

PROJECT ID: 8865-00-72
WITH: 8865-00-73

COUNTY: POLK

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 = 114

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

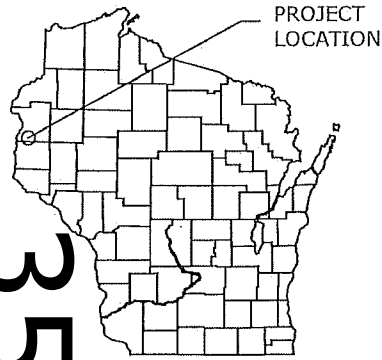
NEW RICHMOND - WANDEROOS

40TH AVENUE TO 0.57 MILES NORTH 40TH AVENUE

STH 65
POLK COUNTY

STATE PROJECT NUMBER
8865-00-72

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
8865-00-72	WISC 2017122	1



DESIGN DESIGNATION

A.A.D.T.	2017	=	2000
A.A.D.T.	2037	=	2600
D.H.V.		=	245
D.D.		=	60/40
T.		=	12.7%
DESIGN SPEED		=	60
ESALS		=	722,700

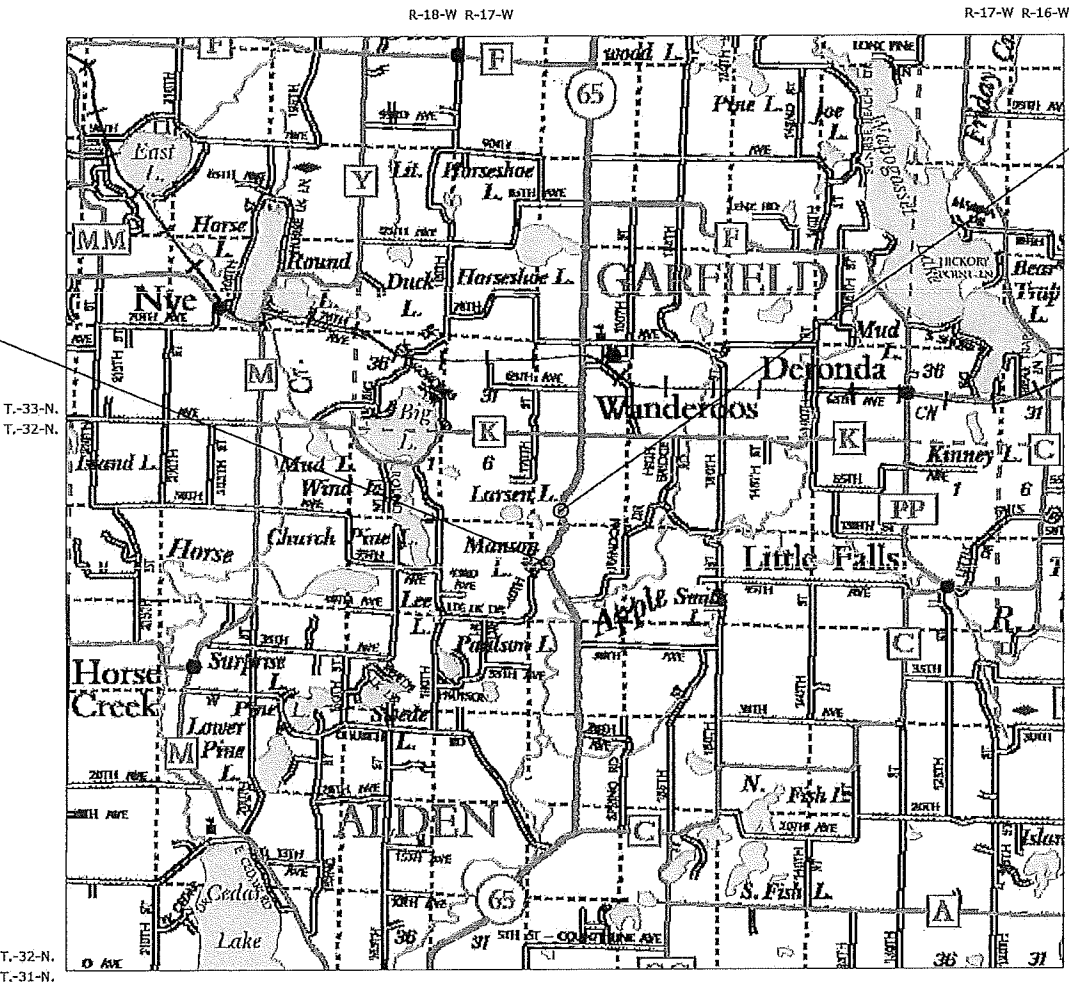
CONVENTIONAL SYMBOLS

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

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

BEGIN PROJECT

STA 419+64
Y = 223709.80
X = 497864.72



LAYOUT
SCALE 0 1 MI
TOTAL NET LENGTH OF CENTERLINE = 0.616

END PROJECT
STA 452+84.42
Y = 226871.43
X = 498374.18

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, POLK COUNTY, NAD83 (2013), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

PREPARED BY

WISCONSIN PROFESSIONAL ENGINEER

AARON SCHARF
E-37704
RICE LAKE, WI

COOPER ENGINEERING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	SURVEYOR
Designer	COOPER ENGINEERING
Project Manager	BETH CUNNINGHAM
Regional Examiner	TOU YANG
Regional Supervisor	ANDREW STENSLAND

APPROVED FOR THE DEPARTMENT

DATE: 11/11/16 Andy [Signature]

(Signature)

E

LIST OF STANDARD ABBREVIATIONS

ABUT	ABUTMENT	LT.	LEFT
AC	ACRES	LS	LUMP SUM
AGG	AGGREGATE	MH	MANHOLE
AH	AHEAD	N	NORTH
ADT	AVERAGE DAILY TRAFFIC	NC	NORMAL CROWN
AVG.	AVERAGE	PAVT	PAVEMENT
ASPH	ASPHALTIC	PC	POINT OF CURVATURE
BK.	BACK	PE	PRIVATE ENTRANCE
BM	BENCHMARK	PI	POINT OF INTERSECTION
Δ	CENTRAL ANGLE OR DELTA	PL	PROPERTY LINE
℄ , C/L	CENTERLINE	PP	POWER POLE
C & G	CURB AND GUTTER	PT	POINT OF TANGENCY
CABC	CRUSHED AGGREGATE	R	RANGE , RADIUS
	BASE COURSE	RCCP	REINFORCED CONCRETE
CONC.	CONCRETE		CULVERT PIPE
		RD	ROAD
COR	CORNER	REBAR	REINFORCEMENT BAR
CORR	CORRUGATED	REQD	REQUIRED
CSCP	CORRUGATED STEEL	RDWY	ROADWAY
	CULVERT PIPE	RHF	RIGHT HAND FORWARD
CSPA	CORRUGATED STEEL	RL, R/L	REFERENCE LINE
	PIPE ARCH	RR	RAILROAD
CTH	COUNTY TRUNK HIGHWAY	RT.	RIGHT
CP.	CULVERT PIPE	R/W	RIGHT-OF-WAY
CY	CUBIC YARD	S	SOUTH
CWT.	HUNDREDWEIGHT	SAN S	SANITARY SEWER
DIA	DIAMETER	SDD	STANDARD DETAIL DRAWING
D	DEGREE OF CURVE	SE	SUPER ELEVATION
DHV	DESIGN HOURLY VOLUME	SF.	SQUARE FEET
DWY	DRIVEWAY	SHLDR	SHOULDER
EBS	EXC. BELOW SUB GRADE	SPECS	SPECIFICATIONS
ELEV., EL	ELEVATION	SQ.	SQUARE
ELEC.	ELECTRIC	SS.	STORM SEWER
EXC	EXCAVATION	SY.	SQUARE YARD
EXIST	EXISTING	STH	STATE TRUNK HIGHWAY
E	EAST	ST.	STREET
FE	FIELD ENTRANCE	STA.	STATION
FF.	FACE TO FACE	SW	SIDEWALK
FL, F/L	FLOW LINE	T	TANGENT
FS	FULL SUPERELEVATION	TC	TOP OF CURB
G	GARAGE	℄ , T/L	TRANSIT LINE
GN	GRID NORTH	TEL	TELEPHONE
H	HOUSE	TEMP	TEMPORARY
		TLE	TEMPORARY LIMITED EASEMENT
		TYP	TYPICAL
HYD	HYDRANT	USH	UNITED STATES HIGHWAY
I	INTERSECTION ANGLE	UG	UNDERGROUND
INTERS	INTERSECTION	V	DESIGN SPEED
INV.	INVERT	VAR.	VARIABLE
IP	IRON PIN OR PIPE	VERT	VERTICAL
LC	LONG CHORD OF CURVE	YD	YARD
LF	LINEAR FOOT		
LHF	LEFT HAND FORWARD		
L	LENGTH OF CURVE		

UTILITY CONTACTS

<u>ELECTRIC</u>	<u>TELEPHONE</u>
POLK-BURNETT ELECTRIC COOPERATIVE	NORTHWEST COMMUNICATIONS
ATTN.: ERICK VITALIS	ATTN.:GREG CARDINAL
1001 STATE ROAD 35	116 HARRIMAN AVE. N.
CENTURIA, WI 54824	AMERY, WI 54001
TEL.: (715) 646-2191	TEL.: (715) 268-3379
EMAIL:evtfalls@polk-burnett.org	EMAIL: gregcardinal@amerytel.net

GENERAL NOTES:

NO TREES OR SHRUBS SHALL BE REMOVED UNLESS SUCH TREES OR SHRUBS HAVE BEEN DESIGNATED FOR REMOVAL BY THE ENGINEER.

THE LOCATION OF EXISTING UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOW SHOWN.

WHEN THE QUANTITY OF HMA PAVEMENT OR BASE AGGREGATE DENSE IS MEASURED BY THE TON, THE DEPTH OR THICKNESS SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

THE EXACT CONSTRUCTION LIMITS OF PRIVATE ENTRANCES SHALL BE COORDINATED WITH THE ENGINEER IN THE FIELD.

ALL UTILITIES LISTED ARE MEMBERS OF DIGGERS HOTLINE



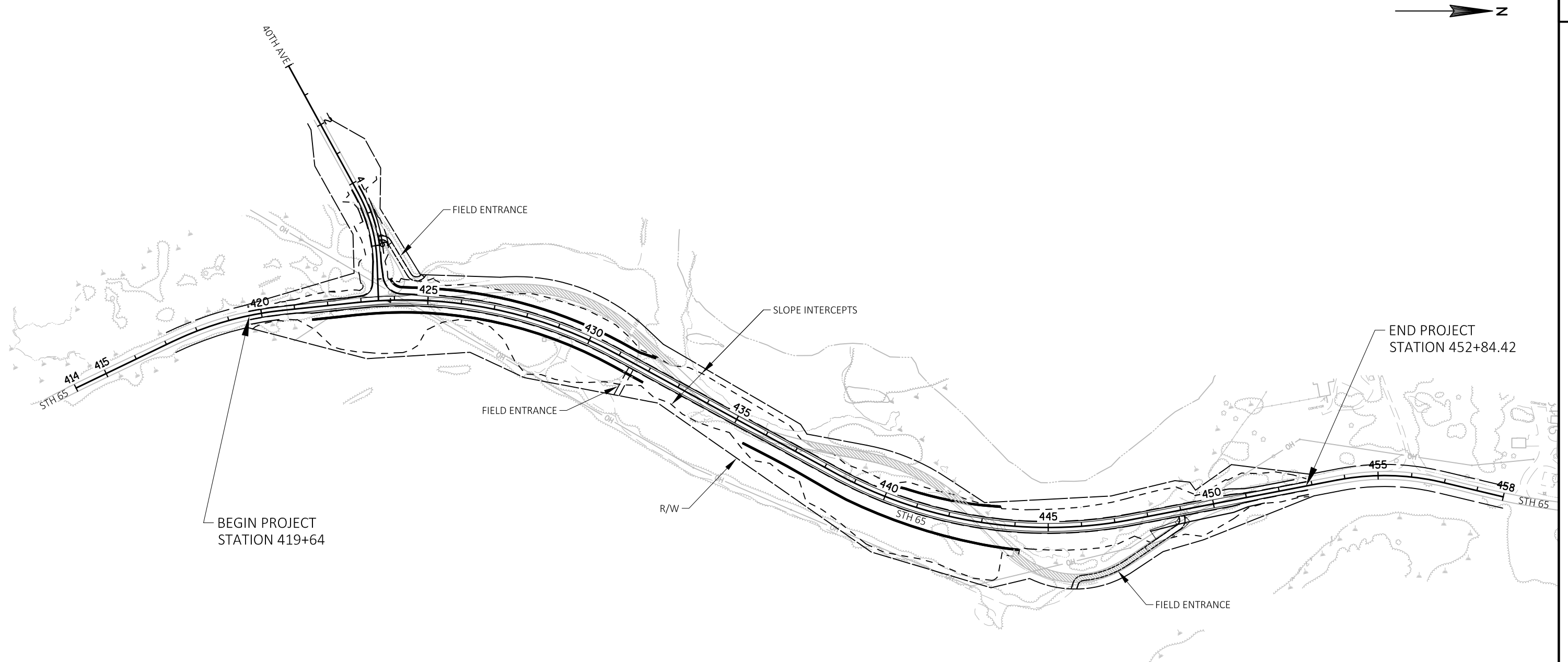
Dial  or (800)242-8511

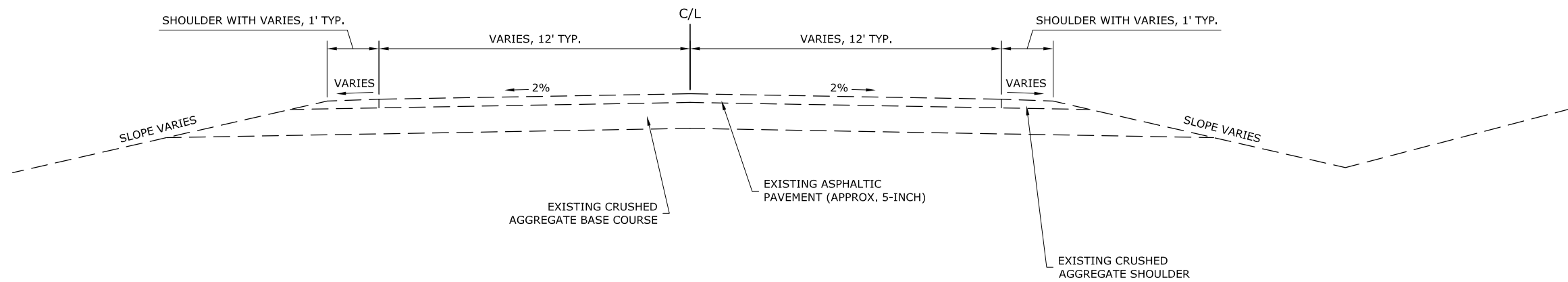
www.DiggersHotline.com

2040 W. WISCONSIN AVE.
SUITE 10
MILWAUKEE, WI 53233

OTHER CONTACTS

<u>DESIGN CONSULTANT</u>	<u>DNR NORTHERN REGIONAL HQ</u>
COOPER ENGINEERING CO. INC.	DNR/DOT LIAISON
2600 COLLEGE DRIVE	ATTN.: AMY CRONK
RICE LAKE, WI. 54868	810 W. MAPLE ST.
PHONE (715) 234-7008	SPOONER, WI 54801
	TEL.: (715) 635-4226
	EMAIL: AMY.CRONK@WISCONSIN.GOV

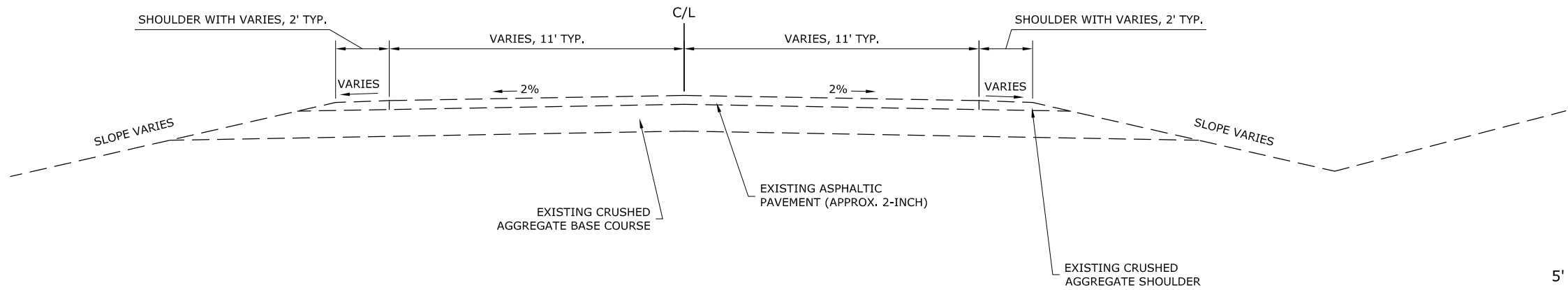




TYPICAL EXISTING SECTION

STH 65

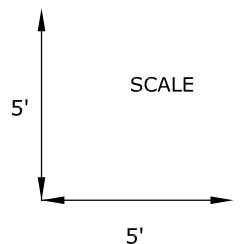
STA. 419+64 TO 452+84



TYPICAL EXISTING SECTION

40TH AVENUE

STA. 4+16 TO 7+55



PROJECT NUMBER:

8865-00-72

HWY:

STH 65

COUNTY:

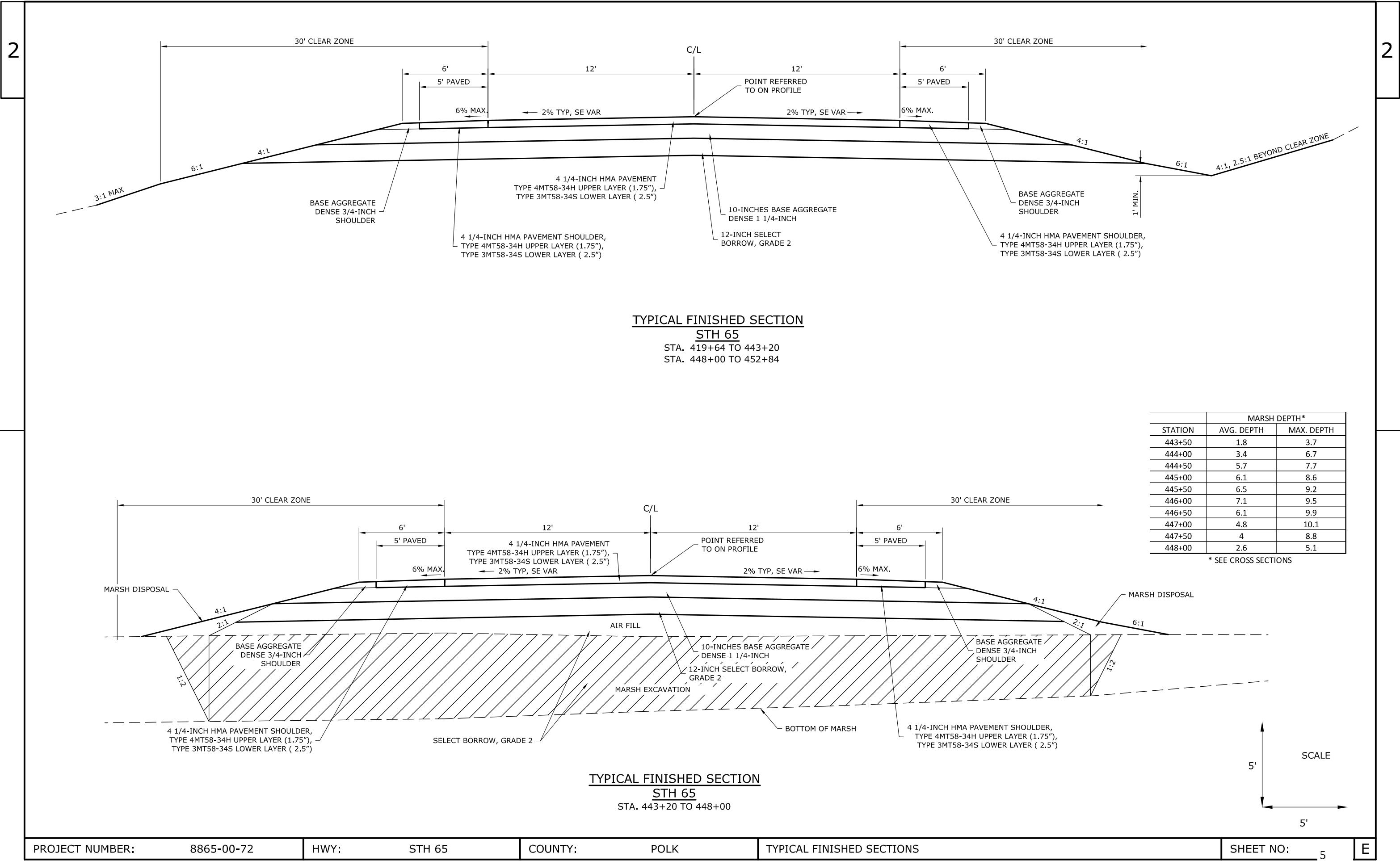
POLK

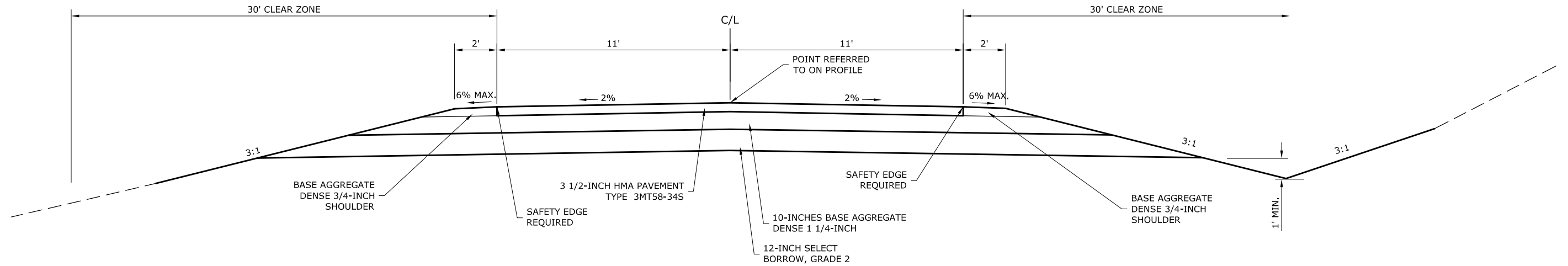
TYPICAL EXISTING SECTIONS

SHEET NO:

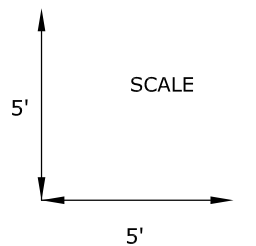
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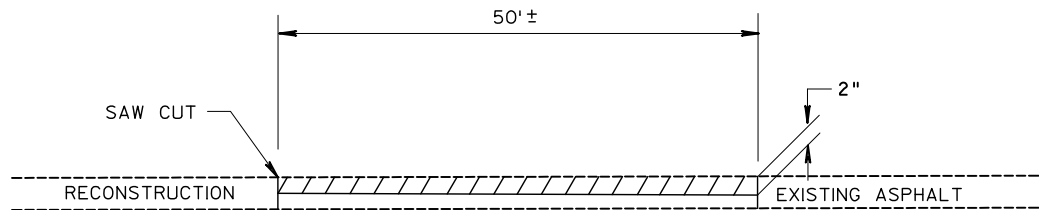


TYPICAL FINISHED SECTION
40TH AVENUE
STA. 4+16 TO 7+55



STH 65 SUPERELEVATION TRANSITION EVENT POINTS LOCATION	STATION	RATE			
		LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 1					
EndNormalShoulder	421+29.84'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	421+29.84'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	421+83.17'	-4.00%	0.00%	-2.00%	-4.00%
ReverseCrown	422+36.50'	-4.00%	2.00%	-2.00%	-4.00%
LowShoulderMatch	422+89.84'	-4.00%	4.00%	-4.00%	-4.00%
BeginShoulderRollover	422+89.84'	-4.00%	4.00%	-2.00%	-4.00%
BeginFullSuper	423+43.17'	-2.00%	6.00%	-6.00%	-6.00%
EndFullSuper	430+39.59'	-2.00%	6.00%	-6.00%	-6.00%
LowShoulderMatch	430+92.93'	-4.00%	4.00%	-4.00%	-4.00%
EndShoulderRollover	430+92.93'	-4.00%	4.00%	-2.00%	-4.00%
ReverseCrown	431+46.26'	-4.00%	2.00%	-2.00%	-4.00%
LevelCrown	431+99.59'	-4.00%	0.00%	-2.00%	-4.00%
BeginNormalCrown	432+52.93'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	432+52.93'	-4.00%	-2.00%	-2.00%	-4.00%
Curve 2					
EndNormalShoulder	436+76.77'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	436+76.77'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	437+30.10'	-4.00%	-2.00%	0.00%	-4.00%
ReverseCrown	437+83.44'	-4.00%	-2.00%	2.00%	-4.00%
BeginShoulderRollover	438+36.77'	-4.00%	-2.00%	4.00%	-4.00%
LowShoulderMatch	438+36.77'	-4.00%	-4.00%	4.00%	-4.00%
BeginFullSuper	438+90.10'	-6.00%	-6.00%	6.00%	-2.00%
EndFullSuper	446+99.80'	-6.00%	-6.00%	6.00%	-2.00%
LowShoulderMatch	447+53.13'	-4.00%	-4.00%	4.00%	-4.00%
EndShoulderRollover	447+53.13'	-4.00%	-2.00%	4.00%	-4.00%
ReverseCrown	448+06.47'	-4.00%	-2.00%	2.00%	-4.00%
LevelCrown	448+59.80'	-4.00%	-2.00%	0.00%	-4.00%
BeginNormalCrown	449+13.13'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	449+13.13'	-4.00%	-2.00%	-2.00%	-4.00%
Curve 3					
EndNormalShoulder	452+16.42'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	452+16.42'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	452+69.75'	-4.00%	0.00%	-2.00%	-4.00%
ReverseCrown	453+23.09'	-4.00%	2.00%	-2.00%	-4.00%
LowShoulderMatch	453+76.42'	-4.00%	4.00%	-4.00%	-4.00%
BeginShoulderRollover	453+76.42'	-4.00%	4.00%	-2.00%	-4.00%
BeginFullSuper	454+29.75'	-2.00%	6.00%	-6.00%	-6.00%
EndFullSuper	456+41.09'	-2.00%	6.00%	-6.00%	-6.00%
LowShoulderMatch	456+94.43'	-4.00%	4.00%	-4.00%	-4.00%
EndShoulderRollover	456+94.43'	-4.00%	4.00%	-2.00%	-4.00%
ReverseCrown	457+47.76'	-4.00%	2.00%	-2.00%	-4.00%
LevelCrown	458+01.09'	-4.00%	0.00%	-2.00%	-4.00%
BeginNormalCrown	458+54.43'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	458+54.43'	-4.00%	-2.00%	-2.00%	-4.00%

STH 65 SuperElevation Transitions Report				
STATION	RATE			
	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
	LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
419+50	-0.04	-0.02	-0.02	-0.04
420+00	-0.04	-0.02	-0.02	-0.04
420+50	-0.04	-0.02	-0.02	-0.04
421+00	-0.04	-0.02	-0.02	-0.04
421+50	-0.04	-0.012	-0.02	-0.04
422+00	-0.04	0.006	-0.02	-0.04
422+50	-0.04	0.025	-0.025	-0.04
423+00	-0.036	0.044	-0.028	-0.044
423+50	-0.02	0.06	-0.06	-0.06
424+00	-0.02	0.06	-0.06	-0.06
424+50	-0.02	0.06	-0.06	-0.06
425+00	-0.02	0.06	-0.06	-0.06
425+50	-0.02	0.06	-0.06	-0.06
426+00	-0.02	0.06	-0.06	-0.06
426+50	-0.02	0.06	-0.06	-0.06
427+00	-0.02	0.06	-0.06	-0.06
427+50	-0.02	0.06	-0.06	-0.06
428+00	-0.02	0.06	-0.06	-0.06
428+50	-0.02	0.06	-0.06	-0.06
429+00	-0.02	0.06	-0.06	-0.06
429+50	-0.02	0.06	-0.06	-0.06
430+00	-0.02	0.06	-0.06	-0.06
430+50	-0.024	0.056	-0.056	-0.056
431+00	-0.04	0.037	-0.02	-0.04
431+50	-0.04	0.019	-0.02	-0.04
432+00	-0.04	0	-0.02	-0.04
432+50	-0.04	-0.019	-0.02	-0.04
433+00	-0.04	-0.02	-0.02	-0.04
433+50	-0.04	-0.02	-0.02	-0.04
434+00	-0.04	-0.02	-0.02	-0.04
434+50	-0.04	-0.02	-0.02	-0.04
435+00	-0.04	-0.02	-0.02	-0.04
435+50	-0.04	-0.02	-0.02	-0.04
436+00	-0.04	-0.02	-0.02	-0.04
436+50	-0.04	-0.02	-0.02	-0.04
437+00	-0.04	-0.02	-0.011	-0.04
437+50	-0.04	-0.02	0.007	-0.04
438+00	-0.04	-0.02	0.026	-0.04
438+50	-0.045	-0.045	0.045	-0.035
439+00	-0.06	-0.06	0.06	-0.02
439+50	-0.06	-0.06	0.06	-0.02
440+00	-0.06	-0.06	0.06	-0.02
440+50	-0.06	-0.06	0.06	-0.02
441+00	-0.06	-0.06	0.06	-0.02
441+50	-0.06	-0.06	0.06	-0.02
442+00	-0.06	-0.06	0.06	-0.02
442+50	-0.06	-0.06	0.06	-0.02
443+00	-0.06	-0.06	0.06	-0.02
443+50	-0.06	-0.06	0.06	-0.02
444+00	-0.06	-0.06	0.06	-0.02
444+50	-0.06	-0.06	0.06	-0.02
445+00	-0.06	-0.06	0.06	-0.02
445+50	-0.06	-0.06	0.06	-0.02
446+00	-0.06	-0.06	0.06	-0.02
446+50	-0.06	-0.06	0.06	-0.02
447+00	-0.06	-0.06	0.06	-0.02
447+50	-0.041	-0.041	0.041	-0.039
448+00	-0.04	-0.02	0.022	-0.04
448+50	-0.04	-0.02	0.004	-0.04
449+00	-0.04	-0.02	-0.015	-0.04
449+50	-0.04	-0.02	-0.02	-0.04



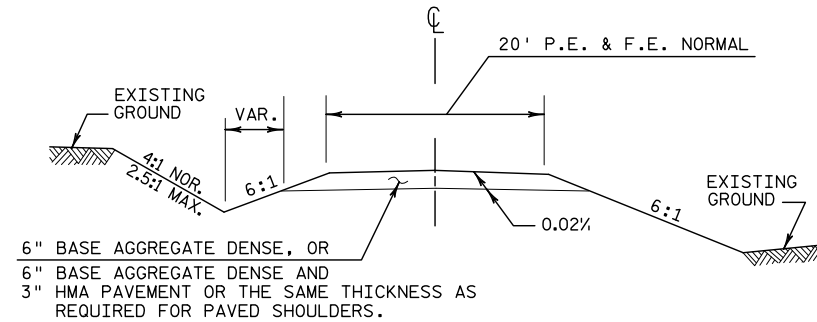
 REMOVING ASPHALTIC SURFACE MILLING

REMOVING ASPHALTIC SURFACE MILLING

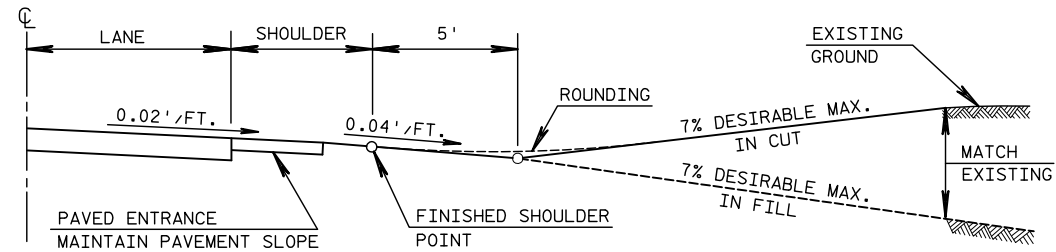
RUNOFF COEFFICIENT TABLE

	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	.16	.22	.12	.20	.27	.15	.24	.33	.19	.28	.38
	.22	.30	.38	.26	.34	.44	.30	.37	.50	.34	.41	.56
MEDIAN STRIP-TURF	.19	.20	.24	.19	.22	.26	.20	.23	.30	.20	.25	.30
	.24	.26	.30	.25	.28	.33	.26	.30	.37	.27	.32	.40
SIDE SLOPE-TURF			.25			.27			.28			.30
			.32			.34			.36			.38
PAVEMENT:												
ASPHALT						.70 - .95						
CONCRETE						.80 - .95						
BRICK						.70 - .80						
DRIVES, WALKS						.75 - .85						
ROOFS						.75 - .95						
GRAVEL ROADS, SHOULDERS						.40 - .60						

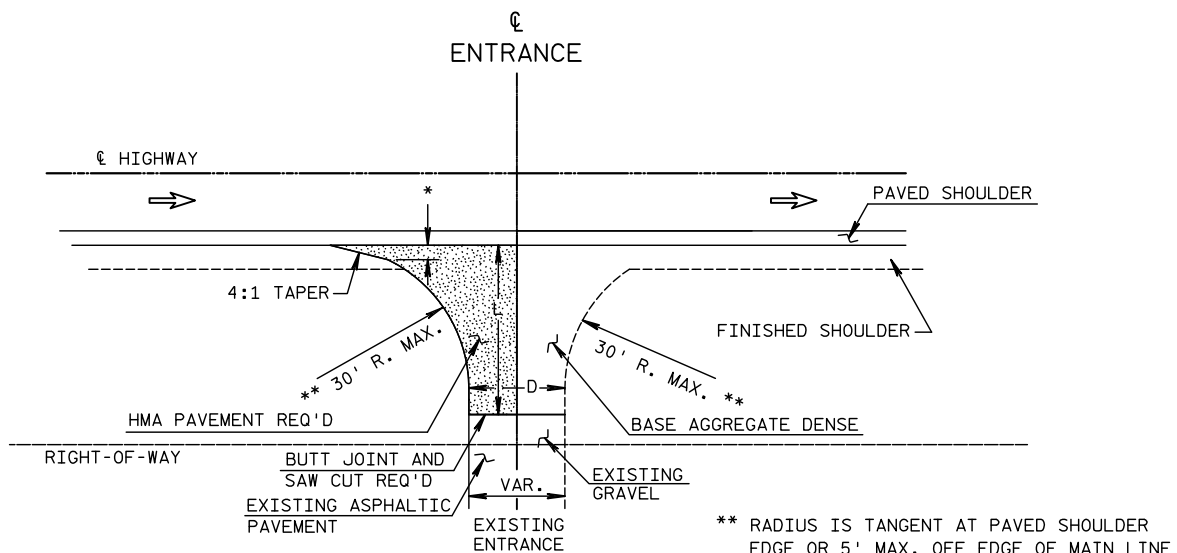
TOTAL PROJECT AREA = 9.9 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 9.9 ACRES



TYPICAL CROSS SECTION



PROFILE VIEW

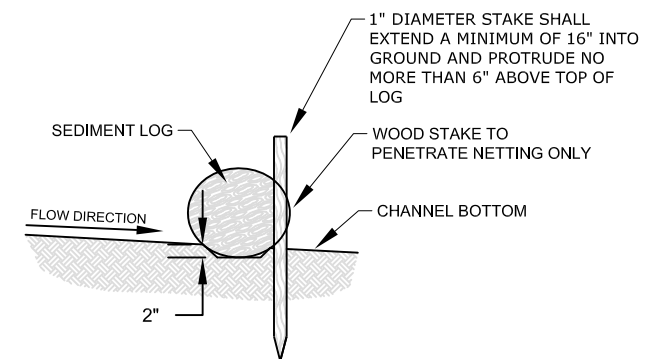


L=VARIABLE, EXACT LENGTH TO BE DETERMINED IN THE FIELD BY THE ENGINEER. BLEND BACK ON THE ENTRANCE FAR ENOUGH TO GET A SMOOTH PROFILE.

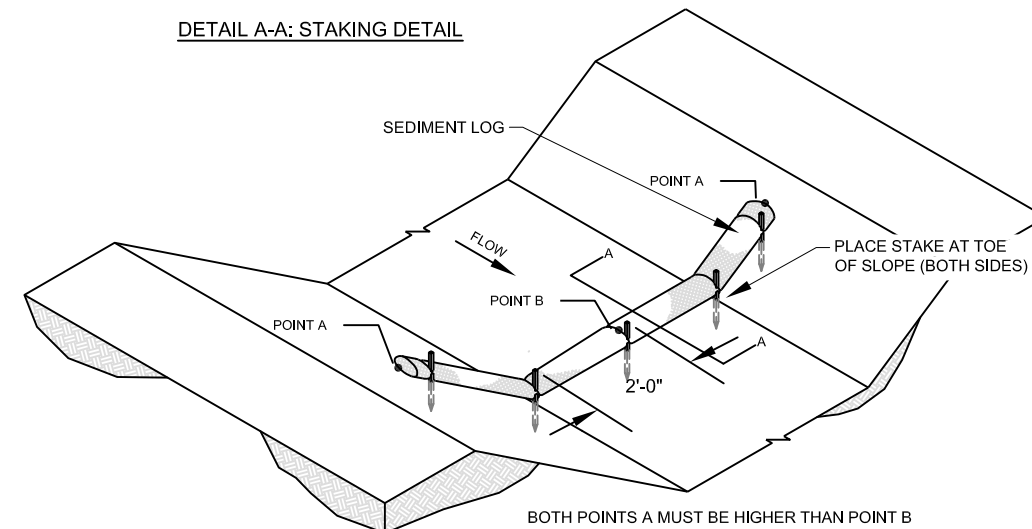
D=DRIVEWAY WIDTH
D=20'TYP. (PE'S & FE'S) (16'MIN.-24'MAX.)

PLAN VIEW

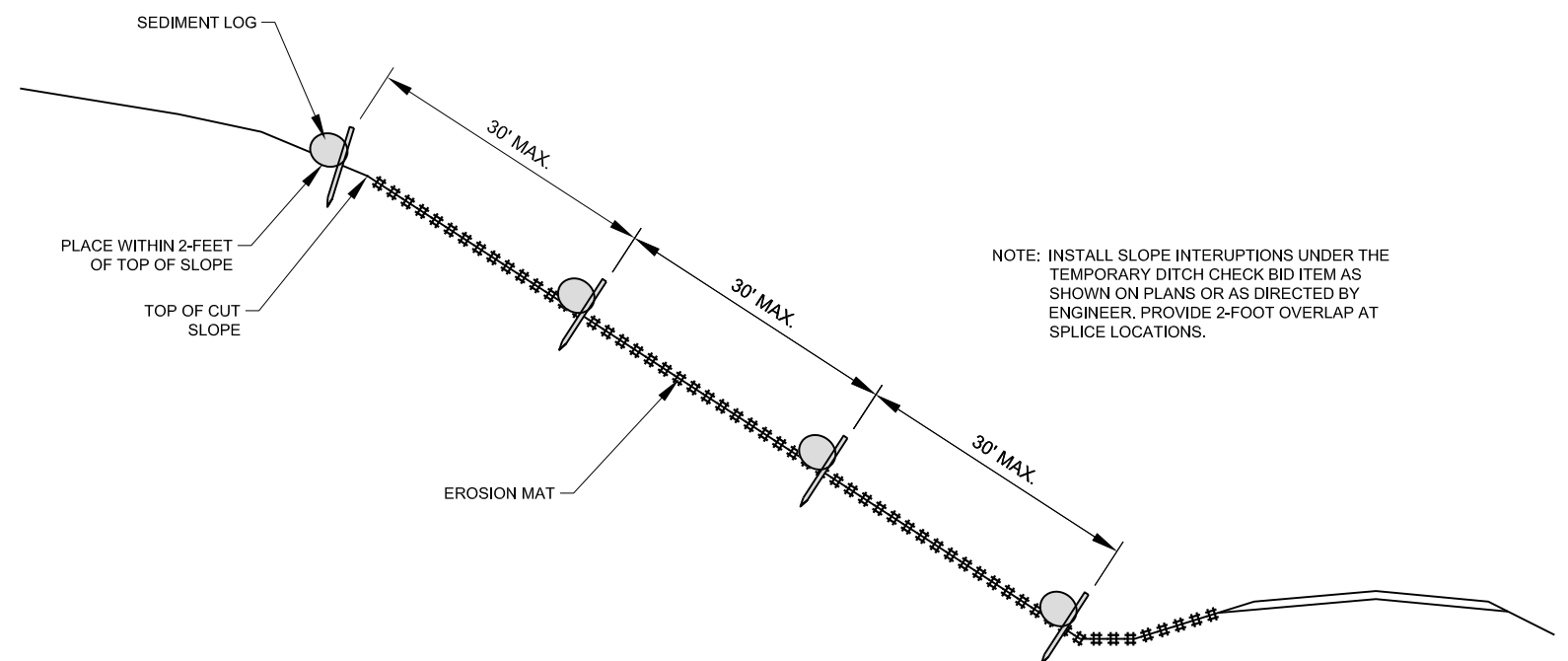
RURAL DRIVEWAY INTERSECTION DETAIL (PE'S, & FE'S) (FOR NEW CONSTRUCTION)



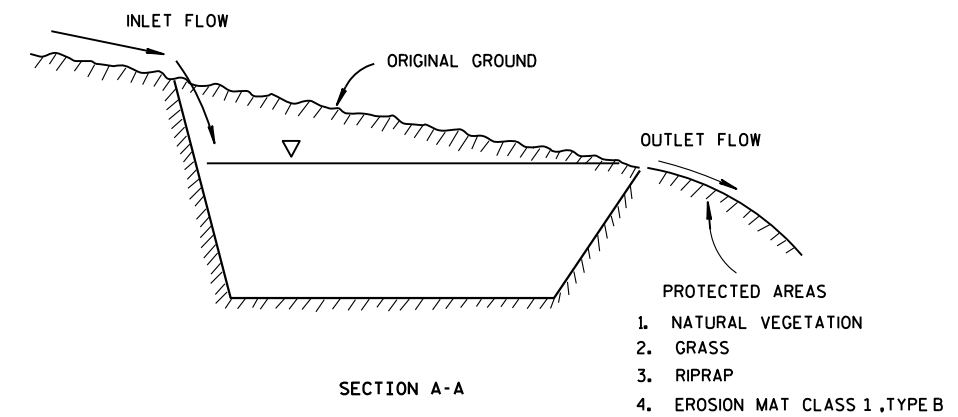
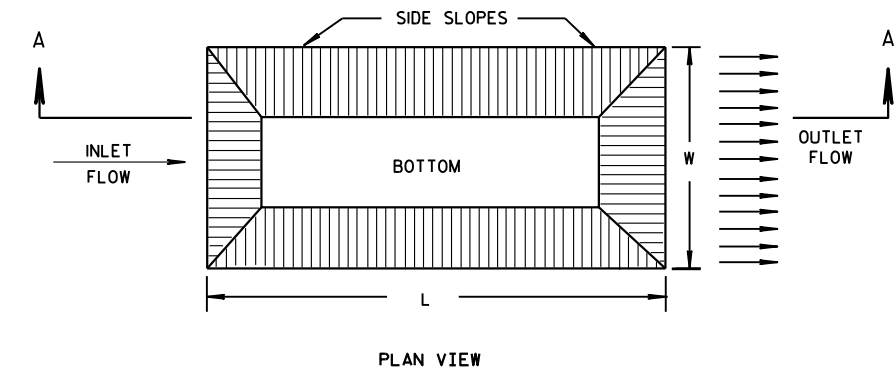
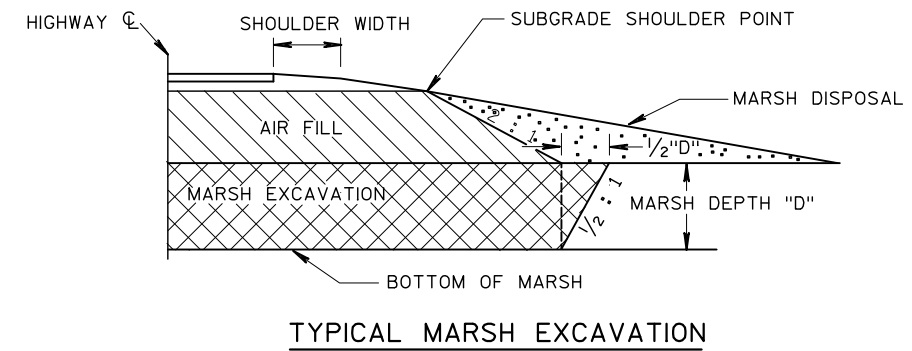
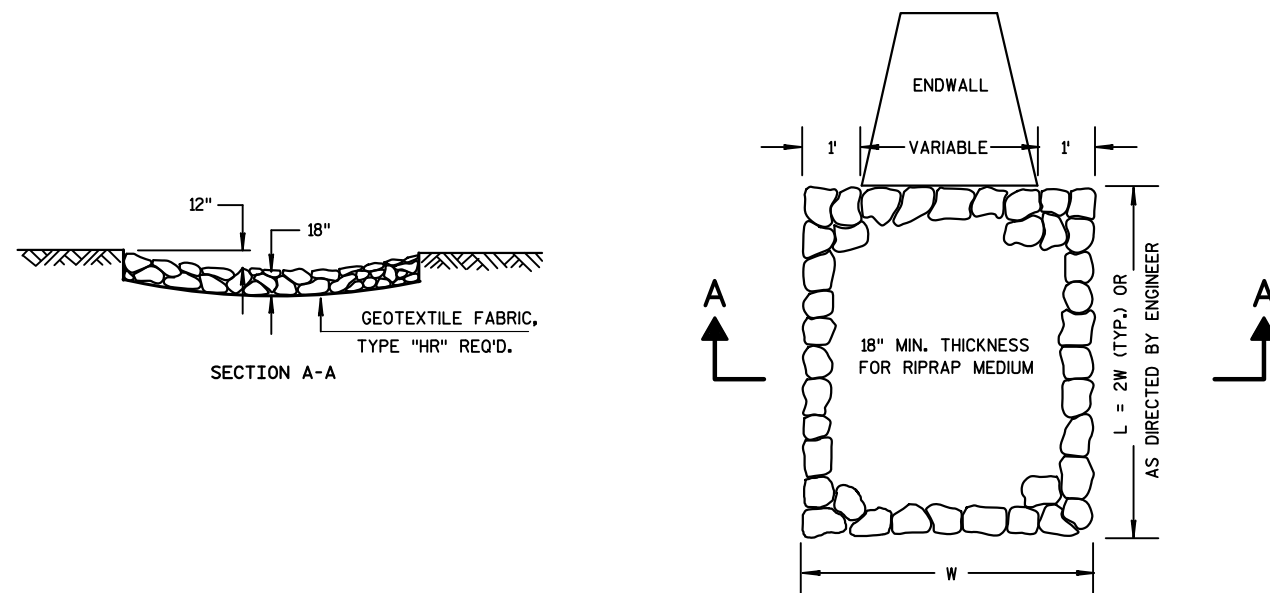
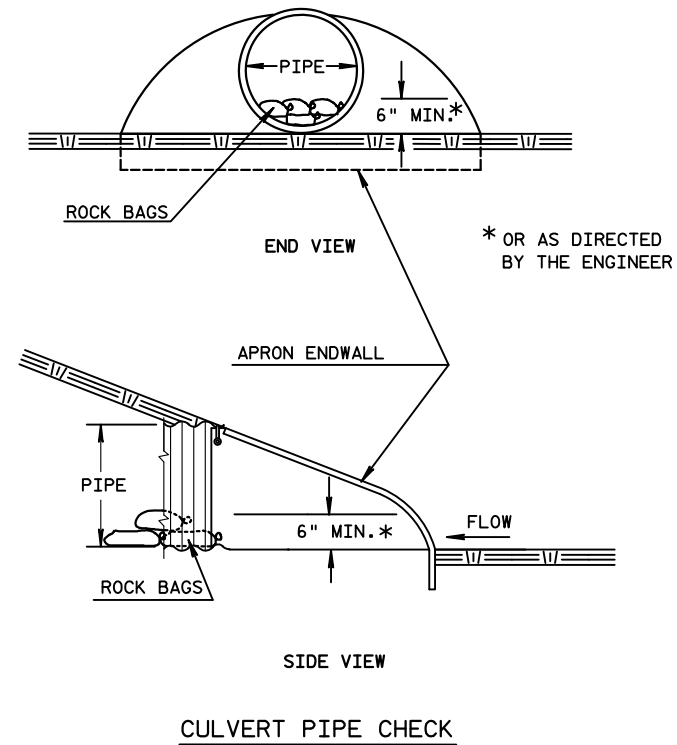
DETAIL A-A: STAKING DETAIL



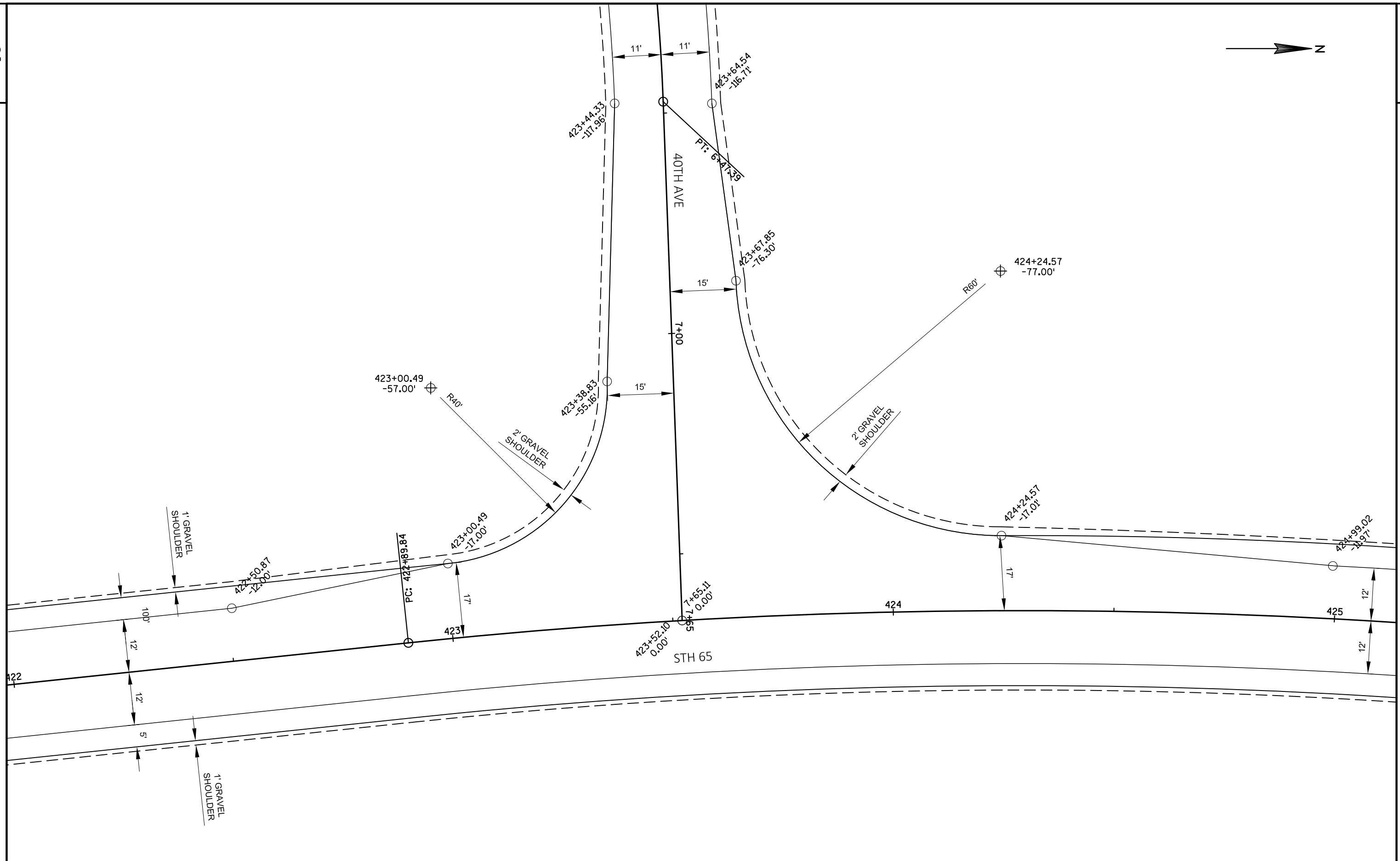
TEMPORARY DITCH CHECK

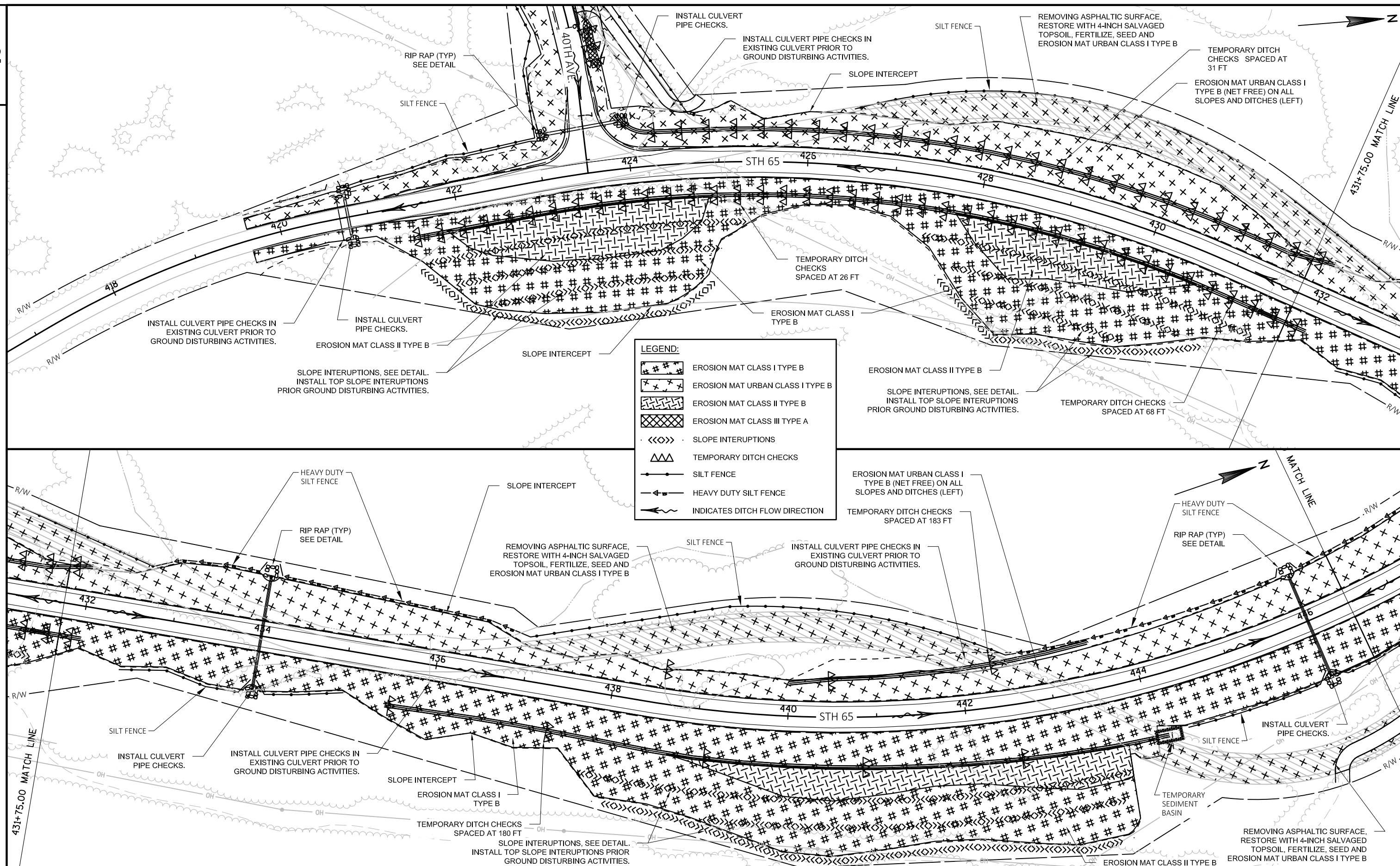


SLOPE INTERRUPTIONS

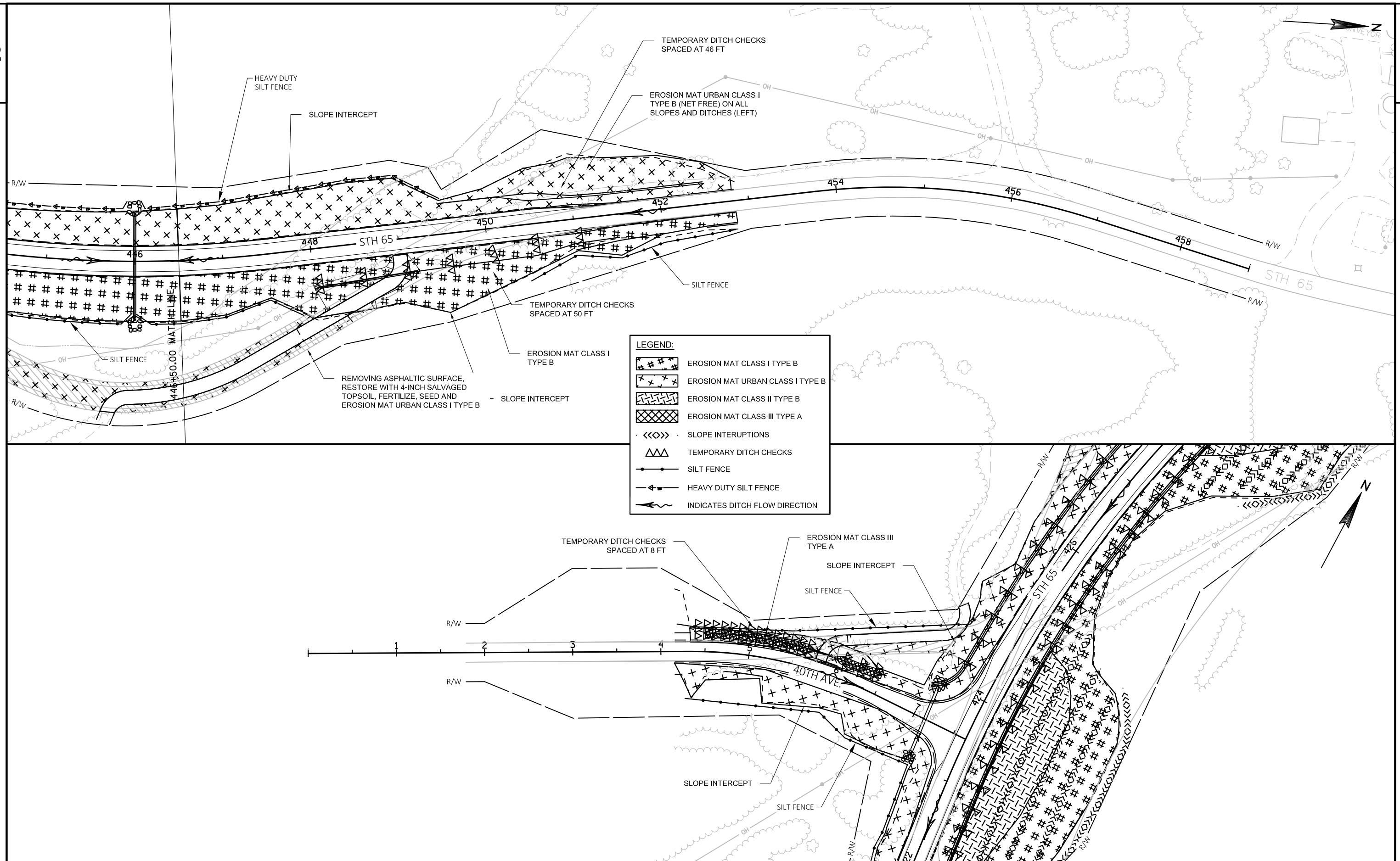


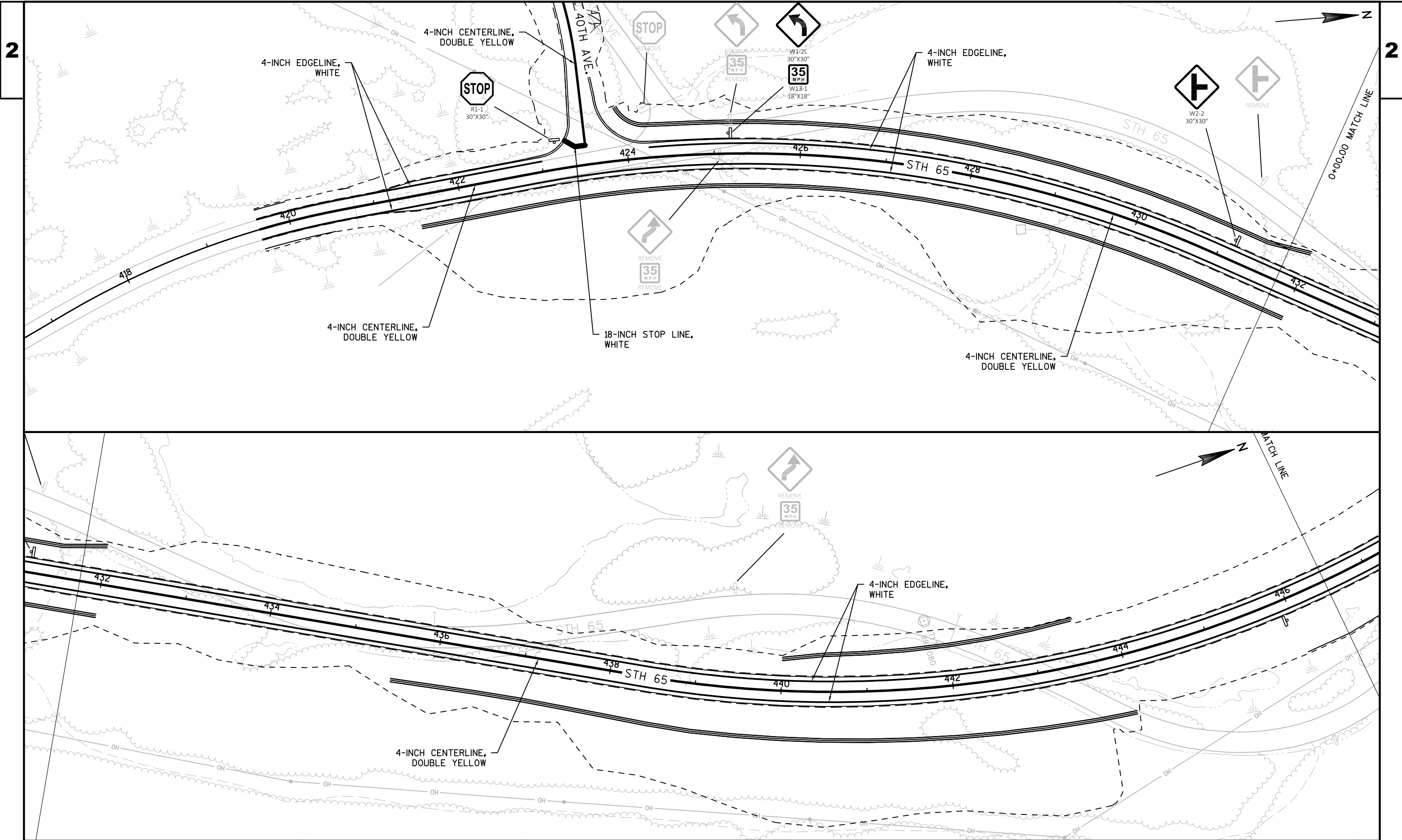
TYPICAL EXCAVATED SEDIMENT TRAP





2





PROJECT NO:8865-00-72

HWY:STH 65

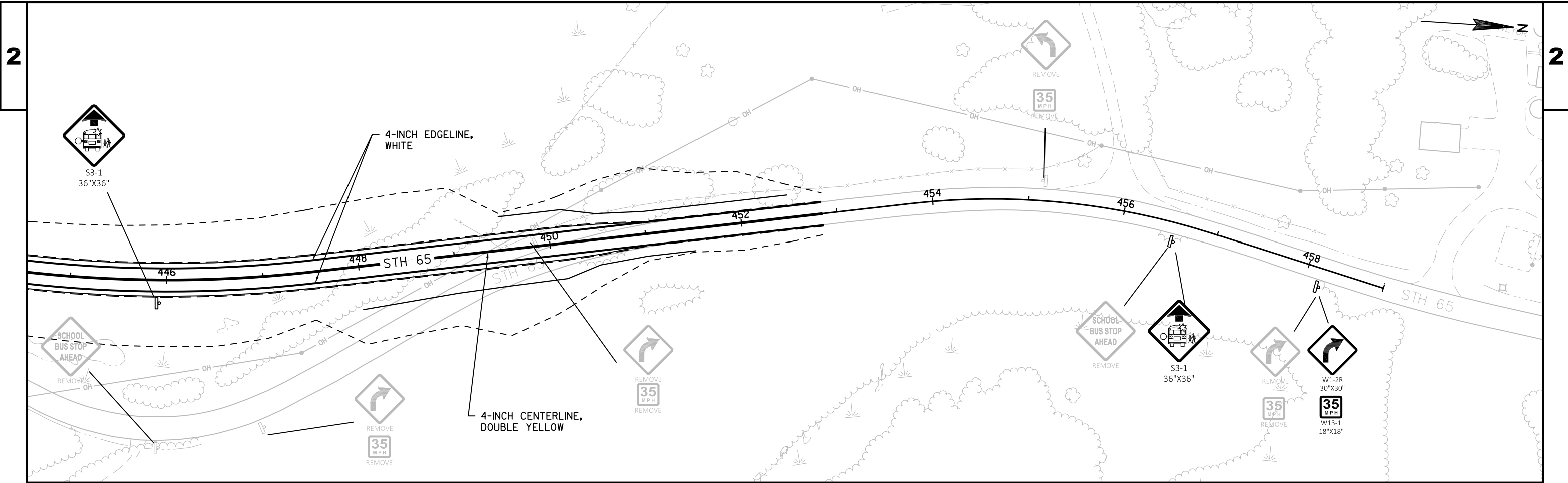
COUNTY:POLK

PERMANENT SIGNING & PAVEMENT MARKING

SHEET

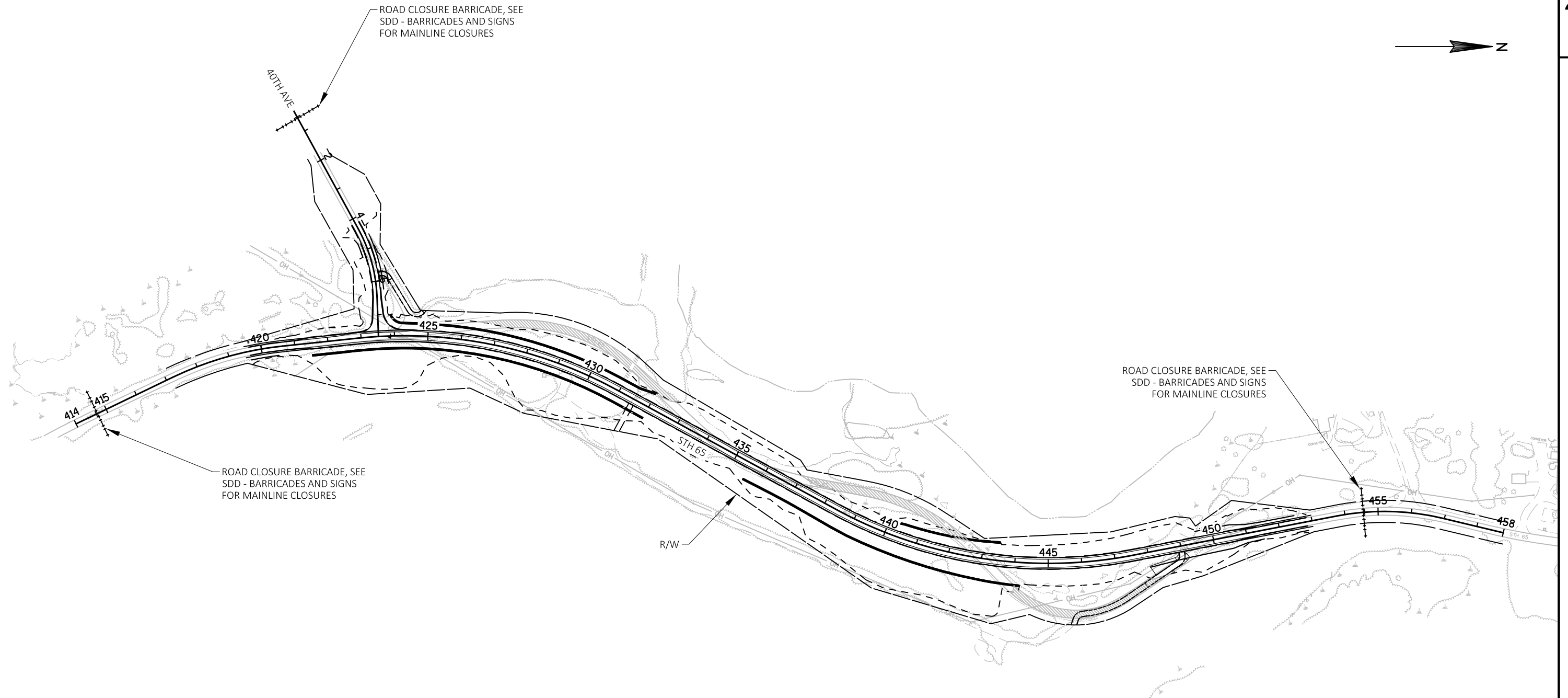
14

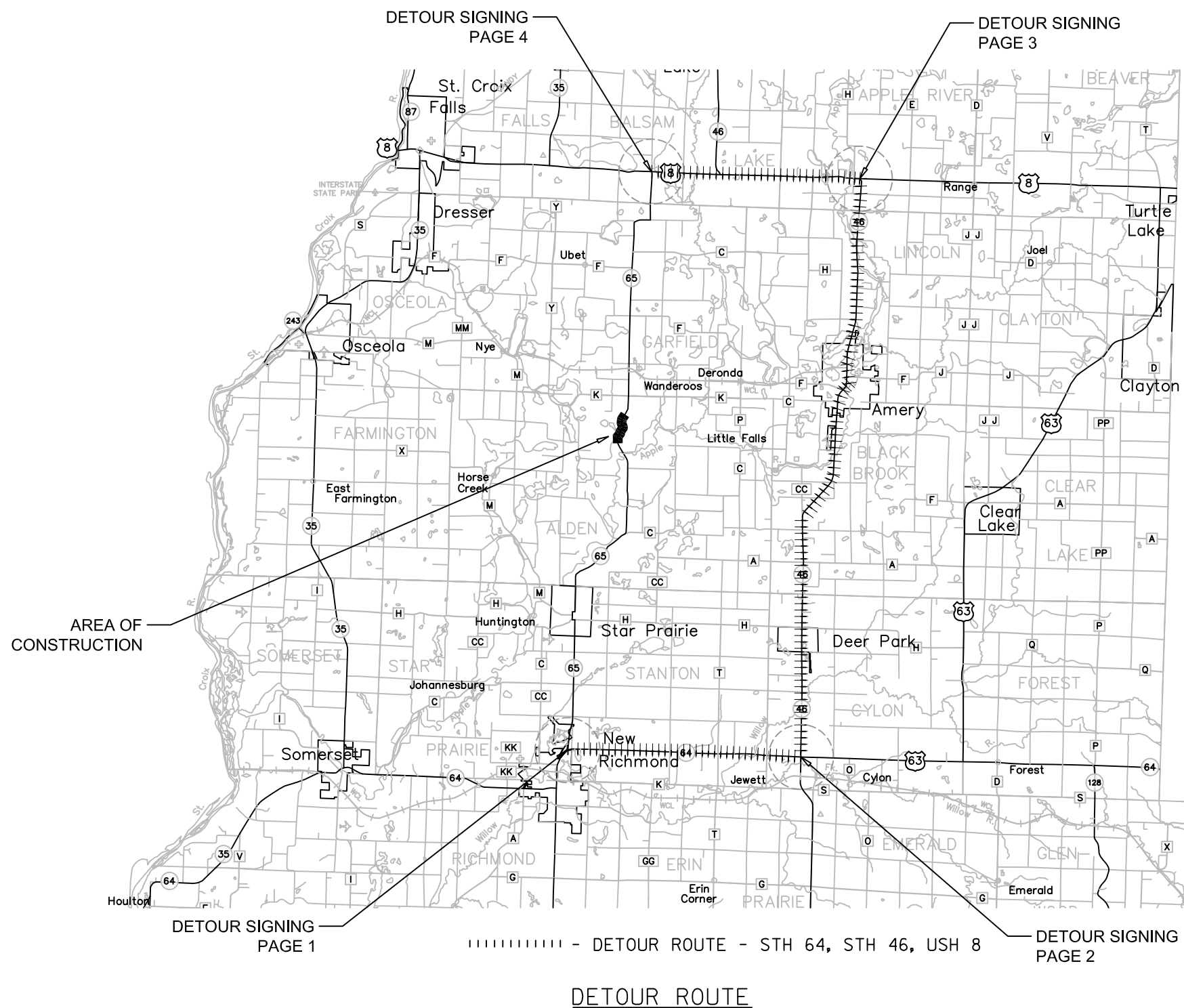
E



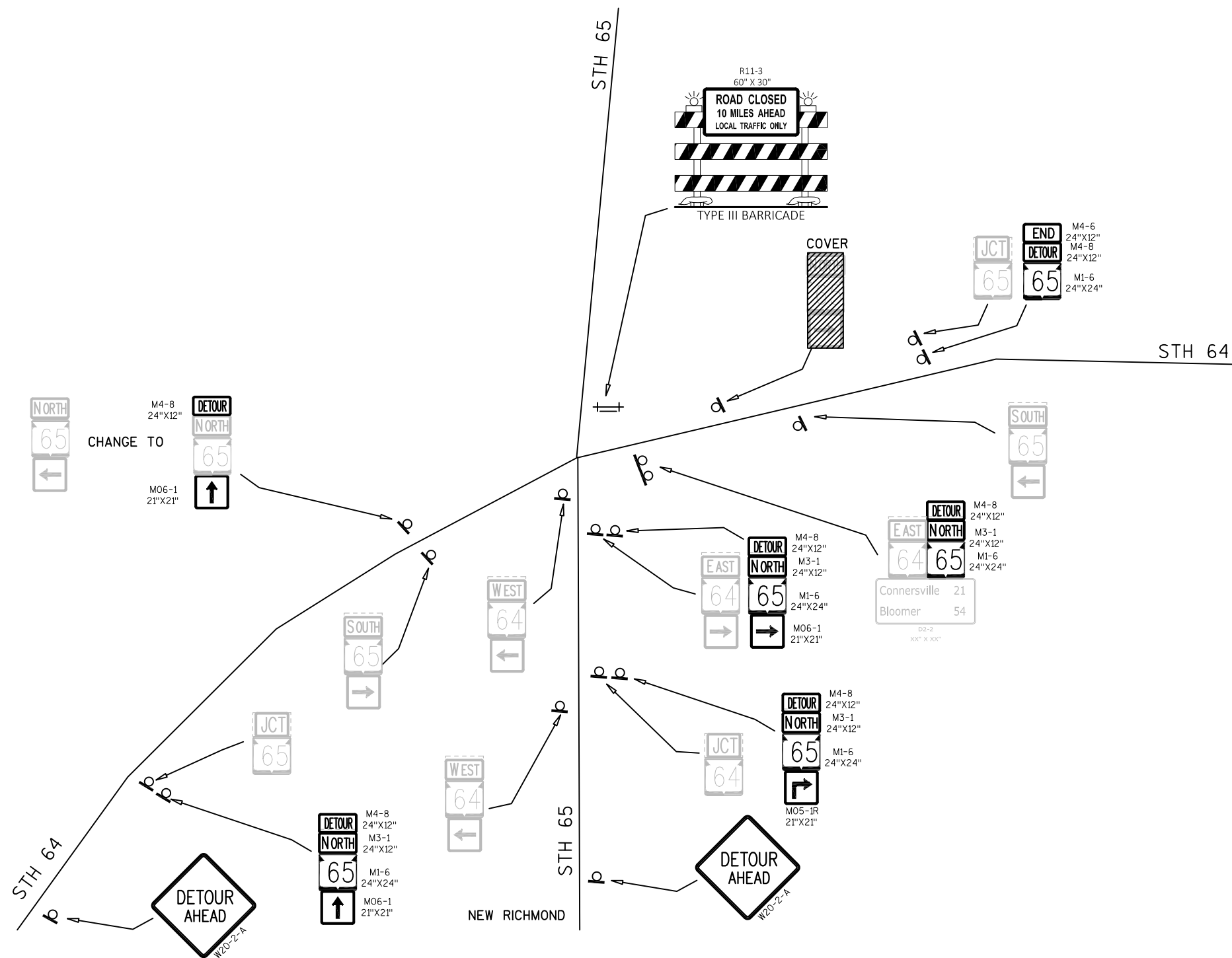
2

2



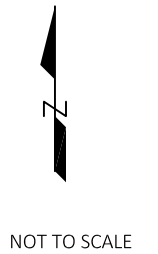


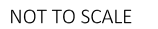
1. ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF TRAFFIC CONTROL DEVICES (WMUTCD).
2. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
3. DURING HOURS OF DARKNESS, ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH TYPE "A" (LOW-INTENSITY FLASHING) LIGHTS.
4. "W0" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACK-GROUND SHALL BE ORANGE.
5. ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.
6. ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED OR REMOVED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS, OR AS DIRECTED BY THE ENGINEER IN THE FIELD.

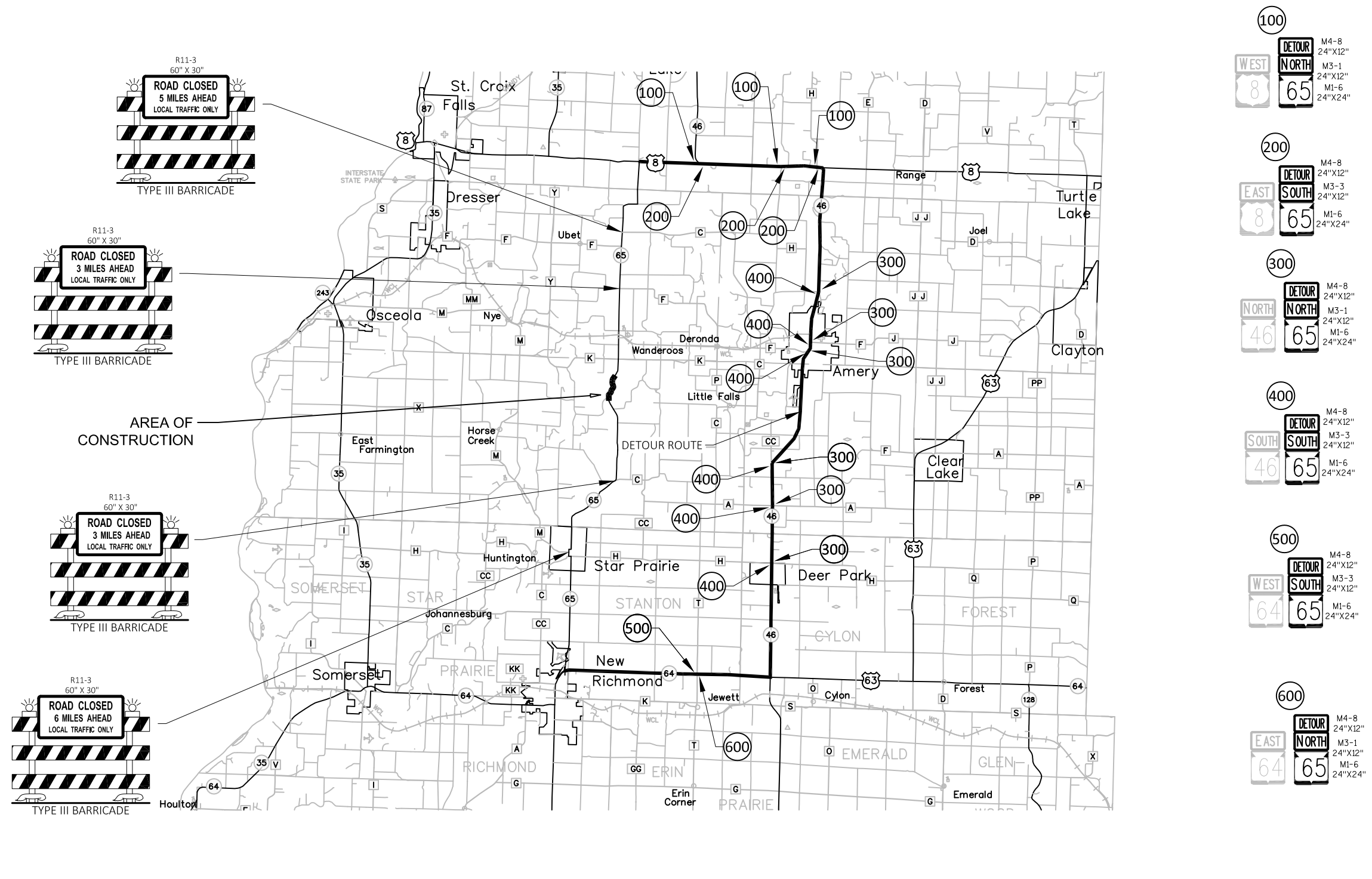


DETOUR SIGNING PAGE 1









Estimate Of Quantities By Plan Sets

8865-00-72					
Line	Item	Item Description	Unit	Total	Qty
0010	201.0115	Clearing	ACRE	9.700	9.700
0020	201.0215	Grubbing	ACRE	9.700	9.700
0030	203.0100	Removing Small Pipe Culverts	EACH	4.000	4.000
0040	204.0110	Removing Asphaltic Surface	SY	4,605.000	4,605.000
0050	204.0120	Removing Asphaltic Surface Milling	SY	380.000	380.000
0060	204.0170	Removing Fence	LF	400.000	400.000
0070	205.0100	Excavation Common	CY	137,600.000	137,600.000
0080	205.0400	Excavation Marsh	CY	11,600.000	11,600.000
0090	208.1100	Select Borrow	CY	49,078.000	49,078.000
0100	213.0100	Finishing Roadway (project) 01. 8865-00-72	EACH	1.000	1.000
0120	305.0110	Base Aggregate Dense 3/4-Inch	TON	471.000	471.000
0130	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	8,490.000	8,490.000
0140	440.4410	Incentive IRI Ride	DOL	2,591.000	2,591.000
0150	455.0605	Tack Coat	GAL	692.000	692.000
0160	460.2000	Incentive Density HMA Pavement	DOL	1,960.000	1,960.000
0170	460.4110.S	Reheating HMA Pavement Longitudinal Joints	LF	7,468.000	7,468.000
0180	460.6243	HMA Pavement 3 MT 58-34 S	TON	1,770.000	1,770.000
0190	460.6444	HMA Pavement 4 MT 58-34 H	TON	1,250.000	1,250.000
0220	465.0425	Asphaltic Shoulder Rumble Strips 2-Lane Rural	LF	6,840.000	6,840.000
0230	465.0475	Asphalt Center Line Rumble Strips 2-Lane Rural	LF	3,420.000	3,420.000
0240	522.0524	Culvert Pipe Reinforced Concrete Class V 24-Inch	LF	390.000	390.000
0250	522.0530	Culvert Pipe Reinforced Concrete Class V 30-Inch	LF	82.000	82.000
0260	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	8.000	8.000
0270	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	2.000	2.000
0280	525.0118	Culvert Pipe Corrugated Aluminum 18-Inch	LF	41.000	41.000
0290	525.0124	Culvert Pipe Corrugated Aluminum 24-Inch	LF	113.000	113.000
0300	525.0318	Aluminum Apron Endwalls for Aluminum Culvert Pipe 18-Inch	EACH	4.000	4.000
0310	525.0324	Aluminum Apron Endwalls for Aluminum Culvert Pipe 24-Inch	EACH	2.000	2.000
0350	606.0200	Riprap Medium	CY	36.000	36.000
0360	618.0100	Maintenance And Repair of Haul Roads (project) 01. 8865-00-72	EACH	1.000	1.000
0380	619.1000	Mobilization	EACH	0.800	0.800
0400	625.0500	Salvaged Topsoil	SY	50,394.000	50,394.000
0410	627.0200	Mulching	SY	2,000.000	2,000.000
0420	628.1504	Silt Fence	LF	3,010.000	3,010.000
0430	628.1520	Silt Fence Maintenance	LF	4,110.000	4,110.000
0440	628.1905	Mobilizations Erosion Control	EACH	10.000	10.000

Estimate Of Quantities By Plan Sets

8865-00-72					
Line	Item	Item Description	Unit	Total	Qty
0450	628.1910	Mobilizations Emergency Erosion Control	EACH	5.000	5.000
0460	628.1920	Cleaning Sediment Basins	CY	100.000	100.000
0470	628.2004	Erosion Mat Class I Type B	SY	23,989.000	23,989.000
0490	628.2008	Erosion Mat Urban Class I Type B	SY	21,912.000	21,912.000
0500	628.2023	Erosion Mat Class II Type B	SY	4,493.000	4,493.000
0510	628.2031	Erosion Mat Class III Type A	SY	200.000	200.000
0520	628.7504	Temporary Ditch Checks	LF	5,360.000	5,360.000
0530	628.7555	Culvert Pipe Checks	EACH	22.000	22.000
0540	628.7560	Tracking Pads	EACH	2.000	2.000
0550	629.0210	Fertilizer Type B	CWT	33.000	33.000
0570	630.0120	Seeding Mixture No. 20	LB	181.000	181.000
0590	630.0160	Seeding Mixture No. 60	LB	14.000	14.000
0600	630.0200	Seeding Temporary	LB	14.000	14.000
0610	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	6.000	6.000
0640	637.2210	Signs Type II Reflective H	SF	46.430	46.430
0660	638.2602	Removing Signs Type II	EACH	18.000	18.000
0670	638.3000	Removing Small Sign Supports	EACH	11.000	11.000
0680	642.5201	Field Office Type C	EACH	0.800	0.800
0690	643.0200.S	Traffic Control Surveillance and Maintenance (project) 01. 8865-00-72	DAY	114.000	114.000
0710	643.0420	Traffic Control Barricades Type III	DAY	1,710.000	1,710.000
0720	643.0705	Traffic Control Warning Lights Type A	DAY	1,710.000	1,710.000
0730	643.0900	Traffic Control Signs	DAY	2,052.000	2,052.000
0740	643.0920	Traffic Control Covering Signs Type II	EACH	3.000	3.000
0750	643.2000	Traffic Control Detour (project) 01. 8865-00-72	EACH	1.000	1.000
0760	643.3000	Traffic Control Detour Signs	DAY	22,230.000	22,230.000
0770	645.0120	Geotextile Type HR	SY	93.000	93.000
0780	646.0106	Pavement Marking Epoxy 4-Inch	LF	13,280.000	13,280.000
0810	647.0566	Pavement Marking Stop Line Epoxy 18-Inch	LF	30.000	30.000
0820	648.0100	Locating No-Passing Zones	MI	1.130	1.130
0830	650.4500	Construction Staking Subgrade	LF	3,645.000	3,645.000
0840	650.5000	Construction Staking Base	LF	3,645.000	3,645.000
0860	650.6000	Construction Staking Pipe Culverts	EACH	6.000	6.000
0880	650.9910	Construction Staking Supplemental Control (project) 01. 8865-00-72	LS	1.000	1.000
0900	650.9920	Construction Staking Slope Stakes	LF	3,645.000	3,645.000
1010	690.0150	Sawing Asphalt	LF	72.000	72.000
1020	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	1,200.000	1,200.000
1030	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	300.000	300.000
1040	SPV.0090	Special 01. Heavy Duty Silt Fence	LF	1,100.000	1,100.000

CLEARING & GRUBBING						
					201.0115 CLEARING	201.0215 GRUBBING
CATEGORY	STATION	STATION	SIDE	LOCATION	ACRE	ACRE
0010	419+64	- 452+84	LT/RT	STH 65	9.7	9.7
TOTALS					9.7	9.7

REMOVALS						
					203.0100 REMOVING SMALL PIPE CULVERTS	204.0170 REMOVING FENCE
CATEGORY	STATION	STATION	SIDE	LOCATION	EA	LF
0010	420+78		LT/RT	STH 65	1	-
0010	424+50		LT	STH 65	1	-
0010	435+92		LT	STH 65	1	-
0010	442+05		LT	STH 65	1	-
0010	449+05	- 452+84	LT	STH 65	-	400
TOTALS					4	400

EARTHWORK SUMMARY															
Division	From / To Station	Location	Common Excavation (1) (item # 205.0100)		Salvaged / Unusable Pavement Material (4)	Available Material (5)	Marsh Excavation (6)	Reduced Marsh in Fill (8)	Expanded Marsh Backfill (10)	Unexpanded Fill	Expanded Fill (13)	Mass Ordinate + / - (14)	Waste	Select Borrow	Comment:
			Cut (2)	EBS Excavation (3)			(item #205.0500)	Factor 0.60	Factor 1.50		(item #208.1100)				
1	419+64-452+84	STH 65	137000	0	1204	135796	11600	6960	17400	26600	30570	135796	135796	47970	
Division 1 Subtotal			137000	0	1204	135796	11600	6960	17400	26600	30570	135796	135796	47970	
2	4+16-7+41	40th Ave	600	0	95	505	0	0	0	550	1108	505	505	1108	
Division 2 Subtotal			600	0	95	505	0	0	0	550	1108	505	505	1108	
0010 Total			137600	0	1298	136302	11600	6960	17400	27150	31678	136302	136302	49078	See Note 15
Total Common Exc. 137600															
1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100 2) Salvaged/Unsuable Pavement Material is included in Cut. 3) EBS Excavation to be backfilled with Select Borrow material. Note: this is designers choice, can be backfilled with Borrow, or Cut as well. 4) Salvaged/Unusable Pavement Material 5) Available Material = Cut - Salvaged/Unusuable Pavement Material 6) Marsh Excavation - to be backfilled with Select Borrow item number 208.1100 8) Reduced Marsh in Fill - Excavated Marsh material is usable in Fills outside the 1:1 slope. Marsh in Fill Reduction factor = 0.6 10) Expanded Marsh Backfill - This is to be filled with Select Borrow material. Marsh Backfill Factor = 1.5. Item number 208.1100 13) Expanded Fill. Factor = 1.25 Expanded Fill = (Unexpanded Fill - Reduced Marsh) * Fill Factor 14) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division. 15) Use 606 CY of material from Division 1. Select Borrow Excavation item number 208.1100															

BASE AGGREGATE DENSE ITEMS							
					305.0110 BASE AGGREGATE DENSE 3/4-INCH	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH	
CATEGORY	STATION	TO STATION	SIDE	WIDTH (FT)	THICKNESS (IN)	TON	TON
0010	4+16	- 7+55	LT/RT	2	3.50	34	-
0010	4+16	- 7+55	LT/RT	26	10.00	-	601
0010	419+64	- 452+84	LT/RT	2	4.25	437	-
0010	419+64	- 452+84	LT/RT	36	10.00	-	7,890
						471	8,490

ASPHALT ITEMS																
				204.0110	204.0120	455.0605	460.4110.S	460.6243	460.6444	465.0475	465.0475	690.0150				
				REMOVING ASPHALTIC SURFACE	REMOVING ASPHALTIC SURFACE MILLING	TACK COAT	REHEATING HMA PAVEMENT LONGITUDINAL JOINTS	HMA PAVEMENT TYPE 3 MT 58-34 S	HMA PAVEMENT TYPE 4 MT 58-34 H	ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL	ASPHALTIC CENTER LINE RUMBLE STRIPS 2-LANE RURAL	SAWING ASPHALT				
CATEGORY	STATION	TO STATION	SIDE	WIDTH (FT)	THICKNESS (IN)	LAYERS	SY	SY	GAL	LF	TON	TON	LF	LF	LF	REMARKS
0010	419+14	- 419+64	LT/RT	24	2.00	1	-	130	7	50	-	10	100	50	24	TIE IN TO EXIST. STH 65
0010	419+64	- 452+84	LT/RT	34	1.75	1	-	-	627	3,320	-	1,230	6,640	3,320	-	STH 65 UPPER LIFT
0010	419+64	- 452+84	LT/RT	34	2.25	1	-	-	-	3,320	1,580	-	-	-	-	STH 65 LOWER LIFT
0010	426+50	- 432+50	LT	24	5.00	2	1,600	-	-	-	-	-	-	-	-	REMOVE ROADWAY
0010	437+00	- 442+50	LT	24	5.00	2	1,467	-	-	-	-	-	-	-	-	REMOVE ROADWAY
0010	444+00	- 448+50	LT	24	5.00	2	1,200	-	-	-	-	-	-	-	-	REMOVE ROADWAY
0010	452+84	- 453+34	LT/RT	24	2.00	1	-	130	7	50	-	10	100	50	24	TIE IN TO EXIST. STH 65
0010	3+66	- 4+16	LT/RT	22	2.00	1	-	120	6	50	10	-	-	-	-	TIE IN TO EXIST. 40TH AVENUE
0010	4+16	- 7+55	LT/RT	24	3.50	2	-	-	45	678	180	-	-	-	24	40TH AVENUE
0010	5+62	- 7+09	LT/RT	24	3.00	2	339	-	-	-	-	-	-	-	-	REMOVE ROADWAY
0010 TOTAL							4,605	380	692	7,468	1,770	1,250	6,840	3,420	72	

CULVERT SUMMARY																			
				525.0118	525.0124	525.0318	525.0324	522.0524	522.0530	522.1024	522.1030					606.0200	628.7555	645.0120	
				Culvert Pipe Corrugated Aluminum 18-Inch	Culvert Pipe Corrugated Aluminum 24-Inch	Aluminum Apron Endwalls for Aluminum Culvert Pipe 18-Inch	Aluminum Apron Endwalls for Aluminum Culvert Pipe 24-Inch	Culvert Pipe Reinforced Concrete Class V 24-Inch	Culvert Pipe Reinforced Concrete Class V 30-Inch	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch					RIPRAP MEDIUM	CULVERT PIPE CHECKS	GEOTEXTILE FABRIC TYPE HR	
CATGEGORY	STATION	SIDE	LOCATION	LF	LF	EACH	EACH	LF	LF	EACH	EACH	ALUMINUM THICKNESS (INCHES)	*JOINT TIES EACH	**ELEVATIONS INLET	OUTLET	CY	EA	SY	
0010	420+77		STH 65	-	-	-	-	40	-	2	-	-	12	967.50	967.24	4	2	10	
0010	420+78		STH 65***	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	
0010	423+52	LT	STH 65	-	-	-	-	-	82	-	2	-	12	975.00	974.00	7	2	18	
0010	424+50	LT	STH 65***	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	
0010	423+70	LT	STH 65	23	-	2	-	-	-	-	-	0.060	-	991.30	988.30	5	2	13	
0010	431+50	RT	STH 65	18	-	2	-	-	-	-	-	0.060	-	996.00	996.00	5	2	13	
0010	435+92	LT	STH 65***	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	
0010	442+05	LT	STH 65***	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	
0010	434+00		STH 65	-	-	-	-	120	-	2	-	-	12	988.13	986.50	5	2	13	
0010	446+00		STH 65	-	-	-	-	115	-	2	-	-	12	987.09	986.90	5	2	13	
0010	448+60	RT	STH 65	-	113	-	2	115	-	2	-	0.075	-	995.40	993.90	5	2	13	
TOTALS				41	113	4	2	390	82	8	2					36	22	93	
* NON-BID ITEM: FOR INFORMATION ONLY																			
** PIPE INVERT AT END OF PIPE: FOR INFORMATION ONLY. FIELD VERIFY																			
*** EXISTING CULVERT																			

EROSION CONTROL SUMMARY																			
				625.0500	627.0200	628.1504	628.1520	628.1920	628.2004	628.2008	628.2023	628.2031	628.7504	628.7560	629.0210	630.0120	630.0160	630.0160	SPV.0090.01
				SALVAGED TOPSOIL	MULCHING	SILT FENCE	SILT FENCE MAINTENANCE	CLEANING SEDIMENT BASINS	EROSION MAT CLASS I TYPE B	EROSION MAT URBAN CLASS I TYPE B	EROSION MAT CLASS II TYPE B	EROSION MAT CLASS III TYPE A	TEMPORARY DITCH CHECKS	TRACKING PADS	FERTILIZER TYPE B	SEEDING MIXTURE NO 20	SEEDING MIXTURE NO 60	TEMPORARY SEEDING	HEAVY DUTY SILT FENCE
CATEGORY	STATION	TO	STATION	SY	SY	LF	LF	CY	SY	SY	SY	SY	LF	EA	CWT	LB	LB	LB	LF
0010	4+16	-	7+43	RT	961	-	272	272	-	-	961	-	-	-	-	0.6	3	-	-
0010	4+16	-	7+43	LT	1,115	-	350	350	-	-	1,115	-	200	190	-	0.7	4	-	-
0010	5+62	-	7+09	LT	372	-	-	-	-	372	-	-	-	-	0.2	1	-	-	-
0010	419+64	-	432+00	RT	8,477	-	-	-	8,477	-	-	-	2,930	-	5.3	31	-	-	-
0010	419+64	-	423+10	LT	821	-	300	300	-	-	821	-	-	-	0.5	3	-	-	-
0010	421+84	-	424+88	RT	1,594	-	-	-	-	-	1,594	-	-	-	1.0	6	-	-	-
0010	424+18	-	432+00	LT	3,949	-	-	-	-	3,949	-	-	260	-	2.5	14	-	-	-
0010	426+48	-	432+80	LT	-	-	684	684	-	-	-	-	-	-	-	-	-	-	-
0010	426+50	-	432+50	LT	2,214	-	-	-	-	2,214	-	-	-	-	1.4	8	-	-	-
0010	427+75	-	430+66	RT	1,201	-	-	-	-	-	1,201	-	-	-	0.8	4	-	-	-
0010	431+75	-	446+50	RT	12,506	-	-	-	12,506	-	-	-	-	-	7.9	45	-	-	-
0010	431+75	-	446+50	LT	5,642	-	-	-	-	5,642	-	-	-	-	3.6	20	-	-	-
0010	432+00	-	433+00	RT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	432+48	-	434+00	RT	-	-	158	158	-	-	-	-	-	-	-	-	-	-	-
0010	432+80	-	437+00	LT	-	-	-	420	-	-	-	-	-	-	-	-	-	-	420
0010	434+00	-	435+00	RT	-	-	100	100	-	-	-	-	-	-	-	-	-	-	-
0010	437+00	-	442+50	LT	-	-	544	544	-	-	-	-	-	-	-	-	-	-	-
0010	436+00	-	444+00	RT	-	-	-	-	-	-	-	-	1,810	-	-	-	-	-	-
0010	437+00	-	442+50	LT	1,839	-	-	-	-	1,839	-	-	-	-	1.2	7	-	-	-
0010	438+70	-	443+71	RT	1,698	-	-	-	-	-	1,698	-	-	-	1.1	6	-	-	-
0010	440+00	-	442+50	LT	-	-	-	-	-	-	-	-	30	-	-	-	-	-	-
0010	442+50	-	449+50	LT	-	-	-	680	-	-	-	-	-	-	-	-	-	-	680
0010	444+00	-	448+50	RT	1,861	-	-	-	-	1,861	-	-	-	-	1.2	7	-	-	-
0010	444+38	-	446+00	RT	-	-	174	174	-	-	-	-	-	-	-	-	-	-	-
0010	446+00	-	448+00	RT	-	-	222	222	-	-	-	-	-	-	-	-	-	-	-
0010	446+50	-	452+84	RT	3,006	-	-	-	3,006	-	-	-	-	-	1.9	11	-	-	-
0010	446+50	-	452+84	LT	3,138	-	-	-	-	3,138	-	-	-	-	2.0	11	-	-	-
0010	448+00	-	451+50	RT	-	-	-	-	-	-	-	-	70	-	-	-	-	-	-
0010	449+50	-	452+84	LT	-	-	-	-	-	-	-	-	70	-	-	-	-	-	-
0010	450+50	-	452+84	RT	-	-	206	206	-	-	-	-	-	-	-	-	-	-	-
UNDISTRIBUTED				-	2,000	-	-	100	-	-	-	-	-	2	1.3	-	14	14	-
TOTAL				50,394	2,000	3,010	4,110	100	23,989	21,912	4,493	200	5,360	2	33	181	14	14	1,100

3

SIGNING												
					637.2210			634.0614		638.2602	638.3000	
					SIGNS TYPE II REFLECTIVE H			WOOD POSTS 4X6-INCH X 14-FT		REMOVING SIGNS TYPE II	REMOVING SMALL SIGN SUPPORTS	
CATEGORY	STATION	SIDE	DIRECTION	CODE	DESCRIPTION	WIDTH (IN)	HEIGHT (IN)	AREA (SF)	ORDER LINE 1	ORDER LINE 2	EA	EA
0010	425+08	RT	NB	W13-1	Advisory Speed Plate (Yellow Back)	18	18	-	35		-	1
0010	425+08	RT	NB	W1-4-R	Right Reverse Curve	30	30	-			-	1
0010	445+93	RT	NB	S3-1	School Bus Stop Ahead	36	36	9.00			1	1
0010	446+91	RT	NB	W1-2-R	Right Curve	30	30	-			-	1
0010	446+91	RT	NB	W13-1	Advisory Speed Plate (Yellow Back)	18	18	-	35		-	1
0010	456+57	RT	NB	S3-1	School Bus Stop Ahead	36	36	9.00			1	1
0010	458+16	RT	NB	W1-2-R	Right Curve	30	30	6.25			1	1
0010	458+16	RT	NB	W13-1	Advisory Speed Plate (Yellow Back)	18	18	2.25	35		-	1
NORTHBOUND TOTAL								26.50			3	8
0010	455+13	LT	SB	W1-2-L	Left Curve	30	30	-			-	1
0010	455+13	LT	SB	W13-1	Advisory Speed Plate (Yellow Back)	18	18	-	35		-	1
0010	449+83	LT	SB	W1-2-R	Right Curve	30	30	-			-	1
0010	449+83	LT	SB	W13-1	Advisory Speed Plate (Yellow Back)	18	18	-	35		-	1
0010	439+33	LT	SB	W13-1	Advisory Speed Plate (Yellow Back)	18	18	-	35		-	1
0010	439+33	LT	SB	W1-4-R	Right Reverse Curve	30	30	-			-	1
0010	431+14	LT	SB	W2-2	Side Road (90 Degrees)	30	30	6.25			1	1
0010	425+16	LT	SB	W1-2-L	Left Curve	30	30	6.25			1	1
0010	425+16	LT	SB	W13-1	Advisory Speed Plate (Yellow Back)	18	18	2.25	45		-	1
0010	424+21	LT	SB	R1-1	Stop (40th Avenue)	30	30	-			-	1
0010	423+18	LT	SB	R1-1	Stop (40th Avenue)	30	30	5.18			1	-
SOUTHBOUND TOTAL								19.93			3	10
PROJECT TOTAL								46.43			6	18

CATEGORY	TRAFFIC CONTROL SURVEILLANCE AND MAINTENANCE		TRAFFIC CONTROL BARRICADES TYPE III		TRAFFIC CONTROL WARNING LIGHTS TYPE A		TRAFFIC CONTROL SIGNS		TRAFFIC CONTROL COVERING SIGNS TYPE II		TRAFFIC CONTROL DETOUR SIGNS	
	643.0200.S		643.0420		643.0705		643.0900		643.0920		643.3000	
	EACH	DAYS	#BARR.	DAYS	# LIGHTS	DAYS	# SIGNS	DAYS	EA		# DETOUR SIGNS	DAYS
0010	1	114	15	1,710	15	1,710	18	2,052	3		195	22,230
0010 TOTAL		114		1,710		1,710		2,052	3			22,230

3

CATEGORY	STATION TO	STATION	SIDE	PAVEMENT MARKING			REMARKS
				PAVEMENT MARKING	PAVEMENT MARKING	LOCATING	
				EPOXY 4-INCH	EPOXY 18-INCH	NO-PASSING ZONES	
				646.0106	647.0566	648.0100	
				LF	LF	MI	
0010	419+64	- 452+84	LT	3320	-	-	WHITE, EDGELINE
0010	419+64	- 452+84	RT	3320	-	-	WHITE, EDGELINE
0010	419+64	- 452+84	LT/RT	6640	-	1.13	YELLOW, CL, DOUBLE YELLOW
0010	419+64	- 452+84	LT/RT	-	30	-	WHITE, 40TH AVENUE
0010	4+16	- 7+41	LT/RT	650	-	-	YELLOW, CL, DOUBLE YELLOW, 40TH AVE.
0010 TOTAL				13280	30	1.13	

CATEGORY	STATION TO	STATION	SIDE	CONSTRUCTION STAKING		CONSTRUCTION STAKING PIPE CULVERTS	CONSTRUCTION STAKING		CONSTRUCTION STAKING SLOPE
				CONSTRUCTION STAKING	CONSTRUCTION STAKING		STAKING	CONSTRUCTION	
				SUBGRADE	BASE		SUPPLEMENTAL	STAKING	
				650.4000	650.5000		CONTROL	CONTROL	
				LF	LF	EA	LS	LF	
0010	4+16	- 7+41		325	325	-	-	325	
0010	420+77			-	-	1	-	-	
0010	423+52		LT	-	-	1	-	-	
0010	423+70		LT	-	-	1	-	-	
0010	431+50		RT	-	-	1	-	-	
0010	434+00			-	-	1	-	-	
0010	446+00			-	-	1	-	-	
0010	419+64	- 452+84		3320	3320	-	1	3320	
0010 TOTAL				3645	3645	6	1	3645	

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, POLK COUNTY, NAD83 (91) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR THE COMPLETION OF THE PROJECT.

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

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 65 ESTABLISHED FROM CENTERLINE OF EXISTING PAVEMENTS. PURSUANT TO THE PROVISIONS OF SECTION 82.31 (2), WISCONSIN STATUTES, RIGHT-OF-WAY IS ASSUMED TO BE 66'.

EXISTING HIGHWAY RIGHT-OF-WAY FOR SIDE ROADS ESTABLISHED FROM CENTERLINE OF EXISTING PAVEMENTS.

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 NORTHWEST REGIONAL OFFICE.

SCHEDULE OF LANDS & INTERESTS REQUIRED		OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.				
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W NEW ACRES	R/W EXISTING ACRES	R/W TOTAL ACRES	PLE, TLE SF
1	VINCENT EUSTACE EILERS	FEE	4.82	2.49	7.31	-

Line Table		
Line #	Length	Direction
L1	347.18	N16° 25' 17"W
L2	116.67	S88° 25' 47"W
L3	233.80	S60° 44' 29"W
L4	108.44	S84° 04' 09"W
L5	33.05	N28° 41' 23"W
L6	32.95	N28° 41' 23"W
L7	117.69	N29° 29' 29"E
L8	100.00	N61° 18' 37"E

Line Table		
Line #	Length	Direction
L9	121.36	S89° 06' 35"E
L10	231.63	N58° 34' 44"E
L11	238.83	N1° 49' 58"E
L12	147.65	N89° 40' 00"E
L13	136.23	N89° 40' 00"E
L14	242.80	S10° 47' 07"W
L15	179.57	S25° 01' 12"W
L16	309.75	S3° 32' 37"E

REF. LINE PC 417+19.82 TO 9101:
L 230.18'
R 1000.00'
DELTA 13°11'18"
CHD. 229.67'
CHD. BRNG. N 19°07'19" W

Line Table		
Line #	Length	Direction
L17	368.31	S14° 39' 06"W
L18	33.83	S77° 28' 20"W
L19	32.17	S77° 28' 20"W

TRANSPORTATION PROJECT PLAT NO: 8865-00-22 - 4.01

THAT PART OF THE SW-NW AND THE SE-NW OF SECTION 8, T32N-R17W, TOWN OF ALDEN, POLK COUNTY, WISCONSIN

RELOCATION ORDER STH 65 NEW RICHMOND - WANDEROOS (40TH AVENUE TO 0.35 MILES NORTH OF 10TH AVENUE)

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), 84.09, AND 84.30, 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.

UTILITY INTERESTS REQUIRED		
UTILITY #	OWNER(S)	INTEREST REQ'D.
42	POLK-BURNETT ELEC. COOP	RELEASE OF RIGHTS

UTILITY EASEMENT INFORMATION		RECORDING DATA
PARCEL #	COMPANY NAME	
1	POLK-BURNETT ELECTRIC COOPERATIVE	V.157 P.537

Curve Table					
Curve #	Length	Radius	Delta	Chd.	Chd. Brng.
C1	319.48	567.00	32°17'01"	315.27	N11° 19' 47"E

CONVENTIONAL ABBREVIATIONS

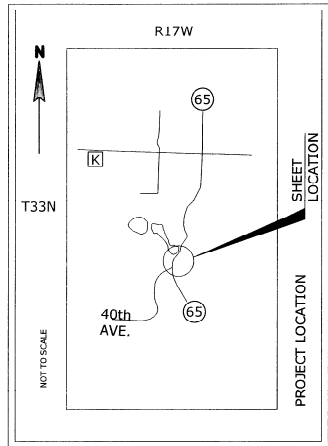
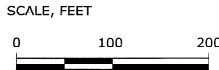
ACCESS POINT/ DRIVEWAY CONNECTION	AP	RELEASE OF RIGHTS REMAINING	ROR
ACCESS RIGHTS	AR	RIGHT-OF-WAY	REM.
ACRES	AC.	SECTION	R/W
AND OTHERS	ET.AL.	STATION	SEC.
CENTERLINE	C/L	TEMPORARY LIMITED EASEMENT	STA.
CERTIFIED SURVEY MAP	CSM	VOLUME	V.
CORNER	COR.		
DOCUMENT	DOC.		
EASEMENT	EASE.		
HIGHWAY EASEMENT	H.E.		
LAND CONTRACT	LC		
MONUMENT	MON.		
PAGE	P.		
PERMANENT LIMITED EASEMENT	P.L.E.		
PROPERTY LINE	PL		
RECORDED AS	(100')		
REFERENCE LINE	R/L		

CONVENTIONAL SYMBOLS

(1" UNLESS NOTED)	PROPOSED R/W LINE
△ (SET)	EXISTING H.E. LINE
△ (SET)	PROPERTY LINE
ISIGN	LOT & TIE LINES
ISIGN	SLOPE INTERCEPTS
ISIGN	CORPORATE LIMITS
ISIGN	NO ACCESS (BY PREVIOUS ACQUISITION/CONTROL)
ISIGN	ACCESS RESTRICTED (BY ACQUISITION)
ISIGN	NO ACCESS (BY STATUTORY AUTHORITY)
ISIGN	SECTION LINE
ISIGN	QUARTER LINE
ISIGN	SIXTEENTH LINE
ISIGN	EXISTING CENTERLINE
ISIGN	PROPOSED REFERENCE LINE
ISIGN	PARALLEL OFFSET

CONVENTIONAL UTILITY SYMBOLS

WATER	W
GAS	G
TELEPHONE	T
OVERHEAD	OH
TRANSMISSION LINES	—
ELECTRIC	E
CABLE TELEVISION	TV
FIBER OPTIC	FO
SANITARY SEWER	SAN
STORM SEWER	SS
NON COMPENSABLE	—
COMPENSABLE	—
POWER POLE	h
TELEPHONE POLE	h
TELEPHONE PEDESTAL	h
ELECTRIC TOWER	h



COOPER ENGINEERING COMPANY, INC.
2600 COLLEGE DRIVE, P.O. BOX 230
RICE LAKE, WI. 54868
(715)234-7008

I, WAYNE M. RADO, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 8865-00-22 - 4.01 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

Wayne M. Rado DATE: 6/20/16
WAYNE M. RADO, AGENT FOR COOPER ENGINEERING CO., INC., RICE LAKE, WI.

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

DATE: 06/20/2016
Michael Piller
MICHAEL PILLER, T.S.S. SUPER

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, POLK COUNTY, NAD83 (9) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR THE COMPLETION OF THE PROJECT.

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

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 65 ESTABLISHED FROM CENTERLINE OF EXISTING PAVEMENTS. PURSUANT TO THE PROVISIONS OF SECTION 82.31 (2), WISCONSIN STATUTES, RIGHT-OF-WAY IS ASSUMED TO BE 66'.

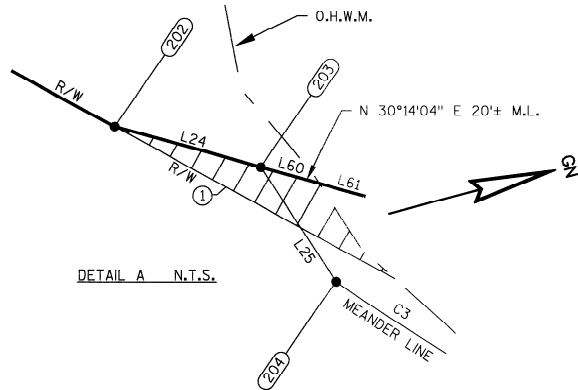
EXISTING HIGHWAY RIGHT-OF-WAY FOR SIDE ROADS ESTABLISHED FROM CENTERLINE OF EXISTING PAVEMENTS.

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 NORTHWEST REGIONAL OFFICE.

PARCEL #	UTILITY EASEMENT INFORMATION COMPANY NAME	RECORDING DATA
1	POLK-BURNETT ELECTRIC COOPRATIVE	V.157 P.537

UTILITY #	OWNER(S)	INTEREST REQ'D.
42	POLK-BURNETT ELEC. COOP	RELEASE OF RIGHTS



NOTE: PARCEL 1 INTERESTS INCLUDE LANDS LYING BETWEEN THE MEANDER LINE AND THE ORDINARY HIGH WATER MARK (O.H.W.M.)

CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP	RELEASE OF RIGHTS: REMAINING	ROR	FOUND IRON PIPE/PIN	IF (UNLESS NOTED)
ACCESS RIGHTS	AR	RIGHT-OF-WAY	REM.	R/W MONUMENT	• (SET)
ACRES	AC.	SECTION	R/W	R/W STANDARD	Δ (SET)
AND OTHERS	ET.AL.	STATION	SEC.	SIGN	ISIGN
CENTERLINE	C/L	TEMPORARY LIMITED EASEMENT	STA.	SECTION CORNER MONUMENT	HC
CERTIFIED SURVEY MAP CORNER	CSM	VOLUME	V.	SECTION CORNER SYMBOL	HC
DOCUMENT	DOC.			FEE (HATCH VARIES)	
EASEMENT	EASE.			TEMPORARY LIMITED EASEMENT	
HIGHWAY EASEMENT	H.E.			PERMANENT LIMITED EASEMENT	
LAND CONTRACT	LC			R/W BOUNDARY POINT	•
MONUMENT	MON.			PARCEL NUMBER	103
PAGE	P.			UTILITY INTEREST	40
PERMANENT LIMITED EASEMENT	P.L.E.			SIGN NUMBER (OFF PREMISE)	21
PROPERTY LINE	PL			BUILDING	□
RECORDED AS	(100')				
REFERENCE LINE	R/L				

CONVENTIONAL SYMBOLS

PROPOSED R/W LINE	---
EXISTING H.E. LINE	---
PROPERTY LINE	---
LOT & TIE LINES	---
SLOPE INTERCEPTS	---
CORPORATE LIMITS	---
NO ACCESS (BY PREVIOUS ACQUISITION/CONTROL)	---
ACCESS RESTRICTED (BY ACQUISITION)	---
NO ACCESS (BY STATUTORY AUTHORITY)	---
SECTION LINE	---
QUARTER LINE	---
SIXTEENTH LINE	---
EXISTING CENTERLINE	---
PROPOSED REFERENCE LINE	---
PARALLEL OFFSET	---

CONVENTIONAL UTILITY SYMBOLS

WATER	W
GAS	G
TELEPHONE	T
OVERHEAD	OH
TRANSMISSION LINES	---
ELECTRIC	E
CABLE TELEVISION	TV
FIBER OPTIC	FO
SANITARY SEWER	SAN
STORM SEWER	SS
POWER POLE	•
TELEPHONE POLE	•
TELEPHONE PEDESTAL	•
ELECTRIC TOWER	•

TRANSPORTATION PROJECT PLAT NO: 8865-00-22 - 4.02

THAT PART OF THE NW-NW AND THE NE-NW OF SECTION 8, T32N-R17W, TOWN OF ALDEN, POLK COUNTY, WISCONSIN

RELOCATION ORDER STH 65 NEW RICHMOND - WANDFROOS (40TH AVENUE TO 0.35 MILES NORTH OF 40TH AVENUE)

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION

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.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W NEW ACRES	R/W EXISTING ACRES	R/W TOTAL ACRES	PLE, TLE SF
1	VINCENT EUSTACE EILERS	FEE	4.34	2.25	6.59	-

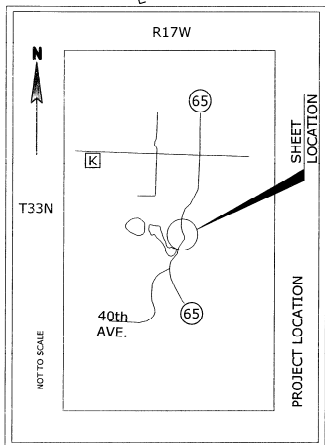
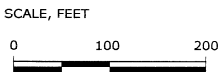
PI STA = 427+04.04
Y = 224445.080
X = 497782.302
DELTA = 34°35'46"
D = 4°18'29"
T = 414.20'
L = 803.00'
R = 1330.00'
PC STA = 422+89.84
PT STA = 430+92.92

Curve #	Length	Radius	Delta	Chd.	Chd. Bring.
C2	156.27	567.00	15°47'27"	155.77	N35° 22' 01"E
C3	436.20	639.44	39°05'07"	427.80	N30° 09' 27"E
C4	202.48	646.89	17°56'02"	201.65	N19° 34' 54"E
C5	50.67	312.48	9°17'28"	50.62	S21° 14' 31"W
C10	56.89	646.89	5°02'21"	56.88	N31° 04' 06"E

Line #	Length	Direction
L23	70.59	N43° 15' 45"E
L24	49.41	N30° 14' 04"E
L25	44.71	N71° 20' 27"E
L26	13.94	N79° 23' 06"W
L27	182.40	N10° 36' 54"E
L28	327.49	N43° 19' 47"E
L29	39.37	N43° 19' 47"E
L30	86.41	N27° 28' 13"E

Line #	Length	Direction
L31	57.66	N89° 48' 47"E
L32	118.54	S13° 25' 44"E
L33	374.23	S16° 37' 28"W
L34	777.51	S34° 55' 14"W
L35	163.52	S10° 47' 07"W
L36	136.23	S89° 40' 00"W
L37	147.65	S89° 40' 00"W

Line #	Length	Direction
L60	19.76	N30° 14' 04"E
L61	406.03	N30° 14' 04"E
L62	34.76	N57° 04' 23"E
L63	135.63	N33° 16' 32"E
L64	181.02	N2° 59' 02"W



COOPER ENGINEERING COMPANY, INC.
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I, WAYNE M. RADO, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 8865-00-22 - 4.02 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.



Wayne M. Rado DATE 6/20/16

WAYNE M. RADO, AGENT FOR COOPER ENGINEERING CO., INC., RICE LAKE, WI.

