGEND

- SILT FENCE
- EROSION MAT URBAN CLASS I TYPE A
- ROCK BAG DITCH CHECKS
- SMALL ANIMAL TURN AROUND (SEE CONSTRUCTION DETAIL)
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SEED MIX NO. 60 & EROSION MAT URBAN CLASS 1 TYPE B
- SILT FENCE RELIEF
- RIPRAP

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PROJECT NO:6950-03-75	HWY: STH 54	COUNTY: WOOD	EROSION CONTROL	SHEET 19 E



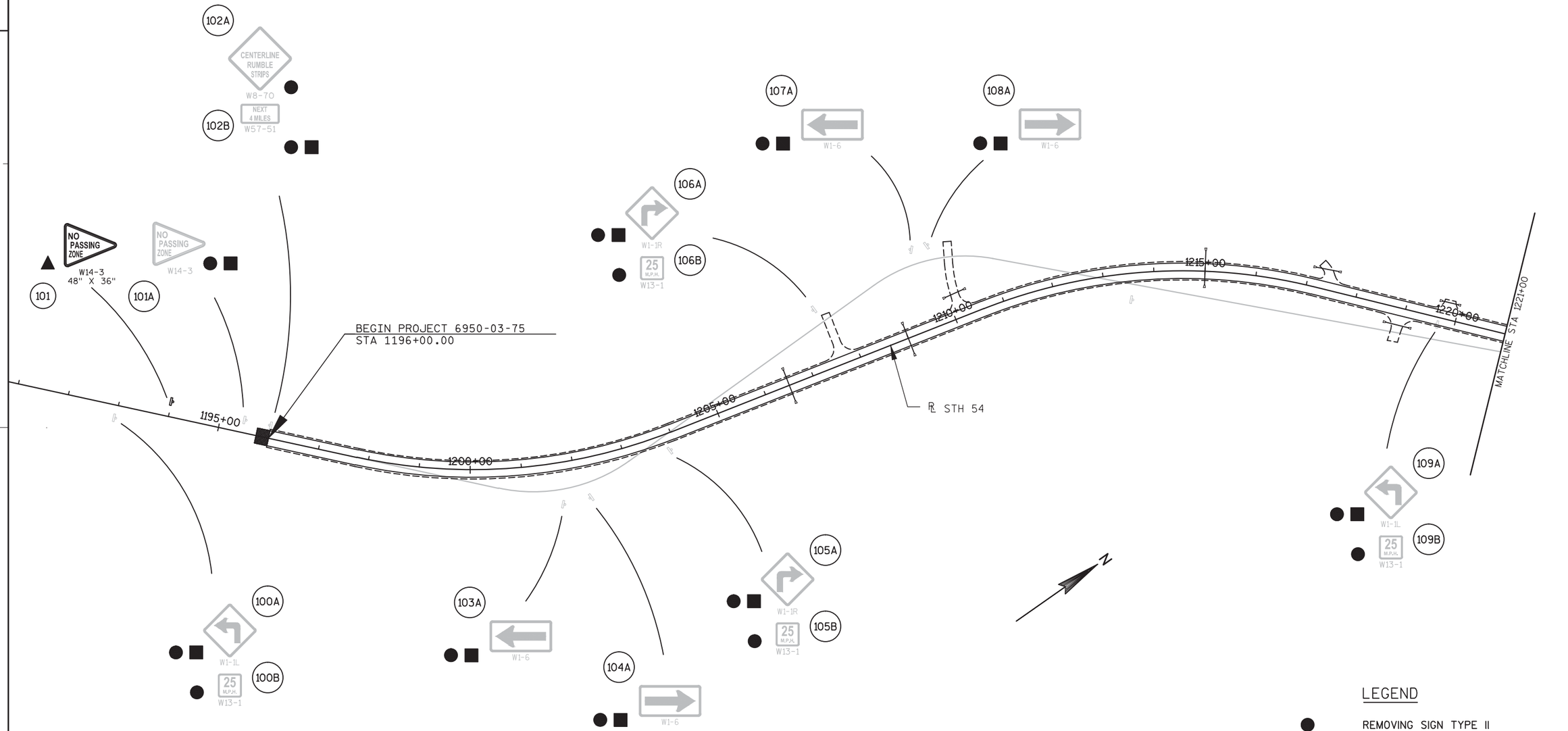
LEGEND

- SILT FENCE
- EROSION MAT URBAN CLASS I TYPE A
- ROCK BAG DITCH CHECKS
- SMALL ANIMAL TURN AROUND (SEE CONSTRUCTION DETAIL)
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SEED MIX NO. 60 & EROSION MAT URBAN CLASS 1 TYPE B
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2



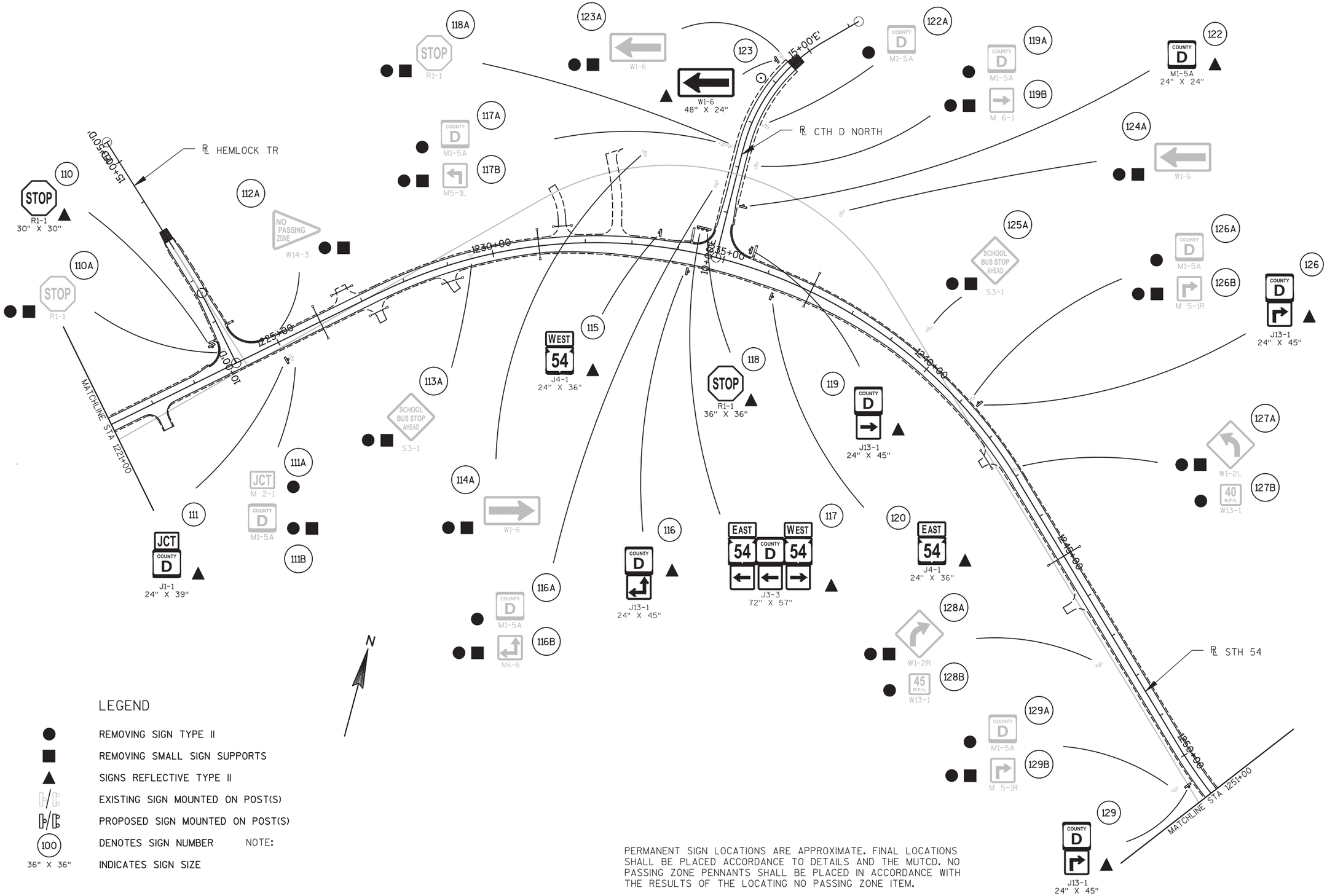
NOTE: PERMANENT SIGN LOCATIONS ARE APPROXIMATE. FINAL LOCATIONS SHALL BE PLACED ACCORDANCE TO DETAILS AND THE MUTCD. NO PASSING ZONE PENNANTS SHALL BE PLACED IN ACCORDANCE WITH THE RESULTS OF THE LOCATING NO PASSING ZONE ITEM.

LEGEND

●	REMOVING SIGN TYPE II
■	REMOVING SMALL SIGN SUPPORTS
▲	SIGNS REFLECTIVE TYPE II
	EXISTING SIGN MOUNTED ON POST(S)
	PROPOSED SIGN MOUNTED ON POST(S)
(100)	DENOTES SIGN NUMBER
36" X 36"	INDICATES SIGN SIZE

PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	PERMANENT SIGNING	SHEET 21 E

2



LEGEND

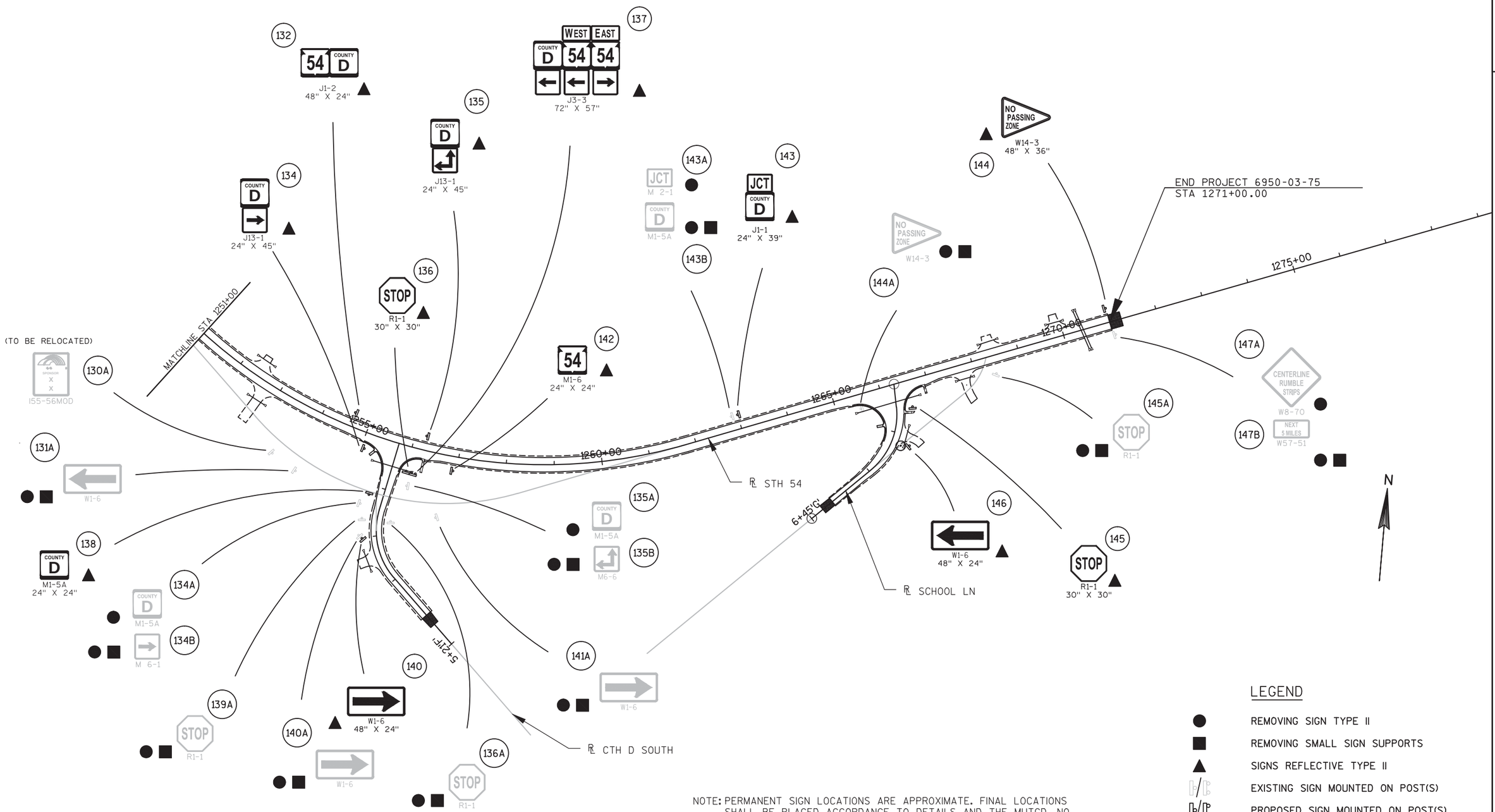
- ● REMOVING SIGN TYPE II
- ■ REMOVING SMALL SIGN SUPPORTS
- ▲ SIGNS REFLECTIVE TYPE II
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- (100) DENOTES SIGN NUMBER
- 36" X 36" INDICATES SIGN SIZE

NOTE:

PERMANENT SIGN LOCATIONS ARE APPROXIMATE. FINAL LOCATIONS SHALL BE PLACED ACCORDANCE TO DETAILS AND THE MUTCD. NO PASSING ZONE PENNANTS SHALL BE PLACED IN ACCORDANCE WITH THE RESULTS OF THE LOCATING NO PASSING ZONE ITEM.

PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	PERMANENT SIGNING	SHEET 22 E

2

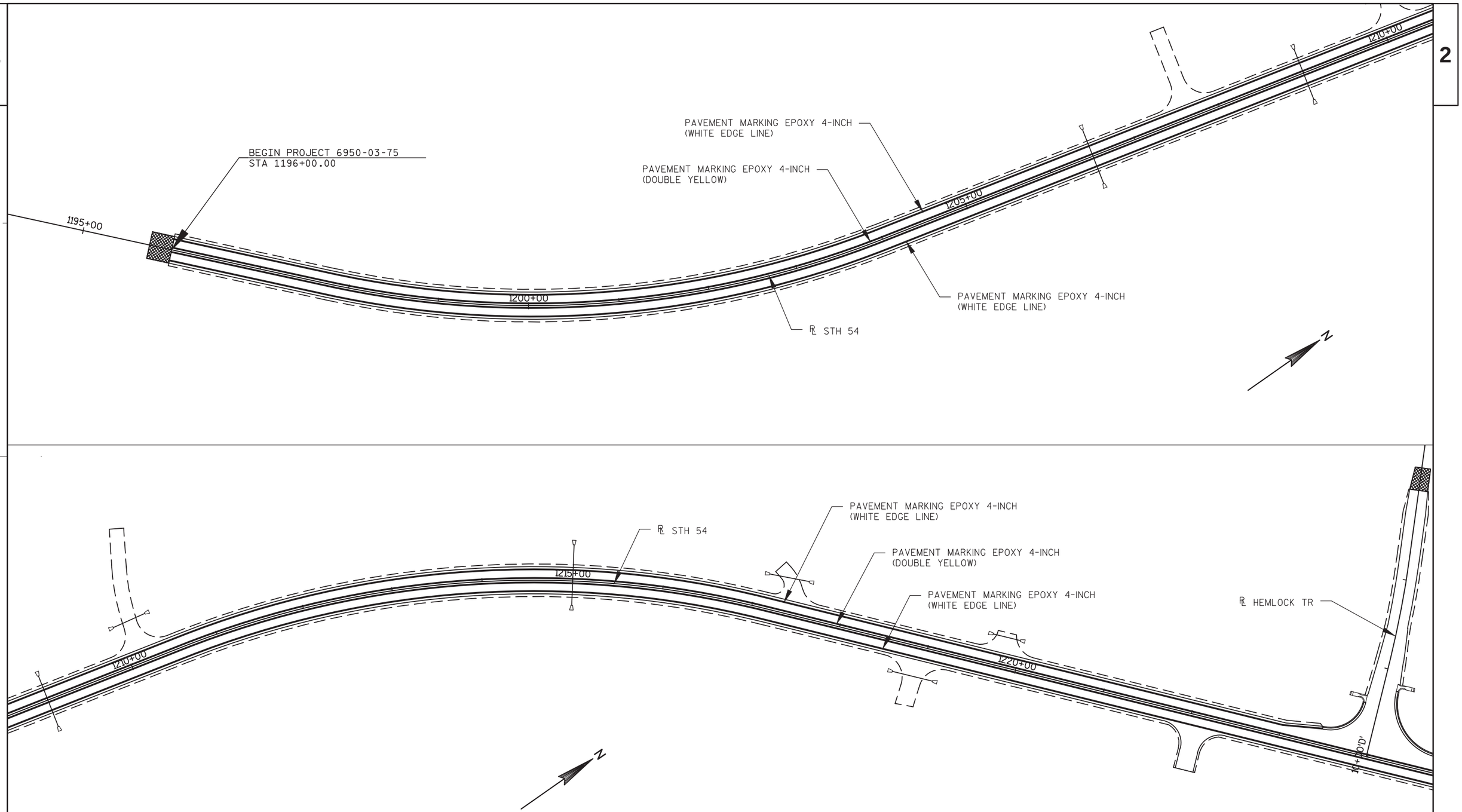


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- ■ REMOVING SMALL SIGN SUPPORTS
- ▲ SIGNS REFLECTIVE TYPE II
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- (100) DENOTES SIGN NUMBER
- 36" X 36" INDICATES SIGN SIZE

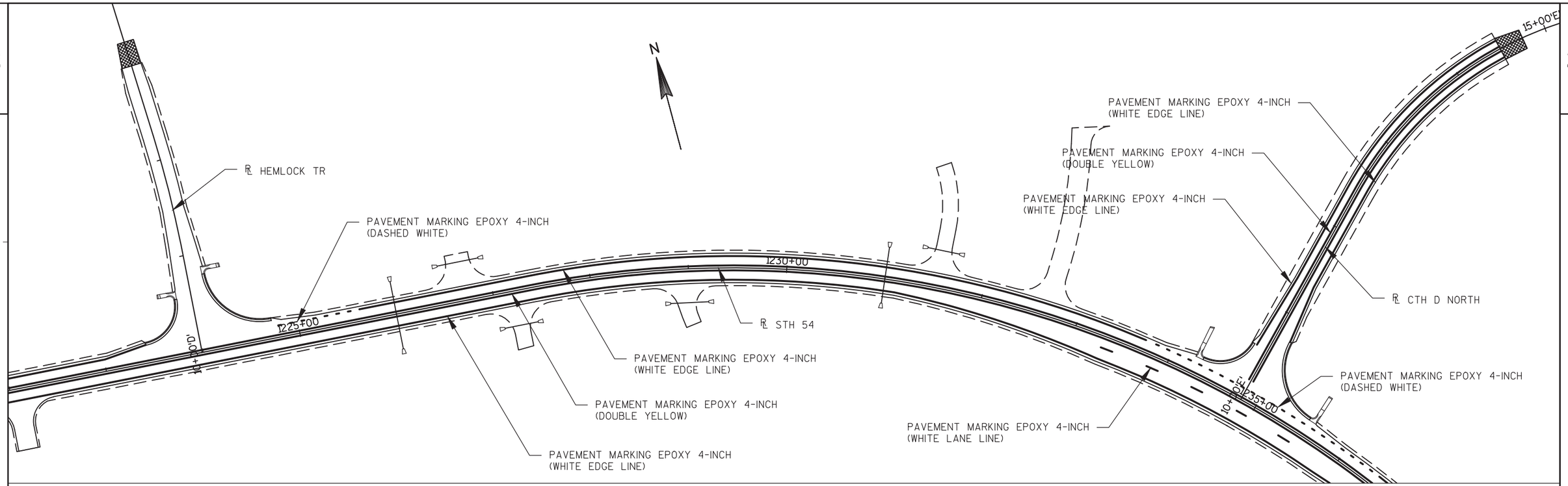
PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	PERMANENT SIGNING	SHEET 23 E

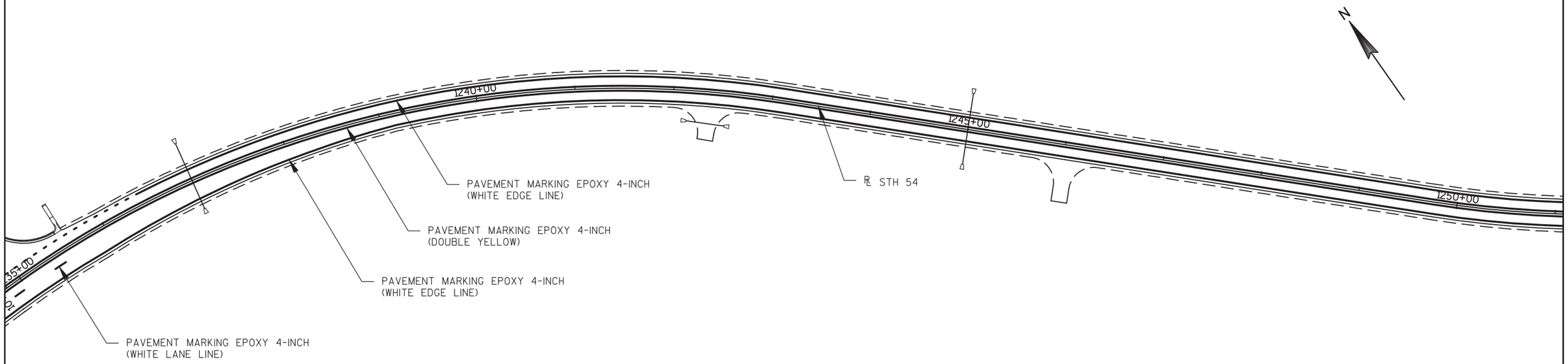


PROJECT NO:6950-03-75	HWY:STH 54	COUNTY:WOOD	PAVEMENT MARKING	SHEET 24 E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\75_020801_PM.DWG PLOT DATE : 11/9/2016 7:13 AM PLOT BY : JEFF BREU PLOT NAME : ---------- PLOT SCALE : **********
WISDOT/CADDS SHEET 42

2





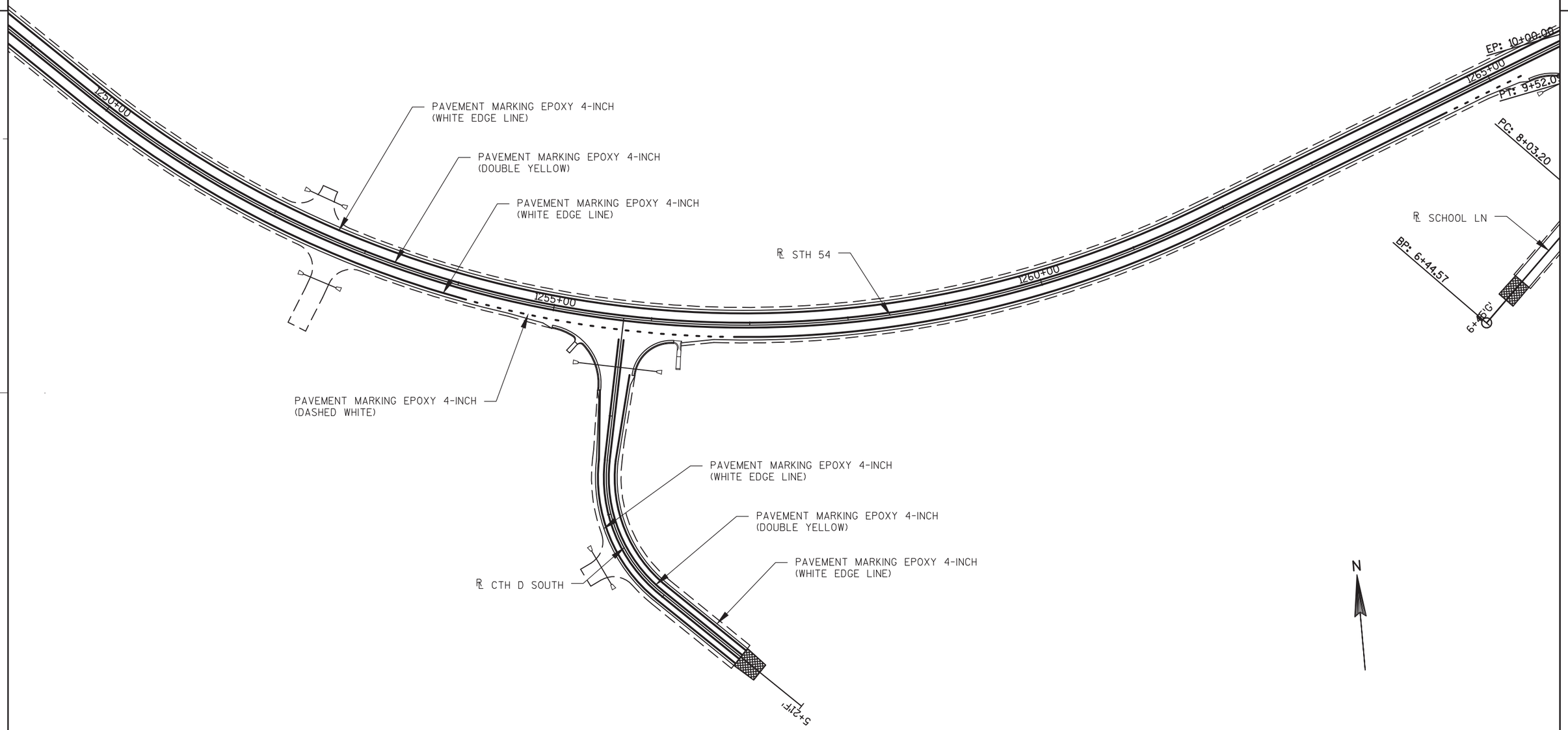
PROJECT NO:6950-03-75	HWY: STH 54	COUNTY: WOOD	PAVEMENT MARKING	SHEET 25 E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\75_020801_PM.DWG PLOT DATE : 11/9/2016 7:13 AM PLOT BY : JEFF BREU PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 42

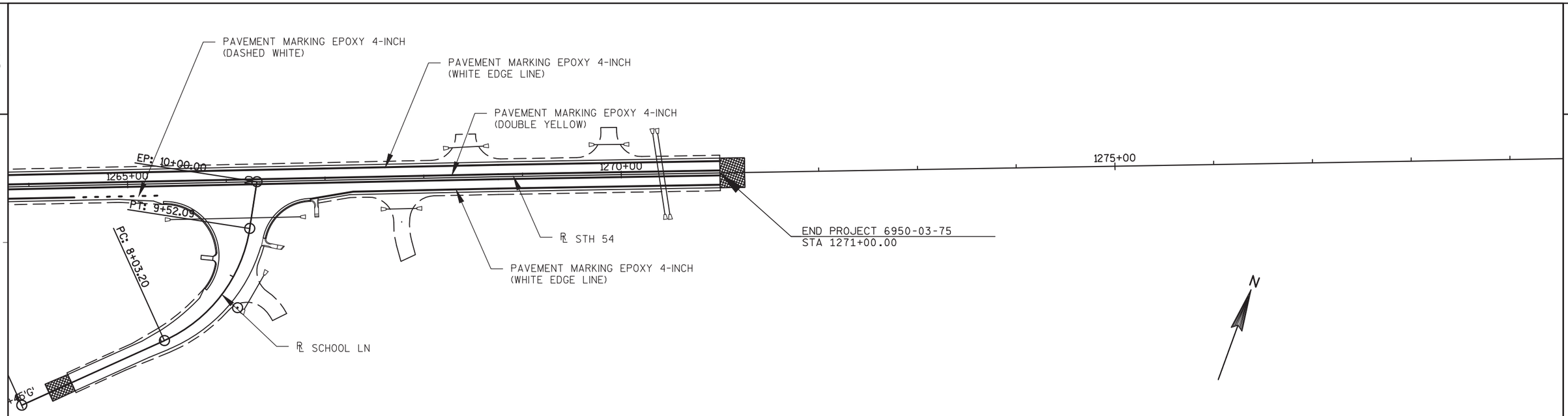
2

2



PROJECT NO:6950-03-75	HWY: STH 54	COUNTY: WOOD	PAVEMENT MARKING	SHEET 26 E

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WISDOT/CADDS SHEET 42



PROJECT NO:6950-03-75	HWY:STH 54	COUNTY:WOOD	PAVEMENT MARKING	SHEET 27 E

PROJECT 6950-03-75

STAGE 1A CONSTRUCTION

CONSTRUCTION STH 54 FROM BEGINNING OF PROJECT TO HEMLOCK TRAIL.

CONSTRUCT TEMPORARY BYPASS AND TEMPORARY WIDENING ALONG EXISTING STH 54.

CONSTRUCT OFF-ALIGNMENT PORTION OF PROPOSED STH 54 AT CTH D NORTH.

CONSTRUCT STH 54 FROM CTH D SOUTH TO END OF PROJECT.

STAGE 1B CONSTRUCTION

CONSTRUCT HEMLOCK TRAIL INTERSECTION AT STH 54 PRIOR TO STAGE 2.

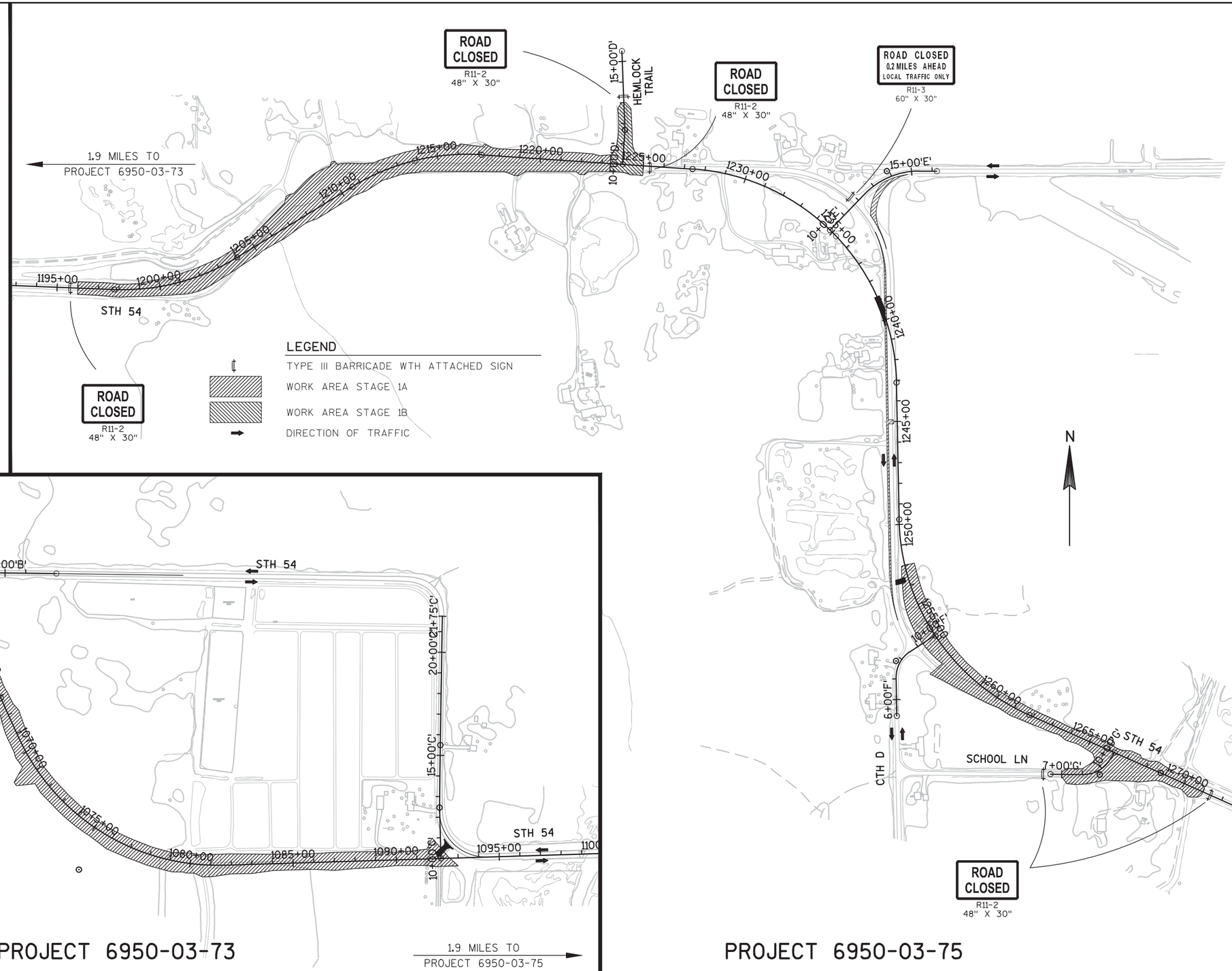
STAGE 1 TRAFFIC

STH 54 CLOSED TO TRAFFIC.

CTH D OPEN TO TRAFFIC.

HEMLOCK TRAIL OPEN TO TRAFFIC VIA CTH D.

SCHOOL LANE OPEN TO TRAFFIC VIA CTH D.



STAGE 1 CONSTRUCTION

CONSTRUCT OFF-ALIGNMENT PORTIONS OF PROPOSED STH 54.

STAGE 1 TRAFFIC

STH 54 OPEN TO TRAFFIC.

LONESOME ROAD OPEN TO TRAFFIC.

PROJECT 6950-03-73

1.9 MILES TO
PROJECT 6950-03-75

PROJECT 6950-03-75

PROJECT NO:6950-03-75	HWY:STH 54	COUNTY:WOOD	STAGE 1 OVERVIEW	SHEET 28	E

PROJECT 6950-03-75

STAGE 2 CONSTRUCTION

CONSTRUCTION STH 54 FROM HEMLOCK TRAIL TO END OF PROJECT.

CONSTRUCT CTH D NORTH INTERSECTION.

CONSTRUCT SCHOOL LANE INTERSECTION.

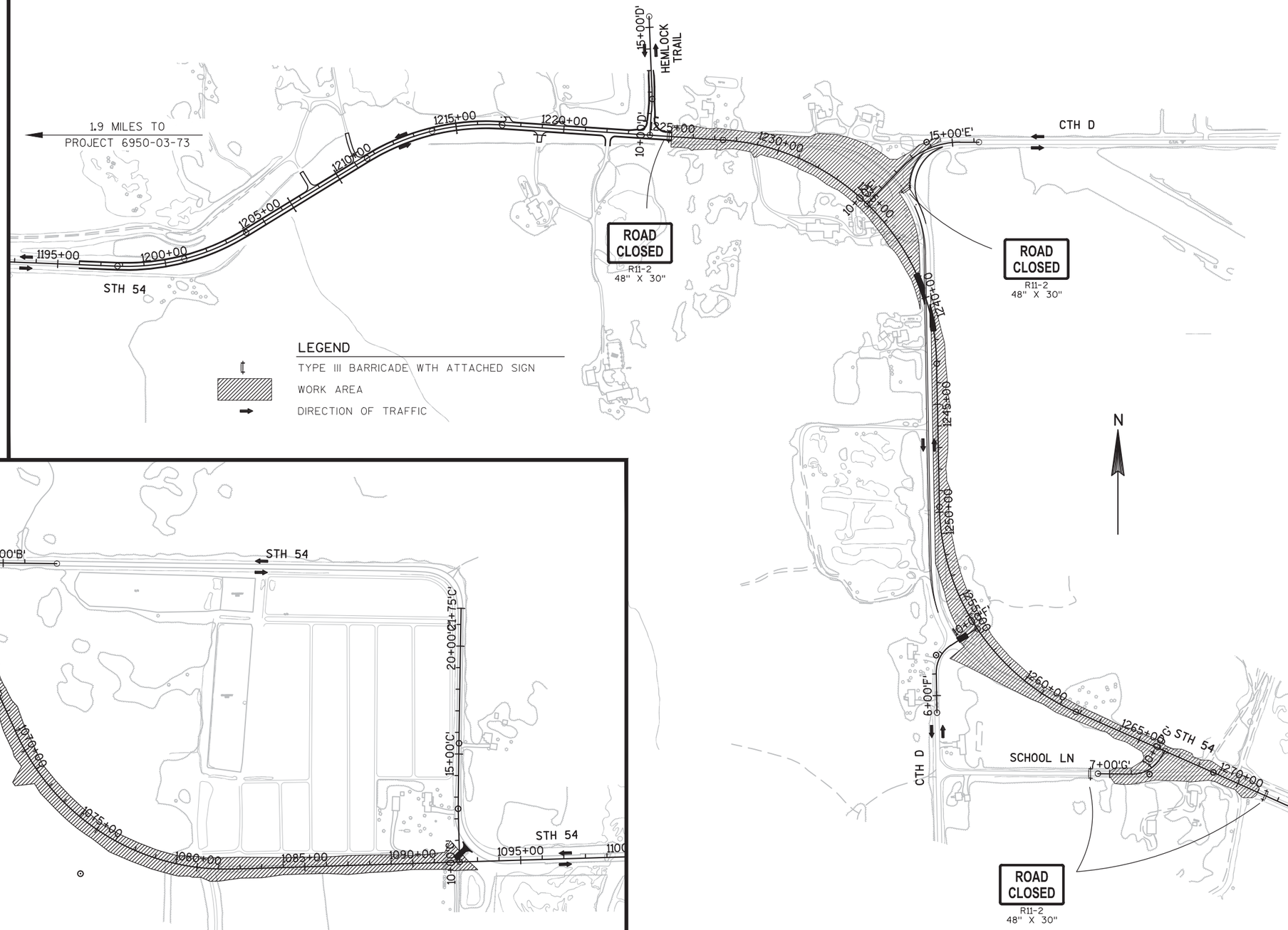
STAGE 2 TRAFFIC

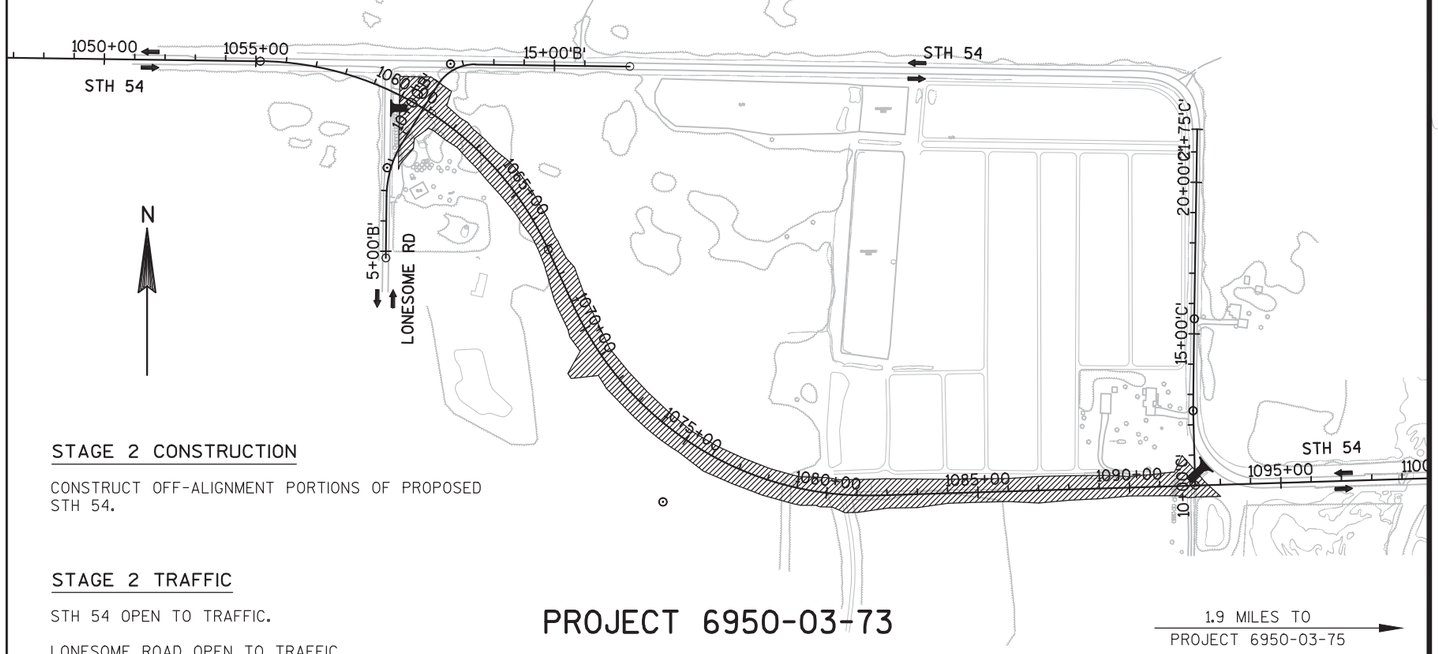
STH 54 CLOSED TO TRAFFIC.

CTH D OPEN TO TRAFFIC.

HEMLOCK TRAIL OPEN TO TRAFFIC VIA STH 54.

SCHOOL LANE OPEN TO TRAFFIC VIA STH 54.





STAGE 2 CONSTRUCTION

CONSTRUCT OFF-ALIGNMENT PORTIONS OF PROPOSED STH 54.

STAGE 2 TRAFFIC

STH 54 OPEN TO TRAFFIC.

LONESOME ROAD OPEN TO TRAFFIC.

PROJECT 6950-03-73

1.9 MILES TO
PROJECT 6950-03-75

PROJECT 6950-03-75

PROJECT NO:6950-03-75	HWY:STH 54	COUNTY:WOOD	STAGE 2 OVERVIEW	SHEET 29	E

2

PROJECT 6950-03-75

STAGE 3 CONSTRUCTION

CONSTRUCT STH 54 FROM STA 1238+00 TO STA 1243+00.

CONSTRUCT CTH D SOUTH INTERSECTION

STAGE 3 TRAFFIC

STH 54 CLOSED TO TRAFFIC.

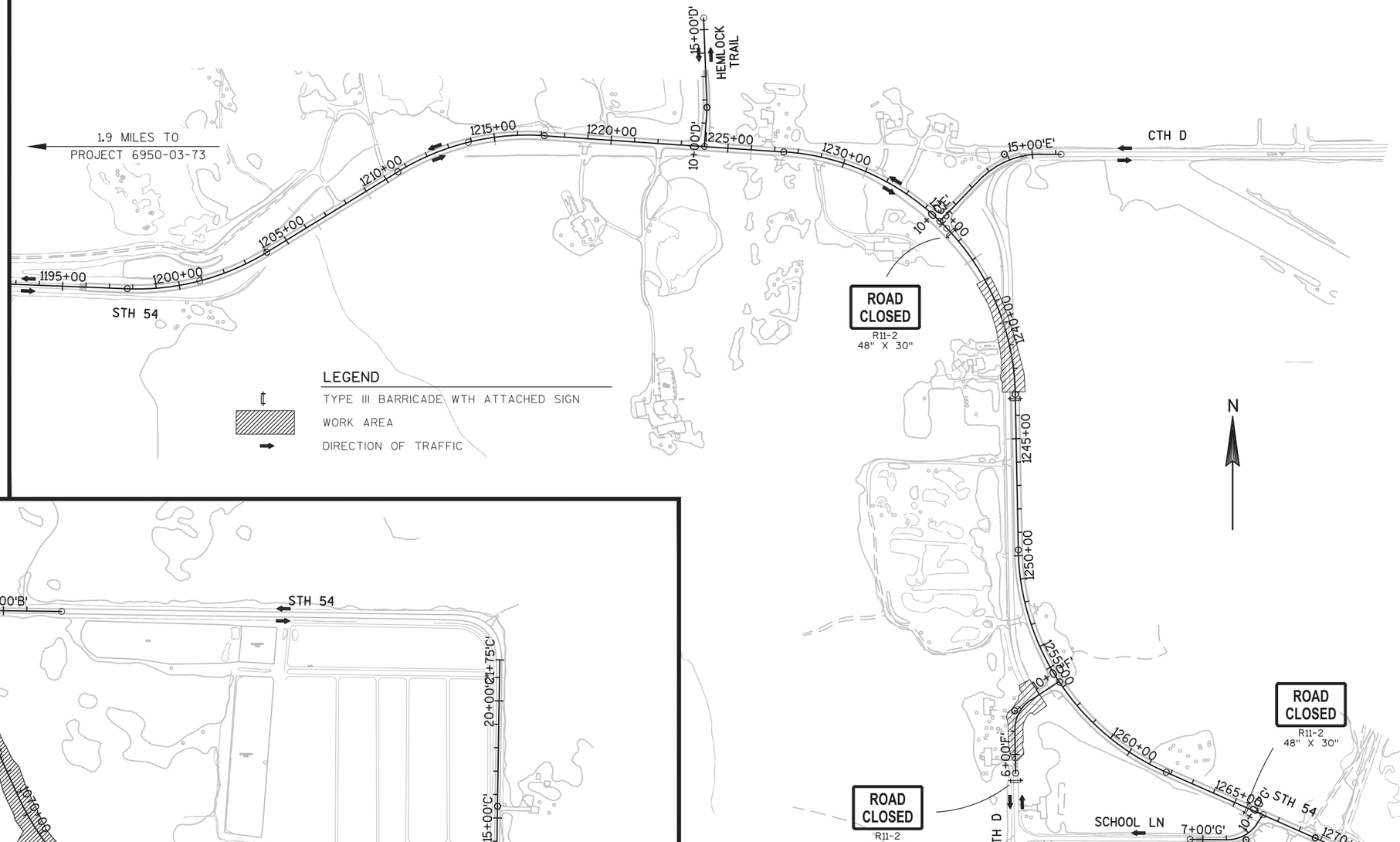
CTH D CLOSED TO TRAFFIC.

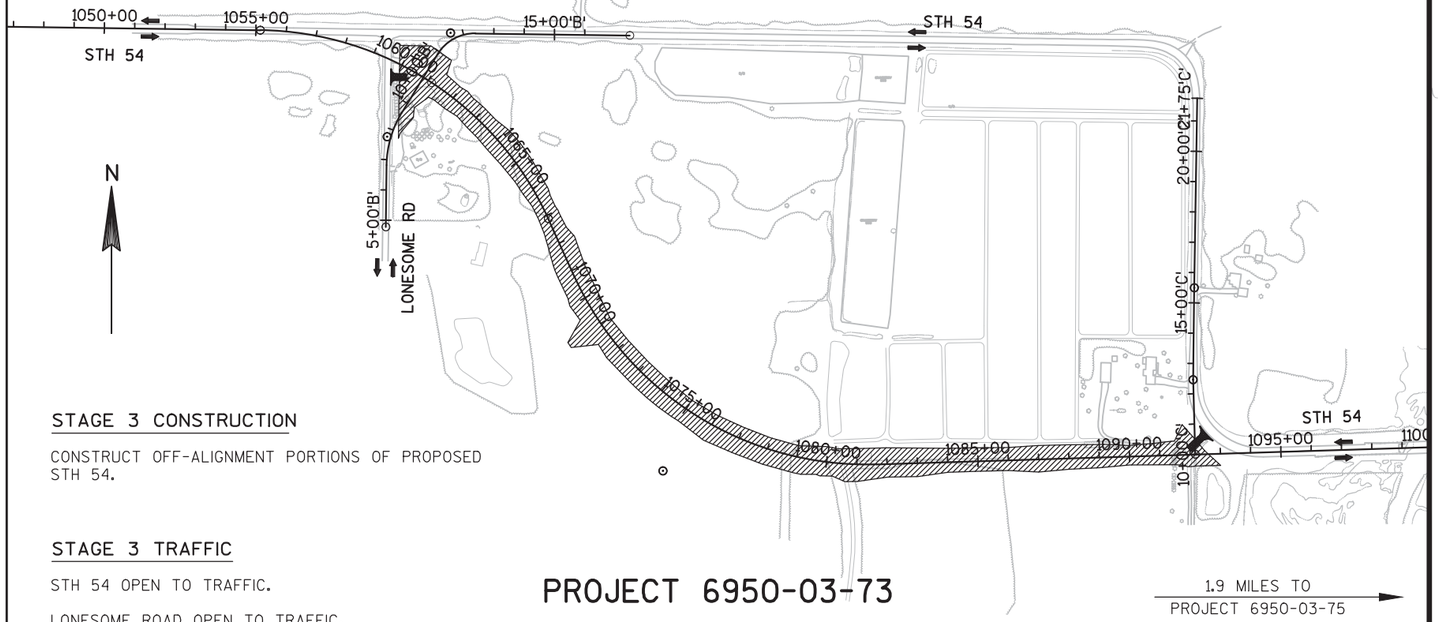
HEMLOCK TRAIL OPEN TO TRAFFIC.

CTH D NORTH OPEN TO TRAFFIC.

CTH D SOUTH OPEN TO TRAFFIC VIA SCHOOL LANE.

SCHOOL LANE OPEN TO TRAFFIC.





STAGE 3 CONSTRUCTION

CONSTRUCT OFF-ALIGNMENT PORTIONS OF PROPOSED STH 54.

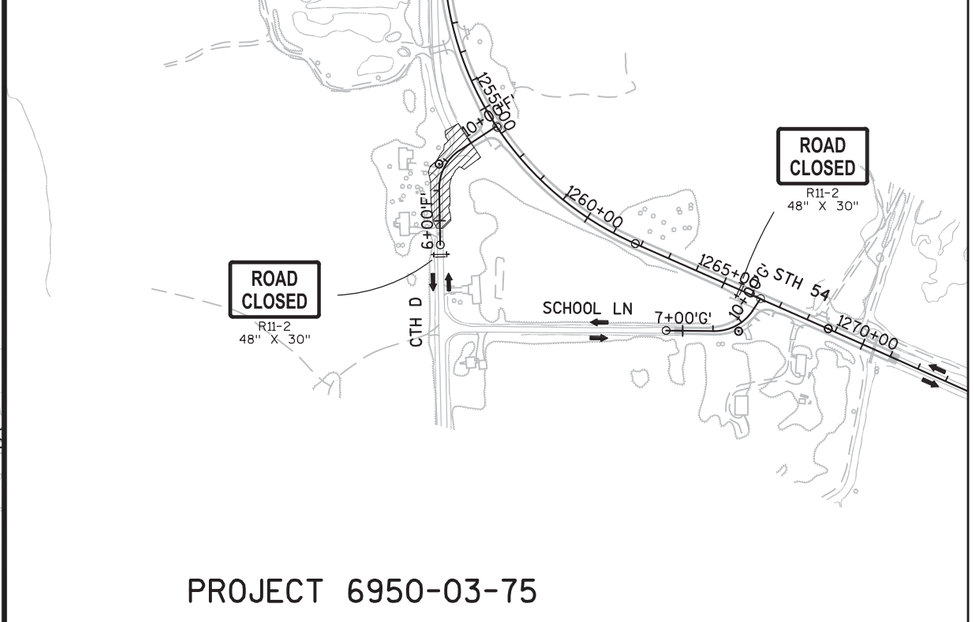
STAGE 3 TRAFFIC

STH 54 OPEN TO TRAFFIC.

LONESOME ROAD OPEN TO TRAFFIC.

PROJECT 6950-03-73

1.9 MILES TO
PROJECT 6950-03-75



PROJECT 6950-03-75

PROJECT NO:6950-03-75	HWY: STH 54	COUNTY: WOOD	STAGE 3 OVERVIEW	SHEET 30	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\75_020903_S3OV.DWG PLOT DATE : 11/9/2016 7:34 AM PLOT BY : JEFF BREU PLOT NAME : _____ PLOT SCALE : ********** WISDOT/CADDS SHEET 42

2

PROJECT 6950-03-75

STAGE 4 CONSTRUCTION

REMOVE TEMPORARY BYPASS.

GRADE AND RESTORE SIDE SLOPES.

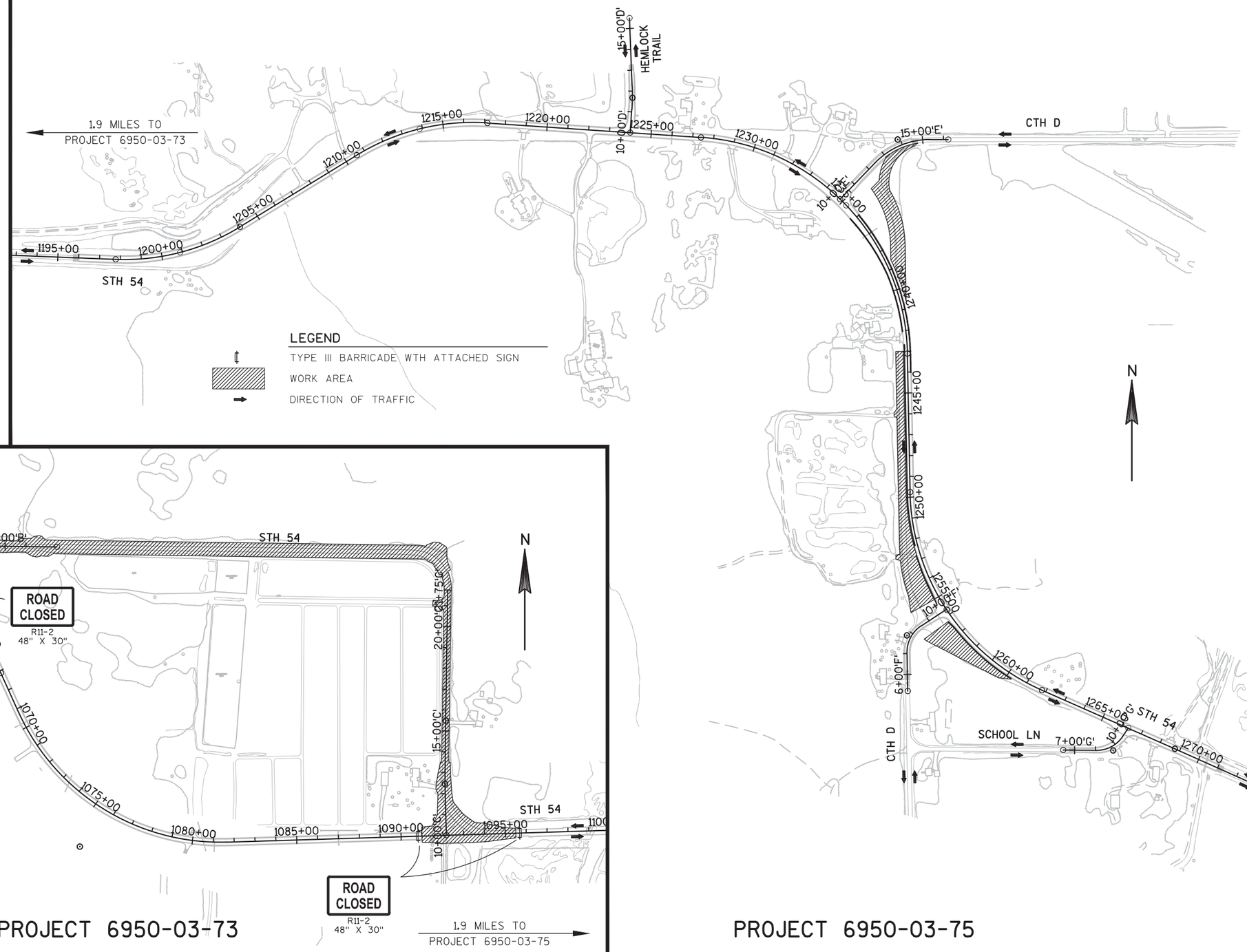
STAGE 4 TRAFFIC

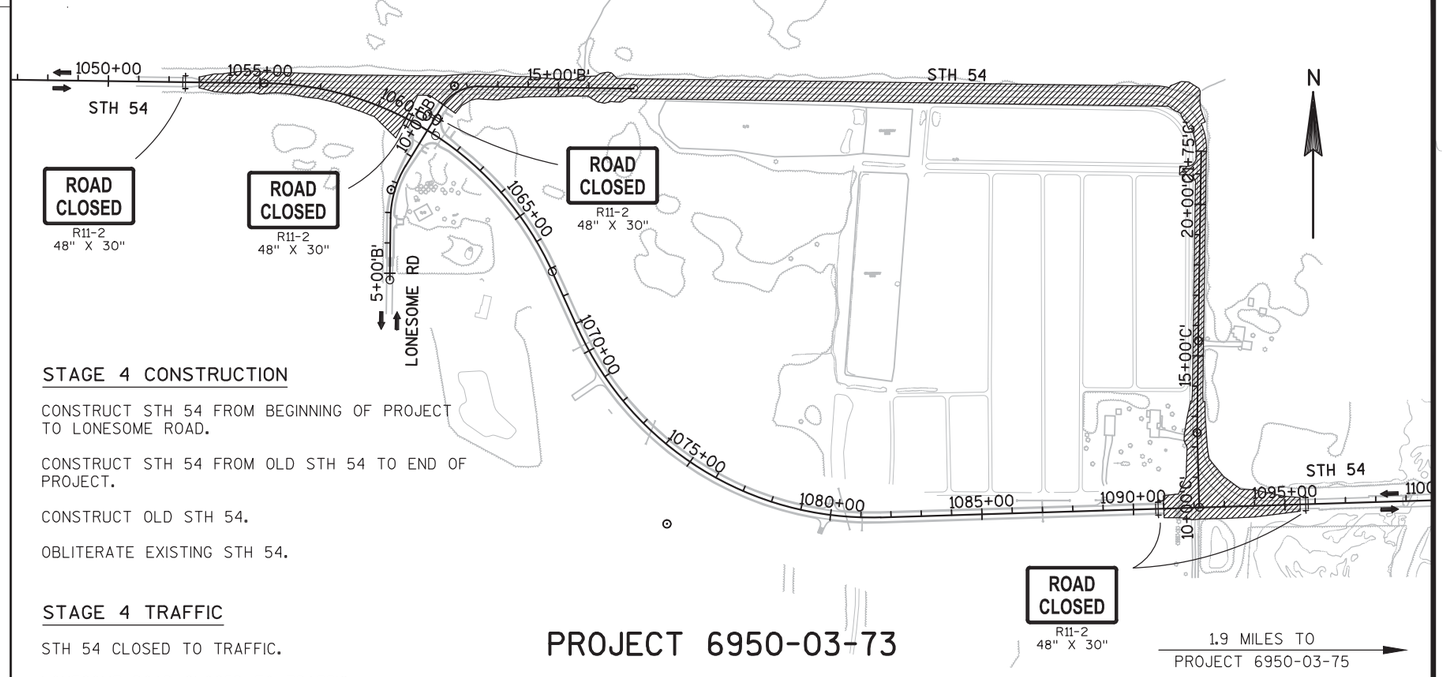
STH 54 OPEN TO TRAFFIC.

CTH D OPEN TO TRAFFIC.

HEMLOCK TRAIL OPEN TO TRAFFIC.

SCHOOL LANE OPEN TO TRAFFIC.





STAGE 4 CONSTRUCTION

CONSTRUCT STH 54 FROM BEGINNING OF PROJECT TO LONESOME ROAD.

CONSTRUCT STH 54 FROM OLD STH 54 TO END OF PROJECT.

CONSTRUCT OLD STH 54.

OBLITERATE EXISTING STH 54.

STAGE 4 TRAFFIC

STH 54 CLOSED TO TRAFFIC.

LONESOME ROAD CLOSED TO TRAFFIC.

PROJECT 6950-03-73

PROJECT 6950-03-75

PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	STAGE 4 OVERVIEW	SHEET 31	E

2

END ROAD WORK
G20-2A
48"X24"

ROAD CLOSED
R11-2
48" X 30"

STH 54

1196+00 1197+00 1198+00 1199+00 1200+00 1201+00 1202+00 1203+00 1204+00

500' 500' 500'

ROAD CLOSED AHEAD
W20-3-A

ROAD CLOSED 1000 FT
W20-3-C

ROAD CLOSED 500 FT
W20-3-D

℄ STH 54

ROAD CLOSED BEGINNING MONTH DAY

ORANGE BACKGROUND
BLACK LETTERING

7 DAYS PRIOR
TO CLOSURE

N

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL SIGN ON SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA 1A
- WORK AREA 1B
- DIRECTION OF TRAFFIC

ROAD CLOSED AHEAD
W20-3-A

PLACE 500' PRIOR
TO CONTRUCTION

HEMLOCK TRAIL

℄ HEMLOCK TRAIL

13+00 12+00 11+00 10+00

1218+00 1219+00 1220+00 1221+00 1222+00 1223+00 1224+00 1225+00 1226+00 1227+00 1228+00 1229+00 1230+00 1231+00 1232+00 1233+00 1234+00

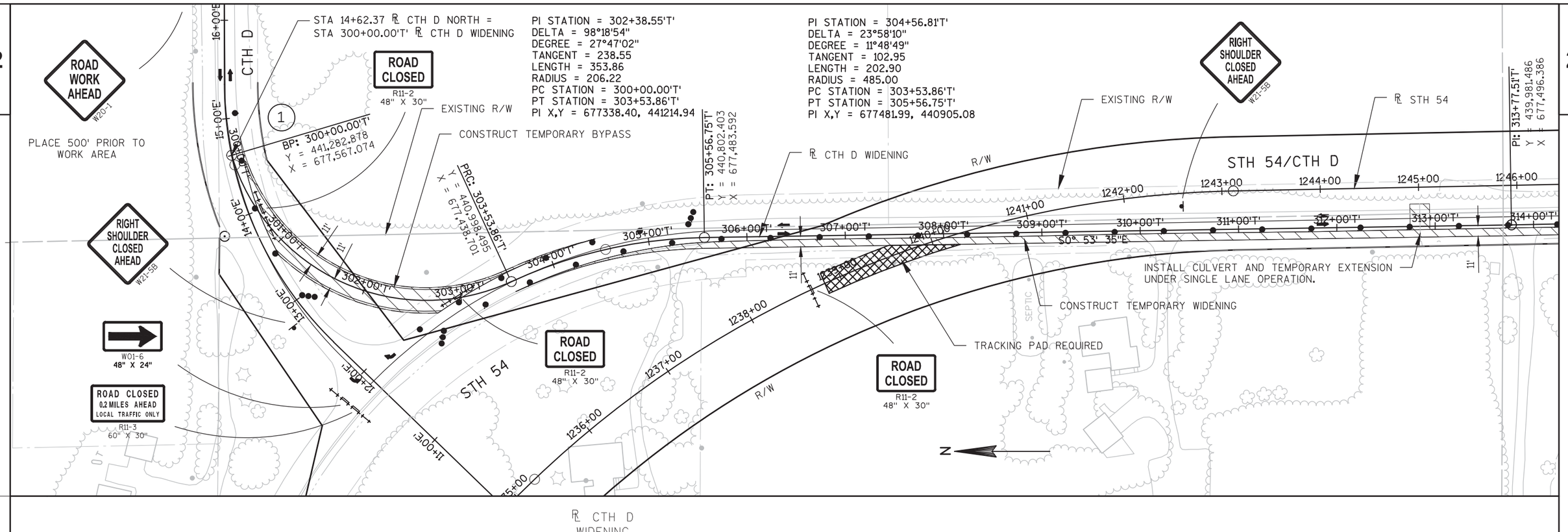
STH 54

℄ STH 54

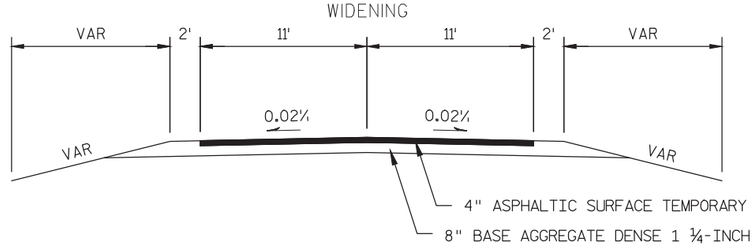
ROAD CLOSED
R11-2
48" X 30"

N

PROJECT NO:6950-03-75	HWY: STH 54	COUNTY: WOOD	CONSTRUCTION STAGING - STAGE 1	SHEET 32	E



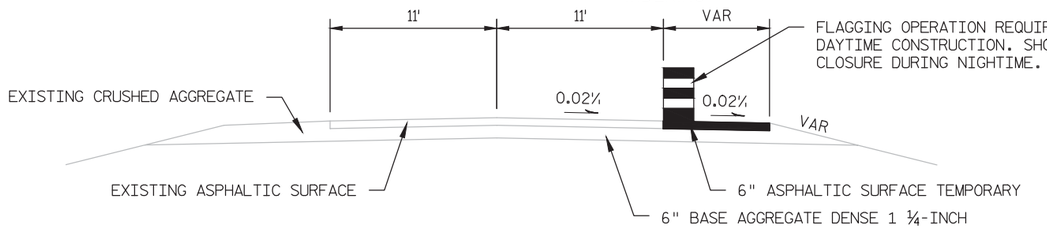
℄ CTH D
WIDENING



STAGE 1 TEMPORARY BYPASS TYPICAL SECTION

STA 10+00 TO STA 13+00

℄ CTH D
WIDENING



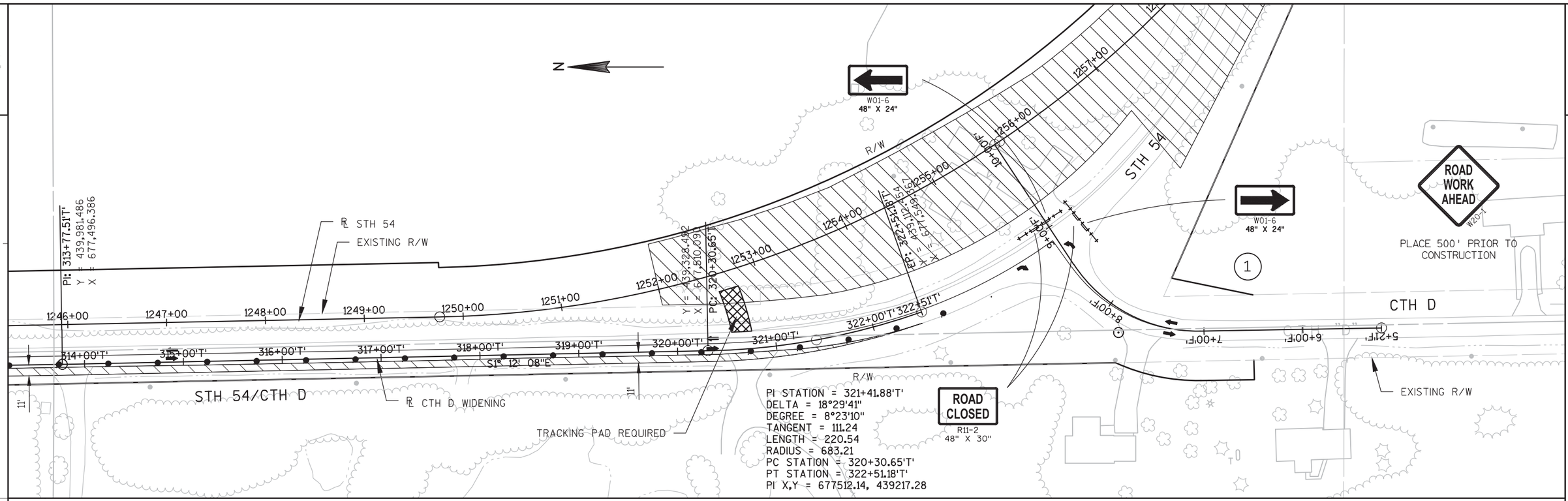
STAGE 1 TEMPORARY WIDENING TYPICAL SECTION

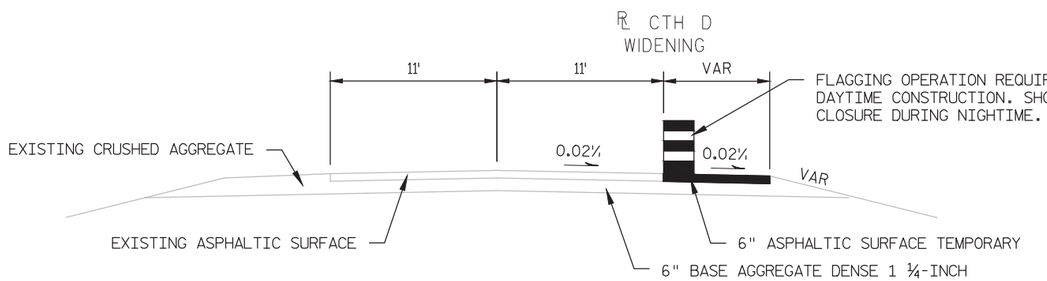
STA 13+00 TO STA 33+00

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL SIGN ON SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- (1) SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

PROJECT NO:6950-03-75	HWY:STH 54	COUNTY:WOOD	CONSTRUCTION STAGING - STAGE 1	SHEET 33	E





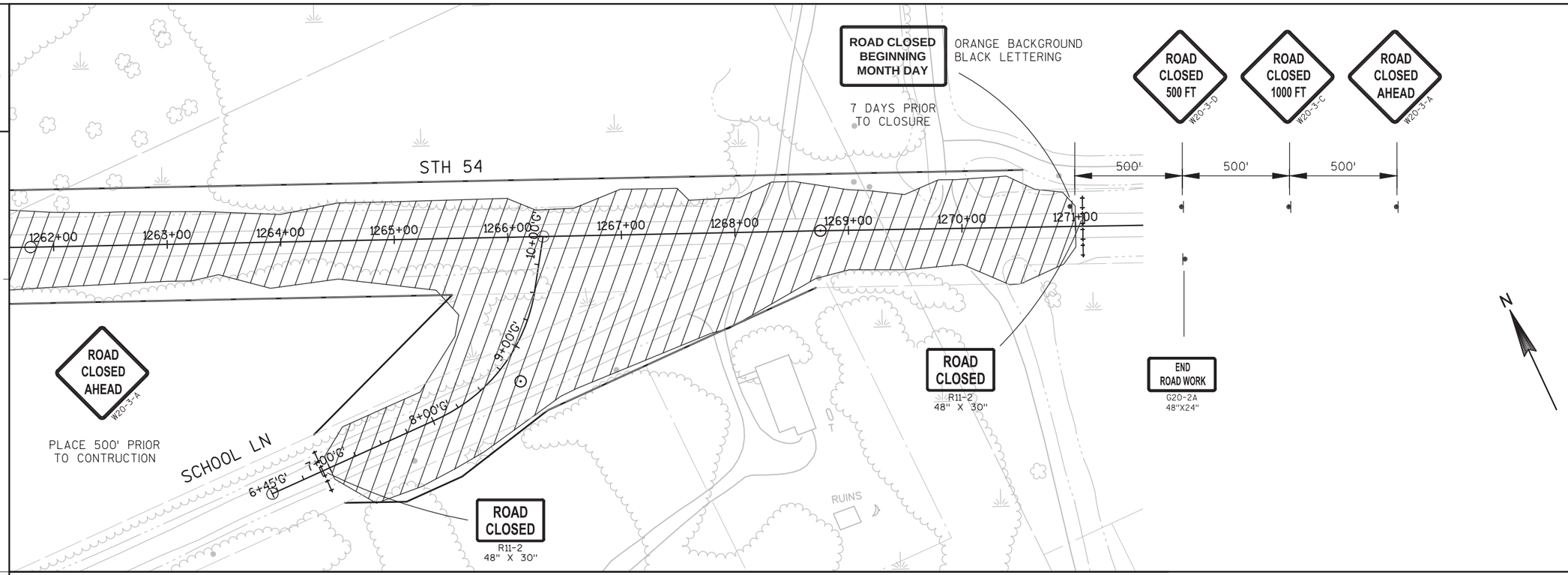
STAGE 1 TEMPORARY WIDENING TYPICAL SECTION

STA 13+00 TO STA 33+00

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL SIGN ON SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- (1) SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

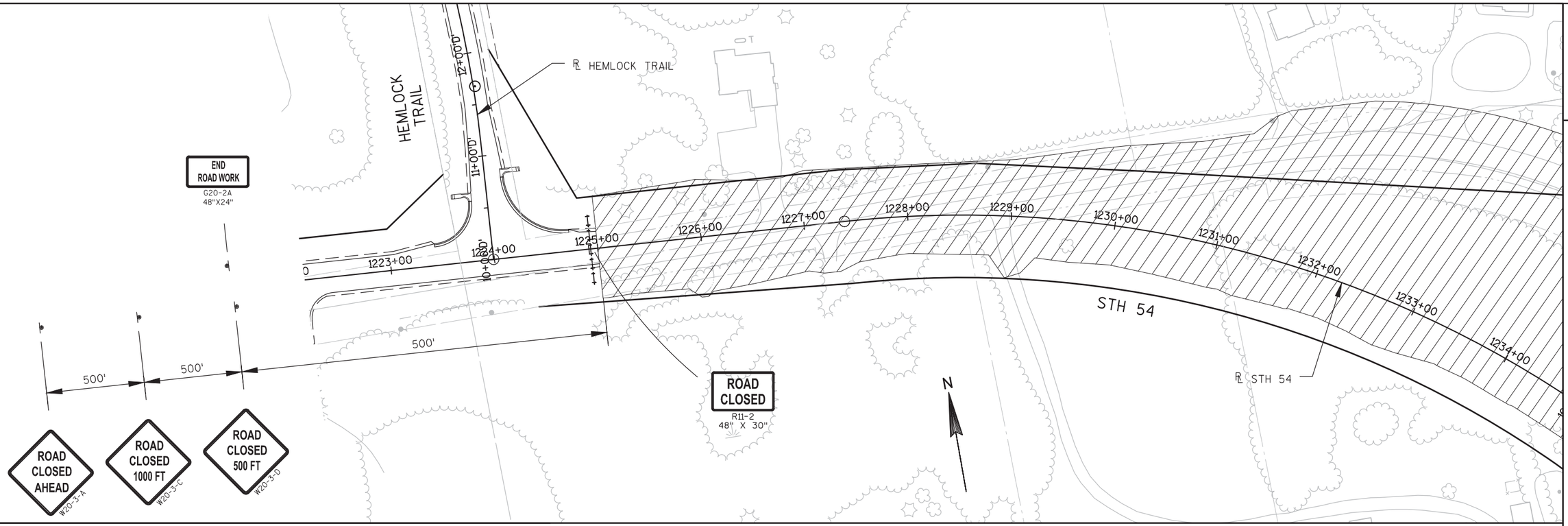
PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CONSTRUCTION STAGING - STAGE 1	SHEET 34 E



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL SIGN ON SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- (1) SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CONSTRUCTION STAGING - STAGE 1	SHEET 35 E



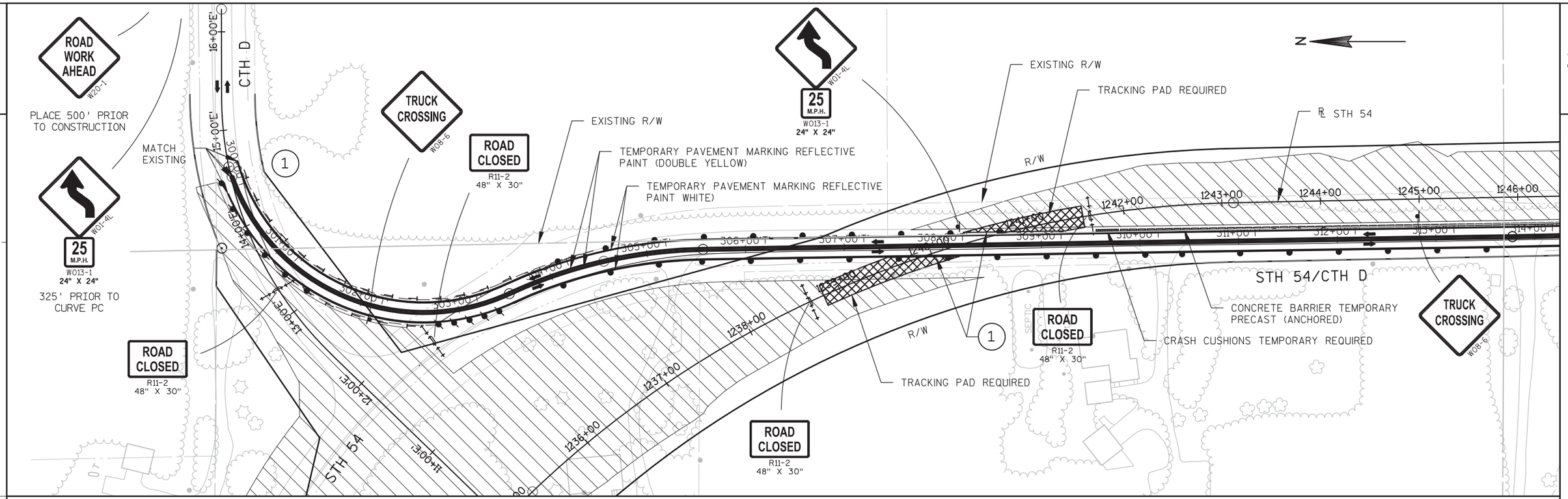
2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL SIGN ON SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- (1) SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

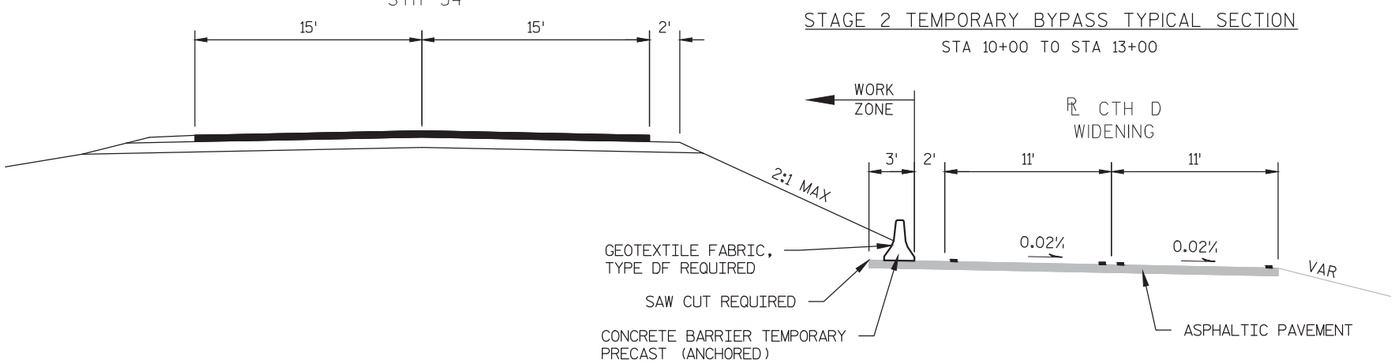
PROJECT NO:6950-03-75	HWY:STH 54	COUNTY:WOOD	CONSTRUCTION STAGING - STAGE 2	SHEET 36 E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\75_020902_S2.DWG PLOT DATE : 11/9/2016 7:26 AM PLOT BY : JEFF BREU PLOT NAME : ---------- PLOT SCALE : **********



STAGE 2 TEMPORARY BYPASS TYPICAL SECTION

STA 10+00 TO STA 13+00



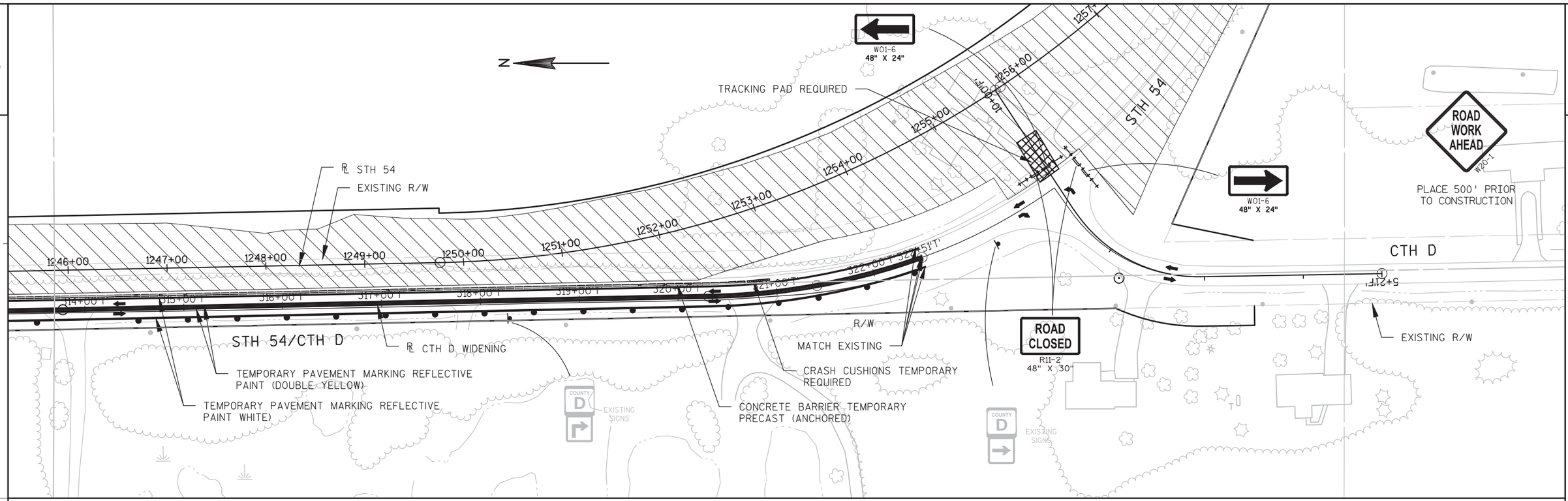
STAGE 2 CONSTRUCTION STAGING TYPICAL SECTION

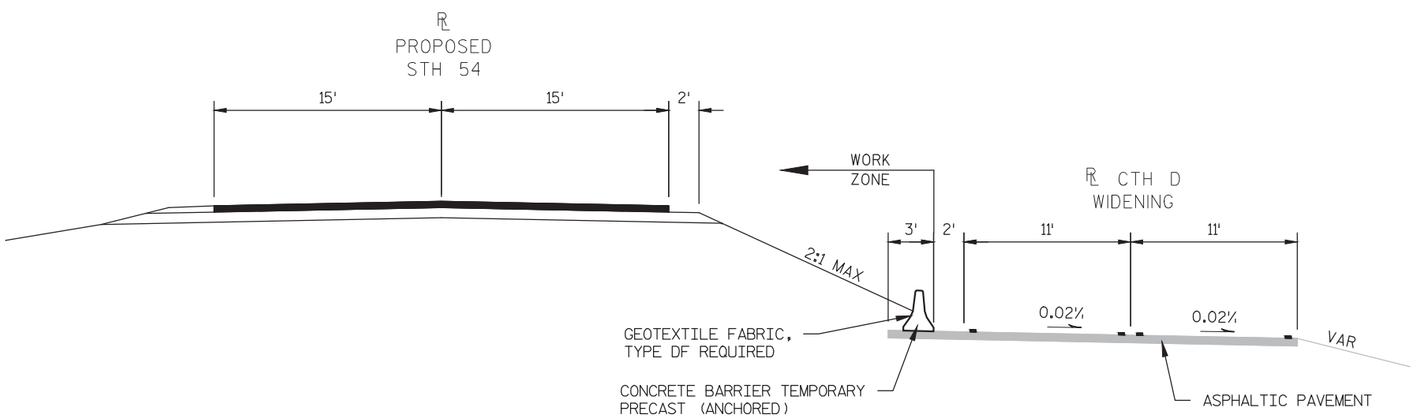
STA 13+00 TO STA 33+00

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL SIGN ON SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- (1) SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

PROJECT NO:6950-03-75	HWY: STH 54	COUNTY: WOOD	CONSTRUCTION STAGING - STAGE 2	SHEET 37 E





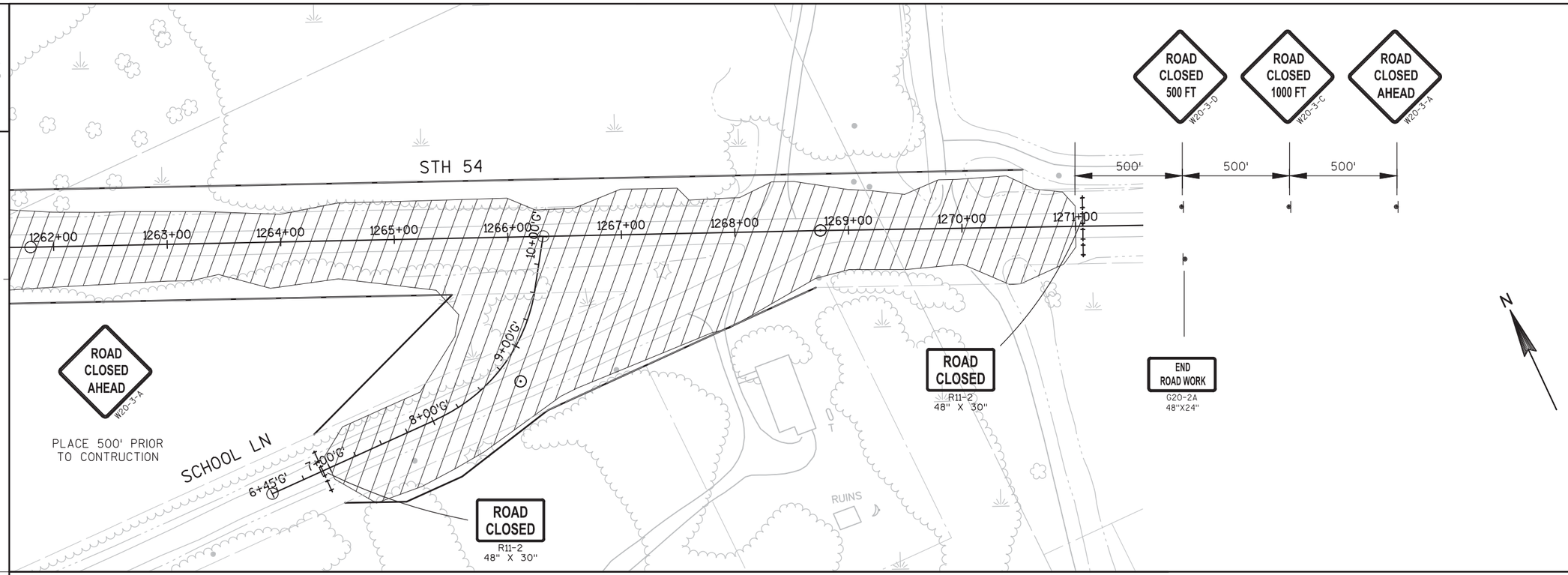
STAGE 2 CONSTRUCTION STAGING TYPICAL SECTION

STA 13+00 TO STA 33+00

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL SIGN ON SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- (1) SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CONSTRUCTION STAGING - STAGE 2	SHEET 38 E

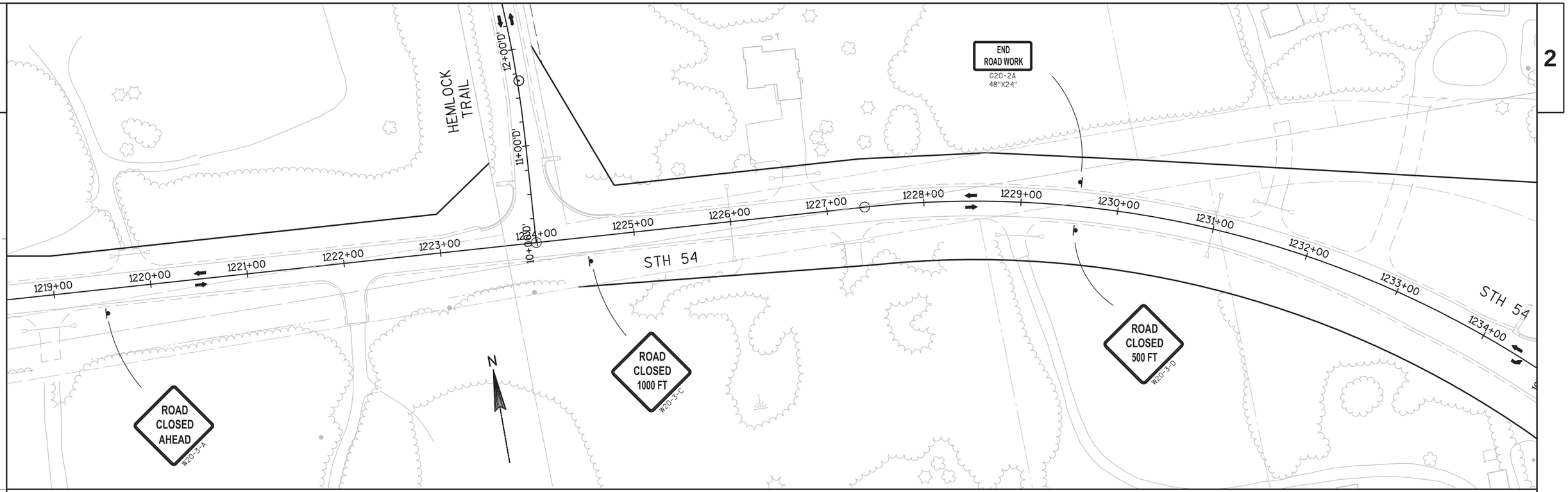


LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL SIGN ON SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- (1) SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

PROJECT NO:6950-03-75	HWY: STH 54	COUNTY: WOOD	CONSTRUCTION STAGING - STAGE 2	SHEET 39 E

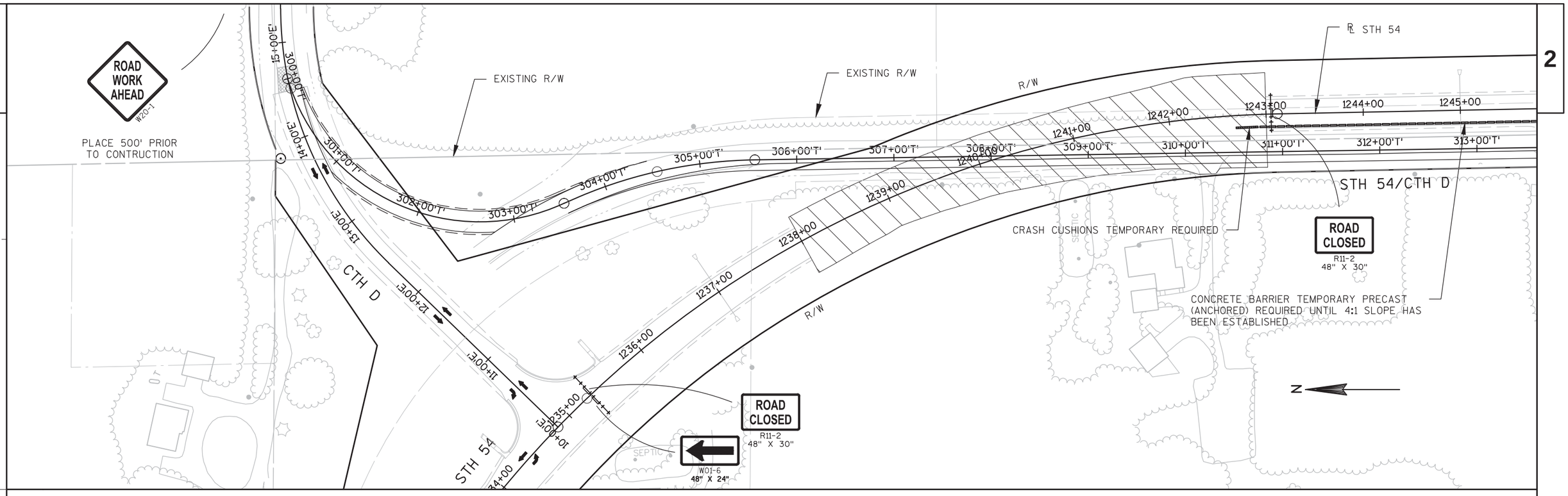
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LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL SIGN ON SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA 3
- DIRECTION OF TRAFFIC

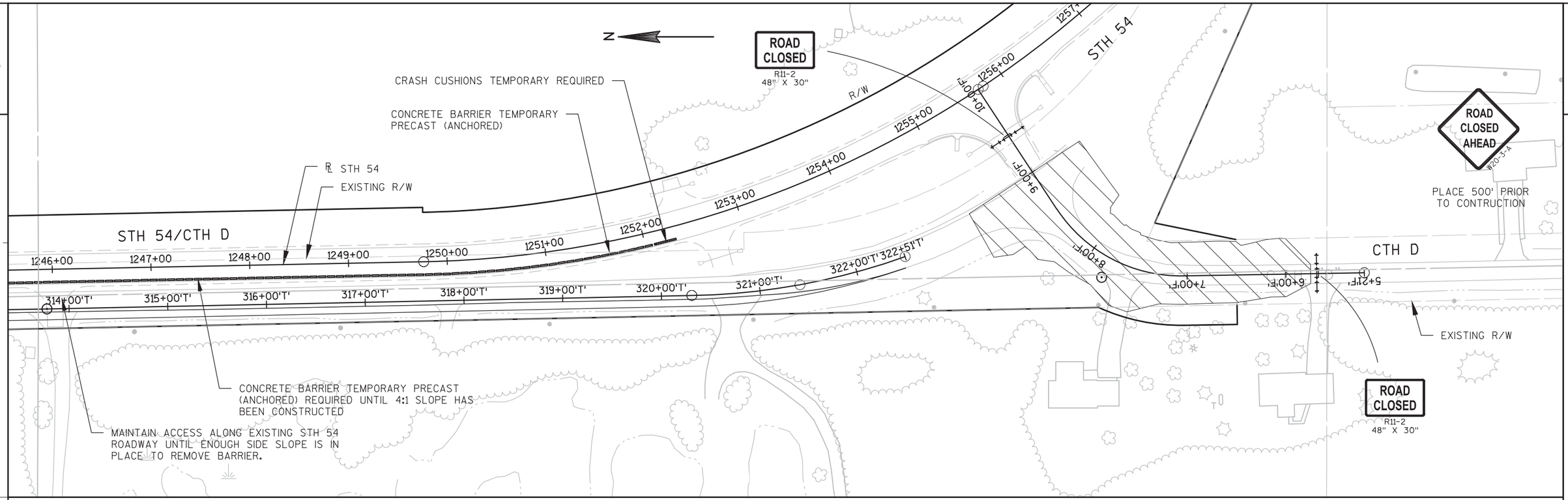
PROJECT NO:6950-03-75	HWY:STH 54	COUNTY:WOOD	CONSTRUCTION STAGING - STAGE 3	SHEET 40 E



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL SIGN ON SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA 3
- DIRECTION OF TRAFFIC

PROJECT NO:6950-03-75	HWY:STH 54	COUNTY:WOOD	CONSTRUCTION STAGING - STAGE 3	SHEET 41 E



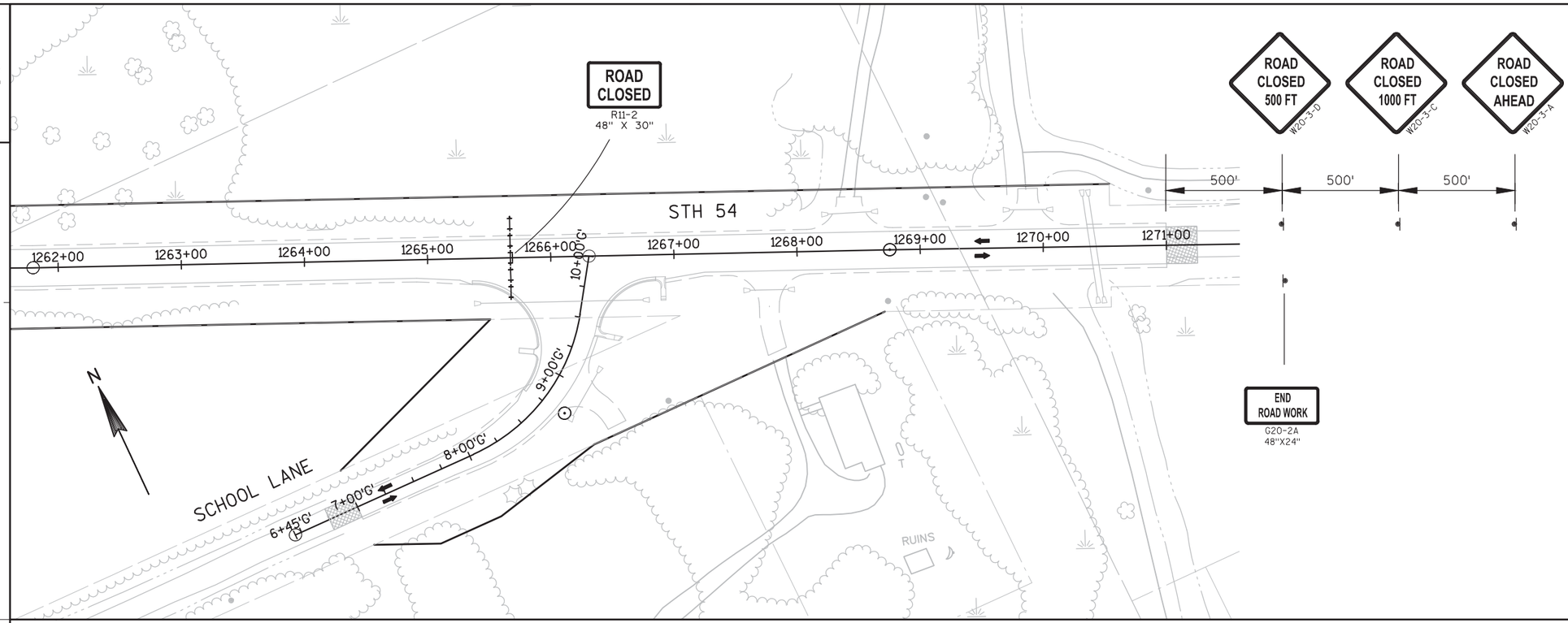
2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL SIGN ON SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA 3
- DIRECTION OF TRAFFIC

PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CONSTRUCTION STAGING - STAGE 3	SHEET 42 E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\75_020903_S3.DWG PLOT DATE : 11/9/2016 7:33 AM PLOT BY : JEFF BREU PLOT NAME : ---------- PLOT SCALE : 1" = 100'_XREF



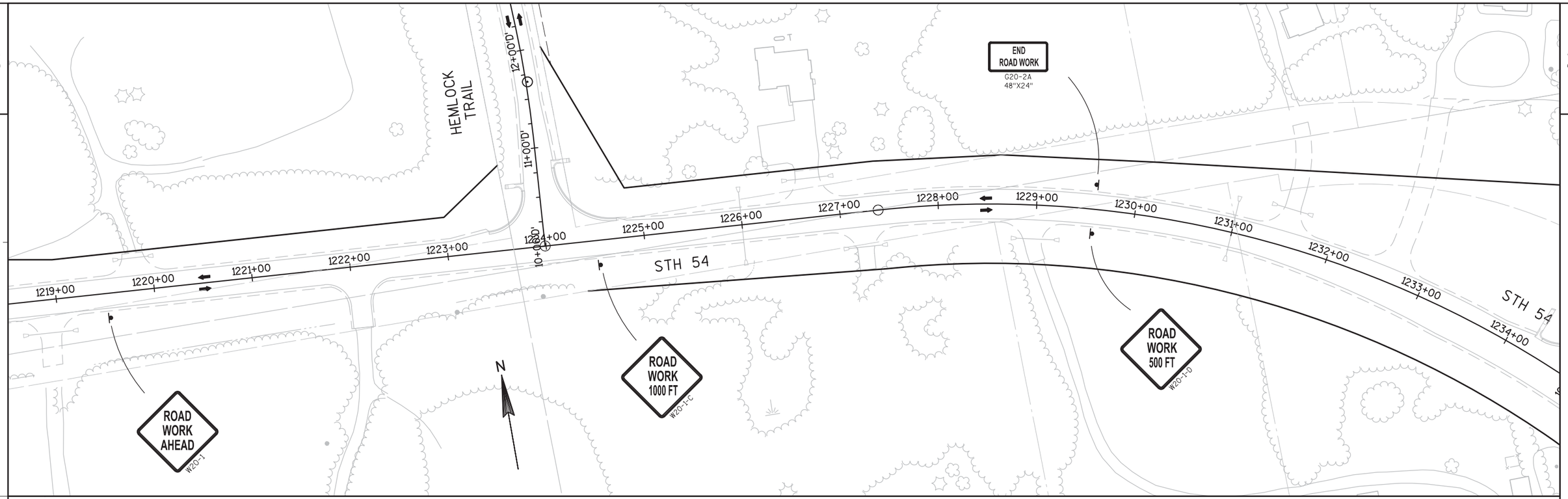
2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL SIGN ON SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA 3
- DIRECTION OF TRAFFIC

PROJECT NO:6950-03-75	HWY:STH 54	COUNTY:WOOD	CONSTRUCTION STAGING - STAGE 3	SHEET 43 E

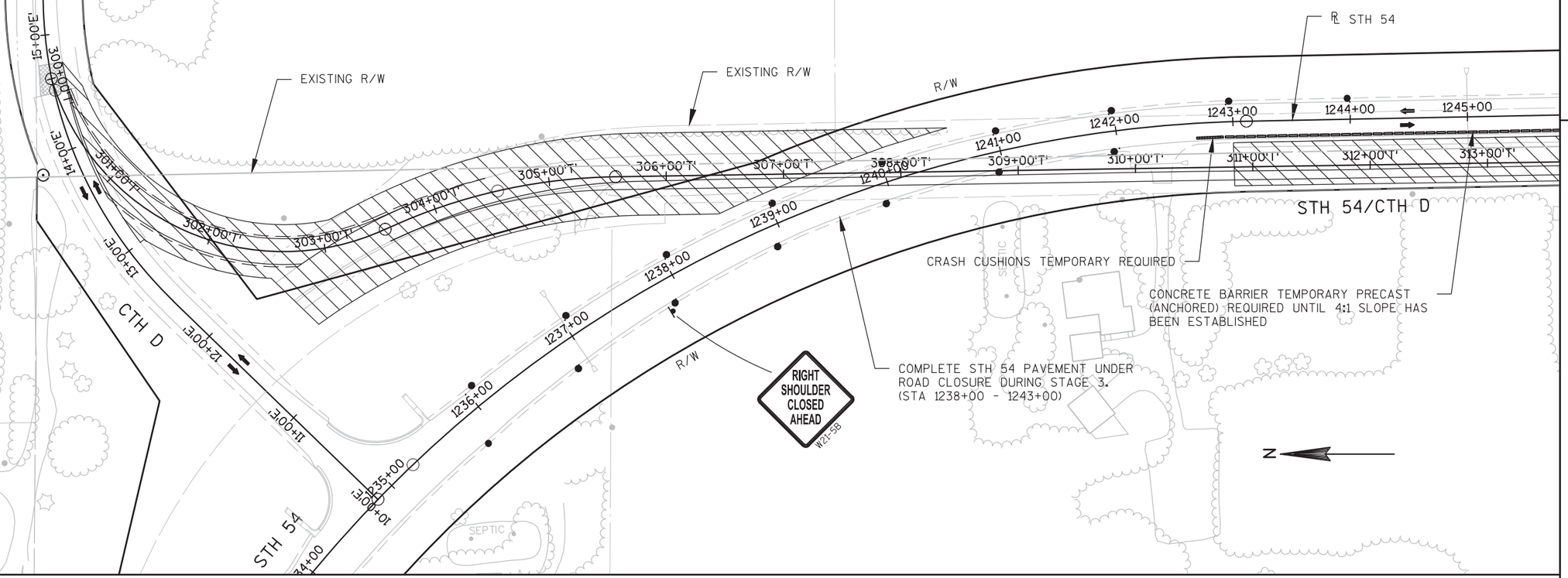
FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\75_020903_S3.DWG PLOT DATE : 11/9/2016 7:33 AM PLOT BY : JEFF BREU PLOT NAME : ---------- PLOT SCALE : **********

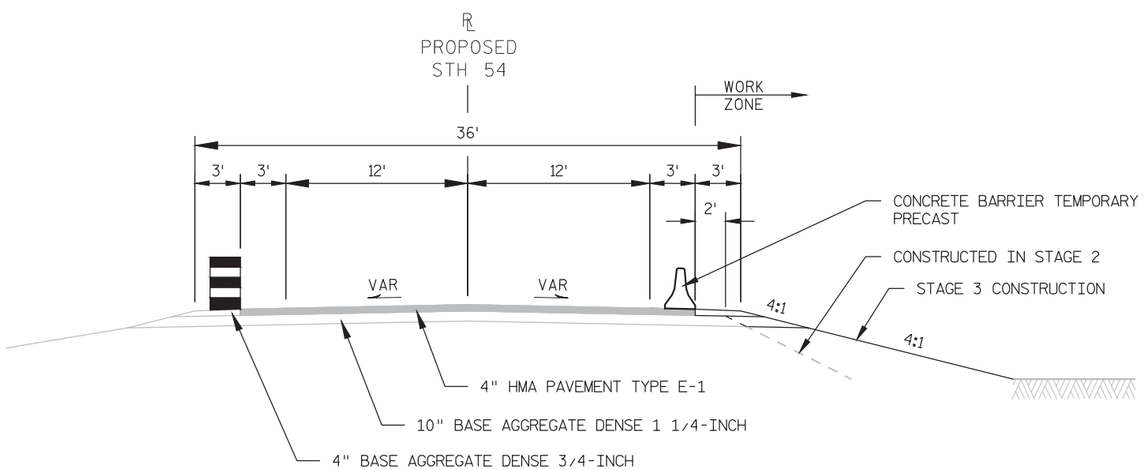


LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL SIGN ON SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA 4
- DIRECTION OF TRAFFIC
- (1) SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

PROJECT NO:6950-03-75	HWY:STH 54	COUNTY:WOOD	CONSTRUCTION STAGING - STAGE 4	SHEET 44 E





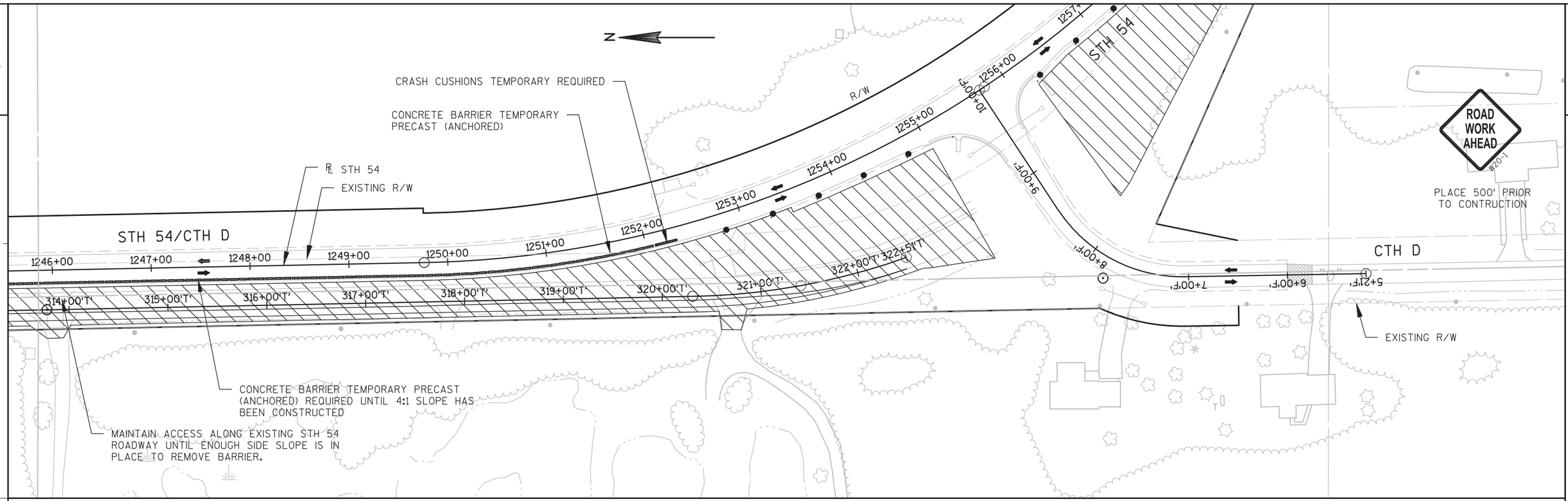
STAGE 4 CONSTRUCTION STAGING TYPICAL SECTION

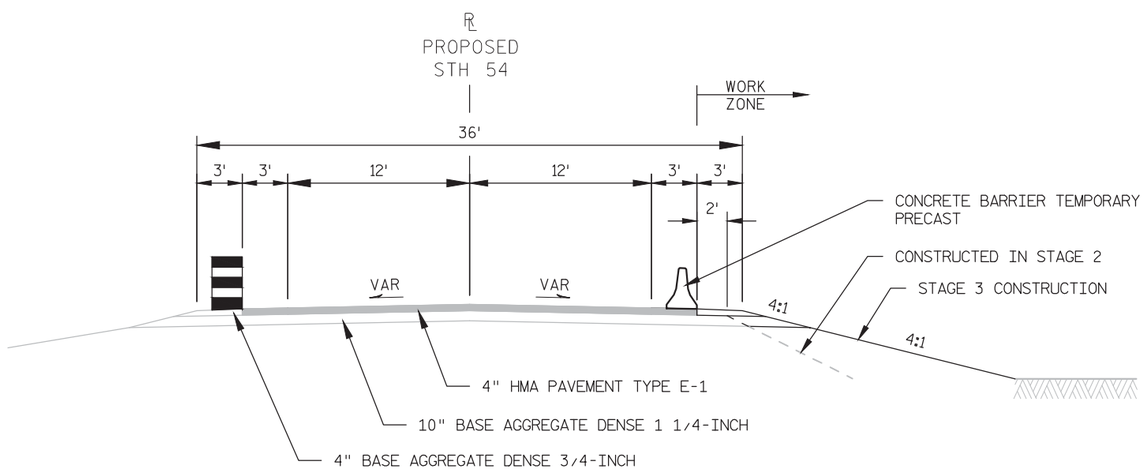
STA 1239+00 TO STA 1252+00

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL SIGN ON SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA 4
- DIRECTION OF TRAFFIC
- (1) SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CONSTRUCTION STAGING - STAGE 4	SHEET 45 E





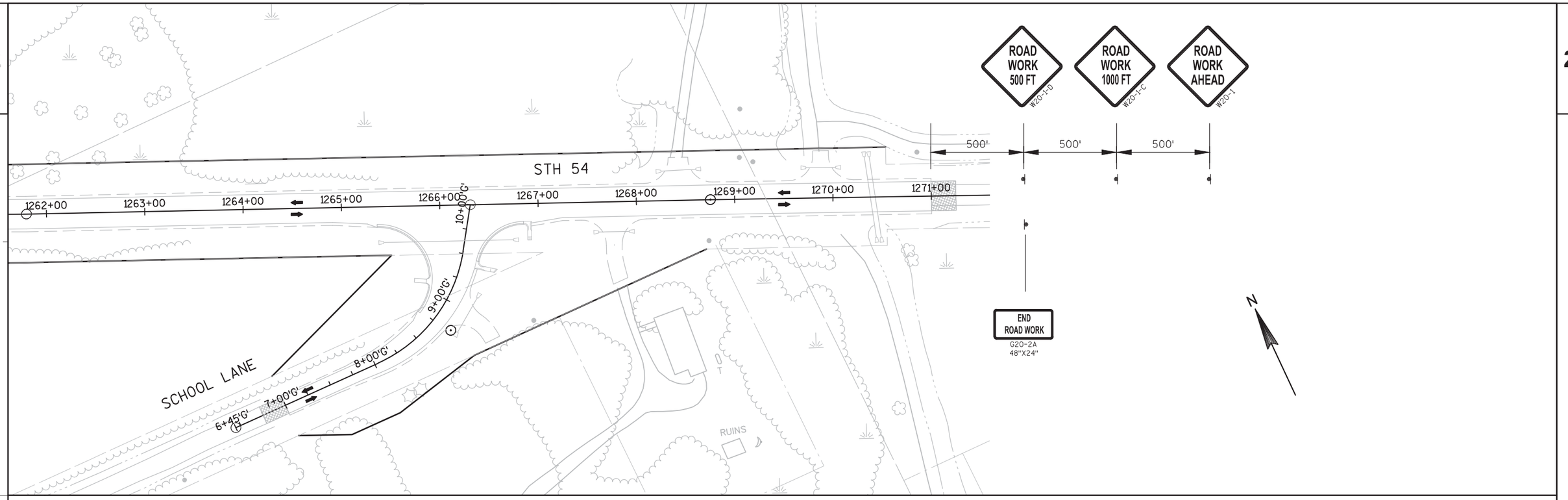
STAGE 4 CONSTRUCTION STAGING TYPICAL SECTION

STA 1239+00 TO STA 1252+00

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL SIGN ON SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA 4
- DIRECTION OF TRAFFIC
- (1) SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CONSTRUCTION STAGING - STAGE 4	SHEET 46 E



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL SIGN ON SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA 4
- DIRECTION OF TRAFFIC
- (1) SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

PROJECT NO:6950-03-75	HWY:STH 54	COUNTY:WOOD	CONSTRUCTION STAGING - STAGE 4	SHEET 47 E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\75_020904_S4.DWG PLOT DATE : 11/9/2016 7:36 AM PLOT BY : JEFF BREU PLOT NAME : ---------- PLOT SCALE : 1" = 100'_XREF

2

DETOUR

BEGIN PROJECT 6950-03-73
STA 1053+00.00

END PROJECT 6950-03-73
STA 1095+50.00

BEGIN PROJECT 6950-03-75
STA 1196+00.00

END PROJECT 6950-03-75
STA 1271+00.00

DETAIL A
BEGIN DETOUR

DETAIL B

DETAIL C

DETAIL D

DETAIL E

DETAIL F

DETAIL G

DETAIL H
END DETOUR

WORK AREA THAT REQUIRES DETOUR STAGE 4

WORK AREA THAT REQUIRES DETOUR STAGES 1,2 AND 3

N

Dexter
Dextenville
G.B.& W.
SENECA
Moccasin
Port Edwards
CRANMOOR
WCL
Hemlock
Yellow R.
Babcock
Nekoosa
80
54
73
173
D
G
GG
X

LEGEND

STH 54 DETOUR ROUTE

THIS SIGNING PLAN IS ONLY IN EFFECT WHEN THE DETOUR IS IN EFFECT.
OTHERWISE USE ADVANCED WARNING PLAN.

