LAX

DECEMBER 2017

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 = 278

PROJECT ID: 1650-02-61

COUNTY: CRAWFORD & VERNON

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Pavement Replacement

Boscobel - Readstown

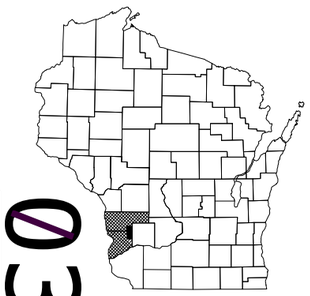
Bell Center Road to USH 14

USH 61

CRAWFORD & VERNON COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1650-02-61	WISC 2018002	1

STATE PROJECT NUMBER
1650-02-61



N

Exception to Net C/L Length
STA 1199+10 TO 1201+02 - B-62-0017

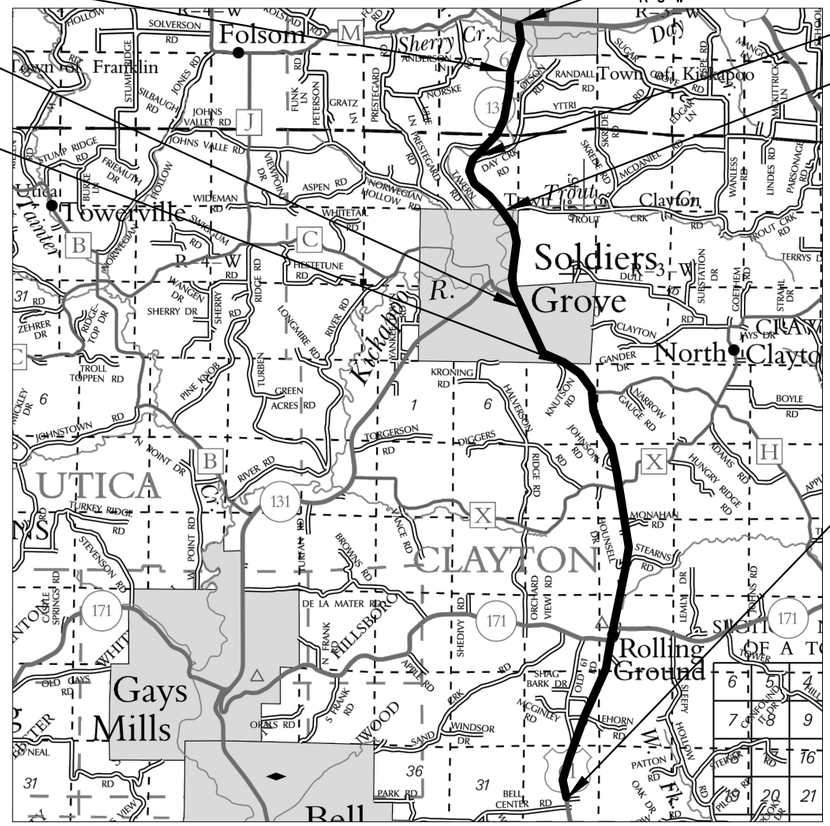
Exception to Net C/L Length
STA 985+66 TO 998+15 - B-12-0077

Exception to Net C/L Length
STA 942+28 TO 947+92 - B-12-0076

END PROJECT
1650-02-61
STA 1213+68

B-12-0010

B-12-0013



BEGIN PROJECT
1650-02-61
STA 612+50
X = 422489.850
Y = 211102.485

DESIGN DESIGNATION USH61 (1650-02-61)

A.A.D.T.	(2015)	= 1900-3000
A.A.D.T.	(2035)	= 2300-3600
D.H.V.		= 546
D.D.		= 60/40
T.		= 14.5%
DESIGN SPEED		= 55MPH
ESALS		= 963,600-1,832,300

CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	ROCK
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	LABEL
EXISTING RIGHT OF WAY		GRADE ELEVATION	95.36
PROPOSED OR NEW R/W LINE			
SLOPE INTERCEPT		CULVERT (Profile View)	
REFERENCE LINE	300'EB'	UTILITIES	
EXISTING CULVERT		ELECTRIC	E
PROPOSED CULVERT (Box or Pipe)		OVERHEAD UTILITY	OH
COMBUSTIBLE FLUIDS	CAUTION	FIBER OPTIC	FO
		GAS	G
		SANITARY SEWER	SAN
		STORM SEWER	SS
MARSH AREA		TELEPHONE	T
		WATER	W
		UTILITY PEDESTAL	
WOODED OR SHRUB AREA		POWER POLE	
		TELEPHONE POLE	

LAYOUT
SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE (1650-02-61) = 11.006MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, CRAWFORD COUNTY, NAD83 (2007), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ELEVATIONS SHOWN ON THE PLAN ARE REFERENCESD TO THE NORTH AMERICAN VERTICAL DATUM (NAVD) 1988 ADJUSTMENT 2007.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WisDOT
Designer	JONATHAN DAVIDSON
Project Manager	TODD WALDO
Regional Examiner	REGIONAL EXAMINER
Regional Supervisor	REINY YAHNKE

APPROVED FOR THE DEPARTMENT

DATE: 7/27/2017 Todd Waldo (Signature)

E

FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\010101-TI.DWG
LAYOUT NAME - 010101-TI

PLOT DATE : 7/24/2017 3:33 PM

PLOT BY : DAVIDSON, JONATHAN BPLOT NAME :

WISDOT/CADDS SHEET 10

GENERAL NOTES

- THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE HIS CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.
- THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH THE EXISTING UTILITY FACILITIES.
- RIGHT OF WAY LINES SHOWN ON THE CROSS SECTIONS ARE APPROXIMATE.
- ALL RADII ARE MEASURED TO EDGE OF PAVEMENT UNLESS OTHERWISE SHOWN OR NOTED ON THE PLAN.
- CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES EXCEPT WHEN PIPE LAYING OPERATIONS REQUIRE THE DRIVEWAY TO BE CLOSED. ACCESS TO DRIVEWAY SHALL BE RE-ESTABLISHED IMMEDIATELY AFTER PIPE IN DRIVEWAY AREA IS INSTALLED. ACCESS SHALL BE PROVIDED DURING ALL NON-WORKING HOURS.
- PRIOR TO THE PLACEMENT OF STEEL PLATE BEAM GUARD OR MGS GUARDRAIL, THE SHOULDERS SHALL BE IN PLACE, SHAPED AND COMPACTED UNLESS SHOWN OTHERWISE.
- THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, BIKE OR PARKING LANE.
- HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/IN.
- "4" INCH HMA PAVEMENT TYPE "4 LT 58-28 S", SHALL BE CONSTRUCTED WITH "1.75" INCH UPPER LAYER AND "2.25" INCH LOWER LAYER.
- CONTRACTOR WILL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY HIS OPERATION OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS.
- TOPSOIL /SALVAGE TOPSOIL SHALL BE PLACED 1 INCH BELOW THE TOP OF ADJACENT CONCRETE CURBS OR SIDEWALKS.
- THE QUANTITY OF THE ITEMS FOR EROSION PROTECTION INCLUDES AN UNDISTRIBUTED AMOUNT FOR PROTECTION, CONTROL AND ABATEMENT OF WATER POLLUTION RESULTING FROM SOIL EROSION. THE DISTRIBUTION AND LOCATION OF THESE MATERIALS ARE TO BE DETERMINED BY THE ENGINEER.
- DISTURBED AREAS WITHIN THE RIGHT OF WAY ARE TO BE TOPSOILED (SALVAGED), FERTILIZED, SEEDED, AND MULCHED AS DIRECTED BY THE ENGINEER.
- (SALVAGED) TOPSOIL AND MULCH HAS BEEN COMPUTED BY DIRECT MEASUREMENTS ON THE CROSS SECTIONS PLUS 5 FT BEYOND THE TOE OF SLOPE. SEEDING AND FERTILIZER HAS BEEN COMPUTED BY DIRECT MEASUREMENTS ON THE CROSS SECTIONS PLUS 10 FT.
- CONSIDER DIMENSIONS GIVEN FOR EXISTING FEATURES AS APPROXIMATE AND MEASURE FEATURES IN THE FIELD FOR MATCHING PURPOSES.
- 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.
- WETLANDS, WATERWAYS, ARCHAEOLOGICAL SITES AND OTHER ENVIRONMENTALLY SENSITIVE AREAS SHALL BE PROTECTED AT ALL TIMES. DO NOT STORE EQUIPMENT OR MATERIALS NEAR SITES UNLESS APPROVED BY THE ENGINEER.

ORDER OF SECTION 2 SHEETS

GENERAL NOTES
PROJECT CONTACTS
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
INTERSECTION DETAILS
EROSION CONTROL
PERMANENT SIGNING
TRAFFIC CONTROL
PAVEMENT BORING SUMMARY TABLE
SUPERELEVATION DATA TABLE
CONTROL POINTS

STANDARD ABBREVIATIONS

AC	ACRE
AGG	AGGREGATE
<	ANGLE
AE, AEW	APRON ENDWALL
ASPH.	ASPHALTIC
A.D.T.	AVERAGE DAILY TRAFFIC
A.A.D.T.	ANNUAL AVERAGE DAILY TRAFFIC
B.F.	BACK FACE
BM	BENCHMARK
BTWN	BETWEEN
CTR.	CENTER
C/L	CENTER LINE
Δ	CENTRAL ANGLE OR DELTA
C.E.	COMMERCIAL ENTRANCE
CONST.	CONSTRUCTION
CMCP	CORRUGATED METAL CULVERT PIPE
CMP	CORRUGATED METAL PIPE
CO.	COUNTY
CTH	COUNTY TRUNK HIGHWAY
CR.	CREEK
CABC	CRUSHED AGGREGATE BASE COURSE
CY	CUBIC YARD
CP	CONTROL POINT OR CULVERT PIPE
C&G	CURB AND GUTTER
D	DEGREE OF CURVE
D.H.V.	DESIGN HOURLY VOLUME
DIA.	DIAMETER
D.D.	DIRECTIONAL DISTRIBUTION
DISCH.	DISCHARGE
DMS	DYNAMIC MESSAGE SIGN
EA	EACH
E	EAST
EB	EASTBOUND
ELEC.	ELECTRIC(AL), ELEC. CABLE
EL., ELEV.	ELEVATION
ESALS	EQUIVALENT SINGLE AXLE LOADS
EXC.	EXCAVATION
EXIST	EXISTING
F.F.	FACE TO FACE
FERT.	FERTILIZER
F.E.	FIELD ENTRANCE
F/L, F.L.	FLOW LINE
GALV.	GALVANIZE
H.S.	HIGH STRENGTH
CWT	HUNDRED WEIGHT
INL	INLET
INTER.	INTERSECTION
IH	INTERSTATE HIGHWAY
JT.	JOINT
LT	LEFT
L.H.F.	LEFT HAND FORWARD
L.	LENGTH OF CURVE
L.F.	LINEAR FOOT(FEET)
LC.	LONG CHORD
LS	LUMP SUM
M.P.	MARKER POST
MGAL	1000 GALLONS
N.C.	NORMAL CROWN
N	NORTH
NB	NORTHBOUND
NOR	NORMAL
NO.	NUMBER
PAV'T	PAVEMENT
P.L.E.	PERMANENT LIMITED EASEMENT
P.C.	POINT OF CURVATURE
P.I.	POINT OF INTERSECTION
P.T.	POINT OF TANGENCY
PCC	PORTLAND CEMENT CONCRETE
P.E.	PRIVATE ENTRANCE
PGL	PROFILE GRADE LINE
P.L.	PROPERTY LINE
R	RADIUS OR RANGE
R/L	REFERENCE LINE
R.C.C.P.	REINFORCED CONCRETE CULVERT PIPE
REQ'D	REQUIRED
RT	RIGHT
R.H.F.	RIGHT HAND FORWARD
R/W	RIGHT OF WAY
RD.	ROAD
SHLD.	SHOULDER(S)
SHR.	SHRINKAGE
S	SOUTH
SB	SOUTHBOUND
S.F.	SQUARE FOOT (FEET)
SDD	STANDARD DETAIL DRAWING(S)
STH	STATE TRUNK HIGHWAY
STA.	STATION
S.E.	SUPERELEVATION
S/L	SURVEY LINE
SYM	SYMMETRICAL
T.	PERCENT TRUCKS
TEL.	TELEPHONE
TEMP.	TEMPORARY
T.L.E.	TEMPORARY LIMITED EASEMENT
T.O.C.	TOP OF CURB
TYP	TYPICAL
UNCL.	UNCLASSIFIED
U.G.	UNDERGROUND (CABLE)
VAR	VARIABLE
V.C.	VERTICAL CURVE
V.P.C.	VERTICAL POINT OF CURVATURE
V.P.I.	VERTICAL POINT OF INTERSECTION
V.P.T.	VERTICAL POINT OF TANGENCY
Wt.	WEIGHT
W	WEST
WB	WESTBOUND

DIGGERS HOTLINE
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2

2

STA 1111+50, B-12-0010 POLYMER MODIFIED ASPHALTIC OVERLAY (2-INCH) (***STA 1110+00 - STA 1110+50, STA 1112+87 - STA 1113+37 TRANSITION PROFILE RISE & FALL OF 1-INCH AT BRIDGE APPROACHES (SEE CONSTRUCTION DETAIL)***)

STA 1054+50, B-12-0013 POLYMER MODIFIED ASPHALTIC OVERLAY (2-INCH) (***STA 1053+31 - STA 1053+81 , STA 1055+43 - STA 1055+93 TRANSITION PROFILE RISE & FALL OF 1-INCH AT BRIDGE APPROACHES (SEE CONSTRUCTION DETAIL)***)

STA 1211+00
END PROFILE RISE OF 1-INCH
END 3" MILL AND REMOVAL
END 8" PULVERIZE AND RELAY
END 4" PAVEMENT
BEGIN 4" MILL & REMOVAL
BEGIN 4" PAVEMENT
(***SEE CONSTRUCTION DETAIL***)

STA 1213+68
END 4" MILL & REMOVAL
END 4" PAVEMENT

END PROJECT
STA 1213+68

BEGIN PROJECT
STA 612+50

STA 612+50
BEGIN PROFILE RISE OF 1-INCH
BEGIN 3" MILL & REMOVAL
BEGIN 8" PULVERIZE & RELAY
BEGIN 4" PAVEMENT
(***SEE CONSTRUCTION DETAIL***)

NO ASPHALTIC SHOULDER RUMBLE STRIPS (SEE MISC. QUANTITIES SHEET 5 (OF 20))

EXCEPTION TO NET C/L LENGTH

CHANGE SUPER ELEVATION OF CURVE TO A CONTINUOUS 4.0%

CHANGE SUPER ELEVATION OF CURVE TO A CONTINUOUS 4.6%

Soldier's Grove

Rolling Ground

Reads-town

CRAWFORD COUNTY

VERNON COUNTY

Bell Center RD 609+82

Jeff's DR 615+29

Old 61 RD 655+25

Fleming RD 670+66

McKeown RD 685+04

Ehorn RD 670+61

700+00

Arts DR 721+80

732+70

741+27

Store RD

Ellis DR 768+27

Hounsell DR 786+40

Stearns RD 786+40

Wolfes DR 813+11

800+00

Monahan RD 813+11

840+85

841+34

Johnson RD 849+99

Pig Tail RD 856+69

Johnson 868+59

900+00

911+44

Coleman DR 885+73

Halverson Ridge RD 969+29

New Well RD 980+08

Sun-dial RD 987+29

999+21

Kickapoo River

1000+00

3rd ST 1005+63

Knutson RD 945+97

980+08 969+24

Dull RD 993+22

Sun-beam BLVD

Trout Creek RD 1052+84

Trout Creek

1089+34

Denim DR

1100+00

Day Creek RD 1106+73

Tavern RD 1121+22

1200+00

West Mill ST 1210+00

Sherry Creek

TO VIROQUA

TO RICHLAND CENTER

TO BOSCOBEL

TO GAYS MILLS

TO BOAZ

61

171

14

COUNTY X

COUNTY H

N

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	PROJECT OVERVIEW	SHEET 4	E

* FOR INFORMATIONAL PURPOSES ONLY. BORINGS TAKEN NOVEMBER 2011.

ROADWAY SOIL BORING SUMMARY TABLE

Boring #	Mile	Station	Offset	Asphalt (inches)	Reground Asphalt (inches)	Total (inches)
59	11.780	621+98	3 LT	4.50	8.50	13.00
60	11.905	628+58	6 RT	3.25	9.00	12.25
61	12.100	638+88	10 LT	3.50	10.00	13.50
62	12.300	649+44	3 RT	3.00	14.00	17.00
62A	12.300	649+44	16 RT	0.00	0.00	0.00
63	12.500	660+00	3 LT	4.00	10.00	14.00
64	12.690	670+03	6 RT	4.00	8.00	12.00
65	12.900	681+12	6 LT	3.50	12.00	15.50
66	13.110	692+21	3 LT	3.50	13.00	16.50
67	13.300	702+24	9 RT	5.50	10.00	15.50
68	13.490	712+27	9 LT	4.00	13.00	17.00
69	13.700	723+36	16 RT	4.00	11.25	15.25
70	13.900	733+92	16 RT	3.00	13.00	16.00
71	14.065	742+63	6 LT	4.25	11.00	15.25
72	14.300	755+04	3 LT	5.00	7.00	12.00
72A	14.300	755+04	16 LT	0.00	0.00	0.00
73	14.550	768+24	9 LT	3.00	10.00	13.00
74	14.700	776+16	6 RT	3.00	14.00	17.00
75	14.880	785+66	9 RT	4.00	11.00	15.00
76	15.100	797+28	3 LT	4.00	16.00	20.00
77	15.300	807+84	3 RT	3.50	13.00	16.50
78	15.550	821+04	9 LT	4.00	15.00	19.00
79	15.700	828+96	10 RT	5.00	11.00	16.00
80	15.860	837+41	16 LT	5.00	11.00	16.00
81	16.095	849+82	3 RT	3.50	14.00	17.50
81A	16.095	849+82	16 RT	0.00	0.00	0.00
82	16.300	860+64	14 LT	4.25	10.00	14.25
83	16.450	868+56	10 RT	3.00	19.00	22.00
84	16.575	875+16	22 LT	5.25	13.00	18.25
85	16.730	883+34	10 RT	4.50	14.00	18.50
86	16.900	892+32	3 RT	5.25	13.00	18.25
87	17.100	902+88	6 RT	7.00	7.50	14.50

Boring #	Mile	Station	Offset	Asphalt (inches)	Reground Asphalt (inches)	Total (inches)
88	17.300	913+44	9 LT	3.50	14.00	17.50
89	17.500	924+00	10 RT	9.00	9.00	18.00
90	17.710	935+09	3 LT	4.50	10.50	15.00
91	18.060	953+57	9 RT	7.00	10.00	17.00
92	18.250	963+60	10 LT	7.00	9.00	16.00
93	18.500	976+80	6 RT	4.75	10.00	14.75
94	18.650	984+72	9 LT	5.50	8.50	14.00
95	19.045	1005+58		4.25	12.00	16.25
96	19.300	1019+04	3 LT	4.25	9.00	13.25
97	19.492	1029+18	3 RT	5.25	9.00	14.25
97A	19.492	1029+18	16 RT	0.00	0.00	0.00
98	19.700	1040+16	9 LT	4.25	14.50	18.75
99	19.900	1050+72	9 RT	5.00	11.00	16.00
100	20.075	1059+96	3 LT	4.25	10.50	14.75
101	20.300	1071+84	6 RT	4.25	10.00	14.25
102	20.500	1082+40	9 LT	4.50	9.00	13.50
103	20.700	1092+96	9 RT	4.50	15.00	19.50
104	20.900	1103+52	6 LT	5.00	10.00	15.00
104A	20.900	1103+52	15 LT	0.00	0.00	0.00
105	21.158	1117+14	3 RT	4.00	10.50	14.50
106	21.300	1124+64	3 LT	5.00	12.00	17.00
107	21.508	1135+62	9 LT	3.50	15.00	18.50
108	21.750	1148+40	9 RT	4.00	10.00	14.00
109	22.000	1161+60	6 LT	3.75	16.00	19.75
110	22.150	1169+52	6 RT	3.75	12.00	15.75
111	22.340	1179+55	9 LT	3.75	13.00	16.75
112	22.510	1188+53	10 RT	4.25	9.00	13.25
112A	22.510	1188+53	18 RT	0.00	0.00	0.00
113	22.650	1195+92	3 RT	4.25	10.00	14.25
114	22.810	1204+37	6 LT	4.25	12.00	16.25
115	22.860	1207+01	9 RT	4.25	7.25	11.50

2

HMA PAVEMENT - PERCENT WITHIN LIMITS

Location	Station	Mixture Use:	Underlying Surface	Bid Item	Tons	Thickness	Quality Management Program to be used for:	
							Mixture Acceptance	Density Acceptance
12-ft Driving Lane	612+50 to 1213+63	Upper Layer	4 LT 58-28 S	4 LT 58-28 S	15,291	1 ¾-in	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
12-ft Driving Lane	612+50 to 1213+63	Lower Layer	Pulverized Existing HMA Surface	4 LT 58-28 S	19,660	2 ¼-in	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
12-ft Climbing Lane	856+94 to 862+13, 877+11 to 880+43	Upper Layer	4 LT 58-28 S	4 LT 58-28 S	1,241	1 ¾-in	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
12-ft Climbing Lane	856+94 to 862+13, 877+11 to 880+43	Lower Layer	Pulverized Existing HMA Surface	4 LT 58-28 S	1,595	2 ¼-in	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
1-ft, 3-ft, -or- 6-ft shoulder	612+50 to 1213+63	Upper Layer	4 LT 58-28 S	4 LT 58-28 S	7,513	1 ¾-in	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
1-ft, 3-ft, -or- 6-ft shoulder	612+50 to 1213+63	Lower Layer	Base Aggregate	4 LT 58-28 S	9,659	2 ¼-in	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
Side Roads		Upper & Lower Layer	Base Aggregate & 4 LT 58-28 S	4 LT 58-28 S	2,565	4-in total	QMP as per SS 460.	Acceptance by ordinary compaction
PEs, FEs, etc.		Upper & Lower Layer	Base Aggregate & Asphaltic Surface	Asphaltic Surface	2,565	4-in total	QMP as per SS 460.	Acceptance by ordinary compaction
Waysides		Single Layer	Existing Pavement	Asphaltic Surface	204	2-in	QMP as per SS 460.	Acceptance by ordinary compaction

2

SUPERELEVATION DATA

USH 61

Curve #15

PI_{STA}=634+11.54

Station	Type	Left	Right
624+53.25	End NC	-0.02	-0.02
625+04.12	Zero Super	0.00	-0.02
625+54.99	Rev. Crown	0.02	-0.02
626+21.12'	Begin FS	0.046	-0.046
641+58.79	End FS	0.046	-0.046
642+24.92	Rev. Crown	0.02	-0.02
642+75.79	Zero Super	0.00	-0.02
643+26.66	Begin NC	-0.02	-0.02

Curve #16

PI_{STA}=717+82.68 (Reverse Crown)

Station	Type	Left	Right
705+67.86	End NC	-0.02	-0.02
706+20.86	Zero Super	-0.02	0.00
706+73.86	Rev. Crown	-0.02	0.02
728+83.94	Rev. Crown	-0.02	0.02
729+36.94	Zero Super	-0.02	0.00
729+89.94	Begin NC	-0.02	-0.02

Stationing is based on 2001 GDHS, 60 mph design speed, 8% charts. All other curves do not use these assumptions. ***Field verify this curve stationing to match existing conditions. *

Curve #17

PI_{STA}=796+05.68

Station	Type	Left	Right
788+05.38	End NC	-0.02	-0.02
788+56.63	Zero Super	-0.02	0.00
789+07.88	Rev. Crown	-0.02	0.02
789+38.63	Begin FS	-0.032	0.032
802+58.07	End FS	-0.032	0.032
802+88.82	Rev. Crown	-0.02	0.02
803+40.07	Zero Super	-0.02	0.00
803+91.32	Begin NC	-0.02	-0.02

Curve #18

PI_{STA}=869+79.13

Station	Type	Left	Right
860+93.52	End NC	-0.02	-0.02
861+44.52	Zero Super	-0.02	0.00
861+95.52	Rev. Crown	-0.02	0.02
862+46.52	Begin FS	-0.04	0.04
876+76.64	End FS	-0.04	0.04
877+27.64	Rev. Crown	-0.02	0.02
877+78.64	Zero Super	-0.02	0.00
878+29.64	Begin NC	-0.02	-0.02

Curve #19

PI_{STA}=887+45.64

Station	Type	Left	Right
879+14.18	End NC	-0.02	-0.02
879+65.05	Zero Super	0.00	-0.02
880+15.92	Rev. Crown	0.02	-0.02
880+82.05	Begin FS	0.046	-0.046
893+67.54	End FS	0.046	-0.046
894+33.67	Rev. Crown	0.02	-0.02
894+84.54	Zero Super	0.00	-0.02
895+35.41	Begin NC	-0.02	-0.02

Curve #20

PI_{STA}=922+41.79

Station	Type	Left	Right
904+32.02	End NC	-0.02	-0.02
904+82.89	Zero Super	-0.02	0.00
905+33.76	Rev. Crown	-0.02	0.02
905+99.89	Begin FS	-0.046	0.046
935+61.53	End FS	-0.046	0.046
936+27.66	Rev. Crown	-0.02	0.02
936+78.53	Zero Super	-0.02	0.00
937+29.40	Begin NC	-0.02	-0.02

Curve #21

PI_{STA}=955+36.45

Station	Type	Left	Right
945+54.06	End NC	-0.02	-0.02
946+04.93	Zero Super	0.00	-0.02
946+55.80	Rev. Crown	0.02	-0.02
947+21.93	Begin FS	0.046	-0.046
962+78.03	End FS	0.046	-0.046
963+44.16	Rev. Crown	0.02	-0.02
963+95.03	Zero Super	0.00	-0.02
964+45.90	Begin NC	-0.02	-0.02

Curve #22

PI_{STA}=1006+81.36

Station	Type	Left	Right
1001+59.13	End NC	-0.02	-0.02
1002+10.73	Zero Super	0.00	-0.02
1002+62.33	Rev. Crown	0.02	-0.02
1003+39.73	Begin FS	0.05	-0.05
1010+04.04	End FS	0.05	-0.05
1010+81.44	Rev. Crown	0.02	-0.02
1011+33.04	Zero Super	0.00	-0.02
1011+84.64	Begin NC	-0.02	-0.02

Curve #23

PI_{STA}=1050+75.38

Station	Type	Left	Right
1033+83.74	End NC	-0.02	-0.02
1034+34.79	Zero Super	-0.02	0.00
1034+85.85	Rev. Crown	-0.02	0.02
1035+31.79	Begin FS	-0.038	0.038
1063+78.76	End FS	-0.038	0.038
1064+24.70	Rev. Crown	-0.02	0.02
1064+75.76	Zero Super	-0.02	0.00
1065+26.81	Begin NC	-0.02	-0.02

Curve #24

PI_{STA}=1101+64.66

Station	Type	Left	Right
1086+37.63	End NC	-0.02	-0.02
1086+87.38	Zero Super	0.00	-0.02
1087+37.12	Rev. Crown	0.02	-0.02
1088+81.38	Begin FS	0.078	-0.078
1108+43.66	End FS	0.078	-0.078
1109+87.91	Rev. Crown	0.02	-0.02
1110+37.66	Zero Super	0.00	-0.02
1110+87.40	Begin NC	-0.02	-0.02

Curve #25

PI_{STA}=1141+57.21

Station	Type	Left	Right
1127+90.29	End NC	-0.02	-0.02
1128+41.10	Zero Super	-0.02	0.00
1128+91.91	Rev. Crown	-0.02	0.02
1129+35.10	Begin FS	-0.037	0.037
1152+65.88	End FS	-0.037	0.037
1153+09.07	Rev. Crown	-0.02	0.02
1153+59.88	Zero Super	-0.02	0.00
1154+10.69	Begin NC	-0.02	-0.02

Curve #26

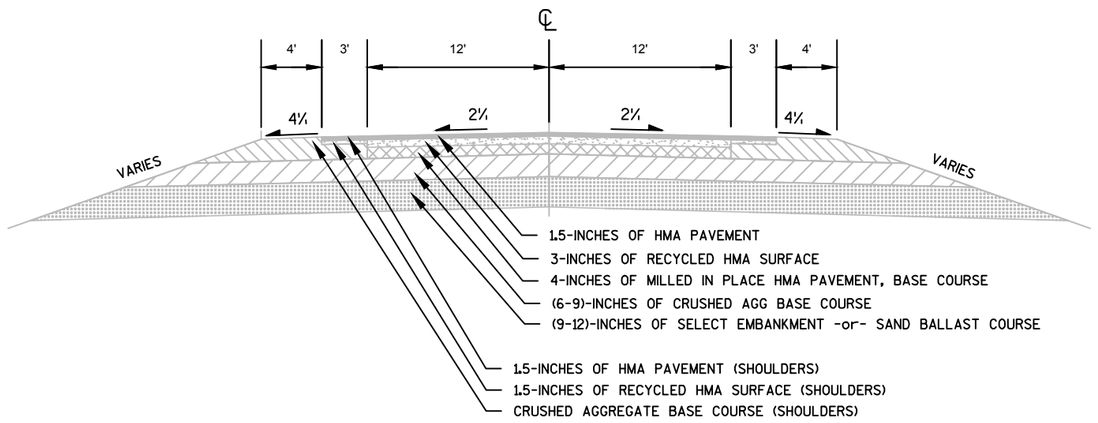
PI_{STA}=1171+06.44

Station	Type	Left	Right
1161+41.57	End NC	-0.02	-0.02
1161+92.85	Zero Super	0.00	-0.02
1162+44.13	Rev. Crown	0.02	-0.02
1162+92.85	Begin FS	0.039	-0.039
1178+75.05	End FS	0.039	-0.039
1179+23.77	Rev. Crown	0.02	-0.02
1179+75.05	Zero Super	0.00	-0.02
1180+26.33	Begin NC	-0.02	-0.02

Curve #27

PI_{STA}=1190+04.72

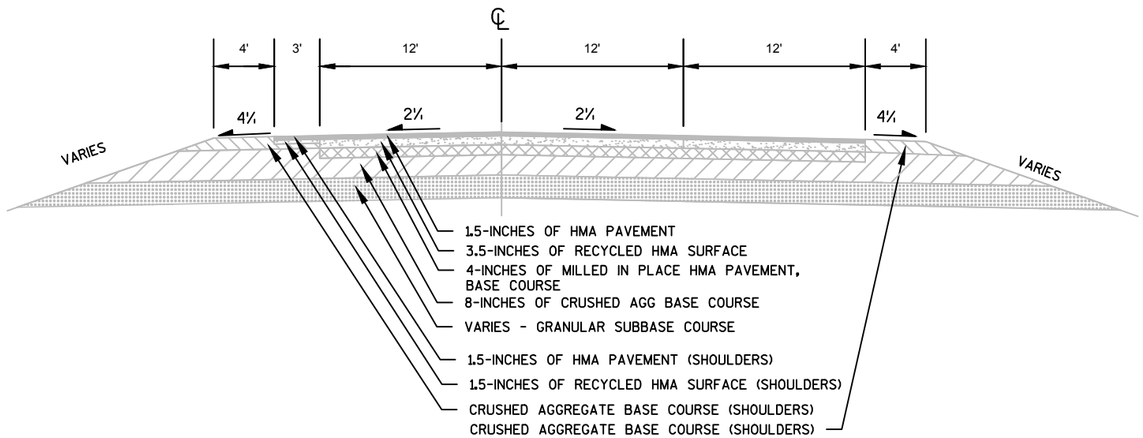
Station	Type	Left	Right
1180+51.81	End NC	-0.02	-0.02
1181+02.92	Zero Super	-0.02	0.00
1181+54.03	Rev. Crown	-0.02	0.02
1182+17.92	Begin FS	-0.045	0.045
1197+26.18	End FS	-0.045	0.045
1197+90.07	Rev. Crown	-0.02	0.02
1198+41.18	Zero Super	-0.02	0.00
1198+92.29	Begin NC	-0.02	-0.02



EXISTING TYPICAL SECTION - 7-FOOT SHOULDERS **

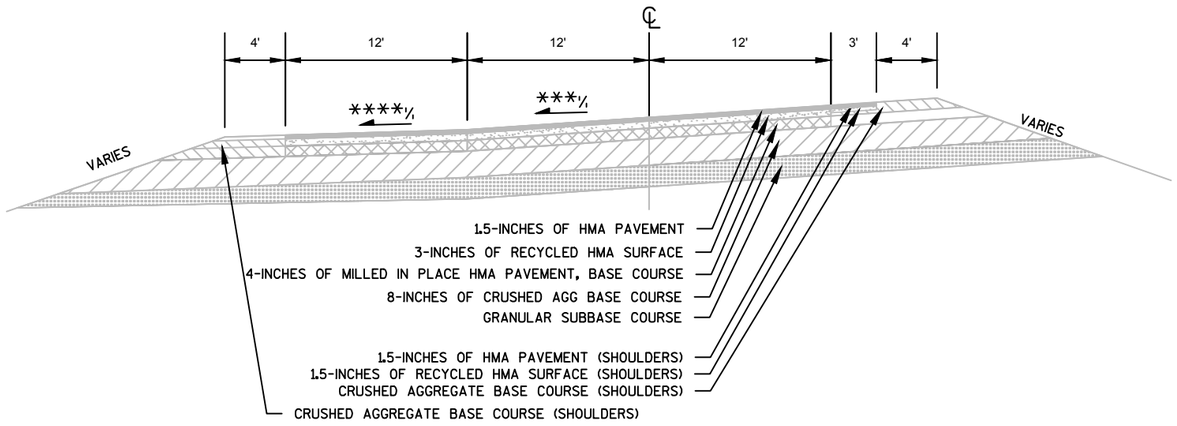
STA 612+50 TO 714+50
STA 751+00 TO 818+50
STA 887+75 TO 965+00
STA 1007+00 TO 1166+99

(** - SEE ROADWAY BORING SUMMARY TABLE
FOR ADDITIONAL INFORMATION)



EXISTING TYPICAL SECTION - TANGENT CLIMBING LANE (RIGHT)**
(MIRROR TYPICAL SECTION FOR TRUCK CLIMBING LANE - LEFT)
STA 717+50 TO 727+00 (RIGHT)
STA 741+70 TO 744+00 (RIGHT)
STA 825+50 TO 856+92 (LEFT)

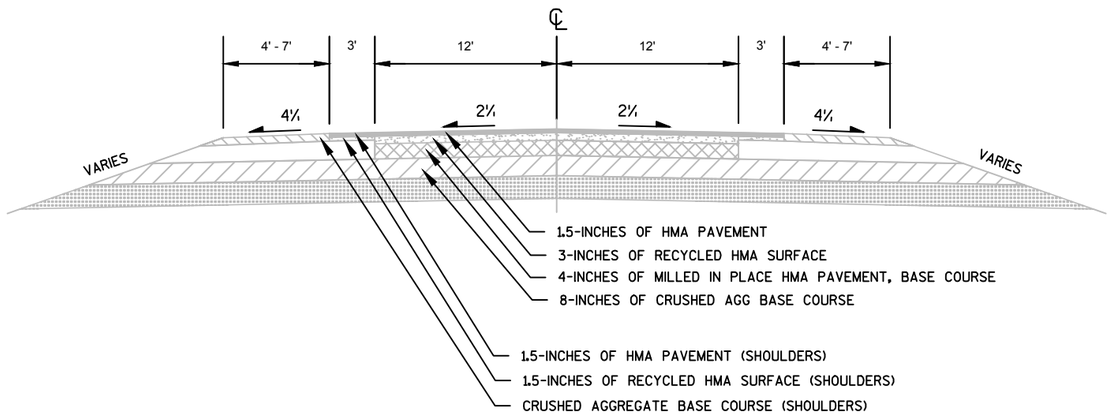
(** - SEE ROADWAY BORING SUMMARY TABLE
FOR ADDITIONAL INFORMATION)



EXISTING TYPICAL SECTION - TANGENT CLIMBING LANE (LEFT)**
(MIRROR TYPICAL SECTION FOR TRUCK CLIMBING LANE - RIGHT)

USH 61	*** MAINLINE S.E	**** CLIMBING LANE S.E.	CURVE DIRECTION
STA 727+00 TO 741+70	2%	2%	LT
STA 862+13 TO 877+11	5%	3%	LT
STA 880+43 TO 884+75	6%	3%	RT

(** - SEE ROADWAY BORING SUMMARY TABLE
FOR ADDITIONAL INFORMATION)

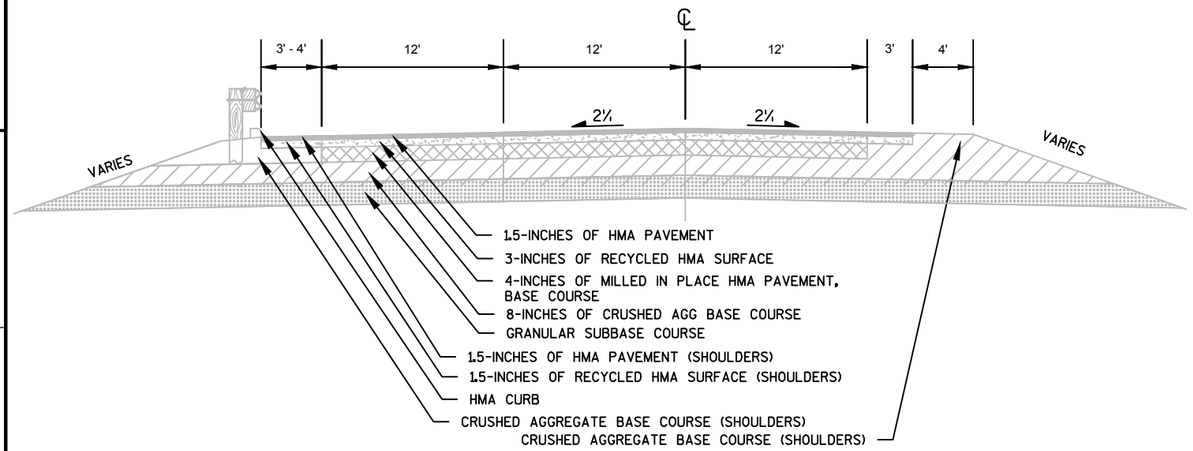


EXISTING TYPICAL SECTION - 10-FOOT SHOULDERS **

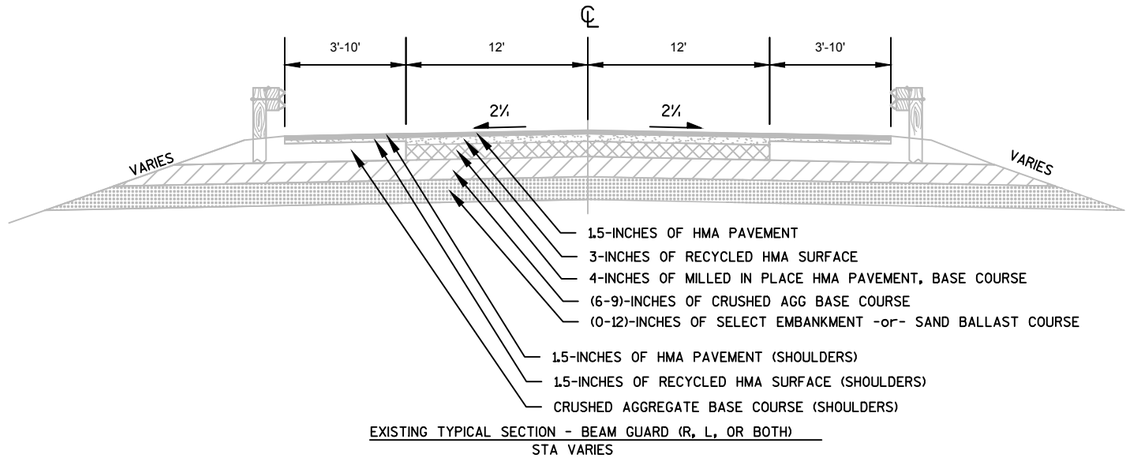
STA 1166+99 TO END PROJECT (VERNON CTY)

(** - SEE ROADWAY BORING SUMMARY TABLE
FOR ADDITIONAL INFORMATION)

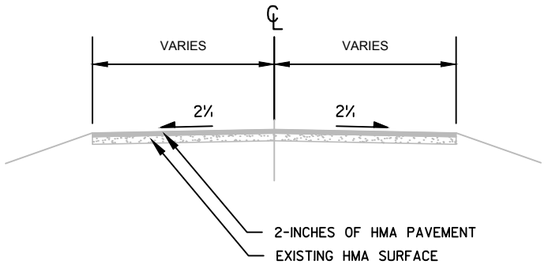
PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	TYPICAL SECTIONS	SHEET 8	E



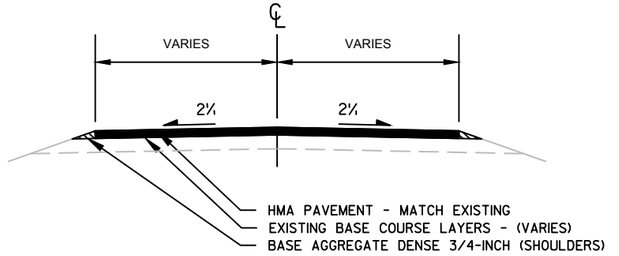
EXISTING TYPICAL SECTION - HMA CURB WITH BEAM GUARD**
STA 856+92 TO 862+13
STA 877+11 TO 880+43
(** - SEE ROADWAY BORING SUMMARY TABLE FOR ADDITIONAL INFORMATION)



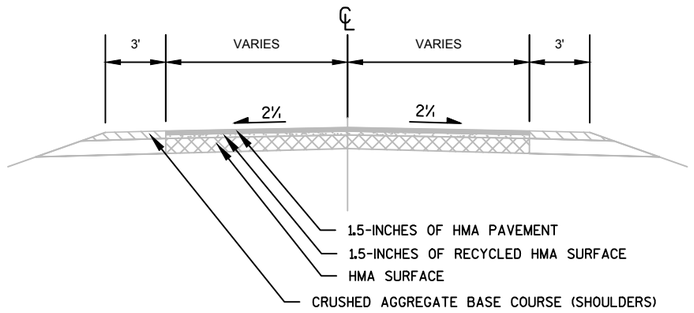
EXISTING TYPICAL SECTION - BEAM GUARD (R, L, OR BOTH)
STA VARIES



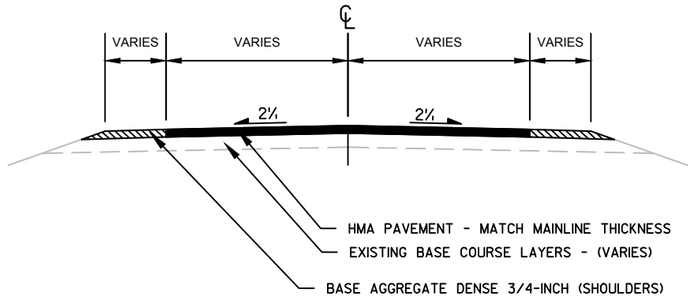
EXISTING TYPICAL PRIVATE ENTRANCE
STA VARIES



PROPOSED TYPICAL PRIVATE ENTRANCE
STA VARIES

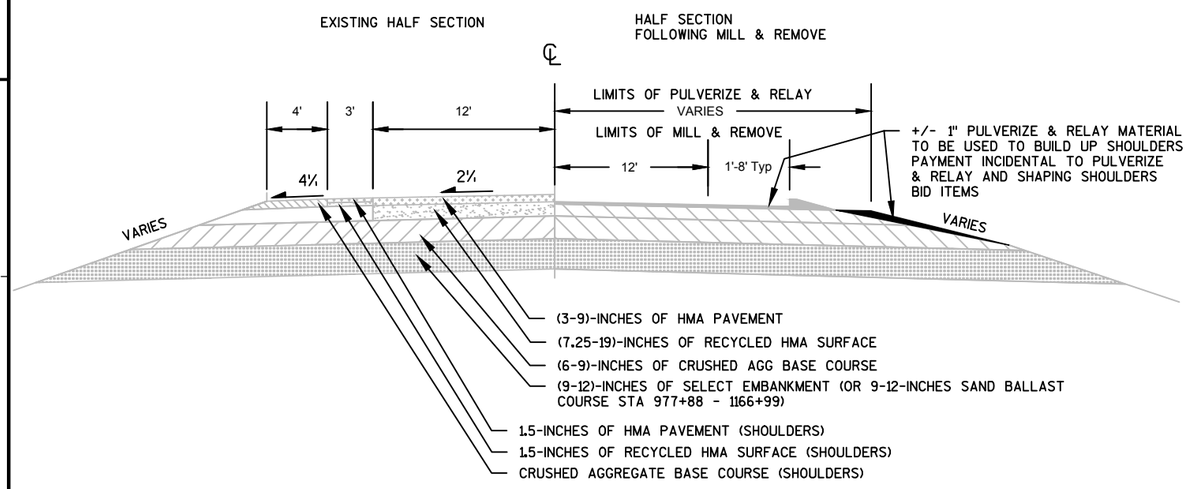


EXISTING TYPICAL SECTION - SIDE ROADS
STA VARIES



PROPOSED TYPICAL SECTION - SIDE ROADS
STA VARIES

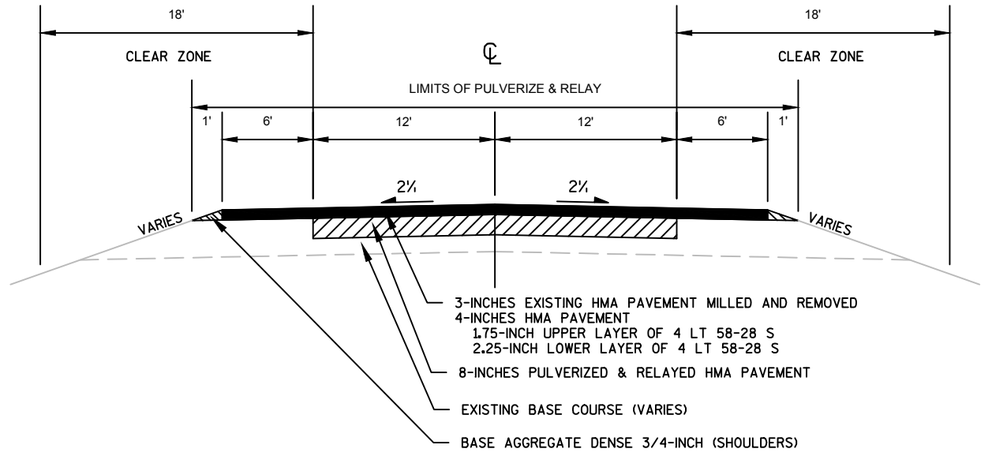
PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	TYPICAL SECTIONS	SHEET 9	E



PROPOSED TYPICAL SECTION - PULVERIZING DETAIL**

STA 612+50 TO 1211+00 - PULVERIZE & RELAY 8-INCH

(** - SEE ROADWAY BORING SUMMARY TABLE FOR ADDITIONAL INFORMATION)

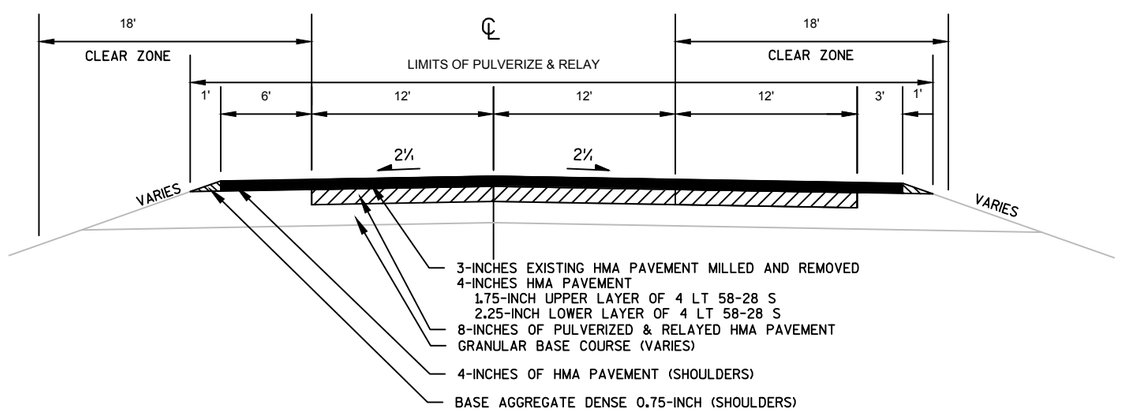


PROPOSED TYPICAL SECTION - 6 FOOT SHOULDERS**

STA 612+50 TO 714+50
STA 751+00 TO 820+50
STA 887+50 TO 907+03
STA 915+71 TO 1211+00

ROADWAY PROFILE WILL RISE 1-INCH IN THIS SECTION (SEE CONSTRUCTION DETAIL)

(** - SEE ROADWAY BORING SUMMARY TABLE FOR ADDITIONAL INFORMATION)



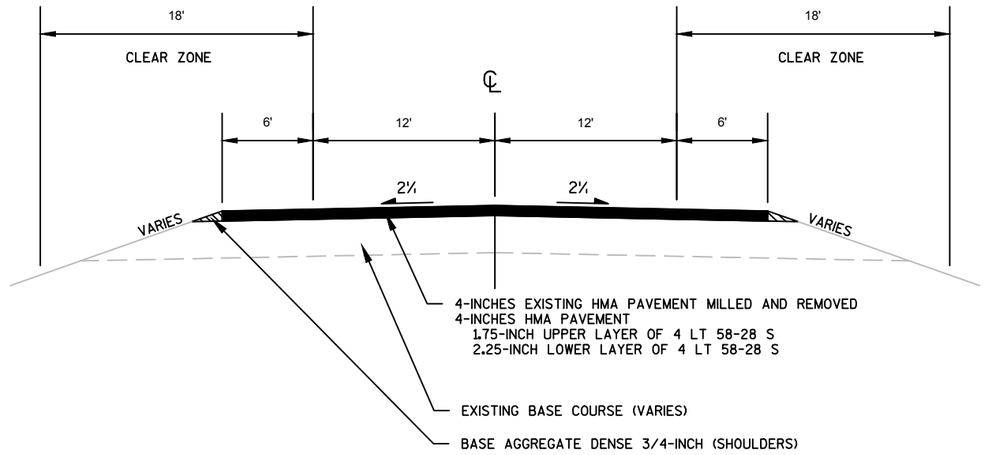
PROPOSED TYPICAL SECTION - TANGENT CLIMBING LANE (RIGHT)**

(MIRROR TYPICAL SECTION FOR TRUCK CLIMBING LANE - LEFT)

STA 717+50 TO 744+00 (RIGHT)
STA 825+50 TO 856+90 (LEFT)
STA 877+35 TO 884+00 (LEFT)

ROADWAY PROFILE WILL RISE 1-INCH IN THIS SECTION (SEE CONSTRUCTION DETAIL)

(** - SEE ROADWAY BORING SUMMARY TABLE FOR ADDITIONAL INFORMATION)



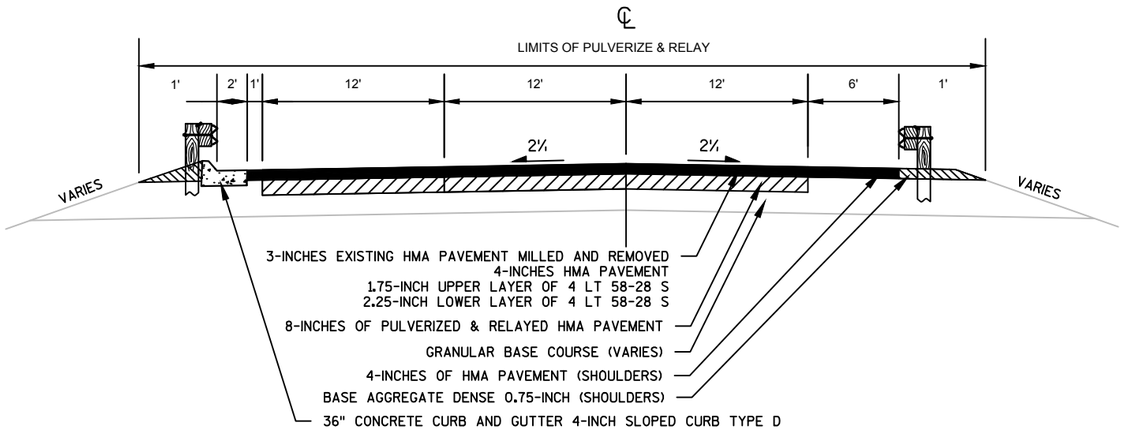
PROPOSED TYPICAL SECTION - 6 FOOT SHOULDERS**

STA 1211+00 TO 1213+68

ROADWAY PROFILE WILL NOT RISE 1-INCH IN THIS SECTION (SEE CONSTRUCTION DETAIL)

(** - SEE ROADWAY BORING SUMMARY TABLE FOR ADDITIONAL INFORMATION

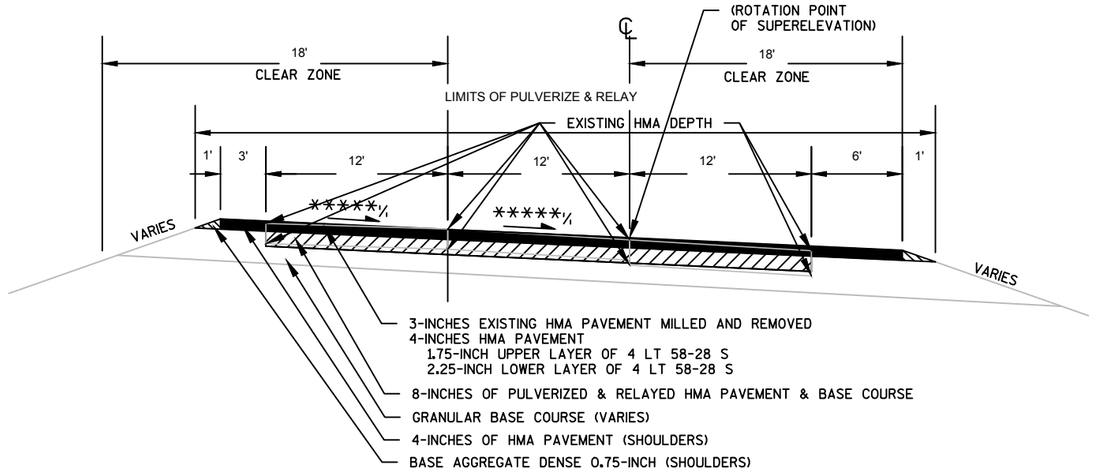
PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	TYPICAL SECTIONS	SHEET 10	E



PROPOSED TYPICAL SECTION - TANGENT TRUCK CLIMBING LANE (LEFT) WITH BEAMGUARD (R, L, OR BOTH)**

STA 856+94 TO 862+13
STA 877+11 TO 877+35
ROADWAY PROFILE WILL RISE 1-INCH IN THIS SECTION
(SEE CONSTRUCTION DETAIL)

(** - SEE ROADWAY BORING SUMMARY TABLE FOR ADDITIONAL INFORMATION)

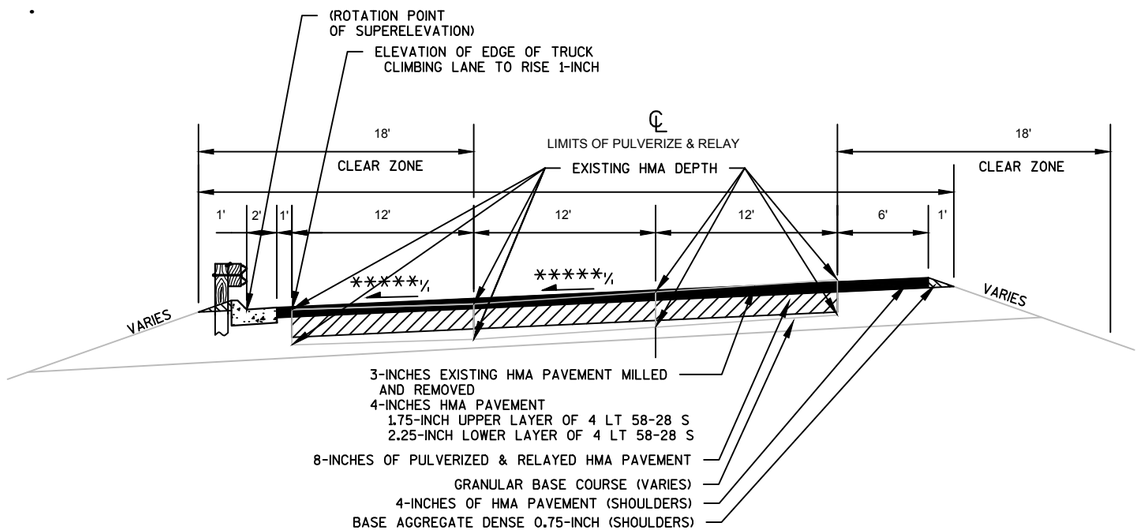


PROPOSED TYPICAL SECTION - TANGENT TRUCK CLIMBING LANE (LEFT)**

STA 880+43 TO 894+07
***** - 4.6 % SUPERELEVATION

ROADWAY PROFILE WILL NOT RISE IN THIS SECTION

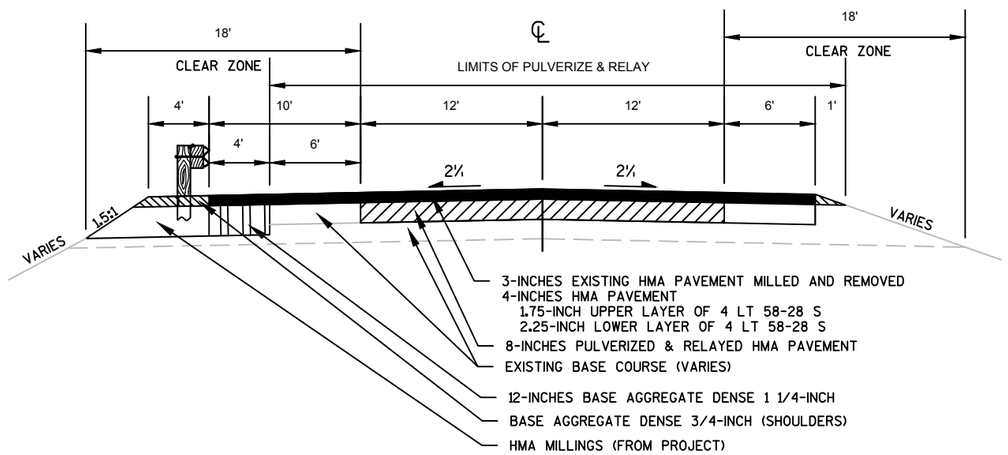
(** - SEE ROADWAY BORING SUMMARY TABLE FOR ADDITIONAL INFORMATION)



PROPOSED TYPICAL SECTION - TANGENT TRUCK CLIMBING LANE (LEFT)**

STA 862+13 TO 877+11
***** - 4.0 % SUPERELEVATION
ROADWAY PROFILE WILL RISE 1-INCH IN THIS SECTION
(SEE CONSTRUCTION DETAIL)

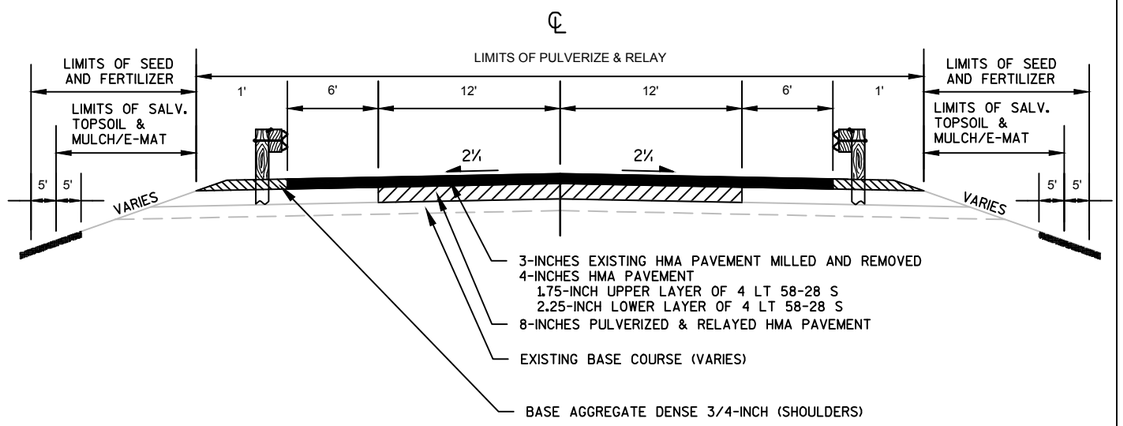
(** - SEE ROADWAY BORING SUMMARY TABLE FOR ADDITIONAL INFORMATION)



PROPOSED TYPICAL SECTION - CTH H - SHOULDER WIDTH VARIES**

STA 907+03 TO 915+71
ROADWAY PROFILE WILL RISE 1-INCH IN THIS SECTION
(SEE CONSTRUCTION DETAIL)
(** - SEE ROADWAY BORING SUMMARY TABLE FOR ADDITIONAL INFORMATION)

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	TYPICAL SECTIONS	SHEET 11	E



PROPOSED TYPICAL SECTION - 6 FOOT SHOULDERS & BEAM GUARD (R, L, OR BOTH) **

STA VARIES

ROADWAY PROFILE WILL RISE 1-INCH IN THIS SECTION
(SEE CONSTRUCTION DETAIL)

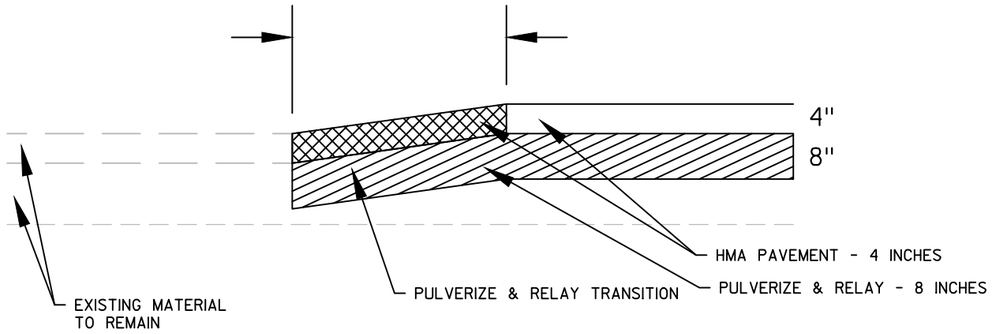
2

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	TYPICAL SECTIONS	SHEET 12	E

FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\020301-TS.DWG PLOT DATE : 9/18/2017 1:19 PM PLOT BY : DAVIDSON, JONATHAN BPLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

NOT TO SCALE

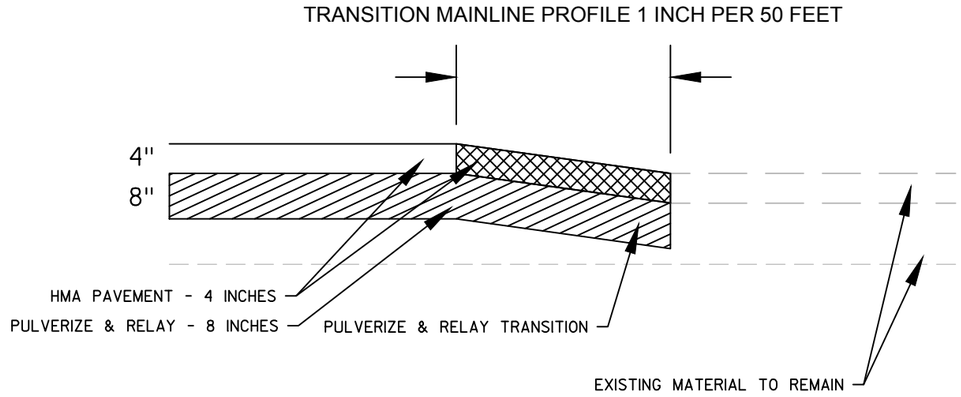
TRANSITION MAINLINE PROFILE 1 INCH PER 50 FEET



PULVERIZE/RELAY TRANSITION DETAIL
STA 612+50 - STA 613+00
STA 947+92 - STA 948+42
STA 998+15 - STA 998+65
STA 1201+02 - STA 1201+52

NOT TO SCALE

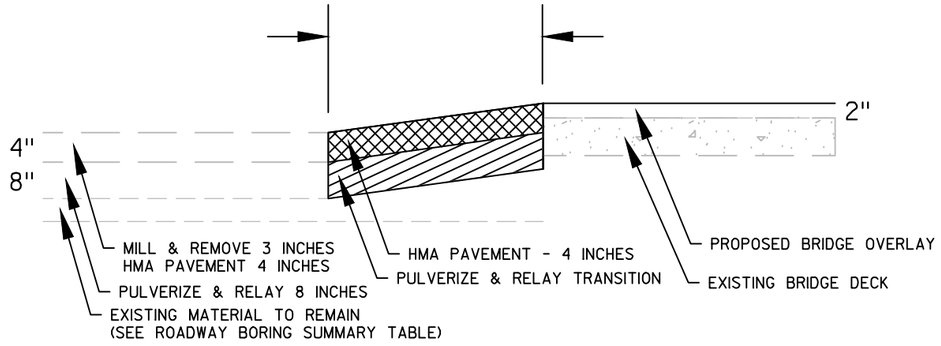
TRANSITION MAINLINE PROFILE 1 INCH PER 50 FEET



PULVERIZE/RELAY TRANSITION DETAIL
STA 941+78 - STA 942+28
STA 985+16 - STA 985+66
STA 1198+60 - STA 1199+10
STA 1211+00 - STA 1211+50

NOT TO SCALE

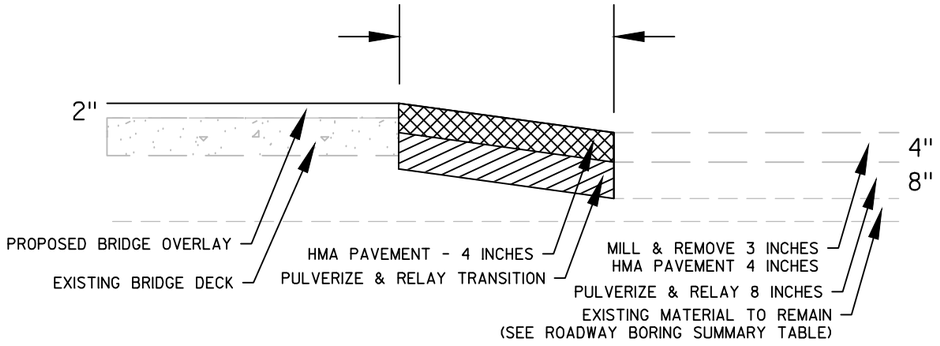
TRANSITION MAINLINE PROFILE 1 INCH PER 50 FEET



MILL & REMOVE and PULVERIZE & RELAY TO BRIDGE TRANSITION DETAIL
STA 1053+31 - STA 1053+81
STA 1110+00 - STA 1110+50

NOT TO SCALE

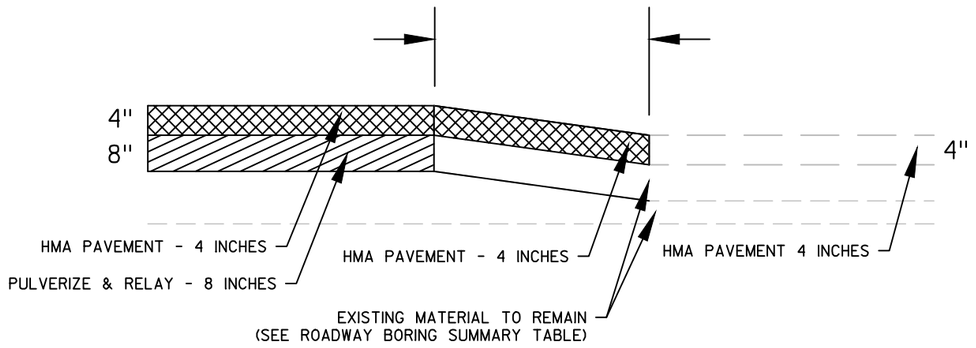
TRANSITION MAINLINE PROFILE 1 INCH PER 50 FEET



BRIDGE TO MILL & REMOVE and PULVERIZE & RELAY TRANSITION DETAIL
STA 1055+94 - STA 1056+44
STA 1112+97 - STA 1113+47

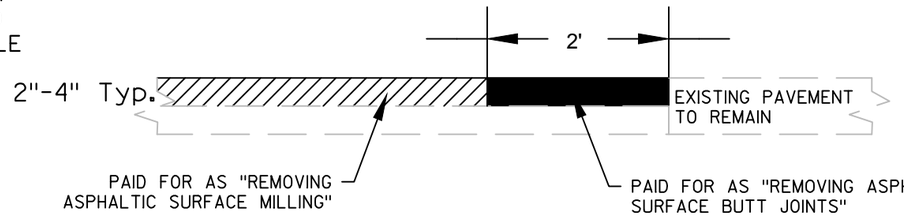
NOT TO SCALE

TRANSITION MAINLINE PROFILE 1 INCH PER 50 FEET



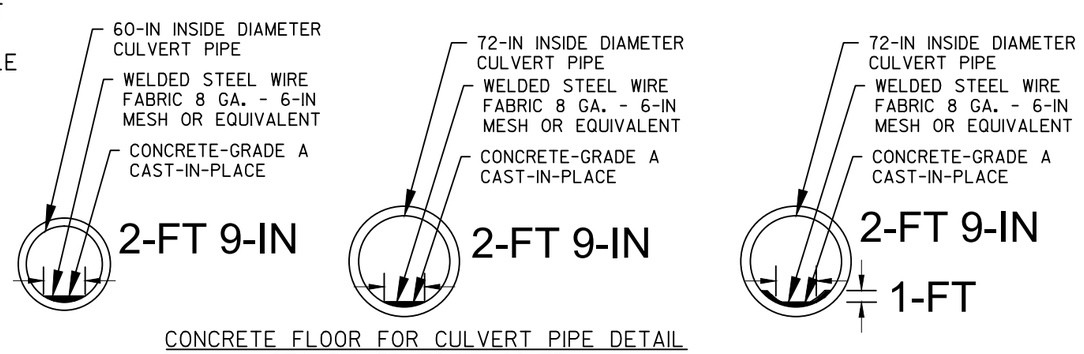
PULVERIZE/MILL & REMOVE/RELAY TO MILL & REMOVE DETAIL
STA 1211+00 - STA 1211+50

NOT TO SCALE



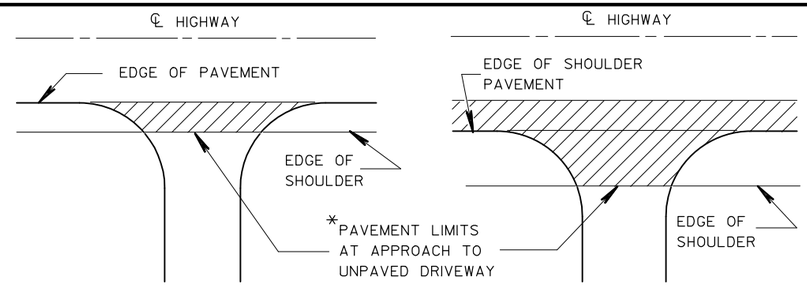
REMOVING ASPHALTIC SURFACE BUTT JOINTS DETAIL
STA 612+50 M/L STA 732+70 LT
STA 742+27 RT STA 942+28 M/L
STA 947+92 M/L STA 985+66 M/L
STA 998+15 M/L STA 999+23 LT
STA 1213+68 M/L

NOT TO SCALE



CONCRETE FLOOR FOR CULVERT PIPE DETAIL
STA 718+50 72-IN, 68-FT
STA 856+93 72-IN, 68-FT
STA 894+30 60-IN, 72-FT

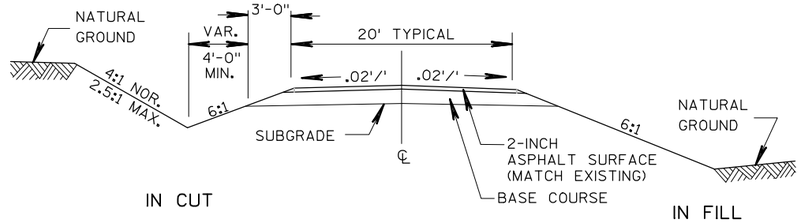
NOT TO SCALE



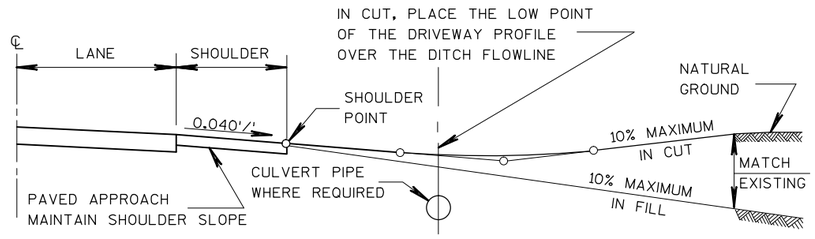
*WHERE DRIVEWAY IS PAVED, APPROACH PAVEMENT SHOULD BE EXTENDED TO MATCH DRIVEWAY PAVEMENT.

PLAN VIEW — PLAN VIEW (PAVED SHOULDER ON HIGHWAY)

RURAL DRIVEWAY INTERSECTION DETAIL

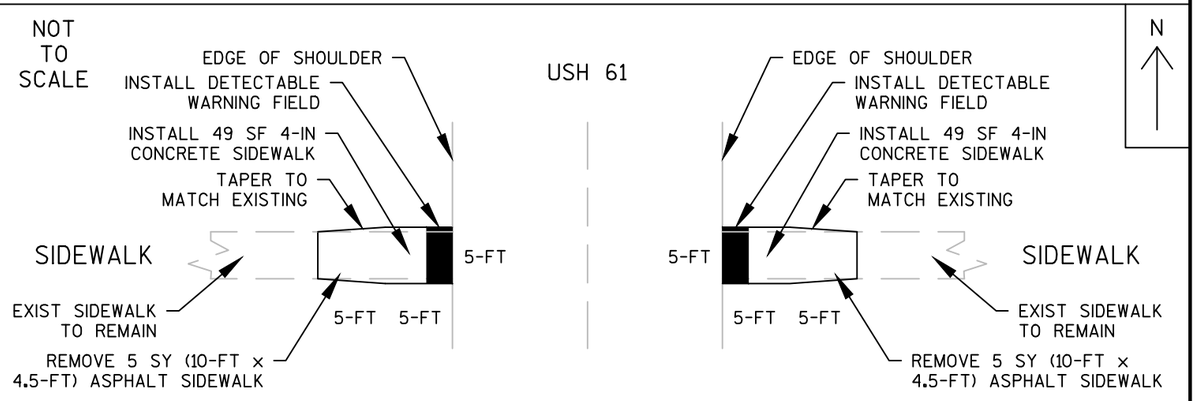


TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE



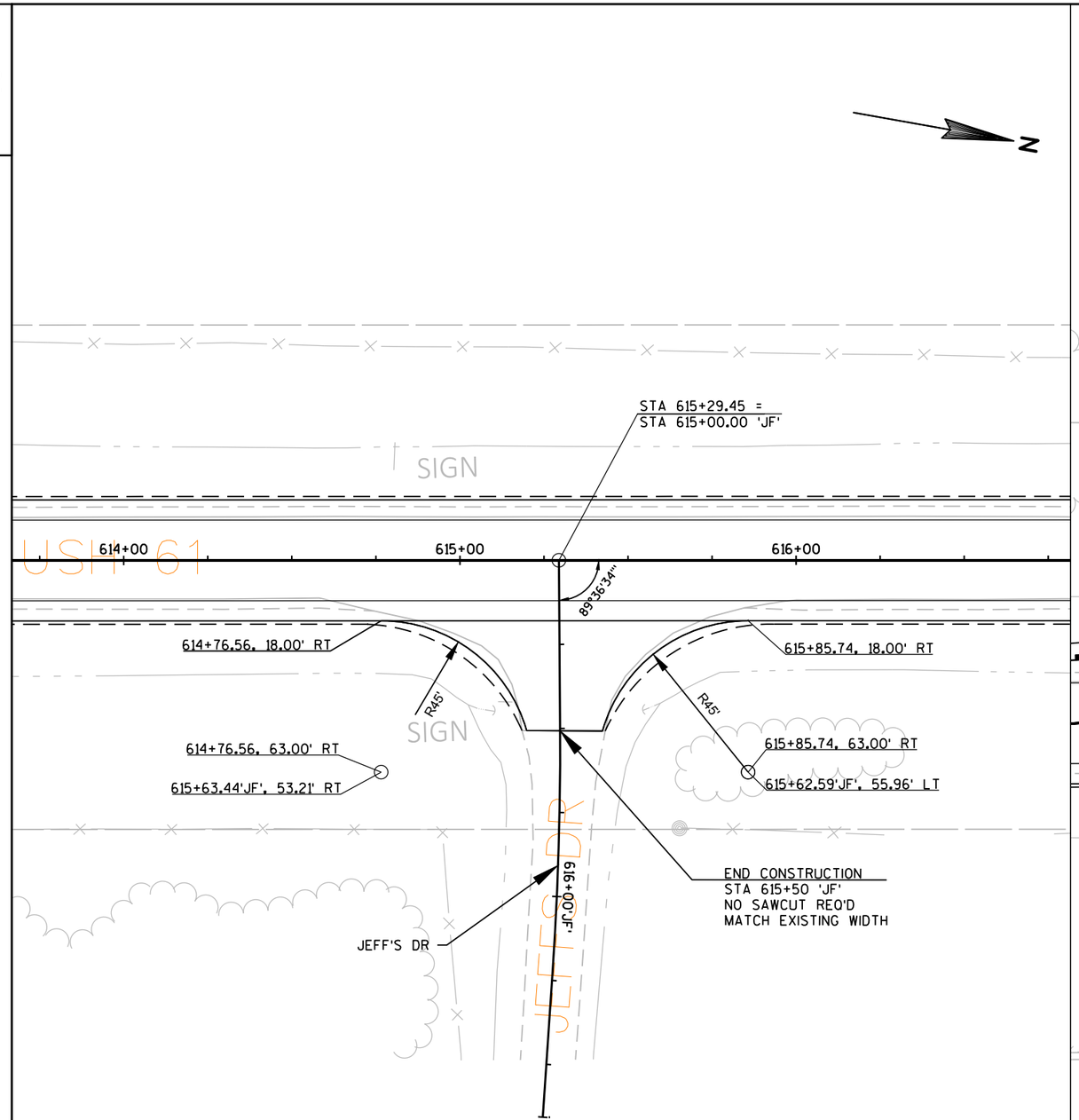
TYPICAL DRIVEWAY PROFILES

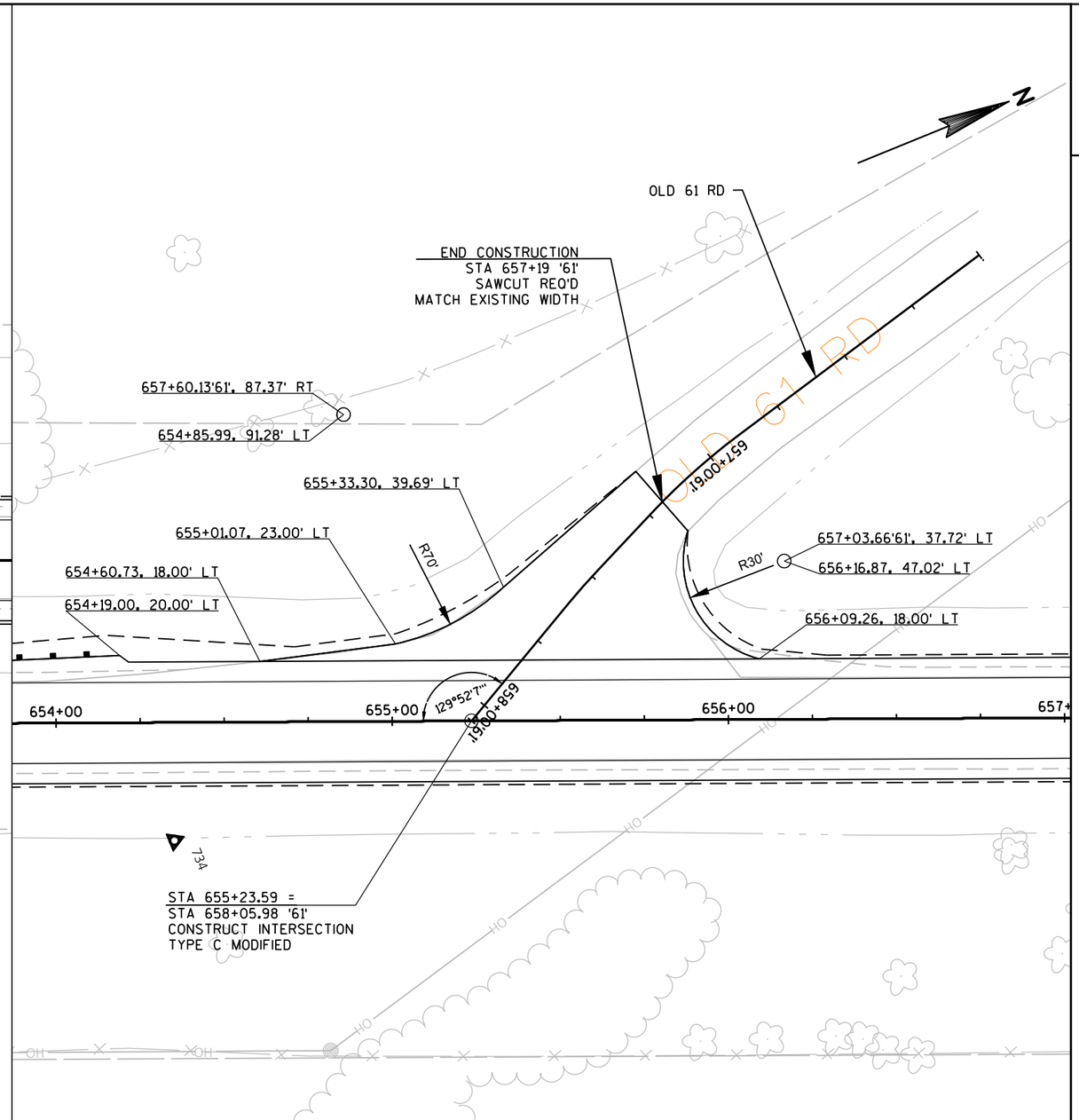
NOT TO SCALE



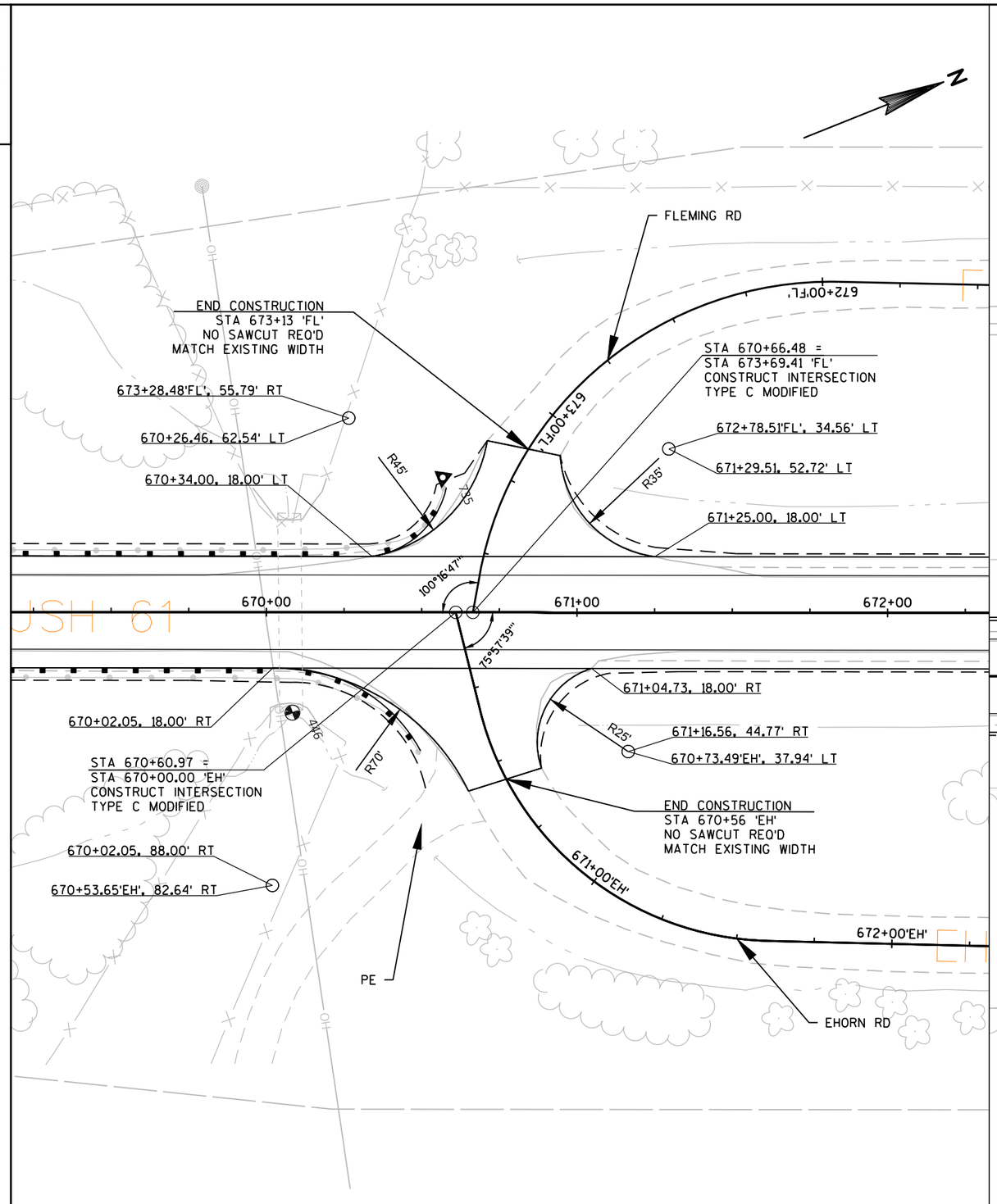
CONCRETE SIDEWALK/DETECTABLE WARNING FIELD DETAIL
STA 982+89 LT&RT

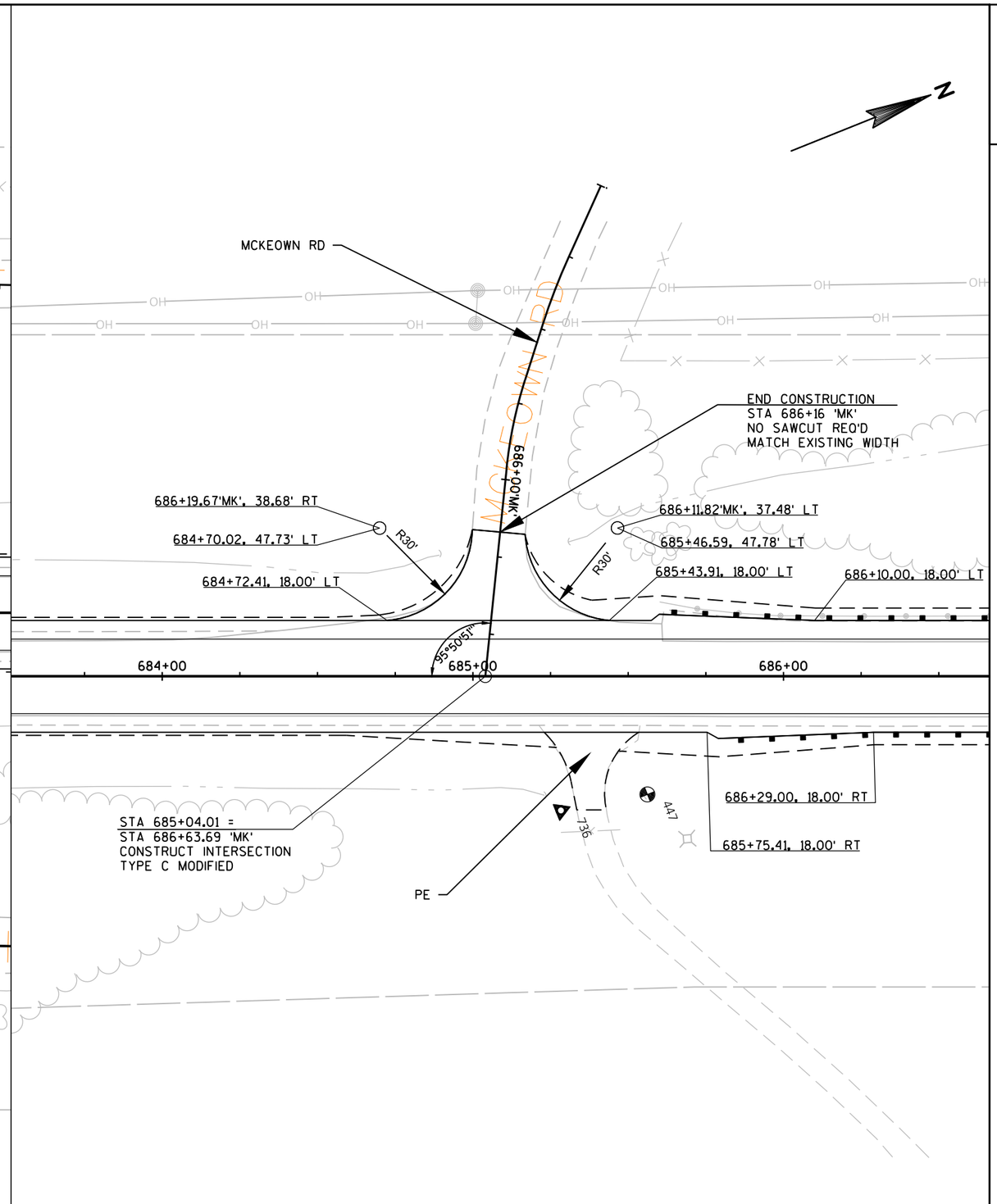
PROJECT NO:1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	CONSTRUCTION DETAILS	SHEET 14	E





PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD	INTERSECTION DETAILS: JEFF'S DR & OLD 61 RD	SHEET 15 E





PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD	INTERSECTION DETAILS:EHORN RD / FLEMING RD & MCKEOWN RD	SHEET 16 E

2

N

STA 721+90.81 =
STA 722+00.00 'AR'

721+00

722+00

723+00

99°4'47"

721+54.05, 27.00' RT

721+42.12, 54.51' RT

R30'

722+65.38'AR', 37.82' RT

722+28.02, 27.00' RT

R60'

737

722+44.18, 84.76' RT

722+67.69'AR', 69.20' LT

723+00'AR'

ARTS DR

724+00'AR'

END CONSTRUCTION
STA 722+63 'AR'
SAWCUT REQ'D
MATCH EXISTING WIDTH

ARTS DR

OH

N

END CONSTRUCTION
STA 733+81 '171W'
BUTT JOINT REQ'D
MATCH EXISTING WIDTH

STH 171 WESTERLY

REMOVE EXISTING CURB & GUTTER
INSTALL 86 LF 36-INCH
TYPE D 6-INCH SLOPED
CURB & GUTTER
(MATCH EXISTING)

STA 732+70.37 =
STA 734+89.76 '171W'
CONSTRUCT INTERSECTION
TYPE B2 MODIFIED

733+36.13, 93.81' LT

734+13.09'171W', 85.13' LT

734+09.04'171W', 15.00' RT

734+10.94'171W', 55.07' RT

731+99.02, 64.45' LT

734+00'171W'

22'

15'

15'

R40'

R70'

SIGN

REMOVE EXISTING CURB & GUTTER
INSTALL 64 LF 36-INCH
TYPE D 6-INCH SLOPED
CURB & GUTTER
(MATCH EXISTING)

731+40.03, 18.00' LT

733+44.59, 26.00' LT

12'

2'

24'

6'

731+00

732+00

733+00

77°26"

USH 61

79°47'52"

732+05.04, 27.00' RT

3'

PE

PE

STA 732+84.27 =
STA 733+00.00 'ST'
CONSTRUCT INTERSECTION
TYPE C MODIFIED

733+64.90, 27.00' RT

733+48.37, 70.20' RT

R40'

45°

733+95.18'ST', 47.71' LT

734+00'ST'

732+18.48, 98.77' RT

733+75.18'ST', 83.77' RT

FLAG

END CONSTRUCTION
STA 733+62 'ST'
SAWCUT REQ'D
MATCH EXISTING WIDTH

STORE RD

MH

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD	INTERSECTION DETAILS: ARTS DR & STH 171 WEST / STORE RD	SHEET 17 E

FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\021101-ID.DWG
LAYOUT NAME - 0211(03)
PLOT DATE : 7/17/2017 12:39 PM
PLOT BY : PETERSON, SHANE J
PLOT NAME : _____
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

EXIST R/W

PE

N

STA 741+27.26 =
STA 741+00.00 '171E'
CONSTRUCT INTERSECTION
TYPE D MODIFIED

739+82.72, 26.00' LT

740+31.55, 26.00' LT

742+36.53, 27.00' LT

743+53.98, 25.00' LT

744+69.79, 18.00' LT

SIGN

SIGN

12'
100'
2'
150'
217'
12'

740+00 741+00 742+00 743+00 744+00 745+00

12'
USH 61
12'
81°26'43"

3'

740+21.92, 27.00' RT

742+28.35, 27.00' RT

743+33.00, 27.00' RT

743+95.00, 27.00' RT

745+01.00, 25.70' RT

SIGN

SIGN

154

INSTALL CONCRETE FLUME
INSTALL ASPHALT FLUME

INSTALL 60 LF 36-INCH
TYPE D 6-INCH SLOPED
CURB & GUTTER

INSTALL 100 LF 36-INCH
TYPE D 6-INCH SLOPED
CURB & GUTTER

INSTALL ASPHALT FLUME
INSTALL CONCRETE FLUME

R70'
R40'
14'
16'
24'

742+00 171E

741+92.31, 69.52' RT

741+78.43'171E', 53.99' LT

740+54.82, 98.86' RT
741+86.99'171E', 86.34' RT

742+25.91'171E', 11.0' LT

STH 171 EASTERLY

END CONSTRUCTION
STA 742+39 '171E'
BUTT JOINT REQ'D
MATCH EXISTING WIDTH

INTERSECTION
TYPE B

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD	INTERSECTION DETAILS: STH 171 EAST	SHEET 18 E

2

ELLIS DR

N

769+00'EL'

768+00'EL'

END CONSTRUCTION
STA 769+93 'EL'
NO SAWCUT REQ'D
MATCH EXISTING WIDTH

770+05.38'EL', 39.90' RT

767+85.62, 42.91' LT

R25'

767+87.76, 18.00' LT

770+00'EL'

770+05.02'EL', 42.31' LT

768+67.72, 46.95' LT

R30'

768+59.85, 18.00' LT

453

87°28'7"

767+00

768+00

769+00

USH 61

741

STA 768+27.48 =
STA 770+50.12 'EL'

FE

HOUNSELL RD

EXIST R/W

N

788+00'HO'

END CONSTRUCTION
STA 788+25 'HO'
NO SAWCUT REQ'D
MATCH EXISTING WIDTH

788+26.60'HO', 52.41' RT

785+92.85, 58.20' LT

R40'

785+95.25, 18.00' LT

454

92°34'52"

785+00

786+00

787+00

82°27'12"

786+87.64, 48.10' LT

788+28.82'HO', 42.89' LT

R30'

STA 786+42.07 =
STA 788+80.55 'HO'

786+85.59, 18.00' LT

786+88.00, 20.00' RT

787+38.00, 18.00' RT

R35'

786+94.06, 54.35' RT

786+81.50'SR', 44.61' LT

FE

742

785+94.66, 18.00' RT

R50'

STA 786+39.79 =
STA 786+00.00 'SR'

785+86.22, 67.28' RT

786+55.97'SR', 62.16' RT

END CONSTRUCTION
STA 786+54 'SR'
NO SAWCUT REQ'D
MATCH EXISTING WIDTH

787+00'SR'

788+00'SR'

STEARNS RD

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD	INTERSECTION DETAILS: ELLIS DR & STEARNS RD / HOUNSELL RD	SHEET 19 E

2

N

WOLFES DR

END CONSTRUCTION
STA 813+84 'WL'
NO SAWCUT REQ'D
MATCH EXISTING WIDTH

813+79.90'WL', 35.27' RT

812+56.72, 43.00' LT

R25'

812+56.72, 18.00' LT

814+00'WL'

STA 813+11.43 =
STA 813+00.00 'MO'

814+03.58'WL', 77.45' LT

813+66.77, 77.82' LT

813+32.58, 28.61' LT

R60'

56'

813+63.37, 18.00' LT

74°36'36"

812+00

813+00

814+00

76°14'52"

812+46.16, 18.00' RT

744'

R70'

STA 813+09.78 =
STA 814+51.74 'WL'

813+65.32, 18.00' RT

R30'

813+71.32, 47.49' RT

813+60.37'MO', 46.89' LT

MONAHAN RD

812+46.16, 88.00' RT

813+69.10'MO', 84.33' RT

814+00'MO'

END CONSTRUCTION
STA 813+69 'MO'
NO SAWCUT REQ'D
MATCH EXISTING WIDTH

MONAHAN RD

N

JOHNSON RD
SOUTHERLY

END CONSTRUCTION
STA 851+35 'JS'
NO SAWCUT REQ'D
MATCH EXISTING WIDTH

851+37.60'JS', 40.40' RT

849+62.02, 56.35' LT

R30'

849+68.25, 27.00' LT

851+00.00'JS'

FOUND

851+16.43'JS', 40.29' LT

850+43.88, 53.93' LT

R30'

850+30.66, 27.00' LT

93°17'4"

849+00

850+00

851+00

STA 849+99.19 =
STA 851+90.26 'JS'

2

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD	INTERSECTION DETAILS: WOLFES DR / MONAHAN RD & JOHNSON RD SOUTHERLY	SHEET 20 E

FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\021101-ID.DWG
LAYOUT NAME - 0211(06)
PLOT DATE : 7/17/2017 12:40 PM
PLOT BY : PETERSON, SHANE J
PLOT NAME : _____
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

END CONSTRUCTION
STA 840+55 'XW'
SAWCUT REQ'D
MATCH EXISTING WIDTH

840+87.13'XW', 12.00' LT

EXISTING
RIGHT OF WAY

N

CTH X

858

841+00'XW'

841+44.43, 99.00' LT

841+30.01'XW', 85.00' LT

840+98.94'XW', 12.00' RT

840+15.50, 63.94' LT

R35'

841+13.63'XW', 47.47' RT

R70'

839+57.13, 27.00' LT

841+54.43, 30.00' LT

842+42.02, 27.00' LT

3'

12'

12'

6'

12'

838+00

839+00

840+00

841+00

842+00

843+00

USH 61

76°32'11"

STA 840+84.44 =
STA 842+00.00 'XW'

STA 841+33.55 =
STA 843+00.00 'XE'

76°27'0"

839+76.46, 18.00' RT

842+60.72, 18.00' RT

R70'

R35'

842+04.75, 58.54' RT

843+90.42'XE', 50.35' LT

840+61.28, 24.00' RT

843+85.82'XE', 15.00' LT

844+00'XE'

840+71.45, 94.01' RT

843+64.31'XE', 85.00' RT

844+18.40'XE', 11.00' LT

843+99.90'XE', 11.00' RT

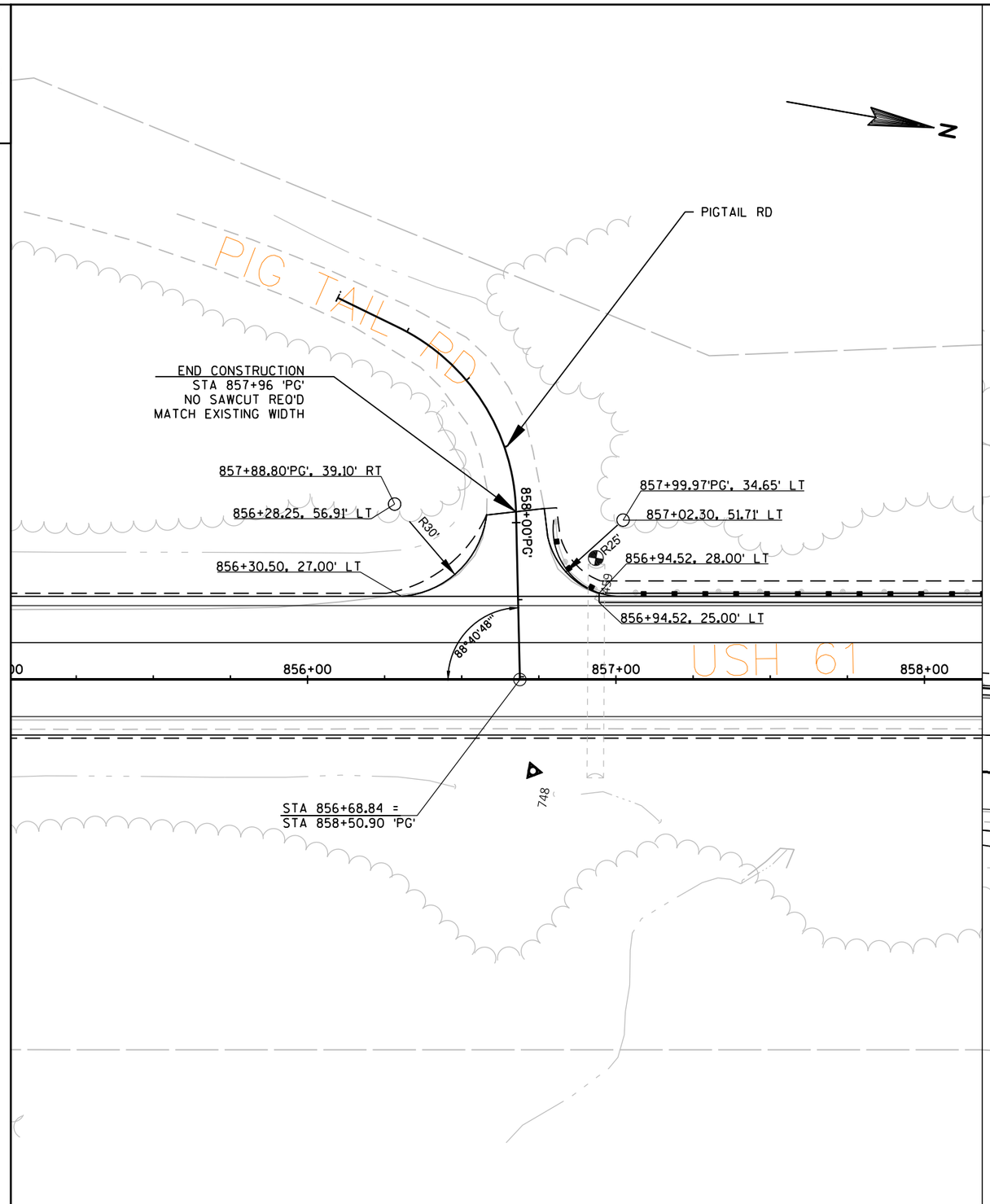
845+00'XE'

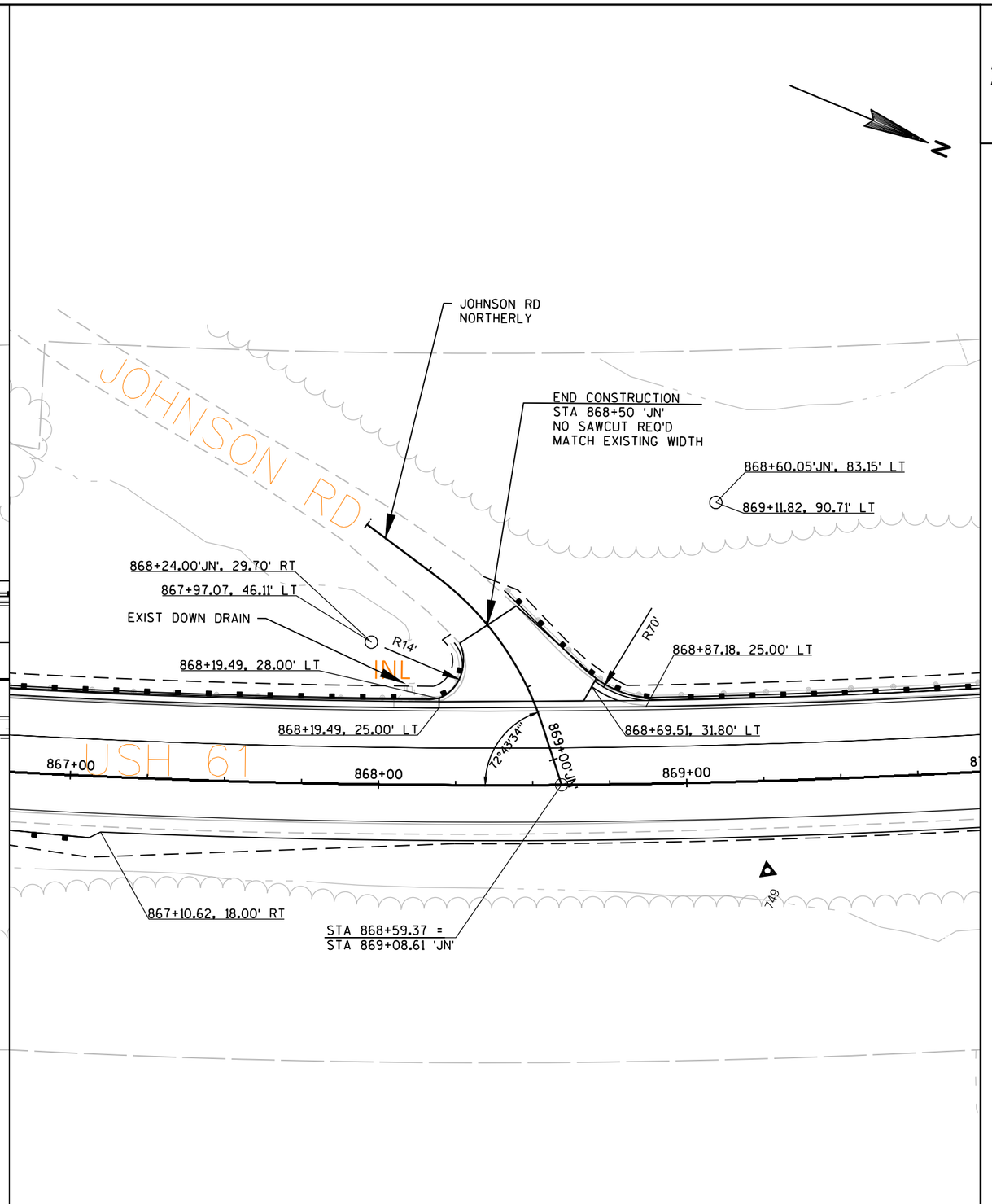
END CONSTRUCTION
STA 844+63 'XE'
SAWCUT REQ'D
MATCH EXISTING WIDTH

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD	INTERSECTION DETAILS: CTH X	SHEET	E

FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\021101-ID-CTH X FINAL.DWG
LAYOUT NAME - PLAN VIEW (1 OF 2)

PLOT DATE : 7/17/2017 9:51 AM PLOT BY : PETERSON, SHANE J PLOT NAME : PLOT SCALE : 1 IN:40 FT





PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD	INTERSECTION DETAILS: PIG TAIL RD & JOHNSON RD NORTHERLY	SHEET 22 E

2

PE

884+69.42, 29.00' LT

885+26.69, 27.00' LT

STA 885+72.64 =
STA 886+00.00 'CL'

884+06.91, 29.00' LT

461

752

USH 61

884+00

885+00

886+00

69°16'14"

885+33.25, 18.00' RT

R70'

886+21.37, 18.00' RT

R20'

886+37.43, 49.03' RT

886+87.61'CL', 30.80' LT

887+00'CL'

885+17.80, 86.35' RT

886+50.57'CL', 81.99' RT

END CONSTRUCTION
STA 886+46 'CL'
NO SAWCUT REQ'D
MATCH EXISTING WIDTH

COLEMAN DR

910+00

911+00

912+00

STA 911+43.95 =
STA 911+00.00 'CH'
CONSTRUCT INTERSECTION
TYPE D MODIFIED

90°17'55"

909+89.88, 18.00' RT

910+69.34, 25.00' RT

910+69.48, 82.33' RT

912+03.20'CH', 72.49' RT

Fiber Optics

912+49.43, 18.00' RT

752

R40'

911+99.38, 62.21' RT

911+60.03'CH', 56.97' LT

R60'

912+00'CH'

463

912+09.27'CH', 15.00' LT

Fiber Optics

913+00'CH'

CTH H

END CONSTRUCTION
STA 912+29 'CH'
SAWCUT REQ'D
MATCH EXISTING WIDTH

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD	INTERSECTION DETAILS: COLEMAN DR & CTH H	SHEET 23 E

FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\021101-ID.DWG
LAYOUT NAME - 0211(08)
PLOT DATE : 7/17/2017 12:41 PM
PLOT BY : PETERSON, SHANE J
PLOT NAME : _____
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

END CONSTRUCTION
STA 970+31 'HR'
SAWCUT REQ'D
MATCH EXISTING WIDTH

970+23.48'HR', 51.03' RT
968+57.71, 57.98' LT

R40'

968+56.44, 18.00' LT

969+90.81, 89.74' LT
970+33.29'HR', 85.44' LT

STA 969+29.21 =
STA 971+00.52 'HR'
CONSTRUCT INTERSECTION
TYPE C MODIFIED

R70'

969+86.63, 19.80' LT
970+11.13, 18.00' LT

72°45'4"

971+00'HR'

88°45'33"

965+00 966+00 967+00 968+00 969+00 970+00

USH 61

6"

965+90.17, 18.00' RT
967+22.54, 26.00' RT
968+43.73, 26.00' RT
970+45.89, 18.00' RT

STA 969+31.89 =
STA 969+00.00 'SS'
CONSTRUCT INTERSECTION
TYPE B2 MODIFIED

R60'

R45'

466

969+95.77, 69.55' RT
969+70.92'SS', 62.36' LT

968+61.12, 84.58' RT
969+83.82'SS', 72.58' RT

SUNBEAM BLVD E

970+00'SS'

SUNBEAM BLVD

END CONSTRUCTION
STA 970+01 'SS'
SAWCUT REQ'D
MATCH EXISTING WIDTH

SIGN
FLAG
PE
MH

END CONSTRUCTION
STA 980+80 'NW'
SAWCUT REQ'D
MATCH EXISTING WIDTH

981+07.41'NW', 55.44' RT
979+59.61, 63.67' LT

R40'

979+04.71, 18.00' LT

NEW WELL RD

980+88.51'NW', 60.10' LT
980+76.44, 67.79' LT

R45'

STA 980+08.05 =
STA 981+65.08 'NW'
CONSTRUCT INTERSECTION
TYPE D MODIFIED

980+91.61, 22.00' LT

981+00.00'NW'

NEW WELL RD

96°36'24"

976+00 977+00 978+00 979+00 980+00 981+00

1"

2"

976+08.92, 18.00' RT
977+30.62, 26.00' RT
979+20.75, 26.00' RT
980+97.52, 20.00' RT

89°33'16"

STA 980+07.62 =
STA 980+00.00 'SN'
CONSTRUCT INTERSECTION
TYPE B2

R60'

757

467

979+33.62, 85.39' RT
980+84.81'SN', 74.66' RT

R40'

980+64.58, 64.01' RT
980+64.46'SN', 56.46' LT

SLAB

981+00'SN'

SUNBEAM BLVD E

END CONSTRUCTION
STA 981+19 'SN'
SAWCUT REQ'D
MATCH EXISTING WIDTH

SIGN
MH
FLAG

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD	INTERSECTION DETAILS: HALVERSON RIDGE RD / SUNBEAM BLVD E / NEW WELL RD	SHEET 24 E

FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\021101-ID.DWG
LAYOUT NAME - 0211(09)

PLOT DATE : 7/17/2017 12:42 PM PLOT BY : PETERSON, SHANE J PLOT NAME : _____ PLOT SCALE : 1 IN:40 FT

2

STH 131

PINE ST

END CONSTRUCTION
STA 999+50 '131W'
SAWCUT REQ'D
MATCH EXISTING WIDTH

REMOVE AND REPLACE
182 LF 30-INCH TYPE D
CURB & GUTTER
(MATCH EXISTING)

999+99.30'131W', 93.18' RT
998+29.51, 85.23' LT

999+43.68'131W', 71.84' LT
1000+00.39, 75.61' LT

1000+00'13W'

R61'

R52'

SLAB

SIGN

STA 999+23.14 =
STA 1000+68.66 '131W'
CONSTRUCT INTERSECTION
TYPE A2 MODIFIED

PE

998+29.13, 24.00' LT

1001+92.26, 24.00' LT

1002+83.32, 18.00' LT

PC: 1002+96.73

1001+00.55, 24.00' LT

997+00 998+00 999+00 1000+00 1001+00 1002+00 1003+00

USH 61

85°24'22"

998+15.51, 27.00' RT

1001+34.16, 27.00' RT

1001+61.71, 20.00' RT

PE

1007+00'3W'

3RD STREET

1007+95.27'3W', 91.46' LT
1006+41.35, 91.98' LT

END CONSTRUCTION
STA 1007+37 '3W'
SAWCUT REQ'D
MATCH EXISTING WIDTH

PE

STA 1006+07.05 =
STA 1008+32.01 '3W'
CONSTRUCT INTERSECTION
TYPE D MODIFIED

EXIST R/W

1007+37.88'3W', 31.82' RT
1005+19.76, 44.82' LT

R70'

R15'

SIGN

PE

1005+07.24, 18.00' LT

1008+00'3W'

1007+30.83, 18.80' LT

43°26'39"

739'

1007+87.39, 18.00' LT

1004+00 1005+00 1006+00 1007+00 1008+00 1009+00

75°41'20"

1005+28.09, 18.00' RT

1006+01.97, 18.00' RT

R12'

1006+16.41, 31.28' RT

1006+78.54'3E', 26.24' LT

RIPRAP

RIPRAP

RIPRAP

468'

STA 1005+63.40 =
STA 1006+00.00 '3E'
CONSTRUCT INTERSECTION
TYPE C MODIFIED

R90'

1007+00'3E'

3RD STREET

1004+90.94, 100.69' RT

1006+41.18'3E', 104.26' RT

END CONSTRUCTION
STA 1006+62 '3E'
SAWCUT REQ'D
MATCH EXISTING WIDTH

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD	INTERSECTION DETAILS: STH 131 (PINE ST) & 3RD ST	SHEET 25 E

FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\021101-ID.DWG
LAYOUT NAME - 0211(10)

PLOT DATE : 7/17/2017 12:42 PM PLOT BY : PETERSON, SHANE J PLOT NAME : _____ PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

EXIST R/W

FE

1052+45.71, 24.00' LT

1052+78.00, 19.00' LT

1051+87.26, 18.00' LT

STA 1052+84.18 =
STA 1053+00.01 'TC'
CONSTRUCT INTERSECTION
TYPE D MODIFIED

1052+00

1053+00

1054+00

INL

INL

1051+39.31, 18.00' RT

76°29'29"

902

R70'

761

R40'

1053+56.27, 58.19' RT

1053+86.43'TC', 54.09' LT

1052+23.06, 92.92' RT

1053+64.50'TC', 84.96' RT

1054+00'TC'

TROUT CREEK RD

SLAB

TROUT CREEK RD

END CONSTRUCTION
STA 1054+17 'TC'
SAWCUT REQ'D
MATCH EXISTING WIDTH

TROUT CR

HO

OH

N

PC: 1088+16.72

STA 1089+34.39 =
STA 1089+00.00 'DN'

763

1088+00

1089+00

1090+00

1091+0

USH 61

69°39'55"

1088+98.67, 18.00' RT

R70'

1089+92.61, 18.00' RT

R30'

1089+97.69, 47.76' RT

472

1089+73.24'DN', 37.36' LT

END CONSTRUCTION
STA 1089+62 'DN'
NO SAWCUT REQ'D
MATCH EXISTING WIDTH

1088+77.64, 85.02' RT

1089+55.26'DN', 80.95' RT

1090+00'DN'

DENIM DR

DENIM DR

1091+00'DN'

HO

N

2

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD	INTERSECTION DETAILS: TROUT CREEK RD & DENIM DR	SHEET 26 E

2

N

STA 1106+73.14 =
STA 1107+00.17 'DC'
CONSTRUCT INTERSECTION
TYPE D MODIFIED

1106+46.66, 19.00' LT

1105+97.20, 24.50' LT

1105+37.92, 18.00' LT

765

1106+00

1107+00

1108+00

78°8'23"

1105+91.18, 18.00' RT

R60'

1107+56.81, 18.00' RT

R25'

1107+32.63, 44.72' RT

1107+78.83'DC', 38.30' LT

1108+35.23, 18.00' RT

1106+13.81, 80.89' RT

1107+50.59'DC', 76.71' RT

1108+00'DC'

DAY CREEK RD

DAY CREEK RD

END CONSTRUCTION
STA 1107+88 'DC'
NO SAWCUT REQ'D
MATCH EXISTING WIDTH

TAVERN RD

1122+00'TV'

TAVERN RD

END CONSTRUCTION
STA 1123+26 'TV'
SAWCUT REQ'D
MATCH EXISTING WIDTH

INTERSECTION
TYPE D
MODIFIED

1123+41.51'TV', 65.90' LT

1121+68.23, 69.31' LT

1123+00'TV'

1123+17.59'TV', 39.82' RT

1120+61.52, 49.34' LT

R30'

R50'

1120+43.13, 18.00' LT

1121+87.20, 18.00' LT

71°56'30"

1120+00

1121+00

1122+00

1120+05.06, 19.50' RT

1121+38.56, 18.00' RT

1120+57.75, 26.50' RT

STA 1121+21.81 =
STA 1123+89.94 'TV'
CONSTRUCT INTERSECTION
TYPE D MODIFIED

FE

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD	INTERSECTION DETAILS: DAY CREEK RD & TAVERN RD	SHEET 27 E

FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\021101-ID.DWG
LAYOUT NAME - 0211(12)
PLOT DATE : 7/17/2017 12:43 PM
PLOT BY : PETERSON, SHANE J
PLOT NAME : _____
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

1211+85.30, 249.21' LT

END CONSTRUCTION
MATCH EXISTING JOINT

REMOVE AND REPLACE
223 LF 30-INCH TYPE D
CURB & GUTTER
(MATCH EXISTING)

REMOVE AND REPLACE
225 LF TYPE J CURB
(MATCH EXISTING)

REMOVE
48 LF 30-INCH TYPE D
CURB & GUTTER

PE

SIGN

STA 1210+09.56 =
STA 1210+00.00 'WM'
CONSTRUCT INTERSECTION
TYPE D MODIFIED

1211+16.09, 53.51' LT

R45'

R40'

R232'

1212+46.86, 55.59' LT

REMOVE TOPSOIL
(12 CY) AND PAVE
2-INCH HMA

1211+00.00, 18.00' LT

EP: 1213+68.00

1209+00 1210+00 1211+00 1212+00 1213+00

USH 61 / STH 131

END CONSTRUCTION
STA 1213+68

92°57'58"

SIGN

1209+24.61, 18.00' RT

1210+89.42, 18.00' RT

1211+63.44, 18.00' RT

R50'

R30'

71'

480

REMOVE TOPSOIL
(2 CY) AND PAVE
2-INCH HMA

REMOVE AND REPLACE
92 LF 36-INCH 6-INCH
TYPE D CURB & GUTTER
(MATCH EXISTING)

R60'

1212+76.83, 84.99' RT

REMOVE AND REPLACE
85 LF TYPE J CURB
(MATCH EXISTING)

MILL ST

1211+00 'WM'

END CONSTRUCTION
STA 1210+80 'WM'
SAWCUT REQ'D

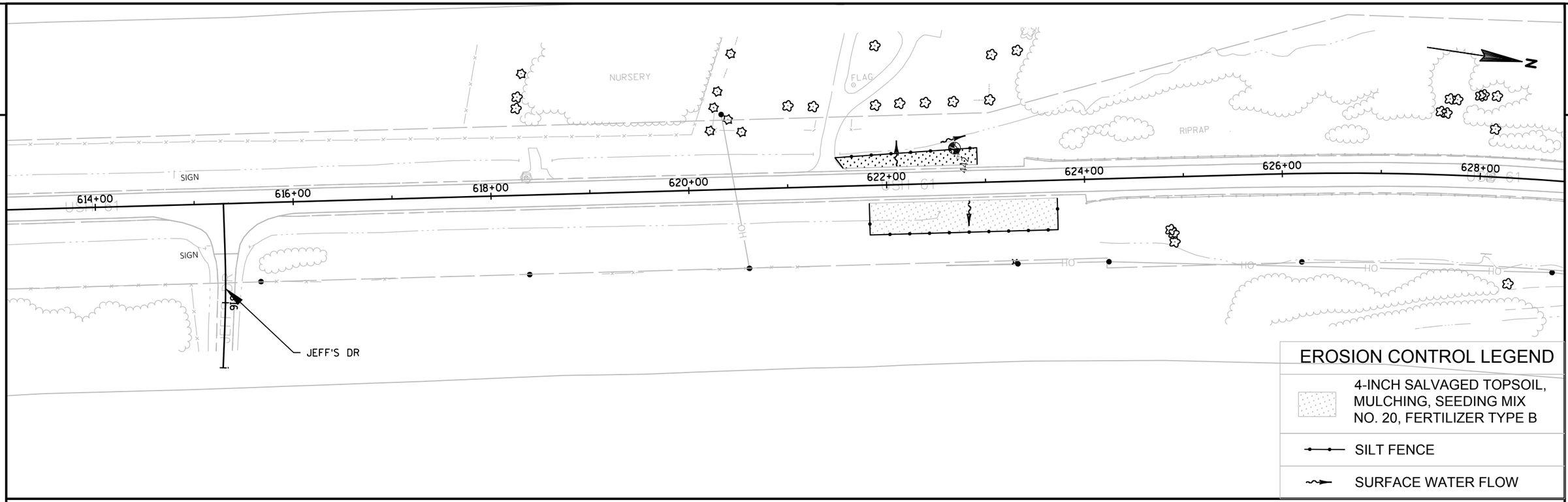
END CONSTRUCTION
STA 1213+68
MATCH 2016 PAVEMENT

W MILL ST

USH 14/61

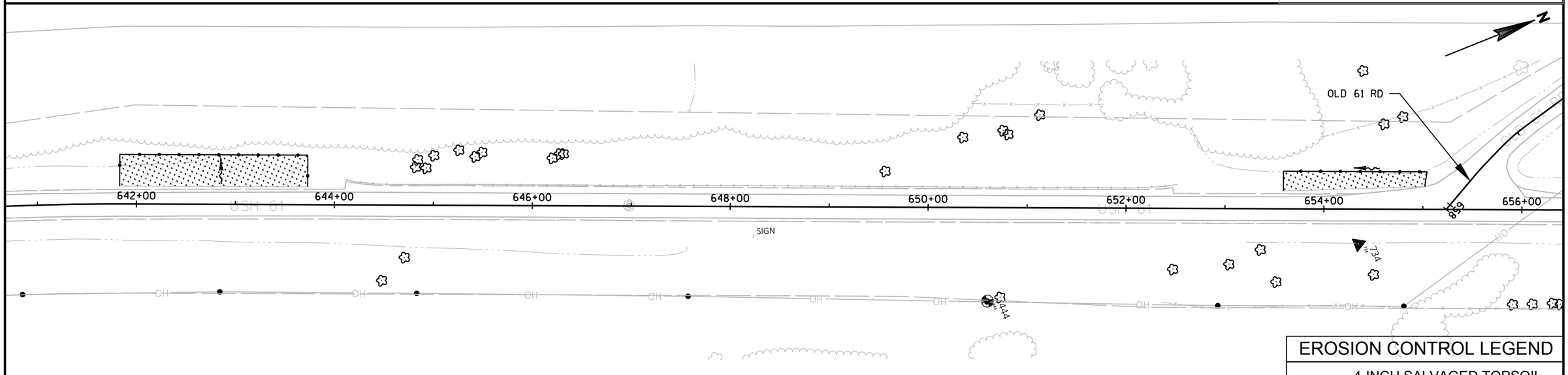
PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: VERNON	INTERSECTION DETAILS: MILL ST & USH 14	SHEET 28 E

2



EROSION CONTROL LEGEND

- 4-INCH SALVAGED TOPSOIL, MULCHING, SEEDING MIX NO. 20, FERTILIZER TYPE B
- SILT FENCE
- SURFACE WATER FLOW

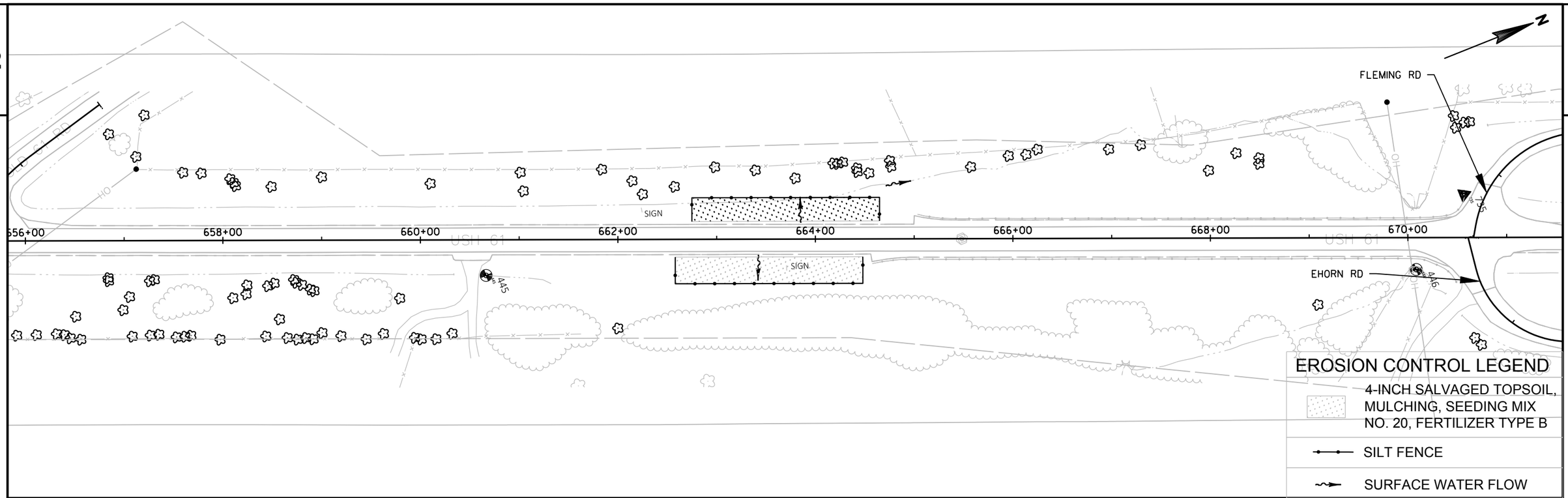


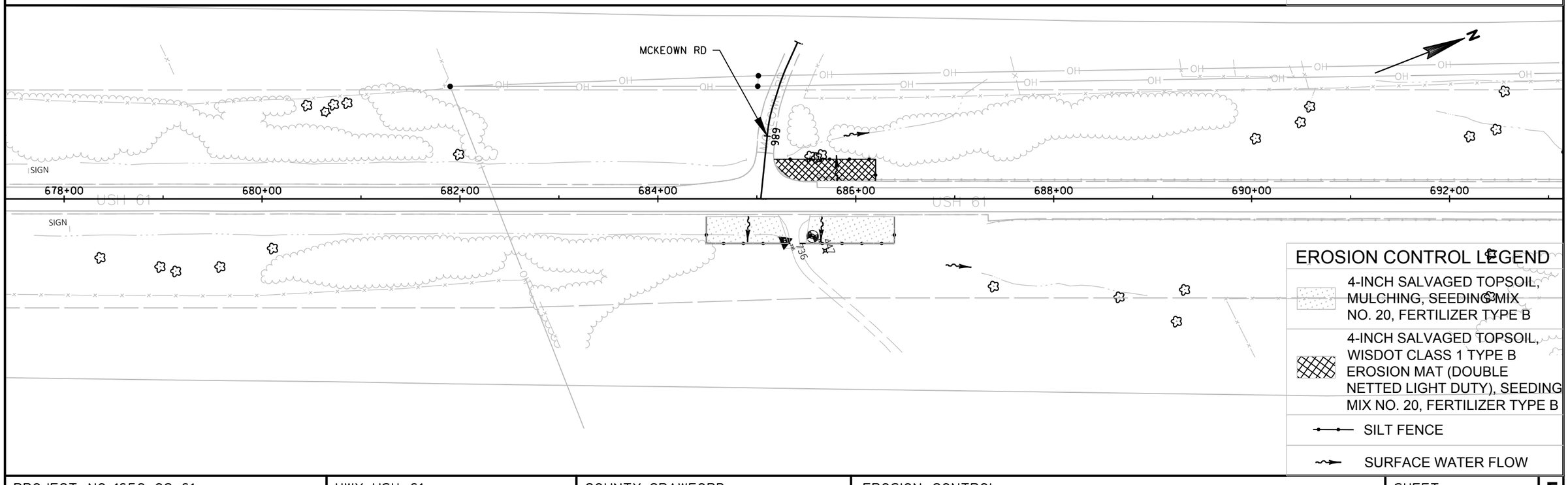
EROSION CONTROL LEGEND

- 4-INCH SALVAGED TOPSOIL, MULCHING, SEEDING MIX NO. 20, FERTILIZER TYPE B
- SILT FENCE
- SURFACE WATER FLOW

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD	EROSION CONTROL	SHEET 29 E

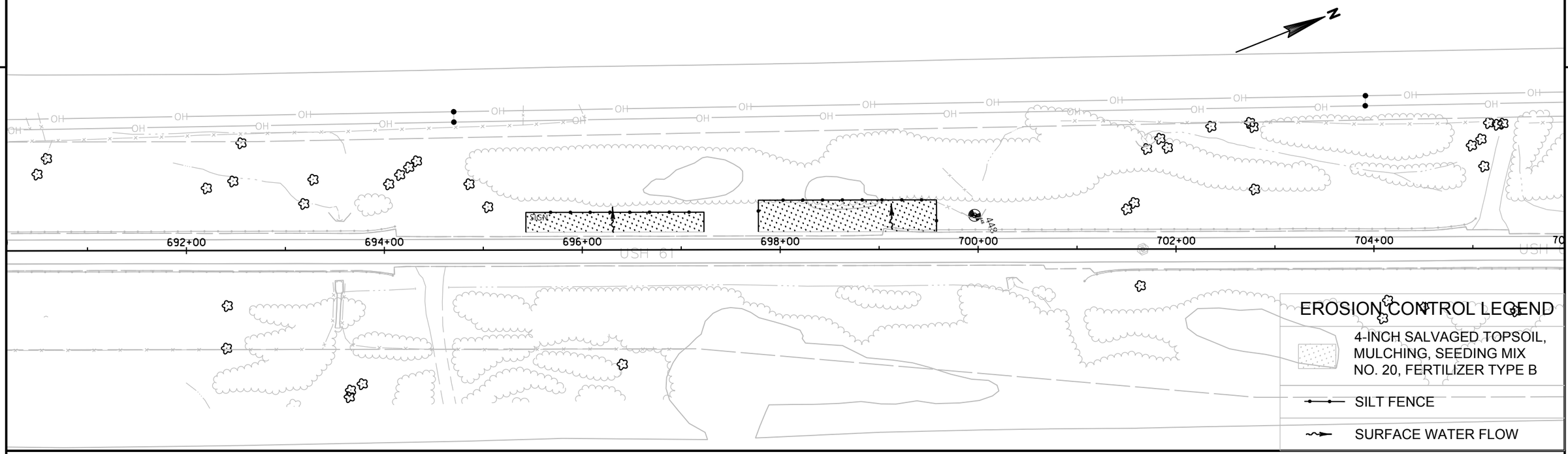
FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\022001-EC CULVER MAINT.DWG
LAYOUT NAME - 022001-EC CULVER MAINT -EC1
PLOT DATE : 9/20/2017 10:28 AM PLOT BY : DAVIDSON, JONATHAN BPLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44





PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD	EROSION CONTROL	SHEET 30	E

2

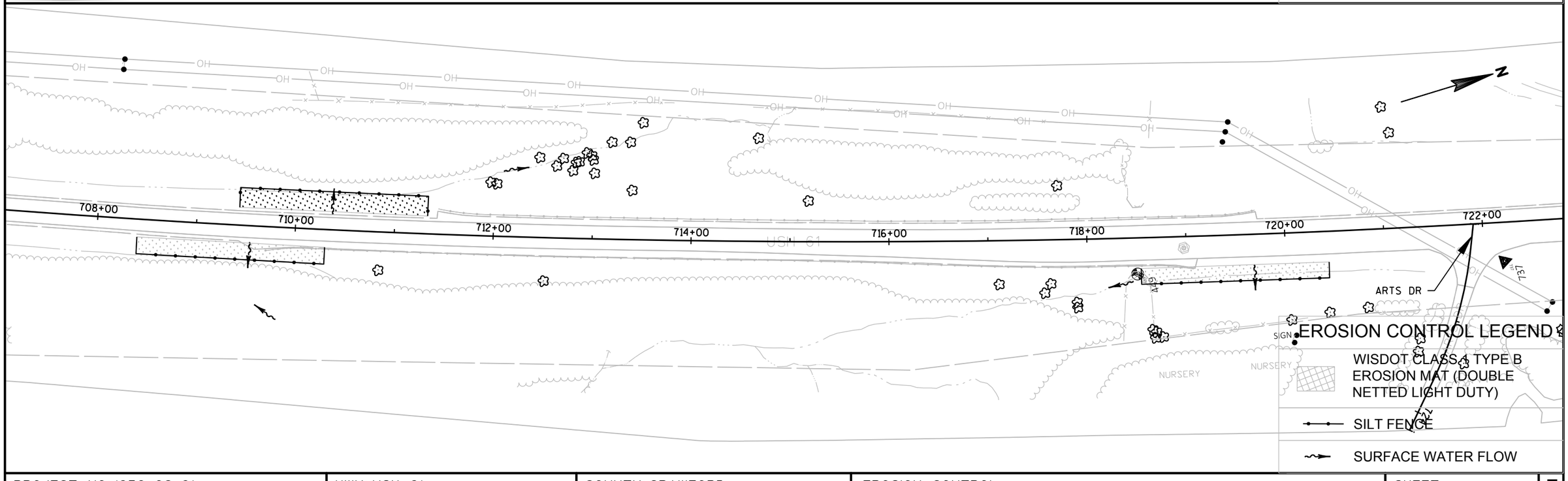


EROSION CONTROL LEGEND

4-INCH SALVAGED TOPSOIL, MULCHING, SEEDING MIX NO. 20, FERTILIZER TYPE B

SILT FENCE

SURFACE WATER FLOW



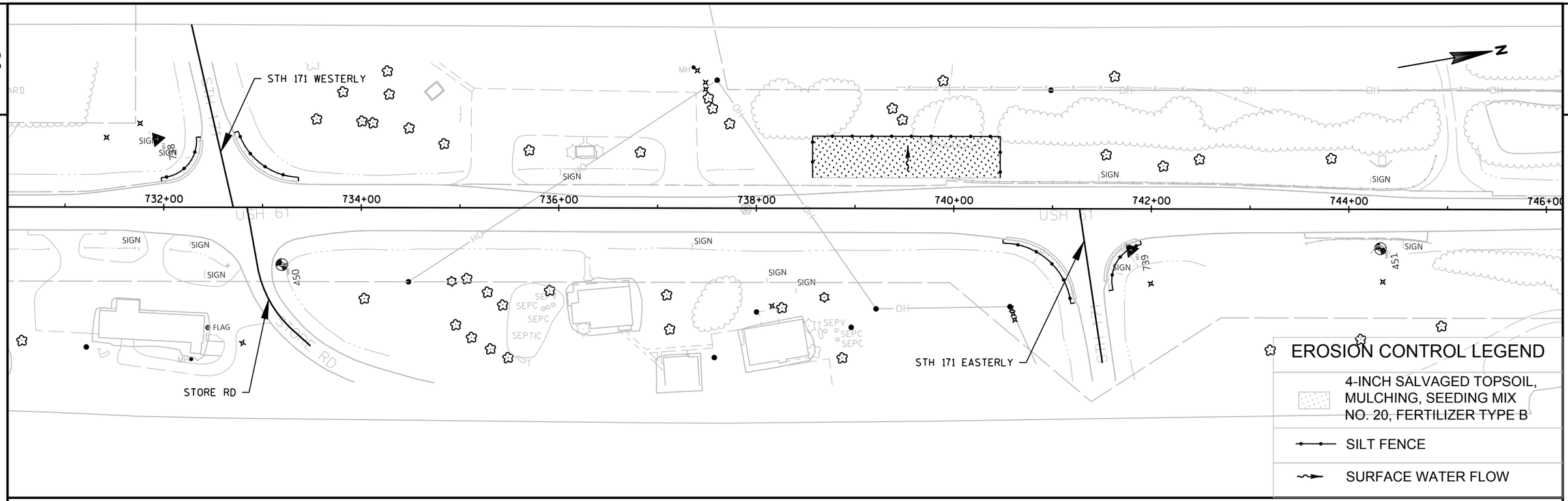
EROSION CONTROL LEGEND

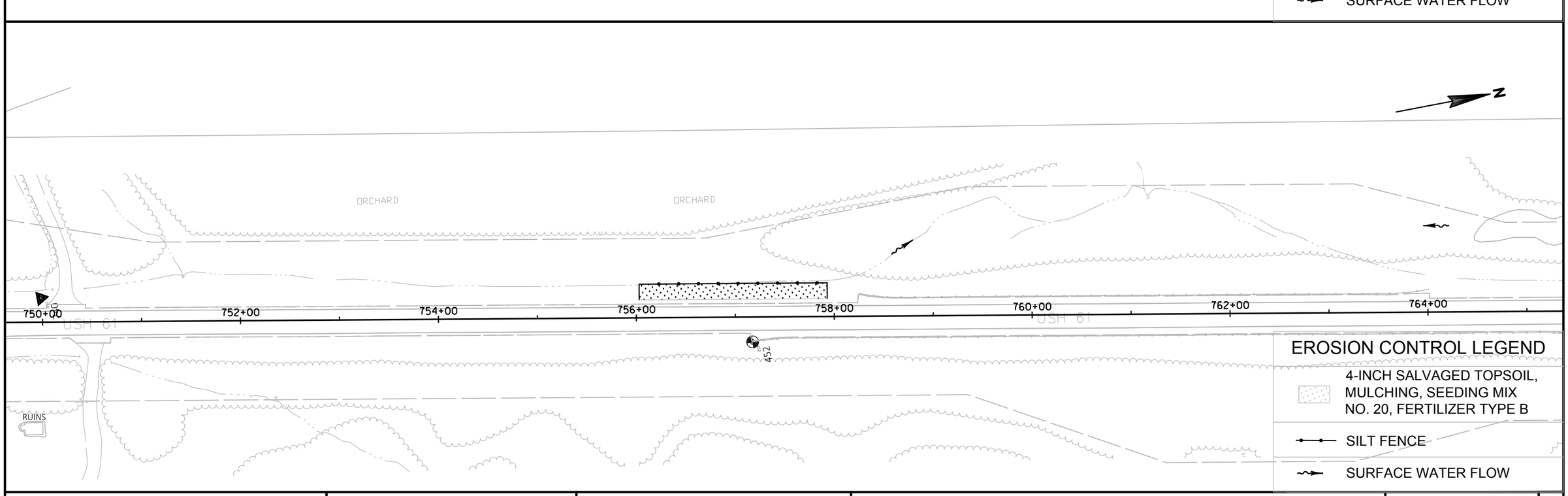
WISDOT CLASS 1 TYPE B EROSION MAT (DOUBLE NETTED LIGHT DUTY)

SILT FENCE

SURFACE WATER FLOW

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD	EROSION CONTROL	SHEET 31	E





EROSION CONTROL LEGEND

- 4-INCH SALVAGED TOPSOIL, MULCHING, SEEDING MIX NO. 20, FERTILIZER TYPE B
- SILT FENCE
- SURFACE WATER FLOW

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD	EROSION CONTROL	SHEET 32	E

2

2

SIGN

792+00

794+00

796+00

798+00

800+00

802+00

804+00

806+00

USH 61

RIPRAP

RIPRAP

743

455

N

EROSION CONTROL LEGEND

4-INCH SALVAGED TOPSOIL, MULCHING, SEEDING MIX NO. 20, FERTILIZER TYPE B

SILT FENCE

SURFACE WATER FLOW

EXIST 10-FT WIDE PATH TO REMAIN TO ROW LIMITS

PROP R/W

EXIST R/W

CTH X WESTERLY

JOHNSON RD (NORTH)

N

458

747

HO

OHW

SIGN

SIGN

SIGN

SIGN

FOUND

JOHNSON RD

838+00

840+00

842+00

844+00

846+00

848+00

850+00

852+00

USH 61

SIGN

ORCHARD

CTH X EASTERLY

EROSION CONTROL LEGEND

4-INCH SALVAGED TOPSOIL, WISDOT CLASS 1 TYPE B EROSION MAT (DOUBLE NETTED LIGHT DUTY), SEEDING MIX NO. 20, FERTILIZER TYPE B

SILT FENCE

SURFACE WATER FLOW

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD	EROSION CONTROL	SHEET 33	E

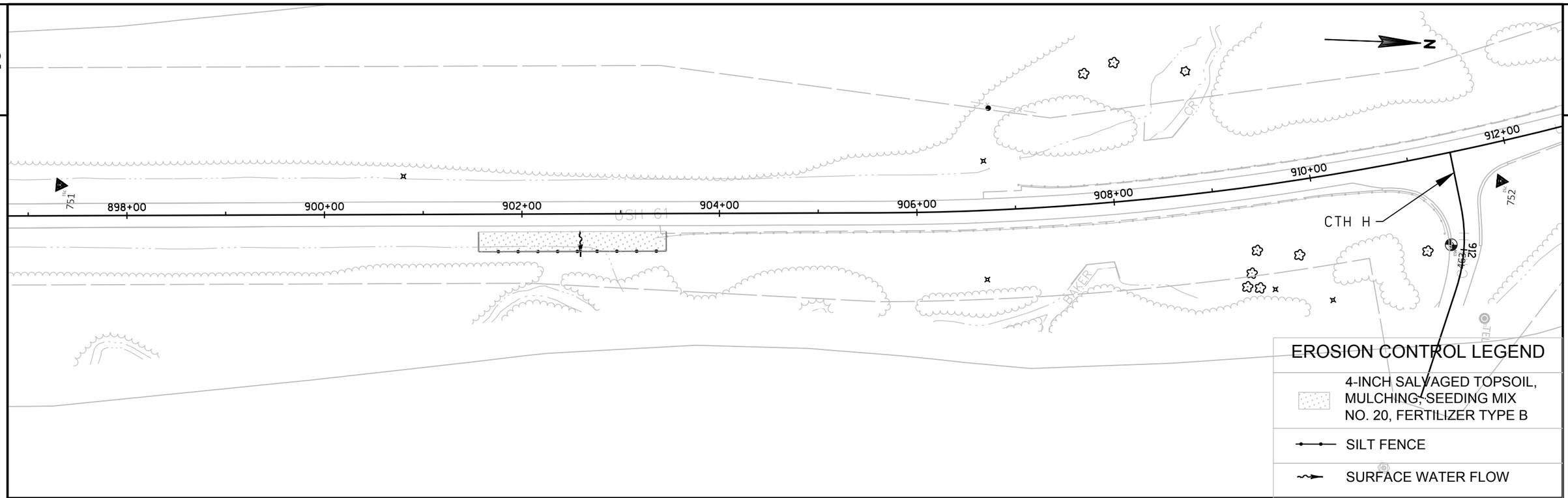
FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\022001-EC CULVER MAINT.DWG
LAYOUT NAME - 022001-EC CULVER MAINT - EC5

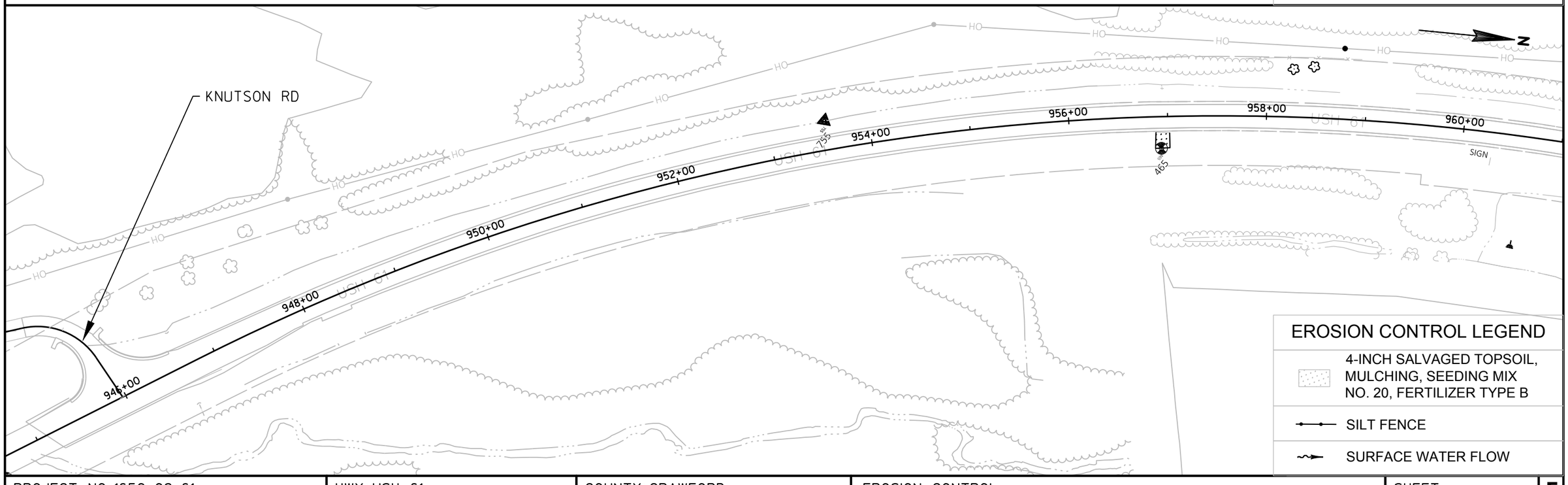
PLOT DATE : 9/20/2017 10:30 AM PLOT BY : DAVIDSON, JONATHAN BPLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2



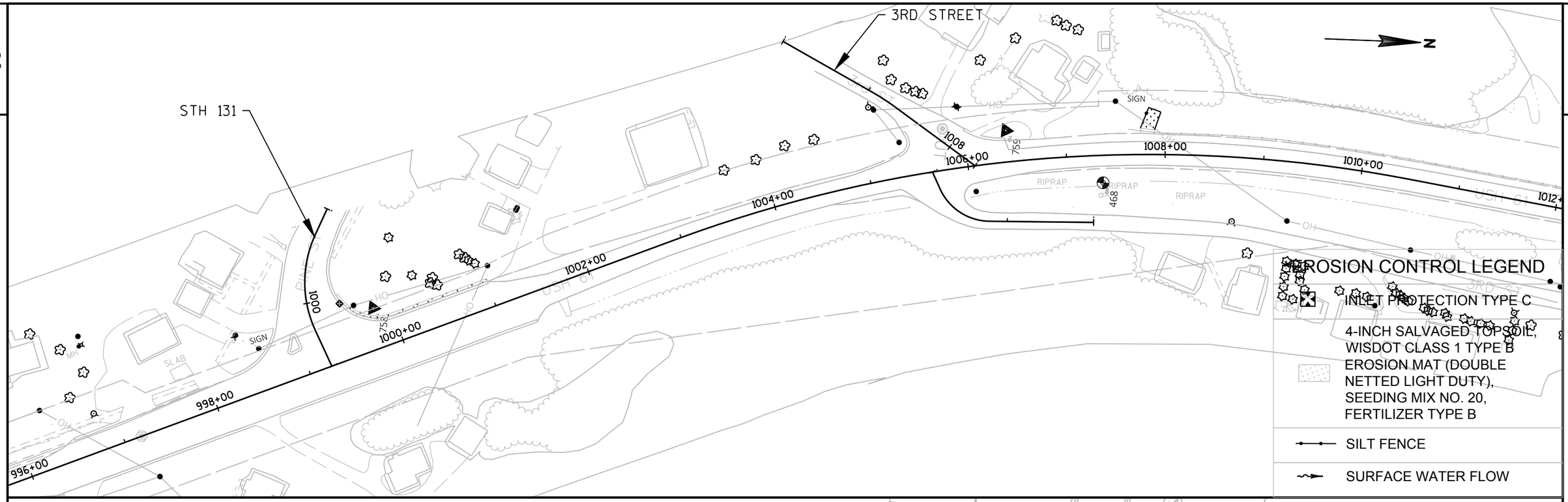


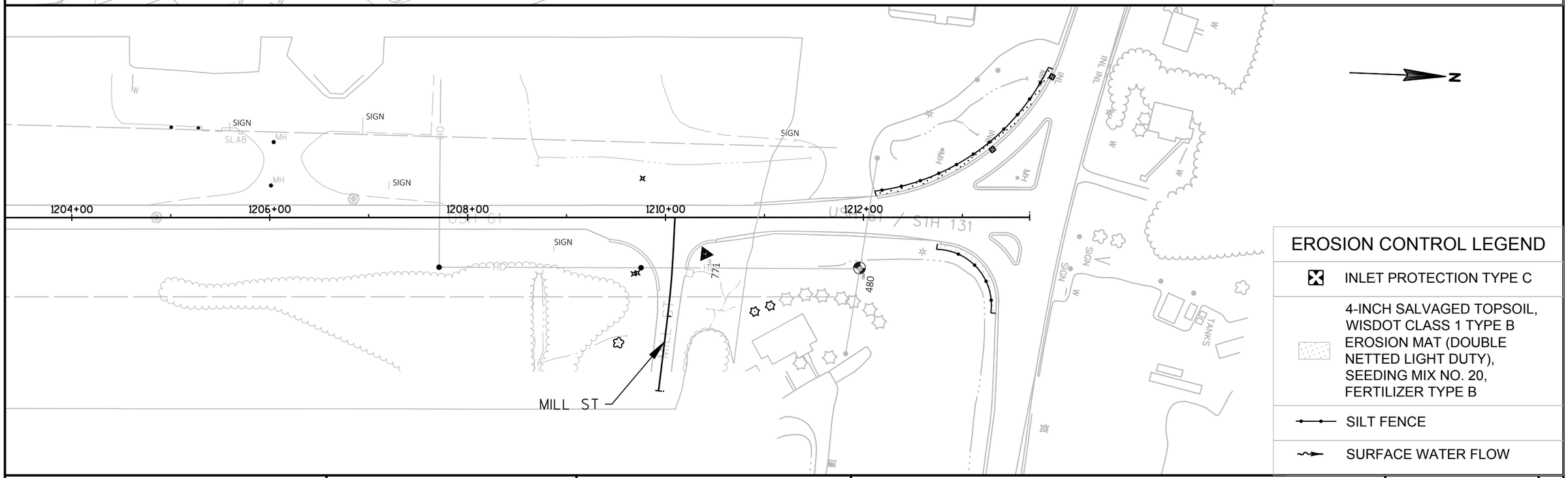
PROJECT NO:1650-02-61	HWY: USH 61	COUNTY: CRAWFORD	EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\022001-EC CULVER MAINT.DWG
LAYOUT NAME - 022001-EC CULVER MAINT - EC6

PLOT DATE : 9/20/2017 10:31 AM PLOT BY : DAVIDSON, JONATHAN BPLOT NAME : PLOT SCALE : 1 IN:100 FT

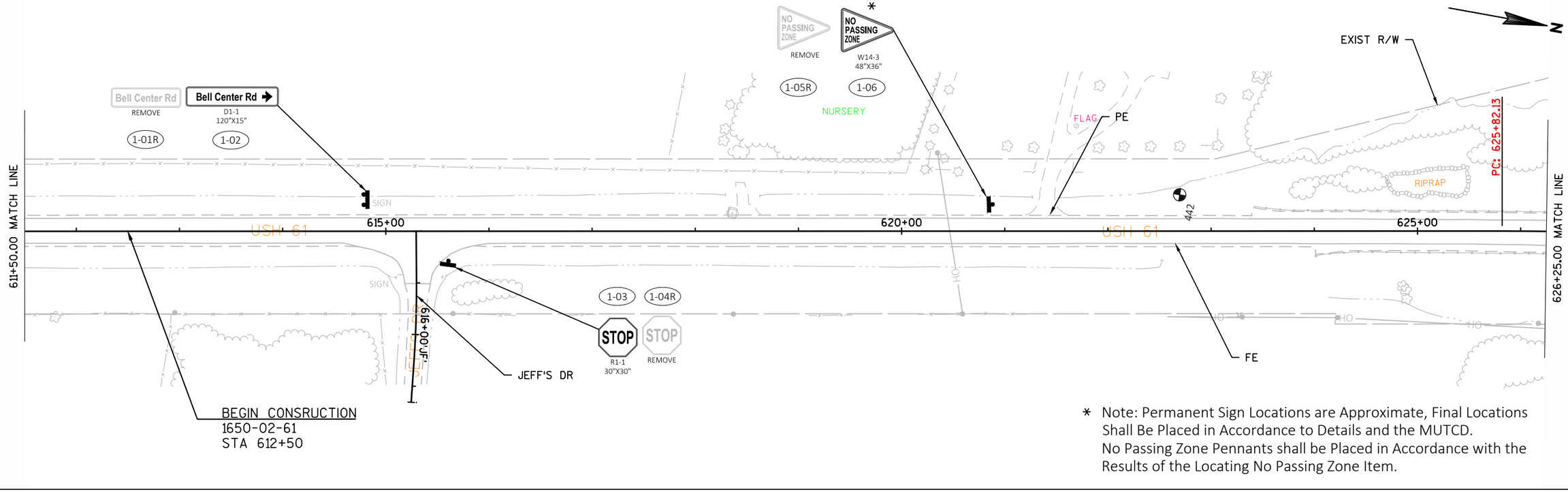
2

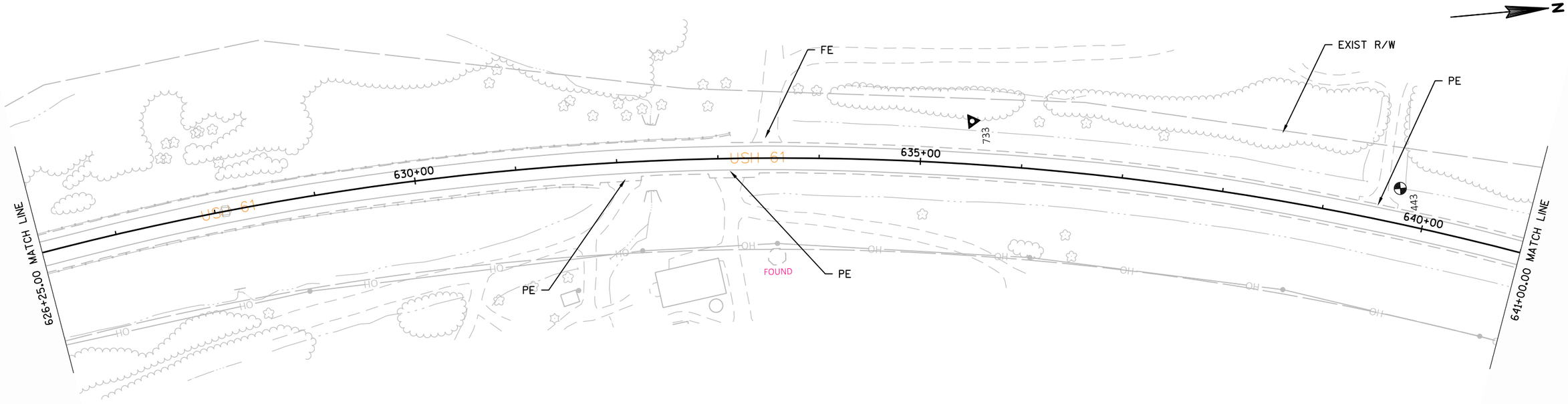




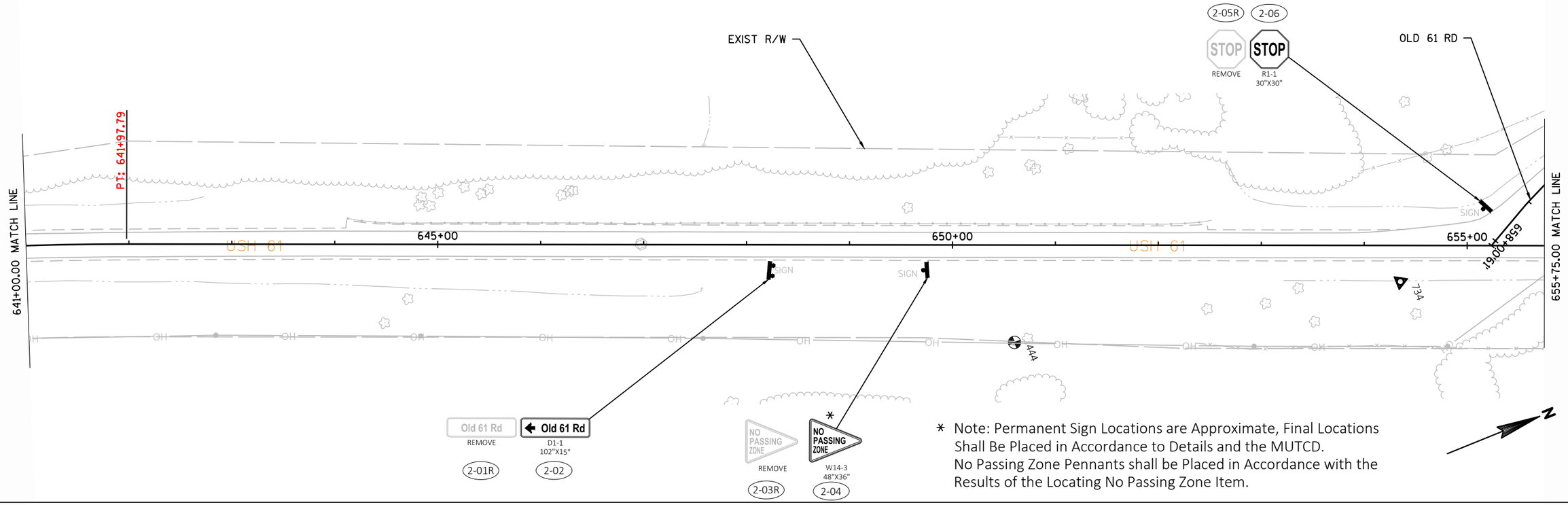
PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD	EROSION CONTROL	SHEET	E

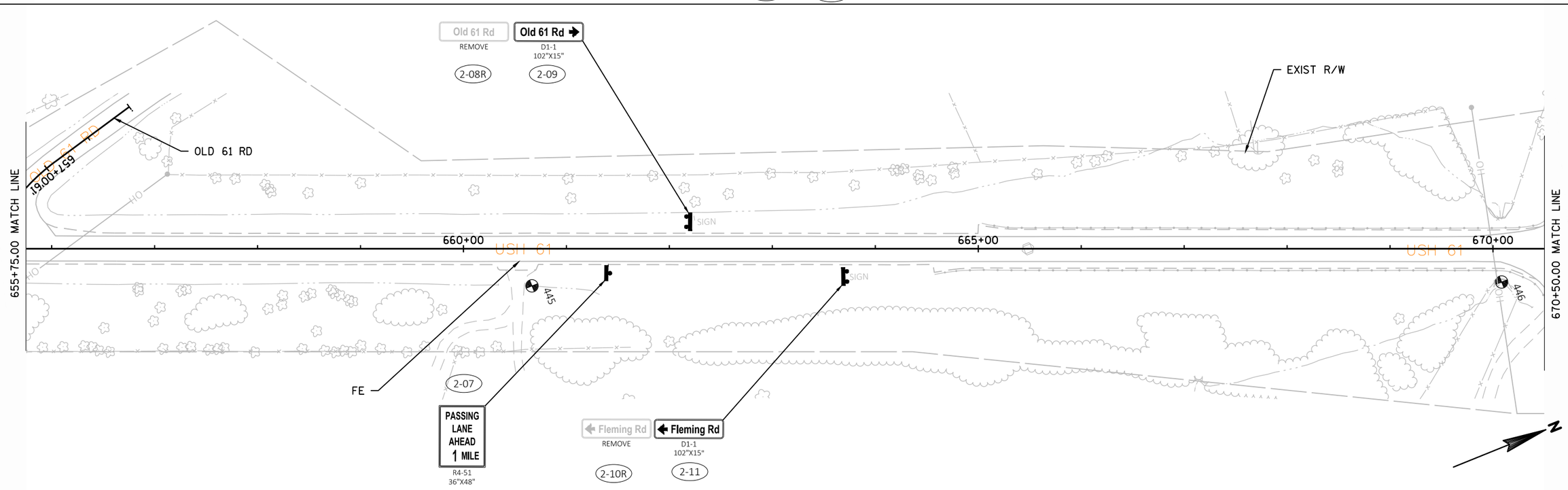
FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\022001-EC CULVER MAINT.DWG
LAYOUT NAME - 022001-EC CULVER MAINT - EC7
PLOT DATE : 9/20/2017 10:32 AM PLOT BY : DAVIDSON, JONATHAN BPLOT NAME :
PLOT SCALE : 1 IN:100 FT



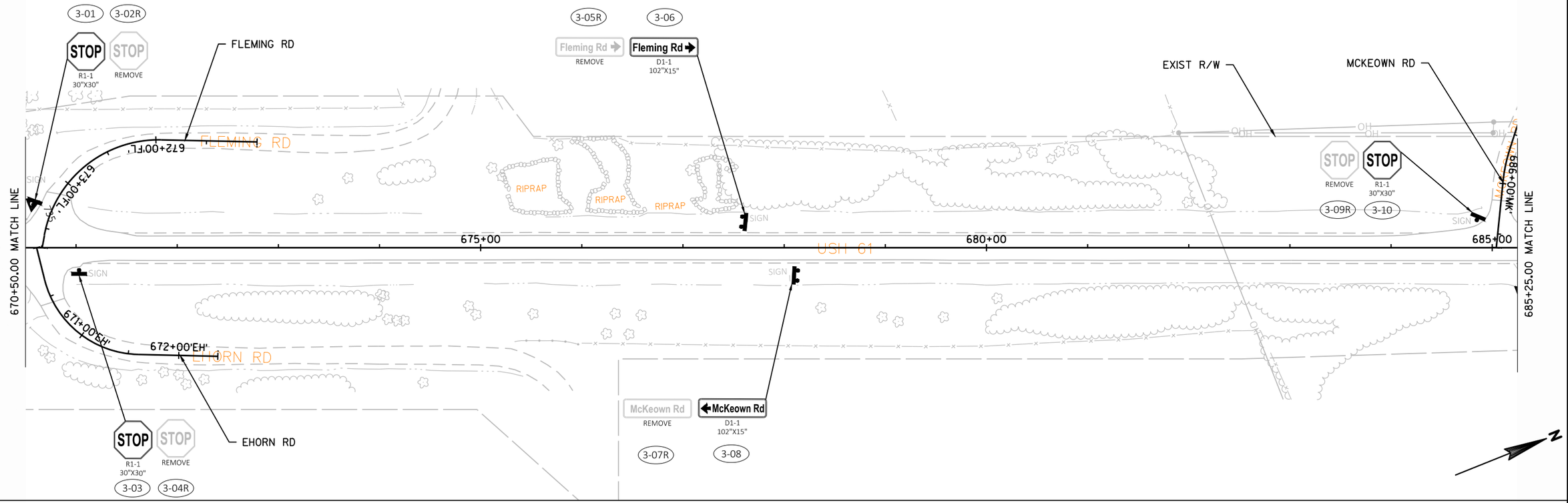


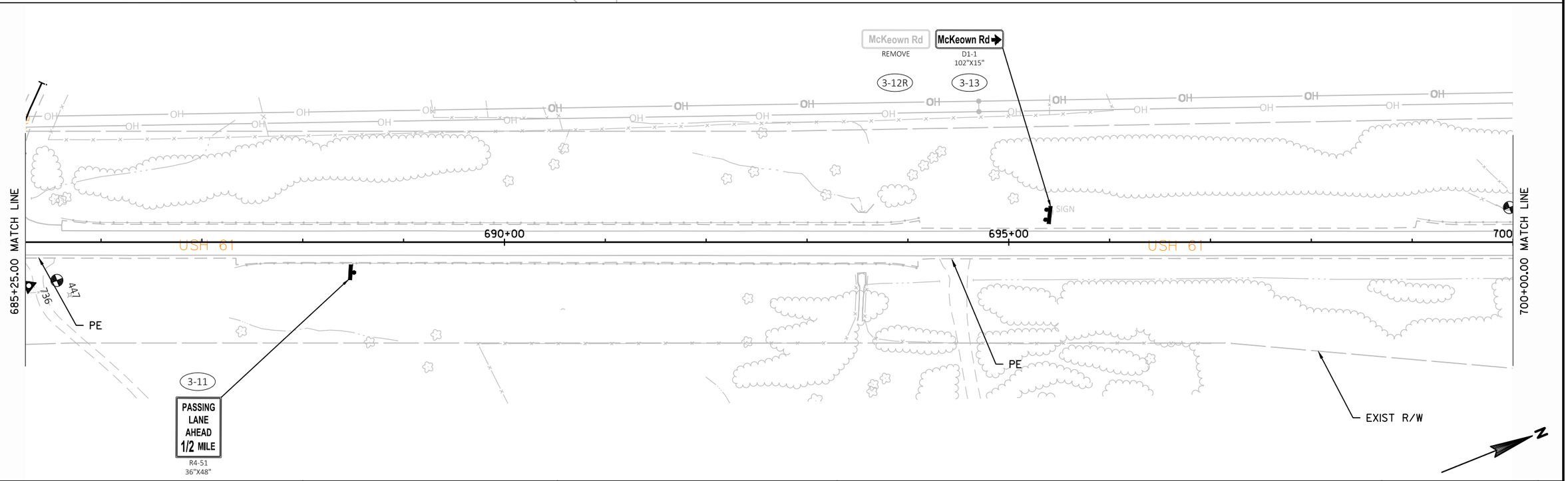
PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET 36	E





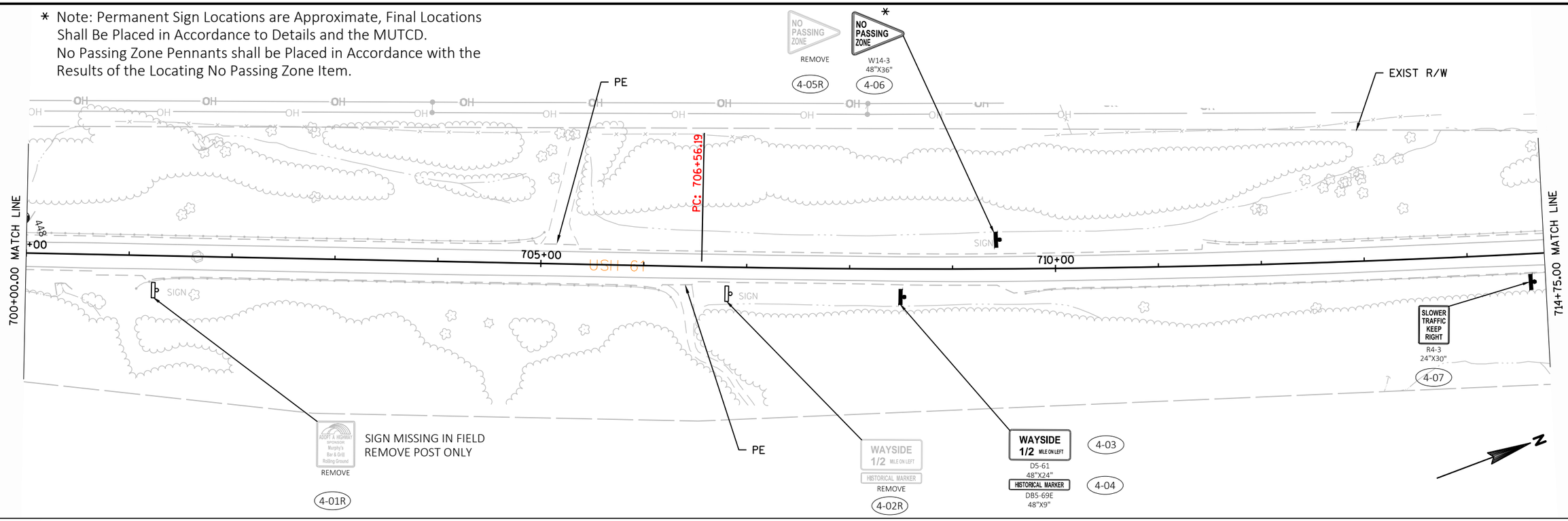
PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET 37	E

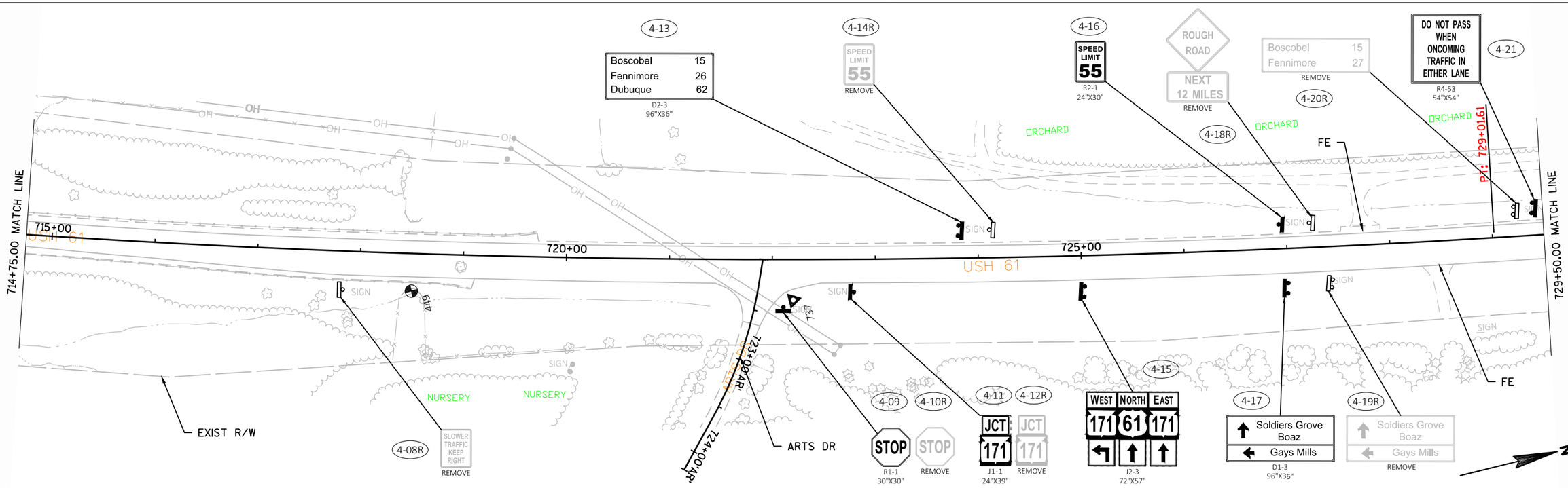




PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET 38	E

* Note: Permanent Sign Locations are Approximate, Final Locations Shall Be Placed in Accordance to Details and the MUTCD.
No Passing Zone Pennants shall be Placed in Accordance with the Results of the Locating No Passing Zone Item.





PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET 39	E

2

729+50.00 MATCH LINE

744+25.00 MATCH LINE

730+00 735+00 740+00

USH 61

STH 171 WESTERLY

STH 171 EASTERLY

STORE RD

EXIST R/W

734+00.17W

734+00.51W

742+00.17E

NORTH EAST 61 171 — J2-2 48"X57" — 5-01

Rolling Ground UNINCORPORATED — I2-3-U 96"X24" — 5-02R

WEST NORTH EAST 171 61 171 — J3-3 72"X57" — 5-09

PE

SEPV SEPC SEPC SEPTIC

RIGHT LANE ENDS — W9-1R 36"X36" — 5-15

WAYSIDE — D5-62L 48"X24" — NO OVERNIGHT CAMPING R55-51 18"X18" — 5-18 5-19 5-20R

Soldiers Grove / Boaz — D1-2 66"X30" — 5-22

NORTH EAST 61 171 — J2-2 48"X57" — 5-26

5-32 5-33R 5-27R 5-37R 5-38

STOP — R1-1 30"X30" — 5-11R 5-12

STOP — R1-1 36"X36" — 5-08R 5-07 5-43

SOUTH WEST 61 171 — J3-2 48"X57" — 5-13

SOUTH 61 — J4-1 24"X36" — 5-03R 5-04

SOUTH 61 ORCHARD — J4-1 24"X36" — 5-05R 5-06

Boscobel / Gays Mills — D1-2 66"X30" — 5-23

WAYSIDE — D5-62R 48"X24" — NO OVERNIGHT CAMPING R55-51 18"X18" — 5-28R 5-29 5-30

W4-2R 36"X36" — 5-24R

STOP — R1-1 30"X30" — 5-21

STOP — R1-1 30"X30" — 5-25

SOUTH WEST 61 171 — J2-2 48"X57" — 5-31

SOUTH WEST 61 171 — 5-34R 5-35 5-36R

W1-7 48"X24" — 5-39R 5-40

EAST SOUTH WEST 171 61 171 — J3-3 72"X57" — 5-41 5-42R

NORTH 61 — J4-1 24"X36" — 5-47 5-48R

SOUTH WEST NORTH 61 171 61 — J3-3 72"X57" — 5-44R 5-45 5-46R

NORTH EAST 61 171 — J3-2 48"X57" — 5-43

STOP — R1-1 36"X36" — 5-10R

FLAG

MH

SIGN

OH

HO

SEPV SEPC SEPC

SEPTIC

744+25.00 MATCH LINE

759+00.00 MATCH LINE

745+00 750+00 755+00

USH 61

Rolling Ground UNINCORPORATED — I2-3-U 96"X24" — 5-49

Rolling Ground UNINCORPORATED — 5-50R

Boscobel / Gays Mills — D1-3 96"X36" — 5-53

Boscobel / Gays Mills / Boaz — 5-55R

EAST SOUTH WEST 171 61 171 — J2-3 72"X57" — 5-56

ONCOMING TRAFFIC USES CENTER LANE — R3-72 30"X36" — 5-58

FE

JCT 171 — J1-1 24"X39" — 5-60

JCT 171 — 5-61R

ORCHARD

EXIST R/W

RUINS

Soldiers Grove 6 / La Crosse 53 — 5-51R

SPEED LIMIT 55 — R2-1 24"X30" — 5-52

ROUGH ROAD / NEXT 5 MILES — 5-54R

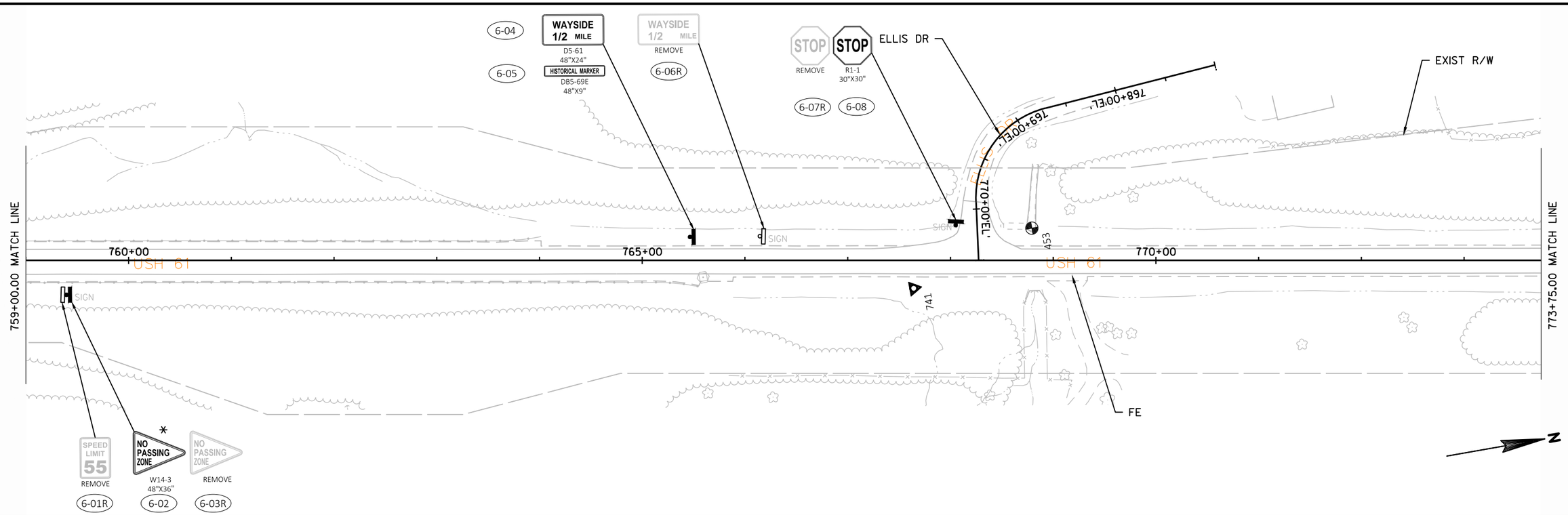
Soldiers Grove 6 / Readstown 10 / La Crosse 53 — D2-3 96"X36" — 5-57

452

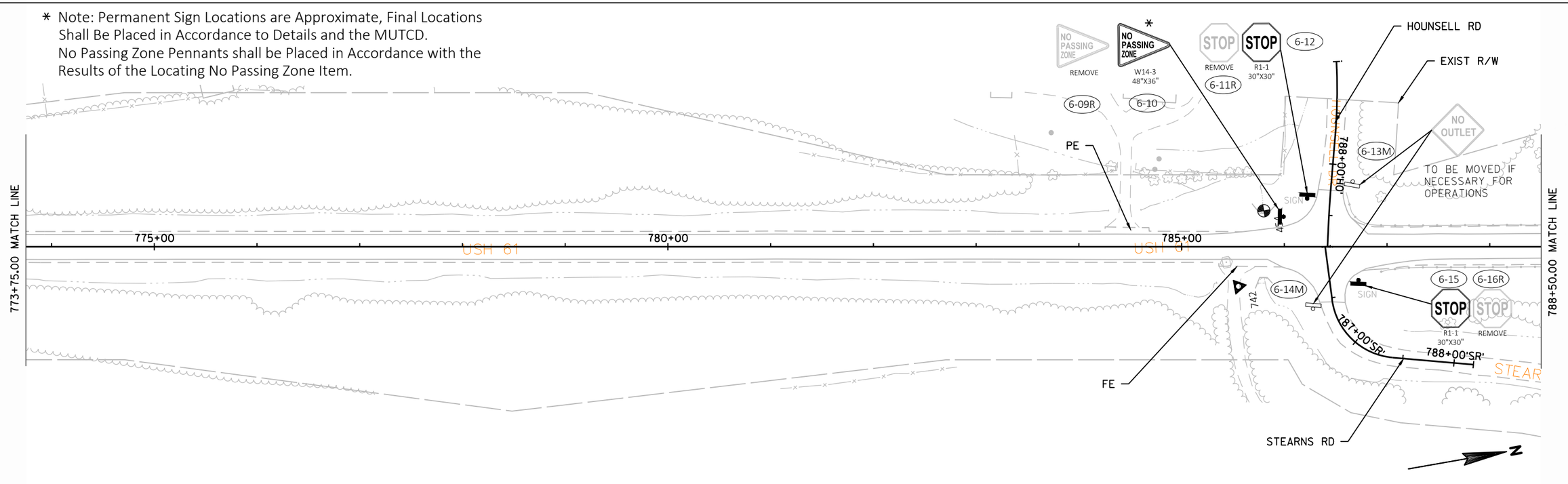
451

PROJECT NO: 1650-02-61 | HWY: USH 61 | COUNTY: CRAWFORD | PERMANENT SIGNING | SHEET 40 | E

FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\023201-PS.DWG
LAYOUT NAME - 0232 (51)_PS
PLOT DATE : 7/12/2017 1:37 PM PLOT BY : PETERSON, SHANE J PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

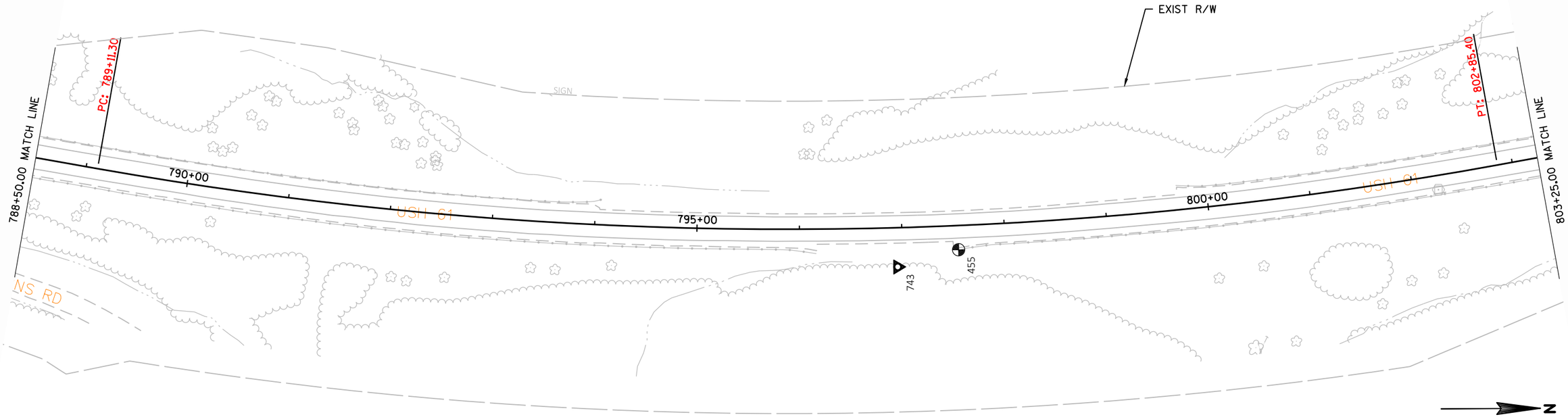


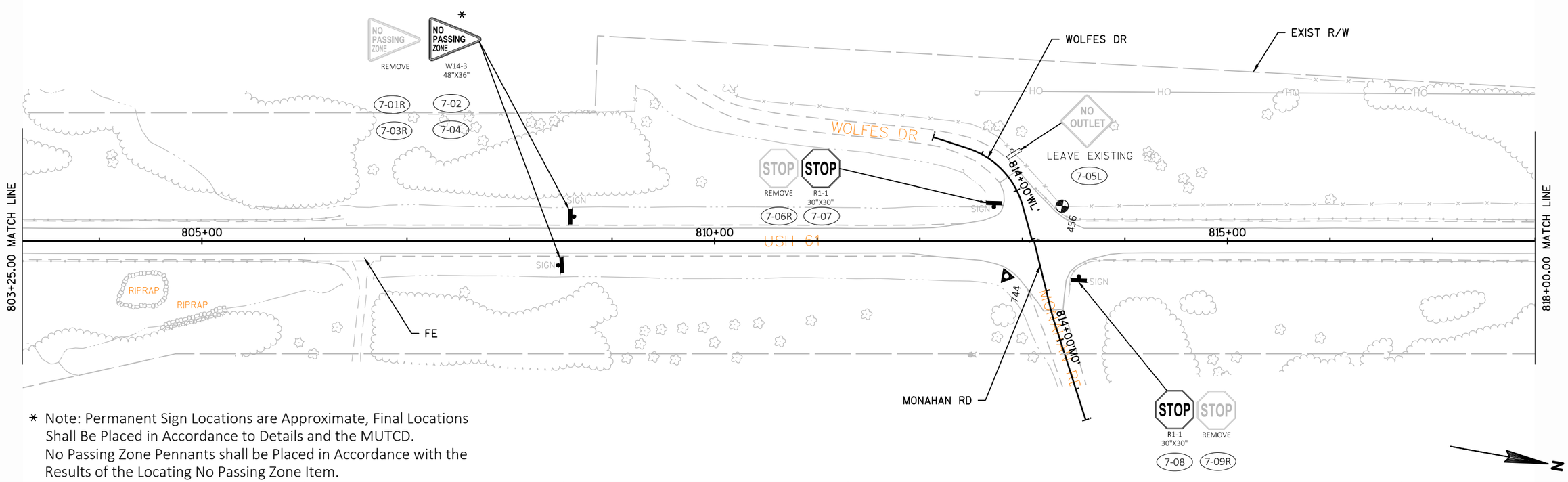
* Note: Permanent Sign Locations are Approximate, Final Locations Shall Be Placed in Accordance to Details and the MUTCD.
No Passing Zone Pennants shall be Placed in Accordance with the Results of the Locating No Passing Zone Item.



PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET 41	E

2





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PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET 42	E

2

EXIST R/W

PE

W4-2R
36"X36"

REMOVE

8-06 8-05 8-07R 8-08R

818+00.00 MATCH LINE

USH 61

820+00

825+00

830+00

832+75.00 MATCH LINE

SIGN

FE

PE

FE

8-01 8-02R

ONCOMING TRAFFIC USES CENTER LANE
R3-72
30"X36"

ONCOMING TRAFFIC USES CENTER LANE
REMOVE

JCT COUNTY X
J1-1
24"X39"

JCT COUNTY X
REMOVE

8-03 8-04R

N

RIGHT LANE ENDS
REMOVE
8-10R

RIGHT LANE ENDS
W9-1R
36"X36"
8-11

8-13

SOUTH 61
J4-1
24"X36"

8-14R

61 61
REMOVE J12-1
24"X45"
8-15

8-16R 8-17

STOP STOP
REMOVE R1-1
30"X30"

CTH X WESTERLY

841+00"XW"

458

746

747

835+00

840+00

845+00

USH 61

COUNTY X COUNTY X
J12-1
24"X45"
REMOVE
8-20 8-21R

8-29M

NORTH CRAWFORD SCHOOL - 4MI.
TO BE MOVED

EXIST R/W

North Clayton
REMOVE
8-31R

832+75.00 MATCH LINE

847+50.00 MATCH LINE

ORCHARD

ORCHARD

North Clayton
REMOVE
8-09R

NORTH CRAWFORD SCHOOL - 4MI.
TO BE MOVED
8-12M

8-18R

COUNTY X COUNTY X
REMOVE J12-1
24"X45"

8-19

844+00"XE"

845+00"XE"

CTH X EASTERLY

8-22

8-23R

STOP STOP
R1-1
30"X30"
REMOVE

8-26

DO NOT PASS WHEN ONCOMING TRAFFIC IN EITHER LANE
R4-53
54"X54"

8-24 8-25R

61 61
J12-1
24"X45"
REMOVE

ADOPT A HIGHWAY SPONSOR COMMUNITY OF CHRIST
REMOVE
8-27R

8-28

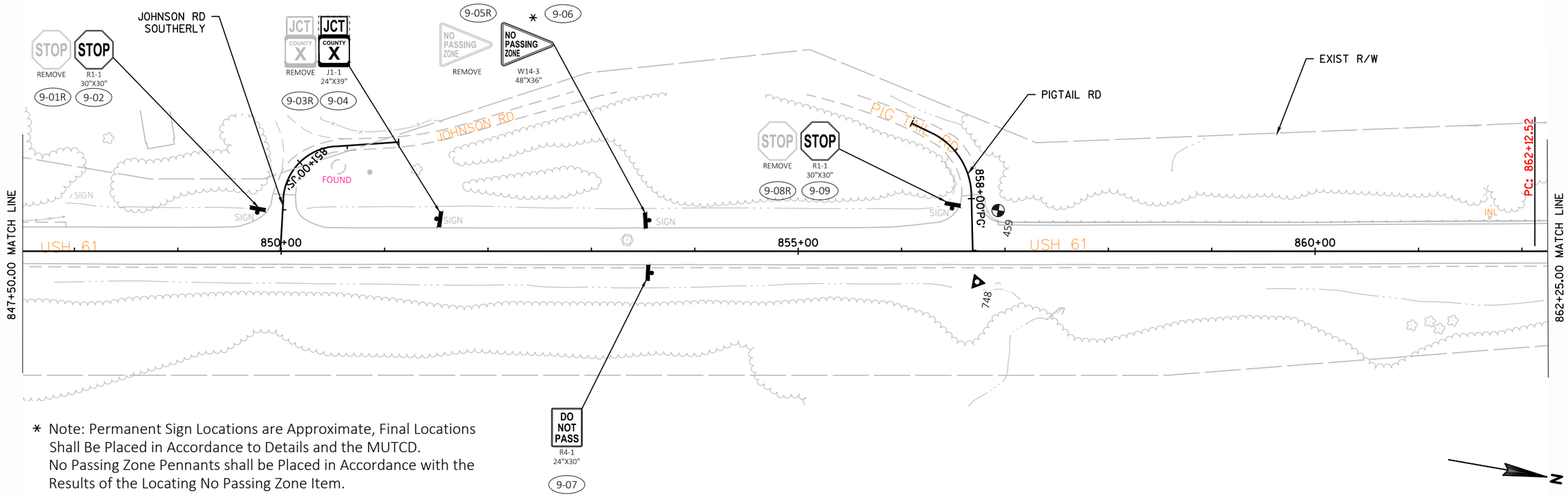
NORTH 61
J4-1
24"X36"

ADOPT A HIGHWAY SPONSOR COMMUNITY OF CHRIST
I55-56
30"X36"

8-30

N

PROJECT NO:1650-02-61	HWY: USH 61	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET 43	E



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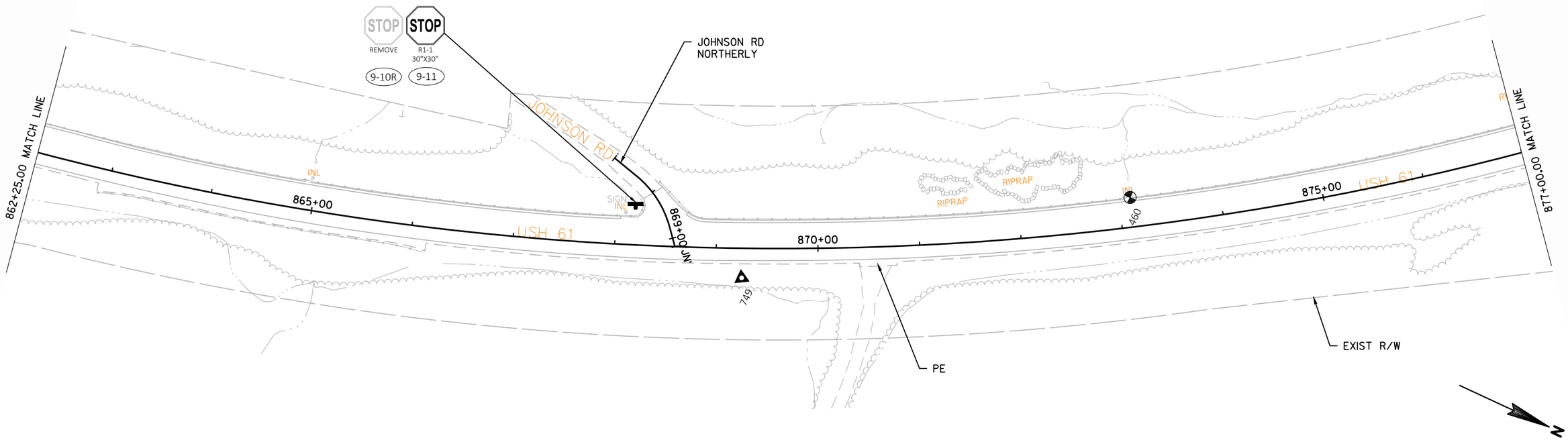
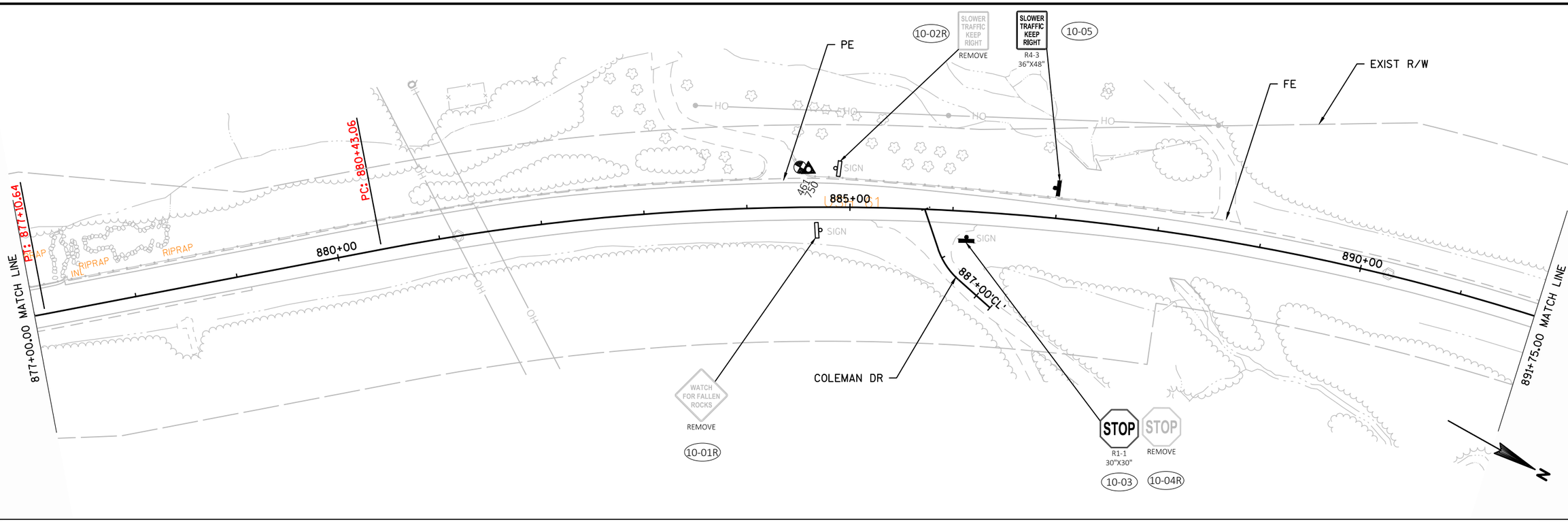
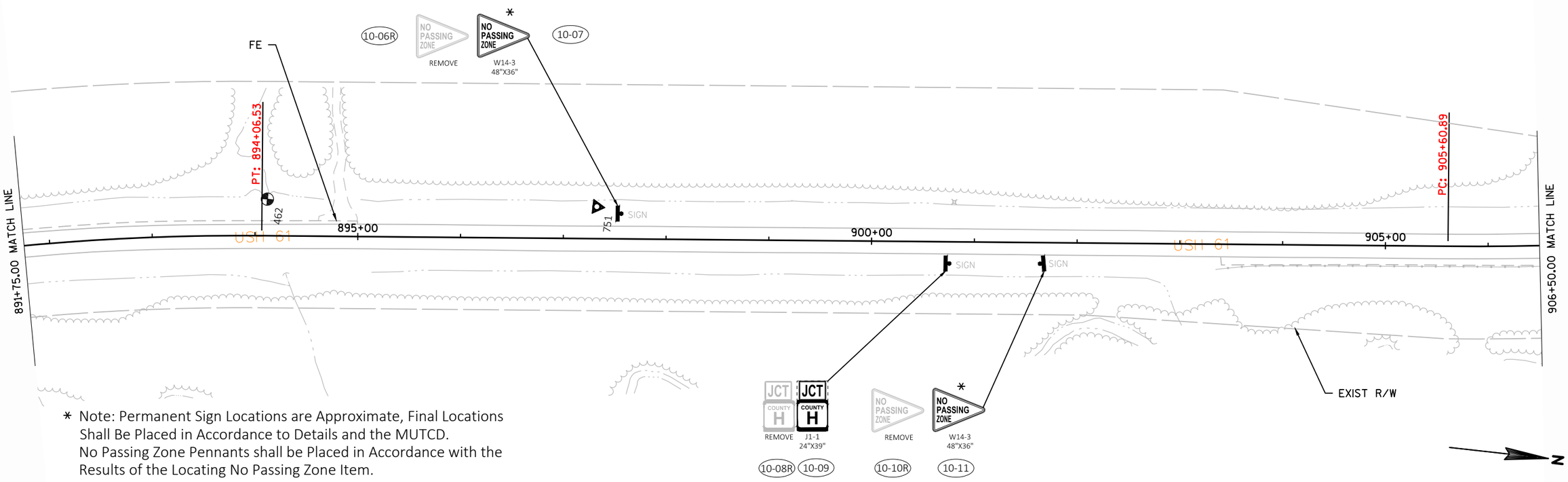


PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET 44	E





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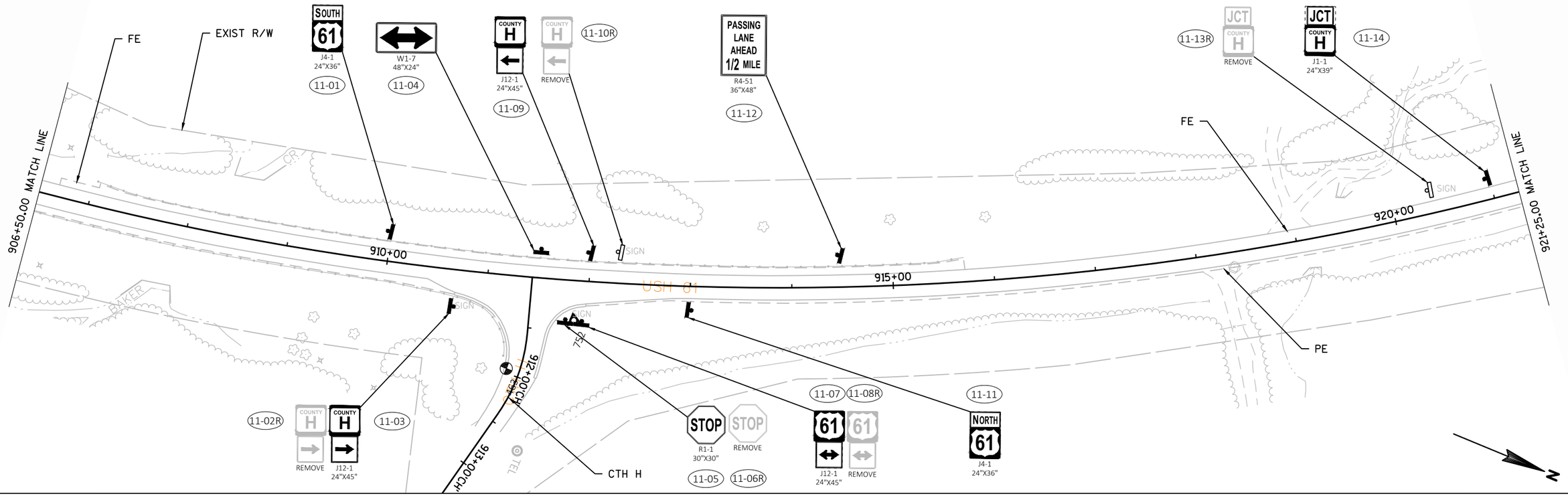
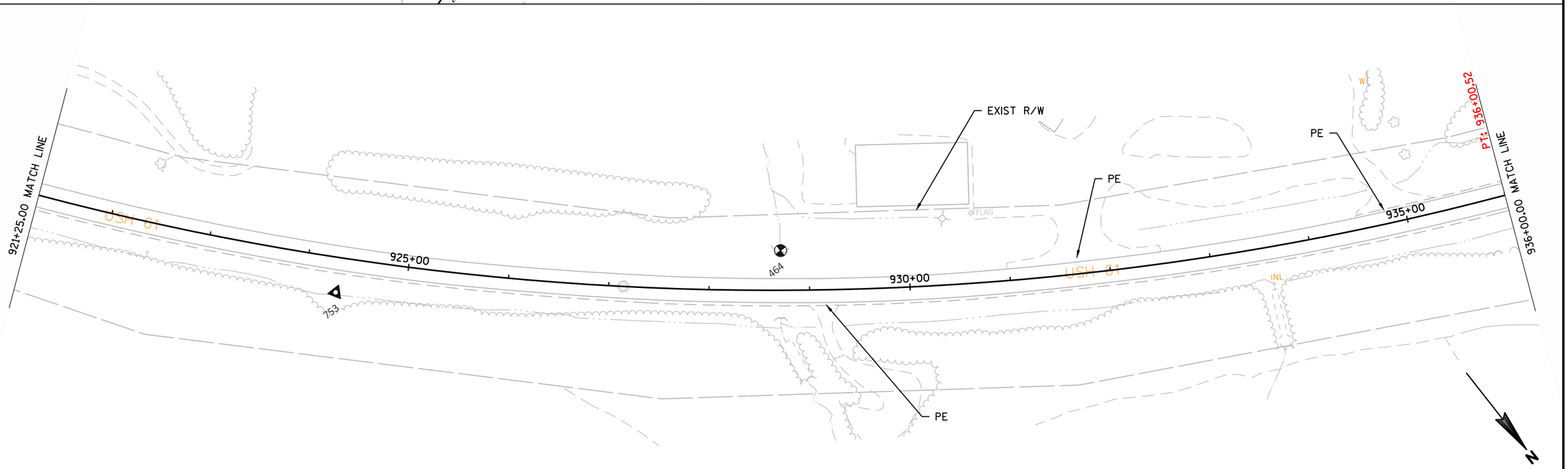
PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET 45	E

2



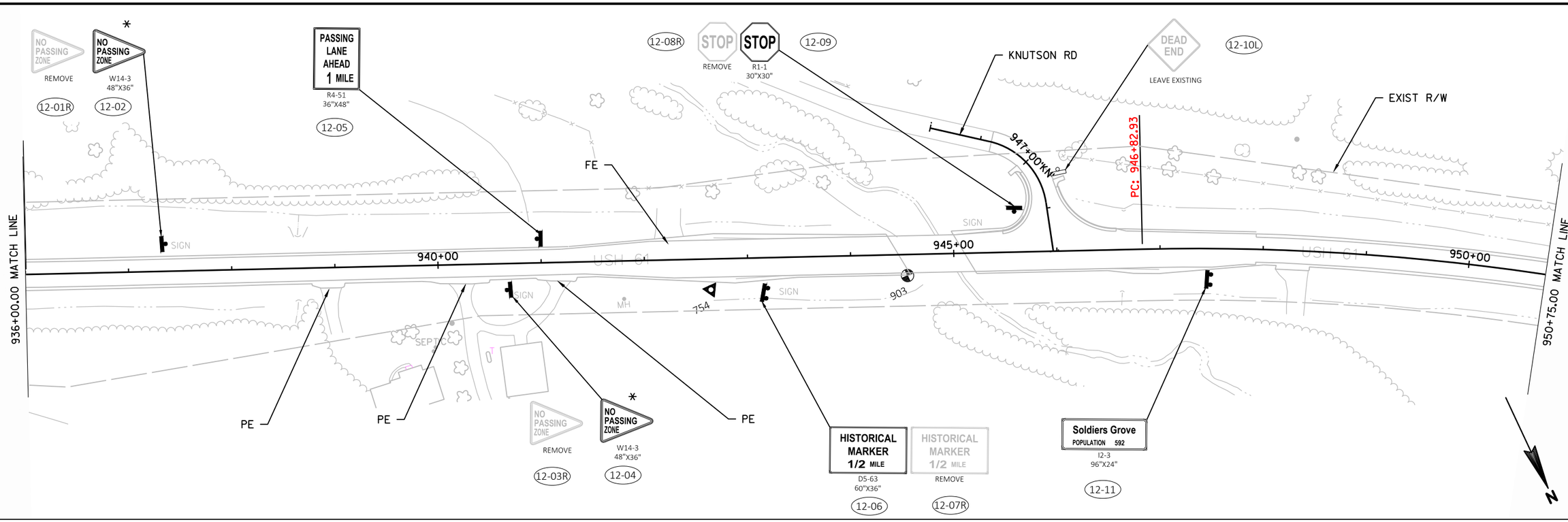


PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET 46	E

FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\023201-PS.DWG
LAYOUT NAME - 0232(63)_PS

PLOT DATE : 7/12/2017 1:40 PM PLOT BY : PETERSON, SHANE J PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



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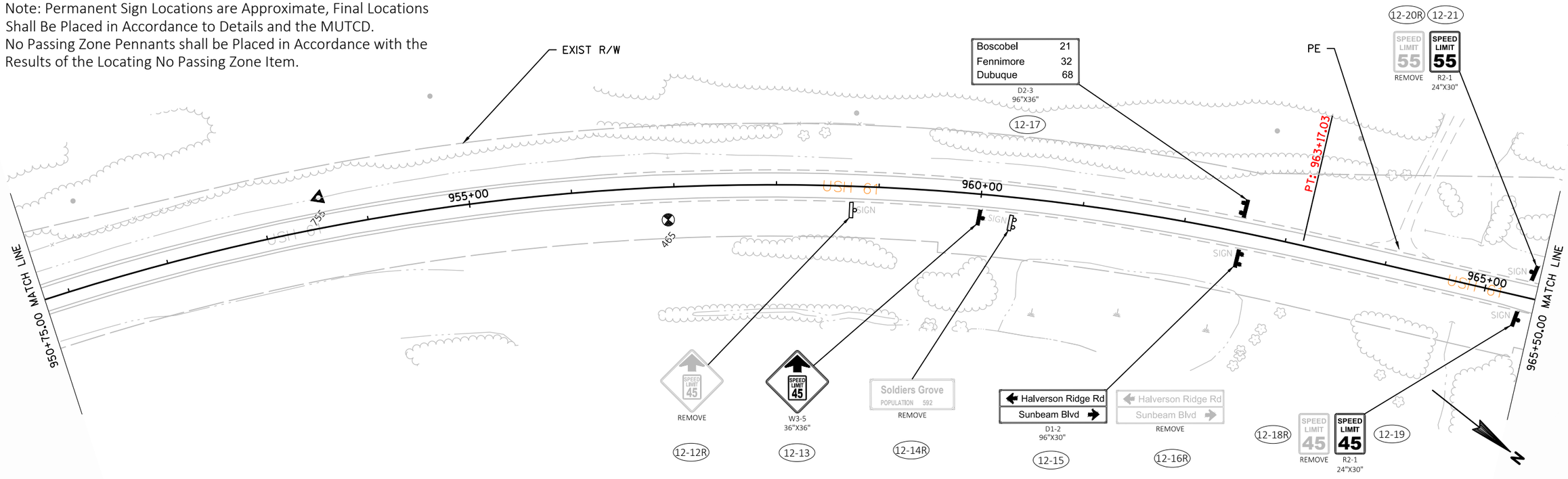
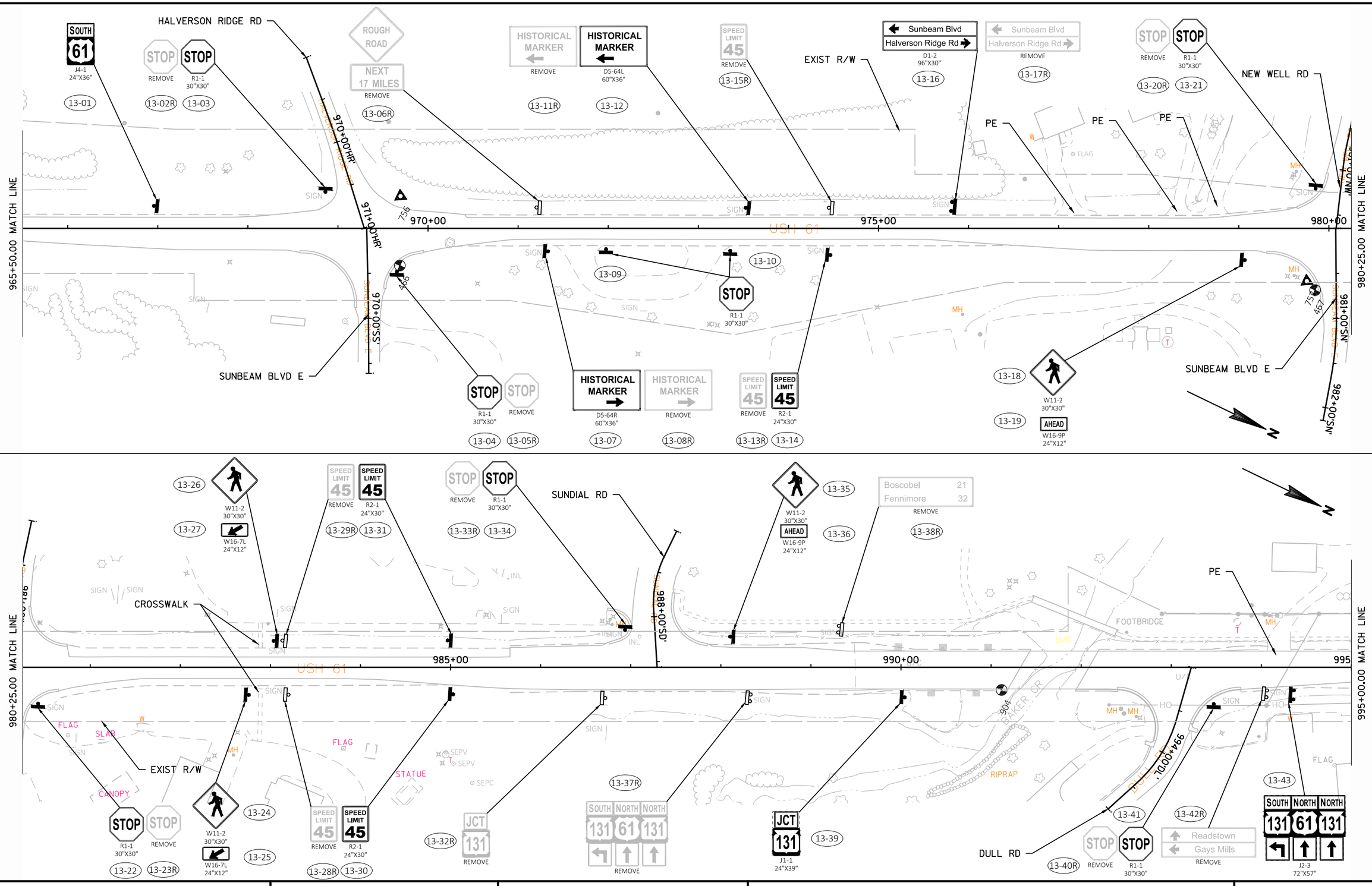


PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET 47	E

2



PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET 48	E

FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\023201-PS.DWG
LAYOUT NAME - 0232 (67)_PS

PLOT DATE : 7/12/2017 1:41 PM PLOT BY : PETERSON, SHANE J PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

14-01R SPEED LIMIT 45 REMOVE
14-04R SOUTH 61 REMOVE
NORTH 61 | NORTH 131 | SOUTH 61 REMOVE
NORTH 61 | NORTH 131 | SOUTH 61
14-14R REMOVE
SOUTH 131 REMOVE
SOUTH 131
STOP REMOVE
STOP R1-1 30"X30"
HISTORICAL MARKER 1/2 MILE REMOVE
HISTORICAL MARKER 1/2 MILE D5-63 60"X36"
ADOPT A HIGHWAY SPONSOR COMMUNITY OF CHRIST REMOVE
ADOPT A HIGHWAY SPONSOR COMMUNITY OF CHRIST I55-56 30"X36"
Boscobel / Gays Mills D1-2 xx"X xx"
Boscobel / Gays Mills REMOVE
SPEED LIMIT 45 R2-1 24"X30"
SPEED LIMIT 45 REMOVE
STOP R1-1 30"X30"
STOP REMOVE
3RD STREET
EXIST R/W
PE
14-39
SOUTH 61 | SOUTH 131 J2-2 48"X57"
SOUTH 61 | SOUTH 131 REMOVE
14-40R
14-02 SPEED LIMIT 45 R2-1 24"X30"
14-05 SOUTH 61 J4-1 24"X36"
NORTH 61 | NORTH 131 | SOUTH 61 REMOVE
14-08R
NORTH 61 | NORTH 131 | SOUTH 61 J3-3 72"X57"
14-09
W12-1D 24"X24"
SOUTH 131 REMOVE
SOUTH 131 J2-1 24"X57"
14-19R
14-20
STH 131
PE
PC: 1002+96.73
1007+00'3W
1008+00'3W
1005+00
1000+00'13W
1000+00
USH 61
995+00.00 MATCH LINE
+00
DO NOT ENTER REMOVE
DO NOT ENTER R5-1 30"X30"
14-06R
14-07
SLAB
14-23R
14-24
14-25R
14-26
14-27R
14-28
14-31
14-32R
14-33
14-34R
14-35
14-36R
759
RIPRAP
RIPRAP
RIPRAP
468
1007+00'3E
1009+75.00 MATCH LINE
3RD STREET
14-03 Readstown / Gays Mills D1-2 xx"X xx"
14-10R
STOP REMOVE
STOP R1-1 36"X36"
14-11
14-12R
14-13
SOUTH 131 J3-1 24"X57"
14-16
W1-7 48"X24"
14-17
SOUTH 131 | NORTH 131 REMOVE
14-18R
NORTH 61 | NORTH 131 J4-2 48"X36"
14-21
NORTH 61 | NORTH 131 REMOVE
14-22R
SPEED LIMIT 45 R2-1 24"X30"
SPEED LIMIT 45 REMOVE
14-29
14-30R
STOP R1-1 30"X30"
STOP REMOVE
14-37
14-38R

* Note: Permanent Sign Locations are Approximate, Final Locations Shall Be Placed in Accordance to Details and the MUTCD.
No Passing Zone Pennants shall be Placed in Accordance with the Results of the Locating No Passing Zone Item.

14-43R SPEED LIMIT 45 REMOVE
14-44 SPEED LIMIT 45 R2-1 24"X30"
Soldiers Grove POPULATION 592 REMOVE
14-47R
W3-5 36"X36"
14-49
SPEED LIMIT 45 REMOVE
14-52R
PT: 1010+47.04
EXIST R/W
1010+00
1015+00
1020+00
USH 61
USH 61
1009+75.00 MATCH LINE
1024+50.00 MATCH LINE
RIPRAP
SIGN
3RD ST
OH
14-45
SPEED LIMIT 55 REMOVE
SPEED LIMIT 55 R2-1 24"X30"
14-41R
14-42
NORTH 61 | NORTH 131 J4-2 48"X36"
Readstown 4 / Viroqua 14 REMOVE
14-46R
Readstown 4 / La Crosse 48 D2-2 xx"X xx"
14-48
14-50R
14-51
ADOPT A HIGHWAY SPONSOR GLAD FARMS PONY CLUB RIDING CENTER REMOVE
ADOPT A HIGHWAY SPONSOR GLAD FARMS PONY CLUB RIDING CENTER I55-56 30"X36"
14-53R
NO PASSING ZONE REMOVE
* NO PASSING ZONE W14-3 48"X36"
14-54

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET 49	E

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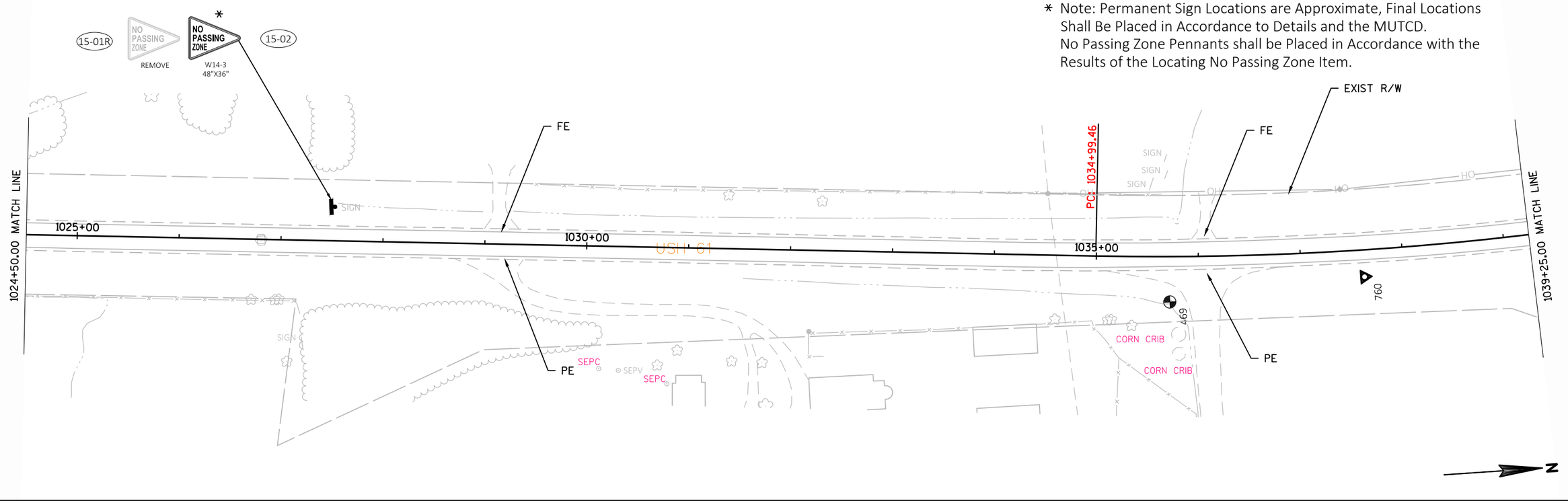
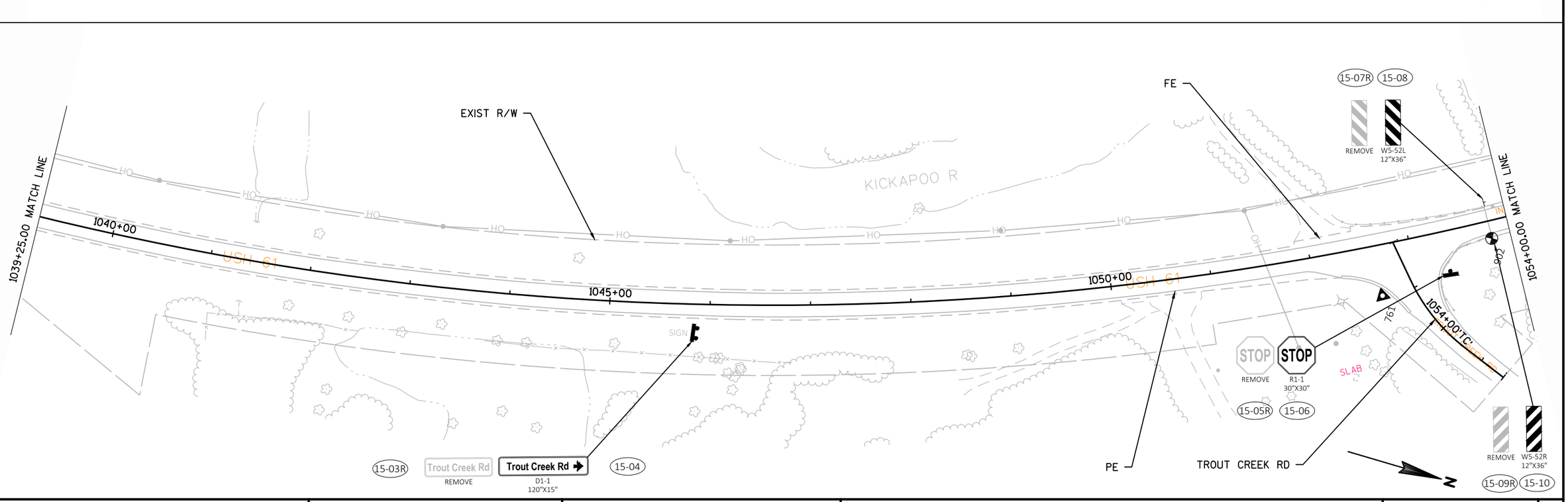
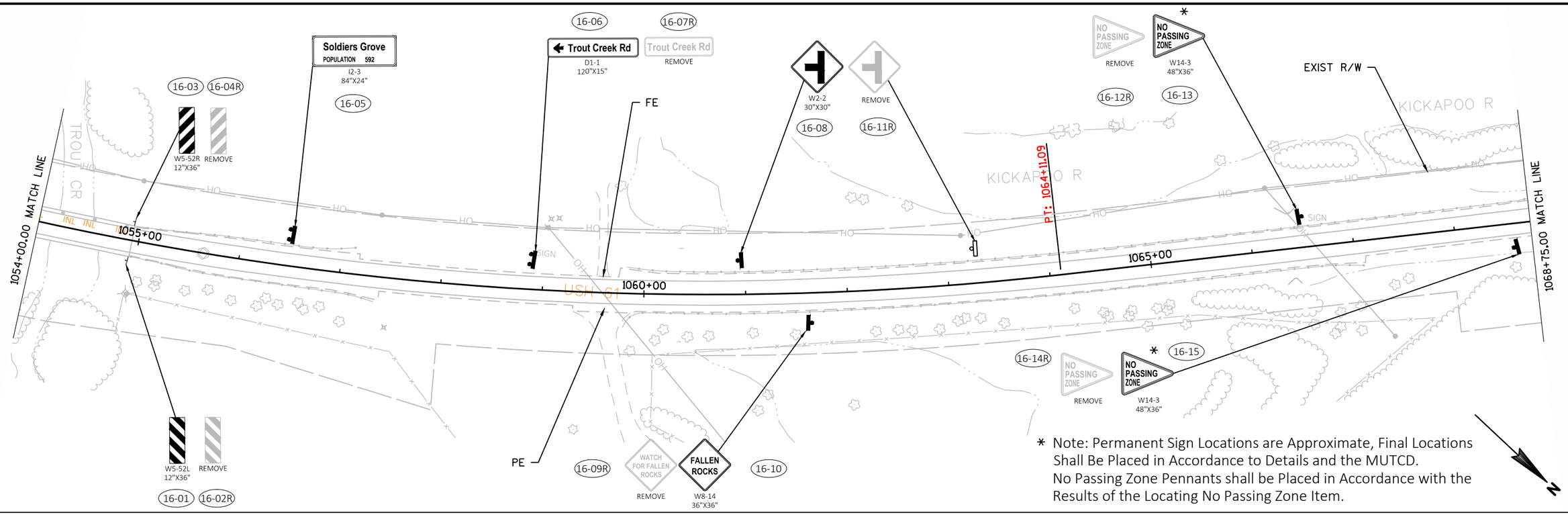


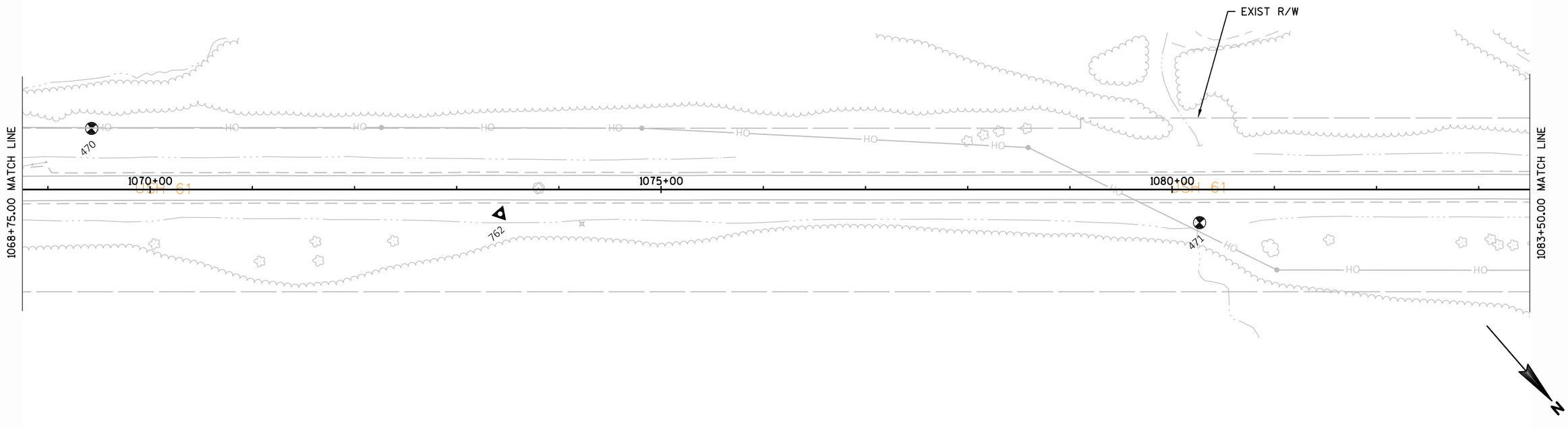


PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET 50	E

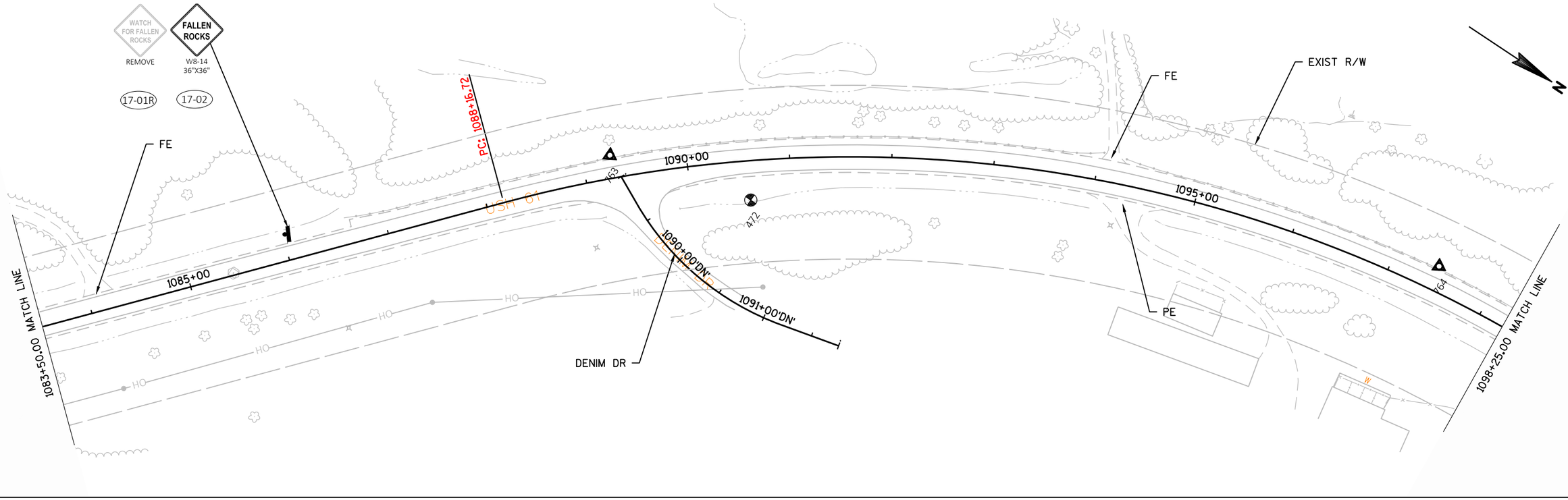
FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\023201-PS.DWG
LAYOUT NAME - 0232(71)_PS
PLOT DATE : 7/12/2017 1:42 PM PLOT BY : PETERSON, SHANE J PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

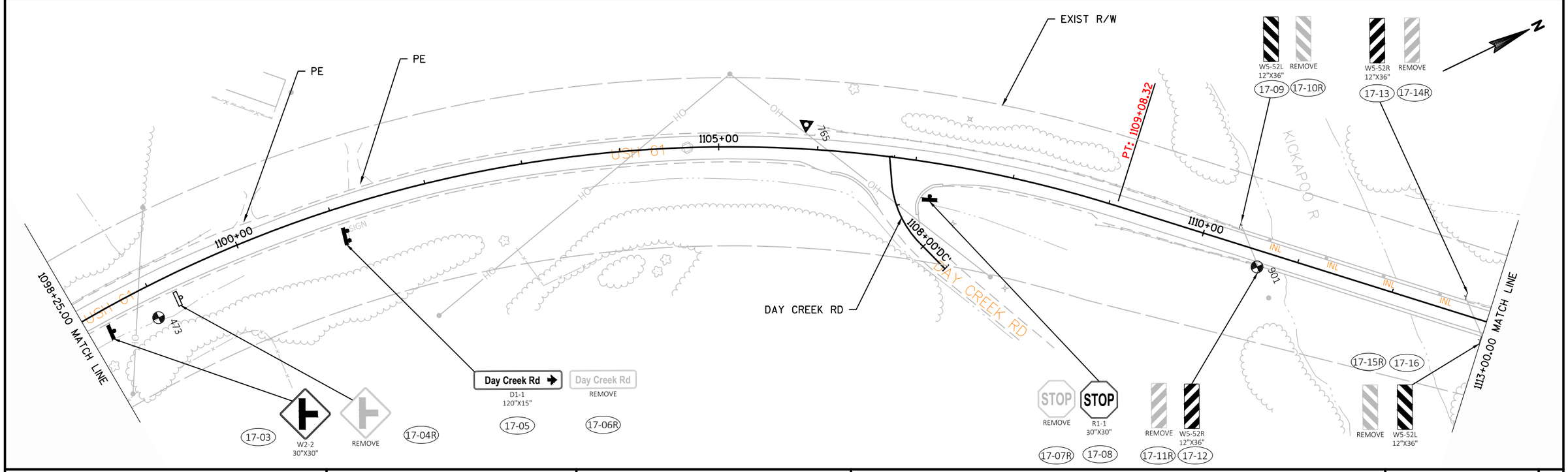
2



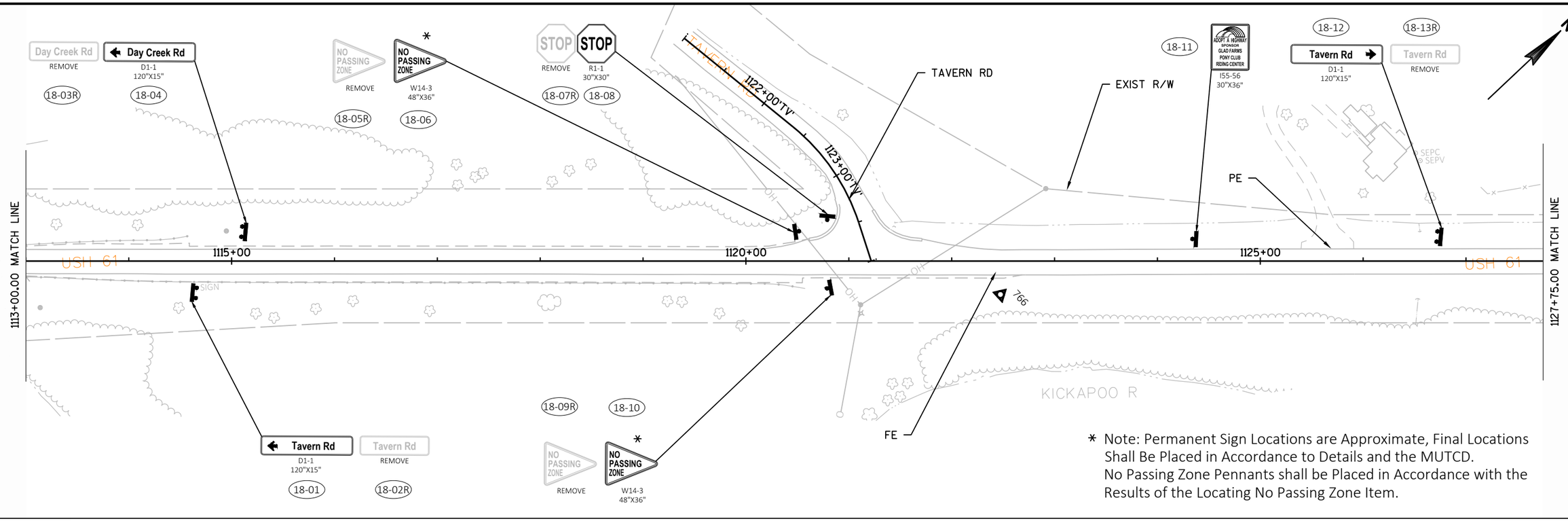


PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET 51	E





PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET 52	E



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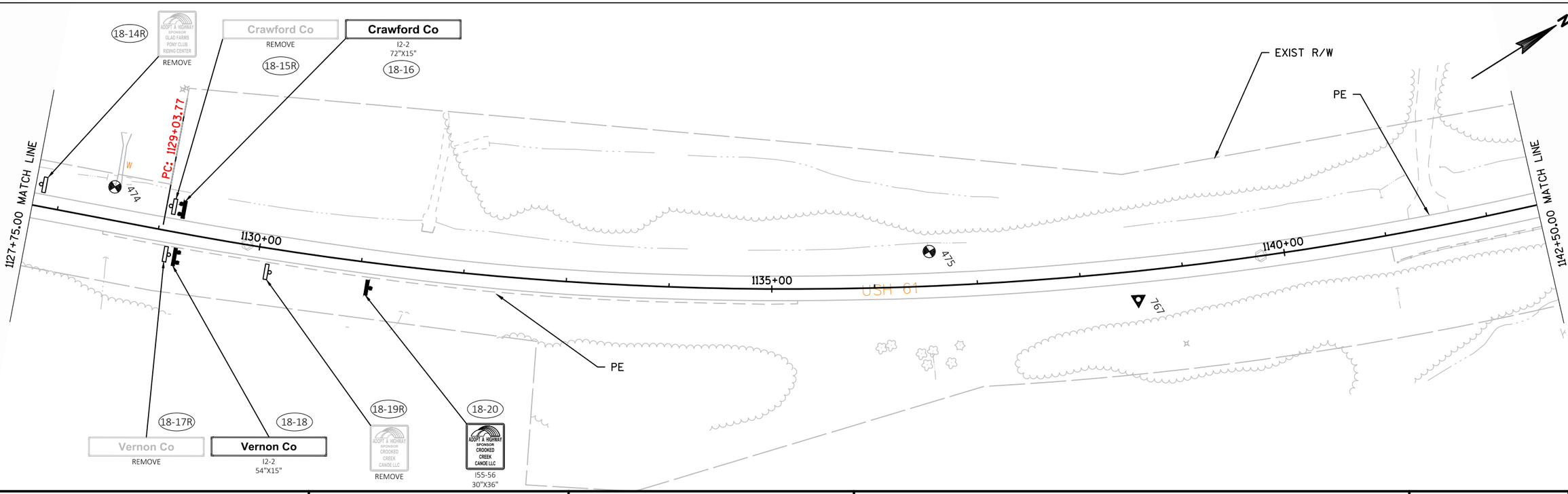
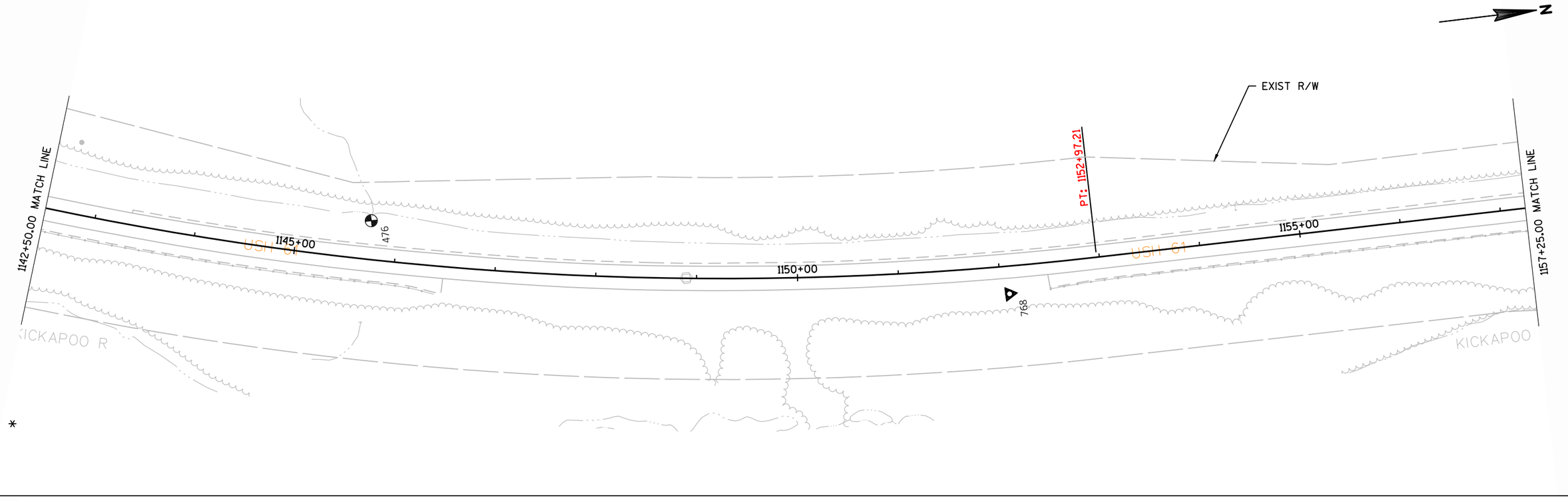


PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	PERMANENT SIGNING	SHEET 53	E

2



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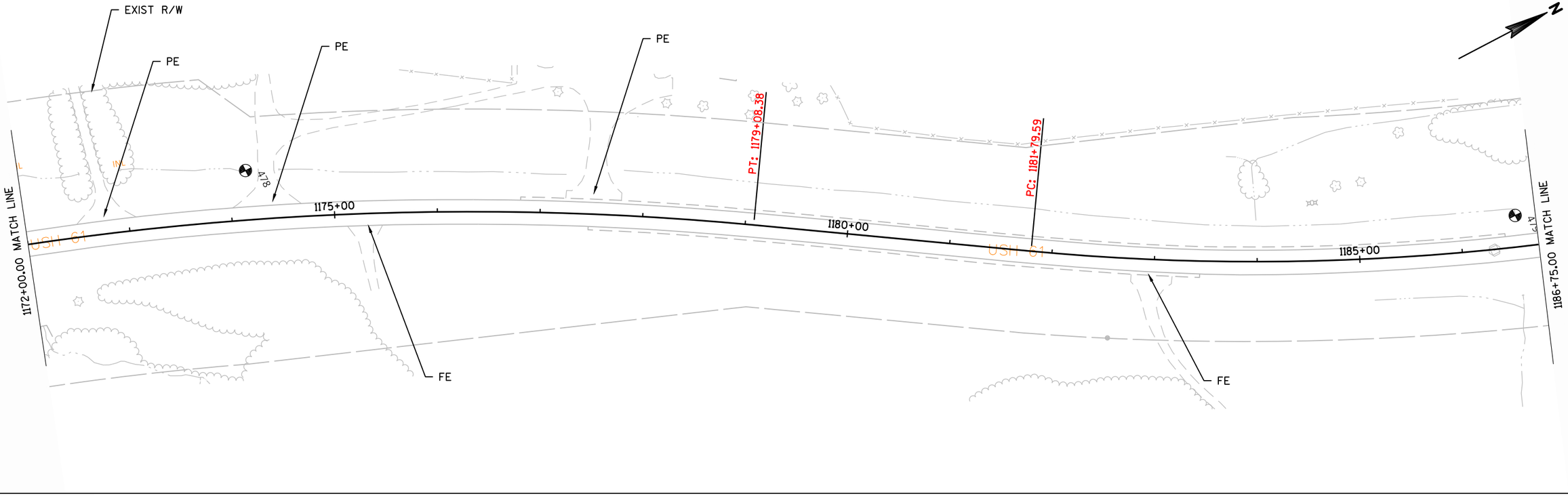
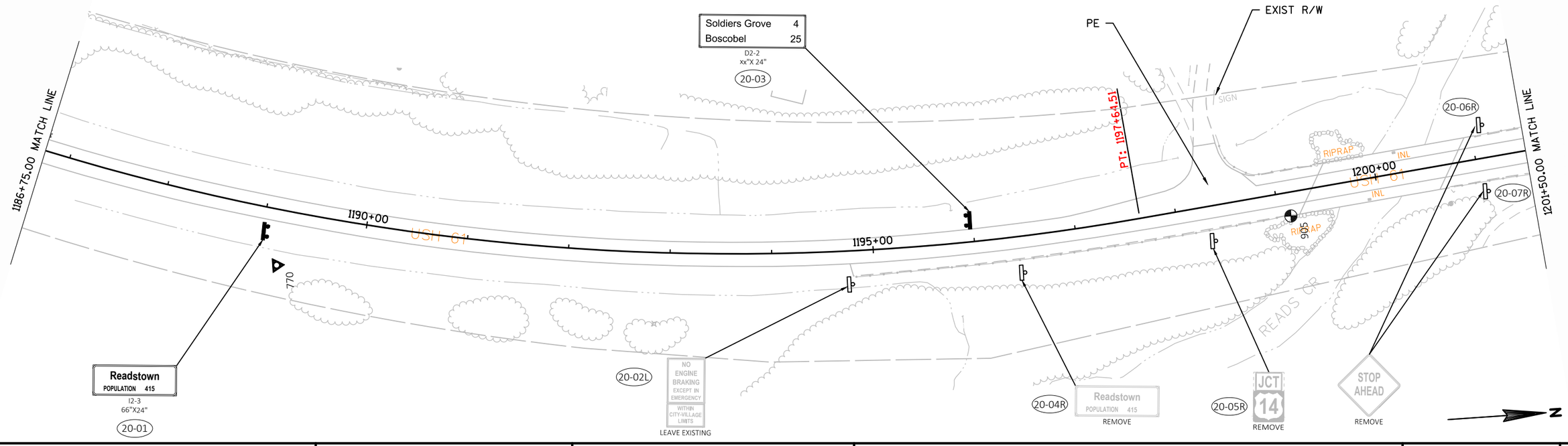
PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: VERNON	PERMANENT SIGNING	SHEET 54	E





PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: VERNON	PERMANENT SIGNING	SHEET 55	E

2

N

EXIST R/W

SPEED LIMIT 55 R2-1 24"X30" 21-03

W3-1 36"X36"

NO PASSING ZONE REMOVE 21-11R

NO PASSING ZONE W14-3 48"X36" 21-12

PE

21-13R

Soldiers Grove 4
Boscobel 25
REMOVE

21-22R

SOUTH SOUTH 61 131 REMOVE

21-23

SOUTH SOUTH 61 131 J4-2 48"X36"

ADOPT A HIGHWAY SPONSOR CROOKED CREEK CANOE LLC I55-56 30"X36" 21-14

ADOPT A HIGHWAY SPONSOR CROOKED CREEK CANOE LLC REMOVE 21-17R

STOP REMOVE 21-20R

STOP R1-1 30"X30" 21-21

NORTH SOUTH SOUTH 131 61 131 REMOVE 21-43R

21-44

SOUTH SOUTH 61 131 J3-2 48"X57"

EAST NORTH 14 131 J3-2 48"X57" 21-45

YIELD REMOVE 21-41R

YIELD R1-2 48"X42" 21-42

21-37R 21-38

DO NOT ENTER REMOVE

DO NOT ENTER R5-1 36"X36" 21-39R 21-40

PE

W12-1D 24"X24" 21-33 21-35

REMOVE 21-34R 21-36R

W1-7 48"X24" 21-46

REMOVE 21-47R

SOUTH SOUTH 61 131 J3-2 48"X57" 21-48

SOUTH SOUTH 61 131 REMOVE 21-49R

300'

67'

USH 14/61 NB/NB

1201+50.00 MATCH LINE

1205+00

1210+00

USH 61

USH 61 / STH 131

SIGN SLAB MH

SIGN

SIGN

SIGN

SIGN

HO

HO

HO

HO

771

480

1211+00 WM

W MILL ST

FE

21-18R

NO TRUCKS ALLOWED REMOVE

21-19L

NO OUTLET

LEAVE EXISTING

Village Parking Restrictions TO BE MOVED

21-10M

STOP R1-1 36"X36" 21-26 21-28

STOP REMOVE 21-27R 21-29R

DO NOT ENTER REMOVE

DO NOT ENTER R5-1 36"X36" 21-30R 21-31

END CONSTRUCTION
STA 1213+68

REMOVE 21-50R

USH 14/STH 131

WEST NORTH 14 61 JCT 14 J1-1 24"X39" REMOVE 21-01R 21-02

EAST NORTH 14 131 REMOVE 21-04R

NO PASSING ZONE REMOVE 21-05R

NO PASSING ZONE W14-3 48"X36" 21-08

WEST NORTH EAST NORTH 14 61 14 131 J2-4 96"X57" 21-09

La Crosse
Viola
Madison
REMOVE 21-15R

Viroqua
Viola
Richland Center
D1-3 96"X36" 21-16

WEST NORTH EAST SOUTH 14 61 14 131 REMOVE 21-24R

EAST NORTH 14 131 J3-2 48"X57" 21-25

WEST NORTH 14 61 J3-2 48"X57" 21-32

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PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: VERNON	PERMANENT SIGNING	SHEET 56	E

2

N

BEGIN PROJECT
STA 612+50

PCMS MESSAGE SCHEDULE
PRECONSTRUCTION
PANEL 1 ROADWORK STARTING X/XX/XX
PANEL 2 EXPECT DELAYS

PCMS MESSAGE SCHEDULE
PRECONSTRUCTION
PANEL 1 ROADWORK STARTING X/XX/XX
PANEL 2 EXPECT DELAYS

PCMS MESSAGE SCHEDULE
PRECONSTRUCTION
PANEL 1 ROADWORK STARTING X/XX/XX
PANEL 2 EXPECT DELAYS

PCMS MESSAGE SCHEDULE
PRECONSTRUCTION
PANEL 1 ROADWORK STARTING X/XX/XX
PANEL 2 EXPECT DELAYS

END PROJECT
STA 1213+68

Soldier's Grove

Rolling Ground

Readstown

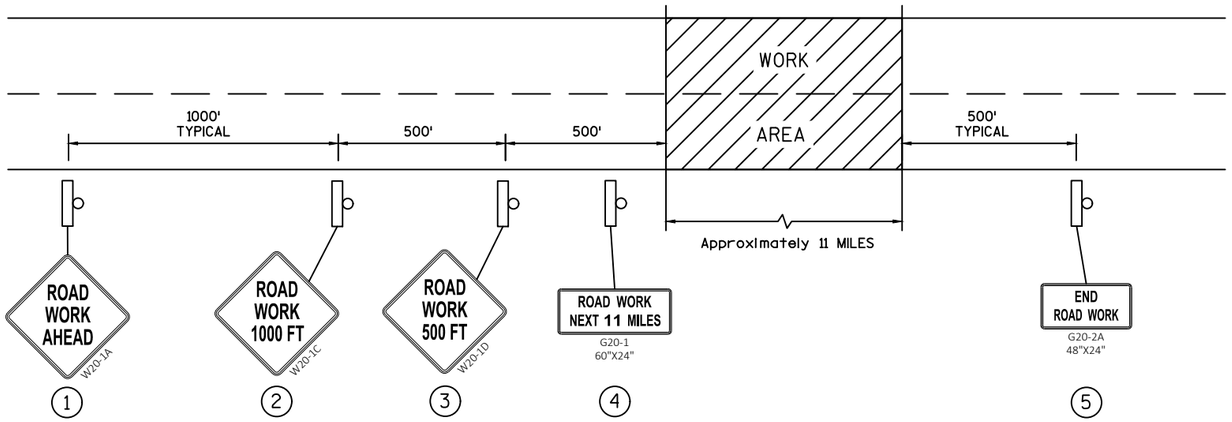
PCMS

61 14 131 171 COUNTY X COUNTY H

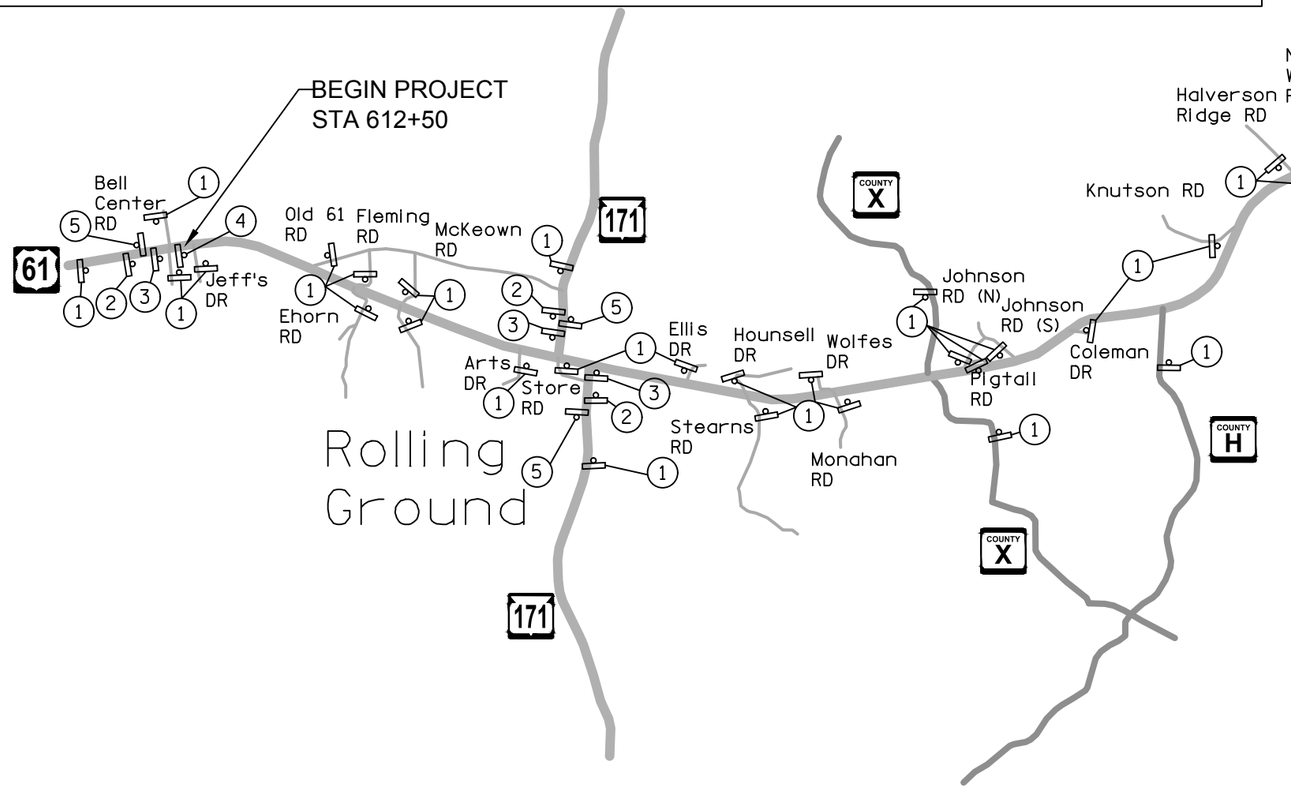
Bell Center RD
Old 61 RD
Fleming RD
McKeown RD
Jeff's DR
Ehorn RD
Arts DR
Store RD
Stearns RD
Monahan RD
Ellis DR
Hounsell DR
Wolfes DR
Johnson RD (N)
Johnson RD (S)
Pigtail RD
Coleman DR
Knutson RD
Halverson RIdge RD
New Well RD
Sun dial RD
Dull RD
3rd St
Sunbeam BLVD E
Kickapoo River
Tavern RD
Denim DR
Day Creek RD
Trout Creek RD
Trout Creek
W Mill ST

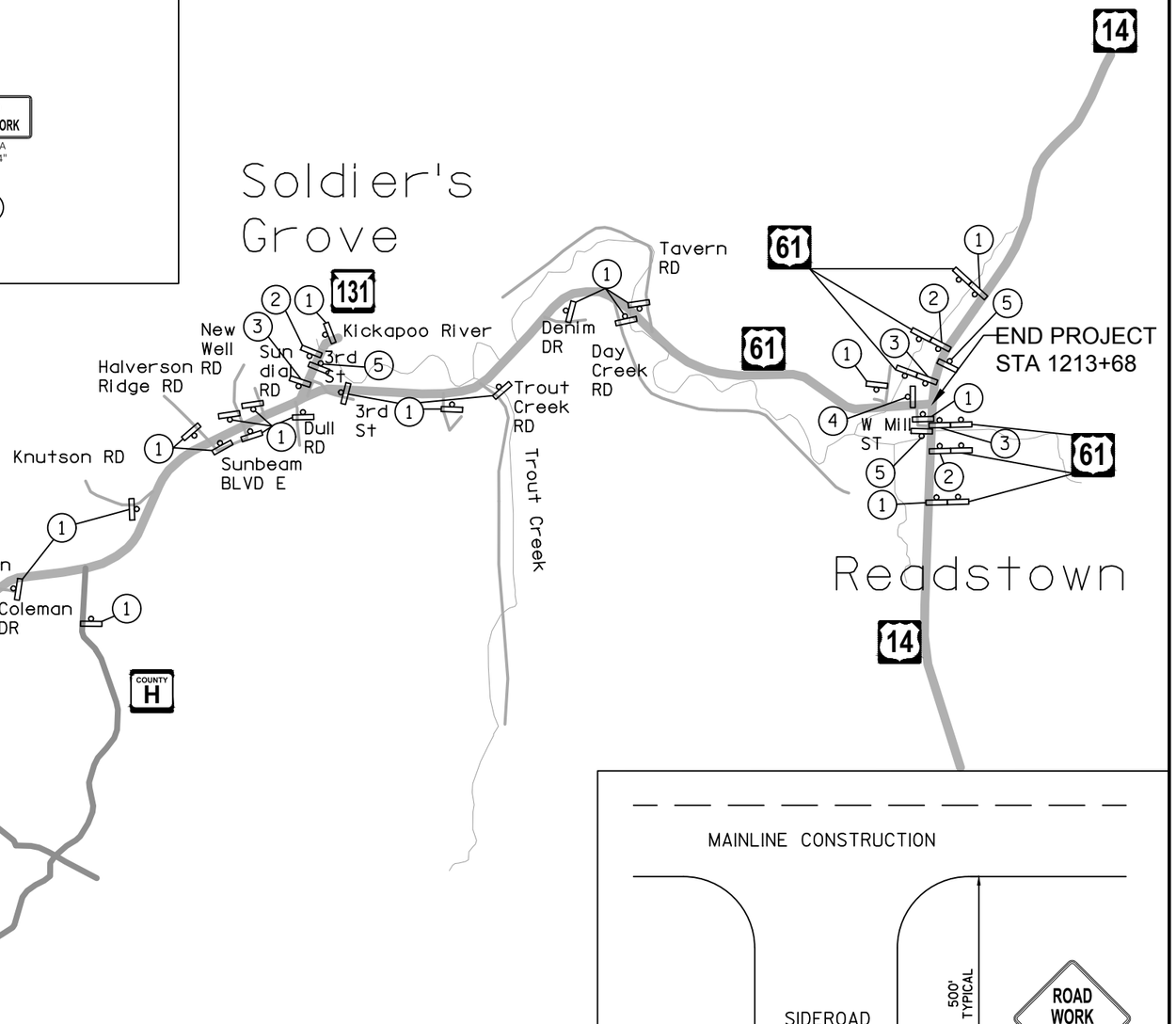
NOTES:
- PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE OPERATIONAL FOR A MINIMUM OF ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
- PCMS MESSAGE SCHEDULE MAY REQUIRE ADJUSTMENT TO ACCOMMODATE CONSTRUCTION SCHEDULE. MESSAGES MUST BE APPROVED BY THE ENGINEER.
- ALL PCMS BOARDS SHALL REMAIN OPERATIONAL UNTIL PROJECT BEGINS, AS APPROVED BY THE ENGINEER.

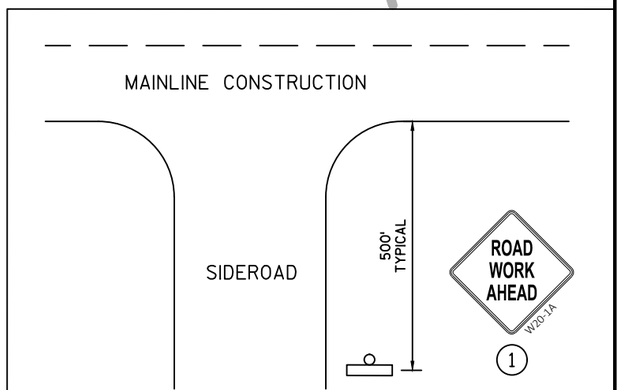
PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	TRAFFIC CONTROL - PCMS	SHEET 57 E



MAINLINE WORK ZONE SIGNING DETAIL







SIDEROAD APPROACH WARNING SIGN DETAIL

PROJECT NO:1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	TRAFFIC CONTROL - SIGNING	SHEET 58 E

2

N

NORTH
M3-1
24"X12"
61
M1-4
24"X24"
MAX. 11' WIDTH
W12-52
48"X48"

MAX. 11' WIDTH
W12-52
48"X48"
6 MILES AHEAD
WO57-52
48"X36"

BEGIN PROJECT
STA 612+50

61

Bell Center RD

Jeff's DR

Old 61 RD

Fleming RD

McKeown RD

Ehorn RD

171

Arts DR

Store RD

Rolling Ground

COUNTY X

Ellis DR

Hounsell DR

Wolfes DR

Stearns RD

Monahan RD

Johnson RD (N)

Johnson RD (S)

Pigtall RD

Coleman DR

COUNTY H

COUNTY X

NORTH
M3-1
24"X12"
61
M1-4
24"X24"
MAX. 11' WIDTH
W12-52
48"X48"

NORTH
M3-1
24"X12"
61
M1-4
24"X24"
MAX. 11' WIDTH
W12-52
48"X48"

B-12-13 (USH 61)
KICKAPOO RIVER

Soldier's Grove

131

New Well RD

Halverson Ridge RD

Sun dial RD

3rd St

Kickapoo River

Dull RD

3rd St

Knutson RD

Sunbeam BLVD E

MAX. 11' WIDTH
W12-52
48"X48"
1 MILES AHEAD
WO57-52
48"X36"

MAX. 11' WIDTH
W12-52
48"X48"
2 MILES AHEAD
WO57-52
48"X36"

SOUTH
M3-3
24"X12"
61
M1-4
24"X24"
MAX. 11' WIDTH
W12-52
48"X48"

Tavern RD

Denim DR

Trout Creek RD

Day Creek RD

61

Trout Creek

B-12-10 (USH 61)
TROUT CREEK

W Mill ST

61 14

END PROJECT
STA 1213+68

Readstown

14

SOUTH
M3-3
24"X12"
61
M1-4
24"X24"
MAX. 11' WIDTH
W12-52
48"X48"

NOTE: MAX WIDTH SIGNING MUST BE PLACED AT LEAST 200' AWAY FROM ANY EXISTING SIGNS.

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	TRAFFIC CONTROL - BRIDGE WIDTH SIGNING	SHEET 59	E

2

CRAWFORD COUNTY

VERNON COUNTY

BEGIN PROJECT
STA 612+50

END PROJECT
STA 1213+68

61

171

COUNTY X

131

COUNTY H

14

Soldier's Grove

Rolling Ground

Readstown

Bell Center RD

Old 61 RD

Fleming RD

McKeown RD

Jeff's DR

Ehorn RD

Arts DR

Store RD

Hounsell DR

Wolfes DR

Ellis DR

Stearns RD

Monahan RD

Johnson RD

Pig Tail RD

Coleman DR

Knutson RD

Sun-beam BLVD

Dull RD

Trout Creek RD

Trout Creek

Halverson Ridge RD

New Well RD

Sun-dial RD

Denim DR

Tavern RD

Day Creek RD

West Mill ST

Kickapoo River

Sherry Creek

1200+00

1210+00

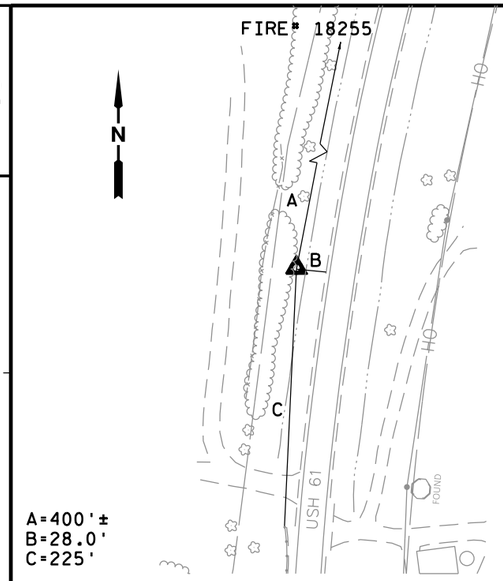
CP 733
CP 734
CP 735
CP 736
CP 737
CP 738
CP 739
CP 740
CP 741
CP 742
CP 743
CP 744
CP 745
CP 746
CP 747
CP 748
CP 749
CP 750
CP 751
CP 752
CP 753
CP 754
CP 755
CP 756
CP 757
CP 758
CP 759
CP 760
CP 761
CP 762
CP 763
CP 764
CP 765
CP 766
CP 767
CP 768
CP 769
CP 770
CP 771

CRAWFORD COUNTY

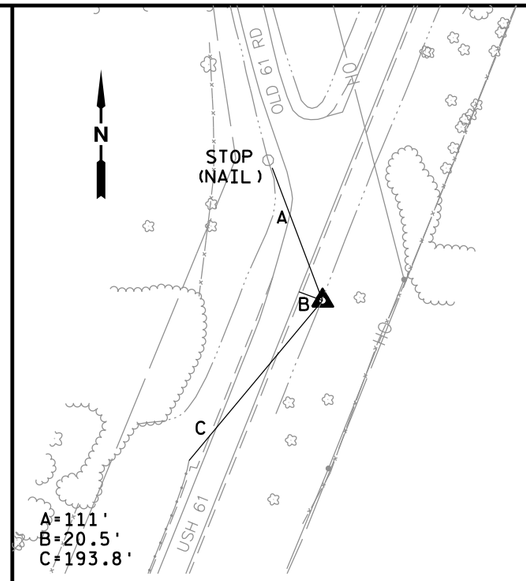
VERNON COUNTY

N

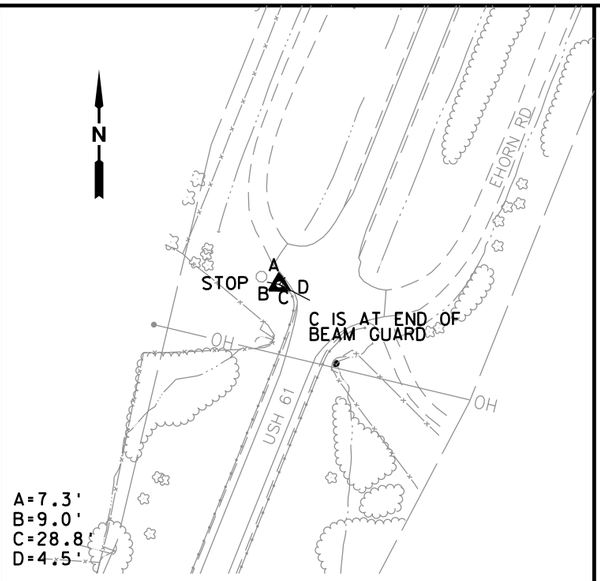
PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	CONTROL POINTS OVERVIEW	SHEET 60	E



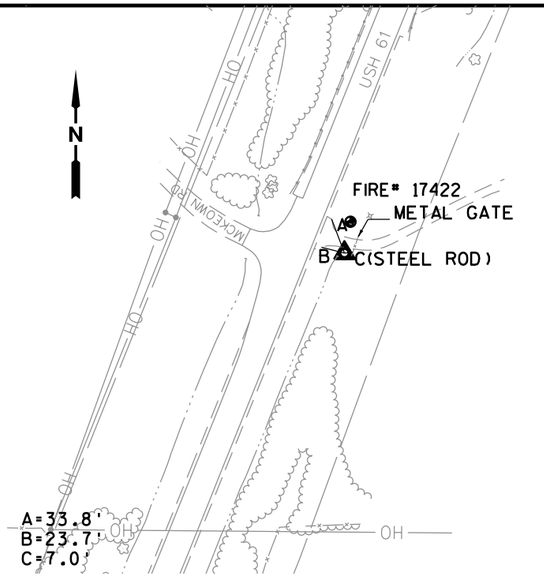
C.P. 733
REBAR WITH CAP
E 422206.39
N 213382.63
REBAR WITH CAP LOCATED .5 MI±
NORTH OF BELL CENTER ROAD



C.P. 734
C P NAIL
E 422914.36
N 215135.64
C P NAIL LOCATED
0.01 MI± SOUTH OF OLD 61 ROAD

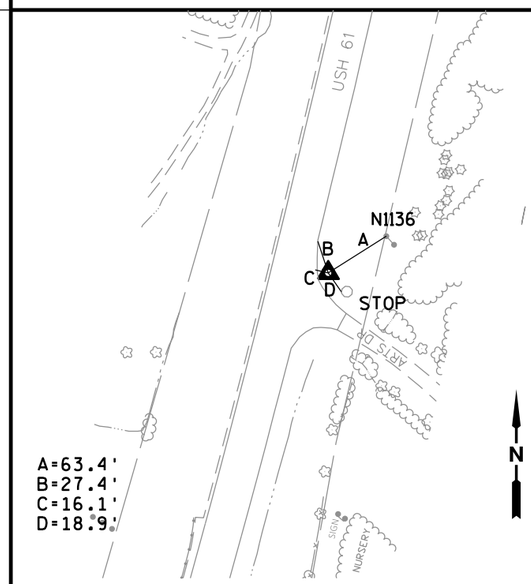


C.P. 735
REBAR WITH CAP
E 423445.49
N 216669.90
REBAR WITH CAP LOCATED 0.01' MI±
SOUTH OF FLEMING ROAD IN SOUTH
WEST QUADRANT OF USH 61 AND FLEMING ROAD

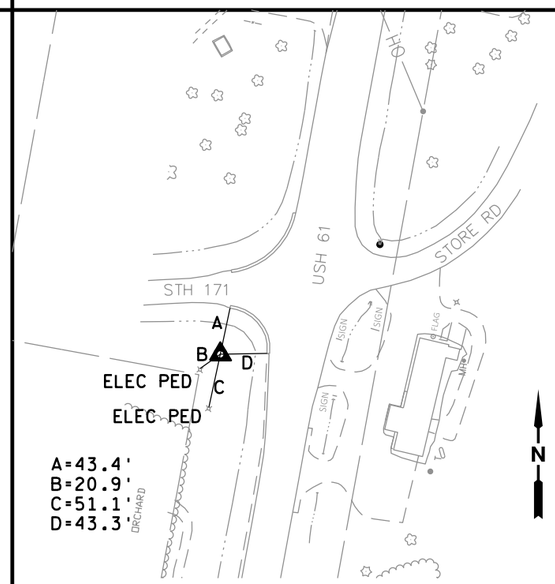


C.P. 736
REBAR WITH CAP
E 424074.02
N 218003.36
REBAR WITH CAP LOCATED 0.01 MI±
SOUTH OF MC KEOWN ROAD

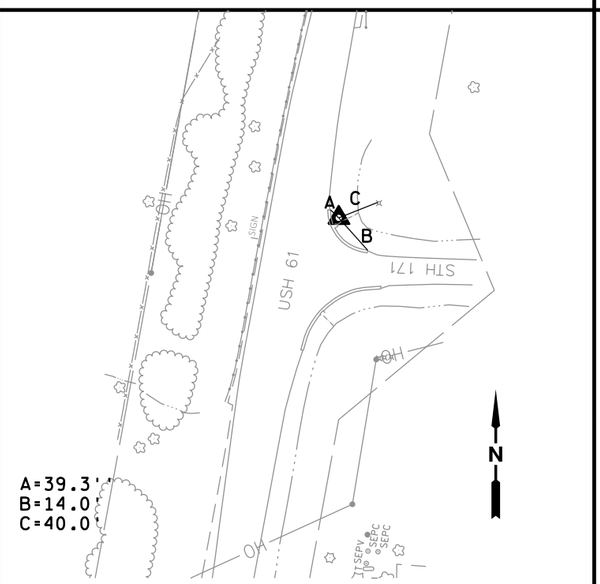
2



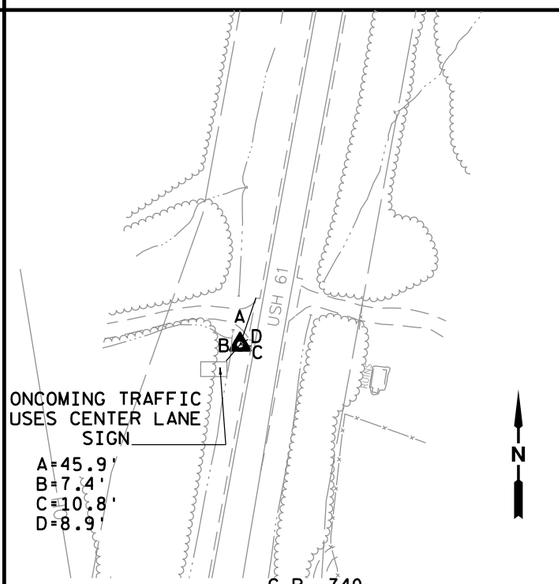
C.P. 737
REBAR WITH CAP
E 425344.27
N 221472.11
REBAR WITH CAP LOCATED
0.01 MI± NORTH OF ARTS DRIVE



C.P. 738
REBAR WITH CAP
E 425433.90
N 222447.03
REBAR WITH CAP LOCATED
0.01 MI± SOUTH OF 171 WEST

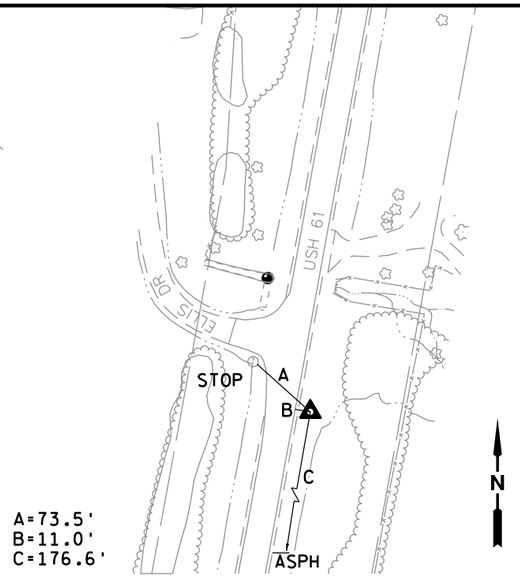


C.P. 739
REBAR WITH CAP
E 425720.09
N 223397.10
REBAR WITH CAP LOCATED
0.01 MI± NORTH EAST QUADRANT
OF USH 61 AND 171 EAST



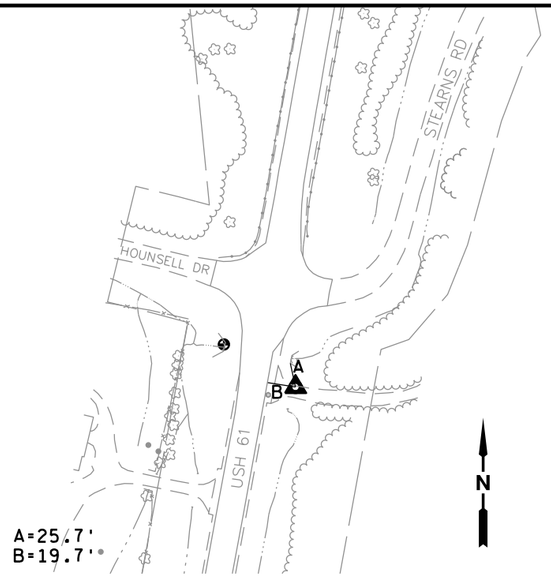
C.P. 740
REBAR WITH CAP
E 425802.99
N 224214.46
REBAR WITH CAP LOCATED
0.15 MI± NORTH OF 171 EAST.
SOUTH QUADRANT OF FE AND USH 61

PROJECT NO:1650-02-61	HWY:USH 61	COUNTY:CRAWFORD	CONTROL POINTS	SHEET 61	E



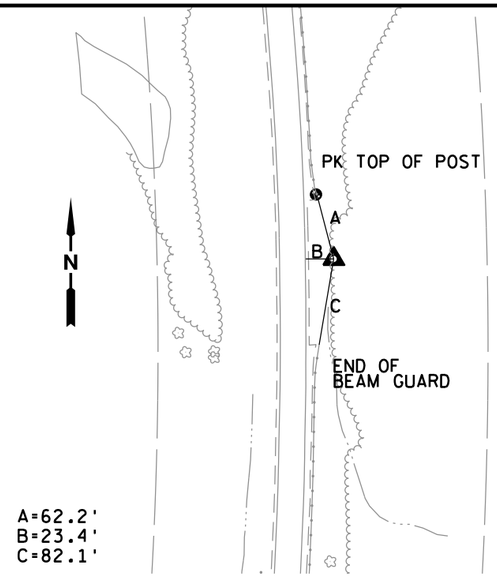
A=73.5'
B=11.0'
C=176.6'

C.P. 741
REBAR WITH CAP
E 426171.89
N 225942.19
REBAR WITH CAP LOCATED
0.01 MI± SOUTH OF ELLIS DRIVE



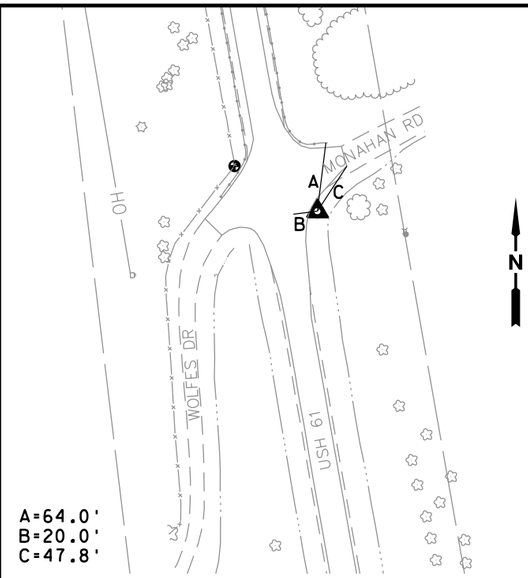
A=25.7'
B=19.7'

C.P. 742
REBAR WITH CAP
E 426505.82
N 227701.89
REBAR WITH CAP LOCATED
0.01 MI± SOUTH OF STEAN'S ROAD



A=62.2'
B=23.4'
C=82.1'

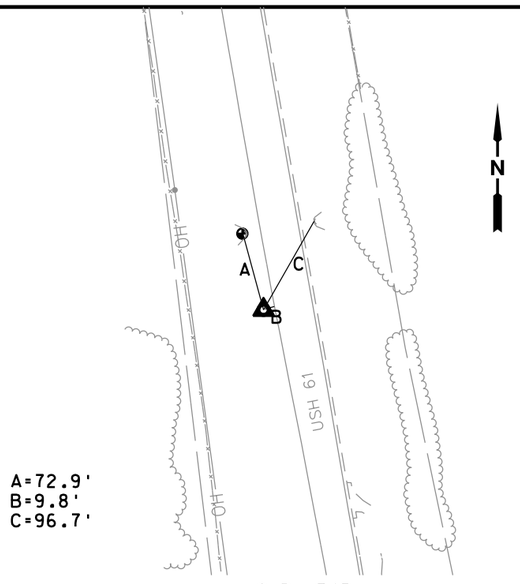
C.P. 743
REBAR WITH CAP
E 426632.62
N 228839.67
REBAR WITH CAP LOCATED
.2 MI± NORTH OF STEARNS ROAD



A=64.0'
B=20.0'
C=47.8'
N

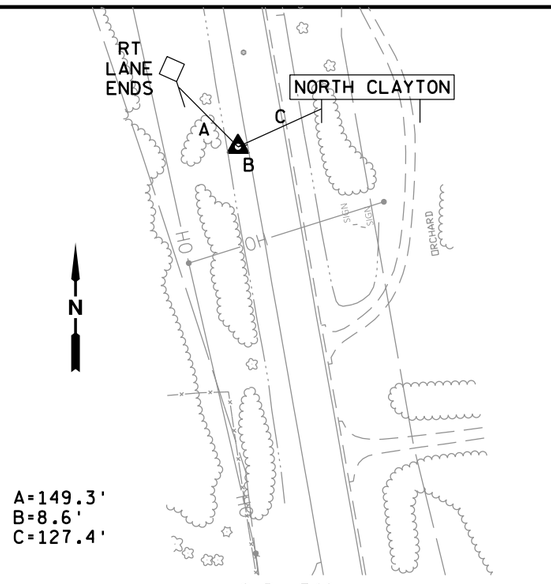
C.P. 744
REBAR WITH CAP
E 426396.81
N 230415.67
REBAR WITH CAP LOCATED
0.01 MI± SOUTH OF MONAHAN ROAD

2



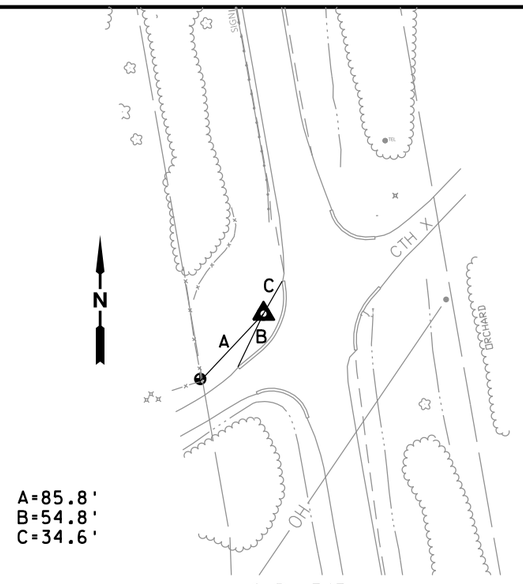
A=72.9'
B=9.8'
C=96.7'

C.P. 745
REBAR WITH CAP
E 426117.16
N 231615.57
REBAR WITH CAP LOCATED
.2 MI± NORTH OF MONAHAN ROAD



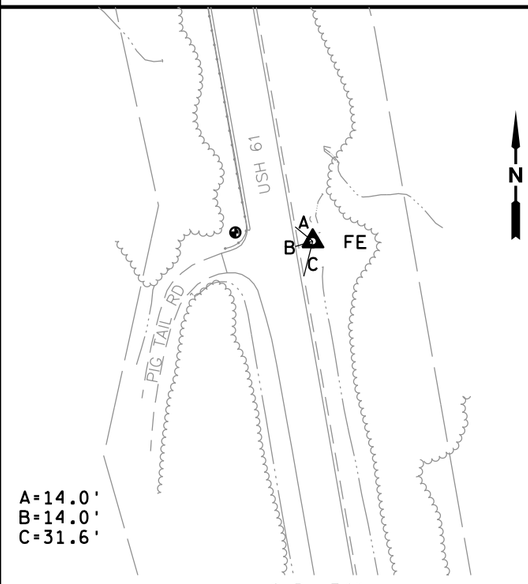
A=149.3'
B=8.6'
C=127.4'

C.P. 746
REBAR WITH CAP
E 425962.98
N 232495.58
REBAR WITH CAP LOCATED
0.4 MI± NORTH OF MONAHAN ROAD



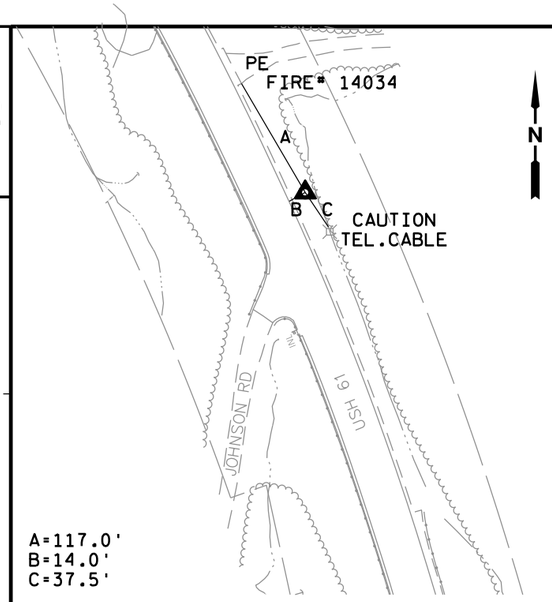
A=85.8'
B=54.8'
C=34.6'

C.P. 747
REBAR WITH CAP
E 425818.0400
N 233192.2800
REBAR WITH CAP LOCATED
0.01 MI± NORTH OF CTH X



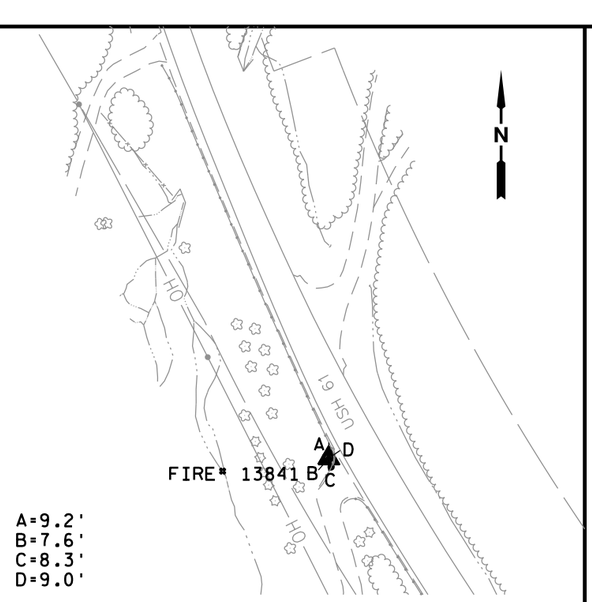
A=14.0'
B=14.0'
C=31.6'

C.P. 748
REBAR WITH CAP
E 425630.3300
N 234736.8000
REBAR WITH CAP LOCATED
0.01 MI± NORTH OF PIGTAIL ROAD



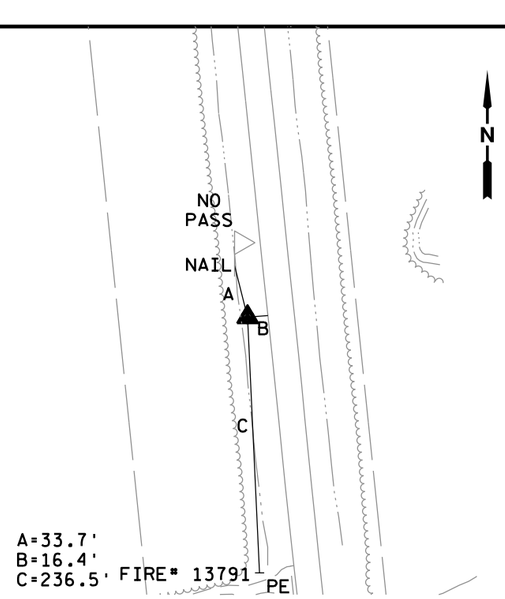
A=117.0'
B=14.0'
C=37.5'

C.P. 749
REBAR WITH CAP
E 425324.70
N 235954.29
REBAR WITH CAP LOCATED
0.01 MI± NORTH OF JOHNSON ROAD



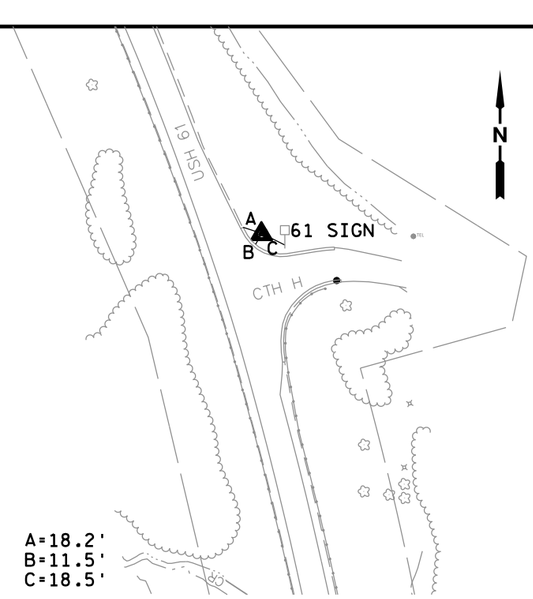
A=9.2'
B=7.6'
C=8.3'
D=9.0'

C.P. 750
REBAR WITH CAP
E 424399.31
N 237184.30
REBAR WITH CAP LOCATED
0.01 MI± NORTH OF COLEMAN DRIVE



A=33.7'
B=16.4'
C=236.5'

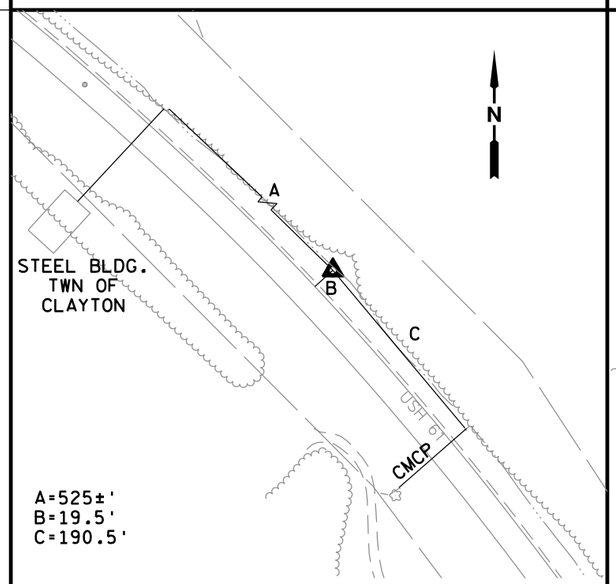
C.P. 751
REBAR WITH CAP
E 424081.19
N 238418.71
REBAR WITH CAP LOCATED
.225 MI± NORTH OF COLEMAN DRIVE



A=18.2'
B=11.5'
C=18.5'

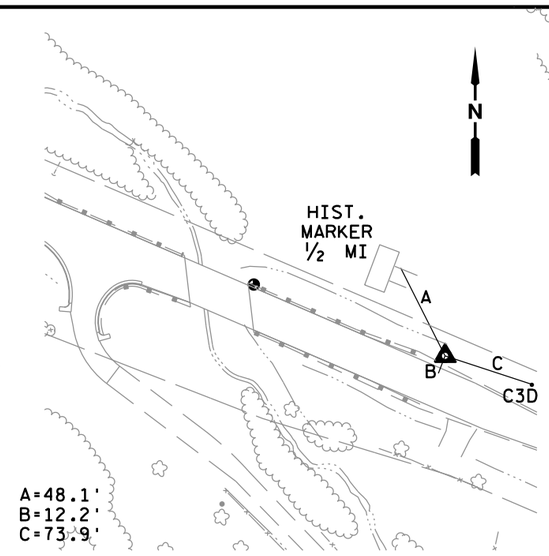
C.P. 752
REBAR WITH CAP
E 423933.02
N 239870.03
REBAR WITH CAP LOCATED
0.01 MI± NORTH OF CTH H

2



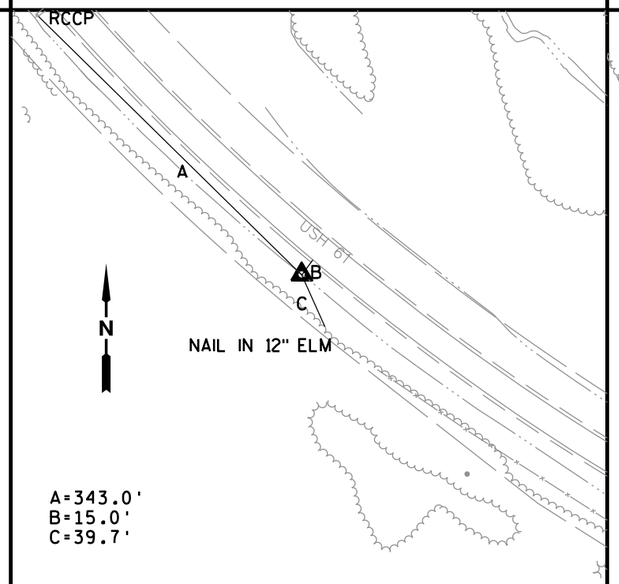
A=525±'
B=19.5'
C=190.5'

C.P. 753
REBAR WITH CAP
E 423287.33
N 240941.02
REBAR WITH CAP LOCATED
.25 MI± NORTH OF CTH H EAST



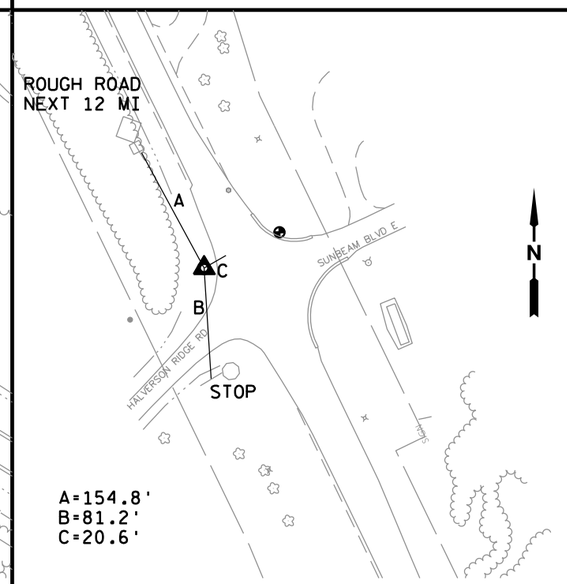
A=48.1'
B=12.2'
C=73.9'

C.P. 754
REBAR WITH CAP
E 420726.64
N 242339.44
REBAR WITH CAP LOCATED
0.06 MI± SOUTH OF KNUTSON ROAD



A=343.0'
B=15.0'
C=39.7'

C.P. 755
REBAR WITH CAP
E 420726.64
N 242339.44
REBAR WITH CAP LOCATED
.18 MI± NORTH OF B-12-76

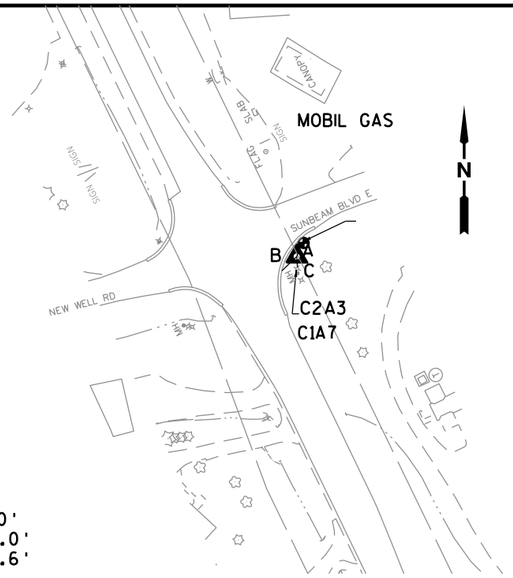


A=154.8'
B=81.2'
C=20.6'

C.P. 756
REBAR WITH CAP
E 419843.20
N 243686.19
REBAR WITH CAP LOCATED
0.01 MI± NORTH OF SUNBEAM BLVD

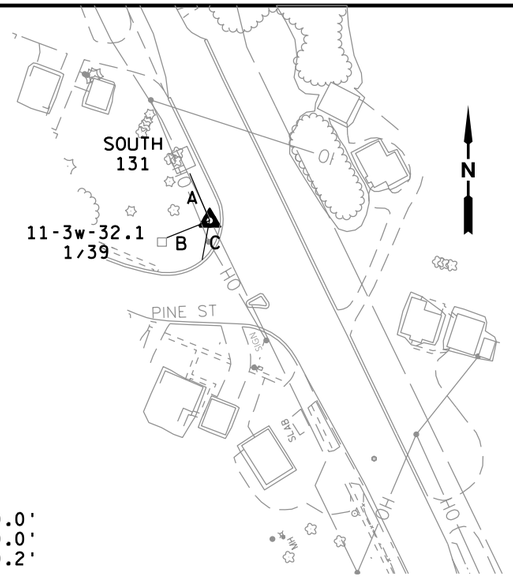
PROJECT NO:1650-02-61	HWY: USH 61	COUNTY: CRAWFORD	CONTROL POINTS	SHEET 63	E

FILE NAME : N:\PDS\c3d\16500230\SheetsPlan\1650-02-61\027201-ALIGNMENT TIES JBD.dgn PLOT DATE : 26-JUL-2017 13:19 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 1400.000000:1.000000 WISDOT/CADDS SHEET 42



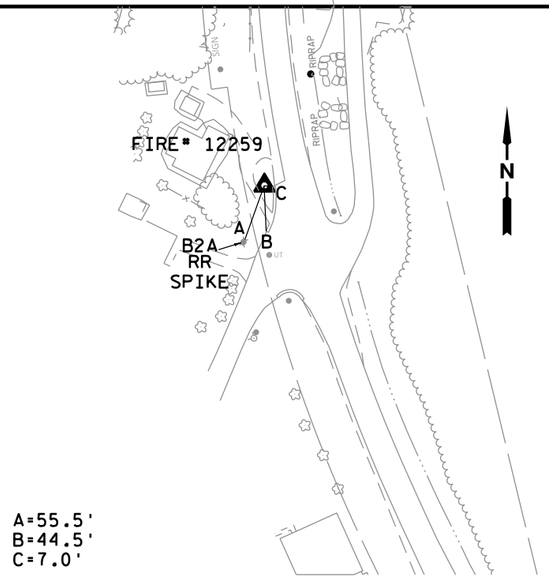
A=8.0'
B=11.0'
C=13.6'

C.P. 757
REBAR WITH CAP
E 419488.92
N 244632.60
REBAR WITH CAP LOCATED
0.01 MI± SOUTH OF SUNBEAM BLVD.



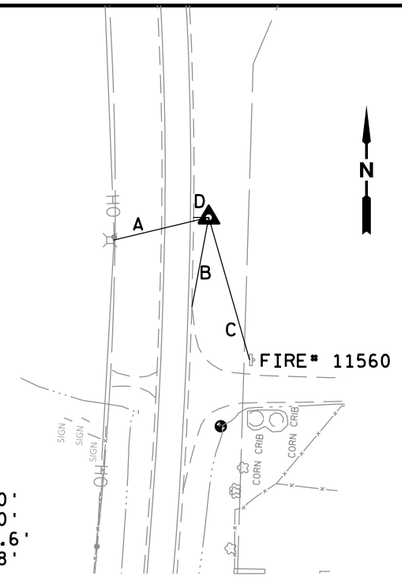
A=20.0'
B=20.0'
C=10.2'

C.P. 758
REBAR WITH CAP
E 418523.32
N 246395.01
REBAR WITH CAP LOCATED
0.01 MI± NORTH OF STH 131



A=55.5'
B=44.5'
C=7.0'

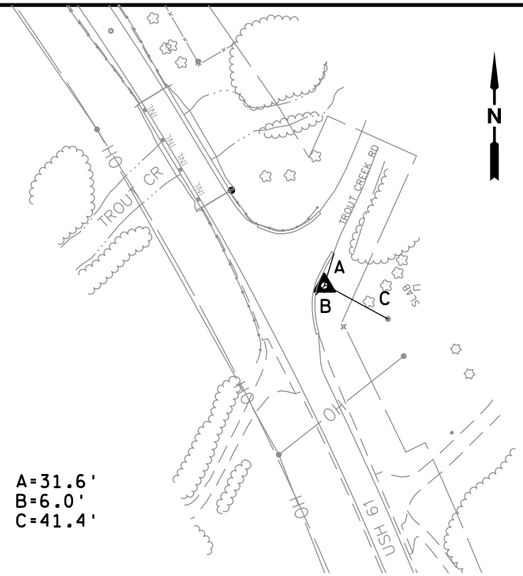
C.P. 759
REBAR WITH CAP
E 418281.13
N 247014.76
REBAR WITH CAP LOCATED
0.01 MI± NORTH OF 3RD STREET



A=89.0'
B=85.0'
C=137.6'
D=13.8'

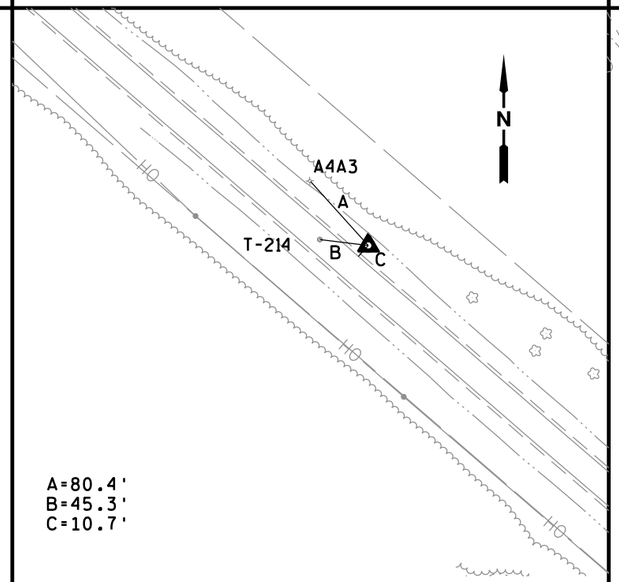
C.P. 760
REBAR WITH CAP
E 418550.44
N 250128.51
REBAR WITH CAP LOCATED
.6 MI± NORTH OF 3RD STREET

2



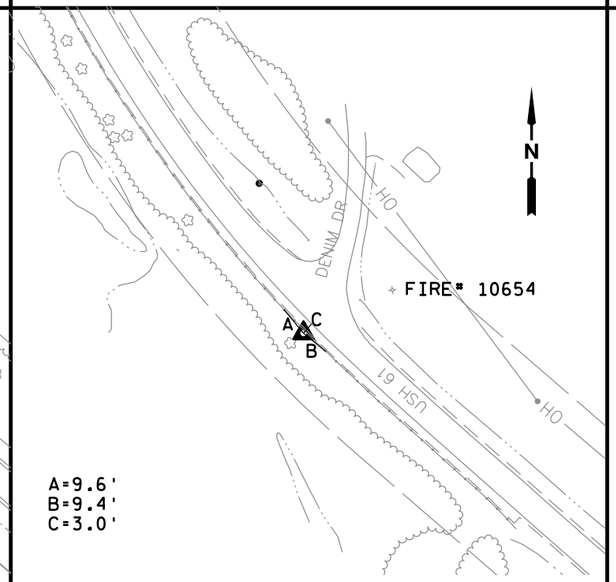
A=31.6'
B=6.0'
C=41.4'

C.P. 761
REBAR WITH CAP
E 418215.27
N 251596.84
REBAR WITH CAP LOCATED
0.01 MI± SOUTH OF TROUT CREEK RD.



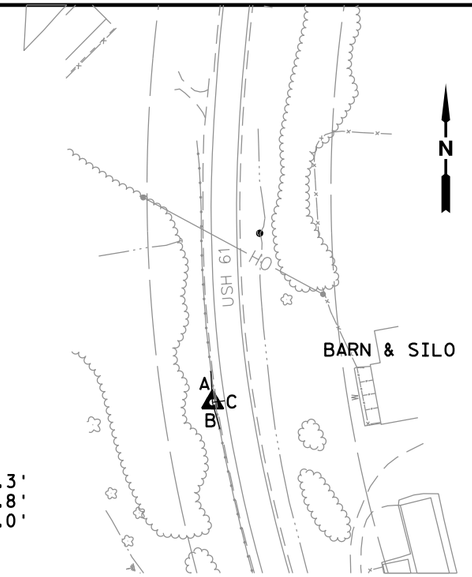
A=80.4'
B=45.3'
C=10.7'

C.P. 762
REBAR WITH CAP
E 416771.63
N 253092.93
REBAR WITH CAP LOCATED
.4 MI± NORTH OF TROUT CREEK ROAD



A=9.6'
B=9.4'
C=3.0'

C.P. 763
REBAR WITH CAP
E 415543.76
N 254098.43
REBAR WITH CAP LOCATED
0.01 MI± NORTH OF DENIM DRIVE

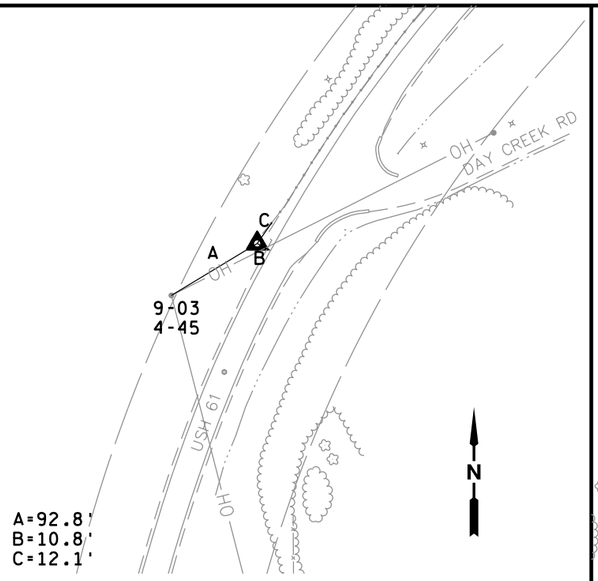


A=9.3'
B=9.8'
C=3.0'

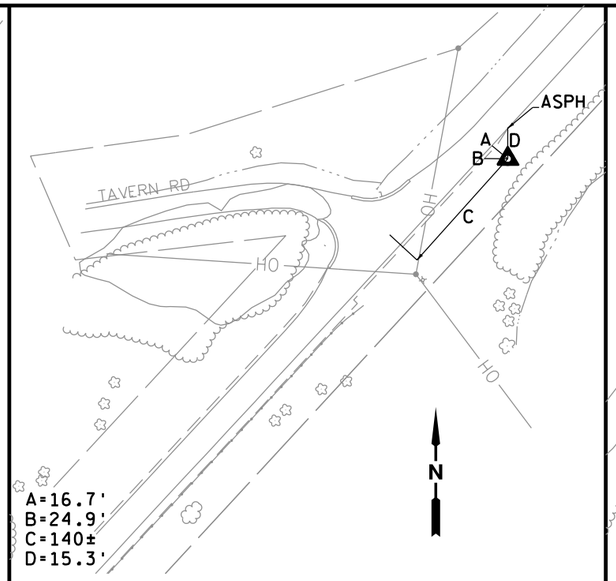
C.P. 764
REBAR WITH CAP
E 415178.97
N 254830.07
REBAR WITH CAP LOCATED
.18 MI± NORTH OF DENIM DRIVE

PROJECT NO:1650-02-61	HWY:USH 61	COUNTY:CRAWFORD	CONTROL POINTS	SHEET 64	E

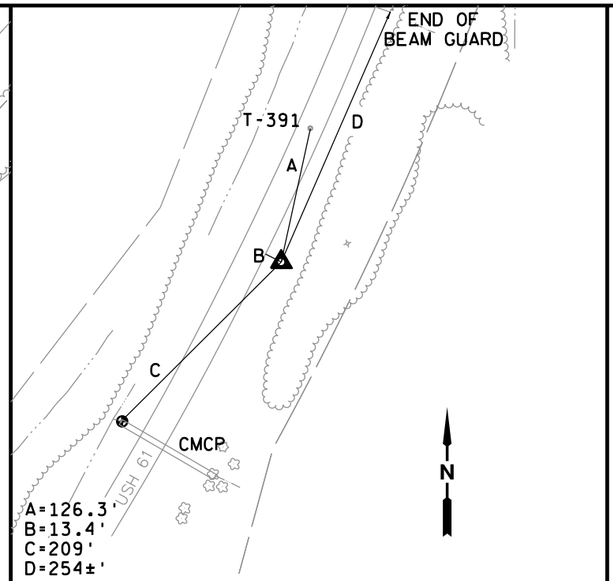
FILE NAME : N:\PDS\c3d\16500230\SheetsPlan\1650-02-61\027201-ALIGNMENT TIES JBD.dgn PLOT DATE : 26-JUL-2017 13:20 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 1400.000000:1.000000 WISDOT/CADDS SHEET 42



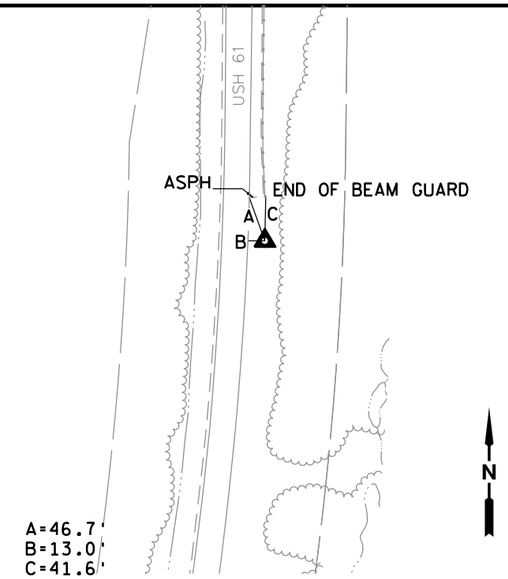
C.P. 765
REBAR WITH CAP
E 415325.94
N 255661.46
REBAR WITH CAP LOCATED
0.01 MI± SOUTH OF DAY CREEK ROAD



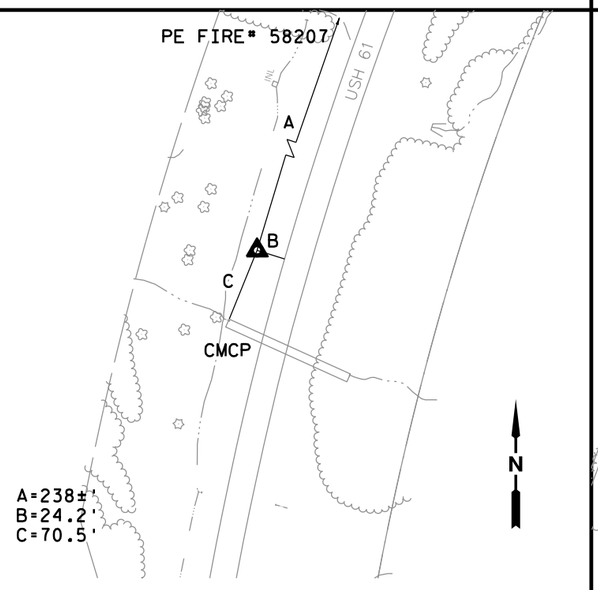
C.P. 766
REBAR WITH CAP
E 416466.36
N 256871.93
REBAR WITH CAP LOCATED
0.01 MI± NORTH OF TAVERN ROAD



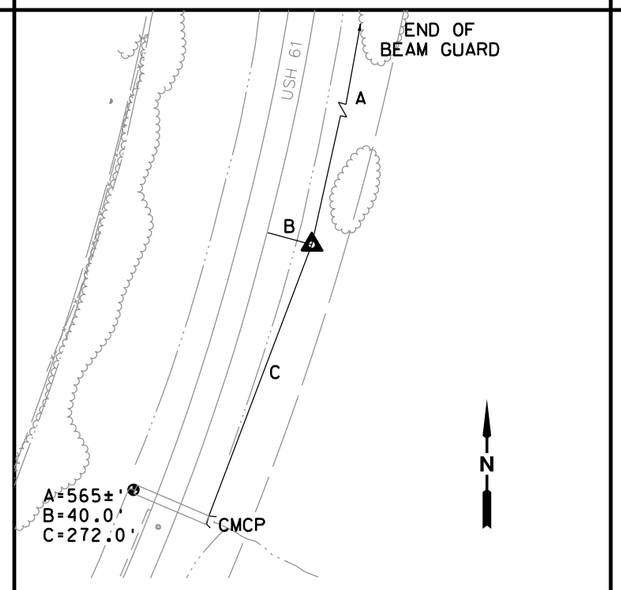
C.P. 767
REBAR WITH CAP
E 417446.76
N 258146.06
REBAR WITH CAP LOCATED
.32 MI± NORTH OF TAVERN ROAD



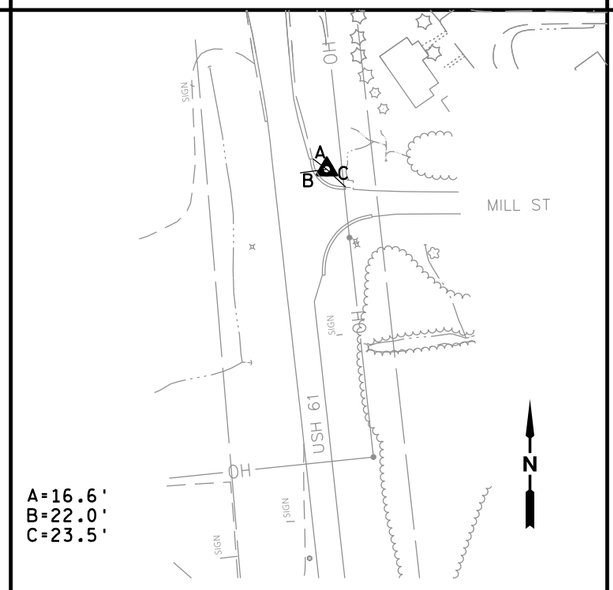
C.P. 768
REBAR WITH CAP
E 417777.55
N 259460.78
REBAR WITH CAP LOCATED
.59 MI± NORTH OF TAVERN ROAD



C.P. 769
REBAR WITH CAP
E 417840.01
N 261298.37
REBAR WITH CAP LOCATED
.95± NORTH OF TAVERN ROAD



C.P. 770
REBAR WITH CAP
E 418731.09
N 262959.87
REBAR WITH CAP LOCATED
0.2 MI± SOUTH OF B-62-0017



C.P. 771
REBAR WITH CAP
E 418632.30
N 265082.87
REBAR WITH CAP LOCATED
0.01 MI± NORTH OF MILL STREET

PROJECT NO:1650-02-61	HWY:USH 61	COUNTY:CRAWFORD	CONTROL POINTS	SHEET 65	E

1650-02-61

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	6.000	6.000
0004	201.0205	Grubbing	STA	6.000	6.000
0006	204.0100	Removing Pavement	SY	100.000	100.000
0008	204.0110	Removing Asphaltic Surface	SY	10,574.000	10,574.000
0010	204.0115	Removing Asphaltic Surface Butt Joints	SY	64.000	64.000
0012	204.0125	Removing Asphaltic Surface Milling	TON	37,495.000	37,495.000
0014	204.0130	Removing Curb	LF	310.000	310.000
0016	204.0150	Removing Curb & Gutter	LF	853.000	853.000
0018	204.0165	Removing Guardrail	LF	28,659.000	28,659.000
0020	204.0170	Removing Fence	LF	625.000	625.000
0022	204.0190	Removing Surface Drains	EACH	5.000	5.000
0024	204.0215	Removing Catch Basins	EACH	1.000	1.000
0026	205.0100	Excavation Common	CY	127.000	127.000
0028	208.0100	Borrow	CY	4,131.000	4,131.000
0030	211.0100	Prepare Foundation for Asphaltic Paving (project) 01. 1650-02-61	LS	1.000	1.000
0032	213.0100	Finishing Roadway (project) 01. 1650-02-61	EACH	1.000	1.000
0034	305.0110	Base Aggregate Dense 3/4-Inch	TON	10,304.000	10,304.000
0036	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	250.000	250.000
0038	305.0500	Shaping Shoulders	STA	577.640	577.640
0040	312.0110	Select Crushed Material	TON	5,000.000	5,000.000
0042	325.0100	Pulverize and Relay	SY	256,110.000	256,110.000
0044	374.1020.S	QMP Pulverize and Relay Compaction	SY	256,110.000	256,110.000
0046	416.1010	Concrete Surface Drains	CY	5.000	5.000
0048	440.4410	Incentive IRI Ride	DOL	49,000.000	49,000.000
0050	455.0605	Tack Coat	GAL	12,501.000	12,501.000
0052	460.2005	Incentive Density PWL HMA Pavement	DOL	57,821.000	57,821.000
0054	460.2010	Incentive Air Voids HMA Pavement	DOL	57,821.000	57,821.000
0056	460.4110.S	Reheating HMA Pavement Longitudinal Joints	LF	70,267.000	70,267.000
0058	460.5224	HMA Pavement 4 LT 58-28 S	TON	57,632.000	57,632.000
0060	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	510.000	510.000
0062	465.0315	Asphaltic Flumes	SY	12.000	12.000
0064	465.0425	Asphaltic Shoulder Rumble Strips 2-Lane Rural	LF	54,026.000	54,026.000
0066	465.0450	Asphaltic Intersection Rumble Strips	SY	75.000	75.000
0068	465.0475	Asphalt Centerline Rumble Strips 2-Lane Rural	LF	44,752.000	44,752.000
0070	509.0301	Preparation Decks Type 1	SY	10.000	10.000
0072	509.1500	Concrete Surface Repair	SF	60.000	60.000
0074	509.3500.S	HMA Overlay Polymer-Modified	TON	122.000	122.000
0076	524.0130	Culvert Pipe Salvaged 30-Inch	LF	16.000	16.000
0078	524.0136	Culvert Pipe Salvaged 36-Inch	LF	16.000	16.000

1650-02-61

Line	Item	Item Description	Unit	Total	Qty
0080	524.0630	Apron Endwalls for Culvert Pipe Salvaged 30-Inch	EACH	1.000	1.000
0082	524.0636	Apron Endwalls for Culvert Pipe Salvaged 36-Inch	EACH	1.000	1.000
0084	601.0120	Concrete Curb Type J	LF	310.000	310.000
0086	601.0205	Concrete Gutter 24-Inch	LF	68.000	68.000
0088	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	403.000	403.000
0090	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	2,443.000	2,443.000
0092	602.0405	Concrete Sidewalk 4-Inch	SF	98.000	98.000
0094	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	20.000	20.000
0096	611.0530	Manhole Covers Type J	EACH	1.000	1.000
0098	611.2004	Manholes 4-FT Diameter	EACH	1.000	1.000
0100	614.0010	Barrier System Grading Shaping Finishing	EACH	18.000	18.000
0102	614.0115	Anchorages for Steel Plate Beam Guard Type 2	EACH	2.000	2.000
0104	614.0345	Steel Plate Beam Guard Short Radius	LF	95.000	95.000
0106	614.0370	Steel Plate Beam Guard Energy Absorbing Terminal	EACH	6.000	6.000
0108	614.0390	Steel Plate Beam Guard Short Radius Terminal	EACH	2.000	2.000
0110	614.2300	MGS Guardrail 3	LF	23,605.000	23,605.000
0112	614.2330	MGS Guardrail 3 K	LF	412.500	412.500
0114	614.2350	MGS Guardrail Short Radius	LF	733.000	733.000
0116	614.2610	MGS Guardrail Terminal EAT	EACH	49.000	49.000
0118	614.2620	MGS Guardrail Terminal Type 2	EACH	2.000	2.000
0120	614.2630	MGS Guardrail Short Radius Terminal	EACH	16.000	16.000
0122	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1650-02-61	EACH	1.000	1.000
0124	619.1000	Mobilization	EACH	1.000	1.000
0126	624.0100	Water	MGAL	1,125.000	1,125.000
0128	625.0500	Salvaged Topsoil	SY	5,491.220	5,491.220
0130	627.0200	Mulching	SY	210.220	210.220
0132	628.1504	Silt Fence	LF	5,863.000	5,863.000
0134	628.1520	Silt Fence Maintenance	LF	5,863.000	5,863.000
0136	628.1905	Mobilizations Erosion Control	EACH	3.000	3.000
0138	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0140	628.2004	Erosion Mat Class I Type B	SY	6,038.000	6,038.000
0142	628.7015	Inlet Protection Type C	EACH	3.000	3.000
0144	629.0210	Fertilizer Type B	CWT	0.310	0.310
0146	630.0120	Seeding Mixture No. 20	LB	20.470	20.470
0148	630.0200	Seeding Temporary	LB	20.470	20.470
0150	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	201.000	201.000
0152	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	59.000	59.000
0154	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	10.000	10.000
0156	637.2210	Signs Type II Reflective H	SF	1,787.450	1,787.450

1650-02-61

Line	Item	Item Description	Unit	Total	Qty
0158	637.2230	Signs Type II Reflective F	SF	343.820	343.820
0160	638.2602	Removing Signs Type II	EACH	207.000	207.000
0162	638.3000	Removing Small Sign Supports	EACH	238.000	238.000
0164	638.4000	Moving Small Sign Supports	EACH	6.000	6.000
0166	642.5201	Field Office Type C	EACH	1.000	1.000
0168	643.0300	Traffic Control Drums	DAY	22,241.000	22,241.000
0170	643.0310.S	Temporary Portable Rumble Strips	LS	1.000	1.000
0172	643.0420	Traffic Control Barricades Type III	DAY	400.000	400.000
0174	643.0900	Traffic Control Signs	DAY	5,566.000	5,566.000
0176	643.1050	Traffic Control Signs PCMS	DAY	42.000	42.000
0178	643.5000	Traffic Control	EACH	1.000	1.000
0180	644.1410.S	Temporary Pedestrian Surface Asphalt	SF	108.000	108.000
0182	645.0220	Geogrid Type SR	SY	5,000.000	5,000.000
0184	646.1020	Marking Line Epoxy 4-Inch	LF	116,814.000	116,814.000
0186	646.3020	Marking Line Epoxy 8-Inch	LF	943.000	943.000
0188	646.4520	Marking Line Same Day Epoxy 4-Inch	LF	83,053.000	83,053.000
0190	646.6120	Marking Stop Line Epoxy 18-Inch	LF	132.000	132.000
0192	646.8020	Marking Corrugated Median Epoxy	SF	30.000	30.000
0194	646.8120	Marking Curb Epoxy	LF	180.000	180.000
0196	646.8220	Marking Island Nose Epoxy	EACH	7.000	7.000
0198	648.0100	Locating No-Passing Zones	MI	11.400	11.400
0200	649.0105	Temporary Marking Line Paint 4-Inch	LF	77,107.000	77,107.000
0202	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	99.000	99.000
0204	650.8000	Construction Staking Resurfacing Reference	LF	63,500.000	63,500.000
0206	650.9910	Construction Staking Supplemental Control (project) 01. 1650-02-61	LS	1.000	1.000
0208	650.9920	Construction Staking Slope Stakes	LF	500.000	500.000
0210	690.0150	Sawing Asphalt	LF	842.000	842.000
0212	690.0250	Sawing Concrete	LF	6.000	6.000
0214	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,400.000	2,400.000
0216	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	3,200.000	3,200.000
0218	SPV.0035	Special 01. Excess Milled Material	CY	228.000	228.000
0220	SPV.0035	Special 02. Concrete Floor for Culvert Pipe	CY	6.900	6.900
0222	SPV.0060	Special 01. PVC Drain Retrofit	EACH	12.000	12.000
0224	SPV.0060	Special 02. HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000	1.000
0226	SPV.0060	Special 03. HMA Percent Within Limits (PWL) Test Strip Density	EACH	1.000	1.000
0228	SPV.0090	Special 01. Sawing Pavement Deck Preparation Areas	LF	60.000	60.000
0230	SPV.0090	Special 02. Construction Staking - Various Curbs and Gutters	LF	2,201.000	2,201.000

					1650-02-61
0232	SPV.0105	Special 01. Adjusting Expansion Device B-12-10	LS	1.000	1.000

CLEARING/GRUBBING & BORROW/COMMON

CATEGORY	STATION TO	STATION	LOCATION	CLEARING 201.0105 STA	GRUBBING 201.0205 STA	COMMON EXCAVATION 205.0100 CY	BORROW 208.0100 CY	REMARKS
0010	842+25 -	847+75	LT	6	6	113	4131	CTH X EMBANKMENT
	1213+14 -	END	LT			12		WEST ISLAND
	1213+30 -	END	RT			2		EAST ISLAND
			TOTAL 0010	6	6	127	4131	

REMOVING CURB

CATEGORY	STATION TO	STATION	LOCATION	204.0130 LF	REMARKS
0010	1213+17 -	1213+60	RT	225	SOUTHERLY ISLAND
	1213+11 -	END	LT	85	NORTHERLY ISLAND
			TOTAL 0010	310	

REMOVING PAVEMENT

CATEGORY	STATION TO	STATION	LOCATION	204.0100 SY	REMARKS
0010	1203+20 -	1203+45	RT	33.3	CONCRETE RUMBLE STRIPS (12'X25')
	1206+20 -	1206+45	RT	33.3	CONCRETE RUMBLE STRIPS (12'X25')
	1208+20 -	1208+45	RT	33.3	CONCRETE RUMBLE STRIPS (12'X25')
			TOTAL 0010	100	

REMOVING CURB & GUTTER

CATEGORY	STATION TO	STATION	LOCATION	204.0150 LF	REMARKS
0010	732+02 -	732+39	LT	64	STH 171 WEST - SOUTHWEST CURB
	732+70 -	733+34	LT	86	STH 171 WEST - NORTHWEST CURB
	740+53 -	741+24	RT	100	STH 171 EAST - SOUTHEAST CURB
	741+52 -	741+85	RT	60	STH 171 EAST - NORTHEAST CURB
	999+51 -	1001+01	LT	182	STH 131 WEST - NORTHWEST CURB
	1211+76 -	END	LT	269	WEST CURB
	1212+79 -	END	RT	92	EAST CURB
			TOTAL 0010	853	

MILLING SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	REMOVING ASPHALTIC SURFACE MILLING 204.0125 TON	SHAPING SHOULDERS 305.0500 STA	PULVERIZE AND RELAY 325.0100 SY	QMP PULVERIZE & RELAY COMPACTION 374.1010.S SY	REMARKS
0010	612+50	-	942+28	MAINLINE	21812	330	150125	150125	3" REMOVAL, 8" RELAY (TO B-12-76 - 2011 HMA)
	733+81'171W'	-	734+65'171W'	LT	89	---	---	---	4" REMOVAL
	741+24'171E'	-	742+40'171E'	RT	107	---	---	---	4" REMOVAL
	947+92	-	985+66	MAINLINE	2429	38	17017	17017	3" REMOVAL, 8" RELAY (TO B-12-77 - 2011 HMA)
	998+15	-	1053+81	MAINLINE	3341	56	24223	24223	3" REMOVAL, 8" RELAY (TO B-12-13)
	999+51'131W'	-	1000+45'131W'	LT	150	---	---	---	4" REMOVAL
	1054+93	-	1110+50	MAINLINE	3423	56	23589	23589	3" REMOVAL, 8" RELAY (TO B-12-10)
	1112+87	-	1131+15	MAINLINE	1097	18	7823	7823	3" REMOVAL, 8" RELAY (TO CRAWFORD/VERNON CO LINE)
	1131+15	-	1199+10	MAINLINE	4049	68	28929	28929	3" REMOVAL, 8" RELAY (TO B-62-17-CONC APPROACH SLAB)
	1201+02	-	1211+00	MAINLINE	597	10	4404	4404	3" REMOVAL, 8" RELAY (TO STA 1211+00)
	1211+00	-	1213+68	MAINLINE	401	3	---	---	4" REMOVAL (TO STA 1213+63 (END))
				TOTAL 0010	37495	578	256110	256110	

REMOVING ASPHALTIC SURFACE

CATEGORY	STATION	LOCATION	204.0110 SY	REMARKS
0010	615+29	RT	182	JEFF'S DR
	621+40	LT	61	PE
	655+24	LT	378	OLD 61 RD
	670+61	RT	179	EHORN RD
	670+66	LT	169	FLEMING RD
	685+04	LT	127	MCKEOWN RD
	721+91	RT	161	ARTS DR
	731+00	RT	103	PE
	731+94	RT	59	PE
	732+84	RT	293	STORE RD
	768+27	LT	173	ELLIS DR
	786+40	RT	185	STEARNS RD
	786+42	LT	170	HOUNSELL DR
	813+10	RT	225	WOLFES DR
	813+11	LT	260	MONAHAN RD
	840+44	LT	413	CTH X WEST
	841+34	RT	770	CTH X EAST
	849+99	LT	123	JOHNSON RD S
	856+69	LT	90	PIG TAIL RD
	868+59	LT	106	JOHNSON RD N
	884+38	LT	94	PE
	885+73	RT	161	COLEMAN DR
	911+44	RT	584	CTH H
	931+70	LT	233	PE (TOWN OF CLAYTON)
	969+29	LT	333	HALVERSON RIDGE RD
	969+31	RT	380	SUNBEAM BLVD E
	978+31	LT	55	PE
	980+08	RT	450	SUNBEAM BLVD E
	980+08	LT	310	NEW WELL RD
	982+89	LT	5	SIDEWALK
	982+89	RT	5	SIDEWALK
	998+42	RT	40	PE
	1001+48	LT	114	PE
	1005+63	RT	200	3RD ST EAST
	1006+07	LT	387	3RD ST WEST
	1029+08	RT	130	PE
	1036+08	RT	270	PE
	1050+62	RT	125	PE
	1052+84	RT	598	TROUT CREEK RD
	1059+59	RT	81	PE
	1089+34	RT	211	DENIM DR
	1106+73	RT	404	DAY CREEK RD
	1121+22	LT	285	TAVERN RD
	1172+75	LT	81	PE
	1198+38	LT	164	PE
	1210+10	RT	360	MILL ST
	1211+85	LT	287	PE
TOTAL 0010			10574	

REMOVING ASPHALTIC SURFACE BUTT JOINTS

CATEGORY	STATION	LOCATION	204.0115 SY	REMARKS
0010	612+50	MAINLINE	7	30'x2'
	732+70	STH 171 WEST	6	24'x2' LT
	741+27	STH 171 EAST	6	24'x2' RT
	942+28	MAINLINE	8	36'x2'
	947+92	MAINLINE	7	33'x2'
	985+66	MAINLINE	10	46'x2'
	998+15	MAINLINE	11	51'x2'
	999+23	STH 131 WEST	9	41'x2' LT
TOTAL 0010			64	

REMOVING CATCH BASINS

CATEGORY	STATION	LOCATION	204.0215 EACH	REMARKS
0010	844+07	LEFT	1	CTH X EMBANKMENT
TOTAL 0010			1	

REMOVING FENCE

CATEGORY	STATION TO	STATION	LOCATION	204.0170 LF	REMARKS
0010	841+50 -	847+75	LT	625	FENCE IN NW QUAD OF CTH X INTER
TOTAL 0010				625	

WATER

CATEGORY	STATION TO	STATION	LOCATION	624.0100 MGAL	REMARKS
0010	612+50 -	1213+68	USH 61 - LT	70	BASE AGGREGATE SHOULDER
	612+50 -	1213+68	USH 61 - RT	70	BASE AGGREGATE SHOULDER
	612+50 -	1213+68	USH 61	240	MILLED & RELAID PAVEMENT
	612+50 -	1213+68	SIDE ROADS	30	SIDE ROADS
	612+50 -	1213+68	USH 61	715	DUST CONTROL
TOTAL 0010				1125	

REMOVING GUARDRAIL

204.0165

CATEGORY	STATION	TO	STATION	LOCATION	LF	REMARKS
0010	623+39	-	633+13	LT	974	
	644+11	-	652+52	LT	841	
	665+03	-	670+57	LT	554	
	685+60	-	694+12	LT	852	
	669+04	-	705+04	LT	3600	
	711+44	-	719+70	LT	826	
	739+93	-	744+89	LT	496	
	758+25	-	764+02	LT	577	
	786+60	-	794+06	LT	746	
	799+70	-	806+36	LT	666	
	813+12	-	819+39	LT	627	
	842+02	-	847+91	LT	589	
	856+80	-	868+26	LT	1146	
	868+41	-	884+18	LT	1577	
	884+42	-	888+50	LT	408	
	907+03	-	915+71	LT	868	
	1007+63	-	1013+61	LT	598	
	1051+76	-	1052+29	LT	53	B-12-13
	1056+39	-	1057+14	LT	75	B-12-13
	1059+77	-	1068+99	LT	922	
	1086+61	-	1094+05	LT	744	
	1094+25	-	1099+82	LT	557	
	1105+97	-	1106+50	LT	53	B-12-10
	1114+05	-	1114+58	LT	53	B-12-10
	624+00	-	631+81	RT	781	
	664+58	-	670+49	RT	591	
	687+32	-	694+10	RT	678	
	701+07	-	706+33	RT	526	
	709+70	-	719+09	RT	939	
	743+56	-	744+84	RT	128	
	757+17	-	765+55	RT	838	
	786+93	-	796+16	RT	923	
	797+54	-	806+46	RT	892	
	813+45	-	818+96	RT	551	
	862+90	-	866+13	RT	323	
	903+35	-	911+98	RT	863	
	1053+23	-	1053+76	RT	53	B-12-13
	1056+87	-	1057+40	RT	53	B-12-13
	1059+79	-	1067+09	RT	730	
	1108+92	-	1109+45	RT	53	B-12-10
	1120+05	-	1120+58	RT	53	B-12-10
	1141+06	-	1146+49	RT	543	
	1152+47	-	1159+86	RT	739	
				TOTAL 0010	28659	

SAWING ASPHALT

690.0150

CATEGORY	STATION	LOCATION	LF	REMARKS
0010	621+40	LT	15	PE
	655+80	LT	24	OLD 61 RD
	721+80	RT	17	ARTS DR
	731+00	RT	22	PE
	731+94	RT	24	PE
	732+95	RT	31	STORE RD
	840+40	LT	22	CTH X WEST
	842+03	RT	20	CTH X EAST
	884+38	LT	31	PE
	911+25	RT	26	CTH H
	931+70	LT	44	PE
	969+10	LT	26	HALVERSON RIDGE RD
	969+35	RT	24	SUNBEAM BLVD E
	978+31	LT	13	PE
	980+07	RT	86	SUNBEAM BLVD E
	980+18	LT	30	NEW WELL RD
	982+89	LT	9	SIDEWALK REMOVAL
	982+89	RT	9	SIDEWALK REMOVAL
	998+55	RT	13	PE
	1001+48	LT	28	PE
	1005+45	LT	50	3RD ST WEST
	1005+95	RT	19	3RD ST EAST
	1029+08	RT	13	PE
	1036+08	RT	27	PE
	1050+62	RT	18	PE
	1053+27	RT	22	TROUT CREEK RD
	1059+59	RT	18	PE
	1121+00	LT	26	TAVERN RD
	1172+75	LT	11	PE
	1206+15	LT	52	PE
	1210+10	RT	23	MILL ST
	1211+85	LT	49	PE
		TOTAL 0010	842	

SAWING CONCRETE

690.0250

CATEGORY	STATION	LOCATION	LF	REMARKS
0010	999+50	LT	3	STH 131 Curb Radius
	1213+68	LT	3	USH 14 Curb Radius
		TOTAL 0010	6	

EARTH WORK SUMMARY TABLE

Division	From/To Station	Location	Common Excavation (1) (item # 205.0100)		Salvaged/Unusable Pavement Material (4)	Available Material (5)	Unexpanded Fill	Expanded Fill (13)	Mass Ordinate +/- (14)	Waste	Borrow	Comments:
			Cut (2)	EBS Excavation (3)				Factor 1.25			(item #208.0100)	
Division 1 CTH X	841+50 to 847+68	Embankment	113	0	0	113	3394	4243	-4131	0	4130	CTH X Embankment
Division 2 MAINLINE	1213+14	W. Intersection Island	12	0	0	12	0	15	0	0	0	Island Topsoil
Division 3 MAINLINE	1213+30	E. Intersection Island	2	0	0	2	0	3	0	0	0	Island Topsoil
			127	0	0	127	3394	4260	-4131			
Divisions Total		Total Common Exc	127									

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.
5) Available Material = Cut - Salvaged/Unusuable Pavement Material
13) Expanded Fill. Factor = 1.25
Depending on selections:

Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh - Reduced EBS) * Fill Factor

Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced EBS) * Fill Factor
Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh) * Fill Factor
Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor) * Fill Factor

14) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.
15) Borrow Excavation item number 208.0100

HMA PAVING ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	TACK COAT 455.0605 GAL	INCENTIVE DENSITY HMA PAVEMENT 460.2005 DOL	INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010 DOL	REHEATING LONG. JOINTS 460.4110.S LF	HMA PAVEMENT 4 LT 58-28 S 460.5224 TON	ASPHALTIC SURFA(Y... DRIVEWAYS AND FES 465.0120 TON	ASPHALTIC FLUME 465.0315 SY	TEMP PEDESTRIAN SURFACE ASPHALT 644.1410.S SF	HMA (PWL) TEST STRIP VOLUMETRICS SPV.0060.02 EACH	HMA (PWL) TEST STRIP DENSITY SPV.0060.03 EACH	REMARKS
0010	612+50	-	716+00	MAINLINE	2077	9675	9675	10350	9303						TWO 12' LANES, 6' SHLDRS
	716+00	-	717+50	MAINLINE	35	164	164	300	158						TRANSITION TO THREE 12' LANES
	717+50	-	744+00	MAINLINE	720	3354	3354	5300	3225						THREE 12' LANES, 3'-or-6' SHLDR
	744+00	-	751+00	MAINLINE	155	721	721	1400	693						TRANSITION TO TWO 12' LANES
	751+00	-	820+50	MAINLINE	1393	6492	6492	6950	6242						TWO 12' LANES, 6' SHLDRS
	820+50	-	825+50	MAINLINE	113	527	527	1000	507						TRANSITION TO THREE 12' LANES
	825+50	-	856+90	MAINLINE	795	3703	3703	6280	3561						THREE 12' LANES, 3'-or-6' SHLDR
	856+90	-	877+35	MAINLINE	489	2277	2277	4090	2189						THREE 12' LANES, 1'-or-6' SHLDR
	877+35	-	884+75	MAINLINE	186	867	867	1480	834						THREE 12' LANES, 3'-or-6' SHLDR
	884+75	-	887+75	MAINLINE	66	306	306	300	294						TRANSITION TO TWO 12' LANES
	887+75	-	942+28	MAINLINE	1112	5181	5181	5453	4982						TWO 12' LANES, 6' SHLDRS
	947+92	-	975+50	MAINLINE	568	2645	2645	2758	2543						TWO 12' LANES, 6' SHLDRS
	975+50	-	985+66	MAINLINE	241	1125	1125	2032	1082						(through Soldier's Grove)
	998+15	-	1007+00	MAINLINE	212	991	991	1770	953						(through Soldier's Grove)
	1007+00	-	1053+81	MAINLINE	941	4385	4385	4681	4216						TWO 12' LANES, 6' SHLDRS
	1054+93	-	1110+50	MAINLINE	1124	5234	5234	5557	5033						TWO 12' LANES, 6' SHLDRS
	1112+87	-	1131+15	MAINLINE	375	1747	1747	1828	1680						TWO 12' LANES, 6' SHLDRS (county li
	1131+15	-	1199+10	MAINLINE	1374	6400	6400	6795	6154						TWO 12' LANES, 6' SHLDRS
	1201+02	-	1213+68	MAINLINE	307	1433	1433	1266	1378						TWO 12' LANES, 6' SHLDRS
	733+81'171W'	-	734+65'171W'	MAINLINE	20				91						STH 171 West
	741+24'171E'	-	742+40'171E'	MAINLINE	25				110						STH 171 East
	999+51'131W'	-	1000+45'131W'	MAINLINE	33				149						STH 131 West
	615+29			RT					37						JEFF'S DR
	655+50			LT					71						OLD 61 RD
	670+60			RT					40						EHORN RD
	670+80			LT					36						FLEMING RD
	685+08			LT					21						MCKEOWN RD
	721+84			LT					30						ARTS DR
	732+95			RT					55						STORE RD
	768+25			LT					34						ELLIS DR
	786+47			RT					38						STEARNS RD
	786+47			LT					36						HOUNSELL DR
	813+06			LT					50						WOLFES DR
	813+25			RT					61						MONAHAN RD
	840+71			LT					101						CTH X WEST
	841+54			RT					124						CTH X EAST
	850+04			LT					23						JOHNSON RD S
	856+68			RT					21						PIG TAIL RD
	868+48			LT					24						JOHNSON RD N
	885+85			RT					28						COLEMAN DR
	911+44			RT					131						CTH H
	969+14			LT					61						HALVERSON RIDGE RD
	969+35			RT					85						SUNBEAM BLVD E
	980+08			RT					101						SUNBEAM BLVD E
	980+17			LT					70						NEW WELL RD
	1005+70			RT					35						3RD ST EAST
	1005+75			LT					67						3RD ST WEST
	1053+00			RT					96						TROUT CREEK RD
	1089+50			RT					41						DENIM DR
	1106+85			RT					66						DAY CREEK RD
	1121+06			LT					46						TAVERN RD
	1210+05			RT					55						MILL ST
	621+40			LT						5					PE
	731+00			RT						8					PE
	731+94			RT						6					PE
	735+35	-	737+27	LT						180					WAYSIDE (2-IN OVERLAY)
	884+38			LT						10					PE
	931+70			LT						19					PE (TOWN OF CLAYTON - SHOP)
	971+70	-	973+15	RT						70					HISTORICAL MARKER 2-IN OVERLAY
	978+31			LT						5					PE
	998+42			RT						5					PE
	1001+48			LT						13					PE
	1029+08			RT						11					PE
	1036+08			RT						24					PE
	1050+62			RT						11					PE
	1059+59			RT						10					PE
	1172+82			LT						7					PE
	1198+40			LT						19					PE
	1206+15			LT						---					PE TO REMAIN
	1211+85			LT						31					PE
	740+89			RT						---	6				STH 171 EAST - SE QUADRANT
	741+72			RT						---	6				STH 171 EAST - NE QUADRANT
	1213+14	-	END	LT						24					US 14 - ISLAND WEST QUADRANT
	1213+30	-	END	RT						5					US 14 - ISLAND EAST QUADRANT
	982+87	-	982+92	LT/RT								108			SOLDIER'S GROVE
NOT DISTRIBUTED					140	594	594	677	571	47	---		1	1	NOT DISTRIBUTED
				TOTAL 0010	12501	57821	57821	70267	57632	510	12	108	1	1	

ASPHALTIC RUMBLE STRIPS

CATEGORY	STATION	TO	STATION	LOCATION	ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL 465.0425 LF	ASPHALTIC CENTER LINE RUMBLE STRIPS 2-LANE RURAL 465.0475 LF	ASPHALTIC INTERSECTION RUMBLE STRIPS 465.0450 SY	REMARKS
0010	612+50	-	654+10	LT	3328	---	---	BEGINNING TO OLD 61 RD
	612+50	-	613+29	CL	---	79	---	BEGINNING TO JEFF'S DR
	612+50	-	614+26	RT	141	---	---	BEGINNING TO JEFF'S DR
	616+34	-	669+52	RT	4254	---	---	JEFF'S DRIVE TO EHORN RD
	617+29	-	653+23	CL	---	3594	---	JEFF'S DRIVE TO OLD 61 RD
	656+59	-	669+84	LT	1060	---	---	OLD 61 RD TO FLEMING RD
	657+23	-	668+60	CL	---	1137	---	OLD 61 RD TO FLEMING RD
	671+54	-	721+04	RT	3960	---	---	EHORN RD TO ARTS DR
	671+75	-	684+22	LT	998	---	---	FLEMING RD TO MCKEOWN RD
	672+66	-	683+04	CL	---	1038	---	FLEMING RD TO MCKEOWN RD
	685+95	-	730+90	LT	3596	---	---	MCKEOWN RD TO STH 171 W
	687+04	-	719+90	CL	---	3286	---	MCKEOWN RD TO ARTS DR
	722+78	-	730+00	RT	578	---	---	ARTS DR TO STORE RD
	723+90	-	730+00	CL	---	610	---	ARTS DR TO STH 171 W
	734+14	-	739+71	RT	446	---	---	STORE RD TO STH 171 E
	738+50	-	767+37	LT	2310	---	---	STH 171 W TO ELLIS DR
	742+78	-	785+44	RT	3413	---	---	STH 171 E TO STEARNS RD
	743+27	-	766+27	CL	---	2300	---	STH 171 E TO ELLIS DR
	768+09	-	785+45	LT	1389	---	---	ELLIS DR TO HOUNSELL DR
	770+27	-	784+39	CL	---	1412	---	ELLIS DR TO STEARNS RD
	787+37	-	812+06	LT	---	---	---	HOUNSELL DR TO WOLFES DR
	787+93	-	811+99	RT	---	---	---	STEARNS RD TO MONAHAN RD
	788+42	-	812+09	CL	---	2367	---	STEARNS RD TO MONAHAN RD
	814+13	-	839+00	LT	---	---	---	WOLFES DR TO CTH X
	814+50	-	839+26	RT	---	---	---	MONAHAN RD TO CTH X
	815+11	-	838+84	CL	---	2373	---	MONAHAN RD TO CTH X
	842+50	-	849+18	LT	---	---	---	CTH X TO JOHNSON RD S
	843+40	-	884+83	RT	---	---	---	CTH X TO COLEMAN DR
	843+33	-	847+99	CL	---	466	---	CTH X TO JOHNSON RD S
	850+80	-	855+80	LT	---	---	---	JOHNSON RD S TO PIGTAIL RD
	851+99	-	854+68	CL	---	269	---	PIGTAIL RD TO JOHNSON RD N
	858+68	-	866+59	CL	---	791	---	PIGTAIL RD TO JOHNSON RD N
	870+59	-	883+72	CL	---	1313	---	JOHNSON RD N TO COLEMAN DR
	878+00	-	942+25	LT	---	---	---	END OF C&G TO B-12-0076
	886+71	-	909+53	RT	---	---	---	COLEMAN DR TO CTH H
	887+72	-	909+43	CL	---	2171	---	COLEMAN DR TO CTH H
	913+40	-	942+25	RT	---	---	---	CTH H TO B-12-0076
	913+43	-	942+25	CL	---	2882	---	CTH H TO B-12-0076
	948+00	-	967+46	LT	---	---	---	KNUTSON RD TO SUNBEAM BLVD E
	948+00	-	967+29	CL	---	1929	---	KNUTSON RD TO SUNBEAM BLVD E
	948+00	-	965+25	RT	---	---	---	KNUTSON RD TO SUNBEAM BLVD E
	1007+11	-	1034+53	RT	2194	---	---	3RD ST E TO PE TO QUARRY
	1008+07	-	1034+00	CL	---	2593	---	3RD ST E TO PE TO QUARRY
	1008+16	-	1051+35	LT	3455	---	---	3RD ST W TO TROUT CREEK RD
	1037+00	-	1049+75	RT	1020	---	---	PE TO QUARRY TO TROUT CREEK RD
	1038+00	-	1050+84	CL	---	1284	---	PE TO QUARRY TO TROUT CREEK RD
	1055+25	-	1087+34	CL	---	3209	---	B-12-0013 TO DAY CREEK RD
	1056+00	-	1109+00	LT	4240	---	---	B-12-0013 TO B-12-0010
	1056+00	-	1088+48	RT	2598	---	---	B-12-0013 TO DENIM DR
	1091+02	-	1104+81	RT	1103	---	---	DENIM DR TO DAY CREEK RD
	1091+34	-	1104+73	CL	---	1339	---	DENIM DR TO DAY CREEK RD
	1114+00	-	1119+75	LT	460	---	---	B-12-0010 TO TAVERN RD
	1114+00	-	1119+21	CL	---	521	---	B-12-0010 TO TAVERN RD
	1114+00	-	1198+75	RT	6780	---	---	B-12-0010 TO B-62-0017
	1122+75	-	1196+50	LT	5900	---	---	TAVERN RD TO B-62-0017
	1123+21	-	1197+40	CL	---	7419	---	TAVERN RD TO B-62-0017
	1201+30	-	1204+50	LT	256	---	---	B-62-0017 TO CE
	1201+30	-	1205+00	CL	---	370	---	B-62-0017 TO CE
	1201+30	-	1208+14	RT	547	---	---	B-62-0017 TO MILL ST
	1203+70	-	1203+95	RT	---	---	25	USH 61 NB
	1207+20	-	1207+45	RT	---	---	25	USH 61 NB
	1208+45	-	1208+70	RT	---	---	25	USH 61 NB
				TOTAL 0010	54026	44752	75	