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

DATE 06/20/2016

Michael Pillar
MICHAEL PILLER, T.S.S. SUPERVISOR

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, POLK COUNTY, NAD83 (91) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR THE COMPLETION OF THE PROJECT.

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

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EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 65 ESTABLISHED FROM CENTERLINE OF EXISTING PAVEMENTS.
PURSUANT TO THE PROVISIONS OF SECTION 82.31 (2), WISCONSIN STATUTES, RIGHT-OF-WAY IS ASSUMED TO BE 66'.

EXISTING HIGHWAY RIGHT-OF-WAY FOR SIDE ROADS ESTABLISHED FROM CENTERLINE OF EXISTING PAVEMENTS.

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 NORTHWEST REGIONAL OFFICE.

TRANSPORTATION PROJECT PLAT NO: 8865-00-22 - 4.03

THAT PART OF THE SE-SW OF SECTION 5, T32N-R17W, TOWN OF ALDEN, POLK COUNTY, WISCONSIN

RELOCATION ORDER STH 65 NEW RICHMOND - WANDEROOS (40TH AVENUE TO 0.35 MILES NORTH OF 40TH AVENUE)

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION

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.

5006
FOUND WELL POINT
N 226083.13
E 496754.79

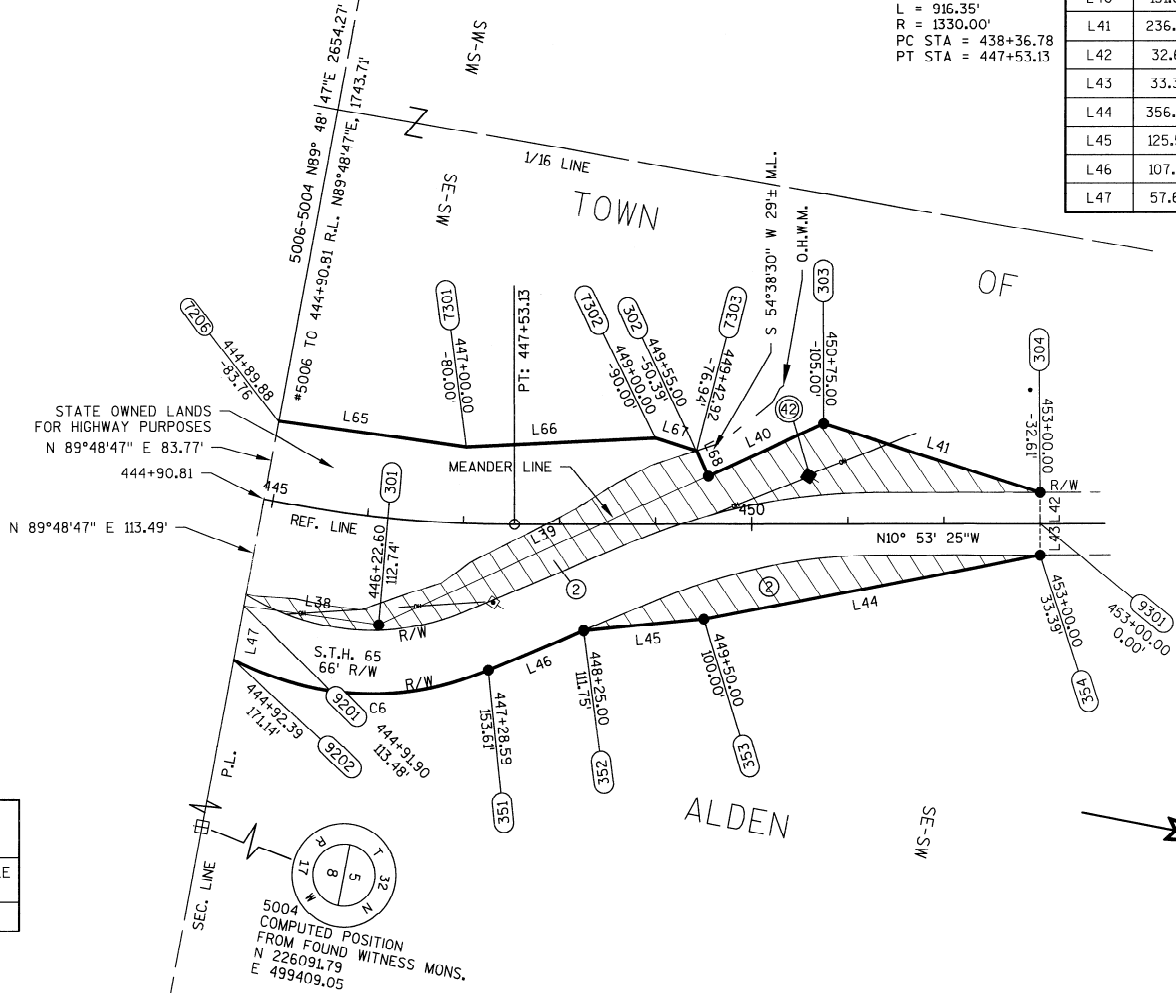
Curve Table					
Curve #	Length	Radius	Delta	Chd.	Chd. Brng.
C6	273.95	312.48	50°13'48"	265.26	S8° 31' 07"E

PI STA = 443+13.98
Y = 225881.007
X = 498564.733
DELTA = 39°28'34"
D = 4°18'29"
T = 477.20'
L = 916.35'
R = 1330.00'
PC STA = 438+36.78
PT STA = 447+53.13

Line Table		
Line #	Length	Direction
L38	141.76	N2° 45' 06"W
L39	377.10	N35° 21' 30"W
L40	131.84	N35° 21' 30"W
L41	236.36	N6° 56' 37"E
L42	32.61	N79° 06' 35"E
L43	33.39	N79° 06' 35"E
L44	356.28	S21° 39' 59"E
L45	125.55	S16° 15' 41"E
L46	107.61	S33° 38' 03"E
L47	57.66	S89° 48' 47"W

Line Table		
Line #	Length	Direction
L65	197.02	N2° 59' 02"W
L66	197.00	N13° 30' 35"W
L67	44.86	N6° 01' 56"E
L68	29.17	N54° 38' 30"E

NOTE: PARCEL 2 INTERESTS INCLUDE LANDS LYING BETWEEN THE MEANDER LINE AND THE ORDINARY HIGH WATER MARK (O.H.W.M.)



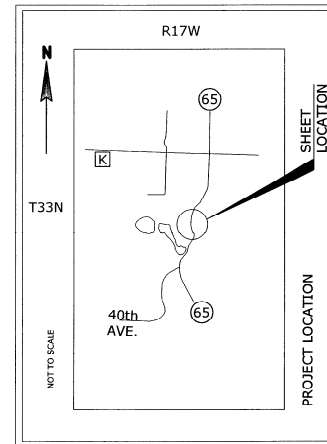
UTILITY EASEMENT INFORMATION		
PARCEL #	COMPANY NAME	RECORDING DATA
2	POLK-BURNETT ELECTRIC COOPERATIVE	V.180 P.2
2	POLK-BURNETT ELECTRIC COOPERATIVE	V.910 P.378

SCHEDULE OF LANDS & INTERESTS REQUIRED						
OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.						
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W NEW ACRES	R/W EXISTING ACRES	R/W TOTAL ACRES	PLE, TLE SF
2	KEITH D. EVENSON	FEE	1.12	1.31	2.43	-

UTILITY INTERESTS REQUIRED		
UTILITY #	OWNER(S)	INTEREST REQ'D.
42	POLK-BURNETT ELEC. COOP	RELEASE OF RIGHTS

CONVENTIONAL ABBREVIATIONS		CONVENTIONAL SYMBOLS	
ACCESS POINT/ DRIVEWAY CONNECTION	AP	RELEASE OF RIGHTS REMAINING	ROR
ACCESS RIGHTS	AR	RIGHT-OF-WAY	R/W
ACRES	AC.	SECTION	SEC.
AND OTHERS	ET.AL.	STATION	STA.
CENTERLINE	C/L	TEMPORARY LIMITED EASEMENT	TLE
CERTIFIED SURVEY MAP	CSM	VOLUME	V.
CORNER	COR.		
DOCUMENT	DOC.		
EASEMENT	EASE.		
HIGHWAY EASEMENT	H.E.		
LAND CONTRACT	LC		
MONUMENT	MON.		
PAGE	P.		
PERMANENT LIMITED EASEMENT	P.L.E.		
PROPERTY LINE	PL		
RECORDED AS	(100')		
REFERENCE LINE	R/L		

CONVENTIONAL UTILITY SYMBOLS	
WATER	W
GAS	G
TELEPHONE	T
OVERHEAD	OH
TRANSMISSION LINES	E
ELECTRIC	TV
CABLE TELEVISION	FO
FIBER OPTIC	SAN
SANITARY SEWER	SS
STORM SEWER	NON
POWER POLE	COMPENSABLE
TELEPHONE POLE	COMPENSABLE
TELEPHONE PEDESTAL	COMPENSABLE
ELECTRIC TOWER	COMPENSABLE



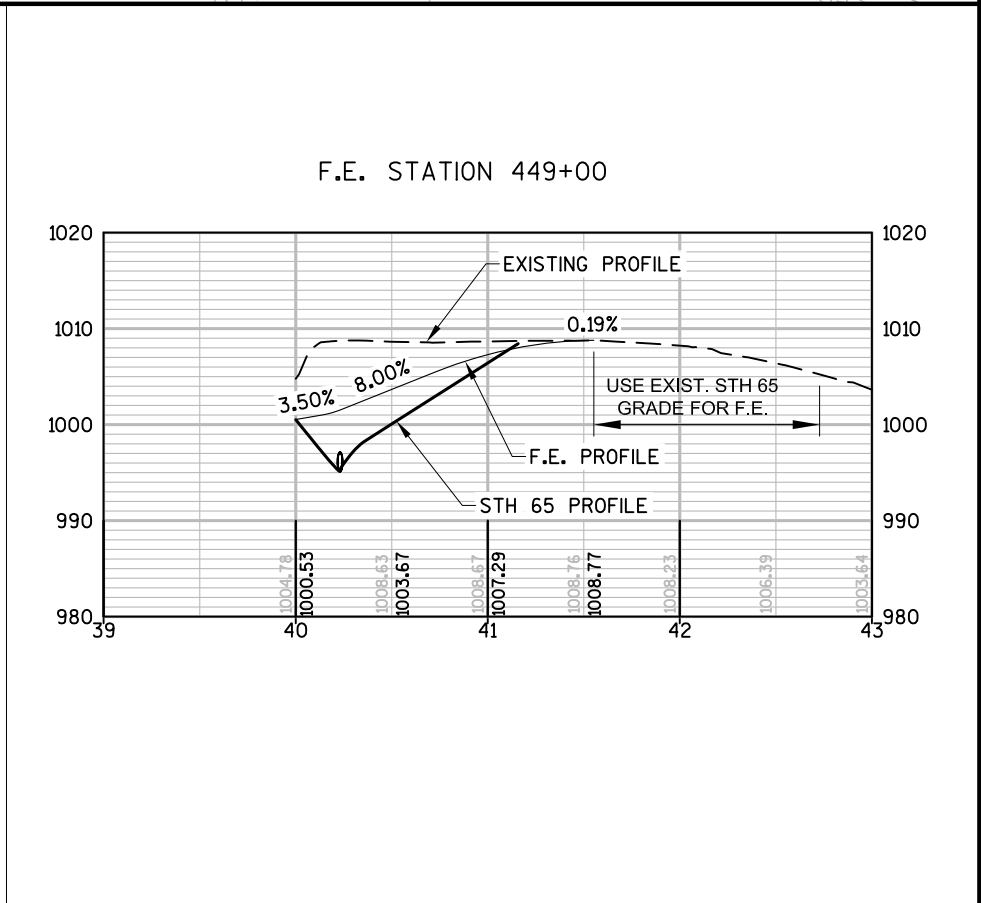
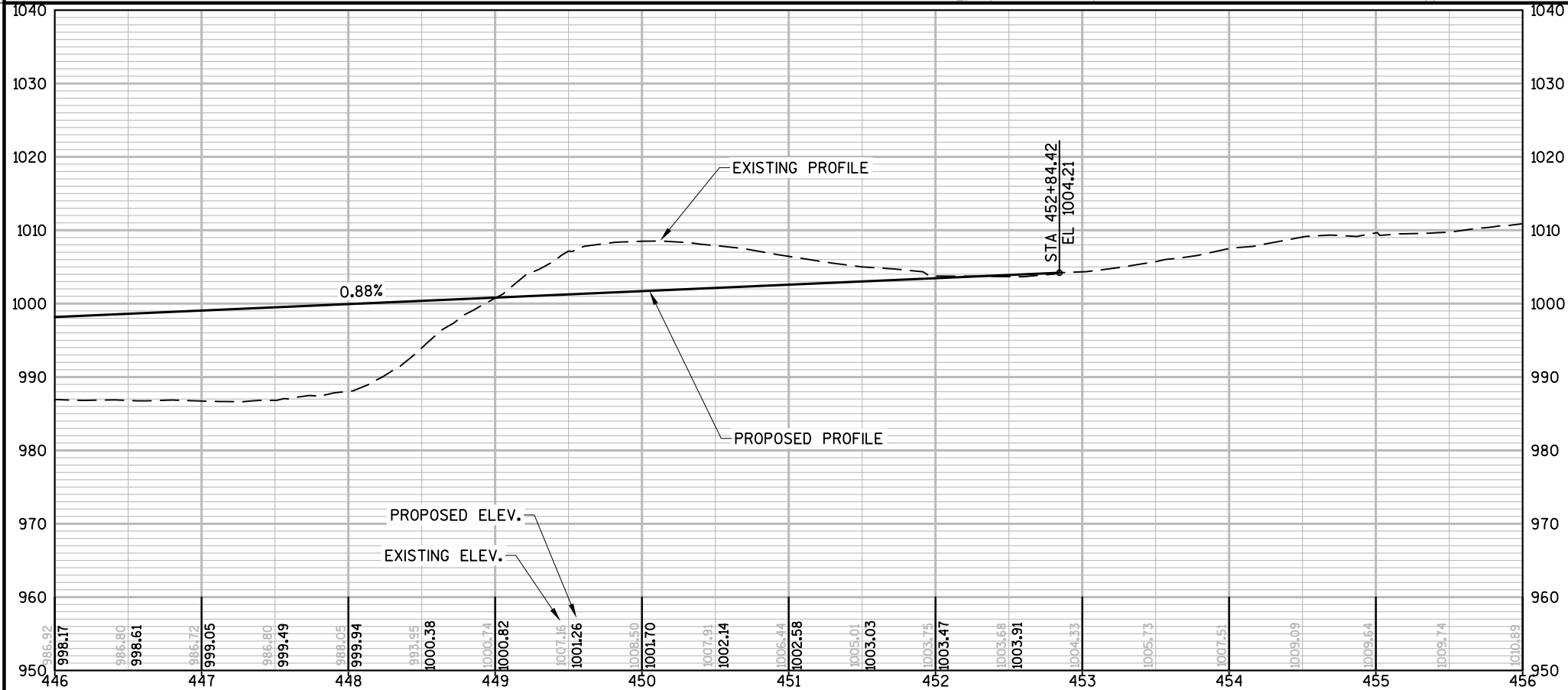
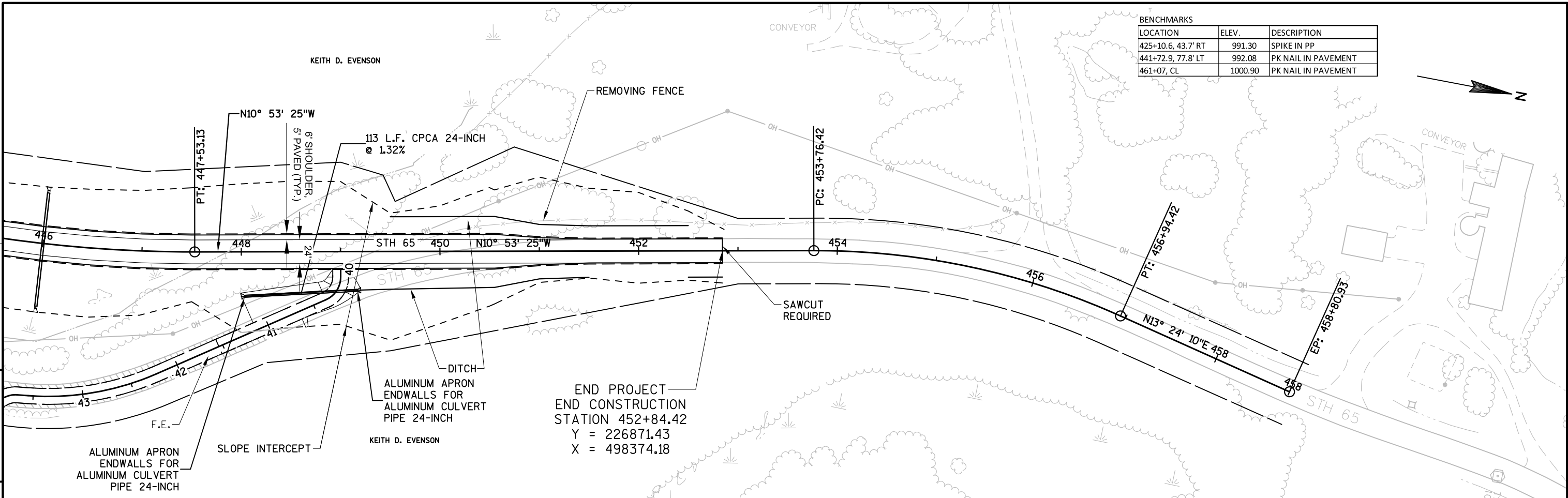
COOPER ENGINEERING COMPANY, INC.
2600 COLLEGE DRIVE, P.O. BOX 230
RICE LAKE, WI. 54868
(715)234-7008

I, WAYNE M. RADO, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 8865-00-22 - 4.03 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

Wayne M. Rado DATE: 6/20/16
WAYNE M. RADO, AGENT FOR COOPER ENGINEERING CO., INC., RICE LAKE, WI.

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

DATE: 06/20/2016
Michael Piller
MICHAEL PILLER, T.S.S. SUPER



PROJECT NO:8865-00-72

HWY:STH 65

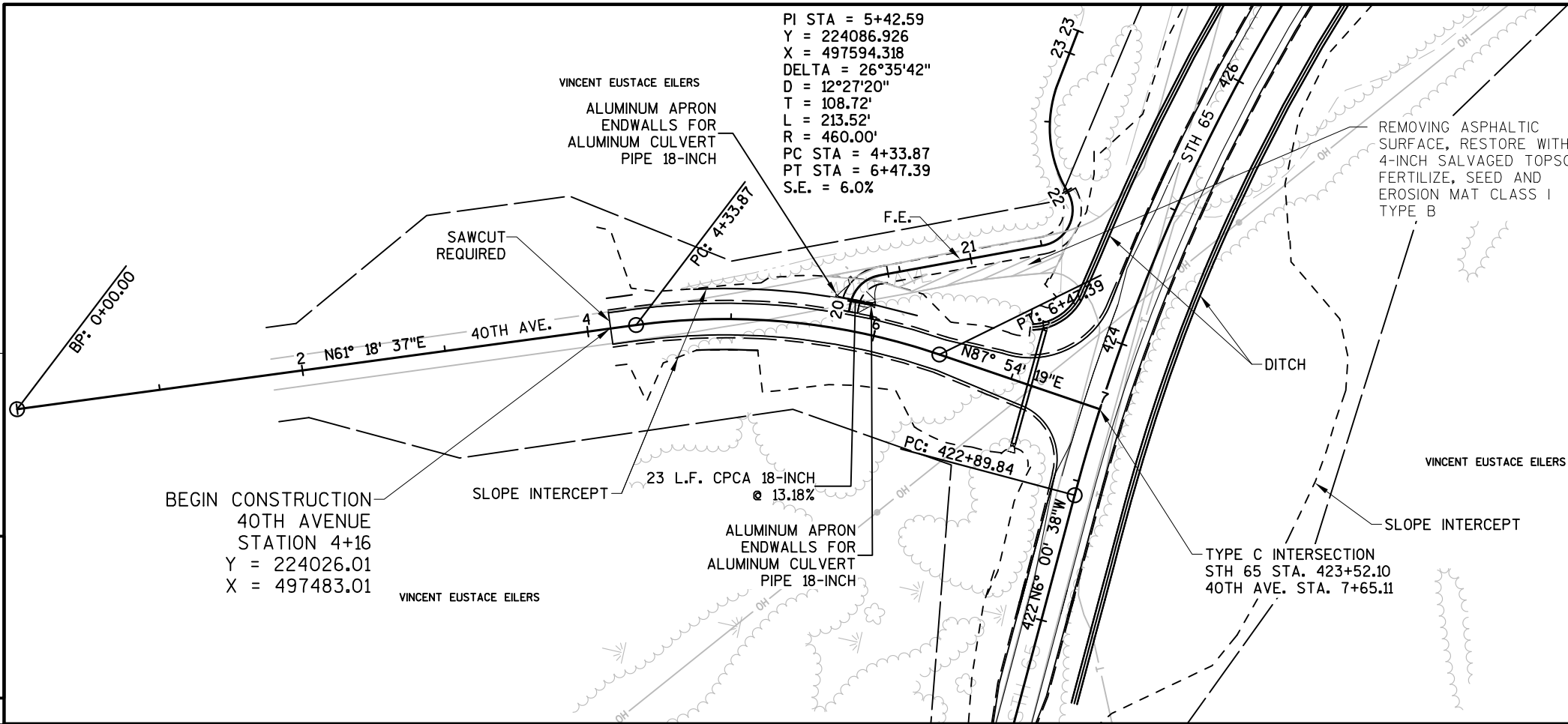
COUNTY:POLK

PLAN AND PROFILE: STH 65

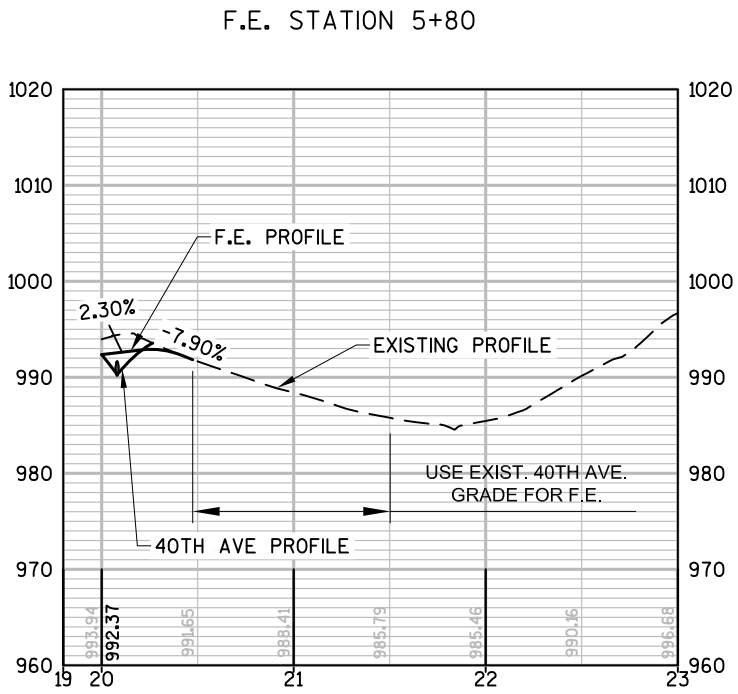
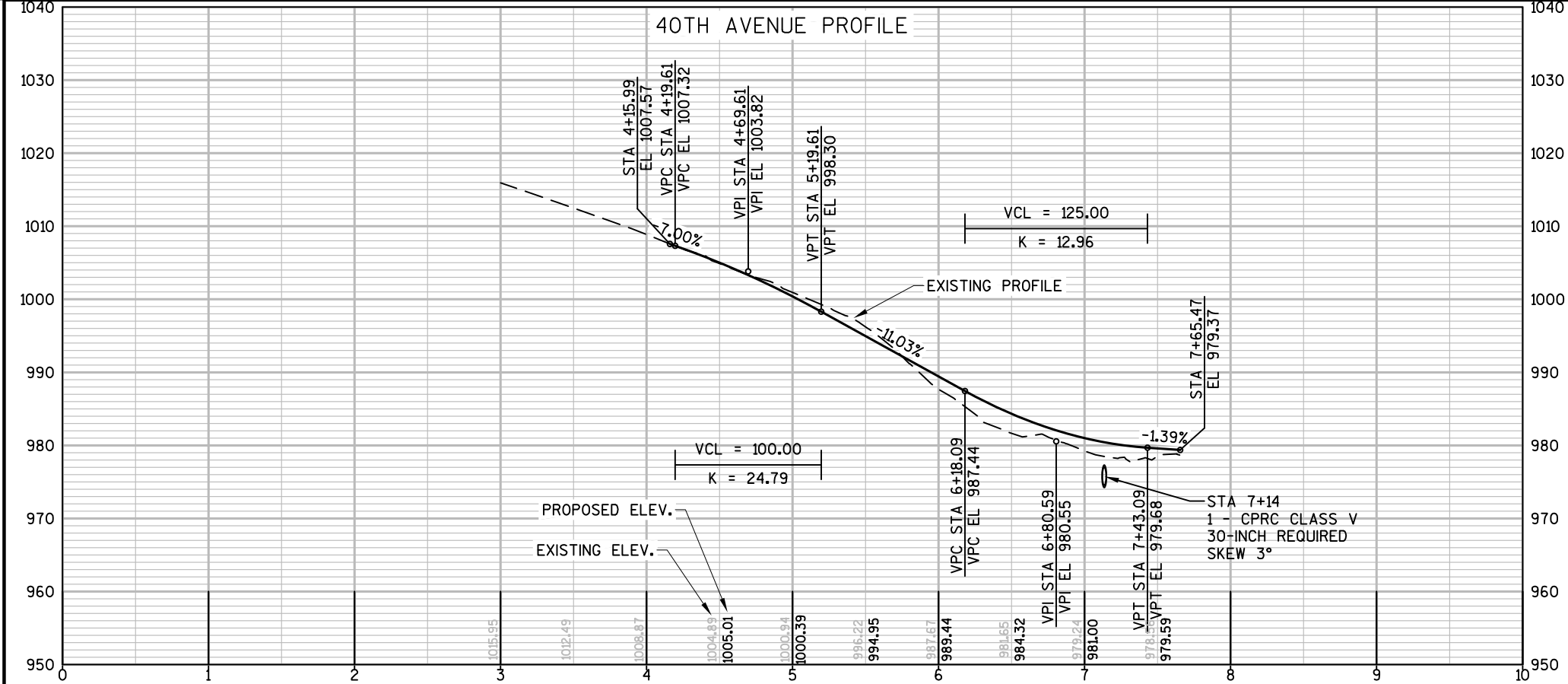
SHEET

35

E

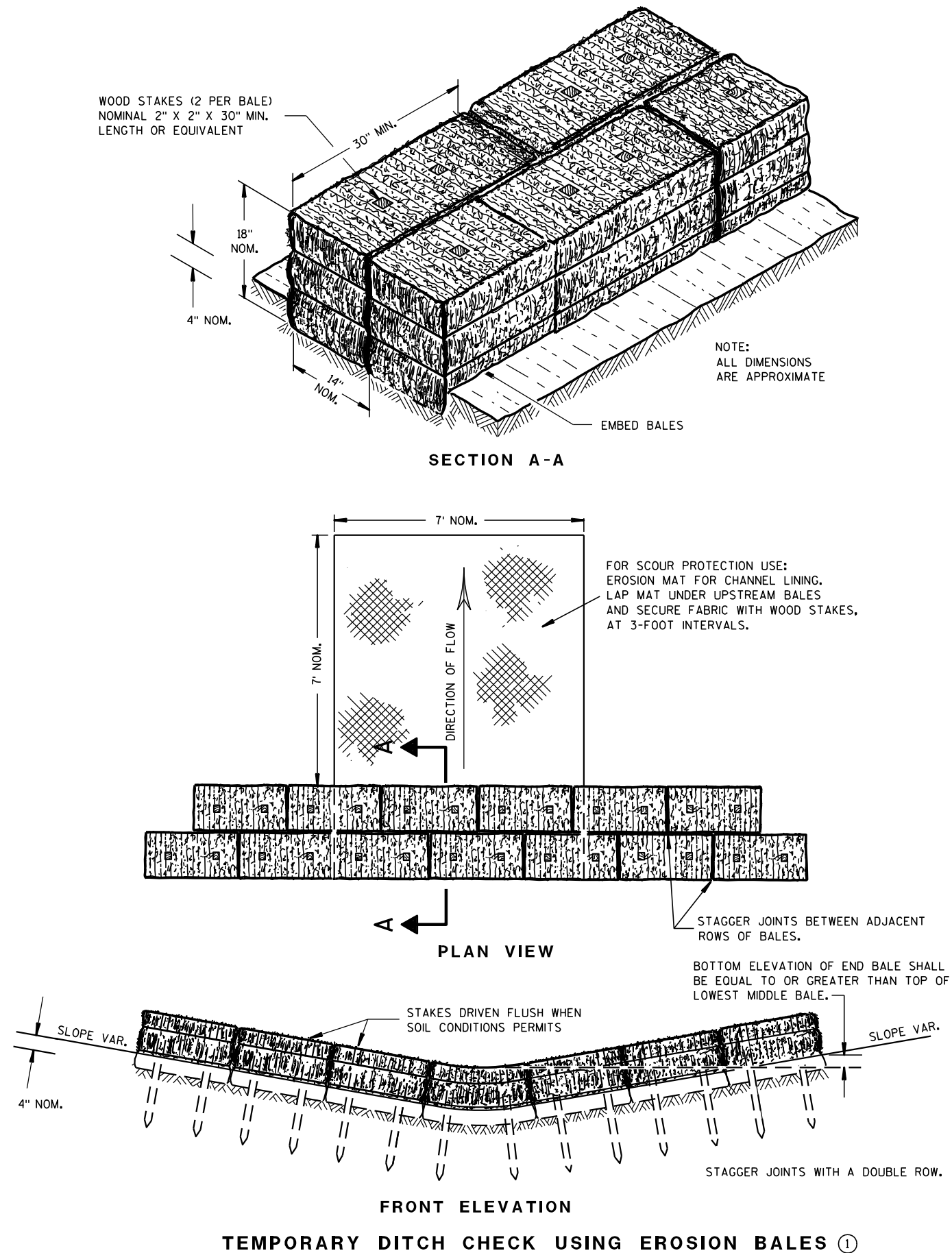


BENCHMARKS		
LOCATION	ELEV.	DESCRIPTION
425+10.6, 43.7' RT	991.30	SPIKE IN PP
441+72.9, 77.8' LT	992.08	PK NAIL IN PAVEMENT
461+07, CL	1000.90	PK NAIL IN PAVEMENT



Standard Detail Drawing List

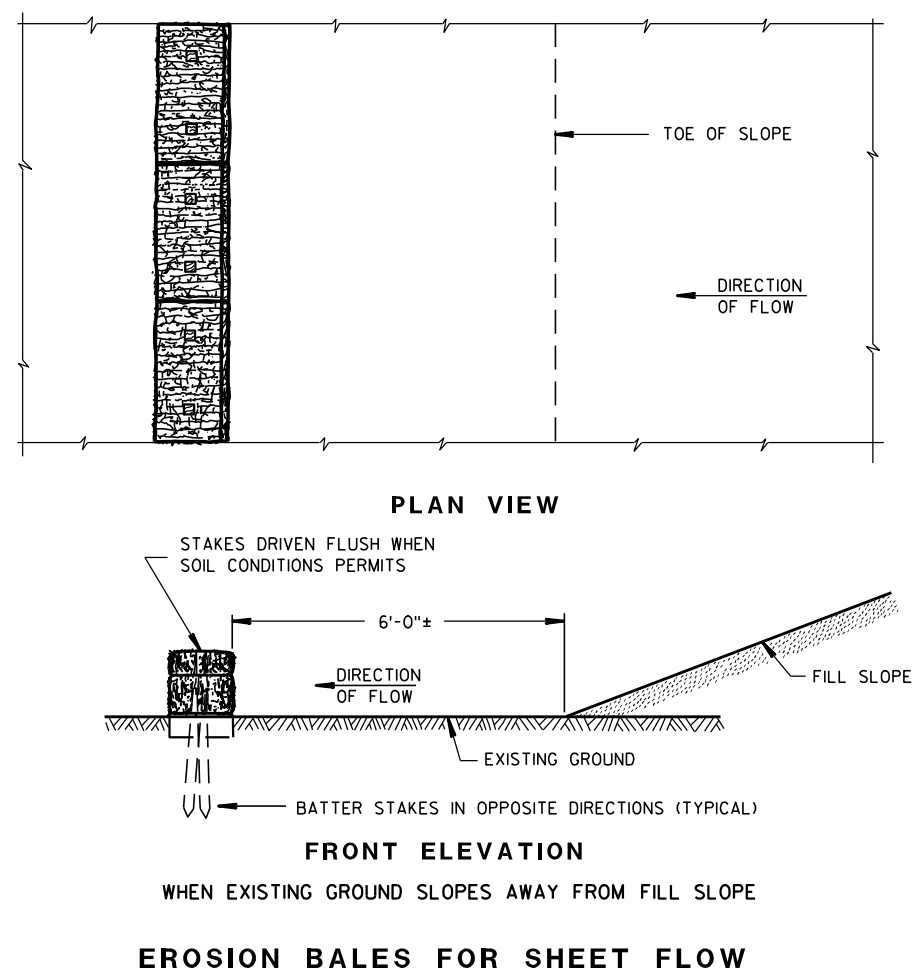
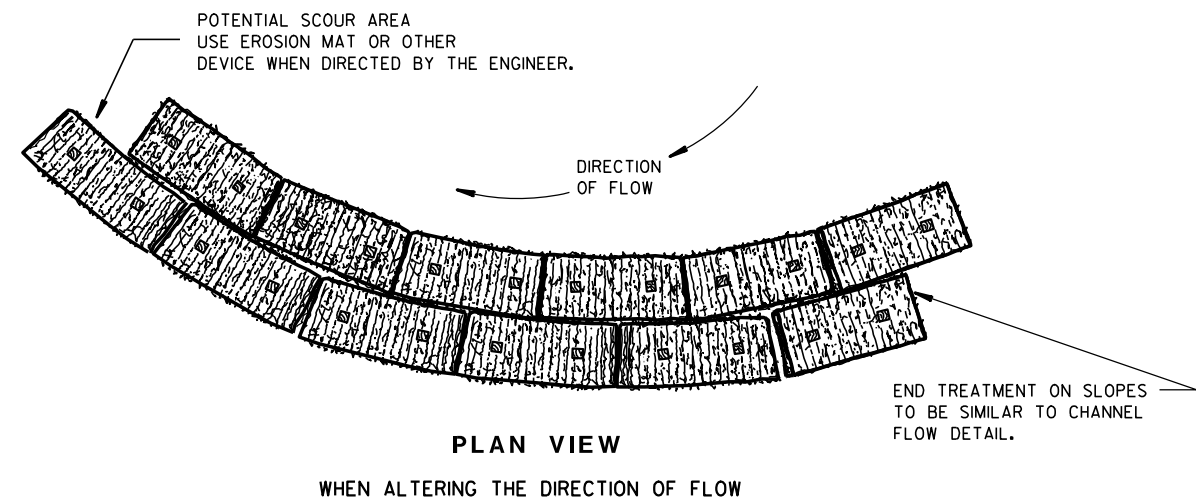
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E14-01	TRACKING PAD
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
13A10-01A	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-01B	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-01C	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-01D	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A11-02A	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13A11-02B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
14B29-01	SAFETY EDGE
15C02-06A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16B	PAVEMENT MARKING (INTERSECTIONS)
15C33-02	STOP LINE AND CROSSWALK PAVEMENT MARKING



GENERAL NOTES

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

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

TYPICAL INSTALLATIONS OF
EROSION BALES / TEMPORARY
DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/04/02
DATE/S/ Beth Conn
CHIEF ROADWAY DEVELOPER

FHWA

ENGINEER



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

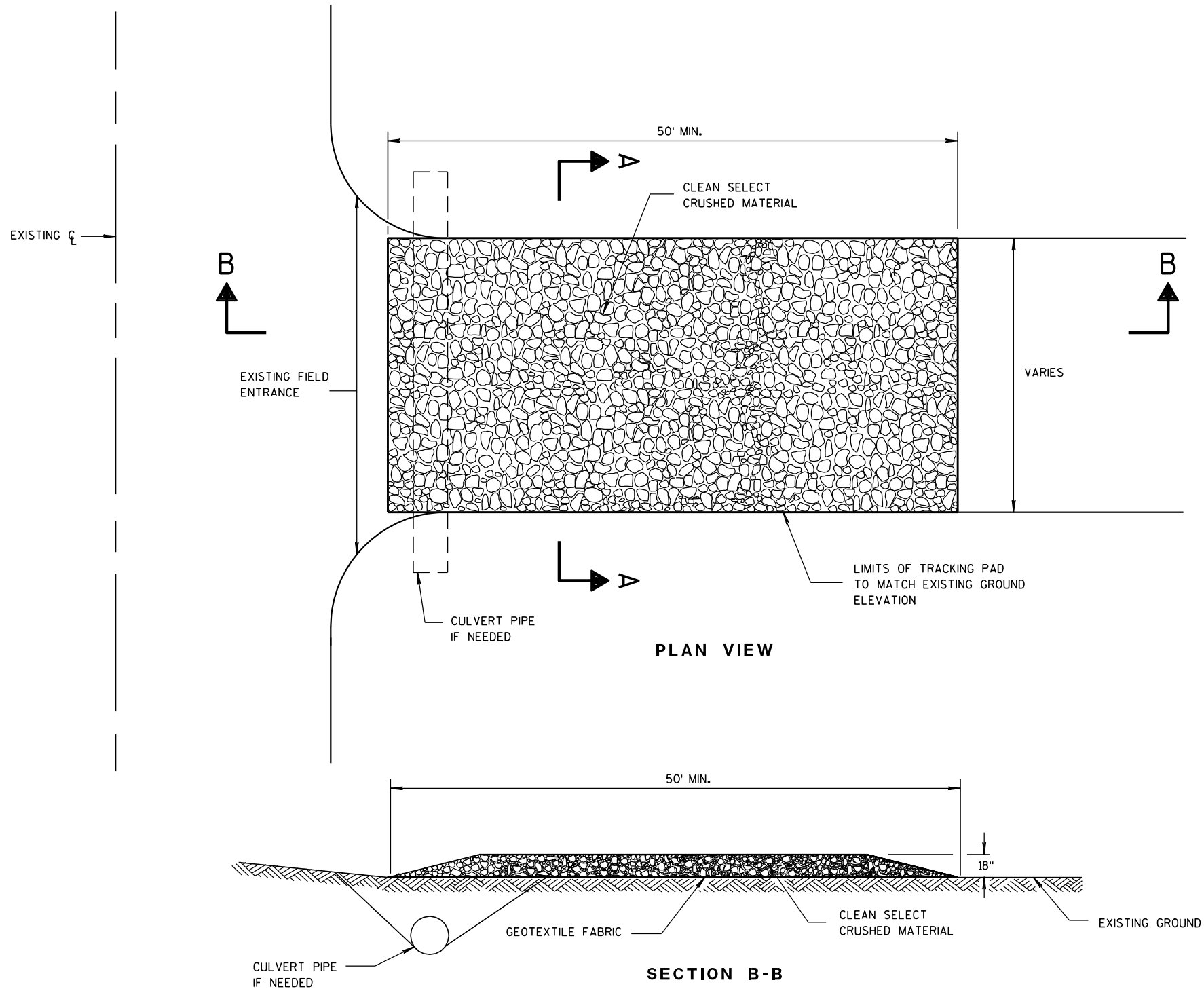


SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA



TRACKING PAD

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.

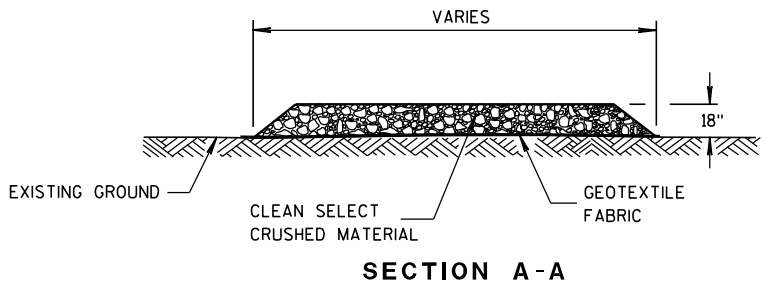
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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.



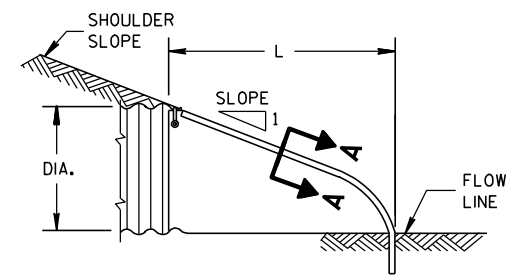
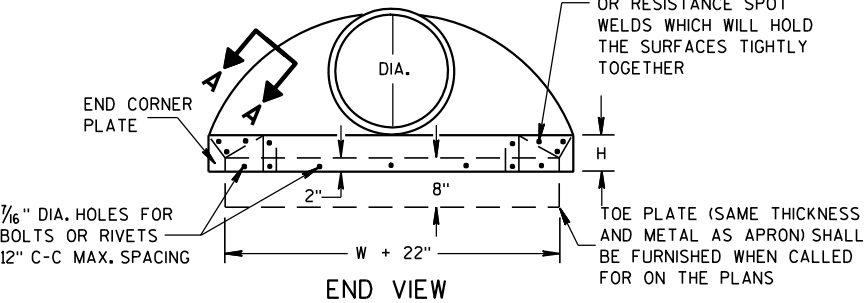
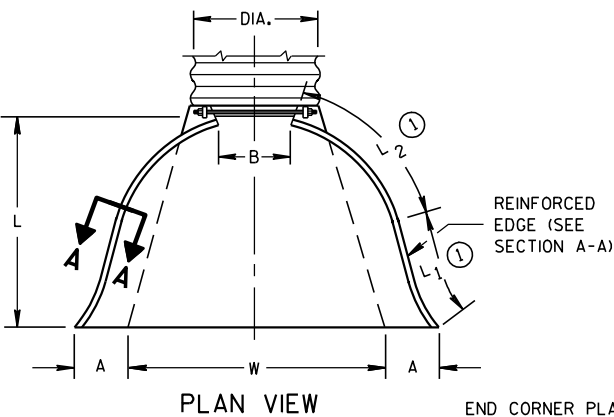
TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/24/2011
DATE
/S/ Jerry H. Zonn
ROADWAY STANDARDS 40
ENGINEER
ENT

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

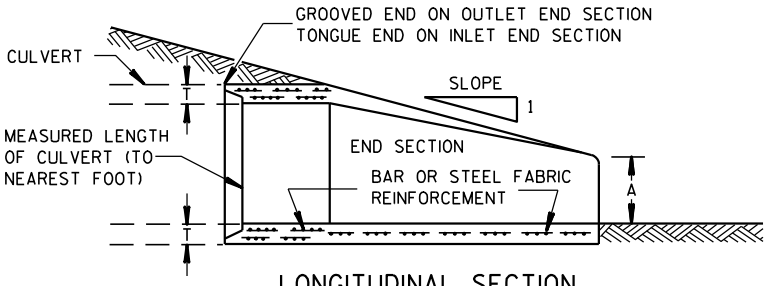
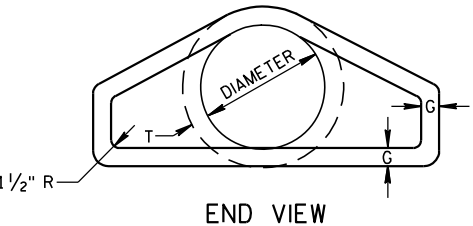
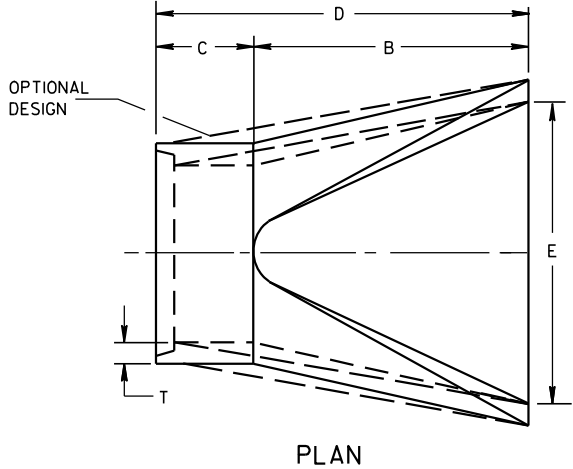
* EXCEPT CENTER PANEL
SEE GENERAL NOTES



METAL ENDWALLS

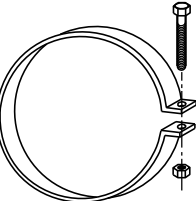
REINFORCED CONCRETE APRON ENDWALLS												
PIPE DIA. (IN.)	DIMENSIONS (Inches)							APPROX. SLOPE				
	T	A	B	C	D	E	G					
12	2	4	24	48 7/8	72 7/8	24	2	3 to 1				
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1				
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1				
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1				
24	3	9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

* MINIMUM
** MAXIMUM

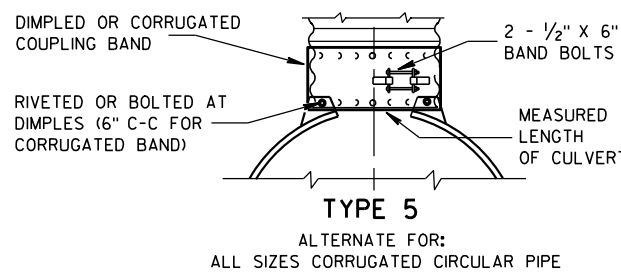
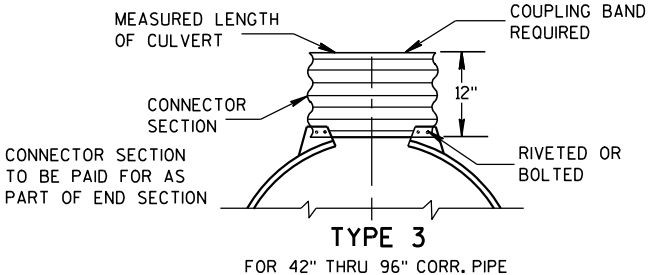
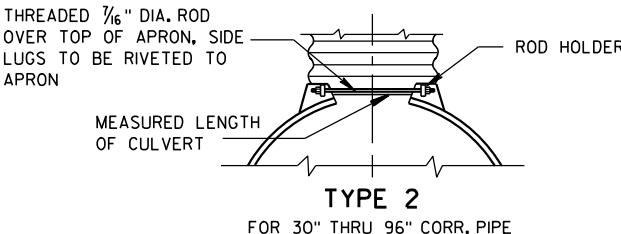
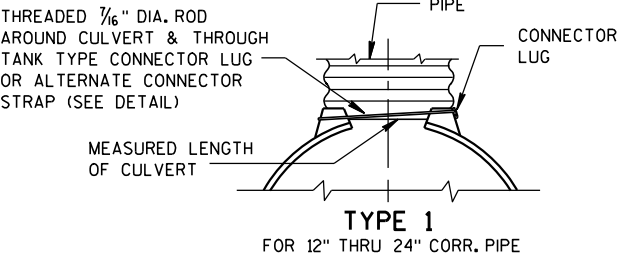


CONCRETE ENDWALLS

1" WIDE, 12 GA. (0.109" THICK) GALVANIZED STRAP WITH STANDARD 6" X 1/2" BAND BOLT AND NUT



ALTERNATE FOR TYPE 1 CONNECTION
END SECTION CONNECTOR STRAP



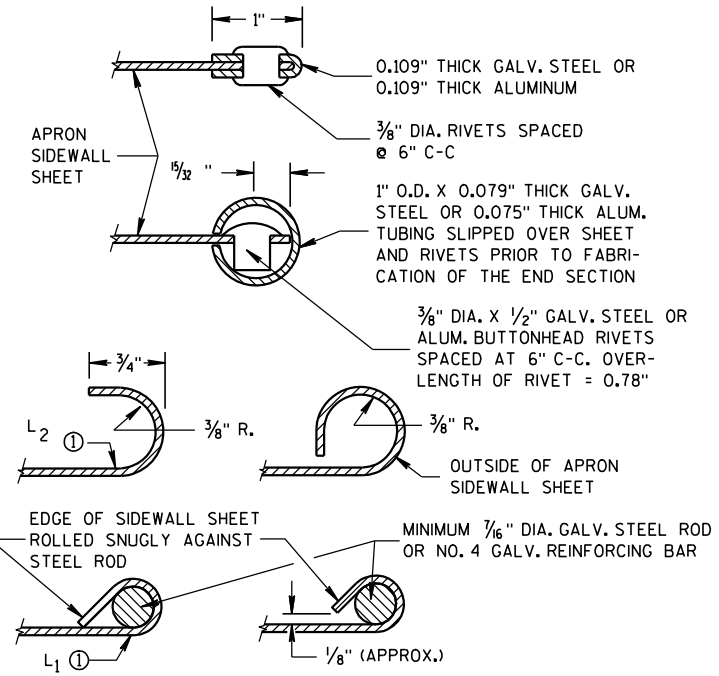
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

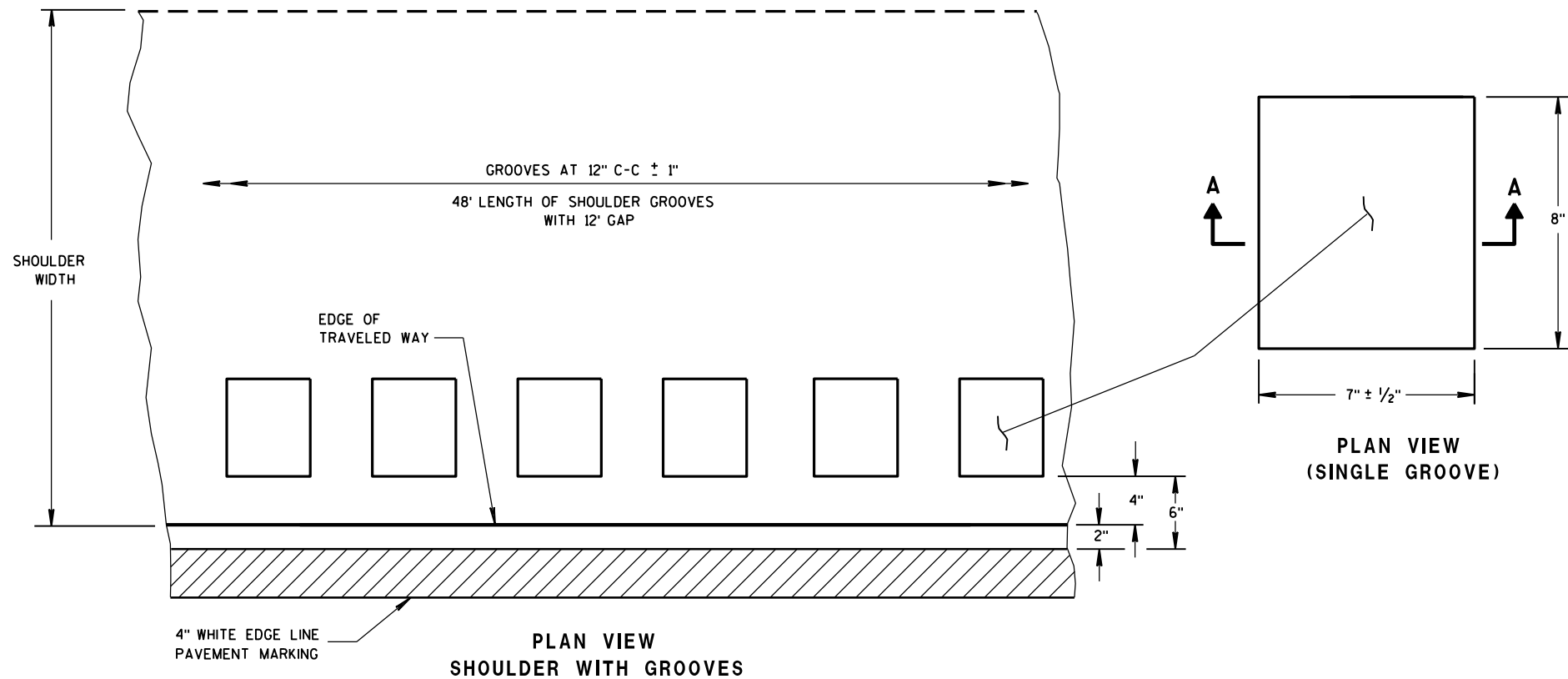
ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT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

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

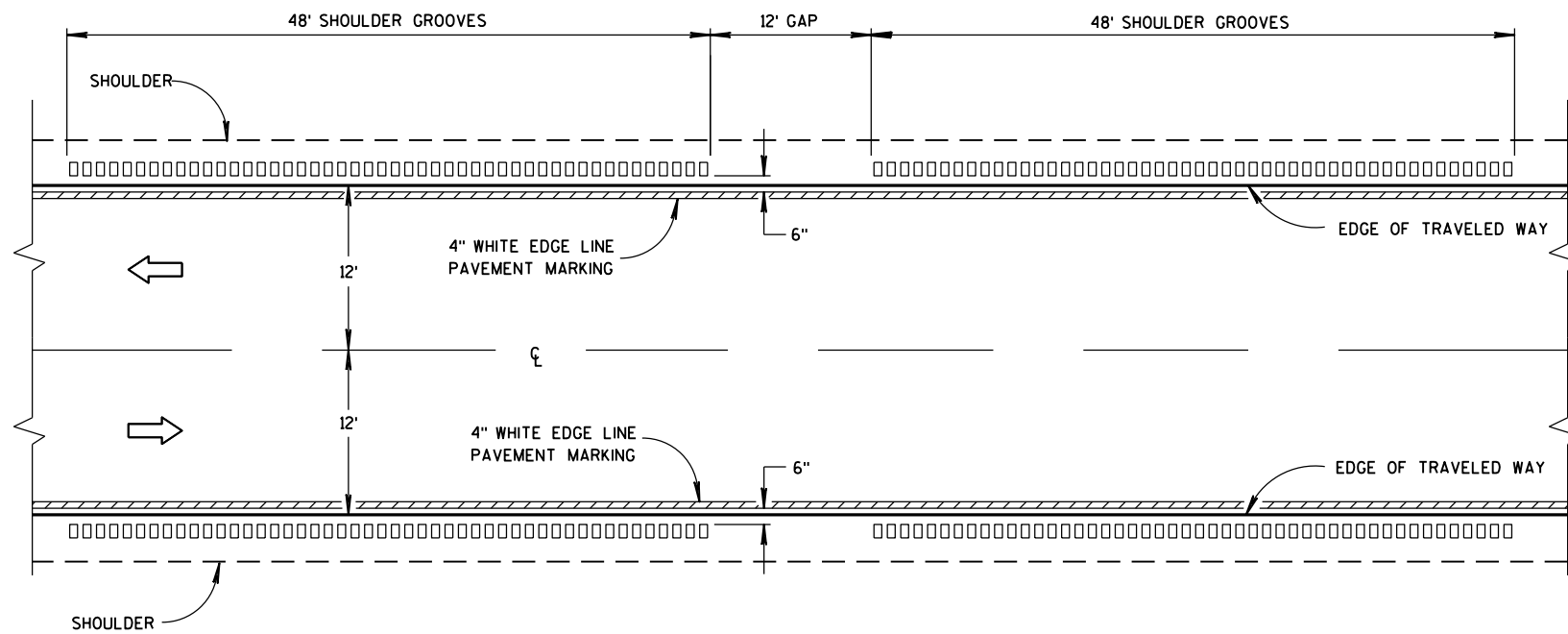
WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

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

APRON ENDWALLS FOR CULVERT PIPE			
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
APPROVED 11/30/94 DATE	/S/ Rory L. Rhinehart CHIEF ROADWAY DEVELOP	41	NEER
FHWA			



PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP

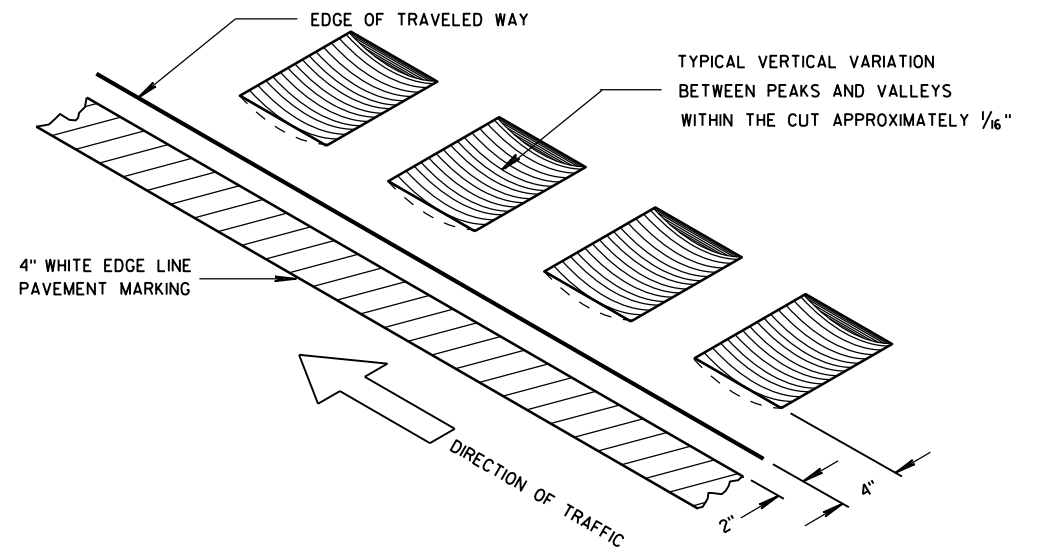


TYPE 1
2-LANE SHOULDER RUMBLE STRIP

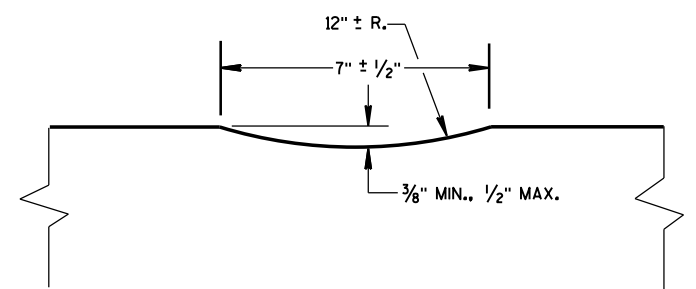
GENERAL NOTES

DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.
DO NOT MILL SHOULDER GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

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



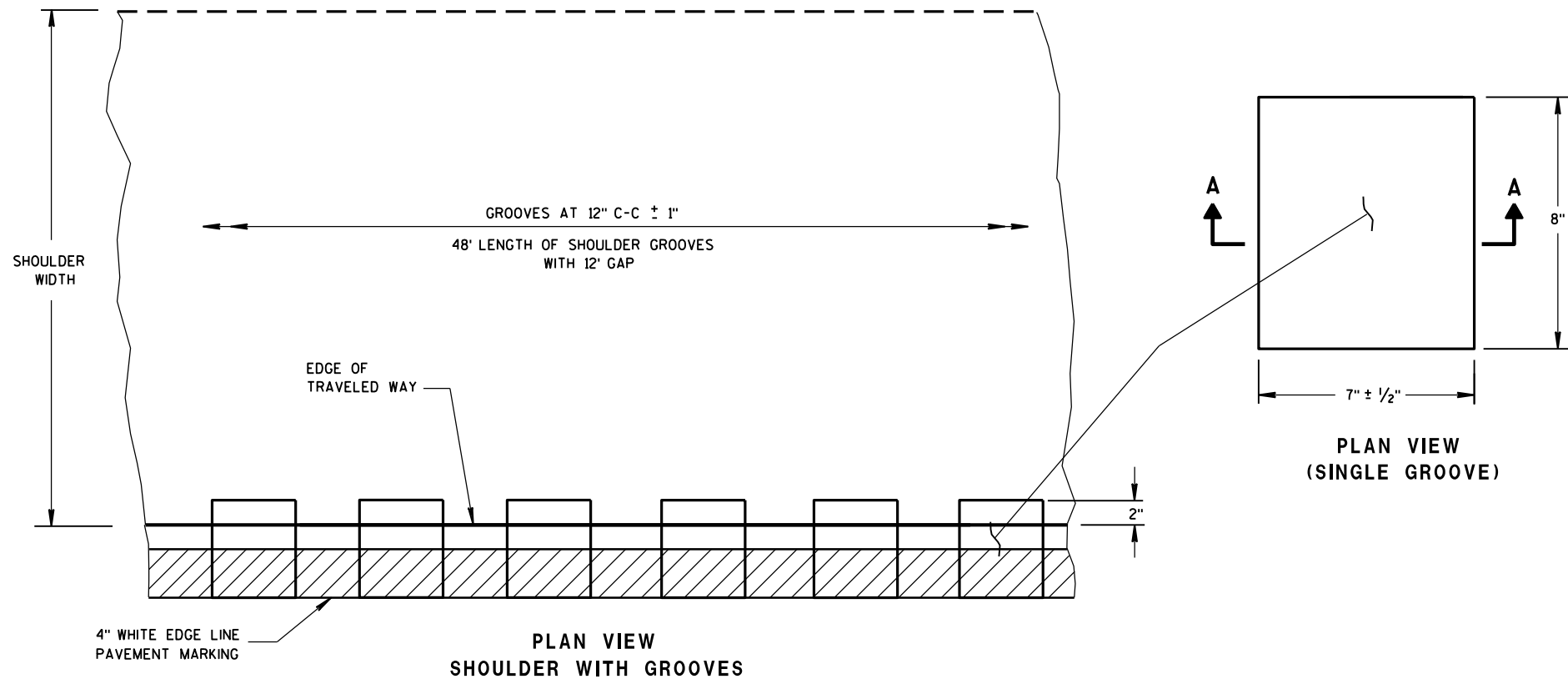
ISOMETRIC



SECTION A-A

2-LANE RURAL
SHOULDER RUMBLE STRIP, MILLING

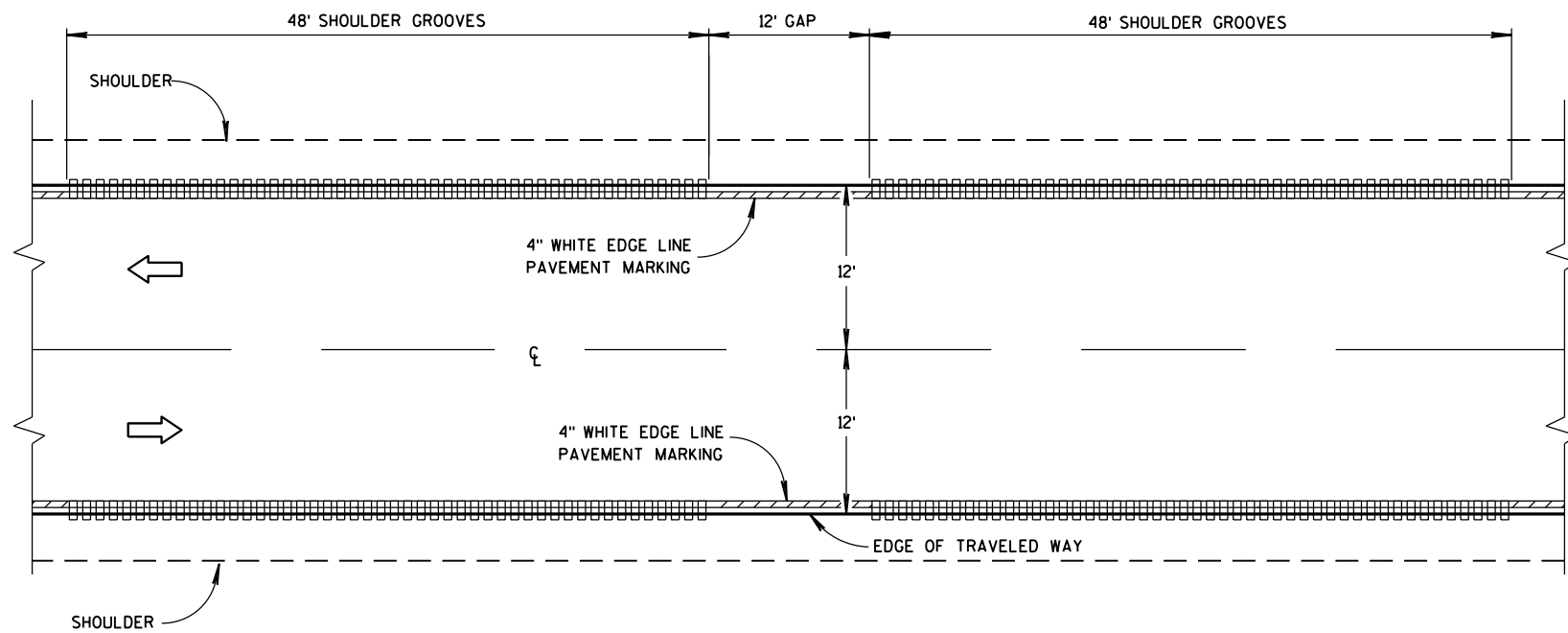
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

6
6
PLACEMENT DETAIL FOR TYPE 2 MILLED RUMBLE STRIP

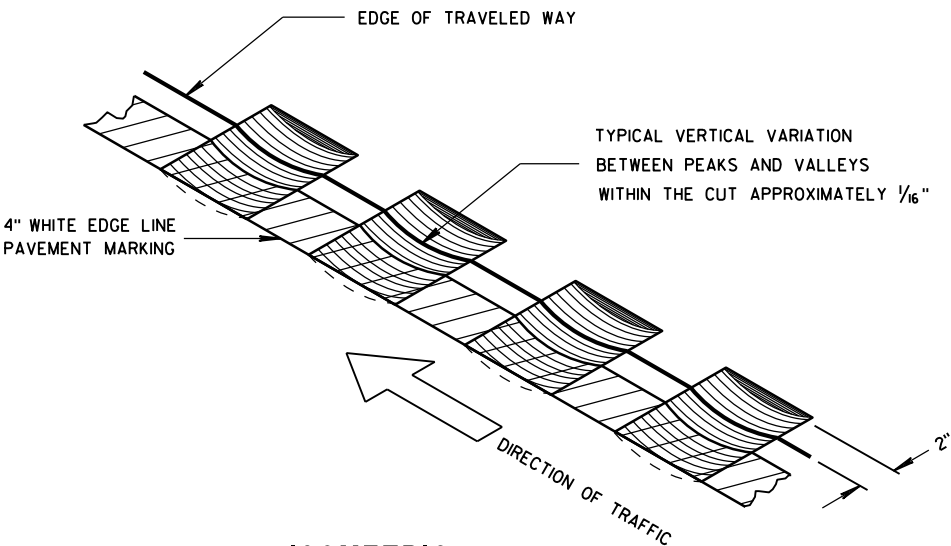


TYPE 2
2-LANE SHOULDER RUMBLE STRIP

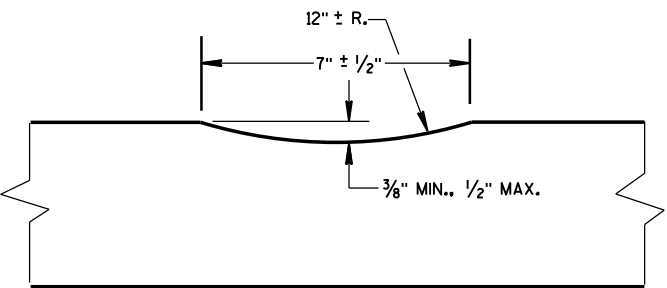
GENERAL NOTES

DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.
DO NOT MILL SHOULDER GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

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



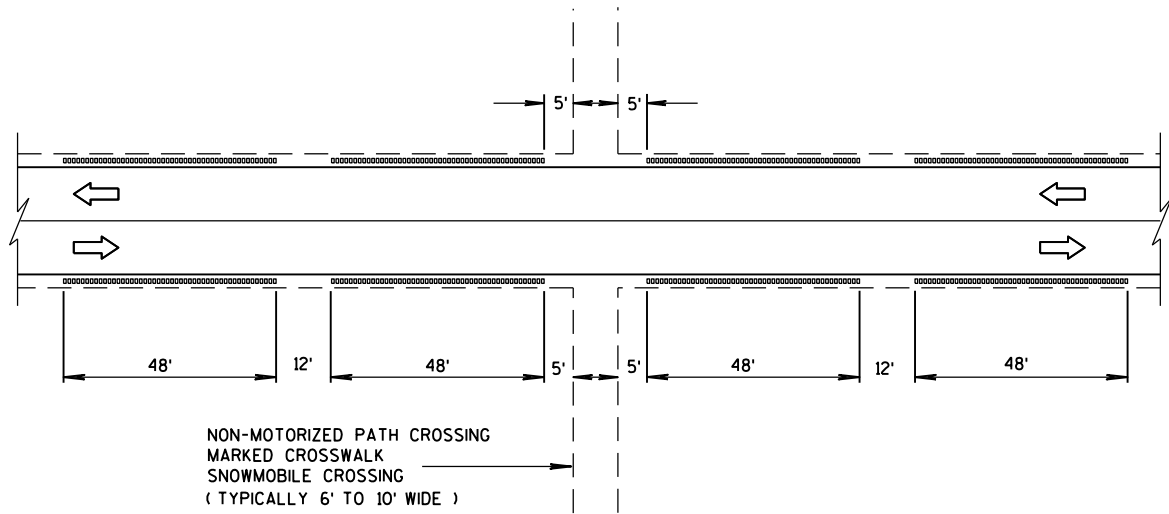
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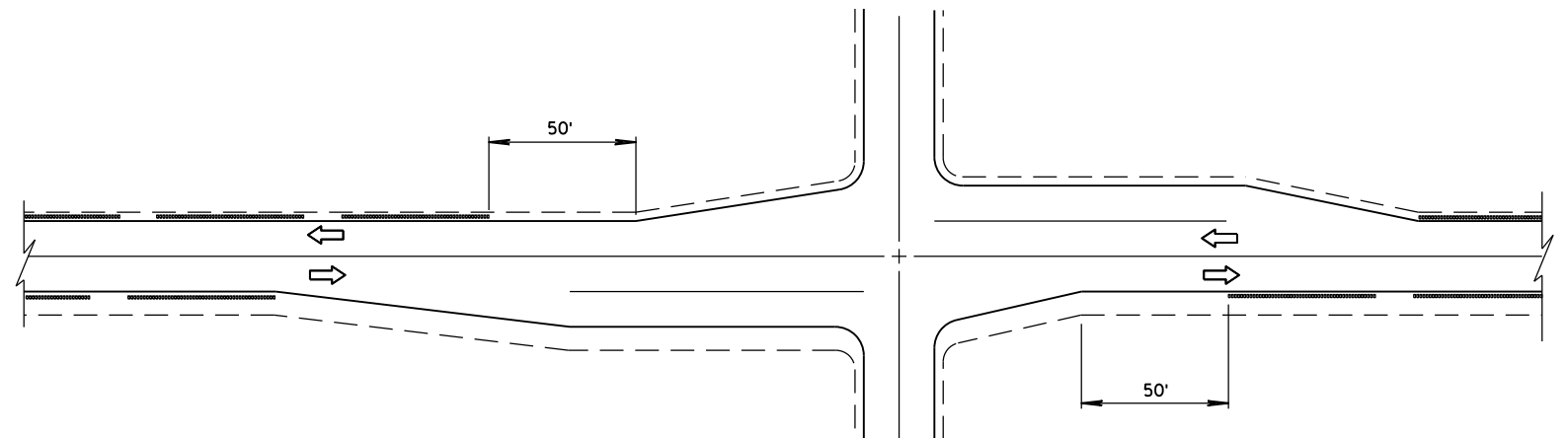
SECTION A-A

2-LANE RURAL
SHOULDER RUMBLE STRIP, MILLING

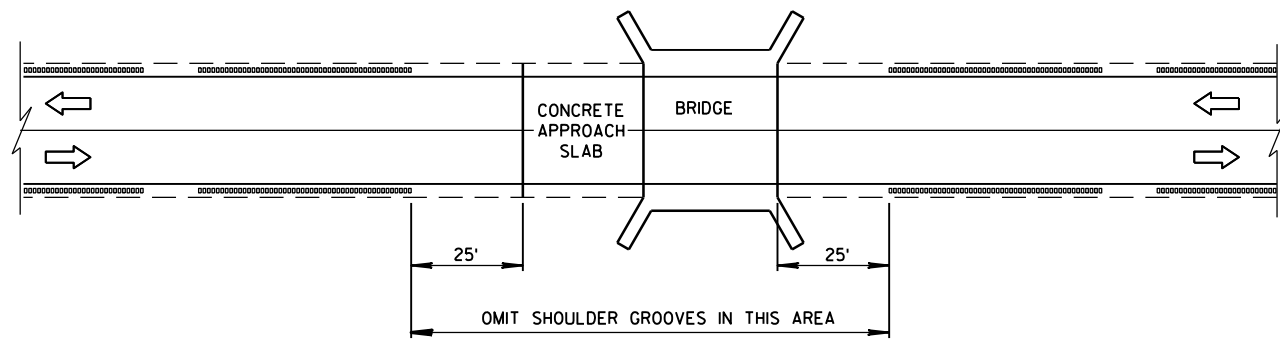
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



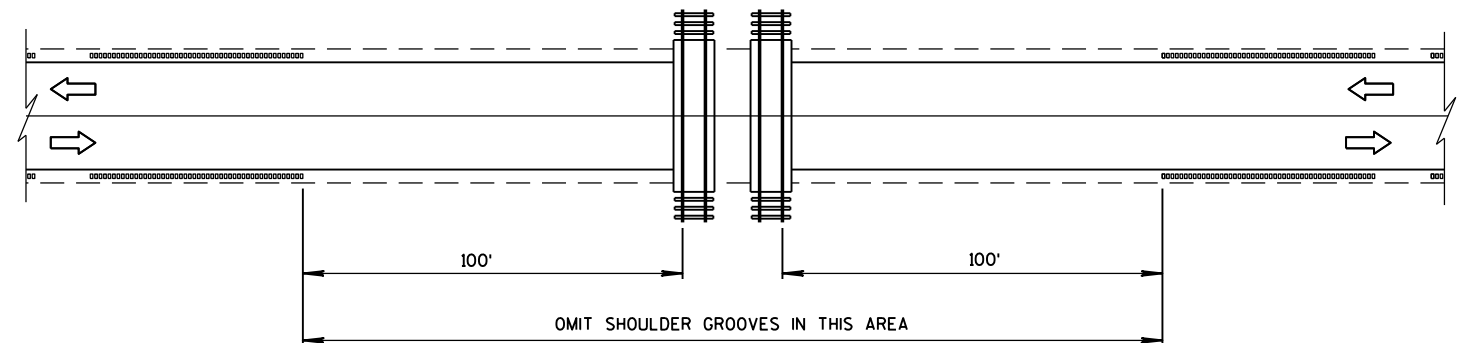
SHOULDER GROOVES AT MISCELLANEOUS CROSSINGS



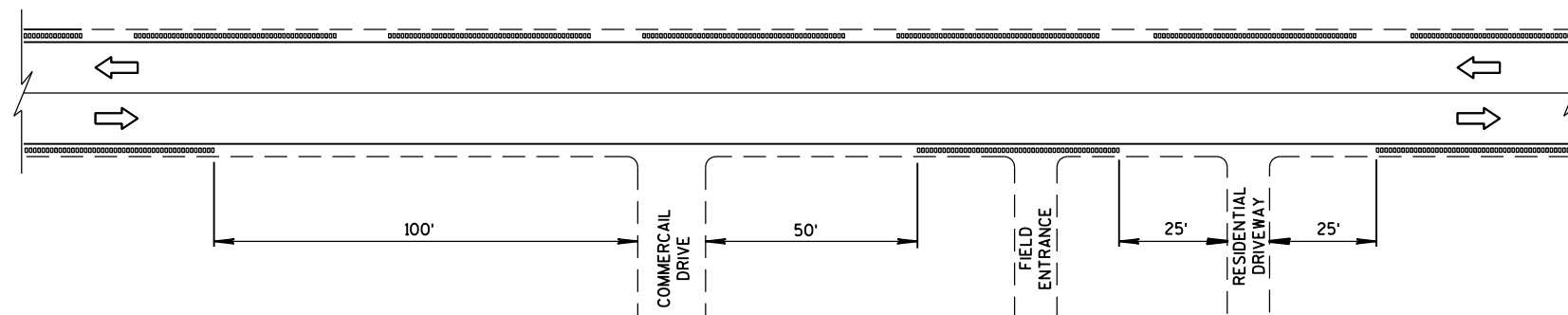
SHOULDER GROOVES AT INTERSECTIONS



SHOULDER GROOVES AT BRIDGES



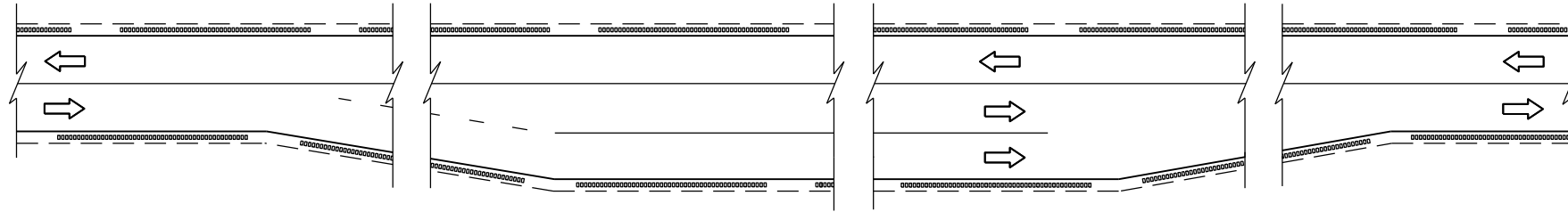
SHOULDER GROOVES AT RAILROADS



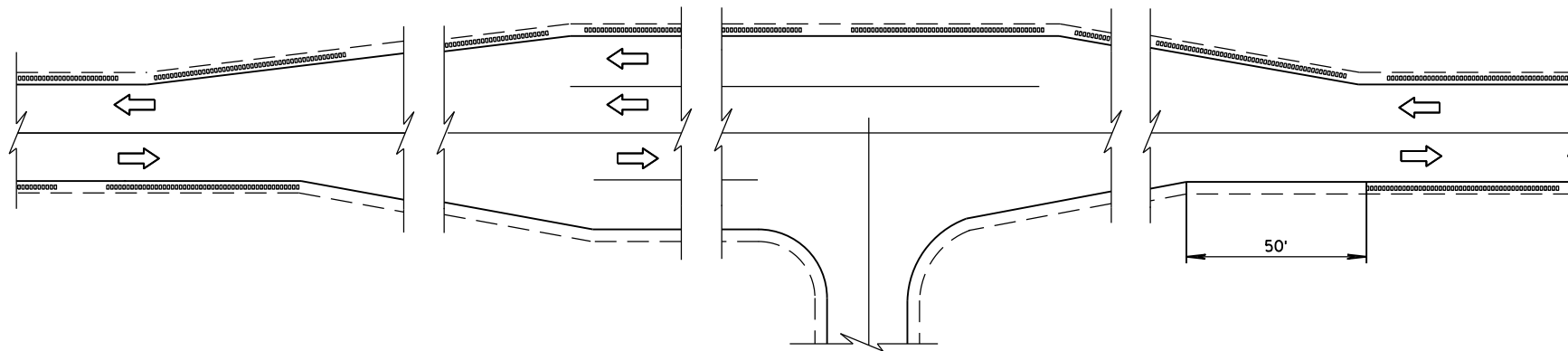
SHOULDER GROOVES AT DRIVEWAYS^①

2-LANE RURAL
SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN¹
DEPARTMENT OF TRANSPORTATION⁴⁴



SHOULDER GROOVES AT PASSING AND CLIMBING LANES



SHOULDER GROOVES AT BYPASS LANES

2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING			
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
APPROVED			
12/17/2012	/S/ Jerry H. Zogg	45	ENT
DATE	ROADWAY STANDARDS	ENGINEER	
FHWA			

GENERAL NOTES

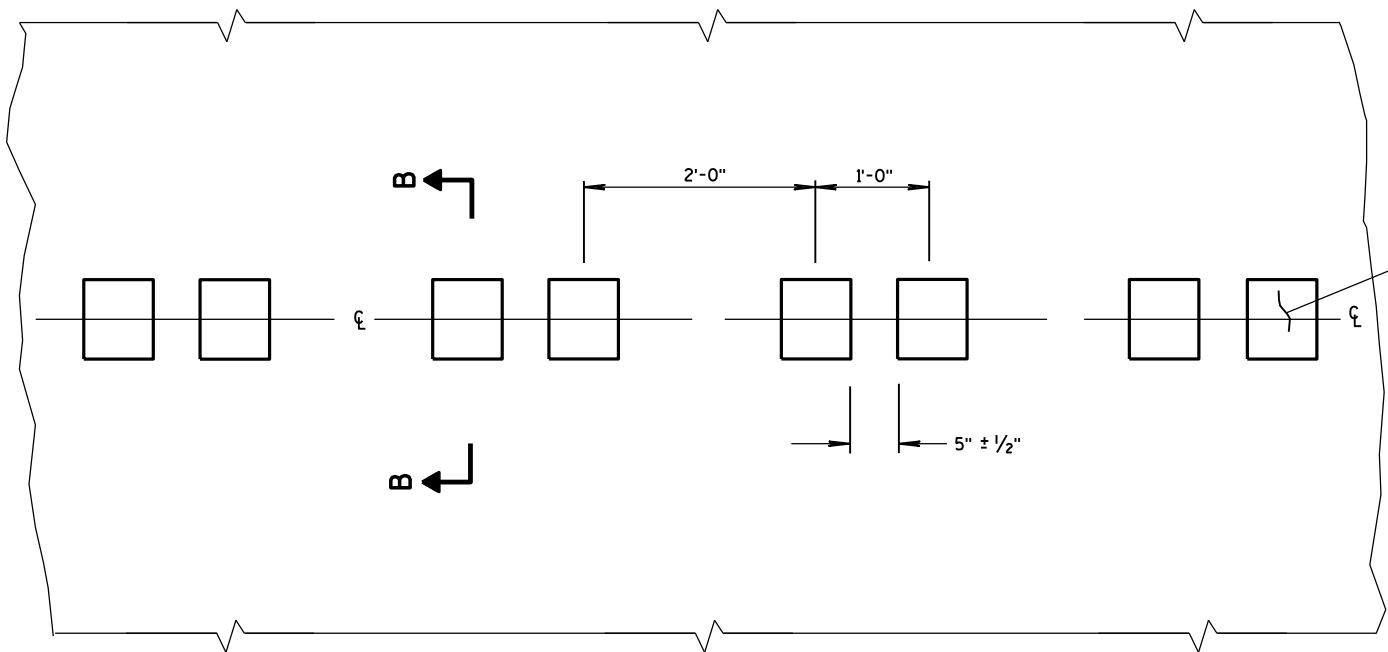
DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

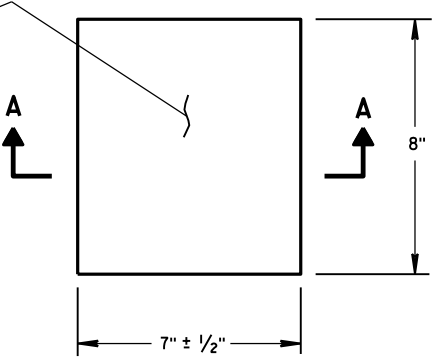
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

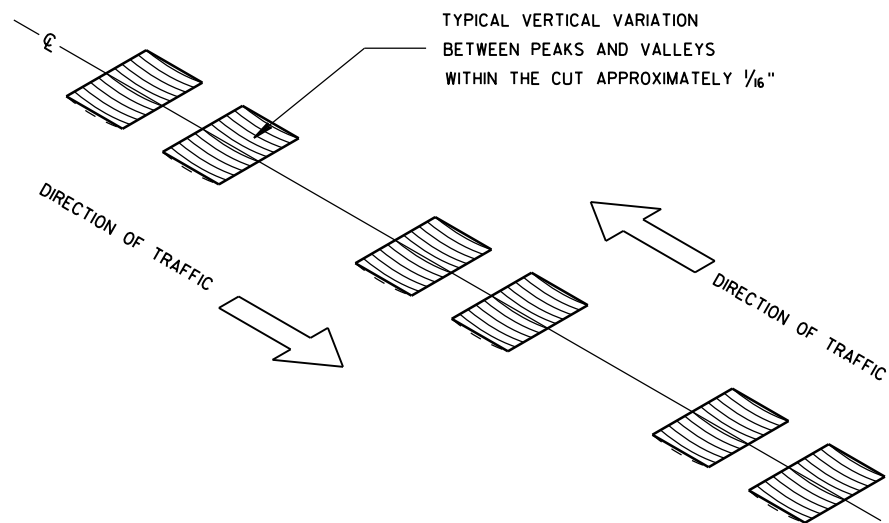
- ① CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.



PLAN VIEW
CENTER LINE WITH GROOVES

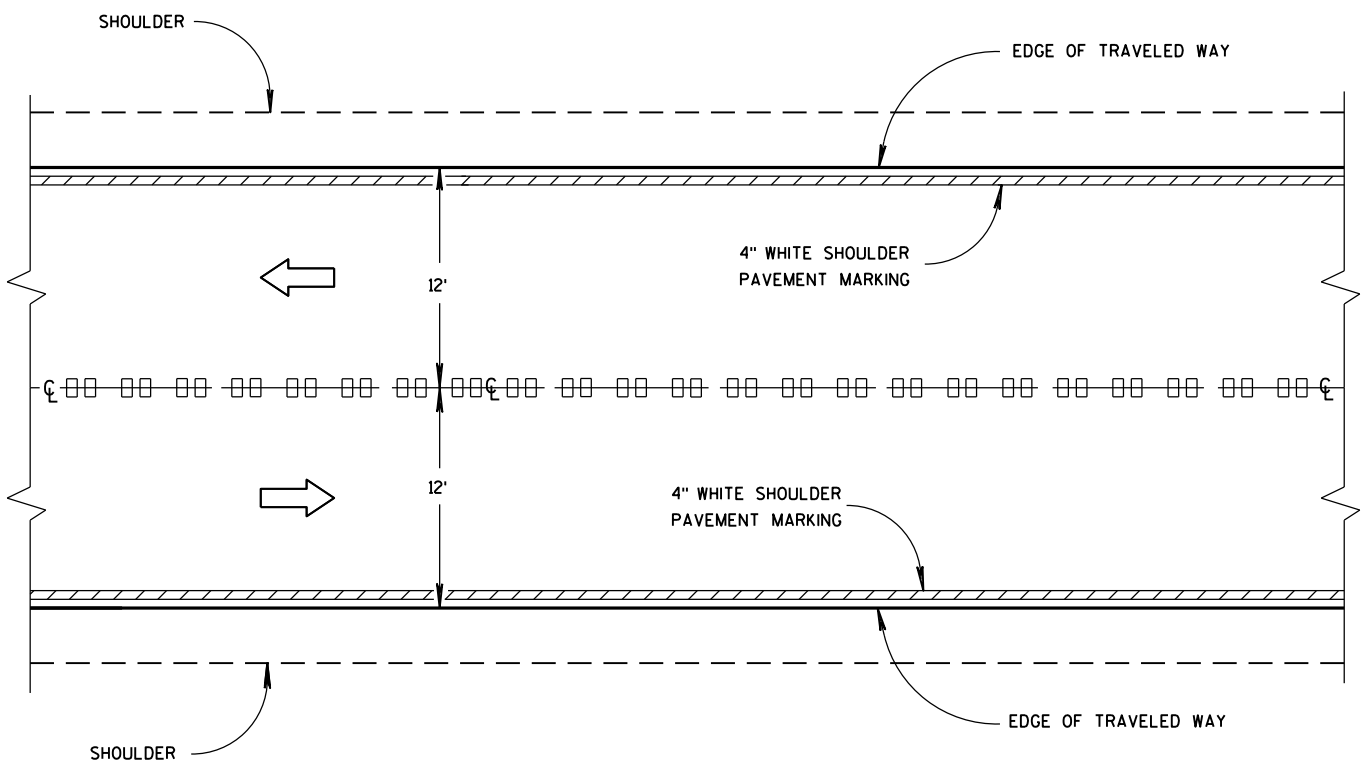


PLAN VIEW
(SINGLE GROOVE)

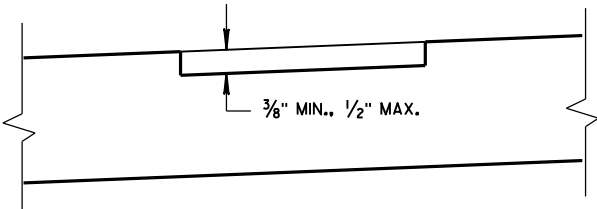


ISOMETRIC

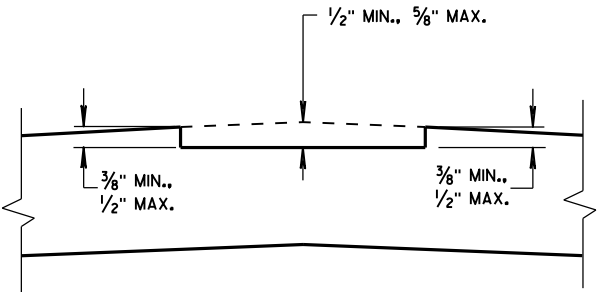
PLACEMENT DETAIL FOR MILLED RUMBLE STRIP



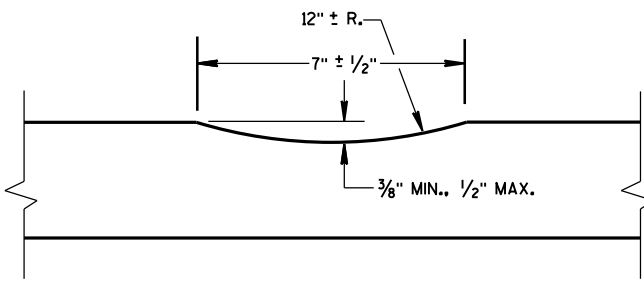
CENTER LINE GROOVES ON TWO-WAY ROADWAYS



SECTION B-B
SUPERELEVATED ROADWAY



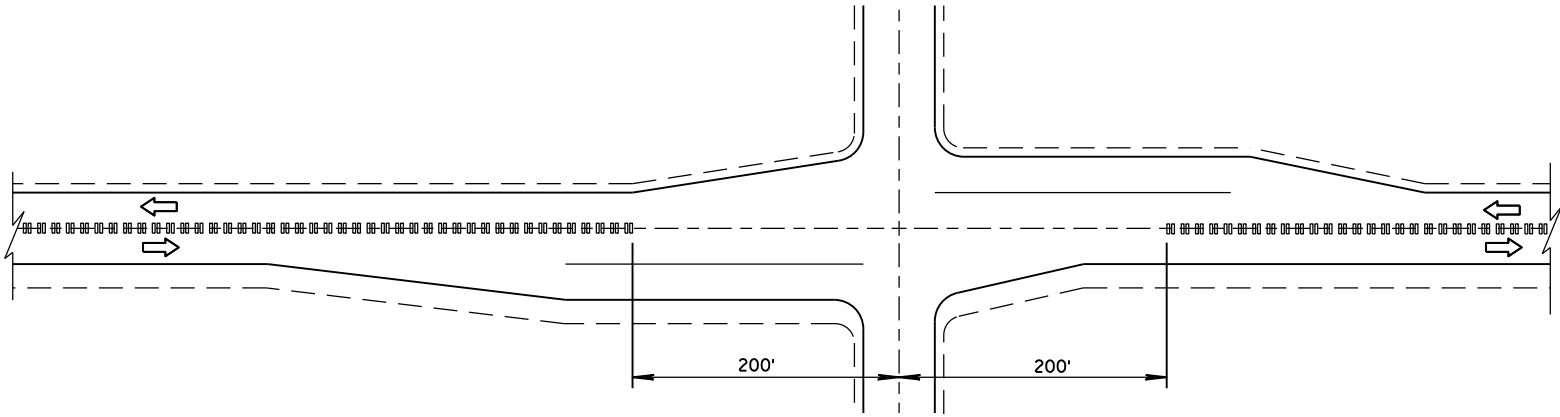
SECTION B-B
CROWNED ROADWAY



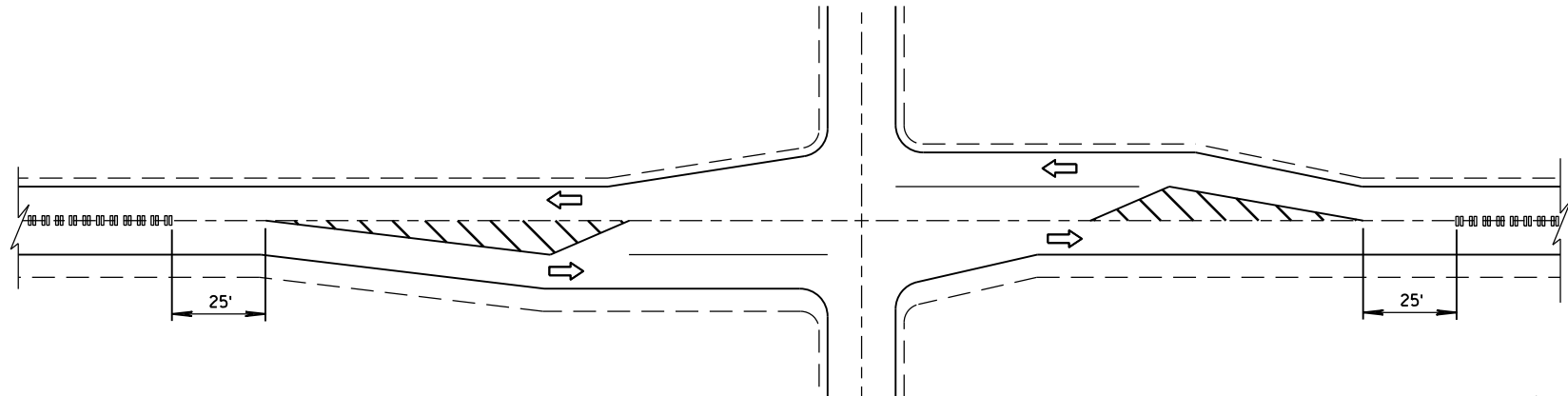
SECTION A-A

2-LANE RURAL
CENTER LINE RUMBLE STRIP,
MILLING

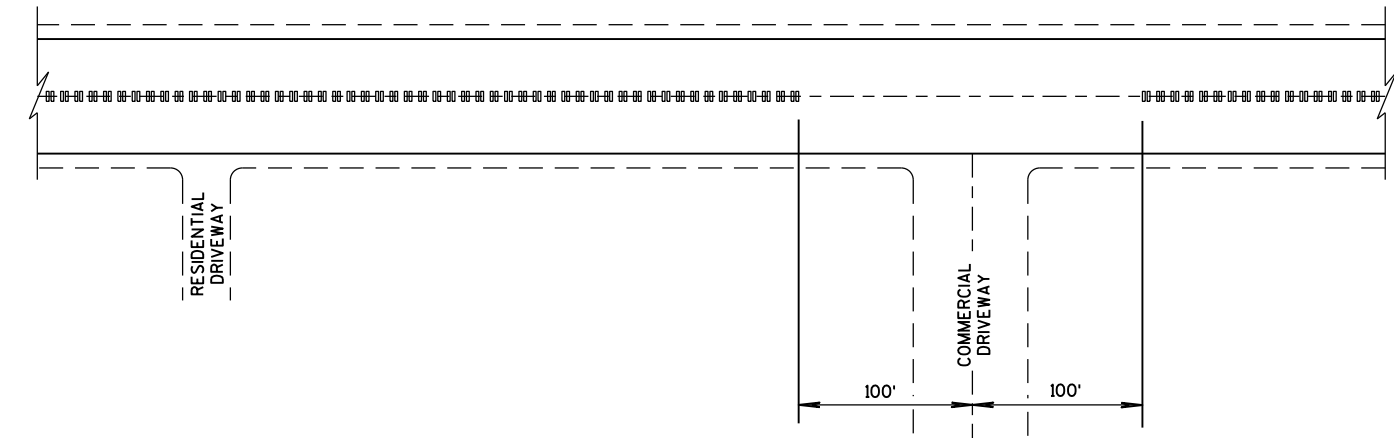
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CENTER LINE GROOVES AT INTERSECTIONS

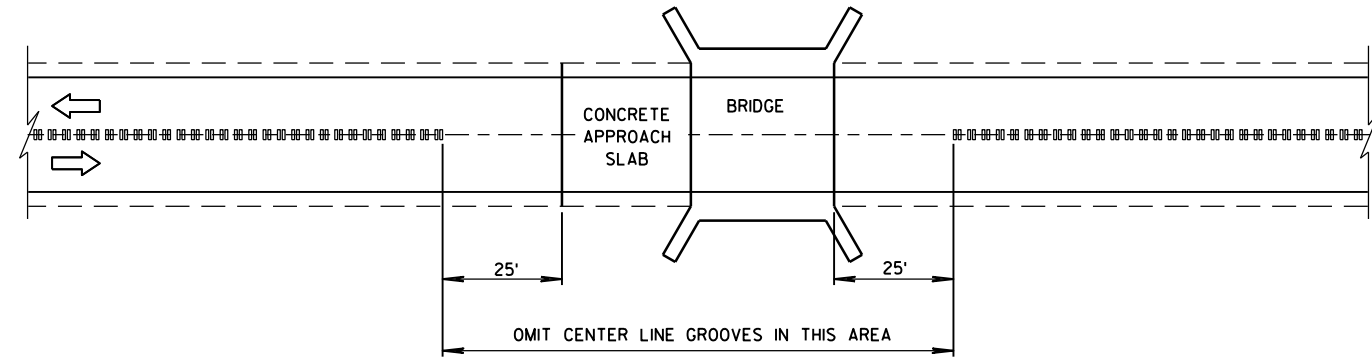


CENTER LINE GROOVES AT INTERSECTIONS
(WITH LEFT TURN LANES)

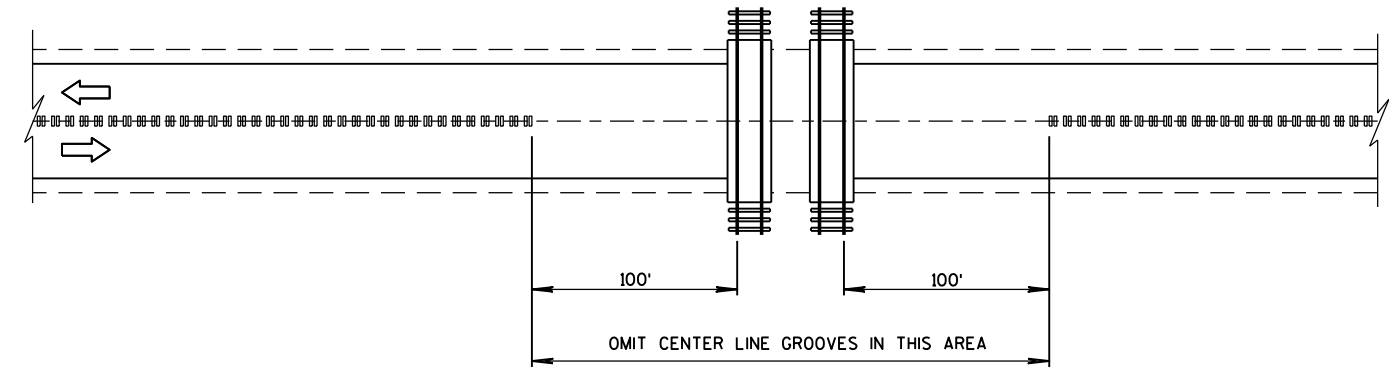


CENTER LINE GROOVES AT DRIVEWAYS^①

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

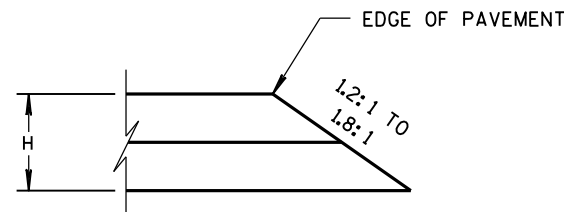


CENTER LINE GROOVES AT BRIDGES

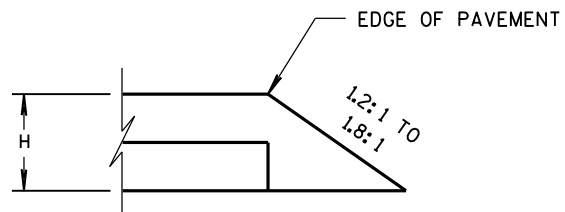


CENTER LINE GROOVES AT RAILROADS

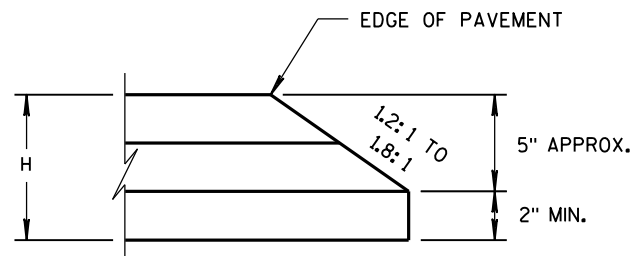
2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED DATE 5/15/2013	/S/ Jerry H. Zoog ROADWAY STANDARDS ENGINEER 47 NT
FHWA	



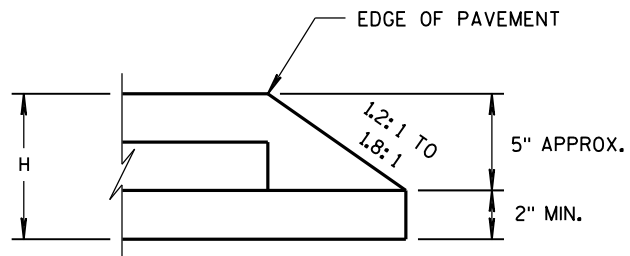
CONSTRUCTED WITH FINAL TWO LAYERS
FOR H 5" OR LESS



CONSTRUCTED WITH FINAL LAYER
FOR H 5" OR LESS

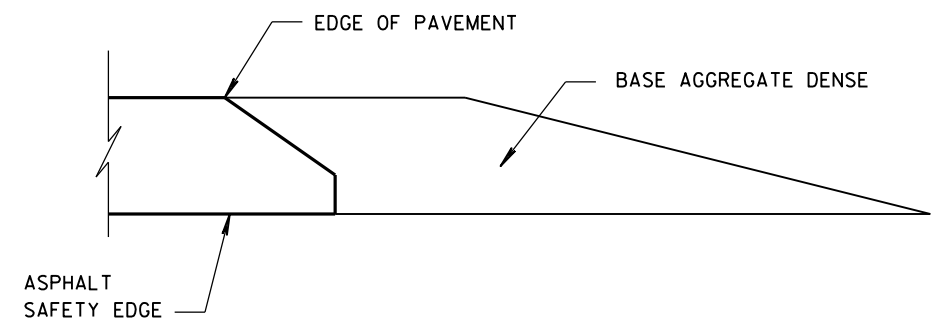


CONSTRUCTED WITH FINAL TWO LAYERS
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER
FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

SAFETY EDGE_{SM}

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

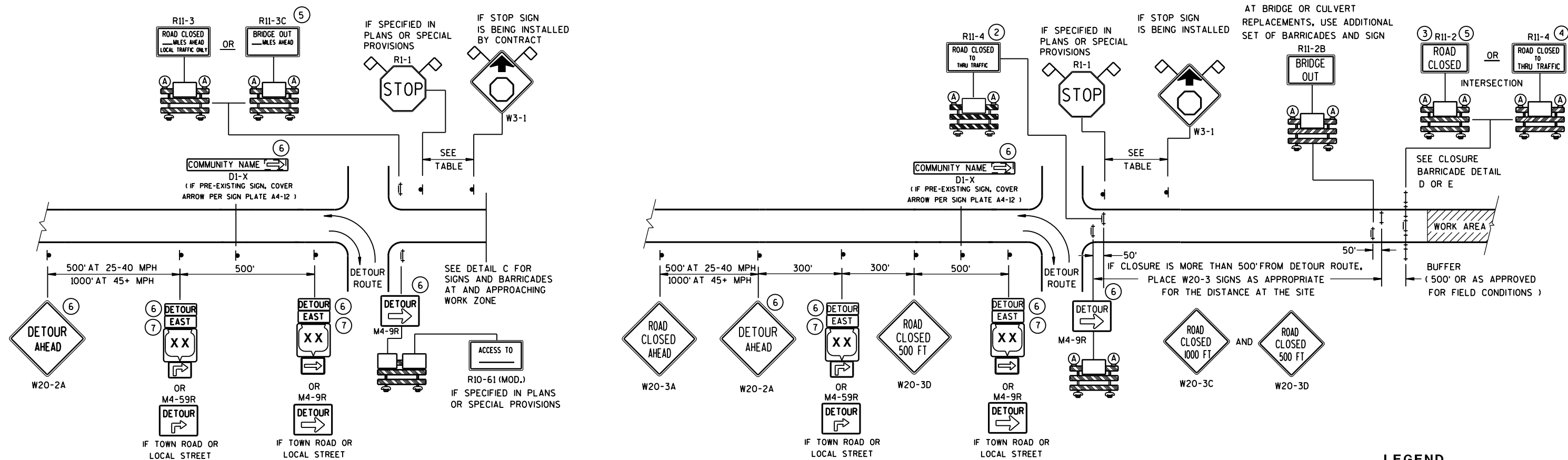
11/30/2012
DATE

FHWA

/s/ Jerry H. Zoaga
ROADWAY STANDARDS
ENGINEER

48

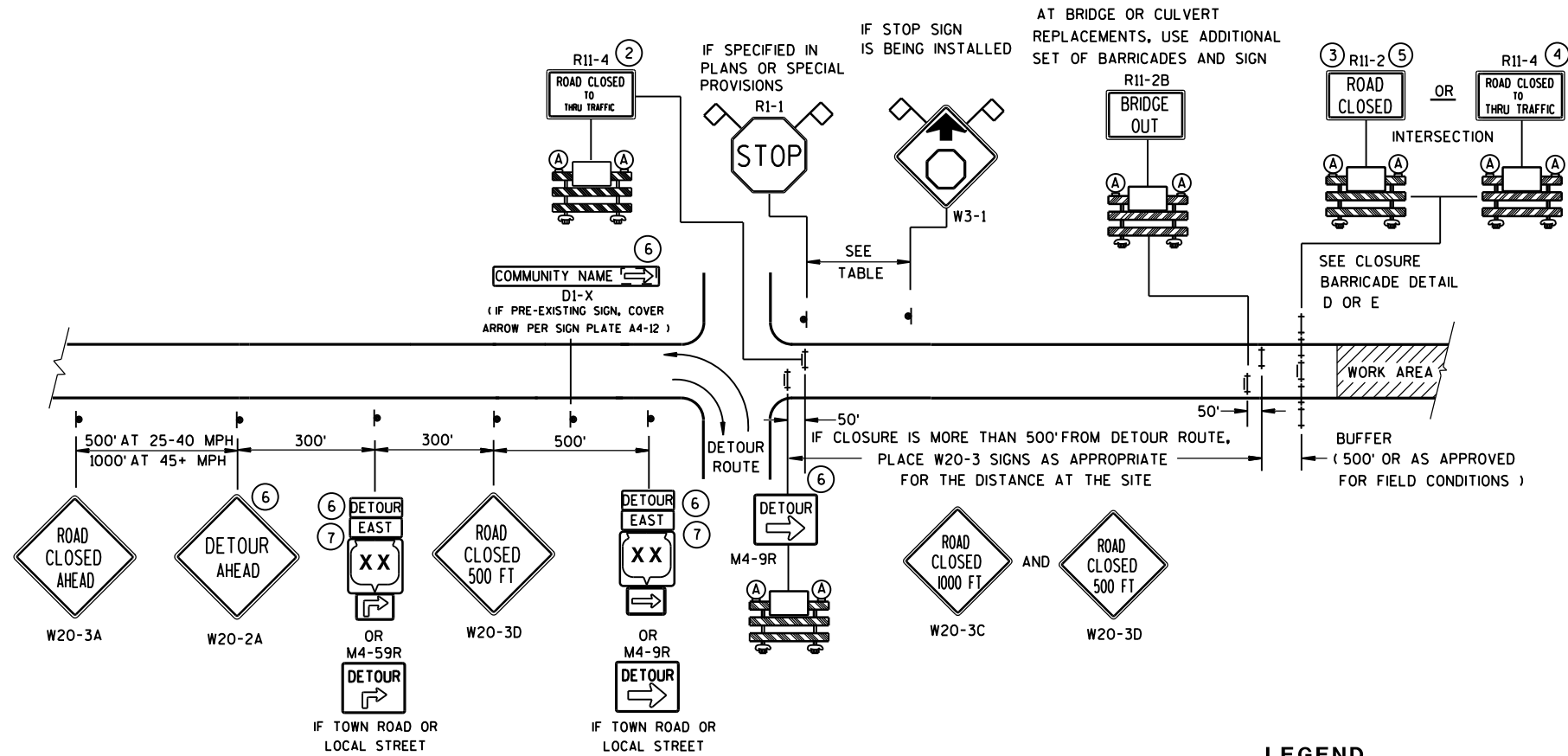
INT



DETAIL A

MAINLINE CLOSURE WITH POSTED DETOUR

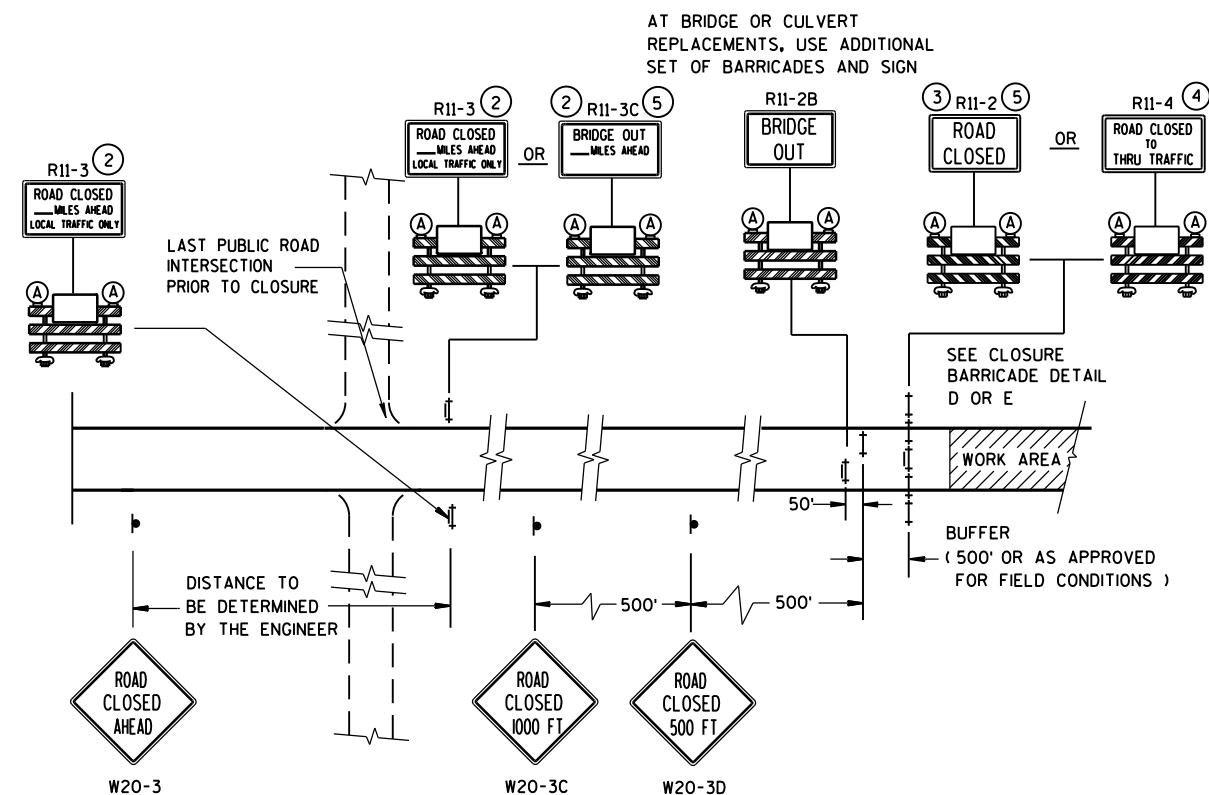
WORK ZONE GREATER THAN 1/2 MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B

MAINLINE CLOSURE WITH POSTED DETOUR

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



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

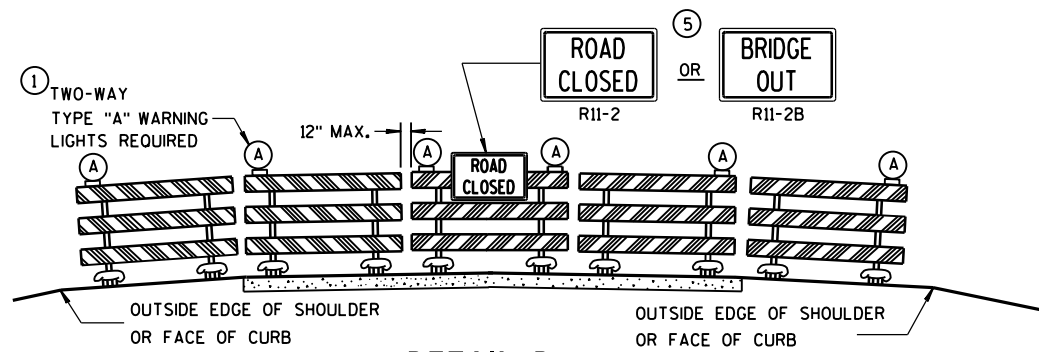
- # LEGEND
-  SIGN ON PERMANENT SUPPORT
-  TYPE III BARRICADE
-  TYPE III BARRICADE WITH ATTACHED SIGN
-  TYPE "A" WARNING LIGHT (FLASHING)
-  WORK AREA
-  M4-8
-  M3-X
-  M1-4
-  M1-5A
-  M1-6
-  M05-1
-  M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

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

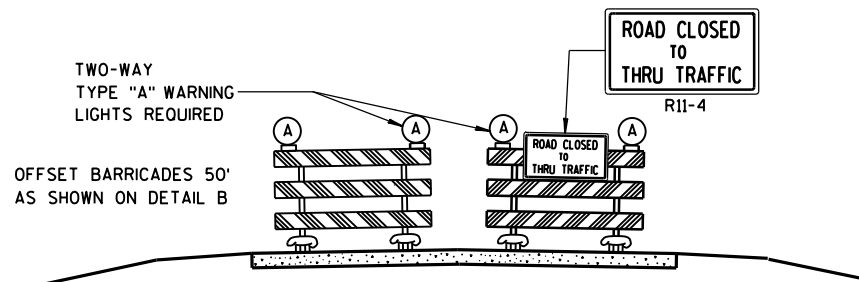
BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Sept. 2015 /S/ Peter Amakobe Atepe
DATE STATEWIDE WORK ZO 49 FIC
FHWA SAFETY ENGINEER



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.)

