SUP

PROJECT ID: 1198-00-78

WITH: 1198-02-82,1198-02-83

COUNTY: DOUGLAS

MAY 2018

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 = 108

34

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

MINONG-SUPERIOR

CTH L INTERSECTION

USH 53

DOUGLAS

STATE PROJECT NUMBER
1198-00-78

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1198-00-78	WISC 2018256	1
1198-02-82	WISC 2018257	1
1198-02-83	WISC 2018258	1

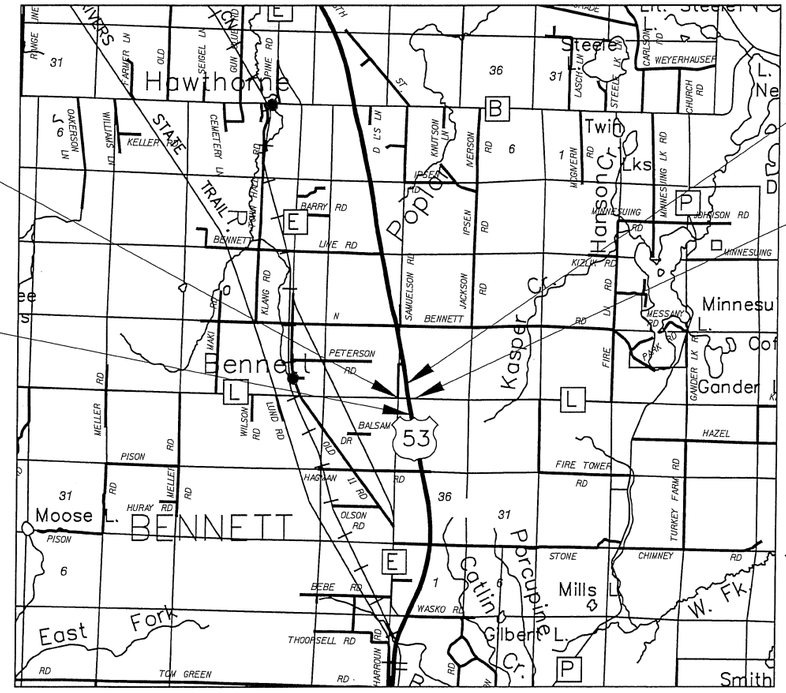
DESIGN DESIGNATION		USH 53	CTH L
A.A.D.T.	2011	= 2900	420
A.A.D.T.	2031	= 3600	750
D.H.V.		= 421	60
D.D.		= 62/38	62/38
T.		= 18.4%	4%
DESIGN SPEED		= 70 MPH	60MPH
ESALS		= 2,700,000	81,000

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	L	SPECIAL DITCH	LABEL
EXISTING RIGHT OF WAY		GRADE ELEVATION	95.36
PROPOSED OR NEW R/W LINE		CULVERT (Profile View)	
SLOPE INTERCEPT		UTILITIES	
REFERENCE LINE	300'EB'	ELECTRIC	E
EXISTING CULVERT		FIBER OPTIC	FO
PROPOSED CULVERT (Box or Pipe)		GAS	G
COMBUSTIBLE FLUIDS	CAUTION	SANITARY SEWER	SAN
		STORM SEWER	SS
		TELEPHONE	T
MARSH AREA		WATER	W
		UTILITY PEDESTAL	
WOODED OR SHRUB AREA		POWER POLE	
		TELEPHONE POLE	

BEGIN CONSTRUCTION CTH L
STA 53+40.00

BEGIN PROJECT
STA 357+15.04 'NB'
Y= 204326.771
X= 219367.577
STA 358+95.47 'SB'
Y= 204441.416
X=219441.416



LAYOUT

SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = CENTER LINE = 0.675 MI
USH 53 = 0.590 MI
CTH L = 0.085 MI

END PROJECT
STA 372+90.42 'NB'
Y= 205868.372
X= 219045.738
STA 374+72.17 'SB'
Y= 205981.138
X= 218879.260

END CONSTRUCTION CTH L
STA 57+60.00

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, DOUGLAS COUNTY, NAD83 (2008), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ORIGINAL PLANS PREPARED BY

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

DATE: 3-12-18 (Professional Engineer's Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WISDOT SURVEYOR
Designer	SEH
Project Manager	BRENDON DIRKES
Regional Examiner	REGIONAL EXAMINER
Regional Supervisor	ANDREW STENSLAND

APPROVED FOR THE DEPARTMENT

DATE: 3/12/18 (Signature)

E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\010101-TI-CTH L.DWG

PLOT DATE : 3/12/2018 11:06 AM

PLOT BY : NICK ENGH

PLOT NAME :

SUMMARY OF DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
INTERSECTION DETAILS
EROSION CONTROL
LIGHTING
PAVEMENT MARKING
ALIGNMENT

GENERAL NOTES

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

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

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

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

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

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, ARE TO BE 4-INCH SALVAGED TOPSOILED, FERTILIZED, SEEDED AND MULCHED.

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

ALL SIDE ROAD EARTHWORK QUANTITIES ARE INCLUDED IN MAINLINE EARTHWORK QUANTITIES.

ASPHALTIC PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYER THICKNESSES:

PAVEMENT THICKNESS (INCH)	LEVELING (INCH)	UPPER (INCH)
5.0	3.0	2.0

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

ASPHALTIC SURFACE- MINIMUM OF A 4 LT 58-34 S MIX TO BE USED.

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

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

STATIONING, DISTANCES AND OFFSETS FOR PROPOSED SIGNS SHOWN ON THE PLAN ARE APPROXIMATE, ACTUAL LOCATIONS OF SIGNS ARE TO BE COORDINATED IN THE FIELD WITH THE ENGINEER.

UTILITY CONTACTS

DAHLBERG LIGHT AND POWER COMPANY - ELECTRICITY
9221 E MAIN
P.O. BOX 300
SOLON SPRING, WI 54873-0300
(715) 378-2205
ATTENTION: JAMES DAHLBERG
EMAIL: JIMDAHLBERG@DAHLBERGLIGHTANDPOWER.COM

SUPERIOR, WATER, LIGHT AND POWER - GAS/PETROLEUM
2915 HILL AVE
SUPERIOR, WI 54880
(715)395-6288
ATTENTION: JAMISON MEHLE
EMAIL: JMEHLE@SWLP.COM

PACKERLAND BROADBAND - COMMUNICATION LINE
105 KENT ST
PO BOX 190
IRON MOUNTAIN, MI 49801
TELEPHONE: (906) 282-3768
ATTENTION: WAYNE CRETTON
EMAIL: WAYNE.CRETTON@PACKERLANDBROADBAND.COM

CENTURYLINK
20 S WILSON AVENUE
RICE LAKE, WI 54868
(715) 234-5528
ATTENTION: MONTE PARKER
EMAIL: MONTY.PARKER@CENTURYLINK.COM

CENTURYLINK - ENGINEERING CONTACT
20 S WILSON AVENUE
RICE LAKE, WI 54868
(715) 392-0045
ATTENTION: RUSSELL VANCE
EMAIL: RUSSELL.VANCE@CENTURYLINK.COM

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 12.10 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 2.57 ACRES

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

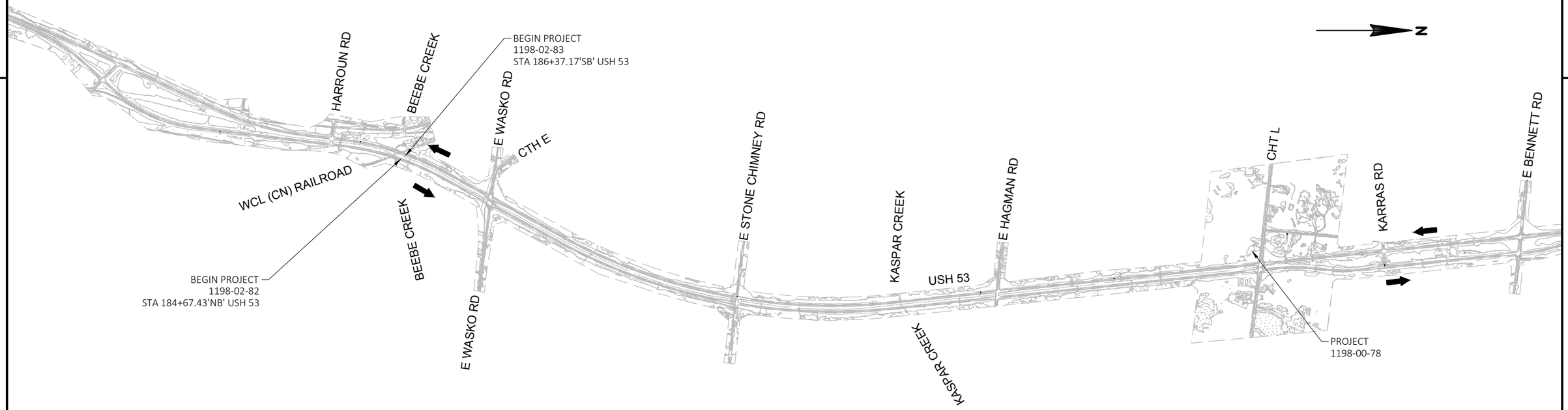
DESIGN CONTACT

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

DNR LIAISON

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

2



PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\020201_PO CTH L.DWG
LAYOUT NAME - OVERVIEW

PLOT DATE : 1/31/2018 8:40 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : ############

2

2

N

BEGIN CONSTRUCTION US 53 SB
STA 358+95.47

BEGIN CONSTRUCTION CTH L
STA 53+40.00

END CONSTRUCTION US 53 SB
STA 374+72.17

USH 53'SB'

USH 53'NB'

BEGIN CONSTRUCTION US 53 NB
STA 357+15.04

END CONSTRUCTION CTH L
STA 57+60.00

END CONSTRUCTION US 53 NB
STA 372+90.42

CTH L

S KARRAS RD

USH 53

SIGN

WALL

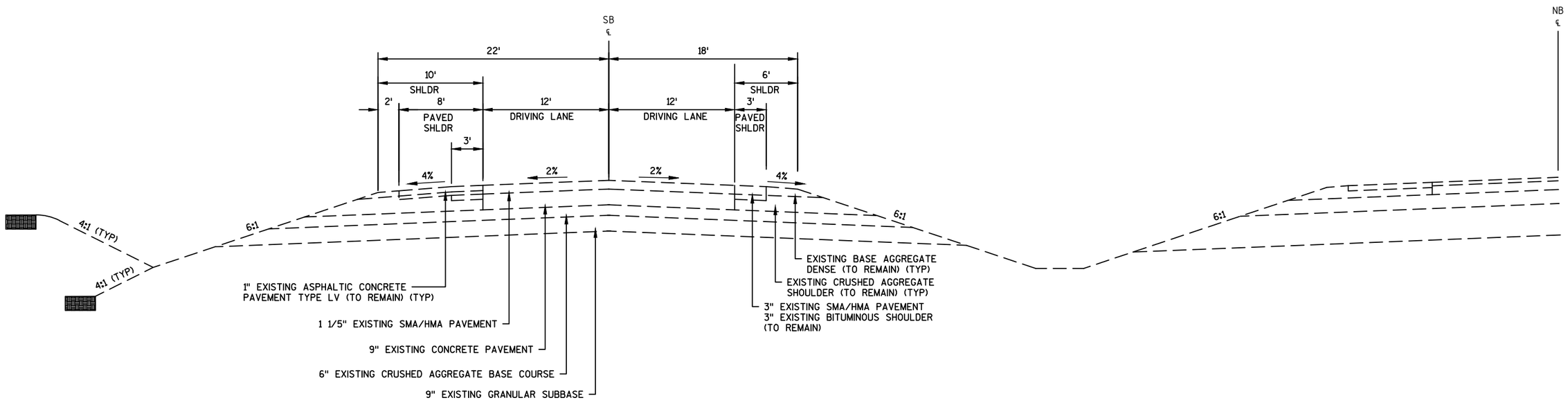
SEPTIC

PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	PROJECT OVERVIEW	SHEET 4	E

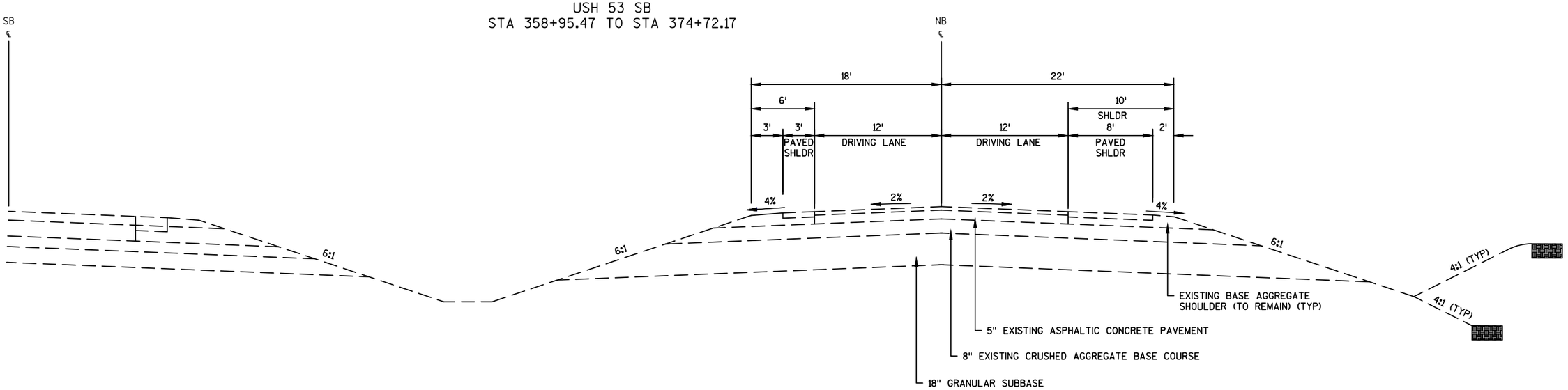
FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\020201_PO CTH L.DWG
LAYOUT NAME - 78_OVERVIEW

PLOT DATE : 1/31/2018 8:39 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

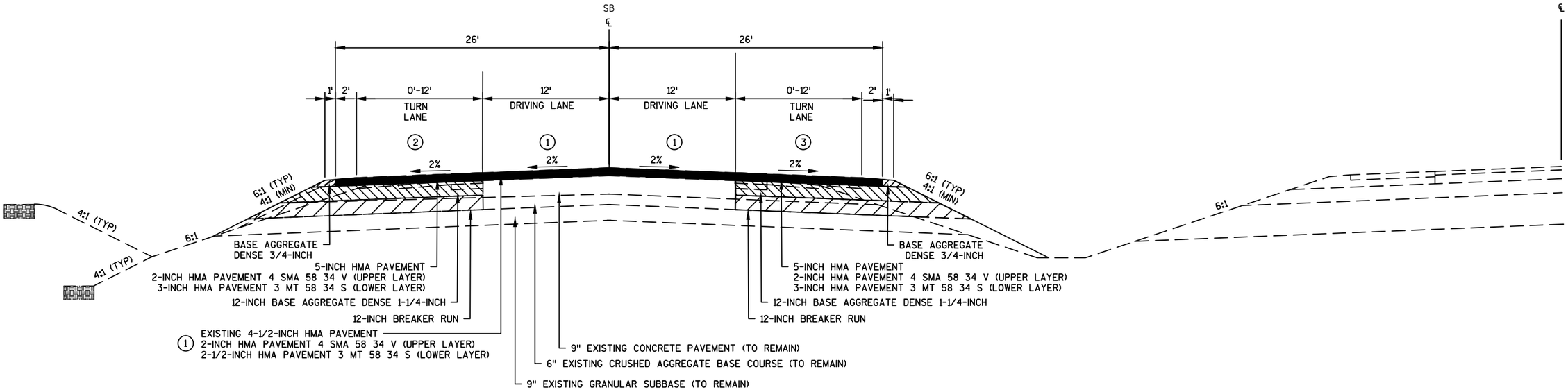


TYPICAL EXISTING SECTION
USH 53 SB
STA 358+95.47 TO STA 374+72.17



TYPICAL EXISTING SECTION
USH 53 NB
STA 357+15.04 TO STA 372+90.42

PROJECT NO: 1198-02-78	HWY: USH 53	COUNTY: DOUGLAS	TYPICAL SECTIONS	SHEET 5	E

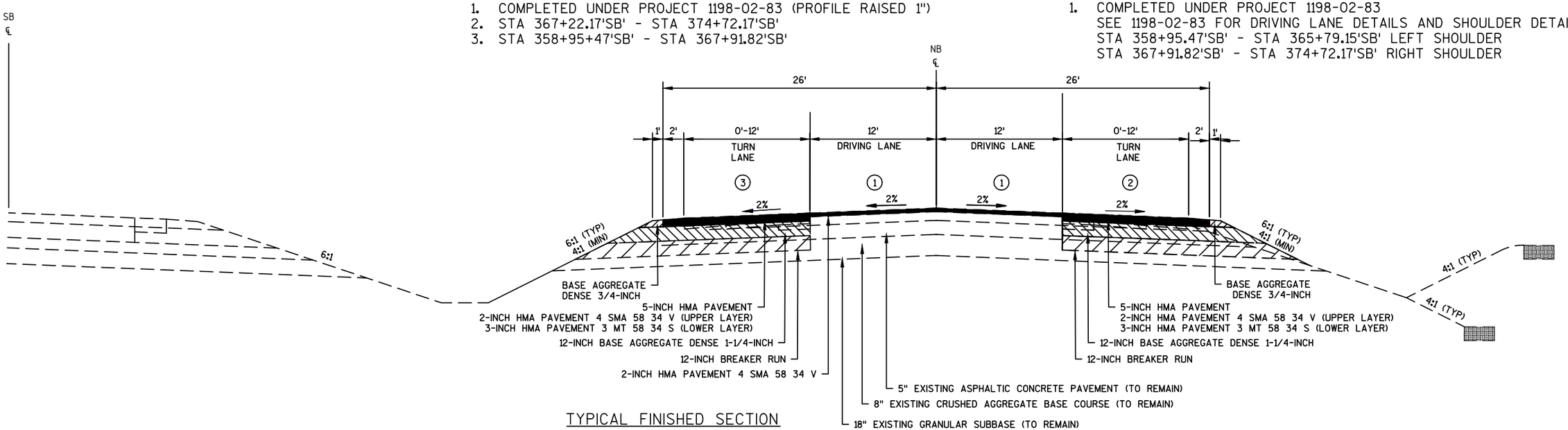


TYPICAL FINISHED SECTION

USH 53 SB,
TURN LANE ONTO CTH L

1. COMPLETED UNDER PROJECT 1198-02-83 (PROFILE RAISED 1")
2. STA 367+22.17'SB' - STA 374+72.17'SB'
3. STA 358+95+47'SB' - STA 367+91.82'SB'

1. COMPLETED UNDER PROJECT 1198-02-83
SEE 1198-02-83 FOR DRIVING LANE DETAILS AND SHOULDER DETAILS
STA 358+95.47'SB' - STA 365+79.15'SB' LEFT SHOULDER
STA 367+91.82'SB' - STA 374+72.17'SB' RIGHT SHOULDER



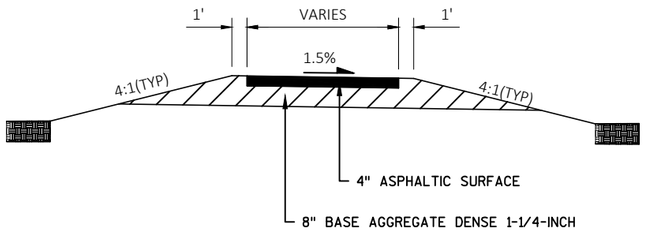
TYPICAL FINISHED SECTION

USH 53 NB,
TURN LANE ONTO CTH L

1. COMPLETED UNDER PROJECT 1198-02-82
2. STA 357+15.04'NB' - STA 364+65.82'NB'
3. STA 363+95.45'NB' - STA 375+90.42'NB'

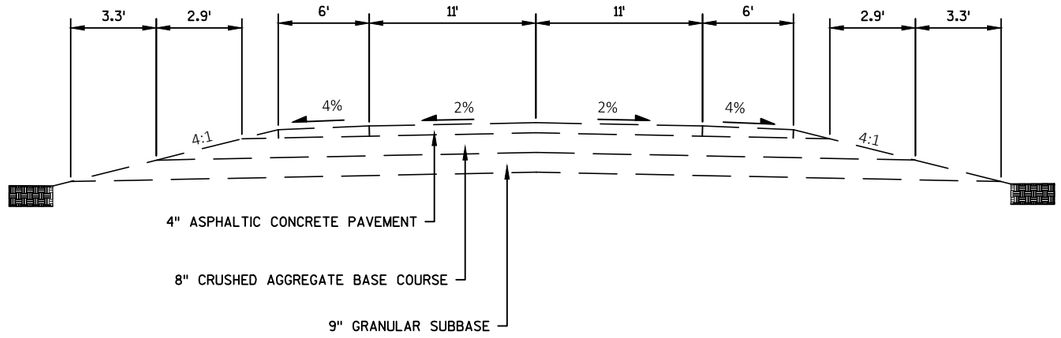
1. COMPLETED UNDER PROJECT 1198-02-82
SEE 1198-02-82 FOR DRIVING LANE DETAILS AND SHOULDER DETAILS
STA 357+15.04'NB' - STA 363+95.45'NB' LEFT SHOULDER
STA 366+08.06'NB' - STA 372+90.42'NB' RIGHT SHOULDER

PROJECT NO: 1198-02-78	HWY: USH 53	COUNTY: DOUGLAS	TYPICAL SECTIONS	SHEET 6	E



TYPICAL PEDESTRIAN PATH SECTION

MEDIAN AT CTH L & USH 53

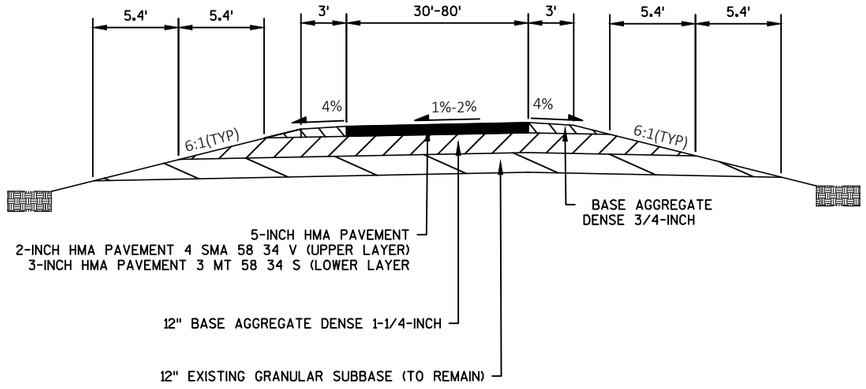


TYPICAL EXISTING SECTION

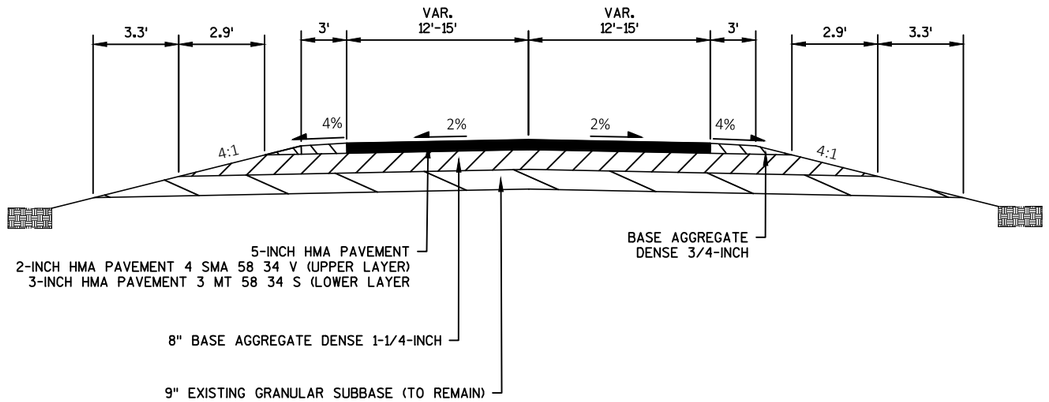
CTH L

STA 53+40.00 - STA 54+76.00

STA 56+24.00 - STA 57+60.00



TYPICAL FINISHED RESTRICTED U-TURN CROSSOVER SECTION



TYPICAL FINISHED SECTION

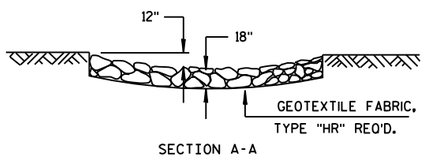
CTH L

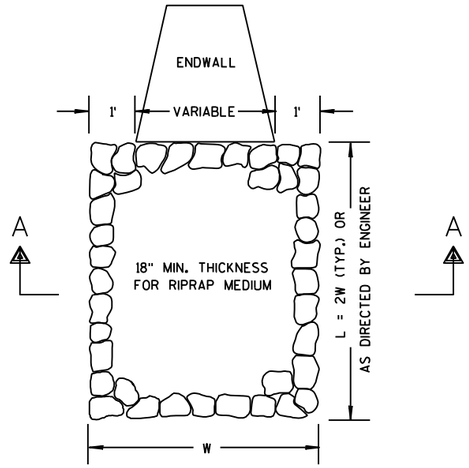
STA 53+40.00 - STA 54+76.00*

STA 56+24.00 - STA 57+60.00*

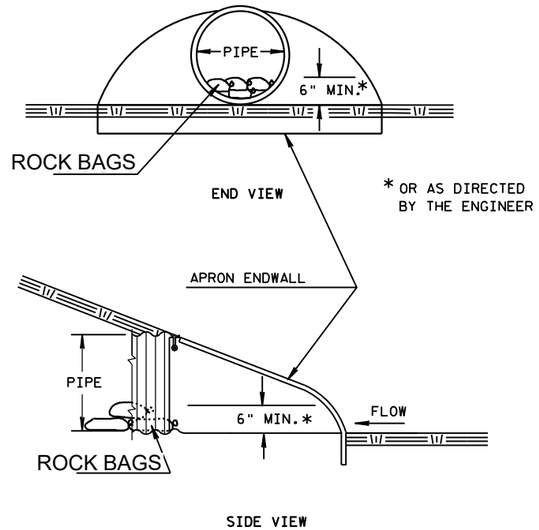
* SEE INTERSECTION DETAIL
STA 54+00 - STA 54+76
STA 56+24 - STA 56+99.2

PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	TYPICAL SECTIONS	SHEET 7	E

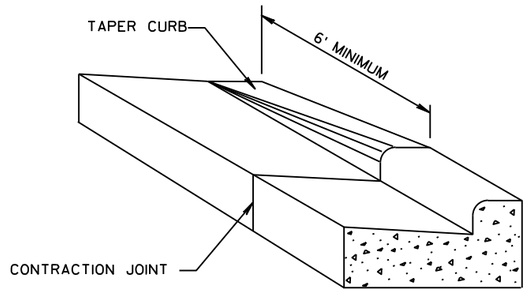




RIPRAP MEDIUM TREATMENT AT CULVERTS

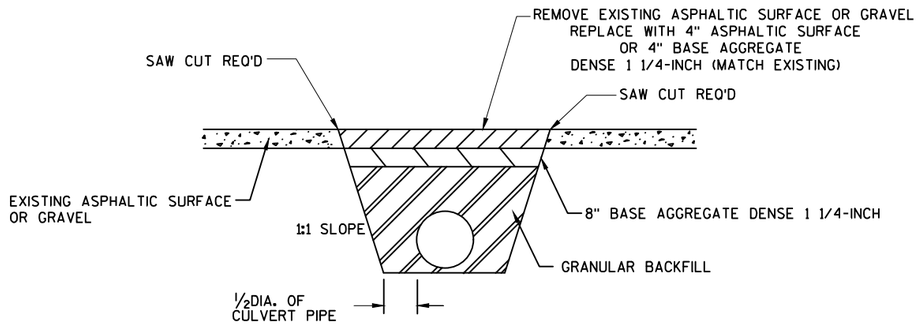


CULVERT PIPE CHECKS

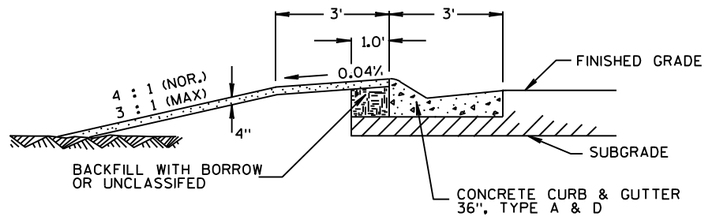


DETAIL OF CURB & GUTTER TERMINI

2



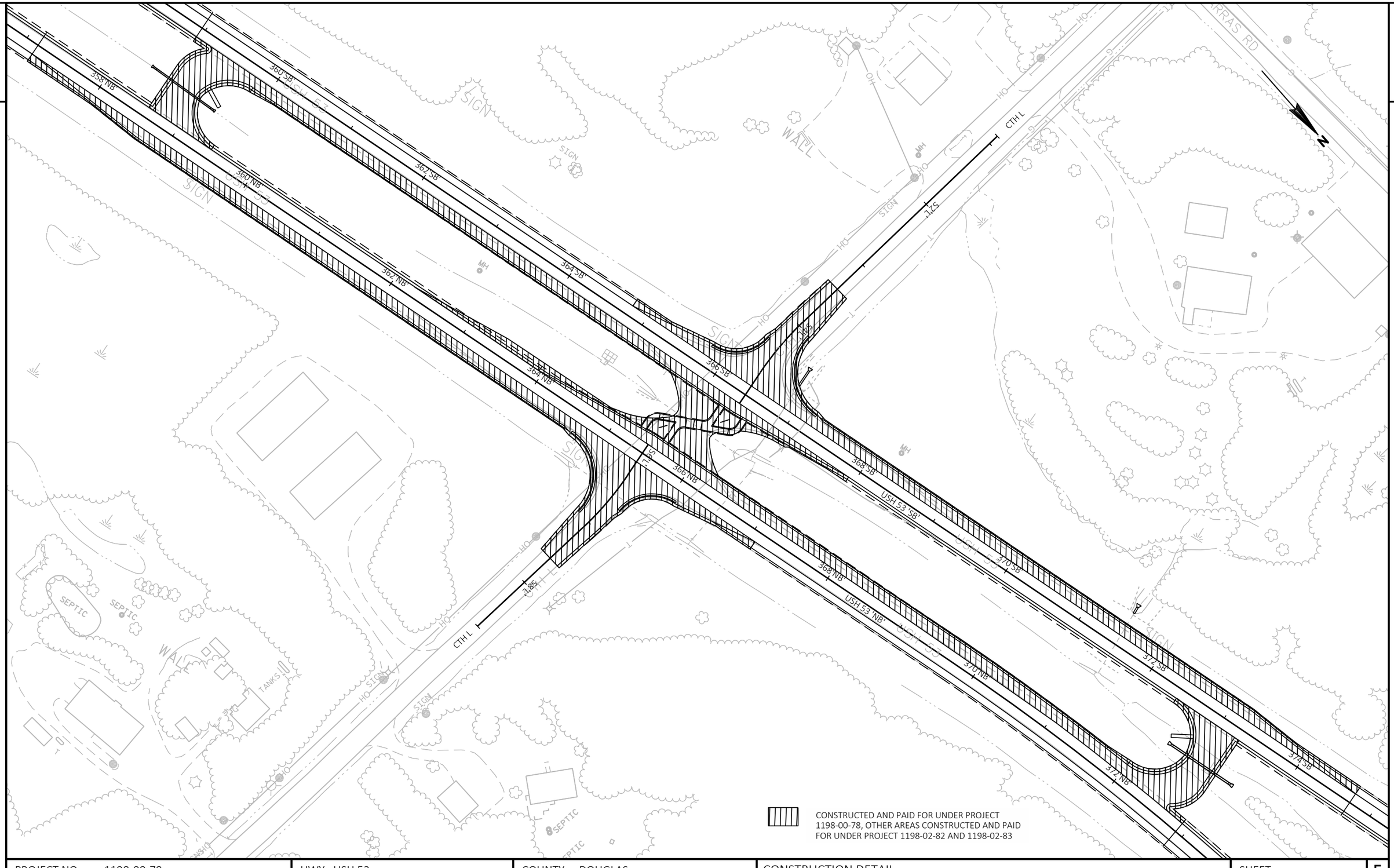
DETAIL FOR CULVERT PIPE INSTALLATION
IN AREAS OF EXISTING PAVEMENT



BERM DETAIL BEHIND 36" MOUNTABLE CURB & GUTTER

2

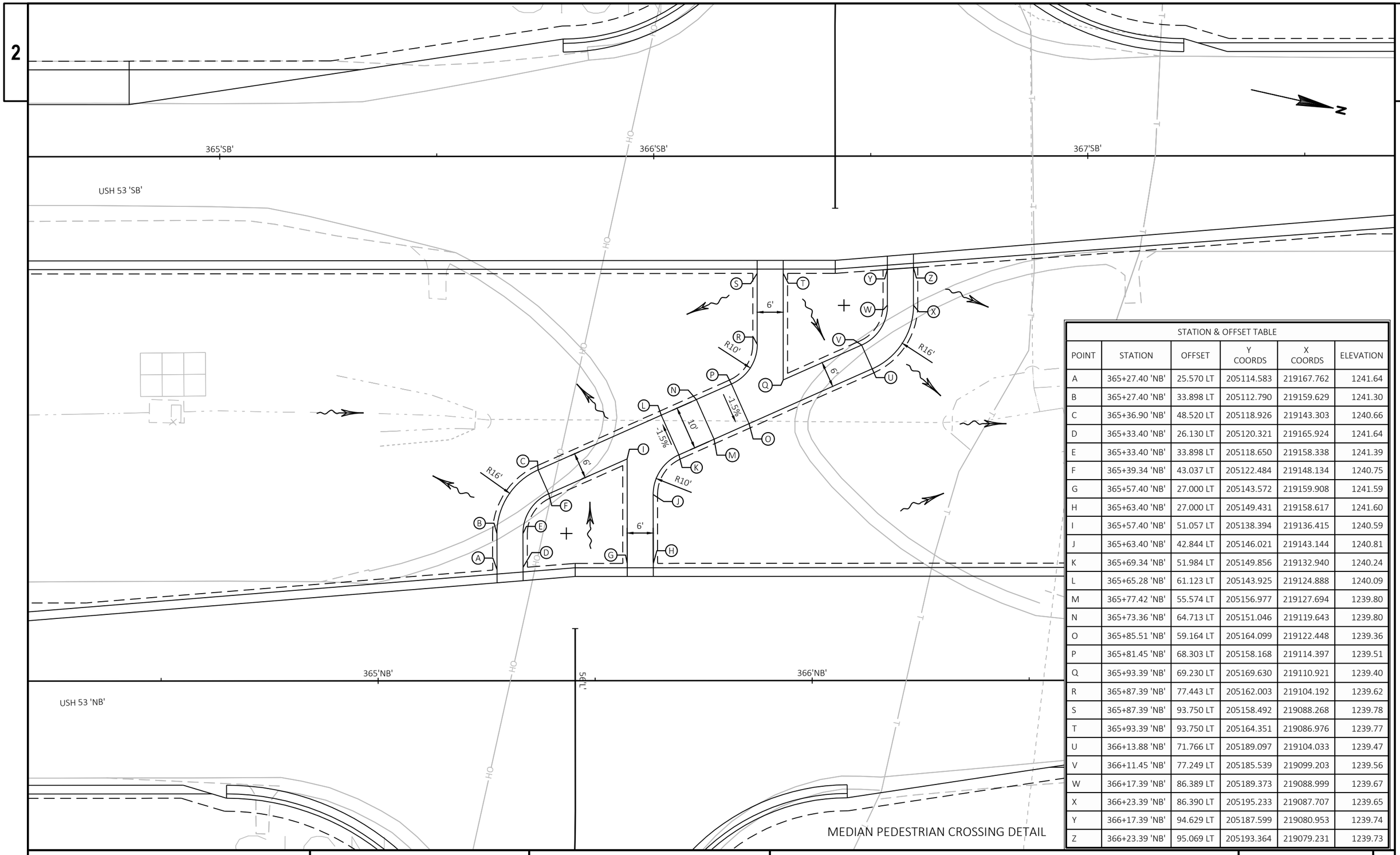
2



PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	CONSTRUCTION DETAIL	SHEET 9	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\021101- CD CTH L PAY DETAIL.DWG
LAYOUT NAME - DETAIL

PLOT DATE : 1/31/2018 8:41 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT



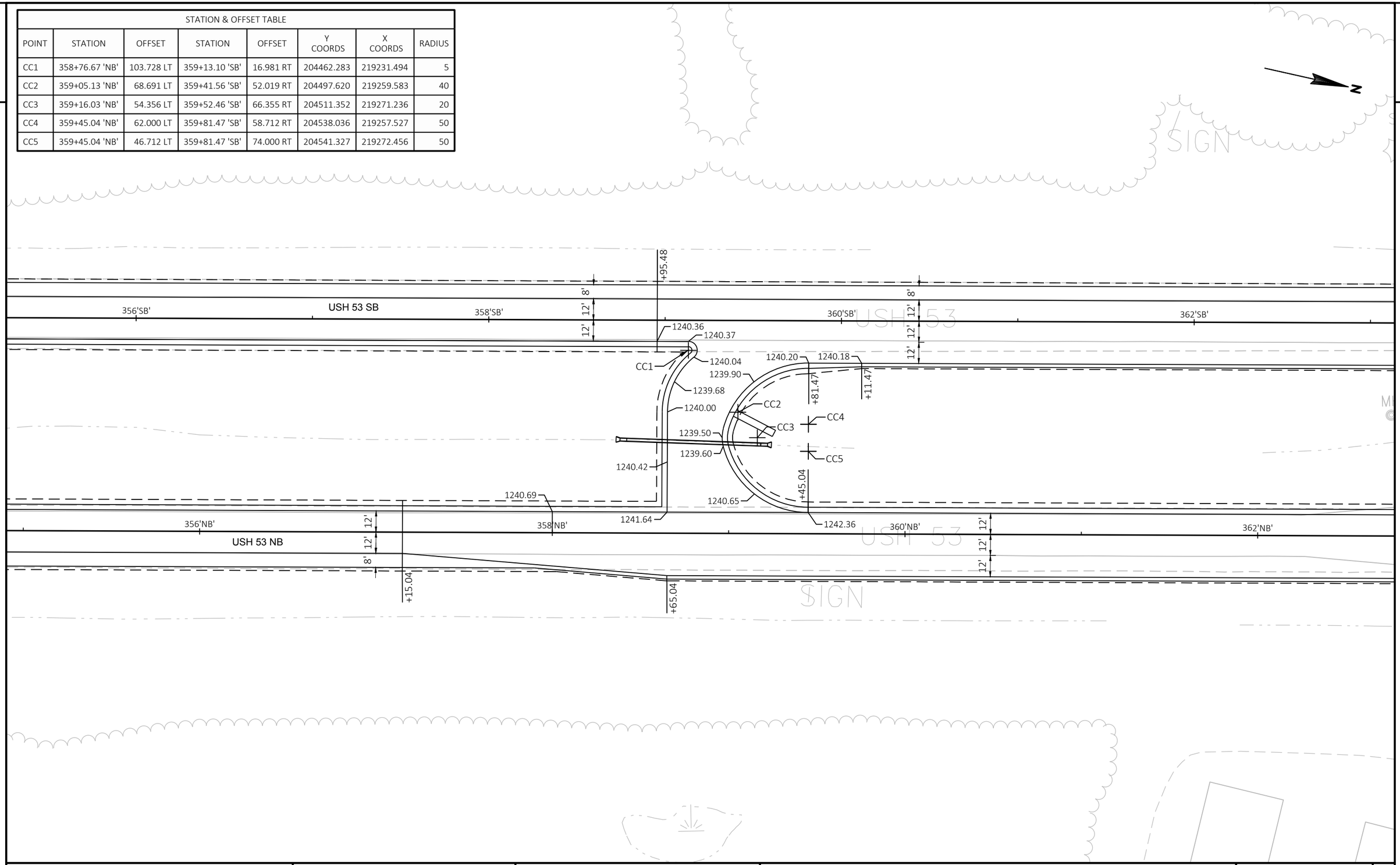
MEDIAN PEDESTRIAN CROSSING DETAIL

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
A	365+27.40 'NB'	25.570 LT	205114.583	219167.762	1241.64
B	365+27.40 'NB'	33.898 LT	205112.790	219159.629	1241.30
C	365+36.90 'NB'	48.520 LT	205118.926	219143.303	1240.66
D	365+33.40 'NB'	26.130 LT	205120.321	219165.924	1241.64
E	365+33.40 'NB'	33.898 LT	205118.650	219158.338	1241.39
F	365+39.34 'NB'	43.037 LT	205122.484	219148.134	1240.75
G	365+57.40 'NB'	27.000 LT	205143.572	219159.908	1241.59
H	365+63.40 'NB'	27.000 LT	205149.431	219158.617	1241.60
I	365+57.40 'NB'	51.057 LT	205138.394	219136.415	1240.59
J	365+63.40 'NB'	42.844 LT	205146.021	219143.144	1240.81
K	365+69.34 'NB'	51.984 LT	205149.856	219132.940	1240.24
L	365+65.28 'NB'	61.123 LT	205143.925	219124.888	1240.09
M	365+77.42 'NB'	55.574 LT	205156.977	219127.694	1239.80
N	365+73.36 'NB'	64.713 LT	205151.046	219119.643	1239.80
O	365+85.51 'NB'	59.164 LT	205164.099	219122.448	1239.36
P	365+81.45 'NB'	68.303 LT	205158.168	219114.397	1239.51
Q	365+93.39 'NB'	69.230 LT	205169.630	219110.921	1239.40
R	365+87.39 'NB'	77.443 LT	205162.003	219104.192	1239.62
S	365+87.39 'NB'	93.750 LT	205158.492	219088.268	1239.78
T	365+93.39 'NB'	93.750 LT	205164.351	219086.976	1239.77
U	366+13.88 'NB'	71.766 LT	205189.097	219104.033	1239.47
V	366+11.45 'NB'	77.249 LT	205185.539	219099.203	1239.56
W	366+17.39 'NB'	86.389 LT	205189.373	219088.999	1239.67
X	366+23.39 'NB'	86.390 LT	205195.233	219087.707	1239.65
Y	366+17.39 'NB'	94.629 LT	205187.599	219080.953	1239.74
Z	366+23.39 'NB'	95.069 LT	205193.364	219079.231	1239.73

PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	CONSTRUCTION DETAIL	SHEET 10	E

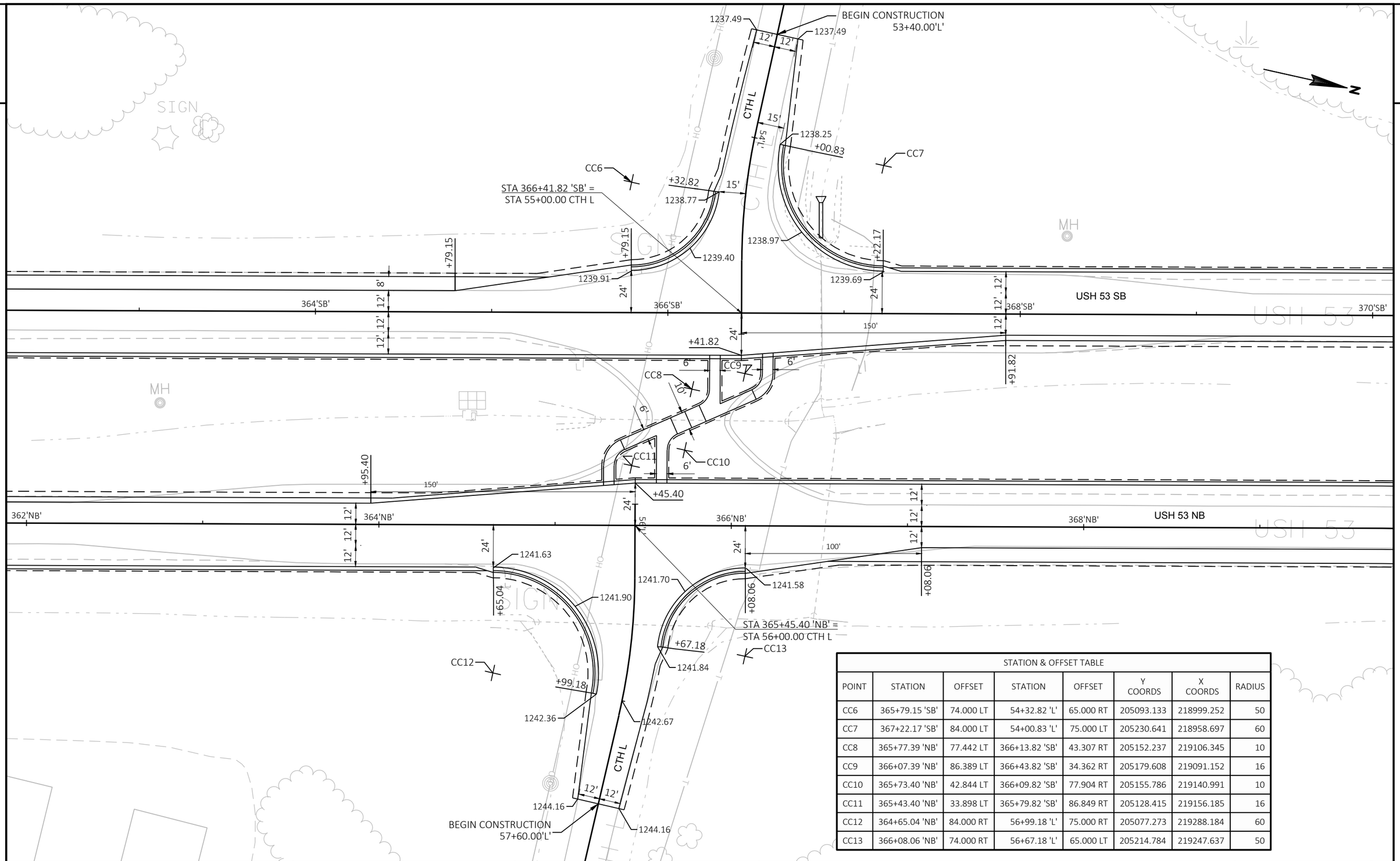
FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\021101- CD CTH L SIDEWALK DETAIL.DWG
LAYOUT NAME - DETAIL (3)
PLOT DATE : 1/31/2018 8:43 AM
PLOT BY : NICK ENGH
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
CC1	358+76.67 'NB'	103.728 LT	359+13.10 'SB'	16.981 RT	204462.283	219231.494	5
CC2	359+05.13 'NB'	68.691 LT	359+41.56 'SB'	52.019 RT	204497.620	219259.583	40
CC3	359+16.03 'NB'	54.356 LT	359+52.46 'SB'	66.355 RT	204511.352	219271.236	20
CC4	359+45.04 'NB'	62.000 LT	359+81.47 'SB'	58.712 RT	204538.036	219257.527	50
CC5	359+45.04 'NB'	46.712 LT	359+81.47 'SB'	74.000 RT	204541.327	219272.456	50



PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	INTERSECTION DETAIL	SHEET 11	E

2



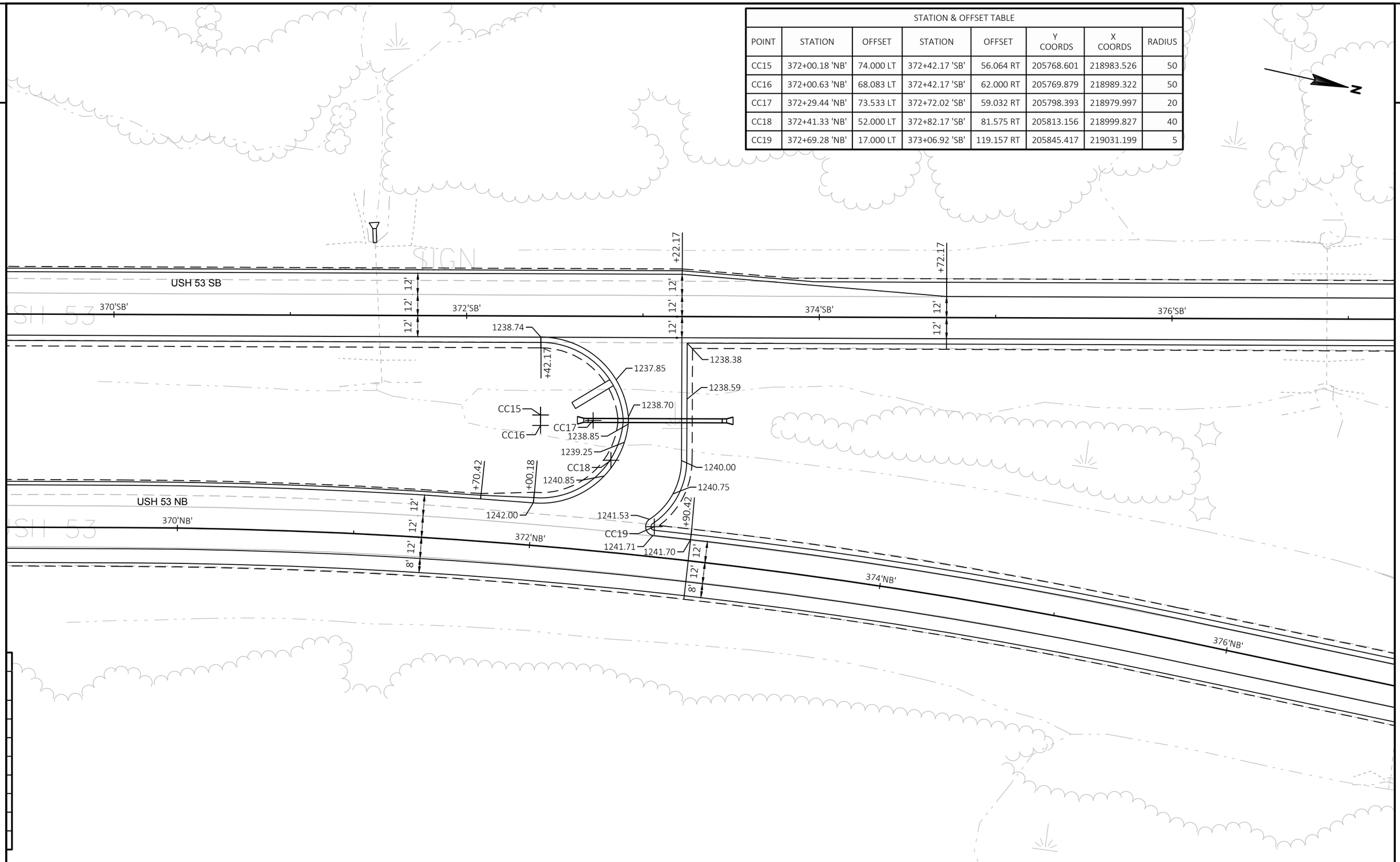
STATION & OFFSET TABLE

POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
CC6	365+79.15 'SB'	74.000 LT	54+32.82 'L'	65.000 RT	205093.133	218999.252	50
CC7	367+22.17 'SB'	84.000 LT	54+00.83 'L'	75.000 LT	205230.641	218958.697	60
CC8	365+77.39 'NB'	77.442 LT	366+13.82 'SB'	43.307 RT	205152.237	219106.345	10
CC9	366+07.39 'NB'	86.389 LT	366+43.82 'SB'	34.362 RT	205179.608	219091.152	16
CC10	365+73.40 'NB'	42.844 LT	366+09.82 'SB'	77.904 RT	205155.786	219140.991	10
CC11	365+43.40 'NB'	33.898 LT	365+79.82 'SB'	86.849 RT	205128.415	219156.185	16
CC12	364+65.04 'NB'	84.000 RT	56+99.18 'L'	75.000 RT	205077.273	219288.184	60
CC13	366+08.06 'NB'	74.000 RT	56+67.18 'L'	65.000 LT	205214.784	219247.637	50

PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	INTERSECTION DETAIL	SHEET 12	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\021101-ID-CTH L.DWG
LAYOUT NAME - 02
PLOT DATE : 1/31/2018 8:44 AM
PLOT BY : NICK ENGH
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
CC15	372+00.18 'NB'	74.000 LT	372+42.17 'SB'	56.064 RT	205768.601	218983.526	50
CC16	372+00.63 'NB'	68.083 LT	372+42.17 'SB'	62.000 RT	205769.879	218989.322	50
CC17	372+29.44 'NB'	73.533 LT	372+72.02 'SB'	59.032 RT	205798.393	218979.997	20
CC18	372+41.33 'NB'	52.000 LT	372+82.17 'SB'	81.575 RT	205813.156	218999.827	40
CC19	372+69.28 'NB'	17.000 LT	373+06.92 'SB'	119.157 RT	205845.417	219031.199	5



PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	INTERSECTION DETAIL	SHEET 13	E

2

LEGEND

- EROSION MAT CLASS I TYPE B
- WETLAND
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- CULVERT PIPE CHECKS

N

SIGN

356'SB' 358'SB' 360'SB' 362'SB'

USH 53

(1) STA 358+80' 51.7 LT US 53 NB
1-18"X76'CPRC CL IV REQ'D
2-18" AECPRC REQ'D
2- MARKER CULVERT END REQ'D
INV. STA 358+42, 52.9' LT EL 1236.10
INV STA 359+18, 50.5' LT EL 1236.55
VERIFY LOCATION AND ELEVATION IN EXISTING DITCH

356'NB' 358'NB' 360'NB' 362'NB'

USH 53

2

PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	EROSION CONTROL	SHEET 14	E

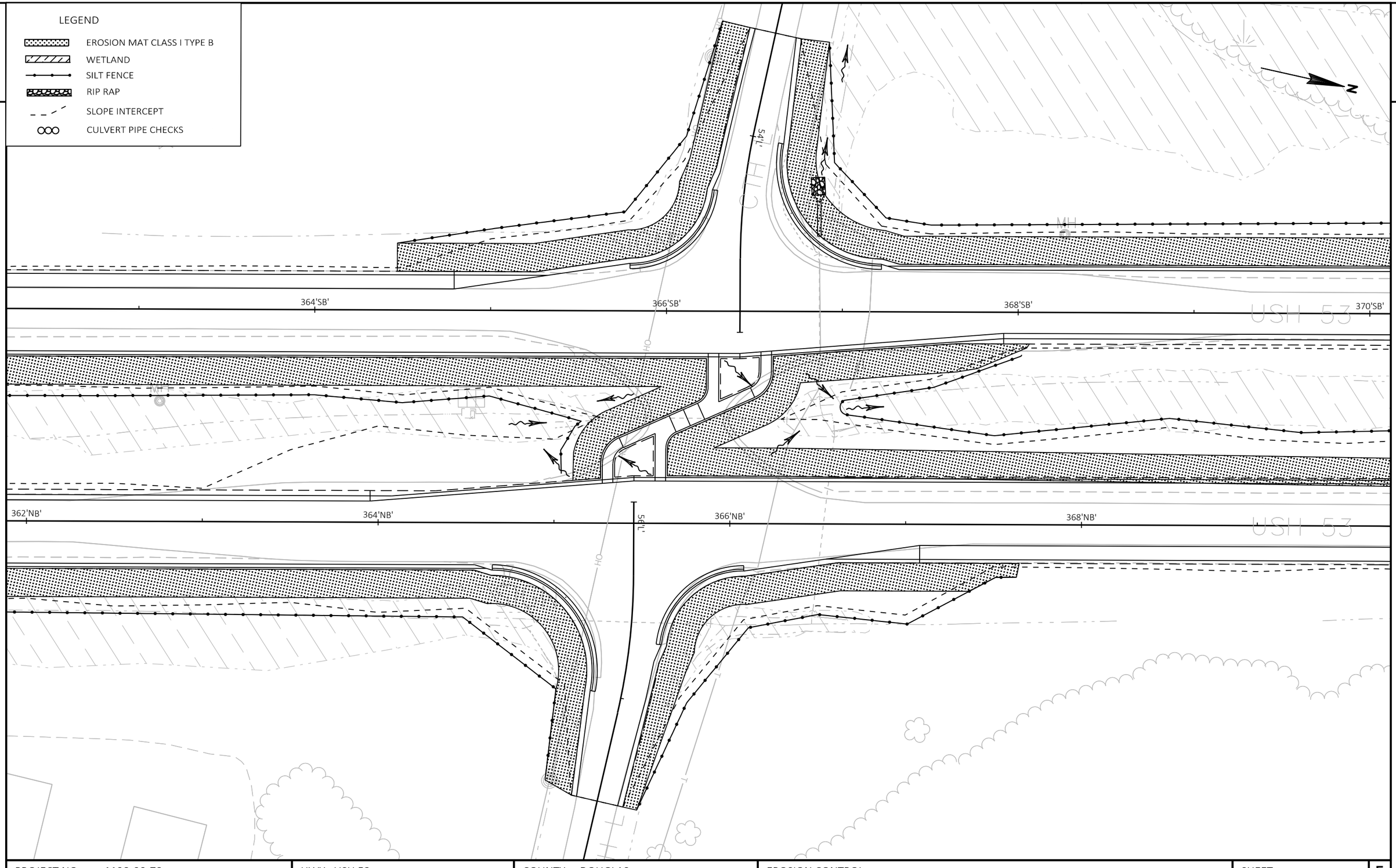
FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\022001-EC-CTH L.DWG
LAYOUT NAME - 01

PLOT DATE : 3/12/2018 12:05 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

LEGEND

- EROSION MAT CLASS I TYPE B
- WETLAND
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- CULVERT PIPE CHECKS



2

PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	EROSION CONTROL	SHEET 15	E

2

LEGEND

- EROSION MAT CLASS I TYPE B
- WETLAND
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- CULVERT PIPE CHECKS

N

(131) SEE PROJECT 1198-02-83 FOR DETAILS

USH 53

370'SB' 372'SB' 374'SB' 376'SB'

370'NB' 372'NB' 374'NB' 376'NB'

(2) STA 372+63.5, 76.9' LT US 53 NB
1-24"X76'CPRC CL IV REQ'D
2-24" AECPRC REQ'D
2- MARKER CULVERT END REQ'D
INV. STA 372+26.7, 73.3' LT EL 1234.45
INV STA 373+00. 80.9' LT EL 1234.20
VERIFY LOCATION AND ELEVATION IN EXISTING DITCH

2

PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	EROSION CONTROL	SHEET 16	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\022001-EC-CTH L.DWG
LAYOUT NAME - 03

PLOT DATE : 3/12/2018 12:09 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

WET 2-M = 4154.413 SF

WET 1-M = 6757.615 SF

WET 2-M = 797.180 SF

WET 3-M = 498.777 SF

WET 2-M = 822.405 SF

WET 1-M = 934.587 SF

WET 3-M = 2279.553 SF

WET 2-M = 5481.374 SF

358'NB'
360'SB'
360'NB'
362'SB'
362'NB'
364'SB'
364'NB'
366'SB'
366'NB'
368'SB'
368'NB'
370'SB'
370'NB'
372'SB'
372'NB'
374'SB'
USH 53 'SB'
USH 53 'NB'
CTH L
.185
.115
.55
.185

WET 1 = 7692.202 SF = 0.177 ACRES
WET 2 = 11255.372 SF = 0.258 ACRES
WET 3 = 2778.330 SF = 0.064 ACRES

PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	CONSTRUCTION DETAIL	SHEET 17	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\021101-WETLAND-CTH L.DWG
LAYOUT NAME - DETAIL

PLOT DATE : 1/31/2018 8:45 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT

LEGEND

- LIGHTING CONTROL CABINET
- PULL BOXES NON-CONDUCTIVE 24X36-INCH
- PULL BOXES NON-CONDUCTIVE 24X42-INCH
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (UNLESS NOTED OTHERWISE)
- LIGHTING UNIT
- CAPPED CONDUIT STUB

PROPOSED LIGHTING UNITS

LED _-AL-BT-C-(L__-____-__)
- LED LUMINAIRE TYPE
- MAST ARM BRACKET LENGTH (FT)
- BASE TYPE
- CIRCUIT DESIGNATOR
- LIGHTING UNIT NUMBER
- LIGHTING CABINET ID

SEE INSET A

STA 52+10'L', 26.6'RT
LIGHTING CABINET L16-0002

CENTURYLINK

DAHLBERG

2" NMC,
(8)#8 & (4)#8 GND

STA 54+43'L', 38.0'LT
LED B-15-6-1,3-(L16-0002-6)

LPB11 LPB10

CONDUIT SPECIAL 2-INCH,
(6)#8 & (3)#8 GND

STA 372+68'SB', 35.6'RT
LED B-15-6-1,3-(L16-0002-5)

2" NMC,
(4)#8 & (2)#8 GND

STA 359+64'SB', 41.5'RT
LED B-15-6-1,3-(L16-0002-8)

LPB7 LPB6 LPB5 LPB4 LPB3 LPB2 LPB1

STA 359+19'NB', 36.0'LT
LED B-15-6-1,3-(L16-0002-1)

STA 364+90'NB', 29.6'LT
LED B-15-6-1,3-(L16-0002-2)

STA 367+65'SB', 24.2'RT
LED B-15-6-1,3-(L16-0002-7)

STA 372+22'NB', 44.3'LT
LED B-15-6-1,3-(L16-0002-4)

LPB8

LPB9

2" NMC,
(4)#8 & (2)#8 GND

STA 56+46'L', 36.6'LT
LED B-15-6-1,3-(L16-0002-3)

CONDUIT SPECIAL 2-INCH,
(2)#8 & (1)#8 GND

LPB12

(2)3" NMC,
EMPTY
(1)3" NMC,
(2)#8 & (1)#8 GND

INSET A
SCALE: 1"=20'

GENERAL NOTES: LIGHTING

1. ALL CONDUCTORS SHALL BE COPPER (CU), (2)#8 & (1)#8 GND UNLESS OTHERWISE NOTED.
2. PROVIDE CAPPED CONDUIT STUBS AS INDICATED.
3. LIGHT LOCATIONS ARE TO THE CENTER OF THE BASE.
4. ROUTE CONDUIT RUNS IN HARMONY WITH PERMANENT SIGNING PLAN TO AVOID CONFLICTS WITH SIGN POSTS.
5. "CONDUIT RIGID NONMETALLIC SCHEDULE 40 xx-INCH" ABBREVIATED AS "NMC" FOR DRAWING CLARITY.
6. WISCONSIN DOT NORTHWEST ELECTRICAL UNIT SHALL APPROVE THE FINAL LOCATION FOR ALL CONCRETE BASES IN THE FIELD PRIOR TO CONSTRICTION. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
7. PITCH ALL CONDUCTS TOWARDS PULLBOXES. THE 2" DRAIN DUCT IS INCIDENTAL TO THE PULL BOX BID ITEM. DRAIN DUCT IS NOT SHOWN. DO NOT SPLICE IN PULLBOXES.
8. THE LOCATION OF EXISTING AND PROPOSED UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE . IN ADDITION, THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN . THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.
9. LIGHT BASES SHALL BE A MINIMUM OF 4-FEET FROM THE BACK OF CURB, 4-FEET FROM THE FACE OF GUARDRAIL, 6-FEET FROM THE EDGE OF SHOULDER OR 10 FEET FROM THE EDGE OF LANE.

PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	LIGHTING PLAN	SHEET 18	E

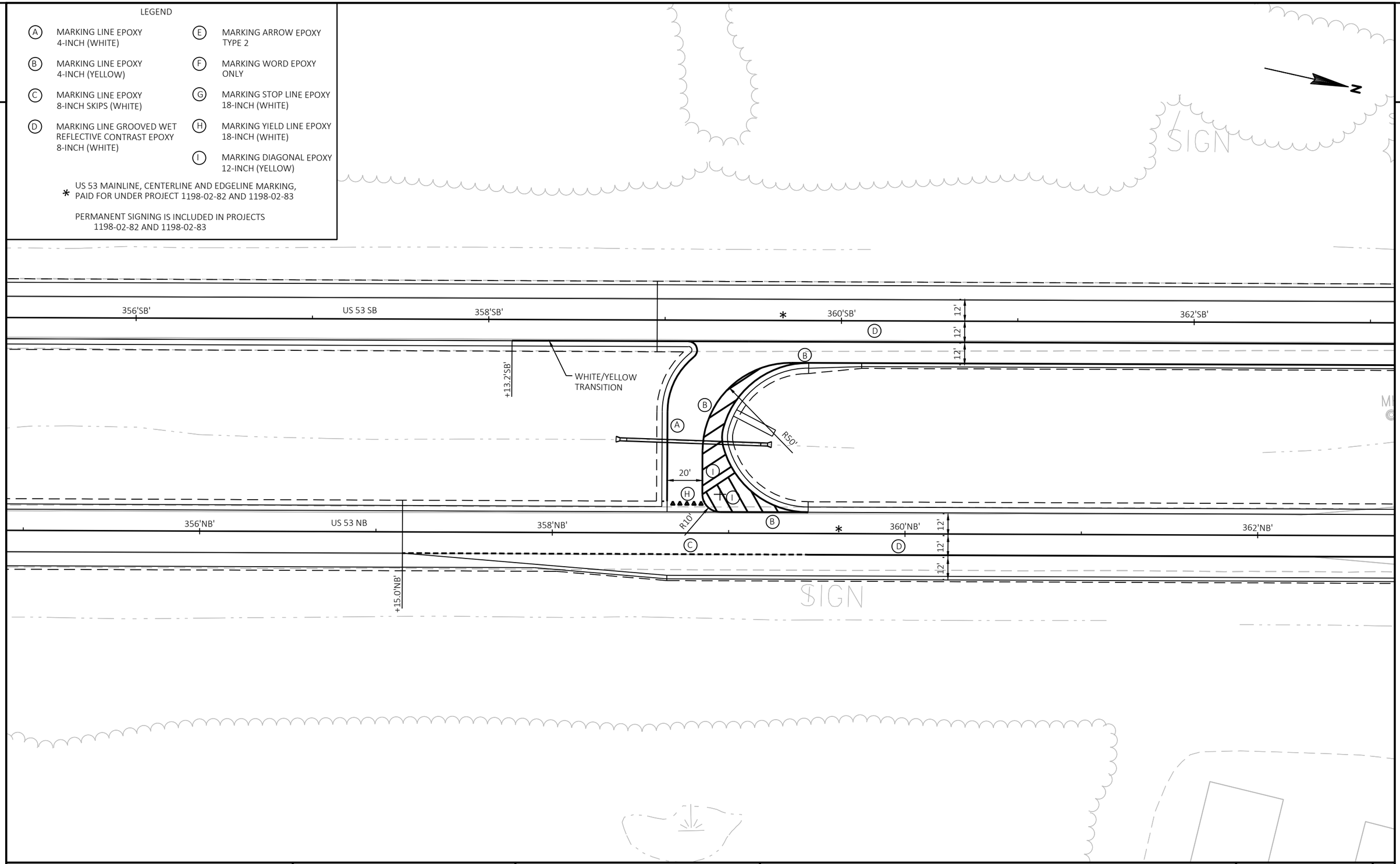
2

LEGEND

- (A) MARKING LINE EPOXY 4-INCH (WHITE)
- (B) MARKING LINE EPOXY 4-INCH (YELLOW)
- (C) MARKING LINE EPOXY 8-INCH SKIPS (WHITE)
- (D) MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH (WHITE)
- (E) MARKING ARROW EPOXY TYPE 2
- (F) MARKING WORD EPOXY ONLY
- (G) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (H) MARKING YIELD LINE EPOXY 18-INCH (WHITE)
- (I) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)

* US 53 MAINLINE, CENTERLINE AND EDGELINE MARKING, PAID FOR UNDER PROJECT 1198-02-82 AND 1198-02-83

PERMANENT SIGNING IS INCLUDED IN PROJECTS 1198-02-82 AND 1198-02-83



PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	PAVEMENT MARKING	SHEET 19	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\024501-PM-CTH L.DWG
LAYOUT NAME - 01

PLOT DATE : 1/31/2018 8:57 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

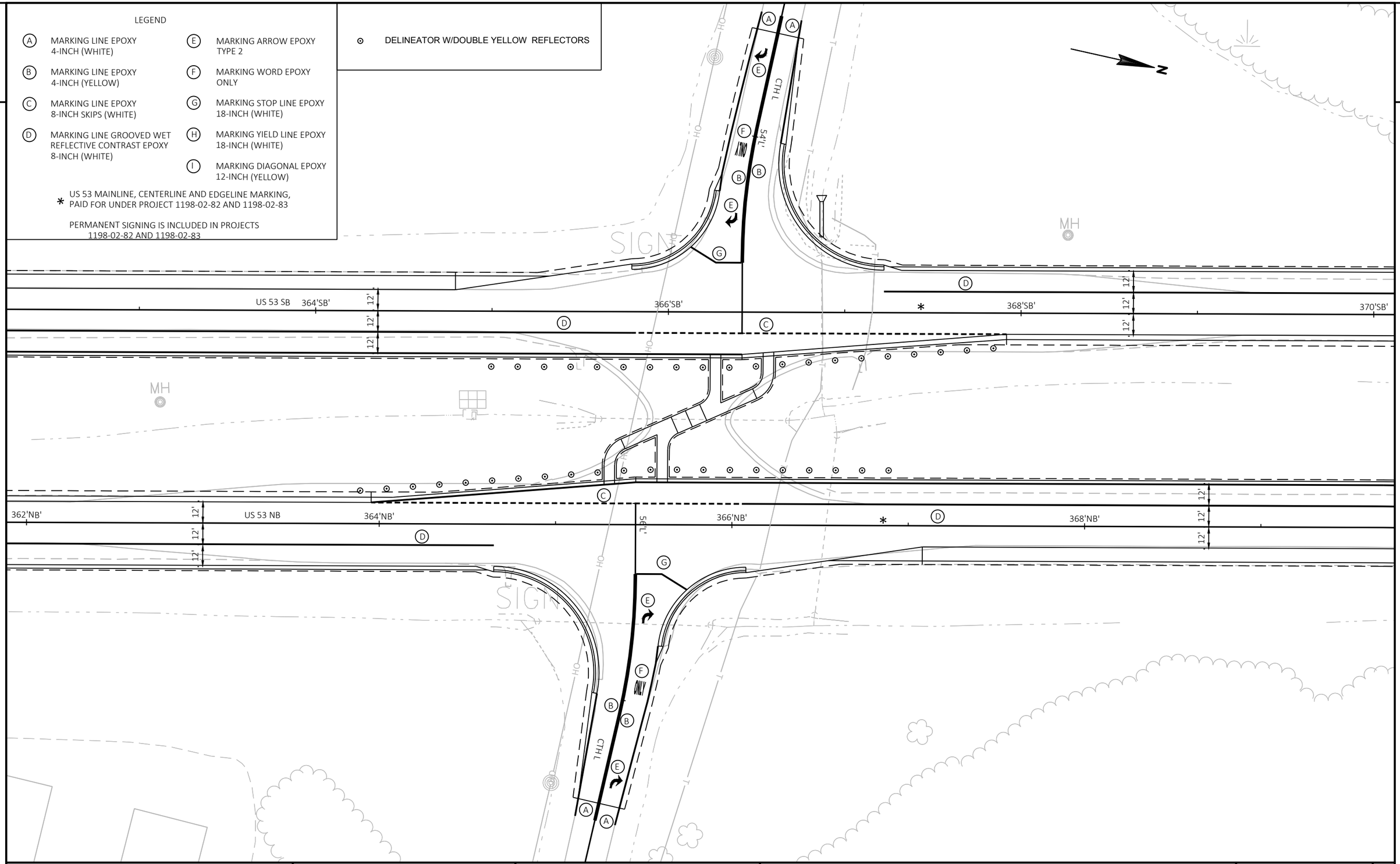
LEGEND

- (A) MARKING LINE EPOXY 4-INCH (WHITE)
- (B) MARKING LINE EPOXY 4-INCH (YELLOW)
- (C) MARKING LINE EPOXY 8-INCH SKIPS (WHITE)
- (D) MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH (WHITE)
- (E) MARKING ARROW EPOXY TYPE 2
- (F) MARKING WORD EPOXY ONLY
- (G) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (H) MARKING YIELD LINE EPOXY 18-INCH (WHITE)
- (I) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)

* US 53 MAINLINE, CENTERLINE AND EDGELINE MARKING, PAID FOR UNDER PROJECT 1198-02-82 AND 1198-02-83

PERMANENT SIGNING IS INCLUDED IN PROJECTS 1198-02-82 AND 1198-02-83

⊙ DELINEATOR W/DOUBLE YELLOW REFLECTORS



2

PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	PAVEMENT MARKING	SHEET 20	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\024501-PM-CTH L.DWG
LAYOUT NAME - 02

PLOT DATE : 1/31/2018 8:58 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

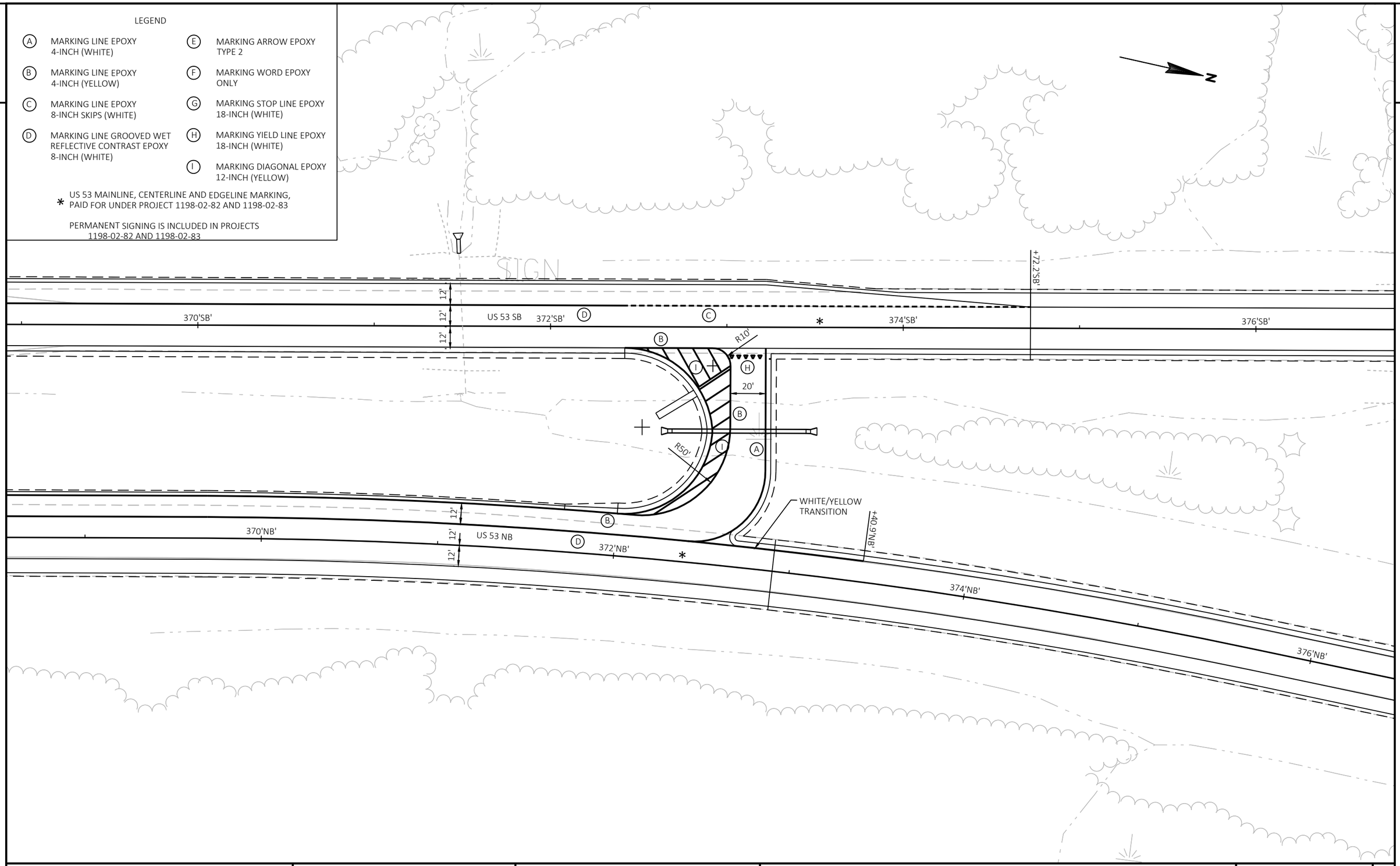
WISDOT/CADDS SHEET 42

LEGEND

- (A) MARKING LINE EPOXY 4-INCH (WHITE)
- (B) MARKING LINE EPOXY 4-INCH (YELLOW)
- (C) MARKING LINE EPOXY 8-INCH SKIPS (WHITE)
- (D) MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH (WHITE)
- (E) MARKING ARROW EPOXY TYPE 2
- (F) MARKING WORD EPOXY ONLY
- (G) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (H) MARKING YIELD LINE EPOXY 18-INCH (WHITE)
- (I) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)

* US 53 MAINLINE, CENTERLINE AND EDGELINE MARKING, PAID FOR UNDER PROJECT 1198-02-82 AND 1198-02-83

PERMANENT SIGNING IS INCLUDED IN PROJECTS 1198-02-82 AND 1198-02-83



PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	PAVEMENT MARKING	SHEET 21	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\024501-PM-CTH L.DWG
LAYOUT NAME - 03

PLOT DATE : 1/31/2018 9:00 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

BP: 50+87.91

CTH L

521'

N89° 50' 02"E

PI STA = 54+32.67
Y = 205155.700
X = 218991.995
DELTA = 12°15'59"
D = 8°11'06"
T = 37.61'
L = 74.93'
R = 350.00'
PC STA = 53+95.06
PT STA = 54+69.99

PI: 53+26.16

541'

PC: 53+95.06

PT: 54+69.99

360'SB'

N12° 25' 57"W

365'SB'

370'SB'

US 53'SB'

PI: 55+00.00
EP: 55+12.00

N77° 34' 03"E

360'NB'

N12° 25' 45"W

365'NB'

370'NB'

US 53'NB'

N77° 34' 15"E

561'

BP: 55+88.00

PC: 56+30.00

PC: 369+69.43

PI STA = 56+69.39
Y = 205152.598
X = 219256.618
DELTA = 12°50'29"
D = 8°11'06"
T = 39.39'
L = 78.44'
R = 350.00'
PC STA = 56+30.00
PT STA = 57+08.44

PT: 57+08.44

S89° 35' 16"E

581'

CTH L

EP: 58+73.21

PI STA = 372+70.34
Y = 205845.616
X = 219032.826
DELTA = 11°41'21"
D = 0°58'28"
T = 300.91'
L = 599.73'
R = 2939.64'
PC STA = 369+69.43
PT STA = 375+69.16

PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	ALIGNMENT DIAGRAM	SHEET 22	E

1198-00-78

Line	Item	Item Description	Unit	Total	Qty
0004	204.0115	Removing Asphaltic Surface Butt Joints	SY	142.000	142.000
0008	204.0150	Removing Curb & Gutter	LF	577.000	577.000
0012	205.0100	Excavation Common	CY	8,550.000	8,550.000
0022	213.0100	Finishing Roadway (project) 01. 1198-00-78	EACH	1.000	1.000
0028	305.0110	Base Aggregate Dense 3/4-Inch	TON	565.000	565.000
0030	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	7,450.000	7,450.000
0034	311.0115	Breaker Run	CY	3,940.000	3,940.000
0040	455.0605	Tack Coat	GAL	460.000	460.000
0048	460.6243	HMA Pavement 3 MT 58-34 S	TON	1,262.000	1,262.000
0050	460.8644	HMA Pavement 4 SMA 58-34 V	TON	843.000	843.000
0052	465.0105	Asphaltic Surface	TON	30.000	30.000
0056	465.0315	Asphaltic Flumes	SY	25.000	25.000
0086	522.0418	Culvert Pipe Reinforced Concrete Class IV 18-Inch	LF	76.000	76.000
0088	522.0424	Culvert Pipe Reinforced Concrete Class IV 24-Inch	LF	76.000	76.000
0090	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	2.000	2.000
0092	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	2.000	2.000
0100	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	346.000	346.000
0102	606.0200	Riprap Medium	CY	12.000	12.000
0108	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1198-00-78	EACH	1.000	1.000
0114	619.1000	Mobilization	EACH	0.100	0.100
0116	624.0100	Water	MGAL	160.000	160.000
0118	625.0500	Salvaged Topsoil	SY	13,665.000	13,665.000
0120	627.0200	Mulching	SY	15,580.000	15,580.000
0122	628.1504	Silt Fence	LF	4,750.000	4,750.000
0124	628.1520	Silt Fence Maintenance	LF	9,500.000	9,500.000
0126	628.1905	Mobilizations Erosion Control	EACH	1.000	1.000
0128	628.1910	Mobilizations Emergency Erosion Control	EACH	1.000	1.000
0130	628.2004	Erosion Mat Class I Type B	SY	9,510.000	9,510.000
0132	628.7555	Culvert Pipe Checks	EACH	3.000	3.000
0136	629.0210	Fertilizer Type B	CWT	11.500	11.500
0138	630.0120	Seeding Mixture No. 20	LB	390.000	390.000
0140	630.0200	Seeding Temporary	LB	420.000	420.000
0142	633.0100	Delineator Posts Steel	EACH	42.000	42.000
0144	633.0500	Delineator Reflectors	EACH	84.000	84.000
0146	633.5200	Markers Culvert End	EACH	4.000	4.000
0188	643.5000	Traffic Control	EACH	1.000	1.000
0190	645.0120	Geotextile Type HR	SY	50.000	50.000

1198-00-78

Line	Item	Item Description	Unit	Total	Qty
0192	646.1020	Marking Line Epoxy 4-Inch	LF	3,200.000	3,200.000
0194	646.3020	Marking Line Epoxy 8-Inch	LF	222.000	222.000
0196	646.3545	Marking Line Grooved Wet Ref Contrast Epoxy 8-Inch	LF	2,406.000	2,406.000
0198	646.5020	Marking Arrow Epoxy	EACH	4.000	4.000
0200	646.5120	Marking Word Epoxy	EACH	2.000	2.000
0202	646.6120	Marking Stop Line Epoxy 18-Inch	LF	64.000	64.000
0204	646.6220	Marking Yield Line Epoxy 18-Inch	EACH	40.000	40.000
0206	646.7120	Marking Diagonal Epoxy 12-Inch	LF	405.000	405.000
0214	650.4500	Construction Staking Subgrade	LF	3,760.000	3,760.000
0216	650.5000	Construction Staking Base	LF	3,760.000	3,760.000
0218	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	346.000	346.000
0220	650.6000	Construction Staking Pipe Culverts	EACH	2.000	2.000
0222	650.8500	Construction Staking Electrical Installations (project) 01. 1198-00-78	LS	1.000	1.000
0224	650.9910	Construction Staking Supplemental Control (project) 01. 1198-00-78	LS	1.000	1.000
0230	650.9920	Construction Staking Slope Stakes	LF	3,760.000	3,760.000
0232	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	1,819.000	1,819.000
0234	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	18.000	18.000
0236	652.0605	Conduit Special 2-Inch	LF	205.000	205.000
0238	653.0154	Pull Boxes Non-Conductive 24x36-Inch	EACH	7.000	7.000
0240	653.0164	Pull Boxes Non-Conductive 24x42-Inch	EACH	5.000	5.000
0242	654.0106	Concrete Bases Type 6	EACH	8.000	8.000
0244	654.0224	Concrete Control Cabinet Bases Type L24	EACH	1.000	1.000
0246	655.0610	Electrical Wire Lighting 12 AWG	LF	1,440.000	1,440.000
0248	655.0620	Electrical Wire Lighting 8 AWG	LF	8,142.000	8,142.000
0250	656.0200	Electrical Service Meter Breaker Pedestal (location) 01. 52+10,26.6' RT	LS	1.000	1.000
0252	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	8.000	8.000
0254	657.0327	Poles Type 6-Aluminum	EACH	8.000	8.000
0256	657.0715	Luminaire Arms Truss Type 4 1/2-Inch Clamp 15-FT	EACH	8.000	8.000
0258	659.1120	Luminaires Utility LED B	EACH	8.000	8.000
0260	659.2124	Lighting Control Cabinets 120/240 24-Inch	EACH	1.000	1.000
0262	690.0150	Sawing Asphalt	LF	3,870.000	3,870.000
0268	SPV.0090	Special 01. Cure and Seal Treatment Curb & Gutter	LF	346.000	346.000

3

REMOVING

STATION	-	STATION	LOCATION	204.0115 ASPHALTIC SURFACE BUTT JOINTS SY
CTH L				
53+40	-	53+65	LT & RT	71
57+35	-	57+60	LT & RT	71
ITEM TOTAL				142

REMOVING CURB & GUTTER

STATION - STATION	LOCATION	204.0150 REMOVING CURB & GUTTER LF
US 53		
364+87'NB' - 366+60'NB'	MEDIAN	271
CTH L - WEST		
53+90 - 54+77	LT	100
54+49 - 54+78	RT	49
CTH L - EAST		
56+22 - 56+67	LT	69
56+22 - 56+91	RT	88
ITEM TOTAL		577

EXCAVATION COMMON

LOCATION	205.0100 CY	* AIR FILL CY	* EXPAND. FILL CY	* +BORROW -WASTE CY	REMARKS
USH 53 NB					
357+15 - 372+90	3575	183	229	-3346	INCLUDES REMOVAL OF EXISTING PAVEMENT
USH 53 SB					
358+95 - 374+72	3735	106	133	-3603	INCLUDES REMOVAL OF EXISTING PAVEMENT
CTH L					
53+40 - 54+76	400	166	208	-193	INCLUDES REMOVAL OF EXISTING PAVEMENT
56+24 - 57+60	395	125	156	-239	INCLUDES REMOVAL OF EXISTING PAVEMENT
CROSSOVERS					
359+00	95	240	300	205	
365+75	265	150	188	-78	INCLUDES REMOVAL OF EXISTING PAVEMENT
372+50	85	360	450	365	
TOTALS	8550	1330	1663	-6888	

NOTE: EXPANSION FACTOR = 1.25
SALVAGED/UNUSABLE PAVEMENT IS INCLUDED IN CUT.
ANY EBS EXCAVATION TO BE BACKFILLED WITH BORROW OR CUT MATERIAL
*FOR INFORMATION ONLY

BASE AGGREGATE AND BREAKER RUN

STATION - STATION		LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	311.0115 BREAKER RUN CY	624.0100 WATER MGAL	REMARKS
US 53 NB							
357+15.04 - 372+00.18	LT/RT	LT / RT TURN LANE		2656	1745	53	
	LT/RT	SHOULDERS	177			4	
372+00.18 - 372+90.42	LT	MEDIAN CROSSING		512	275	10	
	LT/RT	SHOULDERS	63			1	
US 53 SB							
358+95.48 - 359+81.47	RT	MEDIAN CROSSING		449	230	9	
	LT/RT	SHOULDERS	62			1	
359+81.47 - 374+72.17	LT/RT	LT / RT TURN LANE		2578	1690	52	
	LT/RT	SHOULDERS	161			3	
CTH L							
53+40.00 - 54+76.00	LT	SIDE STREET		575		12	
	LT/RT	SHOULDERS	54			1	
56+24.00 - 57+60.00	RT	SIDE STREET		565		11	
	LT/RT	SHOULDERS	48			1	
	LT/RT	PEDESTRIAN CROSSING		115		2	
ITEM TOTALS			565	7450	3940	160	

ASPHALTIC PAVEMENT ITEMS

STATION - STATION		LOCATION	455.0605 TACK COAT GAL	460.6243 HMA PAVEMENT 3 MT 58-34 S TON	460.8644 SMA PAVEMENT 4 SMA 58-34 V TON	465.0105 ASPHALTIC SURFACE TON	REMARKS
US 53 NB							
357+15.04 - 367+08.06	RT	RIGHT TURN LANE	0		132		UPPER LAYER
	RT	RIGHT TURN LANE	71	198			LOWER LAYER
	LT/RT	SHOULDERS	0		24		UPPER LAYER
	LT/RT	SHOULDERS	13	36			LOWER LAYER
363+95.40 - 372+00.18	LT	LEFT TURN LANE	0		109		UPPER LAYER
	LT	LEFT TURN LANE	58	164			LOWER LAYER
	LT/RT	SHOULDERS	0		21		UPPER LAYER
	LT/RT	SHOULDERS	11	31			LOWER LAYER
372+00.18 - 372+90.42	LT	MEDIAN CROSSING	0		60		UPPER LAYER
	LT	MEDIAN CROSSING	32	90			LOWER LAYER
	LT/RT	SHOULDERS	0		11		UPPER LAYER
	LT/RT	SHOULDERS	6	16			LOWER LAYER
US 53 SB							
358+95.48 - 359+81.47	RT	MEDIAN CROSSING	0		53		UPPER LAYER
	RT	MEDIAN CROSSING	29	80			LOWER LAYER
	LT/RT	SHOULDERS	0		10		UPPER LAYER
	LT/RT	SHOULDERS	5	14			LOWER LAYER
359+81.47 - 367+91.82	RT	LEFT TURN LANE	0		110		UPPER LAYER
	RT	LEFT TURN LANE	59	165			LOWER LAYER
	LT/RT	SHOULDERS	0		21		UPPER LAYER
	LT/RT	SHOULDERS	11	32			LOWER LAYER
364+79.15 - 374+72.17	LT	RIGHT TURN LANE	0		132		UPPER LAYER
	LT	RIGHT TURN LANE	71	198			LOWER LAYER
	LT/RT	SHOULDERS	0		24		UPPER LAYER
	LT/RT	SHOULDERS	13	36			LOWER LAYER
CTH L							
53+40.00 - 54+76.00	LT	SIDE STREET	0		68		UPPER LAYER
		SIDE STREET	36	101			LOWER LAYER
56+24.00 - 57+60.00	RT	SIDE STREET	0		68		UPPER LAYER
		SIDE STREET	37	101			LOWER LAYER
	LT/RT	PEDESTRIAN CROSSING	8			30	LOWER LAYER
ITEM TOTALS			460	1262	843	30	

FINISHING ROADWAY

STATION	213.0100 (PROJECT) EACH
US 53	
	1.0
ITEM TOTAL	1.0

ASPHALTIC FLUMES

STATION	LOCATION	465.0315 ASPHALTIC FLUMES SY
US 53 SB		
359+39 'SB'	MEDIAN RT	12.5
372+85 'SB'	MEDIAN RT	12.5
ITEM TOTAL		25.0

3

CULVERT PIPE ITEMS

STATION	LOCATION	PIPE ID	522.0418 CULVERT PIPE REINFORCED CONCRETE CLASS IV 18-INCH LF	522.0424 CULVERT PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	606.0200 RIPRAP MEDIUM CY	633.5200 MARKER CULVERT END EACH	645.0120 GEOTEXTILE FABRIC TYPE HR SY	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH
USH 53 NB										
358+80	51.7' LT, US 53 NB	1	76		2		3	2	12	1
372+63.6	76.9' LT, US 53 NB	2		76		2	6	2	24	1
UNDISTRIBUTED							3		14	
ITEM TOTALS			76	76	2	2	12	4	50	2

CONCRETE CURB & GUTTER ITEMS

STATION - STATION	LOCATION	601.0557 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D LF	SPV.0090.01 CONCRETE CURB & GUTTER CURE & SEAL TREATMENT LF	650.5500 CONSTRUCTION STAKING CURB, GUTTER AND CURB & GUTTER LF
CTH L - WEST				
54+00.83	LT	103	103	103
54+32.82 - 54+76.00	RT	70	70	70
CTH L - WEST				
56+24 - 56+67.18	LT	70	70	70
56+24.00 - 56+9918	RT	103	103	103
ITEM TOTALS		346	346	346

3

SALVAGED TOPSOIL, MULCHING AND SEEDING

STATION - STATION	LOCATION	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0200 SEEDING TEMPORARY LB
US 53						
357+09'NB' - 365+19'NB'	LT	2158	2399	1.51	64.8	64.8
358+33'NB' - 358+74'NB'	RT	151	179	0.11	4.8	4.8
359+02'NB' - 365+87'NB'	LT	1872	2078	1.31	56.1	56.1
365+35'NB' - 365+57'NB'	LT	43	43	0.03	1.2	1.2
365+94'NB' - 366+16'NB'	LT	44	44	0.03	1.2	1.2
365+64'NB' - 372+59'NB'	LT	2664	2877	1.81	77.7	77.7
372+72'NB' - 373+19'NB'	LT	209	250	0.16	6.8	6.8
367+64'NB' - 365+40'NB'	RT	721	800	0.50	21.6	21.6
364+47'SB' - 366+47'SB'	LT	658	730	0.46	19.7	19.7
366+67'SB' - 374+84'SB'	LT	1943	2177	1.37	58.8	58.8
UNDISTRIBUTED		3202	4004	4.21	77.5	107.5
ITEM TOTALS		13665	15580	11.50	390.0	420.0

MAINTENACE

STATION	618.0100 REPAIR OF HAUL ROADS EACH
US 53	1.0
ITEM TOTAL	1.0

EROSION CONTROL ITEMS

STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.2004 EROSION MAT CLASS I TYPE B SY	628.7555 CULVERT PIPE CHECKS EACH
US 53 SB					
364+45 - 366+40	LT	130	260	503	
366+40 - 374+75	LT	790	1580	1579	
US 53 NB					
357+10 - 365+45	RT	800	1600	1580	
358+30 - 365+45	LT	690	1380	1617	1
365+45 - 367+60	RT	220	440	488	
366+60 - 373+20	LT	900	1800	1841	2
CTH L - WEST					
53+40 - 54+00	LT	70	140	*	
53+40 - 54+00	RT	70	140	*	
CTH L - EAST					
57+00 - 57+60	LT	70	140	*	
57+00 - 57+60	RT	60	120	*	
UNDISTRIBUTED		950	1900	1902	
ITEM TOTALS		4750	9500	9510	3

* INCLUDED IN US 53 QUANTITIES

MOBILIZATIONS EROSION CONTROL

STATION - STATION	628.1905 EROSION CONTROL EACH	628.1910 EMERGENCY EROSION CONTROL EACH
CTH L	1	1
ITEM TOTALS	1	1

DELINEATORS

STATION	LOCATION	633.0100 DELINEATOR POSTS STEEL EACH	633.0500 DELINEATOR REFLECTORS EACH
US 53 NB			
363+95.4 - 366+95.4	LT	21	42
US 53 SB			
364+91.8 - 367+91.8	RT	21	42
ITEM TOTALS		42	84