MGS GUARDRAIL ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	MGS GUARDRAIL 3 614.2300 LF	MGS GUARDRAIL 3K 614.2330 LF	MGS GUARDRAIL TERMINAL EAT 614.2610 EACH	MGS GUARDRAIL TERMINAL TYPE 2 614.2620 EACH	MGS GUARDRAIL SHORT RADIUS 614.2350 LF	NUMBER OF BREAKAWAY POSTS EA	MGS GUARDRAIL SHORT RADIUS TERMINAL 614.2630 EACH	BARRIER SYSTEM GRADING SHAPING FINISHING 614.0010 EACH	STEEL PLATE BEAM GUARD SHORT RADIUS 614.0345 LF	STEEL PLATE BEAM GUARD EAT 614.0370 EACH	STEEL PLATE BEAM GUARD TYPE 2 TERMINAL 614.0115 EACH	REMARKS	BASE AGGREGATE DENSE 3/4-INCH 305.0110 TON*	FOR INFORMATION ONLY TOPSOIL CY	MULCHING SY	FERTILIZER TYPE B CWT	SEEDING MIXTURE NO. 20 LB	SEEDING TEMPORARY LB
0010	623+12.5	-	631+81	RT	762.5		2					1					14	25	223	0.1	8.6	8.6
	663+88.5	-	670+52	RT	562.5		1	1	47	7		1				50-FT RADIUS (FIELD VERIFY)	336	26	237	0.1	9.0	9.0
	685+79	-	694+10	RT	725.0		2					1					14	29	261	0.1	9.6	9.6
	700+95	-	706+41	RT	506.5				118	18	2					42-FT, 36-FT RADIUS (FIELD VERIFY)	826					
	709+70	-	719+13.5	RT	837.5		2					2					14	49	440	0.2	17.0	17.0
	743+45	-	745+01	RT	50.0		2										14					
	757+14.5	-	765+58	RT	737.5		2										14					
	786+88	-	806+46	RT	1897.0		1		33	5	1					33-FT RADIUS (FIELD VERIFY)	238					
	813+44	-	819+12.5	RT	509.5		1		41	6	1					26-FT RADIUS (FIELD VERIFY)	294					
	862+76	-	867+07	RT	325.0		2										14					
	902+85.5	-	911+11	RT	759.5		1		103	16	1	1				55-FT RADIUS (FIELD VERIFY)	728	18	163	0.1	7.0	7.0
	1053+23	-	1053+76	RT	---								73		1	36-FT RADIUS (FIELD VERIFY)						
	1056+87	-	1057+40	RT	---									1			0					
	1059+78	-	1067+41.5	RT	687.5		1	1	24	3	1					23-FT RADIUS (FIELD VERIFY)	175					
	1108+92	-	1109+45	RT	---									1			0					
	1120+05	-	1120+58	RT	---									1			0					
	1139+68	-	1146+49	RT	575.0		2										14					
	1152+47	-	1159+90.5	RT	637.5		2										14					
	622+32	-	633+13	LT	975.0		2					1					14	20	176	0.1	7.3	7.3
	643+13	-	654+19	LT	1000.0		2					2					14	65	592	0.2	21.1	21.1
	664+05	-	670+58	LT	597.0		1		33	5	1	1				32-FT RADIUS (FIELD VERIFY)	238	29	257	0.1	9.5	9.5
	685+60	-	696+03.5	LT	937.5		2					2					14	45	407	0.2	16.1	16.1
	698+94	-	705+04	LT	547.0		1		38	6	1	1				38-FT RADIUS (FIELD VERIFY)	273	41	365	0.1	12.4	12.4
	710+72.5	-	720+16	LT	837.5		2					1					14	25	229	0.1	8.7	8.7
	739+87.5	-	744+89	LT	22.0	412.50	1		54	8	1	1				36-FT RADIUS (FIELD VERIFY)	385	73	660	0.2	20.4	20.4
	757+33.5	-	764+02	LT	562.5		2					1					14	21	185	0.1	7.5	7.5
	786+59	-	795+20	LT	797.0		1		53	8	1	1				33-FT RADIUS (FIELD VERIFY)	378	26	231	0.1	8.8	8.8
	799+28.5	-	806+72	LT	637.5		2					1					14	22	202	0.1	8.0	8.0
	813+12	-	819+78.5	LT	584.5		1		35	5	1					44-FT RADIUS (FIELD VERIFY)	252					
	856+80	-	868+14.5	LT	1156.5				61	9	2					22-FT, 11-FT RADIUS (FIELD VERIFY)	427					
	868+41	-	884+18	LT	1556.5				64	10	2					38-FT, 12-FT RADIUS (FIELD VERIFY)	448					
	884+41	-	888+47	LT	347.0		1		29	4	1					25-FT RADIUS (FIELD VERIFY)	210					
	907+03	-	91571.5	LT	762.5		2										14					
	1007+35	-	1015+03.5	LT	662.5		2										14					
	1052+28	-	1052+52	LT	---								22		1	36-FT RADIUS (FIELD VERIFY)						
	1056+39	-	1057+14	LT	---									1			0					
	1059+77	-	1069+70.5	LT	887.5		2										14					
	1085+81.5	-	1094+00	LT	712.5		2										14					
	1094+31	-	1099+87	LT	450.0		2										14					
	1105+97	-	1106+50	LT	---									1			0					
	1114+05	-	1114+58	LT	---									1			0					
TOTAL 0010					23605.00	412.50	49	2	733	110	16	18	95	6	2		5474.00					

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

AGGREGATE & GEOGRID

CATEGORY	STATION	TO	STATION	LOCATION	BAD 3/4-IN 305.0110 TON*	BAD 1 1/4-IN 305.0120 TON	SELECT CRUSHED 312.0110 TON	GEOGRID TYPE SR 645.0220 SY	REMARKS
0010	612+50	-	1213+68	RT & LT	4230				MAINLINE SHOULDERS
			VARIES	RT & LT	600				PE & FE (AGGREGATE ONLY)
	907+03	-	915+71	LT		250			CTH H - WIDENING
			VARIES	NOT DISTRIBUTED			5000		NOT DISTRIBUTED
			VARIES	NOT DISTRIBUTED				5000	AT GEOGRID REPLACEMENT AREAS
				TOTAL 0010	4830	250	5000	5000	

EROSION CONTROL MOBILIZATION

CATEGORY	STATION	LOCATION	MOBILIZATION 628.1905 EACH	EMERGENCY MOBILIZATION 628.1910 EACH	REMARKS
0010	N/A	PROJECT	3	3	N/A
		TOTAL 0010	3	3	

EROSION CONTROL ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	SALAVAGED TOPSOIL 625.0500 SY	MULCHING 627.0200 SY	SILT FENCE 628.1504 LF	SILT FENCE MAINTENANCE 628.1520 LF	EROSION MAT CLASS I TYPE B 628.2004 SY	INLET PROTECTION TYPE C 628.7015 EACH	FERTILIZER TYPE B 629.0210 CWT	SEEDING MIX NO. 20 630.0120 LB	SEEDING TEMPORARY 630.0200 LB	REMARKS
0010	621+82	-	623+72	RT			154	154						
	662+58	-	664+48	RT			244	244						
	684+49	-	686+39	RT			242	242						
	708+41	-	710+31	RT			224	224						
	718+54	-	720+44	RT			222	222						
	740+50	-	741+23	RT	56	56	108	108			0.01	0.17	0.17	Curb Radius
	741+57	-	741+89	RT	33	33	70	70			0.01	0.10	0.10	Curb Radius
	901+56	-	903+46	RT			230	230						
	1212+75	-	1213+34	RT	65		106	106	65		0.01	0.19	0.19	Curb Radius
	621+49	-	622+92	LT			174	174						
	641+83	-	643+73	LT			254	254						
	653+59	-	655+02	LT			180	180						
	662+75	-	664+65	LT			238	238						
	685+17	-	686+20	LT			155	155	215					
	695+43	-	697+23	LT			220	220						
	697+78	-	699+58	LT			244	244						
	709+43	-	711+33	LT			230	230						
	731+97	-	732+38	LT	33	33	69	69			0.01	0.10	0.10	Curb Radius
	732+71	-	733+36	LT	46	46	90	90			0.01	0.14	0.14	Curb Radius
	738+57	-	740+47	LT			274	274						
	756+03	-	757+93	LT			222	222						
	794+60	-	796+50	LT			230	230						
	797+98	-	799+89	LT			226	226						
	841+45	-	847+69	LT	5085		722	722	5085		0.18	15.26	15.26	CTH X Embankment
	999+52	-	1002+00	LT	48				48	1	0.01	0.14	0.14	Curb Radius
	1212+11	-	END	LT	125		235	235	125	2	0.01	0.38	0.38	Curb Radius
	UNDISTRIBUTED			LT/RT		42	500	500	500		0.06	4.00	4.00	Undistributed
				TOTAL 0010	5491	210	5863	5863	6038	3	0.31	20	20	

PERMANENT SIGNING SUMMARY (1 OF 10)

SIGN NUMBER	APPROX. STATION	LOCATION	POSITION	SIGN CODE	SIGN DESCRIPTION	ORDER LINES	SIGN SIZE IN X IN	SIGNS TYPE II REFLECTIVE H 637.2210 SF	SIGNS TYPE II REFLECTIVE F 637.2230 SF	POSTS WOOD 4X6-INCH X 14-FT 634.0614 EACH	POSTS WOOD 4X6-INCH X 16-FT 634.0616 EACH	POSTS WOOD 4X6-INCH X 18-FT 634.0618 EACH	REMOVING SIGNS TYPE II 638.2602 EACH	REMOVING SMALL SIGN SUPPORTS 638.3000 EACH	MOVING SMALL SIGN SUPPORTS 638.4000 EACH	(MOUNTED ON SAME POST AS) REMARKS
1-01R	614+85	USH 61	LEFT	M1-94	CROSSROAD NAME	BELL CENTER RD	84X15	---	---	---	---	---	1	2	---	
1-02	614+85	USH 61	LEFT	D1-1	ONE DESTINATION (ARROW)	BELL CENTER RD [RIGHT ARROW]	96X15	10.00	---	2	---	---	---	---	---	
1-03	615+30'JF'	JEFF'S DR	LEFT	R1-1	STOP		30X30	5.18	---	1	---	---	---	---	---	
1-04R	615+30'JF'	JEFF'S DR	LEFT	R1-1	STOP		30X30	---	---	---	---	---	1	1	---	
1-05R	620+85	USH 61	LEFT	W14-3	NO PASSING ZONE		48X36	---	---	---	---	---	1	1	---	
1-06	620+85	USH 61	LEFT	W14-3	NO PASSING ZONE		48X36	---	5.56	1	---	---	---	---	---	
2-01R	648+20	USH 61	RIGHT	M1-94	CROSSROAD NAME	OLD 61 RD	54X15	---	---	---	---	---	1	2	---	
2-02	648+20	USH 61	RIGHT	D1-1	ONE DESTINATION (ARROW)	[LEFT ARROW] OLD 61 RD	72X15	7.50	---	2	---	---	---	---	---	
2-03R	649+75	USH 61	RIGHT	W14-3	NO PASSING ZONE		48X36	---	---	---	---	---	1	1	---	
2-04	649+75	USH 61	RIGHT	W14-3	NO PASSING ZONE		48X36	---	5.56	1	---	---	---	---	---	
2-05R	657+80'61'	OLD 61 RD	RIGHT	R1-1	STOP		30X30	---	---	---	---	---	1	1	---	
2-06	657+80'61'	OLD 61 RD	RIGHT	R1-1	STOP		30X30	5.18	---	1	---	---	---	---	---	
2-07	661+40	USH 61	RIGHT	R4-51	PASSING LANE AHEAD __ MILE	1	36X48	12.00	---		1	---	---	---	---	
2-08R	662+20	USH 61	LEFT	M1-94	CROSSROAD NAME	OLD 61 RD	54X15	---	---	---	---	---	1	2	---	
2-09	662+20	USH 61	LEFT	D1-1	ONE DESTINATION (ARROW)	OLD 61 RD [RIGHT ARROW]	72X15	7.50	---	2	---	---	---	---	---	
2-10R	663+70	USH 61	RIGHT	D1-1	ONE DESTINATION (ARROW)	[LEFT ARROW] FLEMING RD	102X15	---	---	---	---	---	1	2	---	
2-11	663+70	USH 61	RIGHT	D1-1	ONE DESTINATION (ARROW)	[LEFT ARROW] FLEMING RD	78X15	8.13	---	2	---	---	---	---	---	
3-01	673+30'FL'	FLEMING RD	RIGHT	R1-1	STOP		30X30	5.18	---	1	---	---	---	---	---	
3-02R	673+30'FL'	FLEMING RD	RIGHT	R1-1	STOP		30X30	---	---	---	---	---	1	1	---	
3-03	670+35'EH'	EHORN RD	LEFT	R1-1	STOP		30X30	5.18	---	1	---	---	---	---	---	
3-04R	670+35'EH'	EHORN RD	LEFT	R1-1	STOP		30X30	---	---	---	---	---	1	1	---	
3-05R	677+60	USH 61	LEFT	D1-1	ONE DESTINATION (ARROW)	FLEMING RD [RIGHT ARROW]	54X15	---	---	---	---	---	1	2	---	
3-06	677+60	USH 61	LEFT	D1-1	ONE DESTINATION (ARROW)	FLEMING RD [RIGHT ARROW]	78X15	8.13	---	2	---	---	---	---	---	
3-07R	678+10	USH 61	RIGHT	M1-94	CROSSROAD NAME	MCKEOWN RD	60X15	---	---	---	---	---	1	2	---	
3-08	678+10	USH 61	RIGHT	D1-1	ONE DESTINATION (ARROW)	[LEFT ARROW] MCKEOWN RD	84X15	8.75	---	2	---	---	---	---	---	
3-09R	686+35'MK'	MC KEOWN RD	RIGHT	R1-1	STOP		30X30	---	---	---	---	---	1	1	---	
3-10	686+35'MK'	MC KEOWN RD	RIGHT	R1-1	STOP		30X30	5.18	---	1	---	---	---	---	---	
3-11	688+45	USH 61	RIGHT	R4-51	PASSING LANE AHEAD __ MILE	1/2	36X48	12.00	---	---	1	---	---	---	---	
3-12R	695+40	USH 61	LEFT	M1-94	CROSSROAD NAME	MCKEOWN RD	60X15	---	---	---	---	---	1	2	---	
3-13	695+40	USH 61	LEFT	D1-1	ONE DESTINATION (ARROW)	MCKEOWN RD [RIGHT ARROW]	84X15	8.75	---	2	---	---	---	---	---	
4-01R	701+25	USH 61	RIGHT	I55-56	ADOPT-A-HIGHWAY [SPONSOR]	MURPHY'S	30X36	---	---	---	---	---	---	1	---	SIGN MISSING IN FIELD
						BAR & GRILL	---	---	---	---	---	---	---	---	---	
						ROLLING GROUND	---	---	---	---	---	---	---	---	---	
4-02R	706+80	USH 61	RIGHT	D5-61	WAYSIDE	1/2 MILE ON LEFT	48X24	---	---	---	---	---	1	1	---	
				DB5-69E	HISTORICAL MARKER		48X9	---	---	---	---	---	1	---	---	
4-03	708+50	USH 61	RIGHT	D5-61	WAYSIDE	1/2 MILE ON LEFT	48X24	8.00	---	---	---	1	---	---	---	(4-05)
4-04	708+50	USH 61	RIGHT	DB5-69E	HISTORICAL MARKER		48X9	3.00	---	---	---	---	---	---	---	(4-04)
4-05R	709+45	USH 61	LEFT	W14-3	NO PASSING ZONE		48X36	---	---	---	---	---	1	1	---	
4-06	709+45	USH 61	LEFT	W14-3	NO PASSING ZONE		48X36	---	5.56	---	1	---	---	---	---	
4-07	714+60	USH 61	RIGHT	R4-3	SLOWER TRAFFIC KEEP RIGHT		36X48	12.00	---	---	---	1	---	---	---	
4-08R	717+80	USH 61	RIGHT	R4-3	SLOWER TRAFFIC KEEP RIGHT		36X48	---	---	---	---	---	1	1	---	
4-09	722+40'AR'	USH 61	LEFT	R1-1	STOP		30X30	5.18	---	1	---	---	---	---	---	
4-10R	722+40'AR'	USH 61	LEFT	R1-1	STOP		30X30	---	---	---	---	---	1	1	---	
4-11	722+75	USH 61	RIGHT	J1-1	JUNCTION ASSEMBLY	JCT	24X39	6.50	---	---	1	---	---	---	---	
						171	---	---	---	---	---	---	---	---	---	
4-12R	722+75	USH 61	RIGHT	J1-1	JUNCTION ASSEMBLY	JCT	24X39	---	---	---	---	---	1	1	---	
						171	---	---	---	---	---	---	---	---	---	
4-13	723+85	USH 61	LEFT	D2-3	DESTINATION / DISTANCE (THREE)	BOSCOBEL 15	84X36	21.00	---	---	2	---	---	---	---	
					WITH DIE CUT LETTERS	FENNIMORE 26	---	---	---	---	---	---	---	---	---	
						DUBUQUE 62	---	---	---	---	---	---	---	---	---	
4-14R	724+15	USH 61	LEFT	R2-1	SPEED LIMIT	55	24X30	---	---	---	---	---	1	1	---	
4-15	725+00	USH 61	RIGHT	J2-3	ROUTE TURN ASSEMBLY	WEST-NORTH-EAST	72X57	28.50	---	---	---	2	---	---	---	
					(3 HEADED ROUTE PANEL)	171 61 171	---	---	---	---	---	---	---	---	---	
						[LEFT TURN ARROW][AHEAD ARROW][AHEAD ARROW]	---	---	---	---	---	---	---	---	---	
4-16	727+00	USH 61	LEFT	R2-1	SPEED LIMIT	55	24X30	5.00	---	1	---	---	---	---	---	
4-17	727+00	USH 61	RIGHT	D1-3	TRIPLE DESTINATION (ARROWS)	[AHEAD ARROW] SOLDIERS GROVE	96X36	24.00	---	---	2	---	---	---	---	
						[AHEAD ARROW] BOAZ	---	---	---	---	---	---	---	---	---	
						[LEFT ARROW] GAYS MILLS	---	---	---	---	---	---	---	---	---	
4-18R	727+25	USH 61	LEFT	W8-8	ROUGH ROAD		30X30	---	---	---	---	---	1	1	---	
				W57-51	NEXT __ MILES	12	30X15	---	---	---	---	---	1	---	---	
4-19R	727+40	USH 61	RIGHT	D1-3	TRIPLE DESTINATION (ARROWS)	[AHEAD ARROW] SOLDIERS GROVE	96X36	---	---	---	---	---	1	2	---	
						[AHEAD ARROW] BOAZ	---	---	---	---	---	---	---	---	---	
						[LEFT ARROW] GAYS MILLS	---	---	---	---	---	---	---	---	---	
4-20R	729+25	USH 61	LEFT	D2-2	DESTINATION / DISTANCE (TWO)	BOSCOBEL 15	84X24	---	---	---	---	---	1	2	---	
					WITH DIE CUT LETTERS	FENNIMORE 27	---	---	---	---	---	---	---	---	---	
4-21	729+45	USH 61	LEFT	R4-53	DO NOT PASS WHEN ONCOMING TRAFFIC IN EITHER LANE		54X54	20.25	---	---	---	2	---	---	---	
ALL SIGNS CATEGORY 0010						SUBTOTALS		242.09	16.68	23	8	6	25	33	0	

PERMANENT SIGNING SUMMARY CONTINUED (2 OF 10)

SIGN NUMBER	APPROX. STATION	LOCATION	POSITION	SIGN CODE	SIGN DESCRIPTION	ORDER LINES	SIGN SIZE IN X IN	SIGNS TYPE II REFLECTIVE H 637.2210 SF	SIGNS TYPE II REFLECTIVE F 637.2230 SF	POSTS WOOD 4X6-INCH X 14-FT 634.0614 EACH	POSTS WOOD 4X6-INCH X 16-FT 634.0616 EACH	POSTS WOOD 4X6-INCH X 18-FT 634.0618 EACH	REMOVING SIGNS TYPE II 638.2602 EACH	REMOVING SMALL SIGN SUPPORTS 638.3000 EACH	MOVING SMALL SIGN SUPPORTS 638.4000 EACH	(MOUNTED ON SAME POST AS) REMARKS
5-01	729+80	USH 61	RIGHT	I2-3-U	COMMUNITY POPULATION NAME SIGN (UNINCORPORAT	ROLLING GROUND	96X24	16.00	---	2	---	---	---	---	---	
5-02R	729+80	USH 61	RIGHT	I2-3-U	COMMUNITY POPULATION NAME SIGN (UNINCORPORAT	ROLLING GROUND	96X24	---	---	---	---	---	1	2	---	
5-03R	731+20	USH 61	LEFT	J4-1	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	SOUTH	24X36	---	---	---	---	---	1	1	---	
						61	---	---	---	---	---	---	---	---	---	
5-04	731+20	USH 61	LEFT	J4-1	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	SOUTH	24X36	6.00	---	1	---	---	---	---	---	
						61	---	---	---	---	---	---	---	---	---	
5-05R	734+25'171W'	STH 171	RIGHT	J3-3	DIRECTIONAL ASSEMBLY (3 HEADED ROUTE PANEL)	NORTH-EAST-SOUTH	72X57	---	---	---	---	---	1	2	---	
						61 171 61	---	---	---	---	---	---	---	---	---	
						[LEFT ARROW][LEFT ARROW][RIGHT ARROW]	---	---	---	---	---	---	---	---	---	
5-06	734+25'171W'	STH 171	RIGHT	J3-3	DIRECTIONAL ASSEMBLY (3 HEADED ROUTE PANEL)	NORTH-EAST-SOUTH	72X57	28.50	---	---	2	---	---	---	---	
						61 171 61	---	---	---	---	---	---	---	---	---	
						[LEFT ARROW][LEFT ARROW][RIGHT ARROW]	---	---	---	---	---	---	---	---	---	
5-07	734+30'171W'	STH 171	RIGHT	R1-1	STOP		36X36	7.46	---	1	---	---	---	---	---	
5-08R	734+30'171W'	STH 171	RIGHT	R1-1	STOP		36X36	---	---	---	---	---	1	1	---	
5-09	732+25	USH 61	RIGHT	J3-3	DIRECTIONAL ASSEMBLY (3 HEADED ROUTE PANEL)	WEST-NORTH-EAST	72X57	28.50	---	---	2	---	---	---	---	
						171 61 171	---	---	---	---	---	---	---	---	---	
						[LEFT ARROW][AHEAD ARROW][AHEAD ARROW]	---	---	---	---	---	---	---	---	---	
5-10R	732+25	USH 61	RIGHT	J3-3	DIRECTIONAL ASSEMBLY (3 HEADED ROUTE PANEL)	WEST-EAST-NORTH	72X57	---	---	---	---	---	1	2	---	
						171 171 61	---	---	---	---	---	---	---	---	---	
						[LEFT ARROW][AHEAD ARROW][AHEAD ARROW]	---	---	---	---	---	---	---	---	---	
5-11R	733+50'ST'	STORE RD	LEFT	R1-1	STOP		30X30	---	---	---	---	---	1	1	---	
5-12	733+50'ST'	STORE RD	LEFT	R1-1	STOP		30X30	5.18	---	1	---	---	---	---	---	
5-13	733+35	USH 61	LEFT	J3-2	DIRECTIONAL ASSEMBLY (2 HEADED ROUTE PANEL)	SOUTH-WEST	48X57	19.00	---	---	1	---	---	---	---	
						61 171	---	---	---	---	---	---	---	---	---	
						[AHEAD ARROW][RIGHT ARROW]	---	---	---	---	---	---	---	---	---	
5-14R	733+35	USH 61	LEFT	J3-2	DIRECTIONAL ASSEMBLY (2 HEADED ROUTE PANEL)	SOUTH-WEST	48X57	---	---	---	---	---	1	1	---	
						61 171	---	---	---	---	---	---	---	---	---	
						[AHEAD ARROW][RIGHT ARROW]	---	---	---	---	---	---	---	---	---	
5-15	733+95	USH 61	RIGHT	W9-1R	RIGHT LANE ENDS		36X36	---	9.00	1	---	---	---	---	---	
5-16R	734+05	USH 61	RIGHT	W9-1R	RIGHT LANE ENDS		36X36	---	---	---	---	---	1	1	---	
5-17R	734+05	USH 61	RIGHT	J2-2	ROUTE TURN ASSEMBLY (2 HEADED ROUTE PANEL)	NORTH-EAST	48X57	---	---	---	---	---	1	1	---	
						61 171	---	---	---	---	---	---	---	---	---	
						[AHEAD ARROW][RIGHT TURN ARROW]	---	---	---	---	---	---	---	---	---	
5-18	734+85	USH 61	RIGHT	D5-62L	WAYSIDE (LEFT ARROW)		48X24	8.00	---	1	---	---	---	---	---	
5-19	734+85	USH 61	RIGHT	R55-51	NO OVERNIGHT CAMPING		18X18	2.25	---	---	---	---	---	---	---	
5-20R	734+85	USH 61	RIGHT	D5-62L	WAYSIDE (LEFT ARROW)		48X24	---	---	---	---	---	1	1	---	
				R55-51	NO OVERNIGHT CAMPING		18X18	---	---	---	---	---	1	---	---	
5-21	735+05	USH 61	LEFT	R1-1	STOP		30X30	5.18	---	1	---	---	---	---	---	
5-22	736+00	USH 61	RIGHT	J2-2	ROUTE TURN ASSEMBLY (2 HEADED ROUTE PANEL)	NORTH-EAST	48X57	19.00	---	---	1	---	---	---	---	
						61 171	---	---	---	---	---	---	---	---	---	
						[AHEAD ARROW][RIGHT TURN ARROW]	---	---	---	---	---	---	---	---	---	
5-23	736+00	USH 61	LEFT	D1-2	TWO DESTINATIONS (ARROWS)	[AHEAD ARROW] BOSCOBEL	72X30	15.00	---	2	---	---	---	---	---	
						GAYS MILLS [RIGHT ARROW]	---	---	---	---	---	---	---	---	---	
5-24R	736+00	USH 61	LEFT	D1-2	TWO DESTINATIONS (ARROWS)	[AHEAD ARROW] BOSCOBEL	66X30	---	---	---	---	---	1	2	---	
						GAYS MILLS [RIGHT ARROW]	---	---	---	---	---	---	---	---	---	
5-25	737+00	USH 61	LEFT	R1-1	STOP		30X30	5.18	---	1	---	---	---	---	---	
5-26	737+30	USH 61	RIGHT	D1-2	TWO DESTINATIONS (ARROWS)	[AHEAD ARROW] SOLDIERS GROVE	96X30	20.00	---	2	---	---	---	---	---	
						BOAZ [RIGHT ARROW]	---	---	---	---	---	---	---	---	---	
5-27R	737+30	USH 61	RIGHT	D1-2	TWO DESTINATIONS (ARROWS)	[AHEAD ARROW] SOLDIERS GROVE	66X30	---	---	---	---	---	1	2	---	
						BOAZ [RIGHT ARROW]	---	---	---	---	---	---	---	---	---	
5-28R	737+65	USH 61	LEFT	D5-62R	WAYSIDE (RIGHT ARROW)		48X24	---	---	---	---	---	1	1	---	
				R55-51	NO OVERNIGHT CAMPING		18X18	---	---	---	---	---	1	---	---	
5-29	737+65	USH 61	LEFT	D5-62R	WAYSIDE (RIGHT ARROW)		48X24	8.00	---	1	---	---	---	---	---	
5-30	737+65	USH 61	LEFT	R55-51	NO OVERNIGHT CAMPING		18X18	2.25	---	---	---	---	---	---	---	
5-31	738+90	USH 61	LEFT	W4-2R	LANE REDUCTION TRANSITION SYMBOL - RIGHT		36X36	---	9.00	1	---	---	---	---	---	
5-32	738+90	USH 61	RIGHT	W4-2R	LANE REDUCTION TRANSITION SYMBOL - RIGHT		36X36	---	9.00	1	---	---	---	---	---	
5-33R	738+90	USH 61	RIGHT	W4-2R	LANE REDUCTION TRANSITION SYMBOL - RIGHT		36X36	---	---	---	---	---	1	1	---	
5-34R	739+40	USH 61	LEFT	W4-2R	LANE REDUCTION TRANSITION SYMBOL - RIGHT		36X36	---	---	---	---	---	1	---	---	(5-36R)
5-35	739+40	USH 61	LEFT	J2-2	ROUTE TURN ASSEMBLY (2 HEADED ROUTE PANEL)	SOUTH-WEST	48X57	19.00	---	---	2	---	---	---	---	
						61 171	---	---	---	---	---	---	---	---	---	
						[AHEAD ARROW][RIGHT TURN ARROW]	---	---	---	---	---	---	---	---	---	
5-36R	739+40	USH 61	LEFT	J2-2	ROUTE TURN ASSEMBLY (2 HEADED ROUTE PANEL)	SOUTH-WEST	48X57	---	---	---	---	---	1	1	---	(5-34R)
						61 171	---	---	---	---	---	---	---	---	---	
						[AHEAD ARROW][RIGHT TURN ARROW]	---	---	---	---	---	---	---	---	---	
ALL SIGNS CATEGORY 0010						SUBTOTALS		214.50	27.00	16	8	0	18	20	0	

PERMANENT SIGNING SUMMARY CONTINUED (3 OF 10)

SIGN NUMBER	APPROX. STATION	LOCATION	POSITION	SIGN CODE	SIGN DESCRIPTION	ORDER LINES	SIGN SIZE IN X IN	SIGNS TYPE II REFLECTIVE H 637.2210 SF	SIGNS TYPE II REFLECTIVE F 637.2230 SF	POSTS WOOD 4X6-INCH X 14-FT 634.0614 EACH	POSTS WOOD 4X6-INCH X 16-FT 634.0616 EACH	POSTS WOOD 4X6-INCH X 18-FT 634.0618 EACH	REMOVING SIGNS TYPE II 638.2602 EACH	REMOVING SMALL SIGN SUPPORTS 638.3000 EACH	MOVING SMALL SIGN SUPPORTS 638.4000 EACH	(MOUNTED ON SAME POST AS) REMARKS
5-37R	740+50	USH 61	RIGHT	J3-2	DIRECTIONAL ASSEMBLY (2 HEADED ROUTE PANEL)	NORTH-EAST	48X57	---	---	---	---	---	1	1	---	
						61 171	---	---	---	---	---	---	---	---	---	
						[AHEAD ARROW][RIGHT ARROW]	---	---	---	---	---	---	---	---	---	
5-38	740+50	USH 61	RIGHT	J3-2	DIRECTIONAL ASSEMBLY (2 HEADED ROUTE PANEL)	NORTH-EAST	48X57	19.00	---	---	1	---	---	---	---	
						61 171	---	---	---	---	---	---	---	---	---	
						[AHEAD ARROW][RIGHT ARROW]	---	---	---	---	---	---	---	---	---	
5-39R	741+30	USH 61	LEFT	W1-7	NIGHT ARROW (DOUBLE)		48X24	---	---	---	---	---	1	1	---	
5-40	741+30	USH 61	LEFT	W1-7	NIGHT ARROW (DOUBLE)		48X24	---	8.00	1	---	---	---	---	---	
5-41	741+45	USH 61	LEFT	J3-3	DIRECTIONAL ASSEMBLY (3 HEADED ROUTE PANEL)	EAST-SOUTH-WEST	72X57	28.50	---	---	2	---	---	---	---	
						171 61 171	---	---	---	---	---	---	---	---	---	
						[LEFT ARROW][AHEAD ARROW][AHEAD ARROW]	---	---	---	---	---	---	---	---	---	
5-42R	741+45	USH 61	LEFT	J3-3	DIRECTIONAL ASSEMBLY (3 HEADED ROUTE PANEL)	EAST-WEST-SOUTH	72X57	---	---	---	---	---	1	2	---	
						171 171 61	---	---	---	---	---	---	---	---	---	
						[LEFT ARROW][AHEAD ARROW][AHEAD ARROW]	---	---	---	---	---	---	---	---	---	
5-43	741+65'171E'	STH 171	LEFT	R1-1	STOP		36X36	7.46	---	1	---	---	---	---	---	
5-44R	741+65'171E'	STH 171	LEFT	R1-1	STOP		36X36	---	---	---	---	---	1	1	---	
5-45	741+65'171E'	STH 171	LEFT	J3-3	DIRECTIONAL ASSEMBLY (3 HEADED ROUTE PANEL)	SOUTH-WEST-NORTH	72X57	28.50	---	---	2	---	---	---	---	
						61 171 61	---	---	---	---	---	---	---	---	---	
						[LEFT ARROW][LEFT ARROW][RIGHT ARROW]	---	---	---	---	---	---	---	---	---	
5-46R	741+65'171E'	STH 171	LEFT	J3-3	DIRECTIONAL ASSEMBLY (3 HEADED ROUTE PANEL)	SOUTH-WEST-NORTH	72X57	---	---	---	---	---	1	2	---	
						61 171 61	---	---	---	---	---	---	---	---	---	
						[LEFT ARROW][LEFT ARROW][RIGHT ARROW]	---	---	---	---	---	---	---	---	---	
5-47	743+00	USH 61	RIGHT	J4-1	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	NORTH	24X36	6.00	---	1	---	---	---	---	---	
						61	---	---	---	---	---	---	---	---	---	
5-48R	743+00	USH 61	RIGHT	J4-1	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	NORTH	24X36	---	---	---	---	---	1	1	---	
						61	---	---	---	---	---	---	---	---	---	
5-49	744+30	USH 61	LEFT	I2-3-U	COMMUNITY POPULATION NAME SIGN (UNINCORPORATED)	ROLLING GROUND	96X24	16.00	---	2	---	---	---	---	---	
5-50R	744+30	USH 61	LEFT	I2-3-U	COMMUNITY POPULATION NAME SIGN (UNINCORPORATED)	ROLLING GROUND	96X24	---	---	---	---	---	1	2	---	
5-51R	744+55	USH 61	RIGHT	D2-2	DESTINATION / DISTANCE (TWO)	SOLDIERS GROVE 6	84X24	---	---	---	---	---	1	2	---	
					WITH DIE CUT LETTERS	LA CROSSE 53	---	---	---	---	---	---	---	---	---	
5-52	745+00	USH 61	RIGHT	R2-1	SPEED LIMIT __ MPH	55	24X30	5.00	---	1	---	---	---	---	---	
5-53	746+00	USH 61	LEFT	D1-3	TRIPLE DESTINATION (ARROWS)	[AHEAD ARROW] BOSCOBEL	72X36	18.00	---	2	---	---	---	---	---	
						[AHEAD ARROW] GAYS MILLS	---	---	---	---	---	---	---	---	---	
						[LEFT ARROW] BOAZ	---	---	---	---	---	---	---	---	---	
5-54R	747+25	USH 61	RIGHT	W8-8	ROUGH ROAD		36X36	---	---	---	---	---	1	1	---	
				S57-51	NEXT __ MILES	5	36X18	---	---	---	---	---	1	---	---	
5-55R	747+40	USH 61	LEFT	D1-3	TRIPLE DESTINATION (ARROWS)	[AHEAD ARROW] BOSCOBEL	96X36	---	---	---	---	---	1	2	---	
						[AHEAD ARROW] GAYS MILLS	---	---	---	---	---	---	---	---	---	
						[LEFT ARROW] BOAZ	---	---	---	---	---	---	---	---	---	
5-56	748+00	USH 61	LEFT	J2-3	ROUTE TURN ASSEMBLY (3 HEADED ROUTE PANEL)	EAST-SOUTH-WEST	72X57	28.50	---	---	2	---	---	---	---	
						171 61 171	---	---	---	---	---	---	---	---	---	
						[LEFT TURN ARROW][AHEAD ARROW][AHEAD ARROW]	---	---	---	---	---	---	---	---	---	
5-57	748+00	USH 61	RIGHT	D2-3	DESTINATION / DISTANCE (THREE)	SOLDIERS GROVE 6	96X36	24.00	---	2	---	---	---	---	---	
					WITH DIE CUT LETTERS	READSTOWN 10	---	---	---	---	---	---	---	---	---	
						LA CROSSE 53	---	---	---	---	---	---	---	---	---	
5-58	749+85	USH 61	LEFT	R3-72	ONCOMING TRAFFIC USES CENTER LANE		30X36	7.50	---	1	---	---	---	---	---	
5-59R	749+85	USH 61	LEFT	R3-72	ONCOMING TRAFFIC USES CENTER LANE		30X36	---	---	---	---	---	1	1	---	
5-60	752+00	USH 61	LEFT	J1-1	JUNCTION ASSEMBLY	JCT	24X39	6.50	---	---	1	---	---	---	---	
						171	---	---	---	---	---	---	---	---	---	
5-61R	756+15	USH 61	LEFT	J1-1	JUNCTION ASSEMBLY	JCT	24X39	---	---	---	---	---	1	1	---	
						171	---	---	---	---	---	---	---	---	---	
6-01R	759+40	USH 61	RIGHT	R2-1	SPEED LIMIT __ MPH	55	24X30	---	---	---	---	---	1	---	---	(6-03R)
6-02	759+40	USH 61	RIGHT	W14-3	NO PASSING ZONE		48X36	---	5.56	1	---	---	---	---	---	
6-03R	759+40	USH 61	RIGHT	W14-3	NO PASSING ZONE		48X36	---	---	---	---	---	1	1	---	(6-01R)
6-04	765+50	USH 61	LEFT	D5-61	WAYSIDE	1/2 MILE	48X24	8.00	---	1	---	---	---	---	---	
6-05	765+50	USH 61	LEFT	DB5-69E	HISTORICAL MARKER		48X9	3.00	---	---	---	---	---	---	---	
6-06R	766+15	USH 61	LEFT	D5-61	WAYSIDE	1/2 MILE	48X24	---	---	---	---	---	1	1	---	
6-07R	770+15'EL'	ELLIS DR	RIGHT	R1-1	STOP		30X30	---	---	---	---	---	1	1	---	
6-08	770+15'EL'	ELLIS DR	RIGHT	R1-1	STOP		30X30	5.18	---	1	---	---	---	---	---	
6-09R	786+00	USH 61	LEFT	W14-3	NO PASSING ZONE		48X36	---	---	---	---	---	1	1	---	
6-10	786+00	USH 61	LEFT	W14-3	NO PASSING ZONE		48X36	---	5.56	1	---	---	---	---	---	
6-11R	788+35'HO'	HOUNSELL RD	RIGHT	R1-1	STOP		30X30	---	---	---	---	---	1	1	---	
6-12	788+35'HO'	HOUNSELL RD	RIGHT	R1-1	STOP		30X30	5.18	---	1	---	---	---	---	---	
6-13M	788+15'HO'	HOUNSELL RD	LEFT	W14-2	NO OUTLET		30X30	---	---	---	---	---	---	---	1	TO BE MOVED IF NECESSARY
6-14M	786+55'SR'	STEARNS RD	RIGHT	W14-2	NO OUTLET		30X30	---	---	---	---	---	---	---	1	TO BE MOVED IF NECESSARY
6-15	786+35'SR'	STEARNS RD	LEFT	R1-1	STOP		30X30	5.18	---	1	---	---	---	---	---	
6-16R	786+35'SR'	STEARNS RD	LEFT	R1-1	STOP		30X30	---	---	---	---	---	1	1	---	
ALL SIGNS CATEGORY 0010							SUBTOTALS	221.50	19.12	17	8	0	20	23	2	

SIGN NUMBER	APPROX. STATION	LOCATION	POSITION	SIGN CODE	SIGN DESCRIPTION	ORDER LINES	SIGN SIZE IN X IN	SIGNS TYPE II REFLECTIVE H 637.2210 SF	SIGNS TYPE II REFLECTIVE F 637.2230 SF	POSTS WOOD 4X6-INCH X 14-FT 634.0614 EACH	POSTS WOOD 4X6-INCH X 16-FT 634.0616 EACH	POSTS WOOD 4X6-INCH X 18-FT 634.0618 EACH	REMOVING SIGNS TYPE II 638.2602 EACH	REMOVING SMALL SIGN SUPPORTS 638.3000 EACH	MOVING SMALL SIGN SUPPORTS 638.4000 EACH	(MOUNTED ON SAME POST AS) REMARKS
7-01R	808+50	USH 61	RIGHT	W14-3	NO PASSING ZONE		48X36	---	---	---	---	---	1	1	---	
7-02	808+50	USH 61	RIGHT	W14-3	NO PASSING ZONE		48X36	---	5.56	1	---	---	---	---	---	
7-03R	808+50	USH 61	LEFT	W14-3	NO PASSING ZONE		48X36	---	---	---	---	---	1	1	---	
7-04	808+50	USH 61	LEFT	W14-3	NO PASSING ZONE		48X36	---	5.56	1	---	---	---	---	---	
7-05L	813+70'WL'	WOLFES DR	LEFT	W14-2	NO OUTLET		30X30	---	---	---	---	---	---	---	---	LEAVE EXISTING
7-06R	814+10'WL'	WOLFES DR	RIGHT	R1-1	STOP		30X30	---	---	---	---	---	1	1	---	
7-07	814+10'WL'	WOLFES DR	RIGHT	R1-1	STOP		30X30	5.18	---	1	---	---	---	---	---	
7-08	813+45'MO'	MONAHAN RD	LEFT	R1-1	STOP		30X30	5.18	---	1	---	---	---	---	---	
7-09R	813+45'MO'	MONAHAN RD	LEFT	R1-1	STOP		30X30	---	---	---	---	---	1	1	---	
8-01	818+70	USH 61	RIGHT	R3-72	ONCOMING TRAFFIC USES CENTER LANE		30X36	7.50	---	---	1	---	---	---	---	
8-02R	818+70	USH 61	RIGHT	R3-72	ONCOMING TRAFFIC USES CENTER LANE		30X36	---	---	---	---	---	1	1	---	
8-03	830+00	USH 61	RIGHT	J1-1	JUNCTION ASSEMBLY	JCT	24X39	6.50	---	---	1	---	---	---	---	
						X	---	---	---	---	---	---	---	---	---	
8-04R	830+50	USH 61	RIGHT	J1-1	JUNCTION ASSEMBLY	JCT	24X39	---	---	---	---	---	1	---	---	(8-07R)
						X	---	---	---	---	---	---	---	---	---	
8-05	830+50	USH 61	LEFT	W4-2R	LANE REDUCTION TRANSITION SYMBOL - RIGHT		36X36	---	9.00	1	---	---	---	---	---	
8-06	830+50	USH 61	RIGHT	W4-2R	LANE REDUCTION TRANSITION SYMBOL - RIGHT		36X36	---	9.00	1	---	---	---	---	---	
8-07R	830+50	USH 61	RIGHT	W4-2R	LANE REDUCTION TRANSITION SYMBOL - RIGHT		36X36	---	---	---	---	---	1	1	---	(8-04R)
8-08R	830+75	USH 61	LEFT	W4-2R	LANE REDUCTION TRANSITION SYMBOL - RIGHT		36X36	---	---	---	---	---	1	1	---	
8-09R	835+15	USH 61	RIGHT	D1-1	ONE DESTINATION (ARROW)	NORTH CLAYTON [RIGHT ARROW]	108X15	---	---	---	---	---	1	2	---	
8-10R	835+50	USH 61	LEFT	W9-1R	RIGHT LANE ENDS		36X36	---	---	---	---	---	1	1	---	
8-11	835+50	USH 61	LEFT	W9-1R	RIGHT LANE ENDS		36X36	---	9.00	1	---	---	---	---	---	
8-12M	836+75	USH 61	RIGHT	SPECIAL		NORTH CRAWFORD SCHOOL - 4MI.	108X15	---	---	---	---	---	---	---	1	TO BE MOVED IF NECESSARY
8-13	839+50	USH 61	LEFT	J4-1	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	SOUTH	24X36	6.00	---	1	---	---	---	---	---	
						61	---	---	---	---	---	---	---	---	---	
8-14R	841+35'XW'	CTH X	RIGHT	J12-1	ROUTE TURN WITHOUT CARDINAL (1 HEADED ROUTE PANEL)	61	24X45	---	---	---	---	---	1	1	---	
						[LEFT-RIGHT ARROWS]	---	---	---	---	---	---	---	---	---	
8-15	841+35'XW'	CTH X	RIGHT	J12-1	ROUTE TURN WITHOUT CARDINAL (1 HEADED ROUTE PANEL)	61	24X45	7.50	---	---	1	---	---	---	---	
						[LEFT-RIGHT ARROWS]	---	---	---	---	---	---	---	---	---	
8-16R	841+35'XW'	CTH X	RIGHT	R1-1	STOP		30X30	---	---	---	---	---	1	1	---	
8-17	841+35'XW'	CTH X	RIGHT	R1-1	STOP		30X30	5.18	---	1	---	---	---	---	---	
8-18R	840+75	USH 61	RIGHT	J12-1	ROUTE TURN WITHOUT CARDINAL (1 HEADED ROUTE PANEL)	X	24X45	---	---	---	---	---	1	1	---	
						[LEFT-RIGHT ARROWS]	---	---	---	---	---	---	---	---	---	
8-19	840+75	USH 61	RIGHT	J12-1	ROUTE TURN WITHOUT CARDINAL (1 HEADED ROUTE PANEL)	X	24X45	7.50	---	---	1	---	---	---	---	
						[LEFT-RIGHT ARROWS]	---	---	---	---	---	---	---	---	---	
8-20	841+50	USH 61	LEFT	J12-1	ROUTE TURN WITHOUT CARDINAL (1 HEADED ROUTE PANEL)	X	24X45	7.50	---	---	1	---	---	---	---	
						[LEFT-RIGHT ARROWS]	---	---	---	---	---	---	---	---	---	
8-21R	841+50	USH 61	LEFT	J12-1	ROUTE TURN WITHOUT CARDINAL (1 HEADED ROUTE PANEL)	X	24X45	---	---	---	---	---	1	1	---	
						[LEFT-RIGHT ARROWS]	---	---	---	---	---	---	---	---	---	
8-22	843+65'XE'	CTH X	LEFT	R1-1	STOP		30X30	5.18	---	1	---	---	---	---	---	
8-23R	843+65'XE'	CTH X	LEFT	R1-1	STOP		30X30	---	---	---	---	---	1	1	---	
8-24	843+65'XE'	CTH X	LEFT	J12-1	ROUTE TURN WITHOUT CARDINAL (1 HEADED ROUTE PANEL)	61	24X45	7.50	---	---	1	---	---	---	---	
						[LEFT-RIGHT ARROWS]	---	---	---	---	---	---	---	---	---	
8-25R	843+65'XE'	CTH X	LEFT	J12-1	ROUTE TURN WITHOUT CARDINAL (1 HEADED ROUTE PANEL)	61	24X45	---	---	---	---	---	1	1	---	
						[LEFT-RIGHT ARROWS]	---	---	---	---	---	---	---	---	---	
8-26	843+00	USH 61	RIGHT	R4-53	DO NOT PASS WHEN ONCOMING TRAFFIC IN EITHER LANE		54X54	20.25	---	---	---	2	---	---	---	
8-27R	844+45	USH 61	RIGHT	I55-56	ADOPT-A-HIGHWAY [SPONSOR]	COMMUNITY	30X36	---	---	---	---	---	1	1	---	
						OF	---	---	---	---	---	---	---	---	---	
						CHRIST	---	---	---	---	---	---	---	---	---	
8-28	844+60	USH 61	RIGHT	J4-1	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	NORTH	24X36	6.00	---	1	---	---	---	---	---	
						61	---	---	---	---	---	---	---	---	---	
8-29M	845+25	USH 61	LEFT	SPECIAL		NORTH CRAWFORD SCHOOL - 4MI.	108X15	---	---	---	---	---	---	---	1	TO BE MOVED IF NECESSARY
8-30	846+00	USH 61	RIGHT	I55-56	ADOPT-A-HIGHWAY [SPONSOR]	COMMUNITY	30X36	7.50	---	1	---	---	---	---	---	
						OF	---	---	---	---	---	---	---	---	---	
						CHRIST	---	---	---	---	---	---	---	---	---	
8-31R	846+80	USH 61	LEFT	D1-1	ONE DESTINATION (ARROW)	[LEFT ARROW] NORTH CLAYTON	108X15	---	---	---	---	---	1	2	---	
9-01R	851+50'JS'	JOHNSON RD	RIGHT	R1-1	STOP		30X30	---	---	---	---	---	1	1	---	
9-02	851+50'JS'	JOHNSON RD	RIGHT	R1-1	STOP		30X30	5.18	---	1	---	---	---	---	---	
9-03R	851+50	USH 61	LEFT	J1-1	JUNCTION ASSEMBLY	JCT	24X39	---	---	---	---	---	1	1	---	
						X	---	---	---	---	---	---	---	---	---	
9-04	851+50	USH 61	LEFT	J1-1	JUNCTION ASSEMBLY	JCT	24X39	6.50	---	---	1	---	---	---	---	
						X	---	---	---	---	---	---	---	---	---	
9-05R	853+55	USH 61	LEFT	W14-3	NO PASSING ZONE		48X36	---	---	---	---	---	1	1	---	
ALL SIGNS CATEGORY 0010						SUBTOTALS		116.15	38.12	13	7	2	21	22	2	

SIGN NUMBER	APPROX. STATION	LOCATION	POSITION	SIGN CODE	SIGN DESCRIPTION	ORDER LINES	SIGN SIZE IN X IN	SIGNS TYPE II REFLECTIVE H 637.2210 SF	SIGNS TYPE II REFLECTIVE F 637.2230 SF	POSTS WOOD 4X6-INCH X 14-FT 634.0614 EACH	POSTS WOOD 4X6-INCH X 16-FT 634.0616 EACH	POSTS WOOD 4X6-INCH X 18-FT 634.0618 EACH	REMOVING SIGNS TYPE II 638.2602 EACH	REMOVING SMALL SIGN SUPPORTS 638.3000 EACH	MOVING SMALL SIGN SUPPORTS 638.4000 EACH	(MOUNTED ON SAME POST AS) REMARKS
9-06	853+55	USH 61	LEFT	W14-3	NO PASSING ZONE		48X36	---	5.56	1	---	---	---	---	---	
9-07	853+55	USH 61	RIGHT	R4-1	DO NOT PASS		24X30	5.00	---	1	---	---	---	---	---	
9-08R	858+10'PG'	PIG TAIL RD	RIGHT	R1-1	STOP		30X30	---	---	---	---	---	1	1	---	
9-09	858+10'PG'	PIG TAIL RD	RIGHT	R1-1	STOP		30X30	5.18	---	1	---	---	---	---	---	
9-10R	868+50'JN'	JOHNSON RD	RIGHT	R1-1	STOP		30X30	---	---	---	---	---	1	1	---	
9-11	868+50'JN'	JOHNSON RD	RIGHT	R1-1	STOP		30X30	5.18	---	1	---	---	---	---	---	
10-01R	884+70	USH 61	RIGHT	W8-54	WATCH FOR FALLEN ROCKS		30X30	---	---	---	---	---	1	1	---	
10-02R	884+85	USH 61	LEFT	R4-3	SLOWER TRAFFIC KEEP RIGHT		36X48	---	---	---	---	---	1	1	---	
10-03	886+40'CL'	COLEMAN DR	LEFT	R1-1	STOP		30X30	5.18	---	1	---	---	---	---	---	
10-04R	886+40'CL'	COLEMAN DR	LEFT	R1-1	STOP		30X30	---	---	---	---	---	1	1	---	
10-05	887+00	USH 61	LEFT	R4-3	SLOWER TRAFFIC KEEP RIGHT		36X48	12.00	---		1	---	---	---	---	
10-06R	897+55	USH 61	LEFT	W14-3	NO PASSING ZONE		48X36	---	---	---	---	---	1	1	---	
10-07	897+55	USH 61	LEFT	W14-3	NO PASSING ZONE		48X36	---	5.56	1	---	---	---	---	---	
10-08R	900+75	USH 61	RIGHT	J1-1	JUNCTION ASSEMBLY	JCT	24X39	---	---	---	---	---	1	1	---	
						H	---	---	---	---	---	---	---	---	---	
10-09	900+75	USH 61	RIGHT	J1-1	JUNCTION ASSEMBLY	JCT	24X39	6.50	---	---	1	---	---	---	---	
						H	---	---	---	---	---	---	---	---	---	
10-10R	901+65	USH 61	RIGHT	W14-3	NO PASSING ZONE		48X36	---	---	---	---	---	1	1	---	
10-11	901+65	USH 61	RIGHT	W14-3	NO PASSING ZONE		48X36	---	5.56	1	---	---	---	---	---	
11-01	910+00	USH 61	LEFT	J4-1	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	SOUTH	24X36	6.00	---	1	---	---	---	---	---	
						61	---	---	---	---	---	---	---	---	---	
11-02R	910+70	USH 61	RIGHT	J12-1	ROUTE TURN WITHOUT CARDINAL (1 HEADED ROUTE PANEL)	H	24X45	---	---	---	---	---	1	1	---	
						[RIGHT ARROW]	---	---	---	---	---	---	---	---	---	
11-03	910+70	USH 61	RIGHT	J12-1	ROUTE TURN WITHOUT CARDINAL (1 HEADED ROUTE PANEL)	H	24X45	7.50	---	---	1	---	---	---	---	
						[RIGHT ARROW]	---	---	---	---	---	---	---	---	---	
11-04	911+50	USH 61	LEFT	W1-7	NIGHT ARROW (DOUBLE)		48X24	---	8.00	1	---	---	---	---	---	
11-05	911+40'CH'	CTH H	LEFT	R1-1	STOP		30X30	5.18	---	1	---	---	---	---	---	
11-06R	911+40'CH'	CTH H	LEFT	R1-1	STOP		30X30	---	---	---	---	---	1	1	---	
11-07	911+40'CH'	CTH H	LEFT	J12-1	ROUTE TURN WITHOUT CARDINAL (1 HEADED ROUTE PANEL)	61	24X45	7.50	---	---	1	---	---	---	---	
						[LEFT-RIGHT ARROWS]	---	---	---	---	---	---	---	---	---	
11-08R	911+40'CH'	CTH H	LEFT	J12-1	ROUTE TURN WITHOUT CARDINAL (1 HEADED ROUTE PANEL)	61	24X45	---	---	---	---	---	1	1	---	
						[LEFT-RIGHT ARROWS]	---	---	---	---	---	---	---	---	---	
11-09	912+00	USH 61	LEFT	J12-1	ROUTE TURN WITHOUT CARDINAL (1 HEADED ROUTE PANEL)	H	24X45	7.50	---	---	1	---	---	---	---	
						[LEFT ARROW]	---	---	---	---	---	---	---	---	---	
11-10R	912+30	USH 61	LEFT	J12-1	ROUTE TURN WITHOUT CARDINAL (1 HEADED ROUTE PANEL)	H	24X45	---	---	---	---	---	1	1	---	
						[LEFT ARROW]	---	---	---	---	---	---	---	---	---	
11-11	913+00	USH 61	RIGHT	J4-1	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	NORTH	24X36	6.00	---	1	---	---	---	---	---	
						61	---	---	---	---	---	---	---	---	---	
11-12	914+50	USH 61	LEFT	R4-51	PASSING LANE AHEAD __ MILE	1/2	36X48	12.00	---	---	1	---	---	---	---	
11-13R	920+40	USH 61	LEFT	J1-1	JUNCTION ASSEMBLY	JCT	24X39	---	---	---	---	---	1	1	---	
						H	---	---	---	---	---	---	---	---	---	
11-14	921+00	USH 61	LEFT	J1-1	JUNCTION ASSEMBLY	JCT	24X39	6.50	---	---	1	---	---	---	---	
						H	---	---	---	---	---	---	---	---	---	
12-01R	937+35	USH 61	LEFT	W14-3	NO PASSING ZONE		48X36	---	---	---	---	---	1	1	---	
12-02	937+35	USH 61	LEFT	W14-3	NO PASSING ZONE		48X36	---	5.56	1	---	---	---	---	---	
12-03R	940+65	USH 61	RIGHT	W14-3	NO PASSING ZONE		48X36	---	---	---	---	---	1	1	---	
12-04	940+65	USH 61	RIGHT	W14-3	NO PASSING ZONE		48X36	---	5.56	1	---	---	---	---	---	
12-05	941+00	USH 61	LEFT	R4-51	PASSING LANE AHEAD __ MILE	1	36X48	12.00	---	---	1	---	---	---	---	
12-06	943+15	USH 61	RIGHT	D5-63	HISTORICAL MARKER 1/2 MILE		60X36	15.00	---	2	---	---	---	---	---	
12-07R	943+15	USH 61	RIGHT	D5-63	HISTORICAL MARKER 1/2 MILE		60X36	---	---	---	---	---	1	2	---	
12-08R	947+45'KN'	KNUTSON RD	RIGHT	R1-1	STOP		30X30	---	---	---	---	---	1	1	---	
12-09	947+45'KN'	KNUTSON RD	RIGHT	R1-1	STOP		30X30	5.18	---	1	---	---	---	---	---	
12-10L	947+20'KN'	KNUTSON RD	LEFT	W14-1	DEAD END		30X30	---	---	---	---	---	---	---	---	LEAVE EXISTING
12-11	947+50	USH 61	RIGHT	I2-3	COMMUNITY POPULATION NAME SIGN (WITH NUMBER)	SOLDIERS GROVE	96X24	16.00	---	2	---	---	---	---	---	
						POPULATION 592	---	---	---	---	---	---	---	---	---	
12-12R	958+75	USH 61	RIGHT	W3-5	SPEED LIMIT __ AHEAD [ARROW]	45	36X36	---	---	---	---	---	1	1	---	
12-13	960+00	USH 61	RIGHT	W3-5	SPEED LIMIT __ AHEAD [ARROW]	45	36X36	---	9.00	1	---	---	---	---	---	
12-14R	960+35	USH 61	RIGHT	I2-3	COMMUNITY POPULATION NAME SIGN (WITH NUMBER)	SOLDIERS GROVE	96X24	---	---	---	---	---	1	2	---	
						POPULATION 592	---	---	---	---	---	---	---	---	---	
12-15	962+55	USH 61	RIGHT	D1-2	TWO DESTINATIONS (ARROWS)	[LEFT ARROW] HALVERSON RIDGE RD	120X30	25.00	---	2	---	---	---	---	---	
						SUNBEAM BLVD [RIGHT ARROW]	---	---	---	---	---	---	---	---	---	
12-16R	962+55	USH 61	RIGHT	D1-2	TWO DESTINATIONS (ARROWS)	[LEFT ARROW] HALVERSON RIDGE RD	96X30	---	---	---	---	---	1	2	---	
						SUNBEAM BLVD [RIGHT ARROW]	---	---	---	---	---	---	---	---	---	
12-17	962+55	USH 61	LEFT	D2-3	DESTINATION / DISTANCE (THREE)	BOSCOBEL 21	84X36	21.00	---	2	---	---	---	---	---	
					WITH DIE CUT LETTERS	FENNIMORE 32	---	---	---	---	---	---	---	---	---	
						DUBUQUE 68	---	---	---	---	---	---	---	---	---	
ALL SIGNS CATEGORY 0010						SUBTOTALS		191.40	44.80	23	8	0	20	23	0	

PERMANENT SIGNING SUMMARY CONTINUED (6 OF 10)

SIGN NUMBER	APPROX. STATION	LOCATION	POSITION	SIGN CODE	SIGN DESCRIPTION	ORDER LINES	SIGN SIZE IN X IN	SIGNS TYPE II REFLECTIVE H 637.2210 SF	SIGNS TYPE II REFLECTIVE F 637.2230 SF	POSTS WOOD 4X6-INCH X 14-FT 634.0614 EACH	POSTS WOOD 4X6-INCH X 16-FT 634.0616 EACH	POSTS WOOD 4X6-INCH X 18-FT 634.0618 EACH	REMOVING SIGNS TYPE II 638.2602 EACH	REMOVING SMALL SIGN SUPPORTS 638.3000 EACH	MOVING SMALL SIGN SUPPORTS 638.4000 EACH
12-18R	965+40	USH 61	RIGHT	R2-1	SPEED LIMIT __ MPH	45	24X30	---	---	---	---	---	1	1	---
12-19	965+40	USH 61	RIGHT	R2-1	SPEED LIMIT __ MPH	45	24X30	5.00	---	1	---	---	---	---	---
12-20R	965+40	USH 61	LEFT	R2-1	SPEED LIMIT __ MPH	55	24X30	---	---	---	---	---	1	1	---
12-21	965+40	USH 61	LEFT	R2-1	SPEED LIMIT __ MPH	55	24X30	5.00	---	1	---	---	---	---	---
13-01	967+00	USH 61	LEFT	J4-1	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	SOUTH	24X36	6.00	---	1	---	---	---	---	---
						61	---	---	---	---	---	---	---	---	---
13-02R	970+50'HR'	HALVERSON RIDGE RD	RIGHT	R1-1	STOP		30X30	---	---	---	---	---	1	1	---
13-03	970+50'HR'	HALVERSON RIDGE RD	RIGHT	R1-1	STOP		30X30	5.18	---	1	---	---	---	---	---
13-04	969+50'SS'	SUNBEAM BLVD E	LEFT	R1-1	STOP		30X30	5.18	---	1	---	---	---	---	---
13-05R	969+50'SS'	SUNBEAM BLVD E	LEFT	R1-1	STOP		30X30	---	---	---	---	---	1	1	---
13-06R	971+25	USH 61	LEFT	W8-8	ROUGH ROAD		36X36	---	---	---	---	---	1	1	---
				W57-51	NEXT __ MILES	17	36X18	---	---	---	---	---	1	---	---
13-07	971+25	USH 61	RIGHT	D5-64R	HISTORICAL MARKER [RIGHT ARROW]		60X36	15.00	---	1	---	---	---	---	---
13-08R	971+30	USH 61	RIGHT	D5-64R	HISTORICAL MARKER [RIGHT ARROW]		60X36	---	---	---	---	---	1	1	---
13-09	971+95	USH 61	RIGHT	R1-1	STOP		30X30	5.18	---	1	---	---	---	---	---
13-10	973+35	USH 61	RIGHT	R1-1	STOP		30X30	5.18	---	1	---	---	---	---	---
13-11R	973+55	USH 61	LEFT	D5-64L	HISTORICAL MARKER [LEFT ARROW]		60X36	---	---	---	---	---	1	1	---
13-12	973+55	USH 61	LEFT	D5-64L	HISTORICAL MARKER [LEFT ARROW]		60X36	15.00	---	1	---	---	---	---	---
13-13R	974+45	USH 61	RIGHT	R2-1	SPEED LIMIT __ MPH	45	24X30	---	---	---	---	---	1	1	---
13-14	974+45	USH 61	RIGHT	R2-1	SPEED LIMIT __ MPH	45	24X30	5.00	---	1	---	---	---	---	---
13-15R	974+50	USH 61	LEFT	R2-1	SPEED LIMIT __ MPH	45	24X30	---	---	---	---	---	1	1	---
13-16	975+80	USH 61	LEFT	D1-2	TWO DESTINATIONS (ARROWS)	[LEFT ARROW] SUNBEAM BLVD	120X30	25.00	---	2	---	---	---	---	---
						HALVERSON RIDGE RD [RIGHT ARROW]	---	---	---	---	---	---	---	---	---
13-17R	975+80	USH 61	LEFT	D1-2	TWO DESTINATIONS (ARROWS)	[LEFT ARROW] SUNBEAM BLVD	96X30	---	---	---	---	---	1	2	---
						HALVERSON RIDGE RD [RIGHT ARROW]	---	---	---	---	---	---	---	---	---
13-18	979+00	USH 61	RIGHT	W11-2	PEDESTRIAN CROSSING SYMBOL		30X30	---	6.25	---	1	---	---	---	---
13-19	979+00	USH 61	RIGHT	W16-9P	AHEAD PLAQUE (YELLOW)		24X12	---	2.00	---	---	---	---	---	---
13-20R	981+25'NW'	NEW WELL RD	RIGHT	R1-1	STOP		30X30	---	---	---	---	---	1	1	---
13-21	981+25'NW'	NEW WELL RD	RIGHT	R1-1	STOP		30X30	5.18	---	1	---	---	---	---	---
13-22	980+40'SN'	SUNBEAM BLVD E	LEFT	R1-1	STOP		30X30	5.18	---	1	---	---	---	---	---
13-23R	980+40'SN'	SUNBEAM BLVD E	LEFT	R1-1	STOP		30X30	---	---	---	---	---	1	1	---
13-24	982+75	USH 61	RIGHT	W11-2	PEDESTRIAN CROSSING SYMBOL		30X30	---	6.25	---	1	---	---	---	---
13-25	982+75	USH 61	RIGHT	W16-7L	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)		24X12	---	2.00	---	---	---	---	---	---
13-26	983+05	USH 61	LEFT	W11-2	PEDESTRIAN CROSSING SYMBOL		30X30	---	6.25	---	1	---	---	---	---
13-27	983+05	USH 61	LEFT	W16-7L	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)		24X12	---	2.00	---	---	---	---	---	---
13-28R	983+20	USH 61	RIGHT	R2-1	SPEED LIMIT __ MPH	45	24X30	---	---	---	---	---	1	1	---
13-29R	983+20	USH 61	LEFT	R2-1	SPEED LIMIT __ MPH	45	24X30	---	---	---	---	---	1	1	---
13-30	985+00	USH 61	RIGHT	R2-1	SPEED LIMIT __ MPH	45	24X30	5.00	---	1	---	---	---	---	---
13-31	985+00	USH 61	LEFT	R2-1	SPEED LIMIT __ MPH	45	24X30	5.00	---	1	---	---	---	---	---
13-32R	986+70	USH 61	RIGHT	J1-1	JUNCTION ASSEMBLY	JCT	24X39	---	---	---	---	---	1	1	---
						131	---	---	---	---	---	---	---	---	---
13-33R	988+10'SD'	SUN DIAL RD	RIGHT	R1-1	STOP		30X30	---	---	---	---	---	1	1	---
13-34	988+10'SD'	SUN DIAL RD	RIGHT	R1-1	STOP		30X30	5.18	---	1	---	---	---	---	---
13-35	988+15	USH 61	LEFT	W11-2	PEDESTRIAN CROSSING SYMBOL		30X30	---	6.25	---	1	---	---	---	---
13-36	988+15	USH 61	LEFT	W16-9P	AHEAD PLAQUE (YELLOW)		24X12	---	2.00	---	---	---	---	---	---
13-37R	988+30	USH 61	RIGHT	J2-3	ROUTE TURN ASSEMBLY (3 HEADED ROUTE PANEL)	SOUTH-NORTH-NORTH	72X57	---	---	---	---	---	1	2	---
						131 61 131	---	---	---	---	---	---	---	---	---
						[LEFT TURN ARROW][AHEAD ARROW][AHEAD ARROW]	---	---	---	---	---	---	---	---	---
13-38R	989+30	USH 61	LEFT	D2-2	DESTINATION / DISTANCE (TWO)	BOSCOBEL 21	84X24	---	---	---	---	---	1	2	---
					WITH DIE CUT LETTERS	FENNIMORE 32	---	---	---	---	---	---	---	---	---
13-39	990+00	USH 61	RIGHT	J1-1	JUNCTION ASSEMBLY	JCT	24X39	6.50	---	---	1	---	---	---	---
						131	---	---	---	---	---	---	---	---	---
13-40R	993+35'DL'	DULL RD	LEFT	R1-1	STOP		30X30	---	---	---	---	---	1	1	---
13-41	993+35'DL'	DULL RD	LEFT	R1-1	STOP		30X30	5.18	---	1	---	---	---	---	---
13-42R	994+05	USH 61	RIGHT	D1-2	TWO DESTINATIONS (ARROWS)	[AHEAD ARROW] READSTOWN	78X30	---	---	---	---	---	1	2	---
						[LEFT ARROW] GAYS MILLS	---	---	---	---	---	---	---	---	---
13-43	994+35	USH 61	RIGHT	J2-3	ROUTE TURN ASSEMBLY (3 HEADED ROUTE PANEL)	SOUTH-NORTH-NORTH	72X57	28.50	---	---	2	---	---	---	---
						131 61 131	---	---	---	---	---	---	---	---	---
						[LEFT TURN ARROW][AHEAD ARROW][AHEAD ARROW]	---	---	---	---	---	---	---	---	---
14-01R	995+25	USH 61	LEFT	R2-1	SPEED LIMIT __ MPH	45	24X30	---	---	---	---	---	1	1	---
14-02	995+25	USH 61	LEFT	R2-1	SPEED LIMIT __ MPH	45	24X30	5.00	---	1	---	---	---	---	---
14-03	995+40	USH 61	RIGHT	D1-2	TWO DESTINATIONS (ARROWS)	[AHEAD ARROW] READSTOWN	78X30	16.25	---	2	---	---	---	---	---
						[LEFT ARROW] GAYS MILLS	---	---	---	---	---	---	---	---	---
14-04R	996+65	USH 61	LEFT	J4-1	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	SOUTH	24X36	---	---	---	---	---	1	1	---
						61	---	---	---	---	---	---	---	---	---
14-05	996+65	USH 61	LEFT	J4-1	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	SOUTH	24X36	6.00	---	1	---	---	---	---	---
						61	---	---	---	---	---	---	---	---	---
ALL SIGNS CATEGORY 0010						SUBTOTALS		189.69	33.00	22	7	0	23	26	0

PERMANENT SIGNING SUMMARY CONTINUED (7 OF 10)

SIGN NUMBER	APPROX. STATION	LOCATION	POSITION	SIGN CODE	SIGN DESCRIPTION	ORDER LINES	SIGN SIZE IN X IN	SIGNS TYPE II REFLECTIVE H 637.2210 SF	SIGNS TYPE II REFLECTIVE F 637.2230 SF	POSTS WOOD 4X6-INCH X 14-FT 634.0614 EACH	POSTS WOOD 4X6-INCH X 16-FT 634.0616 EACH	POSTS WOOD 4X6-INCH X 18-FT 634.0618 EACH	REMOVING SIGNS TYPE II 638.2602 EACH	REMOVING SMALL SIGN SUPPORTS 638.3000 EACH	MOVING SMALL SIGN SUPPORTS 638.4000 EACH	(MOUNTED ON SAME POST AS) REMARKS
14-06R	1000+20'131W'	STH 131	RIGHT	R5-1	DO NOT ENTER		30X30	---	---	---	---	---	1	---	---	(14-08R)
14-07	1000+20'131W'	STH 131	RIGHT	R5-1	DO NOT ENTER		30X30	6.25	---	---	---	---	---	---	---	(14-09)
14-08R	1000+20'131W'	STH 131	RIGHT	J3-3	DIRECTIONAL ASSEMBLY (3 HEADED ROUTE PANEL)	NORTH-NORTH-SOUTH	72X57	---	---	---	---	---	1	2	---	(14-06R)
						61 131 61	---	---	---	---	---	---	---	---	---	
						[LEFT ARROW][LEFT ARROW][RIGHT ARROW]	---	---	---	---	---	---	---	---	---	
14-09	1000+20'131W'	STH 131	RIGHT	J3-3	DIRECTIONAL ASSEMBLY (3 HEADED ROUTE PANEL)	NORTH-NORTH-SOUTH	72X57	28.50	---	---	2	---	---	---	---	(14-07)
						61 131 61	---	---	---	---	---	---	---	---	---	
						[LEFT ARROW][LEFT ARROW][RIGHT ARROW]	---	---	---	---	---	---	---	---	---	
14-10R	1000+20'131W'	STH 131	RIGHT	R1-1	STOP		36X36	---	---	---	---	---	1	1	---	
14-11	1000+20'131W'	STH 131	RIGHT	R1-1	STOP		36X36	7.46	---	1	---	---	---	---	---	
14-12R	1000+35'131W'	STH 131	RIGHT	R1-1	STOP		36X36	---	---	---	---	---	1	1	---	
14-13	1000+35'131W'	STH 131	RIGHT	R1-1	STOP		36X36	7.46	---	1	---	---	---	---	---	
14-14R	1000+30'131W'	STH 131	RIGHT	W12-1D	DOUBLE DOWN ARROWS		24X24	---	---	---	---	---	1	1	---	
14-15	1000+30'131W'	STH 131	RIGHT	W12-1D	DOUBLE DOWN ARROWS		24X24	---	4.00	1	---	---	---	---	---	
14-16	999+00	USH 61	RIGHT	J3-1	DIRECTIONAL ASSEMBLY (1 HEADED ROUTE PANEL)	SOUTH	24X57	9.50	---	---	1	---	---	---	---	
						131	---	---	---	---	---	---	---	---	---	
						[LEFT ARROW]	---	---	---	---	---	---	---	---	---	
14-17	999+15	USH 61	RIGHT	W1-7	NIGHT ARROW (DOUBLE)		48X24	---	8.00	1	---	---	---	---	---	
14-18R	999+40	USH 61	RIGHT	J3-2	DIRECTIONAL ASSEMBLY (2 HEADED ROUTE PANEL)	SOUTH-NORTH	48X57	---	---	---	---	---	1	1	---	
						131 131	---	---	---	---	---	---	---	---	---	
						[LEFT ARROW][AHEAD ARROW]	---	---	---	---	---	---	---	---	---	
14-19R	1000+00	USH 61	LEFT	J2-1	ROUTE TURN ASSEMBLY (1 HEADED ROUTE PANEL)	SOUTH	24X57	---	---	---	---	---	1	1	---	
						131	---	---	---	---	---	---	---	---	---	
						[RIGHT ARROW]	---	---	---	---	---	---	---	---	---	
14-20	1000+00	USH 61	LEFT	J2-1	ROUTE TURN ASSEMBLY (1 HEADED ROUTE PANEL)	SOUTH	24X57	9.50	---	---	1	---	---	---	---	
						131	---	---	---	---	---	---	---	---	---	
						[RIGHT ARROW]	---	---	---	---	---	---	---	---	---	
14-21	1000+75	USH 61	RIGHT	J4-2	REASSURANCE ASSEMBLY (2 HEADED ROUTE PANEL)	NORTH-NORTH	48X36	12.00	---	1	---	---	---	---	---	
						61 131	---	---	---	---	---	---	---	---	---	
14-22R	1000+75	USH 61	RIGHT	J4-2	REASSURANCE ASSEMBLY (2 HEADED ROUTE PANEL)	NORTH-NORTH	48X36	---	---	---	---	---	1	1	---	
						61 131	---	---	---	---	---	---	---	---	---	
14-23R	1001+20	USH 61	LEFT	R1-1	STOP		30X30	---	---	---	---	---	1	1	---	
14-24	1001+20	USH 61	LEFT	R1-1	STOP		30X30	5.18	---	1	---	---	---	---	---	
14-25R	1001+90	USH 61	LEFT	D5-63	HISTORICAL MARKER 1/2 MILE		60X36	---	---	---	---	---	1	1	---	
14-26	1001+90	USH 61	LEFT	D5-63	HISTORICAL MARKER 1/2 MILE		60X36	15.00	---	1	---	---	---	---	---	
14-27R	1002+80	USH 61	LEFT	I55-56	ADOPT-A-HIGHWAY [SPONSOR]	COMMUNITY	30X36	---	---	---	---	---	1	1	---	
						OF	---	---	---	---	---	---	---	---	---	
						CHRIST	---	---	---	---	---	---	---	---	---	
14-28	1002+80	USH 61	LEFT	I55-56	ADOPT-A-HIGHWAY [SPONSOR]	COMMUNITY	30X36	7.50	---	1	---	---	---	---	---	
						OF	---	---	---	---	---	---	---	---	---	
						CHRIST	---	---	---	---	---	---	---	---	---	
14-29	1003+30	USH 61	RIGHT	R2-1	SPEED LIMIT __ MPH	45	24X30	5.00	---	1	---	---	---	---	---	
14-30R	1003+30	USH 61	RIGHT	R2-1	SPEED LIMIT __ MPH	45	24X30	---	---	---	---	---	1	1	---	
14-31	1003+75	USH 61	LEFT	D1-2	TWO DESTINATIONS (ARROWS)	[AHEAD ARROW] BOSCOBEL	72X30	15.00	---	2	---	---	---	---	---	
						GAYS MILLS [RIGHT ARROW]	---	---	---	---	---	---	---	---	---	
14-32R	1003+75	USH 61	LEFT	D1-2	TWO DESTINATIONS (ARROWS)	[AHEAD ARROW] BOSCOBEL	72X30	---	---	2	---	---	---	---	---	
						GAYS MILLS [RIGHT ARROW]	---	---	---	---	---	---	---	---	---	
14-33	1004+75	USH 61	LEFT	R2-1	SPEED LIMIT __ MPH	45	24X30	5.00	---	1	---	---	---	---	---	
14-34R	1004+75	USH 61	LEFT	R2-1	SPEED LIMIT __ MPH	45	24X30	---	---	---	---	---	1	1	---	
14-35	1007+60'3W'	3RD ST W	RIGHT	R1-1	STOP		30X30	5.18	---	1	---	---	---	---	---	
14-36R	1007+60'3W'	3RD ST W	RIGHT	R1-1	STOP		30X30	---	---	---	---	---	1	1	---	
14-37	1006+45'3E'	3RD ST E	LEFT	R1-1	STOP		30X30	5.18	---	1	---	---	---	---	---	
14-38R	1006+45'3E'	3RD ST E	LEFT	R1-1	STOP		30X30	---	---	---	---	---	1	1	---	
14-39	1008+00	USH 61	LEFT	J2-2	ROUTE TURN ASSEMBLY (2 HEADED ROUTE PANEL)	SOUTH-SOUTH	48X57	19.00	---	---	1	---	---	---	---	
						61 131	---	---	---	---	---	---	---	---	---	
						[AHEAD ARROW] [RIGHT TURN ARROW]	---	---	---	---	---	---	---	---	---	
14-40R	1009+30	USH 61	LEFT	J2-2	ROUTE TURN ASSEMBLY (2 HEADED ROUTE PANEL)	SOUTH-SOUTH	48X57	---	---	---	---	---	1	1	---	
						61 131	---	---	---	---	---	---	---	---	---	
						[AHEAD ARROW] [RIGHT TURN ARROW]	---	---	---	---	---	---	---	---	---	
14-41R	1011+25	USH 61	RIGHT	R2-1	SPEED LIMIT __ MPH	45	24X30	---	---	---	---	---	1	1	---	
14-42	1011+25	USH 61	RIGHT	R2-1	SPEED LIMIT __ MPH	45	24X30	5.00	---	1	---	---	---	---	---	
14-43R	1011+25	USH 61	LEFT	R2-1	SPEED LIMIT __ MPH	45	24X30	---	---	---	---	---	1	1	---	
14-44	1011+25	USH 61	LEFT	R2-1	SPEED LIMIT __ MPH	45	24X30	5.00	---	1	---	---	---	---	---	
14-45	1013+45	USH 61	RIGHT	J4-2	REASSURANCE ASSEMBLY (2 HEADED ROUTE PANEL)	NORTH-NORTH	48X36	12.00	---	2	---	---	---	---	---	
						61 131	---	---	---	---	---	---	---	---	---	
14-46R	1013+50	USH 61	RIGHT	D2-2	DESTINATION / DISTANCE (TWO)	READSTOWN 4	78X24	---	---	---	---	---	1	2	---	
					WITH DIE CUT LETTERS	VIROQUA 14	---	---	---	---	---	---	---	---	---	
ALL SIGNS CATEGORY 0010						SUBTOTALS		184.71	12.00	20	5	0	19	20	0	

SIGN NUMBER	APPROX. STATION	LOCATION	POSITION	SIGN CODE	SIGN DESCRIPTION	ORDER LINES	SIGN SIZE IN X IN	SIGNS TYPE II REFLECTIVE H 637.2210 SF	SIGNS TYPE II REFLECTIVE F 637.2230 SF	POSTS WOOD 4X6-INCH X 14-FT 634.0614 EACH	POSTS WOOD 4X6-INCH X 16-FT 634.0616 EACH	POSTS WOOD 4X6-INCH X 18-FT 634.0618 EACH	REMOVING SIGNS TYPE II 638.2602 EACH	REMOVING SMALL SIGN SUPPORTS 638.3000 EACH	MOVING SMALL SIGN SUPPORTS 638.4000 EACH	(MOUNTED ON SAME POST AS) REMARKS
14-47R	1013+75	USH 61	LEFT	I2-3	COMMUNITY POPULATION NAME SIGN (WITH NUMBER)	SOLDIERS GROVE	96X24	---	---	---	---	---	1	2	---	
						POPULATION 592	---	---	---	---	---	---	---	---	---	
14-48	1015+60	USH 61	RIGHT	D2-2	DESTINATION / DISTANCE (TWO)	READSTOWN 4	84X24	14.00	---	2	---	---	---	---	---	
					WITH DIE CUT LETTERS	LA CROSSE 48	---	---	---	---	---	---	---	---	---	
14-49	1016+50	USH 61	LEFT	W3-5	SPEED LIMIT __ AHEAD [ARROW]	45	36X36	---	9.00	1	---	---	---	---	---	
14-50R	1017+65	USH 61	RIGHT	I55-56	ADOPT-A-HIGHWAY [SPONSOR]	GLAD FARMS	30X36	---	---	---	---	---	1	1	---	
						PONY CLUB	---	---	---	---	---	---	---	---	---	
						RIDING CENTER	---	---	---	---	---	---	---	---	---	
14-51	1017+65	USH 61	RIGHT	I55-56	ADOPT-A-HIGHWAY [SPONSOR]	GLAD FARMS	30X36	7.50	---	1	---	---	---	---	---	
						PONY CLUB	---	---	---	---	---	---	---	---	---	
						RIDING CENTER	---	---	---	---	---	---	---	---	---	
14-52R	1018+30	USH 61	LEFT	W3-5	SPEED LIMIT __ AHEAD [ARROW]	45	36X36	---	---	---	---	---	1	1	---	
14-53R	1020+30	USH 61	RIGHT	W14-3	NO PASSING ZONE		48X36	---	---	---	---	---	1	1	---	
14-54	1020+30	USH 61	RIGHT	W14-3	NO PASSING ZONE		48X36	---	5.56	1	---	---	---	---	---	
15-01R	1027+50	USH 61	LEFT	W14-3	NO PASSING ZONE		48X36	---	---	---	---	---	1	1	---	
15-02	1027+50	USH 61	LEFT	W14-3	NO PASSING ZONE		48X36	---	5.56	1	---	---	---	---	---	
15-03R	1045+85	USH 61	RIGHT	M1-94	CROSSROAD NAME	TROUT CREEK RD	78X15	---	---	---	---	---	1	2	---	
15-04	1045+85	USH 61	RIGHT	D1-1	ONE DESTINATION (ARROW)	TROUT CREEK RD [RIGHT ARROW]	102X15	10.63	---	2	---	---	---	---	---	
15-05R	1053+50'TC'	TROUT CREEK RD	LEFT	R1-1	STOP		30X30	---	---	---	---	---	1	1	---	
15-06	1053+50'TC'	TROUT CREEK RD	LEFT	R1-1	STOP		30X30	5.18	---	1	---	---	---	---	---	
15-07R	1053+80	USH 61	LEFT	W5-52L	CLEARANCE STRIPER DOWN RIGHT		12X36	---	---	---	---	---	1	1	---	STEEL OR WOOD SUPPORTS
15-08	1053+80	USH 61	LEFT	W5-52L	CLEARANCE STRIPER DOWN RIGHT		12X36	---	3.00	1	---	---	---	---	---	
15-09R	1053+80	USH 61	RIGHT	W5-52R	CLEARANCE STRIPER DOWN LEFT		12X36	---	---	---	---	---	1	1	---	
15-10	1053+80	USH 61	RIGHT	W5-52R	CLEARANCE STRIPER DOWN LEFT		12X36	---	3.00	1	---	---	---	---	---	
16-01	1054+95	USH 61	RIGHT	W5-52L	CLEARANCE STRIPER DOWN RIGHT		12X36	---	3.00	1	---	---	---	---	---	
16-02R	1054+95	USH 61	RIGHT	W5-52L	CLEARANCE STRIPER DOWN RIGHT		12X36	---	---	---	---	---	1	1	---	
16-03	1054+95	USH 61	LEFT	W5-52R	CLEARANCE STRIPER DOWN LEFT		12X36	---	3.00	1	---	---	---	---	---	
16-04R	1054+95	USH 61	LEFT	W5-52R	CLEARANCE STRIPER DOWN LEFT		12X36	---	---	---	---	---	1	1	---	
16-05	1056+50	USH 61	LEFT	I2-3	COMMUNITY POPULATION NAME SIGN (WITH NUMBER)	SOLDIERS GROVE	96X24	16.00	---	2	---	---	---	---	---	
						POPULATION 592	---	---	---	---	---	---	---	---	---	
16-06	1058+90	USH 61	LEFT	D1-1	ONE DESTINATION (ARROW)	[LEFT ARROW] TROUT CREEK RD	102X15	10.63	---	2	---	---	---	---	---	
16-07R	1058+90	USH 61	LEFT	M1-94	CROSSROAD NAME	TROUT CREEK RD	78X15	---	---	---	---	---	1	2	---	
16-08	1061+00	USH 61	LEFT	W2-2	SIDE ROAD (90 DEGREES)		30X30	---	6.25	1	---	---	---	---	---	
16-09R	1061+65	USH 61	RIGHT	W8-54	WATCH FOR FALLEN ROCKS		36X36	---	---	---	---	---	1	1	---	
16-10	1061+65	USH 61	RIGHT	W8-14	FALLEN ROCKS		36X36	---	9.00	1	---	---	---	---	---	
16-11R	1063+30	USH 61	LEFT	W2-2	SIDE ROAD (90 DEGREES)		30X30	---	---	---	---	---	1	1	---	
16-12R	1066+50	USH 61	LEFT	W14-3	NO PASSING ZONE		48X36	---	---	---	---	---	1	1	---	
16-13	1066+50	USH 61	LEFT	W14-3	NO PASSING ZONE		48X36	---	5.56	1	---	---	---	---	---	
16-14R	1068+55	USH 61	RIGHT	W14-3	NO PASSING ZONE		48X36	---	---	---	---	---	1	1	---	
16-15	1068+55	USH 61	RIGHT	W14-3	NO PASSING ZONE		48X36	---	5.56	1	---	---	---	---	---	
17-01R	1086+05	USH 61	LEFT	W8-54	WATCH FOR FALLEN ROCKS		36X36	---	---	---	---	---	1	1	---	
17-02	1086+05	USH 61	LEFT	W8-14	FALLEN ROCKS		36X36	---	9.00	1	---	---	---	---	---	
17-03	1098+50	USH 61	RIGHT	W2-2	SIDE ROAD (90 DEGREES)		30X30	---	6.25	1	---	---	---	---	---	
17-04R	1099+25	USH 61	RIGHT	W2-2	SIDE ROAD (90 DEGREES)		30X30	---	---	---	---	---	1	1	---	
17-05	1101+10	USH 61	RIGHT	D1-1	ONE DESTINATION (ARROW)	DAY CREEK RD [RIGHT ARROW]	90X15	9.38	---	2	---	---	---	---	---	
17-06R	1101+10	USH 61	RIGHT	M1-94	CROSSROAD NAME	DAY CREEK RD	78X15	---	---	---	---	---	1	2	---	
17-07R	1107+50'DC'	DAY CREEK RD	LEFT	R1-1	STOP		30X30	---	---	---	---	---	1	1	---	
17-08	1107+50'DC'	DAY CREEK RD	LEFT	R1-1	STOP		30X30	5.18	---	1	---	---	---	---	---	
17-09	1110+35	USH 61	LEFT	W5-52L	CLEARANCE STRIPER DOWN RIGHT		12X36	---	3.00	1	---	---	---	---	---	STEEL OR WOOD SUPPORTS
17-10R	1110+35	USH 61	LEFT	W5-52L	CLEARANCE STRIPER DOWN RIGHT		12X36	---	---	---	---	---	1	1	---	
17-11R	1110+65	USH 61	RIGHT	W5-52R	CLEARANCE STRIPER DOWN LEFT		12X36	---	---	---	---	---	1	1	---	
17-12	1110+65	USH 61	RIGHT	W5-52R	CLEARANCE STRIPER DOWN LEFT		12X36	---	3.00	1	---	---	---	---	---	
17-13	1112+75	USH 61	LEFT	W5-52R	CLEARANCE STRIPER DOWN LEFT		12X36	---	3.00	1	---	---	---	---	---	
17-14R	1112+75	USH 61	LEFT	W5-52R	CLEARANCE STRIPER DOWN LEFT		12X36	---	---	---	---	---	1	1	---	
17-15R	1113+00	USH 61	RIGHT	W5-52L	CLEARANCE STRIPER DOWN RIGHT		12X36	---	---	---	---	---	1	1	---	
17-16	1113+00	USH 61	RIGHT	W5-52L	CLEARANCE STRIPER DOWN RIGHT		12X36	---	3.00	1	---	---	---	---	---	
18-01	1114+65	USH 61	RIGHT	D1-1	ONE DESTINATION (ARROW)	[LEFT ARROW] TAVERN RD	72X15	7.50	---	2	---	---	---	---	---	
18-02R	1114+65	USH 61	RIGHT	M1-94	CROSSROAD NAME	TAVERN RD	60X15	---	---	---	---	---	1	2	---	
18-03R	1115+10	USH 61	LEFT	M1-94	CROSSROAD NAME	DAY CREEK RD	78X15	---	---	---	---	---	1	2	---	
18-04	1115+10	USH 61	LEFT	D1-1	ONE DESTINATION (ARROW)	[LEFT ARROW] DAY CREEK RD	90X15	9.38	---	2	---	---	---	---	---	
18-05R	1120+50	USH 61	LEFT	W14-3	NO PASSING ZONE		48X36	---	---	---	---	---	1	1	---	
18-06	1120+50	USH 61	LEFT	W14-3	NO PASSING ZONE		48X36	---	5.56	1	---	---	---	---	---	
18-07R	1123+35'TV'	TAVERN RD	RIGHT	R1-1	STOP		30X30	---	---	---	---	---	1	1	---	
18-08	1123+35'TV'	TAVERN RD	RIGHT	R1-1	STOP		30X30	5.18	---	1	---	---	---	---	---	
18-09R	1120+80	USH 61	RIGHT	W14-3	NO PASSING ZONE		48X36	---	---	---	---	---	1	1	---	
18-10	1120+80	USH 61	RIGHT	W14-3	NO PASSING ZONE		48X36	---	5.56	1	---	---	---	---	---	
ALL SIGNS CATEGORY 0010						SUBTOTALS		100.56	96.86	37	0	0	29	35	0	

SIGN NUMBER	APPROX. STATION	LOCATION	POSITION	SIGN CODE	SIGN DESCRIPTION	ORDER LINES	SIGN SIZE IN X IN	SIGNS TYPE II REFLECTIVE H 637.2210 SF	SIGNS TYPE II REFLECTIVE F 637.2230 SF	POSTS WOOD 4X6-INCH X 14-FT 634.0614 EACH	POSTS WOOD 4X6-INCH X 16-FT 634.0616 EACH	POSTS WOOD 4X6-INCH X 18-FT 634.0618 EACH	REMOVING SIGNS TYPE II 638.2602 EACH	REMOVING SMALL SIGN SUPPORTS 638.3000 EACH	MOVING SMALL SIGN SUPPORTS 638.4000 EACH	(MOUNTED ON SAME POST AS) REMARKS
18-11	1124+35	USH 61	LEFT	I55-56	ADOPT-A-HIGHWAY [SPONSOR]	GLAD FARMS	30X36	7.50	---	1	---	---	---	---	---	
						PONY CLUB	---	---	---	---	---	---	---	---	---	
						RIDING CENTER	---	---	---	---	---	---	---	---	---	
18-12	1126+75	USH 61	LEFT	D1-1	ONE DESTINATION (ARROW)	TAVERN RD [RIGHT ARROW]	72X15	7.50	---	2	---	---	---	---	---	
18-13R	1126+75	USH 61	LEFT	M1-94	CROSSROAD NAME	TAVERN RD	60X15	---	---	---	---	---	1	2	---	
18-14R	1127+80	USH 61	LEFT	I55-56	ADOPT-A-HIGHWAY [SPONSOR]	GLAD FARMS	30X36	---	---	---	---	---	1	1	---	
						PONY CLUB	---	---	---	---	---	---	---	---	---	
						RIDING CENTER	---	---	---	---	---	---	---	---	---	
18-15R	1129+10	USH 61	LEFT	I2-2	COUNTY LINE NAME	CRAWFORD CO	72X15	---	---	---	---	---	1	1	---	
18-16	1129+10	USH 61	LEFT	I2-2	COUNTY LINE NAME	CRAWFORD CO	72X15	7.50	---	2	---	---	---	---	---	
18-17R	1129+10	USH 61	RIGHT	I2-2	COUNTY LINE NAME	VERNON CO	54X12	---	---	---	---	---	1	1	---	
18-18	1129+10	USH 61	RIGHT	I2-2	COUNTY LINE NAME	VERNON CO	60X15	6.25	---	2	---	---	---	---	---	
18-19R	1130+10	USH 61	RIGHT	I55-56	ADOPT-A-HIGHWAY [SPONSOR]	CROOKED	30X36	---	---	---	---	---	1	1	---	
						CREEK	---	---	---	---	---	---	---	---	---	
						CANOE LLC	---	---	---	---	---	---	---	---	---	
18-20	1131+10	USH 61	RIGHT	I55-56	ADOPT-A-HIGHWAY [SPONSOR]	CROOKED	30X36	7.50	---	1	---	---	---	---	---	
						CREEK	---	---	---	---	---	---	---	---	---	
						CANOE LLC	---	---	---	---	---	---	---	---	---	
19-01	1157+75	USH 61	LEFT	W14-3	NO PASSING ZONE		48X36	---	5.56	1	---	---	---	---	---	
19-02R	1157+75	USH 61	LEFT	W14-3	NO PASSING ZONE		48X36	---	---	---	---	---	1	1	---	
19-03R	1161+60	USH 61	RIGHT	W14-3	NO PASSING ZONE		48X36	---	---	---	---	---	1	1	---	
19-04	1161+60	USH 61	RIGHT	W14-3	NO PASSING ZONE		48X36	---	5.56	1	---	---	---	---	---	
20-01	1189+00	USH 61	RIGHT	I2-3	COMMUNITY POPULATION NAME SIGN (WITH NUMBER)	READSTOWN	72X24	12.00	---	2	---	---	---	---	---	
						POPULATION 415	---	---	---	---	---	---	---	---	---	
20-02L	1194+80	USH 61	RIGHT	R10-64	NO ENGINE BRAKING EXCEPT IN EMERGENCY		30X36	---	---	---	---	---	---	---	1	LEAVE EXISTING - NEEDS TO BE STRAIGHTENED
				R10-64F	WITHIN CITY-VILLAGE LIMITS		30X18	---	---	---	---	---	---	---	---	
20-03	1196+00	USH 61	LEFT	D2-2	DESTINATION / DISTANCE (TWO)	SOLDIERS GROVE 4	96X24	16.00	---	2	---	---	---	---	---	
					WITH DIE CUT LETTERS	BOSCOBEL 25	---	---	---	---	---	---	---	---	---	
20-04R	1196+45	USH 61	RIGHT	I2-3	COMMUNITY POPULATION NAME SIGN (WITH NUMBER)	READSTOWN	66X24	---	---	---	---	---	1	1	---	
						POPULATION 415	---	---	---	---	---	---	---	---	---	
20-05R	1198+35	USH 61	RIGHT	J1-1	JUNCTION ASSEMBLY	JCT	24X39	---	---	---	---	---	1	1	---	
						14	---	---	---	---	---	---	---	---	---	
20-06R	1201+10	USH 61	LEFT	W3-1	STOP AHEAD		36X36	---	---	---	---	---	1	1	---	
20-07R	1201+10	USH 61	RIGHT	W3-1	STOP AHEAD		36X36	---	---	---	---	---	1	1	---	
21-01R	1202+65	USH 61	RIGHT	J2-2	ROUTE TURN ASSEMBLY (2 HEADED ROUTE PANEL)	WEST-NORTH	48X57	---	---	---	---	---	1	1	---	
						14 61	---	---	---	---	---	---	---	---	---	
						[LEFT TURN ARROW][LEFT TURN ARROW]	---	---	---	---	---	---	---	---	---	
21-02	1203+00	USH 61	RIGHT	J1-1	JUNCTION ASSEMBLY	JCT	24X39	6.50	---	---	1	---	---	---	---	
						14	---	---	---	---	---	---	---	---	---	
21-03	1203+00	USH 61	LEFT	R2-1	SPEED LIMIT __ MPH	55	24X30	5.00	---	1	---	---	---	---	---	
21-04R	1203+85	USH 61	RIGHT	J2-2	ROUTE TURN ASSEMBLY (2 HEADED ROUTE PANEL)	EAST-NORTH	48X57	19.00	---	---	---	---	---	---	---	
						14 131	---	---	---	---	---	---	---	---	---	
						[RIGHT TURN ARROW][RIGHT TURN ARROW]	---	---	---	---	---	---	---	---	---	
21-05R	1204+85	USH 61	RIGHT	W14-3	NO PASSING ZONE		48X36	---	---	---	---	---	1	1	---	
21-06	1205+00	USH 61	LEFT	W3-1	STOP AHEAD		36X36	---	9.00	1	---	---	---	---	---	
21-07	1205+00	USH 61	RIGHT	W3-1	STOP AHEAD		36X36	---	9.00	1	---	---	---	---	---	(21-08)
21-08	1205+00	USH 61	RIGHT	W14-3	NO PASSING ZONE		48X36	---	5.56	---	---	---	---	---	---	(21-07)
21-09	1207+00	USH 61	RIGHT	J2-4	ROUTE TURN ASSEMBLY (4 HEADED ROUTE PANEL)	WEST-NORTH-EAST-NORTH	96X57	38.00	---	---	---	2	---	---	---	
						14 61 14 131	---	---	---	---	---	---	---	---	---	
						[LT] [LT] [RT] [RT]	---	---	---	---	---	---	---	---	---	
21-10M	1207+15	USH 61	RIGHT		VILLAGE PARKING RESTRICTIONS		---	---	---	---	---	---	---	---	1	
21-11R	1207+15	USH 61	LEFT	W14-3	NO PASSING ZONE		48X36	---	---	---	---	---	1	---	---	(21-13R)
21-12	1207+15	USH 61	LEFT	W14-3	NO PASSING ZONE		48X36	---	5.56	1	---	---	---	---	---	
21-13R	1207+15	USH 61	LEFT	D2-2	DESTINATION / DISTANCE (TWO)	SOLDIERS GROVE 4	96X24	---	---	---	---	---	1	2	---	(21-11R)
					WITH DIE CUT LETTERS	BOSCOBEL 25	---	---	---	---	---	---	---	---	---	
21-14	1208+70	USH 61	LEFT	I55-56	ADOPT-A-HIGHWAY [SPONSOR]	CROOKED	30X36	7.50	---	1	---	---	---	---	---	
						CREEK	---	---	---	---	---	---	---	---	---	
						CANOE LLC	---	---	---	---	---	---	---	---	---	
21-15R	1208+85	USH 61	RIGHT	D1-3	TRIPLE DESTINATION (ARROWS)	[LEFT ARROW] LA CROSSE	72X36	---	---	---	---	---	1	2	---	
						VIOLA [RIGHT ARROW]	---	---	---	---	---	---	---	---	---	
						MADISON [RIGHT ARROW]	---	---	---	---	---	---	---	---	---	
21-16	1208+85	USH 61	RIGHT	D1-3	TRIPLE DESTINATION (ARROWS)	[LEFT ARROW] VIROQUA	102X36	25.50	---	---	2	---	---	---	---	
						VIOLA [RIGHT ARROW]	---	---	---	---	---	---	---	---	---	
						RICHLAND CENTER [RIGHT ARROW]	---	---	---	---	---	---	---	---	---	
21-17R	1209+35	USH 61	LEFT	I55-56	ADOPT-A-HIGHWAY [SPONSOR]	CROOKED	30X36	---	---	---	---	---	---	---	---	
						CREEK	---	---	---	---	---	---	---	---	---	
						CANOE LLC	---	---	---	---	---	---	---	---	---	
ALL SIGNS CATEGORY 0010						SUBTOTALS		165.75	40.24	19	3	2	16	18	2	

SIGN NUMBER	APPROX. STATION	LOCATION	POSITION	SIGN CODE	SIGN DESCRIPTION	ORDER LINES	SIGN SIZE IN X IN	SIGNS TYPE II REFLECTIVE H 637.2210 SF	SIGNS TYPE II REFLECTIVE F 637.2230 SF	POSTS WOOD 4X6-INCH X 14-FT 634.0614 EACH	POSTS WOOD 4X6-INCH X 16-FT 634.0616 EACH	POSTS WOOD 4X6-INCH X 18-FT 634.0618 EACH	REMOVING SIGNS TYPE II 638.2602 EACH	REMOVING SMALL SIGN SUPPORTS 638.3000 EACH	MOVING SMALL SIGN SUPPORTS 638.4000 EACH	(MOUNTED ON SAME POST AS) REMARKS
21-18R	1210+50'WM' W	MILL ST	RIGHT		NO TRUCKS ALLOWED		---	---	---	---	---	---	1	1	---	
21-19L	1210-90'WM' W	MILL ST	RIGHT	W14-2	NO OUTLET		30X30	---	---	---	---	---	---	---	---	LEAVE EXISTING
21-20R	1210-40'WM' W	MILL ST	LEFT	R1-1	STOP		30X30	---	---	---	---	---	1	1	---	
21-21	1210-40'WM' W	MILL ST	LEFT	R1-1	STOP		30X30	5.18	---	1	---	---	---	---	---	
21-22R	1211+00	USH 61	LEFT	J4-2	REASSURANCE ASSEMBLY (2 HEADED ROUTE PANEL)	SOUTH-SOUTH	48X36	---	---	---	---	---	1	1	---	
						61 131	---	---	---	---	---	---	---	---	---	
21-23	1211+00	USH 61	LEFT	J4-2	REASSURANCE ASSEMBLY (2 HEADED ROUTE PANEL)	SOUTH-SOUTH	48X36	12.00	---	1	---	---	---	---	---	
						61 131	---	---	---	---	---	---	---	---	---	
21-24R	1212+40	USH 61	RIGHT	J3-4	DIRECTIONAL ASSEMBLY (4 HEADED ROUTE PANEL)	WEST-NORTH-EAST-NORTH	96X57	---	---	---	---	---	1	2	---	
						14 61 14 131	---	---	---	---	---	---	---	---	---	
						[LA] [LA] [RA] [RA]	---	---	---	---	---	---	---	---	---	
21-25	1212+50	USH 61	RIGHT	J3-2	DIRECTIONAL ASSEMBLY (2 HEADED ROUTE PANEL)	EAST-NORTH	48X57	19.00	---	---	1	---	---	---	---	
						14 131	---	---	---	---	---	---	---	---	---	
						[RIGHT ARROW][RIGHT ARROW]	---	---	---	---	---	---	---	---	---	
21-26	1213+20	USH 61	RIGHT	R1-1	STOP		36X36	7.46	---	1	---	---	---	---	---	
21-27R	1213+20	USH 61	RIGHT	R1-1	STOP		36X36	---	---	---	---	---	1	1	---	
21-28	1213+50	USH 61	RT, ISLAND	R1-1	STOP		36X36	7.46	---	1	---	---	---	---	---	
21-29R	1213+50	USH 61	RT, ISLAND	R1-1	STOP		36X36	---	---	---	---	---	1	1	---	
21-30R	1213+15	USH 61	RIGHT	R5-1	DO NOT ENTER		36X36	---	---	---	---	---	1	1	---	
21-31	1213+15	USH 61	RIGHT	R5-1	DO NOT ENTER		36X36	9.00	---	1	---	---	---	---	---	
21-32	1213+50	USH 61	RT, ISLAND	J3-2	DIRECTIONAL ASSEMBLY (2 HEADED ROUTE PANEL)	WEST-NORTH	48X57	19.00	---	---	1	---	---	---	---	
						14 61	---	---	---	---	---	---	---	---	---	
						[LEFT ARROW][LEFT ARROW]	---	---	---	---	---	---	---	---	---	
21-33	1213+35	USH 61	RT, ISLAND	W12-1D	DOUBLE DOWN ARROWS		24X24	---	4.00	1	---	---	---	---	---	
21-34R	1213+35	USH 61	RT, ISLAND	W12-1D	DOUBLE DOWN ARROWS		24X24	---	---	---	---	---	1	1	---	
21-35		USH 14	LT, ISLAND	W12-1D	DOUBLE DOWN ARROWS		24X24	---	4.00	1	---	---	---	---	---	
21-36R		USH 14	LT, ISLAND	W12-1D	DOUBLE DOWN ARROWS		24X24	---	---	---	---	---	1	1	---	
21-37R	1212+95	USH 61	LEFT	R5-1	DO NOT ENTER		36X36	---	---	---	---	---	1	1	---	
21-38	1212+95	USH 61	LEFT	R5-1	DO NOT ENTER		36X36	9.00	---	1	---	---	---	---	---	
21-39R	1213+30	USH 61	LT, ISLAND	R5-1	DO NOT ENTER		36X36	---	---	---	---	---	1	1	---	
21-40	1213+30	USH 61	LT, ISLAND	R5-1	DO NOT ENTER		36X36	9.00	---	1	---	---	---	---	---	
21-41R	1213+10	USH 61	LEFT	R1-2	YIELD		48X42	---	---	---	---	---	1	1	---	
21-42	1213+10	USH 61	LEFT	R1-2	YIELD		48X42	7.00	---	1	---	---	---	---	---	
21-43R		USH 14		J3-3	DIRECTIONAL ASSEMBLY (3 HEADED ROUTE PANEL)	NORTH-SOUTH-SOUTH	72X57	---	---	---	---	---	1	2	---	
						131 61 131	---	---	---	---	---	---	---	---	---	
						[AHEAD ARROW][RIGHT ARROW][RIGHT ARROW]	---	---	---	---	---	---	---	---	---	
21-44		USH 14		J3-2	DIRECTIONAL ASSEMBLY (2 HEADED ROUTE PANEL)	SOUTH-SOUTH	48X57	19.00	---	---	1	---	---	---	---	
						61 131	---	---	---	---	---	---	---	---	---	
						[RIGHT ARROW][RIGHT ARROW]	---	---	---	---	---	---	---	---	---	
21-45		USH 14		J3-2	DIRECTIONAL ASSEMBLY (2 HEADED ROUTE PANEL)	EAST-NORTH	48X57	19.00	---	---	1	---	---	---	---	
						14 131	---	---	---	---	---	---	---	---	---	
						[AHEAD ARROW][AHEAD ARROW]	---	---	---	---	---	---	---	---	---	
21-46	1213+68	USH 61	AHEAD	W1-7	NIGHT ARROW (DOUBLE)		48X24	---	8.00	1	---	---	---	---	---	
21-47R	1213+68	USH 61	AHEAD	W1-7	NIGHT ARROW (DOUBLE)		48X24	---	---	---	---	---	1	1	---	
21-48		USH 14		J3-2	DIRECTIONAL ASSEMBLY (2 HEADED ROUTE PANEL)	SOUTH-SOUTH	48X57	19.00	---	---	1	---	---	---	---	
						61 131	---	---	---	---	---	---	---	---	---	
						[LEFT ARROW][LEFT ARROW]	---	---	---	---	---	---	---	---	---	
21-49R		USH 14		J3-2	DIRECTIONAL ASSEMBLY (2 HEADED ROUTE PANEL)	SOUTH-SOUTH	48X57	---	---	---	---	---	1	1	---	
						61 131	---	---	---	---	---	---	---	---	---	
						[LEFT ARROW][LEFT ARROW]	---	---	---	---	---	---	---	---	---	
21-50R	1213+50	USH 61	RT, ISLAND	R4-7	KEEP RIGHT		24X30	---	---	---	---	---	1	1	---	
ALL SIGNS CATEGORY 0010						SUBTOTALS		161.10	16.00	11	5	0	16	18	0	
						TOTAL PROJECT 0010		1787.45	343.82	201	59	10	207	238	6	

PAVEMENT MARKING SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	MARKING LINE EPOXY 4-INCH 646.1020 LF	MARKING LINE EPOXY 8-INCH 646.3020 LF	MARKING LINE SAME DAY EPOXY 4-INCH 646.4520 LF	MARKING CURB EPOXY 646.8120 LF	MARKING STOP LINE EPOXY 18-INCH 646.6120 LF	MARKING ISLAND NOSE EPOXY 646.8220 EACH	MARKING CORRUGATED MEDIAN EPOXY 646.8020 SF	TEMPORARY MARKING LINE PAINT 4-INCH 649.0105 LF	REMARKS
0010	612+50	-	614+76	RT	155	---	---	---	---	---	---	---	WHITE EDGELINE & 3' DASHES
	612+50	-	655+02	LT	4259	---	---	---	---	---	---	---	WHITE EDGELINE
	615+85	-	670+05	RT	5341	---	---	---	---	---	---	---	WHITE EDGELINE & 3' DASHES
	656+09	-	670+34	LT	1352	---	---	---	---	---	---	---	WHITE EDGELINE & 3' DASHES
	671+05	-	721+54	RT	4980	---	---	---	---	---	---	---	WHITE EDGELINE & 3' DASHES
	671+25	-	684+72	LT	1276	---	---	---	---	---	---	---	WHITE EDGELINE & 3' DASHES
	685+45	-	732+02	LT	4583	---	---	---	---	---	---	---	WHITE EDGELINE & 3' DASHES
	714+85		717+50	RT	66	---	---	---	---	---	---	---	HILL CLIMBING LANE TAPER - 3' DASH
	717+50	-	743+05	RT	638	---	---	---	---	---	---	---	12' LANE LINE
	722+28	-	732+25	RT	926	---	---	---	---	---	---	---	WHITE EDGELINE & 3' DASHES
	733+81'171W'	-	734+50'171W'	ALL	80	---	136	---	30	---	---	136	STH 171 W INTERSECTION
	733+34	-	767+88	LT	3455	---	---	---	---	---	---	---	WHITE EDGELINE
	733+34	-	734+71	LT	---	135	---	---	---	---	---	---	8" RT TURN LANE
	733+41	-	740+53	RT	713	---	---	---	---	---	---	---	WHITE EDGELINE
	740+17	-	742+41	LT	50	---	---	---	---	---	---	---	12' BYPASS LANE LINE
	741+41'171E'	-	742+40'171E'	ALL	115	---	194	---	28	---	---	194	STH 171 E INTERSECTION
	741+85	-	785+95	RT	4338	---	---	---	---	---	---	---	WHITE EDGELINE & 3' DASHES
	768+60	-	785+85	LT	1663	---	---	---	---	---	---	---	WHITE EDGELINE & 3' DASHES
	786+85	-	812+56	LT	2495	---	---	---	---	---	---	---	WHITE EDGELINE & 3' DASHES
	786+88	-	812+50	RT	2493	---	---	---	---	---	---	---	WHITE EDGELINE & 3' DASHES
	813+63	-	840+18	LT	2583	---	---	---	---	---	---	---	WHITE EDGELINE & 3' DASHES
	813+65	-	840+71	RT	2634	---	---	---	---	---	---	---	WHITE EDGELINE & 3' DASHES
	826+27	-	884+74	LT	1463	---	---	---	---	---	---	---	12' LANE LINE
	884+74	-	886+89	LT	54	---	---	---	---	---	---	---	HILL CLIMBING LANE TAPER - 3' DASH
	841+46	-	849+68	LT	750	---	---	---	---	---	---	---	WHITE EDGELINE & 3' DASHES
	842+03	-	885+33	RT	4262	---	---	---	---	---	---	---	WHITE EDGELINE & 3' DASHES
	850+31	-	856+30	LT	528	---	---	---	---	---	---	---	WHITE EDGELINE & 3' DASHES
	857+00	-	868+20	LT	1044	---	---	---	---	---	---	---	WHITE EDGELINE & 3' DASHES
	868+87	-	945+48	LT	7580	---	---	---	---	---	---	---	WHITE EDGELINE & 3' DASHES
	886+20	-	910+69	RT	2375	---	---	---	---	---	---	---	WHITE EDGELINE & 3' DASHES
	911+97	-	968+57	RT	5589	---	---	---	---	---	---	---	WHITE EDGELINE
	946+58	-	968+60	LT	2139	---	---	---	---	---	---	---	WHITE EDGELINE & 3' DASHES
	967+22	-	968+57	RT	135	135	---	---	---	---	---	---	8" RT TURN LANE
	969+86	-	979+64	LT	907	---	---	---	---	---	---	---	WHITE EDGELINE & 3' DASHES
	969+94	-	979+31	RT	937	---	---	---	---	---	---	---	WHITE EDGELINE
	977+30	-	979+31	RT	200	200	---	---	---	---	---	---	8" RT TURN LANE
	980+64	-	992+40	RT	1177	---	---	---	---	---	---	---	WHITE EDGELINE
	980+73	-	986+76	LT	530	---	---	---	---	---	---	---	WHITE EDGELINE & 3' DASHES
	987+84	-	988+77	LT	93	93	---	---	---	---	---	---	8" RT TURN LANE
	987+84	-	998+32	LT	1046	---	---	---	---	---	---	---	WHITE EDGELINE
	991+39	-	992+40	RT	100	100	---	---	---	---	---	---	8" RT TURN LANE
	993+76	-	1005+28	RT	1079	---	---	---	---	---	---	---	WHITE EDGELINE & 3' DASHES
	996+19	-	999+98	RT	100	---	---	---	---	---	---	---	12' BYPASS LANE LINE
	999+50'131W'	-	1000+34 131W'	ALL	---	---	165	30	38	3	30	165	STH 131 W - PINE ST INTERSECTION
	999+95	-	1005+32	LT	468	---	---	---	---	---	---	---	WHITE EDGELINE & 3' DASHES
	1006+01	-	1035+53	RT	2875	---	---	---	---	---	---	---	WHITE EDGELINE & 3' DASHES
	1006+39	-	1120+61	LT	11362	---	---	---	---	---	---	---	WHITE EDGELINE & 3' DASHES
	1036+48	-	1052+28	RT	1514	---	---	---	---	---	---	---	WHITE EDGELINE & 3' DASHES
	1053+40	-	1088+99	RT	3490	---	---	---	---	---	---	---	WHITE EDGELINE & 3' DASHES
	1089+91	-	1106+15	RT	1536	---	---	---	---	---	---	---	WHITE EDGELINE & 3' DASHES
	1107+30	-	1209+42	RT	10149	---	---	---	---	---	---	---	WHITE EDGELINE & 3' DASHES
	1121+70	-	1197+95	LT	7541	---	---	---	---	---	---	---	WHITE EDGELINE & 3' DASHES
	1198+85	-	1212+15	LT	1258	---	---	---	---	---	---	---	WHITE EDGELINE & 3' DASHES
	1210+51	-	1212+79	RT	228	---	---	---	---	---	---	---	WHITE EDGELINE
	1212+92	-	1213+68	LT/RT	110	280	---	150	36	4	---	---	USH 14 INTERSECTION
	612+50	-	741+00	CL	---	---	10190	---	---	---	---	8271	CENTERLINE BEGINNING TO STH 171 E
	741+50	-	998+50	CL	---	---	39800	---	---	---	---	37803	CENTERLINE STH 171 E TO STH 131 W (PINE ST)
	999+75	-	1213+68	CL	---	---	32568	---	---	---	---	30538	CENTERLINE STH 131 W TO END
			TOTAL 0010		116814	943	83053	180	132	7	30	77107	

CONCRETE

CATEGORY	STATION	TO	STATION	LOCATION	REMOVE SURFACE DRAIN 204.0190 EA	CONCRETE SURFACE DRAIN 416.1010 EA	CONCRETE CURB TYPE J 601.0120 LF	CONCRETE GUTTER 24-INCH 601.0205 LF	CONCRETE C&G 30-INCH TYPE D 601.0411 LF	CONCRETE C&G 6-INCH SLOPED 36-INCH TYPE D 601.0557 LF	SIDEWALK 4-INCH 602.0405 SF	DETECTABLE WARNING FIELD YELLOW 602.0505 SF	MANHOLE COVER TYPE J 611.0530 EACH	4-FT DIAMETER 611.2004 EACH	REMARKS
0010	732+02	-	732+39	LT						64					STH 171 WEST - SW C&G
	732+70	-	733+34	LT						86					STH 171 WEST - NW C&G
	740+53	-	741+24	RT						100					STH 171 EAST - SE C&G
	741+52	-	741+85	RT						60					STH 171 EAST - NE C&G
			844+05	LT									1	1	CTH H - NEW EMBANKMENT
	856+94	-	877+35	LT	5	5				2041					STA 856+94 - STA 877+35
	868+19	-	868+87	LT				68							JOHNSON RD - GUTTER PAN ONLY
	982+86	-	982+91	LT/RT							98	20			SOLDIER'S GROVE (5-FTx2-FT EACH)
	999+51	-	1001+01	LT					182						STH 131 WEST - NW C&G
	1212+79	-	END	RT						92					US 14 - WEST C&G
	1212+22	-	END	LT					221						US 14 - EAST C&G
	1213+27	-	END	RT			85								US 14 - EAST ISLAND
	1213+00	-	END	LT			225								US 14 - WEST ISLAND
				TOTAL 0010	5	5	310	68	403	2443	98	20	1	1	

LOCATING NO-PASSING ZONES

CATEGORY	STATION	TO	STATION	LOCATION	648.0100 MI	REMARKS
0010	612+50	-	1213+68	MAINLINE	11.4	
				TOTAL 0010	11.4	

TRAFFIC CONTROL

CATEGORY	LOCATION	DRUMS 643.0300 LF	BARRICADES TYPE III 643.0420 DAY	SIGNS 643.0900 DAY	SIGNS PCMS 643.1050 DAY	REMARKS
0010	USH 61 NB	21	---	---	7	SEE TRAFFIC CONTROL - PCMS
	STH 171 EB	21	---	---	7	SEE TRAFFIC CONTROL - PCMS
	STH 171 WB	21	---	---	7	SEE TRAFFIC CONTROL - PCMS
	STH 131 EB	21	---	---	7	SEE TRAFFIC CONTROL - PCMS
	USH 61 SB	21	---	---	7	SEE TRAFFIC CONTROL - PCMS
	USH 14 WB	21	---	---	7	SEE TRAFFIC CONTROL - PCMS
	MAINLINE	---	---	2240	---	SEE TRAFFIC CONTROL - SIGNING
	SIDEROADS	---	---	2590	---	SEE TRAFFIC CONTROL - SIGNING
	B-12-10 & 13	---	---	336	---	SEE TRAFFIC CONTROL - BRIDGE WIDTH SIGNING
	MAINLINE	6900	400	400	---	HILL CLIMBING & BYPASS LANE CLOSURES
	MAINLINE	15215	---	---	---	BEAMGUARD AND CURB & GUTTER REMOVALS
	TOTAL 0010	22241	400	5566	42	

CONSTRUCTION STAKING SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	CONSTRUCTION STAKING RESURFACING REFERENCE 650.8000 LF	CONSTRUCTION STAKING CURB, GUTTER, AND CURB & GUTTER 650.5500 LF	CONSTRUCTION STAKING SLOPE STAKES 650.9920 LF	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL 650.9910 LS
0010	612+50	-	1213+68	MAINLINE	63500			
	612+50	-	1213+68	VARIES		99		
	841+00	-	848+00	LT			500	
	612+50	-	1213+68	PROJECT				1
				TOTAL 0010	63500	99*	500	1

* THERE IS ADD'L CURB & GUTTER STAKING IN ITEM 'CONSTRUCTION STAKING - VARIOUS CURBS AND GUTTERS, SPV 0090.02'

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SPECIAL 01. EXCESS MILLED MATERIAL

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0035.01 CY	REMARKS
0010	905+83	-	916+91	LT	182	CTH H SHOULDER EMBANKMENT
	1059+77	-	1069+70.5	LT	46	ERODED SHOULDER - BEHIND GUARDRAIL
				TOTAL 0010	228	

SPECIAL 01. HOT MIX ASPHALT PERCENT WITHIN LIMITS (PWL) TEST STRIP

CATEGORY	STATION TO	STATION	LOCATION	SPV.0060.01 EACH	REMARKS
0010				1	
			TOTAL 0010	1	

SPECIAL 01. ADJUSTING EXPANSION DEVICE B-12-0010

CATEGORY	STATION TO	STATION	LOCATION	SPV.0105.01 LS	REMARKS
0030				1	B-12-10 Kickapoo River
			TOTAL 0030	1	

SPECIAL 02. PVC DRAIN RETROFIT

CATEGORY	STATION TO	STATION	LOCATION	SPV.0060.02 EACH	REMARKS
0020				4	B-12-13 Trout Creek
			TOTAL 0020	4	
0030				8	B-12-10 Kickapoo River
			TOTAL 0030	8	

SPECIAL 01. SAWING PAVEMENT DECK PREPARATION AREAS

CATEGORY	STATION TO	STATION	LOCATION	SPV.0090.01 LF	REMARKS
0020				30	B-12-13 Trout Creek
			TOTAL 0020	30	
0030				30	B-12-10 Kickapoo River
			TOTAL 0030	30	

SPECIAL 02. CONSTRUCTION STAKING - VARIOUS CURBS AND GUTTERS

CATEGORY	STATION TO	STATION	LOCATION	SPV.0090.02 LF	REMARKS
0010	740+53 -	741+24	RT	100	CURB RADIUS
	741+52 -	741+85	RT	60	CURB RADIUS
	856+94 -	877+35	LT	2041	LONGITUDINAL CURB
			TOTAL 0020	2201	

CULVERT PIPE SUMMARY - MAINTENANCE RELATED

CATEGORY	STATION	LOCATION	SALVAGED 30-INCH PIPE 524.013 LF	SALVAGED 36-INCH PIPE 524.0136 LF	SALVAGED 30-INCH ENDWALL 524.063 EACH	SALVAGED 36-INCH ENDWALL 524.0636 EACH	JOINT TIES (For Information Only)	CONCRETE FLOOR FOR CULVERT PIPE SPV.0035.02 CY	REMARKS
0010	1008+00	LT	16		1		6		RELAY AT SAME LOCATION
	956+95	RT		16		1	6		RELAY AT SAME LOCATION
	894+30							2.1	POUR CULVERT FLOW LINE
	856+93							1.6	POUR CULVERT FLOW LINE
	718+50							3.2	POUR CULVERT FLOW LINE AND 1-FT UP BOTH SIDES
		TOTAL 0010	16	16	1	1	12	6.9	

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

TRANSPORTATION PROJECT PLAT TITLE SHEET

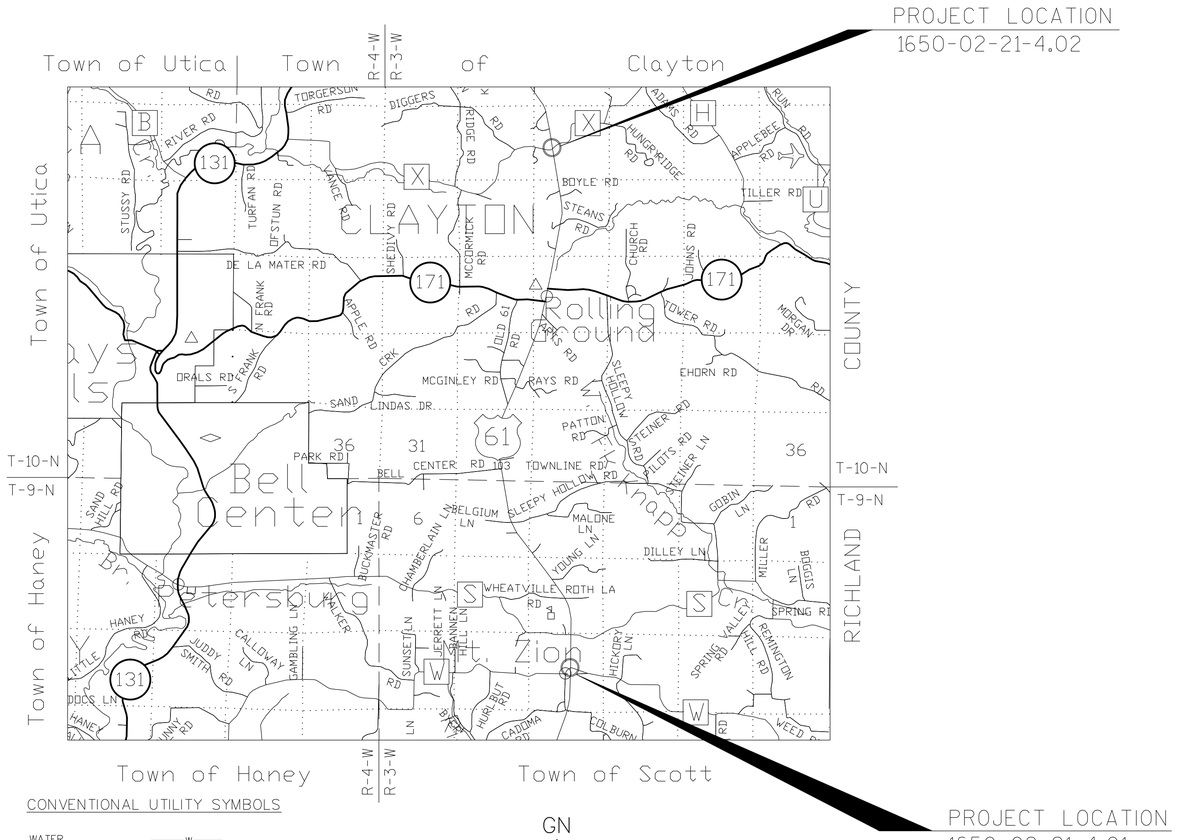
PROJECT NO. 1650-02-21

STH 60 - USH 14

USH 61

CRAWFORD COUNTY

N



PROJECT LOCATION
1650-02-21-4.01

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, CRAWFORD COUNTY, NAD 83 (2011) 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 (¾"ø REBARS) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY 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 U.S.H. 61 ESTABLISHED FROM PREVIOUS PROJECT F 08-1(23), C.S.M. #1034, DOC. #286010, AND COUNTY RECORDS EXISTING RIGHT-OF-WAY FOR SIDE-ROADS ESTABLISHED FROM C.S.M. #1034, DOC. #286010, COUNTY RECORDS, THE CENTERLINE OF EXISTING PAVEMENT, AND WIS. STATUTE 82.31(2)

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

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE 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. BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENT ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

A HIGHWAY EASEMENT (HE) IS AN EASEMENT FOR HIGHWAY PURPOSES, AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIREABLE.

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

CONVENTIONAL ABBREVIATIONS

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

CURVE DATA

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

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN	⌀ (1" UNLESS NOTED)	PROPOSED R/W LINE	
R/W MONUMENT	○ ●(SET)	EXISTING H.E. LINE	
R/W STANDARD	△ ▲(SET)	PROPERTY LINE	
SIGN	ISIGN	LOT & TIE LINES	
SECTION CORNER MONUMENT		SLOPE INTERCEPTS	
SECTION CORNER SYMBOL	(SECTION CORNER DETAIL)	CORPORATE LIMITS	
FEE (HATCH VARIES)		NO ACCESS (BY PREVIOUS ACQUISITION/CONTROL)	
TEMPORARY LIMITED EASEMENT	TLE	NO ACCESS (BY ACQUISTION)	
PERMANENT LIMITED EASEMENT		NO ACCESS (BY STATUTORY AUTHORITY)	
R/W BOUNDARY POINT	RWB20	SECTION LINE	
PARCEL NUMBER	102	QUARTER LINE	
UTILITY INTEREST REQUIRED	10	SIXTEENTH LINE	
SIGN NUMBER (OFF PREMISE)	21→	EXISTING CENTERLINE	
BUILDING		PROPOSED REFERENCE LINE	
		PARALLEL OFFSET	

CONVENTIONAL UTILITY SYMBOLS

WATER	W	
GAS	G	
TELEPHONE	T	
OVERHEAD TRANSMISSION LINES	OH	
ELECTRIC	E	
CABLE TELEVISION	TV	
FIBER OPTIC	FO	
SANITARY SEWER	SAN	
STORM SEWER	SS	
	NON COMPENSABLE	COMPENSABLE
POWER POLE	○	■
TELEPHONE POLE	⌀	●
TELEPHONE PEDESTAL	⌑	✱
ELECTRIC TOWER	⊠	

JEWELL
associates engineers, inc.
Engineers - Planners - Surveyors

SHEET 2 OF 2

FILE NAME : S:\PROJECTS\W11528 STH 61 TPP\SURVEY FILES\TPP SHEETS\W11528 TPP TITLE.DWG

PLOT DATE : 7/24/2014 11:22 AM

PLOT BY : Kraemer, Wes

TITLE

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W ACRES REQUIRED			T.L.E. ACRES	P.L.E. ACRES
			NEW	EXISTING	TOTAL		
2	KENNETH K. TAINTER	FEE	0.38	--	0.38	--	--

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

TRANSPORTATION PROJECT PLAT NO: 1650-02-21- 4.02

LOCATED IN THE NW¼-SW¼ AND PART OF THE SW1/4-NW1/4 OF SECTION 9, TOWN 10 NORTH, RANGE 3 WEST, TOWN OF CLAYTON, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER USH 61, CRAWFORD COUNTY

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

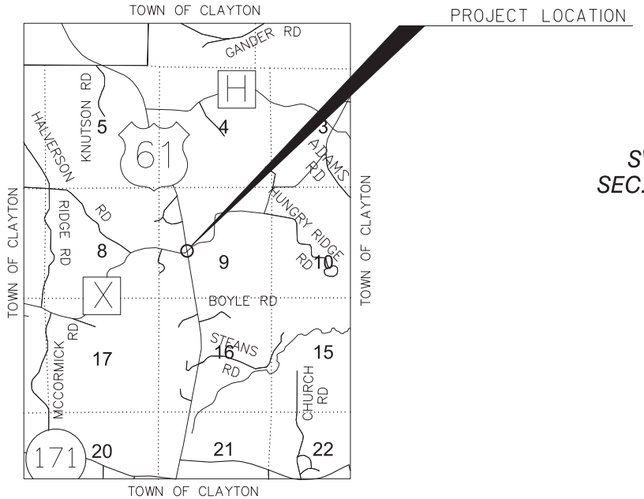
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.30, AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, SHEET 2 OF 2 OF TRANSPORTATION PROJECT PLAT 1650-02-21 RECORDED AS DOCUMENT # 330244 AND FILED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY.

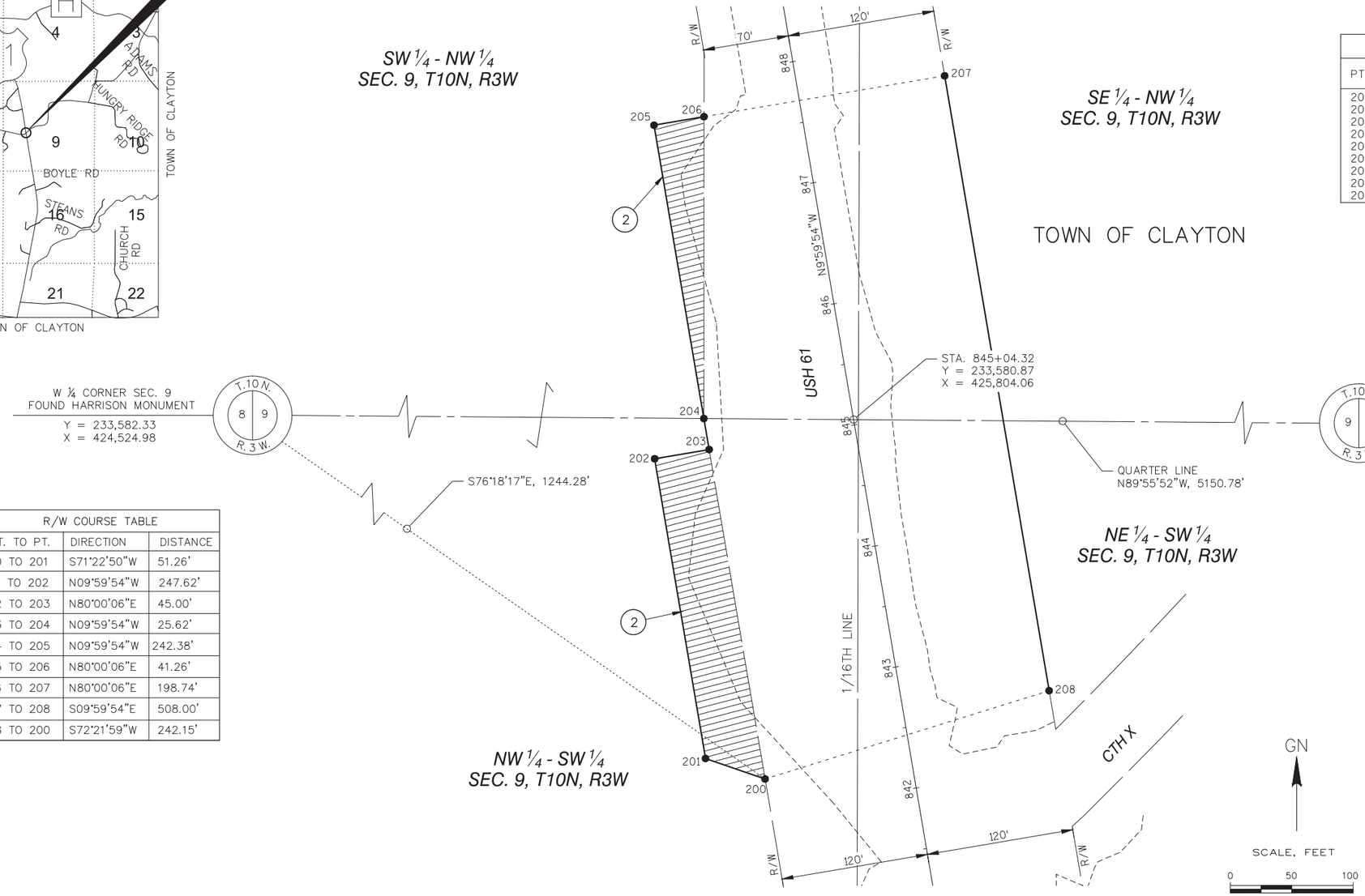
ACCEPTED FOR RECORDING AND FILING IN
THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY, WISCONSIN
AT 2:01 P.M. ON AUG. 25, 2016 AS

DOCUMENT # 330281
AND FILED IN PLAT CABINET 3PL ENVELOPE 47

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1650-02-21-4.02



SW¼ - NW¼
SEC. 9, T10N, R3W



SE¼ - NW¼
SEC. 9, T10N, R3W

TOWN OF CLAYTON

NE¼ - SW¼
SEC. 9, T10N, R3W

NW¼ - SW¼
SEC. 9, T10N, R3W

COORDINATE TABLE - R/W POINTS				
PT.#	STATION	OFFSET	Y	X
200	842+27.83	120.00 LT	233287.74	425733.89
201	842+52.38	165.00 LT	233304.10	425685.31
202	845+00.00	165.00 LT	233547.96	425642.32
203	845+00.00	120.00 LT	233555.77	425686.63
204	845+25.62	120.00 LT	233581.00	425682.18
205	847+68.00	120.00 LT	233819.70	425640.10
206	847+68.00	78.74 LT	233826.87	425680.74
207	847+68.00	120.00 RT	233861.37	425876.46
208	842+60.00	120.00 RT	233361.09	425964.66

R/W COURSE TABLE		
PT. TO PT.	DIRECTION	DISTANCE
200 TO 201	S71°22'50"W	51.26'
201 TO 202	N09°59'54"W	247.62'
202 TO 203	N80°00'06"E	45.00'
203 TO 204	N09°59'54"W	25.62'
204 TO 205	N09°59'54"W	242.38'
205 TO 206	N80°00'06"E	41.26'
206 TO 207	N80°00'06"E	198.74'
207 TO 208	S09°59'54"E	508.00'
208 TO 200	S72°21'59"W	242.15'

GN

SCALE, FEET
0 50 100

JEWELL
associates engineers, inc.
Engineers - Architects - Surveyors

I, SCOTT D. WARNER, 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 DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1650-02-21-4.02, AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN SCOTT D. WARNER S-2524 RICHLAND CENTER, WI LAND SURVEYOR

(SIGNATURE) _____ DATE 8/12/16
(PRINTED NAME) SCOTT D. WARNER
(REGISTRATION NUMBER) S-2524

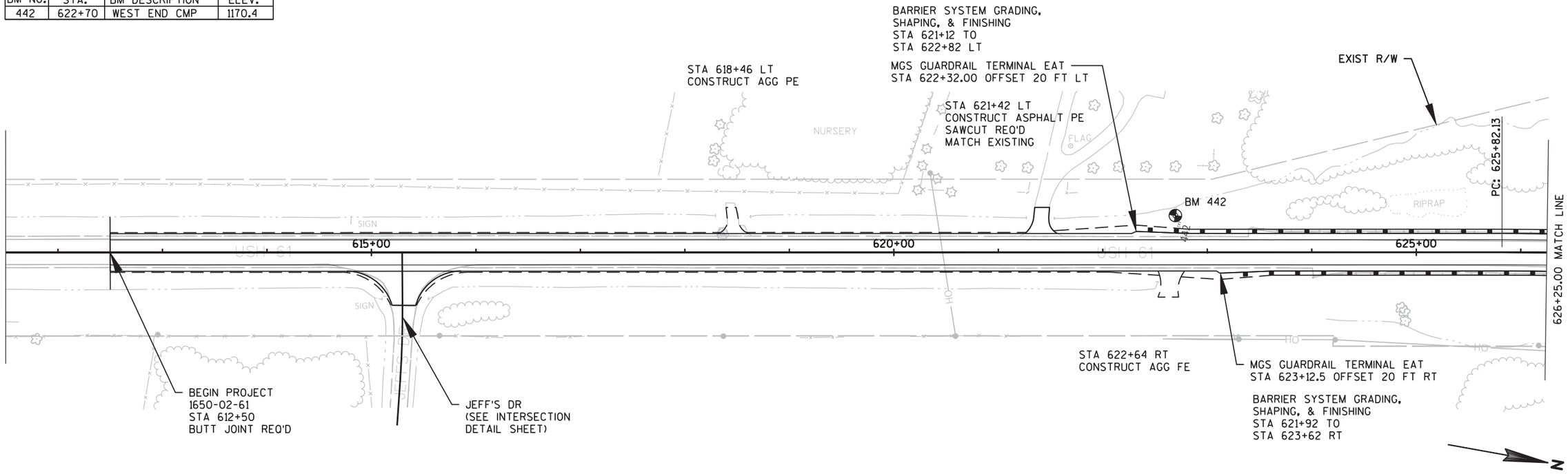
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

(SIGNATURE) _____ DATE 8/22/16
(PRINTED NAME) CORY SCHLAGEL

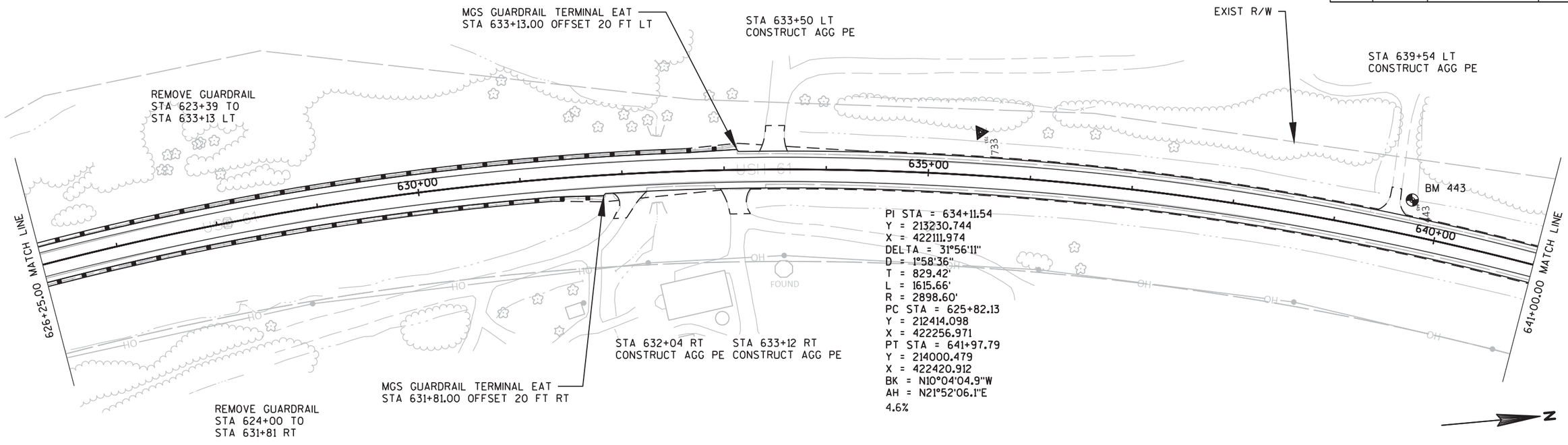
APPRAISAL PLAT DATE:

4.02

BM NO.	STA.	BM DESCRIPTION	ELEV.
442	622+70	WEST END CMP	1170.4

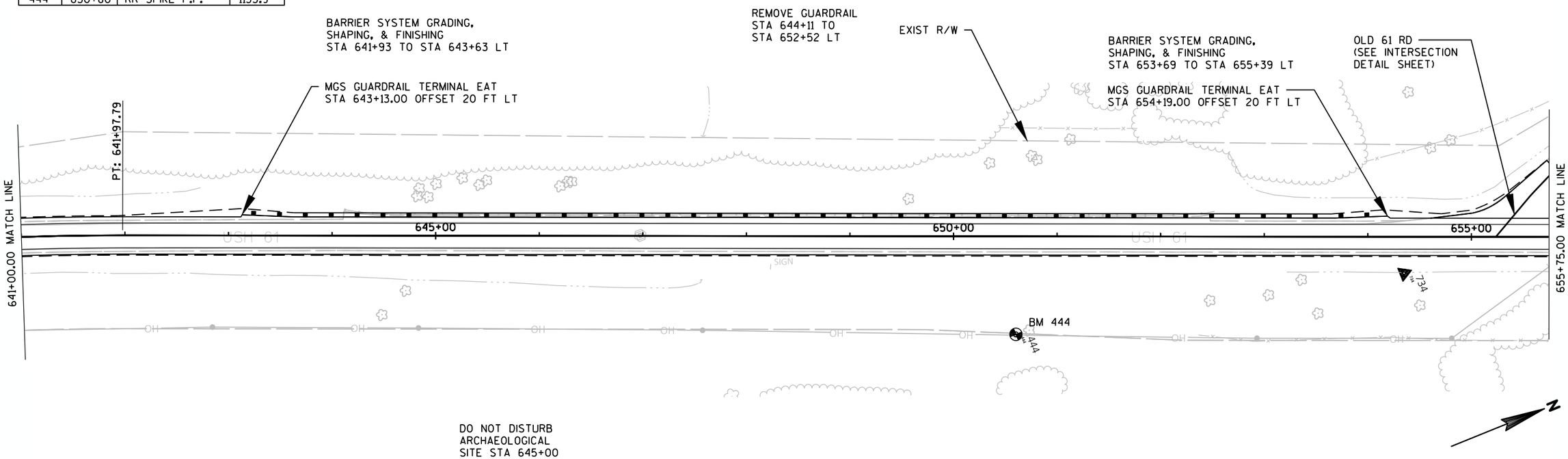


BM NO.	STA.	BM DESCRIPTION	ELEV.
443	639+71	WEST END RCCP	1158.7



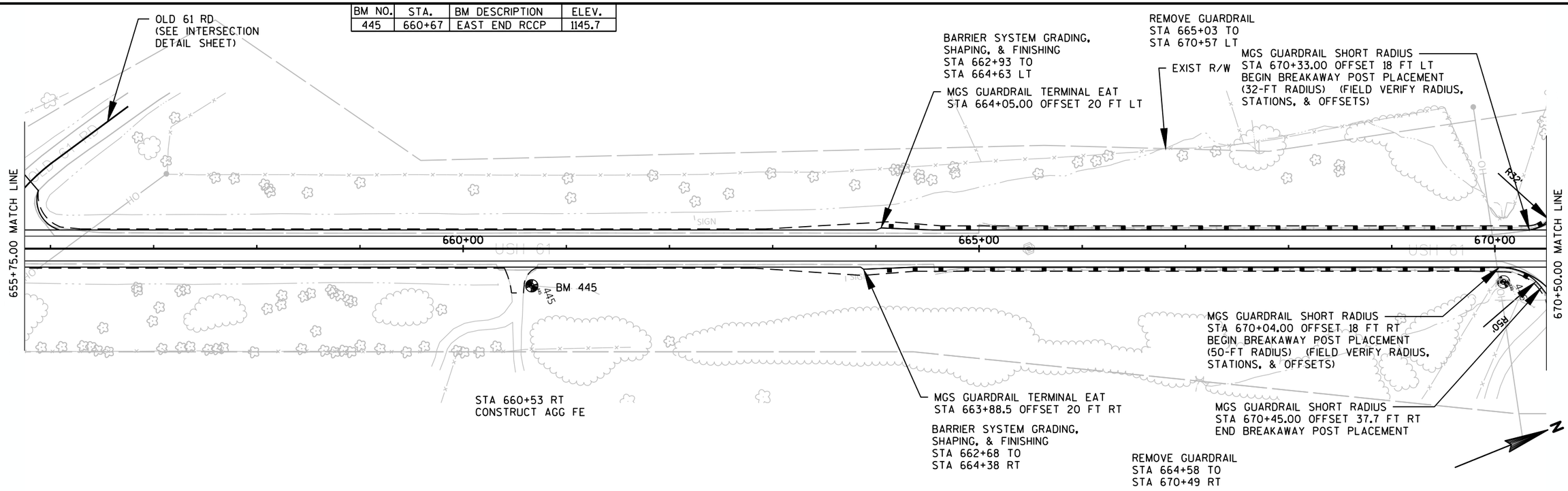
PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	PLAN: USH 61	SHEET 93	E

BM NO.	STA.	BM DESCRIPTION	ELEV.
444	650+60	RR SPIKE P.P.	1153.9

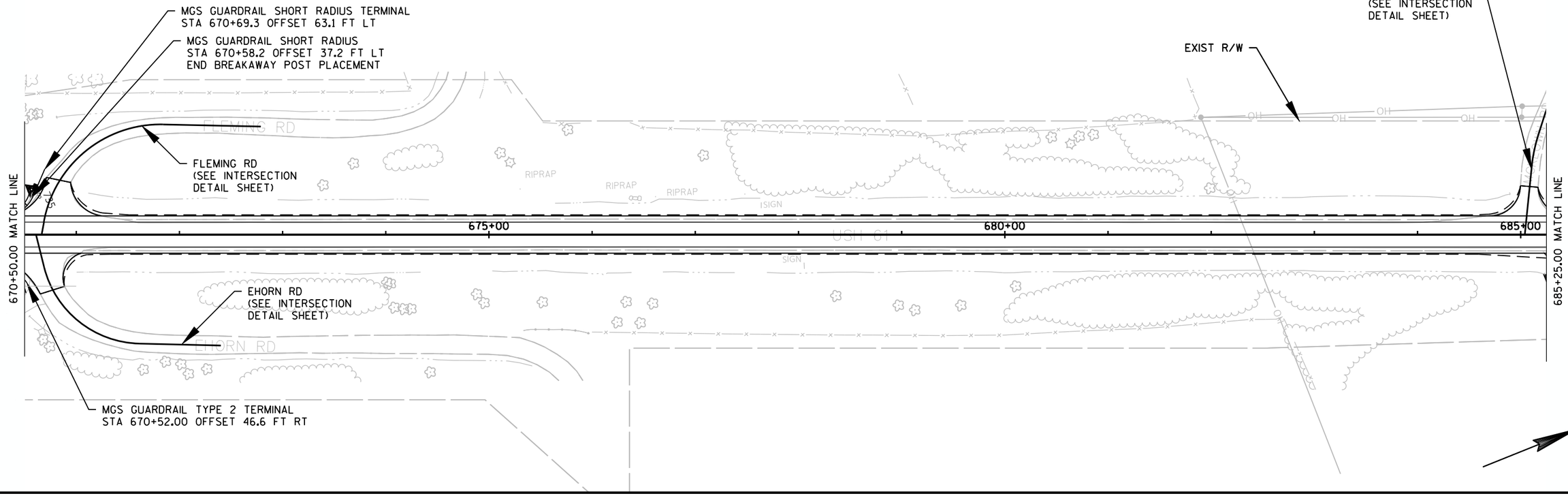


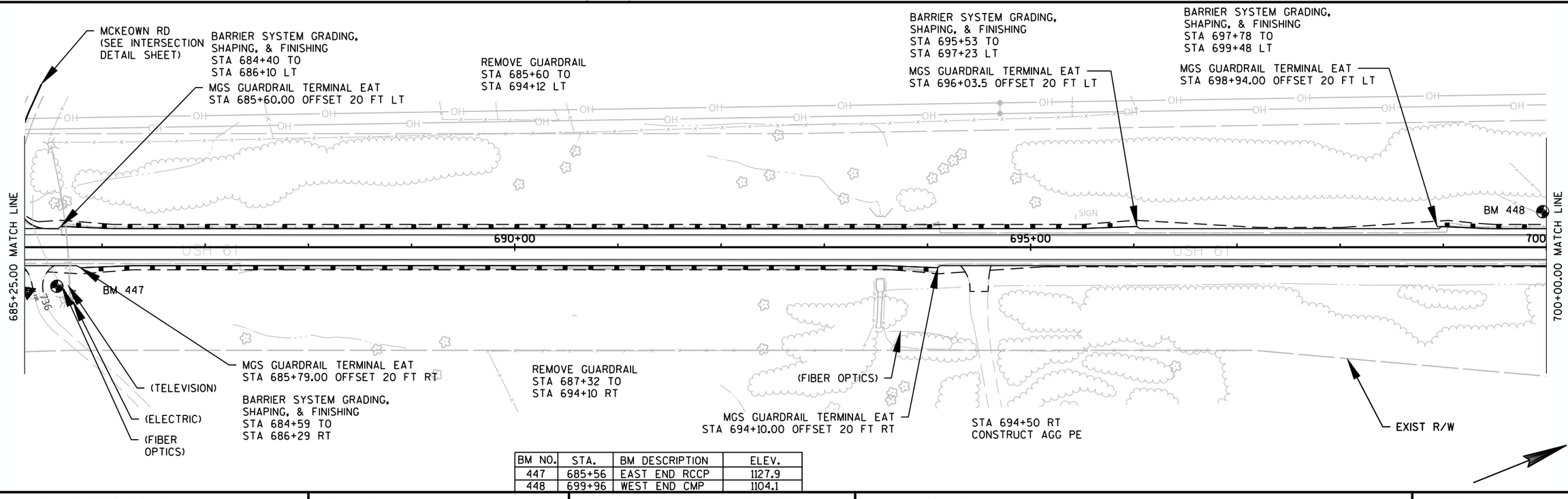
DO NOT DISTURB ARCHAEOLOGICAL SITE STA 645+00 TO STA 648+00-RT

BM NO.	STA.	BM DESCRIPTION	ELEV.
445	660+67	EAST END RCCP	1145.7



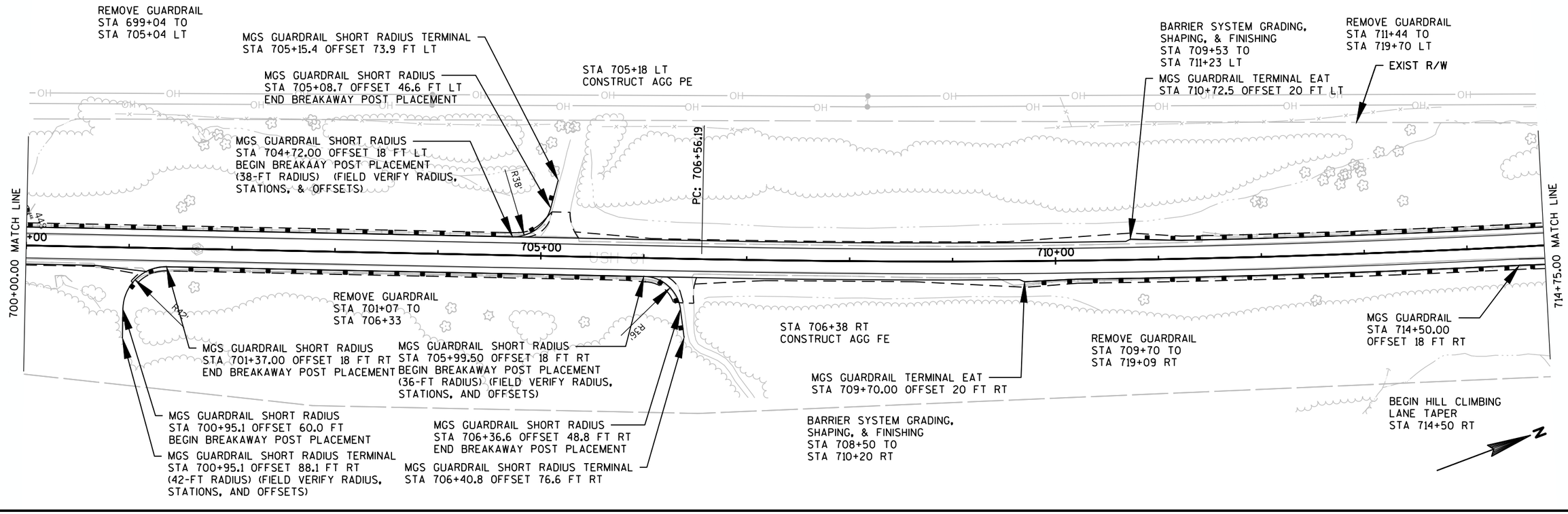
PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	PLAN: USH 61	SHEET 94	E

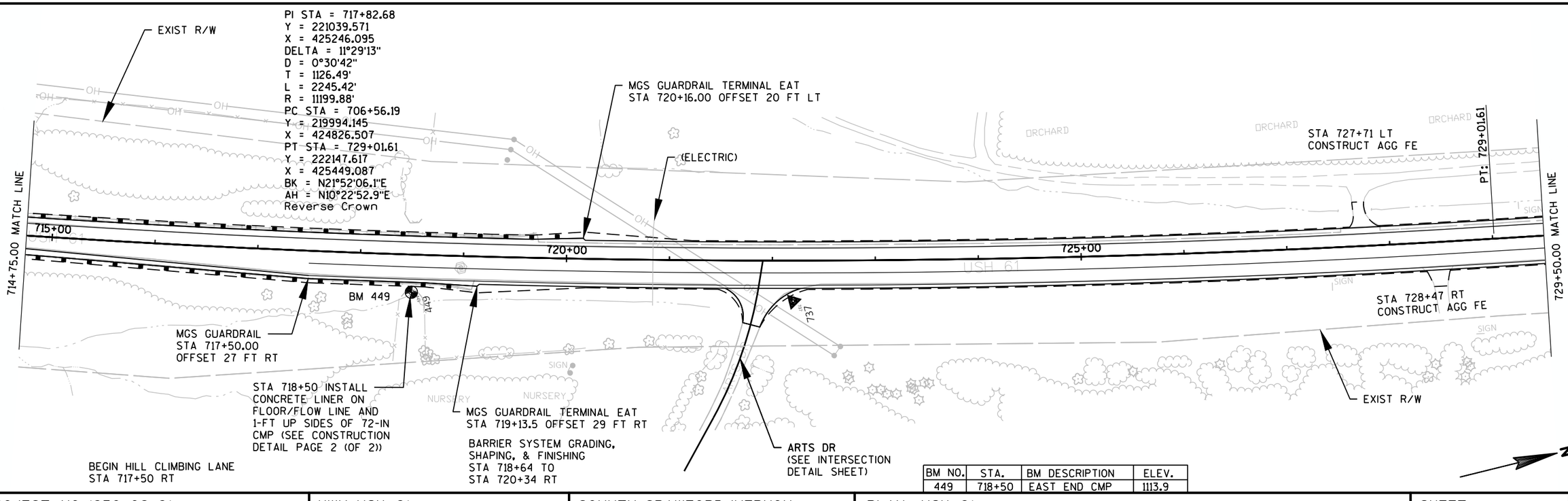




BM NO.	STA.	BM DESCRIPTION	ELEV.
447	685+56	EAST END RCCP	1127.9
448	699+96	WEST END CMP	1104.1

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	PLAN: USH 61	SHEET 95	E





BM NO.	STA.	BM DESCRIPTION	ELEV.
449	718+50	EAST END CMP	1113.9

DO NOT DISTURB ARCHAEOLOGICAL SITE STA 729+50 TO STA 733+00 - LT

STH 171 WESTERLY (SEE INTERSECTION DETAIL SHEET)

STA 735+11 - 737+41 LT 2-IN HMA OVERLAY OVER EXISTING (WAYSIDE)

REMOVE GUARDRAIL STA 739+93 TO STA 744+89

BARRIER SYSTEM GRADING, SHAPING, & FINISHING STA 738+67 TO STA 740+37 LT

MGS GUARDRAIL TERMINAL EAT STA 739+87.5 OFFSET 27 FT LT

BEGIN BYPASS LANE STA 742+77 LT

END BYPASS LANE STA 740+27 LT

EXIST R/W

(FIBER OPTICS)

WAYSIDE

END BYPASS LANE TAPER STA 737+02 LT

729+50.00 MATCH LINE

730+00

735+00

740+00

744+25.00 MATCH LINE

USH 61

BM 450

STA 731+03 RT CONSTRUCT ASPHALT PE SAWCUT REQ'D MATCH EXISTING

STA 731+91 RT CONSTRUCT ASPHALT PE SAWCUT REQ'D MATCH EXISTING

STORE RD (SEE INTERSECTION DETAIL SHEET)

STH 171 EASTERLY (SEE INTERSECTION DETAIL SHEET)

END HILL CLIMBING LANE STA 744+00 RT

REMOVE GUARDRAIL STA 743+56 TO STA 744+84 RT

MGS GUARDRAIL TERMINAL EAT STA 743+45.00 OFFSET 29 FT RT

BM NO.	STA.	BM DESCRIPTION	ELEV.
450	733+20	EAST END CMP	1186.6

MGS GUARDRAIL SHORT RADIUS STA 744+53.00 OFFSET 20.5 FT LT BEGIN BREAKAWAY POST PLACEMENT (36-FT RADIUS) (FIELD VERIFY RADIUS, STATIONS, & OFFSETS)

MGS GUARDRAIL SHORT RADIUS TERMINAL STA 744+94.5 OFFSET 81.9 FT LT

MGS GUARDRAIL SHORT RADIUS STA 744+93.2 OFFSET 53.7 FT LT END BREAKAWAY POST PLACEMENT

(FIBER OPTICS)

BEGIN BYPASS LANE TAPER STA 744+94 LT

STA 745+04 LT CONSTRUCT AGG PE

STA 750+24 LT CONSTRUCT AGG PE

(TELEPHONE)

(FIBER OPTICS)

EXIST R/W

BARRIER SYSTEM GRADING, SHAPING, & FINISHING STA 756+13 TO STA 757+83 LT

MGS GUARDRAIL TERMINAL EAT STA 757+33.5 OFFSET 20 FT LT

(TELEVISION)

744+25.00 MATCH LINE

745+00

750+00

755+00

759+00.00 MATCH LINE

USH 61

BM 451

BM 452

STA 750+51 RT CONSTRUCT AGG FE

END HILL CLIMBING LANE TAPER STA 751+00 RT

MGS GUARDRAIL TERMINAL EAT STA 745+01.00 OFFSET 25.70 FT RT

MGS GUARDRAIL TERMINAL EAT STA 757+14.5 OFFSET 20 FT RT

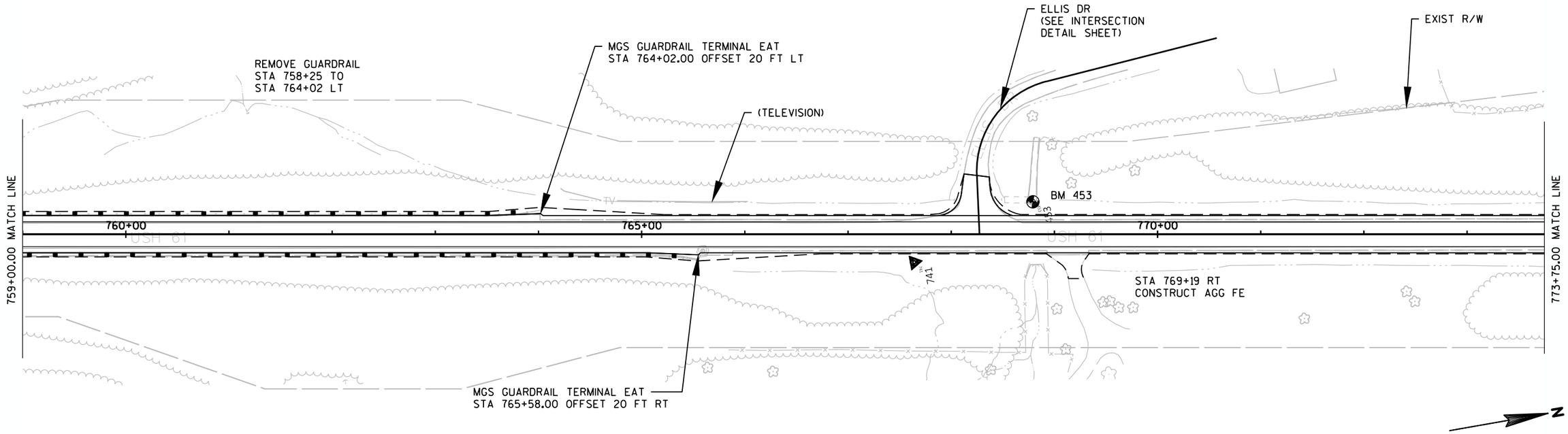
BM NO.	STA.	BM DESCRIPTION	ELEV.
451	744+32	EAST END CMP	1193.7
452	757+17	PK NAIL 1ST BG POST	1162.2

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	PLAN: USH 61	SHEET 97	E

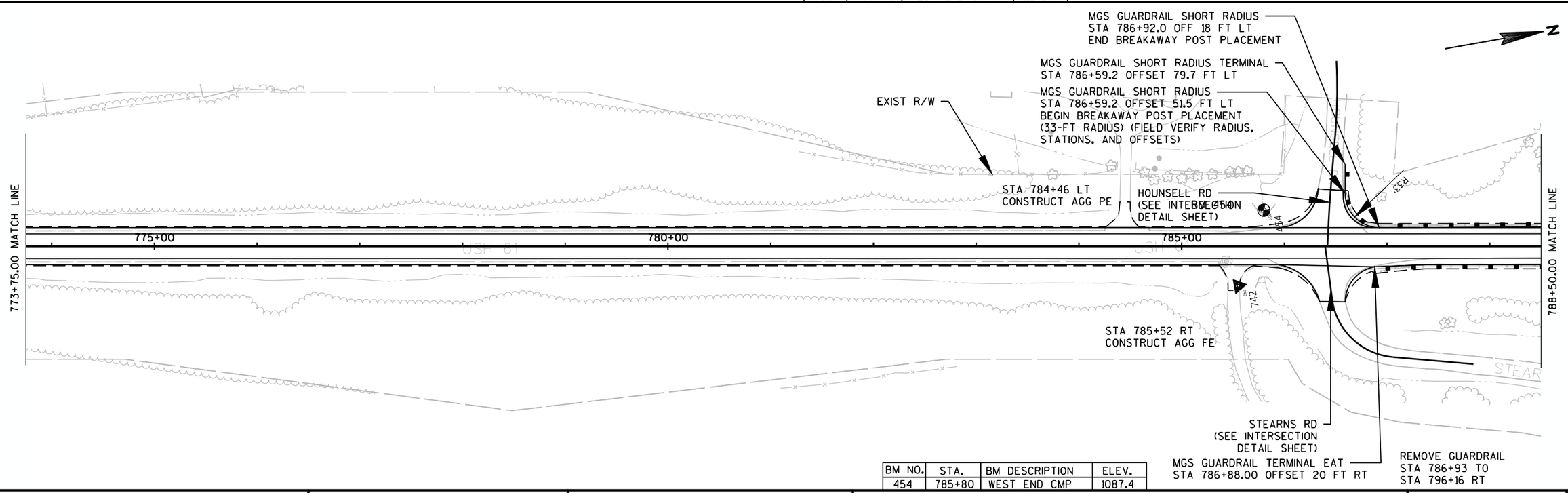
FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\050201-PN_FINAL_CULVER MAINT.DWG
LAYOUT NAME - 050201-PN_FINAL_CULVER MAINT - 0502(51)_PN

PLOT DATE : 10/10/2017 1:30 PM PLOT BY : DAVIDSON, JONATHAN BPLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

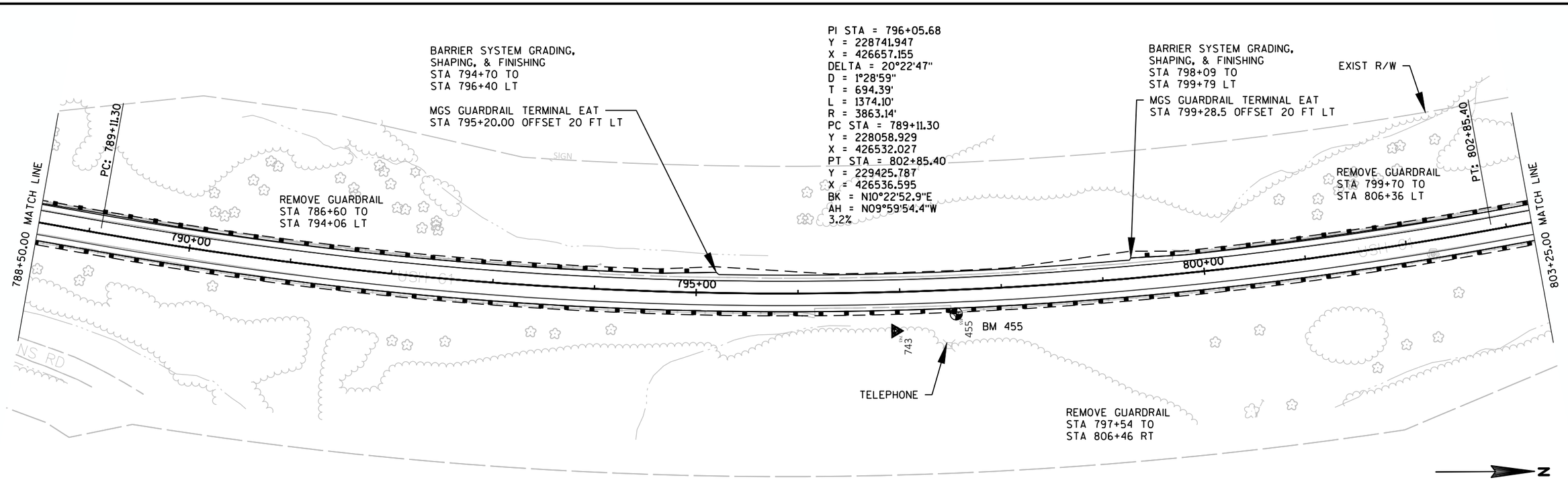


BM NO.	STA.	BM DESCRIPTION	ELEV.
453	768+79	WEST END CMP	1126.0

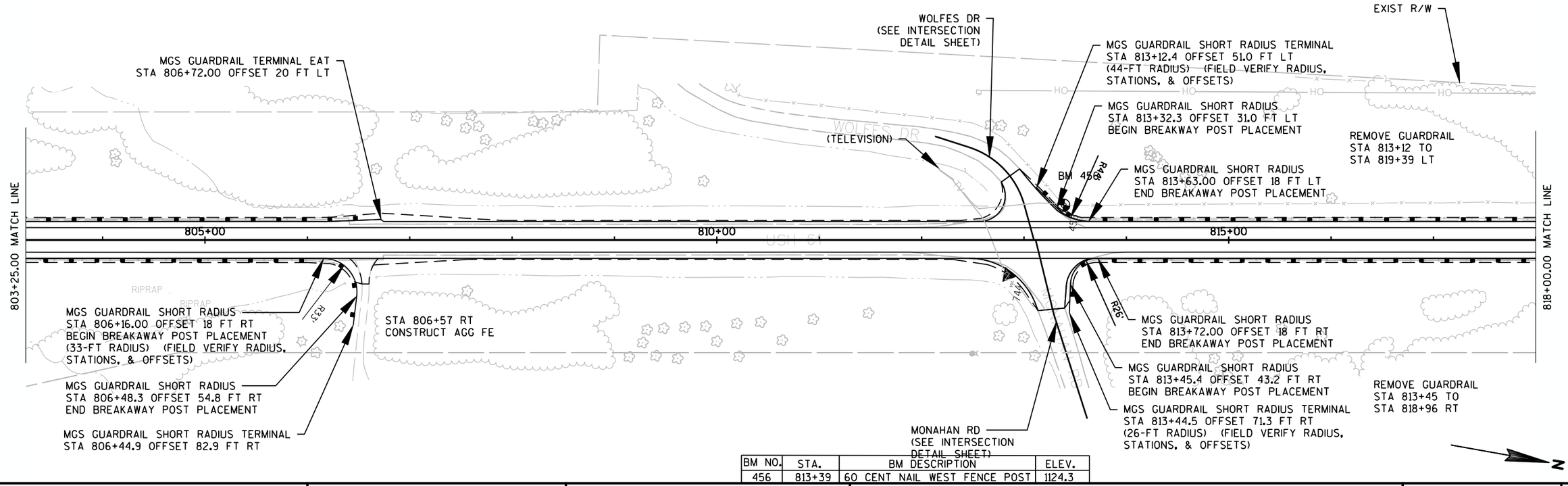


BM NO.	STA.	BM DESCRIPTION	ELEV.
454	785+80	WEST END CMP	1087.4

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	PLAN: USH 61	SHEET 98	E

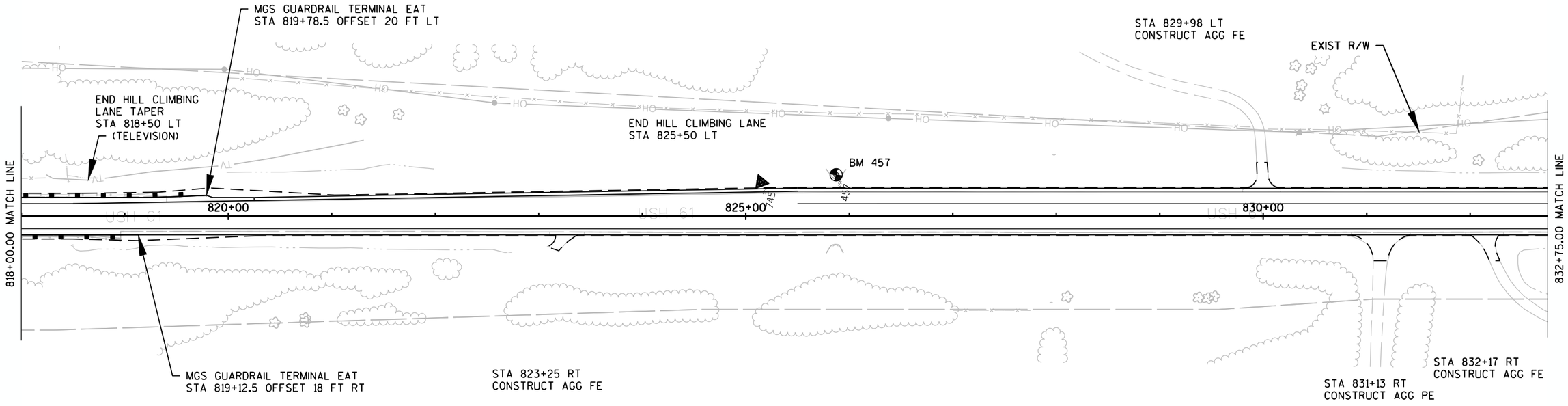


BM NO.	STA.	BM DESCRIPTION	ELEV.
455	797+55	PK NAIL FIRST BG POST	1087.6

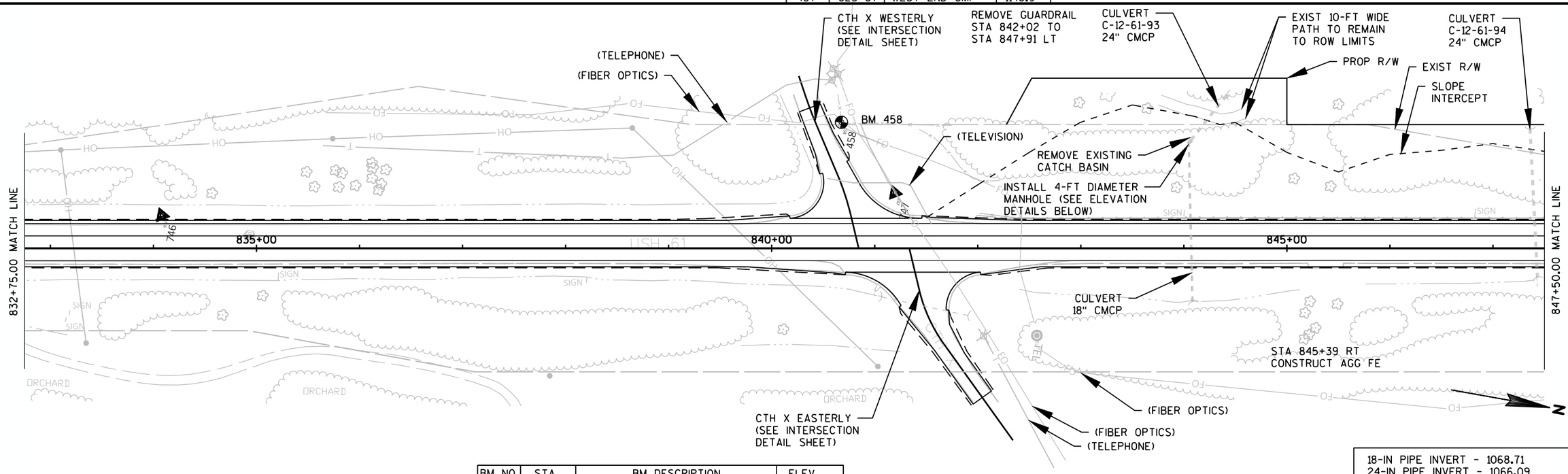


BM NO.	STA.	BM DESCRIPTION	ELEV.
456	813+39	60 CENT NAIL WEST FENCE POST	1124.3

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	PLAN: USH 61	SHEET 99	E



BM NO.	STA.	BM DESCRIPTION	ELEV.
457	825+87	WEST END CMP	1148.9



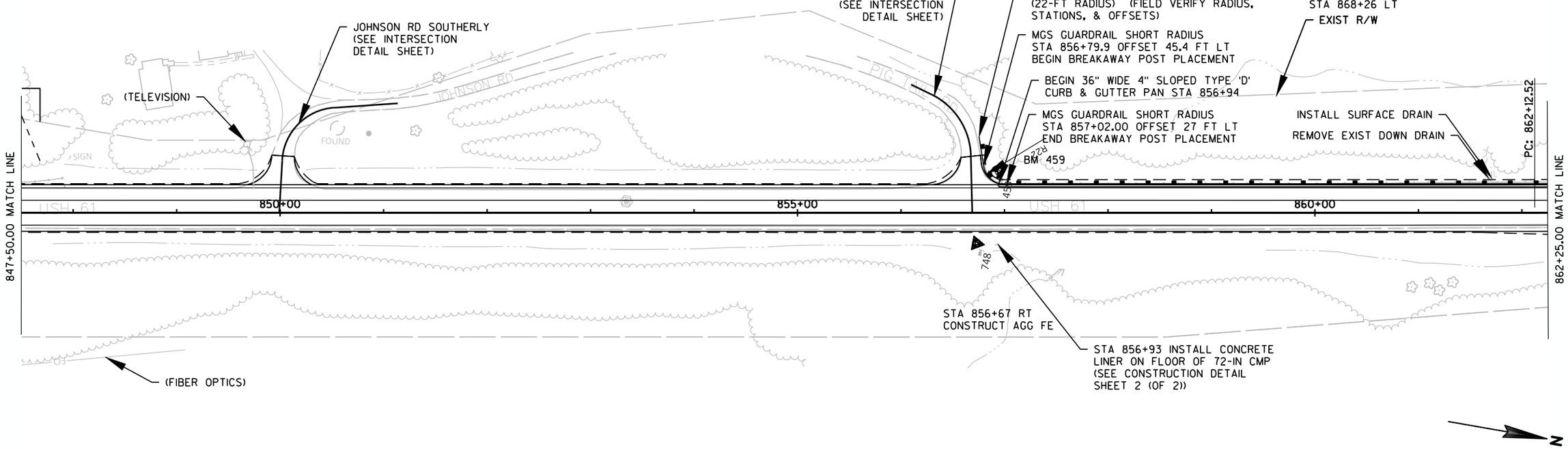
BM NO.	STA.	BM DESCRIPTION	ELEV.
458	840+68	60 CENT NAIL FENCE POST WEST	1115.2