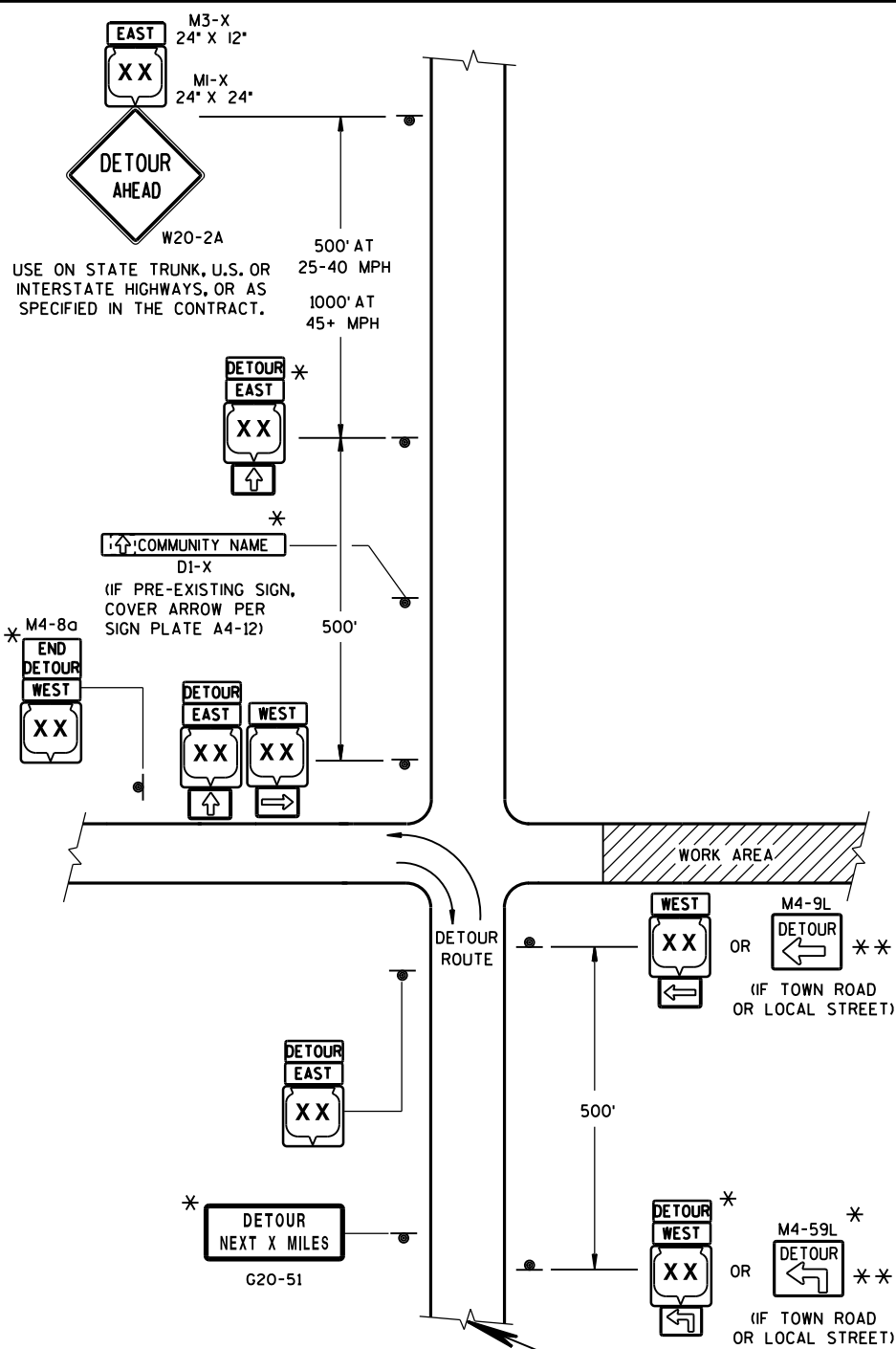
M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)

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 Amokobe Atepe STATEWIDE WORK ZONE SAFETY ENGINEER	50	FIC
FHWA			



LEGEND

● SIGN ON PERMANENT SUPPORT

▨ WORK AREA

DETOUR EAST M4-8 M3-X

XX OR COUNTY XX OR XX MI-4 MI-5A MI-6

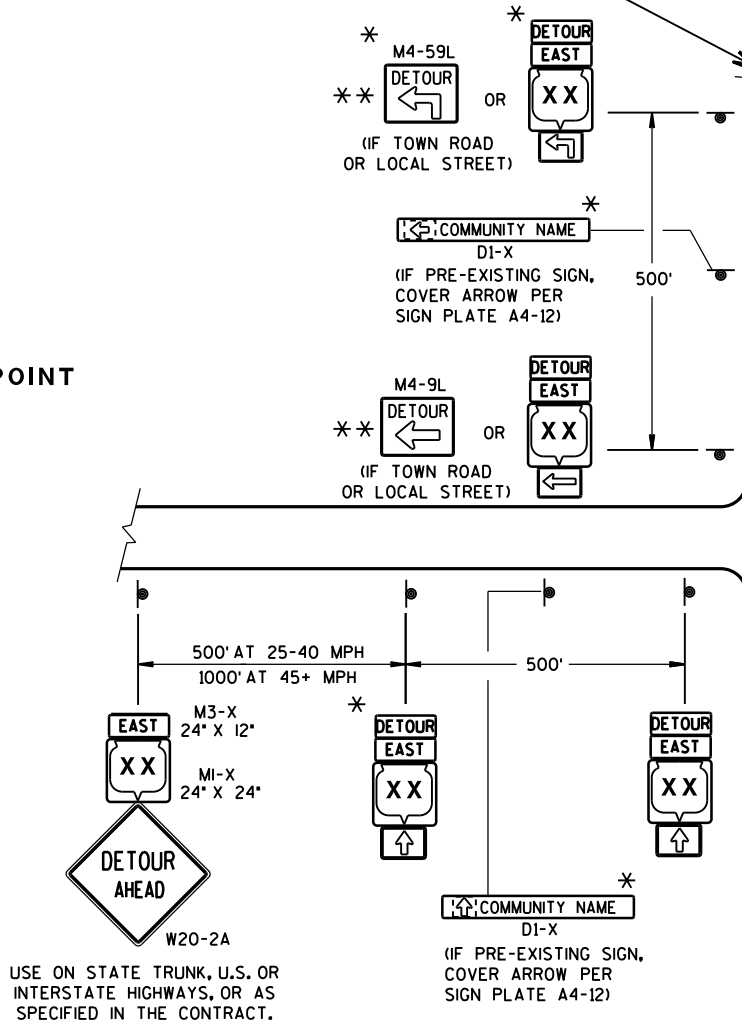
OR OR OR M05-1 M06-1 M06-1

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

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

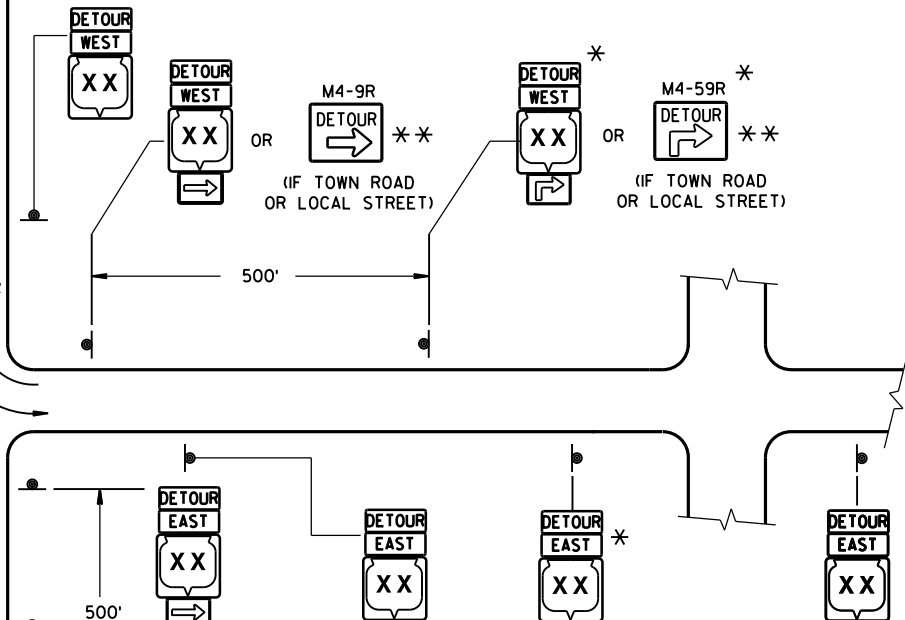
MATCH POINT

DETAIL F
DETOUR SIGNING



GENERAL NOTES

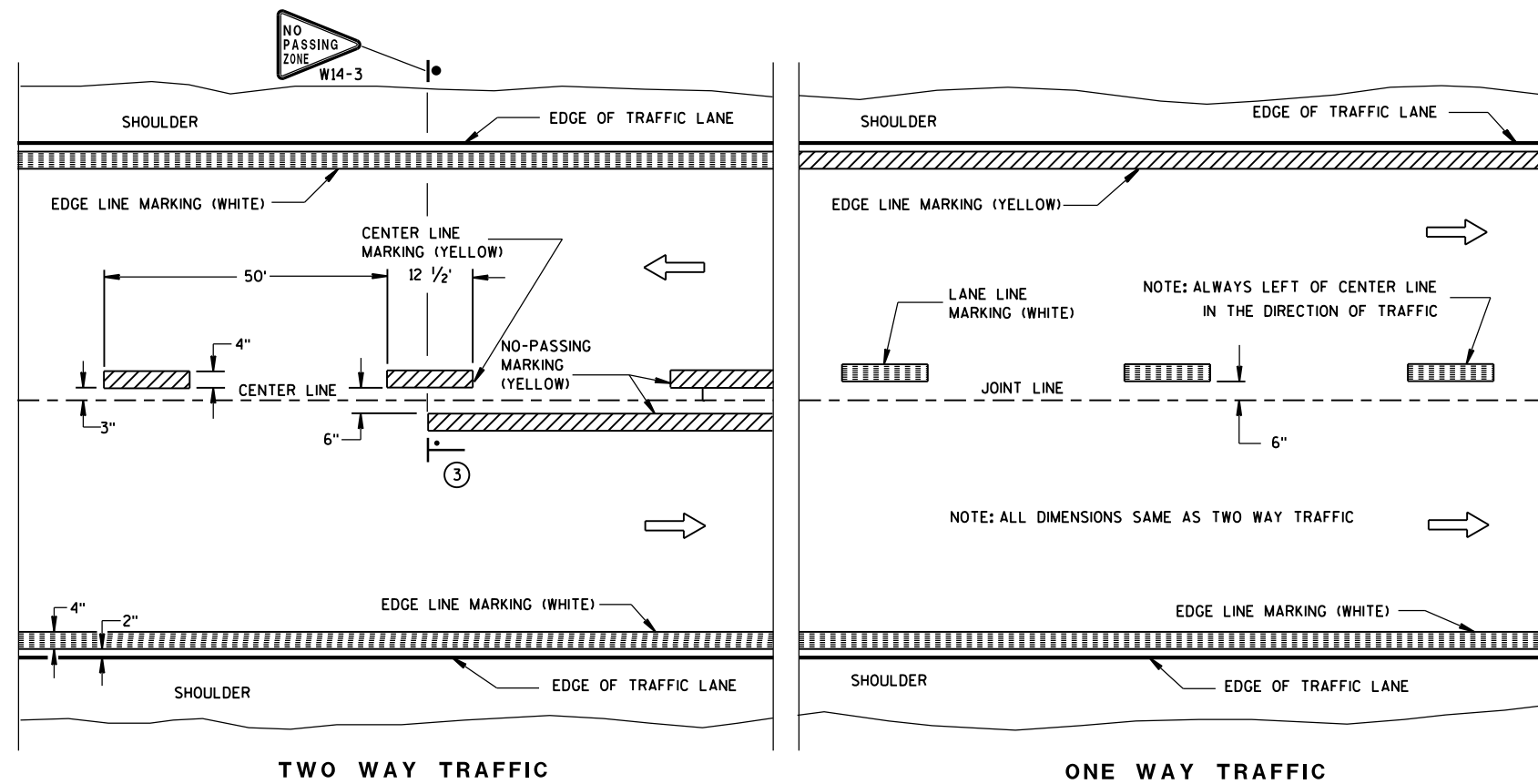
- THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS, MODIFY EXISTING SIGNS WHERE POSSIBLE.
- THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.
- ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE", SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
- SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.
- "MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- SIGN SIZES SHALL BE AS FOLLOWS:
- M3-X 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.)
 - M4-9 SHALL BE 30" X 24".
 - M4-8a SHALL BE 24" X 18".
 - G20-51 SHALL BE 60" X 24".
 - W20-2 SHALL BE 48" X 48".
 - D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- * OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.
- ** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



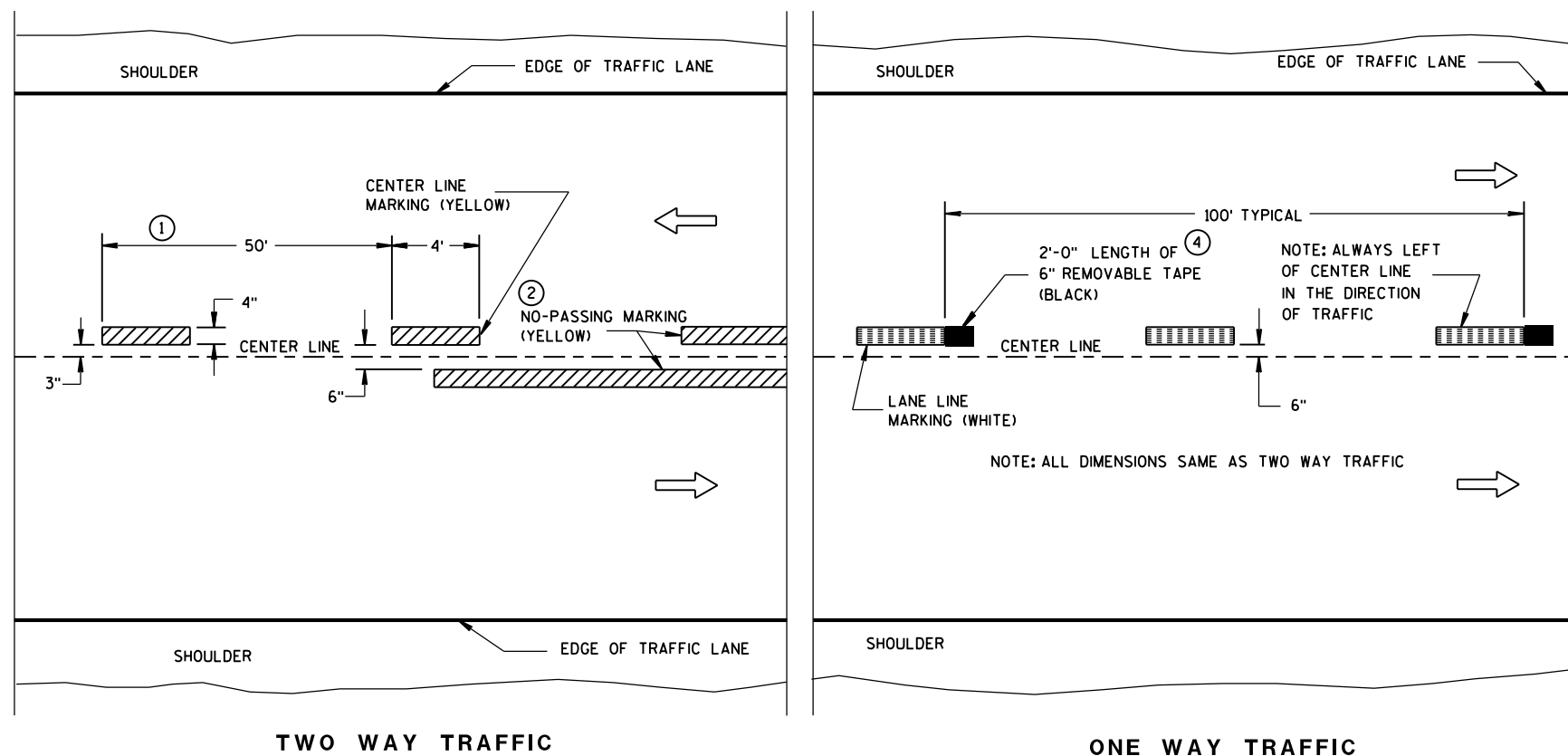
DETOUR SIGNING FOR
MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



PERMANENT PAVEMENT MARKING



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

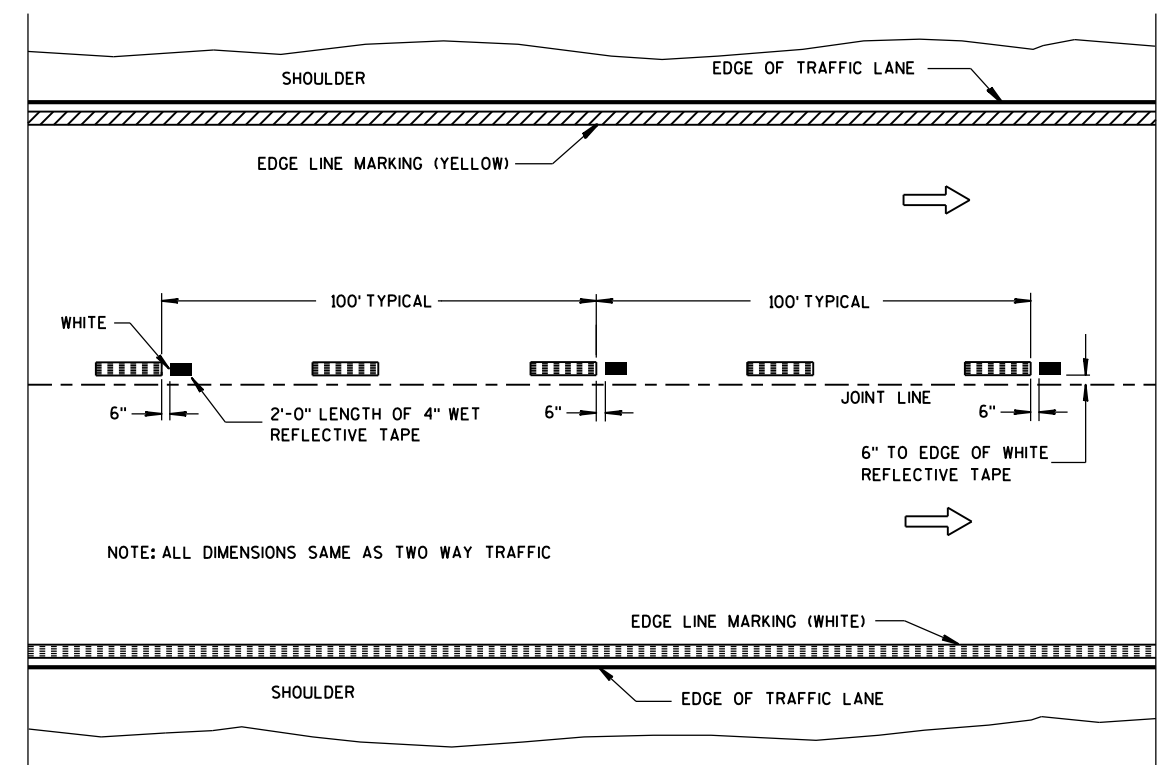
GENERAL NOTES

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

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

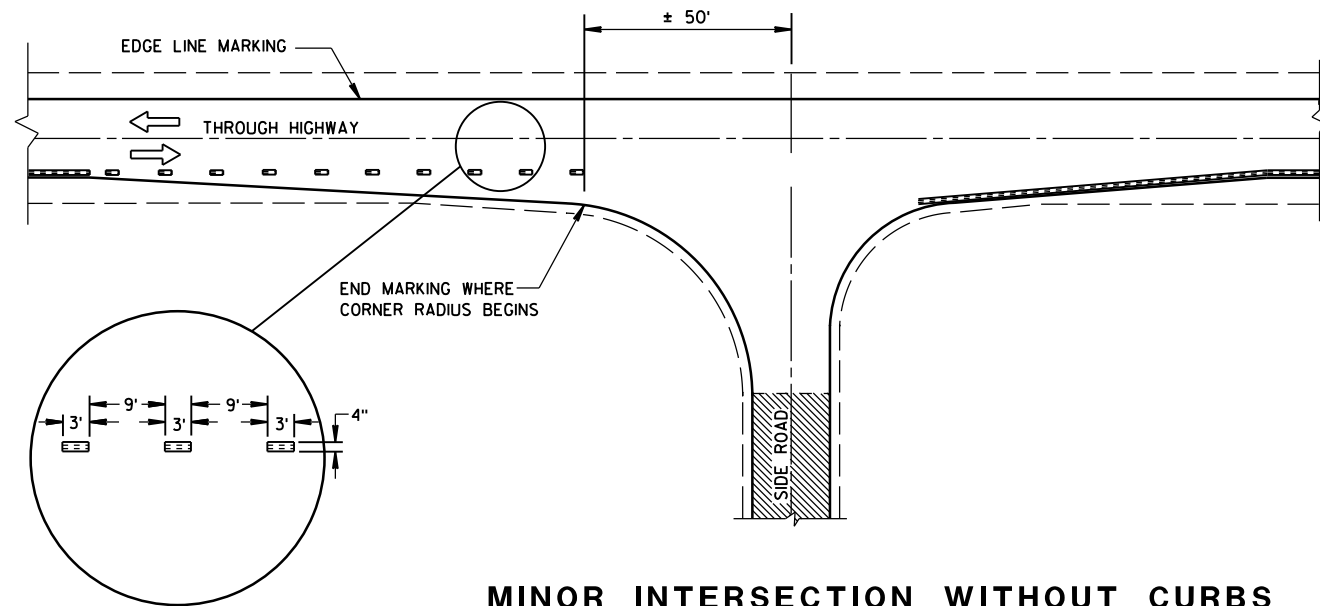
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-13-2013
DATE

/S/ Travis Feltes
STATE TRAFFIC E 52

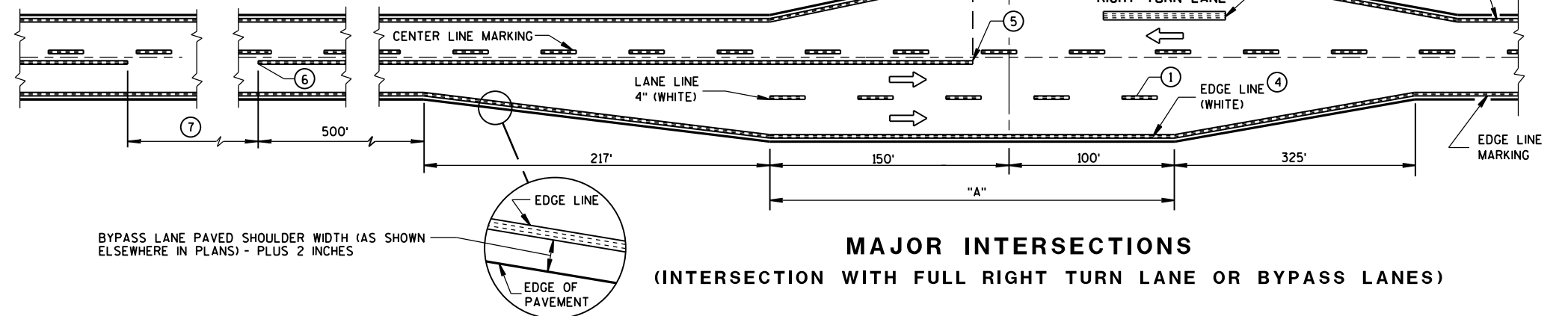
FHWA



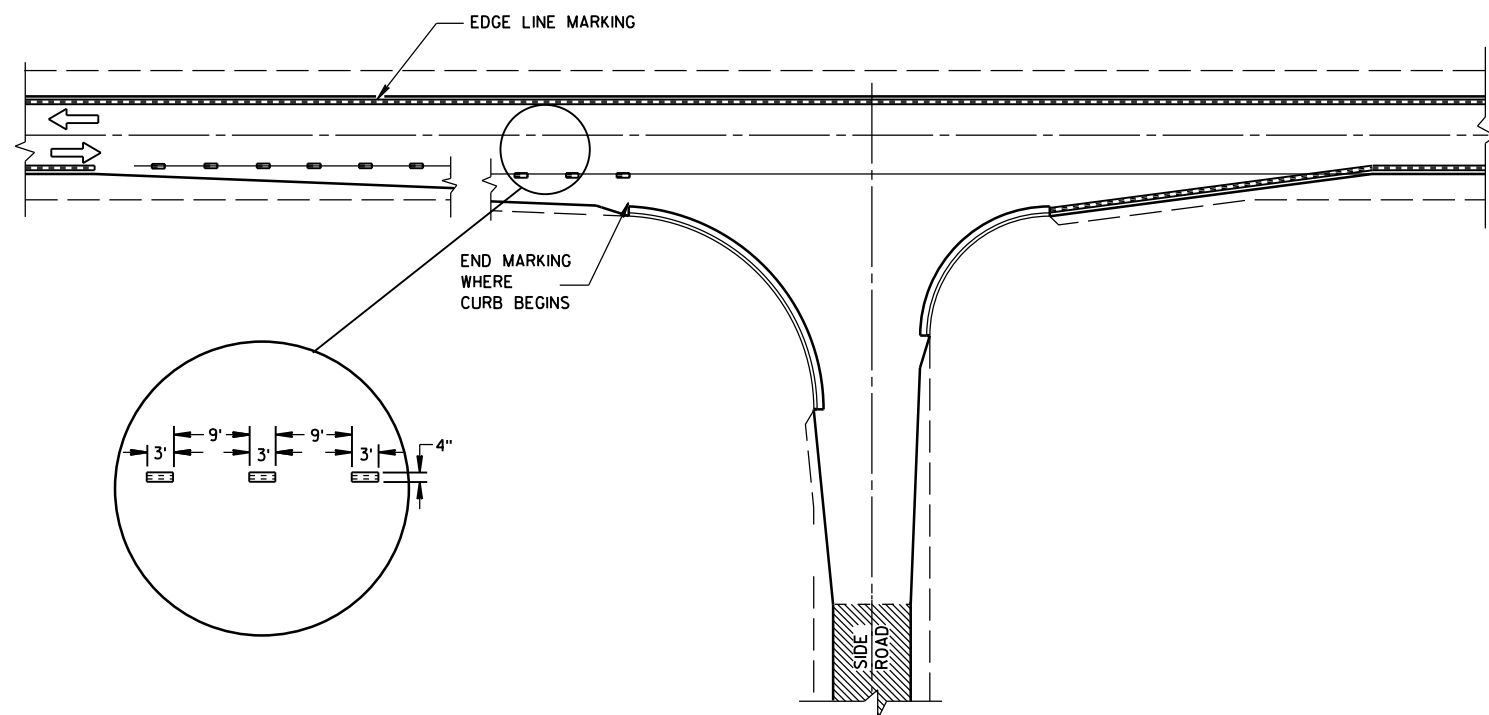
MINOR INTERSECTION WITHOUT CURBS

⑦

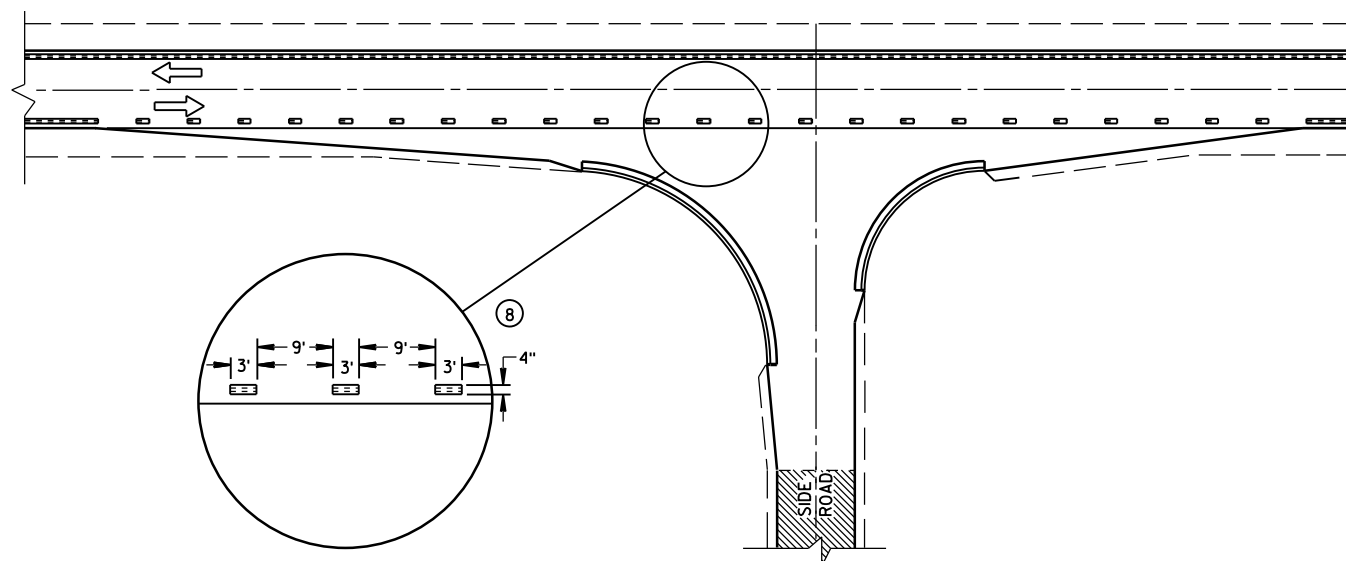
POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792



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



MINOR INTERSECTION WITH CURBS
(TYPICAL MARKING)



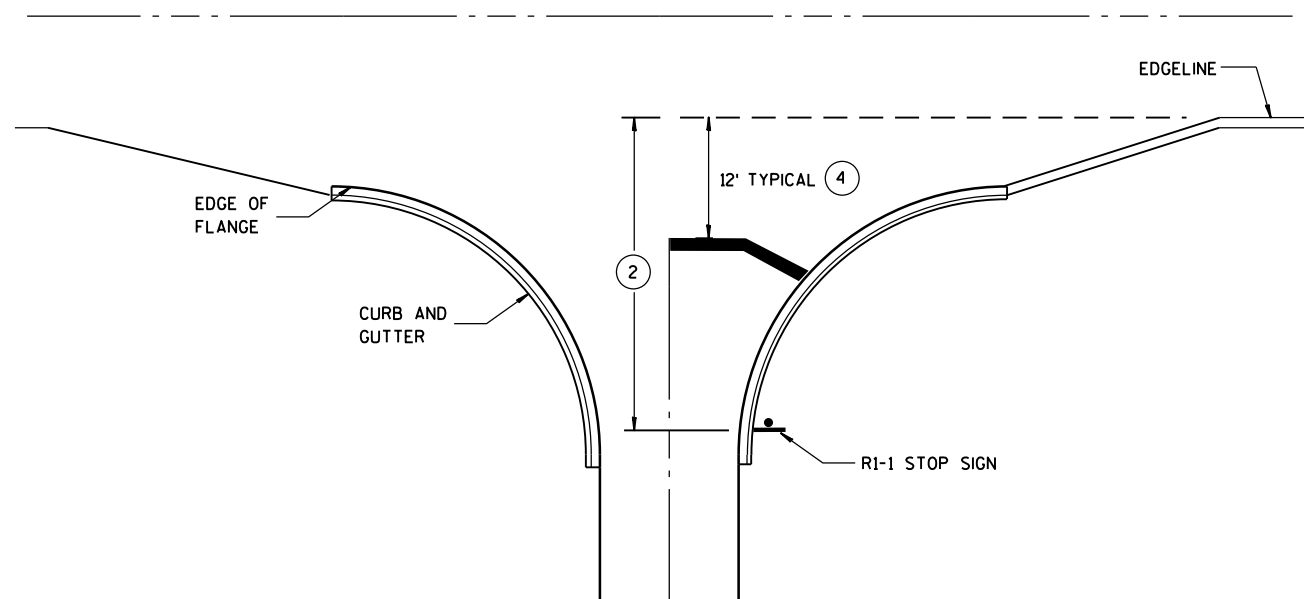
MINOR INTERSECTION WITH CURBS
③ (FOR SPECIAL CONDITIONS AS SPECIFIED)

GENERAL NOTES

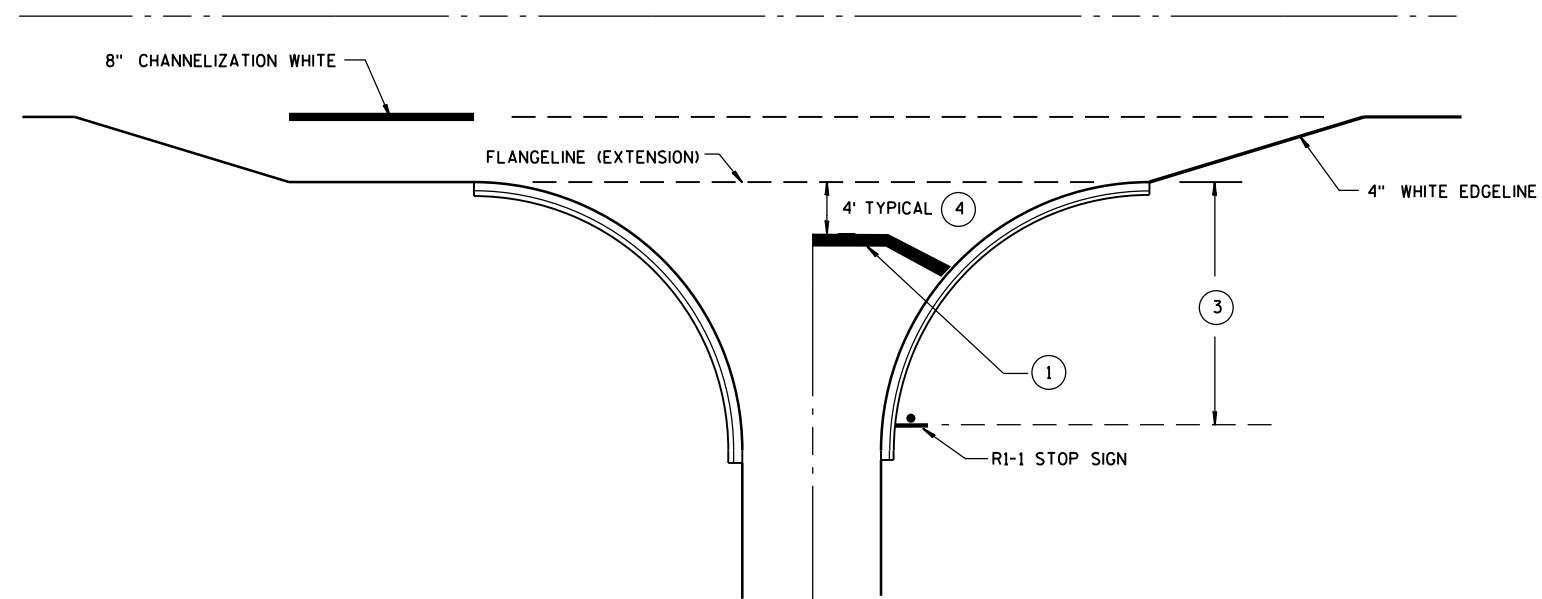
- EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.
- ① WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
 - ② WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
 - ③ ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE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

PAVEMENT MARKING
(INTERSECTIONS)

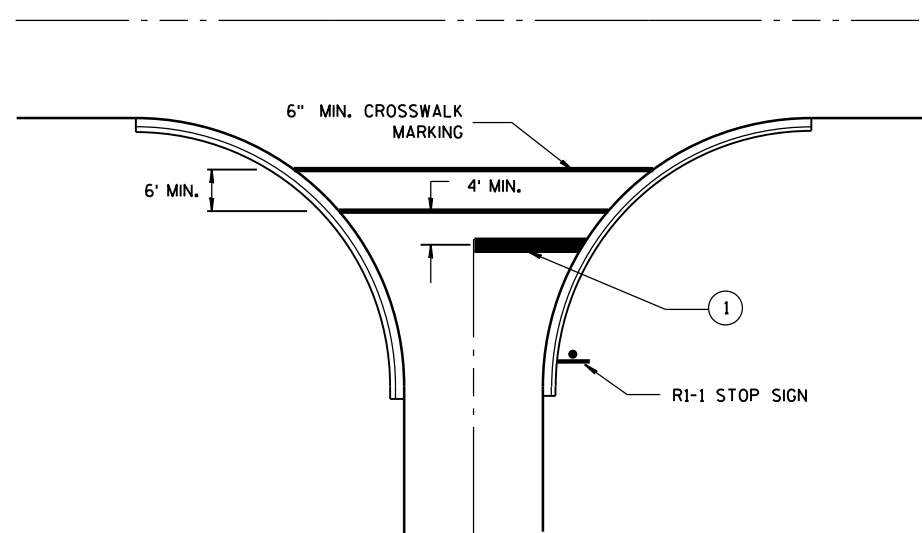
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



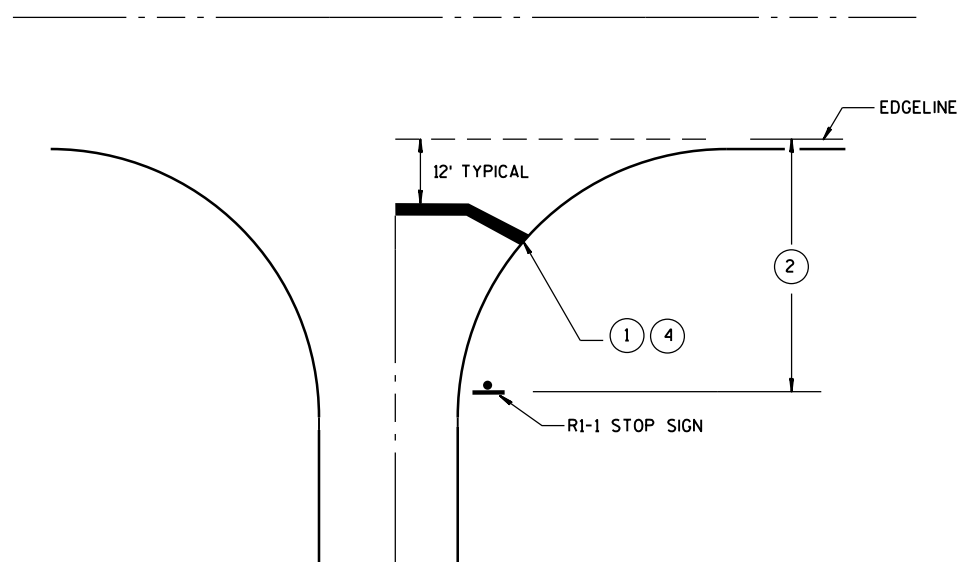
**TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER**



**TYPICAL STOP LINE PAVEMENT MARKING
FOR SIDEROADS WITH RIGHT TURN LANE**



**TYPICAL STOP LINE PAVEMENT MARKING
FOR SIDEROADS WITH CROSSWALK MARKING**



**TYPICAL STOP LINE PAVEMENT MARKING
WITHOUT CURB AND GUTTER**

GENERAL NOTES

- ① 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- ② IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGE LINE THAN NO STOP LINE IS REQUIRED.
- ③ IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.
- ④ MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES. (NO CLOSER THAN 4 FEET).

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

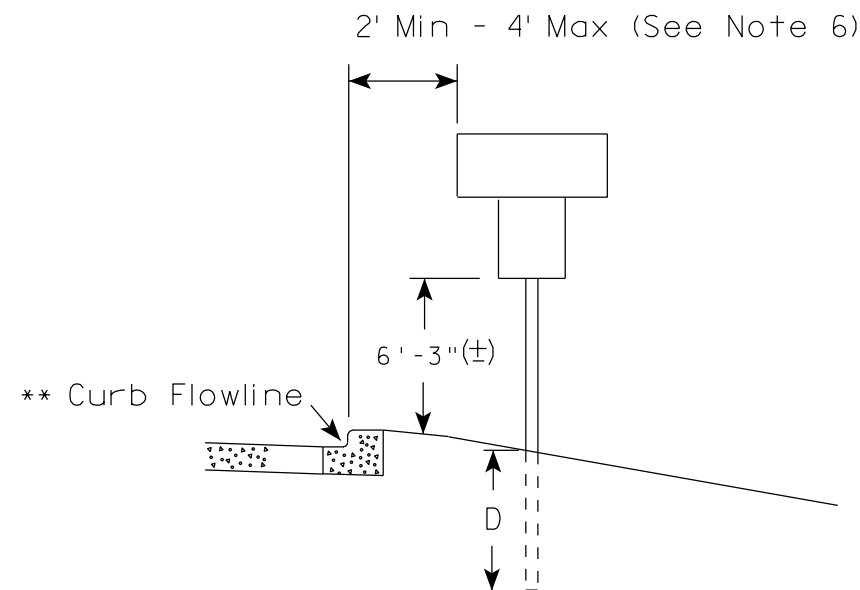
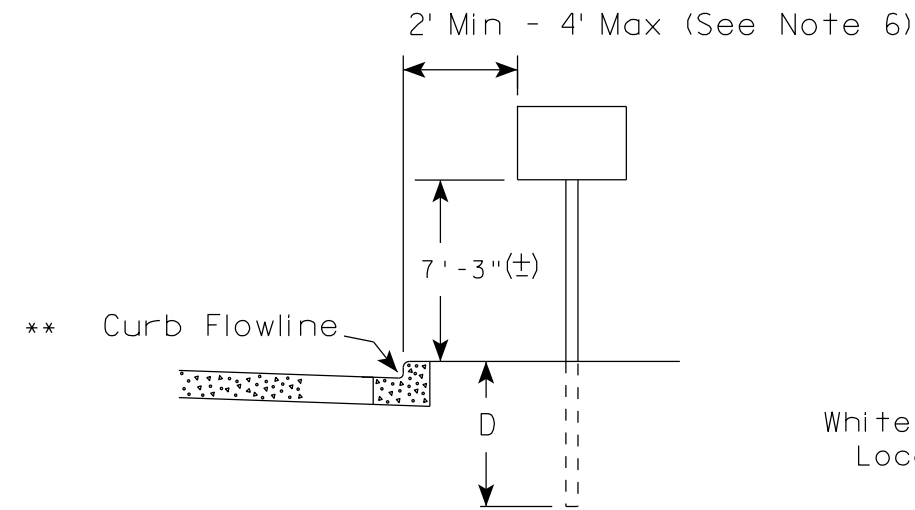
4-18-2016
DATE

FHWA

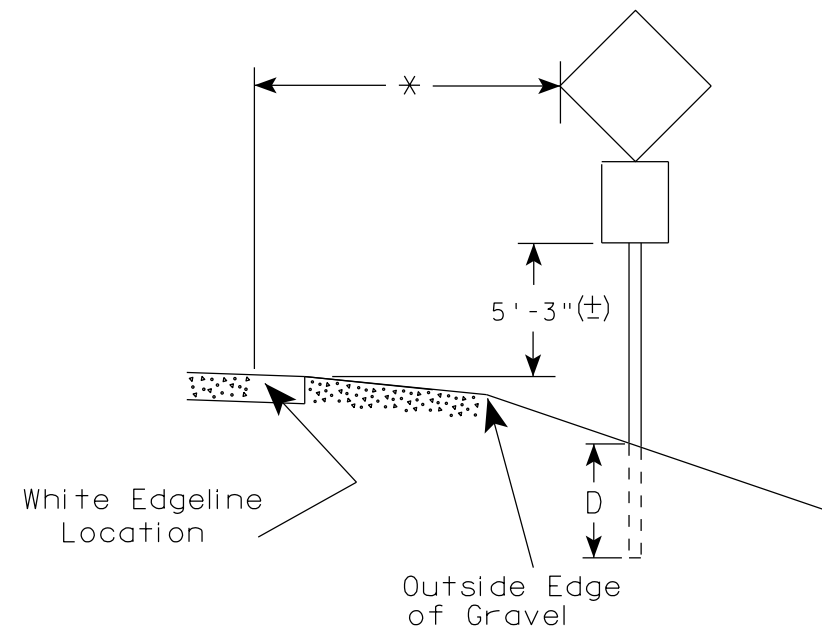
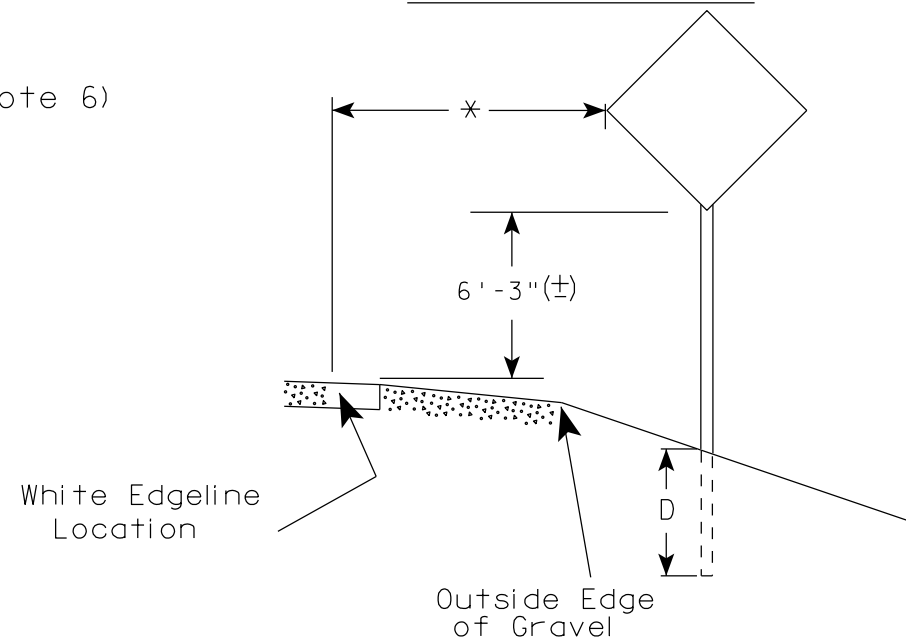
/S/ Matthew R. Rauch
STATE SIGNING AND MAR 54

JEER

URBAN AREA



RURAL AREA (See Note 2)



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 directed by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

POST EMBEDMENT DEPTH

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

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

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

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

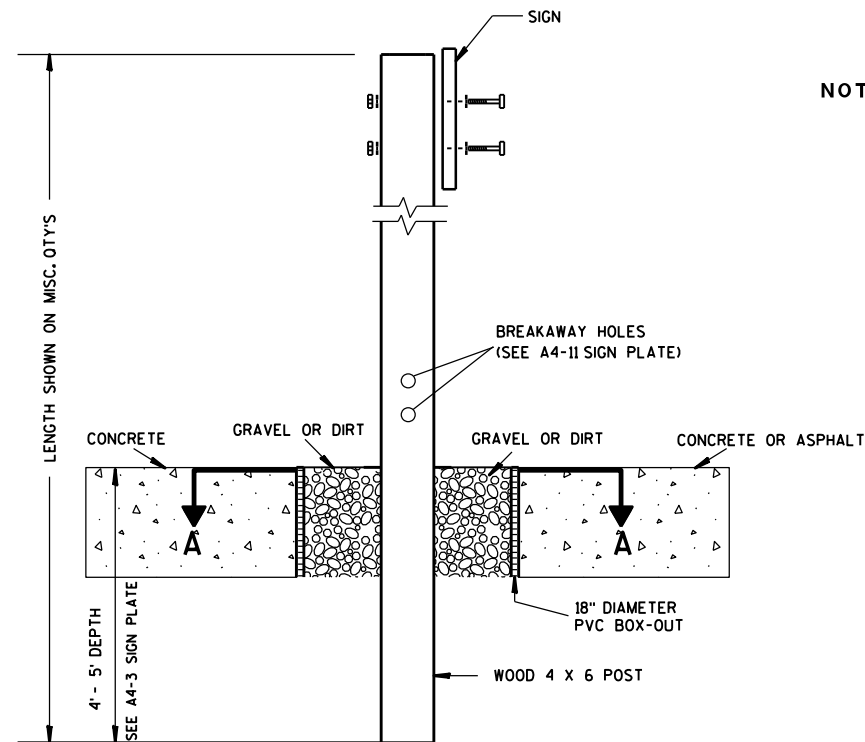
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

55

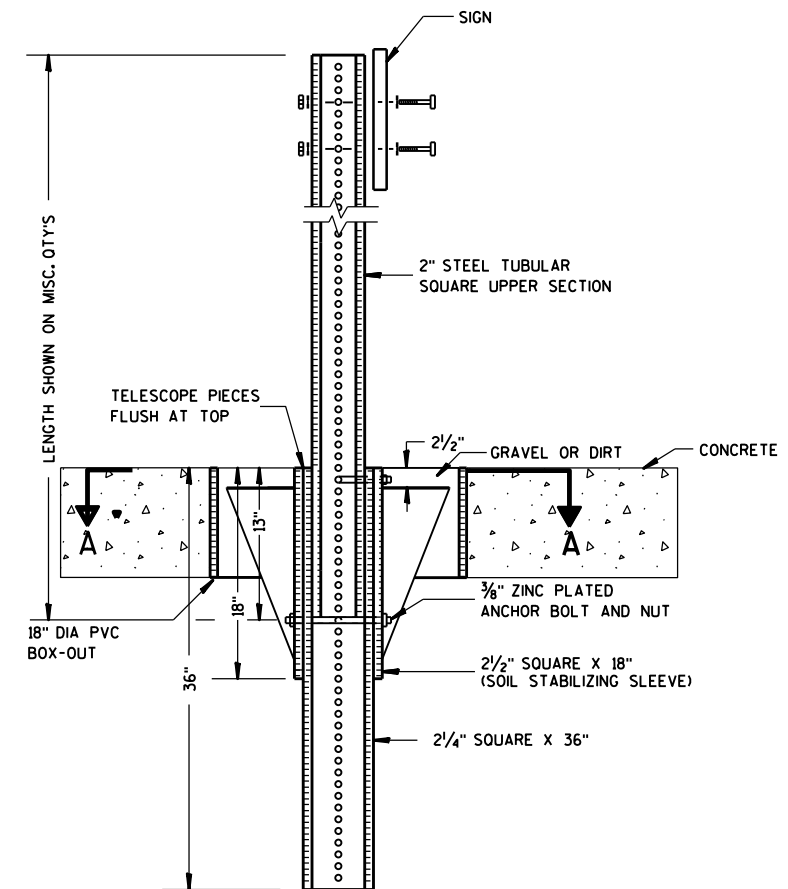
PROJECT NO: HWY: COUNTY: SHEET NO: E



ELEVATION VIEW

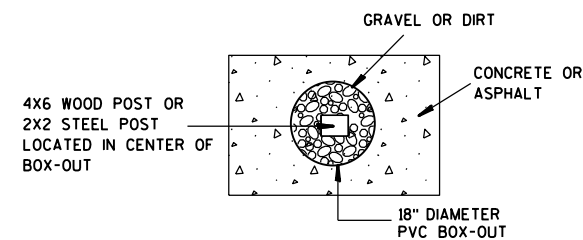
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

- 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 PLAT 56 A4-3B.1

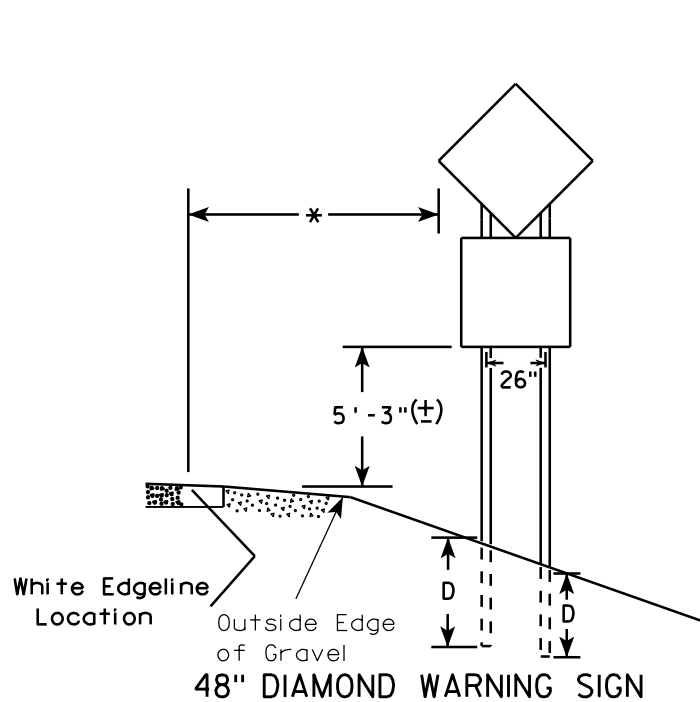
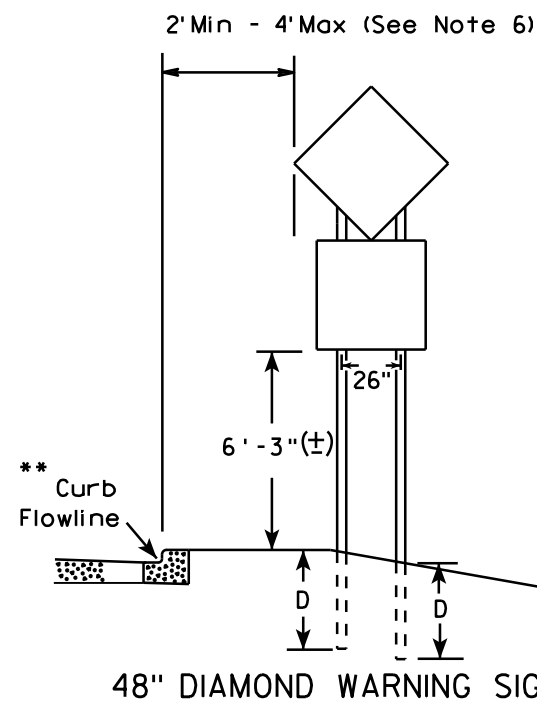
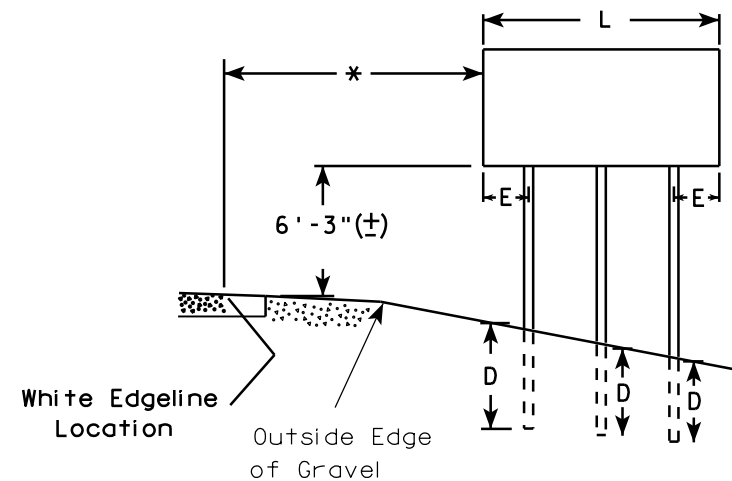
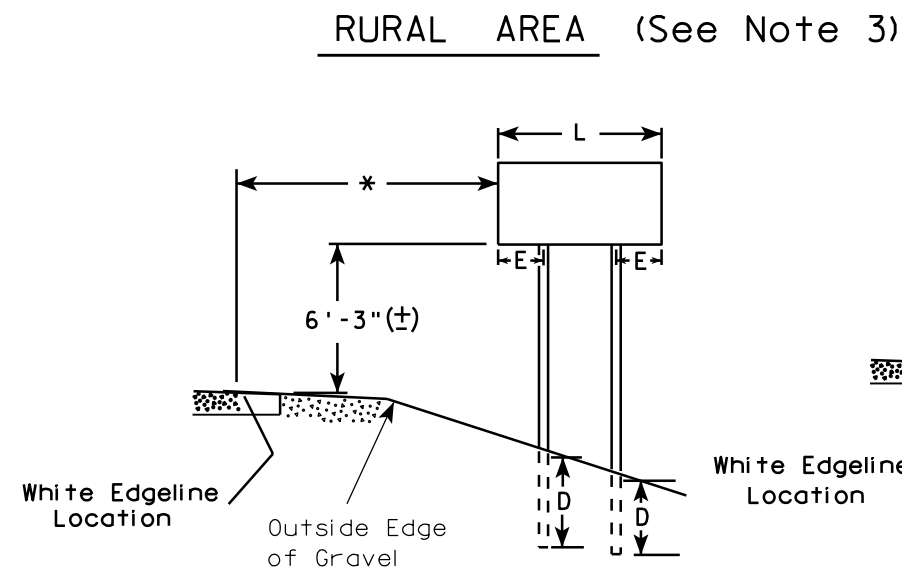
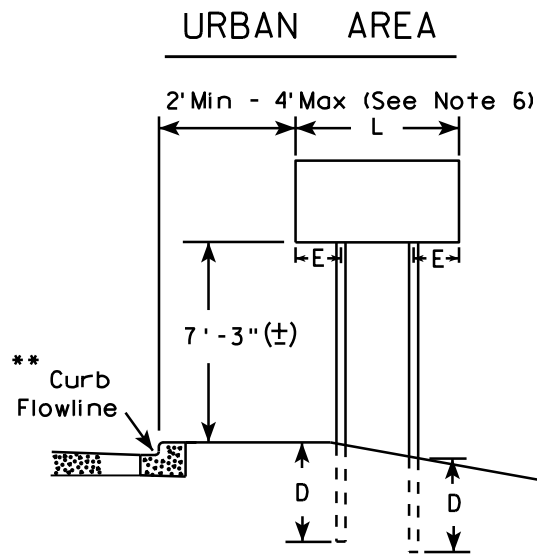
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



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

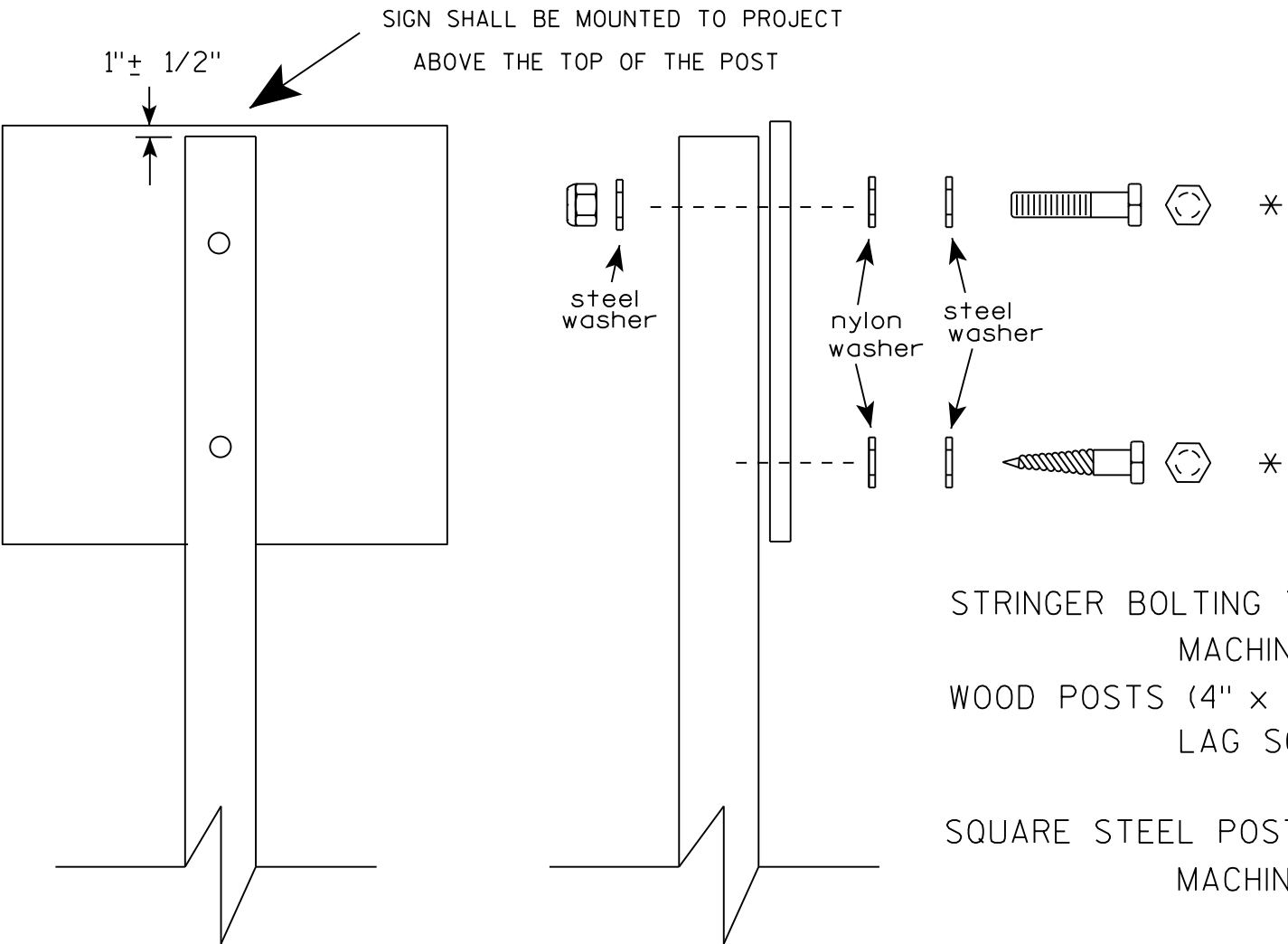
Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

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. 14



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 - $\frac{5}{16}$ " X 1-3/4" Length w/ lock nuts
- WOOD POSTS (4" x 4" or 4" x 6")
- LAG SCREWS - $\frac{3}{8}$ " X 3" (NO STRINGERS ON BACK OF SIGN)
 - $\frac{3}{8}$ " X 4" (STRINGERS ON BACK OF SIGN)
- SQUARE STEEL POSTS (2" x 2")
- MACHINE BOLTS - $\frac{3}{8}$ " X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
 - $\frac{3}{8}$ " X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)
- RIVETS - $\frac{9}{32}$ " (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 $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ " STEEL
 - 1-1/4" O.D. X $\frac{3}{8}$ " 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.

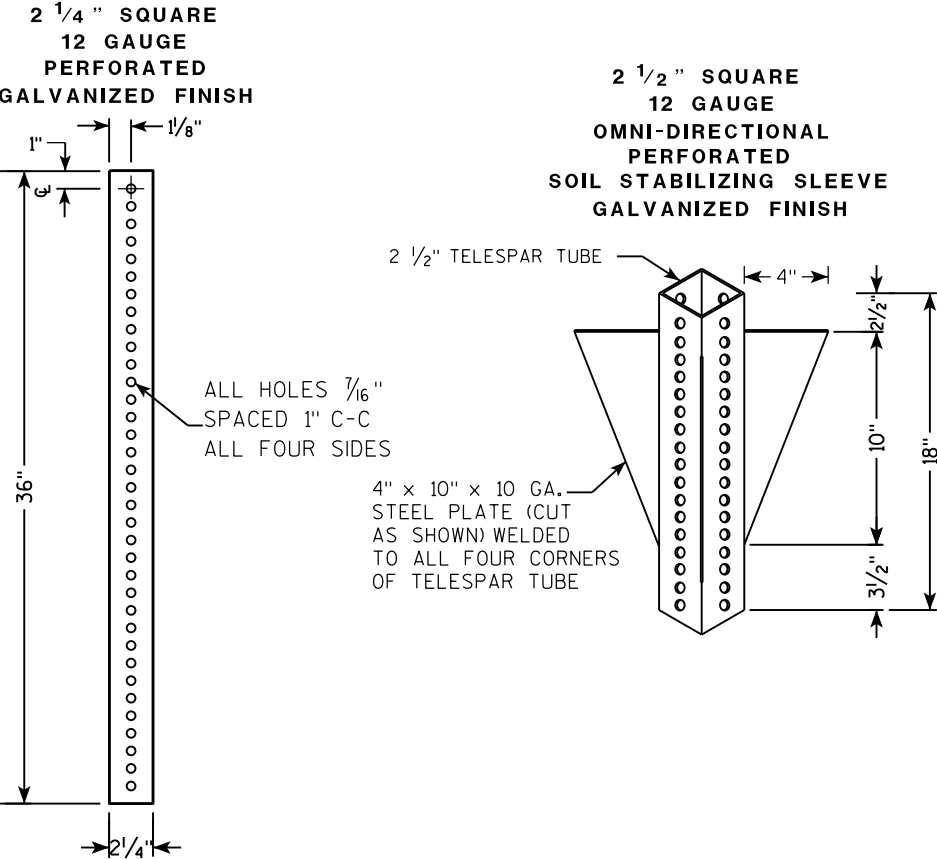
ATTACHMENT OF SIGNS
TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

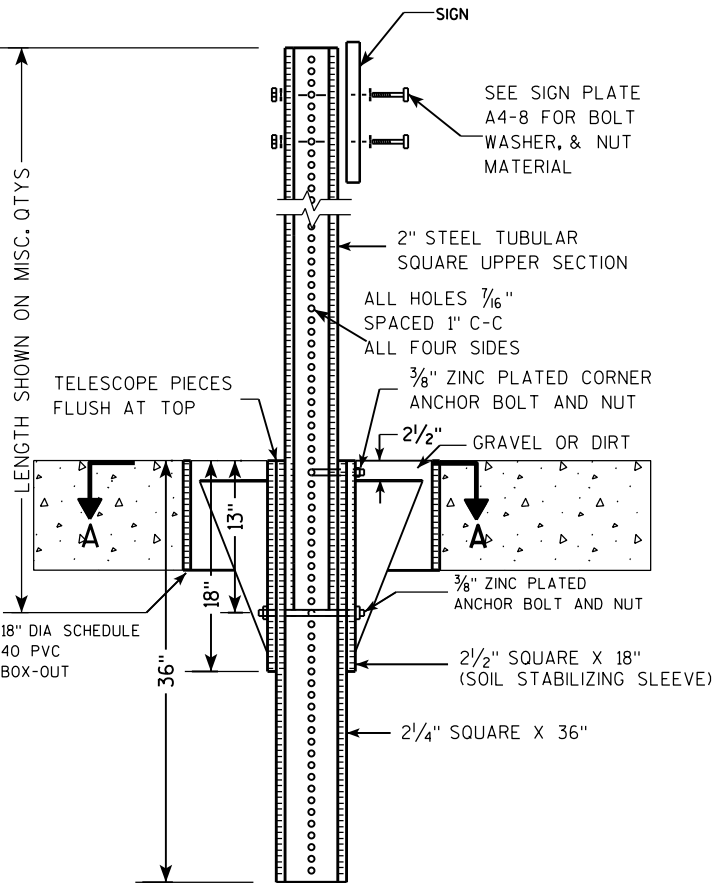
APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 8/11/16 PLATE NO. A4-8.8
58

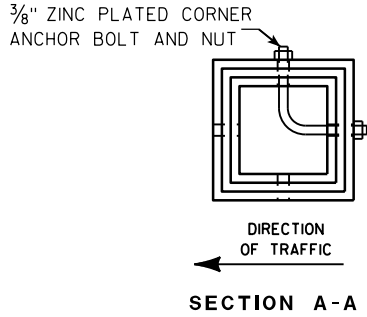
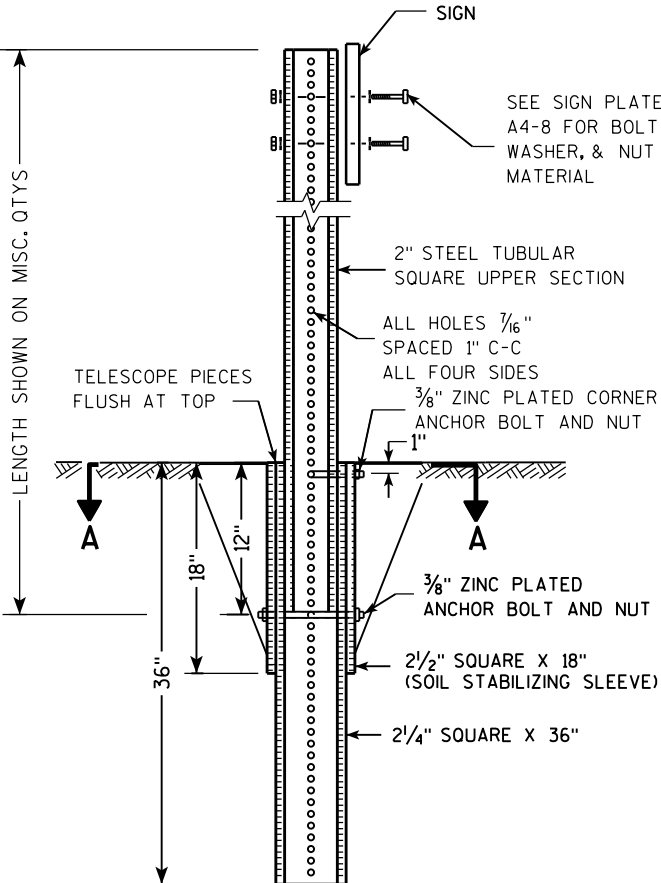
TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM



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)



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

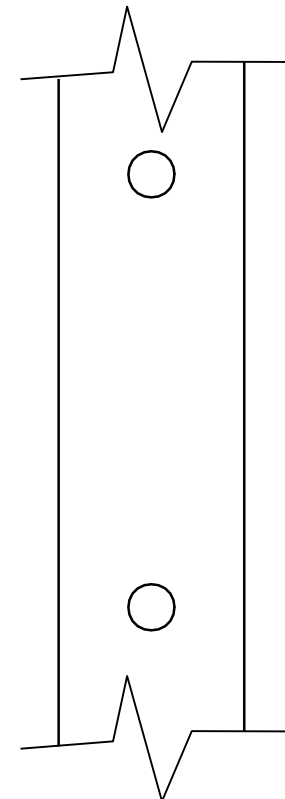
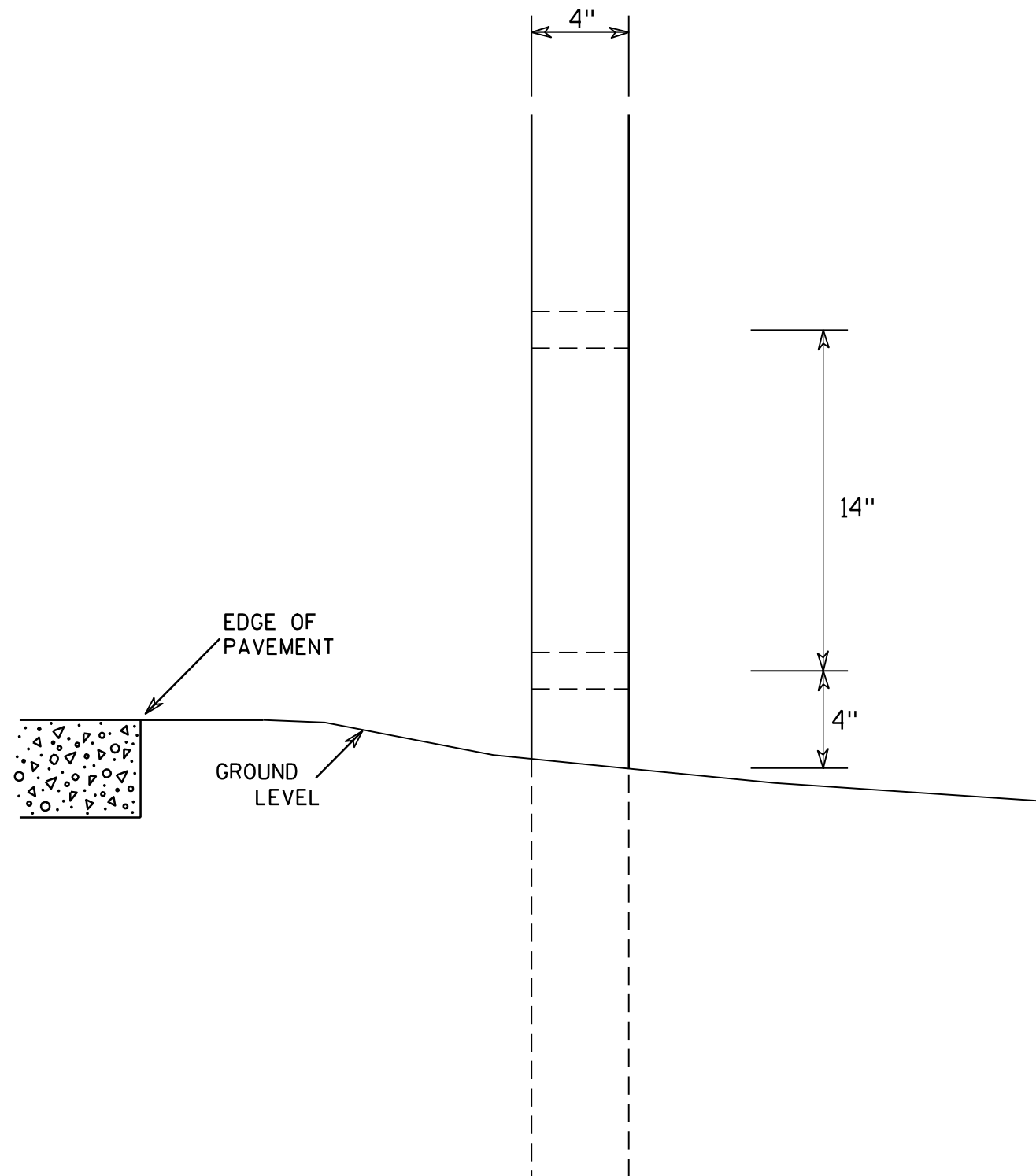
Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/05/15 PLAT 59 14-9.9



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1 1/2" 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:

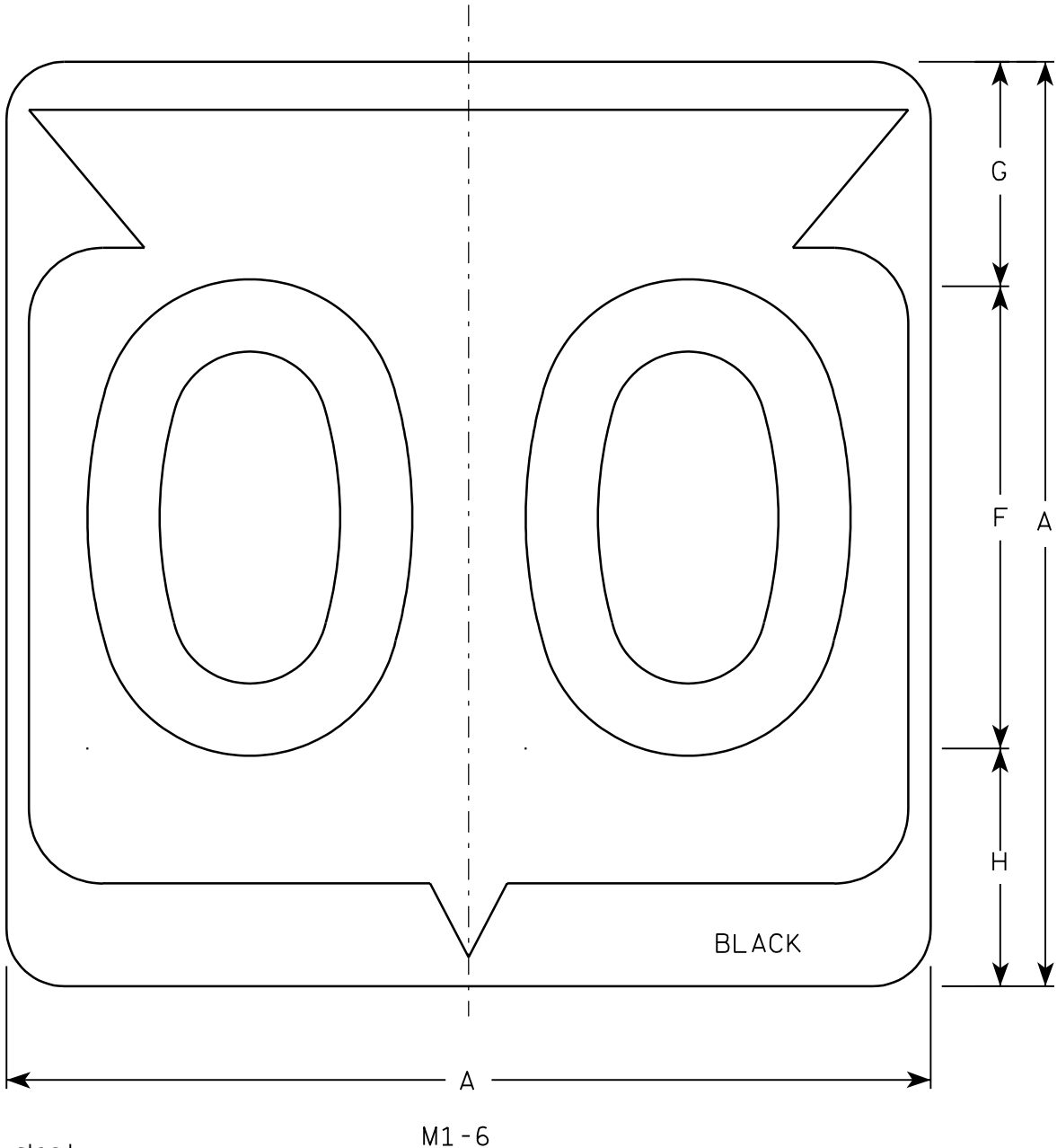
HWY:

COUNTY:

SHEET NO: 60

E

7



Metric equivalent
for this sign is:

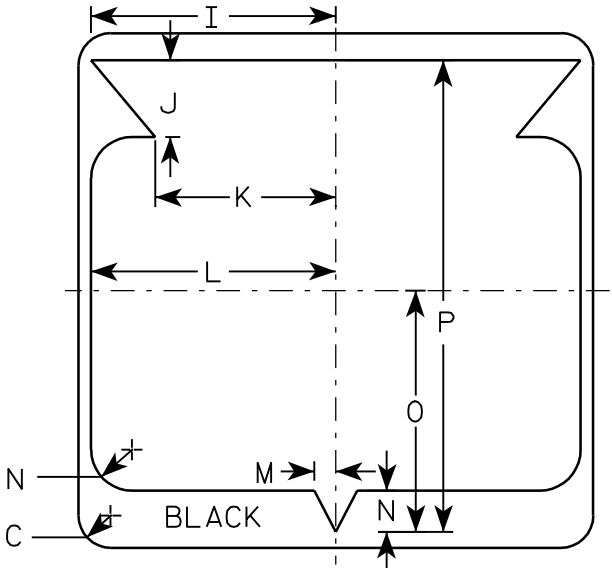
SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

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

PROJECT NO:				HWY:				COUNTY:																SHEET NO: 61				E
-------------	--	--	--	------	--	--	--	---------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--------------	--	--	--	---

NOTES

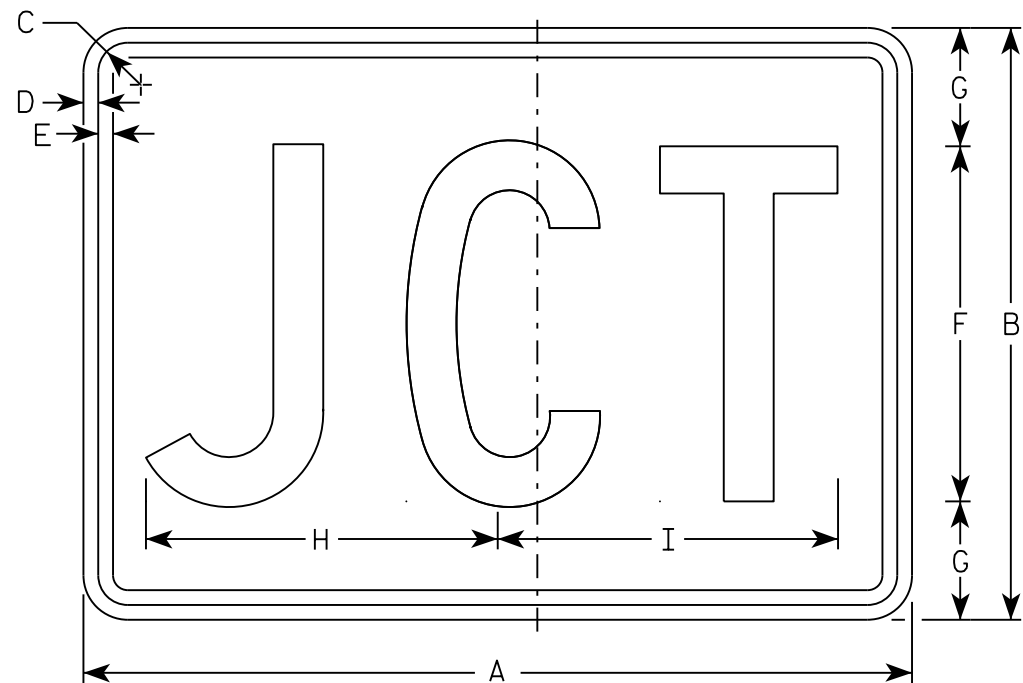
- Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- Color:
Background - White & Black - See Note 6
Message - Black
- Message Series - See note 5
- Corners may be square or rounded when base material is plywood but borders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



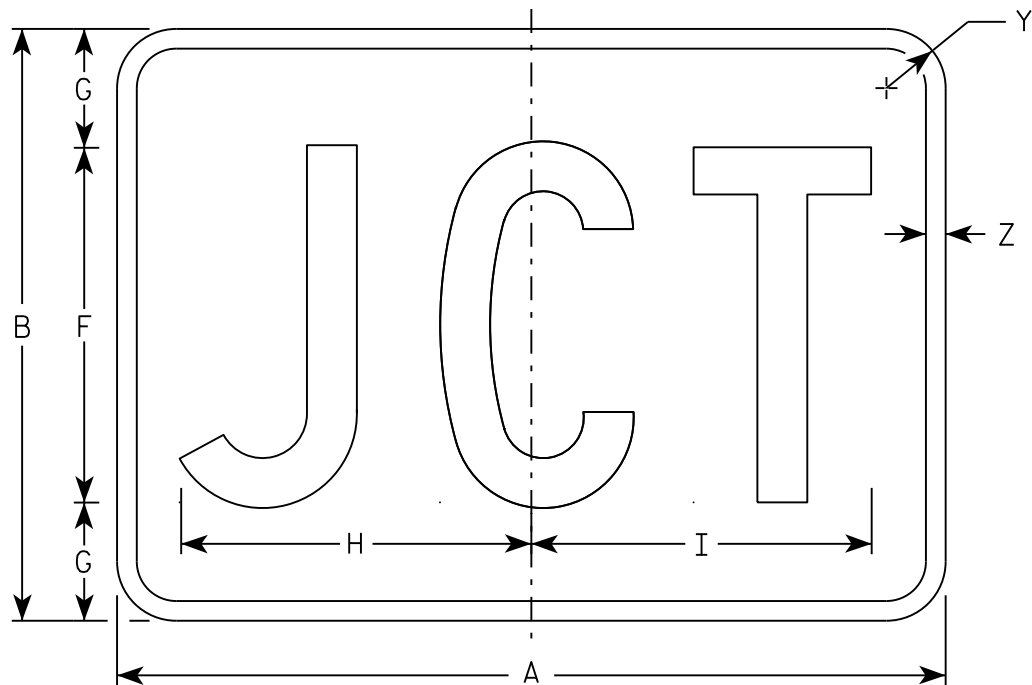
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

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



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

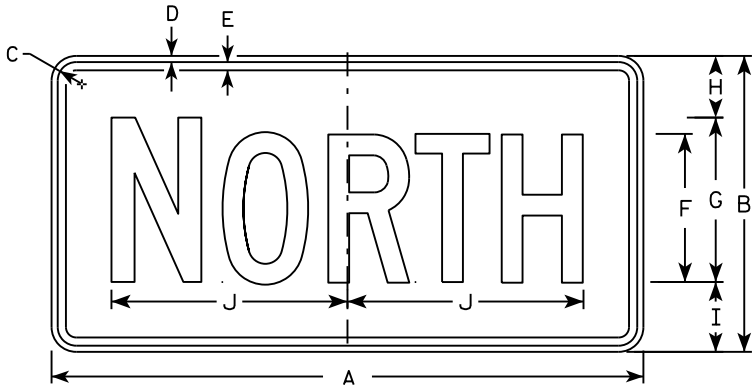
Matthew R. Rauch

For State Traffic Engineer

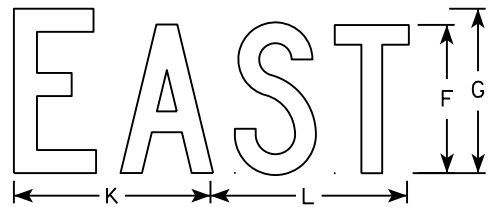
DATE 10/15/15

PLATE 62

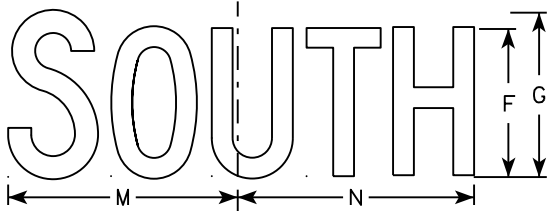
'2-1.12



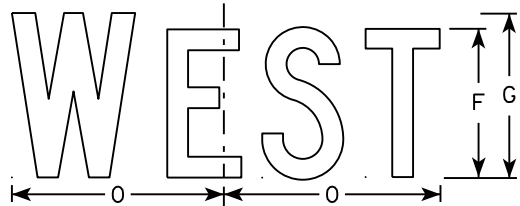
M3-1
MM3-1
MP3-1



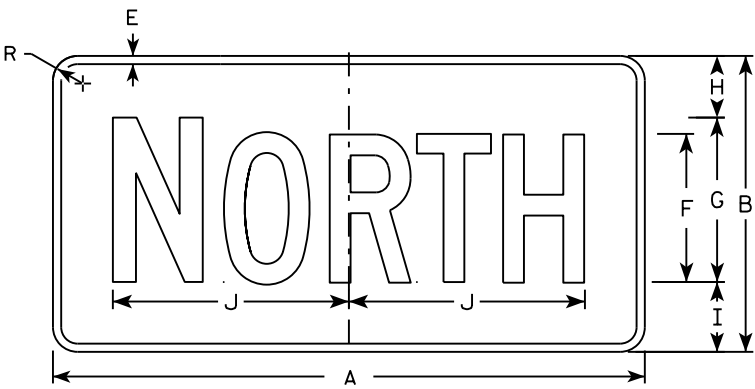
M3-2
MM3-2
MP3-2



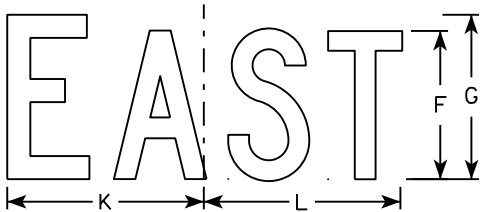
M3-3
MM3-3
MP3-3



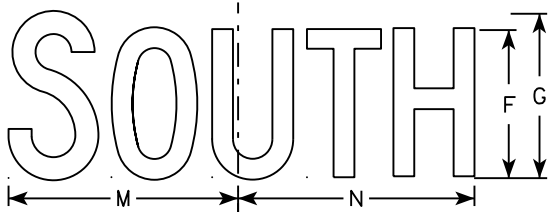
M3-4
MM3-4
MP3-4



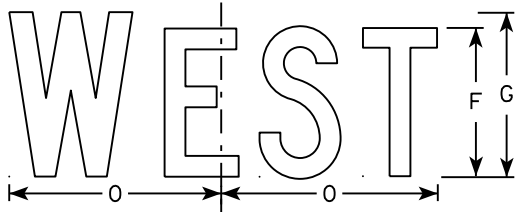
MB3-1
MK3-1
MN3-1



MB3-2
MK3-2
MN3-2



MB3-3
MK3-3
MN3-3



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 thru M3-4
SERIES

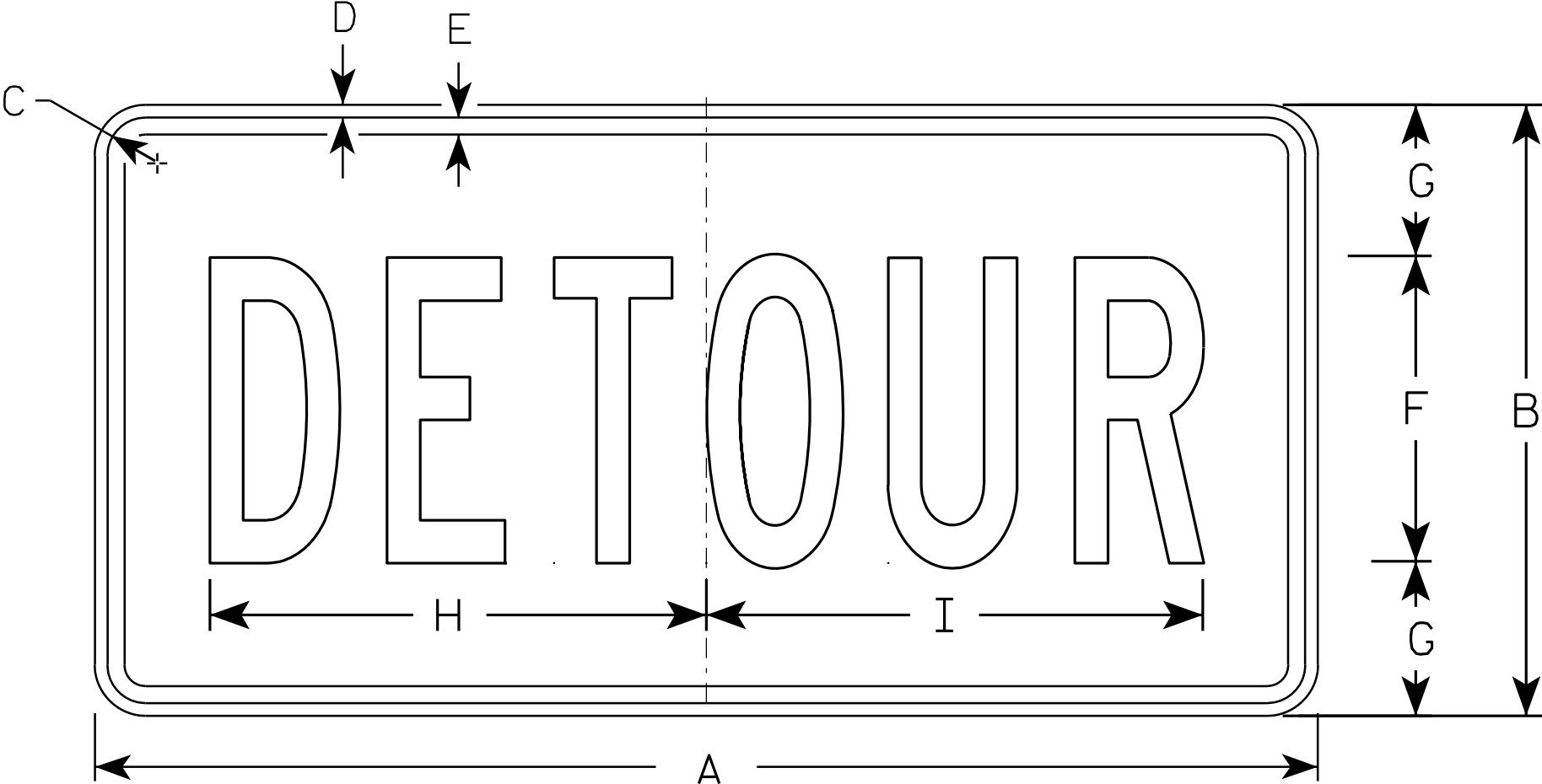
WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE NO. 63 M3-1.14

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.



M4 - 8

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
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																											

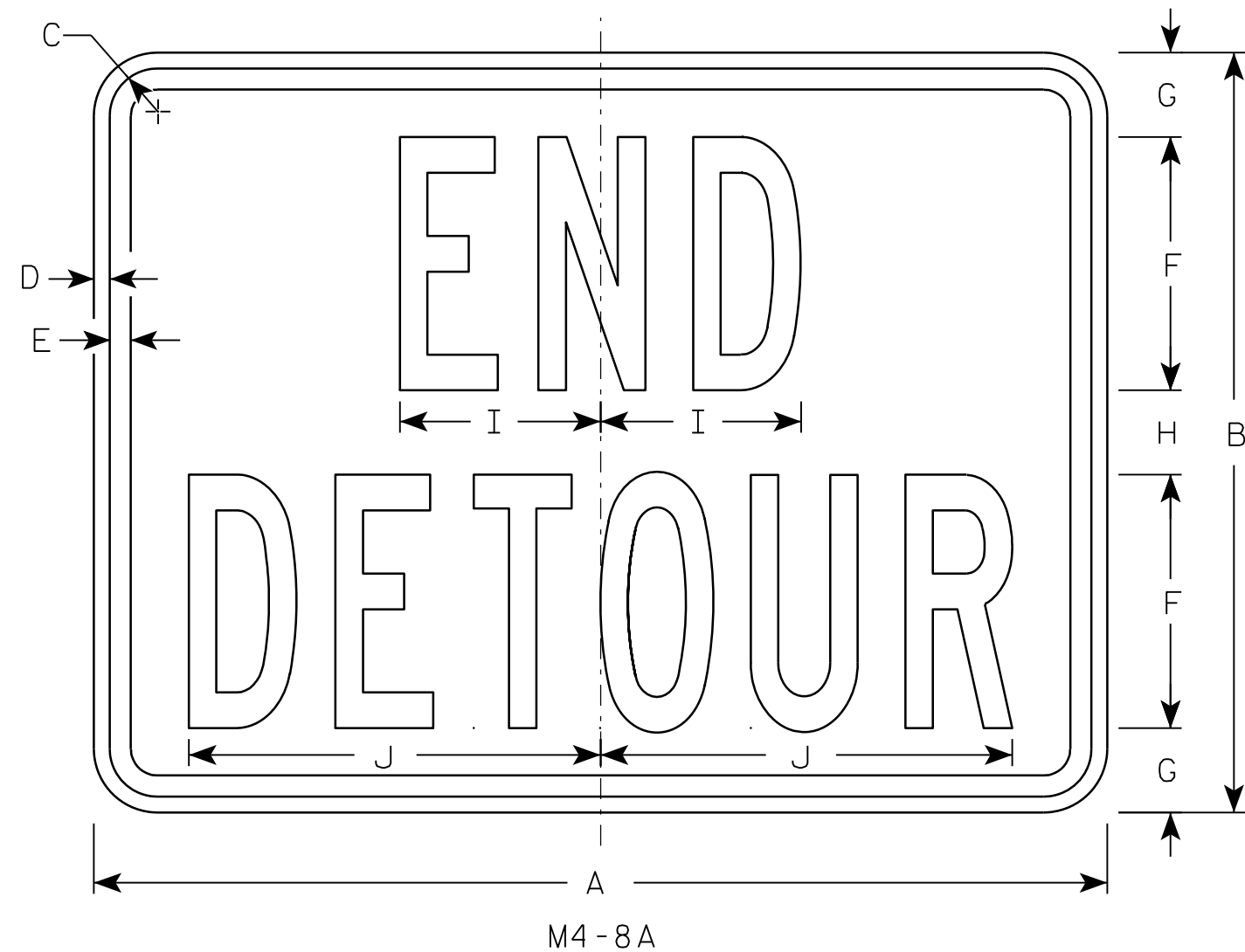
STANDARD SIGN
M4 - 8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

7



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - 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.

7

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

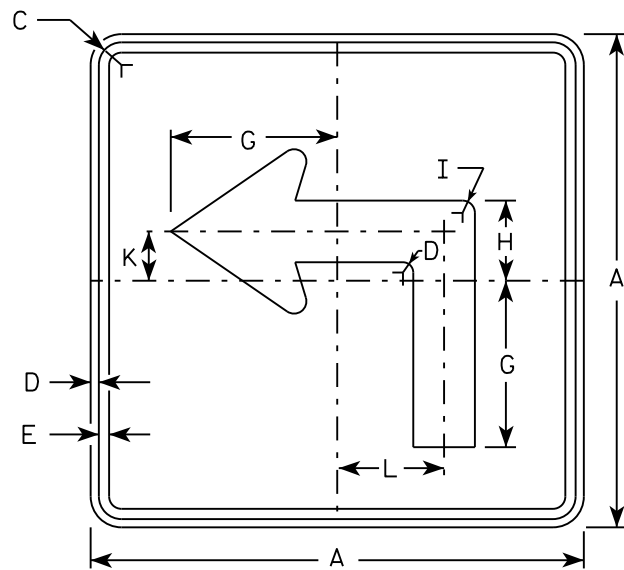
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 65	E
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STANDARD SIGN
M4-8A

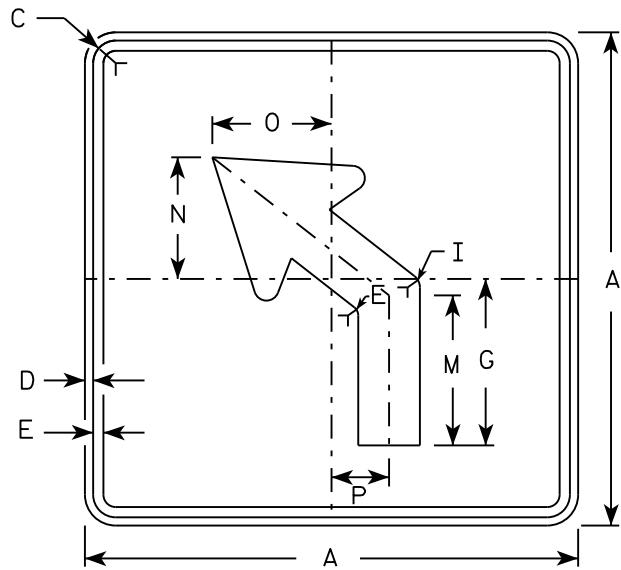
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

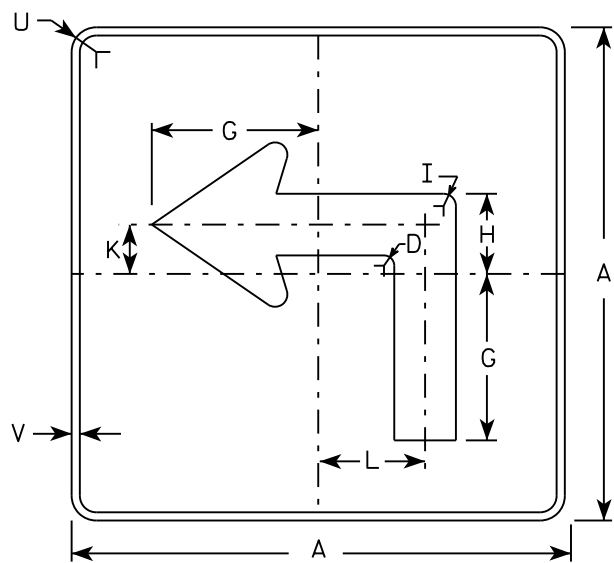
DATE 3/9/11 PLATE NO. M4-8A.2



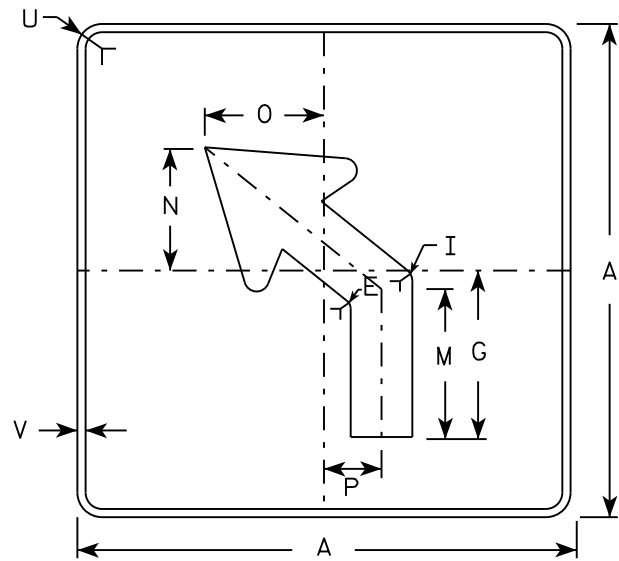
M5-1L
MM5-1L
M05-1L
MP5-1L



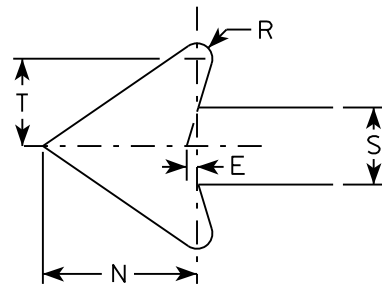
M5-2L
MM5-2L
M05-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L



MB5-2L
MK5-2L
MN5-2L
MR5-2L



NOTES

- Signs are Type II - Type H reflective except as shown
- Color:
Background - See note 4
Message - See note 4
- Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- | | |
|-----------------|---|
| 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 |
| M05-1 and M05-2 | 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 |
- M5-1R same as M5-1L except arrow points right.
- 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

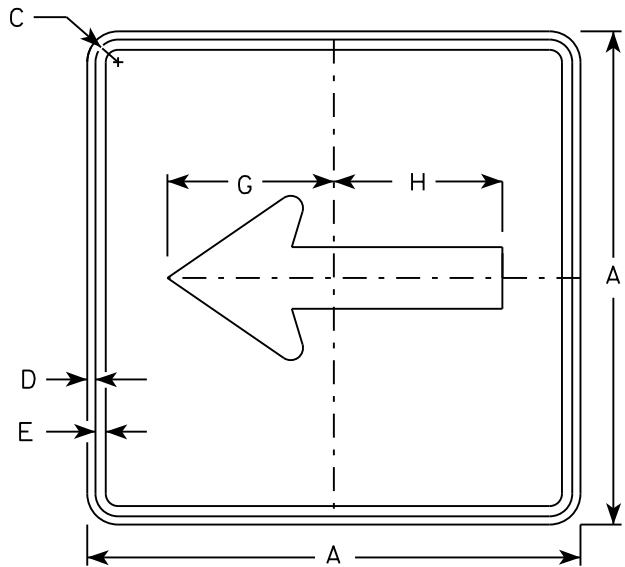
PROJECT NO:	HWY:	COUNTY:	SHEET NO:	E
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STANDARD SIGN
M5-1 & M5-2

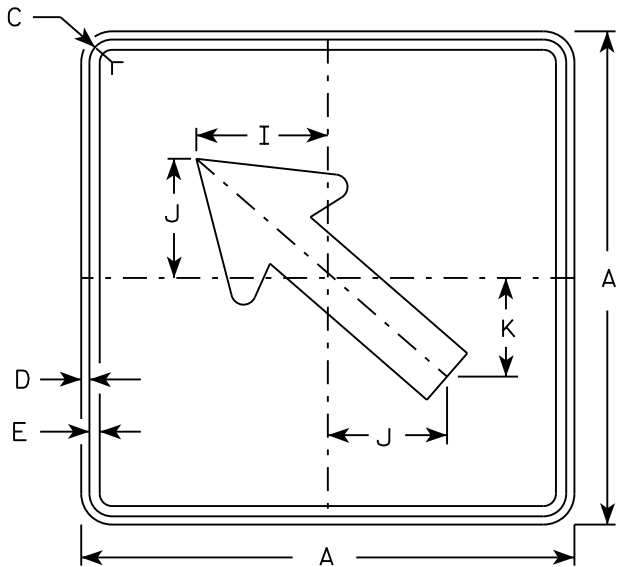
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

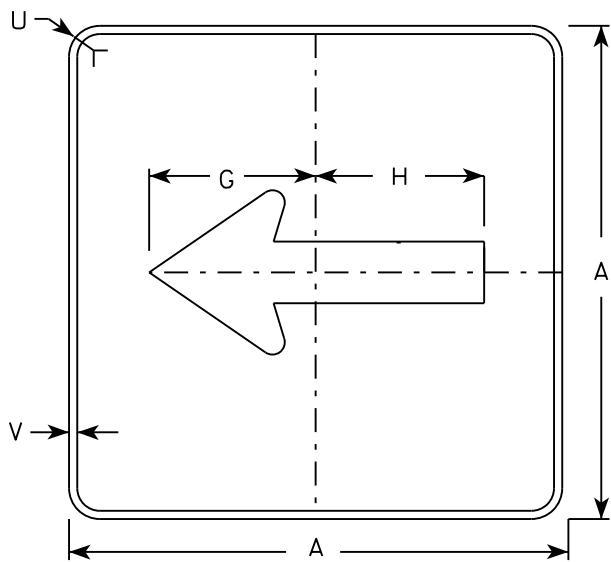
DATE 10/15/15 PLATE 66 M5-1.13



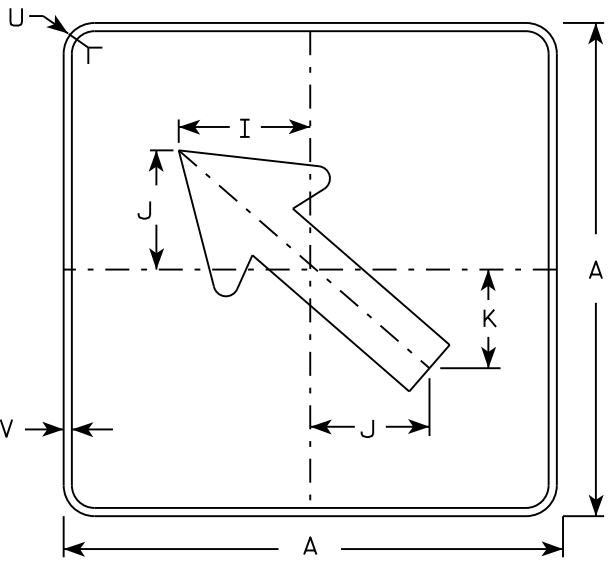
M6 - 1
MM6 - 1
M06 - 1
MP6 - 1



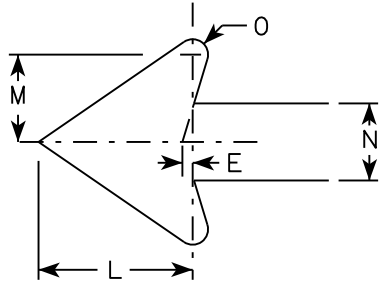
M6 - 2
MM6 - 2
M06 - 2
MP6 - 2



MB6 - 1
MK6 - 1
MN6 - 1
MR6 - 1



MB6 - 2
MK6 - 2
MN6 - 2
MR6 - 2



NOTES

- 1. Signs are Type II - Type H except as Shown
- 2. Color:
Background - See note 4
Message - See note 4
- 3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 4. M6-1 and M6-2 Background - White
Message - Black
MB6-1 and MB6-2 Background - Blue
Message - White
MK6-1 and MK6-2 Background - Green
Message - White
MM6-1 and MM6-2 Background - White
Message - Green
MN6-1 and MN6-2 Background - Brown
Message - White
M06-1 and M06-2 Background - Orange - Type F Reflective
Message - Black
MP6-1 and MP6-2 Background - White
Message - Blue
MR6-1 and MR6-2 Background - Brown
Message - Yellow

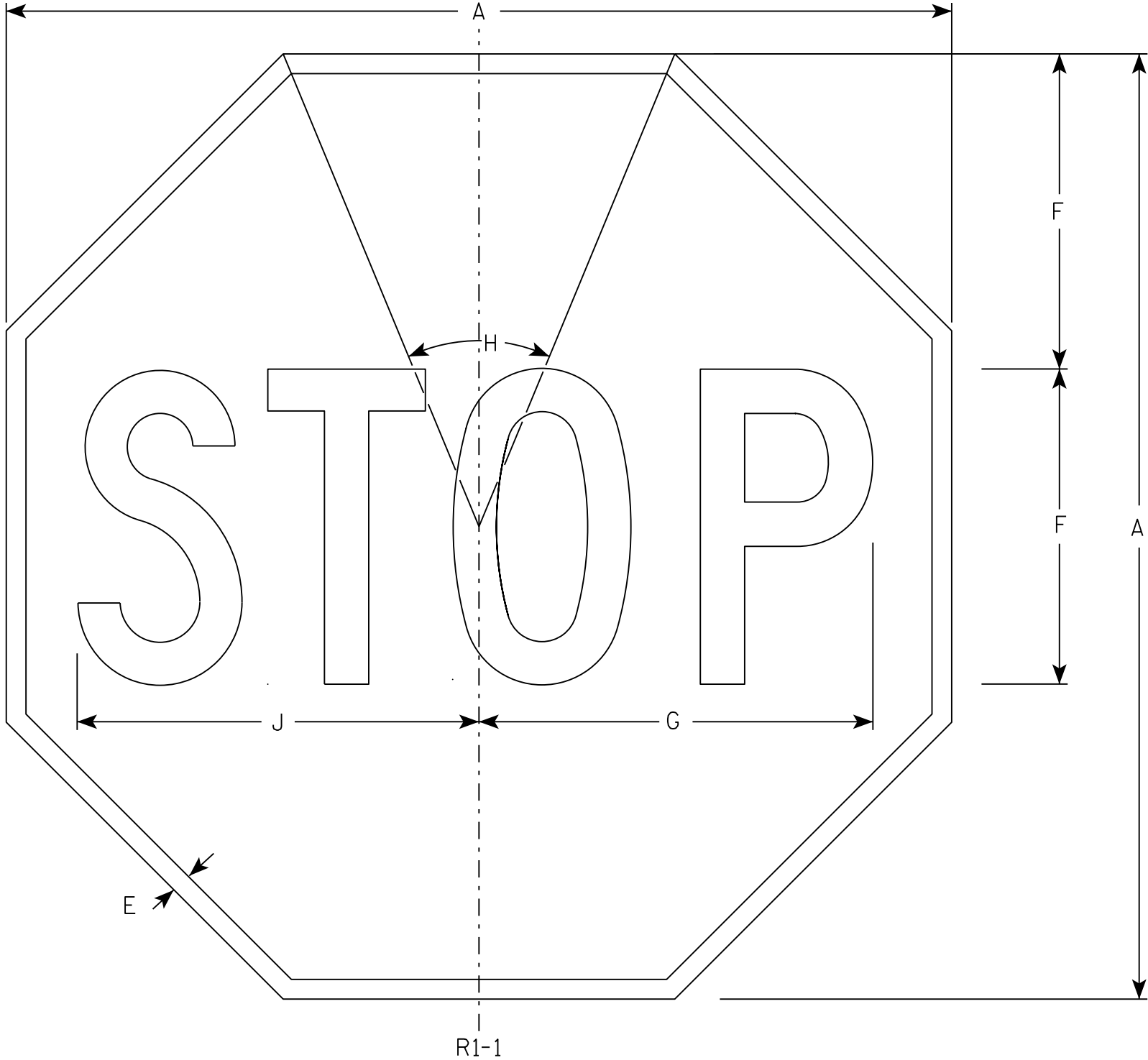
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10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

STANDARD SIGN
M6 - 1 & M6 - 2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

DATE 10/15/15 PLAT 67 M6-1.15



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

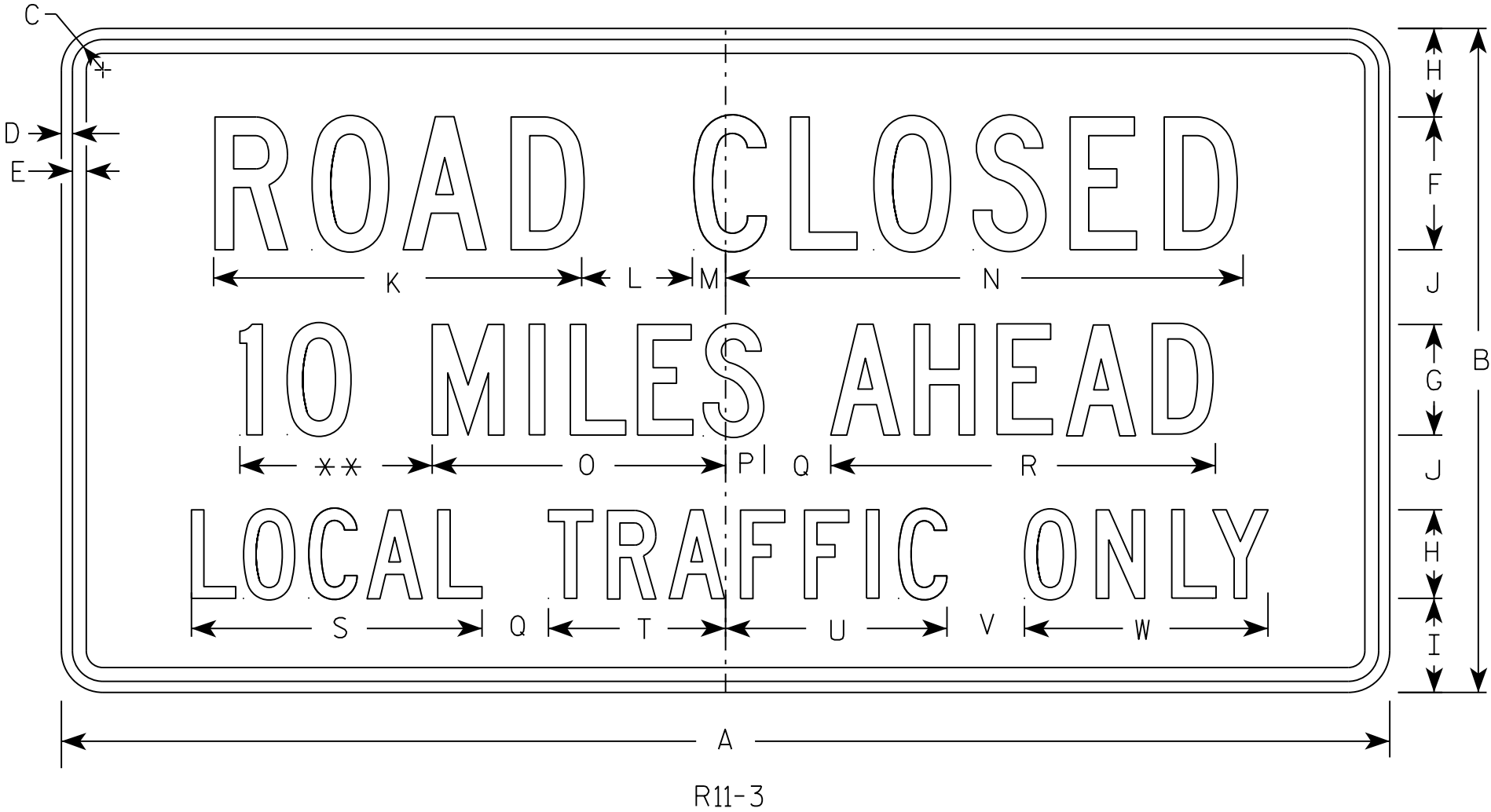
STANDARD SIGN

R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 11/12/15 PLATE 68 R1-1.13



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.

** 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																											

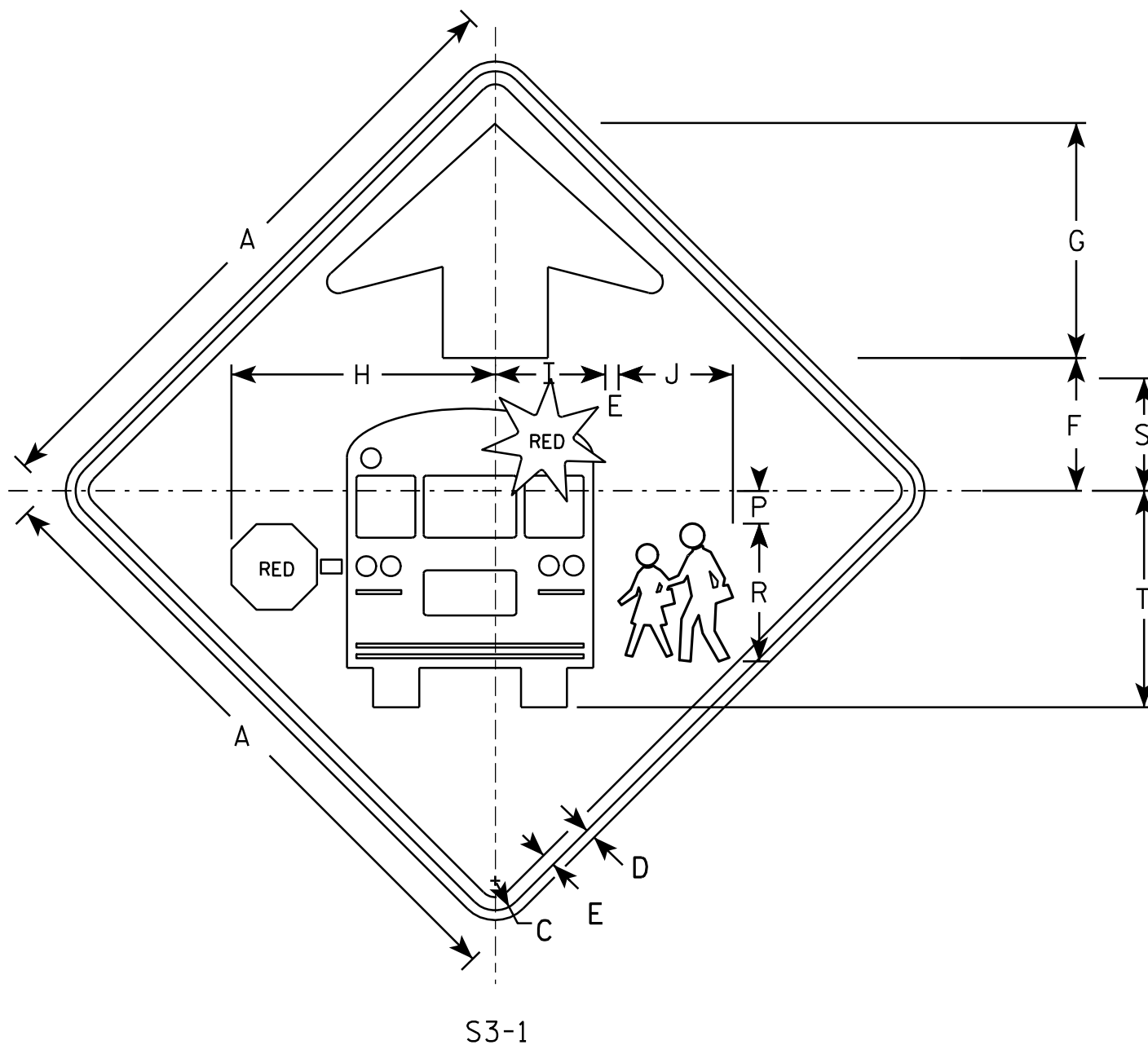
STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

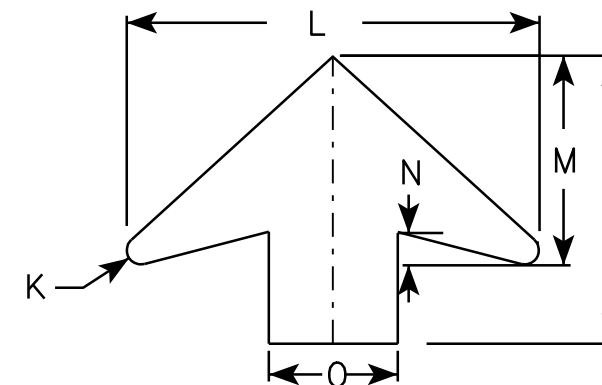
DATE 7/28/16 PLATE NO. R11-3.7

69



NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
 - Background - YELLOW-GREEN
 - Message - BLACK except as noted
 - Circles except PEDS- RED BACKGROUND
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.