TRAFFIC CONTOL

STATION	643.5000 TRAFFIC CONTOL EACH
CTH L	1.0
ITEM TOTAL	1.0

PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	MISCELLANEOUS QUANTITIES	SHEET 26	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\030201 MQ CTH L.DWG
LAYOUT NAME - 030201_mq (2)
PLOT DATE : 3/19/2018 11:14 PM PLOT BY : JARROD STARREN PLOT NAME :
WISDOT/CADDS SHEET 42

3

PAVEMENT MARKING ITEMS

STATION	LOCATION	646.1020 MARKING LINE EPOXY 4-INCH (WHITE) LF	646.1020 MARKING LINE EPOXY 4-INCH (YELLOW) LF	646.3020 MARKING LINE EPOXY 8-INCH SKIPS (WHITE) LF	646.3545 MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH (WHITE) LF	646.5020 MARKING ARROW EPOXY TYPE 2 EACH	646.5120 MARKING WORD EPOXY ONLY EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH (WHITE) LF	646.6220 MARKING YIELD LINE EPOXY 18-INCH (WHITE) EACH	646.7120 MARKING DIAGONAL EPOXY 12-INCH (YELLOW) LF	REMARKS
US 53											
357+15.0 'NB' - 374+40.9 'NB'	LT & RT	235	988	111	1254						SKIP WHITE
358+13.2 'SB' - 374+72.2 'SB'	LT & RT	237	854	111	1152						LEFT YELLOW
358+65 'NB' - 359+45 'NB'	LT								20	174	
372+39 'SB' - 373+22 'SB'	RT								20	231	
CTH L - WEST											
53+30 - 54+70		175	284			2	1	32			CENTER DOUBLE YELLOW - EDGE WHITE
CTH L - EAST											
56+28 - 57+70		143	284			2	1	32			CENTER DOUBLE YELLOW - EDGE WHITE
ITEM TOTALS		790	2410	222	2406	4	2	64	40	405	

CONSTRUCTION STAKING

LOCATION	650.8500 ELECTRICAL INSTALLATIONS (PROJECT) LS
US 53 AND CTH L INTERSECTION	
PROJECT 1198-00-78	1
ITEM TOTAL	1

CONSTRUCTION STAKING

STATION - STATION	650.4500 SUBGRADE LF	650.5000 BASE LF	650.9910 SUPPLEMENTAL CONTROL (1198-00-78) LS	650.9920 SLOPE STAKES LF	REMARKS
US 53 SB					
358+95 - 374+38	1545	1545	0.4	1545	
372+39 - 373+22	72	72		72	MEDIAN CROSSOVER
US 53 NB					
357+15 - 372+90	1575	1575	0.4	1575	
358+65 - 359+45	92	92		92	MEDIAN CROSSOVER
CTH L - WEST					
53+40 - 54+76	136	136	0.1	136	
CTH L - EAST			0.1		
56+24 - 57+60	136	136		136	
UNDISTRIBUTED	204	204		204	PEDESTRIAN CROSSING
ITEM TOTALS	3760	3760	1	3760	

SAWING

STATION - STATION		LOCATION	690.0150 ASPHALT LF	REMARKS
US 53 NB				
357+15.04 - 367+08.06	RT	RIGHT TURN LANE	1010	AT LANE EDGE
363+95.40 - 372+90.42	LT	LEFT TURN LANE	900	AT LANE EDGE
US 53 SB				
358+95.48 - 367+91.82	RT	LEFT TURN LANE	902	AT LANE EDGE
364+79.15 - 374+72.17	LT	RIGHT TURN LANE	1010	AT LANE EDGE
CTH L				
53+40.00	LT/RT	SIDE STREET	24	
57+60.00	LT/RT	SIDE STREET	24	
ITEM TOTALS			3870	

3

PULL BOX ITEMS

NO.	653.0154 PULL BOXES NON-CONDUCTIVE 24X36-INCH EACH	653.0164 PULL BOXES NON-CONDUCTIVE 24X42-INCH EACH
LPB1	1	
LPB2	1	
LPB3	1	
LPB4		1
LPB5	1	
LPB6	1	
LPB7	1	
LPB8		1
LPB9		1
LPB10		1
LPB11		1
LPB12	1	
ITEM TOTAL	7	5

LIGHTING UNIT ITEMS

LIGHTING UNIT NO.	654.0106 CONCRETE BASES TYPE 6 EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0327 POLES TYPE 6-ALUMINUM EACH	657.0715 LUMINAIRE ARMS TRUSS TYPE 4 1/2-INCH CLAMP 15-FT EACH	659.1120 LUMINAIRES UTILITY LED B EACH
L16-0002-1	1	1	1	1	1
L16-0002-2	1	1	1	1	1
L16-0002-3	1	1	1	1	1
L16-0002-4	1	1	1	1	1
L16-0002-5	1	1	1	1	1
L16-0002-6	1	1	1	1	1
L16-0002-7	1	1	1	1	1
L16-0002-8	1	1	1	1	1
ITEM TOTAL	8	8	8	8	8

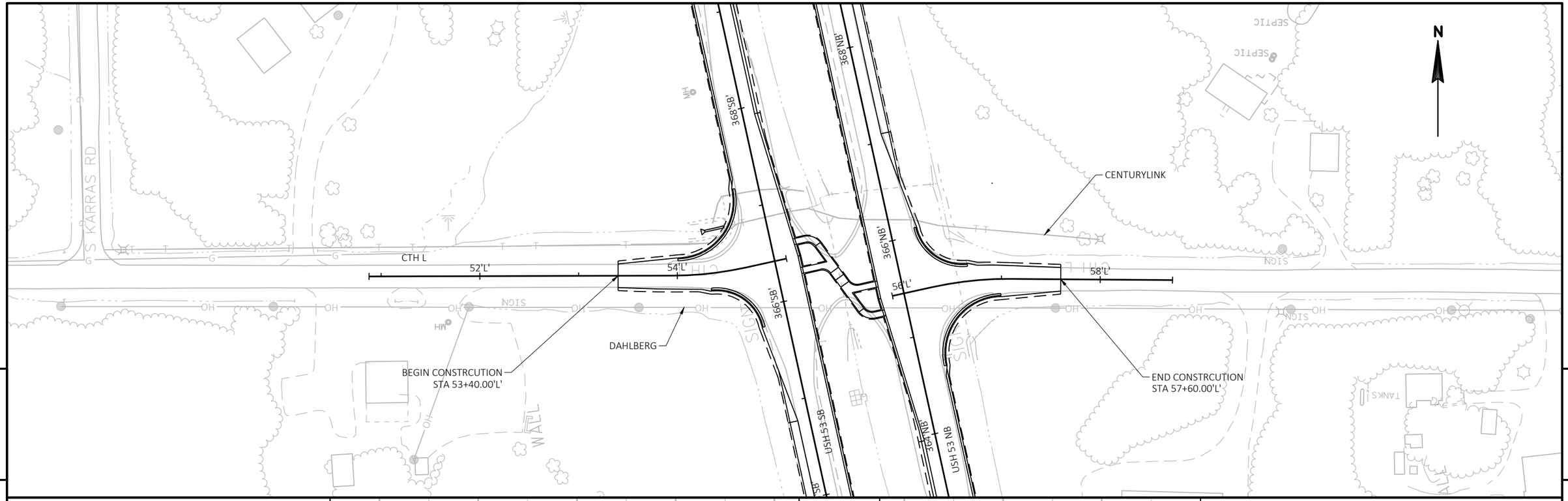
3

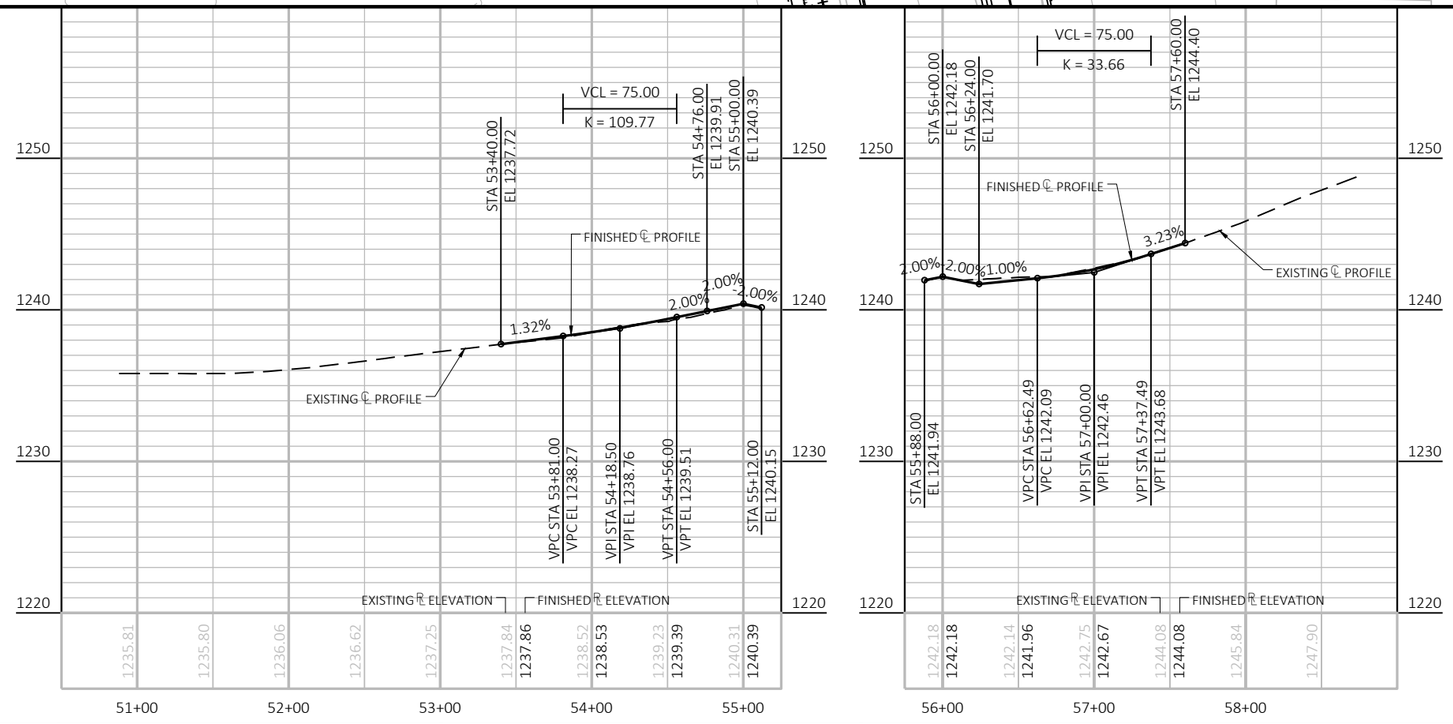
LIGHTING ELECTRICAL WIRE AND CONDUIT ITEMS

STA. FROM	STA. TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0605 CONDUIT SPECIAL 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	655.0620 ELECTRICAL WIRE LIGHTING 8 AWG LF
L16-0002-1	L-16-0002-8	45			180	165
L-16-0002-8	LPB7	39			180	147
LPB7	LPB6	216				678
LPB6	LPB5	198				624
LPB5	LPB4	226				708
L-16-0002-3	LPB9	15			180	75
LPB9	LPB-8		89			297
L-16-0002-2	LPB8	57			180	402
L-16-0002-4	L-16-0002-5	53			180	189
L-16-0002-5	LPB1	56			180	198
LPB1	LPB2	191				603
LPB2	LPB3	201				633
L-16-0002-7	LPB3	57			180	402
LPB3	LPB4	178				564
LPB4	LPB10		116			1134
L-16-0002-6	LPB10	26			180	432
LPB10	LPB11	53				189
LPB11	LPB12	208				654
LPB12	LCC L-16-0002			18		48
ITEM TOTALS		1819	205	18	1440	8142

LIGHTING CONTROL CABINET

CABINET	STATION	654.0224 CONCRETE CONTROL CABINET BASES TYPE L24 EACH	656.0200.01 ELECTRICAL SERVICE METER BREAKER PEDESTAL LS	659.2124 LIGHTING CONTROL CABINETS 120/240V 24-INCH EACH
L16-0002	52+10'L', 26.6'RT	1	1	1
ITEM TOTAL		1	1	1





PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	PLAN AND PROFILE: CTH L	SHEET 29	E

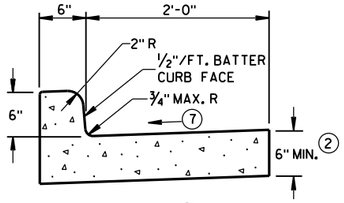
FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\050101-PP-CTH L.DWG
LAYOUT NAME - 1

PLOT DATE : 1/31/2018 9:02 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT

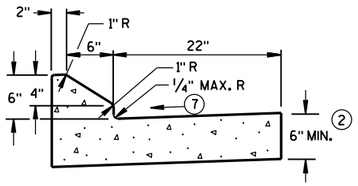
Standard Detail Drawing List

08D01-20A	CONCRETE CURB & GUTTER
08D01-20B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D22-01	DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09A01-13A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
09B02-10	CONDUIT
09B16-01	PULL BOX NON-CONDUCTIVE
09C02-07	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C14-02	CONCRETE CONTROL CABINET BASE, TYPE L
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D04-02	LIGHTING CONTROL CABINET 120/240 VOLT
09E01-14E	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 6 (35 FEET)
09E02-04	FREEWAY LIGHTING UNIT POLE WIRING
11A01-05	MAINTENANCE CROSSOVER FOR FREEWAYS
13A05-05A	SHOULDER RUMBLE STRIP, MILLING
13A05-05B	SHOULDER RUMBLE STRIP, MILLING
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15A04-03B	DELINEATOR BRACKET WITH REFLECTIVE SHEETING
15A04-03C	DELINEATOR POST WITH REFLECTIVE SHEETING
15A04-03D	DELINEATOR WITH REFLECTIVE SHEETING
15C03-04	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-04	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C07-14B	PAVEMENT MARKING WORDS
15C07-14C	PAVEMENT MARKING ARROWS
15C08-18A	LONGITUDINAL MARKING (MAINLINE)
15C08-18B	PAVEMENT MARKING (TURN LANES)
15C11-07A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-07B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-06	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C19-04C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C33-03	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-02A	PAVEMENT MARKING (INTERSECTIONS)
15D12-06A	TRAFFIC CONTROL, LANE CLOSURE
15D12-06B	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D21-05	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D27-03	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D39-01	TRAFFIC CONTROL, DROP-OFF SIGNING

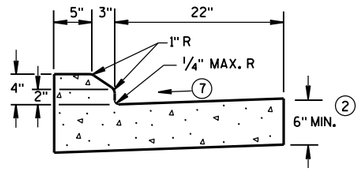
6



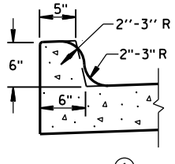
TYPES A (1) & D



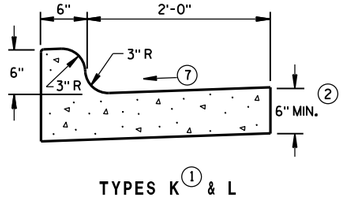
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

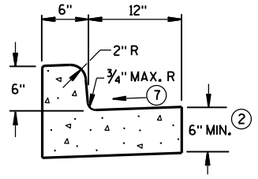


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



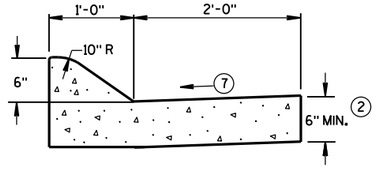
TYPES K (1) & L

CONCRETE CURB & GUTTER 30"

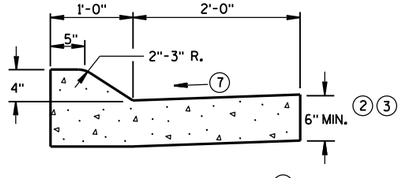


TYPES A (1) & D

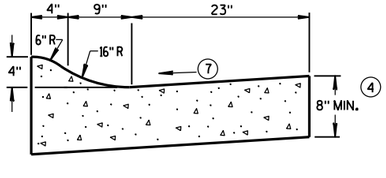
CONCRETE CURB & GUTTER 18"



6" SLOPED CURB TYPES A (1) & D

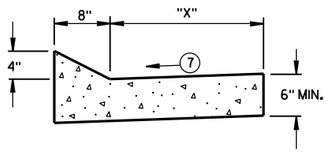


4" SLOPED CURB TYPES A (1) & D



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

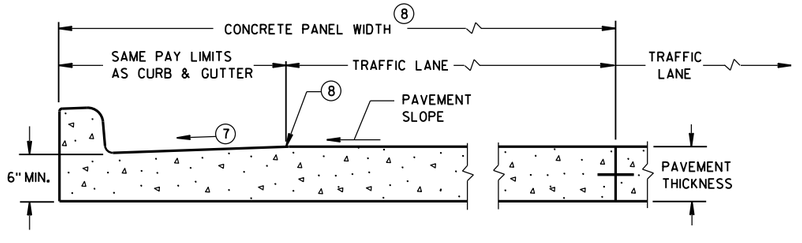
CONCRETE CURB & GUTTER 36"



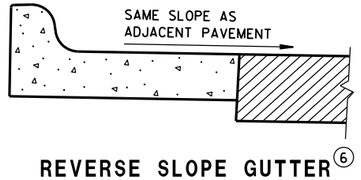
TYPES TBT & TBTT (1)

CONCRETE CURB & GUTTER

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



PARTIAL SECTION OF PAVEMENT *
WITH INTEGRAL CURB & GUTTER



REVERSE SLOPE GUTTER (6)
(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 TRANSPORTATION

6

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

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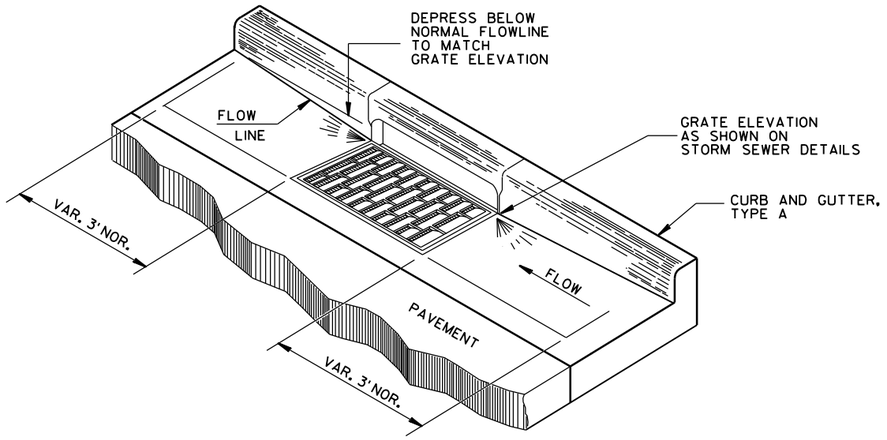
S.D.D. 8 D 1-20a



DETAIL OF CURB AND GUTTER AT INLETS

(TYPE H INLET COVER SHOWN)

GENERAL NOTES

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

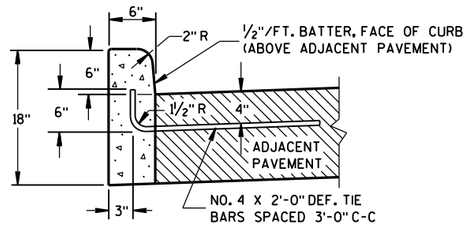
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

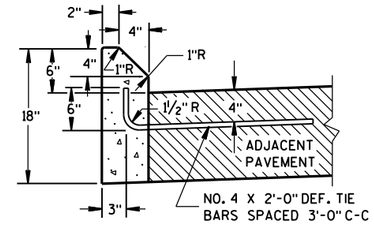
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

(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.

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

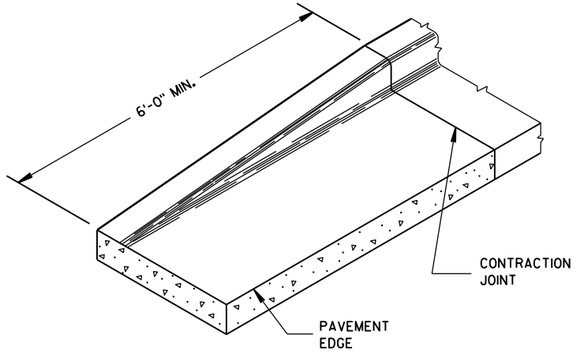


TYPES A (1) & D

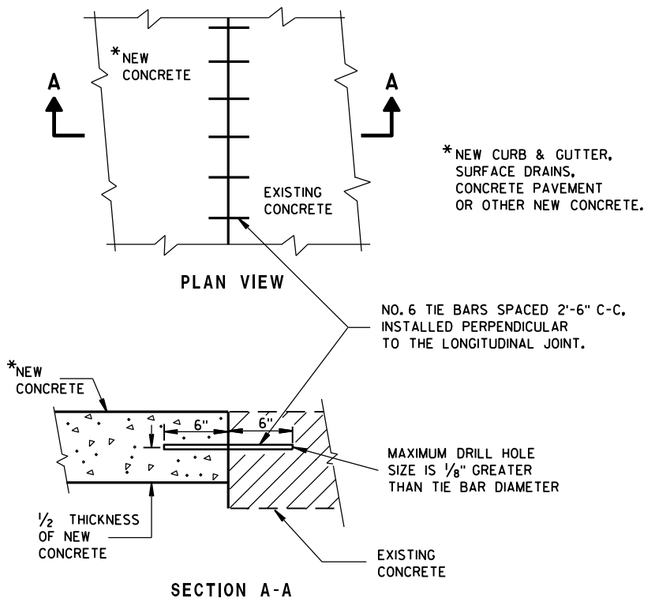


TYPES G (1) & J

CONCRETE CURB



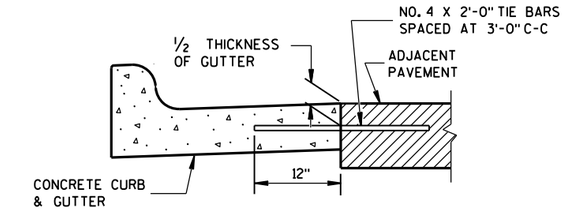
END SECTION CURB & GUTTER



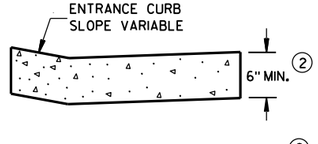
PLAN VIEW

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 32 ENT
UNIT SUPERVISOR
FHWA

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

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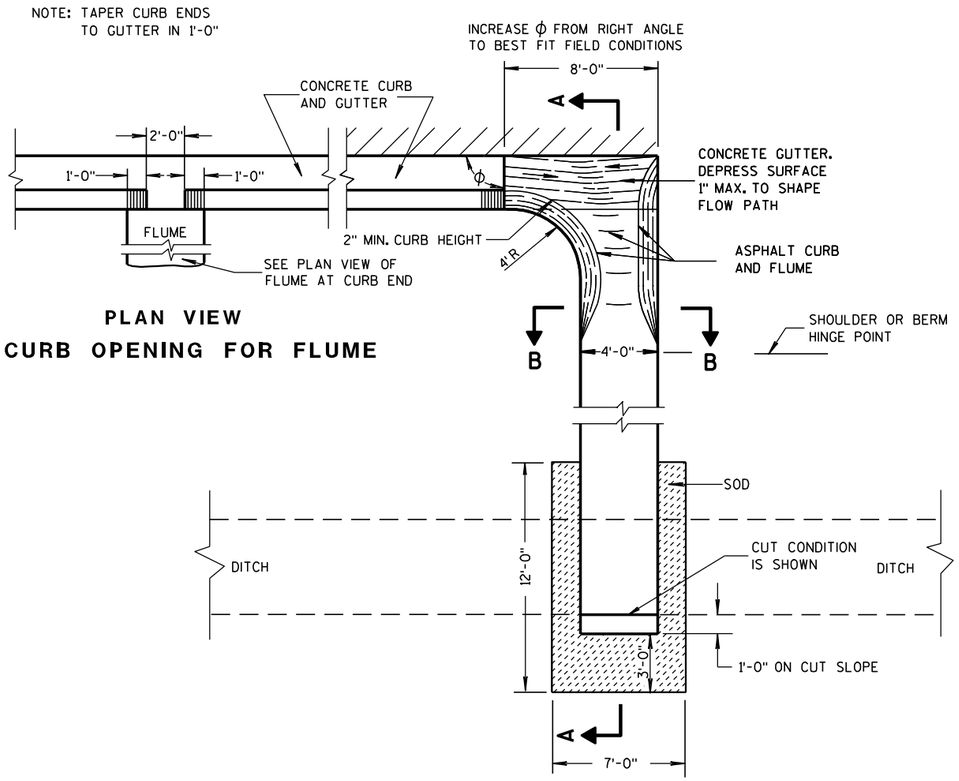
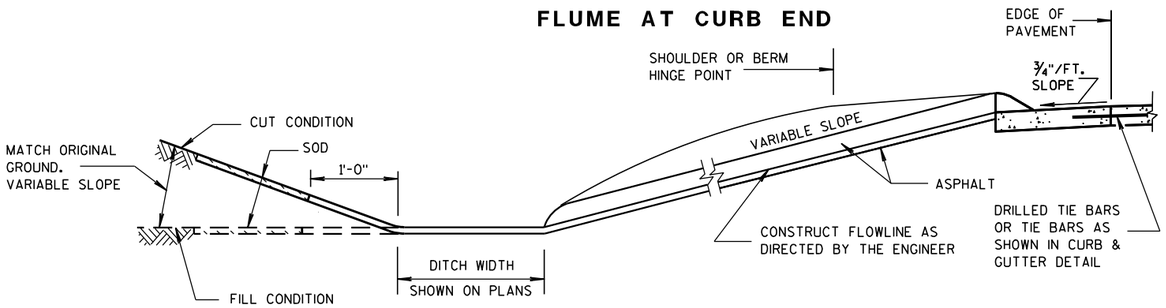
S.D.D. 8 D 1-20b

ASPHALTIC FLUME

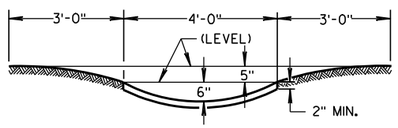


PLAN VIEW
CURB OPENING FOR FLUME

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.

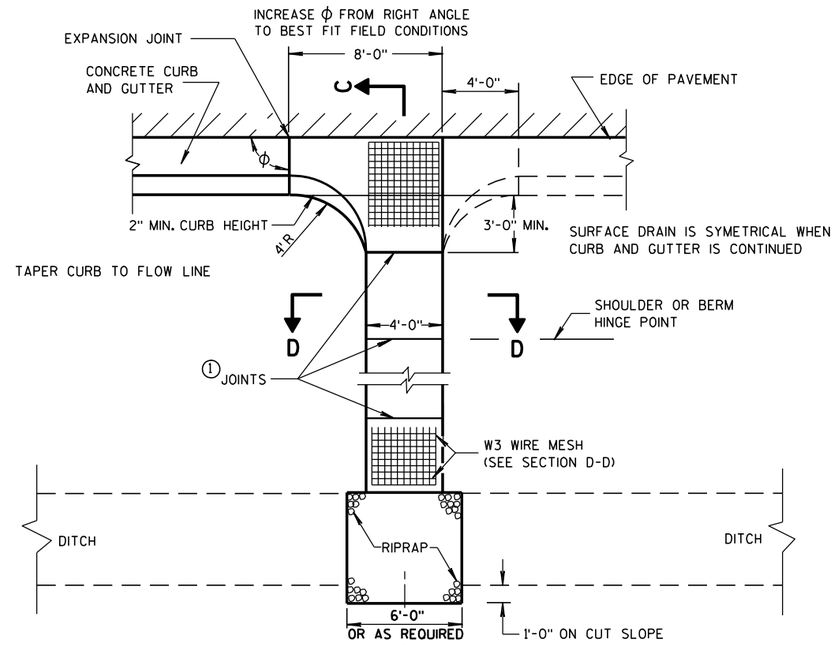
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE $\frac{1}{8}$ TO $\frac{1}{4}$ INCH WIDE BY $1\frac{1}{2}$ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

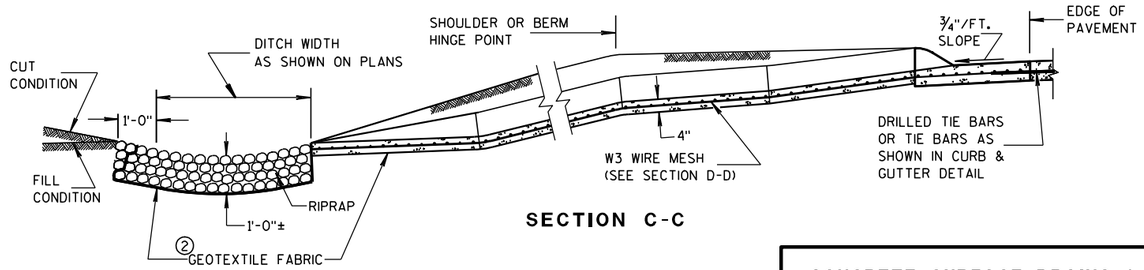
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

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

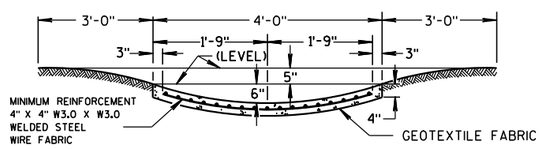
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

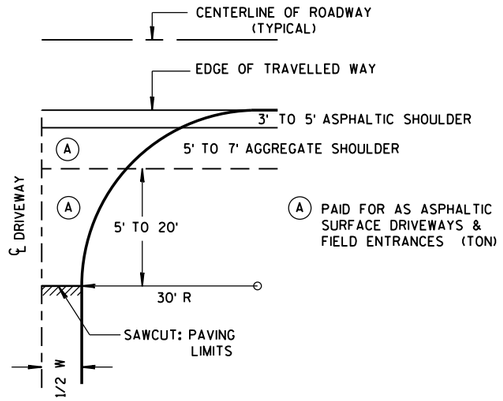
APPROVED
9-4-08 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
33
MENT
FHWA

6

S.D.D. 8 D 4-5

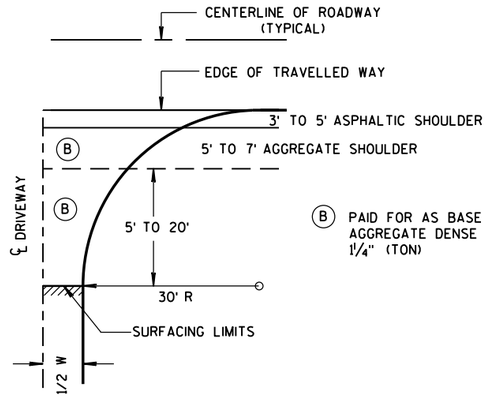
6

S.D.D. 8 D 4-5



PLAN VIEW
HALF SECTION

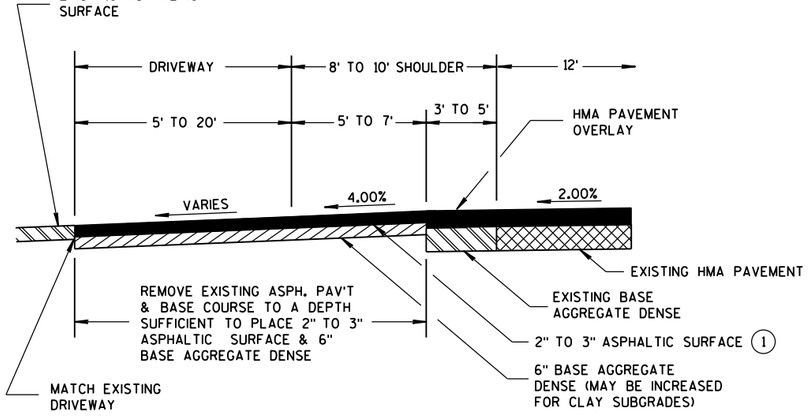
W MIN. = 16'
W MAX. = 24'



PLAN VIEW
HALF SECTION

GENERAL NOTES

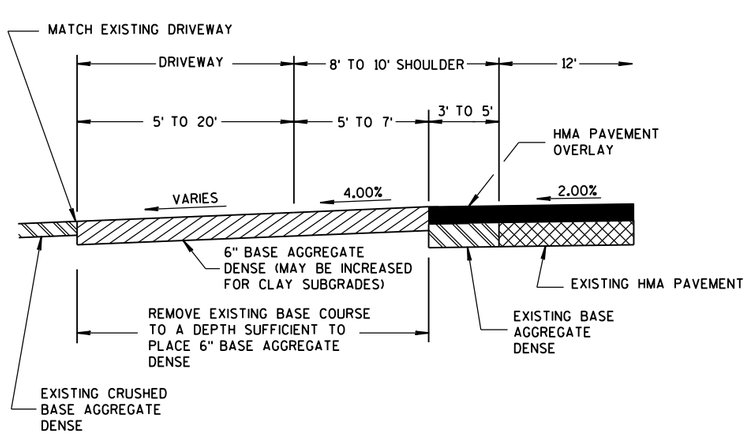
(1) DESIGN WILL DETERMINE FINAL DRIVEWAY ASPHALTIC THICKNESS BASED ON TYPE OF USAGE AND LOADINGS.



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December, 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERV
ENT
FHWA

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S.D.D. 8 D 22-1

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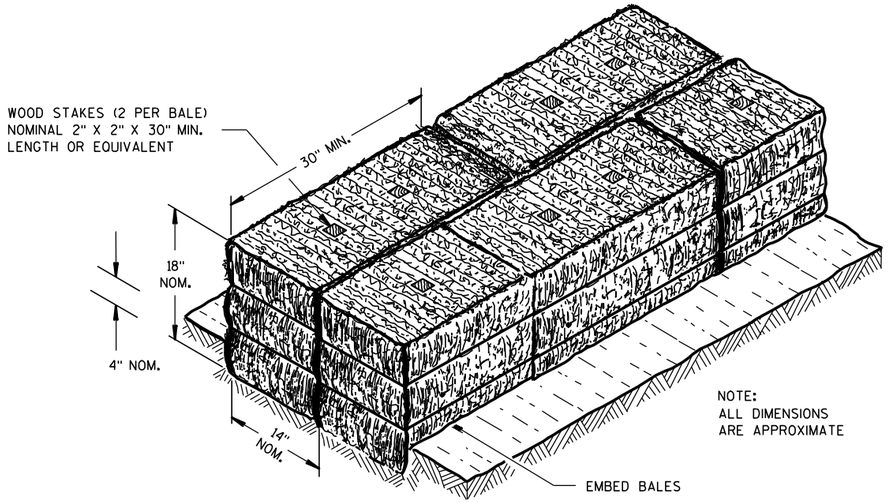
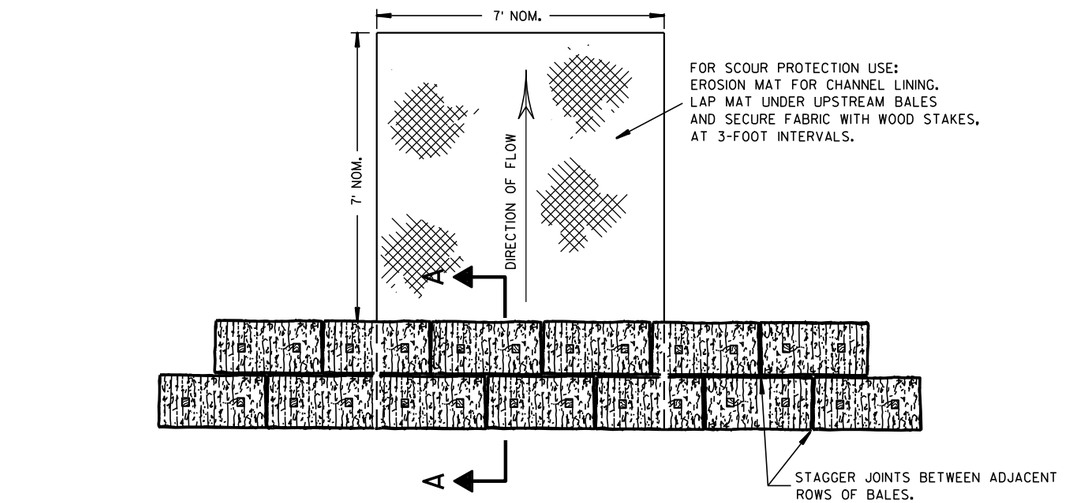
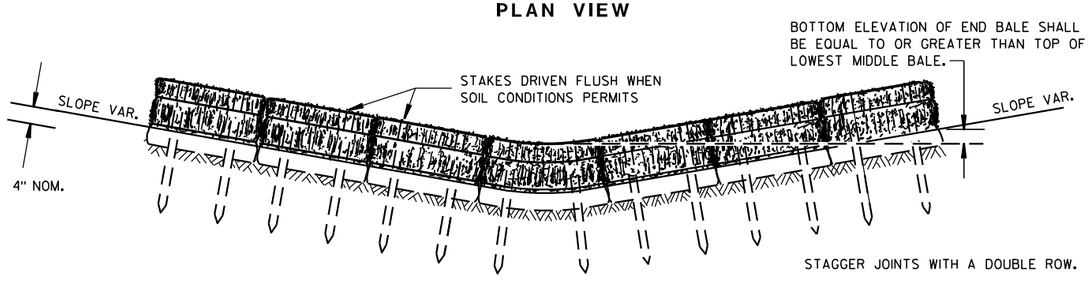
S.D.D. 8 D 22-1



SECTION A-A



PLAN VIEW



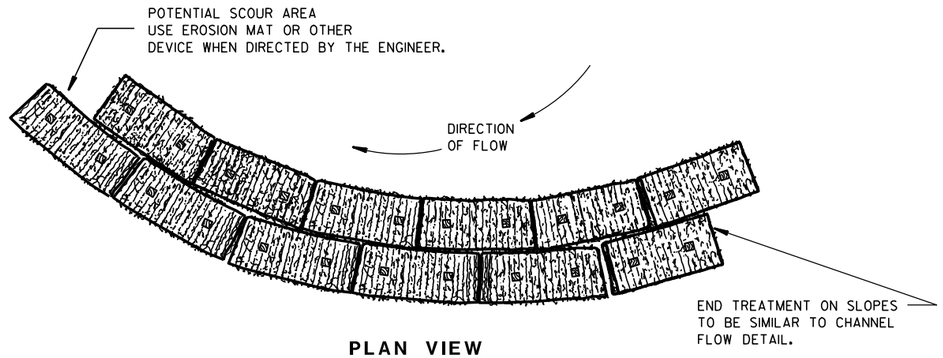
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

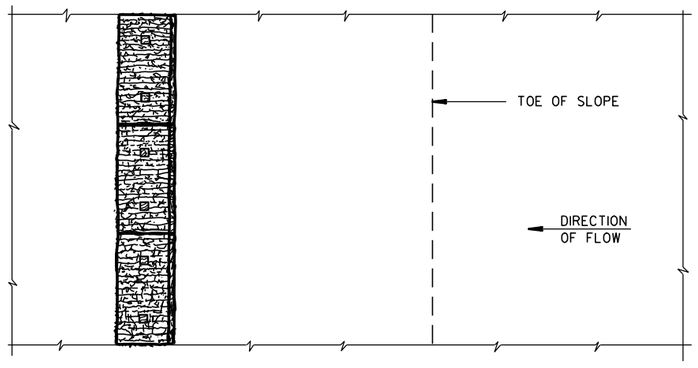
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

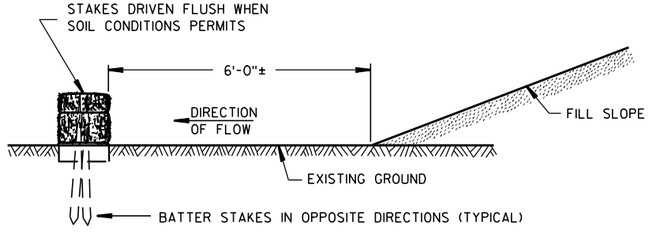


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/04/02 — DATE

/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6

S.D.D. 8 E 8-3

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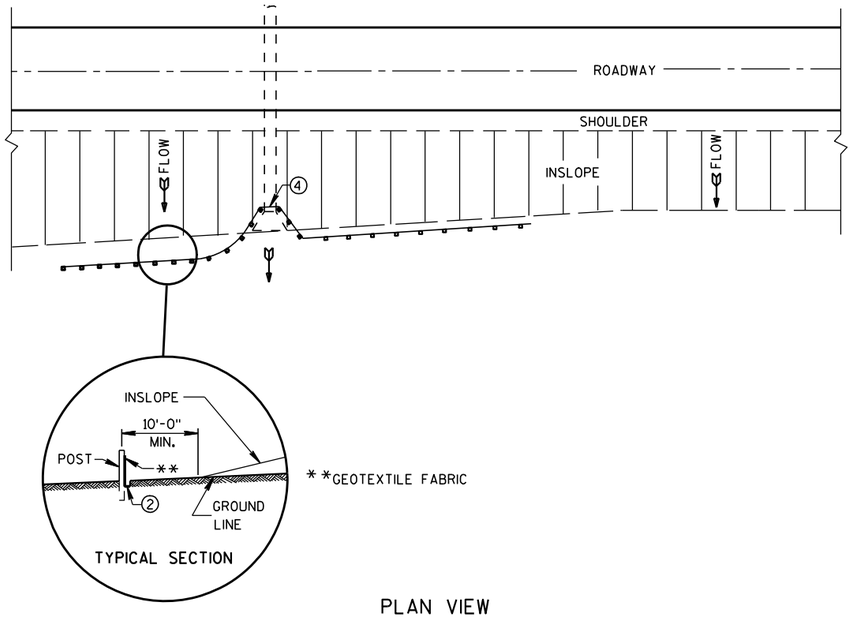
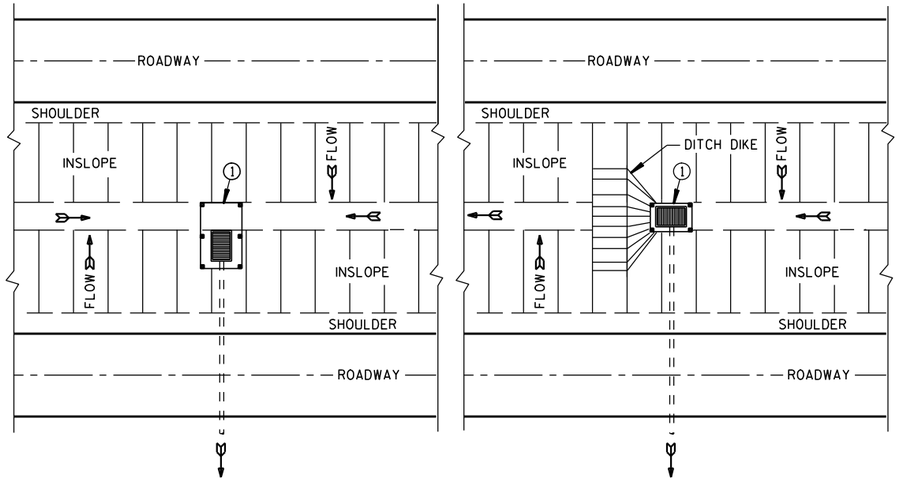
S.D.D. 8 E 8-3



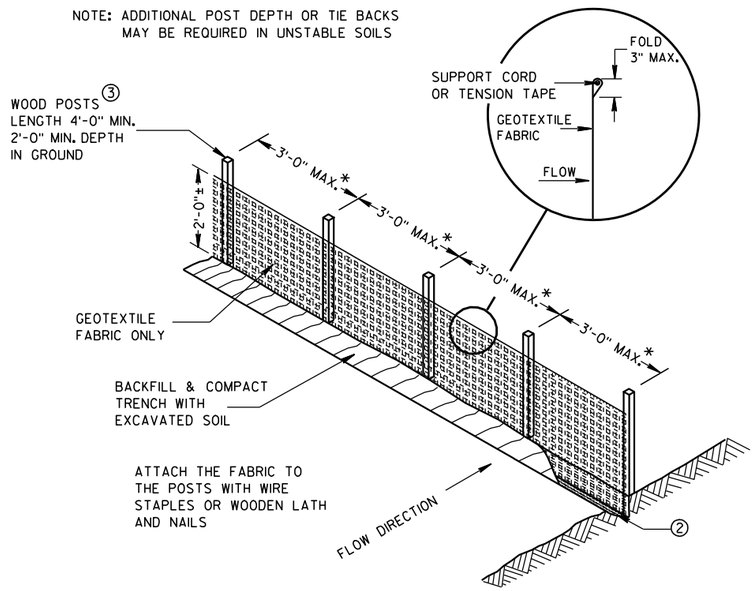
PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



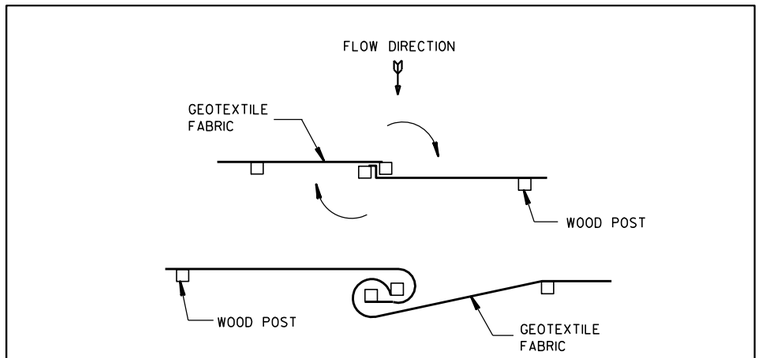
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS



*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

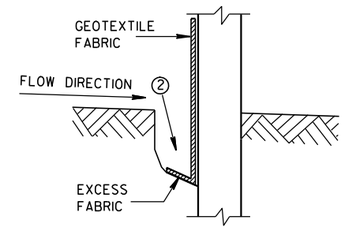


JOINING TWO LENGTHS OF SILT FENCE 5

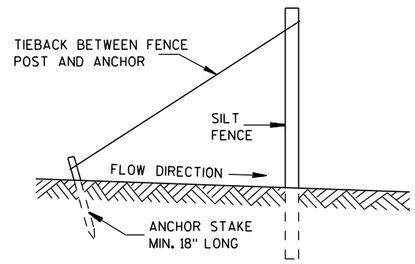
GENERAL NOTES

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 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

METAL APRON ENDWALLS

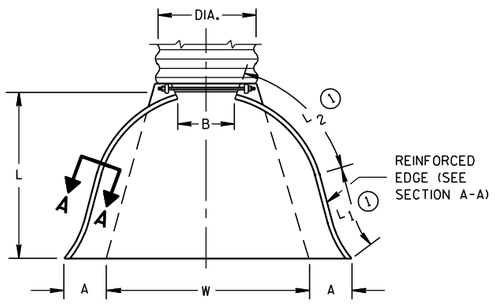
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

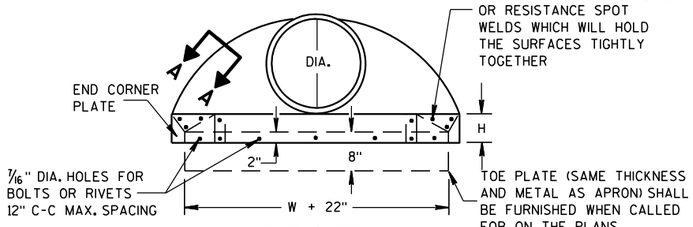
REINFORCED CONCRETE APRON ENDWALLS

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

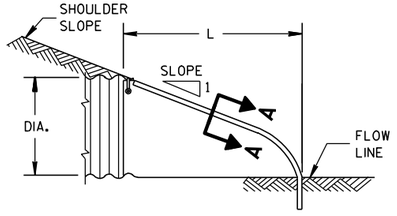
*MINIMUM
**MAXIMUM



PLAN VIEW

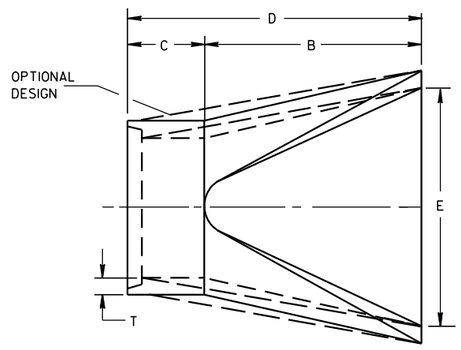


END VIEW

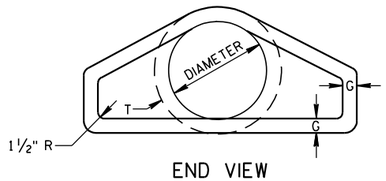


SIDE ELEVATION

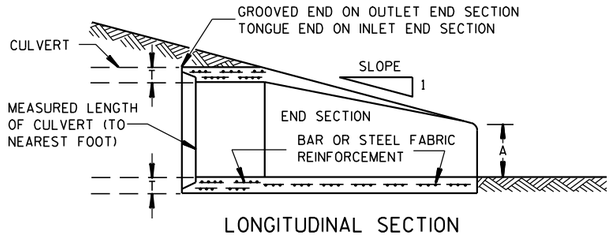
METAL ENDWALLS



PLAN

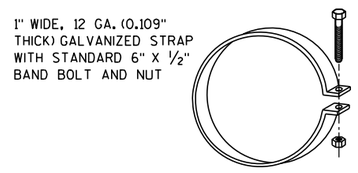


END VIEW



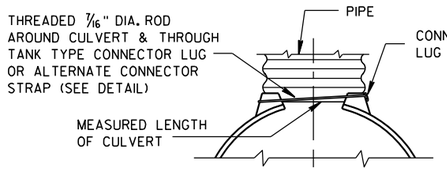
LONGITUDINAL SECTION

CONCRETE ENDWALLS

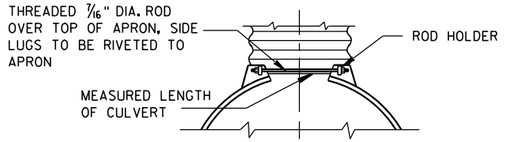


ALTERNATE FOR TYPE 1 CONNECTION

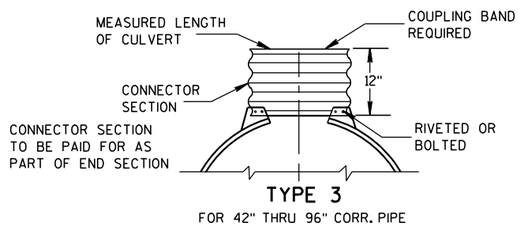
END SECTION CONNECTOR STRAP



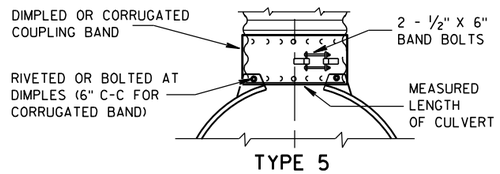
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

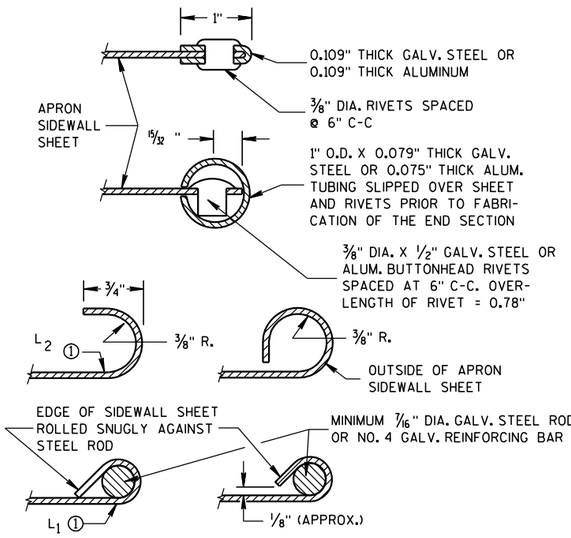
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

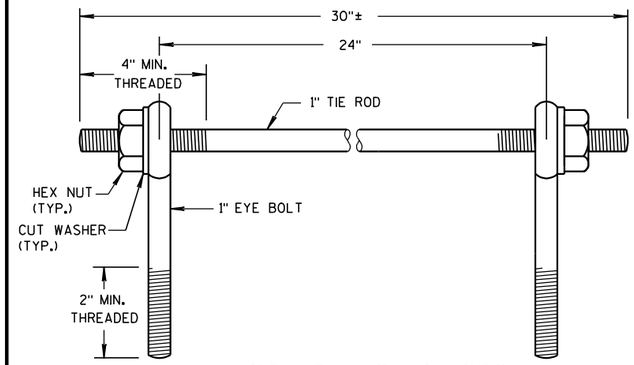
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

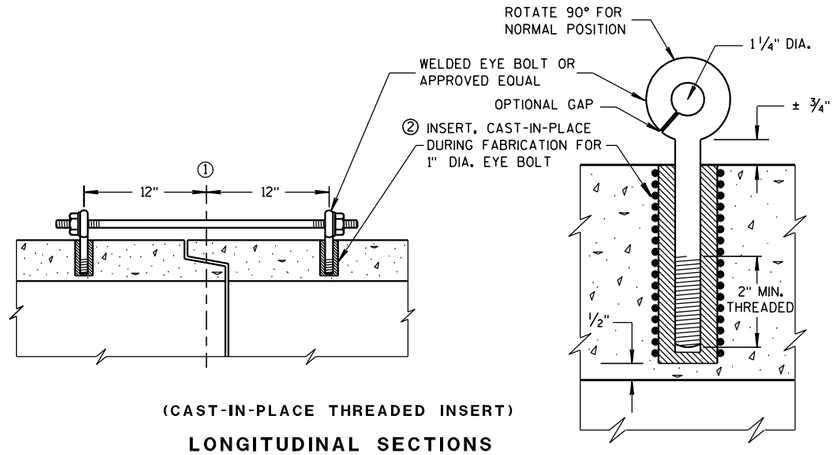
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6
S.D.D. 8 F 1-11



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

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

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

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

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

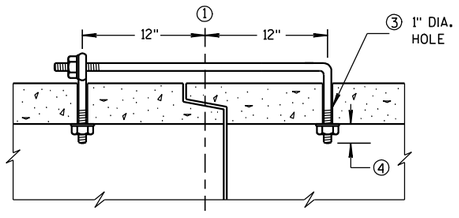
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

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

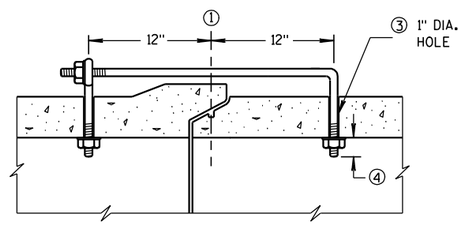
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

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



(TONGUE & GROOVE PIPE)

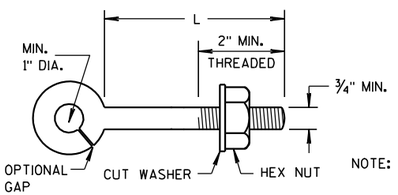


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

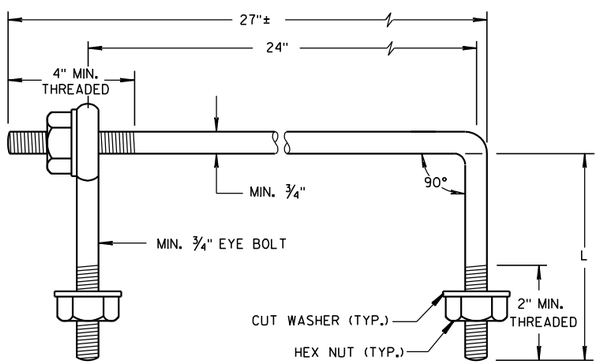
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

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



EYE BOLT AND TIE ROD

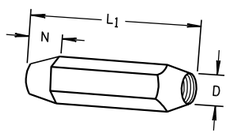
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

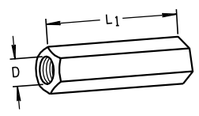
ADJUSTABLE TIE ROD TABLE

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

DIMENSIONS SHOWN ARE IN INCHES



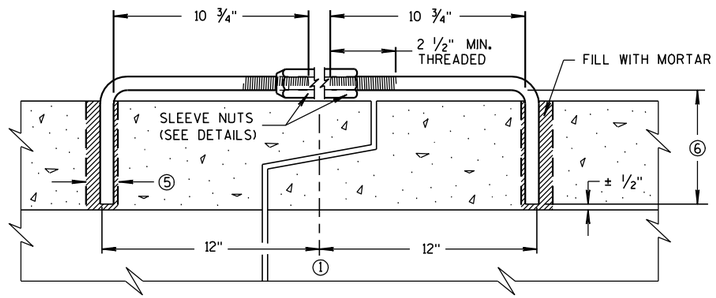
TAPERED



PLAIN

RIGHT AND LEFT THREADS

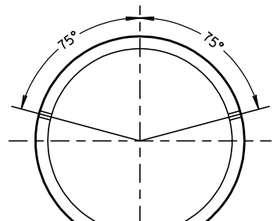
SLEEVE NUTS



LONGITUDINAL SECTION

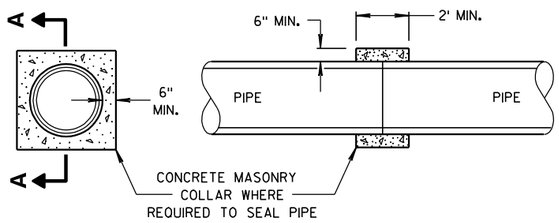
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

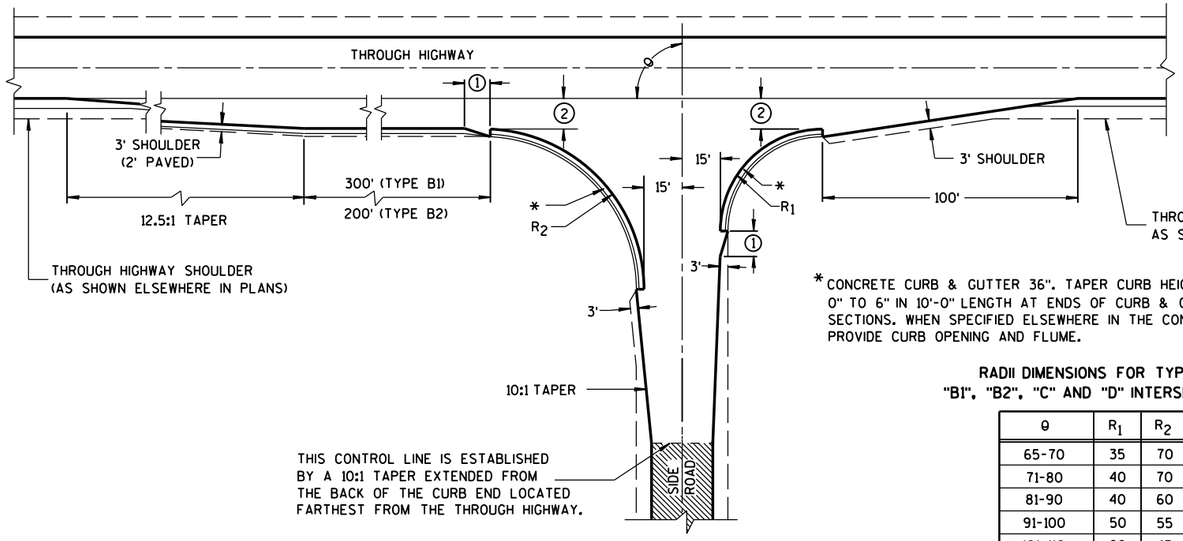
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

S.D.D. 8 F 4-7

6

S.D.D. 8 F 4-7

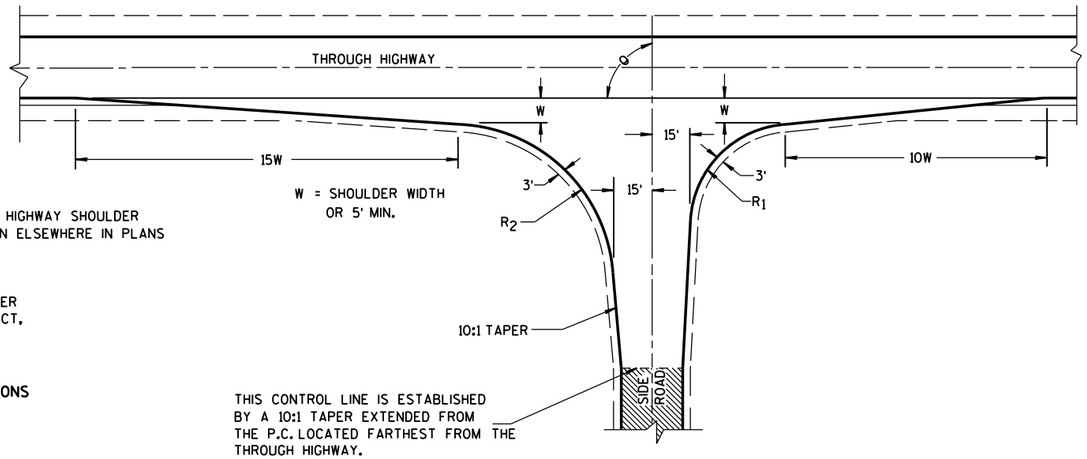


TYPE "B1" AND "B2"

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

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

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



TYPE "C"

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

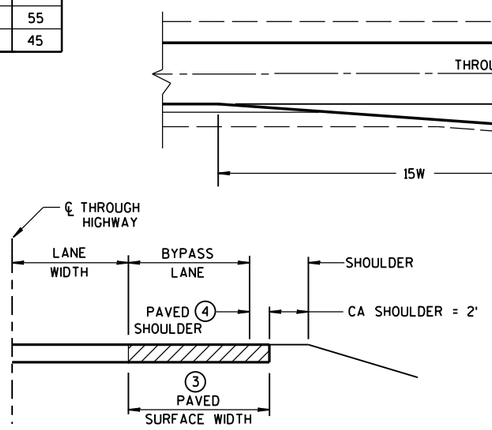
(1) 10-FT TYPICAL.

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

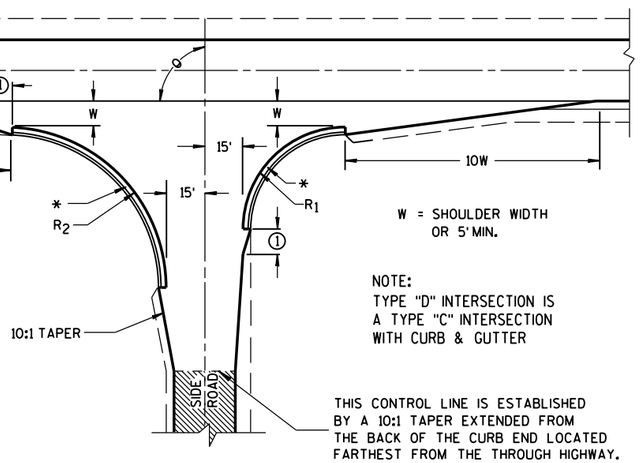
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

(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.

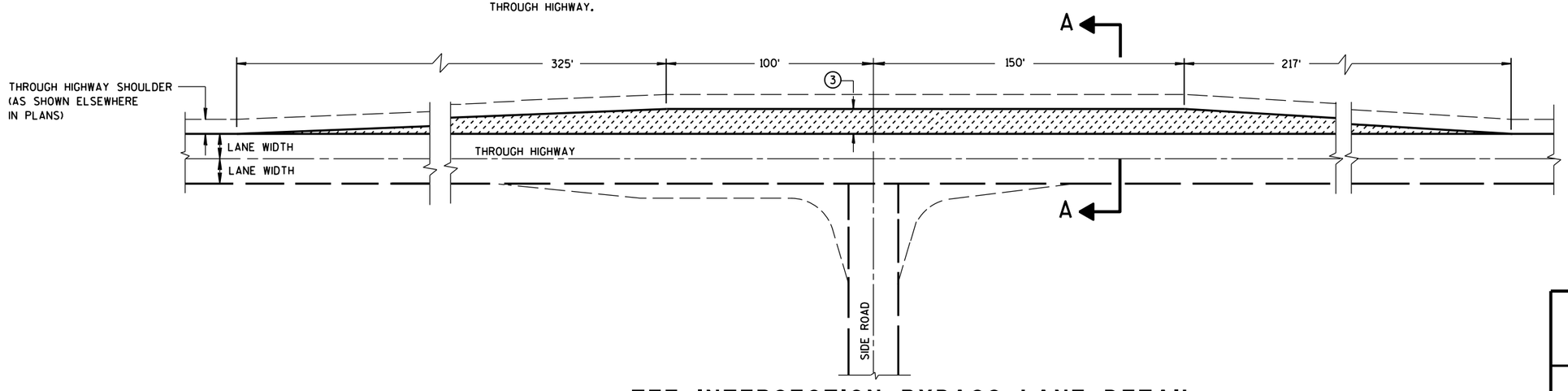
(4) BYPASS LANE PAVED SHOULDER WIDTH = THE GREATER OF 1-FT OR THE PAVED SHOULDER WIDTH OF THE THROUGH HIGHWAY.



SECTION A-A
(SHOWING BYPASS LANE AND SHOULDER)



TYPE "D"



TEE INTERSECTION BYPASS LANE DETAIL

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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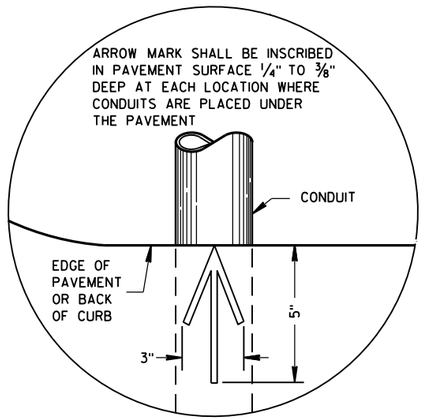
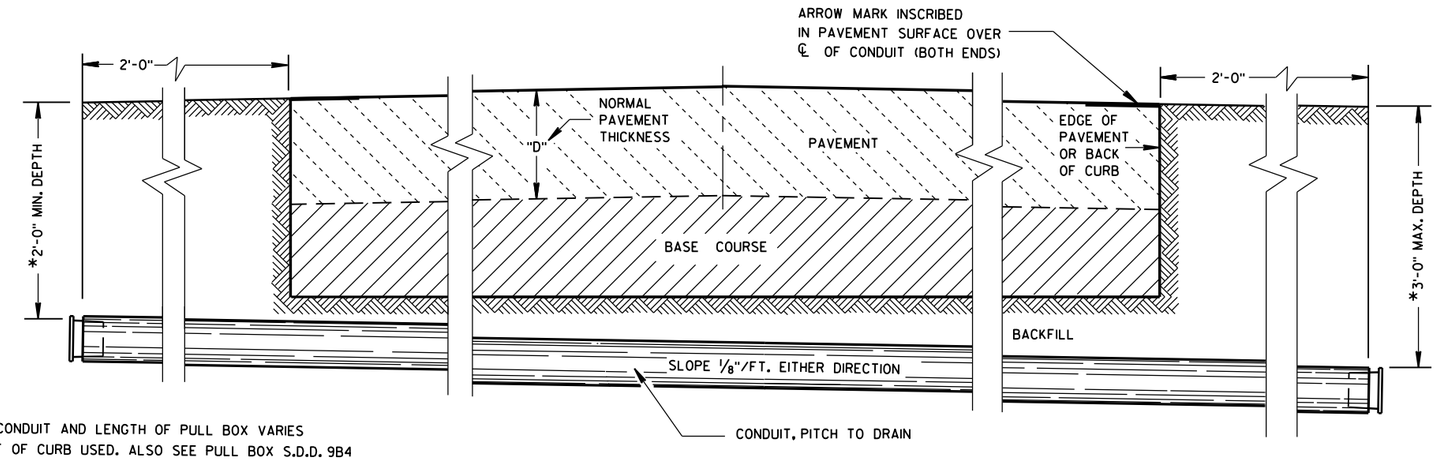


PLAN VIEW

ARROW MARK



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

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

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

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

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

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

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

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

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

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

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

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

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

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

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

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

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

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

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

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

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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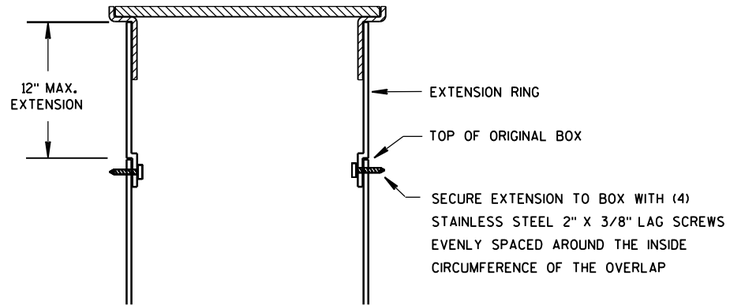
S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		NON-CONDUCTIVE PULL BOX	
BOX DIAMETER ** (INSIDE)	A	24	24
BOX OVERALL OUTSIDE DIAMETER	B	27	27
BOX LENGTH	C	36	42
FRAME OPENING	D	22 1/2	22 1/2
WEIGHT IN POUNDS *			
COVER		50	50
BOX ONLY		75	85

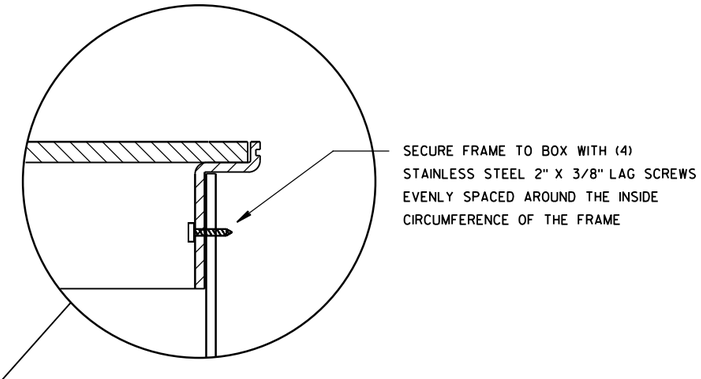
* THE ACTUAL WEIGHT OF THE COVER OR BOX ONLY MAY VARY NOT TO EXCEED 100 LBS INDIVIDUALLY.

** DIAMETER VARIES FROM TOP TO BOTTOM WITH THE DIAMETER LARGER AT THE BOTTOM TO PREVENT FROST HEAVE

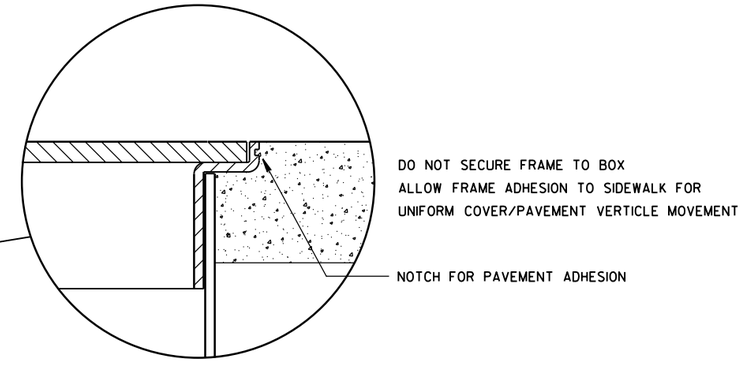


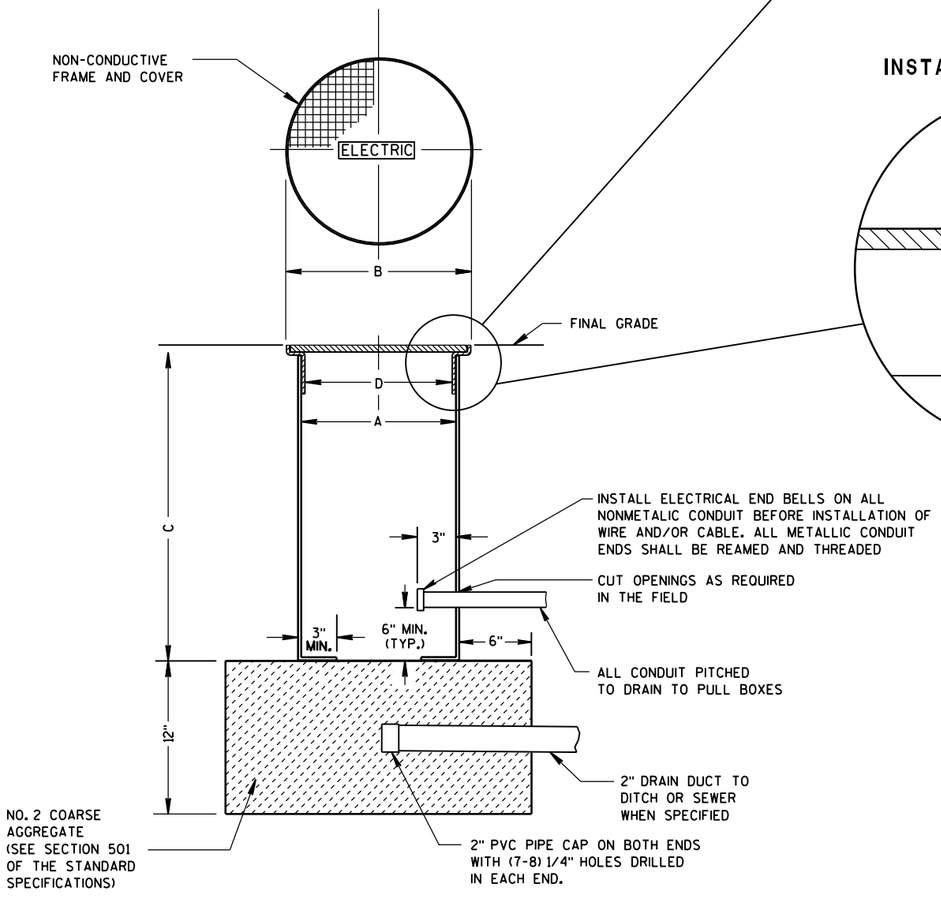
BOX EXTENSION

INSTALLED IN SOD OR CRUSHED AGGREGATE



INSTALLED IN SIDEWALK





NON-CONDUCTIVE PULL BOX

GENERAL NOTES

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

ALL BOXES, FRAMES AND COVERS SHALL BE SUITABLE FOR TIER 15 LOADING AS SPECIFIED IN ANSI/SCTE 77.

PROVIDE AN OPENING FOR TOOL ASSISTED COVER REMOVAL NOT LARGE ENOUGH TO PERMIT PASSAGE OF A SPHERE MORE THAN 1/2" DIAMETER

ENSURE COVER SURFACE IS SKID RESISTANT WITH A COEFFICIENT OF FRICTION OF AT LEAST 0.5 AND VERTICAL SURFACE DICONTINUITIES LESS THAN 1/4".

COVER SHALL BE MAGNETICALLY LOCATABLE.

BOXES AND EXTENSIONS ARE TRIMMABLE FOR CUSTOM LENGTHS. TRIMMED PIECES SHALL MAINTAIN A UNIFORM LENGTH.

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

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

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

ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS AND MAGNETIC LOCATABLE DEVICE.

WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

LABEL ON COVER SHALL READ "ELECTRIC" FOR SIGNAL AND LIGHTING SYSTEMS, "WISDOT ITS" FOR COMMUNICATIONS AND ITS EQUIPMENT SYSTEMS.

PULL BOX NON-CONDUCTIVE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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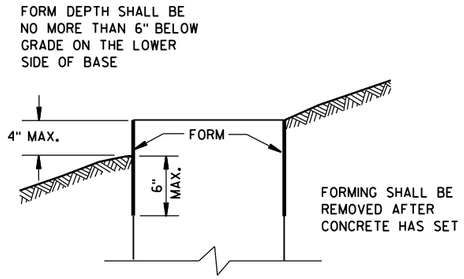
S.D.D. 9 B 16-1



FORMING DETAIL

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

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

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

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

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

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

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

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

GENERAL NOTES (CONTINUED)

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

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

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

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

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

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

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

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

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

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

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

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

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

(2) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(3) (4) 1" DIA. X 5'-0" ANCHOR RODS.

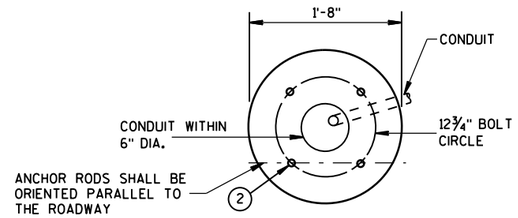
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

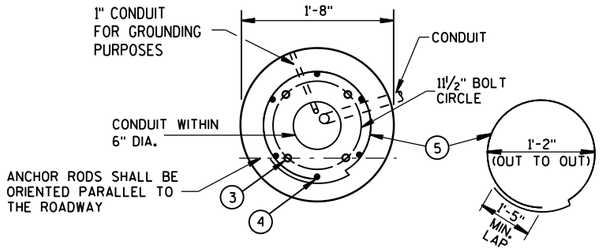
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

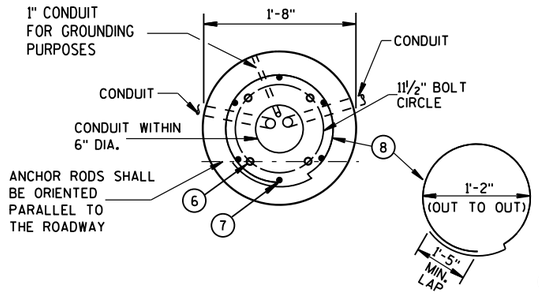
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

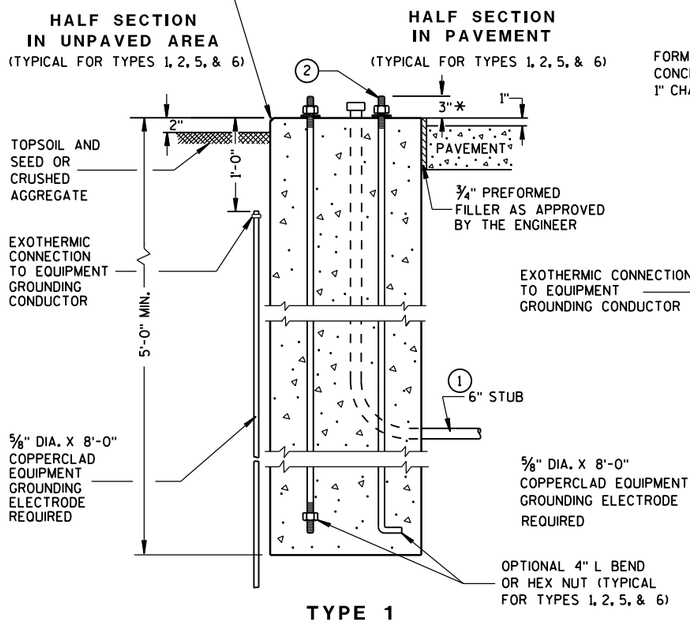
(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

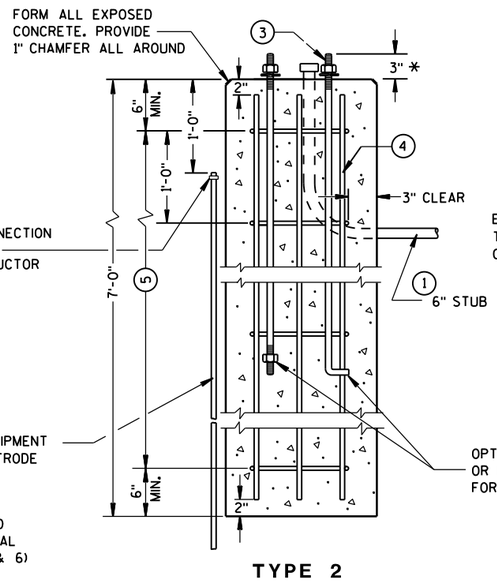
(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

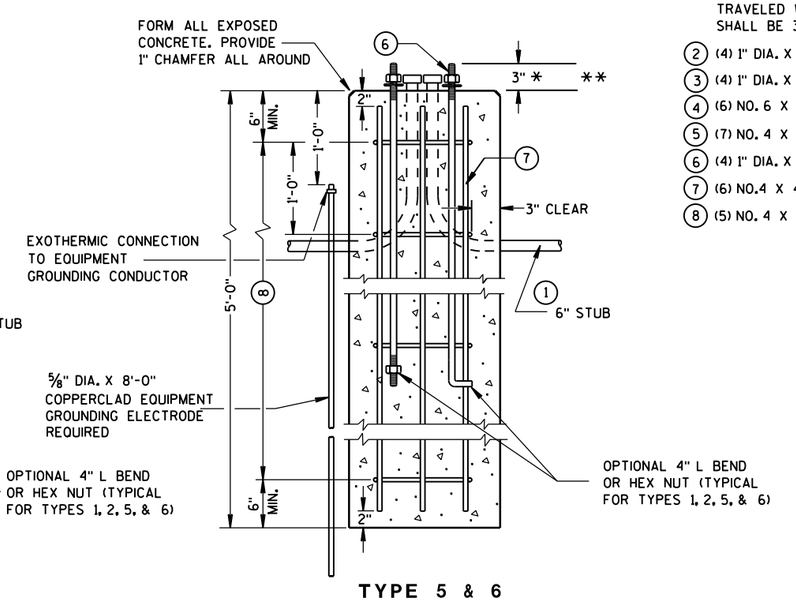












CONCRETE BASES

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

** FOR NONBREAKAWAY INSTALLATIONS, 4½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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S.D.D. 9 C 2-7

GENERAL NOTES

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

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

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

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

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

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

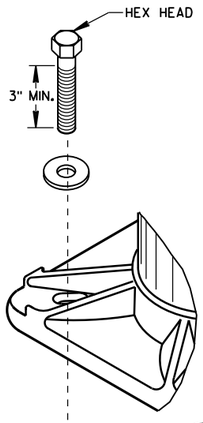
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

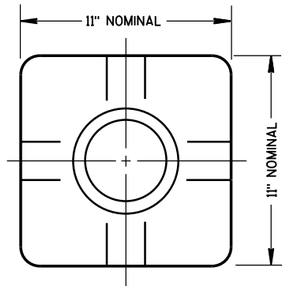
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

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

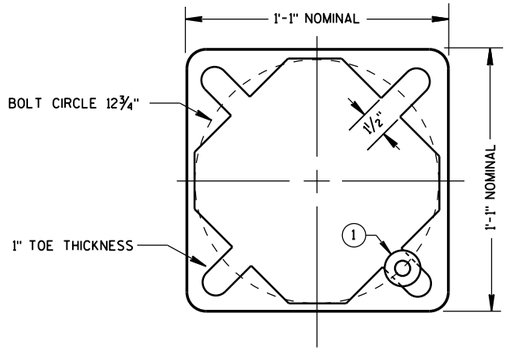
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

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

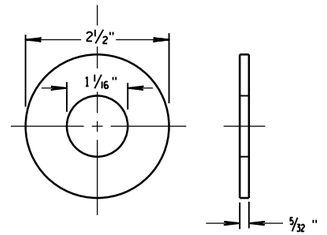




TOP VIEW
(PEDESTAL BASE)

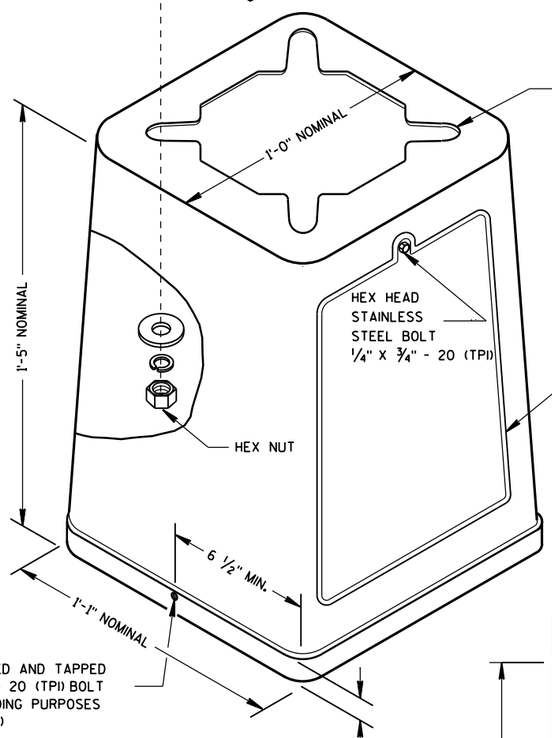


BOTTOM VIEW
(PEDESTAL BASE)

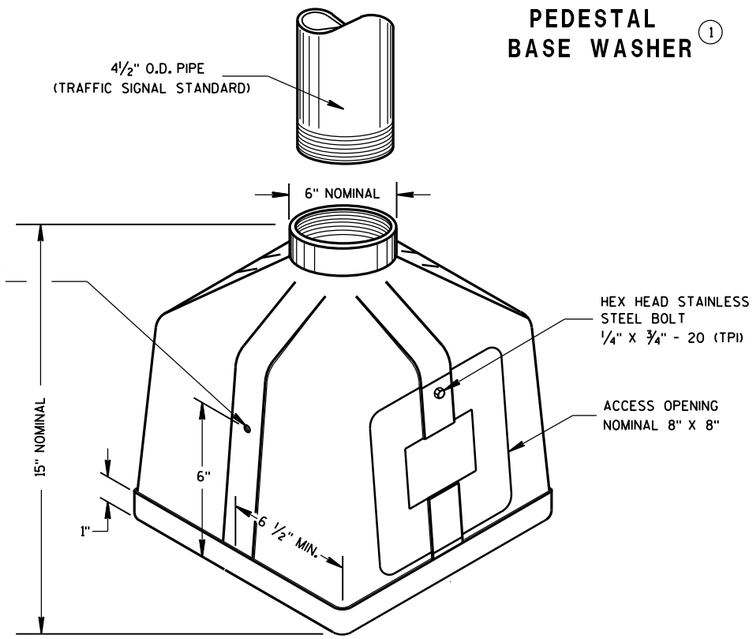


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

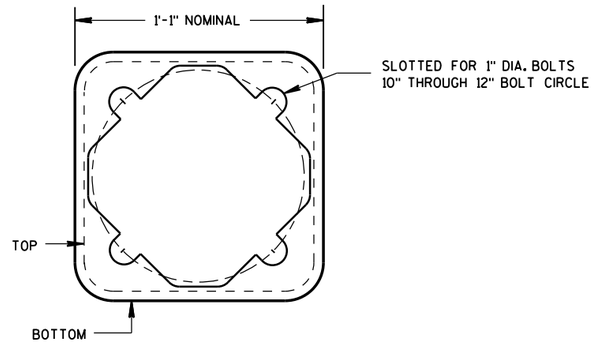


ISOMETRIC VIEW

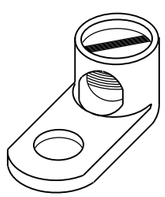


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

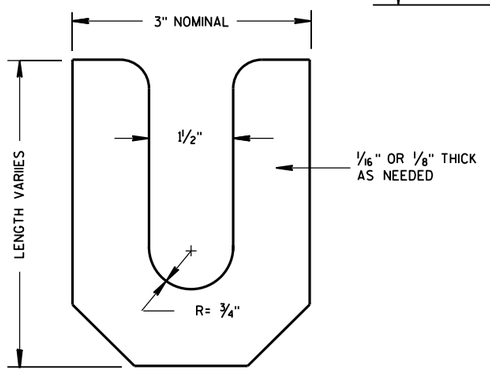


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

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



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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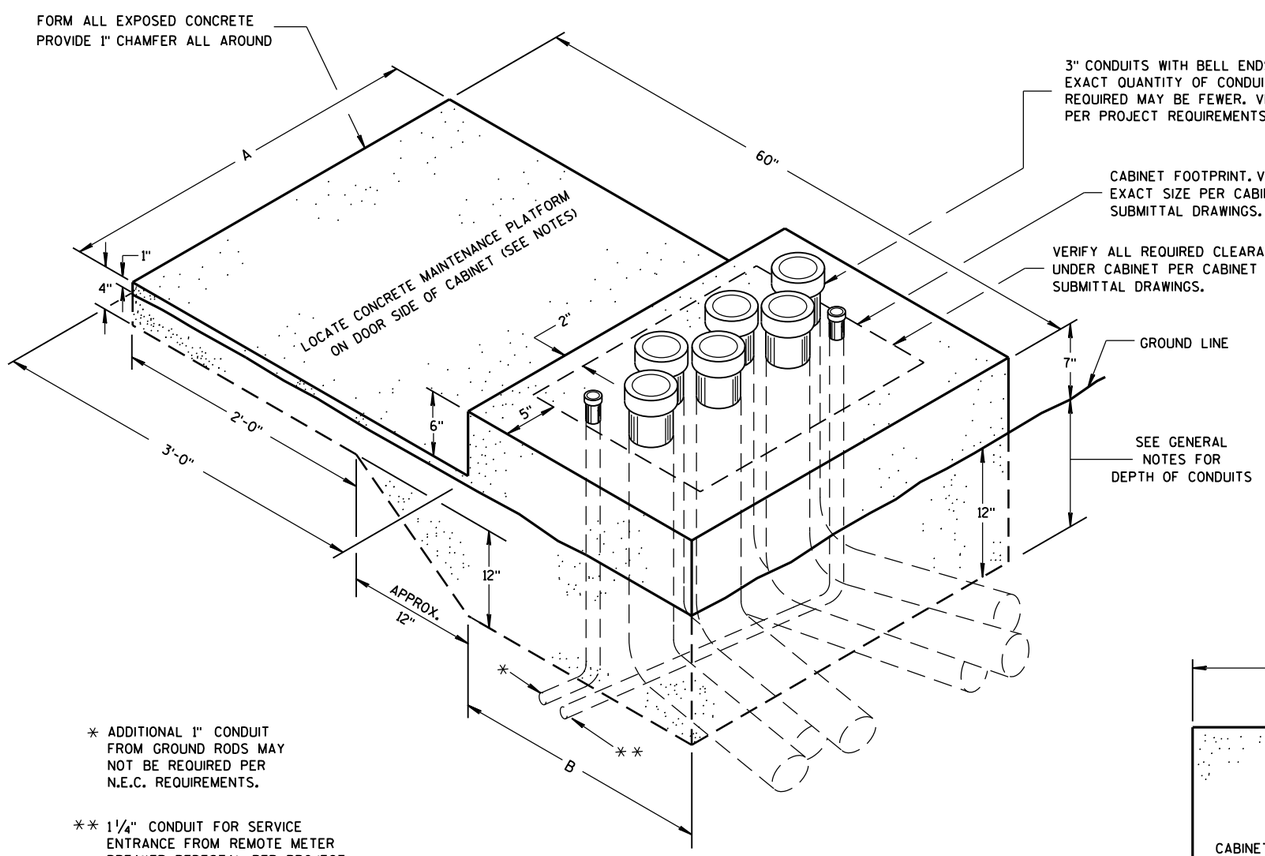
S.D.D. 9 C 3-4



* ADDITIONAL 1" CONDUIT FROM GROUND RODS MAY NOT BE REQUIRED PER N.E.C. REQUIREMENTS.

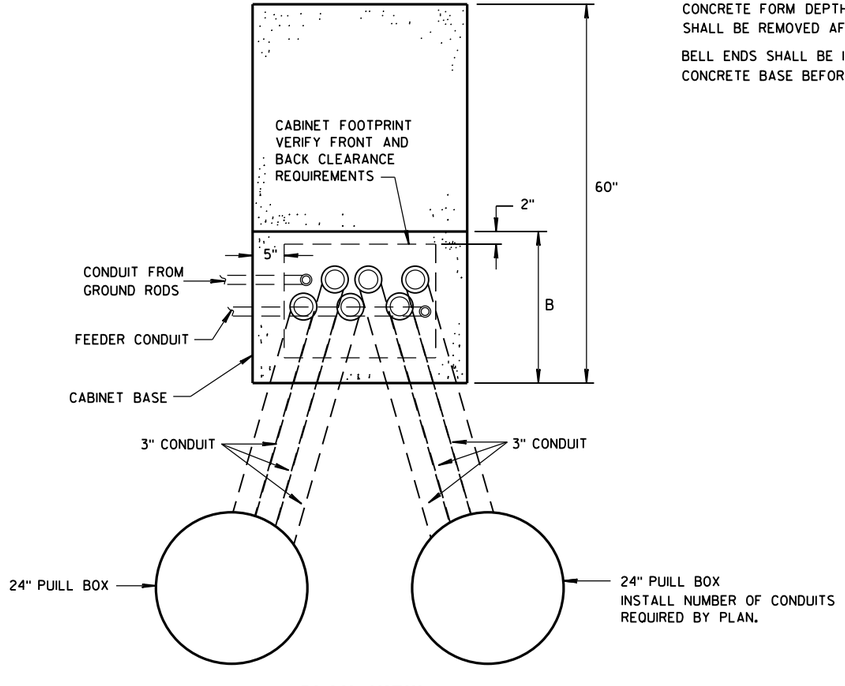
** 1¼" CONDUIT FOR SERVICE ENTRANCE FROM REMOTE METER BREAKER PEDESTAL PER PROJECT REQUIREMENTS. VERIFY LOCATION OF CONDUIT DEPENDENT UPON LOCATION OF INCOMING FEEDER AND FOR EASE OF CONNECTION TO LOAD CENTER.