PROJECT NO:6950-03-75	HWY:STH 54	COUNTY:WOOD	DETOUR ROUTE FOR STH 54	SHEET 48	E

2

LEGEND

(A)

PROPOSED SIGNS

EXISTING SIGNS

PROPOSED BARRICADE TYPE III

PROPOSED BARRICADE TYPE III w/SIGN

CTH 'X'

STH 80

N

SOUTH EAST WEST
80 54 54

STH 54

DRIVE-IN

EAST SOUTH
54 80

24" X 12"
M3-2
EAST
M1-6
24" X 24"
54

DETOUR AHEAD
W20-2

CTH 'X'

ADD

24" X 12"
M4-8
DETOUR
EAST SOUTH
54 80

CHANGE
M06-1
21" X 21"

CHANGE
M06-1
21" X 21"

Necedah
Port Edwards
Wis Rapids

ADD

24" X 12"
M4-8
DETOUR
EAST
54

CHANGE
M06-1
21" X 21"

STH 54 / 80

END DETOUR
M4-8A
24" X 18"

STH 54

STH 80

(B)

24" X 12"
M4-8
DETOUR
M3-2
24" X 12"
EAST
M1-6
24" X 24"
54
M06-1
21" X 21"

SOUTH WEST NORTH
80 54 80

ROAD CLOSED
3 MILES AHEAD
LOCAL TRAFFIC ONLY
R11-3
60" X 30"

SOUTH
80

Babcock 4
Necedah 25

24" X 12"
M4-8
DETOUR
M3-2
24" X 12"
EAST
M1-6
24" X 24"
54

JCT
173

24" X 12"
M4-8
DETOUR
M3-2
24" X 12"
EAST
M1-6
24" X 24"
54
M05-1L
21" X 21"

NORTH SOUTH SOUTH
173 80 173

Port Edwards
Wis Rapids

ADD
BLACK ON ORANGE

Mather
Necedah
Nekoosa

24" X 12"
M4-8
DETOUR
M3-2
24" X 12"
EAST
M1-6
24" X 24"
54
M06-1
21" X 21"

NORTH SOUTH SOUTH
173 80 173

STH 54

2

WEST EAST
54 54

COVER

Pittsville
Black River Falls
Port Edwards

COVER

NORTH WEST EAST
80 54 54

COVER

JCT
54

COVER

STH 80

24" X 12"
M4-8
DETOUR
M3-4
24" X 12"
WEST
54
M1-6
24" X 24"

N

STH 173

STH 173 / 80

THIS SIGNING PLAN ONLY IN EFFECT WHEN THE DETOUR IS IN EFFECT. OTHERWISE USE ADVANCED WARNING SIGNING PLAN.

PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	DETOUR SIGNING AND TRAFFIC CONTROL DETAILS A AND B	SHEET 49	E

FILE NAME : X:\23046-20\10016\TECH\CADD\Drawings\SheetsPlan\6950-03-75\75_027003_DT.DGN PLOT DATE : 4/13/2016 PLOT BY : 794jgb PLOT NAME : PLOT SCALE : 200.0000 sf / in.

2

2

N

RESTAURANT

THIS SIGNING PLAN ONLY IN EFFECT WHEN THE DETOUR IS IN EFFECT. OTHERWISE USE ADVANCED WARNING SIGNING PLAN.

LEGEND

PROPOSED SIGNS

EXISTING SIGNS

PROPOSED BARRICADE TYPE III

PROPOSED BARRICADE TYPE III w/SIGN

STH 80

24" X 12" M4-8 DETOUR WEST M3-4 24" X 12" M1-6 24" X 24" — SOUTH SOUTH NORTH 80 173 80 54 — M06-1 21" X 21"

24" X 12" M4-8 DETOUR WEST M3-4 24" X 12" M1-6 24" X 24" — SOUTH SOUTH NORTH 80 173 80 54 — M05-1R 21" X 21"

24" X 12" M4-8 DETOUR WEST M3-4 24" X 12" M1-6 24" X 24" — SOUTH 173 54

STAGE 3 ONLY

ROAD CLOSED 3 MILES AHEAD LOCAL TRAFFIC ONLY — R11-3 60" X 30"

CTH 'D'

JCT COUNTY D

STH 173

STH 173

24" X 12" M4-8 DETOUR EAST M3-2 24" X 12" M1-6 24" X 24" — NORTH NORTH 80 173 54 — M06-1 21" X 21"

JCT COUNTY D

COUNTY D

COUNTY D

24" X 12" M4-8 DETOUR EAST M3-2 24" X 12" M1-6 24" X 24" — NORTH 173 54

24" X 12" M4-8 DETOUR EAST M3-2 24" X 12" M1-6 24" X 24" — NORTH 173 54

Pittsville
Nekoosa

Port Edwards
Wis Rapids

ADD BLACK ON ORANGE

24" X 12" M4-8 DETOUR EAST M3-2 24" X 12" M1-6 24" X 24" — NORTH NORTH 80 173 54 — M05-1R 21" X 21"

STH 173/ 80

24" X 12" M3-2 EAST M1-6 24" X 24" — 54

DETOUR AHEAD W20-2

STH 173/ 80

NORTH 80 173

NORTH NORTH 80 173

STH 173

STH 80

C

D

N

JCT 173

24" X 12" M4-8 DETOUR WEST M3-4 24" X 12" M1-6 24" X 24" — SOUTH 173 54

173

CTH 'GG'

STH 173

STH 173

173

24" X 12" M4-8 DETOUR EAST M3-2 24" X 12" M1-6 24" X 24" — NORTH 173 54

JCT 173

CTH 'GG'

PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	DETOUR SIGNING AND TRAFFIC CONTROL DETAILS C AND D	SHEET 50	E

FILE NAME : X:\23046-20\10016\TECH\CADD\Drawings\SheetsPlan\6950-03-75\75_027004_DT.DGN PLOT DATE : 4/11/2016 PLOT BY : 794jgb PLOT NAME : PLOT SCALE : 200.0000 sf / in.

2

2

E

N

CTH 'GG'

STH 173

CTH 'G'

24" X 12"
M4-8
DETOUR
WEST
M3-4
24" X 12"
M1-6
24" X 24"
54
SOUTH 173

COUNTY G 173

COUNTY G 173 JCT

24" X 12"
M4-8
DETOUR
EAST
M3-2
24" X 12"
M1-6
24" X 24"
54
NORTH 173
MO5-1R
21" X 21"

24" X 12"
M4-8
DETOUR
EAST
M3-2
24" X 12"
M1-6
24" X 24"
54
COUNTY G 173 NORTH
MO6-1
21" X 21"

24" X 12"
M4-8
DETOUR
EAST
M3-2
24" X 12"
M1-6
24" X 24"
54
NORTH 173
MO6-1
21" X 21"

24" X 12"
M4-8
DETOUR
WEST
M3-4
24" X 12"
M1-6
24" X 24"
54
SOUTH 173 COUNTY G
MO6-1
21" X 21"

24" X 12"
M4-8
DETOUR
WEST
M3-4
24" X 12"
M1-6
24" X 24"
54
SOUTH 173 COUNTY G
MO5-1L
21" X 21"

Babcock 10

LEGEND

PROPOSED SIGNS

EXISTING SIGNS

PROPOSED BARRICADE TYPE III

PROPOSED BARRICADE TYPE III w/SIGN

THIS SIGNING PLAN ONLY IN EFFECT WHEN THE DETOUR IS IN EFFECT. OTHERWISE USE ADVANCED WARNING SIGNING PLAN.

24" X 12"
M4-8
DETOUR
EAST
M3-2
24" X 12"
M1-6
24" X 24"
54
NORTH 173 COUNTY G
MO5-1L
21" X 21"

24" X 12"
M4-8
DETOUR
EAST
M3-2
24" X 12"
M1-6
24" X 24"
54
NORTH 173 COUNTY G
MO6-1
21" X 21"

24" X 12"
M4-8
DETOUR
WEST
M3-4
24" X 12"
M1-6
24" X 24"
54
SOUTH 173

24" X 12"
M4-8
DETOUR
WEST
M3-4
24" X 12"
M1-6
24" X 24"
54
COUNTY G SOUTH 173
MO6-1
21" X 21"

PLACE SIGN 100' WEST OF INDUSTRAIL PARK DRIVEWAY

24" X 12"
M4-8
DETOUR
WEST
M3-4
24" X 12"
M1-6
24" X 24"
54
JCT COUNTY G
MO5-1R
21" X 21"

SOUTH 173 COUNTY G NORTH 173

24" X 12"
M4-8
DETOUR
EAST
M3-2
24" X 12"
M1-6
24" X 24"
54
NORTH 173

JCT 173

STH 173

CTH 'G'

PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	DETOUR SIGNING AND TRAFFIC CONTROL DETAIL E	SHEET	E

FILE NAME : X:\23046-20\10016\TECH\CADD\Drawings\SheetsPlan\6950-03-75\75_027005_DT.DGN PLOT DATE : 4/11/2016 PLOT BY : 794jgb PLOT NAME : PLOT SCALE : 200.0000 sf / in.

WISDOT/CADDS SHEET 42

2

2

STH 173

CTH "G"

F

N

THIS SIGNING PLAN ONLY IN EFFECT WHEN THE DETOUR IS IN EFFECT. OTHERWISE USE ADVANCED WARNING SIGNING PLAN.

LEGEND

PROPOSED SIGNS

EXISTING SIGNS

PROPOSED BARRICADE TYPE III

PROPOSED BARRICADE TYPE III w/SIGN

STH 173

CTH "AA"

STH 73

CTH "G"

CTH Z

CHURCH AVE

PP

END

JCT

NO ENGINE BRAKING EXCEPT IN EMERGENCY

NO PARKING ANY TIME

DETOUR AHEAD W20-2

PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	DETOUR SIGNING AND TRAFFIC CONTROL DETAIL F	SHEET 52	E

2

G

N

24" X 12"
M4-8
DETOUR
WEST
M3-4
24" X 12"
54
M1-6
24" X 24"

24" X 12"
M4-8
DETOUR
WEST
M3-4
24" X 12"
54
M1-6
24" X 24"

SOUTH
73

SOUTH
73

PP

PP

PP

STH 73

24" X 12"
M4-8
DETOUR
EAST
M3-2
24" X 12"
54
M1-6
24" X 24"

RAILROAD

RAILROAD

JCT
54

ERCO WORLDWIDE

PARKING LOT

STH 73

24" X 12"
M4-8
DETOUR
WEST
M3-4
24" X 12"
54
M1-6
24" X 24"

9TH ST

PROSPECT AVE

24" X 12"
M4-8
DETOUR
EAST
M3-2
24" X 12"
54
M1-6
24" X 24"

STH 73

WISCONSIN RIVER

LEGEND

PROPOSED SIGNS

EXISTING SIGNS

PROPOSED BARRICADE TYPE III

PROPOSED BARRICADE TYPE III w/SIGN

THIS SIGNING PLAN ONLY IN EFFECT WHEN THE DETOUR IS IN EFFECT. OTHERWISE USE ADVANCED WARNING SIGNING PLAN.

2

PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	DETOUR SIGNING AND TRAFFIC CONTROL DETAIL G	SHEET 53	E

2

2

COVER
WEST
54

N

H

STH 54

EAST
54

CTH "G"

COVER
Dexterville 13
Black River Falls 53

COVER
WEST
54

ROAD CLOSED
6 MILES AHEAD
LOCAL TRAFFIC ONLY
R11-3
60" X 30"

PORT ROAD

COVER
M06-1
21" X 21"
Black River Falls
Nekoosa
Plainfield

24" X 12"
M4-8
DETOUR
M3-4
24" X 12"
WEST
M1-6
24" X 24"
54
SOUTH
73
M06-1
21" X 21"

24" X 12"
M4-8
DETOUR
ADD
SOUTH
WEST
73
54
CHANGE
M05-1L
21" X 21"

RAILROAD

24" X 12"
M4-8
ADD
DETOUR
WEST
54

DETOUR
AHEAD
W20-2

STH 54

JCT
73

EAST
54
NORTH
73
SOUTH
73

NORTH
73
SOUTH
73

24" X 12"
M4-8
DETOUR
M3-4
24" X 12"
WEST
M1-6
24" X 24"
SOUTH
73
54

Wis Rapids
Nekoosa
Plainfield

Nekoosa 2
Plainfield 25

COVER
WEST
54
EAST
54
NORTH
73

EAST
54
NORTH
73

VILLAGE
OF
PORT
EDWARDS

END
DETOUR
M4-8A
24" X 18"

COVER
WEST
54
EAST
54
NORTH
73

LEGEND

PROPOSED SIGNS

EXISTING SIGNS

PROPOSED BARRICADE TYPE III

PROPOSED BARRICADE TYPE III w/SIGN

RAILROAD

STH 73

THIS SIGNING PLAN ONLY IN EFFECT WHEN
THE DETOUR IS IN EFFECT. OTHERWISE USE
ADVANCED WARNING SIGNING PLAN.

RAILROAD

RAILROAD

PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	DETOUR SIGNING AND TRAFFIC CONTROL DETAIL H	SHEET 54	E

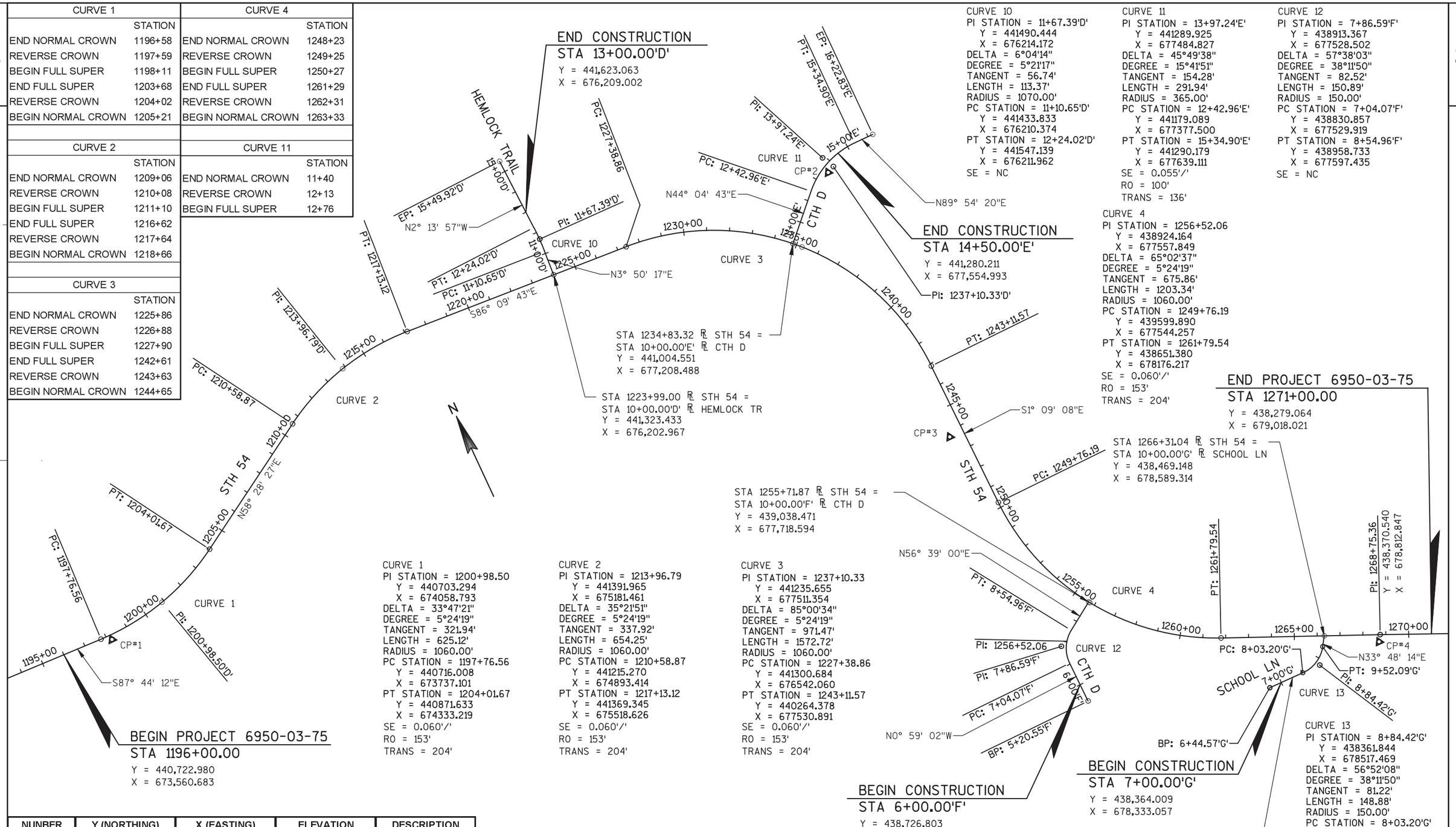
CURVE 1	
	STATION
END NORMAL CROWN	1196+58
REVERSE CROWN	1197+59
BEGIN FULL SUPER	1198+11
END FULL SUPER	1203+68
REVERSE CROWN	1204+02
BEGIN NORMAL CROWN	1205+21

CURVE 2	
	STATION
END NORMAL CROWN	1209+06
REVERSE CROWN	1210+08
BEGIN FULL SUPER	1211+10
END FULL SUPER	1216+62
REVERSE CROWN	1217+64
BEGIN NORMAL CROWN	1218+66

CURVE 3	
	STATION
END NORMAL CROWN	1225+86
REVERSE CROWN	1226+88
BEGIN FULL SUPER	1227+90
END FULL SUPER	1242+61
REVERSE CROWN	1243+63
BEGIN NORMAL CROWN	1244+65

CURVE 4	
	STATION
END NORMAL CROWN	1248+23
REVERSE CROWN	1249+25
BEGIN FULL SUPER	1250+27
END FULL SUPER	1261+29
REVERSE CROWN	1262+31
BEGIN NORMAL CROWN	1263+33

CURVE 11	
	STATION
END NORMAL CROWN	11+40
REVERSE CROWN	12+13
BEGIN FULL SUPER	12+76



CURVE 1
PI STATION = 1200+98.50
Y = 440703.294
X = 674058.793
DELTA = 33°47'21"
DEGREE = 5°24'19"
TANGENT = 321.94'
LENGTH = 625.12'
RADIUS = 1060.00'
PC STATION = 1197+76.56
Y = 440716.008
X = 673737.101
PT STATION = 1204+01.67
Y = 440871.633
X = 674333.219
SE = 0.060'/'
RO = 153'
TRANS = 204'

CURVE 2
PI STATION = 1213+96.79
Y = 441391.965
X = 675181.461
DELTA = 35°21'51"
DEGREE = 5°24'19"
TANGENT = 337.92'
LENGTH = 654.25'
RADIUS = 1060.00'
PC STATION = 1210+58.87
Y = 441215.270
X = 674893.414
PT STATION = 1217+13.12
Y = 441369.345
X = 675518.626
SE = 0.060'/'
RO = 153'
TRANS = 204'

CURVE 3
PI STATION = 1237+10.33
Y = 441235.655
X = 677511.354
DELTA = 85°00'34"
DEGREE = 5°24'19"
TANGENT = 971.47'
LENGTH = 1572.72'
RADIUS = 1060.00'
PC STATION = 1227+38.86
Y = 441300.684
X = 676542.060
PT STATION = 1243+11.57
Y = 440264.378
X = 677530.891
SE = 0.060'/'
RO = 153'
TRANS = 204'

CURVE 10
PI STATION = 11+67.39'D'
Y = 441490.444
X = 676214.172
DELTA = 6°04'14"
DEGREE = 5°21'17"
TANGENT = 56.74'
LENGTH = 113.37'
RADIUS = 1070.00'
PC STATION = 11+10.65'D'
Y = 441433.833
X = 676210.374
PT STATION = 12+24.02'D'
Y = 441547.139
X = 676211.962
SE = NC

CURVE 11
PI STATION = 13+97.24'E'
Y = 441289.925
X = 677484.827
DELTA = 45°49'38"
DEGREE = 15°41'51"
TANGENT = 154.28'
LENGTH = 291.94'
RADIUS = 365.00'
PC STATION = 12+42.96'E'
Y = 441179.089
X = 677377.500
PT STATION = 15+34.90'E'
Y = 441290.179
X = 677639.111
SE = 0.055'/'
RO = 100'
TRANS = 136'

CURVE 4
PI STATION = 1256+52.06
Y = 438924.164
X = 677557.849
DELTA = 65°02'37"
DEGREE = 5°24'19"
TANGENT = 675.86'
LENGTH = 1203.34'
RADIUS = 1060.00'
PC STATION = 1249+76.19
Y = 439599.890
X = 677544.257
PT STATION = 1261+79.54
Y = 438651.380
X = 678176.217
SE = 0.060'/'
RO = 153'
TRANS = 204'

CURVE 12
PI STATION = 7+86.59'F'
Y = 438830.857
X = 677529.919
DELTA = 57°38'03"
DEGREE = 38°11'50"
TANGENT = 82.52'
LENGTH = 150.89'
RADIUS = 150.00'
PC STATION = 7+04.07'F'
Y = 438913.367
X = 677528.502
PT STATION = 8+54.96'F'
Y = 438958.733
X = 677597.435
SE = NC

CURVE 13
PI STATION = 8+84.42'G'
Y = 438361.844
X = 678517.469
DELTA = 56°52'08"
DEGREE = 38°11'50"
TANGENT = 81.22'
LENGTH = 148.88'
RADIUS = 150.00'
PC STATION = 8+03.20'G'
Y = 438362.797
X = 678436.254
PT STATION = 9+52.09'G'
Y = 438429.334
X = 678562.657
SE = NC

NUNBER	Y (NORTHING)	X (EASTING)	ELEVATION	DESCRIPTION
1	440,694.059	673,779.479	995.03	#6 REBAR
2	441,221.805	677,479.761	1,009.91	NGS MONUMENT
3	439,949.283	677,473.043	1,007.79	NGS MONUMENT
4	438,344.497	678,795.297	994.66	#6 REBAR

6950-03-75

Line	Item	Item Description	Unit	Total	Qty
0010	201.0105	Clearing	STA	67.000	67.000
0020	201.0205	Grubbing	STA	67.000	67.000
0030	203.0100	Removing Small Pipe Culverts	EACH	17.000	17.000
0040	204.0110	Removing Asphaltic Surface	SY	425.000	425.000
0050	204.0115	Removing Asphaltic Surface Butt Joints	SY	398.000	398.000
0070	204.0180	Removing Delineators and Markers	EACH	7.000	7.000
0080	205.0100	Excavation Common	CY	19,137.000	19,137.000
0090	205.0400	Excavation Marsh	CY	3,247.000	3,247.000
0100	208.1100	Select Borrow	CY	40,693.000	40,693.000
0120	213.0100	Finishing Roadway (project) 02. 6950-03-75	EACH	1.000	1.000
0130	214.0100	Obliterating Old Road	STA	2.000	2.000
0140	305.0110	Base Aggregate Dense 3/4-Inch	TON	2,924.000	2,924.000
0150	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	27,385.000	27,385.000
0160	305.0500	Shaping Shoulders	STA	20.000	20.000
0170	440.4410	Incentive IRI Ride	DOL	6,780.000	6,780.000
0180	455.0605	Tack Coat	GAL	2,125.000	2,125.000
0190	460.2000	Incentive Density HMA Pavement	DOL	4,700.000	4,700.000
0200	460.4110.S	Reheating HMA Pavement Longitudinal Joints	LF	25,950.000	25,950.000
0210	460.5223	HMA Pavement 3 LT 58-28 S	TON	4,135.000	4,135.000
0220	460.6424	HMA Pavement 4 MT 58-28 H	TON	3,210.000	3,210.000
0230	465.0110	Asphaltic Surface Patching	TON	50.000	50.000
0240	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	108.000	108.000
0250	465.0125	Asphaltic Surface Temporary	TON	500.000	500.000
0260	465.0315	Asphaltic Flumes	SY	120.000	120.000
0270	465.0475	Asphalt Center Line Rumble Strips 2-Lane Rural	LF	5,830.000	5,830.000
0290	522.0124	Culvert Pipe Reinforced Concrete Class III 24-Inch	LF	750.000	750.000
0310	522.0524	Culvert Pipe Reinforced Concrete Class V 24-Inch	LF	13.000	13.000
0330	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	21.000	21.000
0350	523.0119	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 19x30-Inch	LF	72.000	72.000
0360	523.0519	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 19x30-Inch	EACH	2.000	2.000
0380	525.0118	Culvert Pipe Corrugated Aluminum 18-Inch	LF	409.000	409.000
0390	525.0124	Culvert Pipe Corrugated Aluminum 24-Inch	LF	170.000	170.000
0410	525.0318	Aluminum Apron Endwalls for Aluminum Culvert Pipe 18-Inch	EACH	22.000	22.000
0420	525.0324	Aluminum Apron Endwalls for Aluminum Culvert Pipe 24-Inch	EACH	10.000	10.000
0430	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	652.000	652.000
0440	603.8000	Concrete Barrier Temporary Precast Delivered	LF	1,087.500	1,087.500

6950-03-75

Line	Item	Item Description	Unit	Total	Qty
0450	603.8125	Concrete Barrier Temporary Precast Installed	LF	2,012.500	2,012.500
0460	606.0100	Riprap Light	CY	30.000	30.000
0500	614.0905	Crash Cushions Temporary	EACH	4.000	4.000
0520	618.0100	Maintenance And Repair of Haul Roads (project) 02. 6950-03-75	EACH	1.000	1.000
0530	619.1000	Mobilization	EACH	0.600	0.600
0550	624.0100	Water	MGAL	471.000	471.000
0560	625.0100	Topsoil	SY	77,763.000	77,763.000
0570	627.0200	Mulching	SY	72,176.000	72,176.000
0580	628.1504	Silt Fence	LF	21,450.000	21,450.000
0590	628.1520	Silt Fence Maintenance	LF	64,350.000	64,350.000
0600	628.1905	Mobilizations Erosion Control	EACH	12.000	12.000
0610	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	4.000
0630	628.2006	Erosion Mat Urban Class I Type A	SY	15,480.000	15,480.000
0640	628.2008	Erosion Mat Urban Class I Type B	SY	5,587.000	5,587.000
0650	628.7555	Culvert Pipe Checks	EACH	123.000	123.000
0660	628.7560	Tracking Pads	EACH	9.000	9.000
0670	628.7570	Rock Bags	EACH	1,315.000	1,315.000
0680	629.0210	Fertilizer Type B	CWT	44.600	44.600
0690	630.0120	Seeding Mixture No. 20	LB	394.000	394.000
0700	630.0130	Seeding Mixture No. 30	LB	1,035.000	1,035.000
0710	630.0140	Seeding Mixture No. 40	LB	169.000	169.000
0720	630.0160	Seeding Mixture No. 60	LB	83.000	83.000
0730	631.0300	Sod Water	MGAL	1,748.900	1,748.900
0740	631.1200	Sod Erosion Control Sandy Soil	SY	54.000	54.000
0750	633.1100	Delineators Temporary	EACH	18.000	18.000
0760	633.5200	Markers Culvert End	EACH	22.000	22.000
0770	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	5.000	5.000
0780	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	8.000	8.000
0790	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	9.000	9.000
0800	634.0620	Posts Wood 4x6-Inch X 20-FT	EACH	1.000	1.000
0810	634.0622	Posts Wood 4x6-Inch X 22-FT	EACH	3.000	3.000
0820	637.2210	Signs Type II Reflective H	SF	186.250	186.250
0830	637.2230	Signs Type II Reflective F	SF	36.000	36.000
0840	638.2602	Removing Signs Type II	EACH	38.000	38.000
0850	638.3000	Removing Small Sign Supports	EACH	38.000	38.000
0880	643.0100	Traffic Control (project) 02. 6950-03-75	EACH	1.000	1.000
0890	643.0300	Traffic Control Drums	DAY	6,400.000	6,400.000
0900	643.0420	Traffic Control Barricades Type III	DAY	4,020.000	4,020.000
0910	643.0705	Traffic Control Warning Lights Type A	DAY	8,035.000	8,035.000

6950-03-75

Line	Item	Item Description	Unit	Total	Qty
0920	643.0715	Traffic Control Warning Lights Type C	DAY	480.000	480.000
0930	643.0900	Traffic Control Signs	DAY	4,150.000	4,150.000
0940	643.0920	Traffic Control Covering Signs Type II	EACH	10.000	10.000
0950	643.1000	Traffic Control Signs Fixed Message	SF	64.000	64.000
0960	643.2000	Traffic Control Detour (project) 01. 6950-03-75	EACH	1.000	1.000
0970	643.3000	Traffic Control Detour Signs	DAY	24,219.000	24,219.000
0980	645.0130	Geotextile Type R	SY	240.000	240.000
0990	646.0106	Pavement Marking Epoxy 4-Inch	LF	29,234.000	29,234.000
1000	646.0406	Pavement Marking Same Day Epoxy 4-Inch	LF	15,000.000	15,000.000
1010	646.0600	Removing Pavement Markings	LF	8,420.000	8,420.000
1020	648.0100	Locating No-Passing Zones	MI	1.400	1.400
1030	649.0402	Temporary Pavement Marking Paint 4-Inch	LF	8,965.000	8,965.000
1050	650.4500	Construction Staking Subgrade	LF	8,950.000	8,950.000
1060	650.5000	Construction Staking Base	LF	8,950.000	8,950.000
1070	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	652.000	652.000
1080	650.6000	Construction Staking Pipe Culverts	EACH	10.000	10.000
1100	650.9910	Construction Staking Supplemental Control (project) 01. 6950-03-75	LS	1.000	1.000
1110	650.9920	Construction Staking Slope Stakes	LF	8,950.000	8,950.000
1120	690.0150	Sawing Asphalt	LF	1,324.000	1,324.000
1150	SPV.0030	Special 01. Fertilizer for Lawn Turf	CWT	6.000	6.000
1190	SPV.0180	Special 01. Preparing Topsoil for Lawn Turf	SY	7,969.000	7,969.000

3

CLEARING AND GRUBBING

LOCATION	STATION	-	STATION		201.0105 CLEARING (STA)	201.0205 GRUBBING (STA)
STH 54	1197+00	-	1261+00	LT/RT	64	64
CTH D NORTH	10'E'+50	-	11'E'+50	LT/RT	1	1
CTH D SOUTH	9'F'+00	-	10'F'+00	LT	1	1
SCHOOL LN	7'G'+00	-	9'G'+00	LT	1	1
	TOTAL:				67	67

REMOVING SMALL CULVERT PIPES

LOCATION	STATION		203.0100 REMOVING SMALL CULVERT PIPES (EACH)	REMARKS
STH 54	1217+41	RT	1	18" STEEL PIPE
	1218+75		1	18" STEEL PIPE
	1219+76	RT	1	18" STEEL PIPE
	1226+05	CL	1	24" STEEL PIPE
	1226+57	LT	1	18" STEEL PIPE
	1227+08	RT	1	18" STEEL PIPE
	1228+69	LT	1	18" STEEL PIPE
	1237+30	LT	1	24" STEEL PIPE
	1237+53	LT	1	18" STEEL PIPE
	1245+00	RT	1	24" CONC PIPE
	1245+20	RT	1	24" STEEL PIPE
	1249+89	RT	1	18" STEEL PIPE
	1255+69	RT	1	24" STEEL PIPE
	1267+88	CL	1	18" STEEL PIPE
	1269+77	LT	1	18" STEEL PIPE
	1270+38	CL	1	24" STEEL PIPE
	1270+43	CL	1	24" STEEL PIPE
	TOTAL:		17	

NOTE: PIPE REMOVAL AT STA 1245+00 RT IS REMOVAL OF THE TEMPORARY PIPE AND ENDWALL PLACED DURING CONSTRUCTION.

REMOVING ASPHALTIC SURFACE BUTT JOINTS

LOCATION	STATION	-	STATION	OFFSET	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS (SY)	REMARKS
STH 54	1195+75	-	1196+00	CL	83	MAINLINE
	1271+00	-	1271+25	CL	83	MAINLINE
HEMLOCK TR	13'D'+00	-	13'D'+20	CL	49	SIDE ROAD
CTH D NORTH	14'E'+50	-	14'E'+70	CL	67	SIDE ROAD
CTH D SOUTH	5'F'+80	-	6'F'+00	CL	67	SIDE ROAD
SCHOOL LN	6'G'+80	-	7'G'+00	CL	49	SIDE ROAD
			TOTAL		398	

REMOVING DELINEATORS AND MARKERS

LOCATION	STATION	OFFSET	204.0180 REMOVING DELINEATORS AND MARKERS (EACH)	REMARKS
STH 54	1226+05	LT/RT	2	CULVERT MARKERS
	1237+30	LT	1	CULVERT MARKERS
	1267+88	LT/RT	2	CULVERT MARKERS
	1270+40	LT/RT	2	CULVERT MARKERS
	TOTAL		7	

FINISHING ROADWAY (PROJECT)

PROJECT	213.0100 FINISHING ROADWAY (EACH)
6950-03-75	1
TOTAL	1

OBLITERATING OLD ROAD

PROJECT	Station - Station	204.0110 REMOVING ASPHALTIC SURFACE (SY)	214.0100 OBLITERATING OLD ROAD (STA)
6950-03-75	8'G'+75 - 1267+60	425	2
TOTAL		425	2

*OBLITERATING OLD ROAD ALONG EXISTING SCHOOL LANE

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED.

EARTHWORK SUMMARY

Division	From/To Station	205.0100 Common Excavation (1)		Available Material (2)	205.0400 Excavation Marsh (3)	Reduced Marsh in Fill (4)	208.1100 Expanded Marsh Backfill (5)	Unexpanded Fill	Expanded Fill (6)	Mass Ordinate +/- (7)	Waste	208.1100 Select Borrow (8)	Comment:
		Cut	EBS Excavation		(item #205.0500)	0.75	1.25		1.25				
STAGE 1	STH 54 (1196+00 - 1225+00)	6083	0	6,083	1,923	1,443	2,404	17196	19692	-13609	--	--	
	STH 54 (1252+00 - 1271+00)	4708	0	4,708	874	655	1,092	4200	4431	278	--	--	
	HEMLOCK TRAIL	228	0	228	0	0	0	150	187	40	--	--	
	SCHOOL LANE	677	0	677	450	338	563	243	-119	796	--	--	
	TEMPORARY BYPASS (INSTALLATION)	170	0	170	0	0	0	90	113	58	--	--	
DIVISION 1 SUBTOTAL		**11866**	**0**	**11866**	**3247**	**2435**	**4059**	**21878**	**24303**	**-12438**	**0**	**12704**	
STAGE 2/4	STH 54 (1225+00 - 1238+00)	4186	0	4186	0	0	0	6466	8083	-3897	--	--	
	STH 54 (1243+00 - 1252+00)	1022	0	1022	0	0	0	7496	9370	-8348	--	--	
	CTH D NORTH	369	0	369	0	0	0	1191	1488	-1119	--	--	
DIVISION 2 SUBTOTAL		**5578**	**0**	**5578**	**0**	**0**	**0**	**15153**	**18941**	**-13364**	**0**	**13511**	
STAGE 3	STH 54 (1138+00 - 1143+00)	1005	0	1005	0	0	0	1092	1365	-360	--	--	
	CTH D SOUTH	598	0	598	0	0	0	438	548	50	--	--	
	TEMPORARY BYPASS (REMOVAL)	90	0	90	0	0	0	0	0	90	--	--	
DIVISION 3 SUBTOTAL		**1693**	**0**	**1693**	**0**	**0**	**0**	**1530**	**1913**	**-220**	**0**	**419**	
UNDISTRIBUTED (9)		--	--	--	--	--	--	--	--	--	--	10,000	
GRAND TOTAL		**19,137**	**0**	**19,137**	**3,247**	**2,435**	**4,059**	**38,561**	**45,157**	**-26,021**	**0**	**36,634**	
		Total Common Exc	**19,137**							**Total Select Borrow**		**40,693**	

1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100

2) Available Material = Cut materials not conforming to Select Borrow Material Specifications usuable in Fills outside the 1:1 slope.

3) Marsh Excavation - to be backfilled with Select Borrow Material.

4) Reduced Marsh in Fill - Excavated Marsh material is usuable in Fills outside the 1:1 slope. Marsh in Fill Reduction factor = 0.75

5) Expanded Marsh Backfill - This is to be filled with Select Borrow material. Marsh Backfill Factor = 1.25. Item number 208.1100

6) Expanded Fill = (Unexpanded Fill - Reduced Marsh) * Fill Factor. Factor = 1.25

7) 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.

8) Select Borrow = (Expanded Marsh Backfill + Expanded Fill) - Available Material, unless noted otherwise. Item number 208.1100

(9) Undistributed Select Borrow is included to account for potential additional marsh excavation and unusable materials within the project area

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED.

BASE AGGREGATE ITEMS

LOCATION	STATION	-	STATION	OFFSET	305.0110 BASE AGGREGATE DENSE 3/4 - INCH (TON)	305.0120 BASE AGGREGATE DENSE 1 1/4 - INCH (TON)	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (TON)	624.0100 WATER (MGAL)	REMARKS
STH 54	1196+00	-	1222+75	CL	575	8,175	--	132	
	1207+70			LT	90	--	4	2	DRIVEWAY
	1210+15			LT	97	--	4	2	DRIVEWAY
	1217+40			LT	36	--	3	1	DRIVEWAY
	1218+90			RT	76	--	4	2	DRIVEWAY
	1219+80			LT	28	--	4	1	DRIVEWAY
	1222+05			RT	55	--	33	1	DRIVEWAY
	1222+75	-	1225+25	CL	20	985	--	16	INTERSECTION
	1225+25	-	1233+75	CL	185	2,600	--	42	
	1226+70			LT	45	--	4	1	DRIVEWAY
	1227+25			RT	33	--	4	1	DRIVEWAY
	1228+95			RT	40	--	4	1	DRIVEWAY
	1231+55			LT	100	--	4	2	DRIVEWAY
	1232+65			LT	173	--	4	3	DRIVEWAY
	1233+75	-	1236+25	CL	22	1,185	--	19	INTERSECTION
	1236+25	-	1254+50	CL	390	5,575	--	90	
	1242+35			RT	42	--	4	1	DRIVEWAY
	1246+00			RT	48	--	4	1	DRIVEWAY
	1252+30			LT	31	--	4	1	DRIVEWAY
	1252+65			RT	100	--	4	2	DRIVEWAY

BASE AGGREGATE ITEMS (continued)

LOCATION	STATION	-	STATION	OFFSET	305.0110 BASE AGGREGATE DENSE 3/4 - INCH (TON)	305.0120 BASE AGGREGATE DENSE 1 1/4 - INCH (TON)	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (TON)	624.0100 WATER (MGAL)	REMARKS
	1254+50	-	1256+75	CL	20	915	--	15	INTERSECTION
	1256+75	-	1264+75	CL	170	2,450	--	40	
	1264+75	-	1267+50	CL	38	1,380	--	22	INTERSECTION
	1267+50	-	1271+00	CL	63	1,045	--	17	
	1267+75			RT	62	--	4	1	DRIVEWAY
	1268+45			LT	35	--	4	1	DRIVEWAY
	1269+90			LT	30	--	4	1	DRIVEWAY
HEMLOCK TR	11'D'+00	-	13'D'+00	CL	38	350	--	6	
CTH D NORTH	11'E'+00	-	14'E'+50	CL	75	1,070	--	18	
CTH D SOUTH	6'F'+00	-	11'F'+00	CL	65	925	--	15	
	7'F'+55			LT	35	--	5	1	DRIVEWAY
SCHOOL LN	7'G'+00	-	8'G'+00	CL	15	180	--	3	
	9'G'+00			RT	42	--	3	1	DRIVEWAY
TEMP BYPASS				CL	50	550	--	9	
			TOTAL		2,924	27,385	108	471	

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED.

ASPHALTIC ITEMS

LOCATION	STATION	-	STATION	OFFSET	455.0605 TACK COAT (GAL)	460.5223 HMA PAVEMENT 3 LT 58-28 S (TON)	460.6424 HMA PAVEMENT 4 MT 58-28 H (TON)	460.4110.S REHEATING HMA PAVEMENT LONGITUDINAL JOINTS (LF)	465.0110 ASPHALTIC SURFACE PATCHING (TON)	465.0125 ASPHALTIC SURFACE TEMPORARY (TON)	REMARKS
STH 54	1196+00	-	1222+75	CL	625	1,210	940	8,025	--	--	
	1222+75	-	1225+25	CL	90	180	140	750	--	--	INTERSECTION
	1225+25	-	1233+75	CL	210	415	320	2,550	--	--	
	1233+75	-	1236+25	CL	115	220	170	750	--	--	INTERSECTION
	1236+25	-	1254+50	CL	440	850	660	5,475	--	--	
	1254+50	-	1256+75	CL	85	165	130	675	--	--	INTERSECTION
	1256+75	-	1264+75	CL	185	365	285	2,400	--	--	
	1264+75	-	1267+50	CL	125	240	185	825	--	--	INTERSECTION
	1267+50	-	1271+00	CL	85	160	125	1,050	--	--	
HEMLOCK TR	11'D'+00	-	13'D'+00	CL	35	70	55	600	--	--	
CTH D NORTH	11'E'+00	-	14'E'+50	CL	65	130	100	1,050	--	--	
CTH D SOUTH	6'F'+00	-	11'F'+00	CL	50	100	80	1,500	--	--	
SCHOOL LN	7'G'+00	-	8'G'+00	CL	15	30	20	300	--	--	
TEMP BYPASS	300'T'+60	-	303'T'+60	CL	--	--	--	--	--	175	
TEMP WIDENING	303'T'+50	-	322'T'+50	CL	--	--	--	--	--	325	
UNDISTRIBUTED					--	--	--	--	50	--	
	TOTAL:				2,125	4,135	3,210	25,950	50	500	

ASPHALTIC CENTERLINE RUMBLE STRIPS

LOCATION	STATION	-	STATION	OFFSET	465.0475 ASPHALTIC CENTER LINE RUMBLE STRIPS 2-LANE RURAL (LF)
STH 54	1196+00	-	1221+74	CL	2574
	1225+99	-	1232+83	CL	684
	1236+83	-	1253+72	CL	1689
	1257+72	-	1264+31	CL	659
	1268+76	-	1271+00	CL	224
	TOTAL				5830

SHAPING SHOULDERS

LOCATION	STATION	-	STATION	OFFSET	305.0500 SHAPING SHOULDERS (STA)
STH 54	303'T'+00	-	323'T'+00	RT	20
	TOTAL				20

ASPHALTIC FLUMES

LOCATION	STATION	-	STATION	OFFSET	465.0315 ASPHALTIC FLUMES (SY)	* 631.0300 SOD WATER (MGAL)	631.1200 SOD EROSION CONTROL SANDY SOIL (SY)
HEMLOCK TR	10'D'+60	-	10'D'+68	34 LT	11	0.1	6
	10'D'+80	-	10'D'+88	34.1 RT	11	0.1	6
CTH D NORTH	1234+23	-	1234+31	18 LT	18	0.1	6
	1235+64	-	1235+72	18 LT	16	0.1	6
CTH D SOUTH	9'F'+50	-	9'F'+58	36 LT	14	0.1	6
	1256+24	-	1256+32	18 RT	15	0.1	6
SCHOOL LN	9'G'+06	-	9'G'+10	18 LT	12	0.1	6
	9'G'+36	-	9'G'+44	36.8 RT	12	0.1	6
	1266+85	-	1266+93	18 RT	11	0.1	6
	TOTAL				120	0.9	54

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED.

CULVERT PIPE ITEMS

LOCATION	STATION	OFFSET	STATION	OFFSET	522.0124 CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH (LF)	525.0118 CULVERT PIPE CORRUGATED ALUMINIUM 18-INCH (LF)	525.0124 CULVERT PIPE CORRUGATED ALUMINIUM 24-INCH (LF)	522.1024 * APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH (EACH)	523.0119 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 19x30-INCH (LF)	523.0519 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 19x30-INCH (EACH)	525.0318 ALUMINIUM APRON ENDWALL FOR ALUMINIUM CULVERT PIPE 18-INCH (EACH)	525.0324 ALUMINIUM APRON ENDWALL FOR ALUMINIUM CULVERT PIPE 24-INCH (EACH)	633.5200 MARKERS CULVERT END (EACH)	JOINT TIES FOR CULVERT PIPE (EACH)	INLET ELEVATION	DISCHARGE ELEVATION	REMARKS
STH 54	1206+50	38' LT	1206+50	41' RT	70	--	--	2	--	--	--	--	2	12	995.50	995.28	
	1209+00	37' LT	1209+00	39' RT	60	--	--	2	--	--	--	--	2	12	997.79	997.20	
	1210+30	49' LT	1209+96	47' LT	--	--	38	--	--	--	--	2	--	--	998.00	997.50	DRIVEWAY
	1215+00	27' RT	1215+00	40' LT	67	--	--	2	--	--	--	--	2	12	1003.00	1002.00	
	1217+57	40' LT	1217+17	40' LT	--	44	--	--	--	--	2	--	--	--	1005.60	1005.10	DRIVEWAY
	1219+13	35' RT	1218+69	35' RT	--	46	--	--	--	--	2	--	--	--	1007.20	1006.80	DRIVEWAY
	1220+02	30' LT	1219+60	30' LT	--	31	--	--	--	--	2	--	--	--	1007.55	1007.40	DRIVEWAY
	1226+00	40' LT	1226+00	44' LT	72	--	--	2	--	--	--	--	2	12	1007.40	1006.48	
	1226+92	41' LT	1226+48	41' LT	--	42	--	--	--	--	2	--	--	--	1009.57	1009.45	DRIVEWAY
	1227+40	35' RT	1227+05	35' RT	--	34	--	--	--	--	2	--	--	--	1009.93	1009.82	DRIVEWAY
	1229+16	35' RT	1228+78	35' RT	--	36	--	--	--	--	2	--	--	--	1010.46	1010.35	DRIVEWAY
	1231+00	37' LT	1231+00	31' RT	57	--	--	2	--	--	--	--	2	12	1012.00	1011.00	
	1231+70	33' LT	1231+36	33' LT	--	33	--	--	--	--	2	--	--	--	1014.60	1013.53	DRIVEWAY
	1237+00	31' RT	1237+00	41' LT	--	--	--	2	72	2	--	--	2	12	1010.00	1009.76	
	1242+15	31' RT	1242+54	31' RT	--	39	--	--	--	--	2	--	--	--	1008.86	1008.57	DRIVEWAY
	1245+00	35.5' RT	1245+00	36.4' LT	72	--	--	2	--	--	--	--	2	12	1003.97	1003.78	SEE NOTE 4
	1252+22	36' LT	1252+60	36' LT	--	36	--	--	--	--	2	--	--	--	1001.25	1001.23	DRIVEWAY
	1252+51	43' RT	1252+87	43' RT	--	--	36	--	--	--	--	2	--	--	1002.01	1001.82	DRIVEWAY
	1267+61	30' RT	1267+92	30' RT	--	--	31	--	--	--	--	2	--	--	993.81	993.57	DRIVEWAY
	1268+25	31' LT	1268+61	31' LT	--	--	35	--	--	--	--	2	--	--	993.34	993.05	DRIVEWAY
	1269+73	31' LT	1270+03	31' LT	--	--	30	--	--	--	--	2	--	--	992.32	992.08	DRIVEWAY
	1270+32	41' LT	1270+43	41' RT	70	--	--	2	--	--	--	--	2	12	988.20	988.00	SKEW 8° RHF
	1270+38	41' LT	1270+49	41' RT	70	--	--	2	--	--	--	--	2	12	988.20	988.00	SKEW 8° RHF
CTH D SOUTH	7'F'+40	27' LT	7'F'+74	27' LT	--	34	--	--	--	--	2	--	--	--	1002.51	1002.31	DRIVEWAY
	9'F'+50	39.3 LT	9'F'+50	33.9 RT	74	--	--	2	--	--	--	--	2	12	1001.09	1000.81	
SCHOOL LN	8'G'+80	27' RT	9'G'+14	27' RT	--	34	--	--	--	--	2	--	--	--	995.30	995.13	DRIVEWAY
	9'G'+45	86' LT	9'G'+72	64' RT	138	--	--	--	--	--	--	--	2	12	995.12	994.22	SKEW 10° RHF
	TOTAL				750	409	170	20	72	2	22	10	22	132			

NOTES:
1.) MINIMUM THICKNESS FOR 18-INCH CULVERT PIPE CORRUGATED ALUMINIUM = 0.060 INCHES
2.) MINIMUM THICKNESS FOR 24-INCH CULVERT PIPE CORRUGATED ALUMINIUM = 0.075 INCHES
3.) STATION, OFFSET AND INVERT AND DISCHARGE ELEVATIONS AT END OF ENDWALL
4.) TEMPORARY EXTENSION REQUIRED TO MAINTAIN CTH D TRAFFIC.
* ADDITIONAL QUANTITIES LISTED ELSEWHERE

TEMPORARY PRECAST BARRIER

STATION - STATION	STAGE	603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED (LF)	603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED (LF)	614.0905 CRASH CUSHIONS TEMPORARY (EACH)	BACK WIDTH (LF)	OBJECT MARKING PATTERN	CRASH TEST LEVEL	TRAFFIC DIRECTION	TRAFFIC LOCATION	CRASH CUSHION SHIELDS
309+80 - 320+68	2	1087.5	1087.5	1	4	OM-3L (W05-58L)	TL-3	UNIDIRECTIONAL	L	TEMPORARY CONCRETE BARRIER ON SHOULDER
				1	4	OM-3R (W05-58R)	TL-3	UNIDIRECTIONAL	R	TEMPORARY CONCRETE BARRIER ON SHOULDER
1242+88 - 1252+13	3	--	925	1	4	OM-3R (W05-58R)	TL-3	UNIDIRECTIONAL	R	TEMPORARY CONCRETE BARRIER ON SHOULDER
				1	4	OM-3L (W05-58L)	TL-3	UNIDIRECTIONAL	L	TEMPORARY CONCRETE BARRIER ON SHOULDER
TOTAL		1087.5	2012.5	4						

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED.

PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	MISCELLANEOUS QUANTITIES	SHEET 63 E

3

CONCRETE CURB AND GUTTER ITEMS

LOCATION	STATION	-	STATION	OFFSET	601.0557 CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D (LF)
STH 54	1223+44	-	1223+84	LT	63
	1224+14	-	1224+74	LT	94
	1234+31	-	1234+69	LT	61
	1234+97	-	1235+53	LT	90
	1255+01	-	1255+58	RT	90
	1255+86	-	1256+24	RT	61
	1265+36	-	1265+91	RT	125
	1266+36	-	1266+85	RT	68
			TOTAL:		652

TEMPORARY CULVERT PIPE ITEMS

LOCATION	STATION	OFFSET	STATION	OFFSET	522.0524 CULVERT PIPE REINFORCED CONCRETE CLASS V 24-INCH (LF)	522.1024 APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH (EACH)	JOINT TIES FOR CULVERT PIPE (EACH)	INLET ELEVATION	DISCHARGE ELEVATION
STH 54	1245+00	35.5' RT	1245+00	47.8' RT	13	1	6	1004.00	1003.97
					13	1			

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

3

MOBILIZATION

PROJECT	619.1000 MOBILIZATION (EACH)
6950-03-75	0.60
TOTAL	0.60

SILT FENCE

STATION	-	STATION		628.1504 SILT FENCE (LF)	628.1520 SILT FENCE MAINTENANCE (LF)
1196+00	-	1218+75	RT	2300	6900
1196+00	-	1207+50	LT	1200	3600
1207+80	-	1210+20	LT	300	900
1210+50	-	1217+10	LT	750	2250
1217+40	-	1219+65	LT	280	840
1219+10	-	1221+80	RT	330	990
1220+00	-	13'D'+00	LT	640	1920
1222+25	-	1227+15	RT	540	1620
13'D'+00	-	1226+30	RT/LT	410	1230
1226+90	-	1231+20	LT	520	1560
1227+40	-	1228+90	RT	200	600
1229+15	-	1242+25	RT	1270	3810
1231+45	-	1232+40	LT	160	480
1232+70	-	14'E'+50	RT/LT	600	1800
14'E'+50	-	1237+40	RT/LT	600	1800
1237+50	-	1268+30	LT	3060	9180
1242+50	-	1245+70	RT	320	960
1246+30	-	1252+55	RT	640	1920
1252+90	-	7'F'+70	RT/LT	400	1200
7'F'+40	-	6'F'+00	LT	210	630
6'F'+00	-	6'G'+00	LT/RT	1450	4350
6'G'+00	-	8'G'+90	RT	270	810
9'G'+10	-	1267+65	RT	180	540
1267+90	-	1271+00	RT	300	900
1268+60	-	1269+60	LT	150	450
1270+50	-	1271+00	LT	80	240
UNDISTRIBUTED (25%)				4290	12870
TOTAL				21450	64350

MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT)

PROJECT	618.0100 MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) (EACH)
6950-03-75	1
TOTAL	1

MOBILIZATION EROSION CONTROL

PROJECT	628.1905 MOBILIZATIONS EROSION CONTROL (EACH)	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL (EACH)
6950-03-75	12	4
TOTAL	12	4

RIP RAP AND GEOTEXTILE FABRIC

STATION	OFFSET	606.0100 RIPRAP LIGHT (CY)	645.0130 GEOTEXTILE FABRIC TYPE R (SY)
1206+50	41' RT	3	24
1209+00	39' RT	3	24
1215+00	40' RT	3	24
1226+00	44' RT	3	24
1231+00	31' RT	3	24
1237+00	41' LT	3	24
1245+00	36' LT	3	24
1270+43	41' RT	3	24
1270+49	41' RT	3	24
9'G'+45	64' RT	3	24
TOTAL		30	240

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED.

LANDSCAPING AND RESTORATION ITEMS

LOCATION	STATION	OFFSET	-	STATION	OFFSET	631.0300 * SOD WATER (MGAL)	625.0100 TOPSOIL (SY)	627.0200 MULCHING (SY)	628.2008 EROSION MAT URBAN CLASS I TYPE B (SY)	629.0210 FERTILIZER TYPE B (CWT)	SPV.0030.01 FERTILIZER FOR LAWN TYPE TURF (CWT)	630.0120 SEEDING MIXTURE TYPE 20 (LB)	630.0130 SEEDING MIXTURE TYPE 30 (LB)	630.0140 SEEDING MIXTURE TYPE 40 (LB)	630.0160 SEEDING MIXTURE TYPE 60 (LB)	SPV.0180.01 PREPARING TOPSOIL FOR LAWN TURF (SY)
STH 54	1196+00	LT	-	1207+60	LT	67	2,989	2,989	--	1.9	--	--	54	--	--	--
	1196+00	RT	-	1199+00	RT	11	511	511	--	0.3	--	--	10	--	--	--
	1199+00	RT	-	1205+00	RT	53	2,353	--	2,353	--	--	--	43	--	32	--
	1205+00	RT	-	1206+00	RT	7	333	333	--	0.2	--	--	6	--	--	--
	1206+00	RT	-	1206+50	RT	3	153	--	153	--	--	--	3	--	3	--
	1206+50	RT	-	1208+50	RT	16	704	704	--	0.4	--	--	13	--	--	--
	1207+75	LT	-	1210+07	LT	68	3,012	3,012	--	1.9	--	--	55	--	--	--
	1208+50	RT	-	1209+50	RT	7	302	--	302	--	--	--	6	--	5	--
	1209+50	RT	-	1218+80	RT	99	4,390	4,390	--	2.8	--	--	80	--	--	--
	1210+20	LT	-	1217+30	LT	81	3,598	3,598	--	2.3	--	--	65	--	--	--
	1217+50	LT	-	1219+70	LT	9	422	422	--	0.3	--	--	8	--	--	--
	1219+00	RT	-	1221+95	RT	17	746	746	--	0.5	--	--	14	--	--	--
	1219+90	LT	-	13'D'+00	LT	28	1,233	1,233	--	0.8	--	--	23	--	--	--
	1222+20	RT	-	1225+00	RT	15	667	667	--	0.4	--	--	12	--	--	--
	13'D'+00	RT	-	1231+45	LT	96	4,279	4,279	--	2.0	0.7	--	55	22	--	1125
	1225+00	RT	-	1226+25	RT	8	340	--	340	--	--	--	7	--	5	--
	1226+25	RT	-	1227+15	RT	9	386	386	--	0.2	--	--	7	--	--	--
	1227+30	RT	-	1228+85	RT	6	264	264	--	0.2	--	--	5	--	--	--
	1229+00	RT	-	1242+30	RT	54	2,421	2,421	--	1.5	--	--	44	--	--	--
	1231+60	LT	-	1232+55	LT	32	1,415	1,415	--	0.9	--	--	26	--	--	--
	1232+75	LT	-	14'E'+50	LT	105	4,696	4,696	--	3.0	--	113	9	--	--	--
	14'E'+50	RT	-	1258+00	LT	262	11,653	11,653	--	7.3	1.5	140	90	22	--	1072
	1242+45	RT	-	1245+95	RT	28	1,234	1,234	--	0.8	0.4	--	13	15	--	680
	1246+10	RT	-	1252+60	RT	44	1,974	1,974	--	1.2	--	--	36	--	--	--
	1252+80	RT	-	8'F'+68	LT	78	3,492	3,492	--	2.2	2.2	10	15	70	--	3492
	8'F'+50	LT	-	6'F'+00	LT	5	223	223	--	0.1	--	--	5	--	--	--
	6'F'+00	RT	-	1258+00	RT	76	3,381	3,381	--	2.1	--	51	27	--	--	--
	1258+00	LT	-	1268+35	LT	30	1,319	--	1,319	--	--	--	24	--	18	--
	1258+00	RT	-	7'G'+00	LT	50	2,224	2,224	--	1.4	--	--	41	--	--	--
	7'G'+00	RT	-	8'G'+90	RT	11	482	482	--	0.3	--	--	9	--	--	--
	9'G'+10	RT	-	1267+65	RT	6	267	267	--	0.2	--	--	5	--	--	--
	1267+90	RT		1271+00	RT	9	397	397	--	0.2	--	--	8	--	--	--
	1268+55	LT	-	1269+80	LT	4	161	161	--	0.1	--	--	3	--	--	--
	1269+95	LT		1271+00	LT	4	182	182	--	0.1	--	--	4	--	--	--
UNDISTRIBUTED (25%)						350	15,560	14,440	1,120	8.9	1.2	80	210	40	20	1,600
TOTAL						1,748	77,763	72,176	5,587	44.6	6.0	394	1,035	169	83	7,969

*ADDITIONAL QUANTITIES LOCATED ELSEWHERE

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED.

3

EROSION MAT URBAN CLASS I TYPE A

LOCATION	STATION	-	STATION	OFFSET	628.2006 EROSION MAT URBAN CLASS I TYPE A (SY)
STH 54	1205+75	-	1207+25	LT	200
	1208+75	-	13'D'+00	LT	2350
	1215+00	-	1246+00	RT	4050
	13'D'+00	-	1229+25	RT/LT	1050
	1230+75	-	14'E'+50	LT	1100
	1237+00	-	1237+25	RT	110
	1249+00	-	1258+00	LT	1200
	1249+50	-	7'F'+75	RT/LT	960
	8'F'+50	-	1258+00	RT	460
	7'G'+00	-	1270+40	RT	710
	1268+60	-	1269+60	LT	150
	1270+00	-	1270+30	LT	40
	UNDISTRIBUTED (25%)				3100
	TOTAL				15480

CULVERT PIPE CHECKS

LOCATION	STATION		628.7555 CULVERT PIPE CHECKS (EACH)
STH 54	1206+40	LT	5
	1209+00	LT	5
	1210+45	LT	4
	1215+00	RT	5
	1217+60	LT	4
	1219+20	RT	4
	1220+10	LT	4
	1226+00	LT	5
	1231+00	LT	5
	1231+75	LT	4
	1237+00	RT	5
	1245+00	RT	5
	1252+15	LT	4
	1252+45	RT	4
	1255+25	RT	5
	1265+35	RT	5
	1267+50	RT	4
	1268+20	LT	4
	1269+70	LT	4
CTH D SOUTH	7'F'+40	LT	4
SCHOOL LN	8'G'+75	RT	4
	UNDISTRIBUTED (25%)		30
	TOTAL		123

ROCK BAGS FOR ROCK BAG DITCH CHECKS

LOCATION	STATION		628.7570* ROCK BAGS (EACH)
STH 54	1212+50	LT	15
	1214+50	LT	15
	1216+50	LT	15
	1217+00	RT	15
	1220+50	RT	15
	1222+00	LT	15
	1223+60	LT	15
	1224+00	RT	15
	1224+50	LT	15
	1225+00	RT	15
	1228+00	LT	30
	1230+50	RT	15
	1234+00	RT	15
	1236+00	LT	15
	1241+00	RT	15
	1251+00	LT	15
	1251+50	RT	15
	1254+00	RT	15
	1254+50	LT	15
	1256+50	LT/RT	30
	1258+00	LT/RT	30
	1259+60	RT	15
	1264+50	RT	15
	1268+90	RT	15
HEMLOCK TR	12'D'+00	LT/RT	30
CTH D NORTH	12'E'+50	LT	15
	14'E'+50	LT	15
CTH D SOUTH	8'F'+50	LT	15
SCHOOL LN	8'G'+00	RT	15
	UNDISTRIBUTED (25%)		130
	TOTAL		625

* ADDITIONAL QUANTITIES LOCATED ELSEWHERE

TRACKING PADS

LOCATION	STAGE	STATION		628.7560 TRACKING PADS (EACH)
STH 54	1/2	1196+00	CL	1
	1	307'T'+75	RT	1
	1	320'T'+66	LT	1
	2	307'T'+75	RT	1
	2	308'T'+75	LT	1
	2	1255+75	LT	1
	1/2	1271+00	CL	1
		UNDISTRIBUTED		2
		TOTAL		9

ROCK BAGS FOR SILT FENCE RELIEF

STATION	628.7570* ROCK BAGS (EACH)
STH 54	550
UNDISTRIBUTED	140
TOTAL	690

*ADDITIONAL QUANTITIES LOCATED ELSEWHERE

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED.

ERECTION AND REMOVAL OF TYPE II SIGNS AND SUPPORTS

SIGN NO.	SIGN CODE	MESSAGE	W X H	637.2210 SIGNS TYPE II REFLECTIVE H (SF)	637.2230 SIGNS TYPE II REFLECTIVE F (SF)	634.0614 POSTS WOOD 4X6-INCH X 14-FT (EACH)	634.0616 POSTS WOOD 4X6-INCH X 16-FT (EACH)	634.0618 POSTS WOOD 4X6-INCH X 18-FT (EACH)	634.0620 POSTS WOOD 4X6-INCH X 20-FT (EACH)	634.0622 POSTS WOOD 4X6-INCH X 22-FT (EACH)	638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)	REMARKS
100A	W1-1L	LEFT CURVE	--	--	--	--	--	--	--	--	1	1	
100B	W1-4R	ADVISORY SPEED 25 MPH (YELLOW BLACK)	--	--	--	--	--	--	--	--	--	--	MOUNTED ON POST 100A
101	W14-3	NO PASSING ZONE	48" X 36"	--	6.00	1	--	--	--	--	--	--	
101A	W14-3	NO PASSING ZONE	--	--	--	--	--	--	--	--	1	1	
102A	W8-70	CENTERLINE RUMBLE STRIPS	--	--	--	--	--	--	--	--	1	1	
102B	W57-51	NEXT 4 MILES	--	--	--	--	--	--	--	--	--	--	MOUNTED ON POST 102A
103A	W1-6	SINGLE NIGHT ARROW	--	--	--	--	--	--	--	--	1	1	
104A	W1-6	SINGLE NIGHT ARROW	--	--	--	--	--	--	--	--	1	1	
105A	W1-1R	RIGHT CURVE	--	--	--	--	--	--	--	--	1	1	
105B	W13-1	ADVISORY SPEED 25 MPH (YELLOW BLACK)	--	--	--	--	--	--	--	--	--	--	MOUNTED ON POST 105A
106A	W1-1R	RIGHT CURVE	--	--	--	--	--	--	--	--	1	1	
106B	W13-1	ADVISORY SPEED 25 MPH (YELLOW BLACK)	--	--	--	--	--	--	--	--	--	--	MOUNTED ON POST 106A
107A	W1-6	SINGLE NIGHT ARROW	--	--	--	--	--	--	--	--	1	1	
108A	W1-6	SINGLE NIGHT ARROW	--	--	--	--	-	--	--	--	1	1	
109A	W1-1L	LEFT CURVE	--	--	--	--	--	--	--	--	1	1	
109B	W13-1	ADVISORY SPEED 25 MPH (YELLOW BLACK)	--	--	--	--	--	--	--	--	--	--	MOUNTED ON POST 109A
110	R1-1	STOP	30" X 30"	6.25	--	--	1	--	--	--	--	--	
110A	R1-1	STOP	--	--	--	--	--	--	--	--	1	1	
111	J1-1	JCT/COUNTY D	24" X 39"	6.50	--	--	--	1	--	--	--	--	
111A	M2-1	JCT	--	--	--	--	--	--	--	--	--	--	MOUNTED ON POST 111B
111B	M1-5A	COUNTY D	--	--	--	--	--	--	--	--	1	1	
112A	W14-3	NO PASSING ZONE	--	--	--	--	--	--	--	--	1	1	
113			--	--	--	--	--	--	--	--	--	--	NOT USED
113A	S3-1	SCHOOL BUS STOP AHEAD	--	--	--	--	--	--	--	--	1	1	
114A	W1-6	SINGLE NIGHT ARROW	--	--	--	--	--	--	--	--	1	1	
115	J1-1	WEST/54	24" X 36"	6.00	--	--	--	1	--	--	--	--	
116	J13-1	COUNTY D/ARROW (LEFT/AHEAD)	24" X 45"	7.50	--	--	--	1	--	--	--	--	
116A	M1-5A	COUNTY D	--	--	--	--	--	--	--	--	--	--	MOUNTED ON POST 116B
116B	M6-6	ARROW	--	--	--	--	--	--	--	--	1	1	
117	J3-3	EAST/54/ARROW (LEFT); COUNTY D/ARROW (LEFT); WEST/54/ARROW (RIGHT)	72" X 57"	28.50	--	--	--	--	--	2	--	--	
117A	M1-5A	COUNTY D	--	--	--	--	--	--	--	--	--	--	MOUNTED ON POST 117B
117B	M5-1L	ADVANCED ARROW (LEFT)	--	--	--	--	--	--	--	--	1	1	
118	R1-1	STOP	36" X 36"	9	--	--	1	--	--	--	--	--	
118A	R1-1	STOP	--	--	--	--	--	--	--	--	1	1	
119	J13-1	COUNTY D/ARROW (RIGHT)	24" X 45"	7.50	--	--	--	1	--	--	--	--	
119A	M1-5A	COUNTY D	--	--	--	--	--	--	--	--	--	--	MOUNTED ON POST 119B
119B	M6-1	ARROW (RIGHT)	--	--	--	--	--	--	--	--	1	1	
120	J1-1	EAST/54	24" X 36"	6.00	--	--	--	1	--	--	--	--	
121			--	--	--	--	--	--	--	--	--	--	NOT USED
122	M1-5A	COUNTY D	24" X 24"	4.00	--	1	--	--	--	--	--	--	
		SUBTOTAL		81.25	6.00	2	2	5	--	2	19	19	

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED.

ERECTION AND REMOVAL OF TYPE II SIGNS AND SUPPORTS (CONTINUED)

SIGN NO.	SIGN CODE	MESSAGE	W X H	637.2210 SIGNS TYPE II REFLECTIVE H (SF)	637.2230 SIGNS TYPE II REFLECTIVE F (SF)	634.0614 POSTS WOOD 4X6-INCH X 14-FT (EACH)	634.0616 POSTS WOOD 4X6-INCH X 16-FT (EACH)	634.0618 POSTS WOOD 4X6-INCH X 18-FT (EACH)	634.0620 POSTS WOOD 4X6-INCH X 20-FT (EACH)	634.0622 POSTS WOOD 4X6-INCH X 22-FT (EACH)	638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)	REMARKS
122A	M1-5A	COUNTY D	--	--	--	--	--	--	--	--	1	1	
123	W1-6	SINGLE NIGHT ARROW	48" X 24"	--	8.00	--	1	--	--	--	--	--	
123A	W1-6	SINGLE NIGHT ARROW	--	--	--	--	--	--	--	--	1	1	
124A	W1-6	SINGLE NIGHT ARROW	--	--	--	--	--	--	--	--	1	1	
125			--	--	--	--	--	--	--	--	--	--	NOT USED
125A	S3-1	SCHOOL BUS STOP AHEAD	--	--	--	--	--	--	--	--	1	1	
126	J13-1	COUNTY D/ADVANCED ARROW (RIGHT)	24" X 45"	7.50	--	--	--	1	--	--	--	--	
126A	M1-5A	COUNTY D	--	--	--	--	--	--	--	--	--	--	MOUNTED ON POST 126B
126B	M6-1	ADVANCED ARROW (RIGHT)	--	--	--	--	--	--	--	--	1	1	
127A	W1-2L	LEFT CURVE	--	--	--	--	--	--	--	--	1	1	
127B	W13-1	ADVISORY SPEED 25 MPH (YELLOW BLACK)	--	--	--	--	--	--	--	--	--	--	MOUNTED ON POST 127A
128A	W1-2R	RIGHT CURVE	--	--	--	--	--	--	--	--	1	1	
128B	W13-1	ADVISORY SPEED 45 MPH (YELLOW BLACK)	--	--	--	--	--	--	--	--	--	--	MOUNTED ON POST 128A
129	J13-1	COUNTY D/ADVANCED ARROW (RIGHT)	24" X 45"	7.50	--	--	--	1	--	--	--	--	
129A	M1-5A	COUNTY D	--	--	--	--	--	--	--	--	--	--	MOUNTED ON POST 129B
129B	M6-1	ADVANCED ARROW (RIGHT)	--	--	--	--	--	--	--	--	1	1	
130A	I55-56	ADOPT A HIGHWAY	--	--	--	--	--	--	--	--	--	--	
131A	W1-6	SINGLE NIGHT ARROW	--	--	--	--	--	--	--	--	1	1	
132	J1-2	54/COUNTY D	48" X 24"	8.00	--	--	1	--	--	--	--	--	
			--	--	--	--	--	--	--	--	--	--	
134	J13-1	COUNTY D/ARROW (RIGHT)	24" X 45"	7.50	--	--	--	1	--	--	--	--	
134A	M1-5A	COUNTY D	--	--	--	--	--	--	--	--	--	--	MOUNTED ON POST 134B
134B	M6-1	ARROW (RIGHT)	--	--	--	--	--	--	--	--	1	1	
135	J3-2	SOUTH/COUNTY D/ARROW (LEFT); NORTH/D/ARROW (AHEAD)	48" X 57"	19.00	--	--	--	--	--	--	--	--	
135A	M1-5A	COUNTY D	--	--	--	--	--	--	--	--	--	--	MOUNTED ON POST 135B
135B	M6-6	ARROW (LEFT/AHEAD)	--	--	--	--	--	--	--	--	1	1	
136	R1-1	STOP	30" X 30"	6.25	--	--	1	--	--	--	--	--	
136A	R1-1	STOP	--	--	--	--	--	--	--	--	1	1	
137	J3-3	COUNTY D/ARROW (LEFT); WEST/54/ARROW (LEFT); EAST/54/ARROW (RIGHT)	72" X 57"	28.50	--	--	--	--	1	1	--	--	
138	M1-5A	COUNTY D	24" X 24"	4.00	--	1	--	--	--	--	--	--	
139A	R1-1	STOP	--	--	--	--	--	--	--	--	1	1	
140	W1-6	SINGLE NIGHT ARROW	48" X 24"	--	8.00	--	1	--	--	--	--	--	
140A	W1-6	SINGLE NIGHT ARROW	--	--	--	--	--	--	--	--	1	1	
141A	W1-6	SINGLE NIGHT ARROW	--	--	--	--	--	--	--	--	1	1	
142	M1-6	54	24" X 24"	4.00	--	1	--	--	--	--	--	--	
		SUBTOTAL		92.25	16.00	2	4	3	1	1	15	15	

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED.

ERECTION AND REMOVAL OF TYPE II SIGNS AND SUPPORTS (CONTINUED)

SIGN NO.	SIGN CODE	MESSAGE	W X H	637.2210 SIGNS TYPE II REFLECTIVE H (SF)	637.2230 SIGNS TYPE II REFLECTIVE F (SF)	634.0614 POSTS WOOD 4X6-INCH X 14-FT (EACH)	634.0616 POSTS WOOD 4X6-INCH X 16-FT (EACH)	634.0618 POSTS WOOD 4X6-INCH X 18-FT (EACH)	634.0620 POSTS WOOD 4X6-INCH X 20-FT (EACH)	634.0622 POSTS WOOD 4X6-INCH X 22-FT (EACH)	638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)	REMARKS
143	J1-1	JCT/COUNTY D	24" X 39"	6.50	--	--	--	1	--	--	--	--	
143A	M2-1	JCT	--	--	--	--	--	--	--	--	--	--	MOUNTED ON POST 143B
143B	M1-5A	COUNTY D	--	--	--	--	--	--	--	--	1	1	
144	W14-3	NO PASSING ZONE	48" X 36"	--	6.00	1	--	--	--	--	--	--	
144A	W14-3	NO PASSING ZONE	--	--	--	--	--	--	--	--	1	1	
145	R1-1	STOP	30" X 30"	6.25	--	--	1	--	--	--	--	--	
145A	R1-1	STOP	--	--	--	--	--	--	--	--	1	1	
146	W1-6	SINGLE NIGHT ARROW	48" X 24"	--	8.00	--	1	--	--	--	--	--	
147A	W8-70	CENTERLINE RUMBLE STRIPS	--	--	--	--	--	--	--	--	1	1	
147B	W57-51	NEXT 5 MILES	--	--	--	--	--	--	--	--	--	--	MOUNTED ON POST 147A
		SUBTOTAL		12.75	14.00	1	2	1	--	--	4	4	
		TOTAL		186.25	36.00	5	8	9	1	3	38	38	

TRAFFIC CONTROL (PROJECT)

PROJECT	643.0100 TRAFFIC CONTROL (PROJECT) (EACH)
6950-03-75	1
TOTAL	1

TRAFFIC CONTROL DETOUR (PROJECT)

PROJECT	643.2000 TRAFFIC CONTROL DETOUR (PROJECT) (EACH)
6950-03-75	1
TOTAL	1

TRAFFIC CONTROL DETOUR SIGNS

LOCATION	STAGE	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II (EACH)	NUMBER OF CYCLES	NUMBER OF SIGNS	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE	SIGNS (EACH)	STAGE LENGTH (DAYS)	643.3000 TRAFFIC CONTROL DETOUR SIGNS (DAYS)
PROJECT	1	10	1	10	64	207	44	9,108
	2	--	--	--	--	207	35	7,245
	3	--	--	--	--	207	21	4,347
	4	--	--	--	--	207	17	3,519
								--
	TOTAL	10			64			24,219

TRAFFIC CONTROL

LOCATION	STAGE	DAYS	633.1100 DELINEATORS TEMPORARY (EA)	DRUMS	643.0300 TRAFFIC CONTROL DRUMS (DAY)	BARRICADES TYPE III	643.0420 TRAFFIC CONTROL BARRICADES TYPE III (DAY)	WARNING LIGHTS TYPE A	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A (DAY)	WARNING LIGHTS TYPE C	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C (DAY)	SIGNS	643.0900 TRAFFIC CONTROL SIGNS (DAY)
STH 54	CLEARING	41										14	574
	1	44	--	59	2,596	39	1,716	78	3,432	--	--	29	1,276
	2	35	18	58	2,030	32	1,120	64	2,240	11	385	27	945
	3	21	--	--	--	18	378	36	756	--	--	16	336
	4	17	--	29	493	--	--	--	--	--	--	11	187
	UNDISTRIBUTED				1,281		806		1,607		95		832
		TOTAL	18		6,400		4020		8,035		480		4,150

NOTE: FOR WINTER CLEARING AND GRUBBING OPERATIONS, PLACE SIGNING IN ACCORDANCE TO SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED.

PAVEMENT MARKING

LOCATION	STATION	-	STATION	646.0106 PAVEMENT MARKING EPOXY 4-INCH WHITE (LF)	646.0106 PAVEMENT MARKING EPOXY 4-INCH 3 FT SKIPS	646.0106 PAVEMENT MARKING EPOXY 4-INCH YELLOW (LF)	646.0406 PAVEMENT MARKING SAME DAY EPOXY 4-INCH YELLOW (LF)
STH 54	1196+00	-	1271+00	--	--	15,000	15,000
	1196+00 LT	-	1223+44 LT	2,744	--	--	--
	1196+00 RT	-	1259+12 RT	5,812	--	--	--
	1224+44 LT	-	1225+64 LT	--	21	--	--
	1225+64 LT	-	1233+71 LT	807	--	--	--
	1233+31 RT	-	1235+86 RT	--	63	--	--
	1233+71 LT	-	1236+43 LT	--	66	--	--
	1236+43 LT	-	1271+00 LT	3,457	--	--	--
	1254+12 RT	-	1256+84 RT	--	66	--	--
	1256+84 RT	-	1264+46 RT	762	--	--	--
	1264+46 RT	-	1265+35 RT	--	21	--	--
	1266+85 RT	-	1271+00 RT	415	--	--	--
			TOTAL	13,997	237	15,000	15,000
					29,234		

LOCATING NO-PASSING ZONES

PROJECT	648.0100 LOCATING NO-PASSING ZONES (MI)
6950-03-75	1.40
TOTAL	1.40

TEMPORARY PAVEMENT MARKING PAINT

LOCATION	STATION	-	STATION		STAGE	646.0600 REMOVING PAVEMENT MARKING 4-INCH (LF)	649.0402 TEMPORARY PAVEMENT MARKING PAINT 4-INCH WHITE (LF)	649.0402 TEMPORARY PAVEMENT MARKING PAINT 4-INCH YELLOW (LF)
STH 54	299'T'+96	-	322'T'+51	LT	2	--	2255	--
	299'T'+96		301'T'+50	LT	2	155	--	--
	300'T'+10	-	322'T'+51	CL	2	--	--	4485
	300'T'+10		301'T'+50	CL	2	140	--	--
	300'T'+25	-	322'T'+51	RT	2	--	2225	--
	300'T'+25		301'T'+50	RT	2	125	--	--
	302'T'+51	-	322'T'+51	LT/RT	2	8000	--	--
						8420	4480	4485
					TOTAL		8965	

SAWING ITEMS

LOCATION	STATION	-	STATION	OFFSET	690.0150 SAWING ASPHALT (LF)	REMARKS
STH 54	1196+00			BOP	30	
	1222+05			RT	20	DRIVEWAY
	309+55	-	320+95	LT	1160	
	1271+00			EOP	30	
HEMLOCK	13'D'+00			CL	20	
CTH D NORTH	14'E'+50			CL	22	
CTH D SOUTH	6'F'+00			CL	22	
SCHOOL LN	7'G'+00			CL	20	
				TOTAL	1324	

CONSTRUCTION STAKING

LOCATION	STATION	-	STATION	650.4500 CONSTRUCTION STAKING SUBGRADE (LF)	650.5000 CONSTRUCTION STAKING BASE (LF)	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER (LF)	650.6000 CONSTRUCTION STAKING PIPE CULVERTS (EACH)	650.9910 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) (LS)	650.9920 CONSTRUCTION STAKING SLOPE STAKES (LF)
STH 54	1196+00	-	1271+00	7500	7500	652	8	1	7500
HEMLOCK	10'D'+00	-	13'D'+00	300	300	--	--	--	300
CTH D NORTH	10'E'+00	-	14'E'+50	450	450	--	--	--	450
CTH D SOUTH	6'F'+00	-	10'F'+00	400	400	--	1	--	400
SCHOOL LN	7'G'+00	-	10'G'+00	300	300	--	1		300
	TOTAL			8950	8950	652	10	1	8950

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED.

DOT COMPOSITE: ORIGINAL DOCUMENT LOCATED AT THE REGISTER OF DEEDS OFFICE

TRANSPORTATION PROJECT PLAT NO: 6950-03-20 - 4.01

DEXTERVILLE - PORT EDWARDS (STH 54 RELOCATION AT CTH D)

PART OF THE SE 1/4 - NW 1/4 OF SECTION 28,
TOWNSHIP 22 NORTH, RANGE 4 EAST, TOWN OF CRANMOOR, WOOD COUNTY, WISCONSIN.

RELOCATION ORDER STH 54, WOOD COUNTY

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

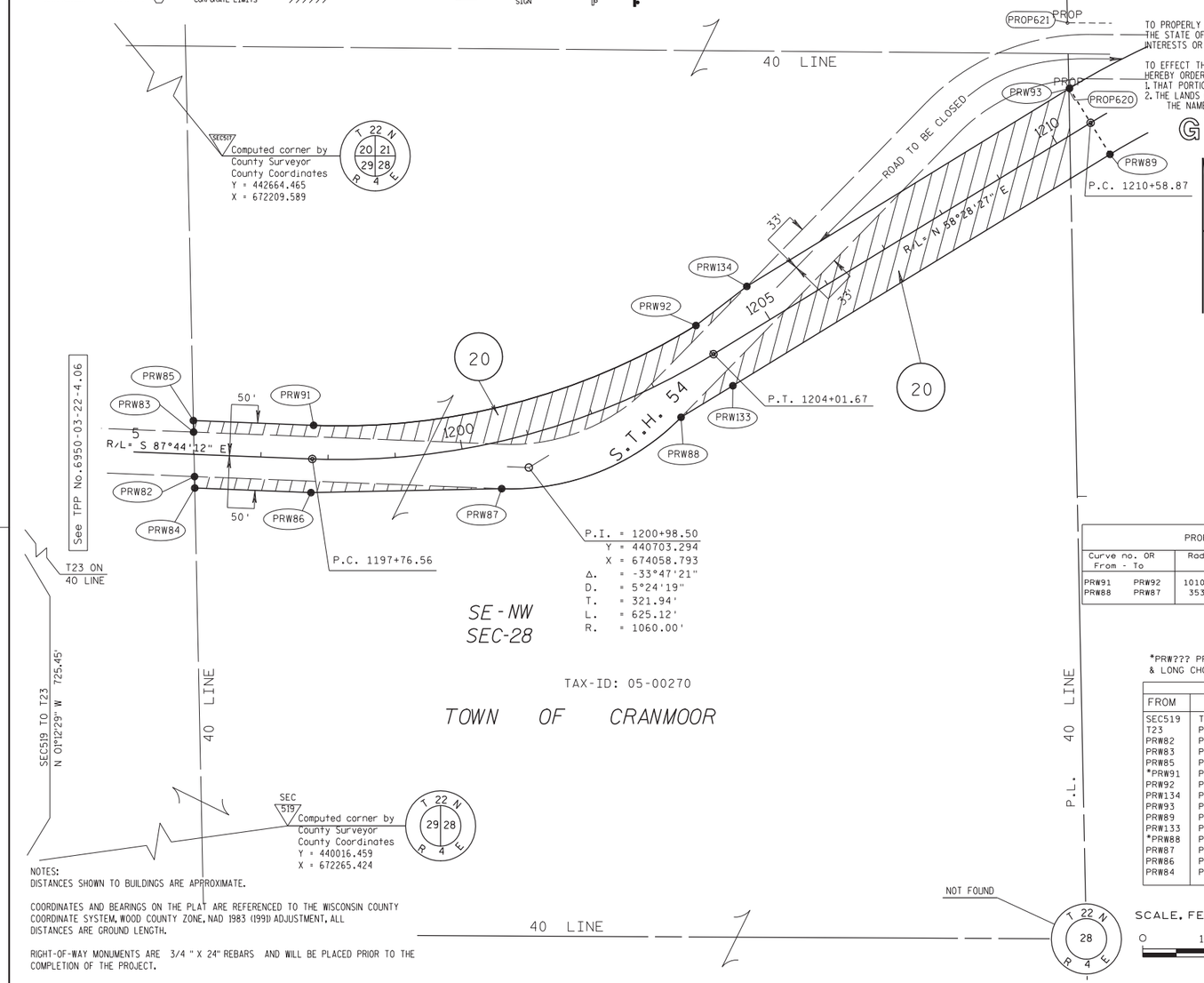
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

CONVENTIONAL SIGNS AND ABBREVIATIONS

ACCESS POINT, DRIVEWAY CONNECTION	A.P.	IRON PIPE (FOUND)		PARCEL NUMBER	(5)
ACCESS RIGHTS	A.R.	FOUND EXISTING MONUMENT		PROPERTY LINE	
ACRES	AC.	R/W MONUMENT (SET)		LOT, TIE AND OTHER MINOR DASHED LINES	
DOCUMENT	DOC.	PROPOSED R/W POINT	PRW20 40°	ACCESS RESTRICTED (By Previous Acquisition control)	
MONUMENT	MON.	PARALLEL TO LINE		ACCESS RESTRICTED (By Acquisition)	
OUTLOT	O.L.	SECTION LINE		NO ACCESS (By Statutory Authority)	
PERMANENT	PERM.	QUARTER LINE		LIMITED EASEMENT (Temporary or Permanent)	
PROPERTY LINE	P.L.	SIXTEENTH LINE		FEE (HATCH VARIES)	
QUIT CLAIM DEED	Q.C.D.	PROPOSED OR NEW R/W LINE			
REFERENCE LINE	R/L	EASEMENT LINE			
REMAINING	REM.	UTILITIES			
RIGHT OF WAY	R/W	CORPORATE LIMITS			
SECTION	SEC.				
SEVERED	SEV.				
STATION	STA.				
TEMPORARY LIMITED EASEMENT	TLE				
SIGN NUMBER (OFF PREMISE)	(xx)				

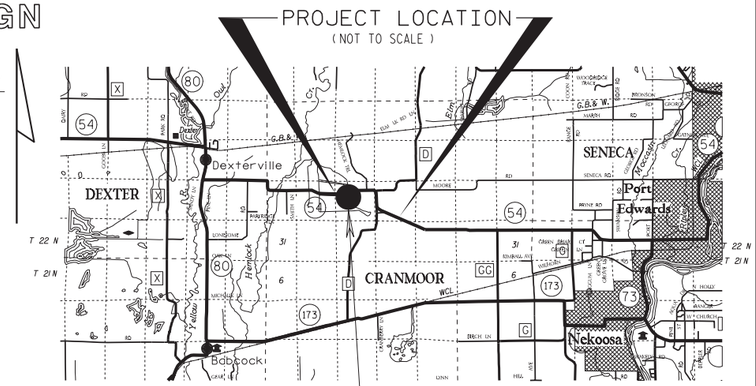
	LONG CHORD	LC
	LONG CHORD BEARING	LCB
	RADIUS	R
	DEGREE OF CURVE	D
	CENTRAL ANGLE OR DELTA	Δ
	LENGTH OF CURVE	L
	TANGENT	TAN

	NON COMPENSABLE	COMPENSABLE
SERVICE PEDESTAL		
POWER POLE		
TELEPHONE POLE		
SIGN		



GN

PROJECT LOCATION
(NOT TO SCALE)



SHEET LOCATION

PROPOSED RIGHT-OF-WAY CURVE TABLE						
Curve no. OR From - To		Radius	Delta	Arc Length	Chord Bearing	Chord Length
PRW91	PRW92	1010.00'	-33°47'21"	595.63'	N 75°22'07" E	587.04'
PRW88	PRW87	353.09'	47°55'52"	295.38'	S 68°17'52" W	286.84'

ROAD NAME	BASIS OF EXISTING R/W	YEAR
S.T.H. 54	WIS. STATE STATUTE 82.31(2)	

PRW??? PRW??? = LONG CHORD BEARING & LONG CHORD DIST OF CURVE

COURSE TABLE			
FROM	TO	BEARING	DIST.
SEC519	T23	N 01°12'29" W	725.45'
T23	PRW82	S 87°44'12" E	1313.04'
PRW82	PRW83	N 01°11'29" W	66.12'
PRW83	PRW85	N 01°11'29" W	17.03'
PRW85	PRW91	S 87°44'12" E	178.80'
*PRW91	PRW92*	N 75°22'07" E	587.04'
PRW92	PRW134	N 52°27'05" E	95.31'
PRW134	PRW93	N 58°28'27" E	562.41'
PRW93	PRW89	S 31°31'33" E	115.00'
PRW89	PRW133	S 58°28'27" W	657.20'
PRW133	PRW88	S 58°41'51" W	90.11'
*PRW88	PRW87*	S 68°17'52" W	286.84'
PRW87	PRW86	S 88°49'26" W	283.40'
PRW86	PRW84	N 87°44'12" W	172.76'
PRW84	PRW82	N 01°11'29" W	17.03'

POINT TABLE - STATION AND OUT				
POINT *	STATION	DIST.	COORDINATES	
PRW85	1195+97.76	50.00'L	Y 440773.030	X 673560.418
PRW83	1195+98.79	33.00'L	Y 440756.004	X 673560.772
PRW82	1196+02.77	33.00'R	Y 440689.898	X 673562.147
PRW84	1196+03.80	50.00'R	Y 440672.869	X 673562.501
PRW91	1197+76.56	50.00'L	Y 440765.969	X 673739.076
PRW86	1197+76.56	50.00'R	Y 440666.047	X 673735.130
PRW87	1200+45.02	69.02'R	Y 440671.864	X 674018.475
PRW88	1203+16.17	58.29'R	Y 440777.933	X 674284.983
PRW133	1204+01.67	55.00'R	Y 440824.749	X 674361.975
PRW92	1204+01.67	50.00'L	Y 440914.253	X 674307.075
PRW134	1204+96.45	60.00'L	Y 440972.337	X 674382.638
PRW93	1210+58.87	60.00'L	Y 441266.414	X 674862.041
PRW89	1210+58.87	55.00'R	Y 441168.388	X 674922.173

POINT NUMBER	EXISTING MONUMENTS		
	DESCRIPTION	(Y)	(X)
PROP620	3/4IN RBAR	441263.580	674860.931
PROP621	3/4IN RBAR	441363.750	674859.030

NOTES:
DISTANCES SHOWN TO BUILDINGS ARE APPROXIMATE.

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

RIGHT-OF-WAY MONUMENTS ARE 3/4 " X 24" REBARS 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 OR OTHER SURVEYS OF RECORD.

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

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

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES. FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WISCONSIN RAPIDS.