[illegible]

STANDARD SIGN
S3-1

WISCONSIN DEPT OF TRANSPORTATION
APPROVED Matthew R. Rauch
for State Traffic Engineer
DATE 6/8/10 PLATE NO. S3-16

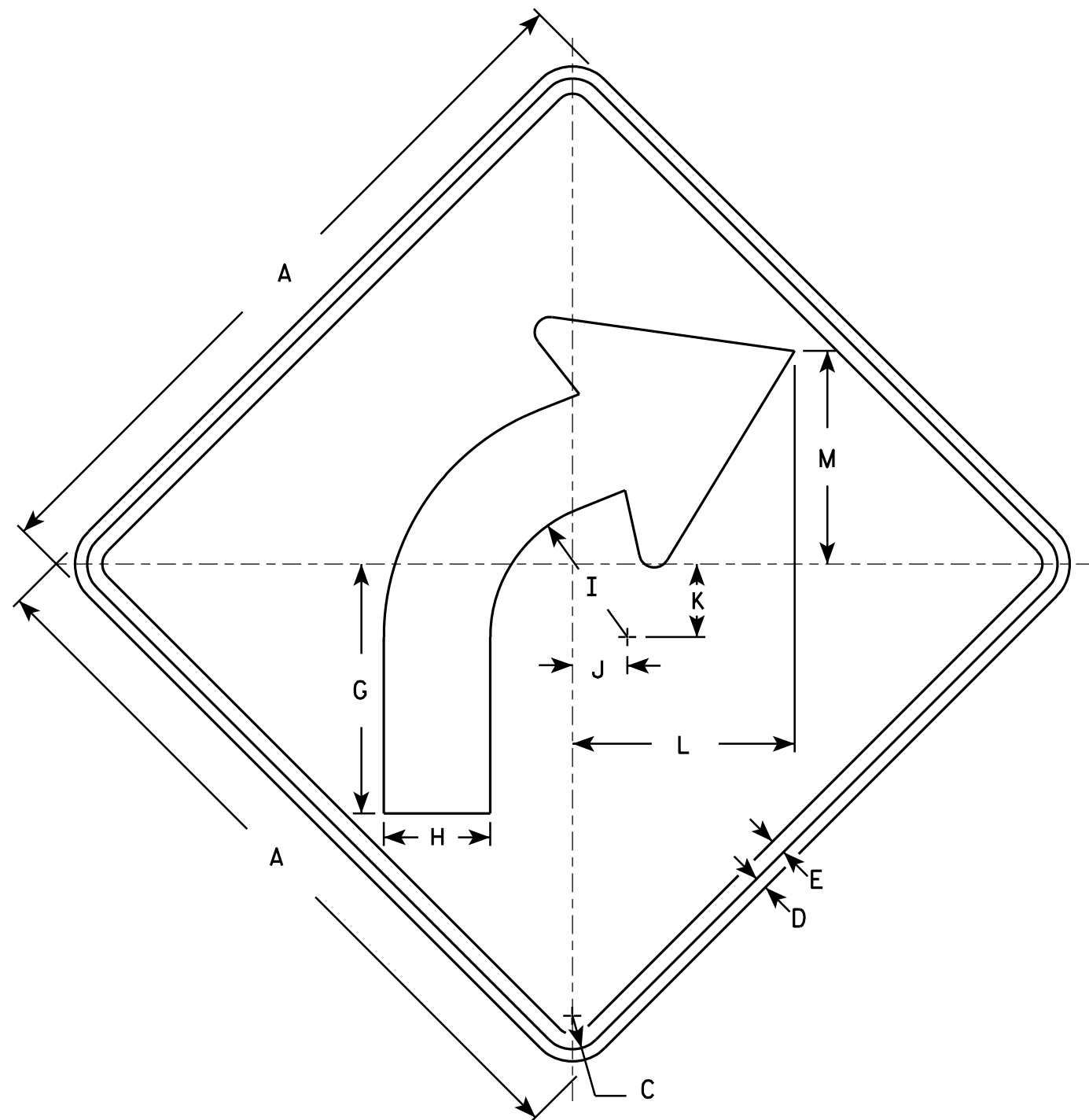
PROJECT NO:

SHEET NO: 70

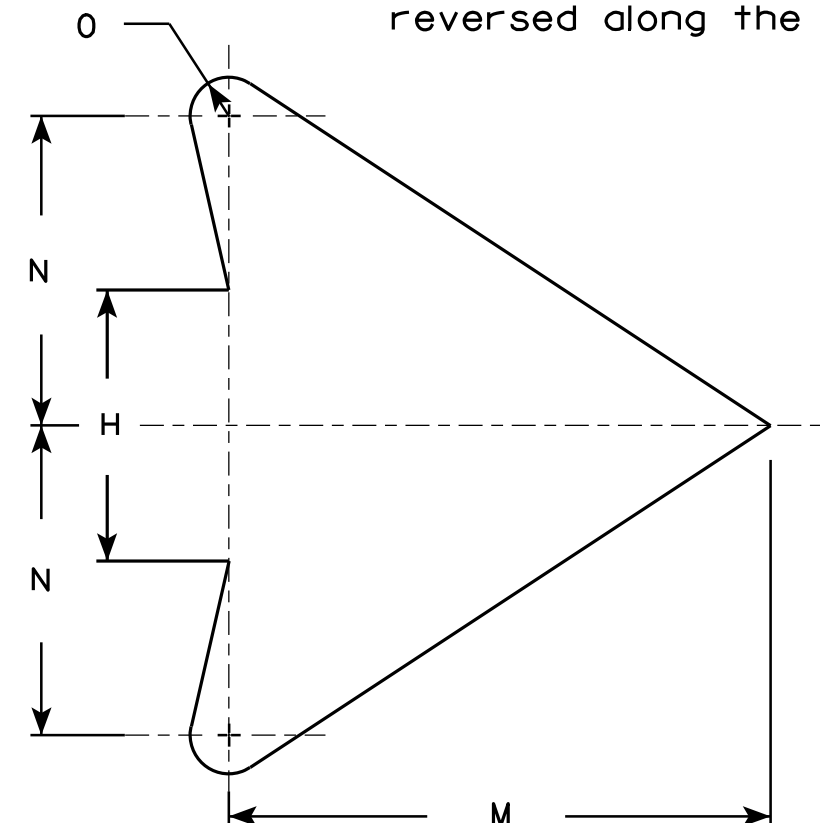
E

NOTES

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



W1-2R



ARROW DETAIL

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

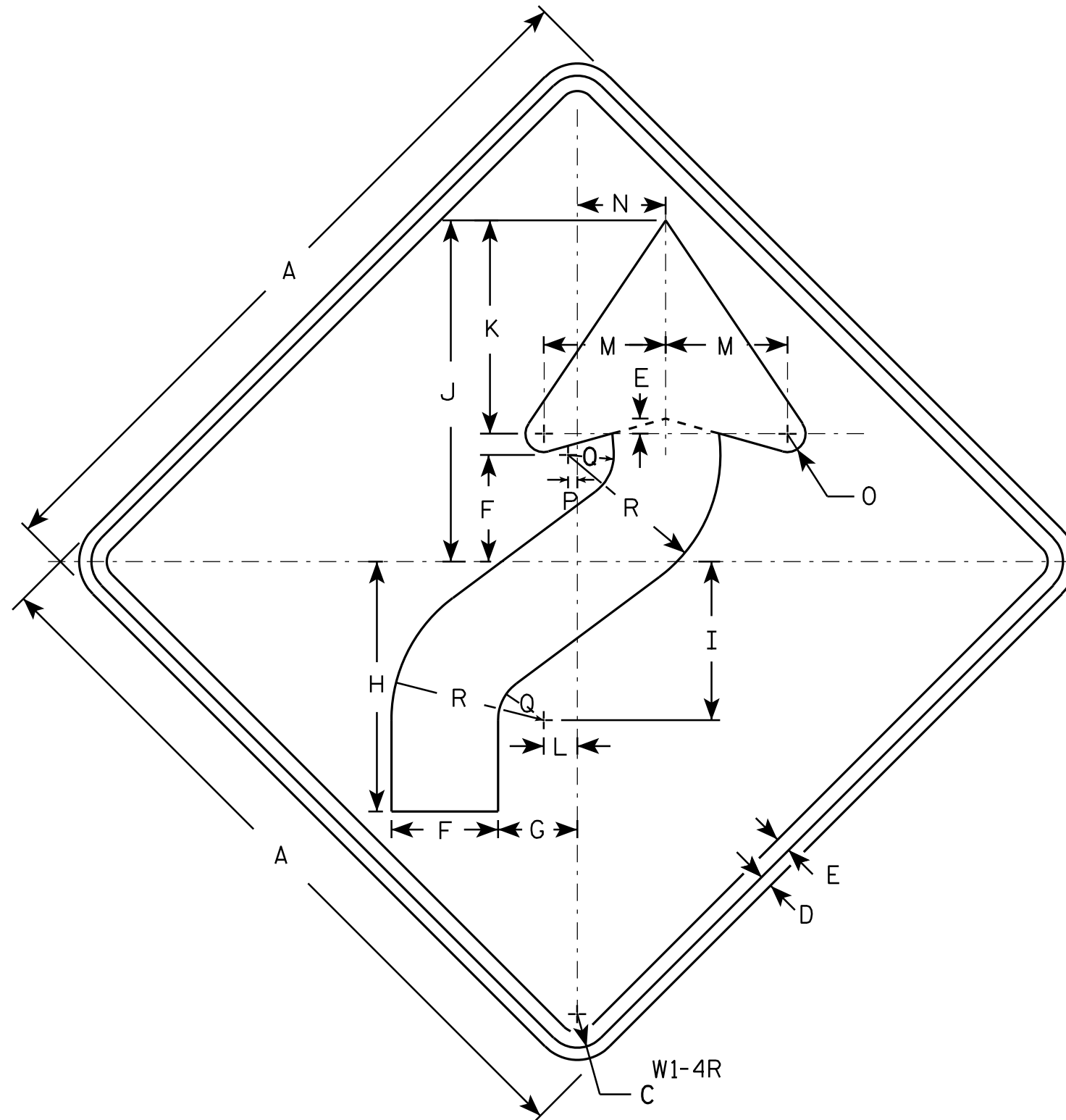
STANDARD SIGN W1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

PROJECT NO: HWY: COUNTY: SHEET NO: 71 E



NOTES

- Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- Color:
Background - Yellow
Message - Black
- Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- W1-4L is the same as W1-4R 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	24		1 1/8	3/8	1/2	3 1/2	2 5/8	8 1/4	5 1/4	11 1/4	7	1 1/8	4	3	5/8	1/4	1 1/2	5									4.0
2S	30		1 3/8	1/2	5/8	4 3/8	3 1/4	10 1/4	6 1/2	14	8 3/4	1 3/8	5	3 5/8	3/4	3/8	1 7/8	6 1/4									6.25
2M	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
3	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
4	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
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

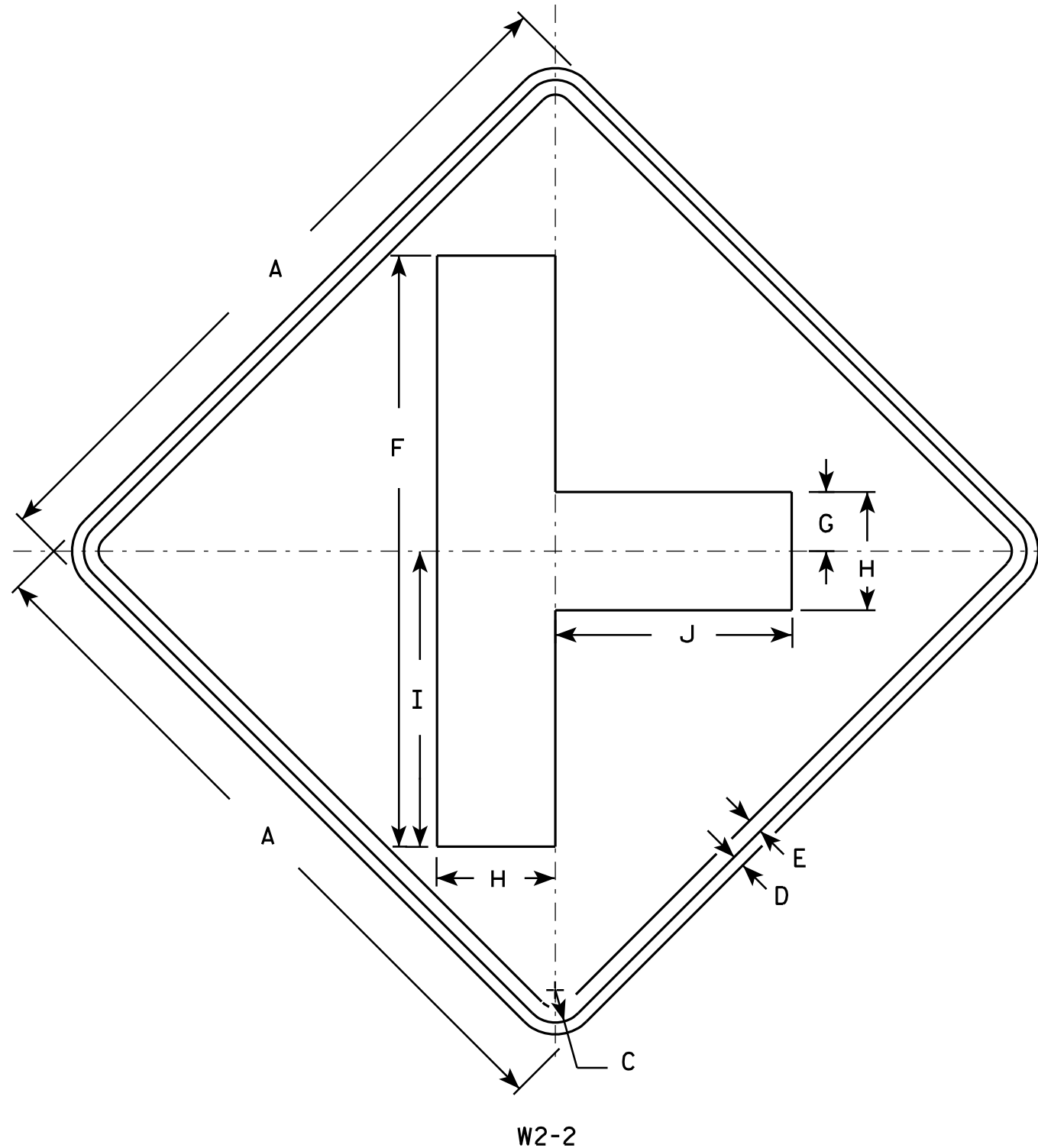
W1 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/17/12 PLATE NO. W1-4.11

PROJECT NO: HWY: COUNTY: SHEET NO: 72 E



NOTES

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

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

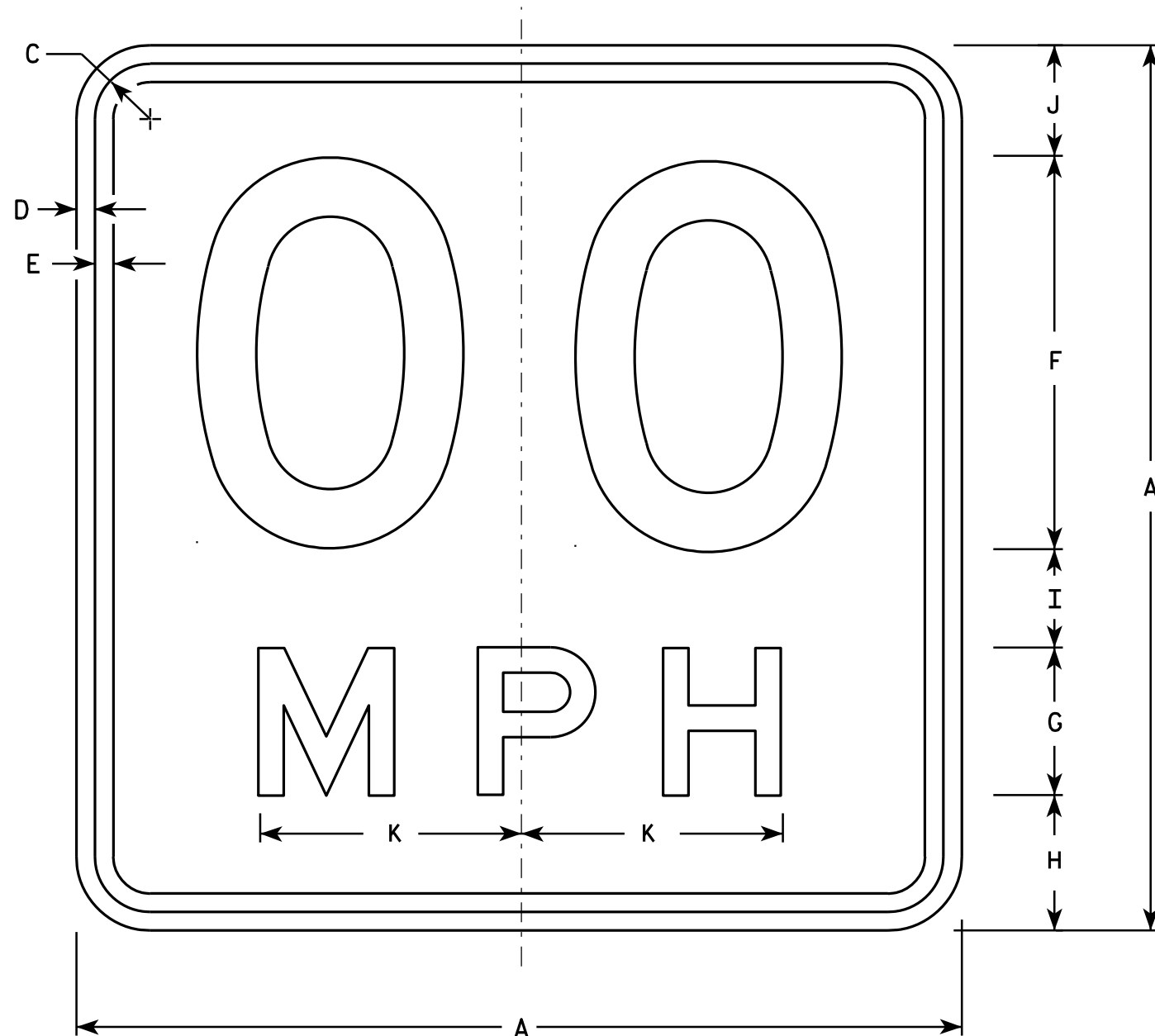
STANDARD SIGN W2-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

PROJECT NO: HWY: COUNTY: SHEET NO: 73 E



NOTES

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

W13-1

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

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

STANDARD SIGN

W13-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

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

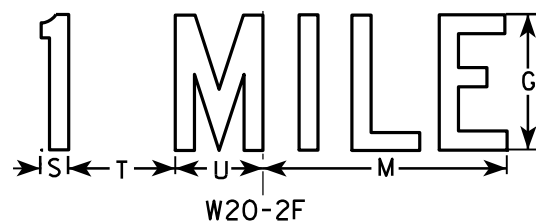
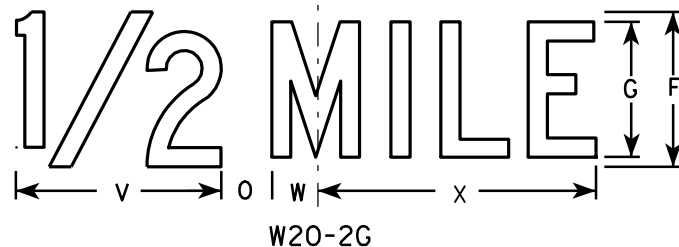
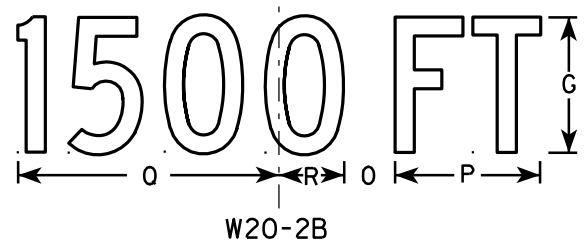
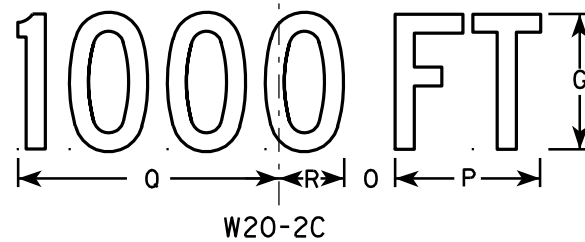
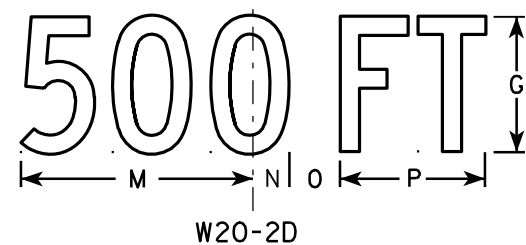
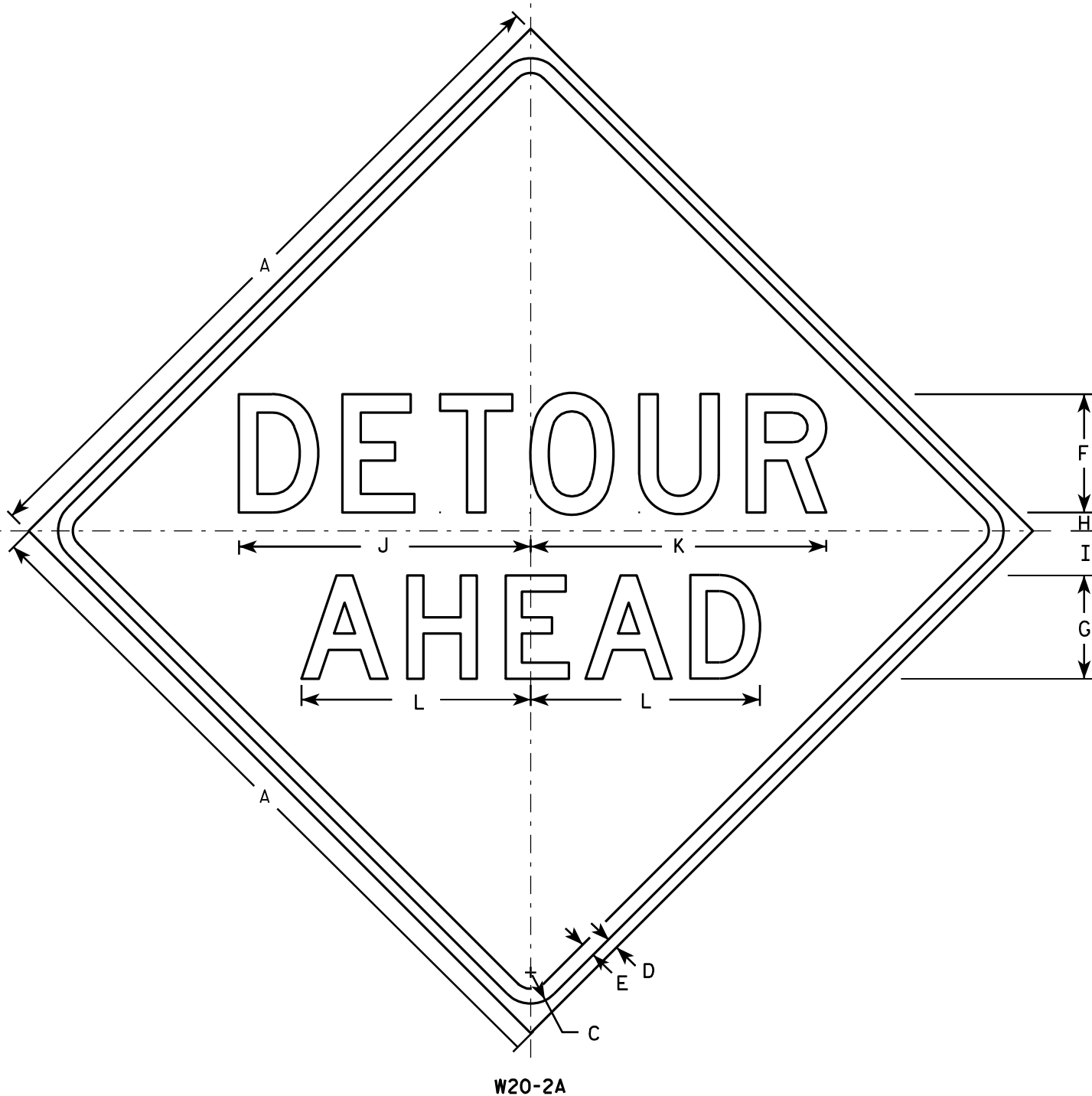
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 74

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 - 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	Q	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:

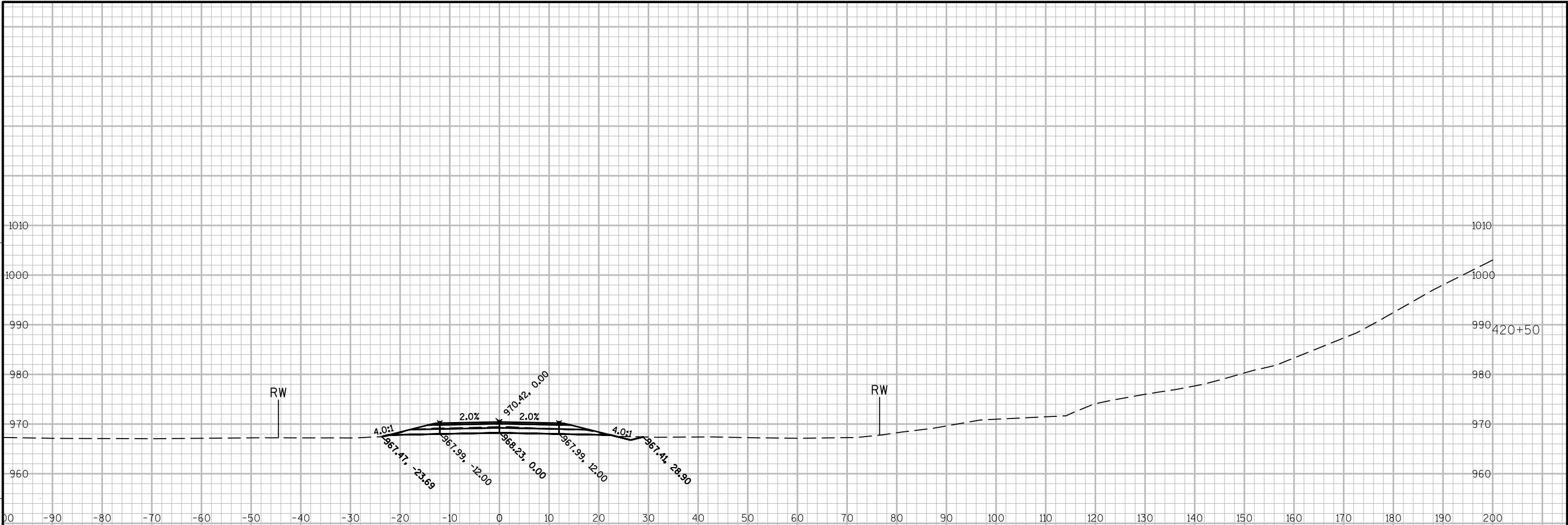
SHEET NO: 75

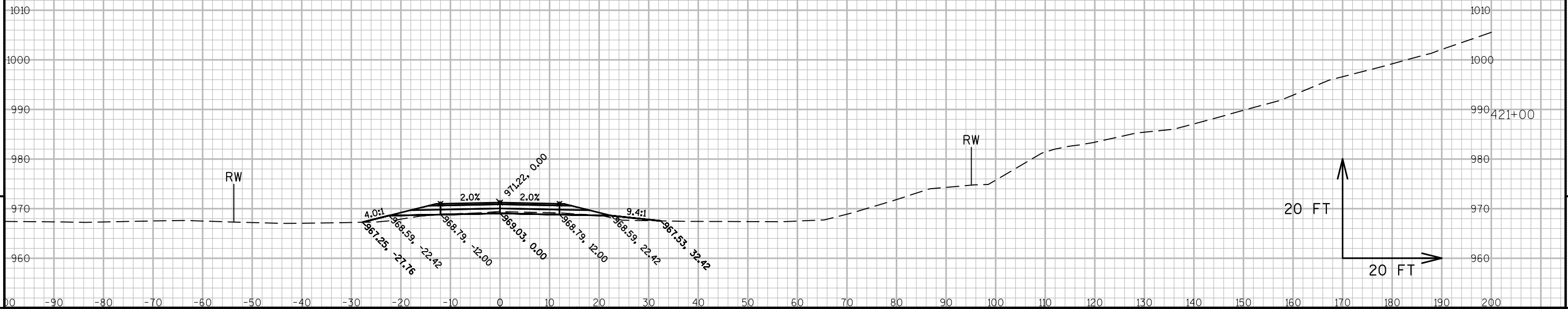
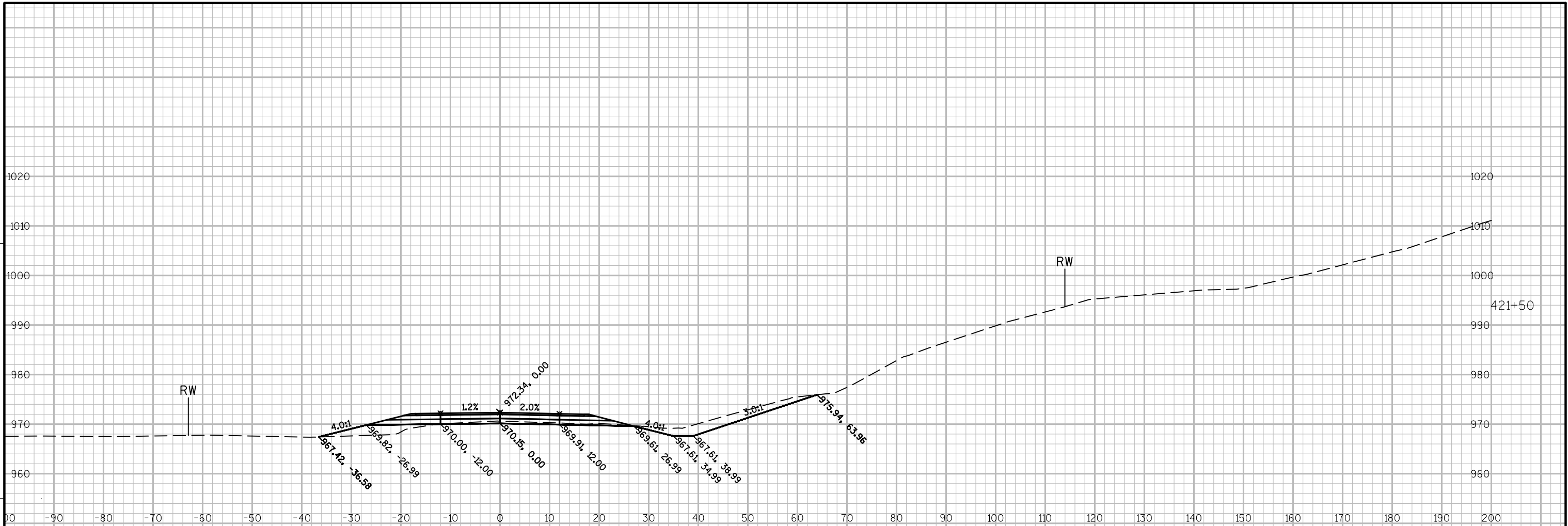
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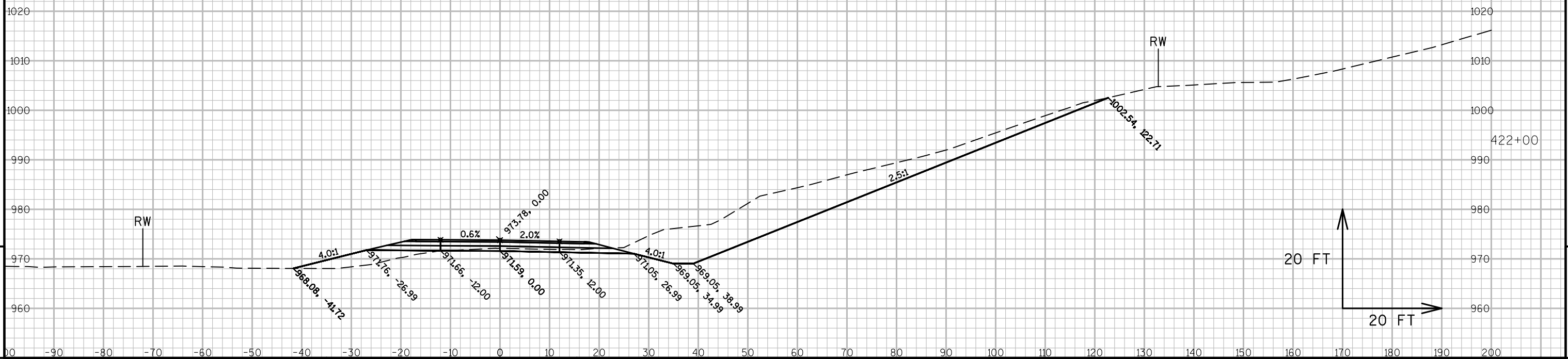
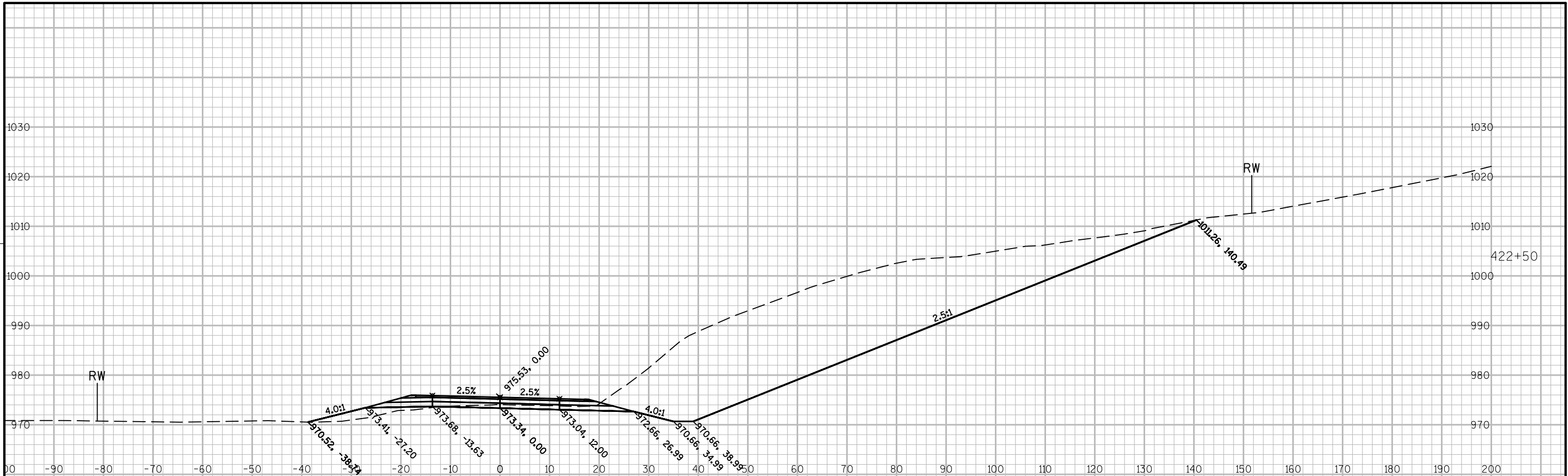
Total Volume Table							
Station	Cut Area	Fill Area	Cut Vol	Fill Vol	Cum Cut Vol	Cum Fill Vol	Net Vol
419+50.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
420+00.00	73.52	0.00	68.07	0.00	68.07	0.00	68.07
420+50.00	43.67	0.20	108.54	0.19	176.61	0.19	176.42
421+00.00	7.75	9.36	47.62	8.85	224.22	9.04	215.18
421+50.00	61.23	28.03	63.87	34.62	288.09	43.66	244.43
422+00.00	439.65	46.77	463.78	69.26	751.87	112.92	638.95
422+50.00	1350.69	27.05	1657.72	68.35	2409.59	181.27	2228.32
423+00.00	2063.45	12.95	3161.24	37.03	5570.83	218.30	5352.53
423+50.00	2249.89	99.86	3764.29	108.87	9335.12	327.17	9007.94
424+00.00	2272.74	7.35	3951.76	103.61	13286.88	430.78	12856.10
424+50.00	1605.41	0.00	3406.03	6.96	16692.91	437.74	16255.17
425+00.00	718.90	0.00	2072.17	0.00	18765.08	437.74	18327.34
425+50.00	325.33	0.00	955.71	0.00	19720.79	437.74	19283.05
426+00.00	278.02	0.00	560.06	0.00	20280.84	437.74	19843.10
426+50.00	239.30	0.00	484.30	0.00	20765.15	437.74	20327.41
427+00.00	107.50	58.52	324.05	54.50	21089.19	492.24	20596.96
427+50.00	541.38	0.00	590.79	54.50	21679.98	546.74	21133.25
428+00.00	2704.24	0.00	2961.26	0.00	24641.24	546.74	24094.51
428+50.00	4843.56	0.00	6852.88	0.00	31494.13	546.74	30947.39
429+00.00	5159.08	0.00	9071.60	0.00	40565.73	546.74	40018.99
429+50.00	4957.00	0.00	9212.68	0.00	49778.41	546.74	49231.67
430+00.00	4631.87	0.00	8754.02	0.00	58532.43	546.74	57985.69
430+50.00	3930.63	0.00	7819.14	0.00	66351.57	546.74	65804.83
431+00.00	1884.04	0.00	5319.89	0.00	71671.45	546.74	71124.71
431+50.00	633.01	0.00	2330.60	0.00	74002.05	546.74	73455.32
432+00.00	48.89	85.30	631.39	78.99	74633.44	625.72	74007.72
432+50.00	0.00	411.27	45.27	459.79	74678.71	1085.51	73593.20
433+00.00	0.00	626.93	0.00	961.30	74678.71	2046.81	72631.90
433+50.00	0.00	605.39	0.00	1141.04	74678.71	3187.85	71490.86
434+00.00	0.00	711.26	0.00	1219.12	74678.71	4406.96	70271.75
434+50.00	0.00	664.36	0.00	1273.72	74678.71	5680.69	68998.02
435+00.00	0.00	557.80	0.00	1131.63	74678.71	6812.31	67866.40
435+50.00	52.11	453.45	48.25	936.34	74726.96	7748.65	66978.30
436+00.00	123.25	384.46	162.37	775.84	74889.32	8524.50	66364.83
436+50.00	16.30	354.99	129.22	684.67	75018.54	9209.17	65809.37
437+00.00	112.64	239.59	119.39	550.53	75137.93	9759.70	65378.24
437+50.00	84.63	106.56	182.66	320.50	75320.59	10080.20	65240.40
438+00.00	361.65	0.15	413.23	98.80	75733.82	10179.00	65554.82
438+50.00	608.68	162.35	898.46	150.46	76632.28	10329.46	66302.82
439+00.00	878.94	241.29	1450.87	371.25	78083.15	10700.71	67382.44

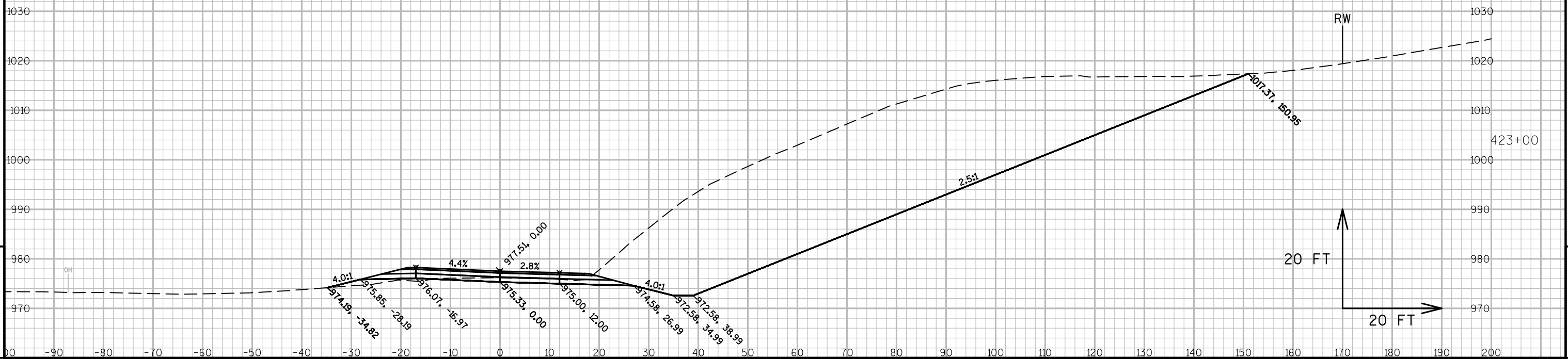
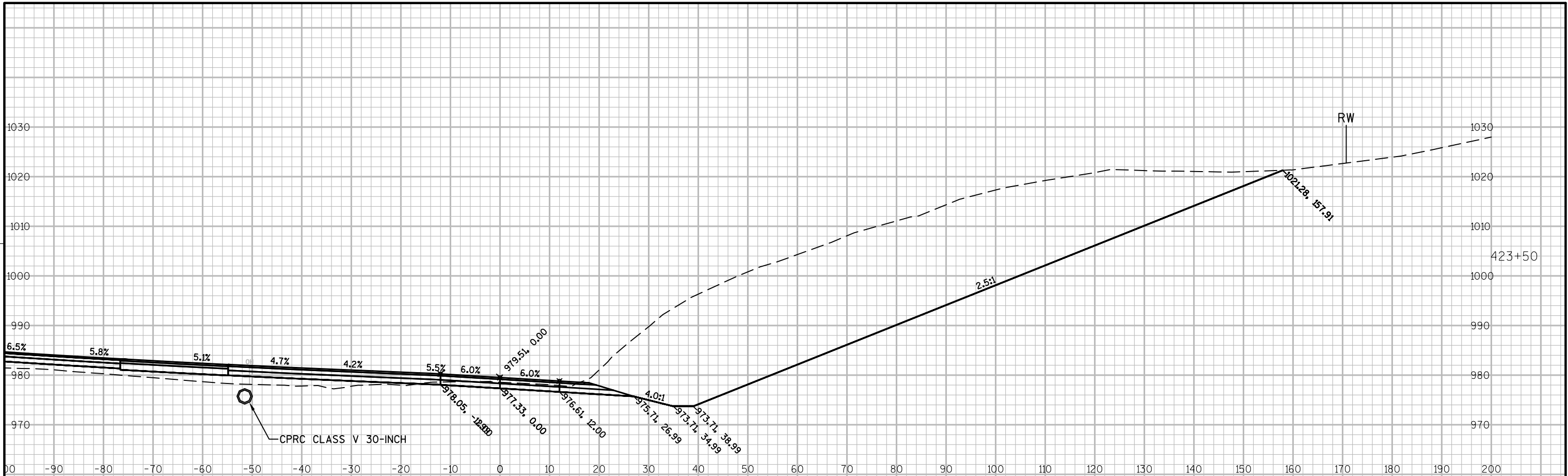
Total Volume Table							
Station	Cut Area	Fill Area	Cut Vol	Fill Vol	Cum Cut Vol	Cum Fill Vol	Net Vol
439+50.00	1862.05	33.04	2675.80	251.94	80758.94	10952.65	69806.30
440+00.00	2798.17	0.00	4547.82	29.96	85306.76	10982.60	74324.16
440+50.00	3079.29	0.00	5731.47	0.00	91038.23	10982.60	80055.63
441+00.00	3703.38	0.00	6590.86	0.00	97629.09	10982.60	86646.49
441+50.00	4026.18	0.00	7456.39	0.00	105085.48	10982.60	94102.88
442+00.00	3627.34	0.00	7354.03	0.00	112439.52	10982.60	101456.91
442+50.00	3402.14	16.85	6795.12	15.37	119234.63	10997.98	108236.66
443+00.00	2032.45	173.46	5318.91	175.23	124553.54	11173.21	113380.33
443+50.00	574.89	423.75	2585.38	551.74	127138.92	11724.95	115413.97
444+00.00	82.99	629.50	654.97	977.68	127793.88	12702.63	115091.25
444+50.00	0.00	706.01	81.00	1243.34	127874.88	13945.97	113928.91
445+00.00	0.00	742.27	0.00	1348.68	127874.88	15294.65	112580.23
445+50.00	0.00	789.71	0.00	1426.59	127874.88	16721.25	111153.63
446+00.00	0.00	840.24	0.00	1517.58	127874.88	18238.82	109636.06
446+50.00	0.00	894.50	0.00	1614.77	127874.88	19853.59	108021.29
447+00.00	0.00	917.61	0.00	1685.36	127874.88	21538.94	106335.94
447+50.00	0.00	875.38	0.00	1662.12	127874.88	23201.06	104673.82
448+00.00	156.59	696.14	145.00	1455.12	128019.87	24656.18	103363.70
448+50.00	302.09	439.71	424.71	1051.72	128444.58	25707.90	102736.69
449+00.00	530.71	204.95	771.11	596.91	129215.70	26304.81	102910.89
449+50.00	969.17	0.00	1388.78	189.77	130604.48	26494.58	104109.90
450+00.00	952.49	0.00	1779.32	0.00	132383.80	26494.58	105889.21
450+50.00	696.28	0.00	1526.64	0.00	133910.44	26494.58	107415.86
451+00.00	528.81	0.00	1134.34	0.00	135044.78	26494.58	108550.20
451+50.00	337.22	0.00	801.88	0.00	135846.66	26494.58	109352.08
452+00.00	203.54	1.60	500.70	1.48	136347.36	26496.06	109851.30
452+50.00	85.33	0.00	267.47	1.48	136614.82	26497.54	110117.28

Total Volume Table							
Station	Cut Area	Fill Area	Cut Vol	Fill Vol	Cum Cut Vol	Cum Fill Vol	Net Vol
4+50.00	51.72	1.82	0.00	0.00	0.00	0.00	0.00
5+00.00	86.45	0.00	127.95	1.63	127.95	1.63	126.32
5+40.63	124.84	25.33	160.80	17.77	288.74	19.41	269.34
5+50.00	127.14	22.78	44.56	7.78	333.30	27.19	306.11
6+00.00	63.46	49.93	181.55	64.00	514.85	91.19	423.66
6+25.00	16.68	68.35	38.82	53.11	553.67	144.30	409.37
6+50.00	0.00	133.20	8.09	91.15	561.76	235.46	326.31
7+00.00	6.88	156.14	6.37	267.90	568.13	503.36	64.77

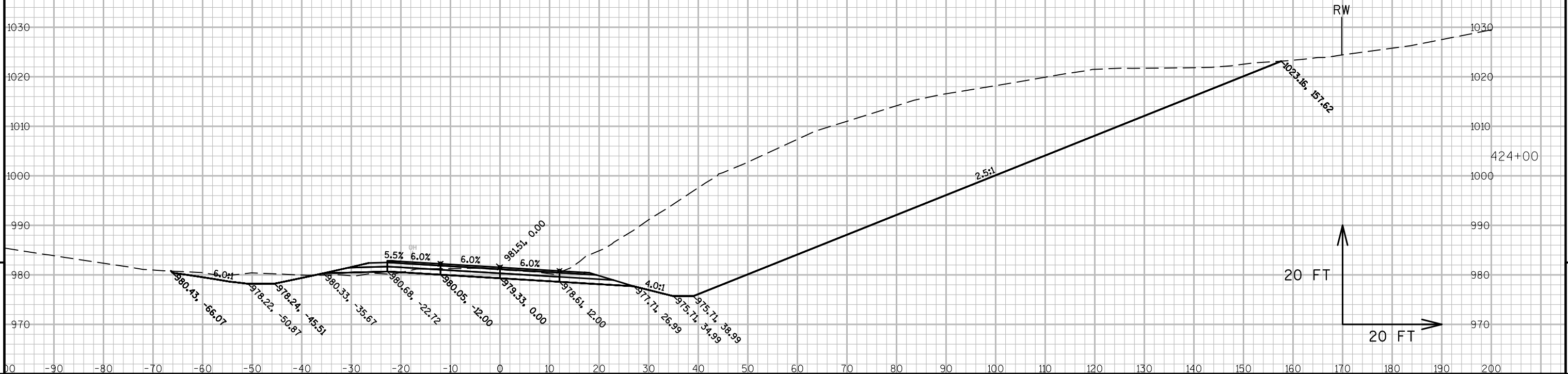
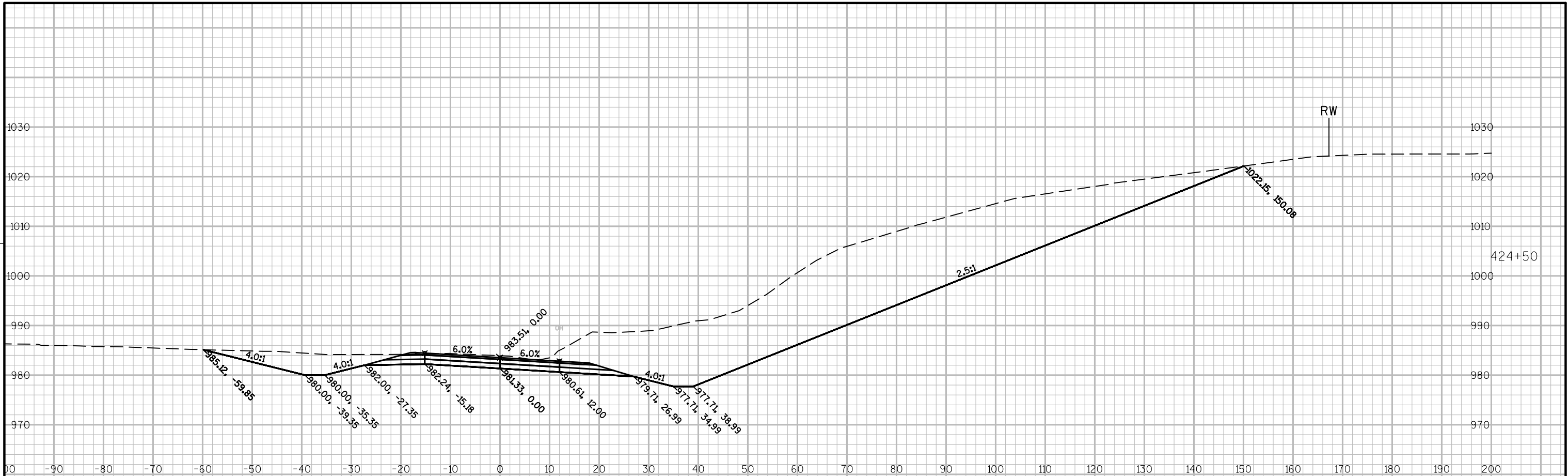


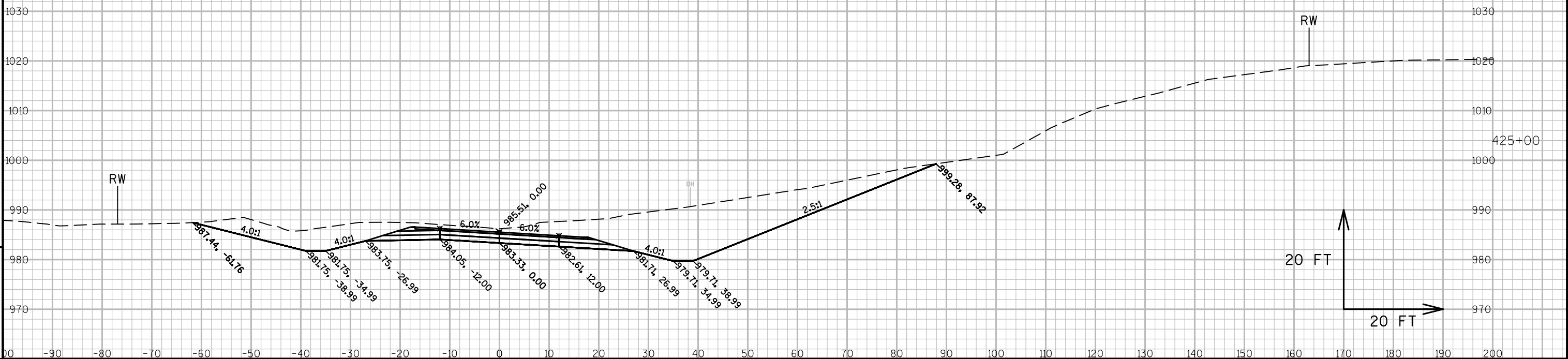
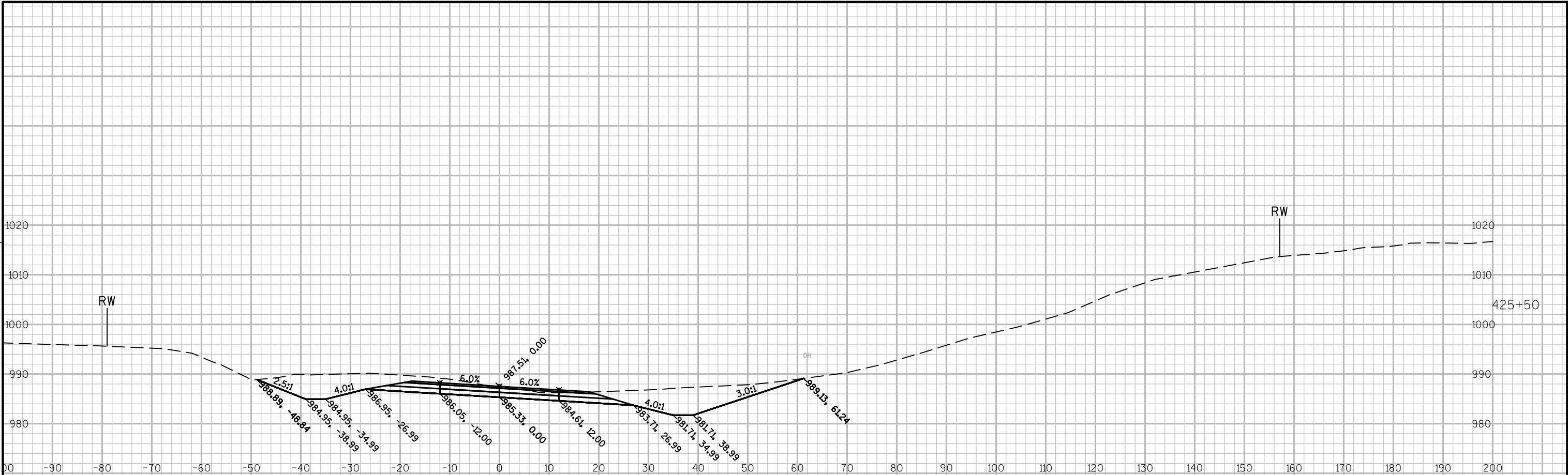


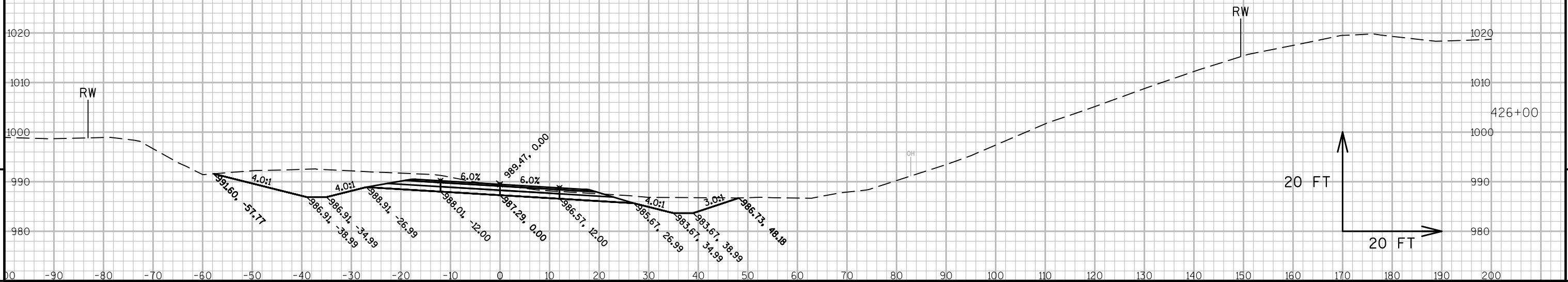


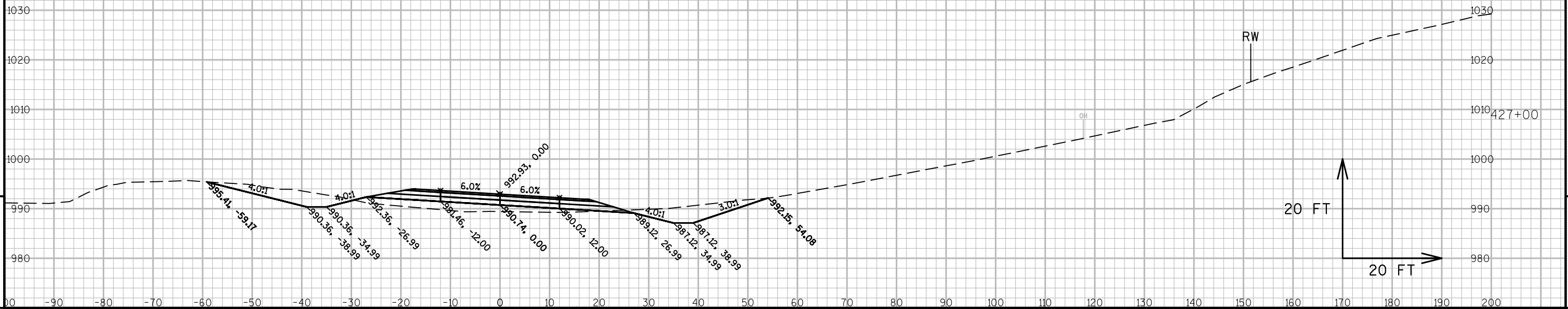
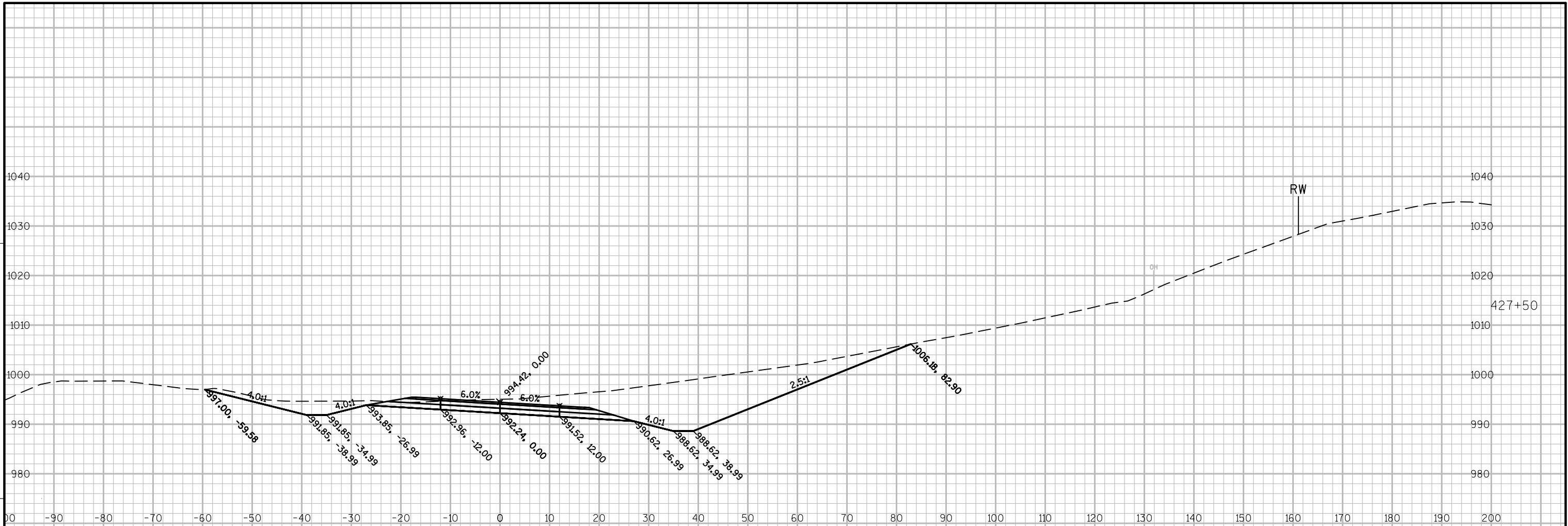


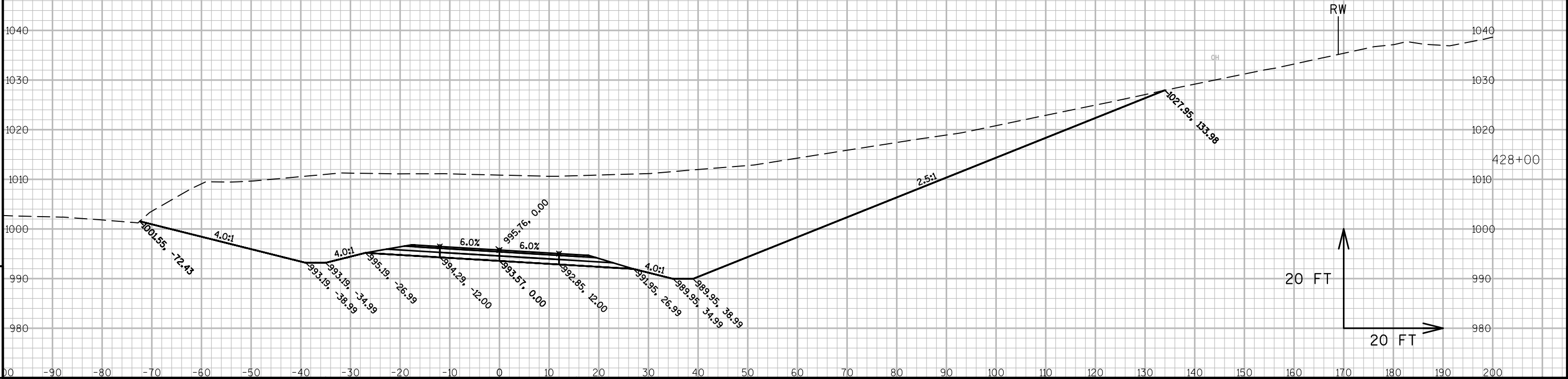
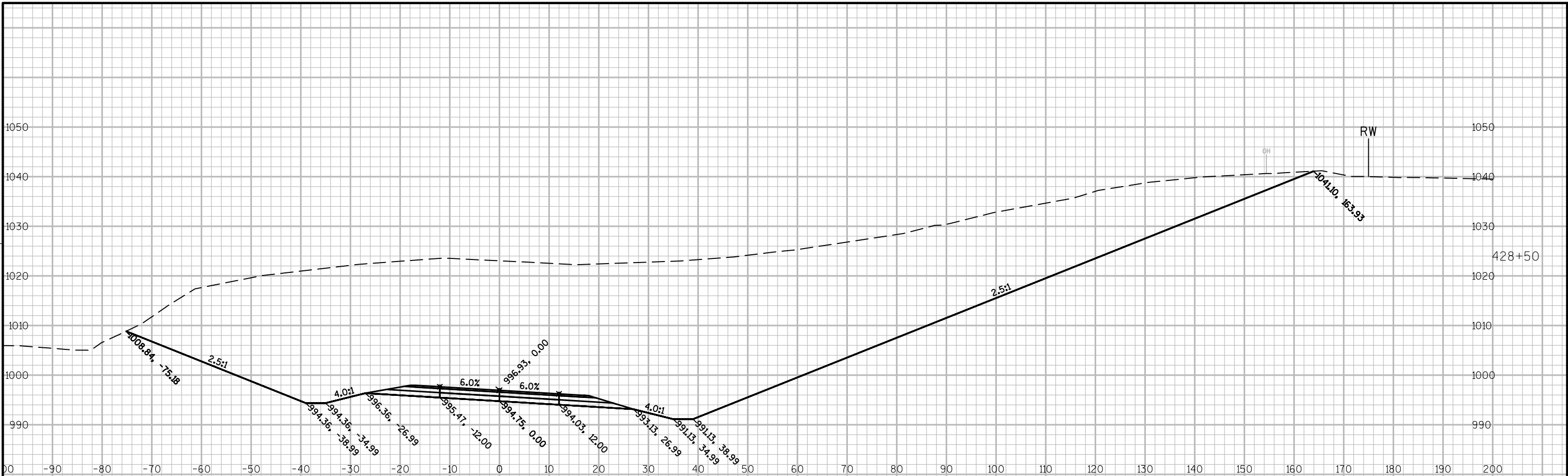
PROJECT NO:8865-00-72	HWY:STH 65	COUNTY:POLK	CROSS SECTIONS: STH 65	SHEET 80	E
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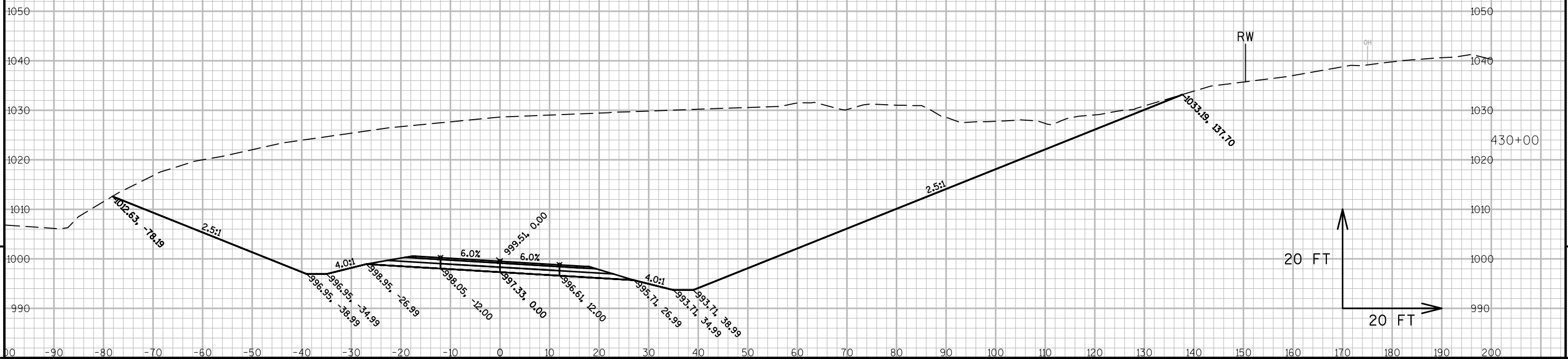


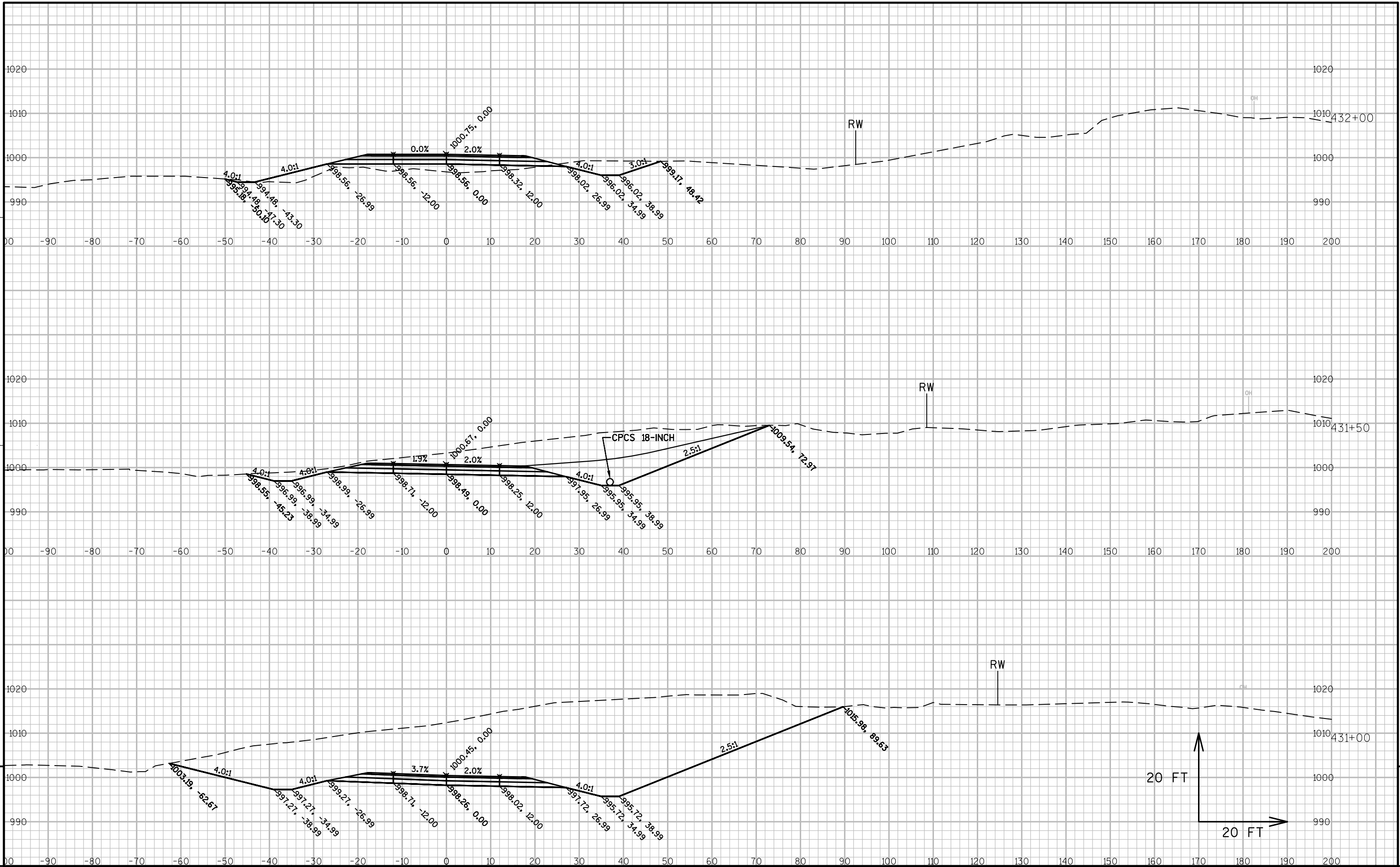


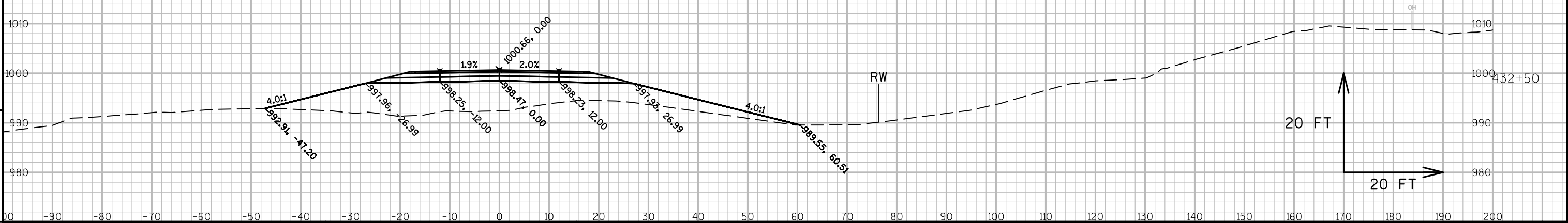
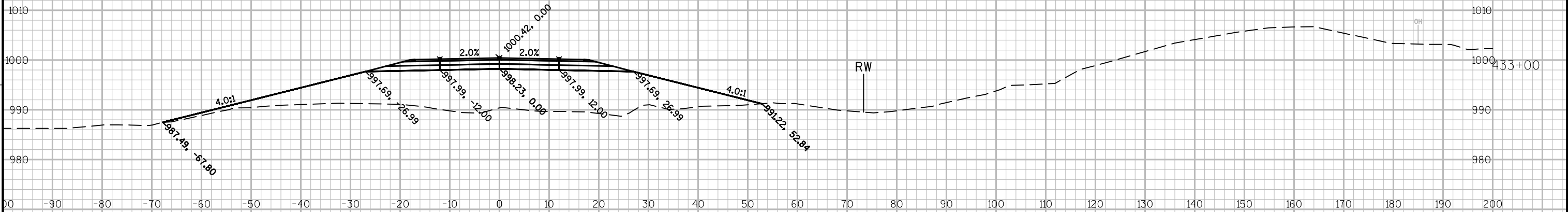
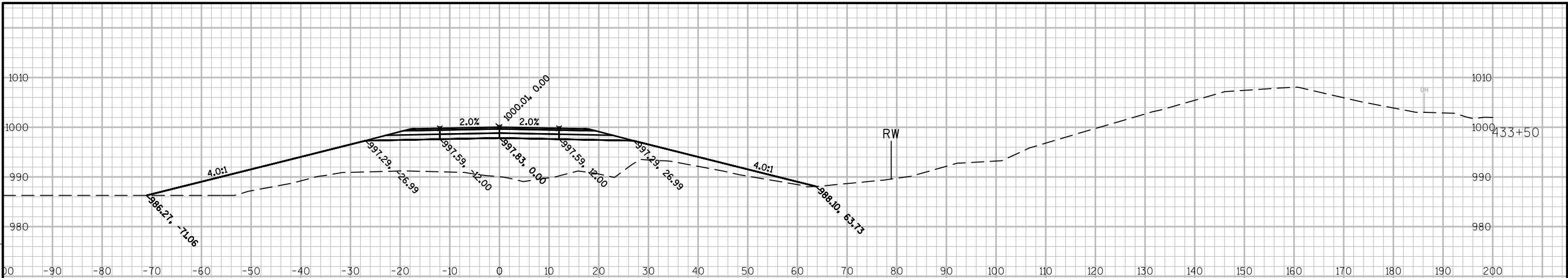


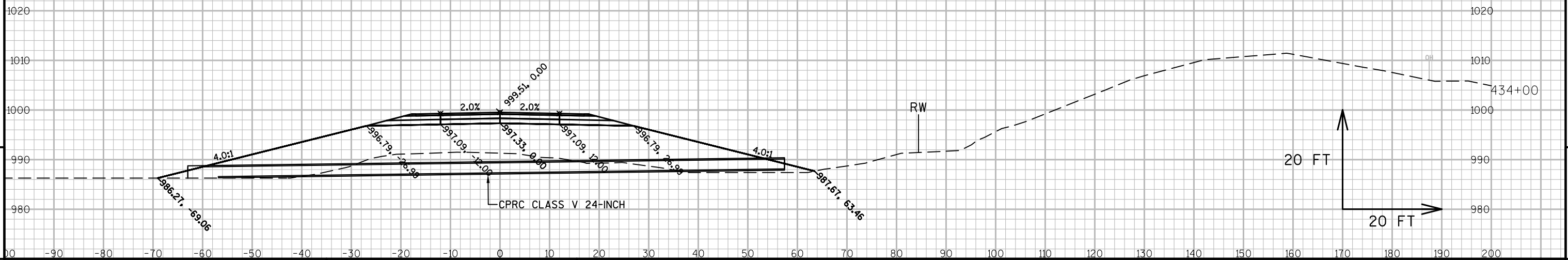


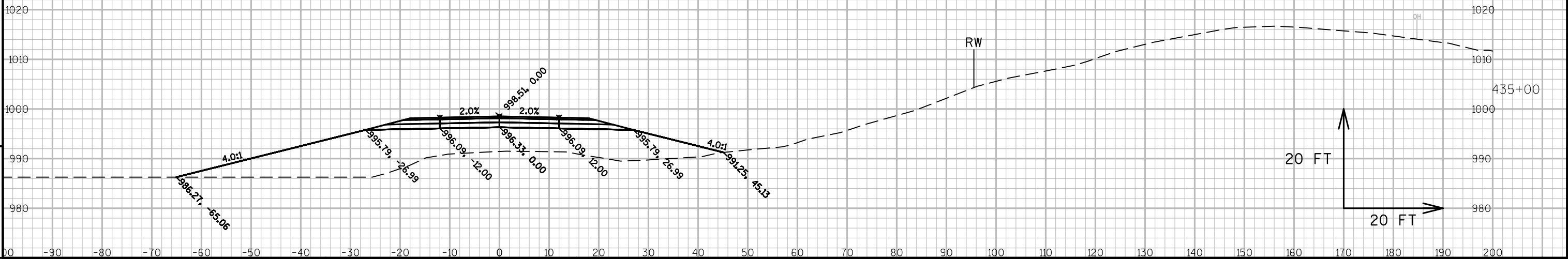


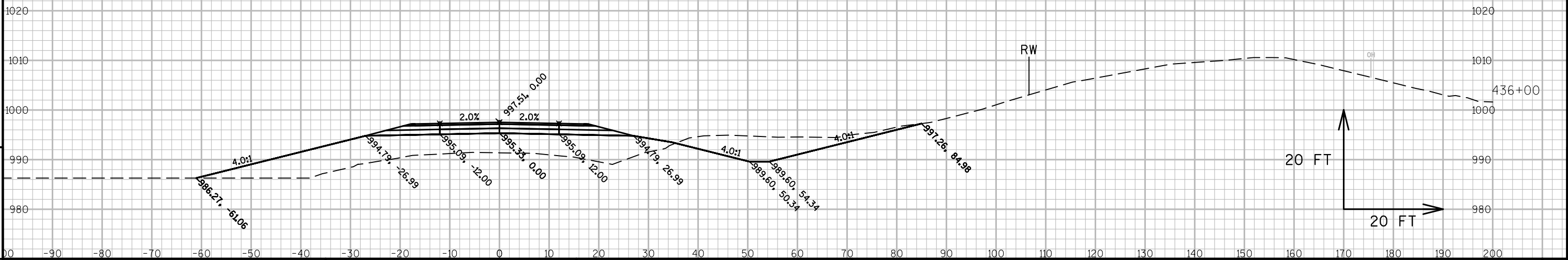


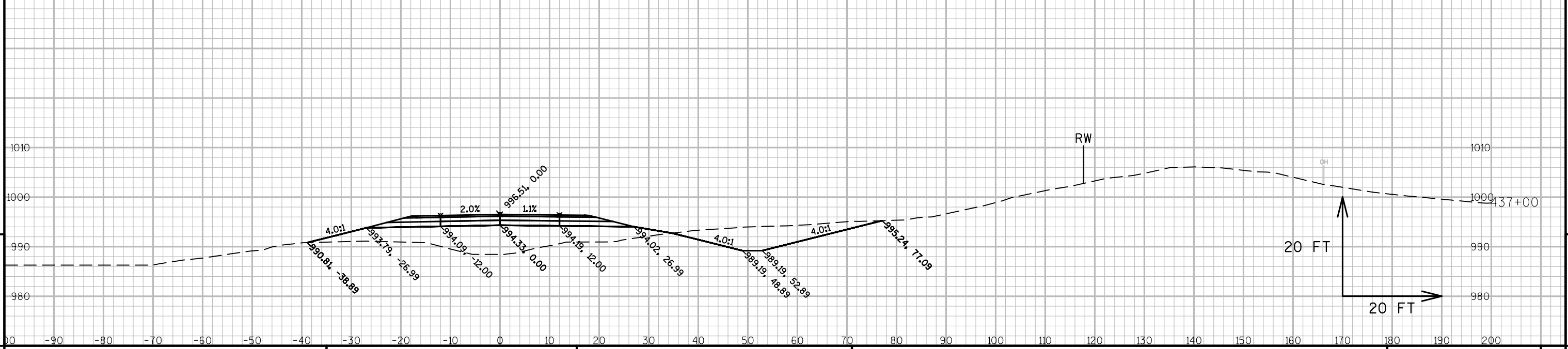
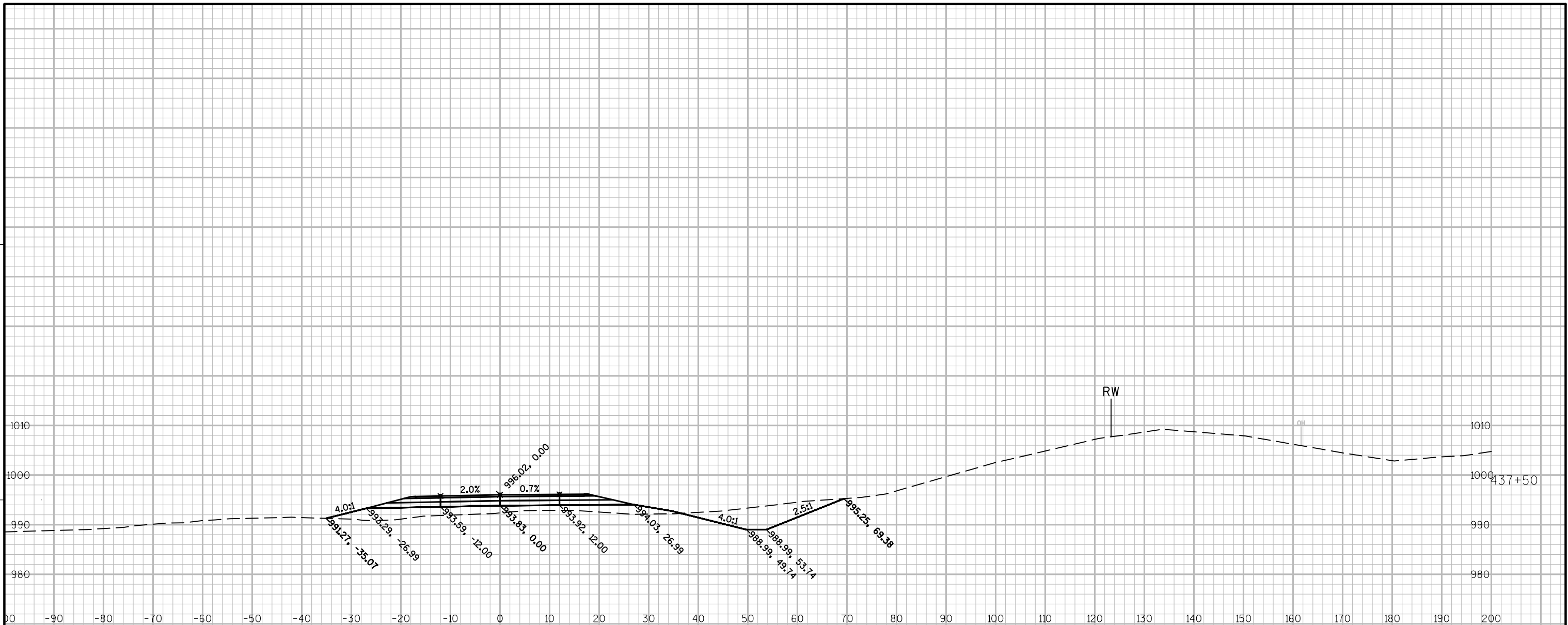


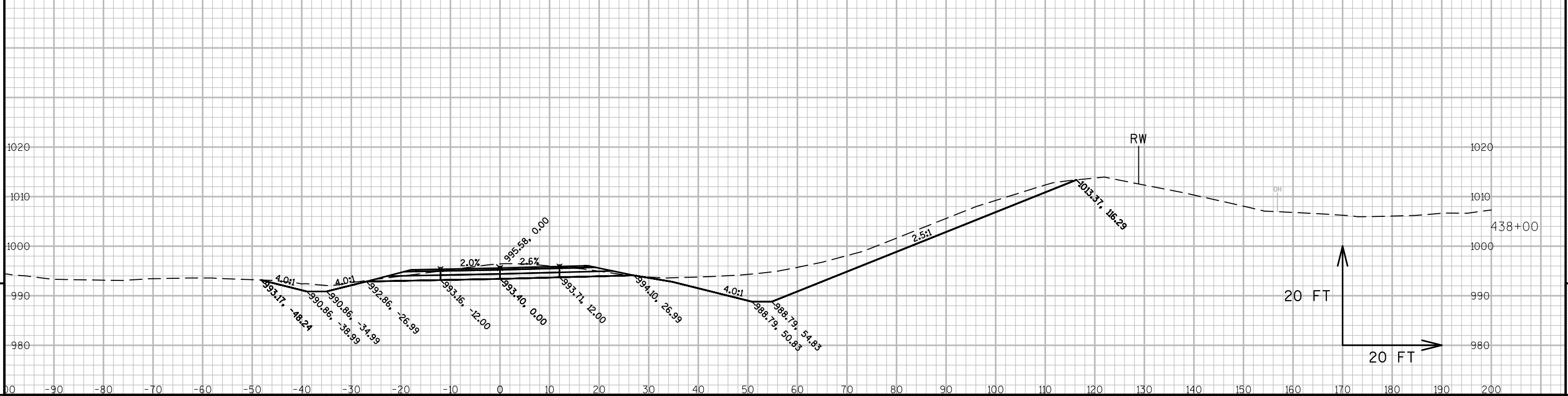
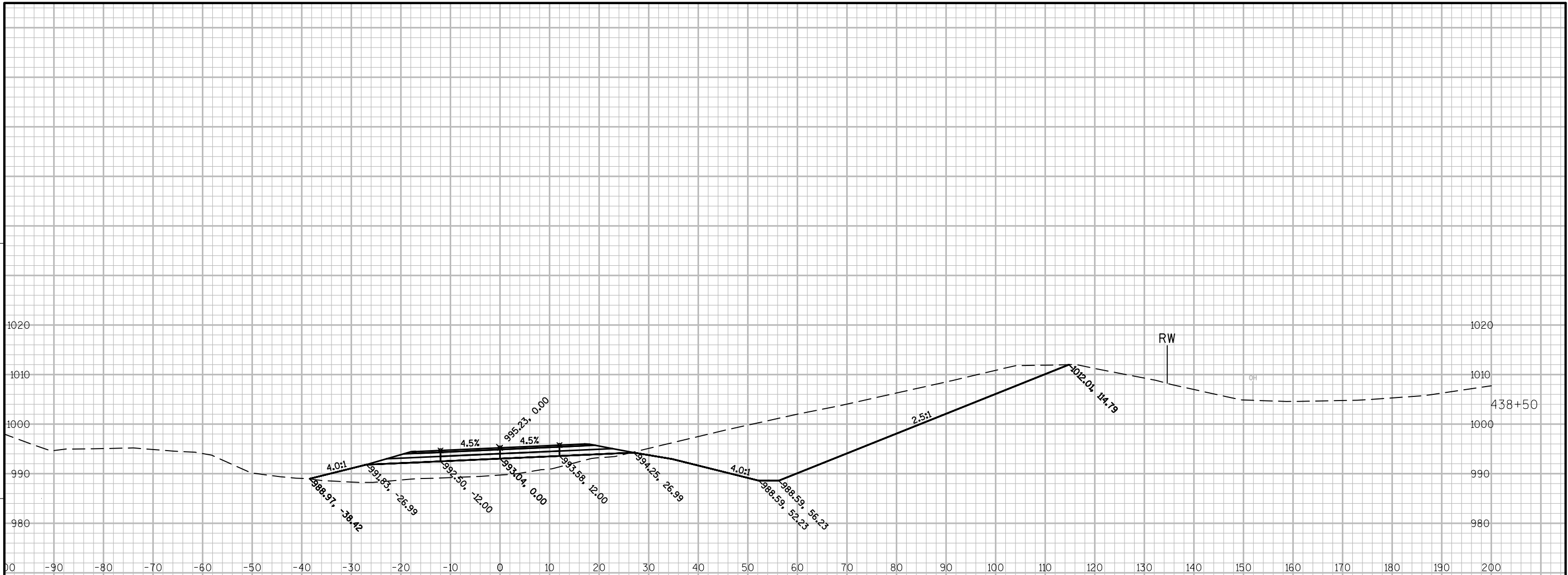


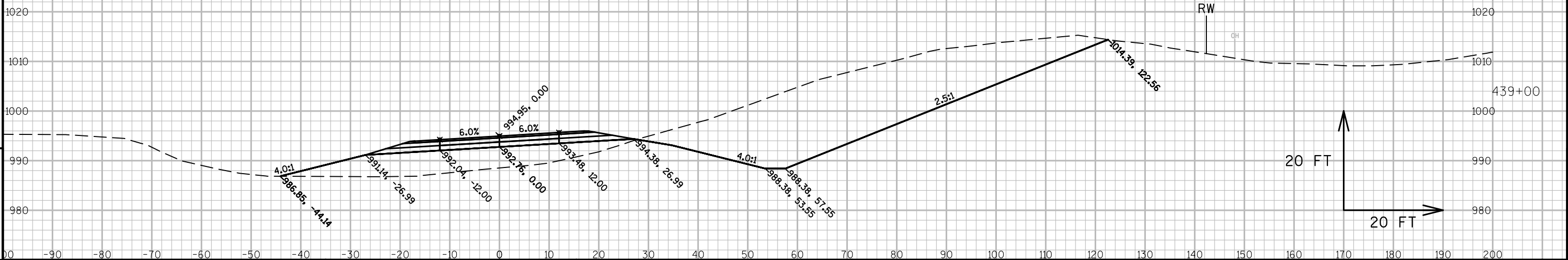
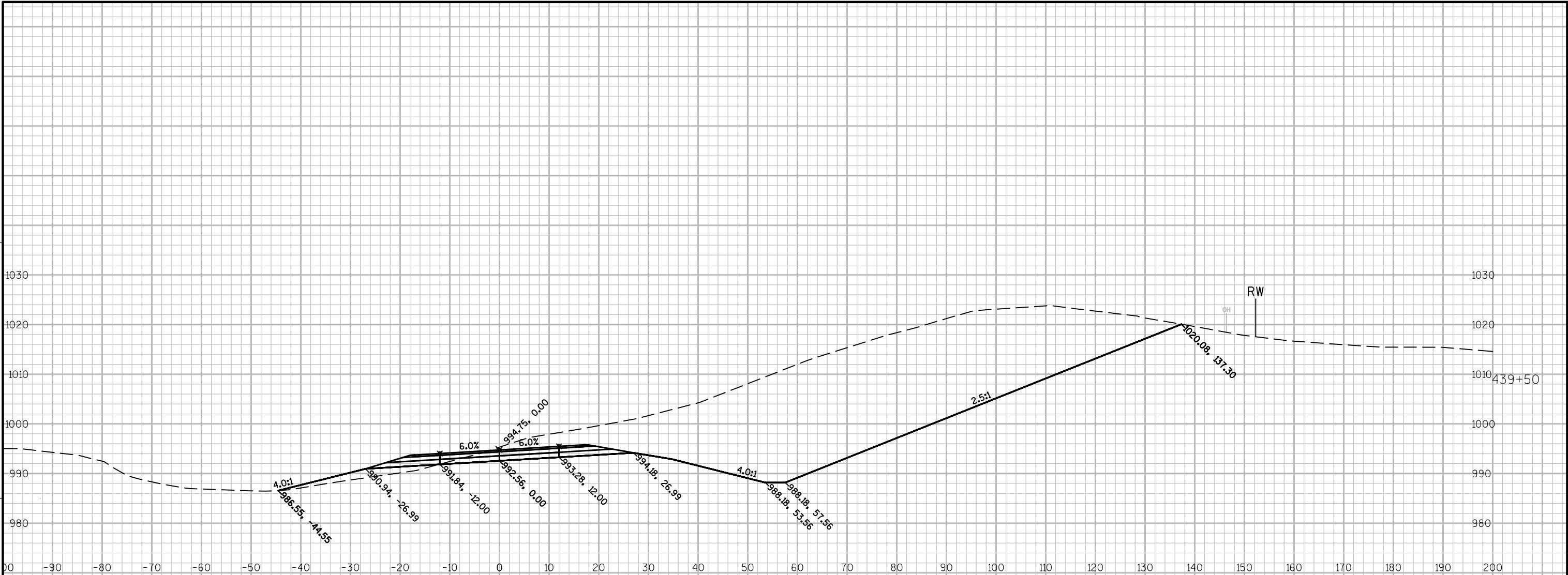


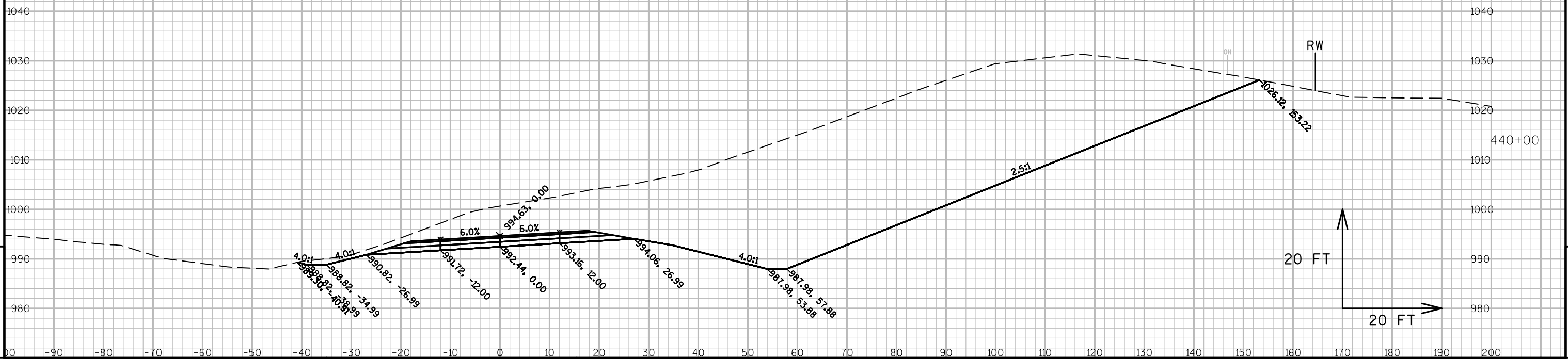
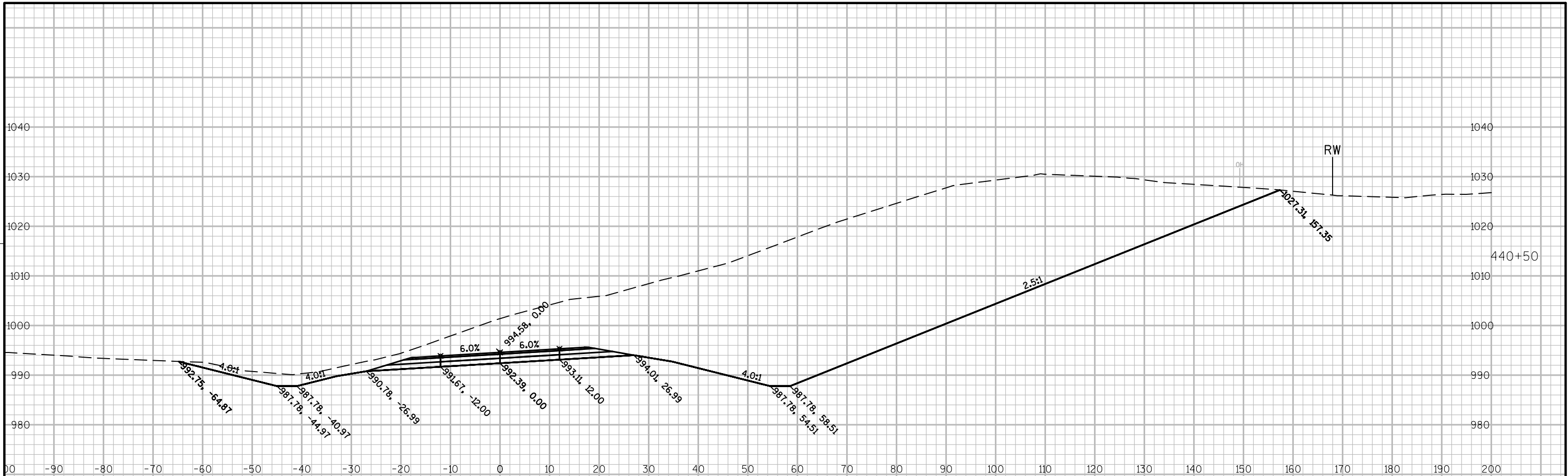












PROJECT NO:8865-00-72

HWY:STH 65

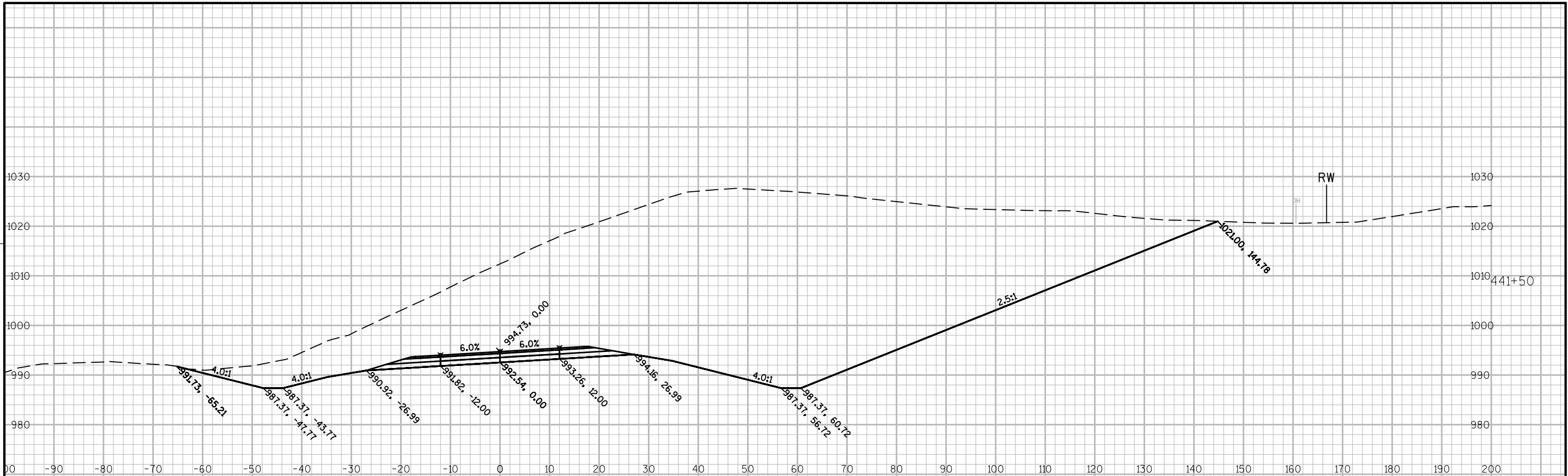
COUNTY:POLK

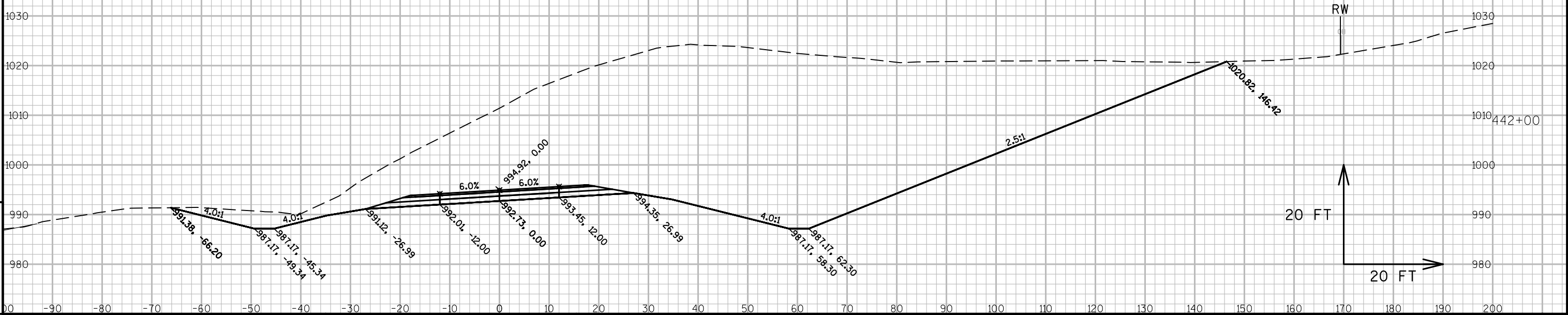
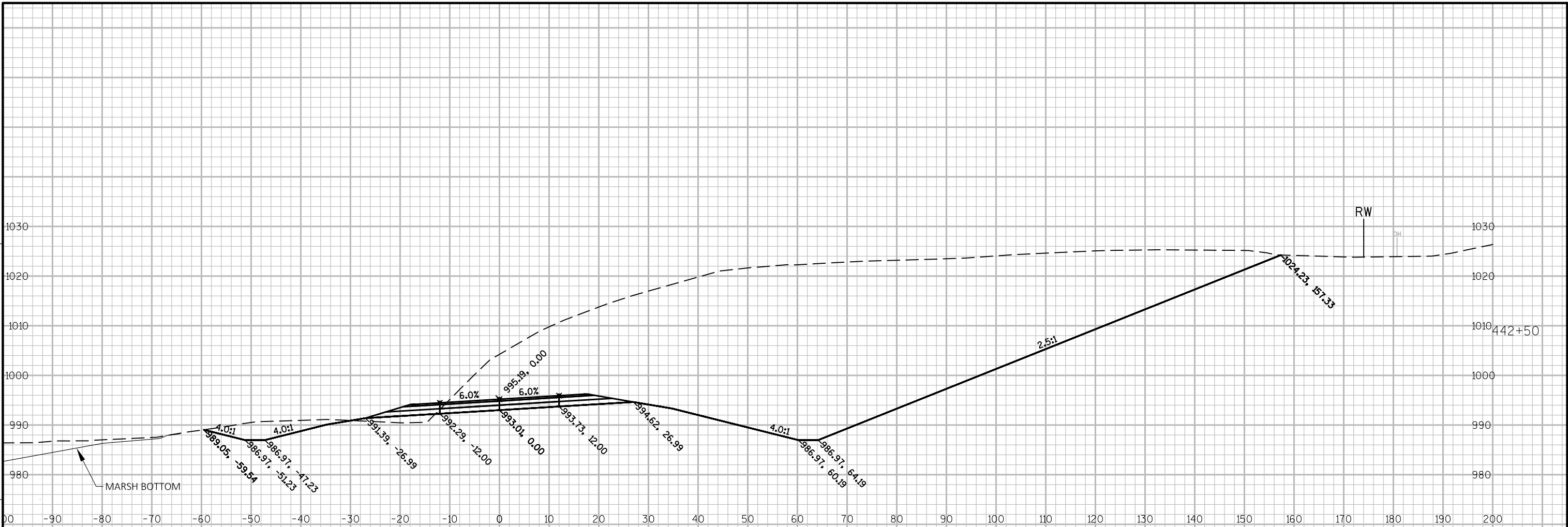
CROSS SECTIONS: STH 65

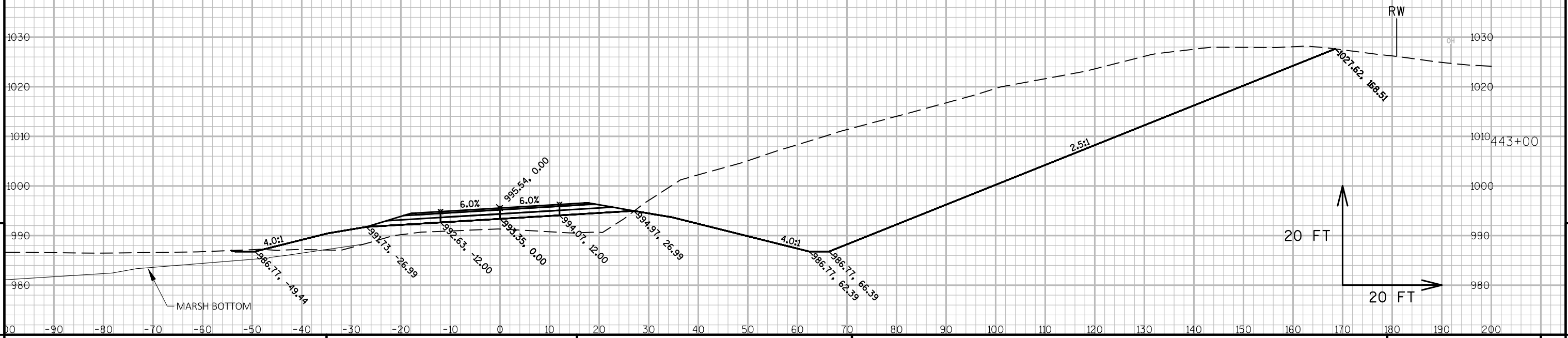
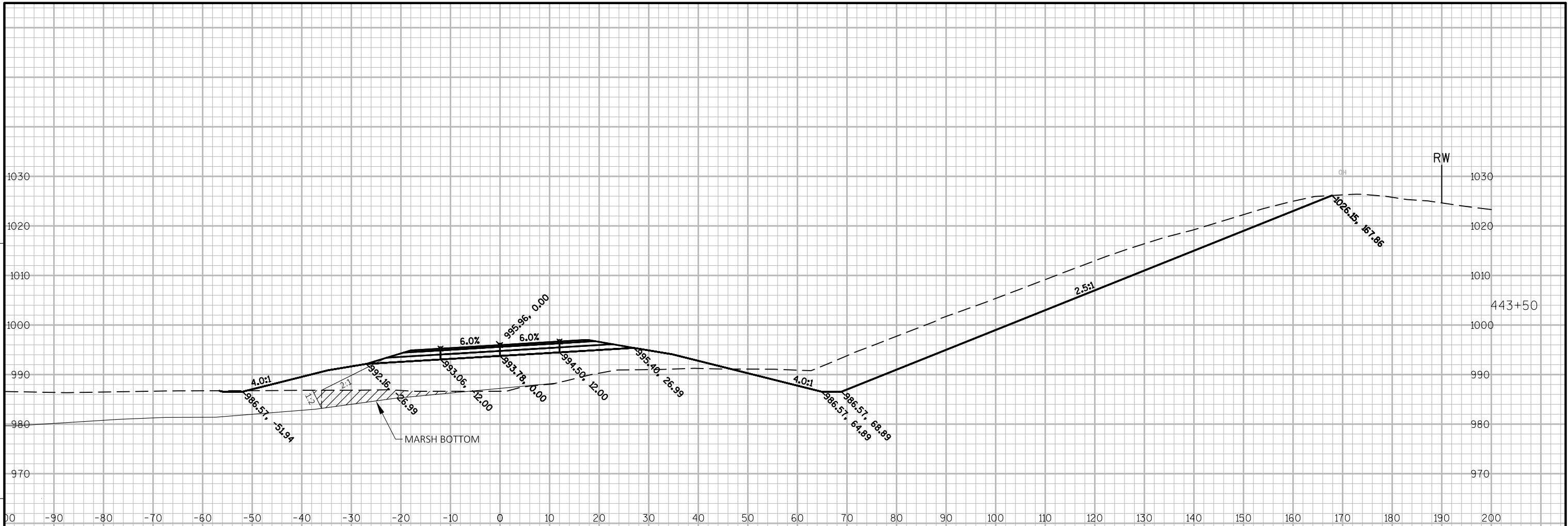
SHEET

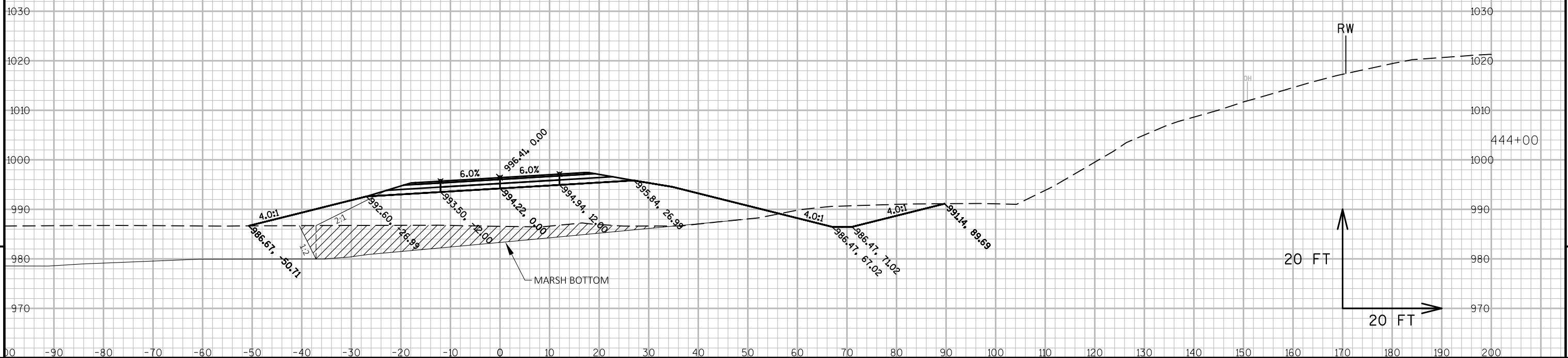
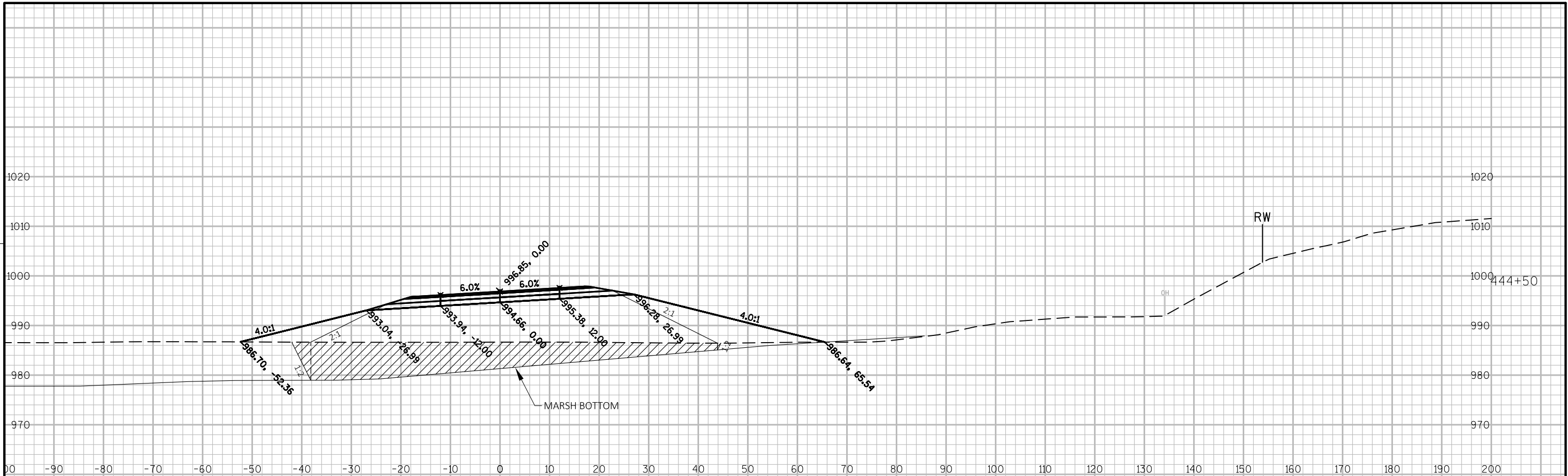
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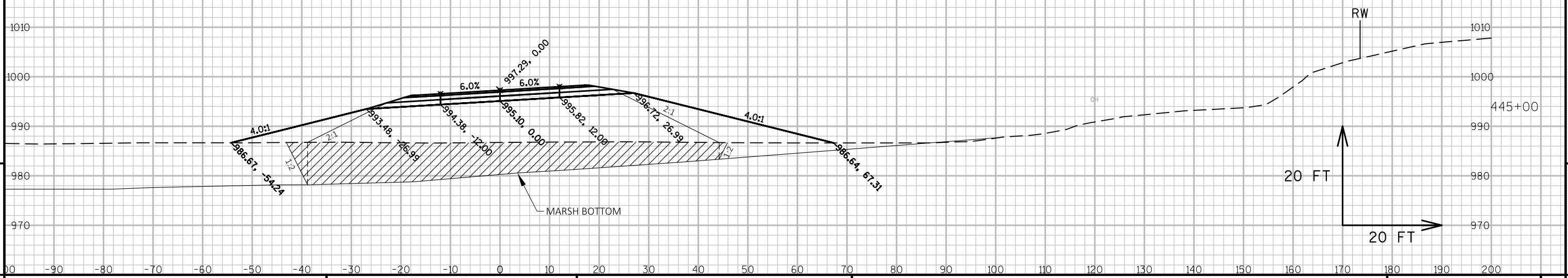
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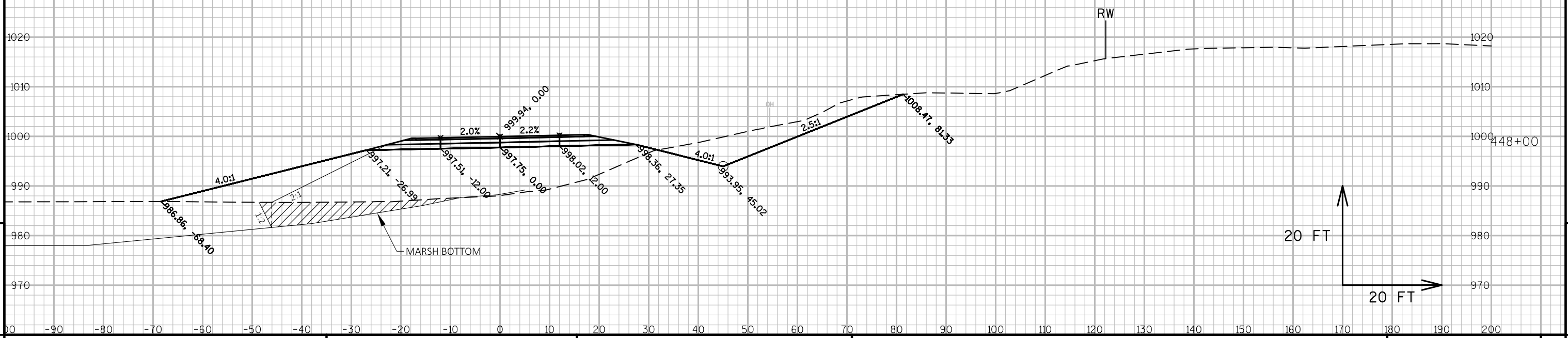
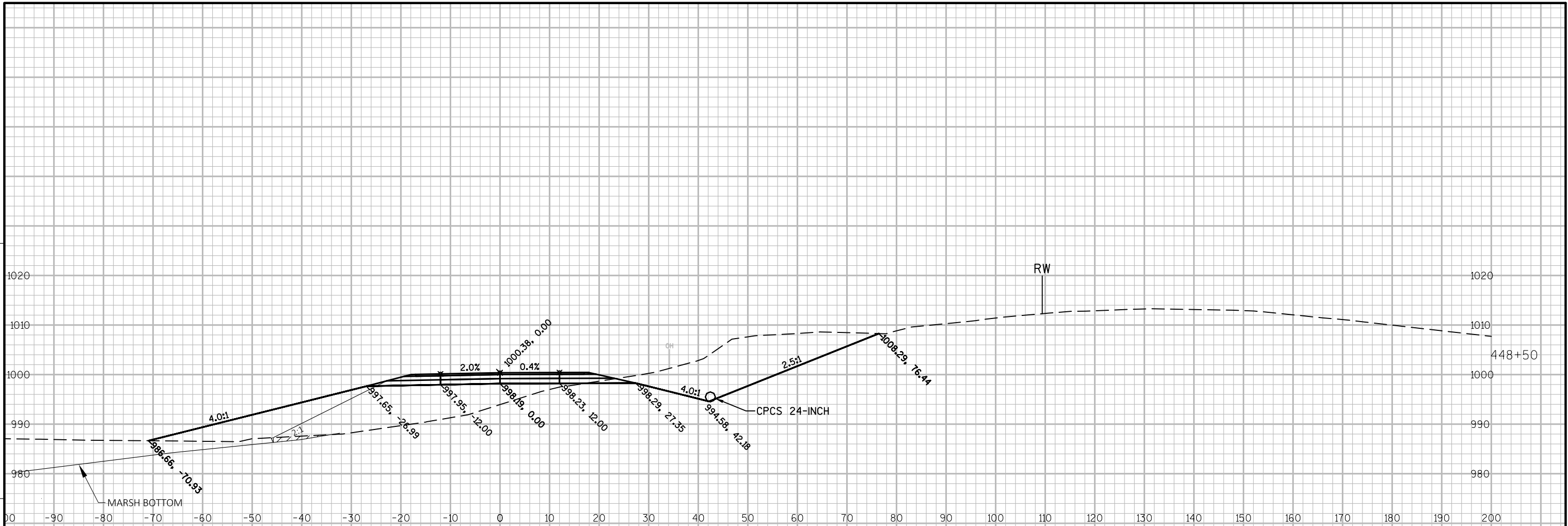


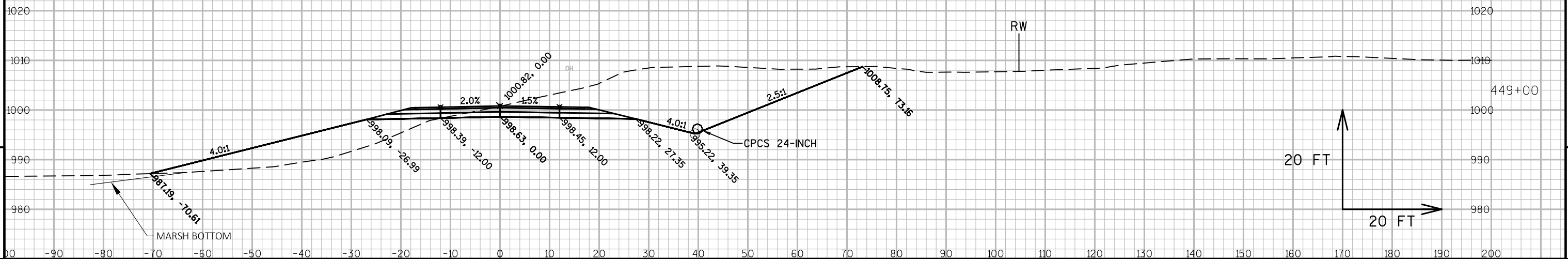


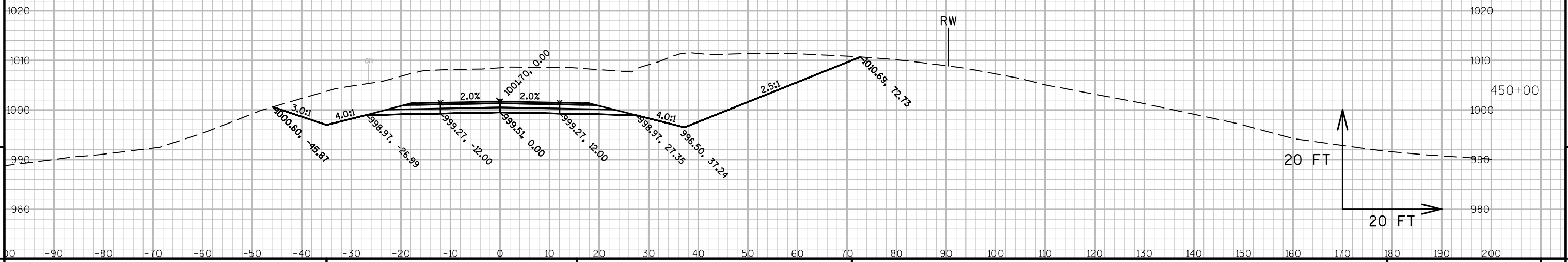
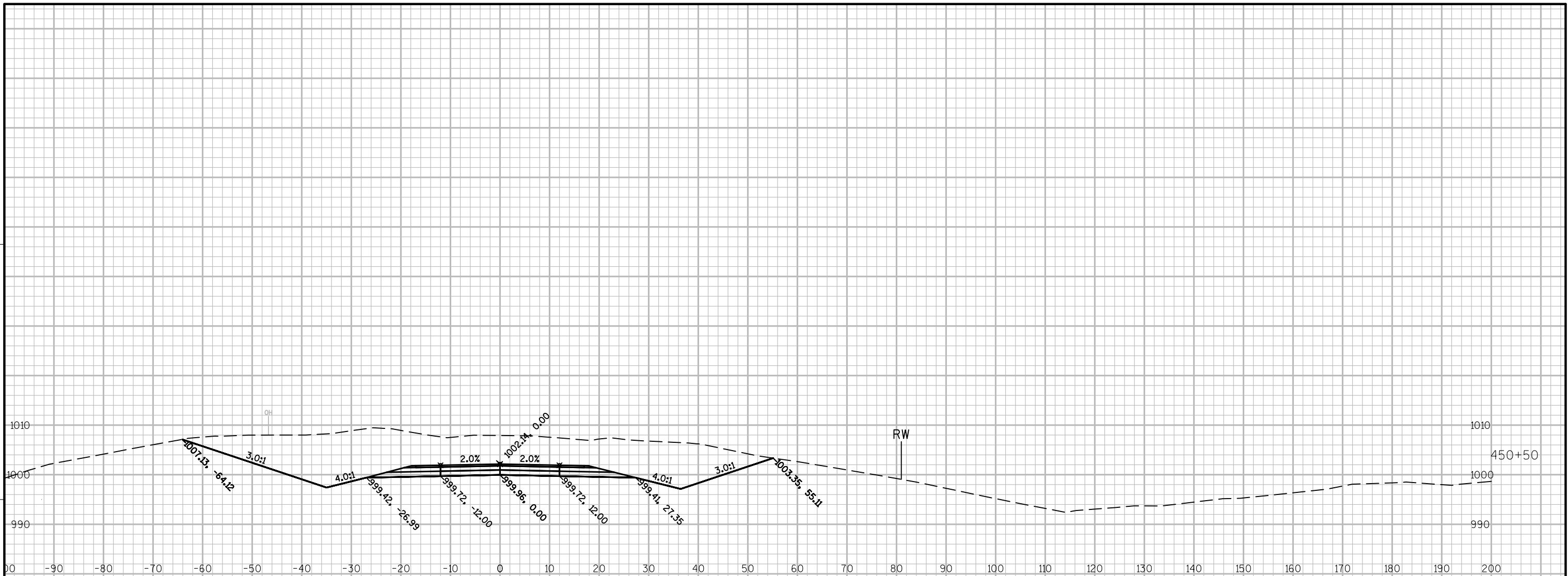


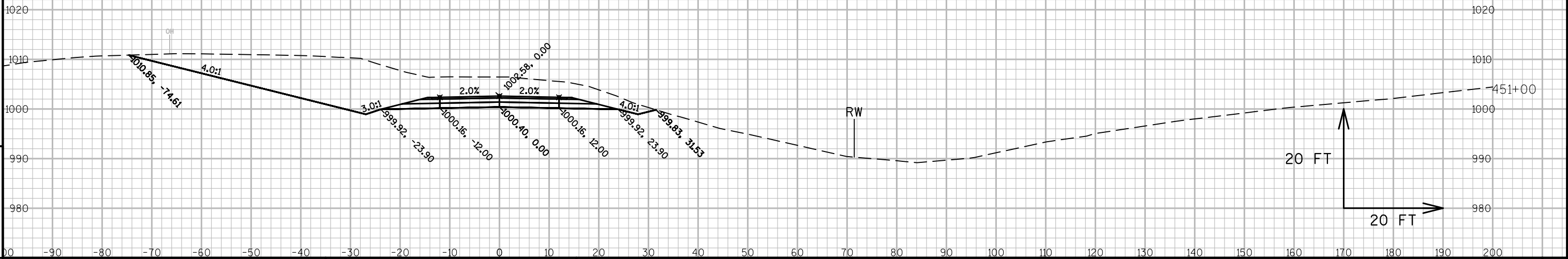
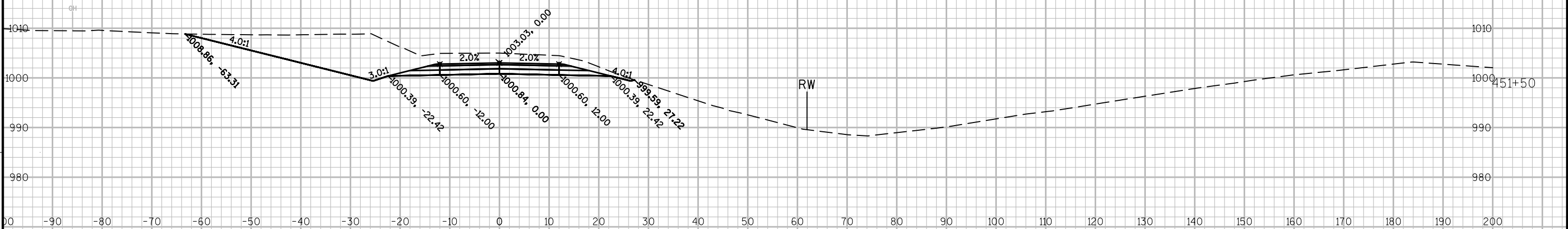
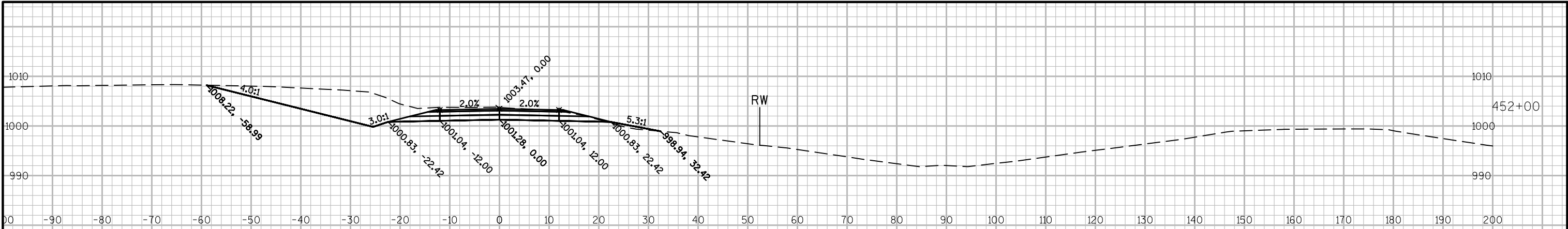