ISOMETRIC VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

(C.Y. CONCRETE = APPROX. 0.4)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSIONS		MAXIMUM 3" CONDUITS
		A	B	
L24	24"	34"	24"	4
L30	30"	40"	24"	6



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

GENERAL NOTES

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

INSTALL FOUR STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET BASES. THE ANCHORS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

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

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

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

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND BE LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NONMETALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

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

CONDUIT EXITING THE CONCRETE BASE SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

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

CONCRETE CONTROL CABINET BASE, TYPE L

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Nov. 2014 — DATE
/S/ Thomas Gonring — STATE LIGHTING ENGINE — WYS
FHWA

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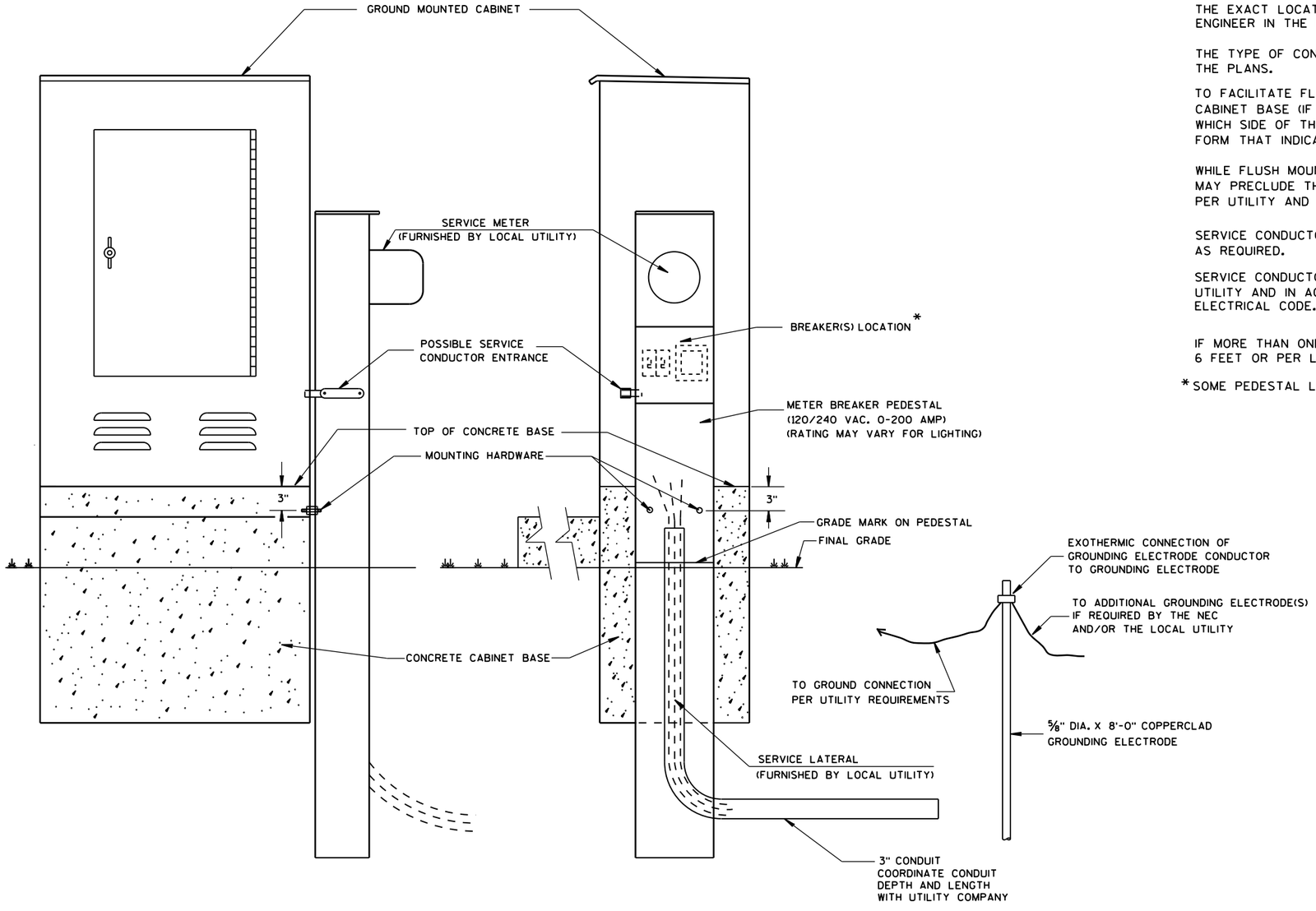
S.D.D. 9 C 14-2



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

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

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

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

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

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

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

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

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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S.D.D. 9 D 1-5

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.

ALL INTERNAL ELECTRICAL COMPONENTS WILL BE PRE-WIRED BY THE CABINET FABRICATOR.

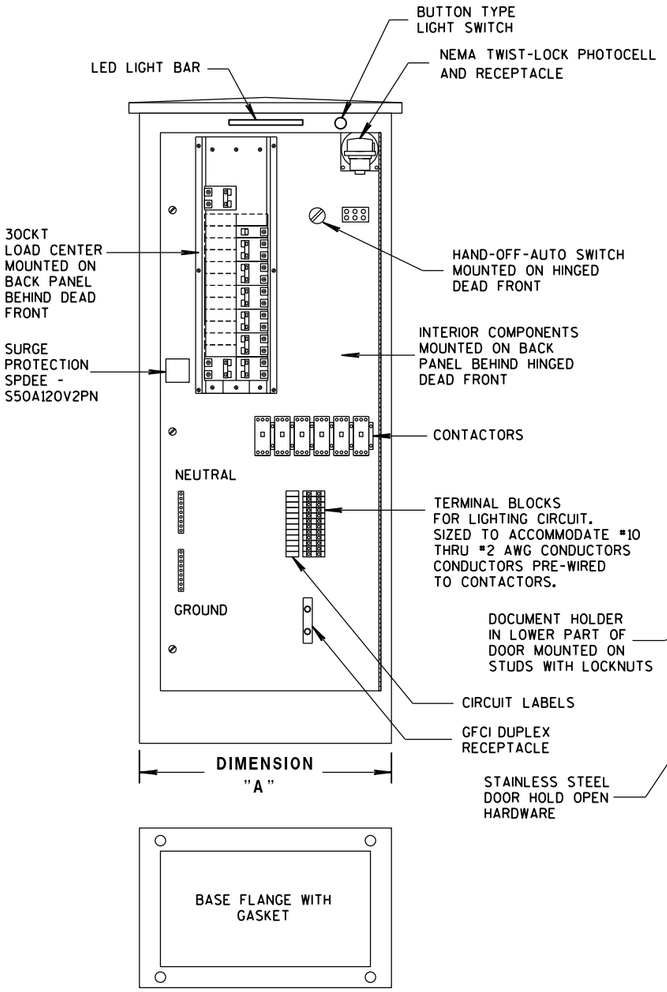
ALL CONDUIT ENTRIES SHALL BE SEALED WITH AN APPROPRIATE DUCT SEALING COMPOUND.

ORIENT PHOTOCELL AWAY FROM AMBIENT LIGHT SOURCES AND ONCOMING TRAFFIC HEADLIGHTS.

THE CONTRACTOR SHALL TOUCH UP ANY DAMAGE TO THE ANODIZED FINISH CAUSED BY THE INSTALLATION PROCESS. COLOR MATCH PAINT SHALL BE USED.

A COMPLETE LIGHTING OR ELECTRICAL PLAN SHALL BE SECURELY PLACED IN THE DOCUMENT HOLDER ATTACHED TO THE DOOR.

FRONT INTERIOR ELEVATION



SIDE VIEW

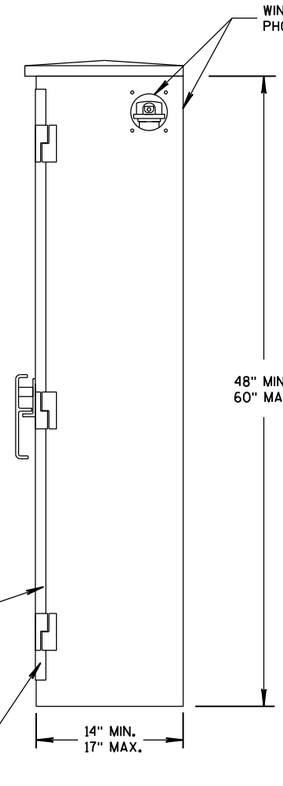
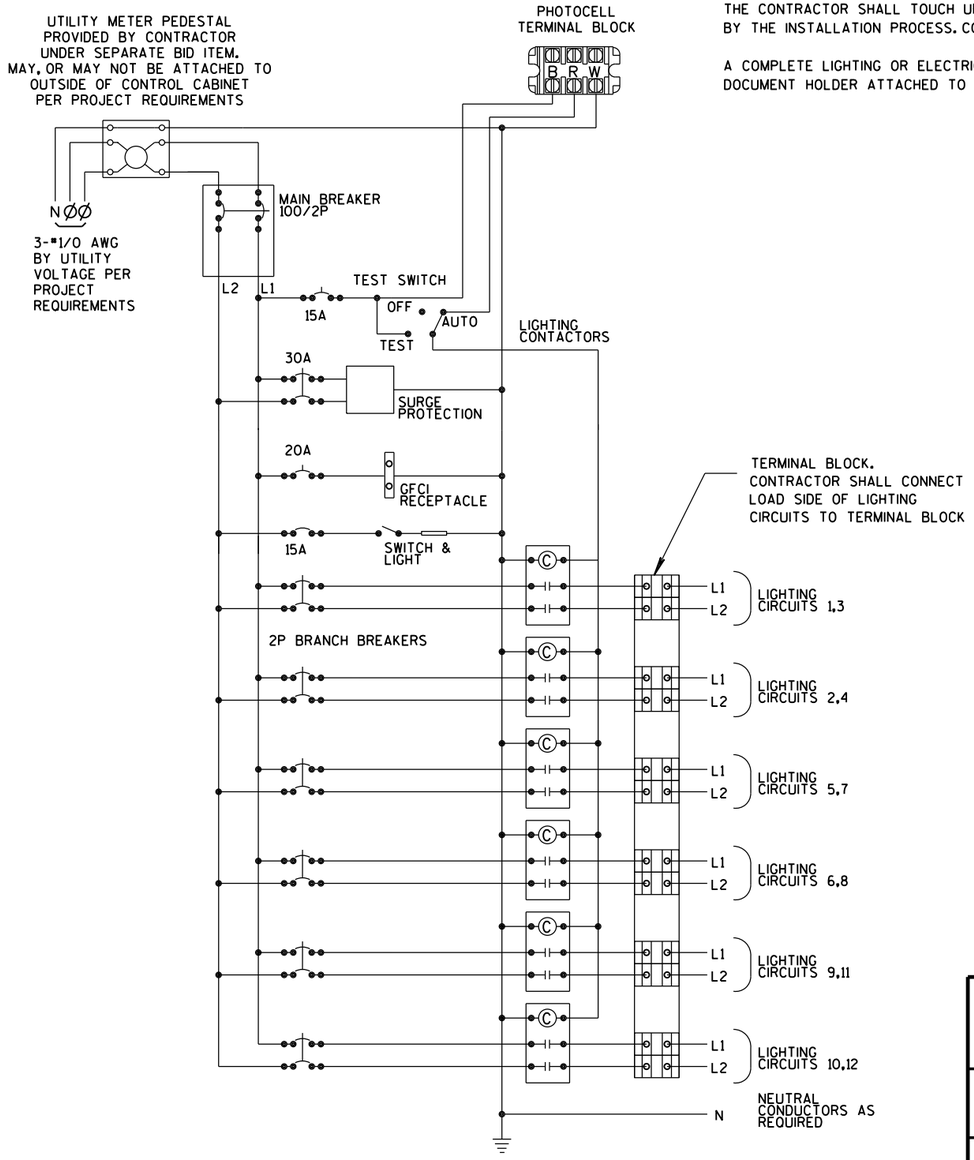


TABLE OF DIMENSIONS (INCHES)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSION "A"
L24	24"	24"
L30	30"	30"

LIGHTING CONTROL CABINET



CONTROL CABINET SCHEMATIC

LIGHTING CONTROL CABINET 120/240 VOLT

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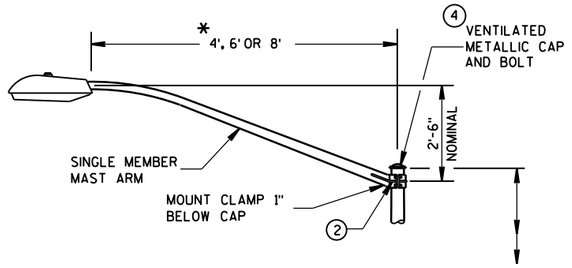
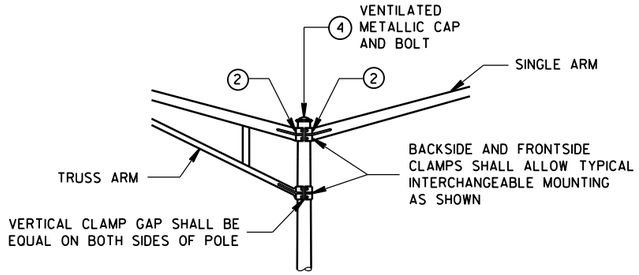
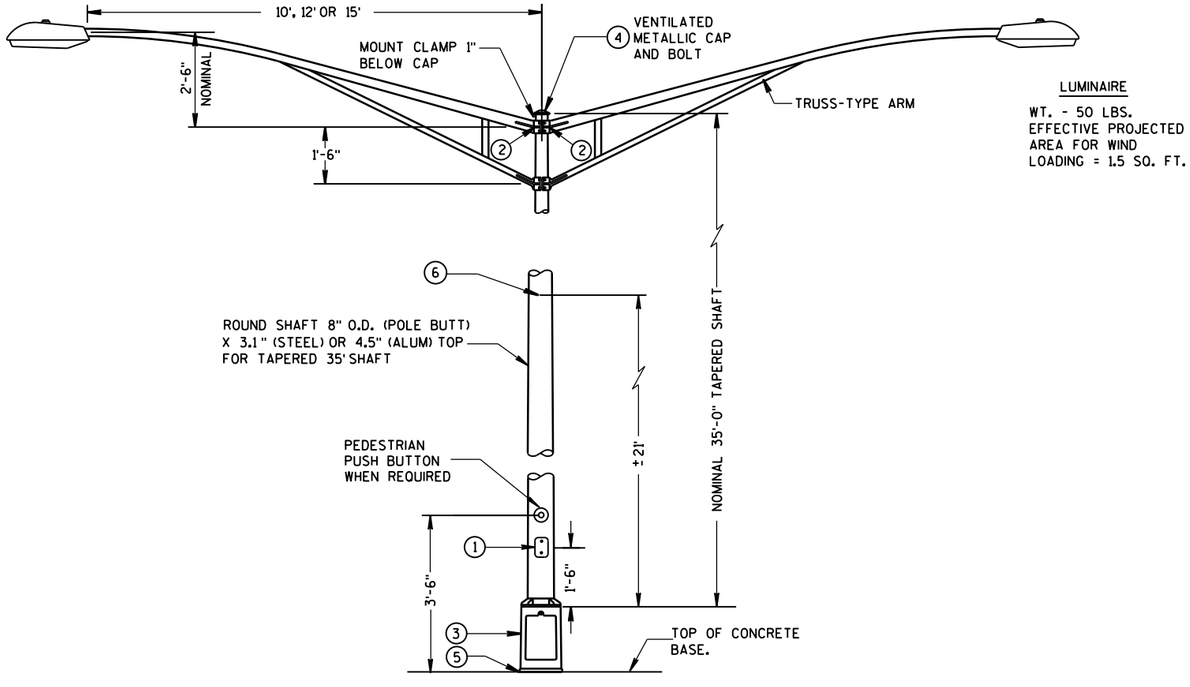
* RISE FOR 4' ARM SHALL BE 2'-0".





INTERCHANGEABLE MOUNTING DETAIL



TYPE 6 POLE MOUNTING CONFIGURATION

(MAXIMUM LOAD)

LIGHTING ONLY

GENERAL NOTES

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

ALL TYPE 6 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

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

TYPE 6 ALUMINUM POLES, SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

THE TYPE 6 ALUMINUM POLES SHALL HAVE MINIMUM WALL THICKNESS OF 0.219".

TYPE 6 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

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

(1) 4" x 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(6) INTERNAL DUMBBELL-TYPE VIBRATION DAMPER.

POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 6 (35 FEET)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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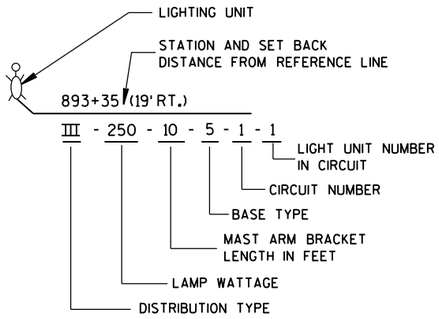
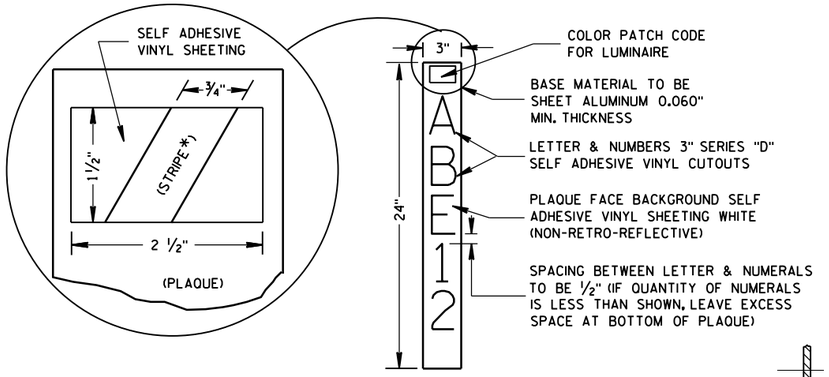


LIGHTING UNIT CODE
(TYPICAL)



COLOR PATCH CODE FOR LUMINAIRES

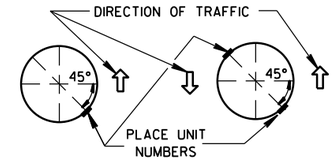
(HIGH PRESSURE SODIUM)

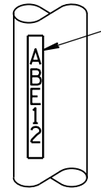
1000 WATT - NO PATCH
400 WATT - ORANGE
310 WATT - BLUE
250 WATT - ORANGE W/WHITE STRIPE*
200 WATT - RED
150 WATT - GREEN
100 WATT - BROWN

(MERCURY VAPOR)

400 WATT - (NO PATCH)
250 WATT - YELLOW

IDENTIFICATION PLAQUE





FASTEN TOP, CENTER AND BOTTOM OF PLAQUE WITH 3 ALUMINUM POP RIVETS (ALUM. POLES) OR STAINLESS STEEL POP RIVETS (STEEL POLES)

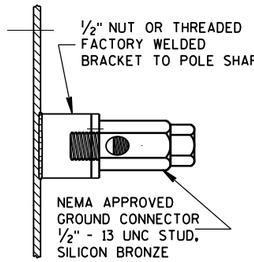
NOTES:

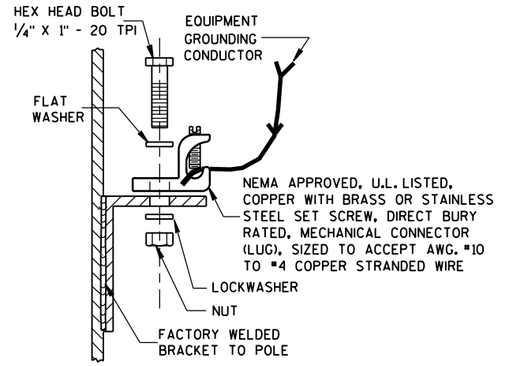
1) PLACE BOTTOM OF UNIT NUMBER PLAQUE 5'-0" ABOVE ELEVATION OF ADJACENT CURB OR SHOULDER.

2) UNIT NUMBERS: ONE REQUIRED FOR SINGLE ARM POLES TWO REQUIRED FOR MEDIAN MOUNT POLES.

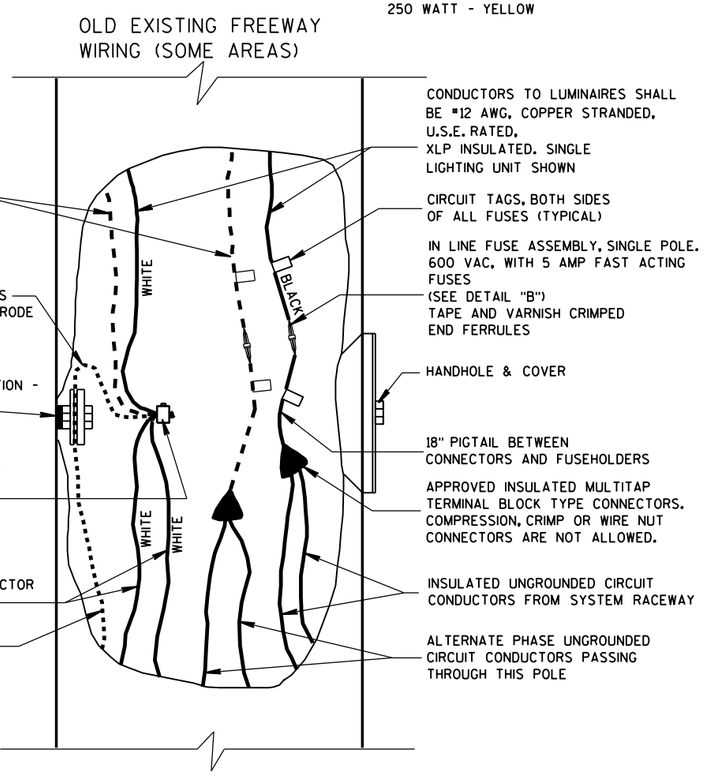
LIGHTING UNIT IDENTIFICATION PLAQUE REQUIREMENTS AND PLACEMENT
(TYPICAL ALL LIGHTING UNITS)

FURNISH PLAQUE WHEN CALLED FOR BY SPECIAL PROVISIONS

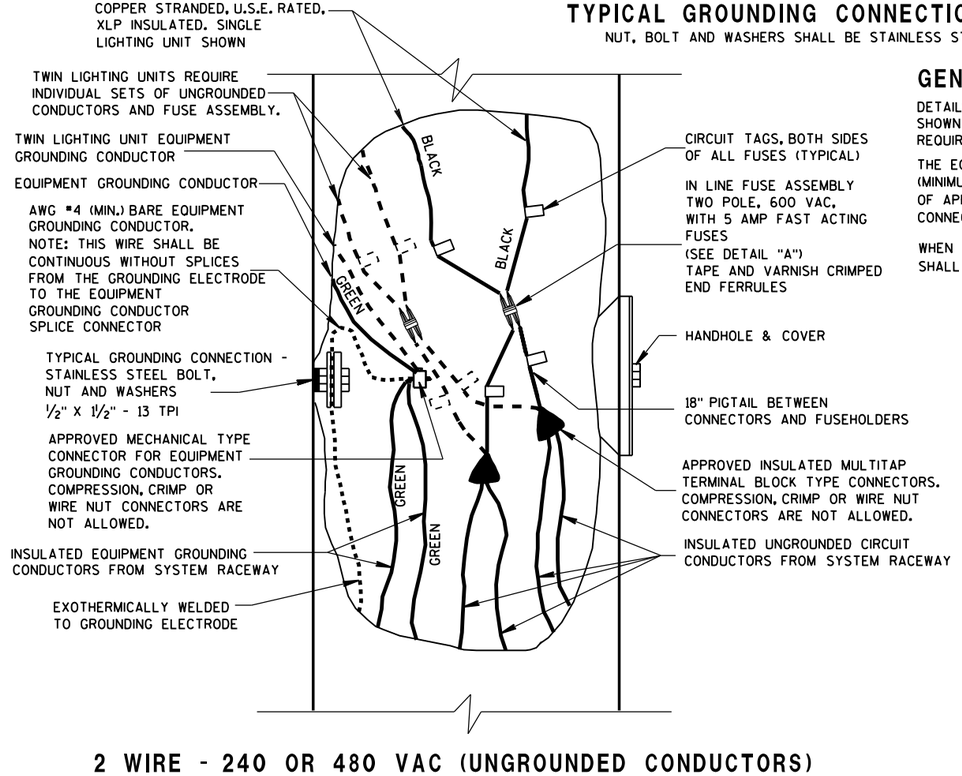




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



2 WIRE - 120, 240 OR 480 VAC TO GROUND



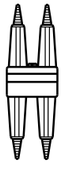
2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

GENERAL NOTES

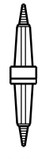
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

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



DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT

FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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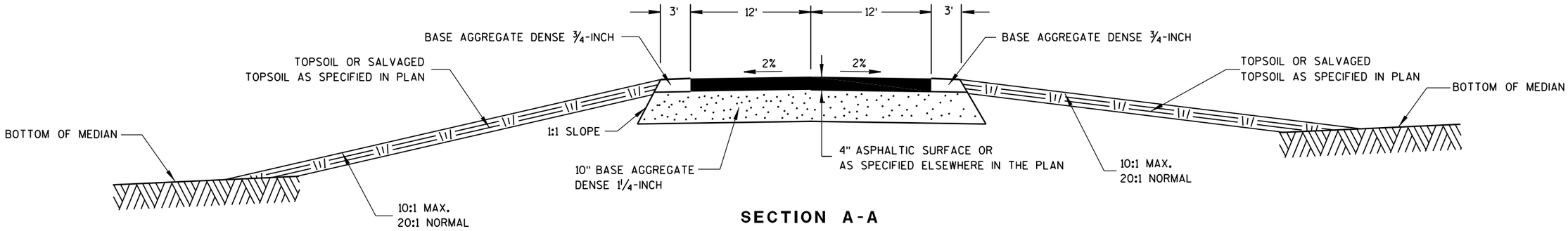
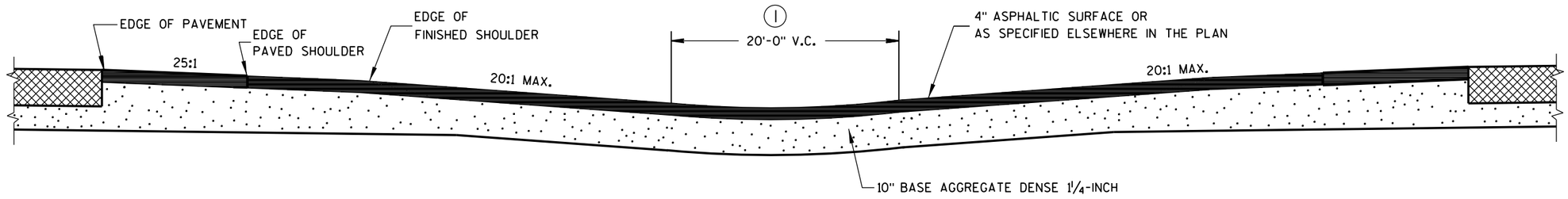
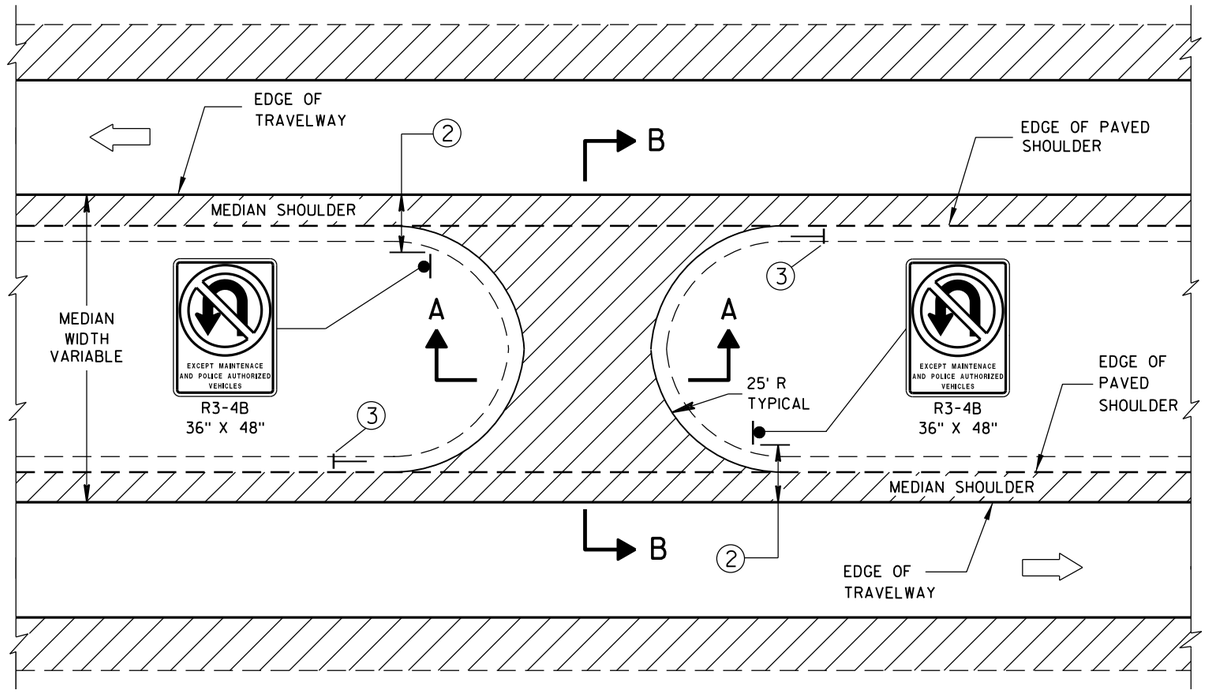


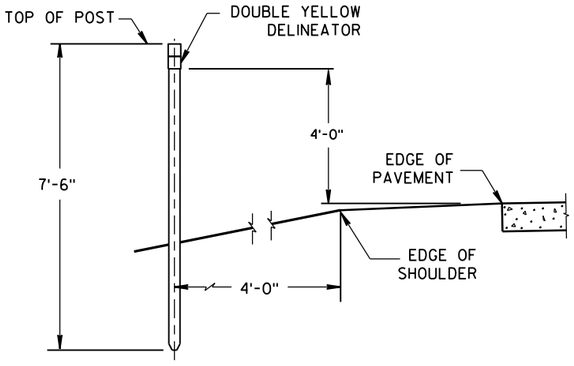
SECTION A-A



SECTION B-B



PLAN VIEW



DOUBLE YELLOW DELINEATOR INSTALLATION

GENERAL NOTES

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

(1) ADJUST VERTICAL CURVE LOCATION LATERALLY TO MAINTAIN 20:1 MAX.

(2) SIGNING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

(3) INSTALL DOUBLE YELLOW DELINEATOR. SEE STANDARD DETAIL DRAWING 15A2.

MAINTENANCE CROSSOVER FOR FREEWAYS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013	/S/ Jerry H. Zogg	
DATE	ROADWAY STANDARDS DEVELOPMENT ENGINEER	FHWA

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S.D.D. 11 A 1-5

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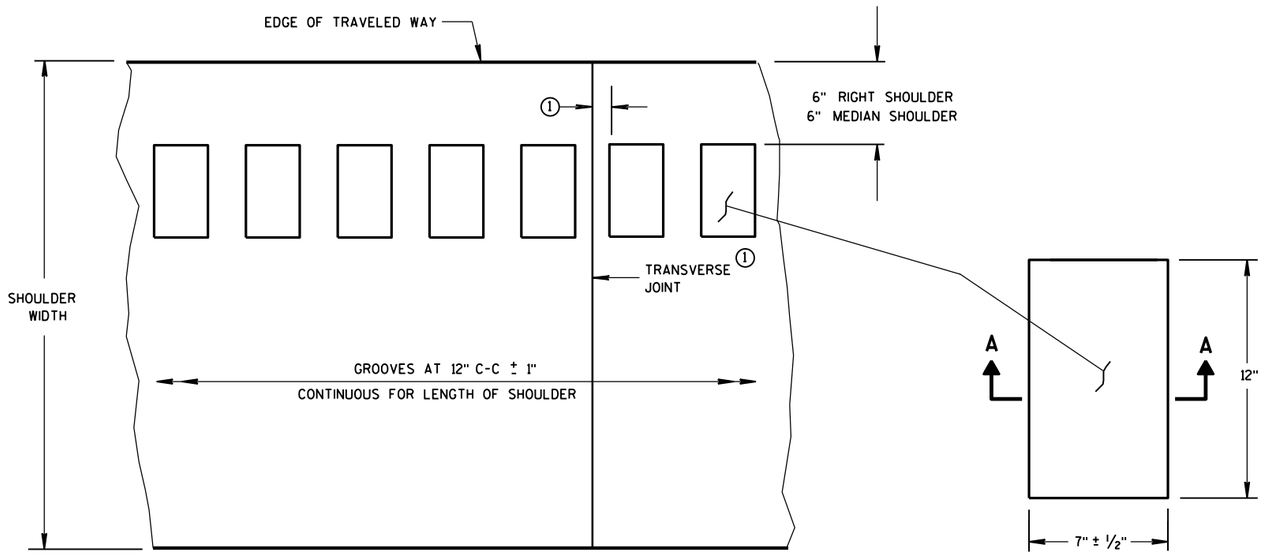


PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

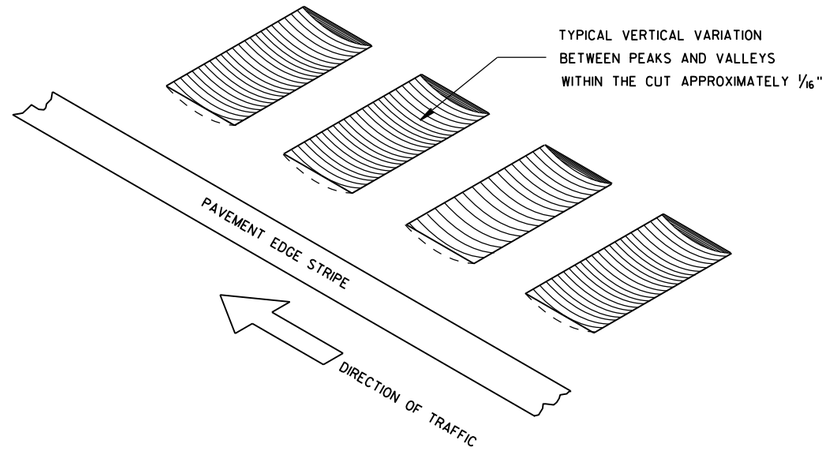
GENERAL NOTES

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

RUMBLE STRIPS ON EXPRESSWAYS

DO NOT INSTALL RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL DRIVEWAYS, PRIVATE DRIVEWAYS OR ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, BRIDGE DECKS, BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSING. THE ATTACHED STANDARD DETAIL DRAWING SHOWS THE LOCATION OF THE RUMBLE STRIPS AT INTERCHANGE AREAS.

(1) CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6" AWAY FROM TRANSVERSE JOINTS.



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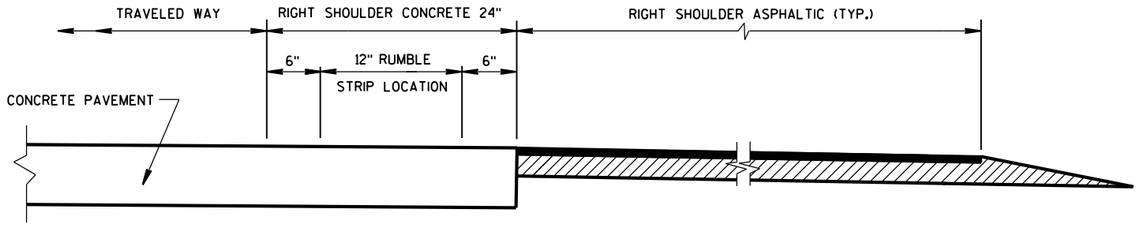
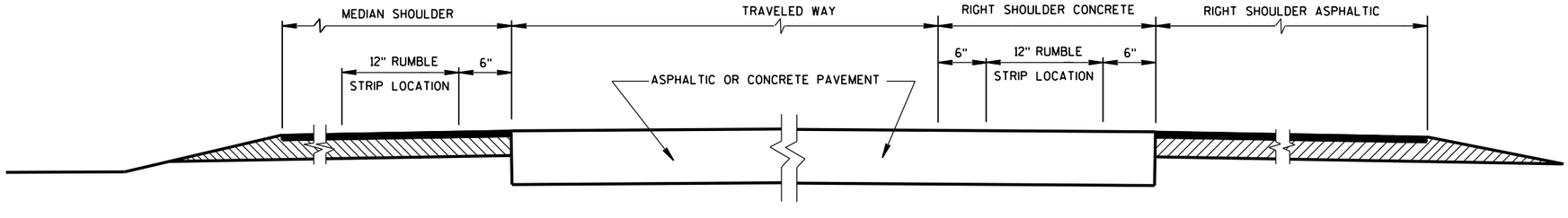


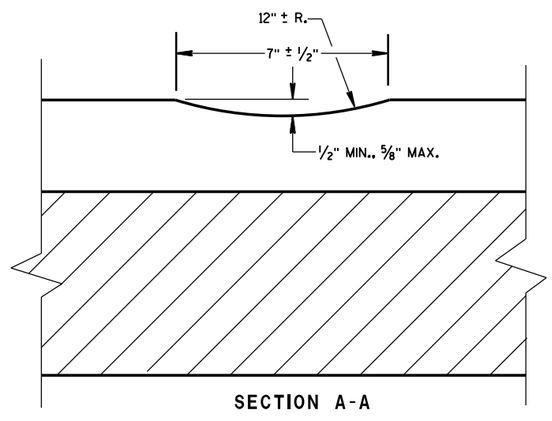
SECTION VIEW
CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)



SECTION VIEW

TYPICAL LOCATIONS OF SHOULDER RUMBLE STRIPS IN RURAL DIVIDED HIGHWAYS

(ONE ROADWAY IS SHOWN)



SECTION A-A

SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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S.D.D. 13 A 5-5a

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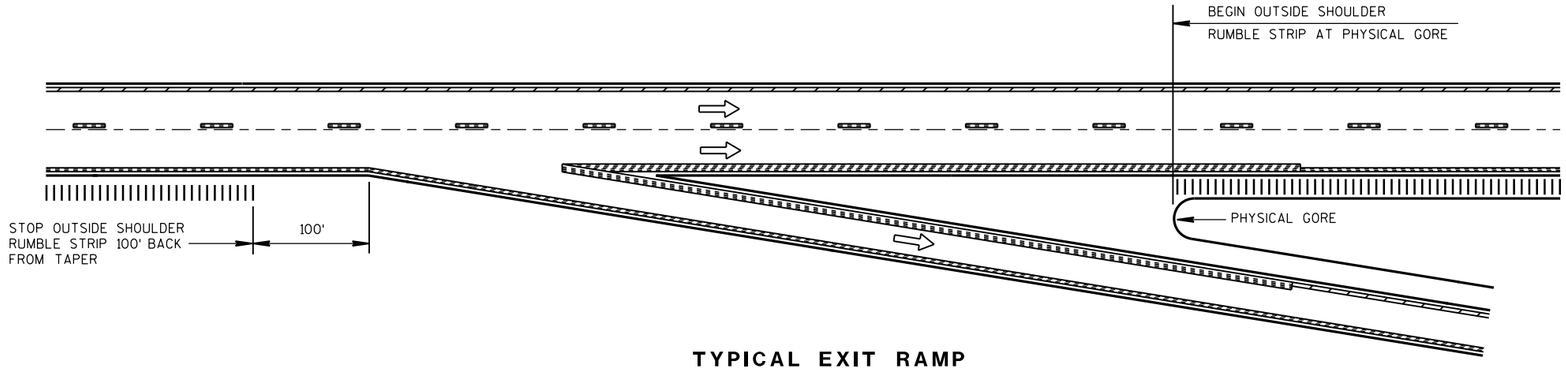
S.D.D. 13 A 5-5a



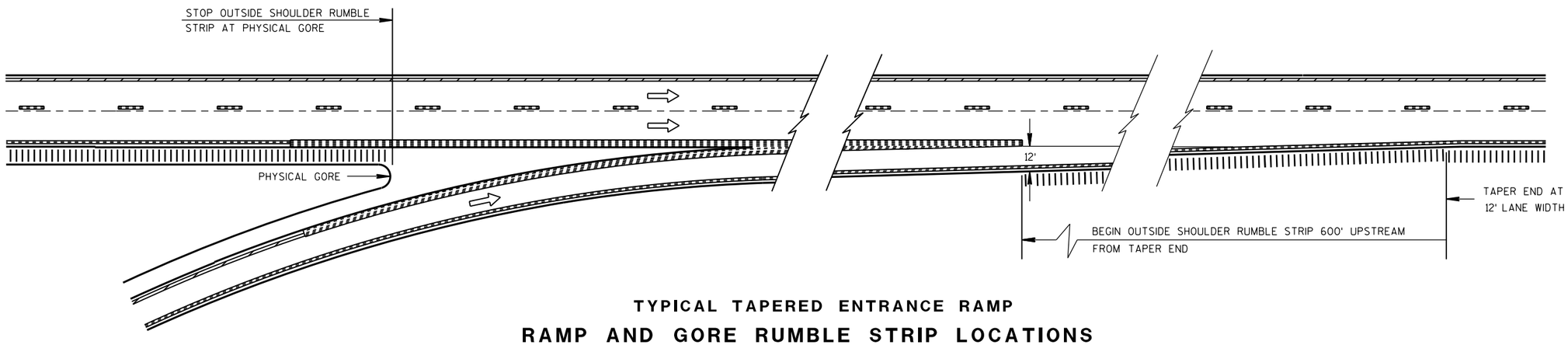
TYPICAL EXIT RAMP

NOTES:

NO RUMBLE STRIP ON EXIT, DIRECTIONAL, OR ENTRANCE RAMPS, EXCEPT NEAR THE ENTRANCE TAPER END AND ALONG THE PARALLEL RAMP AREA AS SHOWN.

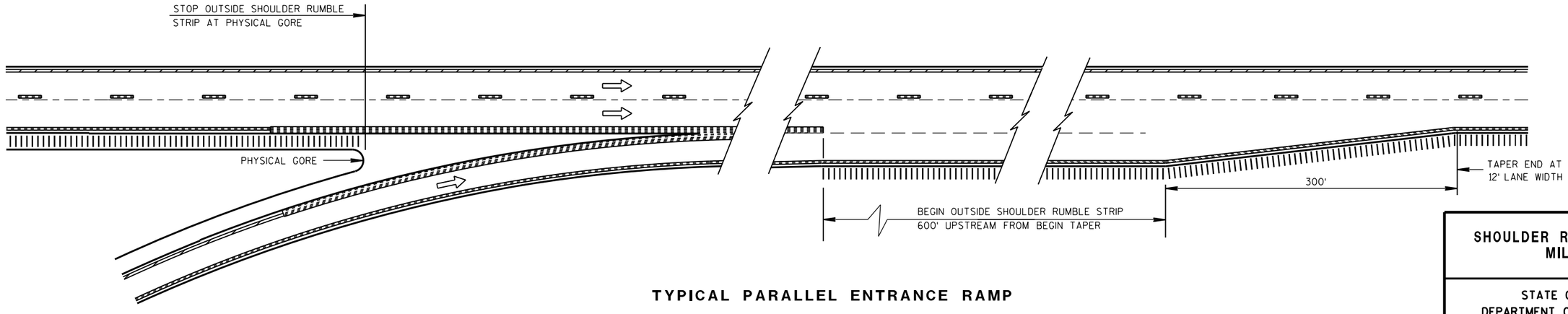
PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TYPICAL TAPERED ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS



TYPICAL PARALLEL ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS

SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/17/2012
DATE

/S/ Jerry H. Zoga
ROADWAY STANDARDS ENGINEER

FHWA

6

S.D.D. 13 A 5-5b

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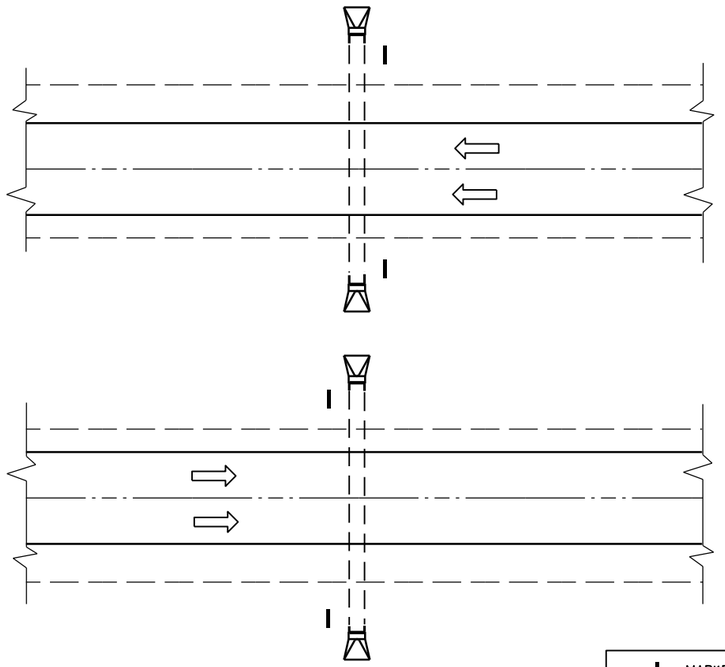
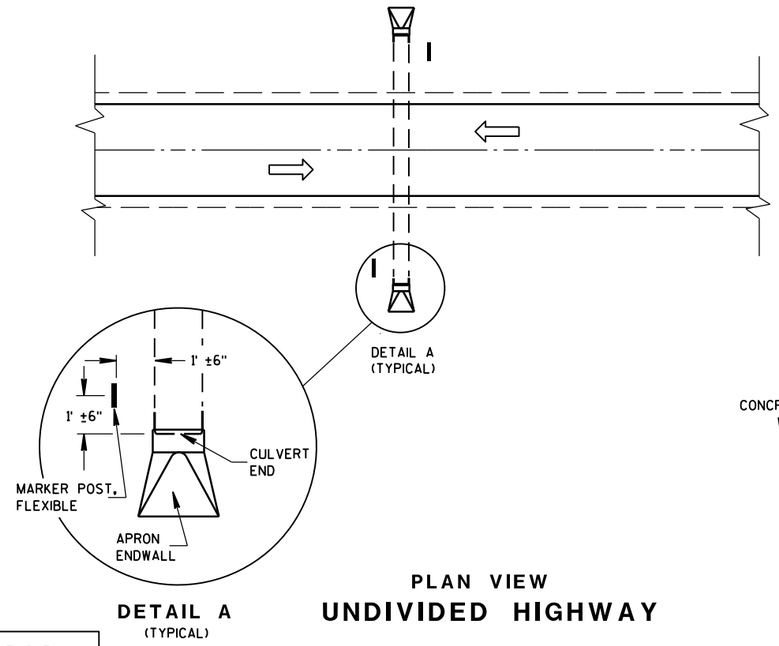
S.D.D. 13 A 5-5b



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

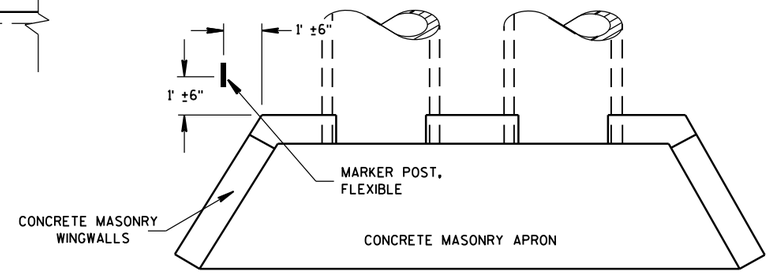
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

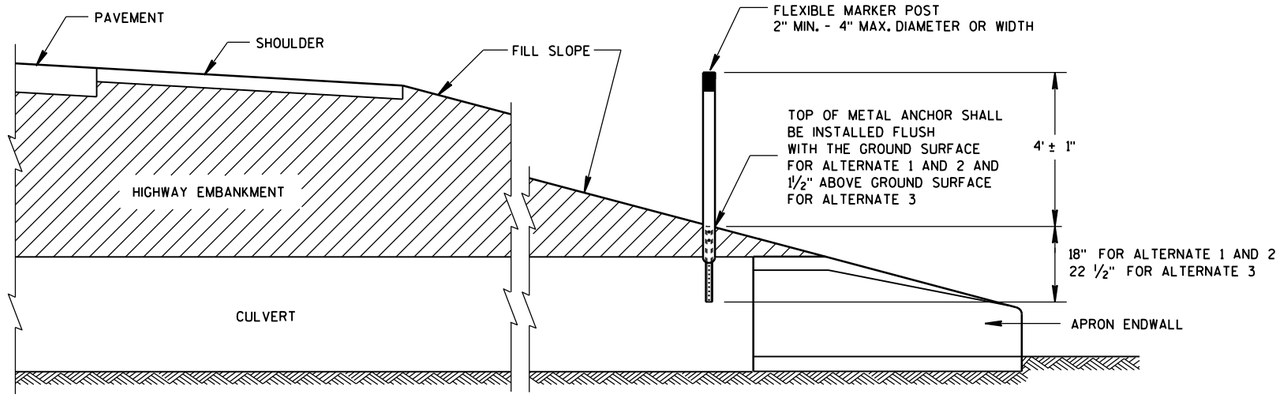
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

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

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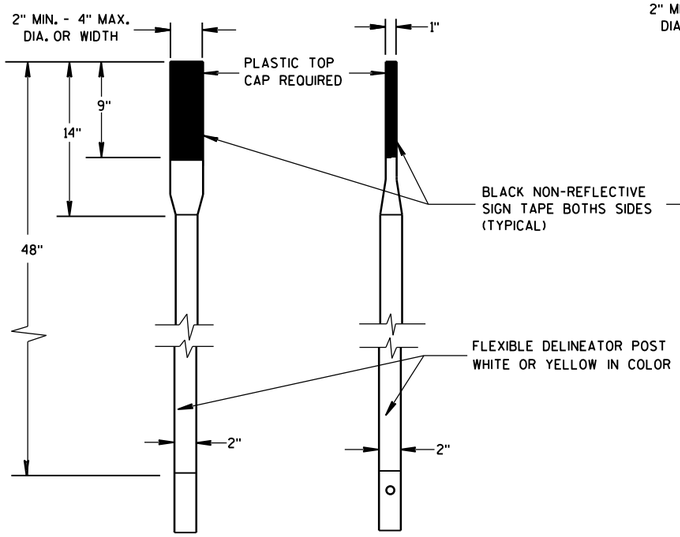
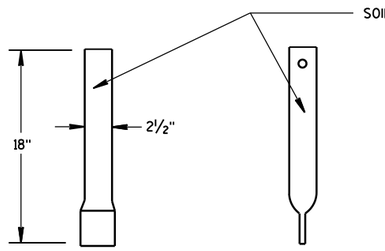
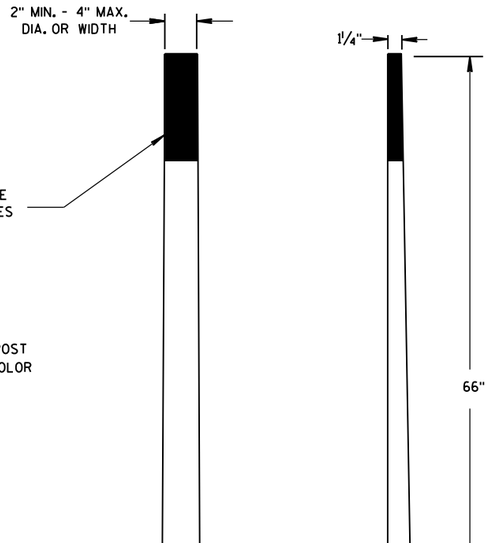
S.D.D. 15 A 3-2a





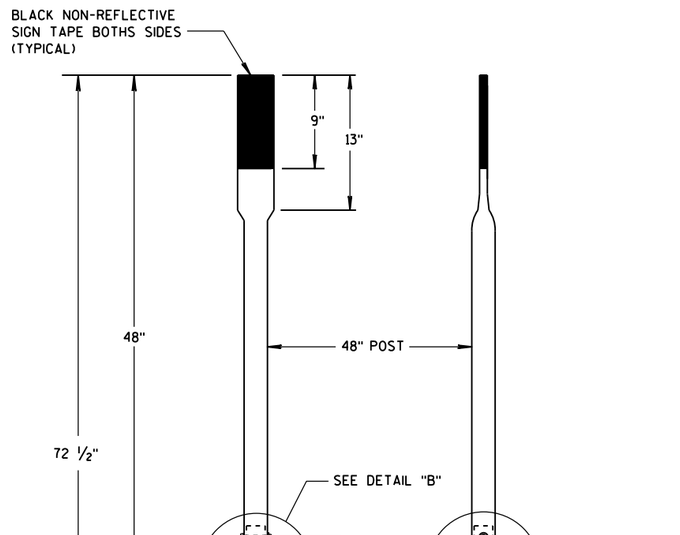
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

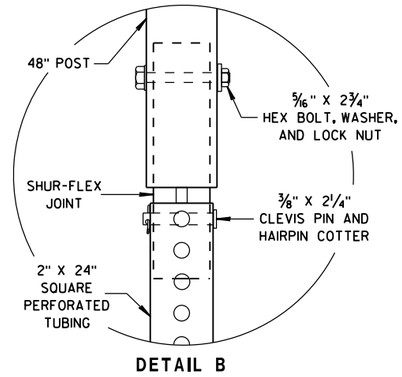
ALTERNATE 2



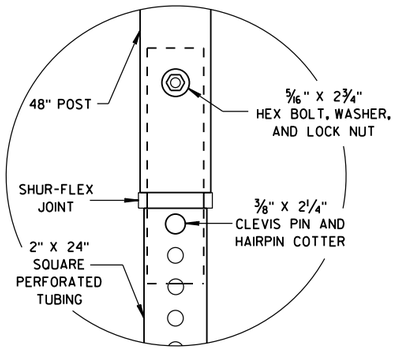
FRONT VIEW SIDE VIEW

ALTERNATE 3

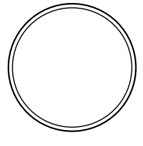
FLEXIBLE MARKER POSTS



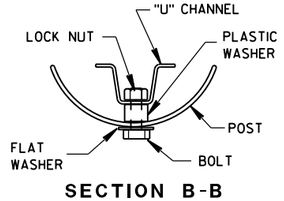
DETAIL B



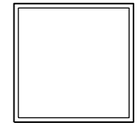
DETAIL C



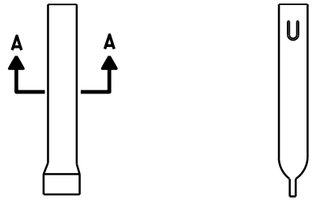
SECTION A-A



SECTION B-B

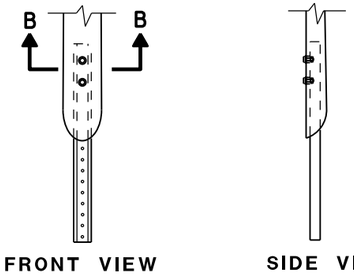


SECTION C-C



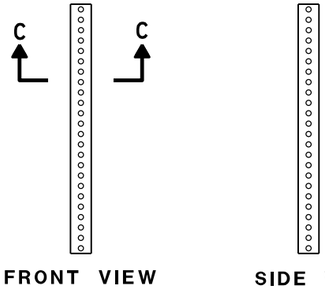
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2



FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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

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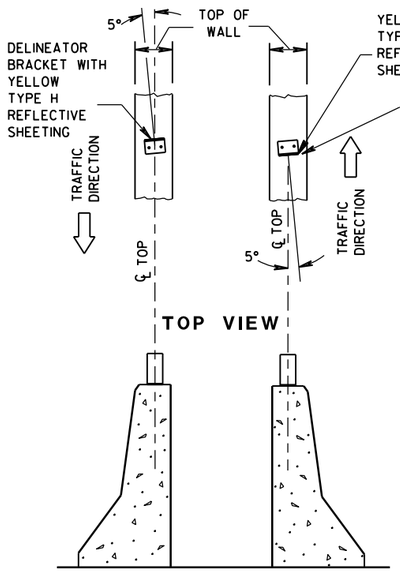
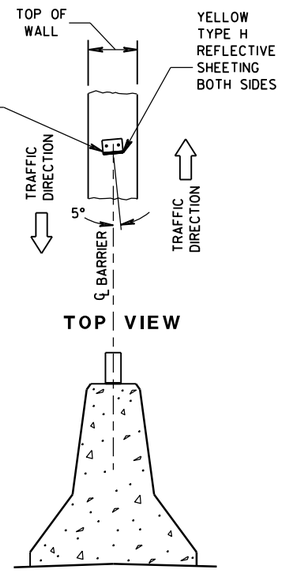
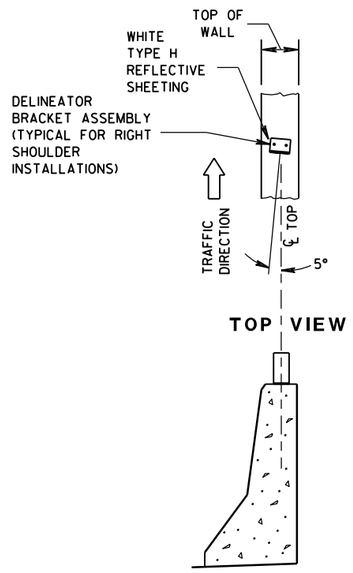
S.D.D. 15 A 3-2b



DOUBLE BARRIERS IN MEDIAN

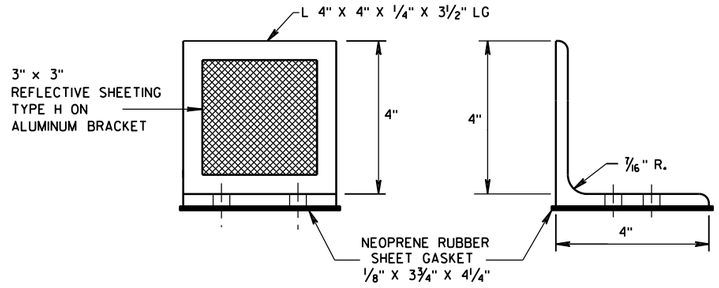


MEDIAN BARRIER

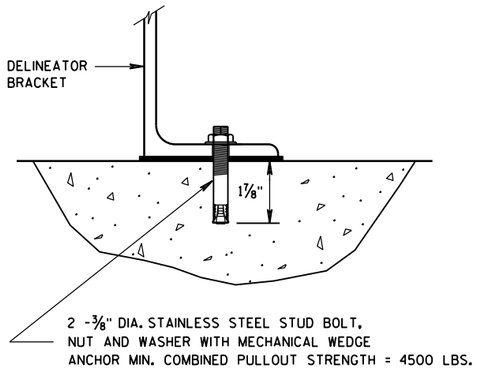


BARRIER LOCATED
TO RT. OF TRAFFIC FLOW

LOCATION AND AIMING DETAILS FOR DELINEATOR BRACKETS MOUNTED ON CONCRETE BARRIERS



DELINEATOR BRACKET



DELINEATOR BRACKET
MOUNTING DETAIL

REFLECTOR SPACING TABLE

REFLECTOR SPACING	MINIMUM NUMBER OF REFLECTORS
100' C-C	3

DELINEATOR BRACKET
WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAI[illegible] GINEER

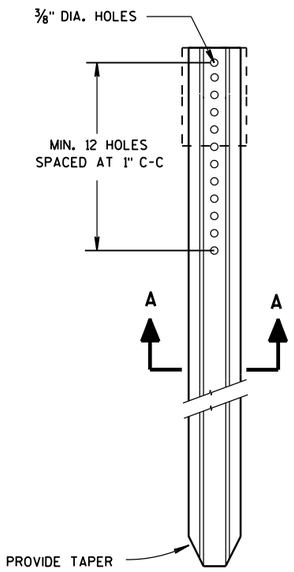
FHWA

6

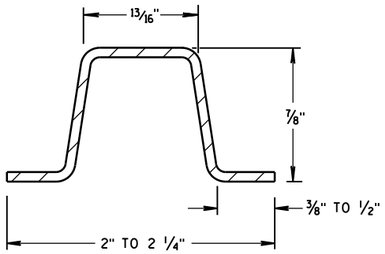
S.D.D. 15 A 4-3b

6

S.D.D. 15 A 4-3b

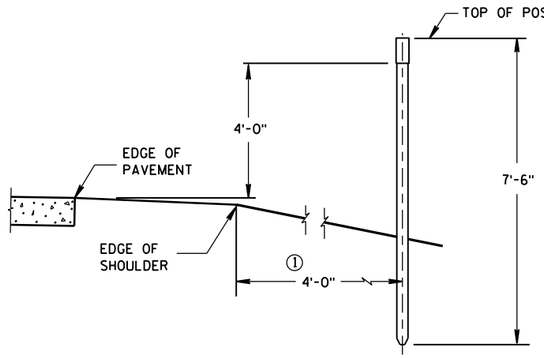


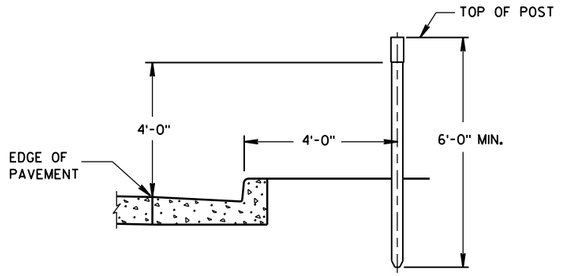
DELINEATOR POST



SECTION A-A

WEIGHT 1.12 LBS PER FT. ± 0.1 LB.





TYPICAL INSTALLATIONS OF DELINEATOR POSTS

GENERAL NOTES

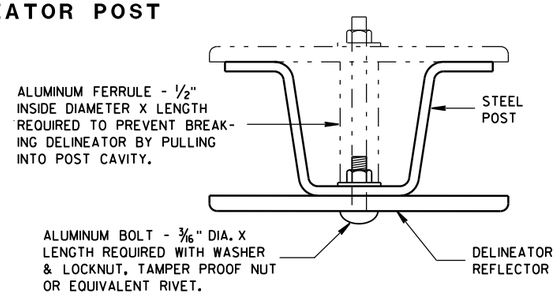
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

① DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.

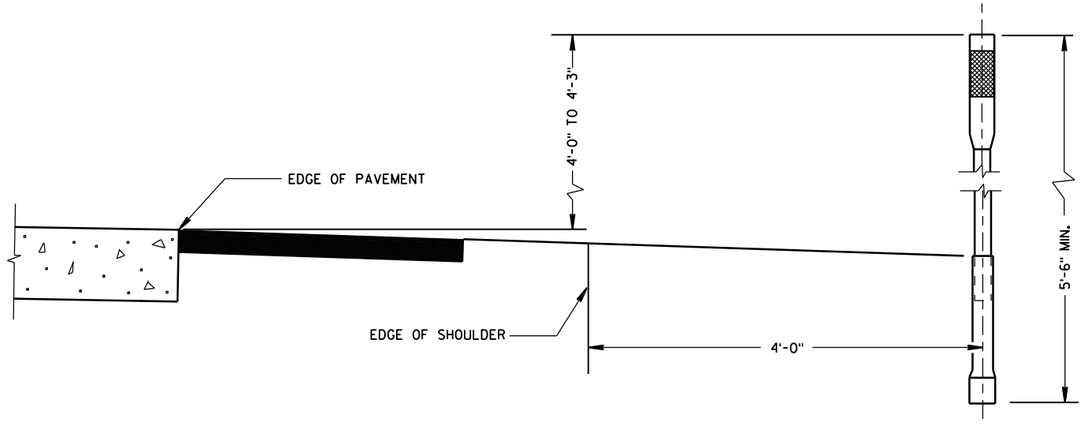
REFLECTOR SPACING TABLE

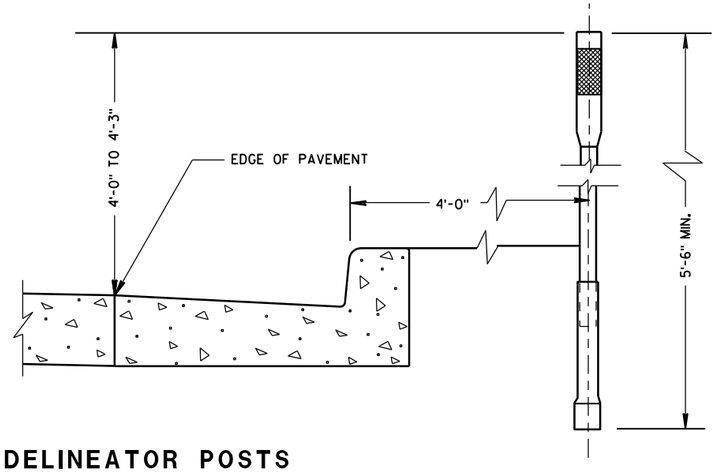
REFLECTOR SPACING	LOCATION
400'	MAINLINE
100'	RAMPS *

* START AT BEGINNING OF RAMP TAPER AND END AT END OF RAMP TAPER.



MOUNTING DETAIL FOR DELINEATOR REFLECTOR





TYPICAL INSTALLATIONS OF FLEXIBLE DELINEATOR POSTS

DELINEATOR POST WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MARKING ENGINEER
FHWA

6

S.D.D. 15 A 4-3c

6

S.D.D. 15 A 4-3c

GENERAL NOTES

PANEL THICKNESS SHALL BE A MINIMUM OF 0.08 INCHES.

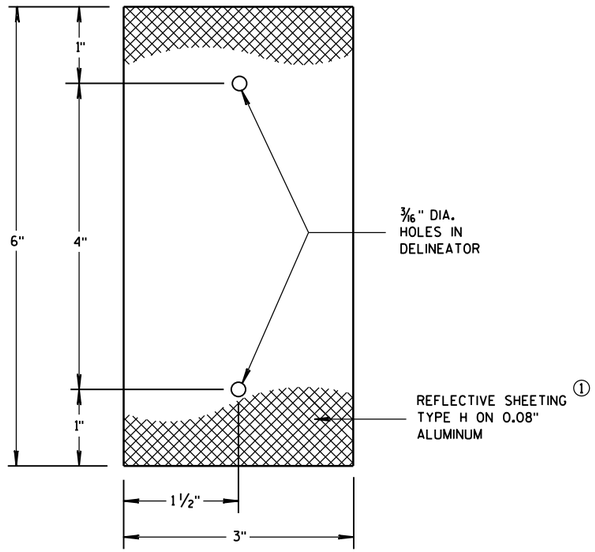
PLASTIC BASE MATERIAL SHALL BE WHITE, UV STABILIZED, FLAME TREATED TO THE MANUFACTURER SPECIFICATIONS AND BE ABLE TO WITHSTAND SUB FREEZING TEMPERATURES WITHOUT BREAKING.

① FURNISH TYPE H SHEETING FROM THE APPPROVED PRODUCTS LIST.

② FURNISH DELINEATOR REFLECTOR FOR GUARDRAIL FROM THE APPPROVED PRODUCTS LIST.

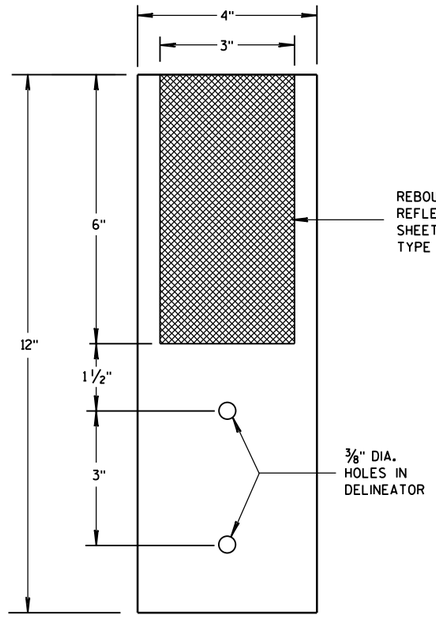
REFLECTOR SPACING TABLE

REFLECTOR SPACING	MINIMUM NUMBER OF REFLECTORS
100' C-C	3



3"x 6" DELINEATOR REFLECTOR

(FOR STEEL POSTS)



4"x 12" DELINEATOR REFLECTOR

(FOR GUARDRAIL) ②

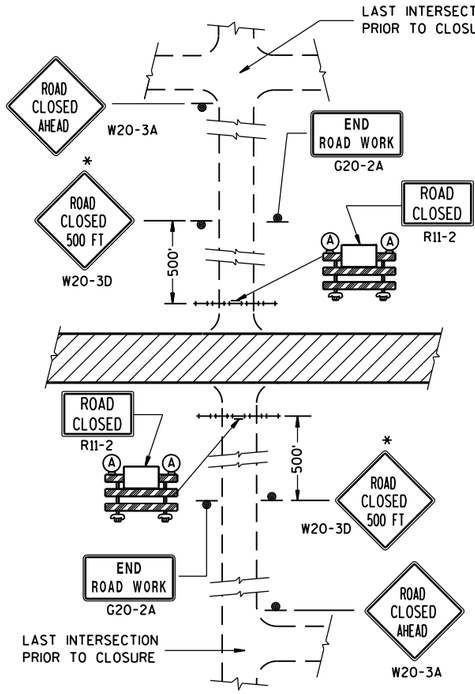
DELINEATOR
WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch
STATE SIGNING AND MAR[illegible] ENGINEER
FHWA

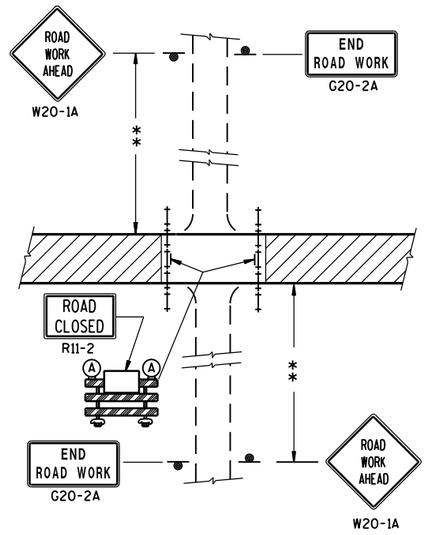
S.D.D. 15 A 4-3d

S.D.D. 15 A 4-3d



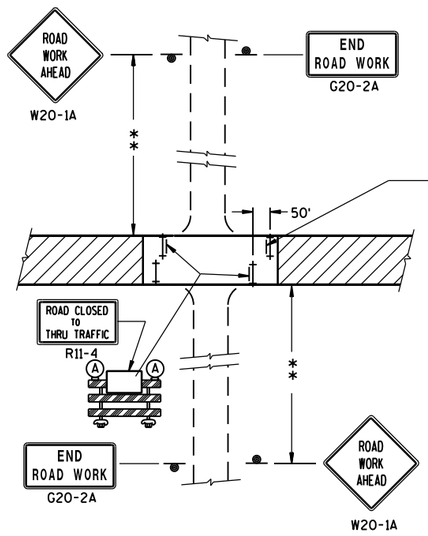
DETAIL 1

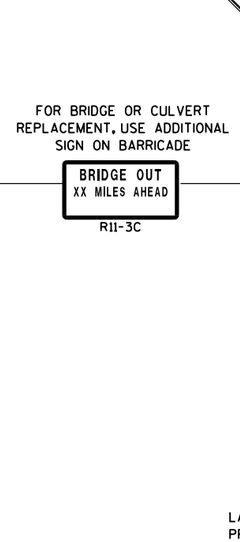
(NO ACCESS TO PROJECT)



DETAIL 2

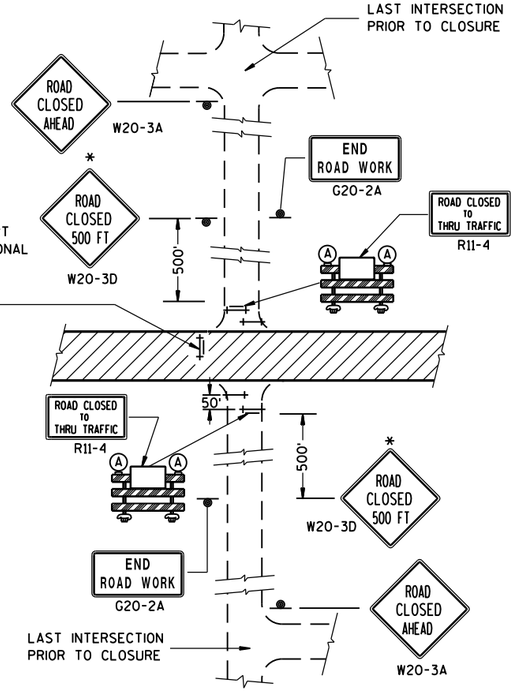
(PUBLIC CROSS-TRAFFIC MAINTAINED. NO ACCESS TO PROJECT).





DETAIL 3

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



DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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

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

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

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

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

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

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

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

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

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

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

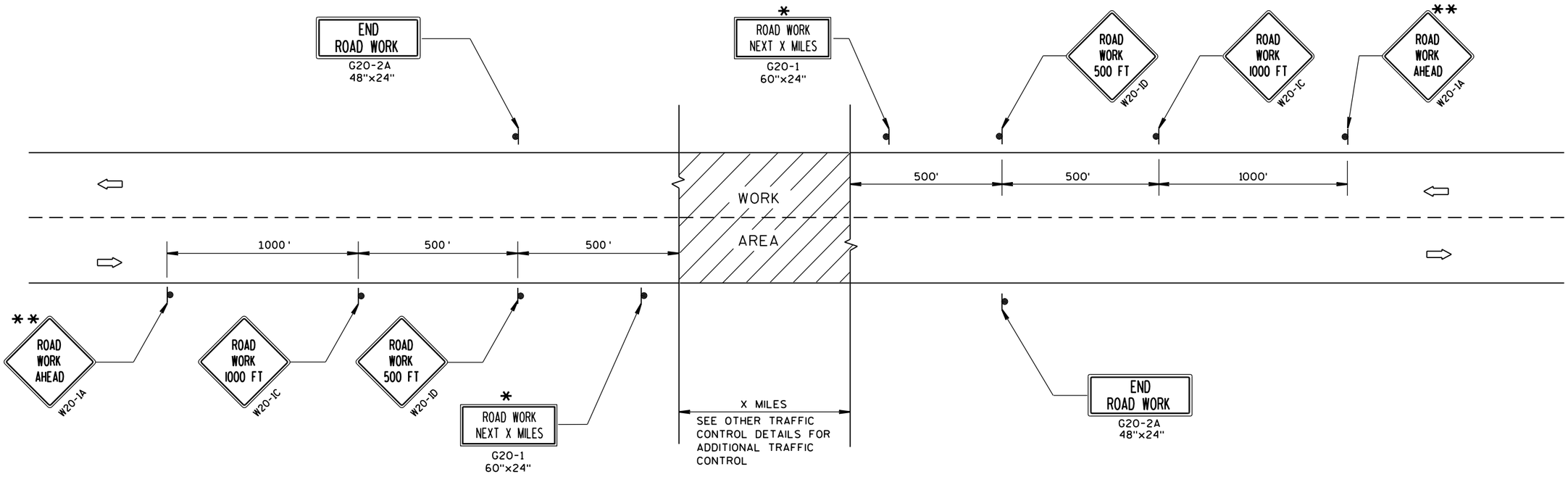
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENG
FHWA

6

S.D.D. 15 C 3-4

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.

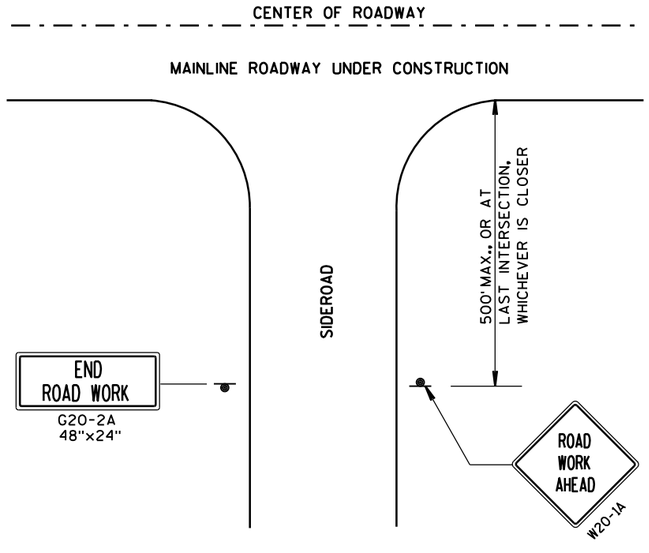
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

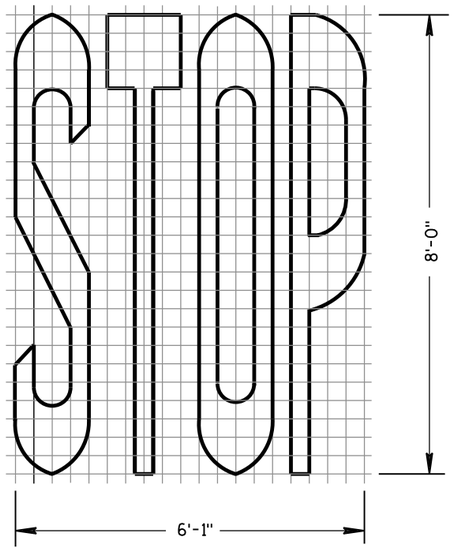
APPROVED
Sept. 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENG
FHWA

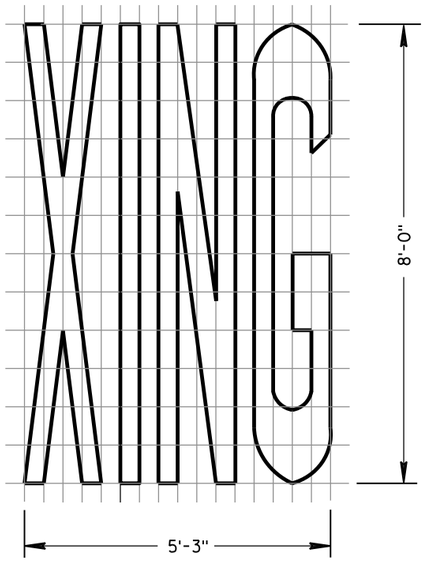
6

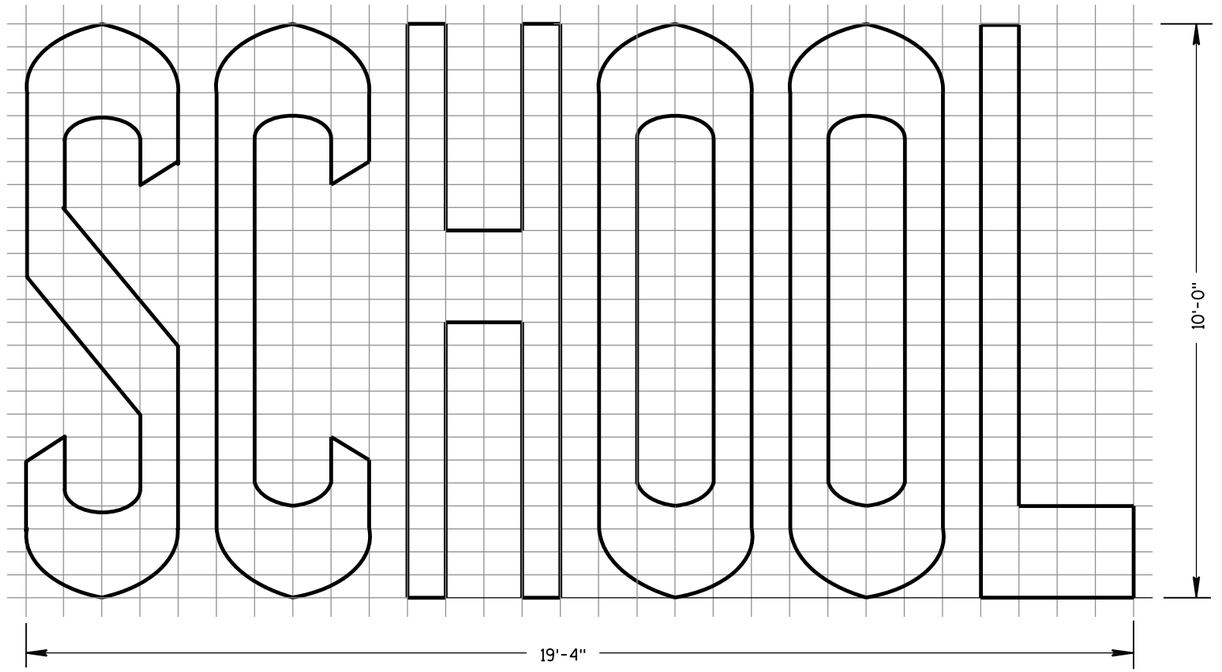
S.D.D. 15 C 4-4

GENERAL NOTES

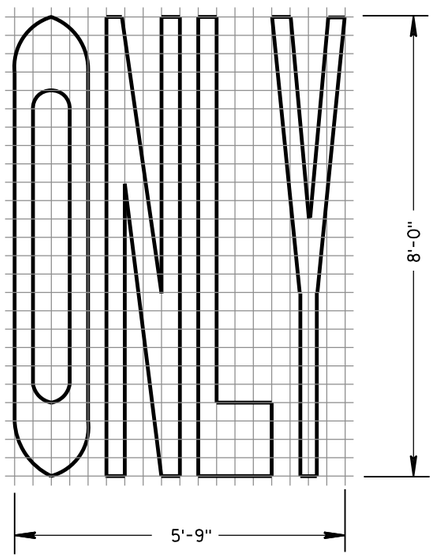
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

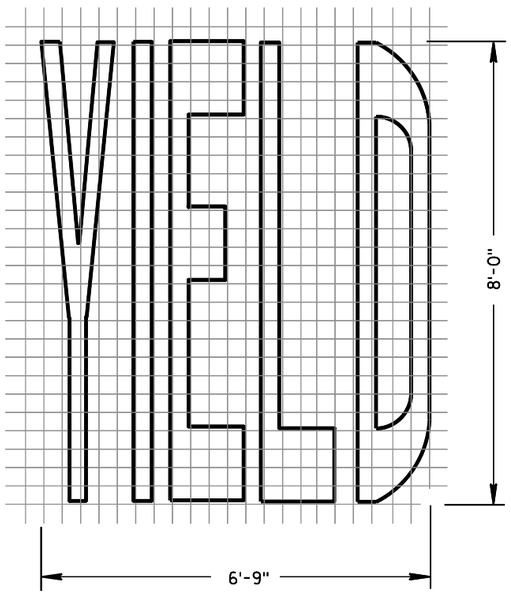


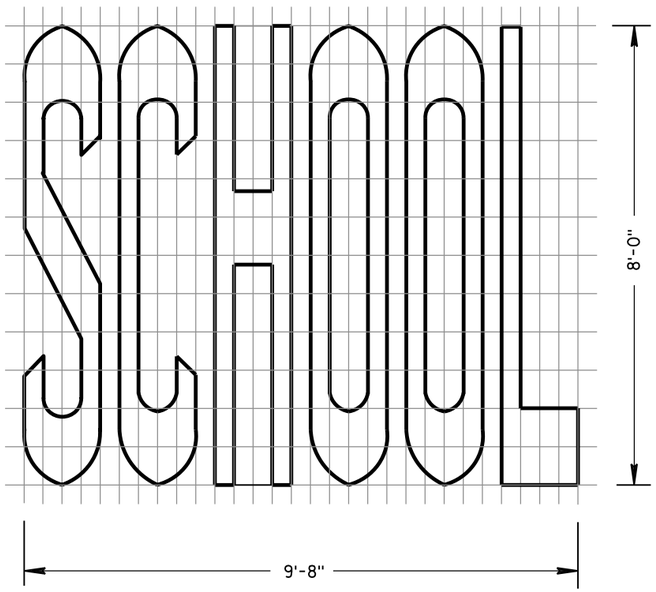




TWO-LANE







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

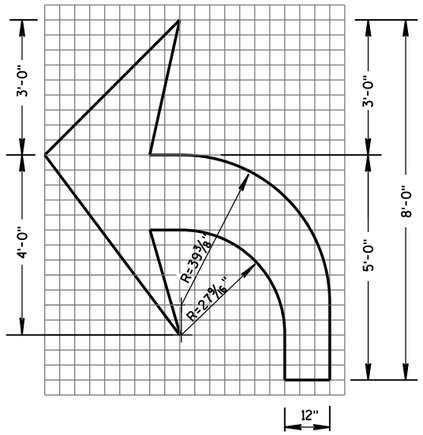
S.D.D. 15 C 7-14b

6

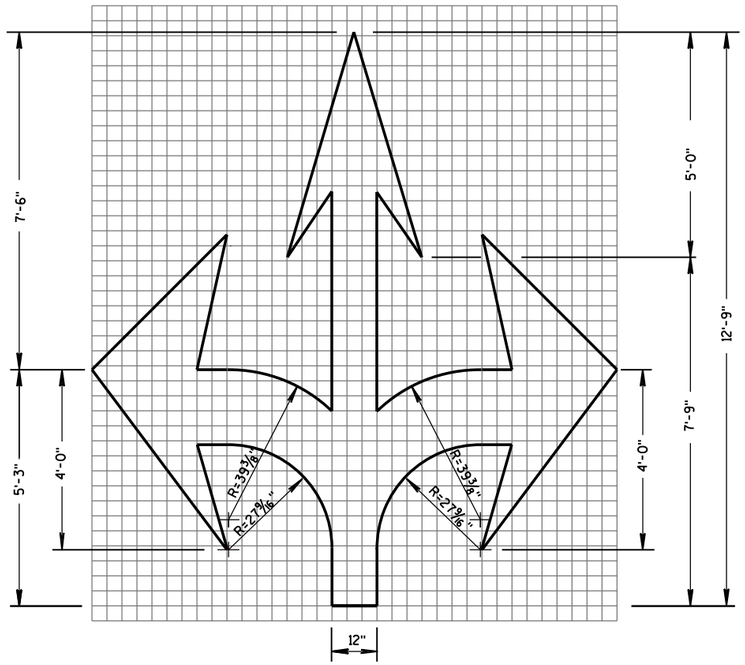
S.D.D. 15 C 7-14b

GENERAL NOTES

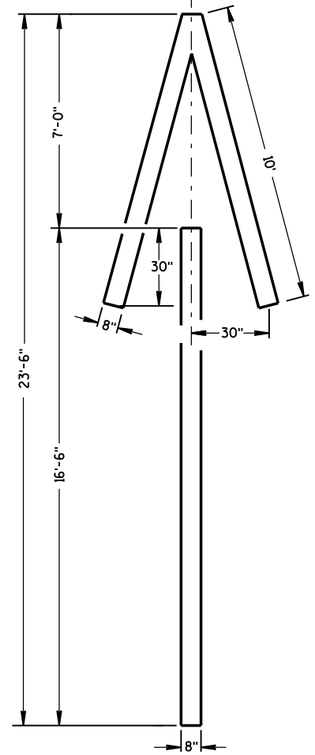
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



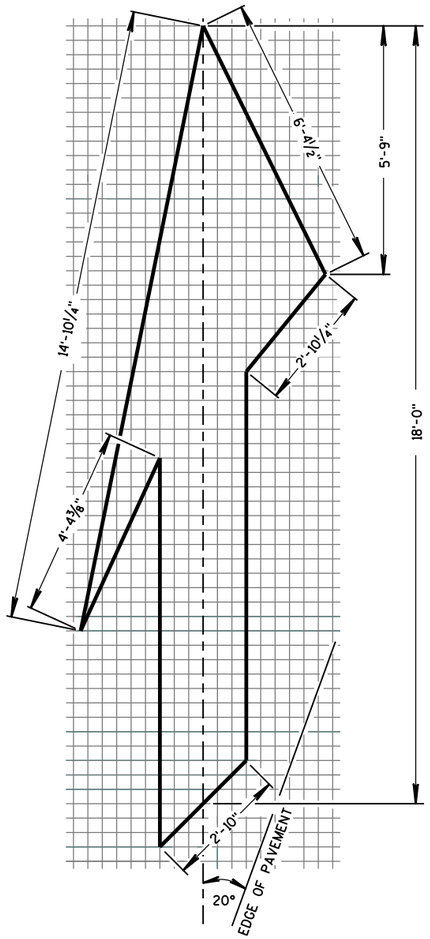
TYPE 2



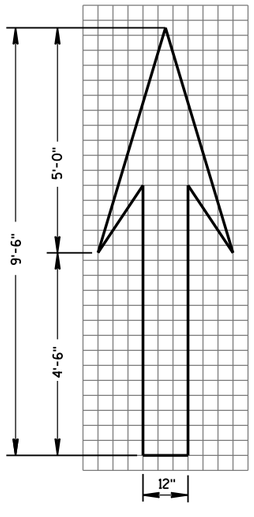
TYPE 6



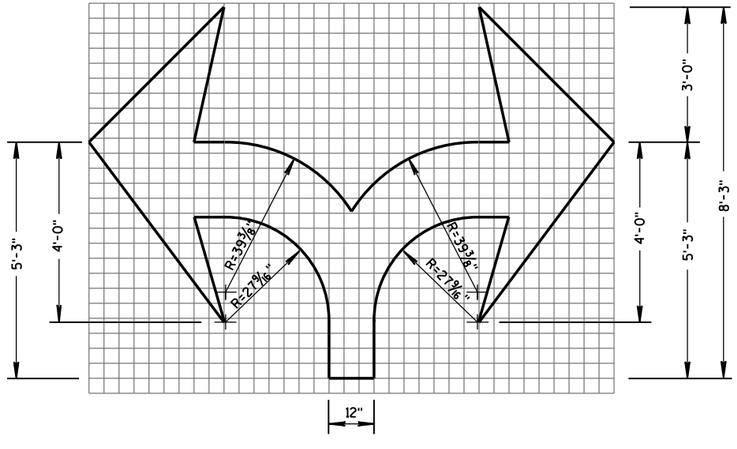
TYPE 4



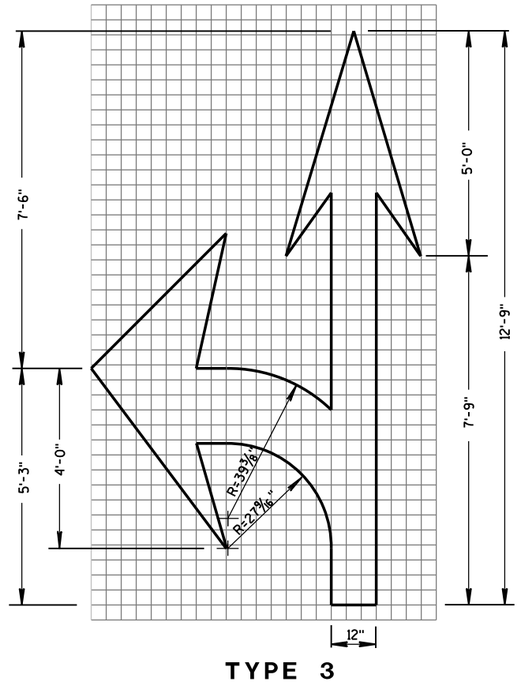
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MARKING ENGINEER
FHWA

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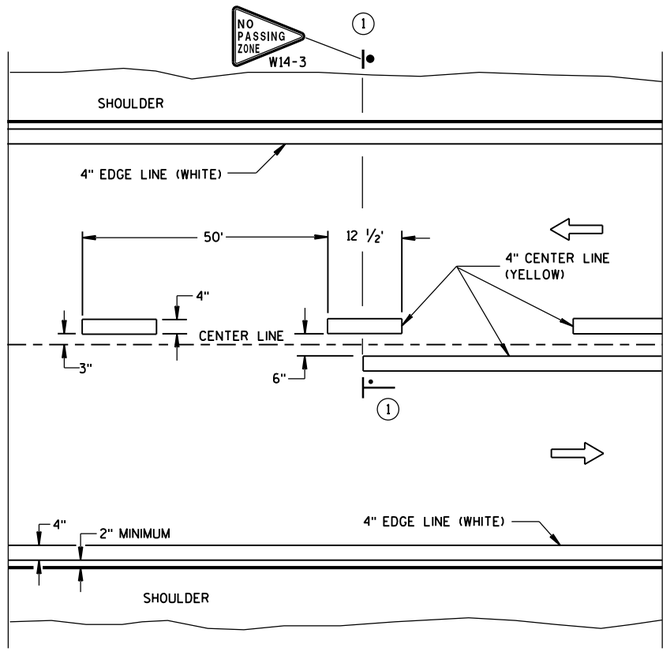
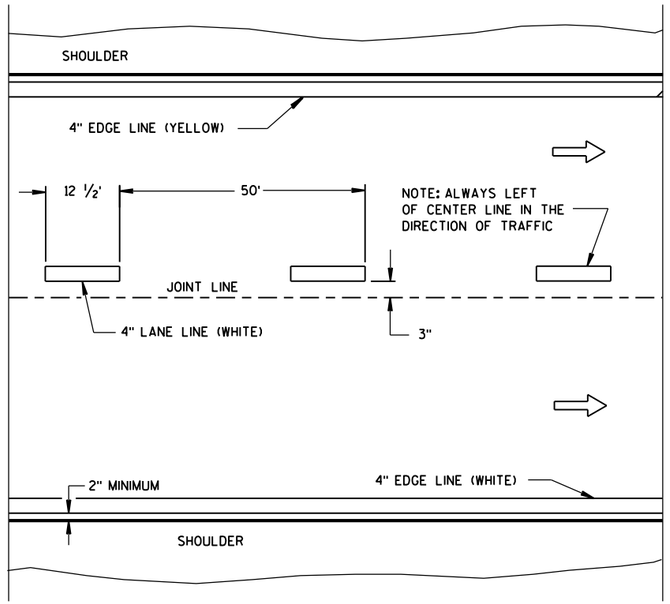
S.D.D. 15 C 7-14c

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.