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE R/W ACRES OR (S.F.) REQUIRED			TLE AREA
			NEW	EXISTING	TOTAL	
20	R.S. BRAZEAU, INC.	FEE	2.07	1.61	3.68	------

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

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

JOHN S. KEDROWSKI — PRINTED NAME
SIGNATURE
11-6-12 — DATE

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

BRENT L. STELLA — PRINTED NAME
SIGNATURE
11-6-12 — DATE

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6950-03-20-4.01
AMENDMENT NO:

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ---------- COUNTY, WISCONSIN AT __:__ _M ON ---------- AS DOCUMENT *---------- AND FILED IN ----------

---
SIGNATURE OF REGISTER OF DEEDS

FILE NAME : P:\projects\D4_69500303EC\040401_RP.DGN
APPRAISAL PLAT DATE : FEBRUARY 1, 2012
PLOT DATE : 05-NOV-2012 16:14 PLOT BY : dotgnt PLOT NAME : PLOT SCALE : 100.000000:1.000000

DOT COMPOSITE: ORIGINAL DOCUMENT LOCATED AT THE REGISTER OF DEEDS OFFICE

TRANSPORTATION PROJECT PLAT NO: 6950-03-20 - 4.02

DEXTERVILLE - PORT EDWARDS (STH 54 RELOCATION AT CTH D)

PART OF LOT 1 OF CSM 3867, PART OF THE NW 1/4 - NE 1/4 AND
THE SW 1/4 - NE 1/4 OF SECTION 28,
TOWNSHIP 22 NORTH, RANGE 4 EAST, TOWN OF CRANMOOR, WOOD COUNTY, WISCONSIN.

RELOCATION ORDER STH 54, WOOD COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

CONVENTIONAL SIGNS AND ABBREVIATIONS

ACCESS POINT, DRIVEWAY CONNECTION	A.P.	IRON PIPE (FOUND)	
ACCESS RIGHTS	A.R.	FOUND EXISTING MONUMENT	
ACRES	AC.	R/W MONUMENT (SET)	
DOCUMENT	DOC.	PROPOSED R/W POINT	PROP20
MONUMENT	MON.	PARALLEL TO LINE	40'
OUTLOT	O.L.	SECTION LINE	
PERMANENT	PERM.	QUARTER LINE	
PROPERTY LINE	P.L.	SIXTEENTH LINE	
QUIT CLAIM DEED	Q.C.D.	PROPOSED OR NEW R/W LINE	
REFERENCE LINE	R/L	EASEMENT LINE	
REMAINING	REM.	UTILITIES	
RIGHT OF WAY	R/W	CORPORATE LIMITS	
SECTION	SEC.	PARCEL NUMBER	5
SEVERED	SEV.	PROPERTY LINE	
STATION	STA.	LOT, TIE AND OTHER MINOR DASHED LINES	
TEMPORARY LIMITED EASEMENT	TLE	ACCESS RESTRICTED (By Previous Acquisition/control)	
SIGN NUMBER (OFF PREMISE)	(##)	ACCESS RESTRICTED (By Acquisition)	
		NO ACCESS (By Statutory Authority)	
		LIMITED EASEMENT (Temporary or Permanent)	
		FEE (HATCH VARIES)	

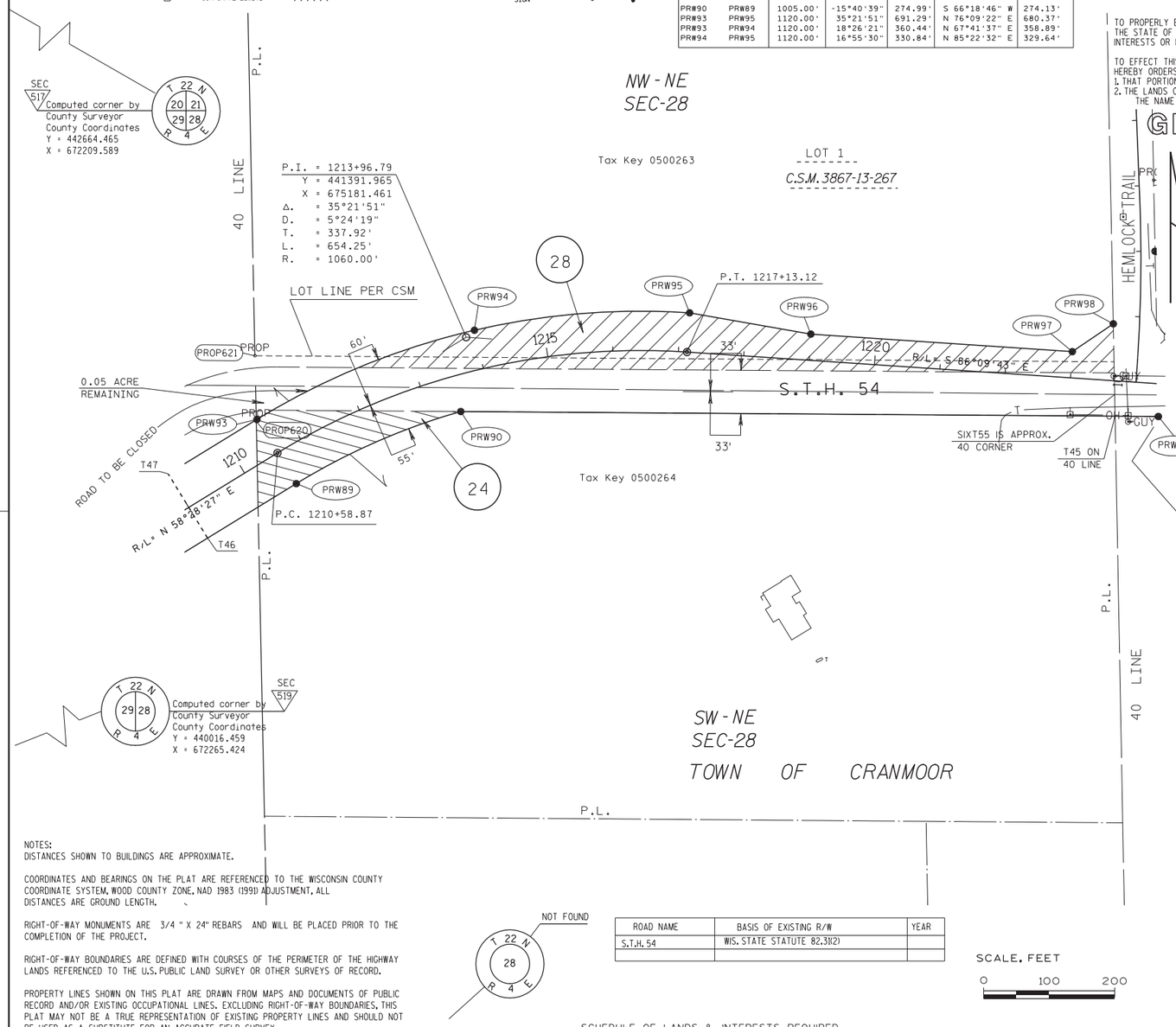
LONG CHORD	LC
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE OR DELTA	Δ
LENGTH OF CURVE	L
TANGENT	T

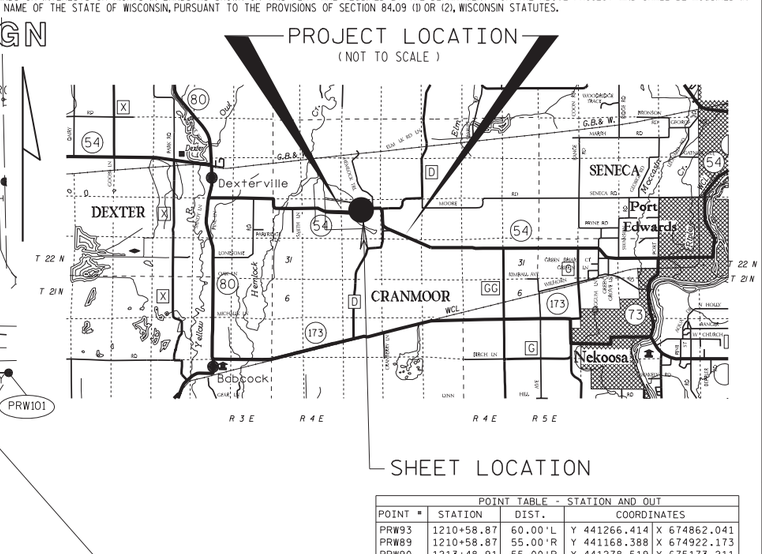
	NON COMPENSABLE	COMPENSABLE
SERVICE PEDESTAL		
POWER POLE		
TELEPHONE POLE		
SIGN		

POINT NUMBER	EXISTING MONUMENTS DESCRIPTION	(Y)	(X)
PROP620	3/4IN RBAR	441263.580	674860.931
PROP621	3/4IN RBAR	441363.750	674859.030

PROPOSED RIGHT-OF-WAY CURVE TABLE

Curve no. OR From - To		Radius	Delta	Arc Length	Chord Bearing	Chord Length
PRW90	PRW89	1005.00'	-15°40'39"	274.99'	S 66°18'46" W	274.13'
PRW93	PRW95	1120.00'	35°21'51"	691.29'	N 76°09'22" E	680.37'
PRW93	PRW94	1120.00'	18°26'21"	360.44'	N 67°41'37" E	358.89'
PRW94	PRW95	1120.00'	16°55'30"	330.84'	N 85°22'32" E	329.64'





POINT TABLE - STATION AND OUT

POINT *	STATION	DIST.	COORDINATES
PRW93	1210+58.87	60.00'L	Y 441266.414 X 674862.041
PRW89	1210+58.87	55.00'R	Y 441168.388 X 674922.173
PRW90	1213+48.91	55.00'R	Y 441278.519 X 675173.211
PRW94	1214+00.00	60.00'L	Y 441402.634 X 675194.073
PRW95	1217+13.12	60.00'L	Y 441429.210 X 675522.642
PRW96	1219+00.00	40.00'L	Y 441396.746 X 675707.764
PRW97	1223+00.00	40.00'L	Y 441369.971 X 676106.867
PRW98	1223+59.58	86.55'L	Y 441412.426 X 676169.427
PRW101	1224+37.75	49.99'R	Y 441270.964 X 676238.289

PRW??? PRW??? = LONG CHORD BEARING & LONG CHORD DIST OF CURVE

COURSE TABLE

FROM	TO	BEARING	DIST.
SEC513	PRW101	N 44°46'38" W	1804.74'
PRW101	T45	N 89°35'37" W	66.07'
T45	PRW90	N 89°35'37" W	999.03'
*PRW90	PRW89*	S 66°18'46" W	274.13'
PRW89	T46	S 58°28'27" W	158.87'
T46	T47	N 31°31'33" W	115.00'
T47	PRW93	N 58°28'27" E	158.87'
*PRW93	PRW95*	N 76°09'22" E	680.37'
PRW95	PRW96	S 80°03'12" E	187.95'
PRW96	PRW97	S 86°09'43" E	400.00'
PRW97	PRW98	N 55°50'17" E	75.61'
PRW98	SIXT55	S 01°09'13" E	108.01'
SIXT55	T45	S 01°04'10" E	33.01'

NOTES:
DISTANCES SHOWN TO BUILDINGS ARE APPROXIMATE.

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

RIGHT-OF-WAY MONUMENTS ARE 3/4 " X 24" REBARS 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 OR OTHER SURVEYS OF RECORD.

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

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

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES. FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WISCONSIN RAPIDS.

ROAD NAME	BASIS OF EXISTING R/W	YEAR
S.T.H. 54	WIS. STATE STATUTE 82.31(2)	

SCALE, FEET
0 100 200

SCHEDULE OF LANDS & INTERESTS REQUIRED

ALSO SEE SHEET ...-4.??	PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE R/W ACRES OR (S.F.) REQUIRED NEW	EXISTING	TOTAL	TLE AREA
	24	WALKER CRANBERRY CO. INC.	FEE	0.46	1.01	1.47	------
...-4.03	28	BENNETT CRANBERRY CO.	FEE	1.53	------	1.53	------
							------

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

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

JOHN S. KEDROWSKI — PRINTED NAME
SIGNATURE
11-6-12 — DATE

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

BRENT L. STELLA — PRINTED NAME
SIGNATURE
11-6-12 — DATE

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6950-03-20-4.02
AMENDMENT NO:

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN _____ COUNTY, WISCONSIN AT _:_ _M ON _____ AS DOCUMENT #_____ AND FILED IN _____

_____
SIGNATURE OF REGISTER OF DEEDS

FILE NAME : P:\projects\D4_69500303EC\040402_RP.DGN PLOT DATE : 05-NOV-2012 16:14 PLOT BY : dotgnt PLOT NAME : PLOT SCALE : 100.000000:1.000000
APPRAISAL PLAT DATE : FEBRUARY 1, 2012

DOT COMPOSITE: ORIGINAL DOCUMENT LOCATED AT THE REGISTER OF DEEDS OFFICE

TRANSPORTATION PROJECT PLAT NO: 6950-03-20 - 4.03

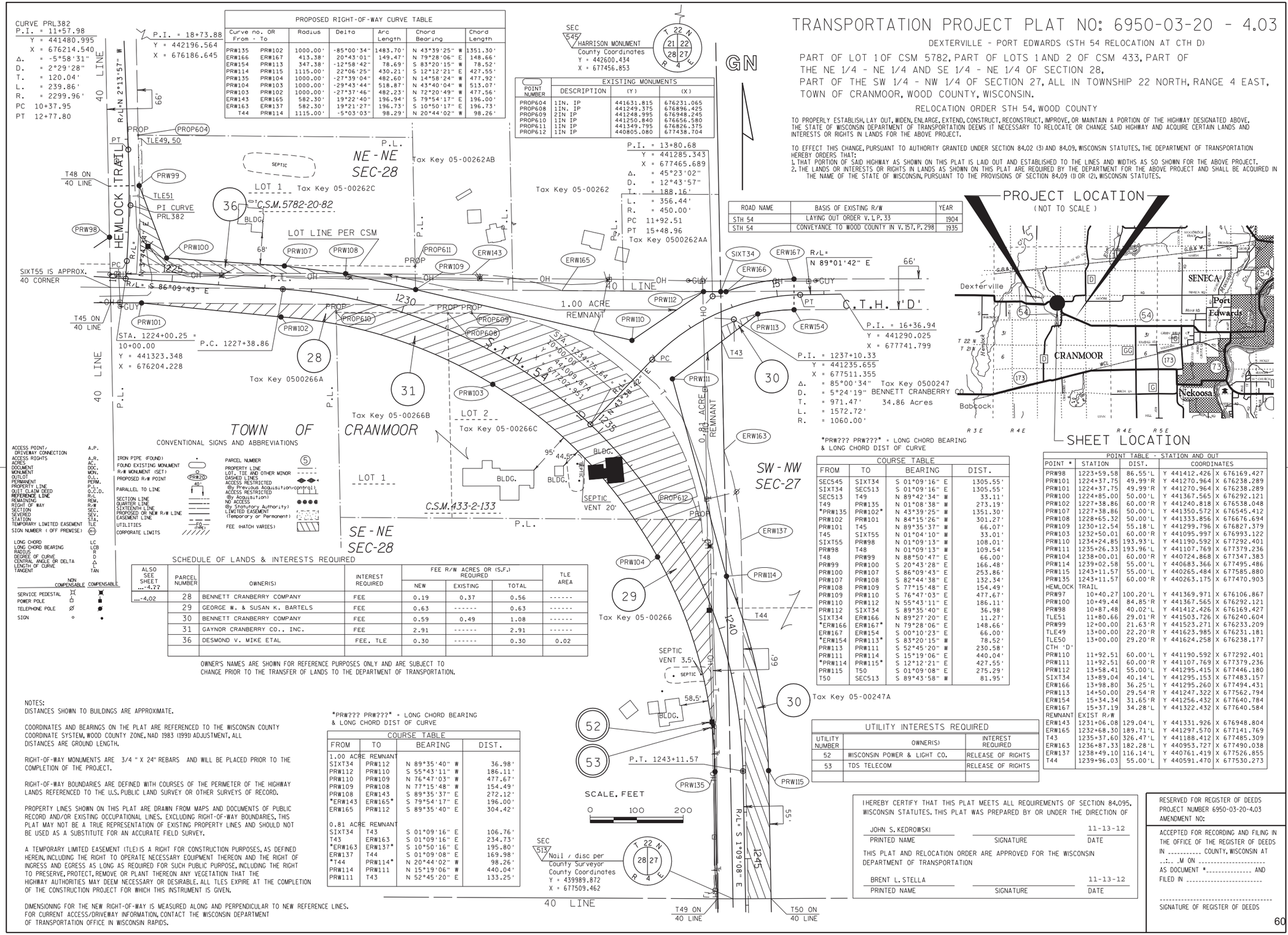
DEXTERVILLE - PORT EDWARDS (STH 54 RELOCATION AT CTH D)

PART OF LOT 1 OF CSM 5782, PART OF LOTS 1 AND 2 OF CSM 433, PART OF THE NE 1/4 - NE 1/4 AND SE 1/4 - NE 1/4 OF SECTION 28, PART OF THE SW 1/4 - NW 1/4 OF SECTION 27, ALL IN TOWNSHIP 22 NORTH, RANGE 4 EAST, TOWN OF CRANMOOR, WOOD COUNTY, WISCONSIN.

RELOCATION ORDER STH 54, WOOD COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
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PROPOSED RIGHT-OF-WAY CURVE TABLE						
Curve no. OR From - To		Radius	Delta	Arc Length	Chord Bearing	Chord Length
PRW135	PRW102	1000.00'	-85°00'34"	1483.70'	N 43°39'25" W	1351.30'
ERW166	ERW167	413.38'	20°43'01"	149.47'	N 79°28'06" E	148.66'
ERW154	PRW113	347.38'	-12°58'42"	78.69'	S 83°20'15" W	78.52'
PRW114	PRW115	1115.00'	22°06'25"	430.21'	S 12°12'21" E	427.55'
PRW135	PRW104	1000.00'	-27°39'04"	482.60'	N 14°58'24" W	477.92'
PRW104	PRW103	1000.00'	-29°43'44"	518.87'	N 43°40'04" W	513.07'
PRW103	PRW102	1000.00'	-27°37'46"	482.23'	N 72°20'49" W	477.56'
ERW143	ERW165	582.30'	19°22'40"	196.94'	S 79°54'17" E	196.00'
ERW163	ERW137	582.30'	19°21'27"	196.73'	S 10°50'17" E	196.73'
T44	PRW114	1115.00'	-5°03'03"	98.29'	N 20°44'02" W	98.26'

EXISTING MONUMENTS			
POINT NUMBER	DESCRIPTION	(Y)	(X)
PROP604	1IN. IP	441631.815	676231.065
PROP608	1IN. IP	441249.375	676896.425
PROP609	2IN IP	441248.995	676948.245
PROP610	1IN IP	441250.840	676656.580
PROP611	1IN IP	441349.795	676826.375
PROP612	1IN IP	440805.080	677438.704

ROAD NAME	BASIS OF EXISTING R/W	YEAR
STH 54	LAYING OUT ORDER V. 1, P. 33	1904
STH 54	CONVEYANCE TO WOOD COUNTY IN V. 157, P. 298	1935

CONVENTIONAL SIGNS AND ABBREVIATIONS

ACCESS POINT, DRIVEWAY CONNECTION	A.P.	IRON PIPE (FOUND)	PARCEL NUMBER
ACCESS RIGHTS	A.R.	FOUND EXISTING MONUMENT	PROPERTY LINE
ACRES	AC.	R/W MONUMENT (SET)	LOT, TIE AND OTHER MINOR
DOCUMENT	DOC.	PROPOSED R/W POINT	DASHED LINES
MONUMENT	MON.		ACCESS RESTRICTED (By Previous Acquisition/control)
OUTLOT	O.	PARALLEL TO LINE	ACCESS RESTRICTED (By Acquisition)
PERMANENT	PERM.		NO ACCESS (By Statutory Authority)
PROPERTY LINE	P.L.	SECTION LINE	LIMITED EASEMENT (Temporary or Permanent)
QUIT CLAIM DEED	Q.C.D.	QUARTER LINE	
REFERENCE LINE	R/L	SIXTEENTH LINE	FEE (HATCH VARIES)
REMAINING	REM.	PROPOSED OR NEW R/W LINE	
RIGHT OF WAY	R/W	EASEMENT LINE	
SECTION	SEC.	UTILITIES	
SEVERED	SEV.	CORPORATE LIMITS	
STATION	STA.		
TEMPORARY LIMITED EASEMENT	TLE		
SIGN NUMBER (OFF PREMISE)			

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

	NON COMPENSABLE	COMPENSABLE
SERVICE PEDESTAL	☒	■
POWER POLE	□	■
TELEPHONE POLE	⊠	●
SIGN	○	●

SCHEDULE OF LANDS & INTERESTS REQUIRED

ALSO SEE SHEET	PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE R/W ACRES OR (S.F.) REQUIRED NEW	EXISTING	TOTAL	TLE AREA
...-4.02	28	BENNETT CRANBERRY COMPANY	FEE	0.19	0.37	0.56	------
	29	GEORGE W. & SUSAN K. BARTELS	FEE	0.63	------	0.63	------
	30	BENNETT CRANBERRY COMPANY	FEE	0.59	0.49	1.08	------
	31	GAYNOR CRANBERRY CO., INC.	FEE	2.91	------	2.91	------
	36	DESMOND V. WIKE ETAL	FEE, TLE	0.30	------	0.30	0.02

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

PRW??? PRW??? = LONG CHORD BEARING & LONG CHORD DIST OF CURVE

COURSE TABLE			
FROM	TO	BEARING	DIST.
1.00 ACRE REMNANT			
SIXT34	PRW112	N 89°35'40" W	36.98'
PRW112	PRW110	S 55°43'11" W	186.11'
PRW110	PRW109	N 76°47'03" W	477.67'
PRW109	PRW108	N 77°15'48" W	154.49'
PRW108	ERW143	S 89°35'37" E	272.12'
*ERW143	ERW165*	S 79°54'17" E	196.00'
ERW165	PRW112	S 89°35'40" E	304.42'
0.81 ACRE REMNANT			
SIXT34	T43	S 01°09'16" E	106.76'
T43	ERW163	S 01°09'16" E	234.73'
*ERW163	ERW137*	S 10°50'16" E	195.80'
ERW137	T44	S 01°09'08" E	169.98'
*T44	PRW114*	N 20°44'02" W	98.26'
PRW114	PRW111	N 15°19'06" W	440.04'
PRW111	T43	N 52°45'20" E	133.25'

PRW??? PRW??? = LONG CHORD BEARING & LONG CHORD DIST OF CURVE

COURSE TABLE			
FROM	TO	BEARING	DIST.
SEC545	SIXT34	S 01°09'16" E	1305.55'
SIXT34	SEC513	S 01°09'16" E	1305.55'
SEC513	T49	N 89°42'34" W	33.11'
T49	PRW135	N 01°08'38" W	273.19'
*PRW135	PRW102*	N 43°39'25" W	1351.30'
PRW102	PRW101	N 84°15'26" W	301.27'
PRW101	T45	N 89°35'37" W	66.07'
T45	SIXT55	N 01°04'10" W	33.01'
SIXT55	PRW98	N 01°09'13" W	108.01'
PRW98	T48	N 01°09'13" W	109.54'
T48	PRW99	N 88°50'47" E	66.00'
PRW99	PRW100	S 20°43'28" E	166.48'
PRW100	PRW107	S 86°09'43" E	253.86'
PRW107	PRW108	S 82°44'38" E	132.34'
PRW108	PRW109	S 77°15'48" E	154.49'
PRW109	PRW110	S 76°47'03" E	477.67'
PRW110	PRW112	N 55°43'11" E	186.11'
PRW112	SIXT34	S 89°35'40" E	36.98'
SIXT34	ERW166	N 89°27'20" E	11.27'
*ERW166	ERW167*	N 79°28'06" E	148.66'
ERW167	ERW154	S 00°10'23" E	66.00'
*ERW154	PRW113*	S 83°20'15" W	78.52'
PRW113	PRW111	S 52°45'20" W	230.58'
PRW111	PRW114	S 15°19'06" E	440.04'
*PRW114	PRW115*	S 12°12'21" E	427.55'
PRW115	T50	S 01°09'08" E	275.29'
T50	SEC513	S 89°43'58" W	81.95'

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
52	WISCONSIN POWER & LIGHT CO.	RELEASE OF RIGHTS
53	TDS TELECOM	RELEASE OF RIGHTS

POINT TABLE - STATION AND OUT			
POINT *	STATION	DIST.	COORDINATES
PRW98	1223+59.58	86.55'L	Y 441412.426 X 676169.427
PRW101	1224+37.75	49.99'R	Y 441270.964 X 676238.289
PRW101	1224+37.75	49.99'R	Y 441270.964 X 676238.289
PRW100	1224+85.00	50.00'L	Y 441367.565 X 676292.121
PRW102	1227+38.86	60.00'R	Y 441240.818 X 676538.048
PRW107	1227+38.86	50.00'L	Y 441350.572 X 676545.412
PRW108	1228+65.32	50.00'L	Y 441333.856 X 676676.694
PRW109	1230+12.54	55.18'L	Y 441299.796 X 676827.379
PRW103	1232+50.01	60.00'R	Y 441095.997 X 676993.122
PRW110	1234+24.85	193.93'L	Y 441190.592 X 677292.401
PRW111	1235+26.33	193.96'L	Y 441107.769 X 677379.236
PRW104	1238+00.01	60.00'R	Y 440724.868 X 677347.383
PRW114	1239+02.58	55.00'L	Y 440683.366 X 677495.486
PRW115	1243+11.57	55.00'L	Y 440265.484 X 677585.880
PRW135	1243+11.57	60.00'R	Y 440263.175 X 677470.903
HEMLOCK TRAIL			
PRW97	10+40.27	100.20'L	Y 441369.971 X 676106.867
PRW100	10+49.44	84.85'R	Y 441367.565 X 676292.121
PRW98	10+87.48	40.02'L	Y 441412.426 X 676169.427
TLE51	11+80.66	29.01'R	Y 441503.726 X 676240.604
PRW99	12+00.00	21.63'R	Y 441523.271 X 676233.209
TLE49	13+00.00	22.20'R	Y 441623.985 X 676231.181
TLE50	13+00.00	29.20'R	Y 441624.258 X 676238.177
CTH 'D'			
PRW110	11+92.51	60.00'L	Y 441190.592 X 677292.401
PRW111	11+92.51	60.00'R	Y 441107.769 X 677379.236
PRW112	13+58.41	55.00'L	Y 441295.415 X 677446.180
SIXT34	13+89.04	40.14'L	Y 441295.153 X 677483.157
ERW166	13+98.80	36.25'L	Y 441295.260 X 677494.431
PRW113	14+50.00	29.54'R	Y 441247.322 X 677562.794
ERW154	15+34.34	31.65'R	Y 441256.432 X 677640.784
ERW167	15+37.19	34.28'L	Y 441322.432 X 677640.584
REMNANT	EXIST R/W		
ERW143	1231+06.08	129.04'L	Y 441331.926 X 676948.804
ERW165	1232+68.30	189.71'L	Y 441297.570 X 677141.769
T43	1235+37.60	326.47'L	Y 441188.412 X 677485.309
ERW163	1236+87.33	182.28'L	Y 440953.727 X 677490.038
ERW137	1238+49.10	116.14'L	Y 440761.419 X 677526.855
T44	1239+96.03	55.00'L	Y 440591.470 X 677530.273

NOTES:
DISTANCES SHOWN TO BUILDINGS ARE APPROXIMATE.

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

RIGHT-OF-WAY MONUMENTS ARE 3/4 " X 24" REBARS AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

JOHN S. KEDROWSKI — PRINTED NAME
SIGNATURE
11-13-12 — DATE

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

BRENT L. STELLA — PRINTED NAME
SIGNATURE
11-13-12 — DATE

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6950-03-20-4.03
AMENDMENT NO:

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN _____ COUNTY, WISCONSIN AT _:_ .M ON _____ AS DOCUMENT #_____ AND FILED IN _____

_____
SIGNATURE OF REGISTER OF DEEDS

FILE NAME : P:\projects\D4_69500303EC\040403_RP.DGN
APPRAISAL PLAT DATE : FEBRUARY 1, 2012
PLOT DATE : 13-NOV-2012 11:43
PLOT BY : dotgnt
PLOT NAME :
PLOT SCALE : 100.000000:1.000000

DOT COMPOSITE: ORIGINAL DOCUMENT LOCATED AT THE REGISTER OF DEEDS OFFICE

TRANSPORTATION PROJECT PLAT NO: 6950-03-20 - 4.04

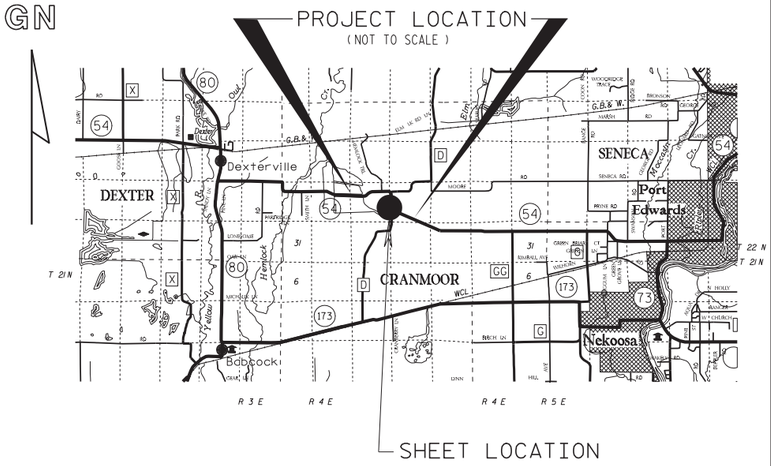
DEXTERVILLE - PORT EDWARDS (STH 54 RELOCATION AT CTH D)

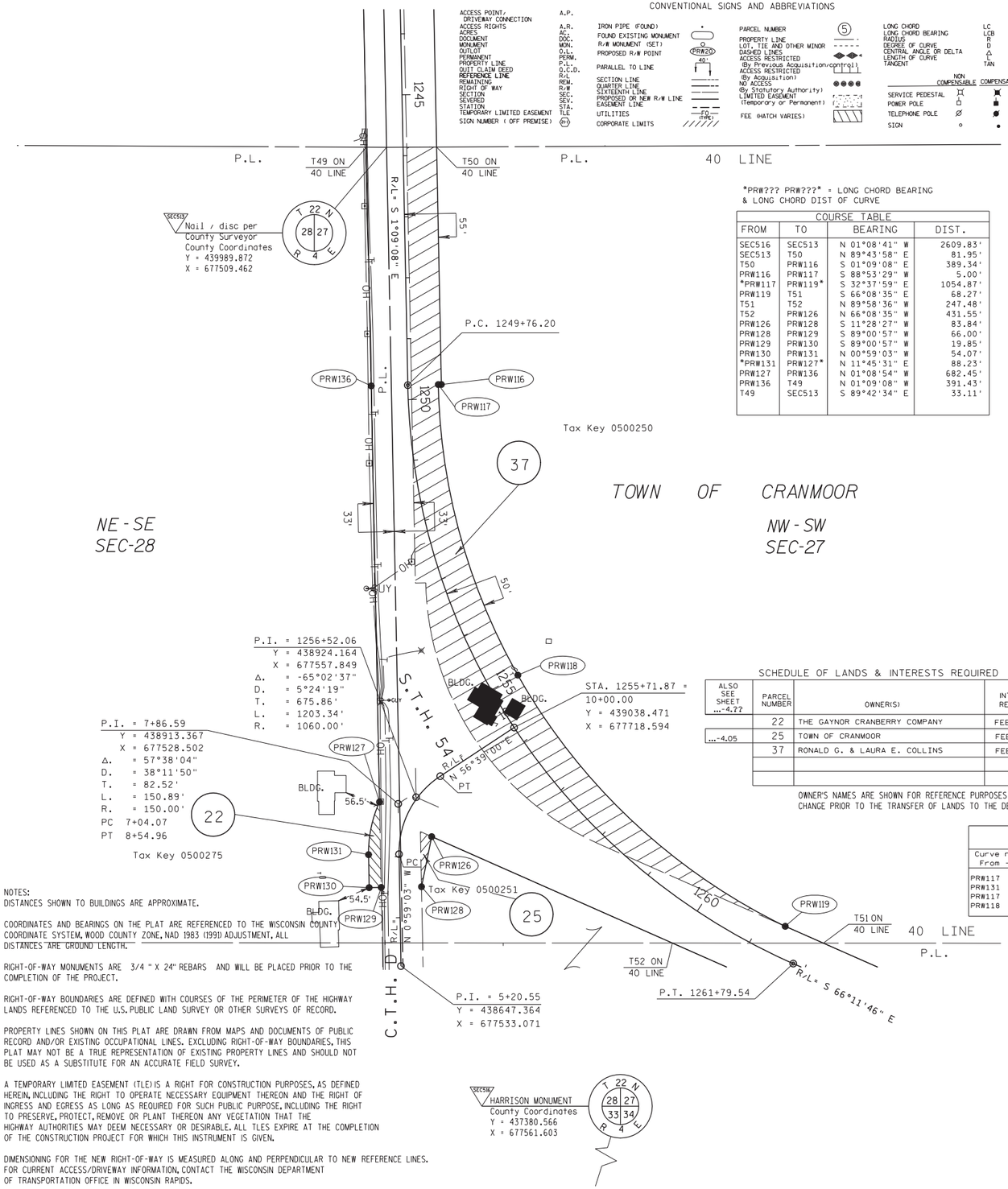
PART OF THE NE 1/4 - SE 1/4 OF SECTION 28 AND THE NW 1/4 - SW 1/4 OF SECTION 27, ALL IN TOWNSHIP 22 NORTH, RANGE 4 EAST, TOWN OF CRANMOOR, WOOD COUNTY, WISCONSIN.

RELOCATION ORDER STH 54, WOOD COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.





PRW??? PRW??? = LONG CHORD BEARING & LONG CHORD DIST OF CURVE

COURSE TABLE

FROM	TO	BEARING	DIST.
SEC516	SEC513	N 01°08'41" W	2609.83'
SEC513	T50	N 89°43'58" E	81.95'
T50	PRW116	S 01°09'08" E	389.34'
PRW116	PRW117	S 88°53'29" W	5.00'
*PRW117	PRW119*	S 32°37'59" E	1054.87'
PRW119	T51	S 66°08'35" E	68.27'
T51	T52	N 89°58'36" W	247.48'
T52	PRW126	N 66°08'35" W	431.55'
PRW126	PRW128	S 11°28'27" W	83.84'
PRW128	PRW129	S 89°00'57" W	66.00'
PRW129	PRW130	S 89°00'57" W	19.85'
PRW130	PRW131	N 00°59'03" W	54.07'
*PRW131	PRW127*	N 11°45'31" E	88.23'
PRW127	PRW136	N 01°08'54" W	682.45'
PRW136	T49	N 01°09'08" W	391.43'
T49	SEC513	S 89°42'34" E	33.11'

SCHEDULE OF LANDS & INTERESTS REQUIRED

ALSO SEE SHEET ...-4.??	PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE R/W ACRES OR (S.F.) REQUIRED NEW	EXISTING	TOTAL	TLE AREA
	22	THE GAYNOR CRANBERRY COMPANY	FEE	0.05	0.99	1.04	------
...-4.05	25	TOWN OF CRANMOOR	FEE	0.02	0.87	0.89	------
	37	RONALD G. & LAURA E. COLLINS	FEE	2.22	2.22	4.44	------

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

PROPOSED RIGHT-OF-WAY CURVE TABLE

Curve no. OR From - To		Radius	Delta	Arc Length	Chord Bearing	Chord Length
PRW117	PRW119	1010.00'	-62°57'41"	1109.87'	S 32°37'59" E	1054.87'
PRW131	PRW127	200.00'	25°29'08"	88.96'	N 11°45'31" E	88.23'
PRW117	PRW118	1010.00'	-28°18'47"	499.10'	S 15°18'32" E	494.03'
PRW118	PRW119	1010.00'	-34°38'54"	610.78'	S 46°47'22" E	601.51'

ROAD NAME	BASIS OF EXISTING R/W	YEAR
S.T.H. 54	LAYING OUT ORDER VOL. 1, P. 33	1904
S.T.H. 54	CONVEYANCE OF LANDS TO WOOD CO. VOL. 157, P. 297	1935
C.T.H. D	LAYING OUT ORDER VOL. 1 P. 33	1904

POINT TABLE - STATION AND OUT

POINT #	STATION	DIST.	COORDINATES
PRW136	1249+76.19	60.04'R	Y 439598.687 X 677484.229
PRW117	1249+76.20	50.00'L	Y 439600.896 X 677594.247
PRW116	1249+76.20	55.00'L	Y 439600.992 X 677599.246
PRW118	1255+00.00	50.00'L	Y 439124.392 X 677724.683
PRW127	1255+56.24	251.61'R	Y 438916.376 X 677497.907
PRW126	1256+34.41	213.51'R	Y 438859.579 X 677583.375
PRW119 CTH 'D'	1261+41.01	50.00'L	Y 438712.548 X 678163.091
PRW130	6+50.00	50.00'L	Y 438775.937 X 677480.855
PRW129	6+50.00	30.15'L	Y 438776.278 X 677500.706
PRW128	6+50.00	35.85'R	Y 438777.411 X 677566.697
PRW131	7+04.07	50.00'L	Y 438829.998 X 677479.926
PRW126	7+46.33	50.00'R	Y 438859.579 X 677583.375
PRW127	7+70.79	50.00'L	Y 438916.376 X 677497.907

NOTES:
DISTANCES SHOWN TO BUILDINGS ARE APPROXIMATE.

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

RIGHT-OF-WAY MONUMENTS ARE 3/4 " X 24" REBARS 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 OR OTHER SURVEYS OF RECORD.

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

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

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES. FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WISCONSIN RAPIDS.

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

JOHN S. KEDROWSKI — PRINTED NAME
SIGNATURE
11-13-12 — DATE

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

BRENT L. STELLA — PRINTED NAME
SIGNATURE
11-13-12 — DATE

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6950-03-20-4.04
AMENDMENT NO:

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ---------- COUNTY, WISCONSIN AT --:-- .M ON ---------- AS DOCUMENT #---------- AND FILED IN ----------

---
SIGNATURE OF REGISTER OF DEEDS

FILE NAME : P:\projects\D4_69500303EC\040404_RP.DGN
APPRAISAL PLAT DATE : FEBRUARY 1, 2012
PLOT DATE : 13-NOV-2012 13:33
PLOT BY : dotgnt
PLOT NAME :
PLOT SCALE : 100.000000:1.000000

DOT COMPOSITE: ORIGINAL DOCUMENT LOCATED AT THE REGISTER OF DEEDS OFFICE

TRANSPORTATION PROJECT PLAT NO: 6950-03-20 - 4.05

DEXTERVILLE - PORT EDWARDS (STH 54 RELOCATION AT CTH D)

PART OF THE SW 1/4 - SW 1/4 AND SE 1/4 - SW 1/4 OF SECTION 27, TOWNSHIP 22 NORTH, RANGE 4 EAST, TOWN OF CRANMOOR, WOOD COUNTY, WISCONSIN.

RELOCATION ORDER STH 54, WOOD COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
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CONVENTIONAL SIGNS AND ABBREVIATIONS

ACCESS POINT / DRIVEWAY CONNECTION	A.P.		
ACCESS RIGHTS	A.R.	IRON PIPE (FOUND)	
ACRES	AC.	FOUND EXISTING MONUMENT	
DOCUMENT	DOC.	R/W MONUMENT (SET)	
MONUMENT	MON.	PROPOSED R/W POINT	PRW20
OUTLOT	O.L.		40
PERMANENT	PERM.	PARALLEL TO LINE	
PROPERTY LINE	P.L.		
QUIT CLAIM DEED	Q.C.D.	SECTION LINE	
REFERENCE LINE	R/L	QUARTER LINE	
REMAINING	REM.	SIXTEENTH LINE	
RIGHT OF WAY	R/W	PROPOSED OR NEW R/W LINE	
SECTION	SEC.	EASEMENT LINE	
SEVERED	SEV.		
STATION	STA.	UTILITIES	
TEMPORARY LIMITED EASEMENT	TLE	CORPORATE LIMITS	
SIGN NUMBER (OFF PREMISE)	(##)		

PARCEL NUMBER (5)
PROPERTY LINE
LOT, TIE AND OTHER MINOR
DASHED LINES
ACCESS RESTRICTED (By Previous Acquisition/control)
ACCESS RESTRICTED (By Acquisition)
NO ACCESS (By Statutory Authority)
LIMITED EASEMENT (Temporary or Permanent)
FEE (HATCH VARIES)

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

	NON COMPENSABLE	COMPENSABLE
SERVICE PEDESTAL	⌧	■
POWER POLE	□	■
TELEPHONE POLE	Ø	●
SIGN	○	●

T 22 N, R 4 E, SEC 27 — Nail / disc per
SEC 513
County Surveyor
County Coordinates
Y = 439989.872
X = 677509.462

POINT TABLE - STATION AND OUT				
POINT *	STATION	DIST.	COORDINATES	
PRW119	1261+41.01	50.00'L	Y 438712.548	X 678163.091
PRW125	1265+50.00	49.71'R	Y 438456.377	X 678495.103
ERW160	1268+70.44	50.01'R	Y 438326.771	X 678788.169
ERW157	1270+54.27	50.53'L	Y 438343.837	X 678996.826
ERW162	1270+54.32	32.99'L	Y 438327.797	X 678989.733
ERW161	1270+54.52	33.01'R	Y 438267.436	X 678963.039
ERW156	1270+54.57	49.47'R	Y 438252.381	X 678956.381
SCHOOL LANE				
PRW124	7+00.00	32.39'L	Y 438396.402	X 678332.843
PRW123	7+00.00	33.61'R	Y 438330.406	X 678332.067
PRW122	7+50.00	55.00'R	Y 438308.433	X 678381.813
PRW121	8+03.80	55.00'R	Y 438307.801	X 678435.610
PRW120	8+74.14	55.00'R	Y 438328.841	X 678528.507
PRW125	9+24.27	69.74'L	Y 438456.377	X 678495.103

EXISTING MONUMENTS			
POINT NUMBER	DESCRIPTION	(Y)	(X)
PROP111	1 INCH I.P.	438328.424	678623.459
PROP112	1 INCH I.P.	438326.643	678798.268

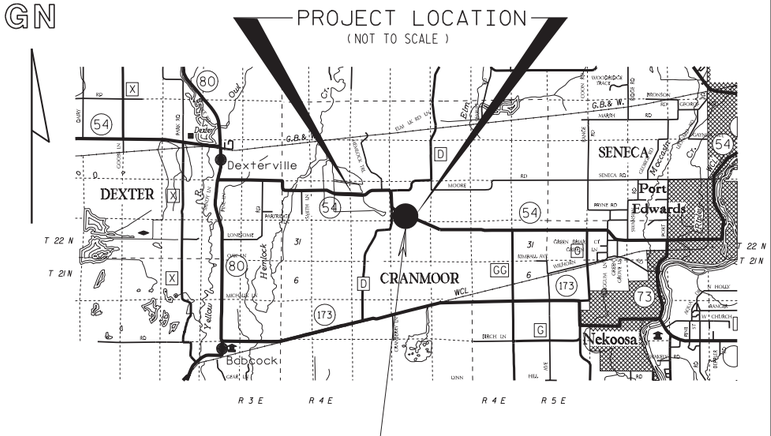
ROAD NAME	BASIS OF EXISTING R/W	YEAR
S.T.H. 54	CONVEYANCE OF LANDS TO WOOD CO. VOL. 157, P. 297	1935
S.T.H. 54	WIS. STATE STATUTE 82.31(2)	
C.T.H. D	LAYING OUT ORDER VOL. 1 P. 33	1904
SCHOOL ROAD	CSM 7823	2003

CURVE PRL378
P.I. = 1256+52.06
Y = 438924.164
X = 677557.849
Δ. = -65°02'37"
D. = 5°24'19"
T. = 675.86'
L. = 1203.34'
R. = 1060.00'
P.C. 1249+76.20

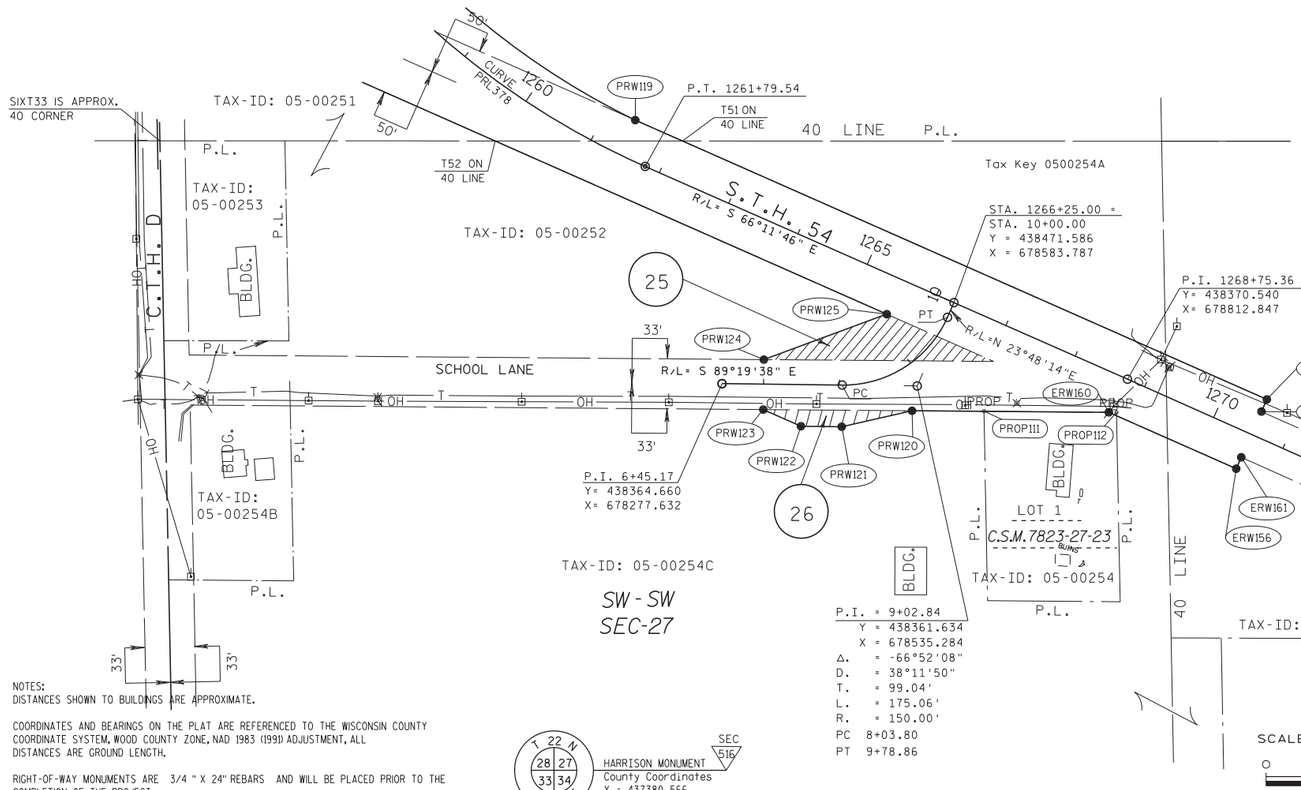
TOWN OF CRANMOOR

GN

PROJECT LOCATION
(NOT TO SCALE)



SHEET LOCATION



COURSE TABLE			
FROM	TO	BEARING	DIST.
SEC513	SEC516	S 01°08'41" E	2609.83'
SEC516	SIXT33	N 01°08'41" W	1304.91'
SIXT33	T52	S 89°58'36" E	442.52'
T52	T51	S 89°58'36" E	247.48'
T51	ERW157	S 66°08'35" E	843.36'
ERW157	ERW162	S 23°51'25" W	17.54'
ERW162	ERW161	S 23°51'25" W	66.00'
ERW161	ERW156	S 23°51'25" W	16.46'
ERW156	ERW160	N 66°08'35" W	183.93'
ERW160	PRW120	N 89°32'36" W	259.67'
PRW120	PRW121	S 77°14'19" W	95.25'
PRW121	PRW122	N 89°19'38" W	53.80'
PRW122	PRW123	N 66°10'05" W	54.38'
PRW123	PRW124	N 00°40'22" E	66.00'
PRW124	PRW125	N 69°42'53" E	172.99'
PRW125	T52	N 66°08'35" W	565.36'

SCALE, FEET
0 100 200

NOTES:
DISTANCES SHOWN TO BUILDINGS ARE APPROXIMATE.

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

RIGHT-OF-WAY MONUMENTS ARE 3/4 " X 24" REBARS 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 OR OTHER SURVEYS OF RECORD.

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

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T 22 N, R 4 E, SEC 27, 28, 33, 34 — HARRISON MONUMENT
SEC 516
County Coordinates
Y = 437380.566
X = 677561.603

SCHEDULE OF LANDS & INTERESTS REQUIRED

ALSO SEE SHEET ...-4.??	PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE R/W ACRES OR (S.F.) REQUIRED			TLE AREA
				NEW	EXISTING	TOTAL	
...-4.04	25	TOWN OF CRANMOOR	FEE	0.21	----	0.21	------
	26	WILLIAM J. WOLFE	FEE	0.06	----	0.06	------
				----	----	----	

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

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

JOHN S. KEDROWSKI — PRINTED NAME
SIGNATURE
11-6-12 — DATE

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

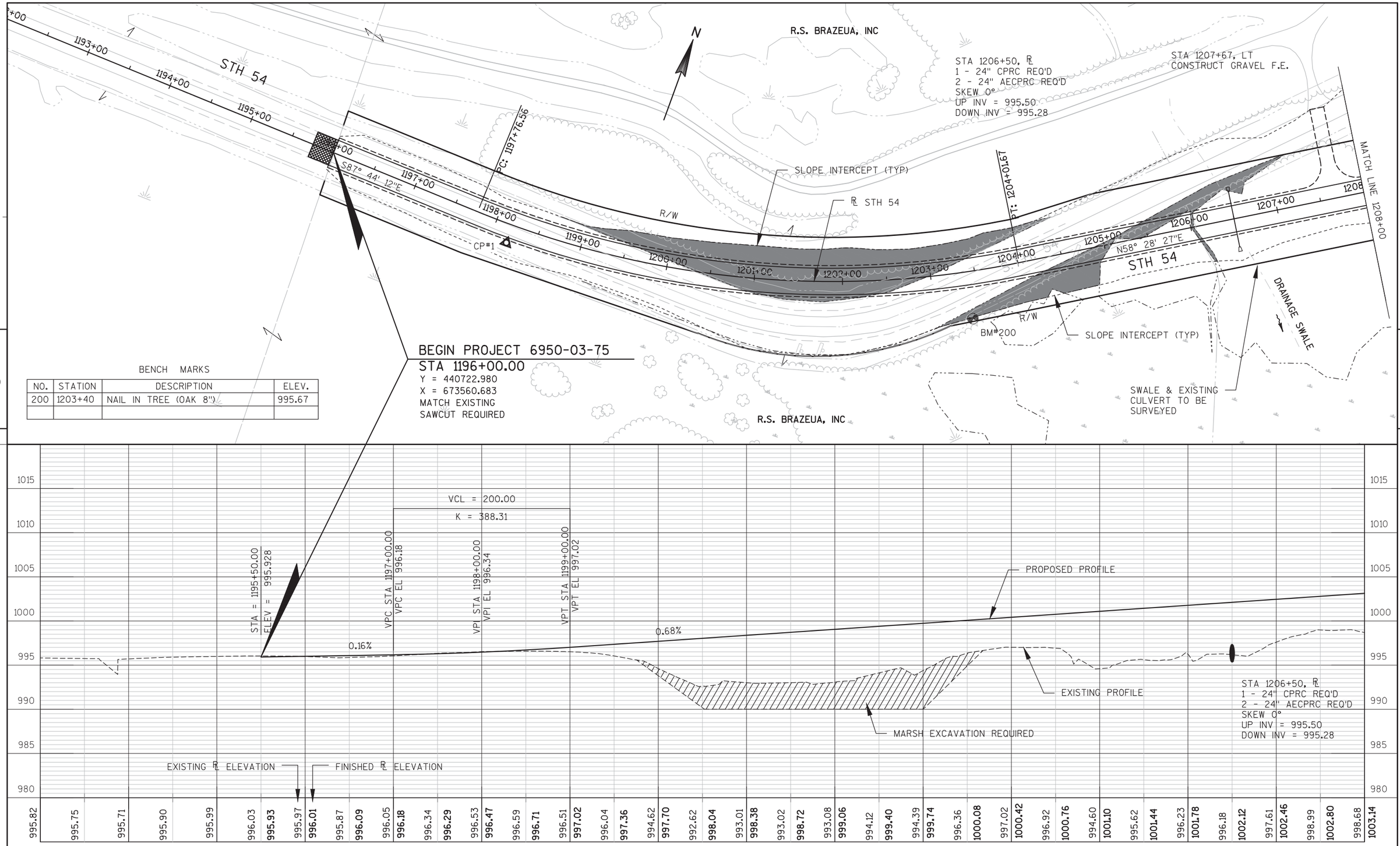
BRENT L. STELLA — PRINTED NAME
SIGNATURE
11-6-12 — DATE

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6950-03-20-4.05
AMENDMENT NO:

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN _____ COUNTY, WISCONSIN AT ___:___ _M ON _____ AS DOCUMENT #_____ AND FILED IN _____

_____
SIGNATURE OF REGISTER OF DEEDS

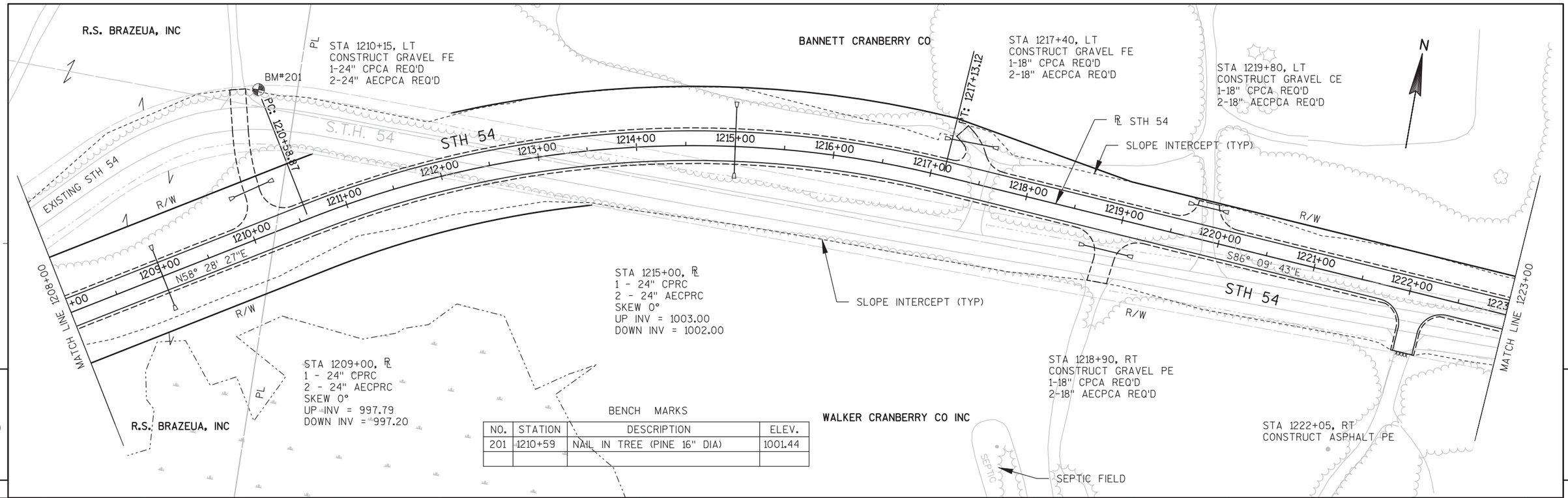
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APPRAISAL PLAT DATE : FEBRUARY 1, 2012
PLOT DATE : 06-NOV-2012 08:50 PLOT BY : dotgnt PLOT NAME : PLOT SCALE : 100.000000:1.000000



BENCH MARKS

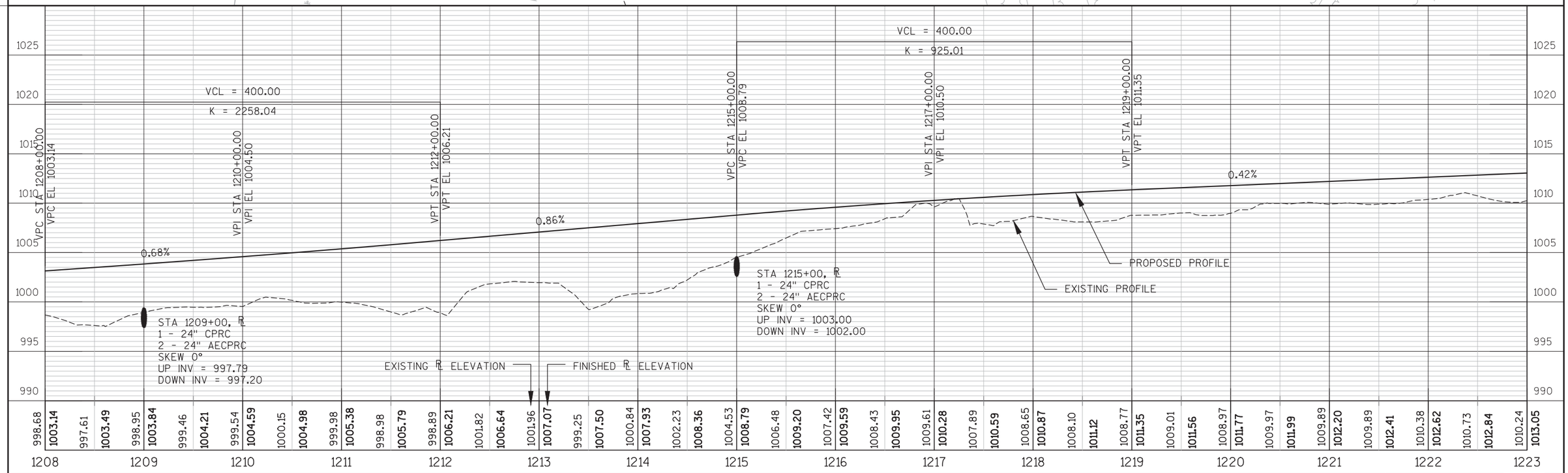
NO.	STATION	DESCRIPTION	ELEV.
200	1203+40	NAIL IN TREE (OAK 8")	995.67

PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	PLAN AND PROFILE: STH 54	SHEET 76 E



BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
201	1210+59	NAIL IN TREE (PINE 16" DIA)	1001.44



PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	PLAN AND PROFILE: STH 54	SHEET 77 E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\75_050101_PP AREA2.DWG PLOT DATE : 11/9/2016 7:20 AM PLOT BY : JEFF BREU PLOT NAME : _____ PLOT SCALE : 1" = 100'_XREF

DESMOND V. MIKE ETAL

BENNETT CRANBERRY COMPANY

GAYNOR CRANBERRY CO, INC

GEORGE W. & SUSAN K. BARTELS

BENNETT CRANBERRY COMPANY

HEMLOCK TRAIL

CTH D

STH 54

EXISTING STH 54

MATCH LINE 1223+00

MATCH LINE 1238+00

℄ HEMLOCK TR

TDS TELECOM

ALLIANT ENERGY

SLOPE INTERCEPT (TYP)

STA 1226+70, LT
CONSTRUCT GRAVEL PE
1-18" CPCA REQ'D
2-18" AECPCA REQ'D

STA 1231+55, LT
CONSTRUCT GRAVEL PE
1-18" CPCA REQ'D
2-18" AECPCA REQ'D

STA 1226+00, ℄
1 - 24" CPRC REQ'D
2 - 24" AECPRC REQ'D
SKEW 0°
UP INV = 1007.40
DOWN INV = 1006.48

PC: 1227+38.86

R/W

PL

S86° 09' 43"E

BM#202

℄ STH 54

STA 1232+65, LT
CONSTRUCT GRAVEL PE

℄ CTH D

STA 1237+50, LT
REMOVE EXISTING 24" CPCS

GRADE DITCH AT 0.40%

STA 1223+99.00 ℄ STH 54 =
STA 10+00.00'D' ℄ HEMLOCK TR

STA 1227+25, RT
CONSTRUCT GRAVEL PE
1-18" CPCA REQ'D
2-18" AECPCA REQ'D

STA 1231+00, ℄
1 - 24" CPRC REQ'D
2 - 24" AECPRC REQ'D
SKEW 0°
UP INV = 1012.00
DOWN INV = 1011.00

CONSTRUCT TYPE D INTERSECTION
SEE INTERSECTION DETAIL

STA 1234+83.32 ℄ STH 54 =
STA 10+00.00'E' ℄ CTH D

STA 1228+95, RT
CONSTRUCT GRAVEL PE
1-18" CPCA REQ'D
2-18" AECPCA REQ'D

STA 1237+00, ℄
1 - 19"X30" CPRCHE REQ'D
2 - 19"X30" AECPRCHE REQ'D
SKEW 0°
UP INV = 1010.00
DOWN INV = 1009.76

SEPTIC FIELD

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
202	1227+05	NAIL IN TREE (BIRCH 6" DIA)	1013.11

VCL = 400.00
K = 524.21

VPC STA 1230+15.18
VPC EL 1016.09

VPI STA 1232+15.18
VPI EL 1016.94

VPT STA 1234+15.18
VPT EL 1016.26

0.42%

-0.34%

PROPOSED PROFILE

EXISTING PROFILE

STA 1226+00, ℄
1 - 24" CPRC REQ'D
2 - 24" AECPRC REQ'D
SKEW 0°
UP INV = 1007.40
DOWN INV = 1006.48

STA 1231+00, ℄
1 - 24" CPRC REQ'D
2 - 24" AECPRC REQ'D
SKEW 0°
UP INV = 1012.00
DOWN INV = 1011.00

STA 1237+00, ℄
1 - 19"X30" CPRCHE REQ'D
2 - 19"X30" AECPRCHE REQ'D
SKEW 0°
UP INV = 1010.00
DOWN INV = 1009.76

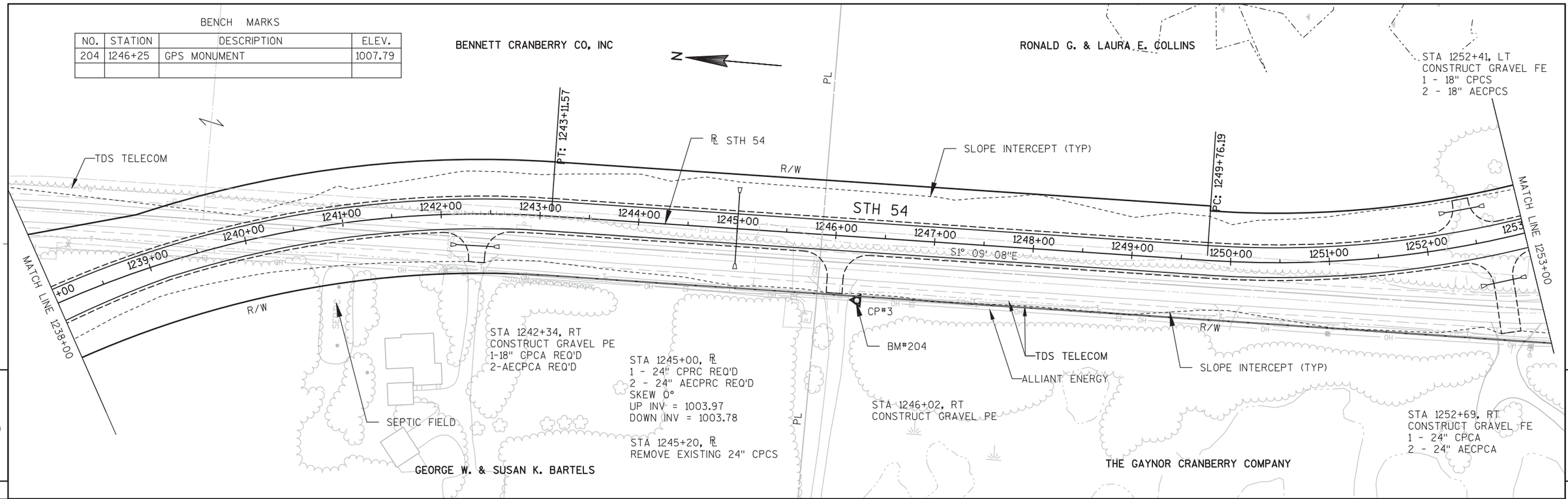
EXISTING ℄ ELEVATION

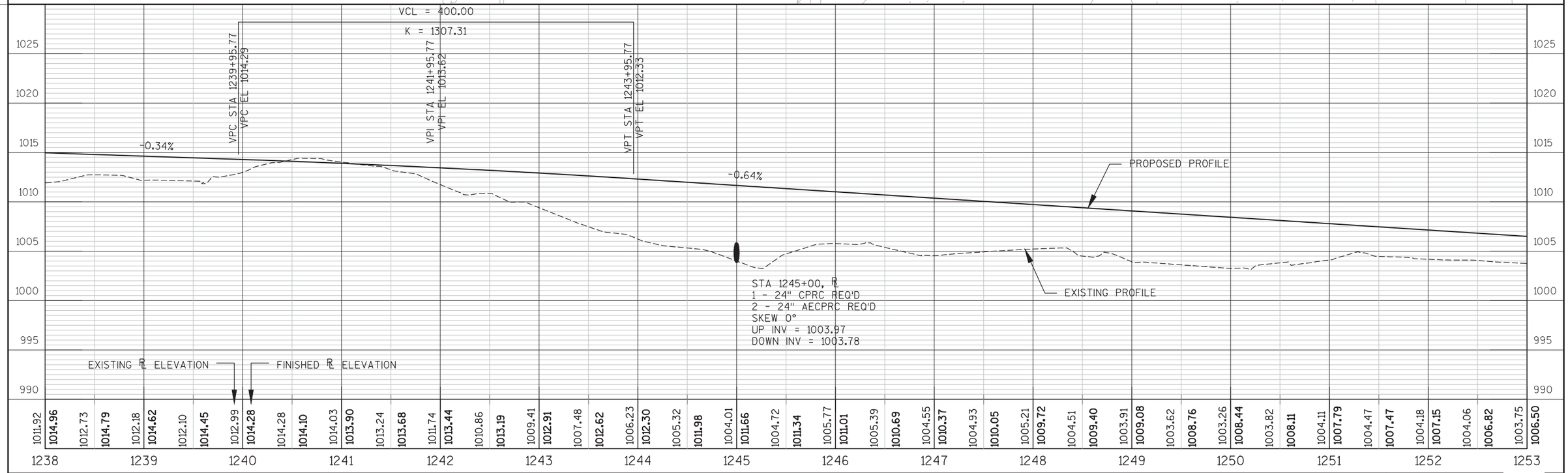
FINISHED ℄ ELEVATION

| | | |

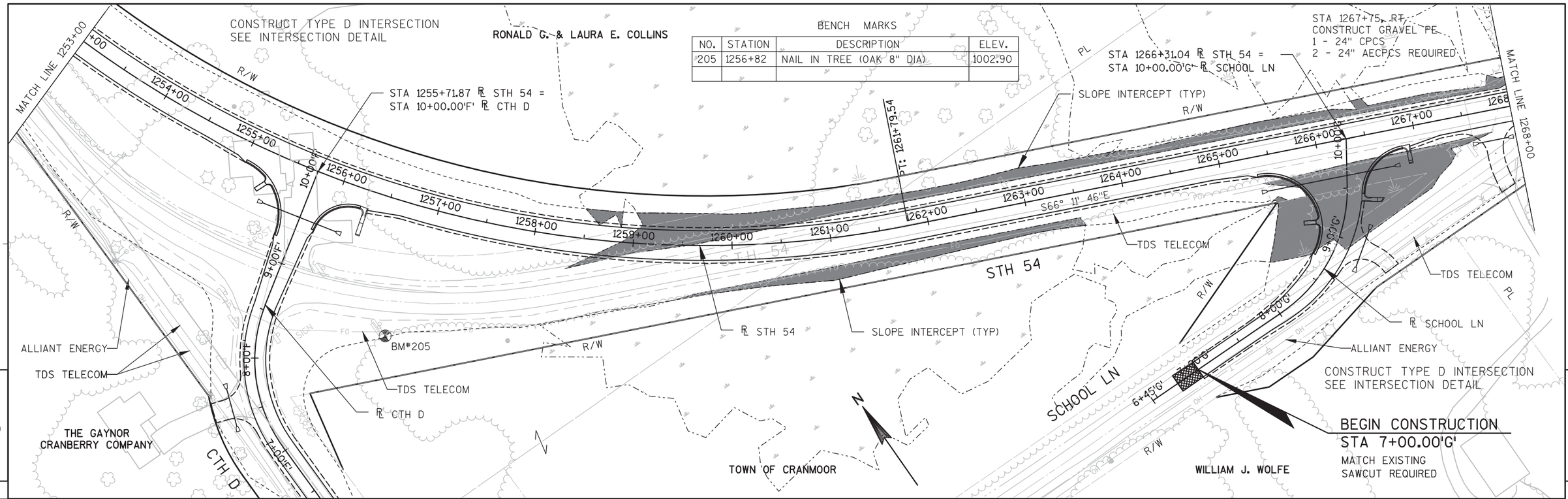
BENCH MARKS

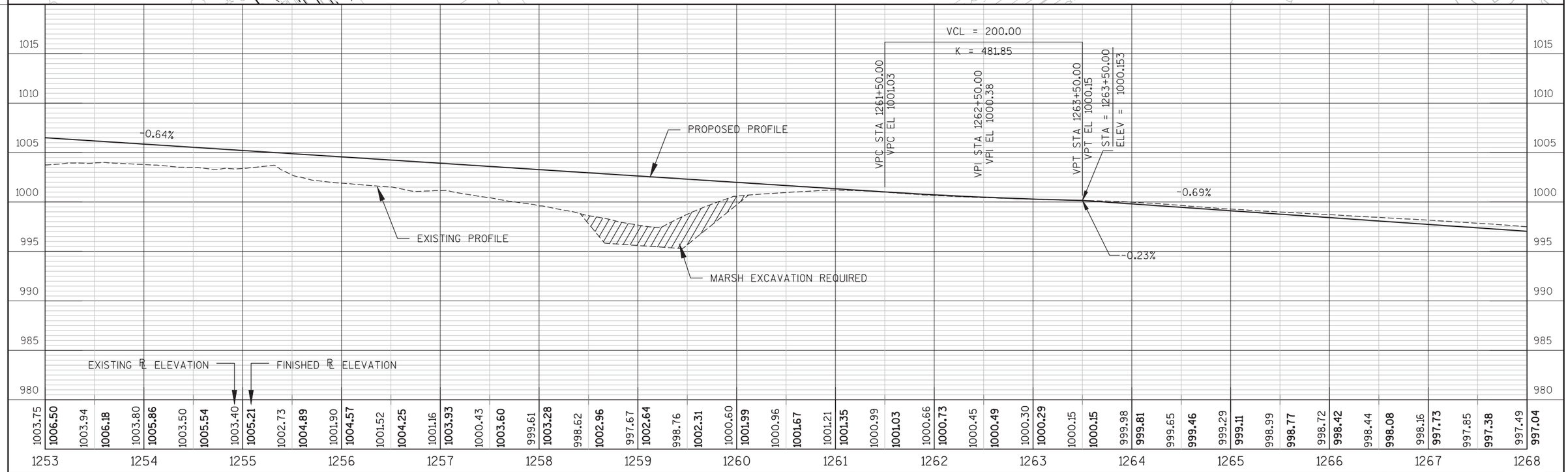
NO.	STATION	DESCRIPTION	ELEV.
204	1246+25	GPS MONUMENT	1007.79



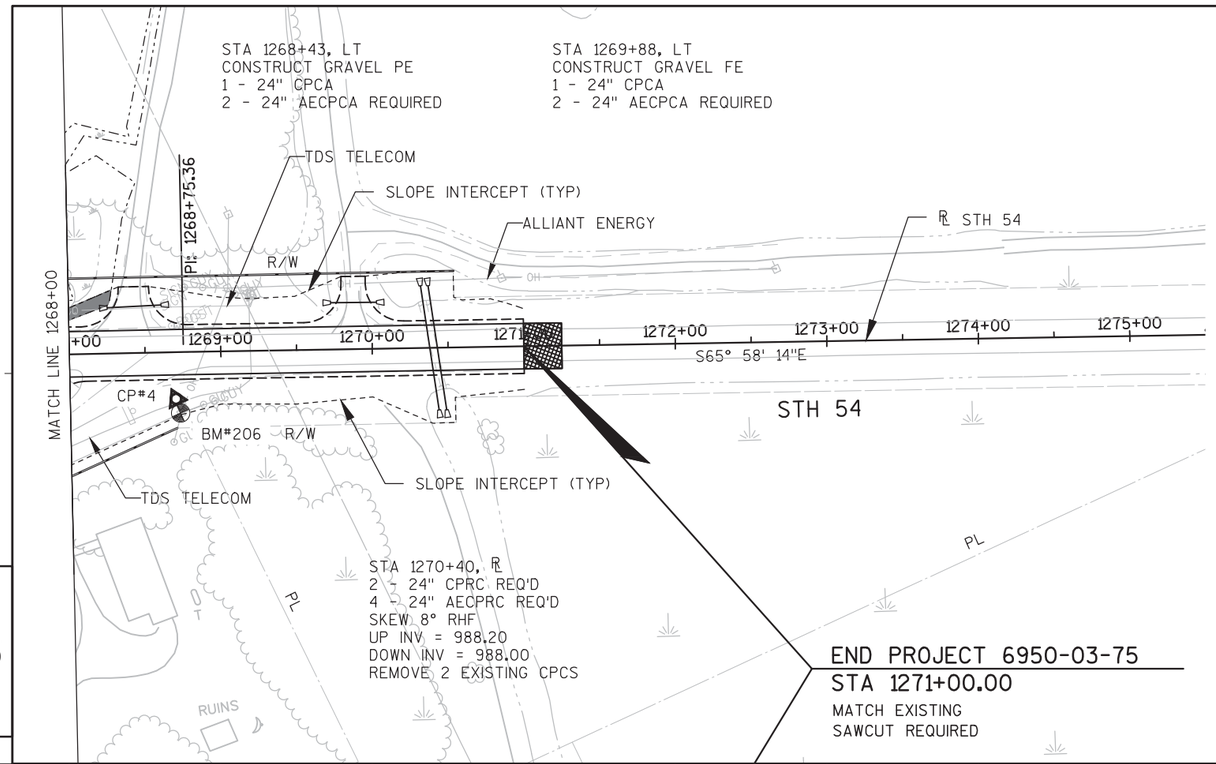


PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	PLAN AND PROFILE: STH 54	SHEET 79 E





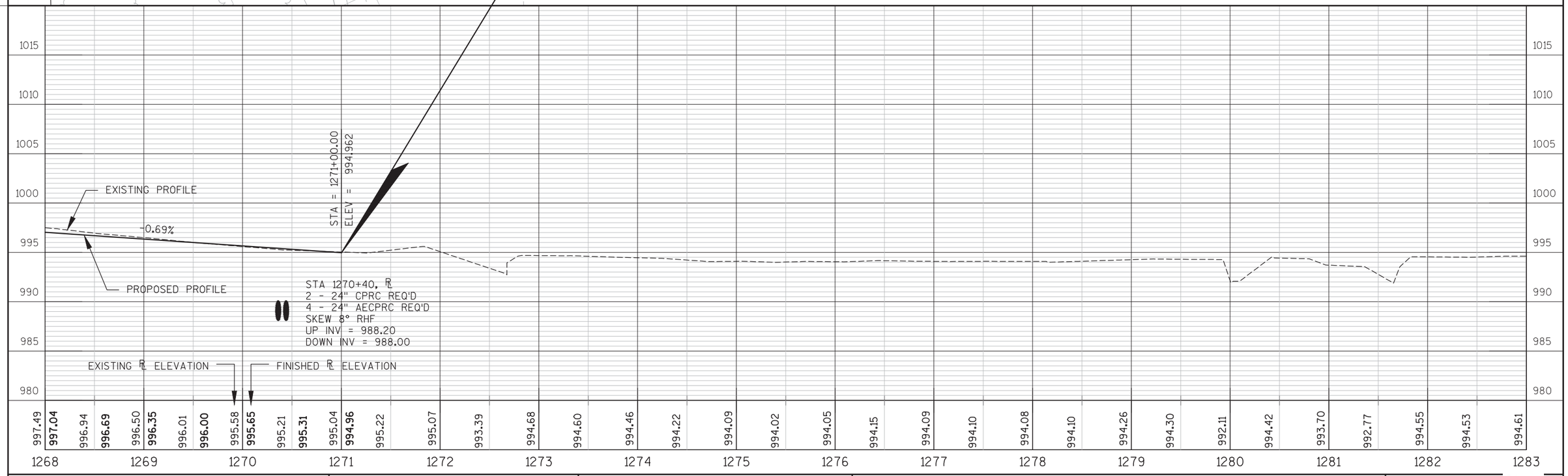
PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	PLAN AND PROFILE: STH 54	SHEET 80 E



N

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
206	1268+73	NAIL IN POWER POLE	996.37



PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	PLAN AND PROFILE: STH 54	SHEET 81 E

WALKER CRANBERRY CO INC

BENNETT CRANBERRY CO

CONSTRUCT TYPE D INTERSECTION
SEE INTERSECTION DETAIL

N

STA 1223+99.00 ℞ STH 54 =
STA 10+00.00'D' ℞ HEMLOCK TR

PL

R/W

1222+00

1223+00

1224+00

1225+00

1226+00

PC: 11'D'+10.65

PT: 12'D'+24.02

EP: 15'D'+49.92

ALLIANT ENERGY

10+00'D'

11+00'D'

12+00'D'

13+00'D'

14+00'D'

15+00'D'

HEMLOCK TRAIL

TLE

℞ HEMLOCK TR

SLOPE INTERCEPT (TYP)

TDS TELECOM

℞ STH 54

STH 54

BENNETT CRANBERRY COMPANY

DESMOND V. MIKE ETAL

END CONSTRUCTION
STA 13'D'+00.00
MATCH EXISTING
SAWCUT REQUIRED

5

5

VCL = 100.00
K = 96.36

VCL = 100.00
K = 87.72

STA = 10'D'+00.00
ELEV = 1013.47

STA = 10'D'+18.00
ELEV = 1013.11

VPC STA 10'D'+50.00
VPC EL 1012.65

VPT STA 11'D'+50.00
VPT EL 1011.73

VPC STA 12'D'+00.00
VPC EL 1011.53

VPT STA 13'D'+00.00
VPT EL 1011.70

STA = 13'D'+00.00
ELEV = 1011.70

-2.00%

-1.44%

-0.40%

0.74%

EXISTING PROFILE

PROPOSED PROFILE

VPI STA 11'D'+00.00
VPI EL 1011.93

VPI STA 12'D'+50.00
VPI EL 1011.33

EXISTING ℞ ELEVATION

FINISHED ℞ ELEVATION

1011.97 **1013.47** 1010.82 **1012.65** 1011.00 **1012.06** 1011.22 **1011.73** 1011.31 **1011.53** 1011.51 **1011.47** 1011.70 **1011.70**

1030 1025 1020 1015 1010 1005 1000 995

5+00 6+00 7+00 8+00 9+00 10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00 20+00

PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	PLAN AND PROFILE: HEMLOCK TRAIL	SHEET 82 E

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
203	13+55'E'	GPS MOMUMENT	1009.91

CONSTRUCT TYPE D INTERSECTION
SEE INTERSECTION DETAIL

STH 54

GAYNOR CRANBERRY CO, INC

℄ STH 54

CONSTRUCT TYPE D INTERSECTION
SEE INTERSECTION DETAIL

PL

GEORGE W. & SUSAN K. BARTELS

SLOPE INTERCEPT (TYP)

PC: 12'E'+42.96

R/W

℄ CTH D

PT: 15'E'+34.90

EP: 16'E'+22.83

CTH D

C.T.H. "D"

CP*2

BM*203

SLOPE INTERCEPT (TYP)

BENNETT CRANBERRY COMPANY

END CONSTRUCTION
STA 14+50.00'E'
MATCH EXISTING
SAWCUT REQUIRED

VCL = 200.00
K = 41.51

VCL = 200.00
K = 118.16

STA = 10'E'+00.00
ELEV = 1016.03
STA = 10'E'+18.00
ELEV = 1017.11

VPC STA 10'E'+25.00
VPC EL 1017.24

VPI STA 11'E'+25.00
VPI EL 1019.11

VPT STA 12'E'+25.00
VPT EL 1016.16

VPC STA 12'E'+50.00
VPC EL 1015.43

VPI STA 13'E'+50.00
VPI EL 1012.48

VPT STA 14'E'+50.00
VPT EL 1011.22

STA = 14'E'+50.00
ELEV = 1011.22

1.87%
6.00%
-2.95%
-1.26%

PROPOSED PROFILE
EXISTING PROFILE

EXISTING ℄ ELEVATION
FINISHED ℄ ELEVATION

| | | |

THE GAYNOR
CRANBERRY COMPANY

STA 9+50'F', ℄
1 - 24" CPRC
2 - 24" AECPRC REQUIRED

STA 7+55'F', LT
CONSTRUCT GRAVEL PE
1 - 18" CPCS
2 - 18" AECPCS REQUIRED

SLOPE INTERCEPT (TYP)

BEGIN CONSTRUCTION
STA 6+00.00'F'
MATCH EXISTING
SAWCUT REQUIRED

PC: 7'F'+04.04

PT: 8'F'+54.96

8+00'F'

9+00'F'

7+00'F'

BP: 5'F'+20.55

5+21'F'

R/W

℄ CTH D

BM#205

CTH D

TOWN OF CRANMOOR

STH 54

STA 9+50+00'F', ℄
1 - 24" CPRC REQ'D
2 - 24" AECPRC REQ'D
SKEW 0°
UP INV = 1003.00
DOWN INV = 1001.60

CONSTRUCT TYPE D INTERSECTION
SEE INTERSECTION DETAIL

RONALD G. & LAURA E. COLLINS

℄ STH 54

STA 1255+71.87 ℄ STH 54 =
STA 10+00.00'F' ℄ CTH D

SLOPE INTERCEPT (TYP)

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
205	1256+82	NAIL IN TREE (OAK 8" DIA)	1002.90

VCL = 150.00
K = 43.02
VPC STA 8'F'+25.00
VPC EL 1006.36
VPT STA 9'F'+75.00
VPT EL 1005.97

VCL = 200.00
K = 79.04
STA = 6'F'+00.00
ELEV = 1006.17
VPC STA 6'F'+25.00
VPC EL 1005.91
VPI STA 7'F'+25.00
VPI EL 1004.87
VPT STA 8'F'+25.00
VPT EL 1006.36
VPI STA 9'F'+00.00
VPI EL 1007.47
STA = 9'F'+82.00
ELEV = 1005.83
STA = 10'F'+00.00
ELEV = 1004.75

-1.04%
1.49%
-2.00%
-6.00%

PROPOSED PROFILE
EXISTING PROFILE

EXISTING ℄ ELEVATION
FINISHED ℄ ELEVATION

STA 9+50+00'F', ℄
1 - 24" CPRC REQ'D
2 - 24" AECPRC REQ'D
SKEW 0°
UP INV = 1003.00
DOWN INV = 1001.60

1006.98 1006.17 **1006.17** 1005.80 **1005.69** 1005.82 **1005.49** 1005.53 **1005.60** 1004.89 **1006.02** 1004.33 **1006.65** 1002.30 **1006.82** 1001.86 **1006.40** **1004.75**

1030 1025 1020 1015 1010 1005 1000 995

0+00 1+00 2+00 3+00 4+00 5+00 6+00 7+00 8+00 9+00 10+00 11+00 12+00 13+00 14+00 15+00

PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	PLAN AND PROFILE: CTH D SOUTH	SHEET 84 E

N

TOWN OF CRANMOOR

STH 54

CONSTRUCT TYPE D INTERSECTION
SEE INTERSECTION DETAIL

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
206	1268+73	NAIL IN POWER POLE	996.37

STA 1266+31.04 ℄ STH 54 =
STA 10+00.00'G' ℄ SCHOOL LN

SLOPE INTERCEPT (TYP)

STA 9+75'F', ℞
1 - 24" CPRC
2 - 24" AECPRC REQUIRED

PT: 9'G'+72.99

BP: 6'G'+44.57

PC: 8'G'+03.20

R/W

℄ STH 54

SCHOOL LN

9+00'G'

6+45'G'

7+00'G'

8+00'G'

PI: 1268+15.36

END PROJECT 6950-03-75
STA 1271+00.00
MATCH EXISTING
SAWCUT REQUIRED

CP*4

BM*206

SLOPE INTERCEPT (TYP)

℄ SCHOOL LN

BEGIN CONSTRUCTION
STA 7+00.00'G'
MATCH EXISTING
SAWCUT REQUIRED

WILLIAM J. WOLFE

STA 9+00'G', RT
CONSTRUCT GRAVEL PE
1 - 18" CPCS
2 - 18" AECPCS REQUIRED

1262+00 1263+00 1264+00 1265+00 1266+00 1267+00 1268+00 1269+00 1270+00 1271+00 1272+00 1273+00

VCL = 106.00
K = 39.54

STA = 7'G'+00.00
ELEV = 998.50

VPC STA 8'G'+82.00
VPC EL 997.26

VPT STA 9'G'+88.00
VPT EL 997.96

STA = 10'G'+00.00
ELEV = 998.20

-0.68%

2.00%

PROPOSED PROFILE

EXISTING PROFILE

VPI STA 9'G'+85.00
VPI EL 996.50

STA 9+63'G', ℞
1 - 24" CPRC REQ'D
2 - 24" AECPRC REQ'D
SKEW 10° RHF
UP INV = 995.12
DOWN INV = 994.22

MARSH EXCAVATION REQUIRED

EXISTING ℄ ELEVATION

FINISHED ℄ ELEVATION

998.65	998.51	**998.50**	998.57	**998.16**	998.44	**997.82**	997.78	**997.48**	995.18	**997.18**	995.62	**997.38**	**998.20**

1015 1010 1005 1000 995 990 985 980

2+00 3+00 4+00 5+00 6+00 7+00 8+00 9+00 10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00

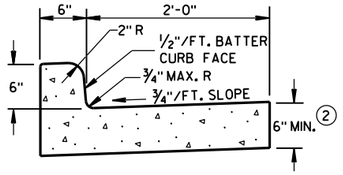
PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	PLAN AND PROFILE: SCHOOL LANE	SHEET 85 E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\75_050111_PP AREA2.DWG PLOT DATE : 11/9/2016 7:23 AM PLOT BY : JEFF BREU PLOT NAME : ---------- PLOT SCALE : **********

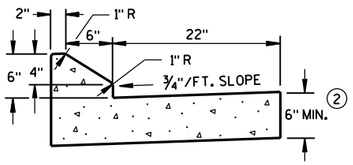
WISDOT/CADDS SHEET 44

Standard Detail Drawing List

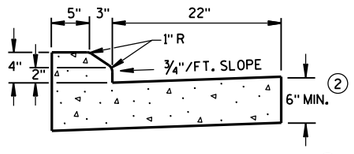
08D01-19	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08E09-06	SILT FENCE
08E14-01	TRACKING PAD
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
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
14B07-14A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14E	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14F	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14G	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14H	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B08-02A	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02B	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02C	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02D	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02E	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B29-01	SAFETY EDGE
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-06A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C03-03	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16B	PAVEMENT MARKING (INTERSECTIONS)
15C12-04	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C19-04A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15D20-04	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D28-03	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D29-04	TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD
15D31-03	TRAFFIC CONTROL, TEMPORARY BYPASS ROADWAY
16A01-06	LANDMARK REFERENCE MONUMENTS AND COVERS



TYPES A & D ①

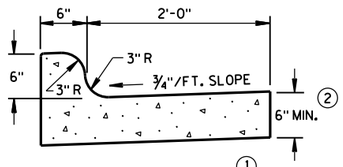


6" SLOPED CURB TYPES G & J ①

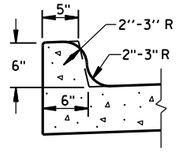


4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"

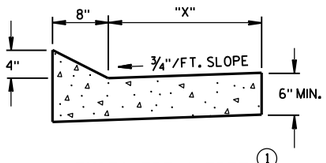


TYPES K & L ①



OPTIONAL CURB SHAPE FOR TYPES K & L ①

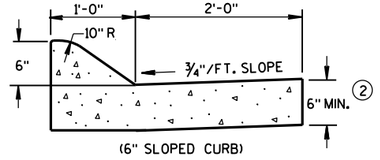
CONCRETE CURB & GUTTER 30"



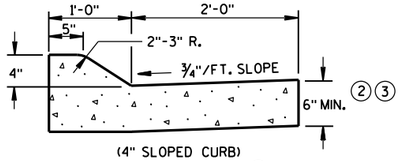
TYPES TBT & TBTT ①

CONCRETE CURB & GUTTER

TBT & TBTT	"X"
30"	22"
36"	28"

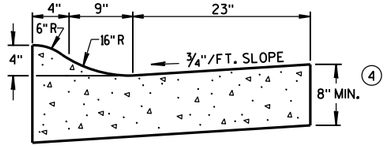


(6" SLOPED CURB)



(4" SLOPED CURB)

TYPES A & D ①



4" SLOPED CURB TYPES R & T ①⑤

CONCRETE CURB & GUTTER 36"

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, R AND TBTT.

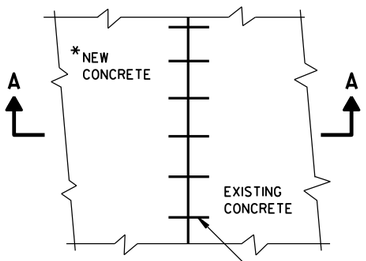
② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

③ USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

④ 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.

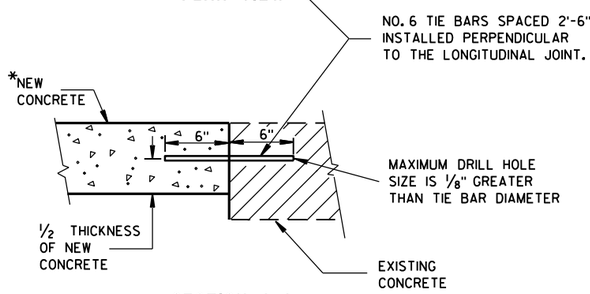
⑤ THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

⑥ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



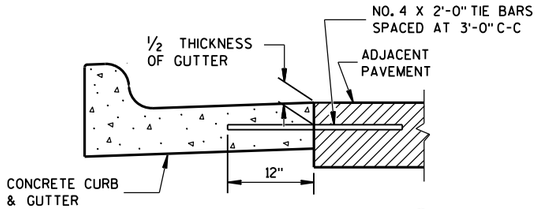
PLAN VIEW

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

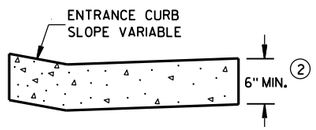


SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT

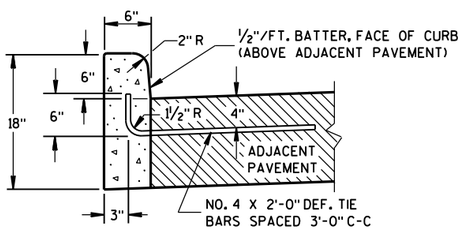


TYPICAL TIE BAR LOCATION ①

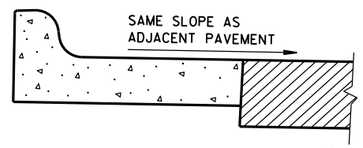


DRIVEWAY ENTRANCE CURB

(WHEN DIRECTED BY THE ENGINEER)

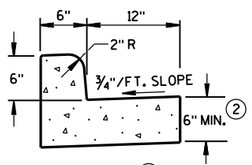


① TYPES A & D



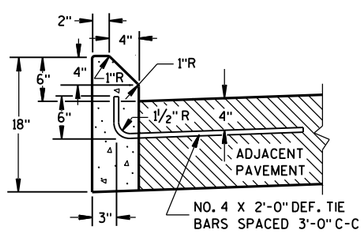
⑥ REVERSE SLOPE GUTTER

(TYPICAL FOR ALL CURB & GUTTER TYPES)



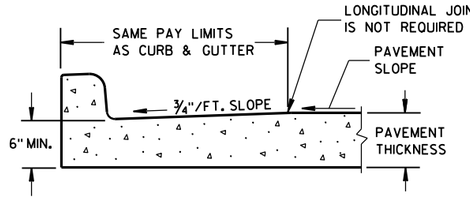
① TYPES A & D

CONCRETE CURB & GUTTER 18"

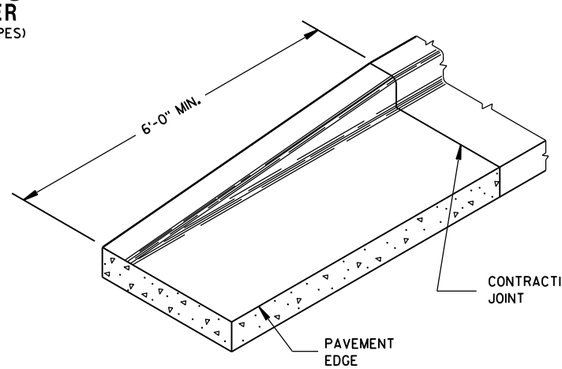


① TYPES G & J

CONCRETE CURB



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



END SECTION CURB & GUTTER

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

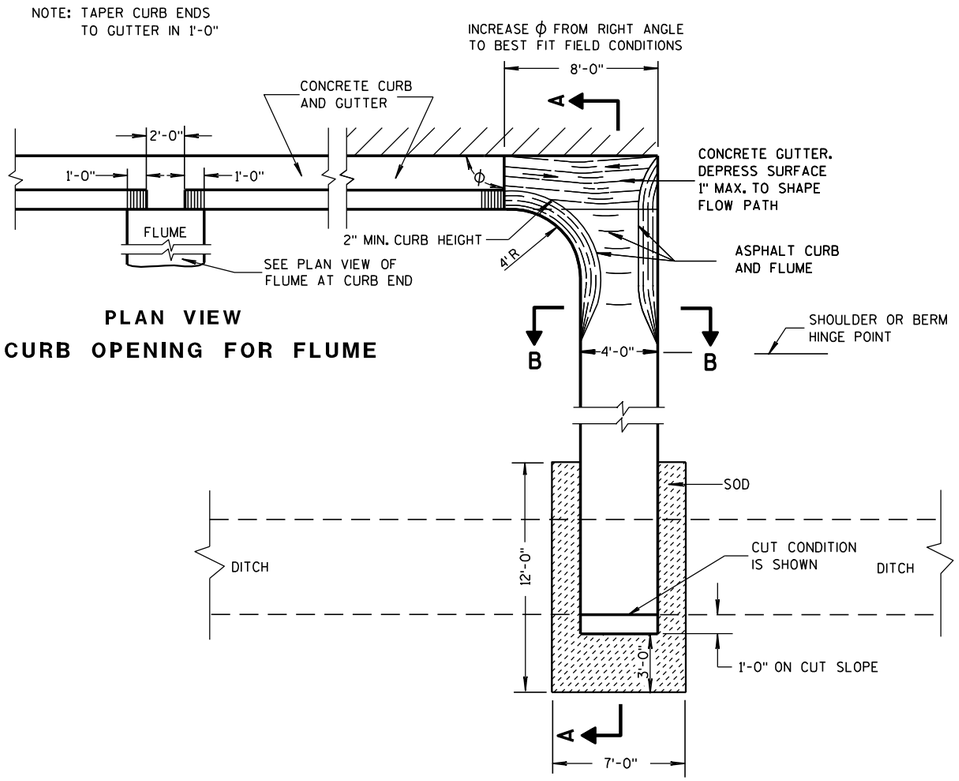
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2016 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

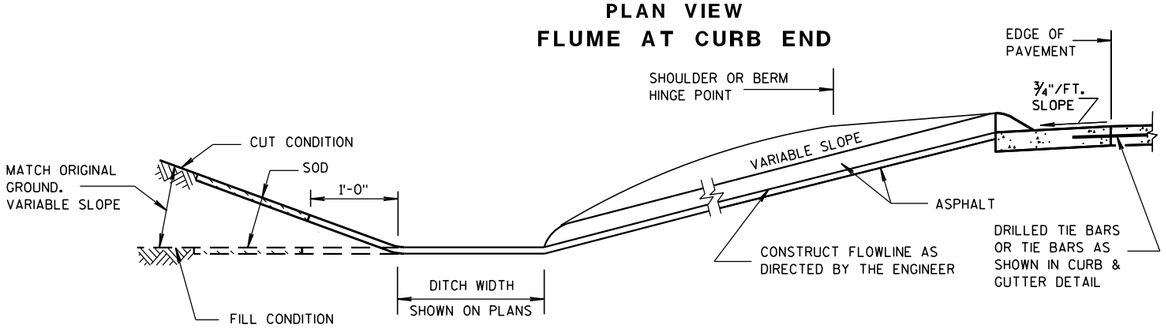
S.D.D. 8 D 1-19

ASPHALTIC FLUME

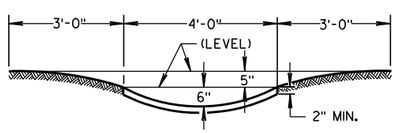


PLAN VIEW
CURB OPENING FOR FLUME

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.

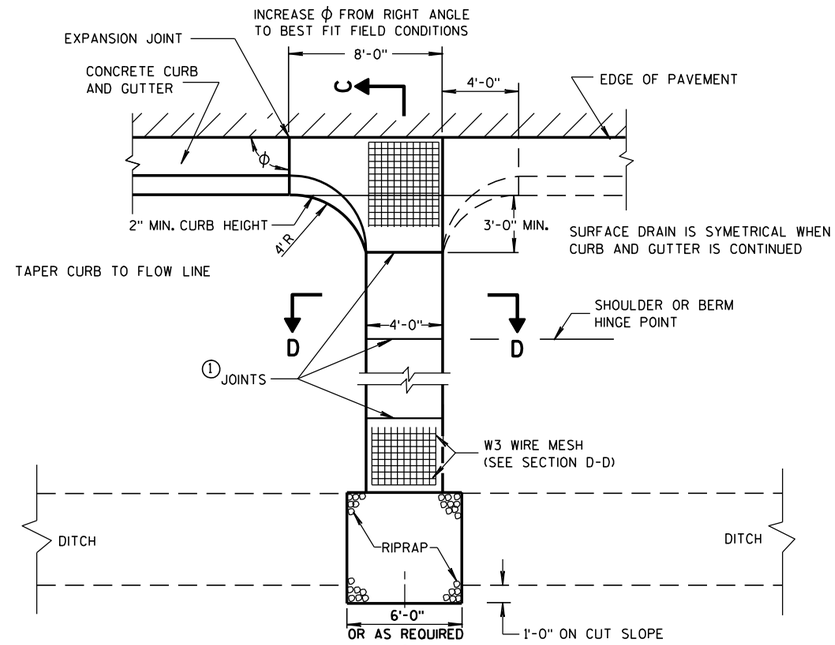
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① 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.