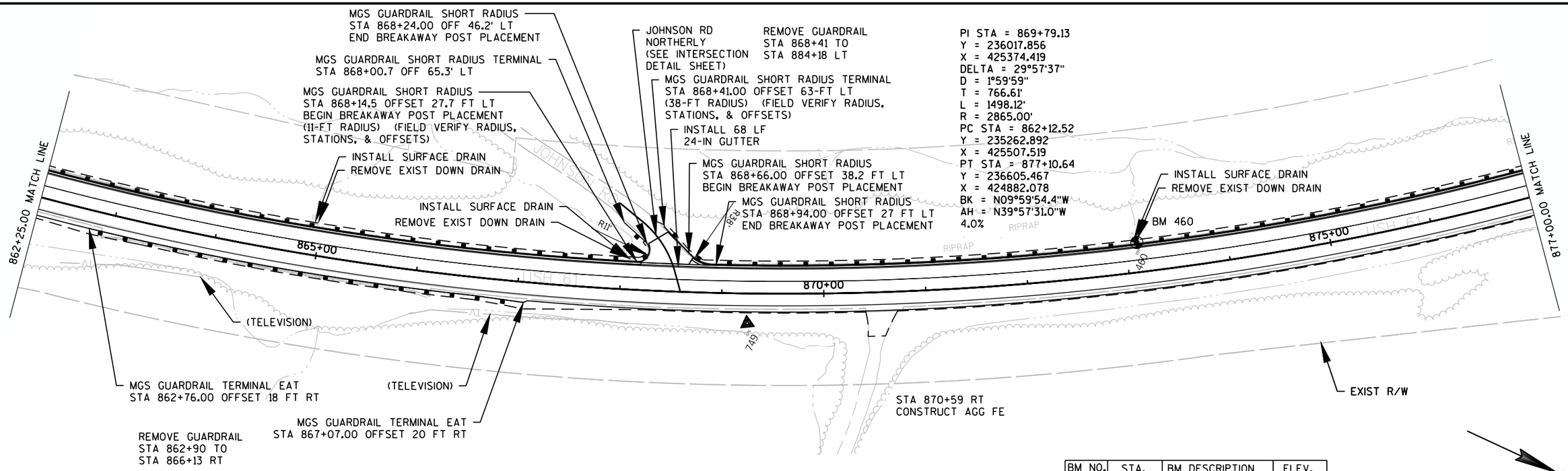
18-IN PIPE INVERT - 1068.71
24-IN PIPE INVERT - 1066.09
PROPOSED TOC ELEV - 1077.34

PROJECT NO:1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	PLAN: USH 61	SHEET 100	E

FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\050201-PN_FINAL_CULVER MAINT.DWG
LAYOUT NAME - 050201-PN_FINAL_CULVER MAINT - 0502(57)_PN
PLOT DATE : 10/10/2017 1:33 PM PLOT BY : DAVIDSON, JONATHAN BPLOT NAME : PLOT SCALE : 1 IN:100 FT

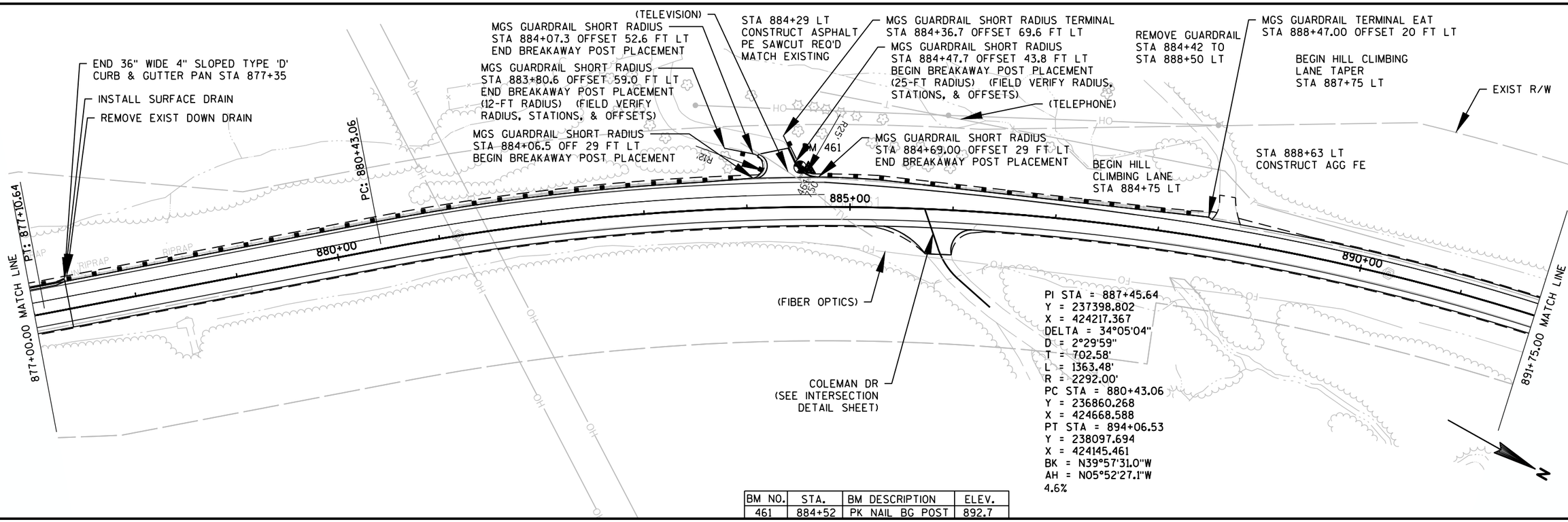
BM NO.	STA.	BM DESCRIPTION	ELEV.
459	856+93	WEST END CMP	1028.2



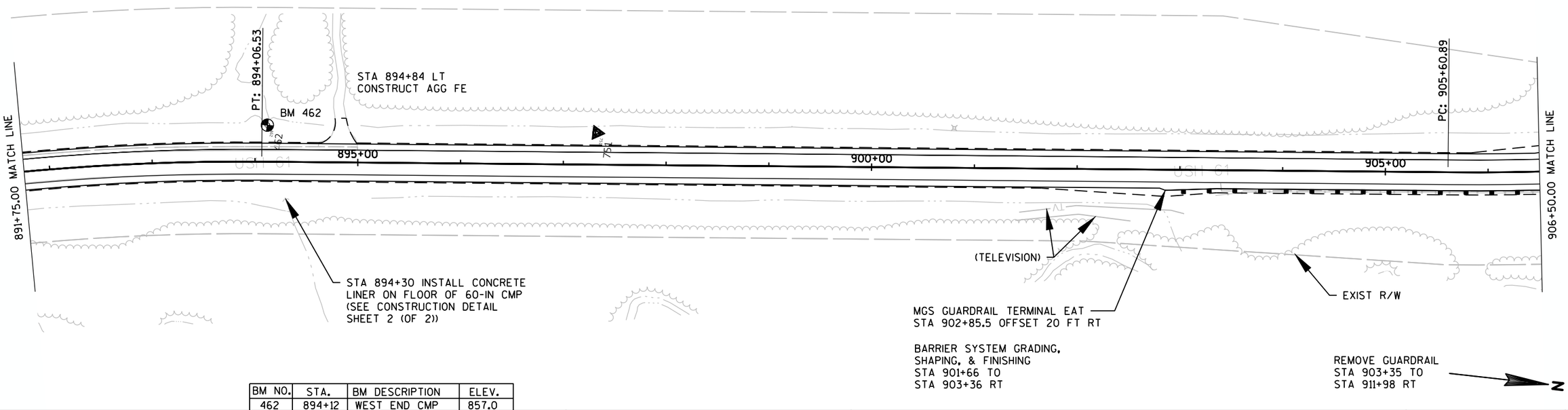


BM NO.	STA.	BM DESCRIPTION	ELEV.
460	873+11	WEST END INLET	936.1

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	PLAN: USH 61	SHEET 101	E

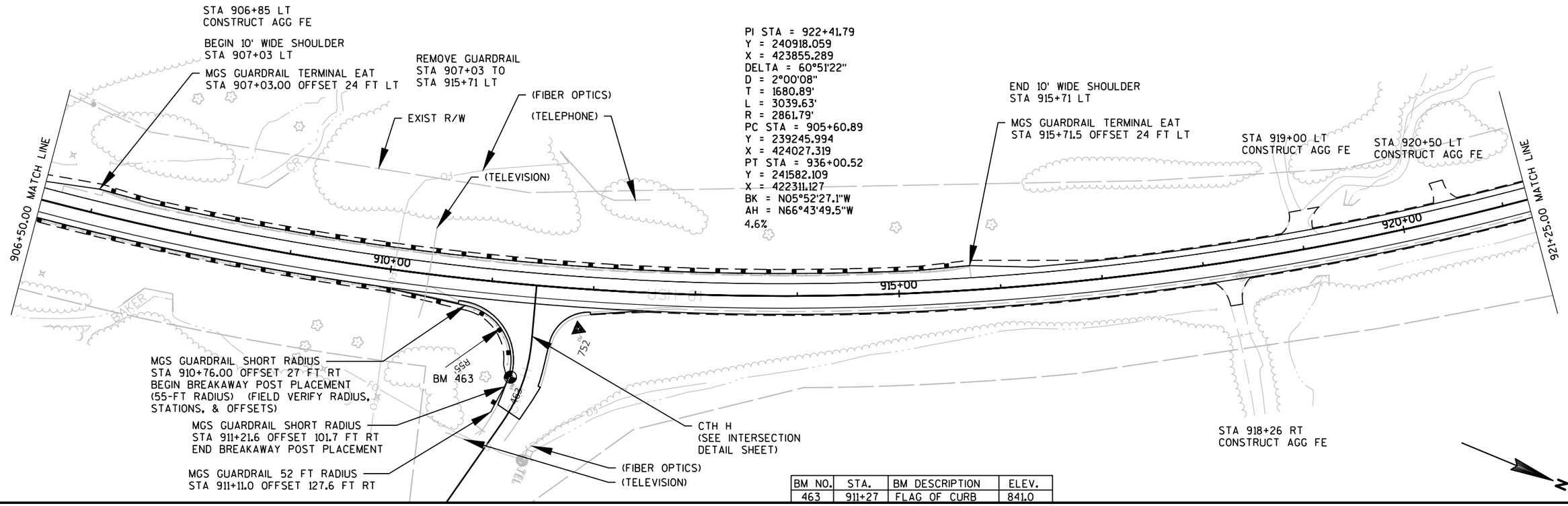


BM NO.	STA.	BM DESCRIPTION	ELEV.
461	884+52	PK NAIL BG POST	892.7

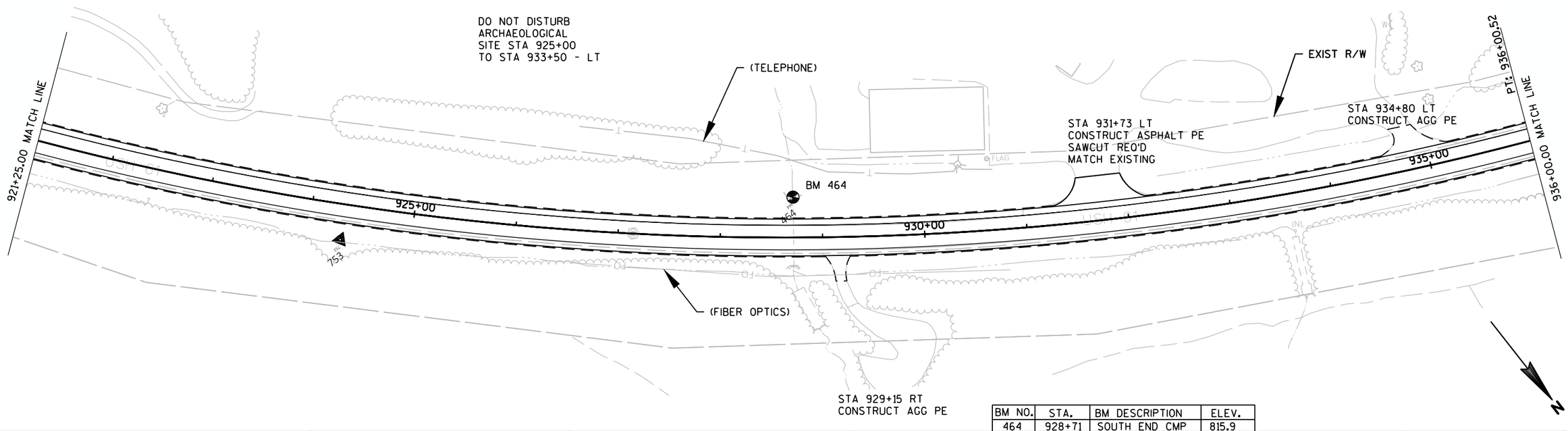


BM NO.	STA.	BM DESCRIPTION	ELEV.
462	894+12	WEST END CMP	857.0

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	PLAN: USH 61	SHEET 102	E



BM NO.	STA.	BM DESCRIPTION	ELEV.
463	911+27	FLAG OF CURB	841.0



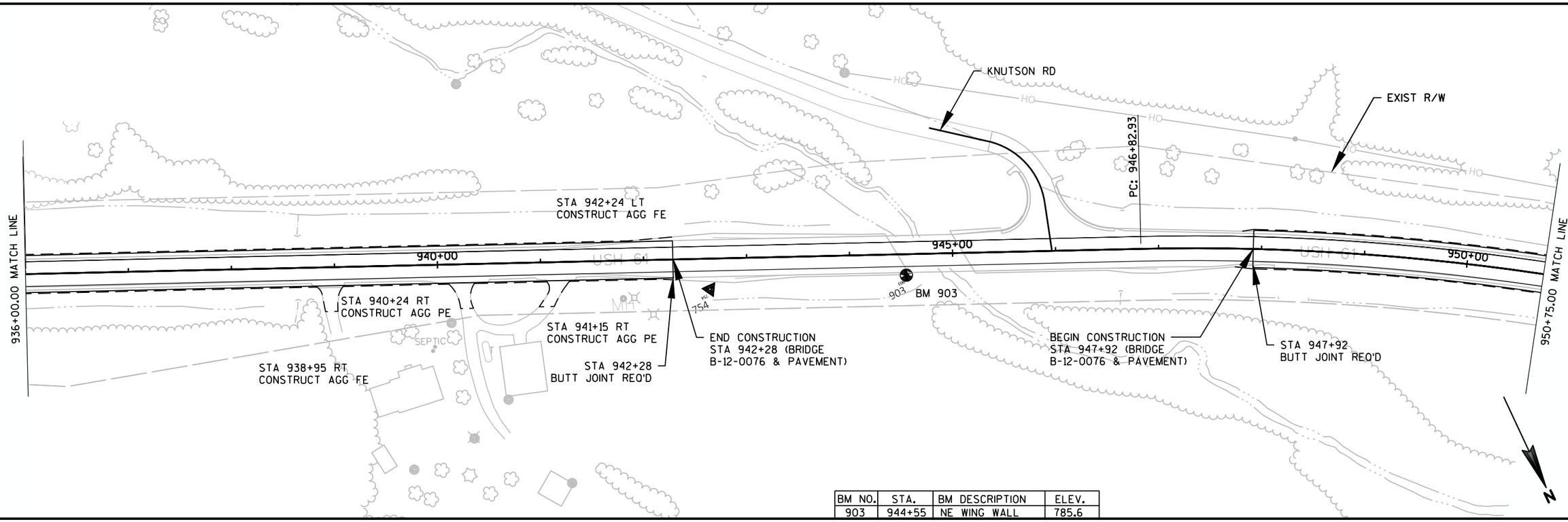
BM NO.	STA.	BM DESCRIPTION	ELEV.
464	928+71	SOUTH END CMP	815.9

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	PLAN: USH 61	SHEET 103	E

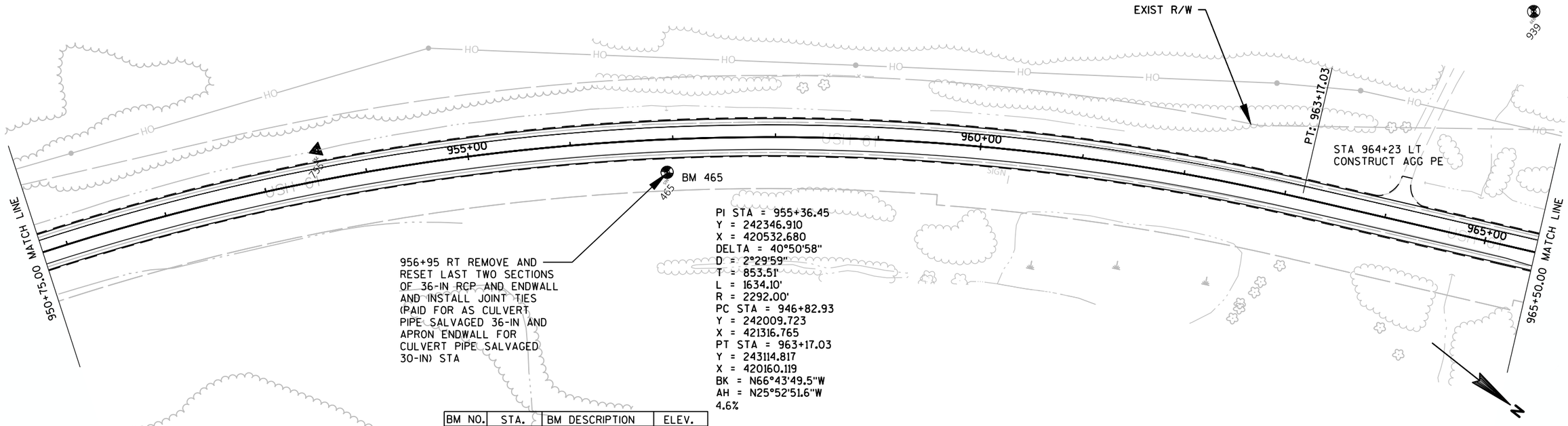
FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\050201-PN_FINAL_CULVER MAINT.DWG
LAYOUT NAME - 050201-PN_FINAL_CULVER MAINT - 0502(63)_PN

PLOT DATE : 10/10/2017 1:35 PM PLOT BY : DAVIDSON, JONATHAN BPLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

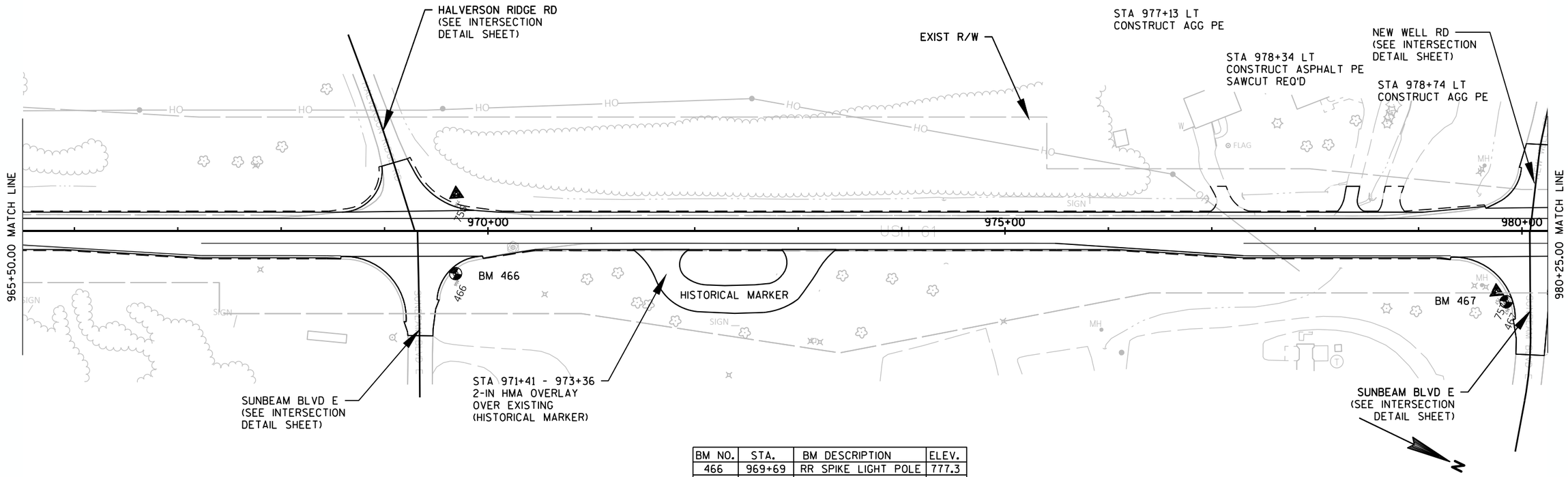


BM NO.	STA.	BM DESCRIPTION	ELEV.
903	944+55	NE WING WALL	785.6

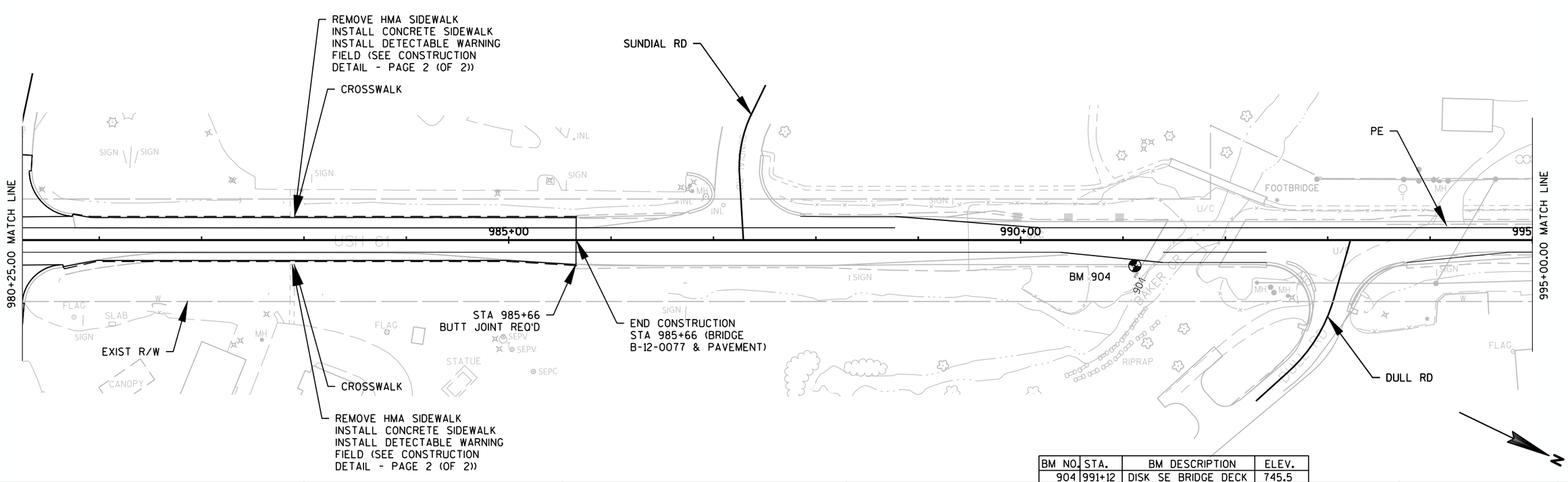


BM NO.	STA.	BM DESCRIPTION	ELEV.
465	956+93	EAST END RCCP	779.0

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	PLAN: USH 61	SHEET 104	E



BM NO.	STA.	BM DESCRIPTION	ELEV.
466	969+69	RR SPIKE LIGHT POLE	777.3
467	979+85	RR SPIKE LIGHT POLE	760.9



BM NO.	STA.	BM DESCRIPTION	ELEV.
904	991+12	DISK SE BRIDGE DECK	745.5

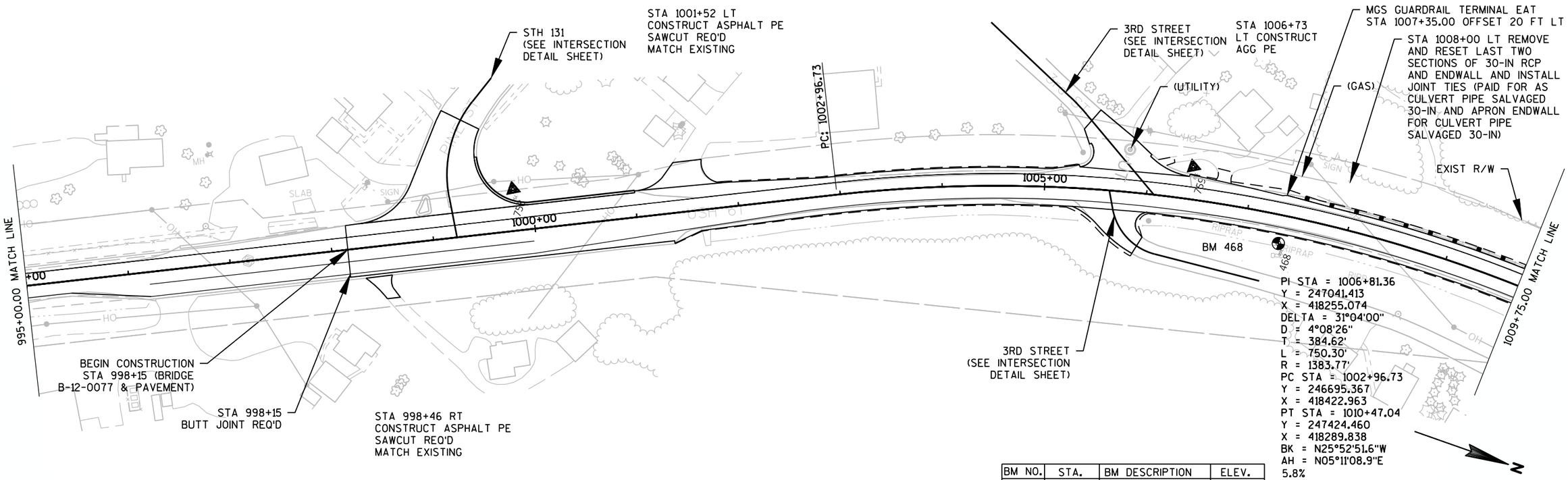
NO.	S
4XX	62

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	PLAN: USH 61	SHEET 105	E

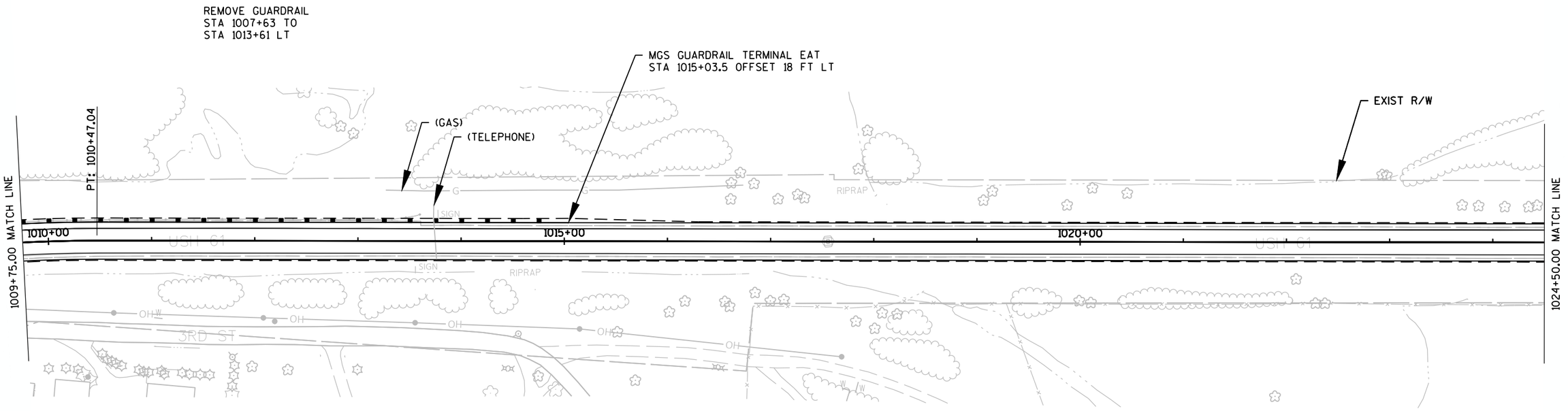
FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\050201-PN_FINAL_CULVER MAINT.DWG
LAYOUT NAME - 050201-PN_FINAL_CULVER MAINT - 0502(67)_PN

PLOT DATE : 10/10/2017 1:37 PM PLOT BY : DAVIDSON, JONATHAN BPLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

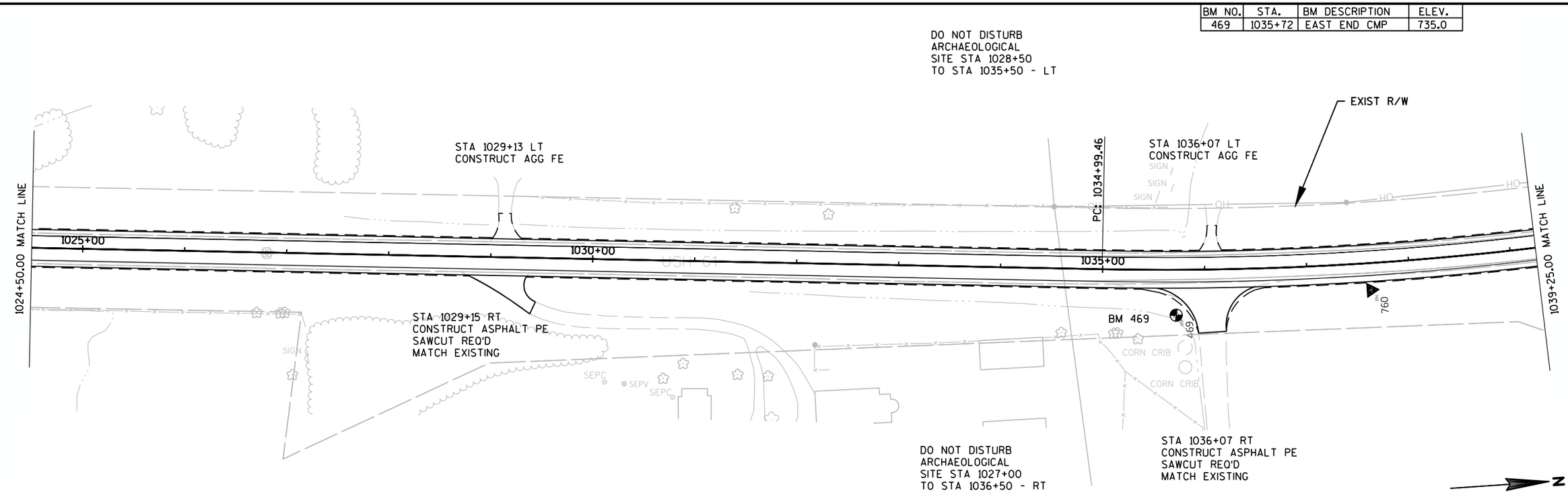


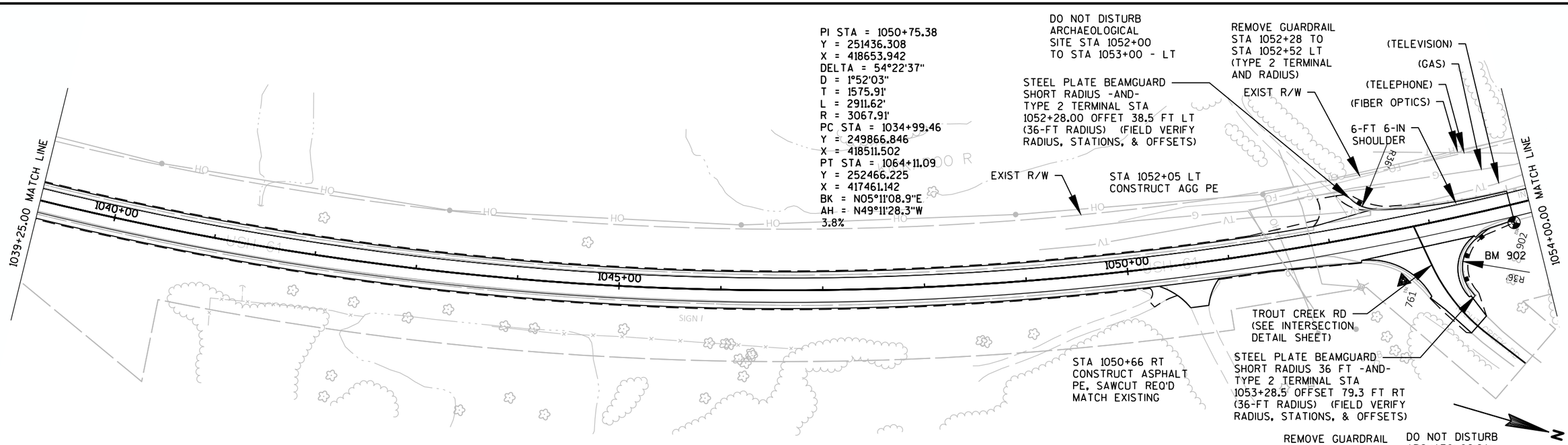
BM NO.	STA.	BM DESCRIPTION	ELEV.
468	1007+36	EAST END RCCP	739.7



PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	PLAN: USH 61	SHEET 106	E

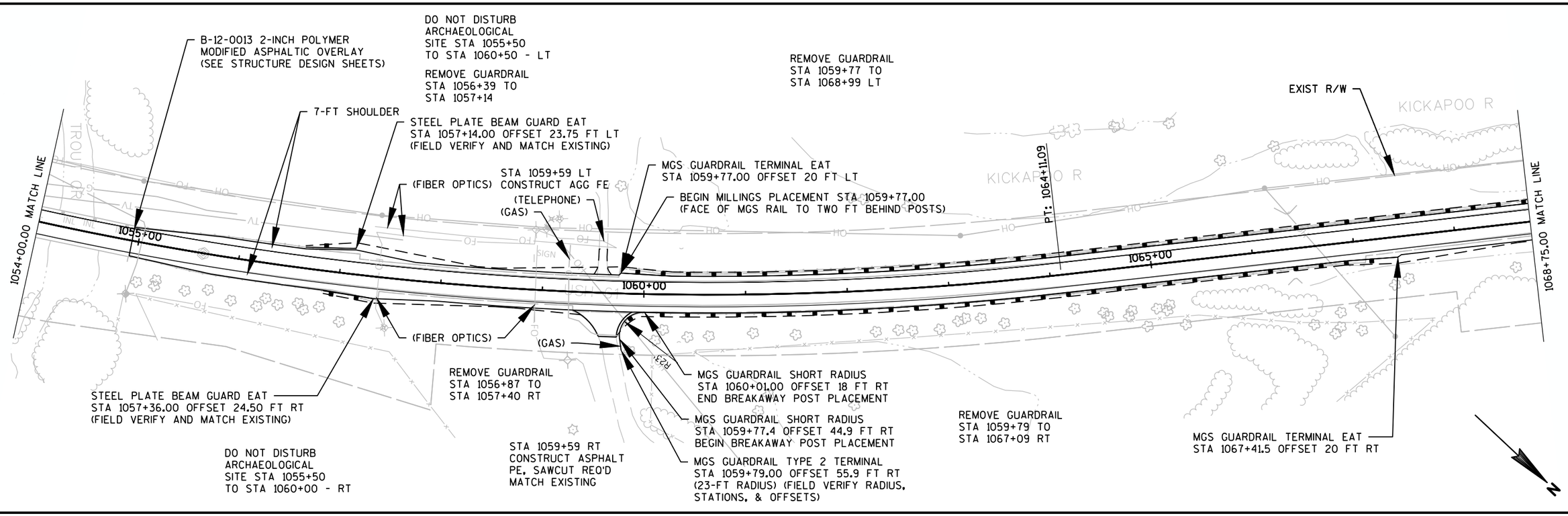
BM NO.	STA.	BM DESCRIPTION	ELEV.
469	1035+72	EAST END CMP	735.0





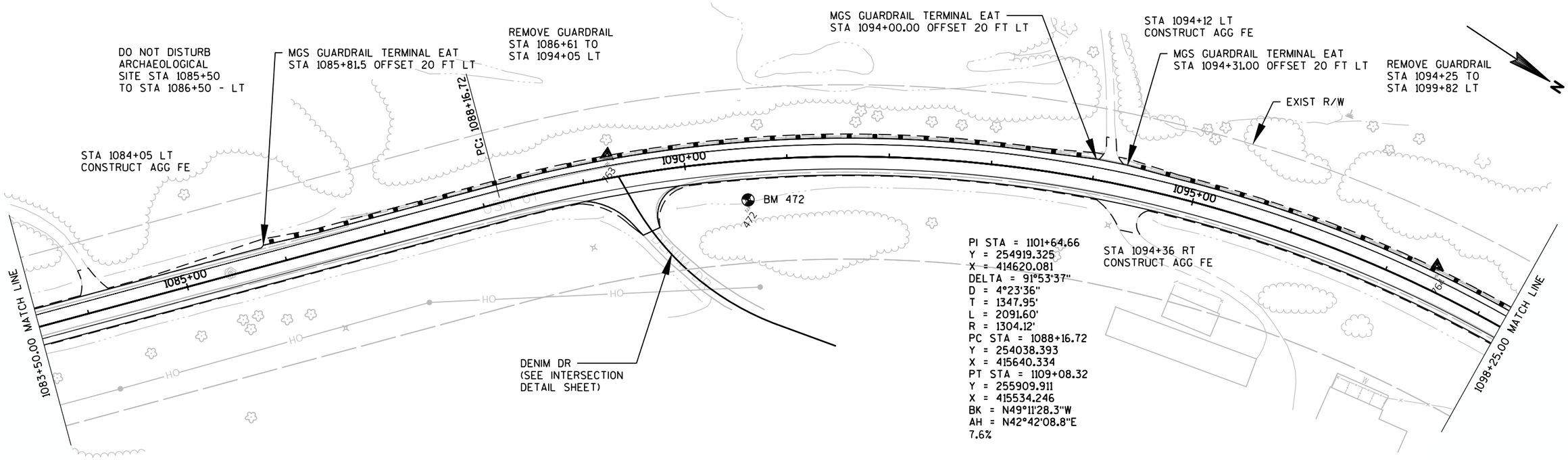
BM NO.	STA.	BM DESCRIPTION	ELEV.
902	1053+81	EAST WING WALL	741.6

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	PLAN: USH 61	SHEET 107 E

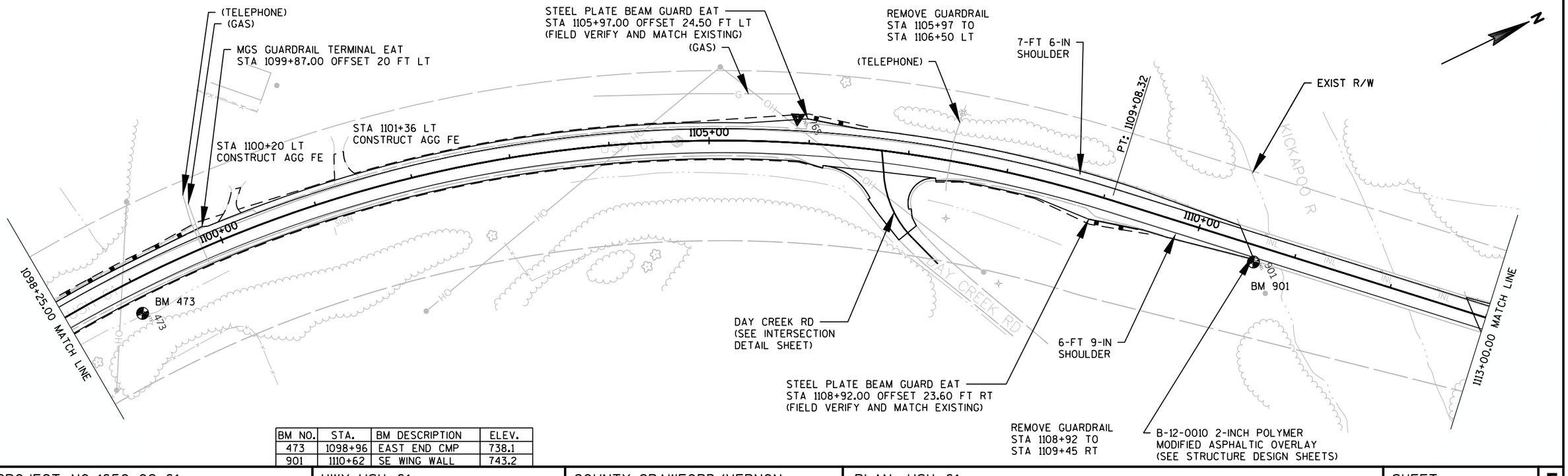


BM NO.	STA.	BM DESCRIPTION	ELEV.
470	1069+43	RR SPIKE PP WEST	750.0
471	1080+27	EAST END CMP	747.2

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	PLAN: USH 61	SHEET 108	E

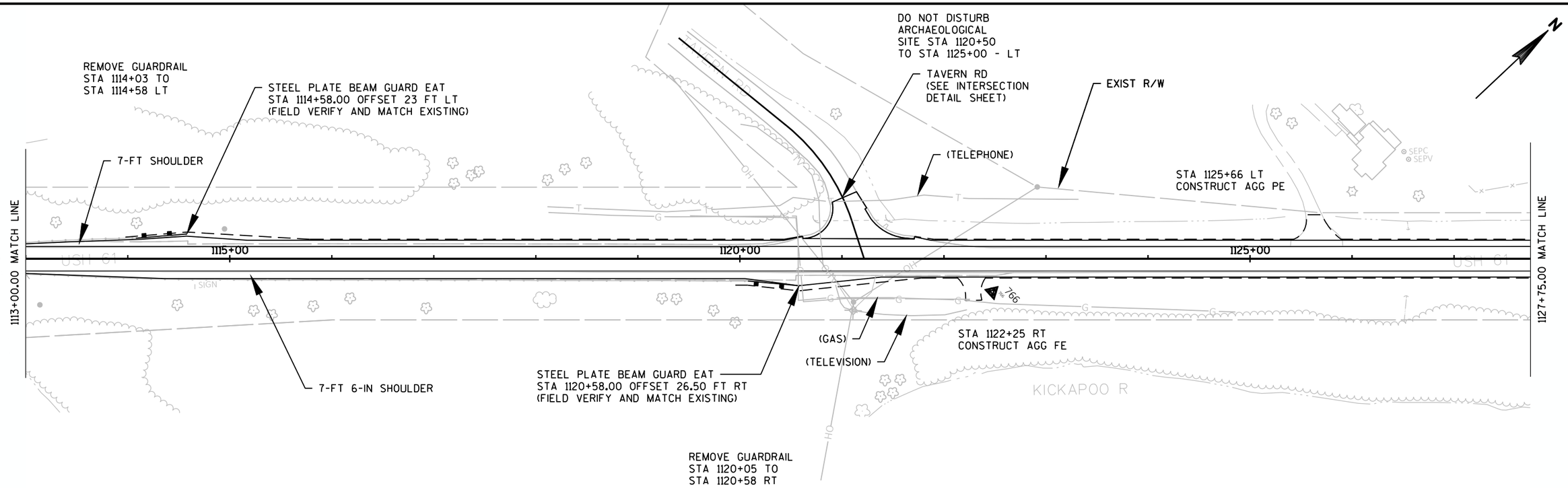


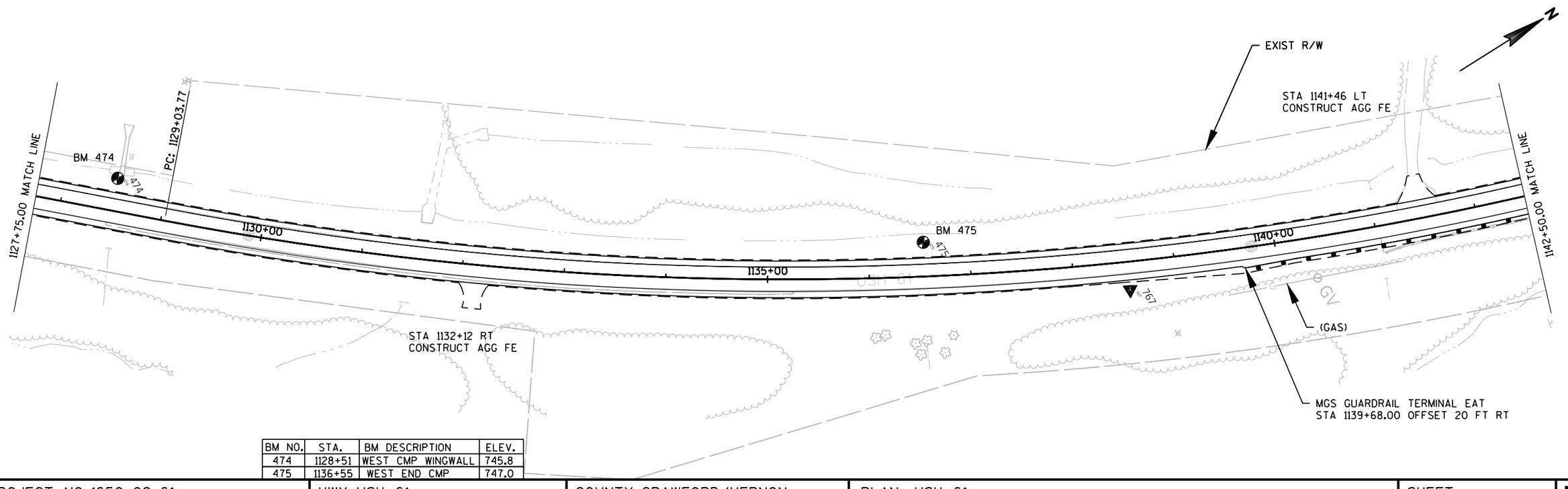
BM NO.	STA.	BM DESCRIPTION	ELEV.
472	1090+59	EAST END RCCP	738.8



BM NO.	STA.	BM DESCRIPTION	ELEV.
473	1098+96	EAST END CMP	738.1
901	1110+62	SE WING WALL	743.2

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	PLAN: USH 61	SHEET 109	E





BM NO.	STA.	BM DESCRIPTION	ELEV.
474	1128+51	WEST CMP WINGWALL	745.8
475	1136+55	WEST END CMP	747.0

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	PLAN: USH 61	SHEET 110	E

PI STA = 1141+57.21
Y = 258297.473
X = 417737.614
DELTA = 42°01'48"
D = 1°45'22"
T = 1253.44'
L = 2393.44'
R = 3262.77'
PC STA = 1129+03.77
Y = 257376.340
X = 416887.544
PT STA = 1152+97.21
Y = 259550.824
X = 417752.326
BK = N42°42'08.8"E
AH = N00°40'21.1"E
3.7%

N

EXIST R/W

1142+50.00 MATCH LINE

BM 476

476

PT: 1152+97.21

1145+00

1150+00

1155+00

1157+25.00 MATCH LINE

768

KICKAPOO R

KICKAPOO

(FIBER OPTICS)

(GAS)
(FIBER OPTICS)

MGS GUARDRAIL TERMINAL EAT
STA 1146+49.00 OFFSET 20 FT RT

MGS GUARDRAIL TERMINAL EAT
STA 1152+47.00 OFFSET 20 FT RT

REMOVE GUARDRAIL
STA 1152+47 TO
STA 1159+86 RT

BM NO.	STA.	BM DESCRIPTION	ELEV.
476	1145+73	WEST END CMP	747.7

N

EXIST R/W

PC: 1162+59.52

BM 477

477

1157+25.00 MATCH LINE

1160+00

1165+00

1170+00

1172+00.00 MATCH LINE

769

(GAS)

MGS GUARDRAIL TERMINAL EAT
STA 1159+90.5 OFFSET 20 FT RT

DO NOT DISTURB
ARCHAEOLOGICAL
SITE STA 1161+00
TO STA 1163+00 - RT

STA 1166+50 RT
CONSTRUCT AGG FE

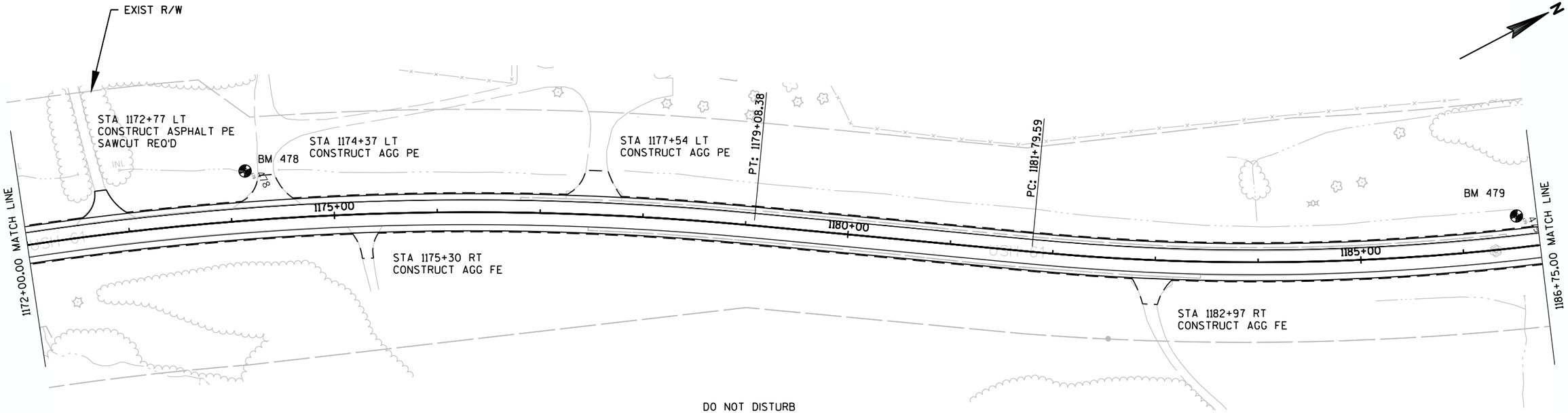
PI STA = 1171+06.44
Y = 261359.930
X = 417773.561
DELTA = 32°15'31"
D = 1°57'23"
T = 846.92'
L = 1648.86'
R = 2928.62'
PC STA = 1162+59.52
Y = 260513.067
X = 417763.621
PT STA = 1179+08.38
Y = 262070.773
X = 418233.972
BK = N00°40'21.1"E
AH = N32°55'51.6"E
3.9%

BM NO.	STA.	BM DESCRIPTION	ELEV.
477	1163+67	WEST END CMP	761.4

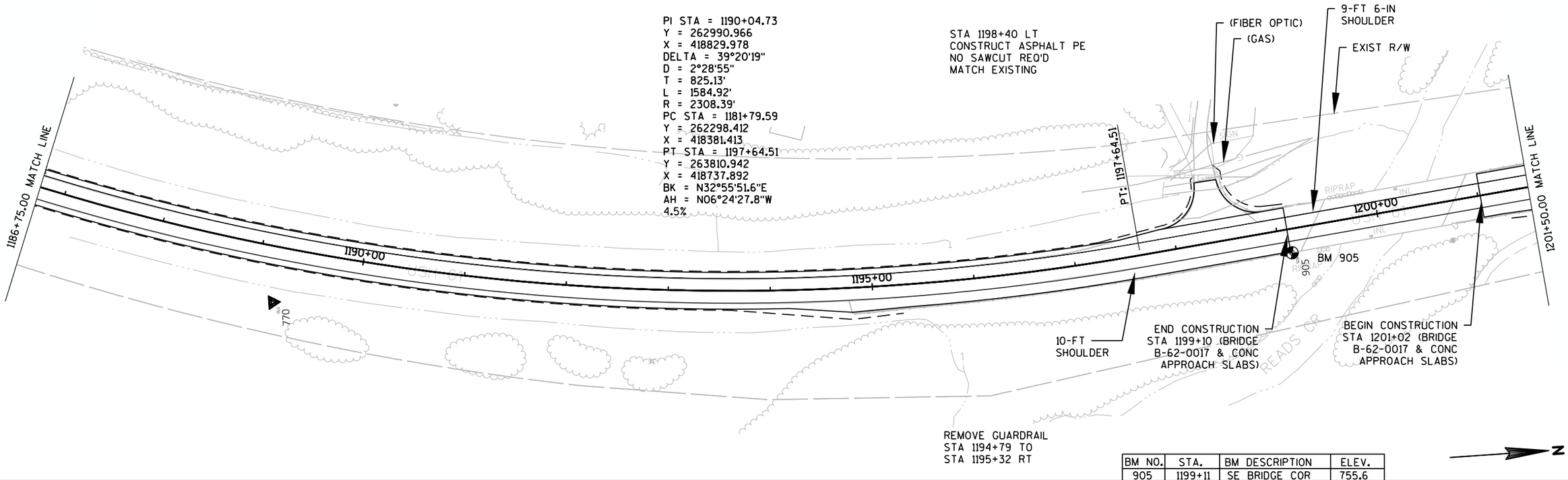
PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	PLAN: USH 61	SHEET 111	E

FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\050201-PN_FINAL_CULVER MAINT.DWG
LAYOUT NAME - 050201-PN_FINAL_CULVER MAINT - 0502(79)_PN

PLOT DATE : 10/10/2017 1:41 PM PLOT BY : DAVIDSON, JONATHAN BPLOT NAME : PLOT SCALE : 1 IN:100 FT

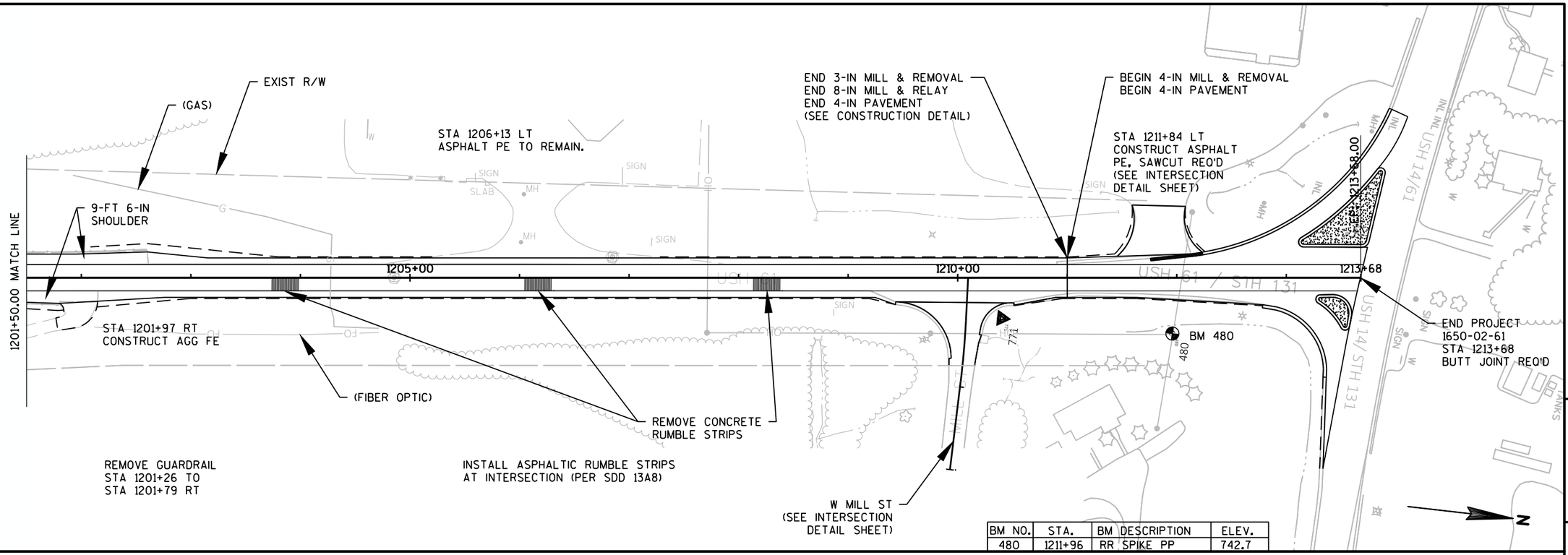


BM NO.	STA.	BM DESCRIPTION	ELEV.
478	1174+17	WEST END CMP	767.5
479	1186+55	WEST END CMP	763.0



BM NO.	STA.	BM DESCRIPTION	ELEV.
905	1199+11	SE BRIDGE COR	755.6

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	PLAN: USH 61	SHEET 112	E



BM NO.	STA.	BM DESCRIPTION	ELEV.
480	1211+96	RR SPIKE PP	742.7

PROJECT NO: 1650-02-60	HWY: USH 61	COUNTY: CRAWFORD/VERNON	PLAN: USH 61	SHEET 113	E

FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\050201-PN_FINAL_CULVER MAINT.DWG
LAYOUT NAME - 050201-PN_FINAL_CULVER MAINT - 0502(83)_PN

PLOT DATE : 10/10/2017 1:26 PM PLOT BY : DAVIDSON, JONATHAN BPLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

Standard Detail Drawing List

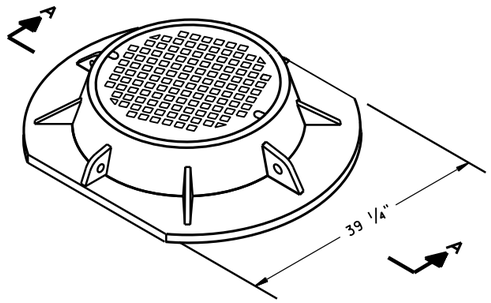
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-02	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08D01-20A	CONCRETE CURB & GUTTER
08D01-20B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-19A	CURB RAMPS TYPES 1 AND 1-A
08D05-19B	CURB RAMPS TYPES 2 AND 3
08D05-19C	CURB RAMPS TYPES 4A AND 4A1
08D05-19D	CURB RAMPS TYPE 4B AND 4B1
08D05-19G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D16-10	CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES
08D21-01	DRIVEWAYS WITHOUT CURB & GUTTER
08D22-01	DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09A01-13A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
09A01-13B	AT-GRADE SIDE ROAD INTERSECTION, TYPE "A1" & "A2"
13A08-01	ASPHALTIC RUMBLE STRIPS AT INTERSECTION
13A10-01A	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
14B15-10A	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-10B	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-10C	STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS
14B16-04A	ANCHORAGE FOR STEEL PLATE BEAM GUARD TYPE 2
14B16-04B	ANCHORAGE FOR STEEL PLATE BEAM GUARD TYPE 2
14B18-06A	STEEL PLATE BEAM GUARD, CLASS "A" (AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS)
14B18-06B	STEEL PLATE BEAM GUARD, CLASS "A" AT MEDIAN APPROACH TO BRIDGES
14B24-09A	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B24-09B	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B24-09C	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B27-01A	STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL
14B27-01B	STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL
14B27-01C	STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL
14B42-05A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-05B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-05C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-05D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-03A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-03B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-03C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B53-01A	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-01B	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-01C	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-01D	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-01E	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-01F	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-01G	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-01H	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-01I	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
15C04-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C06-09	SIGNING & MARKING FOR TWO LANE BRIDGES
15C07-14A	PAVEMENT MARKING SYMBOLS
15C07-14B	PAVEMENT MARKING WORDS
15C07-14C	PAVEMENT MARKING ARROWS
15C08-18A	LONGITUDINAL MARKING (MAINLINE)
15C08-18B	PAVEMENT MARKING (TURN LANES)
15C12-06	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-04	MEDIAN ISLAND MARKING
15C19-04A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C19-04B	MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY
15C27-02A	DOUBLE ARROW WARNING SIGN PLACEMENT
15C27-02B	PAVEMENT MARKING (ISLANDS)
15C33-02	STOP LINE AND CROSSWALK PAVEMENT MARKING

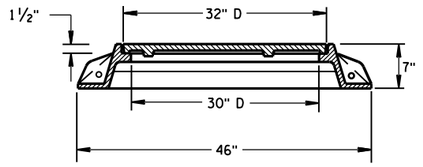
6

Standard Detail Drawing List

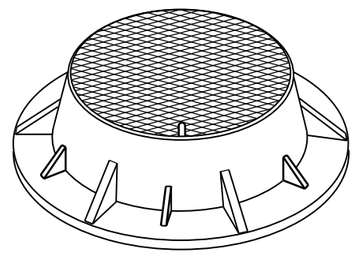
15C35-01A	PAVEMENT MARKING (INTERSECTIONS)
15C35-01B	PAVEMENT MARKING AND SIGNING (CLIMBING LANE & PASSING LANE)
15C35-01C	PAVEMENT MARKING AND SIGNING (CLIMBING LANE & PASSING LANE)
15D12-06A	TRAFFIC CONTROL, LANE CLOSURE
15D30-03C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS

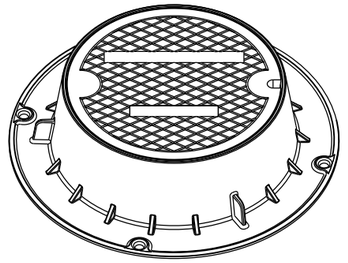
6

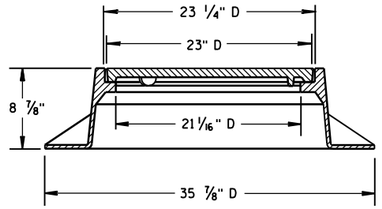


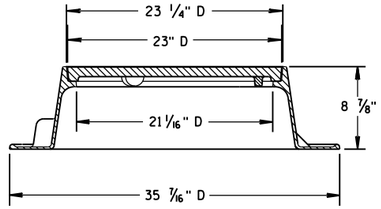


SECTION A-A
TYPE "K"









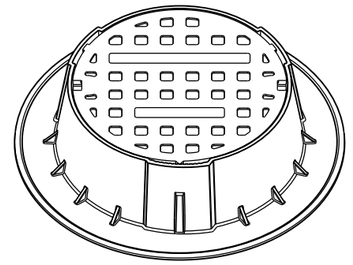
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

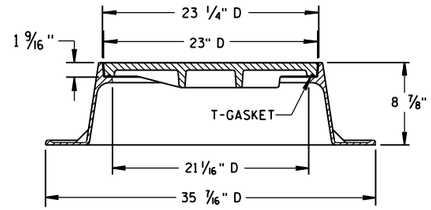
GENERAL NOTES

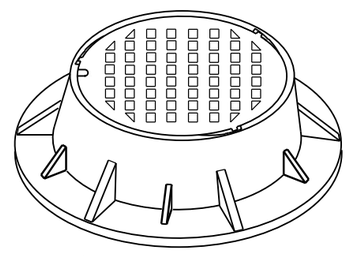
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

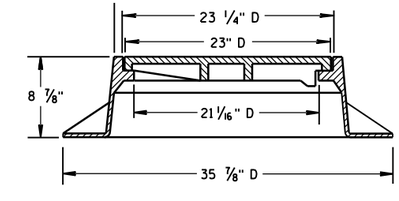
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

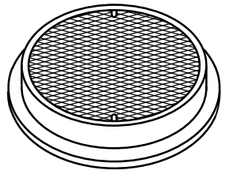


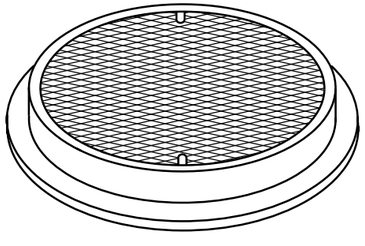


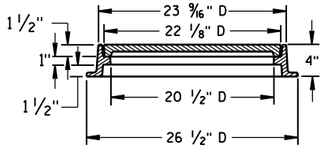




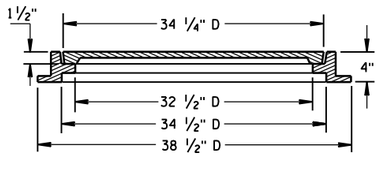
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE







TYPE "L"



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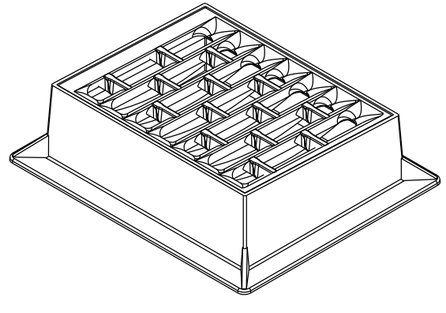
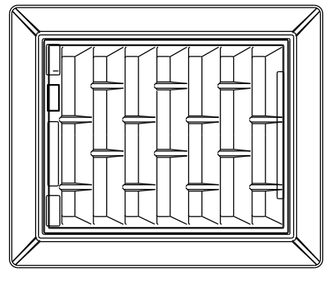
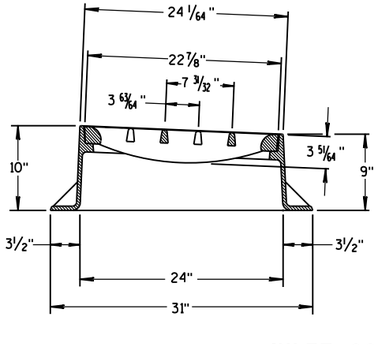
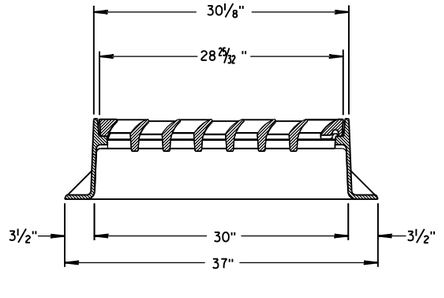








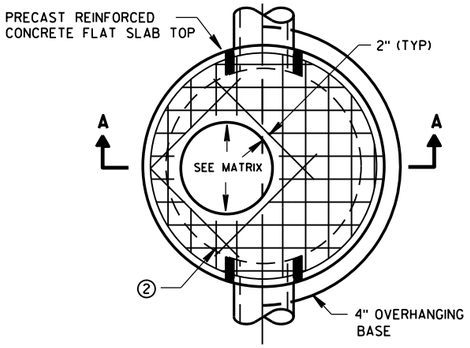
INLET COVER TYPE "BW"

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

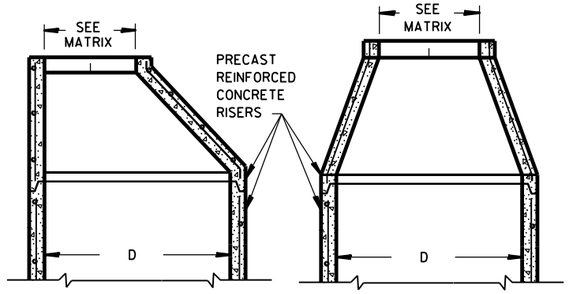
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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

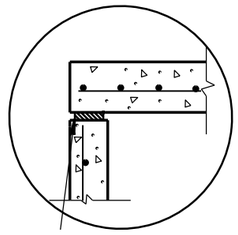


PLAN VIEW CIRCULAR OPENING

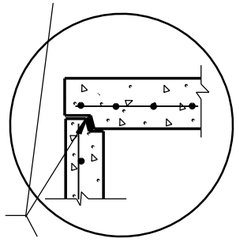


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

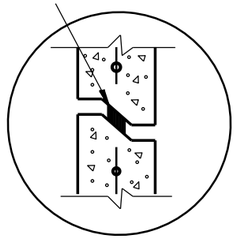


TOP WITH PLAIN END JOINT



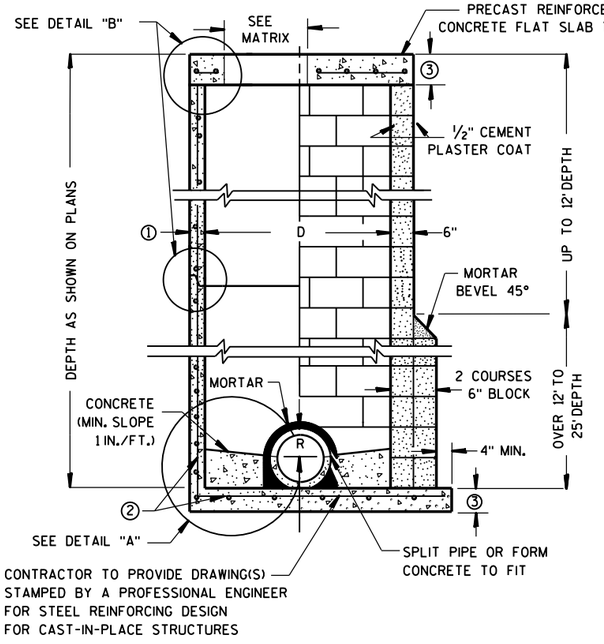
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



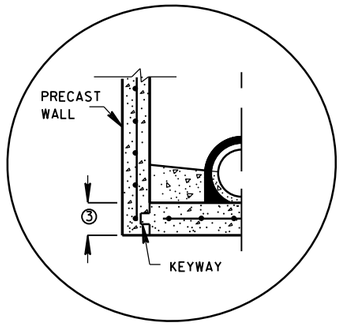
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

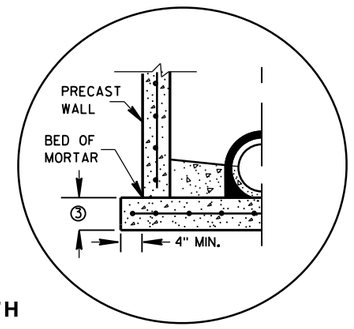


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

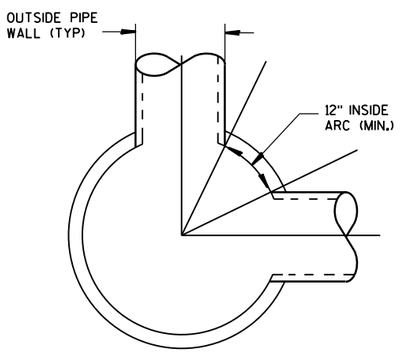


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

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

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

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

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

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

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

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

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

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

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

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

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

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

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

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

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

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

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

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

MANHOLE COVER OPENING MATRIX

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

PIPE MATRIX

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

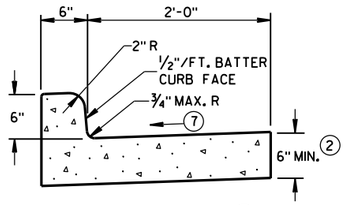
APPROVED

Sept., 2016
DATE

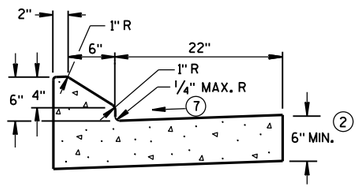
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERV

FHWA

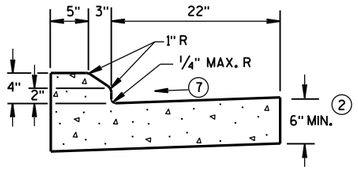
6
S.D.D. 8 B 9-2



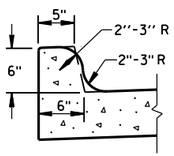
TYPES A & D (1)



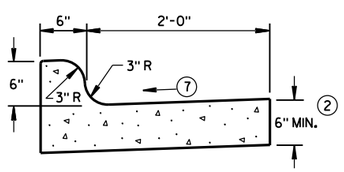
6" SLOPED CURB TYPES G & J (1)



4" SLOPED CURB TYPES G & J (1)

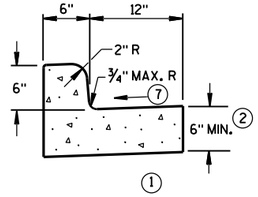


OPTIONAL CURB SHAPE
FOR TYPES K & L (1)



TYPES K & L (1)

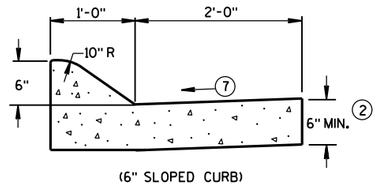
CONCRETE CURB & GUTTER 30"



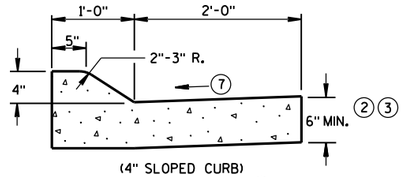
1

TYPES A & D

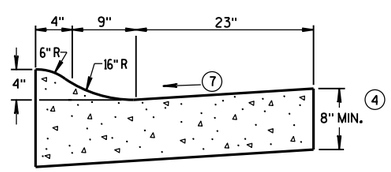
CONCRETE CURB & GUTTER 18"



(6" SLOPED CURB)

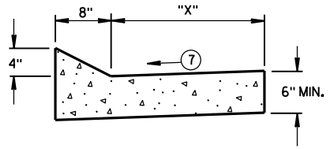


(4" SLOPED CURB)
TYPES A & D (1)



4" SLOPED CURB TYPES R & T (1) (5)

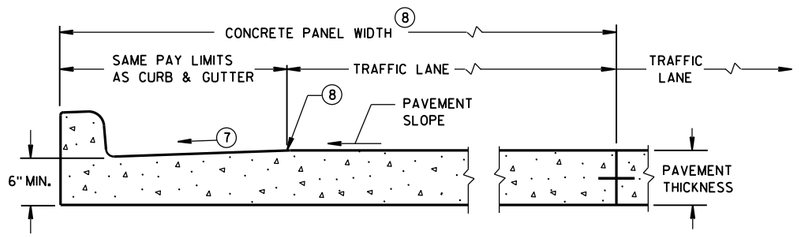
CONCRETE CURB & GUTTER 36"



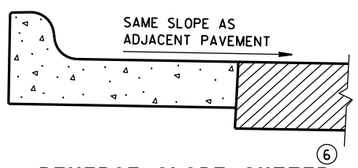
TYPES TBT & TBTT (1)

CONCRETE CURB & GUTTER

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



PARTIAL SECTION OF PAVEMENT *
WITH INTEGRAL CURB & GUTTER



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

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.

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.

(7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.

(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

PAVEMENT THICKNESS	MAXIMUM PANEL WIDTH
LESS THAN 10"	12'
10" & ABOVE	15'

* BIKE LANE IS NOT SHOWN.

CONCRETE CURB & GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 8 D 1-20a

GENERAL NOTES

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

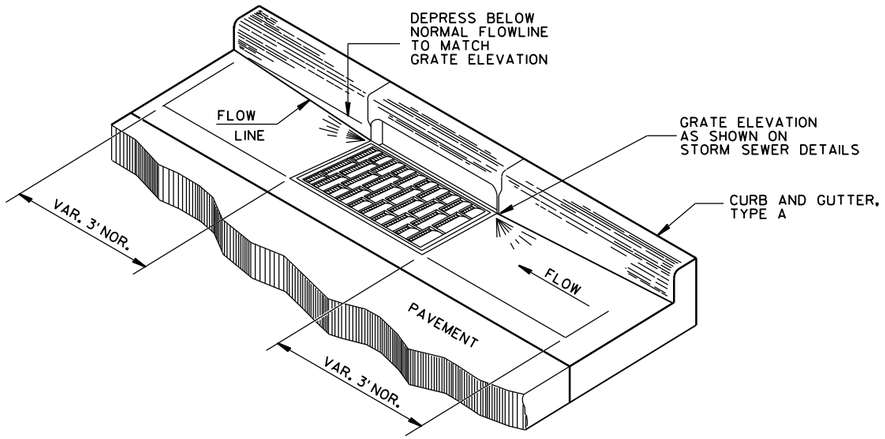
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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, C, K, R AND TBTT.

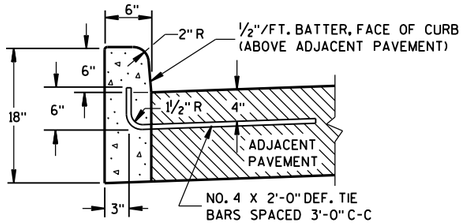
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(9) REFER TO SDD 8D18 AND SDD 8D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.

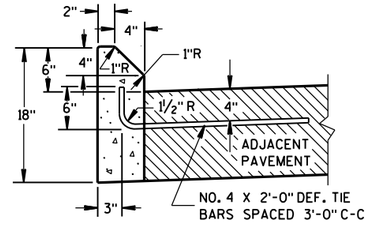


DETAIL OF CURB AND GUTTER AT INLETS

(TYPE H INLET COVER SHOWN)

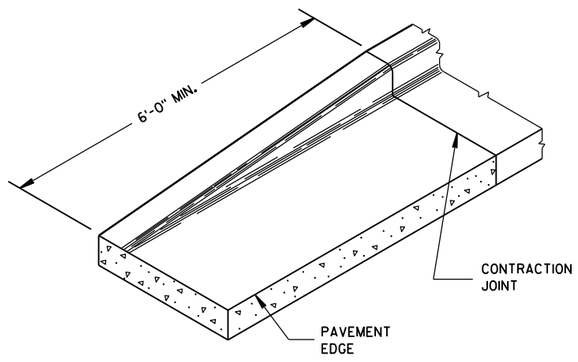


(1)
TYPES A & D

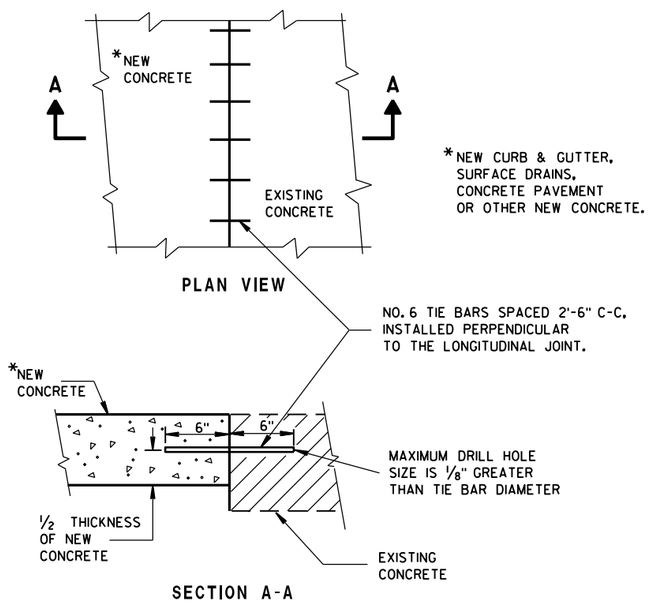


(1)
TYPES G & J

CONCRETE CURB



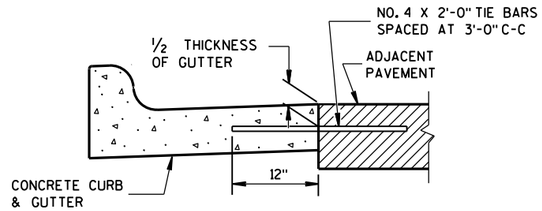
END SECTION CURB & GUTTER



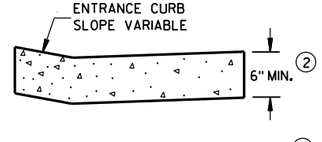
PLAN VIEW

SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (9)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2017
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D UNIT SUPERVI
NT
FHWA

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S.D.D. 8 D 1-20b

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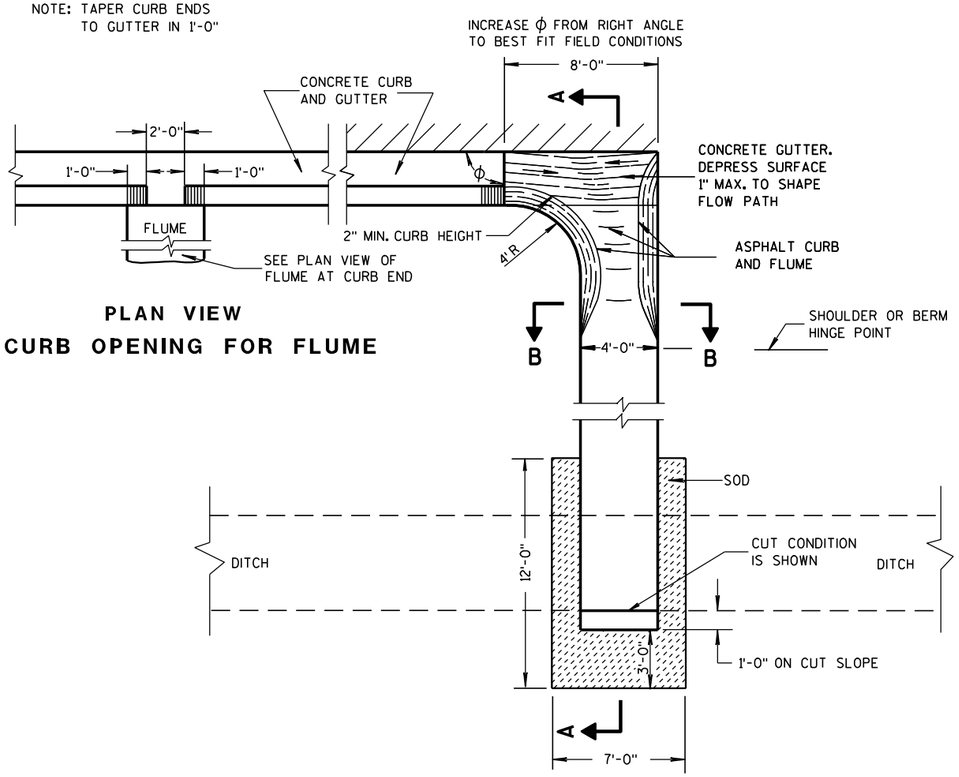
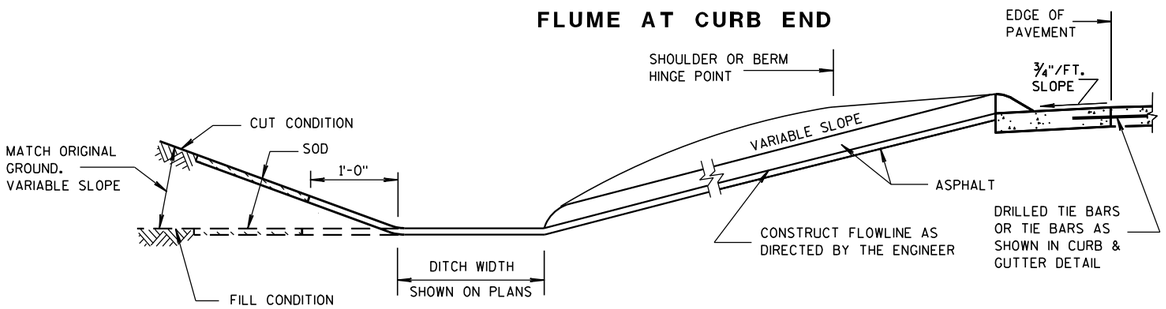
S.D.D. 8 D 1-20b

ASPHALTIC FLUME

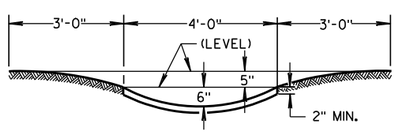


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

GENERAL NOTES

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

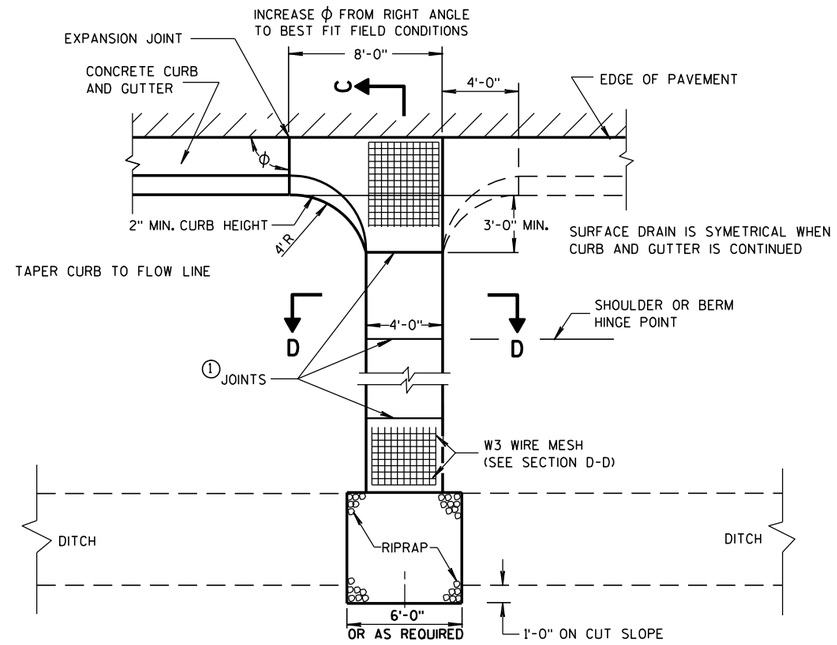
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE ⅛ TO ¼ INCH WIDE BY 1½ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

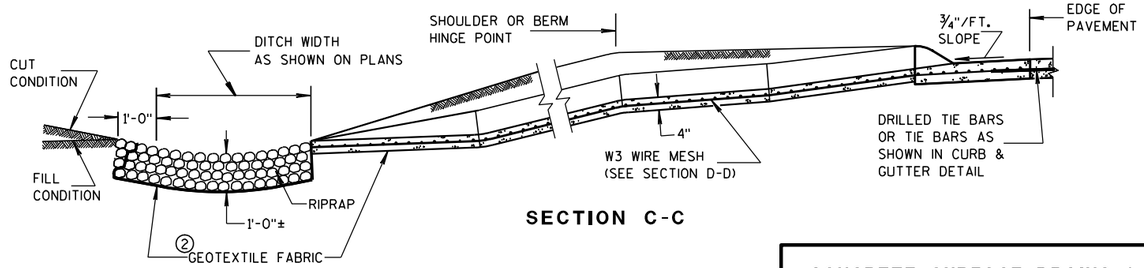
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

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

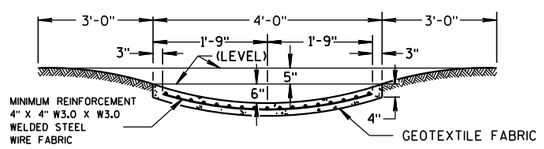
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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S.D.D. 8 D 4-5

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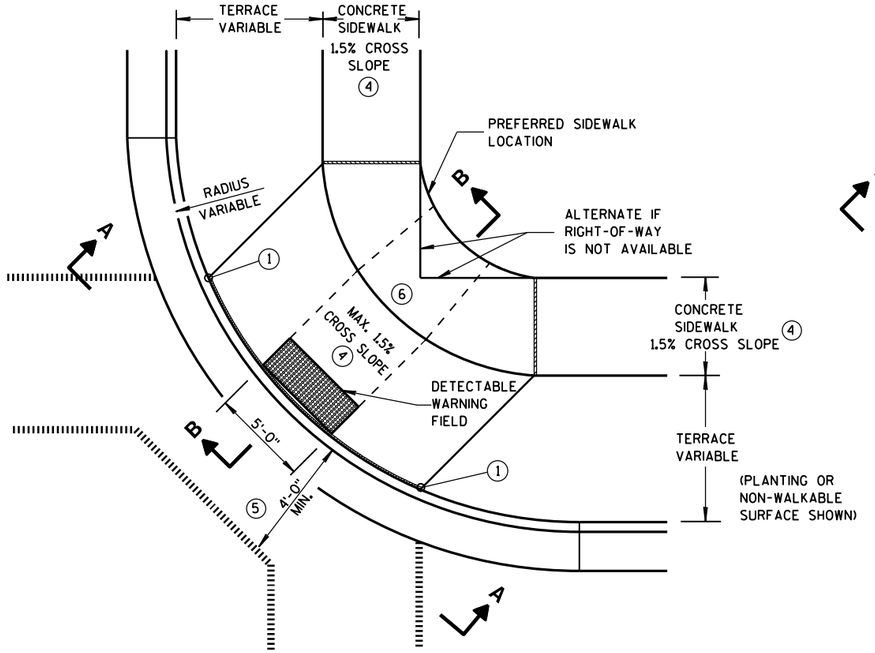
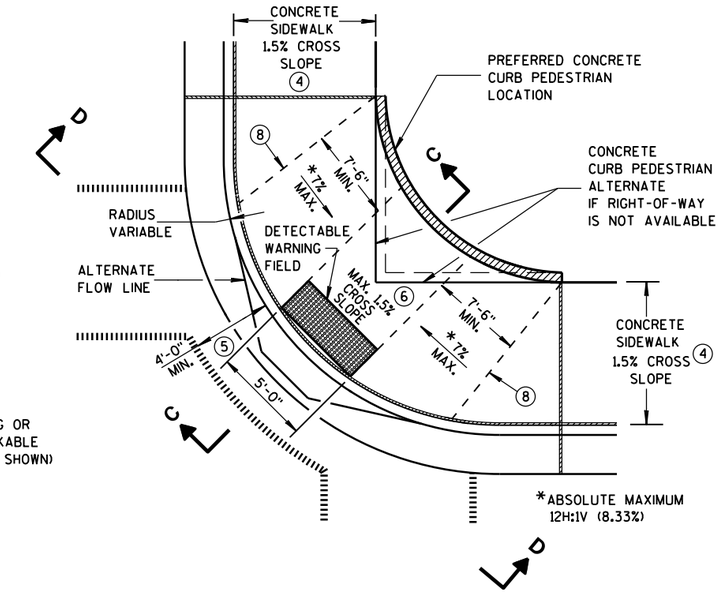
S.D.D. 8 D 4-5



PLAN VIEW

TYPE 1 RAMP

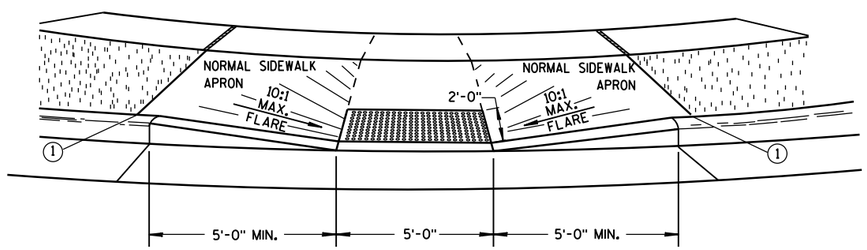
(CENTER OF CORNER RADIUS)



PLAN VIEW

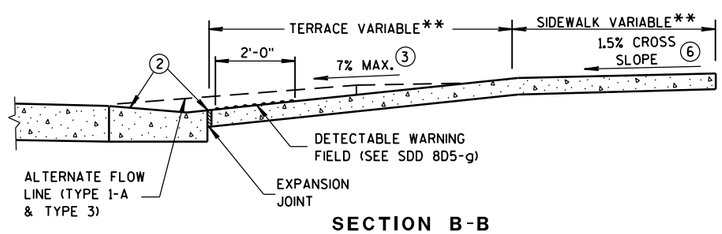
TYPE 1-A RAMP

(NO TERRACE)

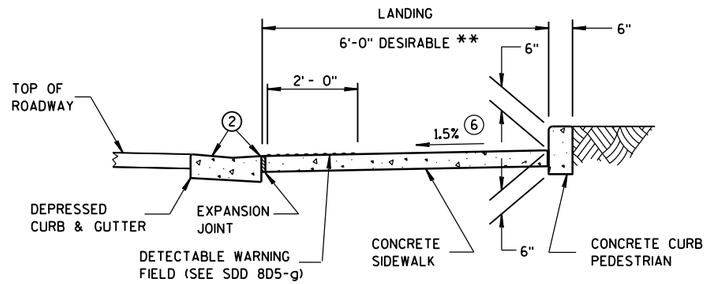


VIEW A-A

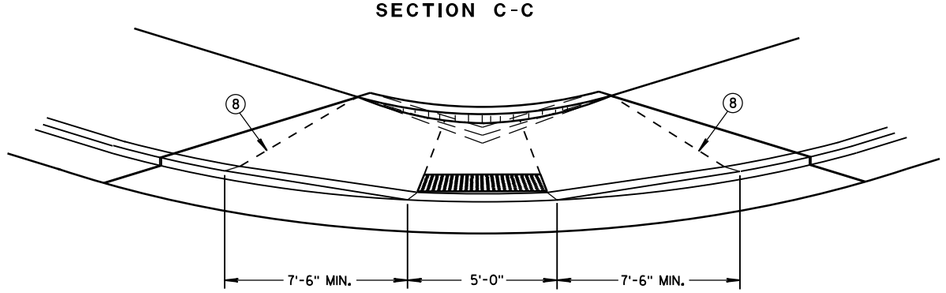
** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B



SECTION C-C



VIEW D-D

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAL FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD".

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA. (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

LEGEND

- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT

CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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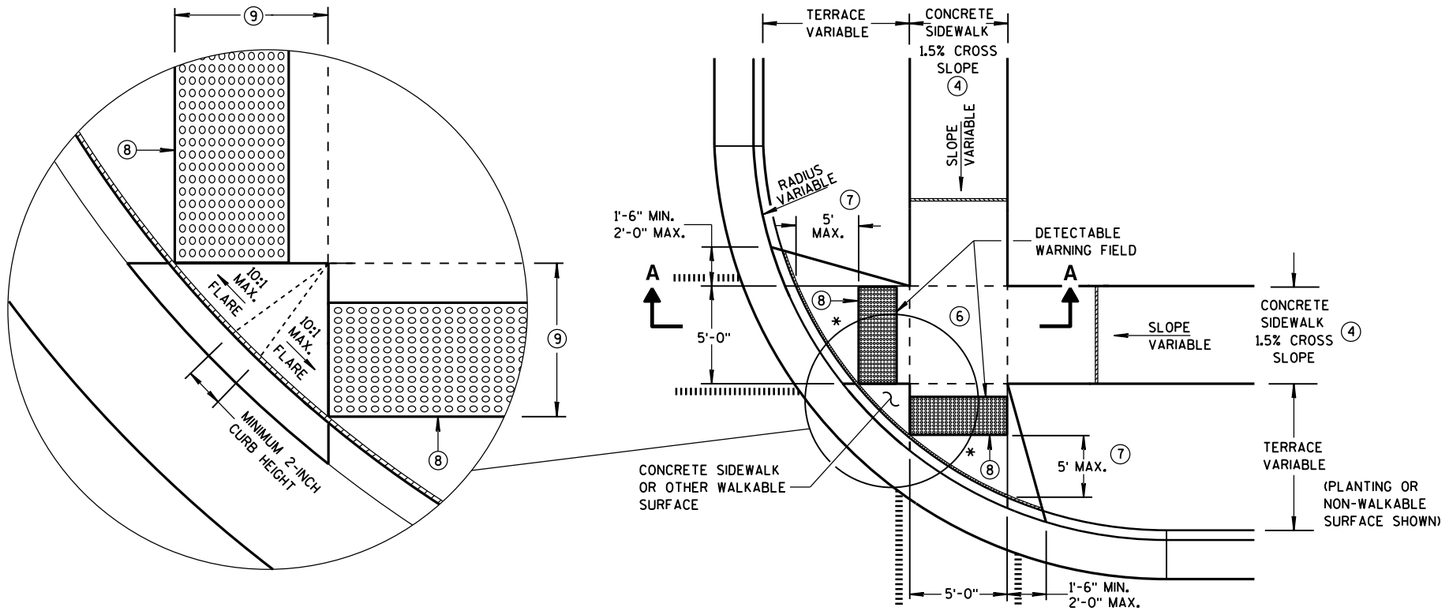
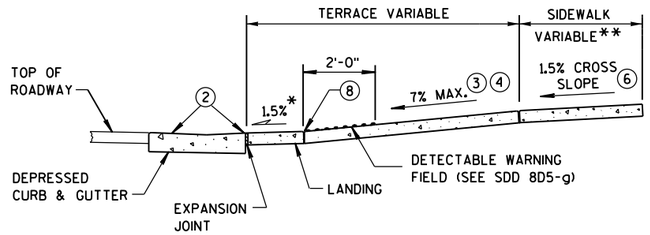
S.D.D. 8 D 5-19a



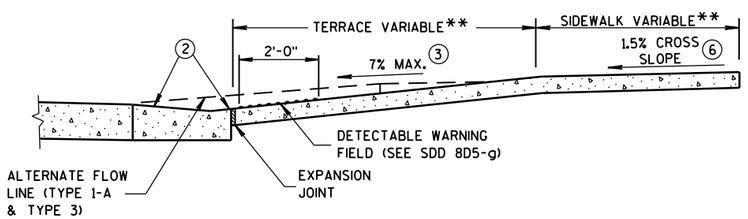
PLAN VIEW
TYPE 2 RAMP
(ON LINE WITH SIDEWALK)

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

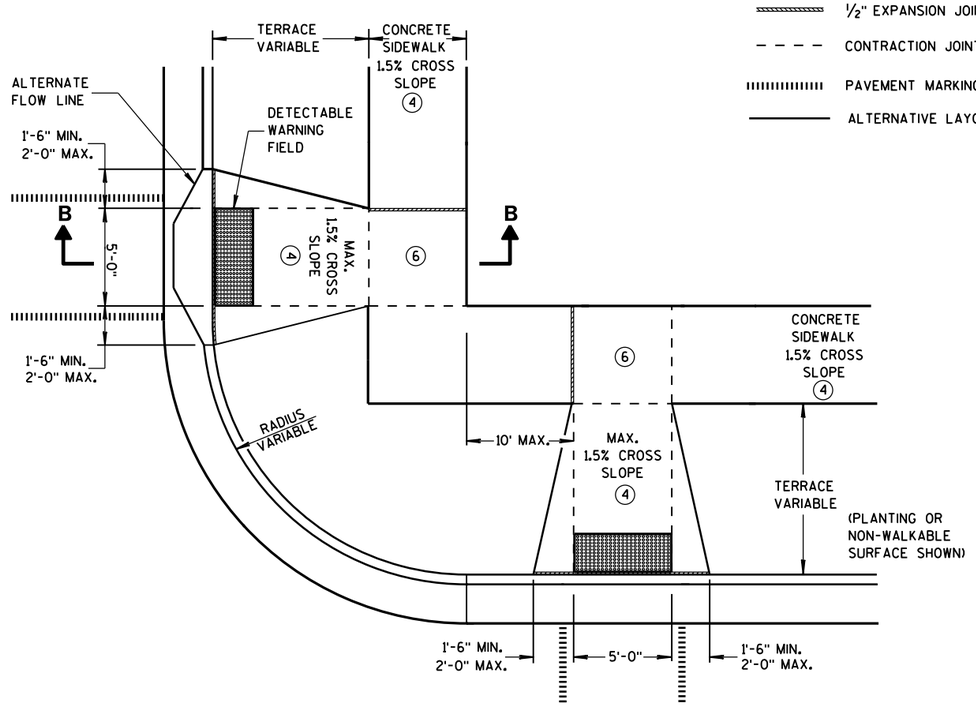


SECTION A-A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B



PLAN VIEW
TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(9) WHEN THIS DISTANCE IS LESS THAN 6'-0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT

6

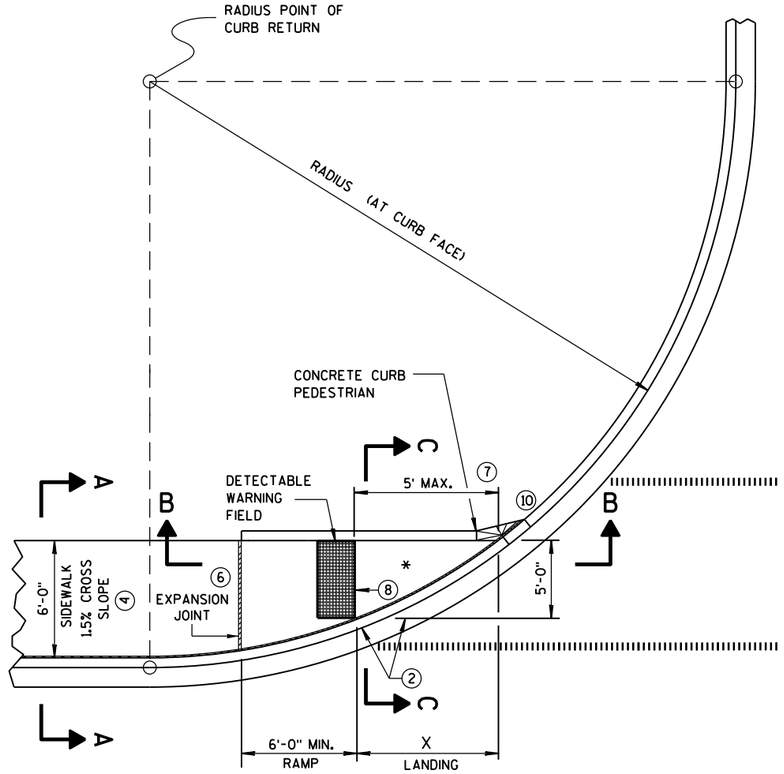
S.D.D. 8 D 5-19b

CURB RAMPS TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

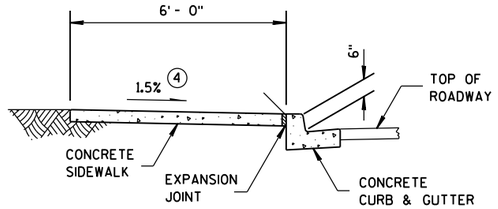
S.D.D. 8 D 5-19b



CURB RAMP TYPE 4A
PLAN VIEW

RADIUS (AT CURB FACE)	X
10 FEET	4'-7"
15 FEET	6'-5½"

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A-A FOR TYPE 4A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

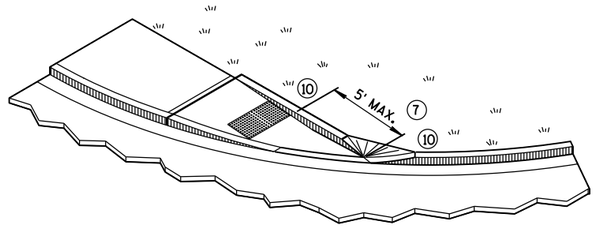
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

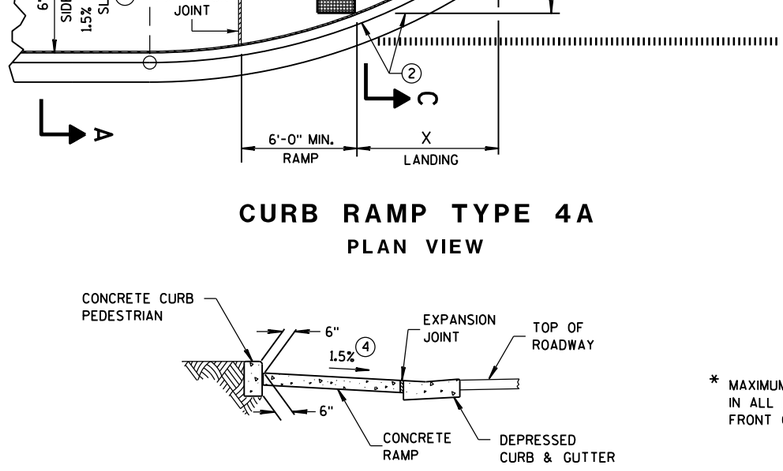
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

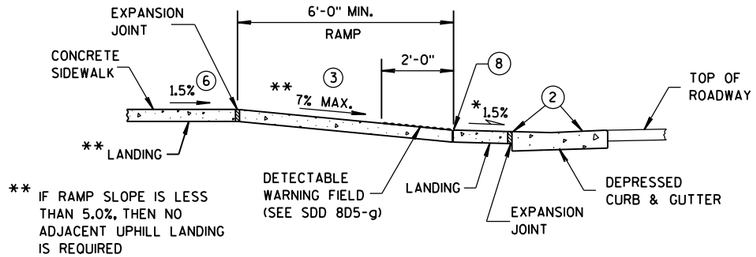
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



ISOMETRIC VIEW FOR TYPE 4A



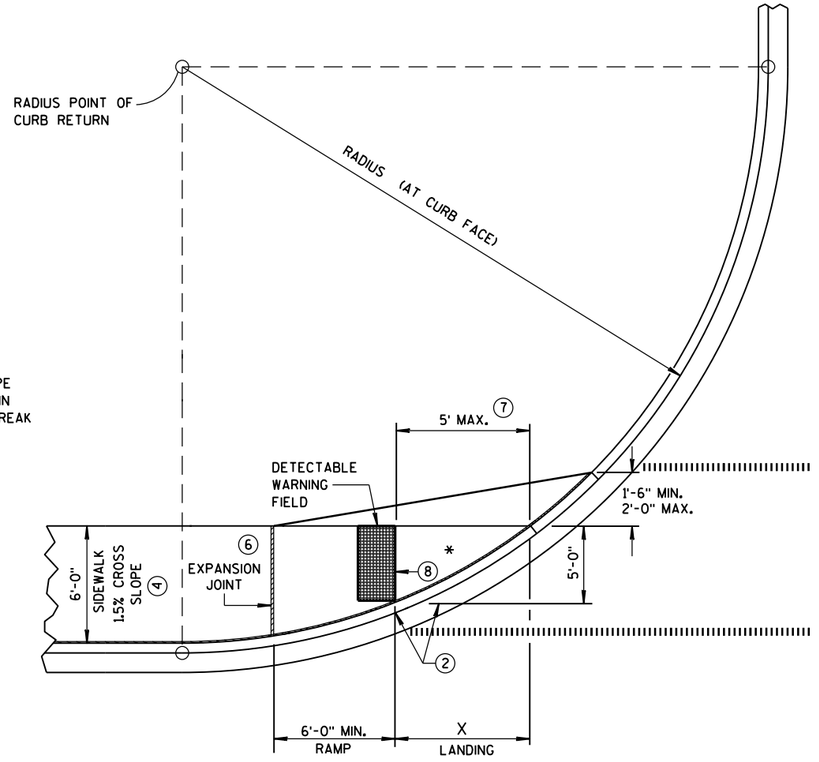
SECTION C-C FOR TYPE 4A



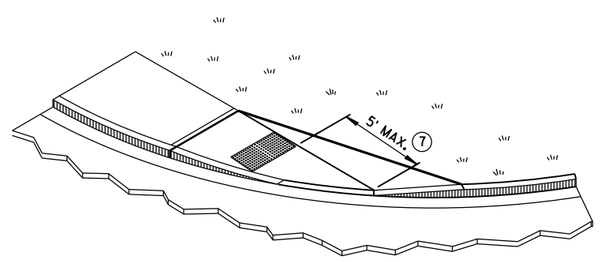
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

SECTION B-B FOR TYPE 4A

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK



CURB RAMP TYPE 4A1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

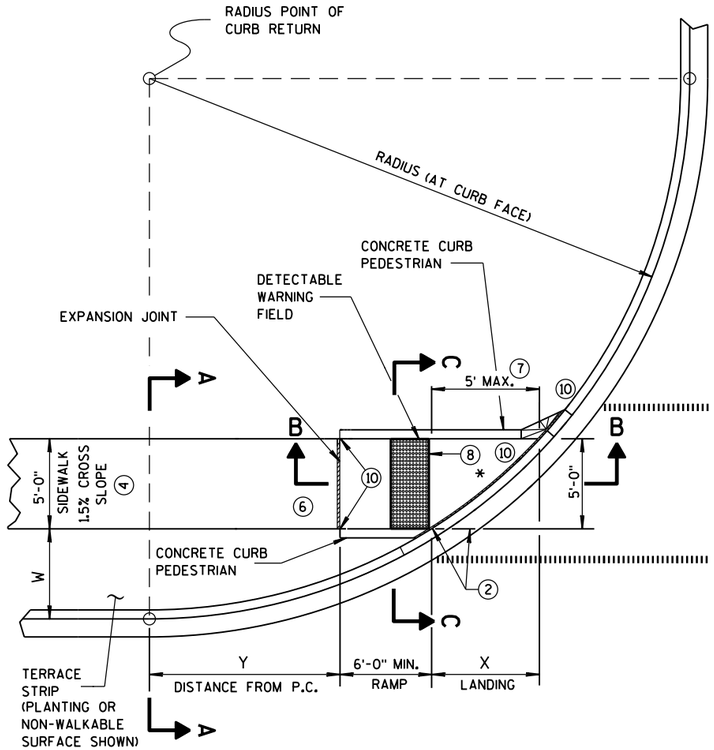
PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPES 4A AND 4A1

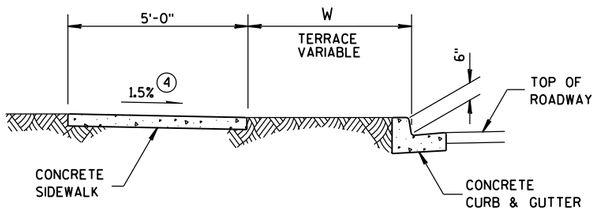
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

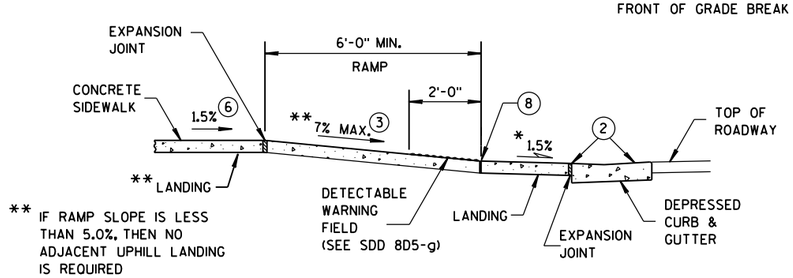
S.D.D. 8 D 5-19c



CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A FOR TYPE 4B

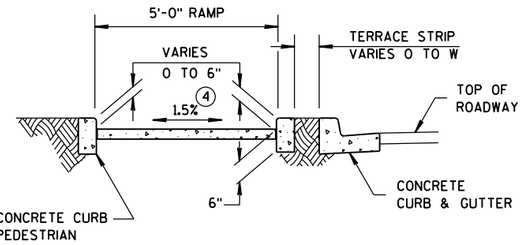


* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

SECTION B-B FOR TYPE 4B

RADIUS (AT CURB FACE)	W = 3'-0"		W = 4'-0"		W = 5'-0"		W = 6'-0"		W = 7'-0"		W = 8'-0"		W = 9'-0"		W = 10'-0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2'-10¼"	0'-5"	2'-1"	1'-4½"	1'-5"	2'-1"	0'-10"	2'-7½"	0'-3¼"	3'-0¼"						
15 FEET	4'-6¾"	2'-1¾"	3'-9"	3'-5¼"	3'-1¼"	4'-6"	2'-6¾"	5'-4½"	2'-1"	6'-1"	1'-8"	6'-8½"	1'-3¼"	7'-2½"	0'-10¾"	7'-7¼"
20 FEET	5'-9¾"	3'-6½"	4'-11½"	5'-1¾"	4'-3¼"	6'-5½"	3'-8¾"	7'-7"	3'-3"	8'-6½"	2'-10"	9'-4½"	2'-5½"	10'-1¼"	2'-1¼"	10'-9"
30 FEET			6'-9¼"	7'-11¼"	6'-0¼"	9'-8"	5'-5"	11'-1¾"	4'-10¾"	12'-5¾"	4'-5½"	13'-7¾"	4'-0¾"	14'-8½"	3'-8½"	15'-8¼"
40 FEET									6'-1¾"	15'-8½"	5'-8"	17'-2"	5'-3"	18'-5¾"	4'-10¾"	19'-8¼"
50 FEET															5'-10¼"	23'-2"

INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH



SECTION C-C FOR TYPE 4B

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

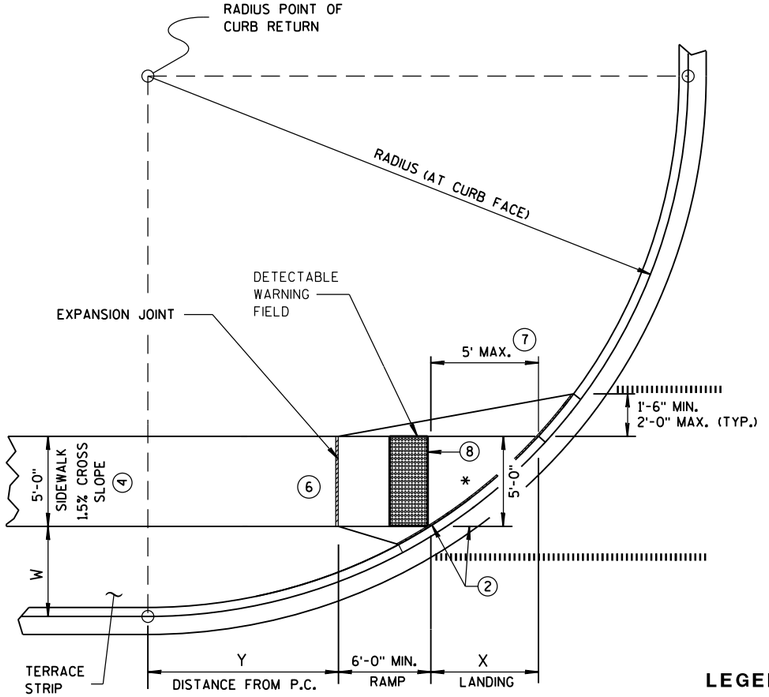
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

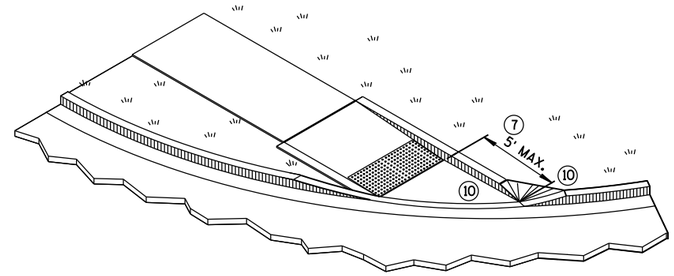
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

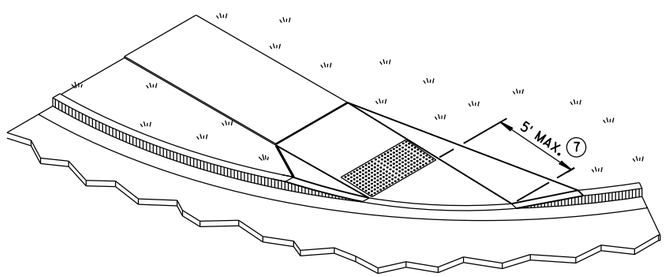
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



CURB RAMP TYPE 4B1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
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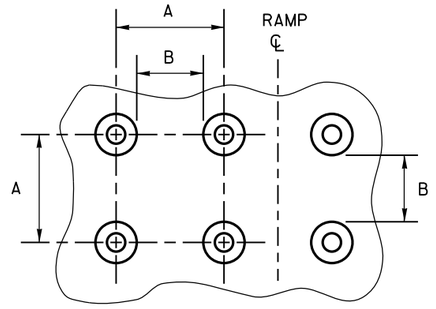
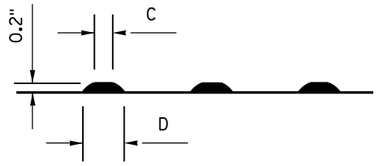
	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES

DETECTABLE WARNING PATTERN DETAIL

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FIELD ARE PROHIBITED.

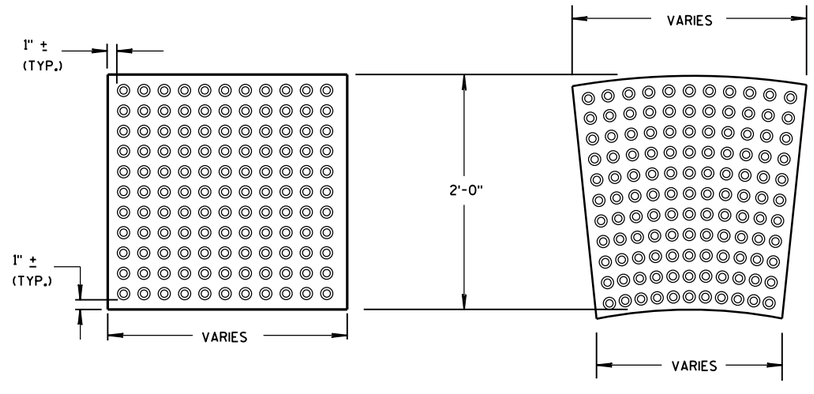
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGES IN COMBINATION WITH SQUARE PANELS ARE ALSO ACCEPTABLE. FOLLOW MANUFACTURER'S RECOMMENDATIONS.

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

⑮ FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

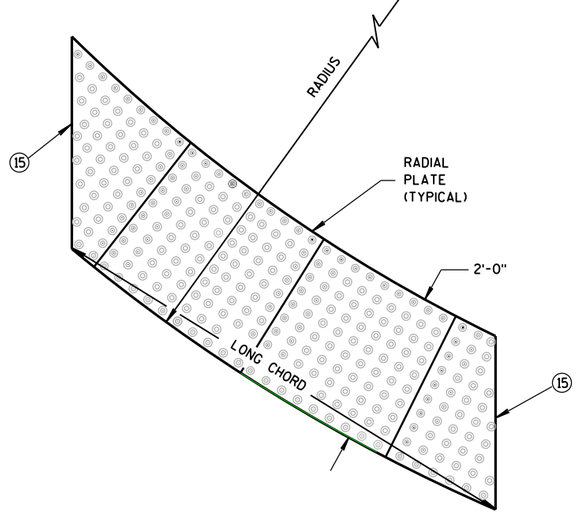


RECTANGULAR PLATES

RADIAL PLATES

DETECTABLE WARNING FIELDS (TYPICAL)

PLAN VIEW



RADIAL DETECTABLE WARNING FIELD ATTRIBUTES

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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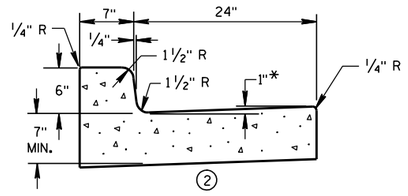
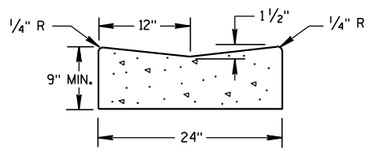
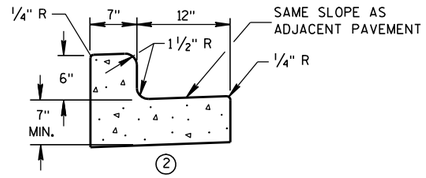


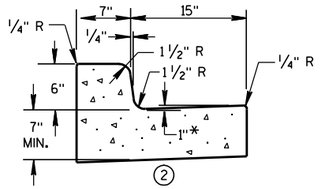
① CONCRETE CURB & GUTTER 31"



① CONCRETE GUTTER 24"

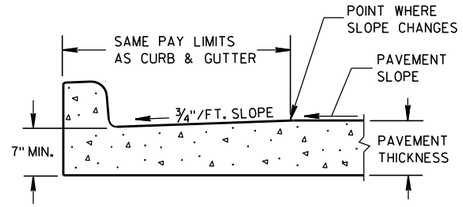


① CONCRETE CURB & GUTTER 19"



① CONCRETE CURB & GUTTER 22"

* TO BE MEASURED TO A MAXIMUM OF 3" WHERE DRAINAGE PROBLEMS EXIST.



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL 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.

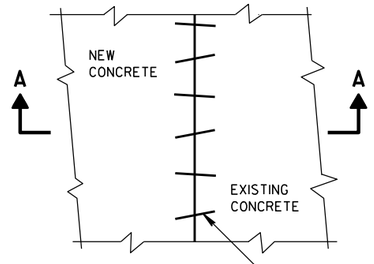
WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE COURSE AND UNCLASSIFIED EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURB.

① WHEN PLACED ADJACENT TO NEW CONCRETE, TIE BARS ARE REQUIRED FOR CURB AND GUTTER 31", 22", 19" AND CONCRETE GUTTER 24".

② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED A 7" MIMIMUM GUTTER THICKNESS IS MAINTAINED.

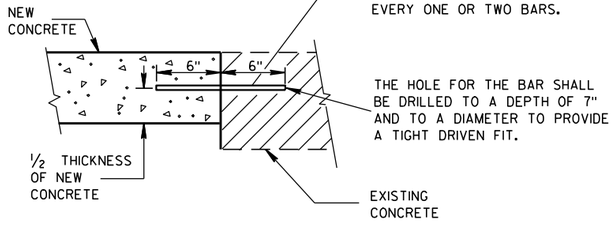
③ WHEN HIGH SIDE CURB SECTION IS REQUIRED, THE LOCATION(S) WILL BE NOTED ON THE PLAN.



PLAN VIEW

EXISTING AND NEW CONCRETE MAY BE CURB & GUTTER, SURFACE DRAIN, PAVEMENT OR OTHER CONCRETE STRUCTURE.

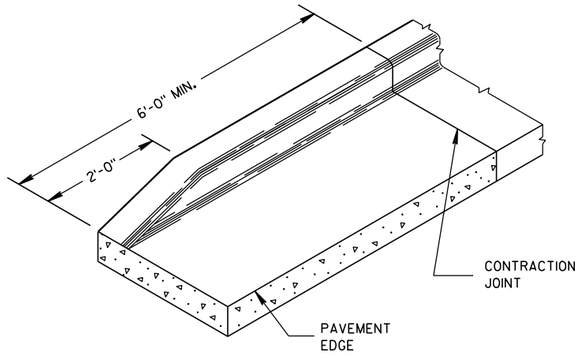
NO. 6 X 12" DEF. BARS SPACED 3'-0" C-C, INSTALLED ON 6:1 SKEW HORIZONTALLY. DIRECTION OF SKEW ALTERNATING AFTER EVERY ONE OR TWO BARS.



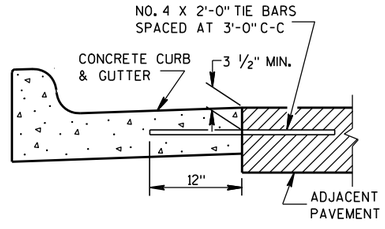
THE HOLE FOR THE BAR SHALL BE DRILLED TO A DEPTH OF 7" AND TO A DIAMETER TO PROVIDE A TIGHT DRIVEN FIT.

SECTION A-A

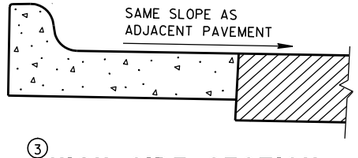
PAVEMENT TIES



END SECTION CURB & GUTTER



① TYPICAL TIE BAR LOCATION



③ HIGH SIDE SECTION

(TYPICAL FOR ALL CURB & GUTTER)

CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES

(For Optional Use in Milwaukee Co. Only)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/2/2010 — DATE

/S/ Jerry Zogg — ROADWAY STANDARDS ENGINEER

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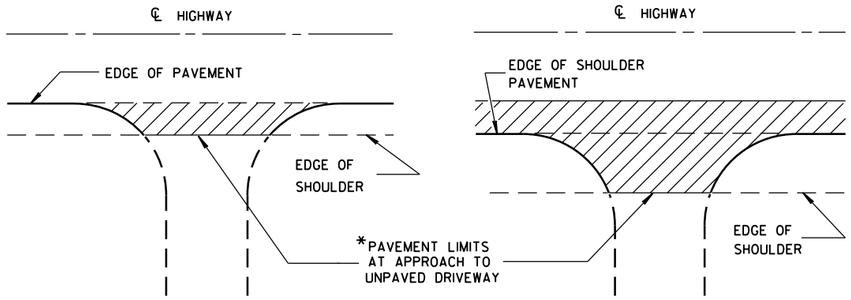
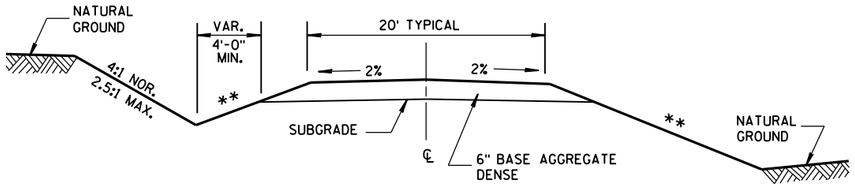


*WHERE DRIVEWAY IS PAVED, APPROACH PAVEMENT SHOULD BE EXTENDED TO MATCH DRIVEWAY PAVEMENT.

PLAN VIEW
(UNPAVED SHOULDER ON HIGHWAY)

PLAN VIEW
(PAVED SHOULDER ON HIGHWAY)

RURAL DRIVEWAY INTERSECTION DETAIL
(NO CURB & GUTTER OR SIDEWALK)

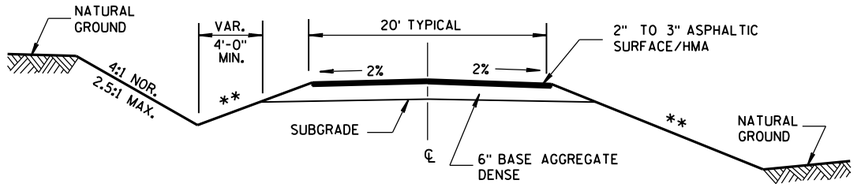


IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE AGGREGATE SURFACE

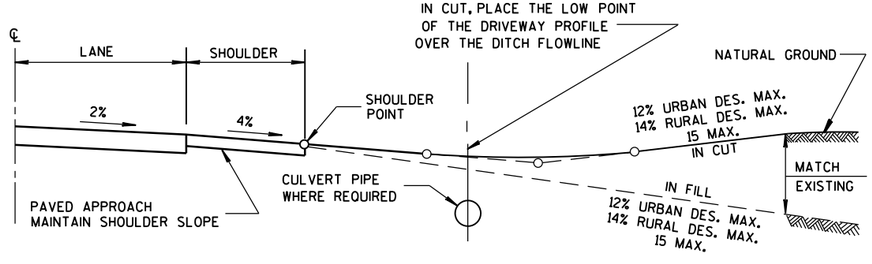
** SLOPE CAN VARY WITH SPEED. SEE 11-45-2.6.2.

POSTED SPEED MPH	MAX. SLOPE
<35	4:1
≥35 TO <60	6:1
≥60	10:1



IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE ASPHALTIC SURFACE



TYPICAL DRIVEWAY PROFILES

DRIVEWAYS WITHOUT CURB & GUTTER

STATE OF WISCONSIN
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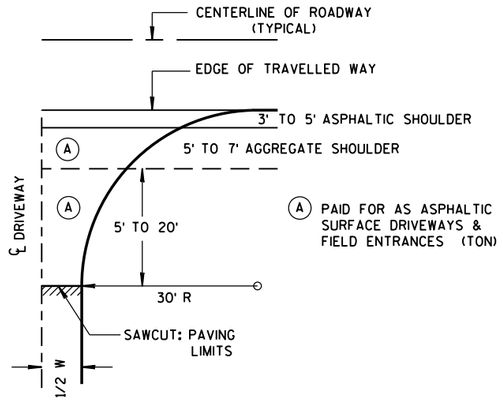
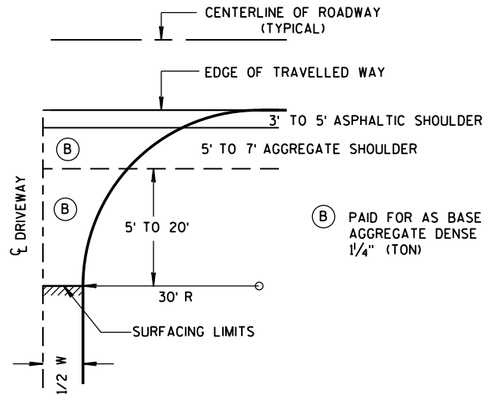


PLAN VIEW
HALF SECTION

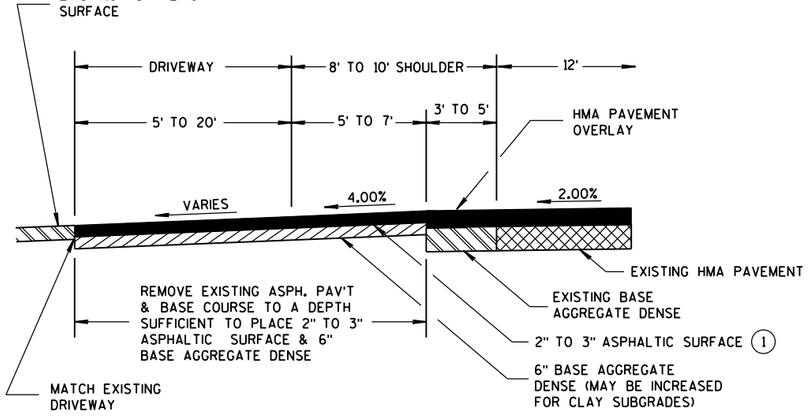
W MIN. = 16'
W MAX. = 24'



PLAN VIEW
HALF SECTION

GENERAL NOTES

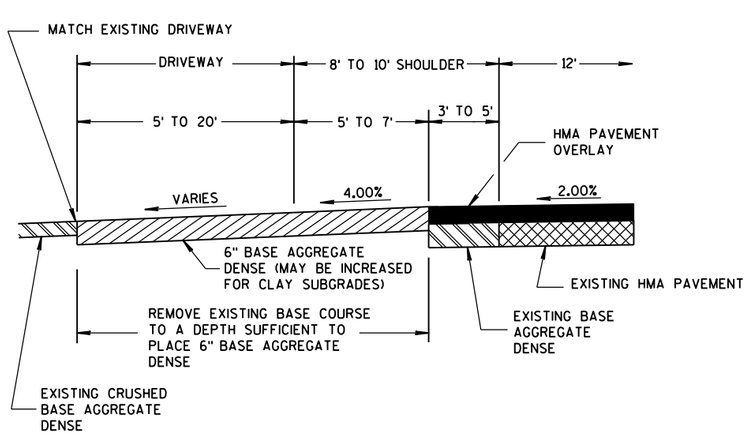
(1) DESIGN WILL DETERMINE FINAL DRIVEWAY ASPHALTIC THICKNESS BASED ON TYPE OF USAGE AND LOADINGS.



PROFILE VIEW

RURAL ENTRANCE WITH ASPHALTIC SURFACE

RESURFACING PROJECTS



PROFILE VIEW

RURAL ENTRANCE WITH AGGREGATE SURFACE

6" BASE AGGREGATE DENSE
RESURFACING PROJECTS

DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL

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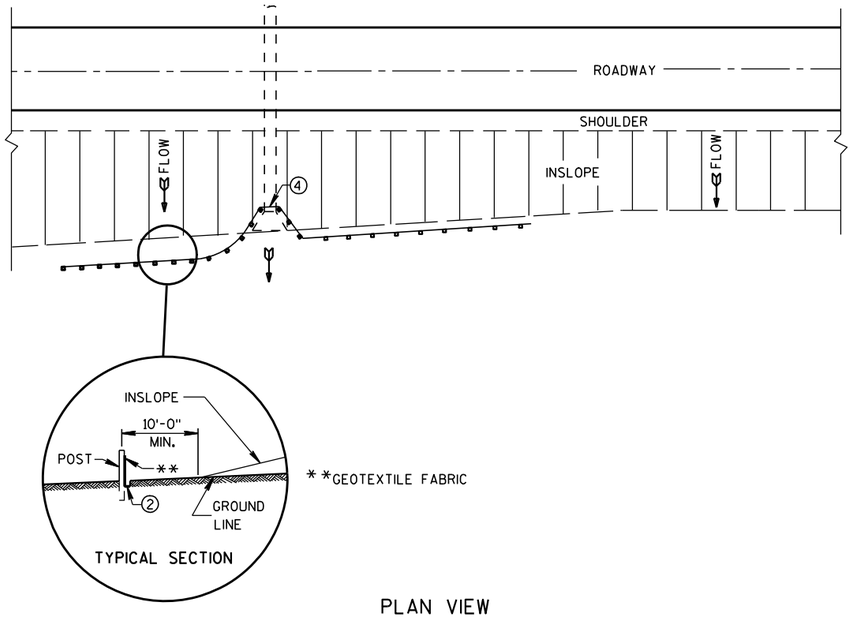
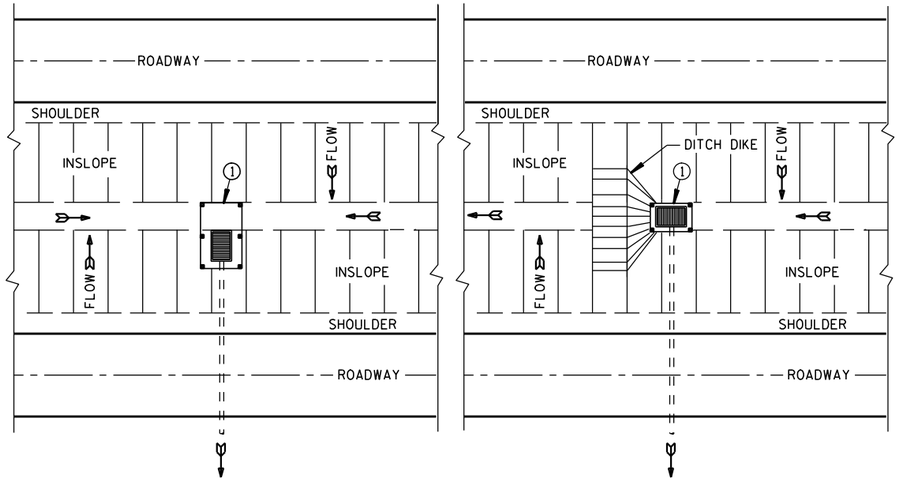


PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

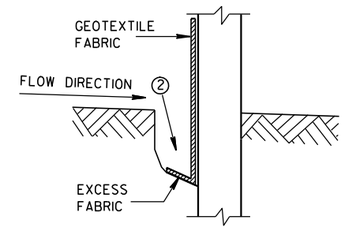
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

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

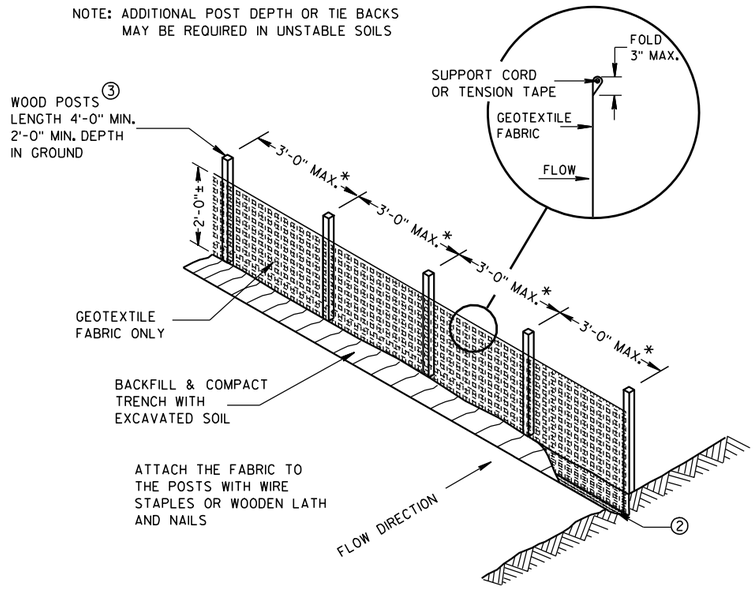
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

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

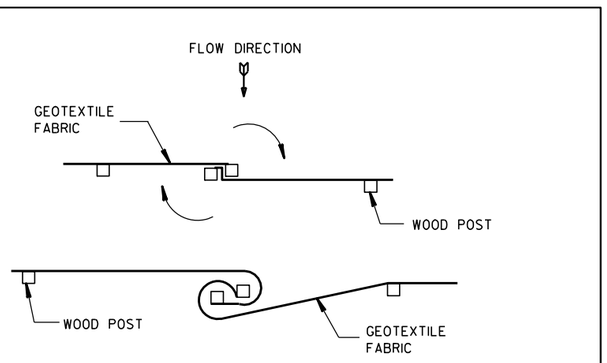
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



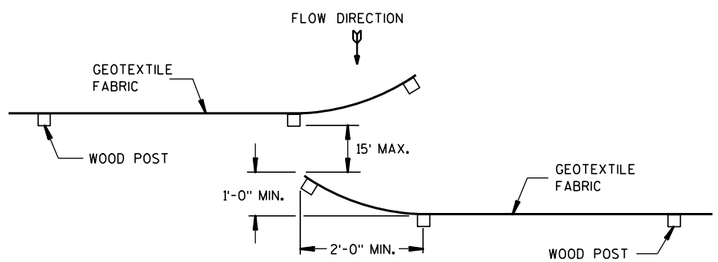
TRENCH DETAIL



SILT FENCE

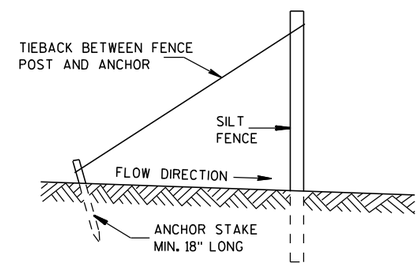


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

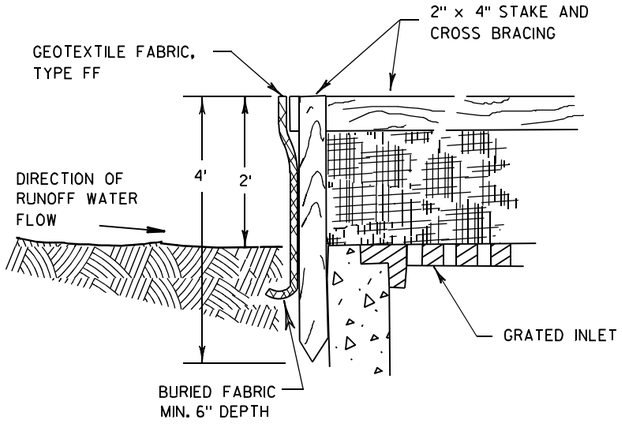
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

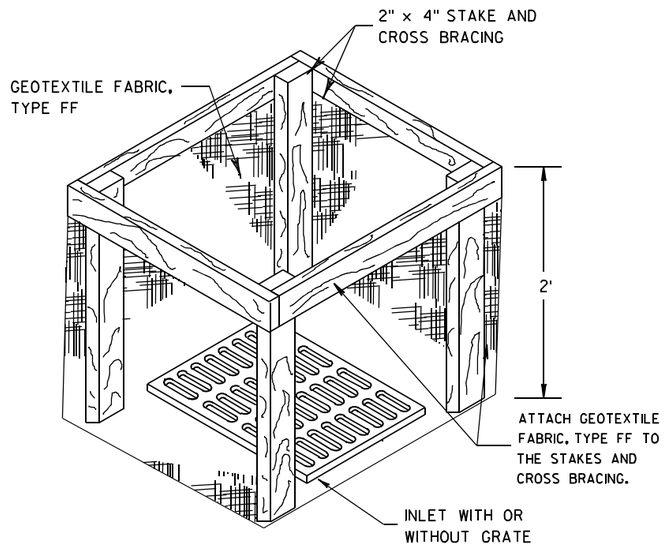
6

S.D.D. 8 E 9-6

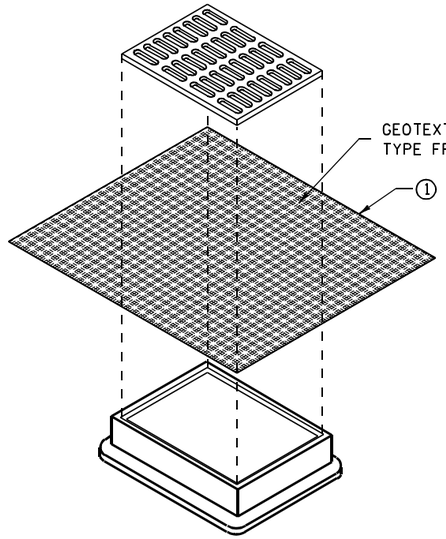
6

S.D.D. 8 E 9-6



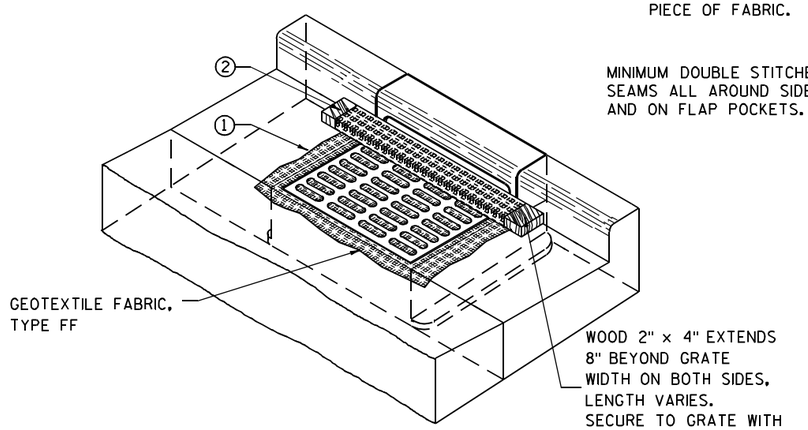


INLET PROTECTION, TYPE A

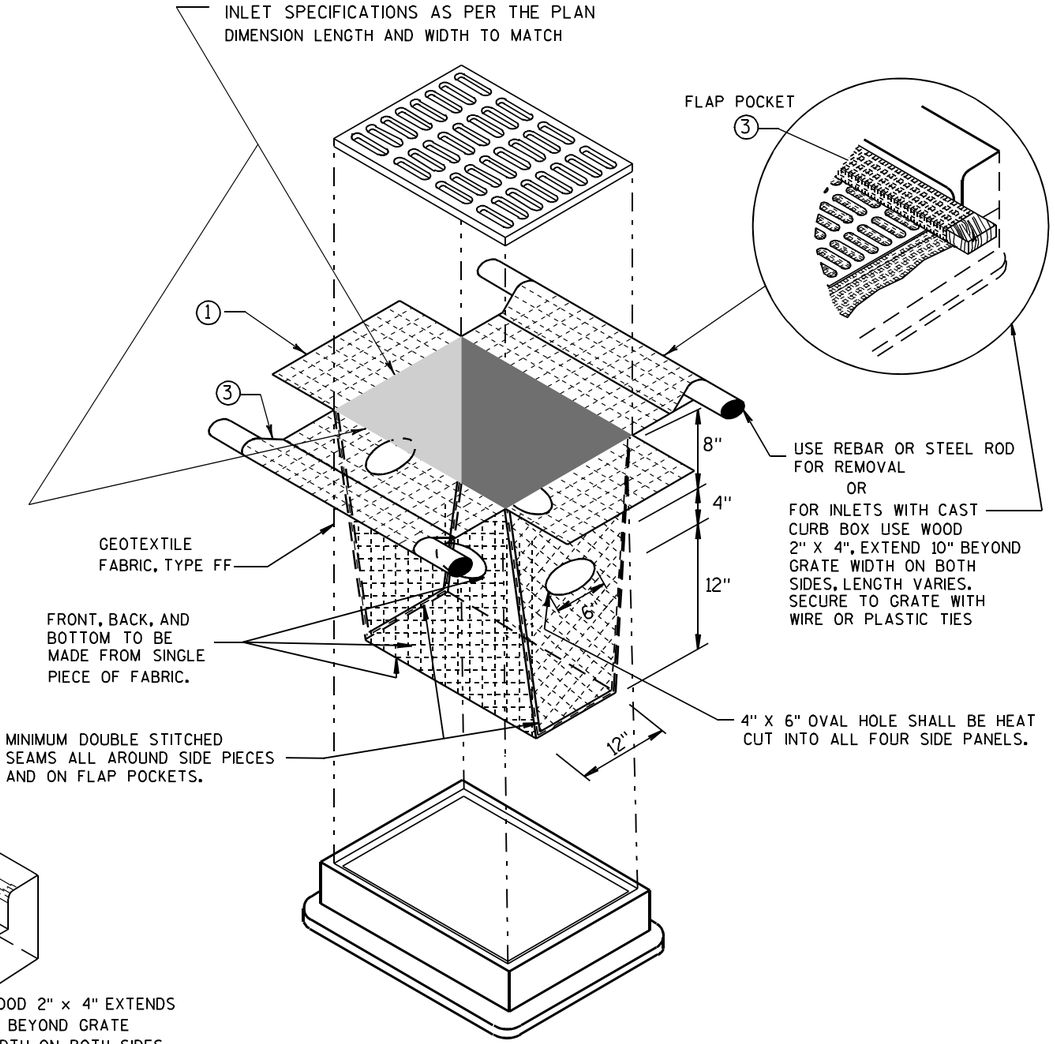


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

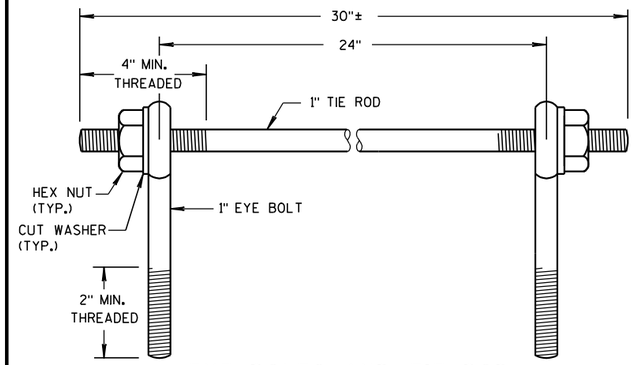
APPROVED

10/16/02
DATE

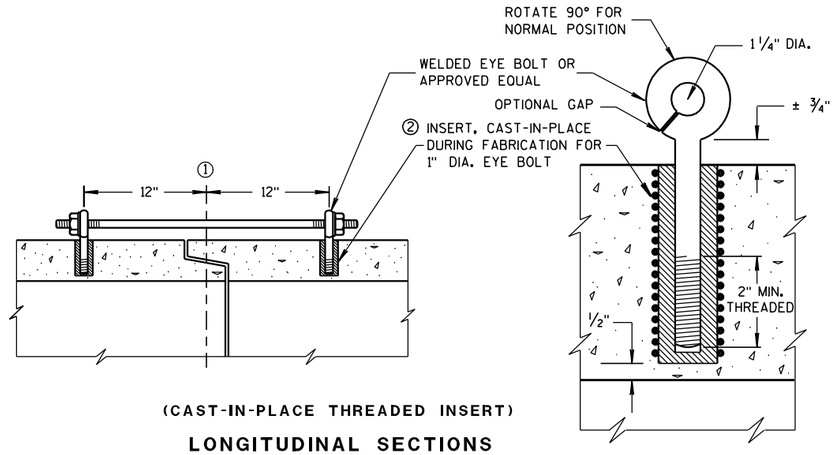
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6
S.D.D. 8 E 10-2



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

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

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

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

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

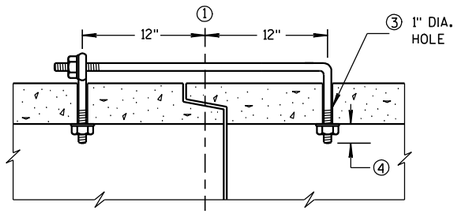
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

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

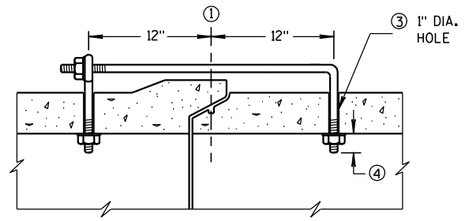
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

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



(TONGUE & GROOVE PIPE)

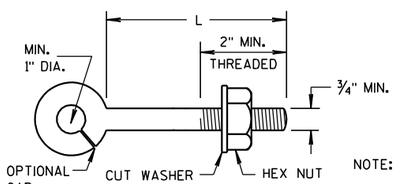


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

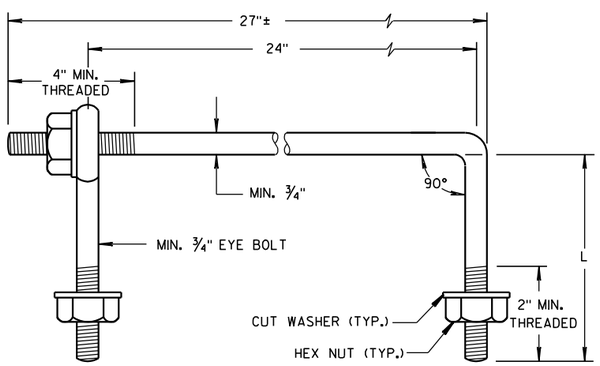
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

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



EYE BOLT AND TIE ROD

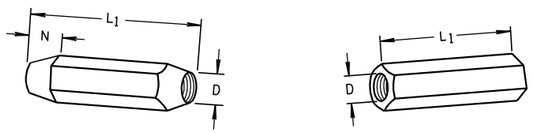
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

ADJUSTABLE TIE ROD TABLE

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

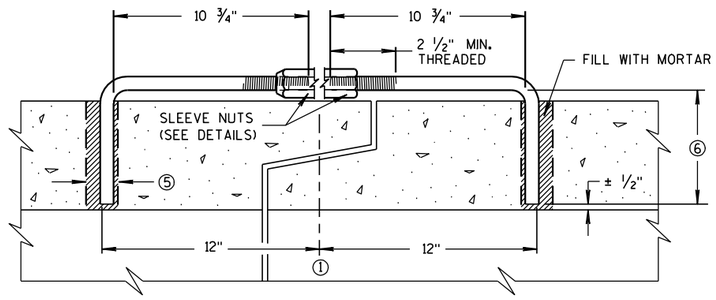
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

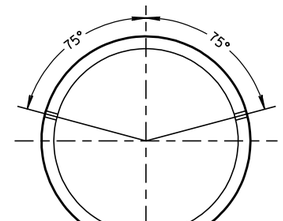
SLEEVE NUTS



LONGITUDINAL SECTION

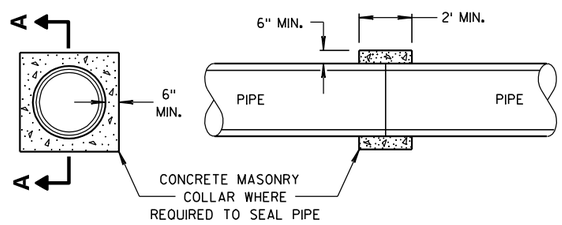
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

S.D.D. 8 F 4-7

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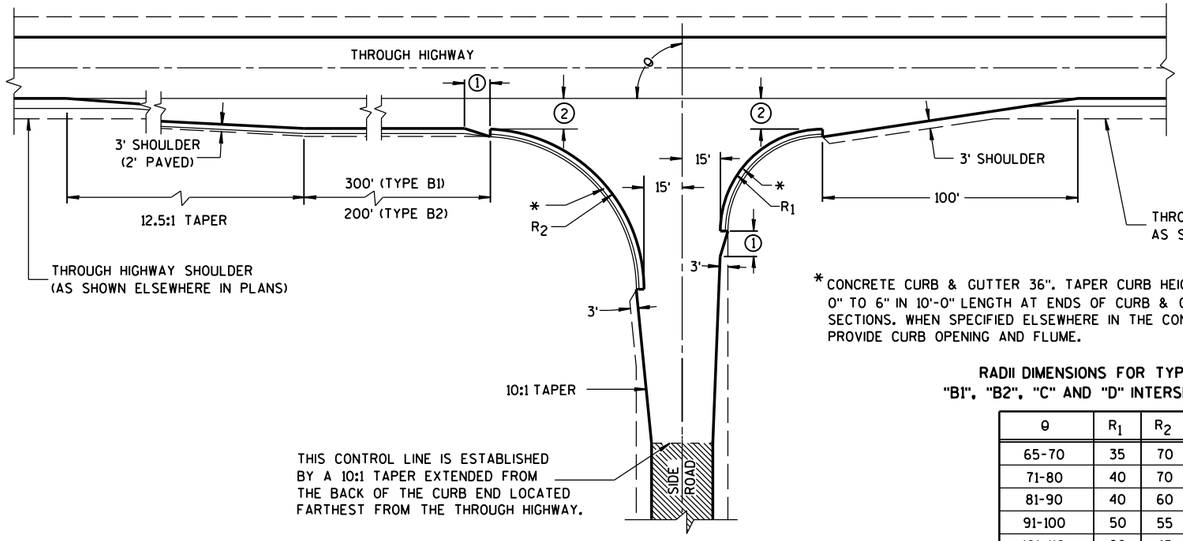
S.D.D. 8 F 4-7

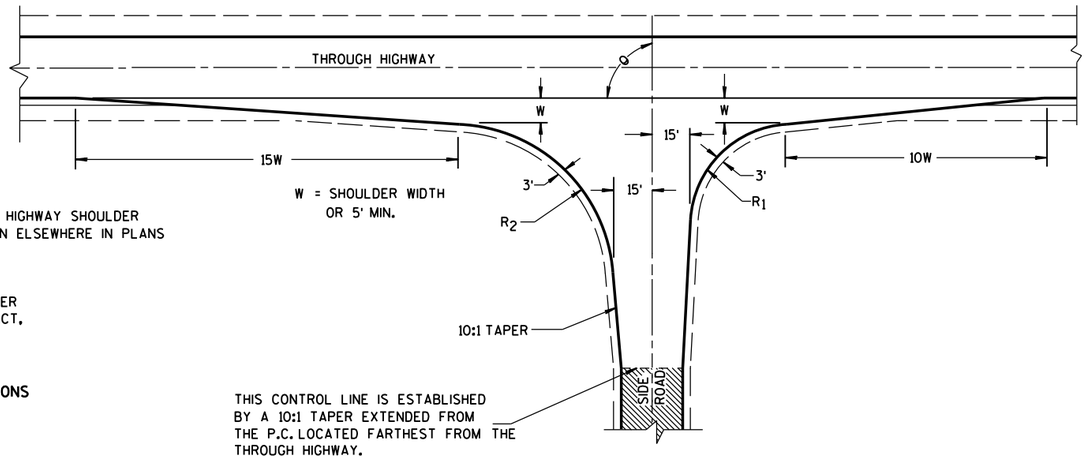


TYPE "B1" AND "B2"

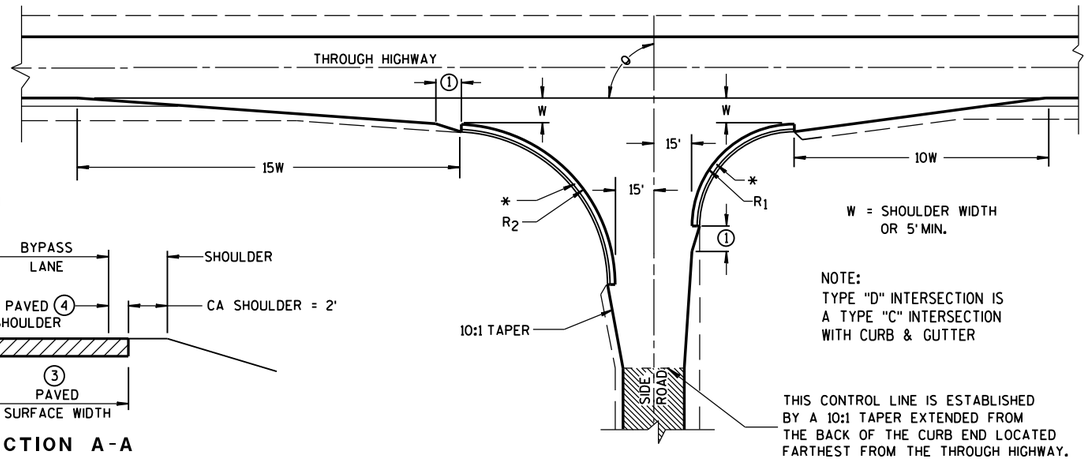
*CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

RADII DIMENSIONS FOR TYPES "B1", "B2", "C" AND "D" INTERSECTIONS

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



TYPE "C"



TYPE "D"

GENERAL NOTES

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

SIDE ROAD SURFACING NOTE

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

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

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

EXISTING PAVED SURFACE

BYPASS LANE

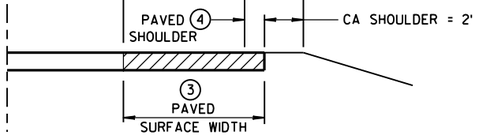
(1) 10-FT TYPICAL.

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

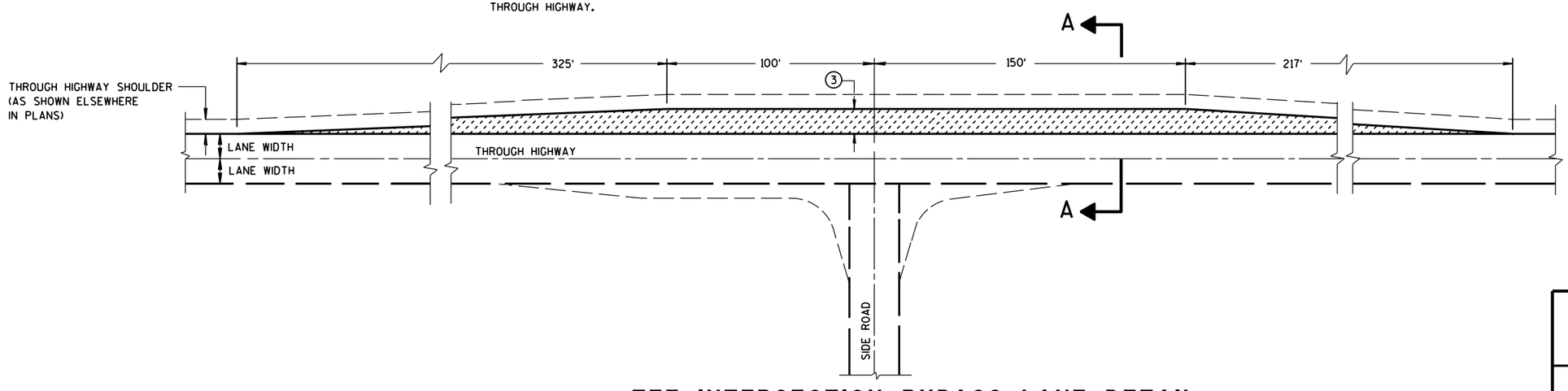
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

(3) BYPASS LANE PAVED SURFACE WIDTH OUTSIDE OF TRAVEL LANE
-ASPHALT = 12-FT PLUS PAVED SHOULDER WIDTH.
-PC CPNCRETE = 13-FT PLUS PAVED SHOULDER WIDTH.

(4) BYPASS LANE PAVED SHOULDER WIDTH = THE GREATER OF 1-FT OR THE PAVED SHOULDER WIDTH OF THE THROUGH HIGHWAY.



SECTION A-A
(SHOWING BYPASS LANE AND SHOULDER)



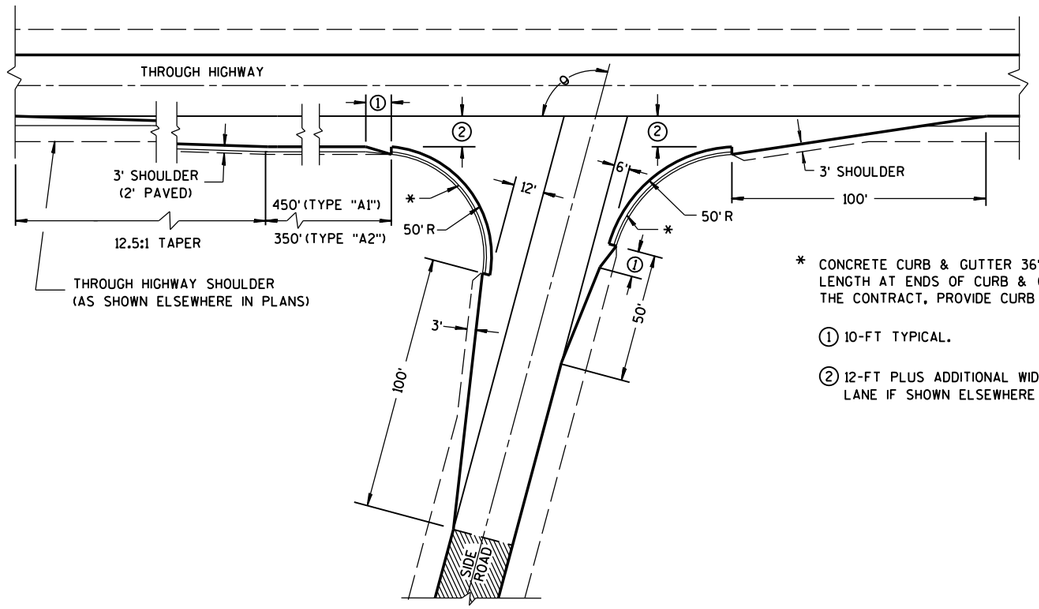
TEE INTERSECTION BYPASS LANE DETAIL

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

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



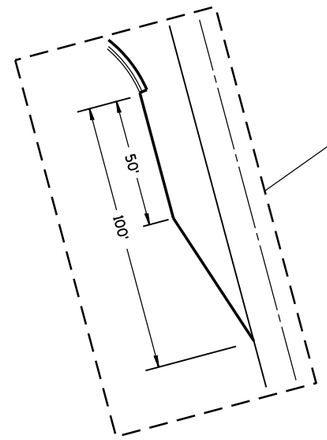
θ = MORE THAN 80°

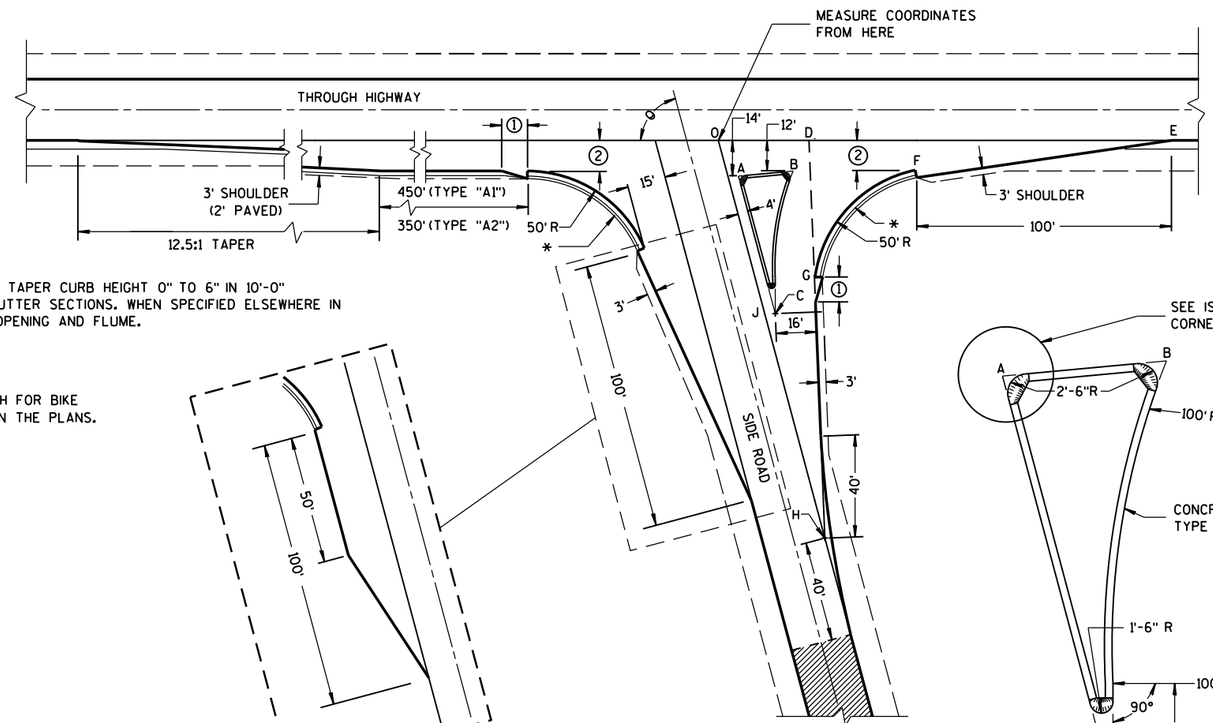
* CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

① 10-FT TYPICAL.

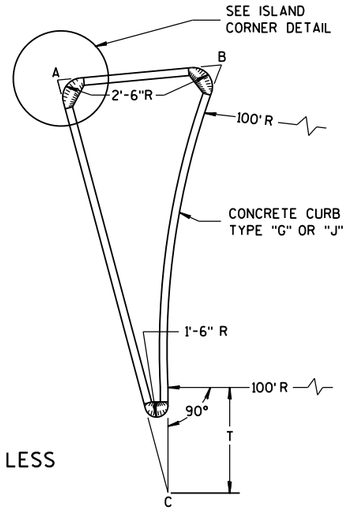
② 12-FT PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLANS.

EXISTING PAVED SURFACE

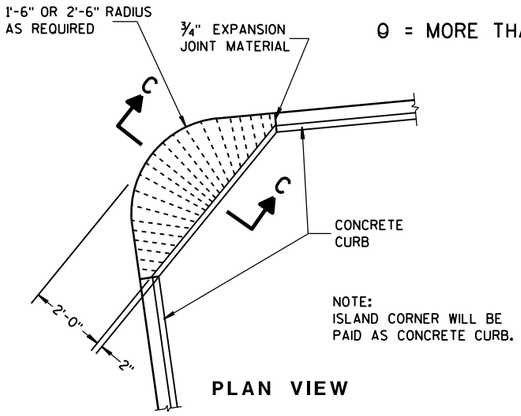




θ = ACUTE ANGLES 80° OR LESS

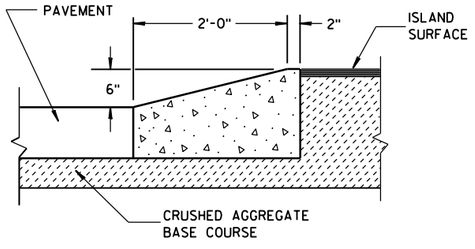


SIDE ROAD WIDENING AND TAPER REQUIRED WHERE
THE THROUGH HIGHWAY CARRIES TWO-WAY TRAFFIC
θ = ACUTE ANGLES 70° OR LESS



NOTE:
ISLAND CORNER WILL BE
PAID AS CONCRETE CURB.