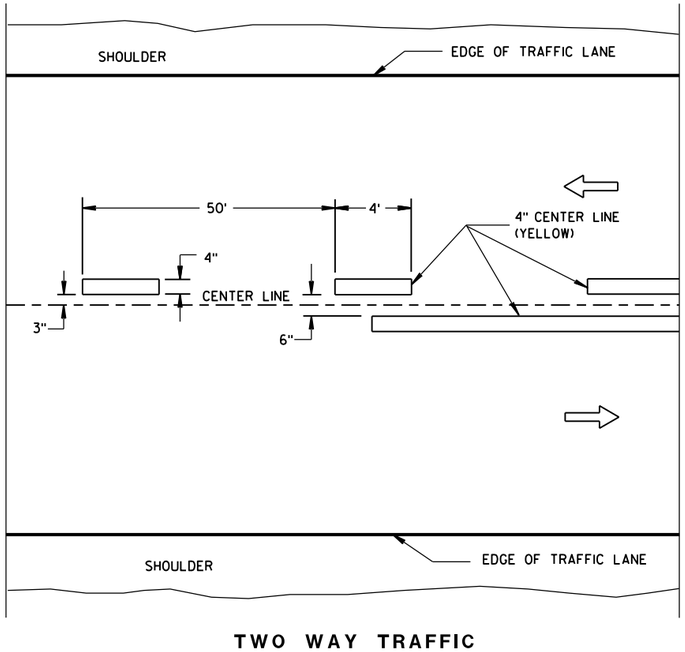
NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

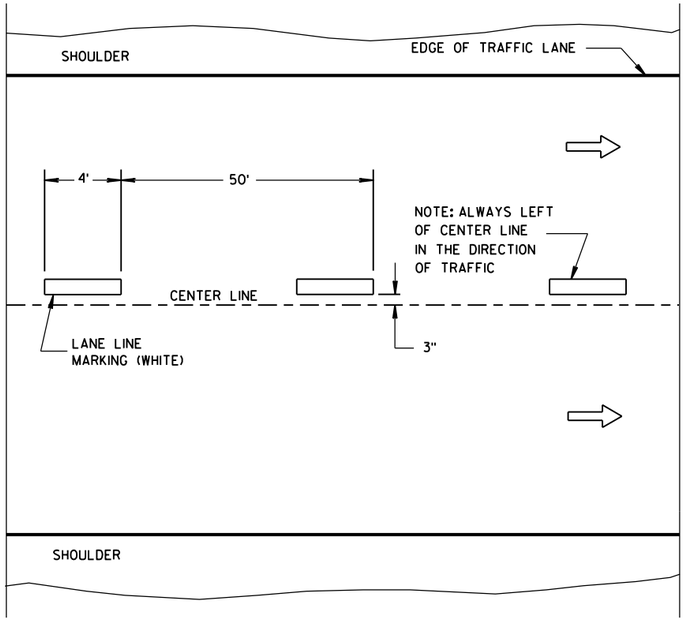
LEGEND

"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 ENGINEER
FHWA	

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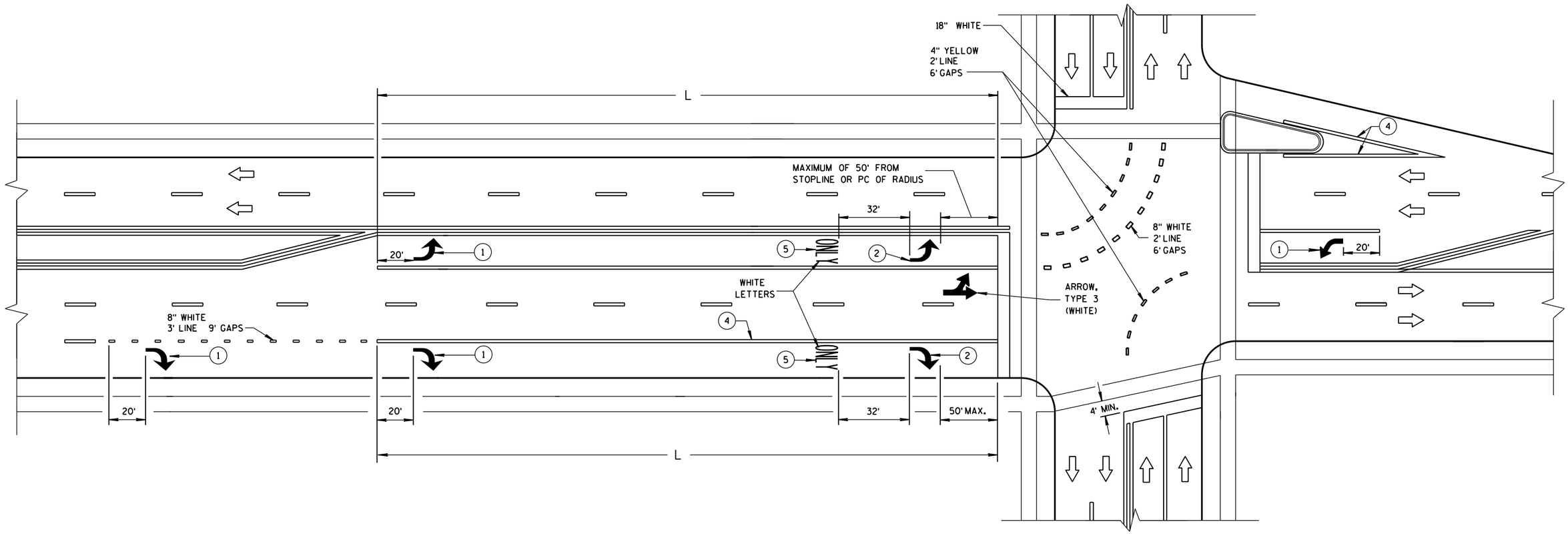
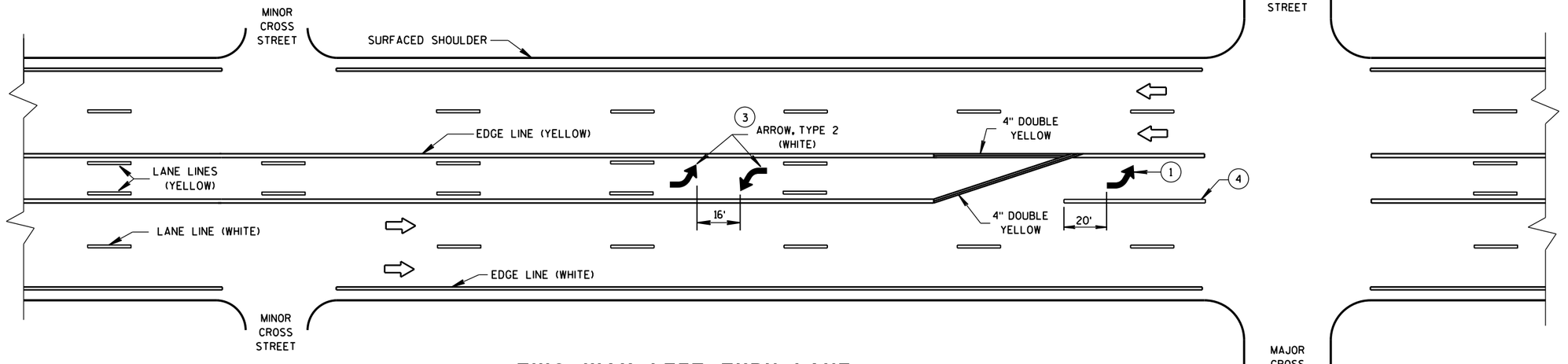
S.D.D. 15 C 8-18a

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

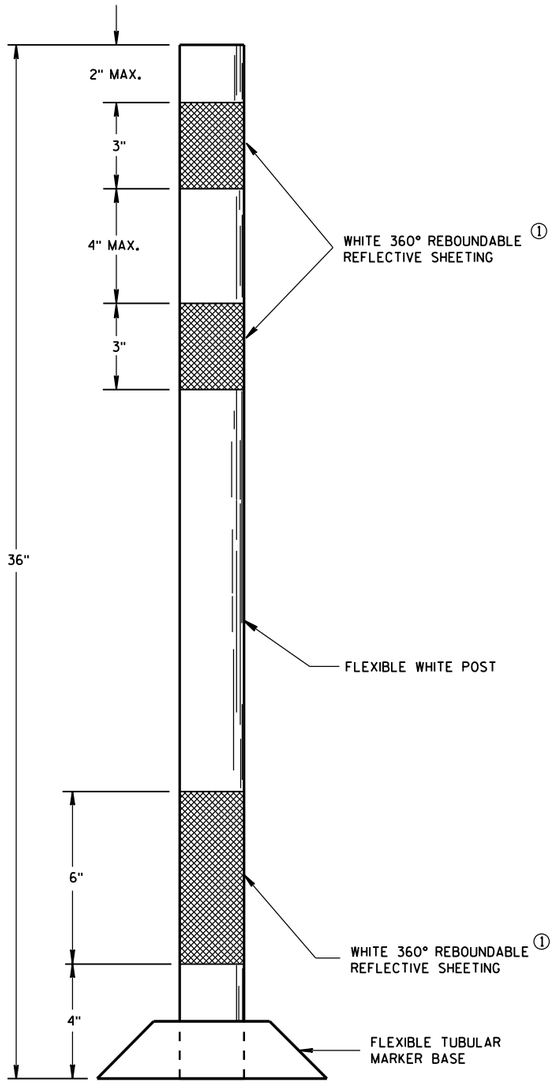
L = LENGTH OF TURN BAY

TWO WAY LEFT TURN LANE

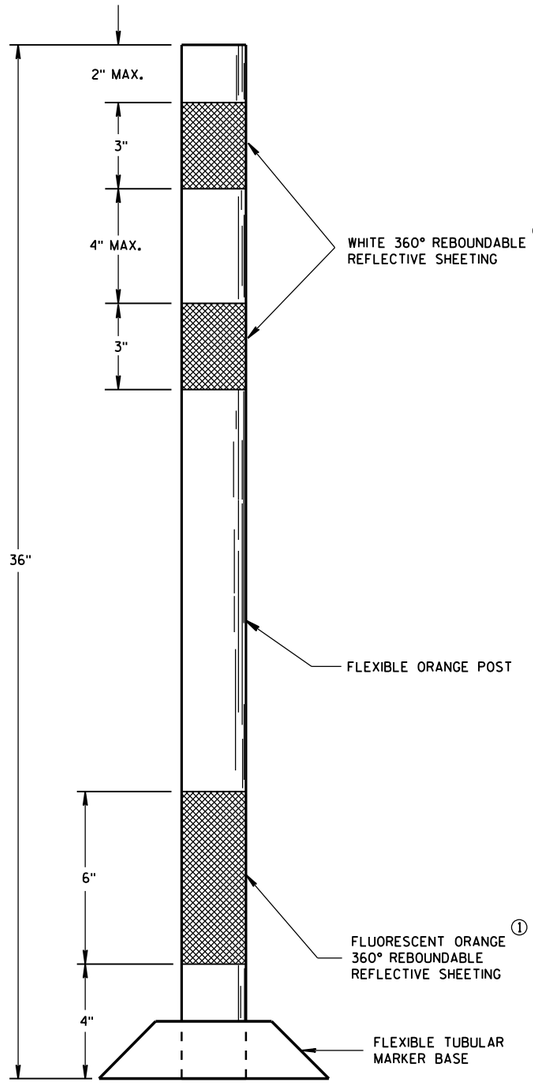
PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

S.D.D. 15 C 8-18b



FLEXIBLE
TUBULAR MARKER POST
PERMANENT CROSSOVER



FLEXIBLE
TUBULAR MARKER POST
WORK ZONE

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

6

S.D.D. 15 C 11-7a

CHANNELIZING DEVICES
FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENGR
FHWA

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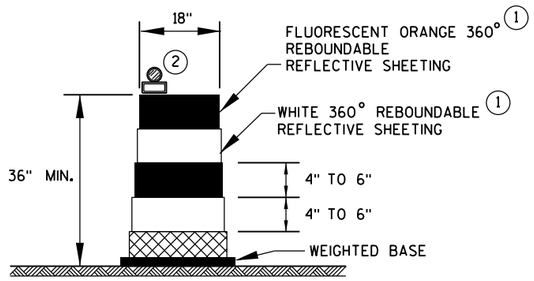
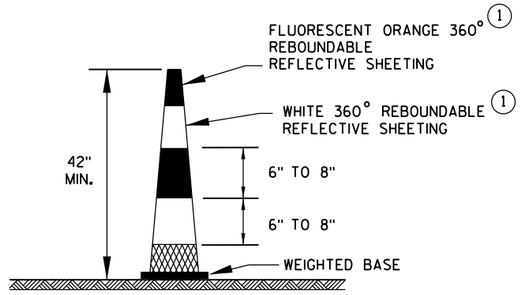
S.D.D. 15 C 11-7a



DRUM

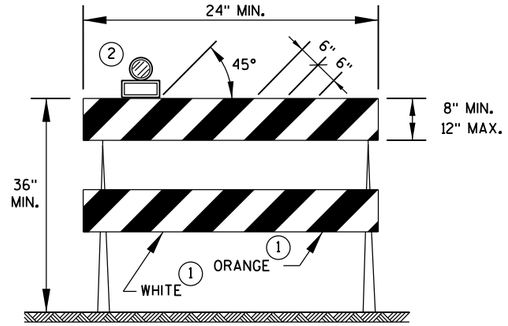


42" CONE

DO NOT USE IN TAPERS
1/2 SPACING OF DRUMS

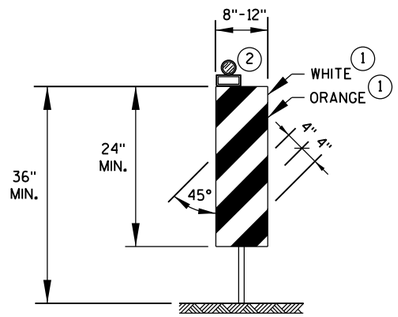
GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



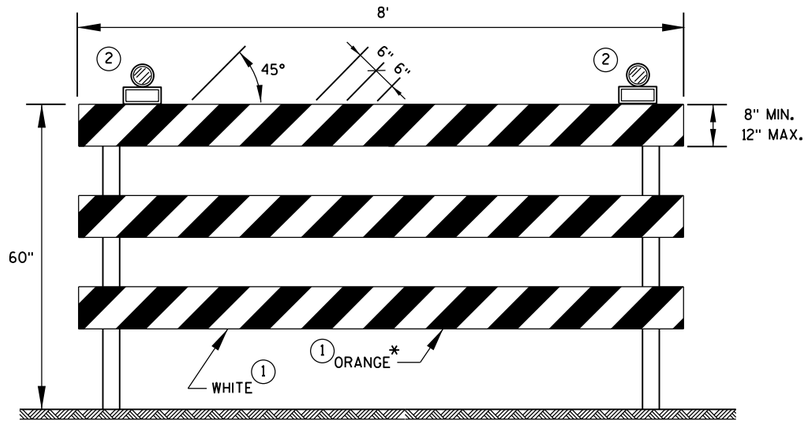
TYPE 2 BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.



VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE 3 BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION, USE RED SHEETING.

CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2017 — DATE

/S/ Andrew Heidtke — WORK ZONE ENG

FHWA

6

S.D.D. 15 C 11-7b

LEGEND

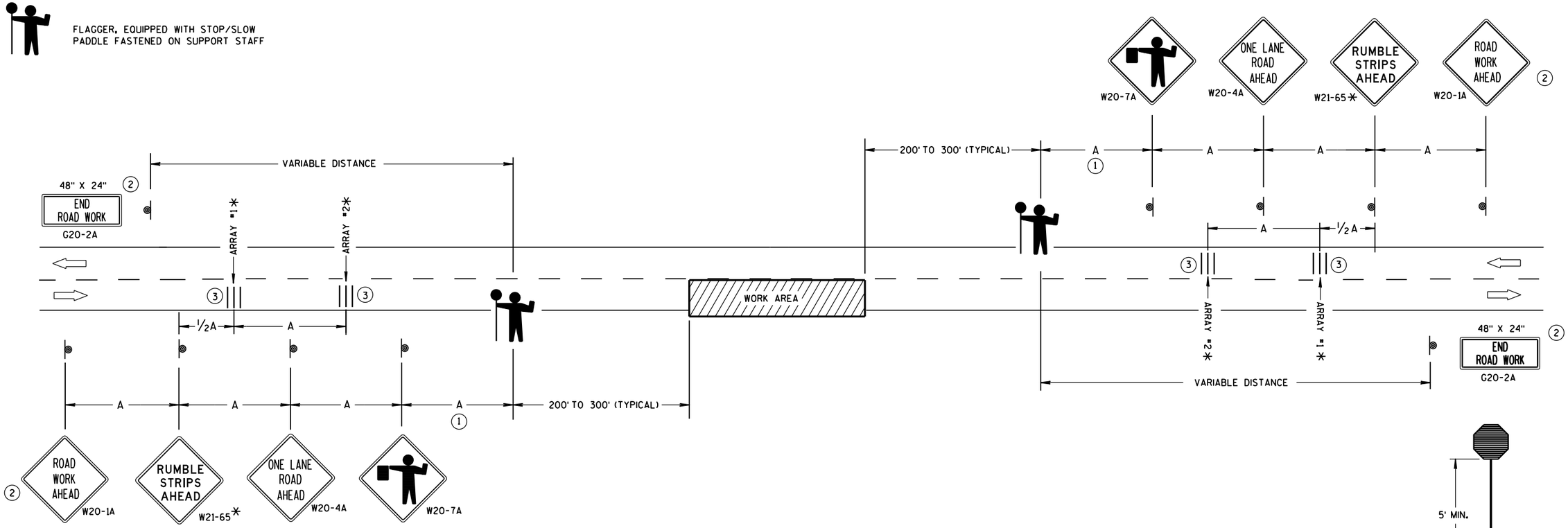
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

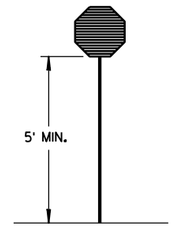
SPEED LIMIT	SPACING A
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

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.



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION



STOP/SLOW PADDLE ON SUPPORT STAFF

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

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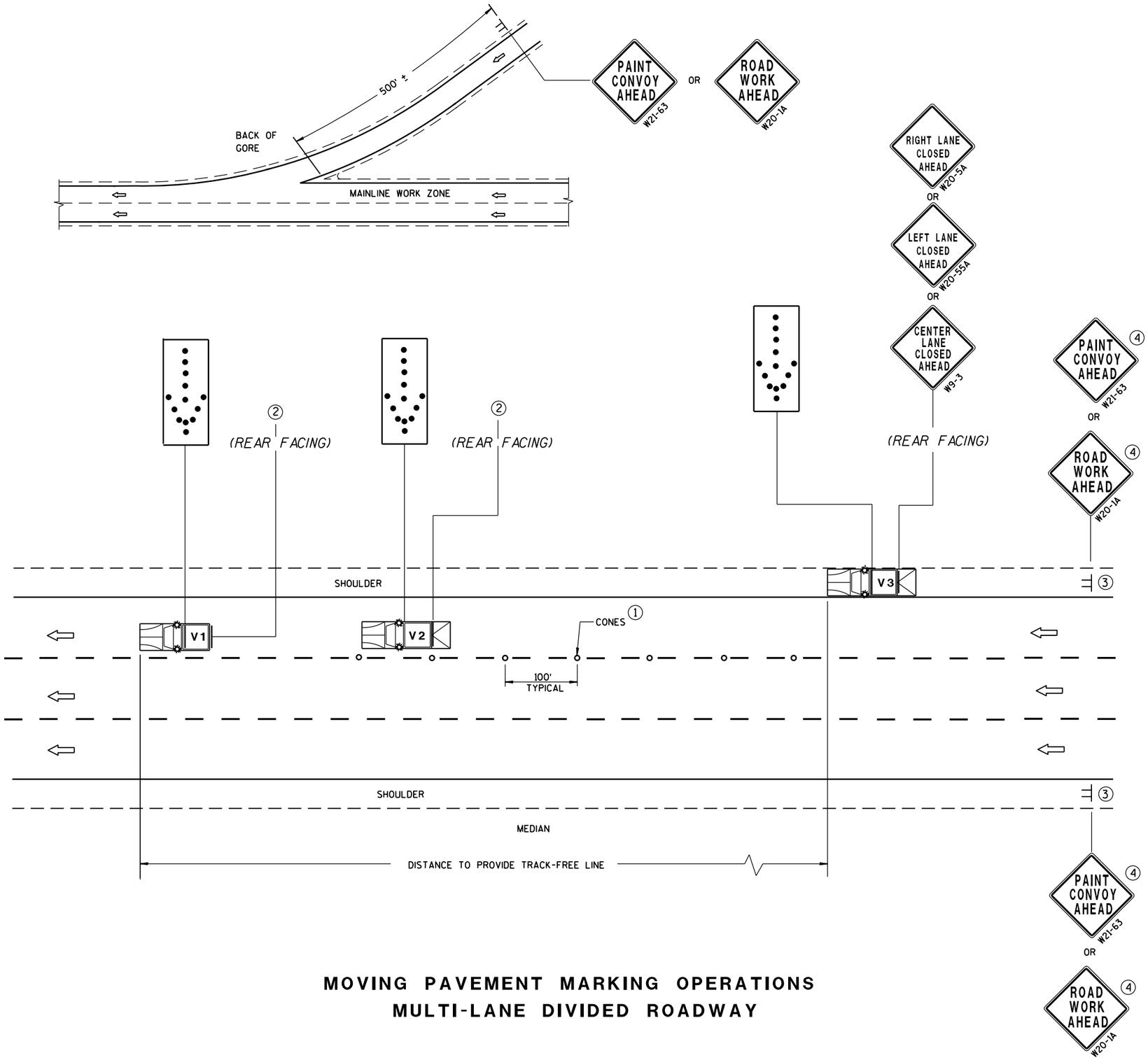
S.D.D. 15 C 12-6

S.D.D. 15 C 12-6



MOVING PAVEMENT MARKING OPERATIONS
MULTI-LANE DIVIDED 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. USE DOUBLE ARROWS WHEN CONVOY IS IN CENTER LANE ONLY.

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

THIS DRAWING SHALL BE USED FOR EDGELINE OR LANELINE MARKING FOR MULTILANE DIVIDED 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 SIGNS SHALL BE REPEATED AFTER EVERY ON RAMP OR EVERY THREE MILES.

④ 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 DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

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

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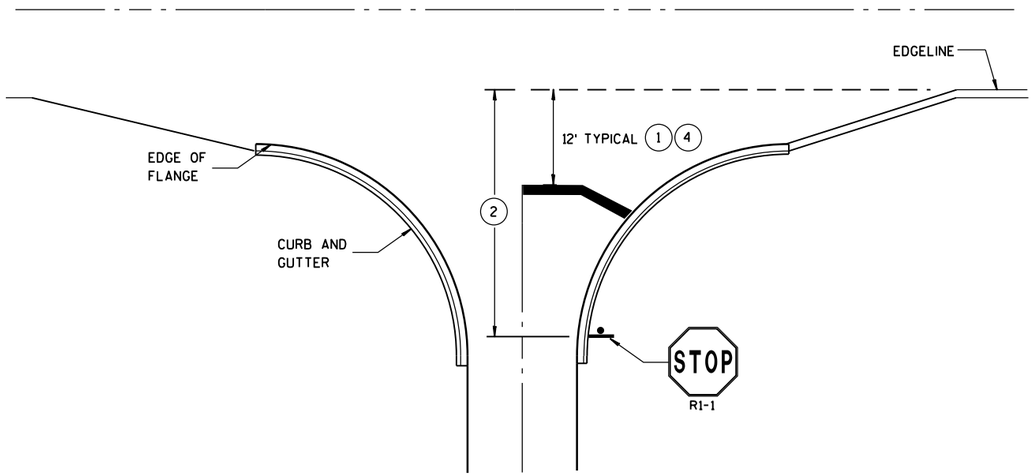
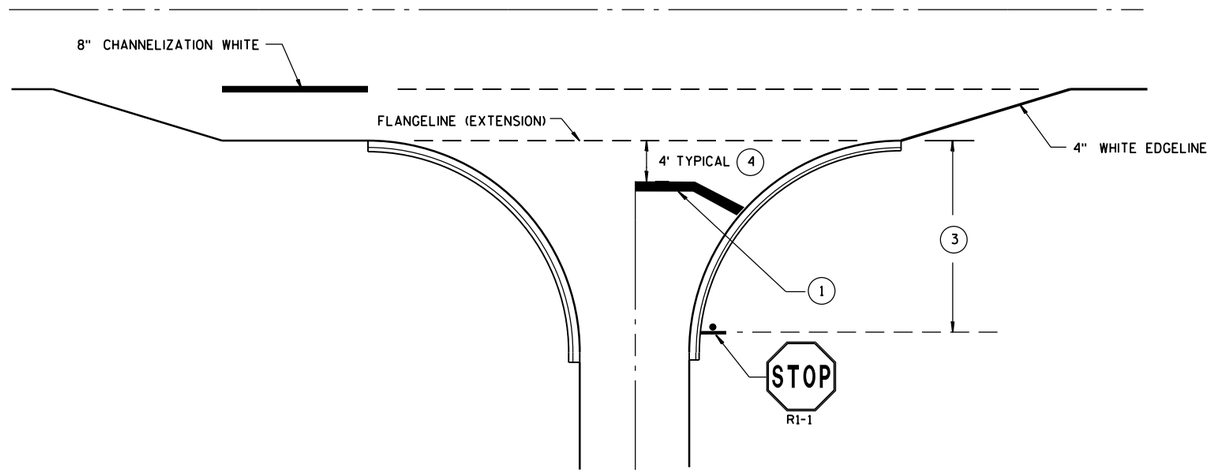
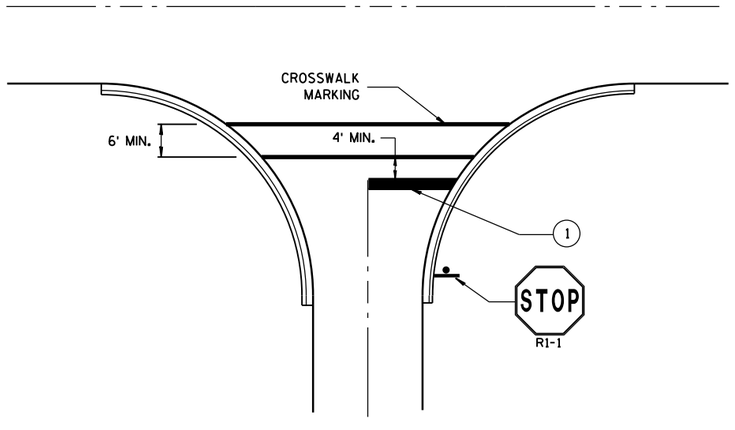
S.D.D. 15 C 19-4c



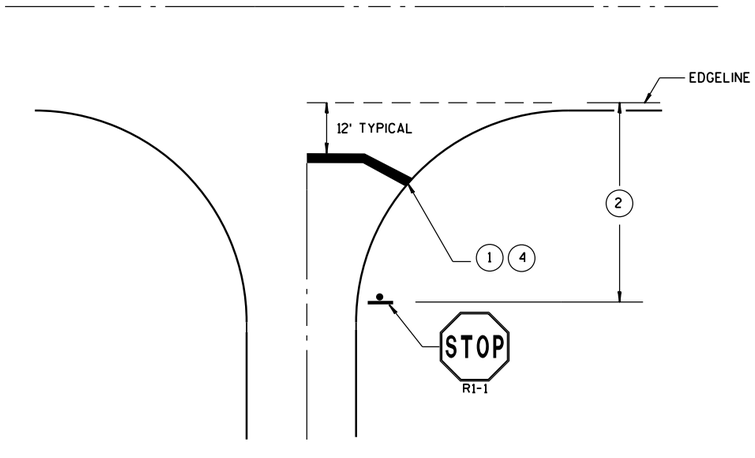
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



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

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

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

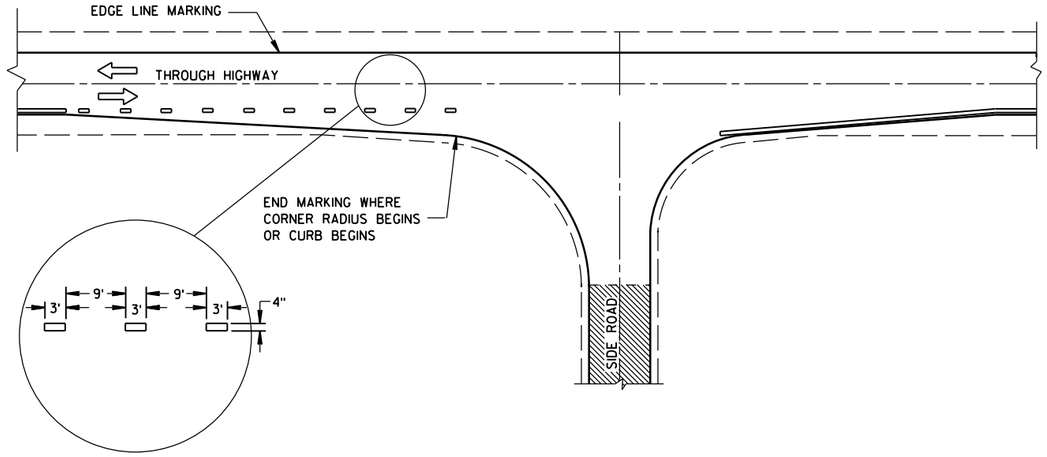
Sept., 2017 — DATE

/S/ Matthew R. Rauch — STATE SIGNING AND MAR ENGINEER

FHWA

6

S.D.D. 15 C 33-3



MINOR INTERSECTION

GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

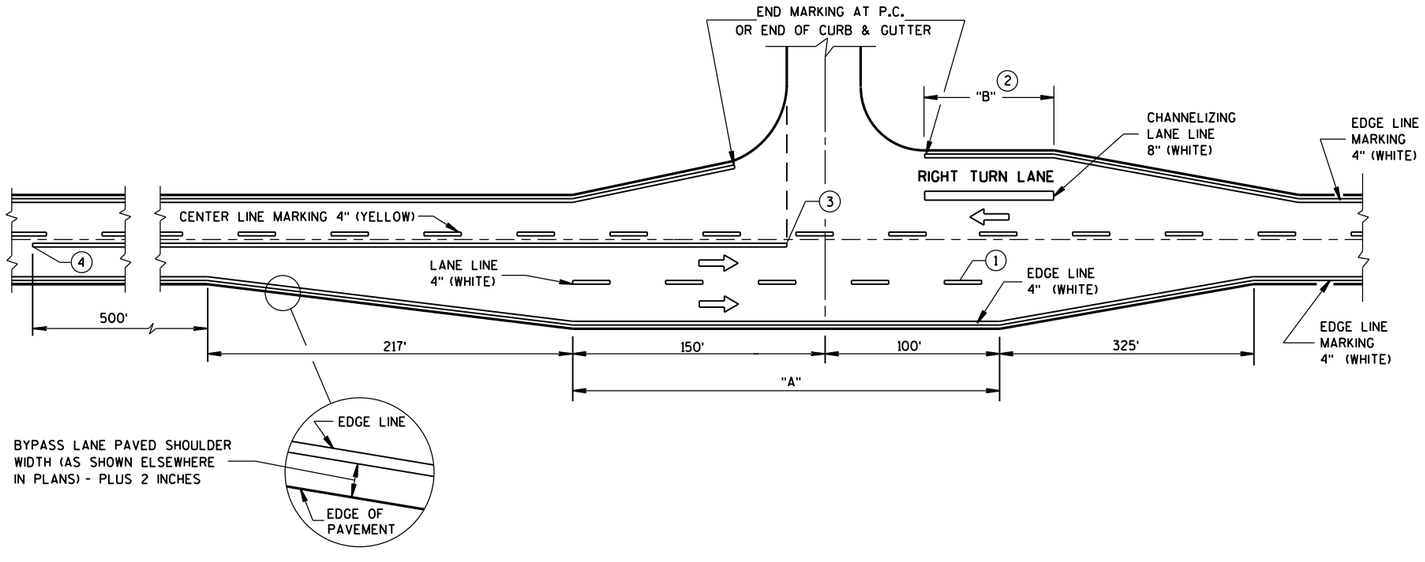
(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

(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 LANE)

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 15 C 35-2a

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.

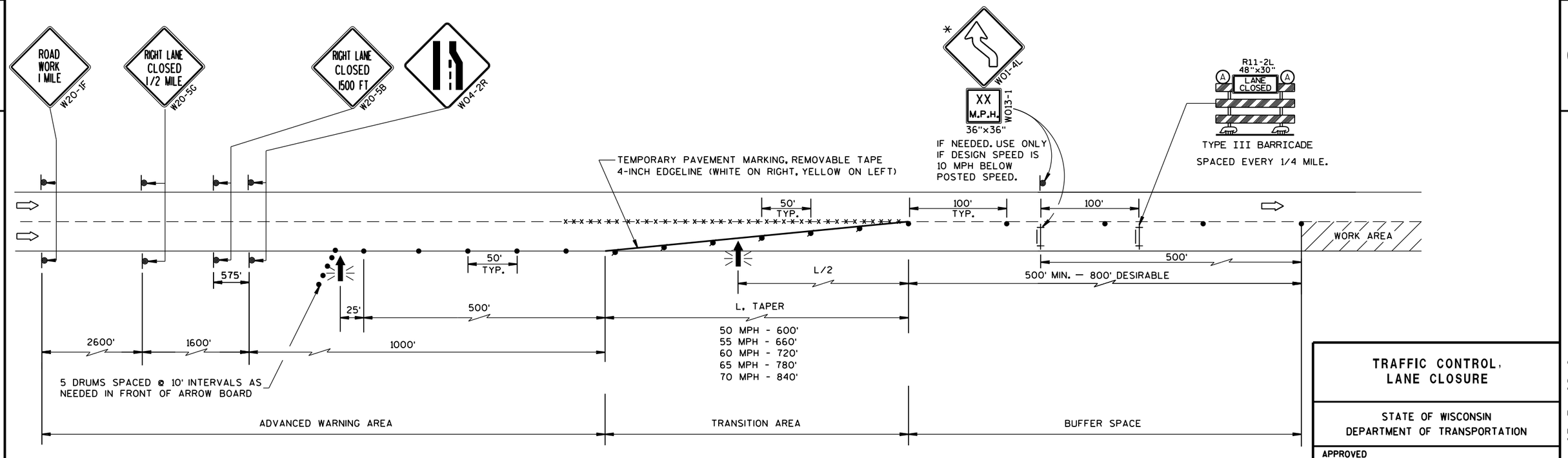
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

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

6

S.D.D. 15 D 12-6a

LEGEND

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

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIREABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

ALL SIGNS ARE 48"×48" UNLESS OTHERWISE NOTED.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

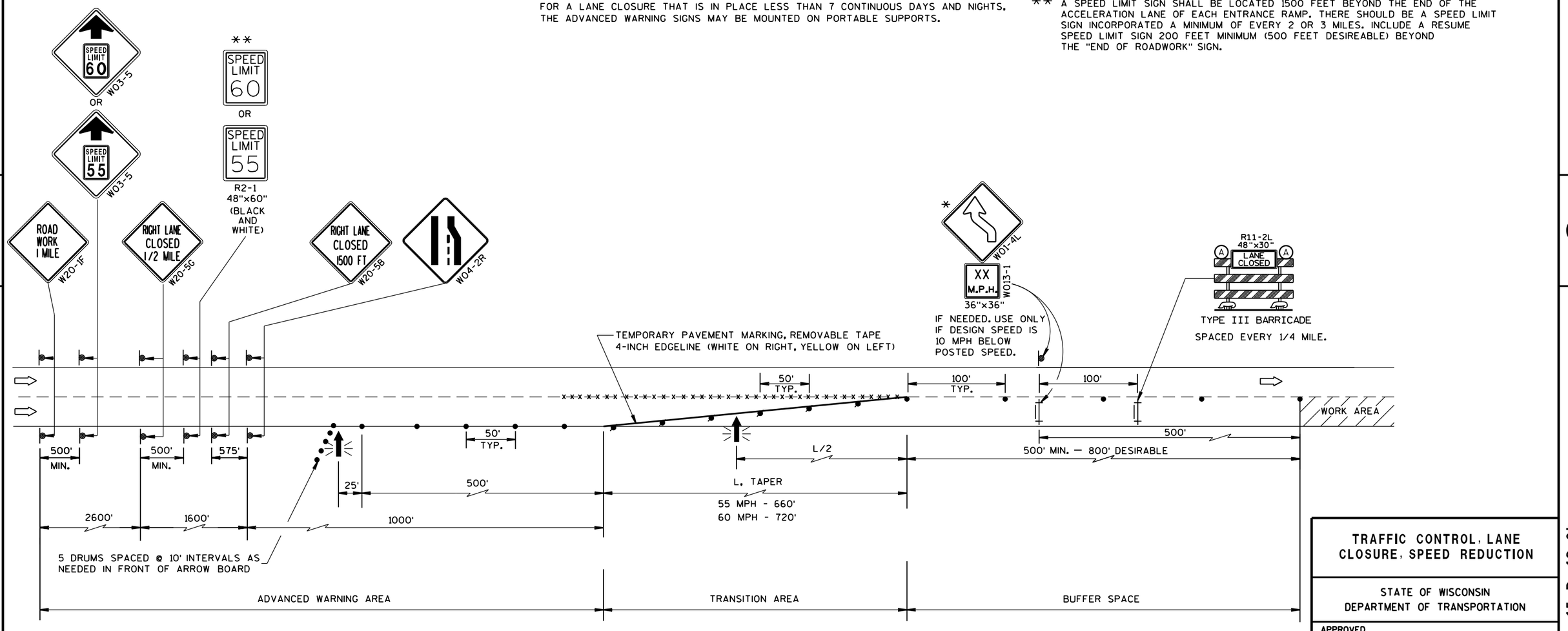
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

* THE LEFT REVERSE CURVE SIGN (W01-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.

** A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. THERE SHOULD BE A SPEED LIMIT SIGN INCORPORATED A MINIMUM OF EVERY 2 OR 3 MILES. INCLUDE A RESUME SPEED LIMIT SIGN 200 FEET MINIMUM (500 FEET DESIREABLE) BEYOND THE "END OF ROADWORK" SIGN.



TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

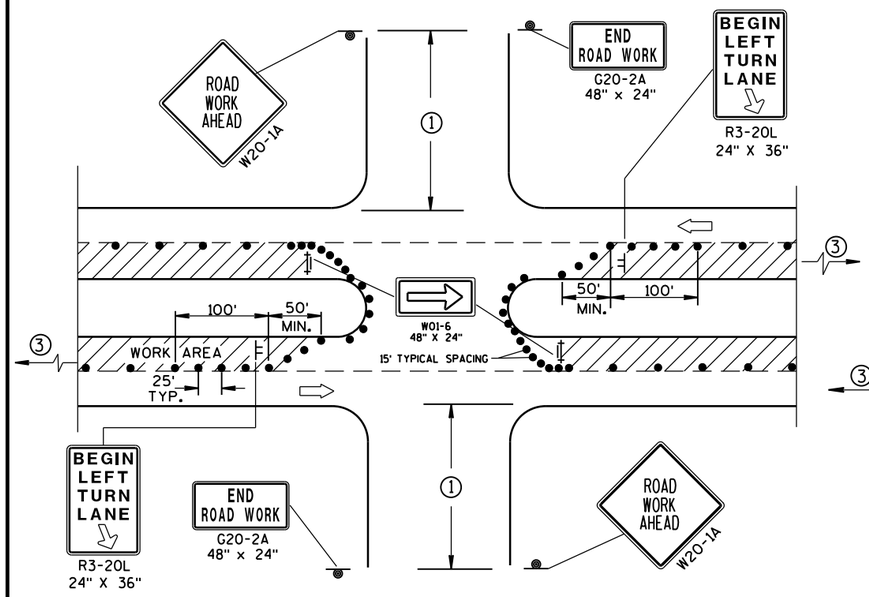
APPROVED
March 2016 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA

6

S.D.D. 15 D 12-6b

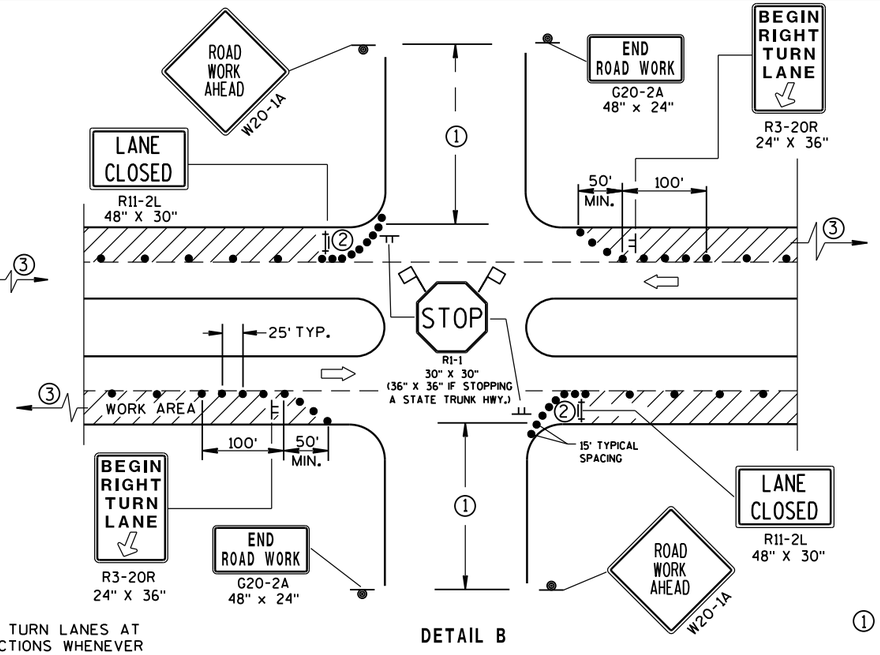
6

S.D.D. 15 D 12-6b



DETAIL A

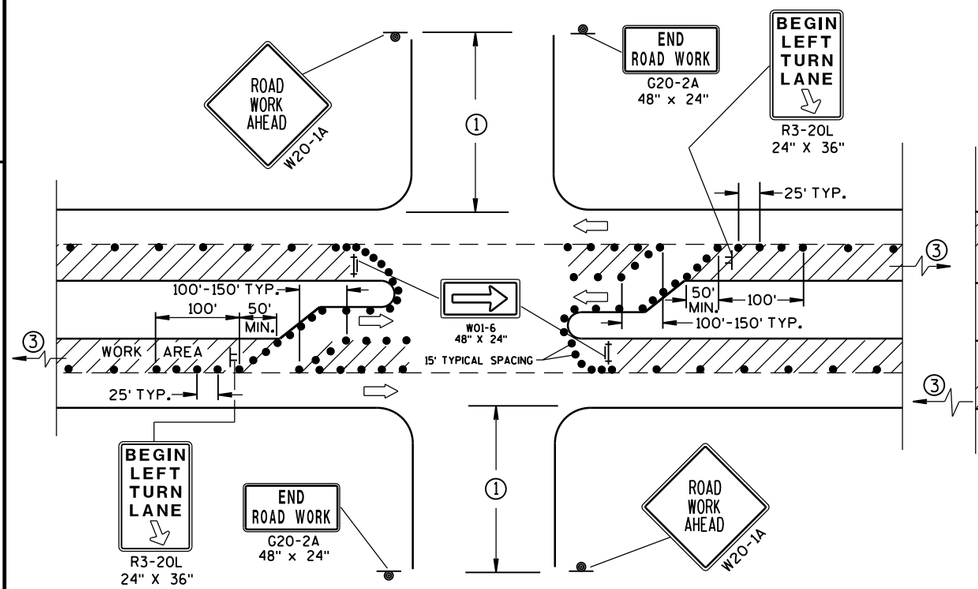
FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING



DETAIL B

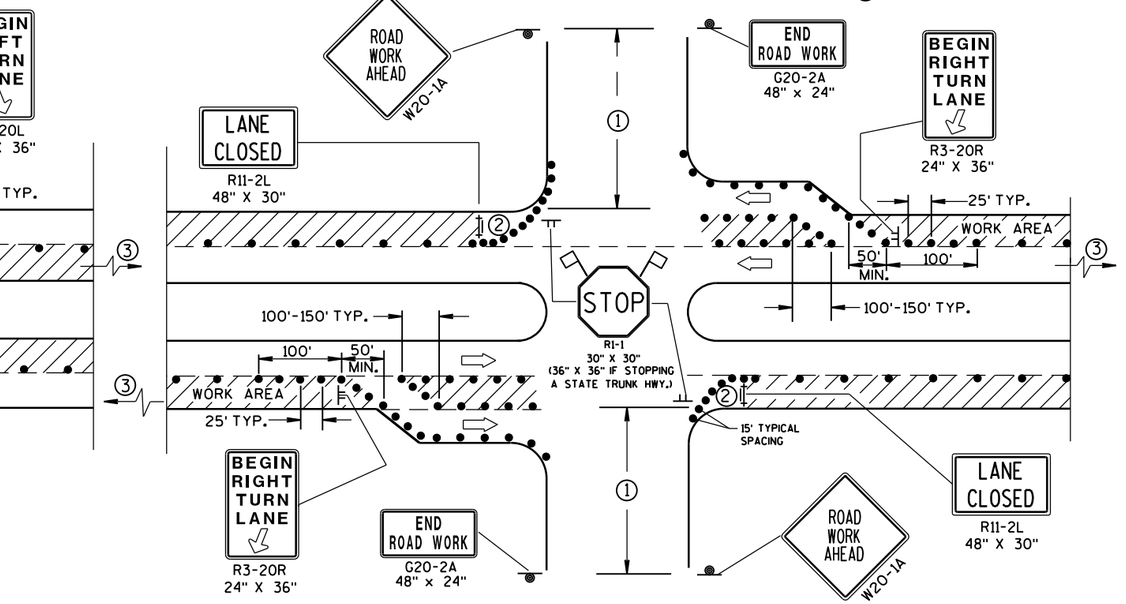
FOR RIGHT LANE CLOSURE AT INTERSECTION

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



DETAIL C

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)



DETAIL D

FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

GENERAL NOTES

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

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

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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

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

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

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

① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35-40 MPH.
200' IF 25-30 MPH.

② ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., (ORANGE)
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2017 — DATE
/S/ Andrew Heidtke — WORK ZONE ENG
FHWA

6

S.D.D. 15 D 21-5

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- WORK AREA

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT SHOULDER. FOR CLOSING THE LEFT SHOULDER, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR DIVIDED ROADWAYS WITH ANY NUMBER OF TRAVEL LANES.

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

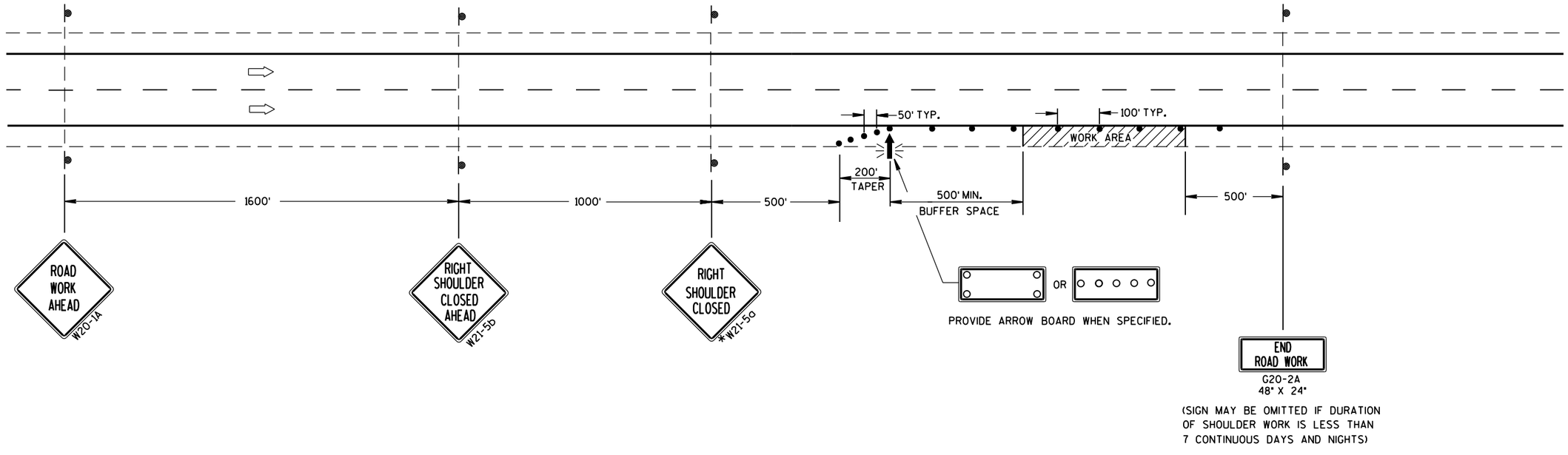
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

WHEN A 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.

*FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR, THE W21-5a SIGN MAY BE OMITTED.



TRAFFIC CONTROL SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

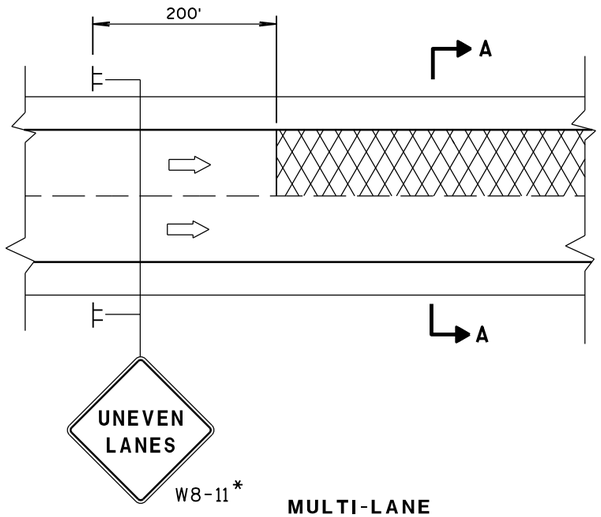
June 2016 — DATE

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

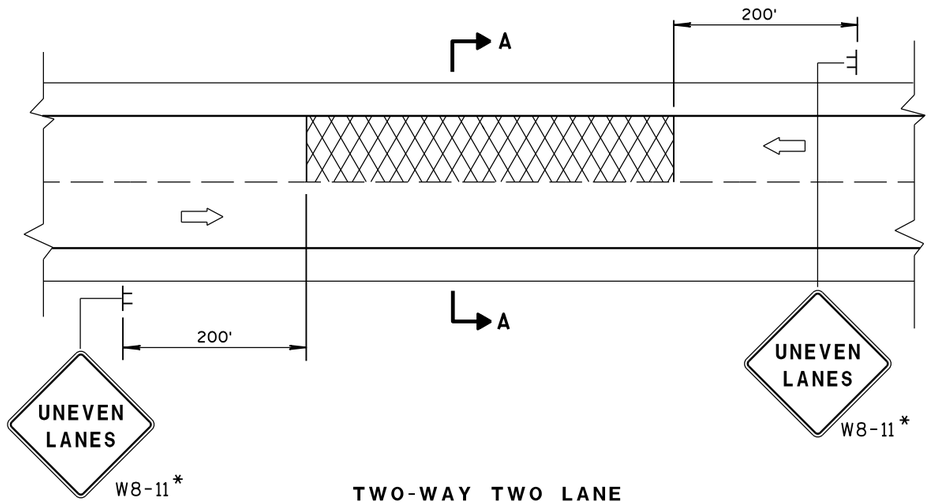
FHWA

6

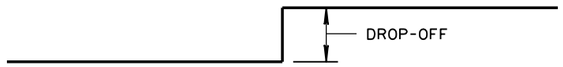
S.D.D. 15 D 27-3



MULTI-LANE

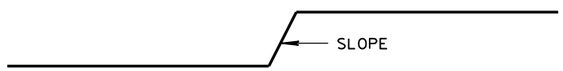


TWO-WAY TWO LANE

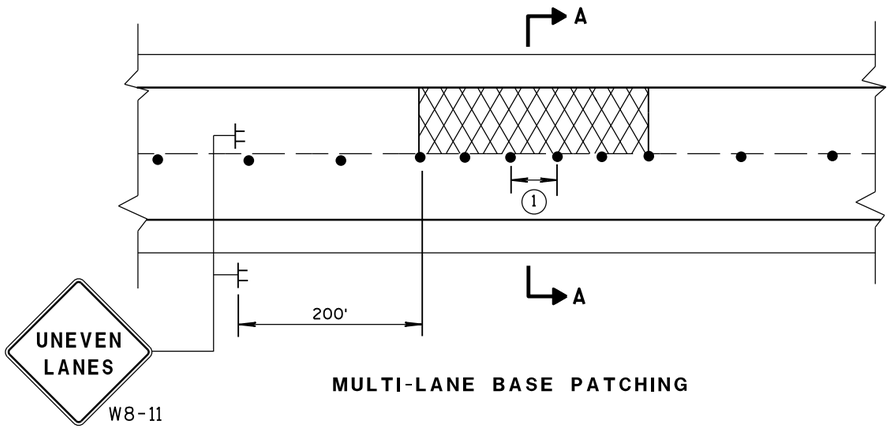


SECTION A-A

OR

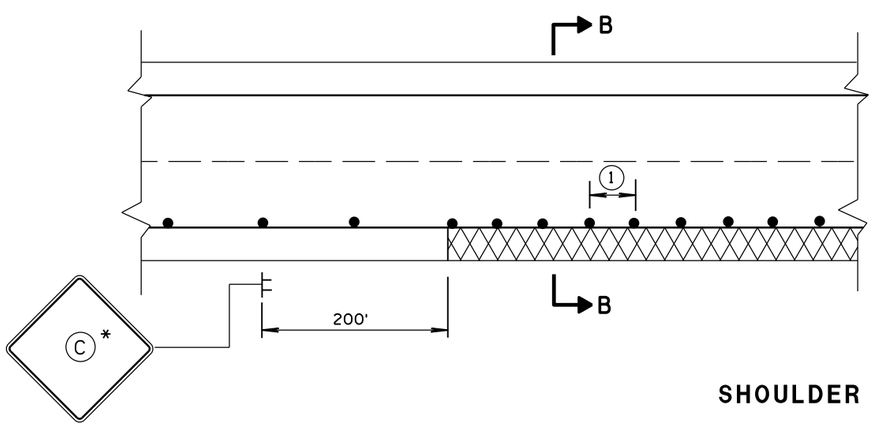


SECTION A-A

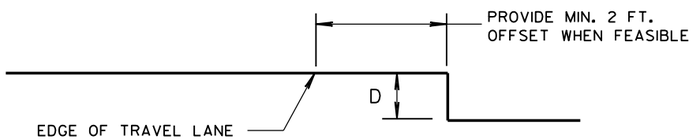


MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS



SHOULDER DROP-OFFS



SECTION B-B

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY ½ MILE.

(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER W08-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP-OFF W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENGI
FHWA

6

S.D.D. 15 D 39-1

Station	Cut Area (Sq.ft.)	Cut Volume (Cu.yd.)	Reusable Volume (Cu.yd.)	Fill Area (Sq.ft.)	Fill Volume (Cu.yd.)	Cum. Cut Vol. (Cu.yd.)	Reusable Vol. (Cu.yd.)	Cum. Fill Vol. (Cu.yd.)	Cum. Net Vol. (Cu.yd.)
USH 53 NB									
357+15.044	4	0	0	1.37	0	0	0	0	0
357+50.000	49.1	34.37	34.37	0.71	1.34	34.37	34.37	1.34	33.03
358+00.000	45.12	87.24	87.24	1.05	1.63	121.62	121.62	2.97	118.65
358+50.000	47.37	85.64	85.64	1.69	2.54	207.26	207.26	5.51	201.75
359+00.000	48.26	88.54	88.54	1.08	2.57	295.8	295.8	8.08	287.72
359+50.000	51.9	92.73	92.73	3.34	4.09	388.53	388.53	12.17	376.36
360+00.000	46.29	90.92	90.92	2.13	5.07	479.45	479.45	17.24	462.21
360+50.000	48.07	87.38	87.38	1.33	3.21	566.83	566.83	20.45	546.38
361+00.000	49.07	89.95	89.95	0.83	2	656.77	656.77	22.45	634.32
361+50.000	49.8	91.54	91.54	1.44	2.11	748.31	748.31	24.56	723.76
362+00.000	50.45	92.82	92.82	1.07	2.32	841.13	841.13	26.88	814.25
362+50.000	45.24	88.6	88.6	3.74	4.45	929.74	929.74	31.33	898.4
363+00.000	44.95	83.51	83.51	1.42	4.78	1013.25	1013.25	36.11	977.13
363+50.000	59.38	96.6	96.6	0	1.32	1109.85	1109.85	37.43	1072.42
364+00.000	111.95	158.65	158.65	0	0	1268.5	1268.5	37.43	1231.06
364+50.000	118.07	212.99	212.99	1.9	1.76	1481.48	1481.48	39.19	1442.29
365+00.000	91.32	193.88	193.88	0	1.76	1675.36	1675.36	40.96	1634.4
365+50.000	172.46	244.24	244.24	0	0	1919.59	1919.59	40.96	1878.63
366+00.000	164.04	311.57	311.57	0	0	2231.16	2231.16	40.96	2190.2
366+50.000	112.44	256	256	12.53	11.6	2487.16	2487.16	52.56	2434.6
367+00.000	98.48	195.3	195.3	4.01	15.32	2682.46	2682.46	67.88	2614.58
367+50.000	43.48	131.44	131.44	1.68	5.28	2813.9	2813.9	73.16	2740.74
368+00.000	35.73	73.34	73.34	7.51	8.51	2887.25	2887.25	81.67	2805.58
368+50.000	31.91	62.63	62.63	9.09	15.37	2949.87	2949.87	97.04	2852.84
369+00.000	29.6	56.95	56.95	8.43	16.22	3006.83	3006.83	113.26	2893.57
369+50.000	32.78	57.76	57.76	5.54	12.94	3064.59	3064.59	126.2	2938.39
370+00.000	33.78	61.64	61.64	6.98	11.6	3126.22	3126.22	137.8	2988.43
370+50.000	37.01	65.55	65.55	4.69	10.81	3191.78	3191.78	148.6	3043.17
371+00.000	43.05	74.14	74.14	2.46	6.62	3265.91	3265.91	155.22	3110.69
371+50.000	51.69	87.73	87.73	2.02	4.15	3353.64	3353.64	159.37	3194.27
372+00.000	64.57	107.65	107.65	9.55	10.72	3461.29	3461.29	170.09	3291.2
372+50.000	31.03	88.52	88.52	0.62	9.42	3549.81	3549.81	179.51	3370.3
372+90.422	2.91	25.41	25.41	4.4	3.76	3575.21	3575.21	183.26	3391.95

Station	Cut Area (Sq.ft.)	Cut Volume (Cu.yd.)	Reusable Volume (Cu.yd.)	Fill Area (Sq.ft.)	Fill Volume (Cu.yd.)	Cum. Cut Vol. (Cu.yd.)	Cum. Reusable Vol. (Cu.yd.)	Cum. Fill Vol. (Cu.yd.)	Cum. Net Vol. (Cu.yd.)
359+50.000	35.75	42.97	42.97	0.34	0.69	44.75	44.75	0.75	43.99
360+00.000	58.48	87.25	87.25	0.11	0.42	132	132	1.18	130.82
360+50.000	52.91	103.14	103.14	0.99	1.02	235.14	235.14	2.2	232.94
361+00.000	53.8	98.81	98.81	0.34	1.23	333.95	333.95	3.43	330.52
361+50.000	52.73	98.64	98.64	0.33	0.62	432.59	432.59	4.05	428.54
362+00.000	52.9	97.8	97.8	0.22	0.51	530.4	530.4	4.56	525.84
362+50.000	52.53	97.62	97.62	0.35	0.54	628.02	628.02	5.1	622.92
363+00.000	49.59	94.56	94.56	0.28	0.59	722.57	722.57	5.68	716.89
363+50.000	48.07	90.43	90.43	0.98	1.16	813	813	6.85	806.15
364+00.000	54.29	94.78	94.78	0.64	1.5	907.78	907.78	8.34	899.44
364+50.000	68.79	113.96	113.96	0.27	0.84	1021.74	1021.74	9.18	1012.56
365+00.000	104.33	160.29	160.29	0.19	0.42	1182.03	1182.03	9.6	1172.43
365+50.000	118.06	205.91	205.91	5.97	5.7	1387.94	1387.94	15.3	1372.65
366+00.000	189.77	285.03	285.03	0.52	6.01	1672.97	1672.97	21.3	1651.66
366+50.000	179.63	342.04	342.04	0	0.49	2015.01	2015.01	21.79	1993.22
367+00.000	83.44	243.59	243.59	8.03	7.44	2258.6	2258.6	29.23	2229.37
367+50.000	93.3	163.65	163.65	1.3	8.64	2422.25	2422.25	37.87	2384.38
368+00.000	53.62	136.03	136.03	1.28	2.39	2558.29	2558.29	40.26	2518.03
368+50.000	50.77	96.65	96.65	4.01	4.9	2654.94	2654.94	45.16	2609.78
369+00.000	47.06	90.58	90.58	4.51	7.89	2745.52	2745.52	53.05	2692.47
369+50.000	46.52	86.64	86.64	2.19	6.21	2832.16	2832.16	59.25	2772.91
370+00.000	45.32	85.03	85.03	1.76	3.66	2917.2	2917.2	62.91	2854.28
370+50.000	46.15	84.7	84.7	4.21	5.53	3001.89	3001.89	68.44	2933.45
371+00.000	45.81	85.15	85.15	0.87	4.7	3087.05	3087.05	73.14	3013.91
371+50.000	47.34	86.25	86.25	14.58	14.3	3173.3	3173.3	87.44	3085.86
372+00.000	45.33	85.81	85.81	0.6	14.06	3259.11	3259.11	101.5	3157.61
372+50.000	47.42	85.88	85.88	0.27	0.8	3344.98	3344.98	102.3	3242.68
373+00.000	44.86	85.44	85.44	0.56	0.77	3430.42	3430.42	103.07	3327.35
373+50.000	47.87	85.86	85.86	0	0.52	3516.29	3516.29	103.59	3412.69
374+00.000	52.6	93.03	93.03	0.64	0.59	3609.32	3609.32	104.18	3505.13
374+50.000	52.89	97.68	97.68	0.78	1.31	3707	3707	105.49	3601.5
374+72.169	15.53	28.09	28.09	0.02	0.33	3735.09	3735.09	105.82	3629.26

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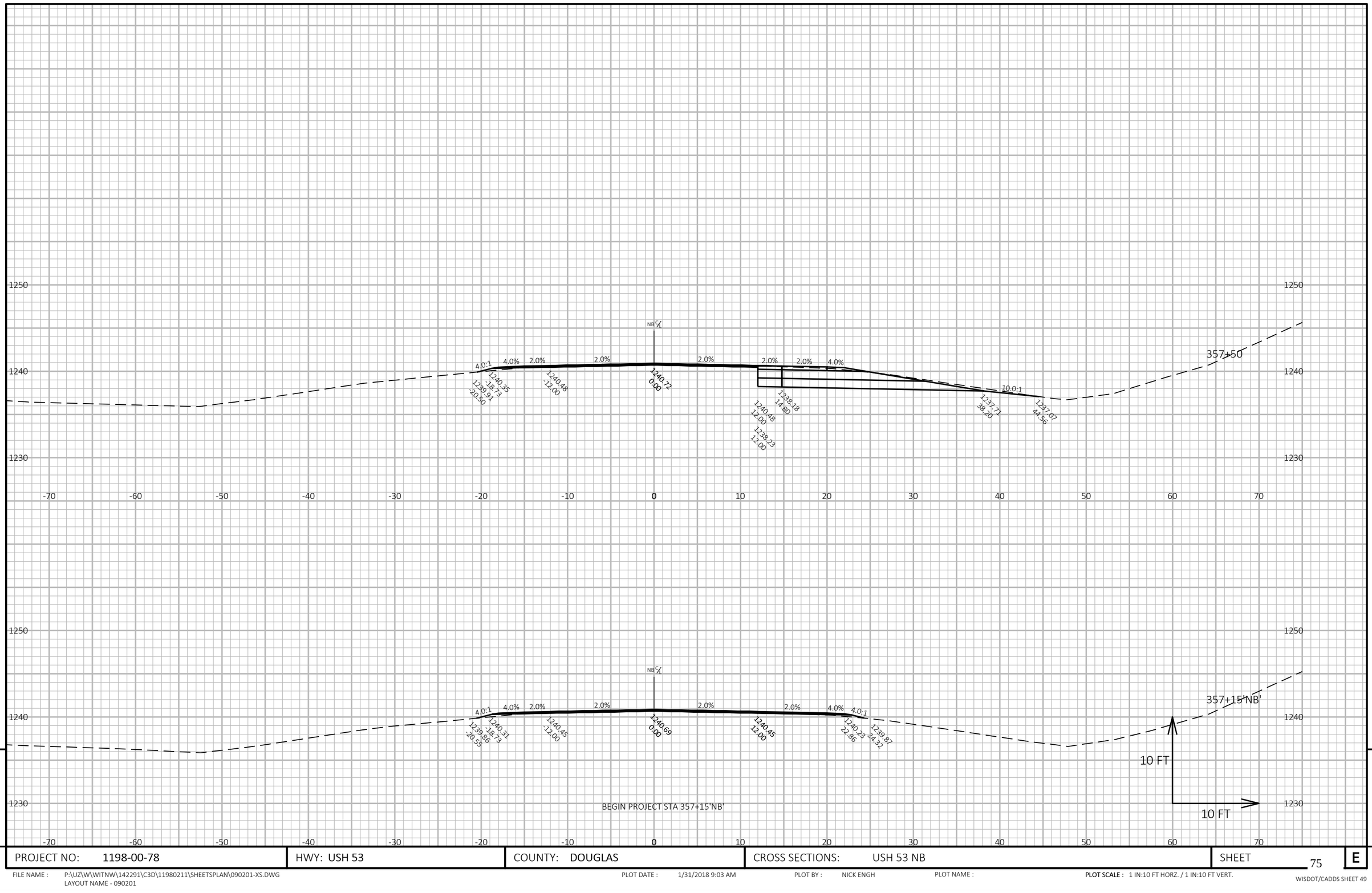
PROJECT NO: 1198-00-78 | HWY: USH 53 | COUNTY: DOUGLAS | EARTHWORK | SHEET 74 | E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\090201 EARTHWORK TABLES.DWG
LAYOUT NAME - 1

PLOT DATE : 1/31/2018 3:49 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:5 FT HORZ. / 1 IN:5 FT VERT.



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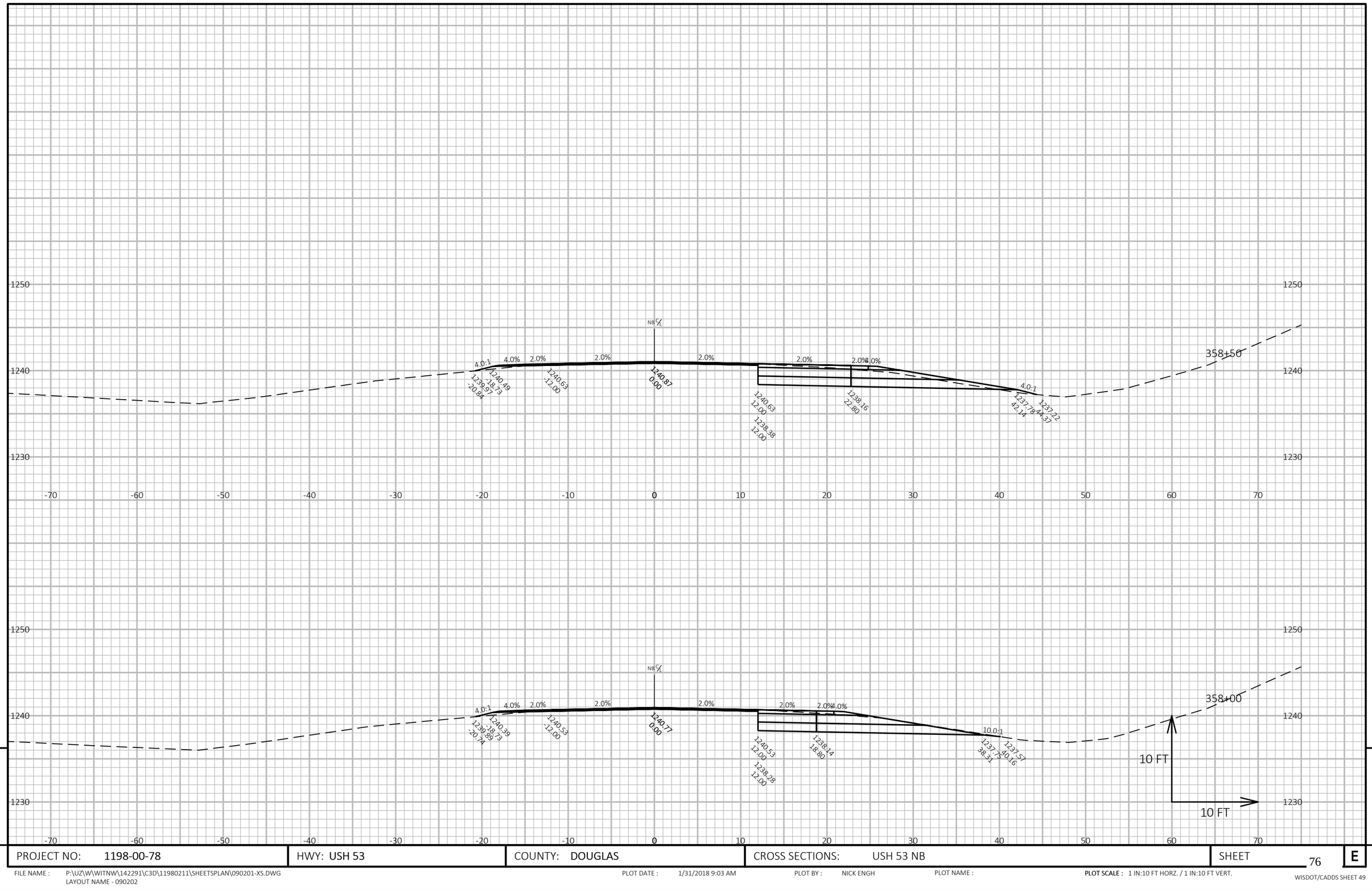
PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53 NB	SHEET 75	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201

PLOT DATE : 1/31/2018 9:03 AM PLOT BY : NICK ENGH PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

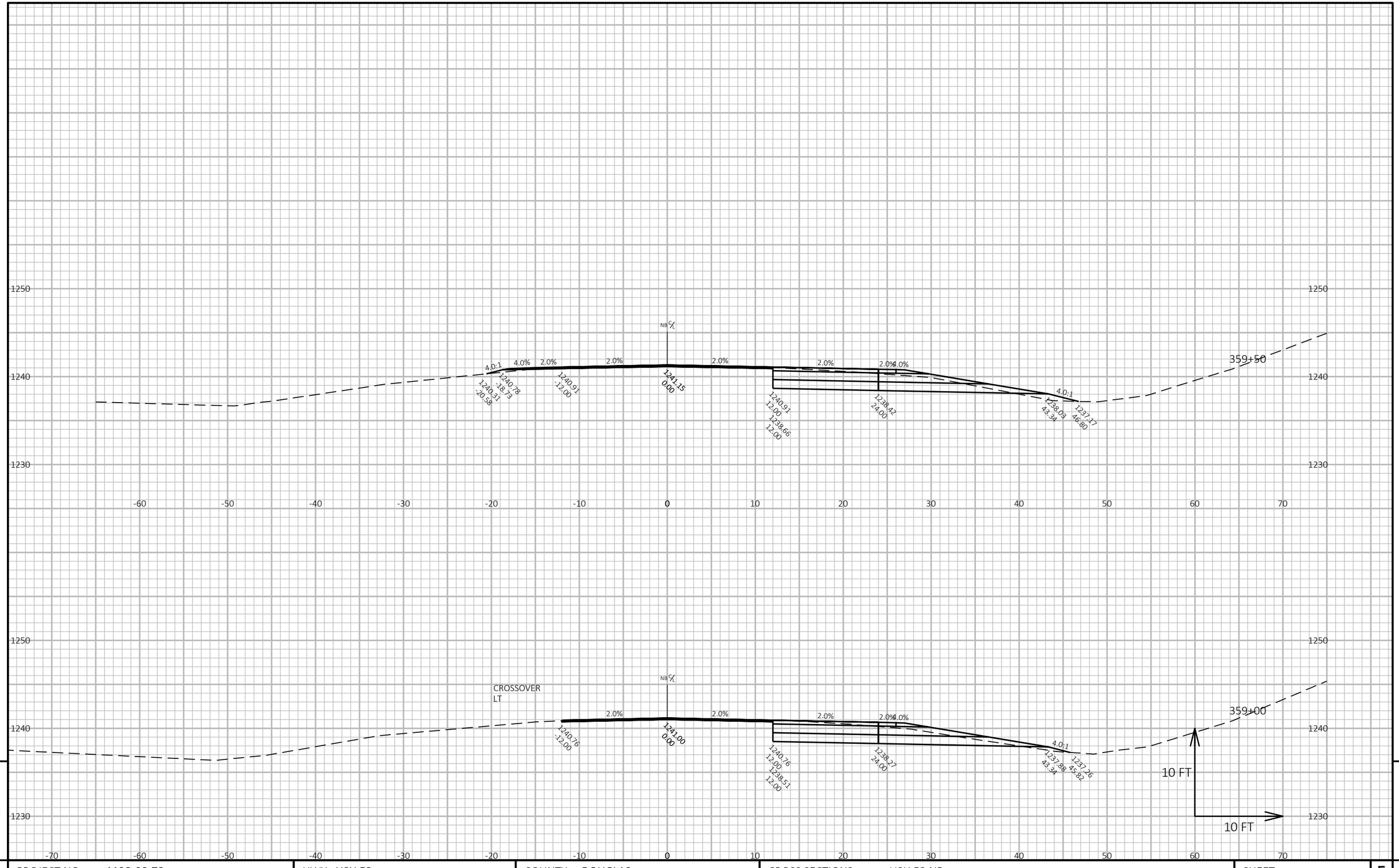


PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53 NB	SHEET 76	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090202

PLOT DATE : 1/31/2018 9:03 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

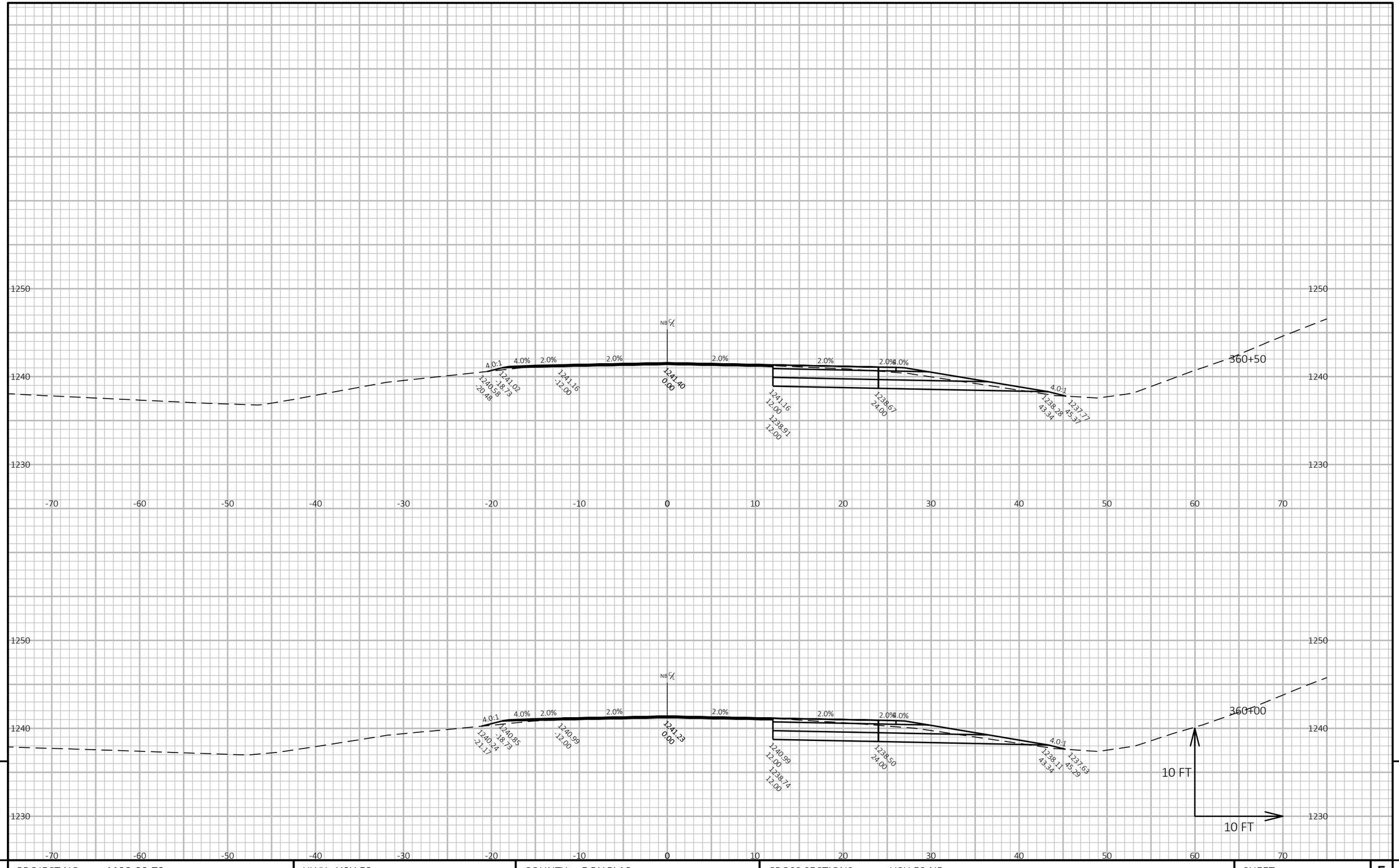


PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53 NB	SHEET 77	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090203

PLOT DATE : 1/31/2018 9:03 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

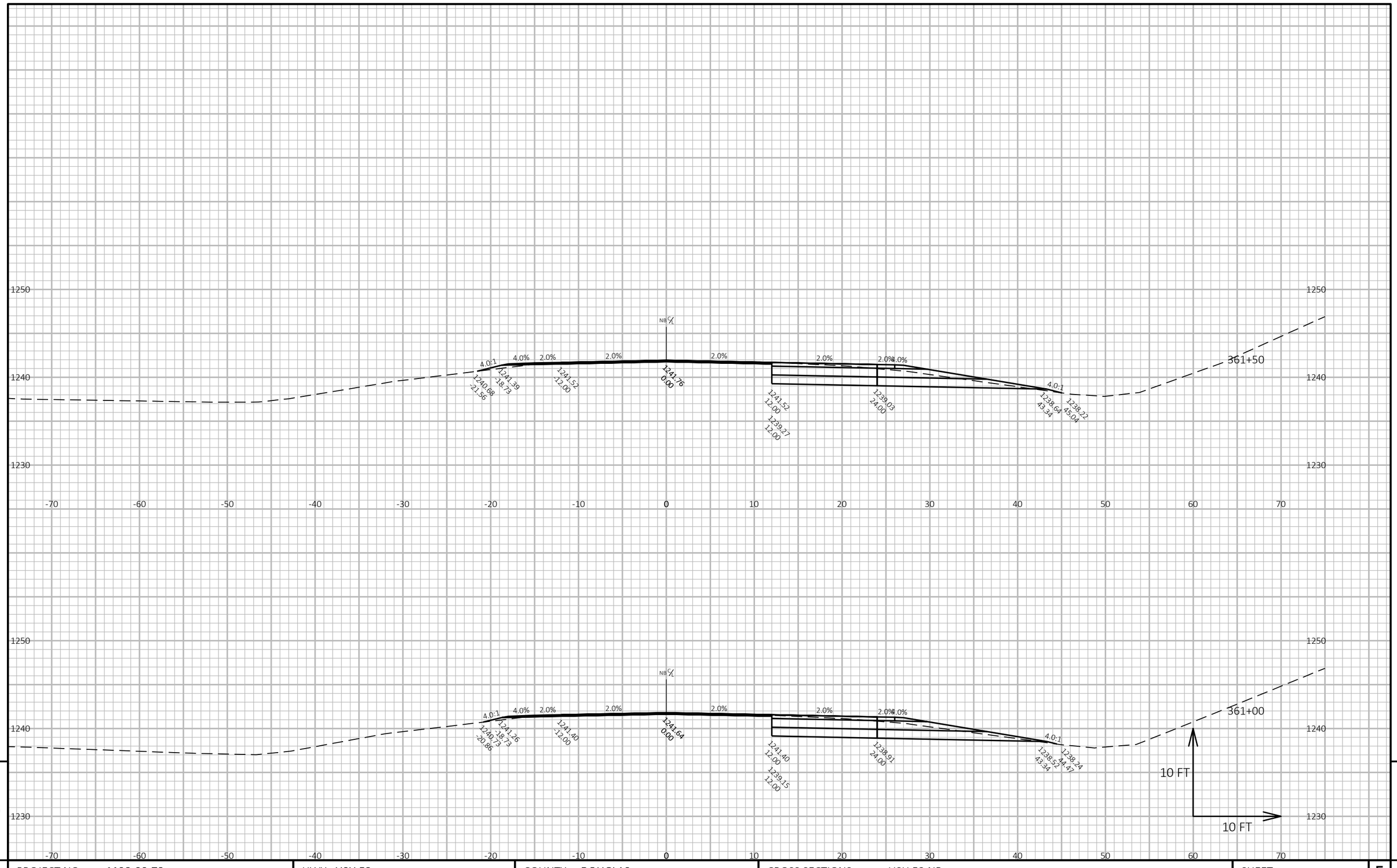


PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53 NB	SHEET 78	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090204

PLOT DATE : 1/31/2018 9:04 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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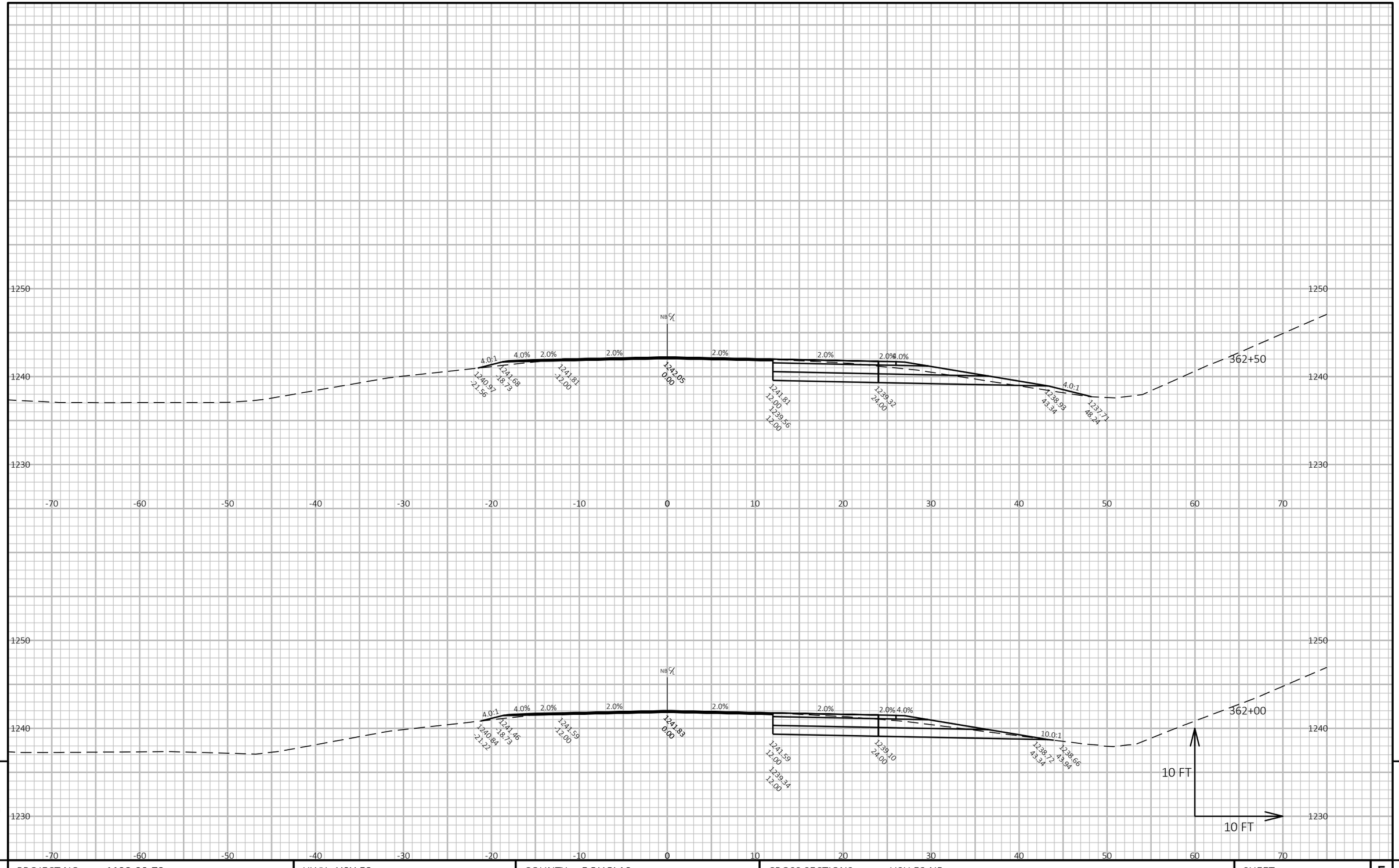
PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53 NB	SHEET 79	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090205

PLOT DATE : 1/31/2018 9:04 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53 NB	SHEET 80	E

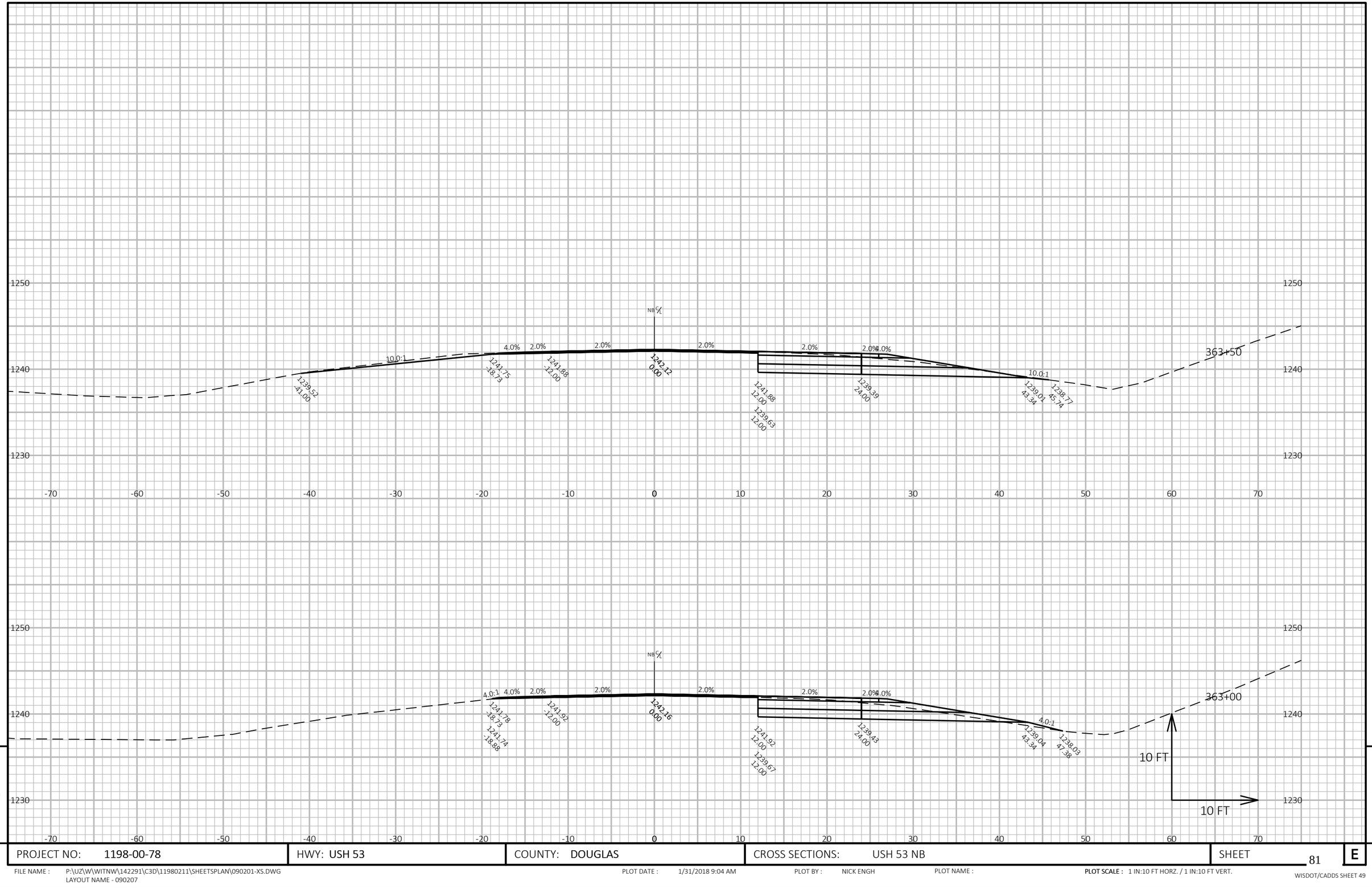
FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090206

PLOT DATE : 1/31/2018 9:04 AM

PLOT BY : NICK ENGH

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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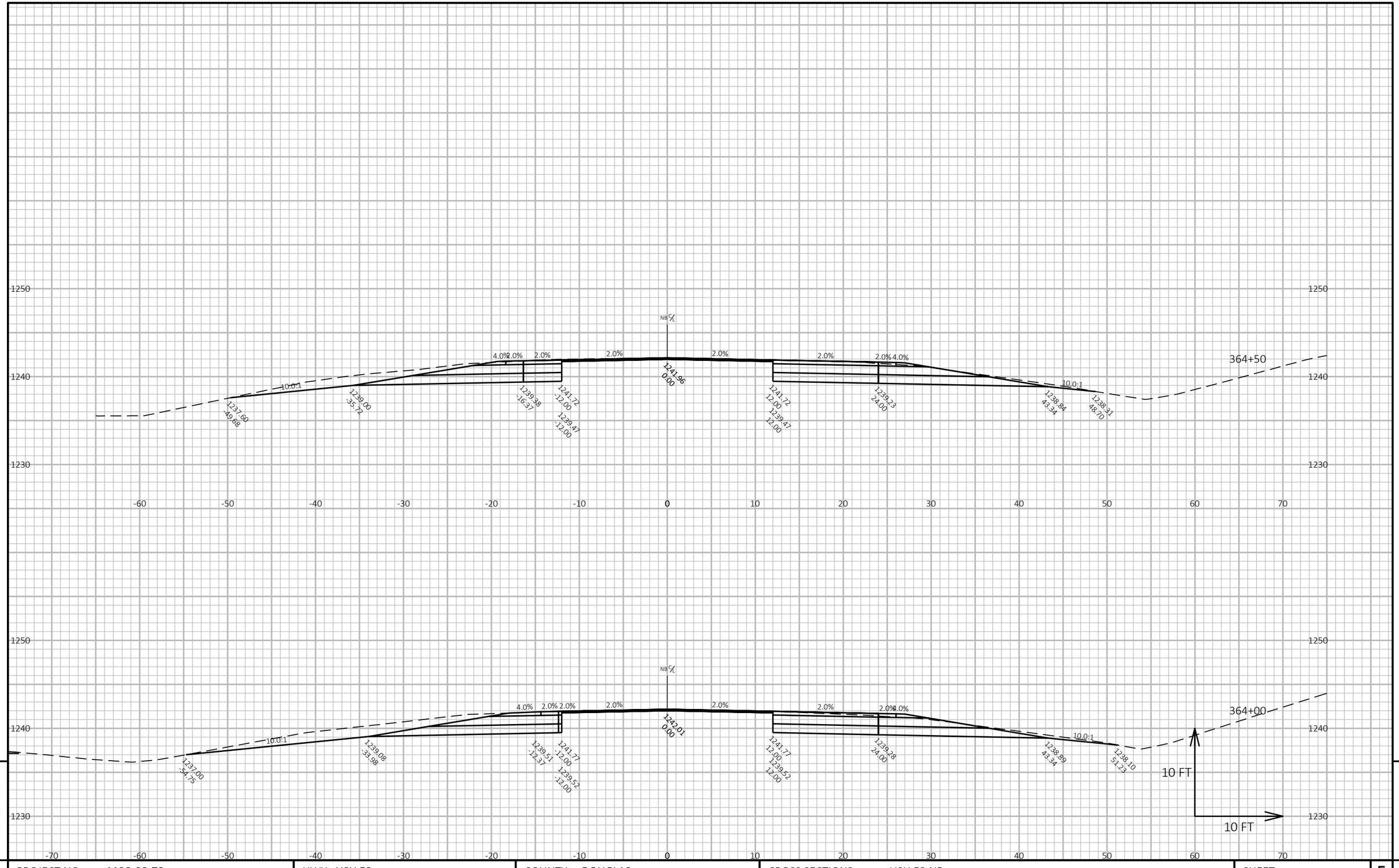
PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53 NB	SHEET 81	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090207

PLOT DATE : 1/31/2018 9:04 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53 NB	SHEET 82	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090208