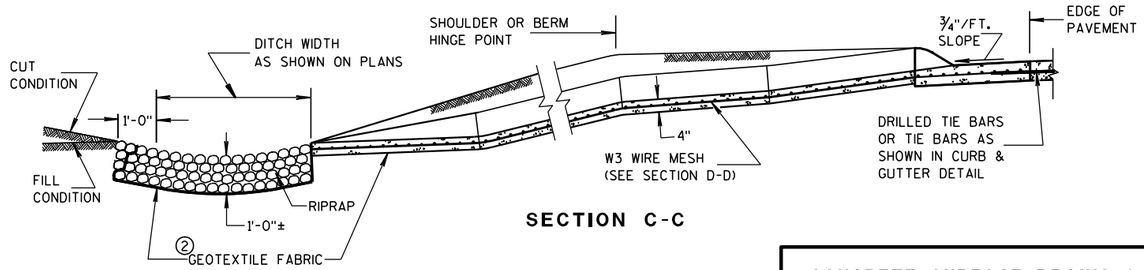
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

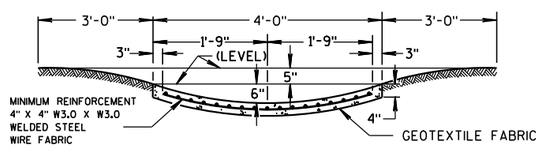
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

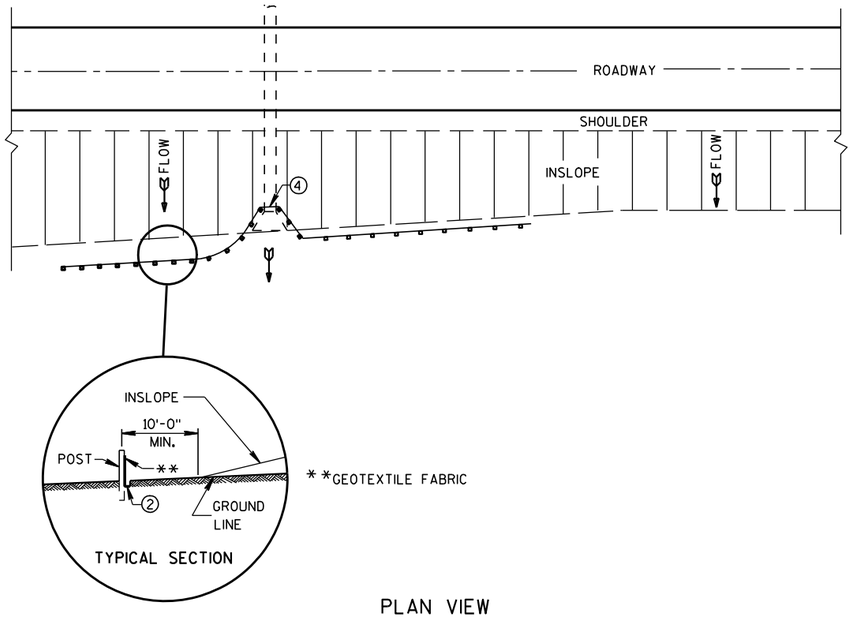
APPROVED
9-4-08 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
88
MENT
FHWA

6

S.D.D. 8 D 4-5

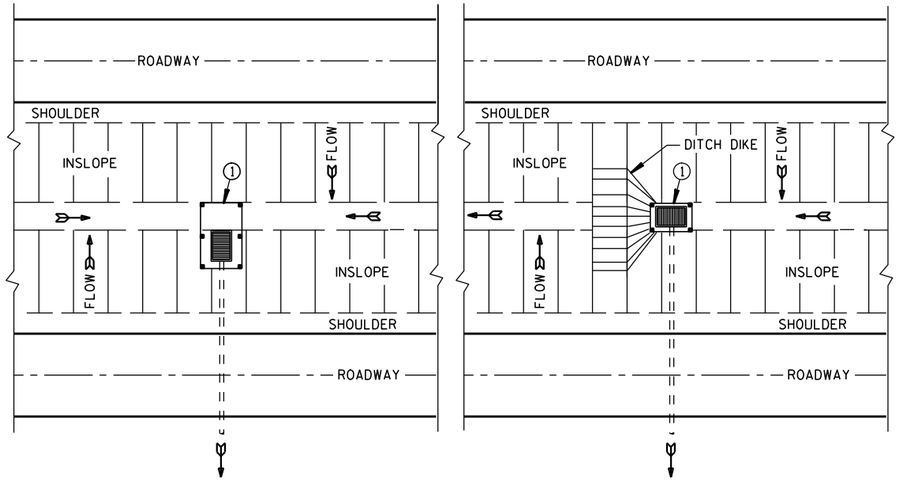
6

S.D.D. 8 D 4-5



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

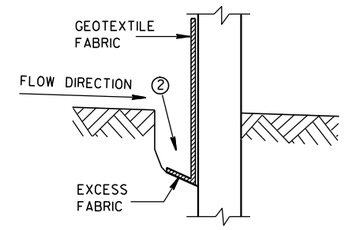
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

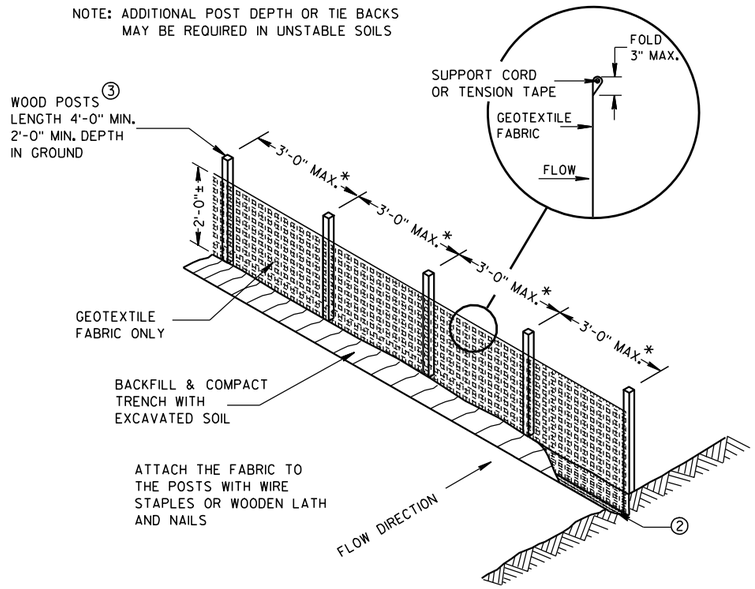
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

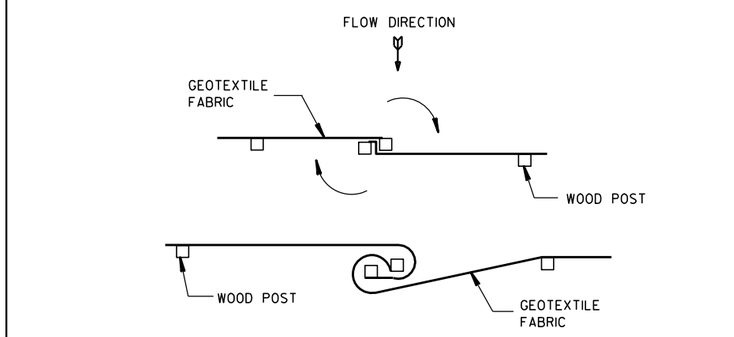
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



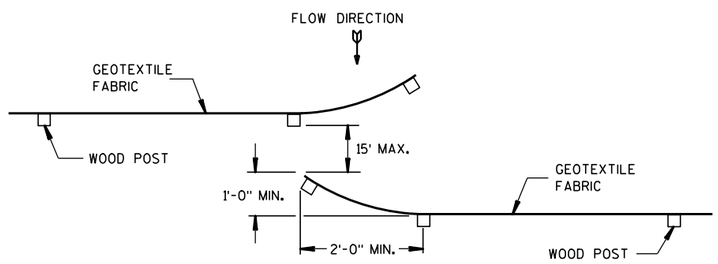
TRENCH DETAIL



SILT FENCE

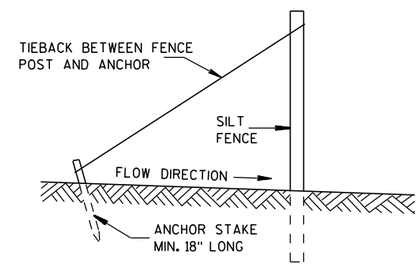


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

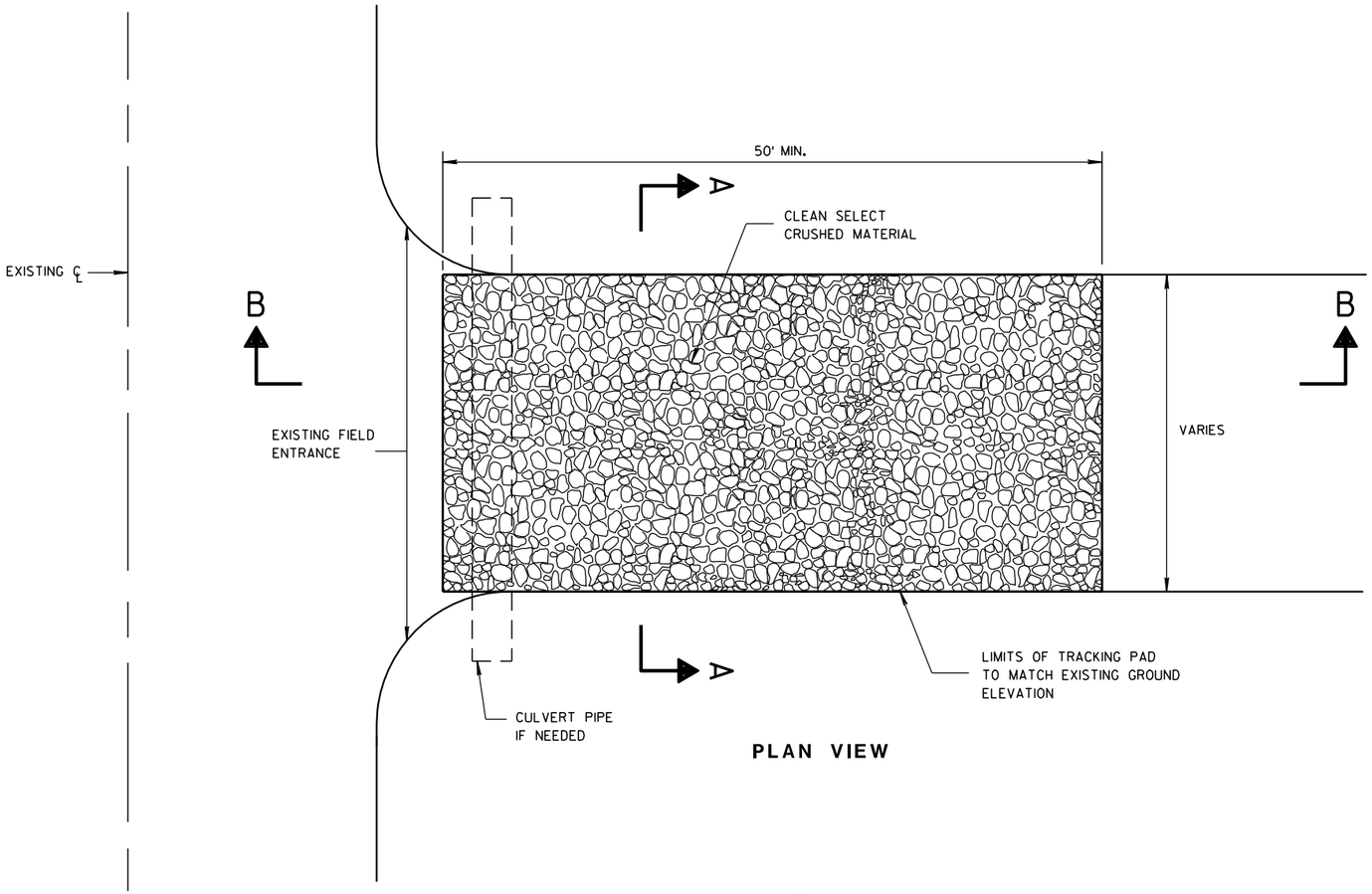
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

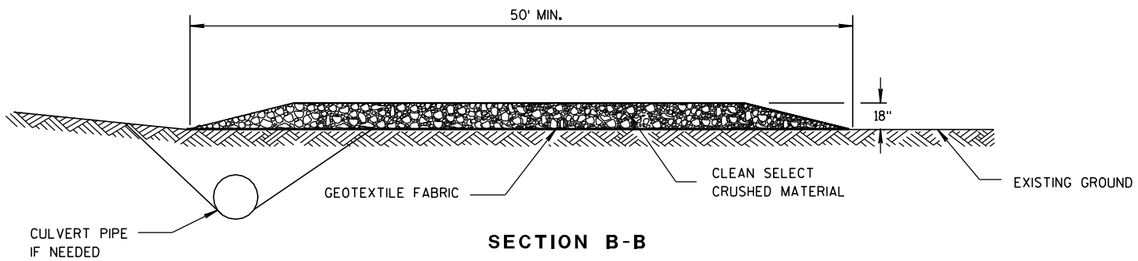
S.D.D. 8 E 9-6

6

S.D.D. 8 E 9-6



PLAN VIEW



SECTION B-B

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.

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

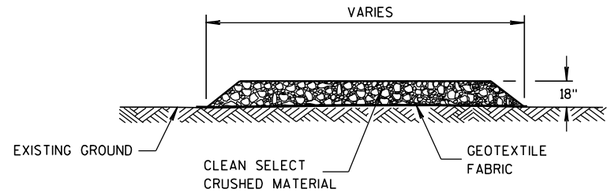
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A-A

TRACKING PAD

6

S.D.D. 8 E 14-1

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/24/2011	/S/ Jerry H. Zoda	
DATE	ROADWAY STANDARDS ENGINEER	ENT

FHWA

6

S.D.D. 8 E 14-1

METAL APRON ENDWALLS

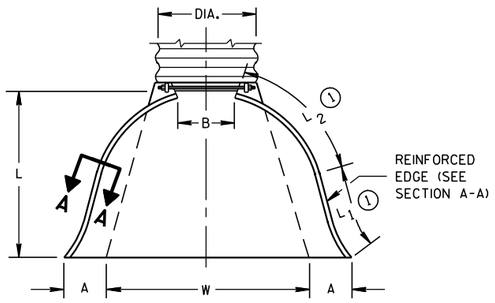
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

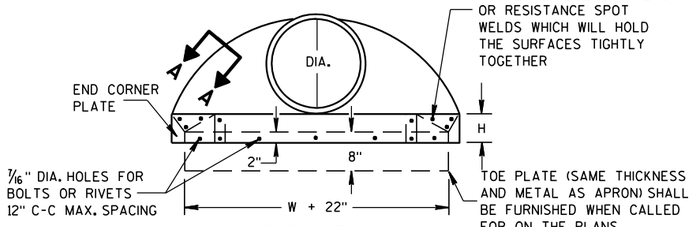
REINFORCED CONCRETE APRON ENDWALLS

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

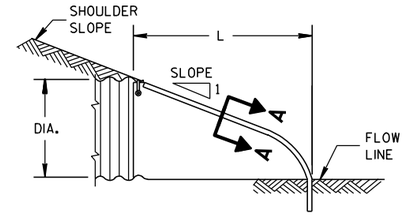
* MINIMUM
** MAXIMUM



PLAN VIEW

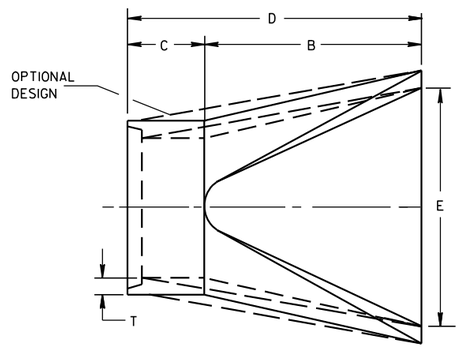


END VIEW

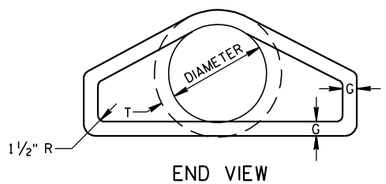


SIDE ELEVATION

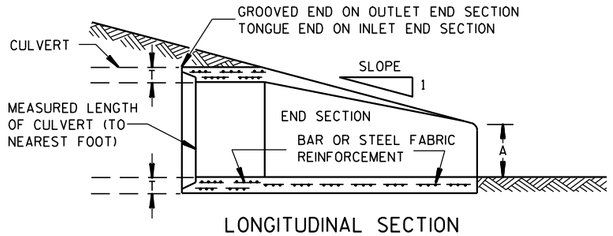
METAL ENDWALLS



PLAN

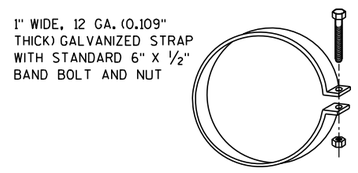


END VIEW



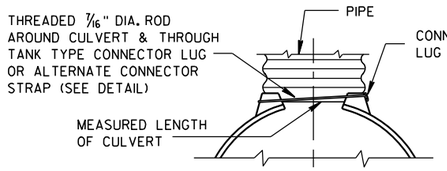
LONGITUDINAL SECTION

CONCRETE ENDWALLS

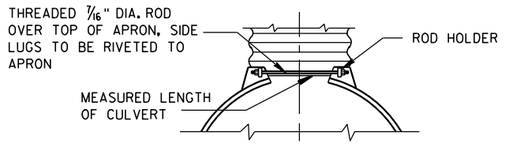


ALTERNATE FOR TYPE 1 CONNECTION

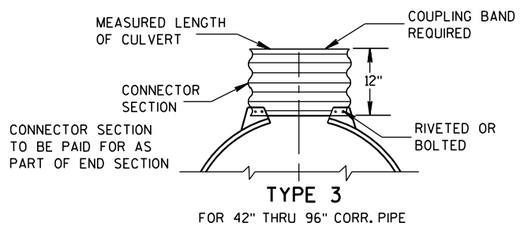
END SECTION CONNECTOR STRAP



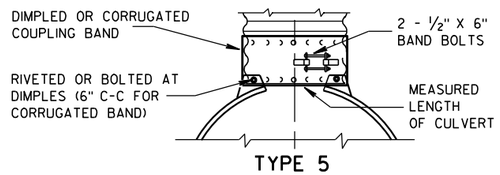
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

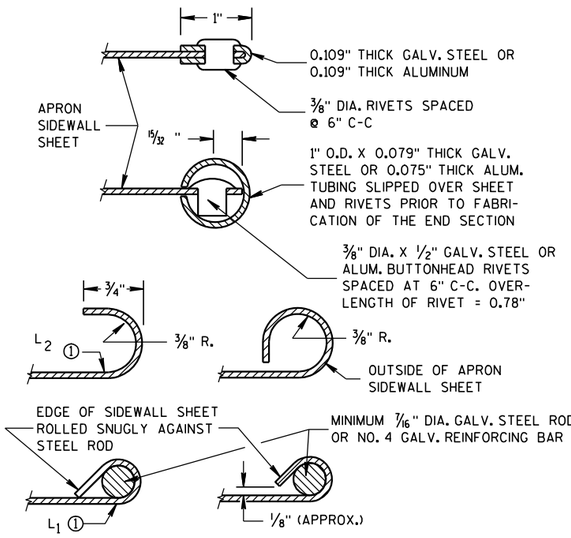
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

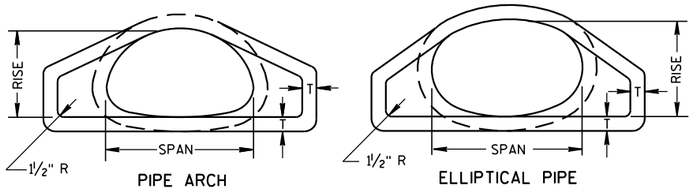
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

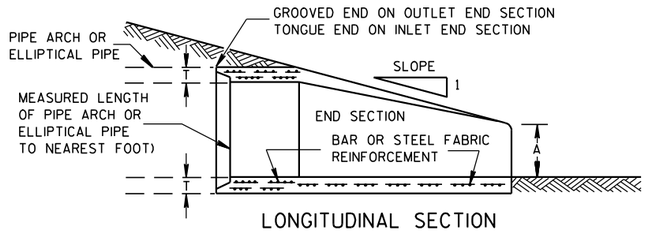
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

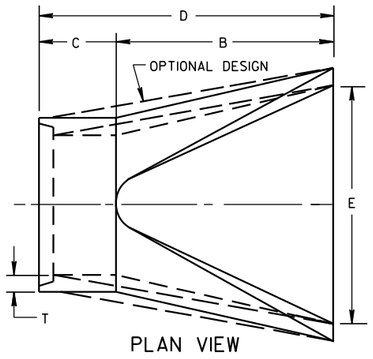
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S.D.D. 8 F 1-11



END VIEW

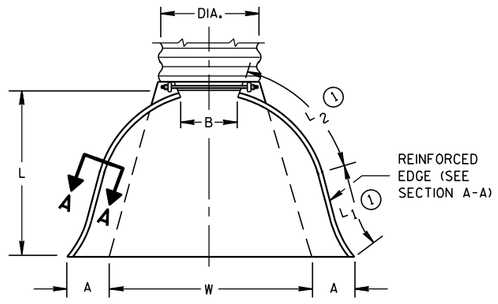


LONGITUDINAL SECTION

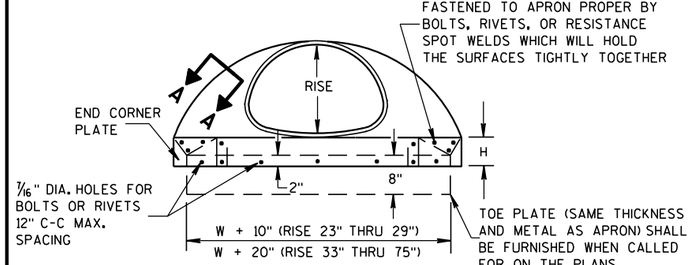


PLAN VIEW

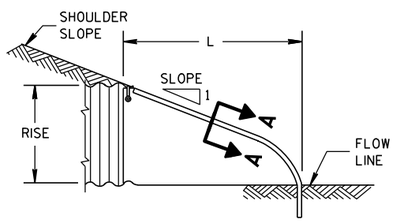
CONCRETE ENDWALLS



PLAN VIEW

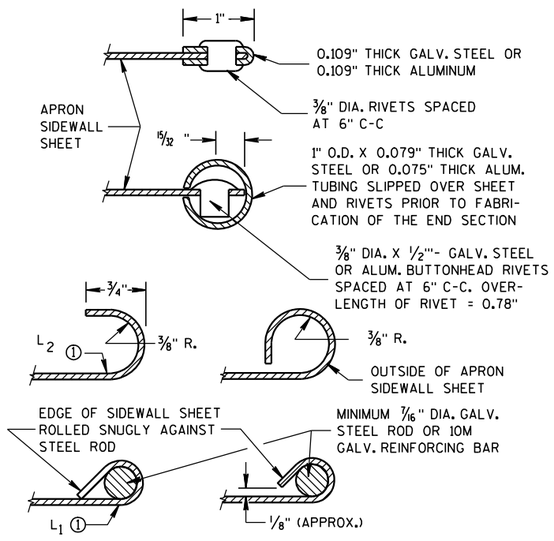


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37⅝	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45⅜	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

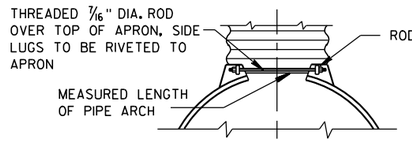
REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅛	60	36	96	72	3 to 1
42	51	31	4½	15 13/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

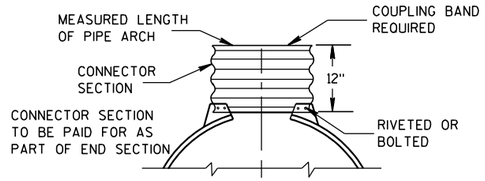
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



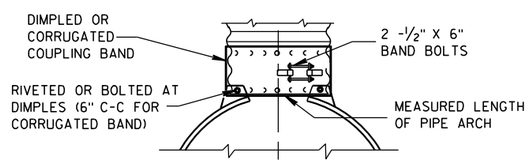
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

GENERAL NOTES

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

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

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

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

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

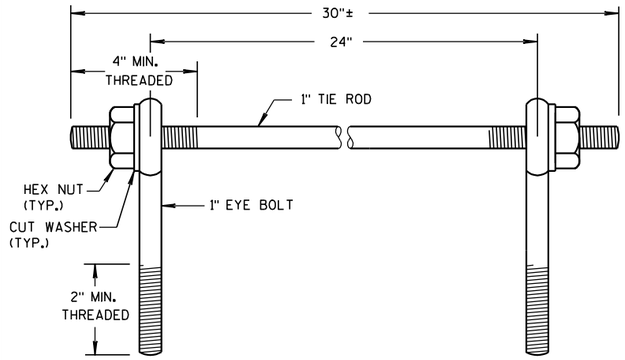
FHWA

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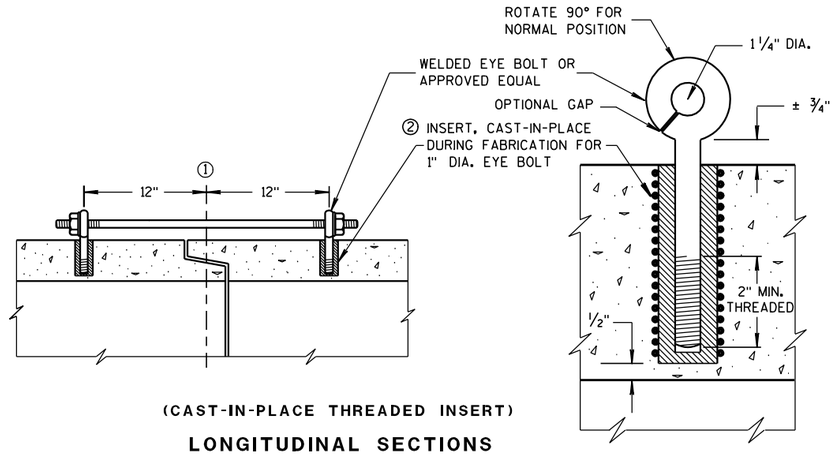
S.D.D. 8 F 2-1

6

S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

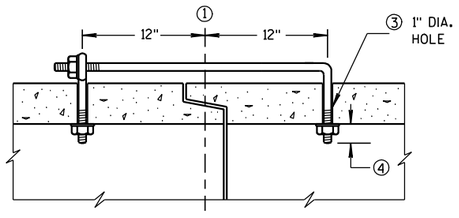
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

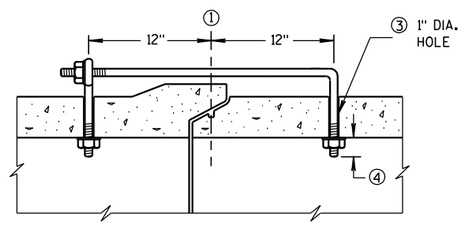
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

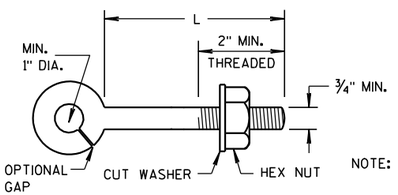


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

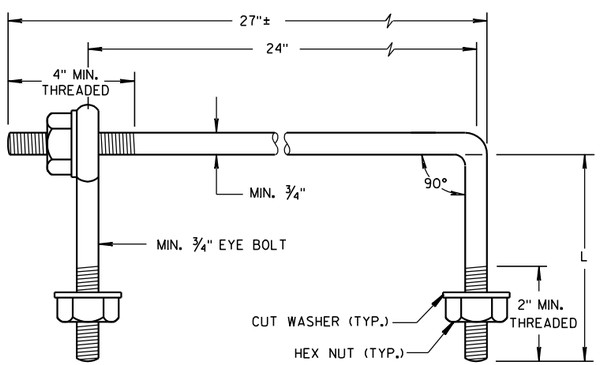
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

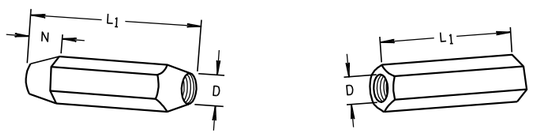
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

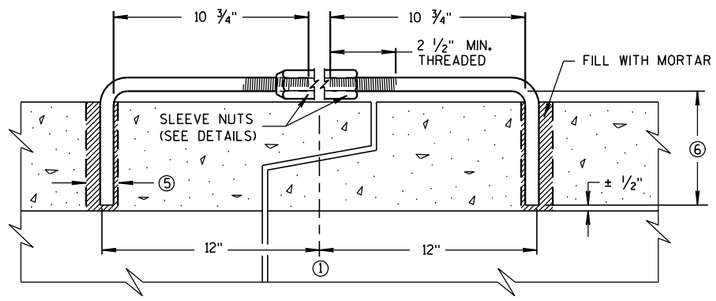
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

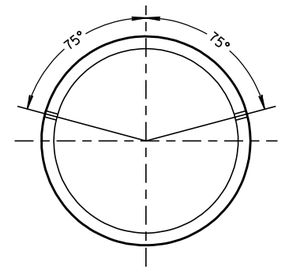
SLEEVE NUTS



LONGITUDINAL SECTION

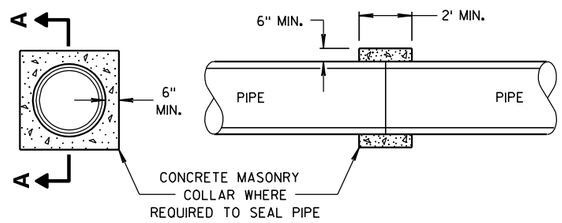
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

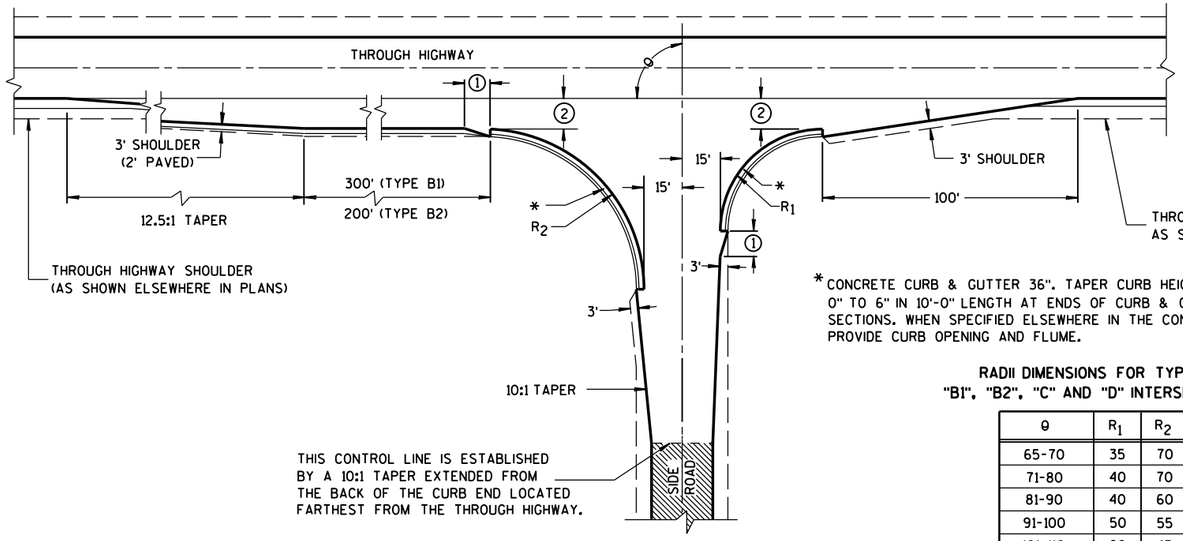
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
93
FHWA

6

S.D.D. 8 F 4-7

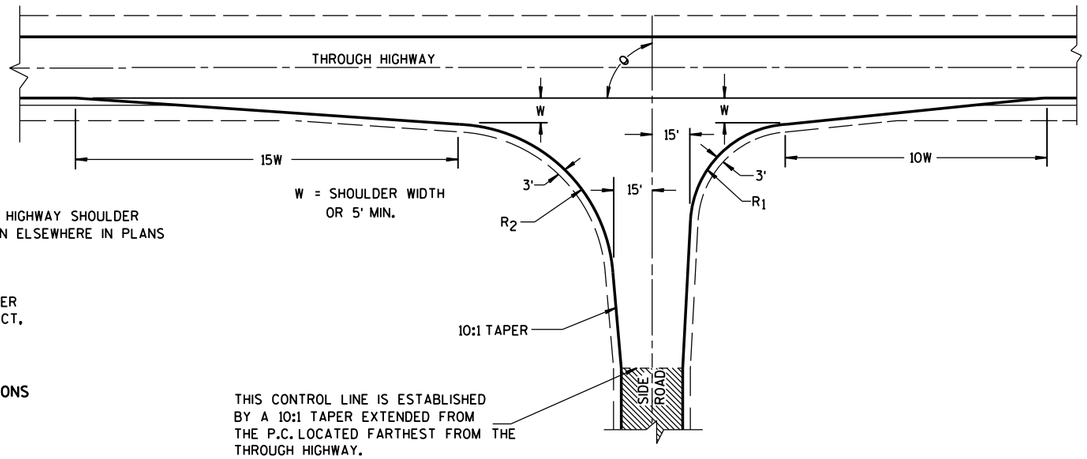


TYPE "B1" AND "B2"

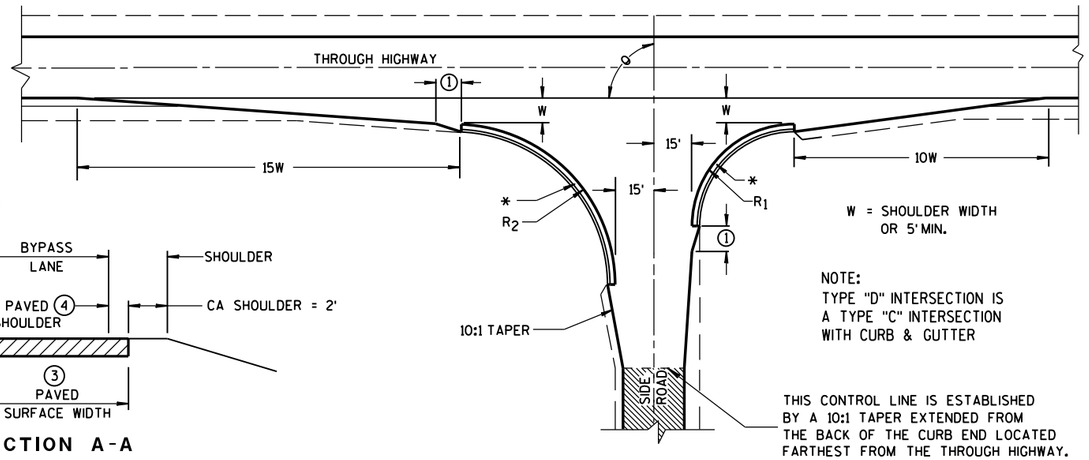
*CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

RADII 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



TYPE "C"



TYPE "D"

GENERAL NOTES

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

SIDE ROAD SURFACING NOTE

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

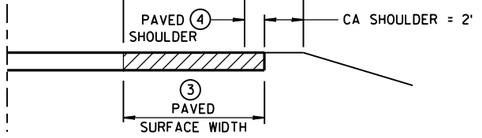
(1) 10-FT TYPICAL.

(2) 12-FT** PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLAN.

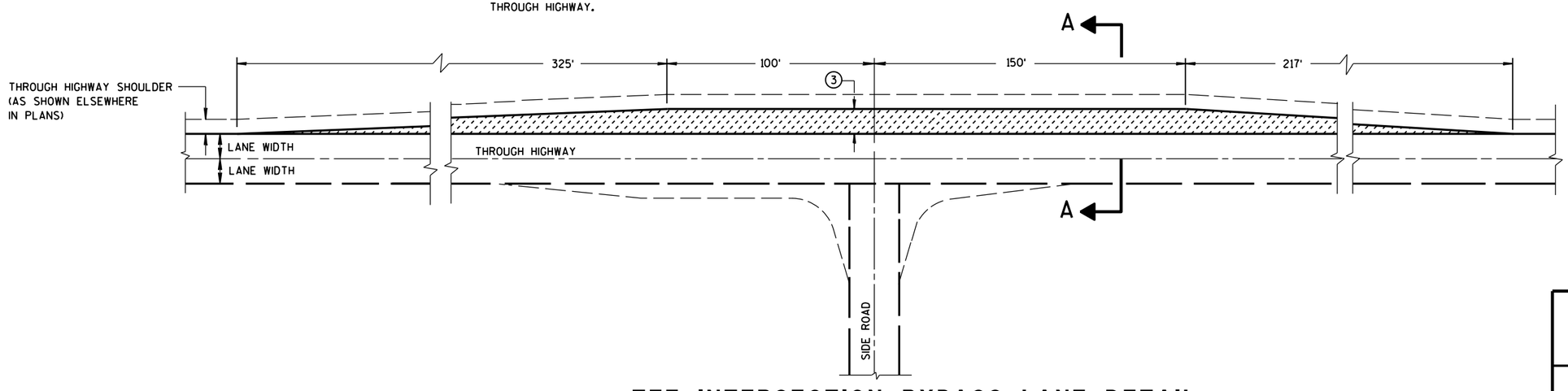
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

(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
(SHOWING BYPASS LANE AND SHOULDER)



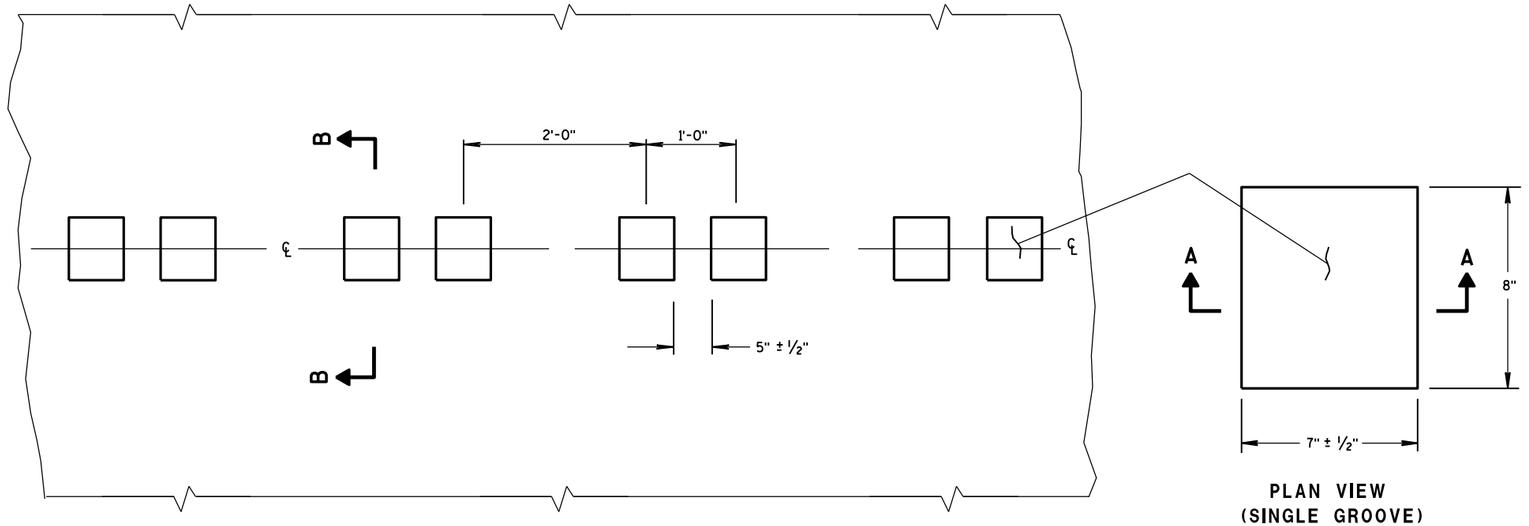
TEE INTERSECTION BYPASS LANE DETAIL

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

S.D.D. 9 A 1-13a



PLAN VIEW
CENTER LINE WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

GENERAL NOTES

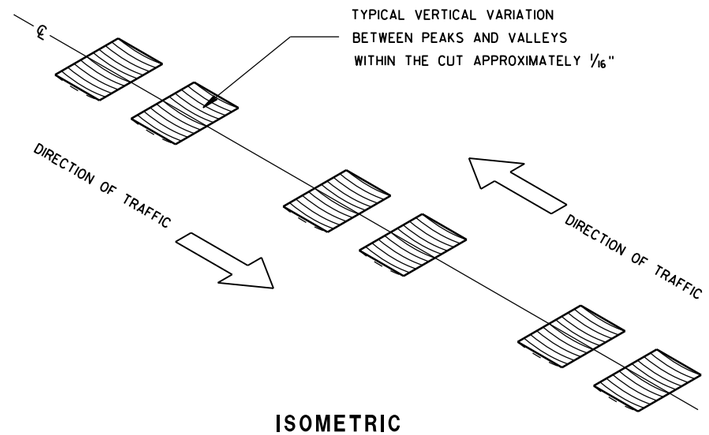
DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

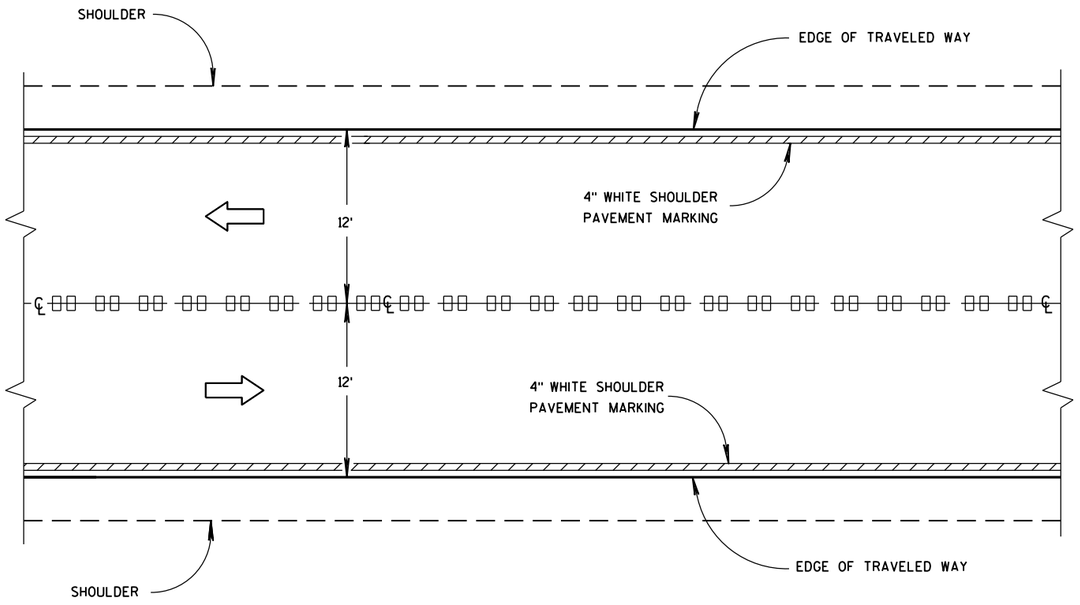
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

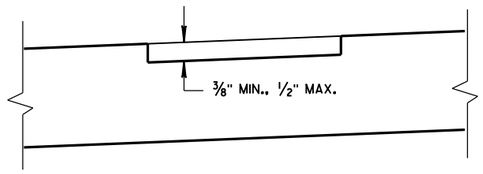
(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.



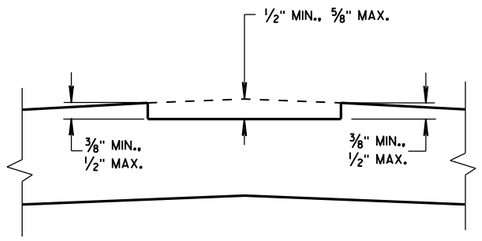
ISOMETRIC



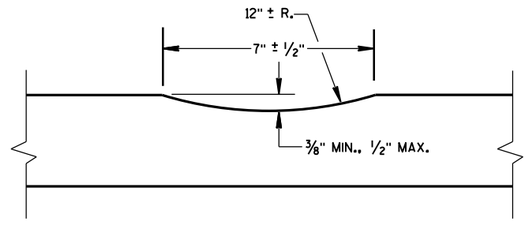
CENTER LINE GROOVES ON TWO-WAY ROADWAYS



SECTION B-B
SUPERELEVATED ROADWAY



SECTION B-B
CROWNED ROADWAY



SECTION A-A

6

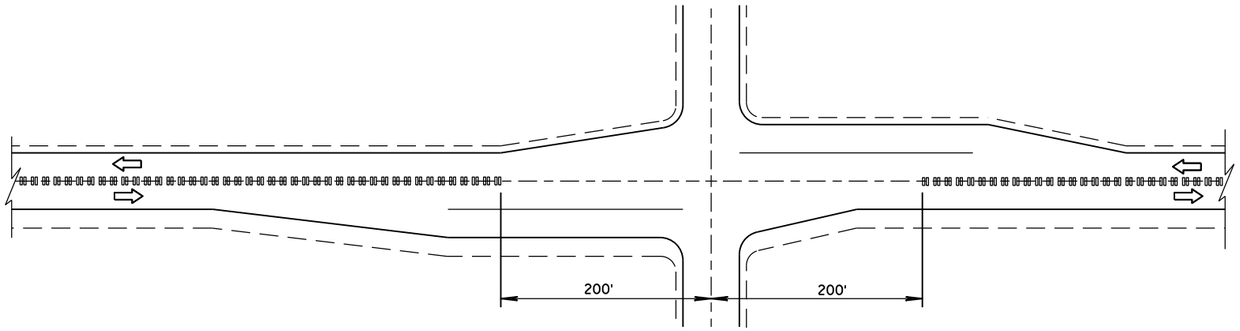
S.D.D. 13 A 11-2a

6

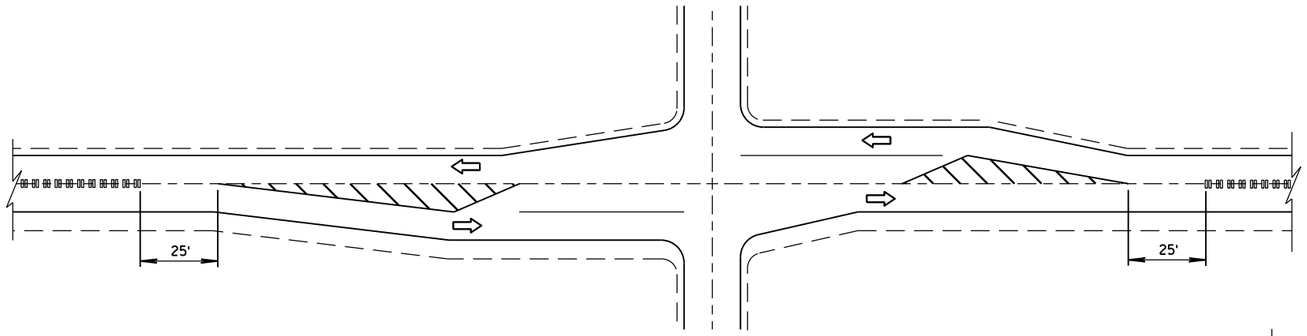
S.D.D. 13 A 11-2a

2-LANE RURAL
CENTER LINE RUMBLE STRIP,
MILLING

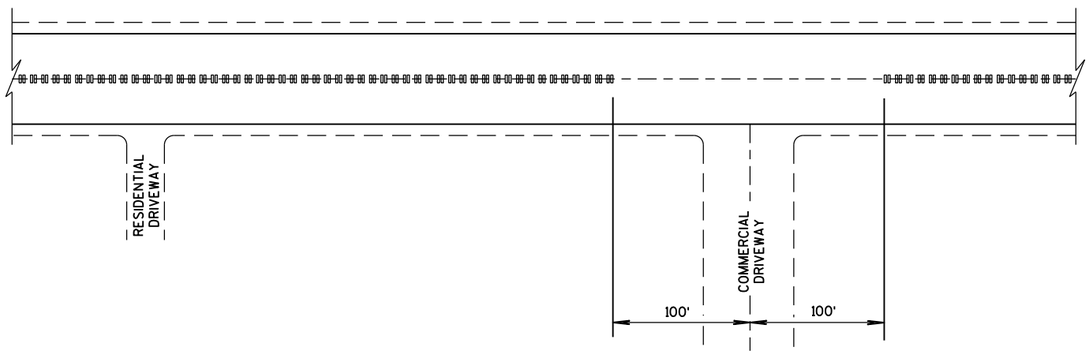
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI



CENTER LINE GROOVES AT INTERSECTIONS

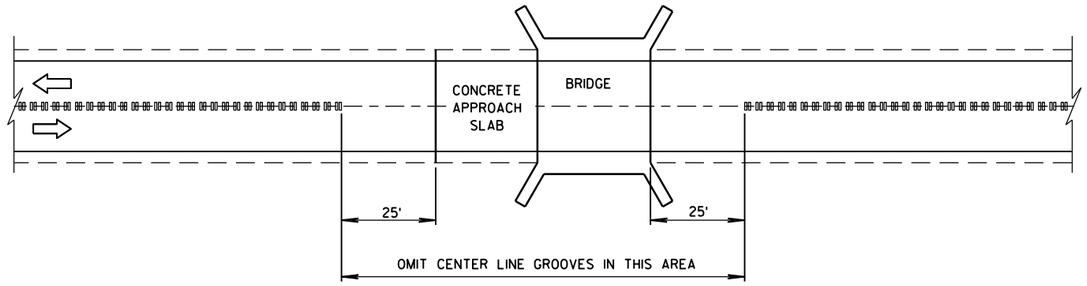


CENTER LINE GROOVES AT INTERSECTIONS
(WITH LEFT TURN LANES)

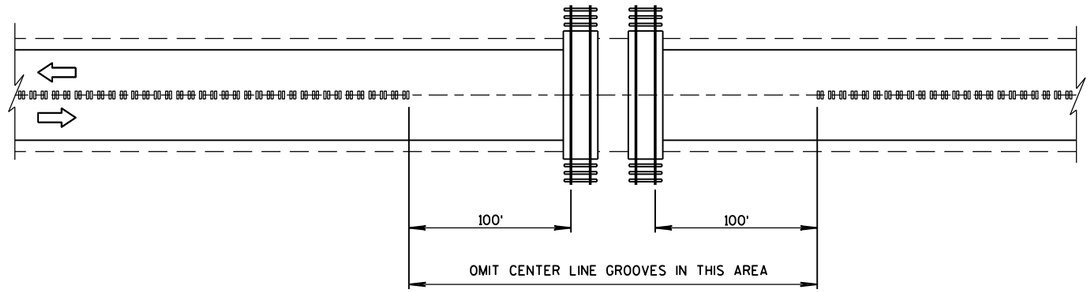


CENTER LINE GROOVES AT DRIVEWAYS (1)

(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

6

S.D.D. 13 A 11-2b

6

S.D.D. 13 A 11-2b

2-LANE RURAL
CENTER LINE RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

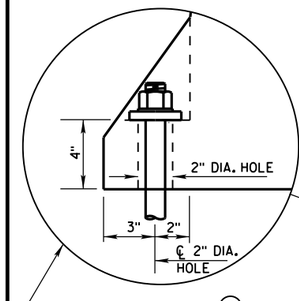
APPROVED

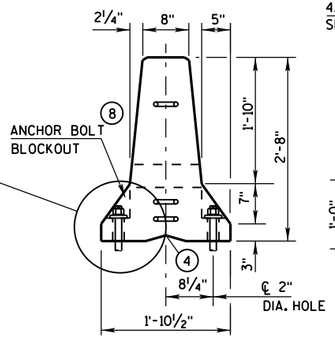
5/15/2013 — DATE

/S/ Jerry H. Zoda — ROADWAY STANDARDS DEVELOPMENT ENGINEER

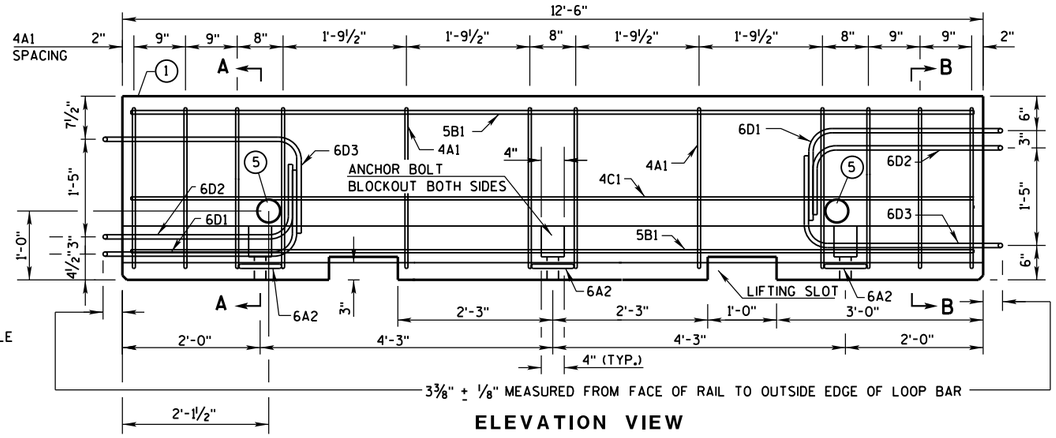
NT

FHWA

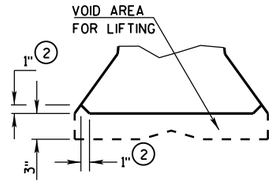




END VIEW



ELEVATION VIEW



DETAIL "B"
LIFTING SLOT DETAIL

GENERAL NOTES

THESE GENERAL NOTES APPLY TO SHEETS 14B7-14(a) THRU 14B7-14(h).

DO NOT INTERMIX CONCRETE BARRIER TEMPORARY PRCAST, 12'-6" (CBTP12.5) WITH OTHER TEMPORARY CONCRETE BARRIERS.

USE ASTM A-615, GRADE 60, DEFORMED STEEL BARS FOR BARS 4A1, 6A2, 5B1 AND 4C1 IN THE BARRIER SECTION AND FOR 4V1, 4V2, 4V3, 4V4, 4V5, 4V6, 4F1, 4F2 AND 5F3 IN THE BARRIER TAPER SECTION.

LOOP BARS 6D1, 6D2 AND 6D3 SHALL BE ¾" SMOOTH STEEL BARS WITH A MINIMUM YIELD STRENGTH OF 60 KSI, A TENSILE STRENGTH OF NOT LESS THAN 1.25 TIMES THE YIELD STRENGTH BUT A MINIMUM OF 80 KSI, A MINIMUM 14% ELONGATION IN 8 INCHES AND PASSING A 180 DEGREE BEND TEST USING A 3-½" PIN BEND DIAMETER FOR BEND TESTS. THE LOOPS SHALL BE INSTALLED WITHIN ⅛" OF THE PLAN DIMENSION.

CONSTRUCT LIFTING SLOTS AS SPECIFIED ON THE PLANS TO FACILITATE THE DRAINAGE OF WATER AFTER INSTALLATION.

PLACE BARRIER ON A PAVED SURFACE. REMOVE ALL LOOSE DIRT AND SAND FROM THE ROADWAY SURFACE PRIOR TO PLACEMENT OF THE BARRIER.

INSTALL MECHANICAL OR ADHESIVE ANCHORS PER MANUFACTURER'S RECOMMENDATIONS. PROVIDE MANUFACTURER'S INFORMATION TO PROJECT ENGINEER.

(1) MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
- a. TYPE: WI CBTP
- b. MANUFACTURER
- c. DATE MANUFACTURED (MONTH AND YEAR)

(2) 1" CHAMFER TO PREVENT SPALLING.

(3) A ⅜" HOLE IN THE CONNECTION PIN, AT THE LOCATION SHOWN, IS ACCEPTABLE, BUT NOT REQUIRED..

(4) "V" NOTCH IS OPTIONAL.

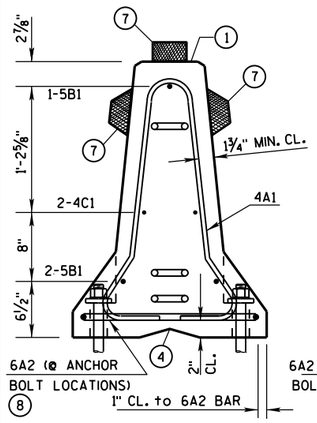
(5) THE 4" DIAMETER, 11 GAUGE STEEL, ROUND MECHANICAL TUBING SLEEVE FOR LIFTING (OPTIONAL).

(6) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

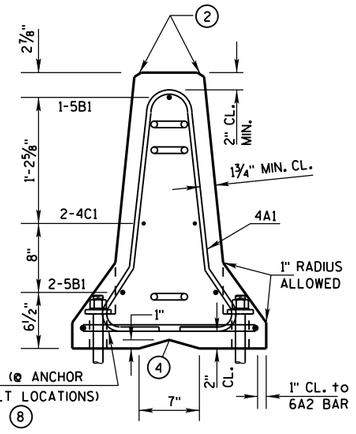
(7) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MAY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURES INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED TO THE LEFT OF TRAFFIC AND WHITE REFLECTORS WHEN BARRIER IS LOCATED TO THE RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART. PROVIDE TOP MOUNTED DELINEATORS IN ADDITION TO THE SIDE MOUNTED DELINEATORS ON ALL BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAN 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

(8) SEE SHEET D FOR ANCHORING CRITERIA.

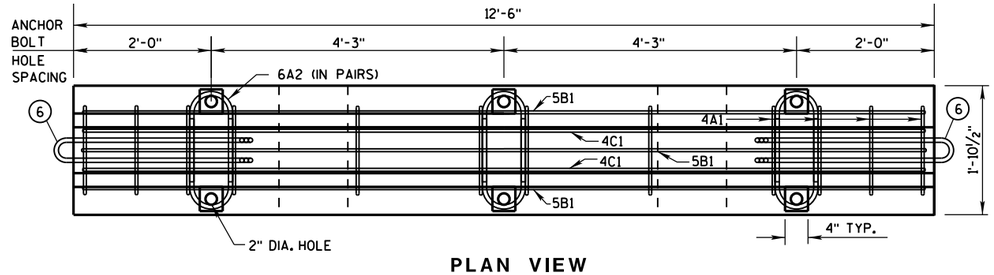
(9) 1" CHAMFER OPTIONAL.



SECTION A-A
(STIRRUP PLACEMENT)

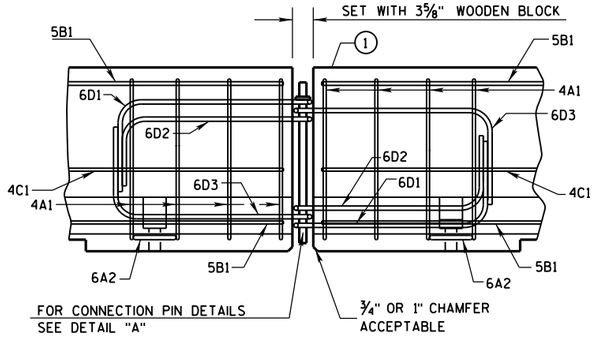


SECTION B-B
(STIRRUP PLACEMENT)

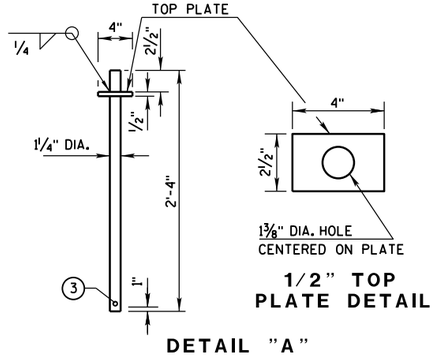


PLAN VIEW

DETAILS OF BARRIER SECTION

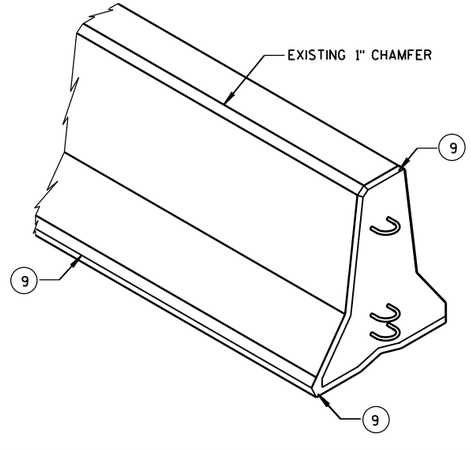


DETAILS OF BARRIER CONNECTION



1/2" TOP
PLATE DETAIL

DETAIL "A"
CONNECTION PIN
(A36 STEEL (10.9 LB EACH))



CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

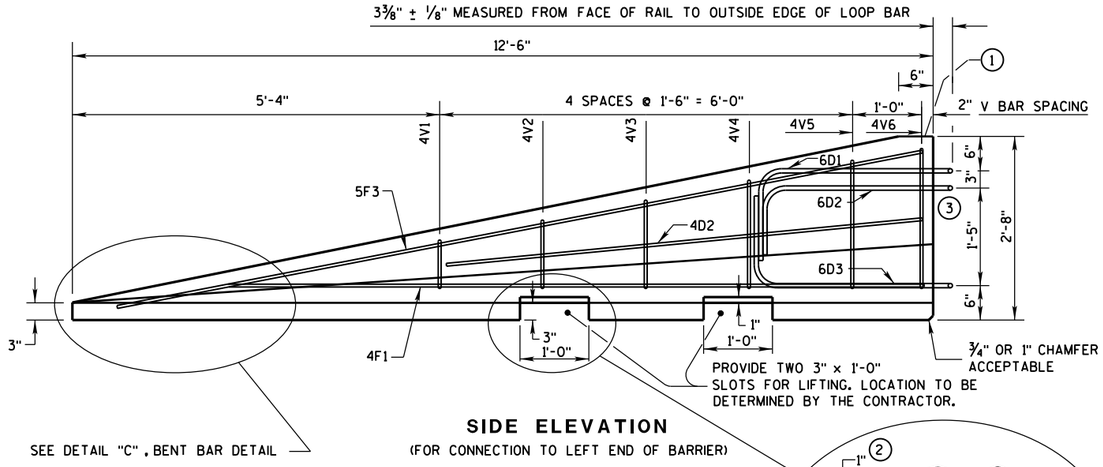
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 97

6

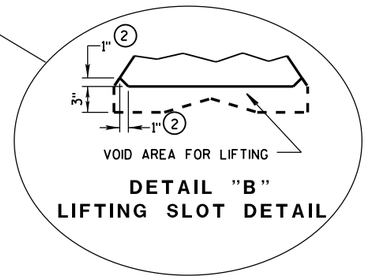
S.D.D. 14 B 7-14a

6

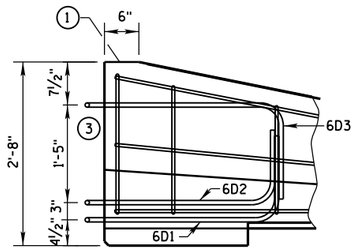
S.D.D. 14 B 7-14a



SIDE ELEVATION
(FOR CONNECTION TO LEFT END OF BARRIER)



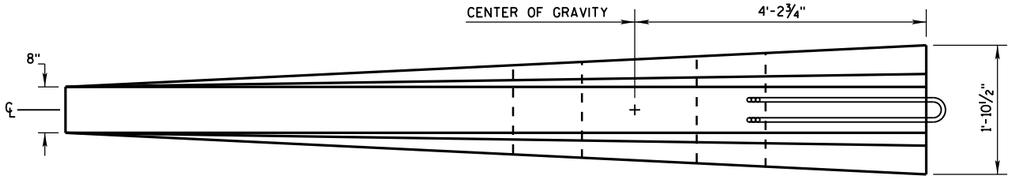
DETAIL "B"
LIFTING SLOT DETAIL



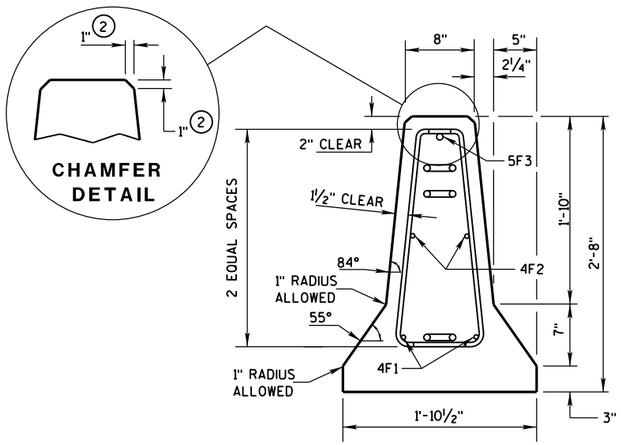
SIDE ELEVATION
LOOP BAR ASSEMBLY INVERTED
FOR OPPOSITE END.
(FOR CONNECTION TO RIGHT END OF BARRIER)

GENERAL NOTES

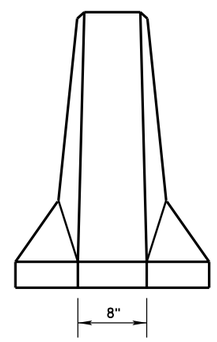
1. MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
   a. TYPE WICBTP
   b. MANUFACTURER
   c. DATE MANUFACTURED (MONTH AND YEAR)
2. 1" CHAMFER TO PREVENT SPALLING.
3. NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.



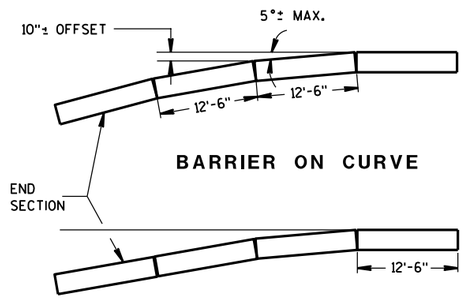
PLAN VIEW



END SECTION



FRONT ELEVATION



BARRIER ON CURVE

FLARE AT BARRIER END

POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	6:1
45 OR GREATER	8:1

DETAILS OF BARRIER TAPER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

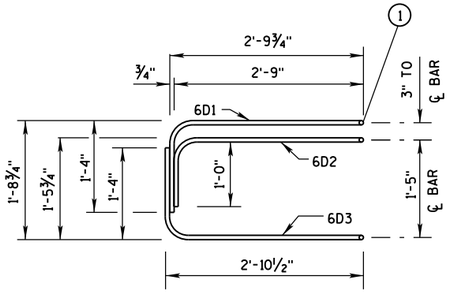
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 7-14b

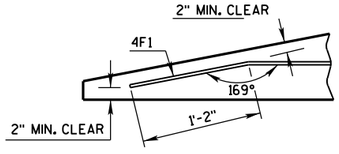
BARRIER TAPER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER TAPER SECTION)

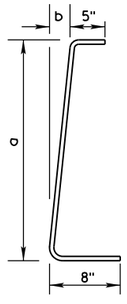
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4V1	4	2	1'-11"
4V2	4	2	2'-2"
4V3	4	2	2'-6"
4V4	4	2	2'-9"
4V5	4	2	3'-2"
4V6	4	2	3'-4"
4F1	4	2	12'-0"
4F2	4	2	7'-6"
5F3	5	1	11'-9"
LOOP ASSEMBLY			
6D1	6	1	8'-5"
6D2	6	1	7'-7"
6D3	6	1	8'-6"



ELEVATION
LOOP BAR ASSEMBLY



DETAIL "C"
BENT BAR DETAIL



BAR	a	b
V1	10"	1"
V2	1'-1"	1¼"
V3	1'-5"	1⅝"
V4	1'-8"	1⅞"
V5	2'-0½"	2⅜"
V6	2'-3"	2¾"

4V BARS
2 AT EACH SIZE REQUIRED
FOR STIRRUP ASSEMBLY

TAPER BARRIER SECTION

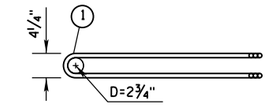
GENERAL NOTES

(1) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

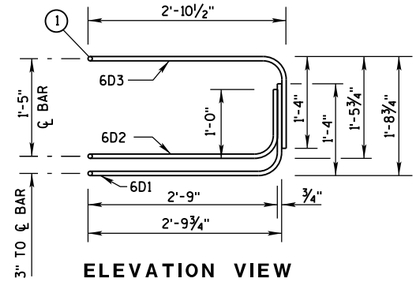
BARRIER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER SECTION)

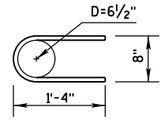
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4A1	4	12	6'-0"
6A2	6	6	2'-11"
5B1	5	3	12'-2"
4C1	4	2	12'-2"
LOOP ASSEMBLY			
6D1	6	2	8'-5"
6D2	6	2	7'-7"
6D3	6	2	8'-6"



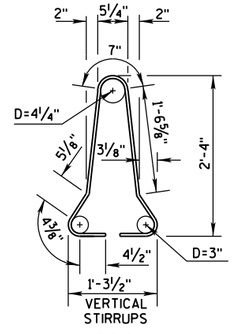
PLAN VIEW
LOOP BAR ASSEMBLY
(MARKED END SHOWN, INVERT FOR OTHER END)



ELEVATION VIEW



6A2



4A1

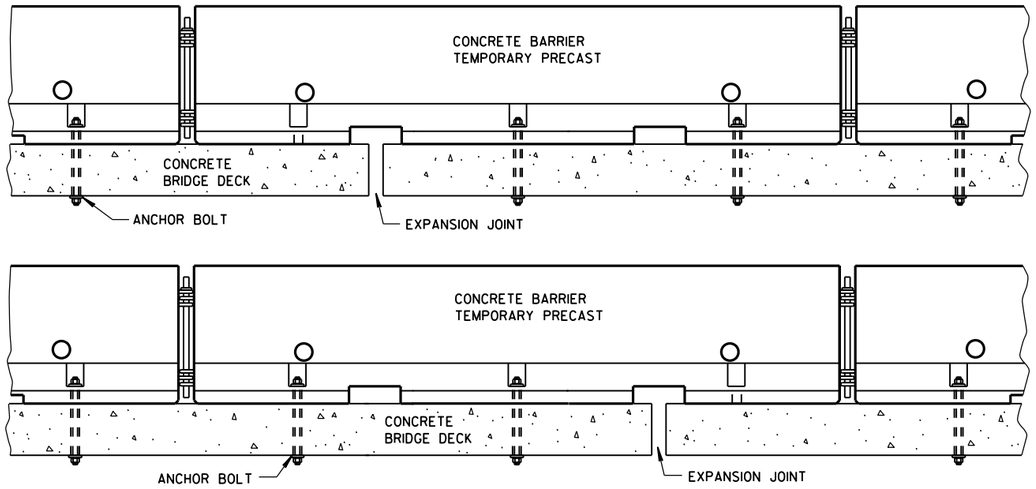
BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

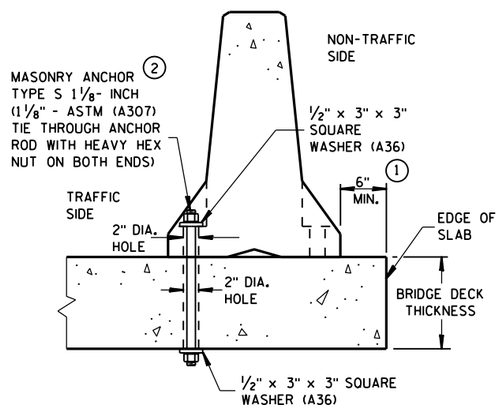
6

S.D.D. 14 B 7-14c



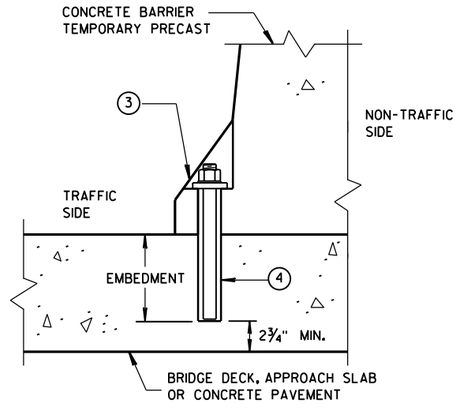
TREATMENT AT BRIDGE DECK EXPANSION JOINTS

(NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.)



THROUGH BOLTED ANCHOR INSTALLATION ON BRIDGE DECK

(DO NOTUSE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY)



REMOVABLE ADHESIVE BONDED ANCHOR ② INSTALLATION ON CONCRETE BRIDGE DECK, CONCRETE APPROACH SLAB, OR CONCRETE PAVEMENT

(DO NOT USE ON CONCRETE WITH AN ASPHALTIC OVERLAY)

GENERAL NOTES

① CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" SHALL BE ANCHORED IF:
THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT, IS LESS THAN 4 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 45 MPH OR GREATER, OR

THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT, IS LESS THAN 2 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 40 MPH OR LESS.

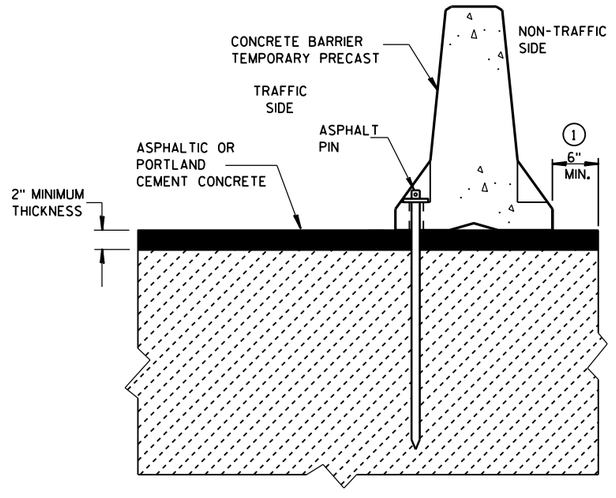
② ANCHORING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST.

WITH THE APPROVAL OF THE ENGINEER, REMOVABLE ADHESIVE BONDED ANCHOR BOLT INSTALLATION MAY BE USED IN LIEU OF THROUGH BOLTED ANCHOR INSTALLATION. THE ADHESIVE BONDED ANCHOR BOLT MUST BE REMOVABLE. USE ASTM (A307) MASONRY ANCHORS TYPE S 1⅛-INCH, EMBEDDED TO A DEPTH SUFFICIENT TO DEVELOP THE ULTIMATE CAPACITY OF THE ANCHOR BOLT AND PROVIDE DOCUMENTATION TO CONFIRM THIS.

UPON REMOVAL OR RELOCATION OF THE BARRIER UNITS, REMOVE ALL ANCHOR BOLTS AND COMPLETELY FILL IN THE REMAINING HOLES IN CONCRETE BRIDGE DECKS, CONCRETE APPROACH SLABS AND CONCRETE PAVEMENTS THAT ARE TO REMAIN, WITH A NON-SHRINK COMMERICAL GROUT OR MATERIAL IDENTIFIED ON THE CURRENT WISDOT APPROVED PRODUCTS LIST.

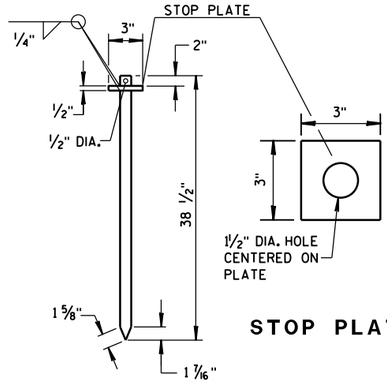
③ 1⅛" DIAMENTER A307 THREADED ROD, ½" X 3" X 3" SQUARE PLATE WASHER WITH ASTM A36 STEEL, ASTM A563A HEAVY HEX NUT.

④ ADHESIVE ANCHORS WITH A MINIMUM BOND STRENGTH OF 1,800 PSI AND 5¼" EMBEDMENT. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.



STAKE DOWN INSTALLATION FOR ASPHALTIC OR PORTLAND CEMENT CONCRETE SURFACE

(STAKING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST)

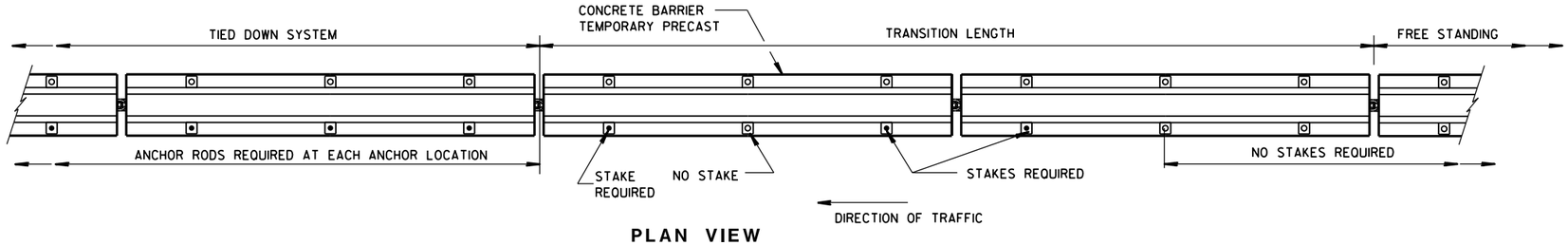


STOP PLATE



ASPHALT PIN

(ASTM A36 STEEL)



PLAN VIEW

FREE STANDING TRANSITION TO TIED-DOWN SYSTEM

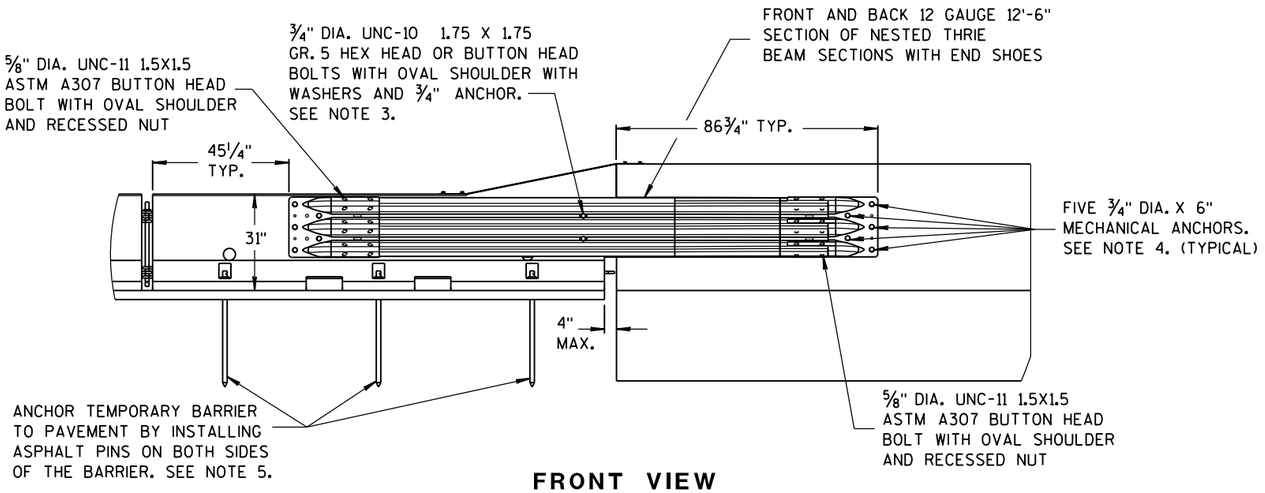
(PLACE TRANSITION IN A TANGENT SECTION OF BARRIER PARALLEL TO THE ROADWAY. IF TRANSITION OCCURS ON STRUCTURAL SLAB, ANCHOR AS SHOWN.)

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

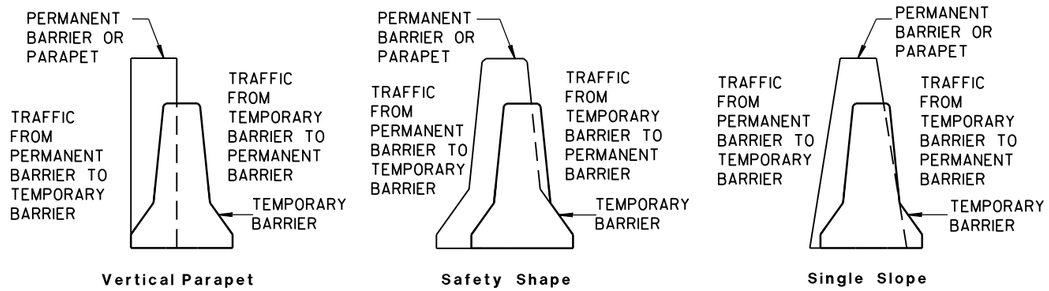
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 7-14d



FRONT VIEW

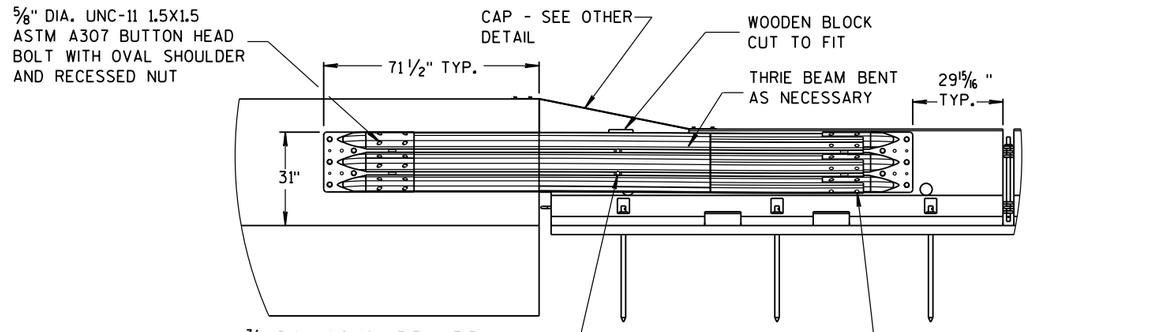


TEMPORARY BARRIER PLACEMENT FOR BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

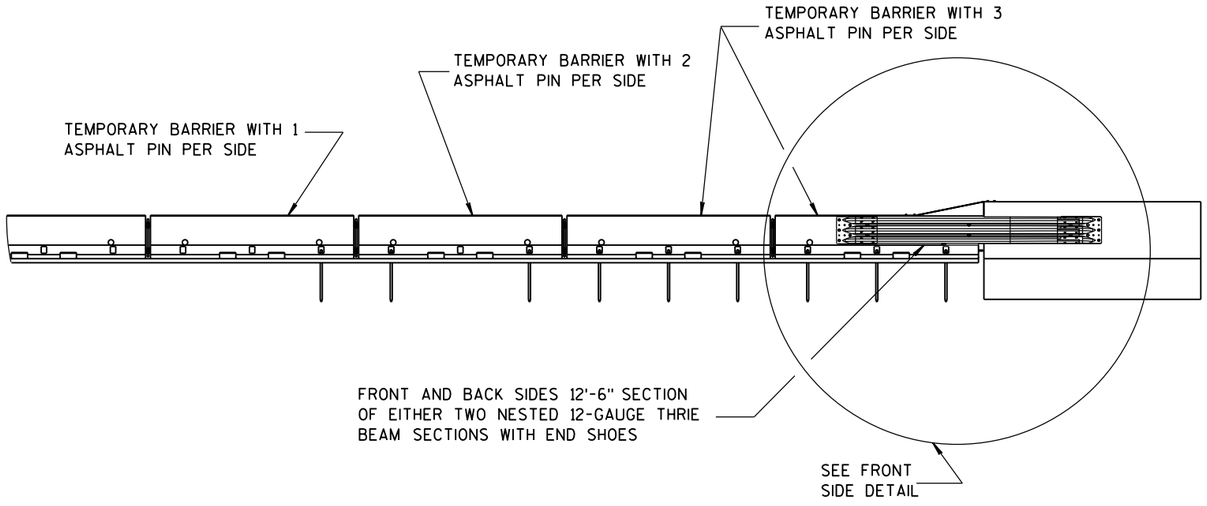
NOTES

NESTED THRIE BEAM IS REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS.

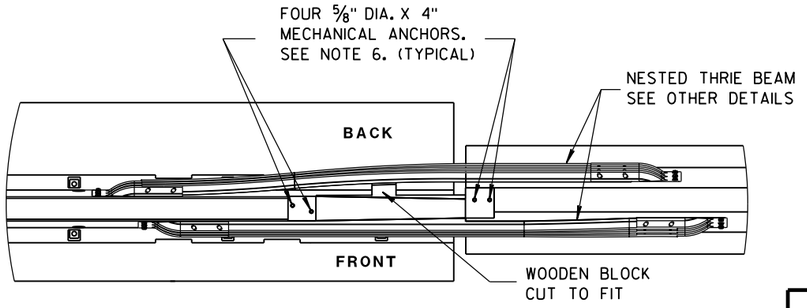
1. CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF PERMANENT BARRIER OR PARAPET.
2. THRIE BEAM PIECES ARE OFFSET 15 1/4" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.
3. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 10.48 KIPS.
4. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 17.9 KIPS AND ULTIMATE SHEAR LOAD 21.96 KIPS.
5. MAY BE USED ON CONCRETE OR ASPHALT PAVEMENTS. ASPHALT OPTION SHOWN. FOR CONCRETE OPTION SEE OTHER DETAILS.
6. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 12.14 KIPS AND ULTIMATE SHEAR LOAD 17.5 KIPS.



BACK VIEW



FRONT VIEW



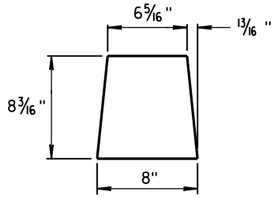
PLAN VIEW

BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

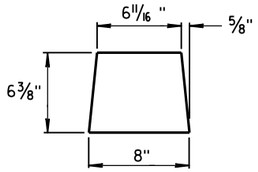
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

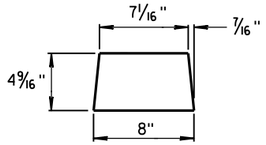
6
S.D.D. 14 B 7-14e



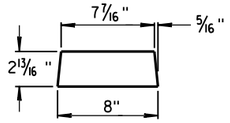
GUSSET 1



GUSSET 2

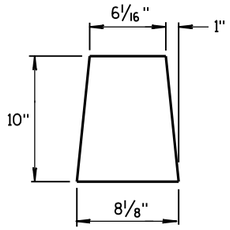


GUSSET 3

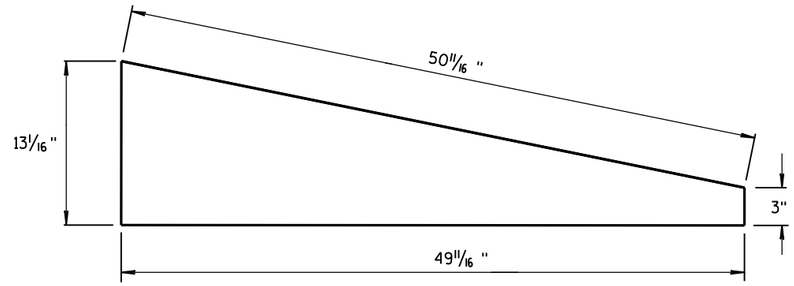


GUSSET 4

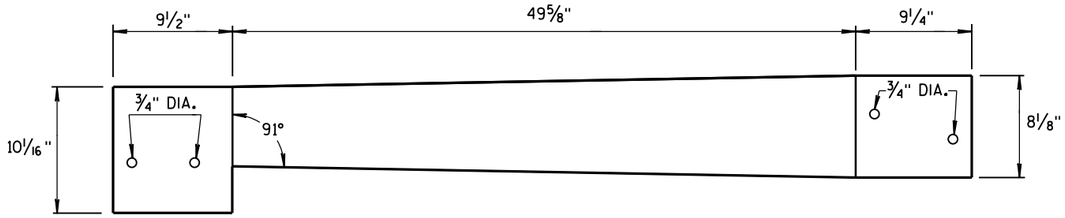
GUSSETS

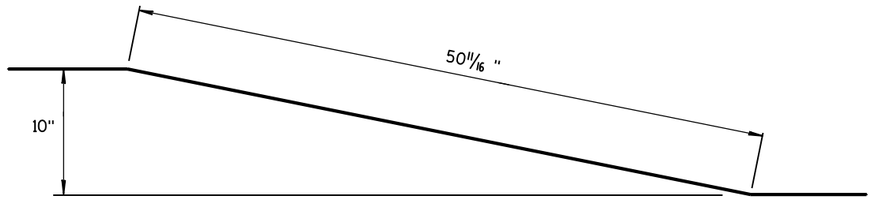


END PLATE



SIDE PLATE

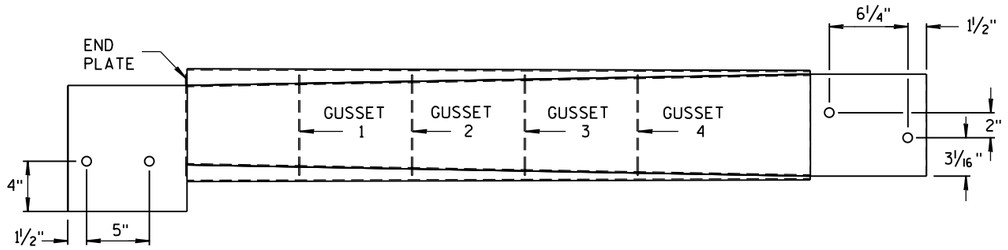


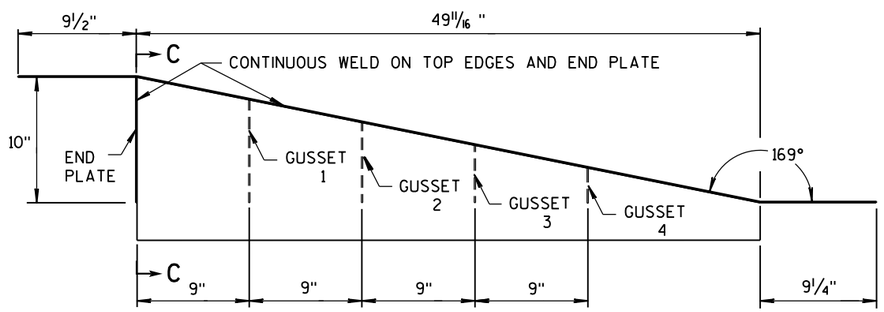


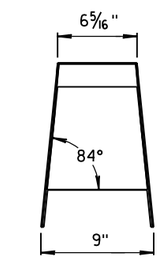
TOP PLATE

SIDE, TOP AND END PLATES FOR CAP FROM TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.







SECTION C-C

NOTES

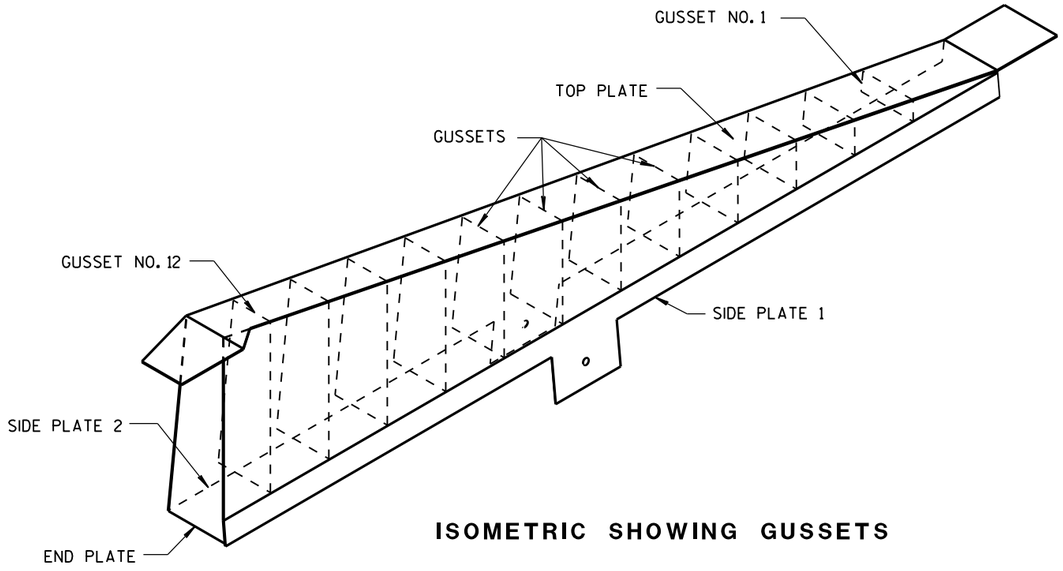
1. FOUR GUSSETS AND END PLATE ARE STITCH WELDED ON THREE SIDES.
2. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE, AND GUSSETS.

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

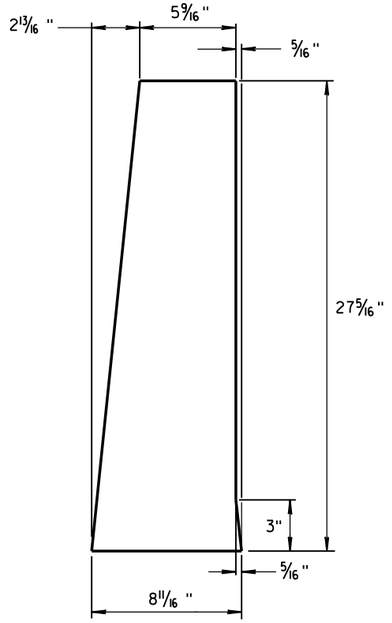
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 14 B 7-14f

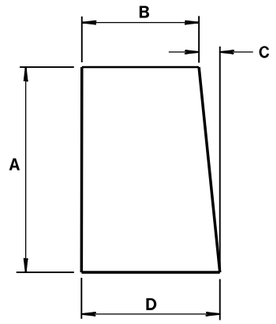


ISOMETRIC SHOWING GUSSETS



END PLATE

1/8" STEEL PLATE



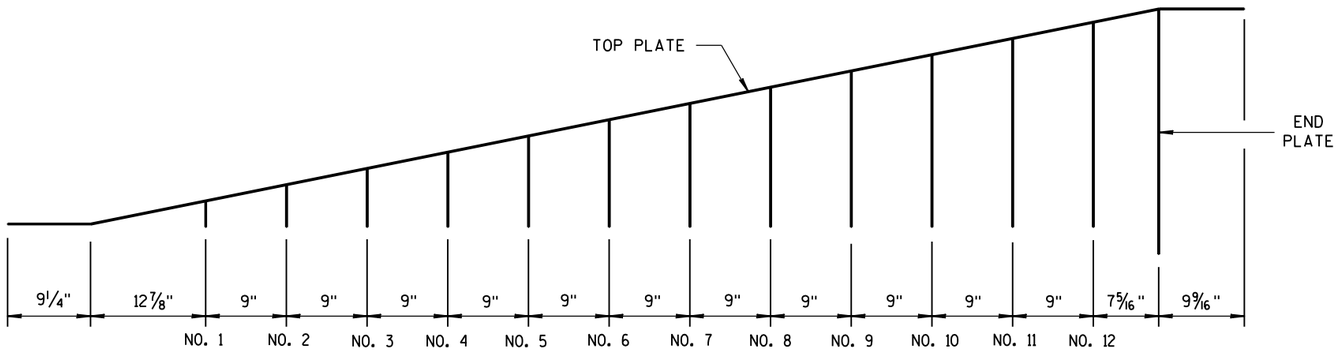
GUSSETS 1 - 12

ALL GUSSETS 1/8" STEEL PLATE

GUSSET DIMENSIONS				
GUSSET NO.	A	B	C	D
1	2 7/8"	7 3/4"	1/4"	8
2	4 11/16 "	7 9/16 "	1/2"	8
3	6 1/2"	7 3/8"	11/16 "	8 1/16 "
4	8 5/16 "	7 3/16 "	7/8"	8 1/16 "
5	10 1/8"	7"	1 1/16 "	8 1/16 "
6	11 15/16 "	6 13/16 "	1 1/4"	8 1/16 "
7	13 3/4"	6 5/8"	1 7/16 "	8 1/16 "
8	15 9/16 "	6 7/16 "	1 9/16 "	8 1/16 "
9	17 3/8"	6 1/4"	1 13/16 "	8 1/16 "
10	19 3/16 "	6 1/16 "	1 15/16 "	8 1/16 "
11	21"	5 7/8"	2 3/16 "	8 1/16 "
12	22 13/16 "	5 11/16 "	2 5/16 "	8 1/16 "

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 STEEL AND GALVANIZED.

GUSSETS AND END PLATE ARE STITCH WELDED ON 3 SIDES. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE AND GUSSETS.



GUSSET LOCATION

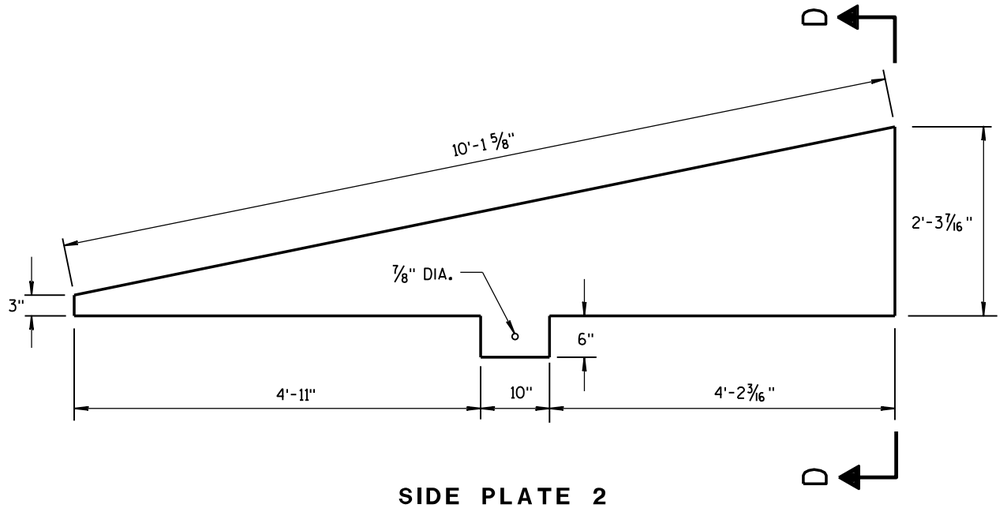
CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

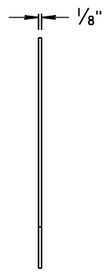
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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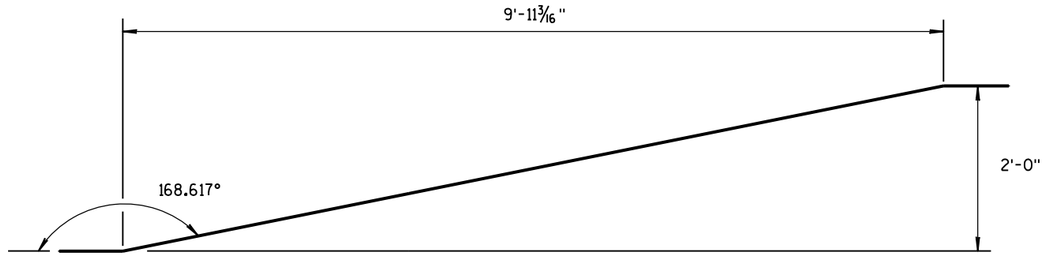
S.D.D. 14 B 7-14g



SIDE PLATE 2

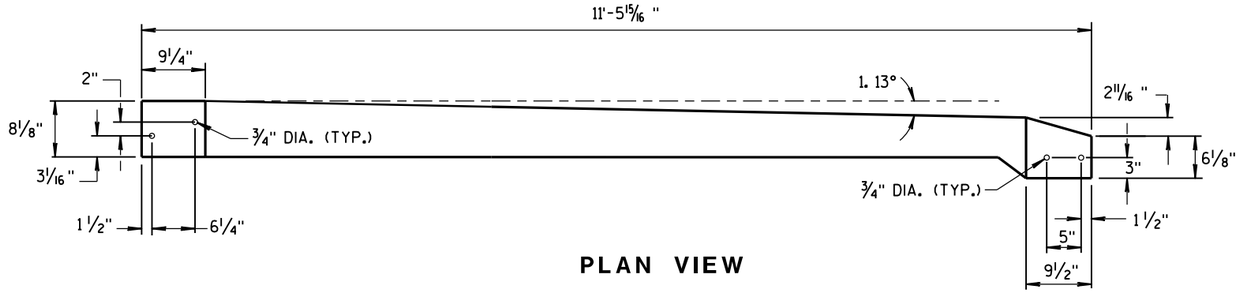


END VIEW



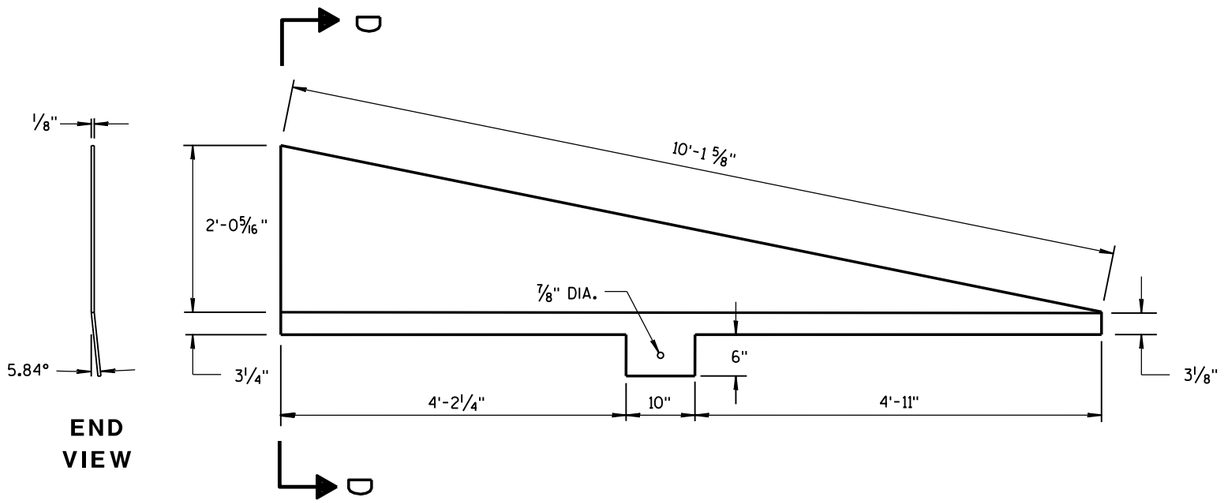
SIDE VIEW

TOP PLATE



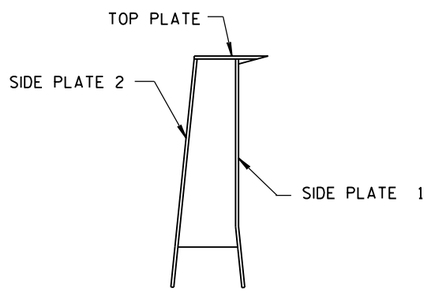
PLAN VIEW

TOP PLATE



END VIEW

SIDE PLATE 1



SECTION D-D

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

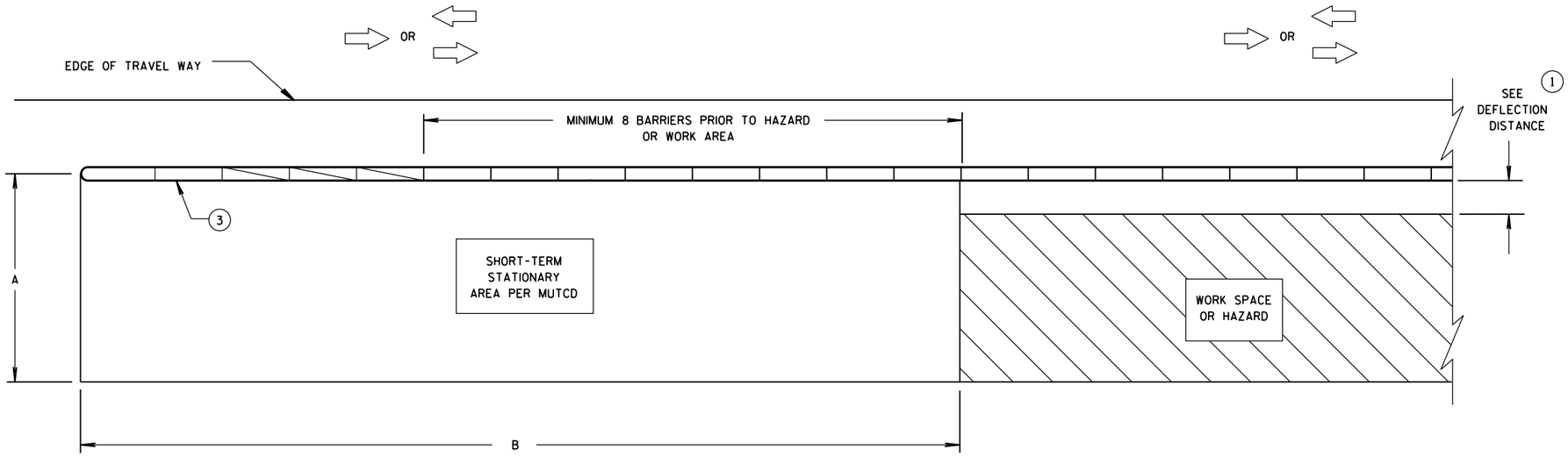
APPROVED
June 2014 — DATE
/S/ Jerry H. Zoaa — ROADWAY STANDARD DEVELOPMENT ENGINEER
FHWA

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S.D.D. 14 B 7-14h

6

S.D.D. 14 B 7-14h



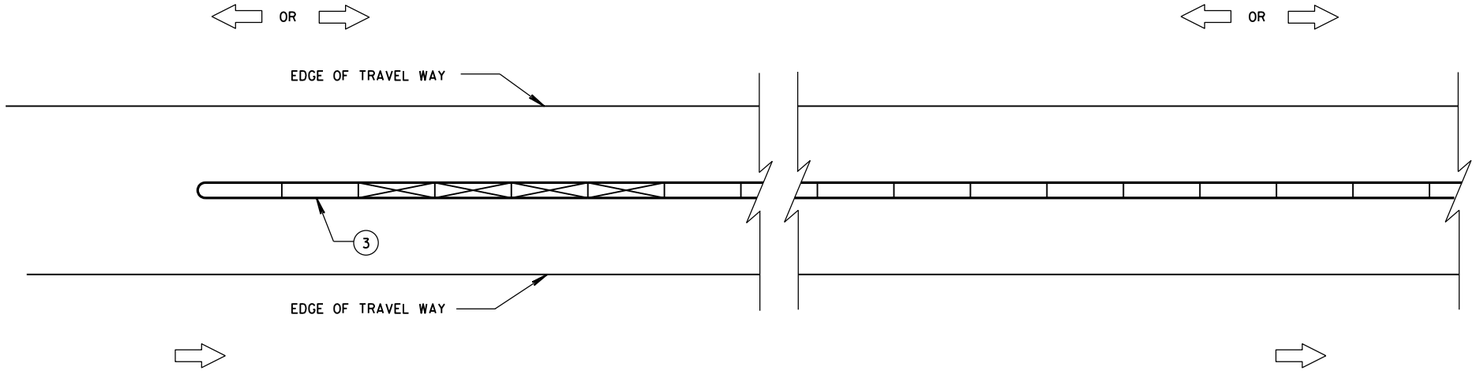
CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE OF BARRIER

DIMENSION A TABLE (2)

FACILITY	POSTED SPEED MPH	DIMENSION A	
		MIN. FT	MAX. FT
FREEWAY/EXPRESSWAY	ALL	15	20
NON-FREEWAY/EXPRESSWAY	GREATER THAN OR EQUAL TO 45	10	15
NON-FREEWAY/EXPRESSWAY	LESS THAN 45	8	10
AADT LESS THAN 1,500	ALL	8	10

DIMENSION B TABLE (2)

POSTED SPEEDS MPH	DIMENSION B FT
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON BOTH SIDES OF BARRIER

LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

GENERAL NOTES

SEE STANDARD DETAIL DRAWING 14B7 FOR MORE INFORMATION.