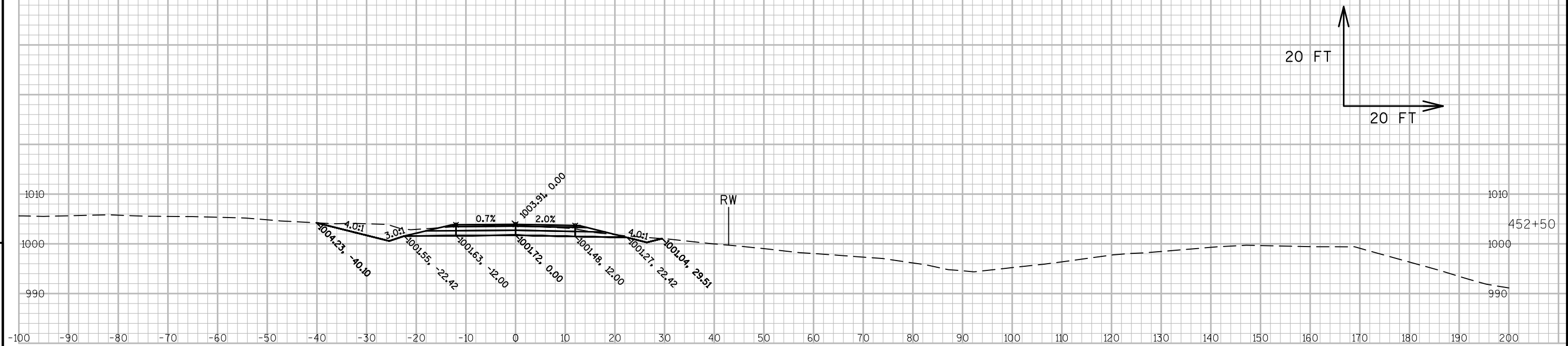




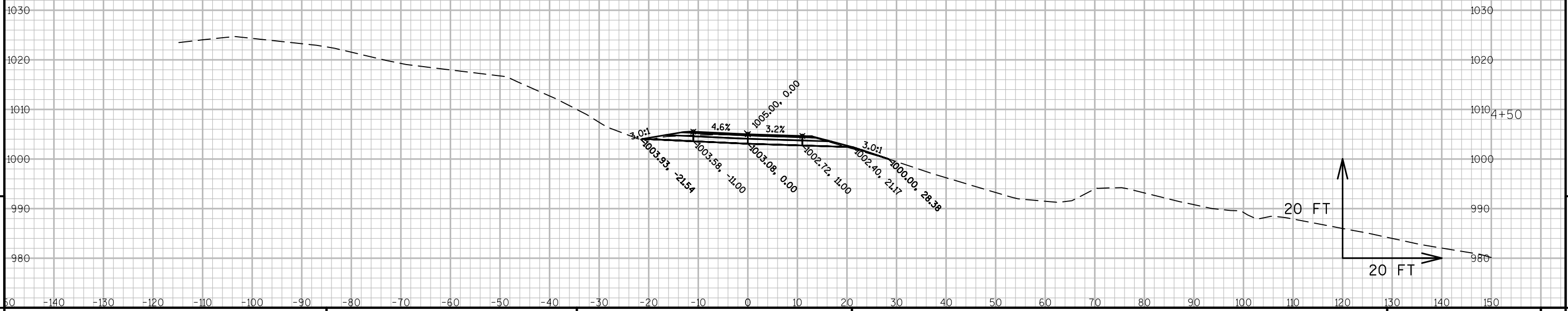
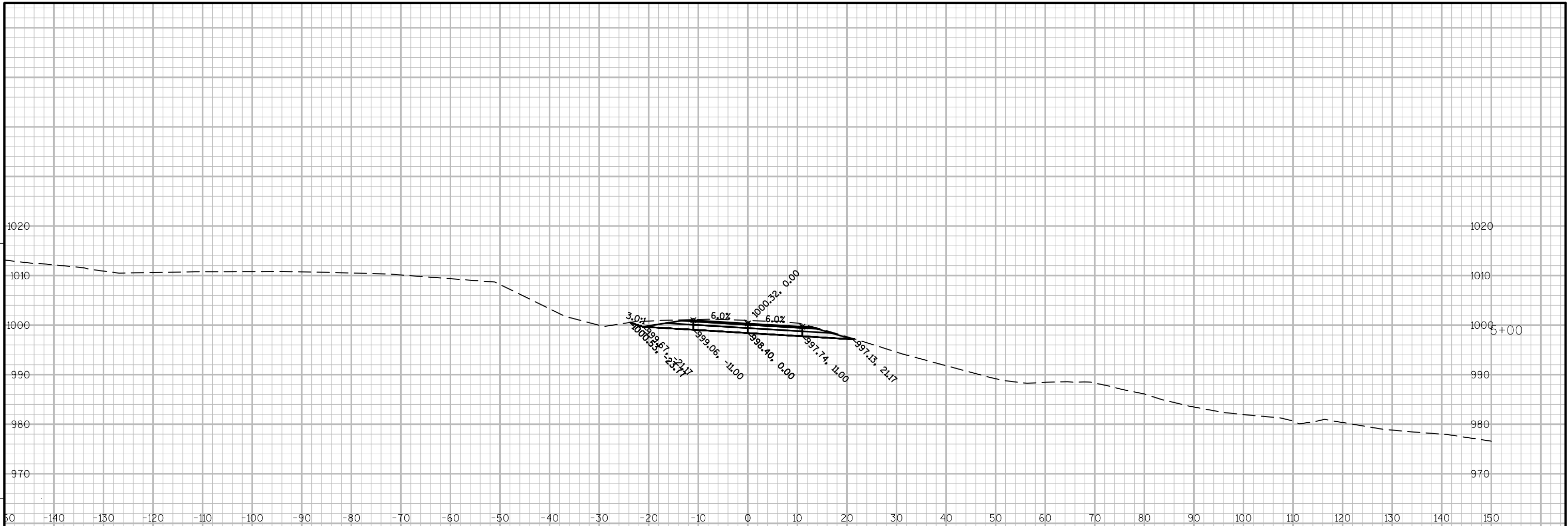


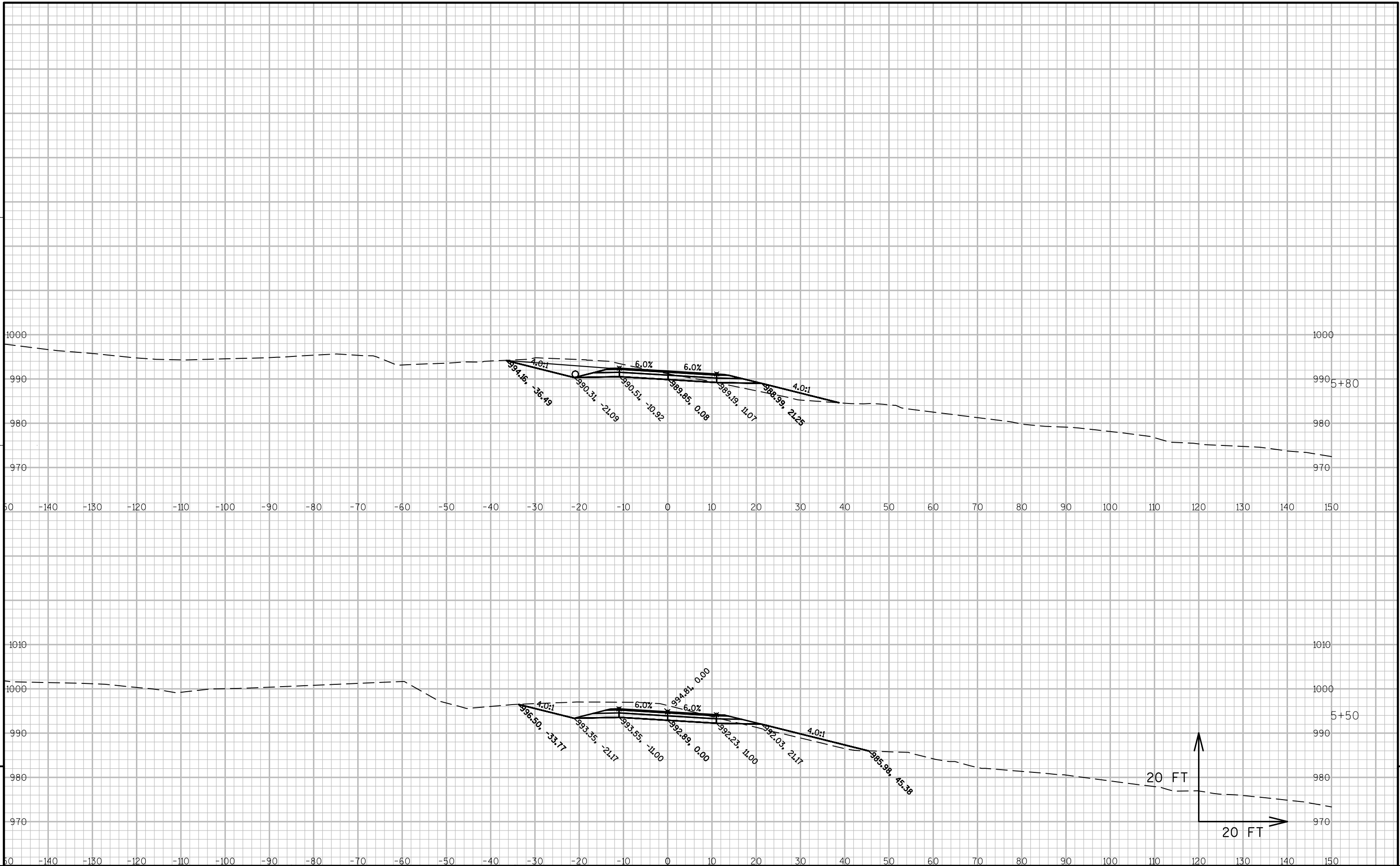


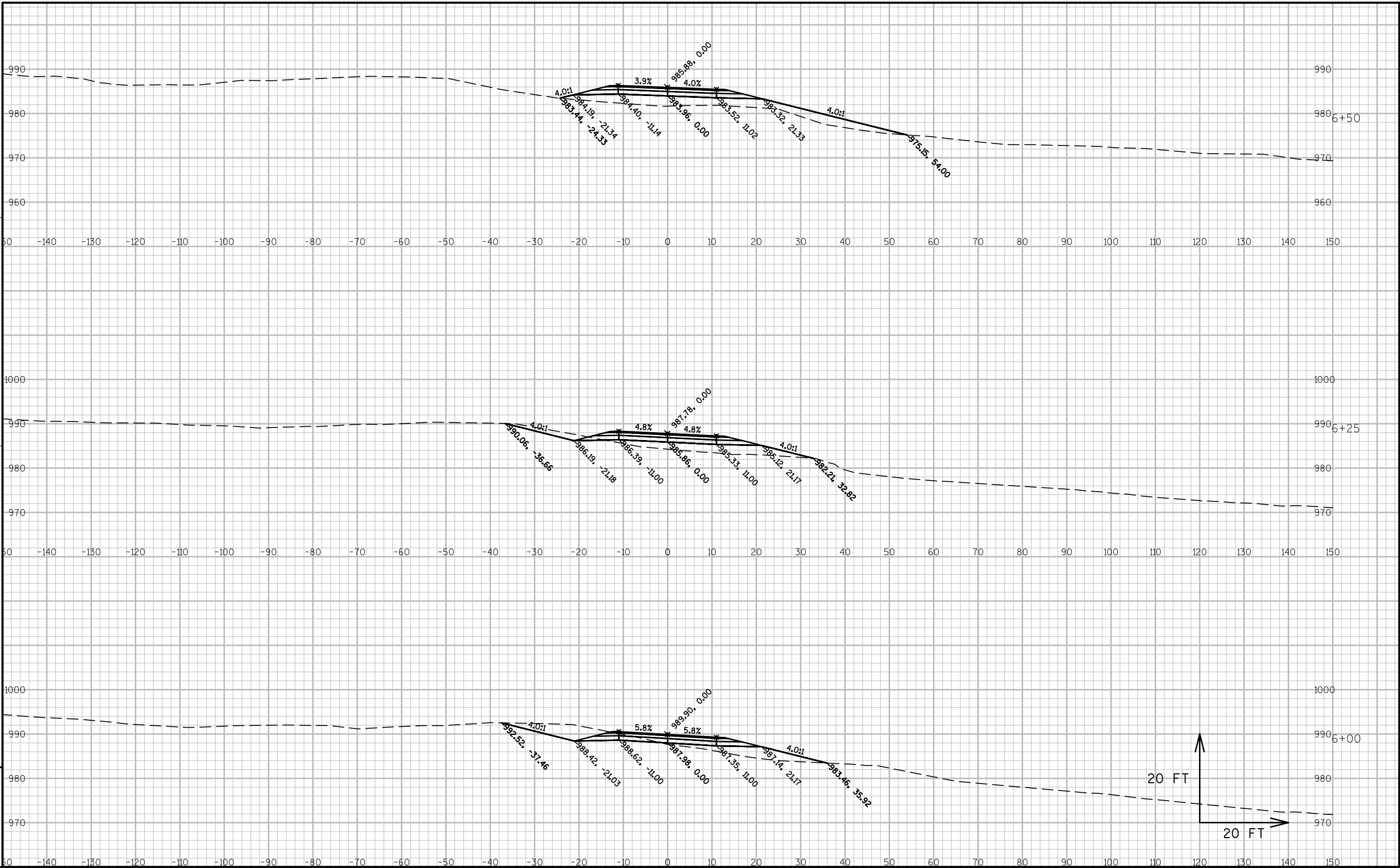
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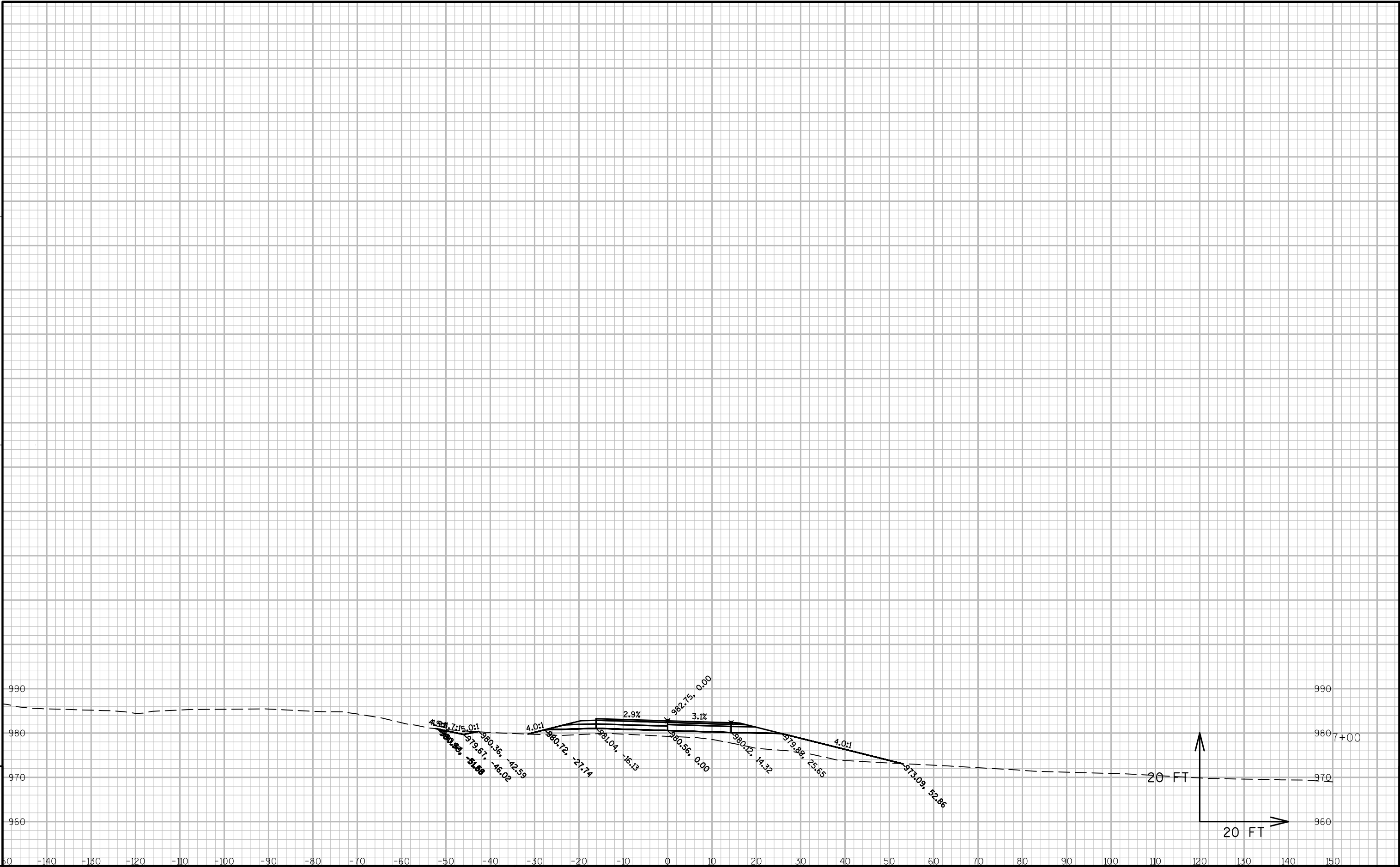


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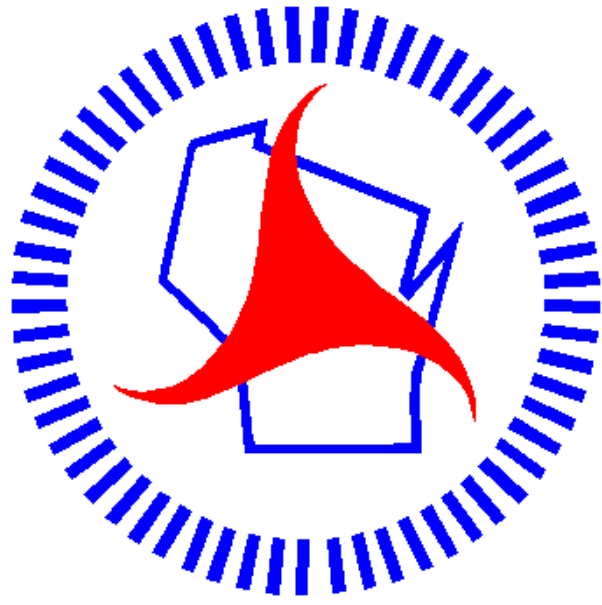








Notes



Wisconsin Department of Transportation

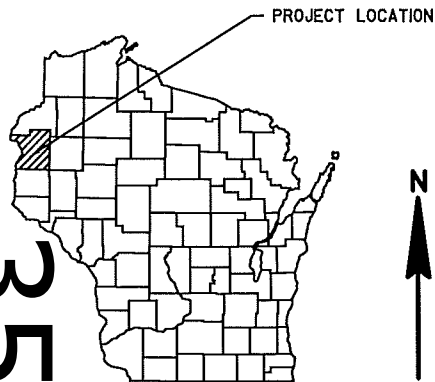
Dedicated people creating transportation solutions through innovation and exceptional service.

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

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 = 92



DESIGN DESIGNATION 8865-00-03

A.A.D.T.	2018	=	1800
A.A.D.T.	2038	=	2200
D.H.V.		=	4.8
D.D.		=	62/38
T.		=	6.0%
DESIGN SPEED		=	60
ESALS		=	280,000

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)	---
SPECIAL DITCH	---
GRADE ELEVATION	---
CULVERT (Profile View)	---
UTILITIES	
ELECTRIC	---
FIBER OPTIC	---
GAS	---
SANITARY SEWER	---
STORM SEWER	---
TELEPHONE	---
WATER	---
UTILITY PEDESTAL	---
POWER POLE	---
TELEPHONE POLE	---

ROCK	---
LABEL	---
95.36	---
E	---
FO	---
G	---
SAN	---
SS	---
T	---
W	---
---	---
---	---

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

WANDEROOS - USH 8

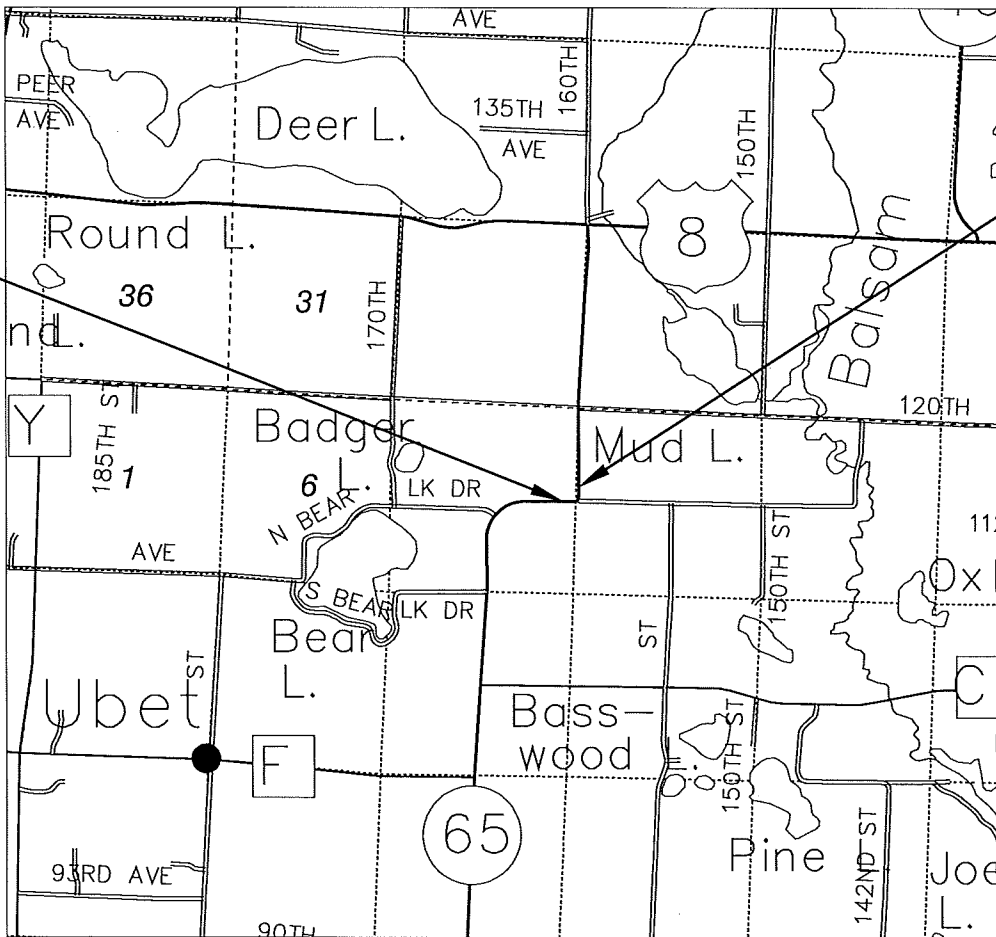
KENNEDY MILL AVENUE INTERSECTION

STH 65

POLK COUNTY

STATE PROJECT NUMBER
8865-00-73

R-18-W R-17-W



SCALE 0 1 MILE

TOTAL NET LENGTH OF CENTERLINE = 0.15 MILES

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, POLK COUNTY, NAD83 (1991), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

STATE PROJECT

8865-00-73

FEDERAL PROJECT

PROJECT

WISC 2017123

CONTRACT

1

END PROJECT
STA 13+31.09
X: 501986.18
Y: 260480.71

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	NW REGION - SUPERIOR
Designer	MATTHEW BECKLIN
Project Manager	BETH CUNNINGHAM, PE
Regional Examiner	TOU YANG
Regional Supervisor	ANDREW STENSLAND, PE

APPROVED FOR THE DEPARTMENT

DATE: 10/25/16 Andy Stensland (Signature)

E

LIST OF STANDARD ABBREVIATIONS

ABUT.	ABUTMENT
AGG.	AGGREGATE
AH.	AHEAD
APPROX.	APPROXIMATE
A.E.W.	APRON ENDWALL
ASPH.	ASPHALTIC
A.D.T.	AVERAGE DAILY TRAFFIC
AZ.	AZIMUTH
BK.	BACK
BEG.	BEGIN
B.M.	BENCH MARK
C/L	CENTER LINE
CONC.	CONCRETE
CONST.	CONSTRUCTION
CO.	COUNTY
C.T.H.	COUNTY TRUNK HIGHWAY
X-SEC.	CROSS SECTION
CR.	CRUSHED
CFS	CUBIC FEET/SECOND
C.Y., CU. YD.	CUBIC YARD
CULV.	CULVERT
C.P.	CULVERT PIPE
D.O.T.	DEPARTMENT OF TRANSPORTATION
D.H.V.	DESIGN HOUR VOLUME
DIA.	DIAMETER
D.	DIRECTIONAL DISTRIBUTION
DISCH. OR DIS.	DISCHARGE
EA.	EACH
ELECT.	ELECTRIC
EL. OR ELEV.	ELEVATION
EMB.	EMBANKMENT
E.B.S.	EXCAVATION BELOW SUBGRADE
EXIST.	EXISTING
FERT.	FERTILIZE
F.E.	FIELD ENTRANCE
FIN.	FINISHED
FT.	FOOT
F.L.	FLOW LINE
GA.	GAUGE
HORIZ.	HORIZONTAL
CWT.	HUNDREDWEIGHT
INL.	INLET
LT.	LEFT
L.H.F.	LEFT-HAND FORWARD
LIN.	LINEAR
LIN. FT.	LINEAR FOOT
L.S.	LUMP SUM
MAX.	MAXIMUM
MI.	MILE
MISC.	MISCELLANEOUS
N.E.	NORTH EAST
N.W.	NORTH WEST
PAV'T	PAVEMENT
P.C.	POINT OF CURVATURE
P.I.	POINT OF INTERSECTION
P.T.	POINT OF TANGENCY
P.O.T.	POINT ON TANGENT
LB.	POUND
P.E.	PRIVATE ENTRANCE
PROJ.	PROJECT
R.	RANGE
REQ'D	REQUIRED
RT.	RIGHT
R.H.F.	RIGHT-HAND FORWARD
R/W	RIGHT OF WAY
RD.	ROAD
SHR.	SHRINKAGE
SL.	SLOPE
STD.	STANDARD
S.D.D.	STANDARD DETAIL DRAWINGS
S.T.H.	STATE TRUNK HIGHWAY
STA.	STATION
S.P.P.A.	STRUCTURAL PLATE PIPE ARCH
STRUCT.	STRUCTURE
SURF.	SURFACE
TEL.	TELEPHONE
TN.	TOWN
T.	TRUCKS (PERCENT OF)
UNCL.	UNCLASSIFIED
U.G.	UNDERGROUND
V.	VELOCITY OR DESIGN SPEED
V.C.	VERTICAL CURVE

UTILITIES

CENTURYLINK - COMMUNICATION LINE
MICHAEL VANDEN BOS
2426 75TH AVE
OSCEOLA, WI 54020
715-294-2463 (OFFICE)
715-292-4278 (CELL)
MIKE.VANDENBOS@CENTURYLINK.COM

DAIRYLAND POWER COOPERATIVE - TRANSMISSON
KURT CHILDS
3200 EAST AVE S, PO BOX 817
LA CROSSE, WI 54602
(608) 788-4000 EXT. 367 (OFFICE)
KURT.CHILDS@DAIRYLANDPOWER.COM

POLK-BURNETT ELECTRIC COOPERATIVE - ELECTRICITY
ERICK VITALIS
1001 STATE ROAD 35
CENTURIA, WI 54824
715-646-2191
EVITALIS@POLKBURNETT.COM

GENERAL NOTES

HORIZONTAL CONTROL POINTS AND ANY OTHER SURVEY INFORMATION WILL BE PROVIDED BY NORTHWEST REGIONAL TECHNICAL SERVICES UPON REQUEST.

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

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

DISTURBED AREAS WITHIN THE RIGHT OF WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE SALVAGED TOPSOIL, FERTILIZED, SEEDED AND MULCHED AS DIRECTED BY THE ENGINEER.

PRIOR TO CONSTRUCTION THE CONTRACTOR SHALL CONTACT THE COUNTY SURVEYOR REGARDING MONUMENT AND PROPERTY CORNER PRESERVATION.

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

IT IS THE CONTRACTORS RESPONSIBILITY TO CALL DIGGERS HOTLINE PRIOR TO BEGINNING WORK OPERATIONS AND TO CONFIRM ALL UTILITY LOCATIONS.

EROSION CONTROL FEATURES AS SHOWN ON THE PLANS ARE SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE EXACT LOCATIONS AND QUANTITIES OF BUTT JOINTS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.

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

LOCATIONS FOR PERMANENT SIGNS SHOWN ON THE PLAN ARE APPROXIMATE. ACTUAL LOCATIONS OF PERMANENT SIGNS ARE TO BE COORDINATED IN THE FIELD BY THE ENGINEER.

TYPICAL FINISHED SECTIONS SHOW THE GENERAL ROADWAY FEATURES THROUGHOUT THE PROJECT. SLOPES AND DISTANCES MAY VARY WITHIN THE STATION LIMITS.



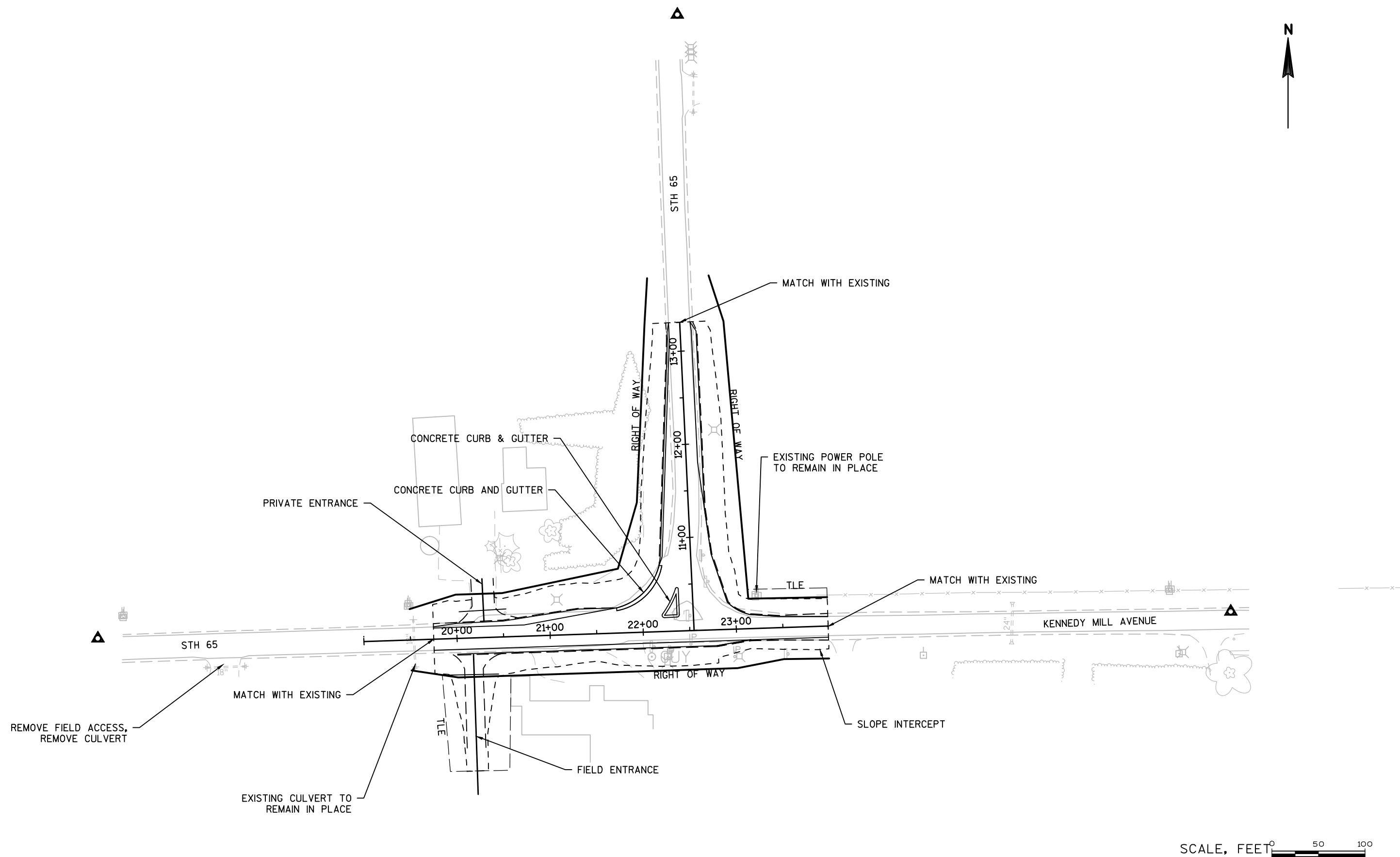
Dial 811 or (800)242-8511
www.DiggersHotline.com

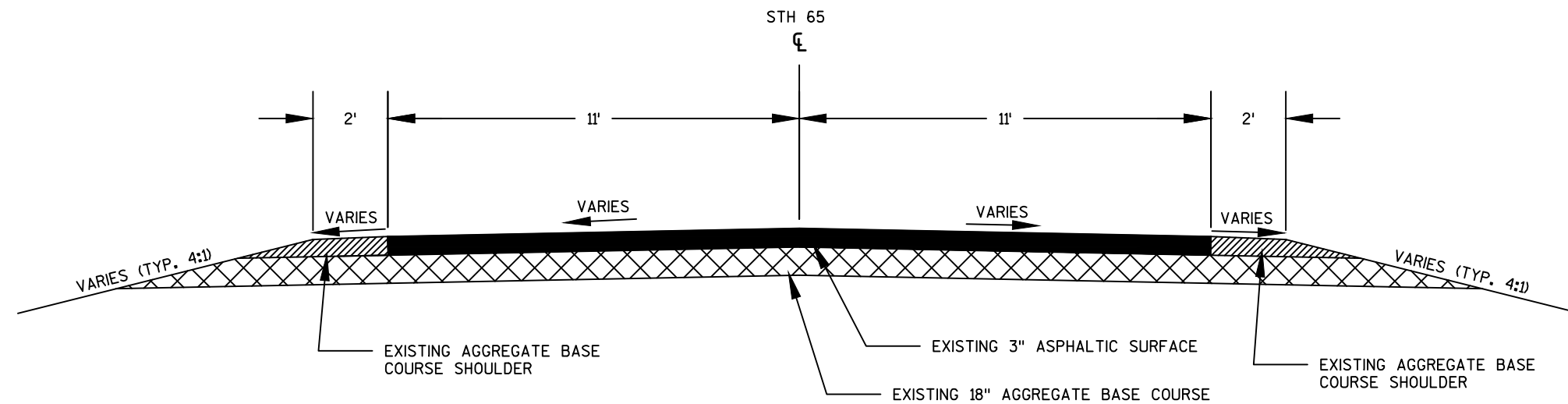
POLK COUNTY HIGHWAY DEPARTMENT

EMIL NORBY, HIGHWAY COMMISSIONER
POLK COUNTY HIGHWAY DEPARTMENT
518 MAIN ST
PO BOX 248
BALSAM LAKE, WI 54810
(715) 485-8700

WISCONSIN DNR -- LIASON

DEPARTMENT OF NATURAL RESOURCES
SPOONER - DNR SERVICE CENTER
810 W MAPLE ST
SPOONER, WI 54801
ATTN.: AMY CRONK
(715) 635-4229
AMY.CRONK@WISCONSIN.GOV

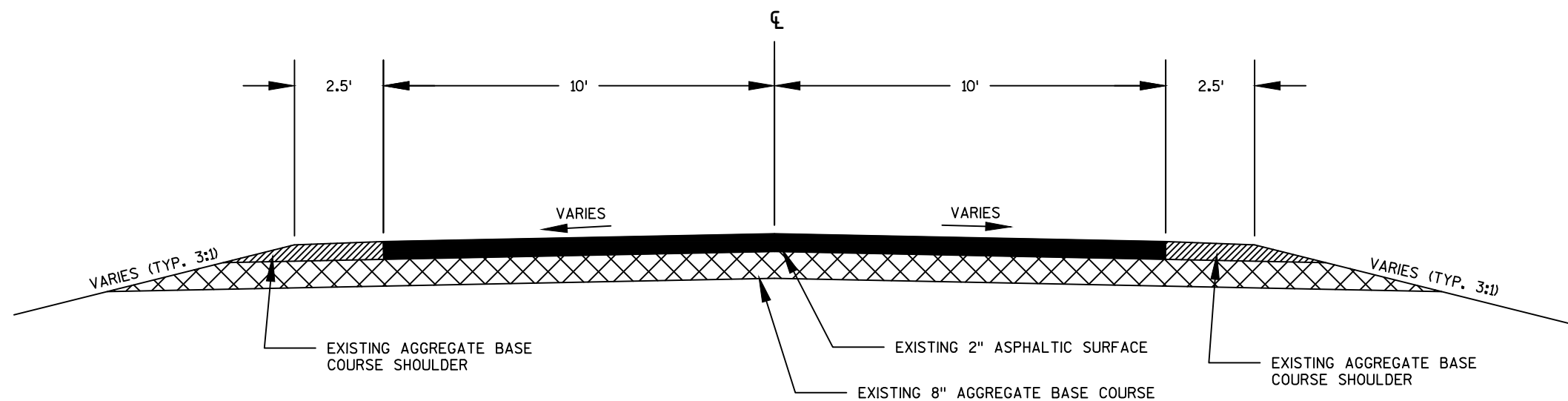




STH 65 EXISTING TYPICAL SECTION

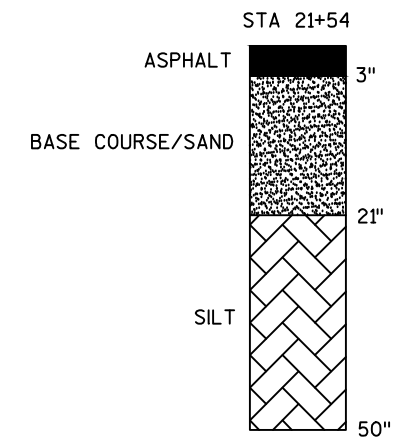
STA. 19+75 - 23+15.20

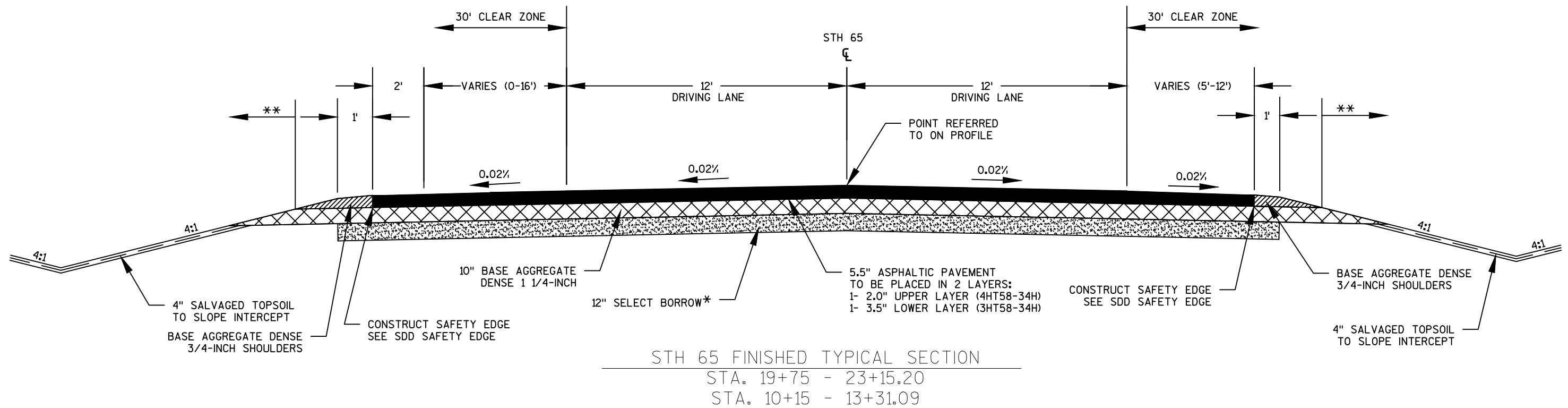
STA. 10+15 - 13+31.09



KENNEDY MILL AVENUE EXISTING TYPICAL SECTION

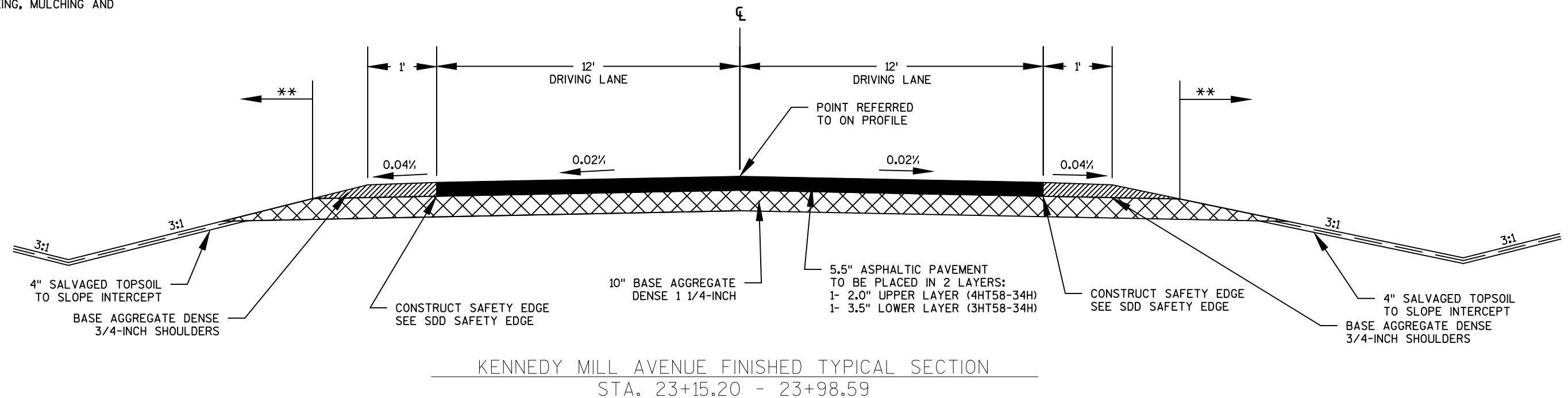
STA. 23+15.20 - 23+98.59





* 12" SELECT BORROW SHALL BE PLACED WITHIN TOP OF SHOULDER POINT. SEE CONSTRUCTION DETAIL FOR RELIEF TRENCH.

** SEE EROSION CONTROL PLAN FOR SEEDING, FERTILIZING, MULCHING AND EROSION MAT.

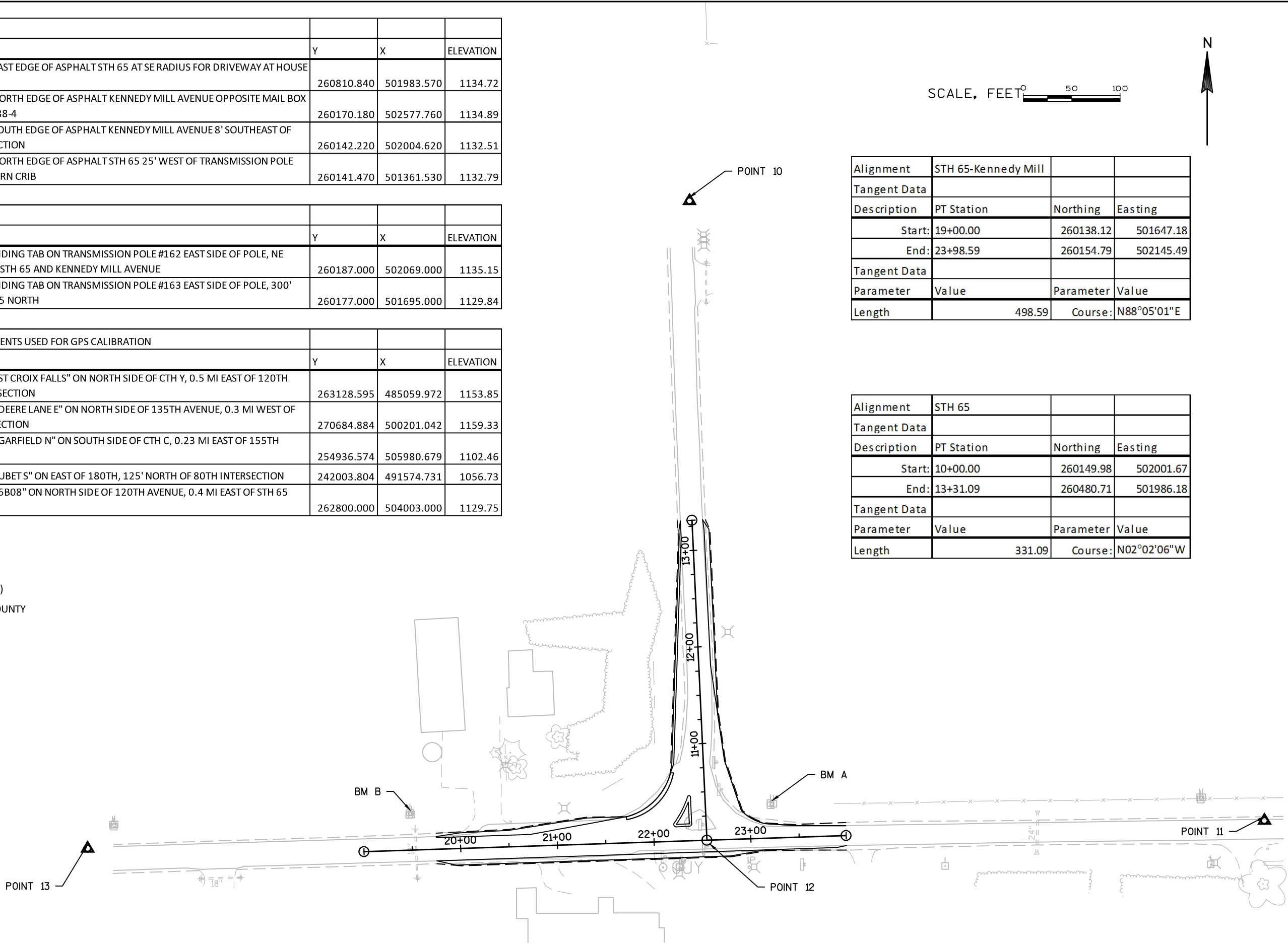


LOCAL CONTROL POINTS SET AT SITE				
POINT	DESCRIPTION	Y	X	ELEVATION
10	MAG NAIL IN EAST EDGE OF ASPHALT STH 65 AT SE RADIUS FOR DRIVEWAY AT HOUSE #1160-4	260810.840	501983.570	1134.72
11	MAG NAIL IN NORTH EDGE OF ASPHALT KENNEDY MILL AVENUE OPPOSITE MAIL BOX AT HOUSE #1588-4	260170.180	502577.760	1134.89
12	MAG NAIL IN SOUTH EDGE OF ASPHALT KENNEDY MILL AVENUE 8' SOUTHEAST OF CL/CL INTERSECTION	260142.220	502004.620	1132.51
13	MAG NAIL IN NORTH EDGE OF ASPHALT STH 65 25' WEST OF TRANSMISSION POLE #164, NEAR CORN CRIB	260141.470	501361.530	1132.79

BENCHMARKS SET AT SITE				
POINT	DESCRIPTION	Y	X	ELEVATION
BM A	TOP OF GROUNDING TAB ON TRANSMISSION POLE #162 EAST SIDE OF POLE, NE QUADRANT OF STH 65 AND KENNEDY MILL AVENUE	260187.000	502069.000	1135.15
BM B	TOP OF GROUNDING TAB ON TRANSMISSION POLE #163 EAST SIDE OF POLE, 300' WEST OF STH 65 NORTH	260177.000	501695.000	1129.84

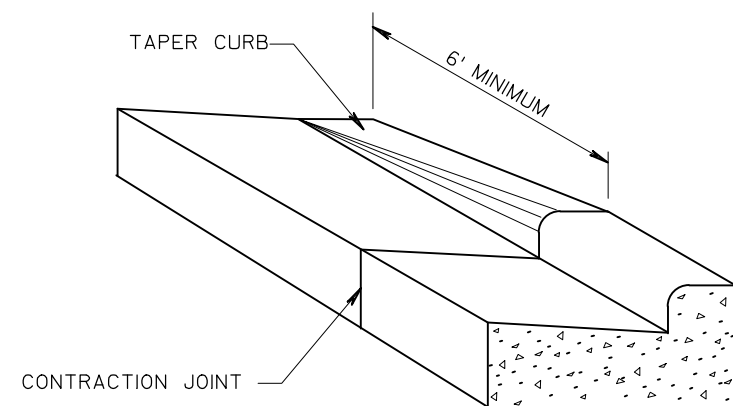
EXISTING PRIMARY CONTROL MONUMENTS USED FOR GPS CALIBRATION				
POINT	DESCRIPTION	Y	X	ELEVATION
AC9065	BRONZE DISK "ST CROIX FALLS" ON NORTH SIDE OF CTH Y, 0.5 MI EAST OF 120TH AVENUE INTERSECTION	263128.595	485059.972	1153.85
AC9086	BRONZE DISK "DEERE LANE E" ON NORTH SIDE OF 135TH AVENUE, 0.3 MI WEST OF 160TH INTERSECTION	270684.884	500201.042	1159.33
AC9096	BRONZE DISK "GARFIELD N" ON SOUTH SIDE OF CTH C, 0.23 MI EAST OF 155TH INTERSECTION	254936.574	505980.679	1102.46
AC9120	BRONZE DISK "UBET S" ON EAST OF 180TH, 125' NORTH OF 80TH INTERSECTION	242003.804	491574.731	1056.73
DL4451	BRONZE DISK "6B08" ON NORTH SIDE OF 120TH AVENUE, 0.4 MI EAST OF STH 65 INTERSECTION	262800.000	504003.000	1129.75

HORIZONTAL DATUM NAD83 (1991)
VERTICAL DATUM NAVD88 (1991)
COORDINATE SYSTEM WCCS POLK COUNTY

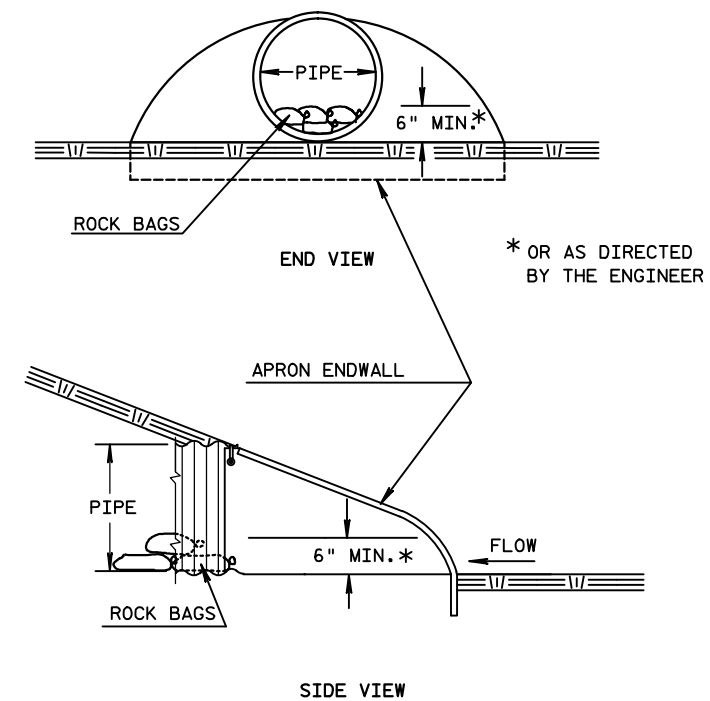


Alignment	STH 65-Kennedy Mill		
Tangent Data			
Description	PT Station	Northing	Easting
Start:	19+00.00	260138.12	501647.18
End:	23+98.59	260154.79	502145.49
Tangent Data			
Parameter	Value	Parameter	Value
Length	498.59	Course:	N88°05'01"E

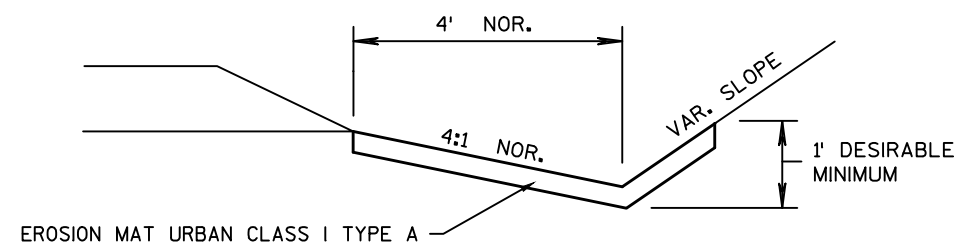
Alignment	STH 65		
Tangent Data			
Description	PT Station	Northing	Easting
Start:	10+00.00	260149.98	502001.67
End:	13+31.09	260480.71	501986.18
Tangent Data			
Parameter	Value	Parameter	Value
Length	331.09	Course:	N02°02'06"W



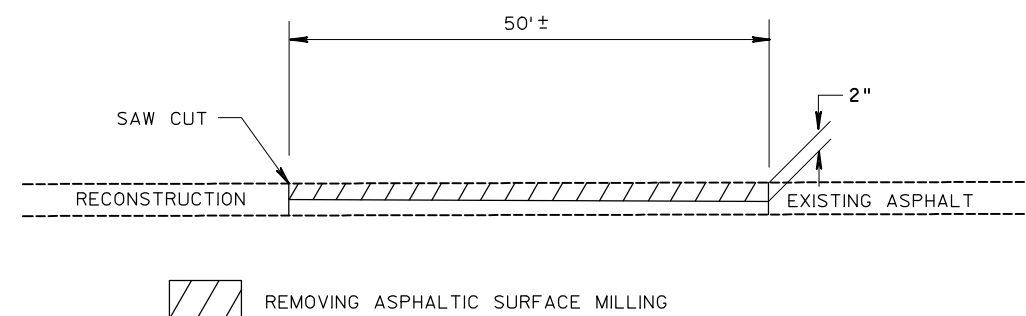
DETAIL OF CURB & GUTTER TERMINI



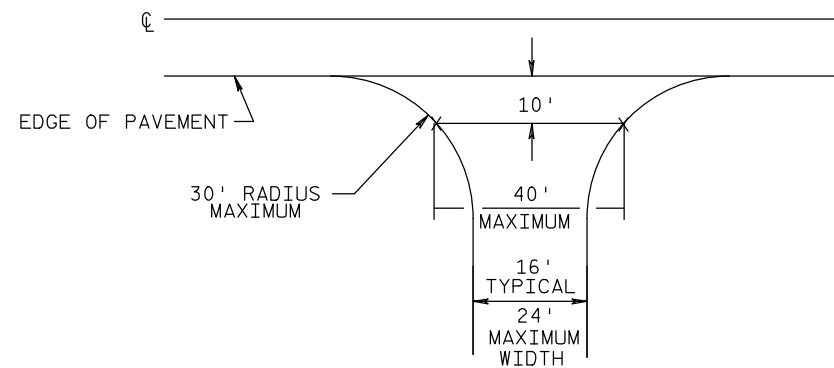
CULVERT PIPE CHECK



EROSION MAT DETAIL FOR DITCHES

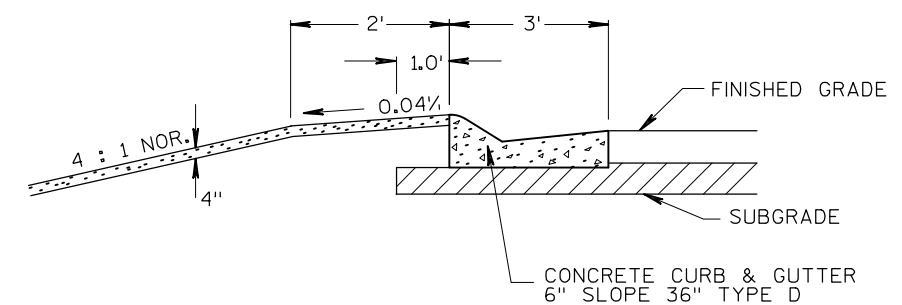
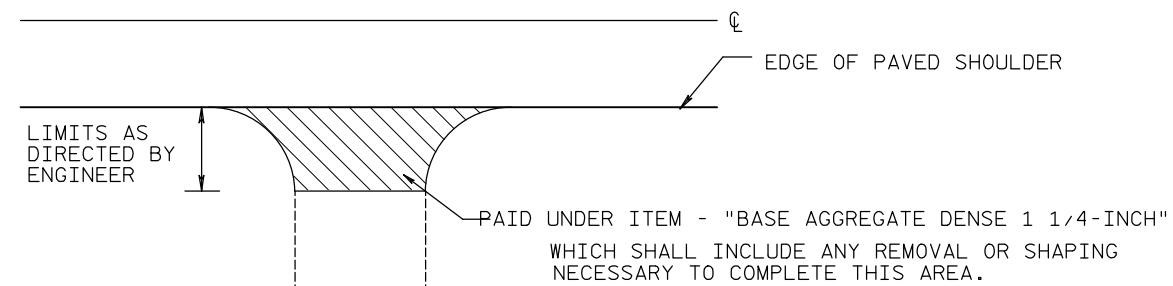


REMOVING ASPHALTIC SURFACE MILLING

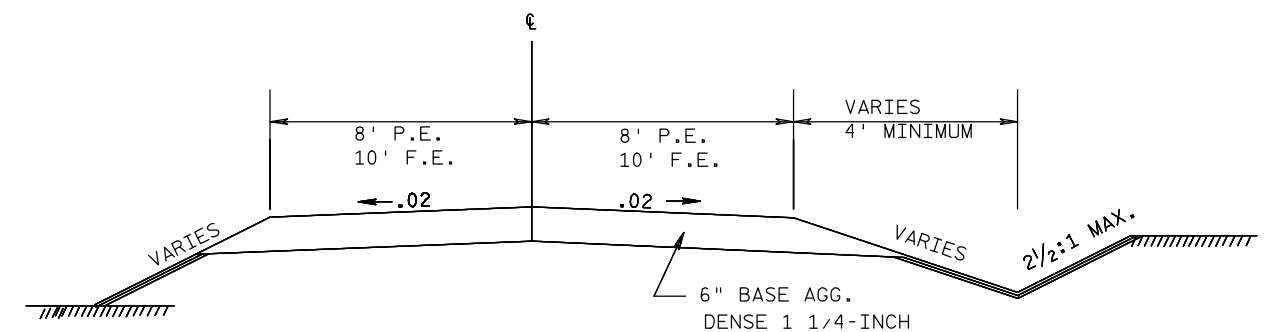


TYPICAL DRIVEWAY DETAIL
(NON-COMMERCIAL RURAL)

RURAL DRIVEWAY DETAIL - GRAVEL

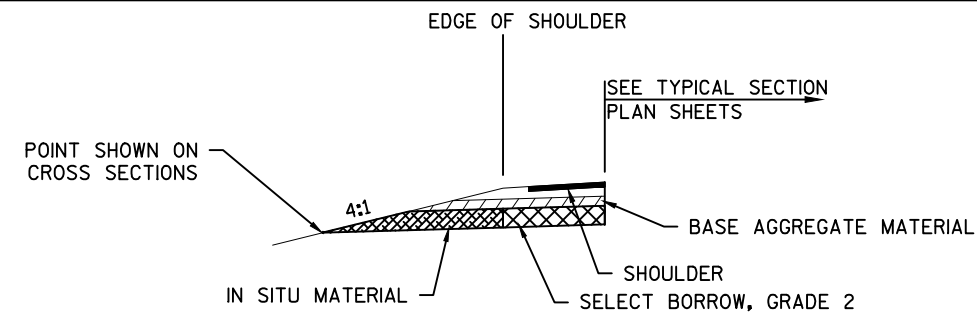


BERM DETAIL BEHIND 36" MOUNTABLE CURB & GUTTER



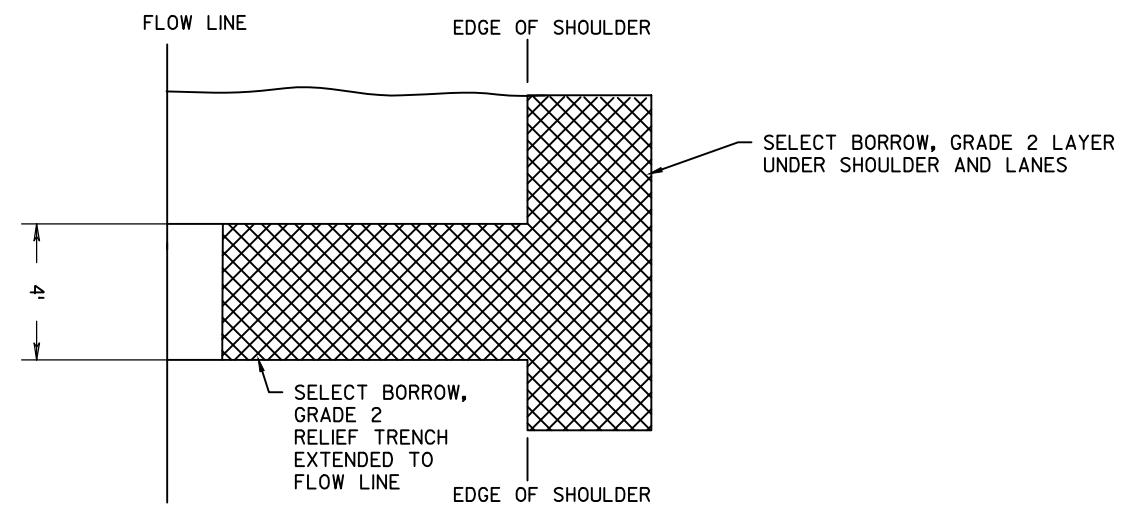
TYPICAL SECTION
FOR PRIVATE ENTRANCES

NOTE:
DRIVEWAY PROFILES NOT EXPECTED TO EXCEED 10%.



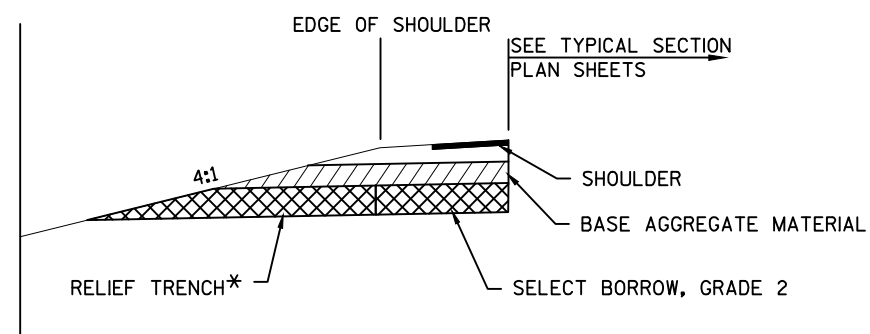
*NOTE: CONSTRUCT RELIEF TRENCH EVERY 100-FT AND AT PROFILE SAG POINTS

TYPICAL HALF SECTION WITH SELECT MATERIALS



PLAN VIEW

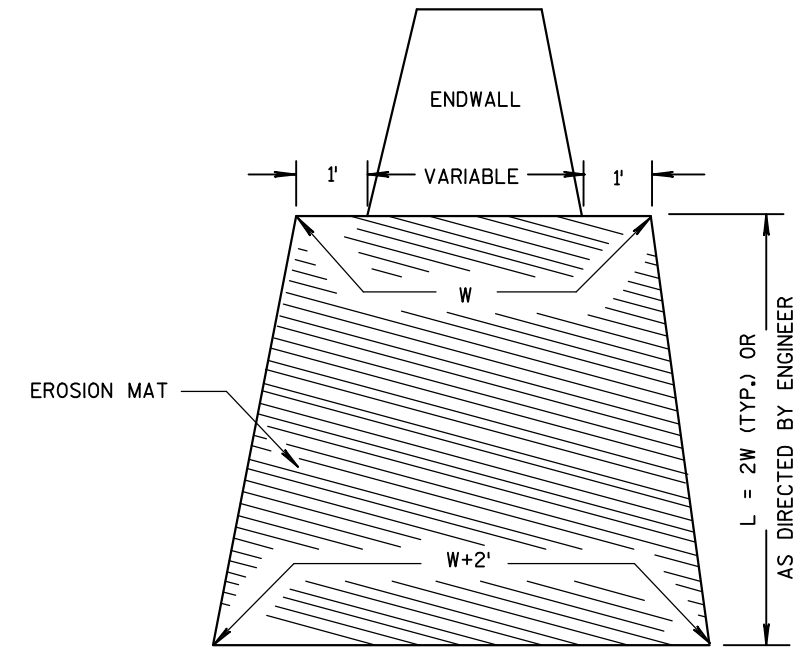
NOTE: RELIEF TRENCH INSTALLTION IS INCIDENTAL TO THE SELECT BORROW BID ITEM



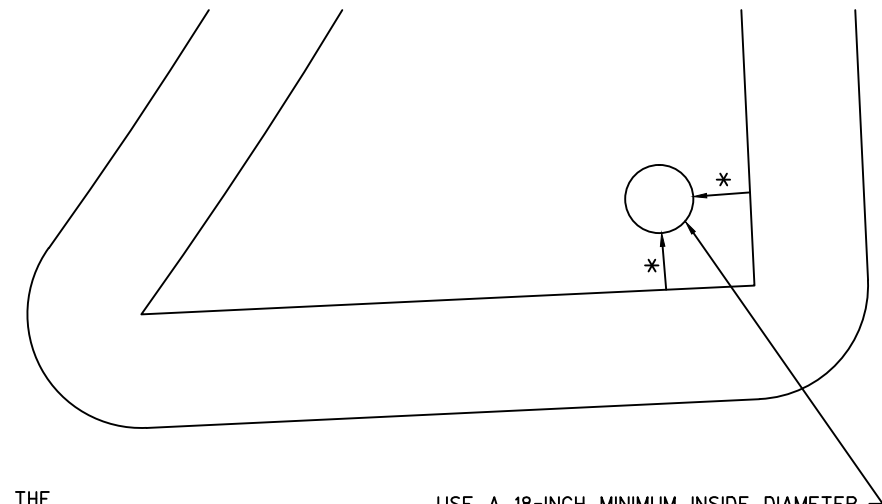
*NOTE: CONSTRUCT RELIEF TRENCH EVERY 100-FT AND AT PROFILE SAG POINTS

PROFILE VIEW

RELIEF TRENCH DETAIL



EROSION MAT TREATMENT AT CULVERTS



* DISTANCE TO BE LAID OUT IN THE FIELD BASED ON SIGN SIZE. TWO FOOT MINIMUM CLEARANCE BETWEEN THE EDGE OF SIGN AND THE FACE OF CURB

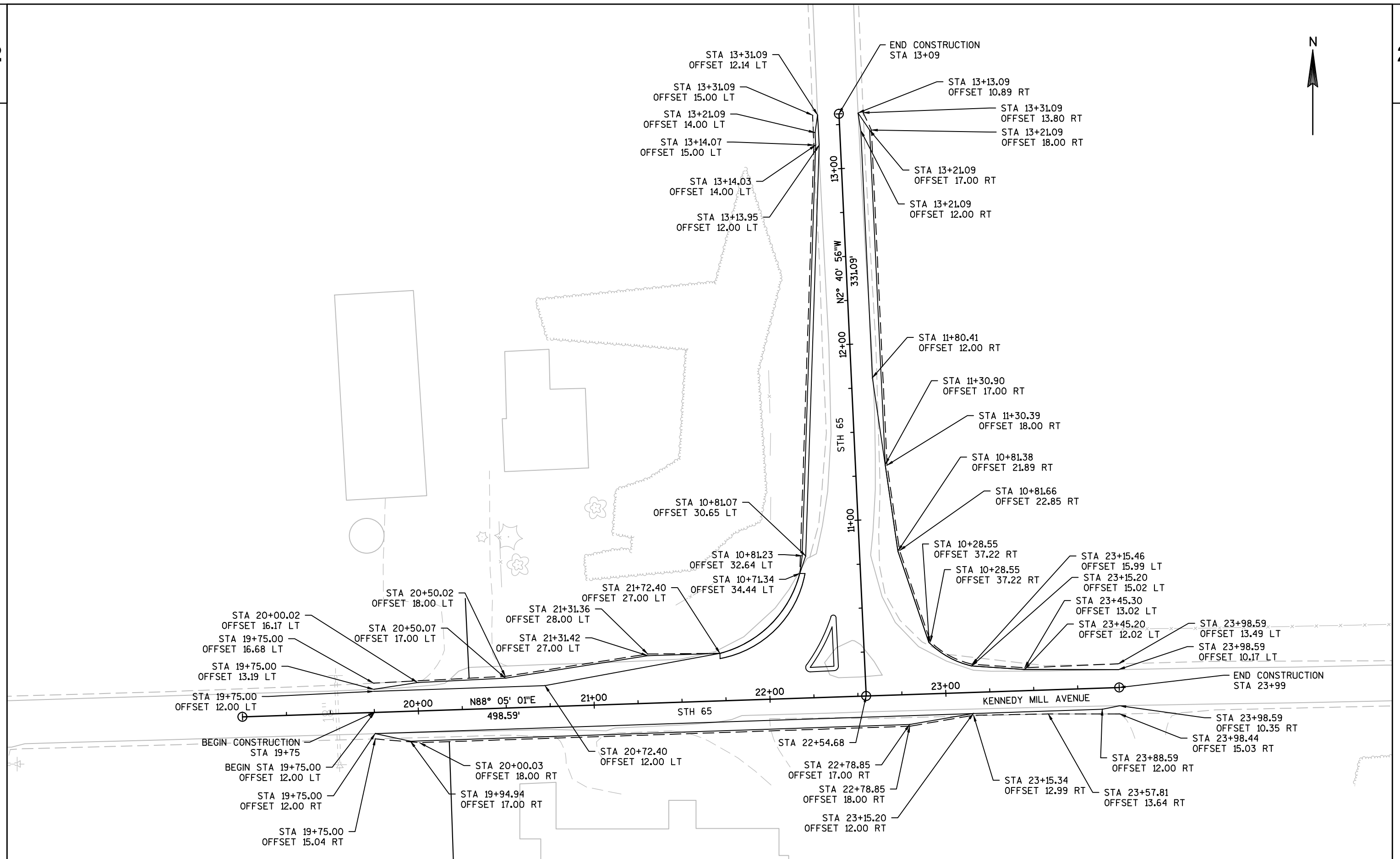
USE A 18-INCH MINIMUM INSIDE DIAMETER PVC PIPE BOX OUT IN THE CONCRETE FOR SIGN POST (TYP). THE NUMBER OF BOX OUTS REQUIRED VARIES BY WIDTH OF THE SIGN AND SHALL BE VERIFIED BEFORE PLACING THE CONCRETE IN THE ISLAND.

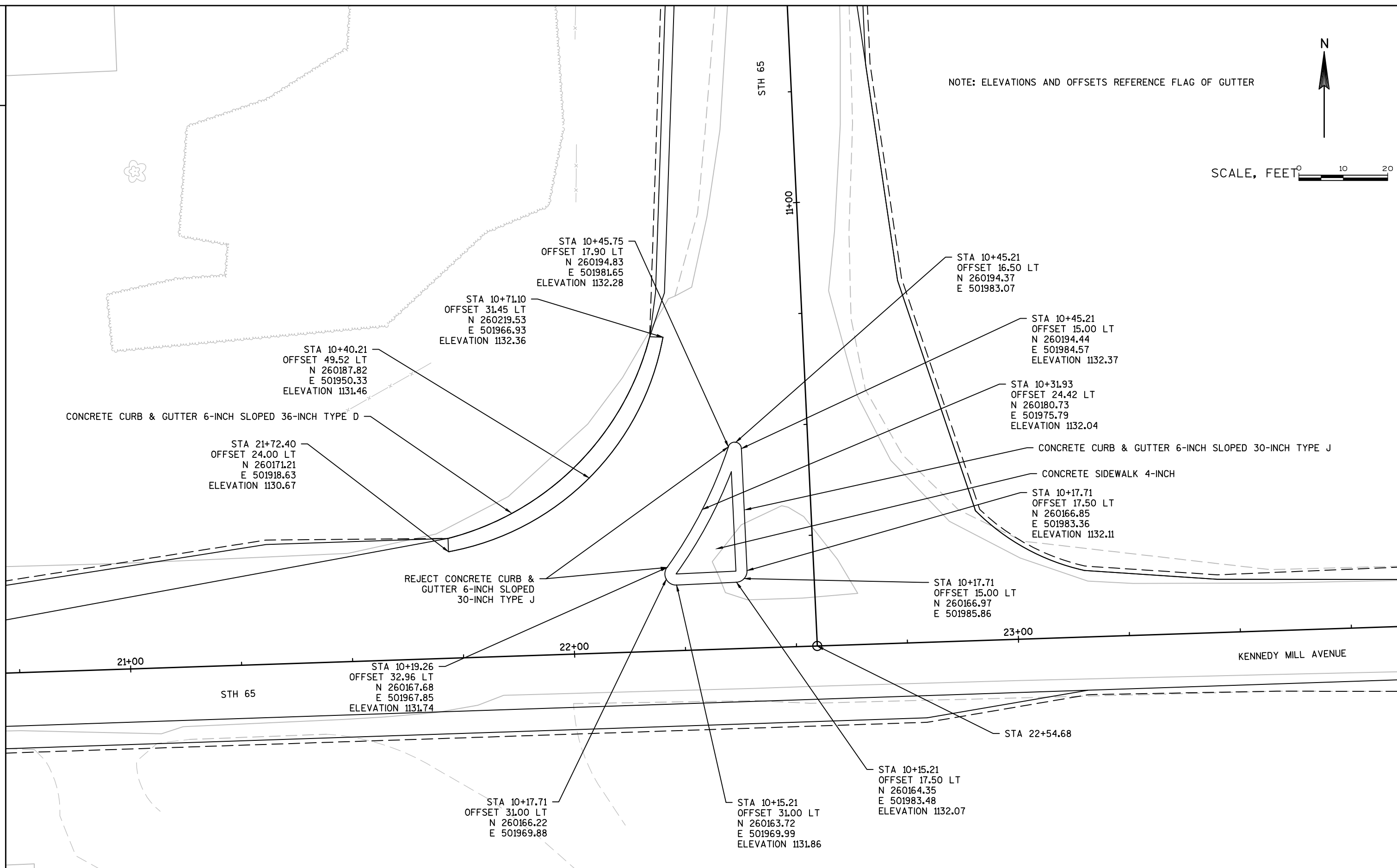
ISLAND SIGN LOCATION DETAIL (TYP.)

NOTIFY THE REGIONAL TRAFFIC UNIT (715) 836-2853 A MINIMUM OF TWO WEEKS PRIOR TO THE NEED FOR SIGN PLACEMENT TO ALLOW FOR STAKING OF ANY PERMANENT SIGNING REQUIRED ON THE PROJECT.

2

2 |

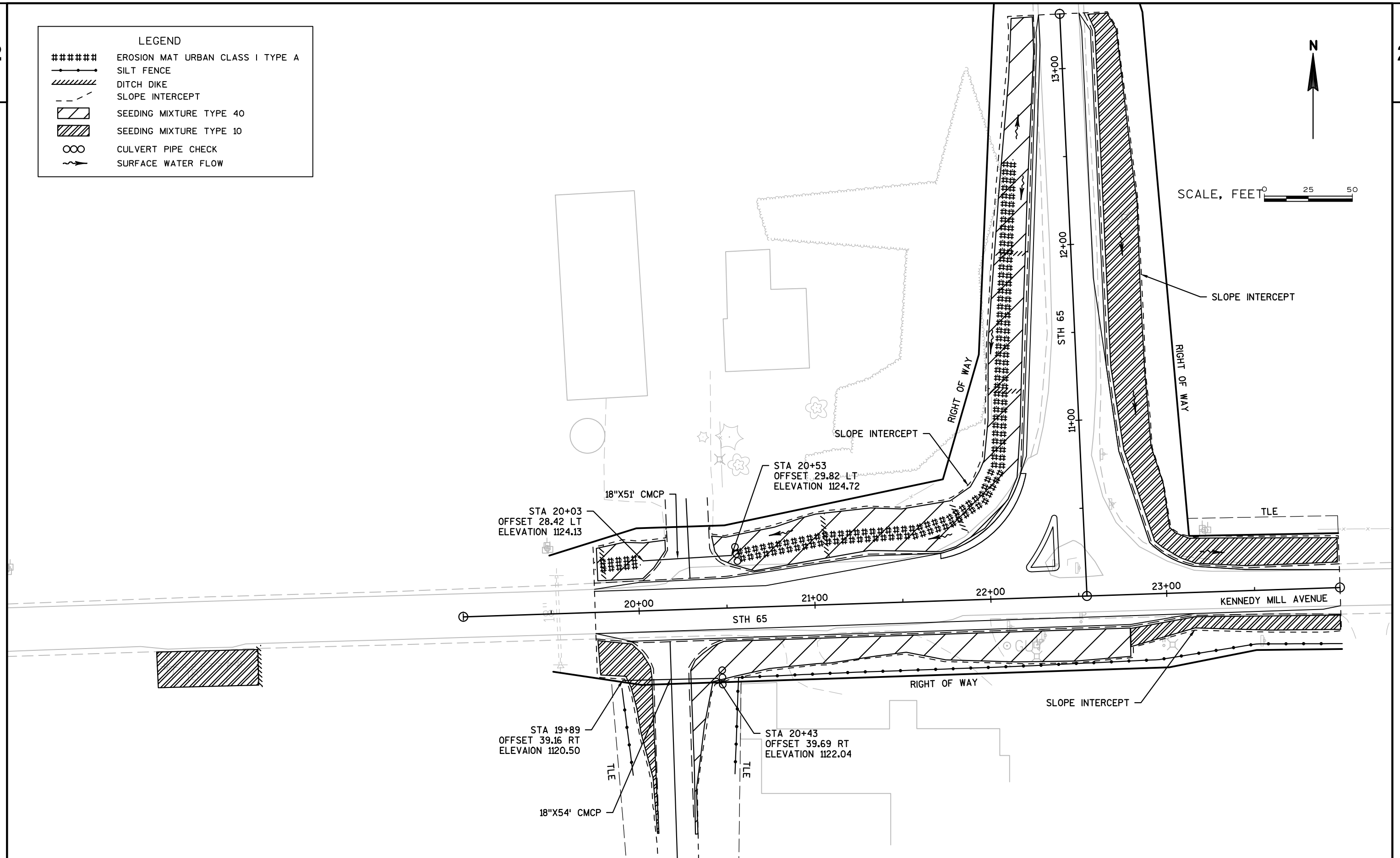




LEGEND

#####	EROSION MAT URBAN CLASS I TYPE A
—●—	SILT FENCE
////	DITCH DIKE
- - -	SLOPE INTERCEPT
▨	SEEDING MIXTURE TYPE 40
▩	SEEDING MIXTURE TYPE 10
∞	CULVERT PIPE CHECK
~>	SURFACE WATER FLOW

SCALE, FEET 0 25 50



PROJECT NO:8865-00-73

HWY:STH 65

COUNTY:POLK

EROSION CONTROL

SHEET 12

E

FILE NAME : C:\WISDOT\DESIGN\88650003\SHEETPLAN\022001_EC.DWG
LAYOUT NAME - *****

PLOT DATE : 12/13/2016 11:46 AM

PLOT BY : BECKLIN, MATTHEW R PLOT NAME :

PLOT SCALE : 1 IN:50 FT

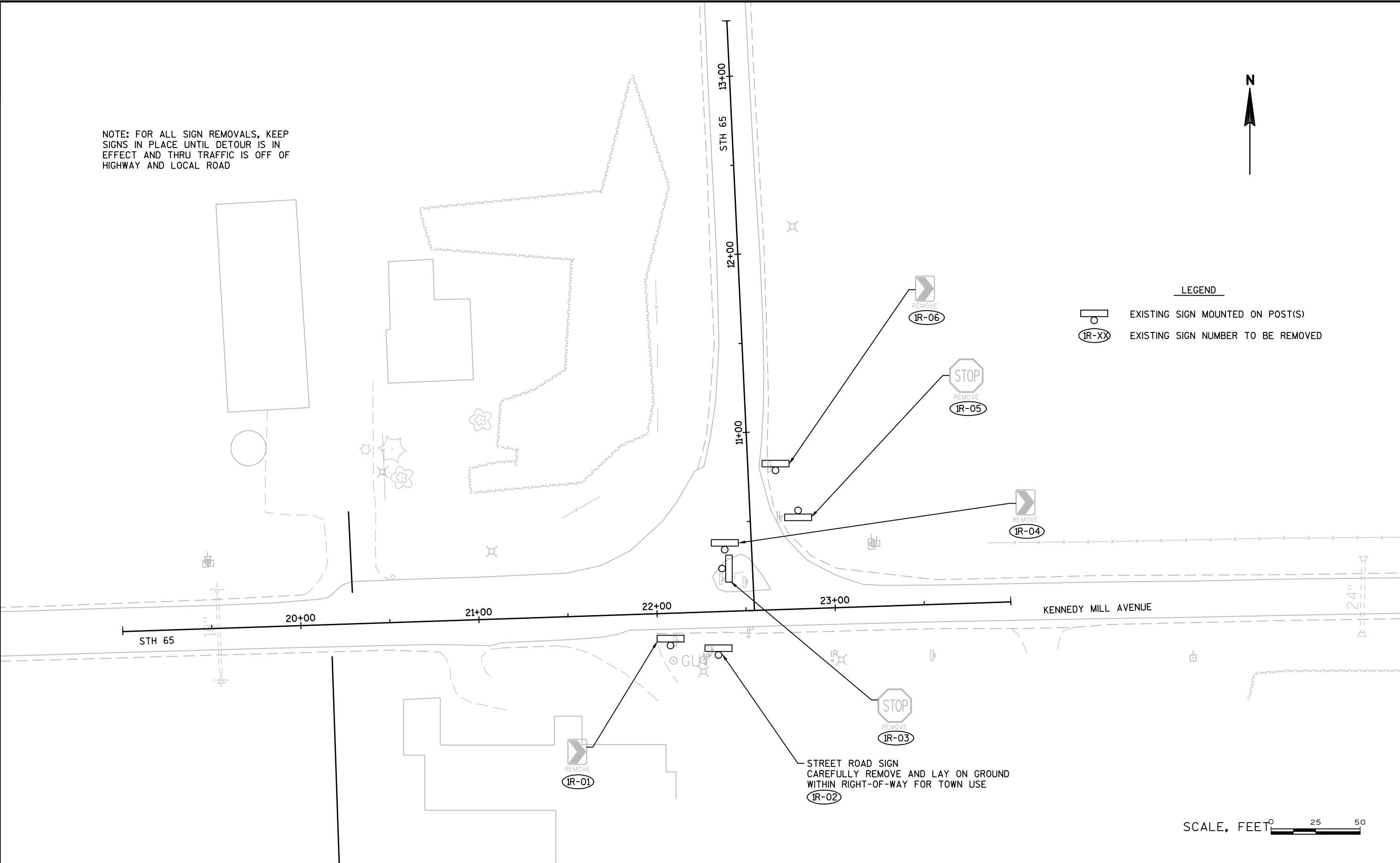
WISDOT/CADDs SHEET 42

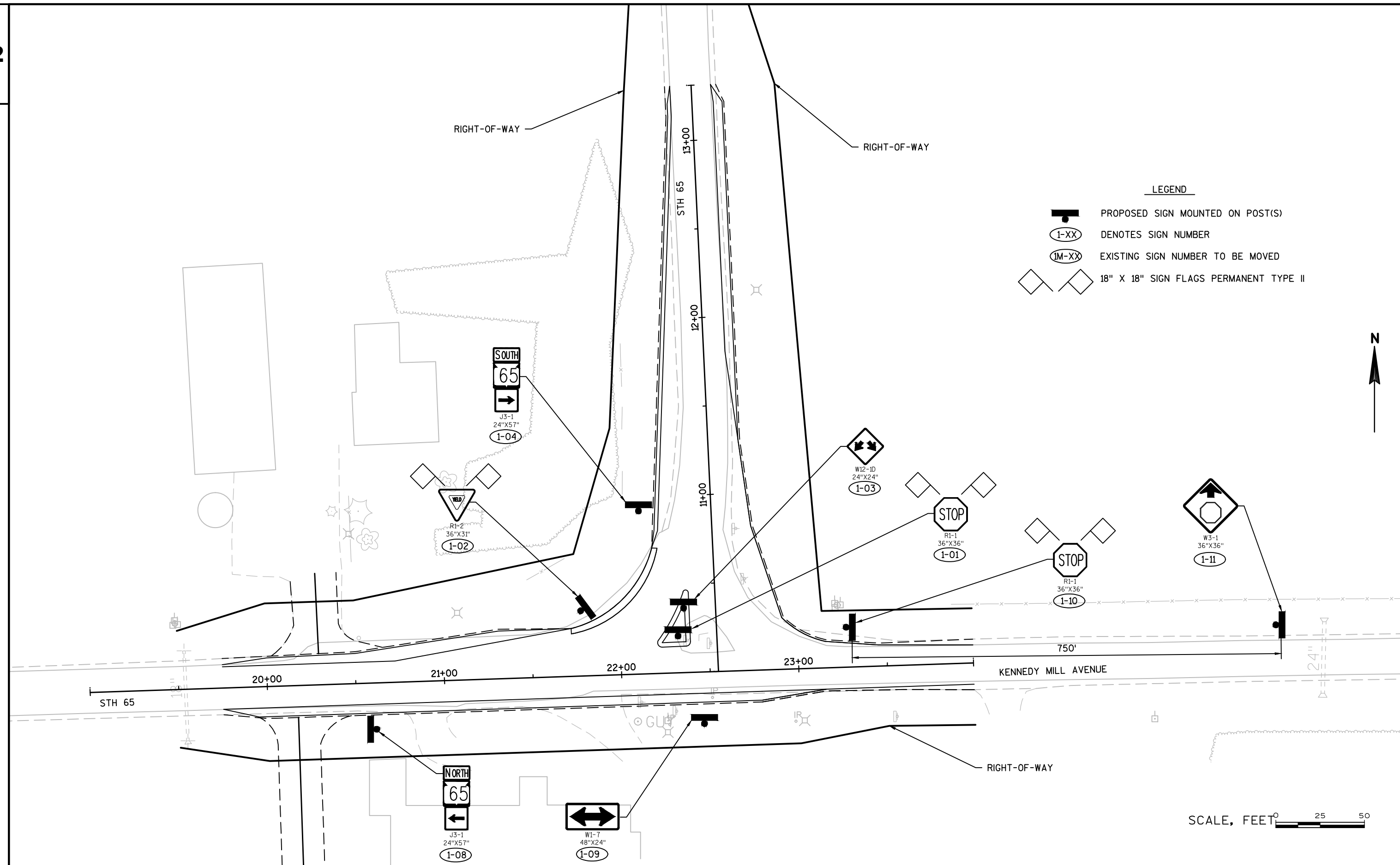
NOTE: FOR ALL SIGN REMOVALS, KEEP
SIGNS IN PLACE UNTIL DETOUR IS IN
EFFECT AND THRU TRAFFIC IS OFF OF
HIGHWAY AND LOCAL ROAD

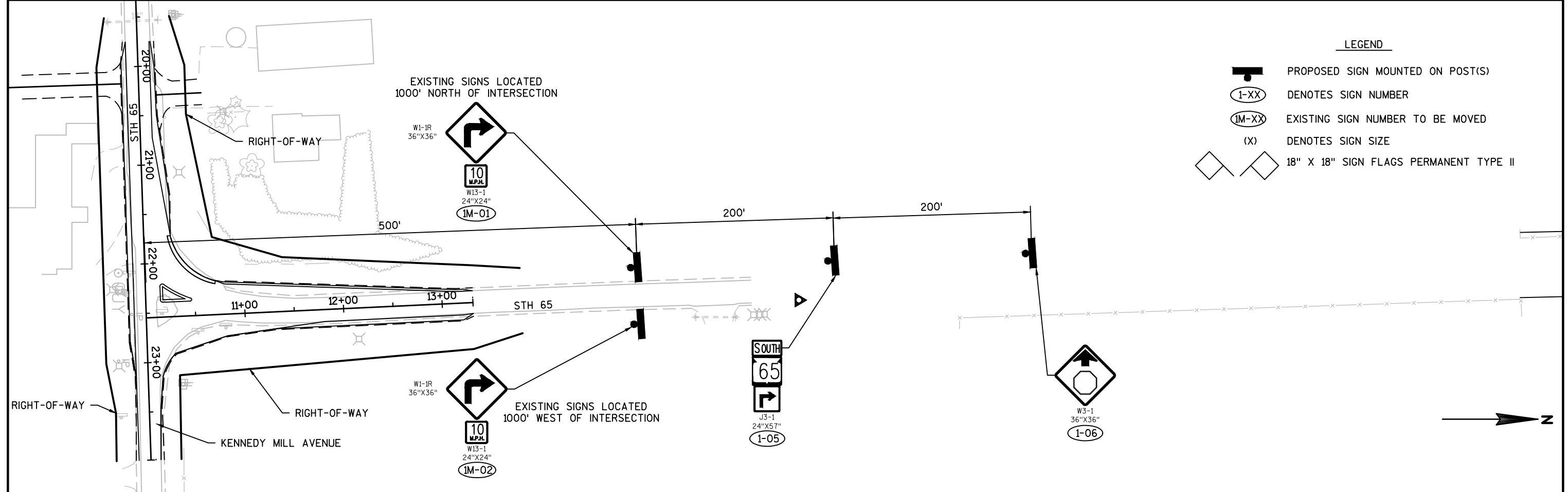
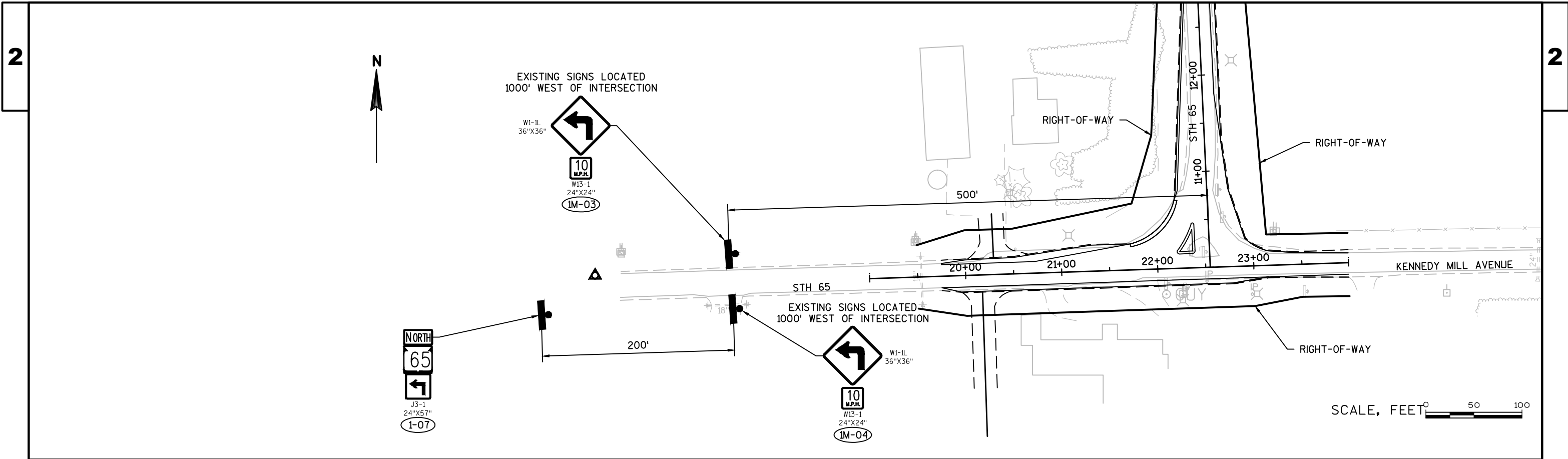


LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN NUMBER TO BE REMOVED

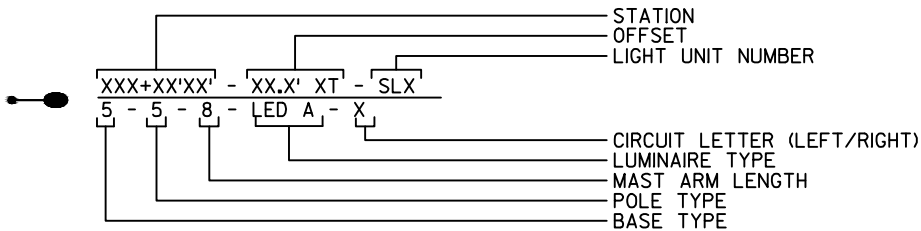




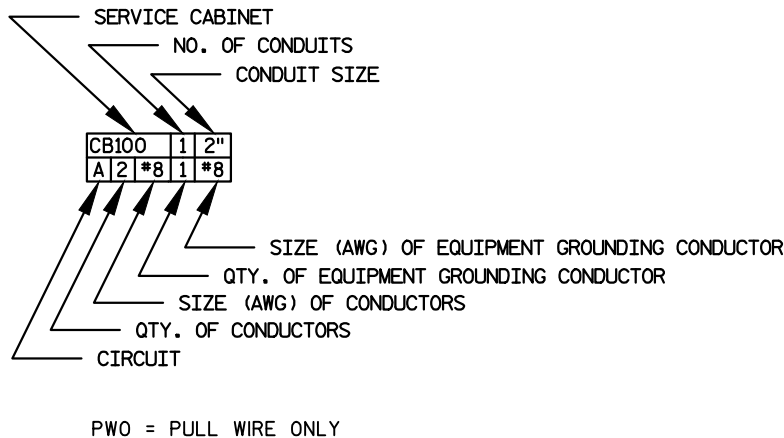


LIGHTING PLAN LEGEND:

-  SINGLE ARM LIGHTING UNIT
-  ELECTRICAL SERVICE METER BREAKER PEDESTAL SPECIAL
-  PULL BOX NON-CONDUCTIVE (24"X42")
-  LIGHTING CONDUIT (2" SCHEDULE 40 PVC UNLESS NOTED)



CONDUIT/CONDUCTOR LEGEND



CONDUCTOR COLOR LEGEND

A - BLACK & NEUTRAL
B - RED & NEUTRAL
120V PHASE TO GROUND

STREET LIGHTING PLANS PREPARED BY:



10/21/2016

(DATE)

(SIGNATURE)

GENERAL STREET LIGHTING NOTES:

- 1) THE ENGINEER SHALL APPROVE THE FINAL LOCATION FOR ALL CONCRETE BASES IN THE FIELD PRIOR TO CONSTRUCTION.
- 2) THE LOCATION OF EXISTING AND PROPOSED UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE. IN ADDITION, THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.
- 3) NO SPLICES ALLOWED IN PULL BOXES.
- 4) PHOTOCONTROL ON ELECTRICAL SERVICE METER BREAKER PEDESTAL SPECIAL.



11+58 - 32.6' LT - SL101
5 - 5 - 8 - LED A - A

CB100	1	2"
A	1 #8	1 #8
N	1 #8	-- --

21+83 - 40.3' LT - LPB101

R/W (TYP.)

CB100	1	2"
A	1 #8	1 #8
N	1 #8	-- --

STH 65

KENNEDY MILL ROAD

21+83 - 23.0' RT - SL100
5 - 5 - 8 - LED A - A

CB100	1	2"
A	1 #8	1 #8
N	1 #8	-- --

22+21 - 23.0' RT - CB100
(FIELD LOCATE)

22+16 - 23.0' RT - LPB100
(FIELD LOCATE)

HIGHWAY LIGHTING
STH 65 & KENNEDY MILL ROAD
VILLAGE OF DRESSER
POLK COUNTY
LIGHTING NO. L48-0002

PAGE 2 OF 2

PROJECT NO:8865-00-73

HWY:STH 65

COUNTY:POLK

LIGHTING PLANS

SHEET

17

E

FILE NAME : G:\WDOTCO\14023 (2014 - 2016 DESIGN WORK ORDERS)\WORK ORDER 15 (STH 65 & KENNEDY MILL ROAD LIGHTING)\CIVIL 3D\SHEETSP\PLAN\B2060.DAT

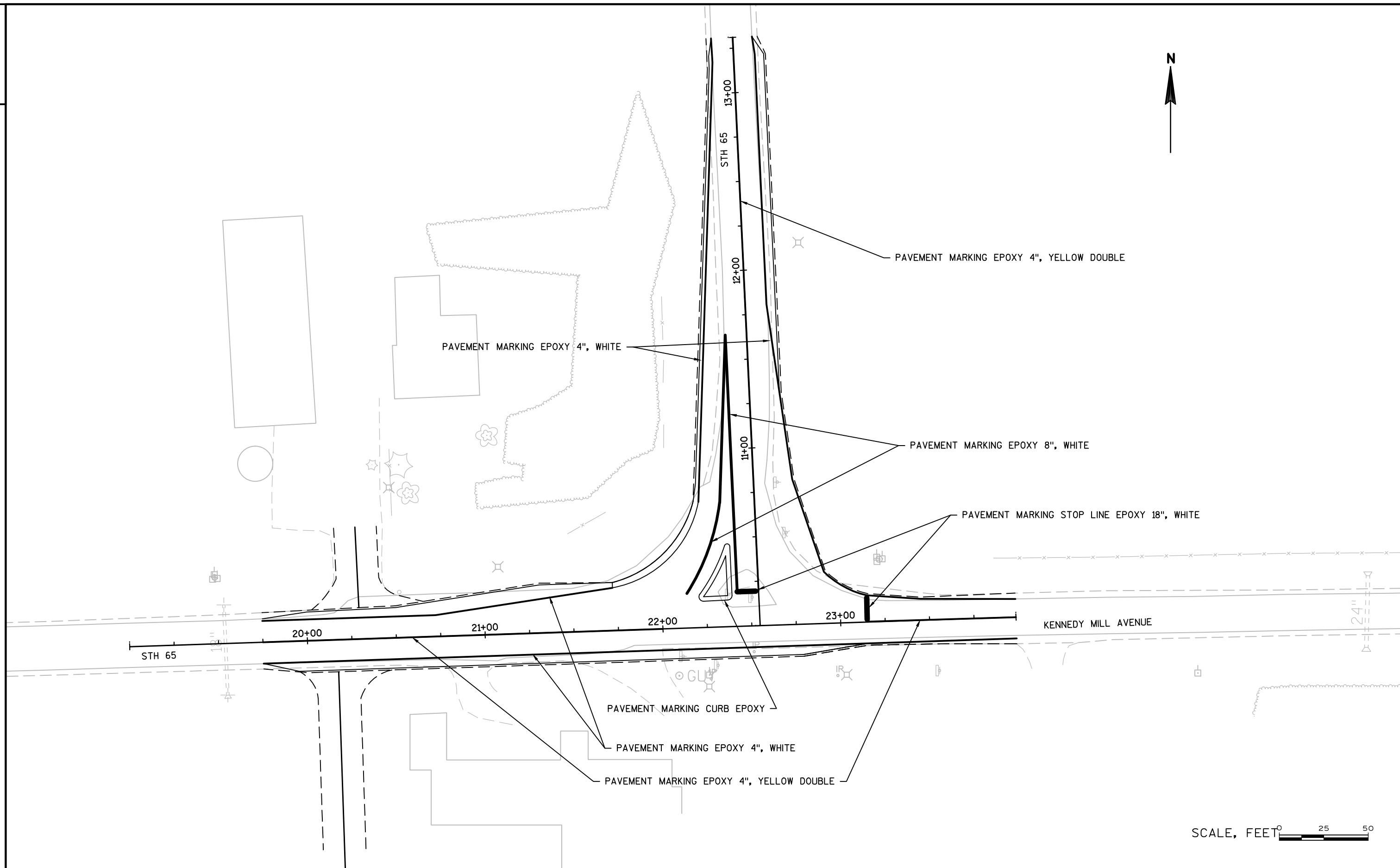
DATE: 06/19/2016 1:59 PM

PLOT BY : KL ENGINEERING

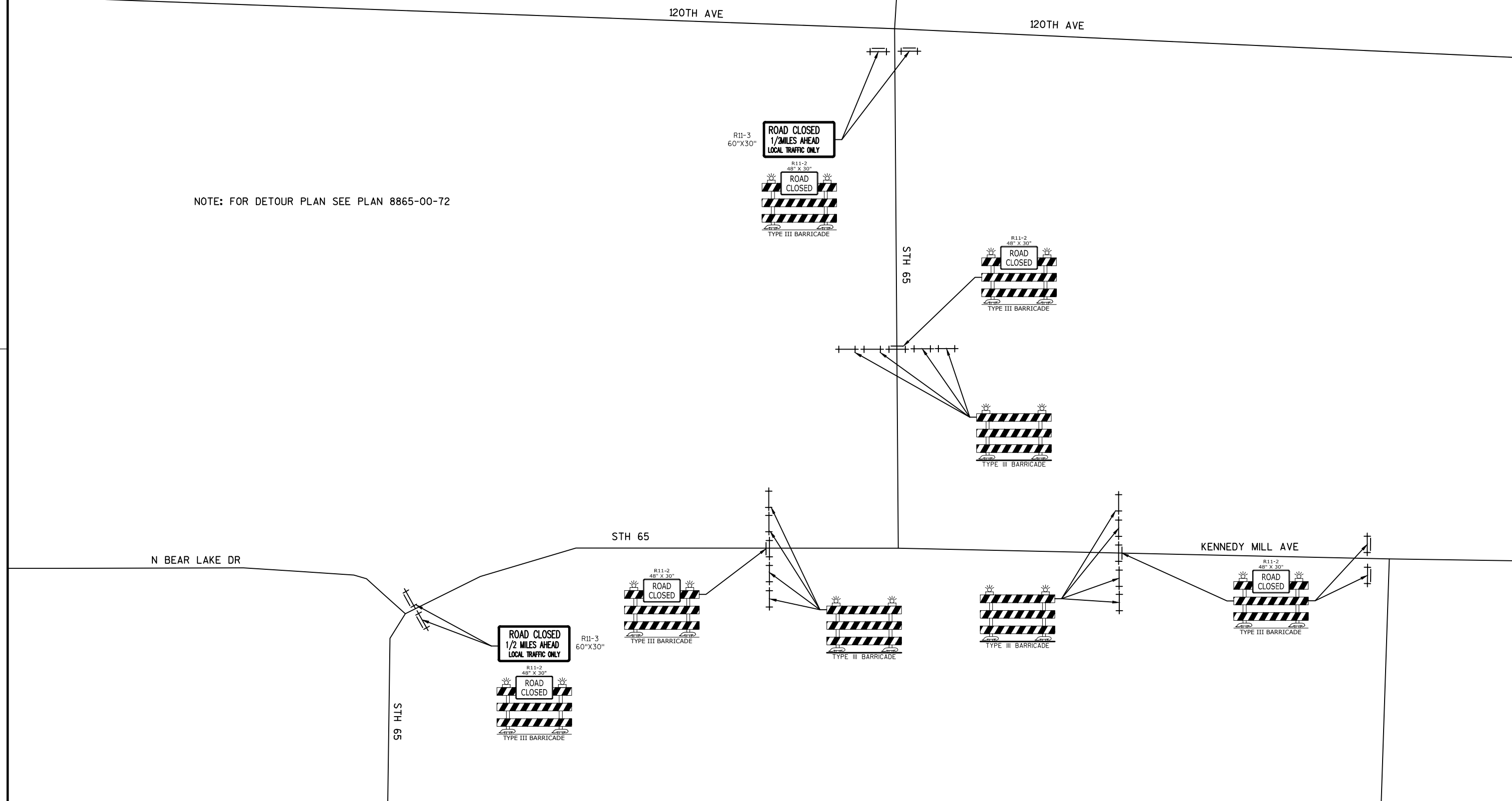
PLOT NAME :

PLOT SCALE : 1 IN:40 FT

WISDOT/CADDs SHEET 42



NOTE: FOR DETOUR PLAN SEE PLAN 8865-00-72



Estimate Of Quantities By Plan Sets

8865-00-73					
Line	Item	Item Description	Unit	Total	Qty
0030	203.0100	Removing Small Pipe Culverts	EACH	1.000	1.000
0050	204.0120	Removing Asphaltic Surface Milling	SY	510.000	510.000
0060	204.0170	Removing Fence	LF	76.000	76.000
0070	205.0100	Excavation Common	CY	2,489.000	2,489.000
0090	208.1100	Select Borrow	CY	1,236.000	1,236.000
0110	213.0100	Finishing Roadway (project) 02. 8865-00-73	EACH	1.000	1.000
0120	305.0110	Base Aggregate Dense 3/4-Inch	TON	70.000	70.000
0130	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	1,933.000	1,933.000
0150	455.0605	Tack Coat	GAL	228.000	228.000
0160	460.2000	Incentive Density HMA Pavement	DOL	642.000	642.000
0200	460.7443	HMA Pavement 3 HT 58-34 H	TON	638.000	638.000
0210	460.7444	HMA Pavement 4 HT 58-34 H	TON	424.000	424.000
0280	525.0118	Culvert Pipe Corrugated Aluminum 18-Inch	LF	105.000	105.000
0300	525.0318	Aluminum Apron Endwalls for Aluminum Culvert Pipe 18-Inch	EACH	4.000	4.000
0320	601.0415	Concrete Curb & Gutter 6-Inch Sloped 30-Inch Type J	LF	65.000	65.000
0330	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	69.000	69.000
0340	602.0405	Concrete Sidewalk 4-Inch	SF	137.000	137.000
0370	618.0100	Maintenance And Repair of Haul Roads (project) 02. 8865-00-73	EACH	1.000	1.000
0380	619.1000	Mobilization	EACH	0.200	0.200
0390	620.0300	Concrete Median Sloped Nose	SF	10.000	10.000
0400	625.0500	Salvaged Topsoil	SY	2,862.000	2,862.000
0410	627.0200	Mulching	SY	3,032.000	3,032.000
0420	628.1504	Silt Fence	LF	450.000	450.000
0430	628.1520	Silt Fence Maintenance	LF	450.000	450.000
0440	628.1905	Mobilizations Erosion Control	EACH	2.000	2.000
0450	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0480	628.2006	Erosion Mat Urban Class I Type A	SY	330.000	330.000
0500	628.2023	Erosion Mat Class II Type B	SY	8.000	8.000
0520	628.7504	Temporary Ditch Checks	LF	141.000	141.000
0530	628.7555	Culvert Pipe Checks	EACH	6.000	6.000
0540	628.7560	Tracking Pads	EACH	2.000	2.000
0550	629.0210	Fertilizer Type B	CWT	2.350	2.350
0560	630.0110	Seeding Mixture No. 10	LB	48.000	48.000
0580	630.0140	Seeding Mixture No. 40	LB	34.000	34.000
0610	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	7.000	7.000
0620	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	4.000	4.000
0630	637.0620	Sign Flags Permanent Type II	EACH	4.000	4.000
0640	637.2210	Signs Type II Reflective H	SF	56.800	56.800

Estimate Of Quantities By Plan Sets

8865-00-73					
Line	Item	Item Description	Unit	Total	Qty
0650	637.2230	Signs Type II Reflective F	SF	30.000	30.000
0660	638.2102	Moving Signs Type II	EACH	8.000	8.000
0670	638.2602	Removing Signs Type II	EACH	8.000	8.000
0680	638.3000	Removing Small Sign Supports	EACH	8.000	8.000
0690	642.5201	Field Office Type C	EACH	0.200	0.200
0710	643.0200.S	Traffic Control Surveillance and Maintenance (project) 02. 8865-00-73	DAY	21.000	21.000
0720	643.0420	Traffic Control Barricades Type III	DAY	500.000	500.000
0730	643.0705	Traffic Control Warning Lights Type A	DAY	1,000.000	1,000.000
0740	643.0900	Traffic Control Signs	DAY	250.000	250.000
0750	643.0920	Traffic Control Covering Signs Type II	EACH	9.000	9.000
0770	643.3000	Traffic Control Detour Signs	DAY	3,810.000	3,810.000
0790	646.0106	Pavement Marking Epoxy 4-Inch	LF	2,541.000	2,541.000
0800	646.0126	Pavement Marking Epoxy 8-Inch	LF	295.000	295.000
0810	647.0456	Pavement Marking Curb Epoxy	LF	65.000	65.000
0820	647.0566	Pavement Marking Stop Line Epoxy 18-Inch	LF	30.000	30.000
0840	650.4500	Construction Staking Subgrade	LF	740.000	740.000
0850	650.5000	Construction Staking Base	LF	740.000	740.000
0860	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	134.000	134.000
0870	650.6000	Construction Staking Pipe Culverts	EACH	2.000	2.000
0880	650.8500	Construction Staking Electrical Installations (project) 01. 8865-00-73	LS	1.000	1.000
0900	650.9910	Construction Staking Supplemental Control (project) 02. 8865-00-73	LS	1.000	1.000
0910	650.9920	Construction Staking Slope Stakes	LF	740.000	740.000
0920	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	260.000	260.000
0930	653.0140	Pull Boxes Steel 24x42-Inch	EACH	2.000	2.000
0940	654.0105	Concrete Bases Type 5	EACH	2.000	2.000
0950	655.0610	Electrical Wire Lighting 12 AWG	LF	318.000	318.000
0960	655.0620	Electrical Wire Lighting 8 AWG	LF	927.000	927.000
0970	656.0200	Electrical Service Meter Breaker Pedestal (location) 01. 22+16	LS	1.000	1.000
0980	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	2.000	2.000
0990	657.0322	Poles Type 5-Aluminum	EACH	2.000	2.000
1000	657.0615	Luminaire Arms Single Member 4 1/2-Inch Clamp 8-FT	EACH	2.000	2.000
1010	659.1115	Luminaires Utility LED A	EACH	2.000	2.000
1020	690.0150	Sawing Asphalt	LF	69.000	69.000
1060	SPV.0090	Special 02. Concrete Curb & Gutter Cure and Seal Treatment	LF	134.000	134.000
1070	SPV.0165	Special 01. Concrete Sidewalk Cure and Seal Treatment	SF	137.000	137.000

3

REMOVING SMALL PIPE CULVERTS

		203.0100	REMARKS
CATEGORY	LOCATION	EACH	
0010	STH 65	1	FIELD ACCESS WEST OF INTERSECTION
TOTAL 0010		1	

REMOVING ASPHALTIC SURFACE MILLING

		204.0120	REMARKS
CATEGORY	LOCATION	SY	
0010	STH 65	170	WEST OF INTERSECTION
0010	KENNEDY MILL AVENUE	170	EAST OF INTERSECTION
0010	STH 65	170	NORTH OF INTERSECTION
TOTAL 0010		510	

REMOVING FENCE

		204.0170	REMARKS
CATEGORY	STATION TO STATION	LOCATION LF	
0010	11+02 - 11+15	STH 65 13	REMOVE SPLIT RAIL
0010	11+39 - 11+52	STH 65 13	FENCE AND STACK ON
0010	11+63 - 11+88	STH 65 25	PROPERTY ADJACENT
0010	21+48 - 21+70	STH 65 25	TO THE REMOVAL
TOTAL 0010		76	

EXCAVATION COMMON

		205.0100
CATEGORY	STATION TO STATION	LOCATION CY
0010	19+75 - 23+99	STH 65-KENNEDY MILL AVENUE 908
0010	10+15 - 13+31	STH 65 1487
0010		FIELD ACCESS REMOVAL 90
0010		FIELD ENTRANCE 4
TOTAL 0010		2489

SELECT BORROW

		208.1100
CATEGORY	STATION TO STATION	LOCATION CY
0010	19+75 - 23+99	STH 65/KENNEDY MILL AVENUE 579
0010	10+15 - 13+31	STH 65 657
TOTAL 0010		1236

FINISHING ROADWAY (8865-00-73)

		213.0100
CATEGORY	STATION TO STATION	LOCATION EACH
0010	19+75 - 23+99	STH 65 1
TOTAL 0010		1

STATION	DISTANCE	AREA			INCREMENTAL VOLUME (UNADJUSTED)			AVAILABLE MATERIAL (CY) (2)	EXPANDED FILL (CY) (3)	MASS ORDINATE (CY) (4)
		CUT (SF)	FILL (SF)	UNUSABLE MATERIAL (SF)	COMMON EXCAVATION (CY)	FILL (CY)	UNUSABLE MATERIAL (CY)			
					205.0100 (1) CATEGORY 0010			1.00	FACTOR 1.25	
STH 65 11+00.00-13+31.09	231.09	622.64	15.48	48	907.40	28.03	68.47	838.93	35.04	803.89
STH 65-KENNEDY MILL AVENUE 19+75.00-23+98.59	423.59	893.43	288.47	93.05	1487.09	418.91	150.68	1336.41	523.64	427.46
FIELD ENTRANCE 0+01.00-1+24.56	123.50	8.69	264.83	0	3.86	234.78	0	3.86	293.48	-289.62
TOTAL	778.18	1524.76	568.78	141.05	2398.35	681.72	219.15	2179.20	852.15	941.73

1) COMMON EXCAVATION IS THE CUT. ITEM 205.0100
2) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL
3) EXPANDED FILL FACTOR = 1.25
4) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE LOCATION. PLUS QUANTITY INDICATES AN
EXCESS OF MATERIAL WITHIN THE STAGE. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE LOCATION

3

BASE AGGREGATE DENSE 3/4-INCH

CATEGORY	STATION TO	STATION	LOCATION	305.0110 TON
0010	19+75	- 23+99	STH 65/KENNEDY MILL AVE	40
0010	10+15	- 13+31	STH 65	30
TOTAL 0010				70

BASE AGGREGATE DENSE 1 1/4-INCH

CATEGORY	STATION TO	STATION	LOCATION	305.0120 TON
0010	19+75	- 23+99	STH 65/KENNEDY MILL AVENUE	942
0010	10+15	- 13+31	STH 65	907
0010			PRIVATE ENTRANCE	4
0010			FIELD ENTRANCE	80
TOTAL 0010				1933

TACK COAT

CATEGORY	STATION TO	STATION	LOCATION	455.0605 GAL
0010	19+75	- 23+99	STH 65/KENNEDY MILL AVENUE	108
0010	10+15	- 13+31	STH 65	120
TOTAL 0010				228

HMA PAVEMENT 3 HT 58-34 H

CATEGORY	STATION TO	STATION	LOCATION	460.7443 TON
0010	19+75	- 23+99	STH 65/KENNEDY MILL AVENUE	302
0010	10+15	- 13+31	STH 65	336
TOTAL 0010				638

HMA PAVEMENT 4 HT 58-34 H

CATEGORY	STATION TO	STATION	LOCATION	460.7444 TON	REMARKS
0010	19+75	- 23+99	STH 65/KENNEDY MILL AVENUE	172	
0010	10+15	- 13+31	STH 65	192	
0010			STH 65	60	MATCHING EXISTING PAVEMENT
TOTAL 0010				424	

CULVERT PIPE CORRUGATED ALUMINUM 18-INCH

CATEGORY	STATION TO	STATION	LOCATION	525.0118 LF	MINIMUM THICKNESS	REMARKS
0010	19+89	- 20+43	STH 65	54	0.060	FIELD ENTRANCE
0010	20+03	- 20+54	STH 65	51	0.060	PRIVATE ENTRANCE
TOTAL 0010				105		

ALUMINUM APRON ENDWALLS FOR ALUMINUM CULVERT PIPE 18-INCH

CATEGORY	STATION TO	STATION	LOCATION	525.0318 EACH	REMARKS
0010	19+89	- 20+43	STH 65	2	FIELD ENTRANCE
0010	20+10	- 20+55	STH 65	2	PRIVATE ENTRANCE
TOTAL 0010				4	

3

3

CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE J

					601.0415	
CATEGORY	STATION TO	STATION	LOCATION	LF	REMARKS	
0010	10+15	- 10+47	STH 65	65	ISLAND	
TOTAL 0010				65		

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

					601.0557	
CATEGORY	STATION TO	STATION	LOCATION	LF	REMARKS	
0010	10+15	- 10+47	STH 65	69	C&G RADIUS	
TOTAL 0010				<u>69</u>		

CONCRETE SIDEWALK 4-INCH

					602.0405	
CATEGORY	STATION TO	STATION	LOCATION	SF	REMARKS	
0010	10+15	- 10+47	STH 65	137	C&G ISLAND	
TOTAL 0010				137		

MAINTENANCE AND REPAIR OF HAUL ROADS (8865-00-73)

				618.0100
CATEGORY	STATION TO	STATION	LOCATION	EACH
0010	19+75	- 23+99	STH 65	1
TOTAL 0010				1

CONCRETE MEDIAN SLOPED NOSE

			620.0300
CATEGORY	STATION	LOCATION	SF
0010	10+47	STH 65	10
TOTAL 0010			10

SALVAGED TOPSOIL

					625.0500	
CATEGORY	STATION TO	STATION	LOCATION		SY	REMARKS
0010	19+75	- 13+31	STH 65		1143	LT
0010	19+75	- 23+98	STH 65/KENNEDY MILL AVENUE		814	RT
0010	23+98	- 13+31	STH 65/KENNEDY MILL AVENUE		834	RT
0010			STH 65		70	FIELD ACCESS REMOVAL WEST OF INTERSECTION
TOTAL 0010					2862	

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3

MULCHING

					627.0200	
CATEGORY	STATION TO	STATION	LOCATION		SY	REMARKS
0010	19+75	-	13+31	STH 65	813	LT
0010	19+75	-	23+98	STH 65/KENNEDY MILL AVENUE	814	RT
0010	19+75	-	23+98	STH 65/KENNEDY MILL AVENUE	834	RT
0010				STH 65	70	FIELD ACCESS REMOVAL WEST OF INTERSECTION
0010				UNDISTRIBUTED	500	
TOTAL 0010					<u>3032</u>	

SILT FENCE

					SILT FENCE 628.1504	SILT FENCE MAINTENANCE 628.1520	
CATEGORY	STATION TO	STATION	LOCATION		LF	LF	REMARKS
0010	20+51	-	23+99	STH 65/KENNEDY MILL AVENUE	400	400	RT
0010	19+88	-	19+93	FARM DRIVEWAY	50	50	WEST FIELD ENTRANCE DITCH
TOTAL 0010					450	450	