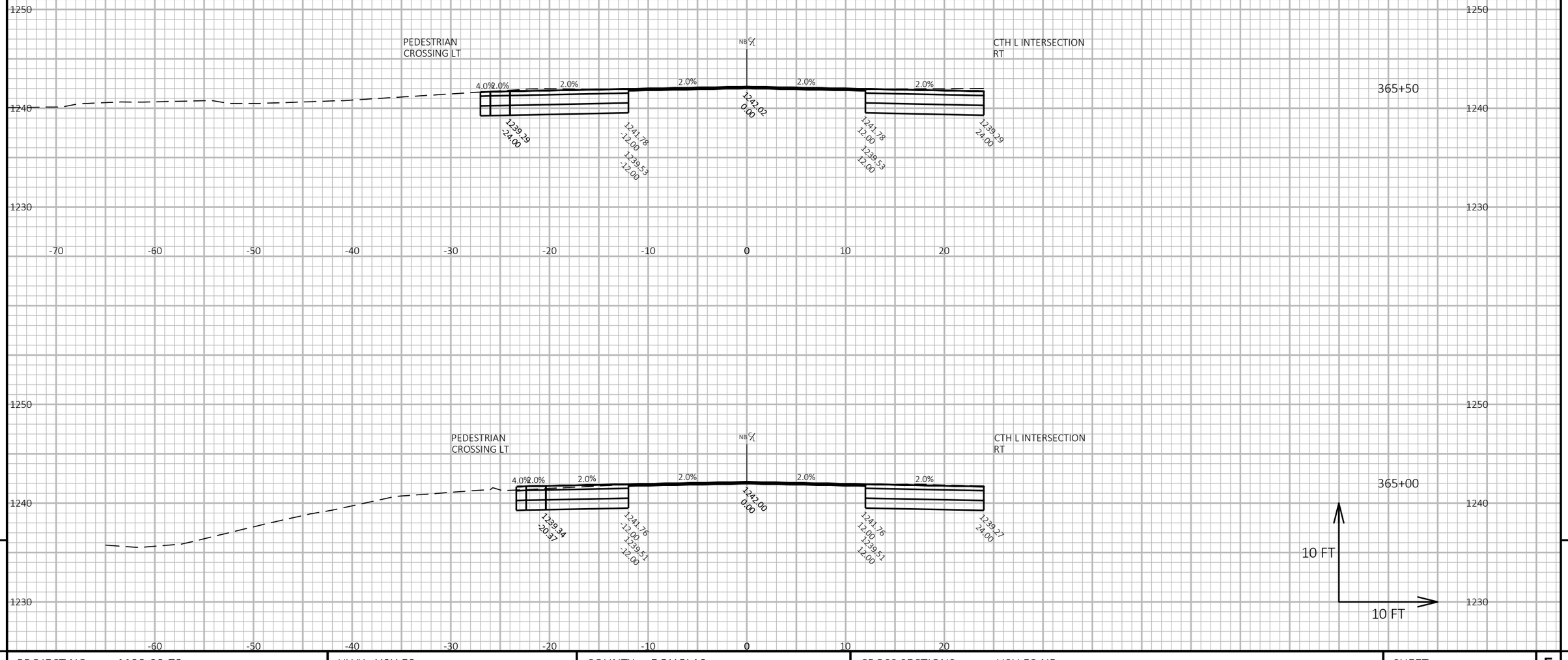
PLOT DATE : 1/31/2018 9:05 AM

PLOT BY : NICK ENGH

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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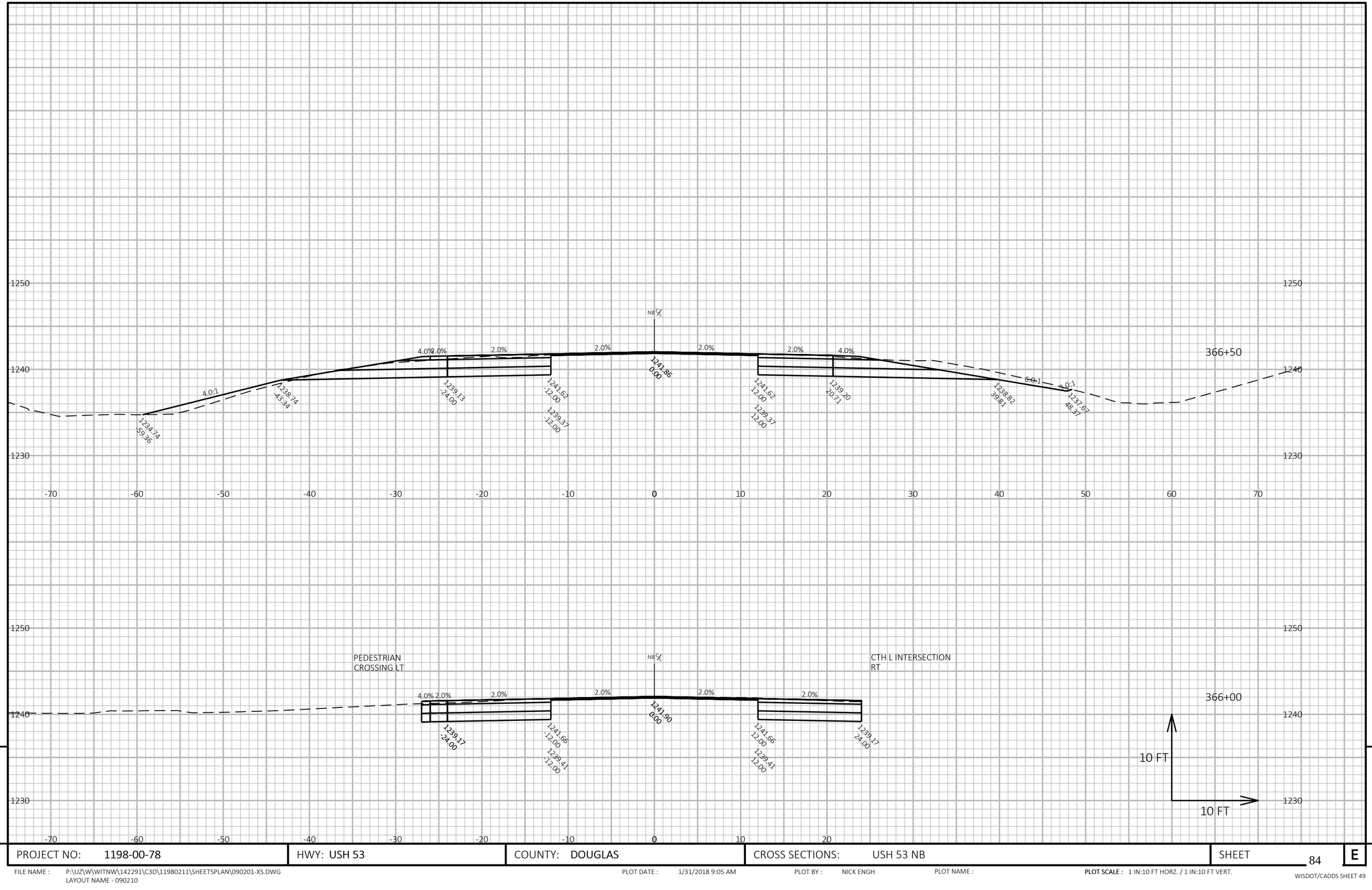
PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53 NB	SHEET 83	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090209

PLOT DATE : 1/31/2018 9:05 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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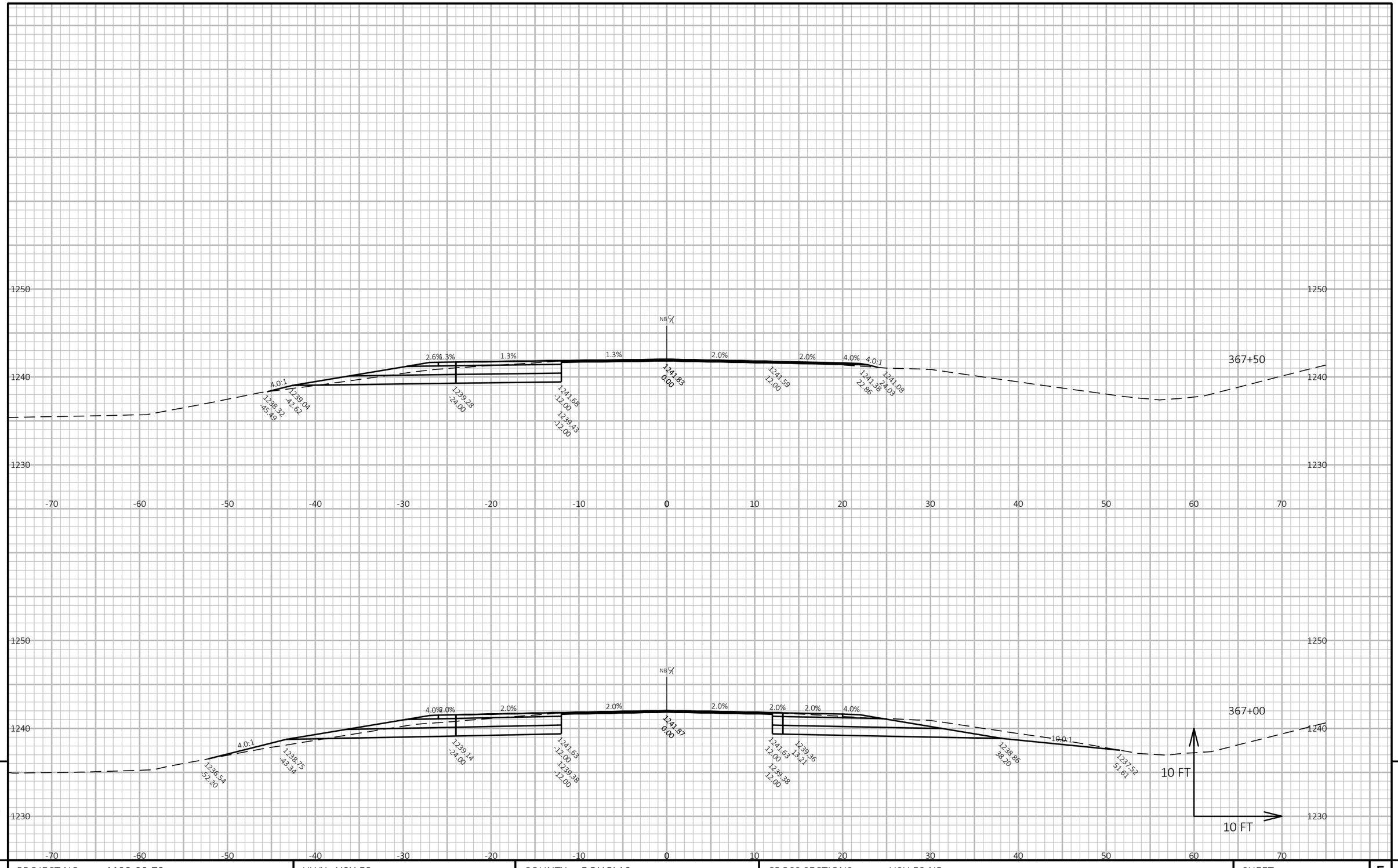
PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53 NB	SHEET 84	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090210

PLOT DATE : 1/31/2018 9:05 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53 NB	SHEET 85	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090211

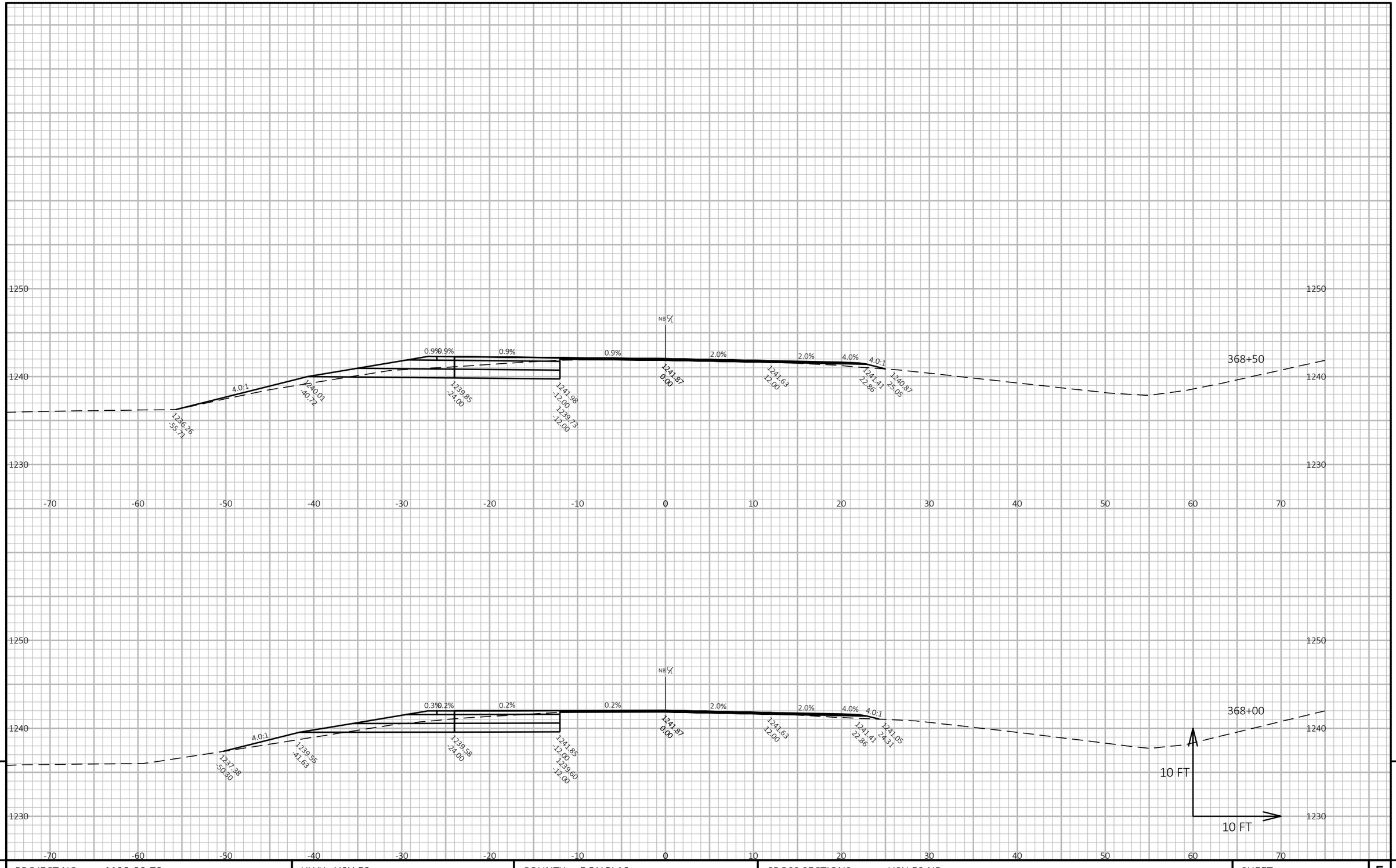
PLOT DATE : 1/31/2018 9:05 AM

PLOT BY : NICK ENGH

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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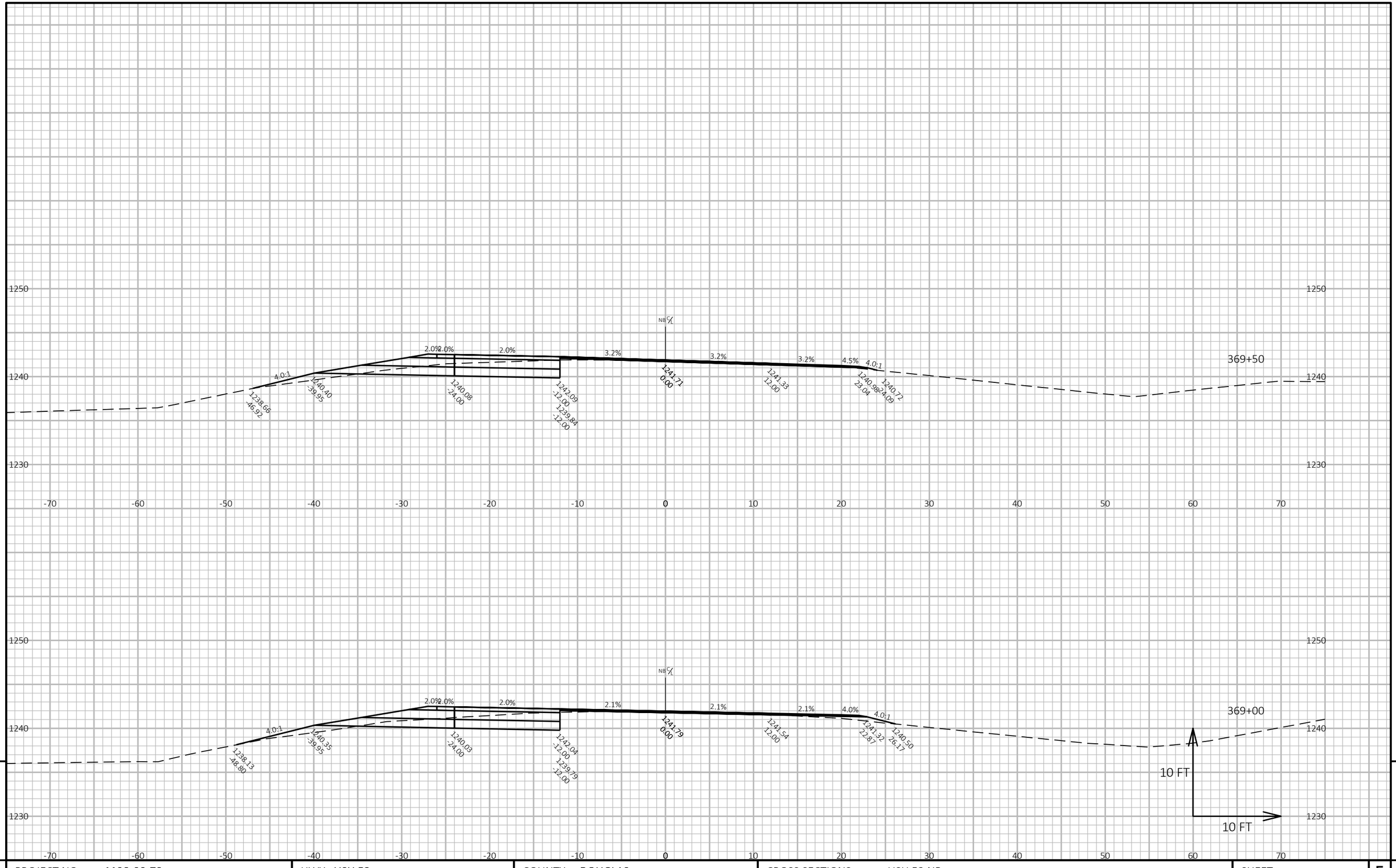
PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53 NB	SHEET 86	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090212

PLOT DATE : 1/31/2018 9:06 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



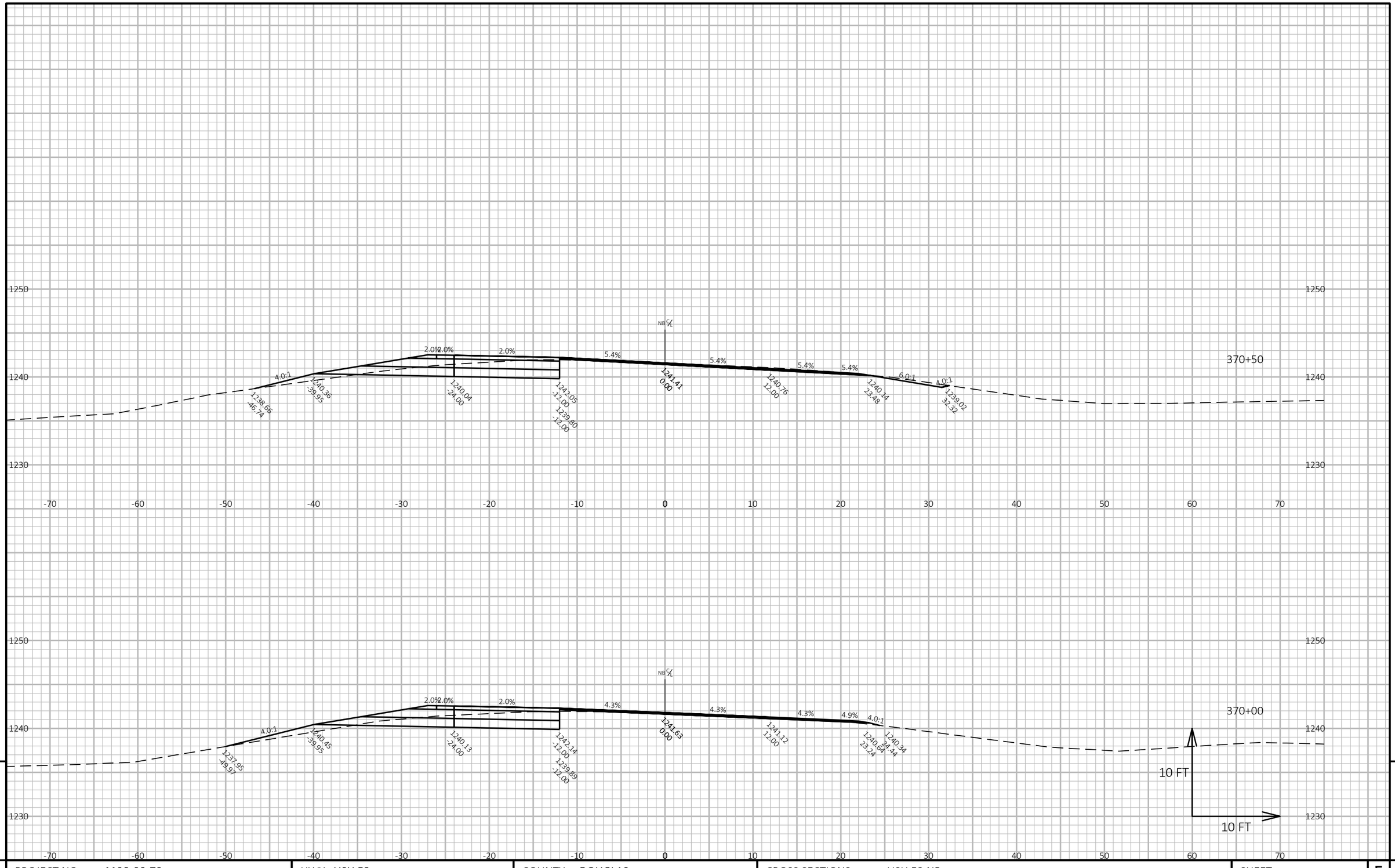
9 9

PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53 NB	SHEET 87	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090213

PLOT DATE : 1/31/2018 9:06 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

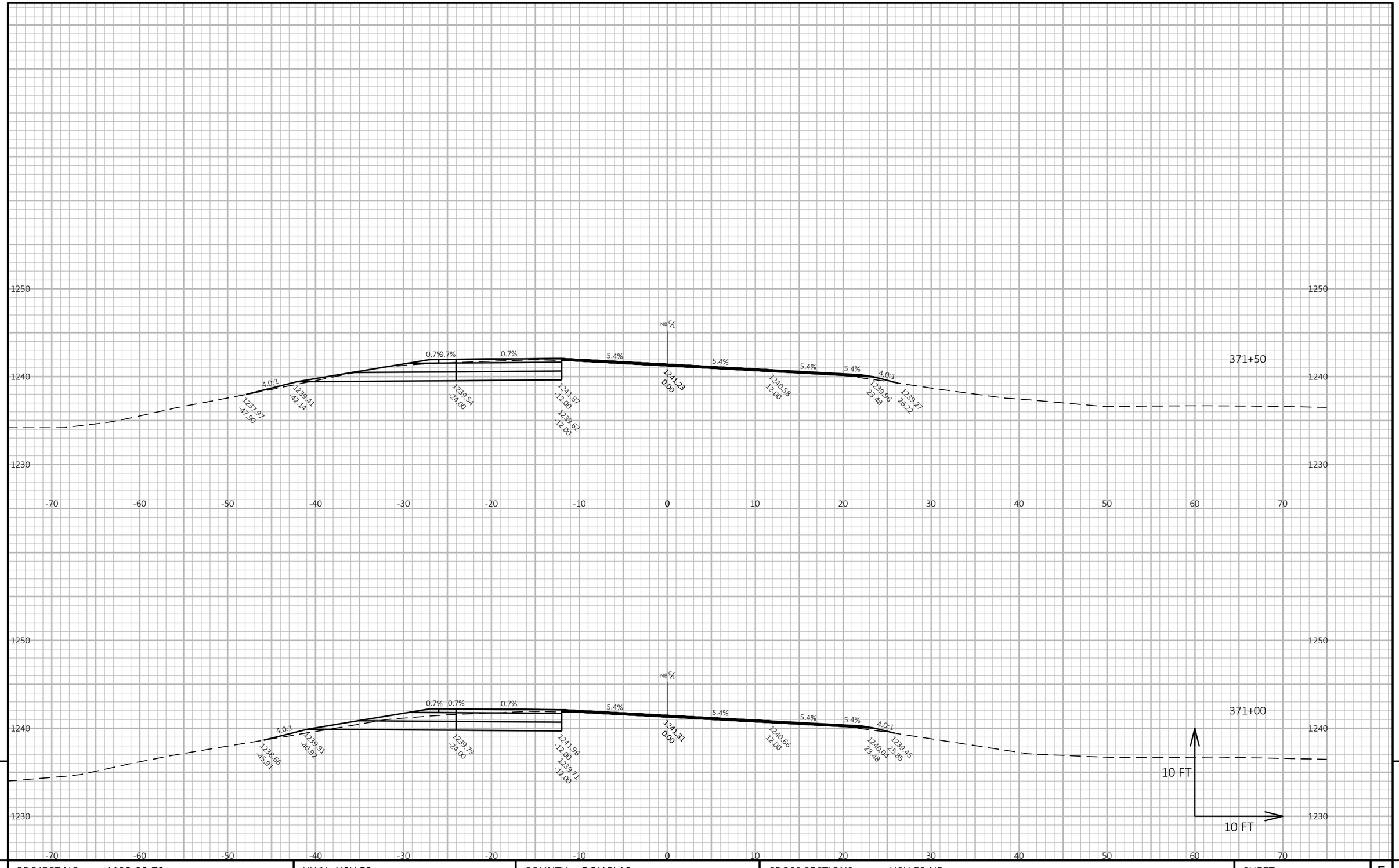


PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53 NB	SHEET 88	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090214

PLOT DATE : 1/31/2018 9:06 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

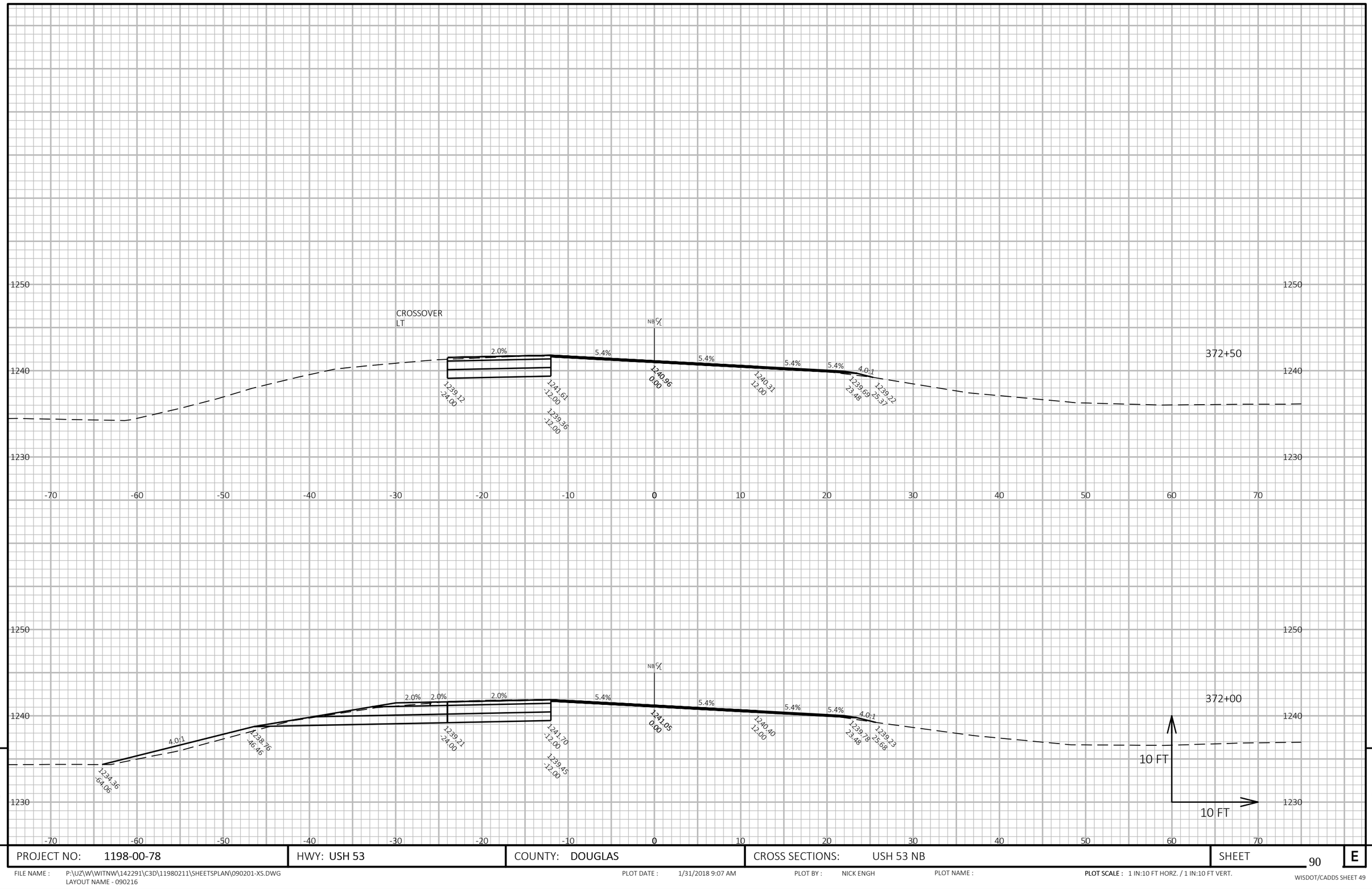


PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53 NB	SHEET 89	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090215

PLOT DATE : 1/31/2018 9:06 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53 NB	SHEET 90	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090216

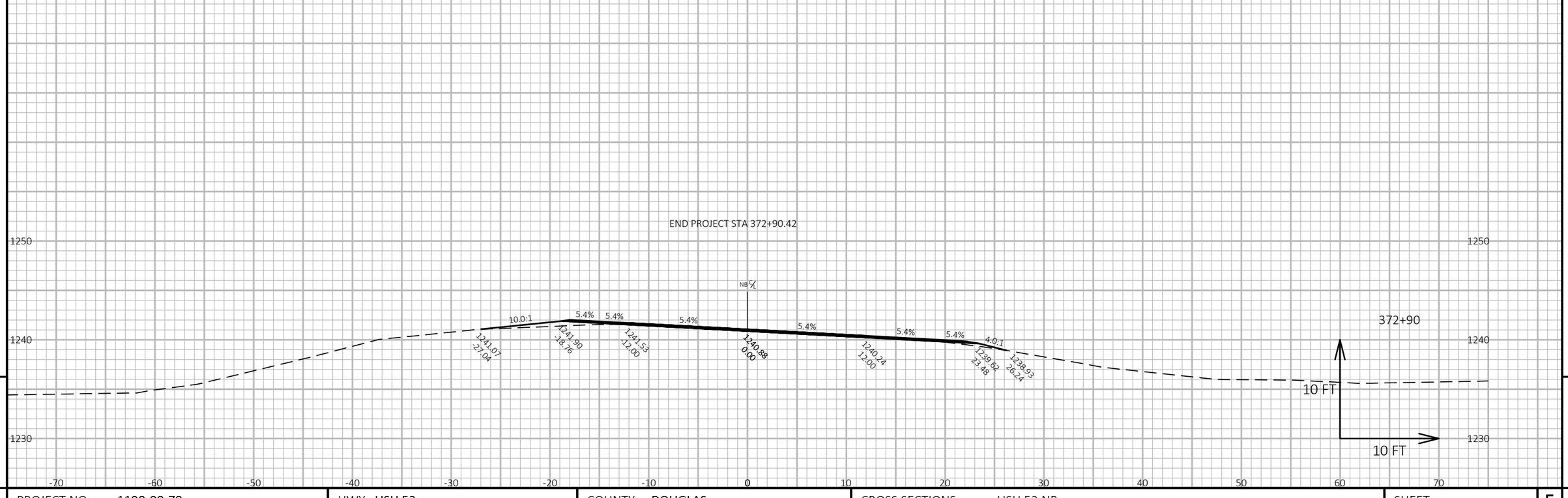
PLOT DATE : 1/31/2018 9:07 AM

PLOT BY : NICK ENGH

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

END PROJECT STA 372+90.42

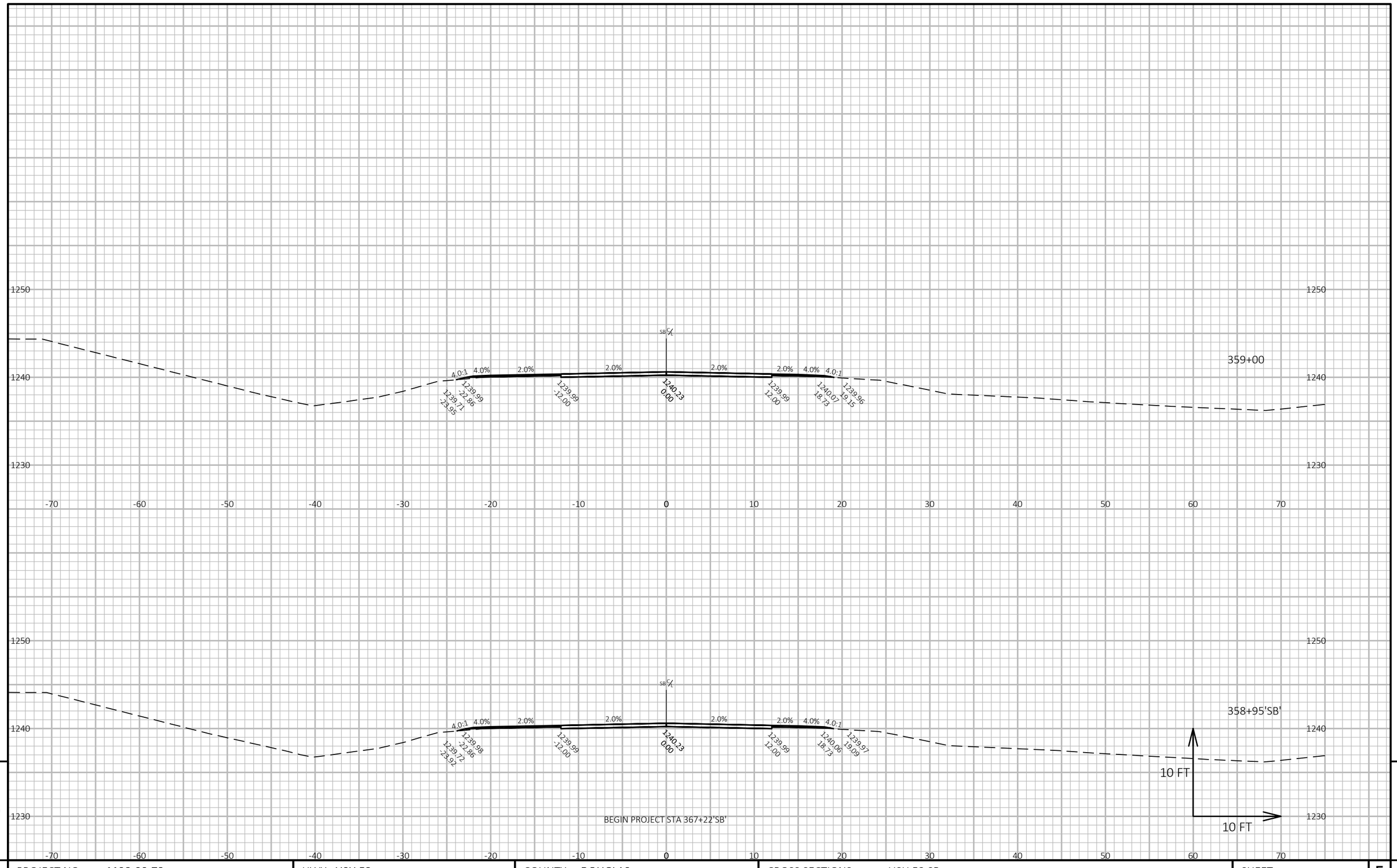


PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53 NB	SHEET 91	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090217

PLOT DATE : 1/31/2018 9:07 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

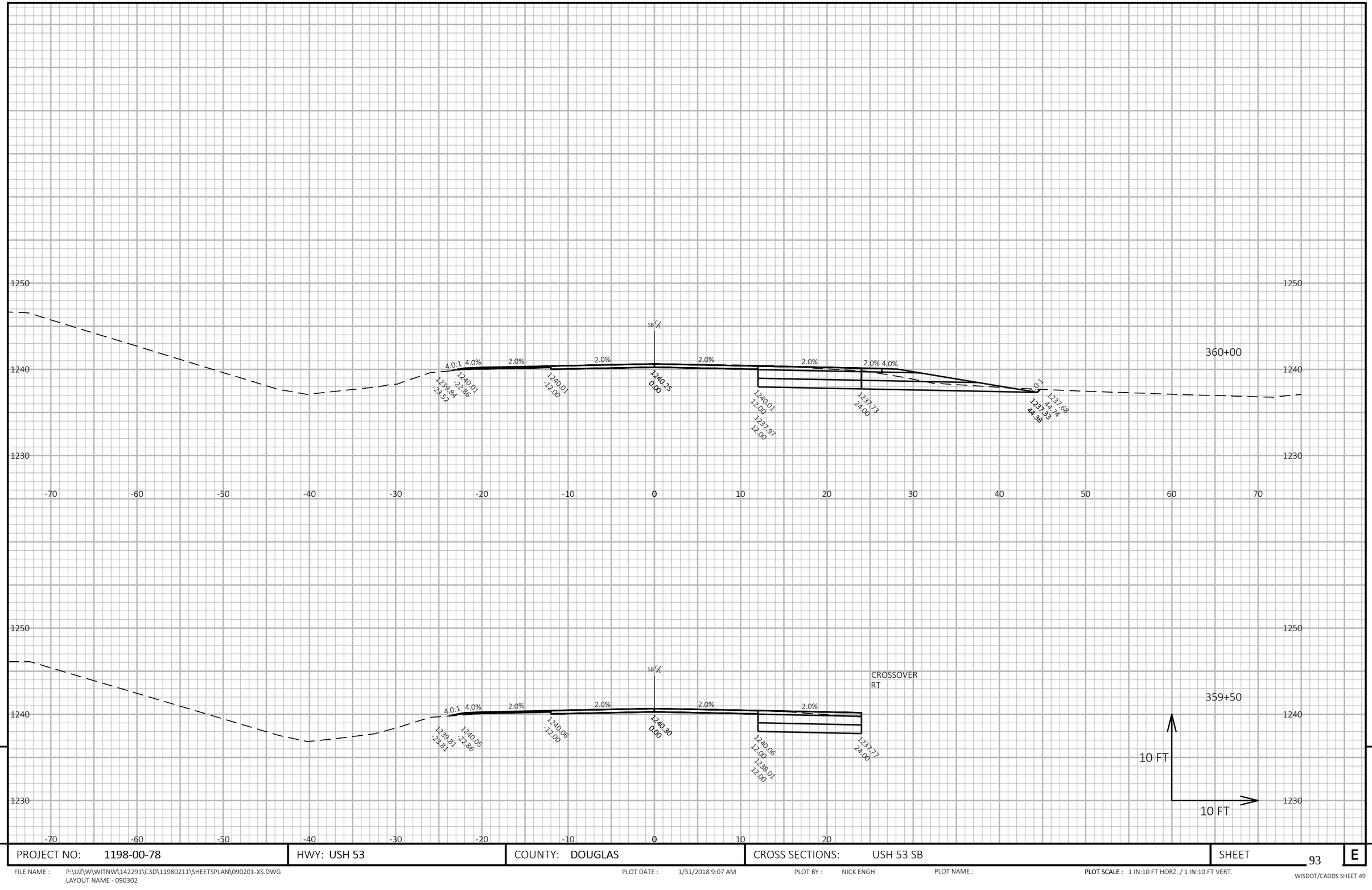


PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53 SB	SHEET 92	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090301

PLOT DATE : 1/31/2018 9:07 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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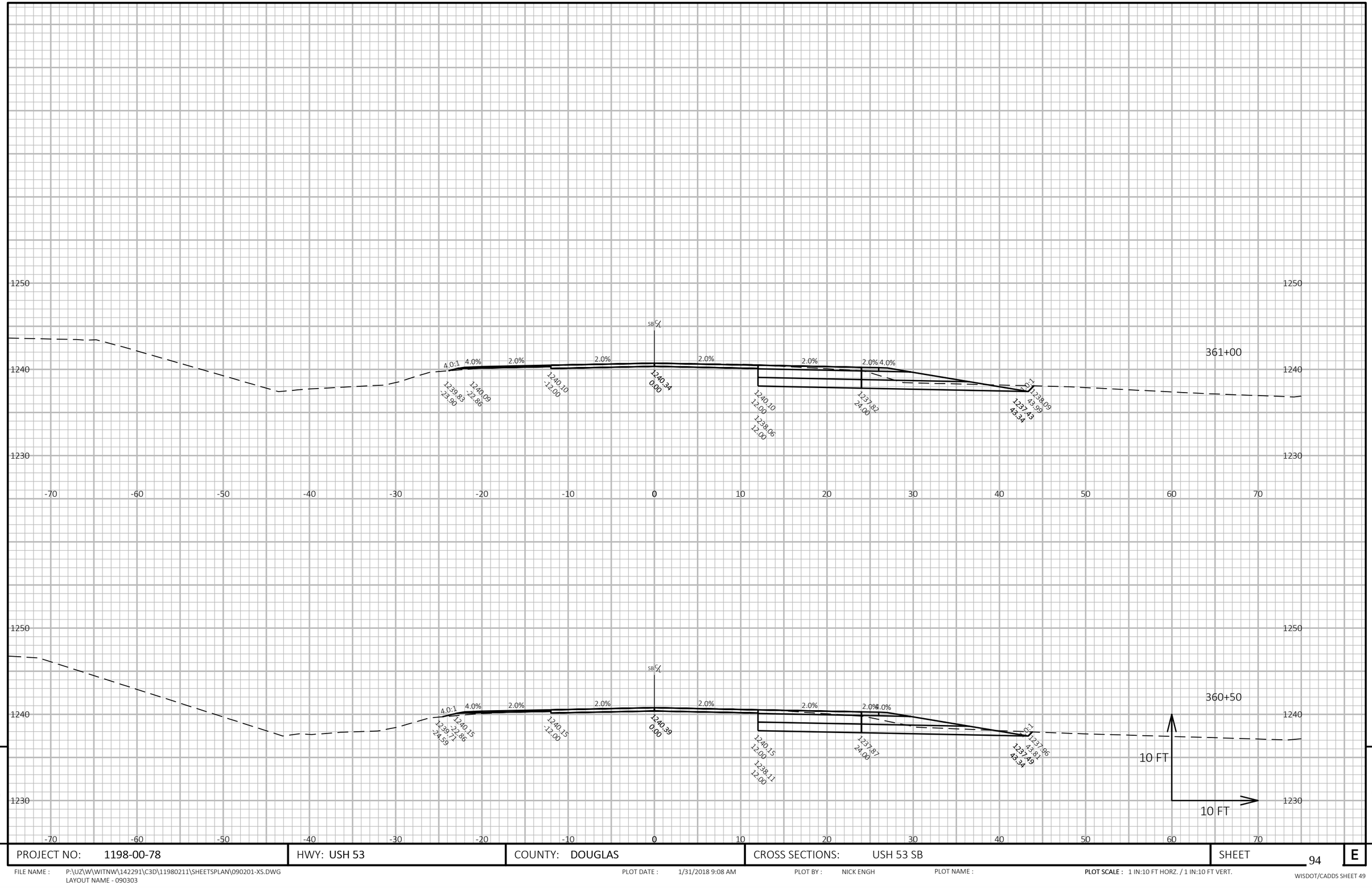
PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53 SB	SHEET 93	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090302

PLOT DATE : 1/31/2018 9:07 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

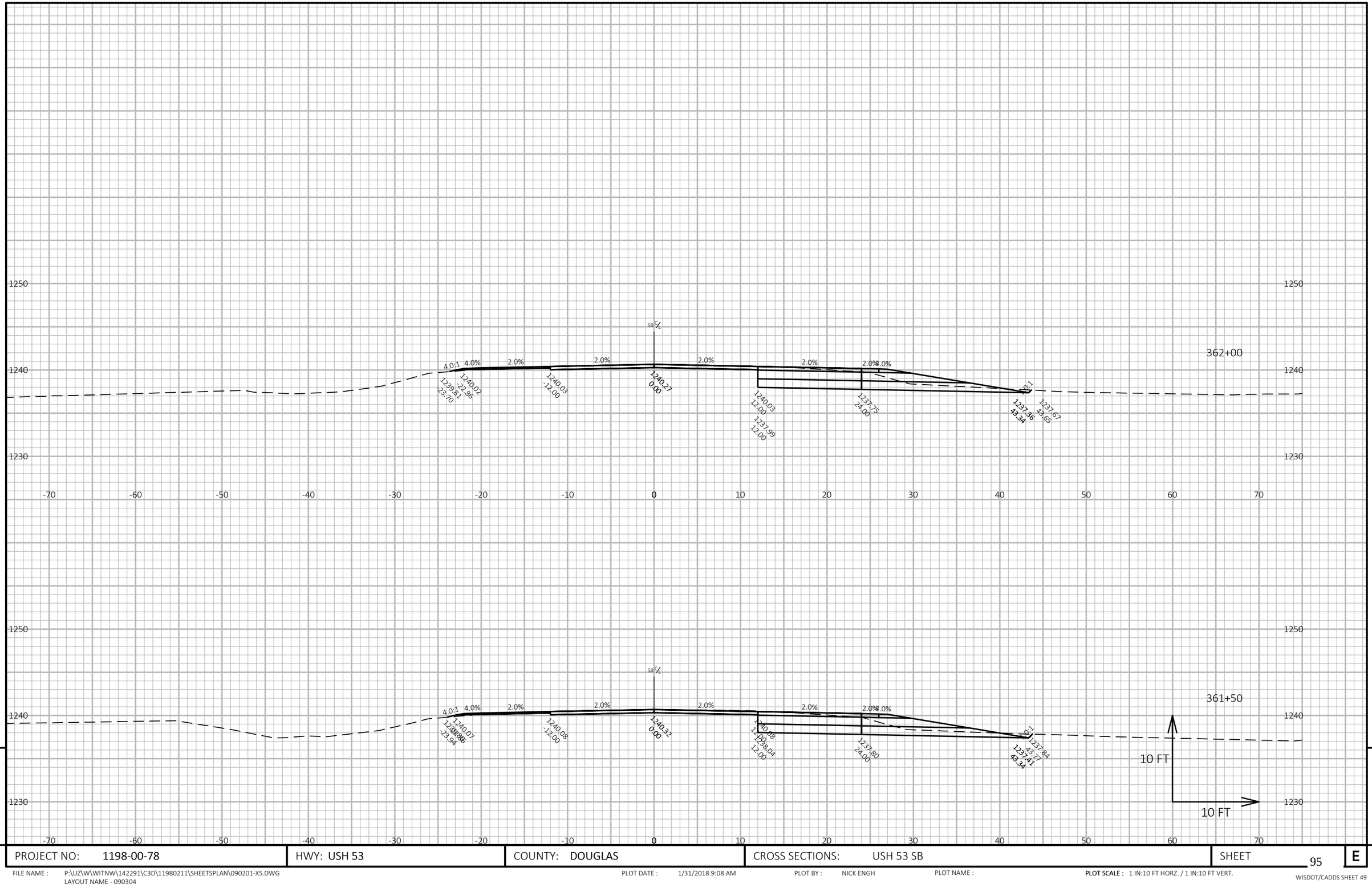
9

PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53 SB	SHEET 94	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090303

PLOT DATE : 1/31/2018 9:08 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

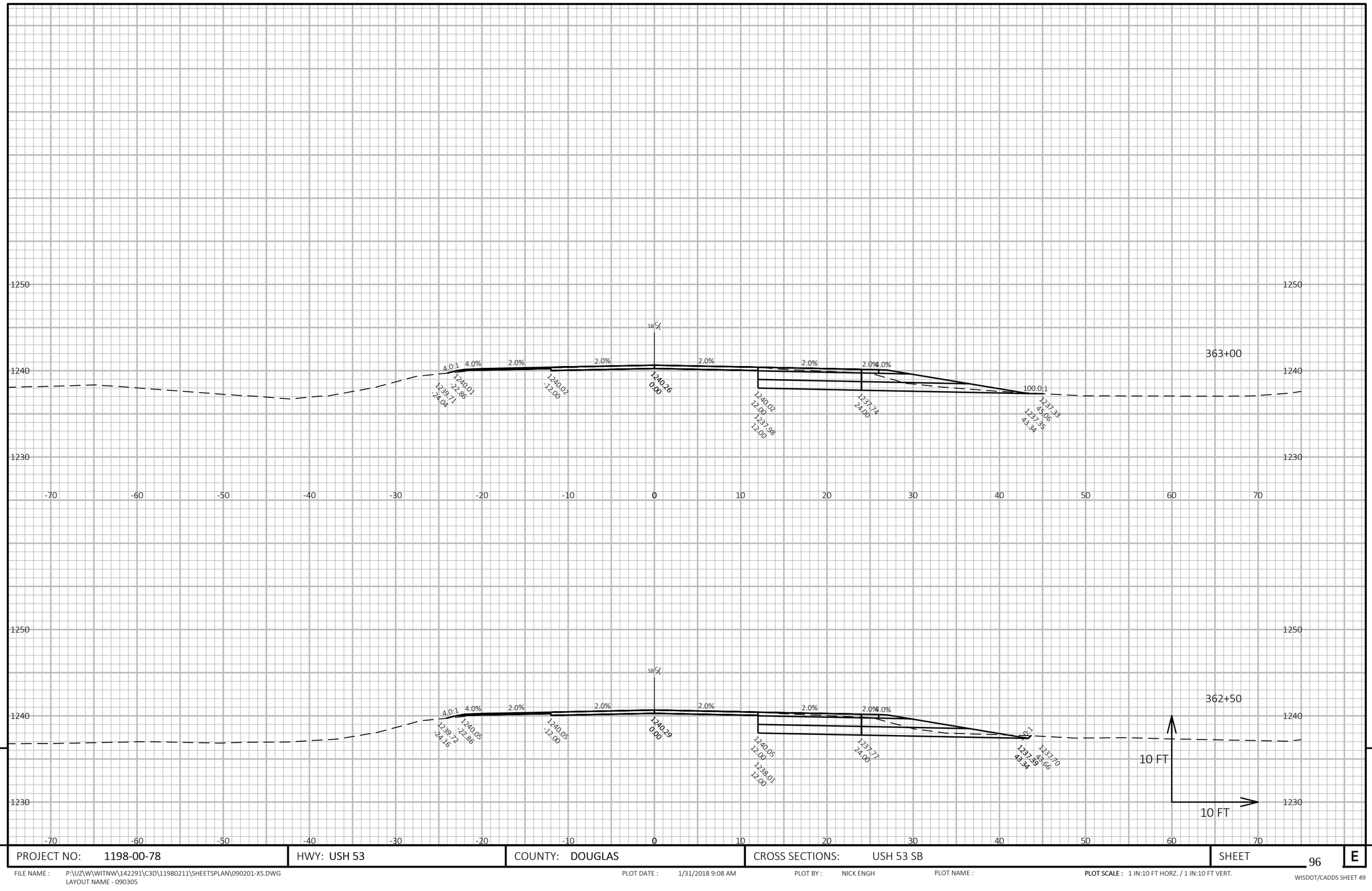


PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53 SB	SHEET 95	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090304

PLOT DATE : 1/31/2018 9:08 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



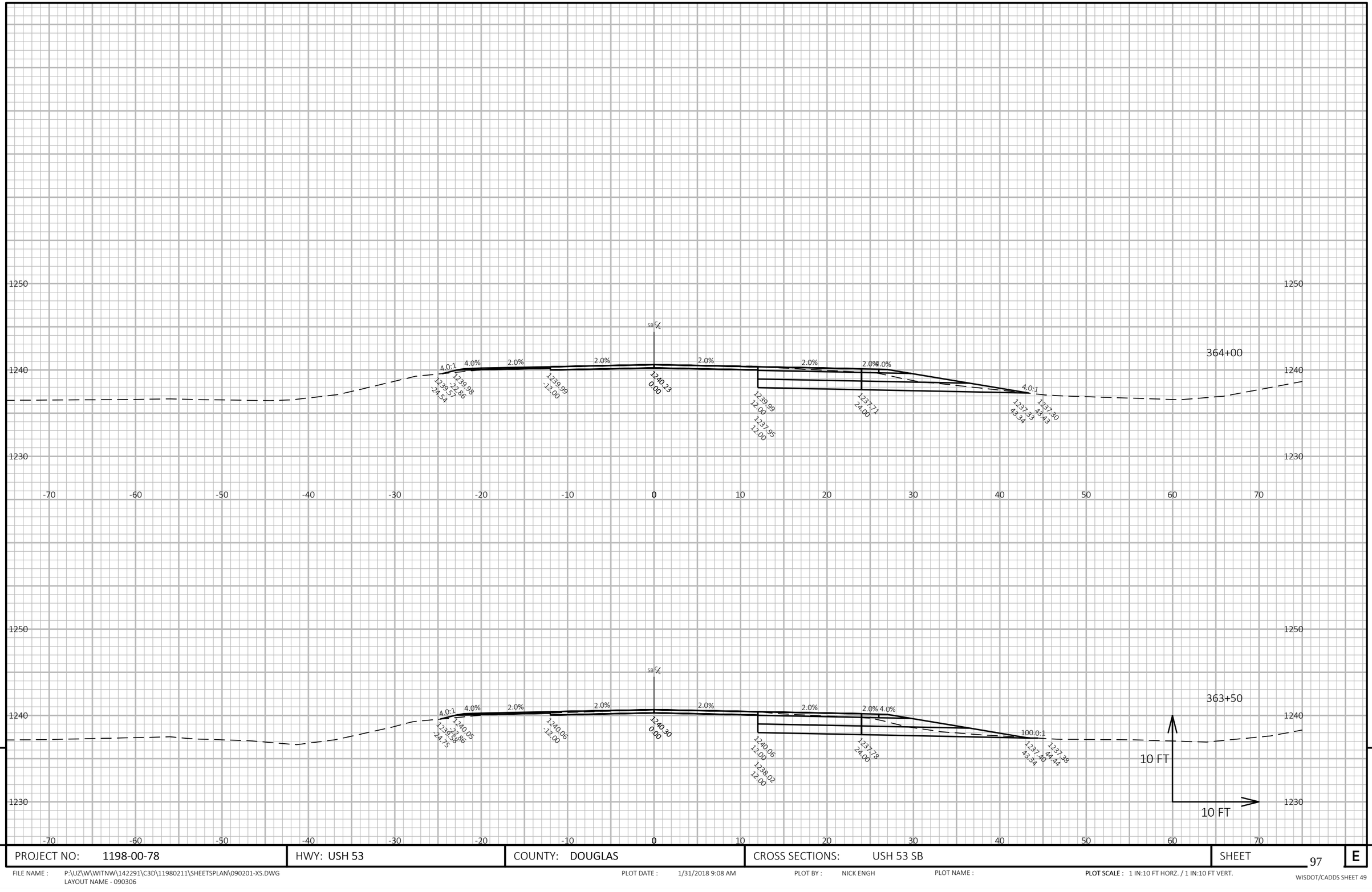
PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53 SB	SHEET 96	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090305

PLOT DATE : 1/31/2018 9:08 AM PLOT BY : NICK ENGH PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

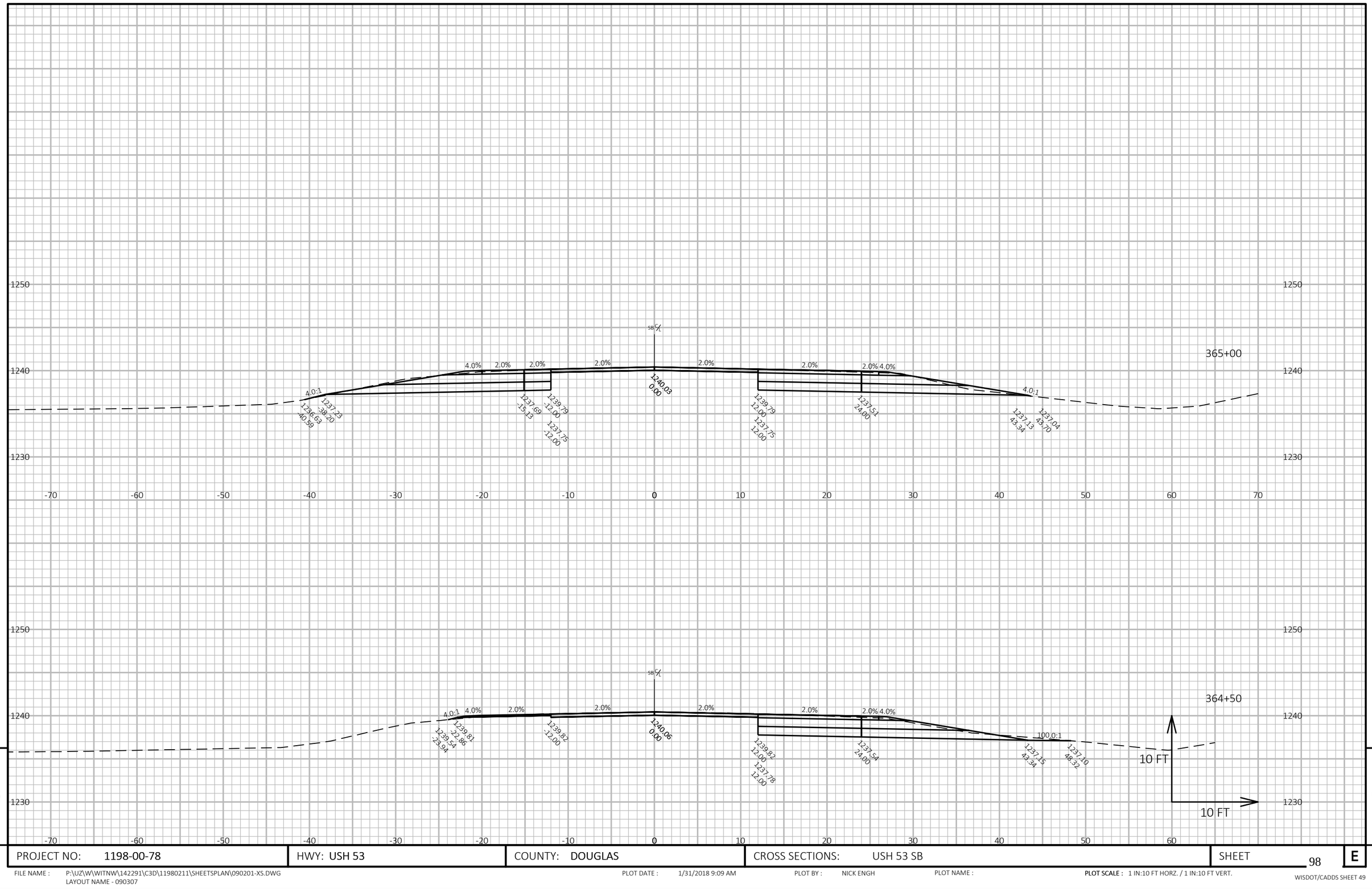
9

PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53 SB	SHEET 97	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090306

PLOT DATE : 1/31/2018 9:08 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

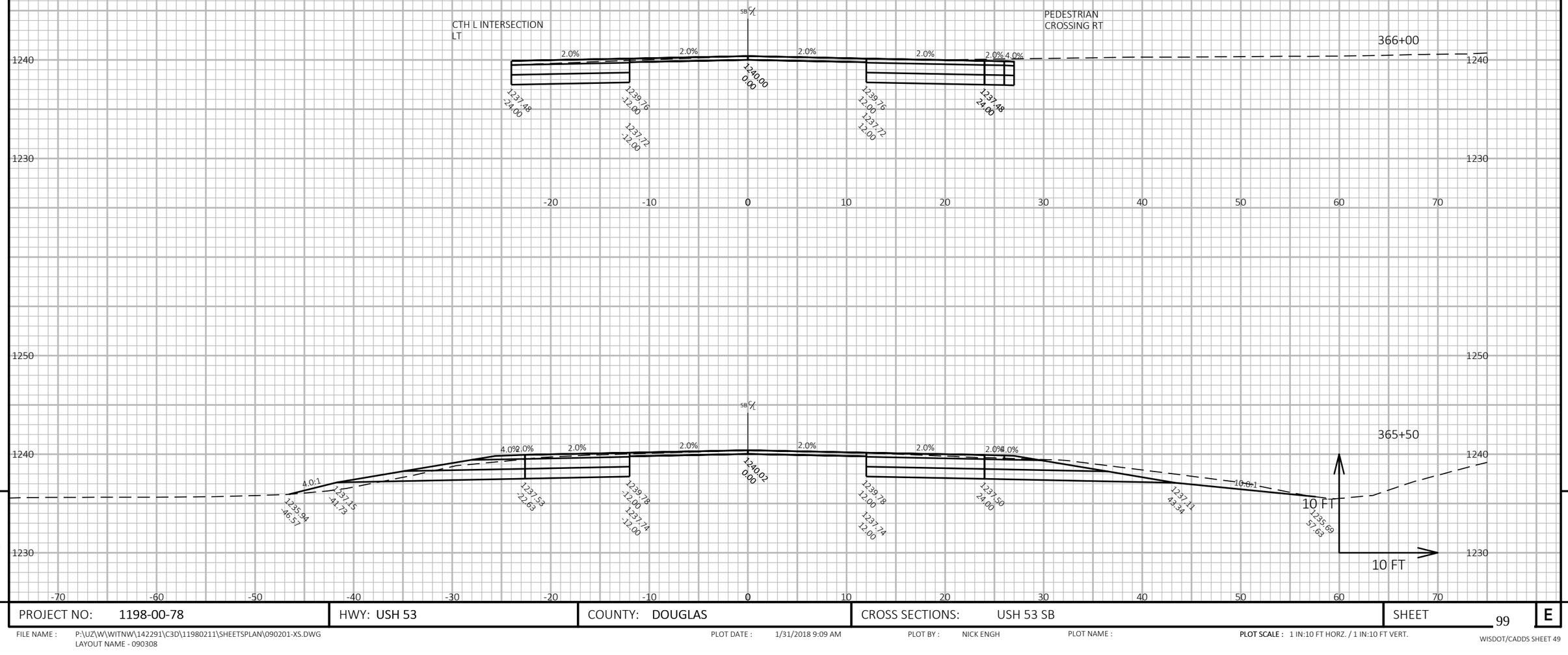


PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53 SB	SHEET 98	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090307

PLOT DATE : 1/31/2018 9:09 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

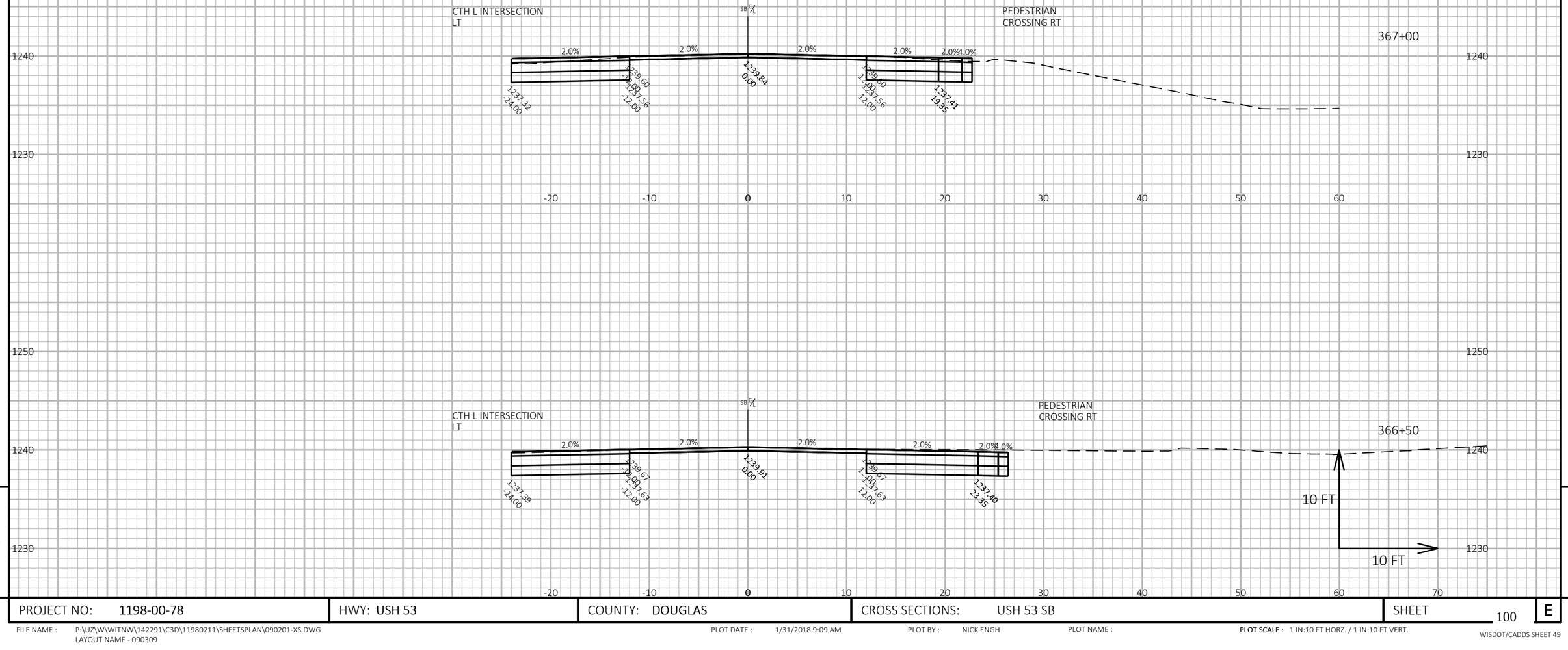


PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53 SB	SHEET 99	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090308

PLOT DATE : 1/31/2018 9:09 AM PLOT BY : NICK ENGH PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53 SB	SHEET 100	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090309

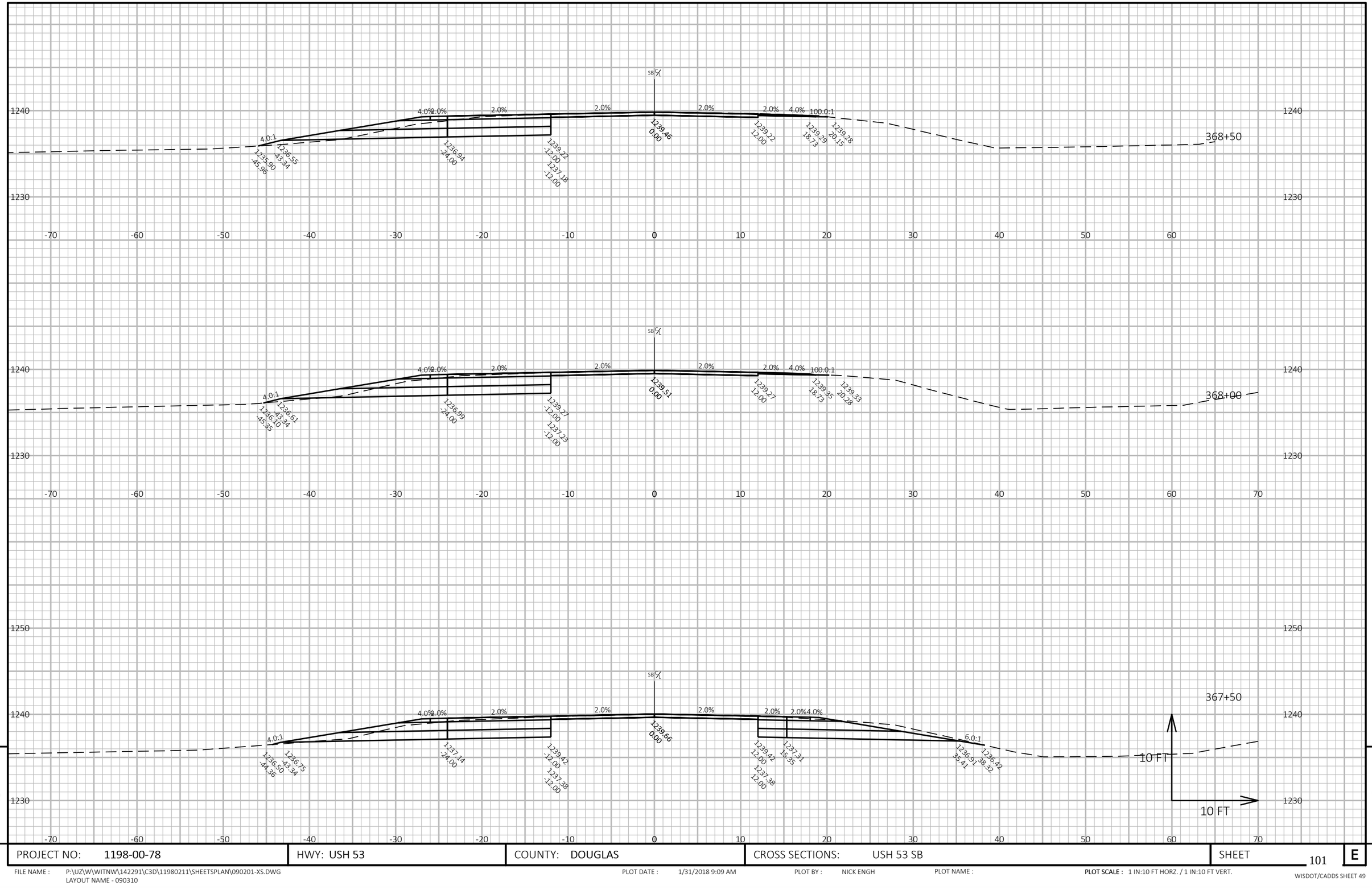
PLOT DATE : 1/31/2018 9:09 AM

PLOT BY : NICK ENGH

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53 SB	SHEET 101	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090310

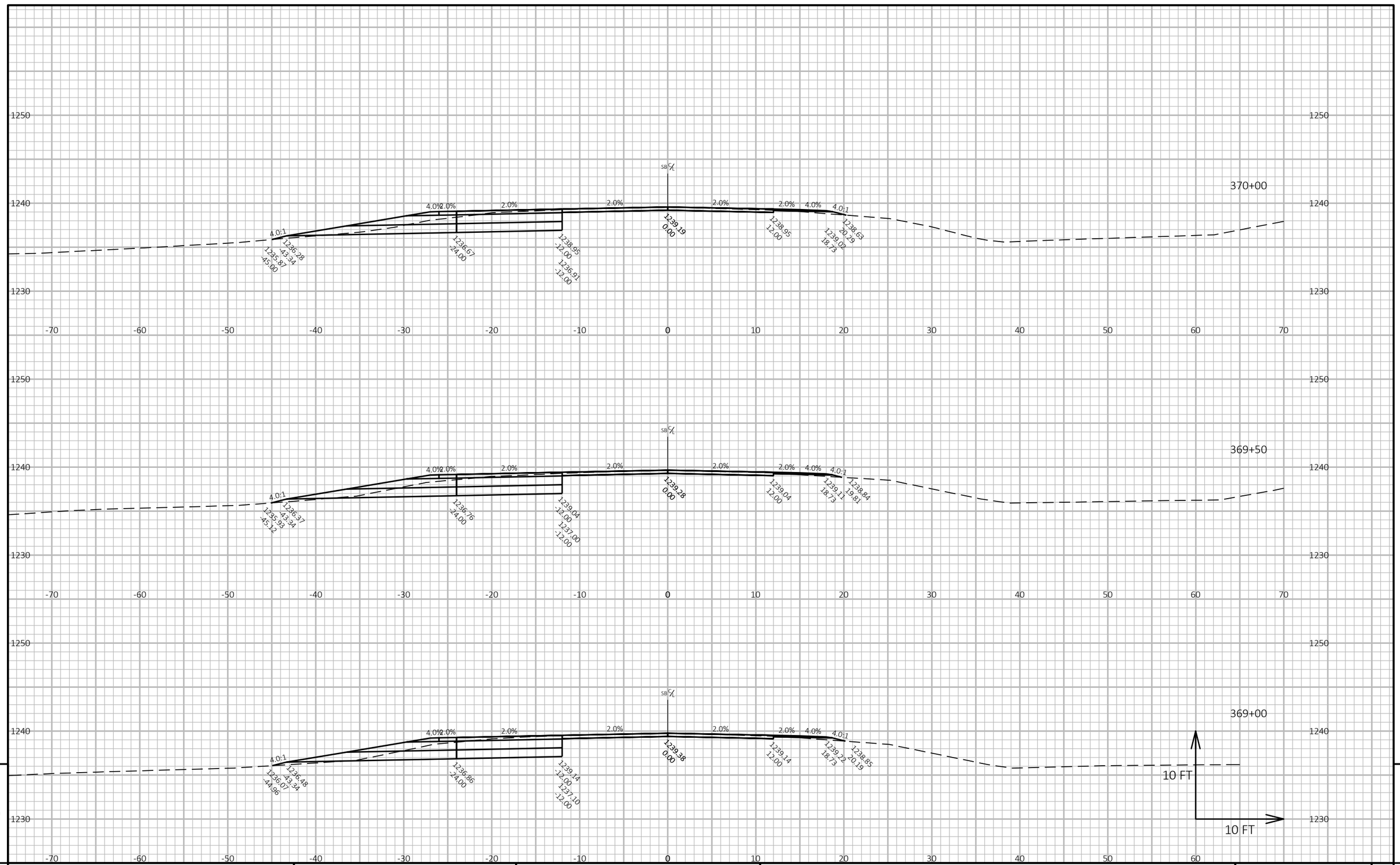
PLOT DATE : 1/31/2018 9:09 AM

PLOT BY : NICK ENGH

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53 SB	SHEET 102 E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090311

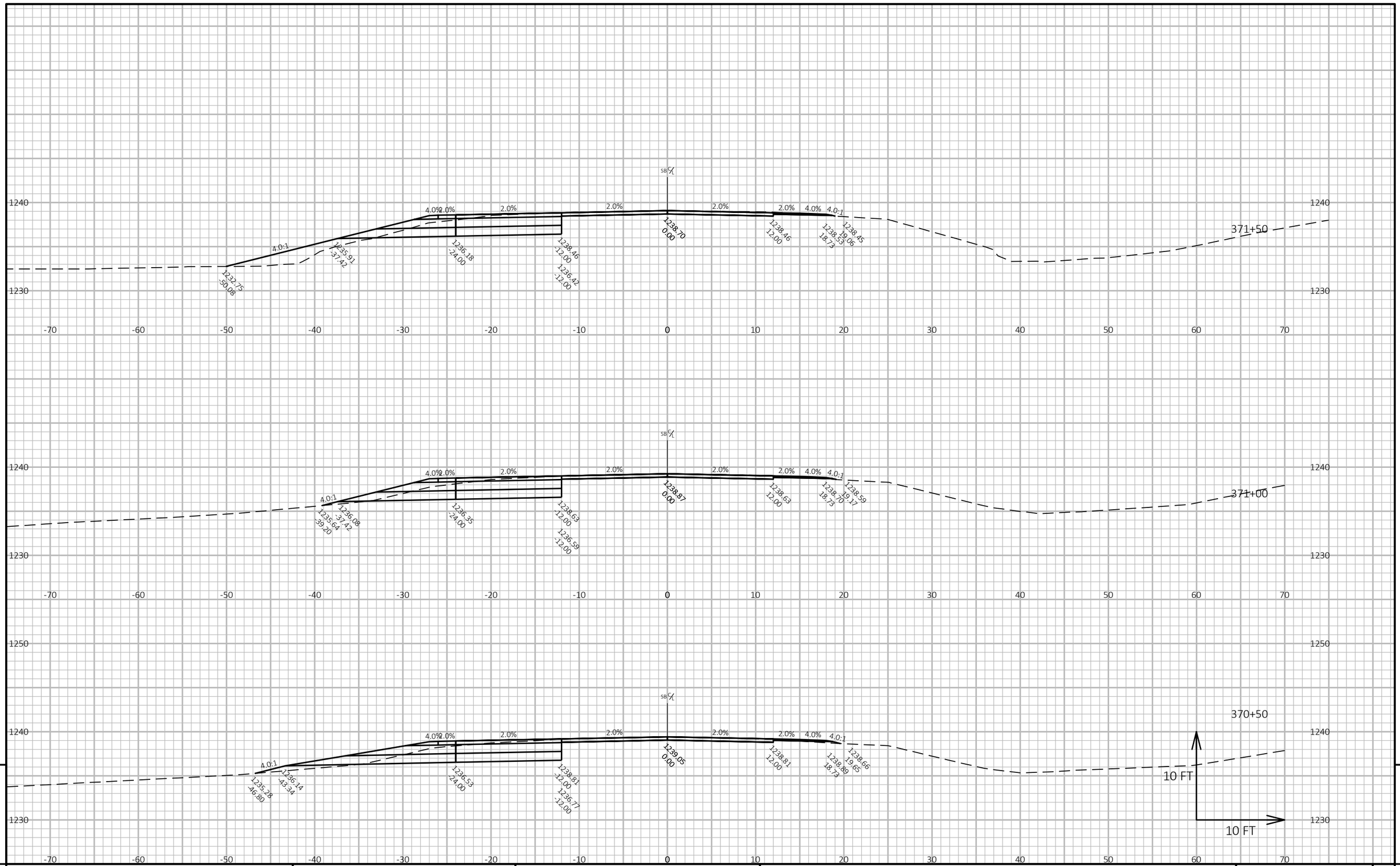
PLOT DATE : 1/31/2018 9:10 AM

PLOT BY : NICK ENGH

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53 SB	SHEET 103 E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090312

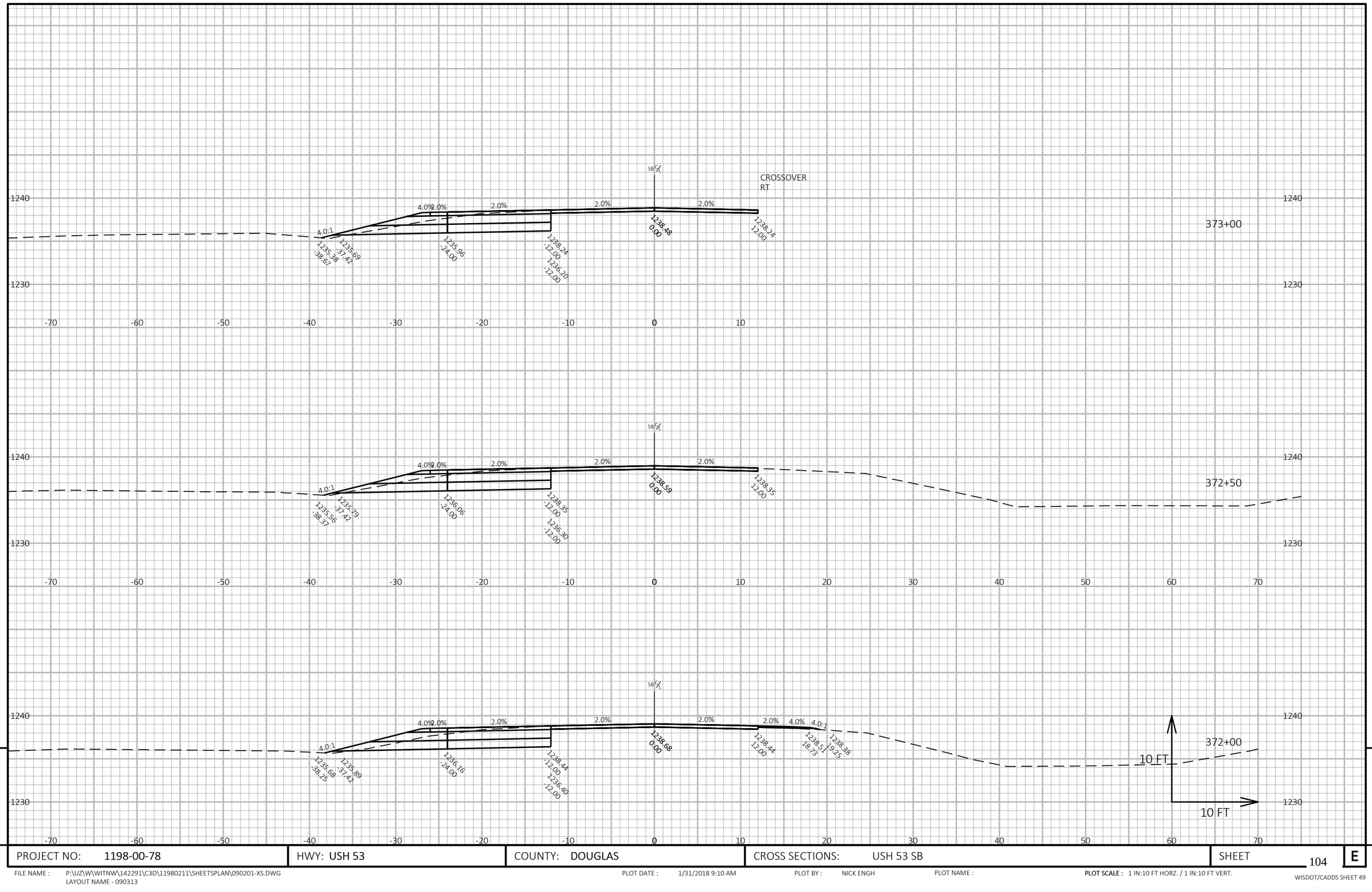
PLOT DATE : 1/31/2018 9:10 AM

PLOT BY : NICK ENGH

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53 SB	SHEET 104	E

9

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090313

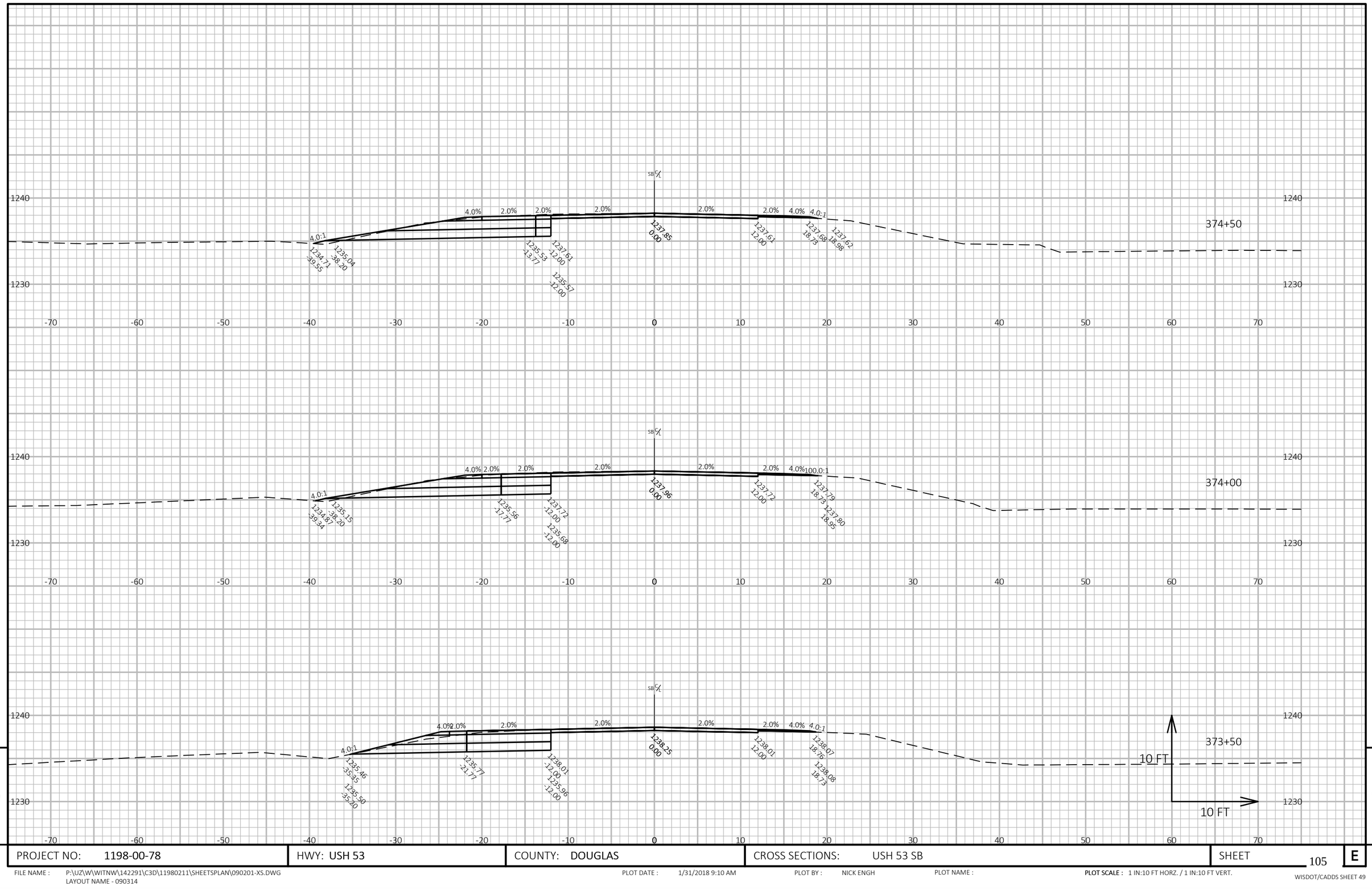
PLOT DATE : 1/31/2018 9:10 AM

PLOT BY : NICK ENGH

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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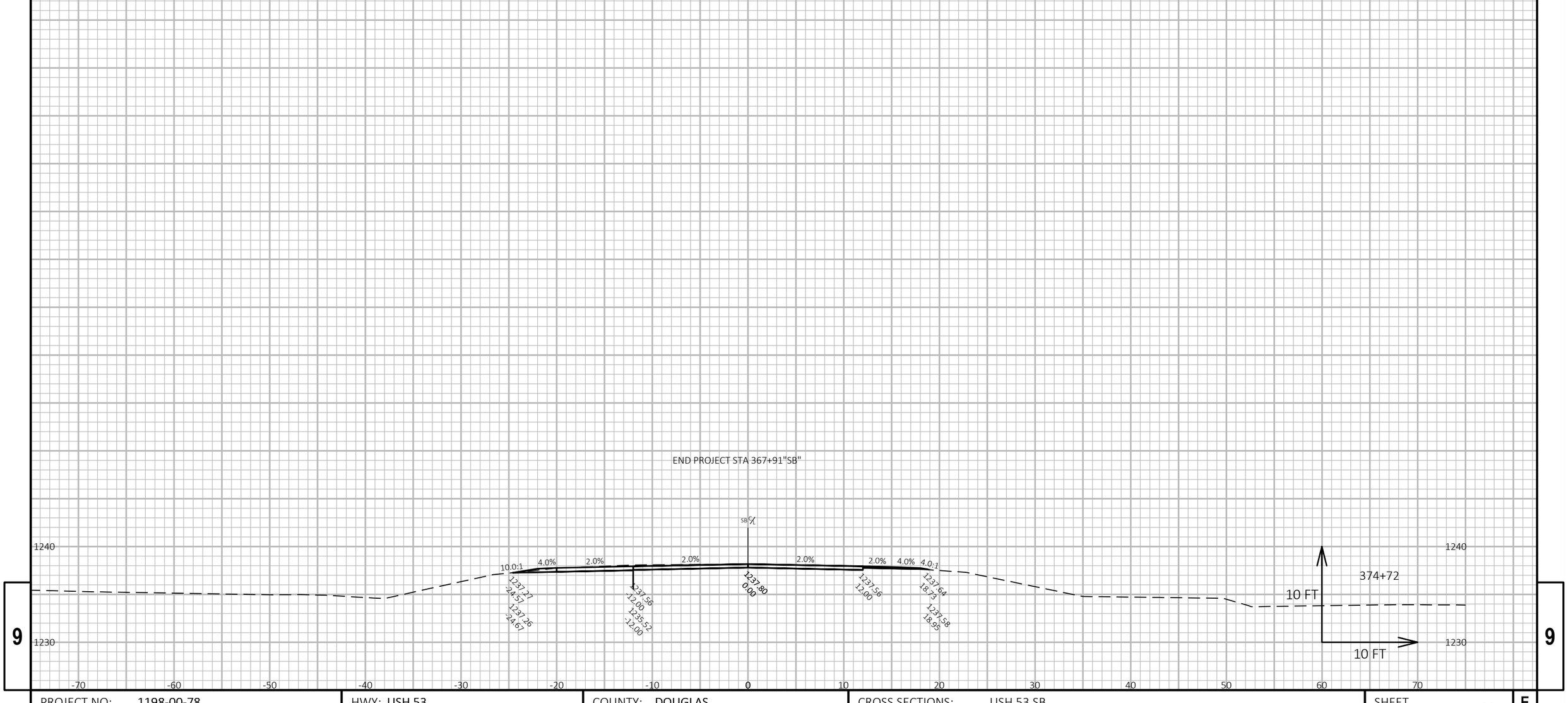
PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53 SB	SHEET 105	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090314

PLOT DATE : 1/31/2018 9:10 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

END PROJECT STA 367+91"SB"



9

9

PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53 SB	SHEET 106	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090315

PLOT DATE : 1/31/2018 9:11 AM

PLOT BY : NICK ENGH

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

SUP

PROJECT ID: 1198-02-82

WITH: 1198-02-83 & 1198-00-78

COUNTY: DOUGLAS

MAY 2018

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 = 166

34

N

DESIGN DESIGNATION

A.A.D.T.	2018	=	2900
A.A.D.T.	2038	=	3600
D.H.V.		=	421
D.D.		=	62/38
T.		=	18.4%
DESIGN SPEED		=	70 MPH
ESALS		=	2,700,000

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	L	SPECIAL DITCH	LABEL
EXISTING RIGHT OF WAY		GRADE ELEVATION	95.36
PROPOSED OR NEW R/W LINE		CULVERT (Profile View)	
SLOPE INTERCEPT		UTILITIES	
REFERENCE LINE	300'EB'	ELECTRIC	E
EXISTING CULVERT		FIBER OPTIC	FO
PROPOSED CULVERT (Box or Pipe)		GAS	G
COMBUSTIBLE FLUIDS	CAUTION	SANITARY SEWER	SAN
		STORM SEWER	SS
		TELEPHONE	T
MARSH AREA		WATER	W
		UTILITY PEDESTAL	
		POWER POLE	
WOODED OR SHRUB AREA		TELEPHONE POLE	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

SOLON SPRINGS-SUPERIOR

WI CENTRAL LTD RR TO KENT ROAD (NB)

USH 53

DOUGLAS

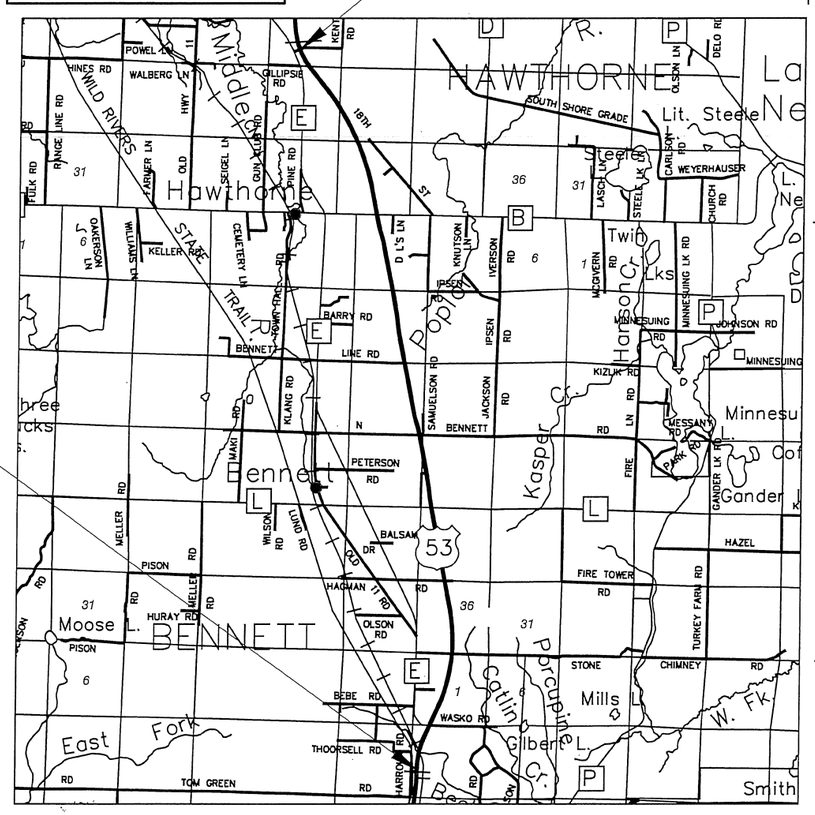
STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1198-02-82	WISC 2018257	1
1198-02-83	WISC 2018258	1
1198-00-78	WISC 2018256	1

STATE PROJECT NUMBER

1198-02-82

END PROJECT
STA 710+20.00

BEGIN PROJECT
STA 184+67.43
Y= 187609.480
X= 218914.586



LAYOUT

SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 9.953 MILES

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, DOUGLAS COUNTY, NAD83 (2008), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ORIGINAL PLANS PREPARED BY

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

DATE: 3-12-18 (Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WISDOT SURVEYOR
Designer	SEH
Project Manager	BRENDON DIRKES
Regional Examiner	REGIONAL EXAMINER
Regional Supervisor	ANDREW STENSLAND

APPROVED FOR THE DEPARTMENT

DATE: 3/12/18 Brendon Dirkes (Signature)

E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\010101-TI NB.DWG PLOT DATE : 3/12/2018 1:28 PM PLOT BY : JARROD STARREN PLOT NAME :

2

GENERAL NOTES

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

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

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

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

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

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, ARE TO BE 4-INCH SALVAGED TOPSOILED, FERTILIZED, SEEDED AND MULCHED.

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

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

ALL SIDE ROAD EARTHWORK QUANTITIES ARE INCLUDED IN MAINLINE EARTHWORK QUANTITIES.

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

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

ASPHALTIC PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYER THICKNESSES:

PAVEMENT THICKNESS (INCH)	UPPER (INCH)
2.0	2.0

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

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

ASPHALTIC SURFACE- MINIMUM OF A 4 LT 58-34 S MIX TO BE USED.

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

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

STATIONING, DISTANCES AND OFFSETS FOR PROPOSED SIGNS SHOWN ON THE PLAN ARE APPROXIMATE, ACTUAL LOCATIONS OF SIGNS ARE TO BE COORDINATED IN THE FIELD WITH THE ENGINEER.