DETAILS PROVIDE A GENERAL LAYOUT OF TEMPORARY CONCRETE BARRIER, CRASH CUSHIONS, SAND BARREL ARRAYS AND TIE DOWN TRANSITIONS. DETAILS PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

ADDITIONAL TEMPORARY BARRIER MAY BE REQUIRED TO PROTECT TRAVELING PUBLIC FROM HAZARDS, CONTRACTOR'S OPERATIONS OR TO CONTROL TRAFFIC.

TEMPORARY BARRIER MAY BE REQUIRED TO BE ANCHORED TO PAVEMENT OR BRIDGE DECK.

FOR DETAILS ON CRASH CUSHION OR SAND BARREL ARRAYS SEE OTHER SECTIONS OF THE PLAN AND MANUFACTURE'S DETAILS.

SLOPES LEADING TO TEMPORARY BARRIER, CRASH CUSHION OR SAND BARREL ARRAY ARE 10:1 OR LESS.

(1) FOR DEFLECTION INFORMATION SEE STANDARD DETAIL DRAWING 14B7.

(2) VALUES PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

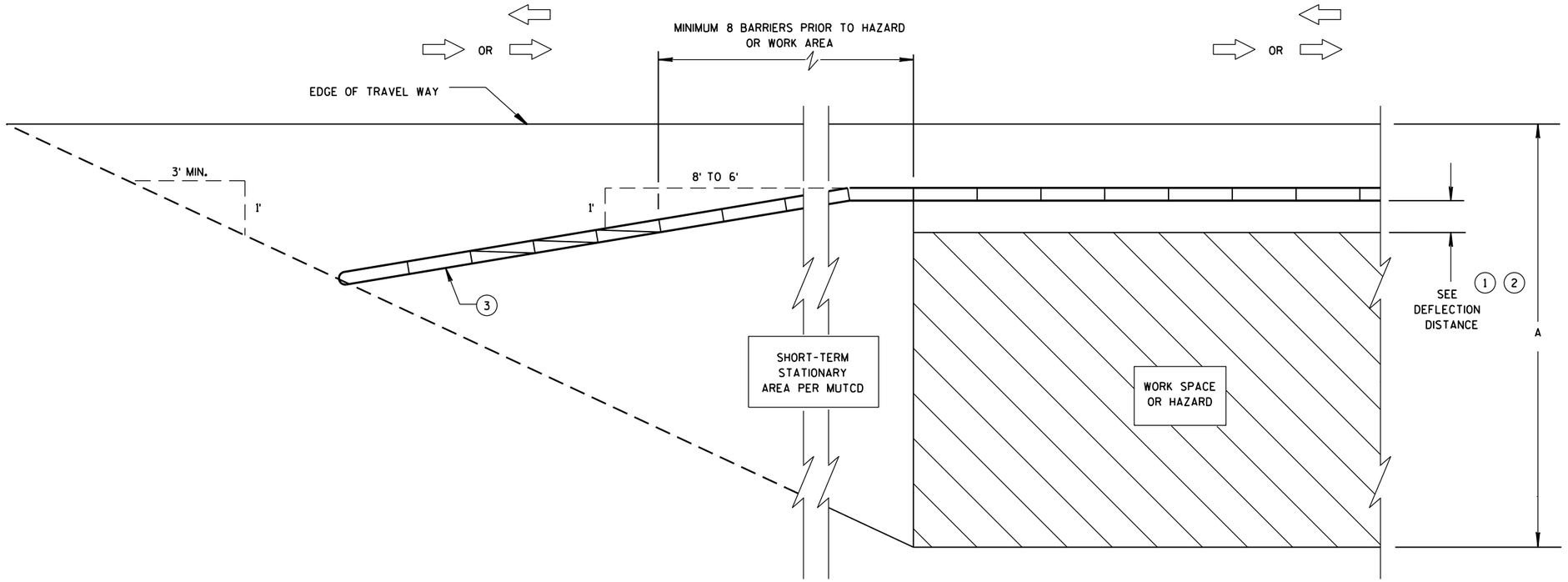
(3) ANCHOR TEMPORARY BARRIER ACCORDING TO CRASH CUSHION OR SAND BARREL MANUFACTURER'S RECOMMENDATIONS. IF MANUFACTURER'S RECOMMENDATIONS ARE NOT PROVIDED, ANCHOR 3 PINS ON TRAFFIC SIDE.

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

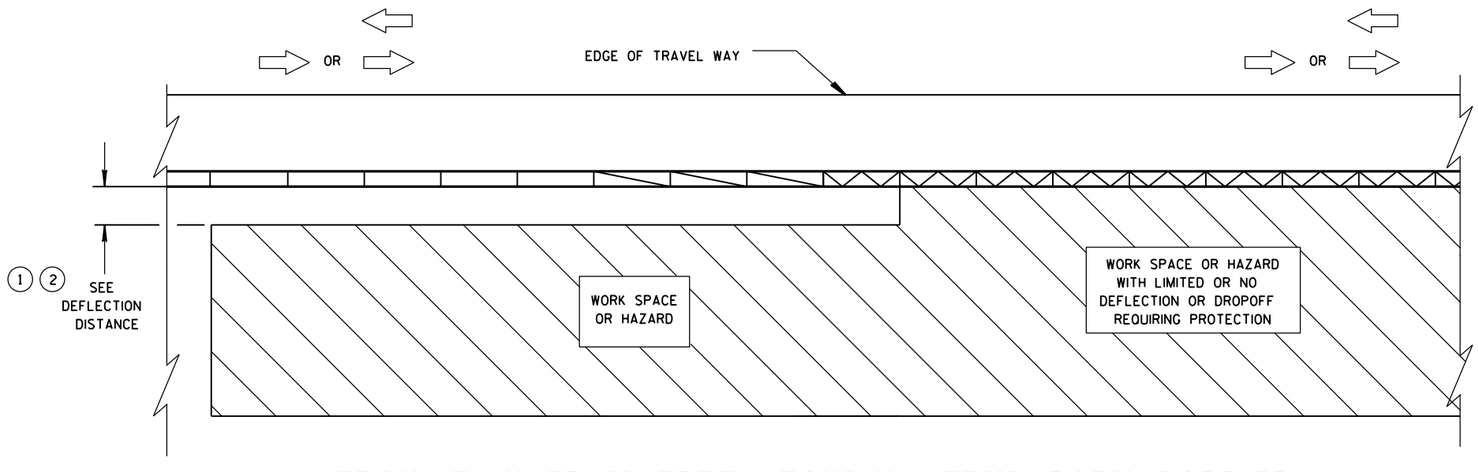
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 8-2a
S.D.D. 14 B 8-2a



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE - FLARED INSTALLATION



TRANSITION FROM FREE STANDING TEMPORARY BARRIER TO ANCHORED BARRIER

LEGEND

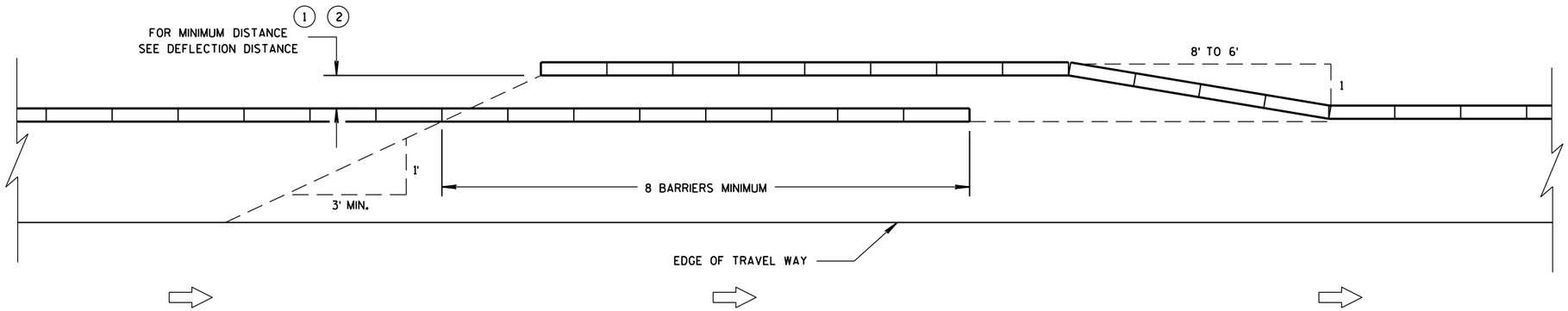
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

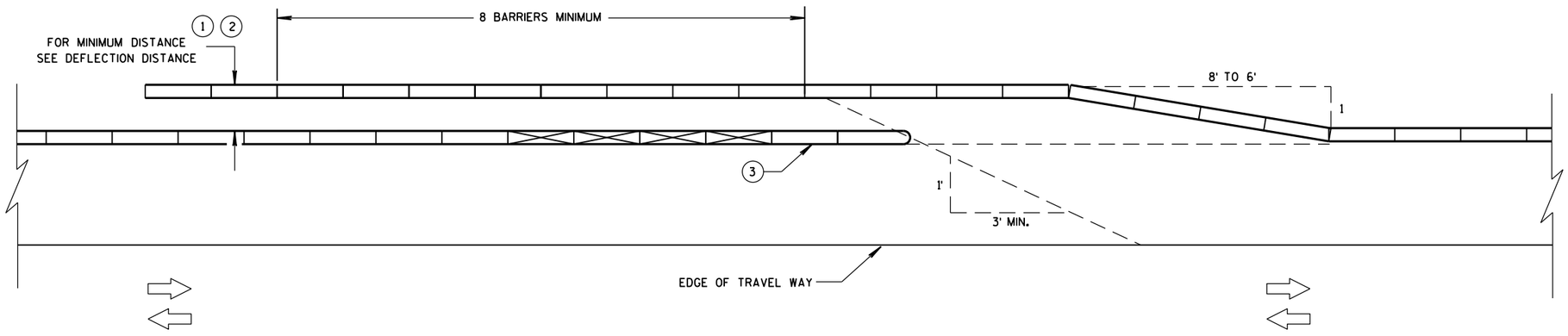
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

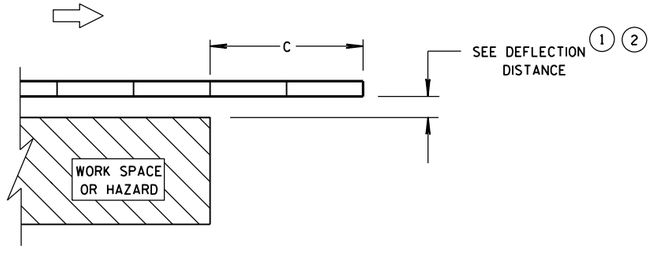
S.D.D. 14 B 8-2b



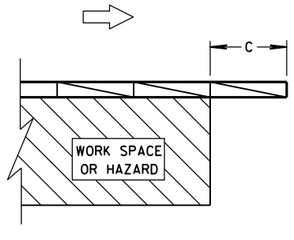
TEMPORARY BARRIER OVERLAP - ONE-WAY TRAFFIC



TEMPORARY BARRIER OVERLAP - TWO-WAY TRAFFIC



ENDING TEMPORARY BARRIER DOWNSTREAM - UNANCHORED



ENDING TEMPORARY BARRIER DOWNSTREAM - ANCHORED

LEGEND

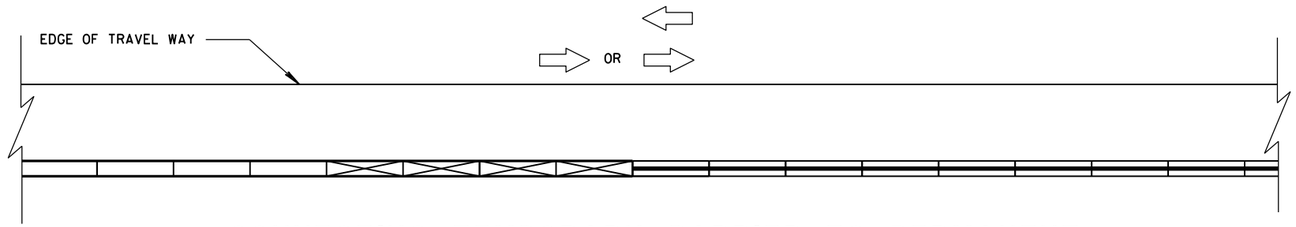
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

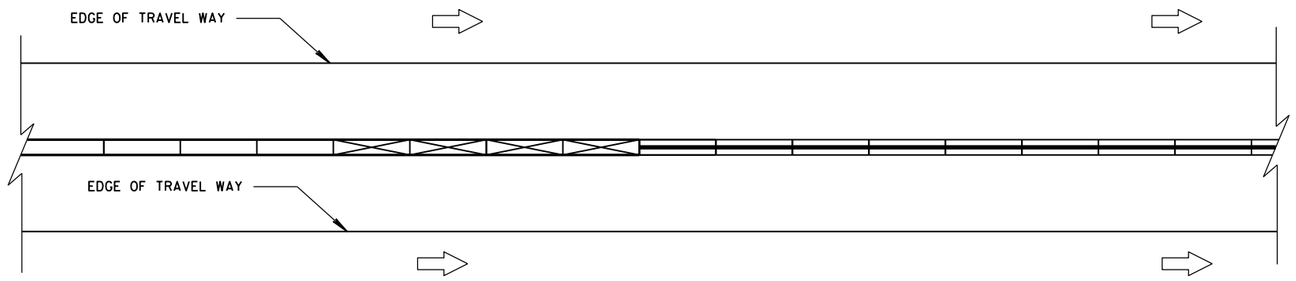
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 8-2c



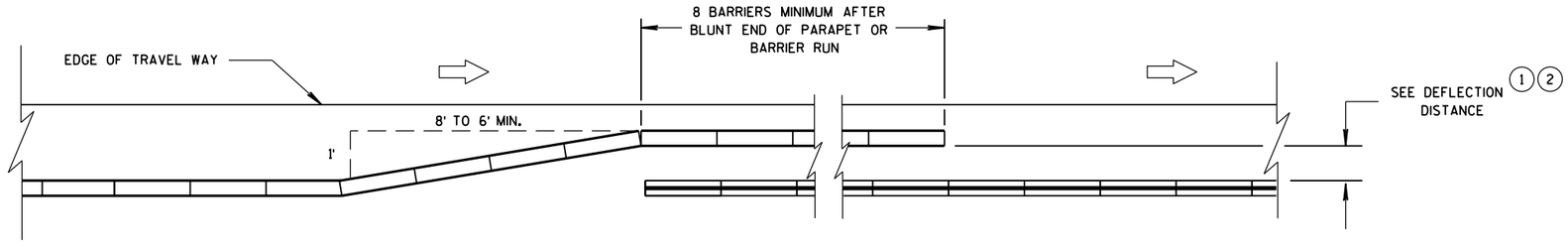
CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON ONE SIDE



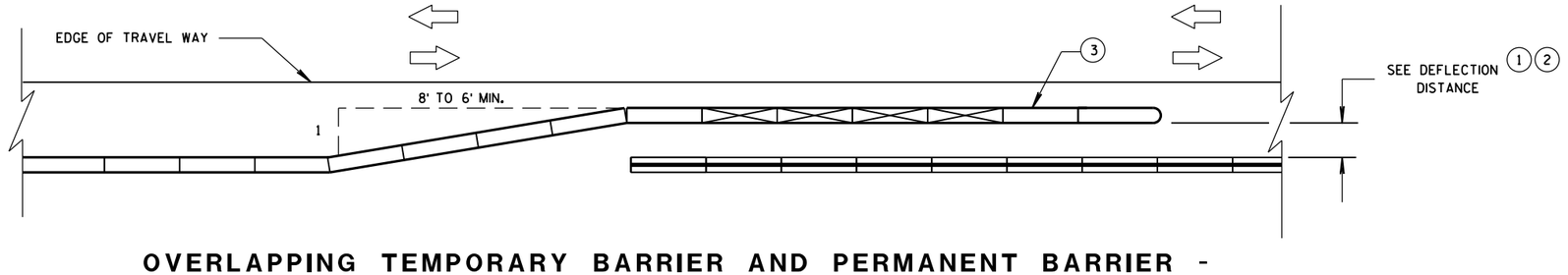
CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON BOTH SIDES

LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
ONE WAY TRAFFIC



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
TWO WAY TRAFFIC

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 8-2d

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

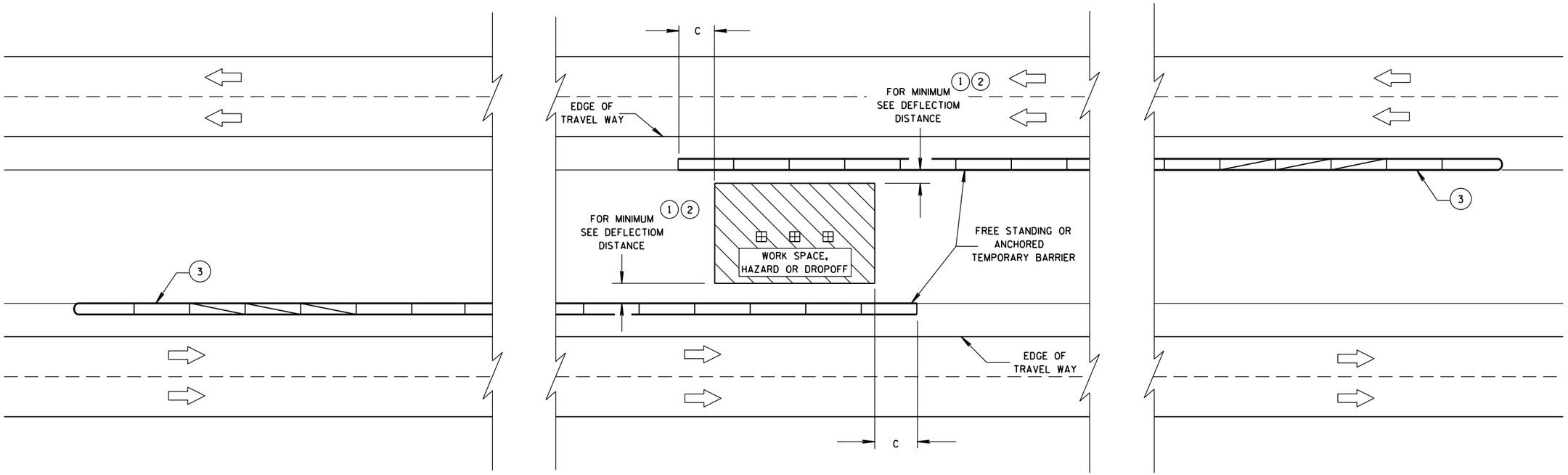
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

DIMENSION C TABLE (2)

AVAILABLE DEFLECTION DISTANCE	MINIMUM LENGTH OF BARRIER BEYOND HAZARD FT
GREATER THAN 8'	12.5
LESS THAN OR EQUAL TO 8' BUT GREATER THAN 4'	50
LESS THAN OR EQUAL TO 4'	100



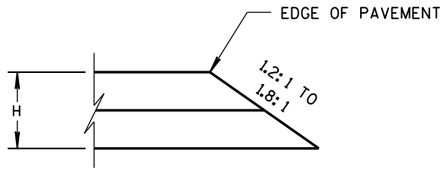
CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINNER
FHWA

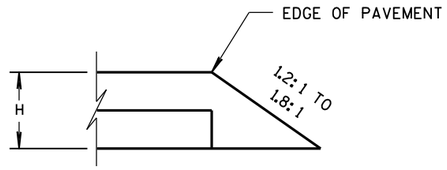
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S.D.D. 14 B 8-2e



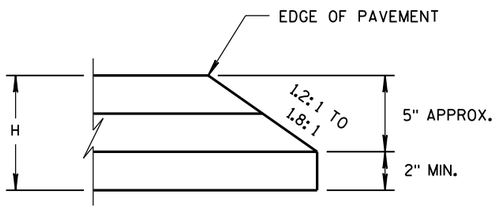
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



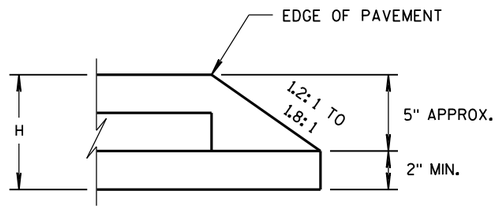
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

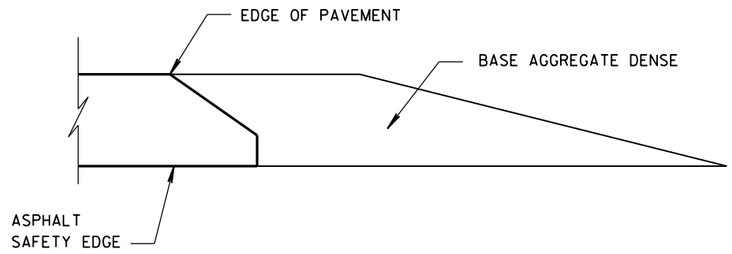
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

6

S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

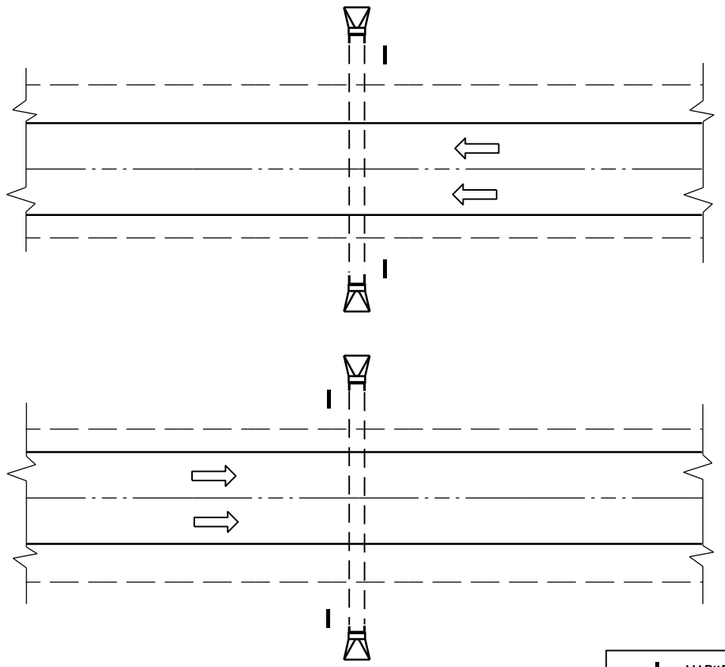
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/2012
DATE

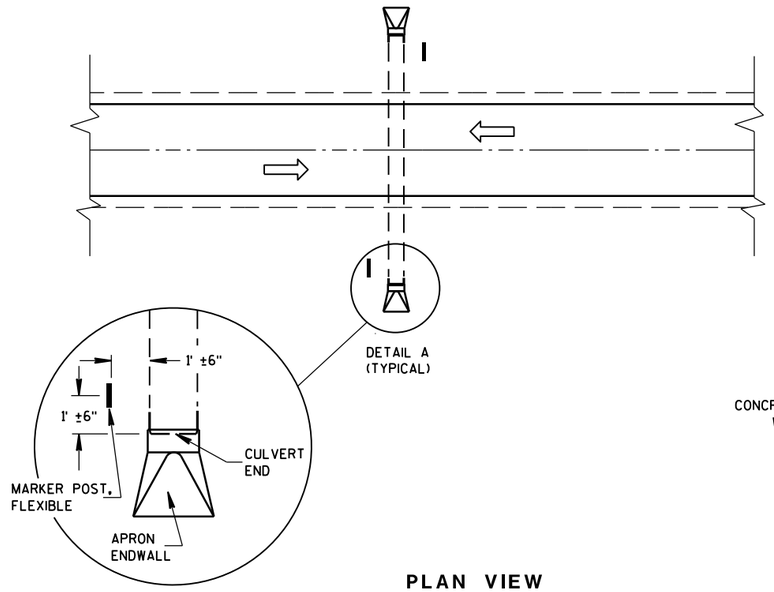
/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

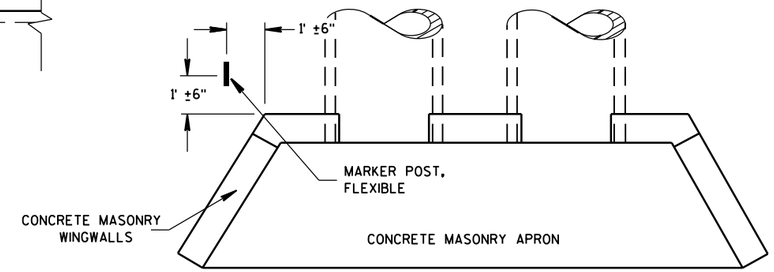
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

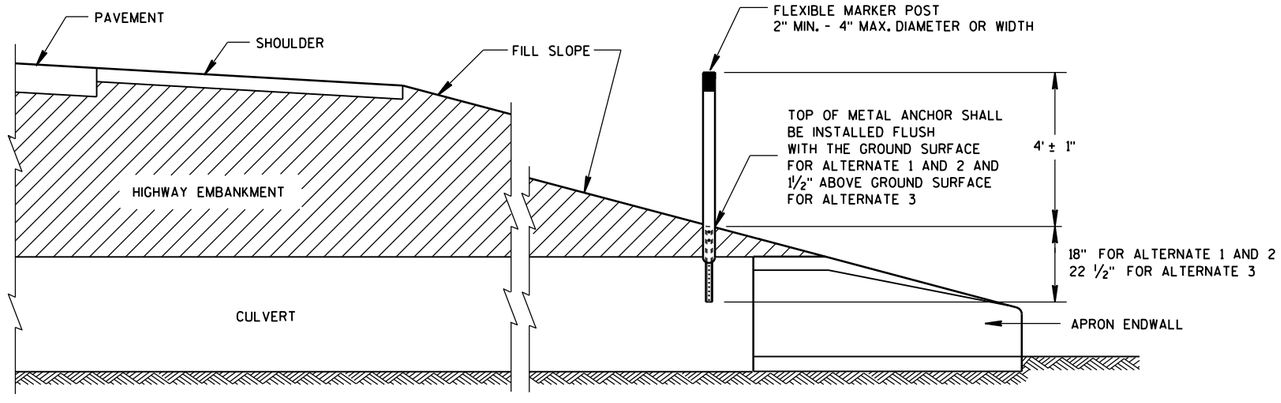
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

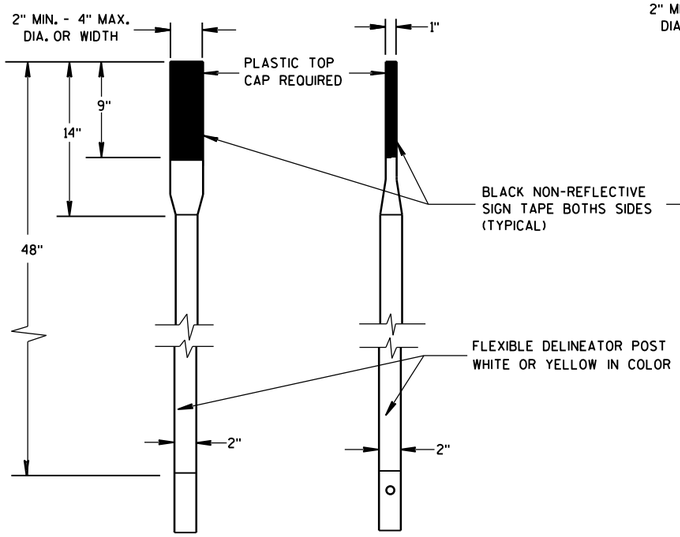
FLEXIBLE MARKER POST

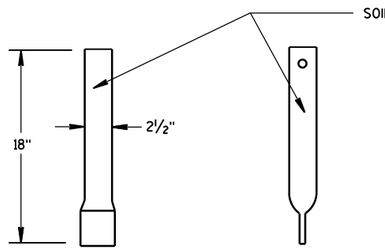
FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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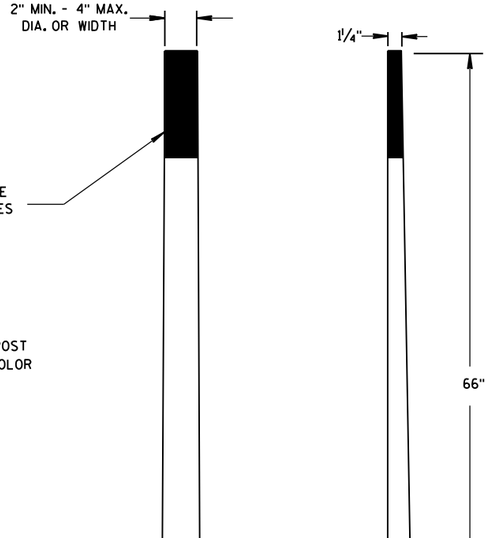
S.D.D. 15 A 3-2a





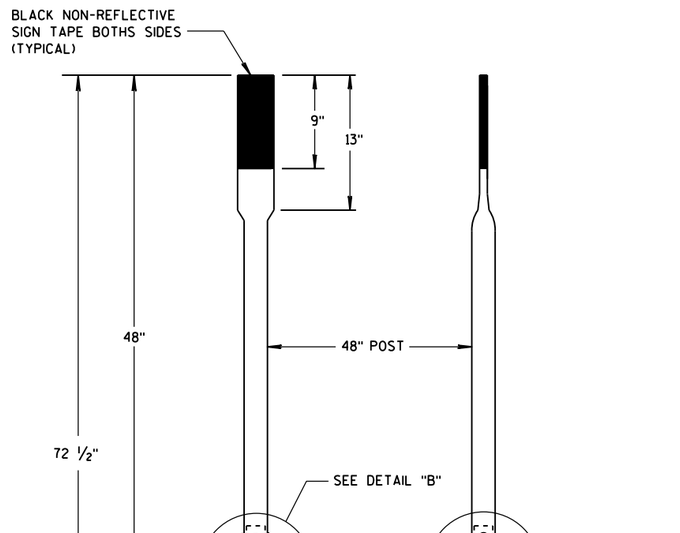
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

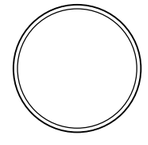
ALTERNATE 2



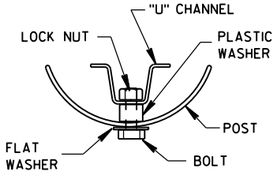
FRONT VIEW SIDE VIEW

ALTERNATE 3

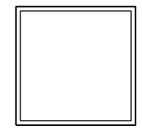
FLEXIBLE MARKER POSTS



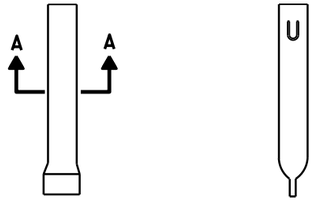
SECTION A-A



SECTION B-B

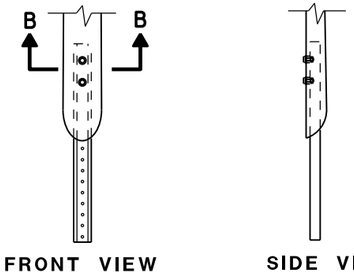


SECTION C-C



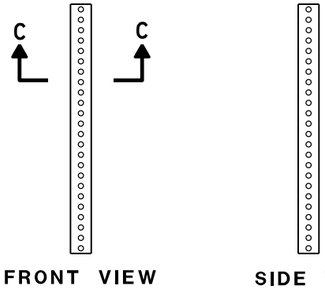
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

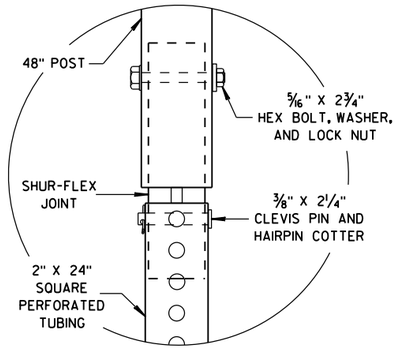
ALTERNATE 2



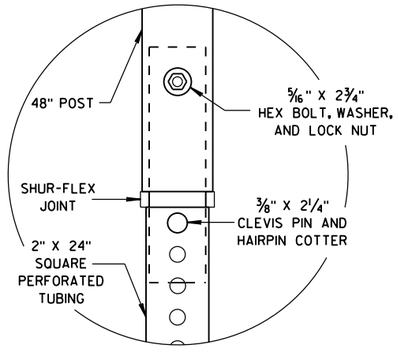
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

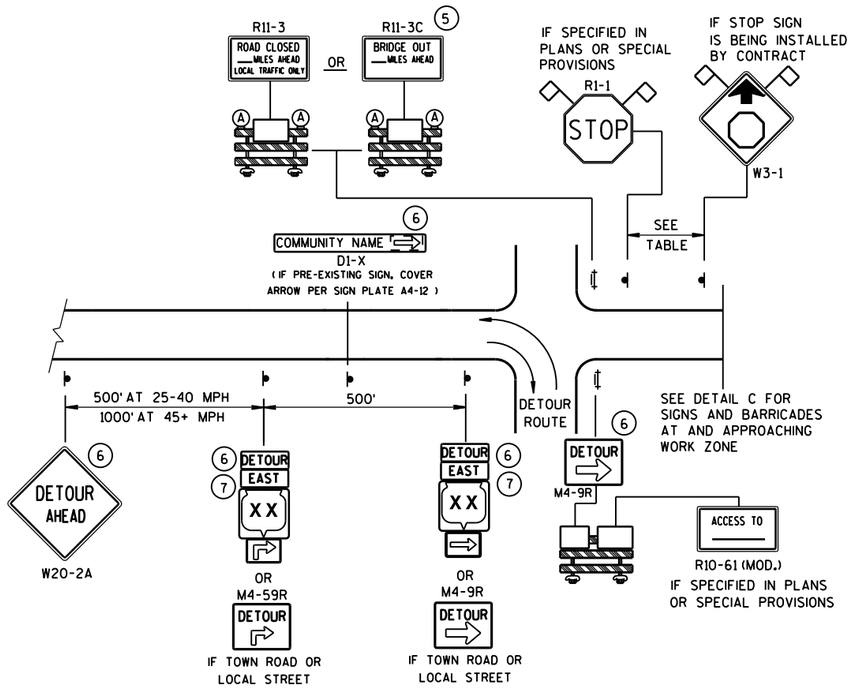
APPROVED
10/1/2012
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
FHWA

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S.D.D. 15 A 3-2b

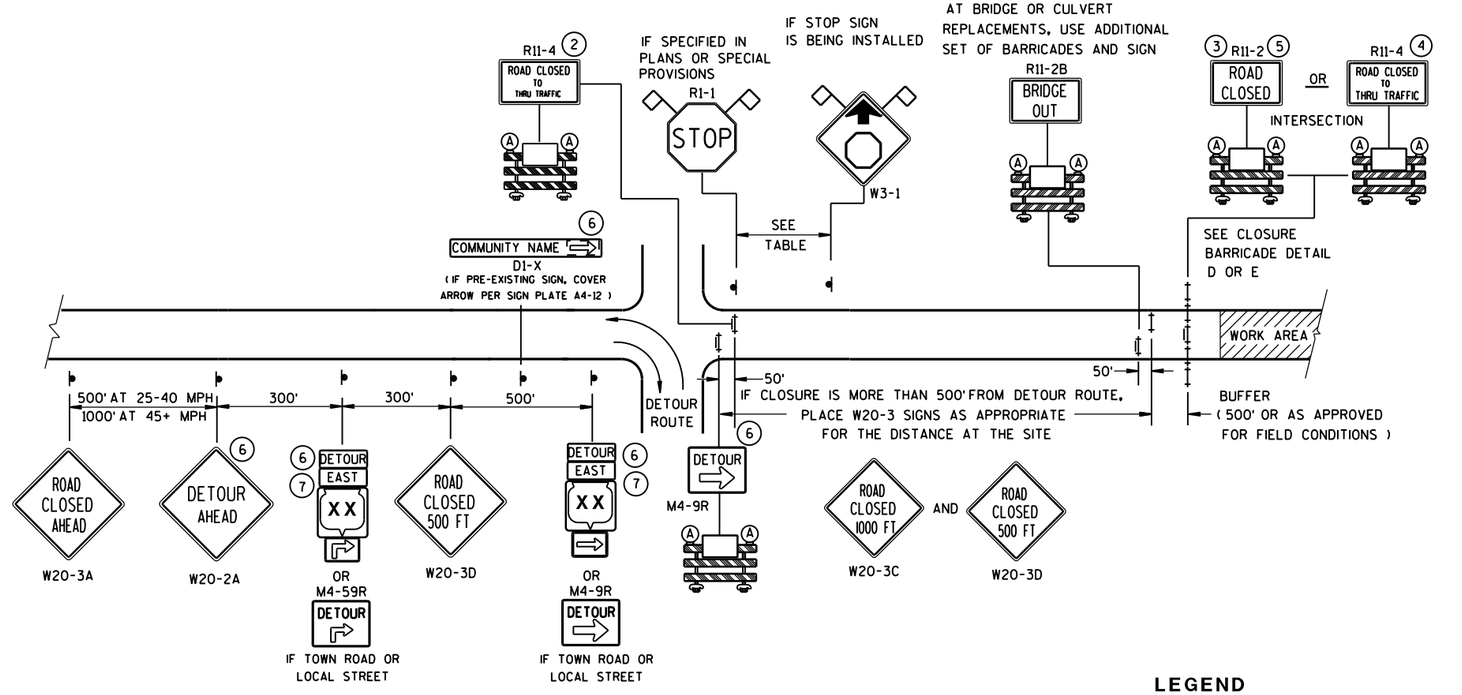
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S.D.D. 15 A 3-2b



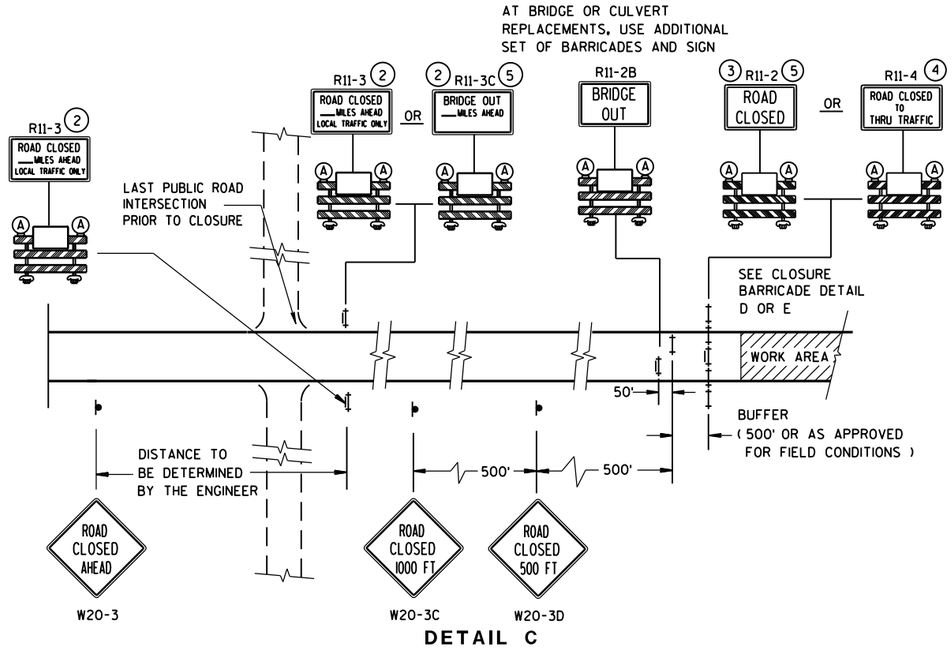
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

SEE SDD 15C2-SHEET "**b**" FOR GENERAL NOTES AND FOOTNOTES (1) THROUGH (7)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

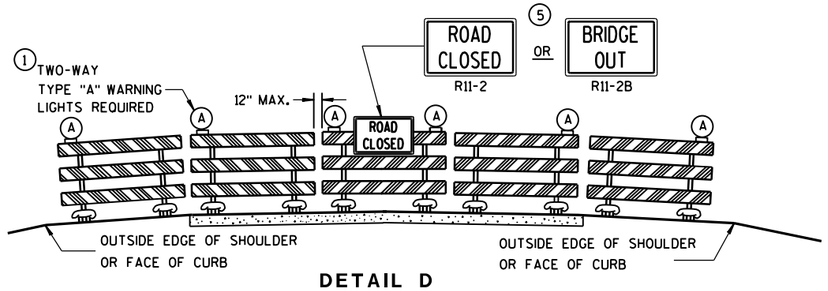
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

6

S.D.D. 15 C 2-6a

6

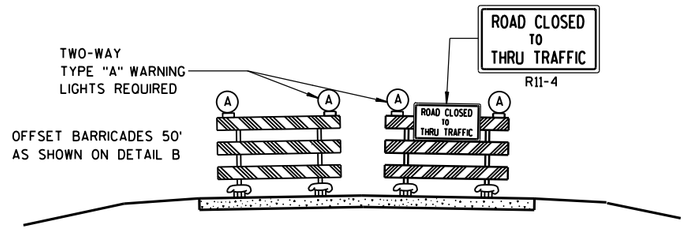
S.D.D. 15 C 2-6a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-SHEET "**a**" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT LIGHT SPACING).

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

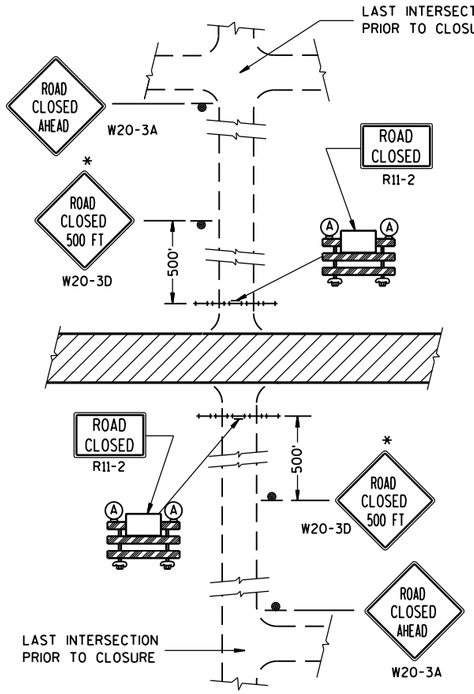
Sept. 2015 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO SAFETY ENGI — FIC

FHWA

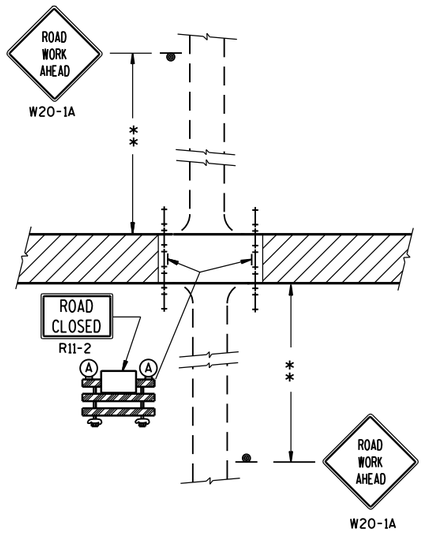
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S.D.D. 15 C 2-6b



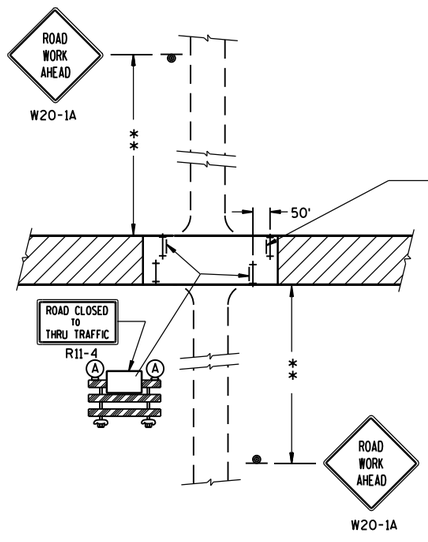
DETAIL 1

(NO ACCESS TO PROJECT)



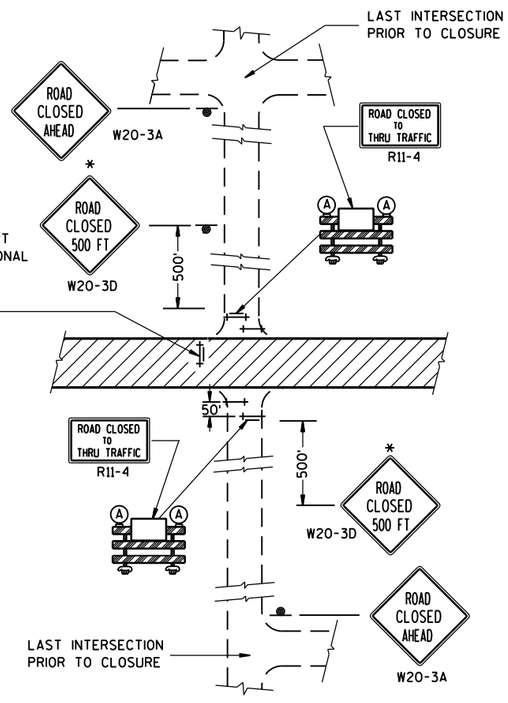
DETAIL 2

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



DETAIL 3

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



DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

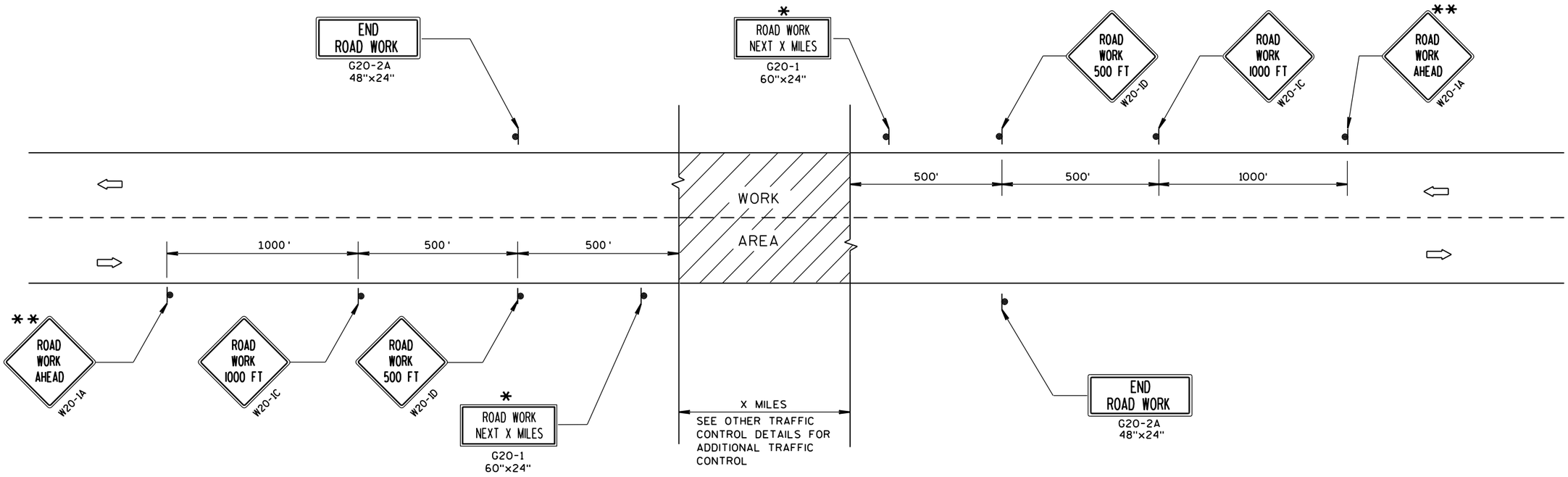
APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO[illegible]FIC SAFETY ENGI[illegible]
FHWA

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S.D.D. 15 C 3-3

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S.D.D. 15 C 3-3



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.

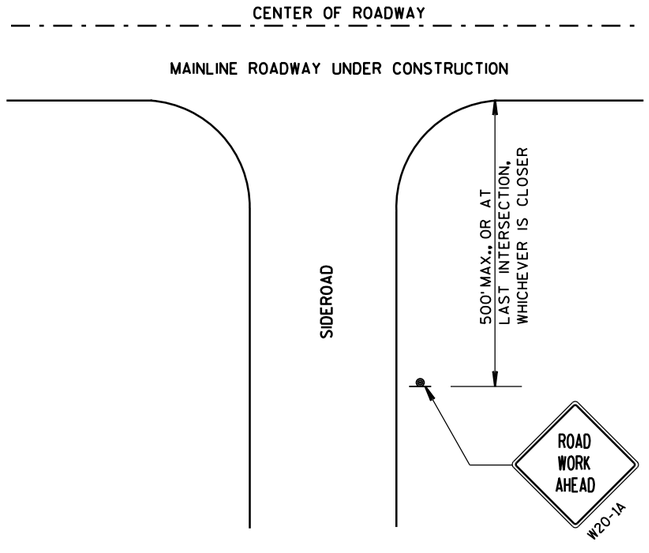
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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 W20-1A "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

Sept. 2015 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZONE SAFETY ENGINEER

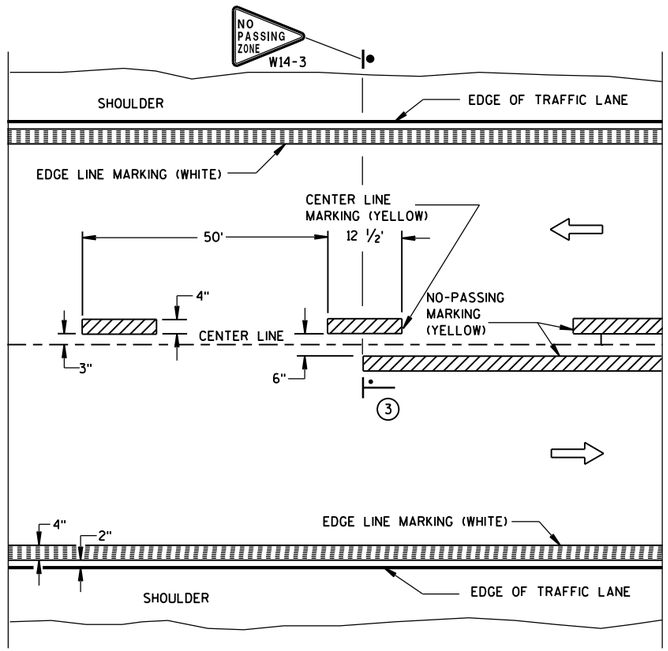
FHWA

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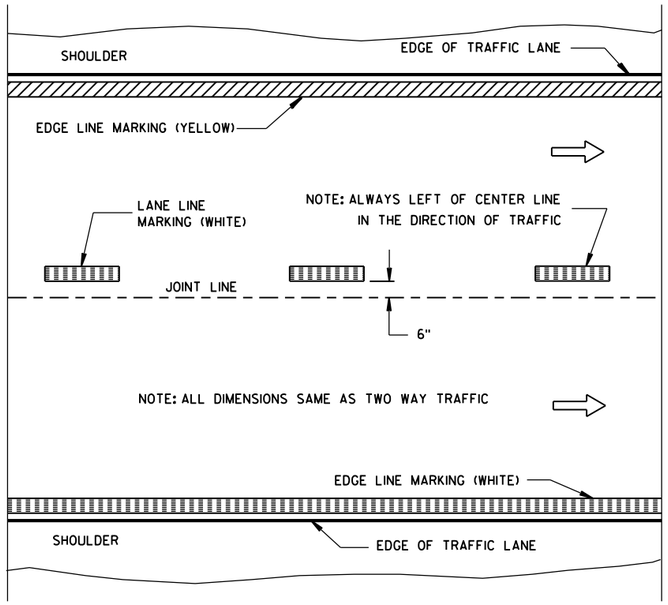
S.D.D. 15 C 4-3

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S.D.D. 15 C 4-3



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

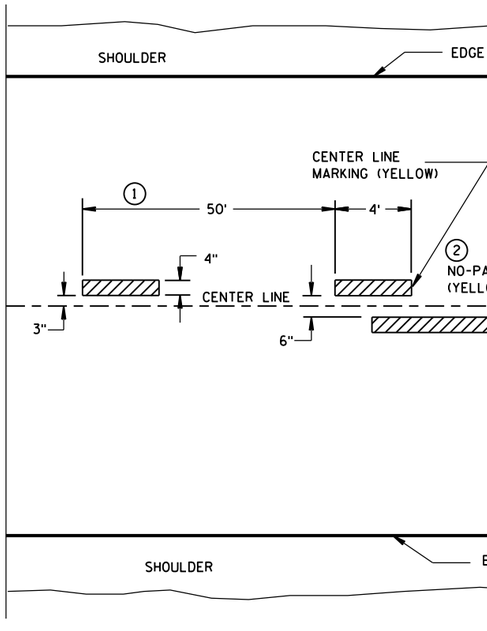
GENERAL NOTES

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

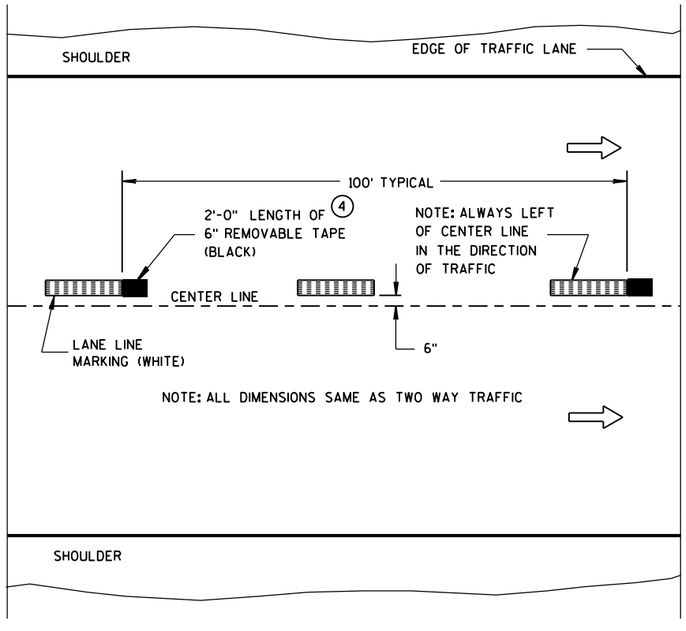
1. HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
2. NO PASSING ZONE TEMPORARY PAVEMENT MARKING 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



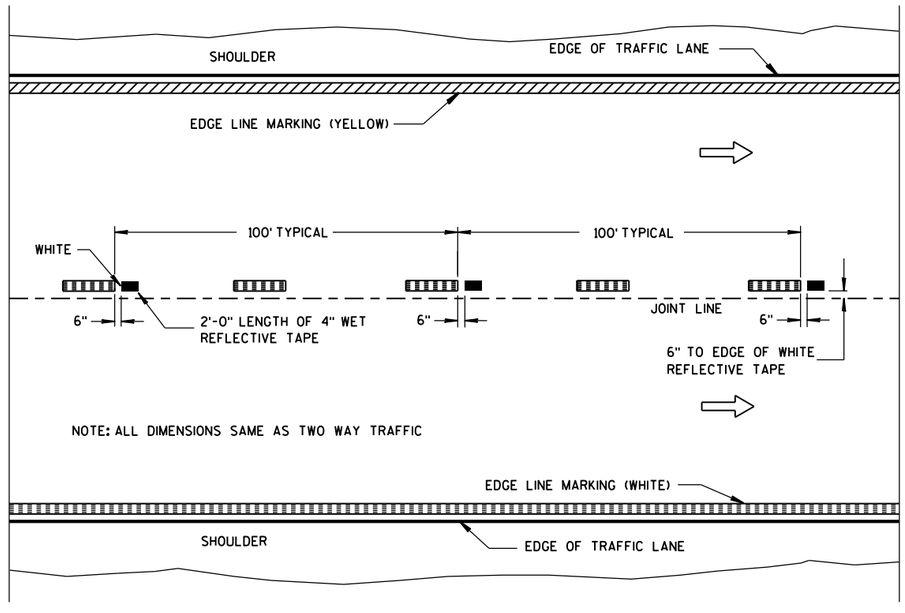
TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

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



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

LEGEND

"T" MARKING

POST MOUNTED SIGN

PAVEMENT MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-13-2013
DATE

/S/ Travis Feltes
STATE TRAFFIC E

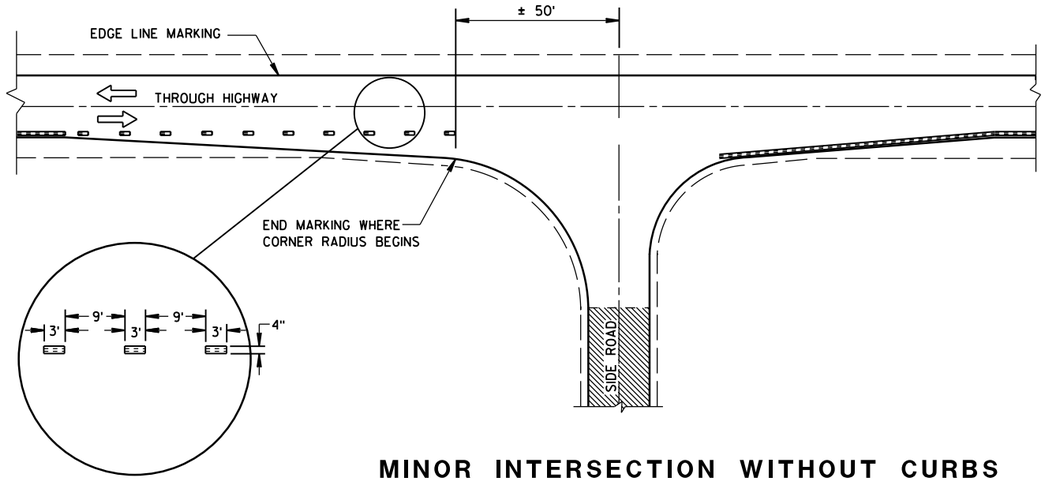
FHWA

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S.D.D. 15 C 8-16a

6

S.D.D. 15 C 8-16a



MINOR INTERSECTION WITHOUT CURBS

GENERAL NOTES

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

(2) WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

(3) ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.

(4) THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.

(5) BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.

(6) BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

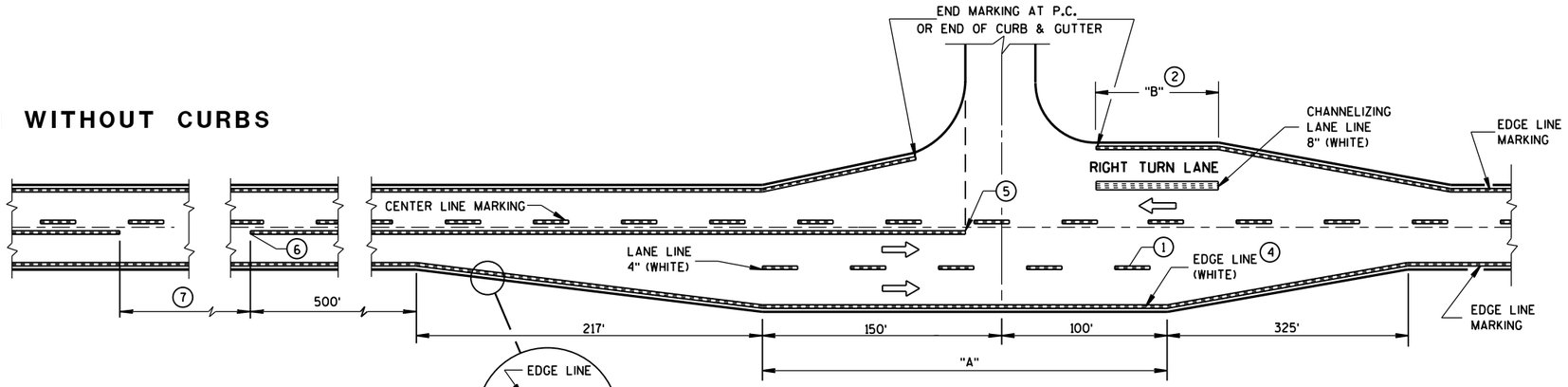
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

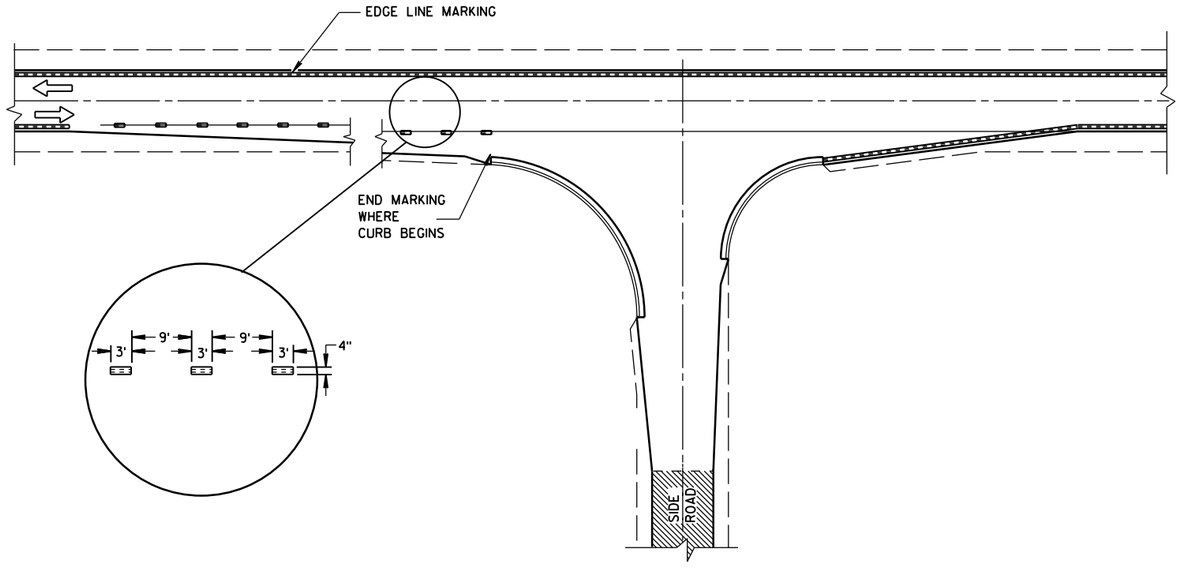
(7)

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



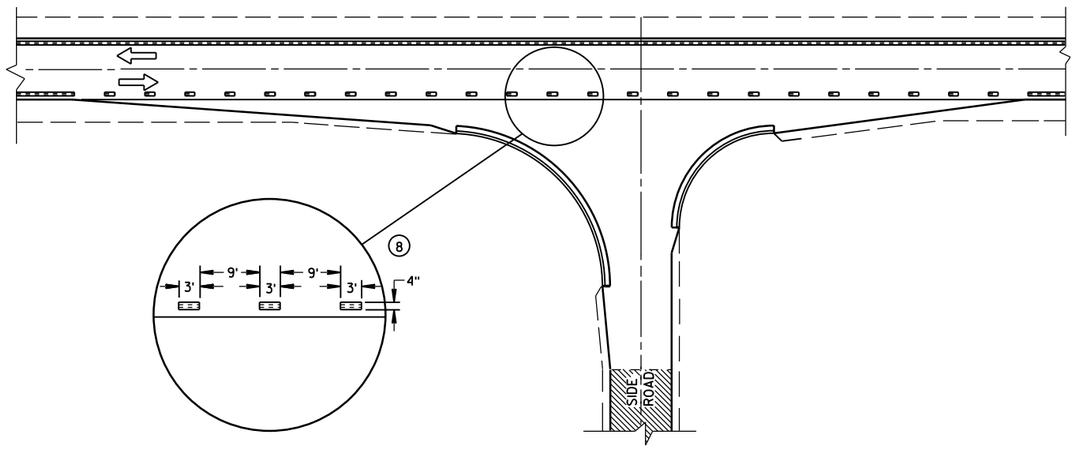
MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)



MINOR INTERSECTION WITH CURBS

(TYPICAL MARKING)



MINOR INTERSECTION WITH CURBS

(3) (FOR SPECIAL CONDITIONS AS SPECIFIED)

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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S.D.D. 15 C 8-16b

6

S.D.D. 15 C 8-16b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA

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

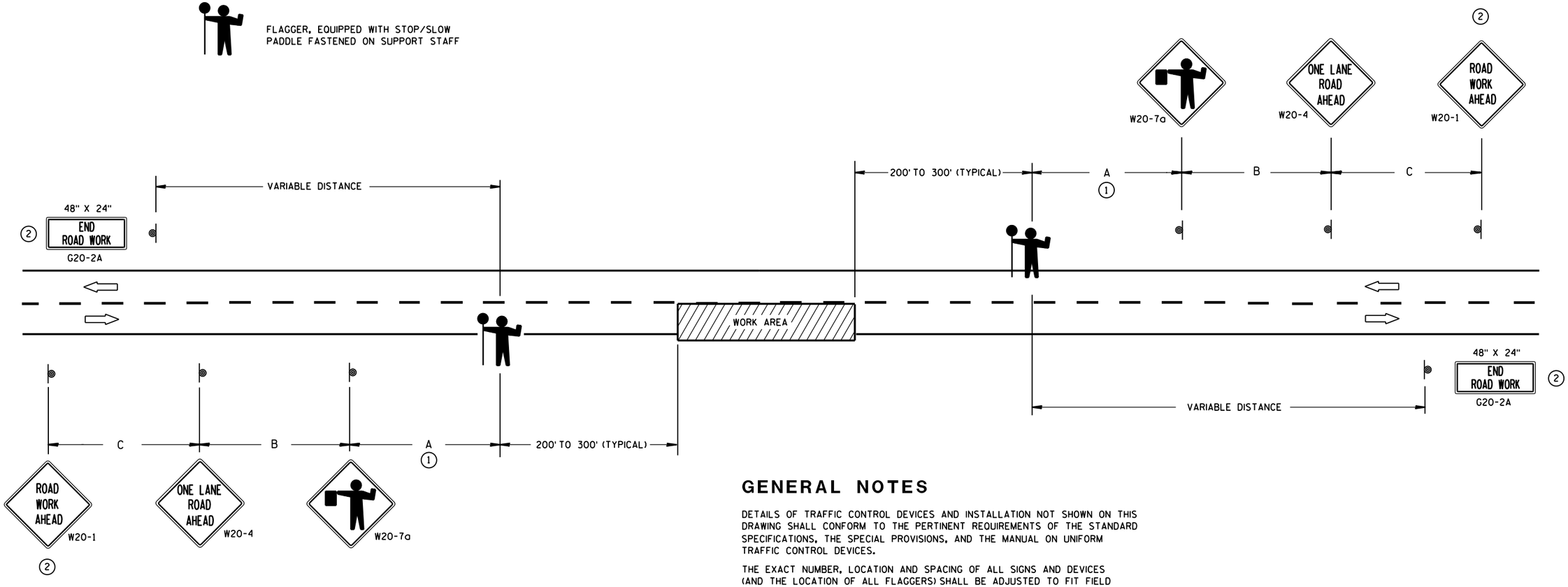
SIGN SPACING TABLE

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



W3-4

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



(1) FOR A MOVING WORK OPERATION,
SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

GENERAL NOTES

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

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

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

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

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, COVER OR REMOVE ALL TEMPORARY TRAFFIC CONTROL SIGNS.

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

TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

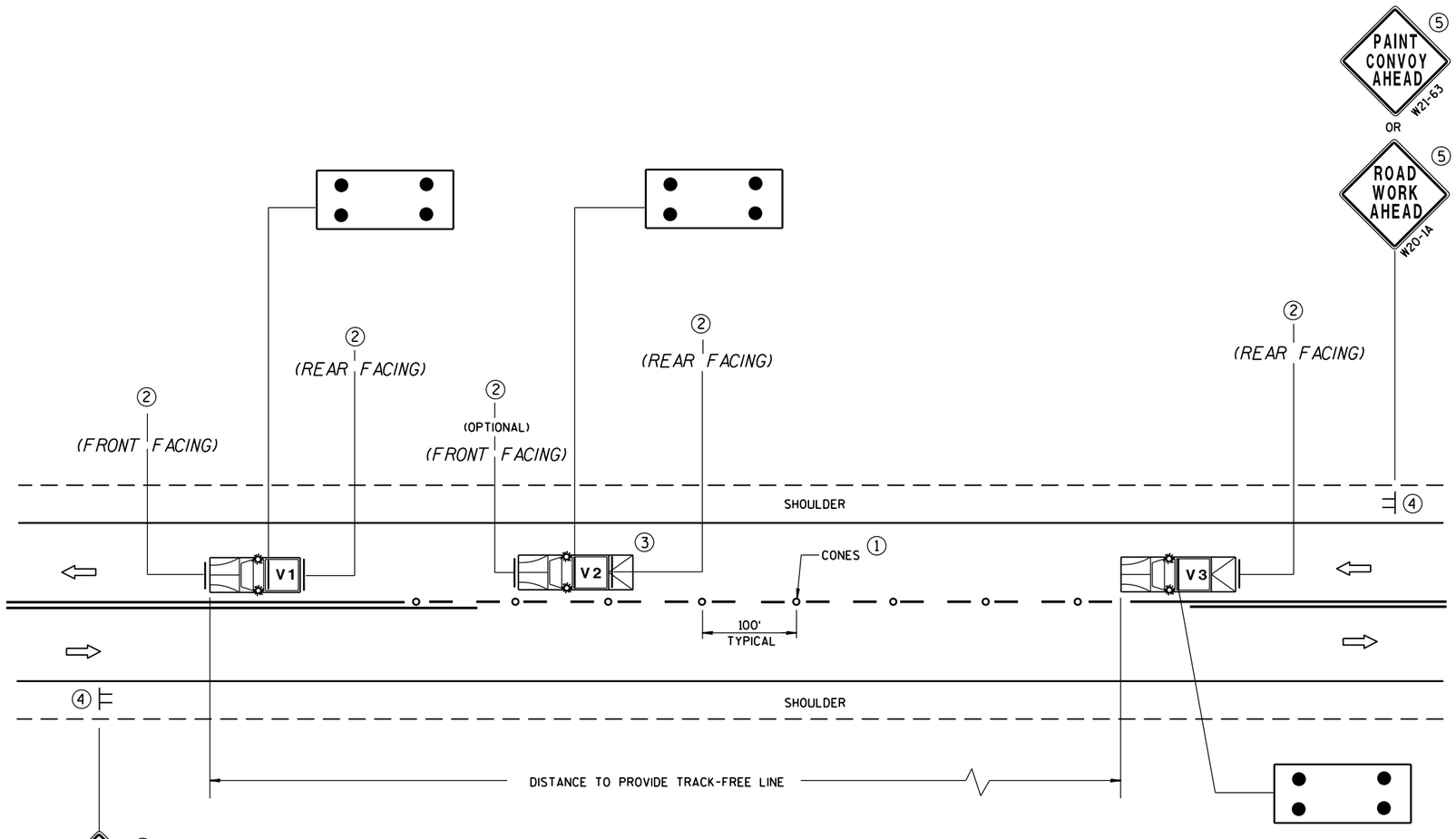
APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 C 12-4

6

S.D.D. 15 C 12-4



MOVING PAVEMENT MARKING OPERATIONS
TWO-LANE TWO-WAY ROADWAY

GENERAL NOTES

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

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

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

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

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

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

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

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE MARKING.

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

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

(2) USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

(3) OPTIONAL TRUCK-MOUNTED ATTENUATOR.

(4) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

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

LEGEND

V1	LEAD VEHICLE
V2	SHADOW VEHICLE
V3	TRAIL VEHICLE WITH TMA
TMA	TRUCK-MOUNTED ATTENUATOR
	SIGN ON 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

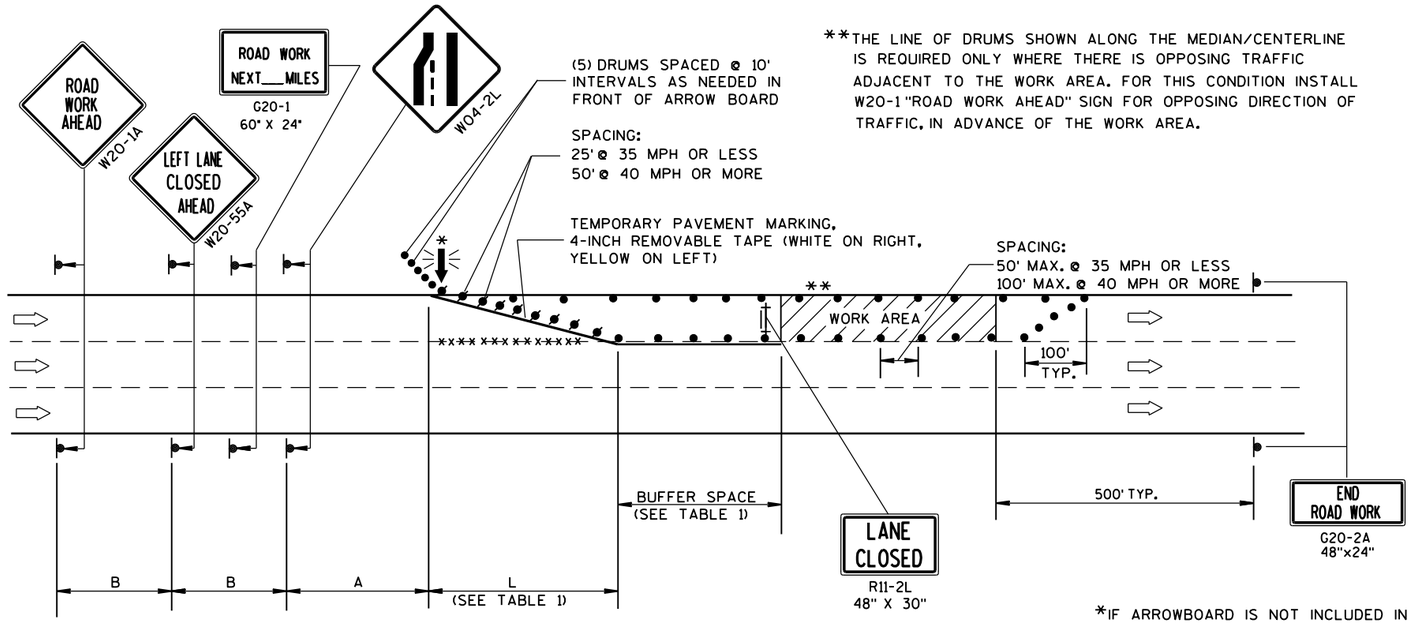
APPROVED
June 2016 — DATE
/S/ Peter Amakobe Atepe — STATEWIDE WORK ZON SAFETY ENGINE
FHWA

6

S.D.D. 15 C 19-4a

6

S.D.D. 15 C 19-4a



**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF TRAFFIC, IN ADVANCE OF THE WORK AREA.

B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

(PLACE BARRICADE AND SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANE)

*IF ARROWBOARD IS NOT INCLUDED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER.

W01-6
48"x24"

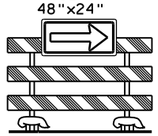


TABLE 1
TAPER AND BUFFER SPACE FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

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

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

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

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

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

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

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
FHWA

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER — IC

6

S.D.D. 15 D 20-4

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.

W20-1A 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	200
35	30	45	55	70	250
40	40	55	75	90	305
45	60	90	120	150	360
50	70	100	135	170	425
55	75	110	150	185	495

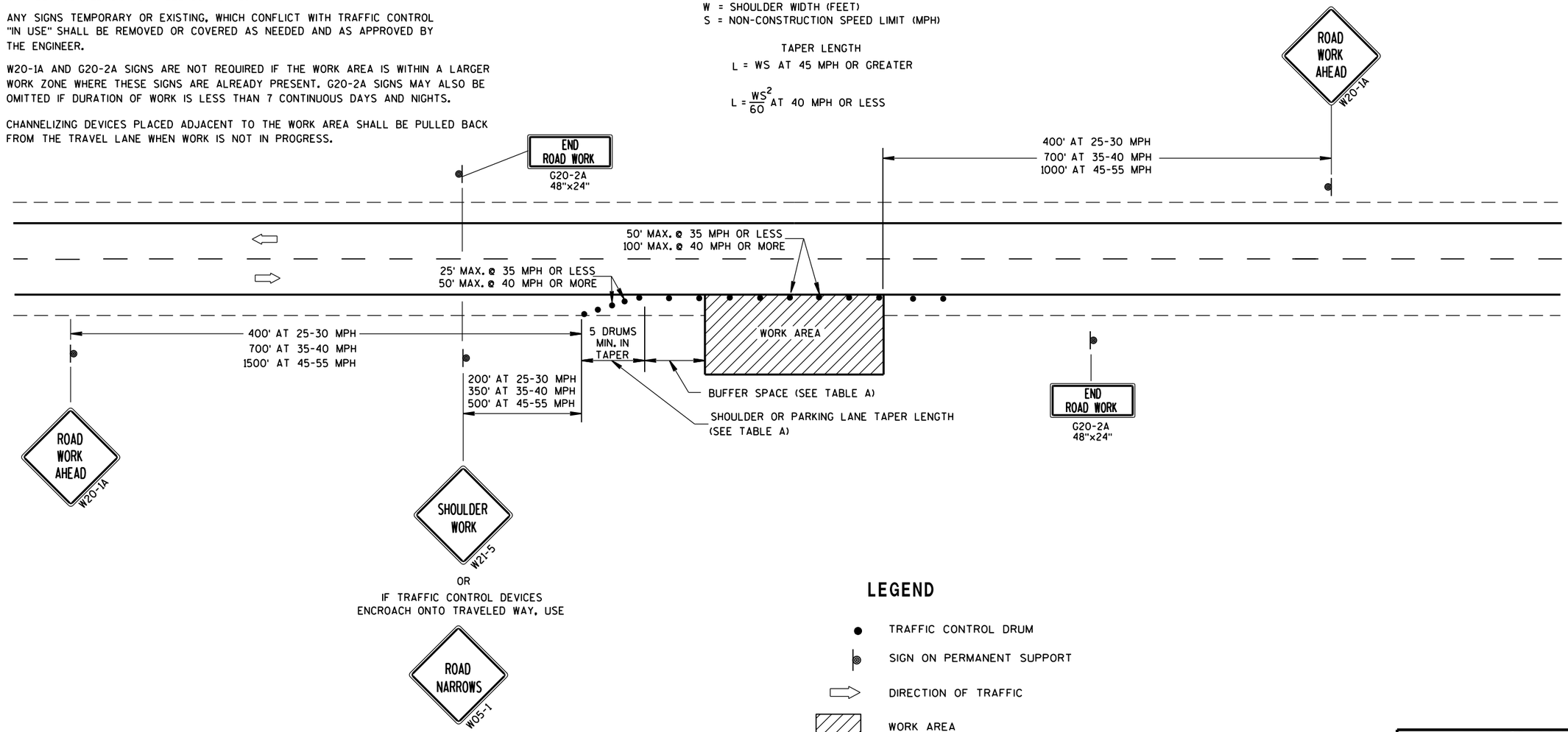
W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

TAPER LENGTH

L = WS AT 45 MPH OR GREATER

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

SHOULDER TAPER LENGTH = $\frac{1}{3}L$



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

July 14, 2015 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZO[illegible] SAFETY ENGI[illegible]

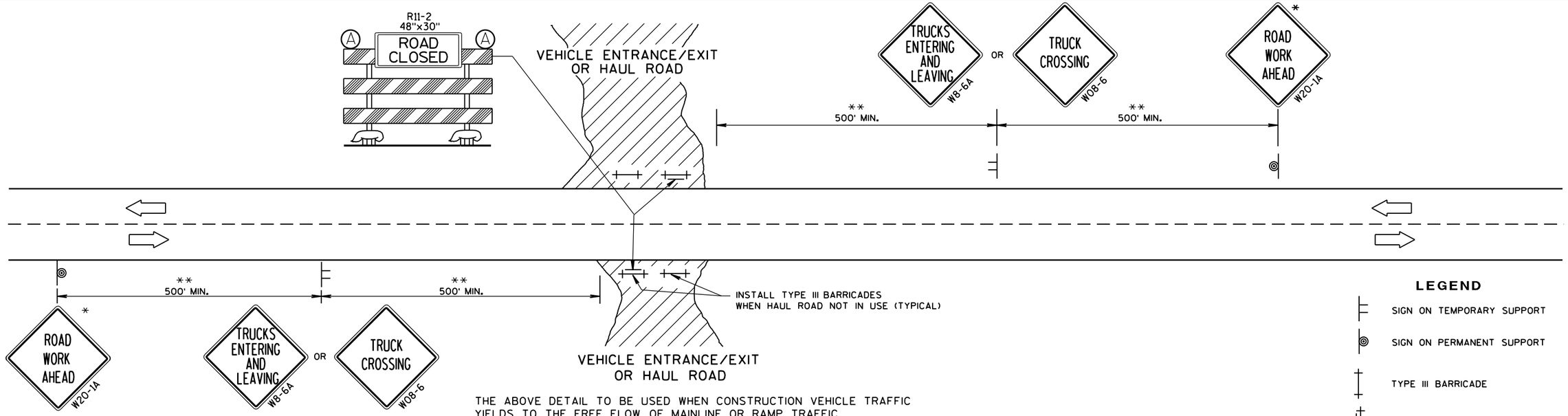
FHWA

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S.D.D. 15 D 28-3

6

S.D.D. 15 D 28-3



THE ABOVE DETAIL TO BE USED WHEN CONSTRUCTION VEHICLE TRAFFIC YIELDS TO THE FREE FLOW OF MAINLINE OR RAMP TRAFFIC

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC

GENERAL NOTES

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

WHEN ACTIVITY REFLECTED BY THE SIGN IS NOT CURRENTLY TAKING PLACE, THE HIGHWAY SHALL BE RESTORED TO NORMAL CONDITION AND THE SIGNS SHALL BE REMOVED, COVERED OR TURNED AWAY FROM TRAFFIC.

WHEN A SIDE ROAD OR RAMP INTERSECTS WITHIN THE ADVANCE SIGNING AREA, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

* THESE SIGNS ARE TO BE USED ONLY WHEN VEHICLE **ENTRANCE/EXIT CONDITIONS ARE SEPARATED BY MORE THAN 2 MILES** FROM PREVIOUS WORK AREA OR SIGNING OR AS DIRECTED BY THE ENGINEER.

** 500 FEET SHOWN IS FOR ROADWAYS WITH A NON-CONSTRUCTION REGULATORY SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FEET. FOR 25-30 MPH, USE 200 FEET. USE 1000 FEET/1500 FEET FOR EXPRESSWAY/FREEWAY.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

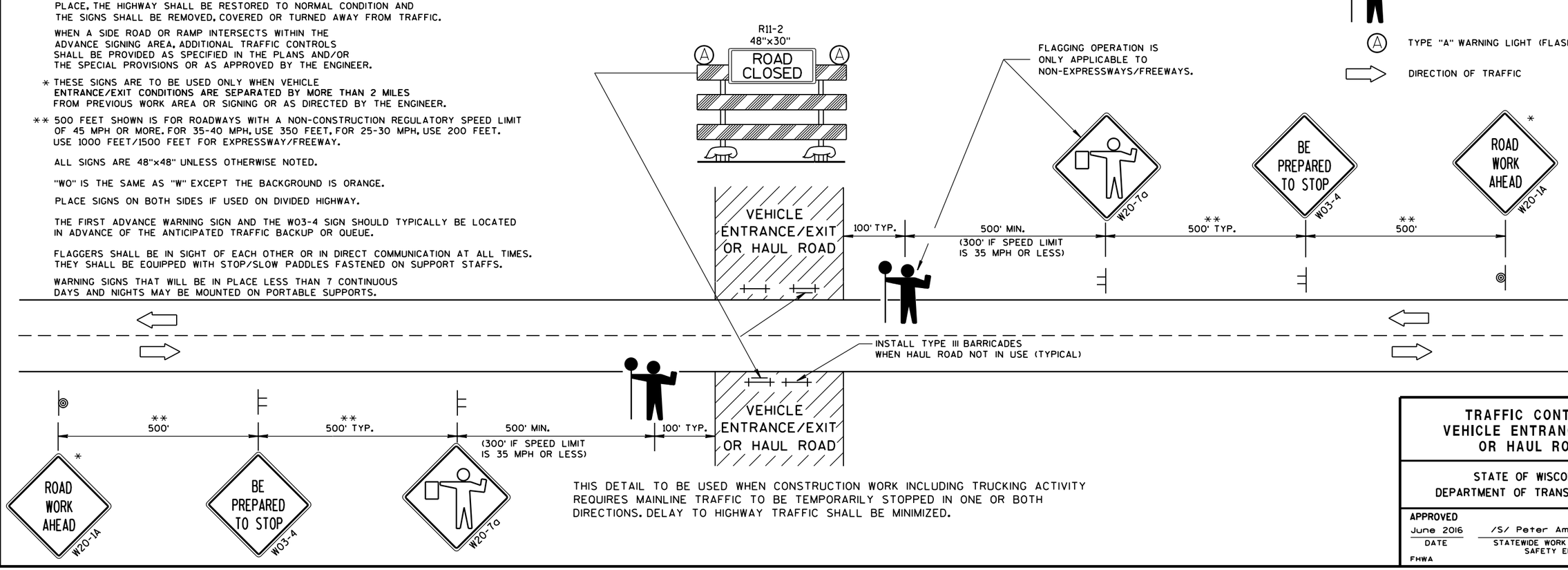
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

PLACE SIGNS ON BOTH SIDES IF USED ON DIVIDED HIGHWAY.

THE FIRST ADVANCE WARNING SIGN AND THE W03-4 SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

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.

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



THIS DETAIL TO BE USED WHEN CONSTRUCTION WORK INCLUDING TRUCKING ACTIVITY REQUIRES MAINLINE TRAFFIC TO BE TEMPORARILY STOPPED IN ONE OR BOTH DIRECTIONS. DELAY TO HIGHWAY TRAFFIC SHALL BE MINIMIZED.

TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2016 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZONE SAFETY ENGINEER

FHWA

6

S.D.D. 15 D 29-4

S	BUFFER SPACE (DESIRABLE)
25	55'
30	85'
35	120'
40	170'
45	220'
50	280'
55	335'

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

END ROAD WORK
G20-2A
48"x24"

NO PASSING ZONE
W14-3
48"x36"

BEGIN TEMPORARY PAVEMENT MARKING, 4-INCH SOLID YELLOW CENTERLINE ✳✳

1000' 500' 400' 500' 200' 50' 50' 25' TYP.

W01-6 48"x24" ✳✳✳

R11-2 48"x30" ROAD CLOSED

TYPE III BARRICADE

FOR BRIDGE OR CULVERT REPLACEMENTS SUBSTITUTE

BRIDGE OUT
R11-2B
48"x30"

ROAD CLOSURE OR BRIDGE/CULVERT REPLACEMENT

BUFFER SPACE (SEE TABLE)

WORK AREA

BUFFER SPACE (SEE TABLE)

TEMPORARY STEEL PLATE BEAM GUARD AND END TREATMENT WHEN INCLUDED IN THE CONTRACT. FOR LAYOUT, SEE DETAILS ELSEWHERE IN THE PLAN.

W05-52L 12"x36"

W05-52R 12"x36"

25' TYP.

OR

W01-1L / W01-3L
W01-1R / W01-4R
W01-3L / W01-4L
W01-3R / W01-1L

W013-1

XX M.P.H.

24"x24"

ROAD WORK 1000 FT
W20-1C

ROAD WORK AHEAD
W20-1A

END TEMPORARY PAVEMENT MARKING, 4-INCH SOLID YELLOW CENTERLINE ✳✳

50' 50' 400' 200' 500' 500' 1000'

END TEMPORARY PAVEMENT MARKING, 4-INCH WHITE EDGELINE

TEMPORARY PAVEMENT MARKING, 4-INCH WHITE EDGELINES. (USE REMOVABLE TAPE WHERE TEMPORARY MARKING CROSSES PERMANENT PAVEMENT)

TEMPORARY PAVEMENT MARKING, 4-INCH DOUBLE YELLOW CENTERLINE AND 2-WAY YELLOW RAISED PAVEMENT MARKERS AT 25' SPACING. USE REMOVABLE TAPE WHERE TEMPORARY MARKING CROSSES PERMANENT PAVEMENT.

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.

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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

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

✳ IF ADVISORY SPEED IS GREATER THAN 30 MPH, USE THE W01-4 SIGN. IF ADVISORY SPEED IS 30 MPH OR LESS, USE THE W01-3 SIGN.

✳✳ WHEN THE DISTANCE TO/FROM THE NEXT CLOSEST NO-PASSING ZONE IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES AS INDICATED IN THE SPECIFICATIONS, THE TWO ZONES SHALL BE CONNECTED.

✳✳✳ OMIT THESE W01-6 SIGNS IF THE ADVISORY SPEED OF THE CURVE IS GREATER THAN 30 MPH.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY-BURN LIGHT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- Ⓐ TYPE "A" WARNING LIGHT (FLASHING)
- TEMPORARY DELINEATOR, (WHITE) (SINGLE DELINEATOR)
- TEMPORARY RAISED PAVEMENT MARKERS (TWO-WAY YELLOW)
- XXX REMOVE PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- TEMPORARY STEEL PLATE BEAM GUARD AND END TREATMENT
- WORK AREA

TRAFFIC CONTROL, TEMPORARY BYPASS ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

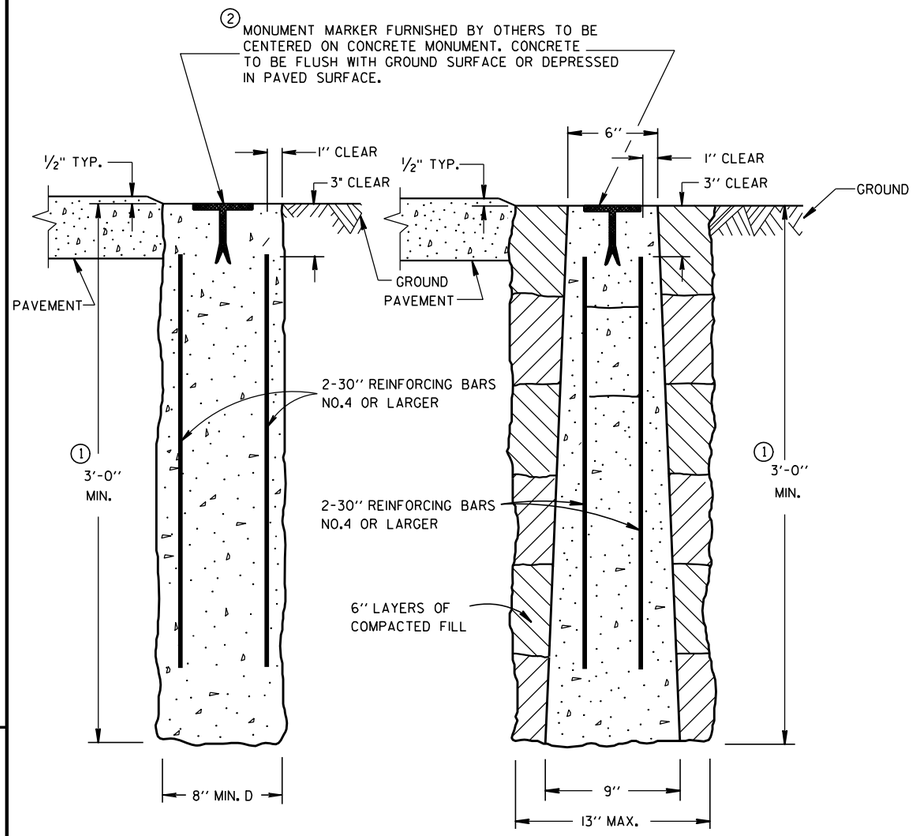
Sept. 2015 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZONE SAFETY ENGINEER

FHWA — FIC

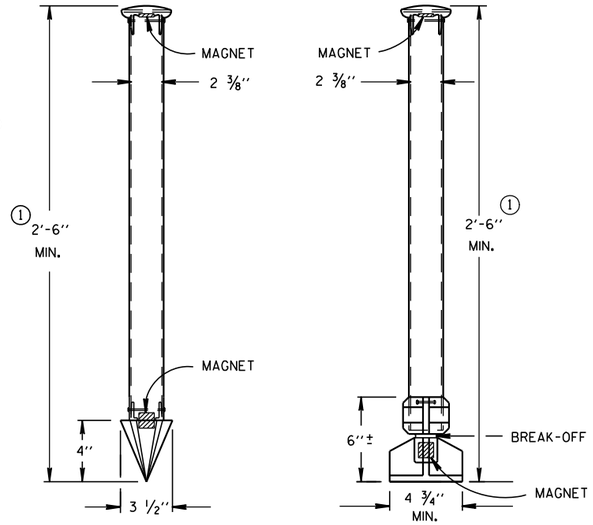
6

S.D.D. 15 D 31-3



CAST-IN-PLACE PRECAST

CONCRETE MONUMENTS
TYPE A



ALUMINUM MONUMENTS
(INCLUDES MARKER)

GENERAL NOTES

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

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

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

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

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

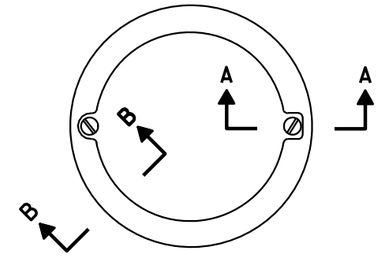
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

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

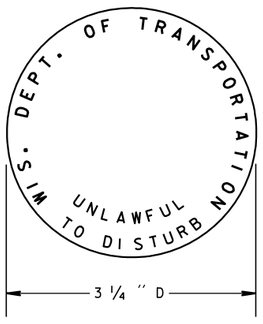
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

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

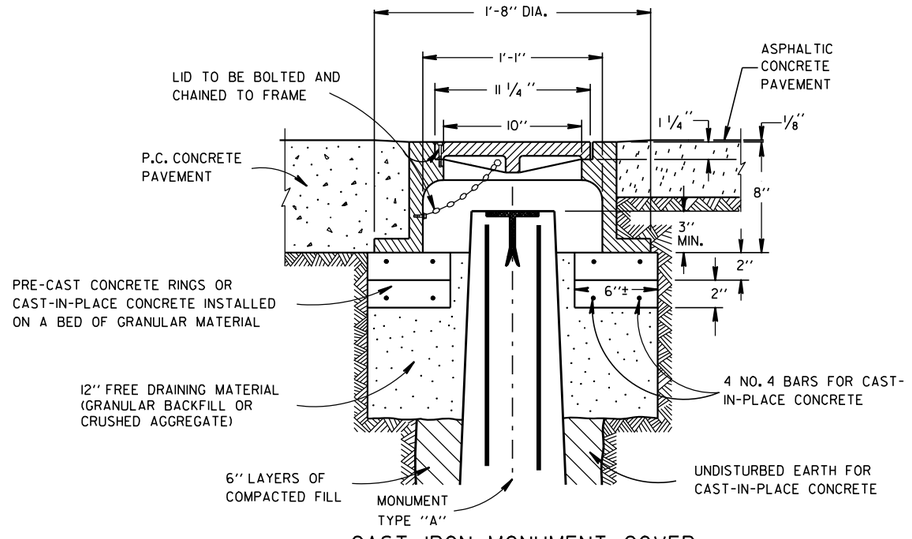
② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WIS DOT MARKER.



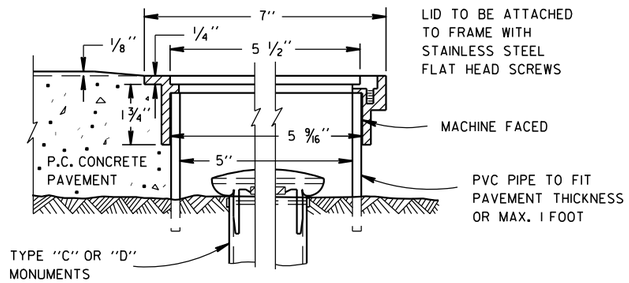
TOP VIEW



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



CAST IRON MONUMENT COVER
(APPROXIMATE WEIGHT - 95 LBS.)