PLAN VIEW



SECTION C-C

ISLAND CORNER DETAIL

(TO BE CONSTRUCTED AT ALL ISLAND CORNERS)

TABLE OF DIMENSIONS FOR
VARIABLE SIDE ROAD INTERSECTION ANGLES
(INTERPOLATE VALUES FOR ANGLES NOT SHOWN)

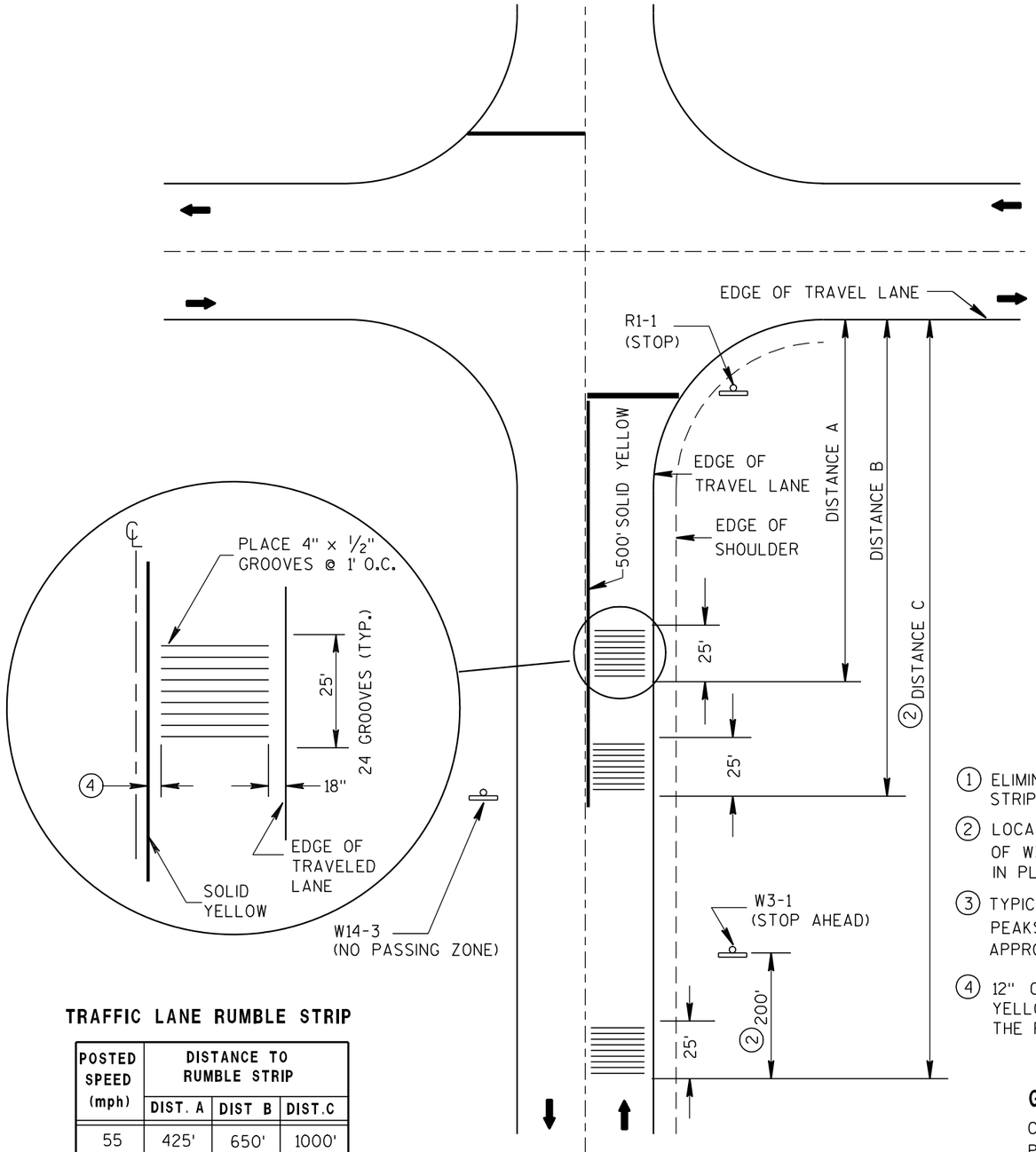
ANGLE θ DEGREES	COORDINATES IN FEET (MEASURED FROM POINT "O") X / Y								LENGTH IN FEET				
	A	B	C	D	E	F	G	H	AB	AC	T	OJ	OH
60	12.7 / -14.0	44.9 / -12.0	46.4 / -72.4	41.9 / 0.0	205.0 / 0.0	104.6 / -12.0	64.0 / -75.5	85.0 / -147.1	32.3	67.4	4.9	85.9	169.9
65	10.9 / -14.0	39.0 / -12.0	37.8 / -71.6	39.4 / 0.0	196.1 / 0.0	95.7 / -12.0	54.1 / -71.5	70.5 / -151.3	28.2	63.6	8.5	80.9	166.9
70	9.4 / -14.0	33.9 / -12.0	29.8 / -70.1	37.4 / 0.0	188.3 / 0.0	87.8 / -12.0	45.6 / -67.5	56.1 / -154.2	24.6	59.7	11.5	76.1	164.1
75	7.9 / -14.0	29.3 / -12.0	22.3 / -67.9	35.7 / 0.0	181.2 / 0.0	80.7 / -12.0	38.2 / -63.4	41.8 / -155.9	21.5	55.8	13.8	71.4	161.4
80	6.5 / -14.0	25.4 / -12.0	15.6 / -65.2	34.4 / 0.0	174.8 / 0.0	74.4 / -12.0	31.8 / -59.3	27.6 / -156.5	18.9	52.0	15.6	66.9	158.9

TYPE "A1" & "A2" SIDE ROAD INTERSECTION DETAILS

AT-GRADE SIDE ROAD
INTERSECTION, TYPE "A1" & "A2"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/18/12 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA



ARROW SYMBOL (➡) SHOWS DIRECTION OF TRAVEL

PLAN VIEW

RUMBLE STRIP LOCATION

TRAFFIC LANE RUMBLE STRIP

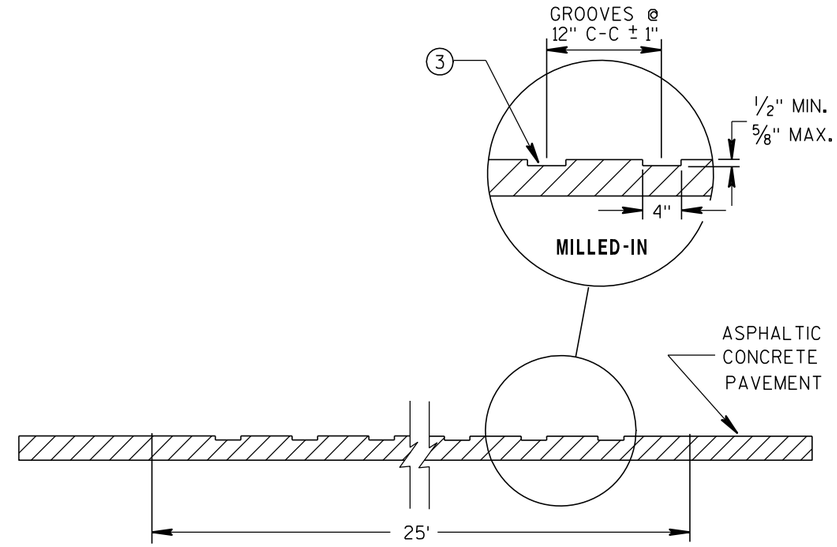
POSTED SPEED (mph)	DISTANCE TO RUMBLE STRIP		
	DIST. A	DIST B	DIST.C
55	425'	650'	1000'
50	325'	450'	800'
45	275'	400'	650'
40	225'	(1)	550'
35	175'	(1)	475'
≤ 30	125'	(1)	425'

(1) ELIMINATE THE MIDDLE SET OF RUMBLE STRIPS.

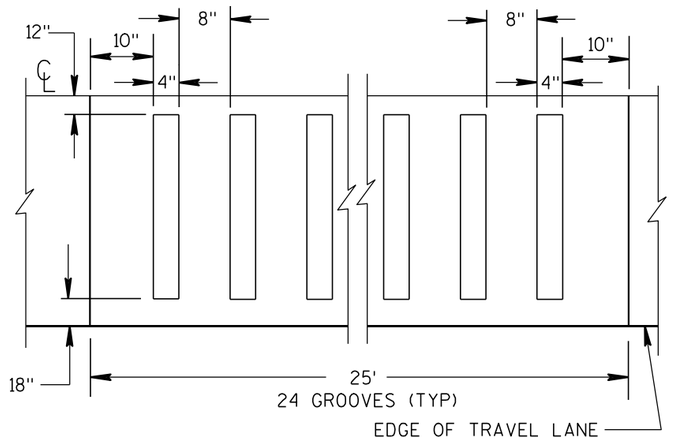
(2) LOCATE RUMBLE STRIP 200' IN ADVANCE OF W3-1 SIGN AS SHOWN. IF W3-1 IS NOT IN PLACE, USE DISTANCE C.

(3) TYPICAL VERTICAL VARIATION BETWEEN PEAKS AND VALLEYS WITHIN THE CUT APPROXIMATELY 1/16"

(4) 12" CLEAR BETWEEN THE SOLID YELLOW LINE AND THE EDGE OF THE RUMBLE.



ELEVATION VIEW



PLAN VIEW

ASPHALTIC PAVEMENT MILLED-IN

GENERAL NOTES

CONTRACTOR SHALL CONFIRM RUMBLE STRIP LOCATION WITH THE ENGINEER PRIOR TO INSTALLATION. THE ENGINEER MAY MODIFY THE RUMBLE STRIP LOCATION AS FIELD CONDITIONS DICTATE.

WHEN ASPHALTIC PAVEMENT IS NEW IN THE RUMBLE AREA THE CONTRACTOR SHALL ALLOW THE PAVEMENT TO CURE A MINIMUM OF 7 DAYS PRIOR TO RUMBLE INSTALLATION.

PAVEMENT MARKING AND SIGNING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

ASPHALTIC RUMBLE STRIPS AT INTERSECTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/17/2011
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS | 134
ENGINEER

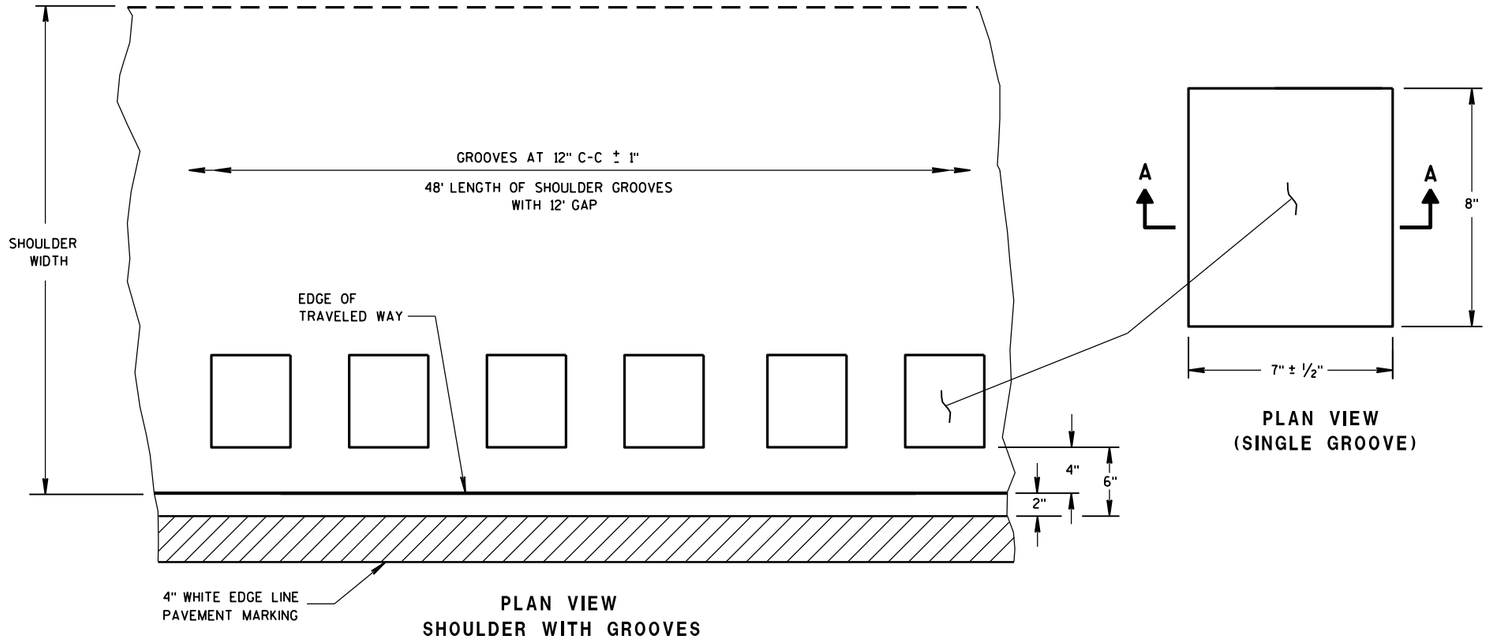
FHWA

6

S.D.D. 13 A 8-1

6

S.D.D. 13 A 8-1



PLAN VIEW
SHOULDER WITH GROOVES

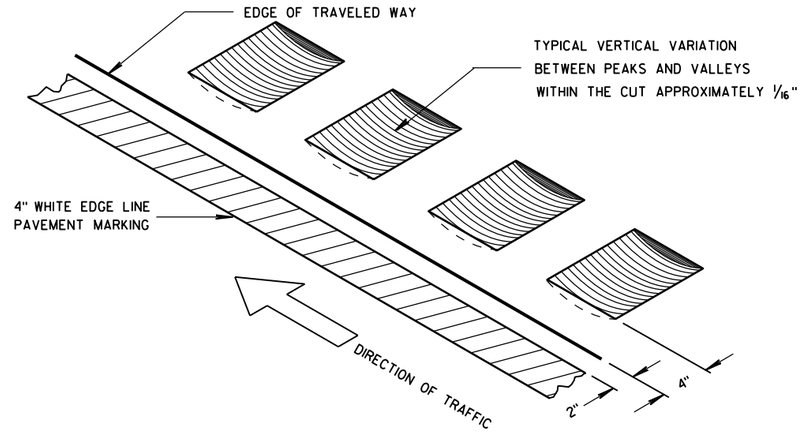
PLAN VIEW
(SINGLE GROOVE)

GENERAL NOTES

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

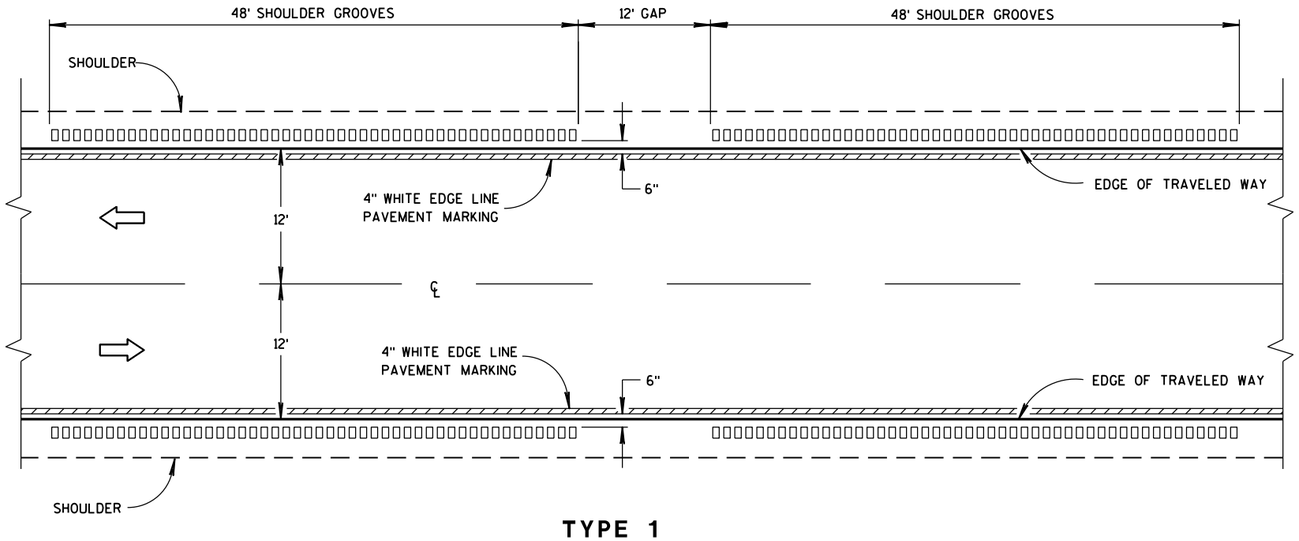
DO NOT MILL SHOULDER GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

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

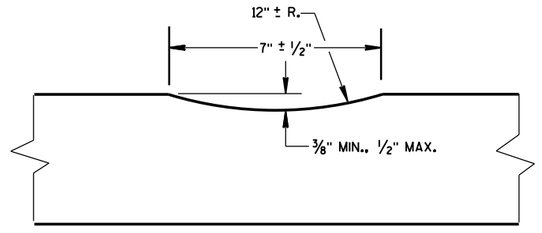


ISOMETRIC

PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP



TYPE 1
2-LANE SHOULDER RUMBLE STRIP



SECTION A-A

2-LANE RURAL
SHOULDER RUMBLE STRIP, MILLING

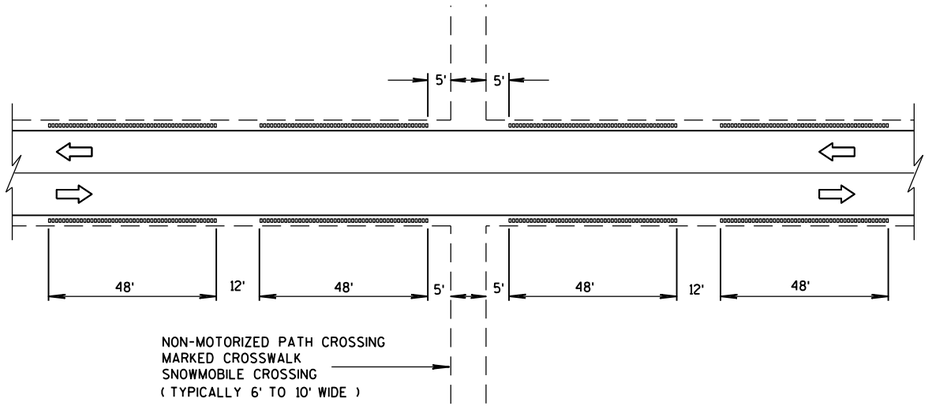
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

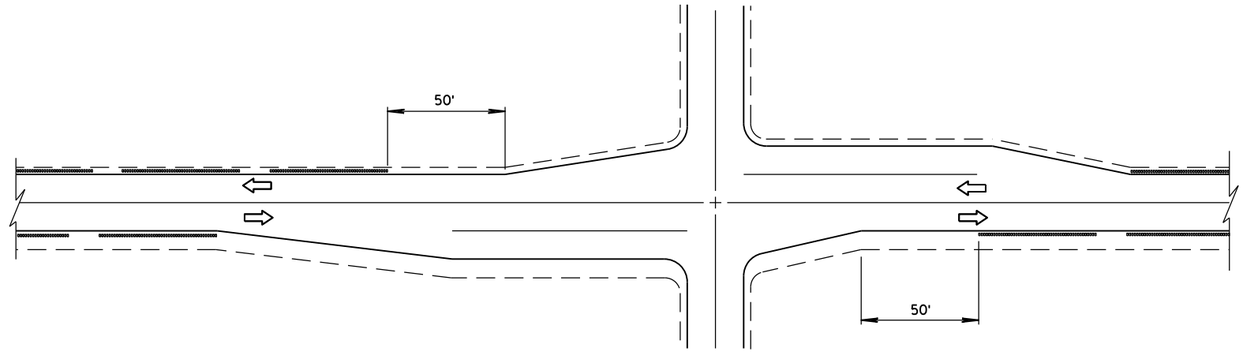
S.D.D. 13 A 10-1a

6

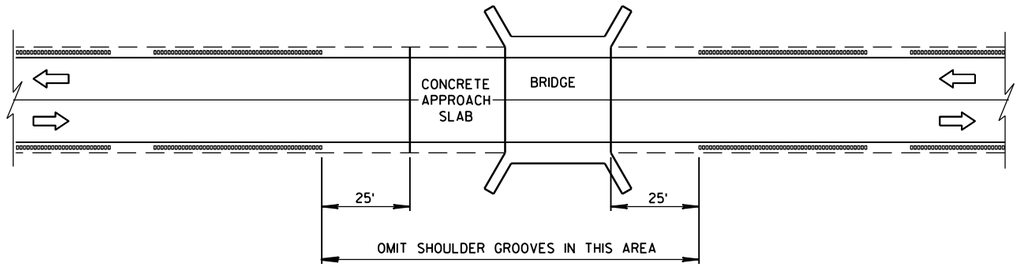
S.D.D. 13 A 10-1a



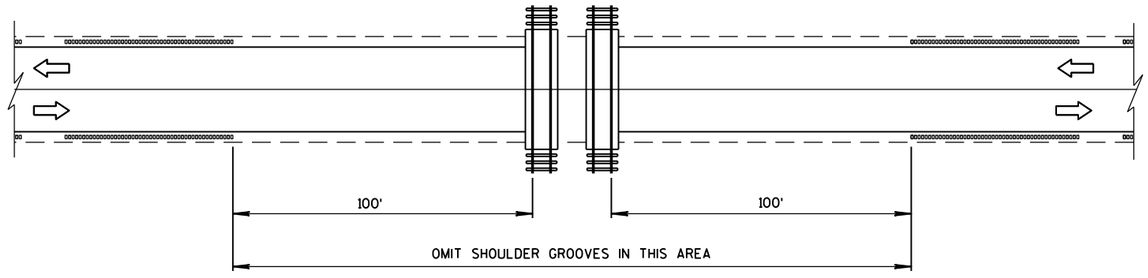
SHOULDER GROOVES AT MISCELLANEOUS CROSSINGS



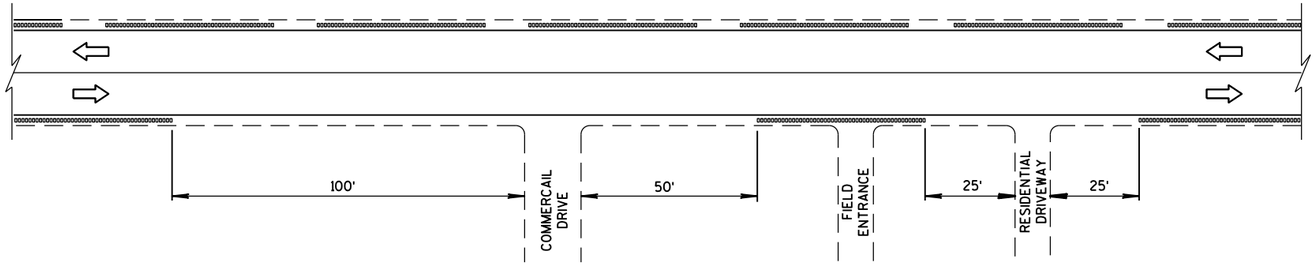
SHOULDER GROOVES AT INTERSECTIONS



SHOULDER GROOVES AT BRIDGES



SHOULDER GROOVES AT RAILROADS



SHOULDER GROOVES AT DRIVEWAYS (1)

2-LANE RURAL
SHOULDER RUMBLE STRIP, MILLING

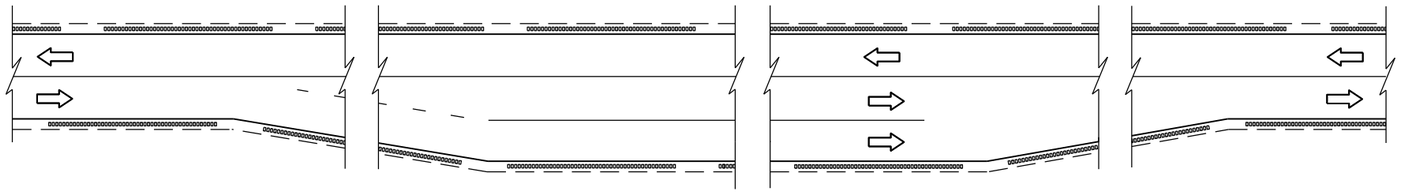
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

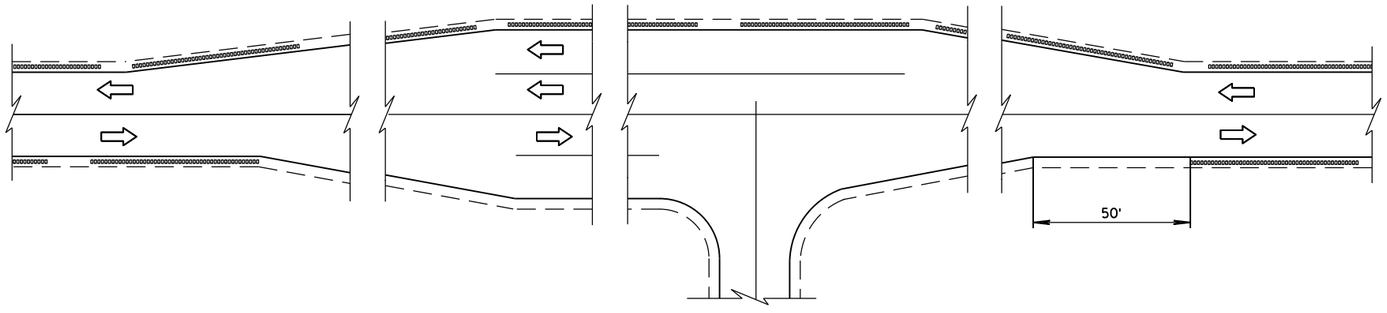
S.D.D. 13 A 10-1c

6

S.D.D. 13 A 10-1c



SHOULDER GROOVES AT PASSING AND CLIMBING LANES



SHOULDER GROOVES AT BYPASS LANES

6

6

2-LANE RURAL
SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/17/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

FHWA

S.D.D. 13 A 10-1d

S.D.D. 13 A 10-1d

GENERAL NOTES

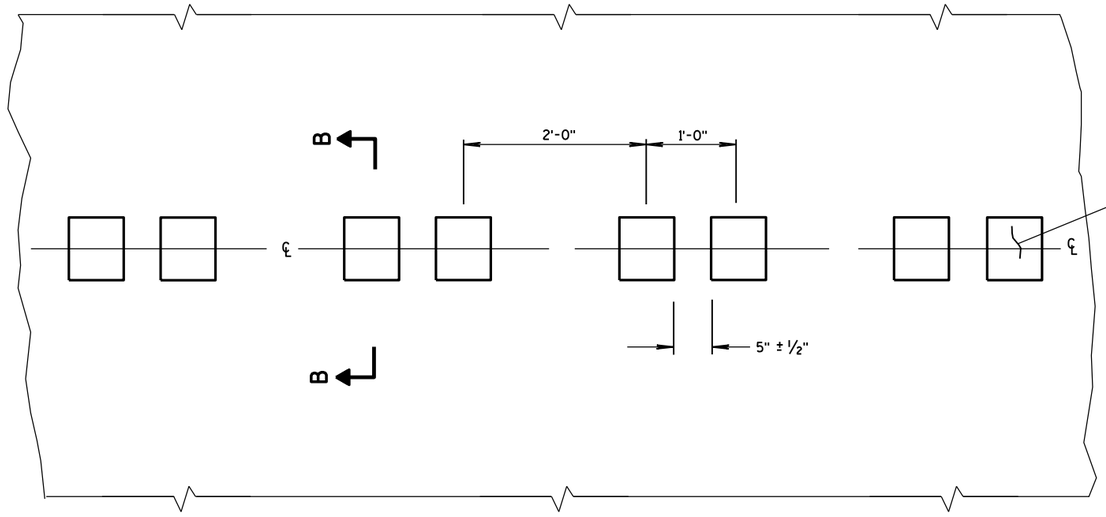
DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

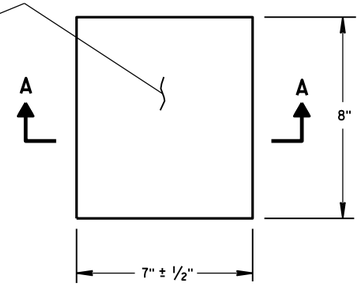
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

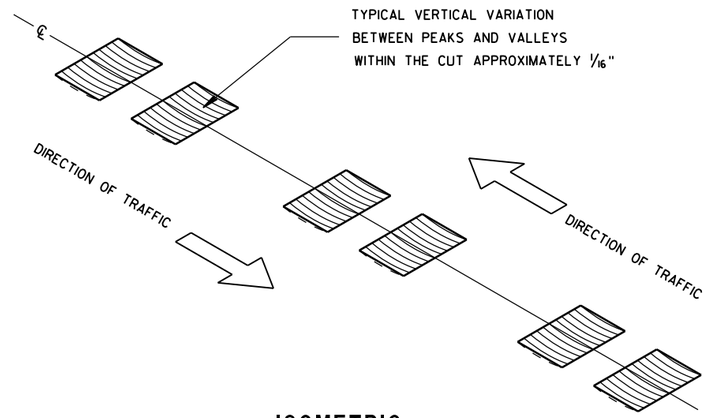
(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.



PLAN VIEW
CENTER LINE WITH GROOVES

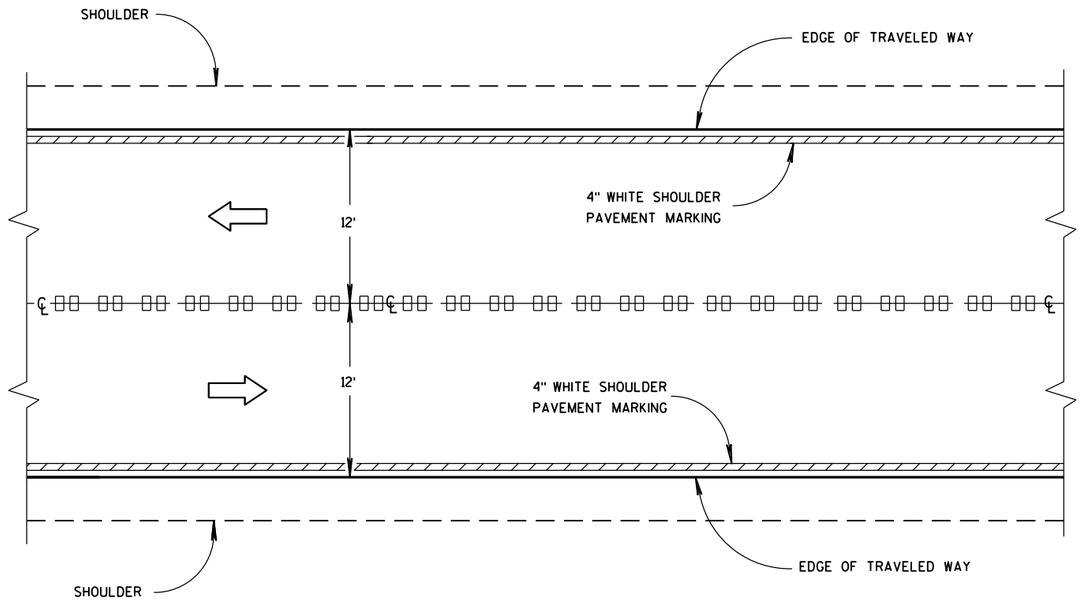


PLAN VIEW
(SINGLE GROOVE)

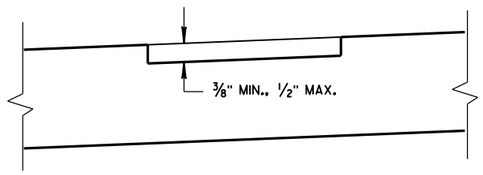


ISOMETRIC

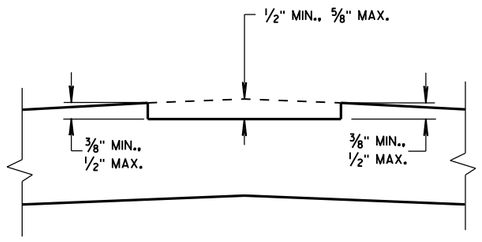
PLACEMENT DETAIL FOR MILLED RUMBLE STRIP



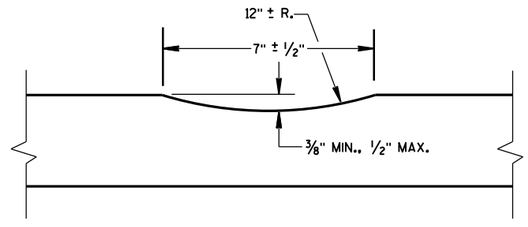
CENTER LINE GROOVES ON TWO-WAY ROADWAYS



SECTION B-B
SUPERELEVATED ROADWAY



SECTION B-B
CROWNED ROADWAY



SECTION A-A

6

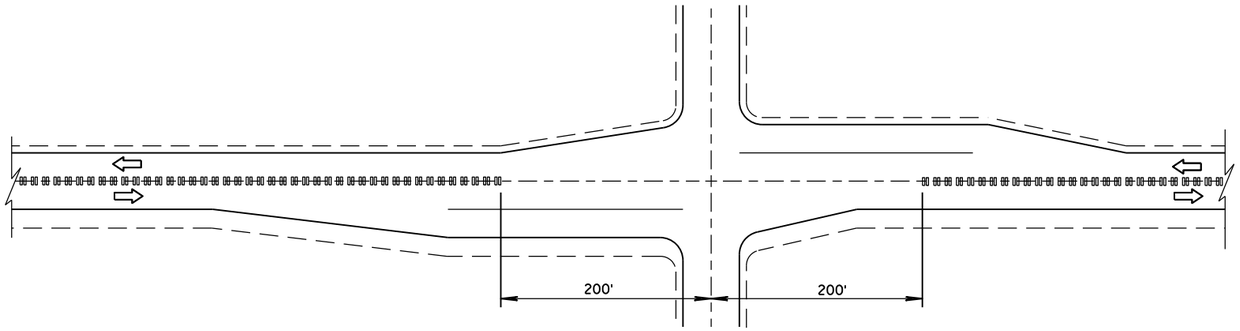
S.D.D. 13 A 11-2a

2-LANE RURAL
CENTER LINE RUMBLE STRIP,
MILLING

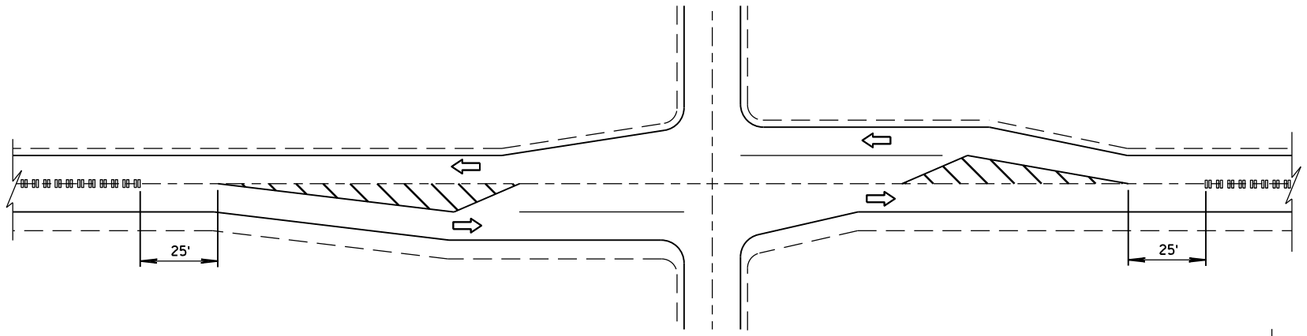
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

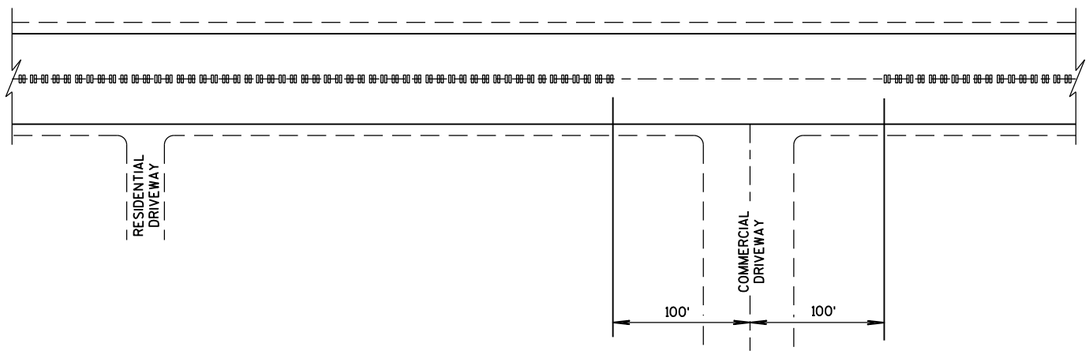
S.D.D. 13 A 11-2a



CENTER LINE GROOVES AT INTERSECTIONS

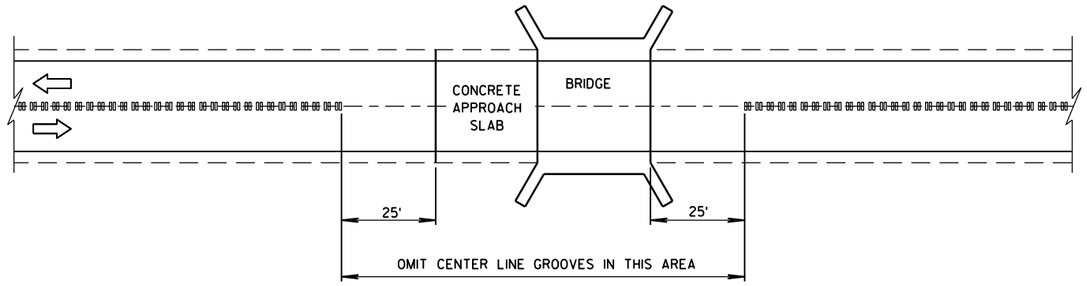


CENTER LINE GROOVES AT INTERSECTIONS
(WITH LEFT TURN LANES)

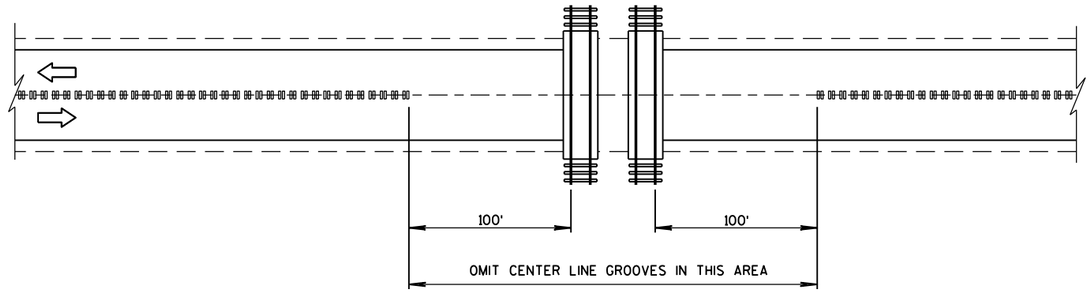


CENTER LINE GROOVES AT DRIVEWAYS (1)

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



CENTER LINE GROOVES AT BRIDGES



CENTER LINE GROOVES AT RAILROADS

6

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

6

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

2-LANE RURAL
CENTER LINE RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/15/2013
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

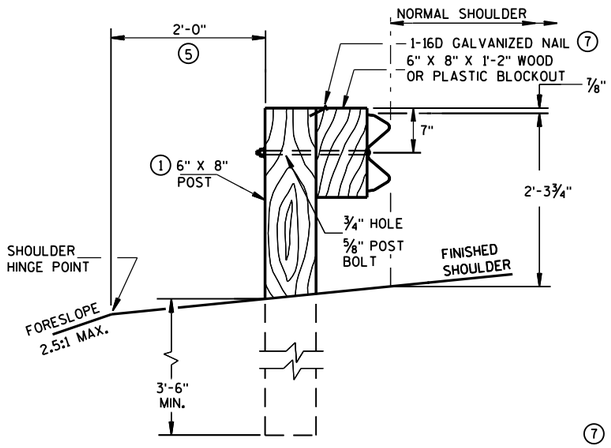
NT

FHWA

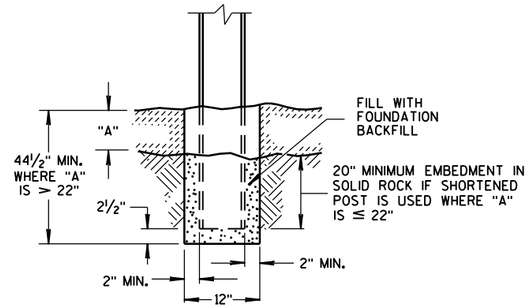
GENERAL NOTES

1. W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS. APPROVED PLASTIC BLOCKOUT DESIGNS MAY VARY FROM THIS TYPICAL DETAIL WHEN USED IN CONJUNCTION WITH STEEL POSTS.
   DO NOT MIX STEEL POSTS AND WOOD POSTS IN A SINGLE INSTALLATION.
2. USE STRUCTURAL STEEL POSTS CONFORMING TO ASTM A 36. GALVANIZED POSTS ACCORDING TO AASHTO M 111. EITHER SET THE POSTS IN DRILLED HOLES OR DRIVE TO GRADE. REMOVE MUSHROOMING CAUSED BY DRIVING AND REPAIR DAMAGED SPELTER COATING ON GALVANIZED POSTS.
3. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.
4. USE EITHER WOOD OR APPROVED PLASTIC BLOCKOUTS ON WOOD POSTS.
5. IF THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING, W BEAM (LHW).
6. IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCH DIAMETER POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE APPROXIMATELY 2½ INCHES DEEP. CUT THE POSTS TO LENGTH AND PLACE IN YHE HOLE. BACKFILL WITH MATERIAL EXCAVATED FROM THE HOLE AND COMPACT ADEQUATEY.
7. WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

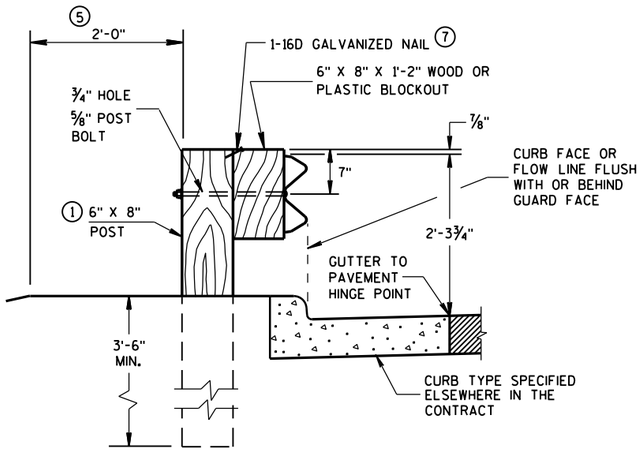
INSTALL BEAM GUARD SECTIONS AND ALL NECESSARY HARDWARE ACCORDING TO THE APPLICABLE PLAN AND CURRENT STANDARD AND SUPPLEMENTAL SPECIFICATIONS.
ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



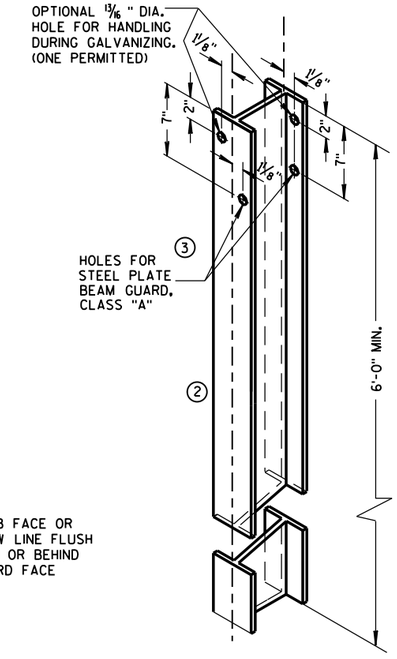
END VIEW
LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



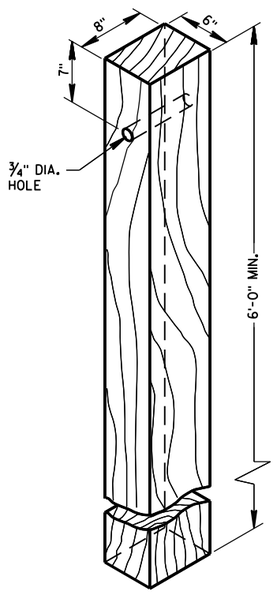
END VIEW
SETTING STEEL OR WOOD POST IN ROCK ⑥



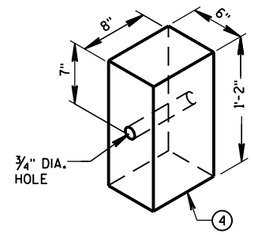
END VIEW
LOCATED ALONG A CURBED ROADWAY



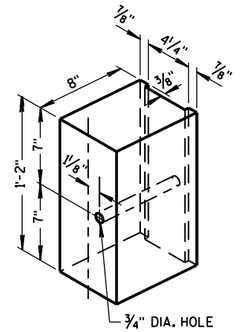
STEEL POST &
HOLE PUNCHING DETAIL
(W6 X 9) ①
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



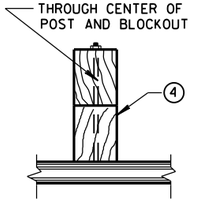
WOOD POST
(6"X8") NOMINAL



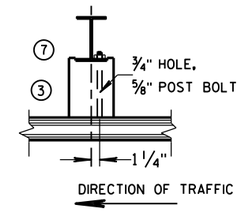
WOOD OR PLASTIC
BLOCKOUT FOR
WOOD POSTS



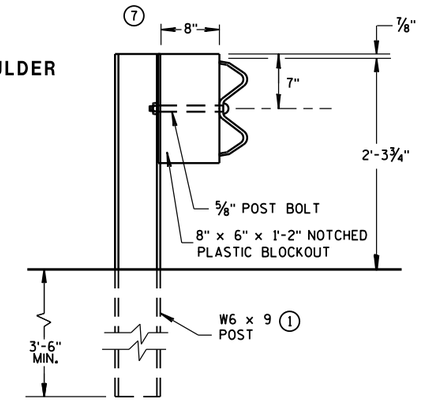
TYPICAL NOTCHED ①
PLASTIC BLOCKOUT
FOR STEEL POSTS



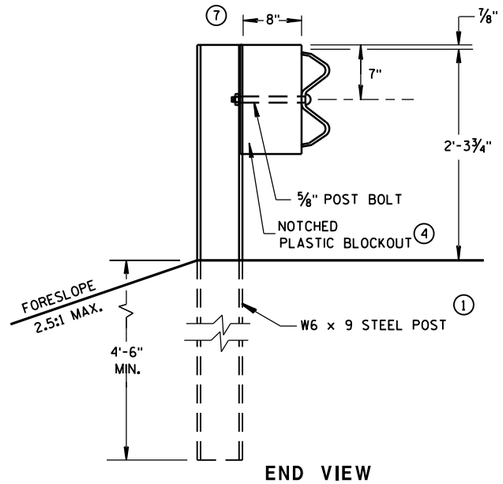
PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



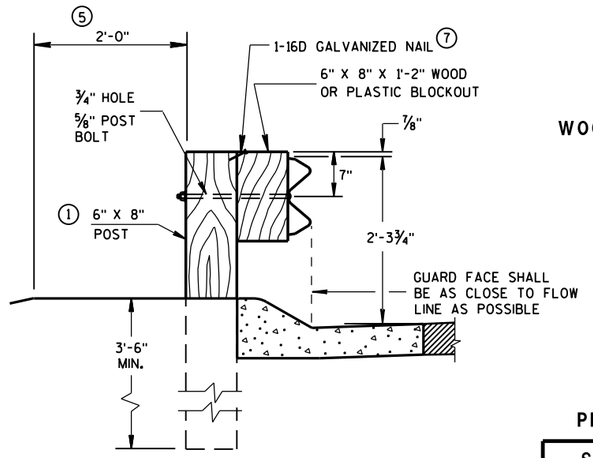
PLAN VIEW
STEEL POST, NOTCHED
PLASTIC BLOCKOUT & BEAM



END VIEW
STEEL POST & NOTCHED
PLASTIC BLOCKOUT ALTERNATIVE
STANDARD INSTALLATION



END VIEW
LONGER POST AT HALF
POST SPACING W BEAM
(LHW)



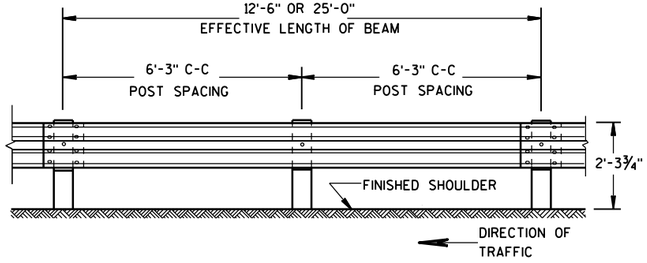
END VIEW
LOCATED ALONG A
MOUNTABLE CURBED ROADWAY

TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

STEEL PLATE BEAM GUARD,
CLASS "A"
INSTALLATION & ELEMENTS

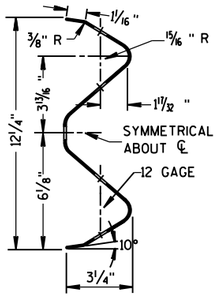
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6
S.D.D. 14 B 15-10a

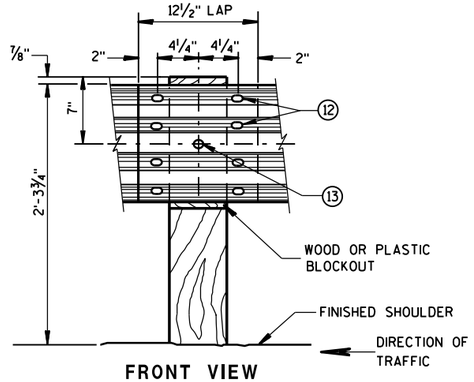


FRONT VIEW

POST SPACING STANDARD INSTALLATION



SECTION THRU W BEAM



FRONT VIEW

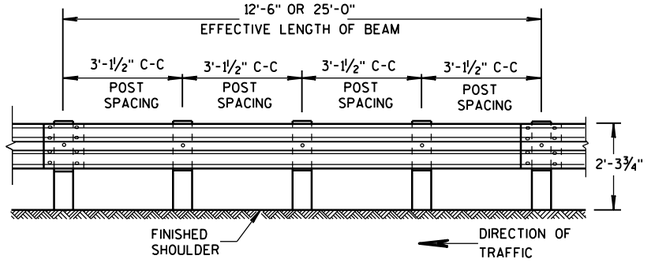
BEAM SPLICE AT WOOD POST AND POST MOUNTING DETAIL

GENERAL NOTES

(9) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

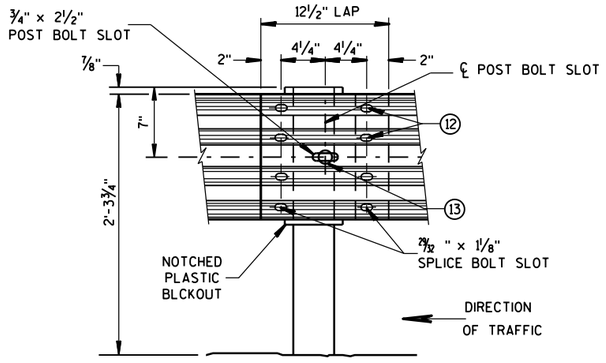
(12) 8 -⅝" ϕ X 2" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.

(13) ⅝" DIA. BUTTON HEAD BOLT AND RECESS NUT WITH ⅝" DIA. F844 FLAT WASHER UNDER NUT.



FRONT VIEW

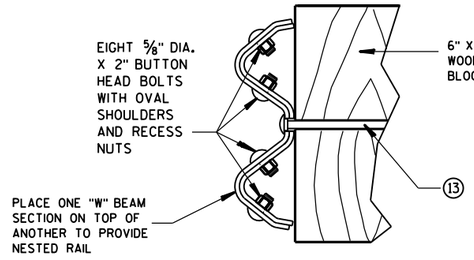
POST SPACING FOR LONGER POST AT HALF POST SPACING W BEAM (LHW)



FRONT VIEW

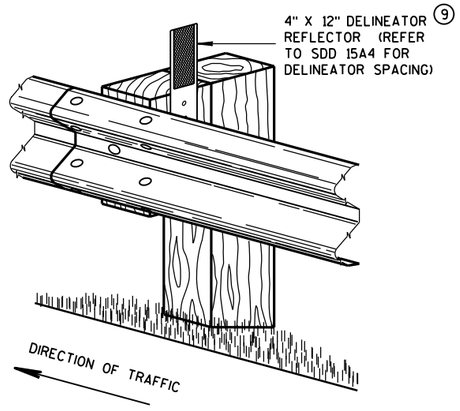
BEAM SPLICE AT STEEL POST

TYPICAL SPLICING DETAILS OF STEEL PLATE BEAM GUARD



NESTED W BEAM (NW)

USE ALL OTHER STANDARD BEAM GUARD DETAILS FOR CONSTRUCTING NESTED W BEAM (NW)

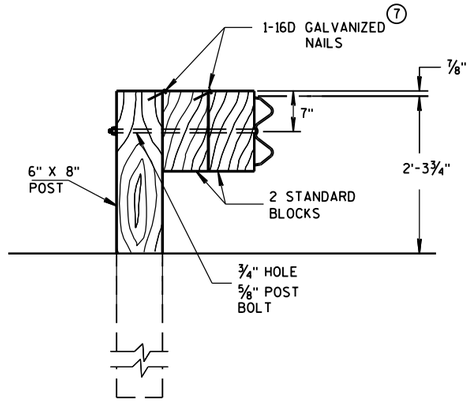


ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION

STEEL PLATE BEAM GUARD,
CLASS "A",
INSTALLATION & ELEMENTS

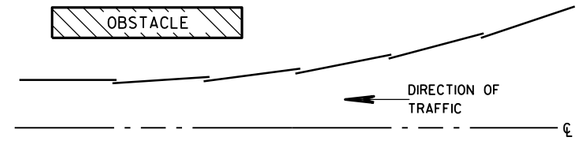
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 15-10b

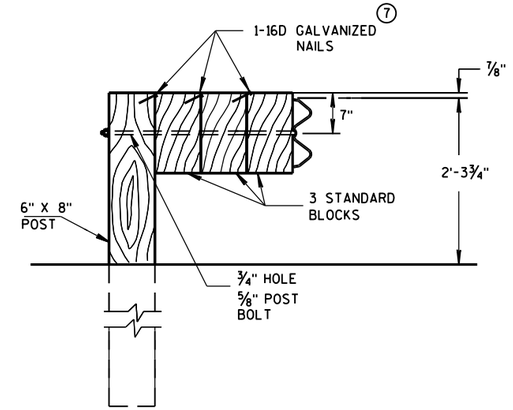


DETAIL FOR DOUBLE BLOCKS

THE NUMBER OF DOUBLE BLOCK POSTS WITHIN A BARRIER RUN IS UNLIMITED

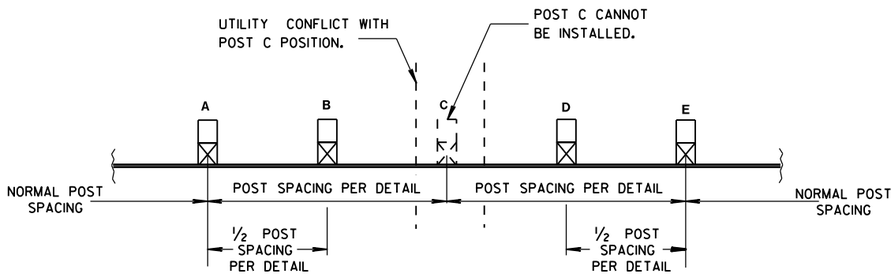


PLAN VIEW
BEAM LAPPING DETAIL



DETAIL FOR TRIPLE BLOCKS

TRIPLE BLOCK DETAIL IS LIMITED TO ONE LOCATION WITHIN A BEAM GUARD RUN.



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION

NOTES: USE DOUBLE OR TRIPLE BLOCKS WHEN UNDERGROUND OBSTACLES PREVENT THE POST FROM BEING INSTALLED.

DO NOT USE EXTRA BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D UNIT SUPERVI:NT
FHWA

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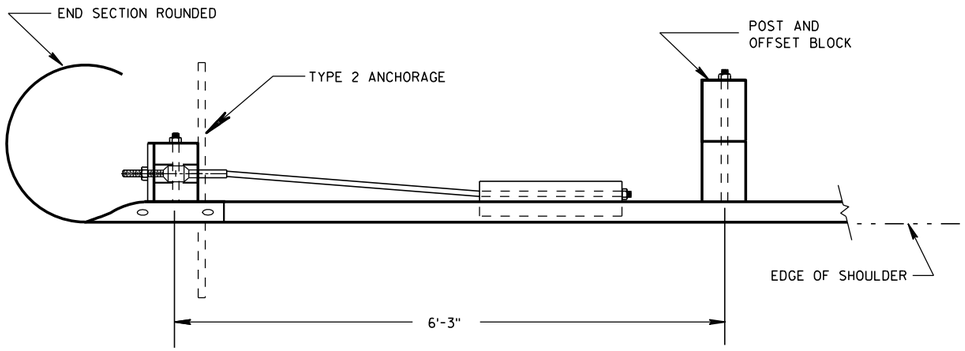
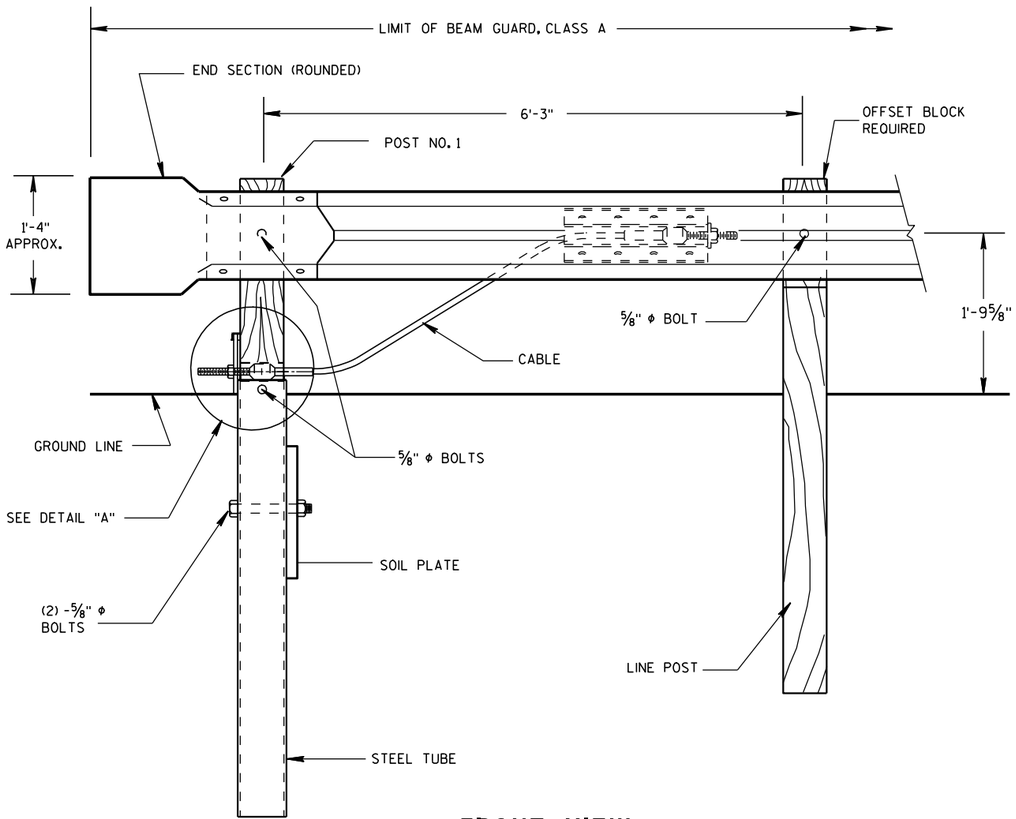
S.D.D. 14 B 15-10c



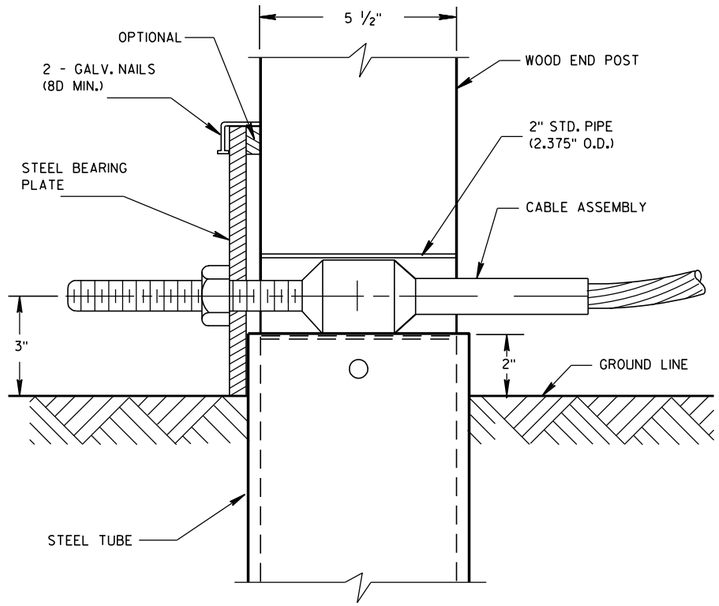
PLAN VIEW



FRONT VIEW

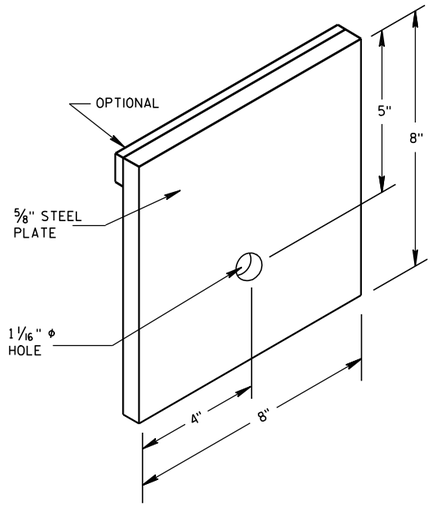
END TREATMENT WITH TYPE 2 ANCHORAGE

(USE ON ONE-WAY ROADWAYS ONLY - DEPARTING END)



DETAIL "A"

POST NO. 1



STEEL BEARING PLATE

ANCHORAGE FOR STEEL
PLATE BEAM GUARD
TYPE 2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO.....T

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S.D.D. 14 B 16-4a

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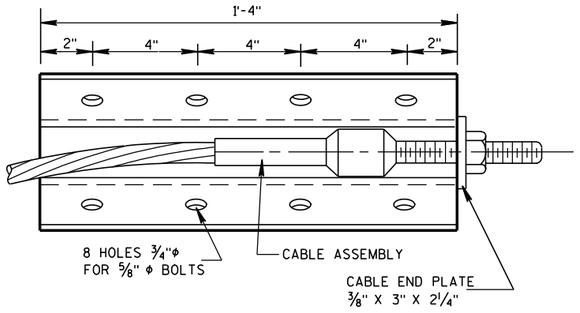
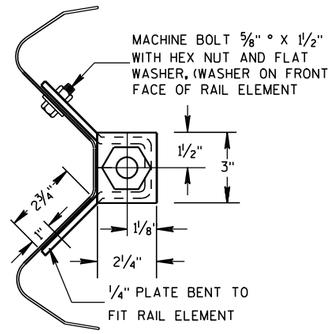
S.D.D. 14 B 16-4a

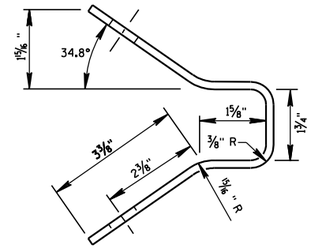


FRONT VIEW

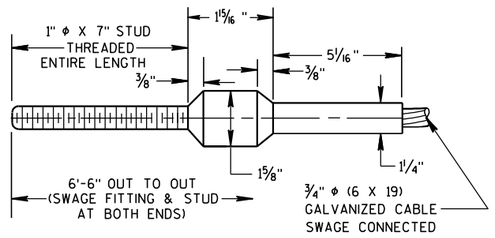


END VIEW

ANCHOR PLATE DETAIL



END VIEW OF BRACKET



CABLE ASSEMBLY

CABLE, SWAGE FITTING, STUD AND NUT SHALL DEVELOP
A MINIMUM BREAKING STRENGTH OF 40,000 LB
(TIGHTEN UNTIL TAUT)

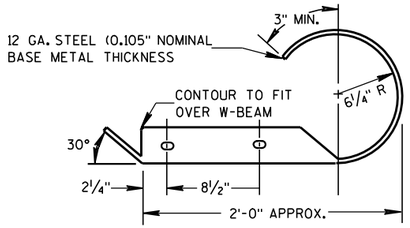
GENERAL NOTES

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

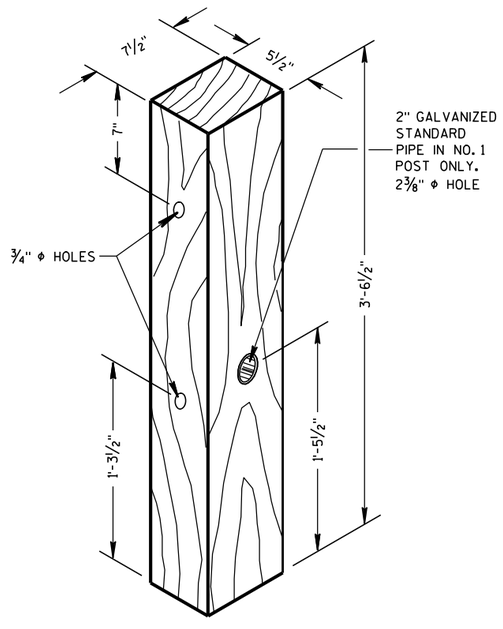
STRUCTURAL TUBING SHALL CONFORM TO THE REQUIREMENTS OF ASTM A-500 GRADE B OR ASTM A-501.

POST NO. 1 SHALL BE WOOD BREAKAWAY POST INSERTED AND BOLTED INTO STEEL TUBE.

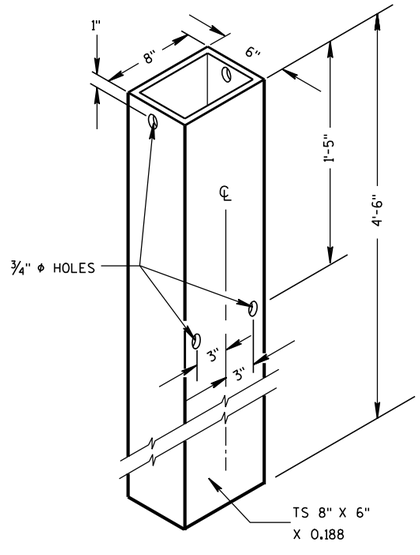
TYPE 2 ANCHORAGE SHALL CONSIST OF A STEEL TUBE, SOIL PLATE WOOD BREAKAWAY POST, BEARING PLATE, ANCHOR PLATE, CABLE ASSEMBLY AND ALL ASSOCIATED HARDWARE, ALL STEEL PARTS SHALL BE GALVANIZED.



PLAN VIEW

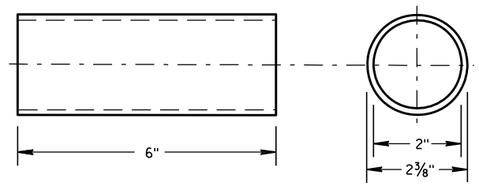


WOOD BREAKAWAY POST



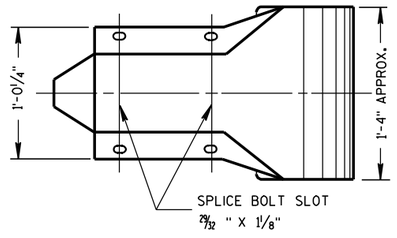
STEEL TUBE

STEEL TUBE SHALL CONFORM TO
REQUIREMENTS OF ASTM A500

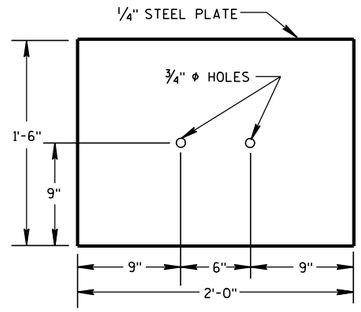


BREAKAWAY TERMINAL POST SLEEVE

GALVANIZED STANDARD STRENGTH STEEL PIPE, ASTM 53 GRADE "B"



FRONT VIEW
W BEAM END SECTION ROUNDED



SOIL PLATE

ANCHORAGE FOR STEEL
PLATE BEAM GUARD
TYPE 2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/21/2007
DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER

ENT

FHWA

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S.D.D. 14 B 16-4b

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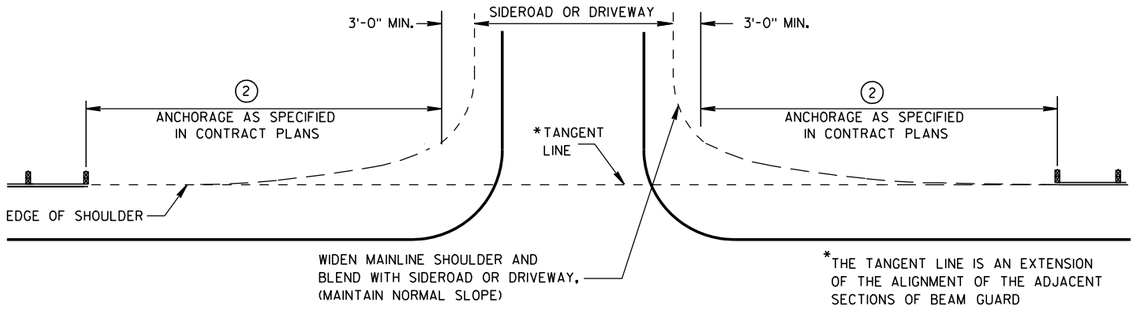
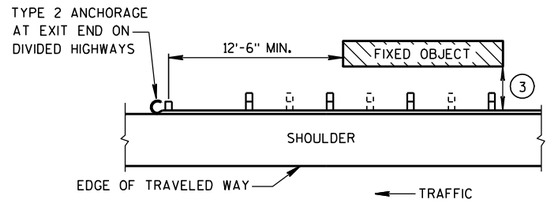
S.D.D. 14 B 16-4b



BEAM GUARD AT SIDEROADS OR DRIVEWAYS



BEAM GUARD AT OBSTACLES EXIT END - ONE WAY TRAFFIC

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE PERTINENT STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

W6 X 9 OR W6 X 8.5 STEEL POSTS WITH NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

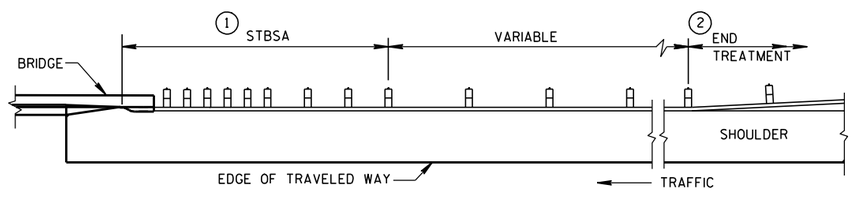
THE LOCATIONS AND LENGTHS OF BEAM GUARD ARE SHOWN ELSEWHERE IN THE PLAN.

(1) STEEL THRIE BEAM STRUCTURAL APPROACH (STBSA) - SEE CURRENT SDD 14B20.

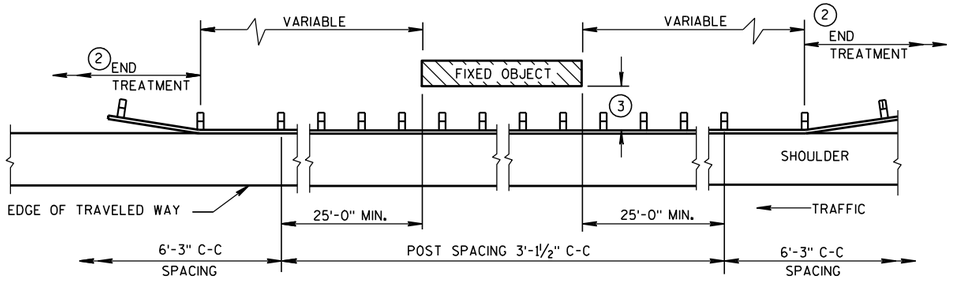
(2) USE AN APPROVED END TREATMENT FOR THE TRAFFIC APPROACH SIDE OF BRIDGE/OBSTACLES. USE TYPE 2 ANCHORAGE ONLY AT THE DOWNSTREAM ENDS OF BEAM GUARD LOCATED ALONG ROADWAYS WITH ONE WAY TRAFFIC.

(3)

MINIMUM LATERAL DISTANCE FROM FACE OF BEAM GUARD TO FIXED OBJECT	POST SPACING
3'-6"	3' - 1½"
4'-6"	6' - 3"

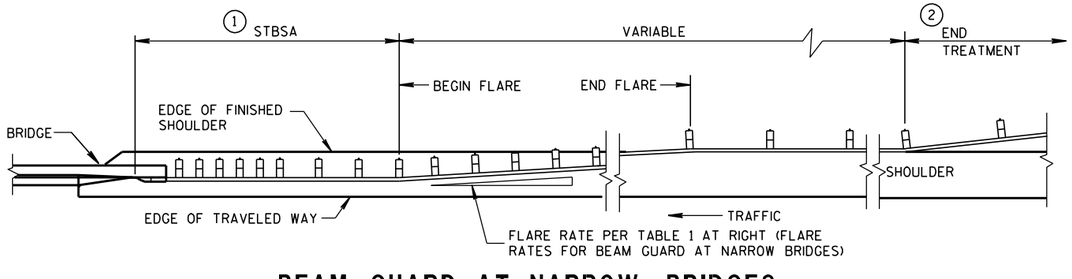


BEAM GUARD AT FULL WIDTH BRIDGES



BEAM GUARD AT OBSTACLES - TWO WAY TRAFFIC

(RAIL TO OBSTACLE CLEARANCE 3'-6" TO 4'-6")



BEAM GUARD AT NARROW BRIDGES
(FLARED TO SHOULDER EDGE, THEN PARALLEL TO ROADWAY)

TABLE 1
FLARE RATES FOR BEAM GUARD AT NARROW BRIDGES

POSTED SPEED (MPH)	FLARE RATE
25	13:1
30	15:1
35	16:1
40	18:1
45	21:1
50	24:1
55	26:1
65	30:1

STEEL PLATE BEAM GUARD CLASS "A" AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

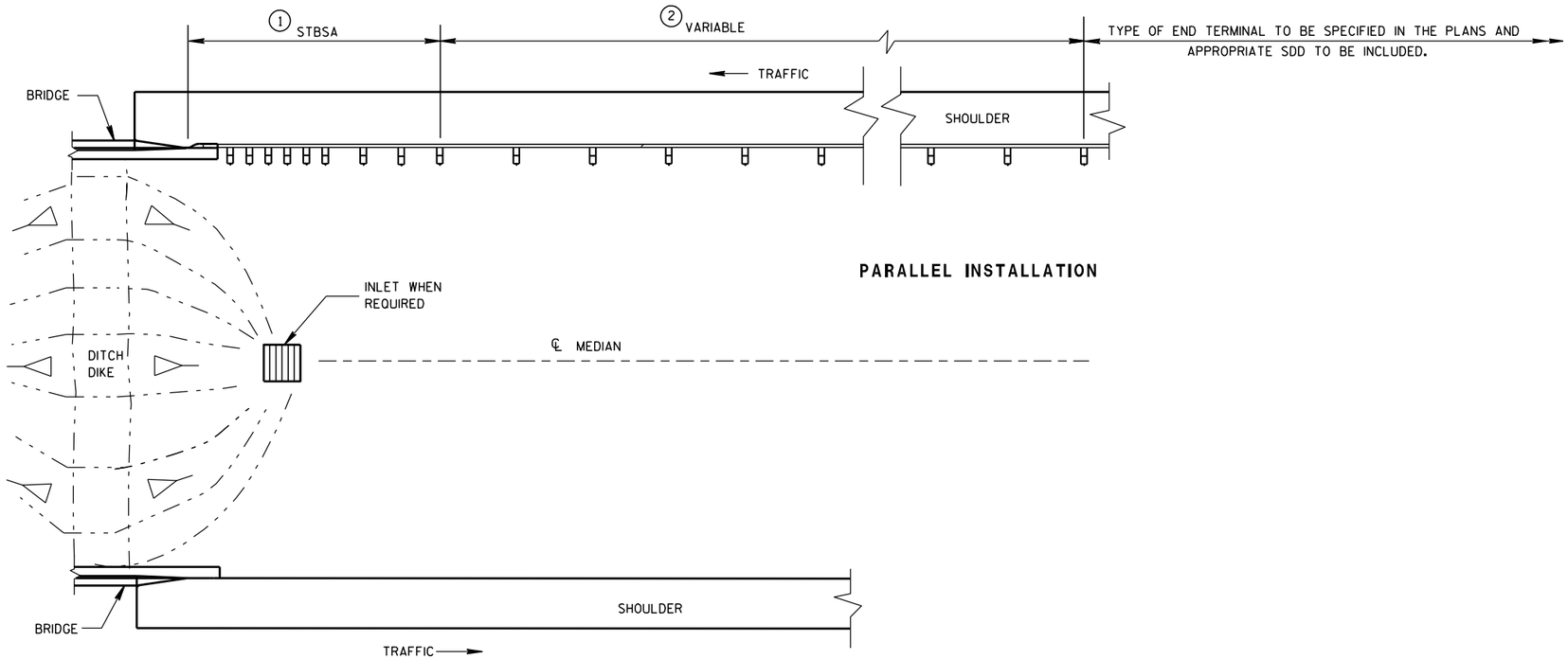
APPROVED
8-21-07 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 14 B 18-6a

GENERAL NOTES

(1) STEEL THRIE BEAM STRUCTURAL APPROACH (STBSA) - SEE CURRENT SDD 14B20.

(2) LOCATIONS AND LENGTHS OF BEAM GUARD ARE SHOWN ELSEWHERE IN THE PLAN.



PARALLEL INSTALLATION

BEAM GUARD AT MEDIAN APPROACH TO BRIDGES

STEEL PLATE BEAM GUARD CLASS "A" AT MEDIAN APPROACH TO BRIDGES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
8-21-07 DATE	/S/ Jerry H. Zogg ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA	

6

S.D.D. 14 B 18-6b

BILL OF MATERIALS

NOTE NO.	DESCRIPTION
①	WOOD BREAKAWAY TERMINAL POST: 5½" X 7½" X 3'-9"
②	STEEL TUBE TS 8" X 6" X 0.188", 6'-0"
④	WOOD BREAKAWAY CRT POST: 6" X 8" X 6'-0"
⑤	WOOD OFFSET BLOCKS: 6' X 8" X 1'-2"
⑥	PIPE SLEEVE: 2" X 5 ½" STANDARD PIPE
⑦	BEARING PLATE
⑧	BCT CABLE ASSEMBLY
⑨	CABLE ANCHOR BOX
⑩	STRUT & YOKE
⑪	STEEL PLATE BEAM, END PANEL 12 GA.
⑫	STEEL PLATE BEAM: 12 GA. 13'-6½"
⑬	IMPACT HEAD
⑭	0.040" ALUMINUM SHEET WITH REFLECTIVE SHEETING TYPE F PER SECTION 637 OF THE STANDARD SPECIFICATIONS

GENERAL NOTES

FOLLOW MANUFACTURE'S BOLTING RECOMMENDATIONS.

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL), AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED.

(D) THE TOP OF THE STEEL TUBE ON POSTS 1 AND 2 SHALL NOT BE MORE THAN 3" ABOVE THE FINISH GROUND ELEVATION.

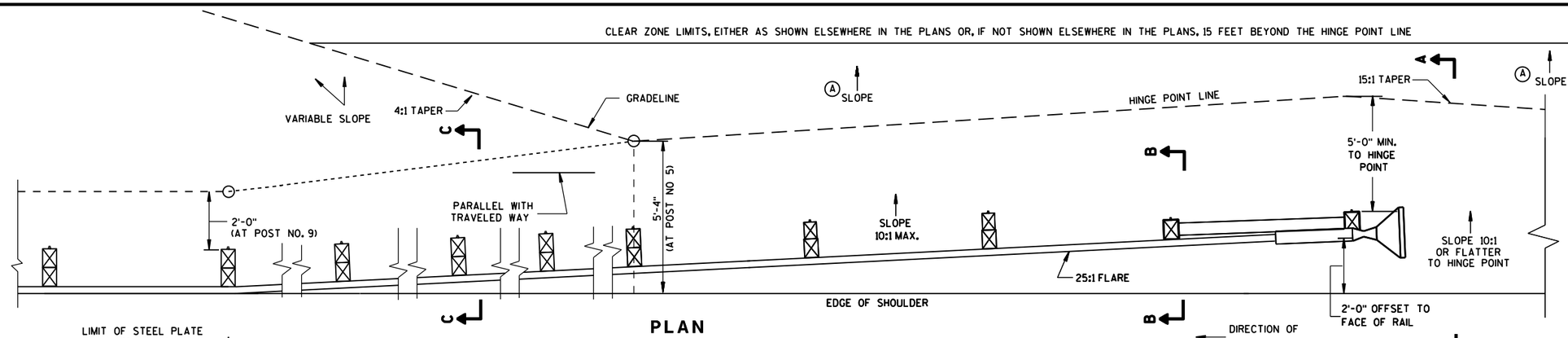
(E) THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST 3 THROUGH 8 SHALL BE ¾" ABOVE THE FINISHED GROUND LINE.

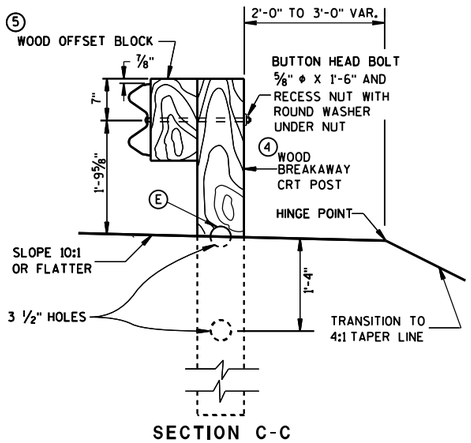
(F) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER.

STEEL POSTS SHALL NOT BE ALLOWED FOR USE WITH ENERGY ABSORBING TERMINALS.

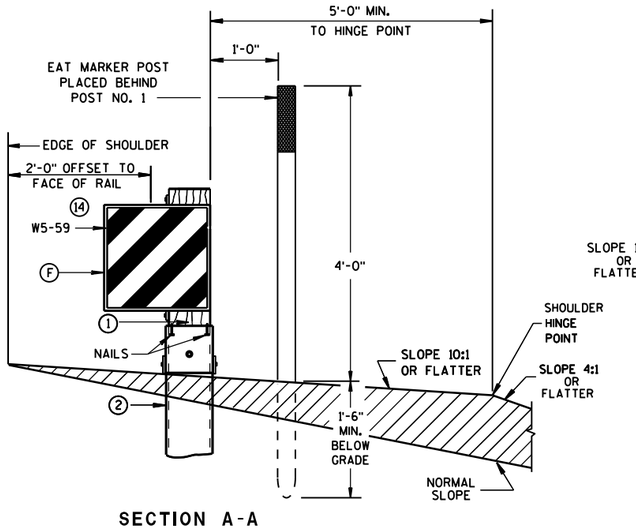
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

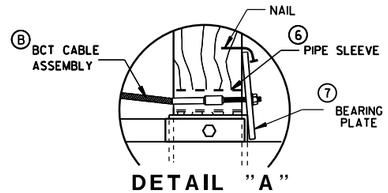




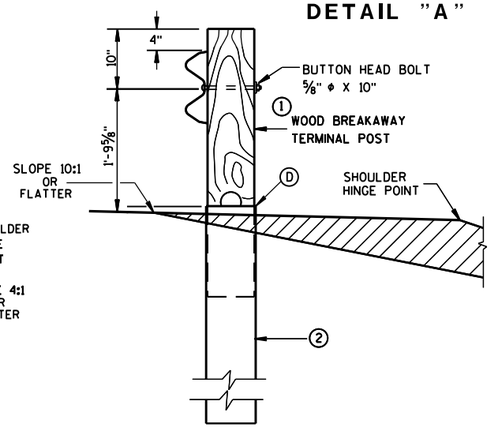
SECTION C-C
TYPICAL AT POST NOS. 6, 8



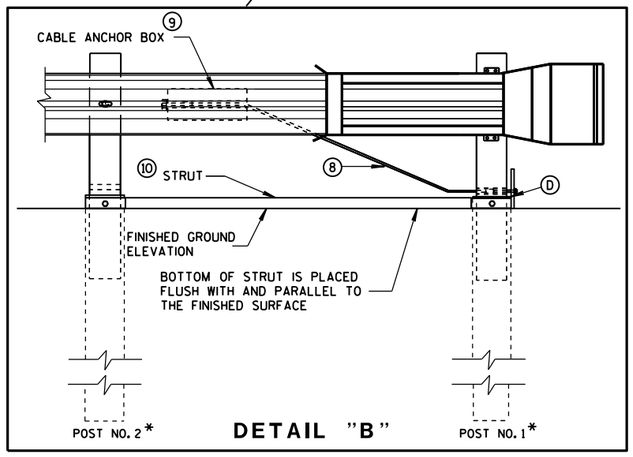
SECTION A-A
TYPICAL AT POST NO. 1*



DETAIL "A"



SECTION B-B
TYPICAL AT POST NO. 2*

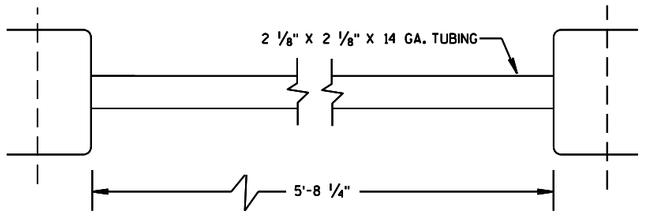


DETAIL "B"

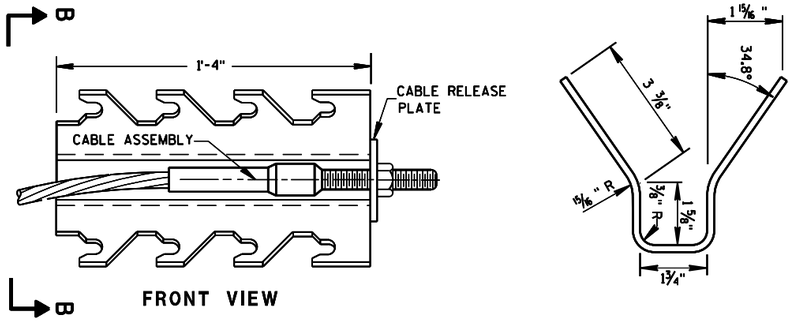
STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

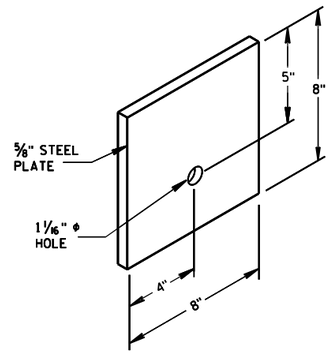
6
S.D.D. 14 B 24-9a



⑩ STRUT DETAIL



⑨ CABLE ANCHOR BOX



⑦ STEEL BEARING PLATE

6

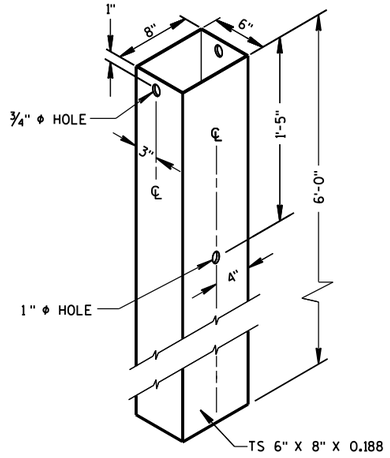
6

S.D.D. 14 B 24-9b

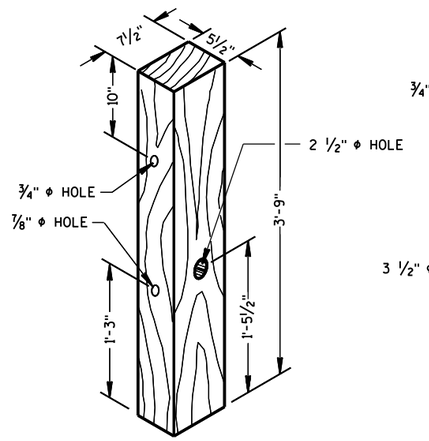
S.D.D. 14 B 24-9b

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

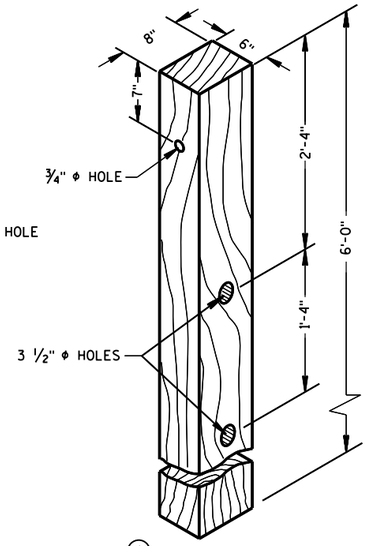
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI



② 72" STEEL TUBE
(POSTS NO. 1-4



① TERMINAL POST

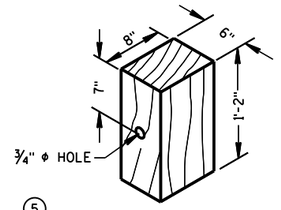


④ CRT POST
(POSTS NO'S 5-8)

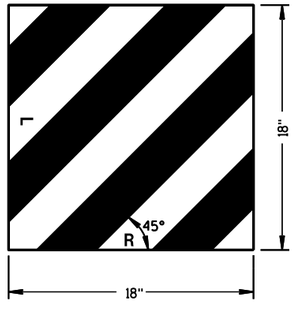
WOOD BREAKAWAY POSTS

GENERAL NOTES

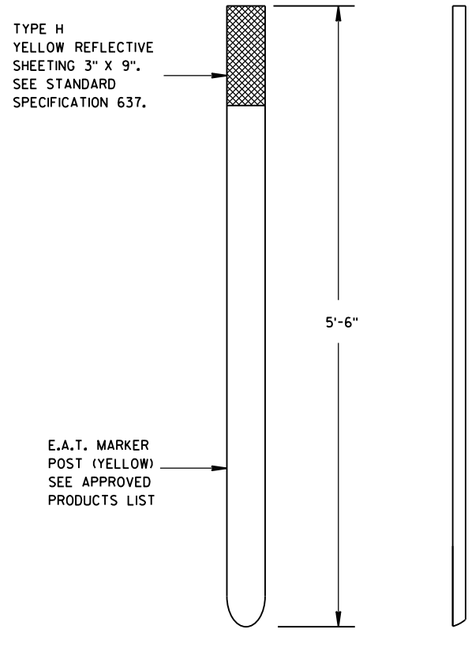
WHEN ROCK IS ENCOUNTERED DURING EXCAVATION, A 12 INCH DIA. POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK MAY BE USED IF APPROVED BY THE ENGINEER. GRANULAR MATERIAL SHALL BE PLACED IN THE BOTTOM OF THE HOLE APPROXIMATELY 2 ½" INCHES DEEP TO PROVIDE DRAINAGE. THE SOIL TUBES SHALL BE FIELD CUT TO LENGTH, PLACED IN THE HOLE AND BACKFILLED WITH ADEQUATELY COMPACTED MATERIAL EXCAVATED FROM THE HOLE.



⑤ WOOD OFFSET BLOCK
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



⑭ REFLECTIVE SHEETING DETAILS



E.A.T. MARKER POST

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS
UNIT SUPERV...

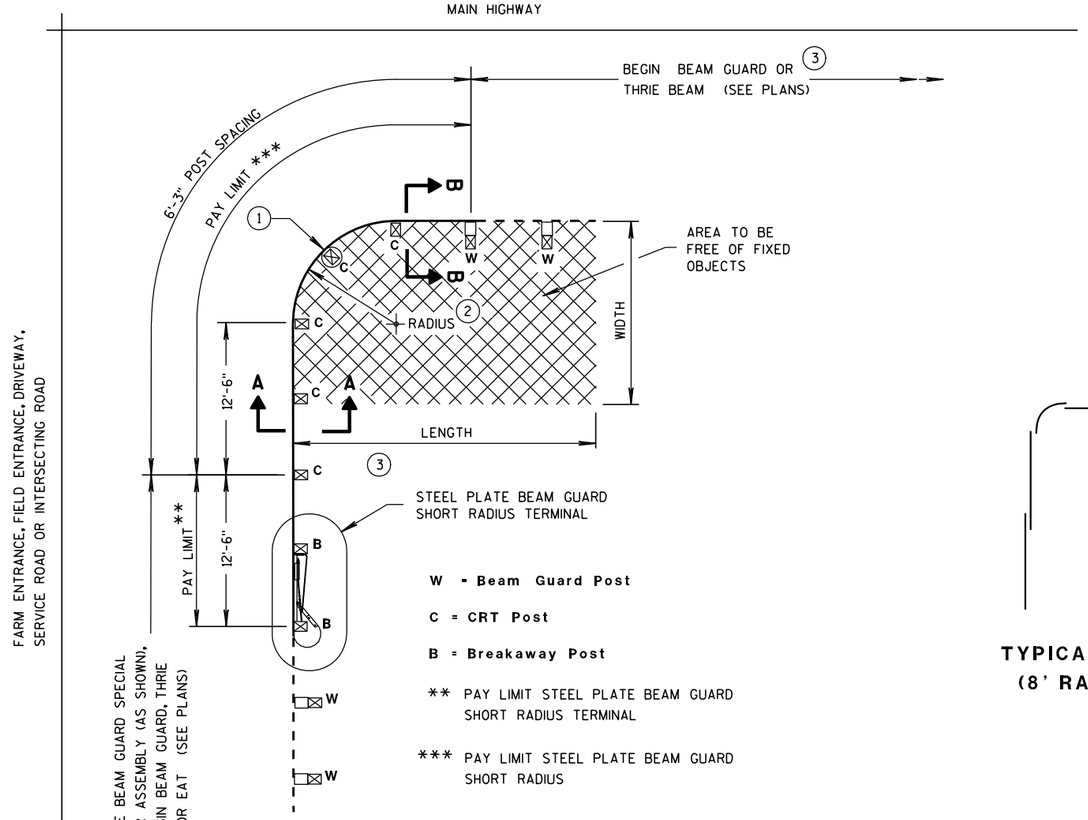
ENT

6

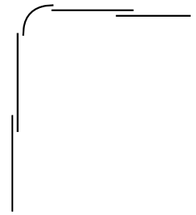
S.D.D. 14 B 24-9c

6

S.D.D. 14 B 24-9c



TYPICAL LAYOUT
(8' RADIUS SHOWN)



TYPICAL LAP SPLICES
(8' RADIUS SHOWN)

GENERAL NOTES

ALL ANGLES, CHANNELS, AND PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A36 AND THE STRUCTURAL TUBING SHALL CONFORM TO ASTM A 500. WELDING SHALL MEET THE CURRENT REQUIREMENTS OF THE AMERICAN WELDING SOCIETY STRUCTURAL WELDING CODE ANSI/AWS D1.1. ALL STRUCTURAL STEEL SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A 123. PUNCHING, DRILLING, CUTTING, OR WELDING WILL NOT BE PERMITTED AFTER GALVANIZING. FURNISH AND INSTALL HARDWARE PER STANDARD SPECIFICATION 614.2. UNLESS NOTED OTHERWISE.

SHOP BEND CURVED RAIL SECTIONS.

SEE STANDARD DETAIL DRAWING 14 B 15 FOR OTHER DETAIL.

(1) ON THE 8 FOOT RADIUS INSTALLATION, DO NOT INSTALL BUTTON HEAD BOLT AT CENTER CRT POST.

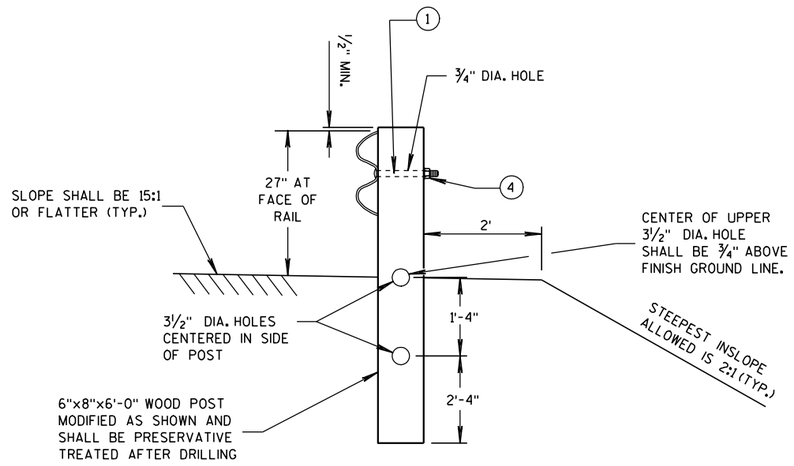
(2) RADIUS FROM 8' - 36'. SEE PLAN.

(3) HEIGHT TRANSITION MAY BE REQUIRED. SEE PLAN OR PROJECT ENGINEER.

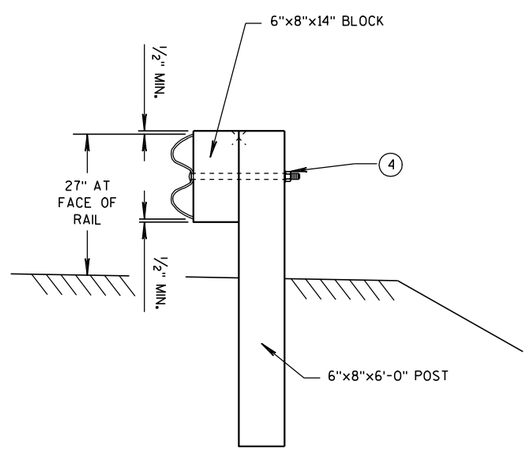
(4) 5/8" ø X 1'-6" BUTTON HEAD BOLT AND RECESS NUT WITH ROUND WASHER UNDER NUT.

RADIUS	NUMBER OF CRT POSTS	*NUMBER AND LENGTH OF CURVED RAILS	REQUIRED AREA FREE OF FIXED OBJECTS (LENGTH x WIDTH)
8'	5	1 at 12.5'	25' x 15'
16'	7	1 at 25'	30' x 15'
24'	9	1 at 25' and 1 at 12.5'	40' x 20'
32'	11	2 at 25'	50' x 20'

* THE NUMBER OF RAILS IS BASED ON A 90° INTERSECTION. SEE PLAN FOR NON 90° INSTALLATIONS.



SECTION A-A
(CRT POST)



SECTION B-B
(BEAM GUARD POST)

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

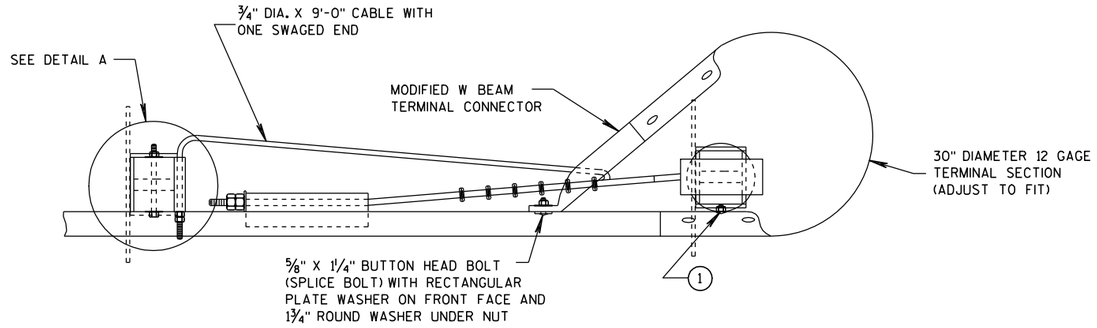
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

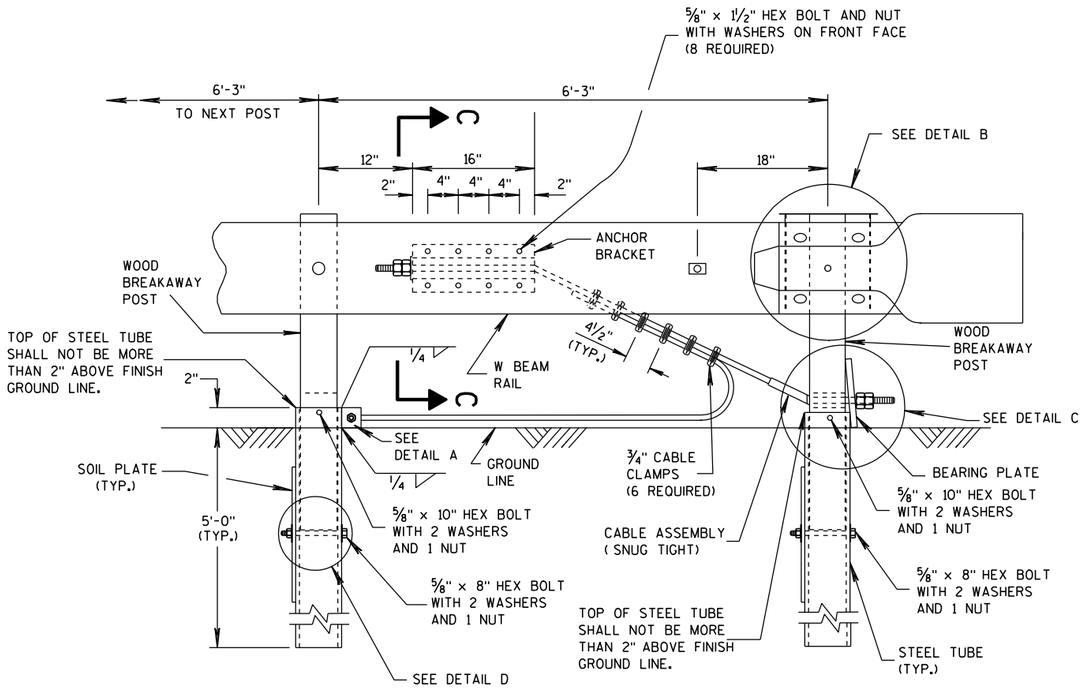
S.D.D. 14 B 27-1a

6

S.D.D. 14 B 27-1a



PLAN VIEW



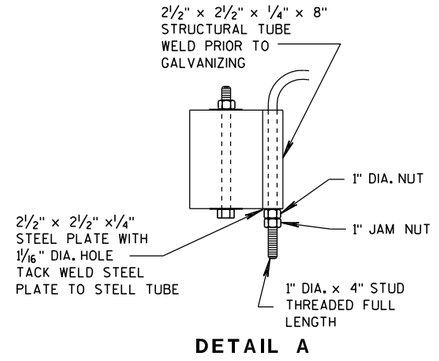
ELEVATION VIEW

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

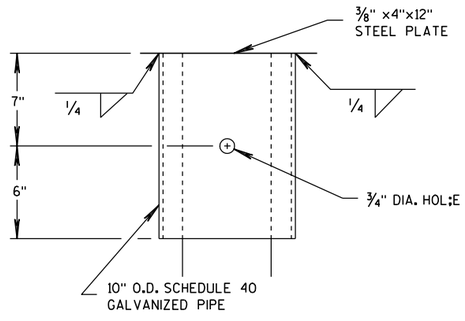
GENERAL NOTES

(1) ATTACH W BEAM RAIL TO THE STEEL PIPE WITH A ⅝" X 2" BUTTON HEAD BOLT WITH NO WASHER. CONNECTION TO THE POST IS NOT REQUIRED.

INSTALL GALVANIZED ¾" (6X19) PREFORMED WIRE OR INDEPENDENT WIRE ROPE CORE CONFORMING TO AASHTO M 30. MANUFACTURE WIRE ROPE OUT OF IMPROVED PLOW STEEL WITH A MINIMUM BREAKING STRENGTH OF 42,800 PSI.



DETAIL A



DETAIL B

(BEAM GUARD AND TERMINAL SECTION NOT SHOWN)

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

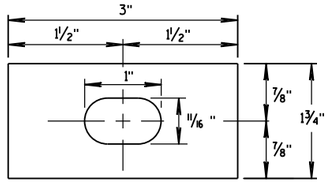
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

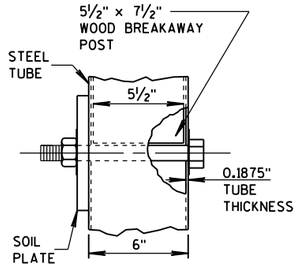
S.D.D. 14 B 27-1b

6

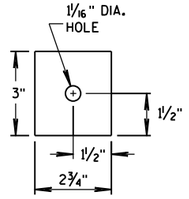
S.D.D. 14 B 27-1b



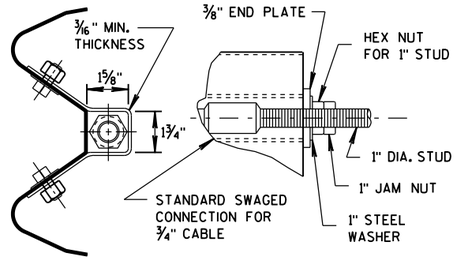
RECTANGULAR PLATE WASHER



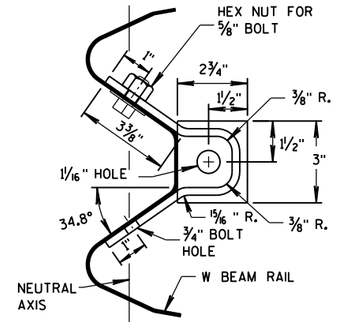
DETAIL D



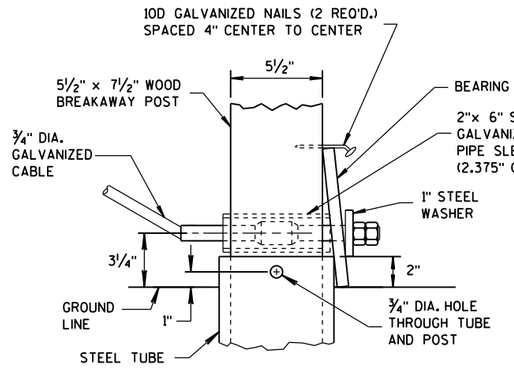
END PLATE



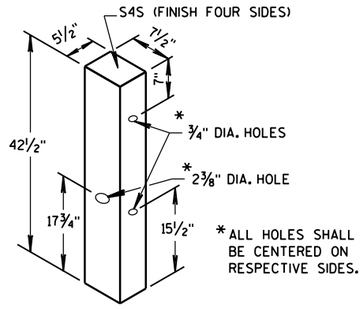
SECTION C-C
(END PLATE REMOVED)



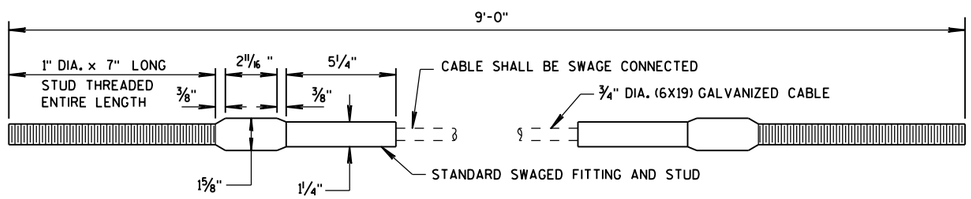
ANCHOR BRACKET



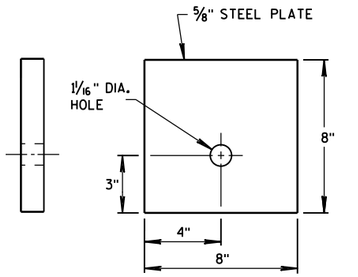
DETAIL C



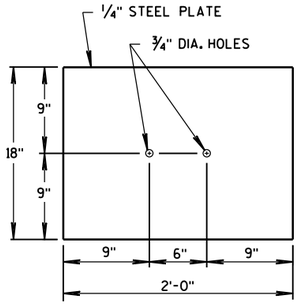
WOOD BREAKAWAY POST



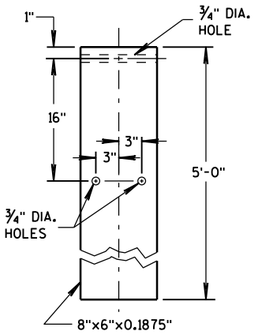
CABLE ASSEMBLY



BEARING PLATE



SOIL PLATE



STEEL TUBE

STEEL PLATE BEAM GUARD
SHORT RADIUS TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/18/08 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 14 B 27-1c

6

S.D.D. 14 B 27-1c

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

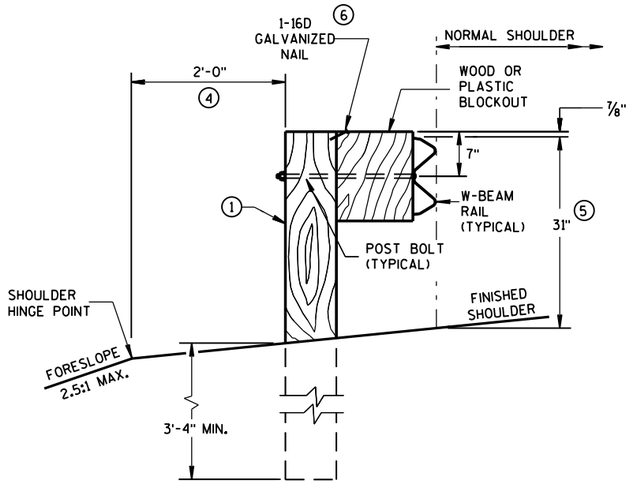
(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2½ INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

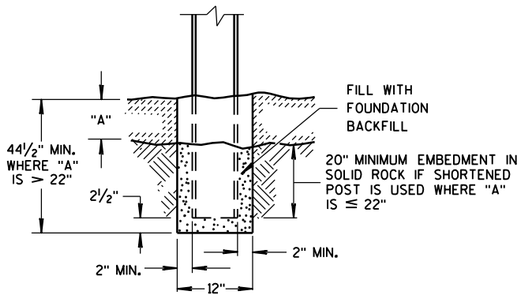
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ± 1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27¾" TO 32".

(6) WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.



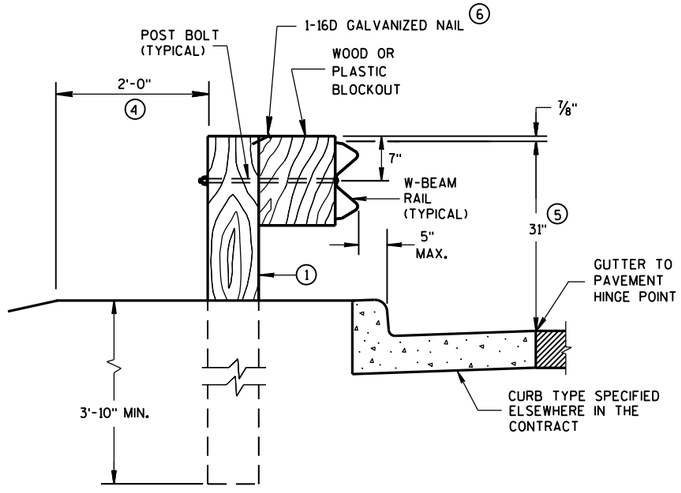
END VIEW

LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



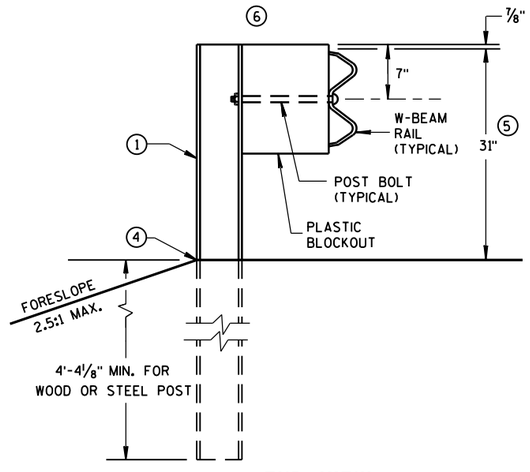
END VIEW

SETTING STEEL OR WOOD POST IN ROCK (3)



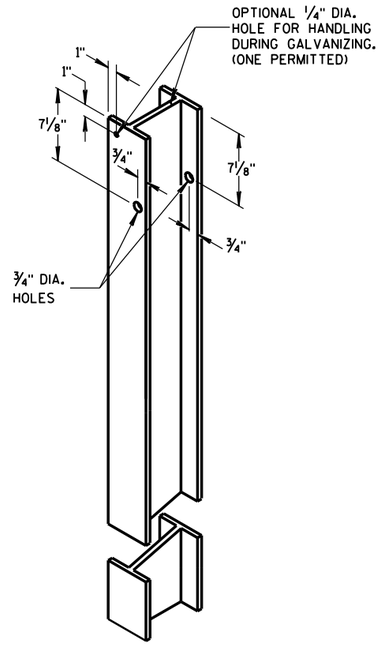
END VIEW

LOCATED ALONG A CURBED ROADWAY

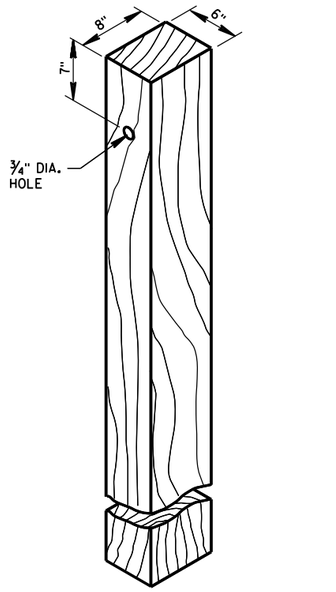


END VIEW

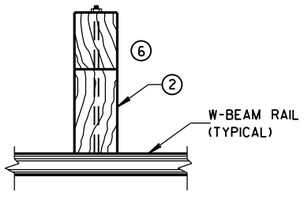
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



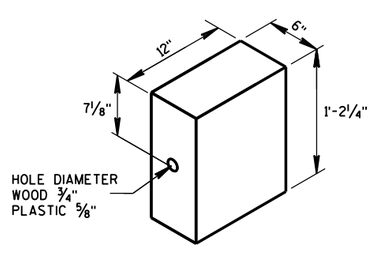
STEEL POST &
HOLE PUNCHING DETAIL
(w6X9) (1)



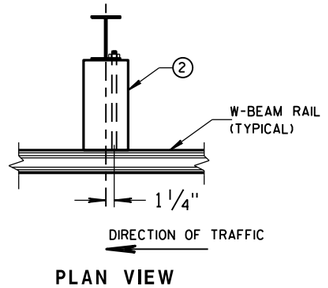
WOOD POST
(6" X 8") NOMINAL (1)



PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



WOOD OR
PLASTIC BLOCKOUT (2)

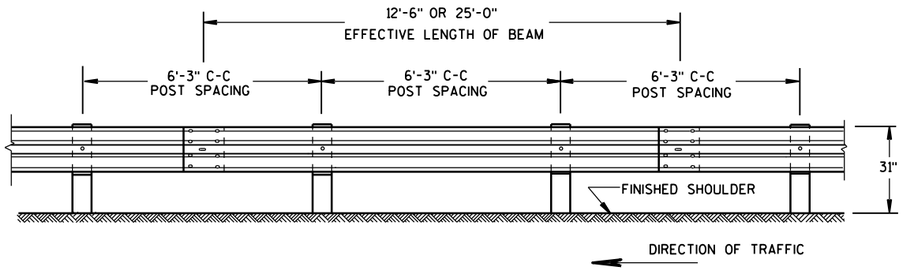


PLAN VIEW
STEEL POST,
PLASTIC BLOCKOUT & BEAM

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

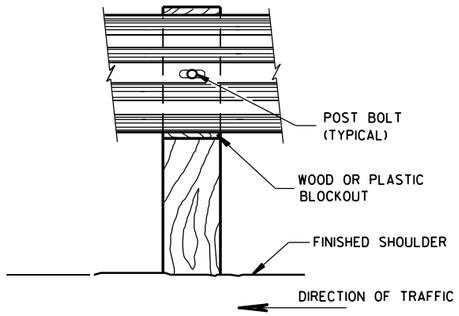
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 42-5a



FRONT VIEW

POST SPACING STANDARD INSTALLATION



FRONT VIEW AT WOOD POST

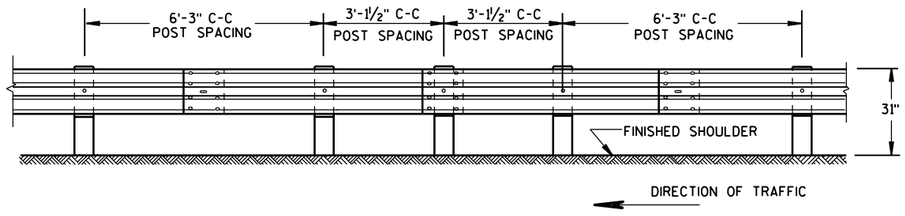
GENERAL NOTES

(8) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL. RAIL SPLICE LOCATIONS ARE THE ONLY ACCEPTABLE LOCATIONS FOR REFLECTORS.

(11) 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

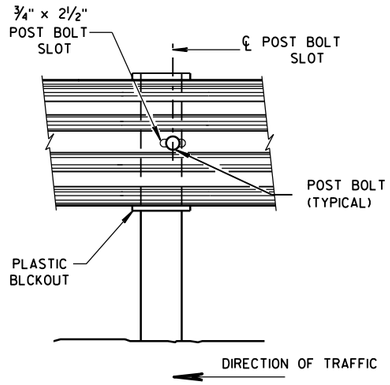
POST BOLTS ARE A 5/8" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND 5/8" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

GUARD RAIL SPLICE BOLTS ARE A 5/8" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

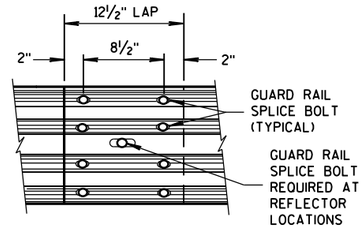


FRONT VIEW

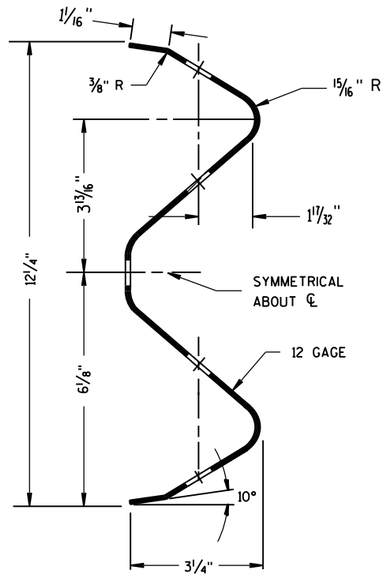
HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)



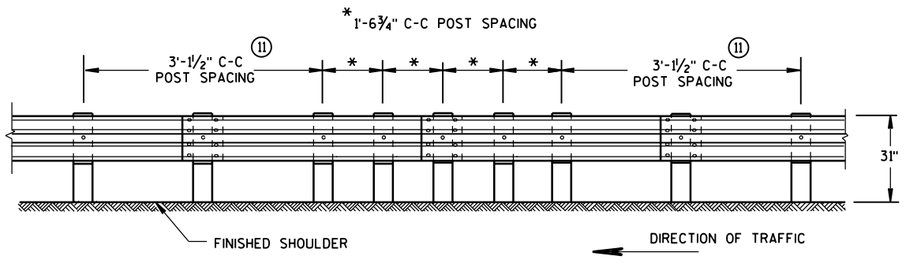
FRONT VIEW AT STEEL POST



FRONT VIEW
MID-SPAN BEAM SPLICE

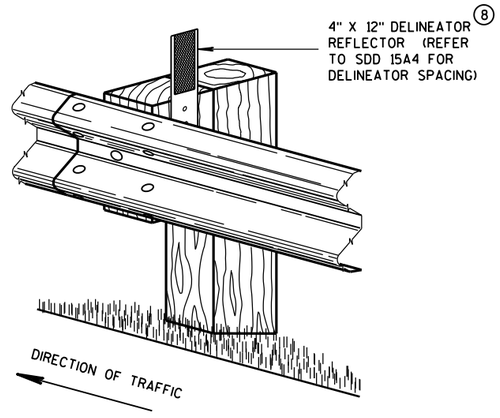


SECTION THRU W-BEAM RAIL



FRONT VIEW

QUARTER POST SPACING (QS)



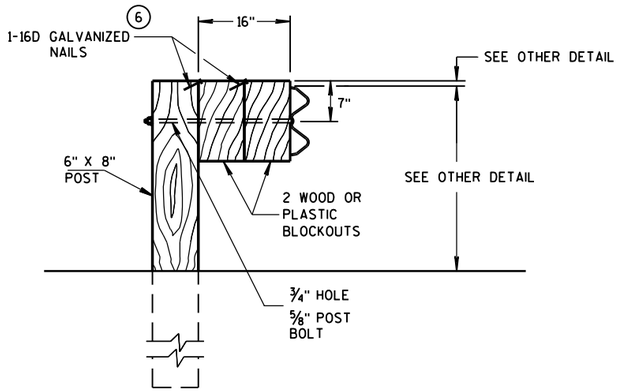
ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

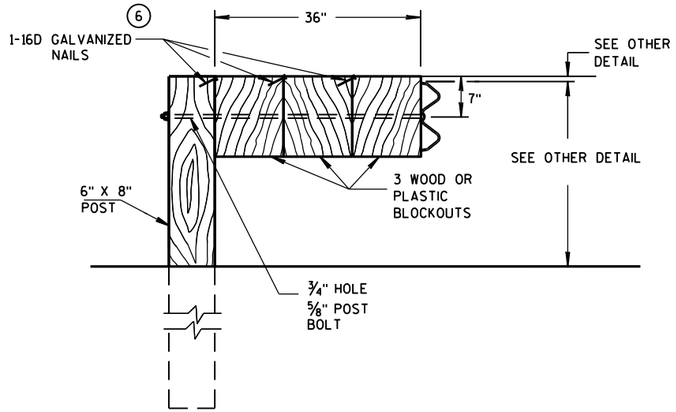
6

S.D.D. 14 B 42-5b



DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

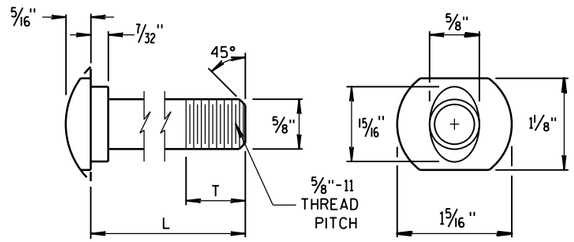


DETAIL FOR 36" BLOCKOUT DEPTH

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

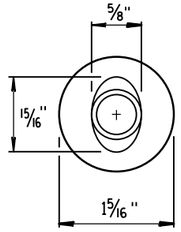
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

NOTE: 1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 1/16".
2. IF THE BOLT EXTENDS MORE THAN 1/4" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

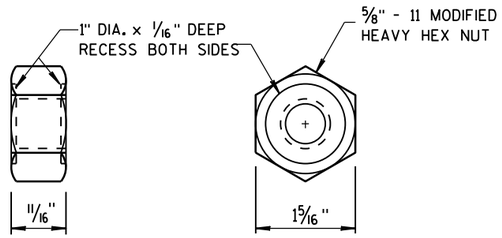


POST BOLT TABLE

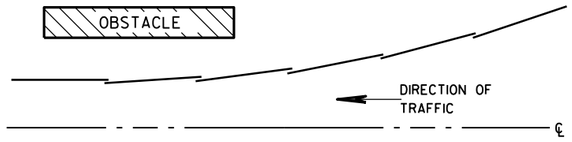
L	T (MIN.)
1¼"	1⅛"
2"	1¾"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



ALTERNATE BOLT HEAD

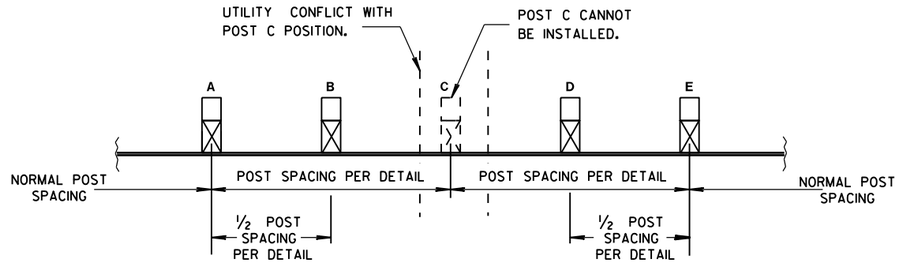


POST BOLT, SPLICE BOLT AND RECESS NUT

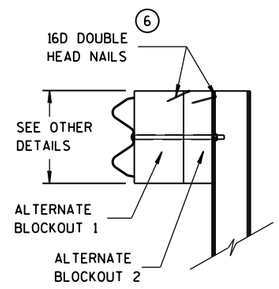


PLAN VIEW

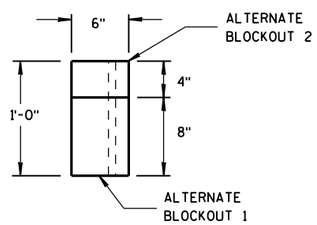
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



SIDE VIEW



TOP VIEW

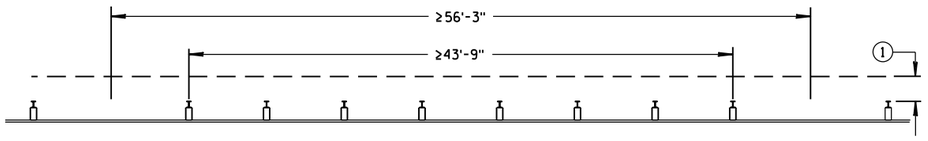
ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

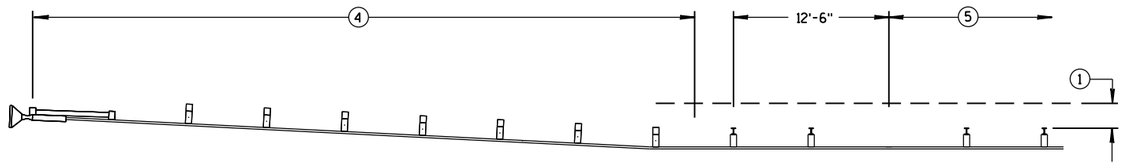
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

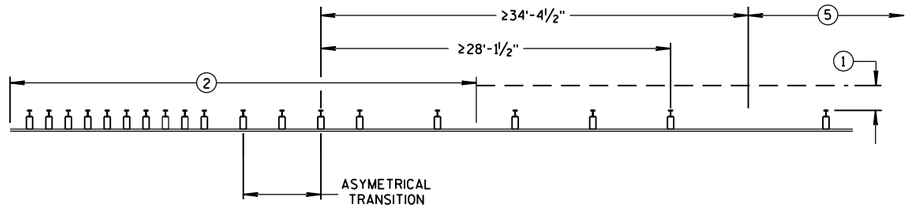
S.D.D. 14 B 42-5c



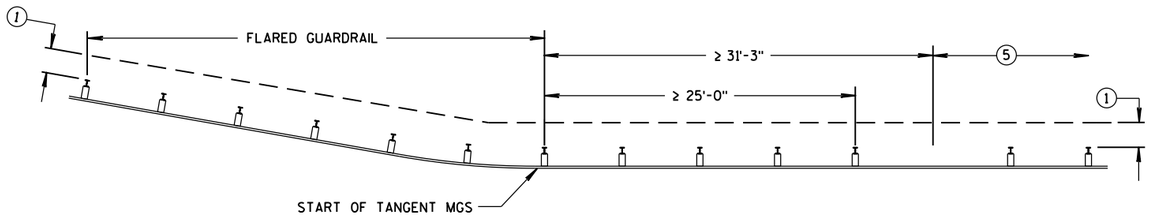
MISSING POST IN NORMAL BEAM GUARD RUN



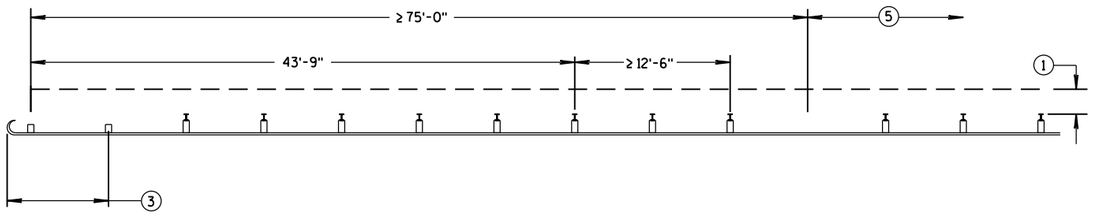
MISSING POST IN NORMAL BEAM GUARD RUN NEAR EAT



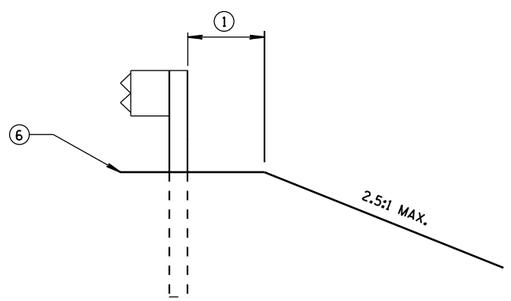
MISSING POST NEAR APPROACH THRIE BEAM TRANSITION



MISSING POST IN NORMAL BEAM GUARD RUN
NEAR FLARED BEAM GUARD



MISSING POST IN NORMAL BEAM GUARD RUN
NEAR TYPE 2 TERMINAL



CROSS SECTION VIEW

1. MINIMUM OF 2 FEET OF GRADING BEHIND POST.
2. SEE SDD 14B45 FOR MORE DETAILS.
3. SEE SDD 14B47 FOR MORE DETAILS.
4. SEE SDD 14B44 FOR MORE DETAILS.
5. SEE MISSING POST IN NORMAL BEAM GUARD RUN FOR DISTANCE TO NEXT MISSING POST AND AREA FOR WELL DRAINED, COMPACTED SOILS.
6. SEE PLAN FOR SHOULDER DESIGN.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

6

S.D.D. 14 B 42-5d

6

S.D.D. 14 B 42-5d

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL), AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED.

(C) DIFFERENT MANUFACTURES REQUIRE DIFFERENT PERFORATED W-BEAM RAIL END PANELS. SEE MANUFACTURES INFORMATION.

(F) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER.

(H) HARDWARE VARIES BETWEEN DIFFERENT MANUFACTURES. SEE MANUFACTURE'S DRAWING FOR INFORMATION.

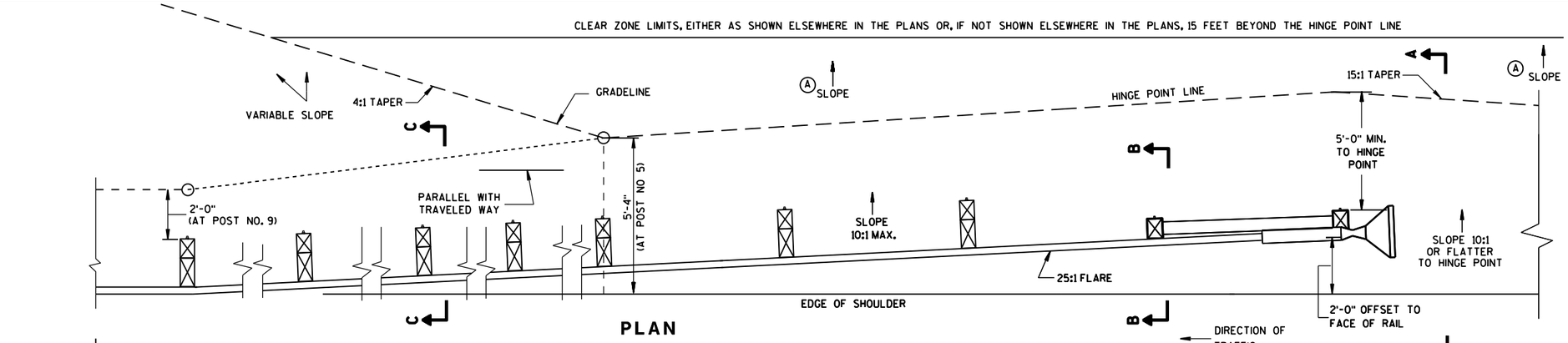
SEE SDD 14B42 FOR MORE INFORMATION.

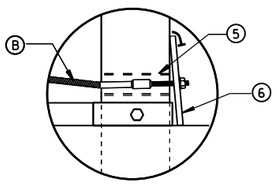
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

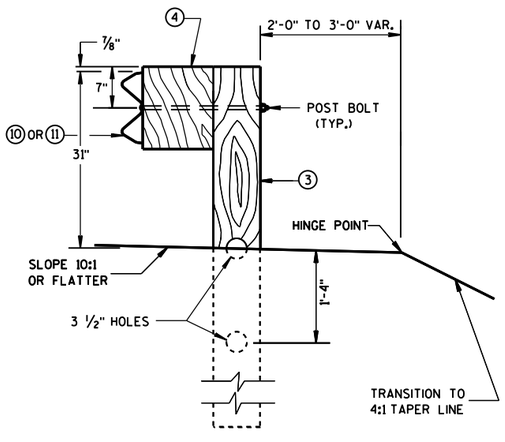
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

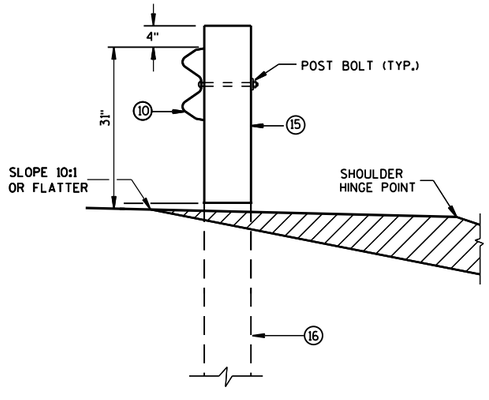
SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

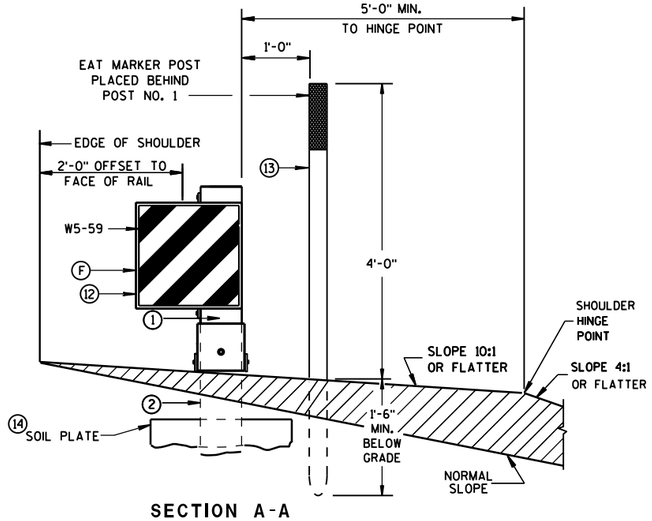
THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE.

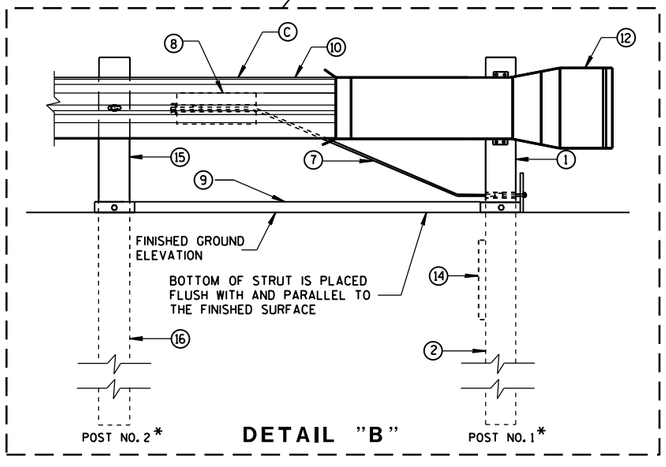












MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

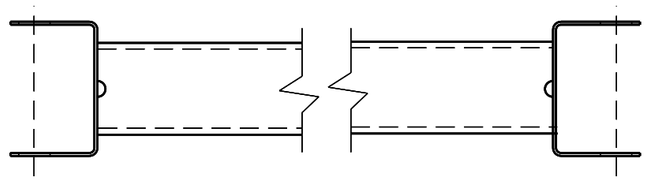
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

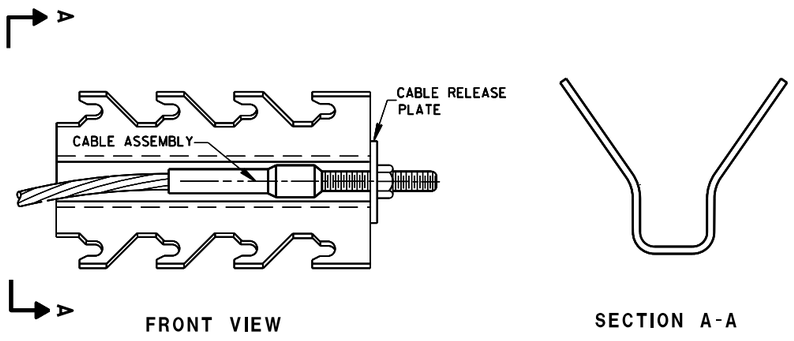
S.D.D. 14 B 44-3a

6

S.D.D. 14 B 44-3a



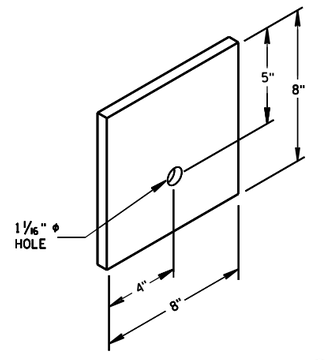
GENERIC GROUND STRUT (9) (H)



GENERIC ANCHOR CABLE BOX (8) (H)

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUFACTURER'S DETAILS FOR MORE INFORMATION.
(1)	UPPER POST NO. 1 6" X 6" TUBE
(2)	LOWER POST NO. 1
(3)	WOOD CRT
(4)	WOOD BLOCKOUT
(5)	PIPE SLEEVE
(6)	BEARING PLATE
(7)	BCT CABLE ASSEMBLY
(8)	ANCHOR CABLE BOX
(9)	GROUND STRUT
(10)	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
(11)	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
(12)	IMPACT HEAD
(13)	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
(14)	SOIL PLATE
(15)	UPPER POST NO. 2
(16)	LOWER POST NO. 2



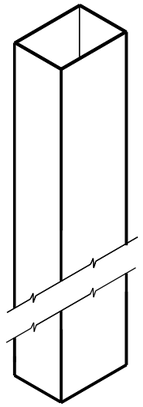
BEARING PLATE (6)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

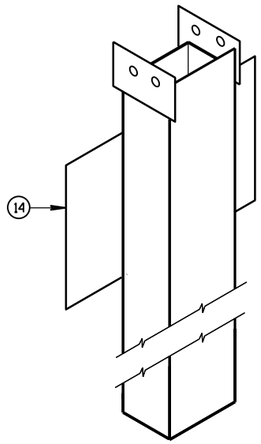
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

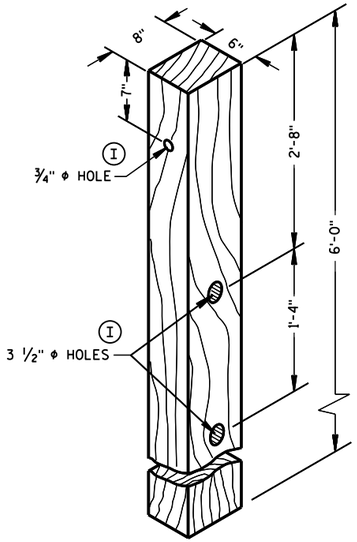
S.D.D. 14 B 44-3b



UPPER POST NO. 1 (1)

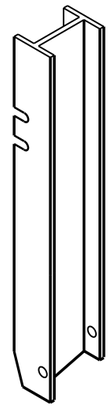


LOWER POST NO. 1 (2)

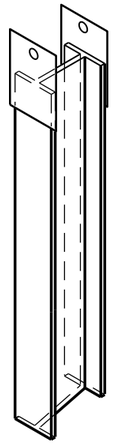


POSTS NUMBER 3-9

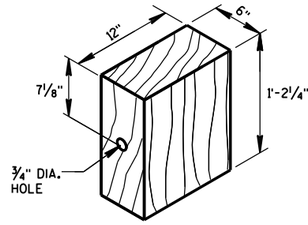
WOOD CRT POST (3)



UPPER POST NO. 2 (15)

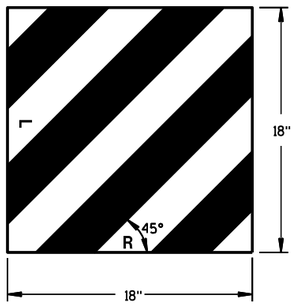


LOWER POST NO. 2 (16)



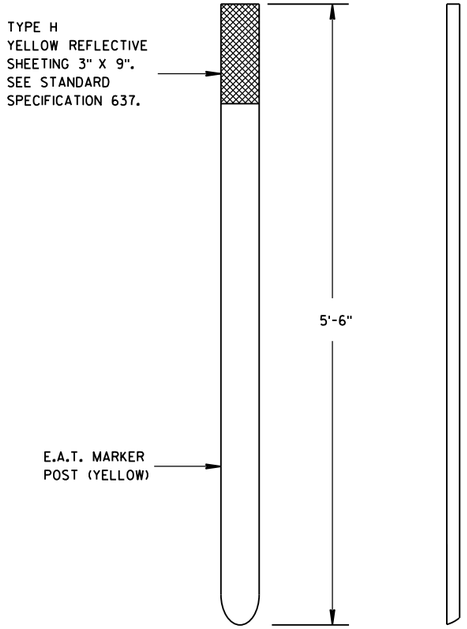
WOOD BLOCKOUT (4)

REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



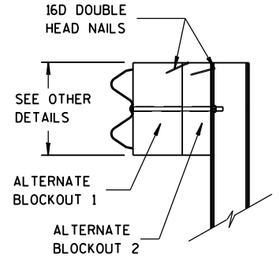
W5-59

REFLECTIVE SHEETING DETAIL (H)

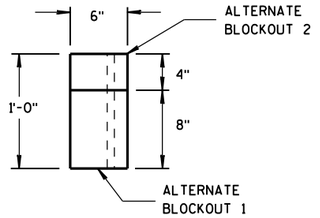


FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW



TOP VIEW

ALTERNATE WOOD
BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

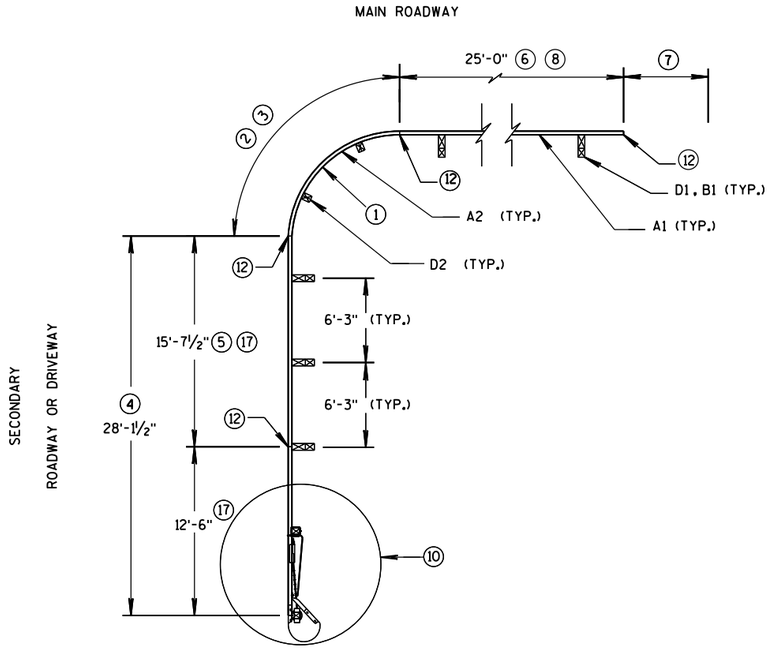
June 2017
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS
UNIT SUPERVISOR

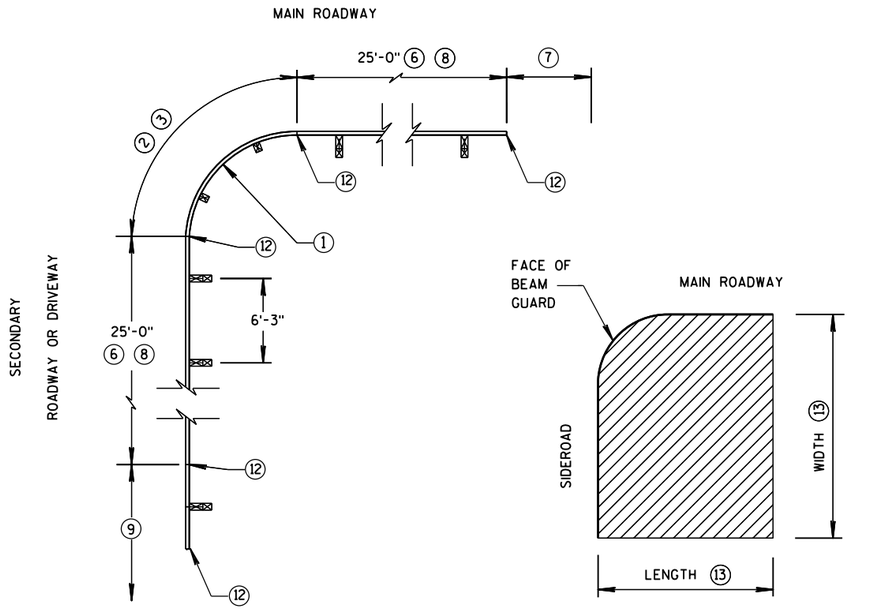
FHWA

6

S.D.D. 14 B 44-3c



SHORT RADIUS BEAM GUARD WITH SHORT RADIUS TERMINAL ON SECONDARY ROAD OR DRIVEWAY PLAN VIEW



SHORT RADIUS BEAM GUARD WITH EAT, ADDITIONAL BEAM GUARD OR TRANSITION TO RIGID BARRIER ON SECONDARY ROAD OR DRIVEWAY PLAN VIEW

AREA FREE OF FIXED OBJECTS FOR RADIUS 32' AND LESS 16

TABLE FOR RADIUS OF 32' AND LESS

RADIUS FT	LENGTH FT	WIDTH FT
8	25	15
16	30	15
24	40	20
32	50	30

GENERAL NOTES

SEE PLANS FOR OTHER BARRIER SYSTEM AND LOCATION SPECIFICS.

SEE 14B42 FOR MORE INFORMATION ON BEAM GUARD INSTALLATION, PARTS, MATERIALS, AND INSTALLATION INFORMATION.

GALVANIZE PARTS AFTER FABRICATION.

WELDING IS TO FOLLOW CURRENT REQUIREMENTS OF THE AMERICAN WELDING SOCIETY STRUCTURAL WELDING CODE ANSI/AWS D1.1

UNLESS NOTED OTHERWISE, ALL PLATES ARE FLAT AND FREE OF WARP.

UNLESS NOTED OTHERWISE, ALL EDGES ARE SMOOTH, STRAIGHT AND VERITCAL.

ALL CUTS AND HOLES, EXCEPT IN BEAM GUARD RAIL ARE TO BE MACHINED OR MACHINE FLAME CUTS.

UNLESS NOTED OTHERWISE CUT OR PROVIDE BOLTS THAT ARE ¼" TO ½" BEYOND THE NUT

DRAWINGS ARE NOT TO SCALE.

(1) RADIUS MEASURE FROM INSIDE OF RAIL. LENGTH OF BEAM GUARD SHORT RADIUS GUARD MEASURED ALONG TRAFFIC SIDE OF RAIL. RADIUS BETWEEN 8 FEET TO 150 FEET. SEE PLAN FOR REQUIRED RADIUS. BEAM GUARD RAIL IN RADIUS IS SHOP BENT. ODD RAIL LENGTH OR FIELD CUTS MAY BE REQUIRED.

(2) CONTROLLED RELEASE TERMINAL (CRT) POSTS ARE USED IN THE RADIUS. CONTROLLED RELEASE TERMINAL (CRT) POSTS ARE SPACED 6'-3". SEE PLAN FOR NUMBER OF CONTROLLED RELEASE TERMINAL (CRT) POSTS.

(3) WITHIN RADIUS BEAM GUARD RAILS ARE NOT BOLTED TO POSTS. BEAM GUARD RAILS RESTED ON TOP OF LAG SCREW.

(4) MINIMUM LENGTH OF BEAM GUARD ALONG SIDE ROAD OR DRIVEWAY TO INSTALL SHORT RADIUS TERMINAL. BEAM GUARD IS PAID FOR WITH BEAM GUARD ITEM.

(5) ODD LENGTH OF BEAM GUARD REQUIRED TO INSTALL SHORT RADIUS TERMINAL.

(6) MINIMUM AMOUNT OF BEAM GUARD TO BE INSTALLED PRIOR TRANSITION TO RIGID BARRIER, ADDITIONAL BEAM GUARD, OR EAT. BEAM GUARD PAID FOR WITH BEAM GUARD ITEM. SEE PLANS FOR MORE DETAIL.

(7) BEAM GUARD, EAT OR TRANSITION TO RIGID BARRIER. SEE PLAN.

(8) TOP OF BEAM GUARD BY THE RADIUS IS 27". HEIGHT OF BEAM GUARD IS 31" BY TRANSITION TO RIGID BARRIER, ADDITIONAL BEAM GUARD OR EAT.

(9) ADDITIONAL BEAM GUARD, EAT OR TRANSITION TO RIGID BARRIER. BEAM GUARD SHOWN. SEE PLAN FOR DETAILS.

(10) SHORT RADIUS TERMINAL (SEE OTHER DETAILS)

(11) HEIGHT VARIES. SEE NOTE (8) AND (17).

(12) BEAM GUARD RAIL SPLICE LOCATION. SPLICE LOCATION REQUIRE PART F1 AND F2. SEE SDD 14B42 FOR DETAILS.

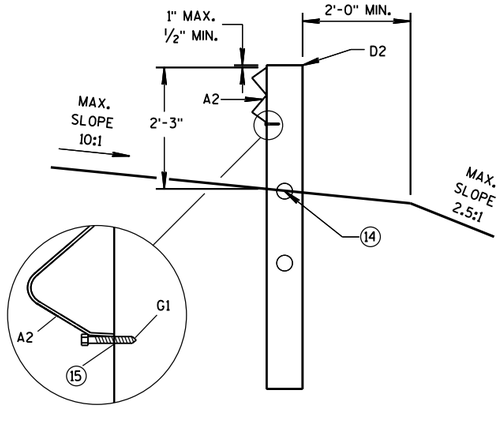
(13) SEE TABLE FOR VALUES.

(14) MAXIMUM HEIGHT FOR CENTER OF HOLE IS ¾" ABOVE FINISHED GROUND ±1".

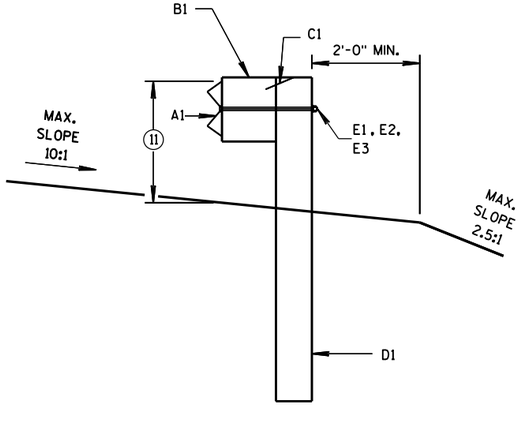
(15) DRILL 15/64" DIA. PILOT HOLE. DO NOT HAMMER LAG SCREW INTO POST.

(16) SMALL SIGNS ON BREAKAWAY HARDWARE ARE ACCEPTABLE.

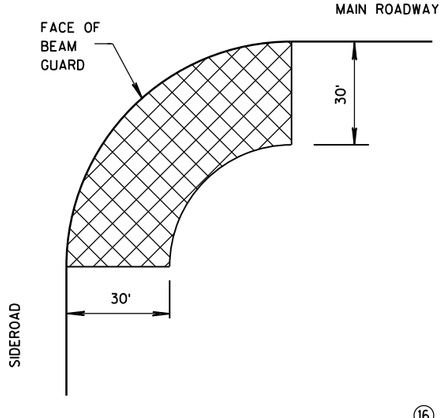
(17) TOP OF RAIL HEIGHT IS 27" WHEN USING A SHORT RADIUS TERMINAL.



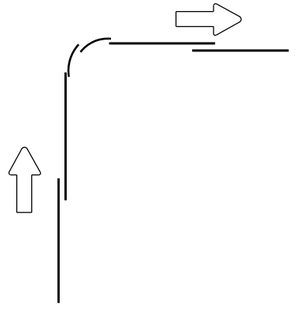
CONTROLLED RELEASE TERMINAL POST (CRT) IN RADIUS



BEAM GUARD POSTS IN HEIGHT TRANSITION



AREA FREE OF FIXED OBJECTS 16 RADIUS GREATER THAN 32'



LAP SPLICE DETAIL

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

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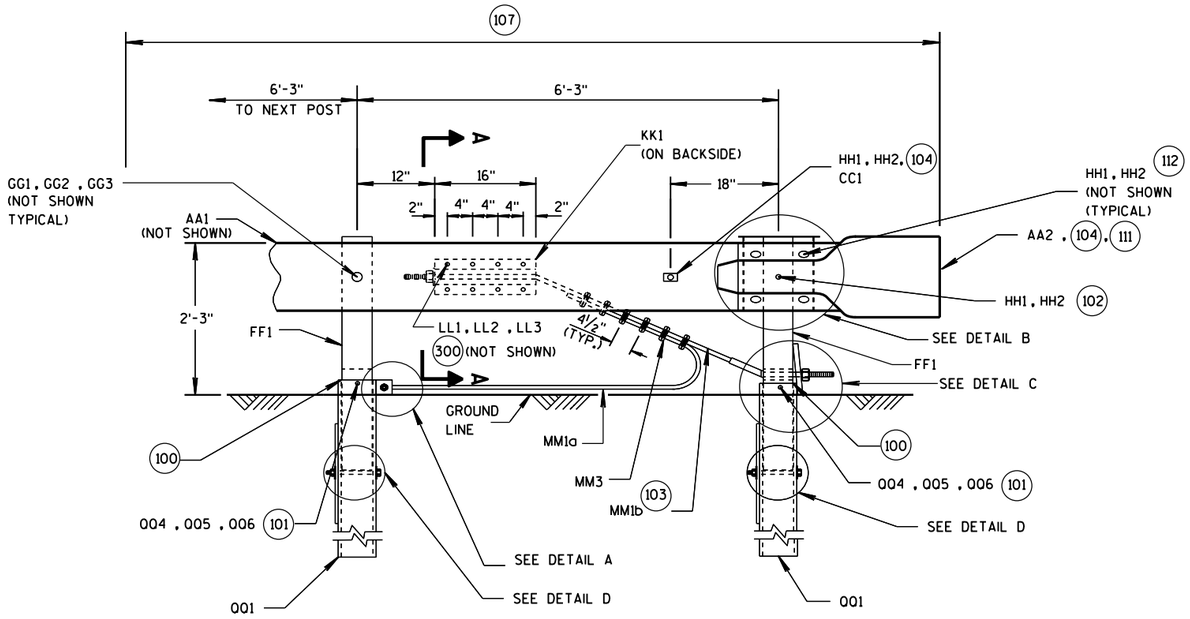
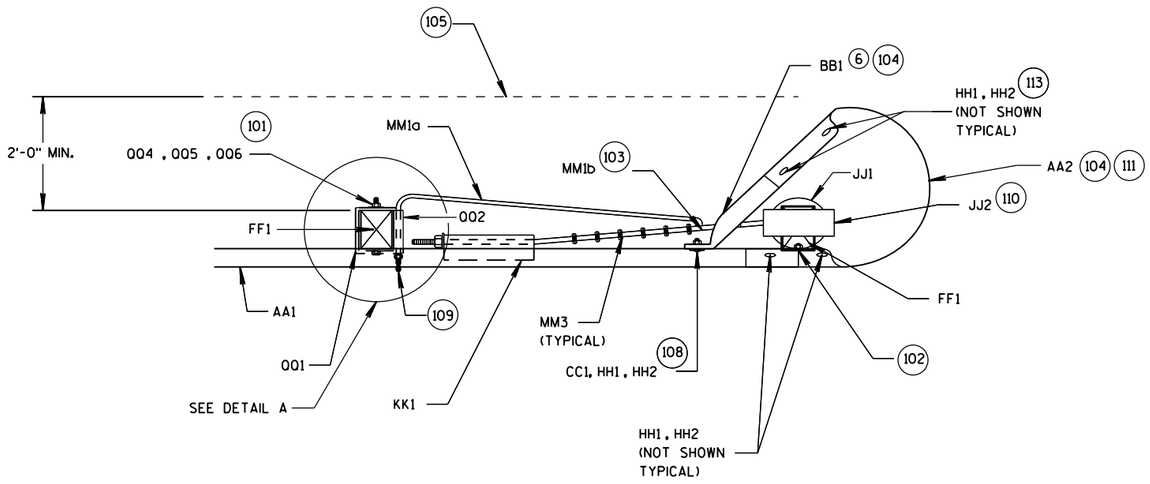


SHORT RADIUS TERMINAL
PROFILE VIEW



SHORT RADIUS TERMINAL
TOP VIEW

(100) TOP OF FOUNDATION TUBE 2 INCHES MAXIMUM ABOVE FINISHED GROUND.

(101) WASHERS REQUIRED BETWEEN BOLT HEAD AND FOUNDATION TUBE AND BETWEEN NUT AND FOUNDATION TUBE.

(102) SPLICE BOLT AND NUT CONNECTS BEAM GUARD RAIL, W-BEAM END SECTION BUFFER, AND STEEL PIPE ASSEMBLY. NO WASHER REQUIRED. SEE DETAIL B.

(103) CABLE IS TAUT.

(104) ADJUST AA2 AND BB1 TO FIT.

(105) BREAK POINT OF SHOULDER.

(106) TACK WELD CABLE CONNECTOR TUBE PLATE TO CABLE CONNECTION TUBE. SEE DETAIL A PROFILE VIEW.

(107) PAY LIMIT FOR BEAM GUARD.

(108) SQUARE WASHER BETWEEN HEAD OF BOLT AND TRAFFIC FACE OF BEAM GUARD. ROUND WASHER REQUIRED BETWEEN NUT AND BB1.

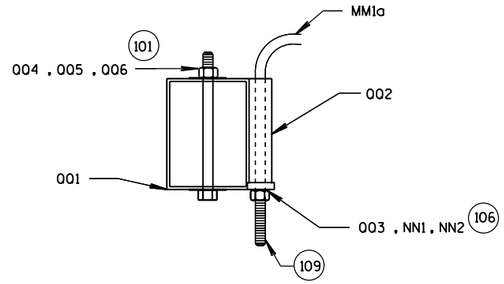
(109) CUT OR PROVIDE THREADED STUD THAT IS FLUSH WITH FACE OF BEAM GUARD RAIL KK1 (PLUS OR MINUS 1/2" TOLERANCE). DEBURR AFTER CUTTING.

(110) SEE STEEL PIPE ASSEMBLY DETAILS.

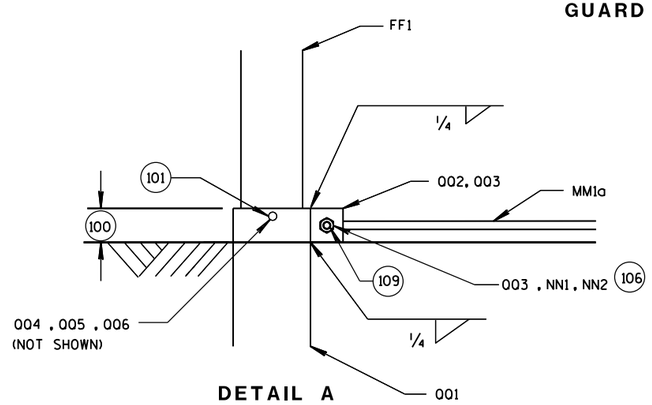
(111) ATTACH UU2 WITH UU3. SHOP APPLY UU1 TO UU2.

(112) FOUR HH1 AND HH2 REQUIRED TO ATTACH AA1 TO AA2.

(113) FOUR HH1 AND HH2 REQUIRED TO ATTACH AA2 TO BB1.



DETAIL A
TOP VIEW
(WOOD BREAKAWAY AND BEAM GUARD RAIL POSTS NOT SHOWN)



DETAIL A
PROFILE VIEW

STEEL PLATE BEAM GUARD
SHORT RADIUS TERMINAL
MGS

STATE OF WISCONSIN
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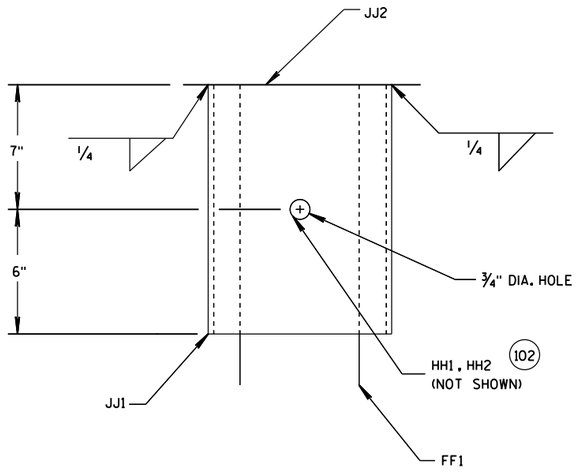
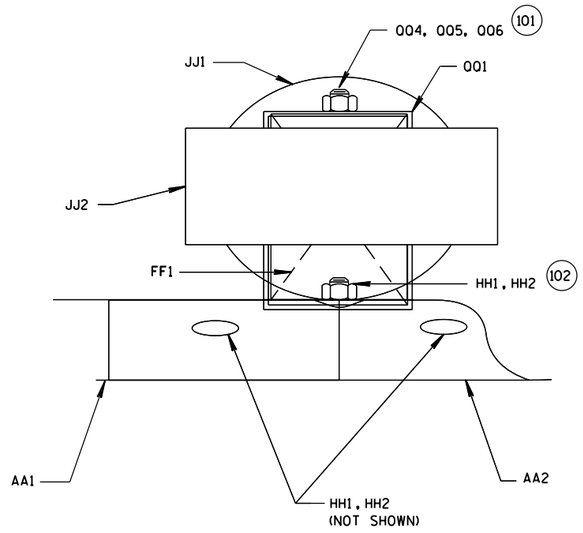
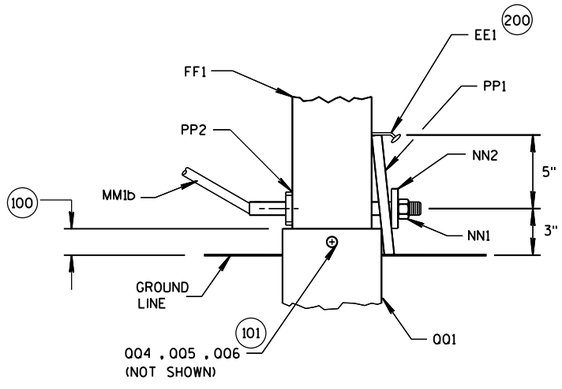


DETAIL B
PROFILE VIEW OF STEEL PIPE ASSEMBLY
(BEAM GUARD AND W-BEAM
END SECTION NOT SHOWN)

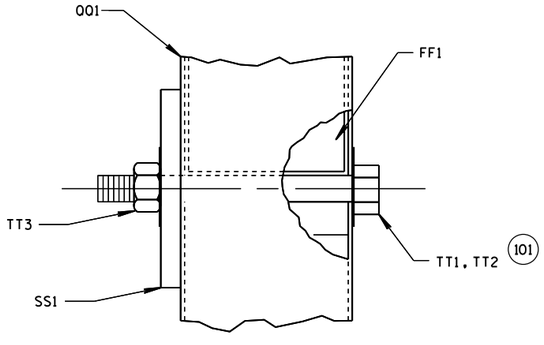


DETAIL B
PLAN VIEW OF STEEL PIPE ASSEMBLY

200 2 NAILS SPACED 4 INCHES CENTER TO CENTER.



DETAIL C
PROFILE VIEW



DETAIL D
PROFILE VIEW

SHORT RADIUS BEAM GUARD
(MGS) SHORT RADIUS
TERMINAL (MGS)

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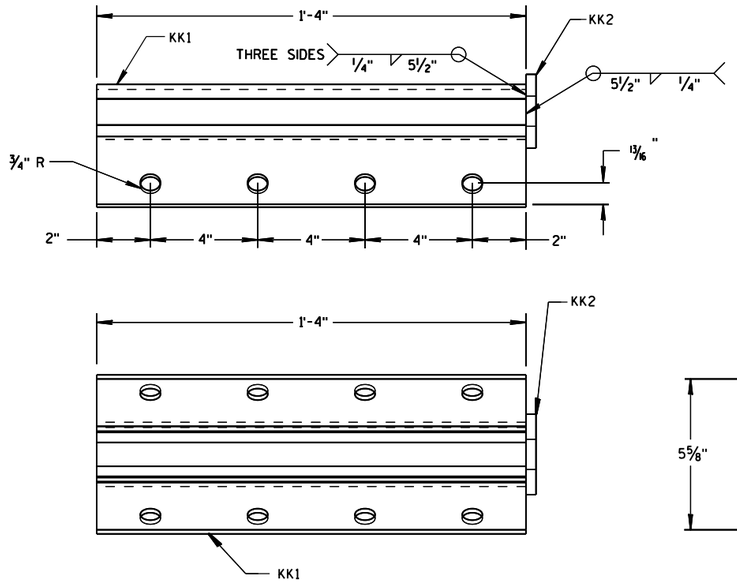
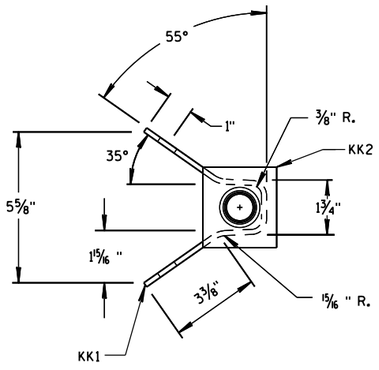
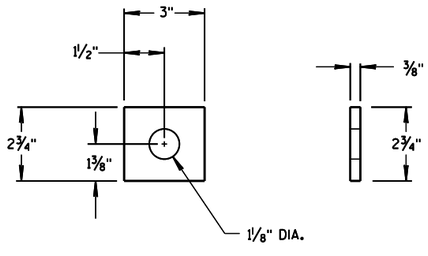
(300) WASHERS REQUIRED BETWEEN BOLT HEAD AND BEAM GUARD RAIL AND BETWEEN NUT AND ANCHOR BRACKET. EIGHT LL1 AND LL3 REQUIRED. SIXTEEN LL2 REQUIRED.

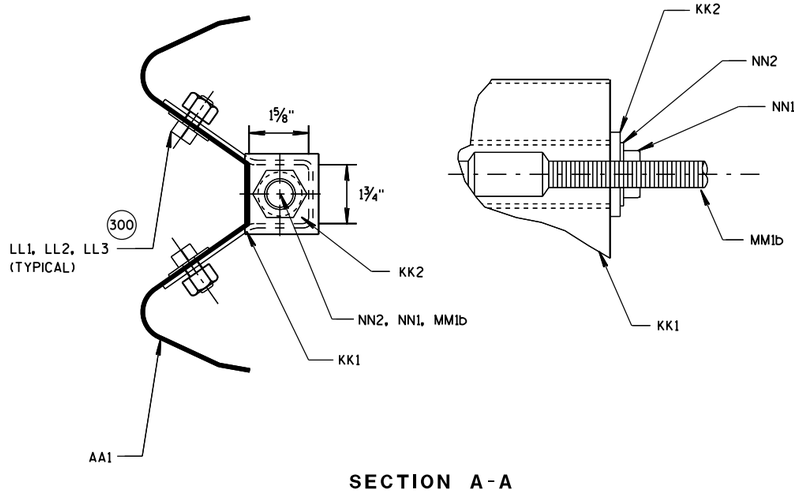




ANCHOR BRACKET (KK1, KK2)



ANCHOR BRACKET BEARING PLATE (KK2)



SECTION A-A

6

S.D.D. 14 B 53-1d

SHORT RADIUS BEAM GUARD
(MGS) SHORT RADIUS
TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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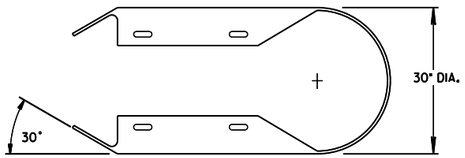
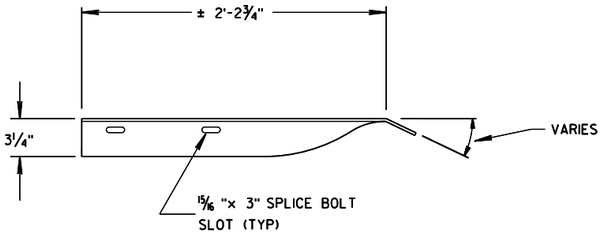


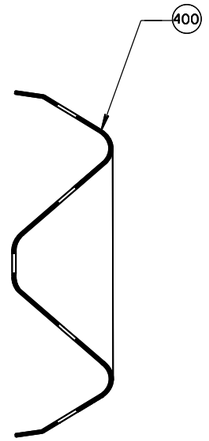
TOP VIEW



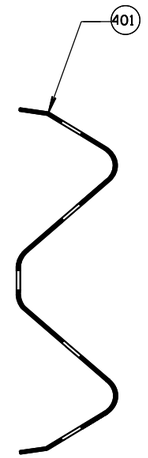
TOP VIEW

(400) CROSS SECTON OF PART IS TO FIT OVER AA1.

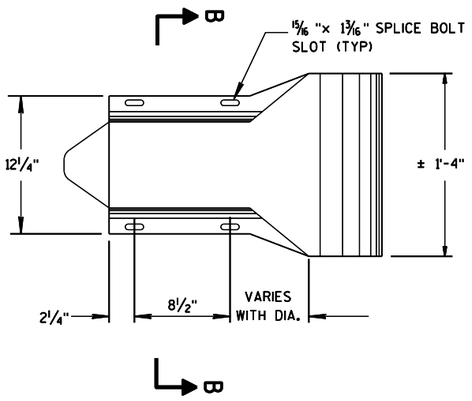
(401) CROSS SECTON OF PART IS TO FIT OVER OR UNDER AA1.



SECTION B-B

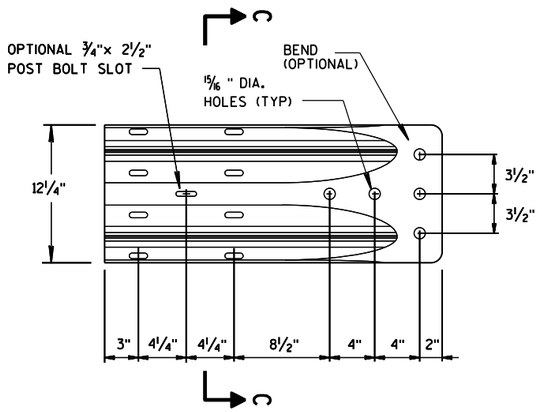


SECTION C-C



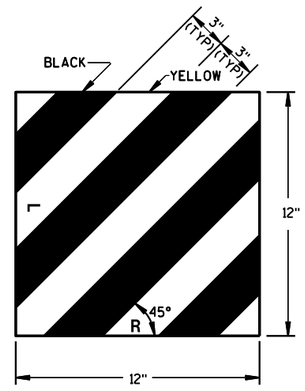
W-BEAM
END SECTION BUFFER (AA2)

PROFILE VIEW



W-BEAM
TERMINAL CONNECTOR (BB1)

PROFILE VIEW



REFLECTIVE SHEETING
(UU1, UU2)

SHORT RADIUS BEAM GUARD
(MGS) SHORT RADIUS
TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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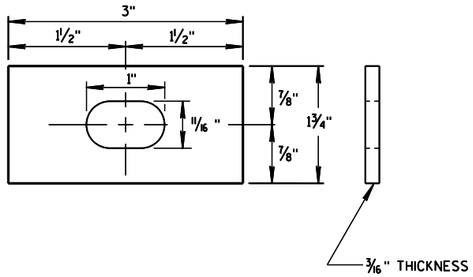
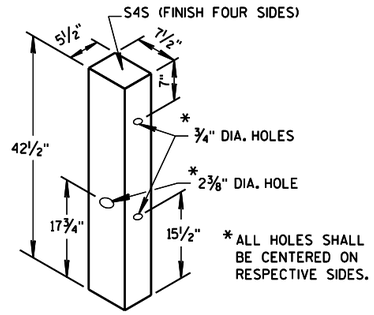
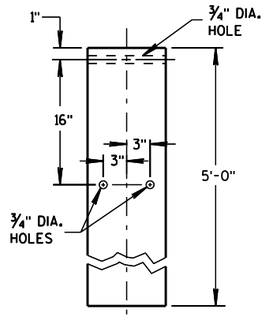


RECTANGULAR PLATE WASHER (CC1)



WOOD BREAKAWAY POST (FF1)



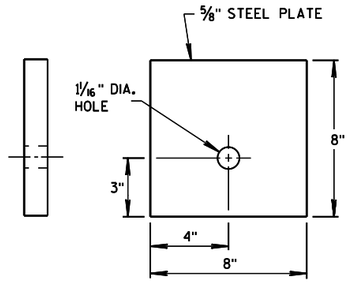
FOUNDATION TUBE (QQ1) (500)

(500) SEE DETAIL "D" FOR LOCATION AND ATTACHING SS1.

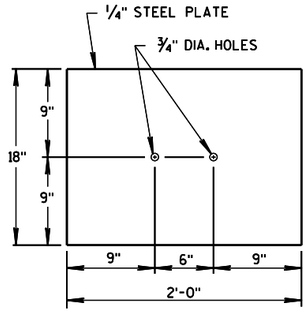
(501) FOR MM1a THREADED STUD ONLY REQUIRED ON ONE END. SWAGED FITTING REQUIRED.

(502) LOCATE HOLES ON THE CENTERLINE OF THE SIDE OF THE POST.

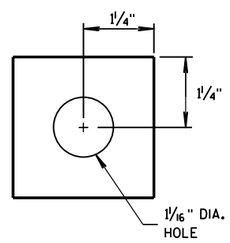
(503) MM1a MAY HAVE ONE THREADED STUD 4 INCHES LONG. SEE NOTE (109).