SUMMARY OF DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
INTERSECTION DETAILS
PERMANENT SIGNING
TRAFFIC CONTROL

UTILITY CONTACTS

SUPERIOR, WATER, LIGHT AND POWER - GAS/PETROLEUM
2915 HILL AVE
SUPERIOR, WI 54880
(715)395-6288
ATTENTION: JAMISON MEHLE
EMAIL: JMEHLE@SWLP.COM

PACKERLAND BROADBAND - COMMUNICATION LINE
105 KENT ST
PO BOX 190
IRON MOUNTAIN, MI 49801
TELEPHONE: (906) 282-3768
ATTENTION: WAYNE CRETTON
EMAIL: WAYNE.CRETTON@PACKERLANDBROADBAND.COM

DAHLBERG LIGHT AND POWER COMPANY - ELECTRICITY
9221 E MAIN
P.O. BOX 300
SOLON SPRING, WI 54873-0300
(715) 378-2205
ATTENTION: JAMES DAHLBERG
EMAIL: JIMDAHLBERG@DAHLBERGLIGHTANDPOWER.COM

CENTURYLINK
20 S WILSON AVENUE
RICE LAKE, WI 54868
(715) 234-5528
ATTENTION: MONTE PARKER
EMAIL: MONTY.PARKER@CENTURYLINK.COM

CENTURYLINK - ENGINEERING CONTACT
20 S WILSON AVENUE
RICE LAKE, WI 54868
(715) 392-0045
ATTENTION: RUSSELL VANCE
EMAIL: RUSSELL.VANCE@CENTURYLINK.COM

WCL (CN) IS NOT PART OF DIGGERS HOTLINE
CALL CN BEFORE YOU DIG LINE AT (734)783-4533

WISCONSIN CENTRAL LTD. (CN)
1625 DEPOT STREET
STEVENS POINT, WI 54481
ATTENTION: JACKIE MACEWICZ
TELEPHONE: (715)345-2503
EMAIL: JACKIE.MACEWICZ@CN.CA

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 12.10 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 2.57 ACRES

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

DESIGN CONTACT

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

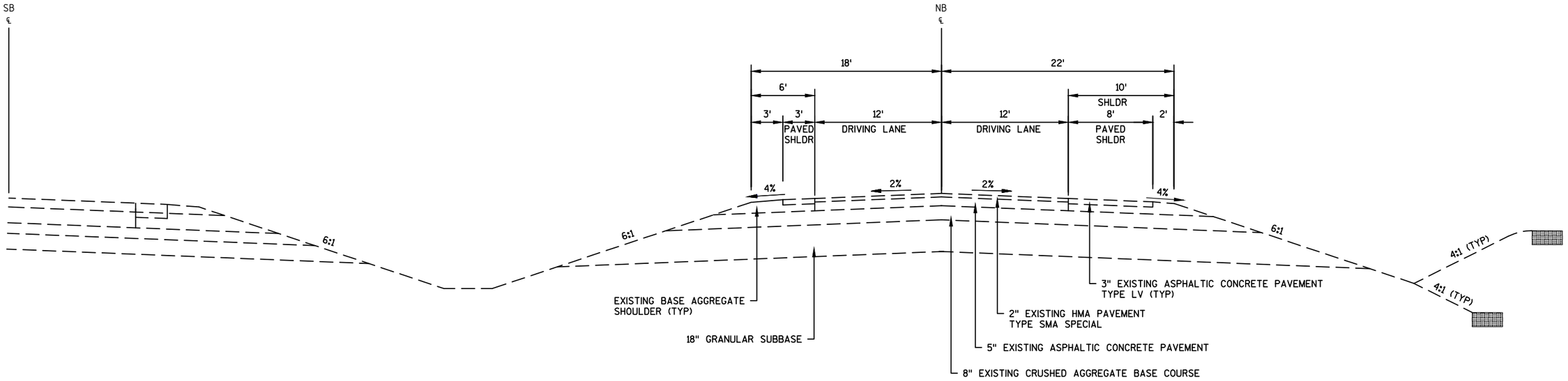
DNR LIAISON

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

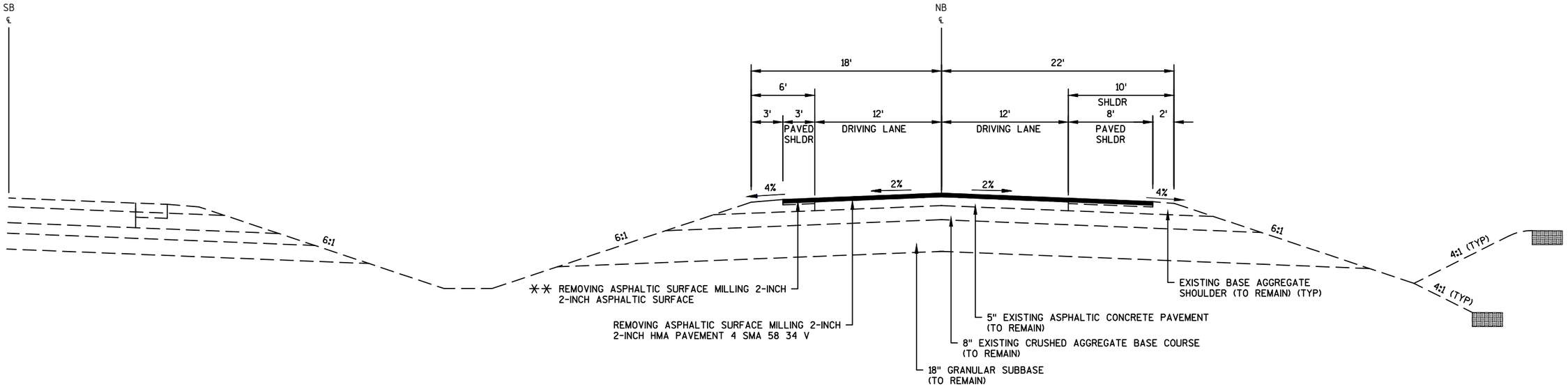
PROJECT NO: 1198-02-82	HWY: USH 53	COUNTY: DOUGLAS	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\020201-PO NB.DWG
LAYOUT NAME - OVERVIEW

PLOT DATE : 2/1/2018 11:00 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : ##########



TYPICAL EXISTING SECTION
USH 53 NB
STA 184+68 TO STA 710+20



TYPICAL FINISHED SECTION
USH 53 NB
STA 184+68 TO STA 710+20

* SEE PROJECT 1198-00-78 TYPICALS BETWEEN STA 357-15 - STA 375+90

** ASPHALTIC SURFACE- MINIMUM MIX OF A 4LT 58-34-S WILL BE USED

PROJECT NO: 1198-02-82	HWY: USH 53	COUNTY: DOUGLAS	TYPICAL SECTIONS	SHEET 4	E

2

SUPERELEVATION TABLE - USH 53 NB

Station	Description	Left Shoulder	Left Lane	Right Lane	Right Shoulder
150+13.00'	Begin Alignment	-4.00%	-2.00%	-2.00%	-4.00%
170+75.77'	End Normal Shoulder	-4.00%	-2.00%	-2.00%	-4.00%
170+75.77'	End Normal Crown	-4.00%	-2.00%	-2.00%	-4.00%
171+65.77'	Level Crown	0.00%	0.00%	-2.00%	-4.00%
172+55.77'	Reverse Crown	2.00%	2.00%	-2.00%	-4.00%
173+18.77'	Begin Full Super	3.40%	3.40%	-3.40%	-4.00%
193+93.97'	End Full Super	3.40%	3.40%	-3.40%	-4.00%
194+56.97'	Reverse Crown	2.00%	2.00%	-2.00%	-4.00%
195+46.97'	Level Crown	0.00%	0.00%	-2.00%	-4.00%
196+36.97'	Begin Normal Crown	-4.00%	-2.00%	-2.00%	-4.00%
196+36.97'	Begin Normal Shoulder	-4.00%	-2.00%	-2.00%	-4.00%
219+04.85'	End Normal Shoulder	-4.00%	-2.00%	-2.00%	-4.00%
219+04.85'	End Normal Crown	-4.00%	-2.00%	-2.00%	-4.00%
219+94.85'	Level Crown	-4.00%	-2.00%	0.00%	0.00%
220+84.85'	Begin Full Super	-4.00%	-2.00%	2.00%	2.00%
220+84.85'	Reverse Crown	-4.00%	-2.00%	2.00%	2.00%
290+49.75'	End Full Super	-4.00%	-2.00%	2.00%	2.00%
290+49.75'	Reverse Crown	-4.00%	-2.00%	2.00%	2.00%
291+39.75'	Level Crown	-4.00%	-2.00%	0.00%	0.00%
292+29.75'	Begin Normal Crown	-4.00%	-2.00%	-2.00%	-4.00%
292+29.75'	Begin Normal Shoulder	-4.00%	-2.00%	-2.00%	-4.00%
367+17.42'	End Normal Shoulder	-4.00%	-2.00%	-2.00%	-4.00%
367+17.42'	End Normal Crown	-4.00%	-2.00%	-2.00%	-4.00%
368+07.42'	Level Crown	0.00%	0.00%	-2.00%	-4.00%
368+97.42'	Reverse Crown	2.00%	2.00%	-2.00%	-4.00%
370+50.42'	Begin Full Super	5.40%	5.40%	-5.40%	-5.40%
374+88.17'	End Full Super	5.40%	5.40%	-5.40%	-5.40%
380+57.16'	Begin Full Super	-5.40%	-5.40%	5.40%	5.40%
384+98.43'	End Full Super	-5.40%	-5.40%	5.40%	5.40%
386+51.43'	Reverse Crown	-4.00%	-2.00%	2.00%	2.00%
387+41.43'	Level Crown	-4.00%	-2.00%	0.00%	0.00%
388+31.43'	Begin Normal Crown	-4.00%	-2.00%	-2.00%	-4.00%
388+31.43'	Begin Normal Shoulder	-4.00%	-2.00%	-2.00%	-4.00%
417+91.64'	End Normal Shoulder	-4.00%	-2.00%	-2.00%	-4.00%
417+91.64'	End Normal Crown	-4.00%	-2.00%	-2.00%	-4.00%
418+81.83'	Level Crown	-4.00%	-2.00%	0.00%	0.00%
419+72.01'	Reverse Crown	-4.00%	-2.00%	2.00%	2.00%
421+29.83'	Begin Full Super	-5.50%	-5.50%	5.50%	5.50%
425+27.18'	End Full Super	-5.50%	-5.50%	5.50%	5.50%

SUPERELEVATION TABLE - USH 53 NB CONTINUED

Station	Description	Left Shoulder	Left Lane	Right Lane	Right Shoulder
431+53.74'	Begin Full Super	5.60%	5.60%	-5.60%	-5.60%
435+47.97'	End Full Super	5.60%	5.60%	-5.60%	-5.60%
437+09.97'	Reverse Crown	2.00%	2.00%	-2.00%	-4.00%
437+99.97'	Level Crown	0.00%	0.00%	-2.00%	-4.00%
438+89.97'	Begin Normal Crown	-4.00%	-2.00%	-2.00%	-4.00%
438+89.97'	Begin Normal Shoulder	-4.00%	-2.00%	-2.00%	-4.00%
491+30.33'	End Normal Shoulder	-4.00%	-2.00%	-2.00%	-4.00%
491+30.33'	End Normal Crown	-4.00%	-2.00%	-2.00%	-4.00%
492+20.33'	Level Crown	0.00%	0.00%	-2.00%	-4.00%
493+10.33'	Reverse Crown	2.00%	2.00%	-2.00%	-4.00%
494+72.33'	Begin Full Super	5.60%	5.60%	-5.60%	-5.60%
498+75.37'	End Full Super	5.60%	5.60%	-5.60%	-5.60%
504+62.14'	Begin Full Super	-5.40%	-5.40%	5.40%	5.40%
509+07.67'	End Full Super	-5.40%	-5.40%	5.40%	5.40%
510+60.67'	Reverse Crown	-4.00%	-2.00%	2.00%	2.00%
511+50.67'	Level Crown	-4.00%	-2.00%	0.00%	0.00%
512+40.67'	Begin Normal Crown	-4.00%	-2.00%	-2.00%	-4.00%
512+40.67'	Begin Normal Shoulder	-4.00%	-2.00%	-2.00%	-4.00%
556+62.75'	End Normal Shoulder	-4.00%	-2.00%	-2.00%	-4.00%
556+62.75'	End Normal Crown	-4.00%	-2.00%	-2.00%	-4.00%
557+52.75'	Level Crown	-4.00%	-2.00%	0.00%	0.00%
558+42.75'	Reverse Crown	-4.00%	-2.00%	2.00%	2.00%
560+04.75'	Begin Full Super	-5.60%	-5.60%	5.60%	5.60%
563+94.30'	End Full Super	-5.60%	-5.60%	5.60%	5.60%
570+05.46'	Begin Full Super	5.40%	5.40%	-5.40%	-5.40%
574+36.10'	End Full Super	5.40%	5.40%	-5.40%	-5.40%
575+89.10'	Reverse Crown	2.00%	2.00%	-2.00%	-4.00%
576+79.10'	Level Crown	0.00%	0.00%	-2.00%	-4.00%
577+69.10'	Begin Normal Crown	-4.00%	-2.00%	-2.00%	-4.00%
577+69.10'	Begin Normal Shoulder	-4.00%	-2.00%	-2.00%	-4.00%
694+41.46'	End Normal Shoulder	-4.00%	-2.00%	-2.00%	-4.00%
694+41.46'	End Normal Crown	-4.00%	-2.00%	-2.00%	-4.00%
695+31.74'	Level Crown	0.00%	0.00%	-2.00%	-4.00%
696+22.03'	Reverse Crown	2.00%	2.00%	-2.00%	-4.00%
696+89.74'	Begin Full Super	3.50%	3.50%	-3.50%	-4.00%
718+12.19'	End Full Super	3.50%	3.50%	-3.50%	-4.00%
718+79.91'	Reverse Crown	2.00%	2.00%	-2.00%	-4.00%
719+70.19'	Level Crown	0.00%	0.00%	-2.00%	-4.00%
720+60.48'	Begin Normal Crown	-4.00%	-2.00%	-2.00%	-4.00%
720+60.48'	Begin Normal Shoulder	-4.00%	-2.00%	-2.00%	-4.00%
722+36.27'	End Alignment	-4.00%	-2.00%	-2.00%	-4.00%

2

2

TYPICAL FINISHED SECTION - USH 53 SB
REMOVE ASPHALTIC SURACE MILLING 2-INCH
2-INCH ASPHALTIC SURFACE

TYPICAL FINISHED SECTION - USH 53 SB
REMOVE ASPHALTIC SURACE MILLING 2-INCH
2-INCH HMA PAVEMENT 4 SMA 58 34 V

TYPICAL FINISHED SECTION - USH 53 SB
REMOVE ASPHALTIC SURACE MILLING 3-1/2"
2-INCH HMA PAVEMENT 4 SMA 58 34 V (UPPER LAYER)
2-1/2- INCH HMA PAVEMENT 3 MT 58 34 S (LOWER LAYER)

E STONE CHIMNEY RD

SIGN

USH 53

252 SB
254 SB
256 SB
258 SB
260 SB
262 SB
264 SB
266 SB
USH 53 'SB'

SIDEROAD

252 NB
254 NB
256 NB
258 NB
260 NB
262 NB
264 NB
266 NB
USH 53 'NB'

TYPICAL FINISHED SECTION - USH 53 NB
REMOVE ASPHALTIC SURACE MILLING 2-INCH
2-INCH HMA PAVEMENT 4 SMA 58 34 V

TYPICAL FINISHED SECTION - USH 53 NB
REMOVE ASPHALTIC SURACE MILLING 2-INCH
2-INCH ASPHALTIC SURFACE

SIDEROAD

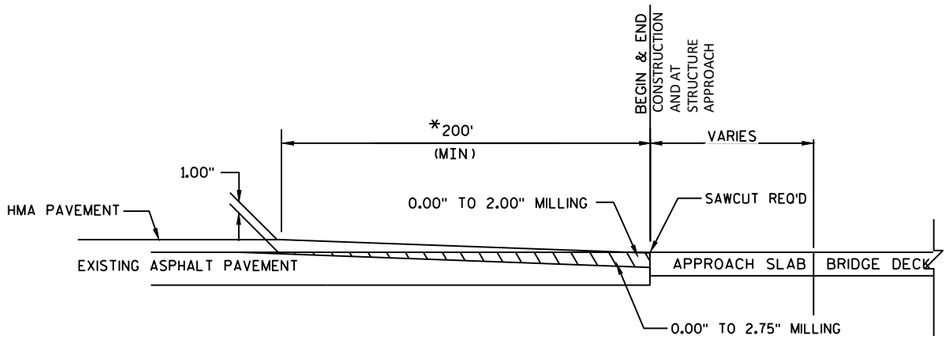
TYPICAL MEDIAN PAVEMENT DETAIL

PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	CONSTRUCTION DETAIL	SHEET 6	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\021101- CD NB PAVMENT DETAIL.DWG
LAYOUT NAME - PAVEMENT DETAIL

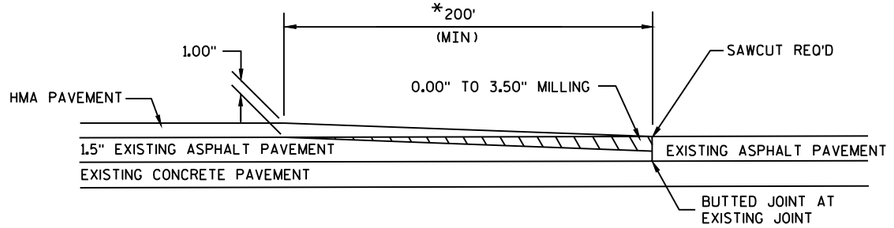
PLOT DATE : 2/1/2018 11:02 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42



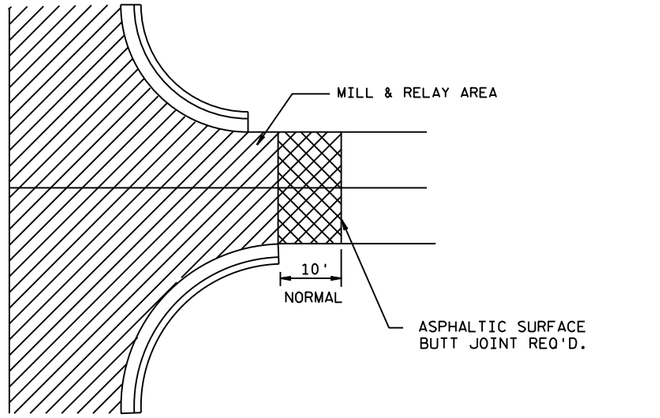
MAINLINE BRIDGE APPROACH

PAID FOR AS REMOVING ASPHALTIC SURFACE BUTT JOINTS

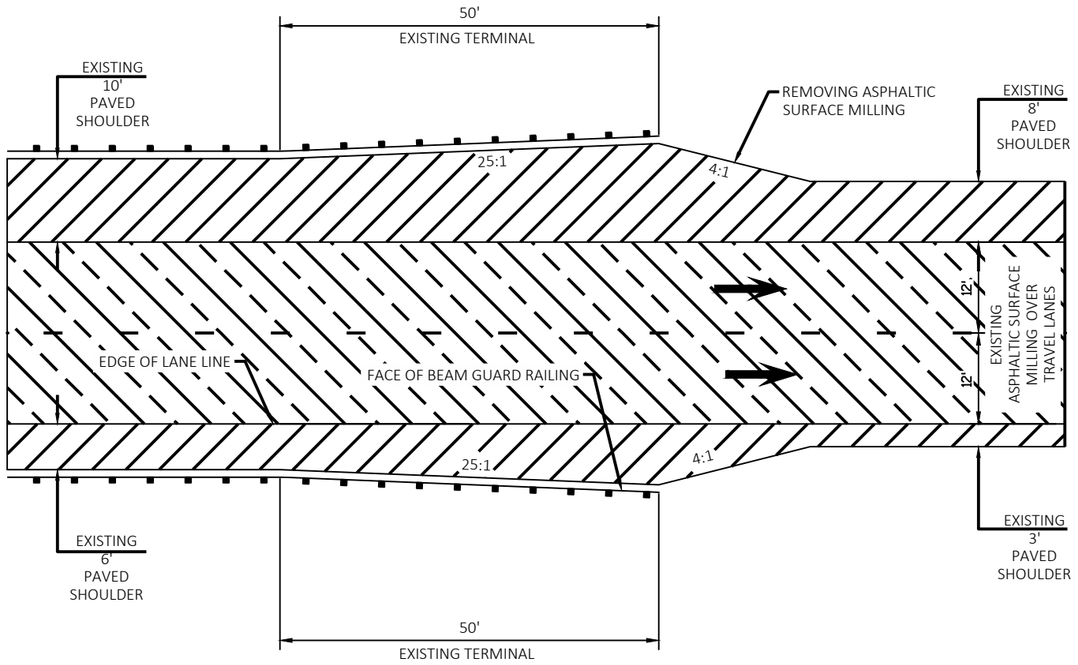


PAID FOR AS REMOVING ASPHATIC SURFACE BUTT JOINTS

MAINLINE BUTT JOINT



NOT TO SCALE



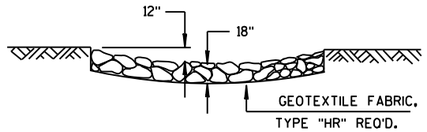
LEGEND

REMOVING ASPHALTIC SURFACE MILLING
MAINLINE PAVEMENT

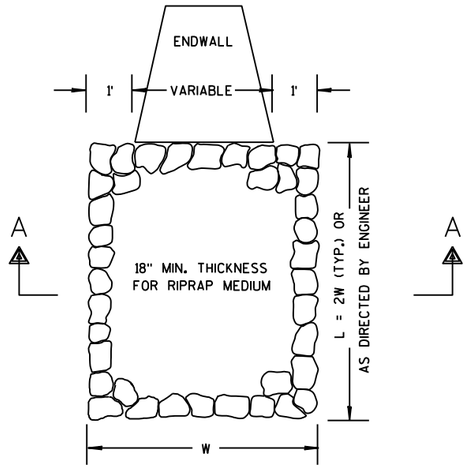
REMOVING ASPHALTIC SURFACE MILLING
SHOULDER PAVEMENT

STEEL PLATE BEAM GUARD TERMINAL AREA

USH 53 NB
STA 184+81'NB' - STA 168+51'NB' LT
STA 184+83'NB' - STA 185+53'NB RT

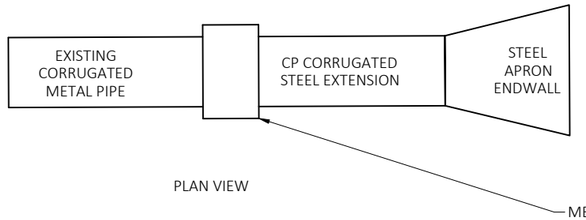


SECTION A-A

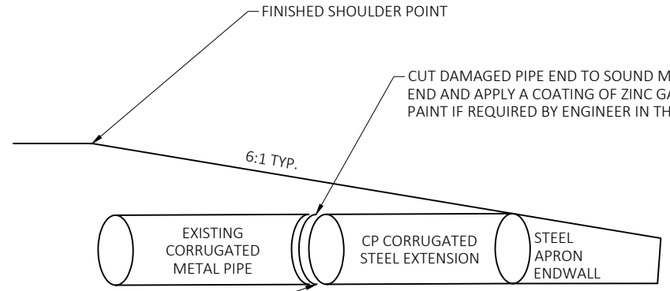


RIPRAP MEDIUM TREATMENT AT CULVERTS

NOTE:
THE 2-FOOT WIDE METAL BAND COLLAR IS INCIDENTAL TO THE CULVERT PIPE CORRUGATED STEEL PAY ITEL, AND THE DIAMETER MUST MATCH THE PIPE EXTENSION DIAMETER

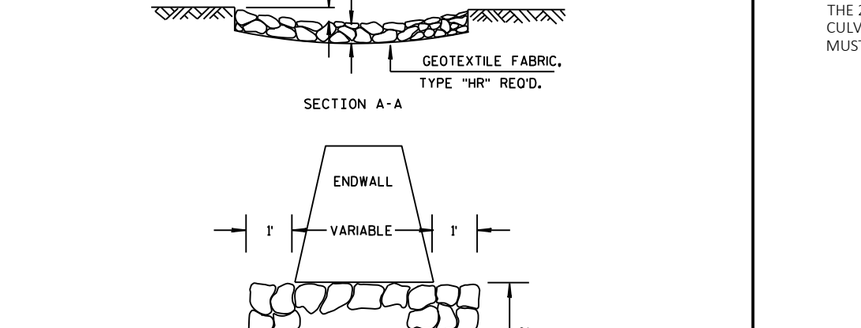


PLAN VIEW

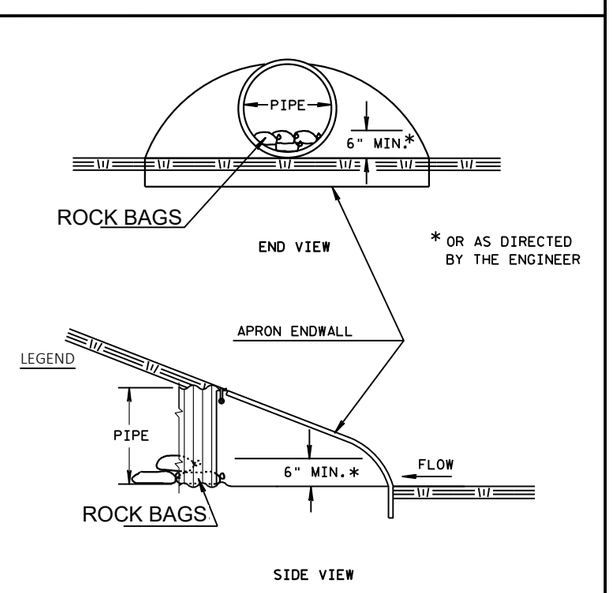


PROFILE VIEW

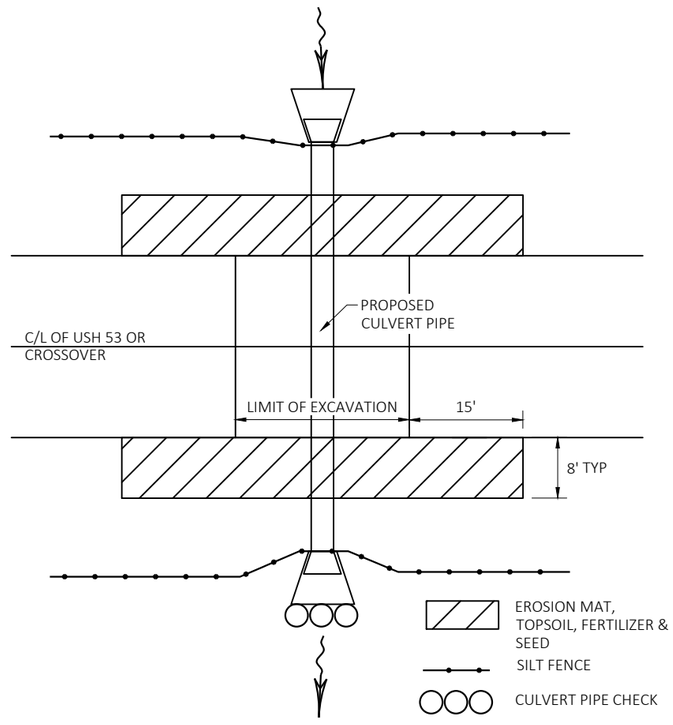
CULVERT PIPE END EXTENSION DETAIL



DETAIL FOR CULVERT PIPE INSTALLATION
IN AREAS OF EXISTING PAVEMENT



CULVERT PIPE CHECKS



EROSION CONTROL AT CULVERT PIPE REPLACEMENTS

SEE MISCELLANEOUS QUANTITIES
FOR LOCATIONS AND DIMENSIONS

2

USH 53 SB

REMOVE

Wasko Rd

PT: 194+09.83

1-2

190'NB'

185'NB'

USH 53 NB

195'NB'

MATCH LINE STA 182+50.00

MATCH LINE STA 197+50.00

1-1

JCT
COUNTY
E

J1-1
36"X57"

1-3

Wasko Rd

D1-1
90" X 21"

NOTES:

REMOVALS OF SIGNS TO BE REPLACED AT THE SAME GENERAL LOCATIONS ARE NOT SHOWN BUT ARE LISTED IN THE MISCELLANEOUS QUANTITIES.

SIGN LOCATIONS SHOWN ON THIS SHEET ARE APPROXIMATE AND MAY NEED TO BE ADJUSTED FOR FIELD CONDITIONS.

SIGN OFFSET AND HEIGHT ARE TO BE ACCORDING TO STANDARD SIGN PLATES FOR TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS.

SIGN LEGEND

EXISTING SIGN ON WOOD POST(S)

PROPOSED SIGN ON WOOD POST(S)

R6-1-L
36"X12"

1-11

ONE WAY

YIELD

1-10

R1-2
48"X42"

CTH E

R5-1A
42"X30"

WRONG WAY

1-5

R5-1
36"X36"

DO NOT ENTER

1-7

USH 53 SB

R6-1-L
36"X12"

ONE WAY

1-12

200'NB'

205'NB'

210'NB'

USH 53 NB

MATCH LINE STA 197+50.00

MATCH LINE STA 212+50.00

1-4

JCT
COUNTY
E

REMOVE

1-6

MILE
208

D10-3
12"X48"

1-8

COUNTY
E

J13-1
36"X66"

1-9

ONE WAY

R6-1-R
36"X12"

WASKO RD

1-15

R6-1-R
36"X12"

ONE WAY

1-14

STOP

R1-1
36"X36"

1-13

DIVIDED HIGHWAY

R6-3
30"X24"

1-16

SOUTH 53 NORTH 53

REMOVE

1-17

NORTH
53

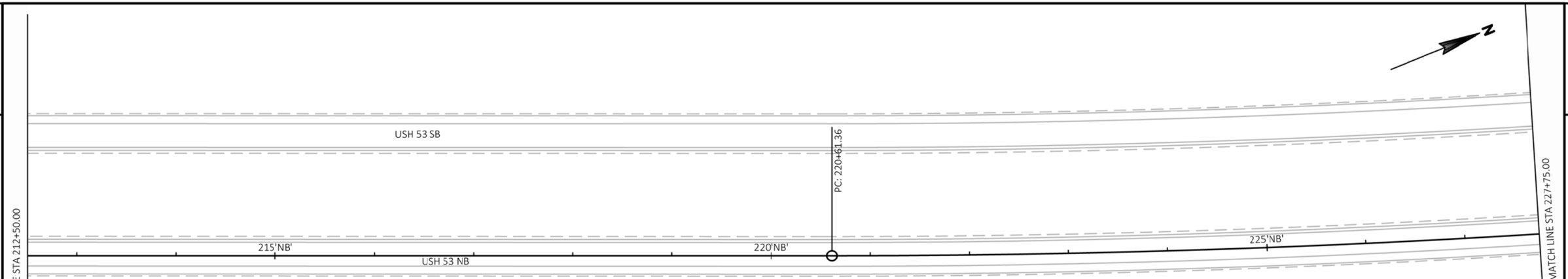
J4-1
36"X54"

1-18

SPEED LIMIT
65

R2-1
48"X60"

PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET 10	E



NOTES:

REMOVALS OF SIGNS TO BE REPLACED AT THE SAME GENERAL LOCATIONS ARE NOT SHOWN BUT ARE LISTED IN THE MISCELLANEOUS QUANTITIES.

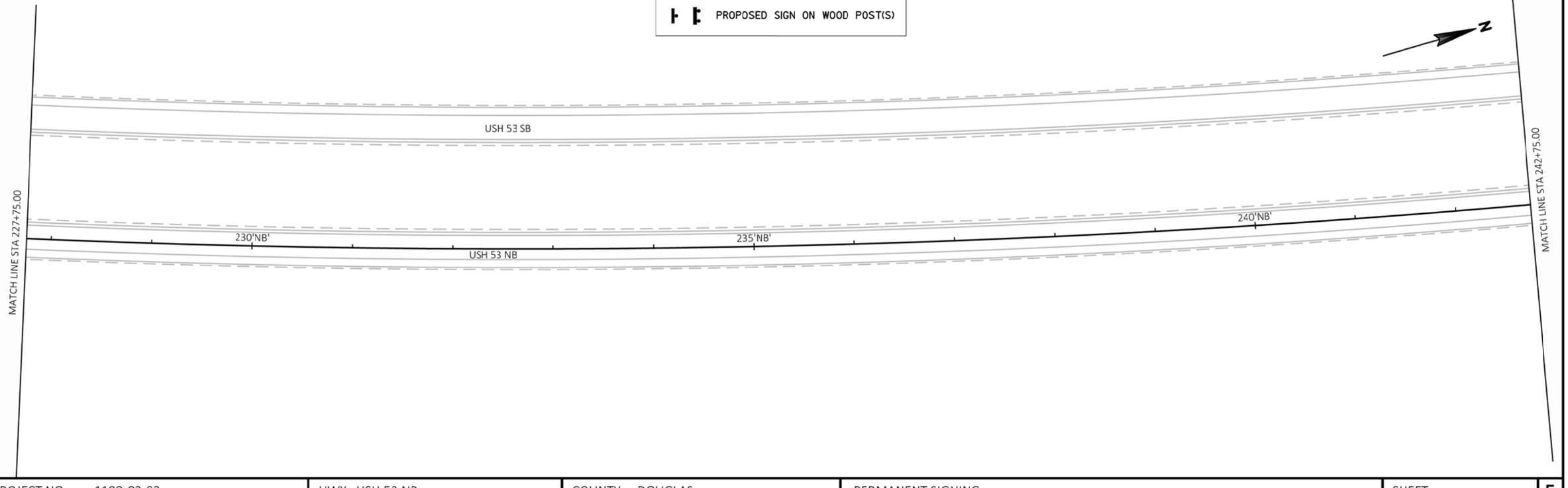
NO SIGN LOCATIONS ARE SHOWN ON THIS SHEET.

SIGN OFFSET AND HEIGHT ARE TO BE ACCORDING TO STANDARD SIGN PLATES FOR TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS.

SIGN LEGEND

EXISTING SIGN ON WOOD POST(S)

PROPOSED SIGN ON WOOD POST(S)



PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET 11	E

2

N

USH 53 SB

MATCH LINE STA 242+75.00

245'NB'

USH 53 NB

250'NB'

255'NB'

MATCH LINE STA 258+00.00

R5-1A
42"X30"
WRONG WAY
3-2

R5-1
36"X36"
DO NOT ENTER
3-4

3-1
INSTALL ON 3 POSTS
Stone Chimney Rd
D1-61
126" X 30"

3-3
MILE
209
D10-3
12"X48"

NOTES:

REMOVALS OF SIGNS TO BE REPLACED AT THE SAME GENERAL LOCATIONS ARE NOT SHOWN BUT ARE LISTED IN THE MISCELLANEOUS QUANTITIES.

SIGN LOCATIONS SHOWN ON THIS SHEET ARE APPROXIMATE AND MAY NEED TO BE ADJUSTED FOR FIELD CONDITIONS.

SIGN OFFSET AND HEIGHT ARE TO BE ACCORDING TO STANDARD SIGN PLATES FOR TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS.

SIGN LEGEND

EXISTING SIGN ON WOOD POST(S)

PROPOSED SIGN ON WOOD POST(S)

N

E STONE CHIMNEY RD

USH 53 SB

MATCH LINE STA 258+00.00

R6-1-L
36"X12"
ONE WAY
3-5

260'NB'

USH 53 NB

265'NB'

270'NB'

MATCH LINE STA 273+25.00

R6-1-R
36"X12"
ONE WAY
3-8

3-7
STOP
R1-1
36"X36"

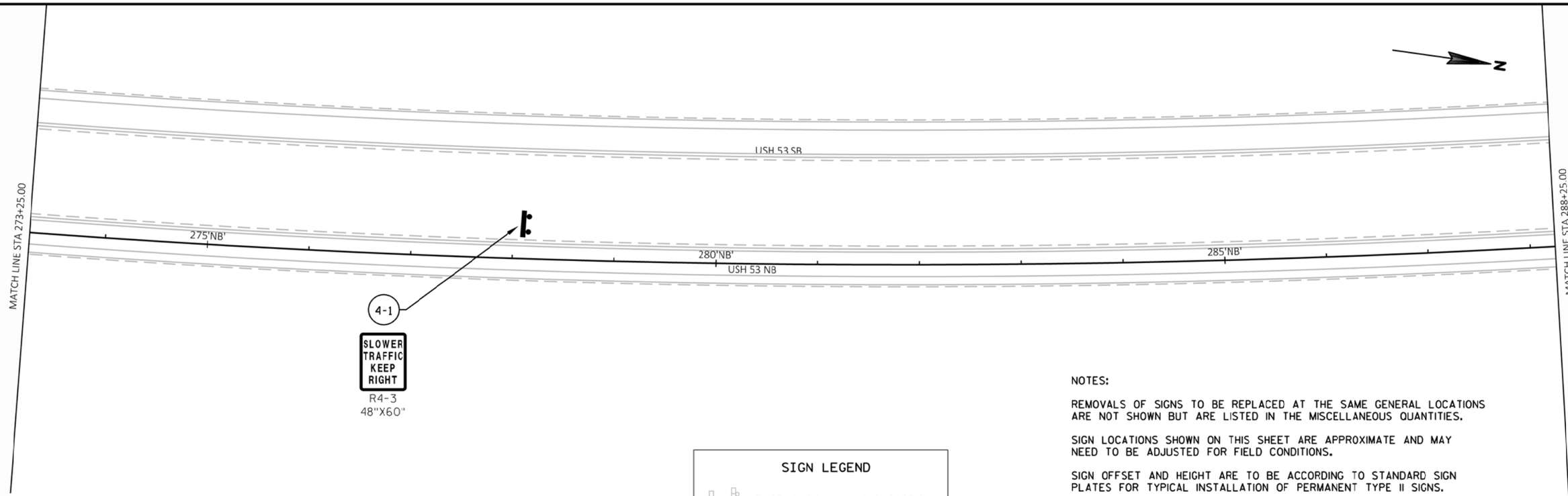
3-6
DIVIDED HIGHWAY
R6-3
30"X24"

3-9
NORTH
53
REMOVE

3-10
EMERGENCY STOPPING ONLY
R8-7
48"X36"

PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET 12	E

2



NOTES:

REMOVALS OF SIGNS TO BE REPLACED AT THE SAME GENERAL LOCATIONS ARE NOT SHOWN BUT ARE LISTED IN THE MISCELLANEOUS QUANTITIES.

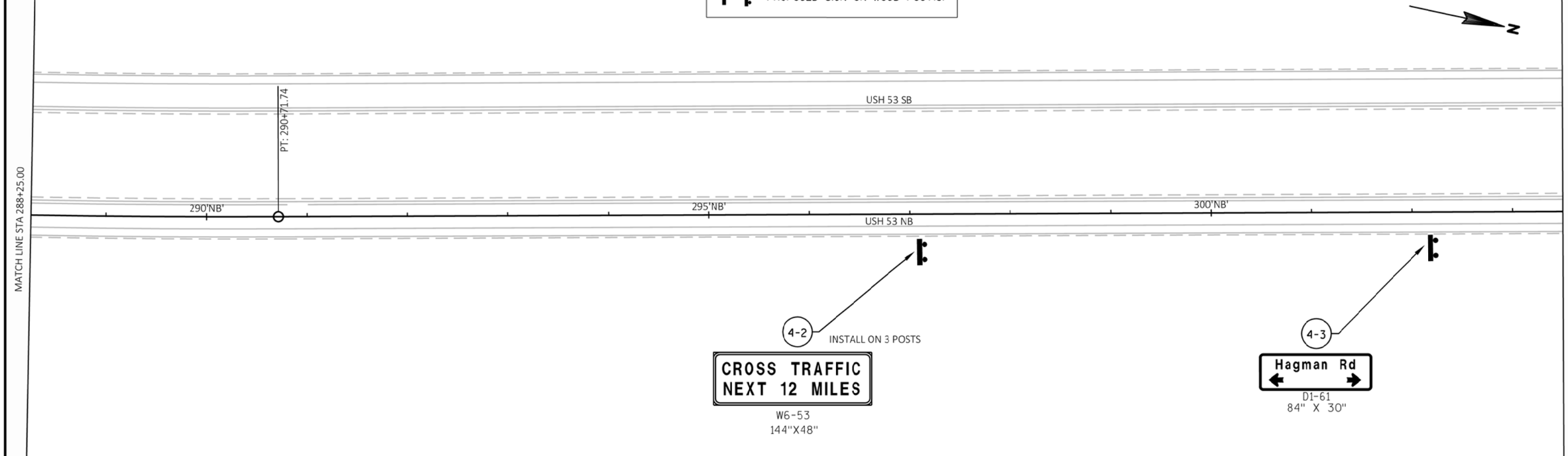
SIGN LOCATIONS SHOWN ON THIS SHEET ARE APPROXIMATE AND MAY NEED TO BE ADJUSTED FOR FIELD CONDITIONS.

SIGN OFFSET AND HEIGHT ARE TO BE ACCORDING TO STANDARD SIGN PLATES FOR TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS.

SIGN LEGEND

EXISTING SIGN ON WOOD POST(S)

PROPOSED SIGN ON WOOD POST(S)



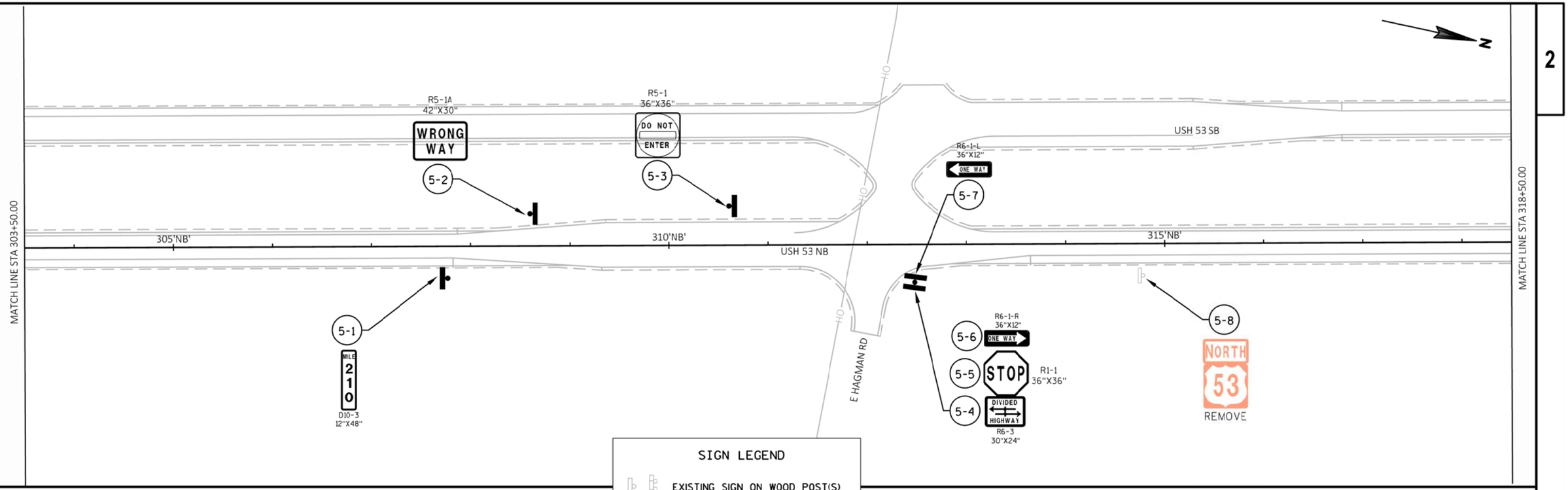
PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET 13	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1711 USH 53-SEH-PERM SIGNING\023201-PS (NB).DWG
LAYOUT NAME - 4

PLOT DATE : 1/8/2018 10:27 AM PLOT BY : USER PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

2



SIGN LEGEND

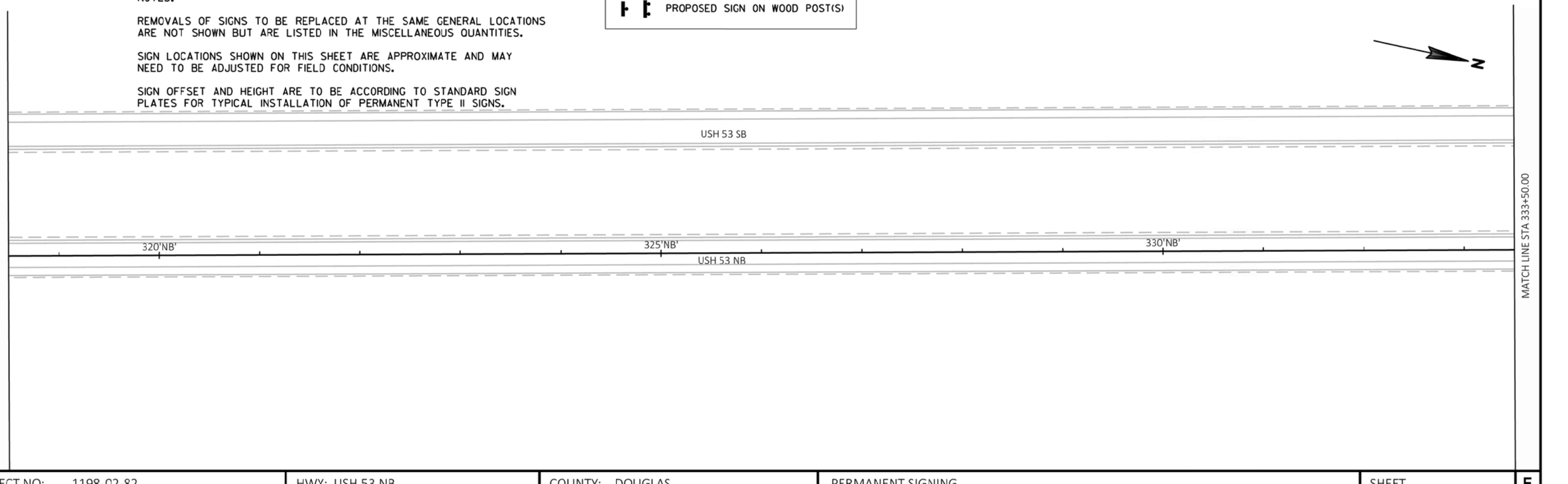
- EXISTING SIGN ON WOOD POST(S)
- PROPOSED SIGN ON WOOD POST(S)

NOTES:

REMOVALS OF SIGNS TO BE REPLACED AT THE SAME GENERAL LOCATIONS ARE NOT SHOWN BUT ARE LISTED IN THE MISCELLANEOUS QUANTITIES.

SIGN LOCATIONS SHOWN ON THIS SHEET ARE APPROXIMATE AND MAY NEED TO BE ADJUSTED FOR FIELD CONDITIONS.

SIGN OFFSET AND HEIGHT ARE TO BE ACCORDING TO STANDARD SIGN PLATES FOR TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS.



PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET 14	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1711 USH 53-SEH-PERM SIGNING\023201-PS (NB).DWG
LAYOUT NAME - 5
PLOT DATE : 1/8/2018 10:28 AM
PLOT BY : USER
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

2

MATCH LINE STA 333+50.00

USH 53 SB

335'NB' 340'NB' 345'NB'

USH 53 NB

6-1

6-2

WATCH FOR TURNING VEHICLES NEXT 1/2 MILE

108"X78"

SIGN LEGEND

EXISTING SIGN ON WOOD POST(S)

PROPOSED SIGN ON WOOD POST(S)

NOTES:

REMOVALS OF SIGNS TO BE REPLACED AT THE SAME GENERAL LOCATIONS ARE NOT SHOWN BUT ARE LISTED IN THE MISCELLANEOUS QUANTITIES.

SIGN LOCATIONS SHOWN ON THIS SHEET ARE APPROXIMATE AND MAY NEED TO BE ADJUSTED FOR FIELD CONDITIONS.

SIGN OFFSET AND HEIGHT ARE TO BE ACCORDING TO STANDARD SIGN PLATES FOR TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS.

MATCH LINE STA 348+50.00

2

MATCH LINE STA 348+50.00

USH 53 SB

350'NB' 355'NB' 360'NB'

USH 53 NB

MATCH LINE STA 363+50.00

6-3

JCT COUNTY L

J1-1
36"X57"

6-4

WEST COUNTY L | EAST COUNTY L

USE LEFT LANE

M4-20L
36"X36"

J2-2
72"X90"

6-5

WRONG WAY

R5-1A
42"X30"

6-6

Bennett

REMOVE

6-7

DO NOT ENTER

R5-1
48"X48"

6-8

R3-18
48"X48"

R6-1-L
54"X18"

6-12 ONE WAY 6-16

6-11 YIELD 6-15

R1-2
48"X42"

6-9

R5-1
48"X48"

DO NOT ENTER

6-17

6-13

L EAST

USE FAR RIGHT LANE

53 NORTH

114"X60"

6-14

ONE WAY

R6-2-L
36"X48"

6-18

MILE 2 1 1

D10-3
12"X48"

R5-1A
42"X30"

6-20

WRONG WAY

6-19

TO WEST L | EAST L

114"X72"

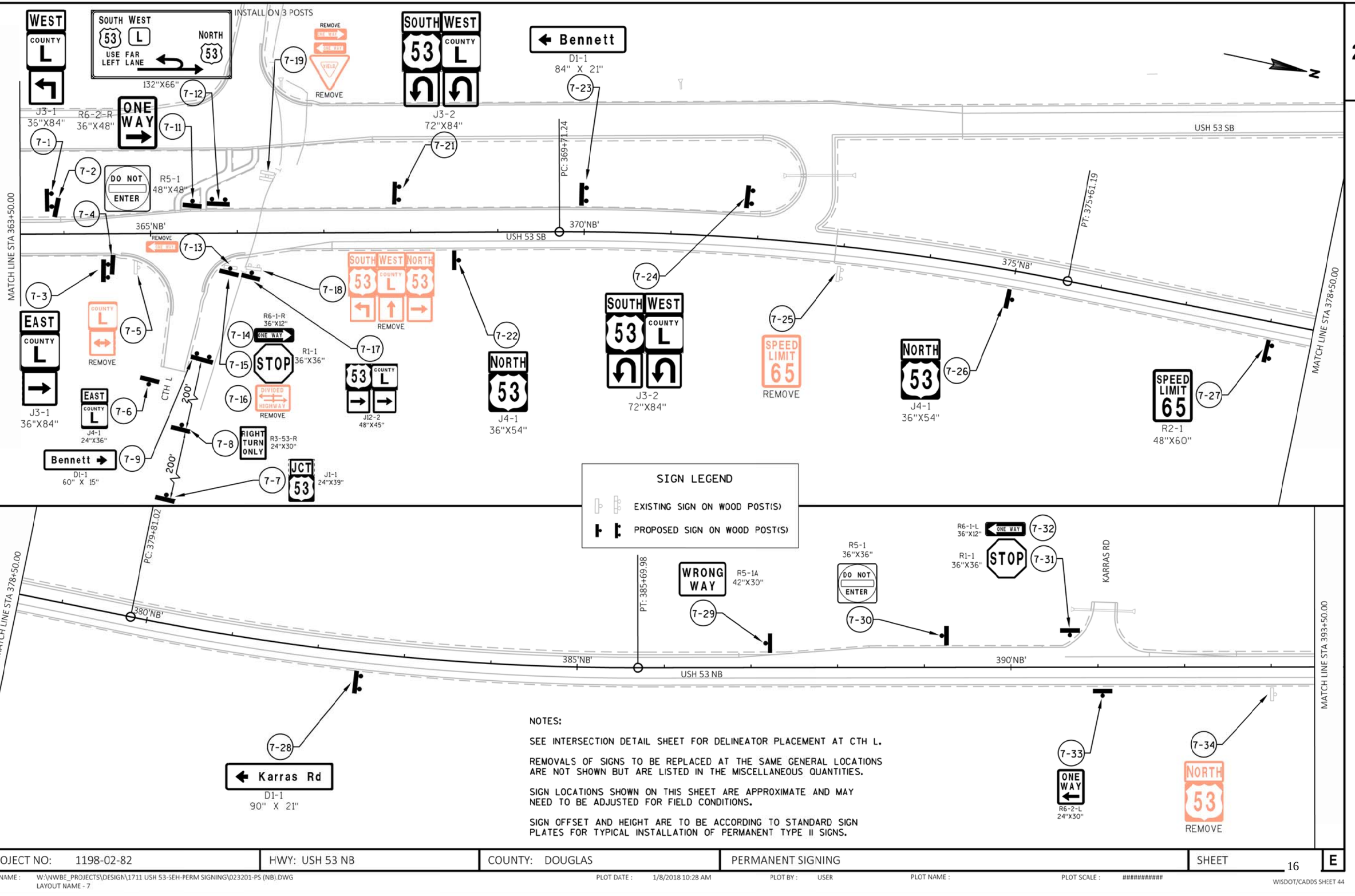
PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1711 USH 53-SEH-PERM SIGNING\023201-PS (NB).DWG
LAYOUT NAME - 6

PLOT DATE : 1/8/2018 10:28 AM PLOT BY : USER PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

2



NOTES:

SEE INTERSECTION DETAIL SHEET FOR DELINEATOR PLACEMENT AT CTH L.

REMOVALS OF SIGNS TO BE REPLACED AT THE SAME GENERAL LOCATIONS ARE NOT SHOWN BUT ARE LISTED IN THE MISCELLANEOUS QUANTITIES.

SIGN LOCATIONS SHOWN ON THIS SHEET ARE APPROXIMATE AND MAY NEED TO BE ADJUSTED FOR FIELD CONDITIONS.

SIGN OFFSET AND HEIGHT ARE TO BE ACCORDING TO STANDARD SIGN PLATES FOR TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS.

PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1711 USH 53-SEH-PERM SIGNING\023201-PS (NB).DWG
LAYOUT NAME - 7
PLOT DATE : 1/8/2018 10:28 AM
PLOT BY : USER
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

2

MATCH LINE STA 393+50.00

MATCH LINE STA 408+25.00

395'NB'

400'NB'

405'NB'

USH 53 NB

NOTES:

REMOVALS OF SIGNS TO BE REPLACED AT THE SAME GENERAL LOCATIONS ARE NOT SHOWN BUT ARE LISTED IN THE MISCELLANEOUS QUANTITIES.

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SIGN OFFSET AND HEIGHT ARE TO BE ACCORDING TO STANDARD SIGN PLATES FOR TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS.

SIGN LEGEND

EXISTING SIGN ON WOOD POST(S)

PROPOSED SIGN ON WOOD POST(S)

MATCH LINE STA 408+25.00

MATCH LINE STA 423+50.00

410'NB'

415'NB'

420'NB'

USH 53 NB

PC: 420+51.57

8-1
Bennett Rd
D1-61
84" X 30"

8-2
MILE 212
D10-3
12"X48"

R5-1A
42"X30"
WRONG WAY
8-3

R5-1
36"X36"
DO NOT ENTER
8-4

R1-1
36"X36"
STOP
8-5

R6-1-L
36"X12"
ONE WAY
8-6

8-7
ONE WAY
R6-1-R
36"X12"

R6-1-L
36"X12"
ONE WAY
8-11

R6-1-R
36"X12"
8-10
ONE WAY
8-9
STOP
R1-1
36"X36"
DIVIDED HIGHWAY
8-8
R6-3
30"X24"

S SAMUELSON RD

BENNETT RD

8-12
NORTH
53
REMOVE

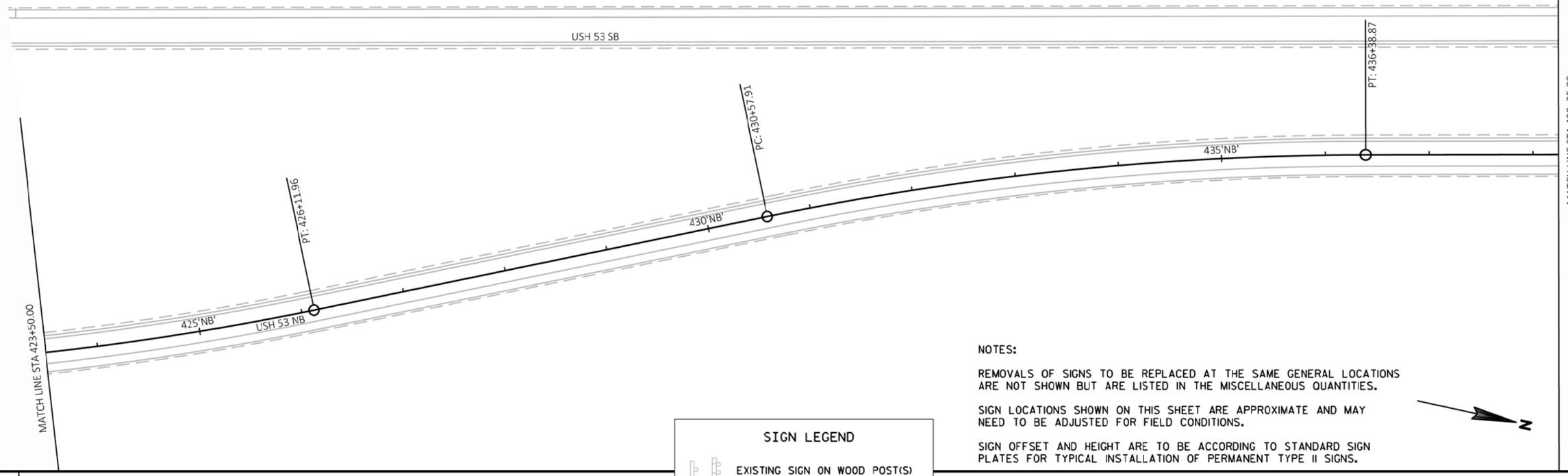
PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET 17	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1711 USH 53-SEH-PERM SIGNING\023201-PS (NB).DWG
LAYOUT NAME - 8

PLOT DATE : 1/8/2018 10:29 AM PLOT BY : USER PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

2



NOTES:

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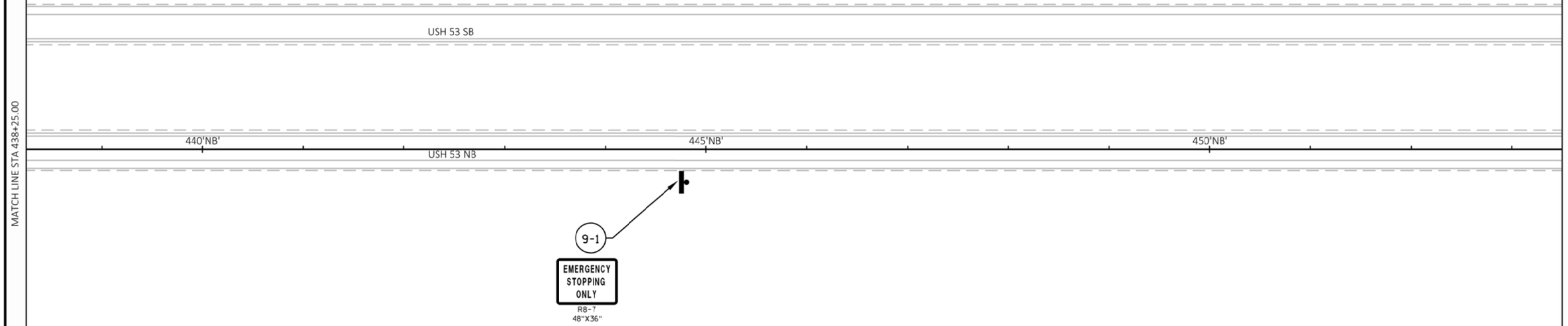
SIGN LEGEND

EXISTING SIGN ON WOOD POST(S)

PROPOSED SIGN ON WOOD POST(S)



PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET 18	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1711 USH 53-SEH-PERM SIGNING\023201-PS (NB).DWG
LAYOUT NAME - 9

PLOT DATE : 1/8/2018 10:29 AM PLOT BY : USER PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

2

MATCH LINE STA 453+50.00

MATCH LINE STA 468+25.00

USH 53 SB

455'NB'

460'NB'

465'NB'

USH 53 NB

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

10-1
Line Rd
D1-61
60" X 30"

10-2
MILE
213
D10-3
12"X48"

NOTES:

REMOVALS OF SIGNS TO BE REPLACED AT THE SAME GENERAL LOCATIONS ARE NOT SHOWN BUT ARE LISTED IN THE MISCELLANEOUS QUANTITIES.

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SIGN LEGEND

EXISTING SIGN ON WOOD POST(S)

PROPOSED SIGN ON WOOD POST(S)

MATCH LINE STA 468+25.00

MATCH LINE STA 483+50.00

TOWN LINE RD

R5-1
36"X36"
DO NOT ENTER
10-4

USH 53 SB

R6-1-L
36"X12"
ONE WAY
10-8

470'NB'

475'NB'

480'NB'

USH 53 NB

10-7
10-6
10-5
R6-1-R
36"X12"
ONE WAY
STOP
R1-1
36"X36"
DIVIDED HIGHWAY
R6-3
30"X24"

10-9
NORTH
53
REMOVE

10-10
I55-56
30"X36"

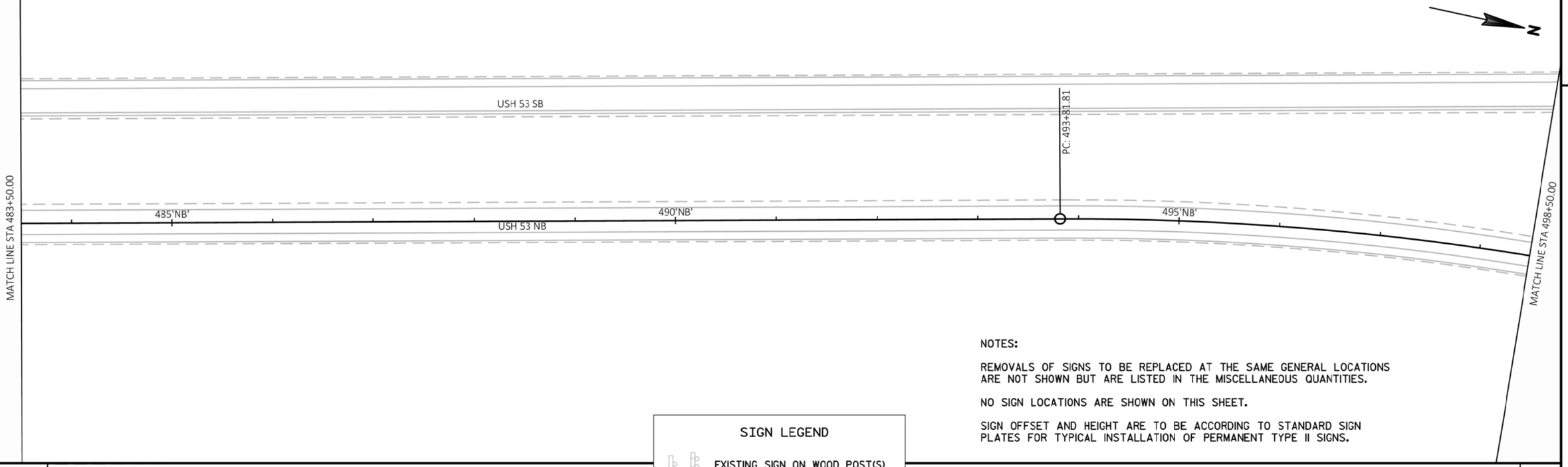
10-11
SLOWER TRAFFIC KEEP RIGHT
R4-3
48"X60"

PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET 19	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1711 USH 53-SEH-PERM SIGNING\023201-PS (NB).DWG
LAYOUT NAME - 10

PLOT DATE : 1/8/2018 10:29 AM PLOT BY : USER PLOT NAME : PLOT SCALE : ##########

2



NOTES:

REMOVALS OF SIGNS TO BE REPLACED AT THE SAME GENERAL LOCATIONS ARE NOT SHOWN BUT ARE LISTED IN THE MISCELLANEOUS QUANTITIES.

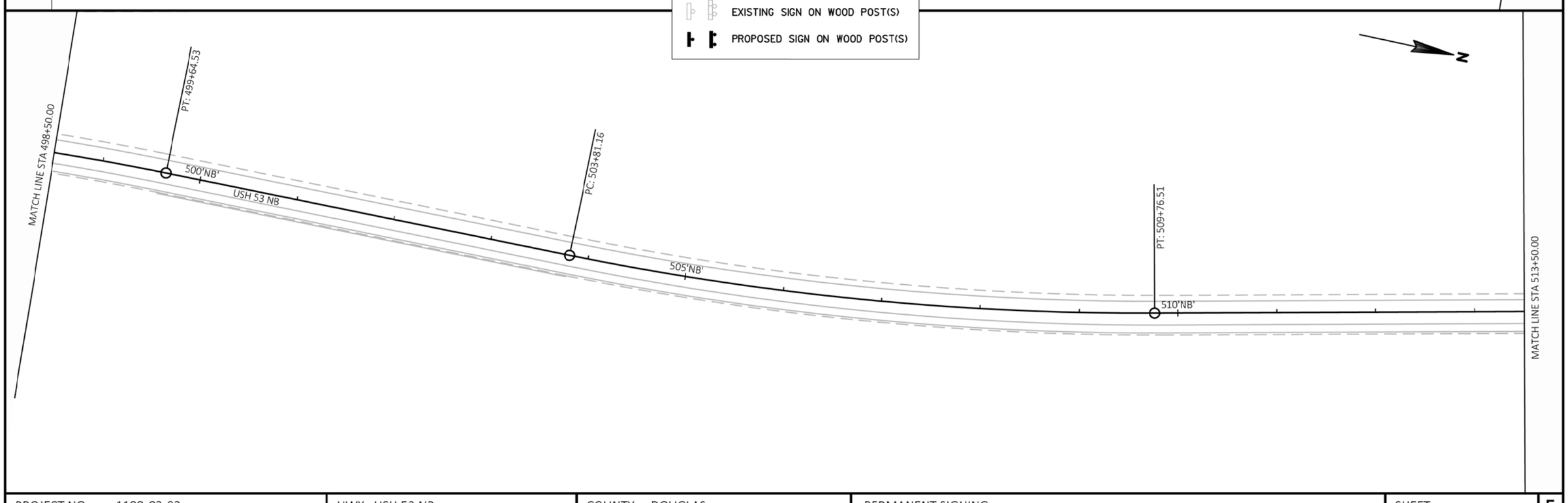
NO SIGN LOCATIONS ARE SHOWN ON THIS SHEET.

SIGN OFFSET AND HEIGHT ARE TO BE ACCORDING TO STANDARD SIGN PLATES FOR TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS.

SIGN LEGEND

EXISTING SIGN ON WOOD POST(S)

PROPOSED SIGN ON WOOD POST(S)



PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1711 USH 53-SEH-PERM SIGNING\023201-PS (NB).DWG
LAYOUT NAME - 11

PLOT DATE : 1/8/2018 10:30 AM PLOT BY : USER PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

2

MATCH LINE STA 513+50.00

515'NB'

520'NB'

525'NB'

USH 53 NB

MATCH LINE STA 528+50.00

2

NOTES:

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SIGN LEGEND

EXISTING SIGN ON WOOD POST(S)

PROPOSED SIGN ON WOOD POST(S)

12-1

MILE 2 1 4

D10-3
12"X48"

MATCH LINE STA 528+50.00

530'NB'

535'NB'

540'NB'

USH 53 NB

MATCH LINE STA 543+50.00

12-2

ROAD TO Pattison State Park 1 MILE

REMAINS INPLACE

12-3

INSTALL ON 3 POSTS

CROSS TRAFFIC NEXT 8 MILES

W6-53
144"X48"

PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1711 USH 53-SEH-PERM SIGNING\023201-PS (NB).DWG
LAYOUT NAME - 12
PLOT DATE : 1/8/2018 10:30 AM PLOT BY : USER PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

2

WATCH FOR VEHICLES CHANGING LANES NEXT MILE

REMOVE TYPE I SIGN, TYPE I SIGN SUPPORTS AND BASES.

MATCH LINE STA 543+50.00

545'NB'

USH 53 NB

550'NB'

555'NB'

MATCH LINE STA 558+50.00

13-1

13-2

13-3

13-4

108"X78"

WATCH FOR TURNING VEHICLES NEXT 1 MILE

NOTES:

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SIGN LEGEND

EXISTING SIGN ON WOOD POST(S)

PROPOSED SIGN ON WOOD POST(S)

MATCH LINE STA 558+50.00

PC: 559+07.44

560'NB'

13-5

WRONG WAY

R5-1A

42"X30"

13-6

JCT COUNTY B

J1-1

36"X57"

13-7

13-8

R3-18

48"X48"

R6-1-L

36"X12"

ONE WAY

13-10

R1-1

36"X36"

STOP

13-9

13-11

DO NOT ENTER

R5-1

36"X36"

R1-1

36"X36"

STOP

13-14

13-15

DO NOT ENTER

R5-1

36"X36"

PT: 564+80.94

565'NB'

USH 53 NB

13-12

NORTH 53 EAST COUNTY B

J3-2

48"X57"

13-13

ONE WAY

R6-2-L

36"X48"

13-16

NORTH 53

REMOVE

PC: 569+29.80

570'NB'

13-17

INSTALL ON 3 POSTS

Hawthorne

Lake Nebagamon

D1-2

138"X36"

WEST COUNTY B

13-18

J3-1

36"X84"

EAST COUNTY B

13-19

J3-1

36"X84"

13-20

Pattison State Park

D7-53-L

72"X42"

MATCH LINE STA 573+50.00

PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1711 USH 53-SEH-PERM SIGNING\023201-PS (NB).DWG
LAYOUT NAME - 13
PLOT DATE : 1/8/2018 10:31 AM
PLOT BY : USER
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

2

MATCH LINE STA 573+50.00

PT: 574+97.09

USH 53 SB

575'NB'

USH 53 NB

580'NB'

585'NB'

MATCH LINE STA 588+25.00

W12-1D
36"X36"

J3-1
36"X84"

R6-1-L
36"X12"

R1-2
48"X42"

R5-1
36"X36"

INSTALL ON 3 POSTS

132"X48"

R6-1-R
36"X12"

R1-1
36"X36"

R4-7
24"X30"

R5-1A
42"X30"

D10-3
12"X48"

R6-2-L
36"X48"

J4-1
24"X36"

R3-53-R
24"X30"

J12-2
48"X45"

REMOVE

NOTES:

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SIGN OFFSET AND HEIGHT ARE TO BE ACCORDING TO STANDARD SIGN PLATES FOR TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS.

CTH B

SIGN LEGEND

EXISTING SIGN ON WOOD POST(S)

PROPOSED SIGN ON WOOD POST(S)

MATCH LINE STA 588+25.00

MATCH LINE STA 603+25.00

PC: 598+33.44

590'NB'

595'NB'

600'NB'

USH 53 SB

USH 53 NB

J3-2
72"X84"

J4-1
36"X54"

R2-1
48"X60"

PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET 23	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1711 USH 53-SEH-PERM SIGNING\D23201-PS (NB).DWG
LAYOUT NAME - 14
PLOT DATE : 1/8/2018 12:03 PM
PLOT BY : USER
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

2

2

MATCH LINE STA 603+25.00

MATCH LINE STA 618+25.00

USH 53 SB

USH 53 NB

605'NB'

610'NB'

615'NB'

NOTES:

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SIGN OFFSET AND HEIGHT ARE TO BE ACCORDING TO STANDARD SIGN PLATES FOR TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS.

N

SIGN LEGEND

EXISTING SIGN ON WOOD POST(S)

PROPOSED SIGN ON WOOD POST(S)

MATCH LINE STA 618+25.00

MATCH LINE STA 632+95.93

USH 53 SB

USH 53 NB

620'NB'

625'NB'

630'NB'

15-1

MILE
2
1
6

D10-3
12"X48"

PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1711 USH 53-SEH-PERM SIGNING\023201-PS (NB).DWG
LAYOUT NAME - 15
PLOT DATE : 1/8/2018 10:31 AM PLOT BY : USER PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

2

2

MATCH LINE STA 632+95.93

USH 53 SB

635'NB'

640'NB'

645'NB'

USH 53 NB

MATCH LINE STA 647+25.00

NOTES:

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SIGN LEGEND

EXISTING SIGN ON WOOD POST(S)

PROPOSED SIGN ON WOOD POST(S)

MATCH LINE STA 647+25.00

R5-1A
42"X30"
WRONG WAY
16-2

R5-1
36"X36"
DO NOT ENTER
16-3

USH 53 SB

R6-1-L
36"X12"
ONE WAY
16-7

660'NB'

655'NB'

650'NB'

USH 53 NB

MATCH LINE STA 662+25.00

16-1
18th St Rd
D1-1
96" X 21"

R6-1-R
36"X12"
ONE WAY
16-6

R1-1
36"X36"
STOP
16-5

DIVIDED HIGHWAY
R6-3-A
30"X24"
16-4

16-8
NORTH
53
REMOVE

PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET 25	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1711 USH 53-SEH-PERM SIGNING\023201-PS (NB).DWG
LAYOUT NAME - 16

PLOT DATE : 1/8/2018 10:32 AM PLOT BY : USER PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

2

2

USH 53 SB

MATCH LINE STA 662+25.00

665'NB'

670'NB'

675'NB'

USH 53 NB

MATCH LINE STA 677+50.00

17-1

REMOVE

NOTES:

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SIGN LEGEND

EXISTING SIGN ON WOOD POST(S)

PROPOSED SIGN ON WOOD POST(S)

MATCH LINE STA 677+50.00

USH 53 SB

PT: 682+08.47

PI: 690+70.45

MATCH LINE STA 692+25.00

680'NB'

685'NB'

690'NB'

USH 53 NB

17-2

MILE 217

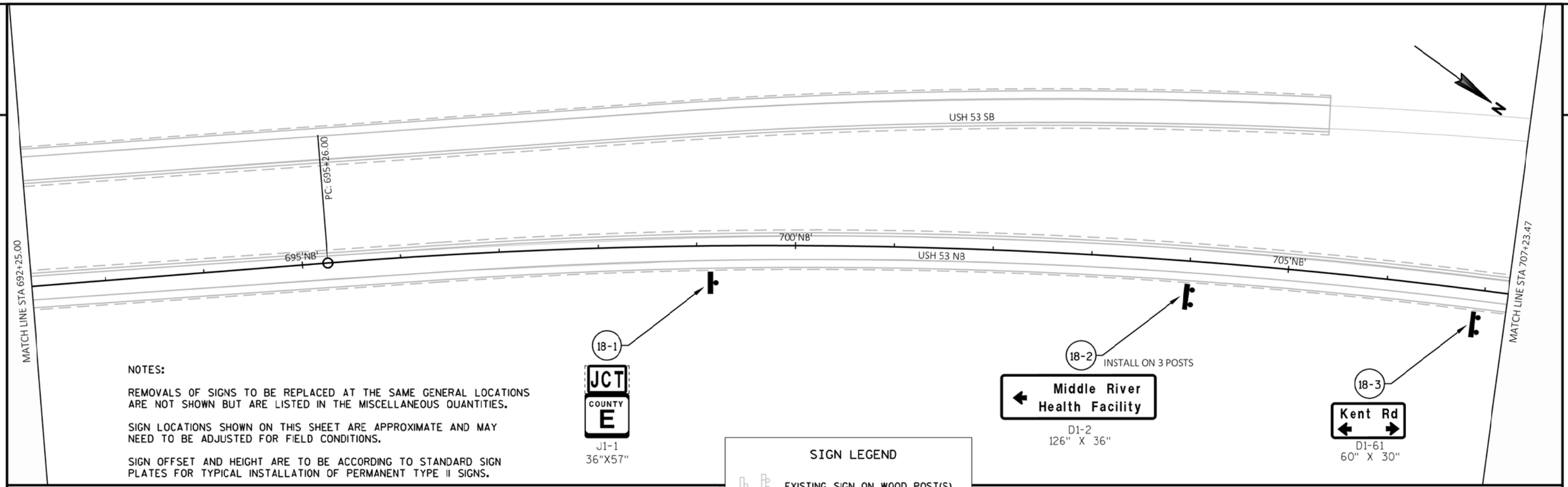
D10-3

12"X48"

PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1711 USH 53-SEH-PERM SIGNING\023201-PS (NB).DWG
LAYOUT NAME - 17
PLOT DATE : 2/19/2018 12:56 PM PLOT BY : USER PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

2



NOTES:

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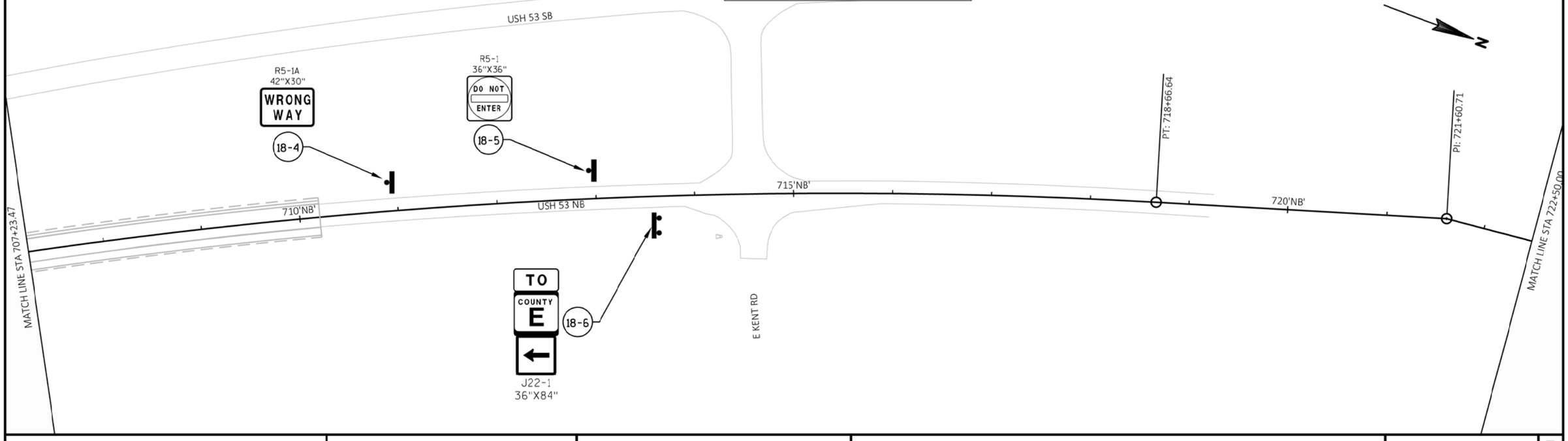
SIGN LEGEND

EXISTING SIGN ON WOOD POST(S)

PROPOSED SIGN ON WOOD POST(S)



PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET 27	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1711 USH 53-SEH-PERM SIGNING\023201-PS (NB).DWG
LAYOUT NAME - 18

PLOT DATE : 1/8/2018 10:00 AM PLOT BY : USER PLOT NAME : PLOT SCALE : ##########

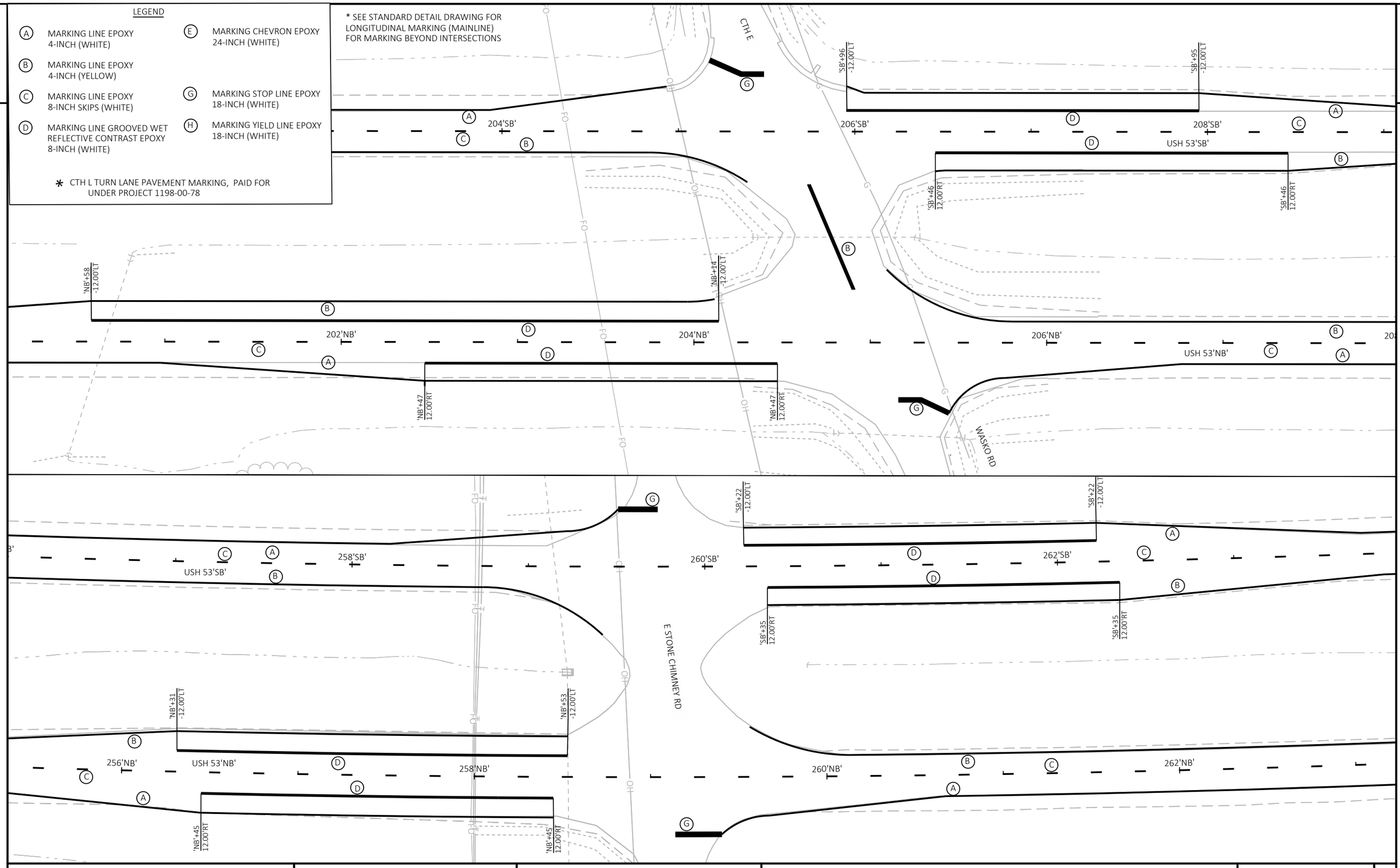
WISDOT/CADDS SHEET 44

LEGEND

- (A) MARKING LINE EPOXY 4-INCH (WHITE)
- (B) MARKING LINE EPOXY 4-INCH (YELLOW)
- (C) MARKING LINE EPOXY 8-INCH SKIPS (WHITE)
- (D) MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH (WHITE)
- (E) MARKING CHEVRON EPOXY 24-INCH (WHITE)
- (G) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (H) MARKING YIELD LINE EPOXY 18-INCH (WHITE)

* CTH L TURN LANE PAVEMENT MARKING, PAID FOR UNDER PROJECT 1198-00-78

* SEE STANDARD DETAIL DRAWING FOR LONGITUDINAL MARKING (MAINLINE) FOR MARKING BEYOND INTERSECTIONS



PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PAVEMENT MARKING	SHEET 28	E

2

2

310'SB'

USH 53'SB'

312'SB'

314'SB'

316'SB'

'SB'+41
-12.00'LT

'SB'+65
-12.00'LT

'SB'+19
12.00'RT

'SB'+65
12.00'RT

E HAGMAN RD

'NB'+36
-12.00'LT

'NB'+71
-12.00'LT

310'NB'

USH 53'NB'

312'NB'

314'NB'

316'NB'

'NB'+31
12.00'RT

'NB'+31
12.00'RT

'NB'+84
20.00'RT

'NB'+64
12.00'RT

KARAS RD

'NB'+36
-12.00'LT

'NB'+62
-12.00'LT

388'NB'

USH 53'NB'

390'NB'

392'NB'

394'NB'

LEGEND

- (A) MARKING LINE EPOXY 4-INCH (WHITE)
- (B) MARKING LINE EPOXY 4-INCH (YELLOW)
- (C) MARKING LINE EPOXY 8-INCH SKIPS (WHITE)
- (D) MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH (WHITE)
- (E) MARKING CHEVRON EPOXY 24-INCH (WHITE)
- (G) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (H) MARKING YIELD LINE EPOXY 18-INCH (WHITE)

* CTH L TURN LANE PAVEMENT MARKING, PAID FOR UNDER PROJECT 1198-00-78

* SEE STANDARD DETAIL DRAWING FOR LONGITUDINAL MARKING (MAINLINE) FOR MARKING BEYOND INTERSECTIONS

PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PAVEMENT MARKING	SHEET 29	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 02

PLOT DATE : 3/19/2018 2:45 PM PLOT BY : JUSTIN SHAVLIK PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

388'SB'

390'SB'

392'SB'

USH 53'SB'

394'SB'

'SB'+80
-12.00'LT

'SB'+12
-12.00'LT

'SB'+21
12.00'RT

'SB'+81
22.00'RT

'SB'+94
12.00'RT

'SB'+44
12.00'RT

KARAS RD

E BENNETT RD

HO

* SEE STANDARD DETAIL DRAWING FOR LONGITUDINAL MARKING (MAINLINE) FOR MARKING BEYOND INTERSECTIONS

LEGEND

- (A) MARKING LINE EPOXY 4-INCH (WHITE)
- (B) MARKING LINE EPOXY 4-INCH (YELLOW)
- (C) MARKING LINE EPOXY 8-INCH SKIPS (WHITE)
- (D) MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH (WHITE)
- (E) MARKING CHEVRON EPOXY 24-INCH (WHITE)
- (G) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (H) MARKING YIELD LINE EPOXY 18-INCH (WHITE)

* CTH L TURN LANE PAVEMENT MARKING, PAID FOR UNDER PROJECT 1198-00-78

'NB'+94
-12.00'LT

'NB'+94
-12.00'LT

'NB'+06
-23.00'LT

'NB'+06
-12.00'LT

416'NB'

418'NB'

420'NB'

422'NB'

USH 53'NB'

'NB'+55
12.00'RT

'NB'+55
12.00'RT

'NB'+80
23.00'RT

'NB'+80
12.00'RT

MH

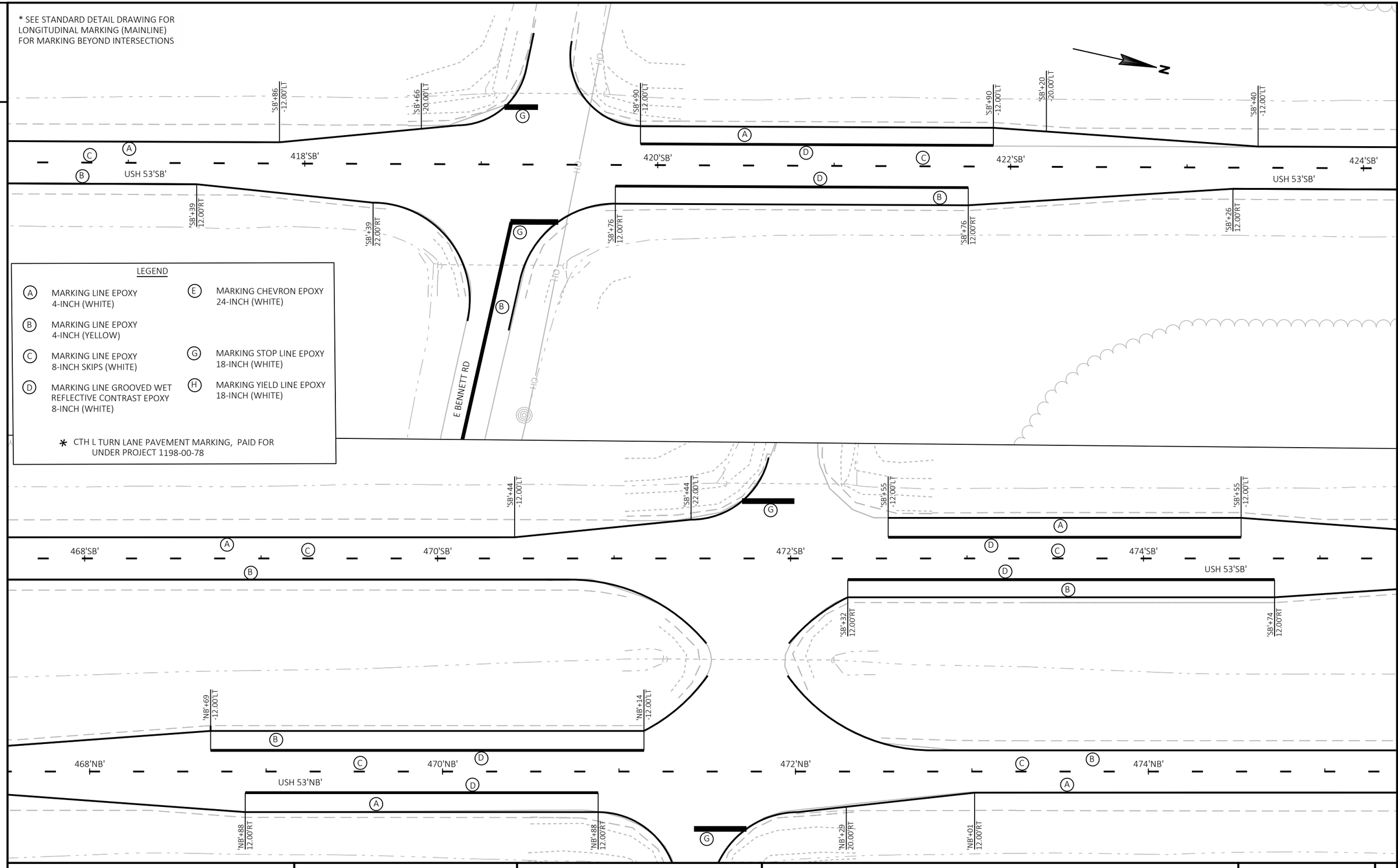
PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PAVEMENT MARKING	SHEET 30	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 03

PLOT DATE : 3/19/2018 2:46 PM PLOT BY : JUSTIN SHAVLIK PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

* SEE STANDARD DETAIL DRAWING FOR
LONGITUDINAL MARKING (MAINLINE)
FOR MARKING BEYOND INTERSECTIONS



LEGEND

- (A) MARKING LINE EPOXY 4-INCH (WHITE)
- (B) MARKING LINE EPOXY 4-INCH (YELLOW)
- (C) MARKING LINE EPOXY 8-INCH SKIPS (WHITE)
- (D) MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH (WHITE)
- (E) MARKING CHEVRON EPOXY 24-INCH (WHITE)
- (G) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (H) MARKING YIELD LINE EPOXY 18-INCH (WHITE)

* CTH L TURN LANE PAVEMENT MARKING, PAID FOR UNDER PROJECT 1198-00-78

PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PAVEMENT MARKING	SHEET 31	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 04

PLOT DATE : 3/19/2018 2:47 PM PLOT BY : JUSTIN SHAVLIK PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

N

562'SB'

564'SB'

USH 53'SB'

SIGN

598'SB'

600'SB'

598'NB'

600'NB'

USH 53'NB'

564'NB'

562'NB'

SIGN

LEGEND

- (A) MARKING LINE EPOXY 4-INCH (WHITE)
- (B) MARKING LINE EPOXY 4-INCH (YELLOW)
- (C) MARKING LINE EPOXY 8-INCH SKIPS (WHITE)
- (D) MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH (WHITE)
- (E) MARKING CHEVRON EPOXY 24-INCH (WHITE)
- (G) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (H) MARKING YIELD LINE EPOXY 18-INCH (WHITE)
- * CTH L TURN LANE PAVEMENT MARKING, PAID FOR UNDER PROJECT 1198-00-78

* SEE STANDARD DETAIL DRAWING FOR LONGITUDINAL MARKING (MAINLINE) FOR MARKING BEYOND INTERSECTIONS

PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PAVEMENT MARKING	SHEET 32	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 05

PLOT DATE : 3/19/2018 2:48 PM PLOT BY : JUSTIN SHAVLIK PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

LEGEND

- (A) MARKING LINE EPOXY 4-INCH (WHITE)
- (B) MARKING LINE EPOXY 4-INCH (YELLOW)
- (C) MARKING LINE EPOXY 8-INCH SKIPS (WHITE)
- (D) MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH (WHITE)
- (E) MARKING CHEVRON EPOXY 24-INCH (WHITE)
- (G) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (H) MARKING YIELD LINE EPOXY 18-INCH (WHITE)

* CTH L TURN LANE PAVEMENT MARKING, PAID FOR UNDER PROJECT 1198-00-78

* SEE STANDARD DETAIL DRAWING FOR LONGITUDINAL MARKING (MAINLINE) FOR MARKING BEYOND INTERSECTIONS

N

SB'
574'SB'
USH 53'SB'
576'SB'
578'SB'
574'NB'
576'NB'
USH 53'NB'
578'NB'
580'NB'

$IGN
SIGN

PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PAVEMENT MARKING	SHEET 33	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 06

PLOT DATE : 3/19/2018 2:49 PM PLOT BY : JUSTIN SHAVLIK PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

CTH B

580'SB'

582'SB'

584'SB'

586'SB'

USH 53'SB'

582'NB'

584'NB'

586'NB'

USH 53'NB'

SIGN

SIGN

CTH B

SIGN

* SEE STANDARD DETAIL DRAWING FOR
LONGITUDINAL MARKING (MAINLINE)
FOR MARKING BEYOND INTERSECTIONS

LEGEND

- (A) MARKING LINE EPOXY 4-INCH (WHITE)
- (B) MARKING LINE EPOXY 4-INCH (YELLOW)
- (C) MARKING LINE EPOXY 8-INCH SKIPS (WHITE)
- (D) MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH (WHITE)
- (E) MARKING CHEVRON EPOXY 24-INCH (WHITE)
- (G) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (H) MARKING YIELD LINE EPOXY 18-INCH (WHITE)

* CTH L TURN LANE PAVEMENT MARKING, PAID FOR UNDER PROJECT 1198-00-78

PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PAVEMENT MARKING	SHEET 34	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 07

PLOT DATE : 3/19/2018 2:49 PM PLOT BY : JUSTIN SHAVLIK PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

SIGN

'SB+99
-12.00'LT

588'SB'

590'SB'

592'SB'

USH 53'SB'

594'SB'

'SB+15
12.00'RT

'NB+22
-12.00'LT

'NB+67
-12.00'LT

588'NB'

590'NB'

592'NB'

USH 53'NB'

594'NB'

MH

SIGN

SIGN

594'SB'

596'SB'

USH 53'SB'

598'SB'

600'SB'

594'NB'

USH 53'NB'

596'NB'

598'NB'

LEGEND

- (A) MARKING LINE EPOXY 4-INCH (WHITE)
- (B) MARKING LINE EPOXY 4-INCH (YELLOW)
- (C) MARKING LINE EPOXY 8-INCH SKIPS (WHITE)
- (D) MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH (WHITE)
- (E) MARKING CHEVRON EPOXY 24-INCH (WHITE)
- (G) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (H) MARKING YIELD LINE EPOXY 18-INCH (WHITE)

* CTH L TURN LANE PAVEMENT MARKING, PAID FOR UNDER PROJECT 1198-00-78

* SEE STANDARD DETAIL DRAWING FOR LONGITUDINAL MARKING (MAINLINE) FOR MARKING BEYOND INTERSECTIONS

PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PAVEMENT MARKING	SHEET 35	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 08

PLOT DATE : 3/19/2018 2:51 PM PLOT BY : JUSTIN SHAVLIK PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

SIGN

656'SB'

658'SB'

660'SB'

USH 53'SB'

662'SB'

A

B

C

D

'SB'+87
12.00'RT

'SB'+32
12.00'RT

SIGN SIGN

SIGN SIGN

656'NB'

658'NB'

660'NB'

USH 53'NB'

662'NB'