EROSION MAT URBAN CLASS I TYPE A

					628.2006	
CATEGORY	STATION TO	STATION	LOCATION	SY	REMARKS	
0010	10+47	-	12+53	STH 65	196	LT
0010	19+75	-	20+01	STH 65	23	LT
0010	20+55	-	21+79	STH 65	111	LT
TOTAL 0010					330	

MOBILIZATIONS EROSION CONTROL

						628.1905
CATEGORY	STATION TO	STATION	LOCATION		EACH	
0010	19+75	-	23+99	STH 65	2	
TOTAL 0010					2	

MOBILIZATIONS EMERGENCY EROSION CONTROL

						628.1910
CATEGORY	STATION TO	STATION	LOCATION		EACH	
0010	19+75	-	23+99	STH 65	2	
TOTAL 0010					2	

EROSION MAT CLASS II TYPE B

			628.2023	
CATEGORY	STATION	LOCATION	SY	REMARKS
0010	19+89	STH 65	2	RT ENDWALL
0010	20+03	STH 65	2	LT ENDWALL
0010	20+43	STH 65	2	RT ENDWALL
0010	20+53	STH 65	2	LT ENDWALL
TOTAL 0010			8	

3

3

TEMPORARY DITCH CHECKS

CATEGORY	STATION	LOCATION	628.7504 LF
0010	10+48	STH 65	20
0010	11+19	STH 65	18
0010	11+97	STH 65	19
0010	19+81	STH 65	20
0010	21+07	STH 65	24
0010		UNDISTRIBUTED	40
TOTAL 0010			141

FERTILIZER TYPE B

CATEGORY	STATION TO	STATION	LOCATION	629.0210 CWT	REMARKS
0010	19+75	- 13+31	STH 65	0.74	NORTHWEST DITCH
0010	19+75	- 23+98	STH 65/KENNEDY MILL AVENUE	0.53	NORTHEAST DITCH
0010	23+98	- 13+31	STH 65/KENNEDY MILL AVENUE	0.54	SOUTH DITCH
0010			STH 65	0.54	FIELD ACCESS WEST OF INTERSECTION
TOTAL 0010				2.35	

SEEDING MIXTURE NO. 10

CATEGORY	STATION TO	STATION	LOCATION	630.0110 LB	REMARKS
0010	19+75	- 23+98	STH 65/KENNEDY MILL AVENUE	23	NORTHEAST DITCH
0010	19+75	- 20+27	STH 65	7	SOUTH DITCH
0010	22+53	- 23+98	KENNEDY MILL AVENUE	6	SOUTH DITCH
0010			STH 65	2	FIELD ACCESS WEST OF INTERSECTION
0010			UNDISTRIBUTED	10	
TOTAL 0010				48	

CULVERT PIPE CHECKS

CATEGORY	STATION	LOCATION	628.7555 EACH	REMARKS
0010	20+43	FIELD ENTRANCE	3	RT
0010	20+53	PRIVATE ENTRANCE	3	LT
TOTAL 0010			6	

TRACKING PADS

CATEGORY	STATION TO	STATION	LOCATION	628.7560 EACH
0010	19+75	- 23+99	STH 65	2
TOTAL 0010				2

SEEDING MIXTURE NO. 40

CATEGORY	STATION TO	STATION	LOCATION	630.0140 LB	REMARKS
0010	19+75	- 13+31	STH 65	21	NORTHWEST DITCH
0010	20+27	- 22+53	STH 65	8	SOUTH DITCH
0010			UNDITRIBUTED	5	
TOTAL 0010				34	

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3

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SIGNING															
		POSTS WOOD 4X6- INCH X 14-FT 634.0614		POSTS WOOD 4X6- INCH X 16-FT 634.0616		SIGN FLAGS PERMANENT TYPE II 637.0620		SIGNS TYPE II REFLECTIVE H 637.2210		SIGNS TYPE II REFLECTIVE F 637.2230		MOVING SIGNS TYPE II 638.2102			
CATEGORY	SIGN CODE	SIZE	SIZE NUMBER	STATION	LOCATION	EACH	EACH	EACH	SF	SF	SF	EACH	REMARKS		
0010	R1-1	36"X36"	1-01	10+21	STH 65	1		2	7.46				STOP		
0010	R1-2	36"X31"	1-02	10+39	STH 65	1			3.88				YIELD		
0010	W12-1D	24"X24"	1-03	10+40	STH 65	1				4.00			DOUBLE DOWN		
0010	J3-1	24"X57"	1-04	10+93	STH 65		1		9.50						
0010	M3-3	24"X12"	1-04		STH 65								SOUTH		
0010	M1-6	24"X24"	1-04		STH 65								STATE ROUTE MARKER (2-3 DIGITS)		
0010	M6-1	21"X21"	1-04		STH 65								RIGHT		
0010	W1-1R	36"X54"	1M-01,1M-02		STH 65							2	RIGHT TURN		
0010	W13-1	24"X24"	1M-01,1M-02		STH 65							2	10 MPH		
0010	J3-1	24"X57"	1-05		STH 65		1		9.50						
0010	M3-3	24"X12"	1-05		STH 65								SOUTH		
0010	M1-6	24"X24"	1-05		STH 65								STATE ROUTE MARKER (2-3 DIGITS)		
0010	M5-1R	21"X21"	1-05		STH 65								RIGHT AHEAD		
0010	W3-1	36"X36"	1-06		STH 65	1				9.00			STOP AHEAD		
0010	J3-1	24"X57"	1-07		STH 65		1		9.50						
0010	M3-1	24"X12"	1-07		STH 65								NORTH		
0010	M1-6	24"X24"	1-07		STH 65								STATE ROUTE MARKER (2-3 DIGITS)		
0010	M5-1L	21"X21"	1-07		STH 65								LEFT AHEAD		
0010	W1-1L	36"X54"	1M-03,1M-04		STH 65							2	RIGHT TURN		
0010	W13-1	24"X24"	1M-03,1M-04		STH 65							2	10 MPH		
0010	J3-1	24"X57"	1-08	20+59	STH 65		1		9.50						
0010	M3-1	24"X12"	1-08		STH 65								NORTH		
0010	M1-6	24"X24"	1-08		STH 65								STATE ROUTE MARKER (2-3 DIGITS)		
0010	M6-1	21"X21"	1-08		STH 65								LEFT		
0010	W1-7	48"X24"	1-09	22+45	STH 65	1				8.00			NIGHT ARROW		
0010	R1-1	36"X36"	1-10	23+29	KENNEDY MILL AVENUE	1		2	7.46				STOP		
0010	W3-1	36"X36"	1-11		KENNEDY MILL AVENUE	1				9.00			STOP AHEAD		
TOTAL 0010						7	4	4	56.8	30.0		8			
REMOVING SIGNS															
		REMOVING SIGNS TYPE II 638.2602		REMOVING SMALL SIGN SUPPORTS 638.3000											
CATEGORY	SIGE MESSAGE	SIGN NUMBER	STATION	LOCATION	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH			
0010	CHERVON	1R-06	10+79	STH 65	1					1					
0010	STOP	1R-05	10+50	STH 65	1					1					
0010	CHERVON	1R-04	10+37	STH 65	1					1					
0010	CHERVON	1R-01	22+00	STH 65	1					1					
0010	KENNEDY MILL AVENUE	1R-02	22+32	STH 65	1					1					
0010	NIGHT ARROW	W1-6	22+45	STH 65	1					1					
0010	STOP	1R-03	22+38	STH 65	1					1					
0010	NIGHT ARROW	W1-6	22+90	STH 65	1					1					
TOTAL 0010					8				8						
PROJECT NO: 8865-00-73				HWY: STH 65		COUNTY: POLK			MISCELLANEOUS QUANTITIES				SHEET: 28		E

PROJECT NO: 8865-00-73

HWY: STH 65

COUNTY: POLK

MISCELLANEOUS QUANTITIES

SHEET: 28

E

3

FIELD OFFICE TYPE C		
CATEGORY	LOCATION	642.5201 EACH
0010	STH 65	0.2
TOTAL 0010		0.2

TRAFFIC CONTROL SURVEILLANCE AND MAINTENANCE (8865-00-73)		
CATEGORY	LOCATION	643.0200.S DAY
0010	STH 35	21
TOTAL 0010		21

TRAFFIC CONTROL BARRICADES TYPE III		
CATEGORY	LOCATION	643.0420 DAY
0010	STH 65	500
TOTAL 0010		500

3

TRAFFIC CONTROL WARNING LIGHTS TYPE A		
CATEGORY	LOCATION	643.0705 DAY
0010	STH 65	1000
TOTAL 0010		1000

TRAFFIC CONTROL SIGNS		
CATEGORY	LOCATION	643.0900 DAY
0010	STH 65	250
TOTAL 0010		250

TRAFFIC CONTROL DETOUR SIGNS		
CATEGORY	LOCATION	643.3000 DAY
0010	STH 65	3810
TOTAL 0010		3810

TRAFFIC CONTROL COVERING SIGNS TYPE II			
CATEGORY	LOCATION	643.0920 EACH	REMARKS
0010	STH 65/STH 64 INTERSECTION	3	EAST OF INTERSECTION
0010	STH 65/USH 8 INTERSECTION	3	SOUTH/STH 65/LEFT
0010	STH 65/USH 8 INTERSECTION	3	SOUTH/STH 65/LEFT TURN AHEAD
TOTAL 0010		9	

3

PAVEMENT MARKING EPOXY 4-INCH

						646.0106		
CATEGORY	STATION TO	STATION	LOCATION	LF	REMARKS			
0010	10+14	- 13+31	STH 65	333	WHITE - RIGHT EDGELINE			
0010	10+71	- 13+31	STH 65	260	WHITE - LEFT EDGELINE			
0010	19+75	- 23+99	STH 65/KENNEDY MILL AVENUE	424	WHITE - RIGHT EDGELINE			
0010	19+75	- 21+73	STH 65	198	WHITE - LEFT EDGELINE			
0010	23+15	- 23+99	KENNEDY MILL AVENUE	84	WHITE - LEFT EDGELINE			
0010	10+19	- 13+31	STH 65	624	DOUBLE YELLOW - CENTERLINE			
0010	19+75	- 22+00	STH 65	450	DOUBLE YELLOW - CENTERLINE			
0010	23+15	- 23+99	KENNEDY MILL AVENUE	168	DOUBLE YELLOW - CENTERLINE			
TOTAL 0010				2541				

PAVEMENT MARKING STOP LINE EPOXY 18-INCH

				647.0566		
CATEGORY	STATION	LOCATION	LF			
0010	10+19	STH 65	15			
0010	23+15	KENNEDY MILL AVENUE	15			
TOTAL 0010			30			

CONSTRUCTION STAKING BASE

						650.5000		
CATEGORY	STATION TO	STATION	LOCATION	LF				
0010	19+75	- 23+99	STH 65/KENNEDY MILL AVENUE	424				
0010	10+15	- 13+31	STH 65	316				
TOTAL 0010				740				

PAVEMENT MARKING EPOXY 8-INCH

						646.0126		
CATEGORY	STATION TO	STATION	LOCATION	LF	REMARKS			
0010	10+20	- 11+64	STH 65	145	EDGELINE			
0010	10+20	- 11+64	STH 65	150	TURNLANE			
TOTAL 0010				295				

PAVEMENT MARKING CURB EPOXY

				647.0456		
CATEGORY	LOCATION	LF	REMARKS			
0010	STH 65	65	C&G ISLAND			
TOTAL 0010		65				

CONSTRUCTION STAKING SUBGRADE

						650.4500		
CATEGORY	STATION TO	STATION	LOCATION	LF				
0010	19+75	- 23+99	STH 65/KENNEDY MILL AVENUE	424				
0010	10+15	- 13+31	KENNEDY MILL AVENUE	316				
TOTAL 0010				740				

CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER

						650.5500		
CATEGORY	STATION TO	STATION	LOCATION	LF				
0010	10+15	- 10+47	STH 65	65				
0010	10+25	- 10+71	STH 65	69				
TOTAL 0010				134				

3

CONSTRUCTION STAKING PIPE CULVERTS

CATEGORY	STATION TO	STATION	LOCATION	650.6000 EACH	REMARKS
0010	19+89	- 20+43	STH 65	1	FIELD ENTRANCE
0010	20+10	- 20+55	STH 65	1	PRIVATE ENTRANCE
TOTAL 0010				2	

CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (8865-00-73)

CATEGORY	LOCATION	650.9910 LS
0010	STH 65	1
TOTAL 0010		1

LIGHTING CONDUIT AND WIRE

CATEGORY	FROM	TO	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 652.0225	ELECTRICAL WIRE LIGHTING 8 AWG 655.0620
			LF	LF
0010	CB 100	- PB 100	10	78
0010	PB 100	- SL 100	40	153
0010	SL 100	- PB 101	70	243
0010	PB 101	- SL 101	140	453
			260	927

LIGHTING CONTROL

CATEGORY	CABINET NUMBER	STATION	OFFSET	R/L	CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (8865-00-73) 650.8500	ELECTRICAL SERVICE METER BREAKER PEDESTAL (22+16) 656.0200
					LS	LS
0010	CB 100	22+21	23.00	RT		1
0010		PROJECT 8865-00-73			1	
TOTAL 0010					1	1

CONSTRUCTION STAKING SLOPE STAKES

CATEGORY	STATION TO	STATION	LOCATION	650.9920 LF
0010	19+75	- 23+99	STH 65/KENNEDY MILL AVENUE	424
0010	10+15	- 13+31	STH 65	316
TOTAL 0010				740

PULL BOXES STEEL 24X42-INCH

CATEGORY	PULLBOX NUMBER	STATION	OFFSET	R/L	653.0140 EACH
0010	PB 100	22+16	23.0	RT	1
0010	PB 101	21+83	40.3	LT	1
TOTAL 0010					2

LIGHTING BASES

CATEGORY	LIGHT NUMBER	STATION	OFFSET	R/L	CONCRETE BASES TYPE 5 654.0105	ELECTRICAL WIRE LIGHTING 12 AWG 655.0610	TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE 657.0255	POLES TYPE 5-ALUMINUM 657.0322	LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 8-FT 657.0615	LUMINAIRES UTILITY LED A 659.1115
					EACH	LF	EACH	EACH	EACH	EACH
0010	SL 100	21+83	23.0'	RT	1	159	1	1	1	1
0010	SL 101	11+58	32.6'	LT	1	159	1	1	1	1
TOTAL 0010					2	318	2	2	2	2

SAWING ASPHALT

CATEGORY	STATION	LOCATION	690.0150	REMARKS
			LF	
0010	19+75	STH 65	26	WEST
0010	23+99	KENNEDY MILL AVENUE	20	EAST
0010	13+31	STH 65	23	NORTH
TOTAL 0010			69	

SPECIAL 02. CONCRETE CURB & GUTTER CURE AND SEAL TREATMENT

CATEGORY	STATION TO	STATION	LOCATION	SPV.0090.02	REMARKS
				LF	
0010	10+15 -	10+47	STH 65	65	ISLAND
0010	10+25 -	10+71	STH 65	69	C&G RADIUS
TOTAL 0010				134	

SPECIAL 01. CONCRETE SIDEWALK CURE AND SEAL TREATMENT

CATEGORY	STATION TO	STATION	LOCATION	SPV.0165.01	REMARKS
				SF	
0010	10+15 -	10+47	STH 65	137	C&G ISLAND
TOTAL 0010				137	

4

BASIS OF EXISTING HIGHWAY R/W

ROUTE	BASIS	YEAR
STH 65	R/W PROJECT 8865-03-21	1992
	R/W PROJECT 8530-05-21	1993
KENNEDY MILL AVE.	ASSUMED 66' OFF QUARTER LINE PER ss 82.31 AND OCCUPATION	

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL OWNER (S) NUMBER	INTEREST REQUIRED	R/W ACRES REQUIRED	NEW	EXISTING	TOTAL	TLE ACRES TEMP
1 ROBERT W. & COLLEEN A. KIECKHOEFER	FEE, TLE	0.25	0.76	1.01	0.16	
2 ESTATE OF HELEN E. GATTEN	FEE, TLE	0.16	0.41	0.57	0.02	
3 CHARLES A. HUTTON	FEE	0.02	0.07	0.09	0.00	

UTILITY INTERESTS REQUIRED:

900 DAIRYLAND POWER COOPERATIVE	RELEASE OF RIGHTS
901 POLK-BURNETT ELECTRIC COOPERATIVE	RELEASE OF RIGHTS
902 CENTURYTEL OF THE MIDWEST LLC	RELEASE OF RIGHTS
d/b/a CENTURYLINK	

SET & RE-TIED
1" SURVEY NAIL
Y 262794.81
X 501903.60

102

PARCEL 901
POLK-BURNETT ELECTRIC COOP
RIGHT OF WAY EASEMENTS
V152/P585 DOC. 220697 (GENERAL)
V384/P415 DOC. 369681 (GENERAL)
V975/P504 DOC. 703089 (GENERAL)

TRANSPORTATION PROJECT PLAT NO: 8865-00-23 - 4.01

PART OF THE SW1/4-NW1/4 AND NW1/4-SW1/4 OF SECTION 4, AND PART OF THE SE1/4-NE1/4 AND NE1/4-SE1/4 OF SECTION 5, T33N, R17W, ALL IN THE TOWN OF GARFIELD, POLK COUNTY, WISCONSIN

RELOCATION ORDER - STH 65, KENNEDY MILL AVENUE INTERSECTION, POLK 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-NAMED PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTION 84.02 (3), 84.09 AND 84.30, 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-NAMED 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 SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

PARCEL 902
CENTURYLINK (FORMERLY GTE)
RIGHT OF WAY AUTHORIZATION
V316/P437 DOC. 336681 (4 ROD STRIP)
EASEMENT ASSIGNMENT
V836/P165 DOC. 606022

PARCEL 901
POLK-BURNETT ELECTRIC COOP
RIGHT OF WAY EASEMENT
V151/P164 DOC. 215463 (GENERAL)

PARCEL 900
DAIRYLAND POWER COOPERATIVE
RIGHT OF WAY EASEMENTS
V177/P60 DOC. 252232 (GENERAL)
DOC. 761697 (80' WIDE STRIP)

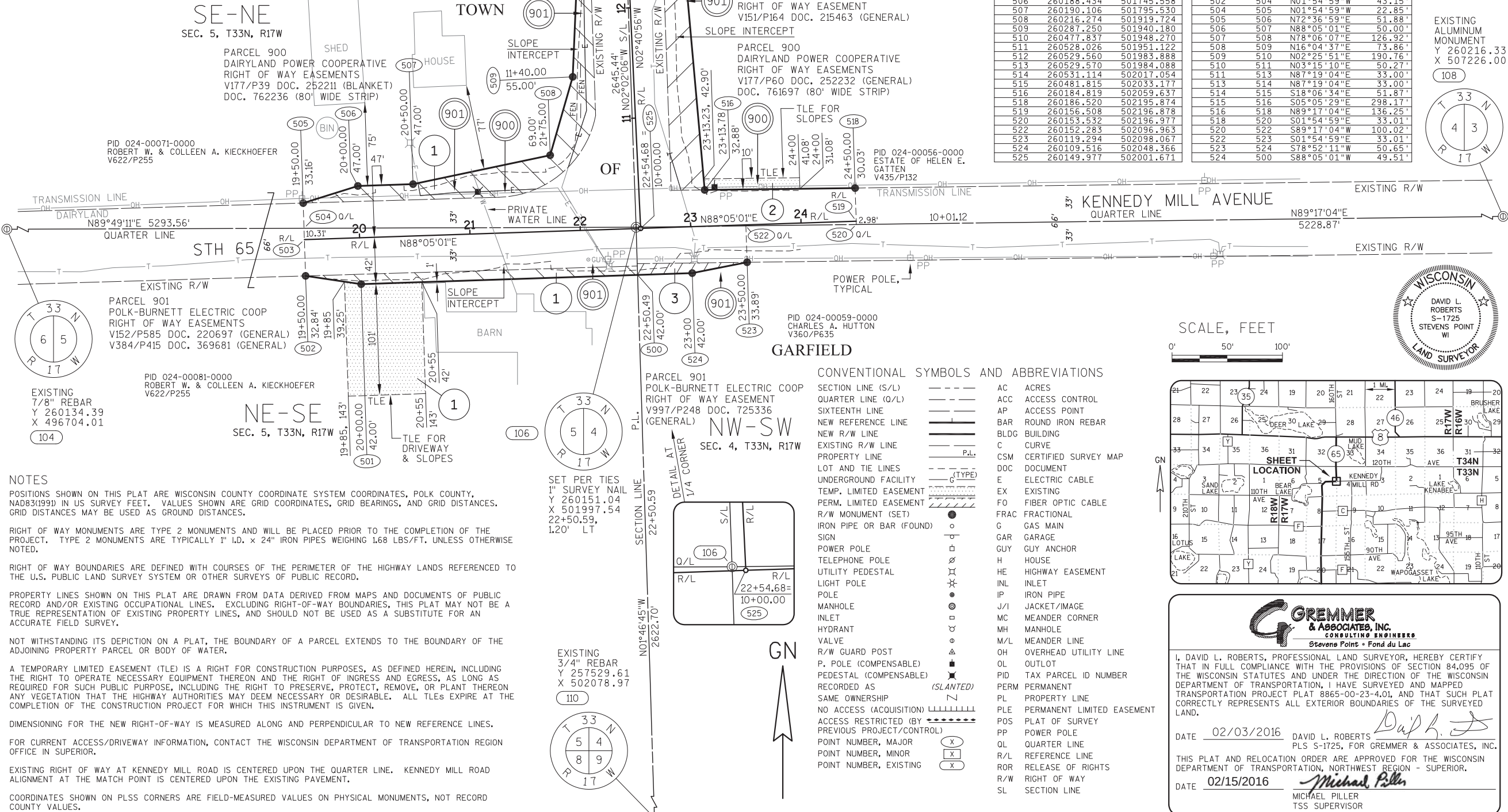
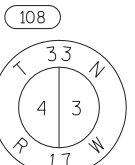
COORDINATE TABLE

POINT	Y (NORTH)	X (EAST)
500	260107.860	501998.879
501	260099.484	501748.534
502	260106.971	501698.255
503	260139.788	501697.157
504	260150.095	501696.812
505	260172.934	501696.048
506	260188.434	501745.558
507	260190.106	501795.530
508	260216.274	501919.724
509	260287.250	501940.180
510	260477.837	501948.270
511	260528.026	501951.122
512	260529.560	501983.888
513	260529.570	501984.088
514	260531.114	502017.054
515	260481.815	502033.177
516	260184.819	502059.637
518	260186.520	502195.874
519	260136.508	502196.878
520	260153.532	502196.977
522	260152.283	502096.963
523	260119.294	502098.067
524	260109.516	502048.366
525	260149.977	502001.671

COURSE TABLE

FROM POINT	TO POINT	BEARING	DISTANCE
106	525	S75°33'30"E	4.27'
106	500	S01°46'45"E	43.20'
500	501	S88°05'01"W	250.49'
501	502	N81°31'49"W	50.83'
502	504	N01°54'59"W	43.15'
504	505	N01°54'59"W	22.85'
505	506	N72°36'59"E	51.88'
506	507	N88°05'01"E	50.00'
507	508	N78°06'07"E	126.92'
508	509	N16°04'37"E	73.86'
509	510	N02°25'51"E	190.76'
510	511	N03°15'10"E	50.27'
511	513	N87°19'04"E	33.00'
513	514	N87°19'04"E	33.00'
514	515	S18°06'34"E	51.87'
515	516	S05°05'29"E	298.17'
516	518	N89°17'04"E	136.25'
518	520	S01°54'59"E	33.01'
520	522	S89°17'04"E	100.02'
522	523	S01°54'59"E	33.01'
523	524	S78°52'11"W	50.65'
524	500	S88°05'01"W	49.51'

EXISTING ALUMINUM MONUMENT
Y 260216.33
X 507226.00



NOTES

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATE SYSTEM COORDINATES, POLK COUNTY, NAD83(1999) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT OF WAY MONUMENTS ARE TYPE 2 MONUMENTS AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT. TYPE 2 MONUMENTS ARE TYPICALLY 1" I.D. x 24" IRON PIPES WEIGHING 1.68 LBS/FT. UNLESS OTHERWISE NOTED.

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

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. 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.

NOT WITHSTANDING ITS DEPICTION ON A PLAT, THE BOUNDARY OF A PARCEL EXTENDS TO THE BOUNDARY OF THE ADJOINING PROPERTY PARCEL OR BODY OF WATER.

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 REGION OFFICE IN SUPERIOR.

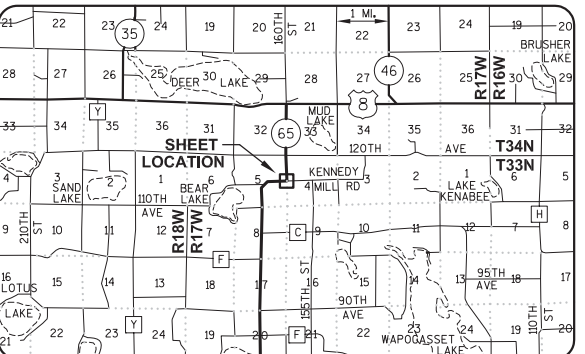
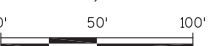
EXISTING RIGHT OF WAY AT KENNEDY MILL ROAD IS CENTERED UPON THE QUARTER LINE. KENNEDY MILL ROAD ALIGNMENT AT THE MATCH POINT IS CENTERED UPON THE EXISTING PAVEMENT.

COORDINATES SHOWN ON PLSS CORNERS ARE FIELD-MEASURED VALUES ON PHYSICAL MONUMENTS, NOT RECORD COUNTY VALUES.

CONVENTIONAL SYMBOLS AND ABBREVIATIONS

SECTION LINE (S/L)	---	AC	ACRES
QUARTER LINE (Q/L)	---	ACC	ACCESS CONTROL
SIXTEENTH LINE	---	AP	ACCESS POINT
NEW REFERENCE LINE	---	BAR	ROUND IRON REBAR
NEW R/W LINE	---	BLDG	BUILDING
EXISTING R/W LINE	---	C	CURVE
PROPERTY LINE	---	CSM	CERTIFIED SURVEY MAP
LOT AND TIE LINES	---	DOC	DOCUMENT
UNDERGROUND FACILITY	---	E	ELECTRIC CABLE
TEMP. LIMITED EASEMENT	---	EX	EXISTING
PERM. LIMITED EASEMENT	---	FO	FIBER OPTIC CABLE
R/W MONUMENT (SET)	---	FRAC	FRACTIONAL
IRON PIPE OR BAR (FOUND)	---	G	GAS MAIN
SIGN	---	GAR	GARAGE
POWER POLE	---	GUY	GUY ANCHOR
TELEPHONE POLE	---	H	HOUSE
UTILITY PEDESTAL	---	HE	HIGHWAY EASEMENT
LIGHT POLE	---	INL	INLET
POLE	---	IP	IRON PIPE
MANHOLE	---	J/I	JACKET/IMAGE
INLET	---	MC	MEANDER CORNER
HYDRANT	---	MH	MANHOLE
VALVE	---	M/L	MEANDER LINE
R/W GUARD POST	---	OH	OVERHEAD UTILITY LINE
P. POLE (COMPENSABLE)	---	OL	OUTLOT
PEDESTAL (COMPENSABLE)	---	PID	TAX PARCEL ID NUMBER
RECORDED AS	---	PERM	PERMANENT
SAME OWNERSHIP	---	PL	PROPERTY LINE
NO ACCESS (ACQUISITION)	---	PLE	PERMANENT LIMITED EASEMENT
ACCESS RESTRICTED (BY PREVIOUS PROJECT/CONTROL)	---	POS	PLAT OF SURVEY
POINT NUMBER, MAJOR	---	PP	POWER POLE
POINT NUMBER, MINOR	---	QL	QUARTER LINE
POINT NUMBER, EXISTING	---	R/L	REFERENCE LINE
	---	ROR	RELEASE OF RIGHTS
	---	R/W	RIGHT OF WAY
	---	SL	SECTION LINE

SCALE, FEET



GREMMER & ASSOCIATES, INC.
CONSULTING ENGINEERS
Stevens Point • Fond du Lac

I, DAVID L. ROBERTS, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 8865-00-23-4.01, AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

DATE 02/03/2016 DAVID L. ROBERTS
PLS S-1725, FOR GREMMER & ASSOCIATES, INC.

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION, NORTHWEST REGION - SUPERIOR.

DATE 02/15/2016 Michael Piller
MICHAEL PILLER
TSS SUPERVISOR

837955

STATE OF WISCONSIN } ss
COUNTY OF POLK
RECEIVED & FILED

FEB 22 2016

AT 10:00 O'CLOCK AM
VOL. 100, PAGE 330B
Laurie Anderson
REGISTER
OF DEEDS

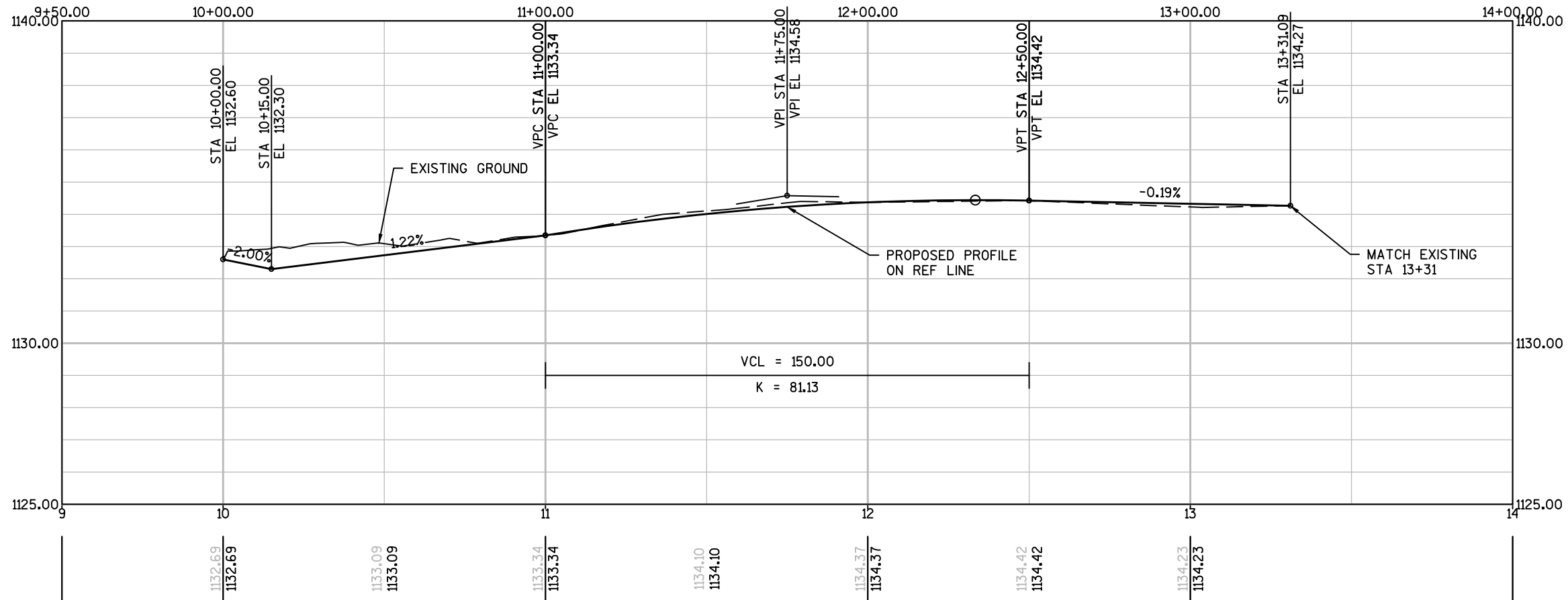
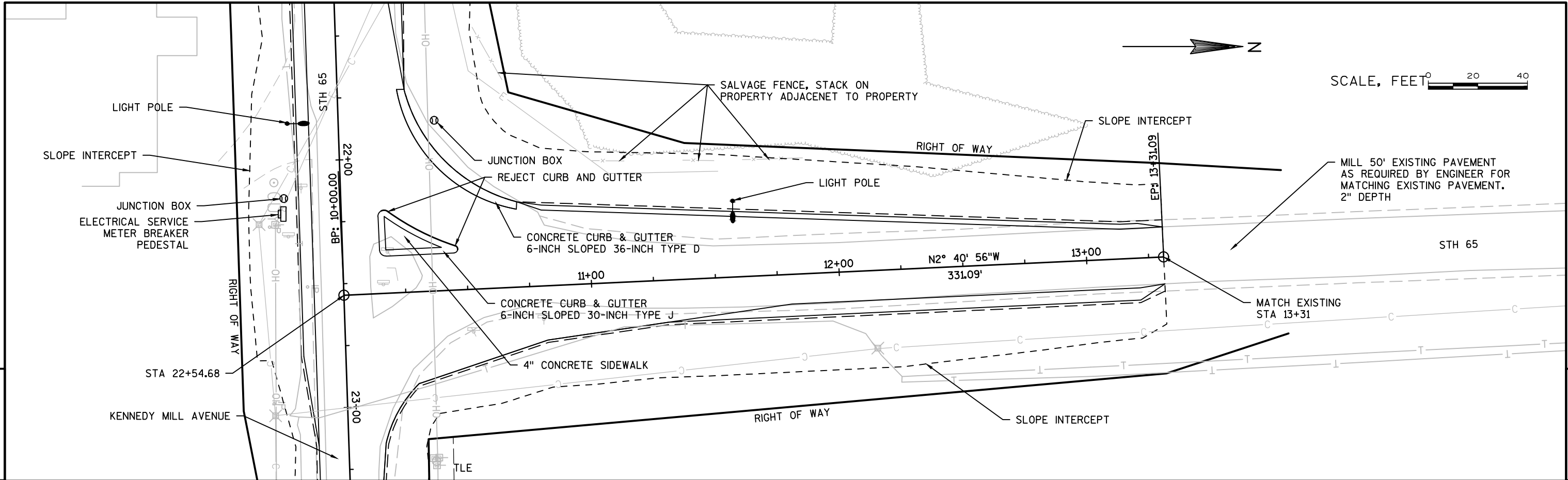
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AMENDMENT NO:

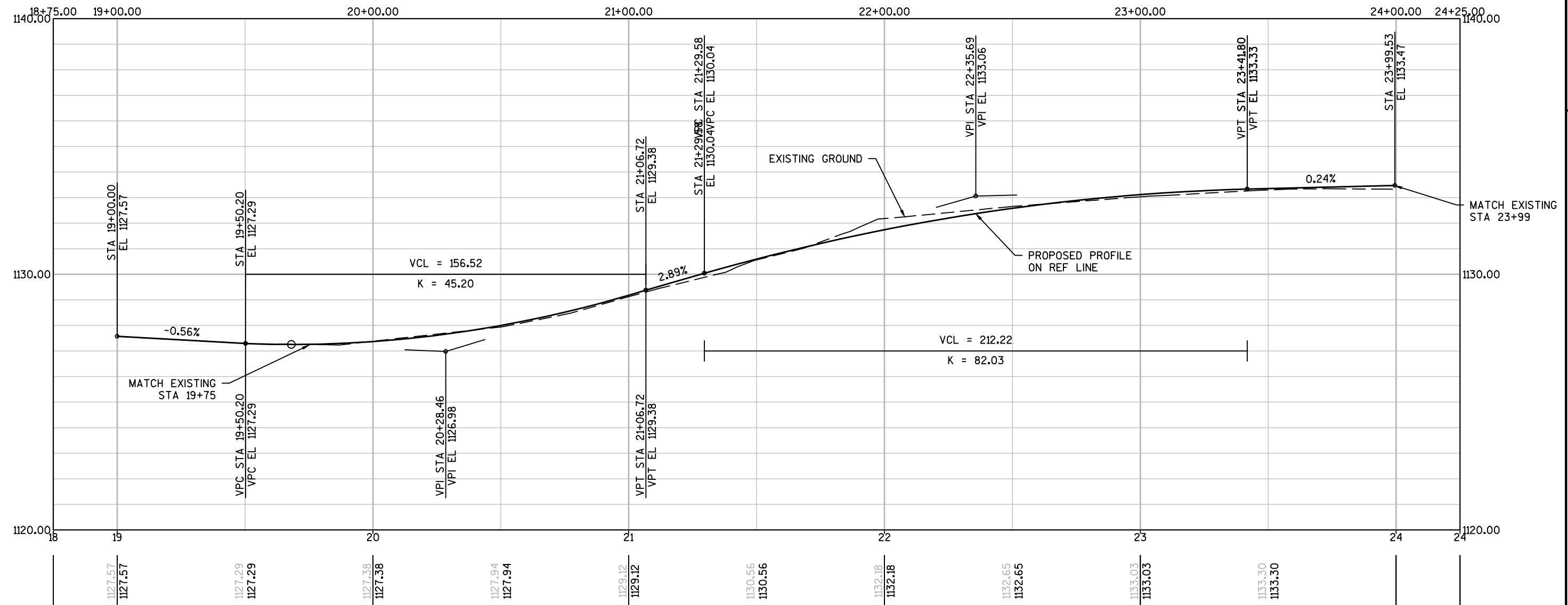
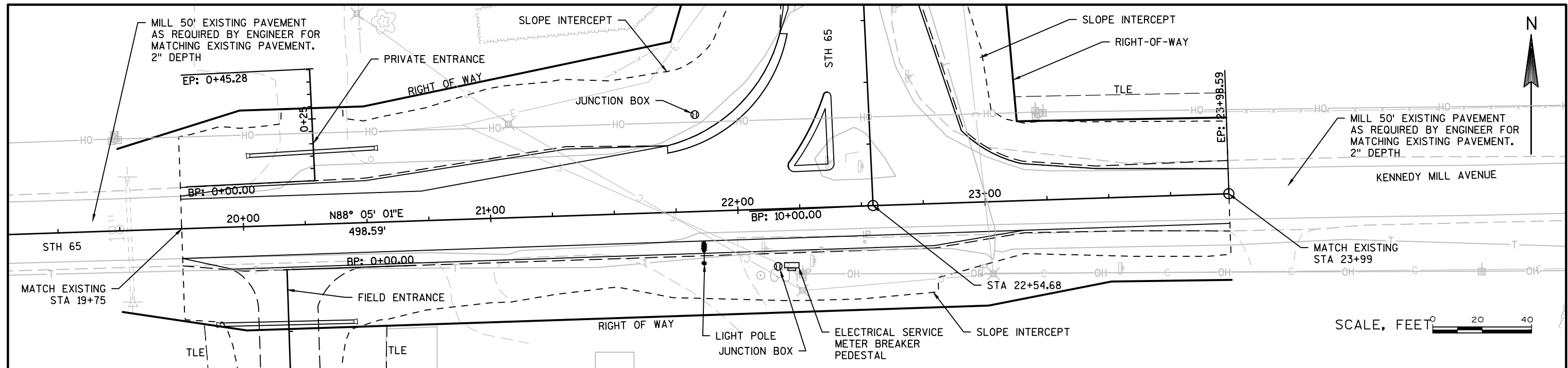
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REVISED: 02/23/2016

040401.65.DWG

APPRAISAL PLAT DATE: 02/03/2016





PROJECT NO: 8865-00-73

HWY: STH 65

COUNTY: POLK

PLAN AND PROFILE: STH 65/KENNEDY MILL AVENUE

SHEET 35

FILE NAME : C:\WISDOT\DESIGN\88650003\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - *****

PLOT DATE : 12/13/2016 11:04 AM

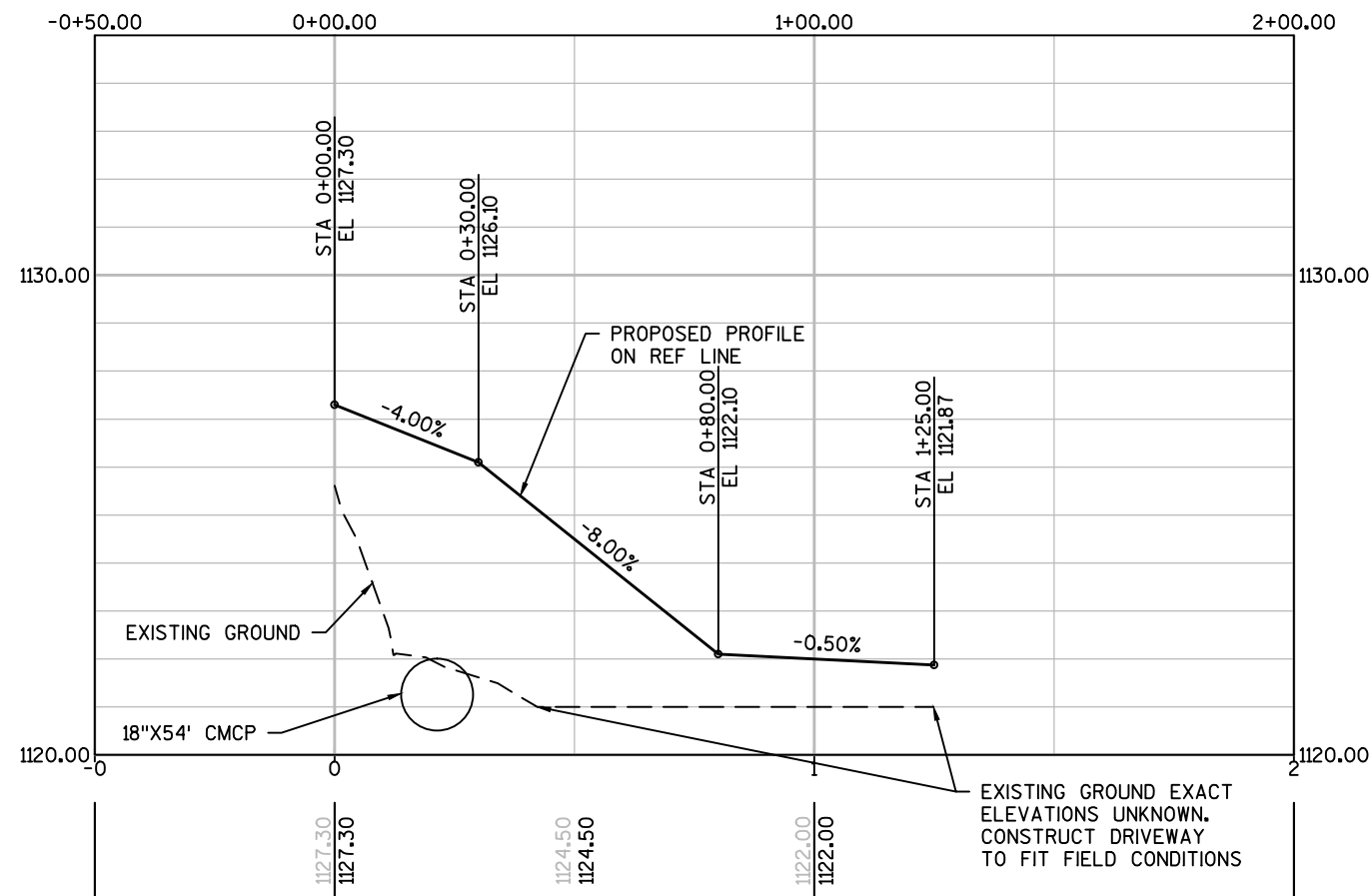
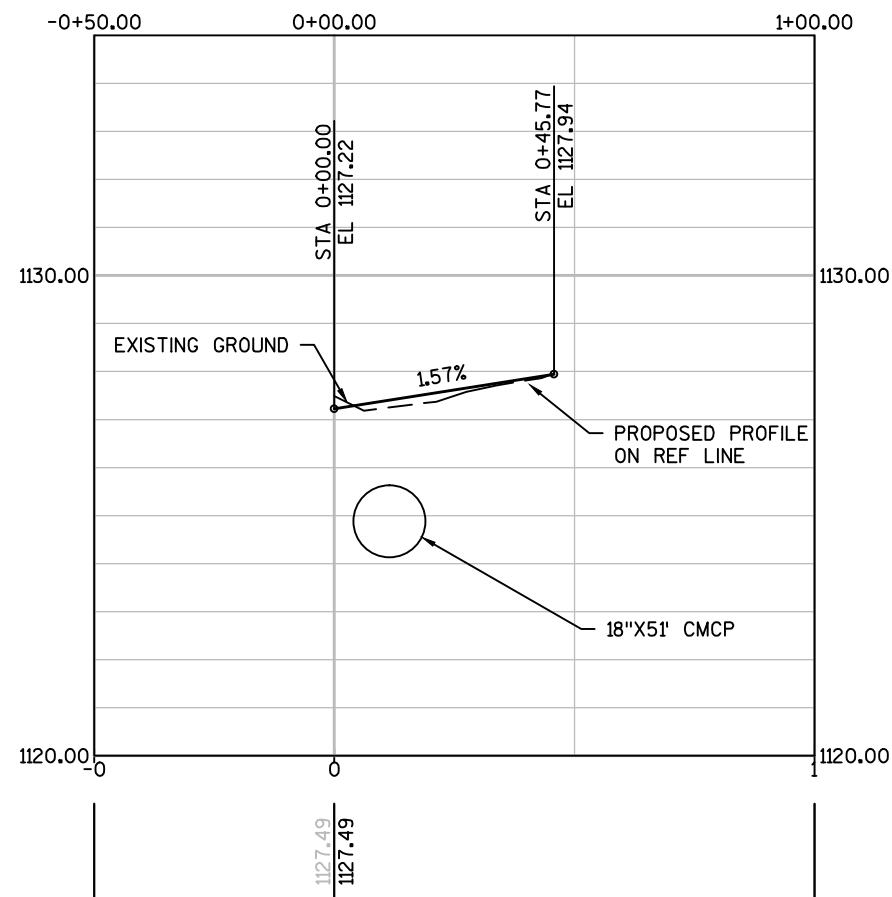
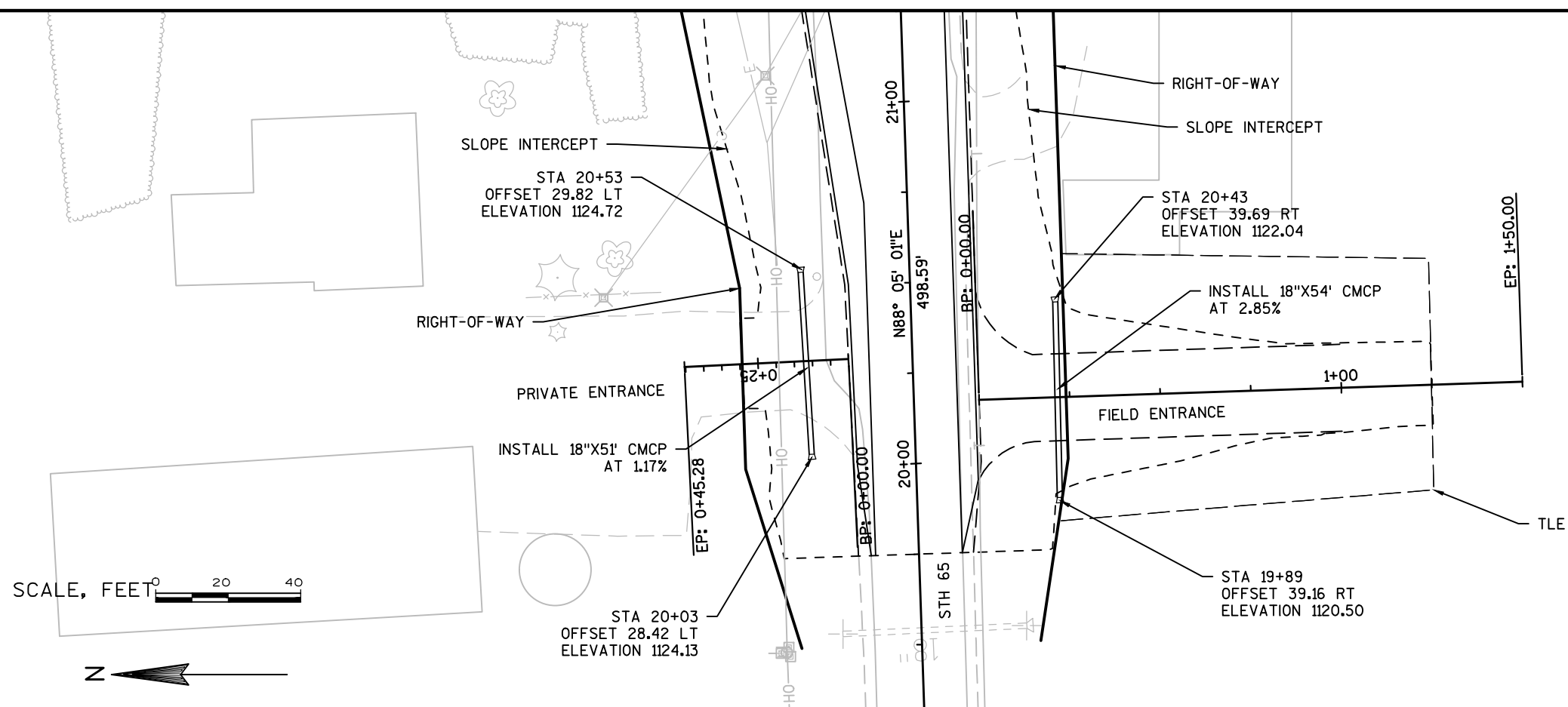
PLOT BY : BECKLIN, MATTHEW R PLOT NAME :

PLOT SCALE : 1 IN:40 FT

WISDOT/CADDs SHEET 44

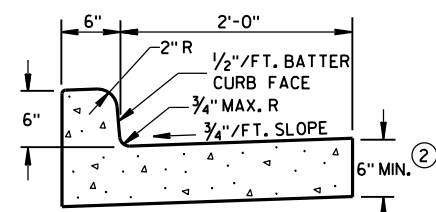
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5

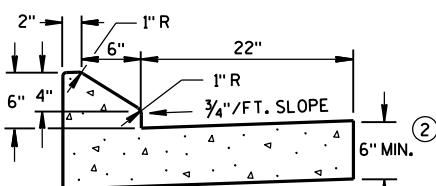


Standard Detail Drawing List

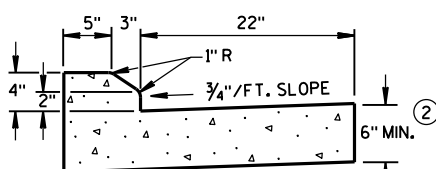
08D01-19	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E14-01	TRACKING PAD
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
09B02-09	CONDUIT
09B04-11	PULL BOX
09C02-07	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09E01-14D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-14G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-05	NON-FREEWAY LIGHTING UNIT POLE WIRING
09H03-01	2 CIRCUIT METER BREAKER PEDESTAL
11B02-02	CONCRETE MEDIAN NOSE
14B29-01	SAFETY EDGE
15C02-06A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16B	PAVEMENT MARKING (INTERSECTIONS)
15C08-16F	PAVEMENT MARKING (ISLANDS)
15C27-01	DOUBLE ARROW WARNING SIGN PLACEMENT
15C33-02	STOP LINE AND CROSSWALK PAVEMENT MARKING



TYPES A & D ①

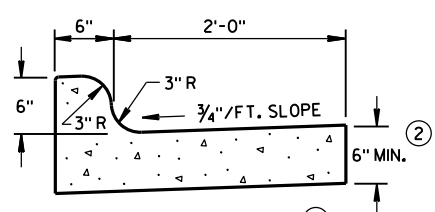


6" SLOPED CURB TYPES G & J ①



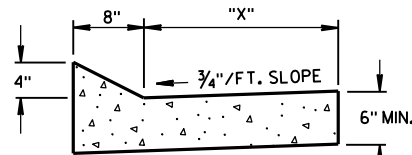
4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"



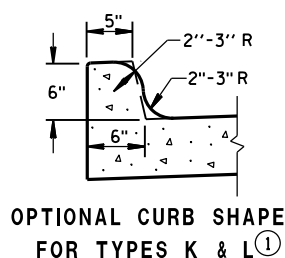
TYPES K & L ①

CONCRETE CURB & GUTTER 30"

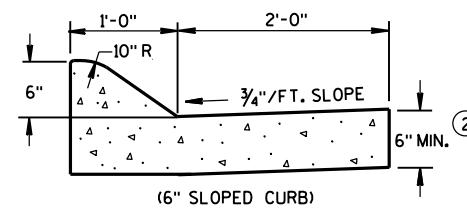


TYPES TBT & TBTT ①
CONCRETE CURB & GUTTER

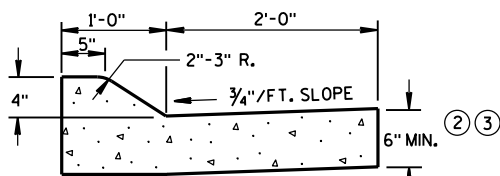
TBT & TBTT	"X"
30"	22"
36"	28"



OPTIONAL CURB SHAPE
FOR TYPES K & L ①

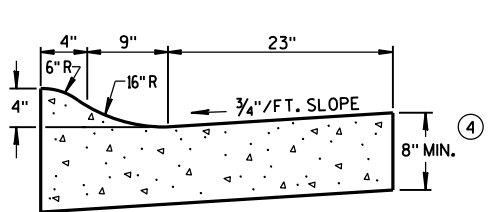


(6" SLOPED CURB)



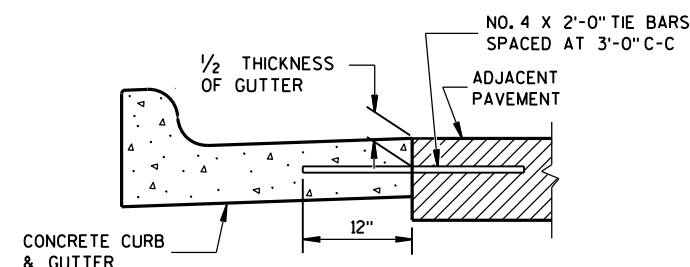
(4" SLOPED CURB)

TYPES A & D ①

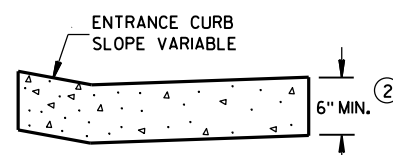


4" SLOPED CURB TYPES R & T ① ⑤

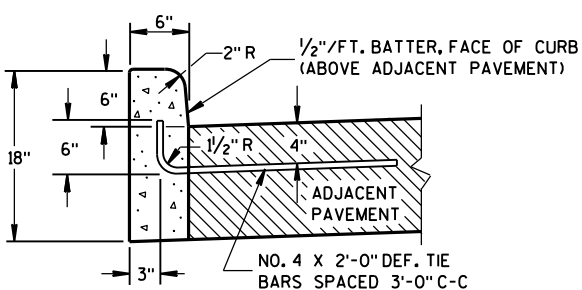
CONCRETE CURB & GUTTER 36"



TYPICAL TIE BAR LOCATION ①

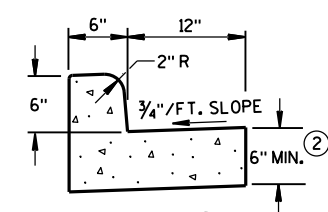


DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)

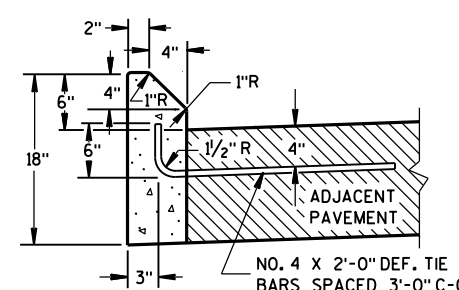


TYPES A & D ①

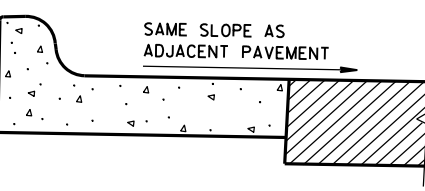
CONCRETE CURB



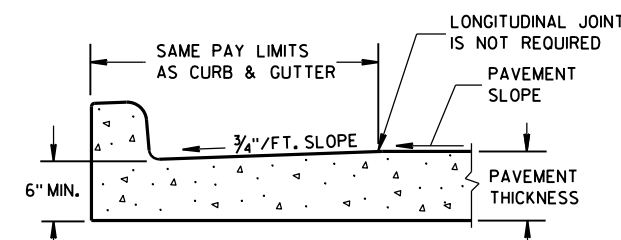
TYPES A & D
CONCRETE CURB & GUTTER 18"



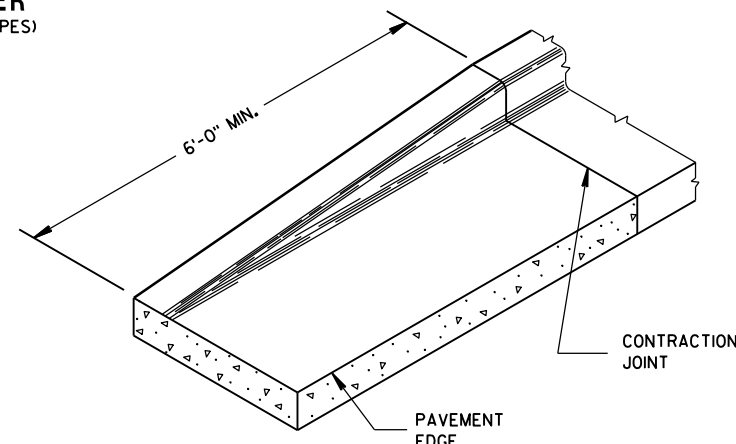
TYPES G & J ①



REVERSE SLOPE GUTTER
(TYPICAL FOR ALL CURB & GUTTER TYPES)



PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB & GUTTER



END SECTION CURB & GUTTER

GENERAL NOTES

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

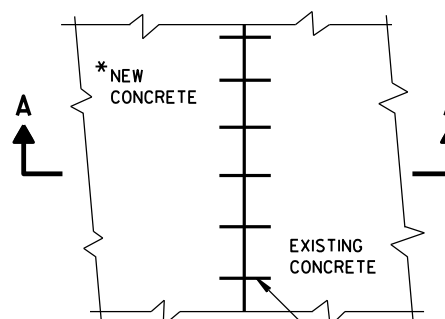
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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.

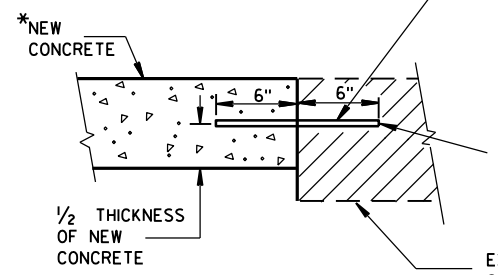
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH 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.

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



SECTION A-A
TIE BARS DRILLED
INTO EXISTING PAVEMENT

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

EXISTING
CONCRETE

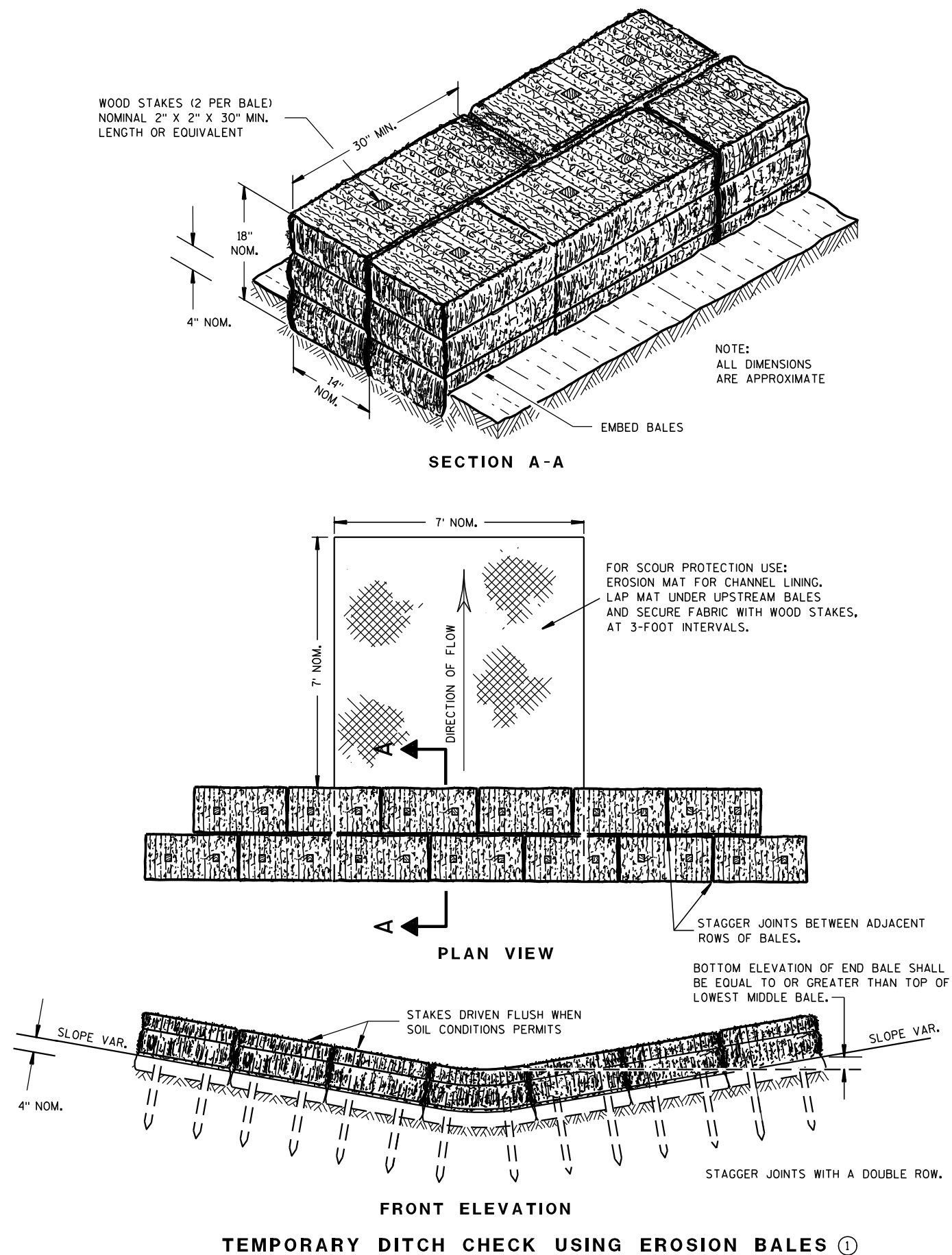
CONCRETE CURB, CONCRETE
CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2016
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

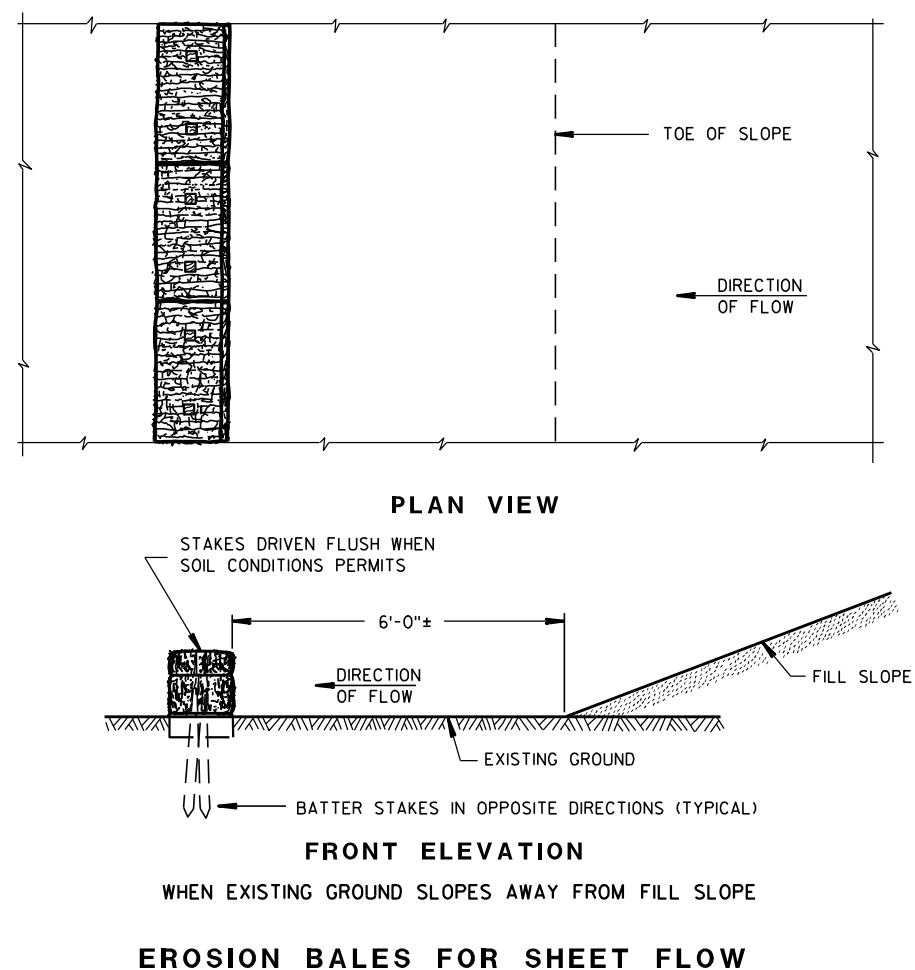
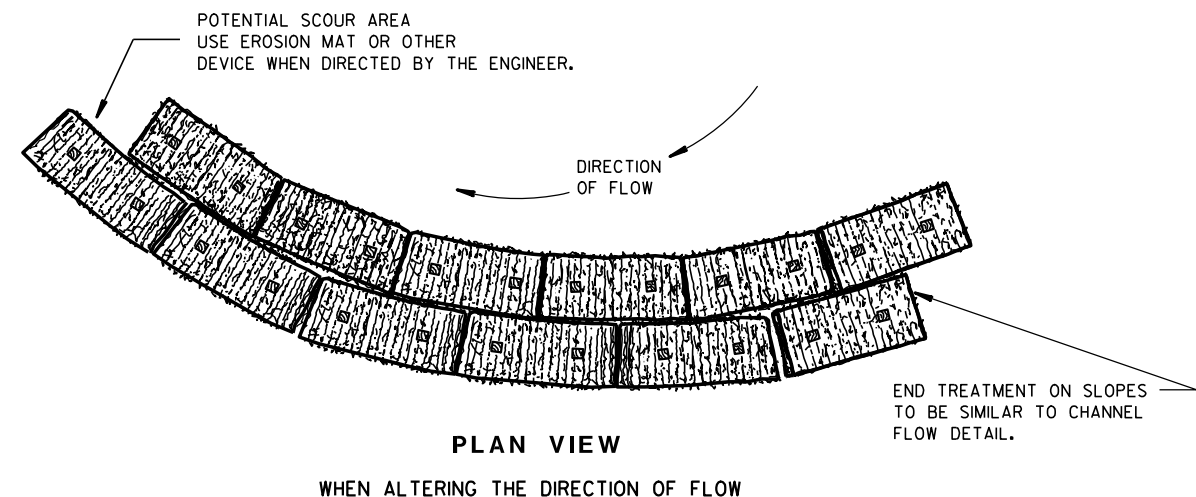
INT



GENERAL NOTES

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

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



TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/04/02
DATE

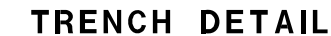
/S/ Beth Connors
CHIEF ROADWAY DEVELOPER

ENGINEER

FHWA



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

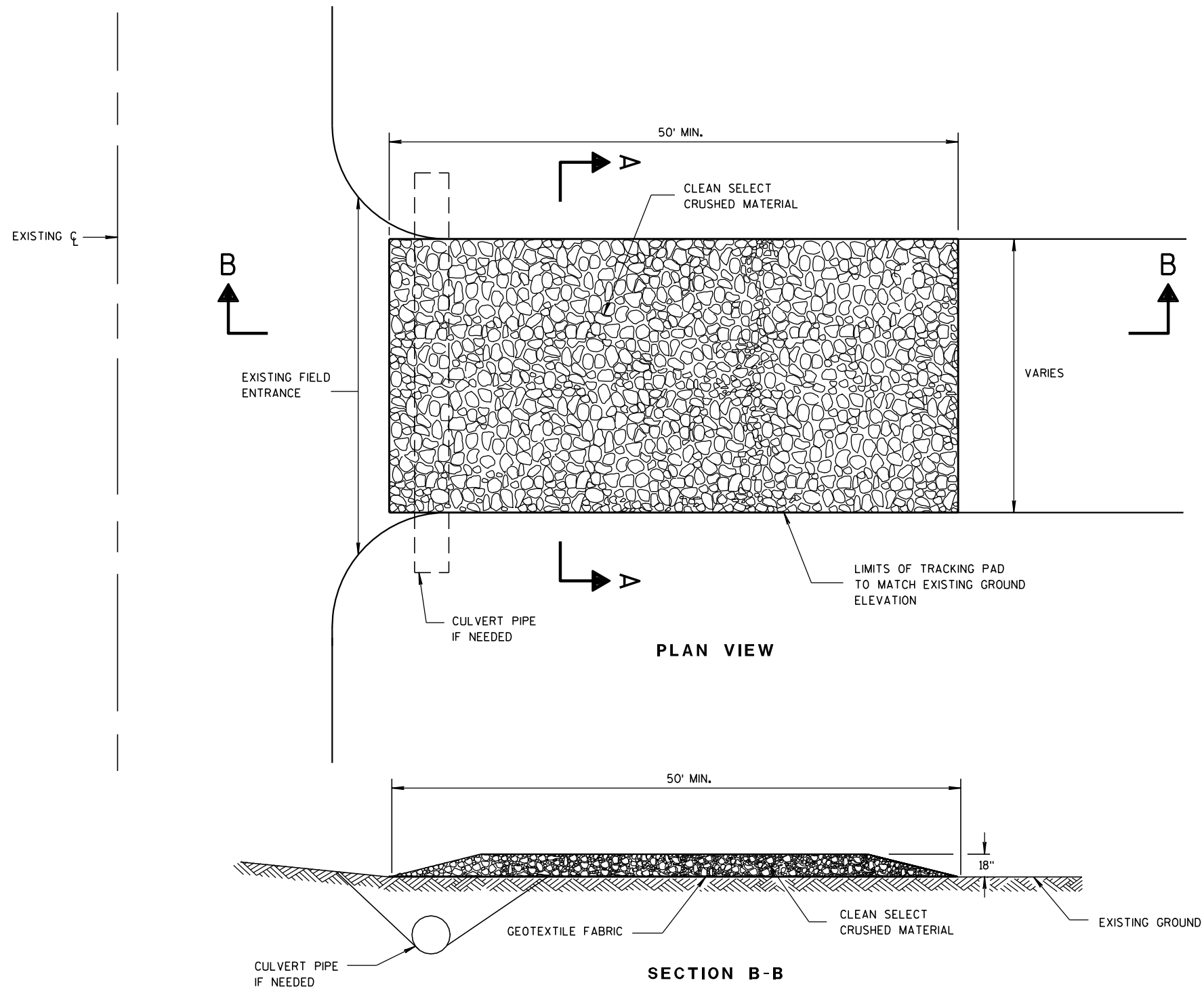


SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05
DATE /S/ Beth Cannata
CHIEF ROADWAY DEVELOPMENT 40 INCHES

FHWA



TRACKING PAD

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.

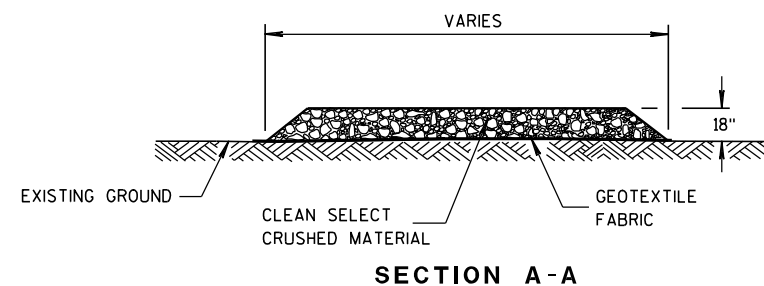
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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.



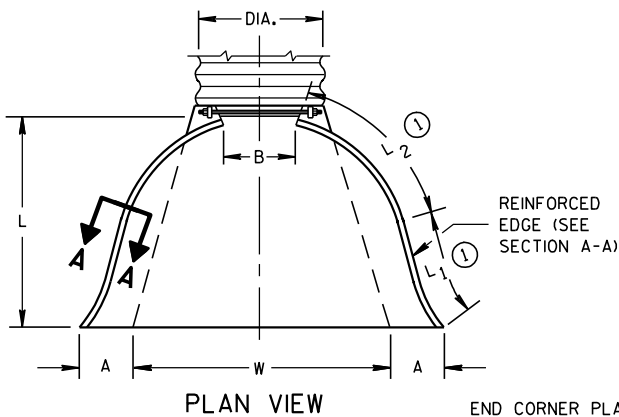
TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED	DATE	3/24/2011	ENT	ENGINEER
		/S/ Jerry H. Zonn		41
		ROADWAY STANDARDS		
FHWA				

METAL APRON ENDWALLS											
PIPE DIA. (IN.)	MIN. THICK. (Inches)		DIMENSIONS (Inches)						APPROX. SLOPE	BODY	
	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L ₁ ①	L ₂ ①			W (±2")
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	.109x	.105x	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109x	.105x	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109x	.105x	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109x	.105x	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109x	.105x	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109x	.105x	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109x	.105x	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

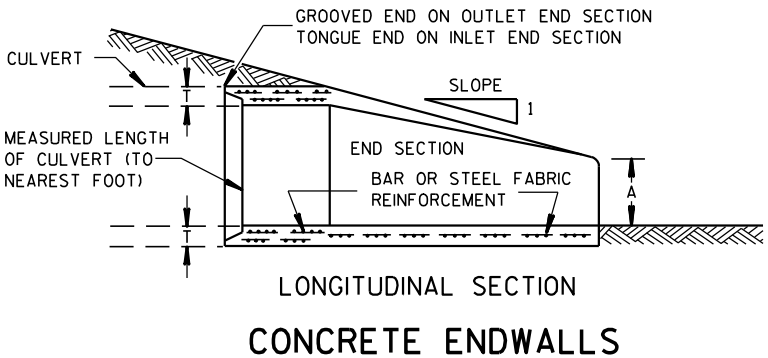
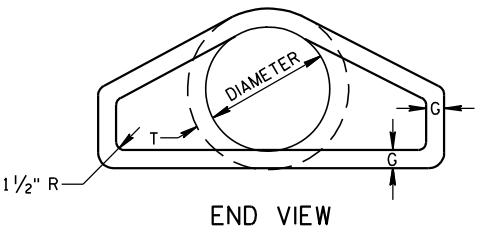
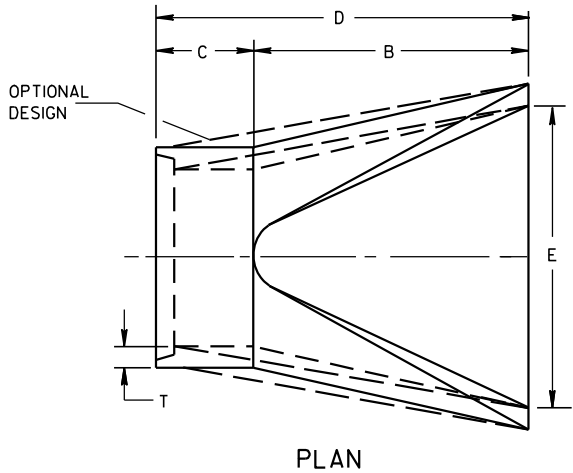
* EXCEPT CENTER PANEL
SEE GENERAL NOTES



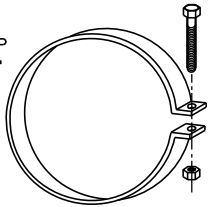
END CORNER PLATES MAY BE FASTENED TO APRON PROPER BY BOLTS, RIVETS, OR RESISTANCE SPOT WELDS WHICH WILL HOLD THE SURFACES TIGHTLY TOGETHER

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

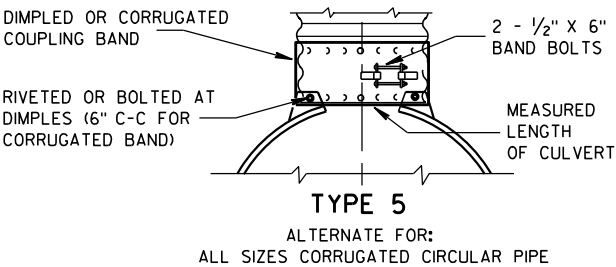
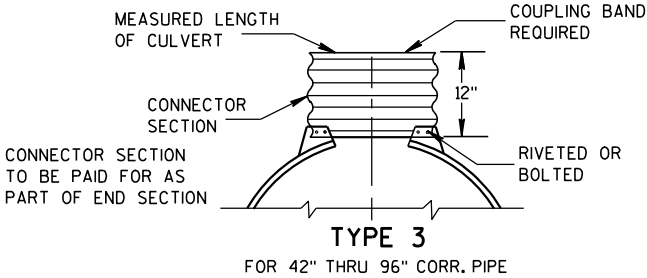
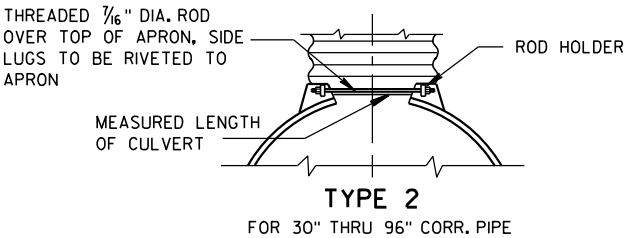
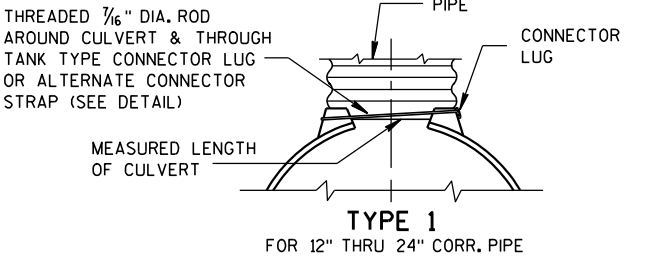
* MINIMUM
** MAXIMUM



1" WIDE, 12 GA. (0.109" THICK) GALVANIZED STRAP WITH STANDARD 6" X 1/2" BAND BOLT AND NUT



ALTERNATE FOR TYPE 1 CONNECTION
END SECTION CONNECTOR STRAP



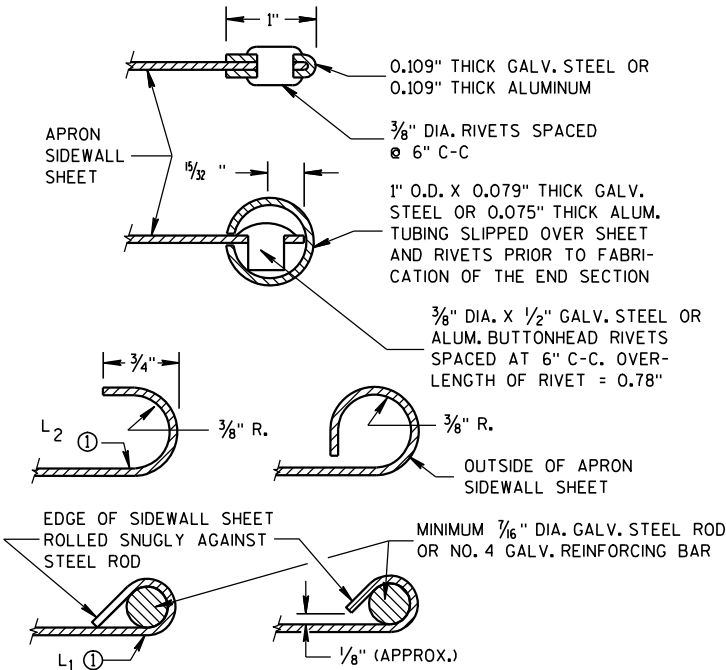
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

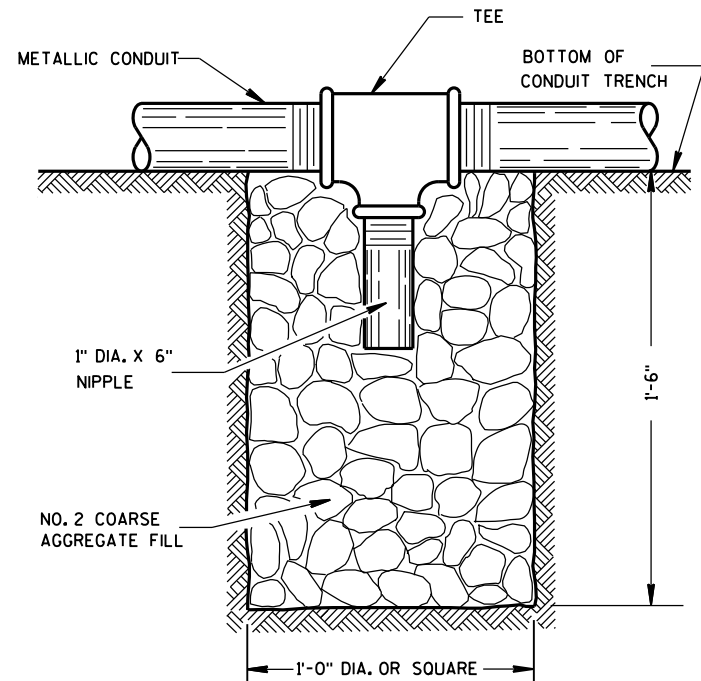
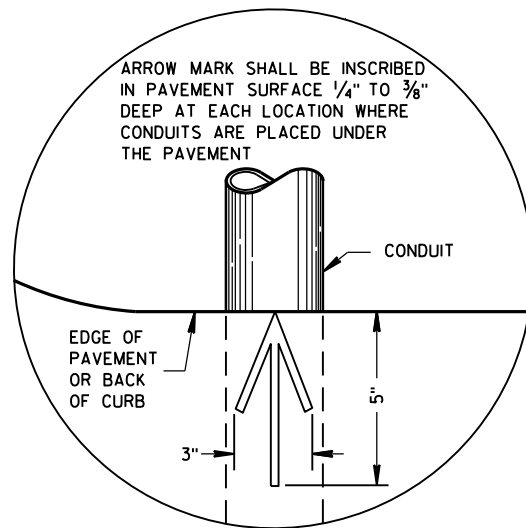
WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

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

APRON ENDWALLS FOR
CULVERT PIPE

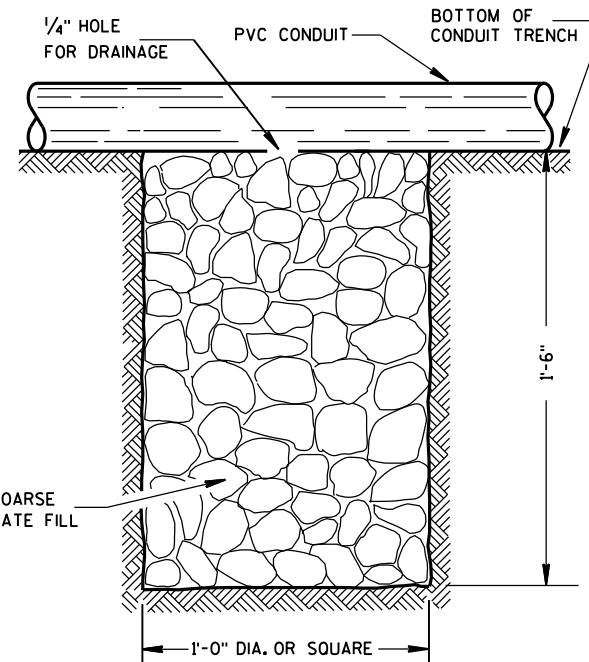
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94
DATE
/S/ Rory L. Rhinehart
CHIEF ROADWAY DEVELOP 42
NEER
FHWA



NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS
CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR METALLIC CONDUIT



NOTE: INSTALL AT LOCATIONS WHERE PVC CONDUITS
CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR PVC CONDUIT

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

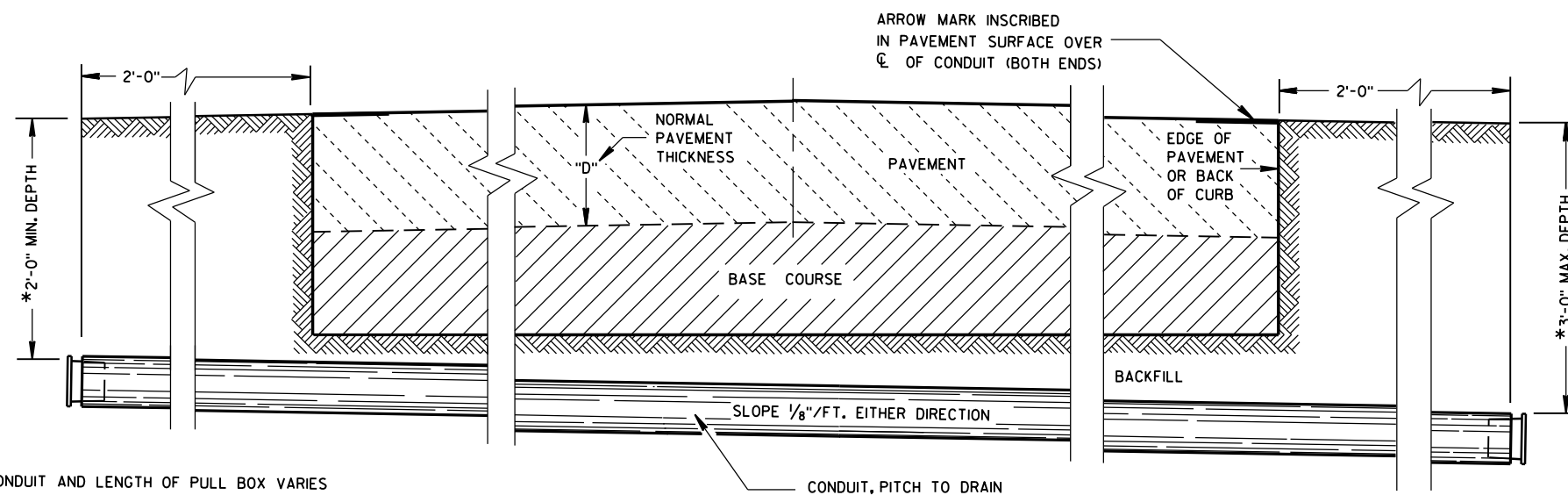
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES
WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION
DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

CONDUIT	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June, 2015 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL 43
FHWA	

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS *										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

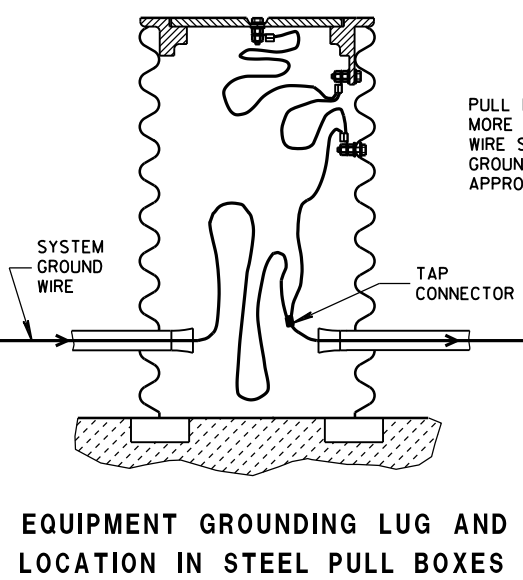
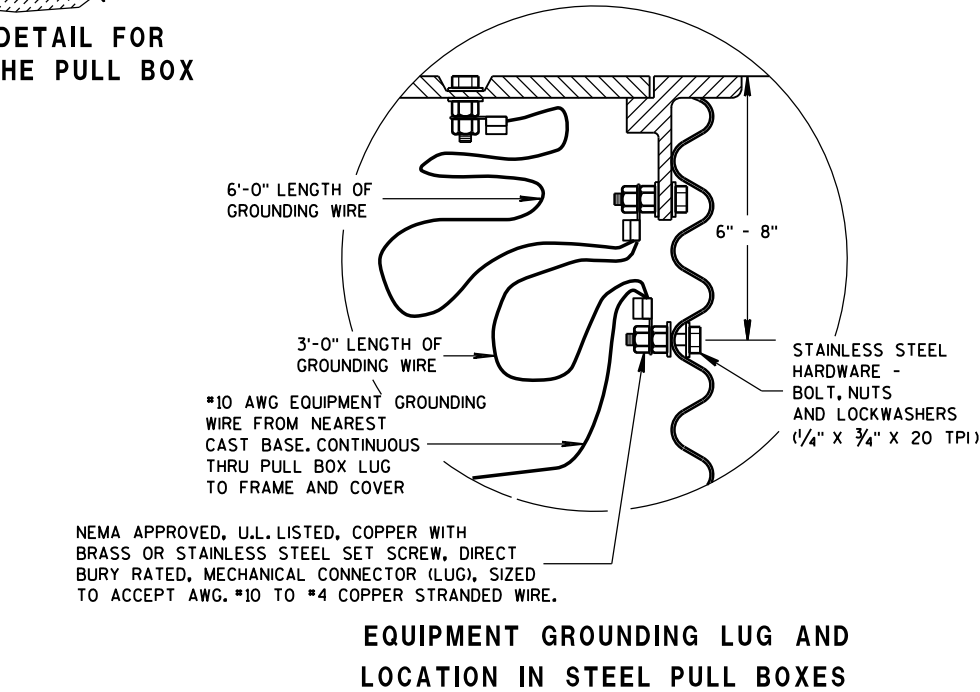
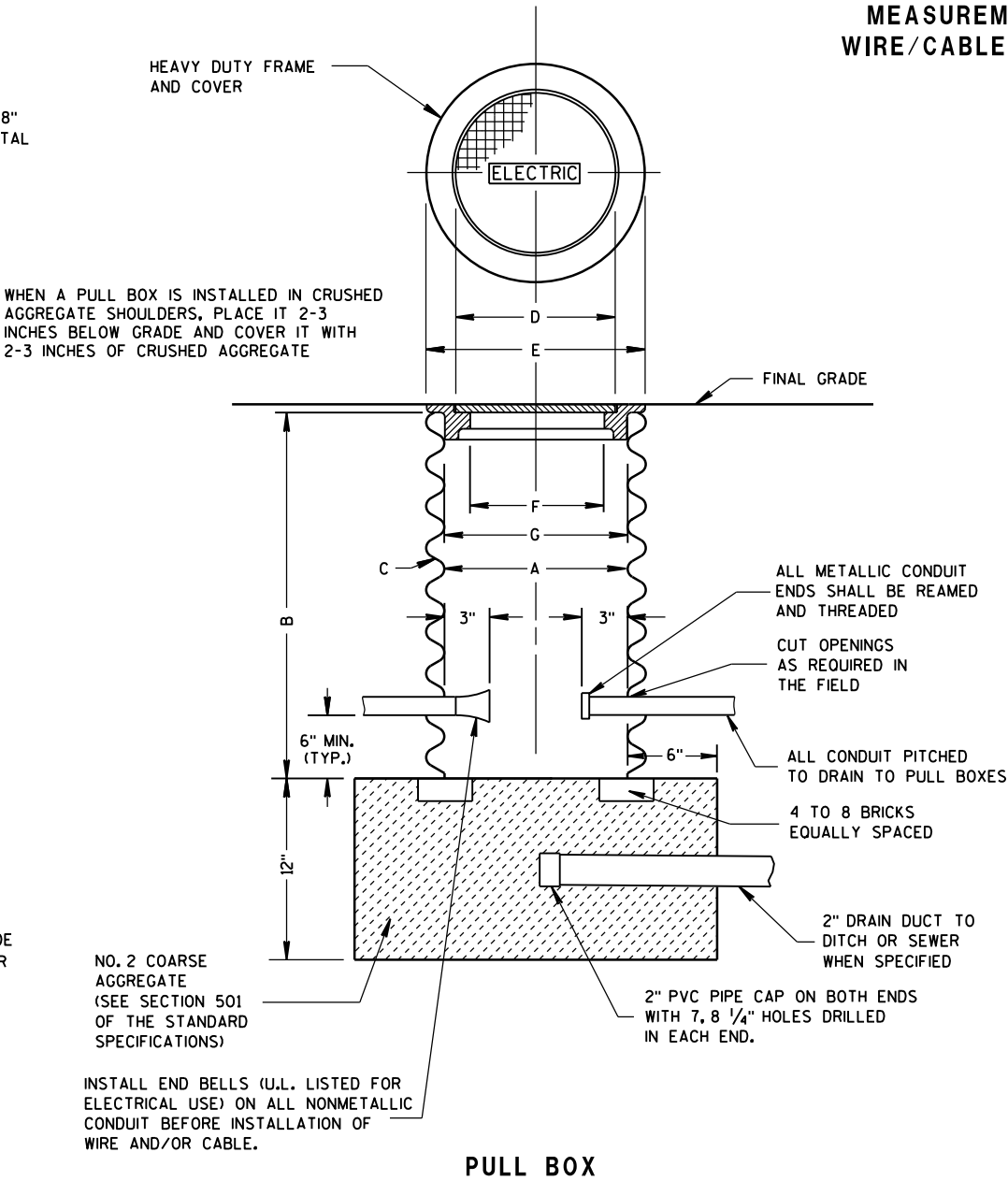
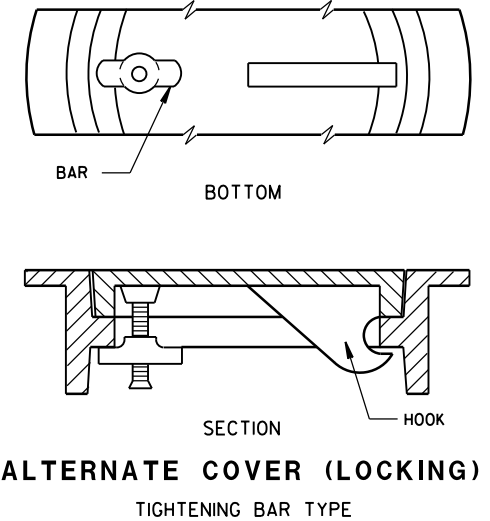
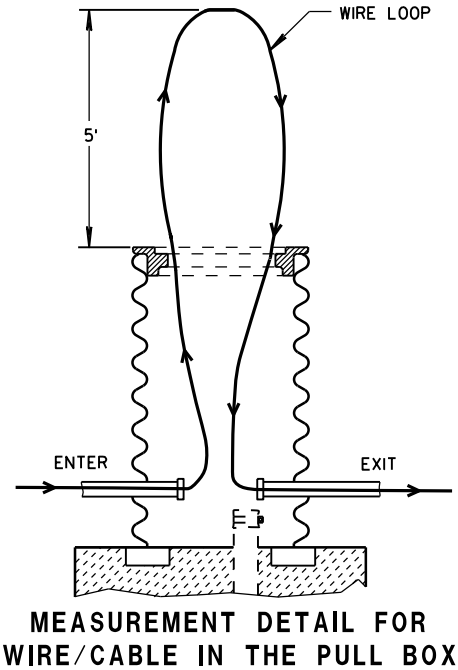
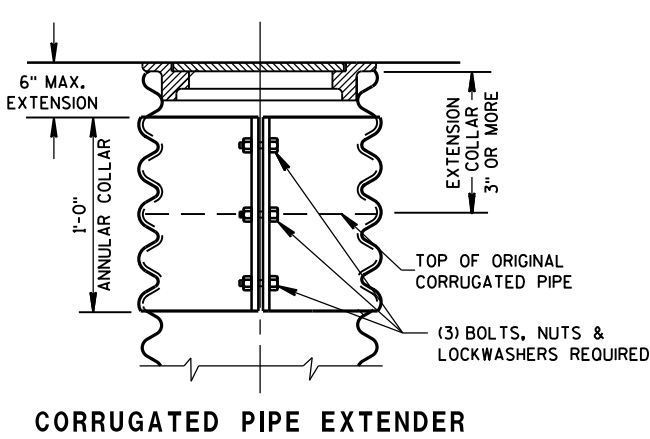
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

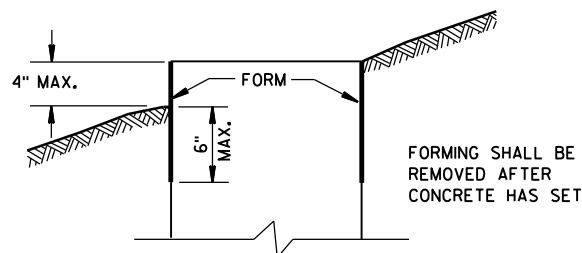
ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.



PULL BOX	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED Sept. 2014 DATE	/S/ Ahmet Demirelek STATE ELECTRICAL 44
FHWA	

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

GENERAL NOTES (CONTINUED)

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 1, TYPE 2, TYPE 5, AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND END SHALL NOT BE THREADED.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

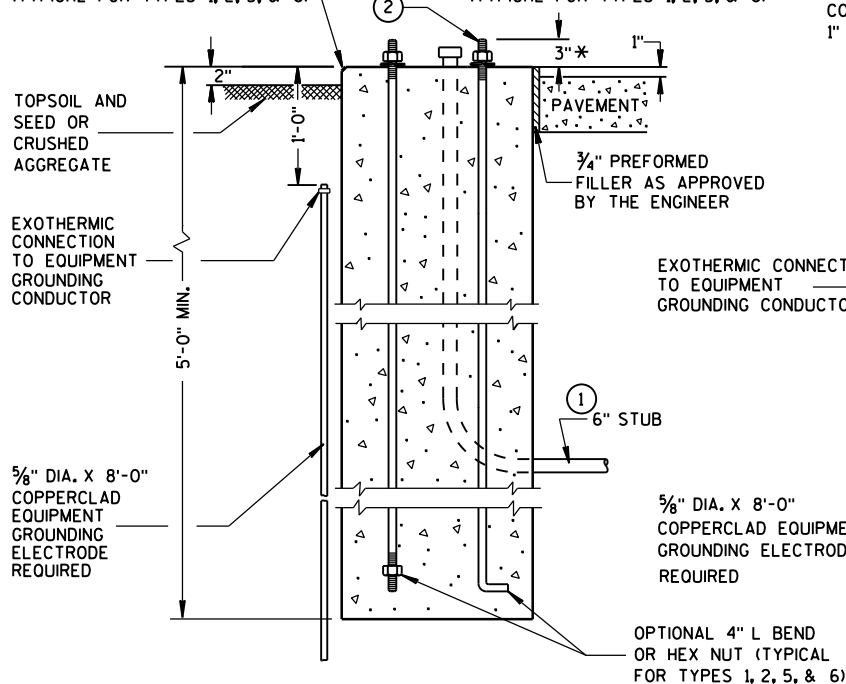
WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

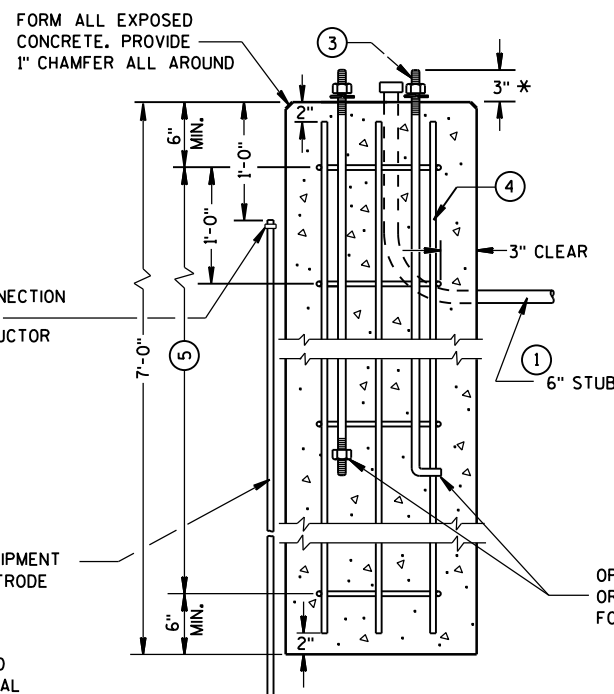
1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

- 2 (4) 1" DIA. X 3'-6" ANCHOR RODS.
- 3 (4) 1" DIA. X 5'-0" ANCHOR RODS.
- 4 (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.
- 5 (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.
- 6 (4) 1" DIA. X 3'-6" ANCHOR RODS.
- 7 (6) NO. 4 X 4'-8" BAR STEEL REINFORCEMENT.
- 8 (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

6
HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5, & 6)

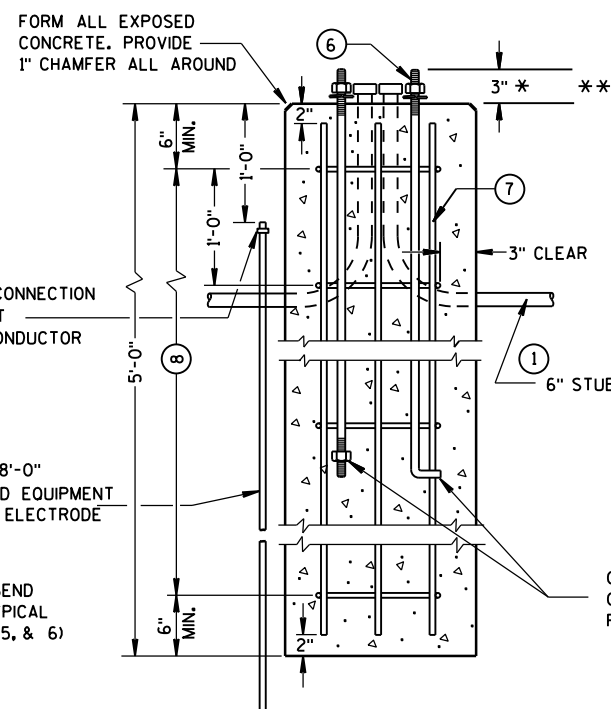


HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5, & 6)



TYPE 2

CONCRETE BASES



TYPE 5 & 6

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2 3/4" OR LONGER THAN 3 3/4" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

** FOR NONBREAKAWAY INSTALLATIONS, 4 1/2" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

CONCRETE BASES,
TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2014
DATE

/S/ Ahmet Demirelek
STATE ELECTRICAL 45

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GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

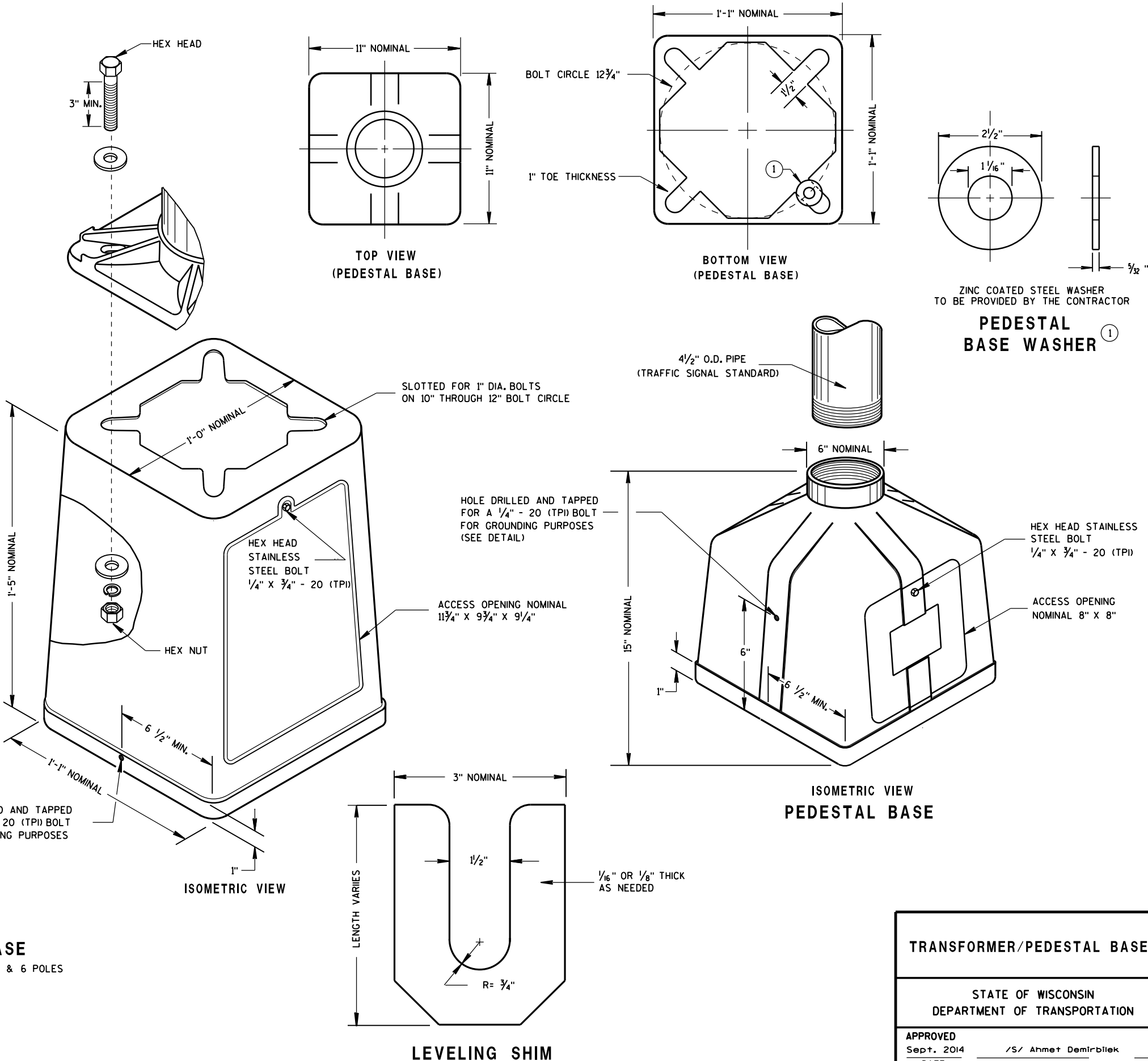
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.



6

6

S.D.D. 9 C 3-4

S.D.D. 9 C 3-4

TYPICAL MECHANICAL
CONNECTOR LUG
TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE
INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES

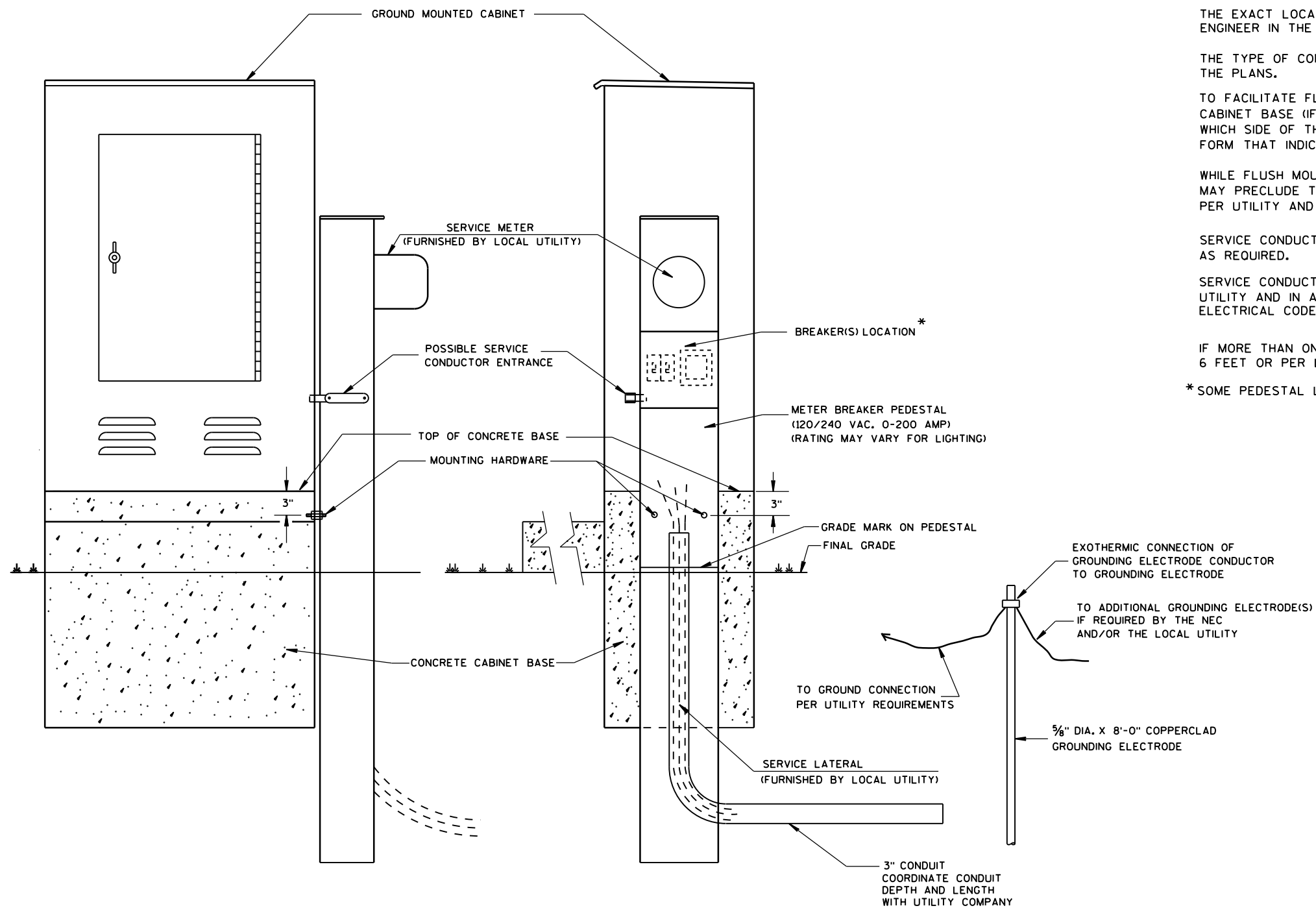
ISOMETRIC VIEW
PEDESTAL BASE

LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL 46
FHWA



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE, CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH, THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

CABINET SERVICE INSTALLATION
(METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2014

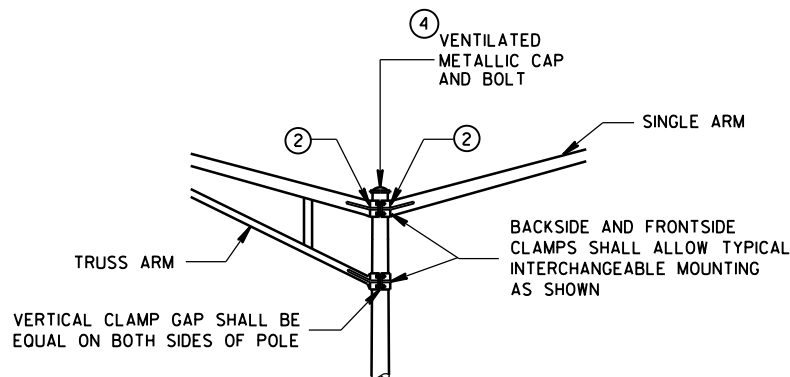
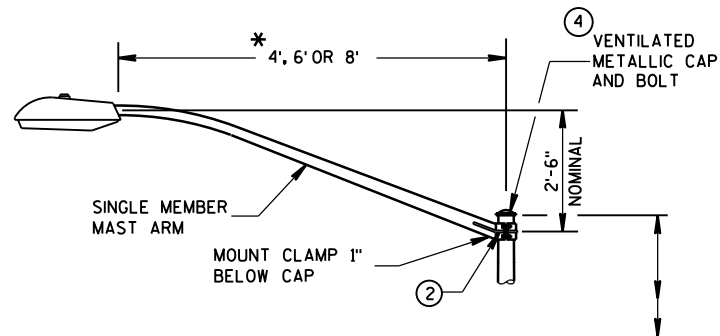
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FHWA

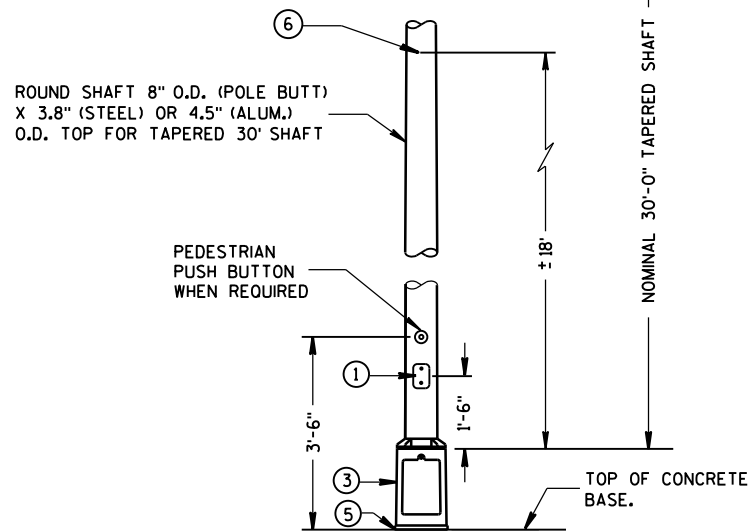
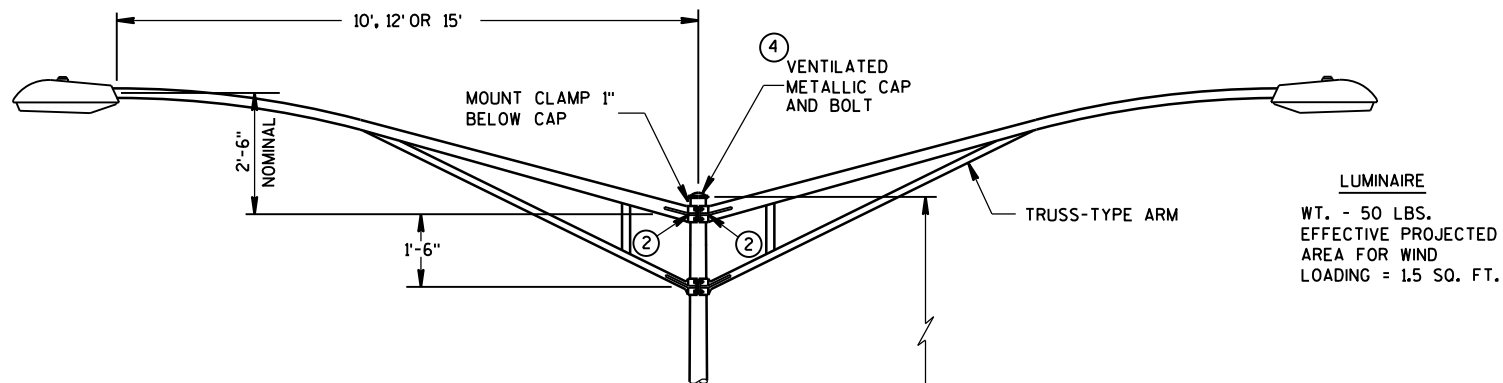
/S/ Ahmet Demirbilek

STATE ELECTRICAL 47

* RISE FOR 4' ARM SHALL BE 2'-0".



INTERCHANGEABLE MOUNTING DETAIL



TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.
ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

THE TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.188".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

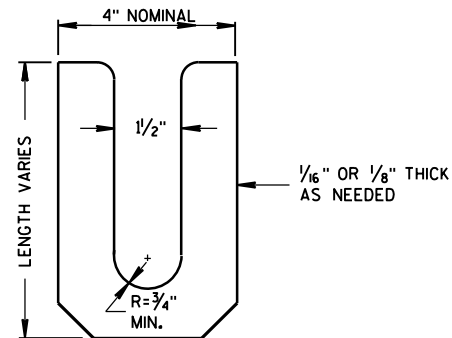
THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL $2\frac{3}{8}$ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

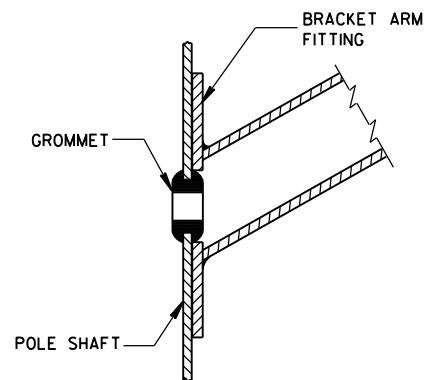
- ① 4" x 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) $\frac{1}{4}$ " x $\frac{3}{4}$ " - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.
- ② GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR $1\frac{3}{8}$ " HOLE IN POLE SHAFT FOR WIRING.
- ③ CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.
- ④ FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) $\frac{1}{4}$ " x $\frac{3}{4}$ " - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.
- ⑤ SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.
- ⑥ INTERNAL DUMBBELL-TYPE VIBRATION DAMPER.

POLE MONTINGS FOR
LIGHTING UNITS, TYPE 5
(30 FEET)

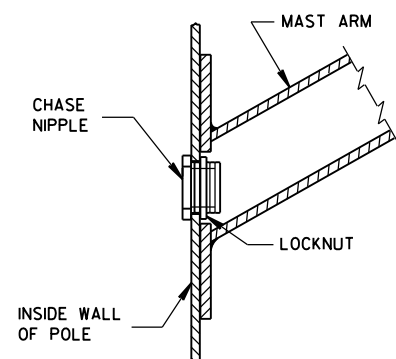
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



LEVELING SHIM
SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



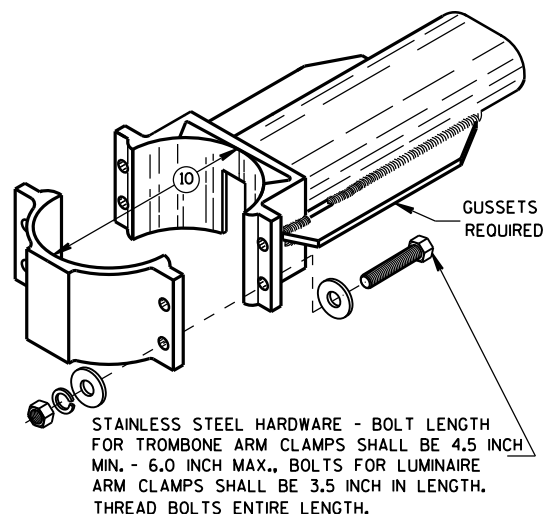
TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

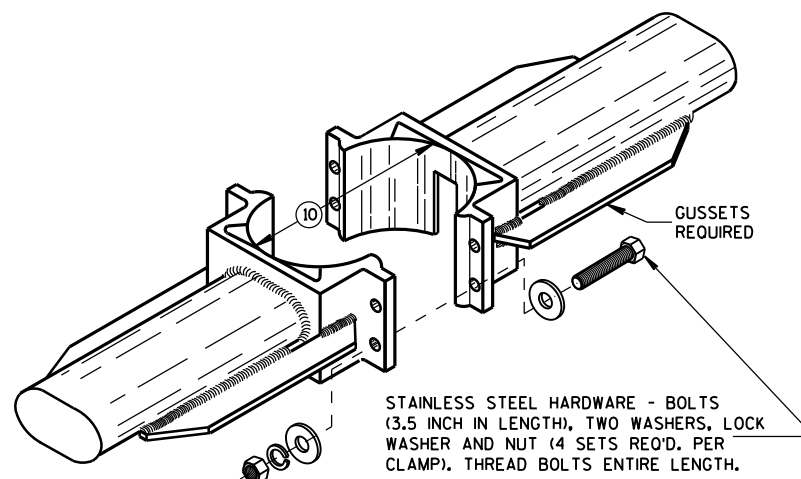
CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

- ⑩ 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.
- ⑪ INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)
- ⑫ BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT
CIRCLE USING 1" DIAMETER ANCHOR RODS.
- ⑬ LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING
POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT
ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE
CONCRETE BASE AND A METALLIC BASE PLATE.