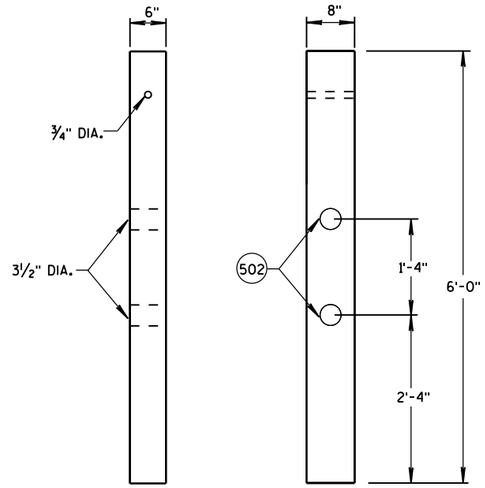
BEARING PLATE (PP1)



SOIL PLATE (SS1)

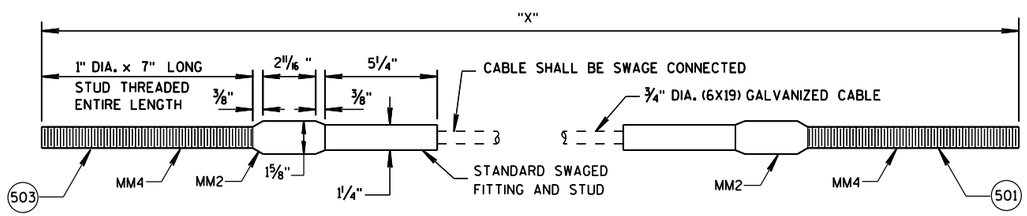


TUBE END PLATE (QQ3)



FRONT VIEW SIDE VIEW

CONTROLLED RELEASE TERMINAL POST (CRT) (D2)



"X" LENGTH

MM1a	9'-0"
MM1b	6'-8"

CABLE ASSEMBLY (MM1a , MM1b)

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

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BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
A1	BEAM GUARD RAIL	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
A2	BEAM GUARD RAIL - SHOP BENT	INDICATE ON BACK OF RAIL RADIUS THAT RAIL WAS BENT TO. SHOP BEND RADIUS IS TO THE NEAREST FOOT. FOLLOW AASHTO M180 ON HOW TO MARK RADIUS INFORMATION.	
		AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
B1	BLOCK - WOOD	WISDOT SPEC. 614	SEE SDD 14B42
C1	NAIL	ASTM A153 HOT DIP CLASS D	
		ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEAD)	
D1	POST-STRONG POST-WOOD	WISDOT SPEC. 614	SEE SDD 14B42
D2	POST-CRT-WOOD	WISDOT SPEC. 614	
E1	POST BOLT	ASTM A307 GRADE A OR SAE J429 GRADE 2	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C/ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		UNC	
E2	POST BOLT-WASHER	ASTM F436 TYPE 1 (HARDEN TYPICALLY USED WITH STEEL) OR ASTM F844 (UNHARDENED TYPICALLY WITH WOOD)	5/8" DIA.
		GALV. AASHTO M111/ASTM A 123 OR GALV. HOT DIP. TO AASHTO M232 CLASS C/ASTM A153 CLASS C/ASTM F2329	
E3	POST BOLT - NUT		5/8" DIA. SEE SDD 14B42 FOR GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C/ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		UNC	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		ASTM A563 GRADE A HEAVY HEX HEAD	
F1	SPLICE BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C/ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		ASTM A307 GRADE A OR SAE J429 GRADE 2	5/8" DIA. SEE SDD 14B42 FOR GEOMETRY AND OTHER INFORMATION
		UNC	
		AASHTO M180	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
F2	SPLICE BOLT - NUT	ASTM A563 GRADE A	5/8" DIA. SEE SDD 14B42 FOR GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C/ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
G1	LAG SCREW	ASTM A308 GRADE A ASTM A153 CLASS D	3/8" DIA. 3" LONG
H1	DELINEATOR - BEAM GUARD		SEE SDD 14B42 FOR MORE INFORMATION
H2	DELINEATION - SHEETING	YELLOW OR WHITE	
		WISDOT SPEC 637 TYPE SH	
		APPROVED PRODUCT LIST	
J1	FOUNDATION BACKFILL	STANDARD SPEC. 614	
AA1	BEAM GUARD RAIL - PUNCHED	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
AA2	BEAM GUARD RAIL - END SECTION BUFFER	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
BB1	BEAM GUARD RAIL - TERMINAL CONNECTOR MODIFIED	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
CC1	SHORT RADIUS - SQUARE WASHER	AASHTO M180	
		GALV. AASHTO M111 / ASTM A123	
EE1	NAIL	ASTM A153 HOT DIP CLASS D	
		ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEADED)	
FF1	POST - BCT - WOOD	S4S FINISH ON 4 SIDES	
		WISDOT SPEC. 614	
GG1	POST BOLT	ASTM A307 GRADE A OR SAE J429 GRADE 2	3/8" DIA. SEE SDD 14B42 FOR GEOMETRY
		AASHTO M180	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		UNC	
GG2	POST BOLT - WASHER	ASTM F436 TYPE 1 (HARDEN TYPICALLY USED WITH STEEL) OR ASTM F844 (UNHARDENED TYPICALLY WITH WOOD)	3/8" DIA.
		GALV. AASHTO M111 / ASTM A123 OR5 GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	

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S.D.D. 14 B 53-1g

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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S.D.D. 14 B 53-1g

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
GG3	POST BOLT - NUT	ASTM A563 GRADE A	3/8" DIA.
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	SEE 14B42 FOR GEOMETRY
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		UNC	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		ASTM A563 GRADE A HEAVY HEX HEAD	
HH1	SPLICE BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	3/8" DIA. SEE 14B42 FOR GEOMETRY
		ASTM A307 GRADE A OR SAE J429 GRADE 2	
		UNC	
		AASHTO M180 HEAD GEOMETRY	
HH2	SPLICE BOLT - NUT	ASTM A563 GRADE A	3/8" DIA.
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	SEE 14B42 FOR GEOMETRY
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
JJ1	PIPE - STEEL	ASTM A53 GALVANIZED GRADE B SCHEDULE 40	10" O.D.
JJ2	TOP PLATE	ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	DIMENSIONS 3/8" X 4" X 1'-0"
		GALV. AASHTO M111 / ASTM A123	
KK1	ANCHOR BRACKET	ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
KK2	ANCHOR BRACKET - BEARING PLATE	ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
LL1	ANCHOR BRACKET - BOLT	ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	5/8" DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		UNC	
LL2	ANCHOR BRACKET - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	5/8" DIA.
		GALV. AASHTO M111 / ASTM A123 OR5 GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
LL3	ANCHOR BRACKET - NUT	ASTM A563 GRADE A	5/8" DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A563	
		UNC	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
MM1a	ANCHOR CABLE	AASHTO M30 / ASTM A741 INDEPENDENT WIRE CORE (IWRC) OR WIRE STRAND CORE (WCS), IMPROVED PLOW STEEL (IPS), 6X19, TYPE II OR IIc CLASS C ZINC COATED	
MM1b	ANCHOR CABLE	AASHTO M30 / ASTM A741 INDEPENDENT WIRE CORE (IWRC) OR WIRE STRAND CORE (WCS), IMPROVED PLOW STEEL (IPS), 6X19, TYPE II OR IIc CLASS C ZINC COATED	
MM2	ANCHOR CABLE - SWAGE FITTING	ASTM A576 GRADE 1035	
		SWAGE FITTINGS ARE TO BE FACTORY SWEDGED. WITH A BREAKING STRENGTH 40,000 LBS.	
		GALV. AASHTO M111 / ASTM A123	
		ASME B30.26 FORGED, CAST, OR DIE STAMPED WITH THE FOLLOWING INTO CONNECTION: NAME OF MANUFACTURER OR TRADEMARK OF CONNECTION'S MANUFACTURER, SIZE OR RATED LOAD, GRADE.	
MM3	WIRE ROPE CABLE CLAMPS	FF-C-450D TYPE 1 CLASS 1	3/4"
		ASTM A153 HOT DIP CLASS D	
MM4	ANCHOR CABLE - SWAGE FITTING - STUD	ASTM F3125 GRADE A325 TYPE 1 OR SAE GRADE 5 OR ASTM A449 TYPE 1 HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		UNC	
NN1	ANCHOR CABLE - NUT	ASTM A563 GRADE A	1" DIA.
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A563	
		UNC	
NN2	ANCHOR CABLE - NUT - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	1" DIA.
		GALV. AASHTO M111 / ASTM A123 OR5 GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
PP1	BEARING PLATE AT POST	ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
PP2	PIPE - STEEL	ASTM A53 GALVANIZED GRADE B SCHEDULE 40	2" DIA. x 6" LONG
QQ1	FOUNDATION TUBE	ASTM A500 GRADE B	
		GALV. AASHTO M111 / ASTM A123	8" X 6" X 3/16"
QQ2	SHORT RADIUS - FOUNDATION TUBE - ANCHOR CABLE - TUBE	ASTM A500 GRADE B	DIMENSIONS 2 1/2" X 2 1/4" X 1/4" X 8"
		GALV. AASHTO M111 / ASTM A123	

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S.D.D. 14 B 53-1h

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
003	SHORT RADIUS - SOIL TUBE - ANCHOR CABLE - TUBE - END PLATE	ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	DIMENSIONS 2½" X 2½" X ¼"
		GALV. AASHTO M111 / ASTM A123	
004	GROUND STRUT AND YOKE - BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	⅝" DIA.
		ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	
		UNC	
005	GROUND PLATE AND YOKE - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	⅝" DIA.
		GALV. AASHTO M111 / ASTM A123 OR5 GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
006	GROUND STRUT AND YOKE - NUT	HEAVY HEX	⅝" DIA.
		UNC	
		ASTM A563 GRADE A	
		OVER TAPPED NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
SS1	SOIL PLATE	ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
TT1	SOIL PLATE - BOLT	ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	⅝" DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		UNC	
TT2	SOIL PLATE - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	⅝" DIA.
		GALV. AASHTO M111 / ASTM A123 OR5 GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
TT3	SOIL PLATE - NUT	GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	⅝" DIA.
UU1	OBJECT MARKER - SHEETING	MUTCD / WISDOT OBJECT MARKER TYPE 3	PATTERN AND COLOR FOR SHEETING SHEETING TYPE FOR MARKER
		WISDOT SPEC 637 TYPE F	
		APPROVED PRODUCT LIST	
UU2	OBJECT MARKER - ALUMINUM PLATE	WISDOT SPEC 637 ALUMINUM PLATE	MATERIAL AND THICKNESS OF MATERIALS
UU3	OBJECT MARKER - SCREWS	STAINLESS SELF-TAPPING SCREWS	
VV1	FOUNDATION BACKFILL	WISDOT SPEC 614	

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S.D.D. 14 B 53-1i

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D
UNIT SUPERVI
NT
FHWA

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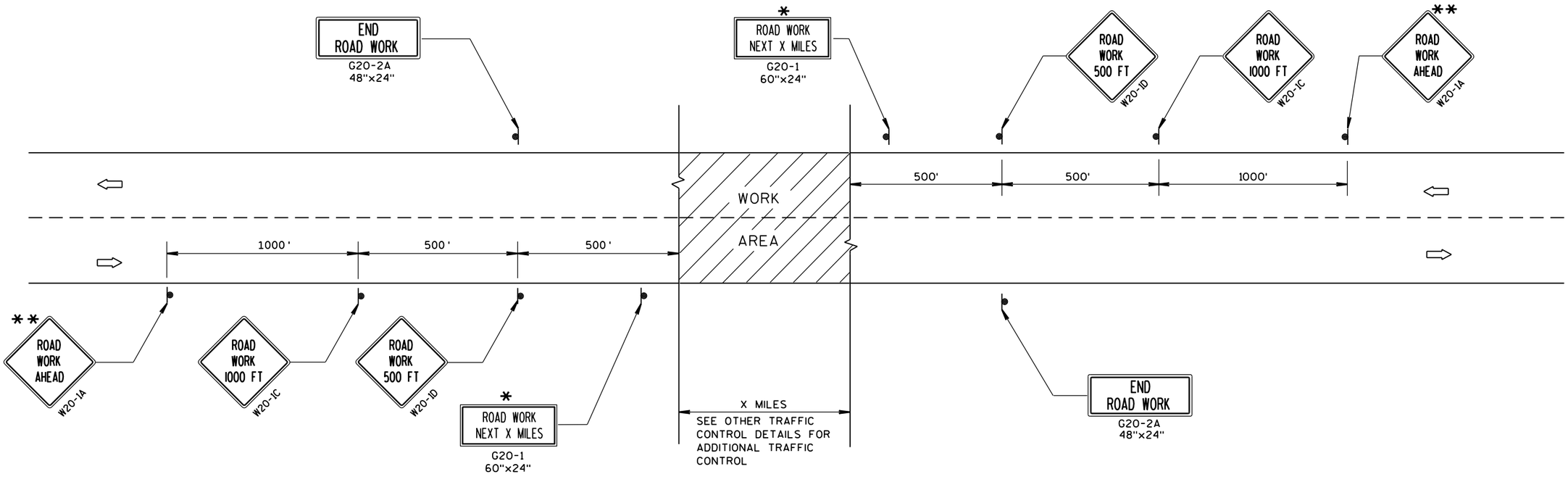
S.D.D. 14 B 53-1i



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL

GENERAL NOTES

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

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

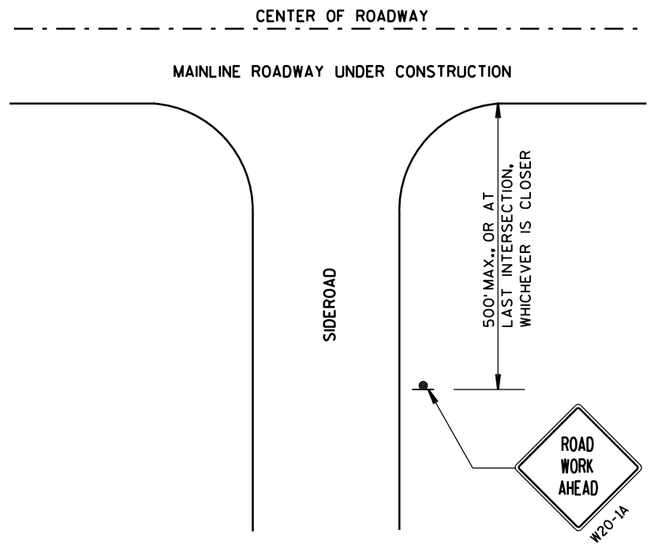
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

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

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



LEGEND

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2015 — DATE

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

FHWA

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S.D.D. 15 C 4-3

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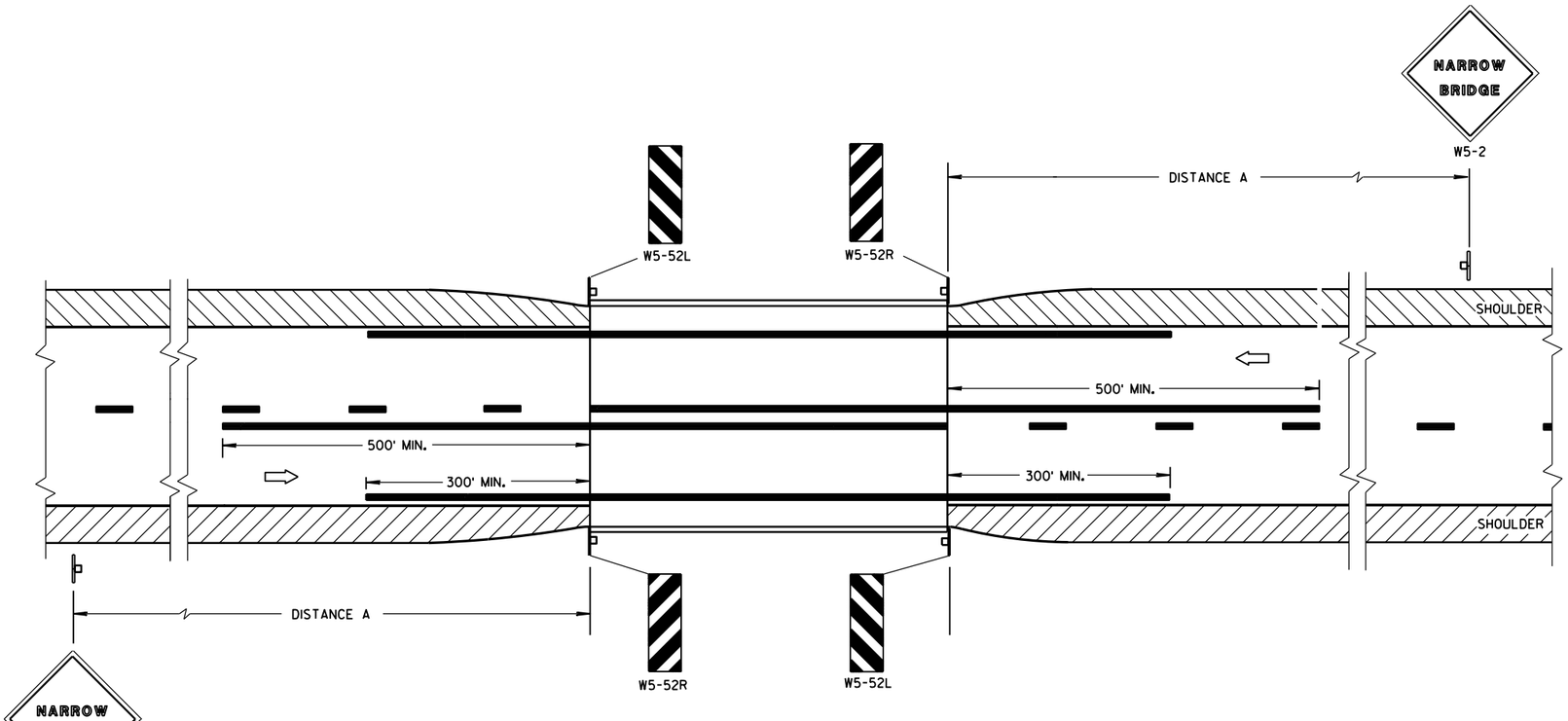
S.D.D. 15 C 4-3



SITUATION 1

WARRANTING CRITERIA:
BRIDGE WIDTH IS AT LEAST 16 FEET BUT LESS THAN 24 FEET.

DISTANCE TABLE

POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
25	150'
30	200'
35	250'
40	300'
45	400'
50	550'
55	750'

GENERAL NOTES

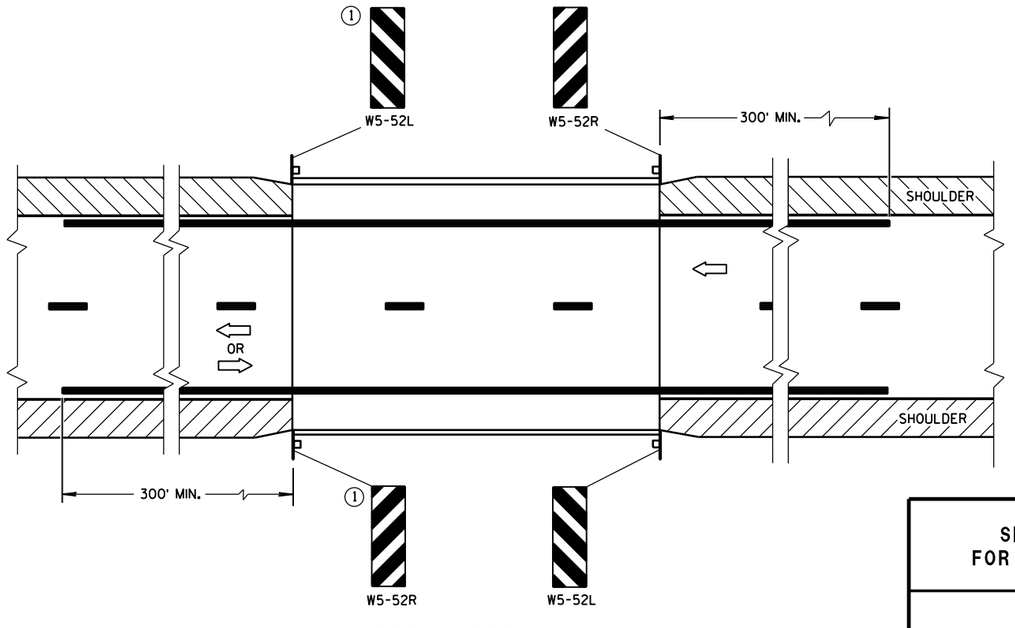
DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

LOCATE W5-52 SIGN POST(S) BEHIND GUARDRAIL WHEN PRESENT.

PLACE THE EDGE OF THE W5-52 SIGN IN LINE WITH FACE OF CURB OR PARAPET.

(1) OMIT ON ONE-WAY TRAVELLED WAYS.

⇨ DIRECTION OF TRAFFIC



SITUATION 2

WARRANTING CRITERIA:

1. BRIDGE WIDTH IS AT LEAST 24 FEET AND
2. BRIDGE SHOULDER WIDTH IS LESS THAN 6 FEET.

SIGNING & MARKING FOR TWO LANE BRIDGES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MAR[illegible]EER
FHWA

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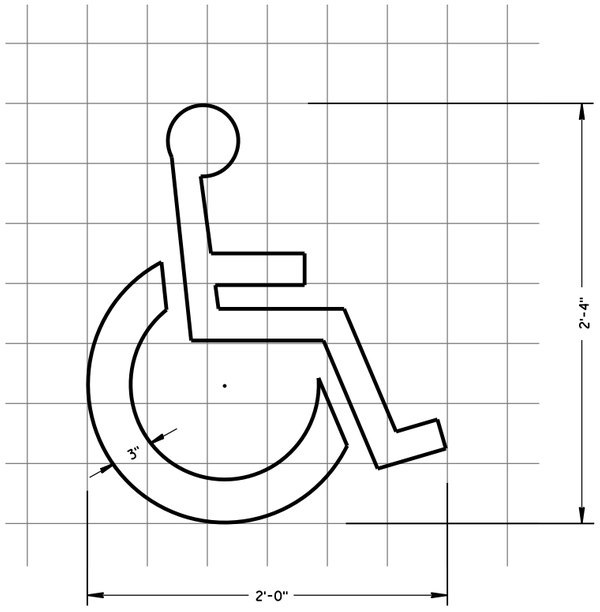
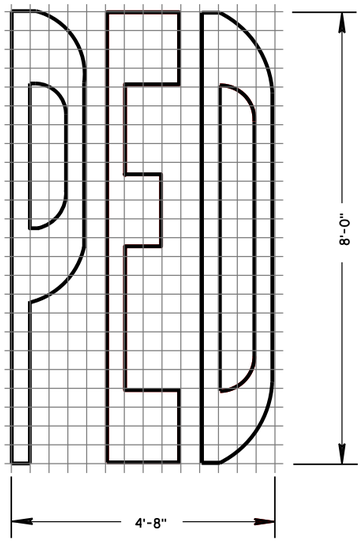
S.D.D. 15 C 6-9

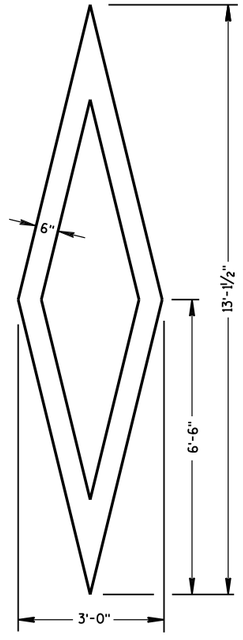
GENERAL NOTES

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



HANDICAP SYMBOL





PREFERENTIAL LANE SYMBOL

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S.D.D. 15 C 7-14a

S.D.D. 15 C 7-14a

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

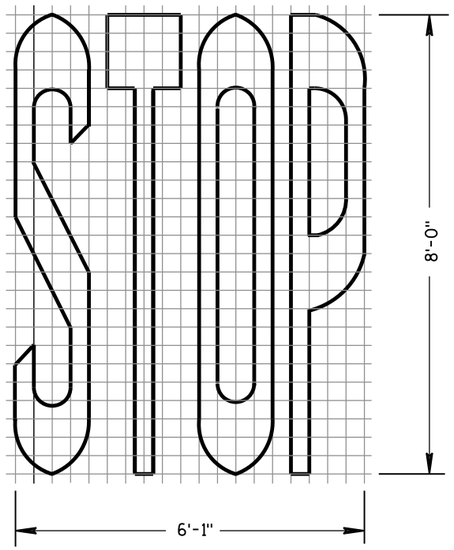
June 2017 — DATE

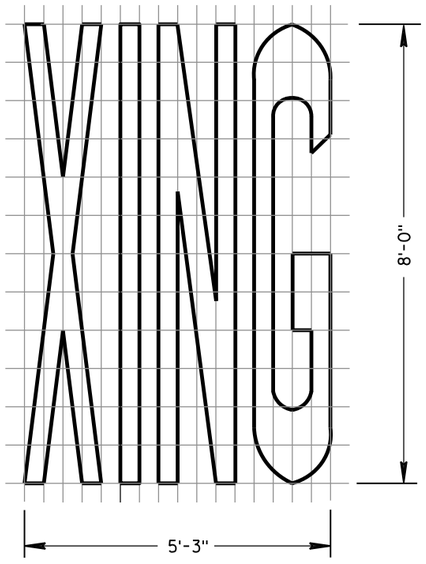
/S/ Matthew R. Rauch — STATE SIGNING AND MARK EER

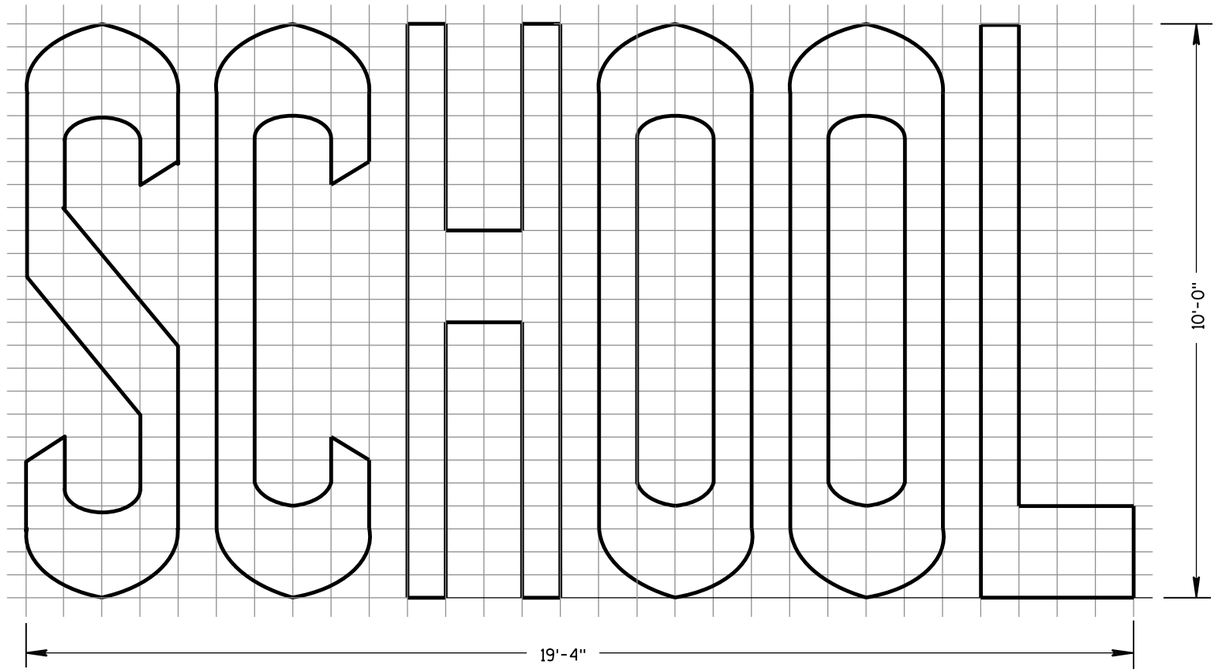
FHWA

GENERAL NOTES

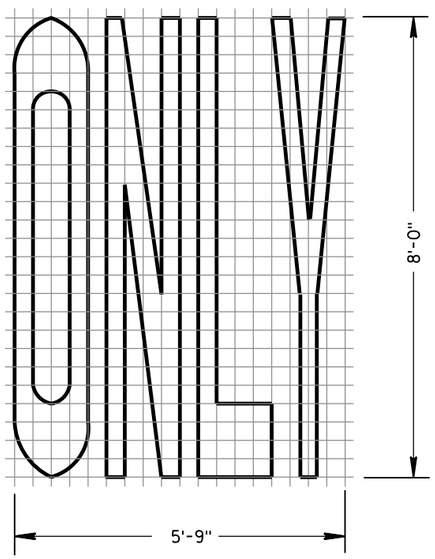
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

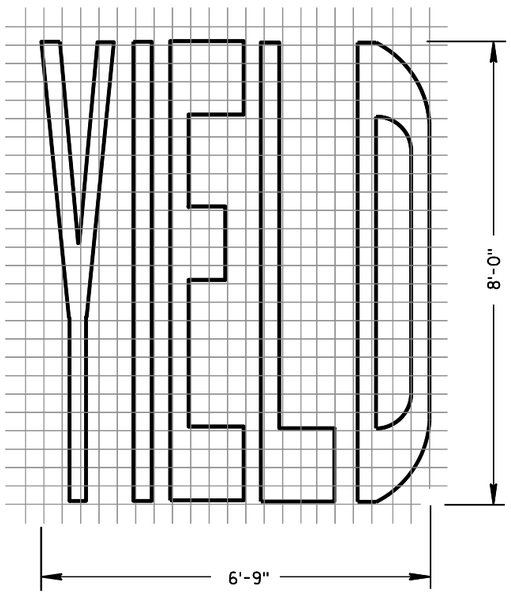


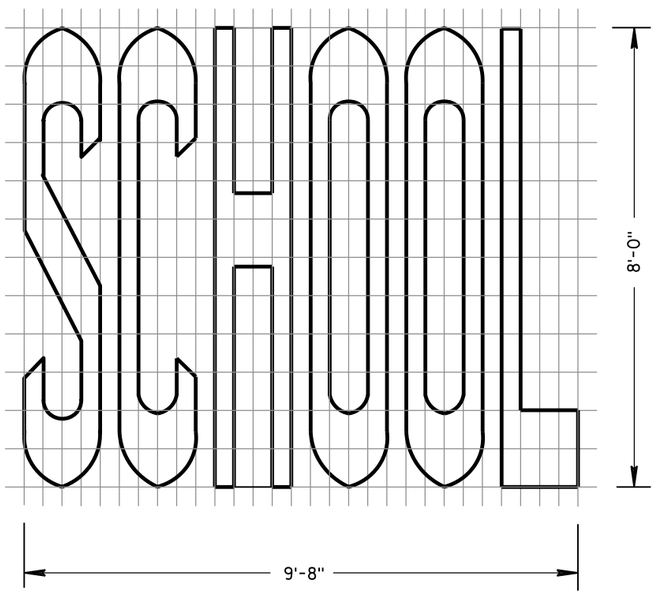




TWO-LANE







SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

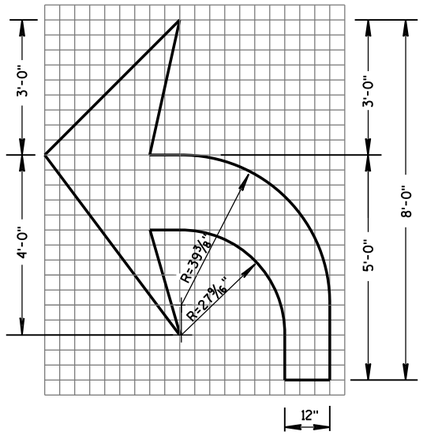
APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MARK
EER
FHWA

6

S.D.D. 15 C 7-14b

GENERAL NOTES

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



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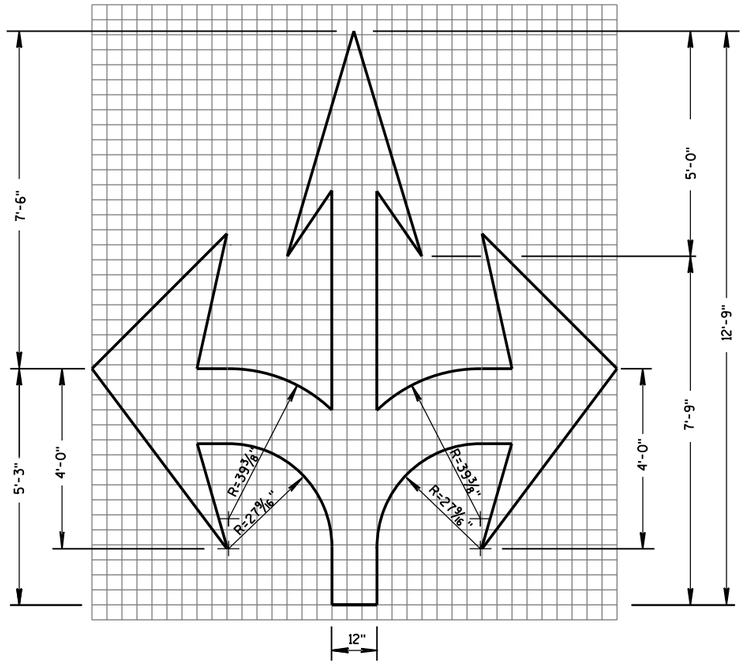
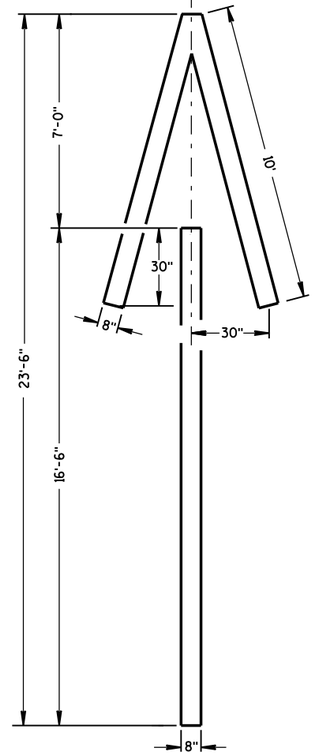


TYPE 6



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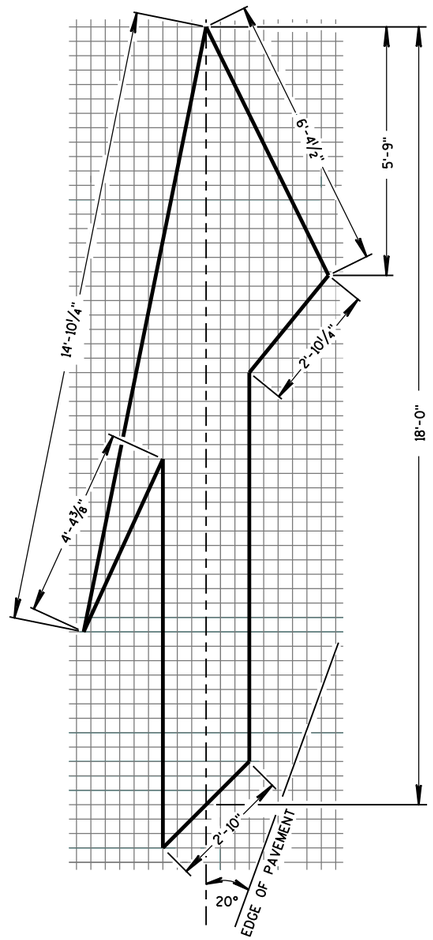
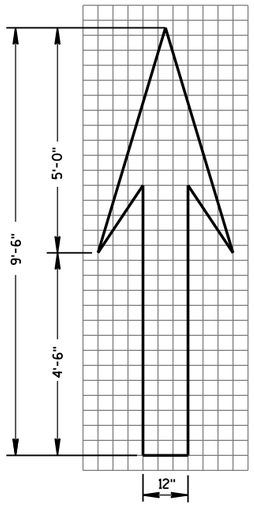
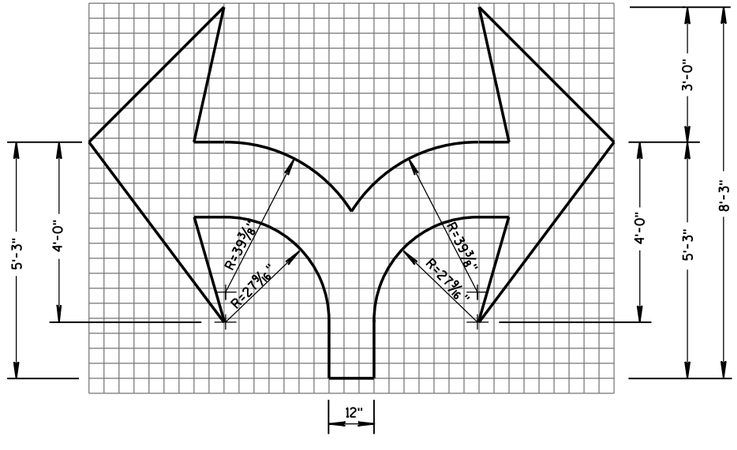


TYPE 5 LANE DROP ARROW



TYPE 1



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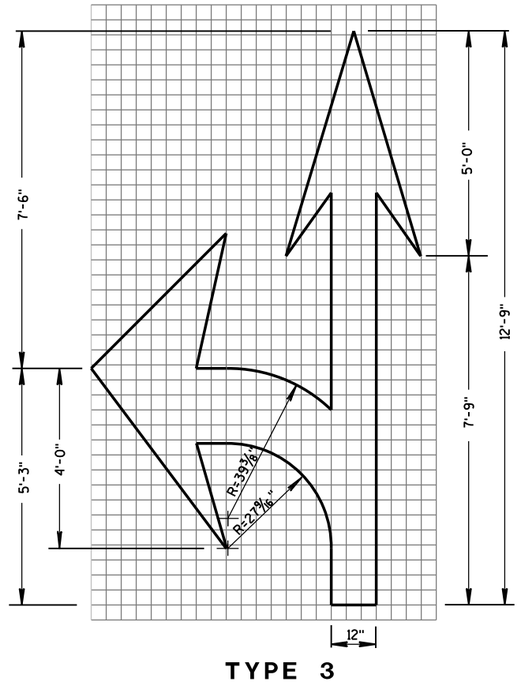

TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAR

ENGINEER

FHWA

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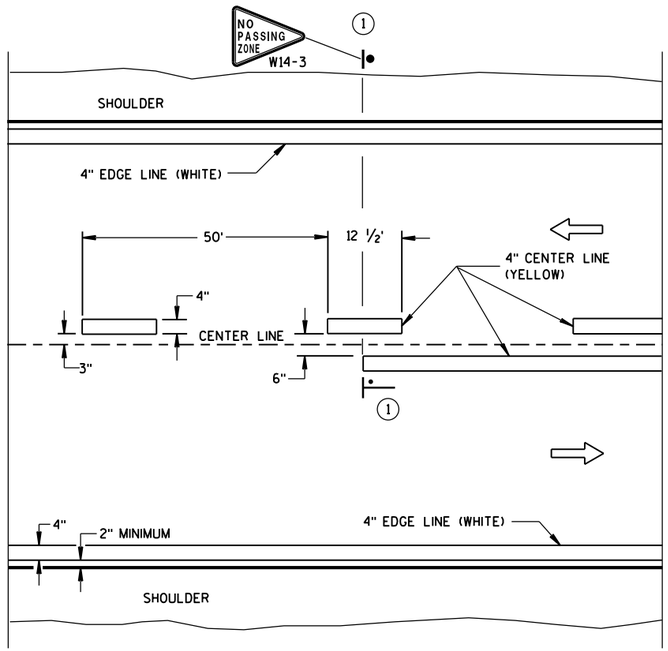
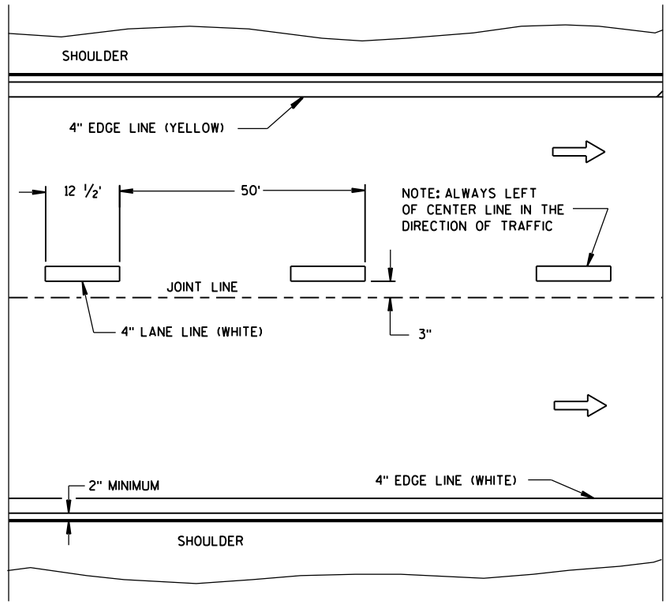
S.D.D. 15 C 7-14c

6

S.D.D. 15 C 7-14c



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

GENERAL NOTES

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

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING.

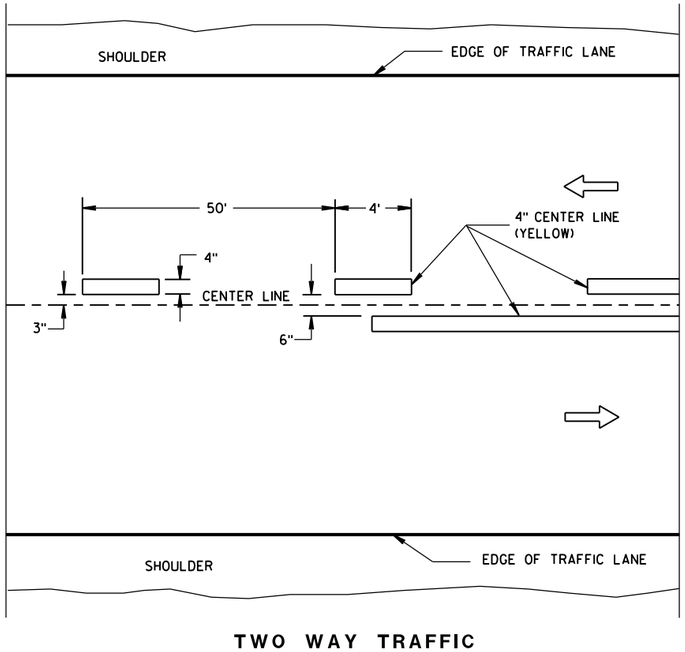
NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

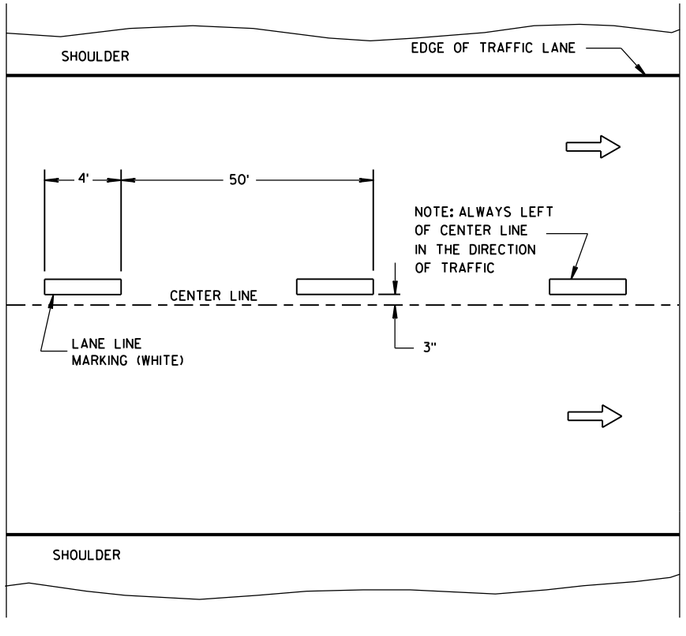
LEGEND

"T" MARKING

POST MOUNTED SIGN



TWO WAY TRAFFIC



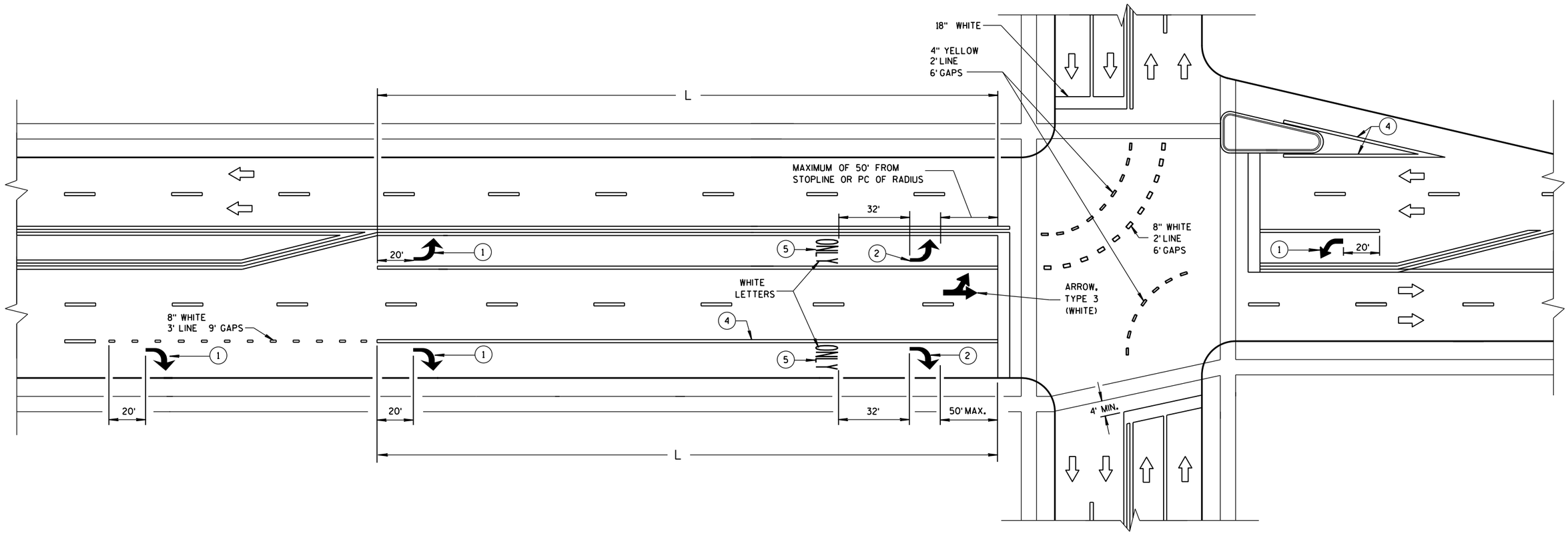
ONE WAY TRAFFIC

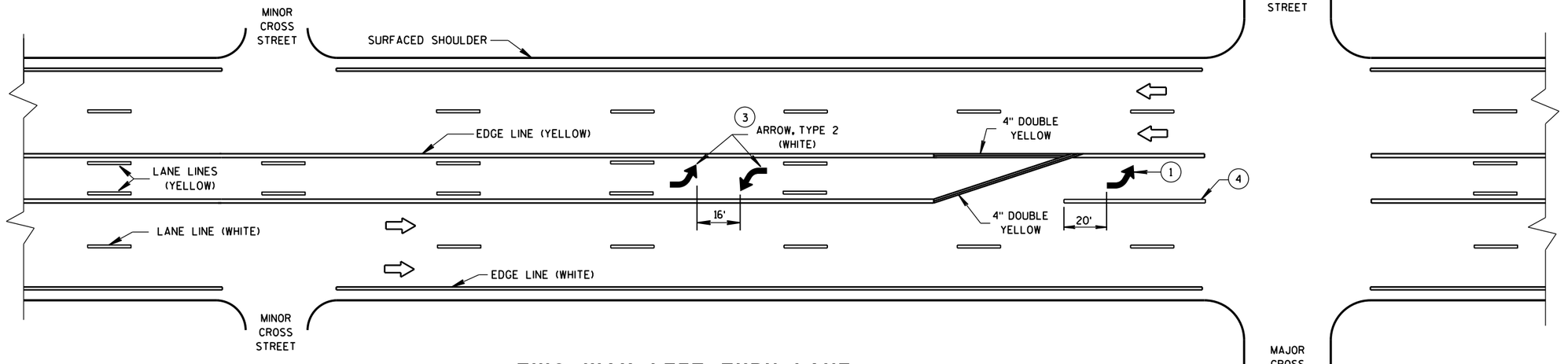
TEMPORARY PAVEMENT MARKING

LONGITUDINAL MARKING (MAINLINE)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2017 DATE	/S/ Matthew R. Rauch STATE SIGNING AND MAR[illegible]INEER
FHWA	

6

S.D.D. 15 C 8-18a





GENERAL NOTES

(1) REQUIRED ARROW, TYPE 2 (WHITE).

(2) REQUIRED ARROW, TYPE 2 (WHITE) WHEN L IS GREATER THAN 78 FEET AND LESS THAN OR EQUAL TO 166 FEET.

(3) A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.

(4) 8" WHITE

(5) REQUIRED WORD ONLY WHEN L IS GREATER THAN 166 FEET.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL

L = LENGTH OF TURN BAY

TWO WAY LEFT TURN LANE

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 15 C 8-18b

LEGEND

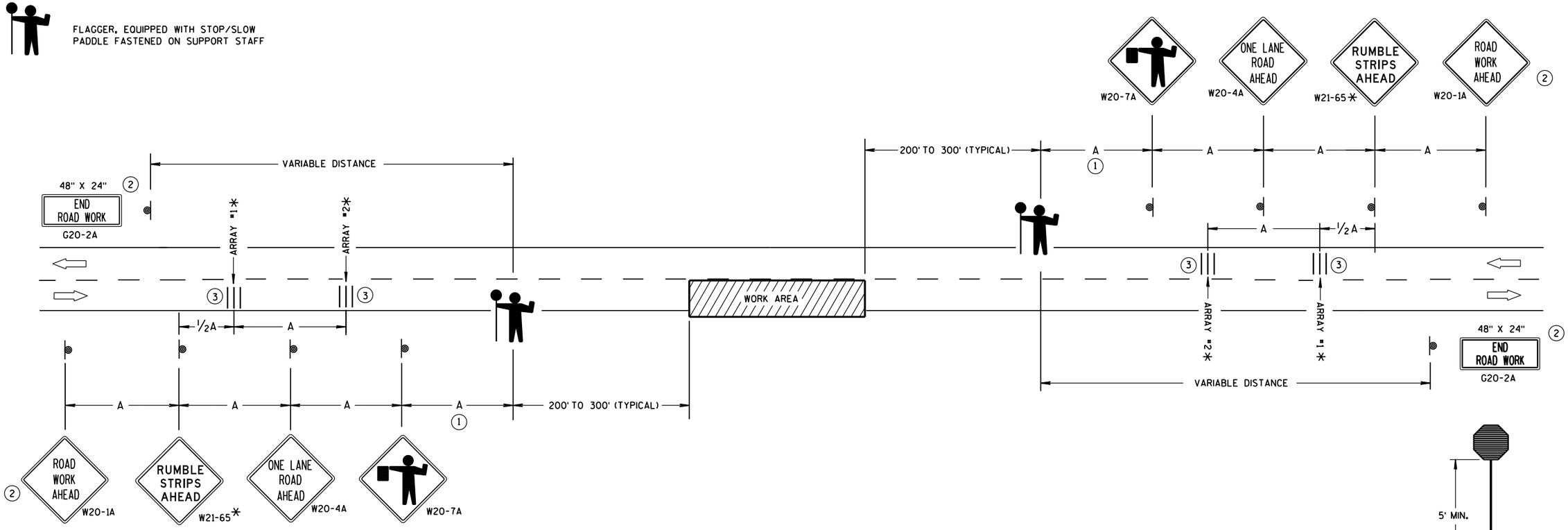
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

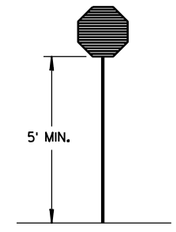
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING A
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

W03-4

USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING A.





STOP/SLOW PADDLE ON SUPPORT STAFF

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

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

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

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, REMOVE TEMPORARY RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

* UTILIZE TEMPORARY RUMBLE STRIPS WHEN FLAGGING OPERATION IS ANTICIPATED TO BE STATIONARY IN EXCESS OF TWO HOURS.

(1) FOR A MOVING WORK OPERATION, SIGNING AND TEMPORARY RUMBLE STRIPS (IF USED) SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3,500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

(3) EACH TEMPORARY RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

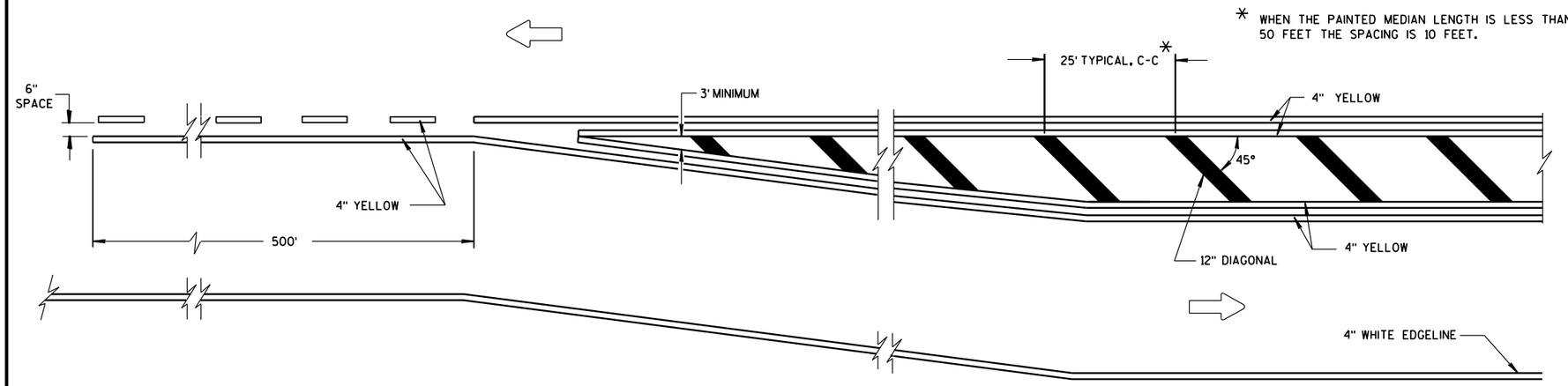
TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENG
FHWA

6

S.D.D. 15 C 12-6

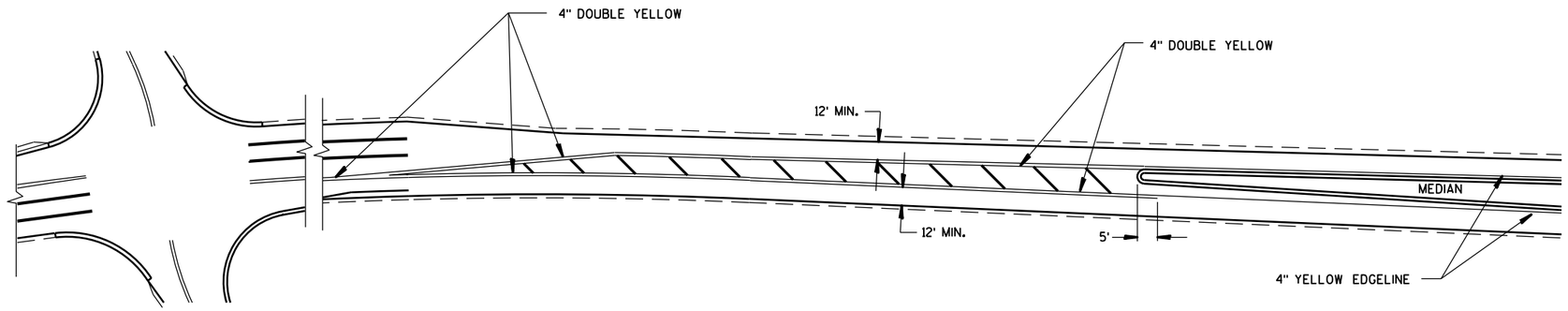


MEDIAN ISLAND DETAIL

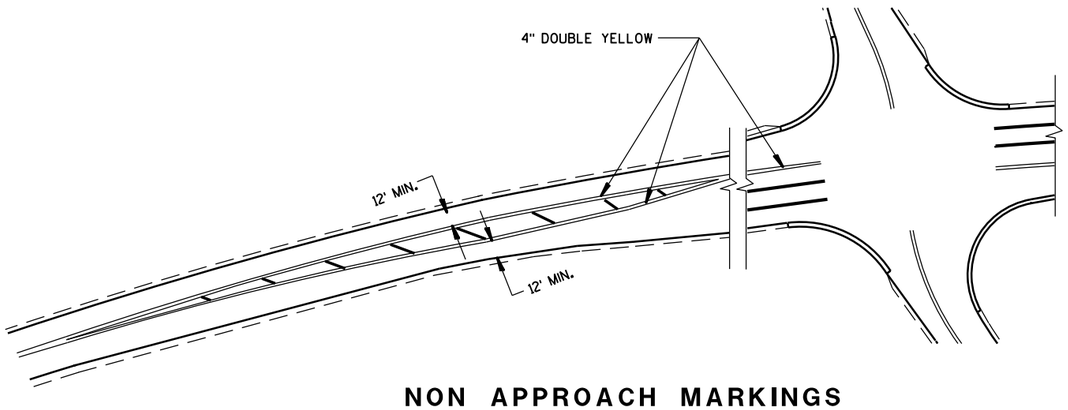
GENERAL NOTE

DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.

DIRECTION OF TRAVEL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

MEDIAN ISLAND MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2017 DATE FHWA	/S/ Matthew Rauch STATE SIGNING AND MARK[illegible]EER

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S.D.D. 15 C 18-4

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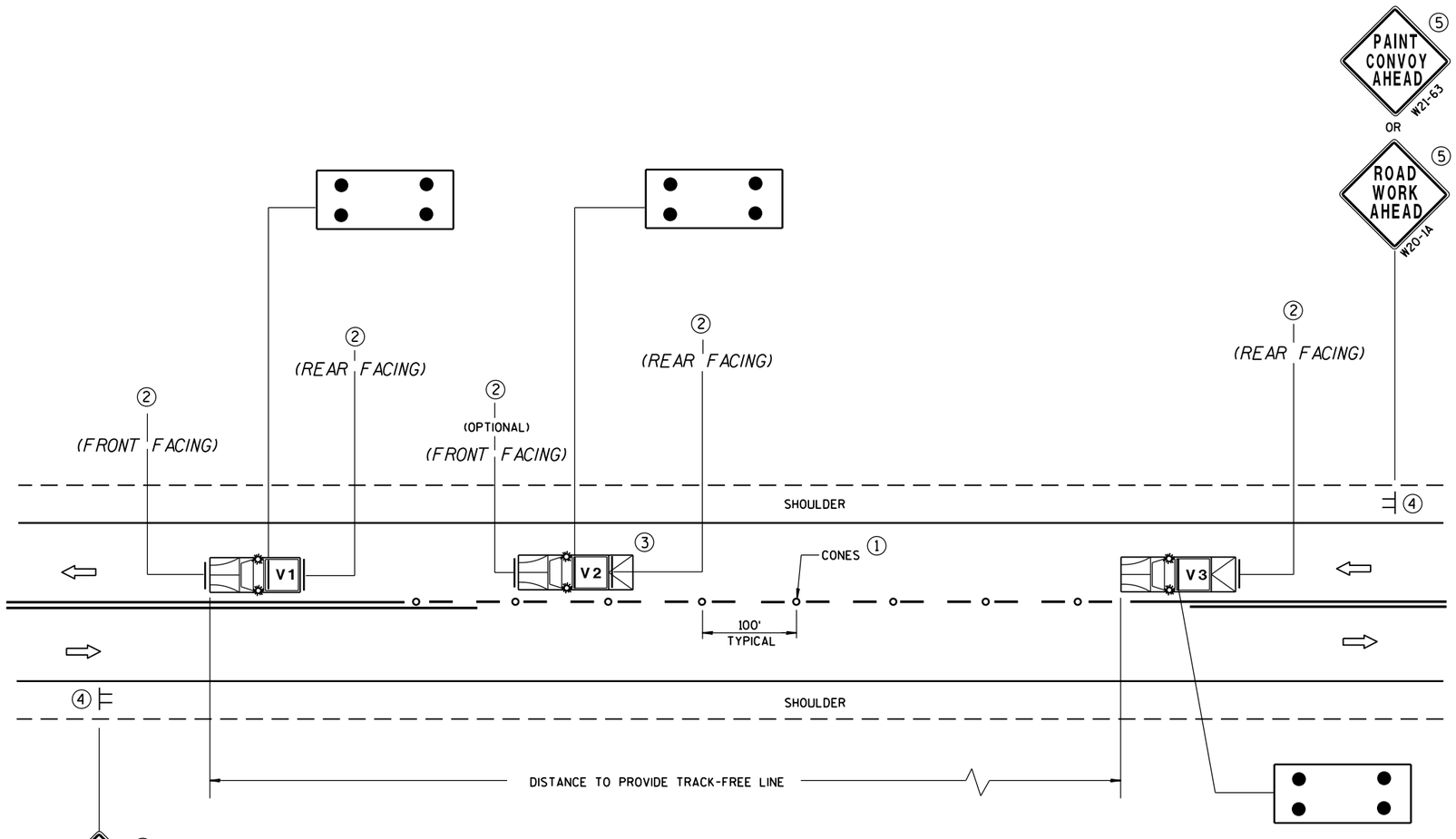
S.D.D. 15 C 18-4



MOVING PAVEMENT MARKING OPERATIONS
TWO-LANE TWO-WAY ROADWAY

GENERAL NOTES

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

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

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

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

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

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

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

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE MARKING.

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

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

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

WET PAINT W21-64 OR WET PAINT W21-64

(3) OPTIONAL TRUCK-MOUNTED ATTENUATOR.

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

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

LEGEND

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

MOVING PAVEMENT MARKING OPERATION
TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

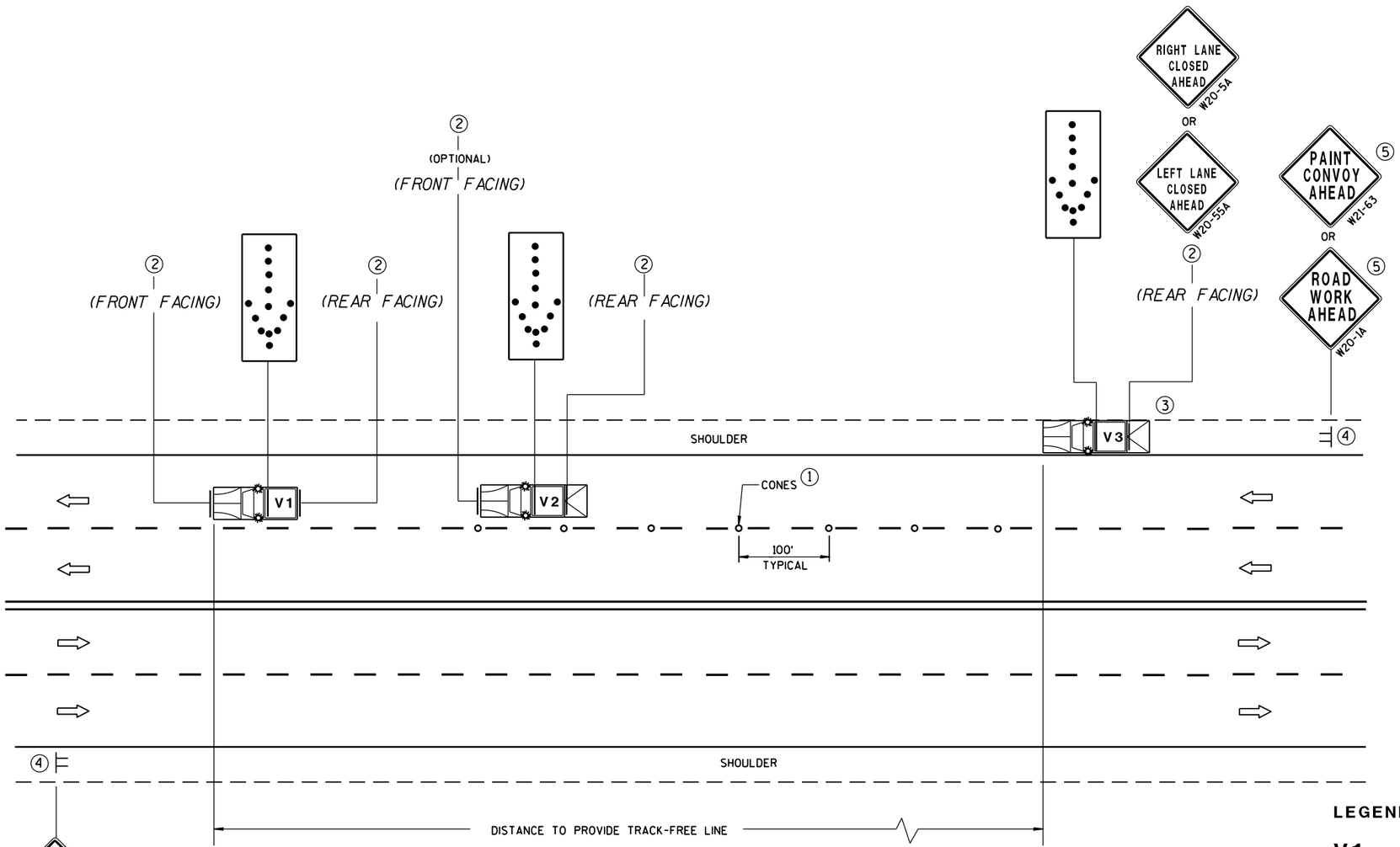
APPROVED
June 2016 — DATE
/S/ Peter Amakobe Atepe — STATEWIDE WORK ZON SAFETY ENGINE
FHWA

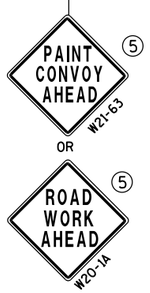
6

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

6

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





MOVING PAVEMENT MARKING OPERATIONS
MULTI-LANE UNDIVIDED ROADWAY

GENERAL NOTES

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

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

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

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

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

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

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

FOR EDGELINE MARKING OR IF CONES ARE NOT USED, POSITION THE REARMOST SHADOW VEHICLE ON THE SHOULDER AS SHOWN IN THE MUTCD IF THE SHOULDER HAS ADEQUATE WIDTH.

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

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE OR LANELINE MARKING FOR MULTILANE UNDIVIDED ROADWAYS.

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

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

WET PAINT W21-64 OR WET PAINT W21-64

(3) OPTIONAL TRUCK-MOUNTED ATTENUATOR.

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

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

LEGEND

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

MOVING PAVEMENT MARKING OPERATION
MULTI-LANE UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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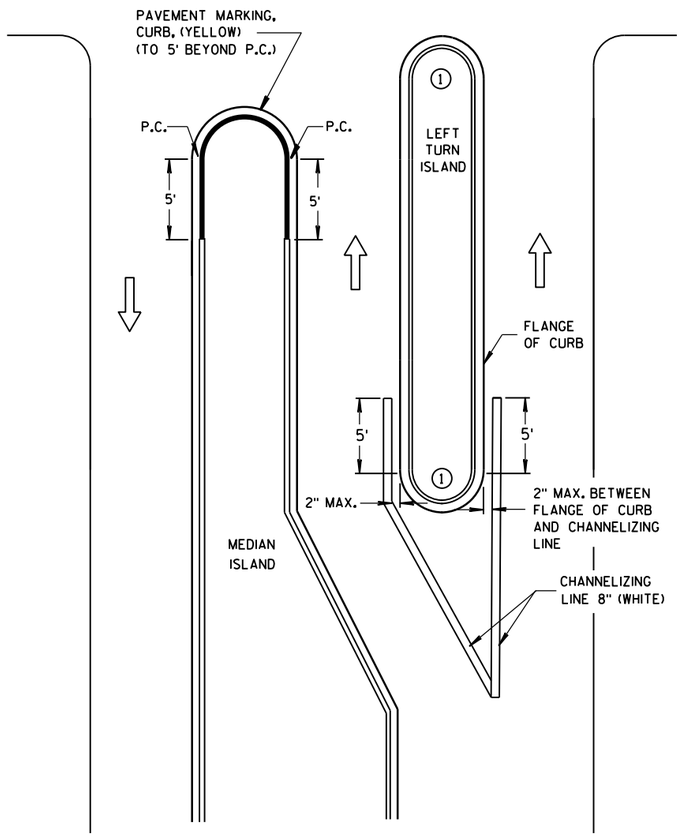
S.D.D. 15 C 19-4b

GENERAL NOTE

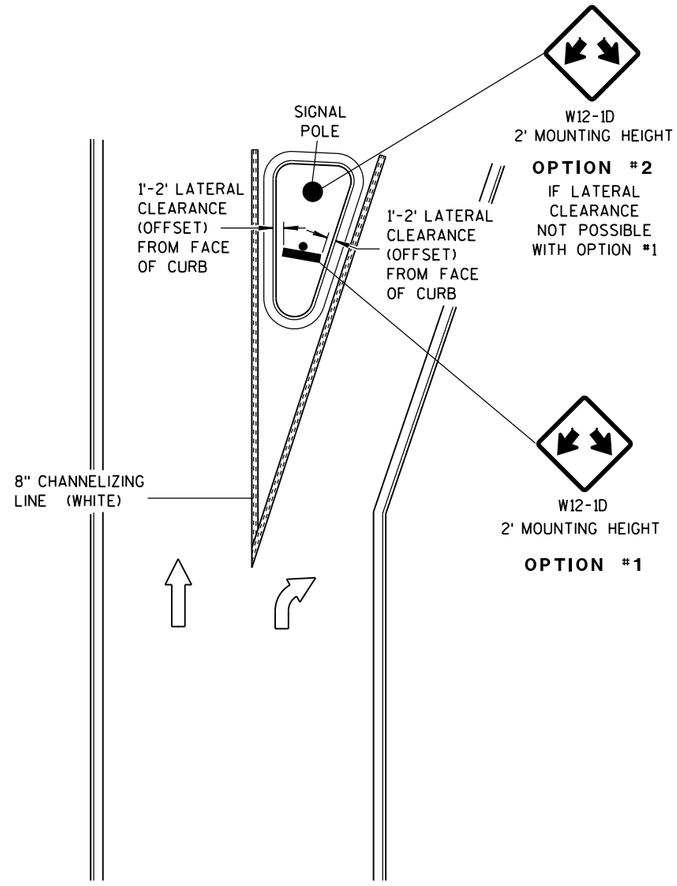
APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.

DIRECTION OF TRAVEL



LEFT TURN & MEDIAN ISLAND



RIGHT TURN ISLAND

DOUBLE ARROW WARNING SIGN PLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARK ENGINEER
FHWA

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S.D.D. 15 C 27-2a

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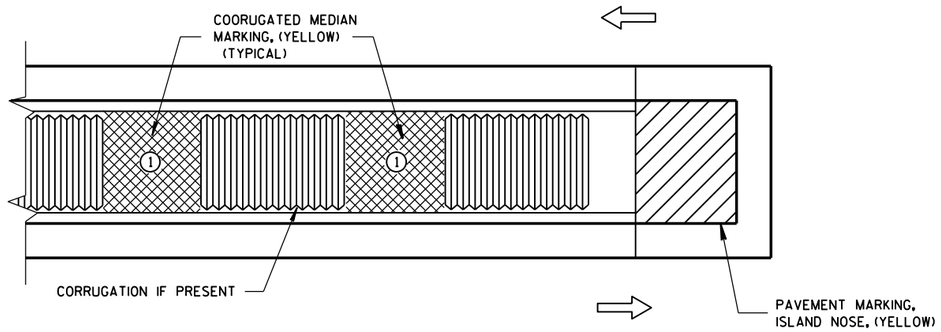
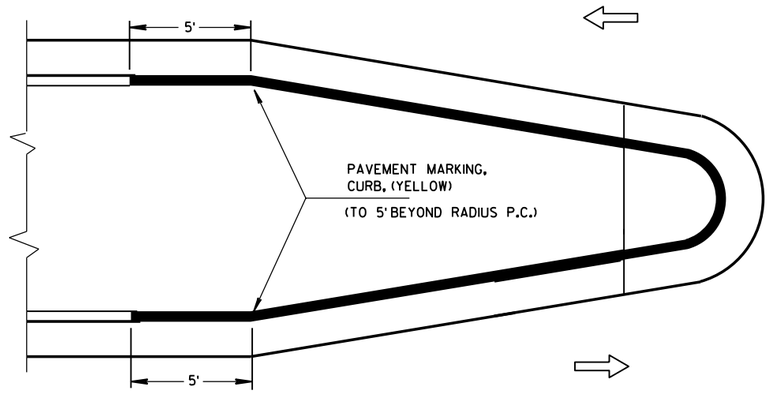
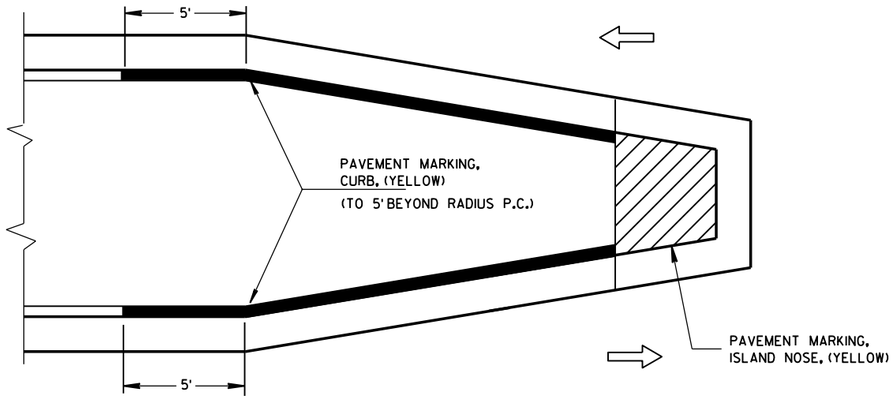
S.D.D. 15 C 27-2a



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

GENERAL NOTES

1. 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 AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

PAVEMENT MARKING
(ISLANDS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
/S/ Matthew Rauch
STATE SIGNING AND MARK 181 EER
FHWA

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S.D.D. 15 C 27-2b

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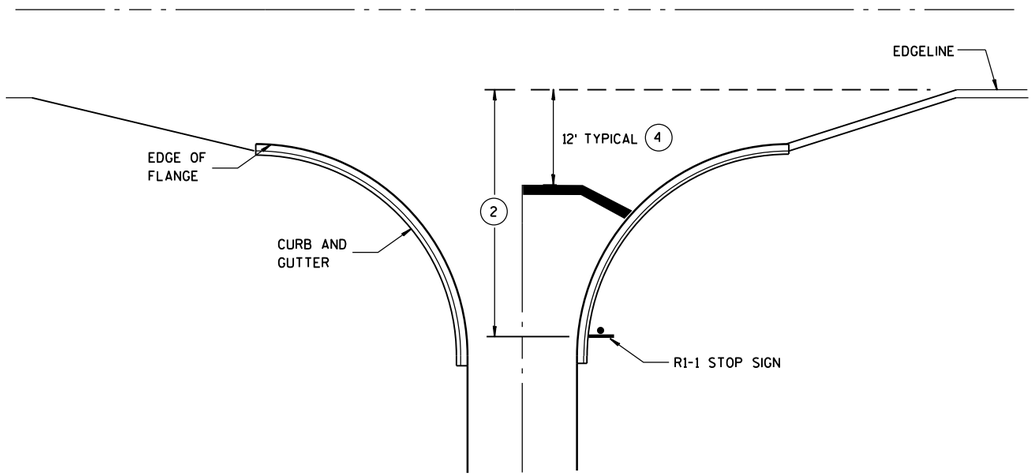
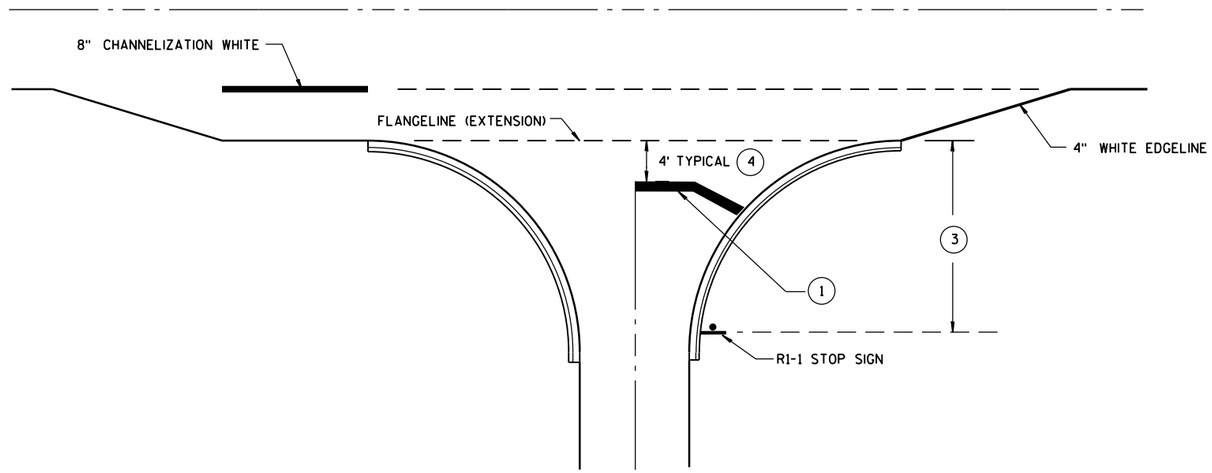
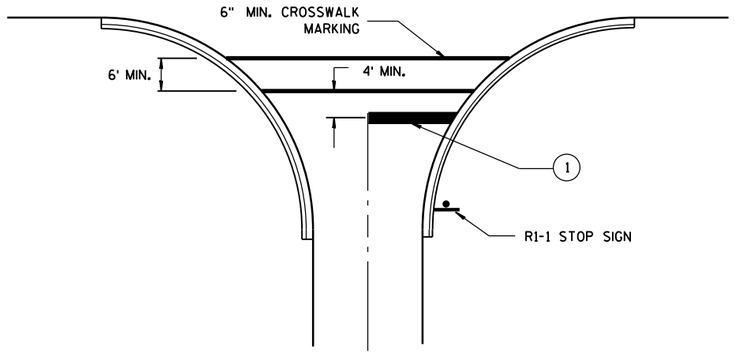
S.D.D. 15 C 27-2b



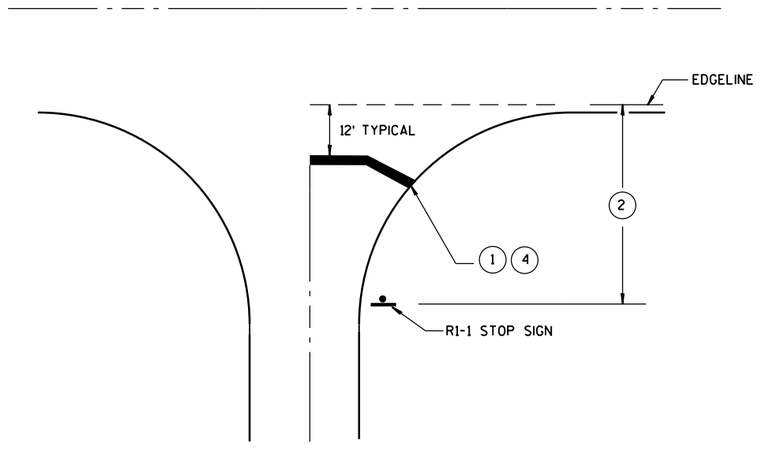
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

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

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-18-2016
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAR[illegible]NEER

FHWA

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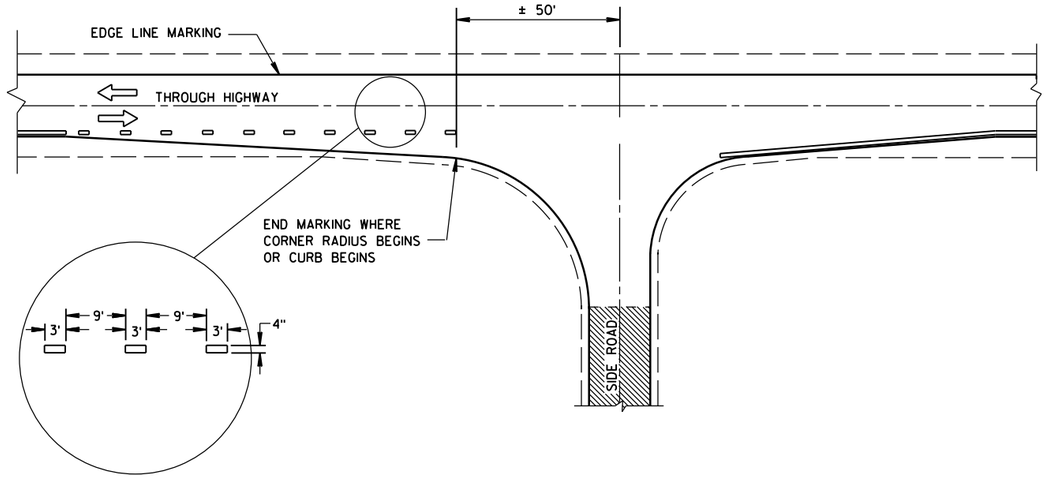
S.D.D. 15 C 33-2



MINOR INTERSECTION WITHOUT CURBS

GENERAL NOTES

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

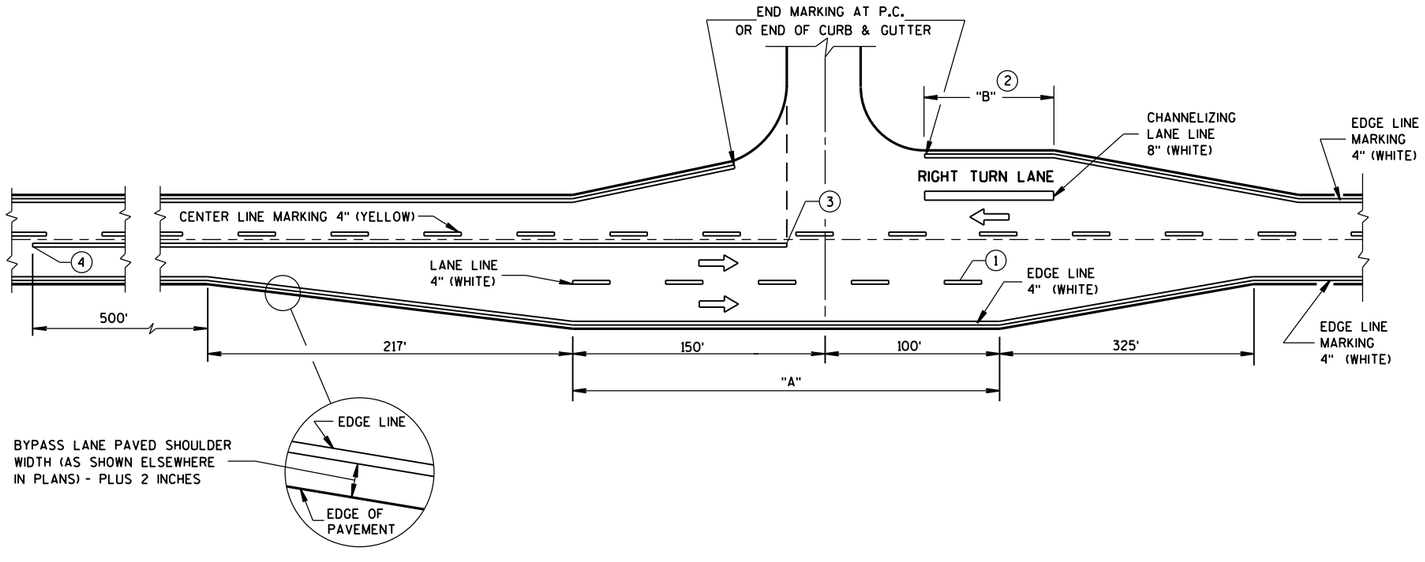
(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

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

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

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

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



MAJOR INTERSECTIONS

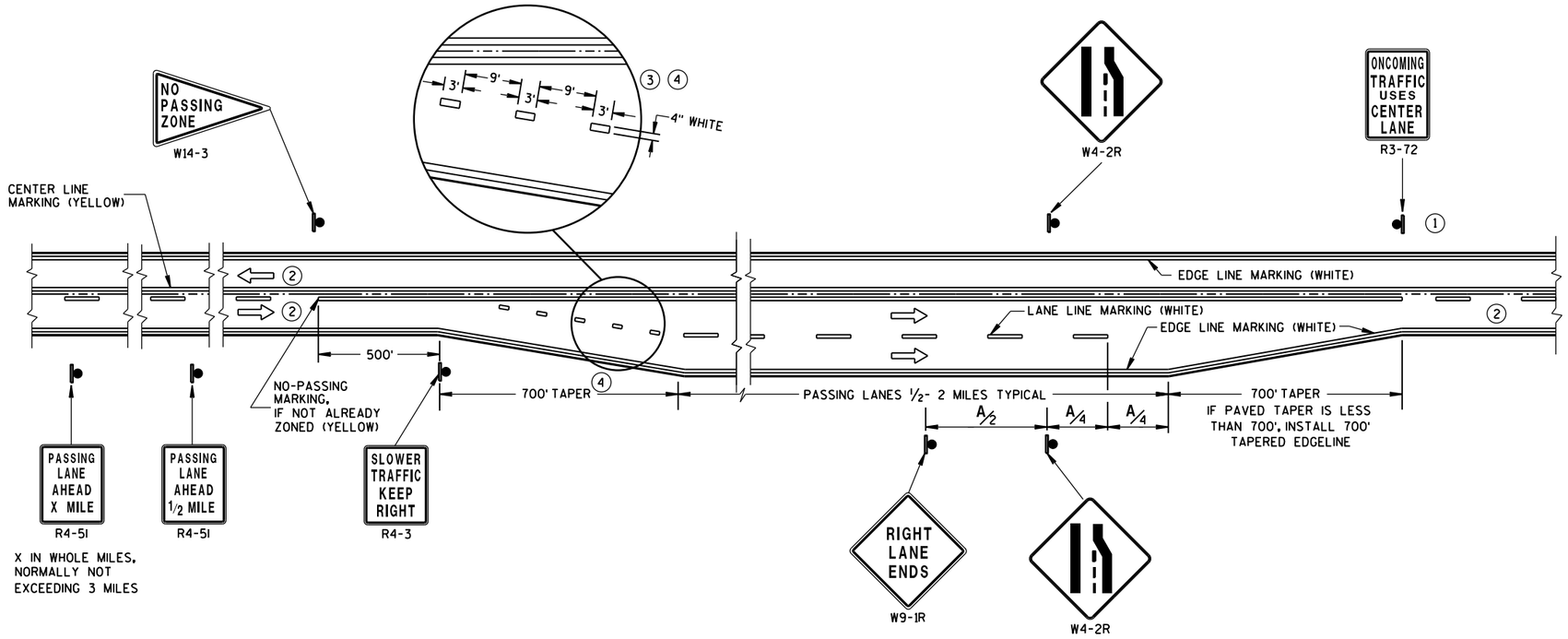
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)

PAVEMENT MARKING
(INTERSECTIONS)

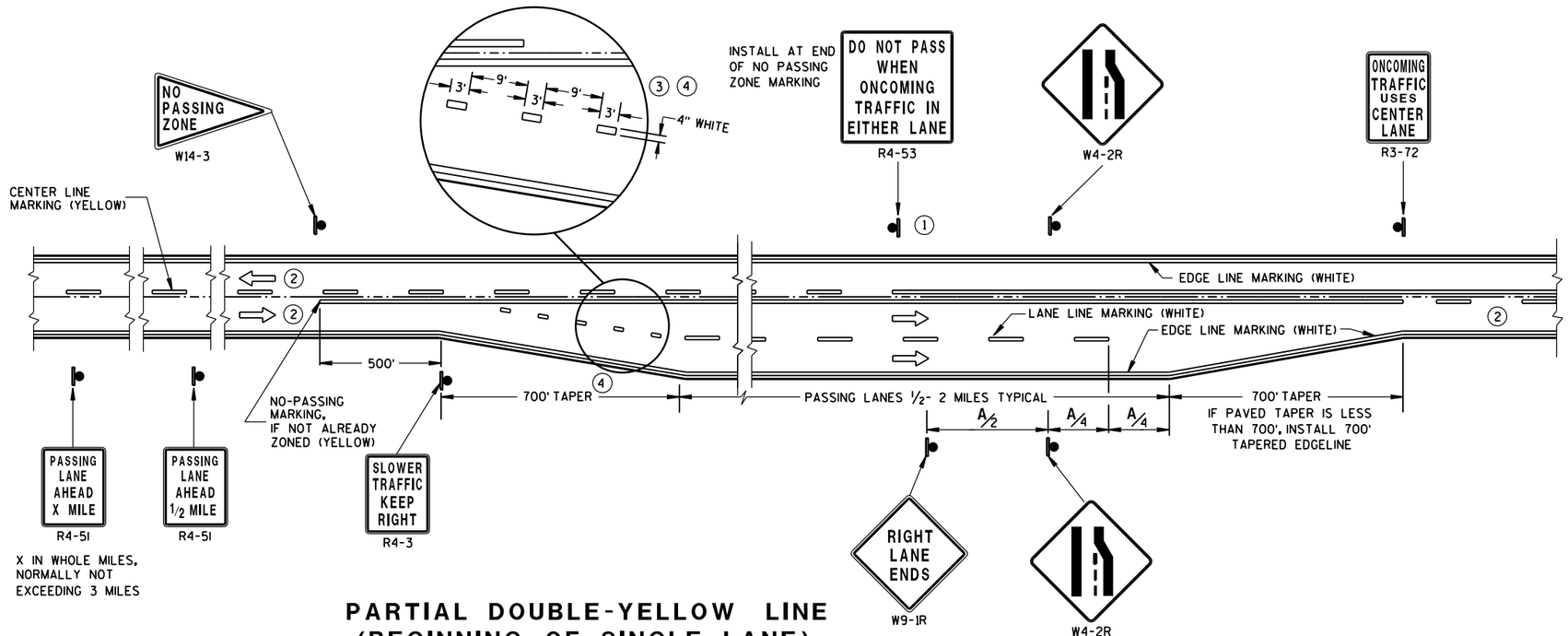
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 15 C 35-1a



SOLID DOUBLE-YELLOW LINE
(THROUGHOUT ENTIRE PASSING/CLIMBING LANE)



PARTIAL DOUBLE-YELLOW LINE
(BEGINNING OF SINGLE LANE)

GENERAL NOTES

1. SIGN SHALL BE REPEATED AT 1 MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
2. THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
3. THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3'LINE 9'GAP, EXCEPT RETRACE THE EXISTING LINE-GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
4. WHEN THE ENTRANCE TAPER IS LESS THAN 700 FEET OR THE SHOULDER WIDTH IN THE PASSING/CLIMBING LANE IS LESS THAN THE ADJACENT HIGHWAY, DO NOT INSTALL DOTTED LINE PAVEMENT MARKING.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

DISTANCE TABLE

POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
45	750
50	850
55	950

PAVEMENT MARKING & SIGNING (CLIMBING LANE & PASSING LANE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 15 C 35-1b

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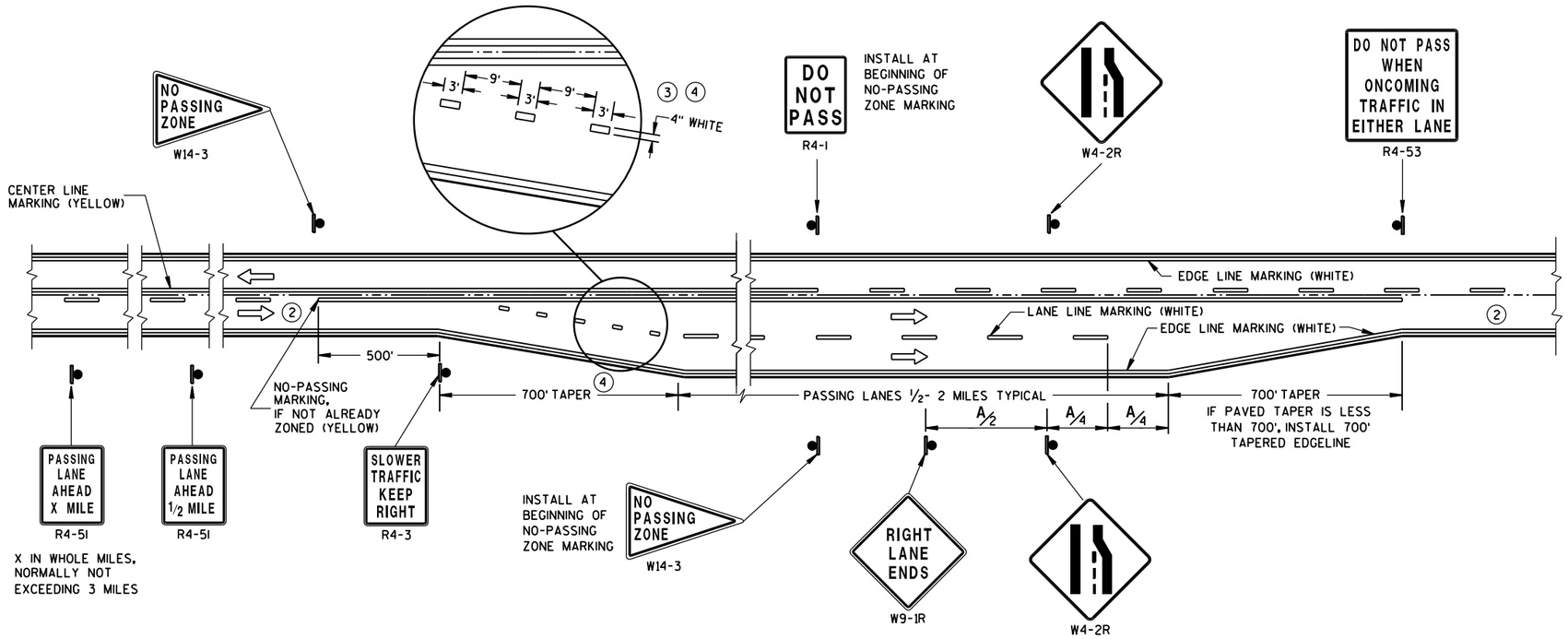
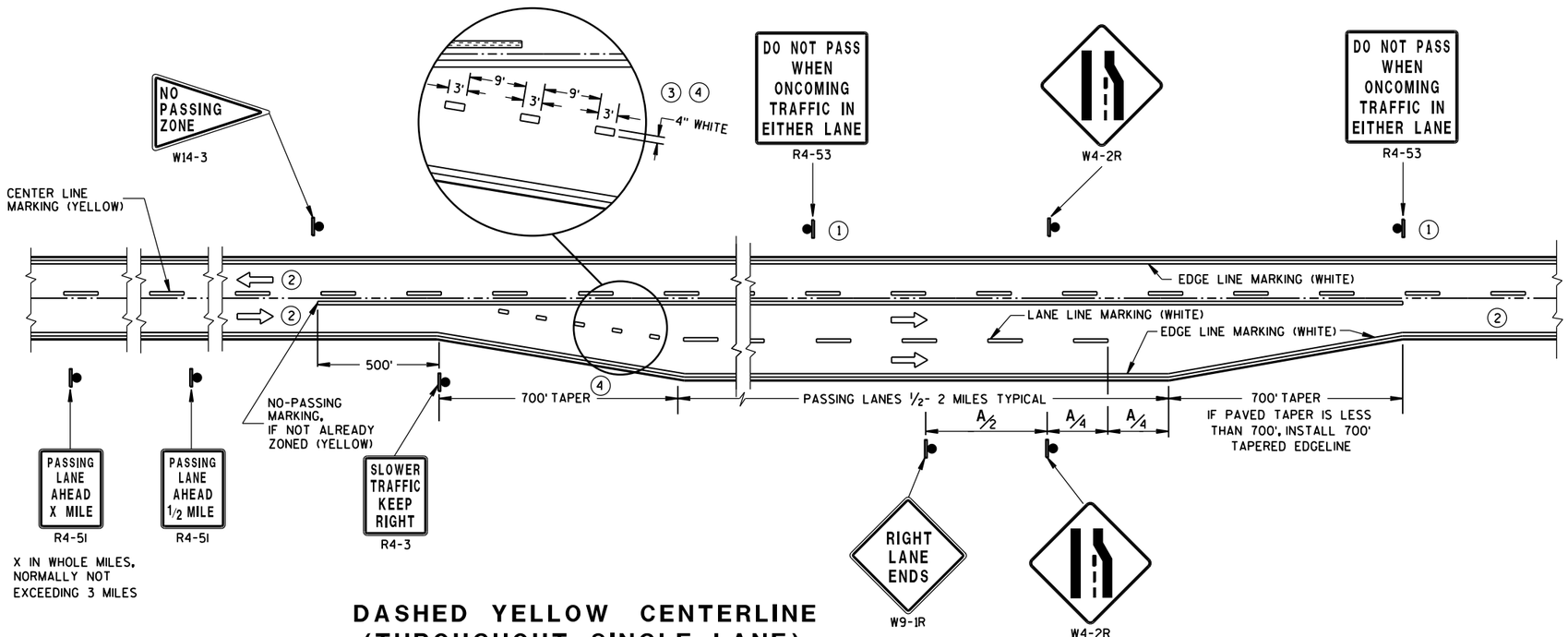
S.D.D. 15 C 35-1b



SOLID DOUBLE-YELLOW LINE (END OF SINGLE LANE)



DASHED YELLOW CENTERLINE (THROUGHOUT SINGLE LANE)

GENERAL NOTES

1. SIGN SHALL BE REPEATED AT ONE MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
2. THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
3. THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3'LINE 9'GAP, EXCEPT RETRACE THE EXISTING LINE-GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
4. WHEN THE ENTRANCE TAPER IS LESS THAN 700 FEET OR THE SHOULDER WIDTH IN THE PASSING/CLIMBING LANE IS LESS THAN THE ADJACENT HIGHWAY, DO NOT INSTALL DOTTED LINE PAVEMENT MARKING.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

DISTANCE TABLE

POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
45	750
50	850
55	950

PAVEMENT MARKING & SIGNING (CLIMBING LANE & PASSING LANE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016 — /S/ Matthew R. Rauch
DATE — STATE SIGNING AND MAR[illegible] ENGINEER
FHWA

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S.D.D. 15 C 35-1c

LEGEND

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

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIREABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

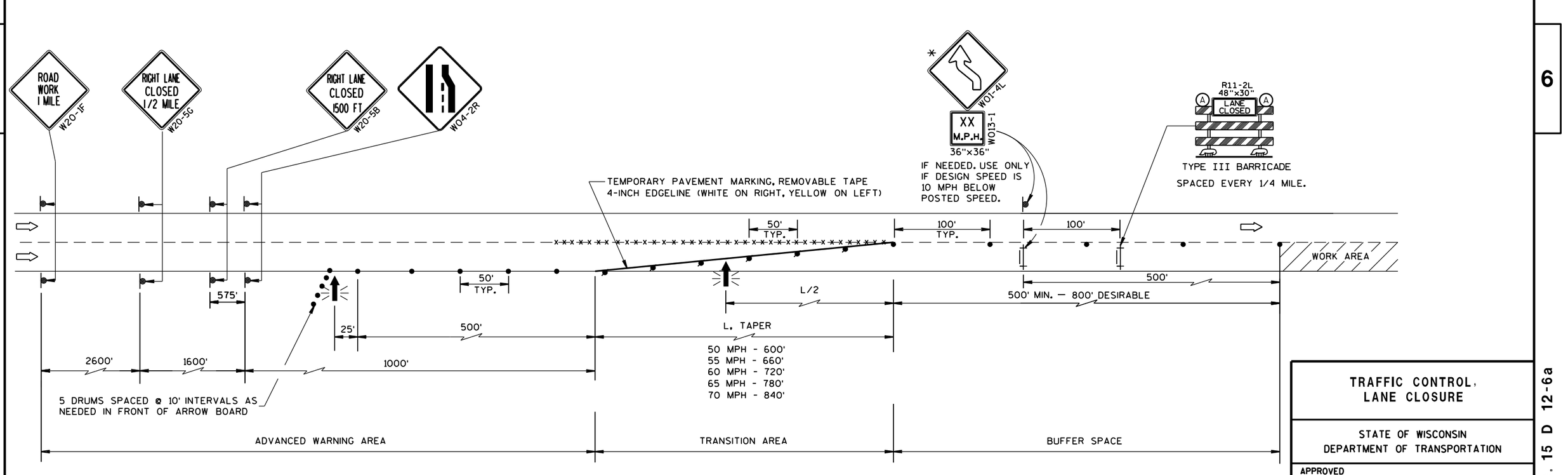
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

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

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

* THE LEFT REVERSE CURVE SIGN (WO1-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.



TRAFFIC CONTROL, LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2016 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA

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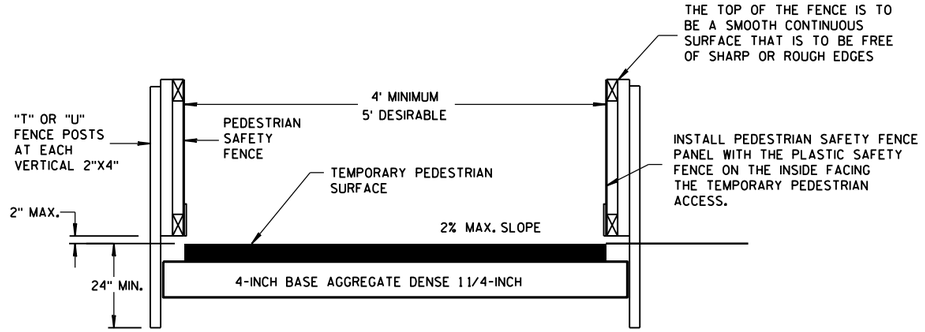
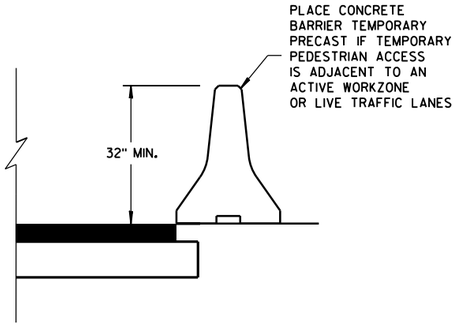
S.D.D. 15 D 12-6a

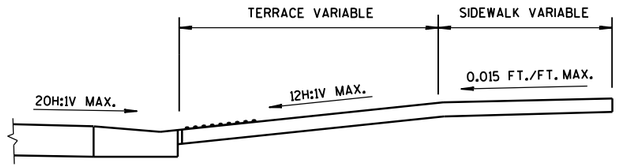




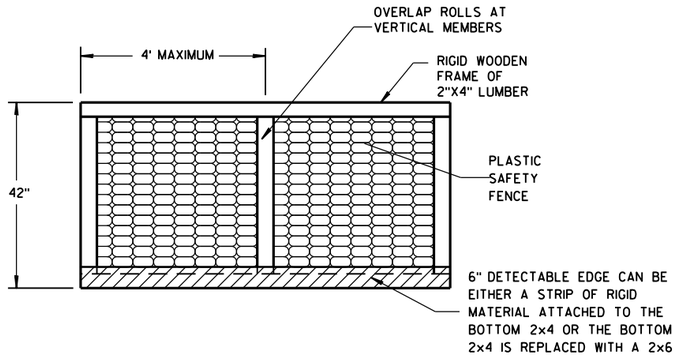
TEMPORARY PEDESTRIAN ACCESS

GENERAL NOTES

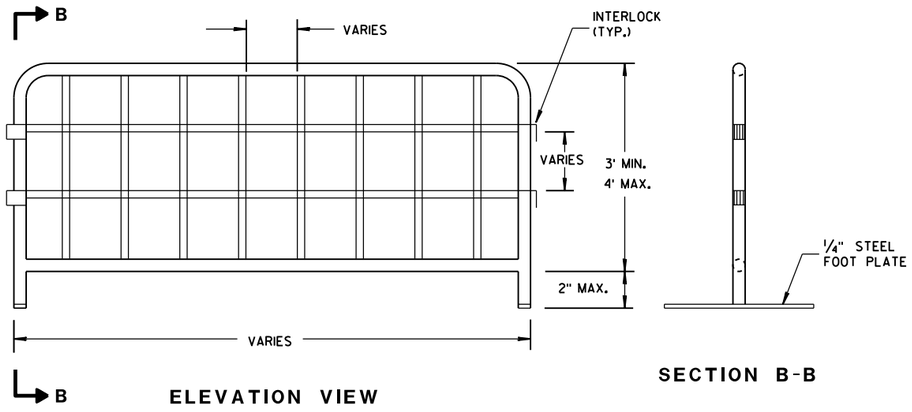
(1) INTERCHANGEABLE WITH THE PEDESTRIAN SAFETY FENCE.



SECTION A-A



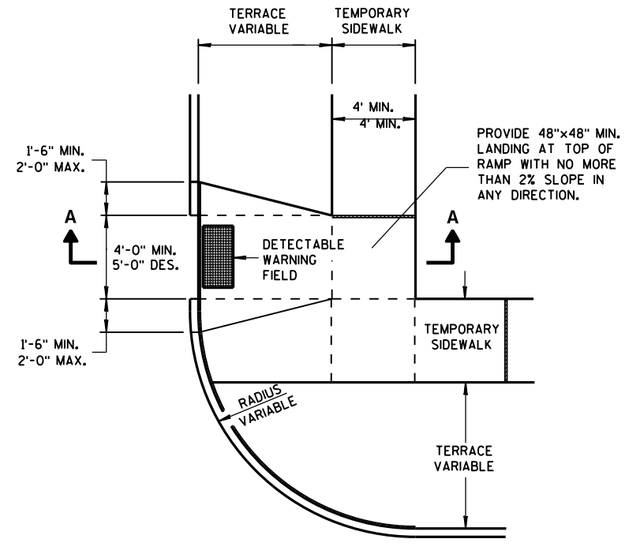
PEDESTRIAN SAFETY FENCE



ELEVATION VIEW

SECTION B-B

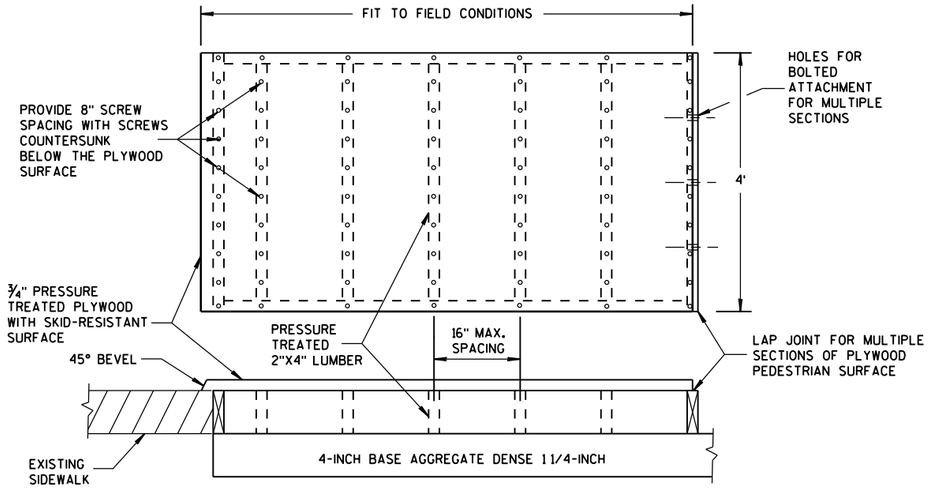
TEMPORARY PEDESTRIAN STEEL BARRICADE (1)



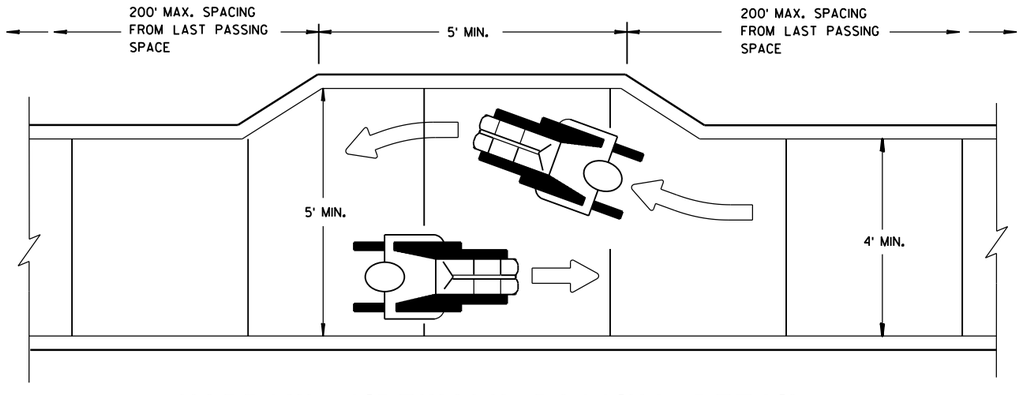
PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)



TEMPORARY PEDESTRIAN SURFACE PLYWOOD



NARROW SIDEWALK PASSING DETAIL

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016
DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZON SAFETY ENGIN IC
FHWA

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S.D.D. 15 D 30-3c

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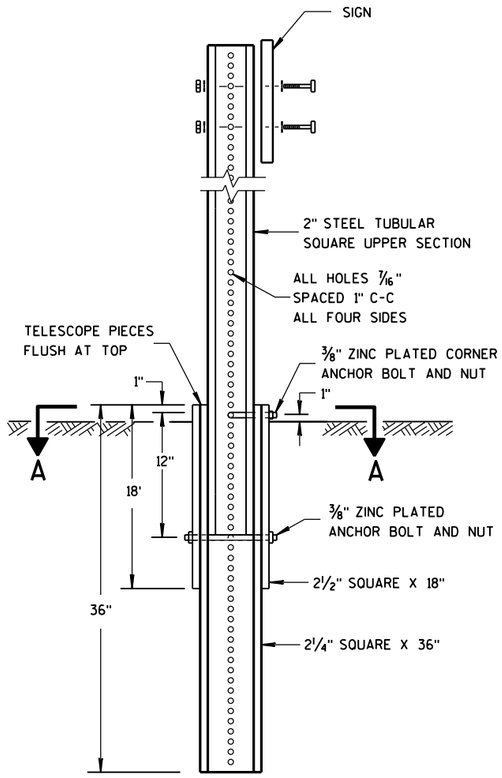
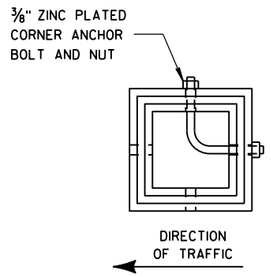
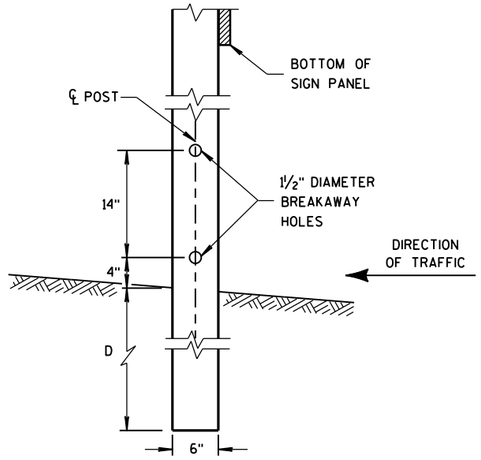
S.D.D. 15 D 30-3c



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



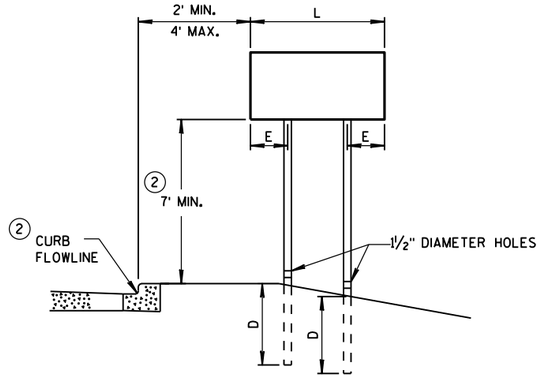
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

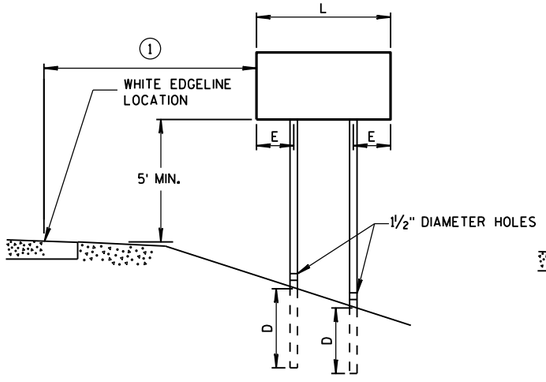
1. 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

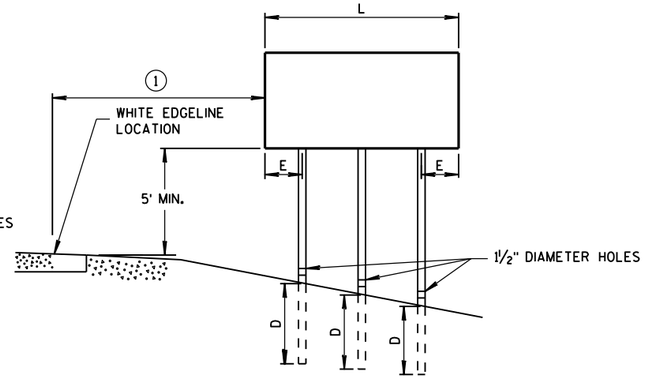
2. THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.

3. FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.



URBAN AREA





RURAL AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL 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).

SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

WOOD POST EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'

4" X 6" WOOD POST

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

SEE NOTE (3)

TEMPORARY TRAFFIC CONTROL SIGN MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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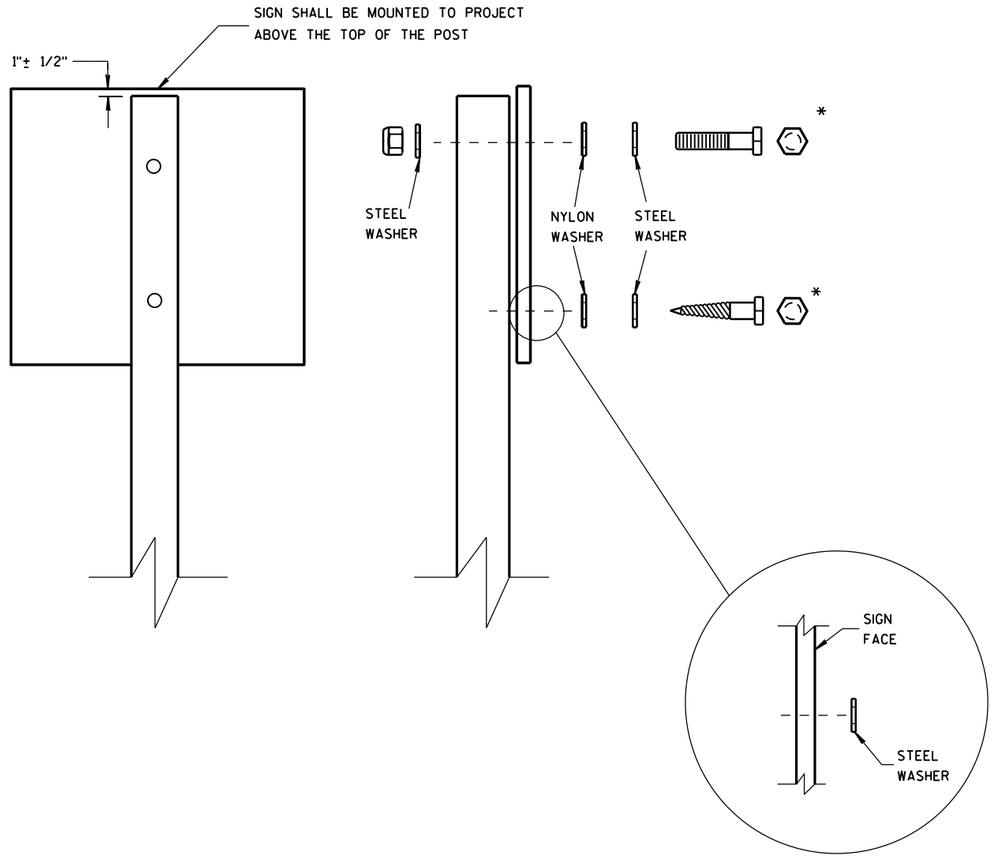
S.D.D. 15 D 38-2a



WASHER PLACEMENT WHEN SIGN HAS OTHER THAN TYPE H OR TYPE F FACE

NUTS, BOLTS AND LAGS USED FOR MOUNTING SIGNS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3

B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC 3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

WOOD POSTS (4" x 4" or 4" x 6")

LAG SCREWS - 3/8" X 3"

MACHINE BOLTS - 5/16" X 6-1/2" OR 7" LENGTH W/ NUTS

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" LENGTH W/ NUTS

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL

1-1/4" O.D. X 3/8" I.D. X .080 NYLON FOR ALL TYPE H SIGNS

* 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. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

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S.D.D. 15 D 38-2b

S.D.D. 15 D 38-2b

ATTACHMENT OF SIGNS TO POSTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

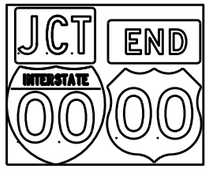
June 2017
DATE

/S/ Andrew Heldtke
WORK ZONE ENG

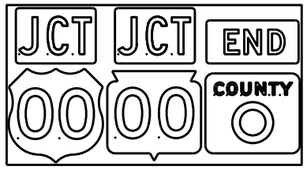
FHWA

TYPICAL ASSEMBLIES

J1-1

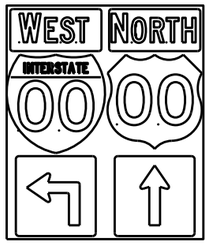


J1-2

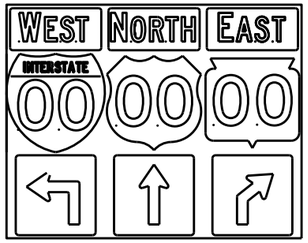


J1-3

J2-1



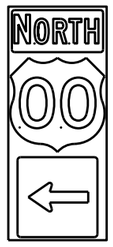
J2-2



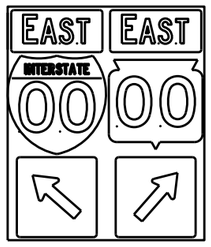
J2-3

JV

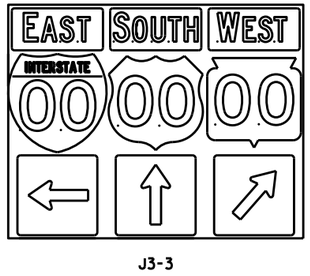
(Typical Vertical J-Assembly
See Note 10 and 11)



J3-1



J3-2



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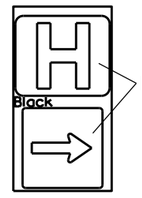
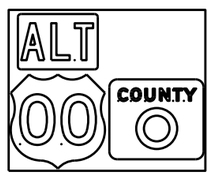
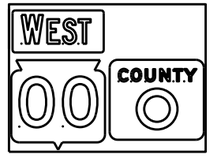


JH-1

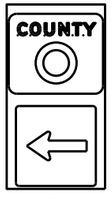
J4-1



J4-2



J4-2



J13-1

J12-1

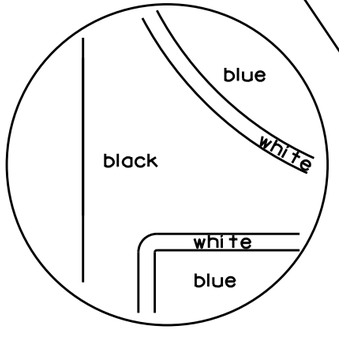
J32-1

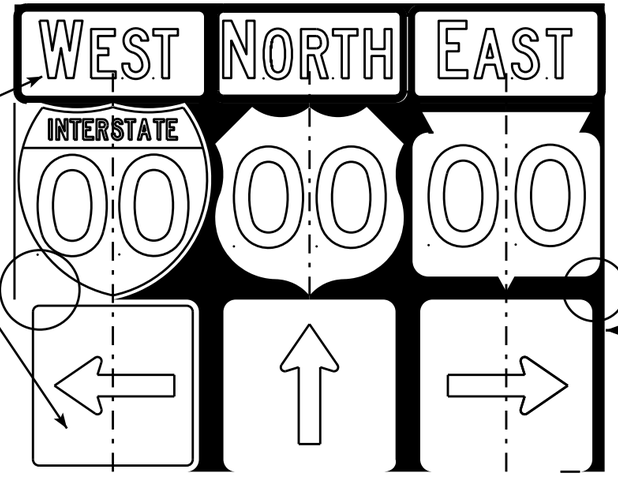
J33-1

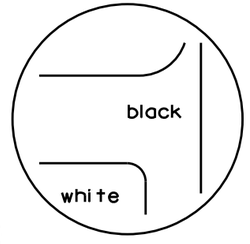
J23-1

J22-1

blue background
with interstate







black background

NOTES

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

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

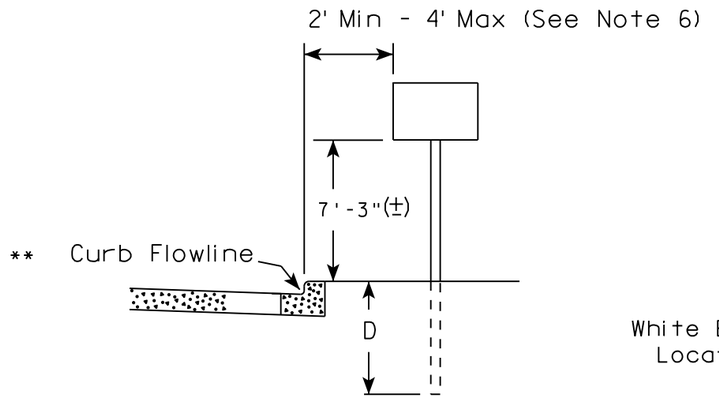
DATE 2/06/14 PL... A2-1S.8

PROJECT NO: | SHEET NO: E

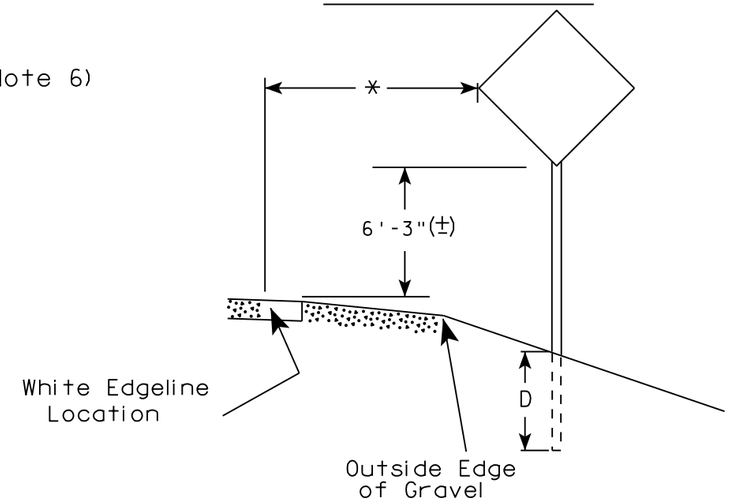
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :

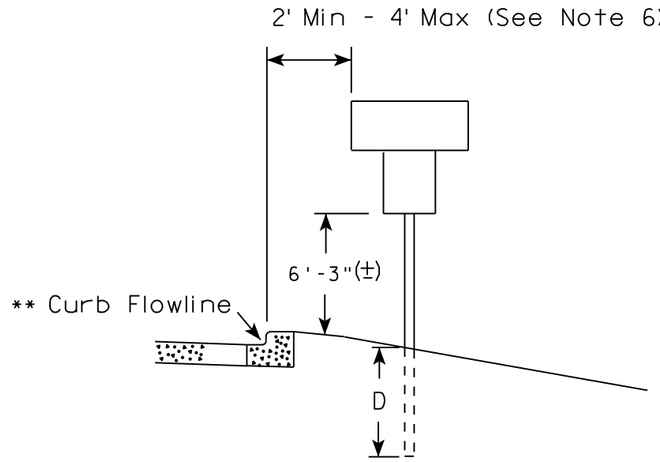
WISDOT/CADDS SHEET 42

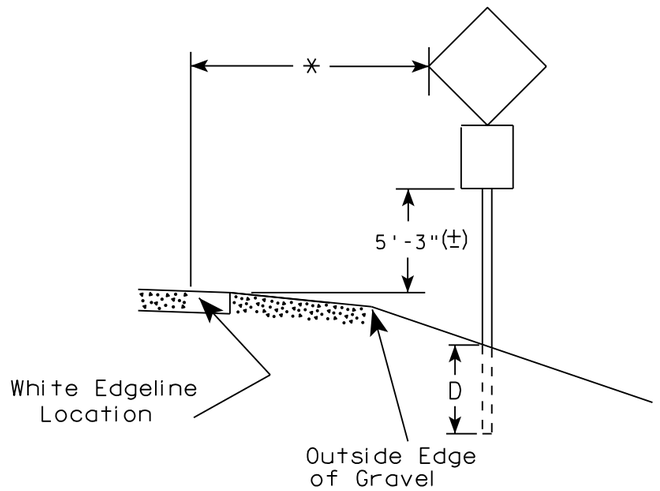
URBAN AREA



RURAL AREA (See Note 2)







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

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

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. J-Assemblies are considered to be one sign for mounting height.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

POST EMBEDMENT DEPTH

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

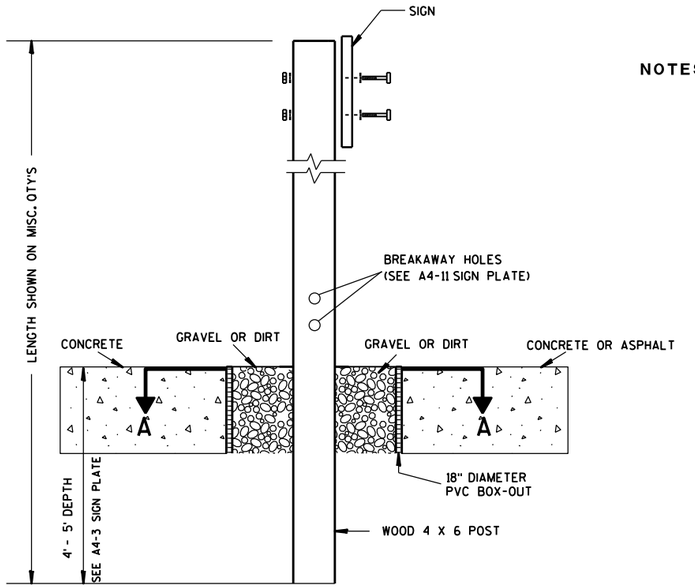
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-3.21

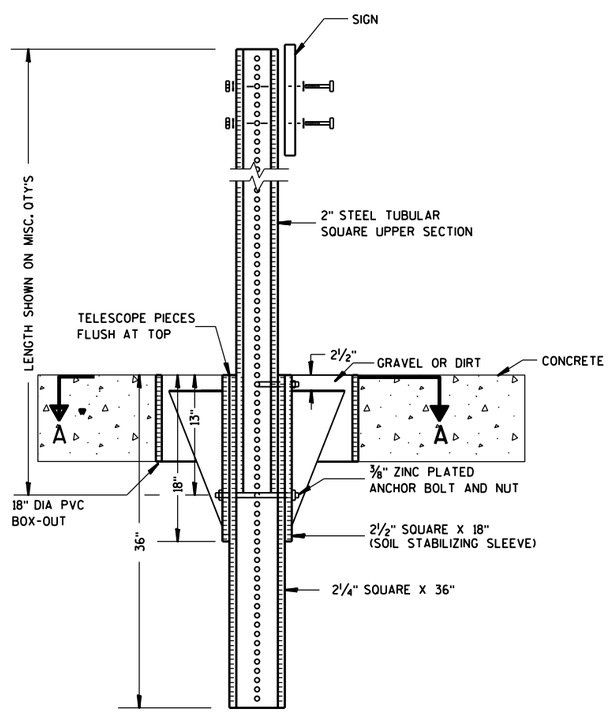
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 191	E



ELEVATION VIEW

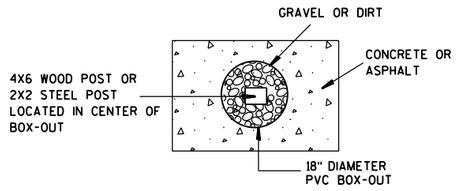
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

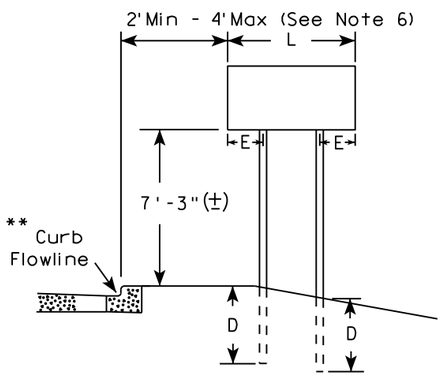
APPROVED Matthew R Rauch
for State Traffic Engineer

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

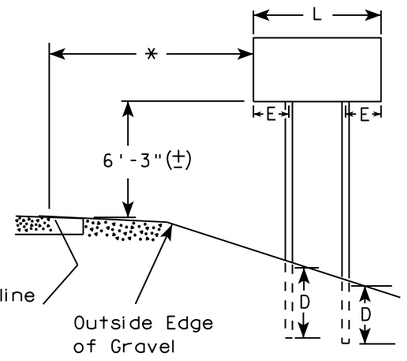
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

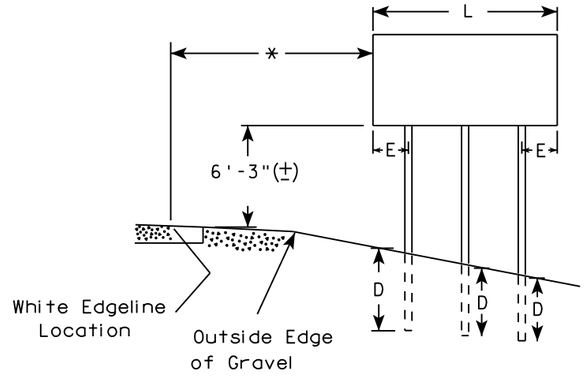
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

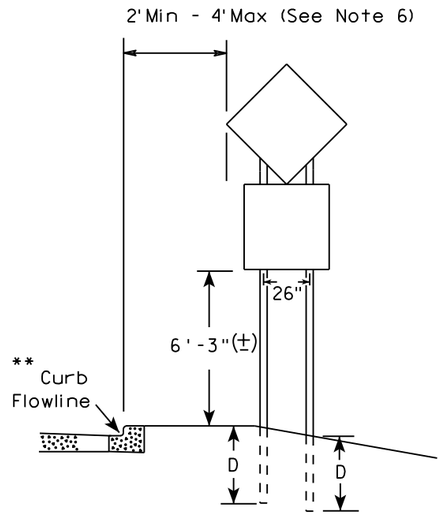
URBAN AREA



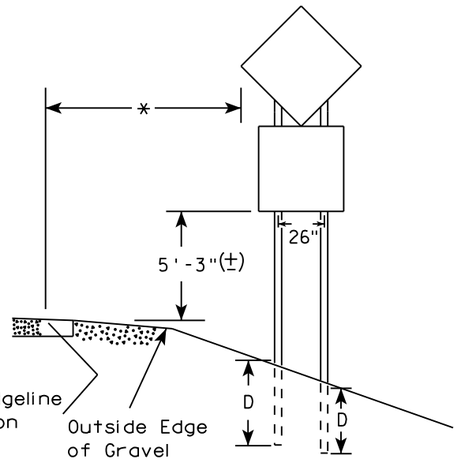
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
*** Greater than 48" Less than 60"	12"
60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

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. J-Assemblies are considered to be one sign for mounting height.
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.

POST EMBEDMENT DEPTH

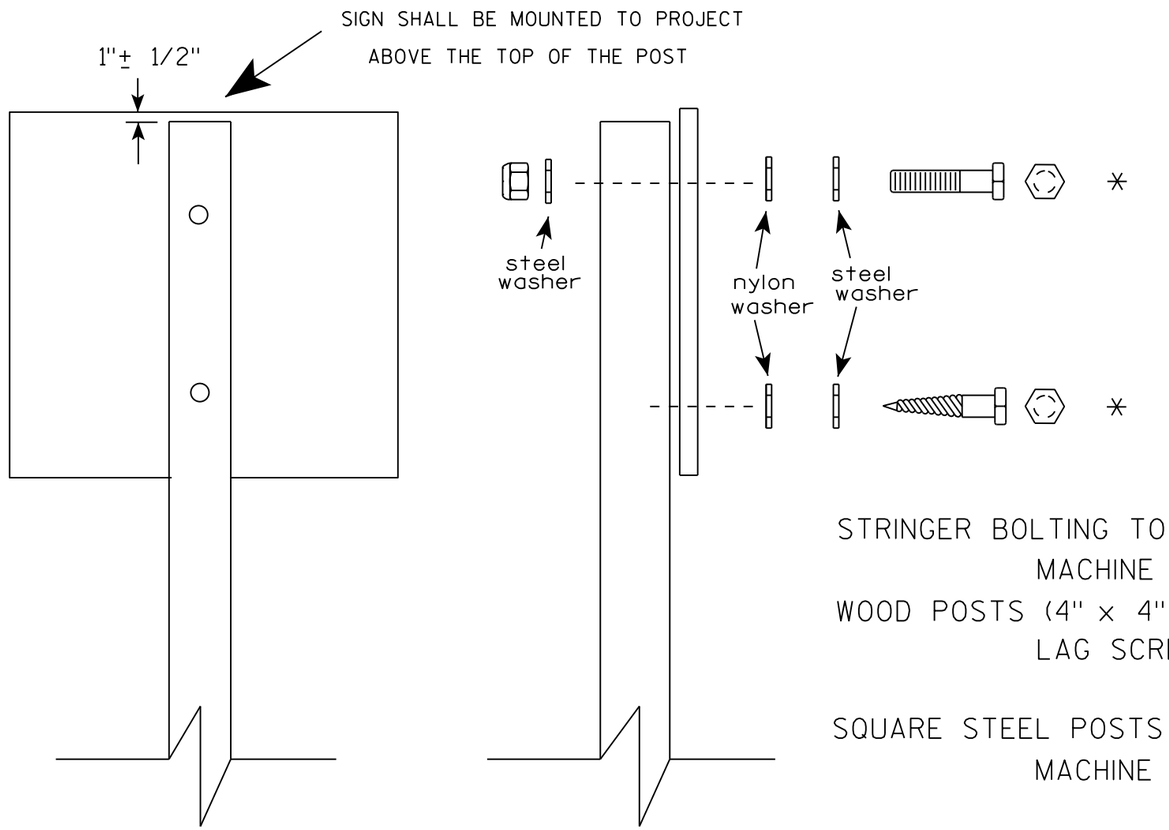
Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15



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

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

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

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 4" or 4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

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

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

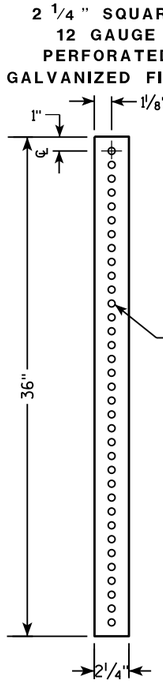
DATE 8/11/16 PLATE NO. A4-8.8

PROJECT NO: SHEET NO: E

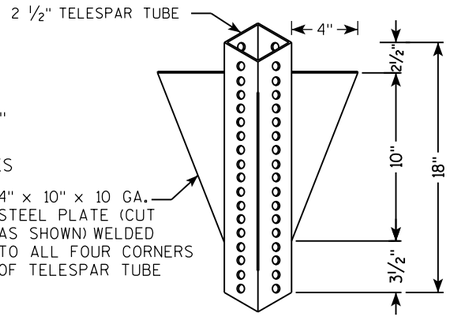
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 11-AUG-2016 11:35 PLOT BY : $$ plotuser $$

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

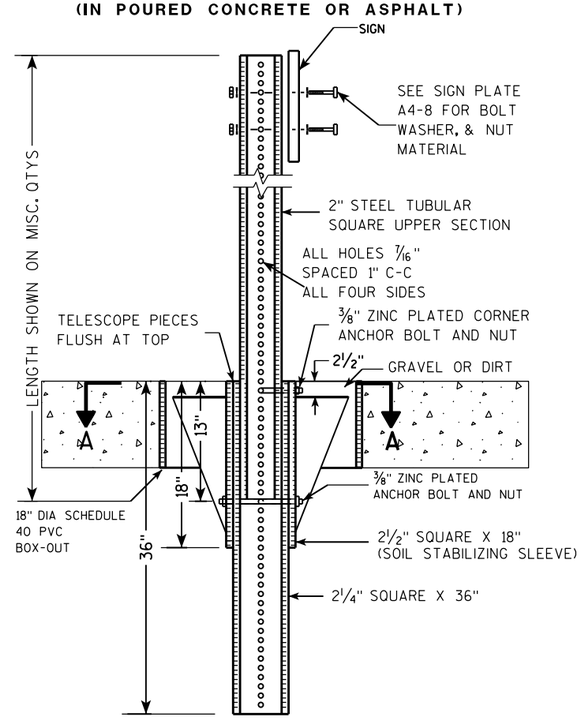
2 ¼ " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



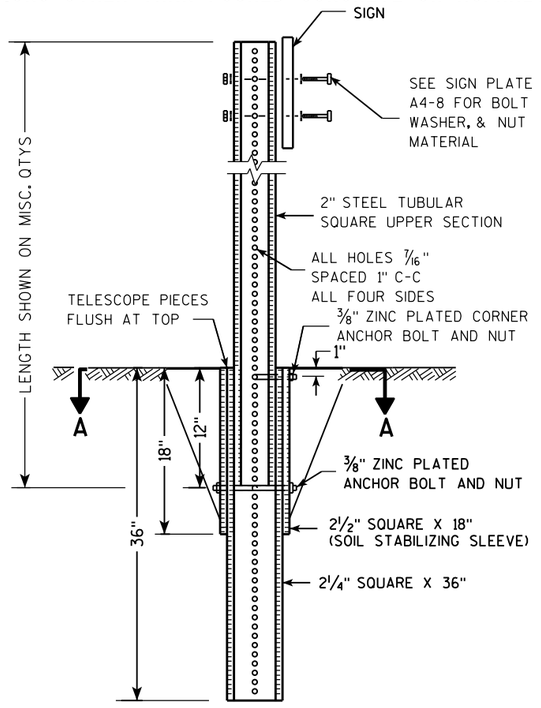
2 ½ " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

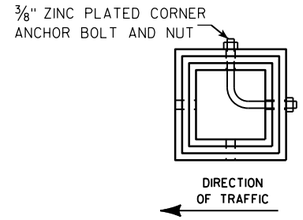


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

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

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

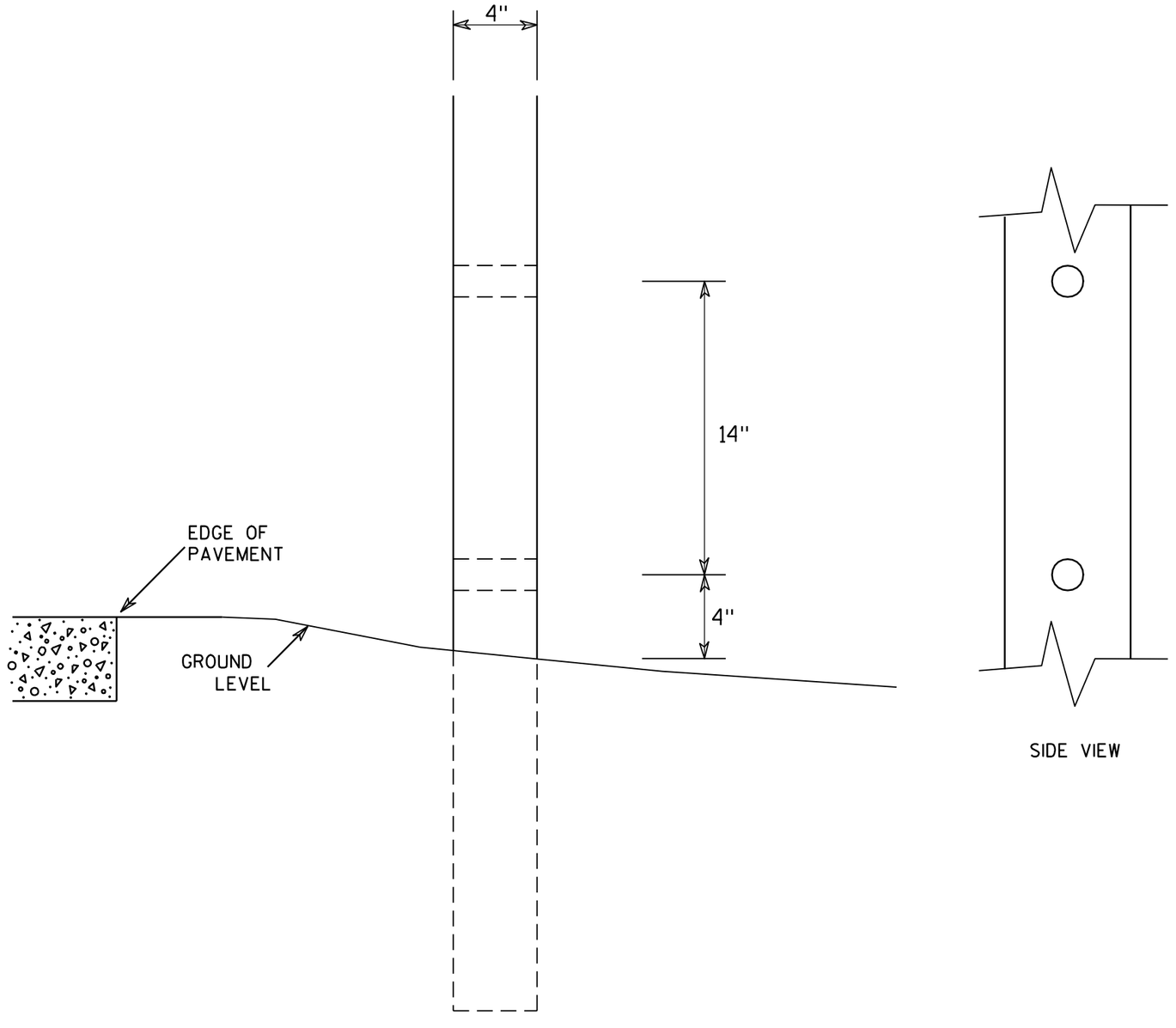
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 195 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

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

7

7

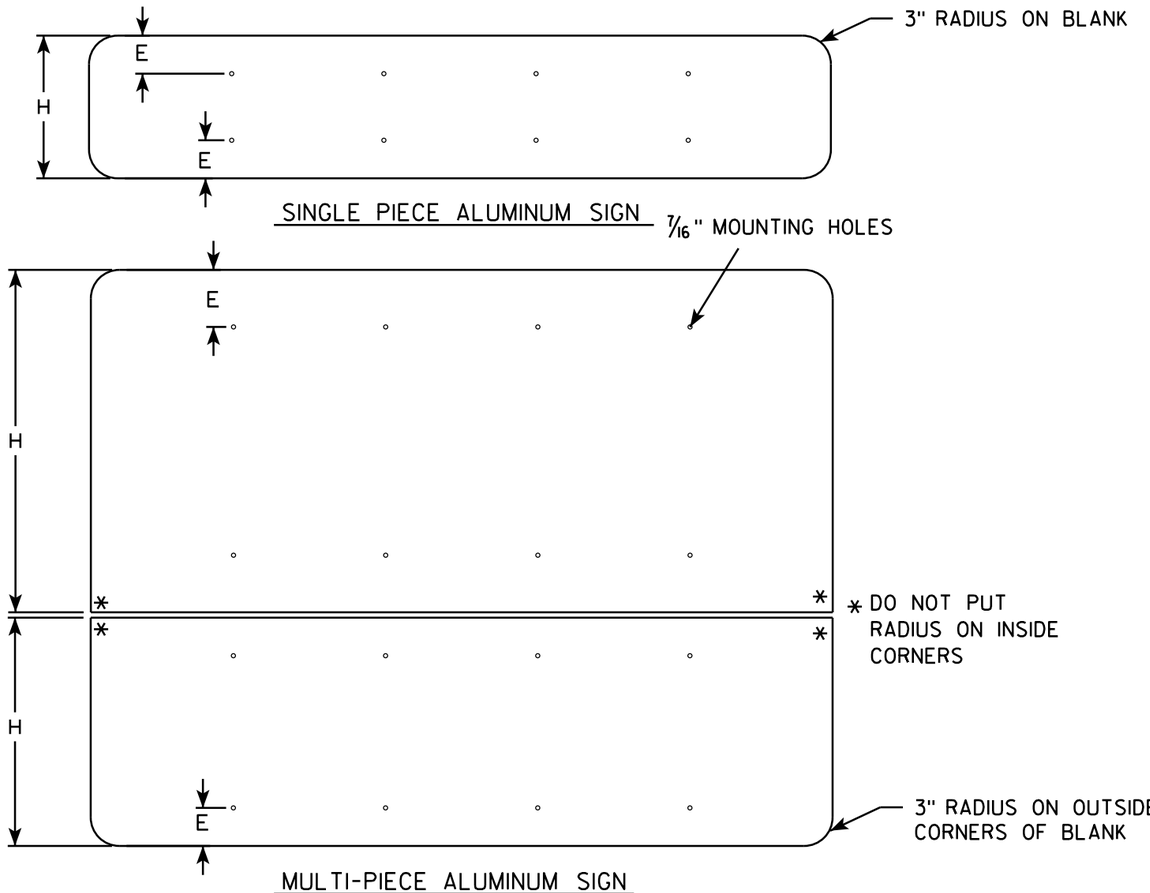
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

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

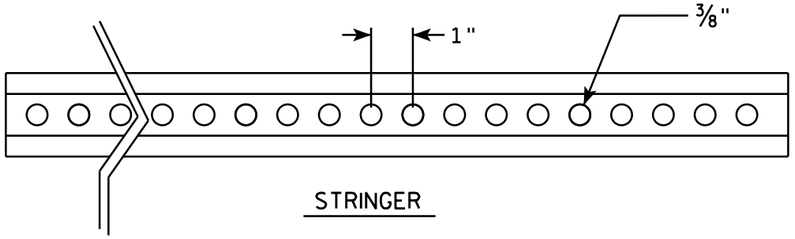
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 196	E



GENERAL NOTES

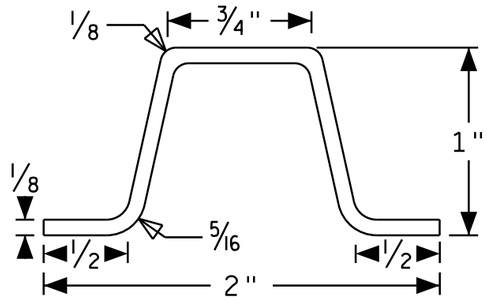
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

SIGN WIDTH	STRINGER WIDTH	POSTS	HOLE SPACING	MOUNTING HOLES
78"	72"	2	16"	15" 31" 47" 63"
84"	72"	2	17"	16½" 33½" 50½" 67½"
90"	72"	2	18"	18" 36" 54" 72"
96"	90"	2	19"	19½" 38½" 57½" 76½"
102"	90"	2	20"	21" 41" 61" 81"
108"	90"	2	21"	22½" 43½" 64½" 85½"
114"	108"	3	15"	12" 27" 42" 57" 72" 87" 102"
120"	108"	3	16"	12" 28" 44" 60" 76" 92" 108"
126"	108"	3	17"	12" 29" 46" 63" 80" 97" 114"
132"	126"	3	18"	12" 30" 48" 66" 84" 102" 120"
138"	126"	3	19"	12" 31" 50" 69" 88" 107" 126"
144"	126"	3	20"	12" 32" 52" 72" 92" 112" 132"

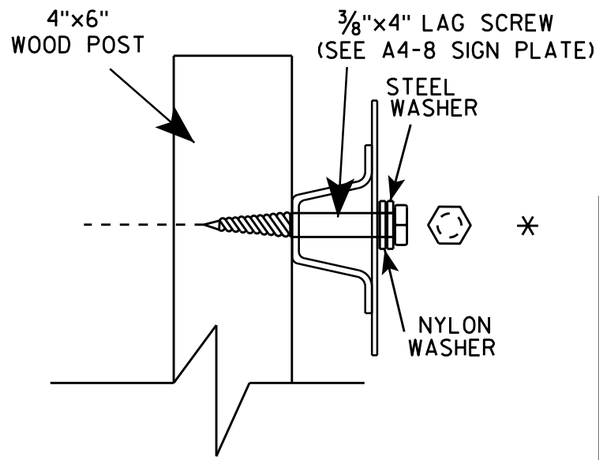


STRINGER

CROSS SECTION VIEW OF CHANNEL



POST MOUNTING



SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

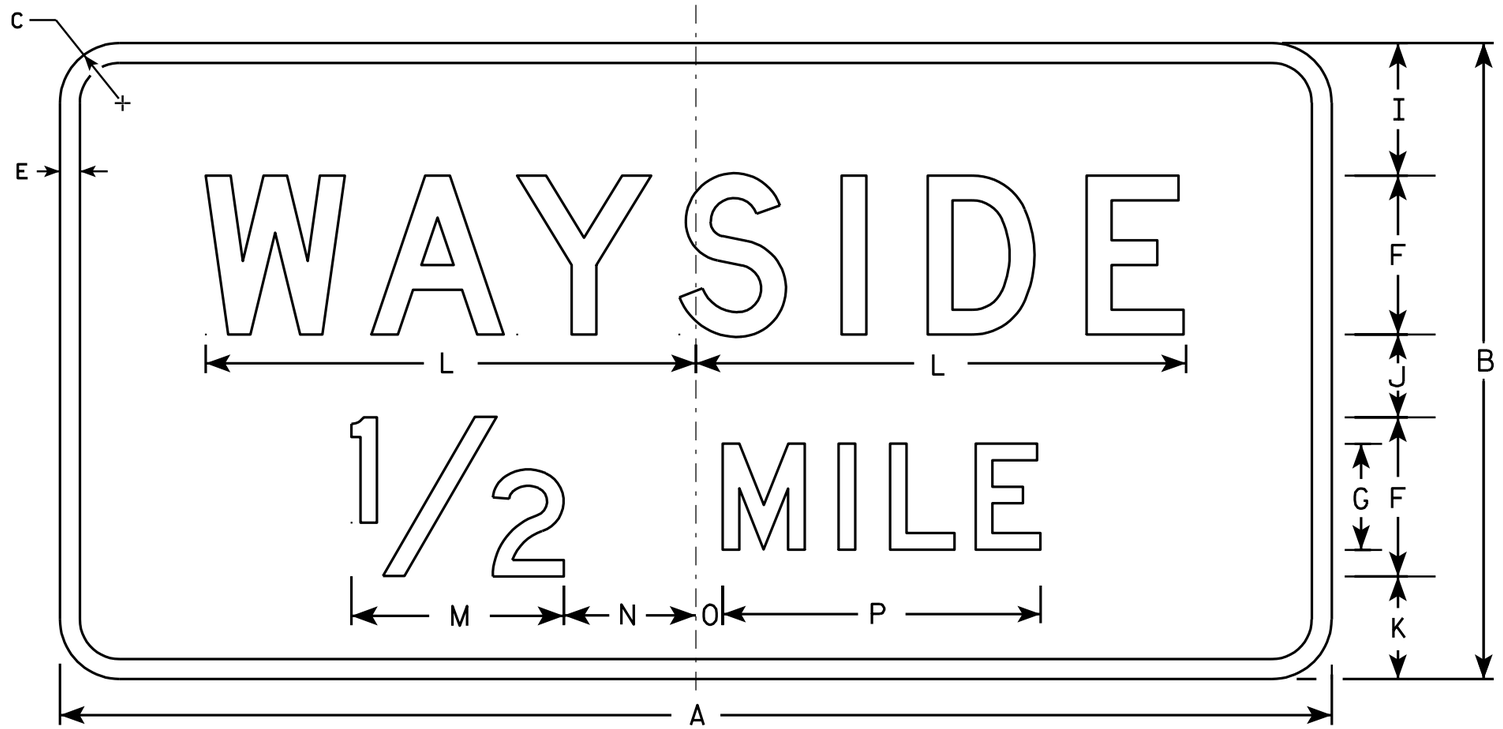
APPROVED Matthew R Rauch

for State Traffic Engineer

DATE 4/26/16 PLATE NO A4-18.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A418.dgn PLOT DATE : 27-APR-2016 13:56 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 41.805205:1.000000 WISDOT/CADDS SHEET 42



D5-61

NOTES

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

Metric equivalent for this sign is:

SIZE	
1	
2	1200 mm X 600 mm
3	
4	1950 mm X 1050 mm
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z		
1																												
2	48	24	2 1/4		3/4	6	4	6	5	3 1/8	3 7/8	18 1/2	8	5	1	12											8.0	0.72
3																												
4	78	42	3		1	10	7	10 1/2	8 3/4	5 3/4	7	30 1/8	14	8 3/4	1 3/4	21											22.8	2.05
5																												

STANDARD SIGN
D5-61

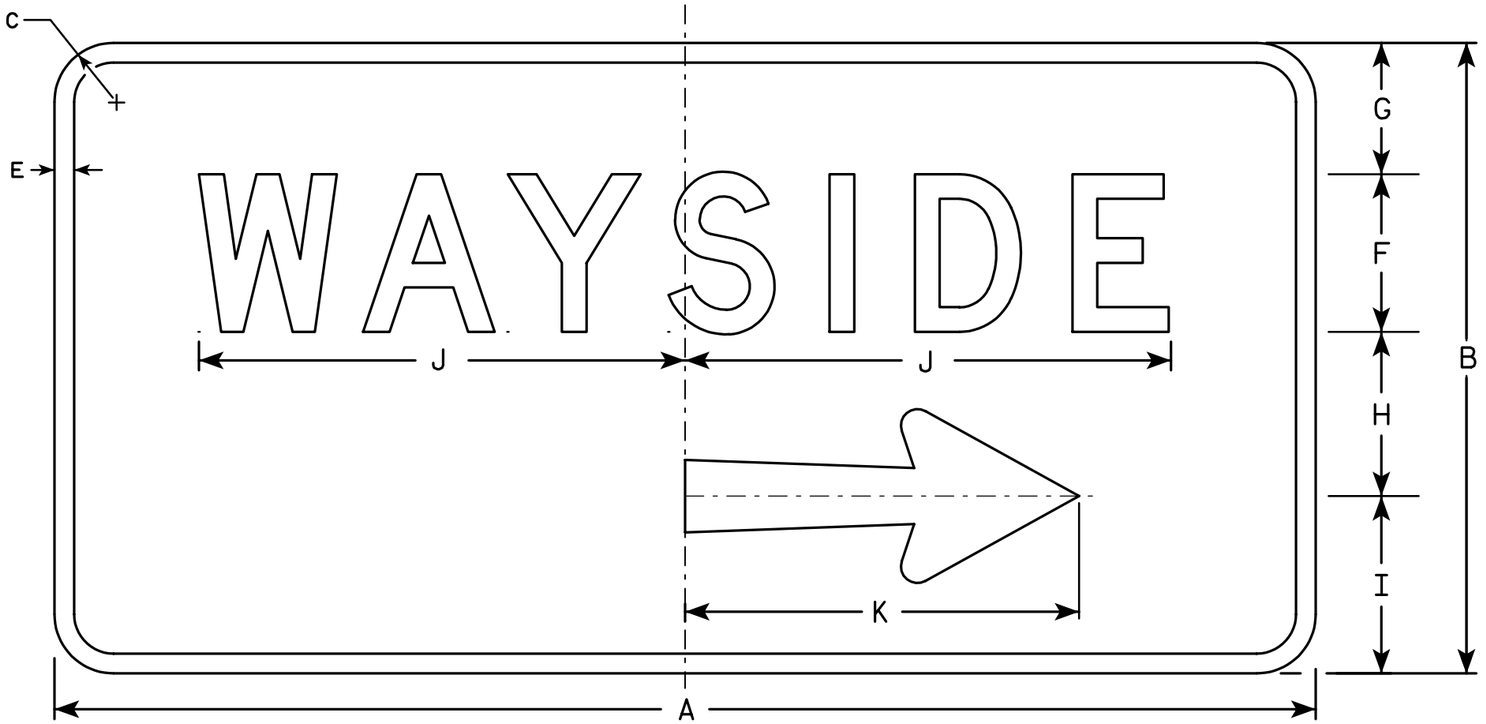
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 1/09/02 PLATE NO. D5-61.9

STATE PROJECT NUMBER:

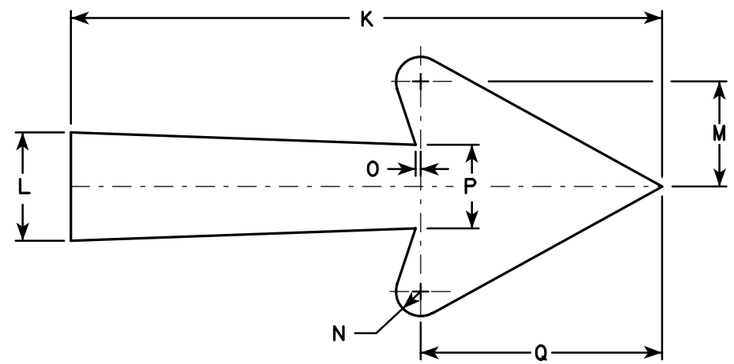
SHEET NO: 198 E



D5-62R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Blue
   Message - White
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. D5-62L is the same as D5-62R except that the arrow is rotated 180° about the vertical center line.



Arrow Detail

Metric equivalent for this sign is:

SIZE	
1	
2	1200 mm X 600 mm
3	
4	1950 mm X 1050 mm
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	48	24	2 1/4		3/4	6	4	6 1/4	6 3/4	18 1/2	15	2 3/4	3 1/8	5/8	1/8	2 1/8	6 1/8										8.0	0.72
3																												
4	78	42	3		1	10	8 3/4	11	12 1/4	30 1/8	26 1/4	4 3/4	4 5/8	1 1/8	1/4	3 3/4	10 3/4										22.8	2.05
5																												

STANDARD SIGN
D5-62

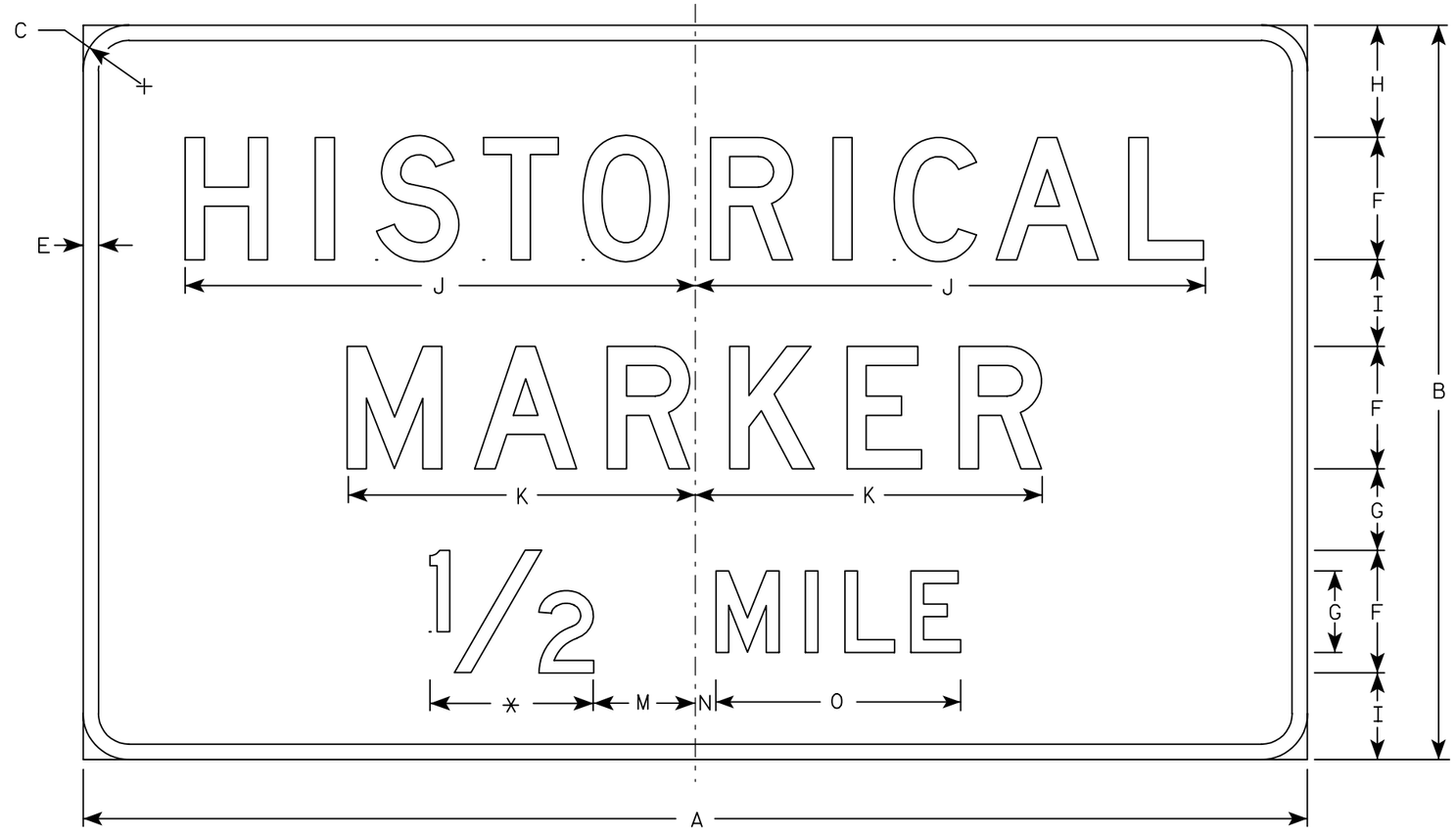
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spagg for State Traffic Engineer

DATE 1/09/02 PLATE NO. D5-62.10

STATE PROJECT NUMBER:

SHEET NO: 199 E



D5-63 * See Note 5

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Brown
   Message - White
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

Metric equivalent for this sign is:

SIZE	
1	
2	1500 mm X 900 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	60	36	2 1/4		3/4	6	4	5 1/2	4 1/4	25	17		5	1	12												15.0	1.35
3																												
4																												
5																												

STANDARD SIGN
D5-63

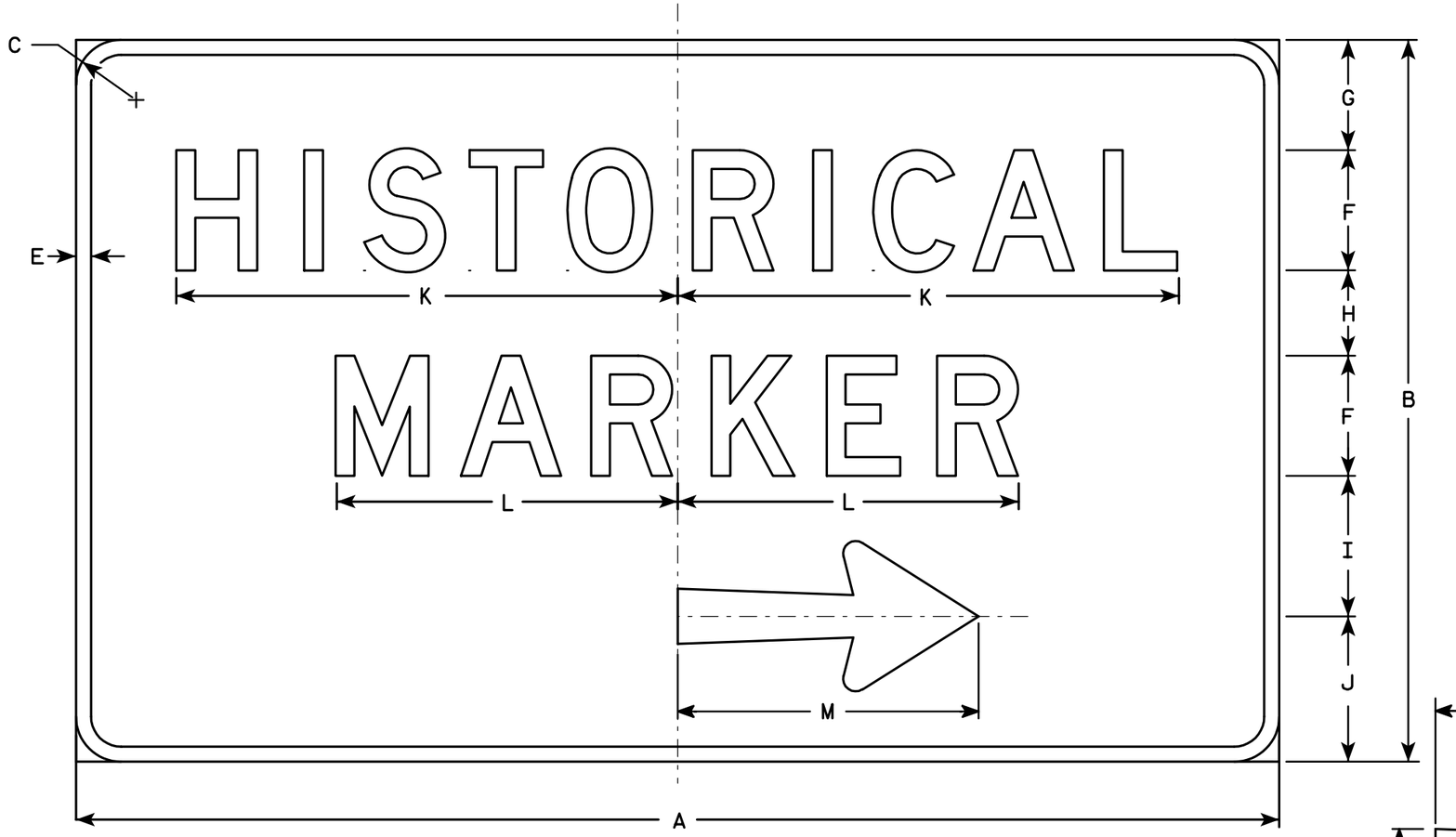
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/23/99 PLATE NO. D5-63.9

STATE PROJECT NUMBER:

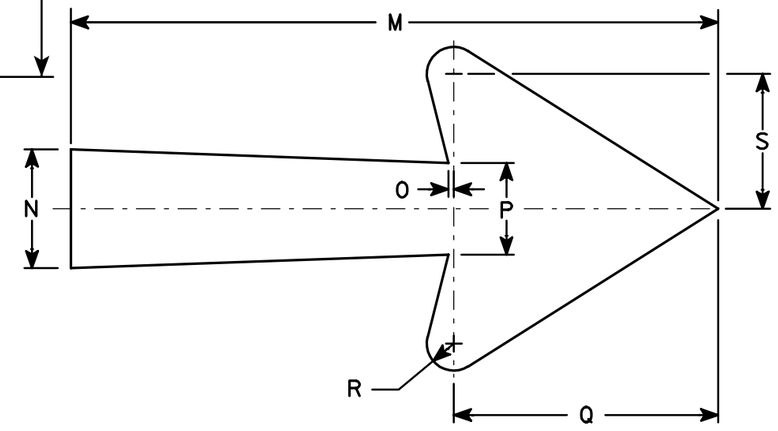
SHEET NO: 200 E



D5-64R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Brown
   Message - White
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. D5-64L is the same as D5-64R except the arrow is reversed.