'NB'+24
12.00'RT

'NB'+24
12.00'RT

SIGN SIGN

SIGN

S 18TH ST RD

MH

* SEE STANDARD DETAIL DRAWING FOR LONGITUDINAL MARKING (MAINLINE) FOR MARKING BEYOND INTERSECTIONS

LEGEND

- (A) MARKING LINE EPOXY 4-INCH (WHITE)
- (B) MARKING LINE EPOXY 4-INCH (YELLOW)
- (C) MARKING LINE EPOXY 8-INCH SKIPS (WHITE)
- (D) MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH (WHITE)
- (E) MARKING CHEVRON EPOXY 24-INCH (WHITE)
- (G) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (H) MARKING YIELD LINE EPOXY 18-INCH (WHITE)

* CTH L TURN LANE PAVEMENT MARKING, PAID FOR UNDER PROJECT 1198-00-78

PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PAVEMENT MARKING	SHEET	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 09

PLOT DATE : 3/19/2018 2:51 PM PLOT BY : JUSTIN SHAVLIK PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

FOLLOW SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" FOR ADVANCED TRAFFIC CONTROL, SPEED REDUCED TO 55 MPH ALSO INCLUDE ① AND ②

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" DRUM SPACING IS 100' TYP, PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE ALSO INCLUDE 1 AND 2

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

ROAD WORK NEXT 10 MILES
G20-1
60"X24"

② TO BE PLACED 1 MILE IN ADVANCE OF WORK ZONE ON USH 53 NB

FINES DOUBLE IN WORK ZONES
Give 'em a BRAKE SLOW DOWN
W21-62
96"X48"

N

WALLS

184'SB' 186'SB' 188'SB' 190'SB' 192'SB' 194'SB' 196'SB' 198'SB'

USH 53 SB

SEE PROJECT 1198-02-83 FOR ADDITIONAL TRAFFIC CONTROL

184'NB' 186'NB' 188'NB' 190'NB' 192'NB' 194'NB' 196'NB'

USH 53 NB

SIGN

MATCH LINE STA 197+50.00 'NB'

BEGIN PROJECT 1198-02-82
STA 184+67'NB'

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- WORK AREA STAGE 1
- WORK AREA STAGE 2
- WORK AREA OPEN TO TRAFFIC

NOTE:
USE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" AND "MOVING PAVEMENT MARKING OPERATION MILIT-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

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

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

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

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

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

STAGE 1
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

STAGE 2
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE. THE INSIDE (MEDIAN) LANE REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

N

200'SB' 202'SB' 204'SB' 206'SB' 208'SB' 210'SB' 212'SB'

USH 53 SB

SEE PROJECT 1198-02-83 FOR ADDITIONAL TRAFFIC CONTROL

198'NB' 200'NB' 202'NB' 204'NB' 206'NB' 208'NB' 210'NB' 212'NB'

USH 53 NB

MATCH LINE STA 197+50.00 'NB'

MATCH LINE STA 212+50.00 'NB'

FOR ADDITIONAL DETAIL SEE SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE"

E WASKO RD

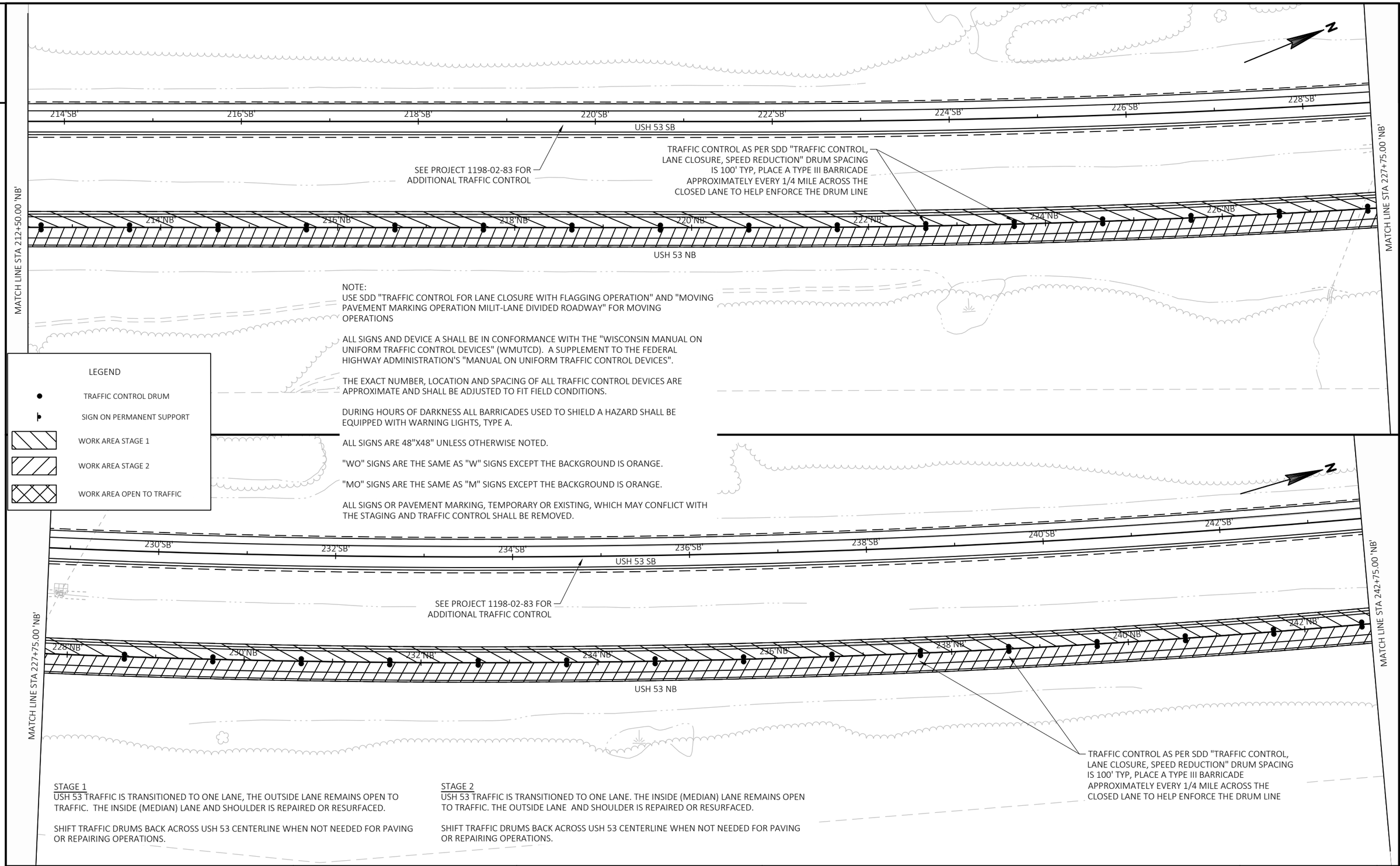
500' MAX

28'WR'

ROAD WORK AHEAD
W20-1A

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

PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 37	E



NOTE:
USE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" AND "MOVING PAVEMENT MARKING OPERATION MILIT-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

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

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

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

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

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

STAGE 1
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

STAGE 2
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE. THE INSIDE (MEDIAN) LANE REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 38	E

2

STAGE 1
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

STAGE 2
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE. THE INSIDE (MEDIAN) LANE REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

N

244'SB' 246'SB' 248'SB' 250'SB' 252'SB' 254'SB' 256'SB' 258'SB'

USH 53 SB

MATCH LINE STA 242+75.00 'NB'

SEE PROJECT 1198-02-83 FOR ADDITIONAL TRAFFIC CONTROL

FOR ADDITIONAL DETAIL SEE SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE"

244'NB' 246'NB' 248'NB' 250'NB' 252'NB' 254'NB' 256'NB'

SIGN

USH 53 NB

MATCH LINE STA 258+00.00 'NB'

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

NOTE:
USE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" AND "MOVING PAVEMENT MARKING OPERATION MULIT-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

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

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

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

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

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

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- WORK AREA STAGE 1
- WORK AREA STAGE 2
- WORK AREA OPEN TO TRAFFIC

N

ROAD WORK AHEAD W20-1A

500' MAX

34'SCR

E STONE CHIMNEY RD

WALL SIGN

260'SB' 262'SB' 264'SB' 266'SB' 268'SB' 270'SB' 272'SB'

USH 53 SB

SEE PROJECT 1198-02-83 FOR ADDITIONAL TRAFFIC CONTROL

MATCH LINE STA 258+00.00 'NB'

260'NB' 262'NB' 264'NB' 266'NB' 268'NB' 270'NB' 272'NB'

USH 53 NB

MATCH LINE STA 273+25.00 'NB'

FOR ADDITIONAL DETAIL SEE SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE"

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

500' MAX

38'SCR

E STONE CHIMNEY RD

ROAD WORK AHEAD W20-1A

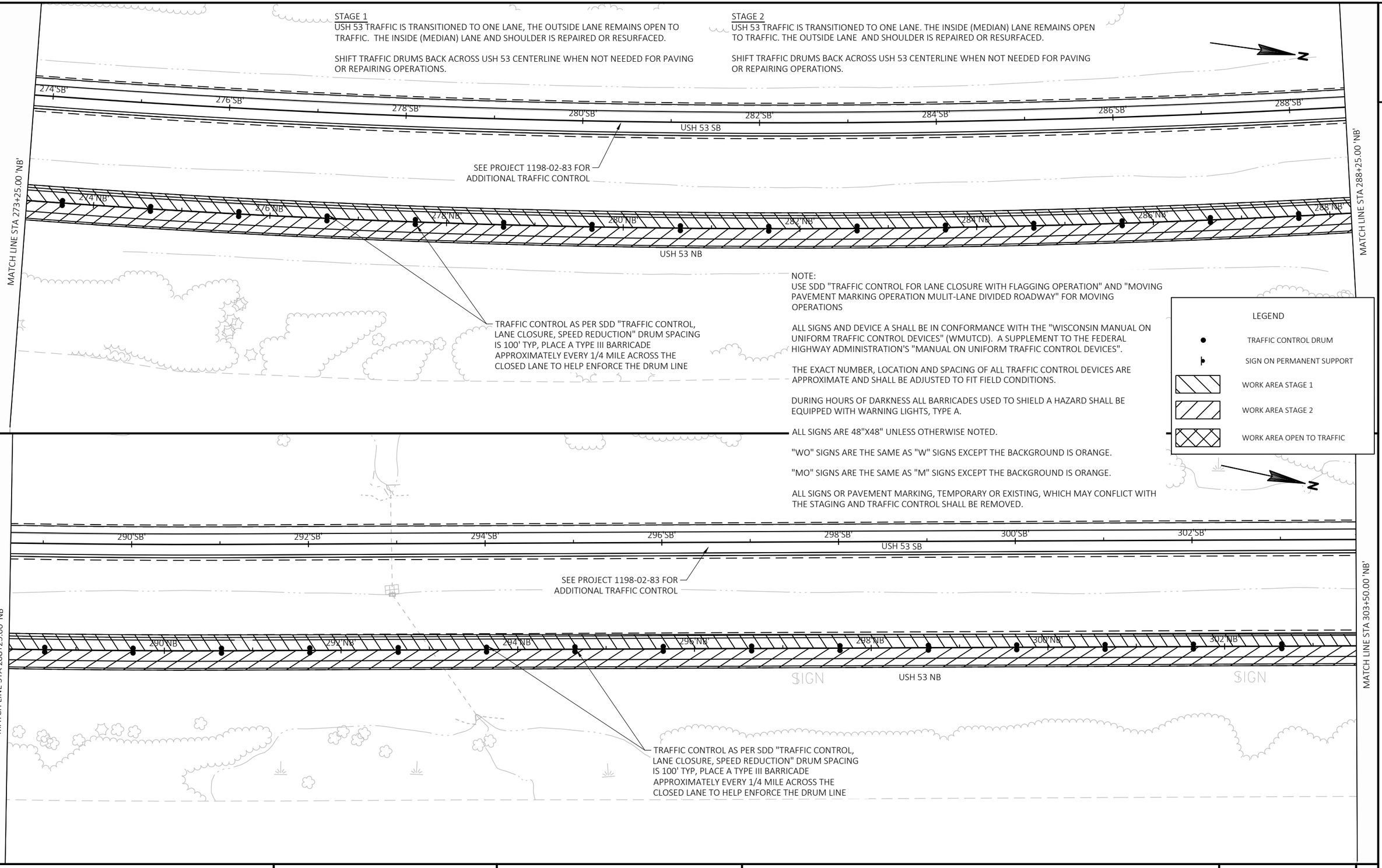
PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 39	E

STAGE 1
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

STAGE 2
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE. THE INSIDE (MEDIAN) LANE REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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



NOTE:
USE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" AND "MOVING PAVEMENT MARKING OPERATION MULIT-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

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

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

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

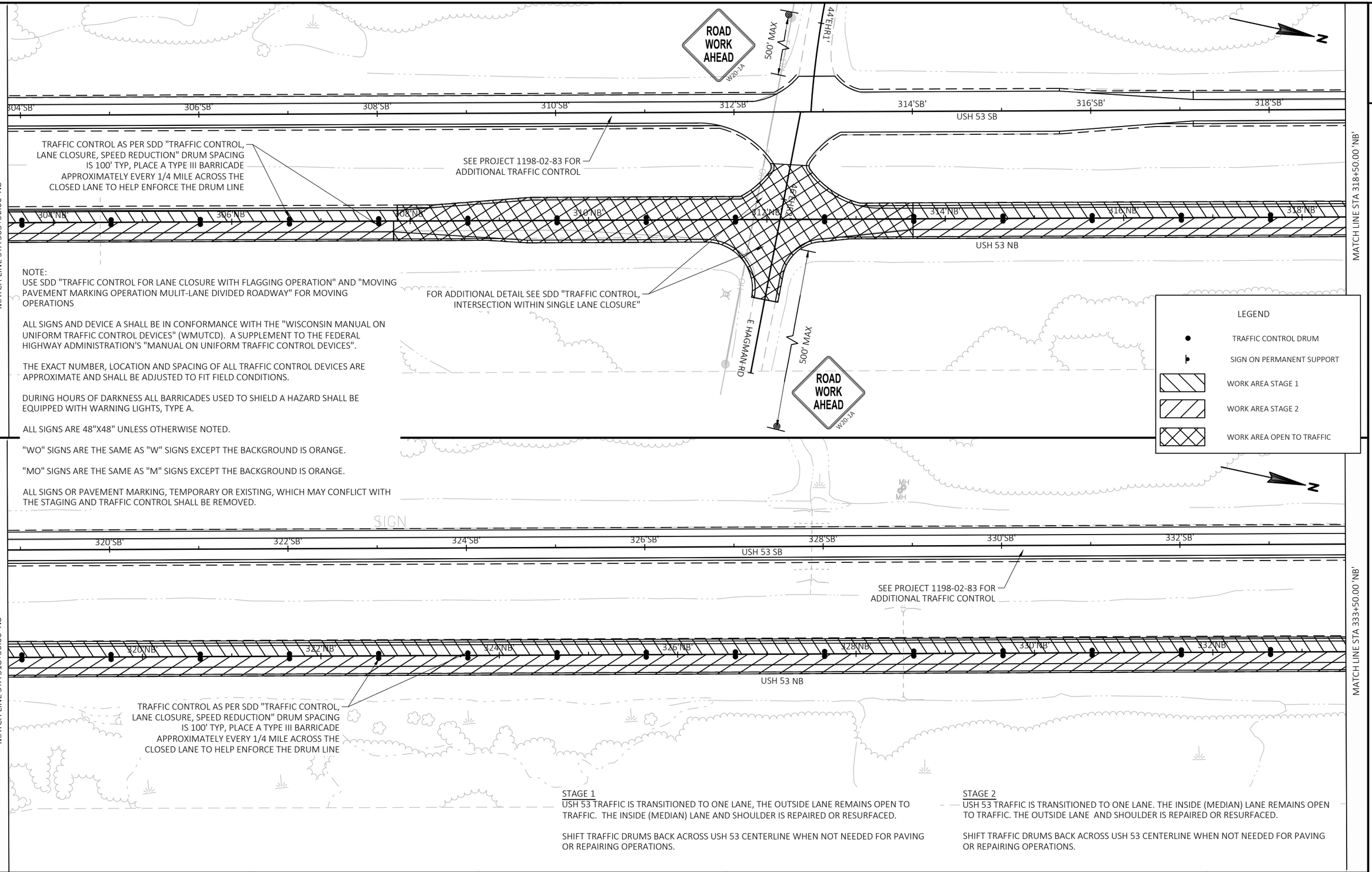
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- WORK AREA STAGE 1
- WORK AREA STAGE 2
- WORK AREA OPEN TO TRAFFIC

PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 40	E



NOTE:
USE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" AND "MOVING PAVEMENT MARKING OPERATION MULIT-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

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

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

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

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

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

STAGE 1
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

STAGE 2
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE. THE INSIDE (MEDIAN) LANE REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

2

334'SB' 336'SB' 338'SB' 340'SB' 342'SB' 344'SB' 346'SB' 348'SB'

USH 53 SB

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

SEE PROJECT 1198-02-83 FOR ADDITIONAL TRAFFIC CONTROL

334'NB' 336'NB' 338'NB' 340'NB' 342'NB' 344'NB' 346'NB' 348'NB'

USH 53 NB

MATCH LINE STA 333+50.00 'NB'

MATCH LINE STA 348+50.00 'NB'

NOTE:
USE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" AND "MOVING PAVEMENT MARKING OPERATION MULIT-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

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

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- WORK AREA STAGE 1
- WORK AREA STAGE 2
- WORK AREA OPEN TO TRAFFIC

SEE PROJECT 1198-02-83 FOR ADDITIONAL TRAFFIC CONTROL

MH

350'SB' 352'SB' 354'SB' 356'SB' 358'SB' 360'SB' 362'SB'

USH 53 SB

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

SEE PROJECT 1198-00-78 FOR ADDITIONAL PLAN DETAILS

MH

350'NB' 352'NB' 354'NB' 356'NB' 358'NB' 360'NB' 362'NB'

MH SIGN USH 53 NB SIGN

MATCH LINE STA 348+50.00 'NB'

MATCH LINE STA 363+50.00 'NB'

BEGIN PROJECT 1198-00-78
STA 357+15'NB'

FOR ADDITIONAL DETAIL SEE SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE"

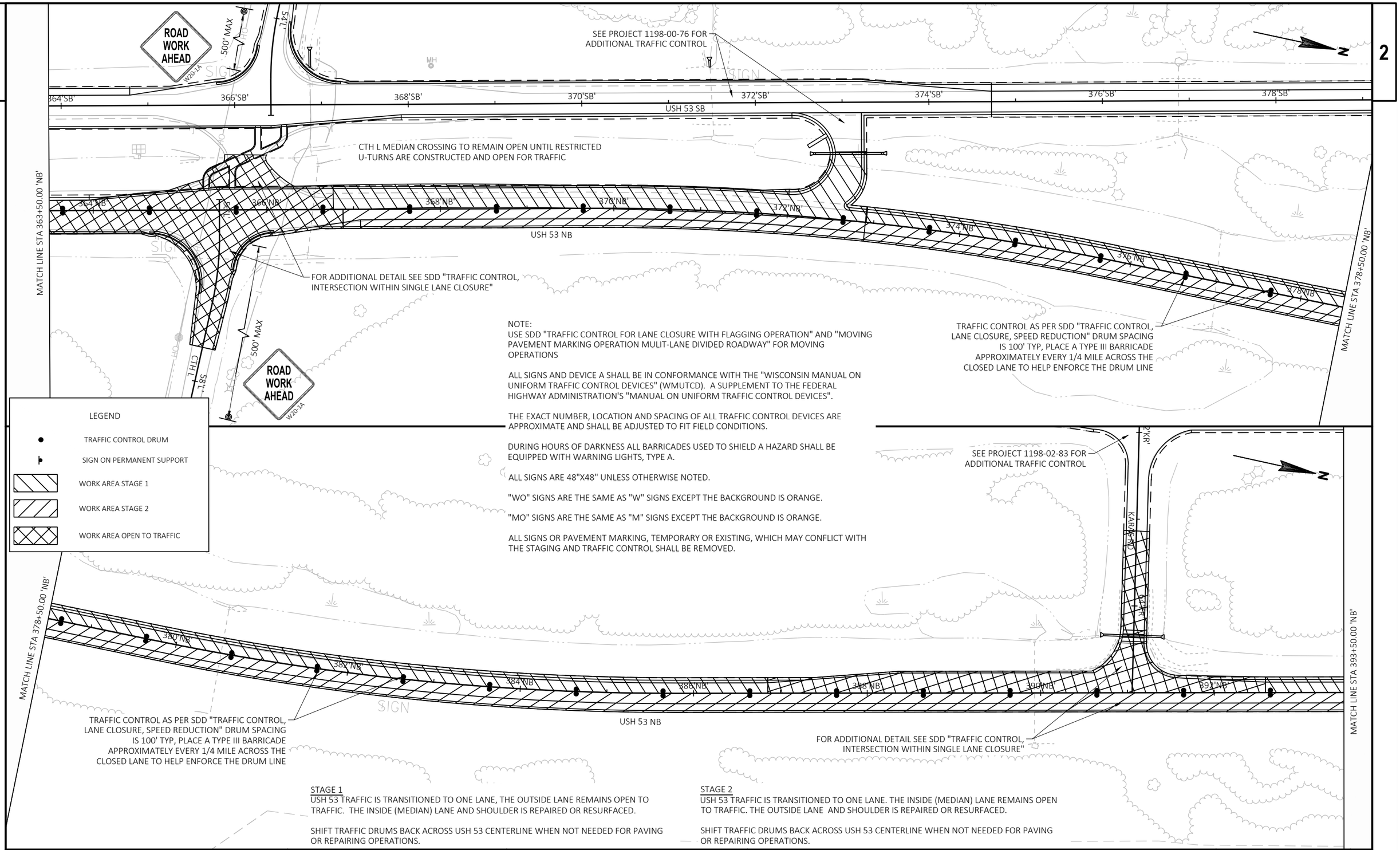
STAGE 1
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

STAGE 2
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE. THE INSIDE (MEDIAN) LANE REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 42	E



NOTE:
USE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" AND "MOVING PAVEMENT MARKING OPERATION MULIT-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

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STAGE 1
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

STAGE 2
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE. THE INSIDE (MEDIAN) LANE REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 43	E

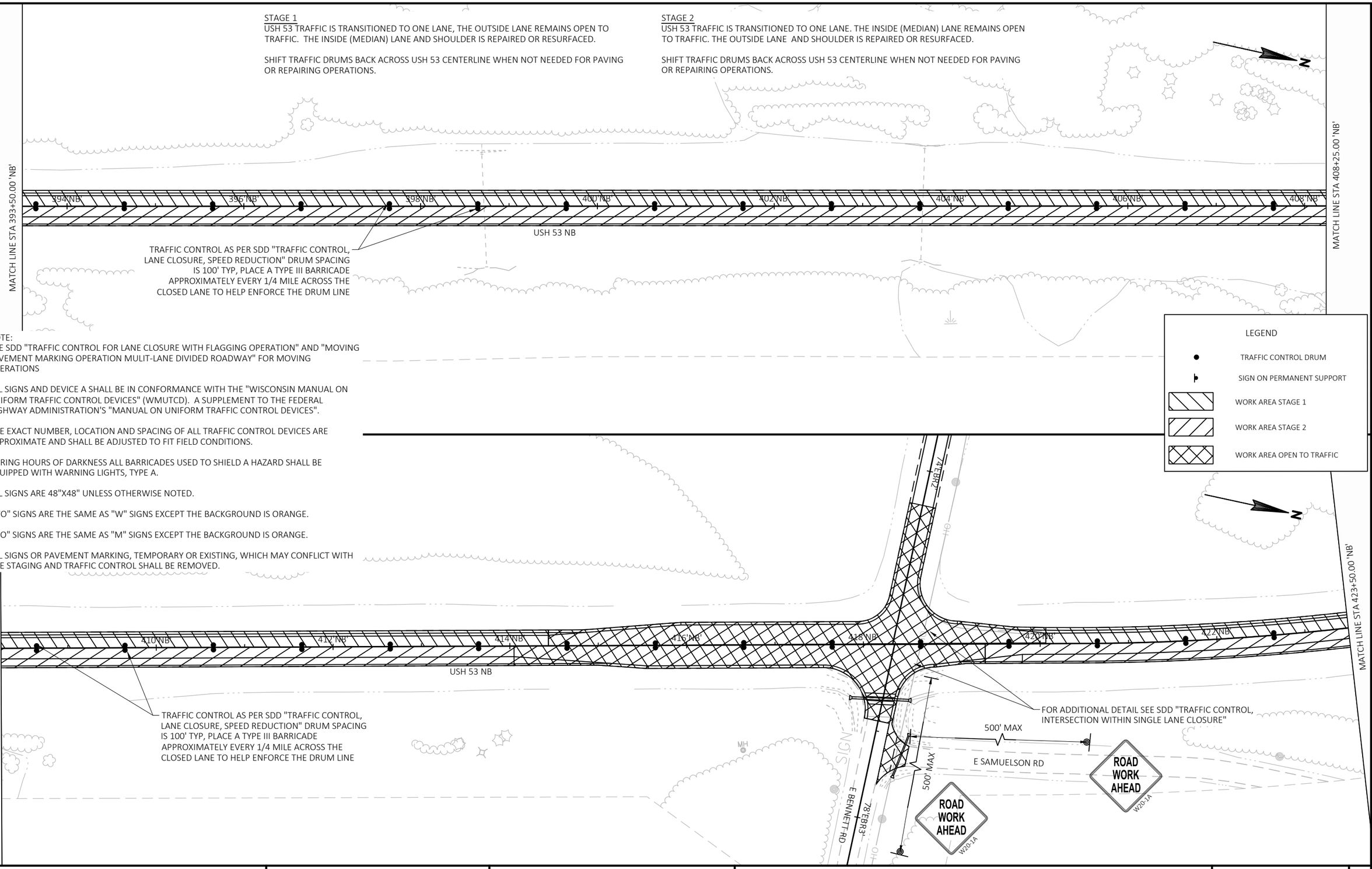
2

STAGE 1
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

STAGE 2
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE. THE INSIDE (MEDIAN) LANE REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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



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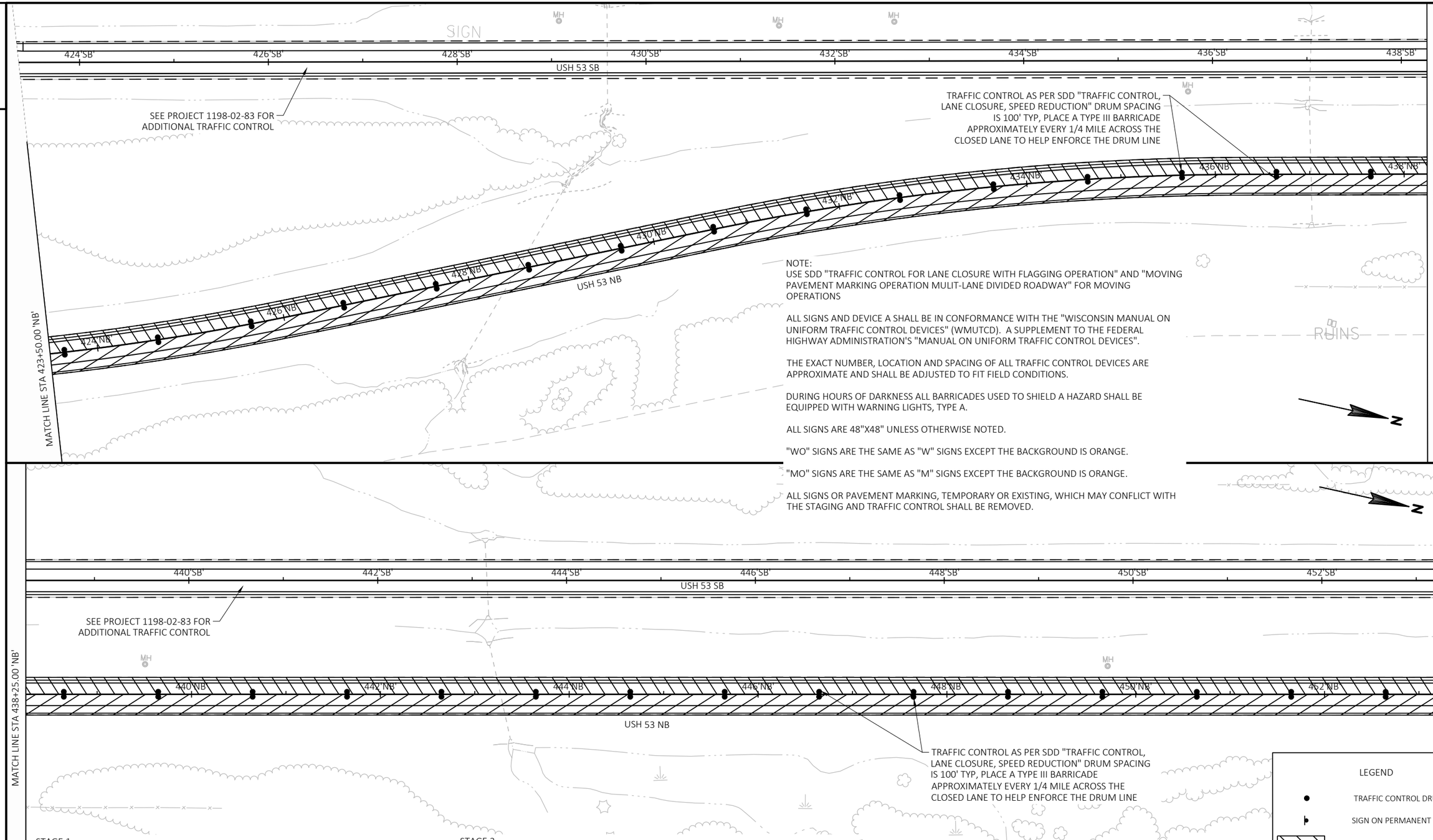
PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 44	E



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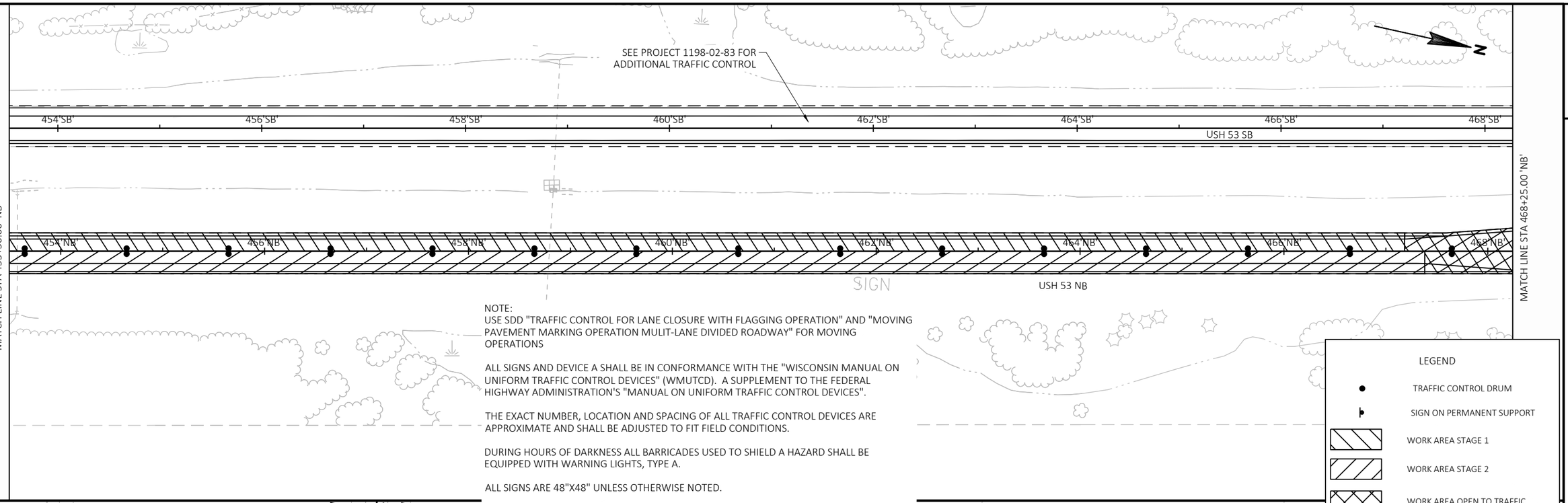
SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

STAGE 2
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE. THE INSIDE (MEDIAN) LANE REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 45	E



NOTE:
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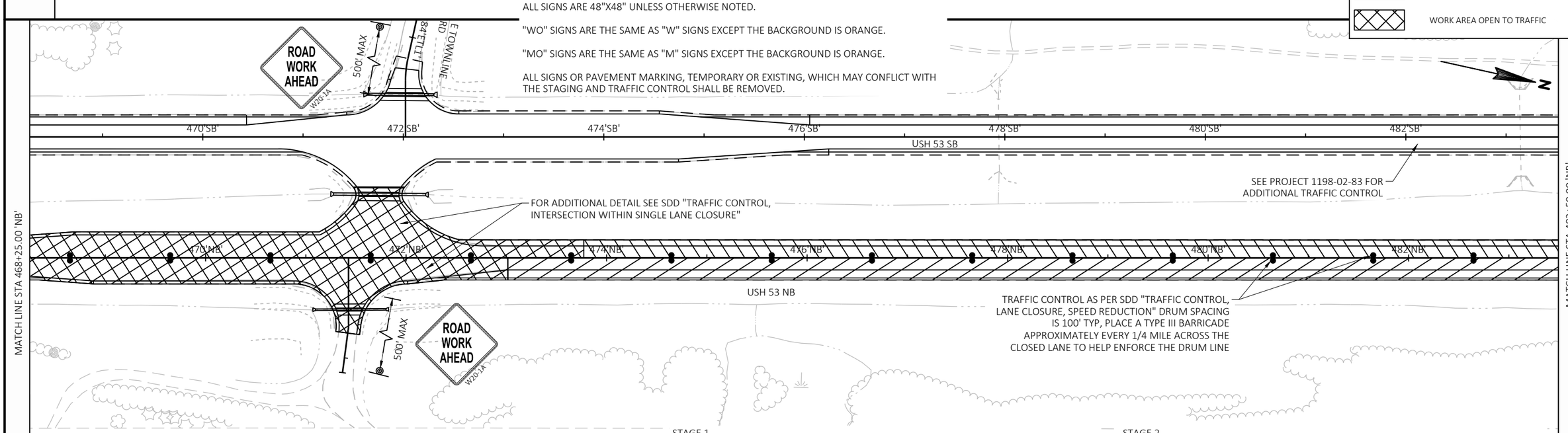

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SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

STAGE 2
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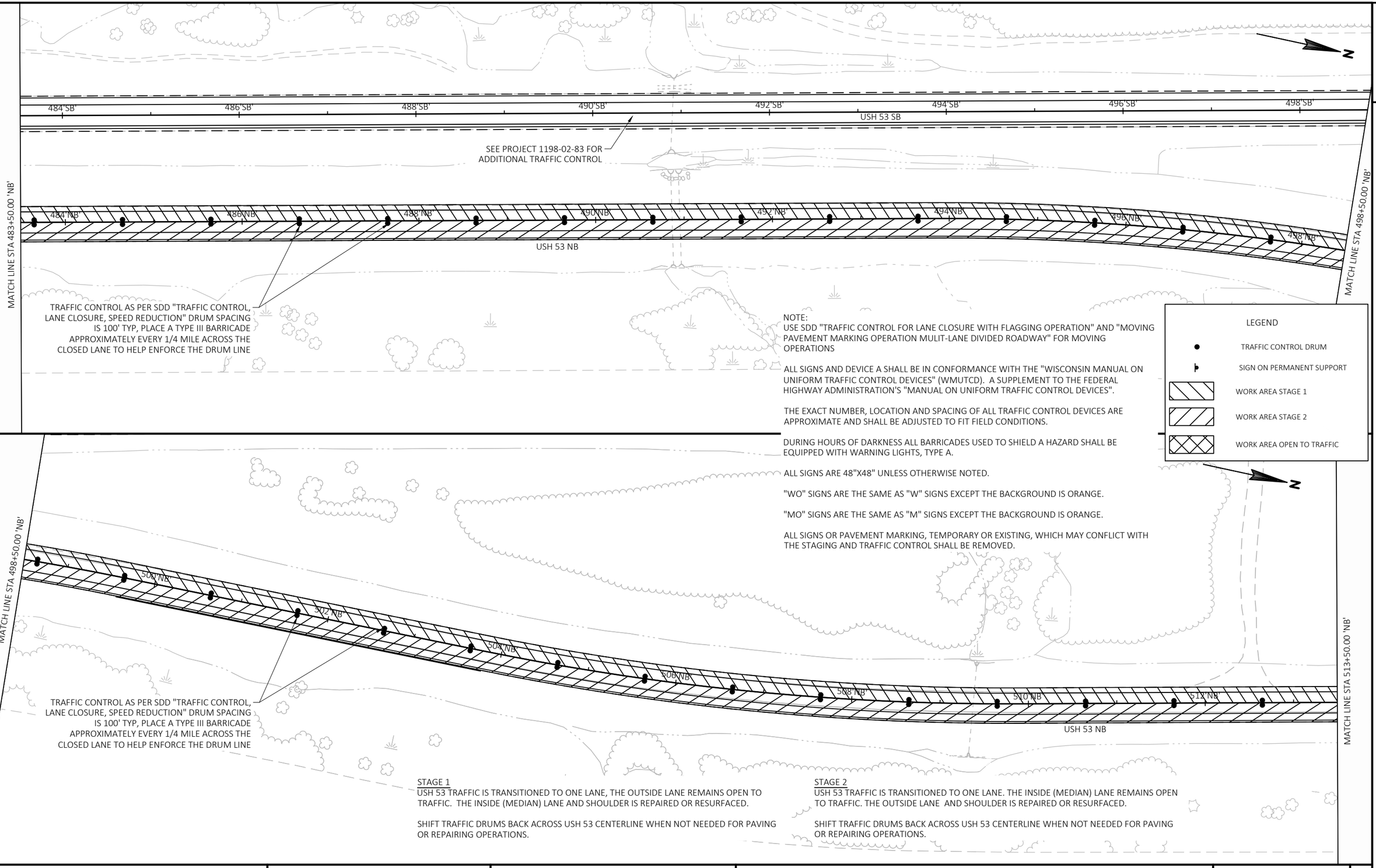
SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 46	E



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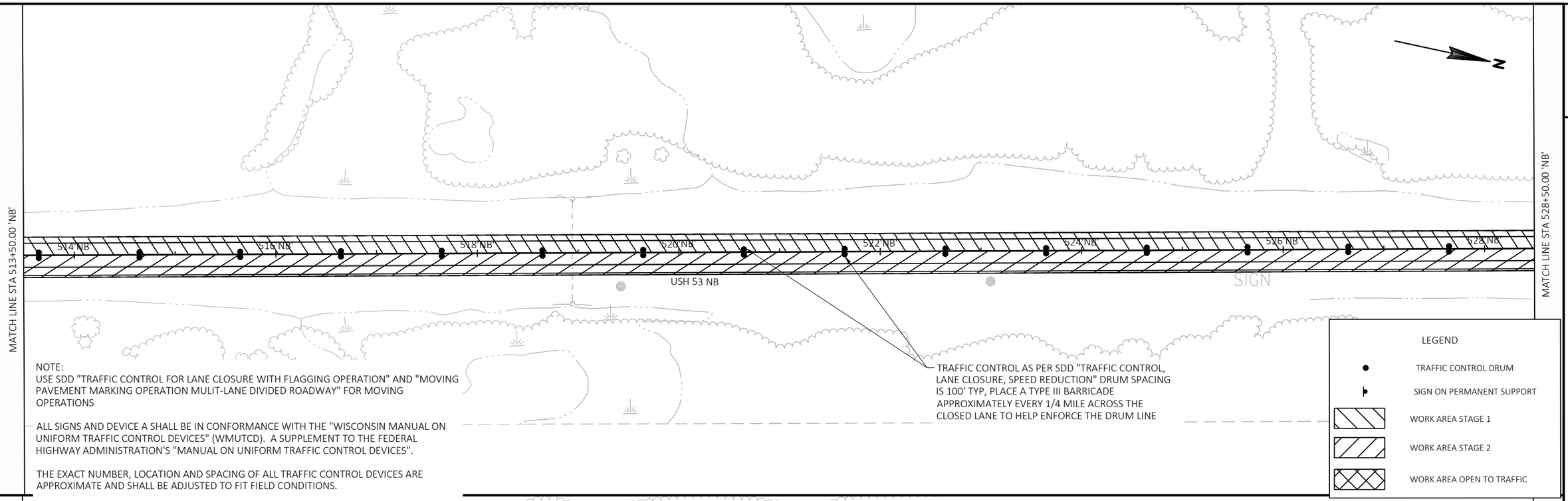
SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 47	E



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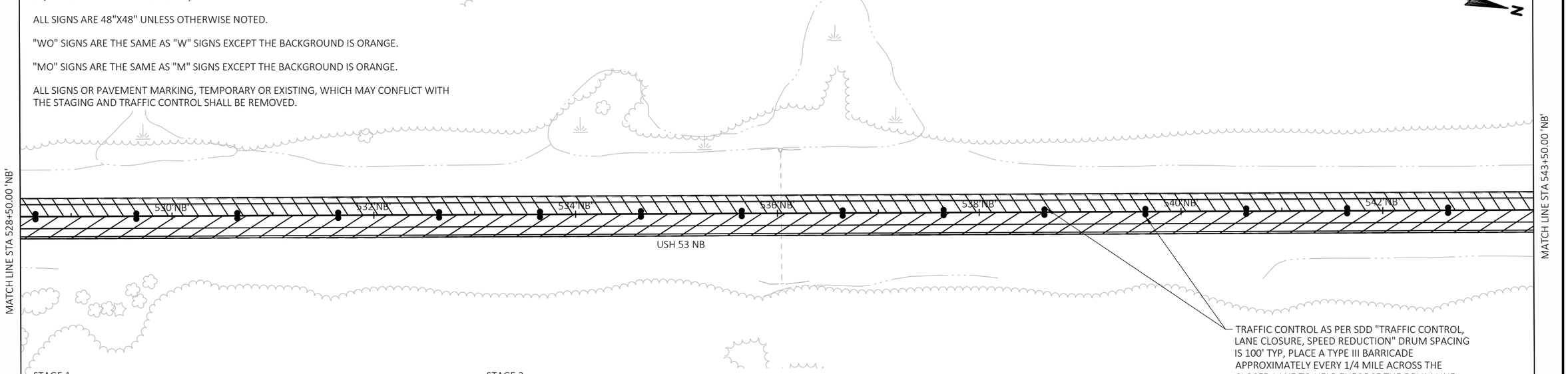
TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" DRUM SPACING IS 100' TYP, PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- WORK AREA STAGE 1
- WORK AREA STAGE 2
- WORK AREA OPEN TO TRAFFIC



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STAGE 1
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SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

STAGE 2
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE. THE INSIDE (MEDIAN) LANE REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\025001-TC.DWG
LAYOUT NAME - 12
PLOT DATE : 3/19/2018 9:28 AM
PLOT BY : JUSTIN SHAVLIK
PLOT NAME :
PLOT SCALE : ##########

2

STAGE 1
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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STAGE 2
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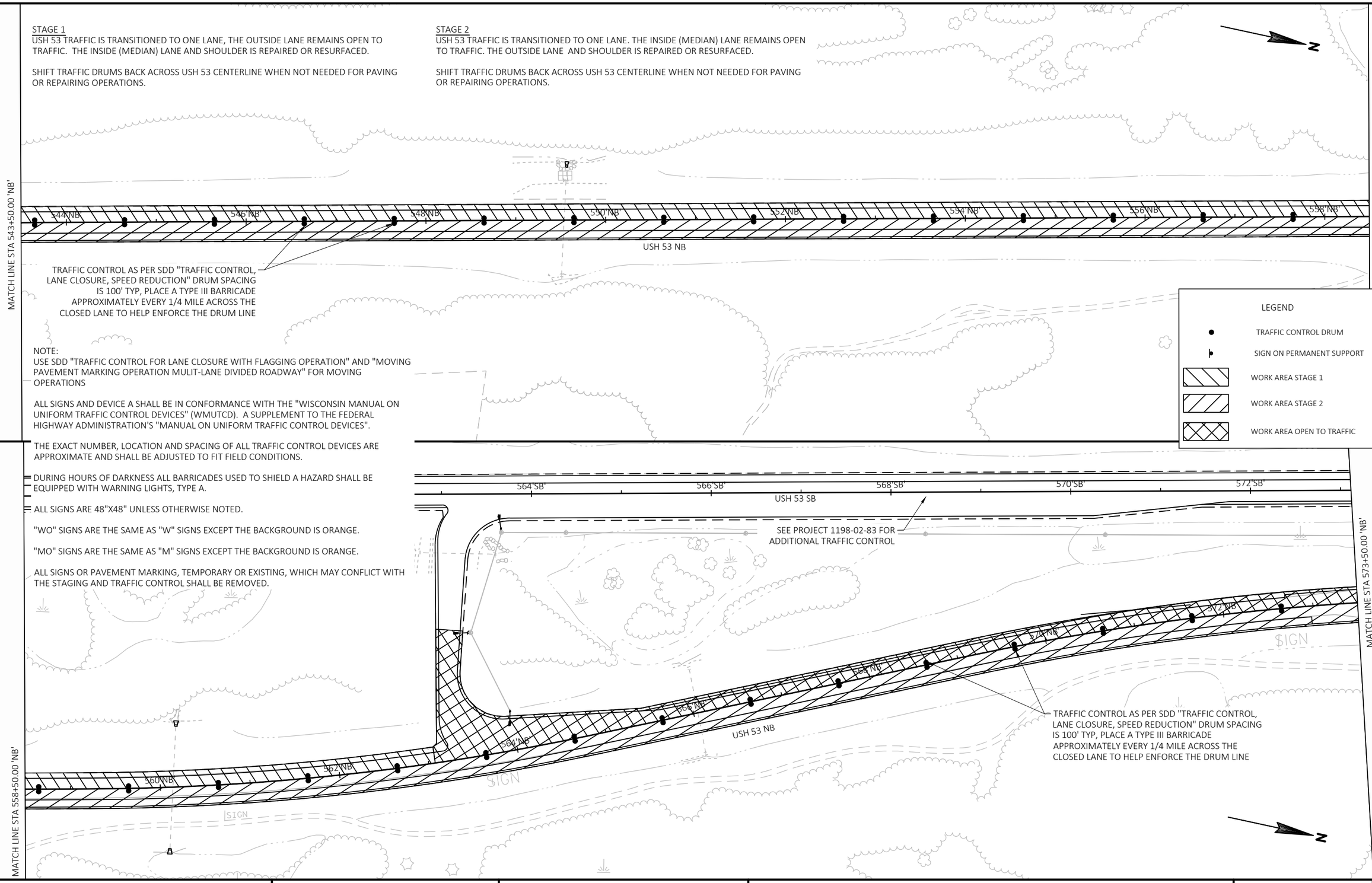

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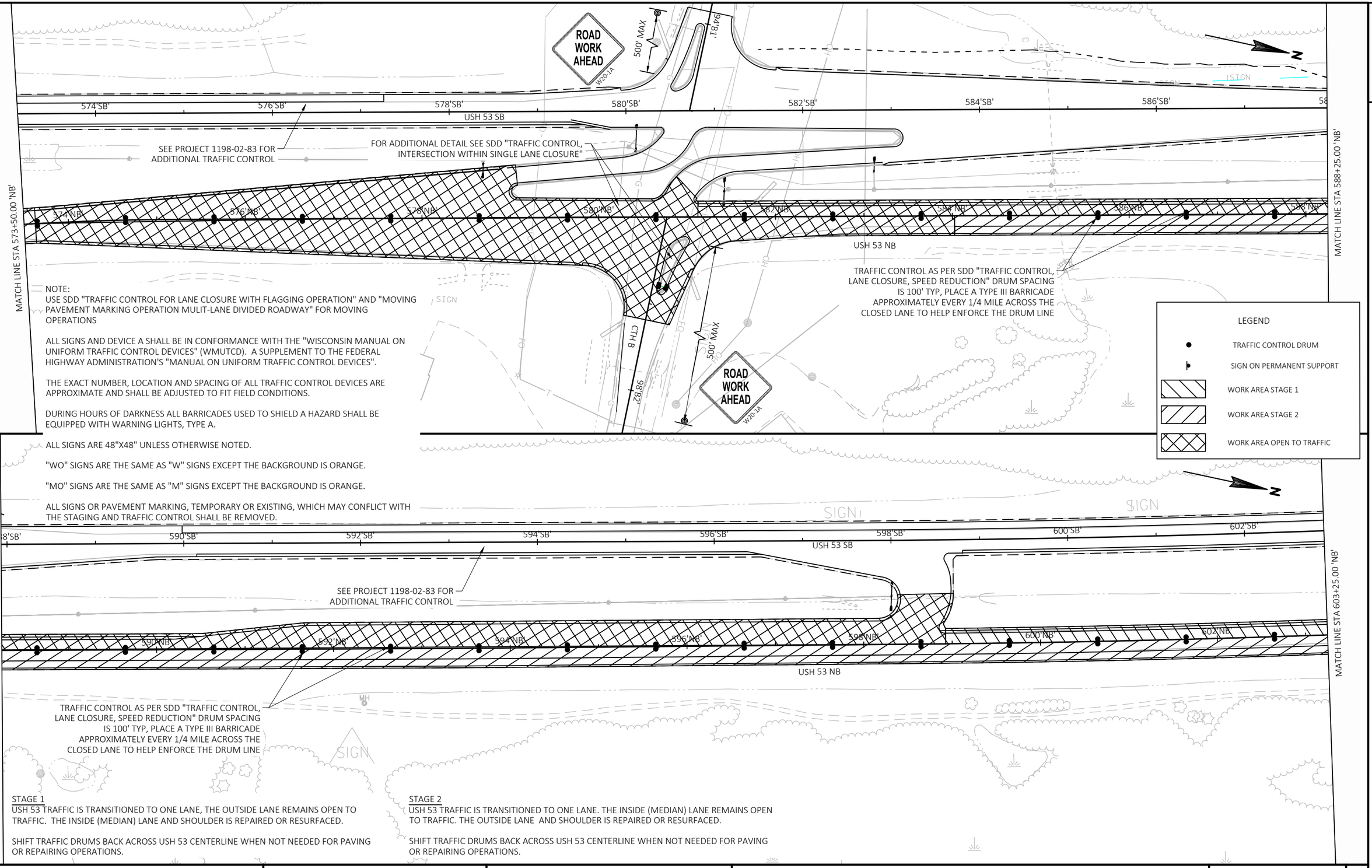
PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 49	E



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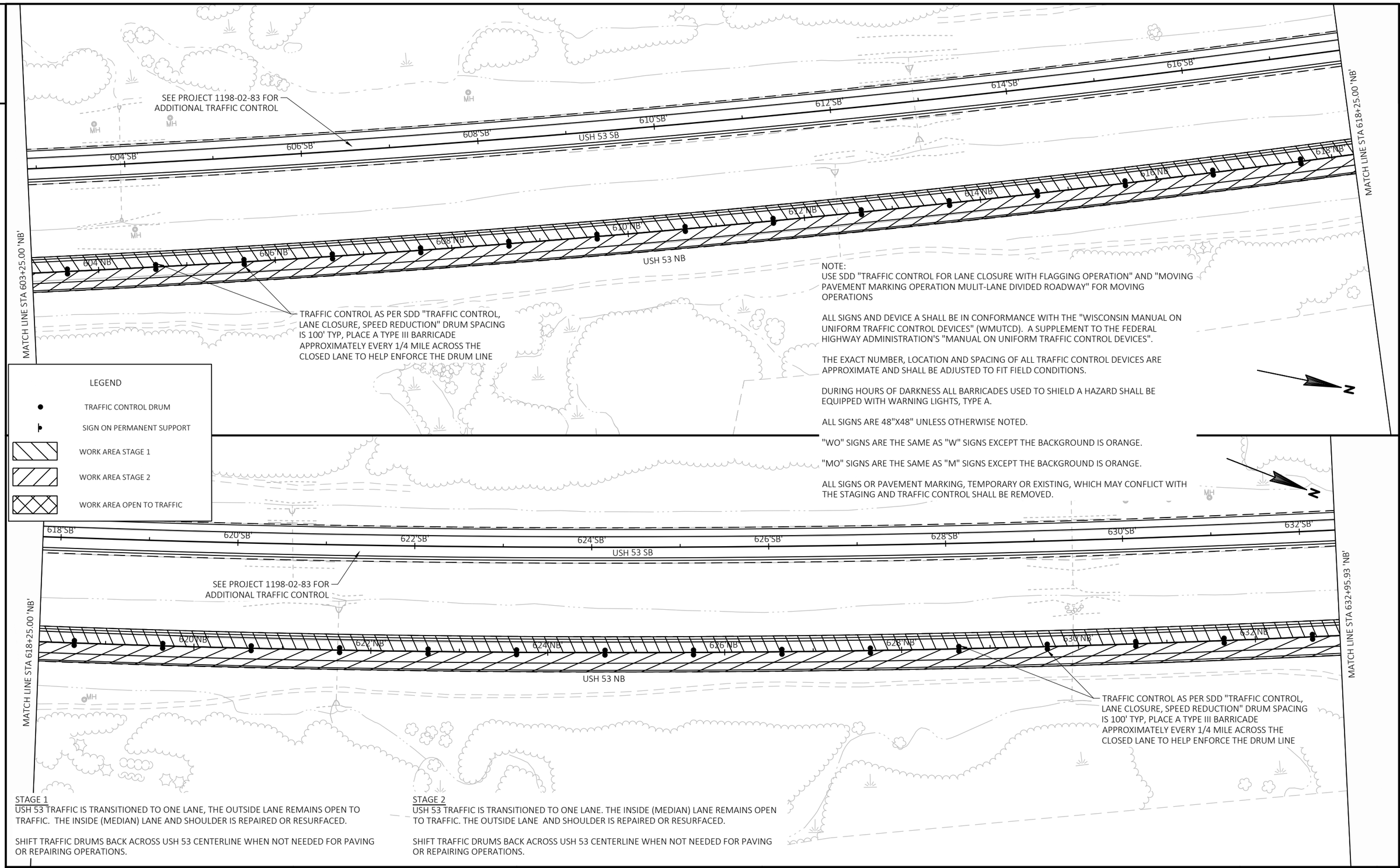
PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 50	E



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USE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" AND "MOVING PAVEMENT MARKING OPERATION MULIT-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

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

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

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STAGE 1
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

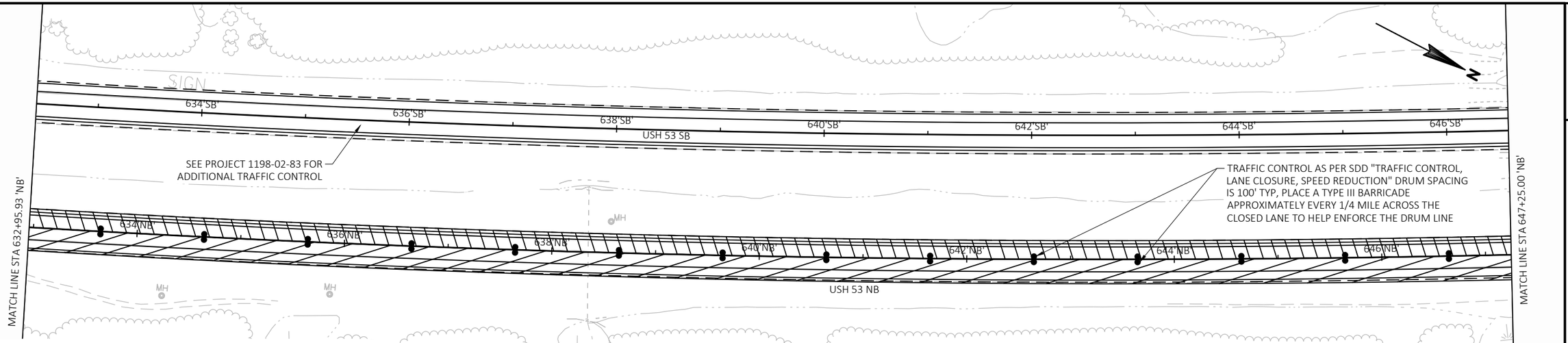
SHIFT TRAFFIC DRUMS BACK ACROSS USH 53 CENTERLINE WHEN NOT NEEDED FOR PAVING OR REPAIRING OPERATIONS.

STAGE 2
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE. THE INSIDE (MEDIAN) LANE REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 51	E

2



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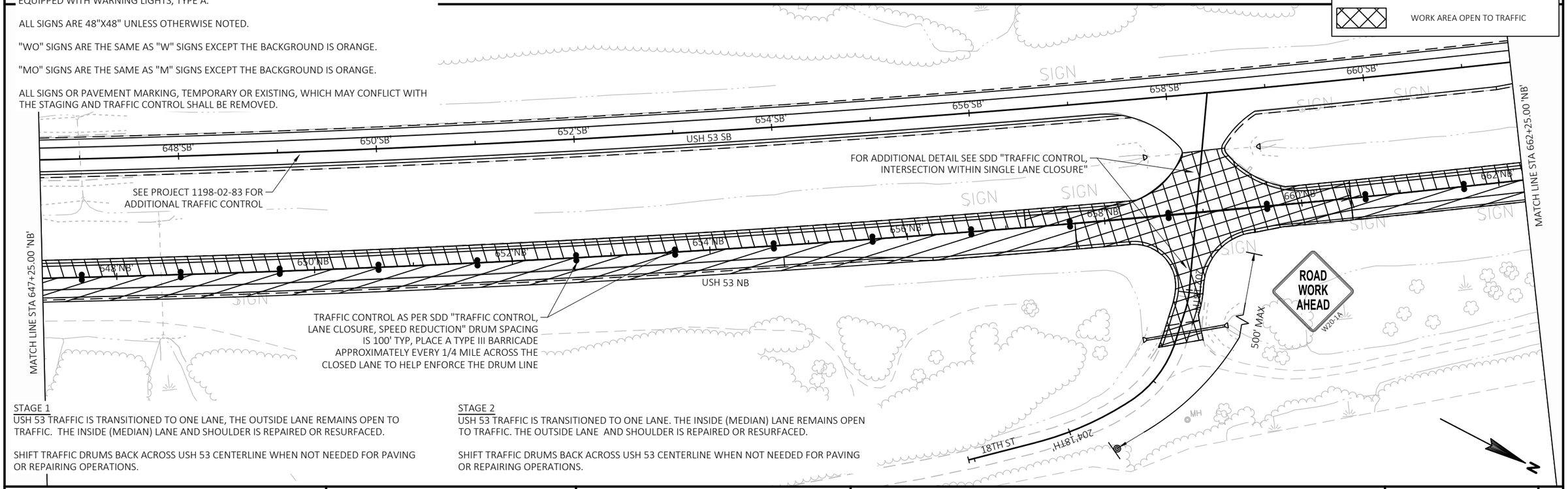
LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- WORK AREA STAGE 1
- WORK AREA STAGE 2
- WORK AREA OPEN TO TRAFFIC



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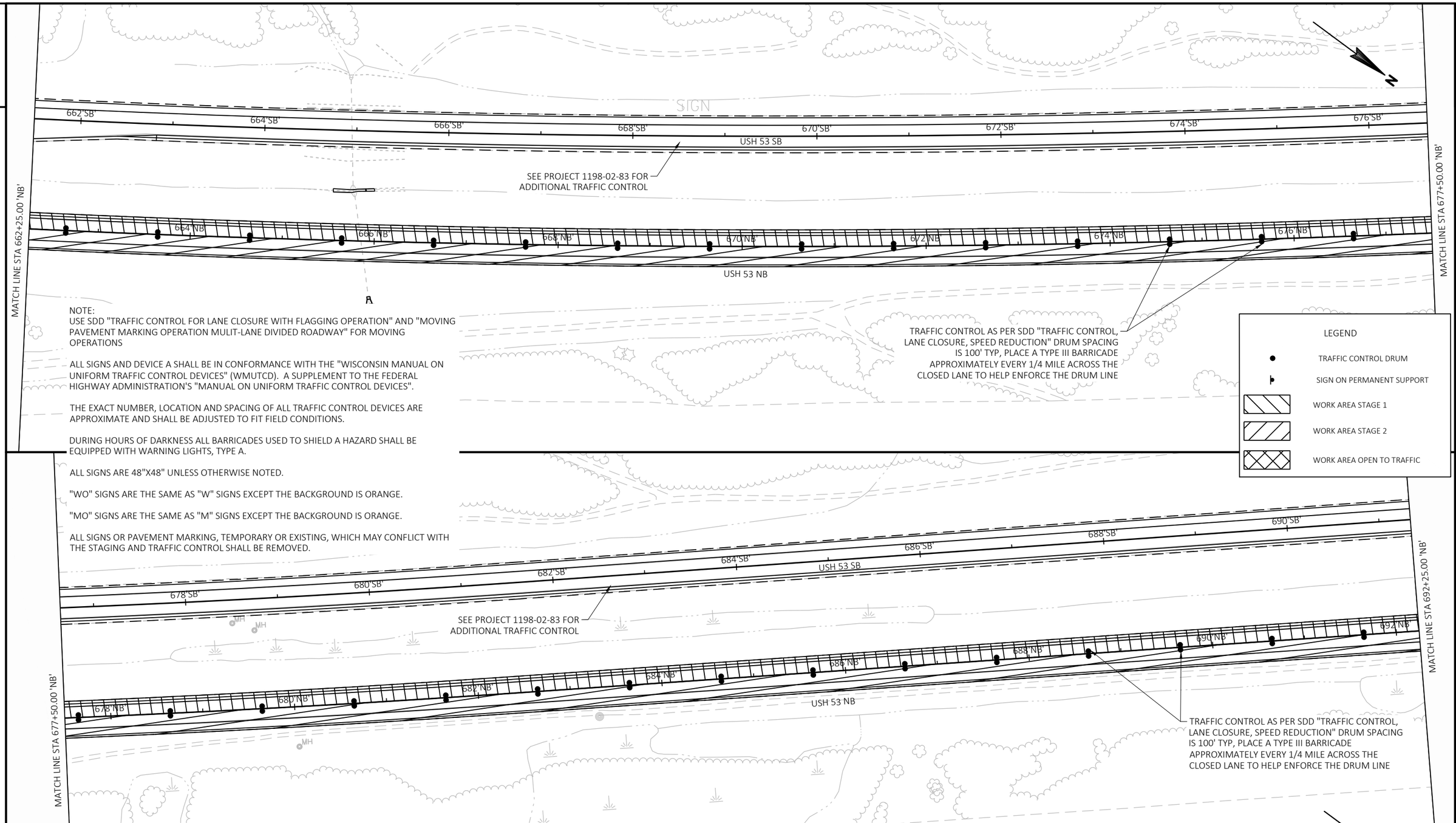
STAGE 2
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE. THE INSIDE (MEDIAN) LANE REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 52	E

2



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PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 53	E

2

2

692'SB'
694'SB'
696'SB'
698'SB'
700'SB'
702'SB'
704'SB'
706'SB'
USH 53 SB

SEE PROJECT 1198-02-83 FOR ADDITIONAL TRAFFIC CONTROL

694'NB'
696'NB'
698'NB'
700'NB'
702'NB'
704'NB'
706'NB'
USH 53 NB

MATCH LINE STA 692+25.00 'NB'

MATCH LINE STA 707+23.47 'NB'

SIGN

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

STAGE 1
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- WORK AREA STAGE 1
- WORK AREA STAGE 2
- WORK AREA OPEN TO TRAFFIC

708'SB'
710'SB'
712'SB'
714'SB'
716'SB'
718'SB'
USH 53 SB

SEE PROJECT 1198-02-83 FOR ADDITIONAL TRAFFIC CONTROL

104'EKR1'

END ROAD WORK
G20-2A
48"X24"

SPEED LIMIT 65
R2-1
48"X60"

END PROJECT 1198-02-82
STA 710+20.00'NB'

708'NB'
710'NB'
712'NB'
714'NB'
716'NB'
718'NB'
USH 53 NB

MATCH LINE STA 707+23.47 'NB'

SIGN

500'

200' MINIMUM
500' DESIRED

106'EKR2'

E KENT RD

WH

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

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PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 54	E

1198-02-82

Line	Item	Item Description	Unit	Total	Qty
0002	203.0100	Removing Small Pipe Culverts	EACH	9.000	9.000
0004	204.0115	Removing Asphaltic Surface Butt Joints	SY	3,286.000	3,286.000
0006	204.0120	Removing Asphaltic Surface Milling	SY	220,340.000	220,340.000
0010	204.0180	Removing Delineators and Markers	EACH	161.000	161.000
0012	205.0100	Excavation Common	CY	1,080.000	1,080.000
0014	209.2100	Backfill Granular Grade 2	CY	830.000	830.000
0016	211.0100	Prepare Foundation for Asphaltic Paving (project) 01. 1198-02-82	LS	1.000	1.000
0020	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	1,050.000	1,050.000
0024	213.0100	Finishing Roadway (project) 01. 1198-02-82	EACH	1.000	1.000
0028	305.0110	Base Aggregate Dense 3/4-Inch	TON	2,435.000	2,435.000
0030	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	250.000	250.000
0032	305.0500	Shaping Shoulders	STA	1,050.000	1,050.000
0036	440.4410	Incentive IRI Ride	DOL	39,900.000	39,900.000
0038	450.4000	HMA Cold Weather Paving	TON	2,850.000	2,850.000
0040	455.0605	Tack Coat	GAL	14,520.000	14,520.000
0042	460.0100.S	HMA Pavement Test Strip	EACH	1.000	1.000
0044	460.2000	Incentive Density HMA Pavement	DOL	11,460.000	11,460.000
0046	460.4110.S	Reheating HMA Pavement Longitudinal Joints	LF	52,553.000	52,553.000
0050	460.8644	HMA Pavement 4 SMA 58-34 V	TON	17,900.000	17,900.000
0052	465.0105	Asphaltic Surface	TON	9,160.000	9,160.000
0054	465.0110	Asphaltic Surface Patching	TON	150.000	150.000
0058	465.0400	Asphaltic Shoulder Rumble Strips	LF	93,920.000	93,920.000
0060	520.8700	Cleaning Culvert Pipes	EACH	39.000	39.000
0066	521.1018	Apron Endwalls for Culvert Pipe Steel 18-Inch	EACH	4.000	4.000
0068	521.1024	Apron Endwalls for Culvert Pipe Steel 24-Inch	EACH	10.000	10.000
0072	521.1042	Apron Endwalls for Culvert Pipe Steel 42-Inch	EACH	2.000	2.000
0074	521.1228	Apron Endwalls for Pipe Arch Steel 28x20-Inch	EACH	4.000	4.000
0076	521.3118	Culvert Pipe Corrugated Steel 18-Inch	LF	118.000	118.000
0078	521.3124	Culvert Pipe Corrugated Steel 24-Inch	LF	306.000	306.000
0082	521.3142	Culvert Pipe Corrugated Steel 42-Inch	LF	58.000	58.000
0084	521.3728	Pipe Arch Corrugated Steel 28x20-Inch	LF	156.000	156.000
0092	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	3.000	3.000
0094	524.0624	Apron Endwalls for Culvert Pipe Salvaged 24-Inch	EACH	1.000	1.000
0096	524.0630	Apron Endwalls for Culvert Pipe Salvaged 30-Inch	EACH	2.000	2.000
0098	524.0636	Apron Endwalls for Culvert Pipe Salvaged 36-Inch	EACH	1.000	1.000
0102	606.0200	Riprap Medium	CY	21.000	21.000
0104	611.0430	Reconstructing Inlets	EACH	1.000	1.000
0106	614.0400	Adjusting Steel Plate Beam Guard	LF	244.000	244.000

1198-02-82

Line	Item	Item Description	Unit	Total	Qty
0110	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1198-02-82	EACH	1.000	1.000
0114	619.1000	Mobilization	EACH	0.350	0.350
0116	624.0100	Water	MGAL	60.000	60.000
0118	625.0500	Salvaged Topsoil	SY	1,150.000	1,150.000
0120	627.0200	Mulching	SY	1,150.000	1,150.000
0122	628.1504	Silt Fence	LF	1,430.000	1,430.000
0124	628.1520	Silt Fence Maintenance	LF	1,430.000	1,430.000
0126	628.1905	Mobilizations Erosion Control	EACH	2.000	2.000
0128	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0130	628.2004	Erosion Mat Class I Type B	SY	1,150.000	1,150.000
0132	628.7555	Culvert Pipe Checks	EACH	15.000	15.000
0134	628.7560	Tracking Pads	EACH	1.000	1.000
0136	629.0210	Fertilizer Type B	CWT	1.000	1.000
0138	630.0120	Seeding Mixture No. 20	LB	31.000	31.000
0140	630.0200	Seeding Temporary	LB	31.000	31.000
0142	633.0100	Delineator Posts Steel	EACH	160.000	160.000
0144	633.0500	Delineator Reflectors	EACH	166.000	166.000
0146	633.5200	Markers Culvert End	EACH	59.000	59.000
0148	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	12.000	12.000
0150	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	66.000	66.000
0152	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	57.000	57.000
0154	634.0620	Posts Wood 4x6-Inch X 20-FT	EACH	34.000	34.000
0156	637.2210	Signs Type II Reflective H	SF	1,827.990	1,827.990
0158	637.2230	Signs Type II Reflective F	SF	339.000	339.000
0160	638.2601	Removing Signs Type I	EACH	2.000	2.000
0162	638.2602	Removing Signs Type II	EACH	116.000	116.000
0164	638.3000	Removing Small Sign Supports	EACH	151.000	151.000
0166	638.3100	Removing Structural Steel Sign Supports	EACH	4.000	4.000
0170	643.0300	Traffic Control Drums	DAY	102,853.000	102,853.000
0174	643.0420	Traffic Control Barricades Type III	DAY	6,319.000	6,319.000
0176	643.0705	Traffic Control Warning Lights Type A	DAY	12,638.000	12,638.000
0178	643.0715	Traffic Control Warning Lights Type C	DAY	1,703.000	1,703.000
0180	643.0800	Traffic Control Arrow Boards	DAY	262.000	262.000
0182	643.0900	Traffic Control Signs	DAY	12,026.000	12,026.000
0184	643.1050	Traffic Control Signs PCMS	DAY	131.000	131.000
0186	643.1051	Traffic Control Signs PCMS with Cellular Communications	DAY	131.000	131.000
0188	643.5000	Traffic Control	EACH	1.000	1.000
0190	645.0120	Geotextile Type HR	SY	22.000	22.000

1198-02-82

Line	Item	Item Description	Unit	Total	Qty
0192	646.1020	Marking Line Epoxy 4-Inch	LF	114,671.000	114,671.000
0196	646.3545	Marking Line Grooved Wet Ref Contrast Epoxy 8-Inch	LF	5,862.000	5,862.000
0202	646.6120	Marking Stop Line Epoxy 18-Inch	LF	192.000	192.000
0204	646.6220	Marking Yield Line Epoxy 18-Inch	EACH	40.000	40.000
0208	646.7220	Marking Chevron Epoxy 24-Inch	LF	720.000	720.000
0210	646.9000	Marking Removal Line 4-Inch	LF	175.000	175.000
0212	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	660.000	660.000
0220	650.6000	Construction Staking Pipe Culverts	EACH	9.000	9.000
0226	650.9910	Construction Staking Supplemental Control (project) 01. 1198-02-82	LS	1.000	1.000
0262	690.0150	Sawing Asphalt	LF	615.000	615.000
0264	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,400.000	2,400.000
0266	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	1,900.000	1,900.000
0270	SPV.0090	Special 02. Ditch Cleaning	LF	2,095.000	2,095.000
0272	SPV.0105	Special 01. Material Transfer Vehicle, Project 1198-02-82	LS	1.000	1.000

3

REMOVING

STATION	-	STATION	LOCATION	204.0115 ASPHALTIC SURFACE BUTT JOINTS SY
US 53 NB				
184+67	-	186+67	USH 53	782
26+75	-	26+80	WASKO RD	27
561+00	-	563+00	USH 53	785
97+18	-	97+28	CTH B	56
599+00	-	601+00	USH 53	783
708+20	-	710+20	USH 53	854
ITEM TOTALS				3286

BASE AGGREGATE DENSE 3/4-INCH

STATION - STATION		LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	* 624.0100 WATER MGAL
US 53 NB				
184+67 - 710+20	LT/RT	MAINLINE	1702	36
184+67 - 196+37	LT/RT	MAINLINE	76	2
367+17 - 374+88	LT/RT	MAINLINE	50	1
374+88 - 388+31	LT/RT	MAINLINE	87	2
417+91 - 425+27	LT/RT	MAINLINE	48	1
425+27 - 438+90	LT/RT	MAINLINE	88	2
491+30 - 498+75	LT/RT	MAINLINE	48	1
498+75 - 512+41	LT/RT	MAINLINE	89	2
556+63 - 563+94	LT/RT	MAINLINE	47	1
563+94 - 577+69	LT/RT	MAINLINE	89	2
694+41 - 710+20	LT/RT	MAINLINE	111	2
ITEM TOTALS			2435	52

INCLUDES AROUND SIDE ROAD RADII

SHOULDERS

STATION	-	STATION	LOCATION	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA	305.0500 SHAPING SHOULDERS STA	REMARKS
US 53 NB						
184+85	-	205+03	LT	20	20	PROJECT BEGIN - WASKO RD
184+85	-	205+03	RT	20	20	PROJECT BEGIN - WASKO RD
205+03	-	259+12	LT	54	54	WASKO RD - E STONE CHIMNEY RD
205+03	-	259+12	RT	54	54	WASKO RD - E STONE CHIMNEY RD
259+12	-	312+15	LT	53	53	E STONE CHIMNEY RD - E HAGMAN RD
259+12	-	312+15	RT	53	53	E STONE CHIMNEY RD - E HAGMAN RD
312+15	-	365+45	LT	53	53	E HAGMAN RD - CTH L
312+15	-	365+45	LT	53	53	E HAGMAN RD - CTH L
365+45	-	391+05	LT	26	26	CTH L - KARRAS RD
365+45	-	391+05	RT	26	26	CTH L - KARRAS RD
391+05	-	418+35	LT	27	27	KARRAS RD - E BENNETT RD
391+05	-	418+35	RT	27	27	KARRAS RD - E BENNETT RD
418+35	-	471+43	LT	53	53	E BENNETT RD - E TOWN LINE RD
418+35	-	471+43	RT	53	53	E BENNETT RD - E TOWN LINE RD
471+43	-	580+77	LT	109	109	E TOWN LINE RD - CTH B
471+43	-	580+77	LT	109	109	E TOWN LINE RD - CTH B
580+77	-	658+92	LT	78	78	CTH B - 18TH ST
580+77	-	658+92	LT	78	78	CTH B - 18TH ST
658+92	-	710+20	RT	51	51	18TH ST - END PROJECT
658+92	-	710+20	LT	51	51	18TH ST - END PROJECT
UNDISTRIBUTED				2	2	
ITEM TOTAL				1050	1050	

INCLUDES AROUND SIDE ROAD RADII

REMOVING DELINEATORS AND MARKERS

STATION	LOCATION	204.0180 REMOVING DELINEATORS AND MARKERS EACH	COMMENTS
US 53 NB			
184+67 - 205+03	RT	4	BEGIN PROJECT - WASKO RD
205+03 - 259+12	RT	21	E WASKO RD - E STONE CHIMNEY RD
259+12 - 312+15	RT	19	E STONE CHIMNEY RD - E HAGMAN RD
312+15 - 365+45	RT	13	E HAGMAN RD - CTH L
365+45 - 391+05	RT	6	CTH L - KARRAS RD
391+05 - 418+35	RT	6	KARRAS RD - E BENNETT RD
418+35 - 471+43	RT	14	E BENNETT RD - TOWN LINE RD
471+43 - 580+77	RT	28	TOWN LINE RD - CTH B
580+77 - 658+93	RT	31	CTH B - 18 TH ST
658+93 - 714+00	RT	14	18 TH ST - KENT RD
UNDISTRIBUTED	RT	5	
ITEM TOTALS		161	

FINISHING ROADWAY (1198-02-82)

STATION - STATION	213.0100 EACH
USH 53 NB	
184+67-710+20	1
ITEM TOTAL	1

PREPARE FOUNDATION FOR ASPHALTIC PAVING (1198-02-82)

STATION - STATION	211.0100 LS
US 53 NB	
184+67-710+20	1
ITEM TOTAL	1

3

3

HMA COLD WEATHER PAVING

STATION - STATION	450.4000 TON
US 53 NB	
184+67-710+20	2850
ITEM TOTAL	2850

HMA PAVEMENT TEST STRIP

	460.0100.S EACH
US 53 NB	
	1
ITEM TOTAL	1

ASPHALTIC SHOULDER RUMBLE STRIPS

STATION	-	STATION	LOCATION	465.0400 LF	REMARKS
US 53 NB					
184+85	-	199+08	LT	1423	PROJECT BEGIN - WASKO RD
184+85	-	200+97	RT	1612	PROJECT BEGIN - WASKO RD
205+80	-	254+81	LT	4901	WASKO RD - E STONE CHIMNEY RD
206+76	-	254+95	RT	4819	WASKO RD - E STONE CHIMNEY RD
260+13	-	307+86	LT	4773	E STONE CHIMNEY RD - E HAGMAN RD
260+67	-	307+82	RT	4715	E STONE CHIMNEY RD - E HAGMAN RD
313+28	-	358+59	LT	4531	E HAGMAN RD - CTH L
359+45	-	363+95	LT	450	E HAGMAN RD - CTH L
313+64	-	357+15	RT	4351	E HAGMAN RD - CTH L
372+90	-	386+85	LT	1395	CTH L - KARRAS RD
367+08	-	391+05	RT	2397	CTH L - KARRAS RD
392+59	-	414+44	LT	2185	KARRAS RD - E BENNETT RD
391+05	-	414+05	RT	2300	KARRAS RD - E BENNETT RD
420+06	-	468+69	LT	4863	E BENNETT RD - E TOWN LINE RD
419+80	-	468+88	RT	4908	E BENNETT RD - E TOWN LINE RD
472+77	-	562+83	LT	9006	E TOWN LINE RD - CTH B
564+83	-	572+71	LT	788	E TOWN LINE RD - CTH B
473+01	-	572+98	RT	9997	E TOWN LINE RD - CTH B
581+72	-	589+91	LT	819	CTH B - END PROJECT
599+50	-	710+20	LT	11070	CTH B - END PROJECT
584+03	-	710+20	RT	12617	CTH B - END PROJECT
ITEM TOTAL				93920	

ASPHALTIC PAVEMENT ITEMS

STATION - STATION		LOCATION	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	455.0605 * TACK COAT GAL	460.8644 HMA PAVEMENT 4 SMA 58-34 V TON	465.0105 * ASPHALTIC SURFACE TON	465.0110 ASPHALTIC SURFACE PATCHING TON	REMARKS
US 53 NB								
184+67 - 205+03	LT/RT	MAINLINE	5429	326	608			PROJECT BEGIN - WASKO RD
184+67 - 196+37	LT/RT	MAINLINE		95		179		WEDGING/LEVELING
184+67 - 199+08	LT	SHOULDERS	481	29		54		UPPER LAYER
184+67 - 200+97	RT	SHOULDERS	1446	87		162		UPPER LAYER
205+03 - 259+12	LT/RT	MAINLINE	14424	865	1615			WASKO RD - E STONE CHIMNEY RD
199+08 - 205+80	LT	INTERS./TURN LANE - WASKO	1349	81	151			UPPER LAYER (13' + CROSSOVER)
200+97 - 206+76	RT	INTERS./TURN LANE - WASKO	844	51	95			UPPER LAYER (10' + SIDE ST)
205+80 - 254+80	LT	SHOULDERS	1632	98		183		UPPER LAYER
206+76 - 254+95	RT	SHOULDERS	4288	257		480		UPPER LAYER
254+80 - 260+13	LT	INTERS./TURN LANE - STONE CHIMNEY	1100	66	123			UPPER LAYER (11' + CROSSOVER)
254+95 - 260+67	RT	INTERS./TURN LANE - STONE CHIMNEY	886	53	99			UPPER LAYER (11' + SIDE ST)
259+12 - 312+15	LT/RT	MAINLINE	14141	848	1584			E STONE CHIMNEY RD - E HAGMAN RD
260+13 - 307+86	LT	SHOULDERS	1590	95		178		UPPER LAYER
260+67 - 307+81	RT	SHOULDERS	4194	252		470		UPPER LAYER
307+86 - 313+28	LT	INTERS./TURN LANE - HAGMAN	1098	66	123			UPPER LAYER (11' + CROSSOVER)
307+81 - 313+64	RT	INTERS./TURN LANE - HAGMAN	931	56	104			UPPER LAYER (10' + SIDE ST)
312+15 - 365+45	LT/RT	MAINLINE	14213	853	1592			E HAGMAN RD - CTH L
313+28 - 358+59	LT	SHOULDERS	1510	91		169		UPPER LAYER
313+64 - 375+15	RT	SHOULDERS	3868	232		433		UPPER LAYER
359+45 - 363+95	LT	SHOULDERS	150	9		17		UPPER LAYER
372+90 - 386+85	LT	SHOULDERS	465	28		52		UPPER LAYER
365+45 - 391+05	LT/RT	MAINLINE	6827	410	765			CTH L - KARRAS RD
367+08 - 414+05	RT	SHOULDERS	4175	251		468		UPPER LAYER
367+17 - 374+88	LT/RT	MAINLINE		78		147		WEDGING/LEVELING
374+88 - 388+31	LT/RT	MAINLINE		136		256		WEDGING/LEVELING
386+85 - 391+99	LT	INTERS./TURN LANE - KARRAS	951	57	107			UPPER LAYER (11' TURN LANE)
391+05 - 418+35	LT/RT	MAINLINE	7280	437	815			KARRAS RD - E BENNETT RD
391+05	LT	KARRAS CROSSOVER	235	28		39		CROSSOVER
391+99 - 414+44	LT	SHOULDERS	748	45		84		UPPER LAYER
414+05 - 419+80	RT	INTERS./TURN LANE - BENNETT	930	56	104			UPPER LAYER (11' + SIDE ST)
414+44 - 420+07	LT	INTERS./TURN LANE - BENNETT	818	49	92			UPPER LAYER (11'TURN LANE)
417+91 - 425+27	LT/RT	MAINLINE		75		141		WEDGING/LEVELING
418+32	LT	CROSSOVER	224	27		38		BENNETT CROSSOVER
418+35 - 471+43	LT/RT	MAINLINE	14155	849	1585			E BENNETT RD - E TOWN LINE RD
419+80 - 467+38	RT	SHOULDERS	4230	254		474		UPPER LAYER
420+07 - 467+19	LT	SHOULDERS	1571	94		176		UPPER LAYER
425+27 - 438+90	LT/RT	MAINLINE		138		261		WEDGING/LEVELING
467+19 - 472+77	LT	INTERS./TURN LANE - TOWN LINE	1132	68	127			UPPER LAYER (11' + CROSSOVER)
467+38 - 473+02	RT	INTERS./TURN LANE - TOWN LINE	829	50	93			UPPER LAYER (11' + SIDE ST)
471+43 - 580+77	LT/RT	MAINLINE	29157	1749	3266			E TOWN LINE RD - CTH B
472+77 - 573+74	LT	SHOULDERS	4164	250		466		UPPER LAYER
473+02 - 572+98	RT	SHOULDERS	8886	533		995		UPPER LAYER
491+30 - 498+75	LT/RT	MAINLINE		166		313		WEDGING/LEVELING
498+75 - 512+41	LT/RT	MAINLINE		138		261		WEDGING/LEVELING
556+63 - 563+94	LT/RT	MAINLINE		90		170		WEDGING/LEVELING
563+94 - 577+69	LT/RT	MAINLINE		111		210		WEDGING/LEVELING
573+74 - 581+66	LT	INTERS./TURN LANE - CTH B	4013	241	449			UPPER LAYER (LT TURN LANES)
572+98 - 582+74	RT	INTERS./TURN LANE - CTH B	3144	189	352			UPPER LAYER (RT TURN LANES)
580+77 - 658+92	LT/RT	MAINLINE	20840	1250	2334			CTH B - 18TH ST
581+66 - 657+99	LT	SHOULDERS	3310	199		371		UPPER LAYER
563+25	LT	CROSSOVER	858	103		144		CTH B CROSSOVER
582+74 - 654+74	RT	SHOULDERS	6405	384		717		UPPER LAYER
657+99 - 660+09	LT	INTERS./TURN LANE - 18TH	770	46	86			UPPER LAYER (CROSSOVER)
654+74 - 660+50	RT	INTERS./TURN LANE - 18TH	887	53	99			UPPER LAYER (11' + SIDE ST)
658+92 - 710+20	LT/RT	MAINLINE	13675	821	1532			18TH ST - END PROJECT
660+09 - 710+20	LT	SHOULDERS	1671	100		187		UPPER LAYER
660+50 - 710+20	RT	SHOULDERS	4416	265		495		UPPER LAYER
694+41 - 710+20	LT/RT	MAINLINE		160		302		WEDGING/LEVELING
UNDISTRIBUTED	LT/RT			12			150	MINOR REPAIRS/POP OUTS
ITEM TOTALS			220340	14500	17900	9092	150	

* ASPHALTIC SURFACE - MINIMUM OF A 4 LT 58-34 S MIX TO BE USED.
* QUANTITIES ALSO SHOWN ELSEWHERE.

STATIONING - SHOULDERS END WHERE TURN LANE TAPERS BEGIN.

3

CULVERT PIPE ITEMS

STATION	LOCATION	PIPE ID	203.0100 REMOVING SMALL PIPE CULVERTS EACH	520.8700 CLEANING CULVERT PIPES EACH	521.3118 CULVERT PIPE CORRUGATED STEEL 18-INCH LF	521.3124 CULVERT PIPE CORRUGATED STEEL 24-INCH LF	521.3142 CULVERT PIPE CORRUGATED STEEL 42-INCH LF	521.3728 PIPE ARCH CORR STEEL 28X20 LF	521.1018 APRON ENDWALLS CULVERT PIPE PIPE STEEL 18-INCH EACH	521.1024 APRON ENDWALLS CULVERT PIPE PIPE STEEL 24-INCH EACH	521.1042 APRON ENDWALLS CULVERT PIPE PIPE STEEL 42-INCH EACH	521.1228 APRON ENDWALLS CULVERT PIPE PIPE ARCH 28X20 EACH	THICKNESS (INCHES) STEEL	THICKNESS (INCHES) ALUMINUM	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	524.0624 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 24-INCH EACH	524.0630 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 30-INCH EACH	524.0636 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 36-INCH EACH	606.0200 RIPRAP MEDIUM CY	611.0430 RECONSTRUCTING INLETS EACH	628.7555 CULVERT PIPE CHECKS EACH	633.5200 MARKER CULVERT END EACH	645.0120 GEOTEXTILE FABRIC TYPE HR SY	SPV.0090.01 DITCH CLEANING LF
US 53 NB																							
186+46	LT/RT	1																				2		10
200+65	LT/RT	2		1																		2		10
204+82	LT	3	1			90				2			0.064	0.075							1	2		50
205+16	RT	4	1			70				2			0.064	0.075							1	2		45
227+58	LT/RT	5		2															4	1				20
242+95	LT/RT	6		2																		2		35
258+54	LT/RT	7		2															4					15
259+18	RT	8	1				58				2		0.109	0.105							1	2		20
264+11	LT/RT	9																				1		25
265+05	LT/RT	140																				1		15
271+92	LT/RT	10													1						1	2		20
293+03	LT/RT	11																						
304+54	LT/RT	12		1																		2		40
328+54	LT/RT	13		1																		2		40
339+58	LT/RT	14		1																		2		60
345+50	LT/RT	15		1																				80
365+40	RT	16		1																				20
365+79	LT	17		1																				40
366+54	LT/RT	18		1																		2		30
377+01	LT/RT	19		1																		2		40
380+53	LT/RT	20		1																		2		40
389+94	LT/RT	21		1																		2		20
391+00	LT	22	1			66				2			0.064	0.075							1			30
398+72	LT/RT	23		1																				35
403+68	LT/RT	24		1																		2		20
418+20	RT	25	1					64				2	0.064	0.060							1	2		110
418+42	RT	26	1		48				2				0.064	0.060							1	2		50
428+50	LT/RT	27																						20
437+02	LT/RT	141		1																				30
443+28	LT/RT	28		1																				40
453+58	LT/RT	29		1																		2		20
458+80	LT/RT	30		2																				20
471+45	LT/RT	31	1		70				2				0.064	0.060							1	2		20
471+74	LT/RT	32	1					92				2	0.064	0.060							1	2		210
490+87	LT/RT	33		1																		2		
490+96	LT/RT	34		1																		2		20
509+38	LT/RT	35		1																				30
518+95	LT/RT	36		1																				40
536+04	LT/RT	37		1																		2		30
549+54	LT/RT	38		1											1						1			20
560+14	LT/RT	39															2		4		1			20
566+05	LT/RT	40																				2		30
578+59	RT	142														1						2		
580+41	LT/RT	41		1																				25
585+21	LT/RT	42		2																				70
598+59	LT	143		1																		1		40
612+38	LT/RT	45																						30
621+63	LT/RT	46		1																				30
629+93	LT/RT	47		1																				30
638+35	LT/RT	48																				2		30
658+71	RT	50	1			80				2			0.064	0.075							1	2		60
659+04	LT/RT	144		1						2			0.064	0.075							1	2		70
665+86	LT/RT	51																		1	9	1	22	180
698+87	LT/RT	52		1																				40
714+57	RT	54		1											1							1		20
ITEM TOTALS (1198-02-82; NB L			9	39	118	306	58	156	4	10	2	4			3	1	2	1	21	1	15	59	22	2095

CULVERT INSTALLATION ITEMS

STATION	LOCATION	PIPE ID	205.0100 EXCAVATION COMMON CY	209.2100 BACKFILL GRANULAR GRADE 2 CY	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 * WATER MGAL	455.0605 * 455.0605 TACK COAT GAL	465.0105 * ASPHALTIC SURFACE TON	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.2004 EROSION MAT CLASS I, TYPE B SY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO.20 LB	630.0200 SEEDING TEMPORARY LB	690.0150 * SAWING ASPHALT LF
US 53 NB																	
204+82	LT	3	80	60	27	1	4	13.5	75	75	100	100	75	0.05	2.0	2.0	92
205+16	RT	4	75	58	22	0	3	11.3	77	77	102	102	77	0.05	2.1	2.1	71
259+18	RT	8	220	196	33	1	1	3.5	75	75	100	100	75	0.05	2.0	2.0	24
271+92	LT/RT	10							30	30	34	34	30	0.02	0.8	0.8	
391+00	LT	22	53	41	16	0	3	8.2	77	77	102	102	77	0.05	2.1	2.1	50
418+20	RT	25	56	41	20	0	3	10.0	77	77	102	102	77	0.05	2.1	2.1	64
418+42	RT	26	47	28	25	1			75	75	100	100	75	0.05	2.0	2.0	
471+45	LT/RT	31	44	33	15	0	2	7.6	75	75	100	100	75	0.05	2.0	2.0	55
471+74	LT/RT	32	87	66	27	1	4	13.9	75	75	100	100	75	0.05	2.0	2.0	86
549+54	LT/RT	38							30	30	34	34	30	0.02	0.8	0.8	
560+14	LT/RT	39							30	30	34	34	30	0.02	0.8	0.8	
578+59	RT	142							30	30			30	0.02	0.8	0.8	
658+71	RT	50	200	171	38	1			75	75	100	100	75	0.05	2.0	2.0	
659+04	LT/RT	144							60	60	68	68	60	0.04	1.6	1.6	
665+86	LT/RT	51							30	30	34	34	30	0.02	0.8	0.8	
714+57	RT	54							30	30	34	34	30	0.02	0.8	0.8	
UNDISTRIBUTED			218	136	27	3			229	229	286	286	229	0.39	6.3	6.3	18
ITEM TOTALS			1080	830	250	8	20	68.0	1150	1150	1430	1430	1150	1.00	31.0	31.0	460

* QUANTITIES ALSO SHOWN ELSEWHERE.
** SALVAGED TOPSOIL, MULCHING, SEED AND FERTILZER IF REQUIRED AT DITCH CLEANING AREAS ARE INCIDENTAL TO THE DITCH CLEANING ITEM.