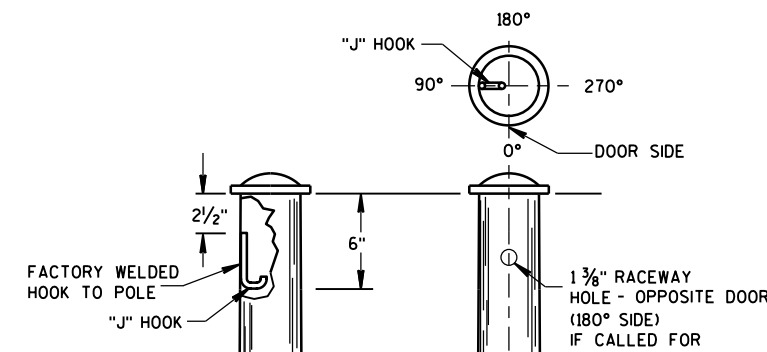
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE
AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



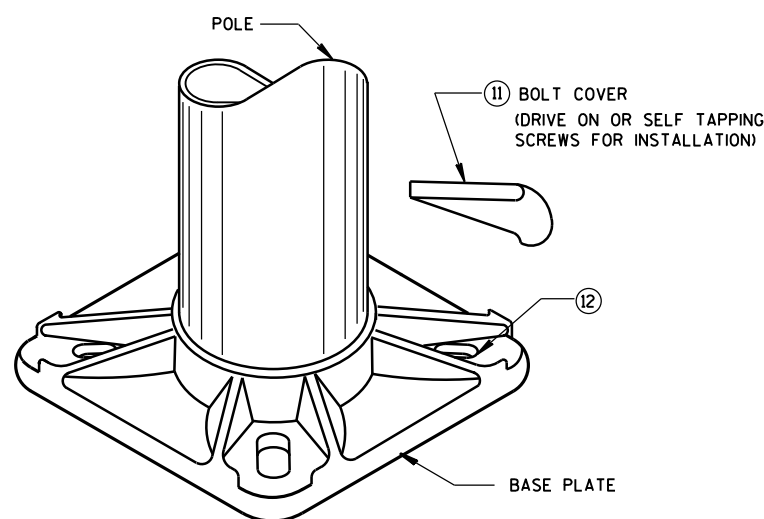
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



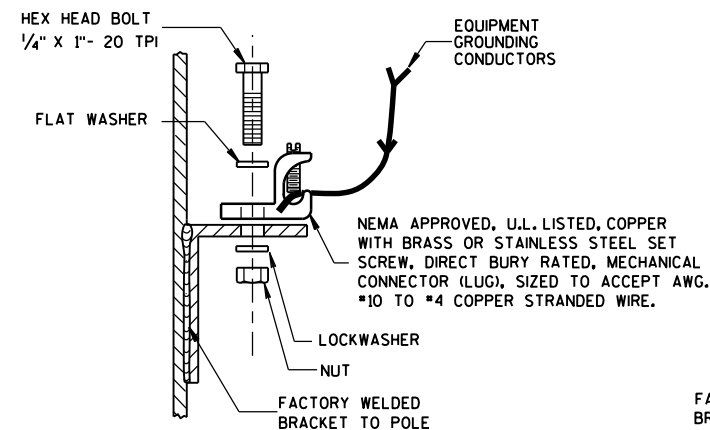
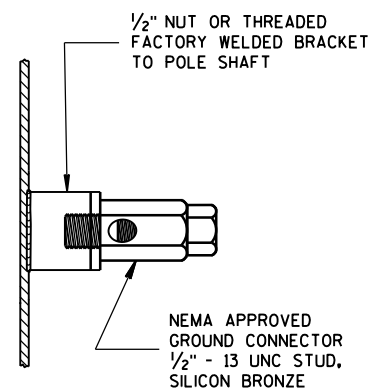
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS



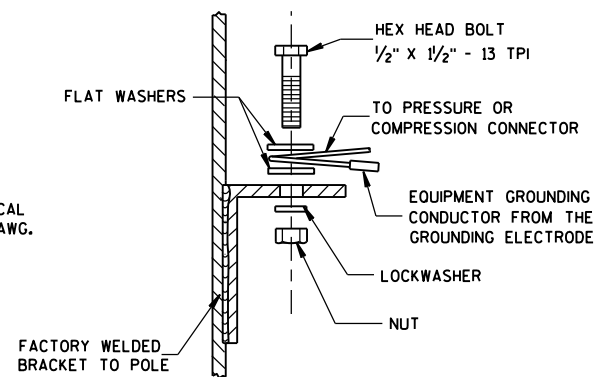
TYPICAL "J" HOOK LOCATION



BASE PLATE



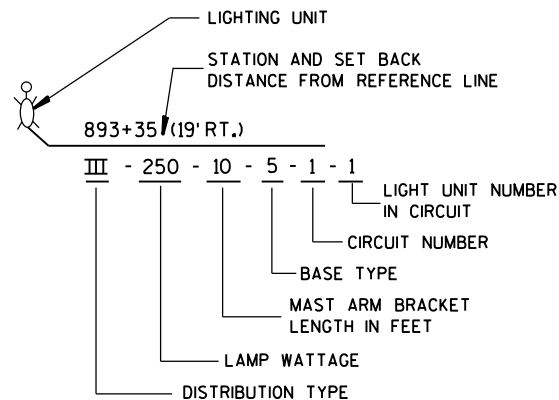
TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL
BE STAINLESS STEEL



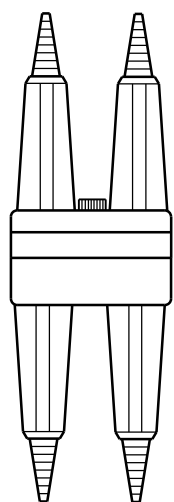
HARDWARE DETAILS FOR POLE MOUNTINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

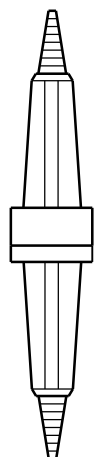
APPROVED
Feb. 2015
DATE /S/ Ahmet Demirbilek
STATE ELECTRICAL 49
FHWA



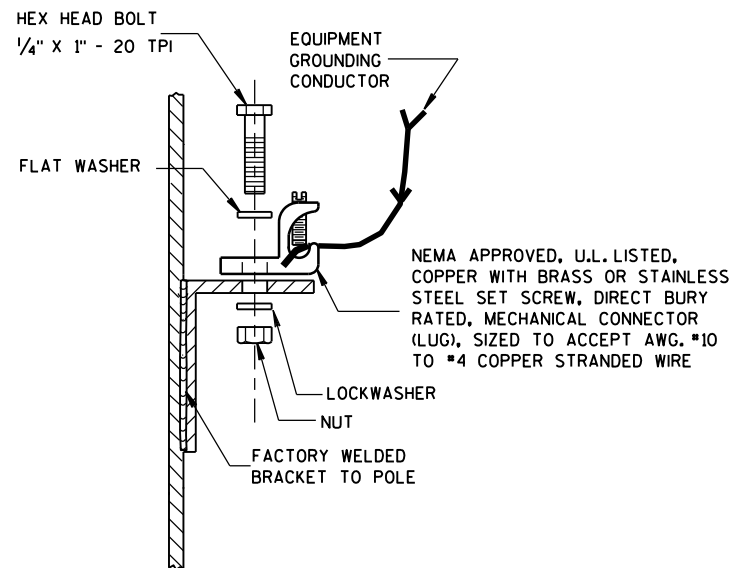
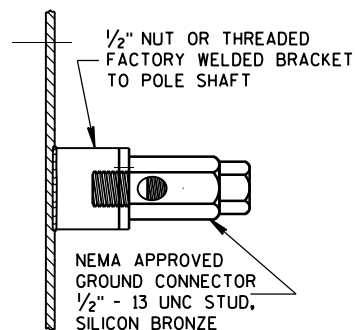
LIGHTING UNIT CODE
(TYPICAL)



DETAIL "A"
BREAKAWY
DOUBLE POLE WITH
WATERPROOF
INSULATING BOOT

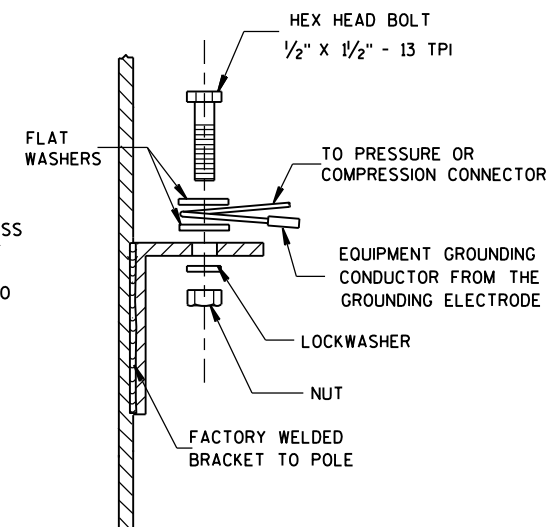


DETAIL "B"
BREAKAWY
SINGLE POLE WITH
WATERPROOF
INSULATING BOOT



TYPICAL GROUNDING CONNECTIONS

NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL

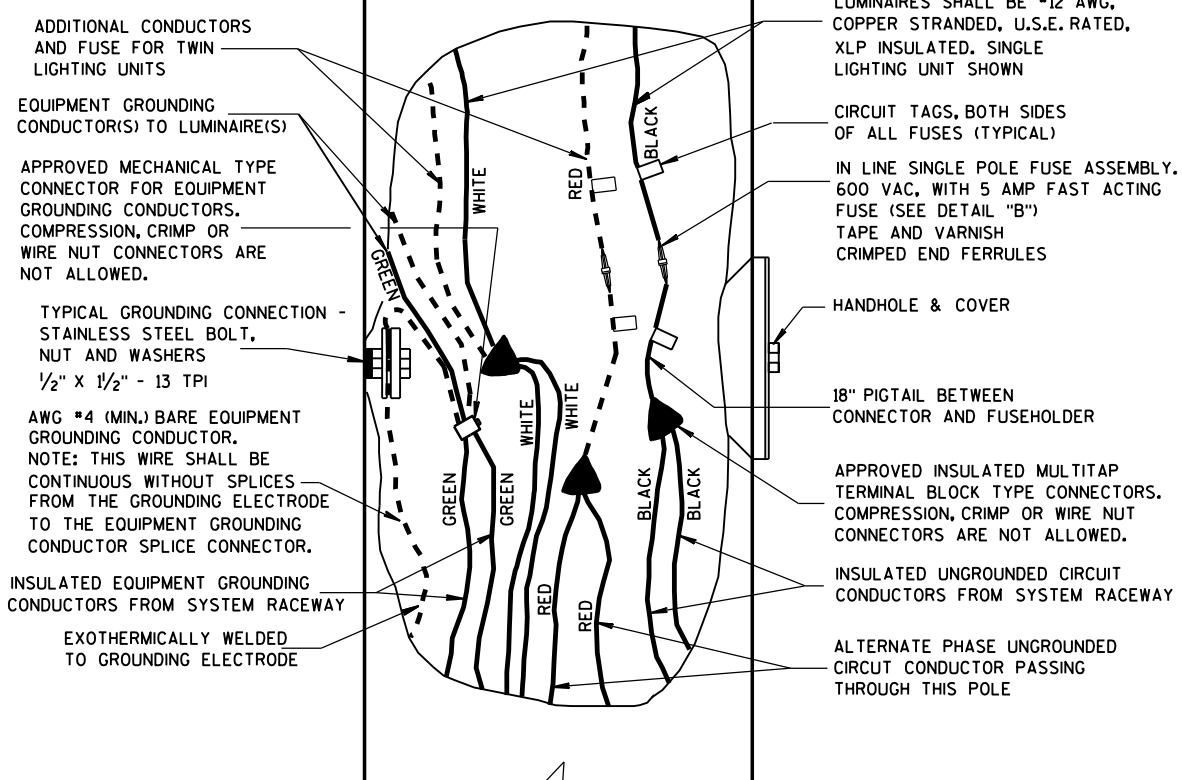


GENERAL NOTES

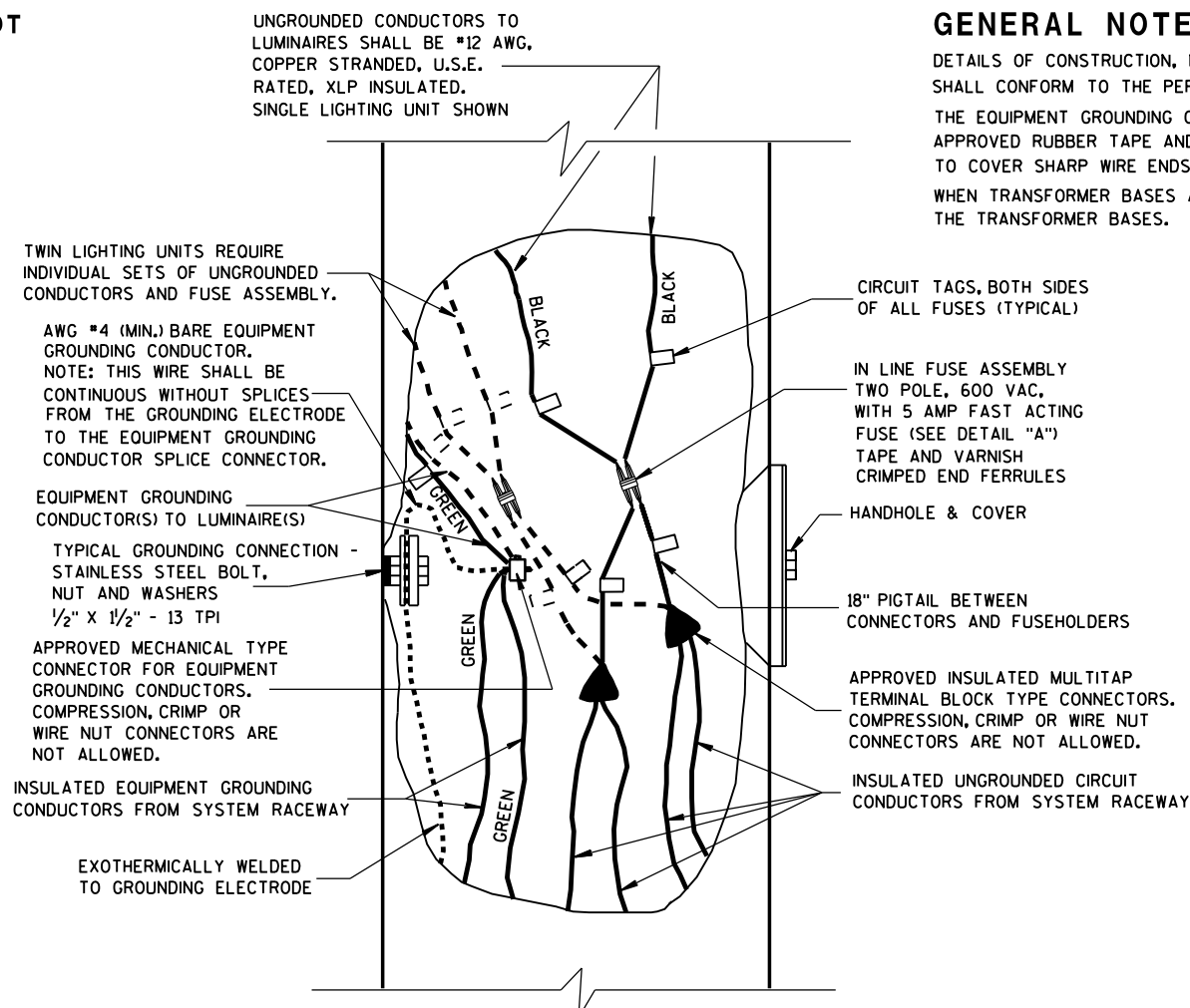
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUNDING CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND THEN 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.



3 WIRE - 120, 240 OR 480 VAC (UNGROUND CONDUCTOR)
WITH GROUNDED CONDUCTOR AND
WITH EQUIPMENT GROUNDING CONDUCTOR

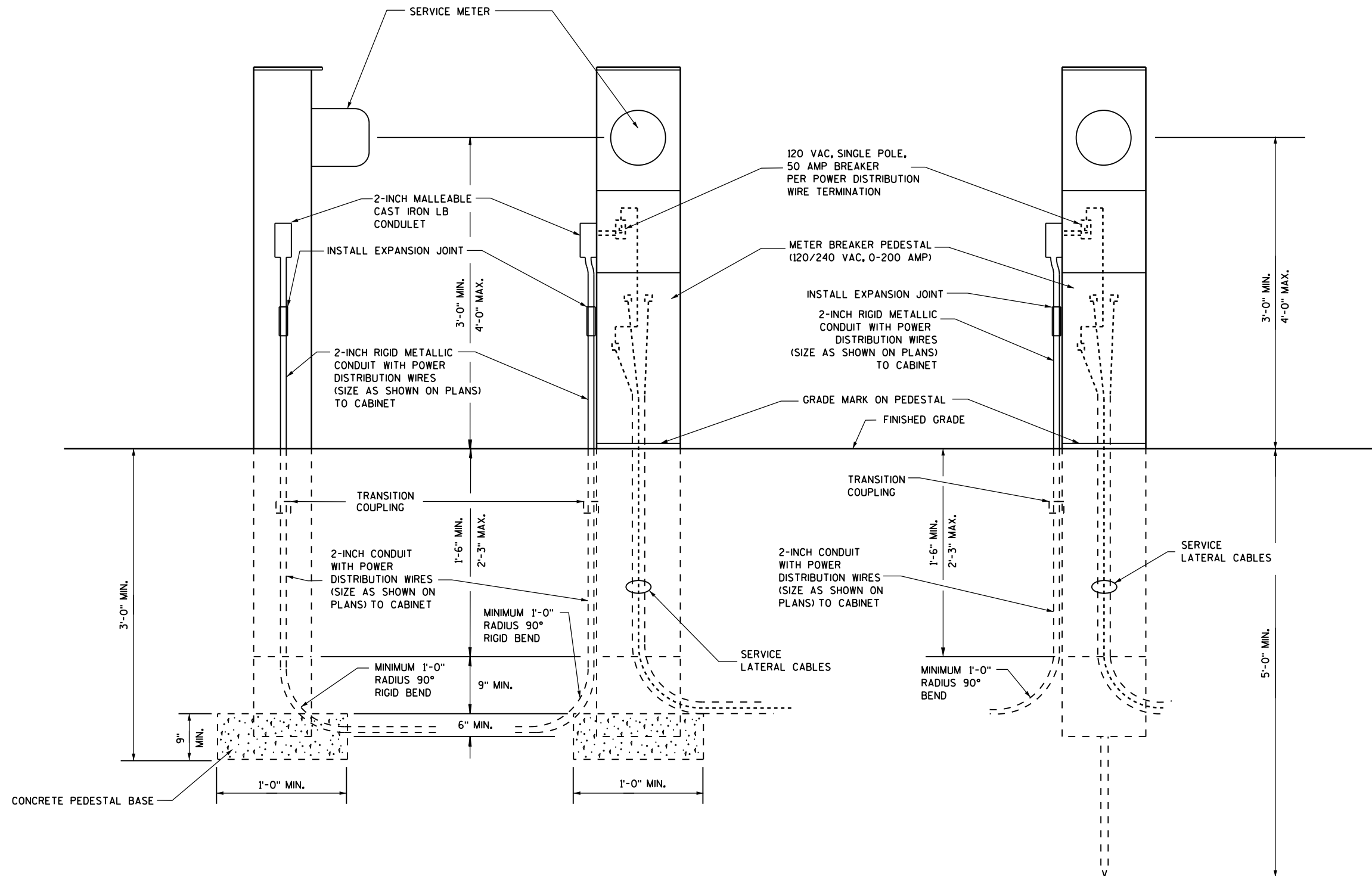


2 WIRE - 240 OR 480 VAC (UNGROUND CONDUCTORS)
WITH EQUIPMENT GROUNDING CONDUCTOR

**NON-FREEWAY LIGHTING UNIT
POLE WIRING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

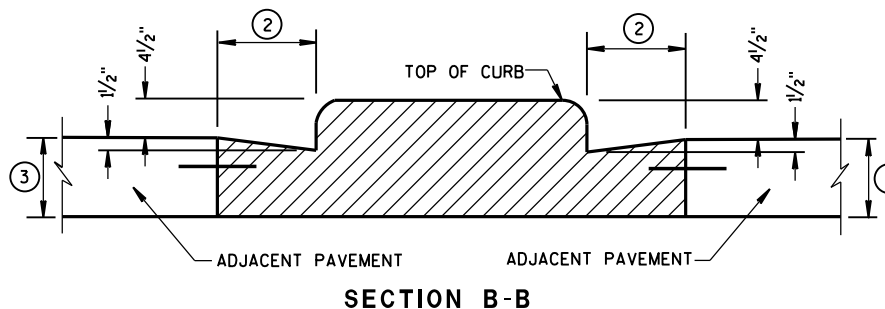
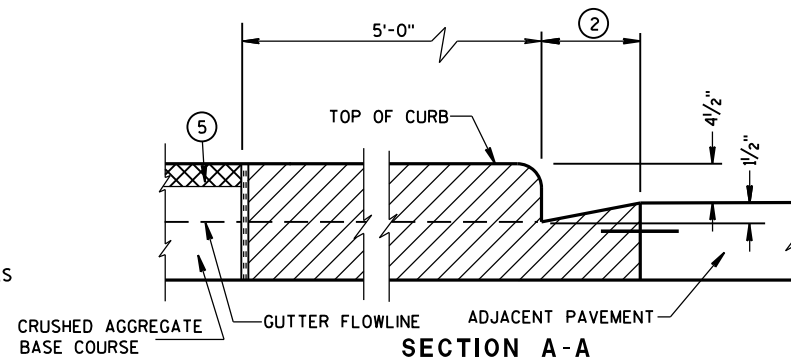
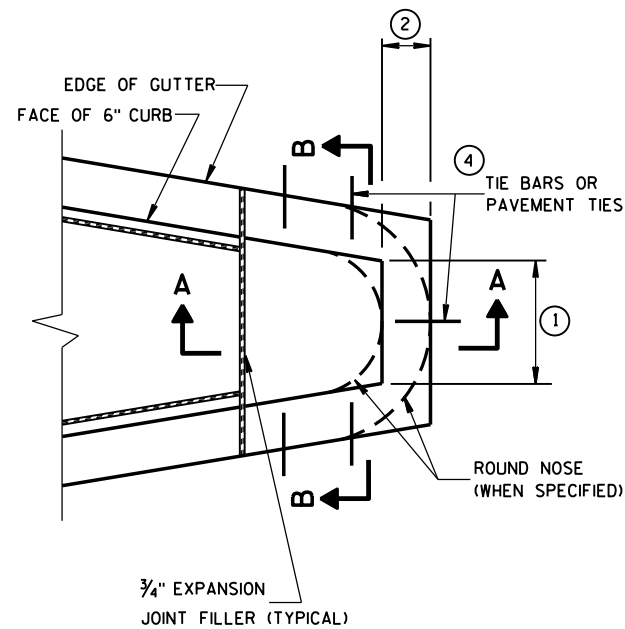
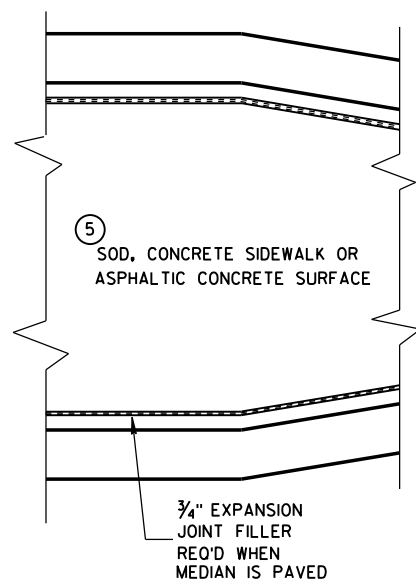
APPROVED
Sept. 2014 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL 50
FHWA



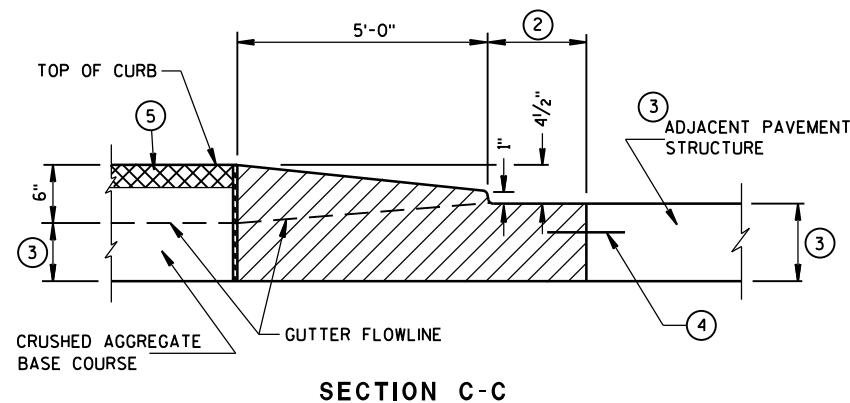
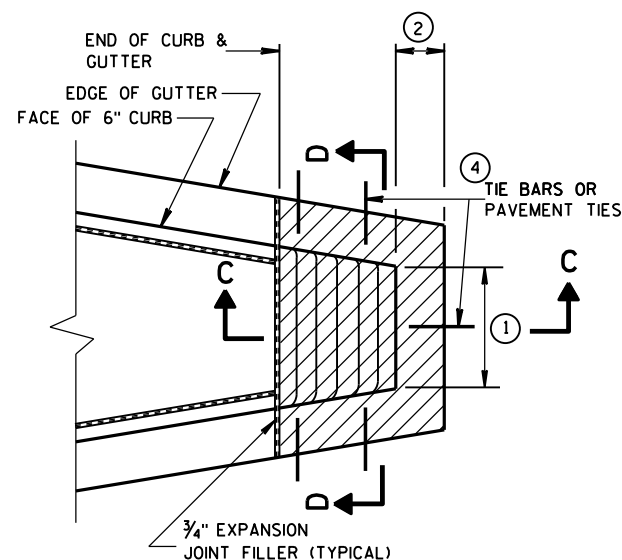
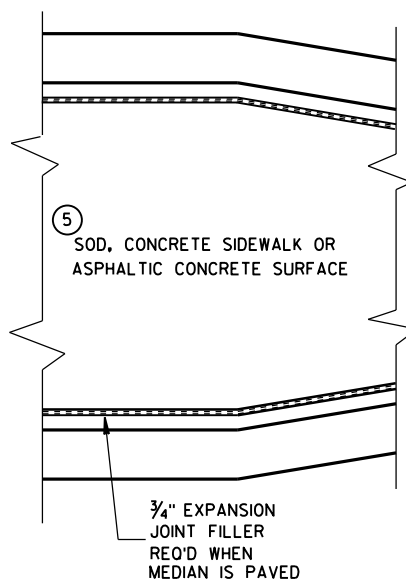
2 CIRCUIT METER BREAKER PEDESTAL

ALTERNATE SUPPORTING STAKE
(IF APPROVED BY UTILITY)2 CIRCUIT
METER BREAKER PEDESTALSTATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

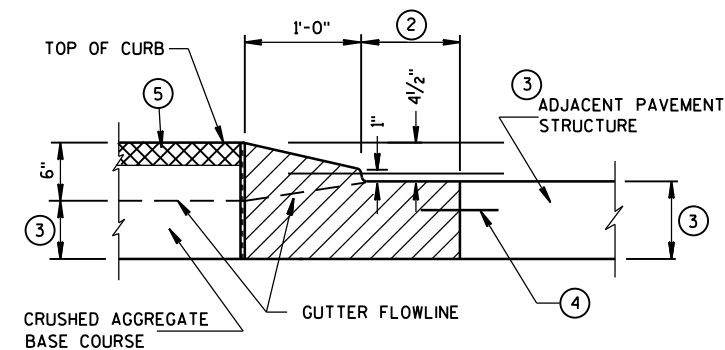
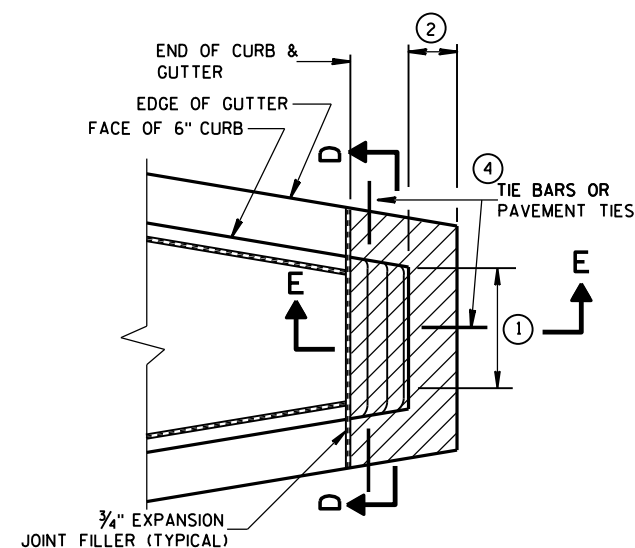
APPROVED
Sept. 2014 /S/ Ahmet Demirelek
DATE STATE ELECTRICAL 51
FHWA



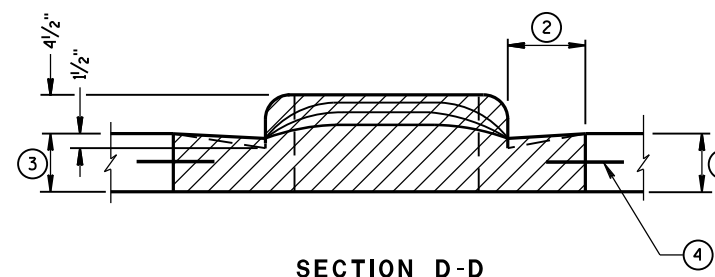
CONCRETE MEDIAN BLUNT NOSE DETAIL



CONCRETE MEDIAN SLOPED NOSE TYPE 1



CONCRETE MEDIAN SLOPED NOSE TYPE 2



GENERAL NOTES

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

- ① SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).
- ② WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.
- ③ DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:
 - (1) NEW OR EXISTING CONCRETE PAVEMENT.
 - (2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.
 - (3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

- ④ TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

- ⑤ SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

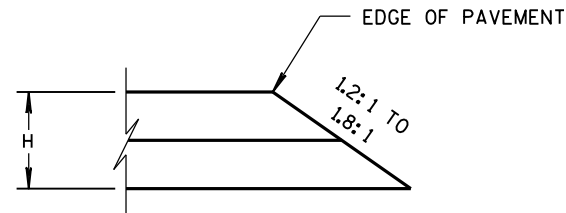
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DATE

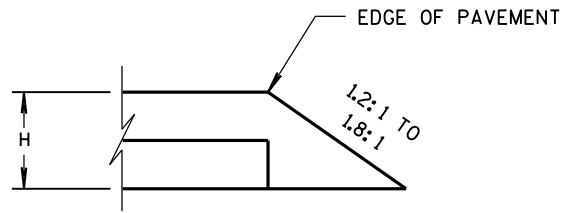
FHWA

/S/ Jerry H. Zoag
ROADWAY STANDARDS ENGINEER

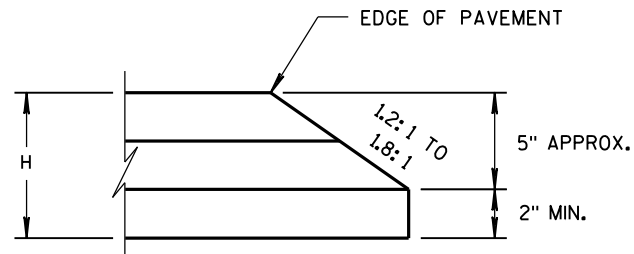
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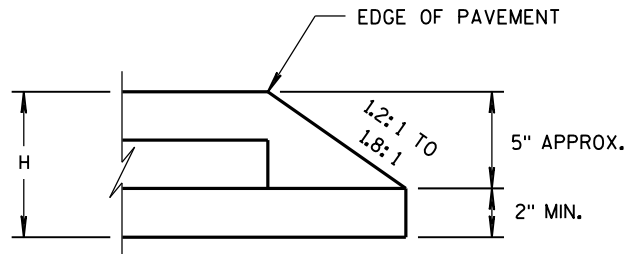
CONSTRUCTED WITH FINAL TWO LAYERS
FOR H 5" OR LESS



CONSTRUCTED WITH FINAL LAYER
FOR H 5" OR LESS

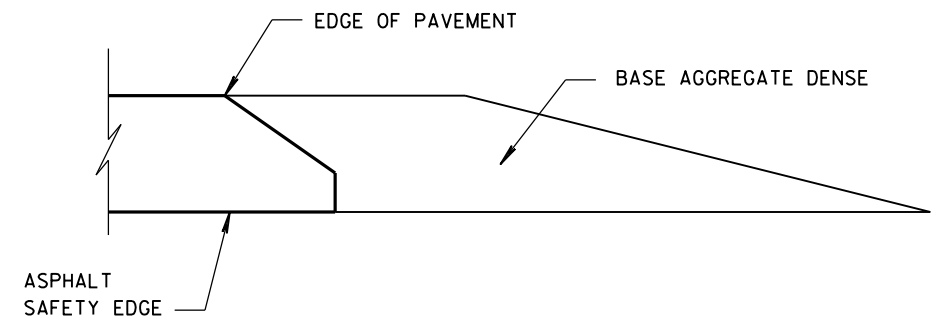


CONSTRUCTED WITH FINAL TWO LAYERS
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER
FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

SAFETY EDGE_{SM}

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

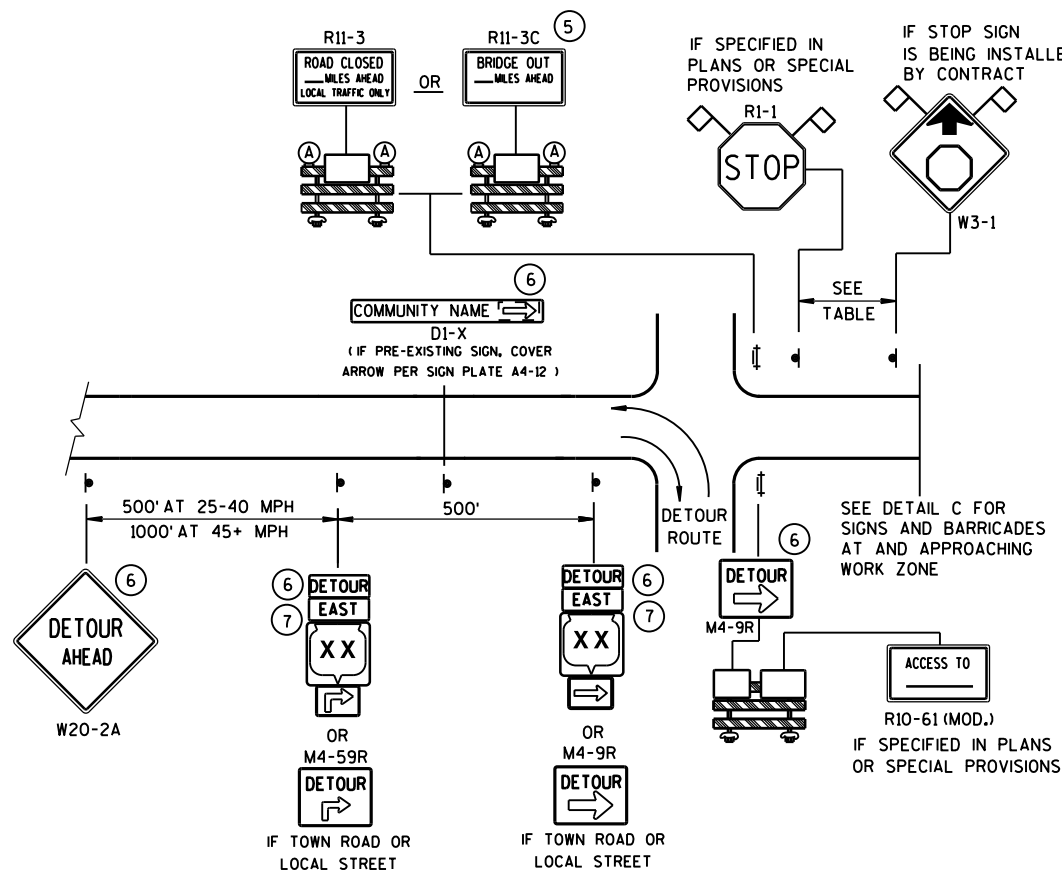
11/30/2012
DATE

FHWA

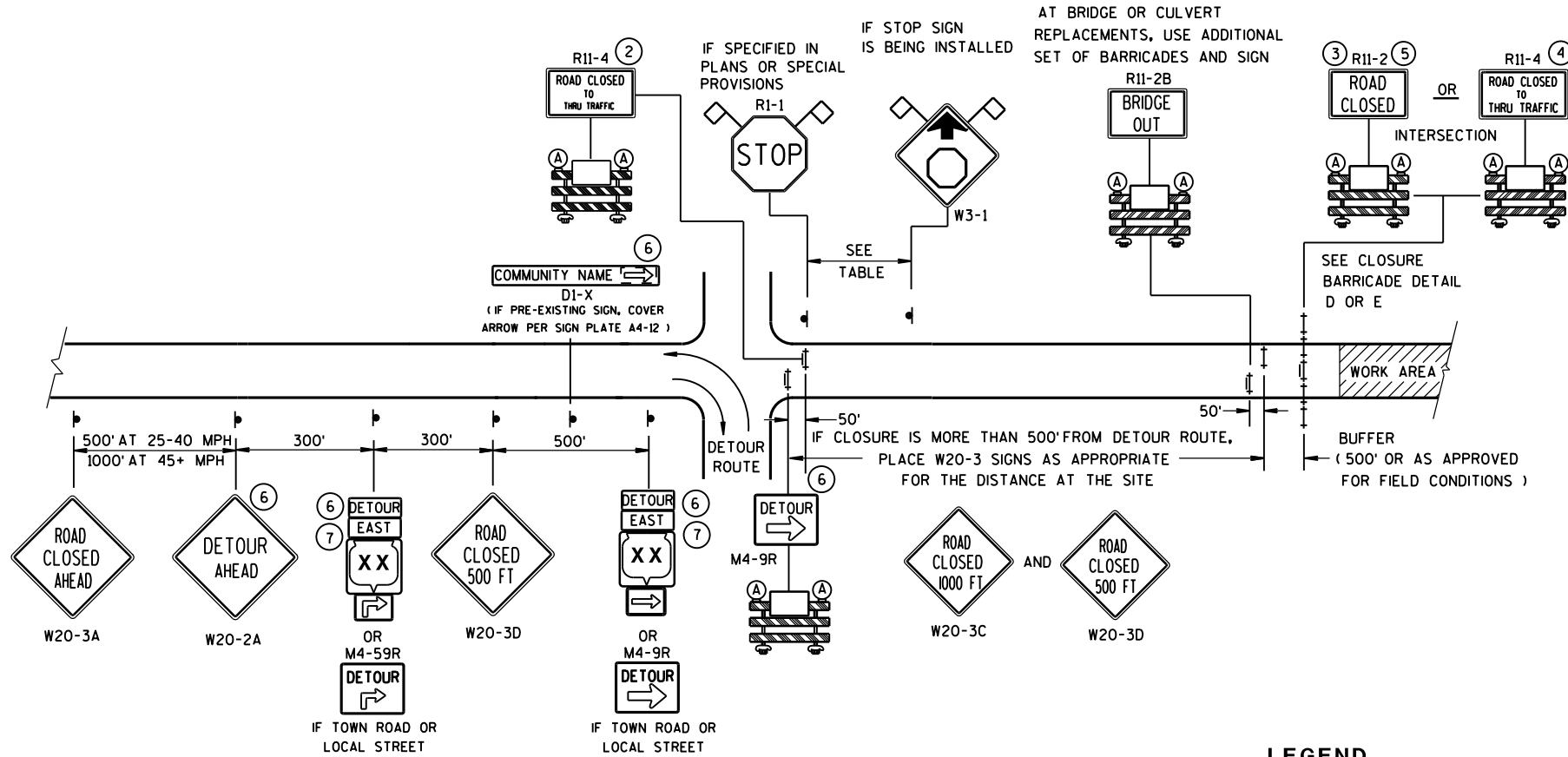
/s/ Jerry H. Zoog
ROADWAY STANDARDS
ENGINEER

53

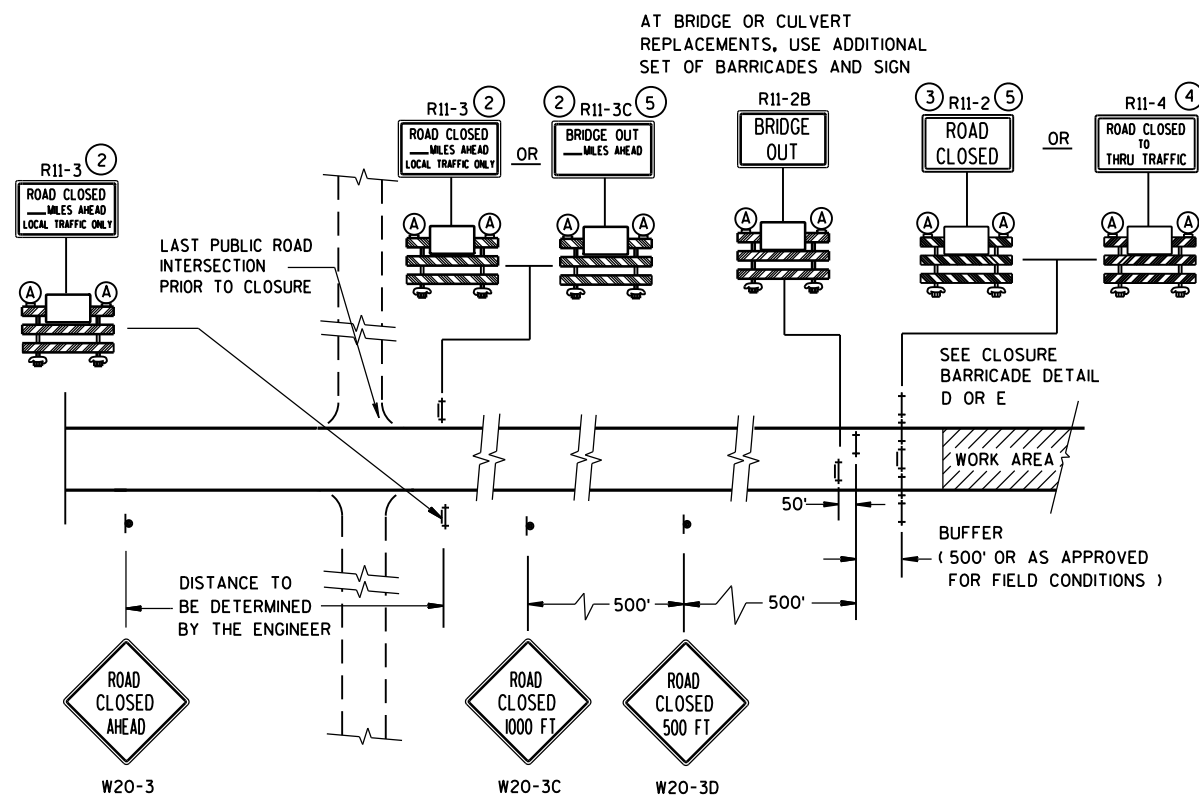
ENT



DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE GREATER THAN 1/2 MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE LESS THAN 1/2 MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

LEGEND

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

WORK AREA

DETOUR EAST
M4-8
M3-X
XX OR XX OR XX
M1-4 M1-5A M1-6

M05-1 OR M06-1

FLAGS, 16" X 16" MIN., (ORANGE)

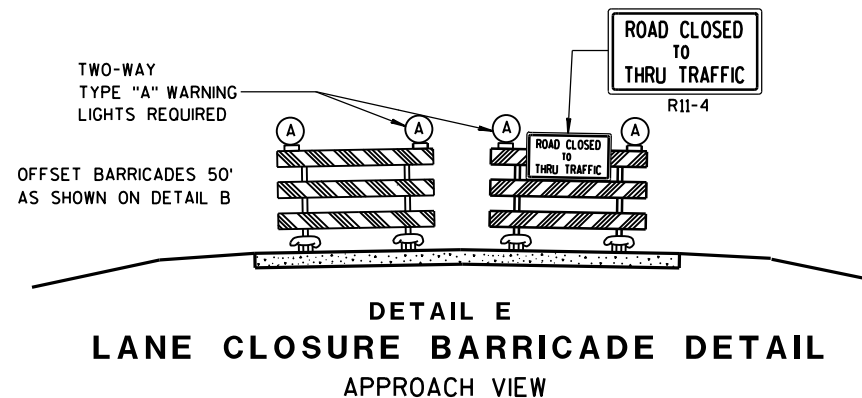
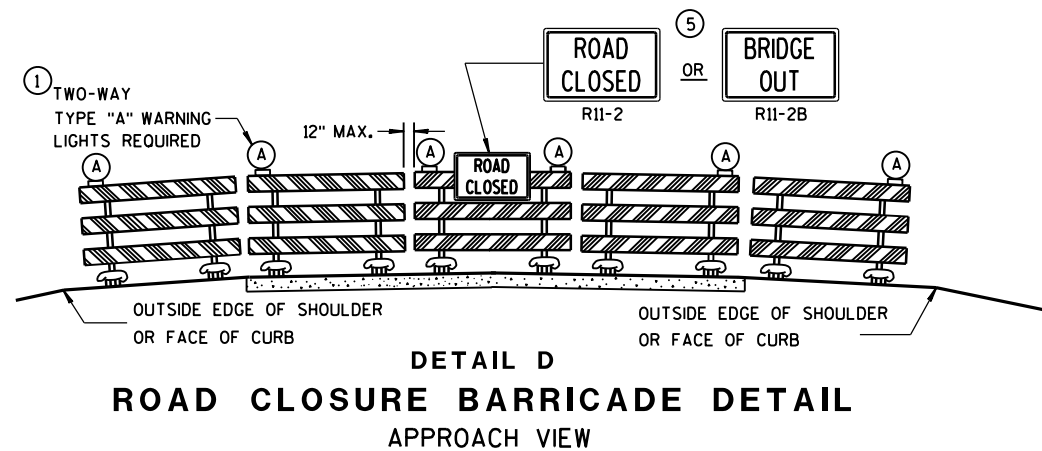
SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

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

BARRICADES AND SIGNS
FOR
MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Sept. 2015 /S/ Peter Amokobe Atepe
DATE STATEWORK 2054 FIC
FHWA SAFETY ENGINEER



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.

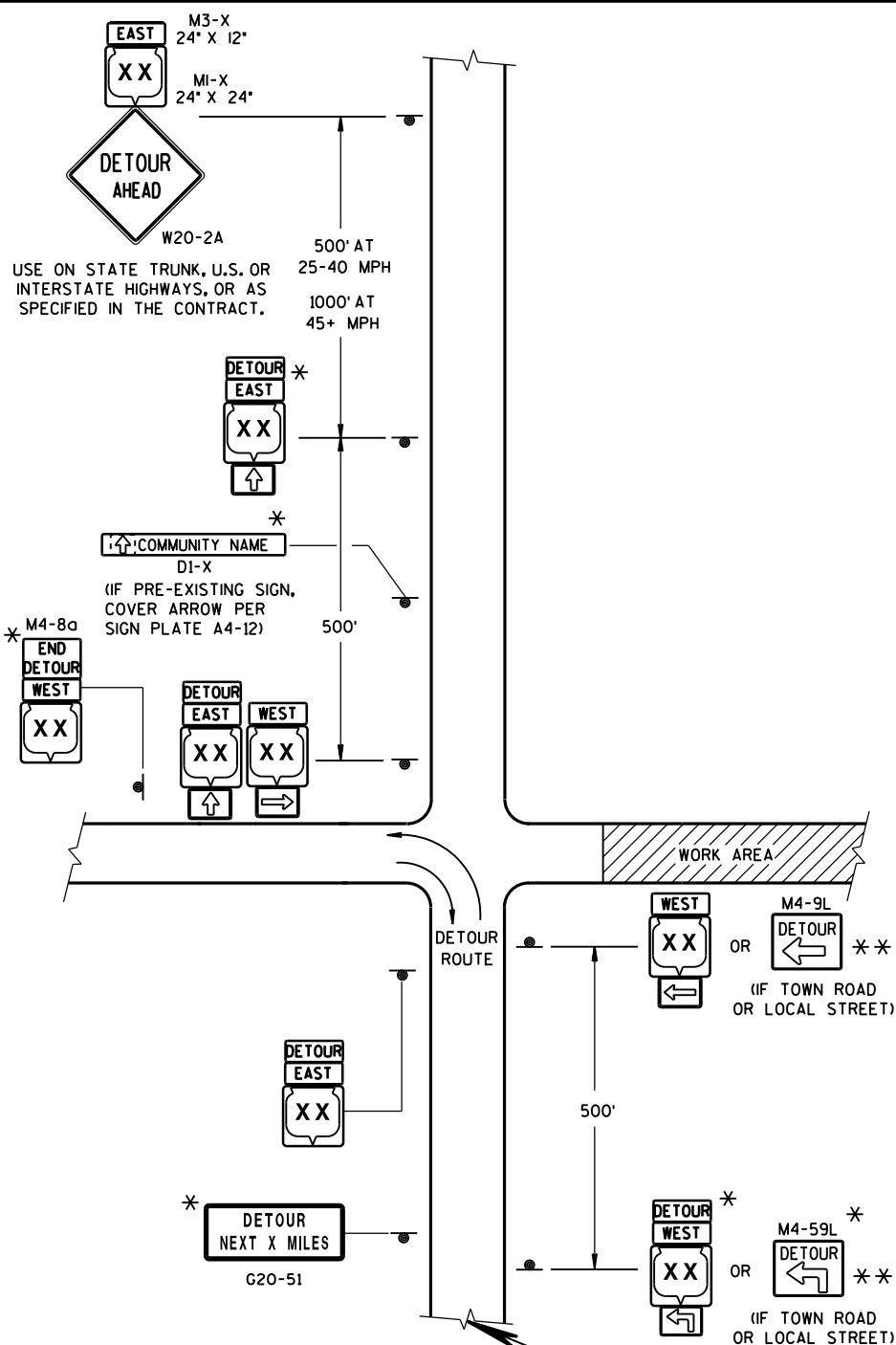
R1-1 SHALL BE 36" X 36".

- 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 Amokobe Atepe
DATE STATEWORK ZC 55 FIC
FHWA SAFETY ENGI



LEGEND

SIGN ON PERMANENT SUPPORT

WORK AREA

M4-8
M3-X

OR OR
MI-4 MI-5A MI-6

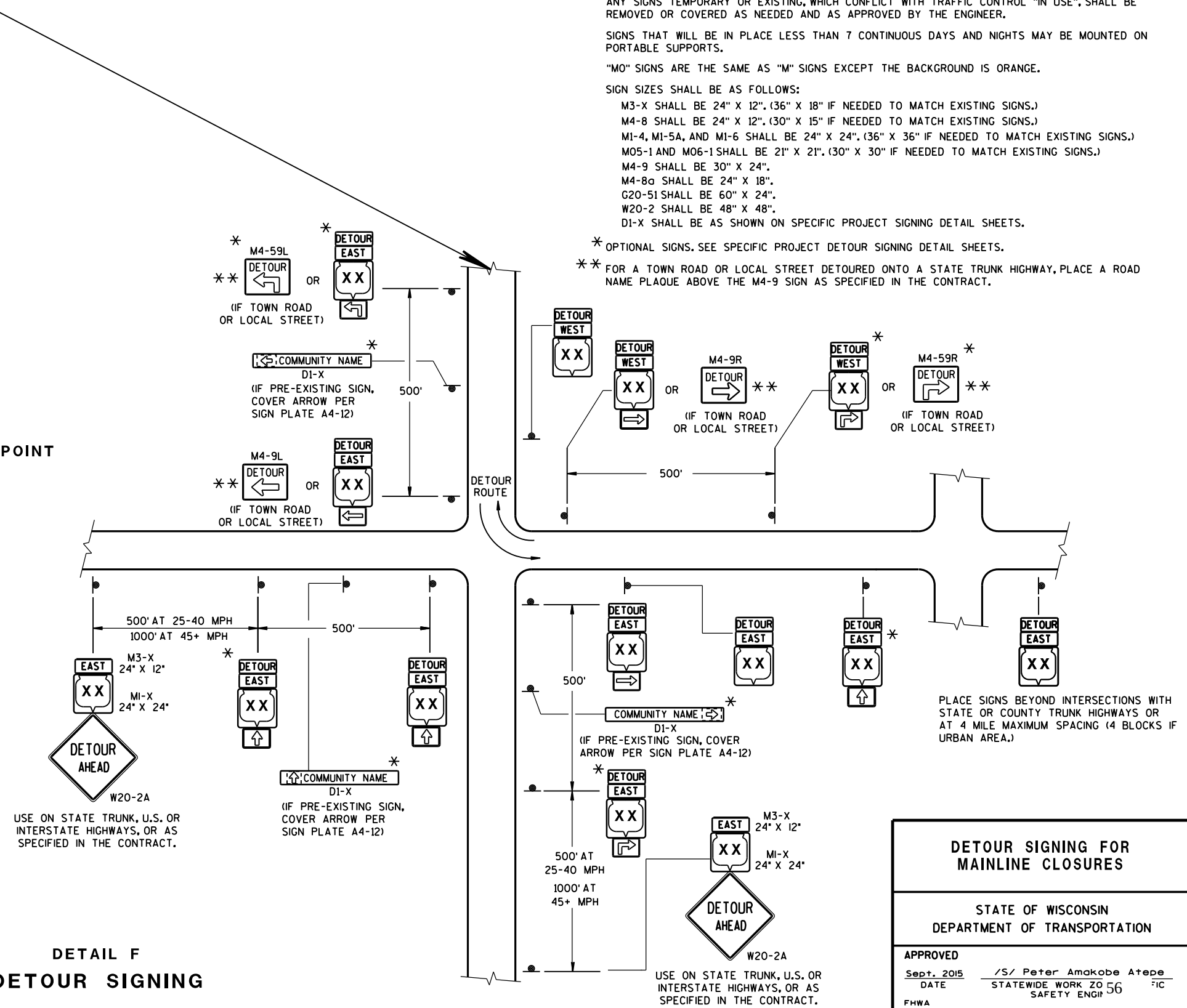
OR OR
M05-1 M06-1 M06-1

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

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

MATCH POINT

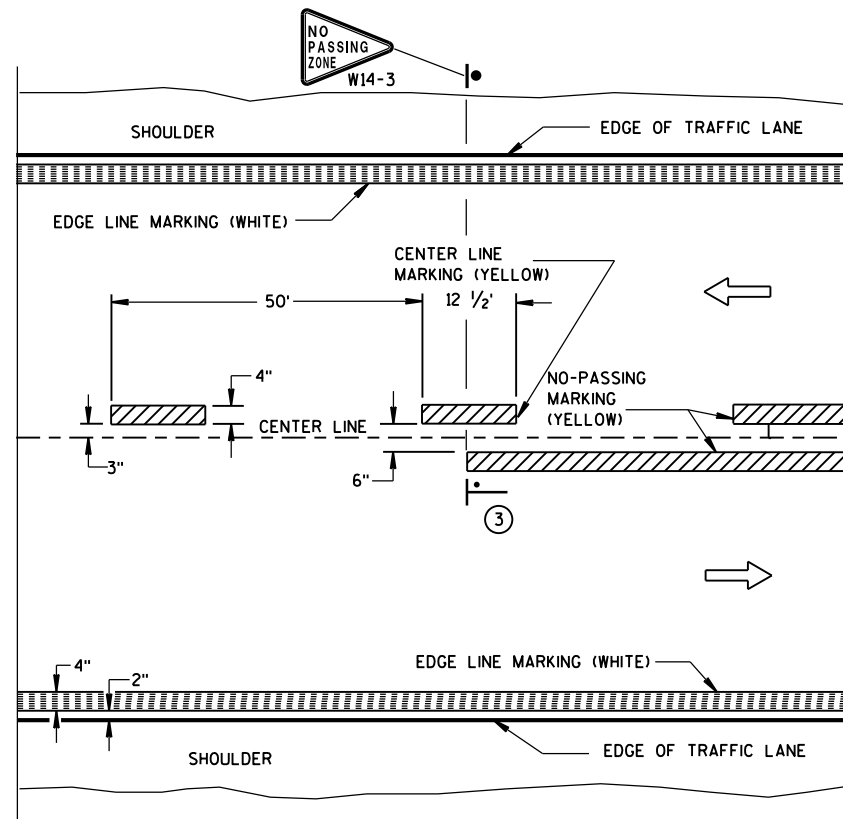
DETAIL F
DETOUR SIGNING



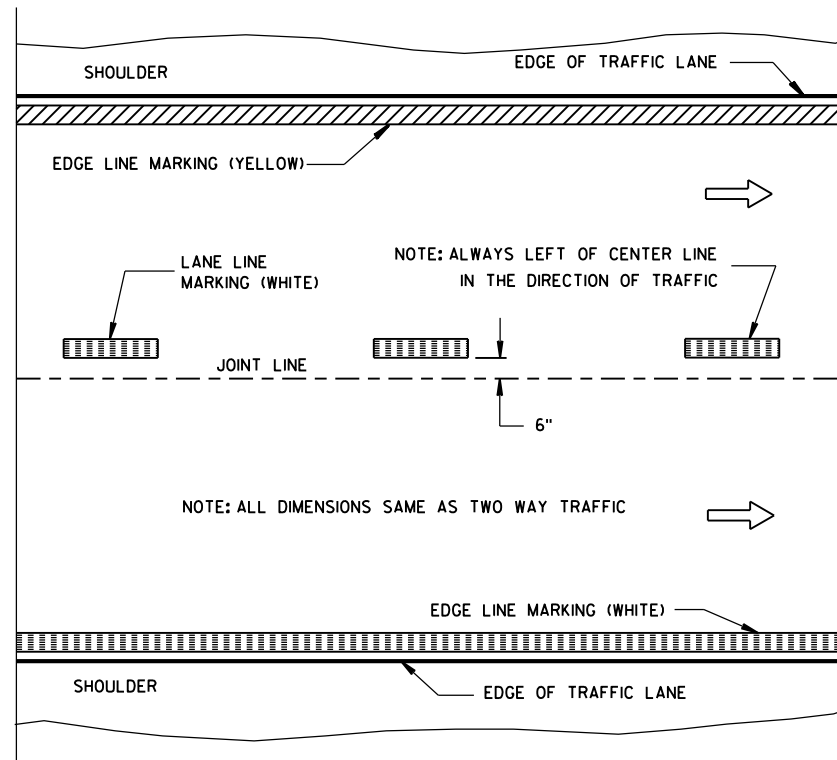
GENERAL NOTES

- THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS, MODIFY EXISTING SIGNS WHERE POSSIBLE.
- THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.
- ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE", SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
- SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.
- "MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- SIGN SIZES SHALL BE AS FOLLOWS:
- M3-X 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.)
 - MI-4, MI-5A, AND MI-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
 - M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
 - M4-9 SHALL BE 30" X 24".
 - M4-8a SHALL BE 24" X 18".
 - G20-51 SHALL BE 60" X 24".
 - W20-2 SHALL BE 48" X 48".
 - D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- * OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.
- ** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.

DETOUR SIGNING FOR MAINLINE CLOSURES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
Sept. 2015 DATE	/S/ Peter Amakobe Atepe STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA	

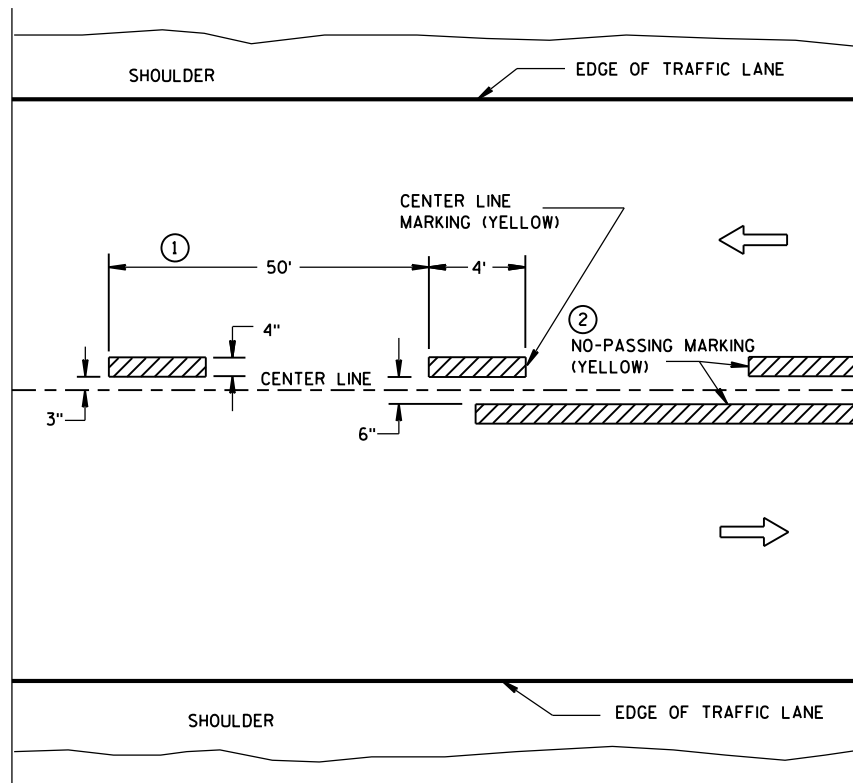


TWO WAY TRAFFIC

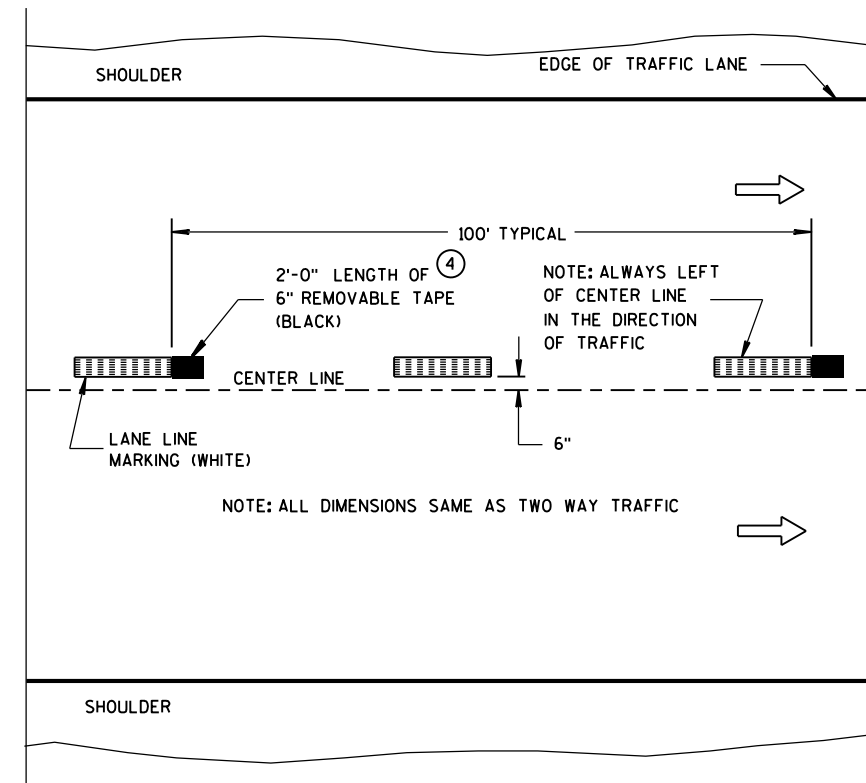


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

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

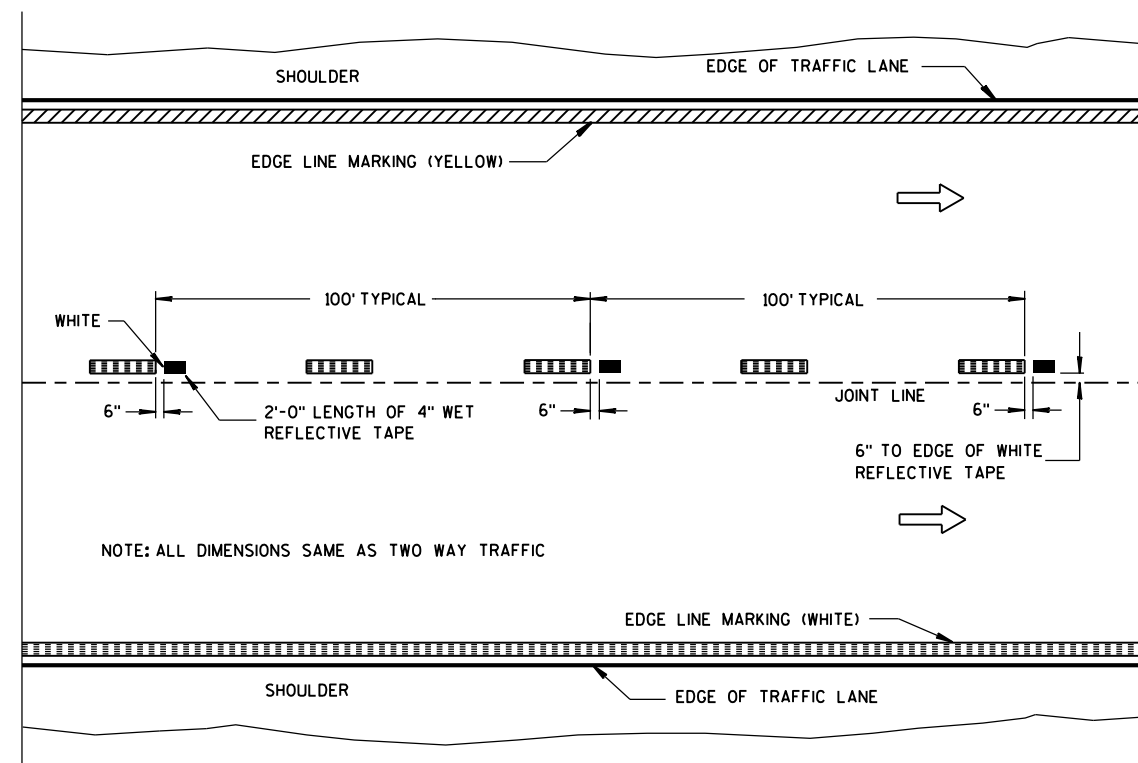
GENERAL NOTES

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

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

NOTE

ARROW SYMBOL (→) SHOWS DIRECTION OF TRAVEL



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

LEGEND

- "T" MARKING
- POST MOUNTED SIGN

PAVEMENT MARKING
(MAINLINE)

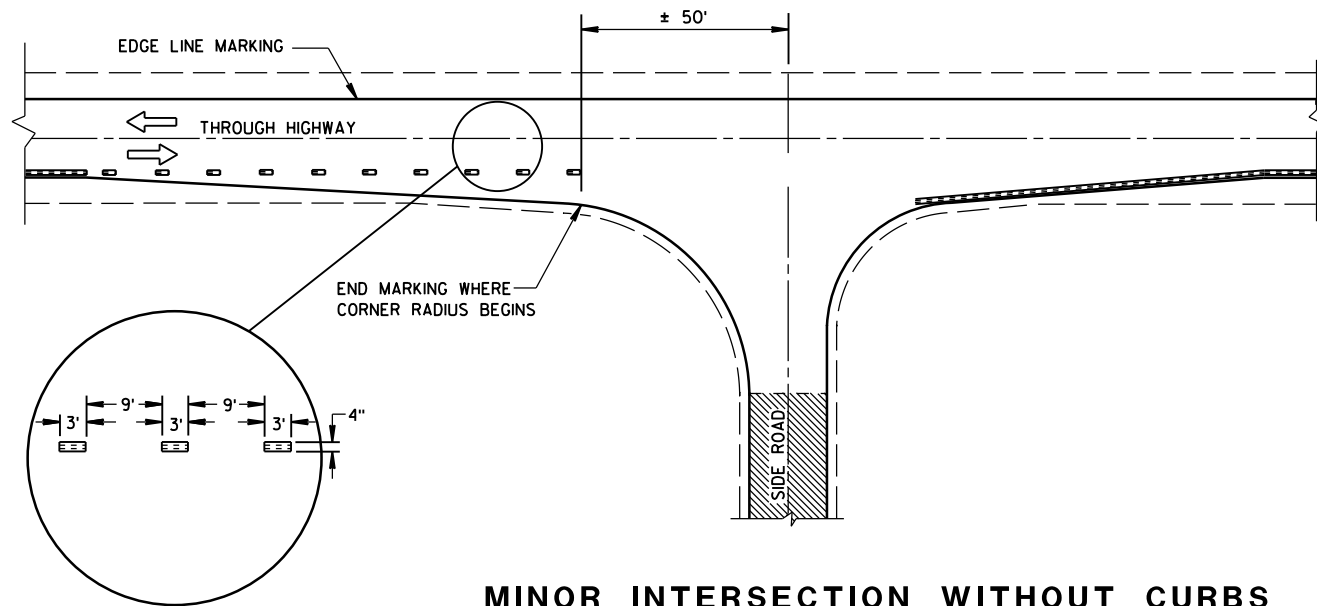
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-13-2013
DATE

FHWA

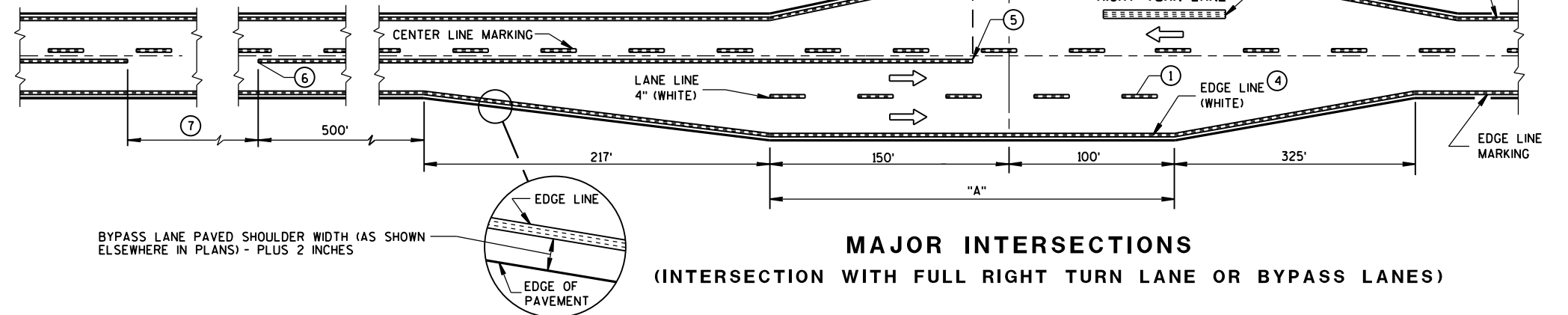
/S/ Travis Feltes
STATE TRAFFIC E 57



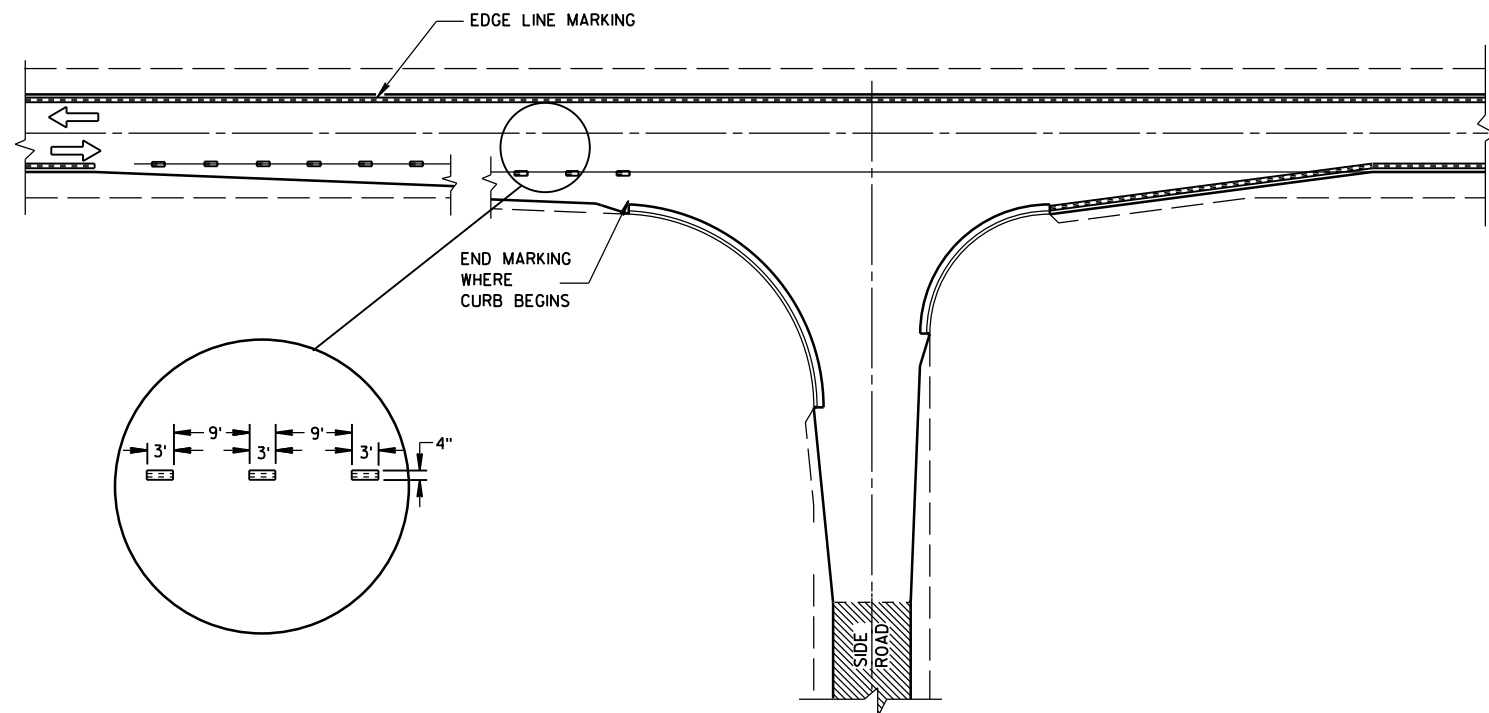
MINOR INTERSECTION WITHOUT CURBS

⑦

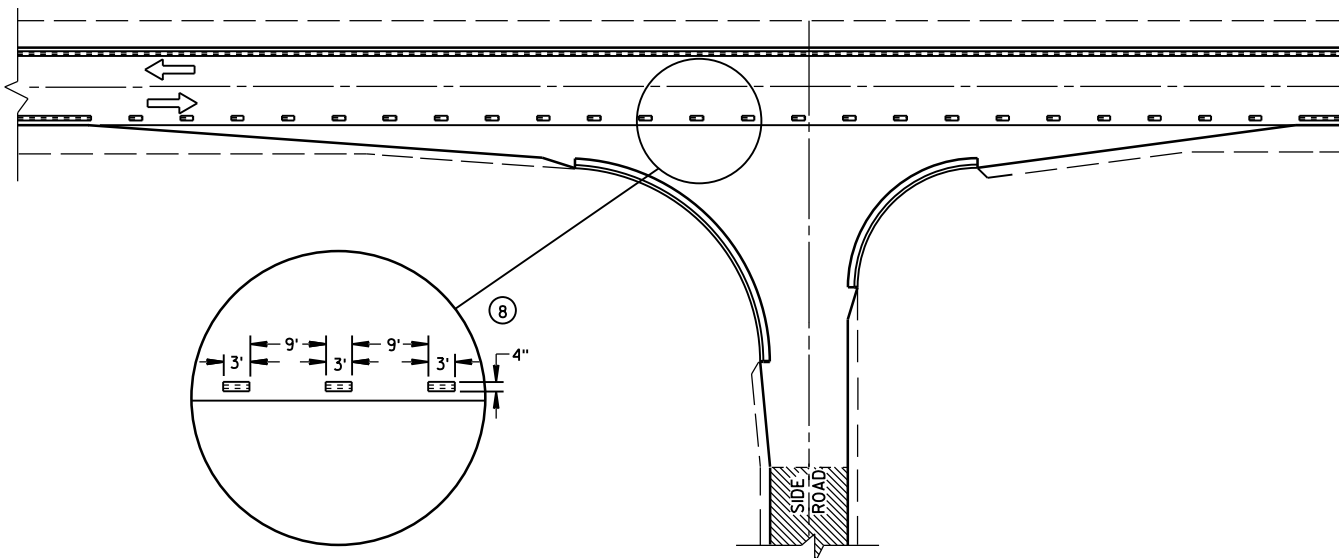
POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792



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



MINOR INTERSECTION WITH CURBS
(TYPICAL MARKING)



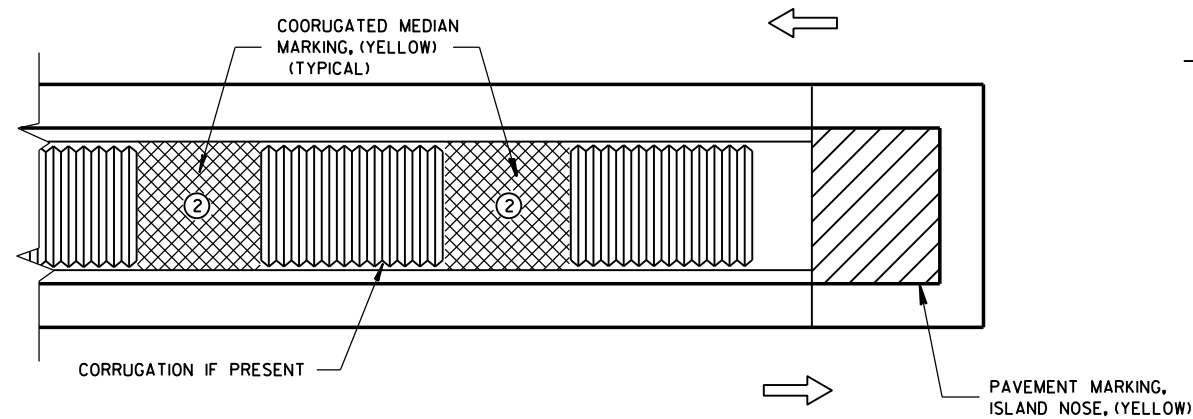
MINOR INTERSECTION WITH CURBS
③ (FOR SPECIAL CONDITIONS AS SPECIFIED)

GENERAL NOTES

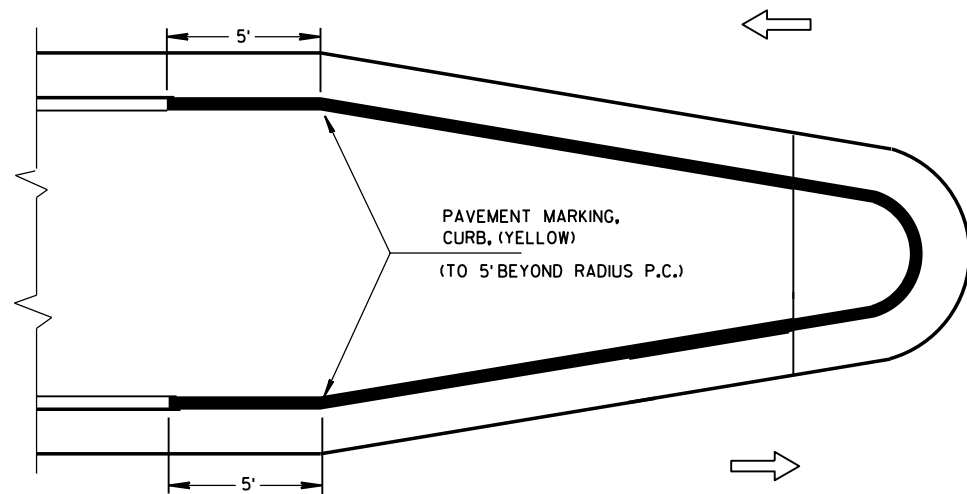
- EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.
- ① WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
 - ② WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
 - ③ ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE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

PAVEMENT MARKING
(INTERSECTIONS)

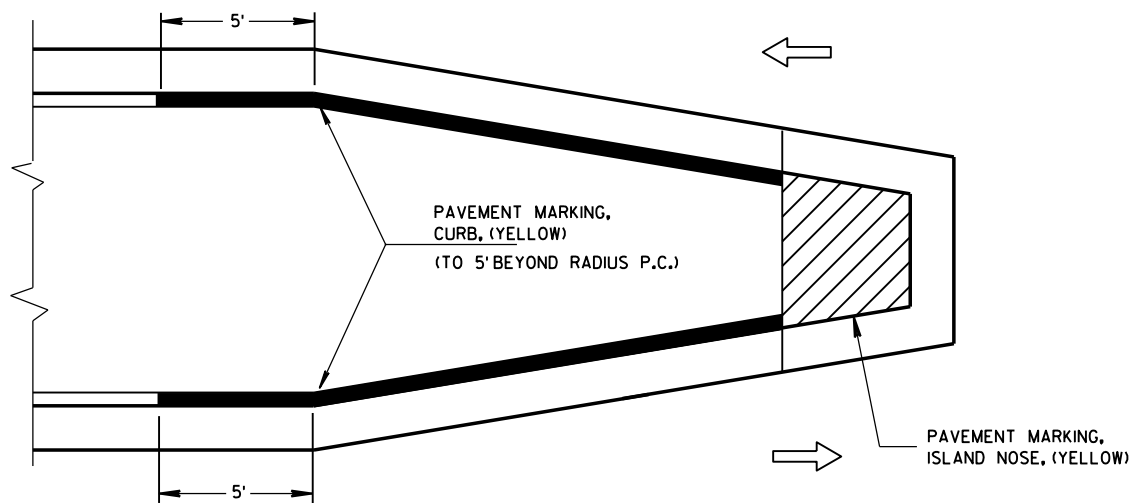
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

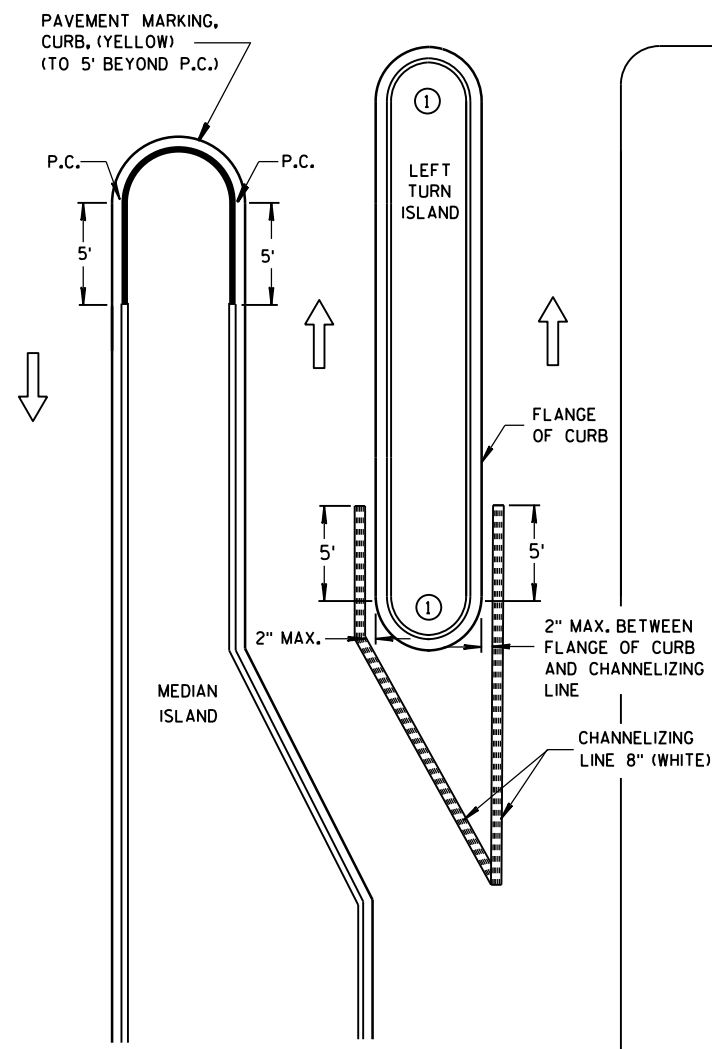


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

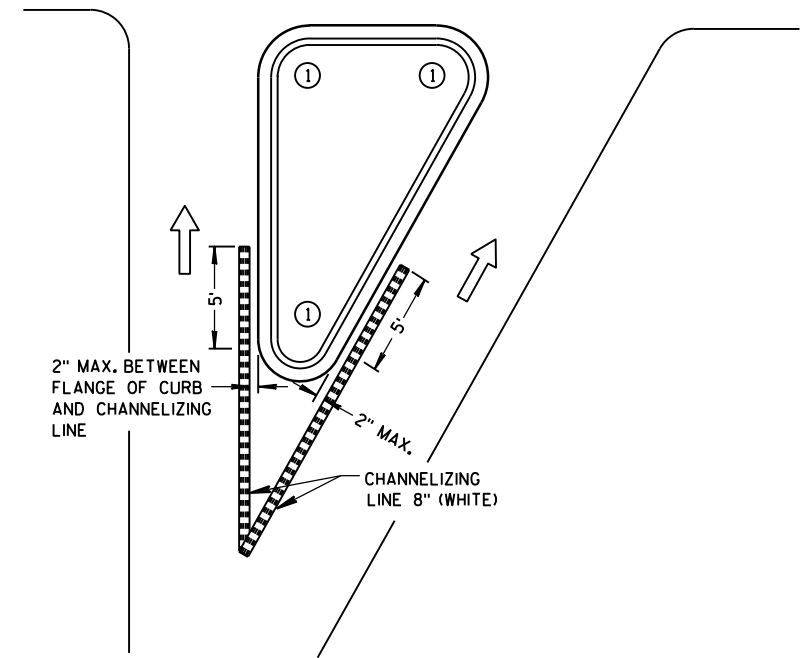
TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS



LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

- 1 DO NOT MARK CURB NOSES THAT SEPARATE LANES OF TRAFFIC TRAVELING IN THE SAME DIRECTION.
- 2 WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN, THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.



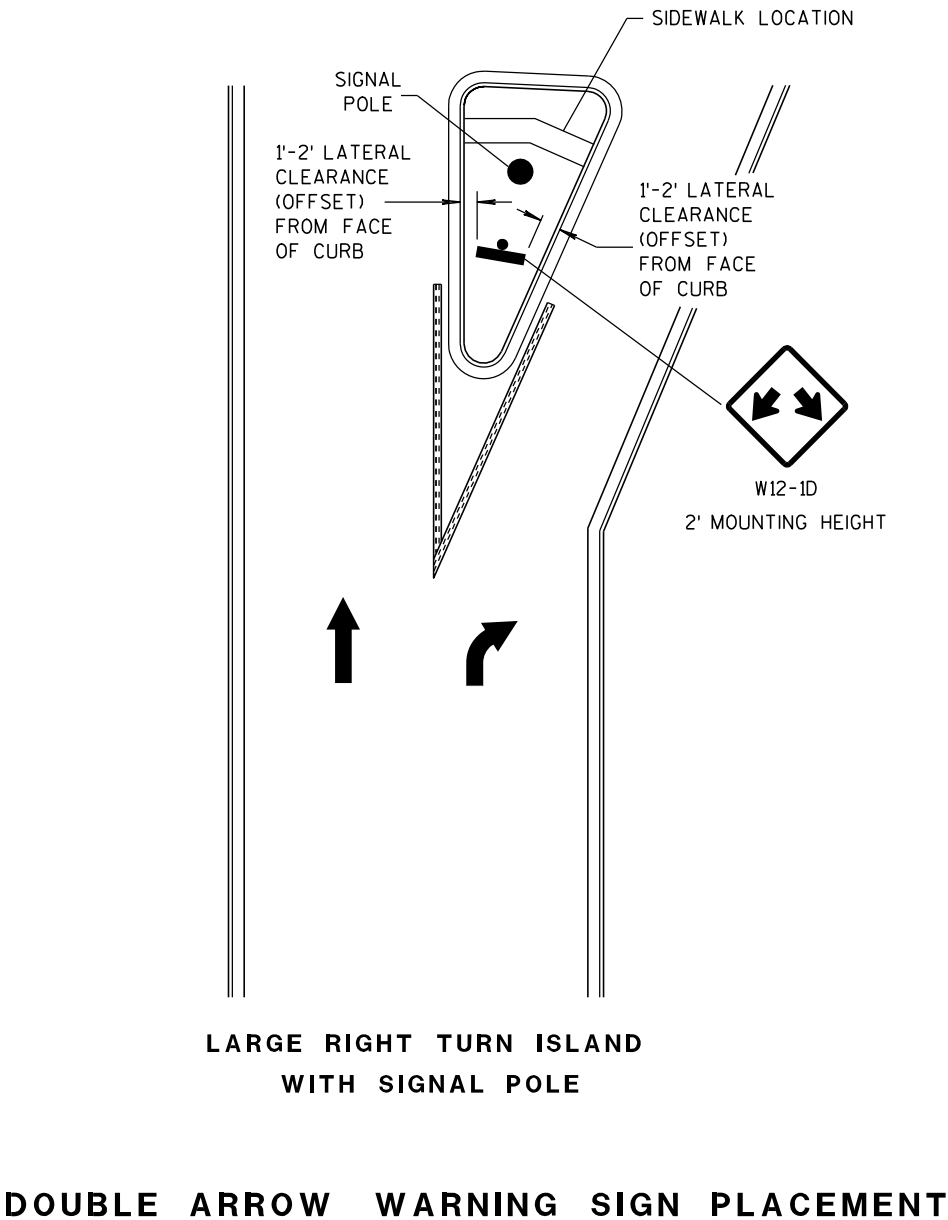
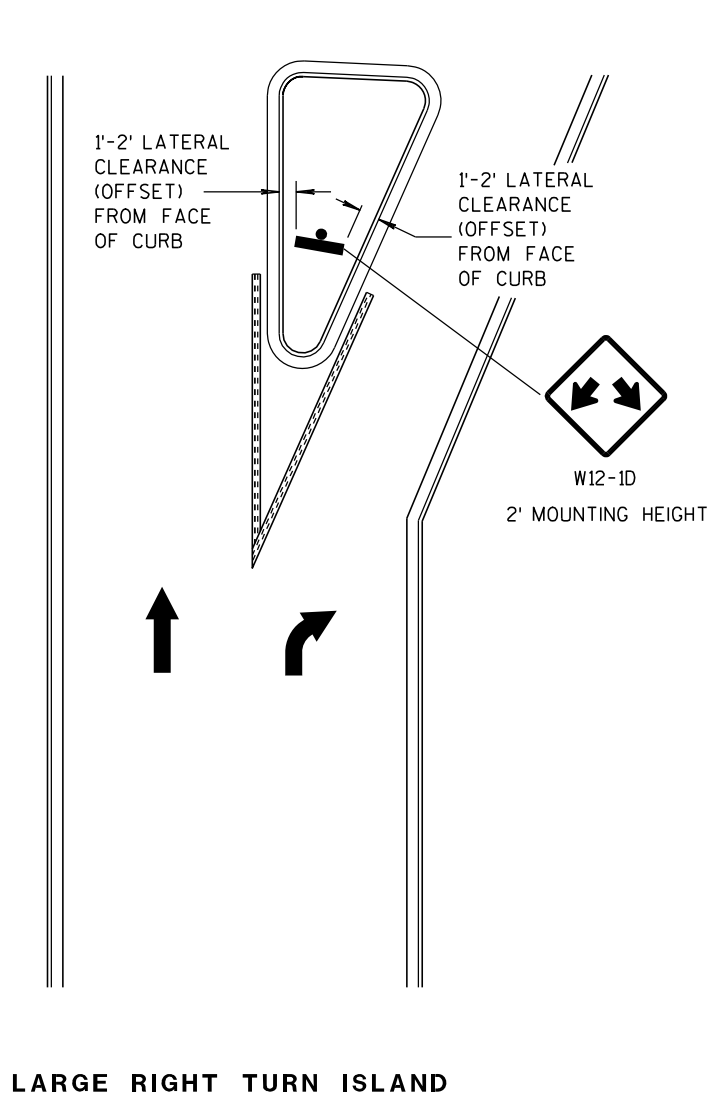
RIGHT TURN ISLAND

LEGEND

- ISLAND NOSE MARKING
- CURB MARKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL

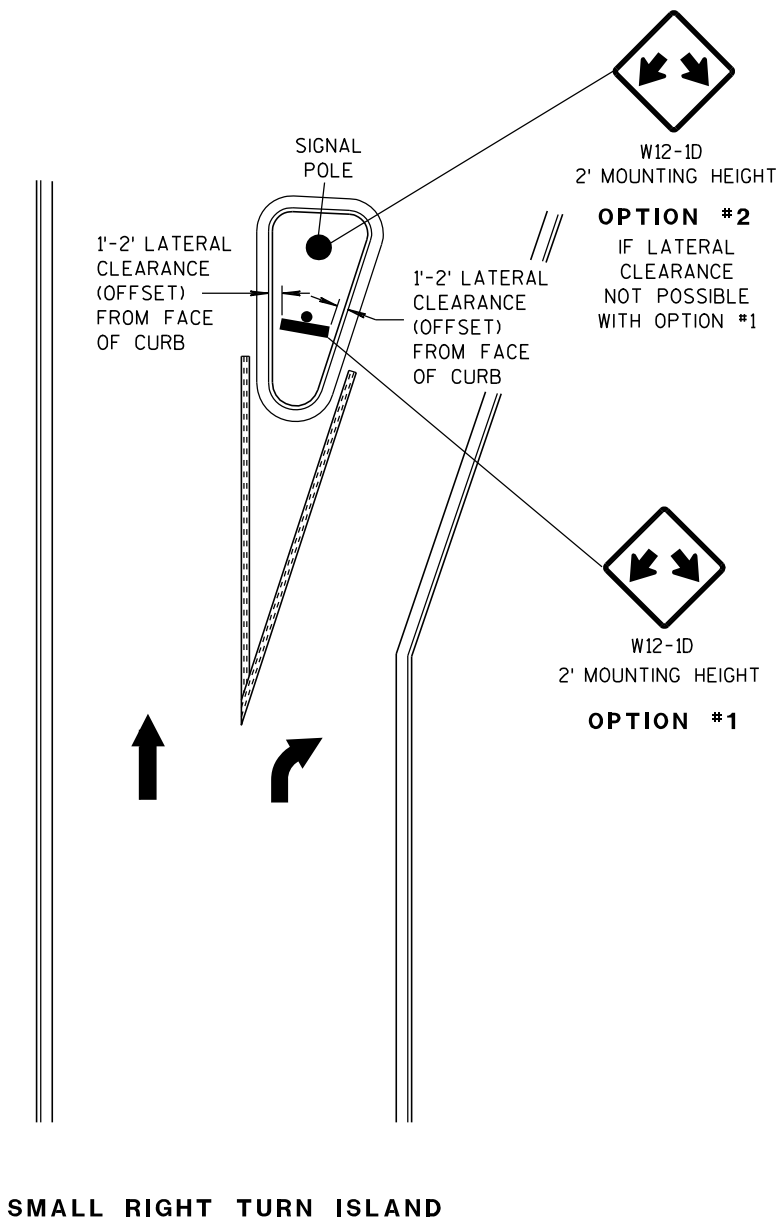
PAVEMENT MARKING (ISLANDS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



GENERAL NOTE

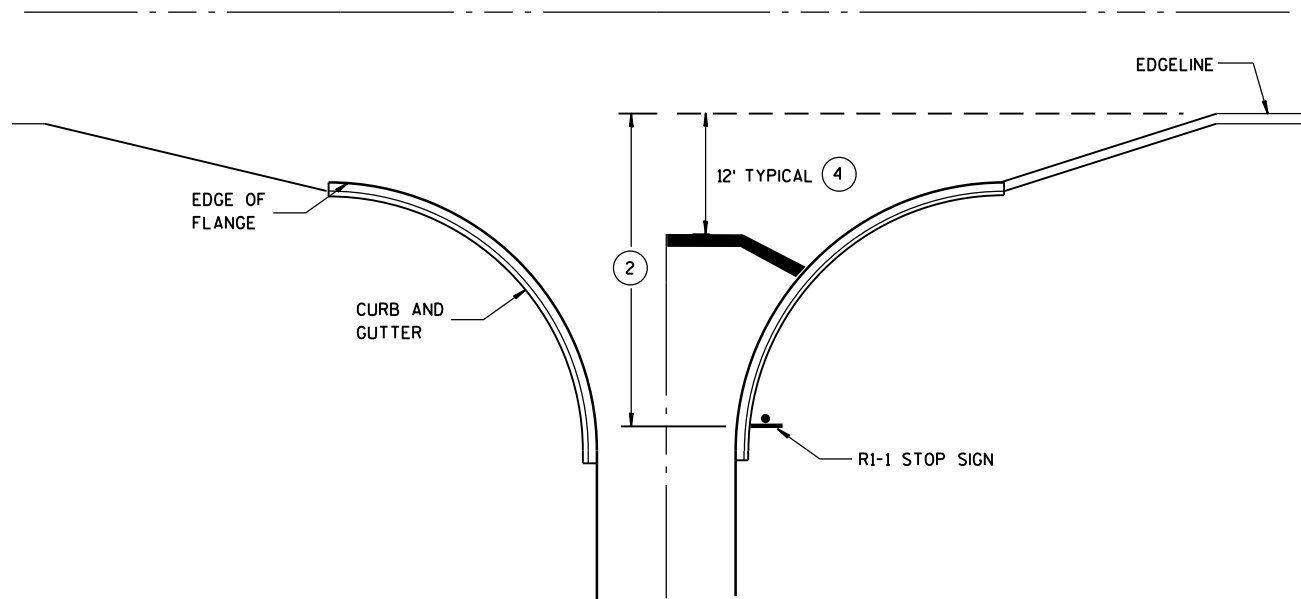
APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.
SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.



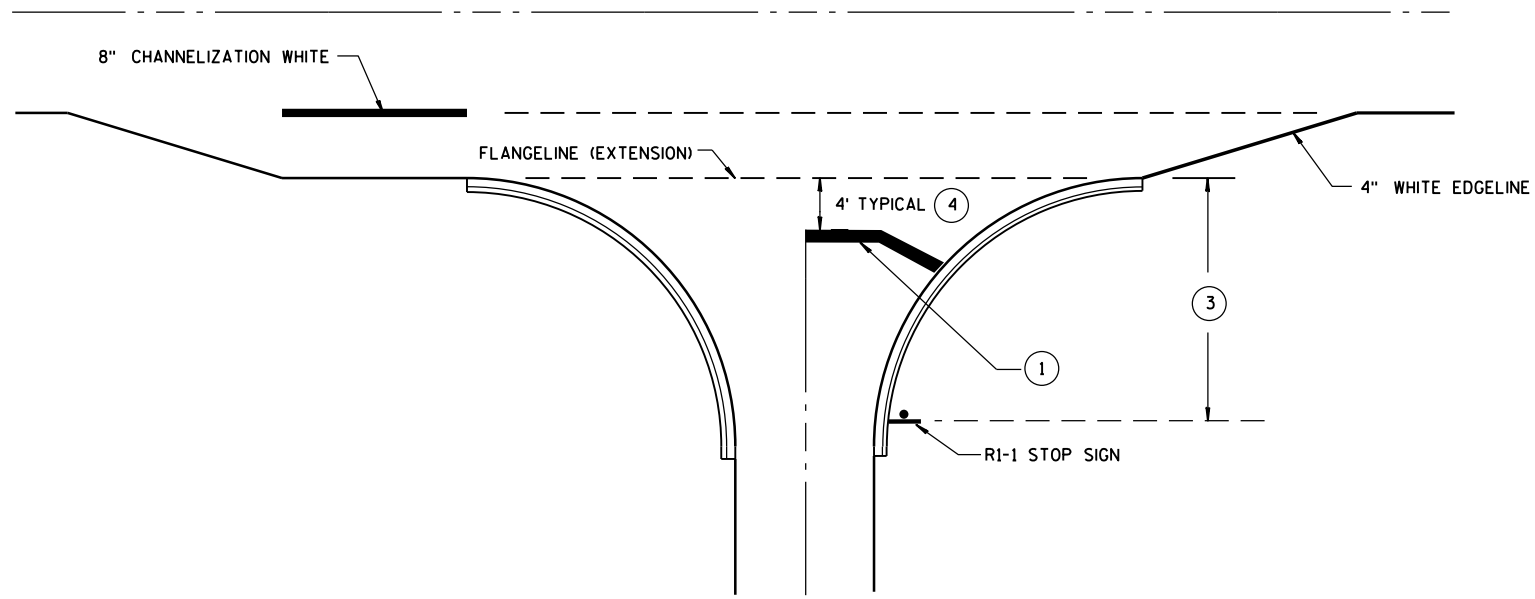
DOUBLE ARROW
WARNING SIGN PLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

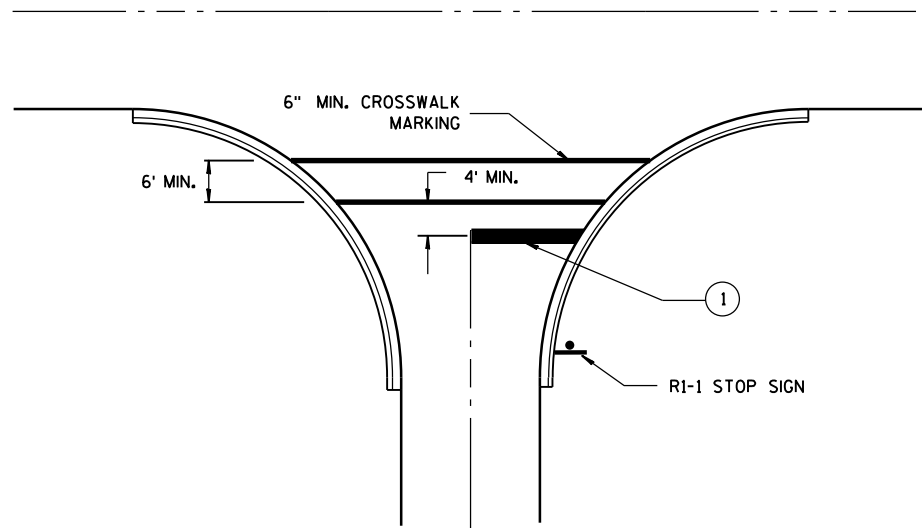
APPROVED
10-22-08
DATE
/S/ Thomas N. Notbohm
STATE TRAFFIC ENGINEER 60
IGN
FHWA



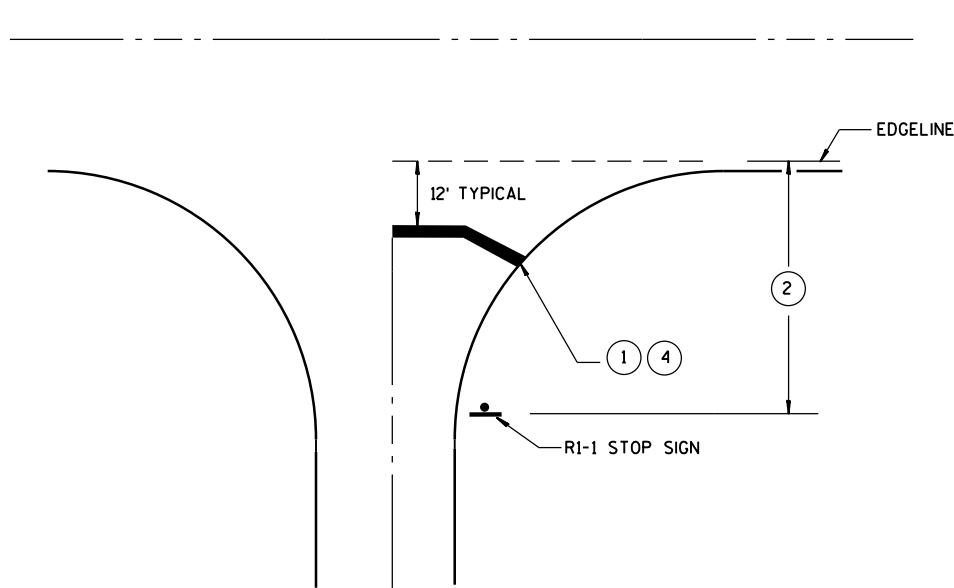
TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING
FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING
FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING
WITHOUT CURB AND GUTTER

GENERAL NOTES

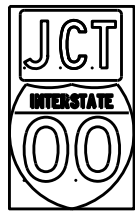
- 1 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- 2 IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGE LINE THAN NO STOP LINE IS REQUIRED.
- 3 IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.
- 4 MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES. (NO CLOSER THAN 4 FEET).

STOP LINE AND CROSSWALK
PAVEMENT MARKING

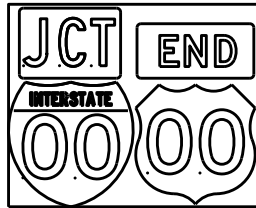
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-18-2016 /S/ Matthew R. Rauch
DATE STATE SIGNING AND MAR 61 JEER
FHWA

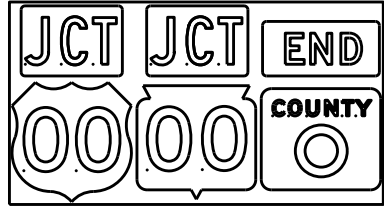
TYPICAL ASSEMBLIES



J1-1



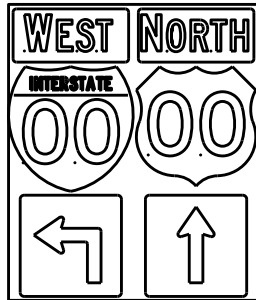
J1-2



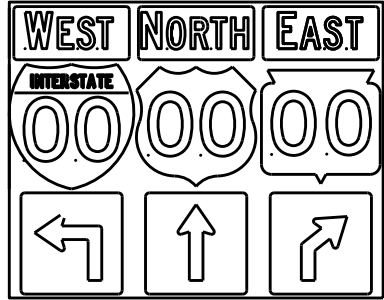
J1-3



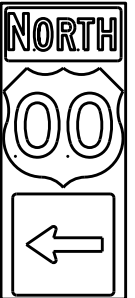
J2-1



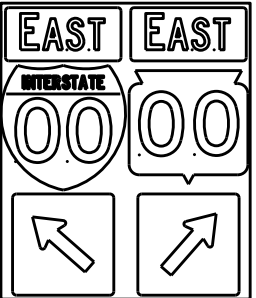
J2-2



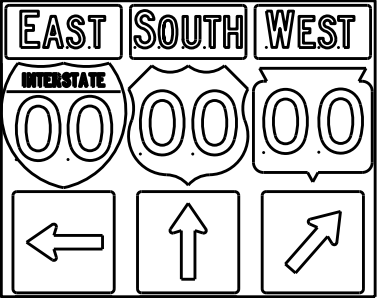
J2-3



J3-1



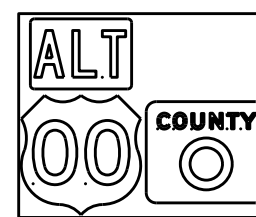
J3-2



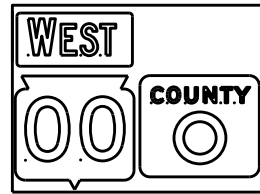
J3-3



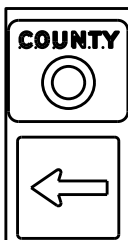
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1



J23-1

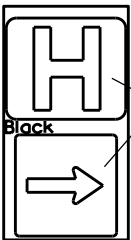


J22-1



JV

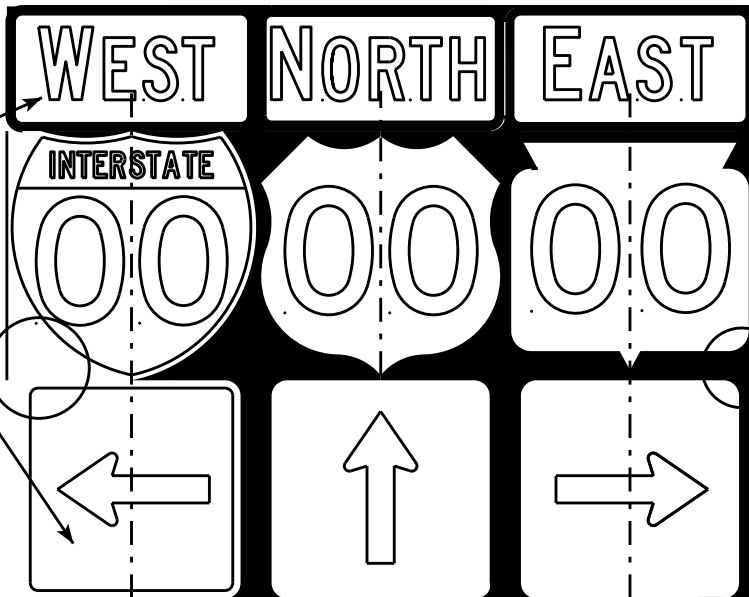
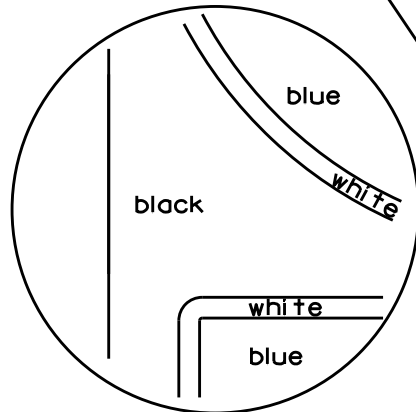
(Typical Vertical J-Assembly
See Note 10 and 11)



JH-1

Blue Background

[blue background
with interstate]



[black background]

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

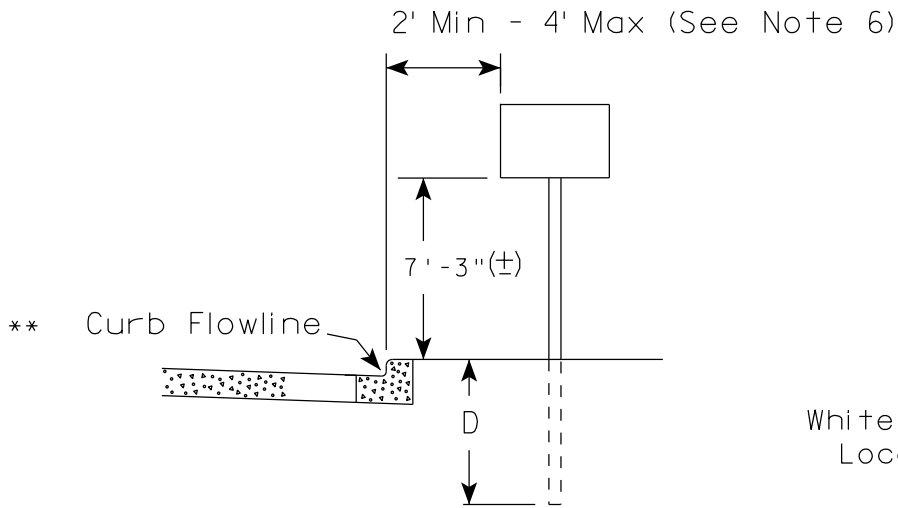
DATE 2/06/14 PL 62 A2-1S.8

SHEET NO: E

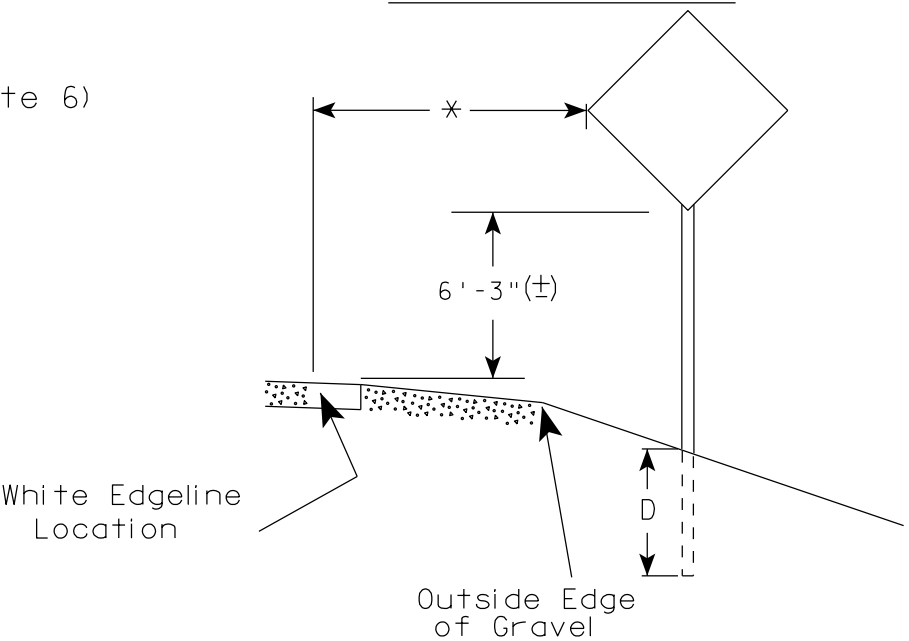
NOTES

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

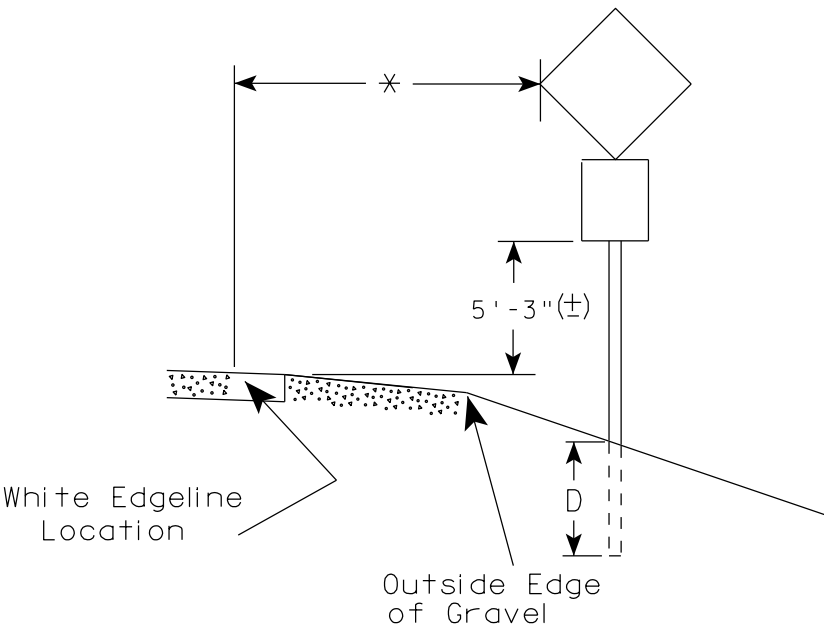
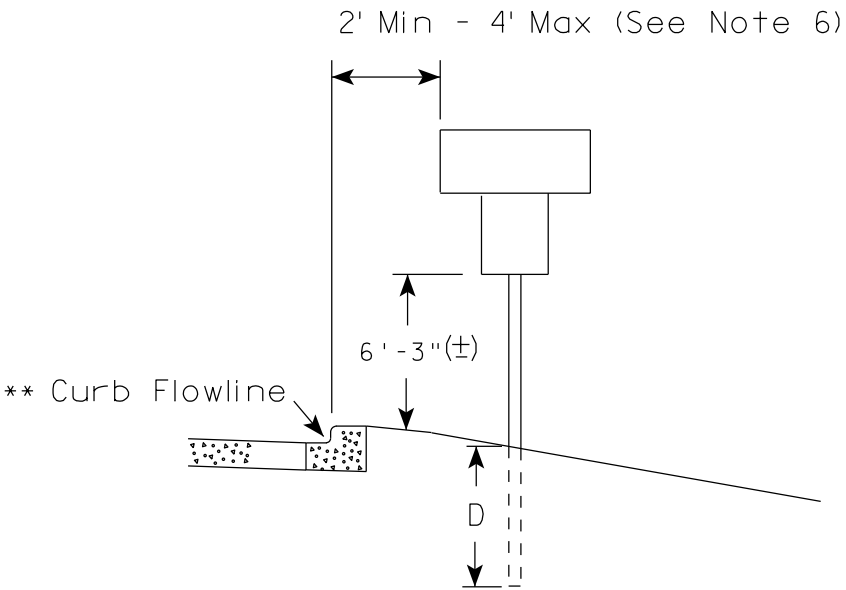
URBAN AREA



RURAL AREA (See Note 2)



- GENERAL NOTES
1. Signs wider than 4 feet 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 directed by the Engineer.
 9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).