SECTION B-B SECTION A-A
ALUMINUM MONUMENT COVER
(APPROXIMATE WEIGHT 2 LBS)
(FOR CONCRETE PAVEMENT ONLY)

LANDMARK REFERENCE MOUNMENTS AND COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

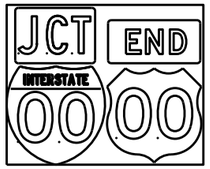
APPROVED
9/22/1999 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6 S.D.D. 16 A 1-6

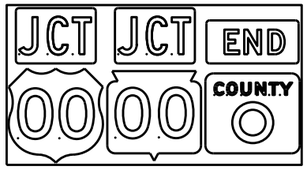
TYPICAL ASSEMBLIES



J1-1



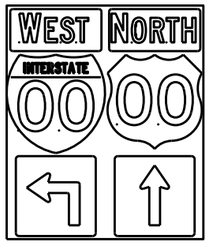
J1-2



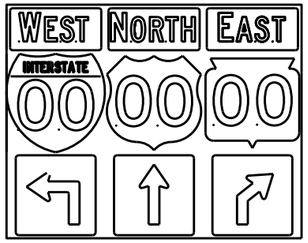
J1-3



J2-1



J2-2

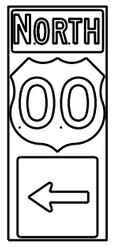


J2-3

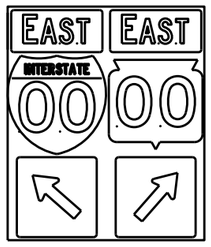


JV

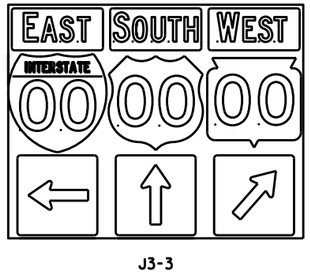
(Typical Vertical J-Assembly
See Note 10 and 11)



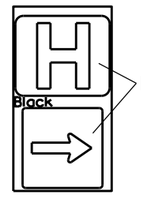
J3-1



J3-2



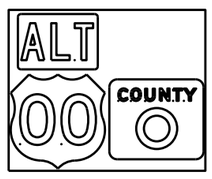
J3-3



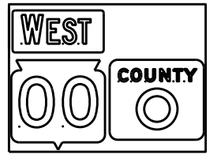
JH-1



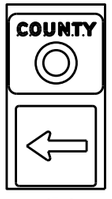
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1

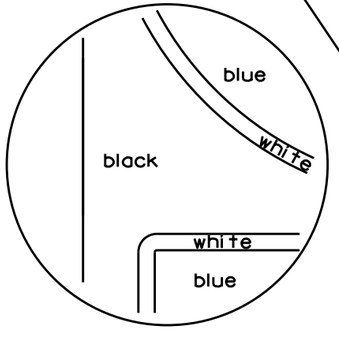


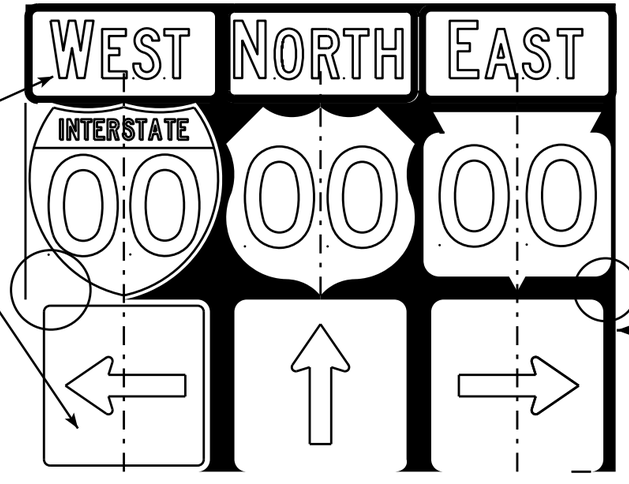
J23-1

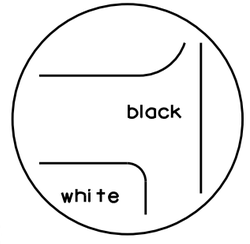


J22-1

blue background
with interstate







black background

NOTES

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

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

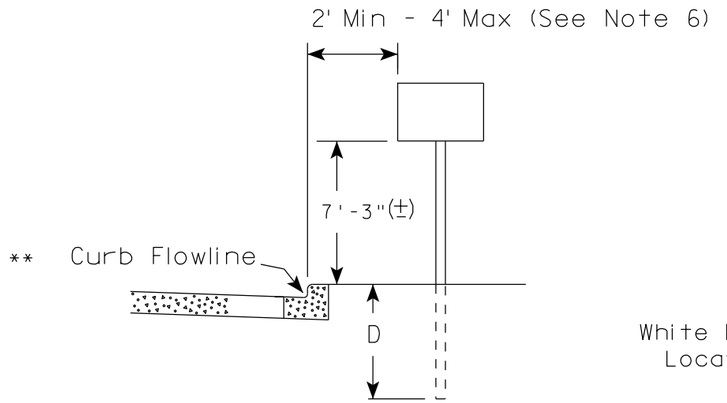
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/06/14 PL... A2-1S.8

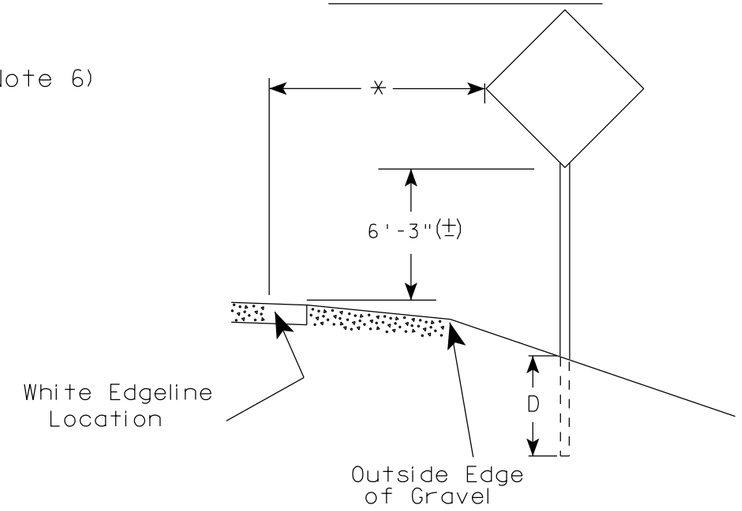
PROJECT NO: | SHEET NO: E

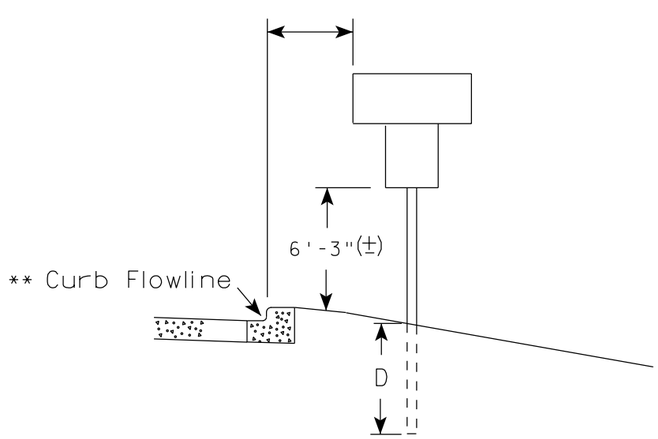
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :
WISDOT/CADDS SHEET 42

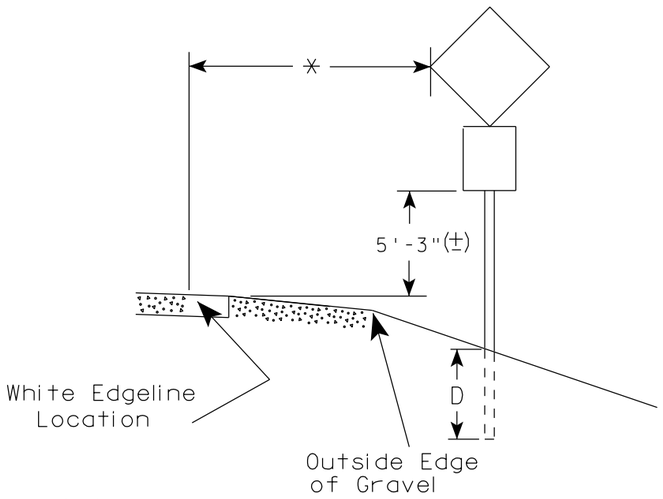
URBAN AREA



RURAL AREA (See Note 2)







** 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.

POST EMBEDMENT DEPTH

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

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

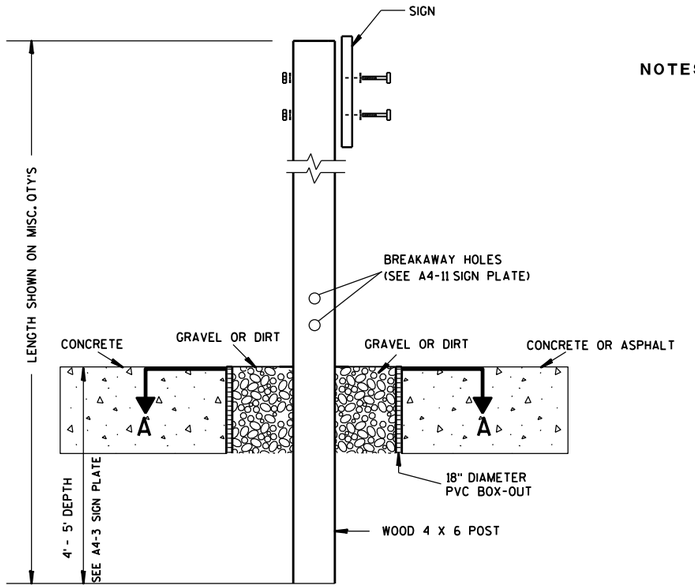
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-3.20

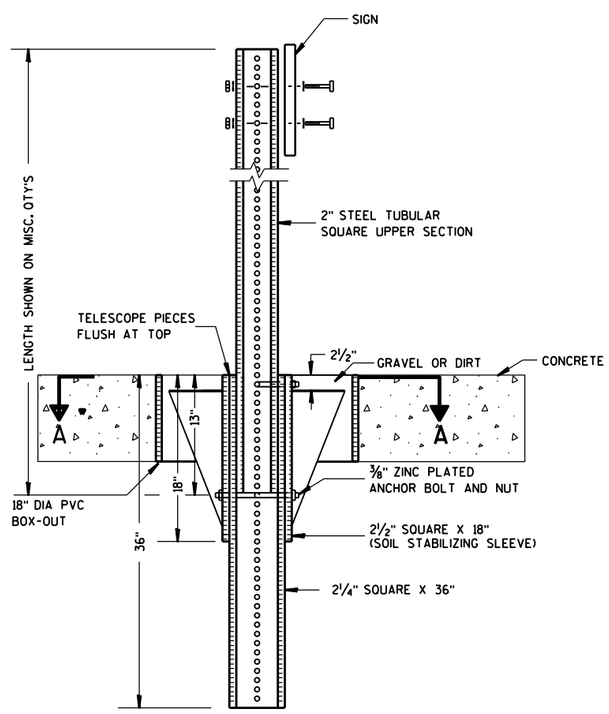
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



ELEVATION VIEW

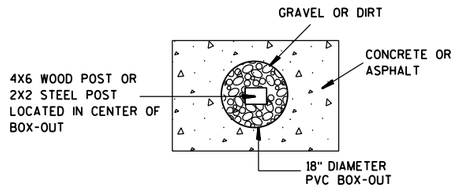
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

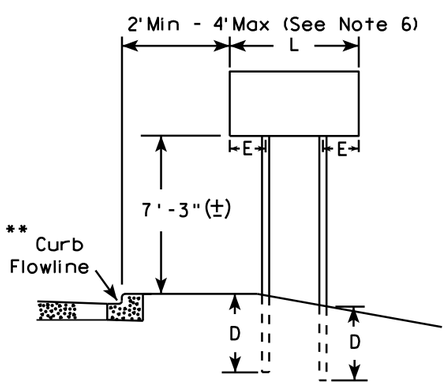
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

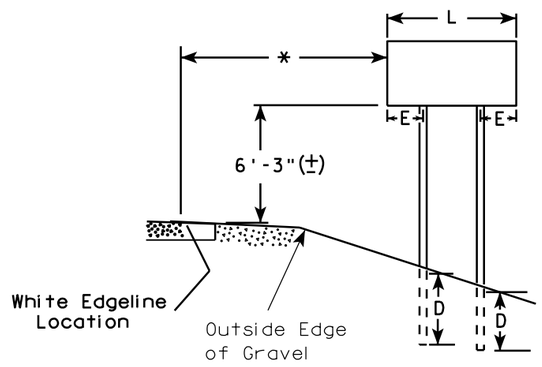
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

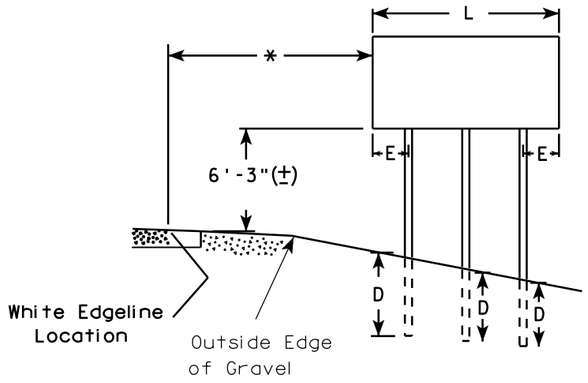
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

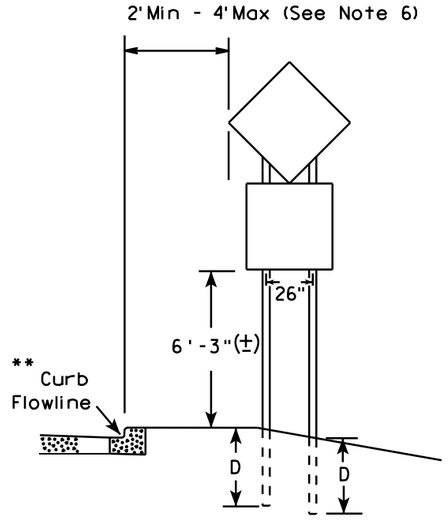
URBAN AREA



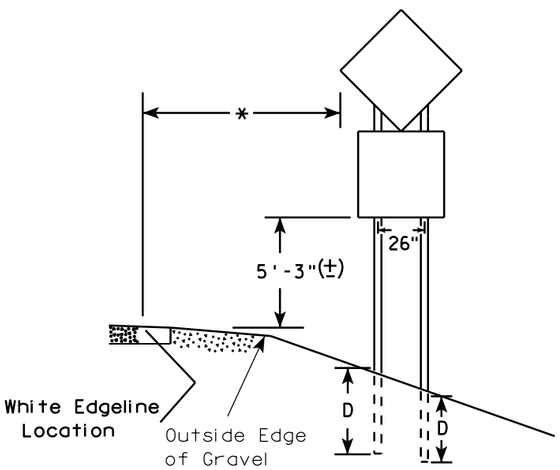
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

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

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

*** See A4-3 sign plate for signs 4' or less in width and 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

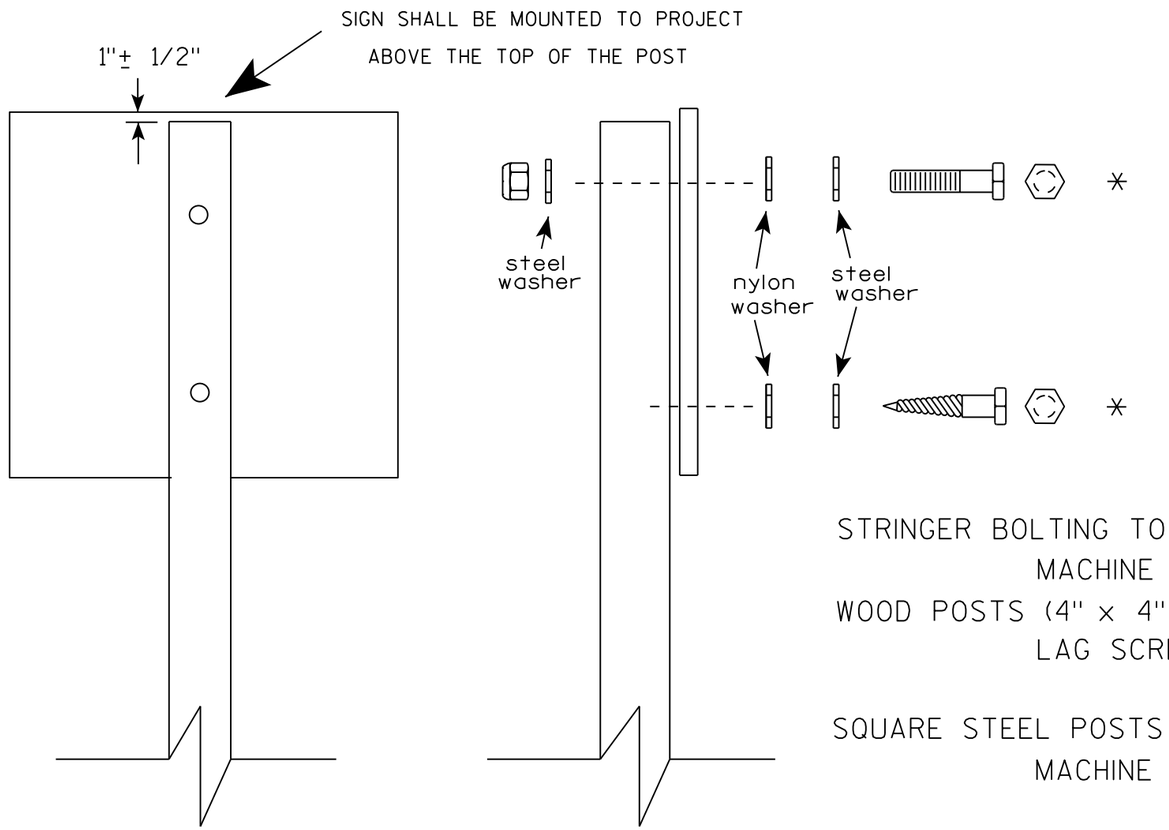
DATE 7/23/15 PLATE NO. A4-4 14

129

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A44.DGN PLOT DATE : 23-JUL-2015 15:23 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 107.021305:1.000000

WISDOT/CADDS SHEET 42



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.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 4" or 4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)

3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)

3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

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

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

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

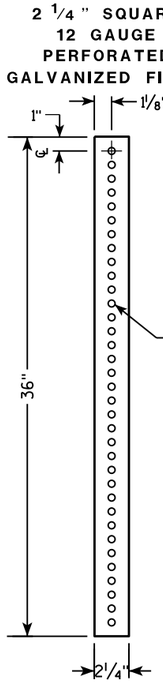
DATE 8/11/16 PLATE NO. A4-8.8

PROJECT NO: SHEET NO: E

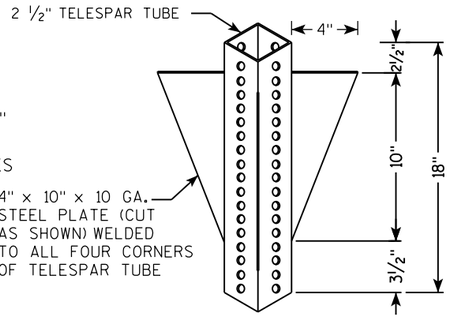
FILE NAME : C:\CADfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 11-AUG-2016 11:35 PLOT BY : $$ plotuser $$

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

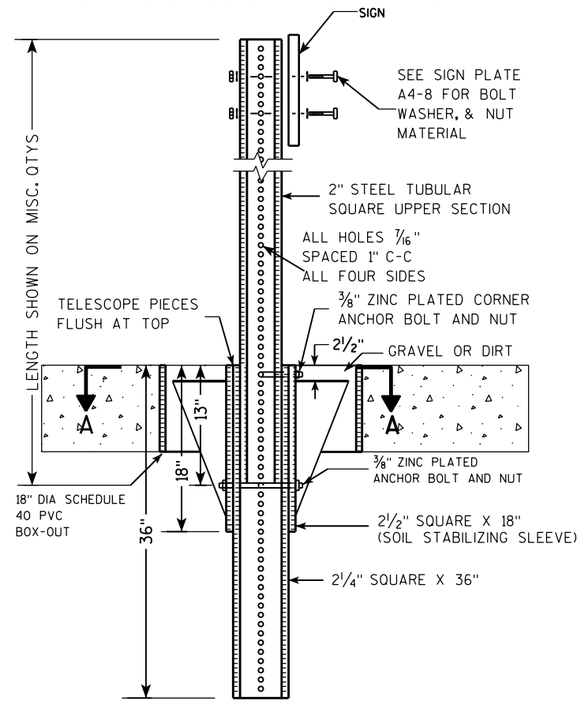
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



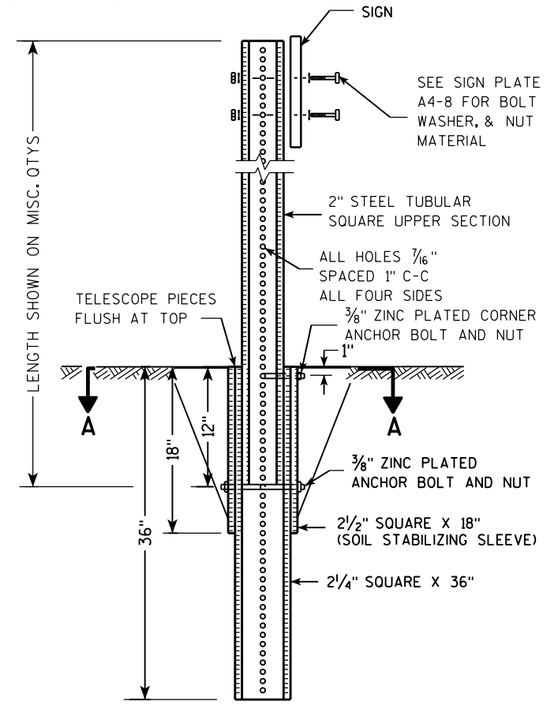
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

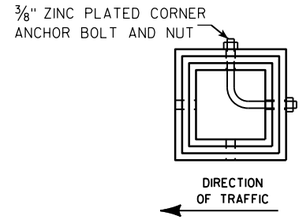


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

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

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

TUBULAR STEEL
SIGN POST
A4-9

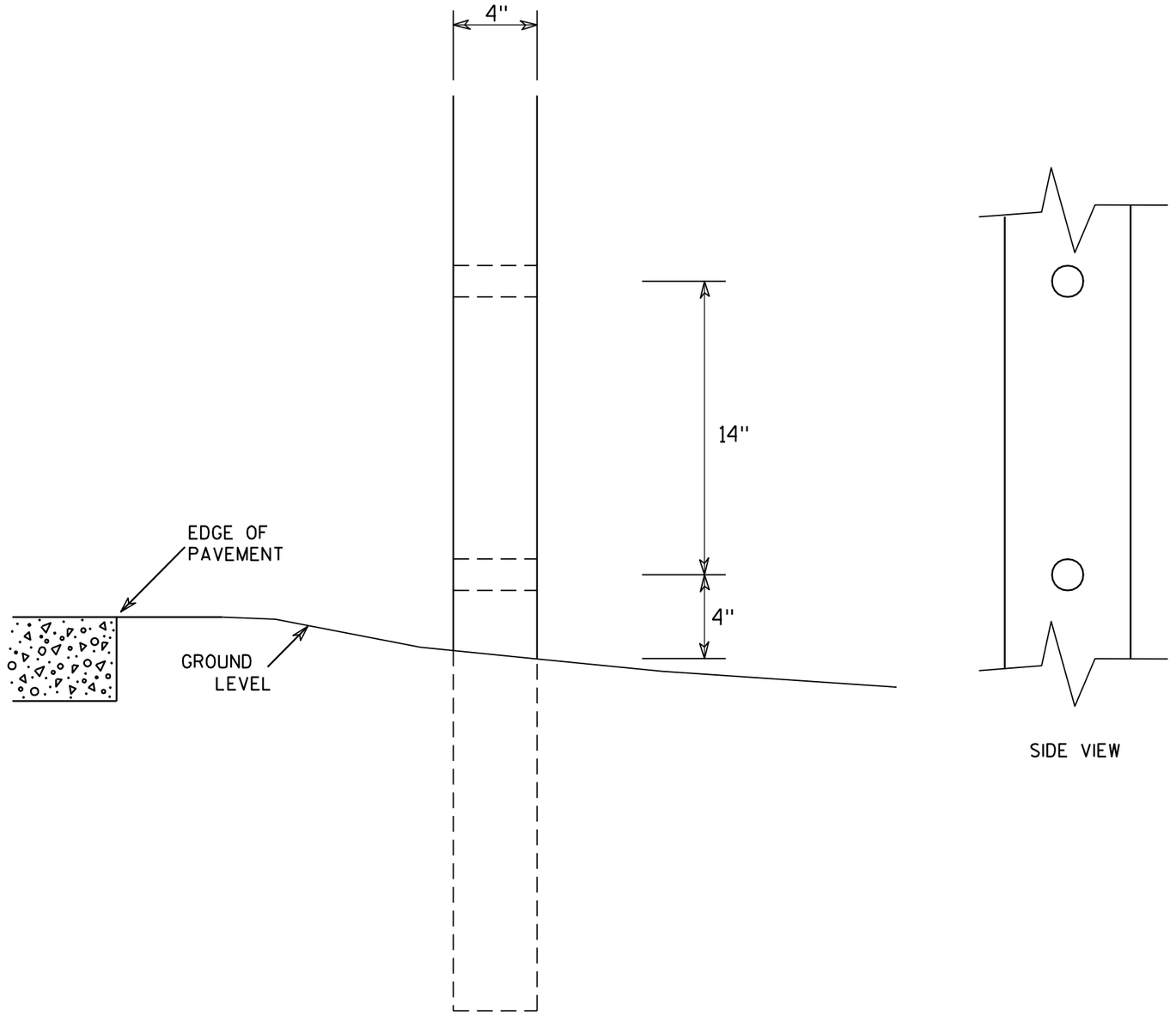
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000
WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

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

7

7

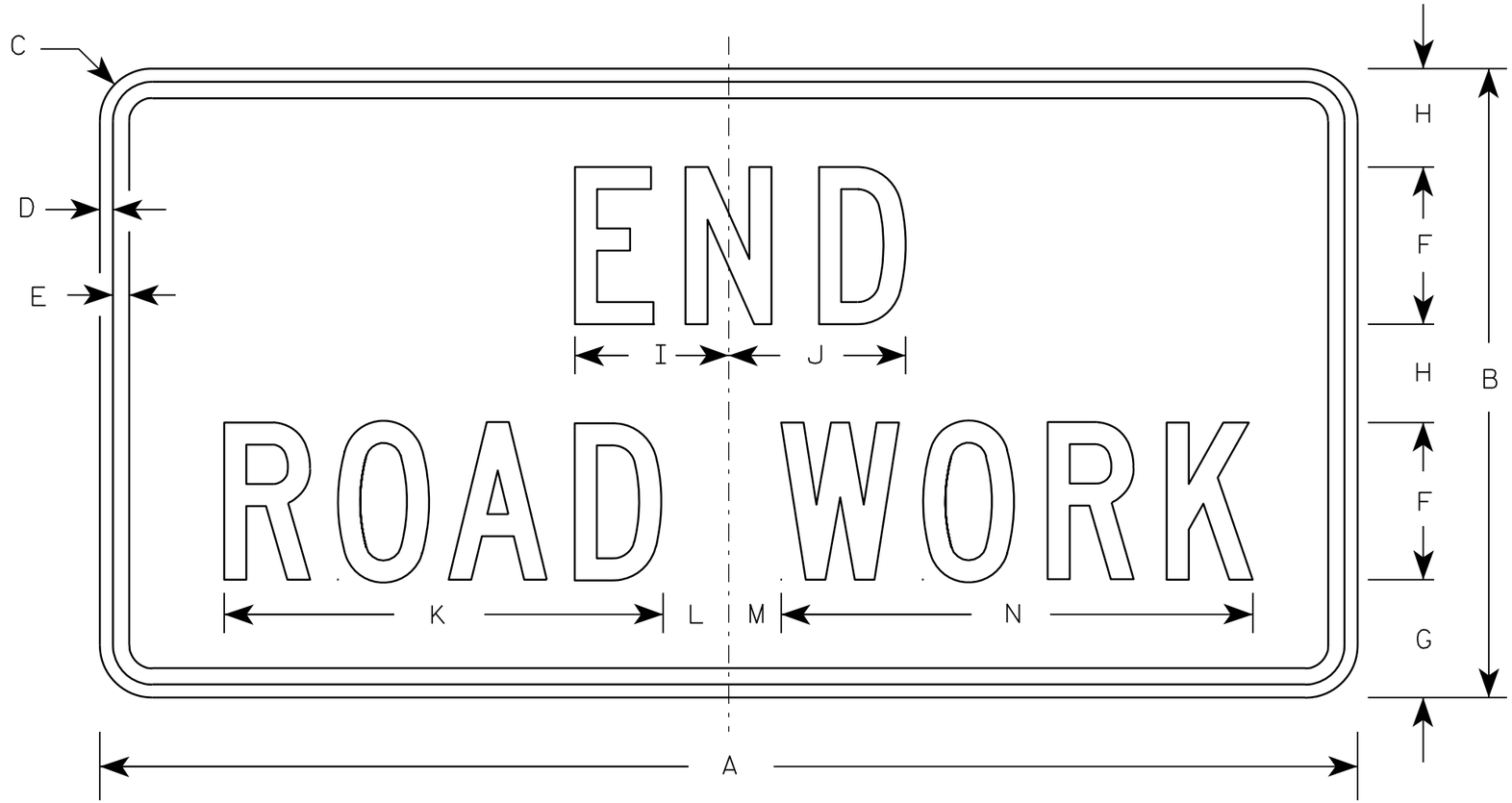
4 X 6 WOOD POST MODIFICATIONS

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: 132	E



G20-2A

NOTES

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

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

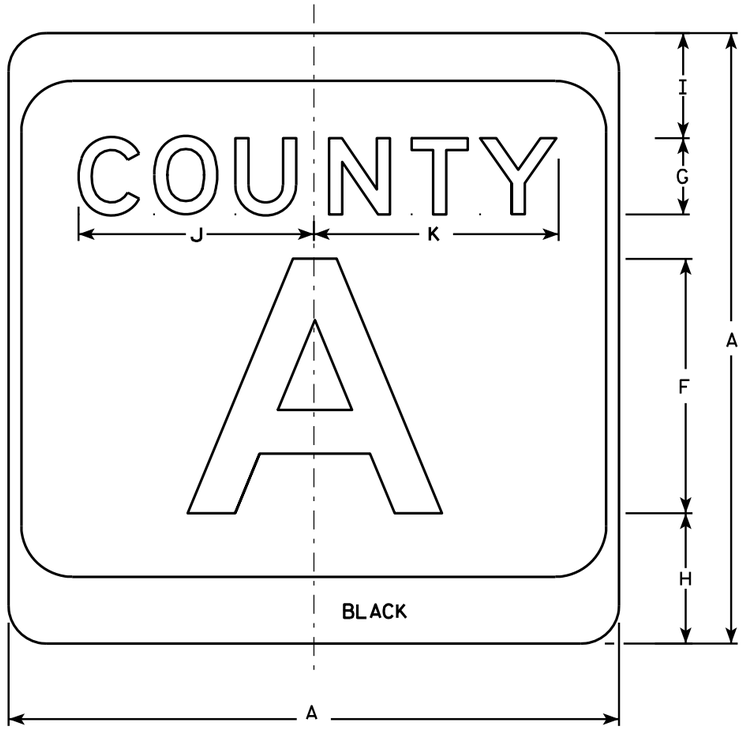
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

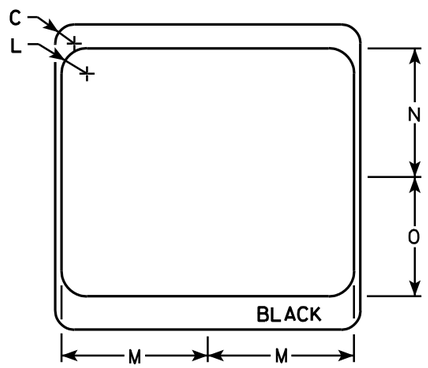
APPROVED Matthew R Rauch
for State Traffic Engineer

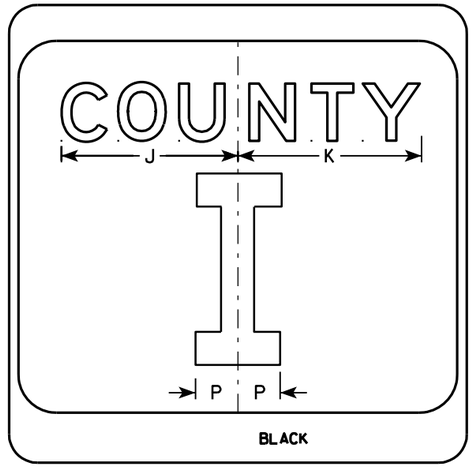
DATE 9/30/09 PLATE NO. G20-2A.8

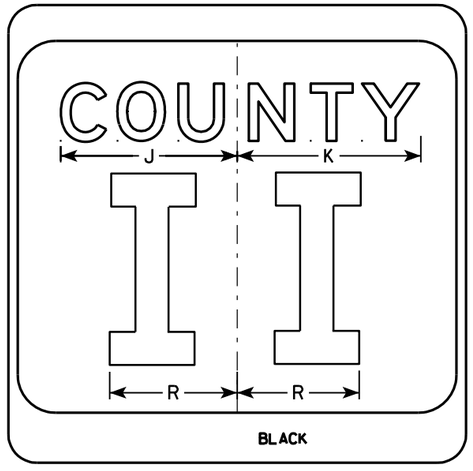
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 133	E



M1-5A







NOTES

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

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

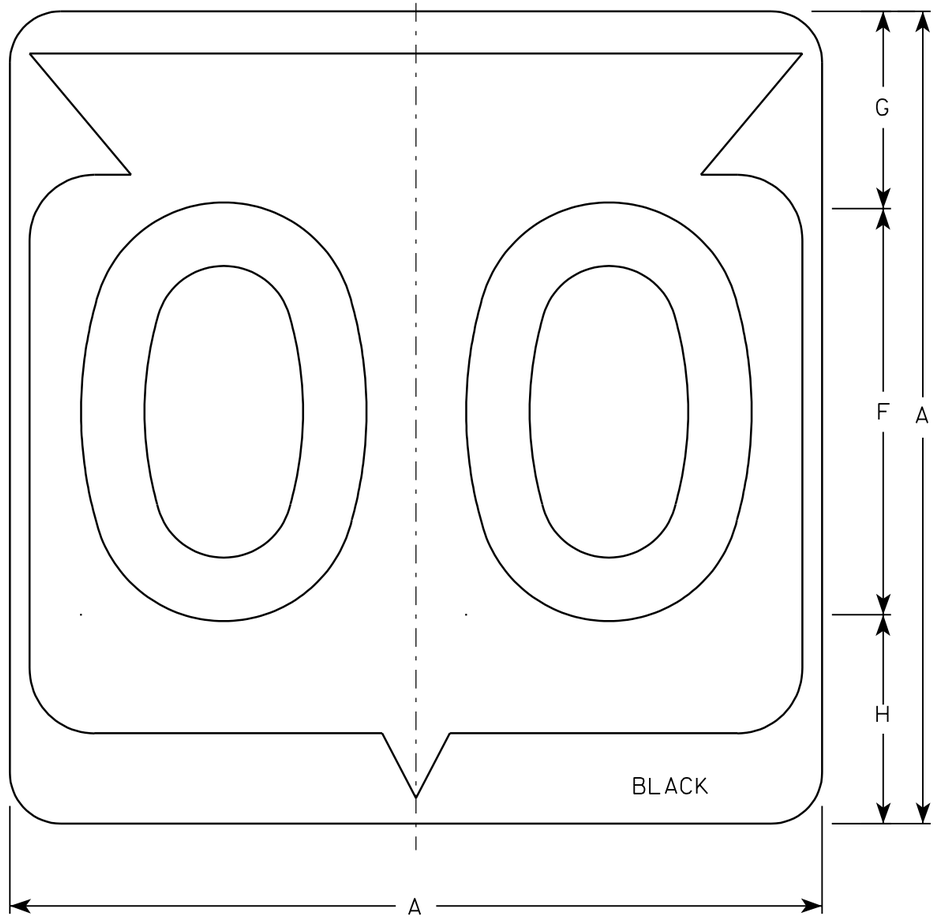
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

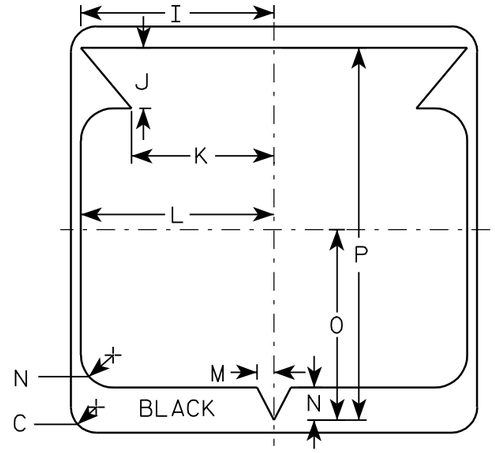
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 134	E



M1-6

NOTES

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



Metric equivalent for this sign is:

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0	.36
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81

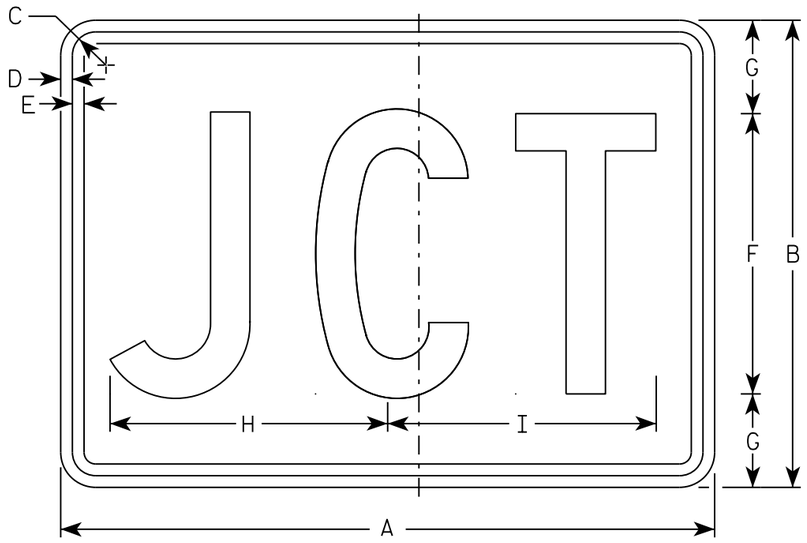
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

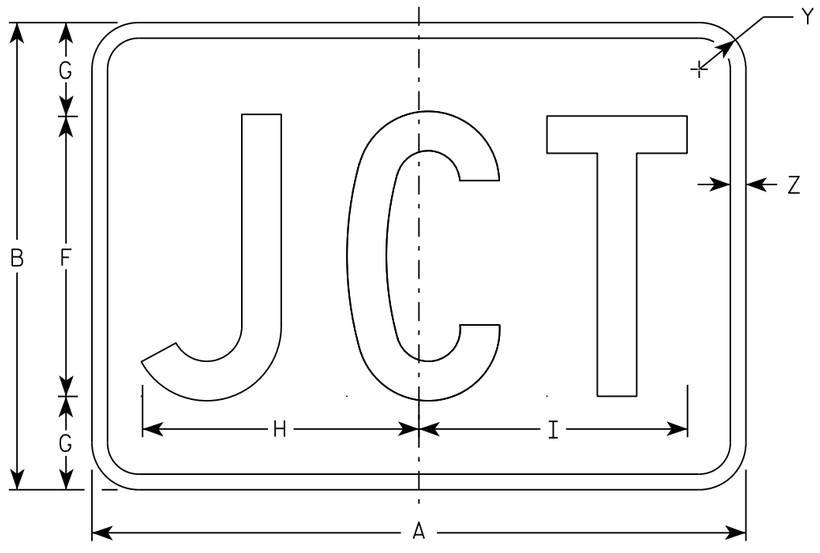
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 135	E



M2-1
MM2-1
MP2-1



MB2-1
MK2-1
MN2-1
MR2-1

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MP2-1 Background - White
   Message - Blue
   MR2-1 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	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40

STANDARD SIGN
M2-1

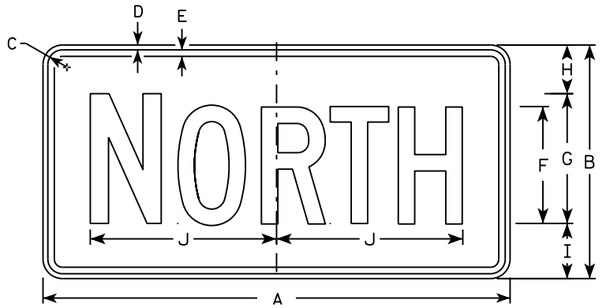
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

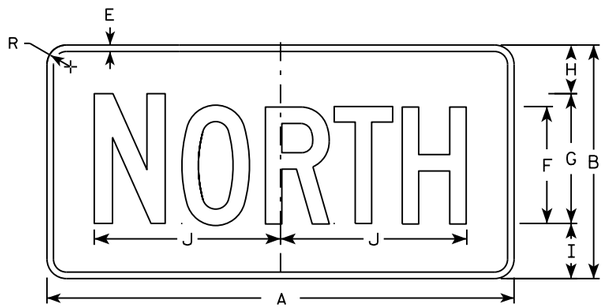
DATE 10/15/15 PLATE 136 12-1.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M21.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.864603:1.000000



M3-1
MM3-1
MP3-1



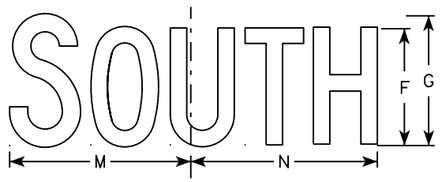
MB3-1
MK3-1
MN3-1



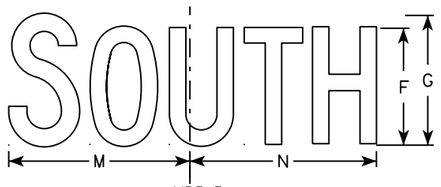
M3-2
MM3-2
MP3-2



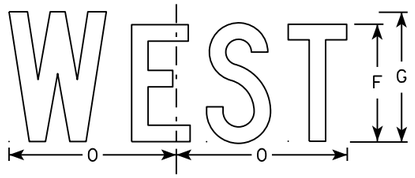
MB3-2
MK3-2
MN3-2



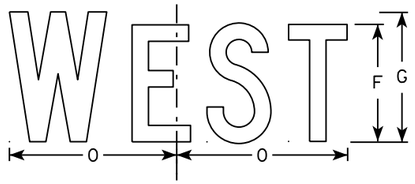
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

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

STANDARD SIGNS
M3-1 thur M3-4
SERIES

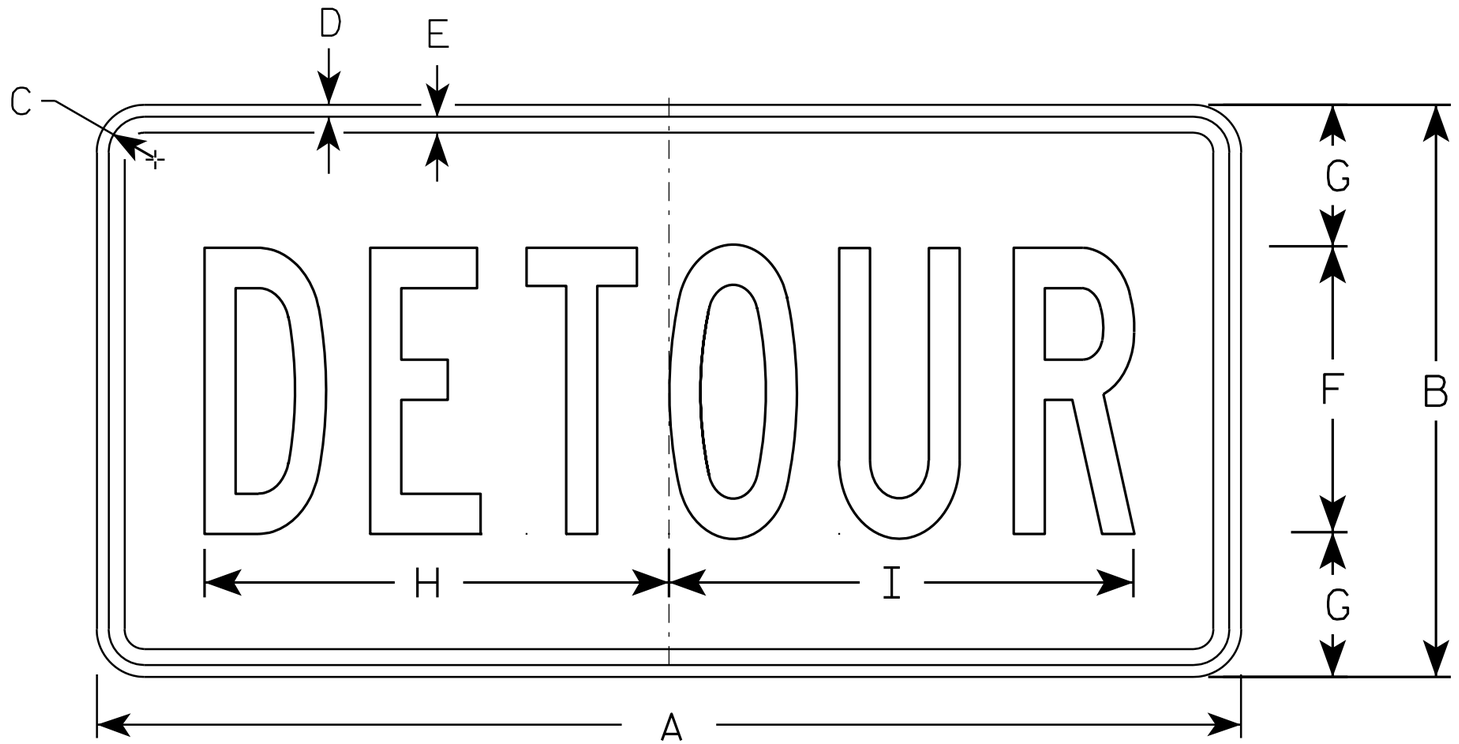
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

DATE 10/15/15 PLATE NO M3-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



M4-8

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/8	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4																											
5																											

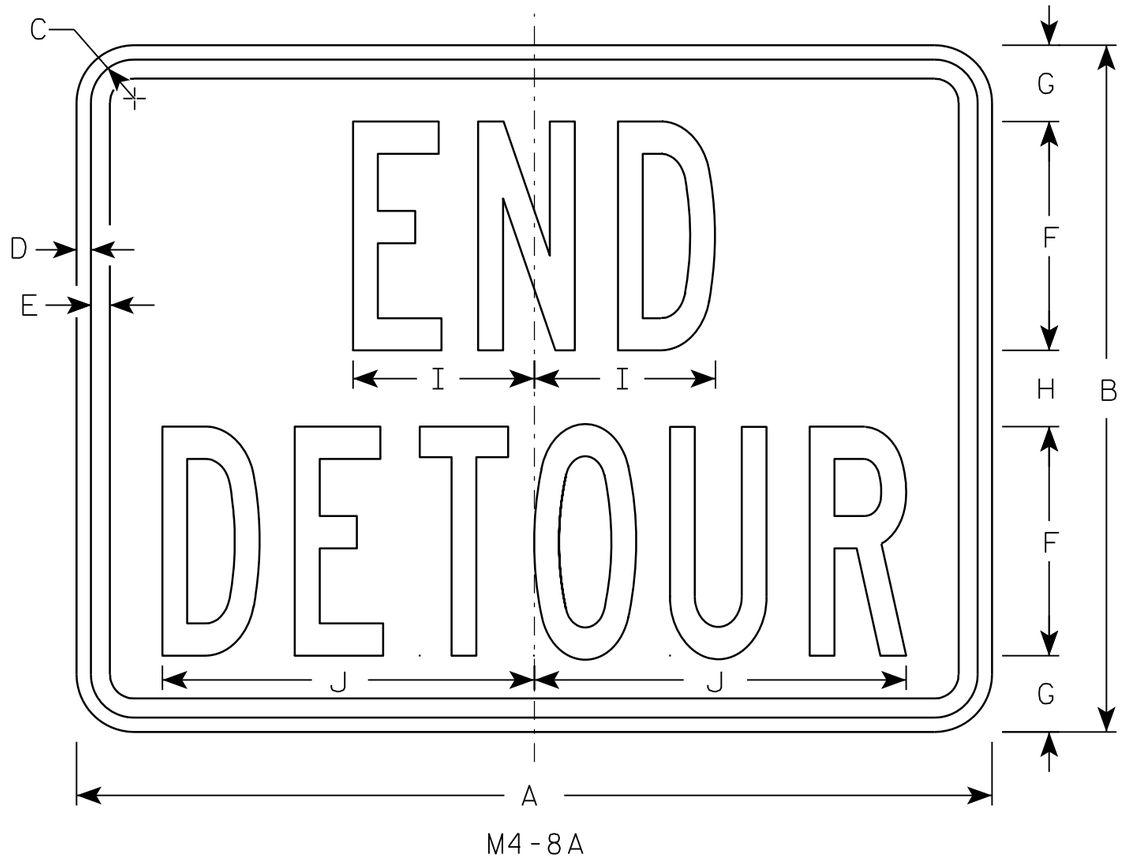
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 138	E



M4-8A

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 1/8	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/8	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4																											
5																											

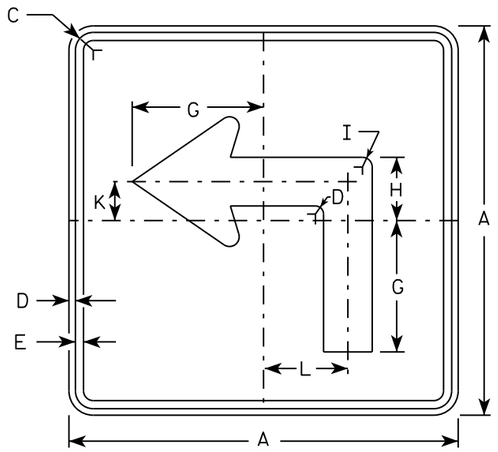
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

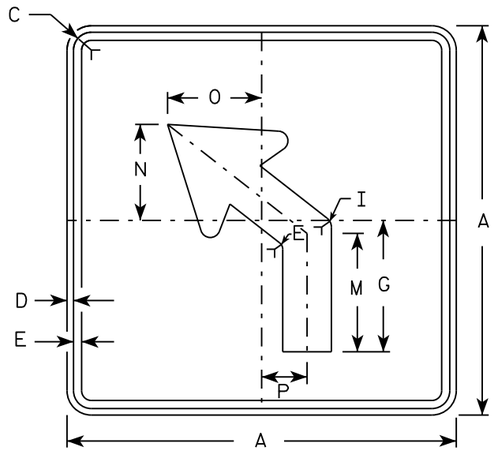
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

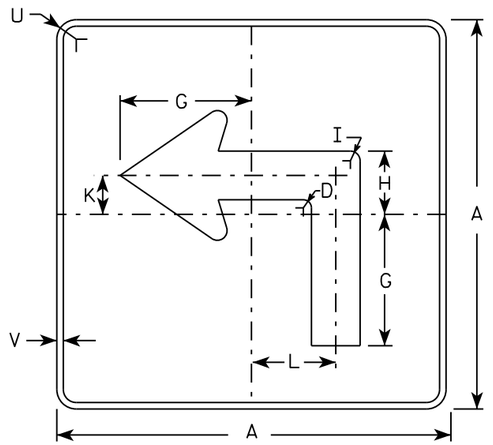
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 139	E



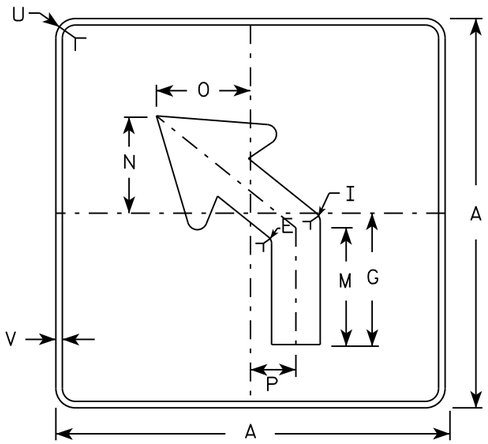
M5-1L
MM5-1L
MO5-1L
MP5-1L



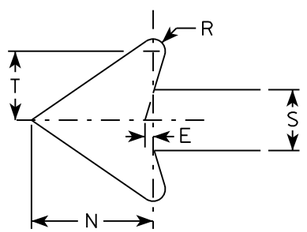
M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L



MB5-2L
MK5-2L
MN5-2L
MR5-2L



NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

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

STANDARD SIGN
M5-1 & M5-2

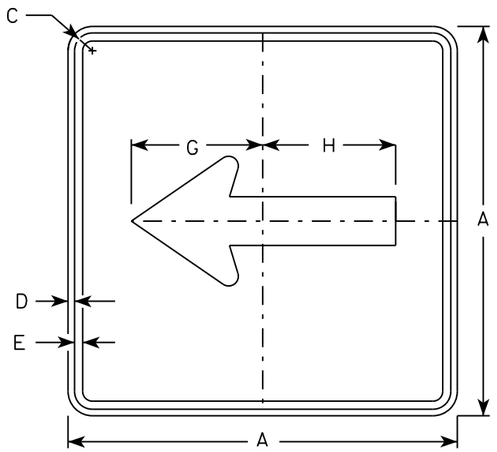
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

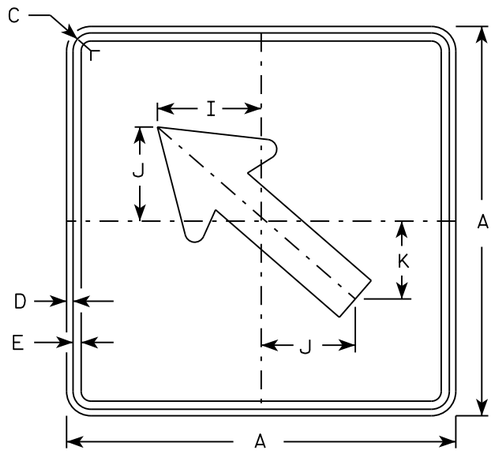
DATE 10/15/15 PLATE NO. M5-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



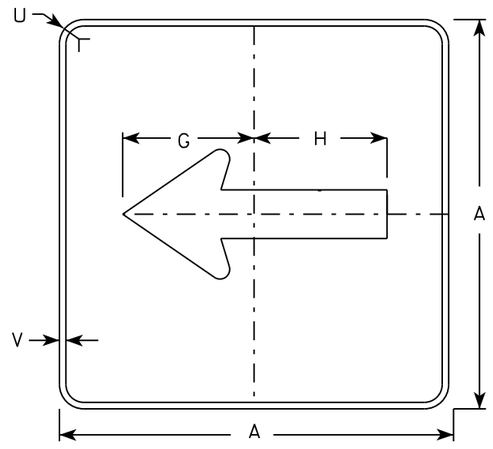
M6-1
MM6-1
MO6-1
MP6-1



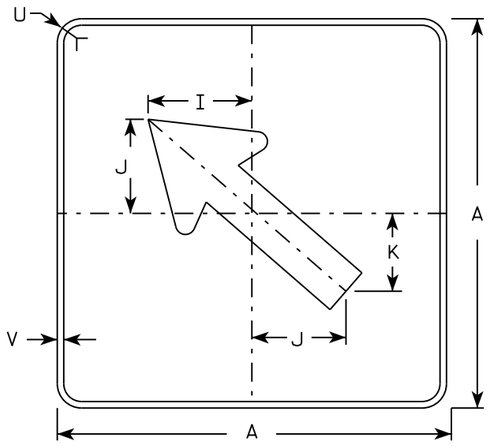
M6-2
MM6-2
MO6-2
MP6-2

NOTES

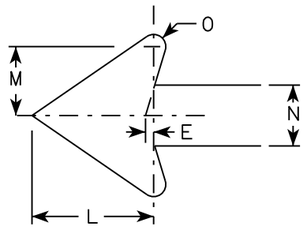
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1
MK6-1
MN6-1
MR6-1



MB6-2
MK6-2
MN6-2
MR6-2



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

STANDARD SIGN
M6-1 & M6-2
SERIES

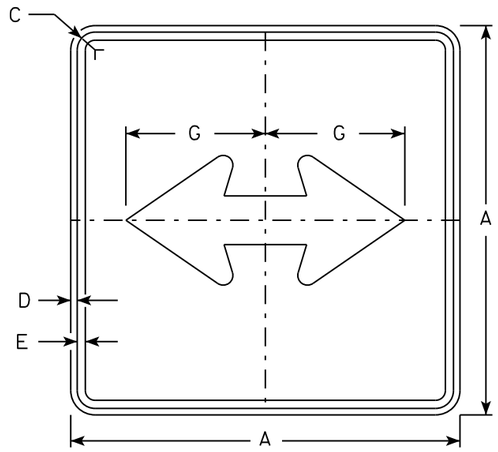
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

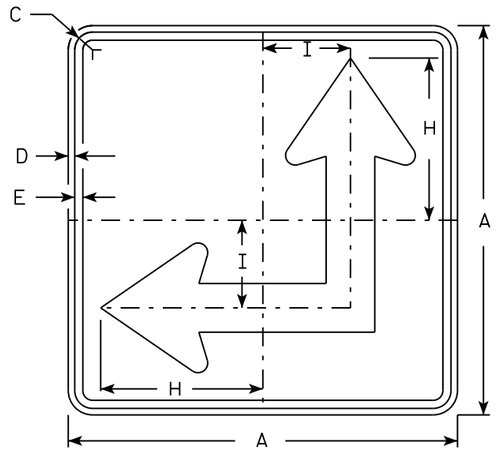
DATE 10/15/15 PLATE 141 M6-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



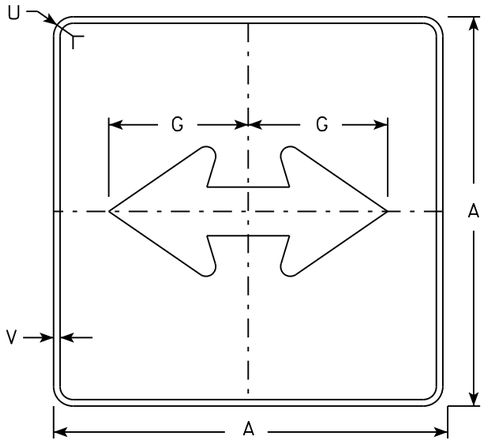
M6-4
MM6-4
MO6-4
MP6-4



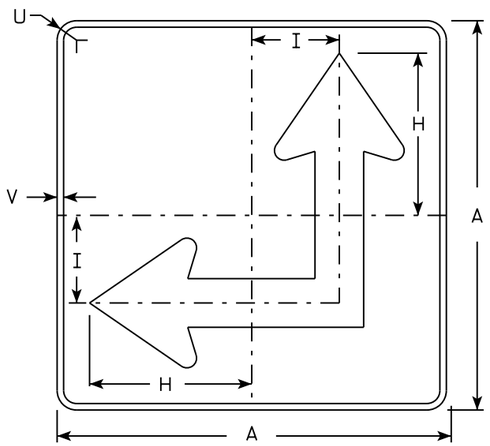
M6-6
MM6-6
MO6-6
MP6-6

NOTES

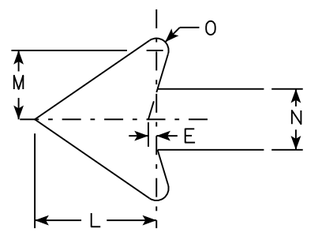
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See Note 4
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-4 and M6-6 Background - White
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White
   MK6-4 and MK6-6 Background - Green
   Message - White
   MM6-4 and MM6-6 Background - White
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White
   MO6-4 and MO6-6 Background - Orange - Type F Reflective
   Message - Black
   MP6-4 and MP6-6 Background - White
   Message - Blue
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow
5. M6-6R same as M6-6L except arrow points ahead and right.



MB6-4
MK6-4
MN6-4
MR6-4



MB6-6
MK6-6
MN6-6
MR6-6



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																											
2	21		1 1/8	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25

STANDARD SIGN
M6-4 & M6-6
SERIES

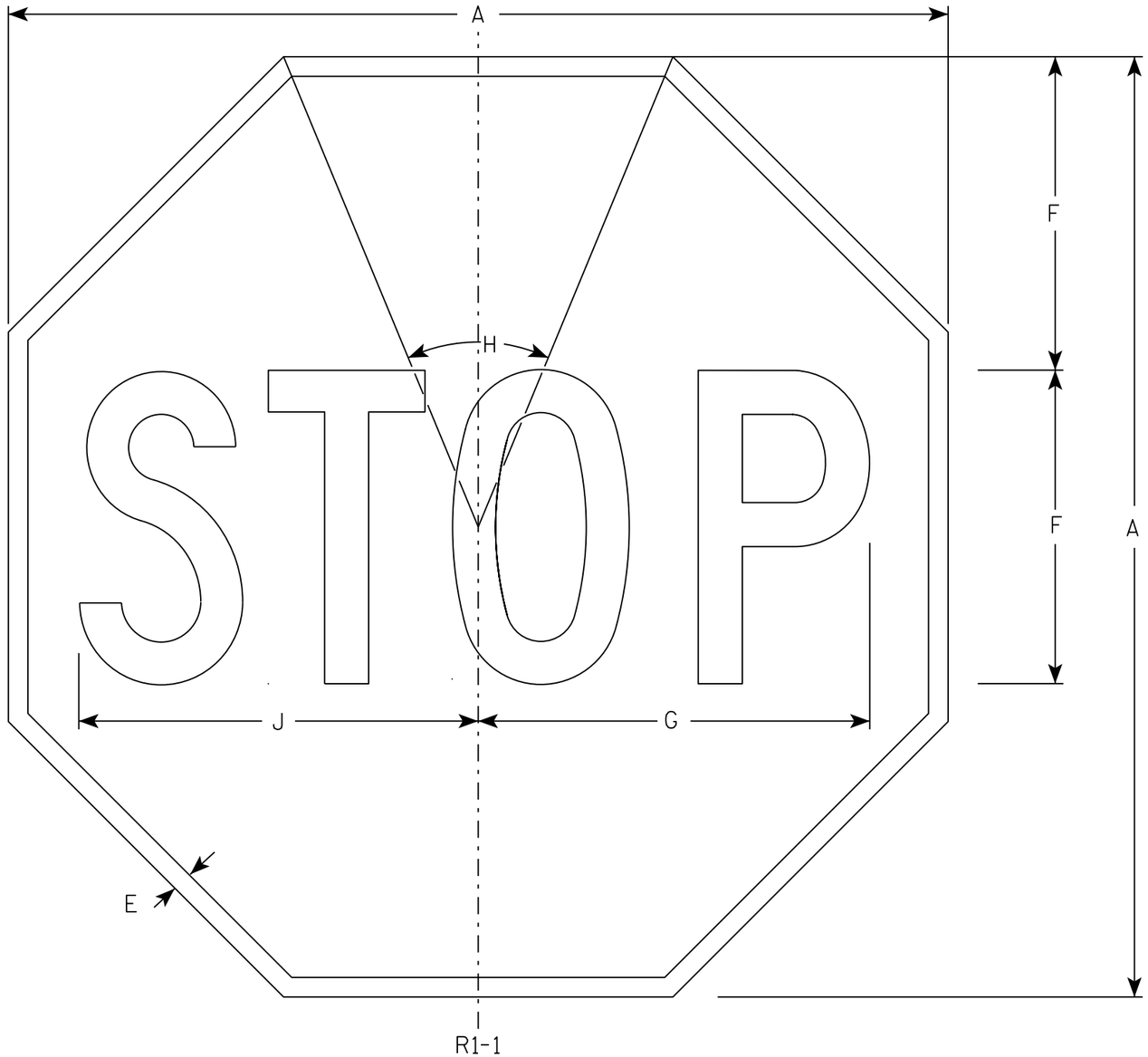
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 142 M6-4.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M64.DGN PLOT DATE : 01-DEC-2015 17:58 PLOT BY : $$ platuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
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

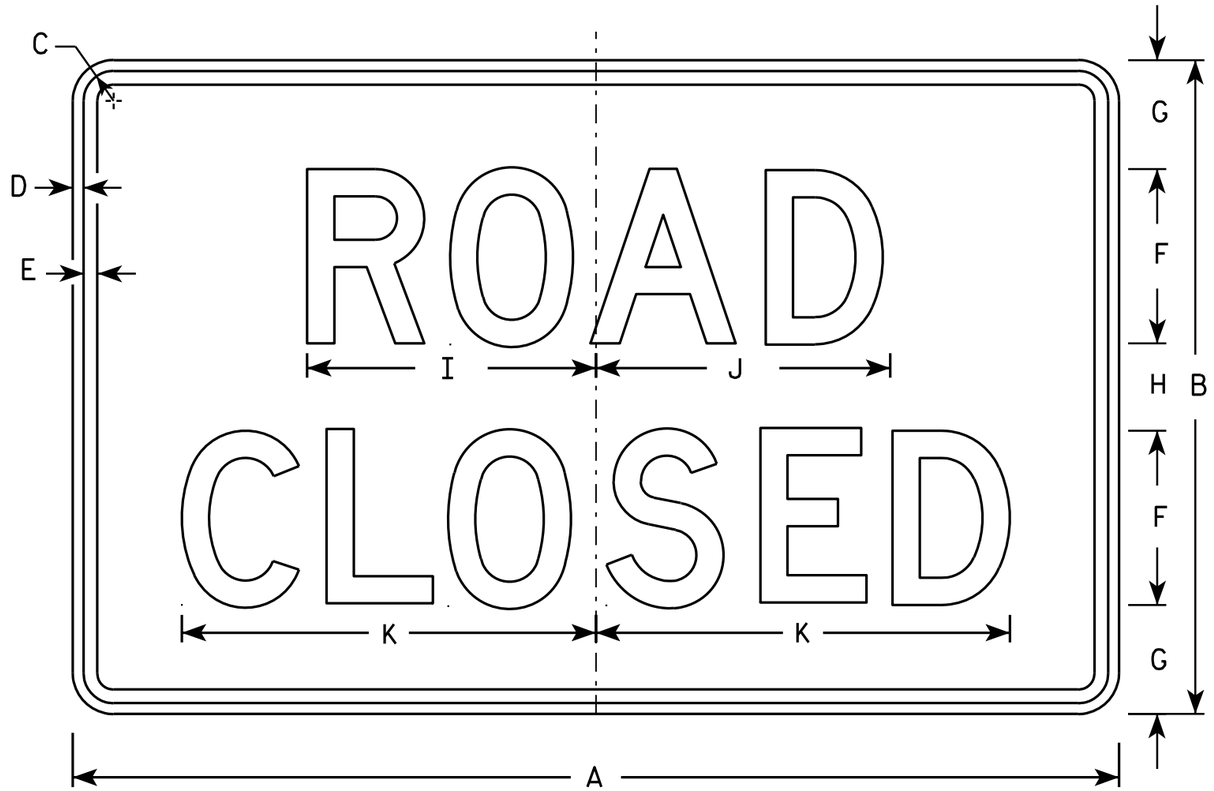
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE R1-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: E

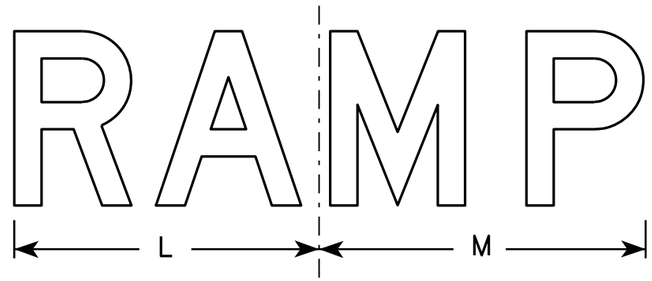
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R11.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.378143:1.000000



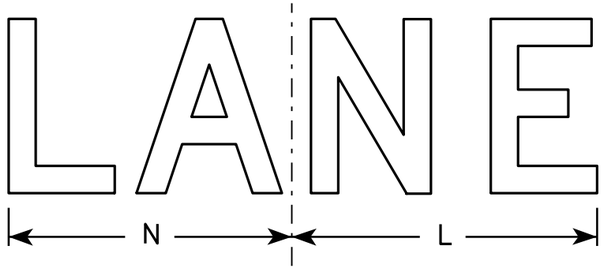
R11-2

NOTES

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



R11-2R



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

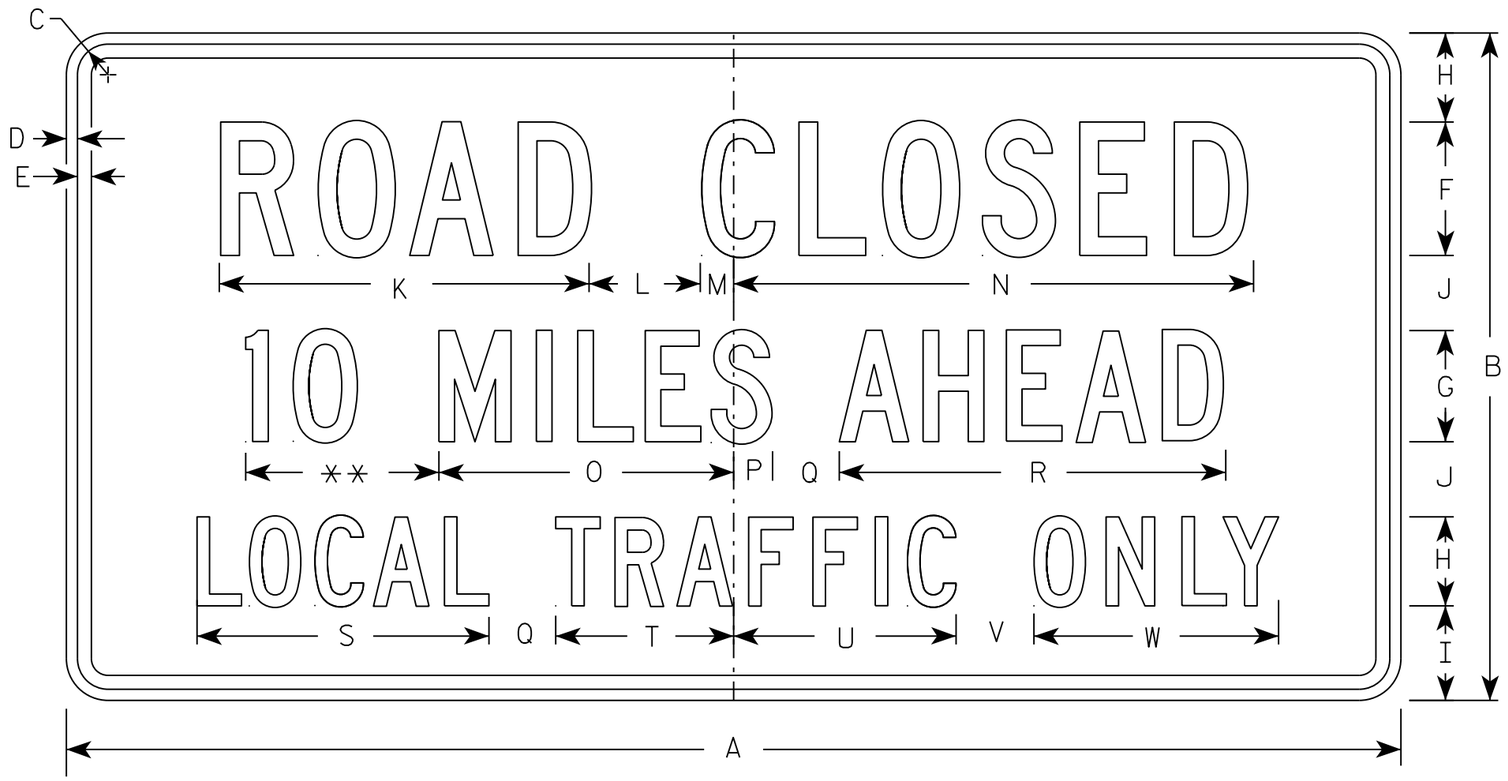
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-2.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 144 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3

** See Note 5

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 3/8	1/2	5/8	4	3	2 1/2	2	2	11 1/8	3	1 1/8	15 1/4	8	1 1/2	2	10 3/4	8 3/8	4 3/4	6 1/2	2	6 3/4				4.5
2S	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	16 5/8	5	1 1/2	23	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11				12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	16 5/8	5	1 1/2	23	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11				12.5
3																											
4																											
5																											

STANDARD SIGN
R11-3

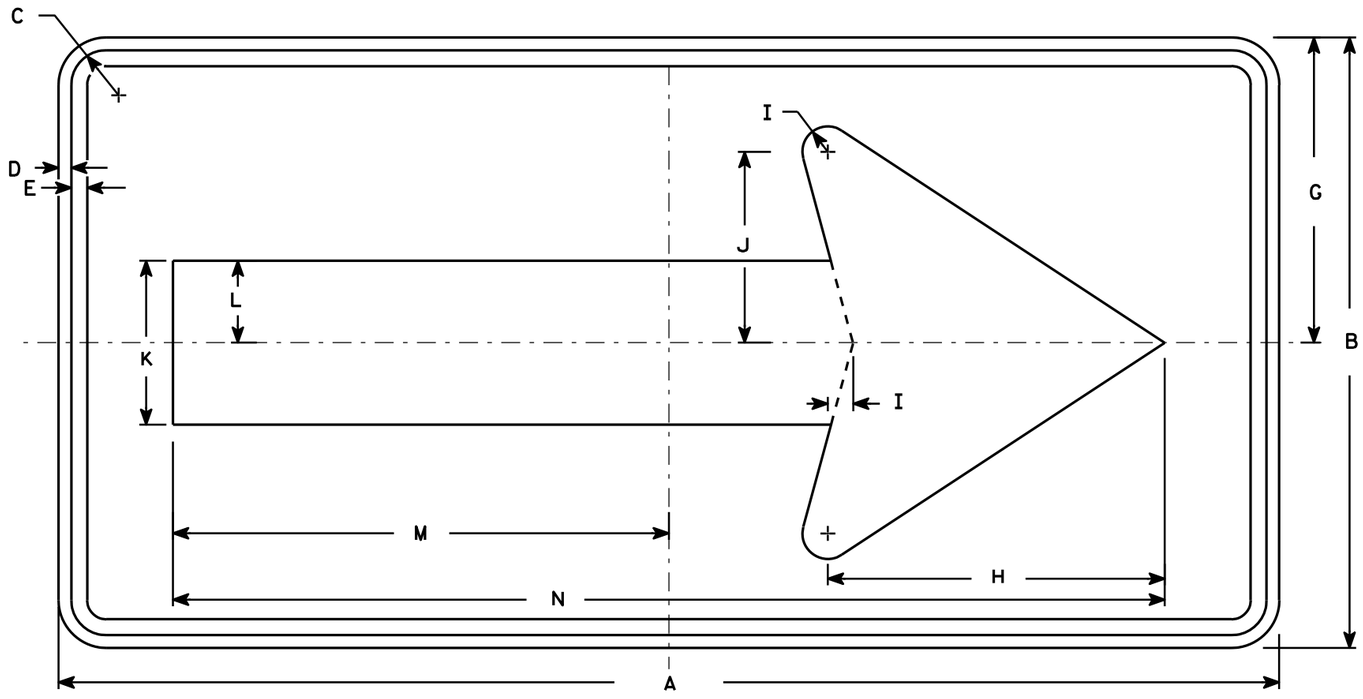
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/28/16 PLATE NO. R11-3.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R113.DGN PLOT DATE : 28-JUL-2016 16:25 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 6.810445:1.000000



W1-6

NOTES

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

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

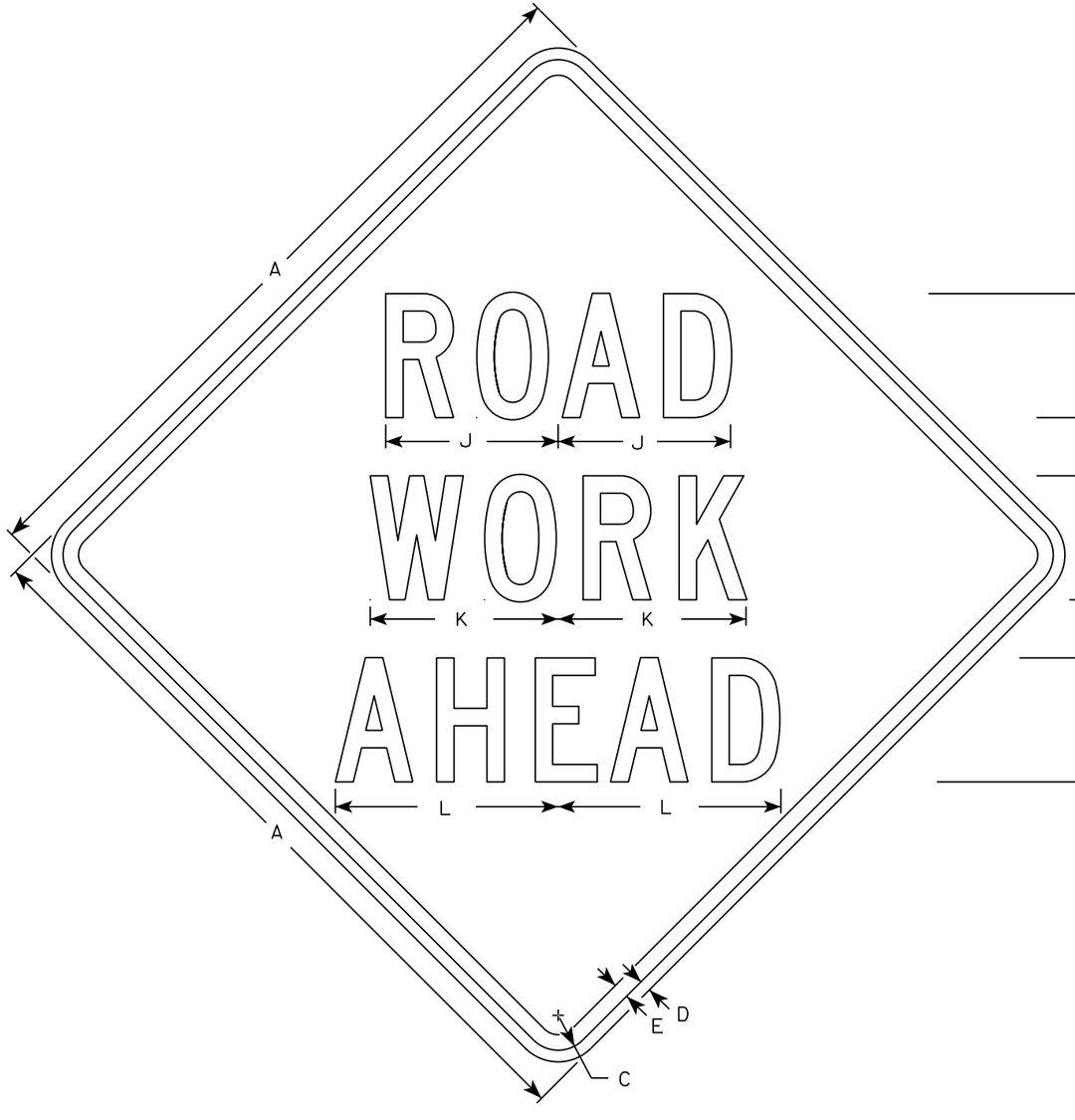
STANDARD SIGN
W1-6

WISCONSIN DEPT OF TRANSPORTATION

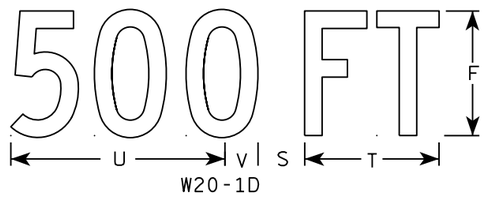
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-6.8

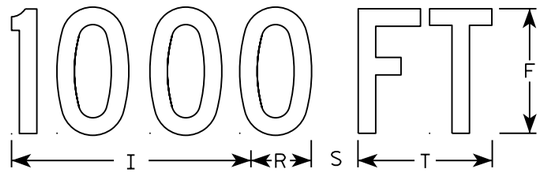
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 146



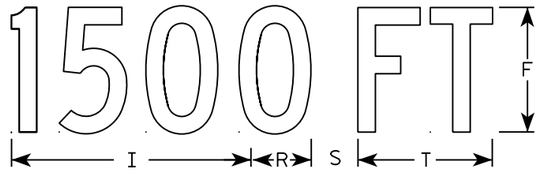
W20-1A



W20-1D



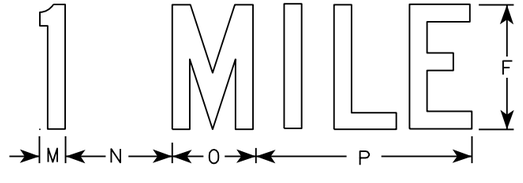
W20-1C



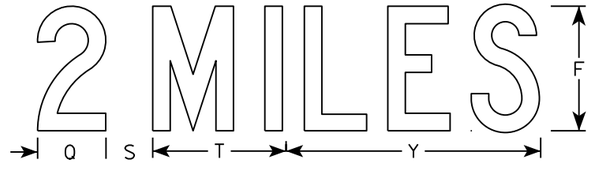
W20-1B



W20-1G



W20-1F



W20-1E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 3/8	1/2	5/8	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9		2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

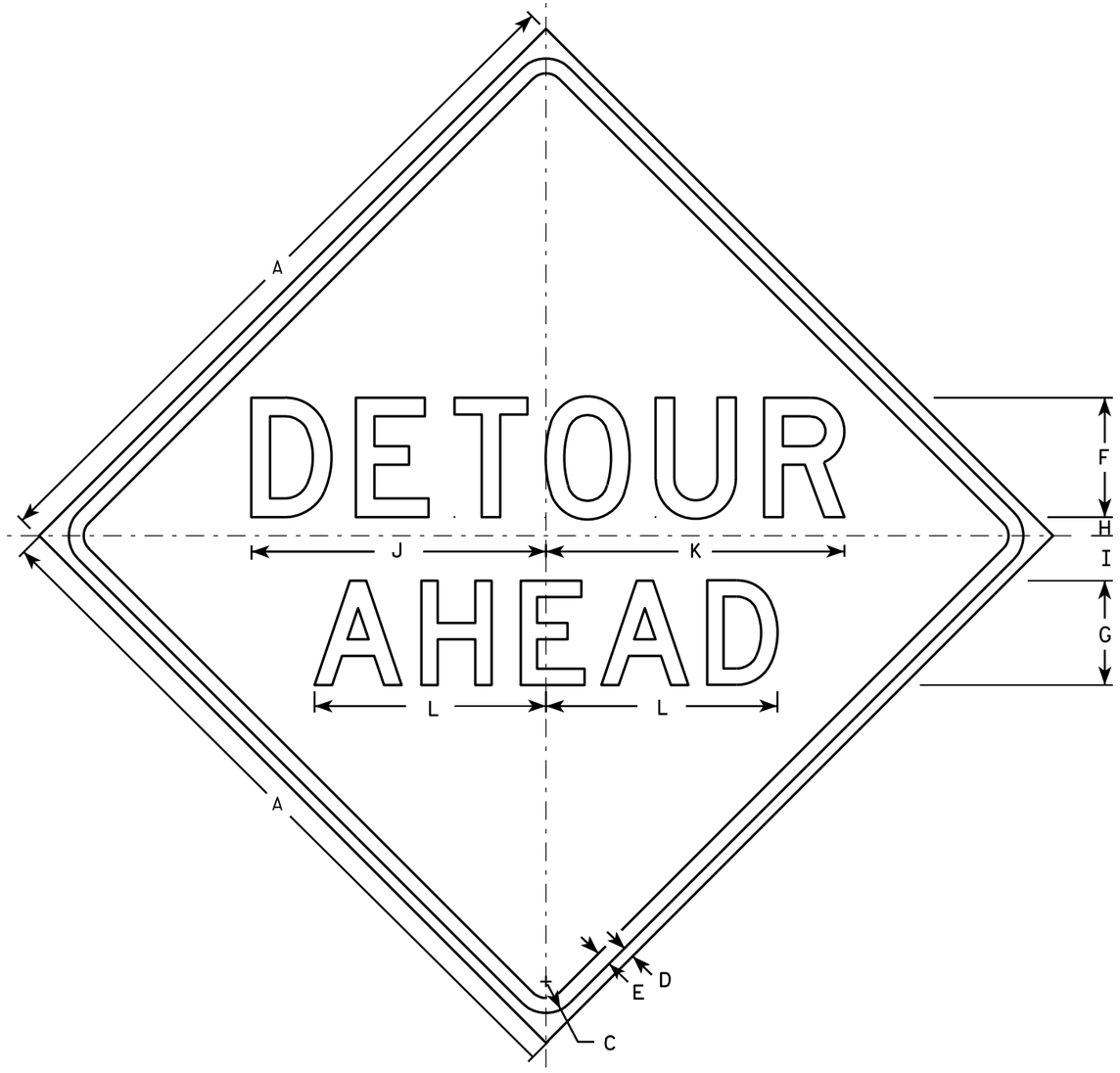
DATE 5/07/15 PLATE NO. W20-1.10

PROJECT NO:

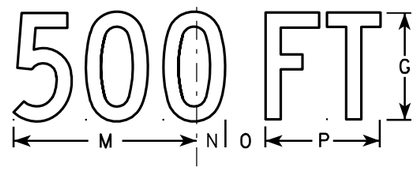
SHEET NO: E

7

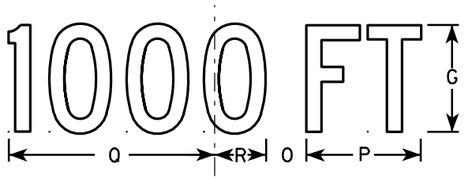
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 01-DEC-2015 18:24 PLOT BY : $$ plotuser $$



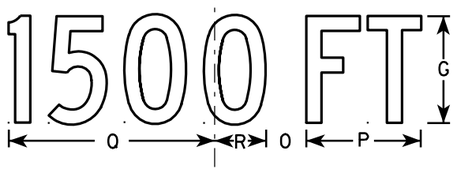
W20-2A



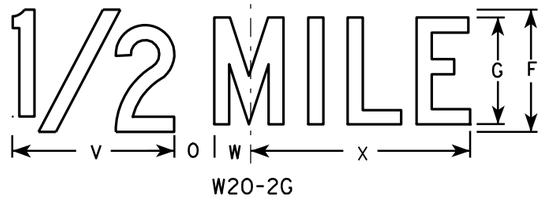
W20-2D



W20-2C



W20-2B



W20-2G



W20-2F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

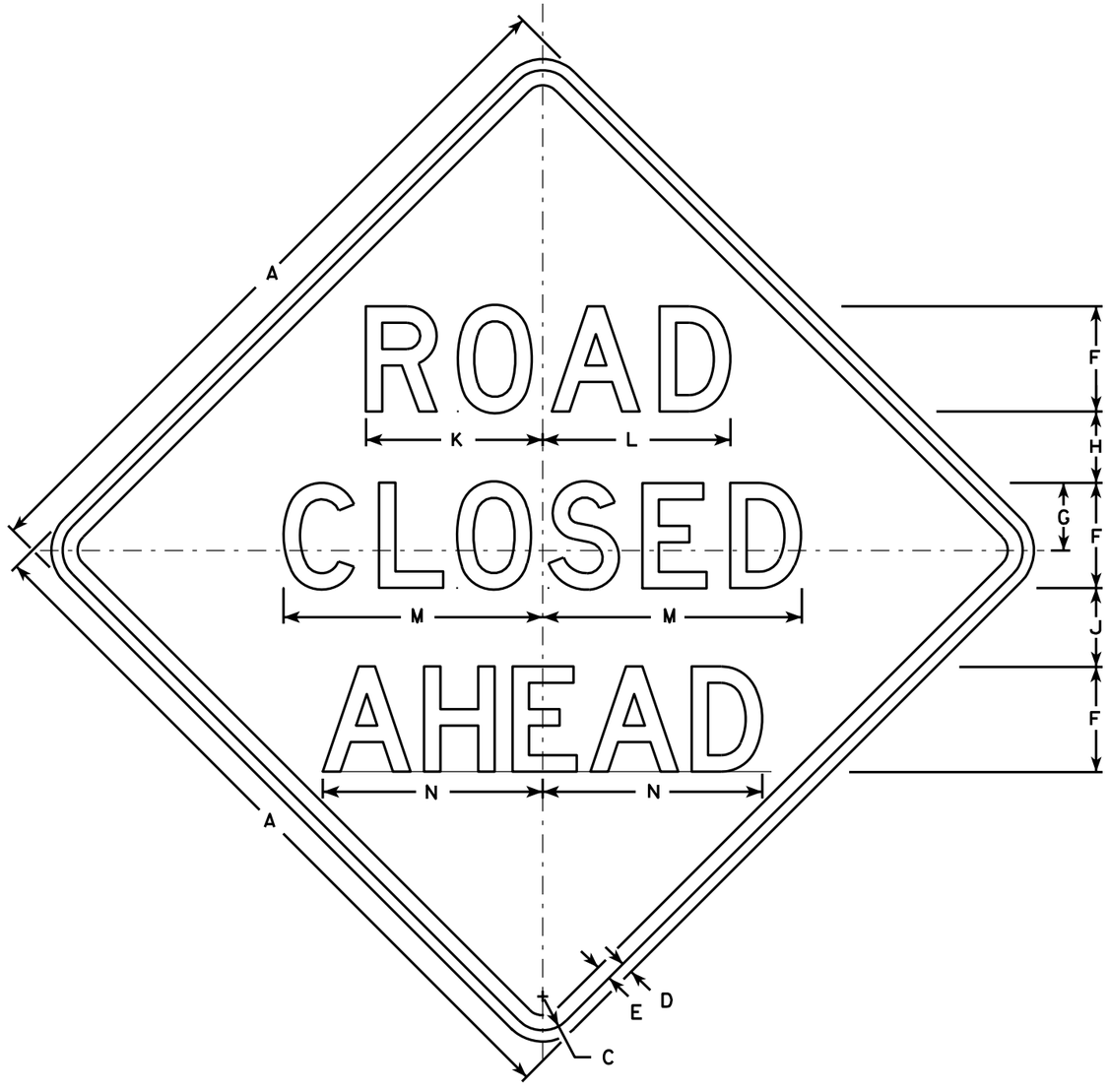
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

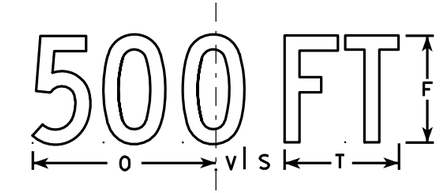
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 148 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W202.DGN PLOT DATE : 18-MAR-2011 10:00 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000

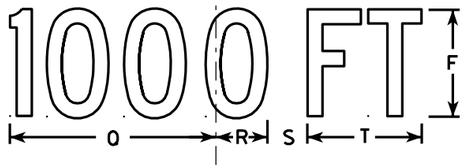
WISDOT/CADDS SHEET 42



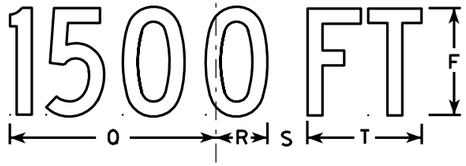
W20-3A



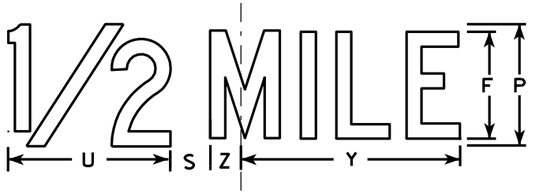
W20-3D



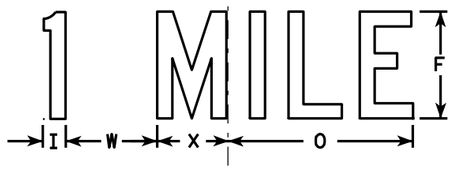
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - 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 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

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

STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 3/18/11 PLATE NO. W20-3.7

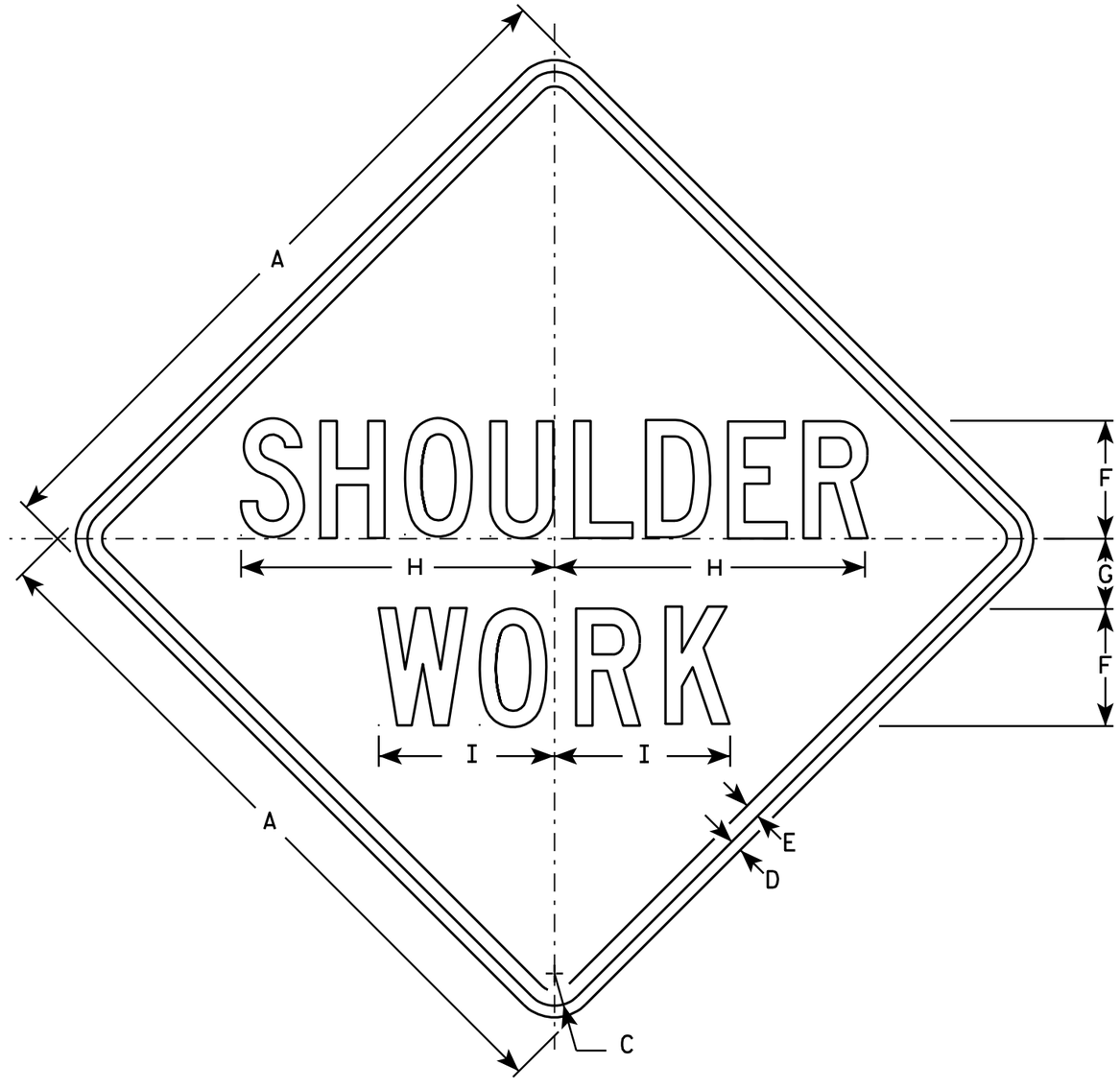
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 149 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W203.DGN PLOT DATE : 18-MAR-2011 12:08 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000

WISDOT/CADDS SHEET 42

7

7



W21-5

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	4	2 1/2	10 3/4	6																		4.0
2S	30		1 3/8	1/2	5/8	5	3	13 3/8	7 1/2																		6.25
2M	30		1 3/8	1/2	5/8	5	3	13 3/8	7 1/2																		6.25
3	36		1 5/8	5/8	3/4	6	3 1/2	16	9																		9.0
4	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0
5	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0

STANDARD SIGN
W21-5

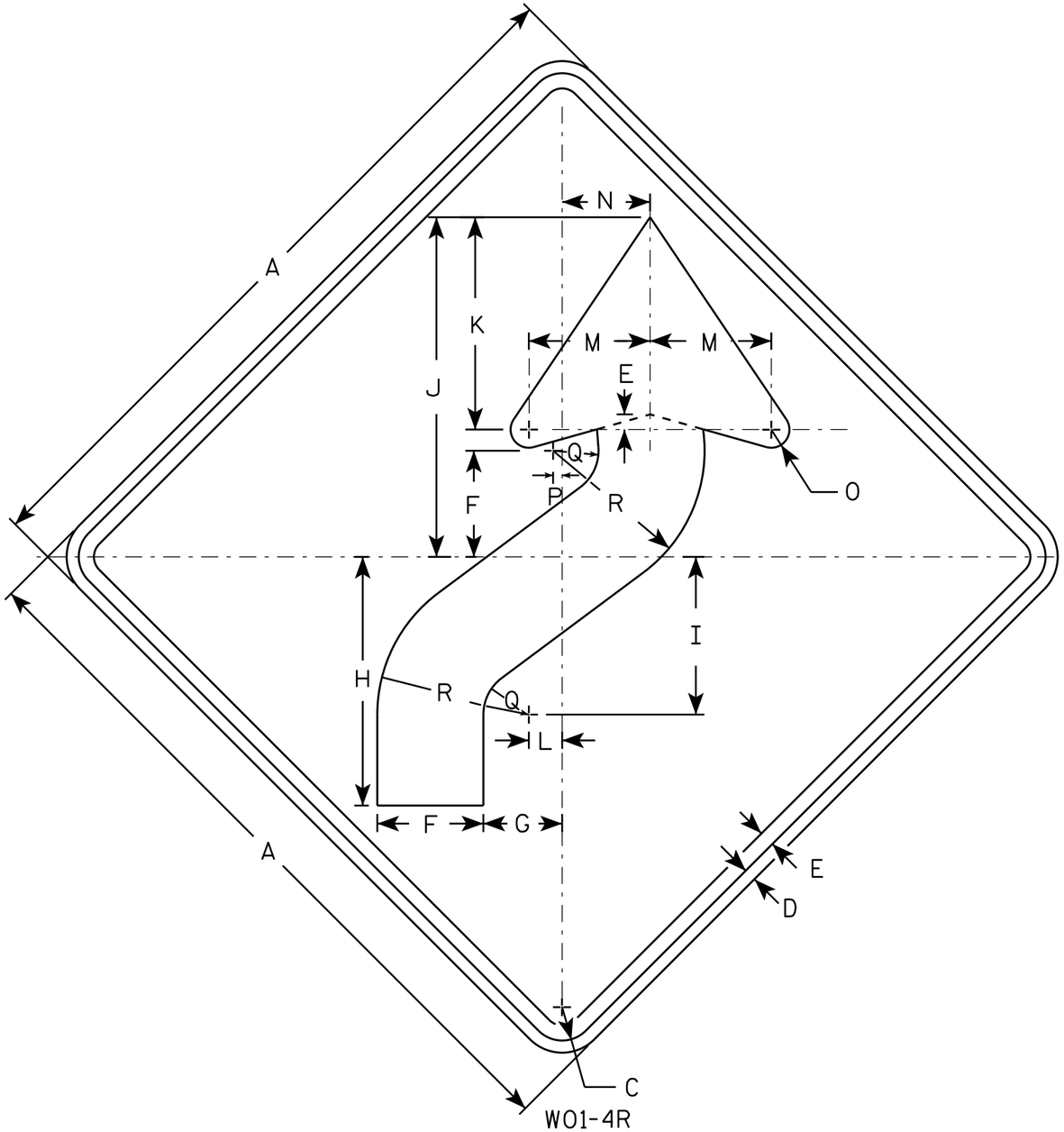
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/11 PLATE NO. W21-5.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 150 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W215.DGN PLOT DATE : 21-MAR-2011 08:01 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.207338:1.000000
WISDOT/CADDS SHEET 42



W01-4R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. 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. W01-4L is the same as W01-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

STANDARD SIGN
W01-4

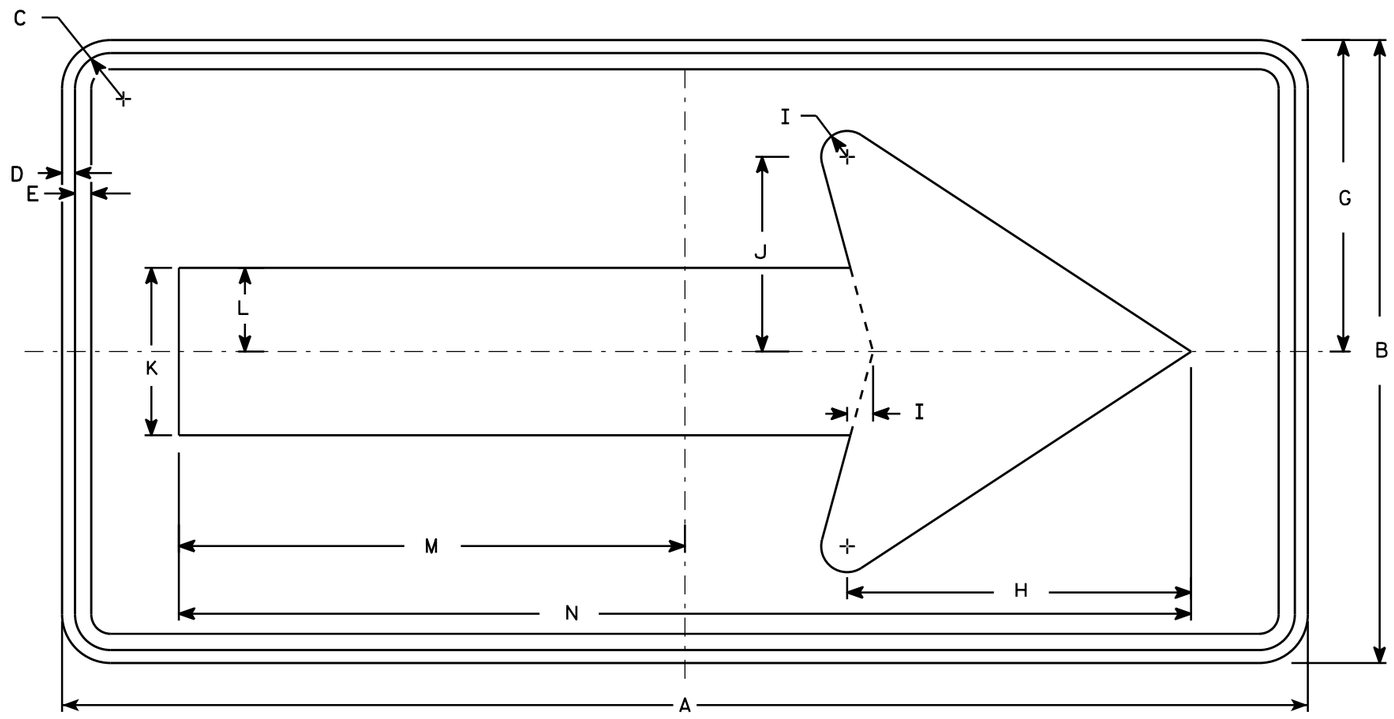
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO W01-4.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W014.DGN PLOT DATE : 28-FEB-2014 11:35 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.755110:1.000000 WISDOT/CADDS SHEET 42