Arrow Detail

Metric equivalent for this sign is:

SIZE	
1	
2	1500 mm X 900 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	60	36	2 1/4		3/4	6	5 1/2	4 1/4	7	7 1/4	25	17	15	2 3/4	1/8	2 1/8	6 1/8	5/8	3 1/8								15.0	1.35
3																												
4																												
5																												

STANDARD SIGN
D5-64

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Charles J Spay
for State Traffic Engineer

DATE 1/09/02 PLATE NO. D5-64.5

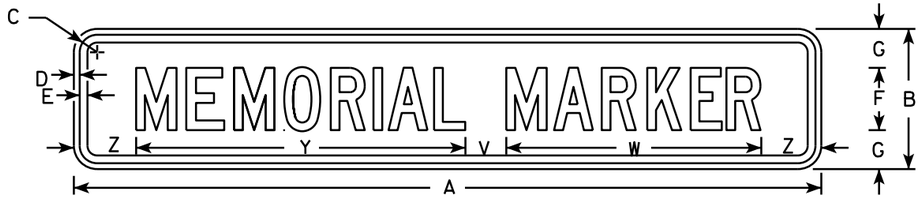
STATE PROJECT NUMBER:

SHEET NO: 201 E

DB5-69B
DG5-69B
DN5-69B

DB5-69E

DB5-69G
DG5-69G
DN5-69G



DB5-69F

NOTES

1. Signs are Type II - Type H Reflective
2. Color:
   Background - See Note 4
   Message - White - Type H Reflective
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. DB5-69B, DB5-69E, DB5-69F, DB5-69G — Background BLUE
   DG5-69B, DG5-69G — Background GREEN
   DN5-69B, DN5-69G — Background BROWN
5. Message Series - All signs are Series D except for DB5-69E & DB5-69F which are 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	48	9	1 1/8	3/8	1/2	4	2 1/2	12	24	5 3/4	12 1/4	2 3/4	22	5 1/4	3			4 1/2	19 1/2	4 1/4	23 1/4	2 5/8	16 3/8	2 7/8	21	2	3.0
2	48	9	1 1/8	3/8	1/2	4	2 1/2	12	24	5 3/4	12 1/4	2 3/4	22	5 1/4	3			4 1/2	19 1/2	4 1/4	23 1/4	2 5/8	16 3/8	2 7/8	21	2	3.0
3																											
4																											
5																											

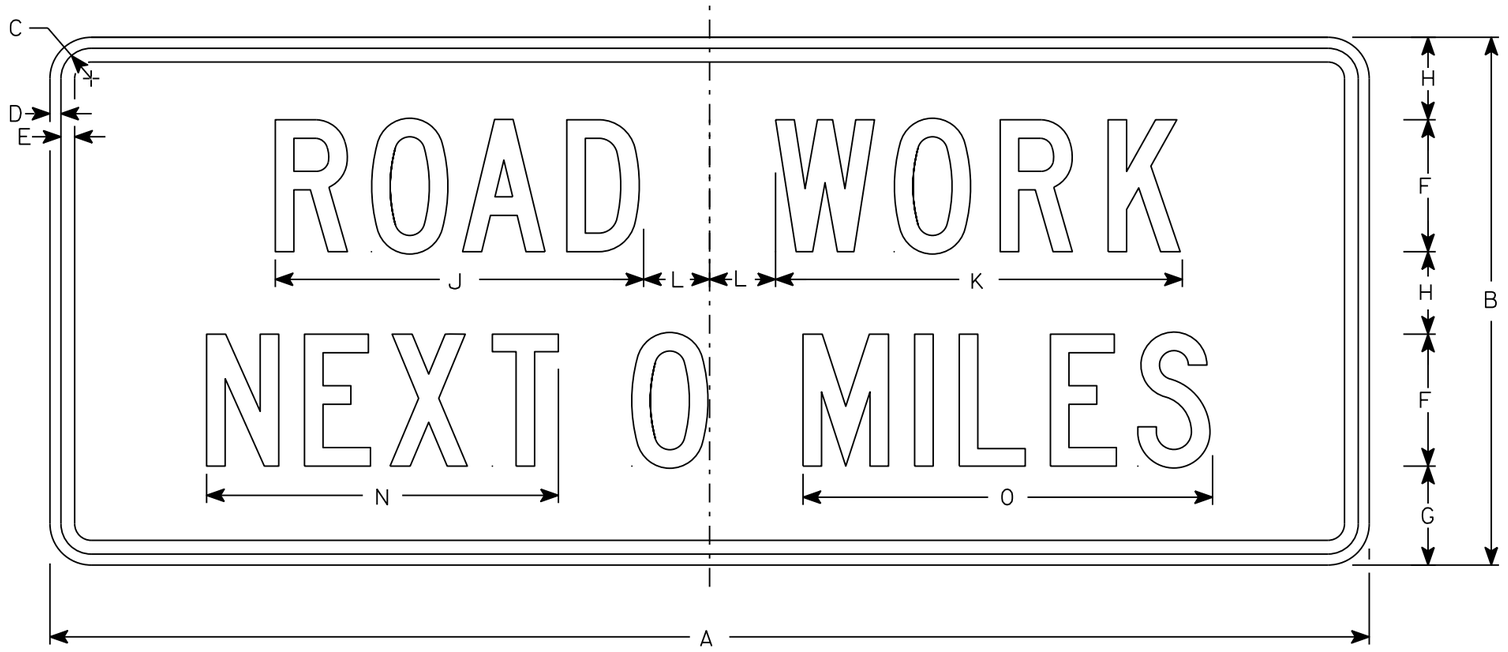
STANDARD SIGN
DB5-69 & DG5-69
& DN5-69 Series

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/04 PLATE DB5-69.5

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



G20-1

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10
3																											
4	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10
5																											

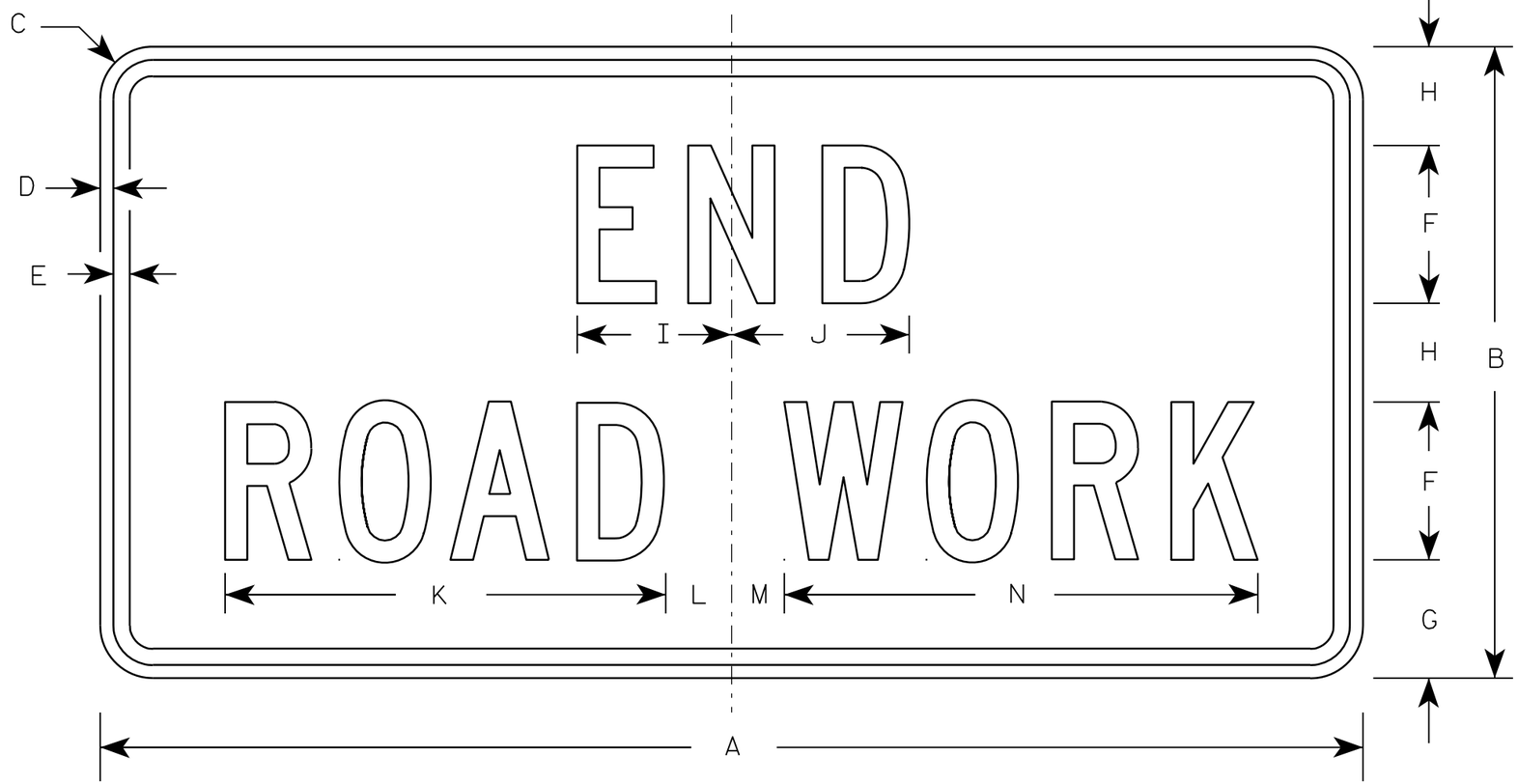
STANDARD SIGN
G20-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/14/17 PLATE NO. G20-1.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 203	E



G20-2A

NOTES

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

Metric equivalent for this sign is:

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

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

STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

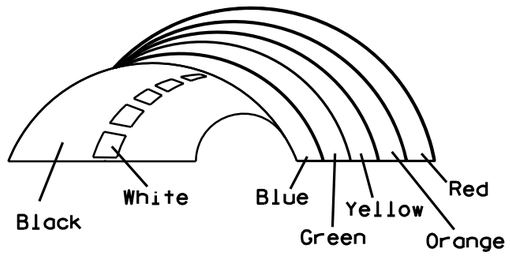
DATE 9/30/09 PLATE NO. G20-2A.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 204	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 - (See Note 5)
3. Message Series - (See Note 6)
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Border - Blue
   Line 1 - Red
   Line 2 - Black
   Line 3-5 - Blue
6. Line 1 - Dutch 8011L
   Line 2 - Series E
   Line 3-5 - Series C
7. Contractor shall provide and install a new post bracket in accordance with the I55-56B sign detail.

Background Colors of Symbol*



*1/4" Black Border between each color of rainbow and border of rainbow

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

STANDARD SIGN
I55-56

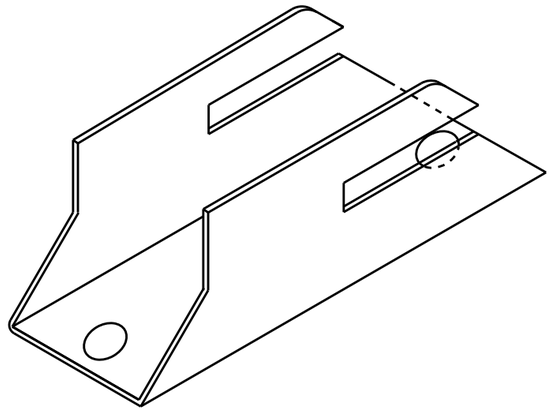
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

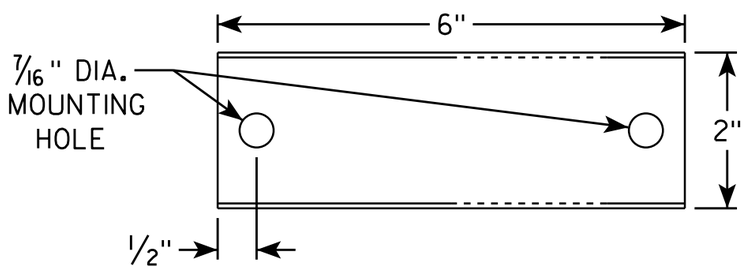
DATE 4/27/11 PLATE NO. 155-56.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 205

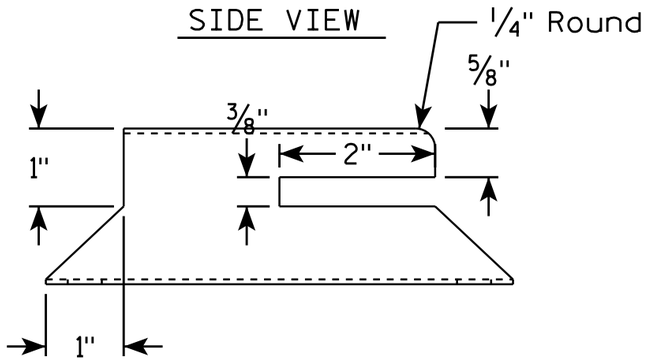
ISOMETRIC VIEW



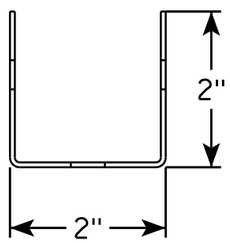
TOP VIEW



SIDE VIEW



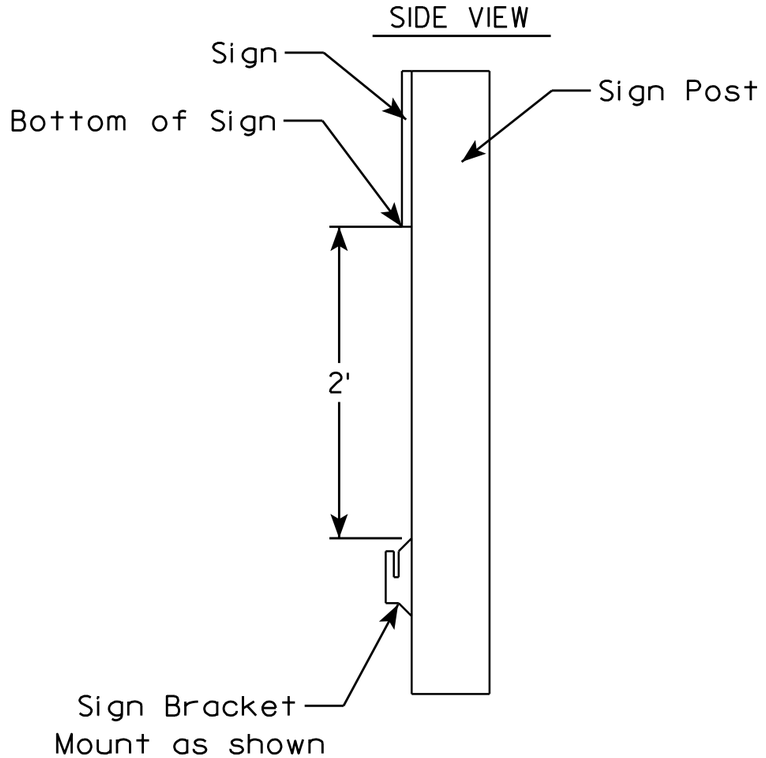
END VIEW



NOTES

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

SIDE VIEW



7

7

ROLLUP SIGN BRACKET
I55-56B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

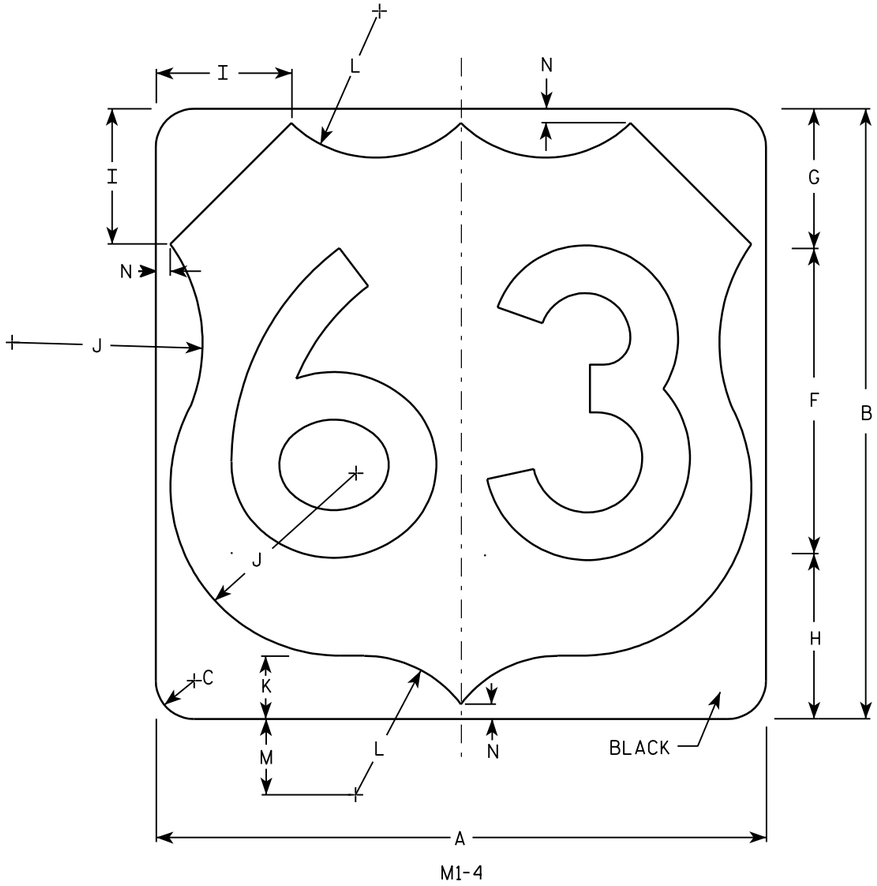
DATE 4/26/16 PLATE I55-56B.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

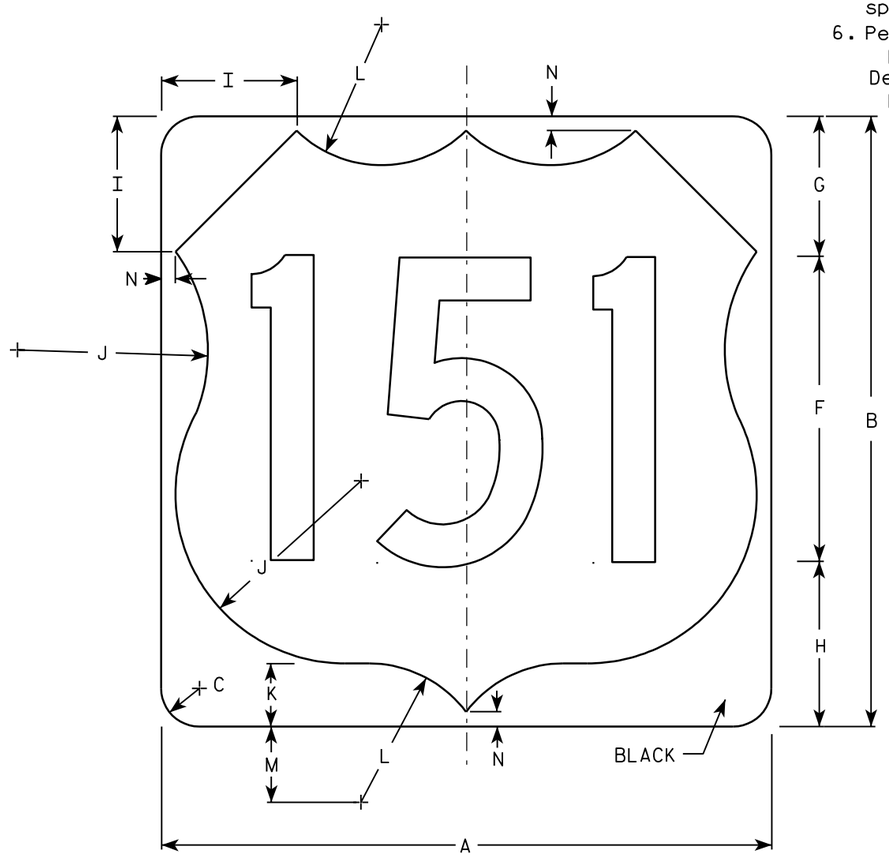
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\I5556B.DGN PLOT DATE : 26-APR-2016 17:29 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 1.945842:1.000000
WISDOT/CADDS SHEET 42

NOTES

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



M1-4



M1-4

7

7

Metric equivalent for this sign is:

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0	.36
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81

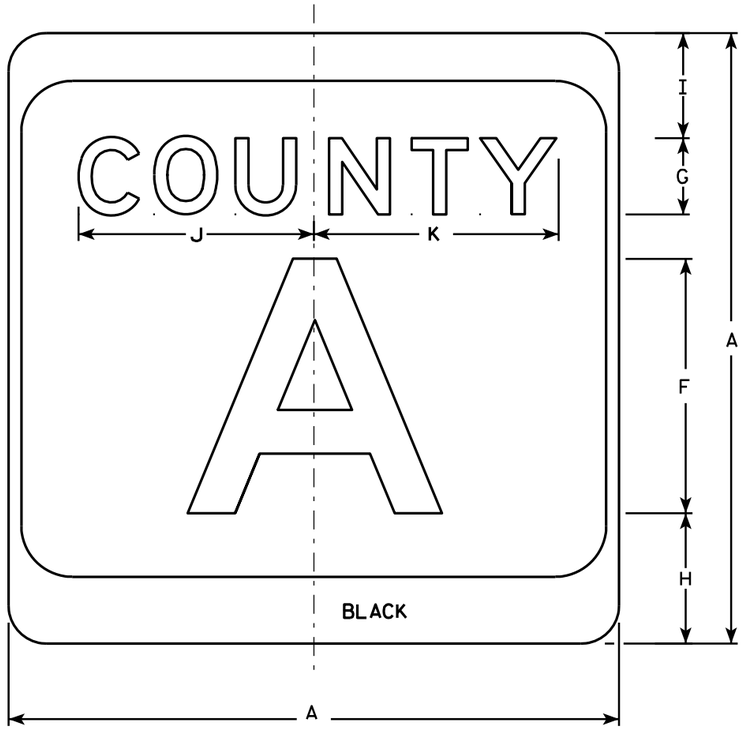
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

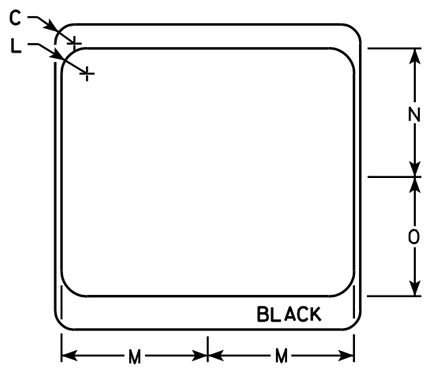
APPROVED Matthew R Rauch
for State Traffic Engineer

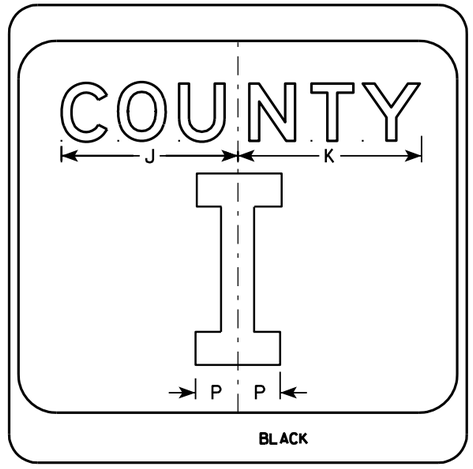
DATE 08/25/05 PLATE NO. M1-4.9

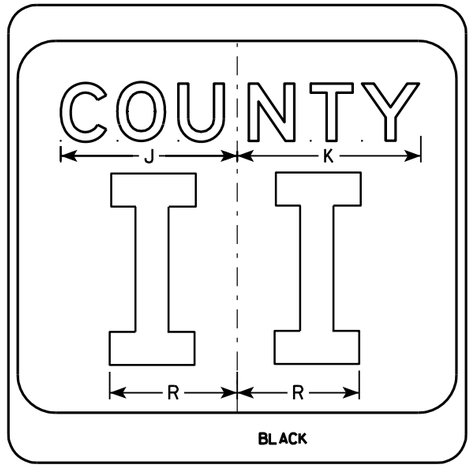
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 207	E



M1-5A







NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 7
   Message - Black
3. Message Series - see Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective

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

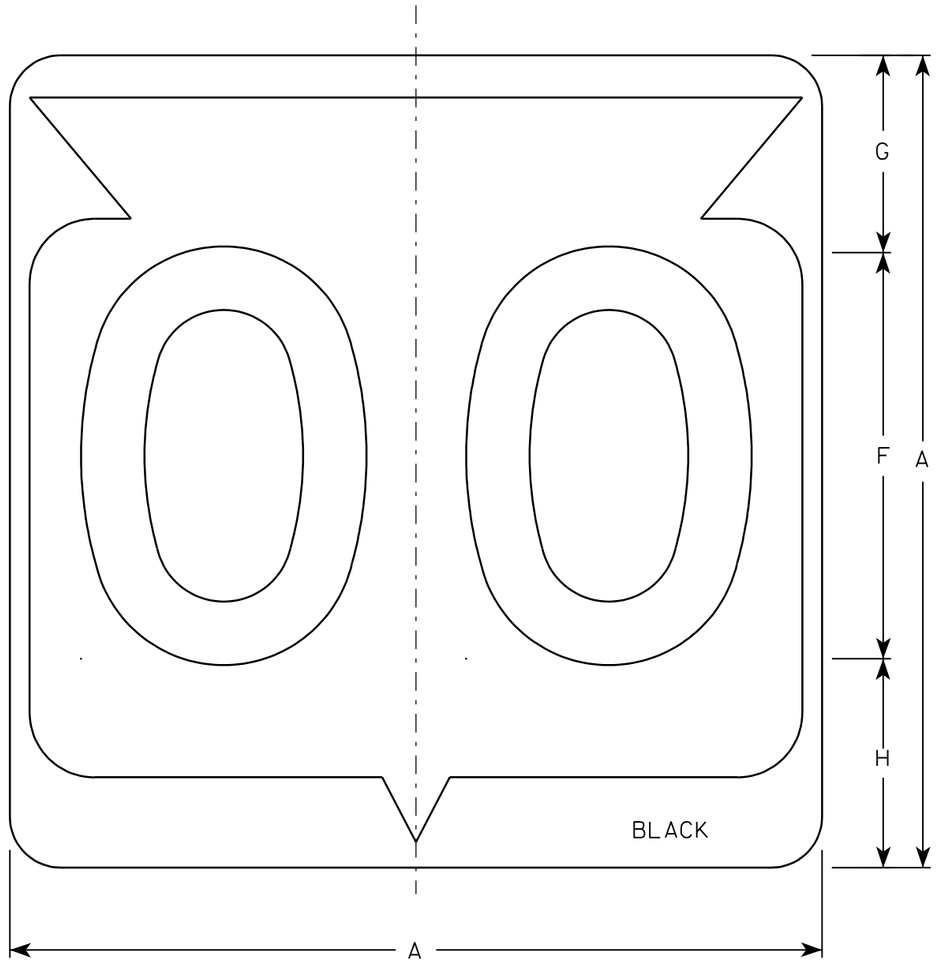
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

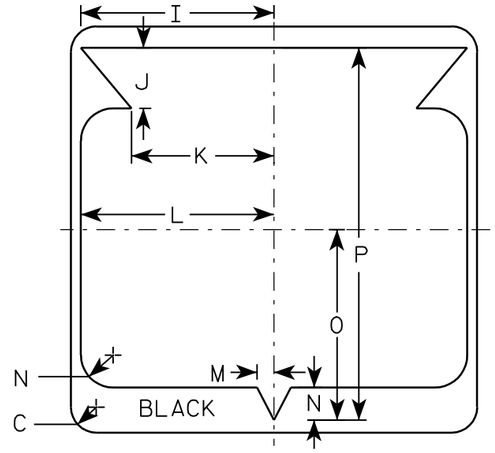
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 208	E



M1-6

NOTES

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



Metric equivalent for this sign is:

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0	.36
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81

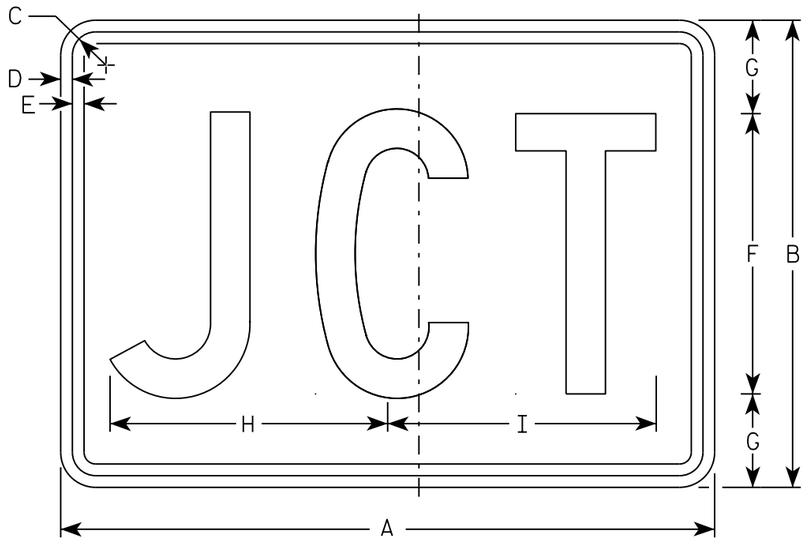
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

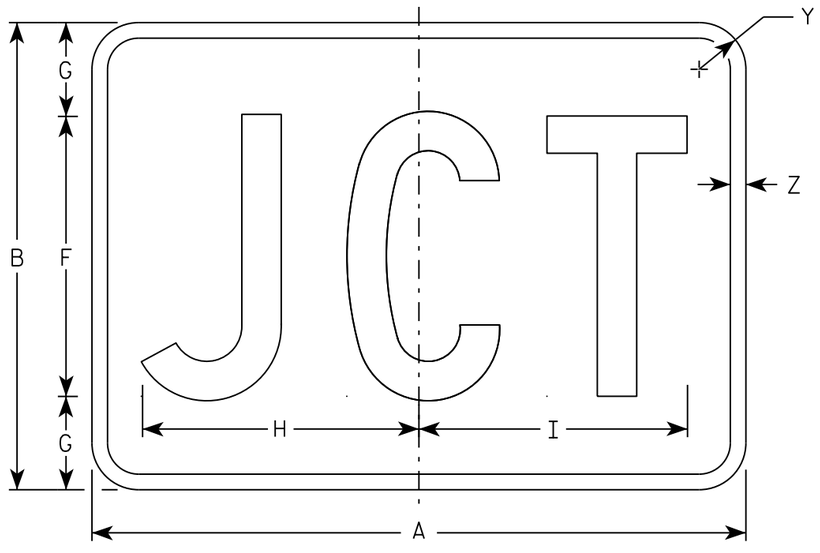
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 209	E



M2-1
MM2-1
MP2-1



MB2-1
MK2-1
MN2-1
MR2-1

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MP2-1 Background - White
   Message - Blue
   MR2-1 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40

STANDARD SIGN
M2-1

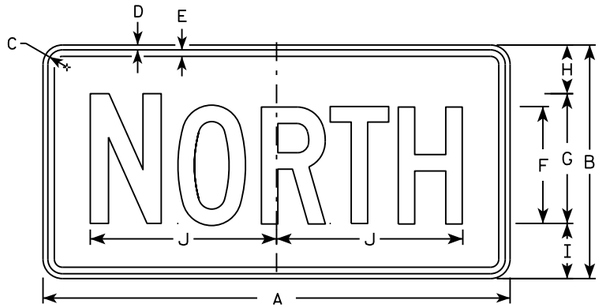
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

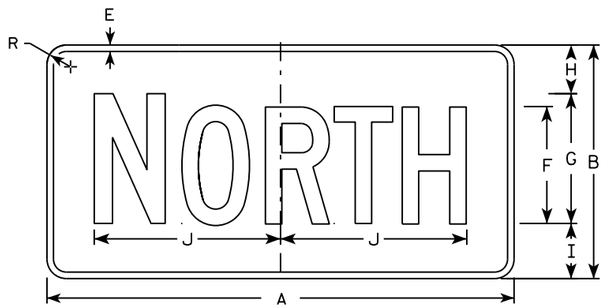
DATE 10/15/15 PLATE 210 12-1.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M21.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.864603:1.000000



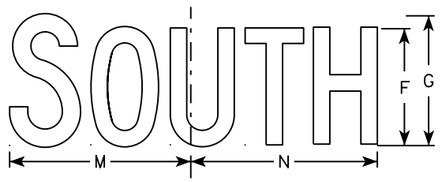
M3-1
MM3-1
MP3-1



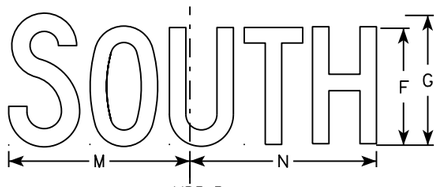
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

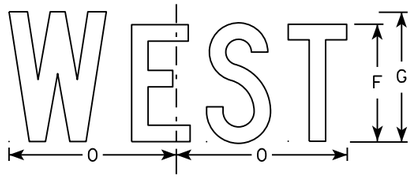
MB3-2
MK3-2
MN3-2



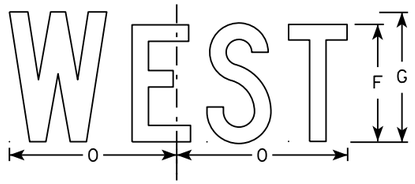
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thur M3-4
SERIES

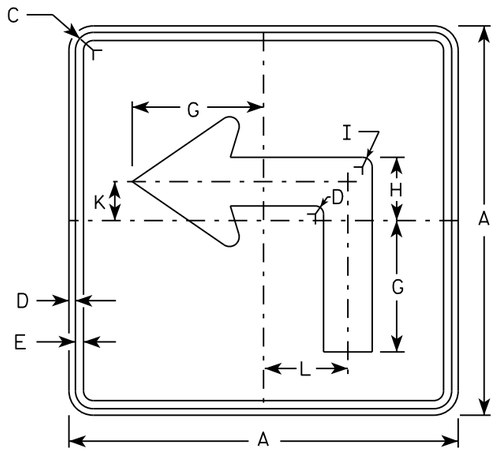
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

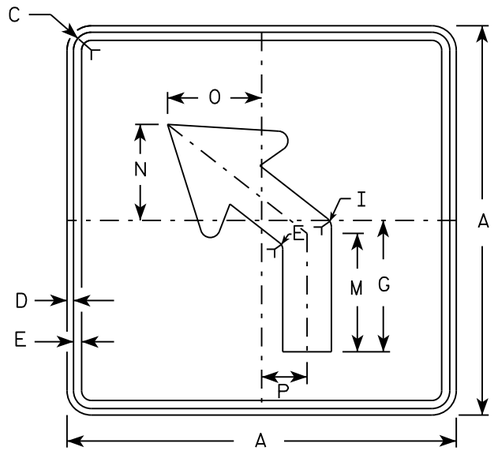
DATE 10/15/15 PLATE NO M3-1.14

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

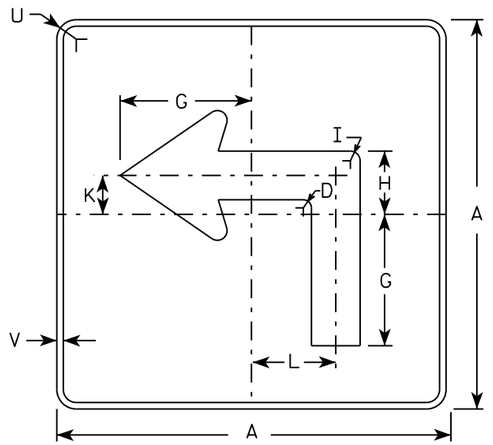
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



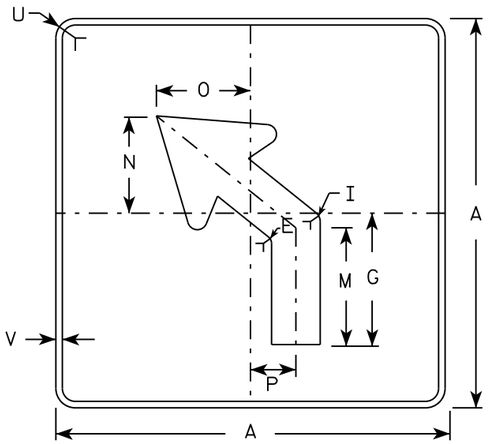
M5-1L
MM5-1L
MO5-1L
MP5-1L



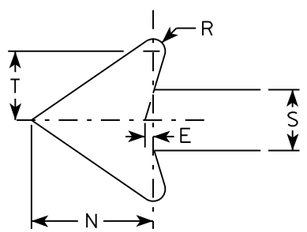
M5-2L
MM5-2L
MO5-2L
MP5-2L



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



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



NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

STANDARD SIGN
M5-1 & M5-2

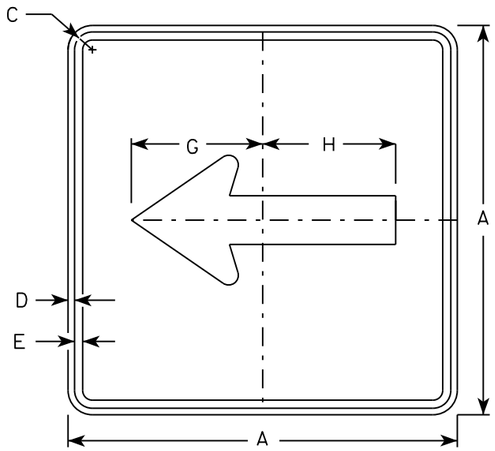
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

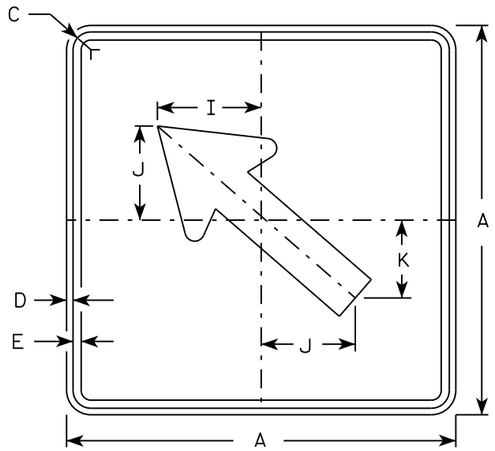
DATE 10/15/15 PLATE NO. M5-1.13

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



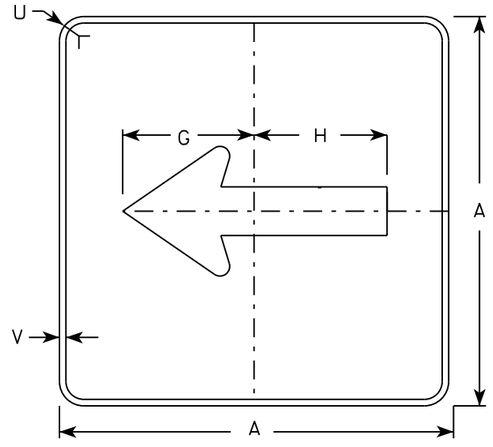
M6-1
MM6-1
MO6-1
MP6-1



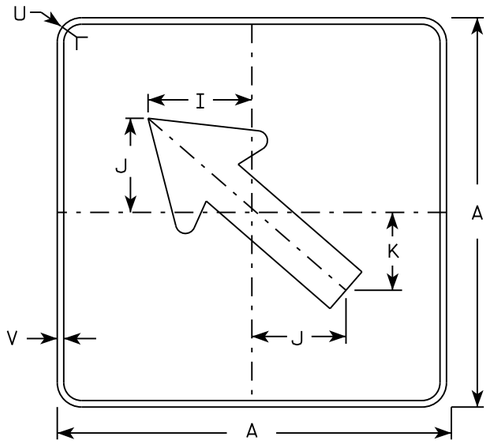
M6-2
MM6-2
MO6-2
MP6-2

NOTES

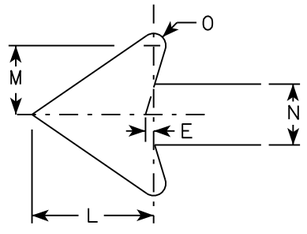
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



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



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



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

STANDARD SIGN
M6-1 & M6-2
SERIES

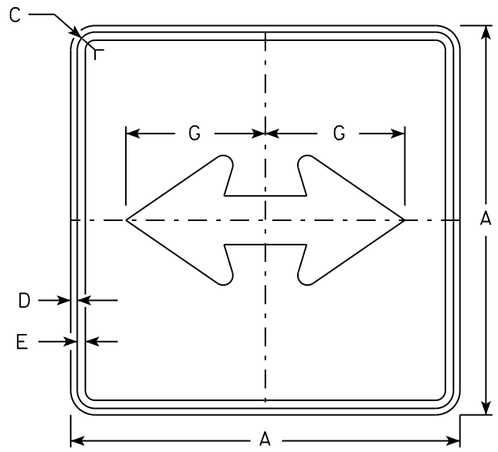
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

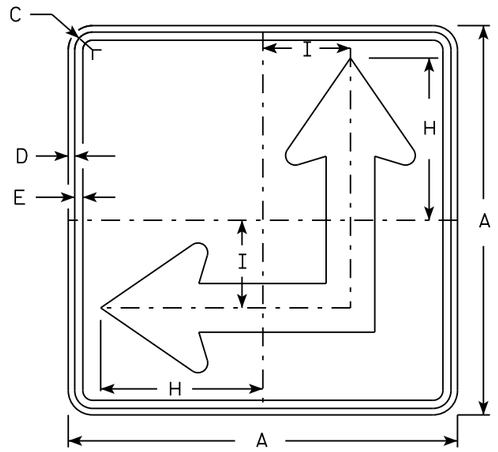
DATE 10/15/15 PLATE 213 M6-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



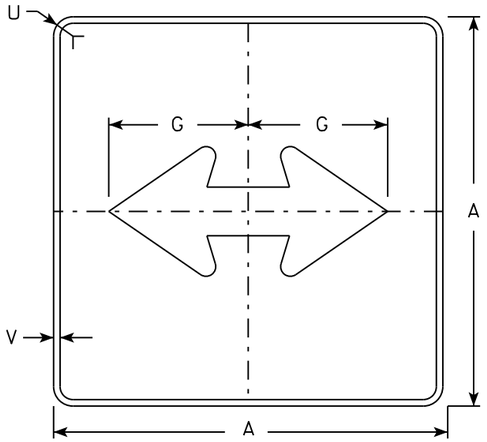
M6-4
MM6-4
MO6-4
MP6-4



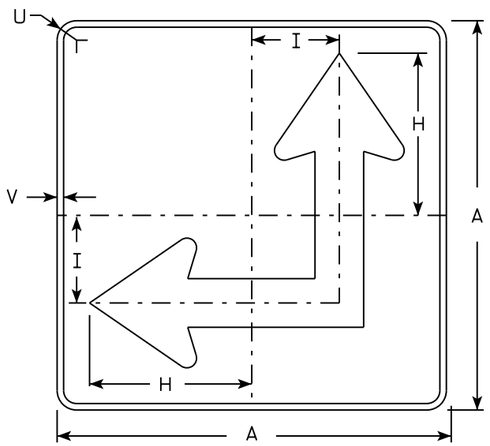
M6-6
MM6-6
MO6-6
MP6-6

NOTES

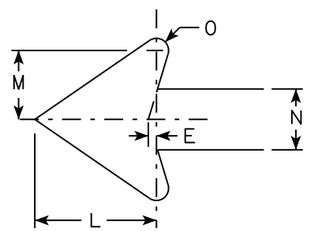
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See Note 4
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-4 and M6-6 Background - White
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White
   MK6-4 and MK6-6 Background - Green
   Message - White
   MM6-4 and MM6-6 Background - White
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White
   MO6-4 and MO6-6 Background - Orange - Type F Reflective
   Message - Black
   MP6-4 and MP6-6 Background - White
   Message - Blue
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow
5. M6-6R same as M6-6L except arrow points ahead and right.



MB6-4
MK6-4
MN6-4
MR6-4



MB6-6
MK6-6
MN6-6
MR6-6



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25

STANDARD SIGN
M6-4 & M6-6
SERIES

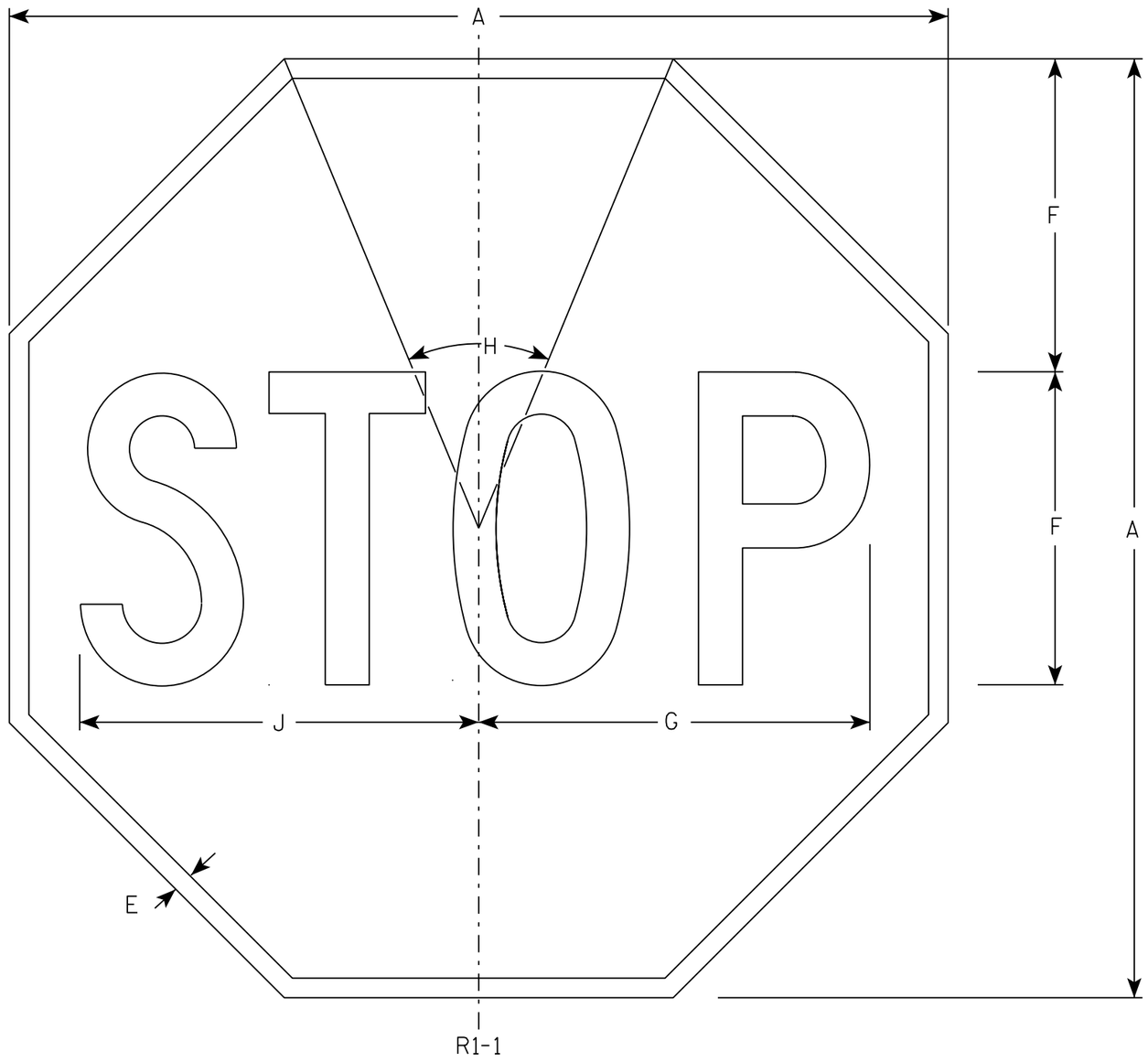
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 214 M6-4.10

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M64.DGN PLOT DATE : 01-DEC-2015 17:58 PLOT BY : $$ platuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



NOTES

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

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

STANDARD SIGN

R1-1

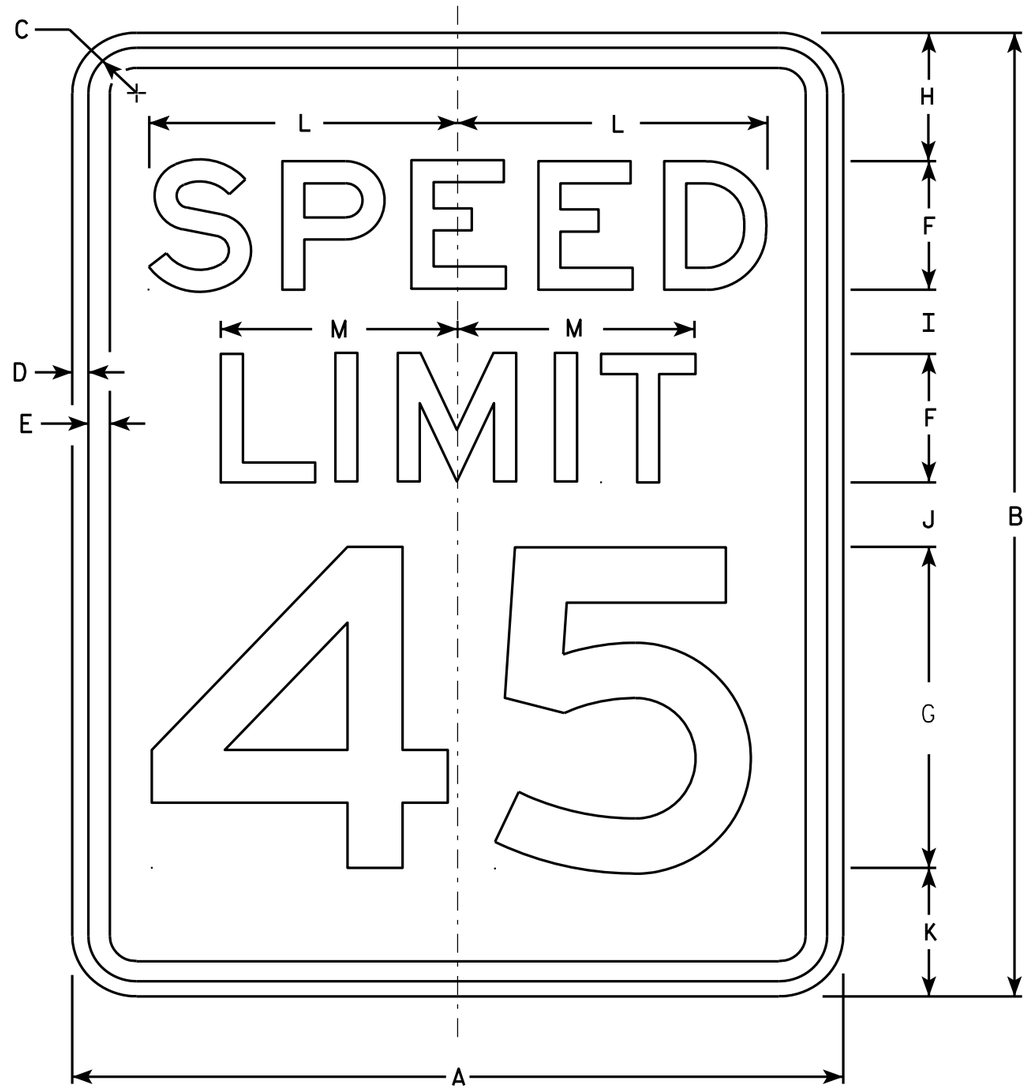
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 215	E



R2-1

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

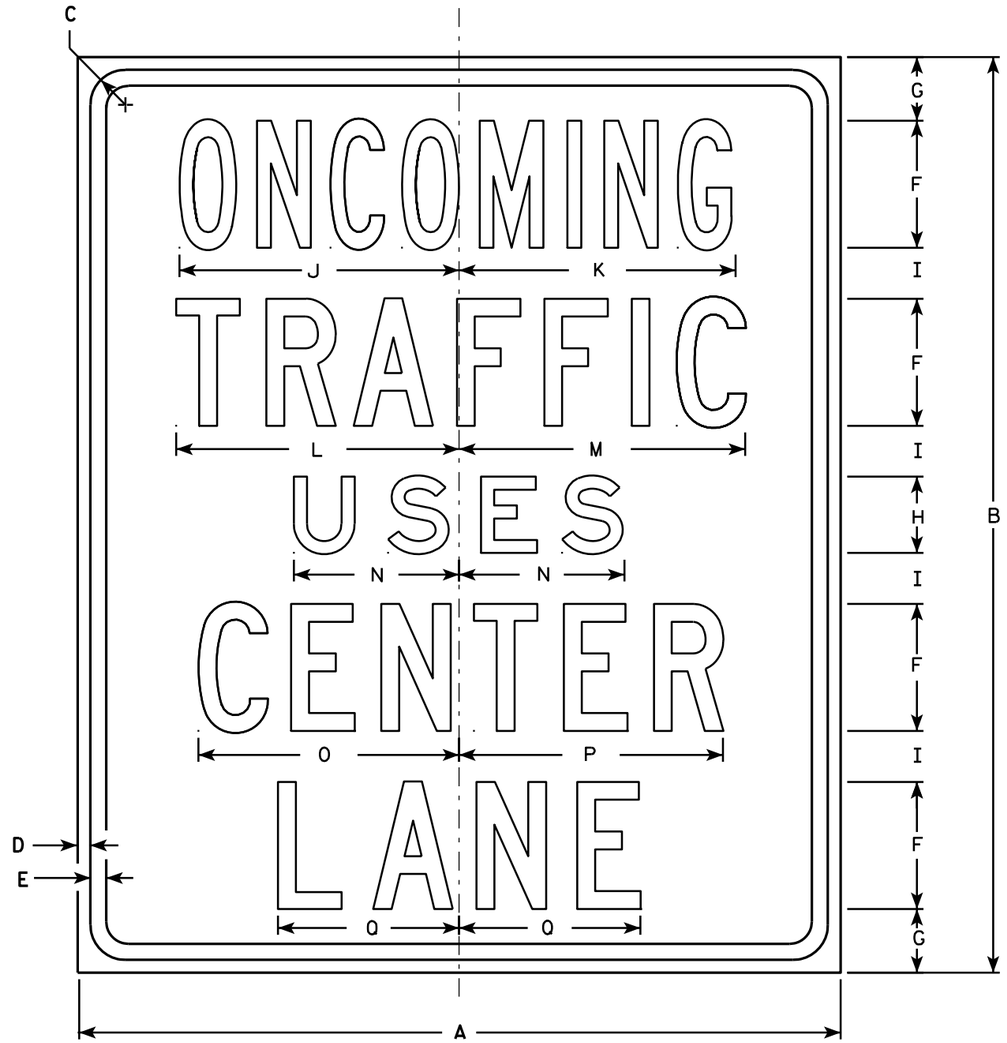
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 216	E



R3-72

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 - Line 1 is Series B, Lines 2, 4 and 5 are Series C, and Line 3 is Series E.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

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	36	1 3/8	1/2	5/8	5	2 1/2	3	2	11	10 7/8	11 1/8	11 1/4	6 1/2	10 1/4	10 3/8	7 1/8										7.50
2S	30	36	1 3/8	1/2	5/8	5	2 1/2	3	2	11	10 7/8	11 1/8	11 1/4	6 1/2	10 1/4	10 3/8	7 1/8										7.50
2M	30	36	1 3/8	1/2	5/8	5	2 1/2	3	2	11	10 7/8	11 1/8	11 1/4	6 1/2	10 1/4	10 3/8	7 1/8										7.50
3																											
4																											
5																											

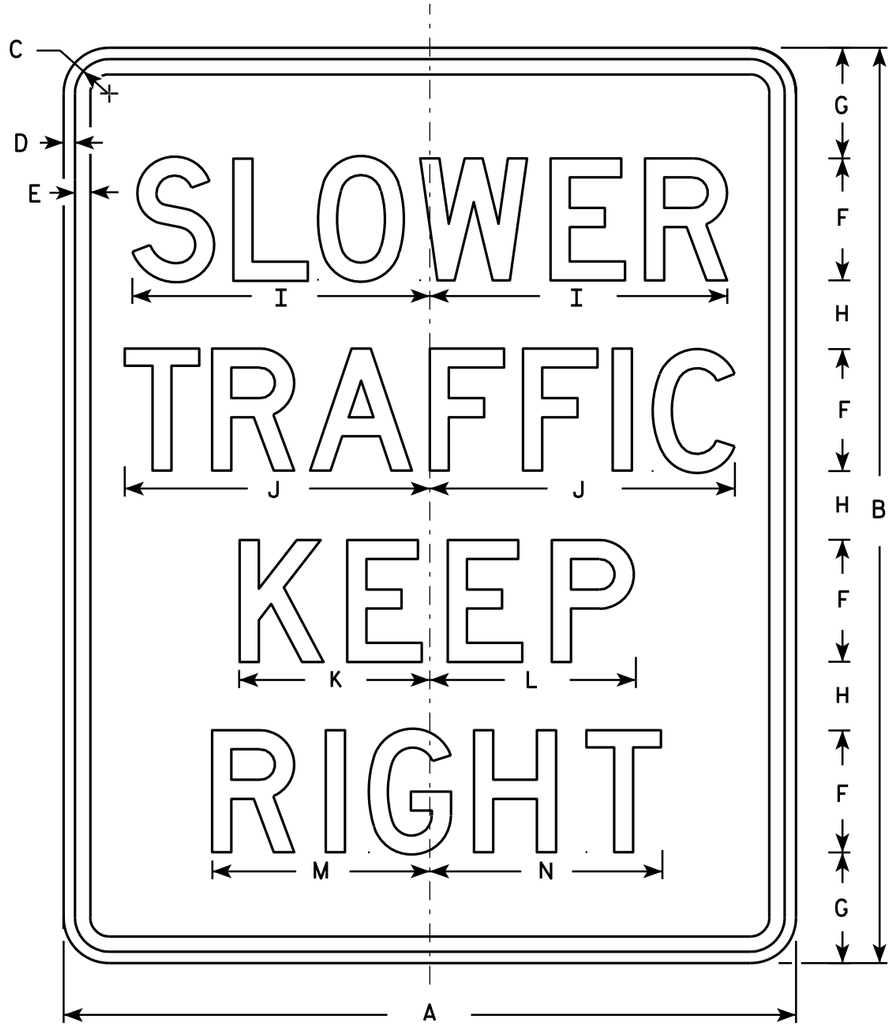
STANDARD SIGN
R3-72

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R3-72.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 217	E



R4-3

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	30	1 1/8	3/8	1/2	4	3 5/8	2 1/4	9 3/4	10	6 1/4	6 3/4	7 1/8	7 5/8													5.0
2M	24	30	1 1/8	3/8	1/2	4	3 5/8	2 1/4	9 3/4	10	6 1/4	6 3/4	7 1/8	7 5/8													5.0
3	36	48	1 5/8	5/8	3/4	6	6	4	14 5/8	15	9 3/8	10	10 3/4	11 3/8													12.0
4	36	48	1 5/8	5/8	3/4	6	6	4	14 5/8	15	9 3/8	10	10 3/4	11 3/8													12.0
5	48	60	2 1/4	3/4	1	8	7 1/4	4 1/2	19 1/2	20	12 1/2	13 1/2	14 1/4	15 1/4													20.0

STANDARD SIGN
R4-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-3.8

PROJECT NO:

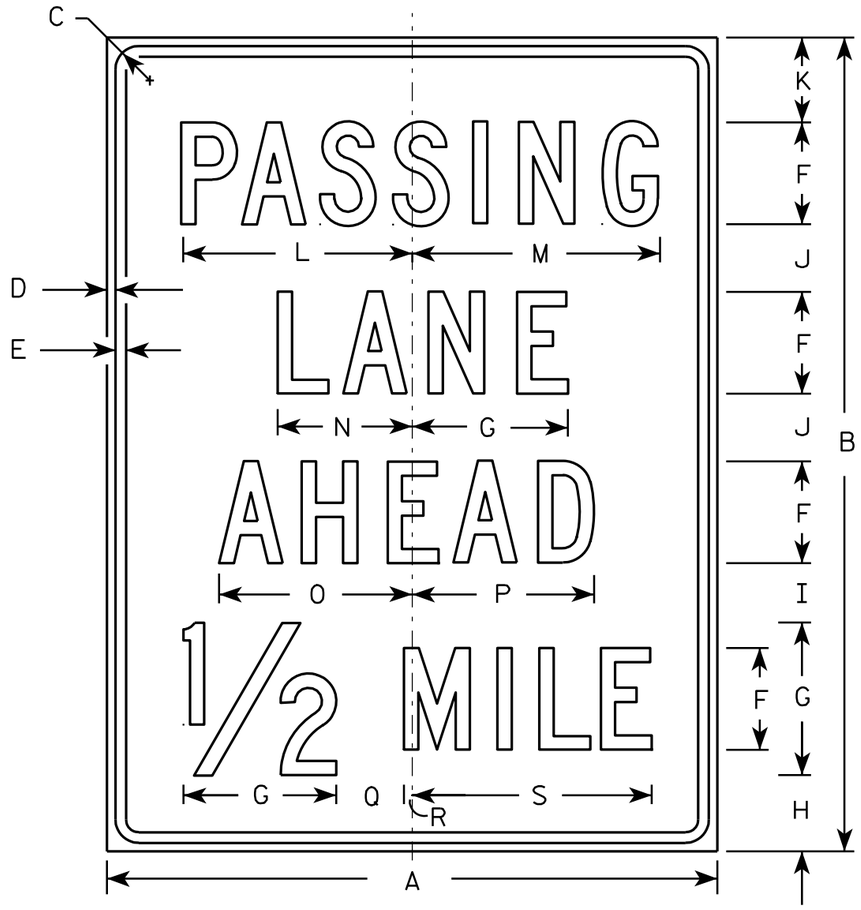
SHEET NO: 218 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R43.DGN PLOT DATE : 25-MAR-2011 13:40 PLOT BY : mscsja

WISDOT/CADDS SHEET 42

7

7



R4-51

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	48	1 3/8	1/2	5/8	6	9	4 1/2	3 1/2	4	5	13 5/8	14 1/2	8	11 3/8	10 3/4	4	1/2	14 1/8								12.0
2M	36	48	1 3/8	1/2	5/8	6	9	4 1/2	3 1/2	4	5	13 5/8	14 1/2	8	11 3/8	10 3/4	4	1/2	14 1/8								12.0
3																											
4																											
5																											

STANDARD SIGN
R4-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2011 PLATE NO. R4-51.4

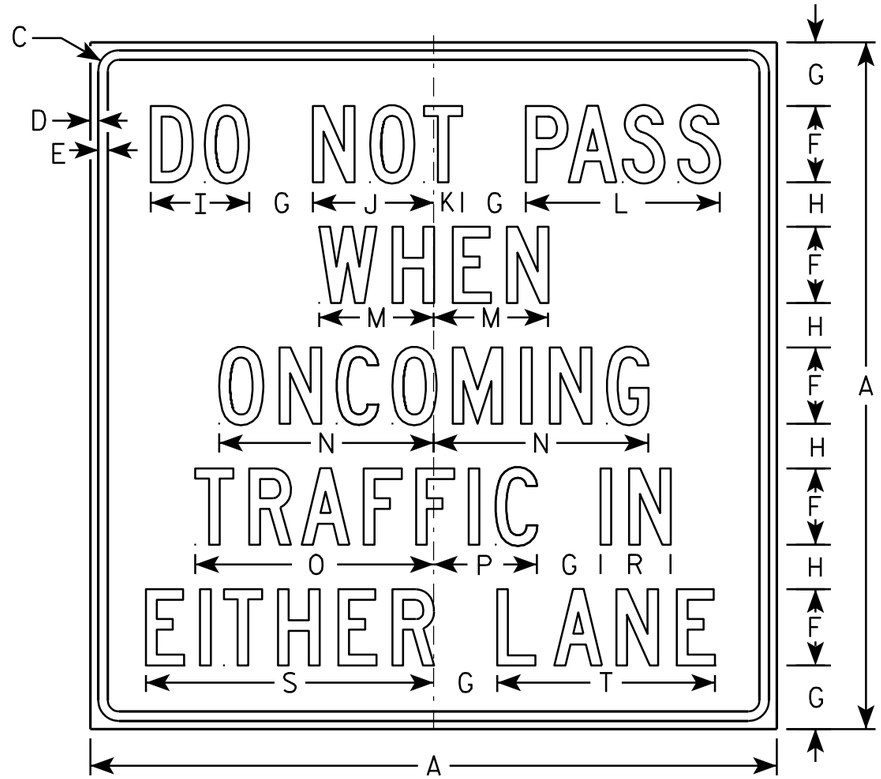
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 219 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R451.DGN PLOT DATE : 29-MAR-2011 10:36 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 8.938567:1.000000

WISDOT/CADDS SHEET 42

7

7



R4-53

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 - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	54		1 5/8	5/8	3/4	6	5	3 1/2	7 3/4	9 1/2	2 1/4	15 1/4	9	16 7/8	18 3/4	8 1/8		5 1/2	22 5/8	17 1/8							20.25
2M	54		1 5/8	5/8	3/4	6	5	3 1/2	7 3/4	9 1/2	2 1/4	15 1/4	9	16 7/8	18 3/4	8 1/8		5 1/2	22 5/8	17 1/8							20.25
3																											
4																											
5																											

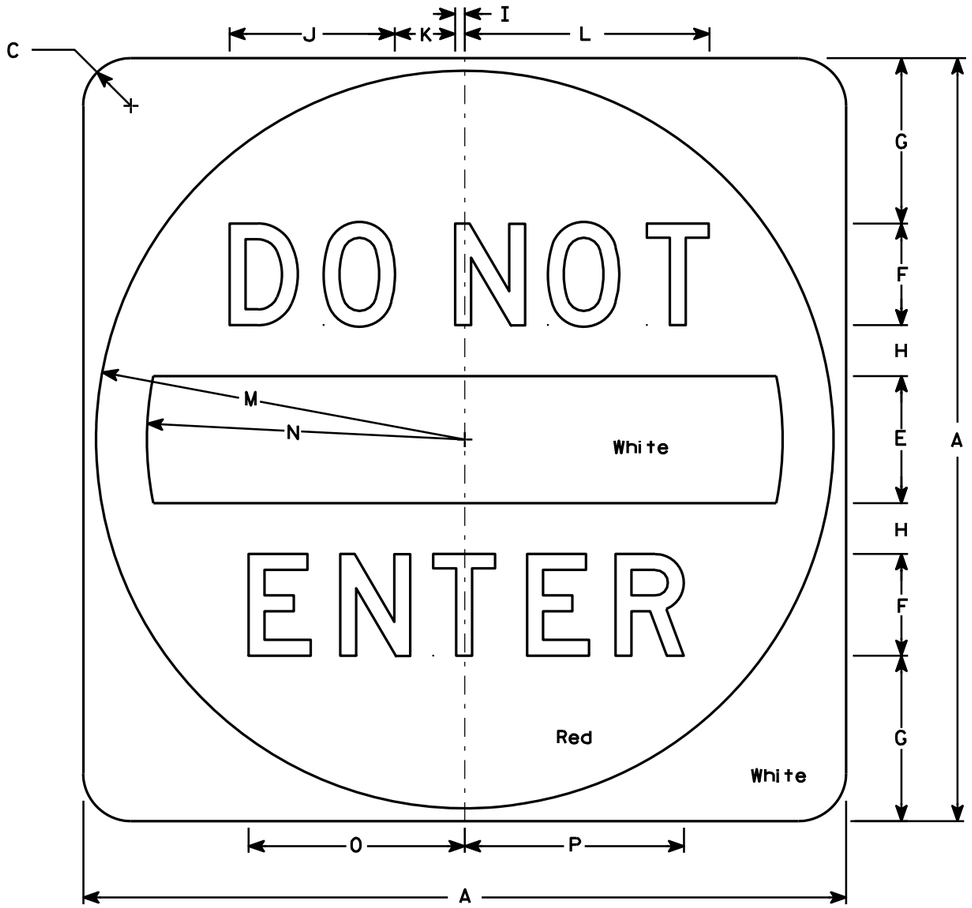
STANDARD SIGN
R4-53

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/2/10 PLATE NO. R4-53.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 220 | E



R5-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See detail
   Message - White - Type H Reflective
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but when base material is metal, the cornors shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.26
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 221 | E

R55-51

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	18		1 1/2	3/8	3/8	4	3	2	1 1/2	2	2 1/8	6 7/8	7	7 1/4													2.25
2M	18		1 1/2	3/8	3/8	4	3	2	1 1/2	2	2 1/8	6 7/8	7	7 1/4													2.25
3																											
4																											
5																											

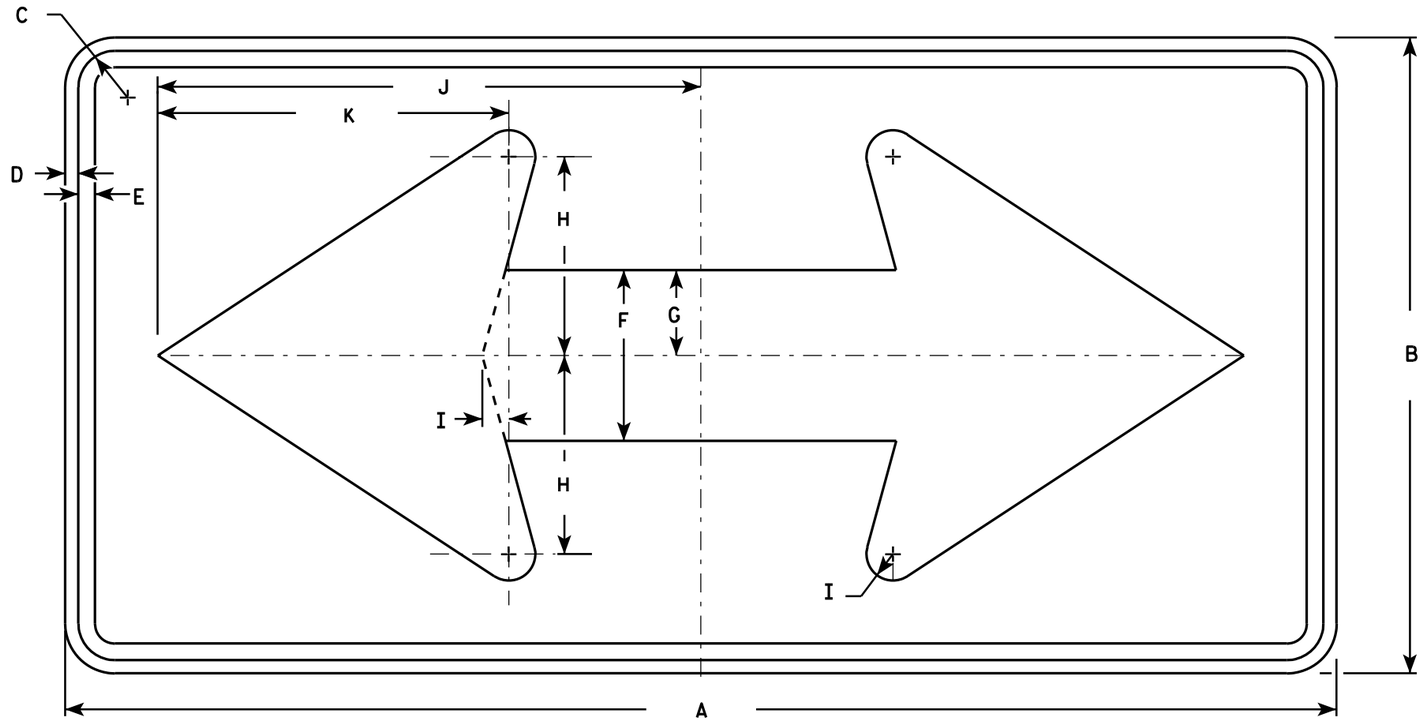
STANDARD SIGN
R55-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/30/11 PLATE NO. R55-51.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 222	E



W1-7

NOTES

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

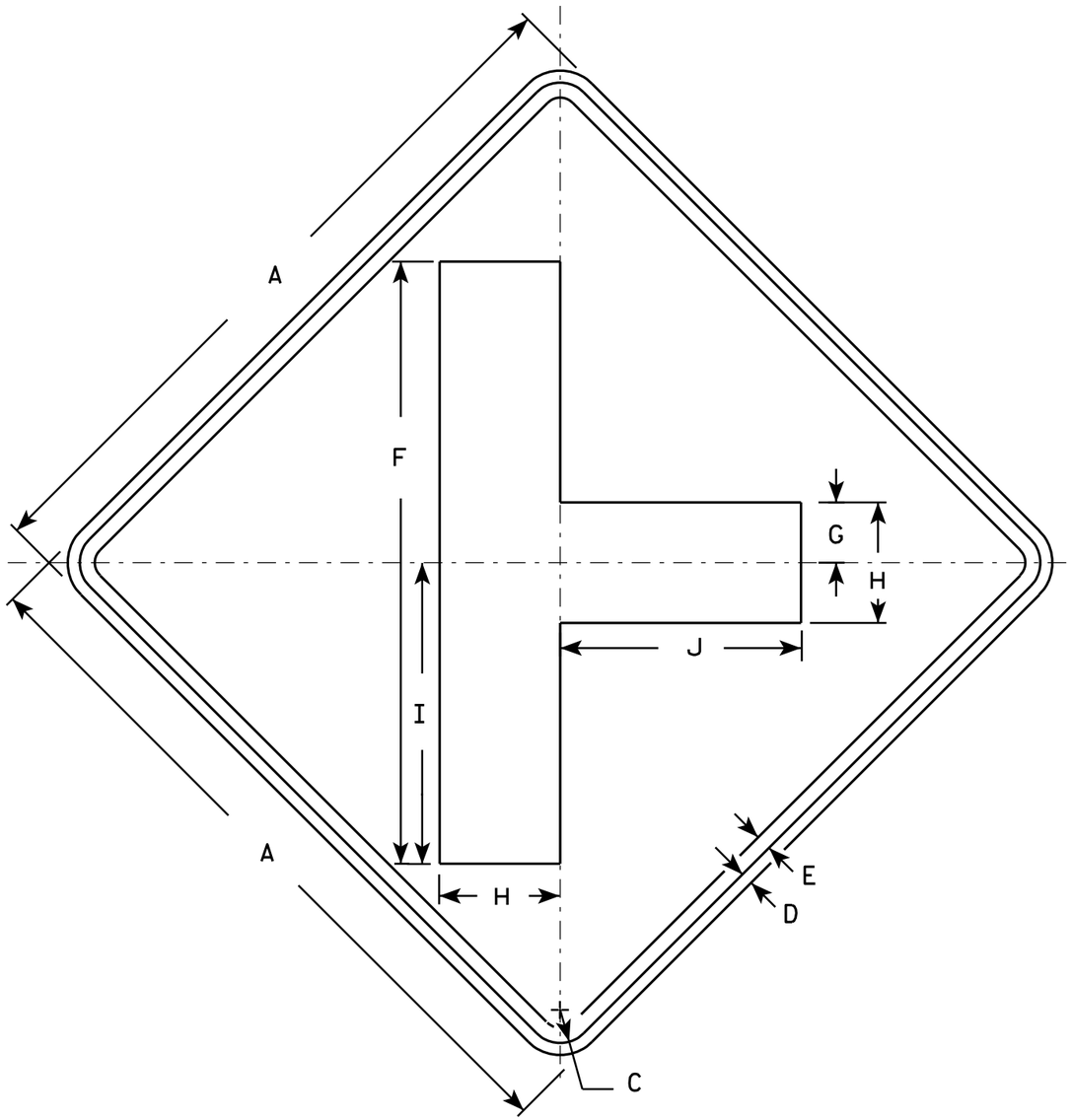
STANDARD SIGN
W1-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 223 | E



W2-2

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. 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																											

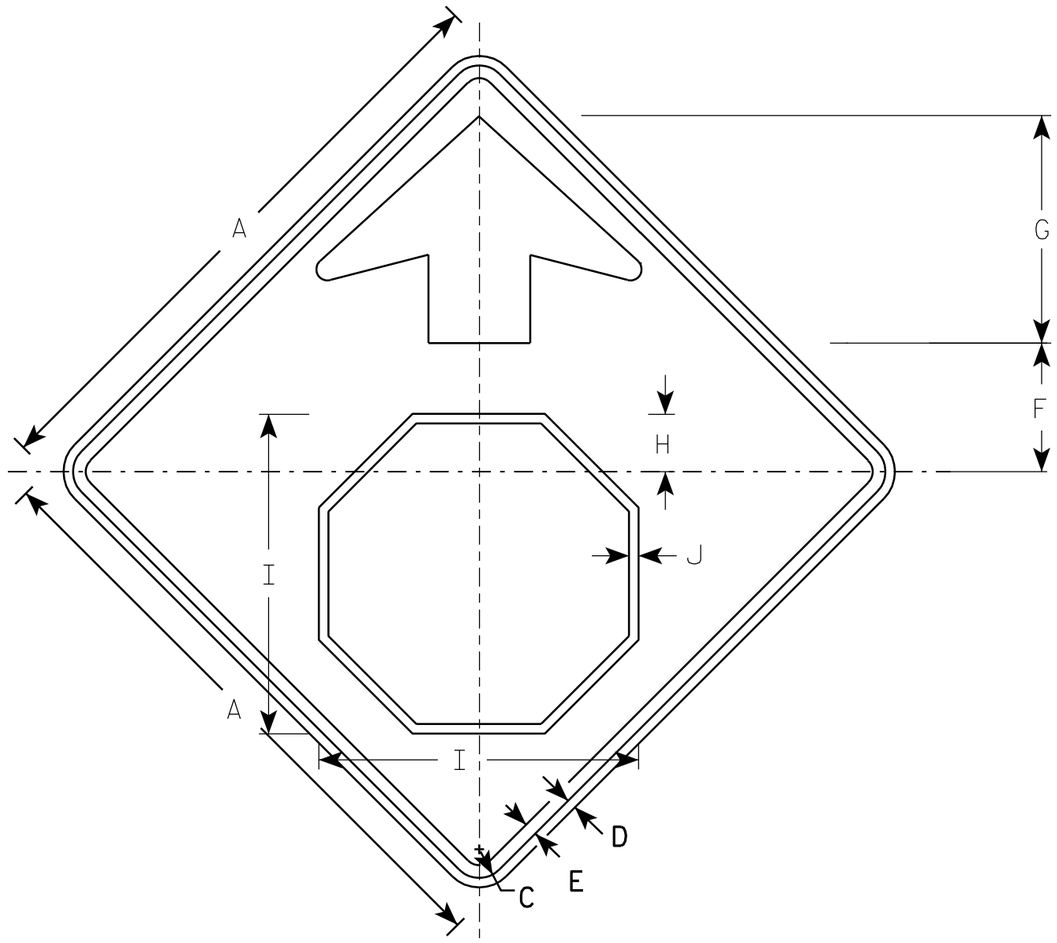
STANDARD SIGN
W2-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

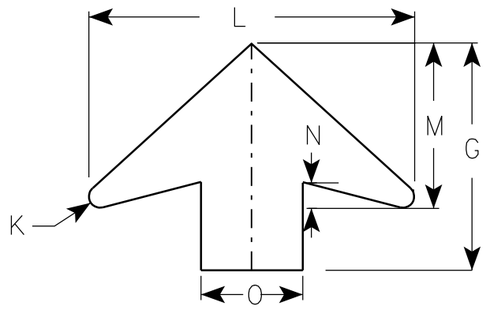
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 224	E



W3-1

NOTES

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

STANDARD SIGN
W3-1

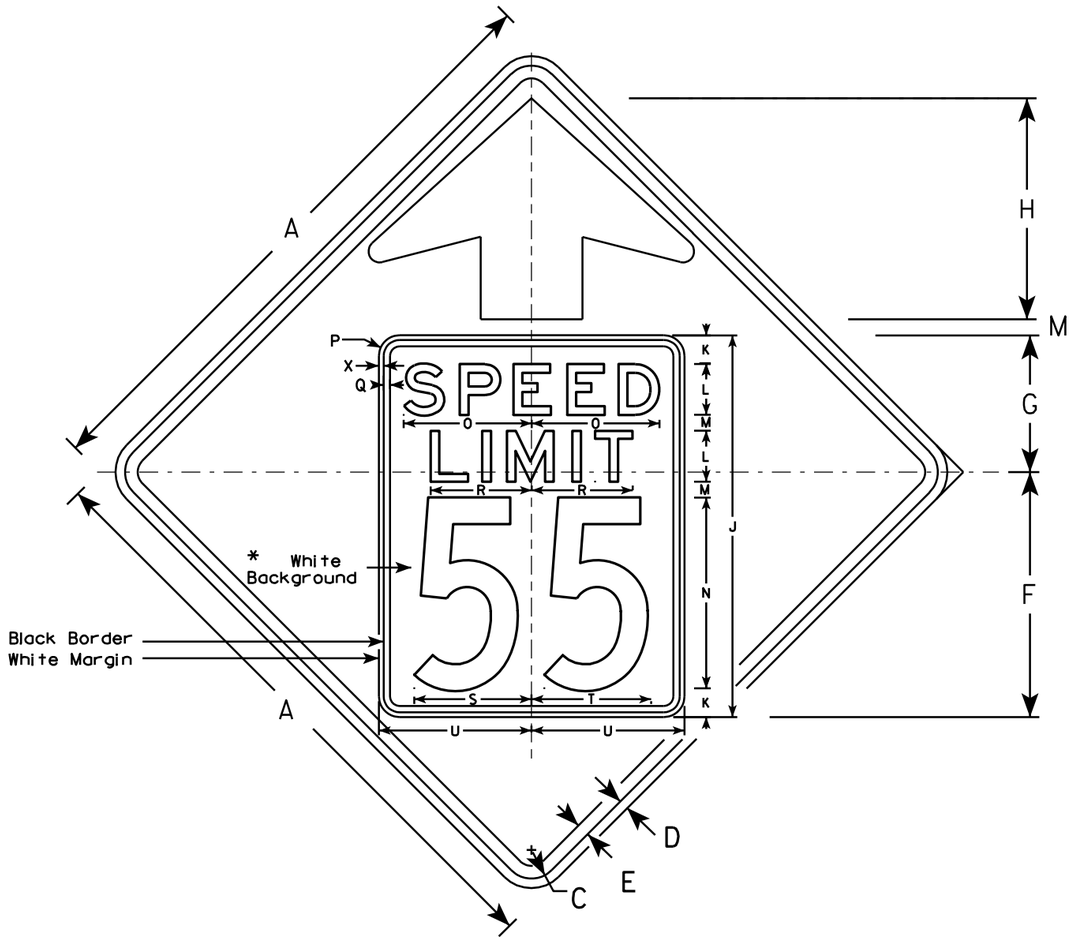
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-1.12

PROJECT NO:

SHEET NO: 225 E

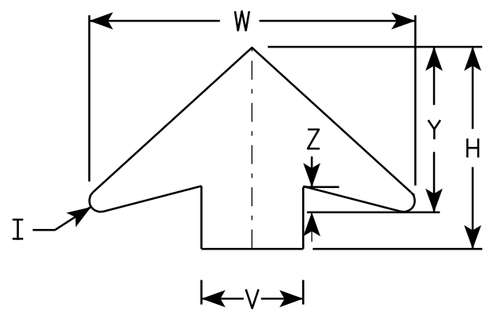


W3-5

NOTES

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

*Speed Limit Sign shall have a White Background



ARROW DETAIL

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

STANDARD SIGN
W3-5

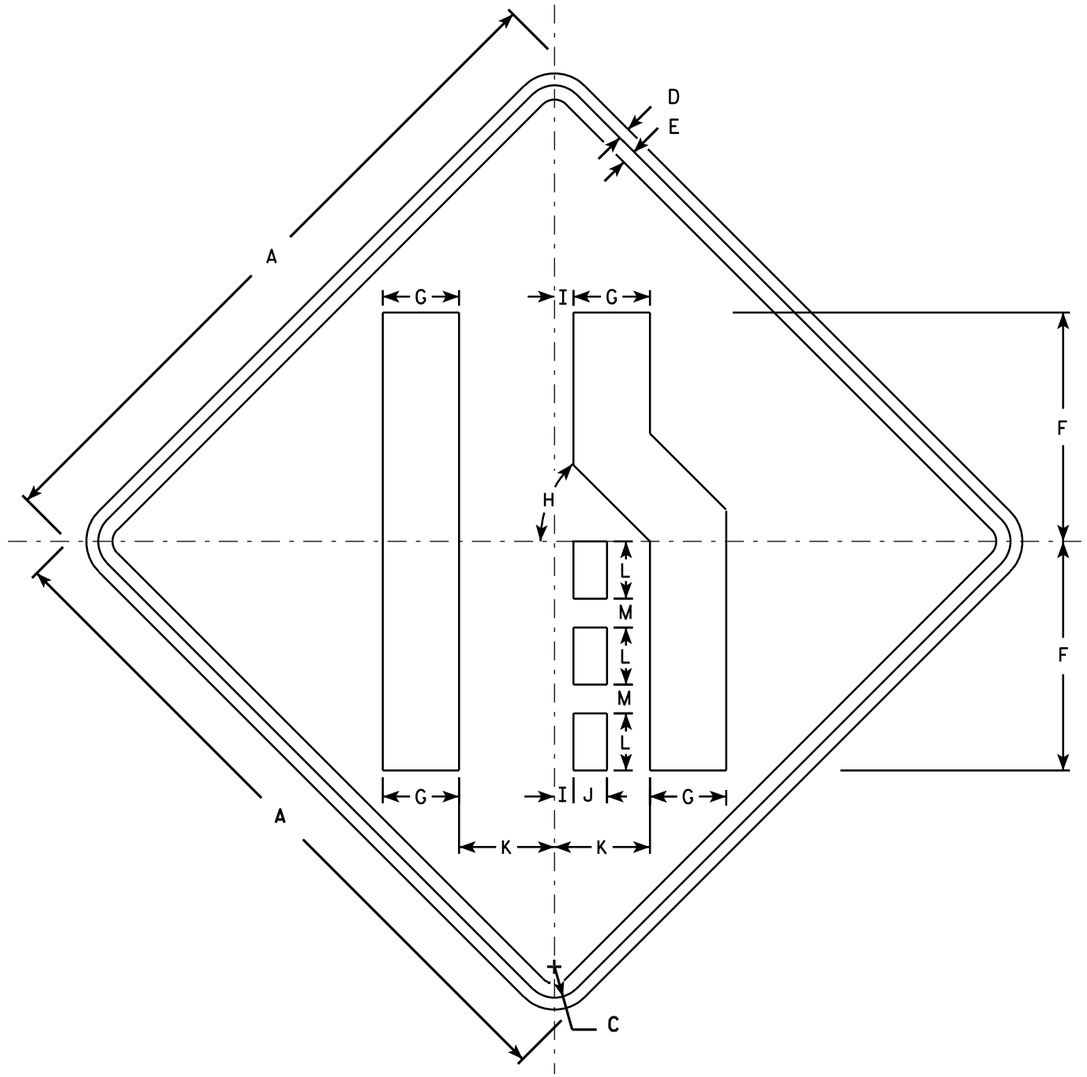
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:

SHEET NO: 226 E



W4-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W4-2L is the same as W4-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	10	3 3/8	45°	7/8	1 1/2	4 1/4	2 1/2	1 1/4														6.25
2S	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2M	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
3	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W4-2

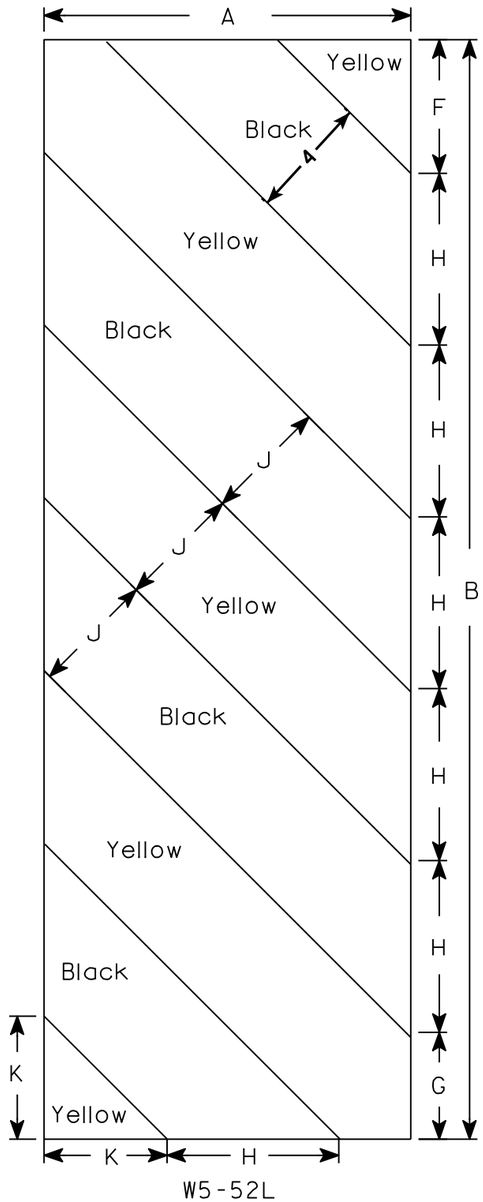
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

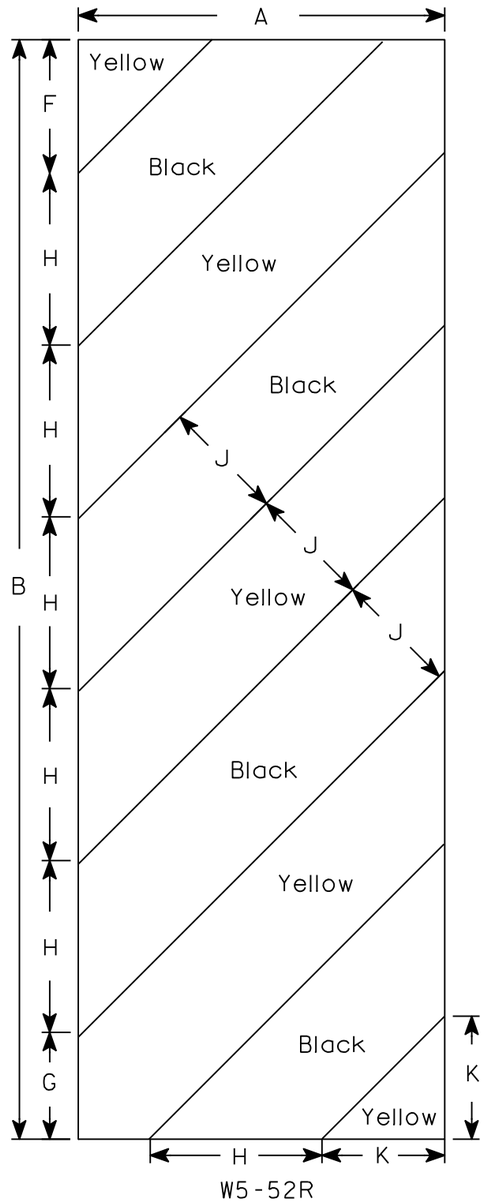
DATE 3/12/13 PLATE NO. W4-2.14

PROJECT NO:

SHEET NO: 227 E



W5-52L



W5-52R

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
2M	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
3	18	54				6	5 1/2	8 1/2	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN

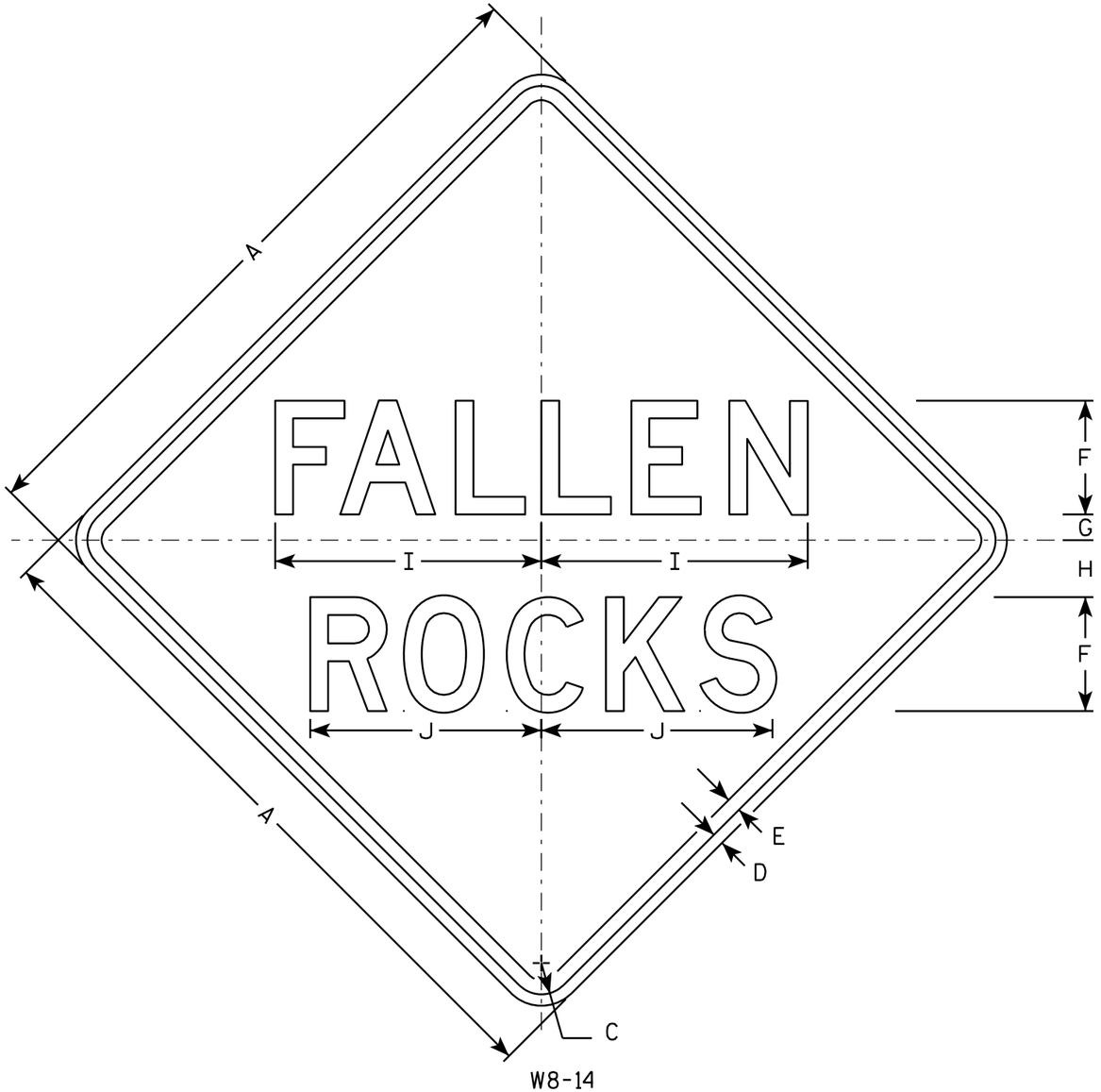
W5-52L & W5-52R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W5-52.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 228	E



W8-14

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 3/8	1/2	5/8	5	1 1/8	2 1/2	11 3/4	10 1/8																	6.25
2M	36		1 5/8	5/8	3/4	6	1 3/8	3	14	12 1/8																	9.0
3	36		1 5/8	5/8	3/4	6	1 3/8	3	14	12 1/8																	9.0
4	36		1 5/8	5/8	3/4	6	1 3/8	3	14	12 1/8																	9.0
5	48		2 1/4	3/4	1	8	1 3/4	4	18 3/4	16 1/4																	16.0

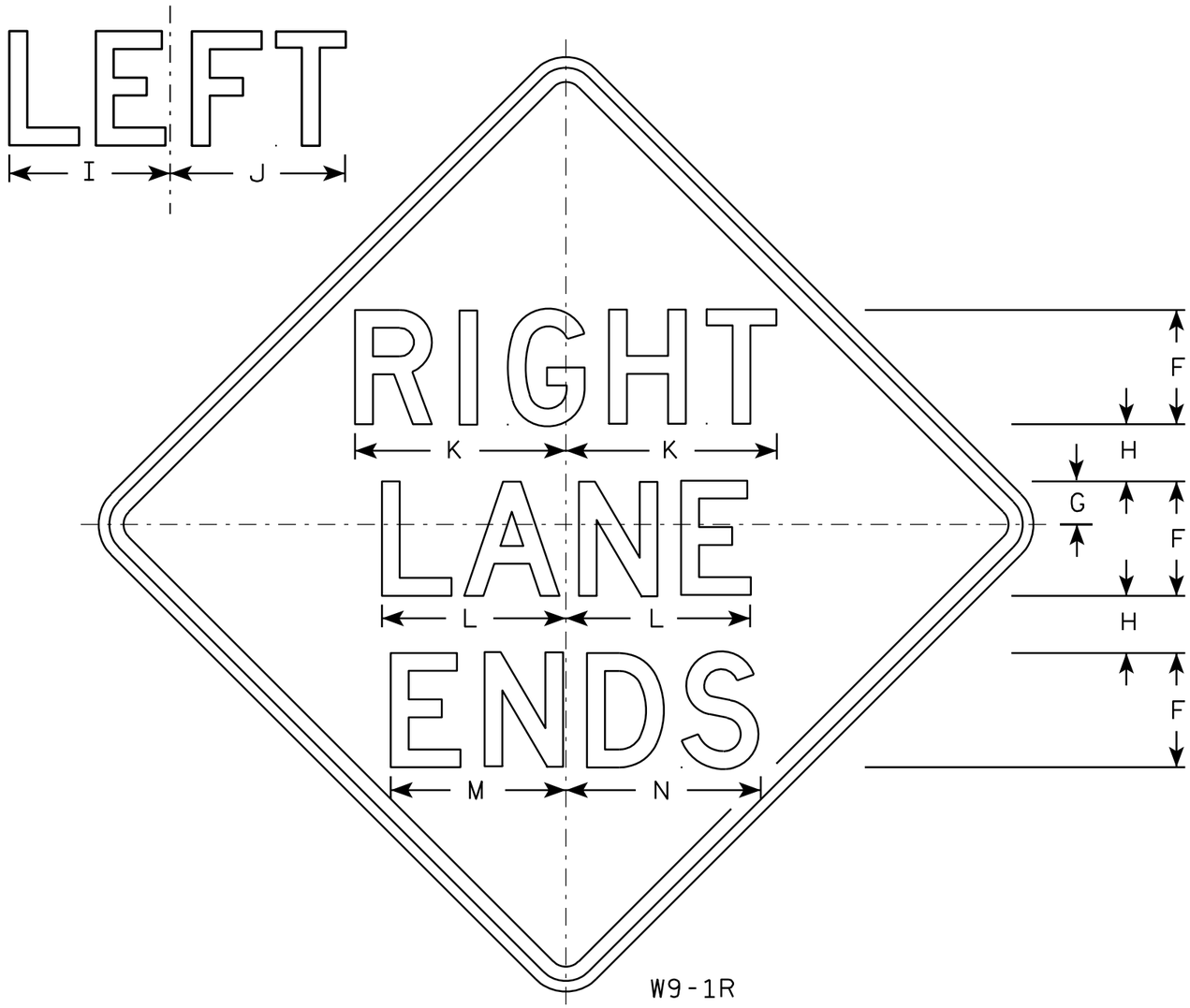
STANDARD SIGN
W8-14

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/14/13 PLATE NO. W8-14.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 229 | E



W9-1R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. 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. W9-1L same as W9-1R except the word Left replaces 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	30		1 3/8	1/2	5/8	5	1 1/2	2 1/2	7 1/8	7 5/8	9 1/4	8 1/8	7 5/8	8 5/8													6.25
2S	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
2M	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
3	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
4	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
5	48		2 1/4	3/4	1	8	3	4	11 1/4	12 1/4	14 3/4	12 7/8	12 1/4	13 5/8													16.0

STANDARD SIGN
W9-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 03/18/13 PLATE NO. W9-1.8

PROJECT NO:

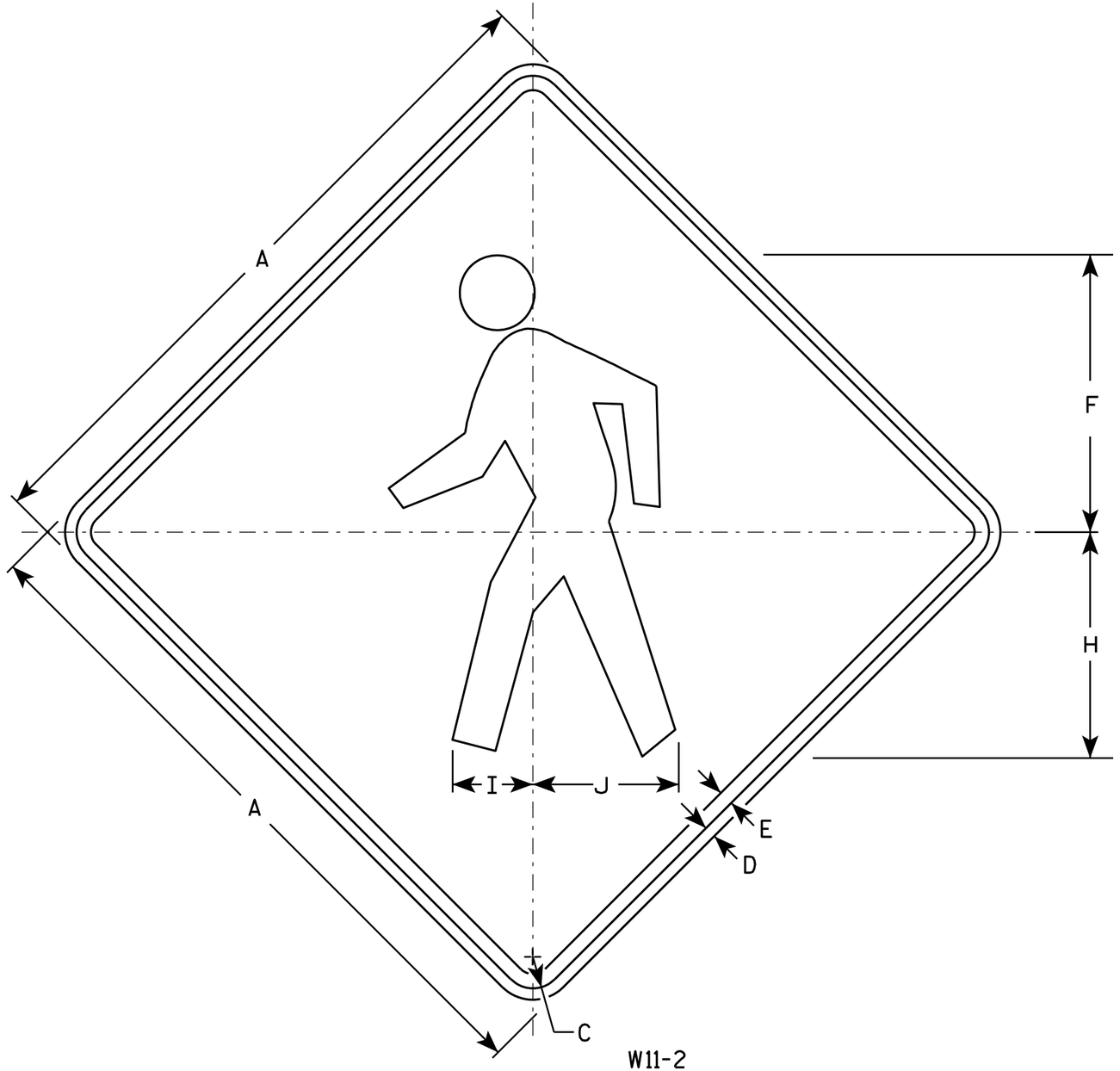
SHEET NO: 230 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W91.DGN PLOT DATE : 18-MAR-2013 11:42 PLOT BY : mscsja

WISDOT/CADDS SHEET 42

7

7



W11-2

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. 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	9 3/4		7 7/8	2 7/8	5 1/8																	4.0
2S	30		1 3/8	1/2	5/8	12 1/8		9 7/8	3 1/2	6 3/8																	6.25
2M	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
3	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
4	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

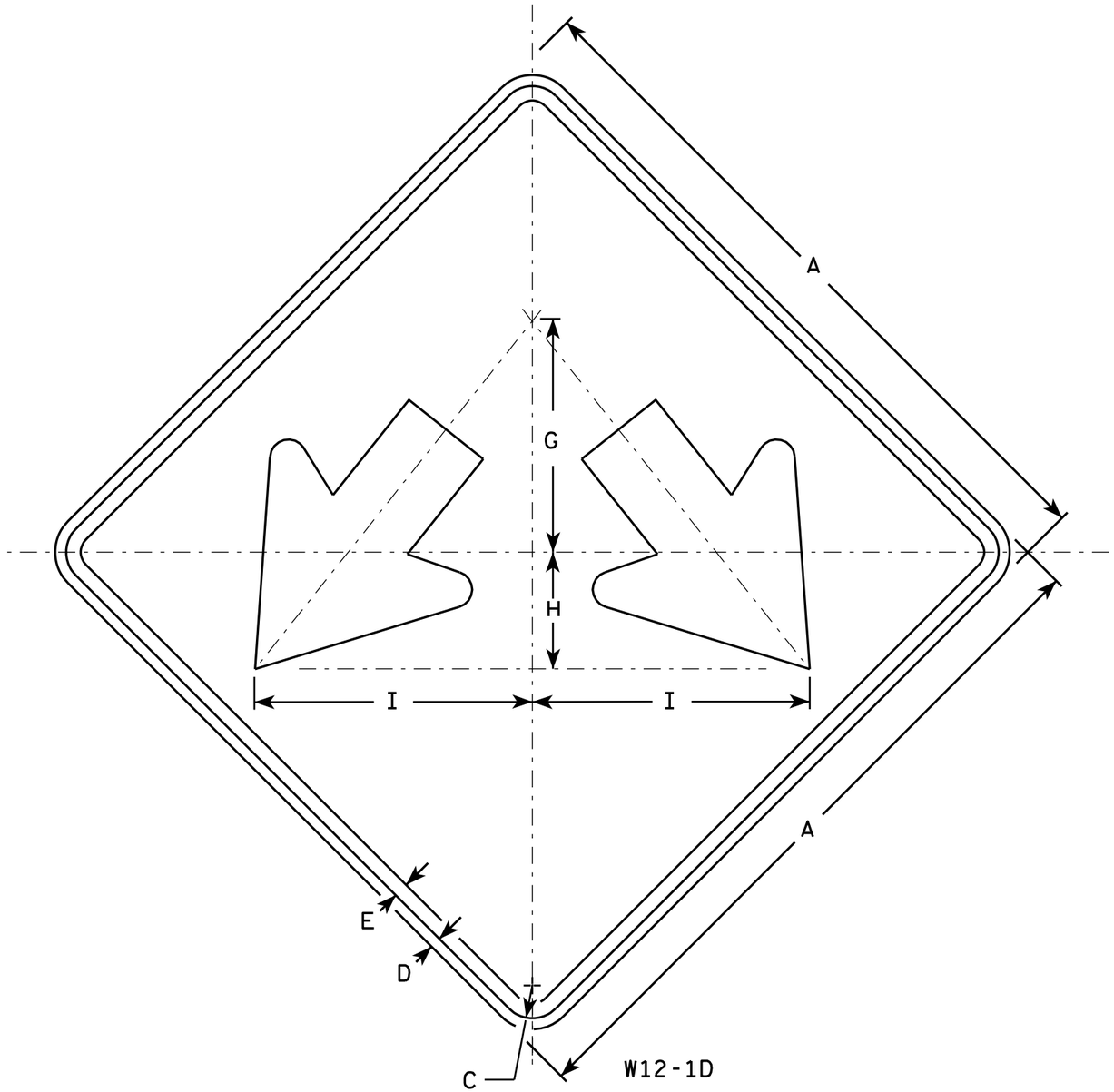
STANDARD SIGN
W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

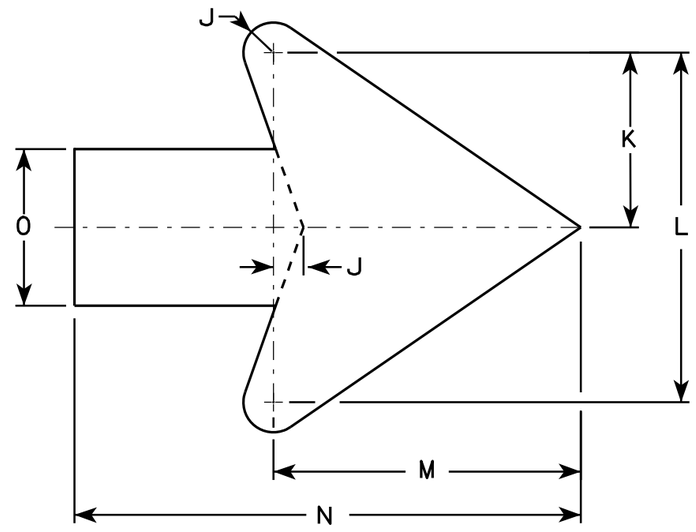
DATE 6/7/10 PLATE NO. W11-2.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 231	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

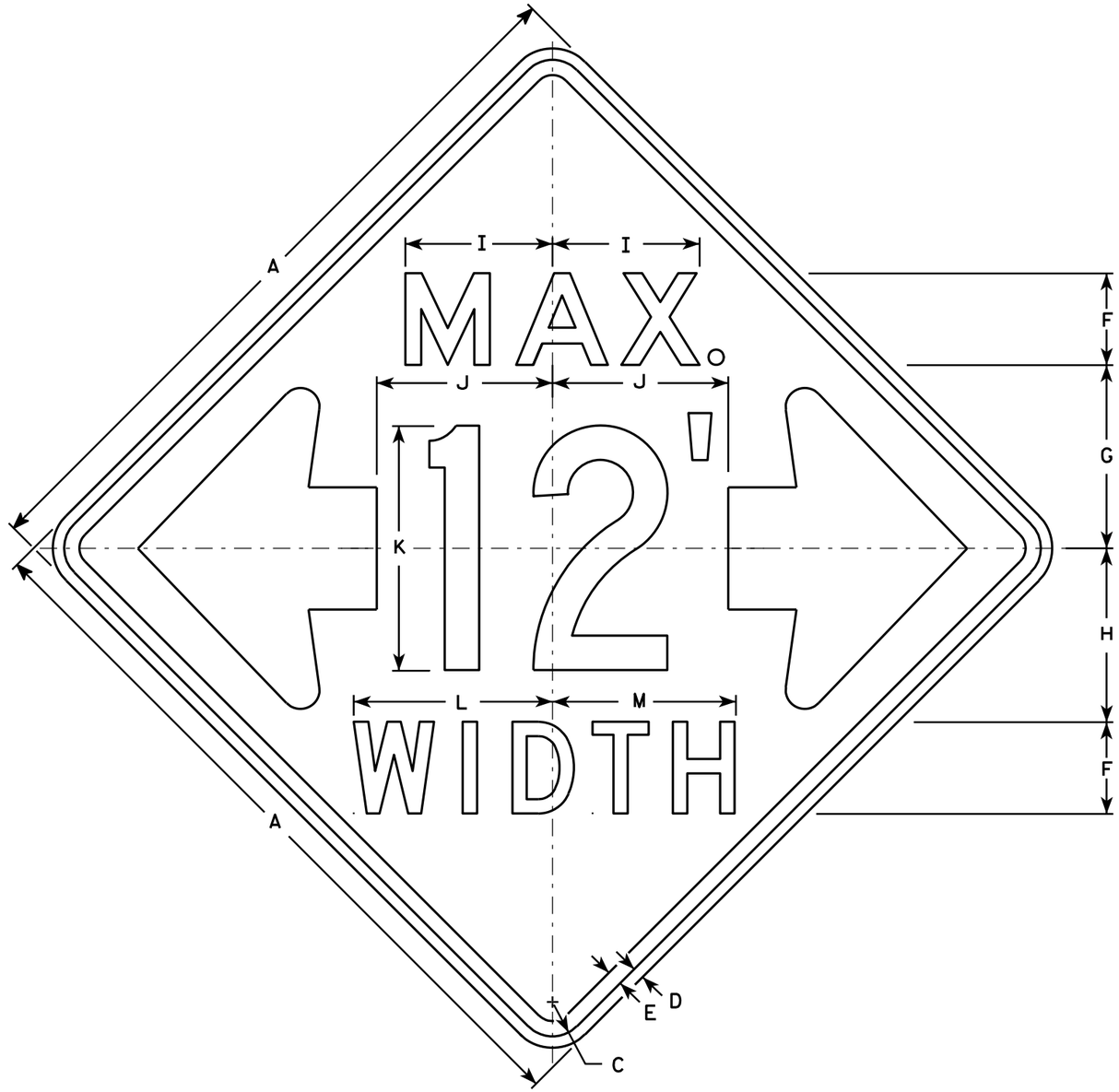
STANDARD SIGN
W12-1D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

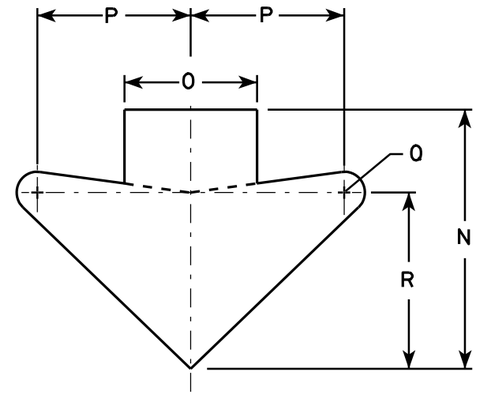
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 232	E



W12-52

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. The top line is series E, the numerals are series C, and the bottom line is series D.
6. Substitute appropriate numerals and adjust spacing as required.



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	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
2M	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
3																											
4																											
5																											

STANDARD SIGN
W12-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

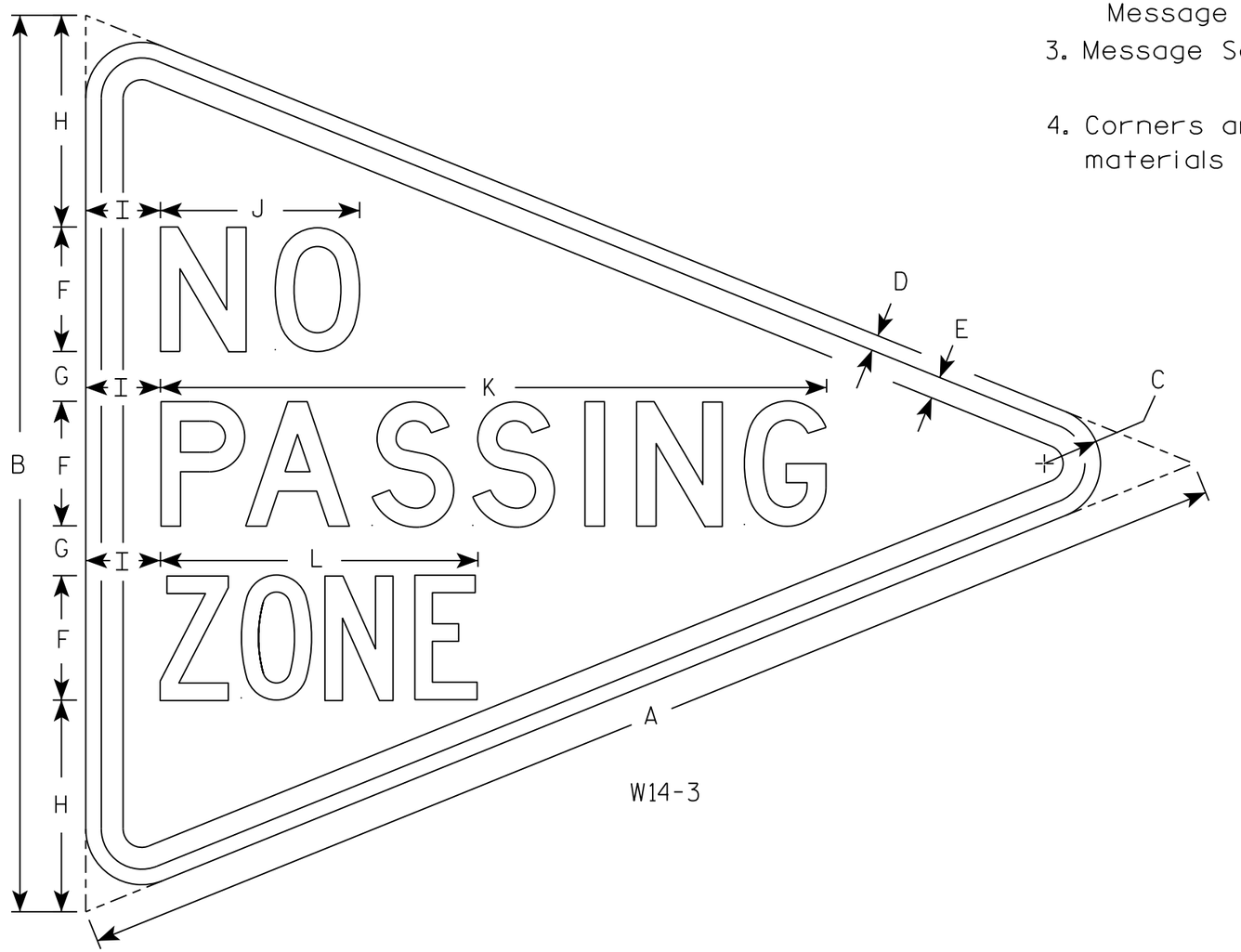
DATE 3/16/11 PLATE NO. W12-52.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 233 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W1252.DGN PLOT DATE : 16-MAR-2011 14:45 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.137199:1.000000
WISDOT/CADDS SHEET 42

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - Lines 1 and 2 are Series D.
   Line 3 is series C.
4. Corners and borders shall be rounded on all base materials for this sign.



W14-3

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	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															5.56
2M																											
3																											
4																											
5																											

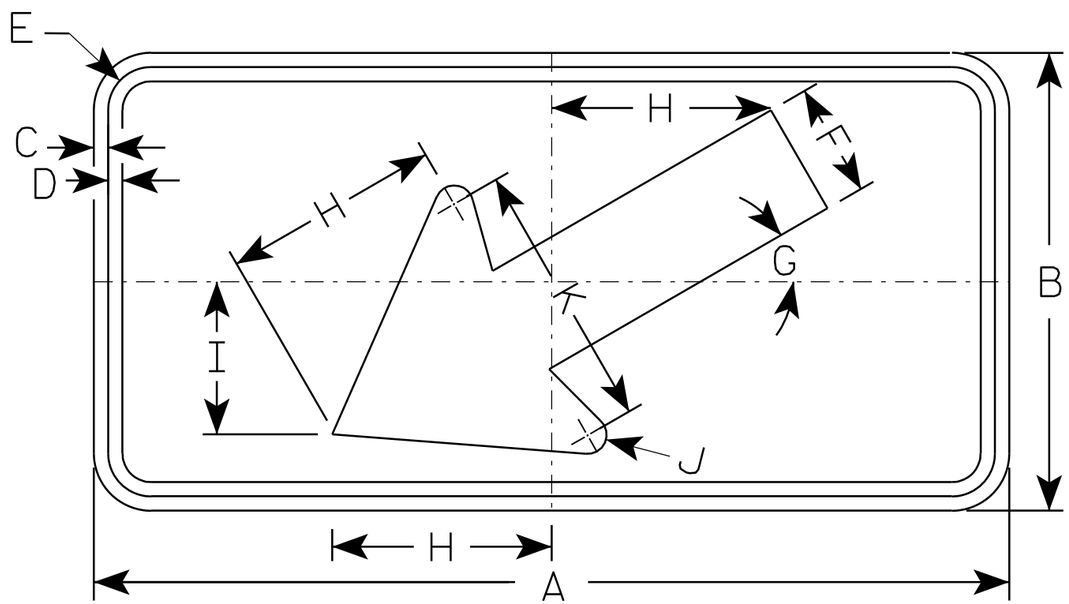
STANDARD SIGN
W14-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/17 PLATE NO. W14-3.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 234 | E



W16-7L

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. W16-7R is the same as W16-L 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																											
2S	24	12	3/8	3/8	1 1/8	3	30°	5 3/4	4	1/2	7																2.0
2M	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
3	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
4																											8
5																											8

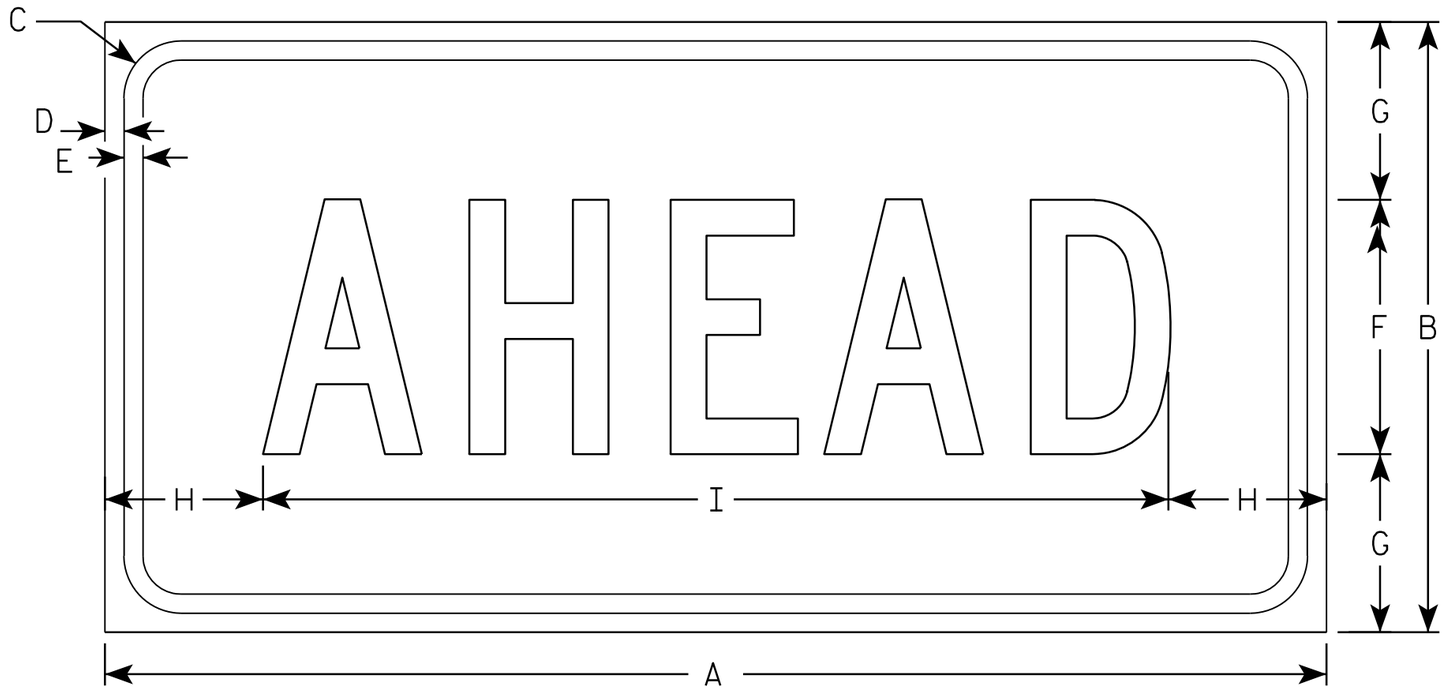
STANDARD SIGN
W16-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/02/10 PLATE NO. W16-7.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 235	E



W16-9P

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
2M	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
3	30	18	1 1/8	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
4	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5																											

STANDARD SIGN
W16-9P

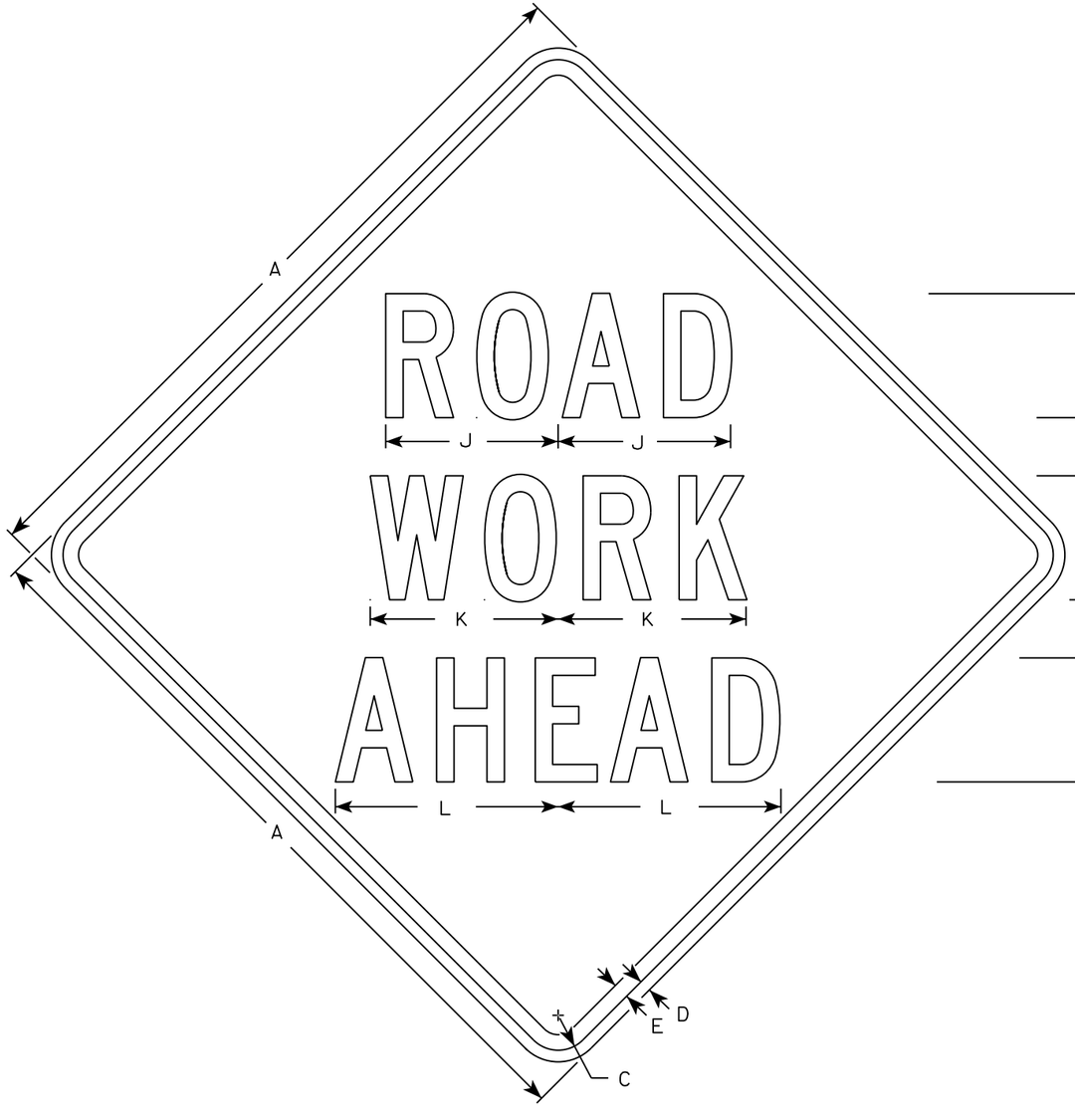
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

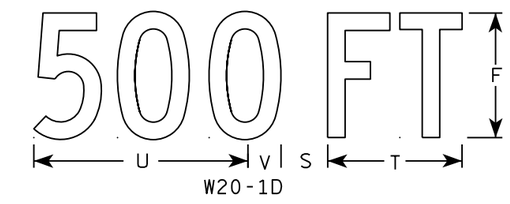
DATE 12/28/10 PLATE NO. W16-9P.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 236 | E

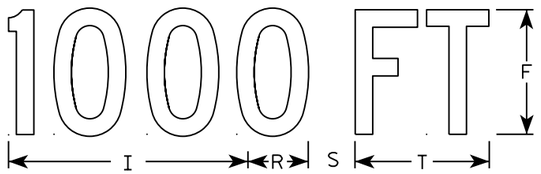
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W169P.DGN PLOT DATE : 28-DEC-2010 13:39 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 2.979524:1.000000
WISDOT/CADDS SHEET 42



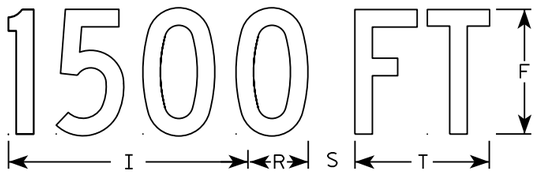
W20-1A



W20-1D

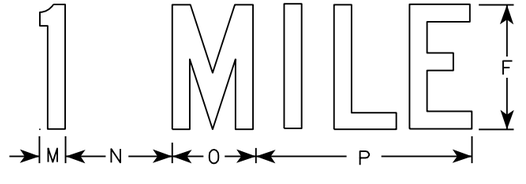


W20-1C

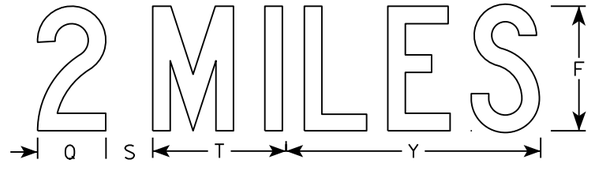


W20-1B

W20-1G



W20-1F



W20-1E

NOTES

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

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

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

WISCONSIN DEPT OF TRANSPORTATION

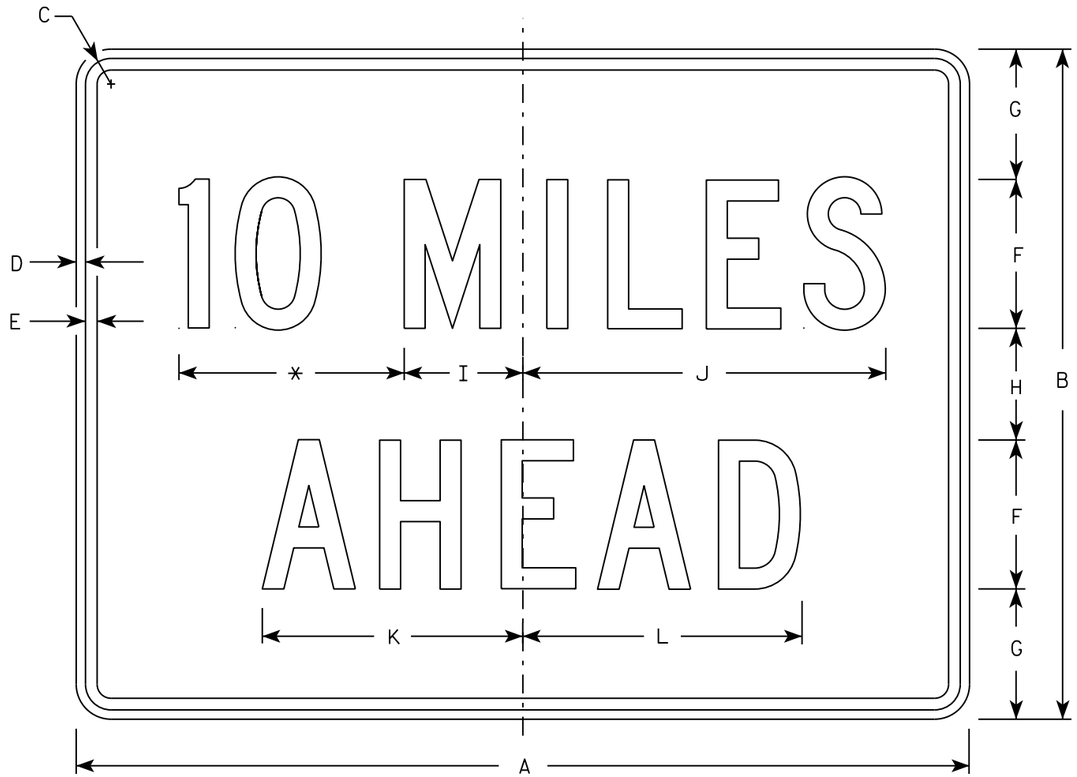
APPROVED Matthew R Rauch
for State Traffic Engineer

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

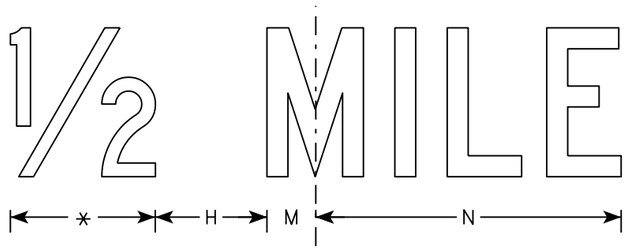
PROJECT NO:

SHEET NO: E

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



W057-52



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to the 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	24	1 1/8	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	12													6.0
2S	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
2M	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
3	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
4	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
5	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0

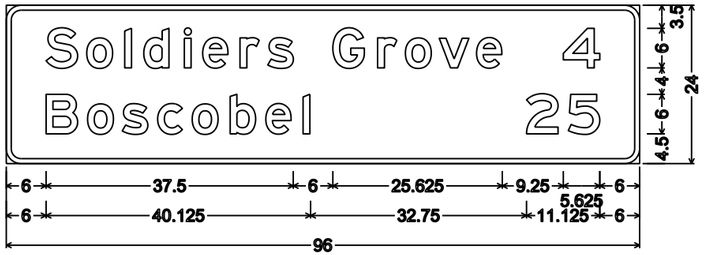
STANDARD SIGN
W057-52

WISCONSIN DEPT OF TRANSPORTATION

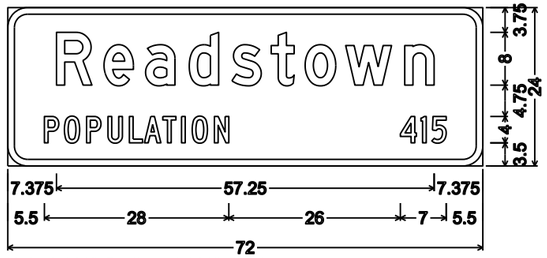
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/17 PLATE NO. W057-52.2

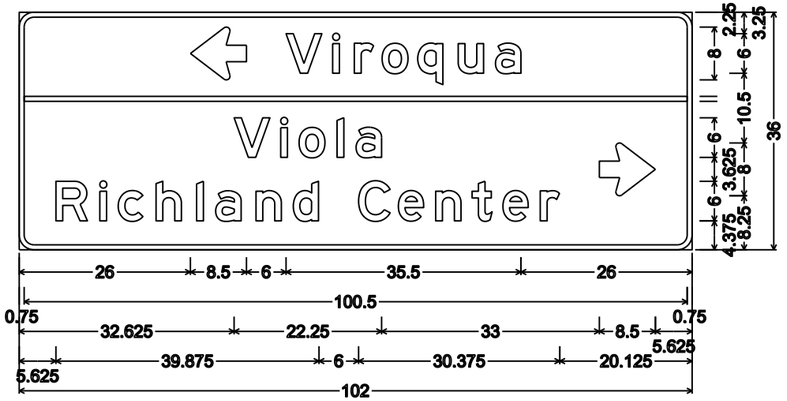
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 238	E



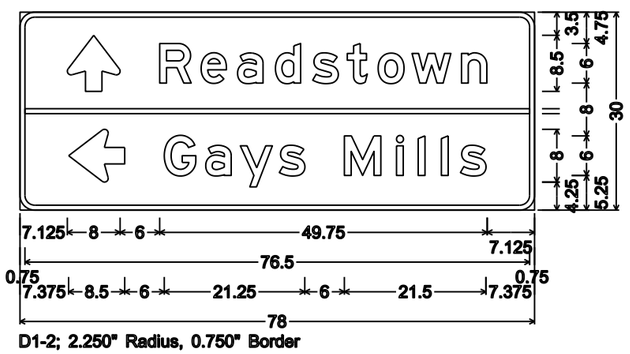
D2-2; 2.250" Radius, 0.750" Border



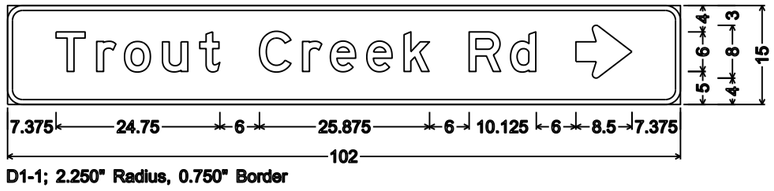
I2-3; 3.000" Radius, 1.000" Border,
"Readstown" D; "POPULATION" C; "415" C



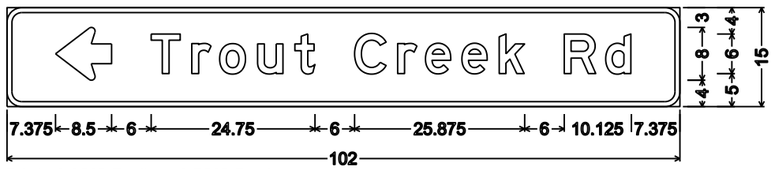
D1-3; 2.250" Radius, 0.750" Border



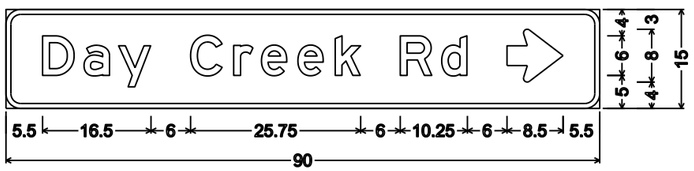
D1-2; 2.250" Radius, 0.750" Border



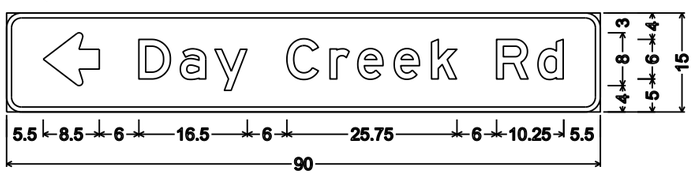
D1-1; 2.250" Radius, 0.750" Border



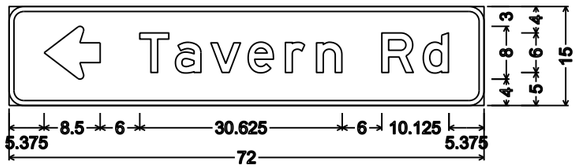
D1-1; 2.250" Radius, 0.750" Border



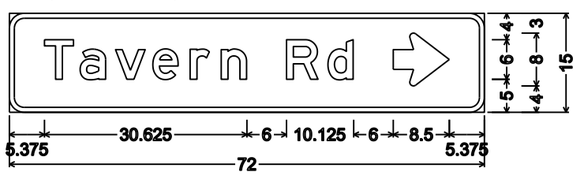
D1-1; 2.250" Radius, 0.750" Border



D1-1; 2.250" Radius, 0.750" Border



D1-1; 2.250" Radius, 0.750" Border

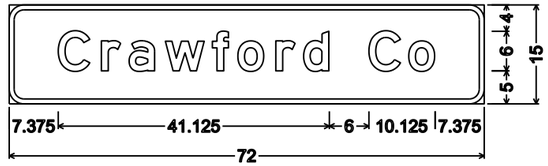


D1-1; 2.250" Radius, 0.750" Border

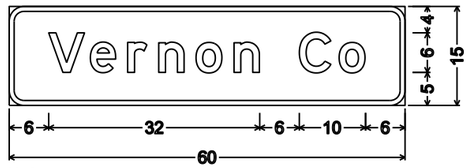
I2-3; 3.000" Radius, 1.000" Border,
"Rolling" D; "Ground" D; "UNINCORPORATED" C

NOTES

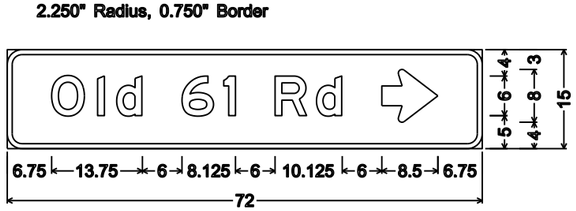
1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as noted



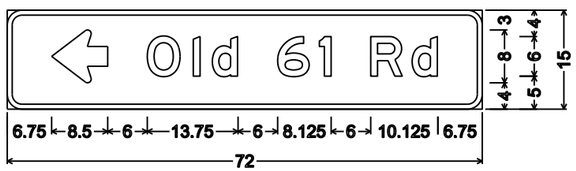
I2-2; 2.250" Radius, 0.750" Border



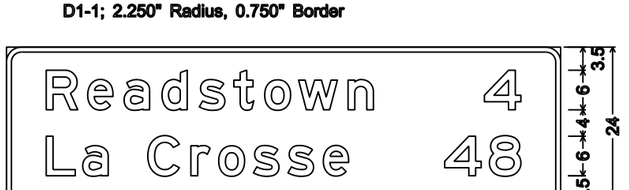
I2-2; 2.250" Radius, 0.750" Border



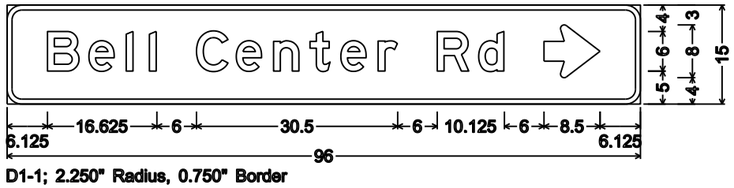
D1-1; 2.250" Radius, 0.750" Border



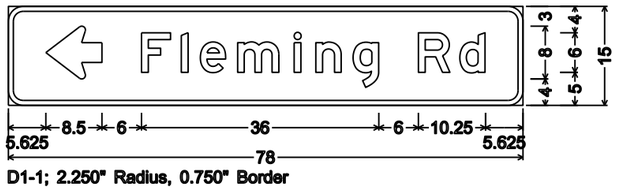
D1-1; 2.250" Radius, 0.750" Border



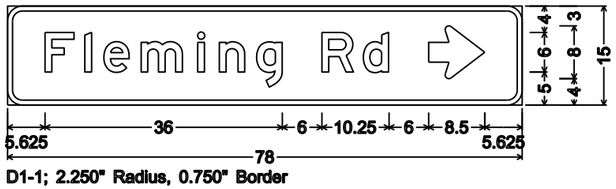
D2-2; 2.250" Radius, 0.750" Border



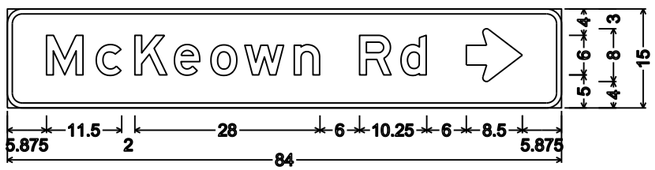
D1-1; 2.250" Radius, 0.750" Border



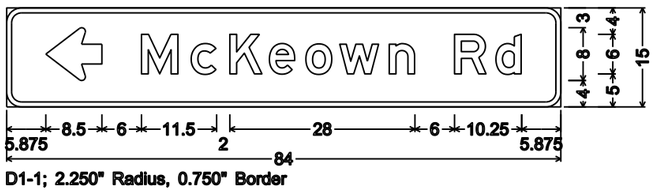
D1-1; 2.250" Radius, 0.750" Border



D1-1; 2.250" Radius, 0.750" Border

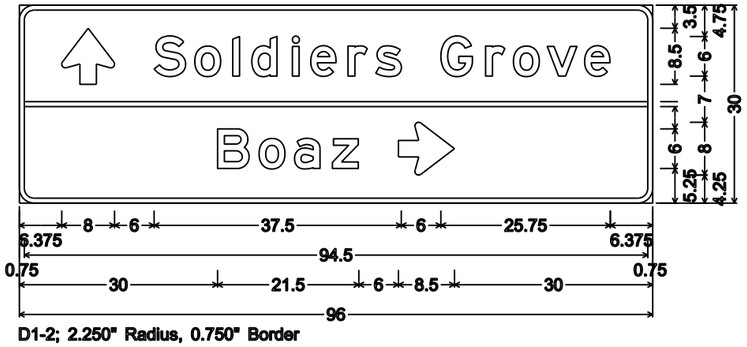


D1-1; 2.250" Radius, 0.750" Border

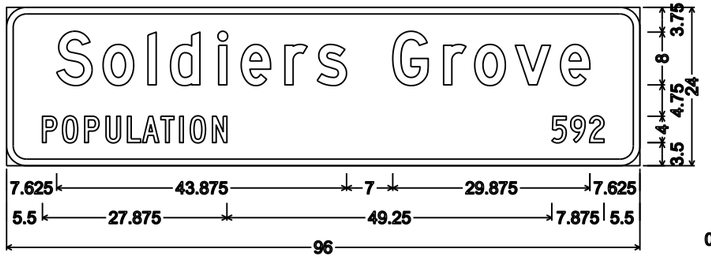


D1-1; 2.250" Radius, 0.750" Border

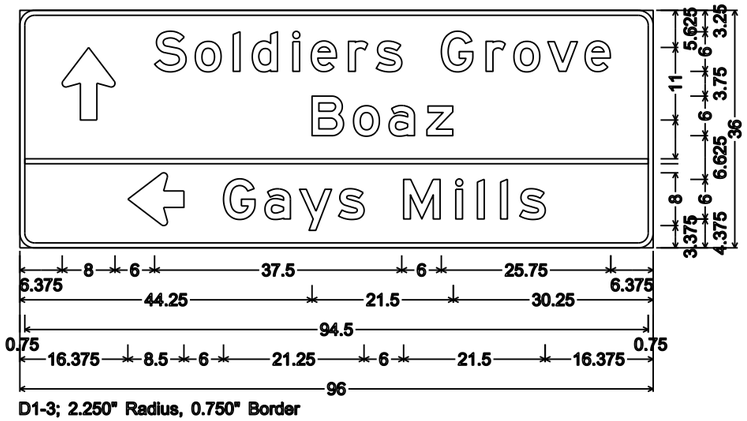
D1-2; 2.250" Radius, 0.750" Border



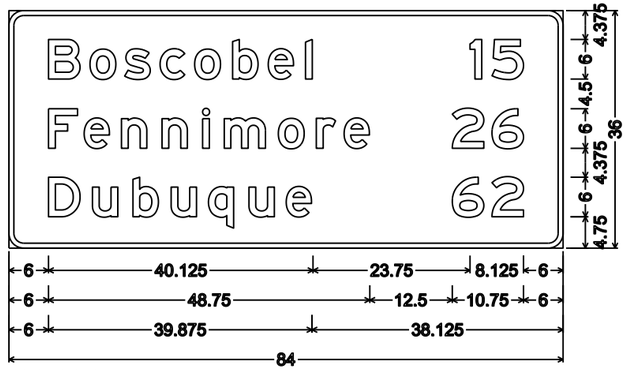
D1-2; 2.250" Radius, 0.750" Border



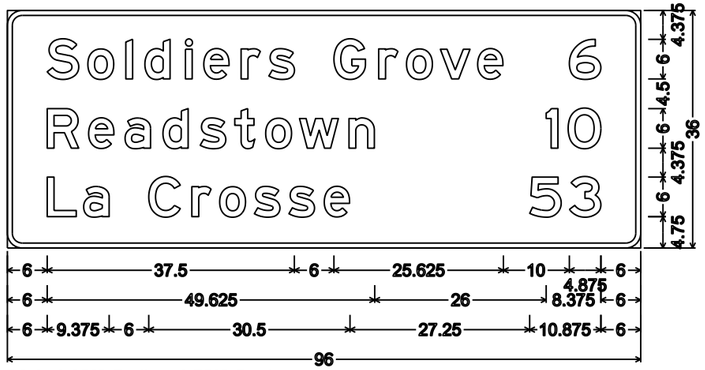
I2-3; 3.000" Radius, 1.000" Border,
"Soldiers" D; "Grove" D; "POPULATION" C; "592" C



D1-3; 2.250" Radius, 0.750" Border

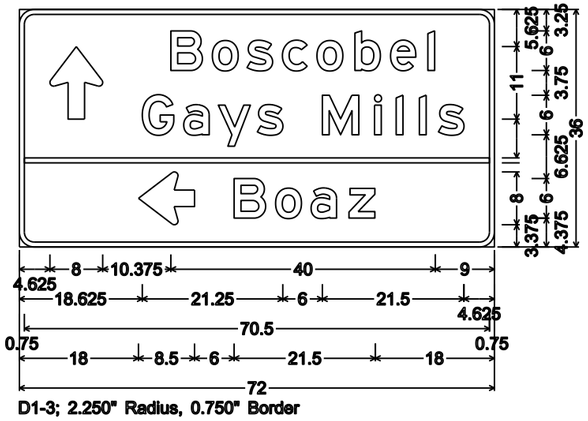


D2-3; 2.250" Radius, 0.750" Border



D2-3; 2.250" Radius, 0.750" Border

D1-2; 2.250" Radius, 0.750" Border



D1-3; 2.250" Radius, 0.750" Border

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as noted

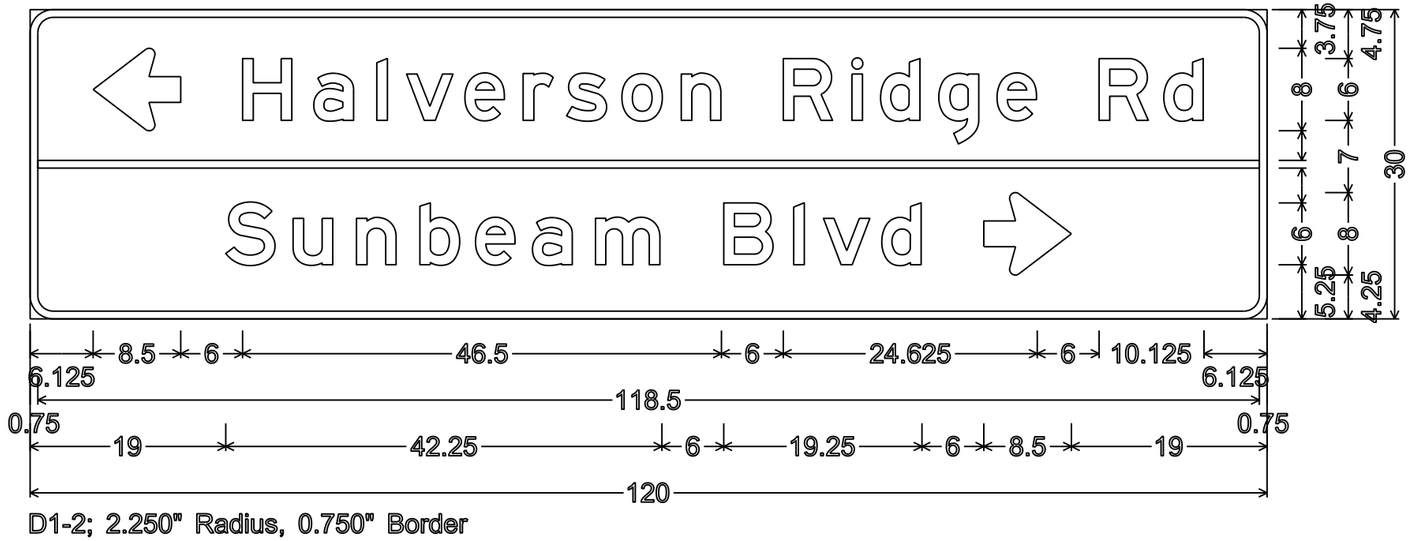
7

7

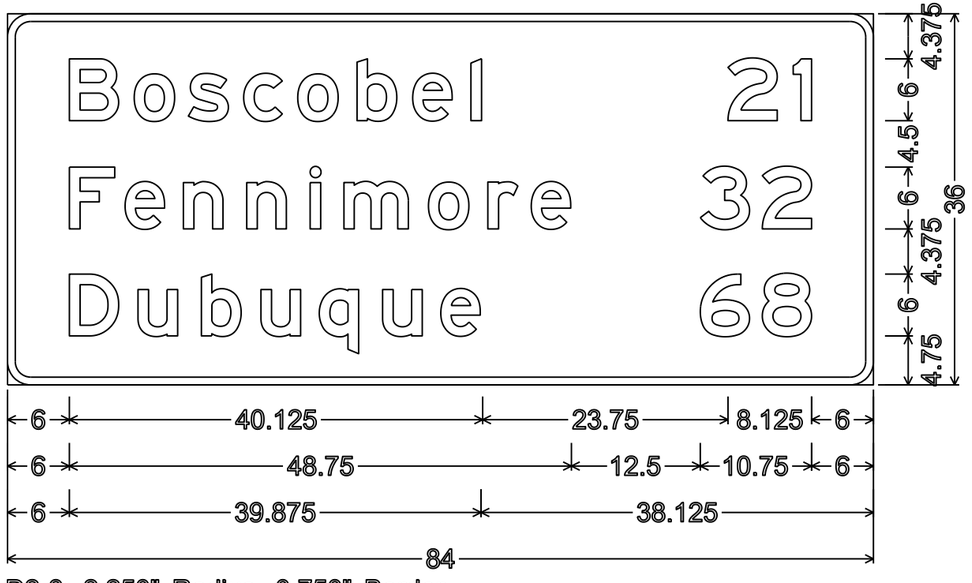
PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET NO: 240	E

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as noted



D1-2; 2.250" Radius, 0.750" Border



D2-3; 2.250" Radius, 0.750" Border

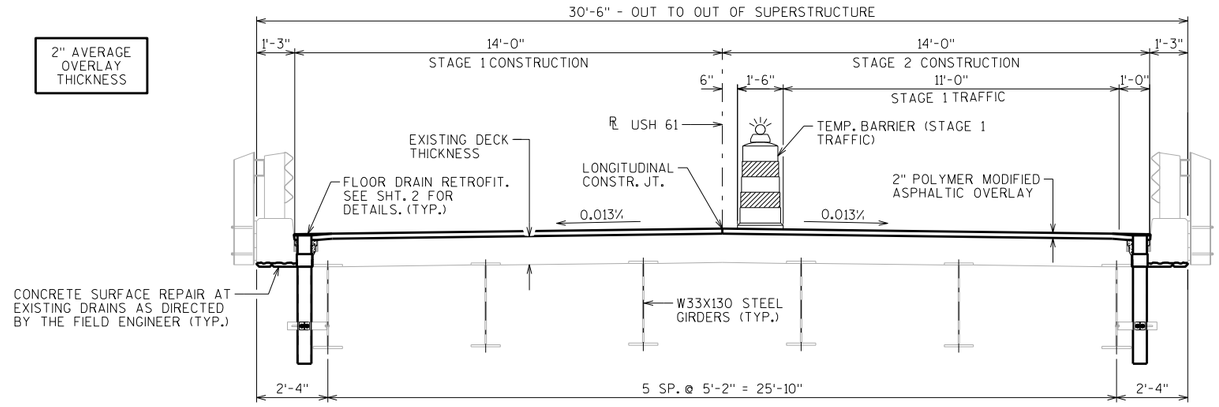
7

7

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET NO: 241	E

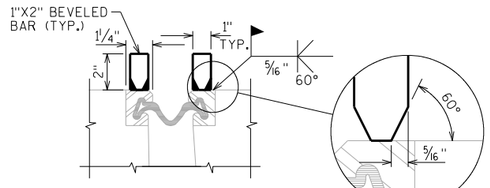
STATE PROJECT NUMBER

1650-02-61

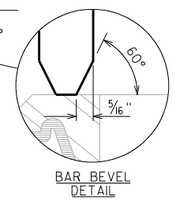


CROSS-SECTION THRU ROADWAY

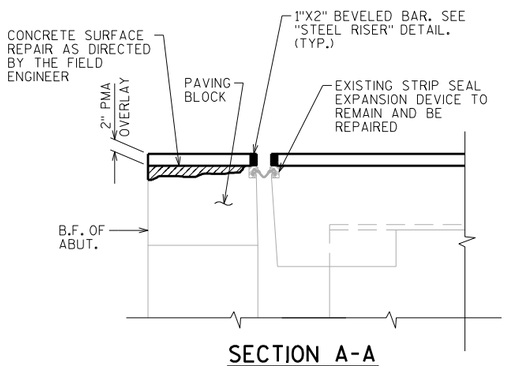
(STAGE 1 TRAFFIC SHOWN, STAGE 2 TRAFFIC IS SIMILAR)
(LOOKING NORTH)



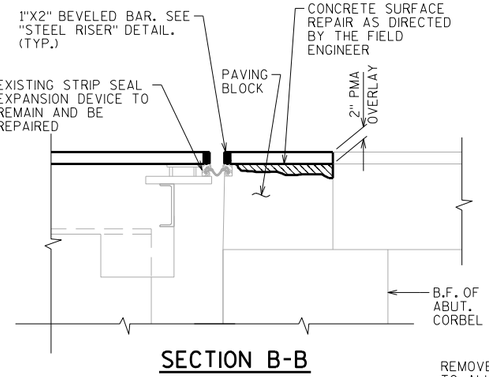
STEEL RISER DETAIL



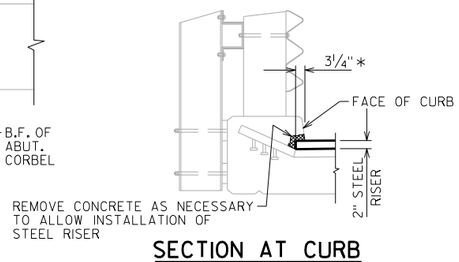
BAR BEVEL DETAIL



SECTION A-A



SECTION B-B



SECTION AT CURB

(PARALLEL TO LENGTH OF EXPANSION DEVICE)

*MEASURED ALONG EXPANSION JOINT

DESIGN DATA

LIVE LOAD:
INVENTORY RATING: HS-16
OPERATIONAL RATING: HS-27
MAXIMUM STANDARD PERMIT VEHICLE LOAD = 175 KIPS.

MATERIAL PROPERTIES:
CONCRETE MASONRY: SLAB —— f'c = 4,000 P.S.I.
ALL OTHER —— f'c = 3,500 P.S.I.

TRAFFIC VOLUME

USH 61
A.D.T.=3600 (2035)
R.D.S.=55 M.P.H.

TOTAL ESTIMATED QUANTITIES

509.0301	PREPARATION DECKS TYPE 1	5	SY
509.1500	CONCRETE SURFACE REPAIR	45	SF
509.3500.S	HMA OVERLAY POLYMER-MODIFIED	82	TONS
SPV.0060	PVC DRAIN RETROFIT	8	EACH
SPV.0090	SAWING PAVEMENT DECK PREPARATION AREAS	30	LF
SPV.0105	ADJUSTING EXPANSION DEVICE B-12-10	1	LS

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

APPLY BRIDGE SEAT PROTECTION, AS PER SECTION 502.3.12 OF THE STANDARD SPECIFICATIONS, TO THE TOP SURFACES OF ALL ABUTMENTS BELOW EXPANSION DEVICES.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

ANY EXCAVATION NECESSARY TO COMPLETE THE OVERLAY AT THE ABUTMENTS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "HMA OVERLAY POLYMER-MODIFIED".

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD BASED ON A MINIMUM OVERLAY THICKNESS OF 2" PLACED ABOVE THE DECK SURFACE. EXPECTED AVERAGE OVERLAY THICKNESS IS 2½" (OR AS GIVEN ON THE PLANS). IF EXPECTED OVERLAY THICKNESS IS EXCEEDED BY MORE THAN ½", CONTACT THE STRUCTURES DESIGN SECTION.

CONCRETE SURFACE REPAIR IS REQUIRED AT BOTH ABUTMENT BACKWALLS AND AT FLOOR DRAINS AS DIRECTED BY THE FIELD ENGINEER.

THE PLAN QUANTITY FOR THE BID ITEM "HMA OVERLAY POLYMER-MODIFIED" IS BASED ON THE AVERAGE OVERLAY THICKNESS.

PREPARATION DECKS TYPE 1 IS BASED ON THE PLANS AND AS DETERMINED BY THE ENGINEER. DECK PREPARATION REPAIRS SHALL BE FILLED WITH MATERIAL FROM THE DEPARTMENT'S APPROVED PRODUCTS LIST FOR RAPID SETTING CONCRETE PATCH MATERIAL. THIS MATERIAL TO BE CONSIDERED INCIDENTAL TO "PREPARATION DECKS TYPE 1".

AREAS OF "PREPARATION DECKS TYPE 1" SHALL BE DEFINED BY A SAWCUT.

PREPARATION DECKS TYPE 1 AND CONCRETE SURFACE REPAIR AREAS SHALL BE DETERMINED BY THE FIELD ENGINEER.

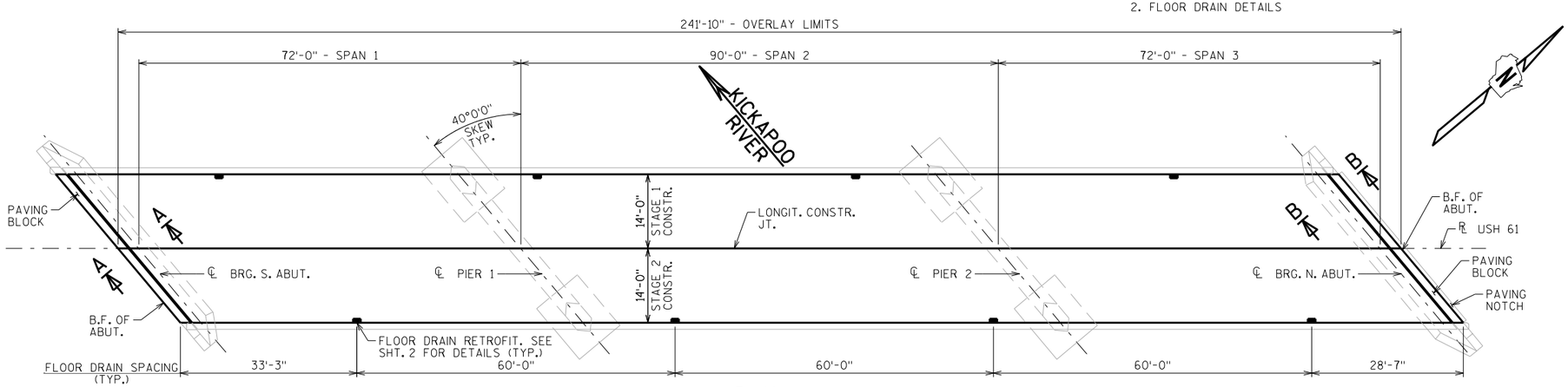
EXISTING STEEL EXTRUSIONS AT THE SOUTH ABUTMENT SHALL BE REPAIRED AND STRAIGHTENED TO FACILITATE WELDING OF NEW "STEEL RISER". DETAILS SHALL BE SUBMITTED TO THE FIELD ENGINEER FOR APPROVAL.

REMOVE GALVANIZATION FROM EXISTING STRIP SEAL EXTRUSIONS PRIOR TO WELDING NEW "STEEL RISER". IF HEAT IS APPLIED TO FACILITATE STRAIGHTENING OF EXISTING STRIP SEAL EXTRUSIONS, REMOVE GALVANIZATION PRIOR TO HEATING STRIP SEAL EXTRUSIONS.

ONE FIELD SPLICE PERMITTED IN NEW "STEEL RISER". DETAILS SHALL BE SUBMITTED FOR APPROVAL.

LIST OF DRAWINGS

1. POLYMER MODIFIED ASPHALTIC OVERLAY
2. FLOOR DRAIN DETAILS



PLAN

STRUCTURE DESIGN CONTACTS:
NICK RICE (608) 266-5092
AARON BONK (608) 261-0261

NO.	DATE	REVISION	BY

Plans Prepared By **WISDOT**
BUREAU OF STRUCTURES

ACCEPTED William C. Dreher 7/25/17
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-12-10

USH 61 OVER KICKAPOO RIVER

COUNTY: CRAWFORD	TOWN/~~CITY/VILLAGE~~: CLAYTON
DESIGN SPEC.: REHABILITATION N/A	
DESIGNED BY: NAR	DESIGN CK'D.: AMB
DRAWN BY: NAR/DDS	PLANS CK'D.: AMB

POLYMER MODIFIED ASPHALTIC OVERLAY

SHEET 1 OF 2

242

I.D. 1650-02-30A

DATE: AUG. 2016

SCALE = 12

STATE PROJECT NUMBER

1650-02-61

DRAIN NOTES

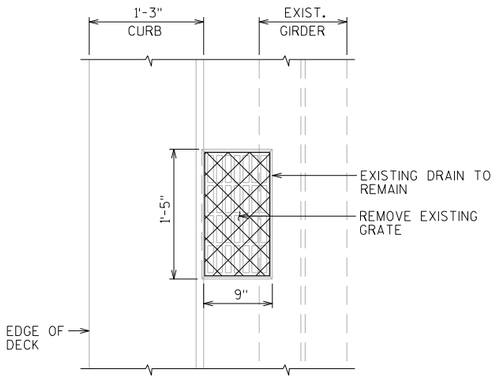
THE BID-ITEM "PVC DRAIN RETROFIT" WILL BE MEASURED AS EACH INDIVIDUAL UNIT ACCEPTABLY COMPLETED.

FURNISH CONCRETE TO FILL IN EXISTING DRAINS ACCORDING TO SECTION 509.2(4) OF THE STANDARD SPEC.

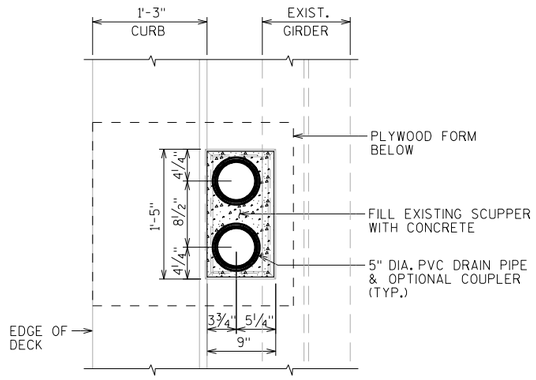
CONCRETE QUANTITY TO BE PAID FOR UNDER THE ITEM "CONCRETE MASONRY DECK PATCHING".

PLACE THE CONCRETE AND CONSOLIDATE BY INTERNAL VIBRATION. STRIKE OFF TO THE EXISTING DECK ELEVATION BEFORE PLACING THE OVERLAY.

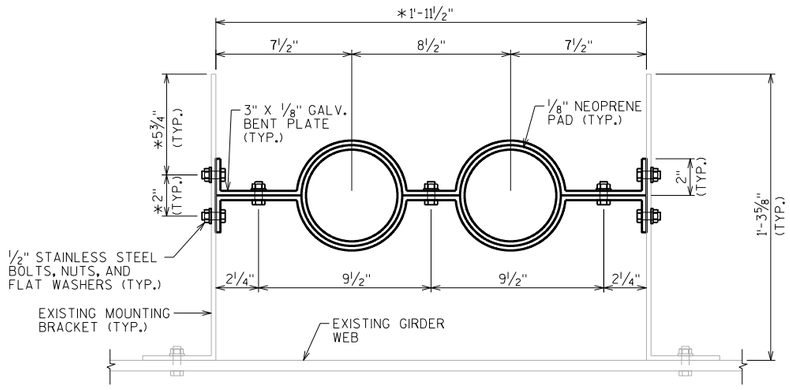
VERIFY THE TOP OF PVC PIPE ELEVATIONS TO ASSURE POSITIVE FLOW PRIOR TO TRIMMING TO PROPER LENGTH AND FINISHING WITH THE PMA OVERLAY.



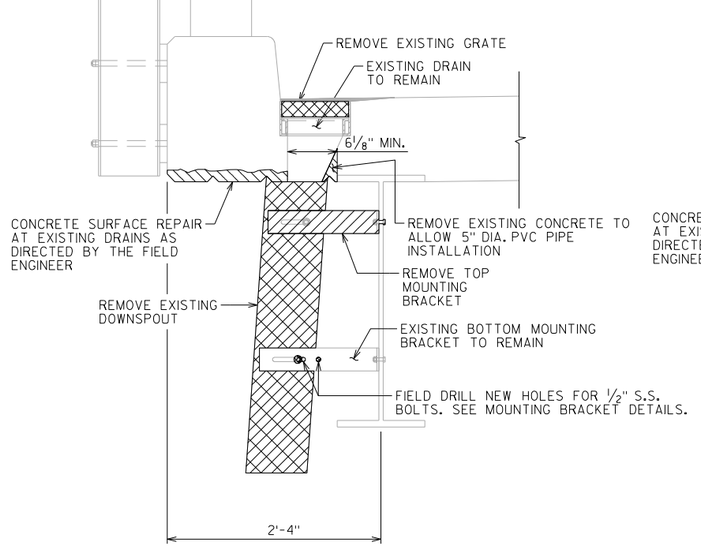
PLAN
(SHOWING EXISTING DRAINAGE SCUPPER)



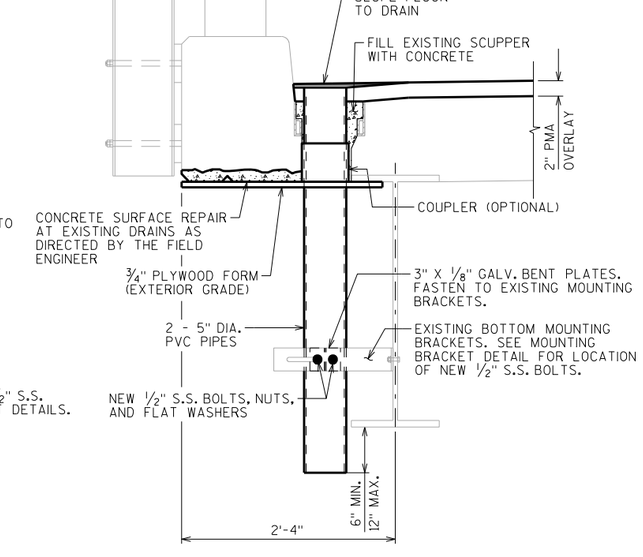
PLAN
(SHOWING PROPOSED DRAINAGE SCUPPER)



MOUNTING BRACKET DETAIL
* FIELD VERIFY



EXISTING SECTION THRU DRAIN



PROPOSED SECTION THRU DRAIN

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-12-10

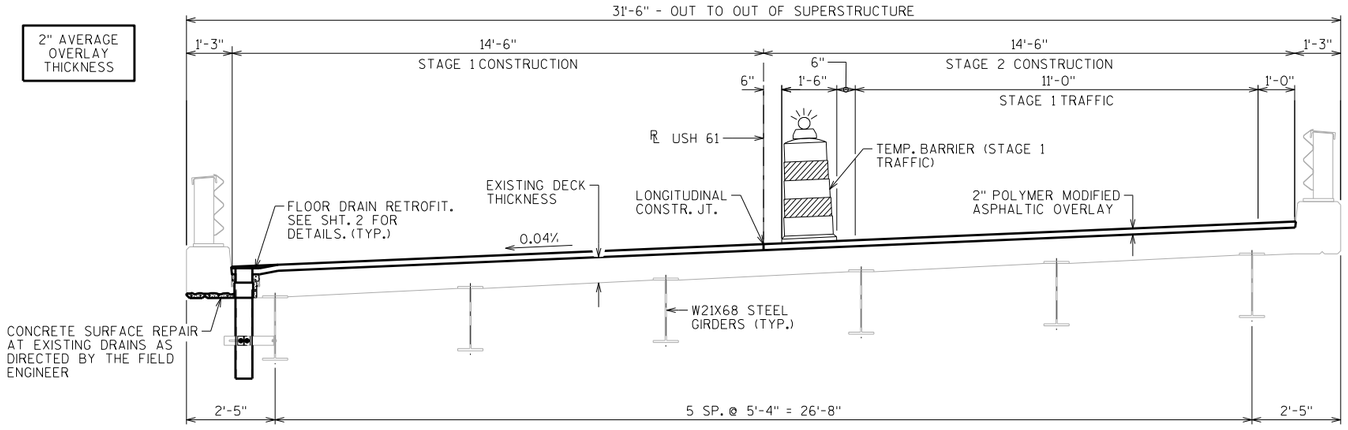
DRAWN BY NAR/DDS | PLANS CK'D. AMB

FLOOR DRAIN DETAILS

SHEET 2

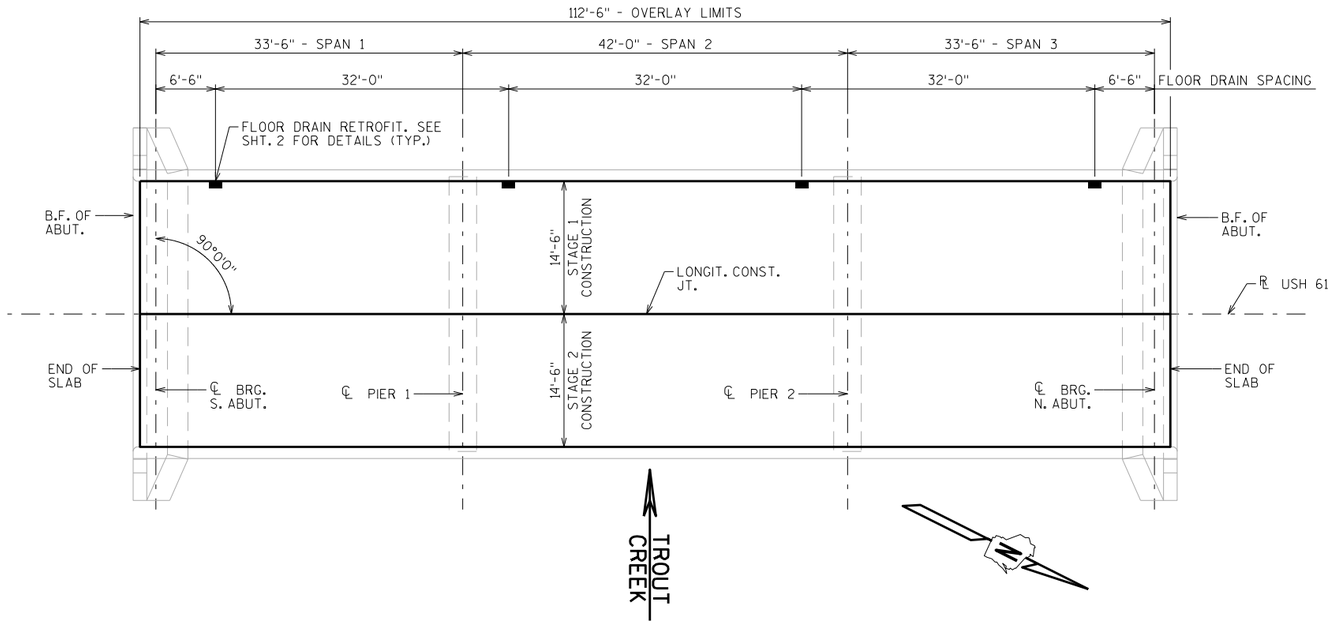
243

SCALE = 12



CROSS-SECTION THRU ROADWAY

(STAGE 1 TRAFFIC SHOWN, STAGE 2 TRAFFIC IS SIMILAR)
(LOOKING NORTH)



PLAN

DESIGN DATA

LIVE LOAD:
INVENTORY RATING: HS-14
OPERATIONAL RATING: HS-24
MAXIMUM STANDARD PERMIT VEHICLE LOAD = 160 KIPS.

MATERIAL PROPERTIES:

CONCRETE MASONRY: SLAB —— f'c = 4,000 P.S.I.
ALL OTHER —— f'c = 3,500 P.S.I.

STATE PROJECT NUMBER

1650-02-61

TRAFFIC VOLUME

USH 61
A.D.T.=3600 (2035)
R.D.S.=55 M.P.H.

TOTAL ESTIMATED QUANTITIES

509.0301	PREPARATION DECKS TYPE 1	5	SY
509.1500	CONCRETE SURFACE REPAIR	15	SF
509.3500.S	HMA OVERLAY POLYMER-MODIFIED	40	TONS
SPV.0060	PVC DRAIN RETROFIT	4	EACH
SPV.0090	SAWING PAVEMENT DECK PREPARATION AREAS	30	LF

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

ANY EXCAVATION NECESSARY TO COMPLETE THE OVERLAY AT THE ABUTMENTS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "HMA OVERLAY POLYMER-MODIFIED".

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD BASED ON A MINIMUM OVERLAY THICKNESS OF 2" PLACED ABOVE THE DECK SURFACE. EXPECTED AVERAGE OVERLAY THICKNESS IS 2½" (OR AS GIVEN ON THE PLANS). IF EXPECTED OVERLAY THICKNESS IS EXCEEDED BY MORE THAN ½", CONTACT THE STRUCTURES DESIGN SECTION.

THE PLAN QUANTITY FOR THE BID ITEM "HMA OVERLAY POLYMER-MODIFIED" IS BASED ON THE AVERAGE OVERLAY THICKNESS.

PREPARATION DECKS TYPE 1 IS BASED ON THE PLANS AND AS DETERMINED BY THE ENGINEER. DECK PREPARATION REPAIRS SHALL BE FILLED WITH MATERIAL FROM THE DEPARTMENT'S APPROVED PRODUCTS LIST FOR RAPID SETTING CONCRETE PATCH MATERIAL. THIS MATERIAL TO BE CONSIDERED INCIDENTAL TO "PREPARATION DECKS TYPE 1".

AREAS OF "PREPARATION DECKS TYPE 1" SHALL BE DEFINED BY A SAWCUT.