POST EMBEDMENT DEPTH

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

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

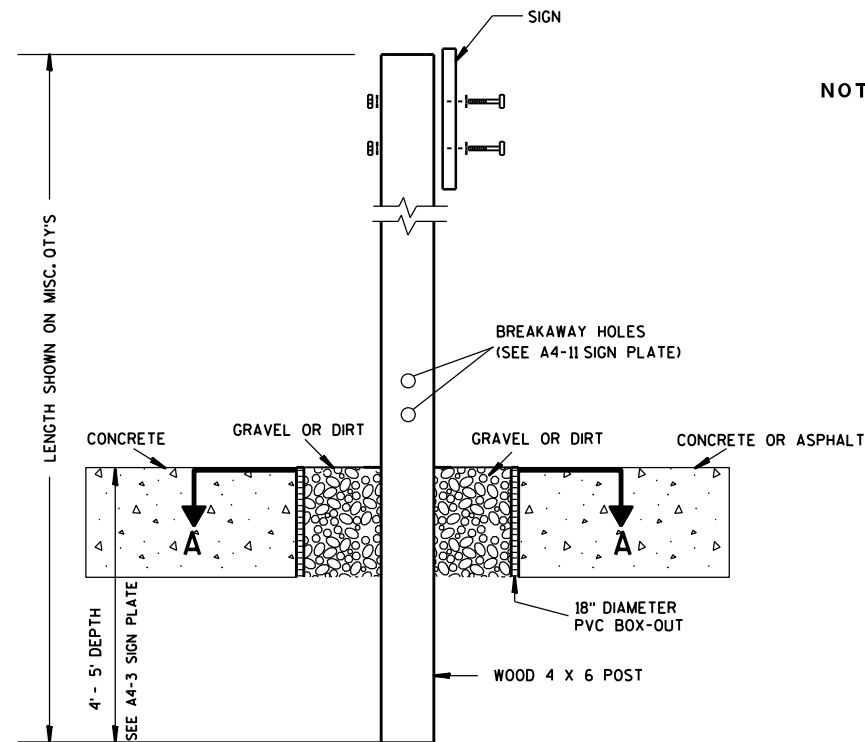
* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

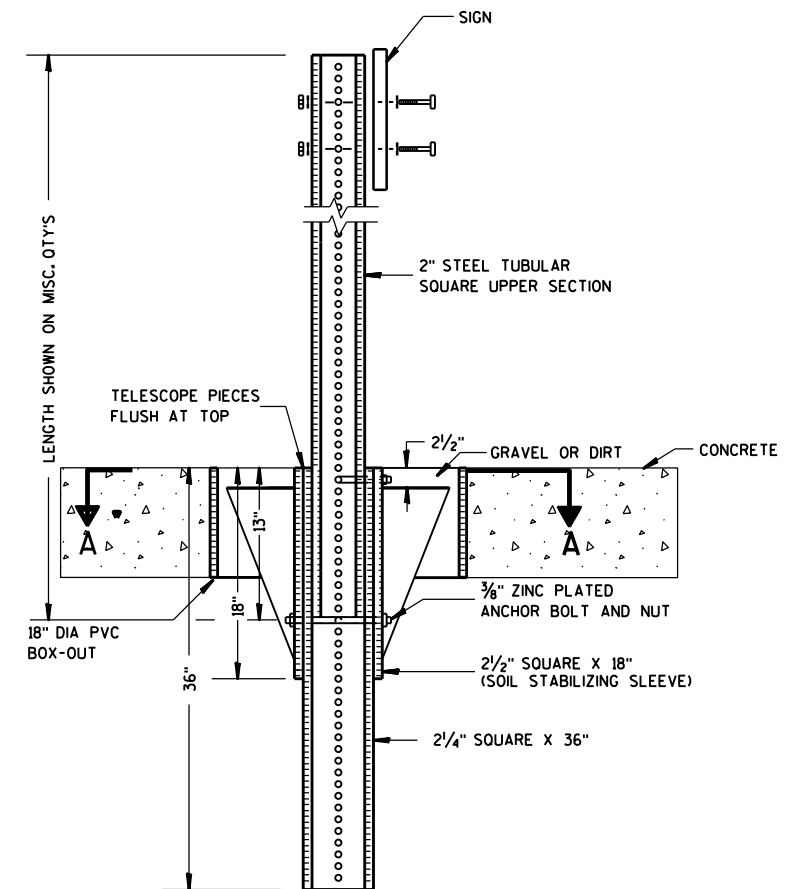
DATE 7/23/15 PLATE NO. A4-3.20



ELEVATION VIEW

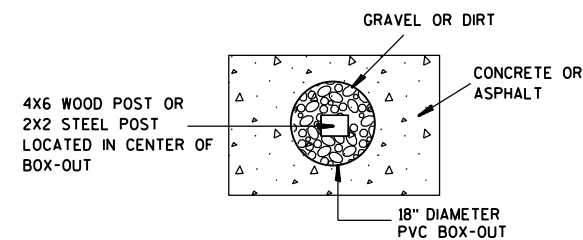
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

- 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 PLAT 64 A4-3B.1

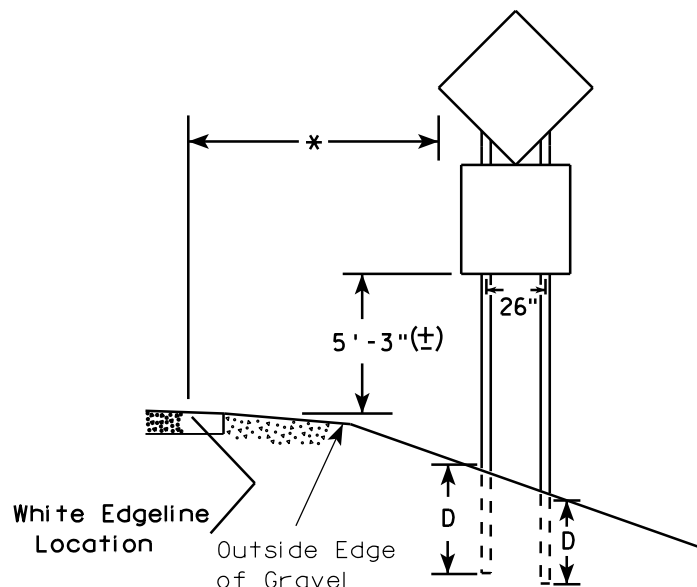
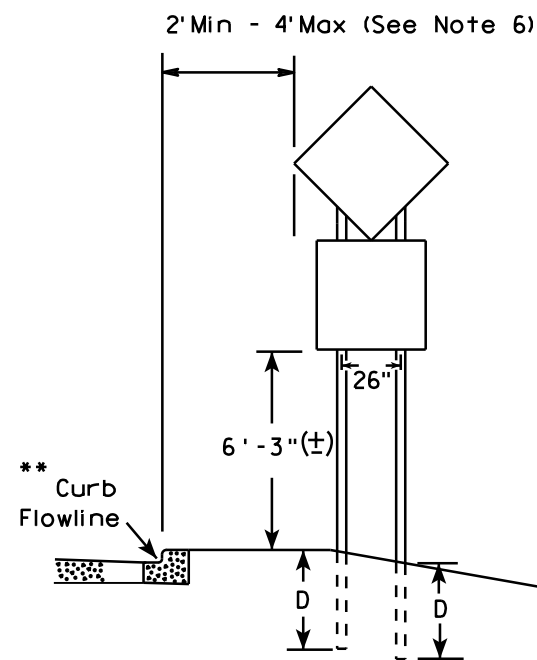
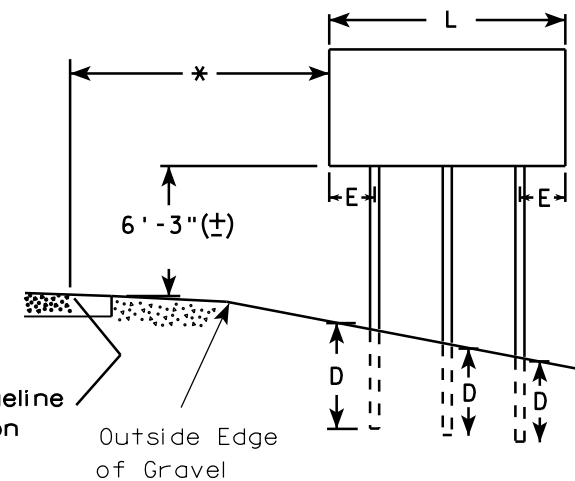
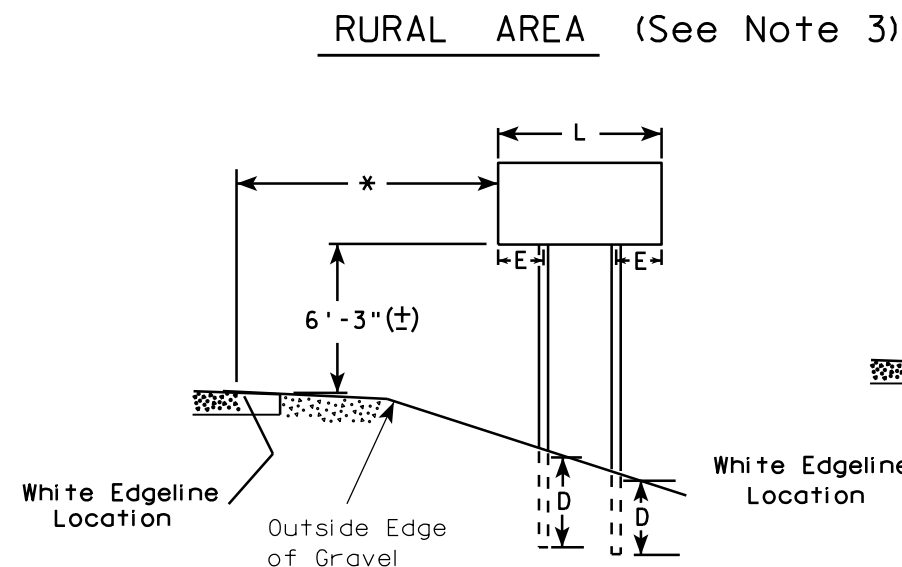
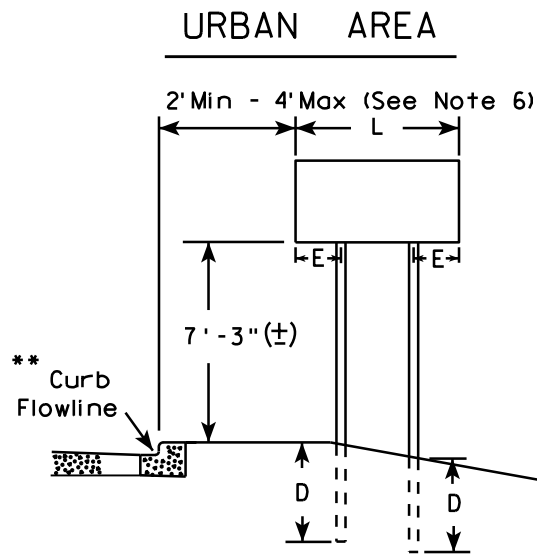
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



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

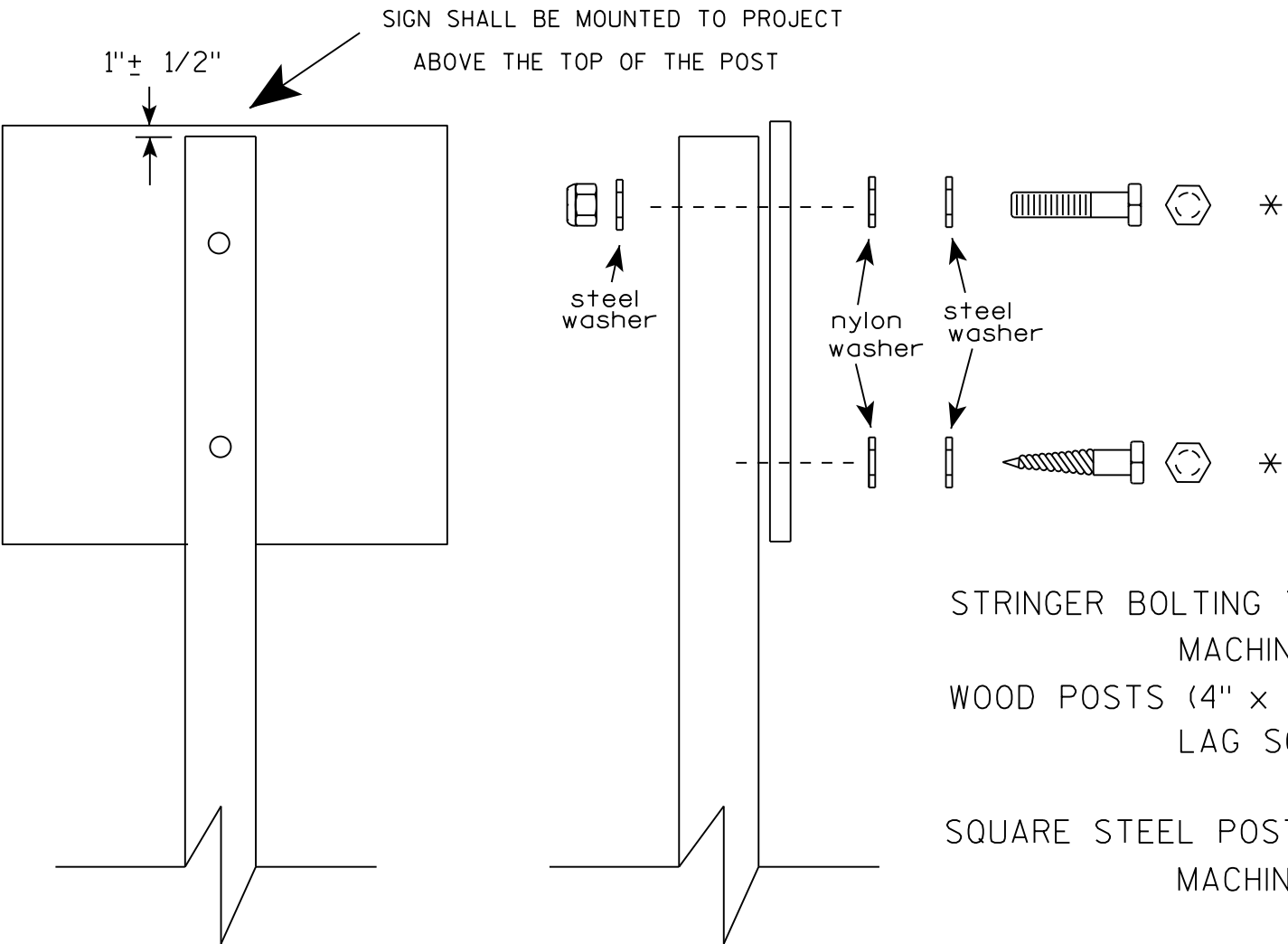
Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

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. 14



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.

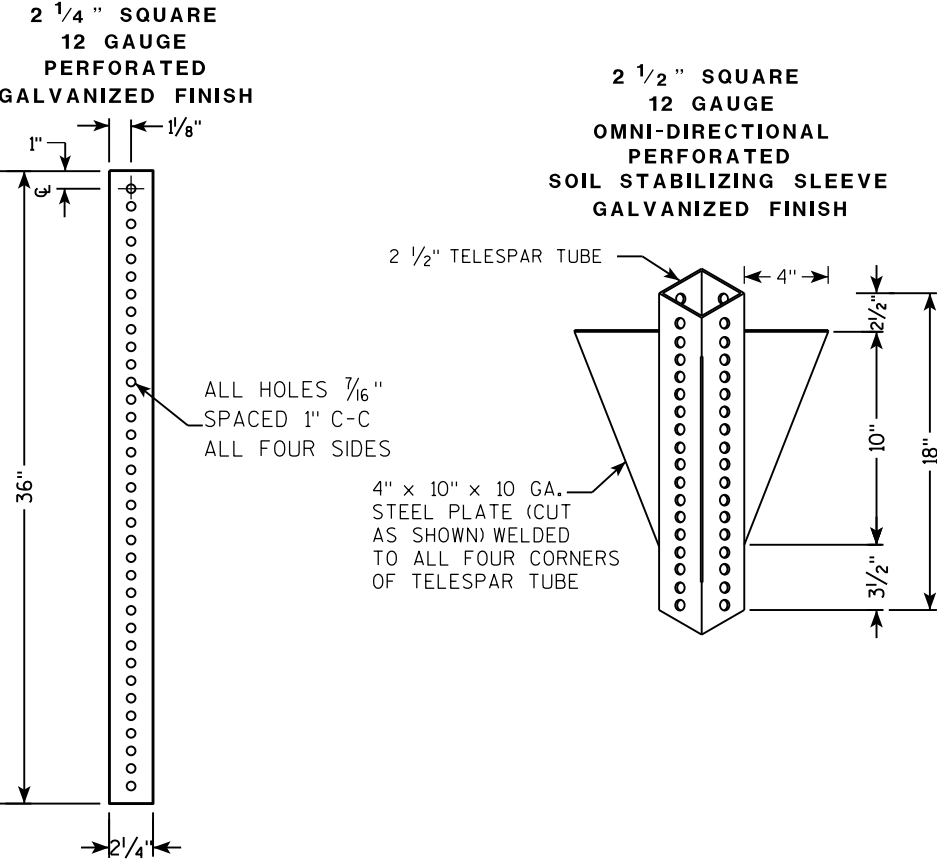
ATTACHMENT OF SIGNS
TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

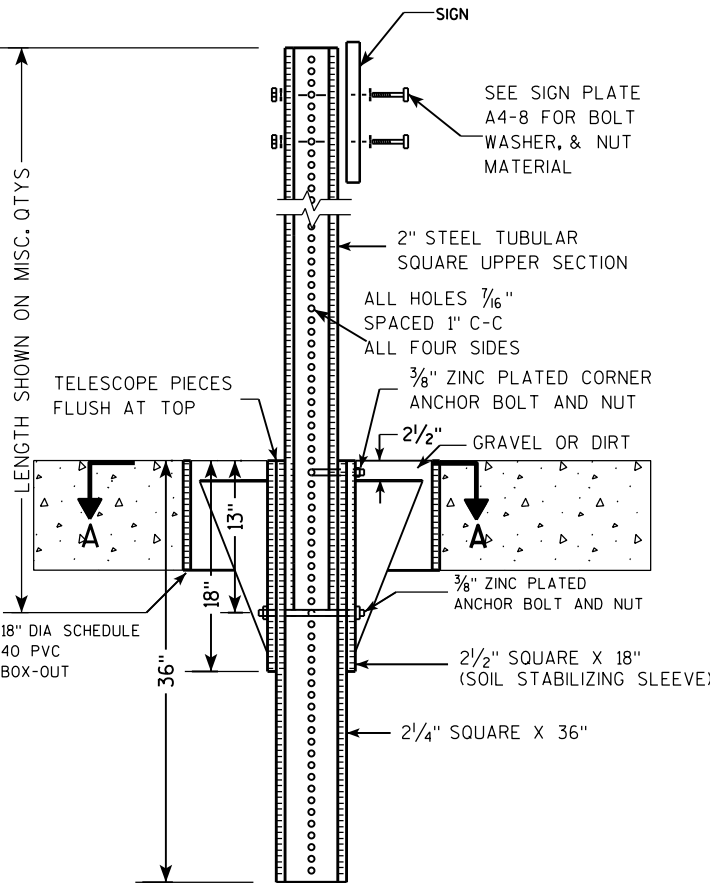
APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 8/11/16 PLATE NO. A4-8.8
66

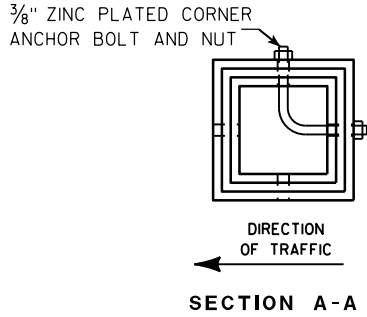
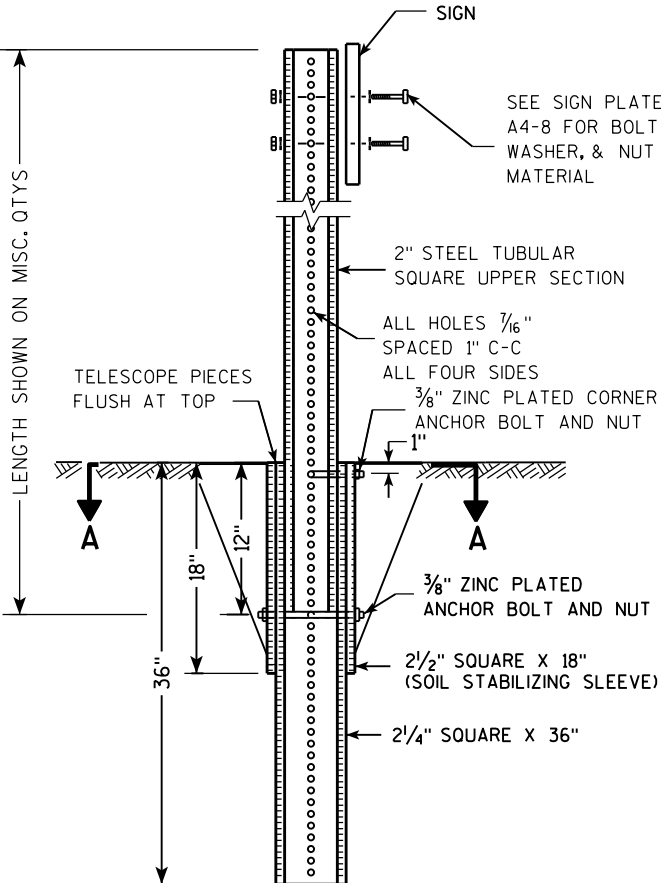
TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM



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)



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

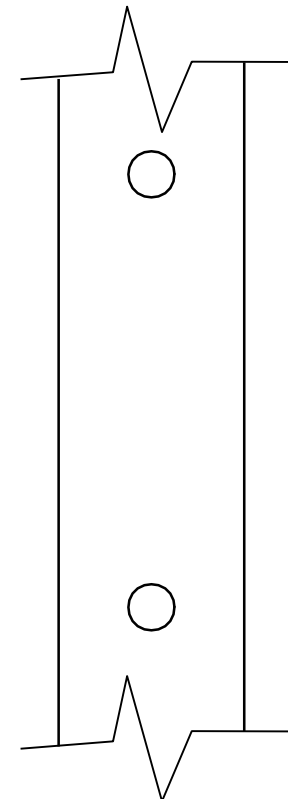
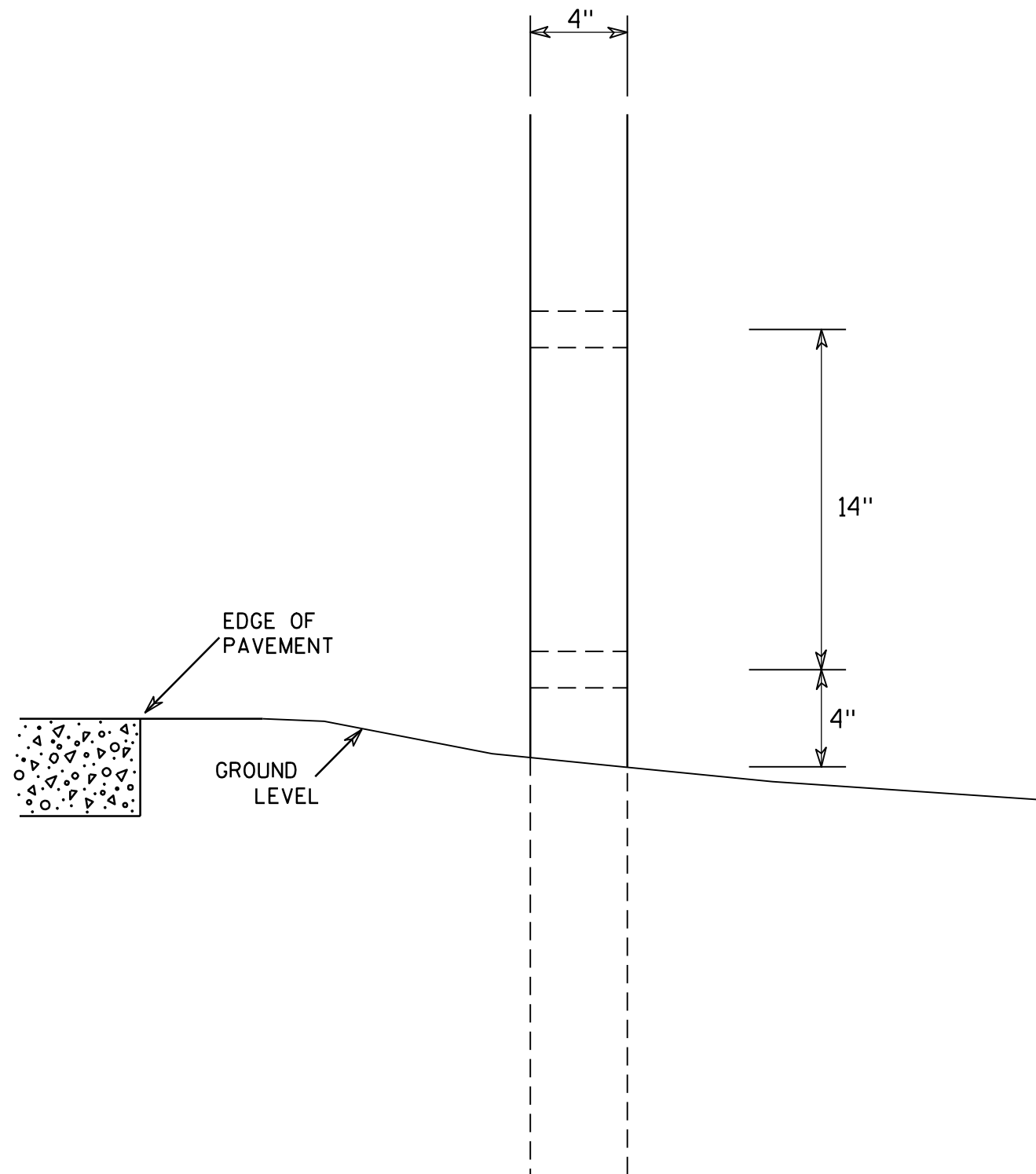
Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/05/15 PLAT 67 14-9.9



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1 1/2" 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:

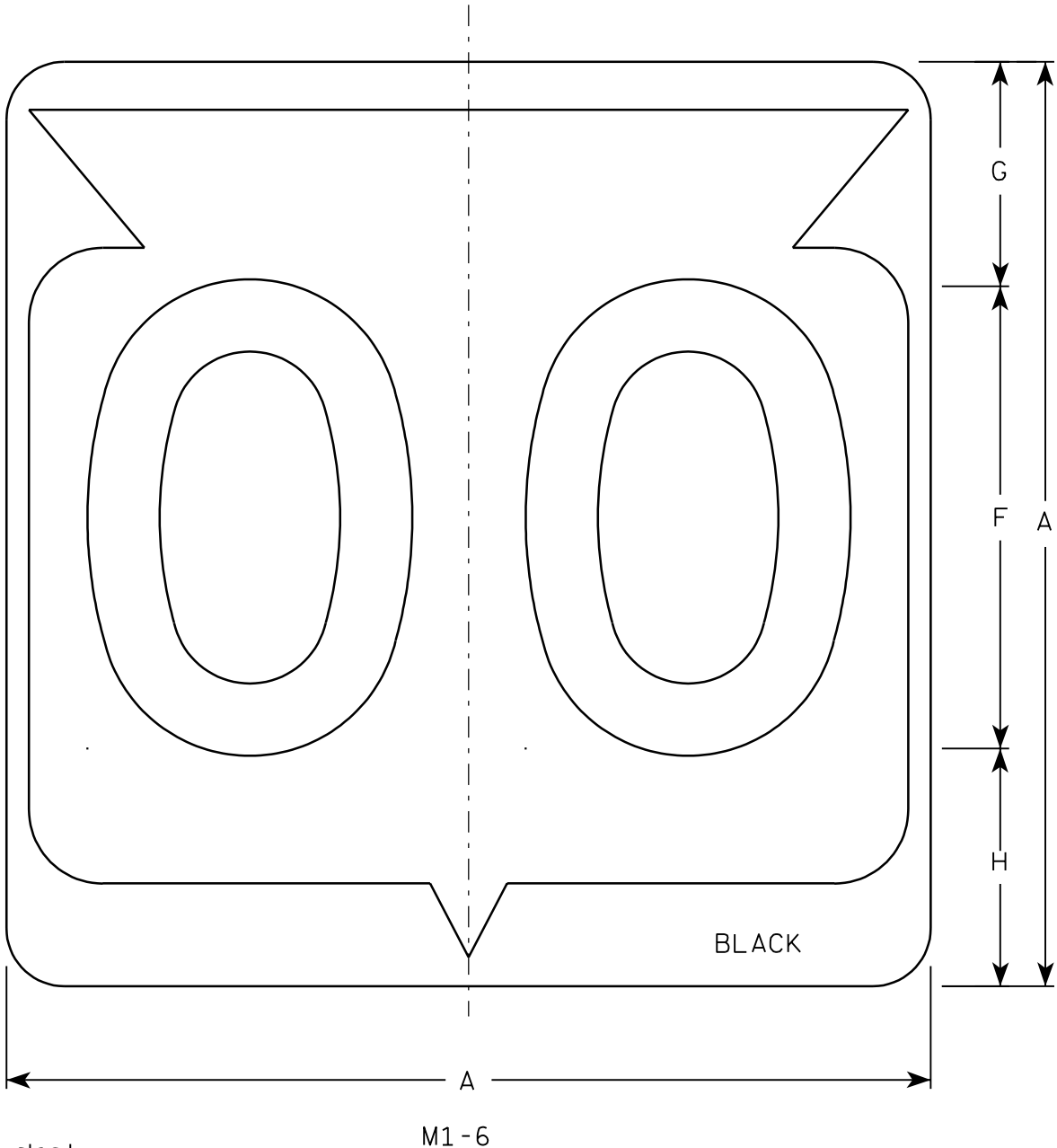
HWY:

COUNTY:

SHEET NO: 68

E

7



Metric equivalent
for this sign is:

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

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

PROJECT NO:

HWY:

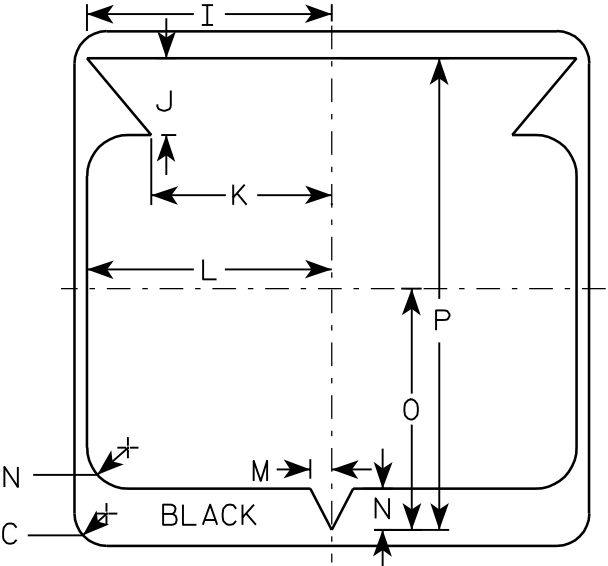
COUNTY:

SHEET NO: 69

E

NOTES

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



STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

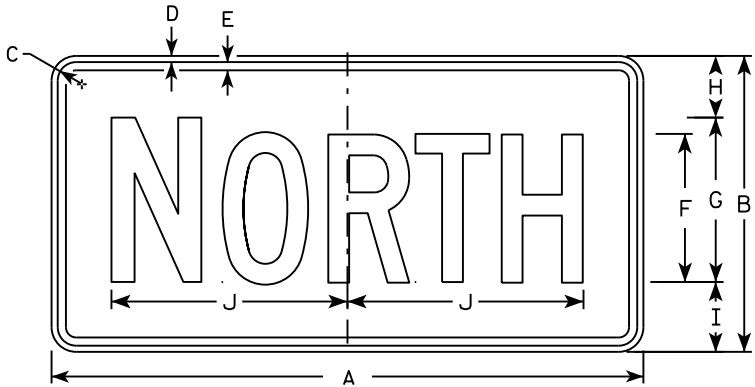
WISCONSIN DEPT OF TRANSPORTATION

APPROVED

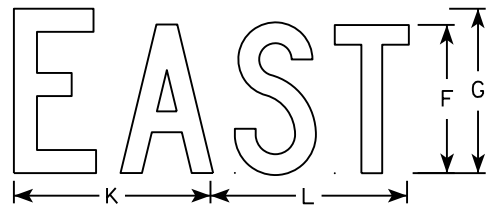
Chester J. Spang
for State Traffic Engineer

DATE 3/20/02

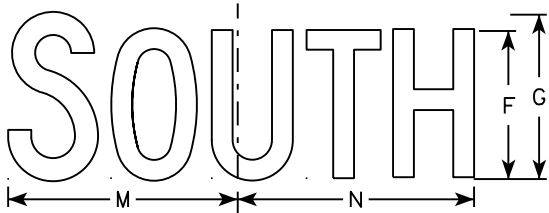
PLATE NO. M1-6.9



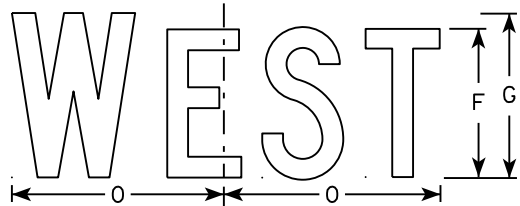
M3-1
MM3-1
MP3-1



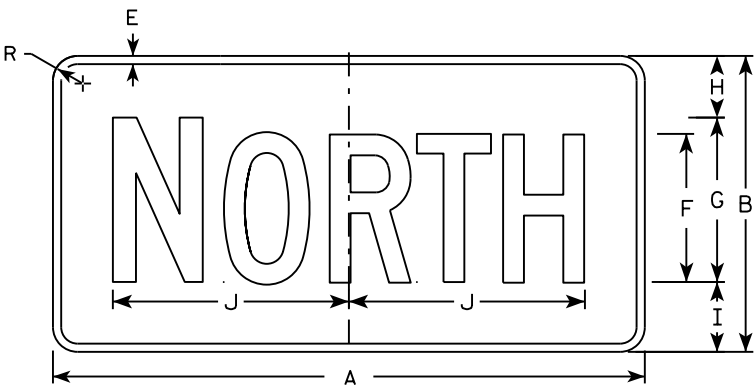
M3-2
MM3-2
MP3-2



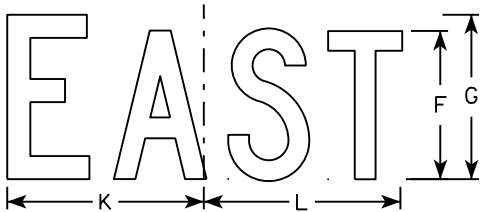
M3-3
MM3-3
MP3-3



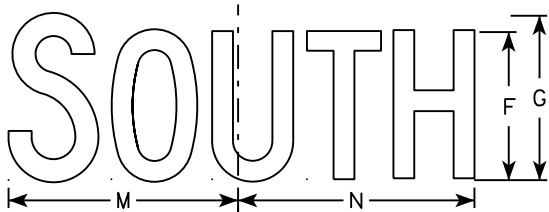
M3-4
MM3-4
MP3-4



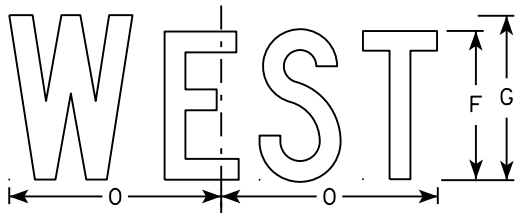
MB3-1
MK3-1
MN3-1



MB3-2
MK3-2
MN3-2



MB3-3
MK3-3
MN3-3



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.

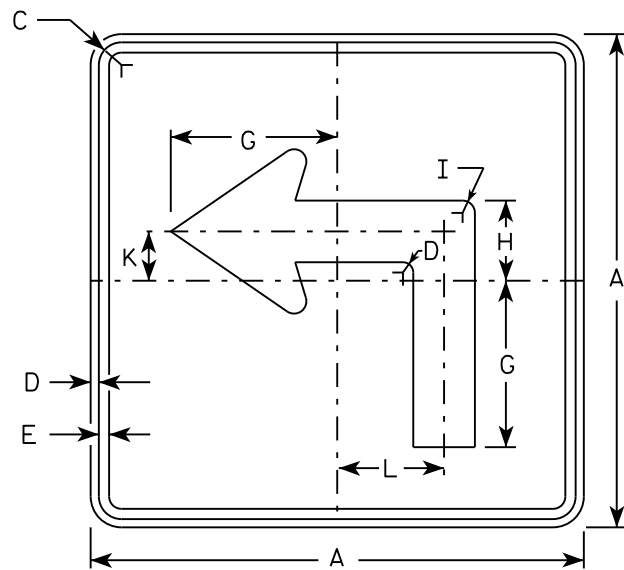
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	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 thru M3-4
SERIES

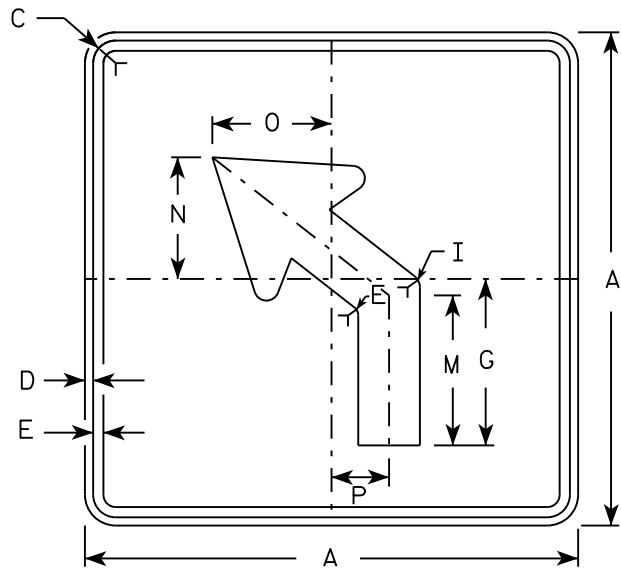
WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

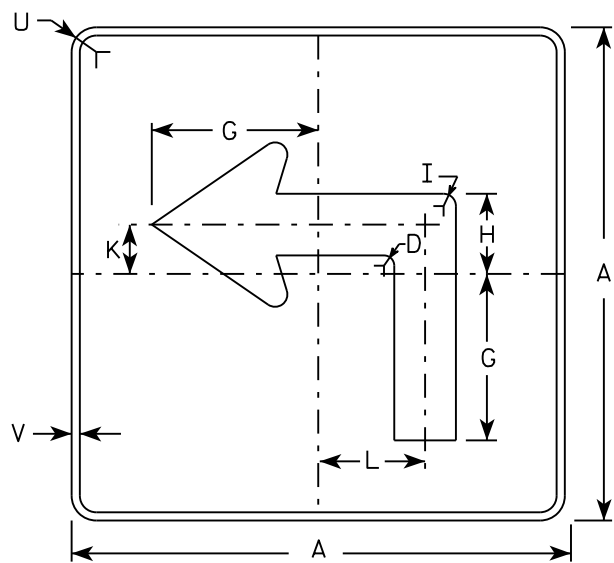
DATE 10/15/15 PLAT 70 M3-1.14



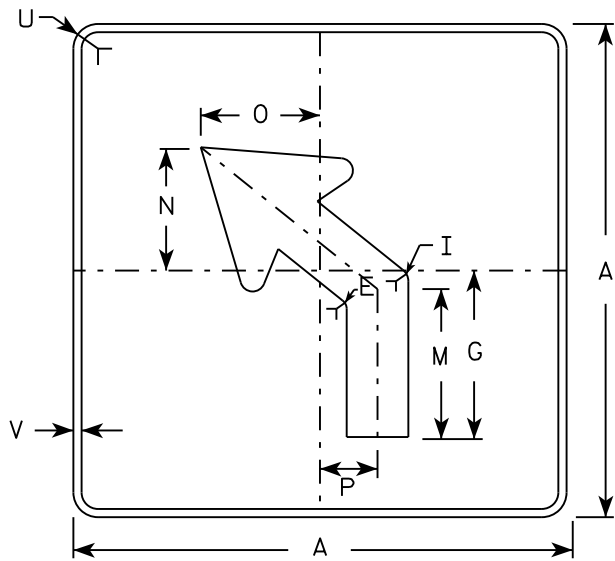
M5-1L
MM5-1L
M05-1L
MP5-1L



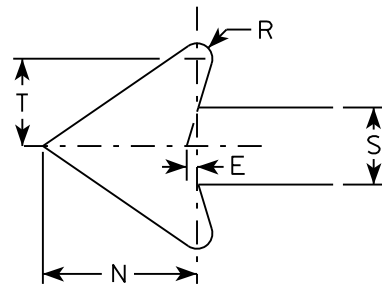
M5-2L
MM5-2L
M05-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L



MB5-2L
MK5-2L
MN5-2L
MR5-2L



NOTES

- Signs are Type II - Type H reflective except as shown
- Color:
Background - See note 4
Message - See note 4
- Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 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
M05-1 and M05-2 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
- M5-1R same as M5-1L except arrow points right.
- 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

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

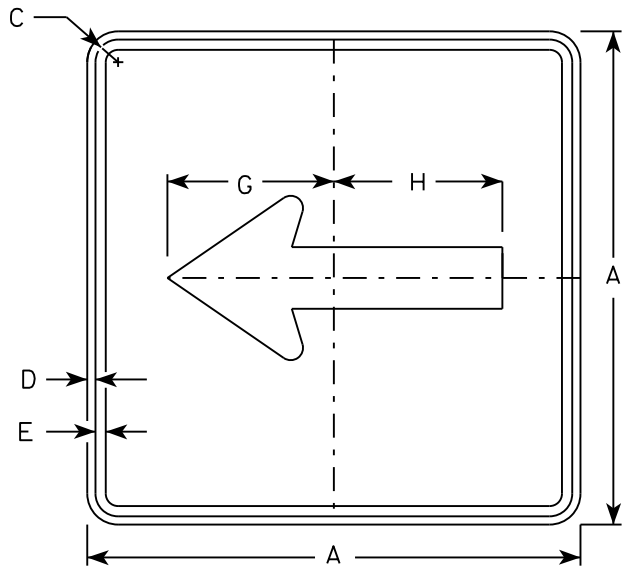
E

STANDARD SIGN
M5-1 & M5-2

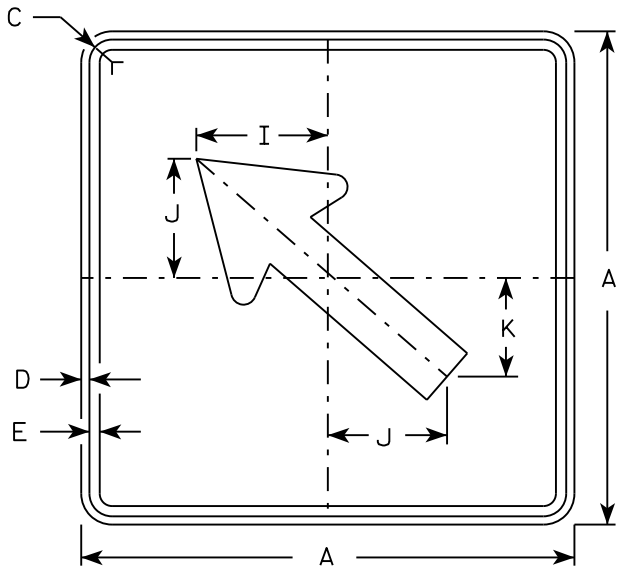
WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

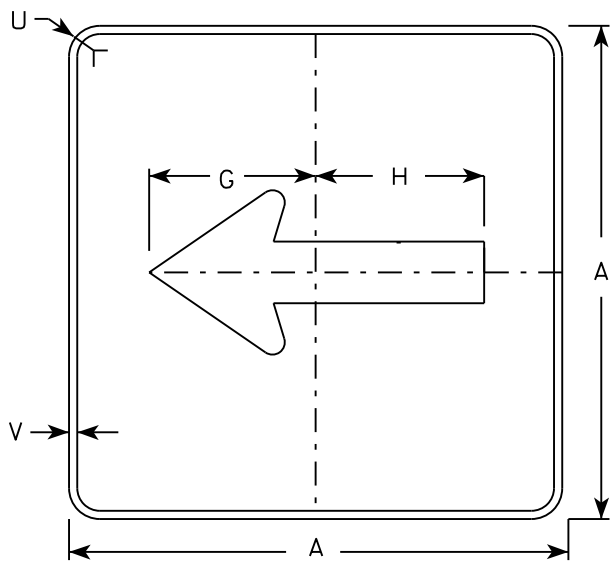
DATE 10/15/15 PLAT 71 M5-1.13



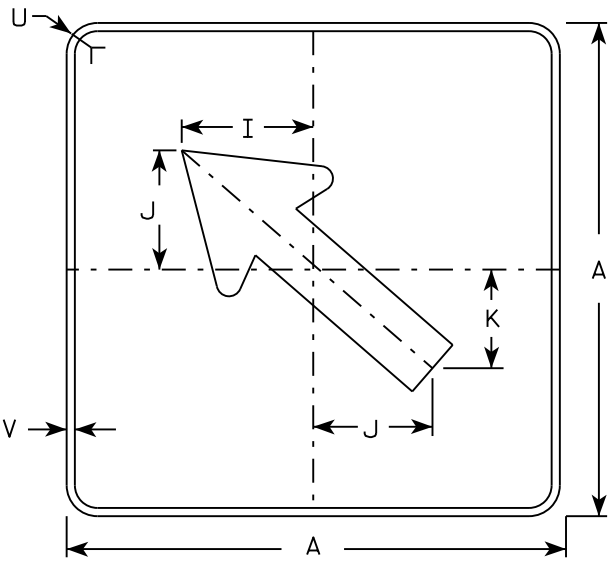
M6 - 1
MM6 - 1
M06 - 1
MP6 - 1



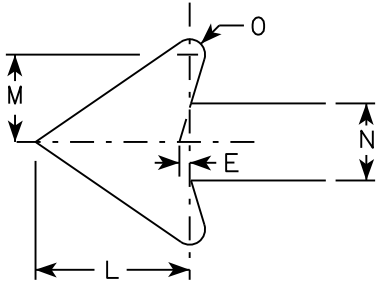
M6 - 2
MM6 - 2
M06 - 2
MP6 - 2



MB6 - 1
MK6 - 1
MN6 - 1
MR6 - 1



MB6 - 2
MK6 - 2
MN6 - 2
MR6 - 2



NOTES

- 1. Signs are Type II - Type H except as Shown
- 2. Color:
 - Background - See note 4
 - Message - See note 4
- 3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 4. M6-1 and M6-2 Background - White
Message - Black
MB6-1 and MB6-2 Background - Blue
Message - White
MK6-1 and MK6-2 Background - Green
Message - White
MM6-1 and MM6-2 Background - White
Message - Green
MN6-1 and MN6-2 Background - Brown
Message - White
M06-1 and M06-2 Background - Orange - Type F Reflective
Message - Black
MP6-1 and MP6-2 Background - White
Message - Blue
MR6-1 and MR6-2 Background - Brown
Message - Yellow

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

PROJECT NO:

HWY:

COUNTY:

DATE 10/15/15

PLAT 72

SHEET NO:

E

STANDARD SIGN
M6 - 1 & M6 - 2
SERIES

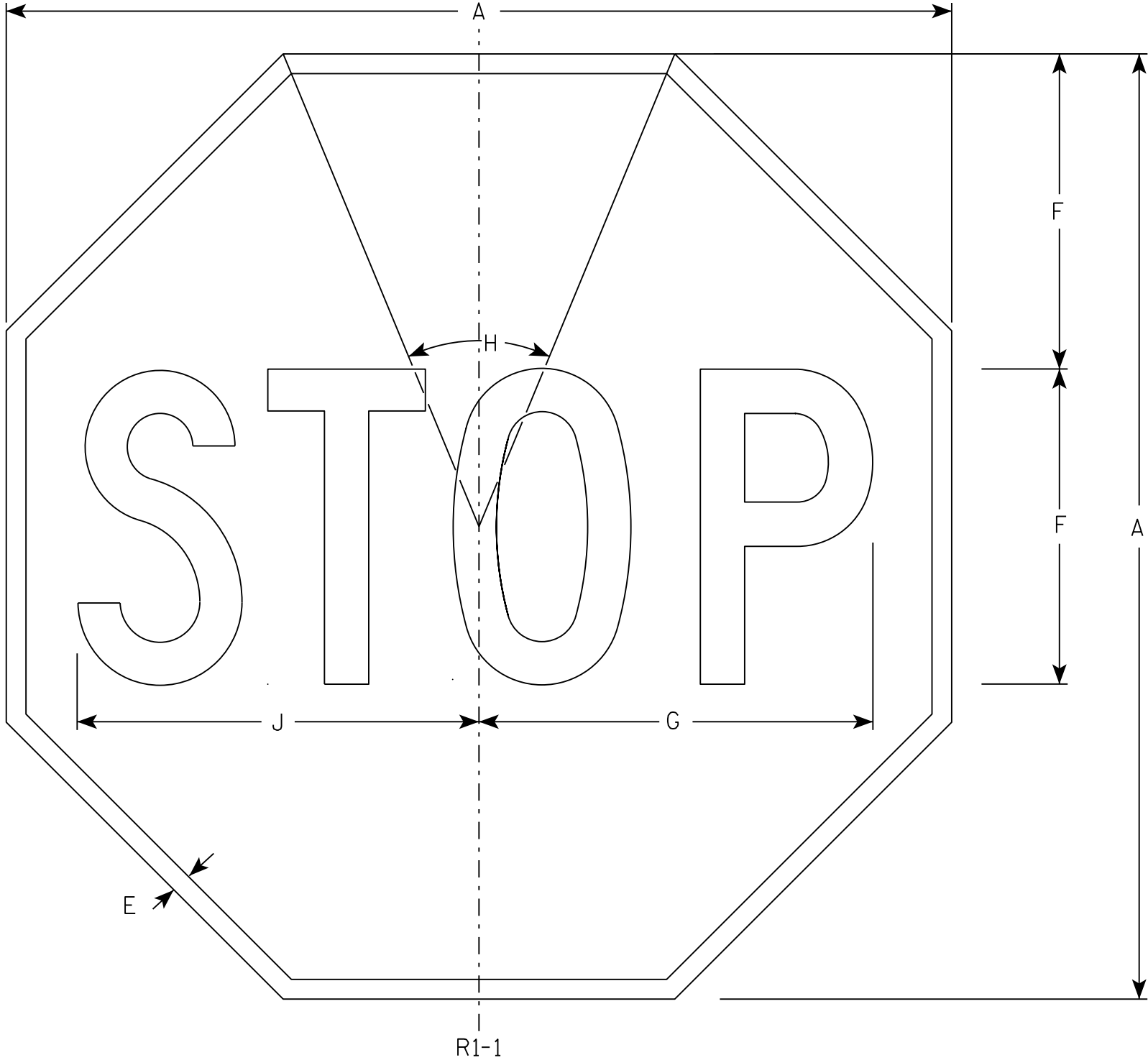
WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

DATE 10/15/15

PLAT 72

M6-1.15



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

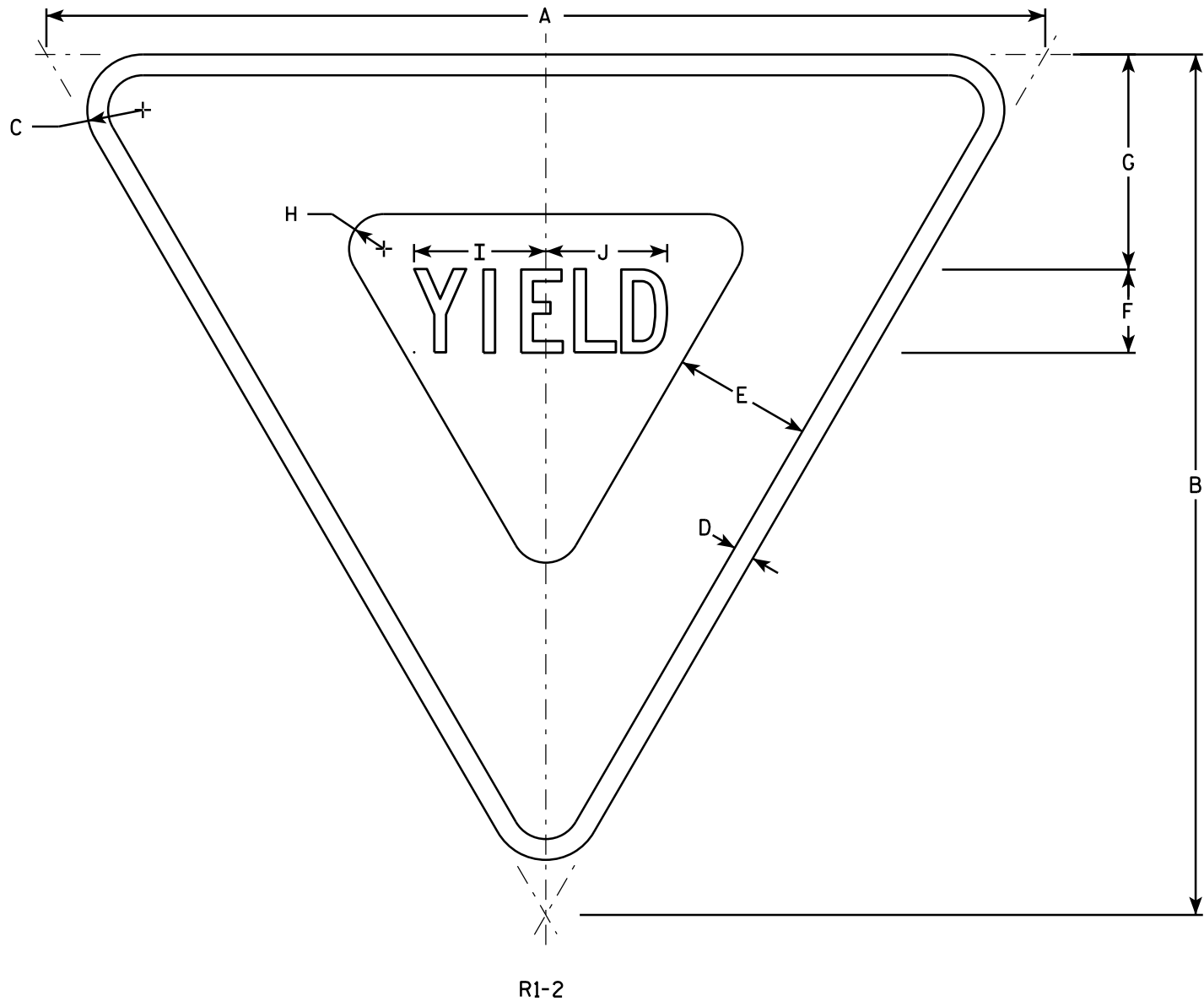
STANDARD SIGN

R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 11/12/15 PLATE 173 R1-1.13



NOTES

- 1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:
Background - White
Message - See note 5
- 3. Message Series - C
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. The border strip and word message are reflectorized red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

STANDARD SIGN

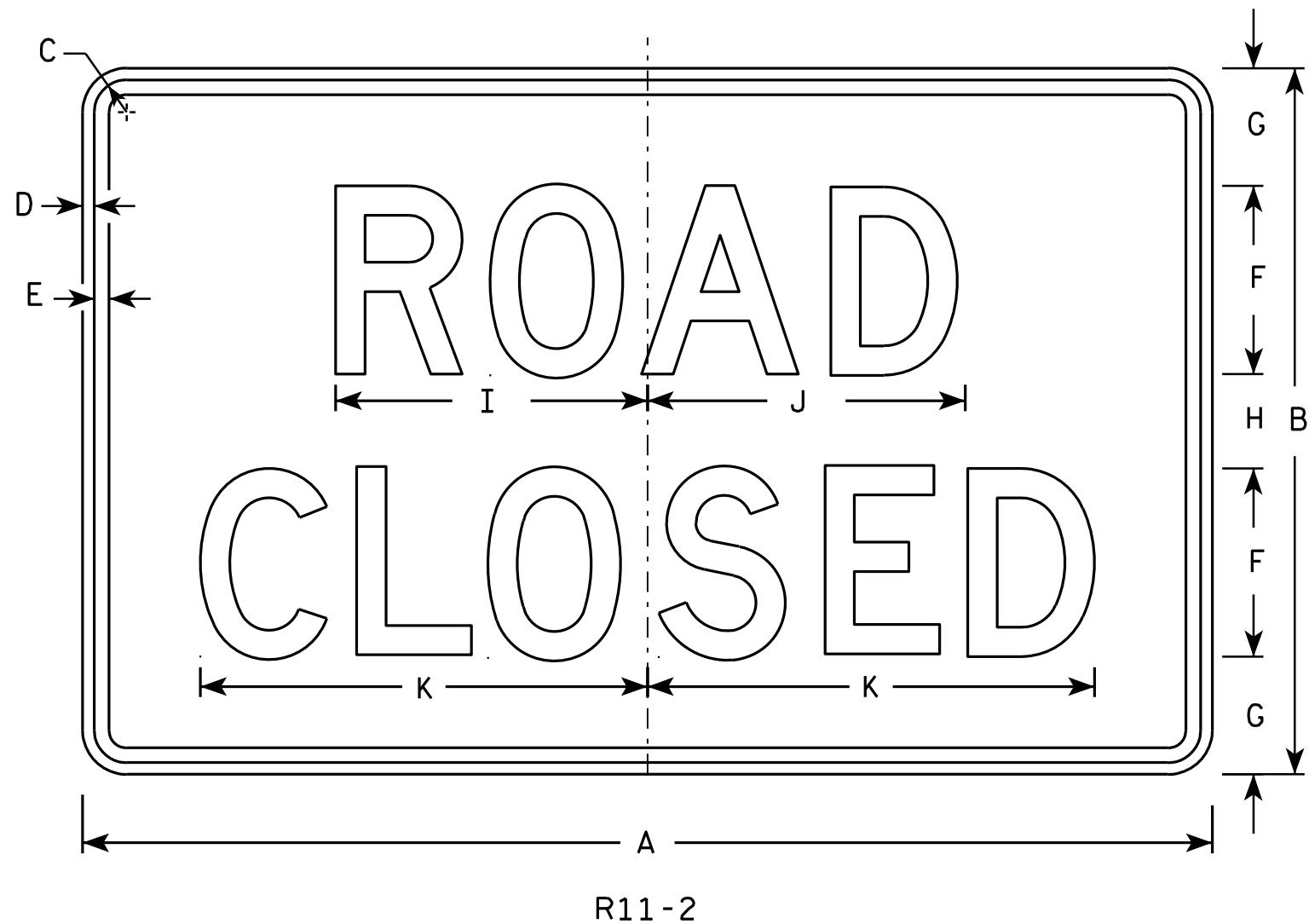
R1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

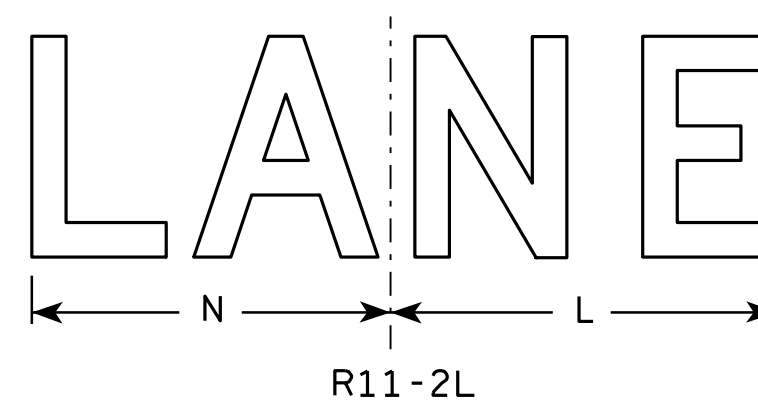
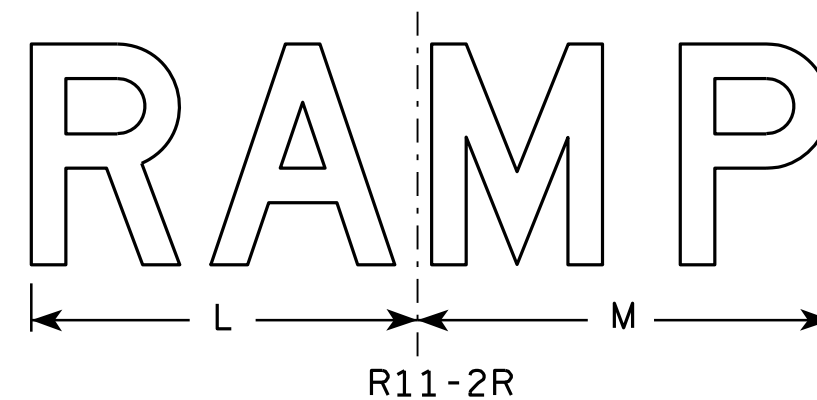
DATE 10/13/14 PLATE 74 P1-2.12

SHEET NO: E



NOTES

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



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

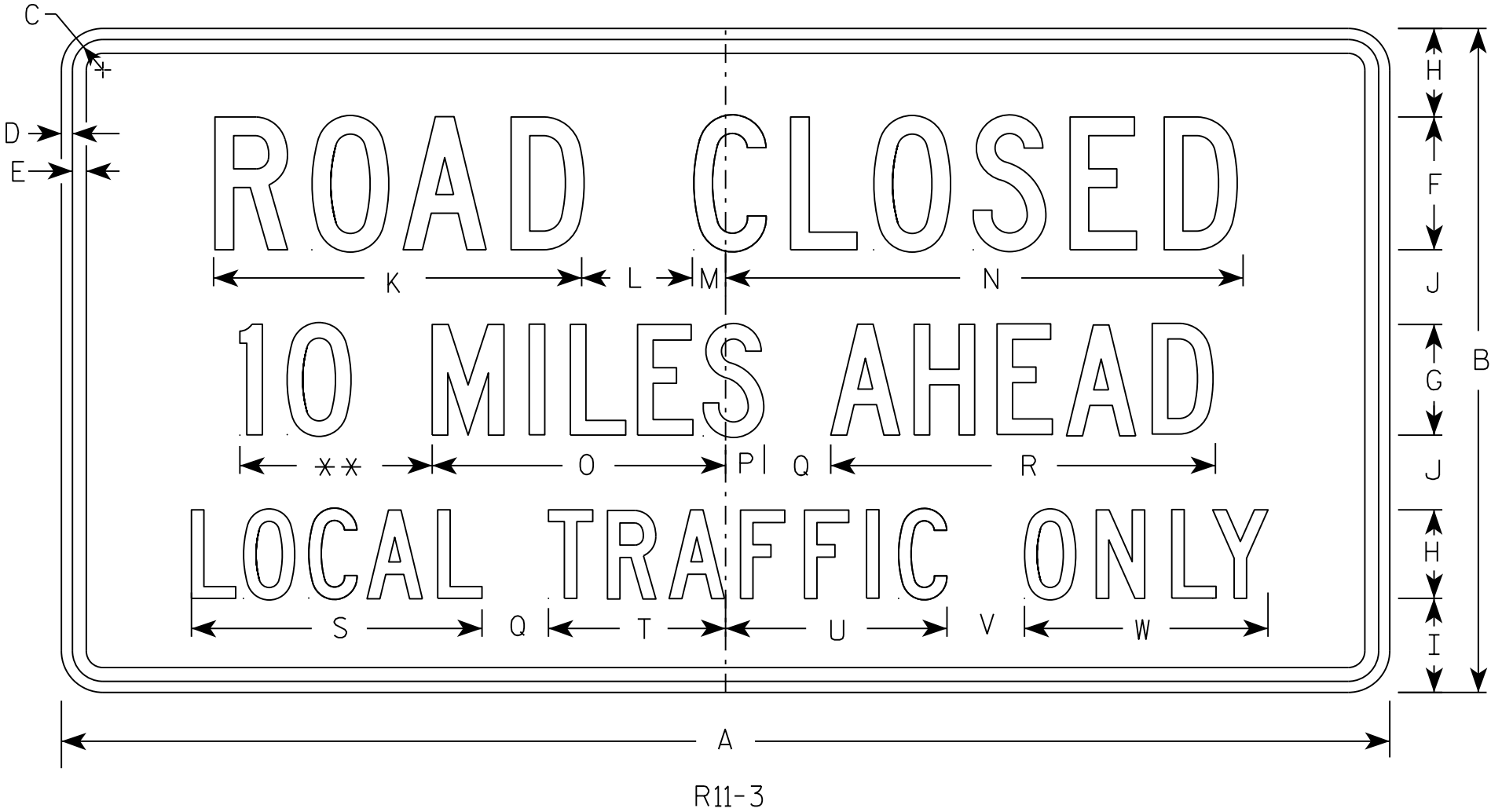
STANDARD SIGN R11-2

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: 75 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																											

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E

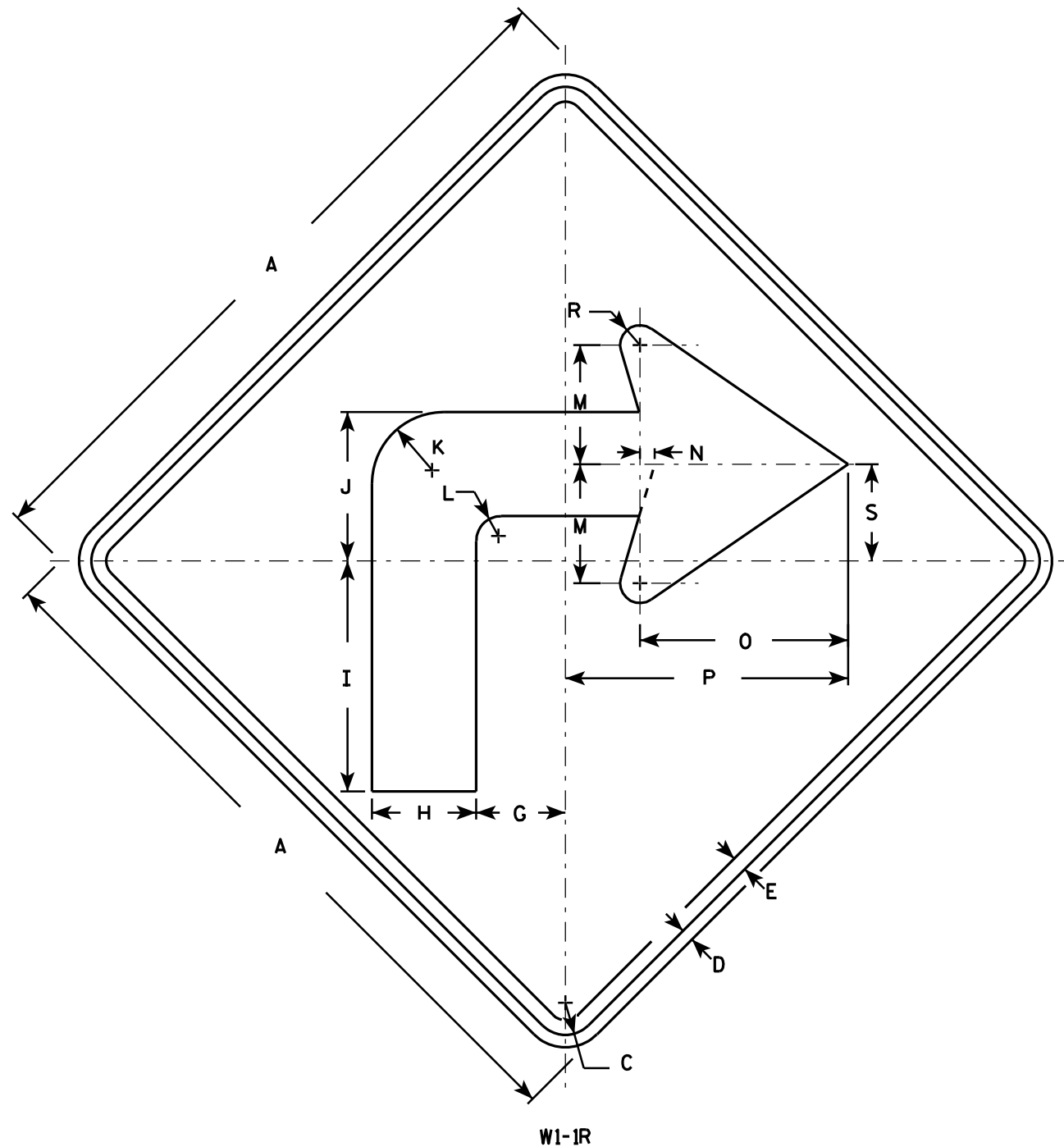
STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

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

76



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

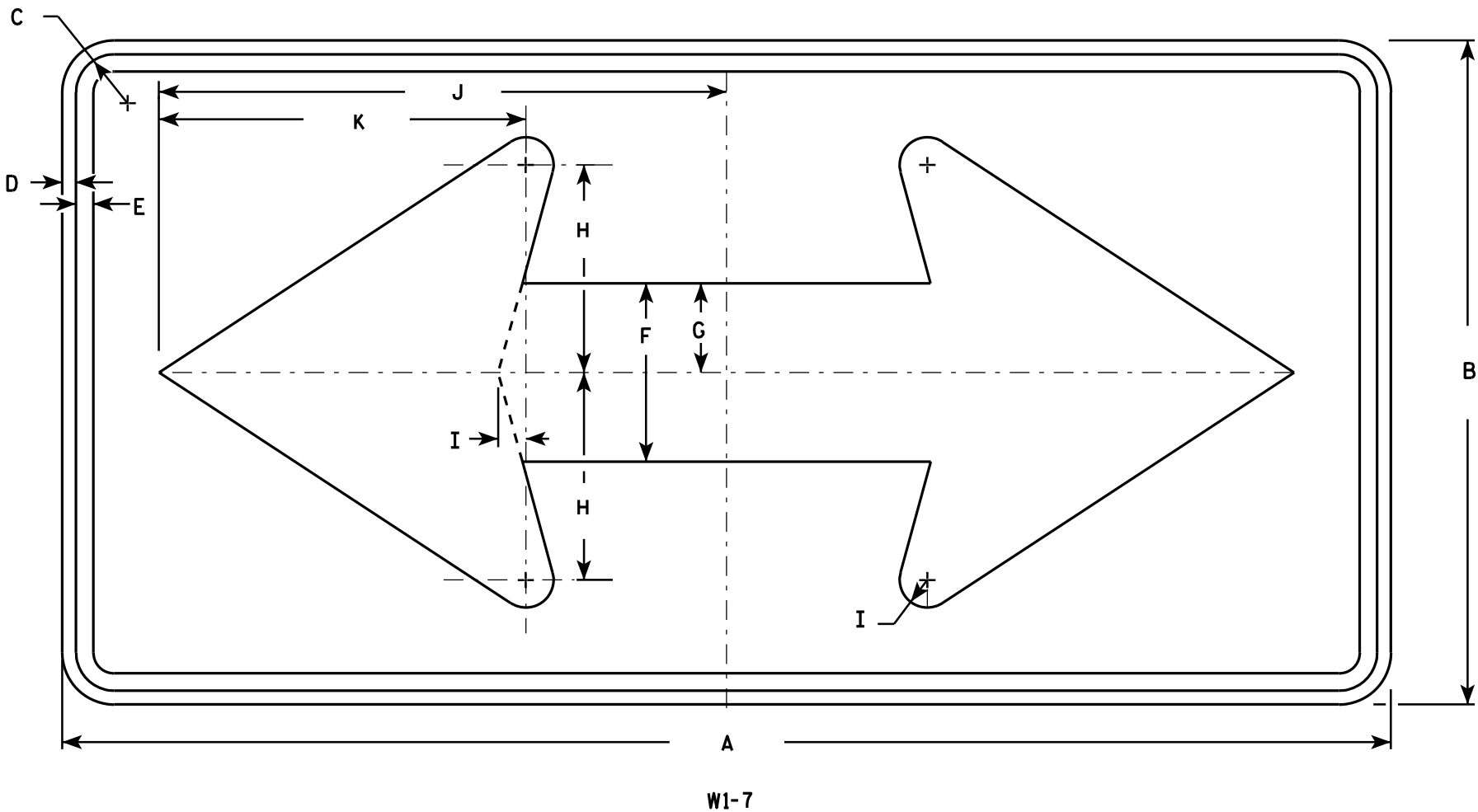
W1-1

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: 77 E



NOTES

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

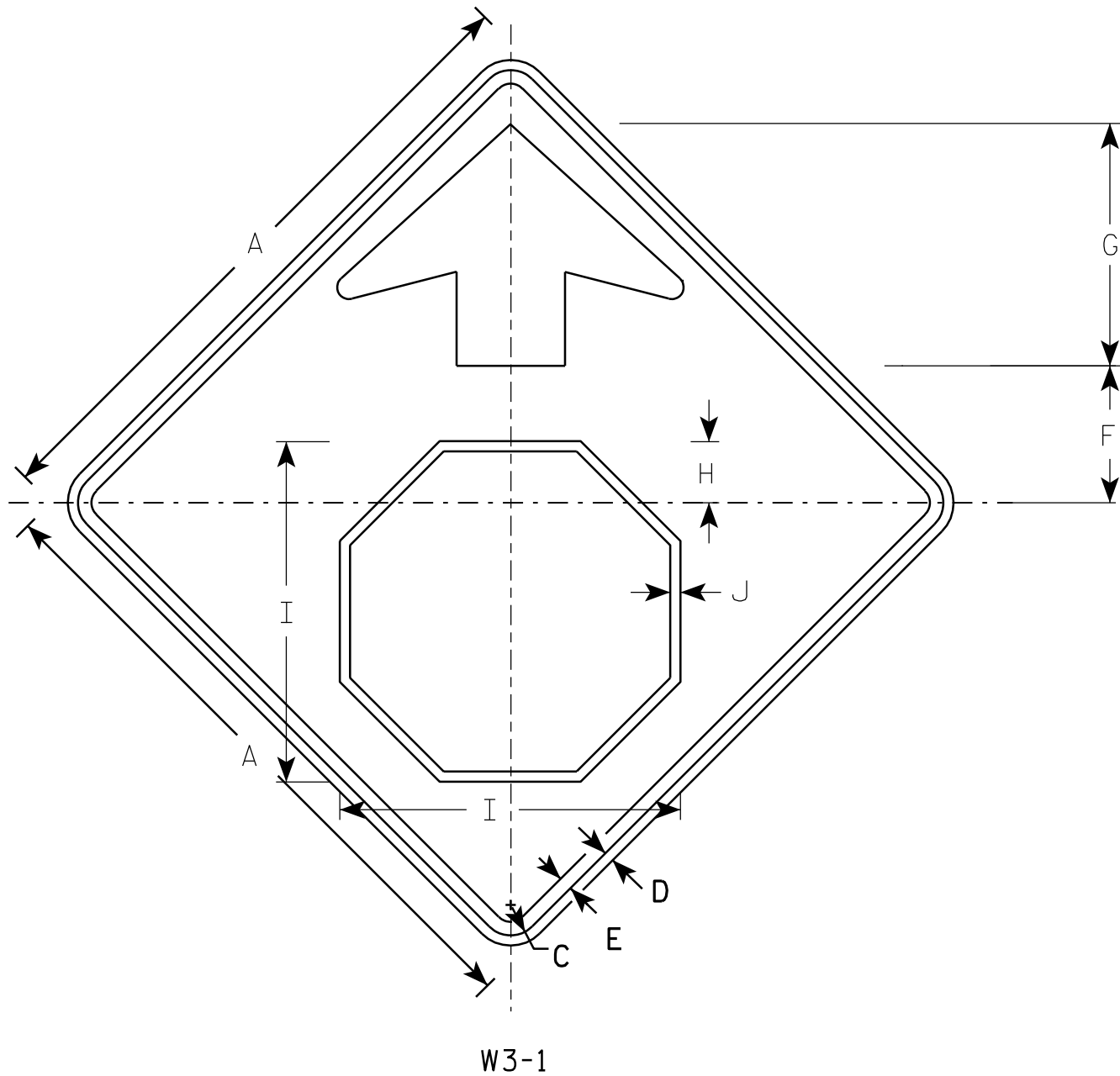
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/8	3/8	1/2	5	2 1/2	5 3/4	3/4	15 5/8	10 1/8																4.5
2S	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
2M	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
3	60	30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

STANDARD SIGN
W1 - 7

WISCONSIN DEPT OF TRANSPORTATION

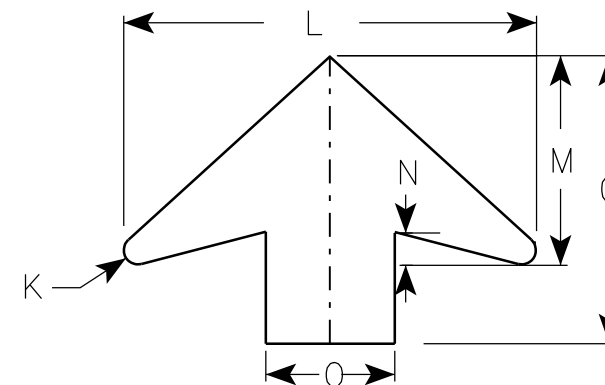
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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



NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - YELLOW
Arrow & Border - BLACK
Stop Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 ³ / ₈	1/2	5/8	6 1/4	11 1/4	2 7/8	15 3/4	1/2	1/2	16	8	1 1/4	5												6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0

PROJECT NO:

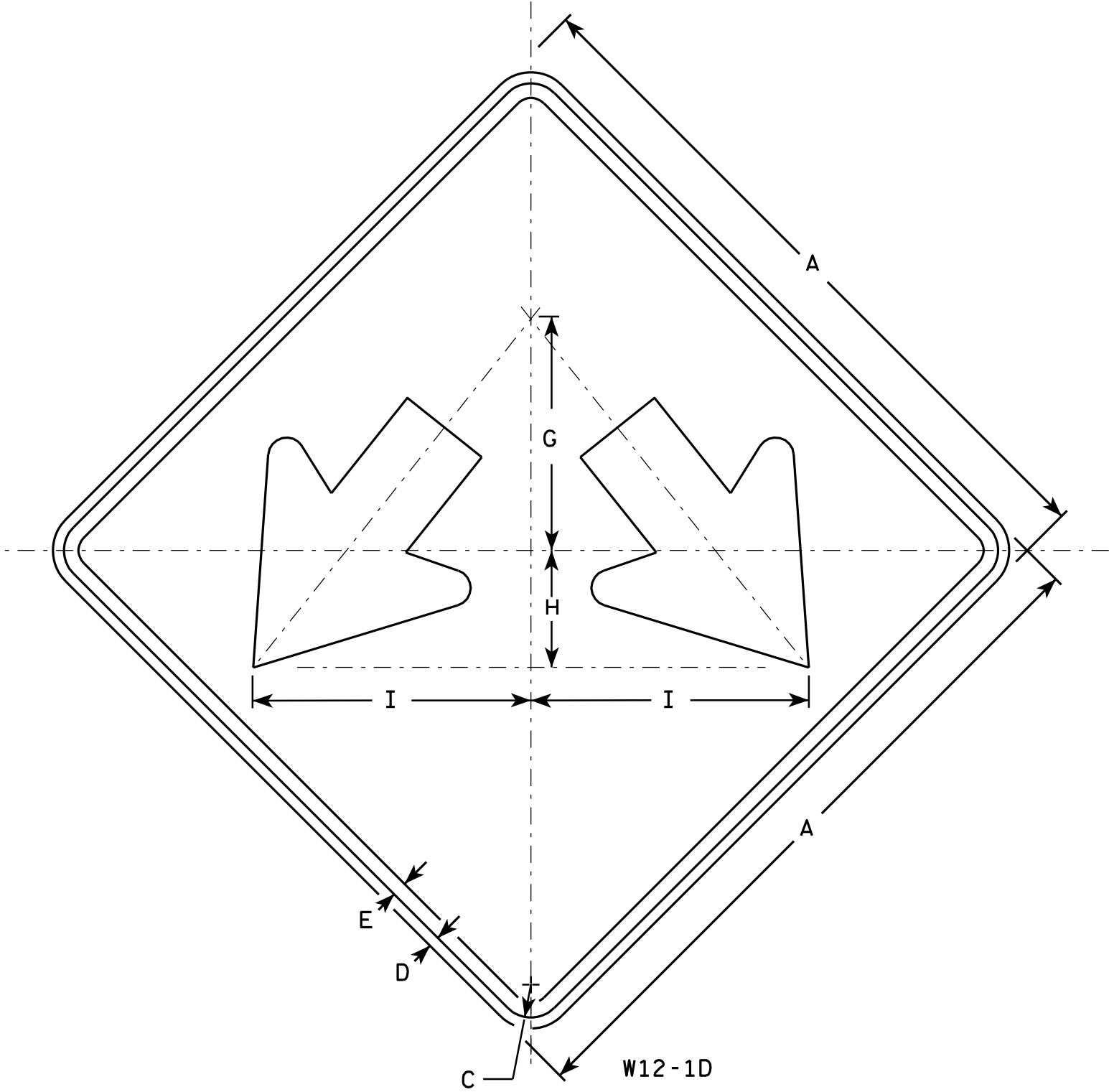
STANDARD SIGN
W3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer
DATE 6/7/10 PLATE NO. W3-1.12

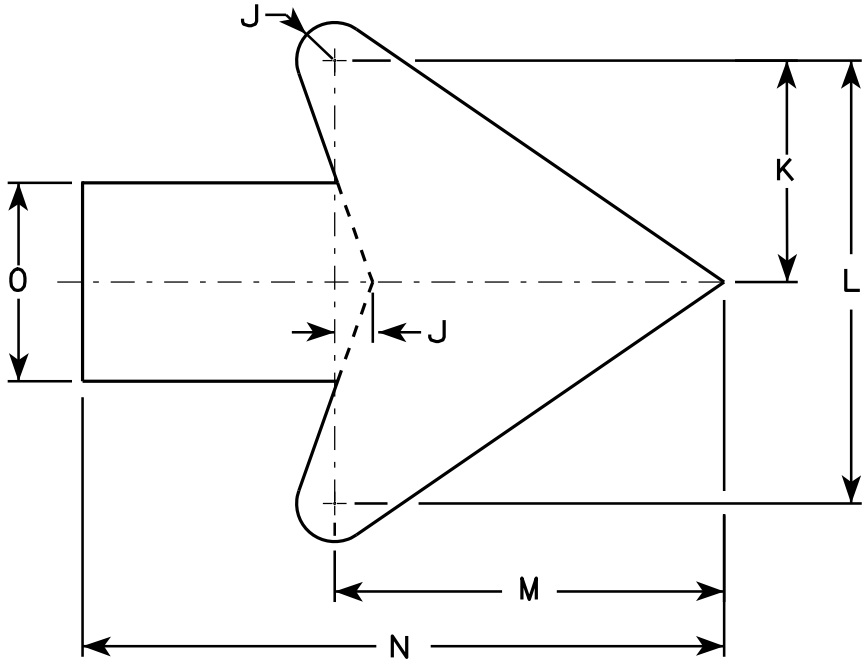
SHEET NO: 79

E



NOTES

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



Arrow Detail

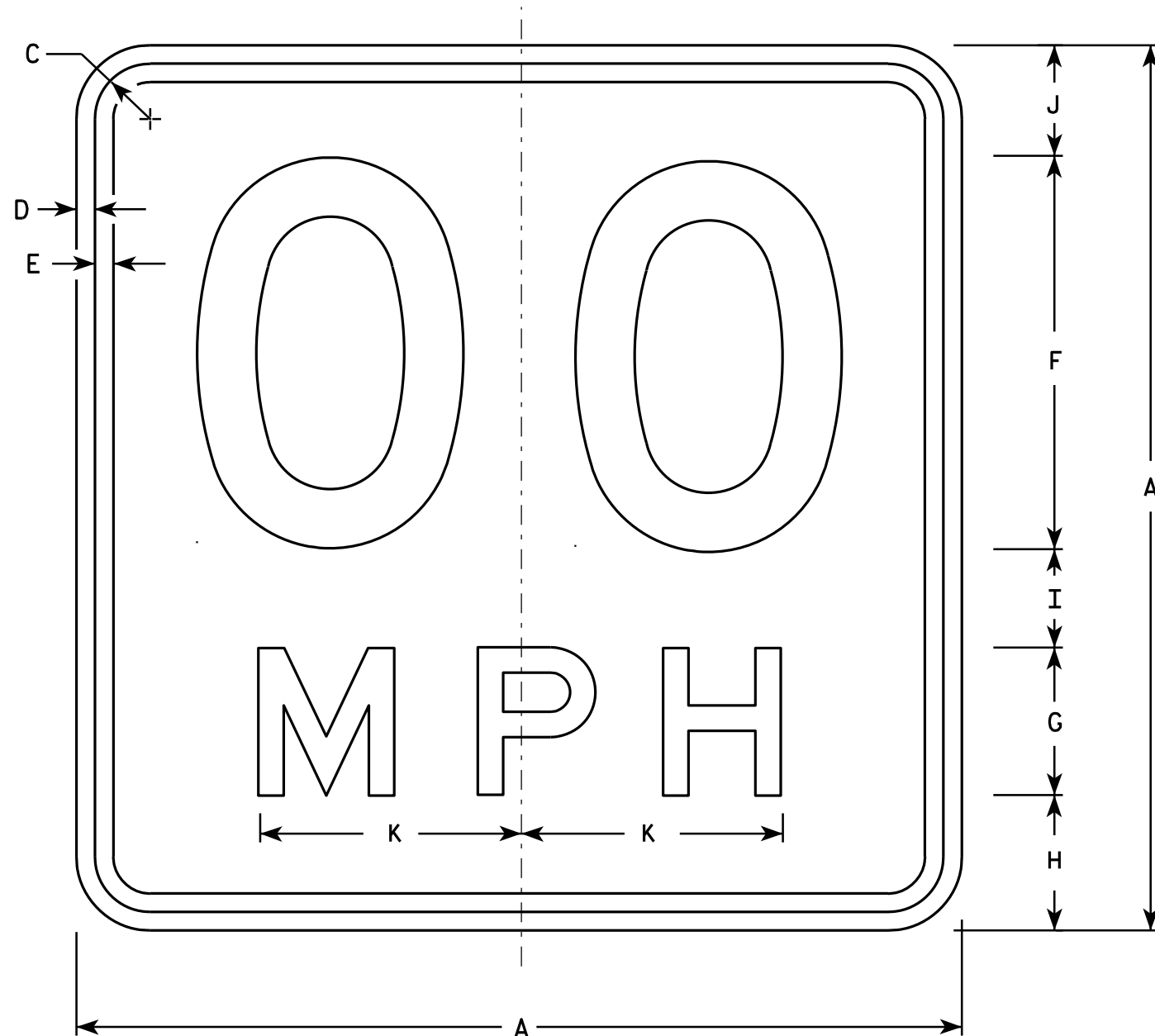
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2M	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
3	30		1 3/8	1/2	5/8		10	5	11 7/8	3/4	4 1/2	9	7 7/8	13	4												6.25
4	36		1 3/8	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0
5	48		2 1/4	3/4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0

STANDARD SIGN
W12-1D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W12-1D.15



NOTES

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

W13-1

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

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

STANDARD SIGN

W13-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

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

PROJECT NO:

HWY:

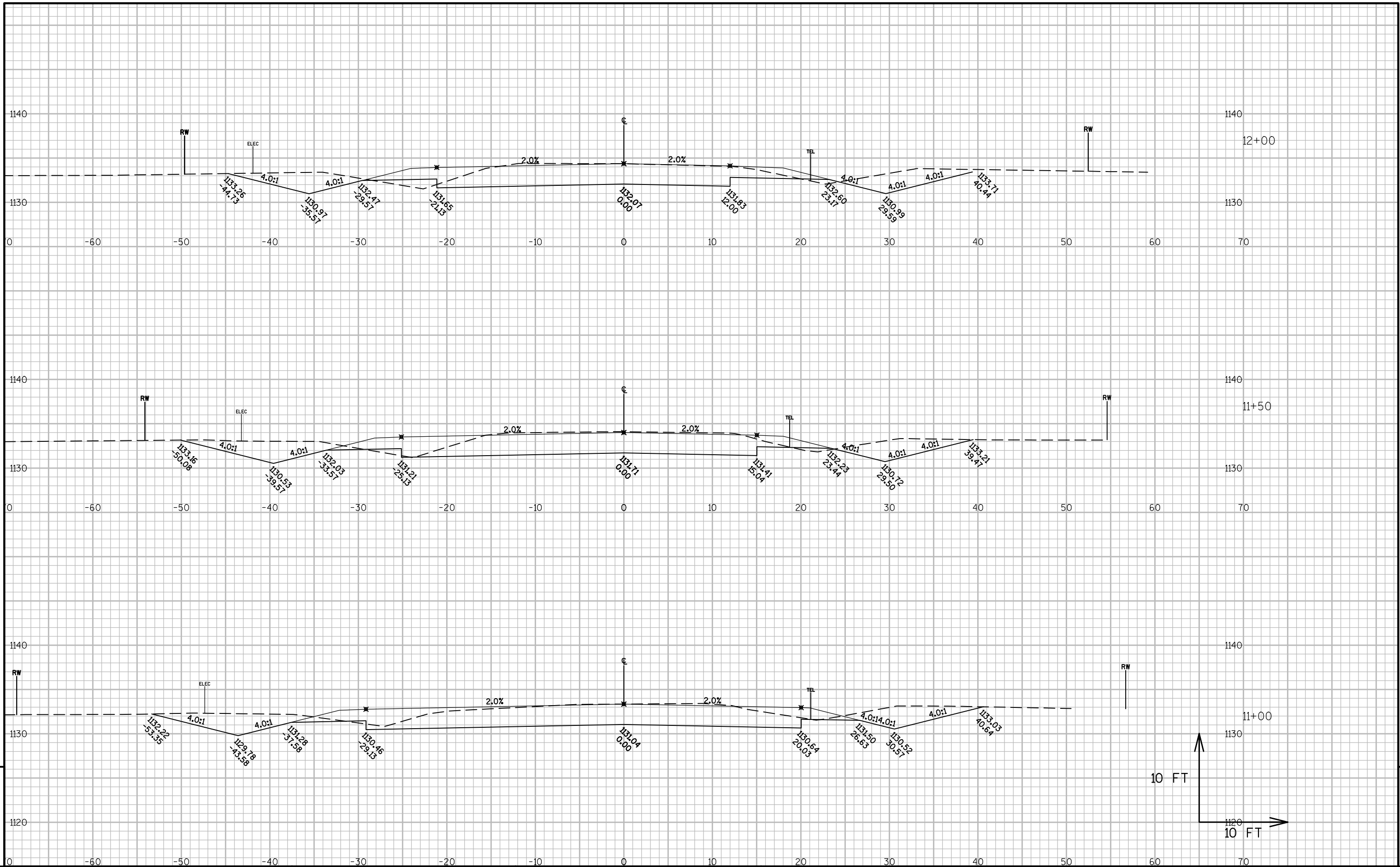
COUNTY:

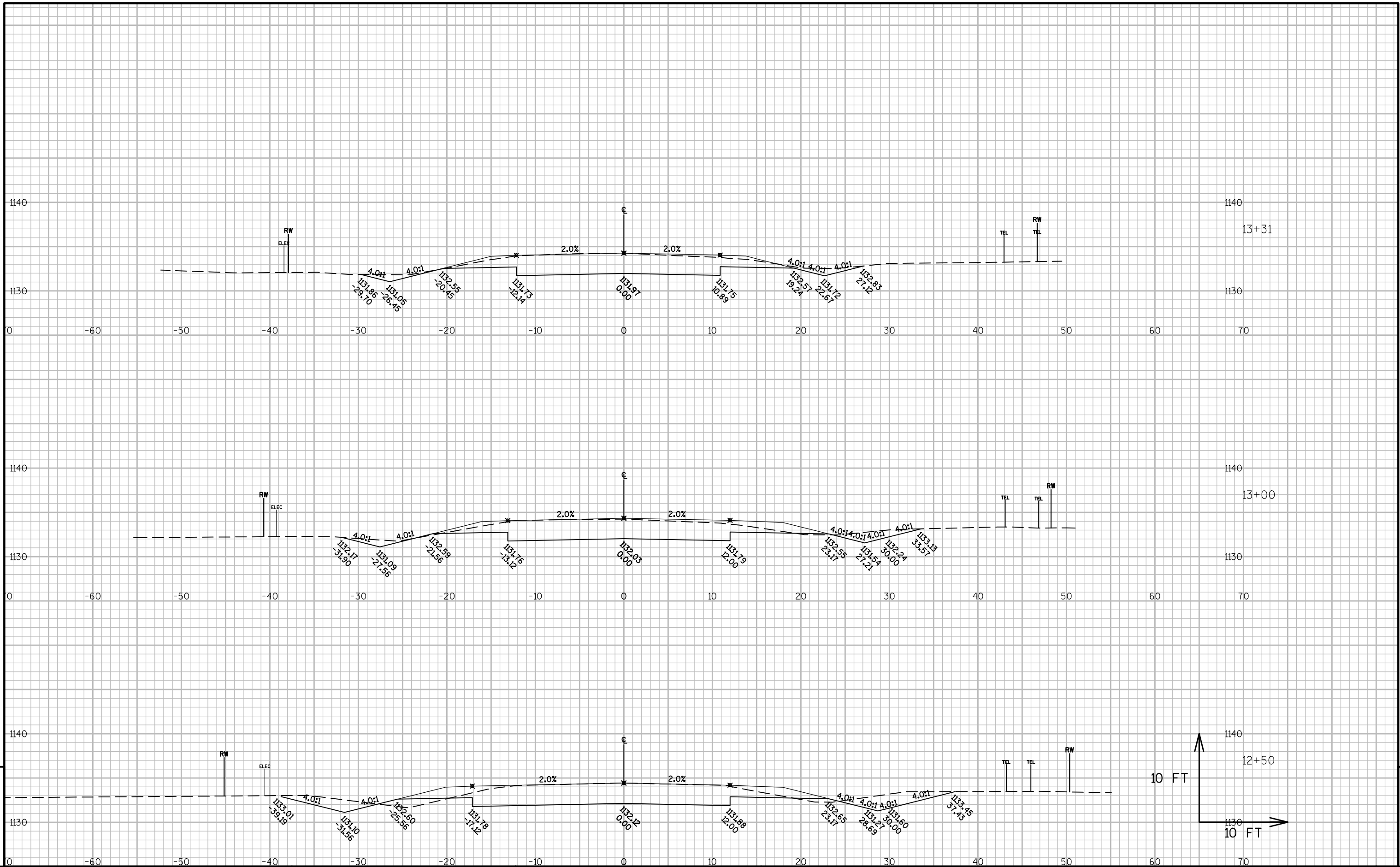
SHEET NO: 81

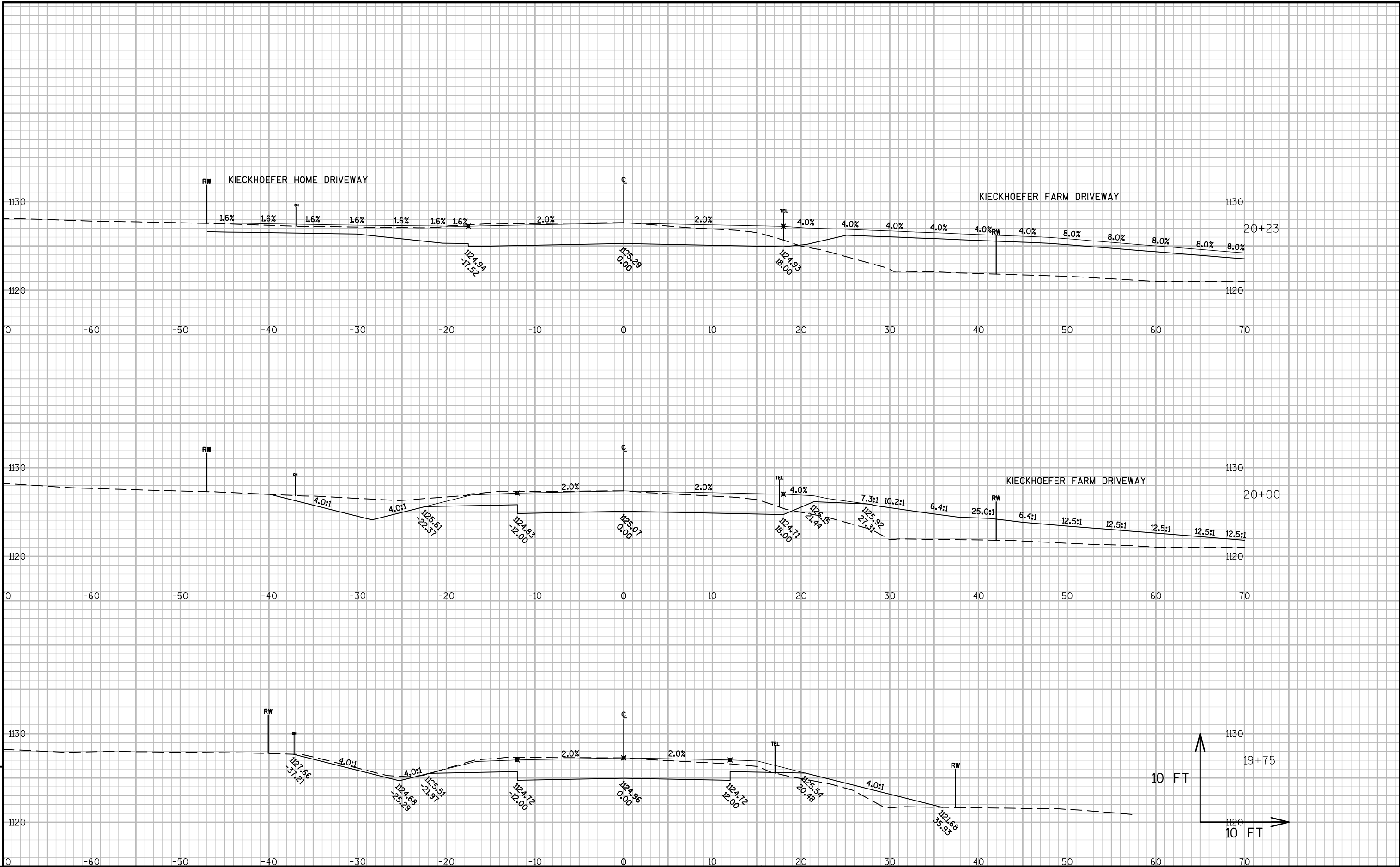
E

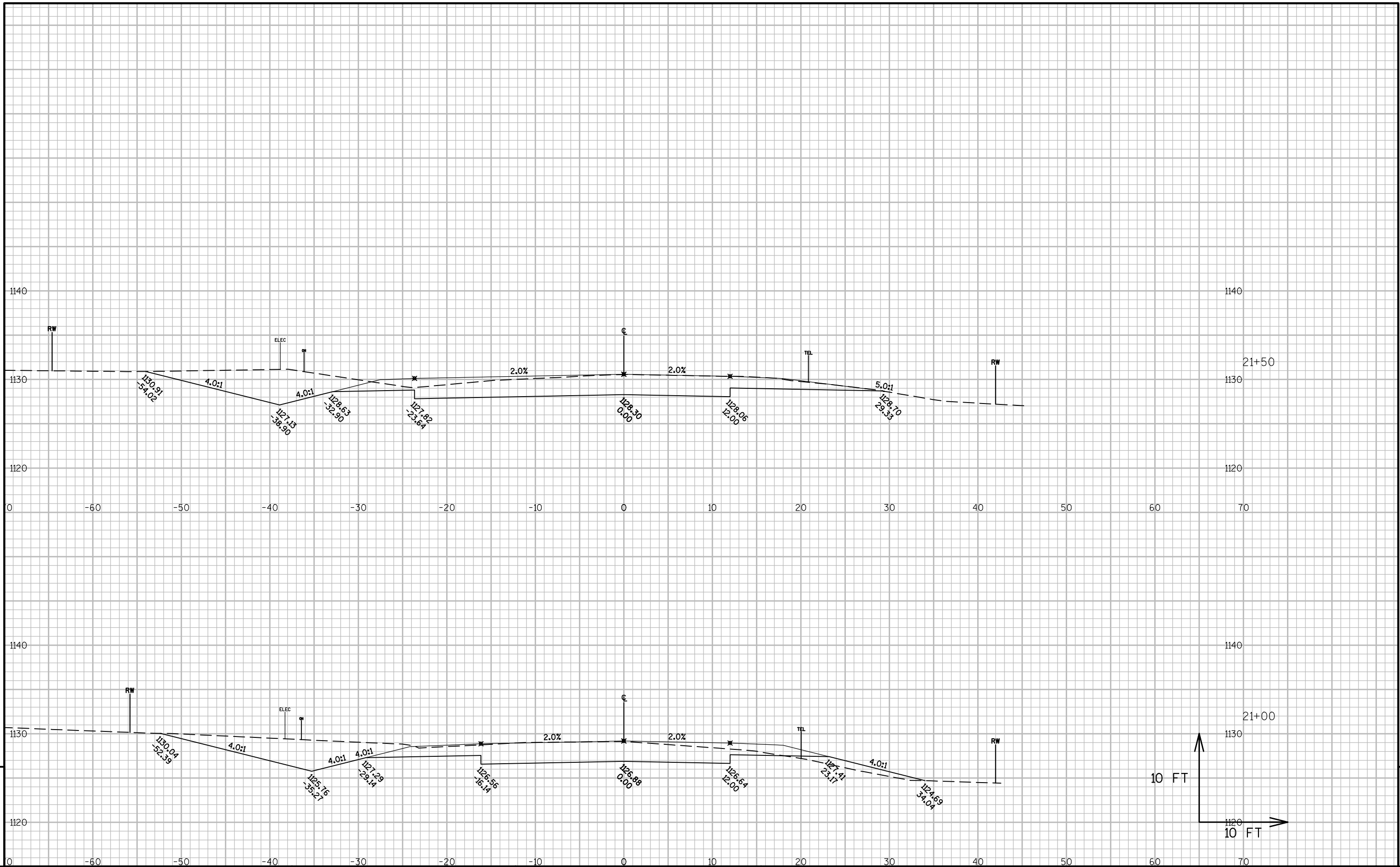
STATION	DISTANCE	AREA			INCREMENTAL VOLUME (UNADJUSTED)			AVAILABLE	EXPANDED	MASS ORDINATE (CY) (4)
		CUT (SF)	FILL (SF)	UNUSABLE MATERIAL (SF)	COMMON EXCAVATION (CY)	FILL (CY)	UNUSABLE MATERIAL (CY)	MATERIAL (CY) (2)	FILL (CY) (3)	
					205.0100 (1)			1.00	FACTOR 1.25	
STH 65										
11+00.00	-	143.83	0.44	8	-	-	-	-	-	0.00
11+50.00	50	130.19	3	8	253.72	3.19	14.81	238.91	3.99	234.92
12+00.00	50	117.23	5.64	8	229.09	8.00	14.81	214.28	10.00	204.28
12+50.00	50	91.34	5.76	8	193.12	10.56	14.81	178.31	13.20	165.11
13+00.00	50	71.56	0.62	8	150.83	5.91	14.81	136.02	7.39	128.63
13+31.09	31.09	68.49	0.02	8	80.63	0.37	9.21	71.42	0.46	70.96
TOTAL		622.64	15.48	48	907.40	28.03	68.47	838.93	35.04	803.89
STH 65-KENNEDY MILL AVENUE										
19+75.00	-	70.87	13.92	8	-	-	-	-	-	0.00
20+00.02	25.02	98.38	102.3	8.67	78.42	53.84	8.03	70.38	67.3	3.08
20+22.71	22.69	108.36	159.42	11.16	86.87	109.96	9.38	77.49	137.45	-59.96
21+00.00	77.29	125.35	8.33	12.77	334.51	240.11	36.56	297.95	300.14	-2.18
21+50.00	50.00	143.53	-	12.45	248.96	7.71	23.06	225.91	9.64	216.27
22+00.00	50.00	104.28	-	8	229.45	-	14.81	214.64	-	-
22+50.00	50.00	96.05	-	8	185.49	-	14.81	170.68	-	-
23+00.00	50.00	64.19	1.97	8	148.37	1.83	14.81	133.56	2.29	131.27
23+50.00	50.00	44.73	1.46	8	100.85	3.18	14.81	86.04	3.98	82.06
23+98.59	48.59	37.69	1.07	8	74.16	2.28	14.40	59.77	2.85	56.92
TOTAL		893.43	288.47	93.05	1487.09	418.91	150.68	1336.41	523.64	427.46
FIELD ENTRANCE										
0+01.00	-	8.68	14.13	-	-	-	-	-	-	0.00
0+25.00	24.00	-	139.68	-	3.86	68.36	-	3.86	85.45	-81.59
0+50.00	25.00	-	85.61	-	-	104.3	-	-	130.38	-130.38
0+75.00	25.00	-	18.21	-	-	48.06	-	-	60.08	-60.08
1+00.00	25.00	-	5.06	-	-	10.78	-	-	13.48	-13.48
1+24.56	24.56	0.01	2.14	-	-	3.28	-	-	4.1	-4.10
TOTAL		8.69	264.83	0	3.86	234.78	0.00	3.86	293.48	-289.62
TOTAL		1524.76	568.78	141.05	2398.35	681.72	219.15	2179.20	852.15	941.73

1) COMMON EXCAVATION IS THE CUT. ITEM 205.0100
2) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL
3) EXPANDED FILL FACTOR = 1.25
4) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE LOCATION. PLUS QUANTITY INDICATES AN
EXCESS OF MATERIAL WITHIN THE STAGE. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE LOCATION

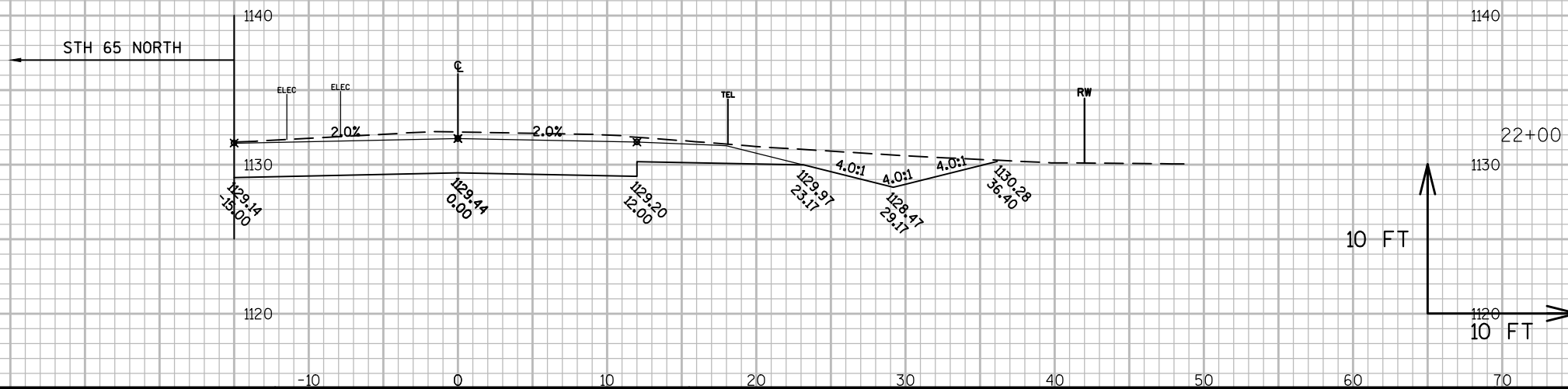
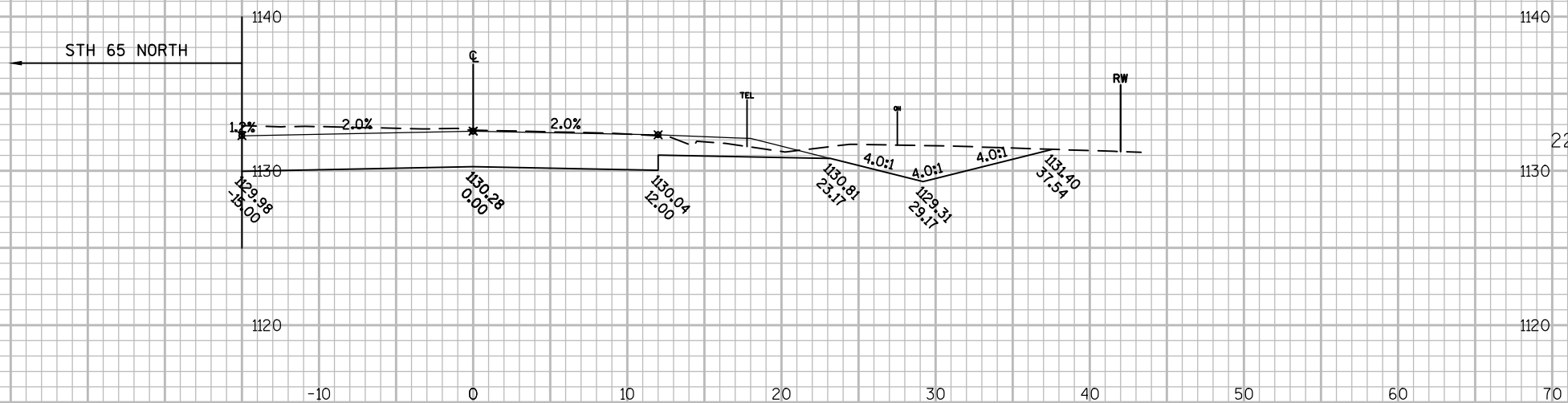




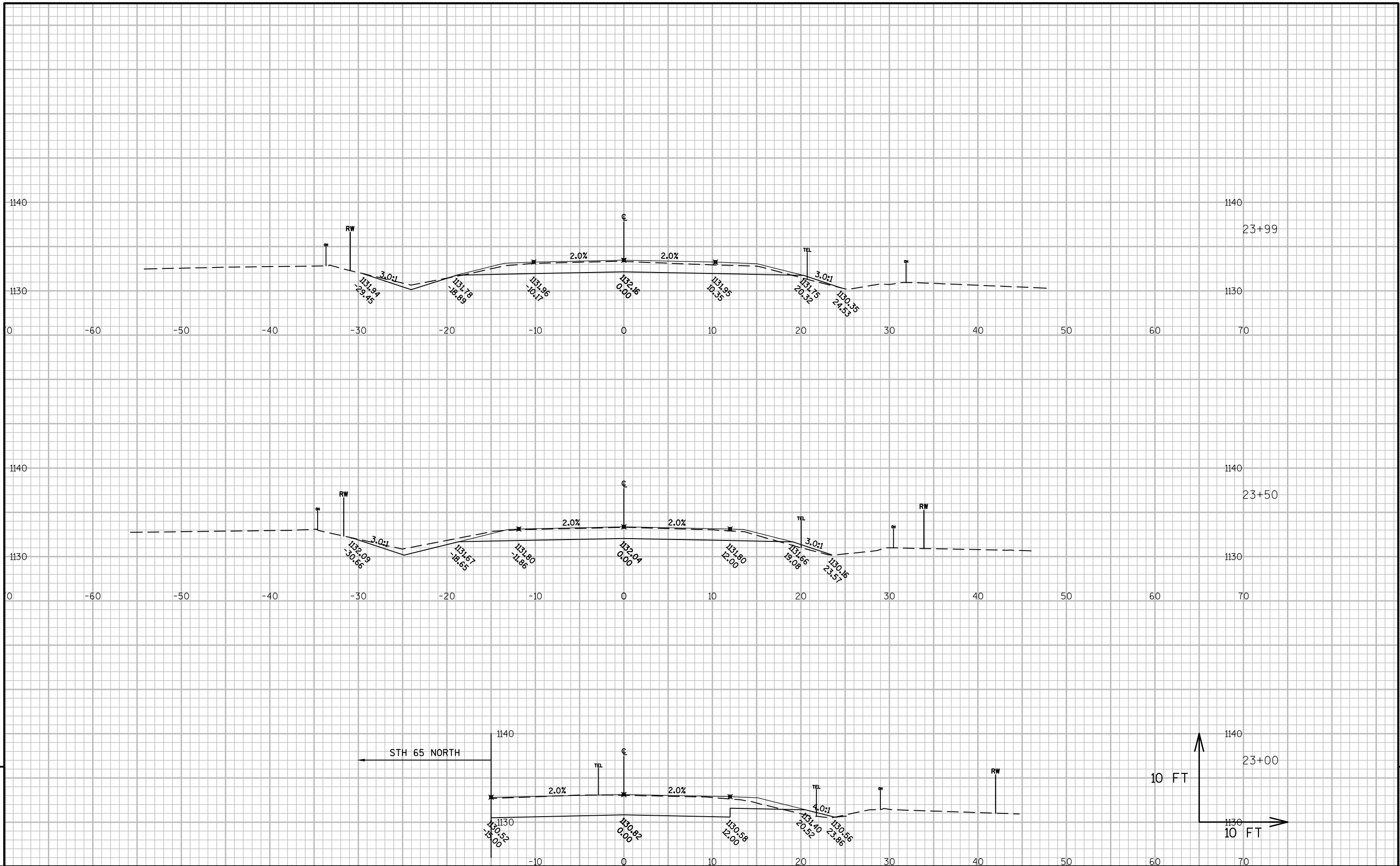




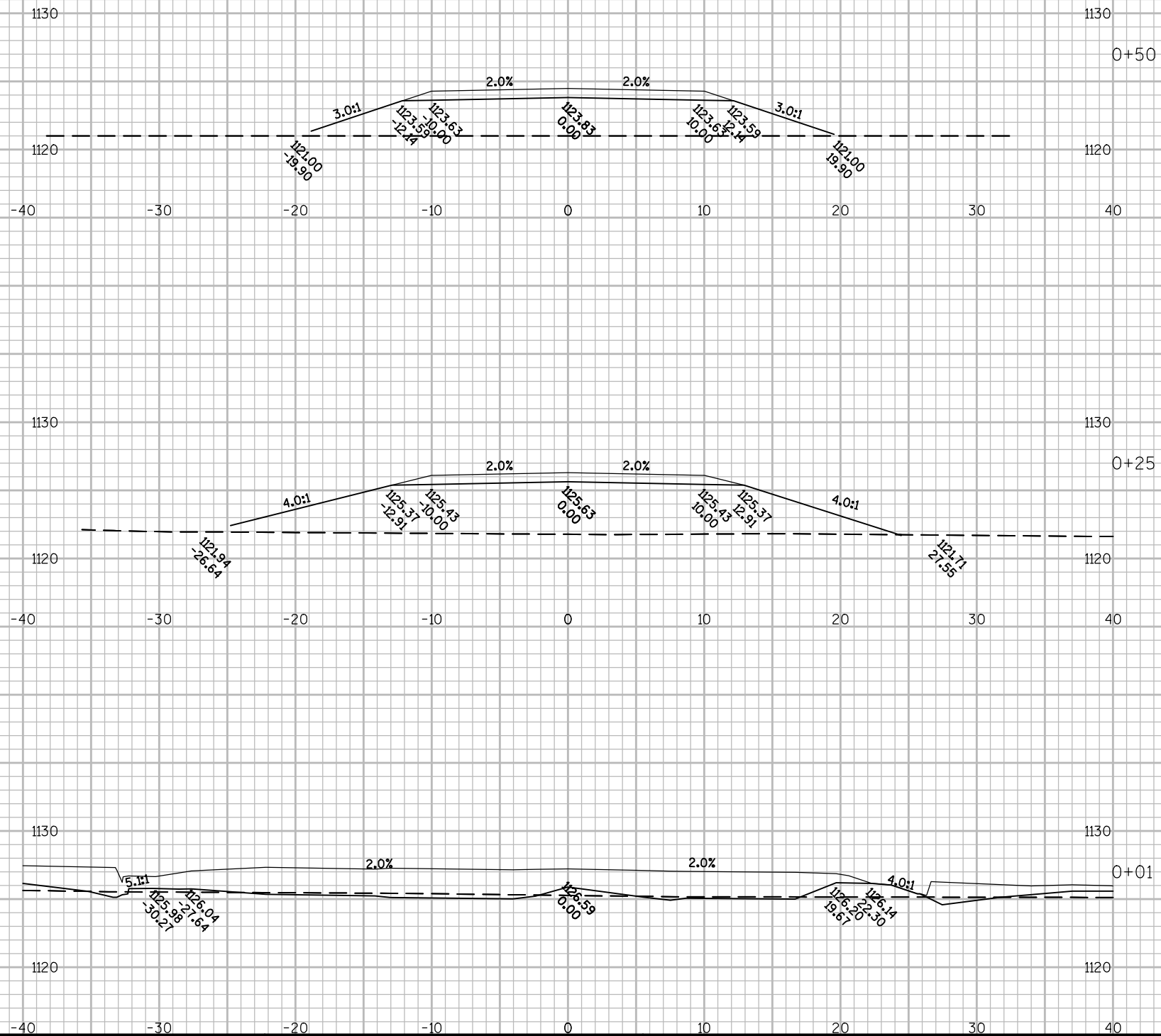
9



9



9



9

PROJECT NO:8865-00-73

HWY:STH 65

COUNTY:POLK

CROSS SECTIONS: FIELD ENTRANCE

SHEET 89

E

FILE NAME : C:\WISDOT\DESIGN\88650003\SHEETSPLAN\090207_XS.DWG
LAYOUT NAME - SECTION SHEET - (5)

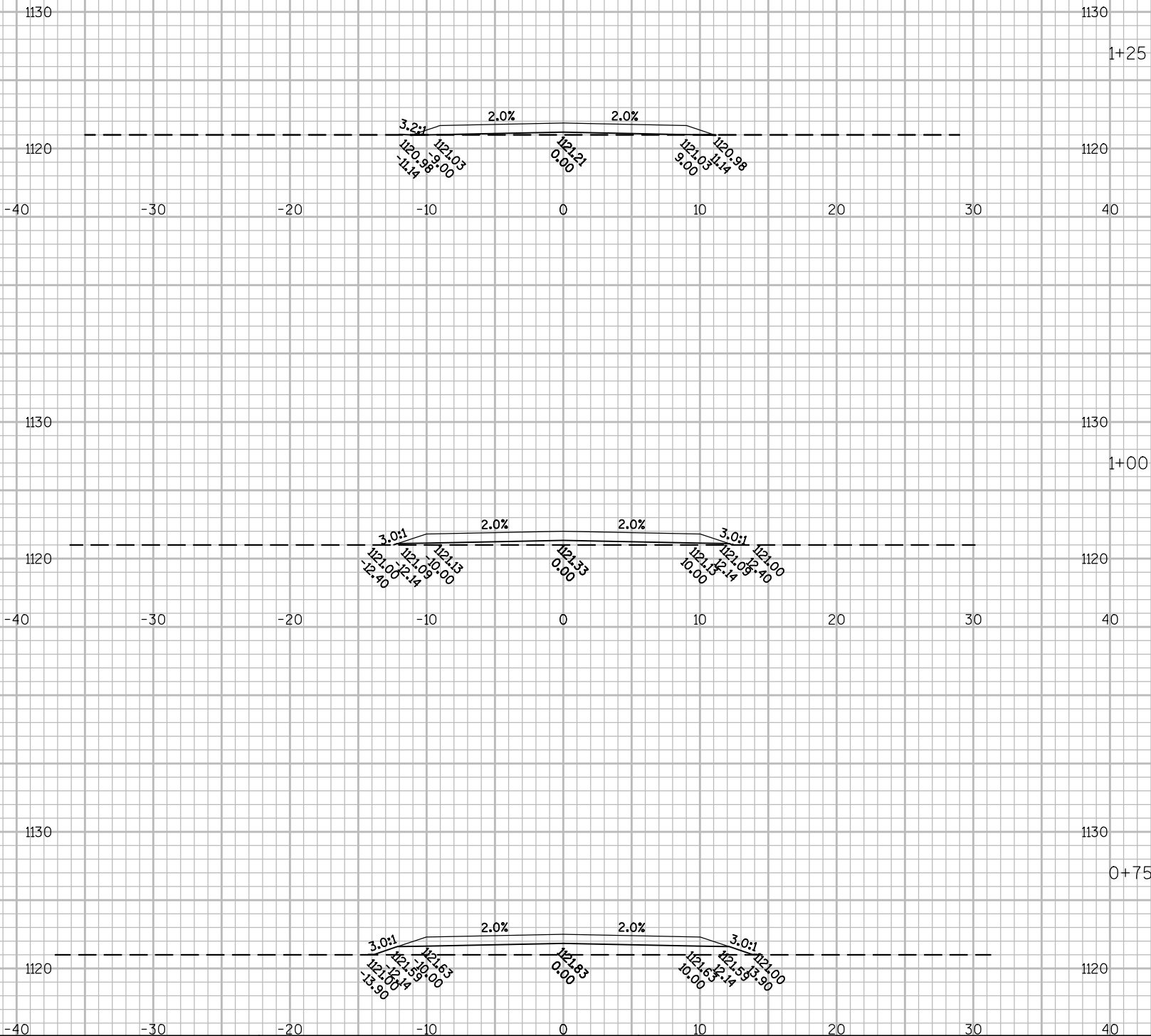
PLOT DATE : 10/13/2016 1:45 PM

PLOT BY : BECKLIN, MATTHEW R PLOT NAME :

PLOT SCALE : 1 IN:10 FT

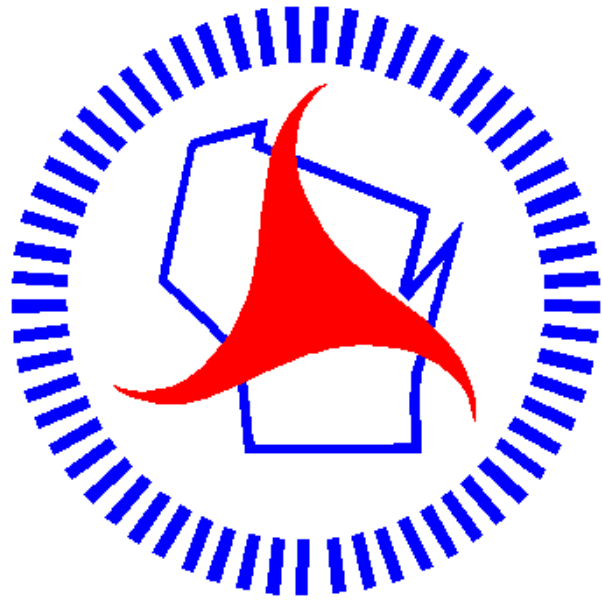
WISDOT/CADDs SHEET 49

9



9

Notes



Wisconsin Department of Transportation

Dedicated people creating transportation solutions through innovation and exceptional service.

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