W01-6

NOTES

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

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

STANDARD SIGN
W01-6

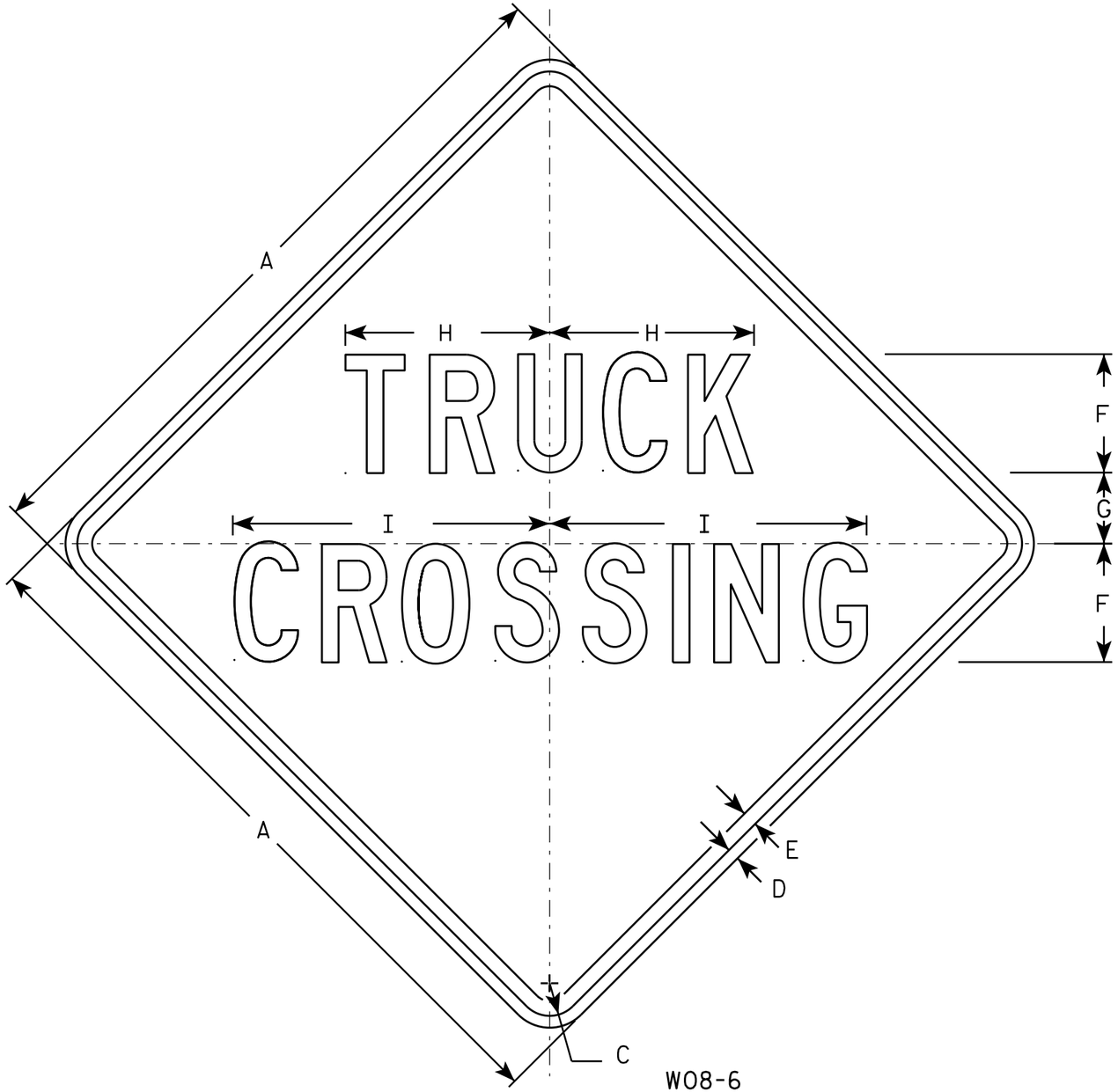
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-6.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42



W08-6

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	3 1/2	10 3/8	16																		9.0
2S	48		2 1/4	3/4	1	8	5	13 3/4	21 1/4																		16.0
2M	48		2 1/4	3/4	1	8	5	13 3/4	21 1/4																		16.0
3	48		2 1/4	3/4	1	8	5	13 3/4	21 1/4																		16.0
4	48		2 1/4	3/4	1	8	5	13 3/4	21 1/4																		16.0
5	48		2 1/4	3/4	1	8	5	13 3/4	21 1/4																		16.0

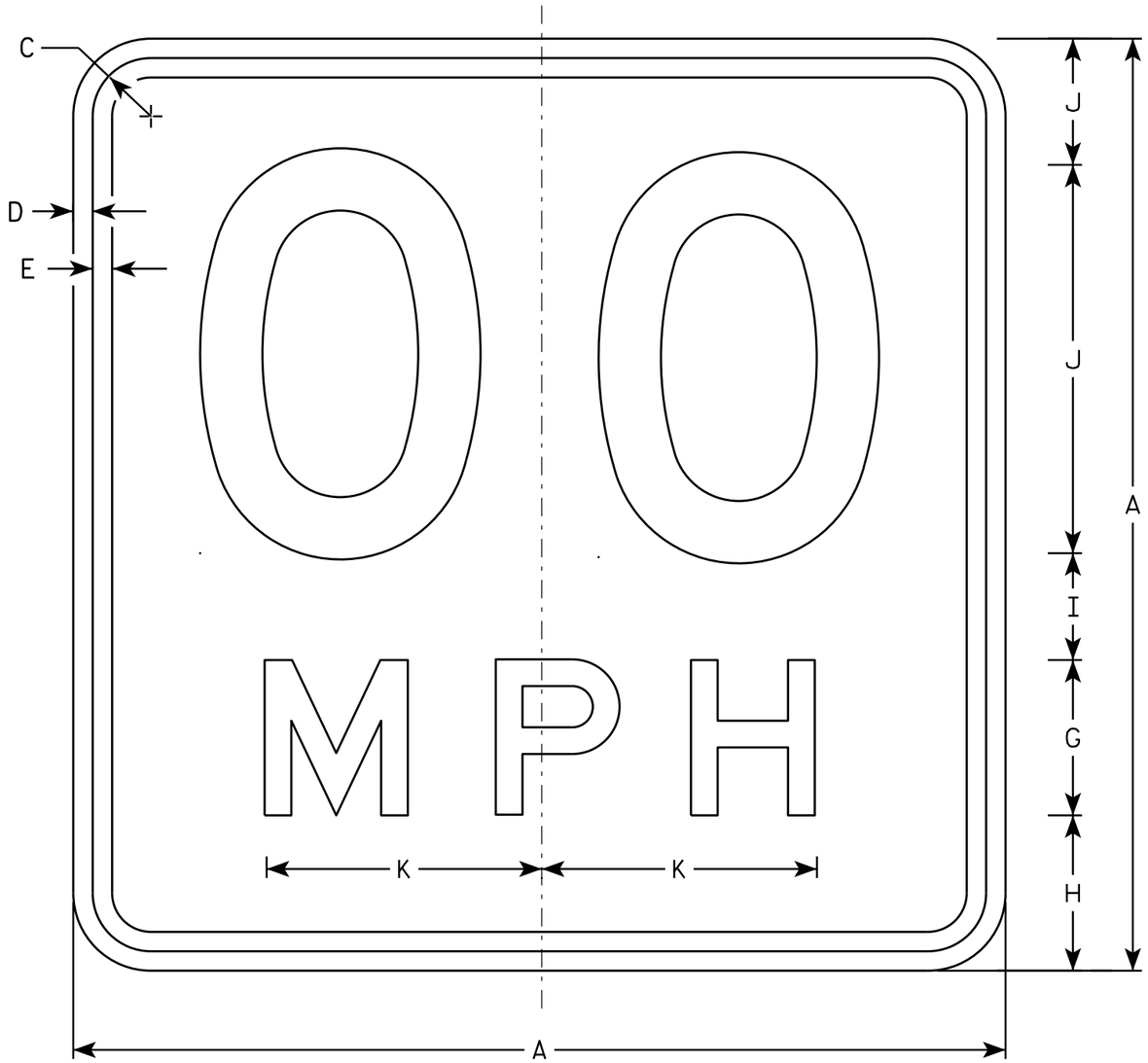
STANDARD SIGN
W08-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 153 W08-6.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W013-1

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	7 1/8																4.00
2S	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
2M	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
3	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

STANDARD SIGN
W013-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/21/13 PLATE 154 W013-1.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

STH 54 PROPOSED - STAGE 1													
			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)				
Station	Real Station	Distance	Cut	Fill	Marsh	Cut	Fill	Marsh Exc	Cut 1.00	Expanded Fill 1.25	Reduced Marsh In Fill 0.75	Expanded Marsh Backfill 1.25	Mass Ordinate
119600.00	119600.00	0.00	32.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
119700.00	119700.00	100.00	25.90	21.10	0.00	120.00	39.07	0.00	120.00	48.84	0.00	0.00	59.12
119800.00	119800.00	100.00	36.10	31.10	0.00	114.81	96.67	0.00	234.81	169.68	0.00	0.00	53.10
119900.00	119900.00	100.00	17.50	10.60	0.00	99.26	77.22	0.00	334.07	266.20	0.00	0.00	55.83
120000.00	120000.00	100.00	11.50	111.80	75.96	53.70	226.67	140.67	387.78	549.54	105.50	175.83	-41.92
120100.00	120100.00	100.00	50.10	235.20	148.43	114.07	642.59	415.54	501.85	1352.78	417.15	695.25	-341.52
120200.00	120200.00	100.00	92.60	307.70	137.89	264.26	1005.37	530.22	766.11	2609.49	814.82	1358.03	-836.89
120300.00	120300.00	100.00	12.20	188.20	157.03	194.07	918.33	546.15	960.19	3757.41	1224.43	2040.72	-1278.72
120400.00	120400.00	100.00	1.20	202.00	0.00	24.81	722.59	290.80	985.00	4660.65	1442.53	2404.21	-1884.53
120500.00	120500.00	100.00	3.80	259.10	0.00	9.26	853.89	0.00	994.26	5728.01	1442.53	2404.21	-2942.63
120600.00	120600.00	100.00	41.30	279.40	0.00	152.96	997.22	0.00	152.96	6974.54	1442.53	2404.21	-4105.64
120700.00	120700.00	100.00	26.20	203.20	0.00	152.96	893.70	0.00	305.93	8091.67	1442.53	2404.21	-5097.77
120800.00	120800.00	100.00	47.60	175.90	0.00	136.67	702.04	0.00	442.59	8969.21	1442.53	2404.21	-5838.65
120900.00	120900.00	100.00	106.30	218.90	0.00	285.00	731.11	0.00	727.59	9883.10	1442.53	2404.21	-6467.53
121000.00	121000.00	100.00	128.50	247.70	0.00	434.81	864.07	0.00	1162.41	10963.19	1442.53	2404.21	-7112.81
121100.00	121100.00	100.00	84.40	276.50	0.00	394.26	970.74	0.00	1556.67	12176.62	1442.53	2404.21	-7931.98
121200.00	121200.00	100.00	18.60	315.20	0.00	190.74	1095.74	0.00	1747.41	13546.30	1442.53	2404.21	-9110.91
121300.00	121300.00	100.00	4.20	361.90	0.00	42.22	1253.89	0.00	1789.63	15113.66	1442.53	2404.21	-10636.05
121400.00	121400.00	100.00	43.50	369.60	0.00	88.33	1354.63	0.00	1877.96	16806.94	1442.53	2404.21	-12241.01
121500.00	121500.00	100.00	254.40	240.10	0.00	551.67	1129.07	0.00	2429.63	18218.29	1442.53	2404.21	-13100.68
121600.00	121600.00	100.00	175.70	113.00	0.00	650.74	653.89	0.00	650.74	19035.65	1442.53	2404.21	-13121.56
121700.00	121700.00	100.00	218.30	23.33	0.00	650.74	252.46	0.00	1301.48	19351.23	1442.53	2404.21	-12707.51
121800.00	121800.00	100.00	81.30	71.20	0.00	554.81	175.06	0.00	1856.30	19570.05	1442.53	2404.21	-12371.52
121900.00	121900.00	100.00	30.00	60.70	0.00	206.11	244.26	0.00	2062.41	19875.37	1442.53	2404.21	-12470.73
122000.00	122000.00	100.00	35.90	67.70	0.00	122.04	237.78	0.00	2184.44	20172.59	1442.53	2404.21	-12645.91
122100.00	122100.00	100.00	27.50	52.40	0.00	117.41	222.41	0.00	2301.85	20450.60	1442.53	2404.21	-12806.52
122200.00	122200.00	100.00	22.50	45.60	0.00	92.59	181.48	0.00	2394.44	20677.45	1442.53	2404.21	-12940.78
122300.00	122300.00	100.00	15.90	48.20	0.00	71.11	173.70	0.00	2465.56	20894.58	1442.53	2404.21	-13086.79
122400.00	122400.00	100.00	21.36	71.88	0.00	69.00	222.37	0.00	2534.56	21172.55	1442.53	2404.21	-13295.76
122500.00	122500.00	100.00	45.90	67.40	0.00	124.56	257.93	0.00	2659.11	21494.95	1442.53	2404.21	-13493.61
						6,083	17,196	1923					

HEMLOCK TRAIL - STAGE 1									
			AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		
Station	Real Station	Distance	Cut	Fill	Cut	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
10+50.00	1050.00	0.00	10.50	97.20	0.00	0.00	0.00	0.00	0.00
11+00.00	1100.00	50.00	35.00	15.47	42.13	104.32	42.13	130.41	-88.28
12+00.00	1200.00	100.00	20.35	4.50	102.50	36.98	144.63	46.23	-32.00
13+00.00	1300.00	100.00	24.40	0.00	82.87	8.33	227.50	56.64	40.45
					228	**150**			

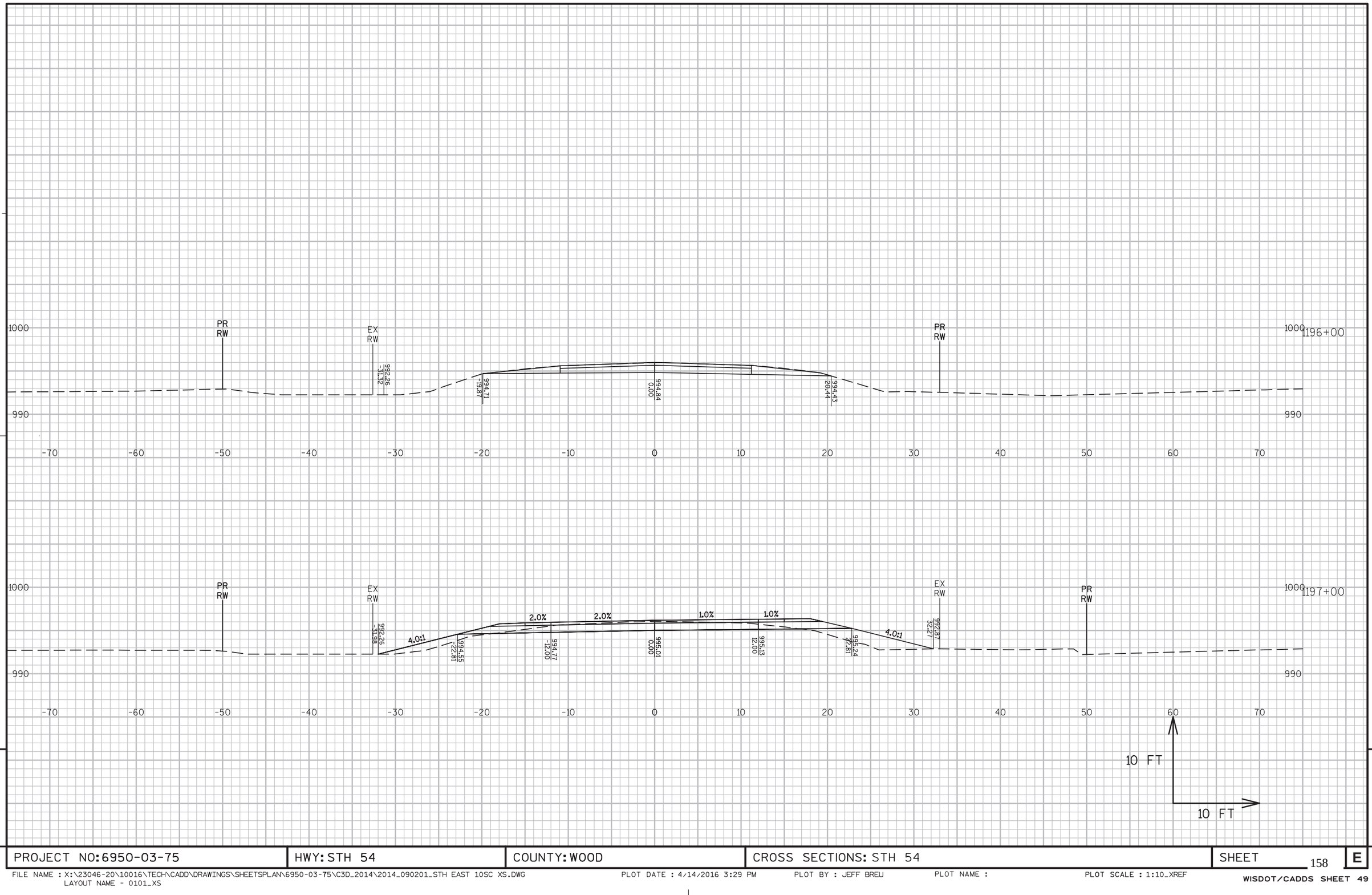
STH 54 PROPOSED - STAGE 1													
			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)				
Station	Real Station	Distance	Cut	Fill	Marsh	Cut	Fill	Marsh Exc	Cut 1.00	Expanded Fill 1.25	Reduced Marsh In Fill 0.75	Expanded Marsh Backfill 1.25	Mass Ordinate
125200.00	125200.00	0.00	84.80	104.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
125300.00	125300.00	100.00	67.80	77.00	0.00	282.59	335.56	0.00	282.59	419.44	0.00	0.00	-136.85
125400.00	125400.00	100.00	127.00	60.30	0.00	360.74	254.26	0.00	643.33	737.27	0.00	0.00	-93.94
125500.00	125500.00	100.00	132.10	46.90	0.00	479.81	198.52	0.00	1123.15	985.42	0.00	0.00	137.73
125600.00	125600.00	100.00	11.10	322.98	0.00	265.19	684.96	0.00	1388.33	1841.62	0.00	0.00	-453.29
125700.00	125700.00	100.00	97.20	97.50	0.00	200.56	778.67	0.00	1588.89	2814.95	0.00	0.00	-1226.06
125800.00	125800.00	100.00	89.40	160.00	0.00	345.56	476.85	0.00	1934.44	3411.02	0.00	0.00	-1476.57
125900.00	125900.00	100.00	83.00	150.00	144.28	319.26	574.07	267.19	2253.70	4128.61	200.39	333.98	-1624.42
126000.00	126000.00	100.00	11.10	61.60	58.40	174.26	391.85	375.33	2427.96	4618.43	481.89	803.15	-1588.10
126100.00	126100.00	100.00	26.50	46.70	33.24	69.63	200.56	169.70	2497.59	4869.12	609.17	1015.28	-1610.07
126200.00	126200.00	100.00	26.80	27.30	0.00	98.70	137.04	61.56	2596.30	5040.42	655.33	1092.22	-1624.95
126300.00	126300.00	100.00	44.40	12.20	0.00	131.85	73.15	0.00	2728.15	5131.85	655.33	1092.22	-1584.54
126400.00	126400.00	100.00	69.60	0.00	0.00	211.11	22.59	0.00	2939.26	5160.09	655.33	1092.22	-1401.67
126500.00	126500.00	100.00	75.00	0.00	0.00	267.78	0.00	0.00	3207.04	5160.09	655.33	1092.22	-1133.89
126600.00	126600.00	100.00	66.60	3.00	0.00	262.22	5.56	0.00	3469.26	5167.04	655.33	1092.22	-878.61
126700.00	126700.00	100.00	88.30	0.00	0.00	286.85	5.56	0.00	3756.11	5173.98	655.33	1092.22	-598.70
126800.00	126800.00	100.00	100.10	7.30	0.00	348.89	13.52	0.00	4105.00	5190.88	655.33	1092.22	-266.71
126900.00	126900.00	100.00	57.10	0.00	0.00	291.11	13.52	0.00	4396.11	5207.78	655.33	1092.22	7.50
127000.00	127000.00	100.00	47.30	3.10	0.00	193.33	5.74	0.00	4589.44	5214.95	655.33	1092.22	193.66
127100.00	127100.00	100.00	16.82	11.94	0.00	118.74	27.85	0.00	4708.19	5249.77	655.33	1092.22	277.58
						4,708	4,200	874					

STH 54 PROPOSED - STAGE 2									
			AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		
Station	Real Station	Distance	Cut	Fill	Cut	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
122500.00	122500.00	0.00	45.90	67.40	0.00	0.00	0.00	0.00	0.00
122600.00	122600.00	100.00	338.50	118.00	711.85	343.33	711.85	429.17	282.69
122700.00	122700.00	100.00	30.40	117.20	683.15	435.56	1395.00	973.61	421.39
122800.00	122800.00	100.00	7.20	155.90	26.67	505.74	26.67	632.18	-141.16
122900.00	122900.00	100.00	2.79	165.40	26.67	595.00	53.33	1375.93	-866.41
123000.00	123000.00	100.00	29.70	159.20	110.00	601.11	110.00	751.39	-1557.63
123100.00	123100.00	100.00	318.80	50.00	110.00	387.41	220.00	1235.65	-1396.52
123200.00	123200.00	100.00	171.00	0.00	633.33	92.59	633.33	115.74	-605.22
123300.00	123300.00	100.00	130.00	15.20	633.33	28.15	1266.67	150.93	-83.00
123400.00	123400.00	100.00	75.90	137.30	281.11	282.41	281.11	353.01	-54.71
123500.00	123500.00	100.00	5.30	498.20	281.11	1176.85	562.22	1824.07	-1375.41
123600.00	123600.00	100.00	79.30	139.10	293.70	1180.19	293.70	1475.23	-2693.97
123700.00	123700.00	100.00	286.80	92.70	293.70	429.26	587.41	2011.81	-2552.58
123800.00	123800.00	100.00	27.40	128.10	101.48	408.89	101.48	511.11	-2481.84
					4,186	6,466			

CTH D NORTH - STAGE 2									
			AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		
Station	Real Station	Distance	Cut	Fill	Cut	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
11+00.00	1100.00	0.00	6.41	319.00	0.00	0.00	0.00	0.00	0.00
12+00.00	1200.00	100.00	60.00	116.60	122.98	806.67	122.98	1008.33	-885.35
13+00.00	1300.00	100.00	8.75	34.40	127.31	279.63	250.30	1357.87	-1107.57
14+00.00	1400.00	100.00	26.30	14.70	64.91	90.93	315.20	1471.53	-1156.32
14+49.36	1449.36	49.36	32.60	0.00	53.84	13.44	369.04	1488.32	-1119.28
					369	**1191**			

STH 54 PROPOSED - STAGE 3									
			AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		
Station	Real Station	Distance	Cut	Fill	Cut	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
123800.00	123800.00	0.00	12.40	119.10	0.00	0.00	0.00	0.00	0.00
123900.00	123900.00	100.00	19.50	78.20	59.07	365.37	59.07	456.71	-397.64
124000.00	124000.00	100.00	16.80	5.60	67.22	155.19	126.30	650.69	-524.40
124100.00	124100.00	100.00	112.90	0.00	240.19	10.37	366.48	663.66	-297.18
124200.00	124200.00	100.00	95.00	83.70	385.00	155.00	751.48	857.41	-105.93
124300.00	124300.00	100.00	42.00	135.60	253.70	406.11	1005.19	1365.05	-359.86
					1,005	1,092			

CTH D SOUTH - STAGE 3									
			AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		
Station	Real Station	Distance	Cut	Fill	Cut	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
06+00.00	600.00	0.00	30.90	0.00	0.00	0.00	0.00	0.00	0.00
07+00.00	700.00	100.00	106.80	0.00	255.00	0.00	255.00	0.00	255.00
08+00.00	800.00	100.00	33.00	31.03	258.89	57.46	513.89	71.83	442.06
09+00.00	900.00	100.00	12.50	174.60	84.26	380.80	598.15	547.82	50.32
					598	**438**			

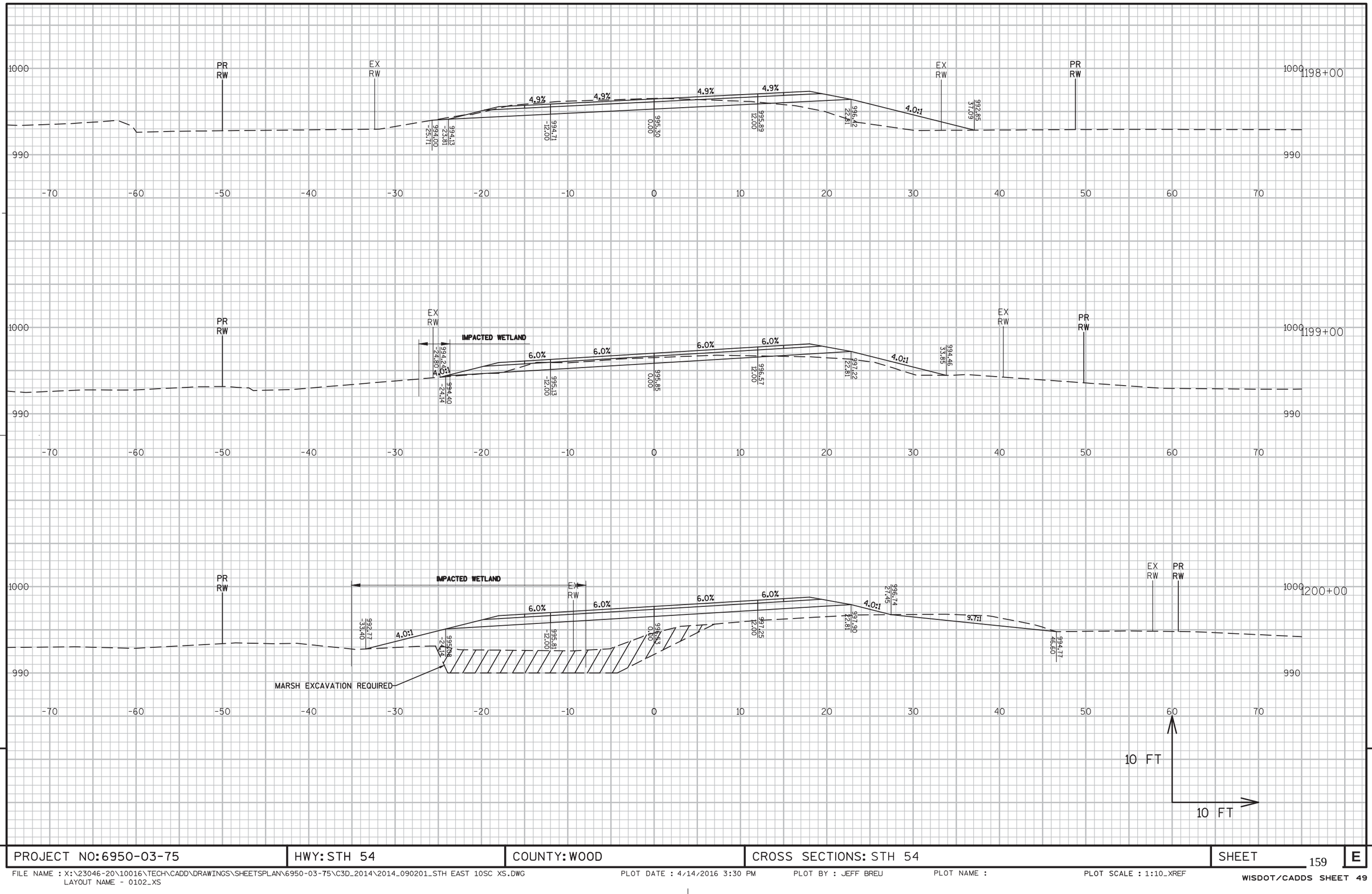


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PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 158	E

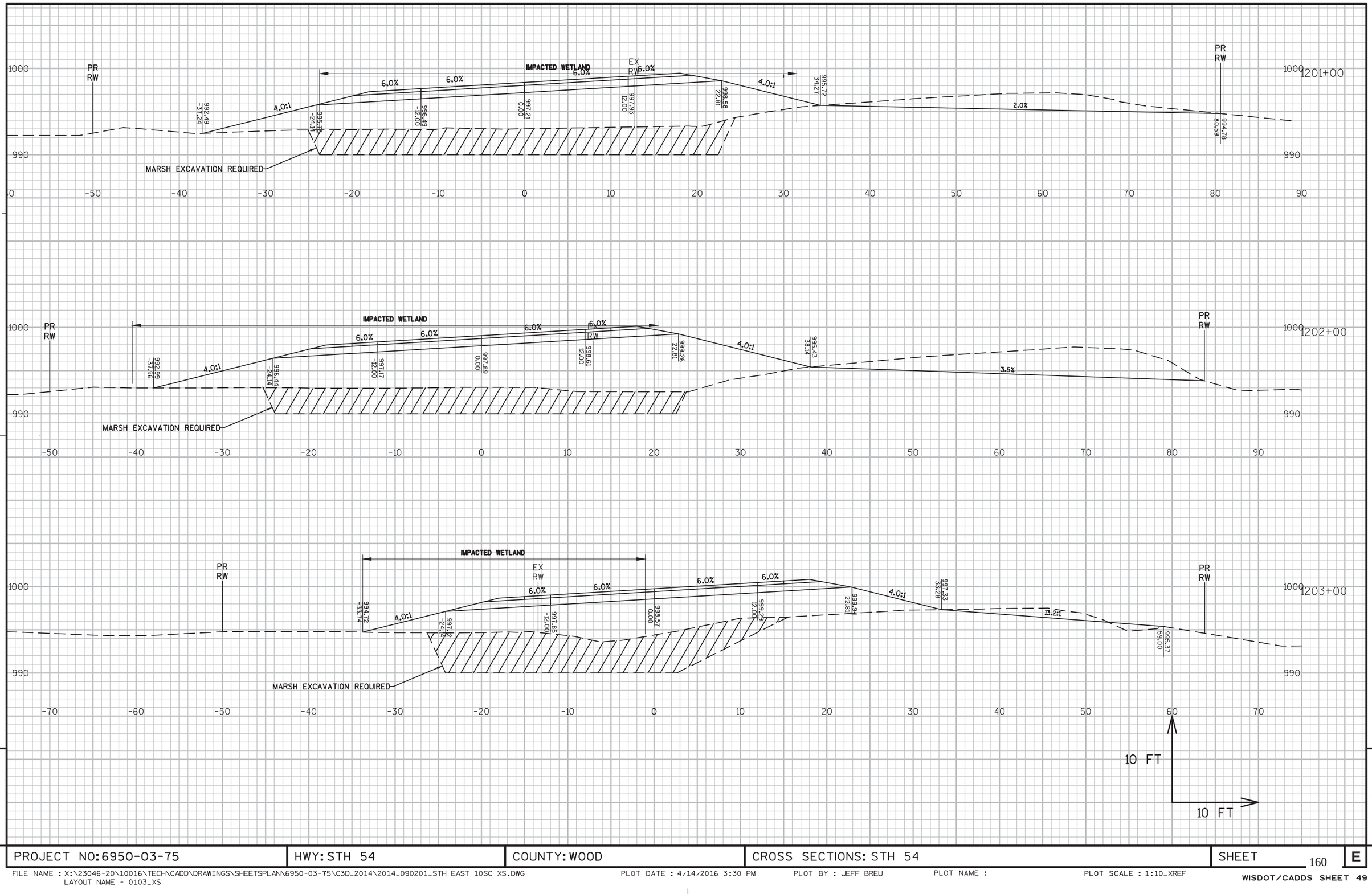
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LAYOUT NAME - 0101_XS
PLOT DATE : 4/14/2016 3:29 PM
PLOT BY : JEFF BREU
PLOT NAME :
PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 159	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\C3D_2014\2014_090201_STH EAST 10SC XS.DWG
LAYOUT NAME - 0102_XS

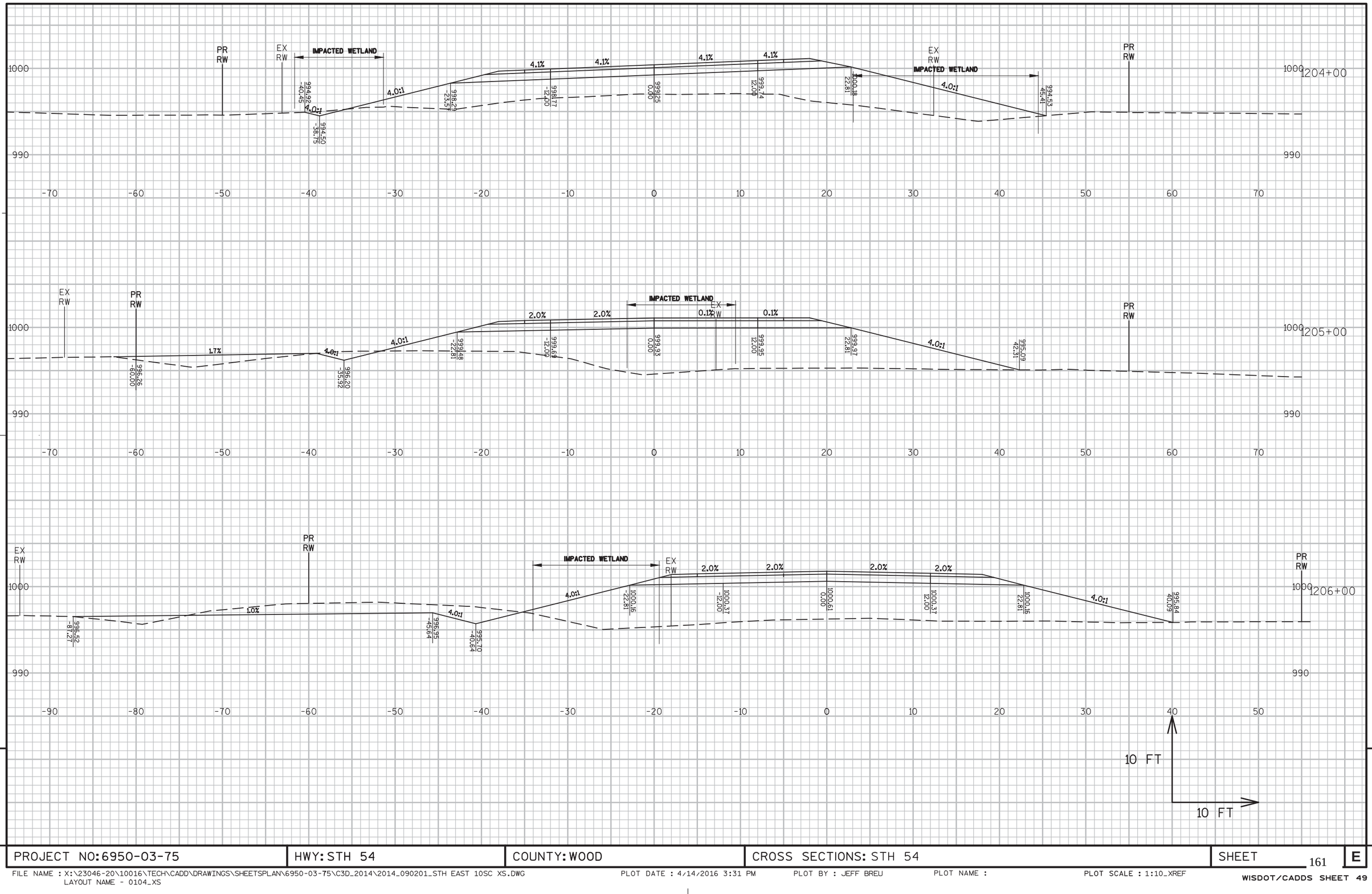
PLOT DATE : 4/14/2016 3:30 PM PLOT BY : JEFF BREU PLOT NAME : PLOT SCALE : 1:10_XREF



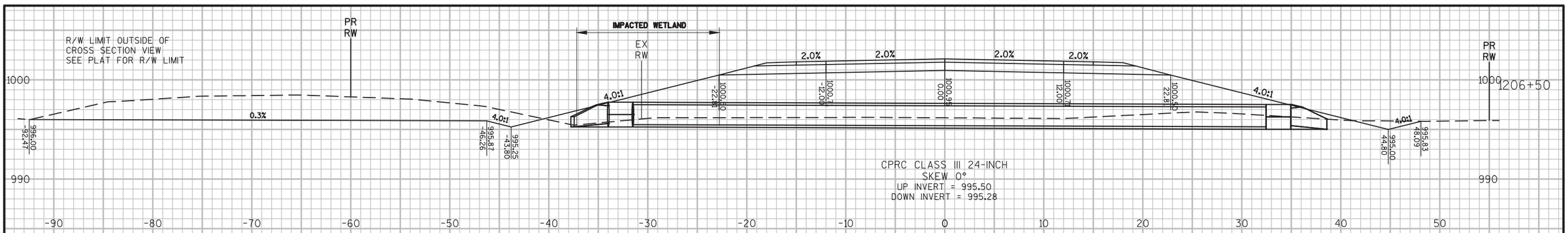
PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 160	E

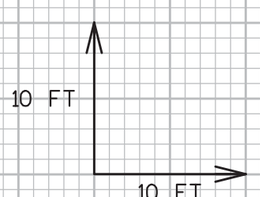
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LAYOUT NAME - 0103_XS

PLOT DATE : 4/14/2016 3:30 PM PLOT BY : JEFF BREU PLOT NAME : PLOT SCALE : 1:10_XREF



PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 161	E



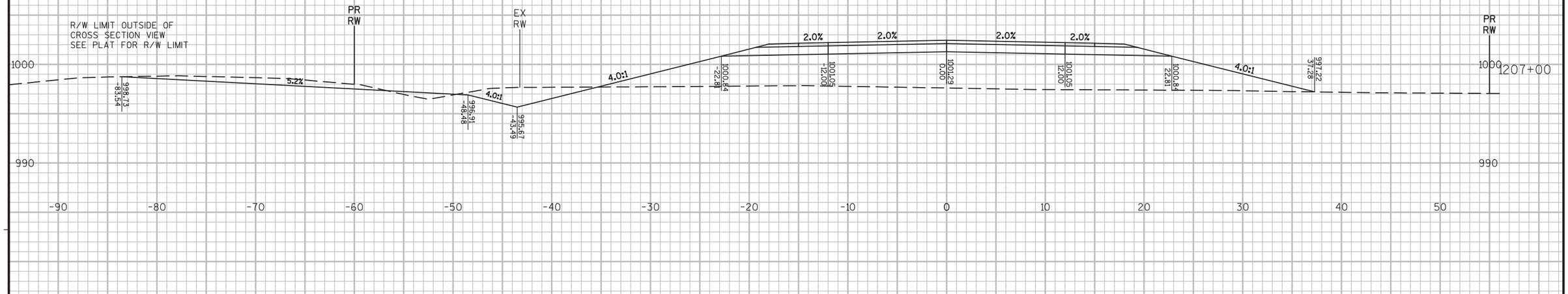


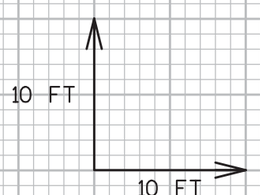
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PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 162	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\C3D_2014\2014_090201_STH EAST 10SC XS.DWG
LAYOUT NAME - 0105_XS
PLOT DATE : 4/14/2016 3:31 PM
PLOT BY : JEFF BREU
PLOT NAME :
PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49



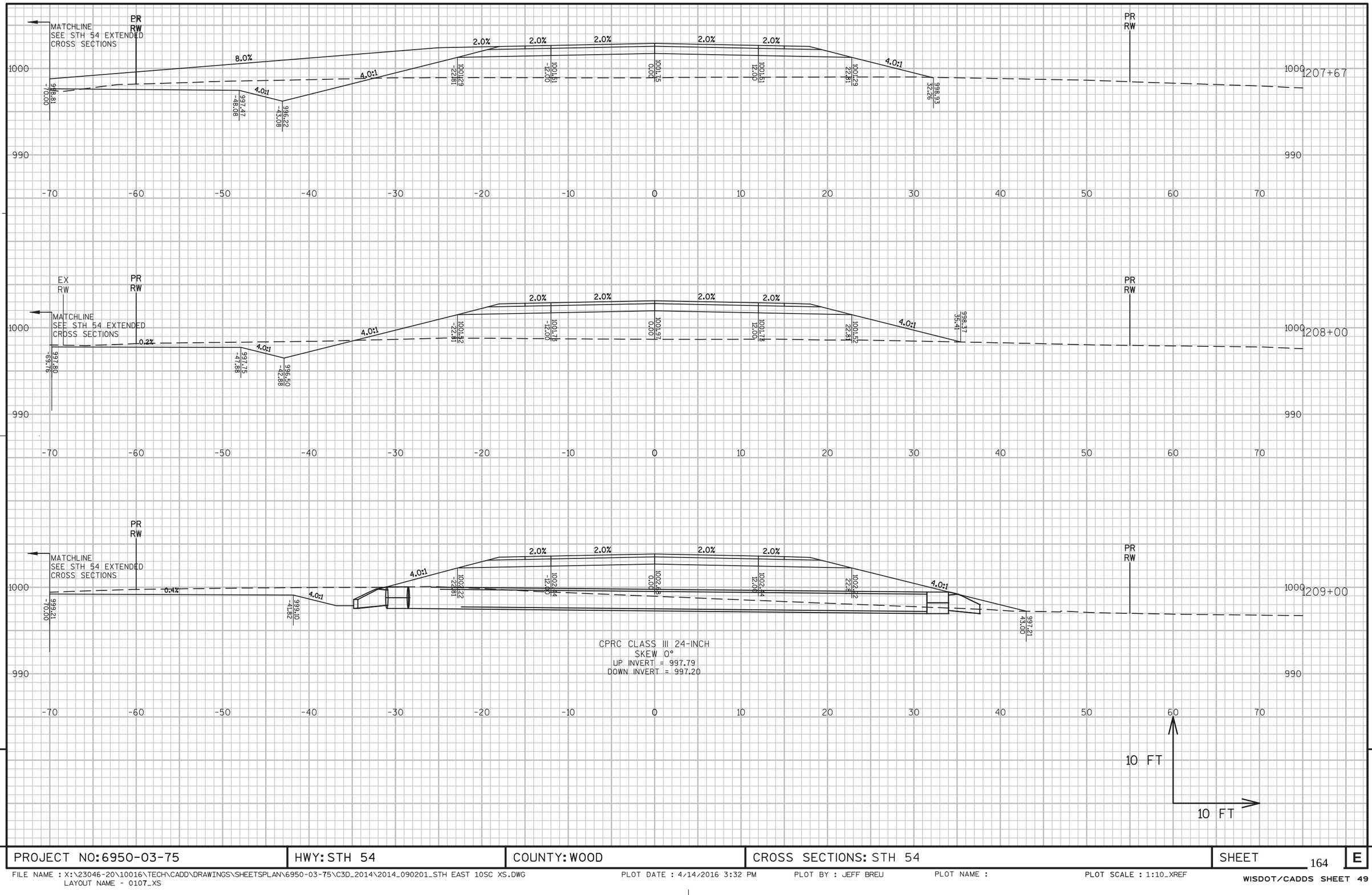


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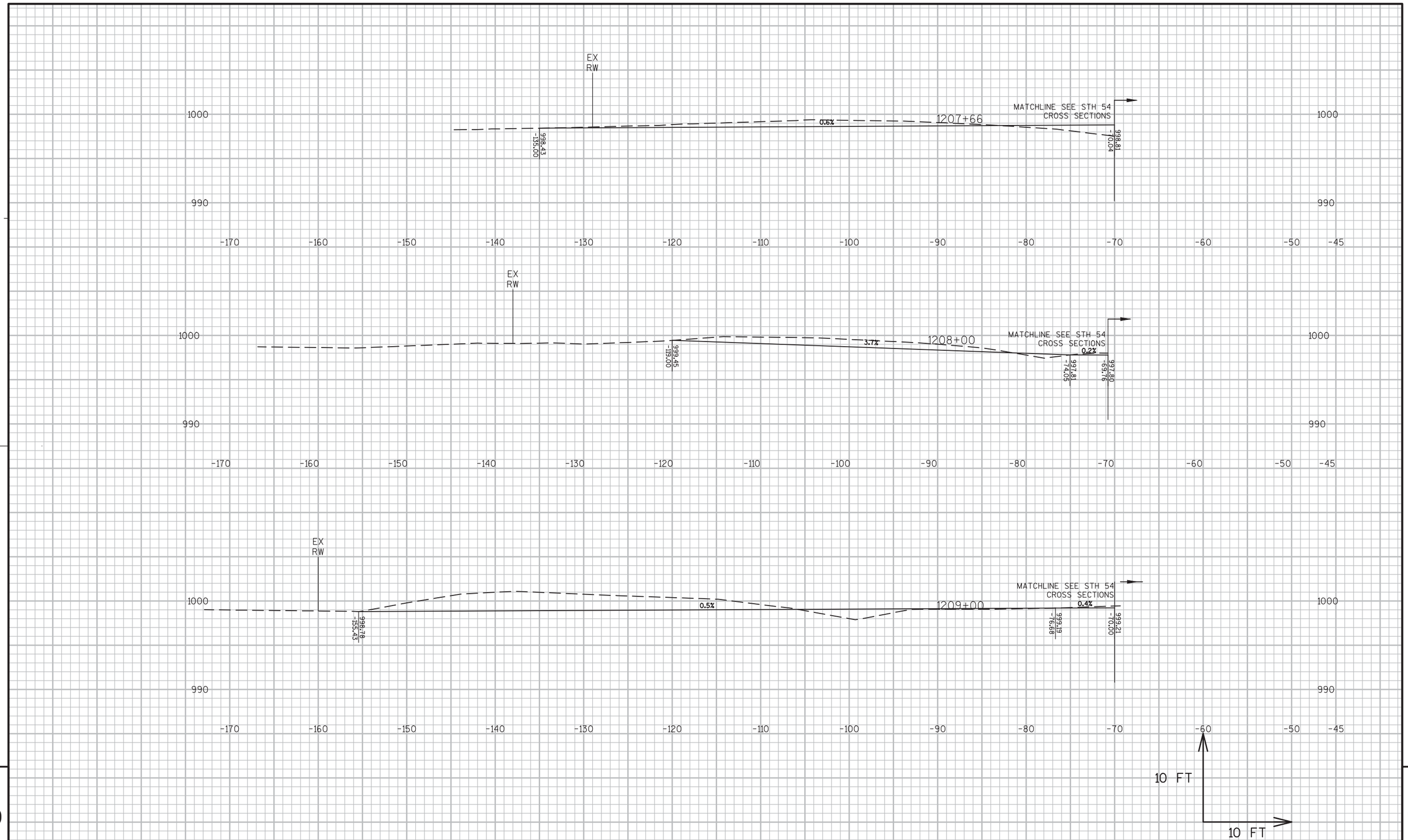
PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 163	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\C3D_2014\2014_090201_STH EAST 10SC XS.DWG
LAYOUT NAME - 0106_XS
PLOT DATE : 4/14/2016 3:32 PM
PLOT BY : JEFF BREU
PLOT NAME :
PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49

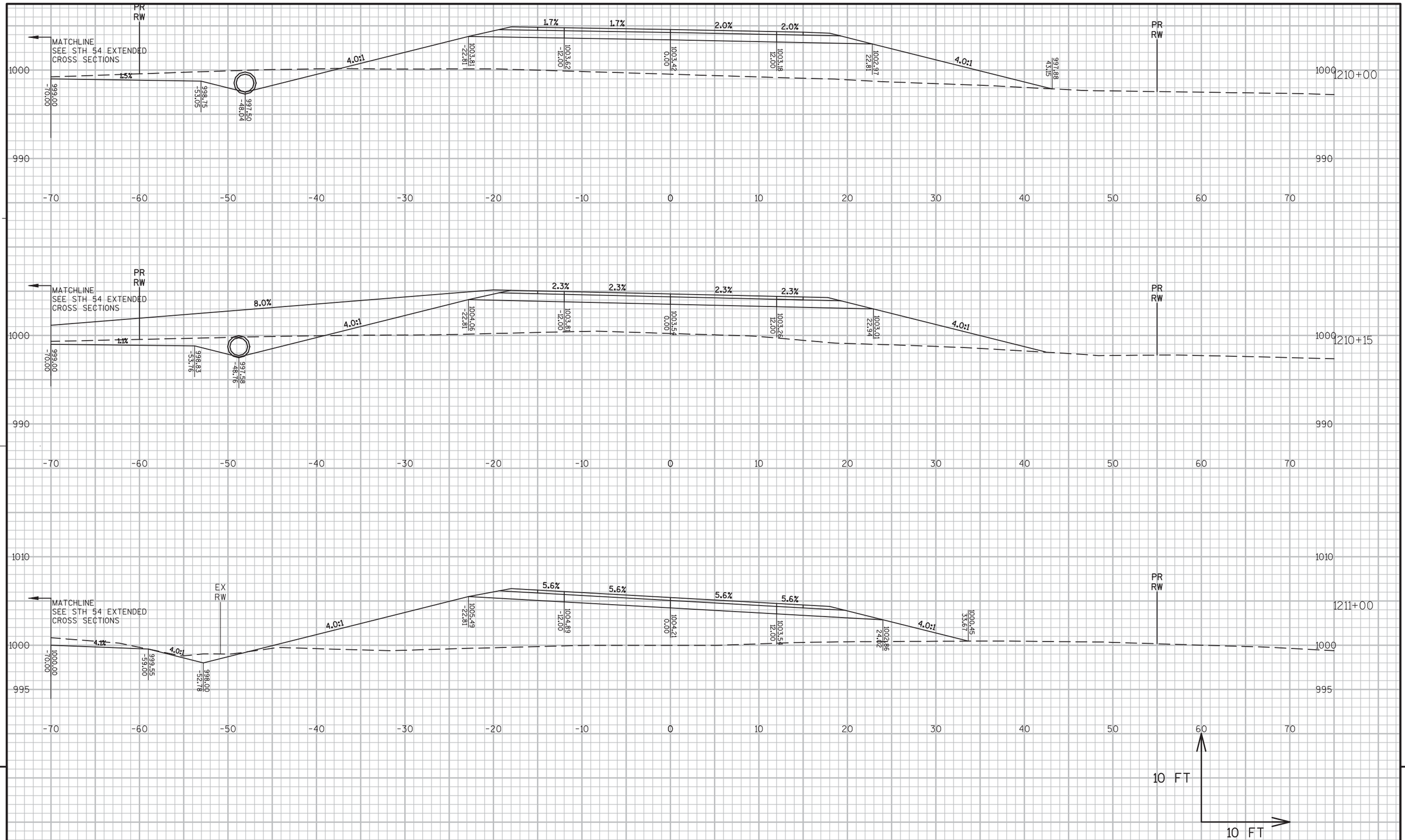


PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 164	E

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LAYOUT NAME - 0107_XS
PLOT DATE : 4/14/2016 3:32 PM
PLOT BY : JEFF BREU
PLOT NAME :
PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54 EXTENDED LEFT	SHEET 165	E



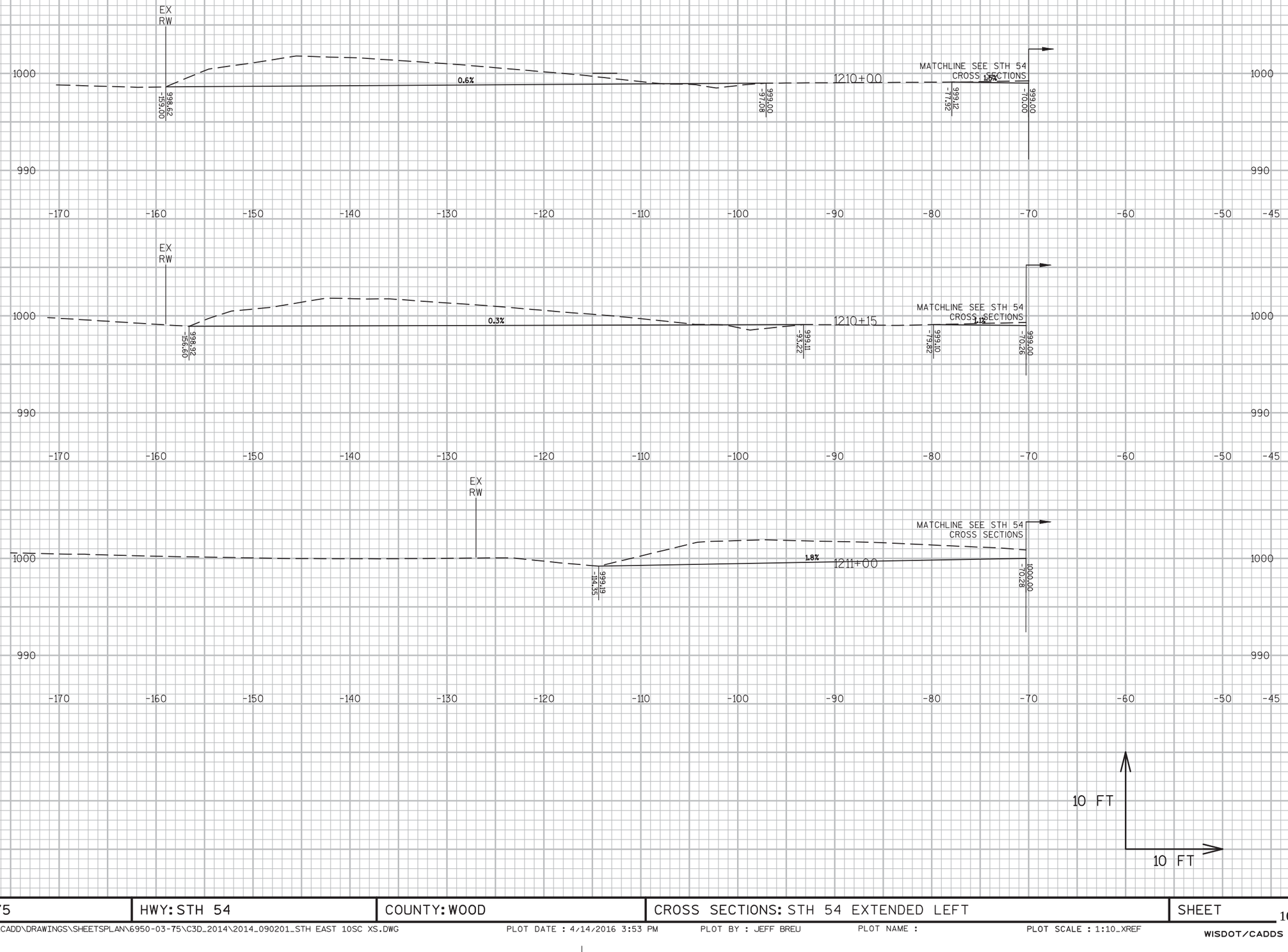
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PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 166	E

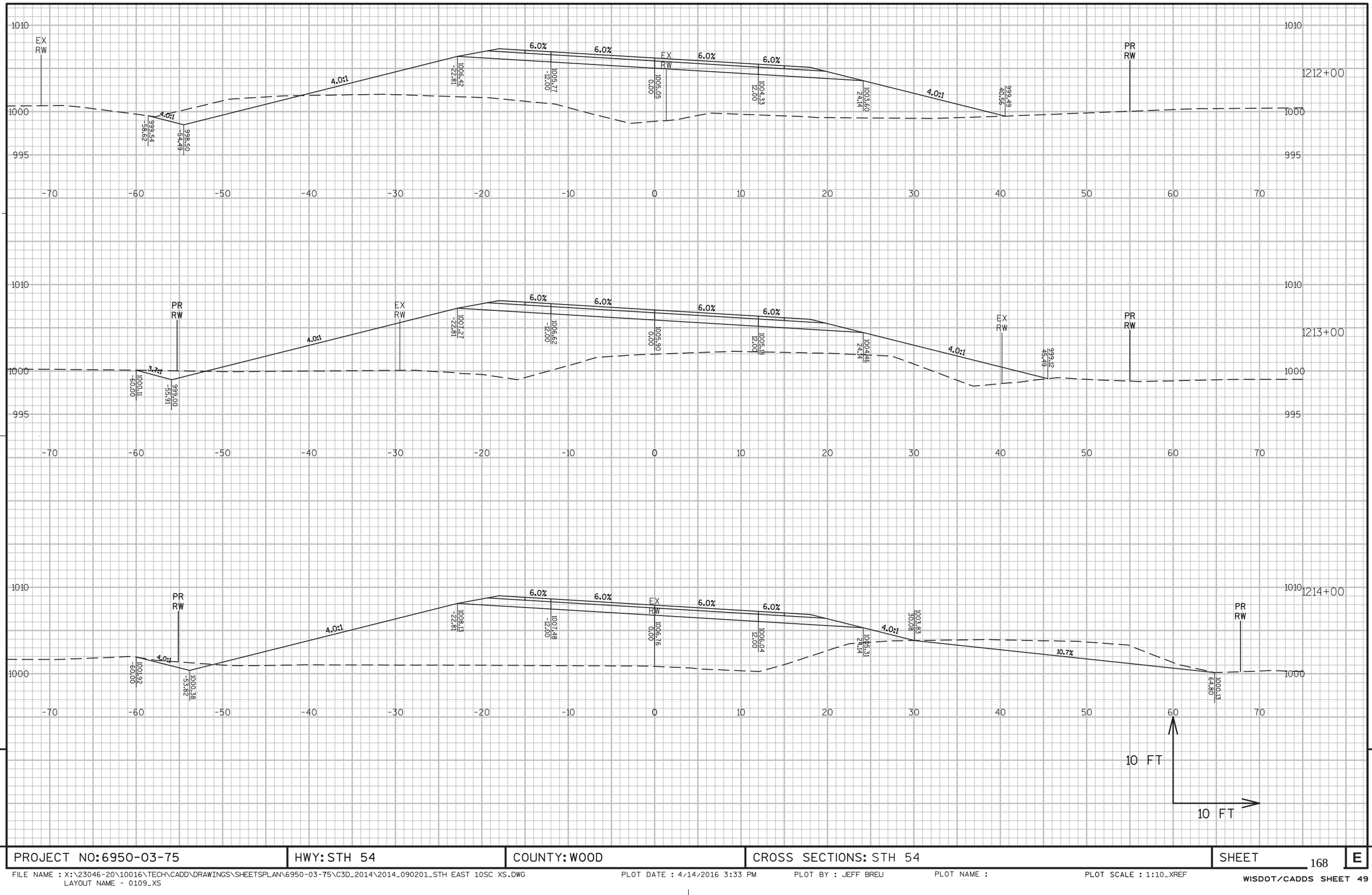
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LAYOUT NAME - 0108_XS

PLOT DATE : 4/14/2016 3:33 PM PLOT BY : JEFF BREU PLOT NAME : PLOT SCALE : 1:10_XREF



PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54 EXTENDED LEFT	SHEET 167	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\C3D_2014\2014_090201_STH EAST 10SC XS.DWG
LAYOUT NAME - 072LTXS
PLOT DATE : 4/14/2016 3:53 PM
PLOT BY : JEFF BREU
PLOT NAME :
PLOT SCALE : 1:10_XREF

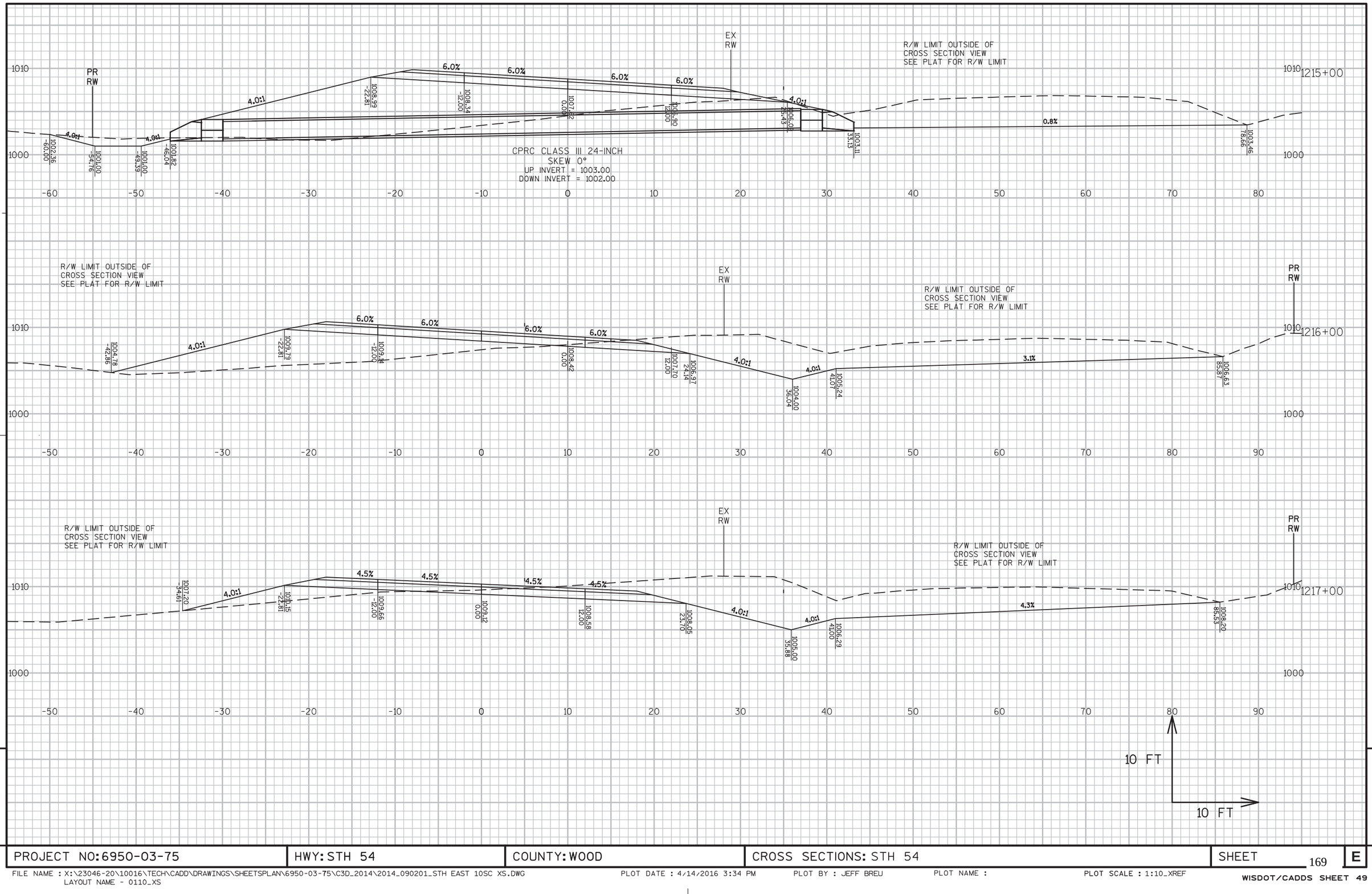


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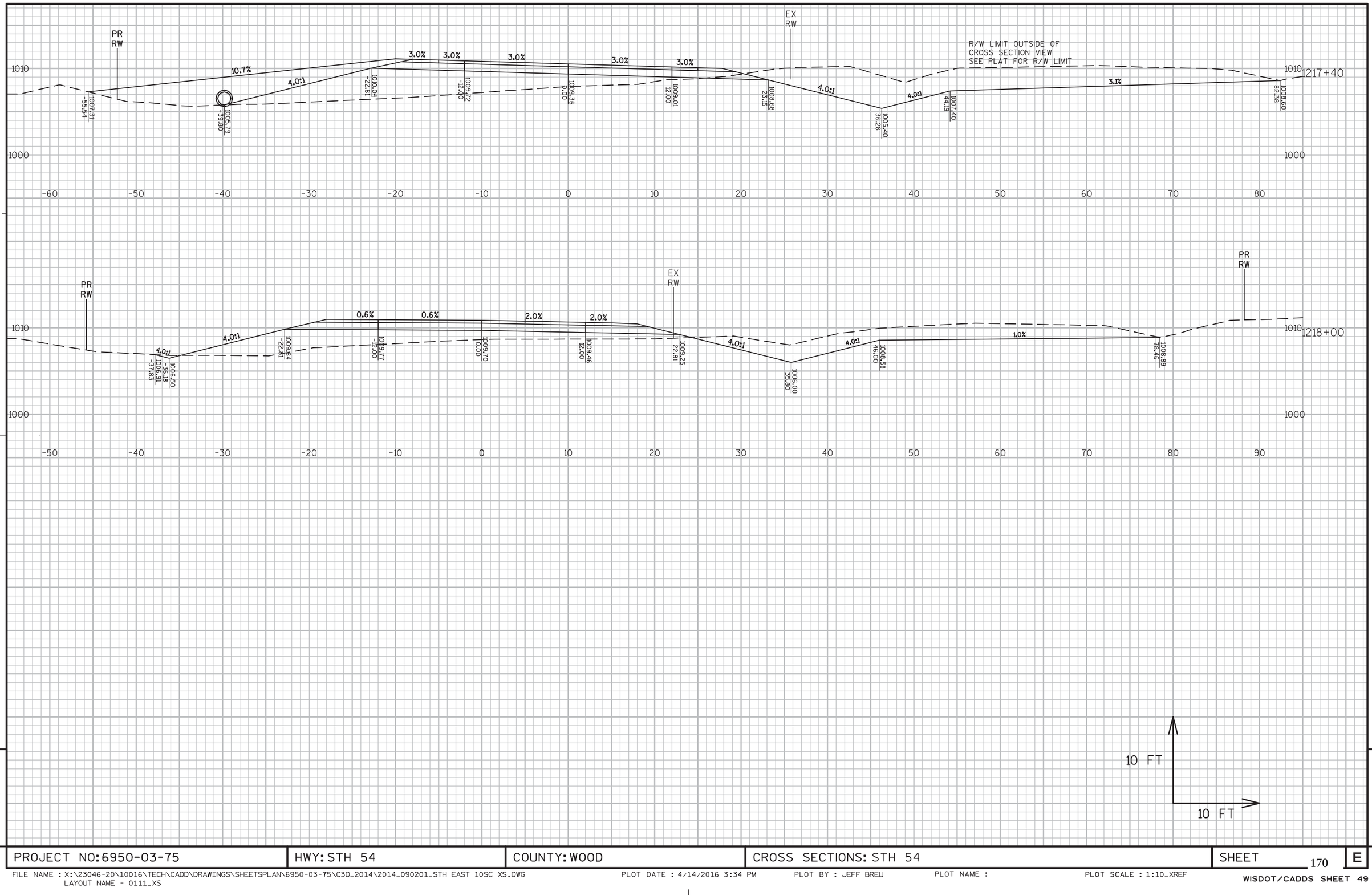
PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 168	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\C3D_2014\2014_090201_STH EAST 10SC XS.DWG
LAYOUT NAME - 0109_XS
PLOT DATE : 4/14/2016 3:33 PM
PLOT BY : JEFF BREU
PLOT NAME :
PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 169	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\C3D_2014\2014_090201_STH EAST 10SC XS.DWG
LAYOUT NAME - 0110_XS
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PLOT BY : JEFF BREU
PLOT NAME :
PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49

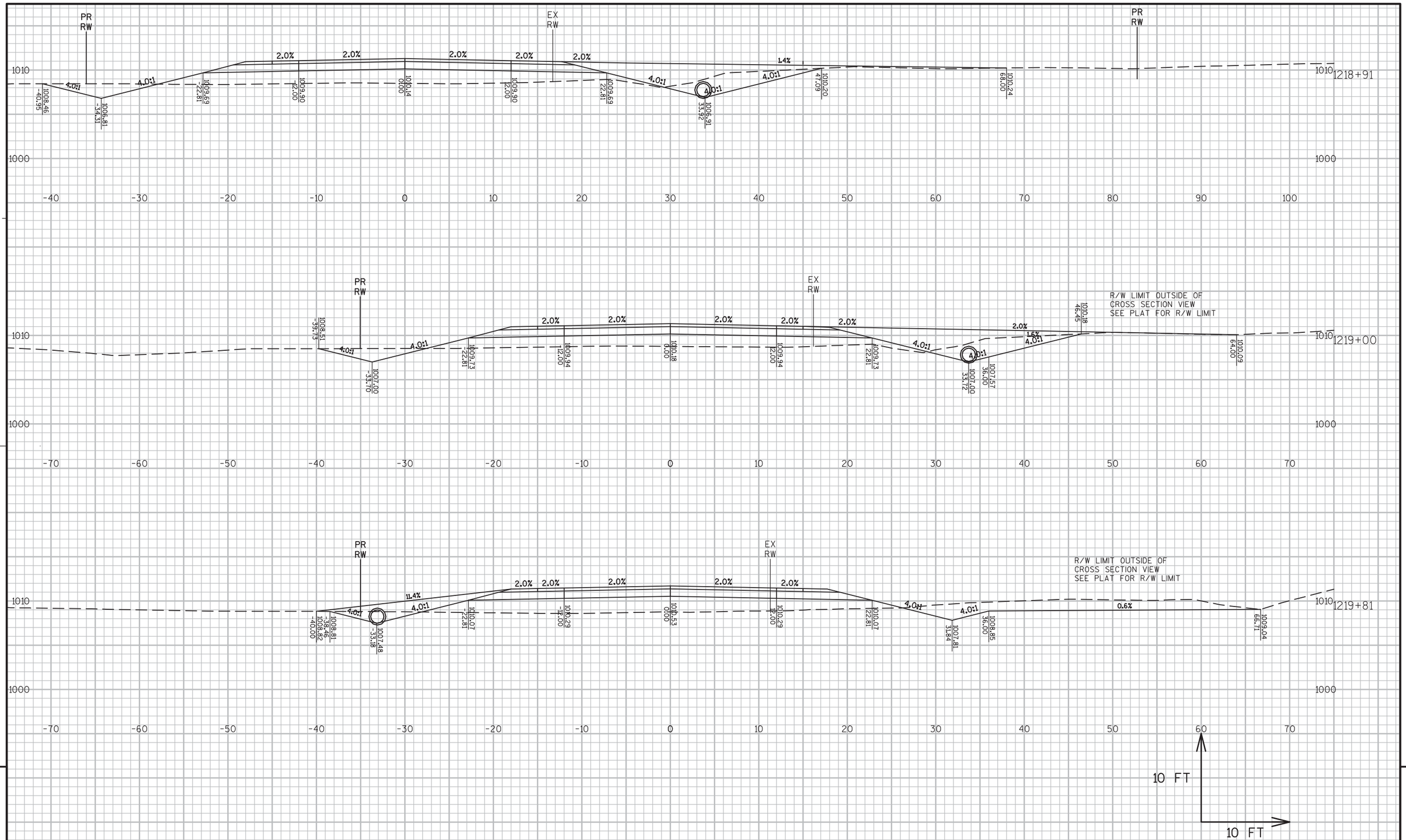


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PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 170	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\C3D_2014\2014_090201_STH EAST 10SC XS.DWG
LAYOUT NAME - 0111_XS
PLOT DATE : 4/14/2016 3:34 PM
PLOT BY : JEFF BREU
PLOT NAME :
PLOT SCALE : 1:10_XREF



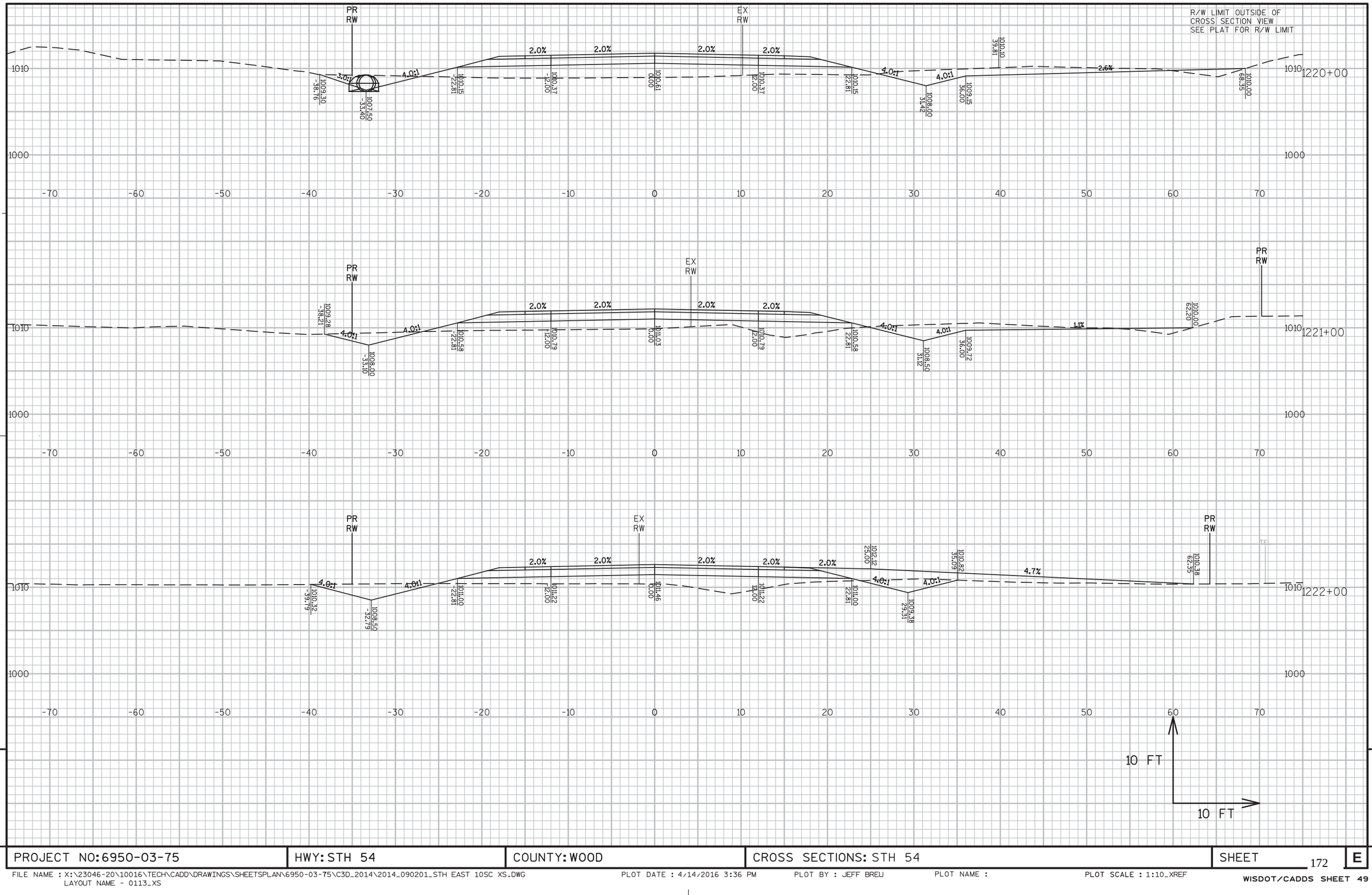
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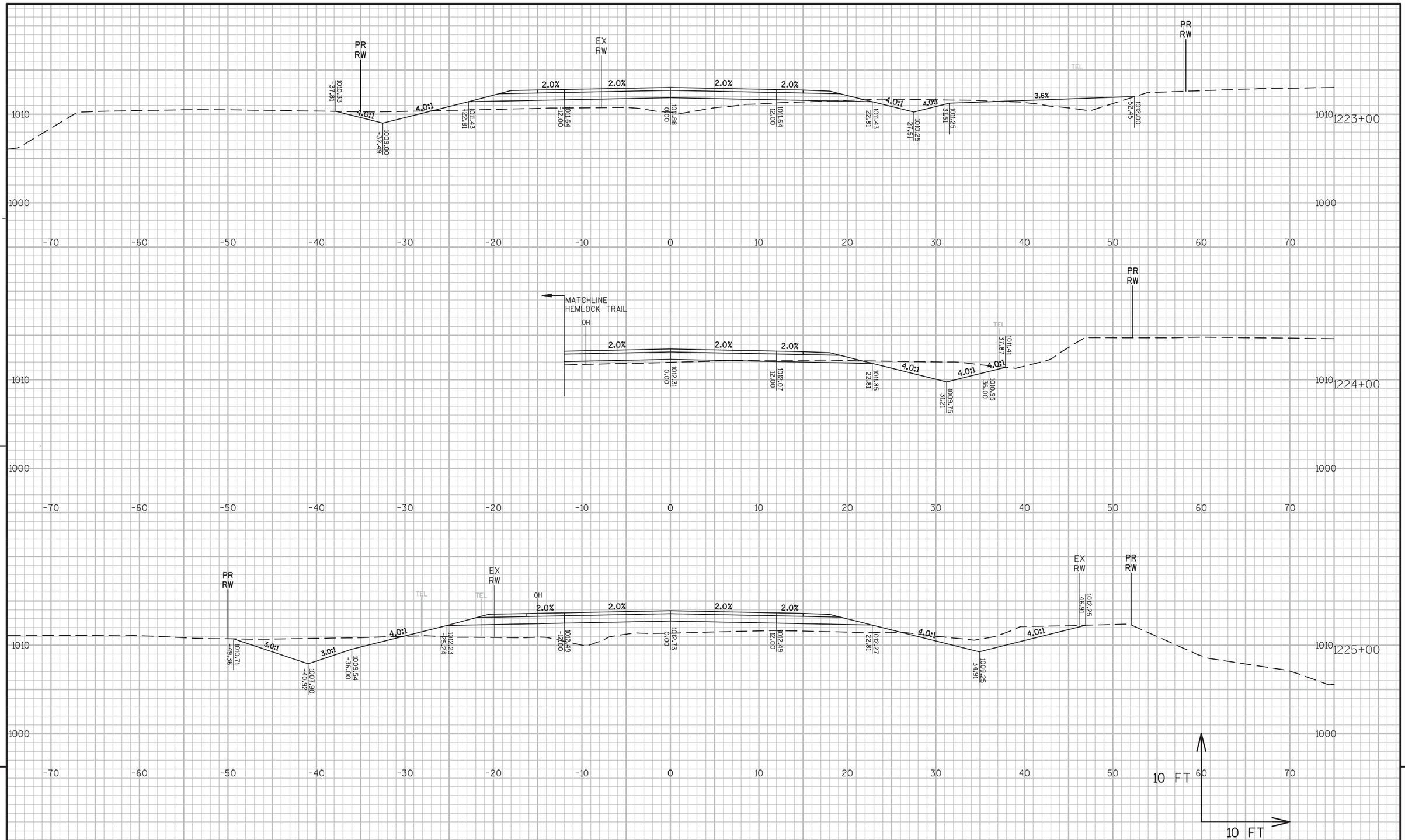
PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 171	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\C3D_2014\2014_090201_STH EAST 10SC XS.DWG
LAYOUT NAME - 0112_XS
PLOT DATE : 4/14/2016 3:35 PM
PLOT BY : JEFF BREU
PLOT NAME :
PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49

R/W LIMIT OUTSIDE OF
CROSS SECTION VIEW
SEE PLAT FOR R/W LIMIT



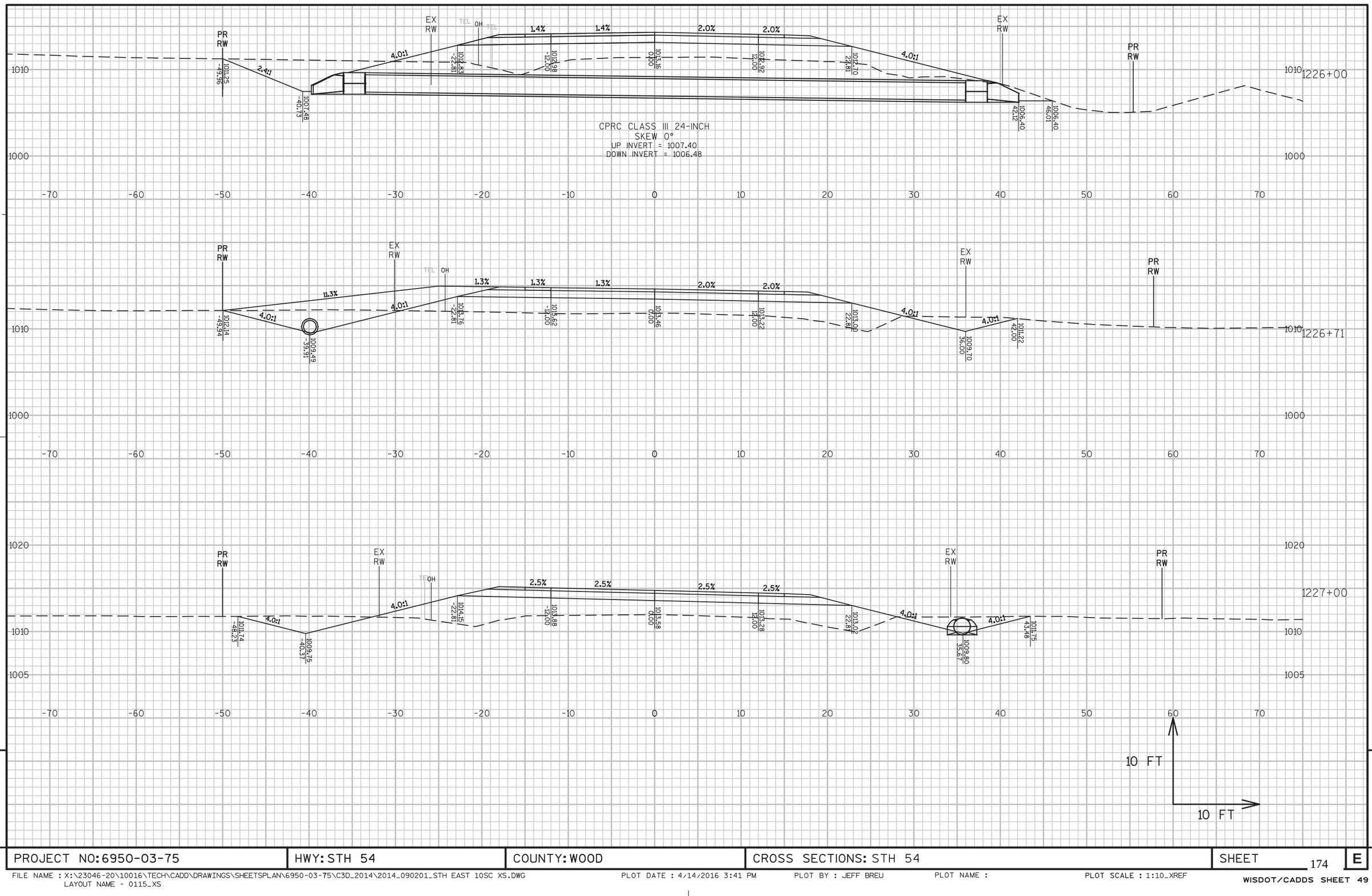
PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 172	E



PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 173	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\C3D_2014\2014_090201_STH EAST 10SC XS.DWG
LAYOUT NAME - 0114_XS

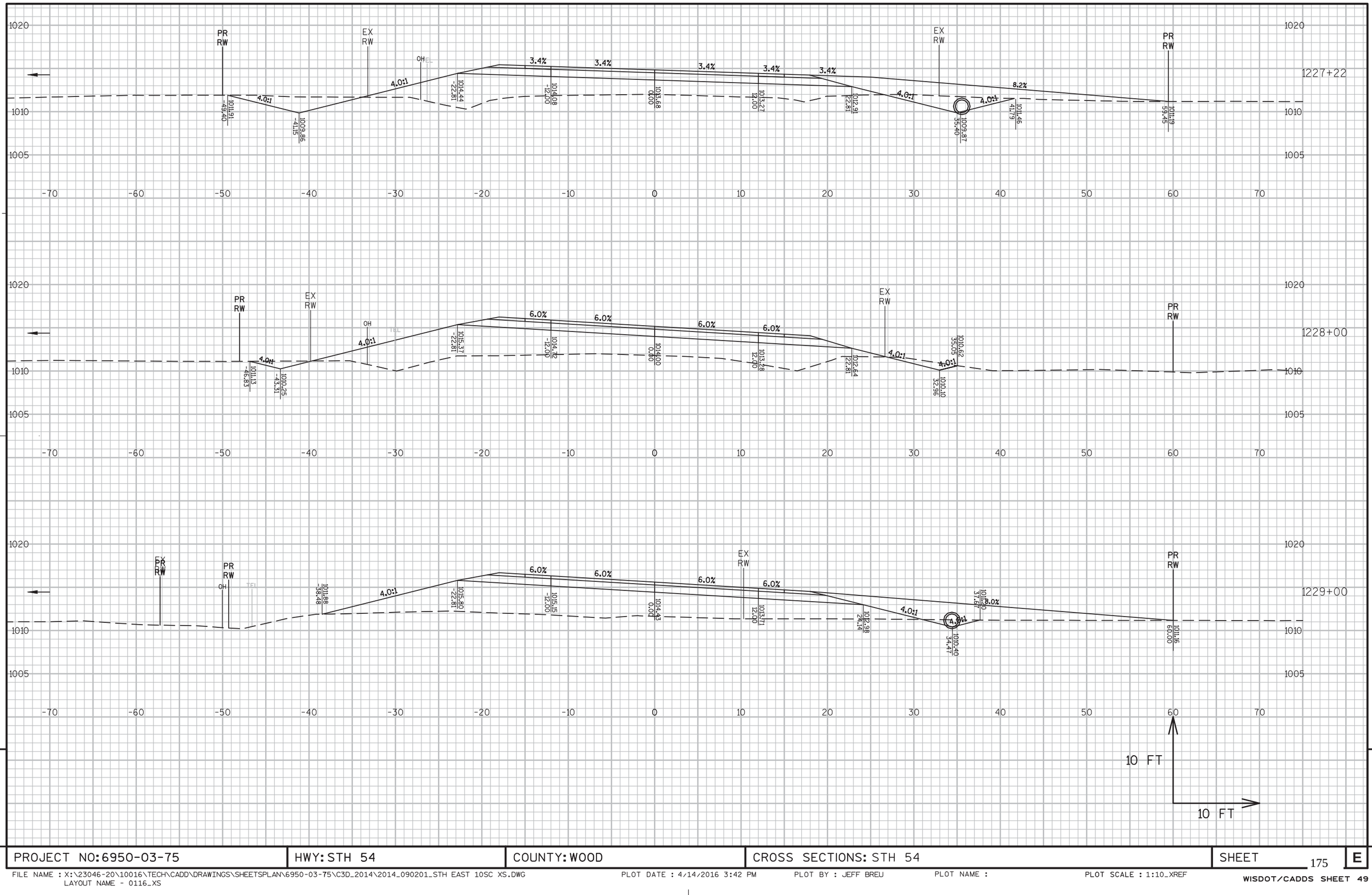
PLOT DATE : 4/14/2016 3:41 PM PLOT BY : JEFF BREU PLOT NAME : PLOT SCALE : 1:10_XREF



PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 174	E

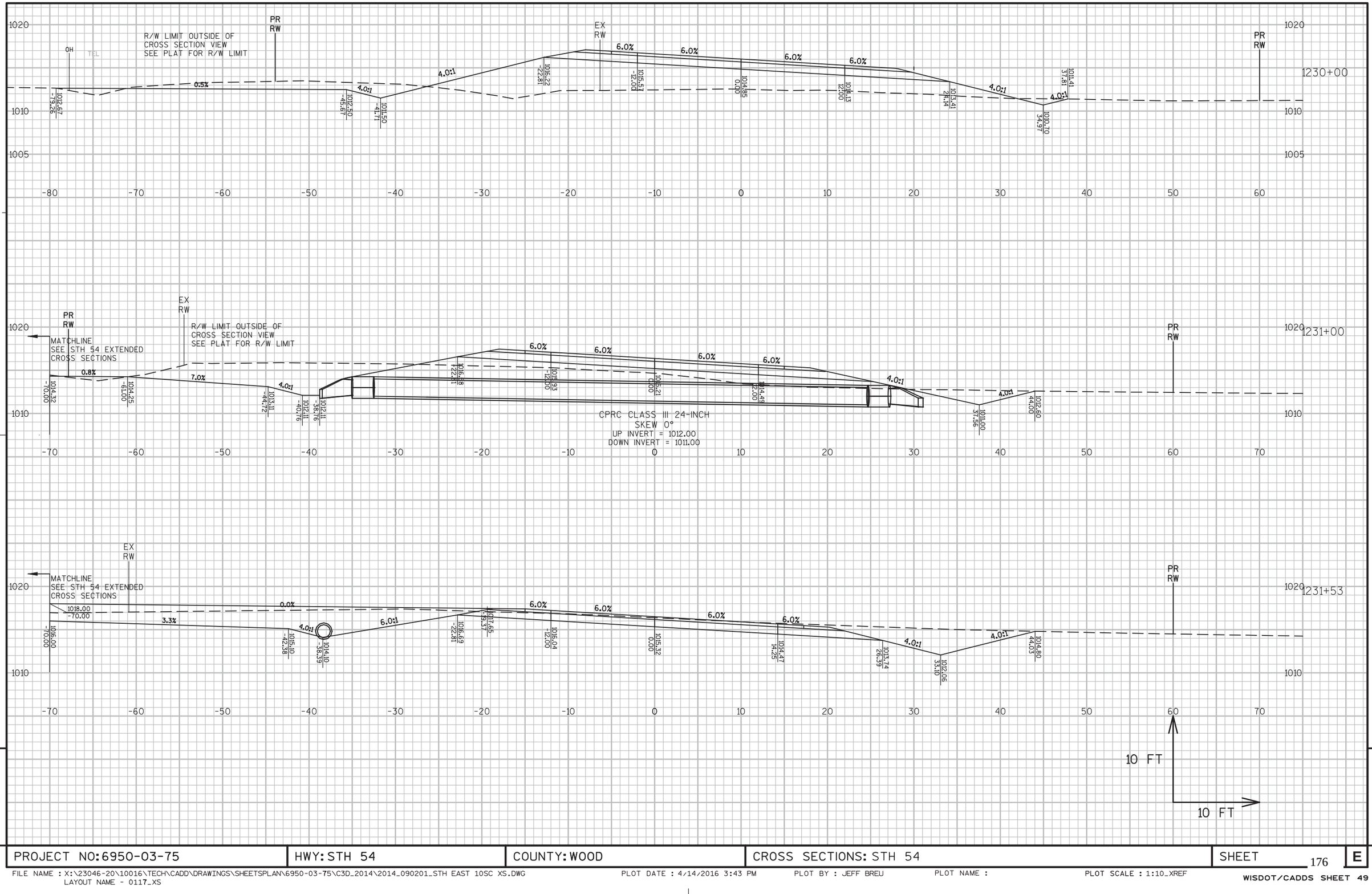
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LAYOUT NAME - 0115_XS

PLOT DATE : 4/14/2016 3:41 PM PLOT BY : JEFF BREU PLOT NAME : PLOT SCALE : 1:10_XREF



PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 175	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\C3D_2014\2014_090201_STH EAST 10SC XS.DWG
LAYOUT NAME - 0116_XS
PLOT DATE : 4/14/2016 3:42 PM PLOT BY : JEFF BREU PLOT NAME : PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49



9

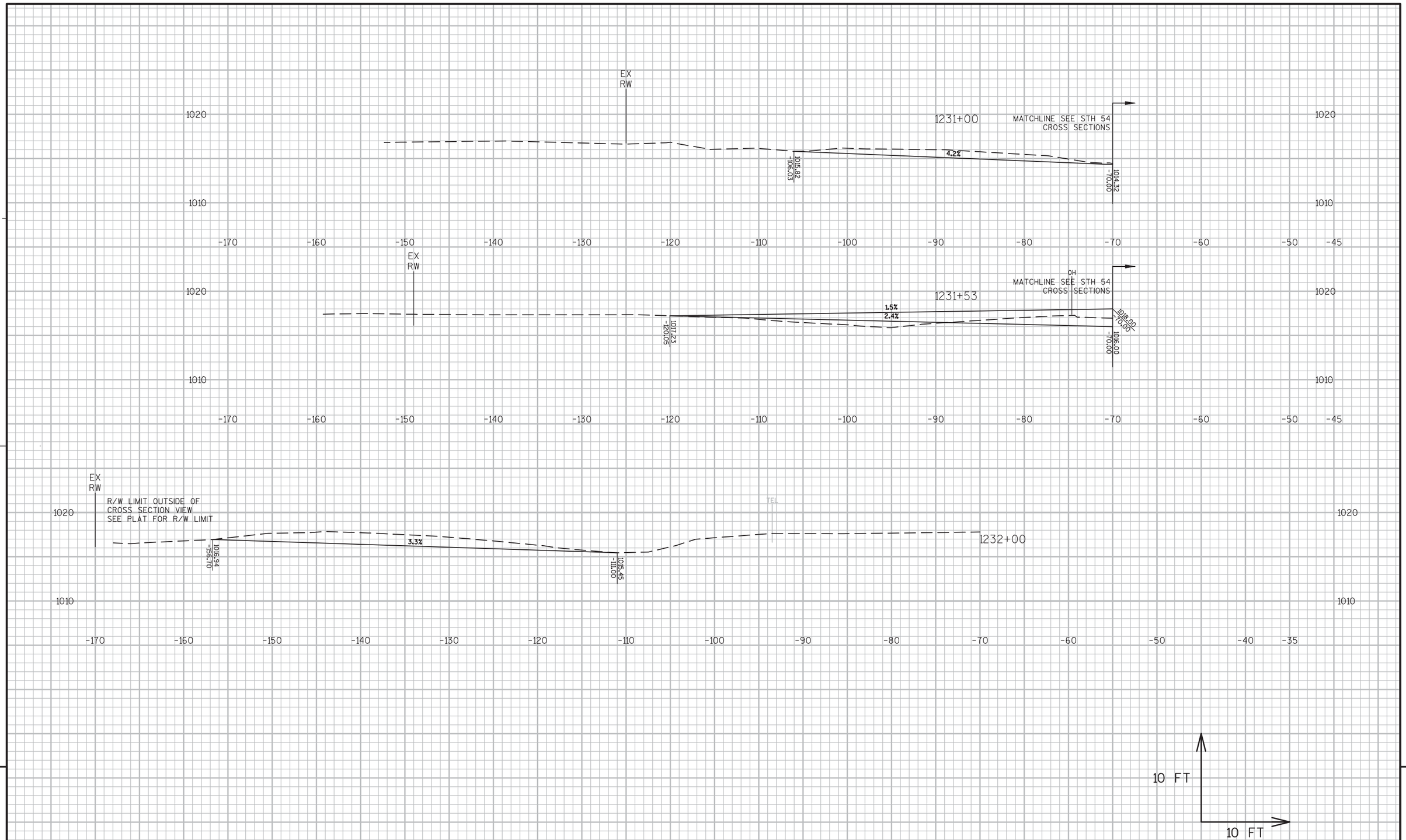
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PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 176	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\C3D_2014\2014_090201_STH EAST 10SC XS.DWG
LAYOUT NAME - 0117_XS

PLOT DATE : 4/14/2016 3:43 PM PLOT BY : JEFF BREU PLOT NAME : PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49

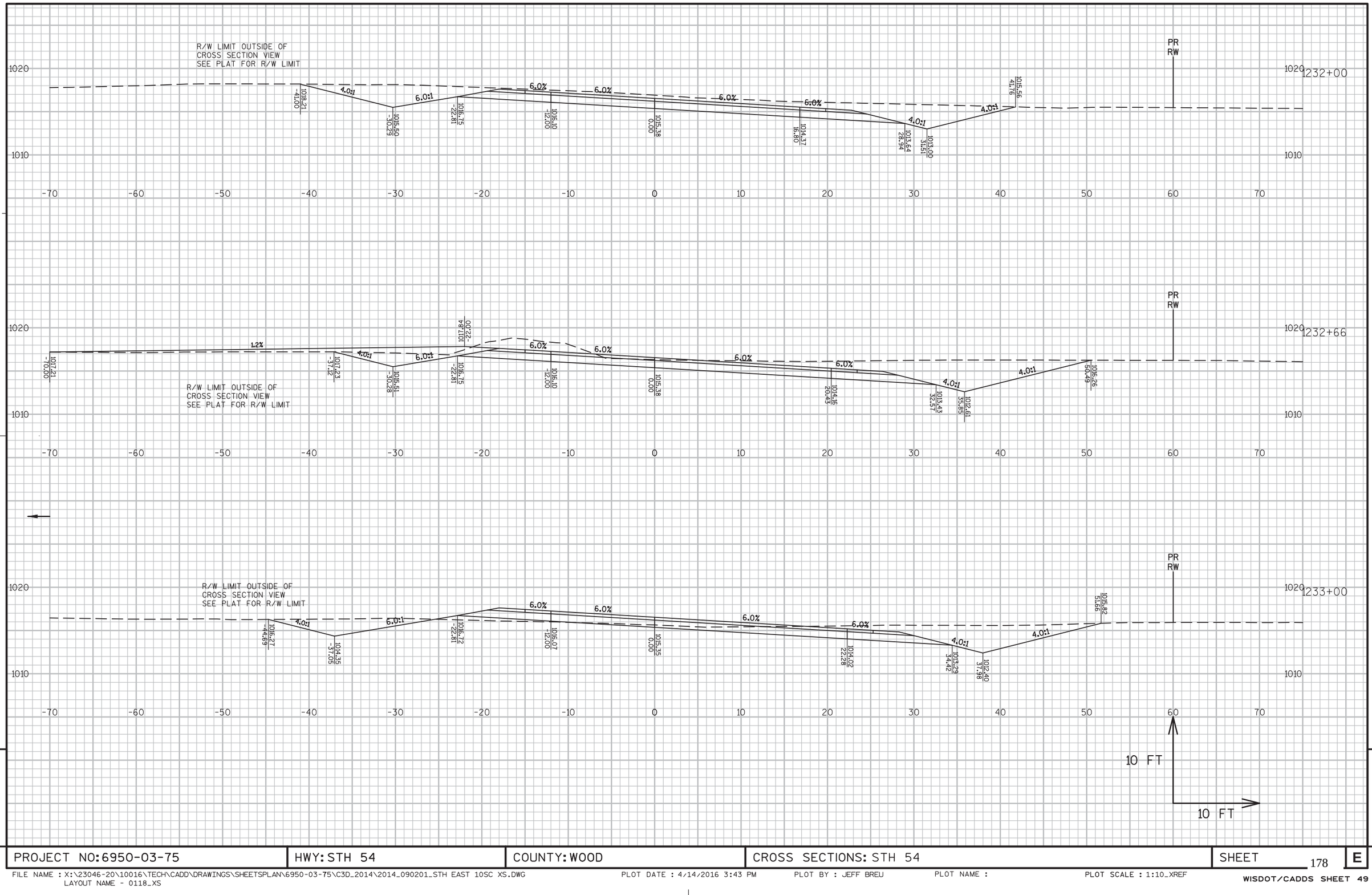


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PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54 EXTENDED LEFT	SHEET 177	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\C3D_2014\2014_090201_STH EAST 10SC XS.DWG
LAYOUT NAME - 073LTXS
PLOT DATE : 4/14/2016 3:54 PM
PLOT BY : JEFF BREU
PLOT NAME :
PLOT SCALE : 1:10_XREF

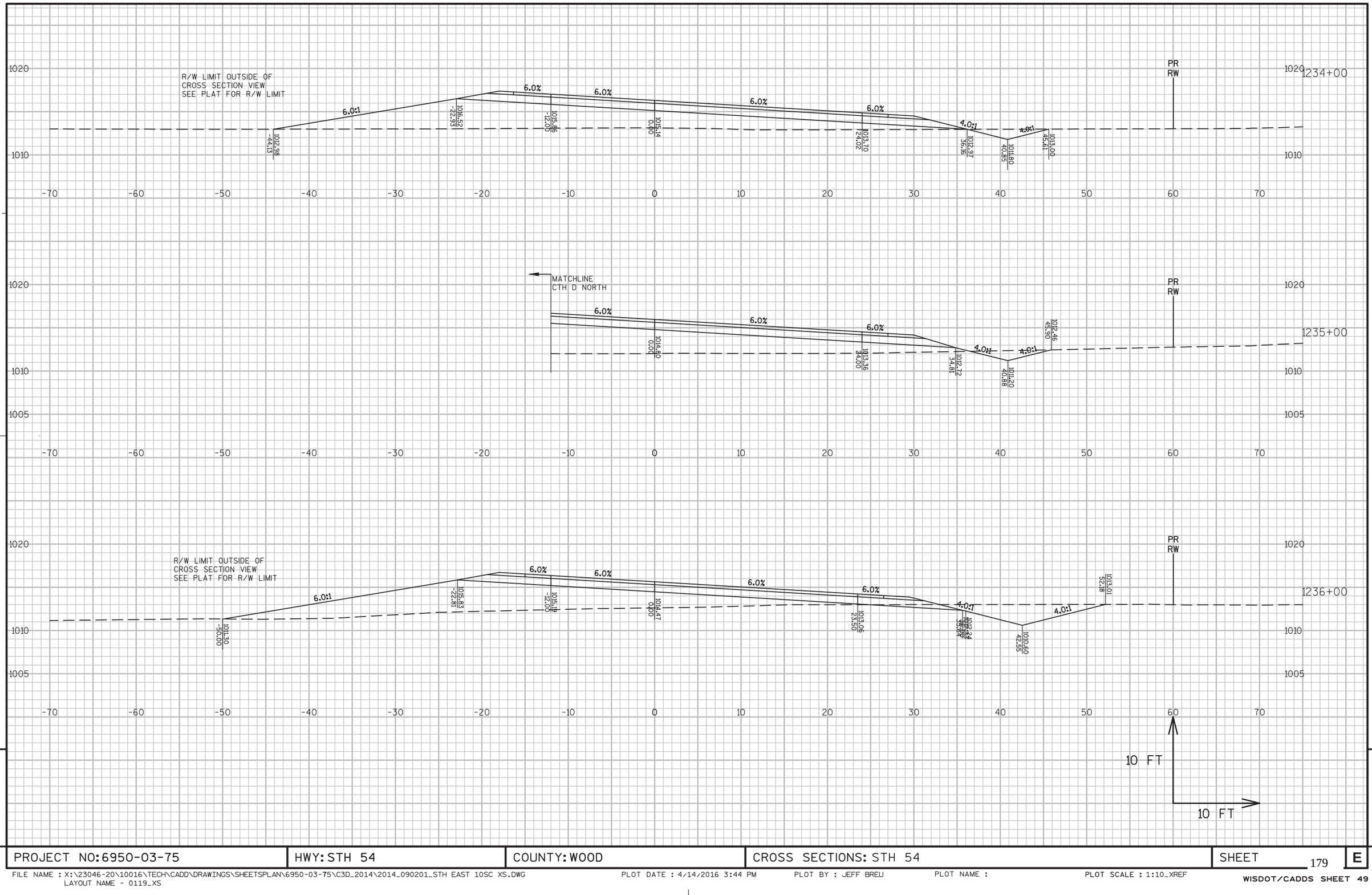


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PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 178	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\C3D_2014\2014_090201_STH EAST 10SC XS.DWG
LAYOUT NAME - 0118_XS
PLOT DATE : 4/14/2016 3:43 PM
PLOT BY : JEFF BREU
PLOT NAME :
PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49