PREPARATION DECKS TYPE 1 AND CONCRETE SURFACE REPAIR AREAS SHALL BE DETERMINED BY THE FIELD ENGINEER.

CONCRETE SURFACE REPAIR IS REQUIRED AT FLOOR DRAINS AS DIRECTED BY THE FIELD ENGINEER.

LIST OF DRAWINGS

1. POLYMER MODIFIED ASPHALTIC OVERLAY
2. FLOOR DRAIN DETAILS

STRUCTURE DESIGN CONTACTS:

NICK RICE (608) 266-5092
AARON BONK (608) 261-0261

NO.	DATE	REVISION	BY

Plans Prepared By **WISDOT**
BUREAU OF STRUCTURES
ACCEPTED William C. Dreher 7/25/17
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-12-13

USH 61 OVER TROUT CREEK

COUNTY: CRAWFORD	~~TOWN/CITY~~/VILLAGE: SOLDIERS GROVE
DESIGN SPEC.: REHABILITATION	N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
NAR	AMB	NAR/DDS	AMB

POLYMER MODIFIED ASPHALTIC OVERLAY

SHEET 1 OF 2

244

I.D. 1650-02-30B

DATE: AUG. 2016

SCALE = 8

8

8

STATE PROJECT NUMBER

1650-02-61

DRAIN NOTES

THE BID-ITEM "PVC DRAIN RETROFIT" WILL BE MEASURED AS EACH INDIVIDUAL UNIT ACCEPTABLY COMPLETED.

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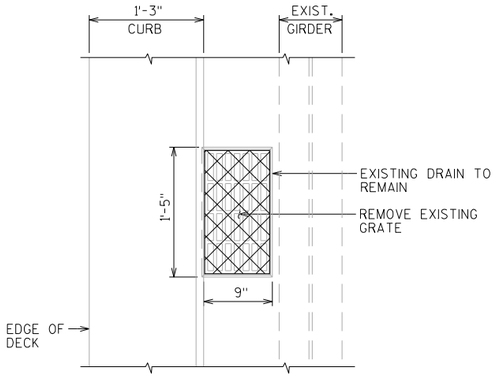
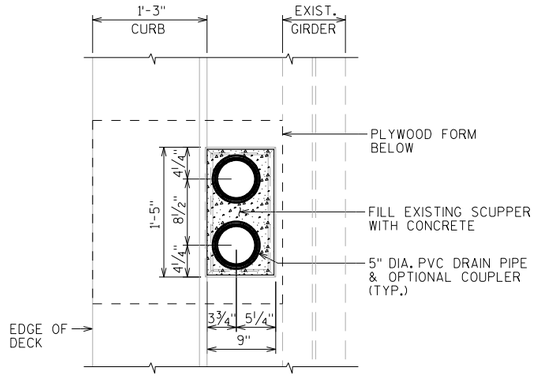
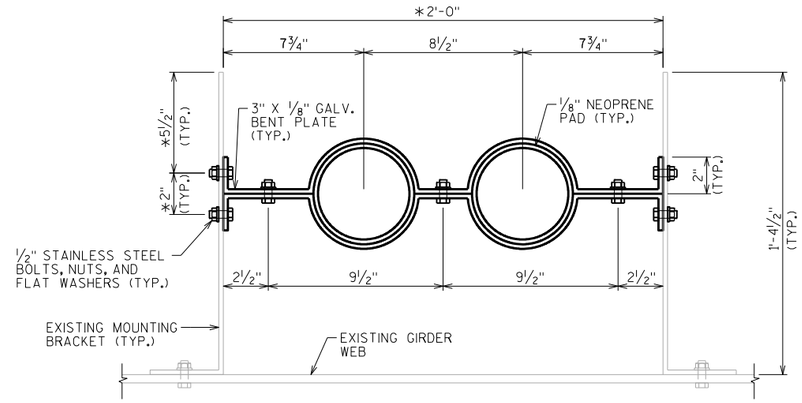


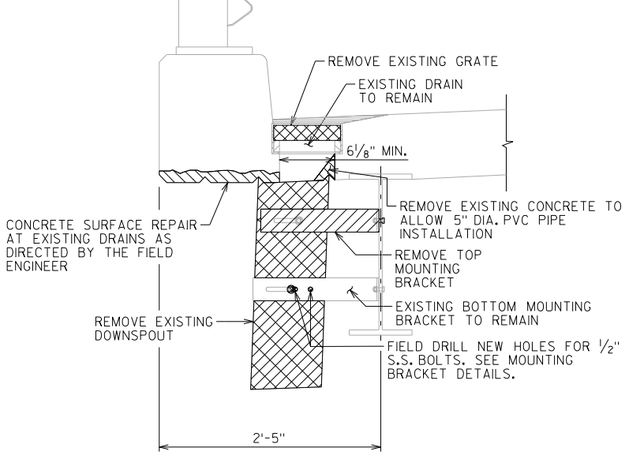
PLAN
(SHOWING EXISTING DRAINAGE SCUPPER)



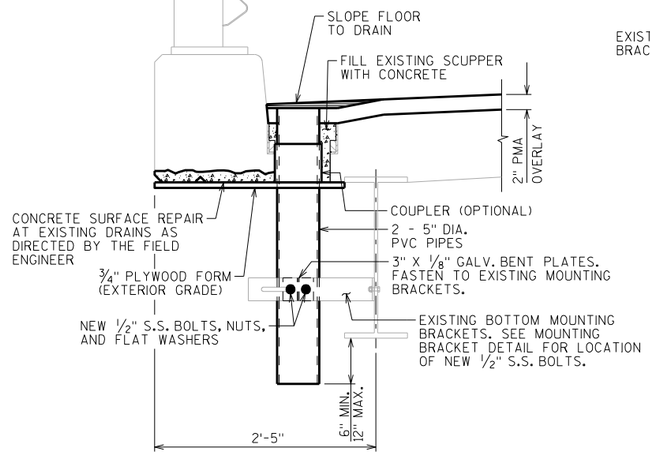
PLAN
(SHOWING PROPOSED DRAINAGE SCUPPER)



MOUNTING BRACKET DETAIL
* FIELD VERIFY



EXISTING SECTION THRU DRAIN



PROPOSED SECTION THRU DRAIN

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-12-13

DRAWN BY NAR/DDS | PLANS CK'D. AMB

FLOOR DRAIN DETAILS

SHEET 2

245

SCALE = 12

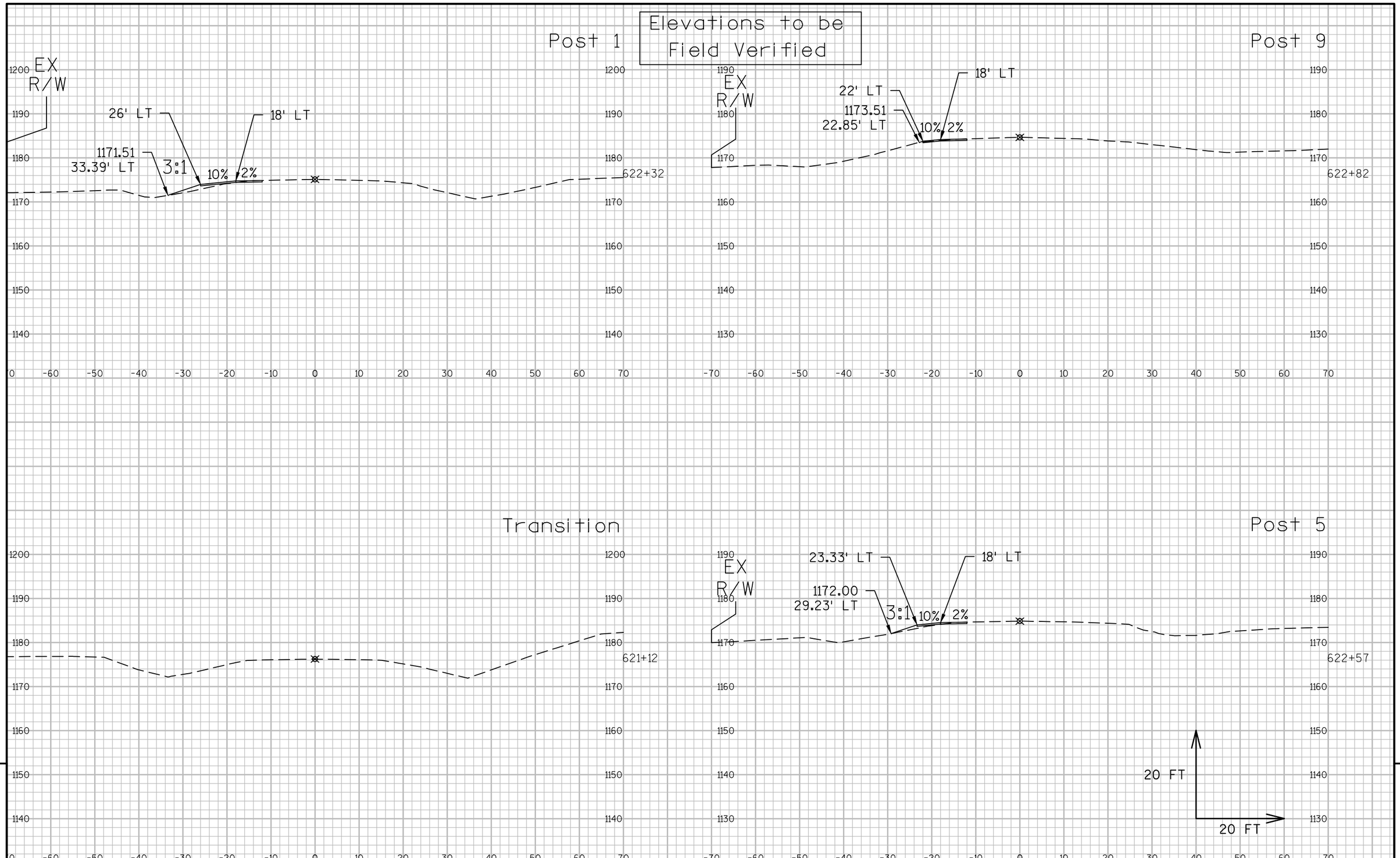
8

8

EARTHWORK DATA TABLE

STATION	Area (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate (Note 5)
	Cut	Salvaged/Unusable Pavement Material	Fill	Cut (Note 1)	Salvaged/Unusable Pavement Material (Note 2)	Fill (Note 3)	Cut 1.00 (Note 1)	Expanded Fill 1.25 (Note 4)	
841+50	0.00	0	0.00	0	0	0	**0**	**0**	0
842+00	6.96	0	4.11	6	0	4	**6**	**5**	2
842+50	4.85	0	96.00	11	0	93	**17**	**121**	-103
843+00	6.44	0	280.34	10	0	348	**28**	**556**	-528
843+50	8.56	0	482.52	14	0	706	**42**	**1,439**	-1,397
844+00	6.38	0	312.18	14	0	736	**56**	**2,359**	-2,303
844+50	7.26	0	179.96	13	0	456	**68**	**2,929**	-2,860
845+00	6.03	0	94.24	12	0	254	**80**	**3,246**	-3,165
845+50	5.38	0	21.56	11	0	107	**91**	**3,380**	-3,289
846+00	4.75	0	52.87	9	0	69	**100**	**3,466**	-3,366
846+50	1.16	0	118.00	5	0	158	**106**	**3,664**	-3,558
847+00	1.02	0	131.61	2	0	231	**108**	**3,953**	-3,845
847+50	2.88	0	87.66	4	0	203	**112**	**4,207**	-4,095
847+68	0.00	0	0.00	1	0	29	**113**	**4,243**	-4,131
Total				113	0	3394			

Notes:
1. Cut
2. Salvaged/Unusable Pavement Material
3. Fill
4. Expanded Fill
5. Mass Ordinate



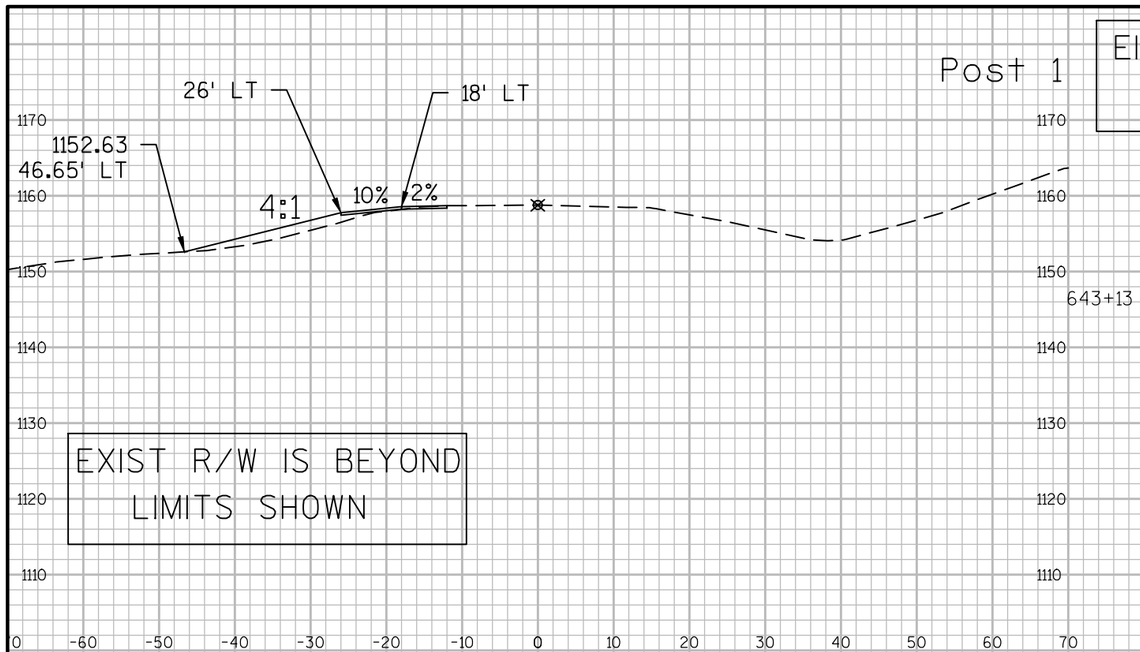
9

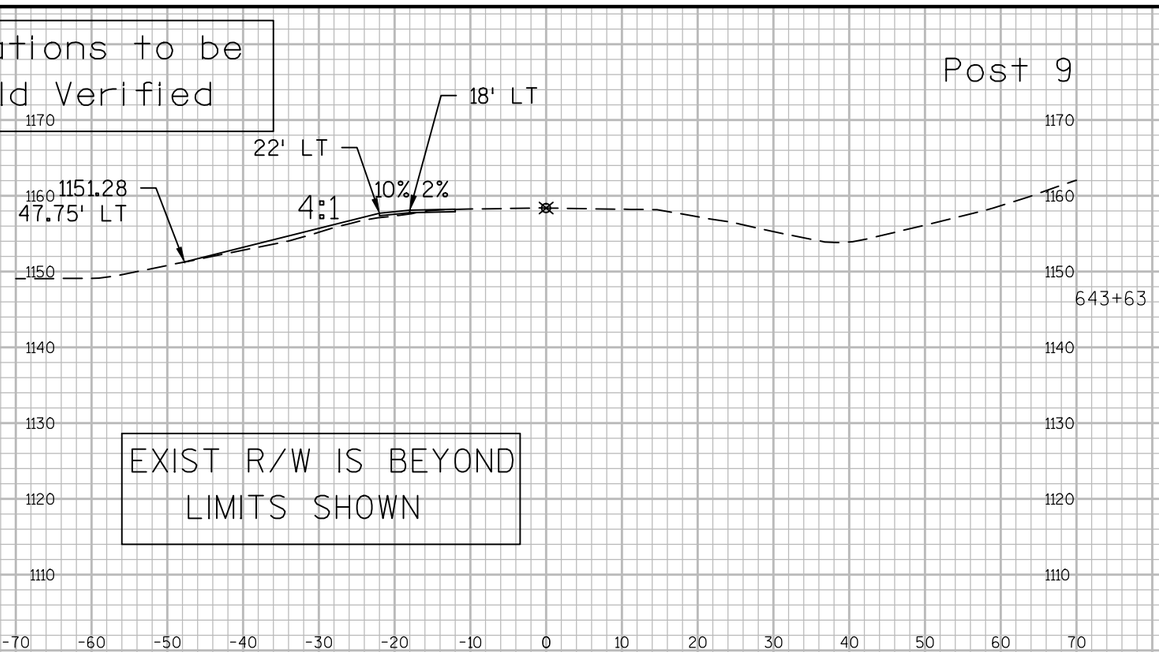
9

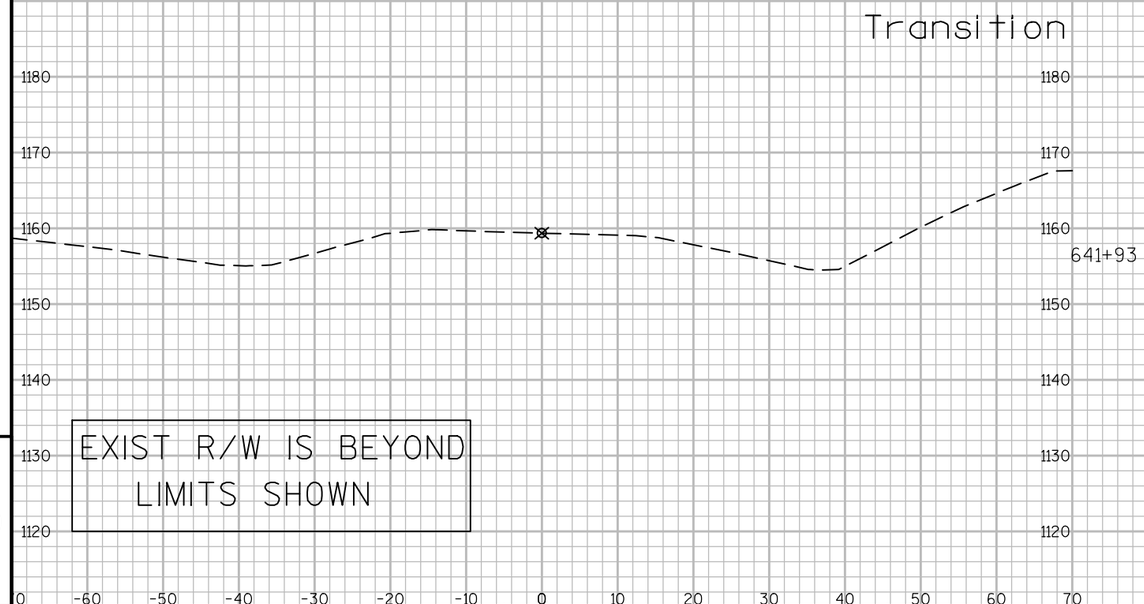
PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	CROSS SECTIONS: 090201-XS-GUARDRAIL LEFT FINAL	SHEET 247	E

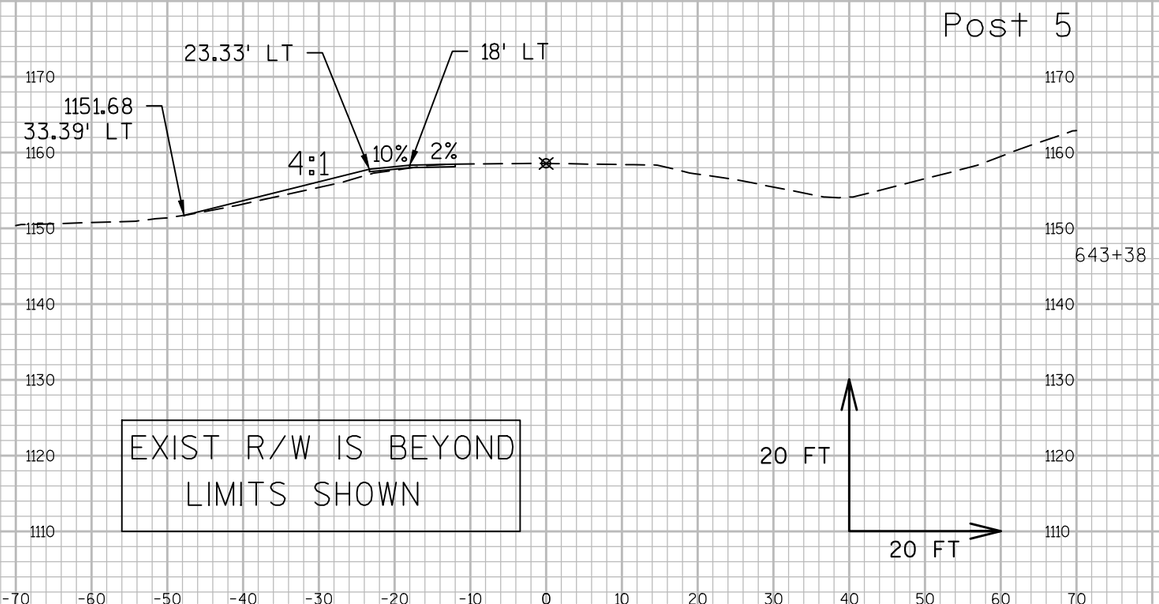
FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\090201-XS-BEAM GUARD (LT SIDE) FINAL.DWG
LAYOUT NAME - 090201-XS-BEAM GUARD (LT SIDE) FINAL - SECTION SHEET - (109)

PLOT DATE : 10/10/2017 1:46 PM PLOT BY : DAVIDSON, JONATHAN BPLOT NAME : PLOT SCALE : 1 IN:20 FT









9

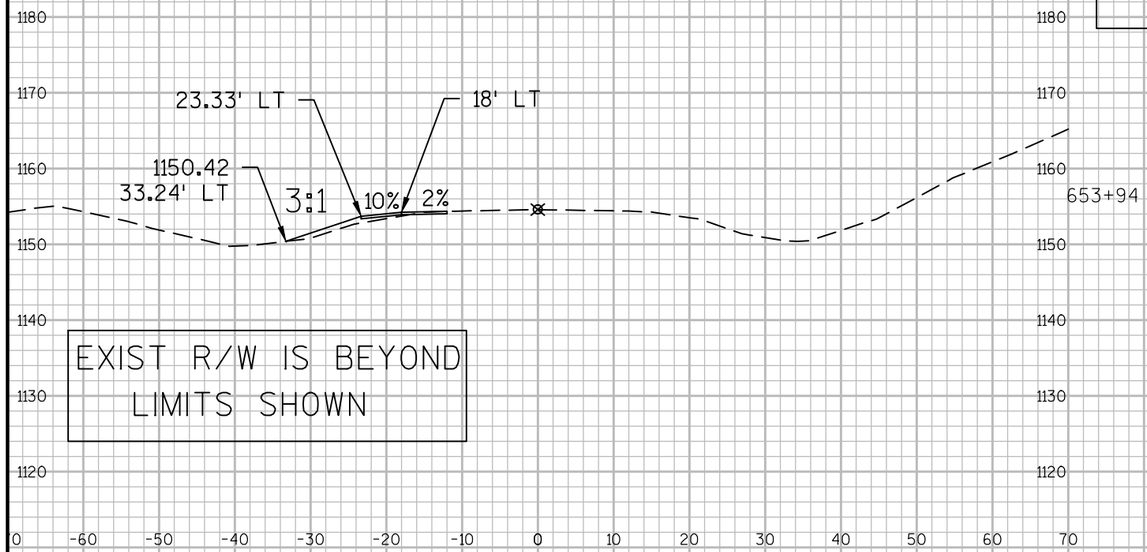
9

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	CROSS SECTIONS: 090201-XS-GUARDRAIL LEFT FINAL	SHEET 248	E

Post 5

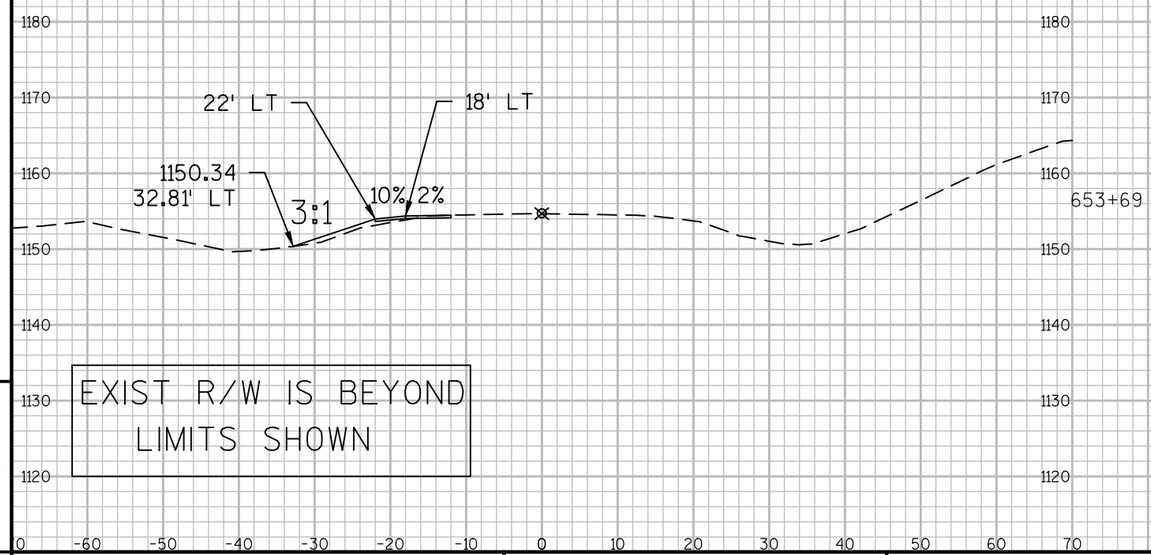
Elevations to be Field Verified

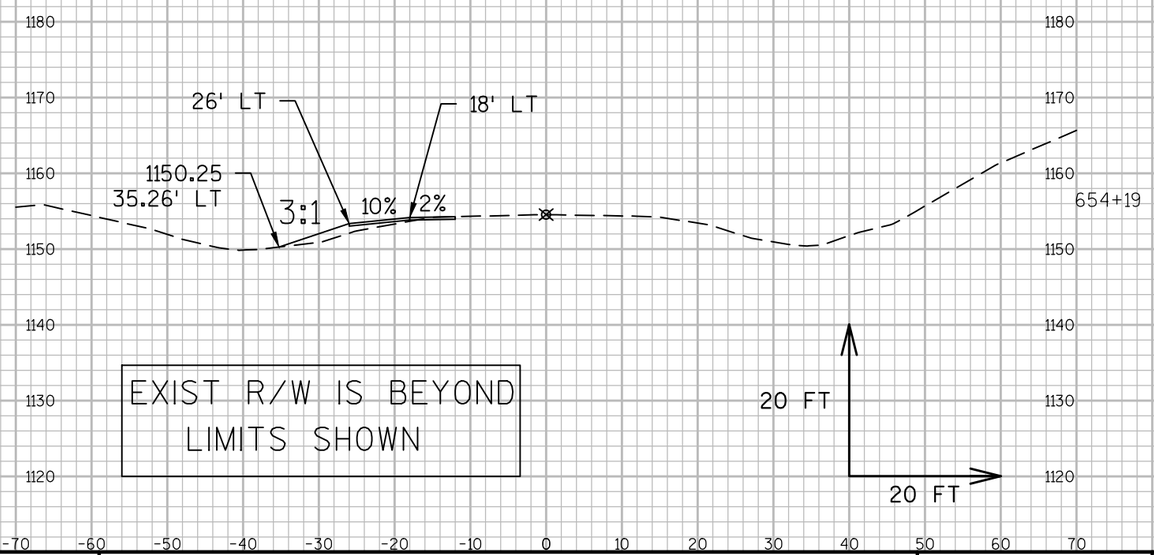
Transition



Post 9

Post 1





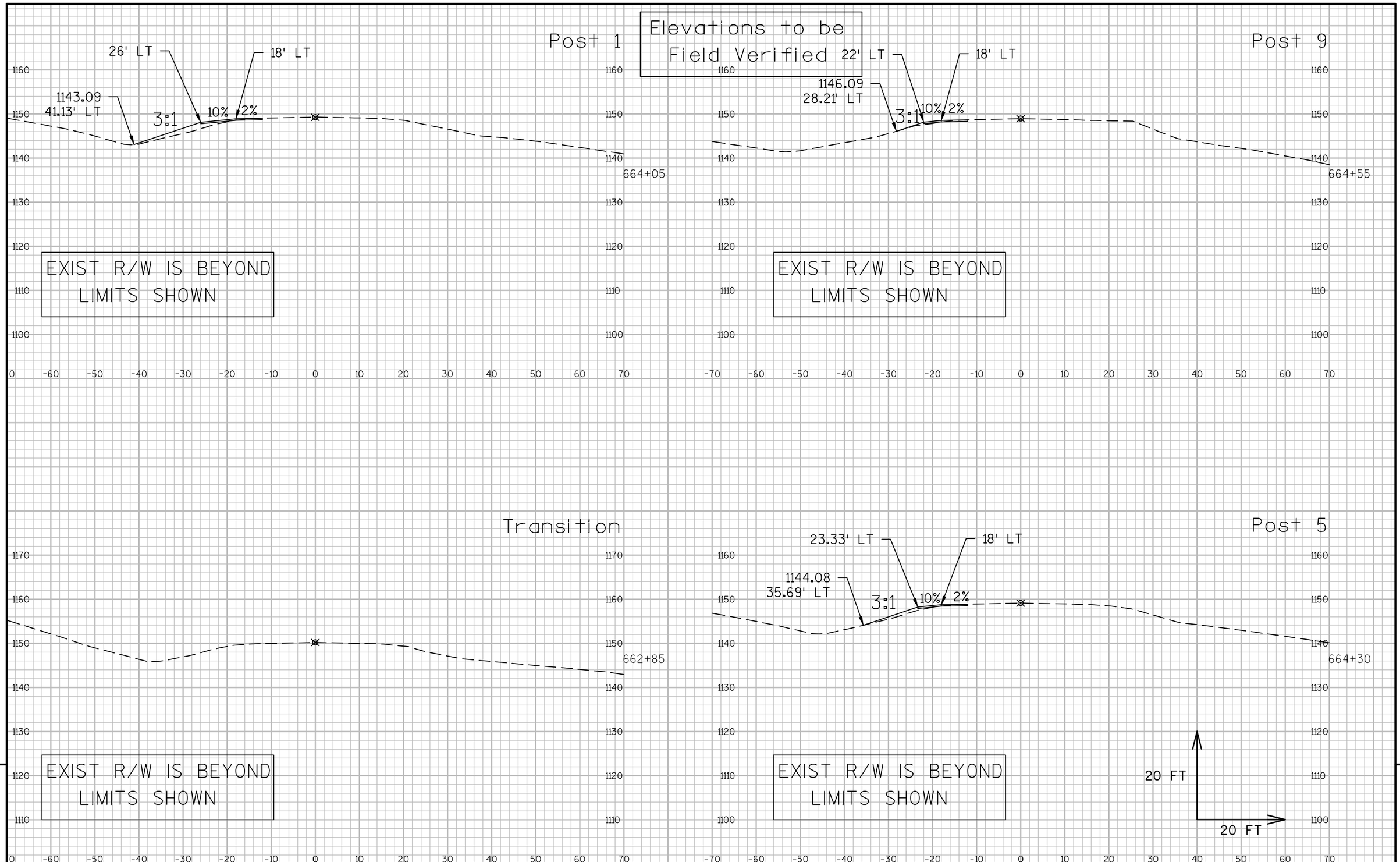
9

9

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	CROSS SECTIONS: 090201-XS-GUARDRAIL LEFT FINAL	SHEET 249	E

FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\090201-XS-BEAM GUARD (LT SIDE) FINAL.DWG
LAYOUT NAME - 090201-XS-BEAM GUARD (LT SIDE) FINAL - SECTION SHEET - (112)

PLOT DATE : 10/10/2017 1:46 PM PLOT BY : DAVIDSON, JONATHAN BPLOT NAME : PLOT SCALE : 1 IN:20 FT



PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	CROSS SECTIONS: 090201-XS-GUARDRAIL LEFT FINAL	SHEET 250 E

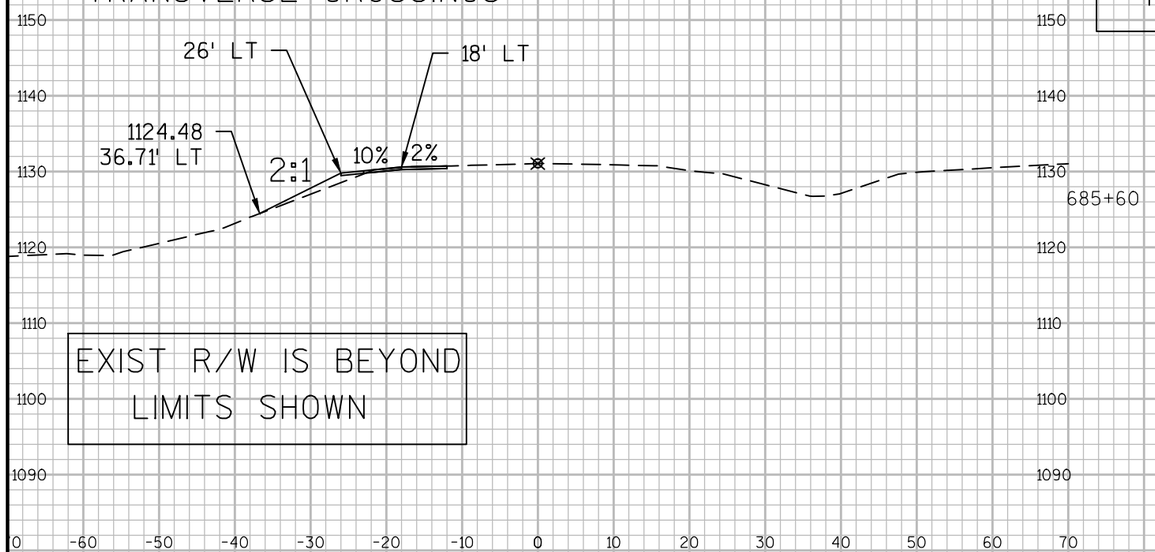
FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\090201-XS-BEAM GUARD (LT SIDE) FINAL.DWG
LAYOUT NAME - 090201-XS-BEAM GUARD (LT SIDE) FINAL - SECTION SHEET - (113)

PLOT DATE : 10/10/2017 1:47 PM PLOT BY : DAVIDSON, JONATHAN BPLOT NAME : PLOT SCALE : 1 IN:20 FT

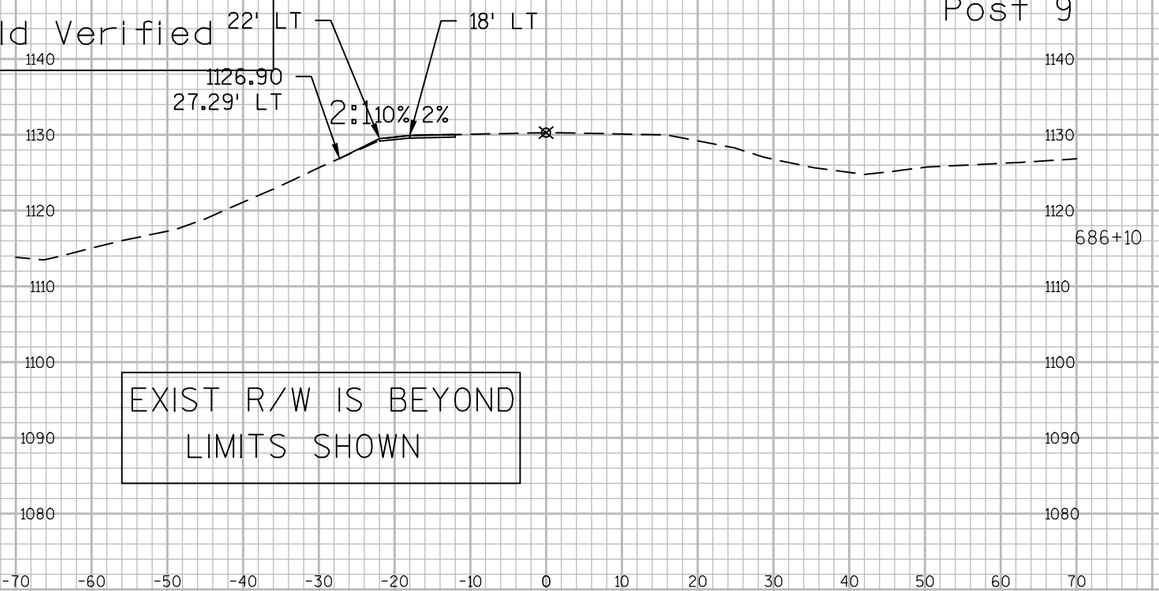
FIBER OPTIC, TV, and ELEC
TRANSVERSE CROSSINGS

Post 1

Elevations to be
Field Verified

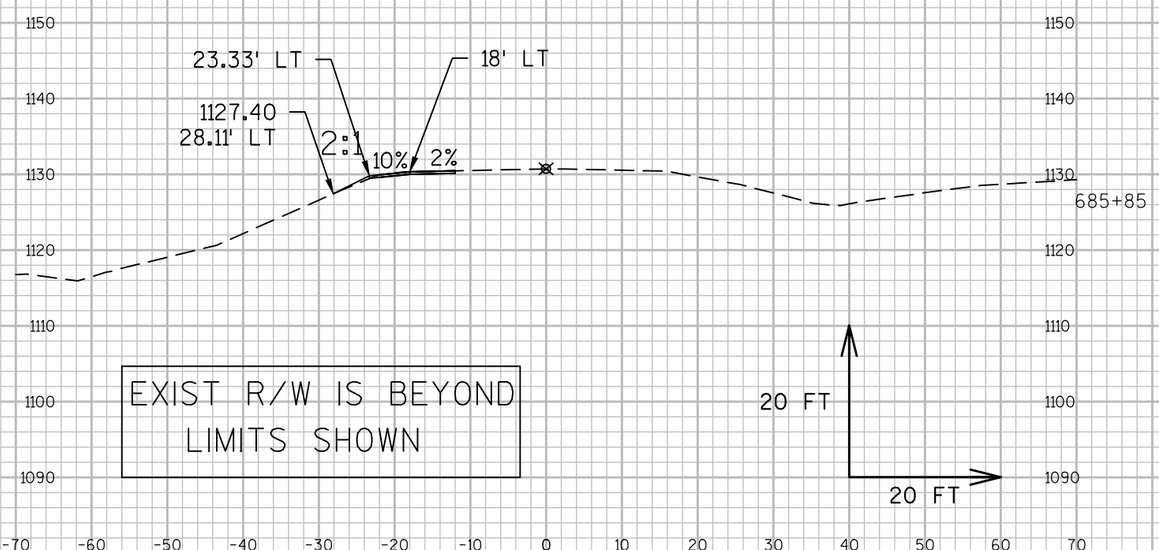


Post 9



Transition

Post 5



9

9

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	CROSS SECTIONS: 090201-XS-GUARDRAIL LEFT FINAL	SHEET 251	E

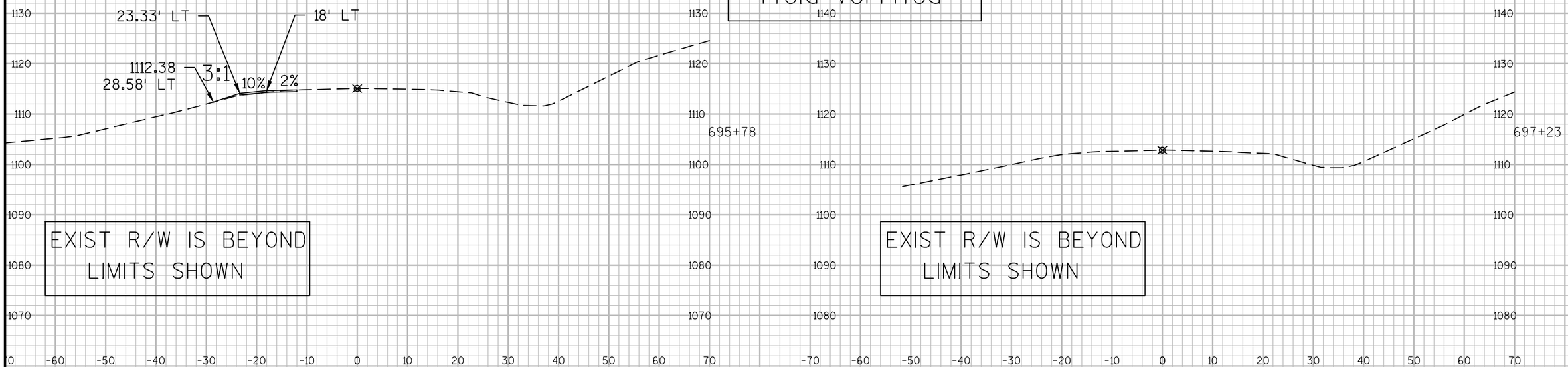
FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\090201-XS-BEAM GUARD (LT SIDE) FINAL.DWG
LAYOUT NAME - 090201-XS-BEAM GUARD (LT SIDE) FINAL - SECTION SHEET - (115)

PLOT DATE : 10/10/2017 1:47 PM PLOT BY : DAVIDSON, JONATHAN BPLOT NAME : PLOT SCALE : 1 IN:20 FT

Post 5

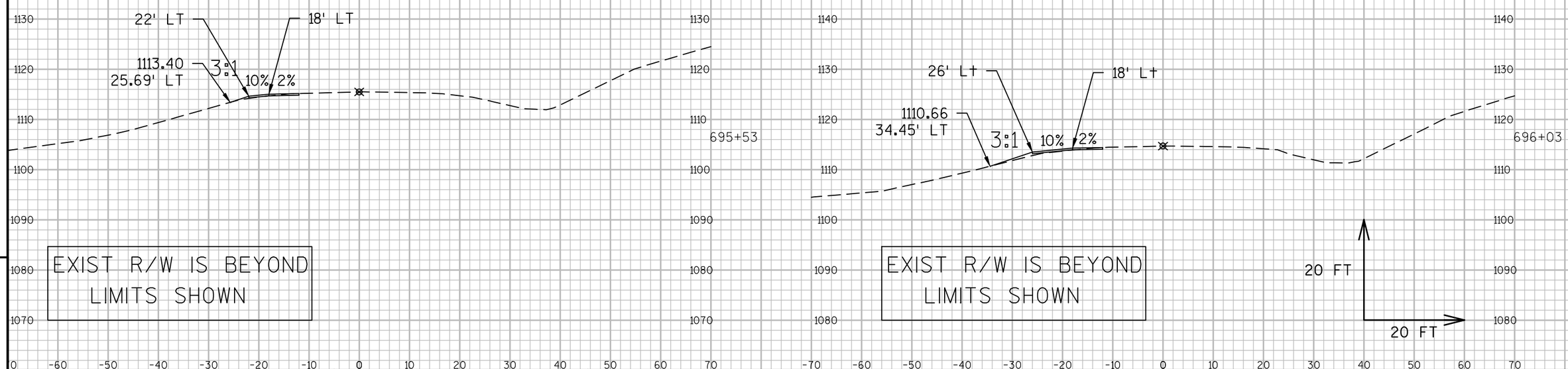
Elevations to be Field Verified

Transition



Post 9

Post 1



9

9

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	CROSS SECTIONS: 090201-XS-GUARDRAIL LEFT FINAL	SHEET 252	E

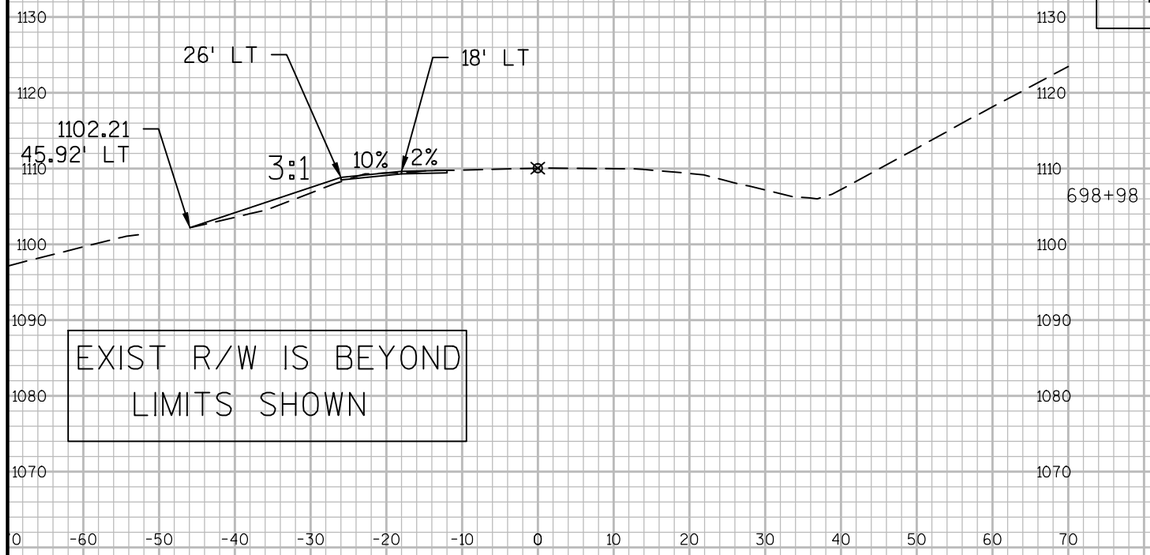
FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\090201-XS-BEAM GUARD (LT SIDE) FINAL.DWG
LAYOUT NAME - 090201-XS-BEAM GUARD (LT SIDE) FINAL - SECTION SHEET - (116)

PLOT DATE : 10/10/2017 1:47 PM PLOT BY : DAVIDSON, JONATHAN BPLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

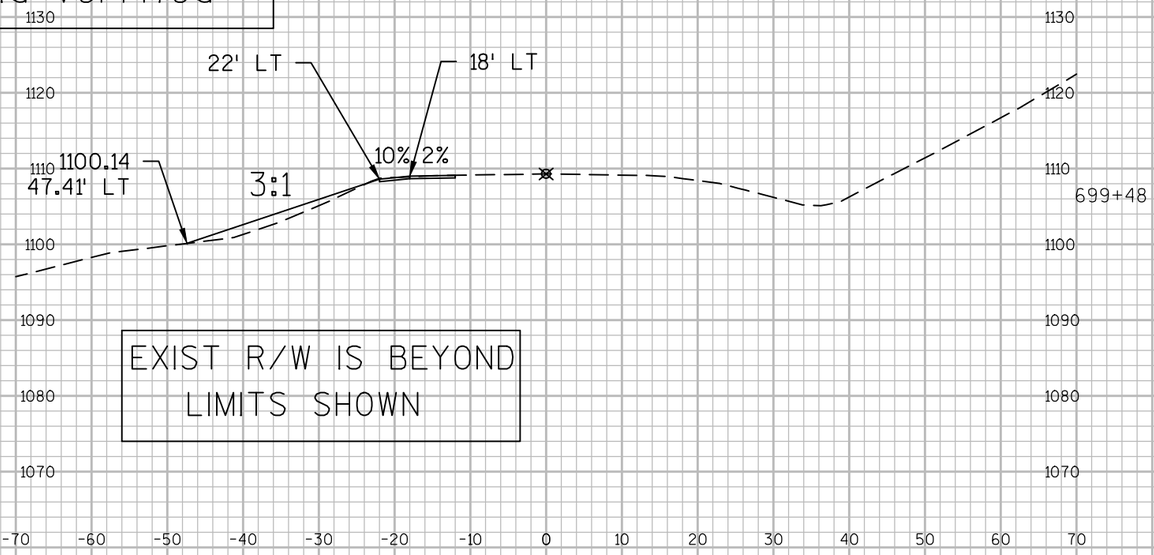
Post 1

Elevations to be Field Verified



EXIST R/W IS BEYOND LIMITS SHOWN

Post 9

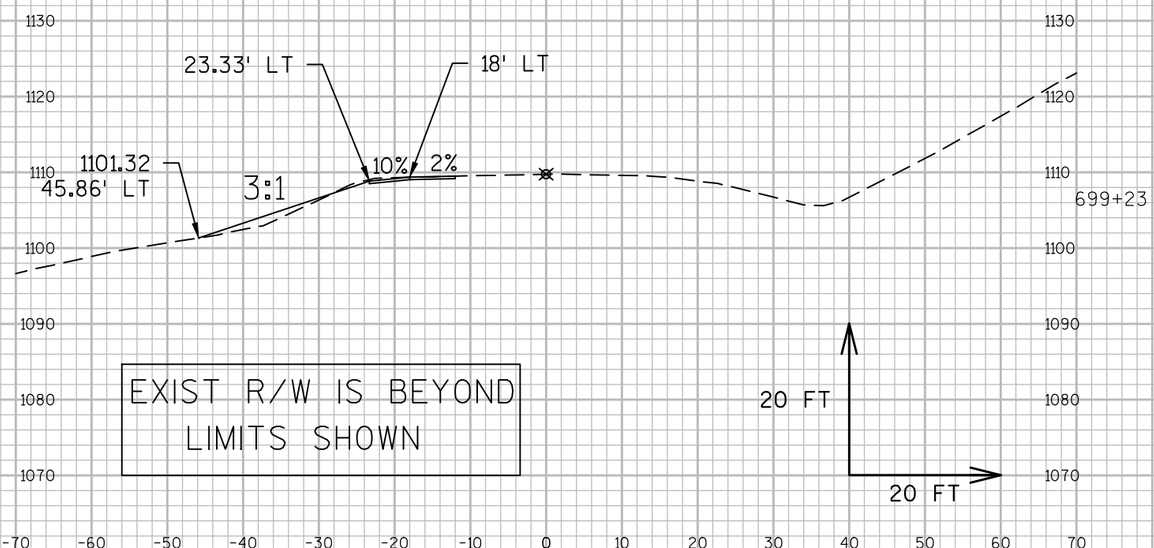


EXIST R/W IS BEYOND LIMITS SHOWN

Transition

EXIST R/W IS BEYOND LIMITS SHOWN

Post 5



EXIST R/W IS BEYOND LIMITS SHOWN

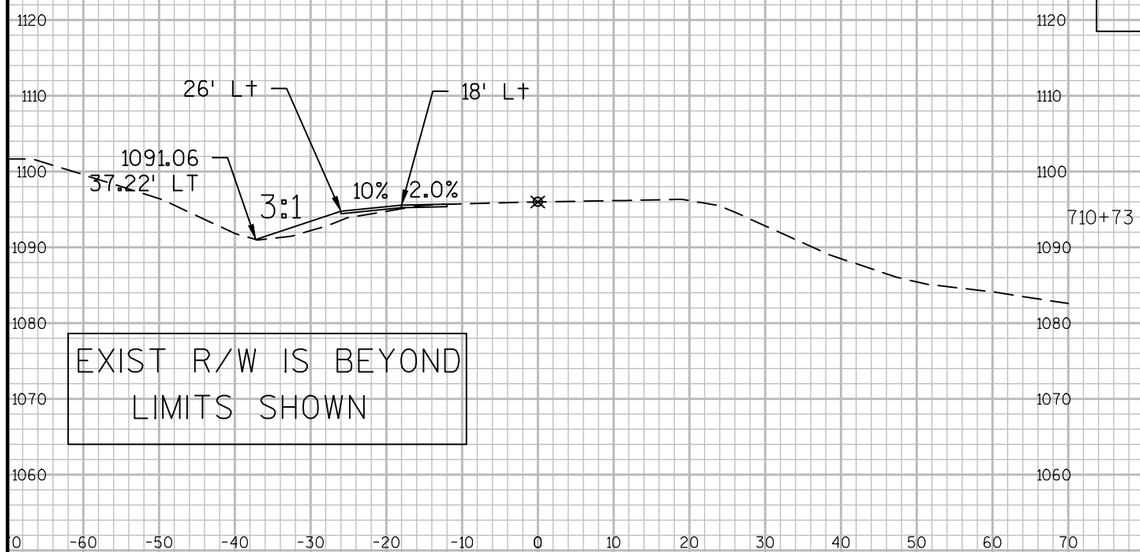
9 9

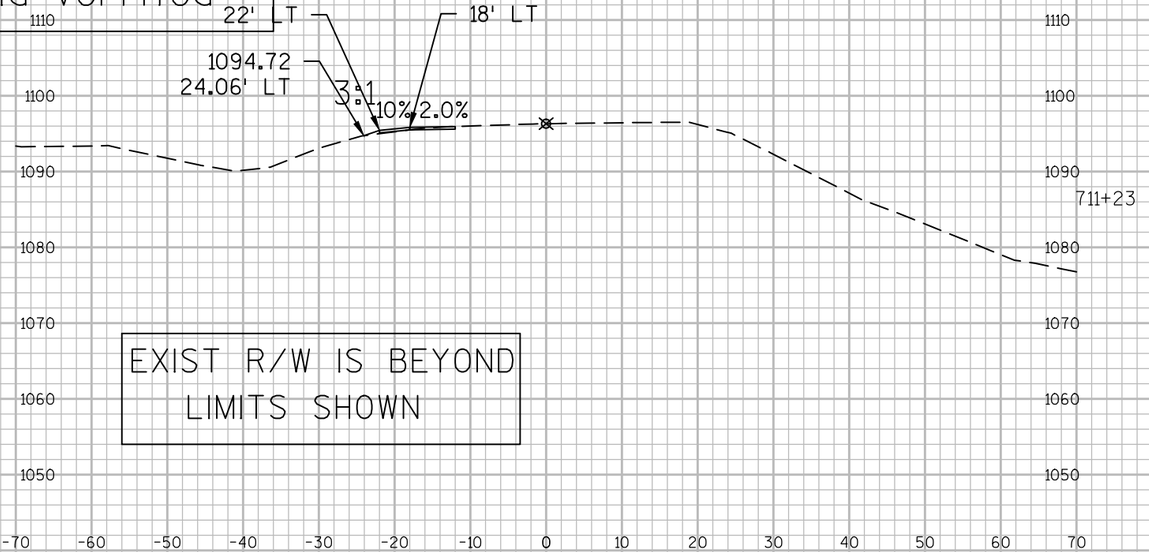
PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	CROSS SECTIONS: 090201-XS-GUARDRAIL LEFT FINAL	SHEET 253	E

Post 1

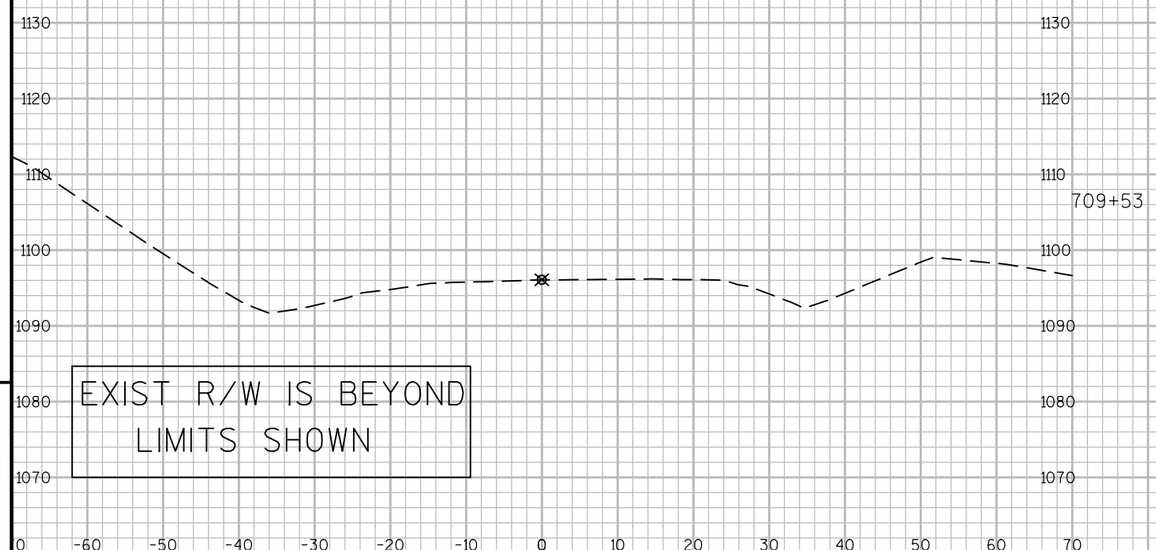
Elevations to be Field Verified

Post 9

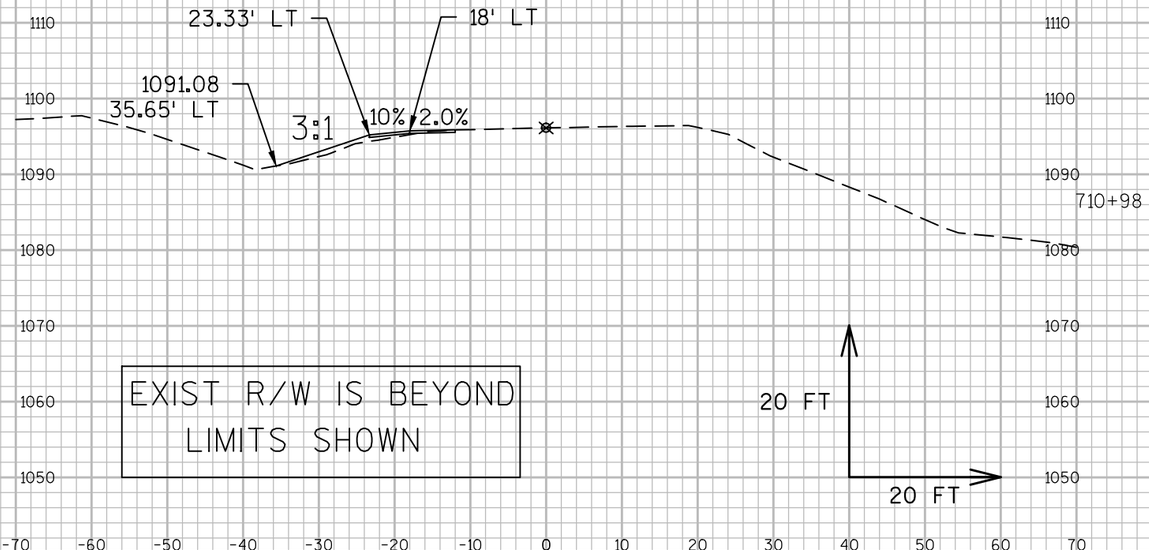




Transition



Post 5



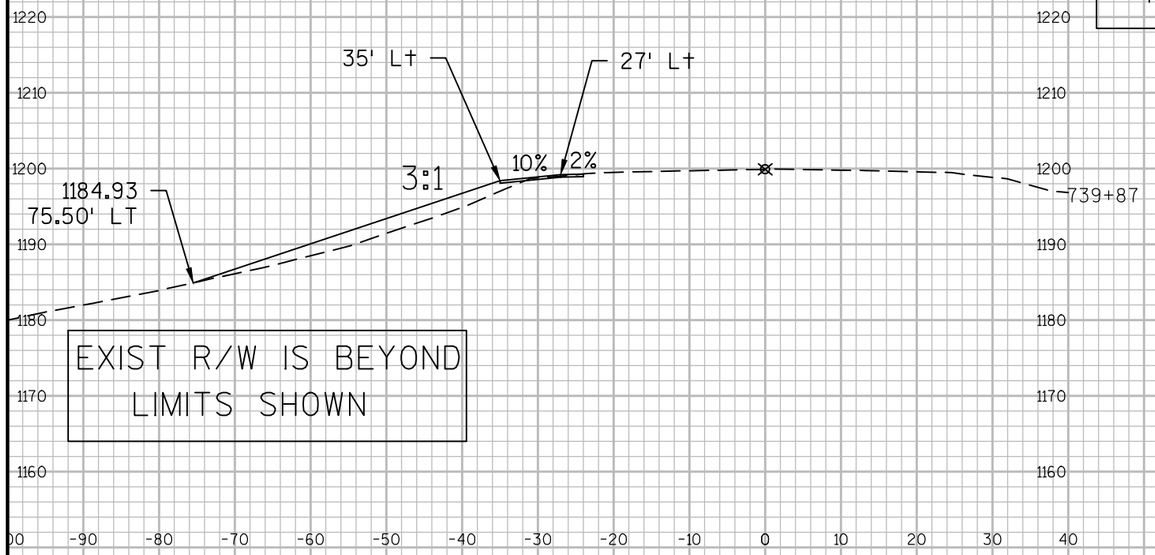
9

9

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	CROSS SECTIONS: 090201-XS-GUARDRAIL LEFT FINAL	SHEET 254	E

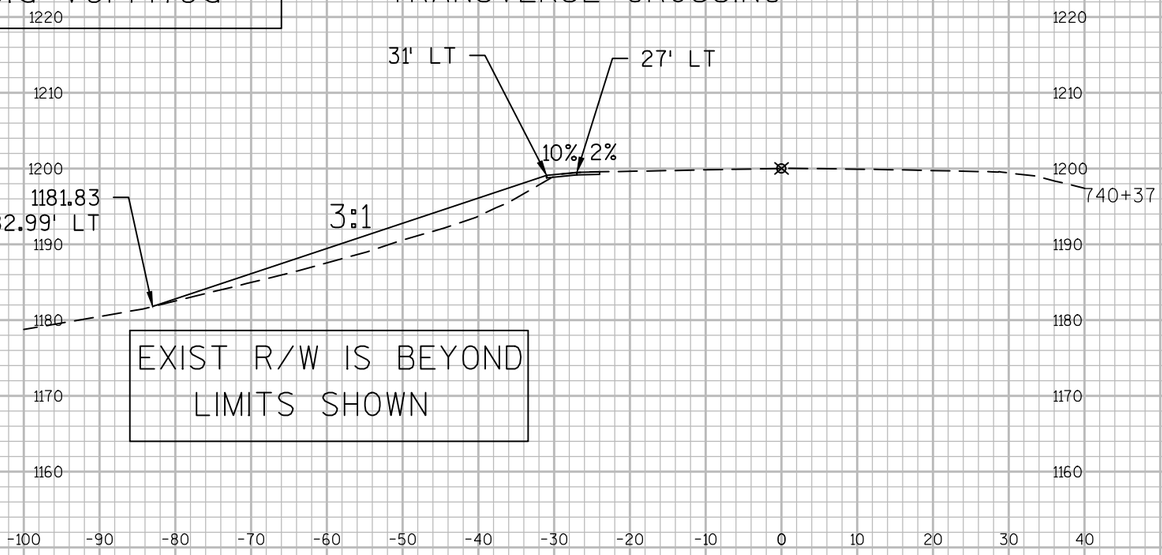
Post 1

Elevations to be Field Verified

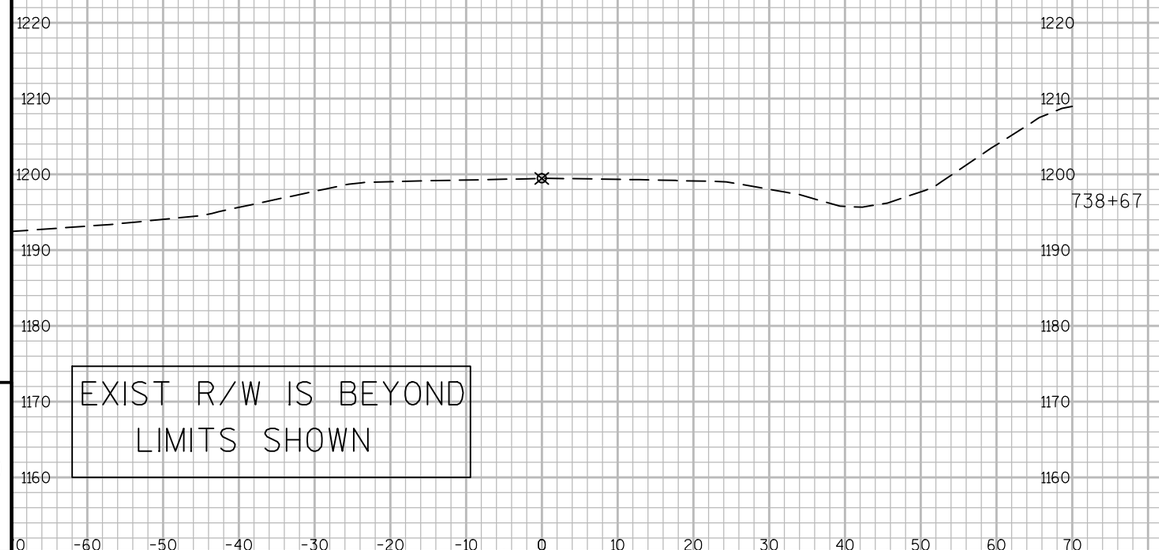


FIBER OPTIC TRANSVERSE CROSSING

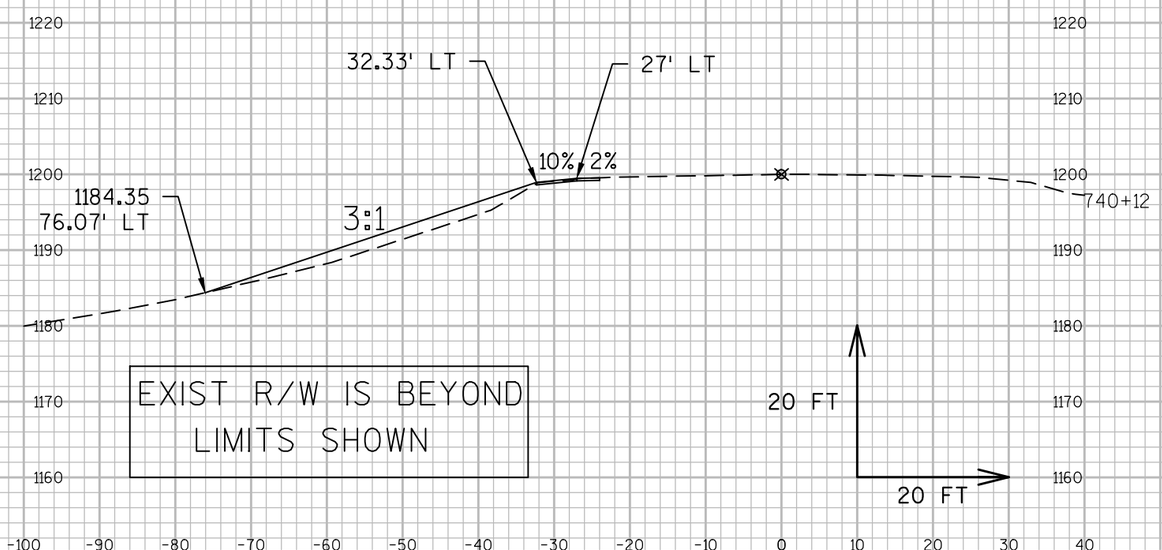
Post 9



Transition



Post 5

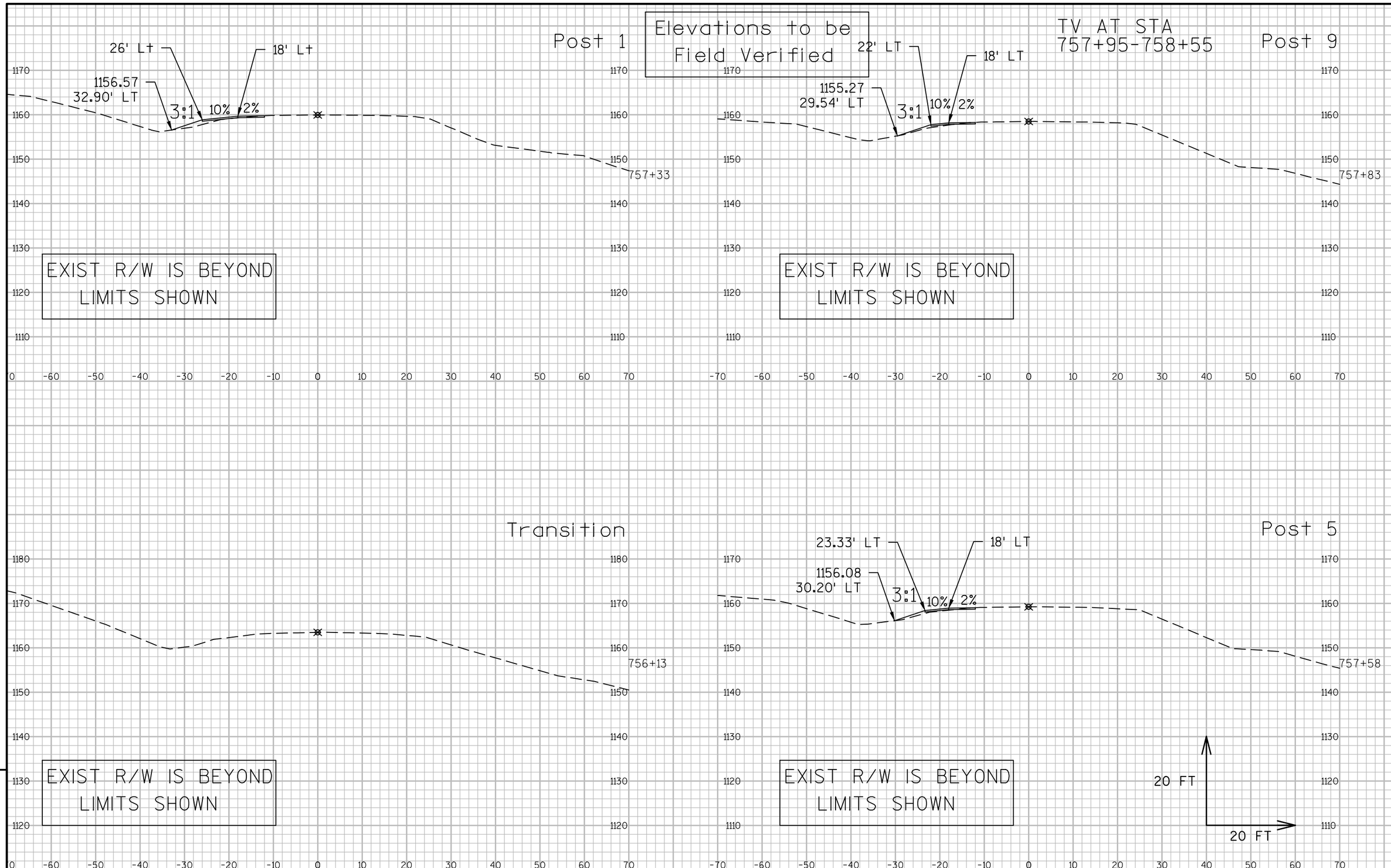


9 9

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	CROSS SECTIONS: 090201-XS-GUARDRAIL LEFT FINAL	SHEET 255 E

FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\090201-XS-BEAM GUARD (LT SIDE) FINAL.DWG
LAYOUT NAME - 090201-XS-BEAM GUARD (LT SIDE) FINAL - SECTION SHEET - (121)

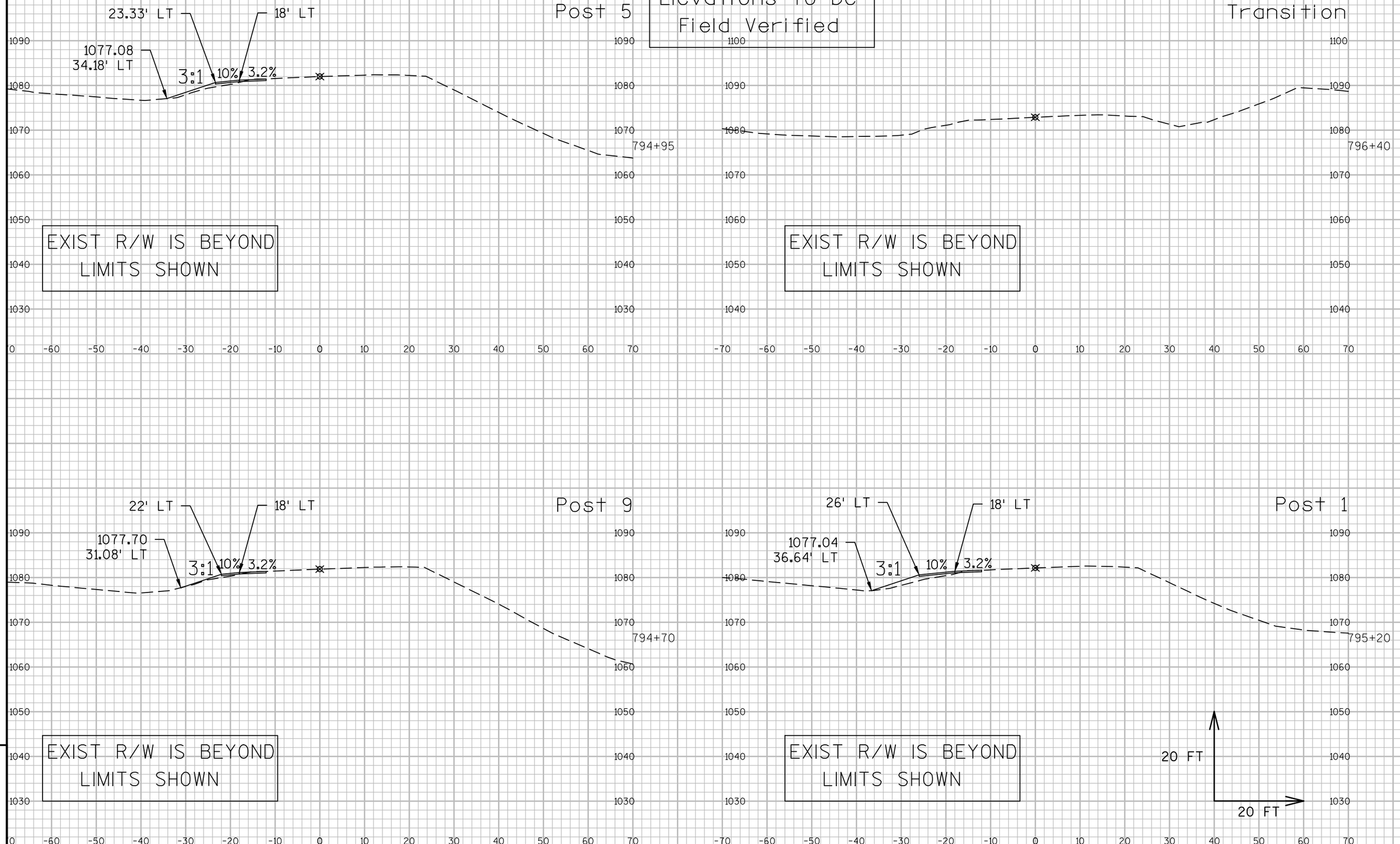
PLOT DATE : 10/10/2017 1:47 PM PLOT BY : DAVIDSON, JONATHAN BPLOT NAME : PLOT SCALE : 1 IN:20 FT



9

9

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	CROSS SECTIONS: 090201-XS-GUARDRAIL LEFT FINAL	SHEET 256	E



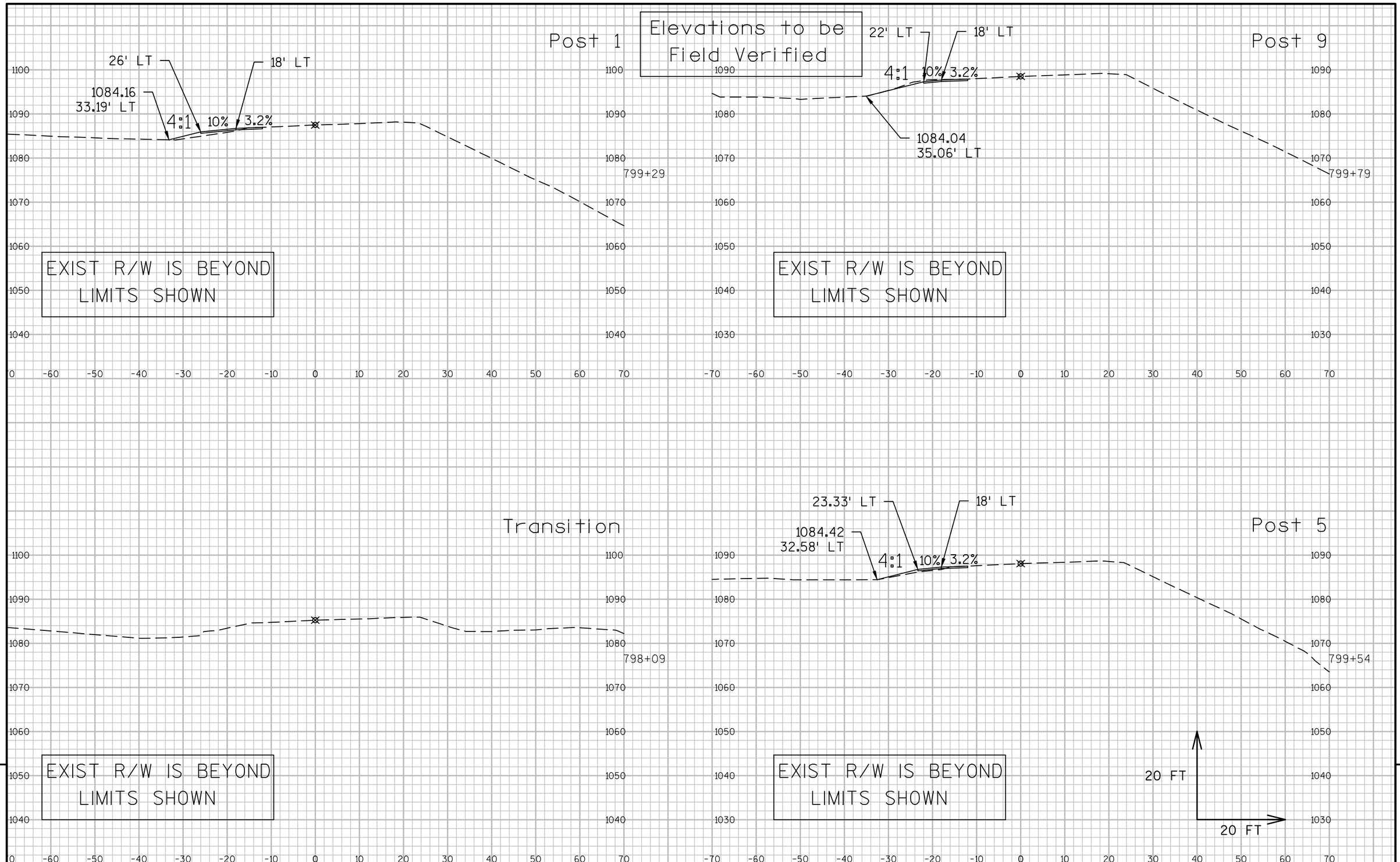
9

9

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	CROSS SECTIONS: 090201-XS-GUARDRAIL LEFT FINAL	SHEET 257	E

FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\090201-XS-BEAM GUARD (LT SIDE) FINAL.DWG
LAYOUT NAME - 090201-XS-BEAM GUARD (LT SIDE) FINAL - SECTION SHEET - (126)

PLOT DATE : 10/10/2017 1:47 PM PLOT BY : DAVIDSON, JONATHAN BPLOT NAME : PLOT SCALE : 1 IN:20 FT



9

9

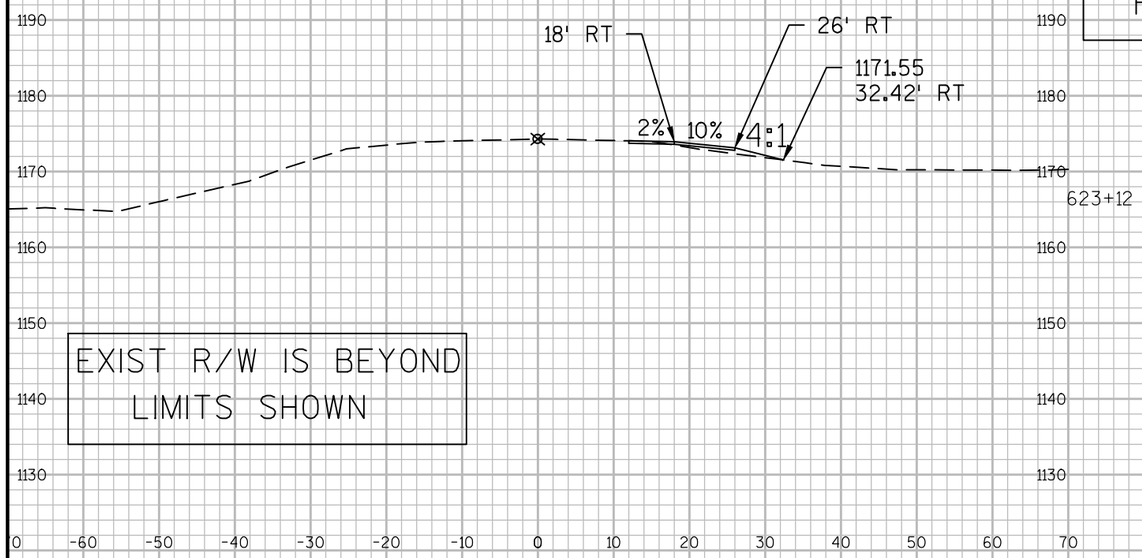
PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	CROSS SECTIONS: 090201-XS-GUARDRAIL LEFT FINAL	SHEET 258	E

FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\090201-XS-BEAM GUARD (LT SIDE) FINAL.DWG
LAYOUT NAME - 090201-XS-BEAM GUARD (LT SIDE) FINAL - SECTION SHEET - (127)

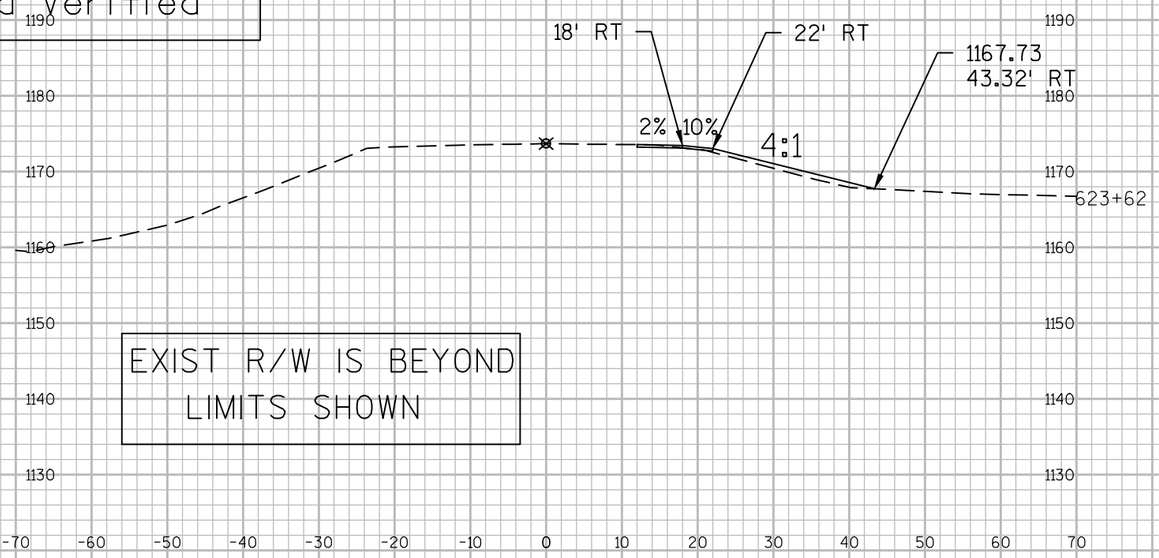
PLOT DATE : 10/10/2017 1:47 PM PLOT BY : DAVIDSON, JONATHAN BPLOT NAME : PLOT SCALE : 1 IN:20 FT

Post 1

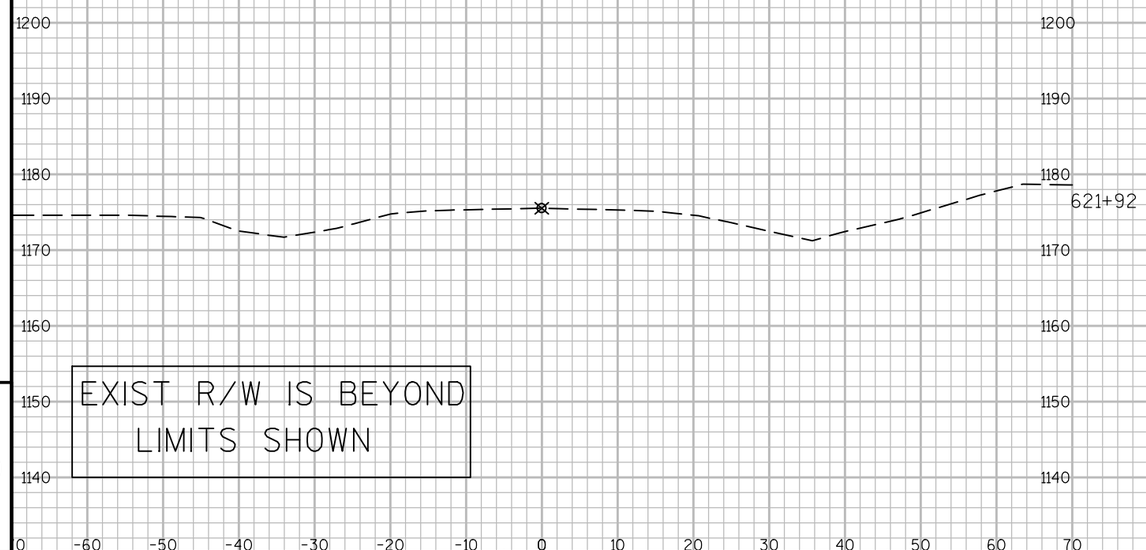
Elevations to be Field Verified



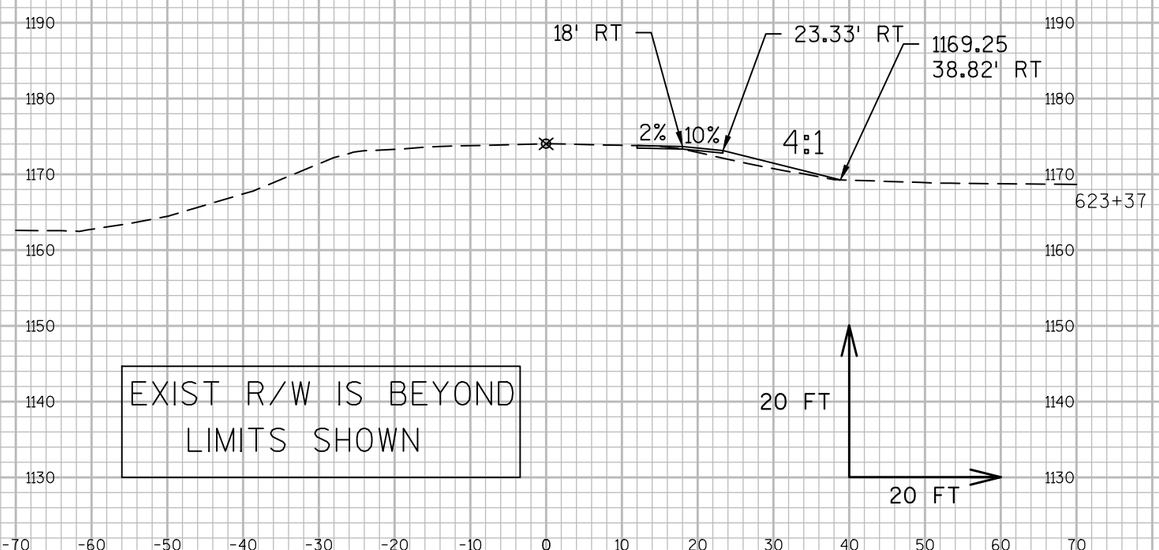
Post 9



Transition



Post 5



9

9

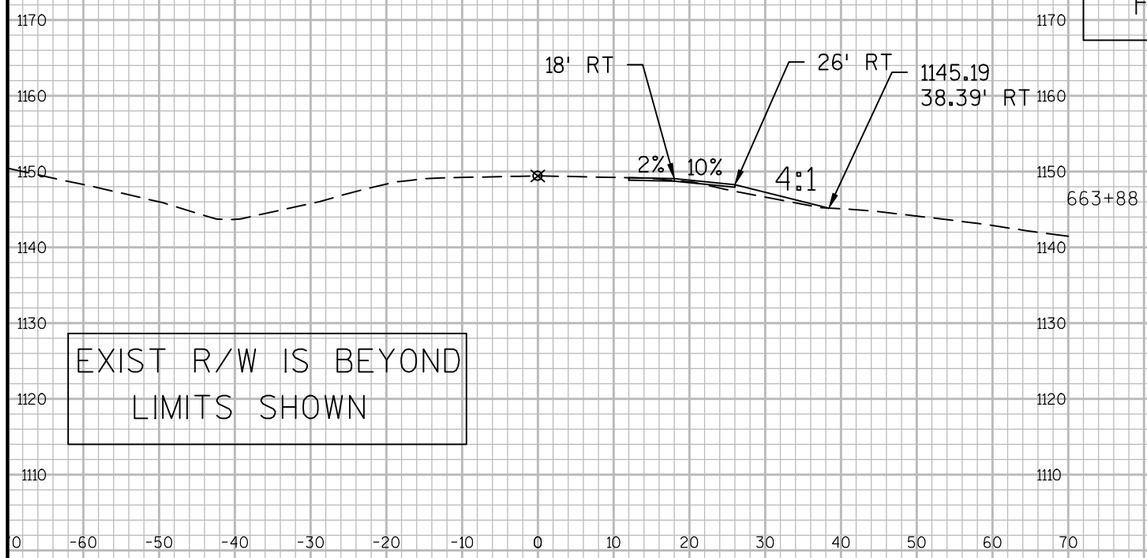
PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	CROSS SECTIONS: 090201-XS-GUARDRAIL RIGHT FINAL	SHEET 259	E

FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\090201-XS-BEAM GUARD (RT SIDE) FINAL.DWG
LAYOUT NAME - 090201-XS-BEAM GUARD (RT SIDE) FINAL - SECTION SHEET - (79)

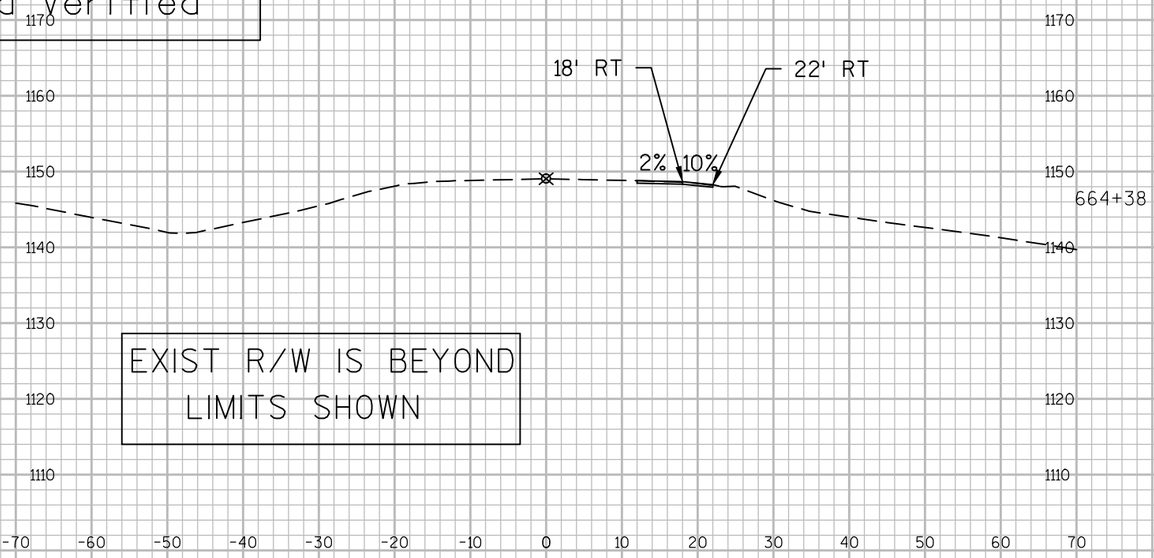
PLOT DATE : 10/10/2017 1:52 PM PLOT BY : DAVIDSON, JONATHAN BPLOT NAME : PLOT SCALE : 1 IN:20 FT

Post 1

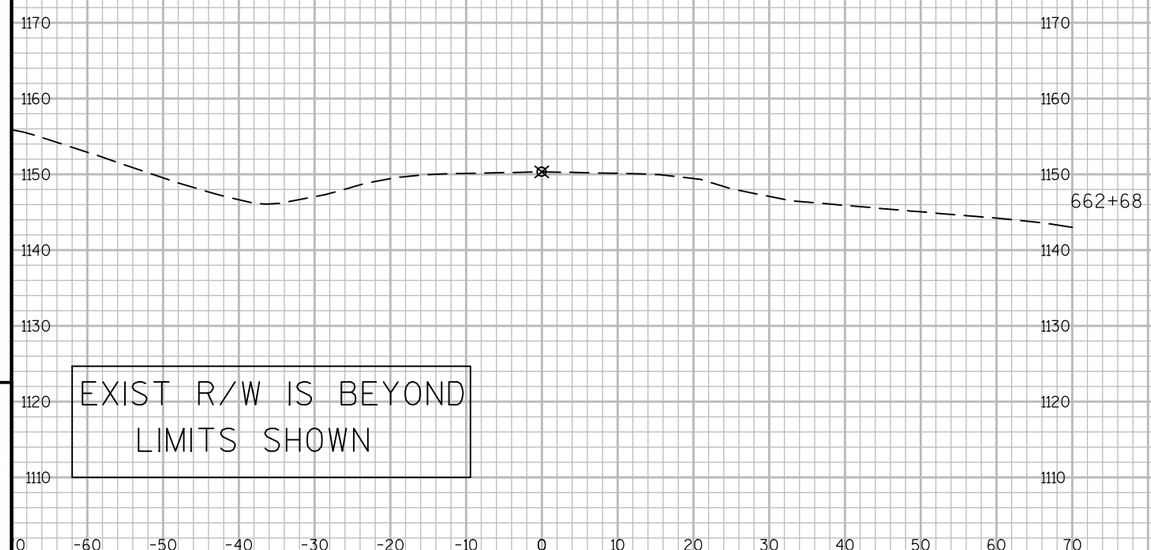
Elevations to be Field Verified



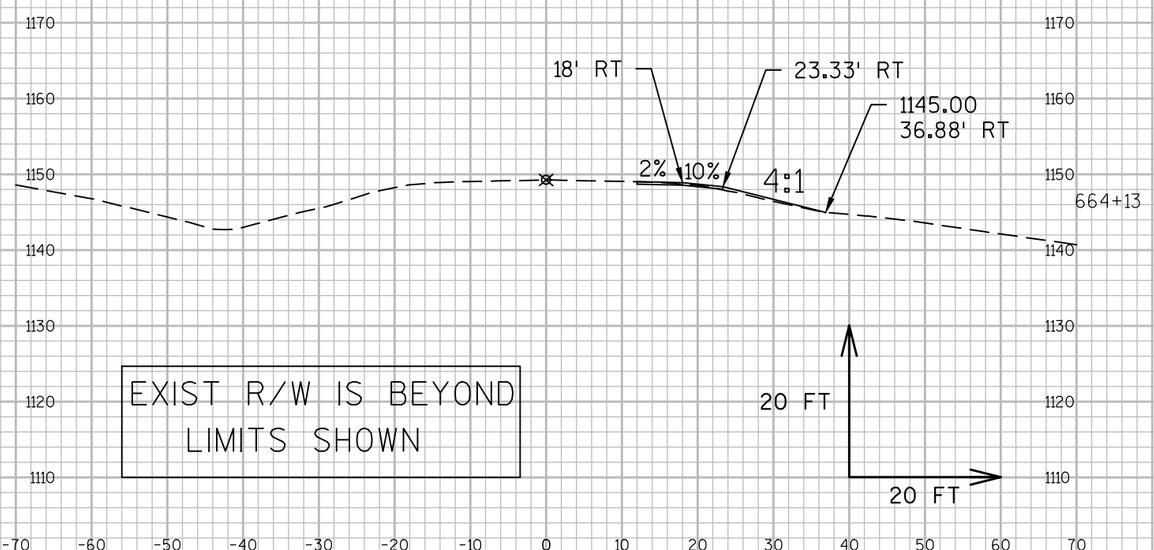
Post 9



Transition



Post 5



9 9

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	CROSS SECTIONS: 090201-XS-GUARDRAIL RIGHT FINAL	SHEET 260	E

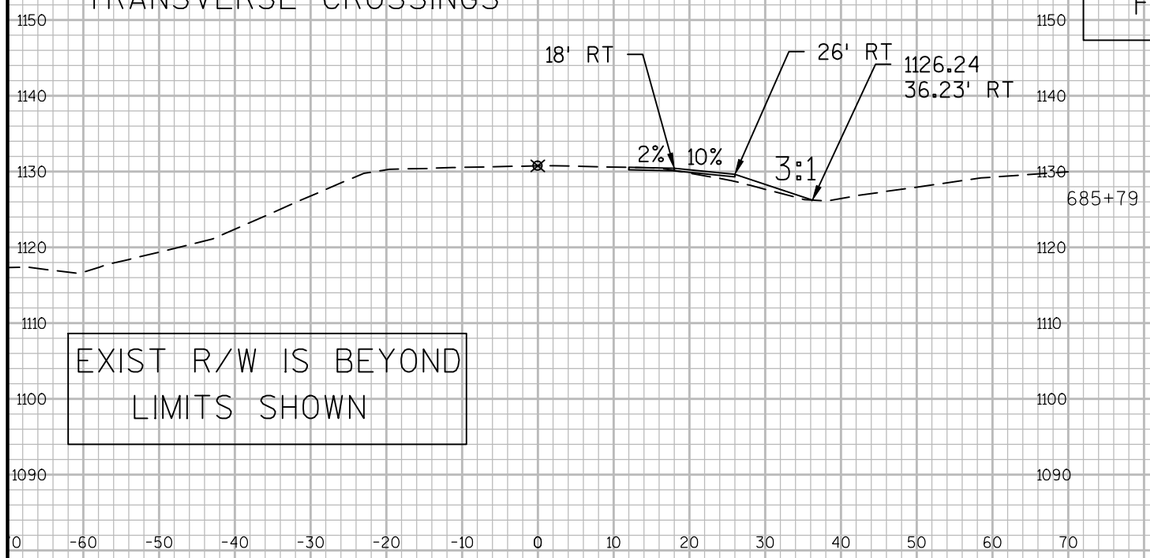
FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\090201-XS-BEAM GUARD (RT SIDE) FINAL.DWG
LAYOUT NAME - 090201-XS-BEAM GUARD (RT SIDE) FINAL - SECTION SHEET - (81)

PLOT DATE : 10/10/2017 1:52 PM PLOT BY : DAVIDSON, JONATHAN BPLOT NAME : PLOT SCALE : 1 IN:20 FT

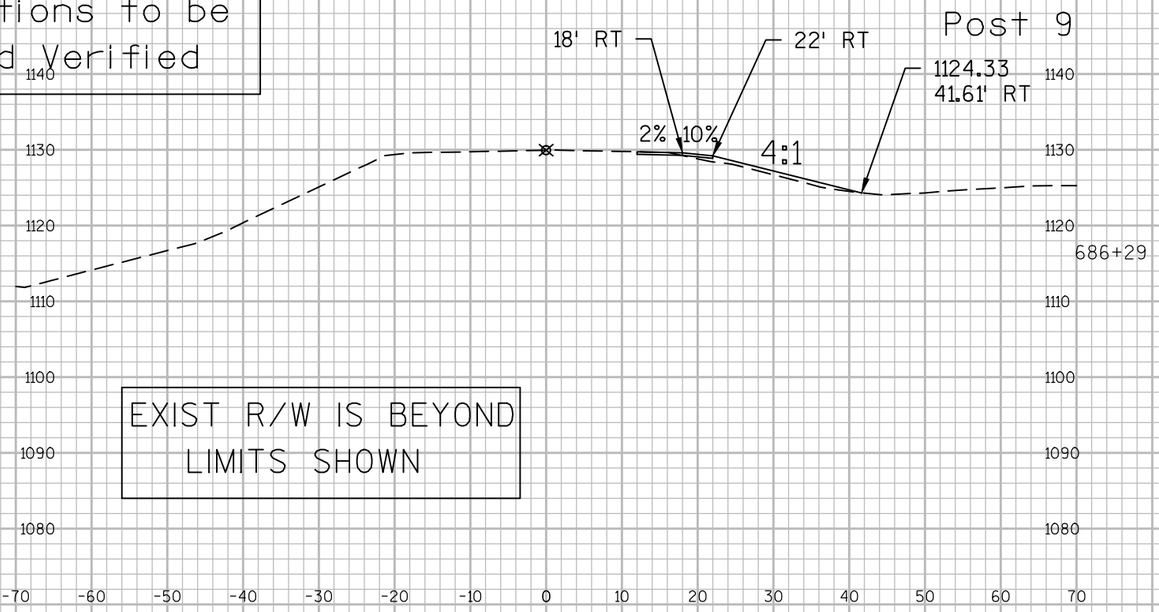
FIBER OPTIC, TV, and ELEC
TRANSVERSE CROSSINGS

Post 1

Elevations to be
Field Verified

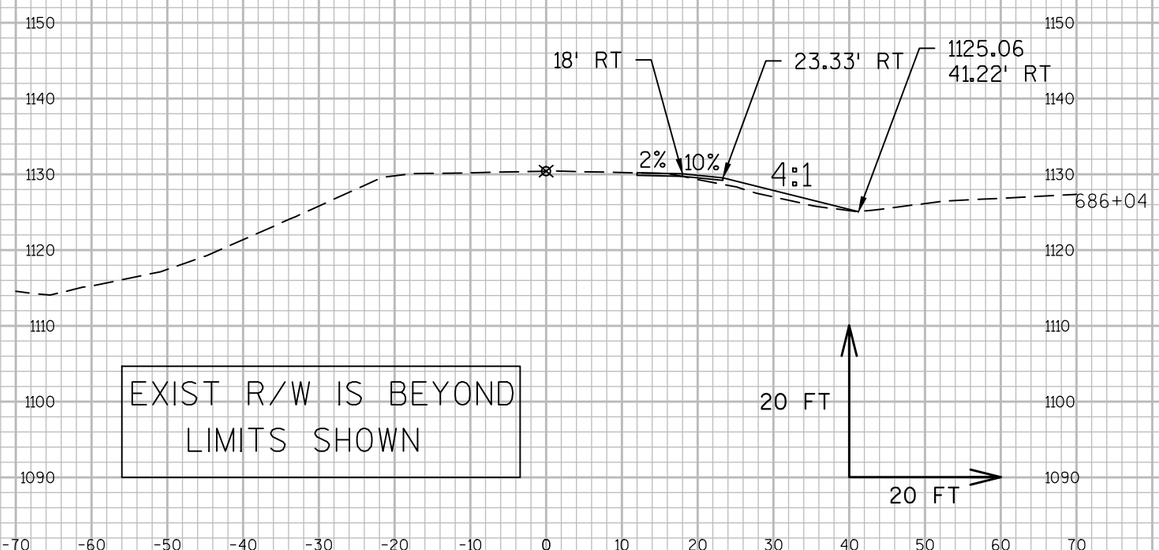


Post 9



Transition

Post 5

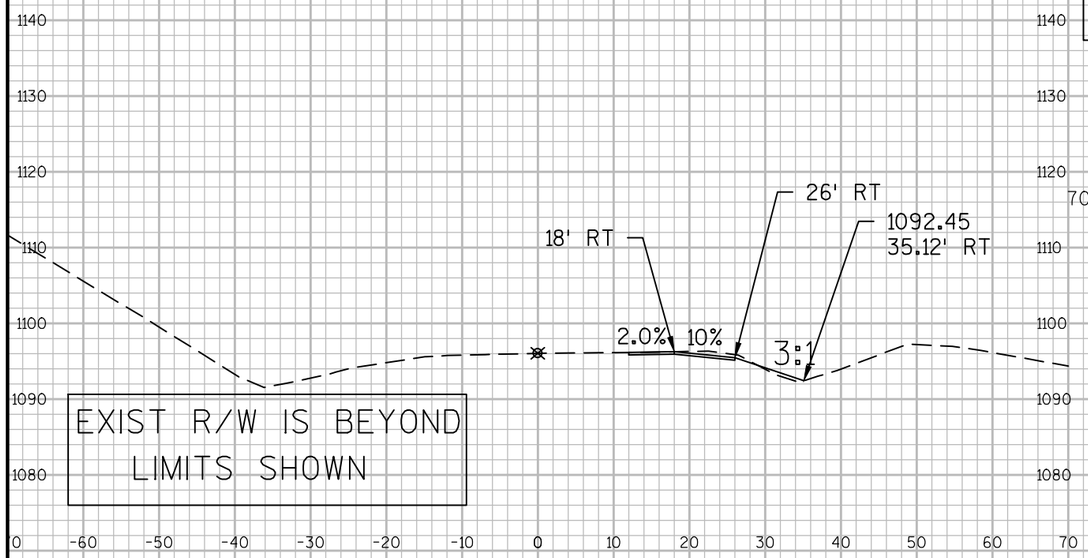


9 9

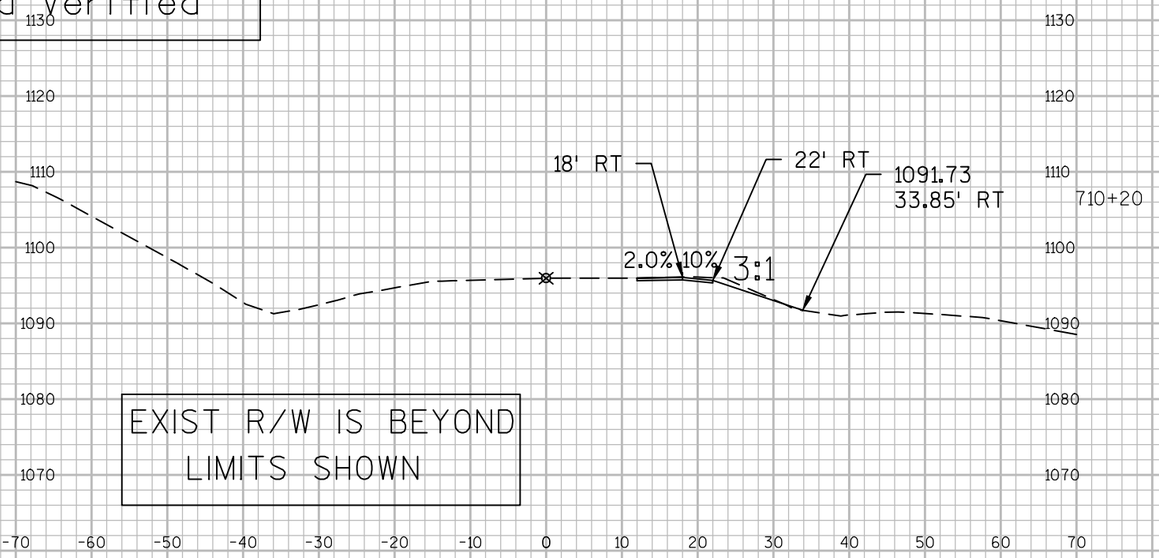
PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	CROSS SECTIONS: 090201-XS-GUARDRAIL RIGHT FINAL	SHEET 261 E

Post 1

Elevations to be Field Verified

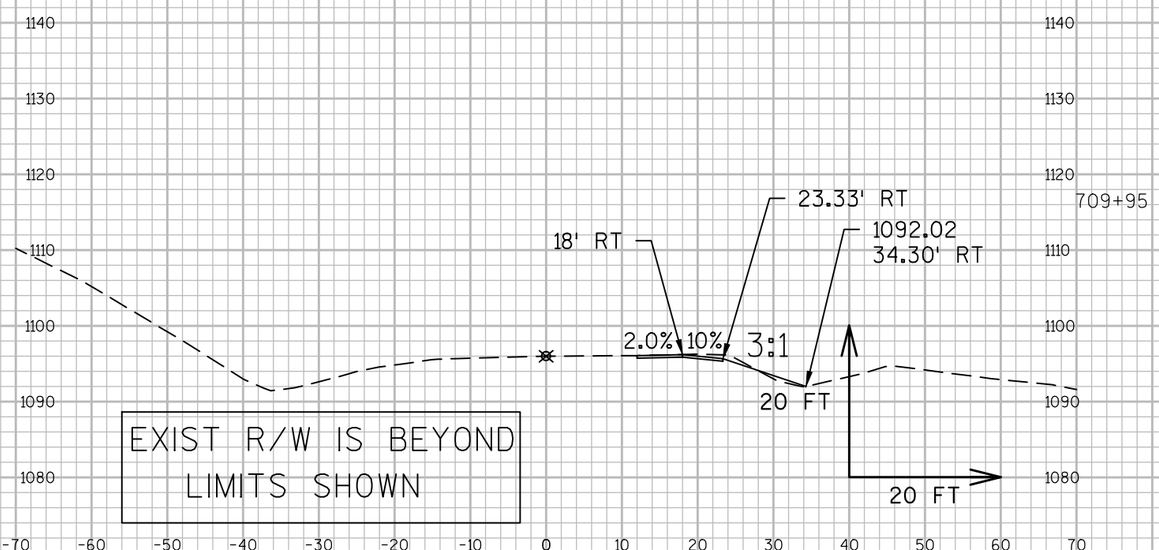


Post 9



Transition

Post 5



9

9

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	CROSS SECTIONS: 090201-XS-GUARDRAIL RIGHT FINAL	SHEET 262	E

FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\090201-XS-BEAM GUARD (RT SIDE) FINAL.DWG
LAYOUT NAME - 090201-XS-BEAM GUARD (RT SIDE) FINAL - SECTION SHEET - (87)

PLOT DATE : 10/10/2017 1:52 PM PLOT BY : DAVIDSON, JONATHAN BPLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

Post 5

27' RT

32.33' RT

1114.29
43.47' RT

2.0% 10% 3:1

718+89

Elevations to be Field Verified

Transition

720+34

EXIST R/W IS BEYOND LIMITS SHOWN

EXIST R/W IS BEYOND LIMITS SHOWN

Post 9

27' RT

31' RT

1111.50
47.22' RT

2.0% 10% 3:1

718+64

EXIST R/W IS BEYOND LIMITS SHOWN

Post 1

27' RT

35' RT

1116.31
42.95' RT

2.0% 10% 3:1

719+14

20 FT

20 FT

EXIST R/W IS BEYOND LIMITS SHOWN

9

9

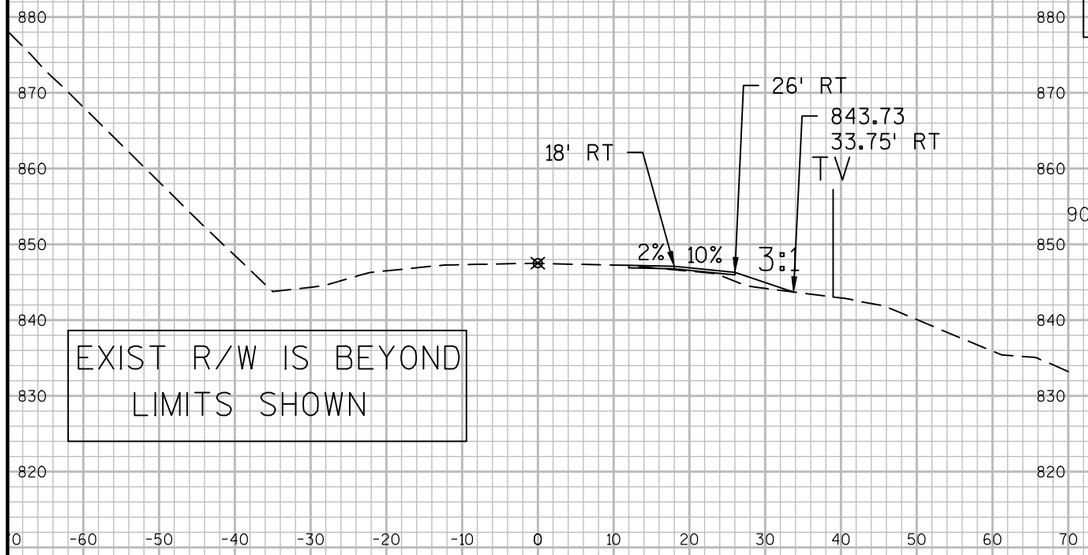
PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	CROSS SECTIONS: 090201-XS-GUARDRAIL RIGHT FINAL	SHEET 263	E

FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\090201-XS-BEAM GUARD (RT SIDE) FINAL.DWG
LAYOUT NAME - 090201-XS-BEAM GUARD (RT SIDE) FINAL - SECTION SHEET - (88)

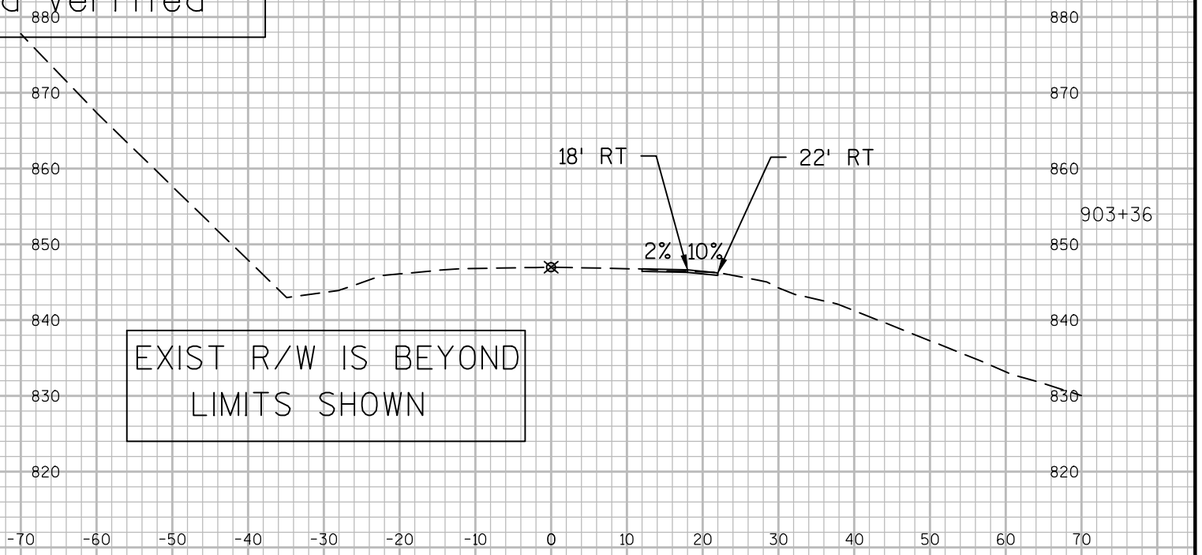
PLOT DATE : 10/10/2017 1:52 PM PLOT BY : DAVIDSON, JONATHAN BPLOT NAME : PLOT SCALE : 1 IN:20 FT

Post 1

Elevations to be Field Verified

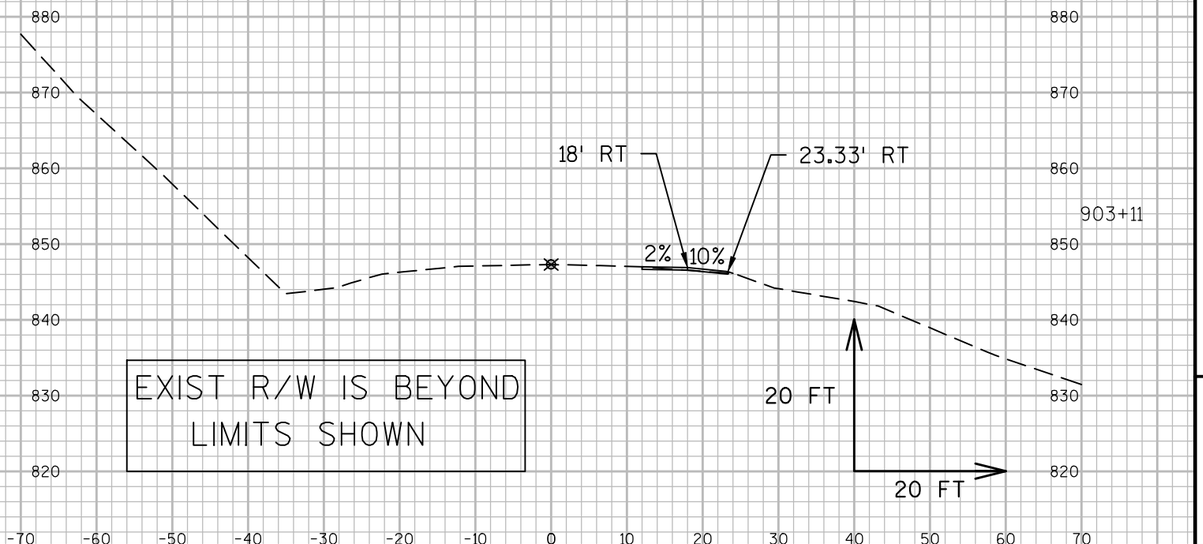


Post 9



Transition

Post 5



9

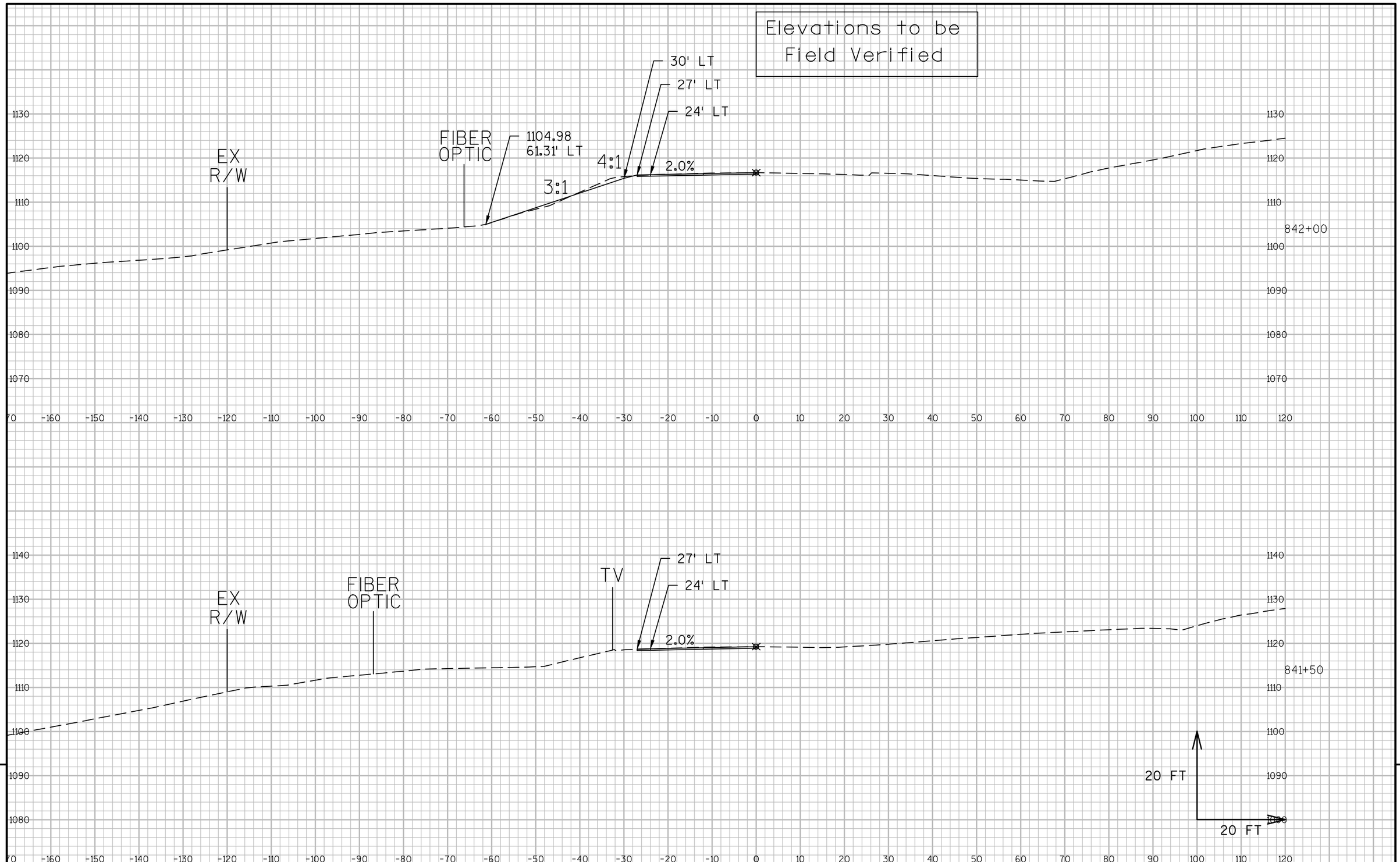
9

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	CROSS SECTIONS: 090201-XS-GUARDRAIL RIGHT FINAL	SHEET 264	E

FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\090201-XS-BEAM GUARD (RT SIDE) FINAL.DWG
LAYOUT NAME - 090201-XS-BEAM GUARD (RT SIDE) FINAL - SECTION SHEET - (99)

PLOT DATE : 10/10/2017 1:53 PM PLOT BY : DAVIDSON, JONATHAN BPLOT NAME : PLOT SCALE : 1 IN:20 FT

Elevations to be Field Verified



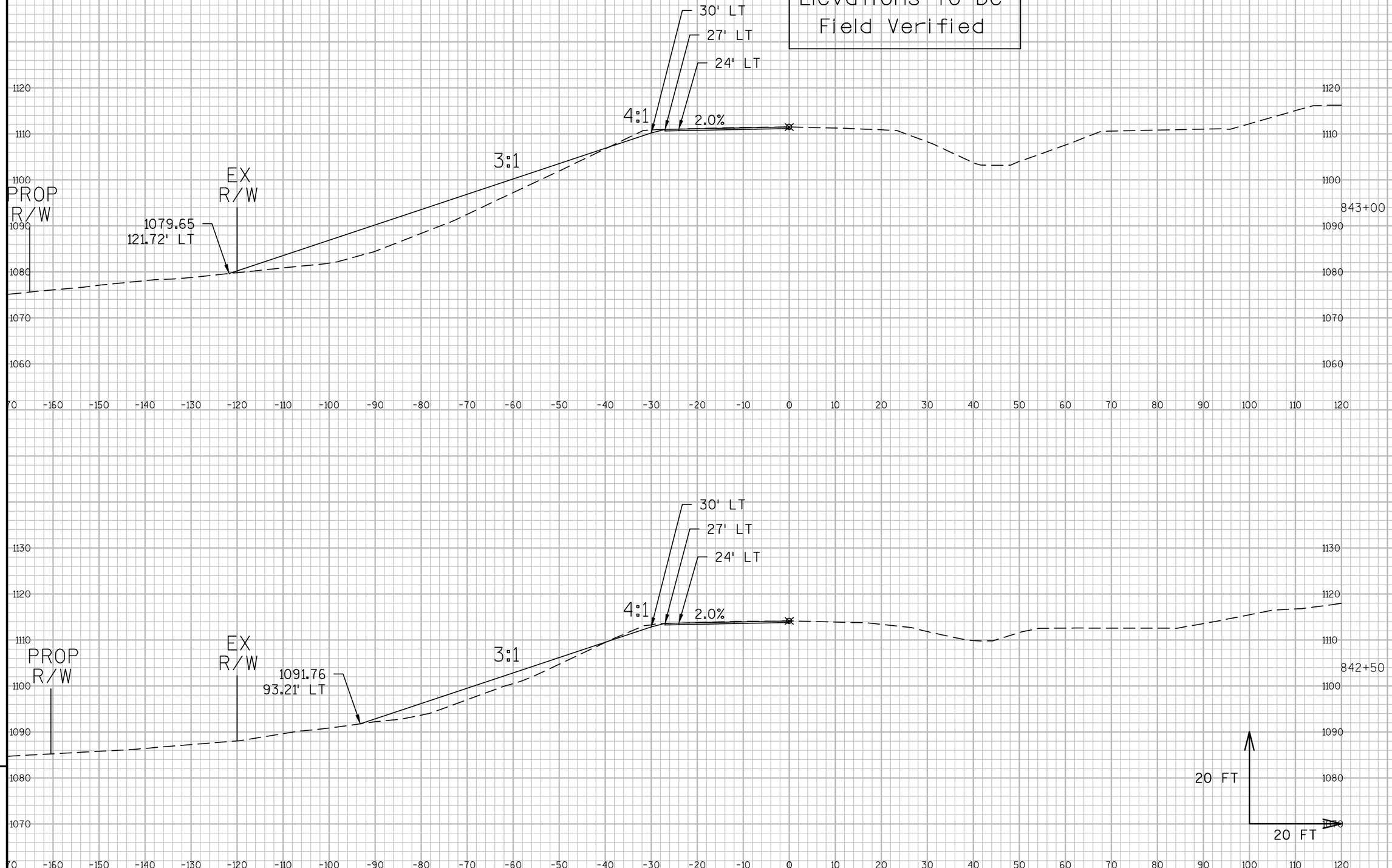
9 9

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	CROSS SECTIONS: 090201-XS-USH 61 & CTH X	SHEET 265 E

FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\090201-XS-BEAM GUARD (LT SIDE) FINAL.DWG
LAYOUT NAME - 090201-XS-BEAM GUARD (LT SIDE) FINAL - SECTION SHEET - (172)

PLOT DATE : 7/25/2017 9:41 AM PLOT BY : DAVIDSON, JONATHAN BPLOT NAME : PLOT SCALE : 1 IN:20 FT

Elevations to be Field Verified



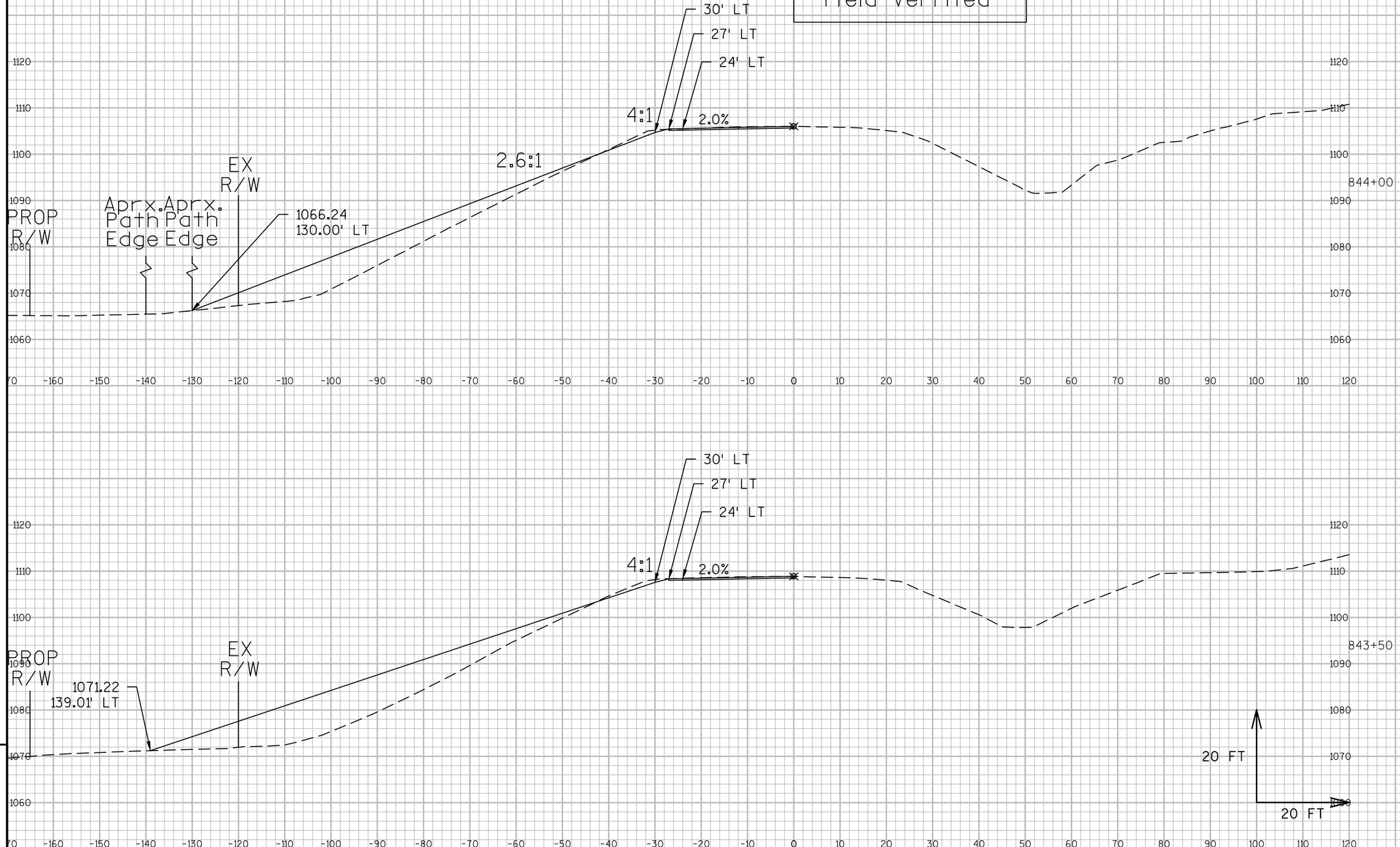
9 9

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	CROSS SECTIONS: 090201-XS-USH 61 & CTH X	SHEET	E

FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\090201-XS-BEAM GUARD (LT SIDE) FINAL.DWG
LAYOUT NAME - 090201-XS-BEAM GUARD (LT SIDE) FINAL - SECTION SHEET - (173)

PLOT DATE : 7/25/2017 9:41 AM PLOT BY : DAVIDSON, JONATHAN BPLOT NAME : PLOT SCALE : 1 IN:20 FT

Elevations to be Field Verified



9 9

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	CROSS SECTIONS: 090201-XS-USH 61 & CTH X	SHEET 267 E

FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\090201-XS-BEAM GUARD (LT SIDE) FINAL.DWG
LAYOUT NAME - 090201-XS-BEAM GUARD (LT SIDE) FINAL - SECTION SHEET - (174)

PLOT DATE : 7/25/2017 9:41 AM PLOT BY : DAVIDSON, JONATHAN BPLOT NAME : PLOT SCALE : 1 IN:20 FT

Elevations to be Field Verified

30' LT
27' LT
24' LT
4:1
2.0%
2.6:1
EX R/W
Aprx. Path Edge
Aprx. Path Edge
1066.41
122.00' LT
PROP R/W
844+50

1110
1100
1090
1080
1070
1060
1050

-160 -150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120

30' Lt
27' Lt
24' Lt
4:1
2.0%
2.6:1
1066.27
128.80' LT
EX R/W
PROPOSED 4-FT MANHOLE (ELEV 1077.34)
Aprx. Path Edge
Aprx. Path Edge
PROP R/W
INVERT ELEV. 1066.09
INVERT ELEV. 1068.71
844+06
20 FT
20 FT

1120
1110
1100
1090
1080
1070
1060

-160 -150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120

9

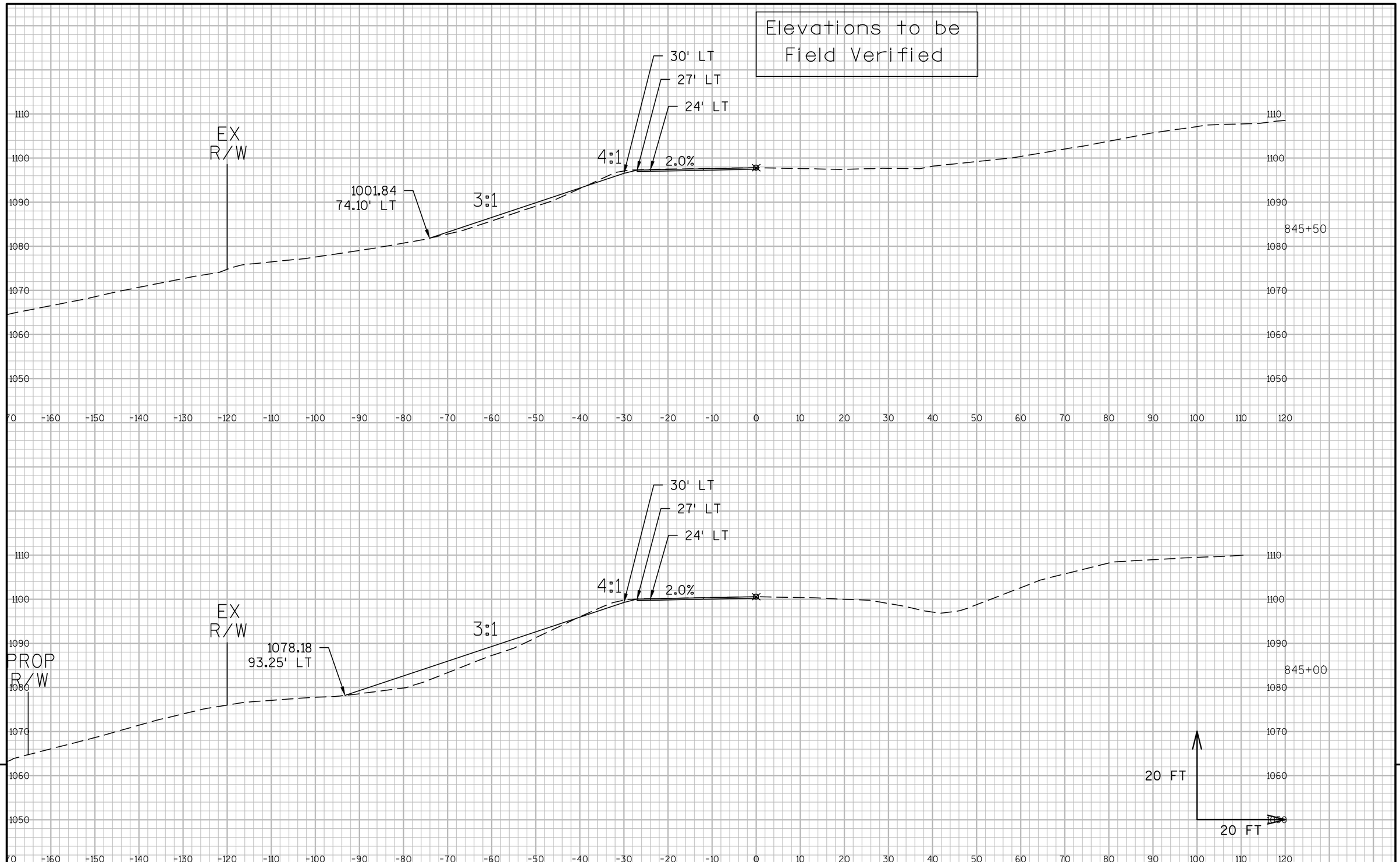
9

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	CROSS SECTIONS: 090201-XS-USH 61 & CTH X	SHEET 268	E

FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\090201-XS-BEAM GUARD (LT SIDE) FINAL.DWG
LAYOUT NAME - 090201-XS-BEAM GUARD (LT SIDE) FINAL - SECTION SHEET - (175)

PLOT DATE : 7/25/2017 9:41 AM PLOT BY : DAVIDSON, JONATHAN BPLOT NAME : PLOT SCALE : 1 IN:20 FT

Elevations to be Field Verified



9

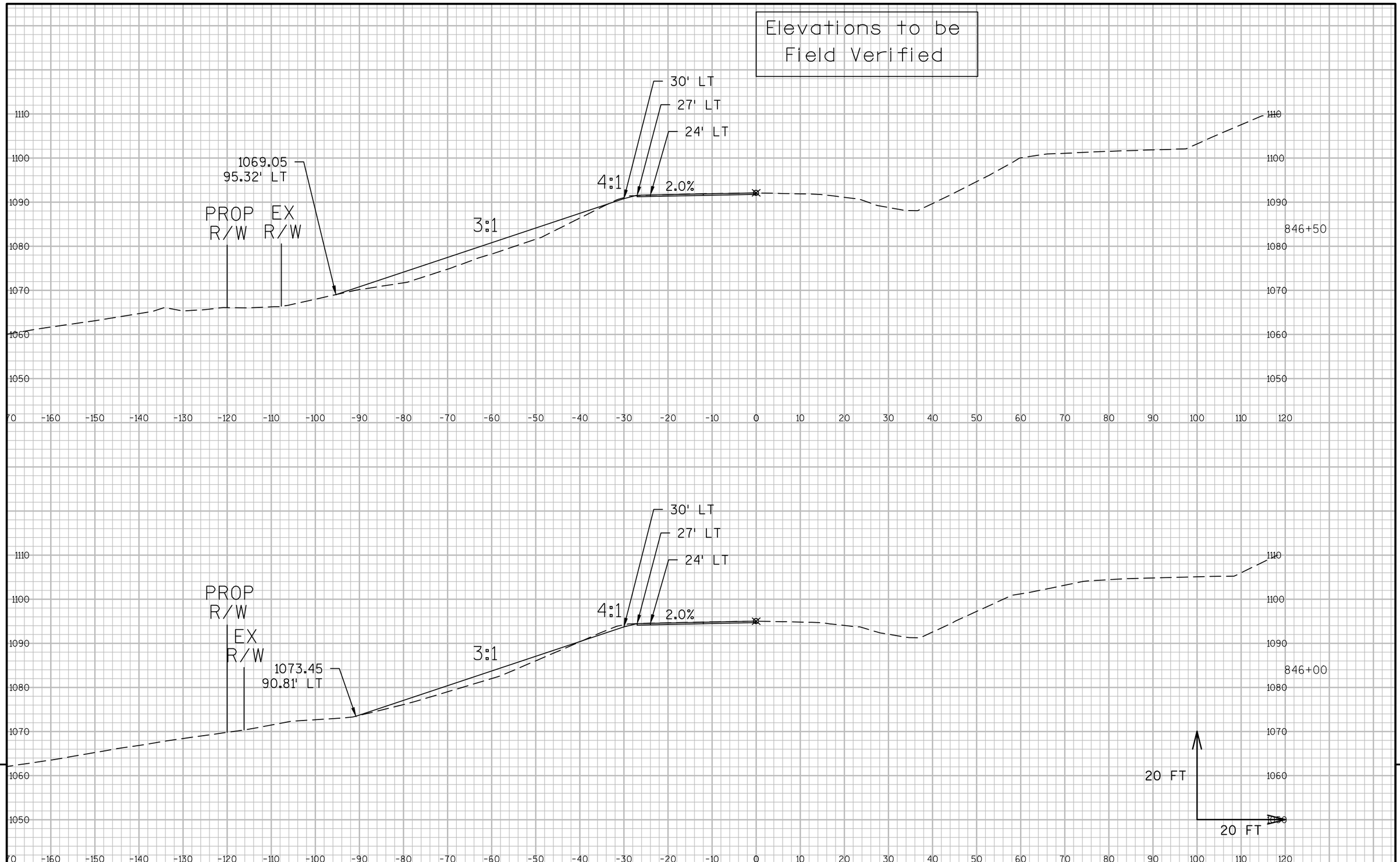
9

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	CROSS SECTIONS: 090201-XS-USH 61 & CTH X	SHEET 269	E

FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\090201-XS-BEAM GUARD (LT SIDE) FINAL.DWG
LAYOUT NAME - 090201-XS-BEAM GUARD (LT SIDE) FINAL - SECTION SHEET - (176)

PLOT DATE : 7/25/2017 9:41 AM PLOT BY : DAVIDSON, JONATHAN BPLOT NAME : PLOT SCALE : 1 IN:20 FT

Elevations to be Field Verified



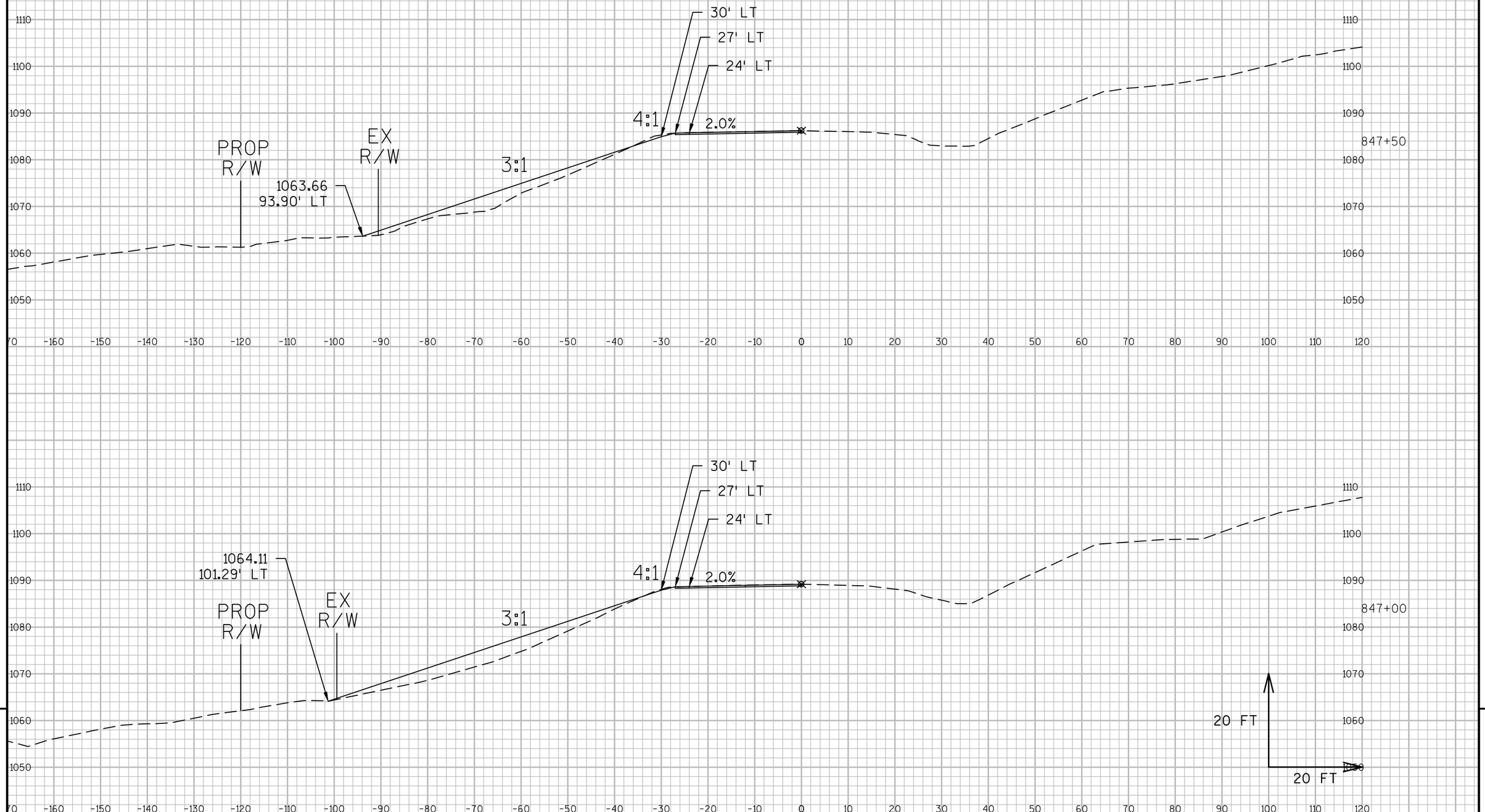
9 9

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	CROSS SECTIONS: 090201-XS-USH 61 & CTH X	SHEET 270 E

FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\090201-XS-BEAM GUARD (LT SIDE) FINAL.DWG
LAYOUT NAME - 090201-XS-BEAM GUARD (LT SIDE) FINAL - SECTION SHEET - (177)

PLOT DATE : 7/25/2017 9:41 AM PLOT BY : DAVIDSON, JONATHAN BPLOT NAME : PLOT SCALE : 1 IN:20 FT

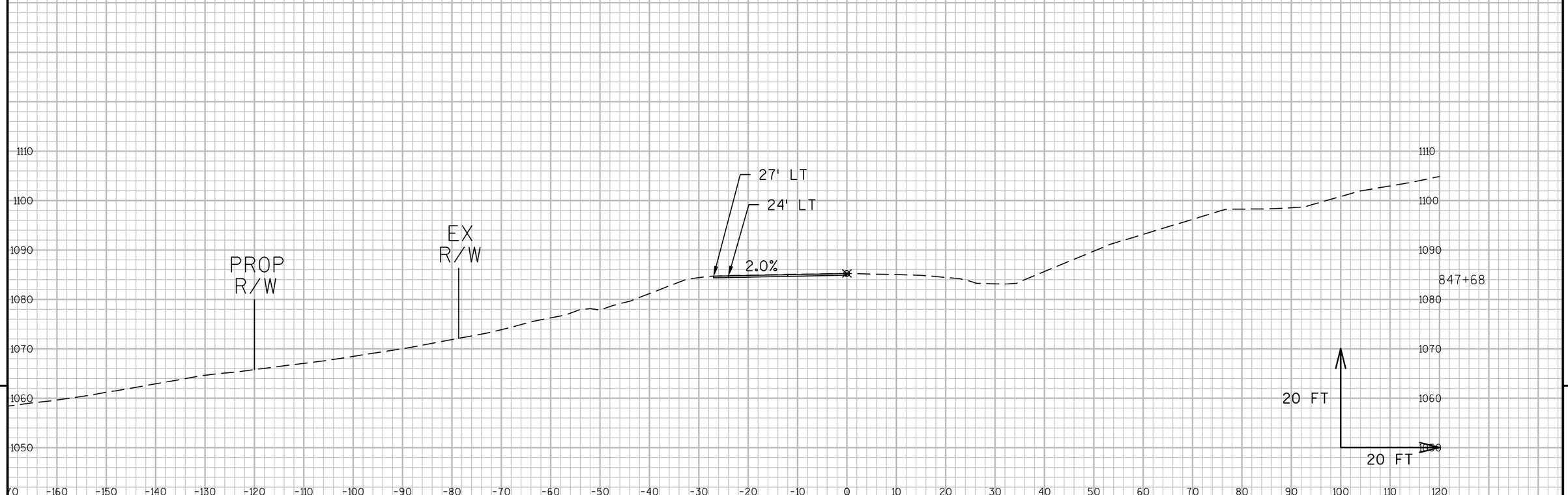
Elevations to be Field Verified



9 9

PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	CROSS SECTIONS: 090201-XS-USH 61 & CTH X	SHEET 271 E

Elevations to be
Field Verified



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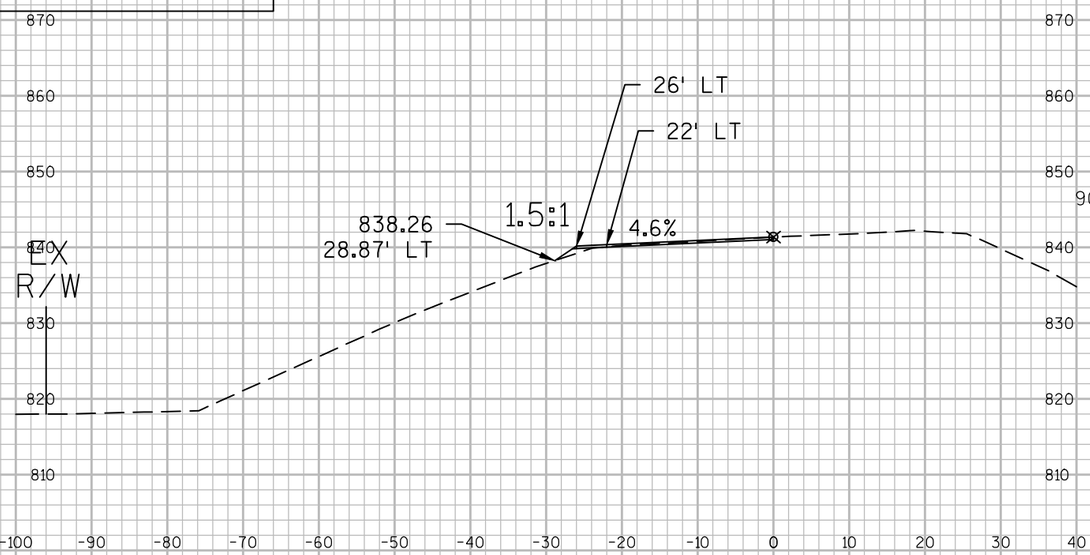
PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	CROSS SECTIONS: 090201-XS-USH 61 & CTH X	SHEET 272	E

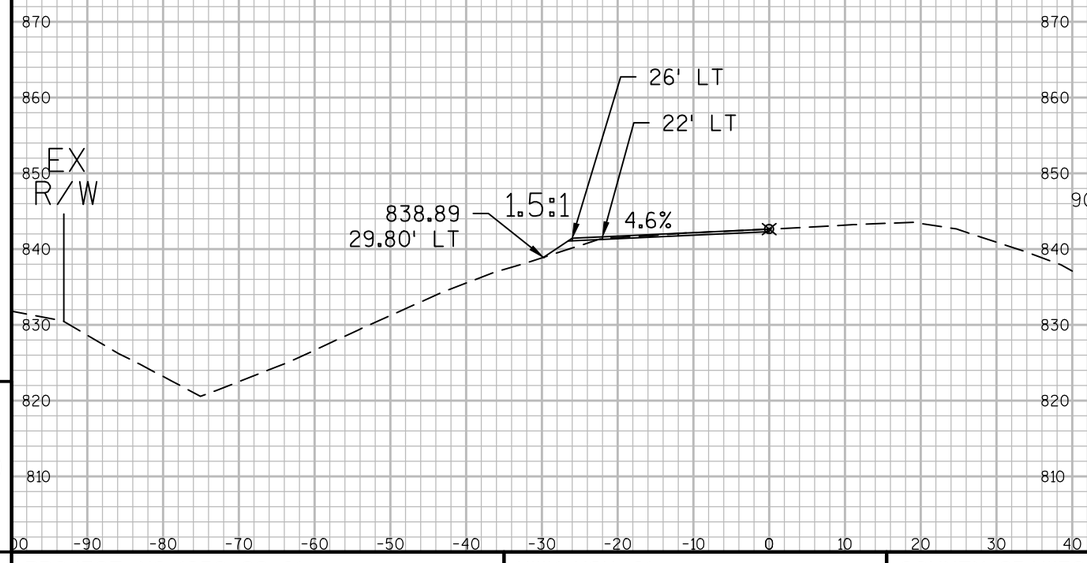
FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\090201-XS-BEAM GUARD (LT SIDE) FINAL.DWG
LAYOUT NAME - 090201-XS-BEAM GUARD (LT SIDE) FINAL - SECTION SHEET - (179)

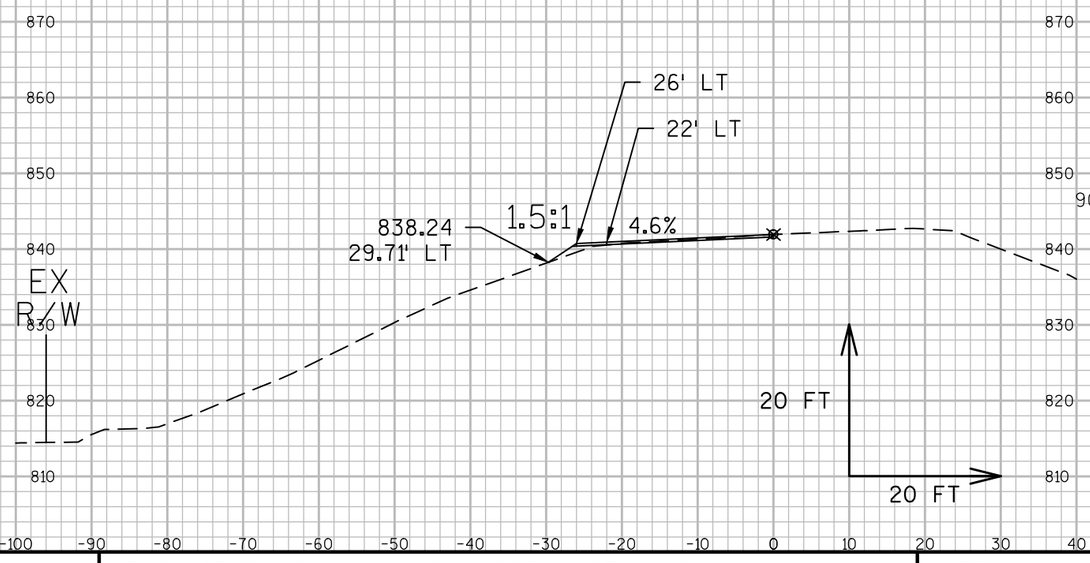
PLOT DATE : 7/25/2017 9:42 AM PLOT BY : DAVIDSON, JONATHAN BPLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

Elevations to be Field Verified







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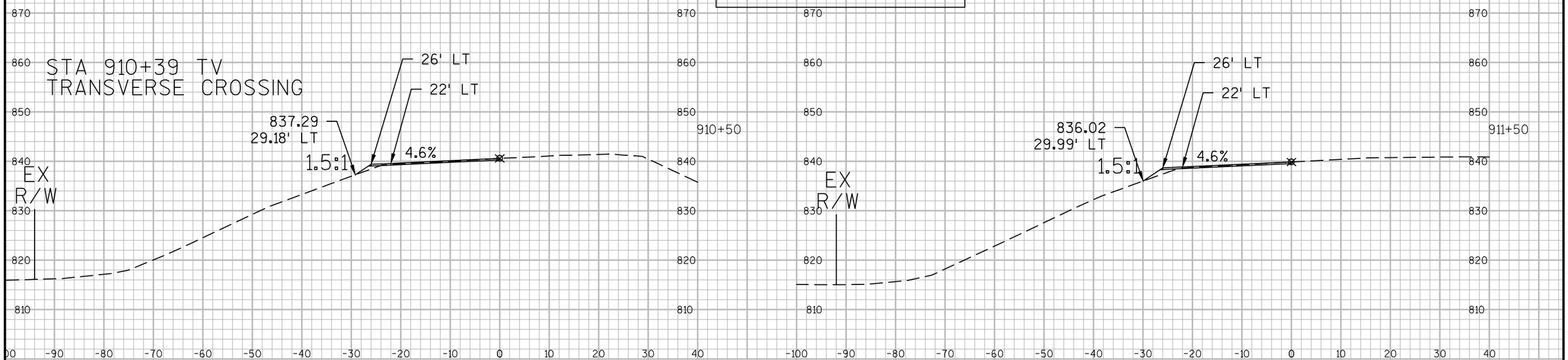
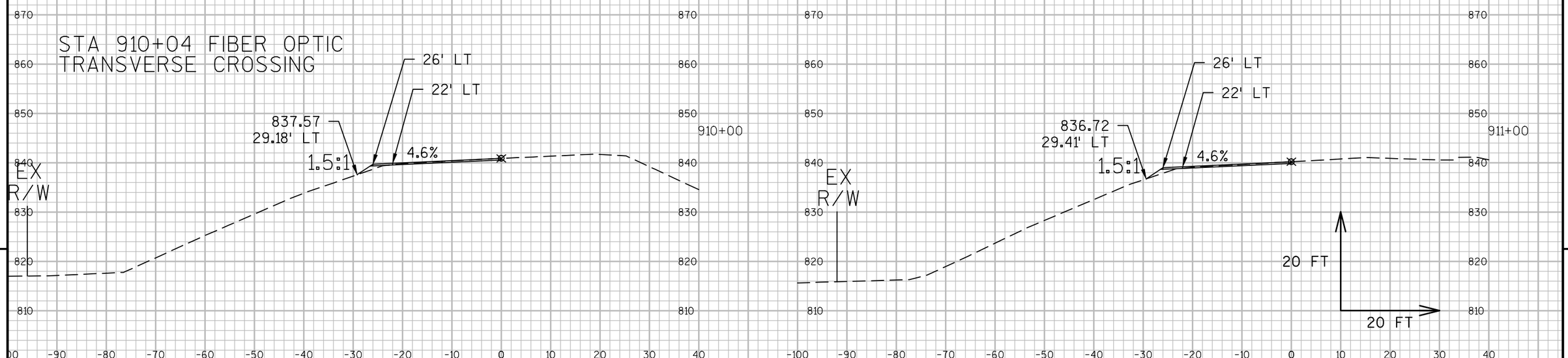
PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	CROSS SECTIONS: 090201-XS-GUARDRAIL CTH H FINAL	SHEET 273	E

FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\090201-XS-BEAM GUARD (LT SIDE) FINAL.DWG
LAYOUT NAME - SECTION SHEET - (153)

PLOT DATE : 7/25/2017 9:41 AM PLOT BY : DAVIDSON, JONATHAN BPLOT NAME : PLOT SCALE : 1 IN:20 FT

Elevations to be Field Verified





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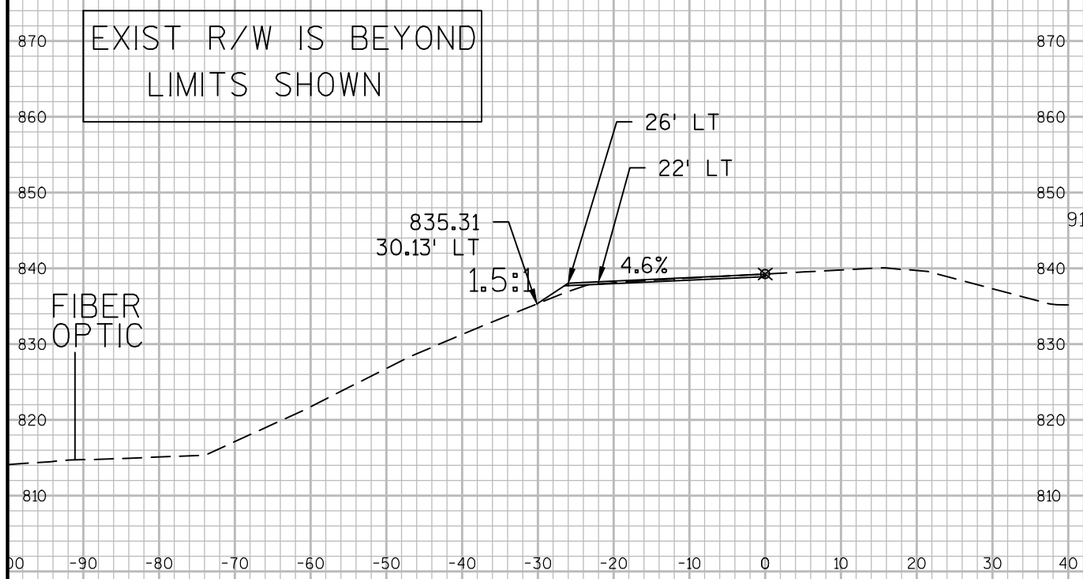
PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	CROSS SECTIONS: 090201-XS-GUARDRAIL CTH H FINAL	SHEET 274 E

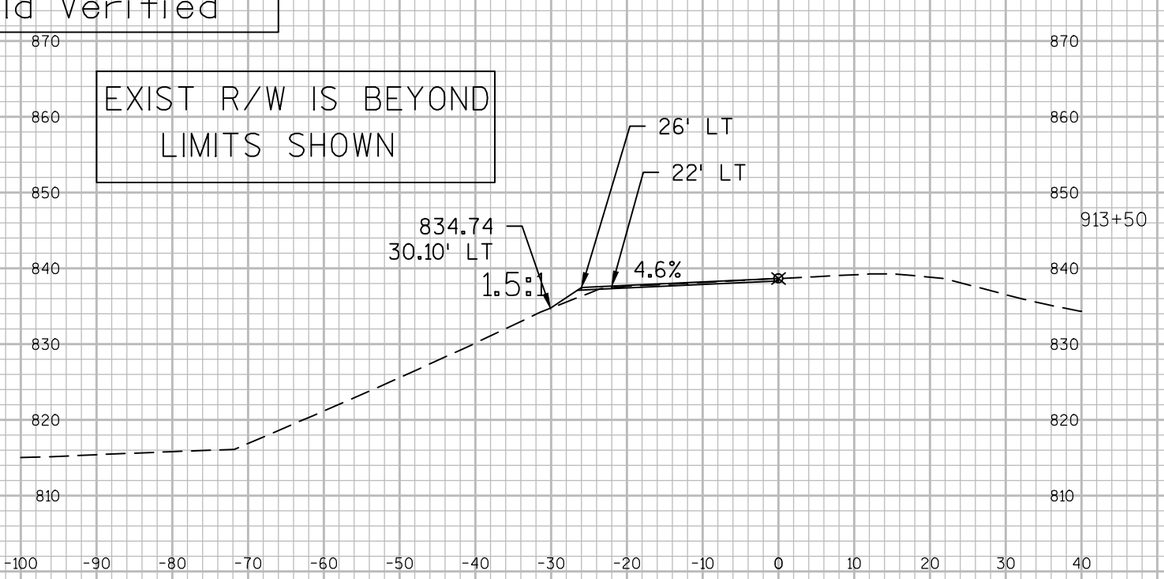
FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\090201-XS-BEAM GUARD (LT SIDE) FINAL.DWG
LAYOUT NAME - SECTION SHEET - (154)

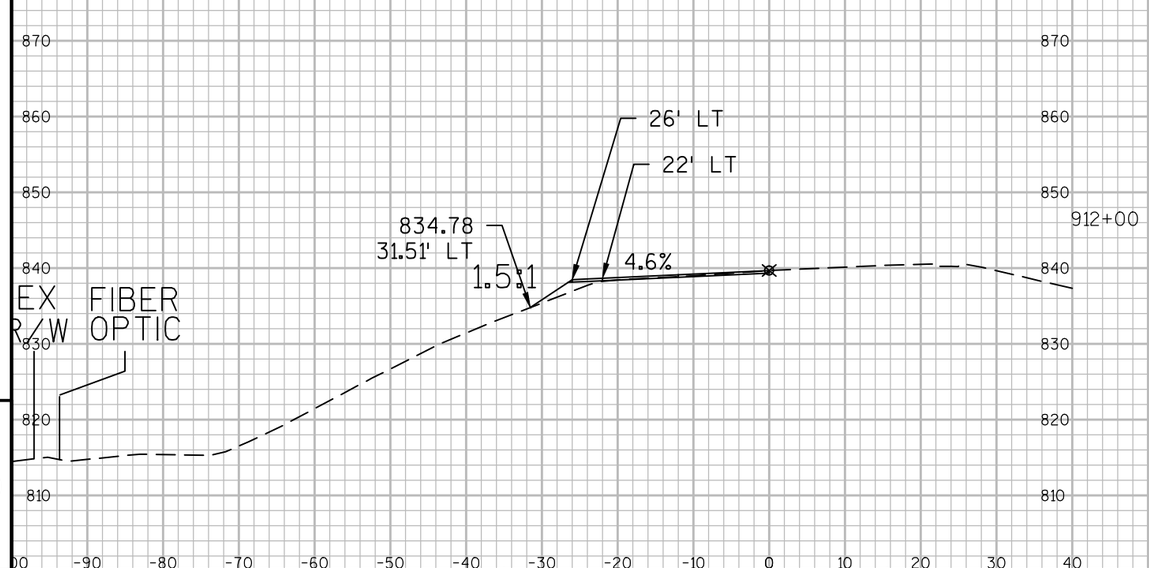
PLOT DATE : 7/25/2017 9:41 AM PLOT BY : DAVIDSON, JONATHAN BPLOT NAME : PLOT SCALE : 1 IN:20 FT

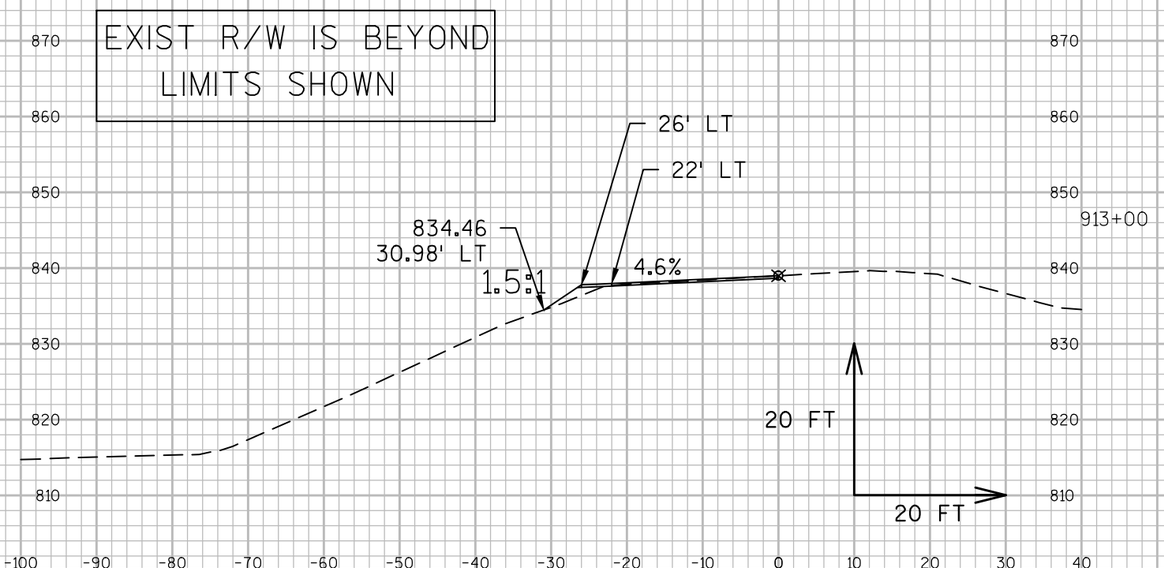
WISDOT/CADDS SHEET 49

Elevations to be Field Verified









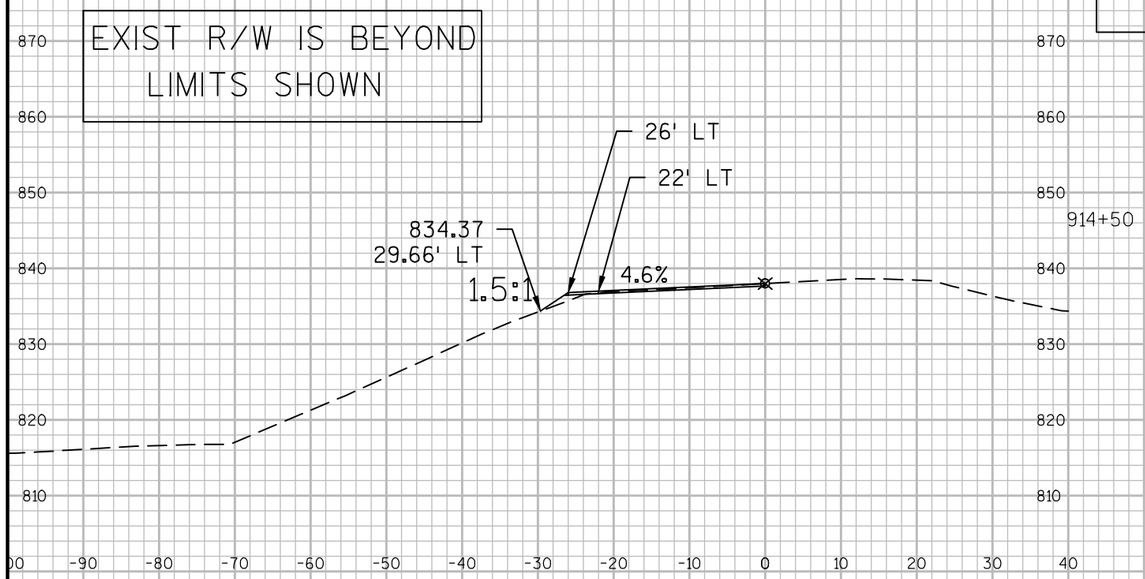
PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	CROSS SECTIONS: 090201-XS-GUARDRAIL CTH H FINAL	SHEET 275 E

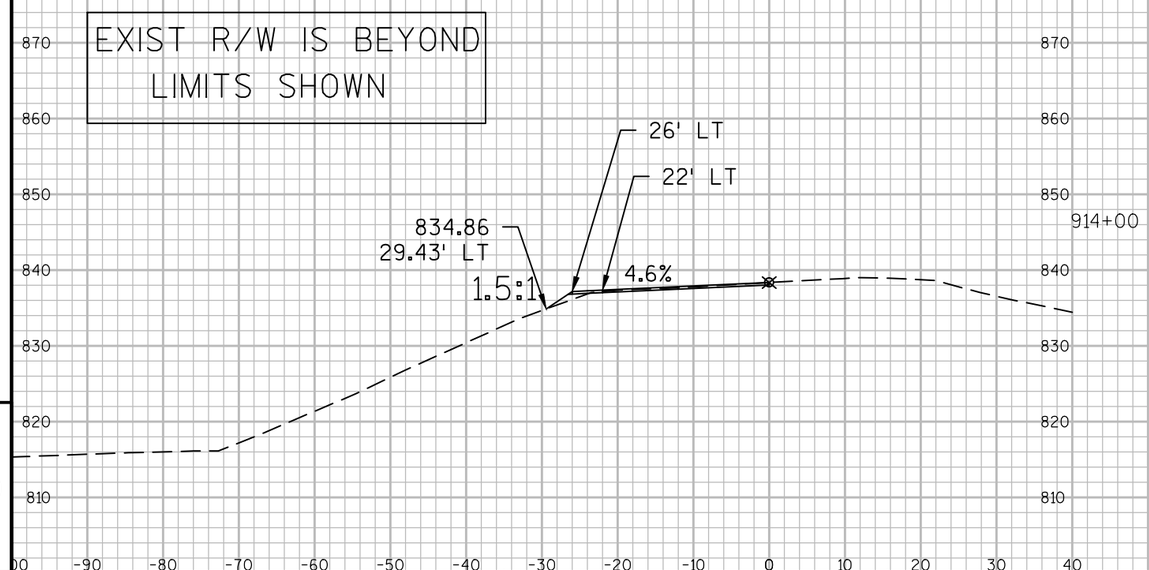
FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\090201-XS-BEAM GUARD (LT SIDE) FINAL.DWG
LAYOUT NAME - SECTION SHEET - (155)

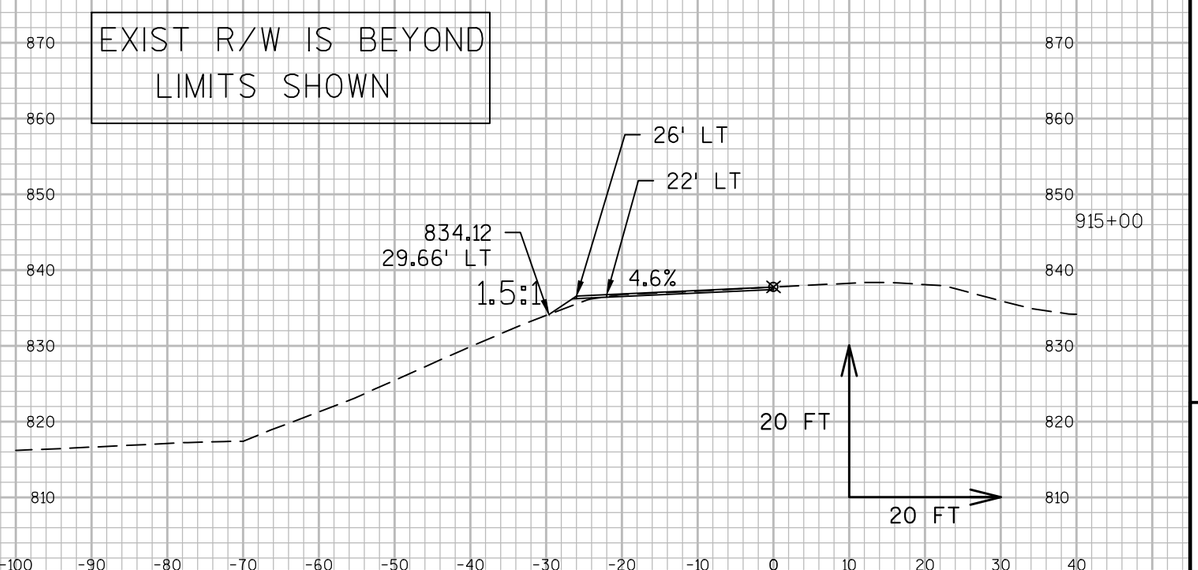
PLOT DATE : 7/25/2017 9:41 AM PLOT BY : DAVIDSON, JONATHAN BPLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

Elevations to be Field Verified







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PROJECT NO: 1650-02-61	HWY: USH 61	COUNTY: CRAWFORD/VERNON	CROSS SECTIONS: 090201-XS-GUARDRAIL CTH H FINAL	SHEET 276	E

FILE NAME : N:\PDS\C3D\16500230\SHEETSPLAN\1650-02-61\090201-XS-BEAM GUARD (LT SIDE) FINAL.DWG
LAYOUT NAME - SECTION SHEET - (156)

PLOT DATE : 7/25/2017 9:41 AM PLOT BY : DAVIDSON, JONATHAN BPLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

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