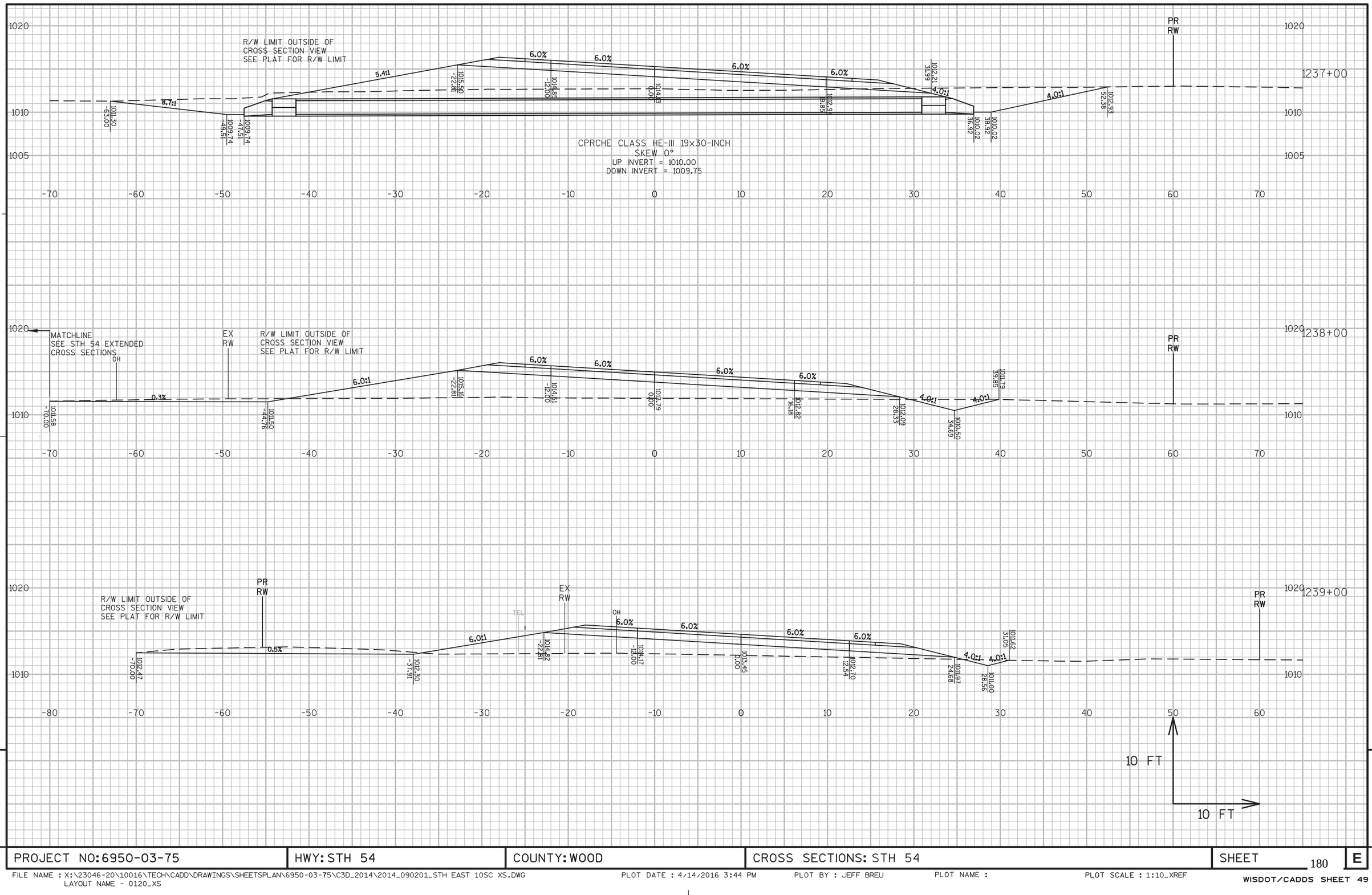


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PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 179	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\C3D_2014\2014_090201_STH EAST 10SC XS.DWG
LAYOUT NAME - 0119_XS
PLOT DATE : 4/14/2016 3:44 PM
PLOT BY : JEFF BREU
PLOT NAME :
PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49

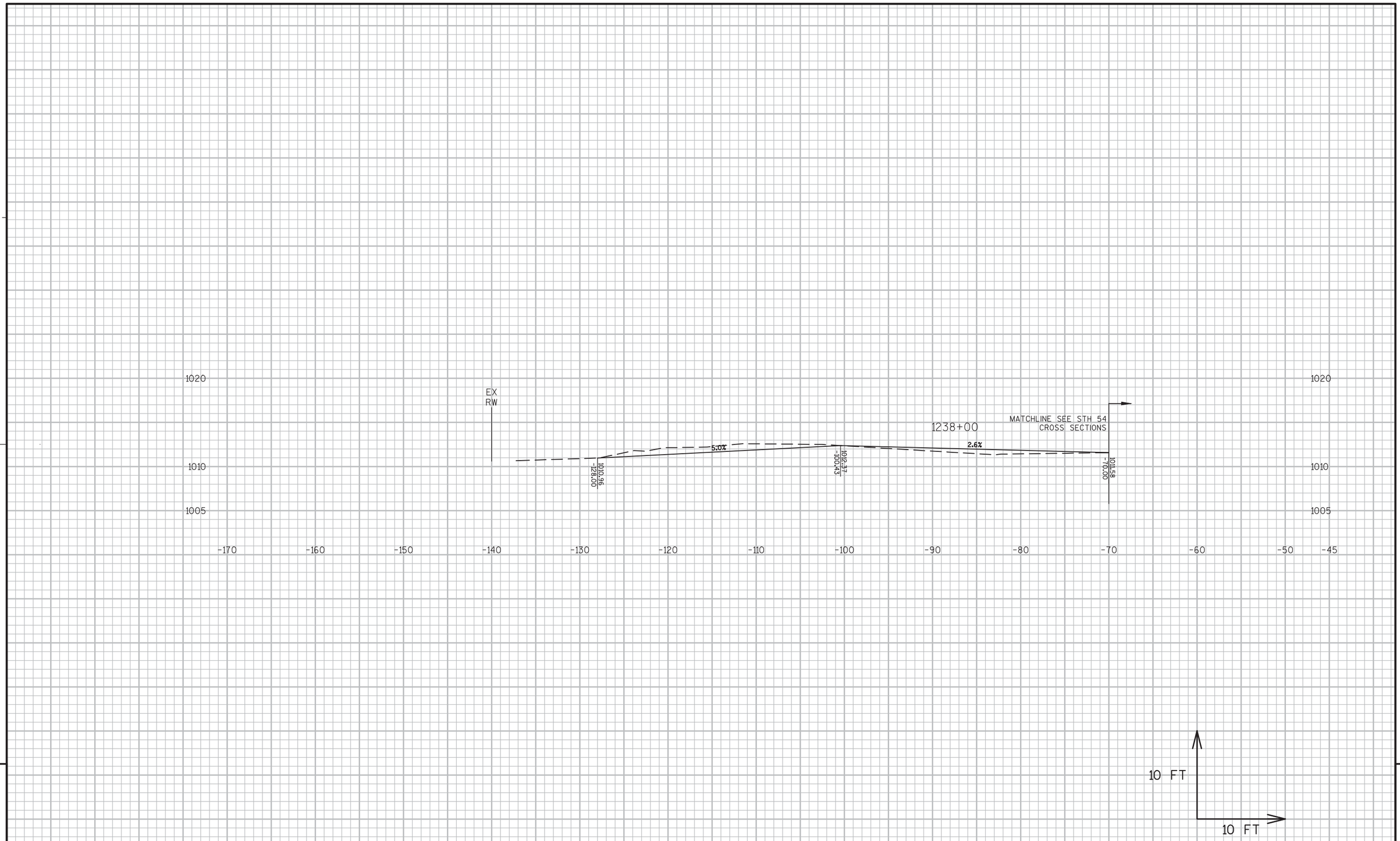


PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 180	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\C3D_2014\2014_090201_STH EAST 10SC XS.DWG
LAYOUT NAME - 0120_XS

PLOT DATE : 4/14/2016 3:44 PM PLOT BY : JEFF BREU PLOT NAME : PLOT SCALE : 1:10_XREF

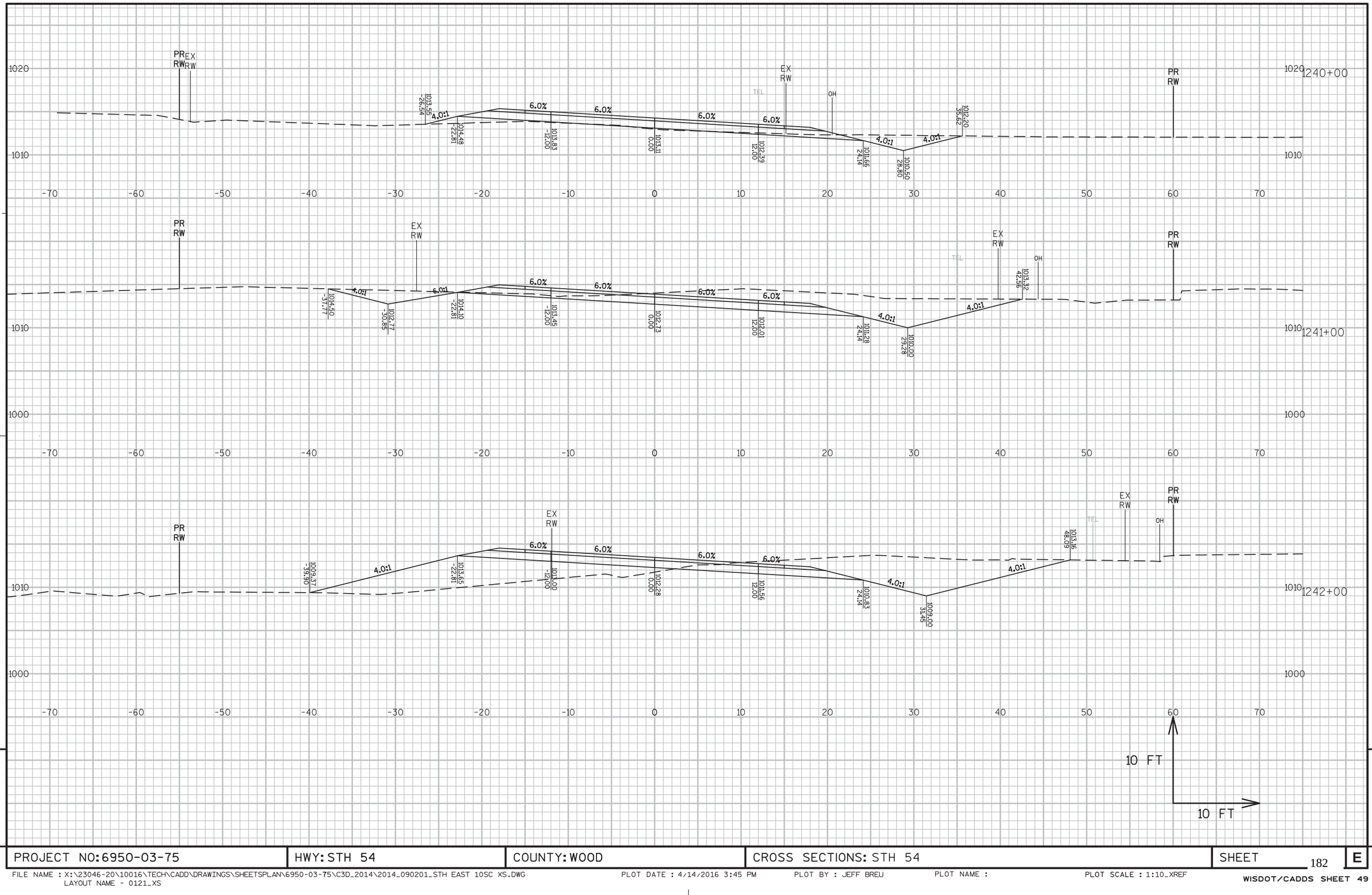
WISDOT/CADDS SHEET 49



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PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54 EXTENDED LEFT	SHEET 181	E

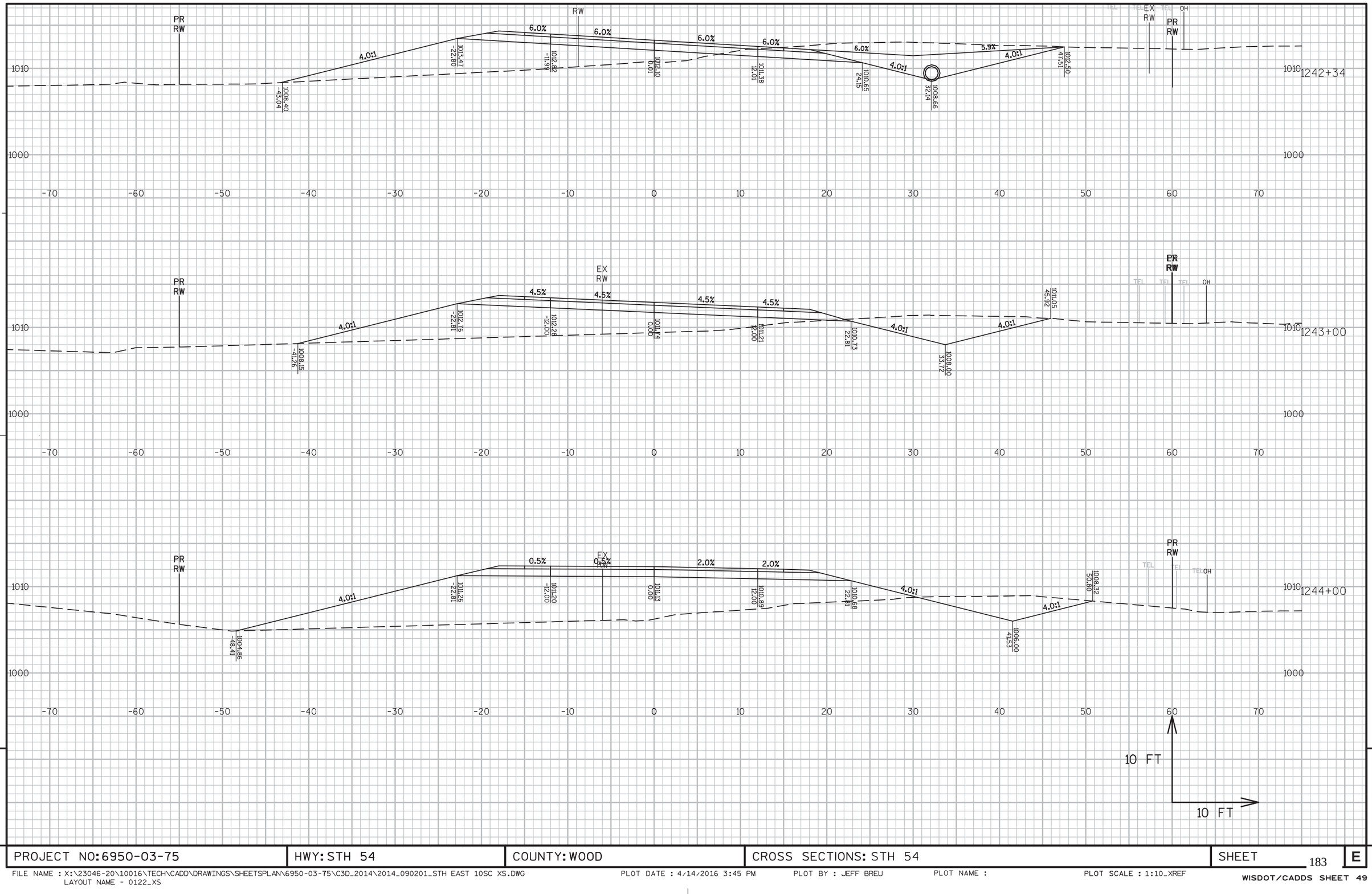


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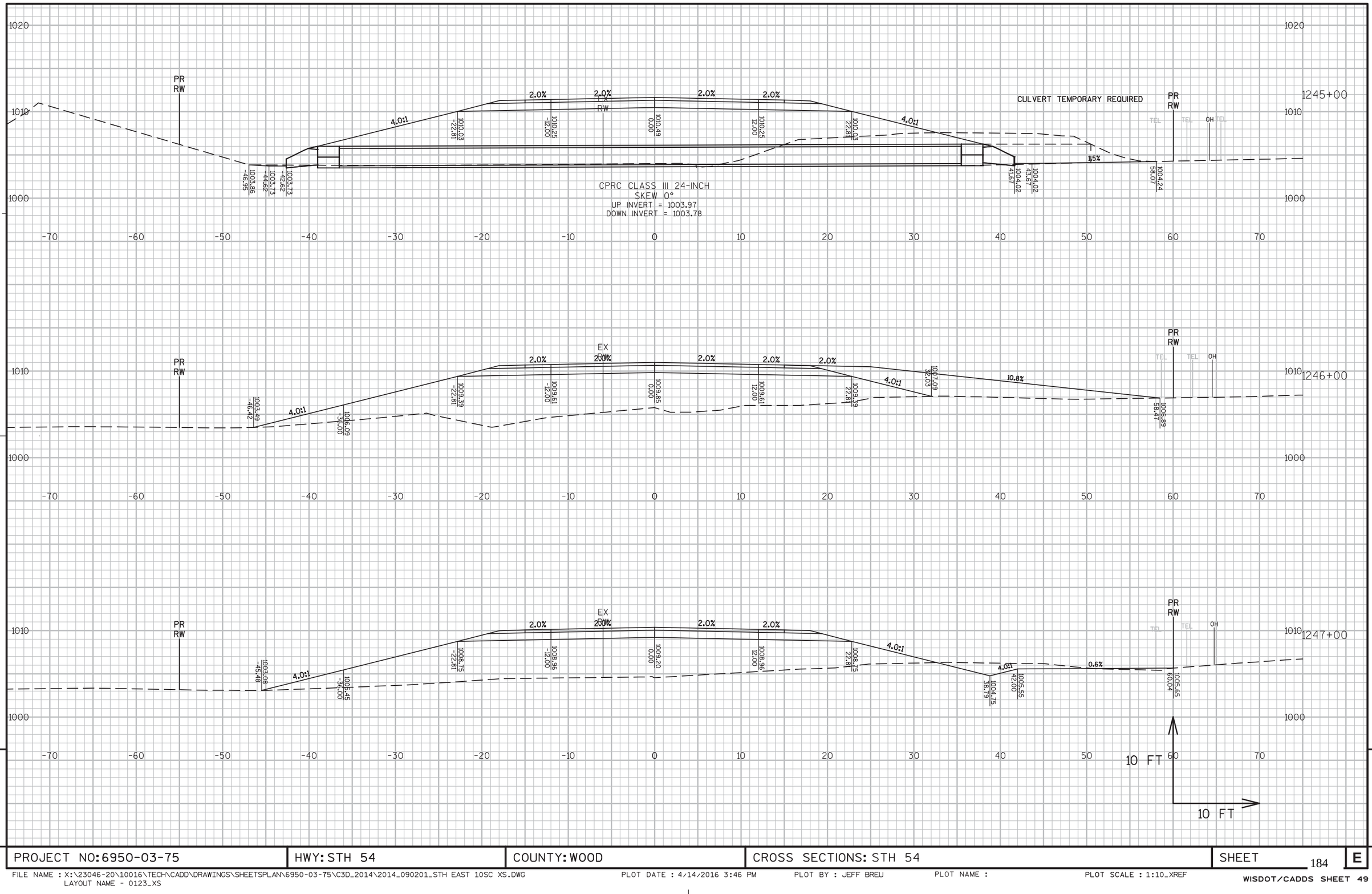
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PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 182	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\C3D_2014\2014_090201_STH EAST 10SC XS.DWG
LAYOUT NAME - 0121_XS
PLOT DATE : 4/14/2016 3:45 PM
PLOT BY : JEFF BREU
PLOT NAME :
PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 183	E



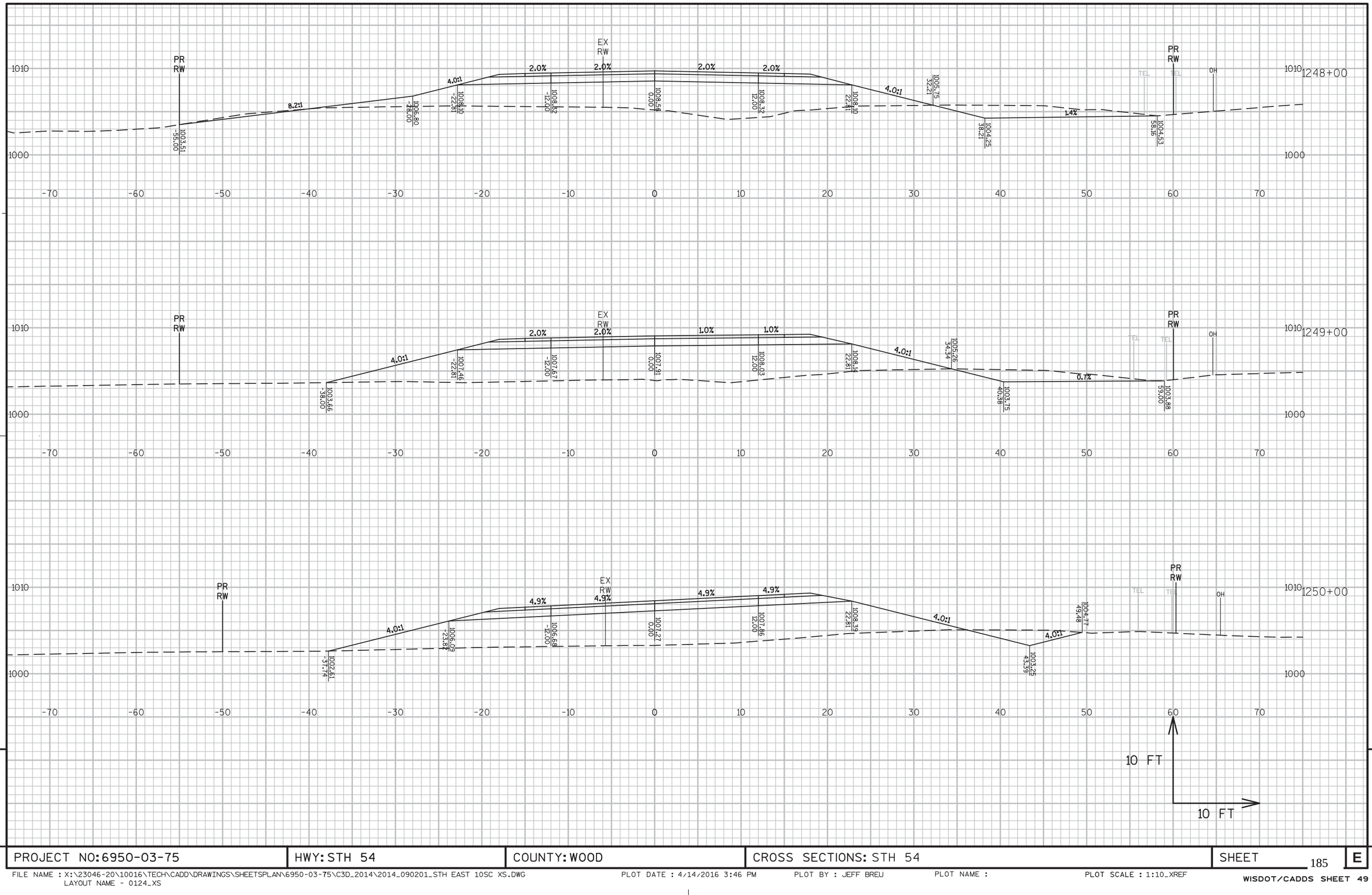
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PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 184	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\C3D_2014\2014_090201_STH EAST 10SC XS.DWG
LAYOUT NAME - 0123_XS

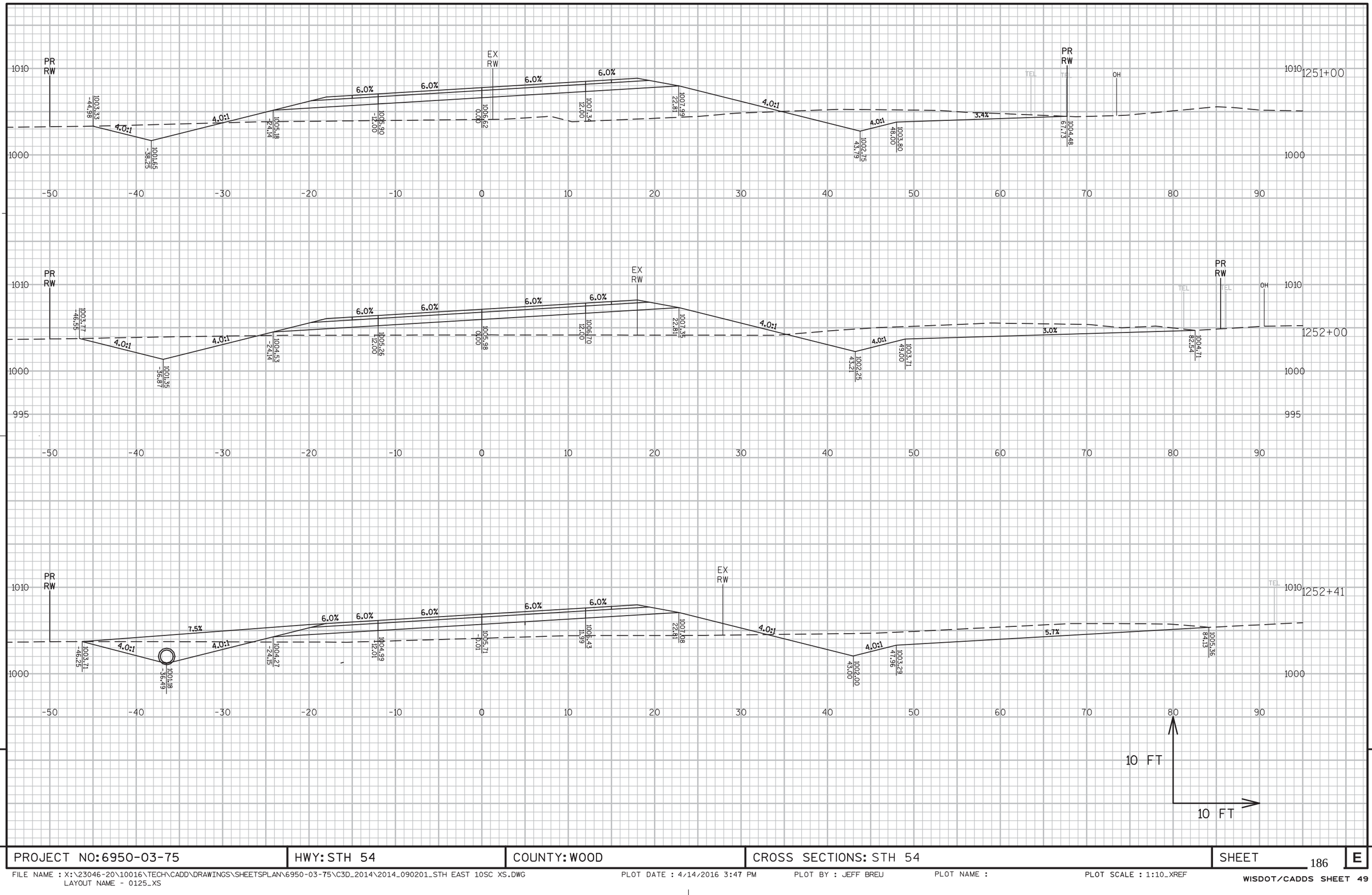
PLOT DATE : 4/14/2016 3:46 PM PLOT BY : JEFF BREU PLOT NAME : PLOT SCALE : 1:10_XREF



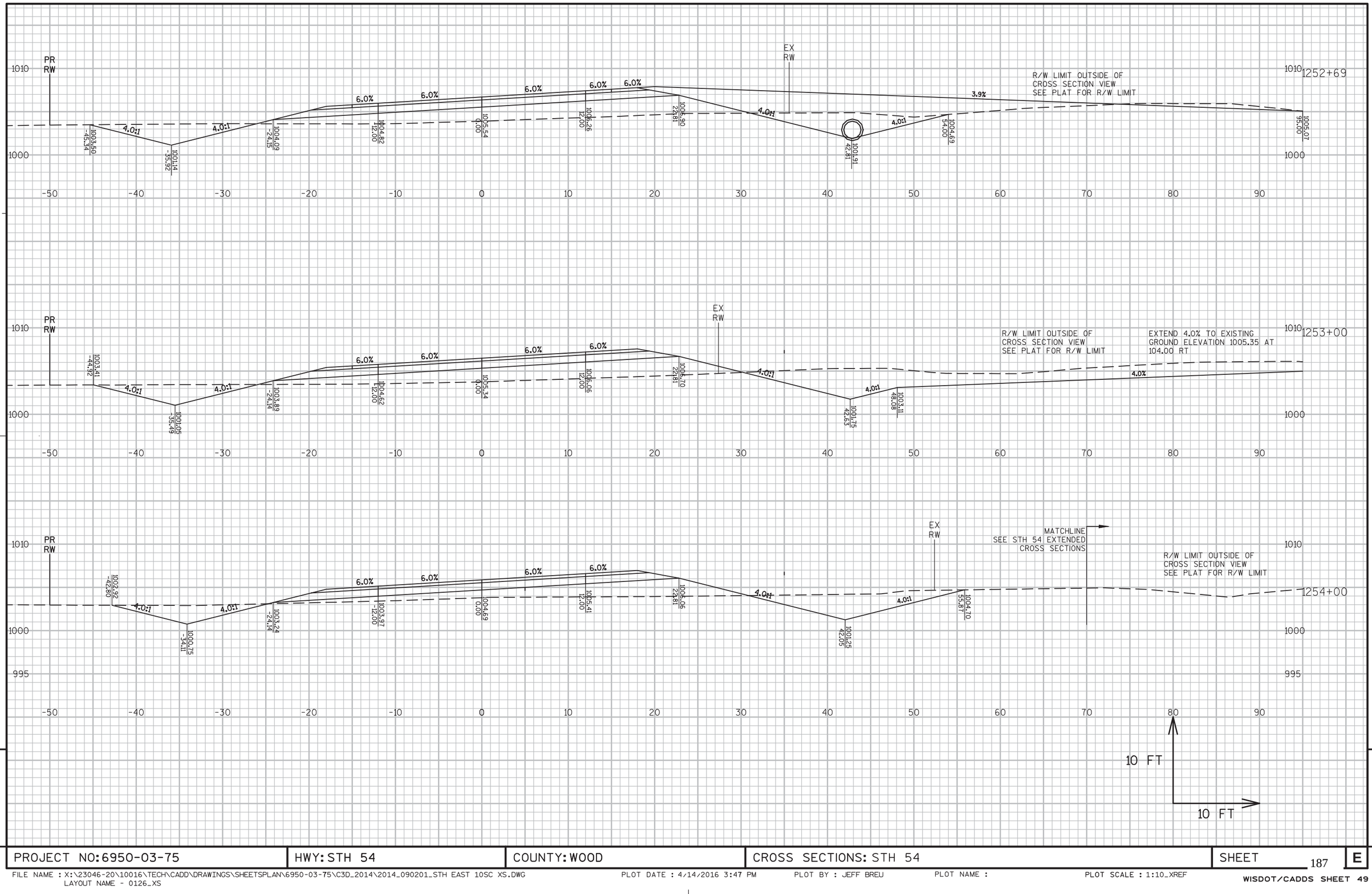
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PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 185	E

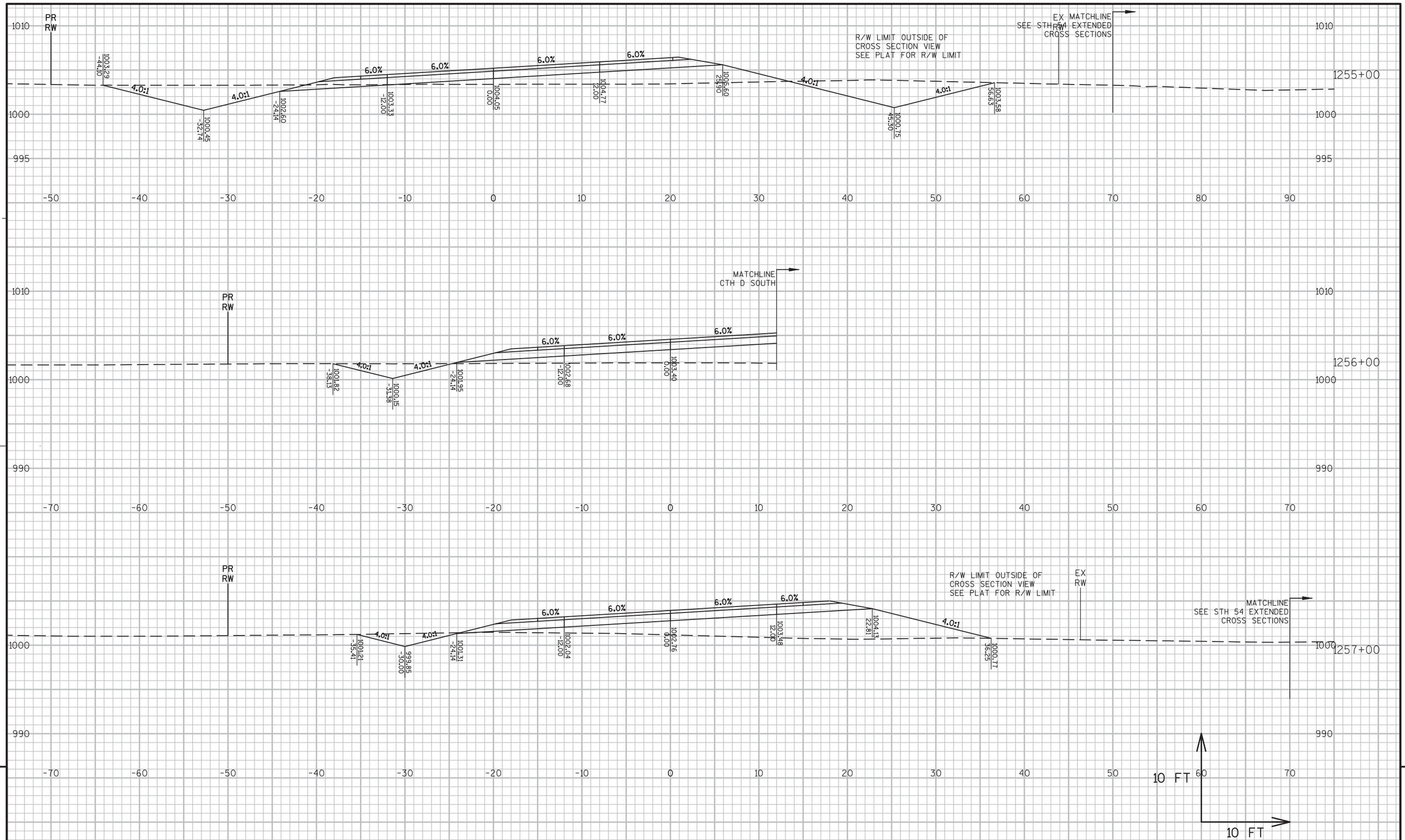


PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 186	E



PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 187	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\C3D_2014\2014_090201_STH EAST 10SC XS.DWG
LAYOUT NAME - 0126_XS
PLOT DATE : 4/14/2016 3:47 PM
PLOT BY : JEFF BREU
PLOT NAME :
PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49

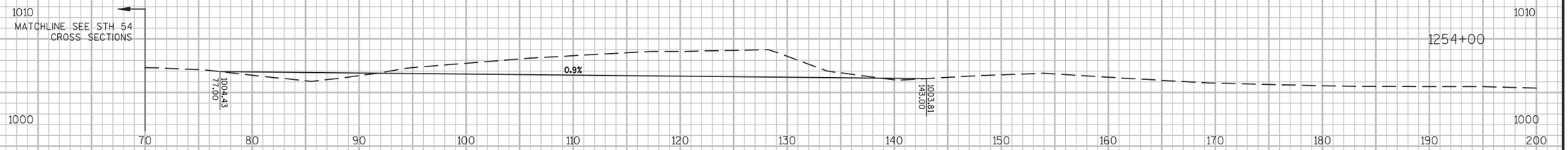


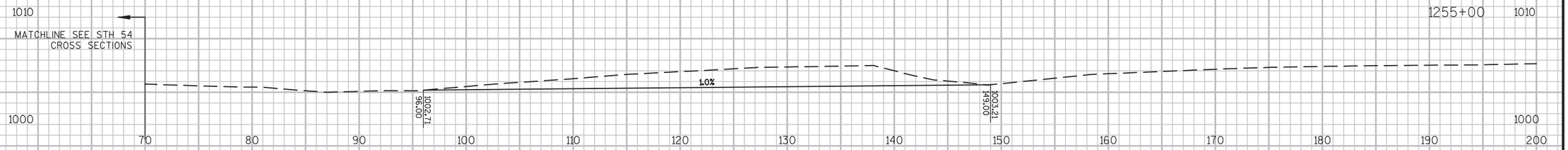
PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 188	E

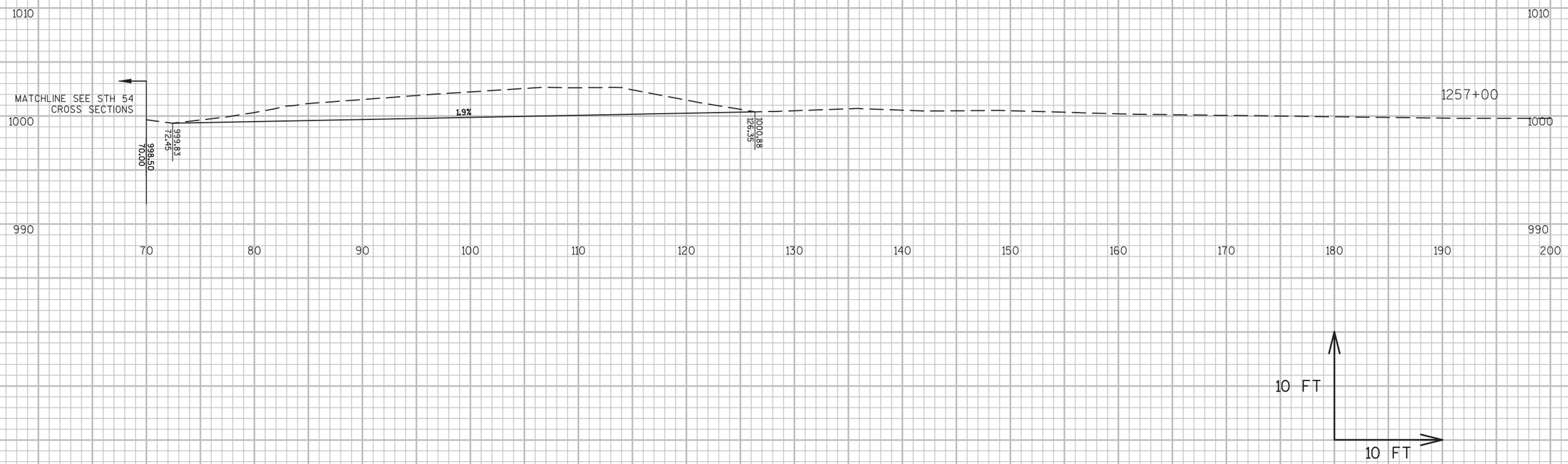
FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\C3D_2014\2014_090201_STH EAST 10SC XS.DWG
LAYOUT NAME - 0127_XS

PLOT DATE : 4/14/2016 3:48 PM PLOT BY : JEFF BREU PLOT NAME : PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49





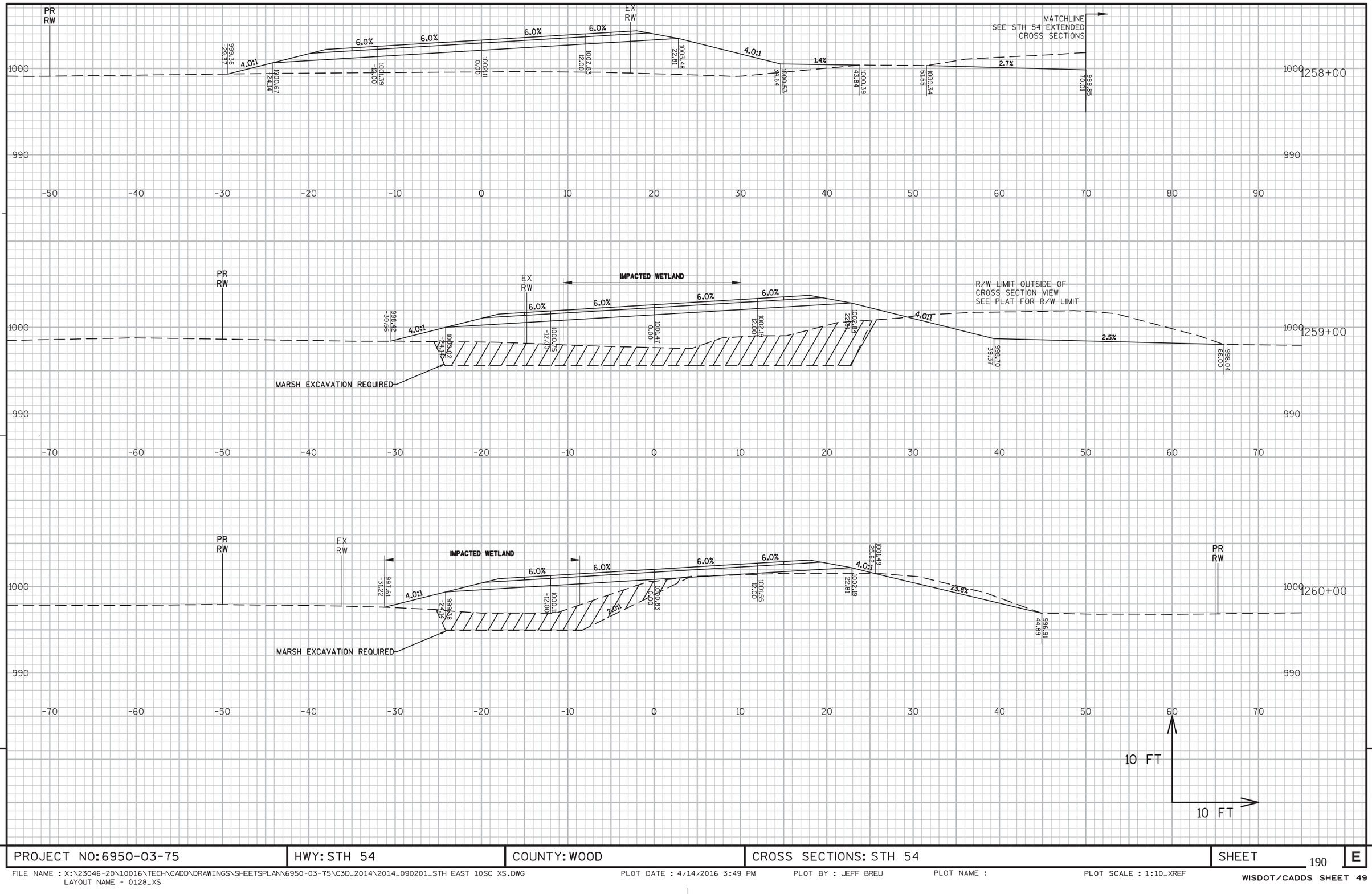


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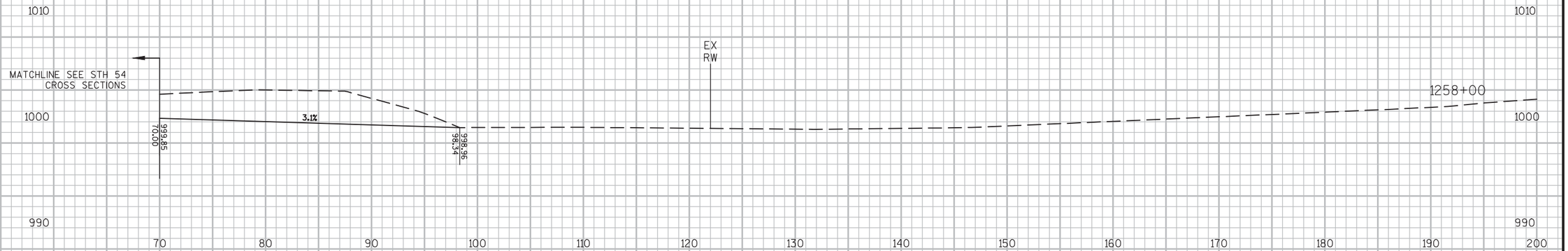
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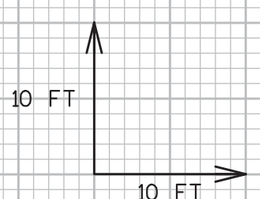
PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54 EXTENDED RIGHT	SHEET 189	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\C3D_2014\2014_090201_STH EAST 10SC XS.DWG
LAYOUT NAME - 0801RTXS
PLOT DATE : 4/14/2016 3:56 PM
PLOT BY : JEFF BREU
PLOT NAME :
PLOT SCALE : 1:10_XREF



PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 190	E





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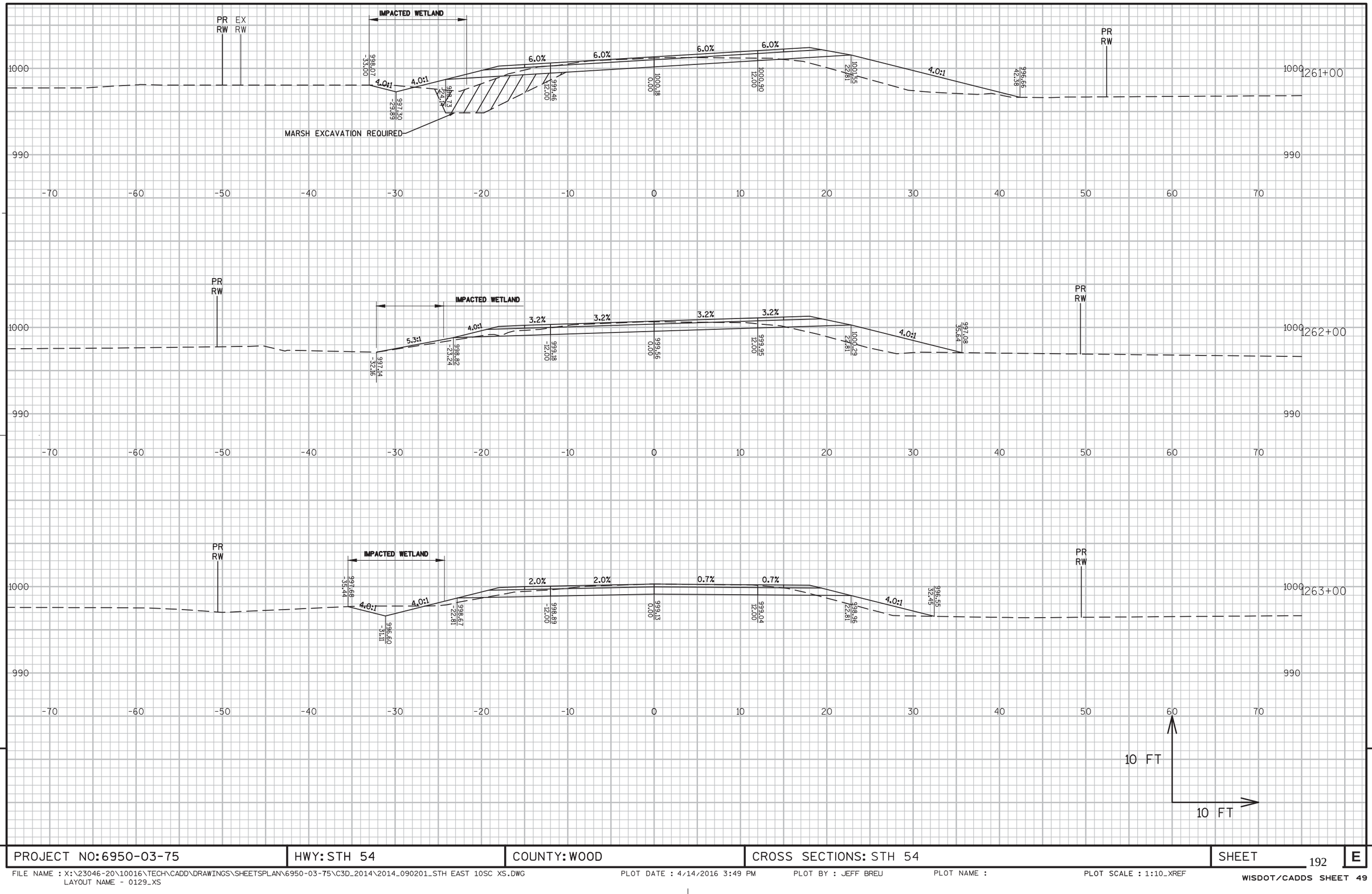
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PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54 EXTENDED RIGHT	SHEET 191	E

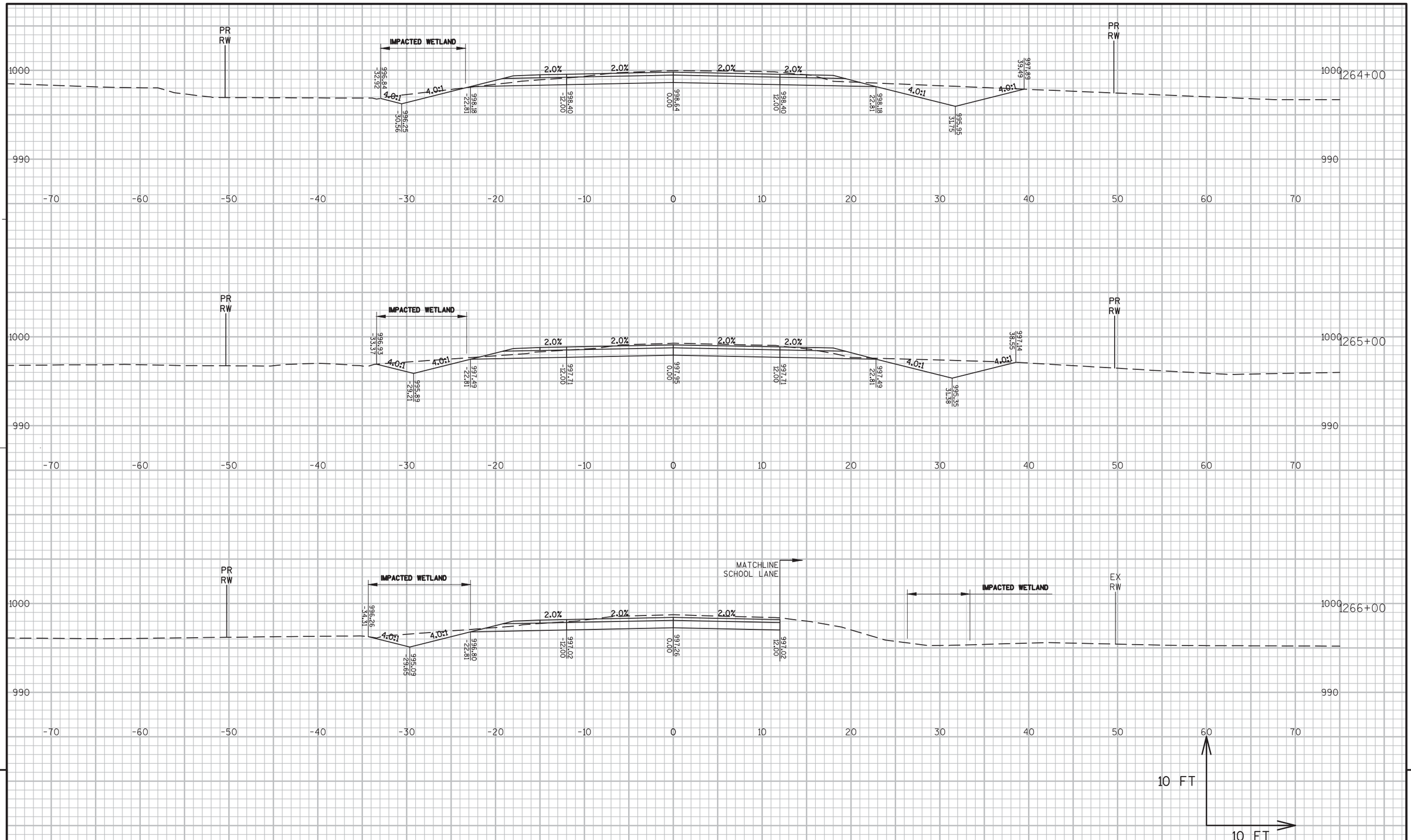
FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\C3D_2014\2014_090201_STH EAST 10SC XS.DWG
LAYOUT NAME - 0802RTXS

PLOT DATE : 4/14/2016 3:57 PM PLOT BY : JEFF BREU PLOT NAME : PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 192	E

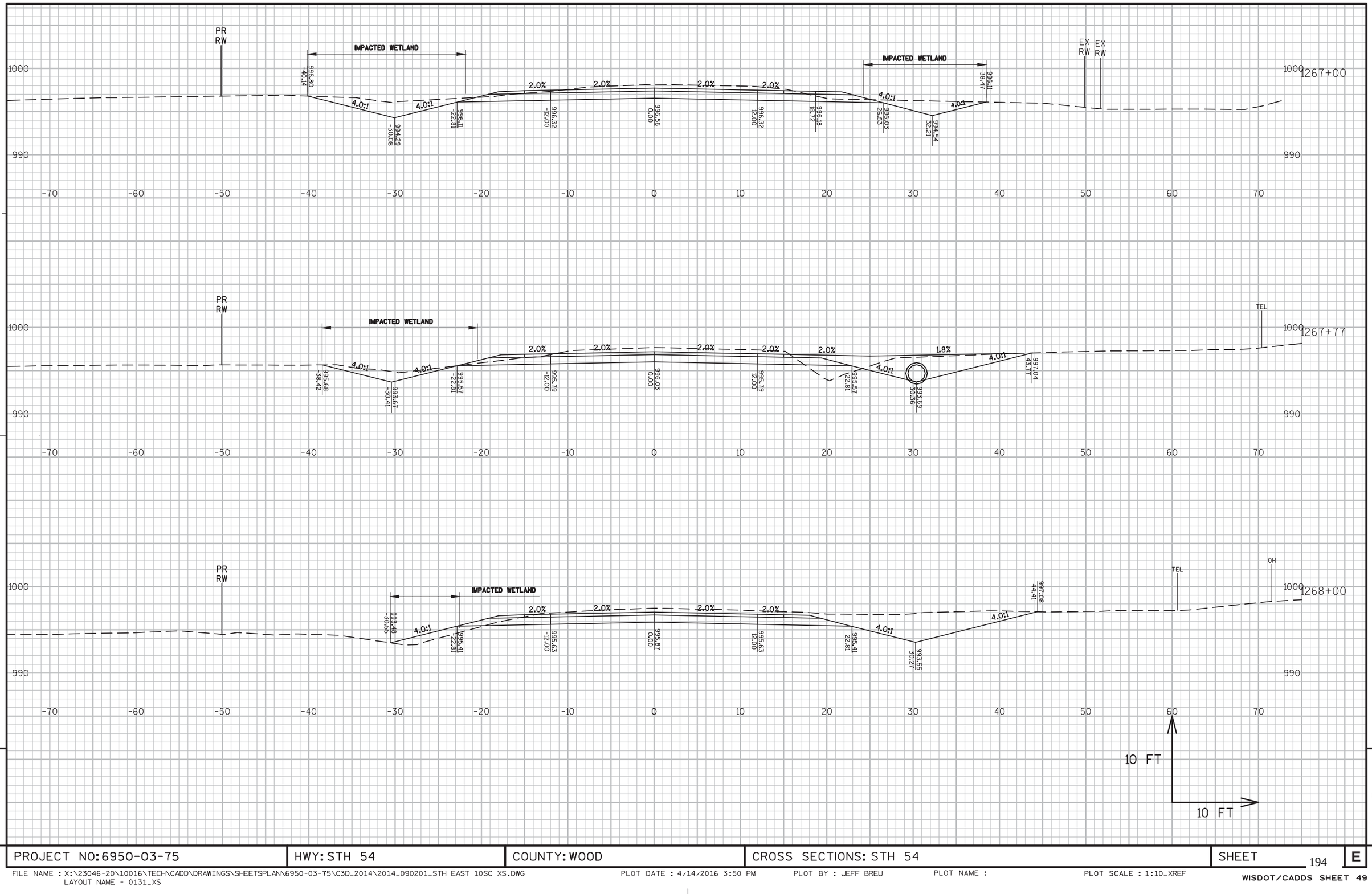


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PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 193	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\C3D_2014\2014_090201_STH EAST 10SC XS.DWG
LAYOUT NAME - 0130_XS
PLOT DATE : 4/14/2016 3:50 PM
PLOT BY : JEFF BREU
PLOT NAME :
PLOT SCALE : 1:10_XREF

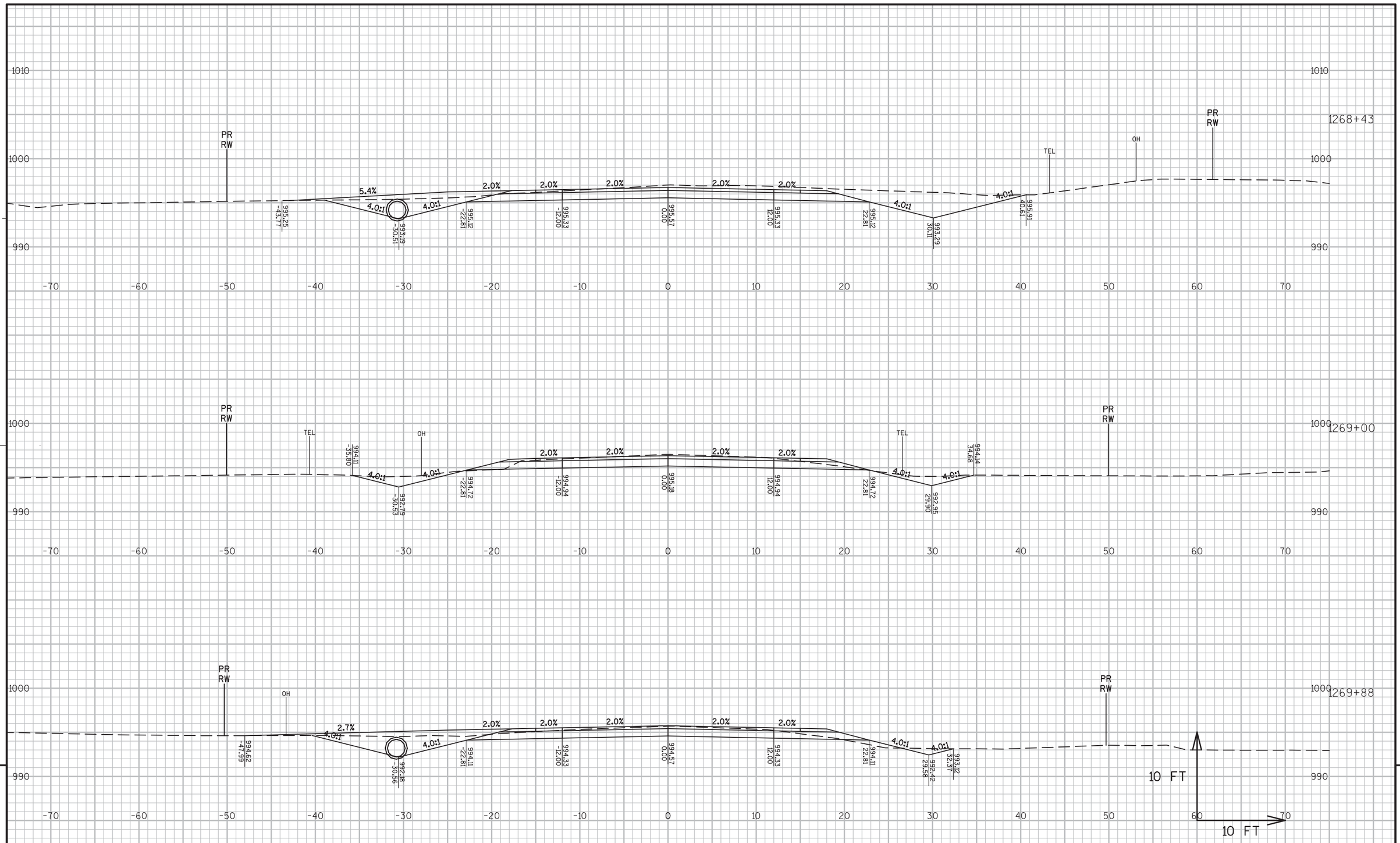


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PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 194	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\C3D_2014\2014_090201_STH EAST 10SC XS.DWG
LAYOUT NAME - 0131_XS
PLOT DATE : 4/14/2016 3:50 PM
PLOT BY : JEFF BREU
PLOT NAME :
PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49

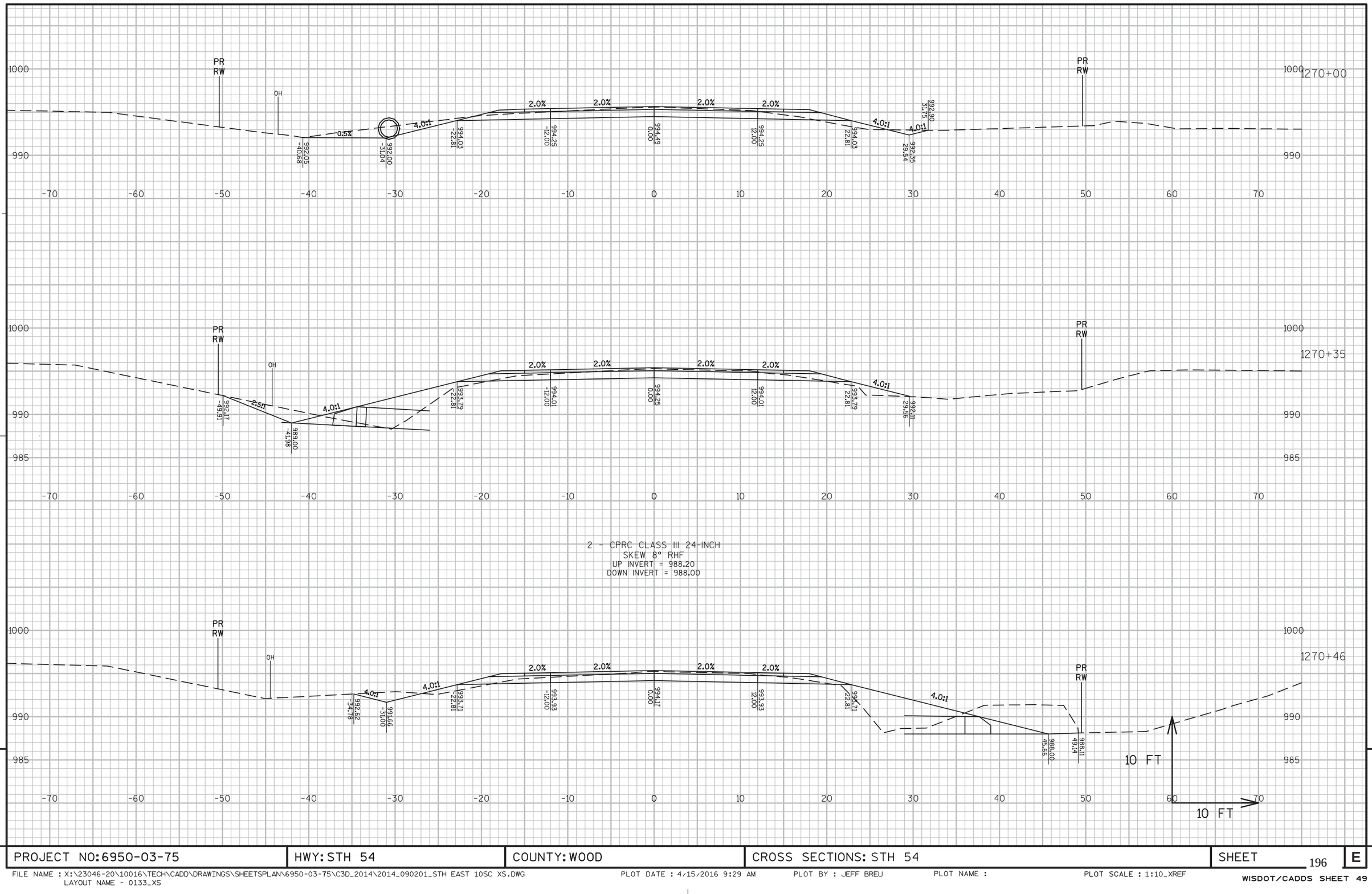


PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 195	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\C3D_2014\2014_090201_STH EAST 10SC XS.DWG
LAYOUT NAME - 0132_XS

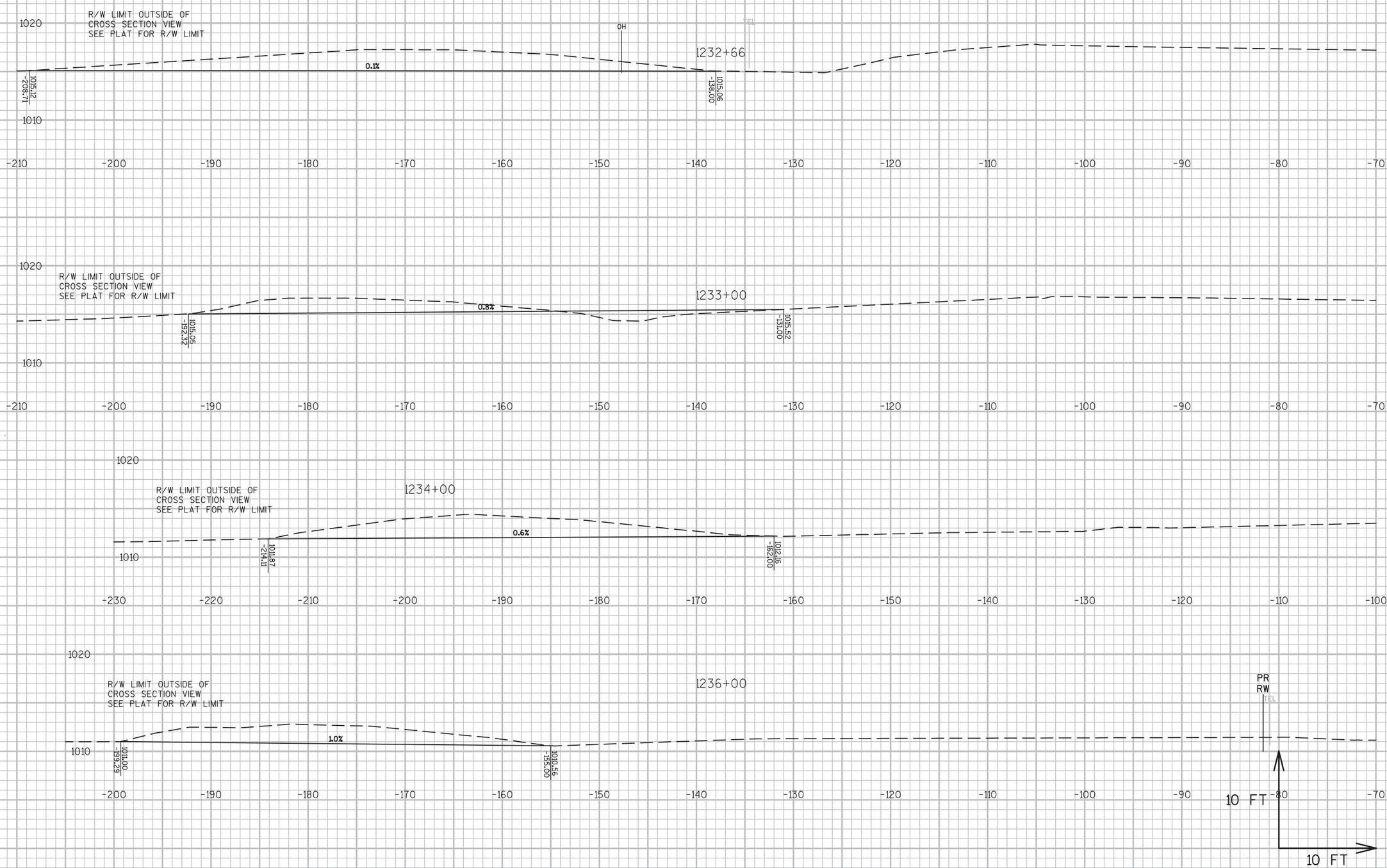
PLOT DATE : 4/14/2016 3:51 PM PLOT BY : JEFF BREU PLOT NAME : PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



9

PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54	SHEET 196	E

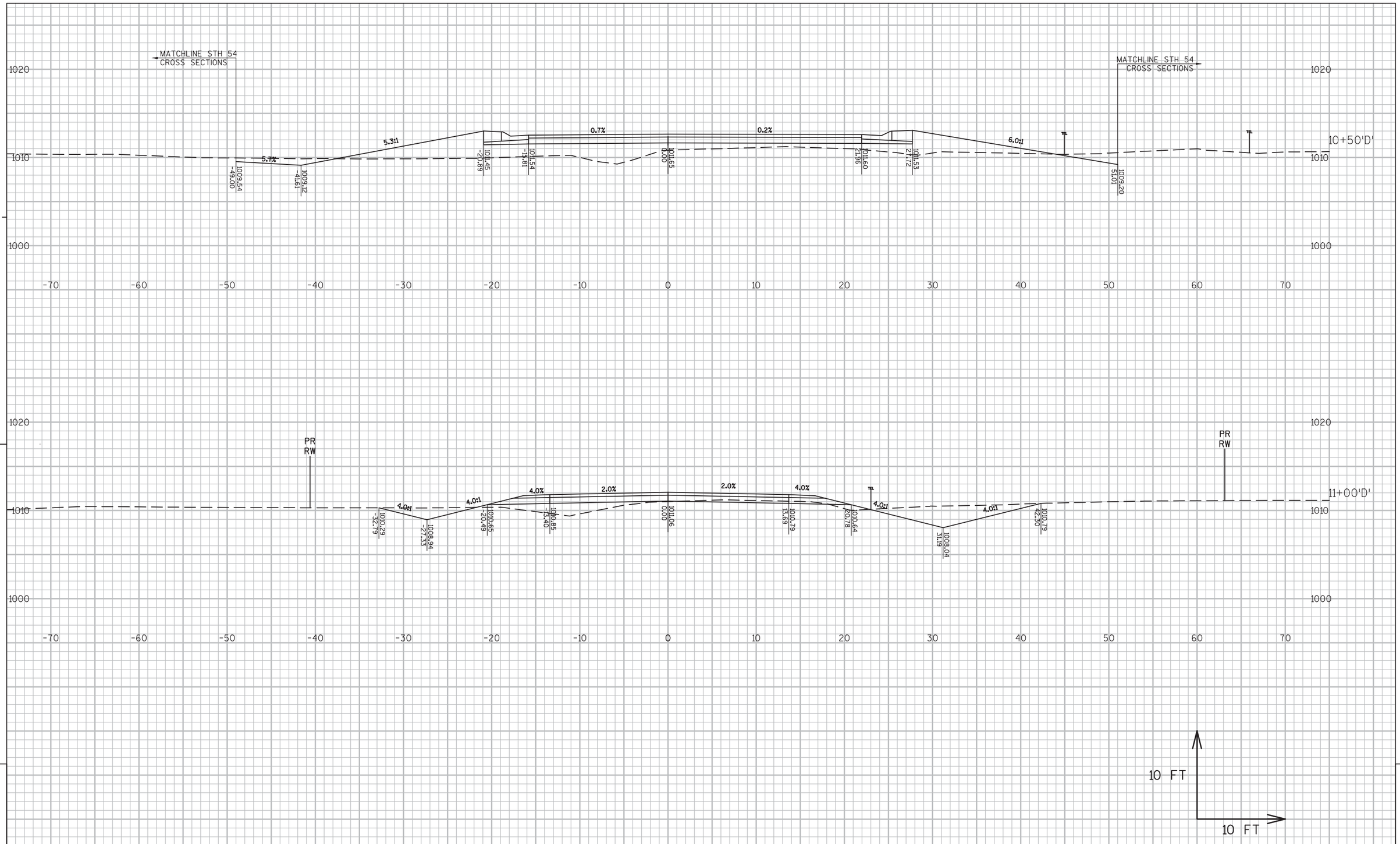


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PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: STH 54 EXTENDED LEFT	SHEET 197	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\C3D_2014\2014_090201_STH EAST 10SC XS.DWG
LAYOUT NAME - 074LTXS
PLOT DATE : 4/14/2016 3:54 PM
PLOT BY : JEFF BREU
PLOT NAME :
PLOT SCALE : 1:10_XREF

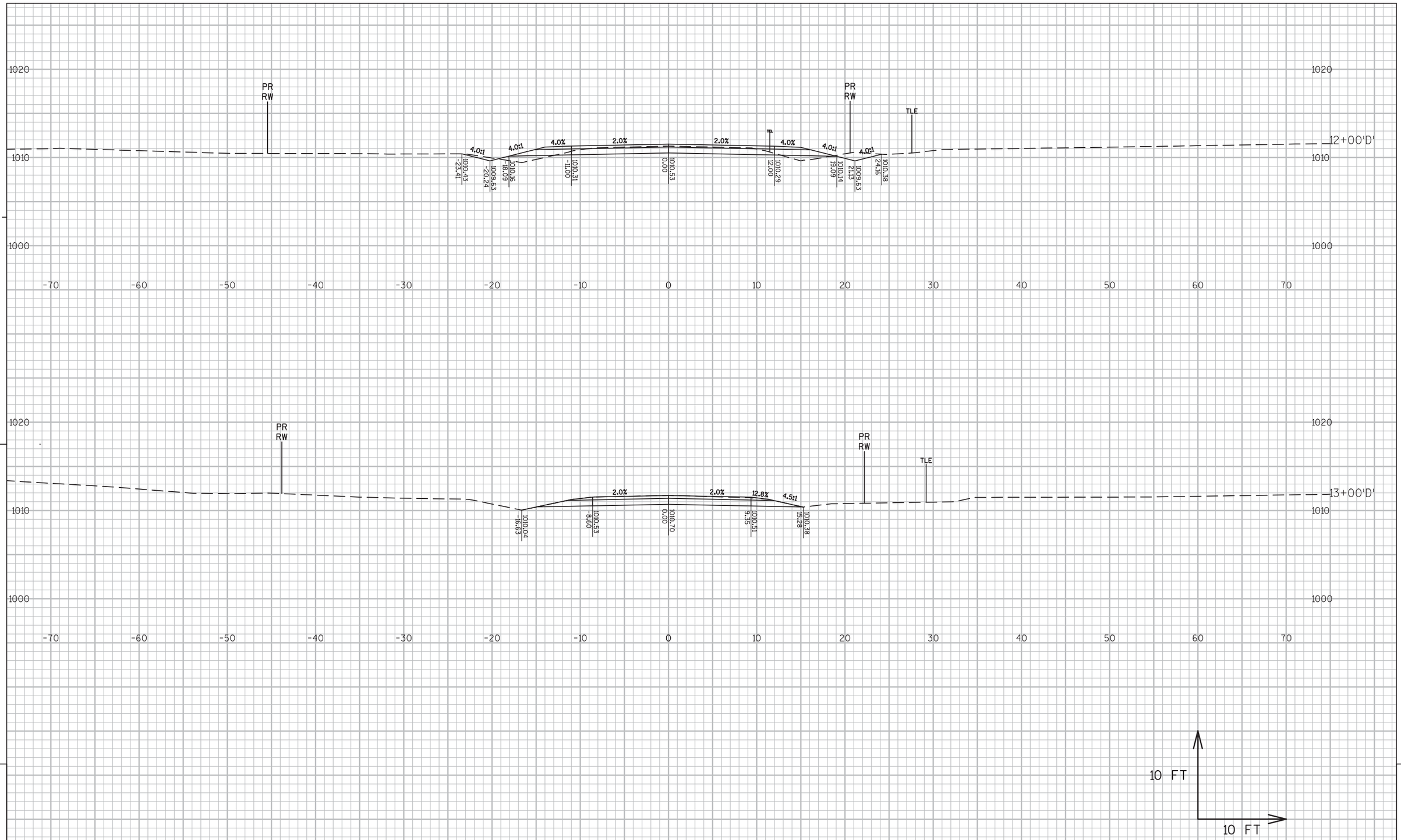


PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: HEMLOCK	SHEET 198	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\C3D_2014\2014_090201_STH EAST INTER 10SC XS.DWG
LAYOUT NAME - D_01XS

PLOT DATE : 4/21/2016 1:21 PM PLOT BY : DOUGLAS HOBYAN PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49



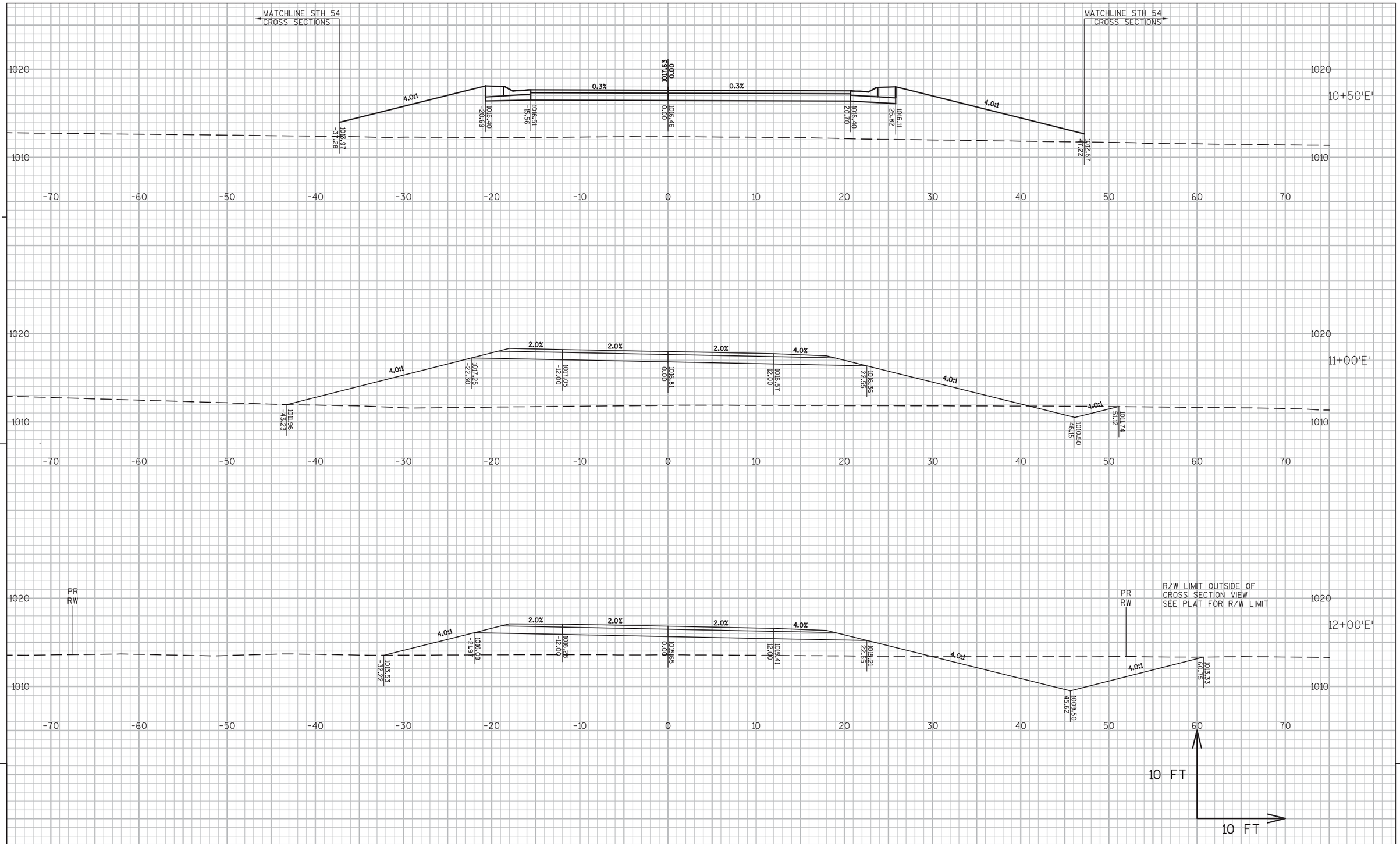
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PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: HEMLOCK	SHEET 199	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\C3D_2014\2014_090201_STH EAST INTER 10SC XS.DWG
LAYOUT NAME - D_02XS

PLOT DATE : 4/21/2016 1:21 PM PLOT BY : DOUGLAS HOBYAN PLOT NAME : PLOT SCALE : 1" = 10'_XREF



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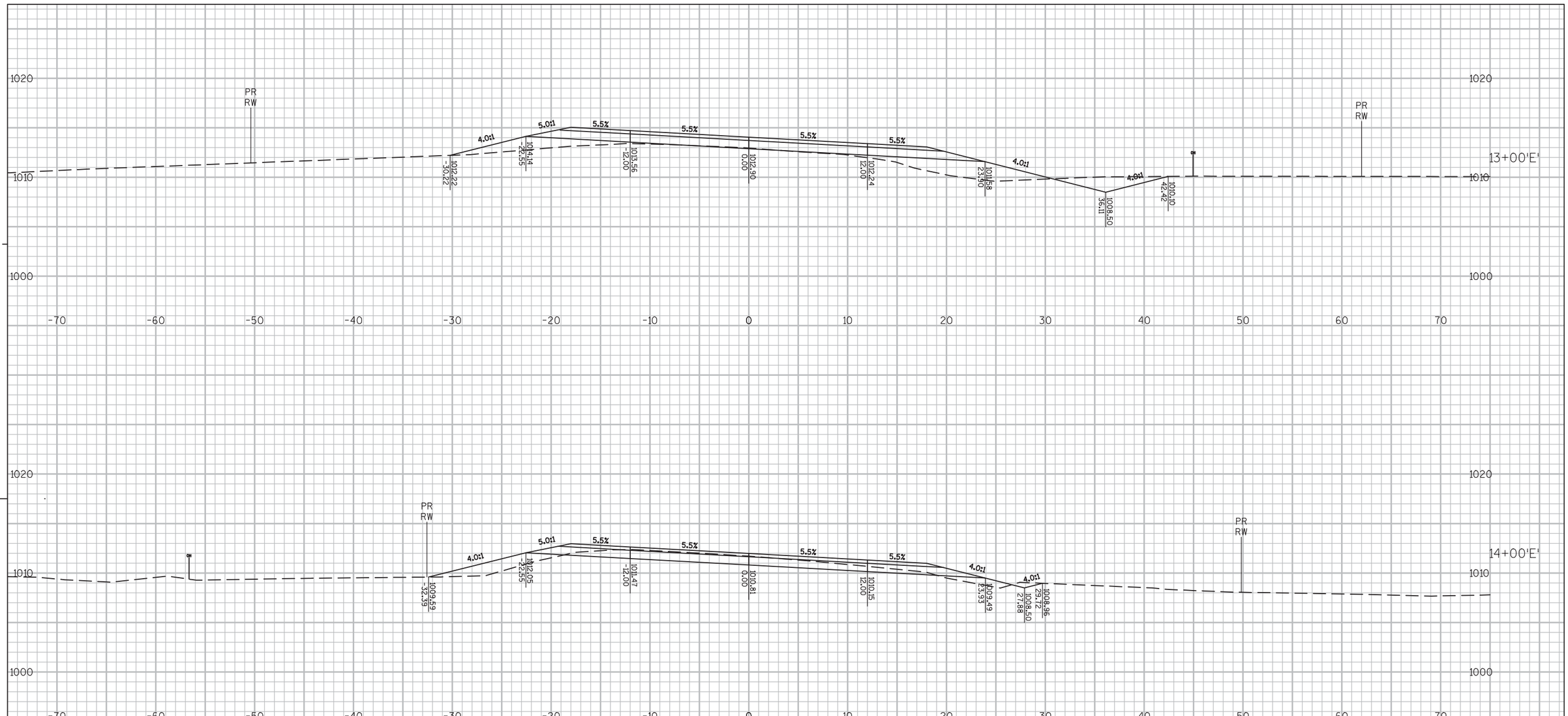
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PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: CTH D NORTH	SHEET 200	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\C3D_2014\2014_090201_STH EAST INTER 10SC XS.DWG
LAYOUT NAME - E_01XS

PLOT DATE : 4/21/2016 1:21 PM PLOT BY : DOUGLAS HOBYAN PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

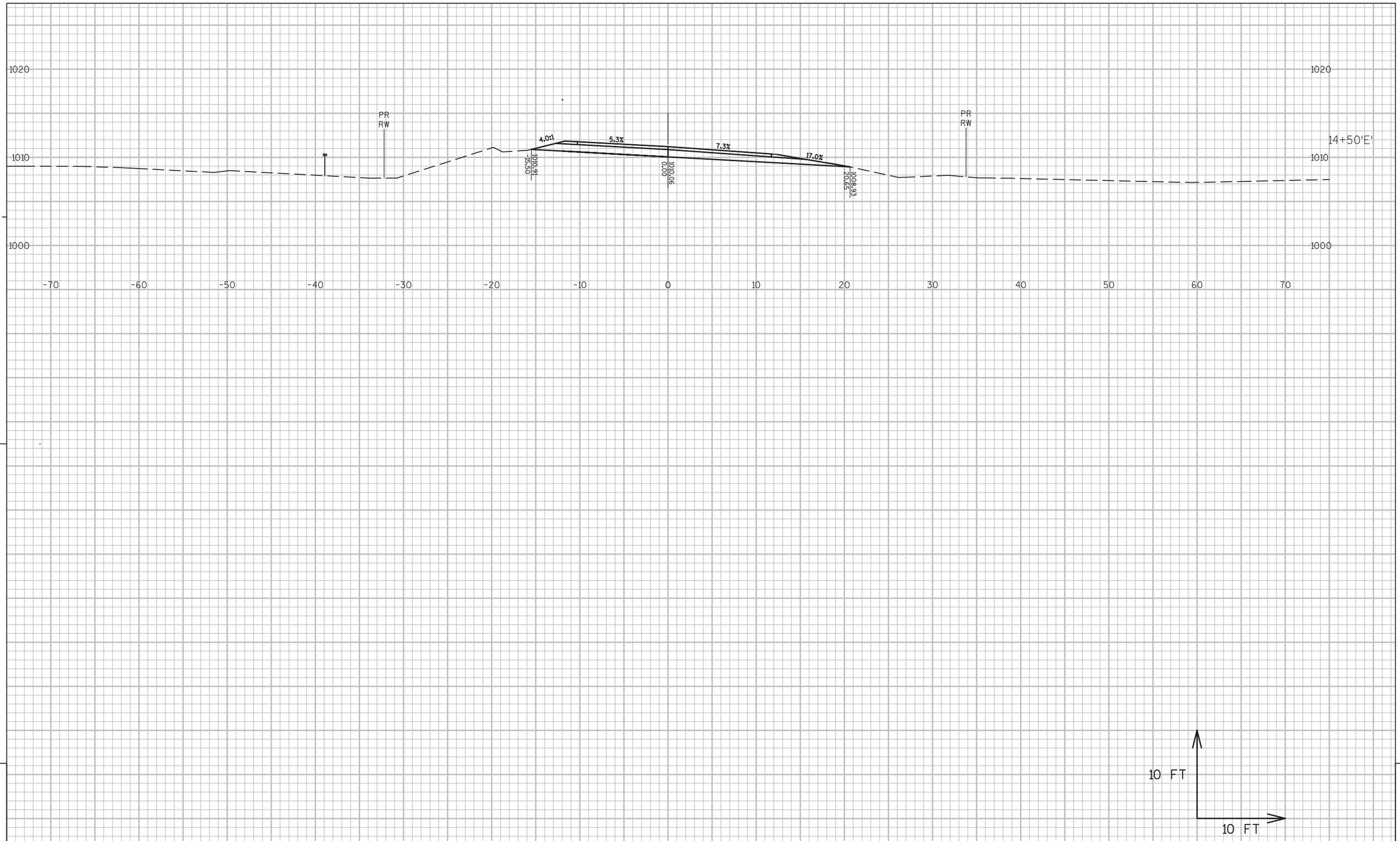


PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: CTH D NORTH	SHEET 201	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\C3D_2014\2014_090201_STH EAST INTER 10SC XS.DWG
LAYOUT NAME - E_02XS

PLOT DATE : 4/21/2016 1:21 PM PLOT BY : DOUGLAS HOBYAN PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49



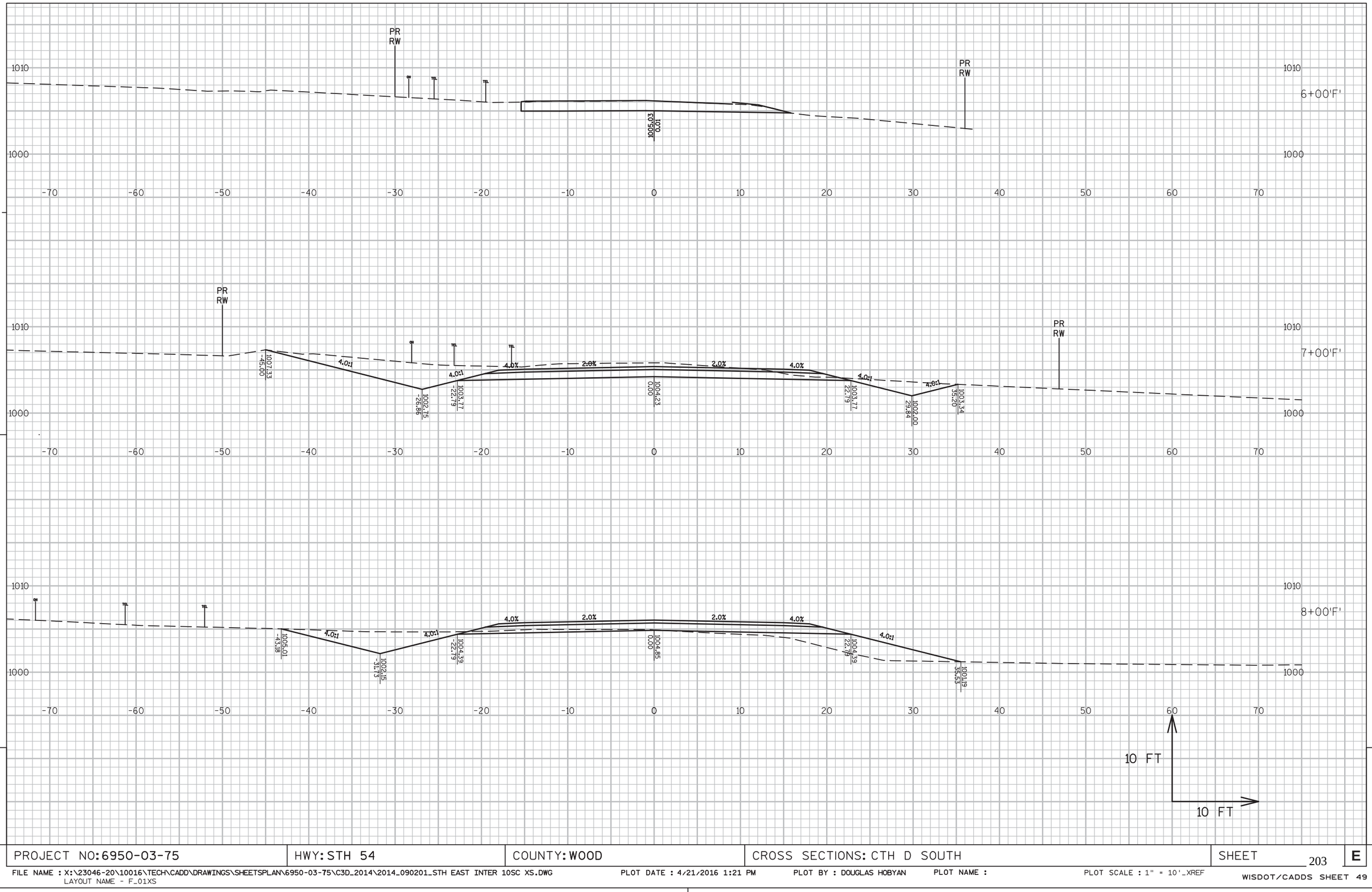
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PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: CTH D NORTH	SHEET 202	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\C3D_2014\2014_090201_STH EAST INTER 10SC XS.DWG
LAYOUT NAME - E_03XS

PLOT DATE : 4/21/2016 1:21 PM PLOT BY : DOUGLAS HOBYAN PLOT NAME : PLOT SCALE : 1" = 10'_XREF



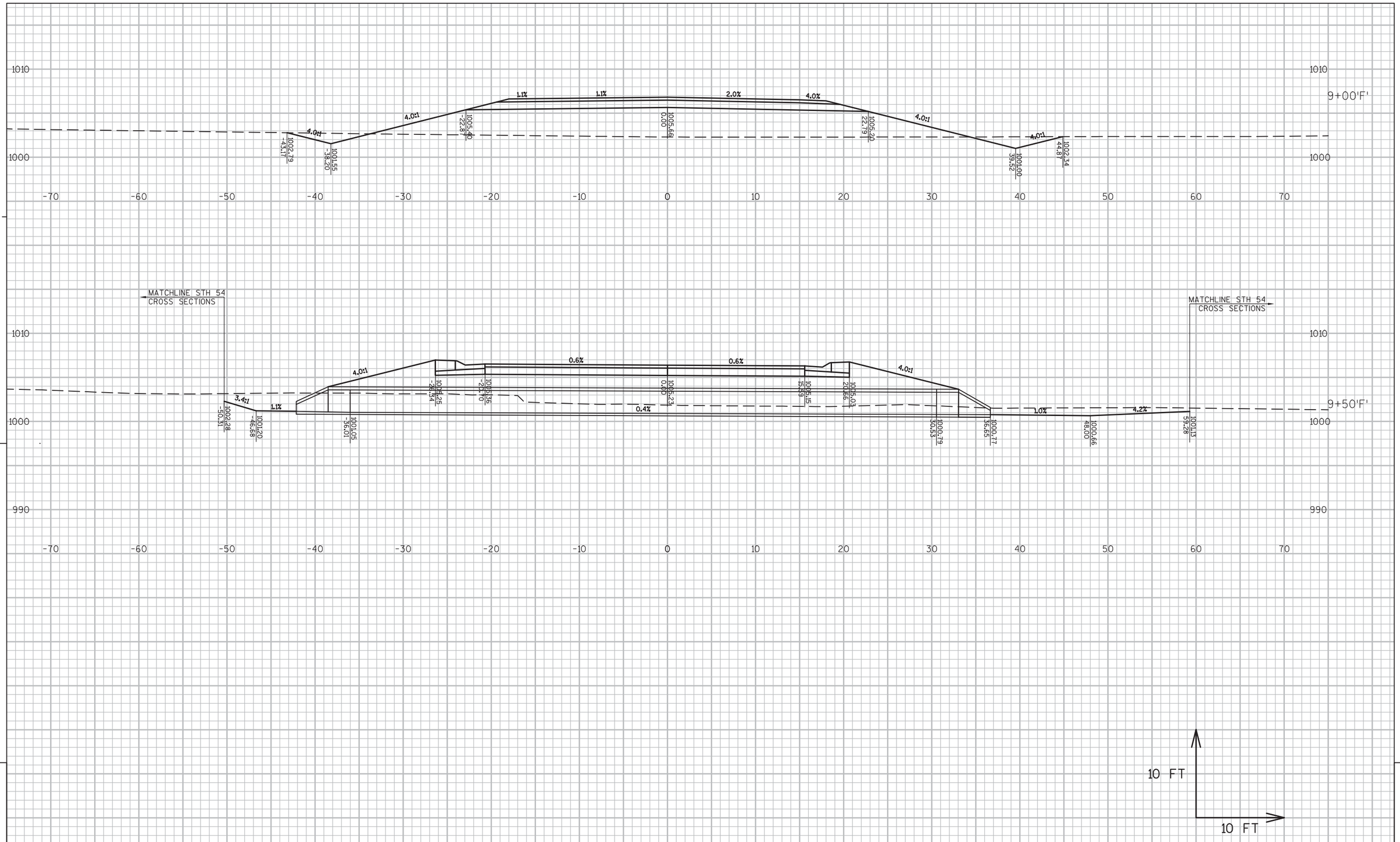
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PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: CTH D SOUTH	SHEET 203	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\C3D_2014\2014_090201_STH EAST INTER 10SC XS.DWG
LAYOUT NAME - F_01XS

PLOT DATE : 4/21/2016 1:21 PM PLOT BY : DOUGLAS HOBYAN PLOT NAME : PLOT SCALE : 1" = 10'_XREF

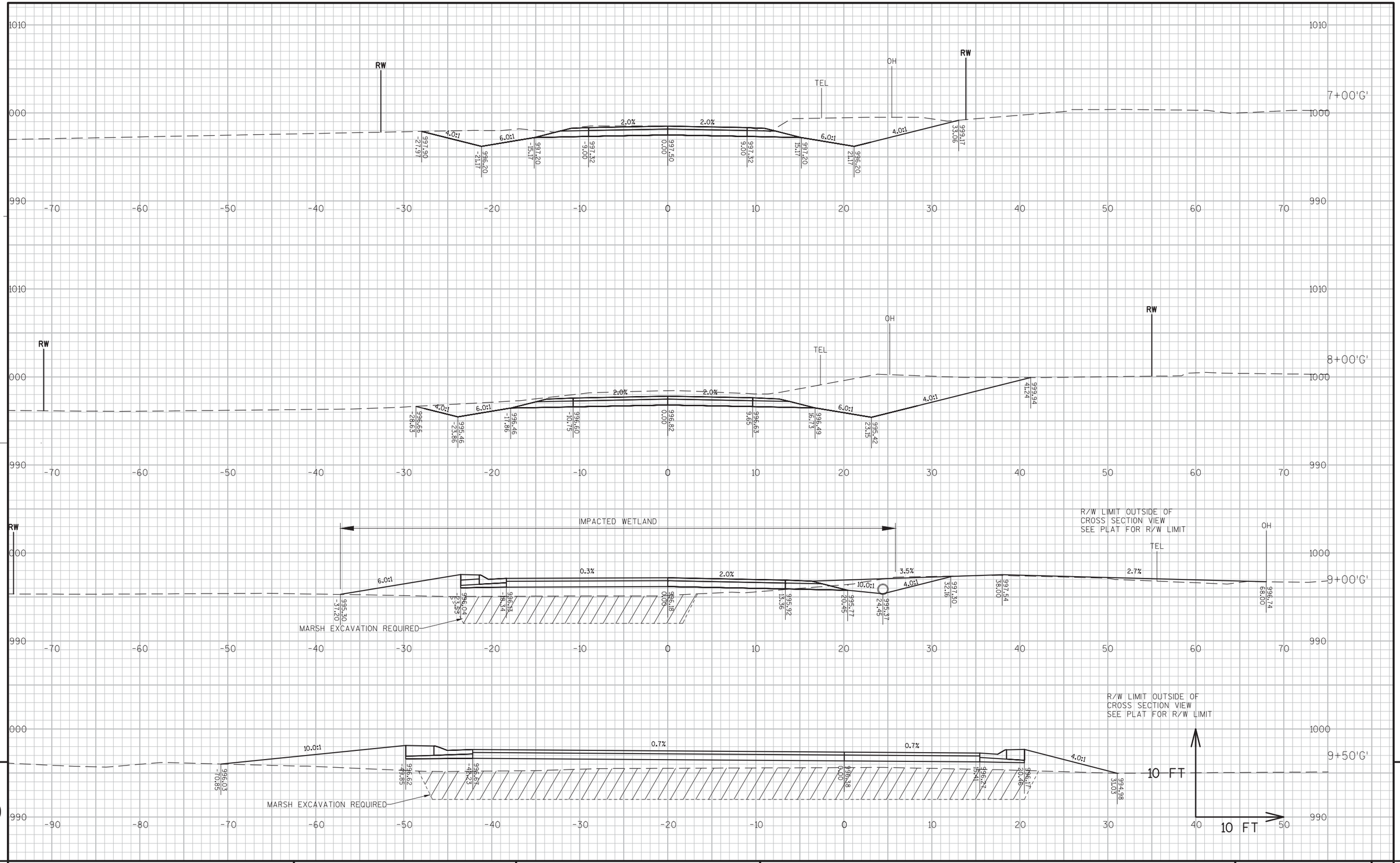


PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: CTH D SOUTH	SHEET 204	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\SHEETSPLAN\6950-03-75\C3D_2014\2014_090201_STH EAST INTER 10SC XS.DWG
LAYOUT NAME - F_02XS

PLOT DATE : 4/21/2016 1:21 PM PLOT BY : DOUGLAS HOBYAN PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 6950-03-75	HWY: STH 54	COUNTY: WOOD	CROSS SECTIONS: SCHOOL LANE	SHEET 205	E

FILE NAME : X:\23046-20\10016\TECH\CADD\DRAWINGS\DESIGN\CORRIDORS\SCHOOL LANE.DWG PLOT DATE : 4/22/2016 9:30 AM PLOT BY : DOUGLAS HOBYAN PLOT NAME : PLOT SCALE : 1:10_XREF

Wisconsin Department of Transportation

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