3

PERMANENT TYPE II SIGNING ITEMS (1198-02-82)

SIGN NO.	USH 53 NB STATION (APPROX.)	LOCATION	SIGN CODE	SIGN MESSAGE	SIGN SIZE W X H (INCHES)	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	634.0620 POSTS WOOD 4X6-INCH X 20-FT EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	COMMENT
CAT. 0010														
1-1	192+95	RT	J1-1	JCT COUNTY E	36 X 57	14.25	---	---	---	1	---	---	---	
1-2	193+98	RT	---	Wasko Rd right arrow	---	---	---	---	---	---	---	1	2	
1-3	196+00	RT	D1-1	Wasko Rd right arrow	90 X 21	13.13	---	---	2	---	---	---	---	
1-4	198+14	RT	---	JCT COUNTY E	---	---	---	---	---	---	---	1	1	
1-5	201+38	MEDIAN	R5-1A	WRONG WAY	42 X 30	8.75	---	---	1	---	---	1	1	FACING NORTH
1-6	202+09	RT	D10-3	MILE MARKER 208	12 X 48	4.00	---	1	---	---	---	1	1	
1-7	203+38	MEDIAN	R5-1	DO NOT ENTER	36 X 36	9.00	---	---	1	---	---	1	1	FACING NORTH
1-8	204+13	RT	J13-1	COUNTY E Arrow Left Turn	36 X 66	16.50	---	---	---	1	---	1	1	
1-9	204+29	MEDIAN	R6-1R	ONE WAY right	36 X 12	3.00	---	---	---	---	---	---	---	FACING EAST ON SAME POST AS '1-10 & 1-11'
1-10	204+29	MEDIAN	R1-2	YIELD	48 X 42	7.00	---	---	1	---	---	1	1	FACING WEST
1-11	204+29	MEDIAN	R6-1L	ONE WAY left	36 X 12	3.00	---	---	---	---	---	---	---	MOUNT ABOVE SIGN NO. 1-10
1-12	205+65	RT	R6-1L	ONE WAY left	36 X 12	3.00	---	---	---	---	---	---	---	FACING WEST ON SAME POST AS '1-13 TO 1-15'
1-13	205+65	RT	R6-3	DIVIDED HIGHWAY	30 X 24	5.00	---	---	---	---	---	---	---	MOUNT FACING EAST BELOW STOP SIGN
1-14	205+65	RT	R1-1	STOP	36 X 36	7.46	---	---	---	1	---	1	1	WASKO RD STOP SIGN
1-15	205+65	RT	R6-1R	ONE WAY right	36 X 12	3.00	---	---	---	---	---	---	---	MOUNT FACING EAST ABOVE STOP SIGN
1-16	205+78	RT	---	SOUTH 53 Advance Arrow Left Turn NORTH 53 Arrow Right Turn	---	---	---	---	---	---	---	1	2	DO NOT REPLACE EXISTING SIGN ASSEMBLY
1-17	208+45	RT	J4-1	NORTH 53 US Hwy Route Marker	36 X 54	13.50	---	---	1	---	---	1	1	
1-18	211+47	RT	R2-1	SPEED LIMIT 65	48 X 60	20.00	---	---	---	2	---	1	2	
3-1	249+02	RT	D1-61	Stone Chimney Rd right & left arrows	126 X 30	26.25	---	---	---	3	---	1	2	INSTALL ON 3 POSTS
3-2	255+15	MEDIAN	R5-1A	WRONG WAY	42 X 30	8.75	---	---	1	---	---	1	1	FACING NORTH
3-3	255+30	RT	D10-3	MILE MARKER 209	12 X 48	4.00	---	1	---	---	---	1	1	
3-4	257+22	MEDIAN	R5-1	DO NOT ENTER	36 X 36	9.00	---	---	1	---	---	1	1	FACING NORTH
3-5	259+52	RT	R6-1L	ONE WAY left	36 X 12	3.00	---	---	---	---	---	---	---	FACING WEST ON SAME POST AS '3-6 TO 3-8'
3-6	259+52	RT	R6-3	DIVIDED HIGHWAY	30 X 24	5.00	---	---	---	---	---	---	---	MOUNT FACING EAST BELOW STOP SIGN
3-7	259+52	RT	R1-1	STOP	36 X 36	7.46	---	---	---	1	---	1	1	STONE CHIMNEY RD STOP SIGN
3-8	259+52	RT	R6-1R	ONE WAY right	36 X 12	3.00	---	---	---	---	---	---	---	MOUNT FACING EAST ABOVE STOP SIGN
3-9	262+85	RT	---	NORTH 53 US Hwy Route Marker	---	---	---	---	---	---	---	1	1	
3-10	270+17	RT	R8-7	EMERGENCY STOPPING ONLY	48 X 36	12.00	---	---	1	---	---	1	1	
4-1	278+12	MEDIAN	R4-3	SLOWER TRAFFIC KEEP RIGHT	48 X 60	20.00	---	---	---	2	---	1	2	
4-2	297+10	RT	W6-53	CROSS TRAFFIC NEXT 12 MILES	144 X 48	---	48.00	---	---	---	3	1	3	INSTALL ON 3 POSTS
4-3	302+22	RT	D1-61	Hagman Rd right & left arrows	84 X 30	17.50	---	---	---	2	---	1	2	
5-1	307+76	RT	D10-3	MILE MARKER 210	12 X 48	4.00	---	1	---	---	---	1	1	
5-2	308+60	MEDIAN	R5-1A	WRONG WAY	42 X 30	8.75	---	---	1	---	---	1	1	FACING NORTH
5-3	310+60	MEDIAN	R5-1	DO NOT ENTER	36 X 36	9.00	---	---	1	---	---	1	1	FACING NORTH
5-4	312+42	RT	R6-3	DIVIDED HIGHWAY	30 X 24	5.00	---	---	---	---	---	---	---	MOUNT FACING EAST BELOW STOP SIGN
5-5	312+42	RT	R1-1	STOP	36 X 36	7.46	---	---	---	1	---	1	1	HAGMAN RD STOP SIGN
5-6	312+42	RT	R6-1R	ONE WAY right	36 X 12	3.00	---	---	---	---	---	---	---	MOUNT FACING EAST ABOVE STOP SIGN
5-7	312+42	RT	R6-1L	ONE WAY left	36 X 12	3.00	---	---	---	---	---	---	---	FACING WEST ON SAME POST AS '5-4 TO 5-6'
5-8	314+77	RT	---	NORTH 53 US Hwy Route Marker	---	---	---	---	---	---	---	1	1	
6-1	339+00	MEDIAN	---	WATCH FOR TURNING VEHICLES NEXT 1/2 MILE	108 X 78	---	58.50	---	---	---	2	---	---	NEW INSTALLATION
6-2	339+00	RT	---	WATCH FOR TURNING VEHICLES NEXT 1/2 MILE	108 X 78	---	58.50	---	---	---	2	---	---	NEW INSTALLATION
6-3	350+00	RT	J1-1	JCT COUNTY L	36 X 57	14.25	---	---	---	1	---	---	1	1	
6-4	355+00	RT	J2-2	WEST COUNTY L USE LEFT LANE EAST COUNTY L Advance Arrow Right Turn	72 X 90	51.00	---	---	---	---	2	---	---	NEW INSTALLATION
6-5	355+00	MEDIAN	R5-1A	WRONG WAY	42 X 30	8.75	---	---	---	---	---	---	---	FACING NORTH ON INSIDE POST OF SIGN NO. 6-4
6-6	357+50	RT	---	left arrow Bennett	---	---	---	---	---	---	---	1	2	REMOVE EXISTING
6-7	357+70	RT	R5-1	DO NOT ENTER	48 X 48	16.00	---	---	1	---	---	---	---	FACING NORTH
6-8	358+10	MEDIAN	R3-18	No U Turn, No Left Turn symbol	48 X 48	16.00	---	---	1	---	---	---	---	NEW INSTALLATION
6-9	358+45	MEDIAN	R5-1	DO NOT ENTER	48 X 48	16.00	---	---	1	---	---	---	---	FACING EAST
6-11	358+45	MEDIAN	R1-2	YIELD	48 X 42	7.00	---	---	---	1	---	---	---	NEW INSTALLATION FACING WEST
6-12	358+45	MEDIAN	R6-1L	ONE WAY left	54 X 18	6.75	---	---	---	---	---	---	---	FACING WEST ABOVE YIELD SIGN
6-13	358+80	RT	---	Left Arrow L (shield) EAST USE FAR RIGHT LANE Left Arrow 53 (shield) NORTH	114 X 60	47.50	---	---	---	---	2	---	---	NEW INSTALLATION FACING WEST
6-14	359+00	RT	R6-2L	ONE WAY left arrow	36 X 48	12.00	---	---	1	---	---	---	---	NEW INSTALLATION FACING WEST
6-15	359+30	MEDIAN	R1-2	YIELD	48 X 42	7.00	---	---	---	1	---	---	---	NEW INSTALLATION FACING WEST
6-16	359+30	MEDIAN	R6-1L	ONE WAY left	54 X 18	6.75	---	---	---	---	---	---	---	FACING WEST ABOVE YIELD SIGN
6-17	359+32	MEDIAN	R5-1	DO NOT ENTER	48 X 48	16.00	---	---	1	---	---	---	---	FACING EAST
6-18	360+52	RT	D10-3	MILE MARKER 211	12 X 48	4.00	---	1	---	---	---	1	1	
6-19	361+40	MEDIAN	---	TO WEST L (shield) Left U-turn Arrow EAST L (shield) Right Arrow	114 X 72	57.00	---	---	---	---	2	---	---	NEW INSTALLATION
6-20	361+40	MEDIAN	R5-1A	WRONG WAY	42 X 30	8.75	---	---	---	---	---	1	1	FACING NORTH ON INSIDE POST OF SIGN NO. 6-19
				SUBTOTALS		581.51	165.00	4	17	16	13	30	39	

CONT. PERMANENT TYPE II SIGNING ITEMS (1198-02-82)

SIGN NO.	USH 53 NB STATION (APPROX.)	LOCATION	SIGN CODE	SIGN MESSAGE	SIGN SIZE W X H (INCHES)	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	634.0620 POSTS WOOD 4X6-INCH X 20-FT EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	COMMENT
7-1	363+85	MEDIAN	J3-1	WEST COUNTY L Advance Arrow Left Turn	36 X 84	21.00	---	---	---	---	2	---	---	NEW INSTALLATION
7-2	363+38	MEDIAN	R5-1	DO NOT ENTER	48 X 48	16.00	---	---	---	---	---	1	1	FACING NORTH ON INSIDE POST OF SIGN NO. 7-1
7-3	364+50	RT	J3-1	EAST COUNTY L Arrow Right Turn	36 X 84	21.00	---	---	---	---	2	---	---	NEW INSTALLATION
7-4	364+50	RT	R5-1	DO NOT ENTER	48 X 48	16.00	---	---	---	---	---	---	---	FACING NORTH ON INSIDE POST OF SIGN NO. 7-3
7-5	364+85	RT	---	COUNTY L Arrow Dual Turn	---	---	---	---	---	---	---	1	1	
7-6	364+98	EB CTH L	J4-1	EAST COUNTY L Route Marker	24 X 36	6.00	---	---	1	---	---	1	1	
7-7	365+16	WB CTH L	J1-1	JCT 53 US Hwy Route Marker	24 X 39	6.50	---	---	1	---	---	1	1	NEW LOCATION IS ~100' WEST OF EXIST. JUNCTION SIGN
7-8	365+34	WB CTH L	R3-53R	RIGHT TURN ONLY	24 X 30	5.00	---	---	1	---	---	---	---	NEW INSTALLATION
7-9	365+55	WB CTH L	D1-1	Bennett right arrow	60 X 15	6.25	---	---	2	---	---	1	2	REMOVE EXISTING D1-2 SIGN EAST OF THIS LOCATION
7-11	365+50	MEDIAN	R6-2R	ONE WAY right arrow	36 X 48	12.00	---	---	1	---	---		---	NEW INSTALLATION FACING EAST
7-12	365+65	MEDIAN	---	SOUTH 53 WEST L (shields) USE FAR LEFT LANE NORTH 53 (shield) straight arrow	132 X 66	60.50	---	---	---	3	---	---	---	NEW INSTALLATION ON 3 POSTS FACING EAST
7-13	365+92	RT	---	ONE WAY left	---	---	---	---	---	---	---	---	---	SIGN REMOVED WITH EXISTING STOP SIGN & POST
7-14	365+92	MEDIAN	R6-1R	ONE WAY right	36 X 12	3.00	---	---	---	---	---	---	---	MOUNT FACING EAST ABOVE STOP SIGN
7-15	365+92	RT	R1-1	STOP	36 X 36	7.46	---	---	1	---	---	1	1	CTH L STOP SIGN
7-16	365+92	RT	---	DIVIDED HIGHWAY	---	---	---	---	---	---	---	---	---	SIGN REMOVED WITH EXISTING STOP SIGN & POST
7-17	366+02	RT	J12-2	53 (US Hwy Route Marker) & Arrow Right Turn COUNTY L Route Marker & Arrow Right Turn	48 X 45	15.00	---	---	---	1	---	---	---	NEW INSTALLATION FACING EAST
7-18	366+05	RT	---	SOUTH 53 WEST L NORTH 53 w/arrows assembly	---	---	---	---	---	---	---	1	1	REMOVE EXISTING J3-3 ASSEMBLY
7-19	366+30	MEDIAN	---	YIELD ONE WAY left ONE WAY right	---	---	---	---	---	---	---	1	1	REMOVE EXISTING SIGNS ON ONE POST
7-21	367+85	MEDIAN	J3-2	SOUTH 53 Hook Arrow Left WEST COUNTY L Hook Arrow Left	72 X 84	42.00	---	---	---	---	2	---	---	NEW INSTALLATION
7-22	368+55	RT	J4-1	NORTH 53 US Hwy Route Marker	36 X 54	13.50	---	---	1	---	---	1	1	
7-23	370+00	MEDIAN	D1-1	left arrow Bennett	84 X 21	12.25	---	---	2	---	---	---	---	NEW LOCATION
7-24	371+88	MEDIAN	J3-2	SOUTH 53 Hook Arrow Left WEST COUNTY L Hook Arrow Left	72 X 84	42.00	---	---	---	---	2	---	---	NEW INSTALLATION
7-25	373+00	RT	---	SPEED LIMIT 65	---	---	---	---	---	---	---	1	2	REMOVE EXISTING
7-26	375+00	RT	J4-1	NORTH 53 US Hwy Route Marker	36 X 54	13.50	---	---	1	---	---	---	---	NEW INSTALLATION
7-27	378+05	RT	R2-1	SPEED LIMIT 65	48 X 60	20.00	---	---	---	2	---	---	---	NEW LOCATION
7-28	382+50	RT	D1-1	left arrow Karras Rd	90 X 21	13.13	---	---	2	---	---	1	2	
7-29	387+20	MEDIAN	R5-1A	WRONG WAY	42 X 30	8.75	---	---	1	---	---	1	1	FACING NORTH
7-30	389+20	MEDIAN	R5-1	DO NOT ENTER	36 X 36	9.00	---	---	1	---	---	1	1	FACING NORTH
7-31	390+68	MEDIAN	R1-1	STOP	36 X 36	7.46	---	---	1	---	---	1	1	FACING WEST
7-32	390+68	MEDIAN	R6-1L	ONE WAY left	36 X 12	3.00	---	---	---	---	---	---	---	MOUNT FACING WEST ABOVE STOP SIGN
7-33	391+05	RT	R6-2L	ONE WAY left arrow	24 X 30	5.00	---	---	1	---	---	1	1	FACING WEST
7-34	393+00	RT	---	NORTH 53 US Hwy Route Marker	---	---	---	---	---	---	---	1	1	
8-1	410+00	RT	D1-61	Bennett Rd right & left arrows	84 X 30	17.50	---	---	---	2	---	1	2	
8-2	413+58	RT	D10-3	MILE MARKER 212	12 X 48	4.00	---	1	---	---	---	1	1	
8-3	414+62	MEDIAN	R5-1A	WRONG WAY	42 X 30	8.75	---	---	1	---	---	1	1	FACING NORTH
8-4	416+62	MEDIAN	R5-1	DO NOT ENTER	36 X 36	9.00	---	---	1	---	---	1	1	FACING NORTH
8-5	418+10	MEDIAN	R1-1	STOP	36 X 36	7.46	---	---	1	---	---	1	1	FACING WEST
8-6	418+10	MEDIAN	R6-1L	ONE WAY left	36 X 12	3.00	---	---	---	---	---	---	---	MOUNT FACING WEST ABOVE STOP SIGN
8-7	418+10	MEDIAN	R6-1R	ONE WAY right	36 X 12	3.00	---	---	---	---	---	---	---	FACING EAST OPPOSITE SIGN NO. 8-6
8-8	418+65	RT	R6-3	DIVIDED HIGHWAY	30 X 24	5.00	---	---	---	---	---	---	---	MOUNT FACING EAST BELOW STOP SIGN
8-9	418+65	RT	R1-1	STOP	36 X 36	7.46	---	---	---	1	---	1	1	BENNETT RD STOP SIGN
8-10	418+65	RT	R6-1R	ONE WAY right	36 X 12	3.00	---	---	---	---	---	---	---	MOUNT FACING EAST ABOVE STOP SIGN
8-11	418+65	RT	R6-1L	ONE WAY left	36 X 12	3.00	---	---	---	---	---	---	---	FACING WEST ON SAME POST AS '8-8 TO 8-10'
8-12	420+98	RT	---	NORTH 53 US Hwy Route Marker	---	---	---	---	---	---	---	1	1	
9-1	444+78	RT	R8-7	EMERGENCY STOPPING ONLY	48 X 36	12.00	---	---	1	---	---	1	1	
10-1	463+00	RT	D1-61	Line Rd right & left arrows	60 X 30	12.50	---	---	---	2	---	1	2	
10-2	467+00	RT	D10-3	MILE MARKER 213	12 X 48	4.00	---	1	---	---	---	1	1	
10-3	467+50	MEDIAN	R5-1A	WRONG WAY	42 X 30	8.75	---	---	1	---	---	1	1	FACING NORTH
10-4	469+50	MEDIAN	R5-1	DO NOT ENTER	36 X 36	9.00	---	---	1	---	---	1	1	FACING NORTH
10-5	471+84	RT	R6-3	DIVIDED HIGHWAY	30 X 24	5.00	---	---	---	---	---	---	---	MOUNT FACING EAST BELOW STOP SIGN
10-6	471+84	RT	R1-1	STOP	36 X 36	7.46	---	---	---	1	---	1	1	LINE RD STOP SIGN
10-7	471+84	RT	R6-1R	ONE WAY right	36 X 12	3.00	---	---	---	---	---	---	---	MOUNT FACING EAST ABOVE STOP SIGN
10-8	471+84	RT	R6-1L	ONE WAY left	36 X 12	3.00	---	---	---	---	---	---	---	FACING WEST ON SAME POST AS '10-5 TO 10-7'
10-9	474+62	RT	---	NORTH 53 US Hwy Route Marker	---	---	---	---	---	---	---	1	1	
10-10	476+62	RT	I55-56	ADOPT A HIGHWAY	30 X 36	7.50	---	---	1	---	---	1	1	ABATE OF WISCONSIN 6B
10-11	479+15	MEDIAN	R4-3	SLOWER TRAFFIC KEEP RIGHT	48 X 60	20.00	---	---	---	2	---	1	2	
12-1	528+00	RT	D10-3	MILE MARKER 214	12 X 48	4.00	---	1	---	---	---	1	1	
12-2	530+98	RT	---	ROAD TO Pattison State Park 1 MILE	---	---	---	---	---	---	---	---	---	DO NOT REPLACE PER TRAFFIC ENGR MANUAL 2-4-41
12-3	543+02	RT	W6-53	CROSS TRAFFIC NEXT 8 MILES	144 X 48	---	48.00	---	---	---	3	1	3	INSTALL ON 3 POSTS
				SUBTOTALS		552.68	48.00	3	24	14	11	34	42	

CONT. PERMANENT TYPE II SIGNING ITEMS (1198-02-82)

SIGN NO.	USH 53 NB STATION (APPROX.)	LOCATION	SIGN CODE	SIGN MESSAGE	SIGN SIZE W X H (INCHES)	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	634.0620 POSTS WOOD 4X6-INCH X 20-FT EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	COMMENT
13-1	550+50	MEDIAN	---	WATCH FOR TURNING VEHICLES NEXT 1 MILE	108 X 78	---	58.50	---	---	---	2	---	---	NEW INSTALLATION
13-2	550+50	RT	---	WATCH FOR TURNING VEHICLES NEXT 1 MILE	108 X 78	---	58.50	---	---	---	2	---	---	NEW INSTALLATION
13-5	560+20	RT	R5-1A	WRONG WAY	42 X 30	8.75	---	---	1	---	---	1	1	FACING NORTH
13-6	562+20	RT	J1-1	JCT COUNTY B	36 X 57	14.25	---	---	1	---	---	1	1	
13-7	562+20	RT	R5-1	DO NOT ENTER	36 X 36	9.00	---	---	---	---	---	1	---	FACING NORTH ON SAME POST AS SIGN NO. 13-6
13-8	562+60	MEDIAN	R3-18	No U Turn, No Left Turn symbol	48 X 48	16.00	---	---	1	---	---	1	1	
13-9	563+05	MEDIAN	R1-1	STOP	36 X 36	7.46	---	---	1	---	---	1	1	FACING WEST
13-10	563+05	MEDIAN	R6-1L	ONE WAY left	36 X 12	3.00	---	---	---	---	---	---	---	MOUNT FACING WEST ABOVE STOP SIGN
13-11	563+06	MEDIAN	R5-1	DO NOT ENTER	36 X 36	9.00	---	---	1	---	---	1	1	FACING EAST
13-12	563+30	RT	J3-2	NORTH 53 Arrow Left Turn EAST COUNTY B Arrow Left Turn	48 X 57	19.00	---	---	---	2	---	1	2	FACING WEST
13-13	563+45	RT	R6-2L	ONE WAY left arrow	36 X 48	12.00	---	---	1	---	---	1	1	FACING WEST
13-14	563+75	MEDIAN	R1-1	STOP	36 X 36	7.46	---	---	1	---	---	1	1	FACING WEST
13-15	563+80	MEDIAN	R5-1	DO NOT ENTER	36 X 36	9.00	---	---	1	---	---	1	1	FACING EAST
13-16	567+18	RT	---	NORTH 53 US Hwy Route Marker	---	---	---	---	---	---	---	1	1	
13-17	569+18	RT	D1-2	left arrow Hawthorne, Lake Nebagamon right arrow	138 X 36	34.50	---	---	---	3	---	1	2	INSTALL ON 3 POSTS
13-18	571+25	MEDIAN	J3-1	WEST COUNTY B Advance Arrow Left Turn	36 X 84	21.00	---	---	---	2	---	1	2	
13-19	571+30	RT	J3-1	EAST COUNTY B Advance Arrow Right Turn	36 X 84	21.00	---	---	---	2	---	1	2	
13-20	573+00	RT	D7-53L	Pattison State Park left arrow	72 X 42	21.00	---	---	---	2	---	1	2	
14-1	574+48	RT	D10-3	MILE MARKER 215	12 X 48	4.00	---	1	---	---	---	1	1	
14-2	576+72	RT	R5-1A	WRONG WAY	42 X 30	8.75	---	---	1	---	---	1	1	FACING NORTH
14-3	579+25	RT	J3-1	EAST COUNTY B Arrow Right Turn	36 X 84	21.00	---	---	---	2	---	1	2	
14-4	579+25	RT	R5-1	DO NOT ENTER	36 X 36	9.00	---	---	---	---	---	---	---	FACING NORTH ON INSIDE POST OF SIGN NO. 14-3
14-5	579+25	LT ISLAND	W12-1D	Double Down Arrows	36 X 36	---	9.00	1	---	---	---	1	1	
14-6	579+78	MEDIAN	J3-1	WEST COUNTY B Arrow Left Turn	36 X 84	21.00	---	---	---	2	---	1	2	
14-7	580+02	RT	R6-2L	ONE WAY left arrow	36 X 48	12.00	---	---	1	---	---	1	1	FACING WEST
14-8	580+05	EB CTH B	J4-1	EAST COUNTY B Route Marker	24 X 36	6.00	---	---	1	---	---	1	1	
14-9	580+62	WB CTH B	R3-53R	RIGHT TURN ONLY	24 X 30	5.00	---	---	1	---	---	1	1	REPLACES "ALL TRAFFIC MUST TURN RIGHT" SIGN
14-10	580+75	CTH B ISLAN	R4-7	Keep Right symbol	24 X 30	5.00	---	1	---	---	---	1	1	FACING EAST IN ISLAND
14-11	580+90	CTH B ISLAN	R1-1	STOP	36 X 36	7.46	---	---	1	---	---	1	1	CTH B STOP SIGN IN RIGHT TURN ISLAND
14-12	580+90	CTH B ISLAN	R4-7	Keep Right symbol	24 X 30	5.00	---	---	---	---	---	---	---	FACING WEST ON SAME POST AS SIGN NO. 14-11
14-13	580+90	LT ISLAND	R6-1R	ONE WAY right	36 X 12	3.00	---	---	---	---	---	---	---	FACING EAST ON SAME POST AS SIGN NO. 14-14 & 14-15
14-14	580+90	LT ISLAND	R1-2	YIELD	48 X 42	7.00	---	---	1	---	---	1	1	FACING WEST IN ISLAND
14-15	580+90	LT ISLAND	R6-1L	ONE WAY left	36 X 12	3.00	---	---	---	---	---	---	---	FACING WEST ABOVE YIELD SIGN
14-16	581+25	MEDIAN	R1-2	YIELD	48 X 42	7.00	---	---	1	---	---	1	1	FACING WEST
14-17	581+25	MEDIAN	R6-1L	ONE WAY left	36 X 12	3.00	---	---	---	---	---	---	---	FACING WEST ABOVE YIELD SIGN
14-18	581+25	LT ISLAND	R6-1R	ONE WAY right	36 X 12	3.00	---	---	---	---	---	---	---	FACING EAST ON SAME POST AS SIGN NO. 14-16 & 14-17
14-19	581+30	MEDIAN	R5-1	DO NOT ENTER	36 X 36	9.00	---	---	1	---	---	1	1	FACING EAST IN ISLAND
14-22	581+25	RT	R1-1	STOP	36 X 36	7.46	---	---	1	---	---	1	1	CTH B STOP SIGN
14-23	581+25	RT	R6-1R	ONE WAY right	36 X 12	3.00	---	---	---	---	---	---	---	MOUNT FACING EAST ABOVE STOP SIGN
14-24	581+35	RT	---	TO SOUTH 53 Arrow Right Turn	---	---	---	---	---	---	---	1	2	REMOVE ALL SIGNS AS ONE ASSEMBLY
14-25	581+35	RT	J12-2	53 (US Hwy Route Marker) & Arrow Right Turn COUNTY B Route Marker & Arrow Right Turn	48 X 45	15.00	---	---	---	---	1	---	---	NEW ASSEMBLY FACING EAST
14-26	581+65	MEDIAN	---	SOUTH 53 WEST B (shields) u-turn arrow NORTH 53 (shield) straight arrow	132 X 48	44.00	---	---	---	---	3	---	1	2	FACING EAST ON 3 POSTS
14-27	583+88	RT	---	SOUTH 53 USE LEFT LANE WEST COUNTY B USE LEFT LANE NORTH 53 Arrow Ahead	---	---	---	---	---	---	---	---	1	2	DO NOT REPLACE EXISTING SIGN ASSEMBLY
14-28	583+88	MEDIAN	---	SOUTH 53 USE LEFT LANE WEST COUNTY B USE LEFT LANE NORTH 53 Arrow Ahead	---	---	---	---	---	---	---	---	1	2	DO NOT REPLACE EXISTING SIGN ASSEMBLY
14-31	590+00	RT	---	SOUTH 53 Advance Arrow Left Turn WEST COUNTY B Advance Arrow Left Turn	---	---	---	---	---	---	---	1	2	DO NOT REPLACE EXISTING SIGN ASSEMBLY
14-32	590+95	MEDIAN	J3-2	SOUTH 53 Hook Arrow Left WEST COUNTY B Hook Arrow Left	72 X 84	42.00	---	---	---	---	2	1	2	REPLACE LEFT ARROW SIGNS WITH HOOK ARROW SIGNS
14-33	598+10	MEDIAN	J3-2	SOUTH 53 Hook Arrow Left WEST COUNTY B Hook Arrow Left	72 X 84	42.00	---	---	---	---	2	1	2	REPLACE LEFT ARROW SIGNS WITH HOOK ARROW SIGNS
14-34	600+20	RT	J4-1	NORTH 53 US Hwy Route Marker	36 X 54	13.50	---	---	1	---	---	1	1	
14-35	603+00	RT	R2-1	SPEED LIMIT 65	48 X 60	20.00	---	---	---	2	---	1	2	
15-1	625+52	RT	D10-3	MILE MARKER 216	12 X 48	4.00	---	1	---	---	---	1	1	
				SUBTOTALS		542.59	126.00	4	18	21	8	39	53	

CONT. PERMANENT TYPE II SIGNING ITEMS (1198-02-82)

SIGN NO.	USH 53 NB STATION (APPROX.)	LOCATION	SIGN CODE	SIGN MESSAGE	SIGN SIZE W X H (INCHES)	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	634.0620 POSTS WOOD 4X6-INCH X 20-FT EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	COMMENT
US 53 NB														
16-1	650+45	RT	D1-1	18th St Rd right arrow	96 X 21	14.00	---	---	2	---	---	1	2	
16-2	655+15	MEDIAN	R5-1A	WRONG WAY	42 X 30	8.75	---	---	1	---	---	1	1	FACING NORTH
16-3	657+15	MEDIAN	R5-1	DO NOT ENTER	36 X 36	9.00	---	---	1	---	---	1	1	FACING NORTH
16-4	659+25	RT	R6-3	DIVIDED HIGHWAY	30 X 24	5.00	---	---	---	---	---	---	---	MOUNT FACING EAST BELOW STOP SIGN
16-5	659+25	RT	R1-1	STOP	36 X 36	7.46	---	---	---	1	---	1	1	18th ST RD STOP SIGN
16-6	659+25	RT	R6-1R	ONE WAY right	36 X 12	3.00	---	---	---	---	---	---	---	MOUNT FACING EAST ABOVE STOP SIGN
16-7	659+25	RT	R6-1L	ONE WAY left	36 X 12	3.00	---	---	---	---	---	---	---	FACING WEST ON SAME POST AS '16-4 TO 16-6'
16-8	661+00	RT	---	NORTH 53 US Hwy Route Marker	---	---	---	---	---	---	---	1	1	
17-1	662+65	RT	I55-56	ADOPT A HIGHWAY	30 X 36	---	---	---	---	---	---	1	1	MIDDLE RIVER HEALTH CARE CENTER
17-2	677+80	RT	D10-3	MILE MARKER 217	12 X 48	4.00	---	1	---	---	---	1	1	
18-1	699+15	RT	J1-1	JCT COUNTY E	36 X 57	14.25	---	---	1	---	---	1	1	
18-2	704+00	RT	D1-2	left arrow Middle River Health Facility	126 X 36	31.50	---	---	---	3	---	1	2	INSTALL ON 3 POSTS
18-3	706+96	RT	D1-61	Kent Rd right & left arrows	60 X 30	12.50	---	---	---	2	---	1	2	
18-4	710+95	MEDIAN	R5-1A	WRONG WAY	42 X 30	8.75	---	---	1	---	---	1	1	FACING NORTH
18-5	712+95	MEDIAN	R5-1	DO NOT ENTER	36 X 36	9.00	---	---	1	---	---	1	1	FACING NORTH
18-6	713+55	RT	J22-1	TO COUNTY E Arrow Left Turn	36 X 84	21.00	---	---	---	---	2	1	2	
				SUBTOTALS		151.21	0.00	1	7	6	2	13	17	
				PROJECT TOTALS		1827.99	339.00	12.00	66.00	57.00	34.00	116.00	151.00	

TRACKING PAD

STATION - STATION	628.7560 EACH
US 53 NB	
184+67-710+20	1.00
ITEM TOTAL	1.00

MARKING

STATION - STATION	LOCATION	646.1020 LINE EPOXY 4-INCH SKIPS WHITE LF	646.1020 LINE EPOXY 4-INCH SOLID WHITE LF	646.1020 LINE EPOXY 4-INCH SOLID YELLOW LF	646.3545 LINE GROOVED WET REF CONTRAST EPOXY 8-INCH WHITE LF	646.6120 STOP LINE EPOXY 18-INCH LF	646.6220 YIELD LINE EPOXY 18-INCH EACH	646.7220 MARKING CHEVRON EPOXY 24-INCH LF	646.9000 REMOVAL LINE 4-INCH LF	649.0150 TEMPORARY LINE REMOVABLE TAPE 4-INCH LF	REMARKS
US 53 NB											
177+67 - 184+67	LT&RT	175							175	660	TRAFFIC CONTROL TRANSITION AREA
184+67 - 205+03	LT&RT	509	1,979	1,947	555						
WASKO RD	RT			130		35					
205+03 - 259+12	LT&RT	1,352	5,313	5,348	421						
E STONE CHIMNEY RD	RT					27					
259+12 - 312+15	LT&RT	1,326	5,197	5,215	435						
E HAGMAN RD	RT					25					
312+15 - 357+15	LT&RT	1,125	4,485	4,432							
372+90 - 391+05	LT&RT	454	1,816	1,857	226						
KARRAS RD	LT&RT			260	1590	30					
391+05 - 418+32	LT&RT	682	2,650	2,663	400						
E BENNET RD	LT&RT			266		45					
418+32 - 471+42	LT&RT	1,328	5,239	5,209	445						
E TOWN LINE RD	RT					30					
471+42 - 563+00	LT&RT	2,290	9,132	9,077							
CTH B	LT&RT		4,714	3,719	1,590		40	720			
599+00 - 658+93	LT&RT	1,498	5,929	5,944	200						
658+93 - 710+20	LT&RT	1,282	5,069	5,061							
SUBTOTAL		12,020	51,523	51,128							
TOTALS			114,671		5862	192	40	720	175	660	

GUARDRAIL

STATION	-	STATION	LOCATION	614.0400 ADJUSTING STEEL PLATE BEAM GUARD LF
US 53 NB				
184+81	-	186+52	LT	171
184+81	-	185+54	RT	73
ITEM TOTALS				244

MOBILIZATIONS EROSION CONTROL

STATION - STATION	LOCATION	628.1905 EROSION CONTROL EACH	628.1910 EMERGENCY EROSION CONTROL EACH
US 53 NB			
184+67 - 710+20	LT / RT	2	2
ITEM TOTALS		2	2

3

REMOVING TYPE I SIGNING ITEMS

	USH 53 NB STATION (APPROX.)	LOCATION	SIGN MESSAGE	SIGN SIZE W X H	* 638.2601 REMOVING SIGNS TYPE I EACH	638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS EACH
CAT. 0010						
13-3	551+00	MEDIAN	WATCH FOR VEHICLES CHANGING LANES NEXT MILE	144" X 108"	1	2
13-4	551+00	RT	WATCH FOR VEHICLES CHANGING LANES NEXT MILE	144" X 108"	1	2
			TOTALS		2	4

* REMOVING CONCRETE FOOTINGS IS INCIDENTAL TO REMOVING SIGNS TYPE I ITEM

VERIFY WITH WISDOT ENGINEER PRIOR TO ORDERING SIGNS AND REMOVAL THAT TYPE I SIGN AND/OR BASES ARE TO BE REMOVED AND REPLACED WITH TYPE II.

SAWING

STATION	-	LOCATION	690.0150 ASPHALT LF
US 53 SB			
186+67	-	USH 53	40
26+80		WASKO	25
97+28		CTH B	50
710+20	-	USH 53	40
ITEM TOTALS			155

* QUANTITY ALSO SHOWN ELSEWHERE.

REHEATING HMA PAVEMENT LONGITUDINAL JOINTS

STATION	-	STATION	LOCATION	440.4110.S REHEATING HMA PAVEMENT LONGITUDINAL JOINTS LF
US 53 NB				
184+67	-	710+20	CL	52553
ITEM TOTAL				52553

DELINEATORS

STATION	LOCATION	633.0100 DELINEATOR POSTS STEEL EACH	633.0500 DELINEATOR REFLECTORS EACH	COMMENTS
US 53 NB				
184+67 - 205+03	RT	4	4	BEGIN PROJECT - WASKO RD
205+03 - 259+12	RT	21	21	E WASKO RD - E STONE CHIMNEY RD
259+12 - 312+14	RT	19	19	E STONE CHIMNEY RD - E HAGMAN RD
312+14 - 365+45	RT	13	13	E HAGMAN RD - CTH L
365+45 - 391+05	RT	6	6	CTH L - KARRAS RD
391+05 - 418+33	RT	6	6	KARRAS RD - E BENNETT RD
418+33 - 471+42	RT	14	14	E BENNETT RD - TOWN LINE RD
471+42 - 580+77	RT	28	34	TOWN LINE RD - CTH B
580+77 - 658+92	RT	31	31	CTH B - 18 TH ST
658+92 - 710+20	RT	14	14	18 TH ST - END PROJECT
UNDISTRIBUTED	RT	4	4	
ITEM TOTALS		160	166	

* DELINEATORS IN MEDIAN AT CTH L INCLUDED IN PROJECT 1198-00-78

CULVERT PIPE ITEMS

STATION	LOCATION	PIPE ID	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH
US 53 NB			
204+82	LT	3	1
205+16	RT	4	1
259+18	RT	8	1
391+00	LT	22	1
418+20	RT	25	1
418+42	RT	26	1
471+45	LT/RT	31	1
471+74	LT/RT	32	1
658+71	RT	50	1
ITEM TOTALS (1198-02-82; NB L			9

MATERIAL TRANSFER VEHICLE

STATION - STATION	SPV.0105.01 MATERIAL TRANSFER VEHICLE PROJECT 1198-02-82 LS
US 53 NB	
184+67 - 710+20	1
ITEM TOTALS	1

TRAFFIC CONTROL

STATION - STATION	LOCATION	643.0300 DRUMS DAY	643.0420 BARRICADES TYPE III DAY	643.0705 WARNING LIGHTS TYPE A DAY	643.0715 WARNING LIGHTS TYPE C DAY	643.0800 ARROW BOARDS DAY	643.0900 SIGNS DAY	643.1050 SIGNS PCMS DAY	643.1051 SIGNS PCMS WITH CELLULAR COMMUNICATIONS DAY
US 53 NB									
STAGE 1									
ADVANCED AREA NB - 184+68 NB	LT & RT	1150	100	200	650	100	1000	50	50
184+68 NB - 199+00 NB	LT & RT	700	50	100	0	0	50	0	0
199+00 NB - 206+00 NB	LT & RT	2000	50	100	0	0	150	0	0
206+00 NB - 254+50 NB	LT & RT	2450	200	400	0	0	200	0	0
254+50 NB - 260+00 NB	LT & RT	1750	50	100	0	0	150	0	0
260+00 NB - 307+80 NB	LT & RT	2400	200	400	0	0	200	0	0
307+80 NB - 313+60 NB	LT & RT	1800	50	100	0	0	150	0	0
313+60 NB - 362+20 NB	LT & RT	2450	200	400	0	0	200	0	0
362+20 NB - 366+80 NB	LT & RT	1400	50	100	0	0	150	0	0
366+80 NB - 386+80 NB	LT & RT	1000	100	200	0	0	100	0	0
386+80 NB - 392+60 NB	LT & RT	1650	50	100	0	0	100	0	0
392+60 NB - 414+40 NB	LT & RT	1100	100	200	0	0	100	0	0
414+40 NB - 420+10 NB	LT & RT	1700	50	100	0	0	100	0	0
420+10 NB - 467+20 NB	LT & RT	2350	200	400	0	0	200	0	0
467+20 NB - 473+80 NB	LT & RT	1900	50	100	0	0	150	0	0
473+80 NB - 561+70 NB	LT & RT	4400	350	700	0	0	350	0	0
561+70 NB - 599+00 NB	LT & RT	500	50	100	0	0	150	0	0
599+00 NB - 656+20 NB	LT & RT	2850	200	400	0	0	200	0	0
656+20 NB - 660+00 NB	LT & RT	950	50	100	0	0	150	0	0
660+00 NB - 710+20 NB	LT & RT	2500	200	400	0	0	200	0	0
710+20 NB - END AREA NB	LT & RT	0	0	0	0	0	200	0	0
STAGE 1 SUBTOTALS		37000	2350	4700	650	100	4250	50	50
STAGE 2									
ADVANCED AREA NB - 184+68 NB	LT & RT	1863	162	324	1053	162	1620	81	81
184+68 NB - 201+00 NB	LT & RT	1296	81	162	0	0	81	0	0
201+00 NB - 206+70 NB	LT & RT	3240	81	162	0	0	324	0	0
206+70 NB - 255+00 NB	LT & RT	3888	324	648	0	0	324	0	0
255+00 NB - 260+60 NB	LT & RT	2997	81	162	0	0	324	0	0
260+60 NB - 307+80 NB	LT & RT	3807	324	648	0	0	324	0	0
307+80 NB - 313+60 NB	LT & RT	3321	81	162	0	0	324	0	0
313+60 NB - 362+00 NB	LT & RT	3888	324	648	0	0	324	0	0
362+00 NB - 366+80 NB	LT & RT	2592	81	162	0	0	324	0	0
366+80 NB - 414+00 NB	LT & RT	3807	324	648	0	0	324	0	0
414+00 NB - 419+40 NB	LT & RT	2835	81	162	0	0	405	0	0
419+40 NB - 467+40 NB	LT & RT	3888	324	648	0	0	324	0	0
467+40 NB - 473+00 NB	LT & RT	2916	81	162	0	0	324	0	0
473+00 NB - 573+60 NB	LT & RT	8181	648	1296	0	0	648	0	0
573+60 NB - 584+00 NB	LT & RT	5346	81	162	0	0	324	0	0
584+00 NB - 656+70 NB	LT & RT	5913	486	972	0	0	486	0	0
656+70 NB - 660+50 NB	LT & RT	2025	81	162	0	0	324	0	0
660+50 NB - 710+20 NB	LT & RT	4050	324	648	0	0	324	0	0
710+20 NB - END AREA NB	LT & RT	0	0	0	0	0	324	0	0
STAGE 2 SUBTOTALS		65853	3969	7938	1053	162	7776	81	81
	TOTALS	102853	6319	12638	1703	262	12026	131	131

3

WCL (CN) RAILROAD

WALLS

185'SB'

190'SB'

USH 53 SB

195'SB'

USH 53

BEEBE CREEK

185'NB'

190'NB'

USH 53 NB

195'NB'

SIGN

MATCHLINE STA 197+50.00'NB'

BEGIN PROJECT 1198-02-82
STA 184+67.43'NB'

BEEBE CREEK

① STA 186+46 'NB'
1-24"X113' RCCP
2-24" AECPRC
EXISTING TO REMAIN
2-MARKER CULVERT END REQ'D
DITCH CLEANING LT (5 LF)
DITCH CLEANING RT (5 LF)

BEGIN CONSTRUCTION
STA 23+95.56'E'

STA 205+61.23'SB' USH 53 =
STA 24+69.92 CTH E

SWL&P

SEE PROJECT 1198-02-83
FOR USH 53 SB DETAILS

200'SB'

205'SB'

210'SB'

USH 53 SB

DAHLBERG

CENTURYLINK

199+08
-12.00'

200+58
-23.00'

203+96
-23.00'

205+80
-12.00'

CAUTION

200'NB'

205'NB'

210'NB'

USH 53 NB

200+97
12.00'

202+47
22.00'

204+47
22.00'

205+76
20.00'

206+76
12.00'

STA 205+03.29'NB' USH 53 =
STA 26+02.14 E WASKO RD

END CONSTRUCTION
STA 26+75.00'WR'

E WASKO RD

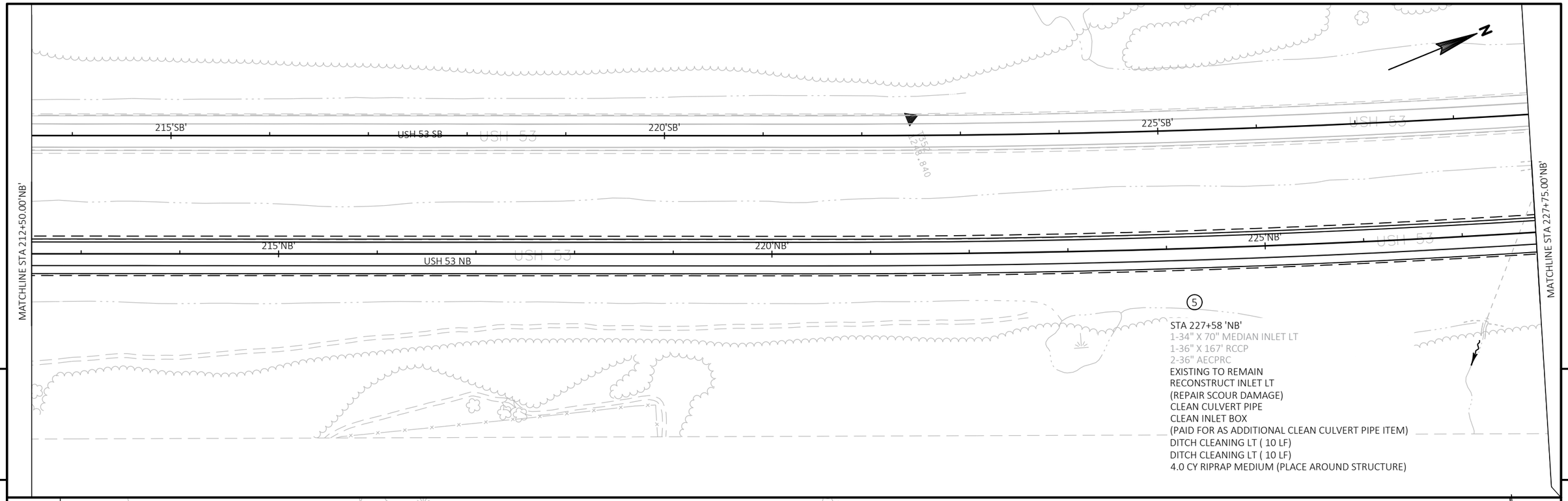
MATCHLINE STA 212+50.00'NB'

② STA 200+65 'NB'
1-24"X113' RCCP
2-24" AECPRC
EXISTING TO REMAIN
2 -MARKER CULVERT END REQ'D
CLEAN CULVERT PIPE
DITCH CLEANING LT (5 LF)
DITCH CLEANING RT (5 LF)

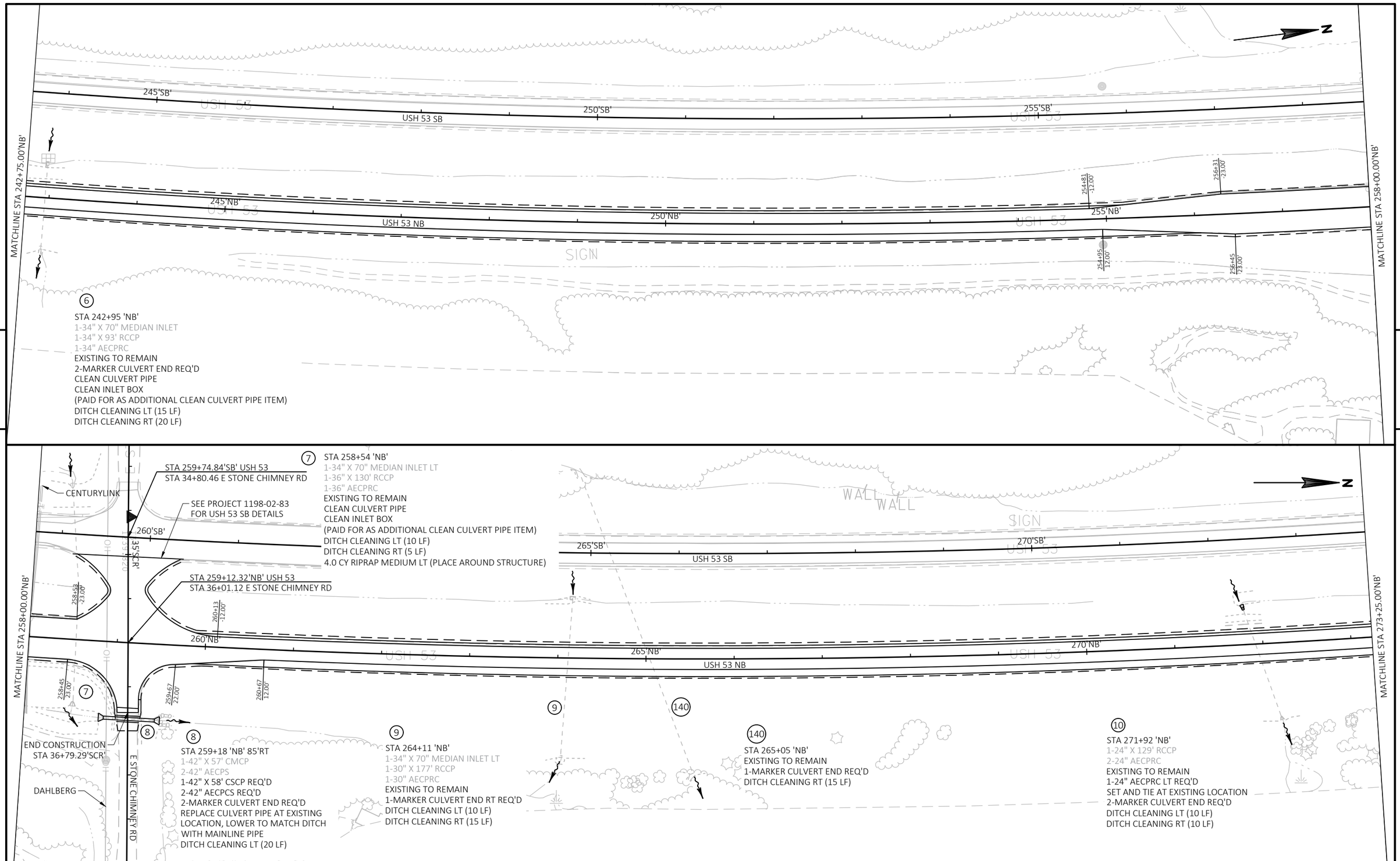
③ STA 204+82 'NB' 62'LT
1-24" X 89' CMCP
2-24" AECPS
11-24" X 90' CPCS REQ'D
2-24" AECPS REQ'D
2-MARKER CULVERT END REQ'D
REPLACE CULVERT PIPE AT EXISTING
LOCATION AND ELEVATION
DITCH CLEANING LT (40 LF)
DITCH CLEANING RT (10 LF)

④ STA 205+16 'NB' 50'RT
1-24" X 69' CMCP
2-24" AECPS
1-24" X 70' CSCP REQ'D
2-24" AECPS REQ'D
2-MARKER CULVERT ENDS
REPLACE CULVERT PIPE AT EXISTING
LOCATION AND ELEVATION
DITCH CLEANING LT (25 LF)
DITCH CLEANING RT (20 LF)

PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 67	E

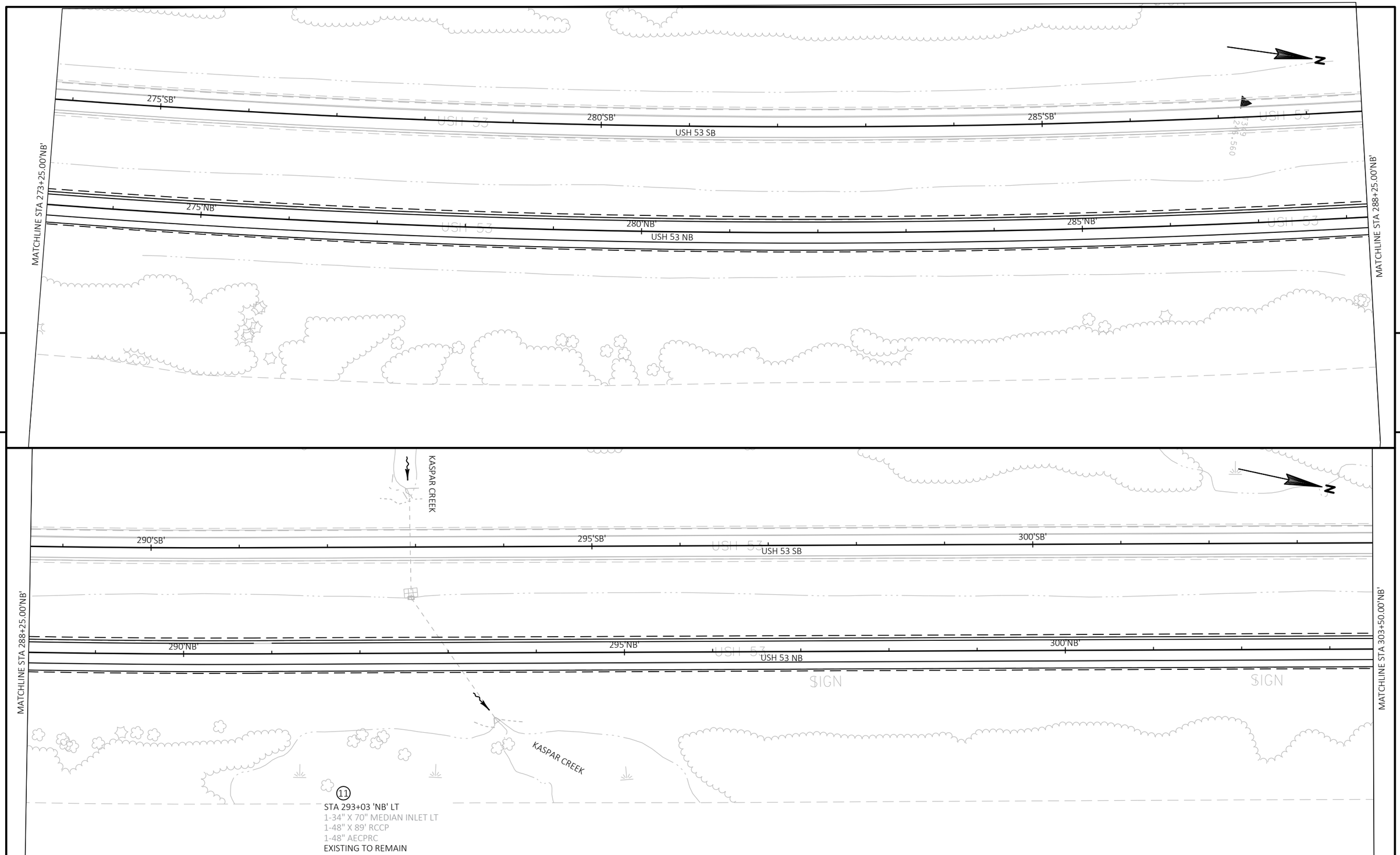


PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 68	E



PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 69	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\050101-PN.DWG
LAYOUT NAME - 3
PLOT DATE : 2/1/2018 11:22 AM
PLOT BY : NICK ENGH
PLOT NAME :
PLOT SCALE : ############
WISDOT/CADDS SHEET 44



5

PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 70	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\050101-PN.DWG
LAYOUT NAME - 4
PLOT DATE : 2/1/2018 11:23 AM
PLOT BY : NICK ENGH
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

CENTURYLINK

STA 312+74.79'SB' USH 53 =
STA 45+00.00 E HAGMAN RD

BEGIN CONSTRUCTION
STA 44+59.84'EHR1'

STA 312+86.31'SB' USH 53 =
STA 45+00.00 E HAGMAN RD

N

305'SB'

310'SB'

315'SB'

USH 53 SB

SEE PROJECT 1198-02-83 FOR SB DETAILS

MATCHLINE STA 303+50.00'NB'

307+86
-12.00'

309+36
-23.00'

313+28
-12.00'

305'NB'

310'NB'

315'NB'

USH 53 NB

307+81
12.00'

309+31
22.00'

311+31
22.00'

312+64
22.00'

313+64
12.00'

STA 312+14.77'NB' USH 53 =
STA 46+23.11 E HAGMAN RD

END CONSTRUCTION
STA 47+14.32'EHR2'

E HAGMAN RD

MATCHLINE STA 318+50.00'NB'

(12)

STA 304+54 'NB'
1-24" X 123' RCCP
2-24" AECPRC
EXISTING TO REMAIN
2-MARKER CULVERT END REQ'D
CLEAN CULVERT PIPE
DITCH CLEANING LT (20 LF)
DITCH CLEANING RT (20 LF)

5

5

N

320'SB'

325'SB'

330'SB'

USH 53 SB

MATCHLINE STA 318+50.00'NB'

320'NB'

325'NB'

330'NB'

USH 53 NB

MATCHLINE STA 333+50.00'NB'

(13)

STA 328+54 'NB'
1-29" X 45" X 95' ELLIPTICAL RCCP
2-29" X 45" AECPRC
EXISTING TO REMAIN
2-MARKER CULVERT END REQ'D
CLEAN CULVERT PIPE
DITCH CLEANING LT (20 LF)
DITCH CLEANING RT (20 LF)

PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 71	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\050101-PN.DWG
LAYOUT NAME - 5

PLOT DATE : 2/1/2018 11:23 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

MATCHLINE STA 333+50.00'NB'

335'SB'

340'SB'

345'SB'

USH 53

USH 53 SB

335'NB'

340'NB'

345'NB'

USH 53

USH 53 NB

MATCHLINE STA 348+50.00'NB'

(14)
STA 339+58 'NB'
1-24" X 103' RCCP
1-24" AECPRC
EXISTING TO REMAIN
2-MARKER CULVERT END REQ'D
CLEAN CULVERT PIPE
DITCH CLEANING LT (30 LF)
DITCH CLEANING RT (30 LF)

(15)
STA 345+50 'NB'
1-29" X 45" X 91' ELLIPTICAL RCCP
1-29" X 45" AECPRC
EXISTING TO REMAIN
CLEAN CULVERT PIPE
DITCH CLEANING LT (40 LF)
DITCH CLEANING RT (40 LF)

5

MATCHLINE STA 348+50.00'NB'

350'SB'

355'SB'

360'SB'

USH 53

USH 53 SB

SEE PROJECT
1198-00-78
FOR DETAILS

350'NB'

355'NB'

360'NB'

USH 53

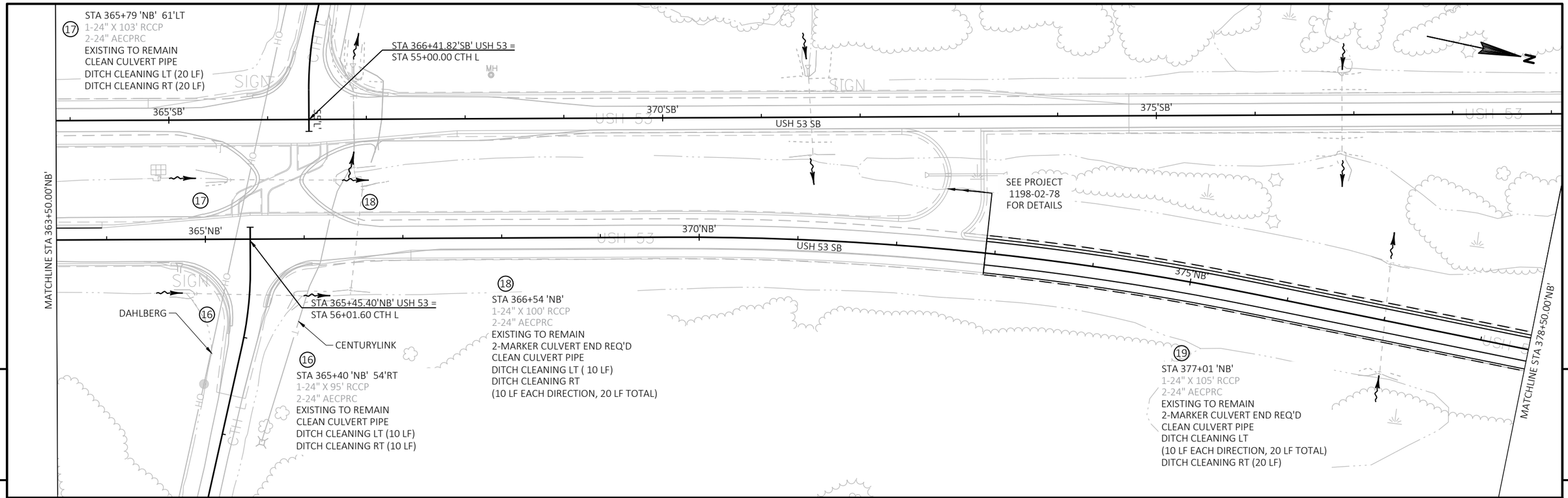
USH 53 NB

MH

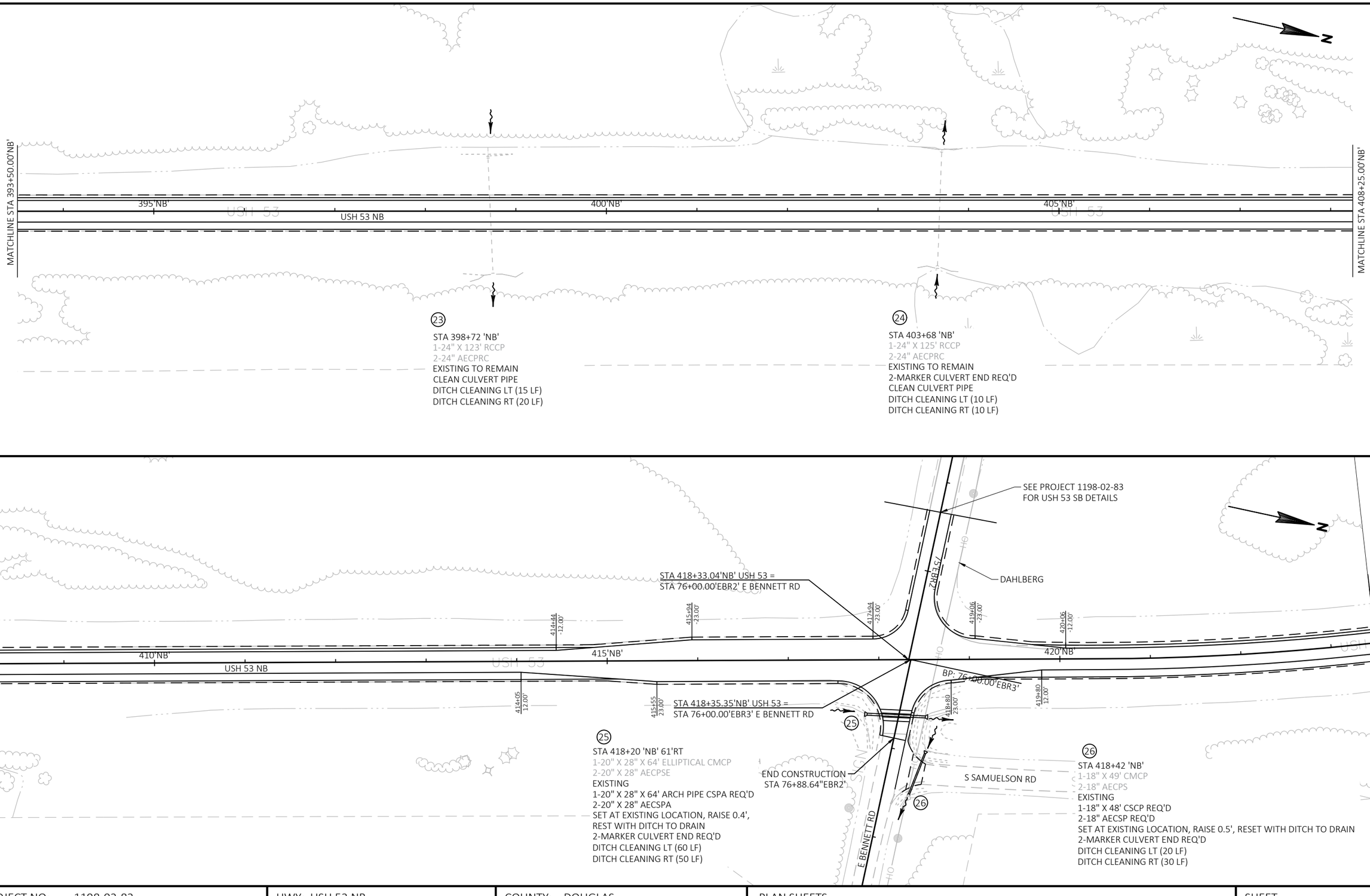
SIGN

MATCHLINE STA 363+50.00'NB'

PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 72	E



PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 73	E



5

5

PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 74	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\050101-PN.DWG
LAYOUT NAME - 8
PLOT DATE : 2/1/2018 11:25 AM
PLOT BY : NICK ENGH
PLOT NAME :
PLOT SCALE : ############
WISDOT/CADDS SHEET 44

5

MATCHLINE STA 423+50.00'NB'

SIGN

USH 53

425'SB' 430'SB' 435'SB'

USH 53 SB

MH MH MH MH

USH 53

435'NB'

430'NB'

USH 53 NB

425'NB'

USH 53

(27)
STA 428+50 'NB'
1-42" X 206' RCCP
2-42" AECPRC
EXISTING TO REMAIN
DITCH CLEANING LT (10 LF)
DITCH CLEANING RT (10 LF)

(141)
STA 437+02 'NB'
1-24" X 119' RCCP
2-24" AECPRC
EXISTING TO REMAIN
CLEAN CULVERT PIPE
DITCH CLEANING LT (10 LF)
DITCH CLEANING RT
(10 LF EACH DIRECTION, 20 LF TOTAL)

MATCHLINE STA 438+25.00'NB'

N

5

MATCHLINE STA 438+25.00'NB'

440'SB' 445'SB' 450'SB'

USH 53

USH 53 SB

MH MH

440'NB' 445'NB' 450'NB'

USH 53 NB

(28)
STA 443+28 'NB'
1-38" X 60" X 101' ELLIPTICAL RCCP
2-38" X 60" AECPRC
EXISTING TO REMAIN
CLEAN CULVERT PIPE
DITCH CLEANING LT (20 LF)
DITCH CLEANING RT (20 LF)

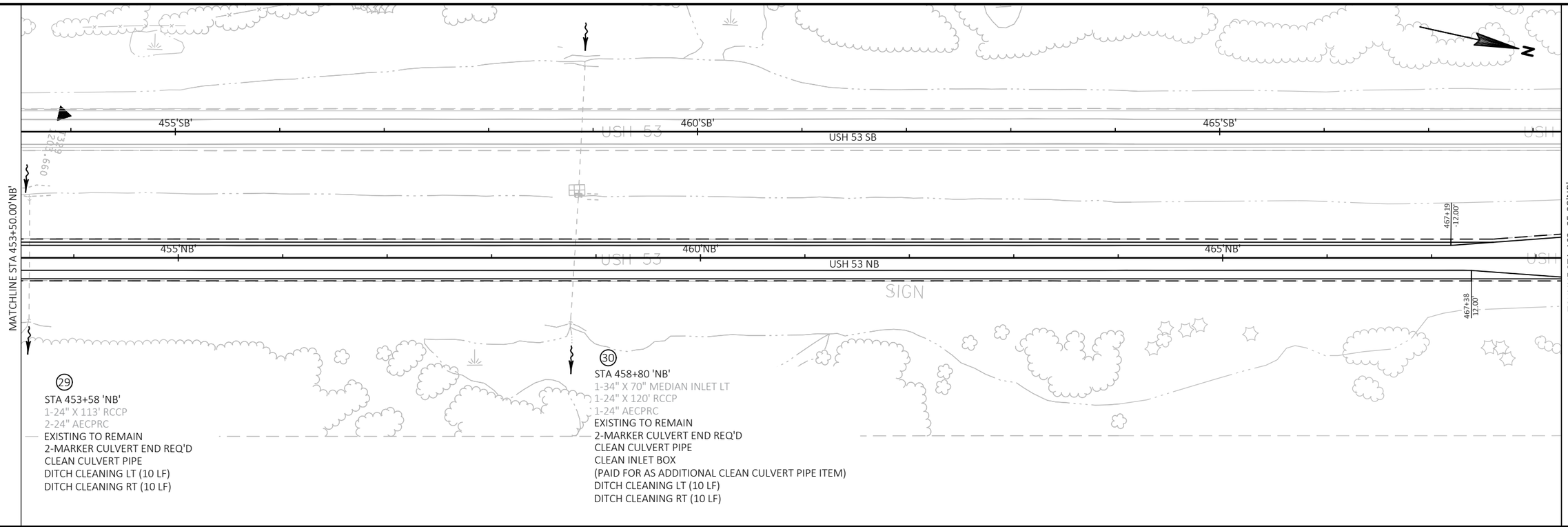
MATCHLINE STA 453+50.00'NB'

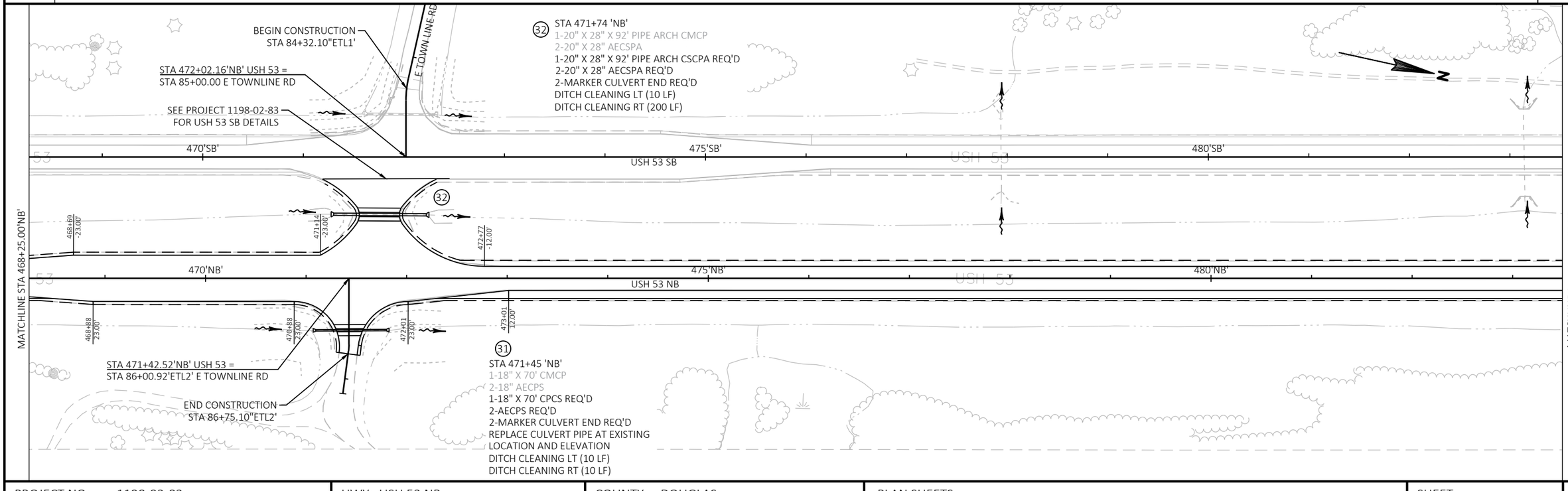
PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 75	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\050101-PN.DWG
LAYOUT NAME - 9

PLOT DATE : 2/1/2018 11:26 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : ###########

WISDOT/CADDS SHEET 44



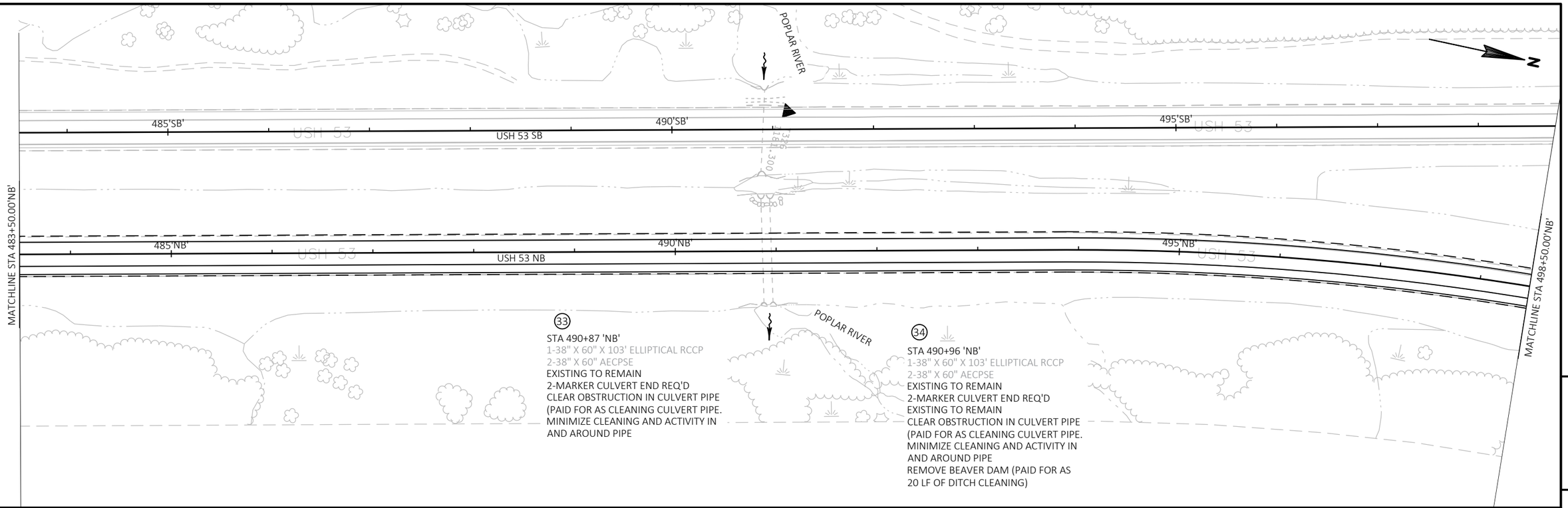


PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 76

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\050101-PN.DWG
LAYOUT NAME - 10

PLOT DATE : 2/1/2018 11:27 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : ############

WISDOT/CADDS SHEET 44

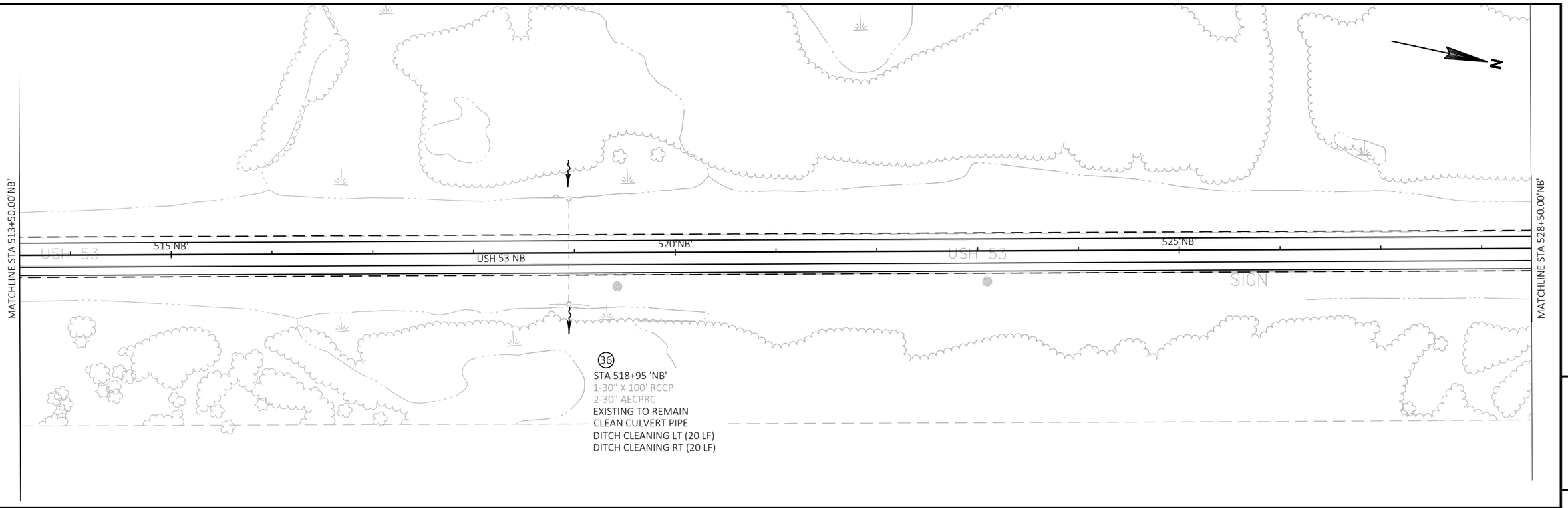


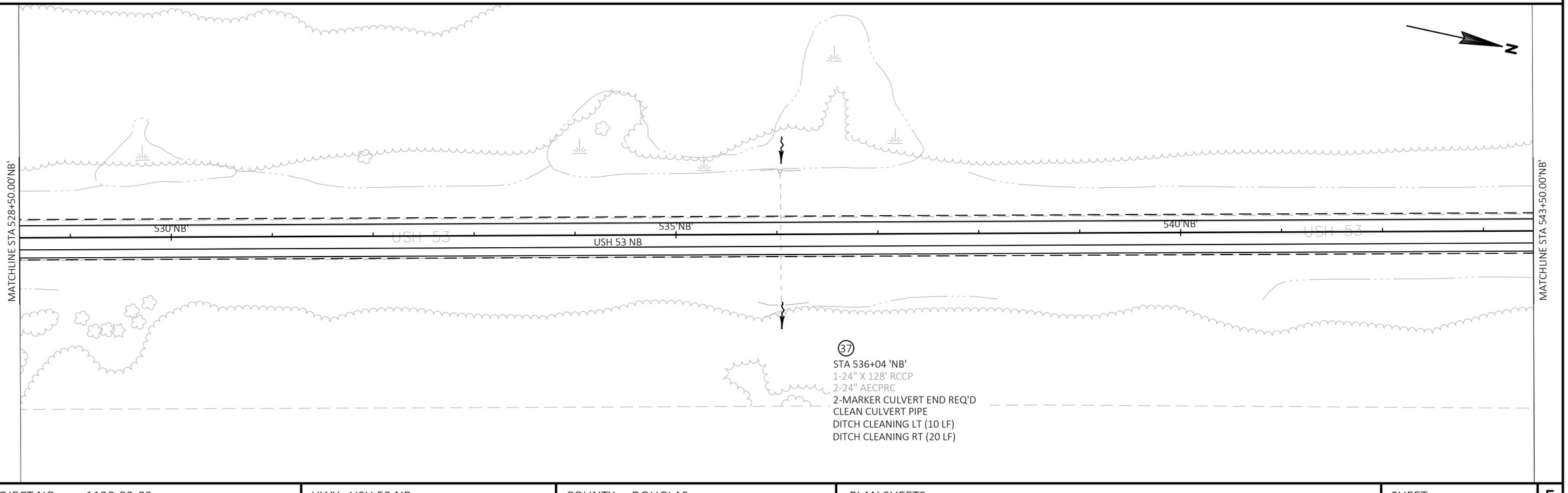
PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 77	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\050101-PN.DWG
LAYOUT NAME - 11

PLOT DATE : 2/1/2018 11:27 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

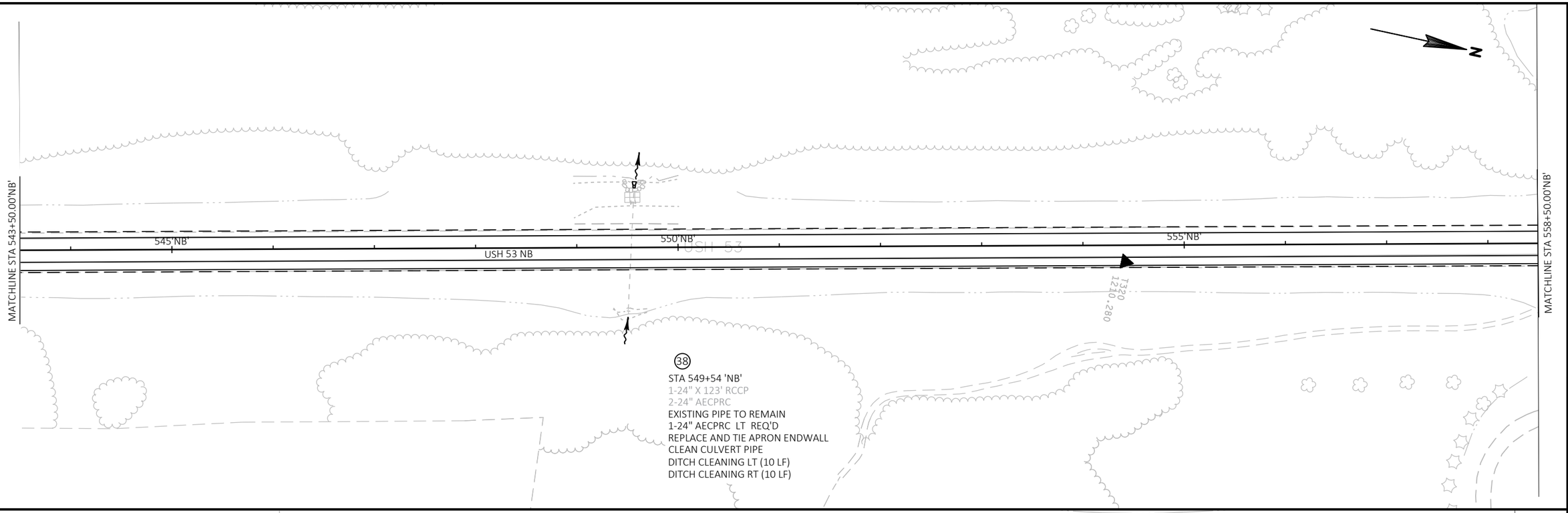




PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 78	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\050101-PN.DWG
LAYOUT NAME - 12

PLOT DATE : 2/1/2018 11:28 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : ############



PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 79	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\050101-PN.DWG
LAYOUT NAME - 13
PLOT DATE : 2/1/2018 11:29 AM
PLOT BY : NICK ENGH
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

BEGIN CONSTRUCTION
STA 93+85.57'B'

CENTURYLINK

STA 580+71.90'SB' USH 53 =
STA 95+00.00 CTH B

575'SB'

580'SB'

585'SB'

USH 53 SB

MATCHLINE STA 573+50.00'NB'

575'NB'

580'NB'

585 NB

USH 53 NB

MATCHLINE STA 588+25.00'NB'

573+73
20.00

581+57
27.00'

582+73
20.00'

584+03
12.00'

142

STA 578+59 'NB' 64'RT
1-24" X 24' CMCP
2-24" AECPS
EXISTING TO REMAIN
SALVAGE APRON ENDWALL RT (NORTH)
RESET ENDWALL AT EXISTING LOCATION
TO CORRECT ORIENTATION
2-MARKER CULVERT END REQ'D

41

STA 580+41 'NB'
1-24"X53' RCCP
2-24" AECPRC
EXISTING TO REMAIN
CLEAN CULVERT PIPE
DITCH CLEANING LT (10 LF)
DITCH CLEANING RT (15 LF)

STA 580+77.10'NB' USH 53 =
STA 96+1.25 CTH B

DAHLBERG

END CONSTRUCTION
STA 97+18.54'B'

42

STA 585+21 'NB'
1-34" X 42" MEDIAN INLET LT
1-24" X 112' RCCP
2-24" AECPRC
EXISTING TO REMAIN
CLEAN CULVERT PIPE
CLEAN INLET BOX
(PAID FOR AS ADDITIONAL CLEAN CULVERT PIPE ITEM)
DITCH CLEANING LT
(10 LF EACH DIRECTION, 20 LF TOTAL)
DITCH CLEANING RT (50 LF)

590'SB'

595'SB'

600'SB'

USH 53 SB

590+22
-12.00'

591+67
-26.76'

598+18
-26.57'

599+18
-12.00'

590'NB'

595'NB'

600'NB'

USH 53 NB

MATCHLINE STA 588+25.00'NB'

MATCHLINE STA 603+25.00'NB'

143

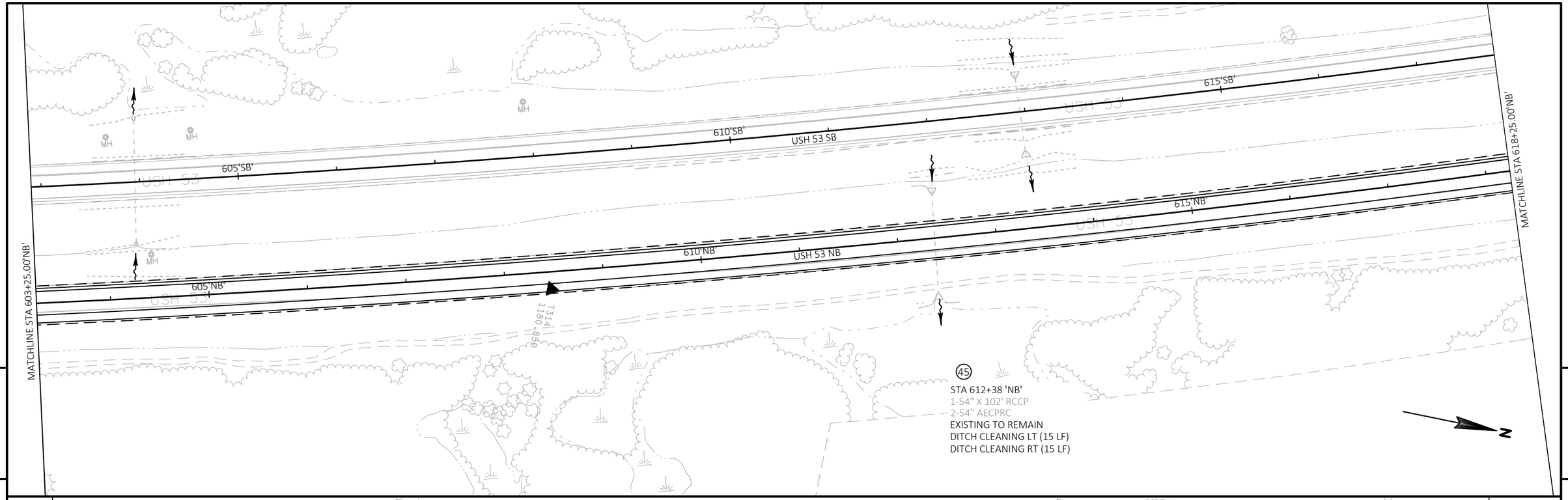
STA 598+59 'NB' 50'LT
1-30" X 150' RCCP
2-30" AECEC
EXISTING TO REMAIN
1-MARKER CULVERT END RT REQ'D
CLEAN CULVERT PIPE
DITCH CLEANING LT (20 LF)
DITCH CLEANING RT (20 LF)

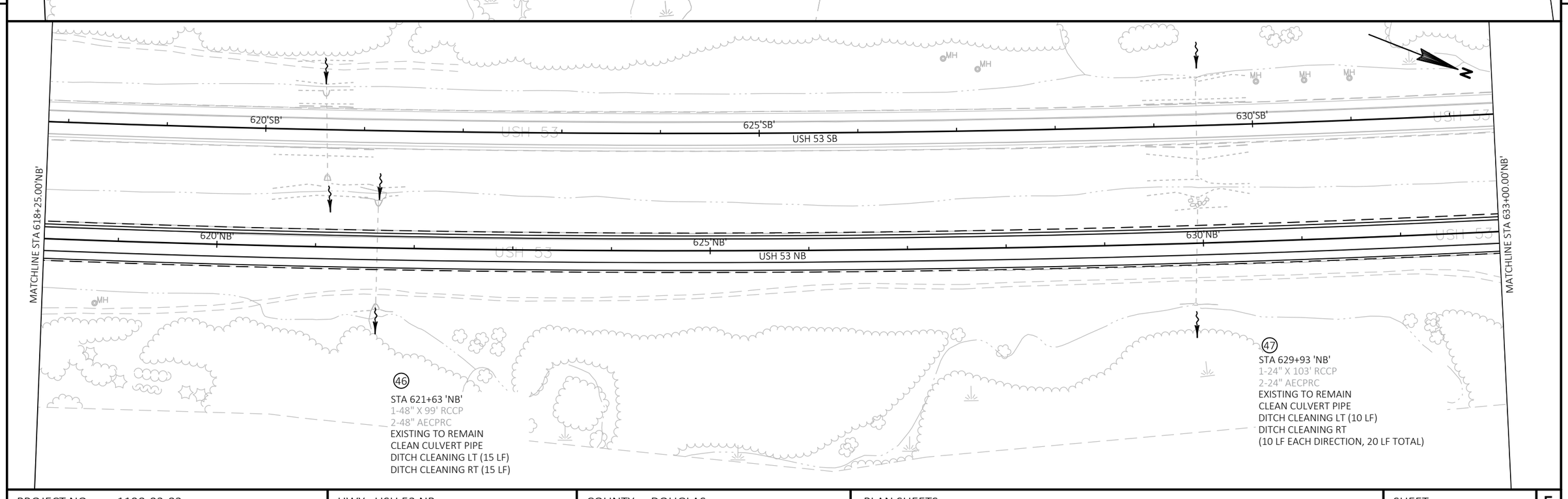
PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 80	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\050101-PN.DWG
LAYOUT NAME - 14

PLOT DATE : 2/1/2018 11:29 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : ############

WISDOT/CADDS SHEET 44





PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 81	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\050101-PN.DWG
LAYOUT NAME - 15

PLOT DATE : 2/1/2018 11:30 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : ##########

5

5

MATCHLINE STA 633+00.00'NB'

MATCHLINE STA 647+25.00'NB'

SIGN

635'SB'

640'SB'

645'SB'

USH 53 SB

USH 53

635'NB'

640'NB'

645'NB'

USH 53 NB

MH

MH

MH

1334
1198-330

48

STA 638+35 'NB'
1-24" X 123' RCCP
2-24" AECPRC
EXISTING TO REMAIN
2-MARKER CULVERT END REQ'D
DITCH CLEANING LT (10 LF EACH DIRECTION, 20 LF TOTAL)
DITCH CLEANING RT (10 LF)

SEE PROJECT 1198-02-83
FOR USH 53 SB DETAILS

144

STA 659+04 'NB'
1-24" X 112' CMCP
2-24" AECPS
EXISTING TO REMAIN
2-24" AECPS REQ'D
SET AND TIE TO EXISTING CULVERT
CLEAN CULVERT PIPE
2-MARKER CULVERT END REQ'D
DITCH CLEANING LT (20 LF)
DITCH CLEANING RT (50 LF)

STA 658+41.44'SB' USH 53 =
STA 200+00.00'18TH' 18TH ST

660'SB'

660 NB

658+24
15.00

659+85
15.00

659+50
22.00

660+50
12.00

658+24
23.00

654+74
12.00

656+24
23.00

650'SB'

655'SB'

650'NB'

655'NB'

USH 53 SB

USH 53 NB

USH 53

SIGN

MATCHLINE STA 647+25.00'NB'

MATCHLINE STA 662+25.00'NB'

49

50

STA 658+71 'NB' 120'RT
1-24" X 81' CMCP
2-24" AECPS
1-24" X 80' CMCP REQ'D
2-24" AECPS REQ'D
2-MARKER CULVERT END REQ'D
DITCH CLEANING LT
5 LF EACH DIRECTION, 10 LF TOTAL
DITCH CLEANING RT (50 LF)

202+02.54

STA 658+92.93'SB' USH 53 =
STA 201+21.84'18TH' 18TH ST

BEGIN CONSTRUCTION
STA 202+57.18'18TH' 18TH ST

205'18TH

18th ST

PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 82	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\050101-PN.DWG
LAYOUT NAME - 17

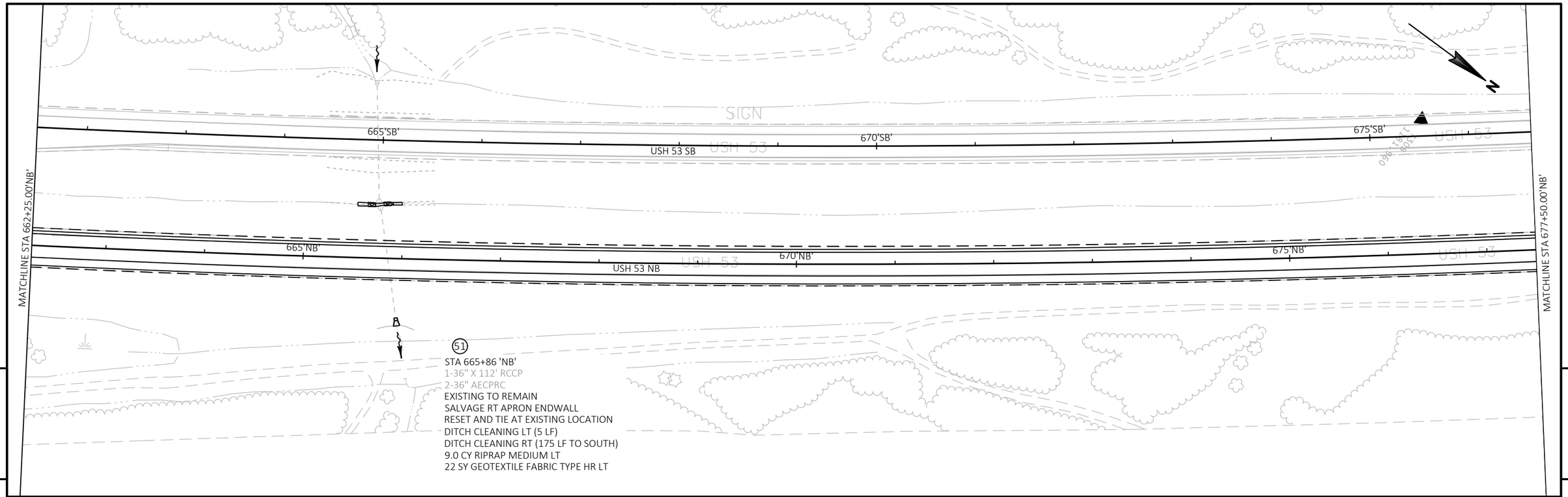
PLOT DATE : 2/1/2018 11:31 AM

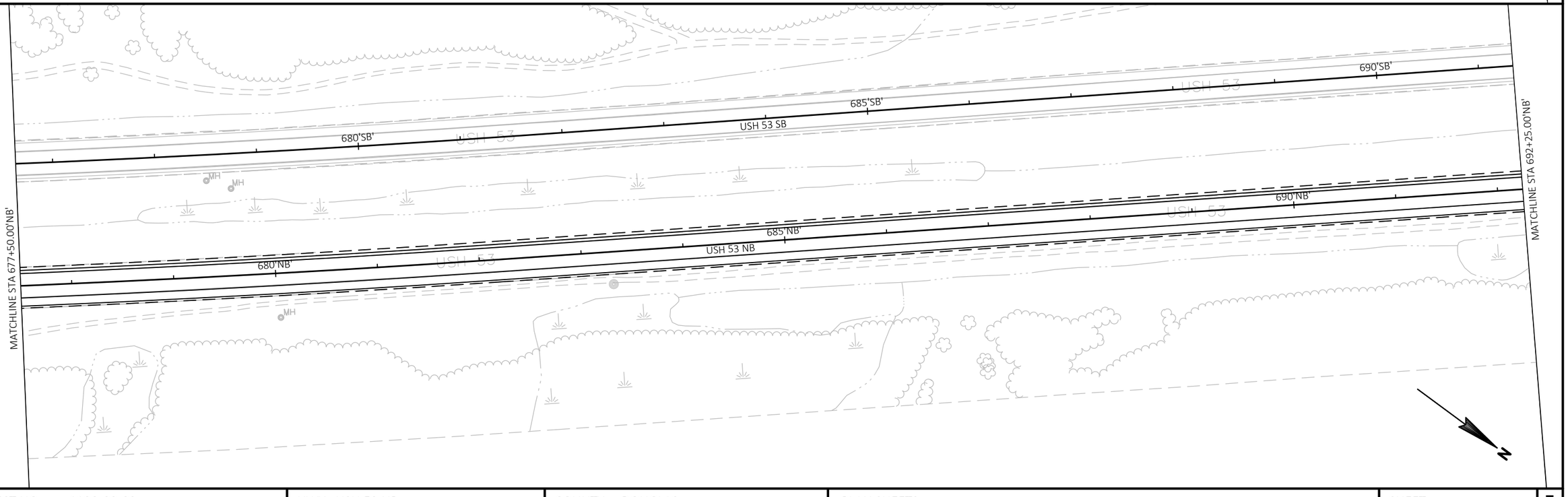
PLOT BY : NICK ENGH

PLOT NAME :

PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

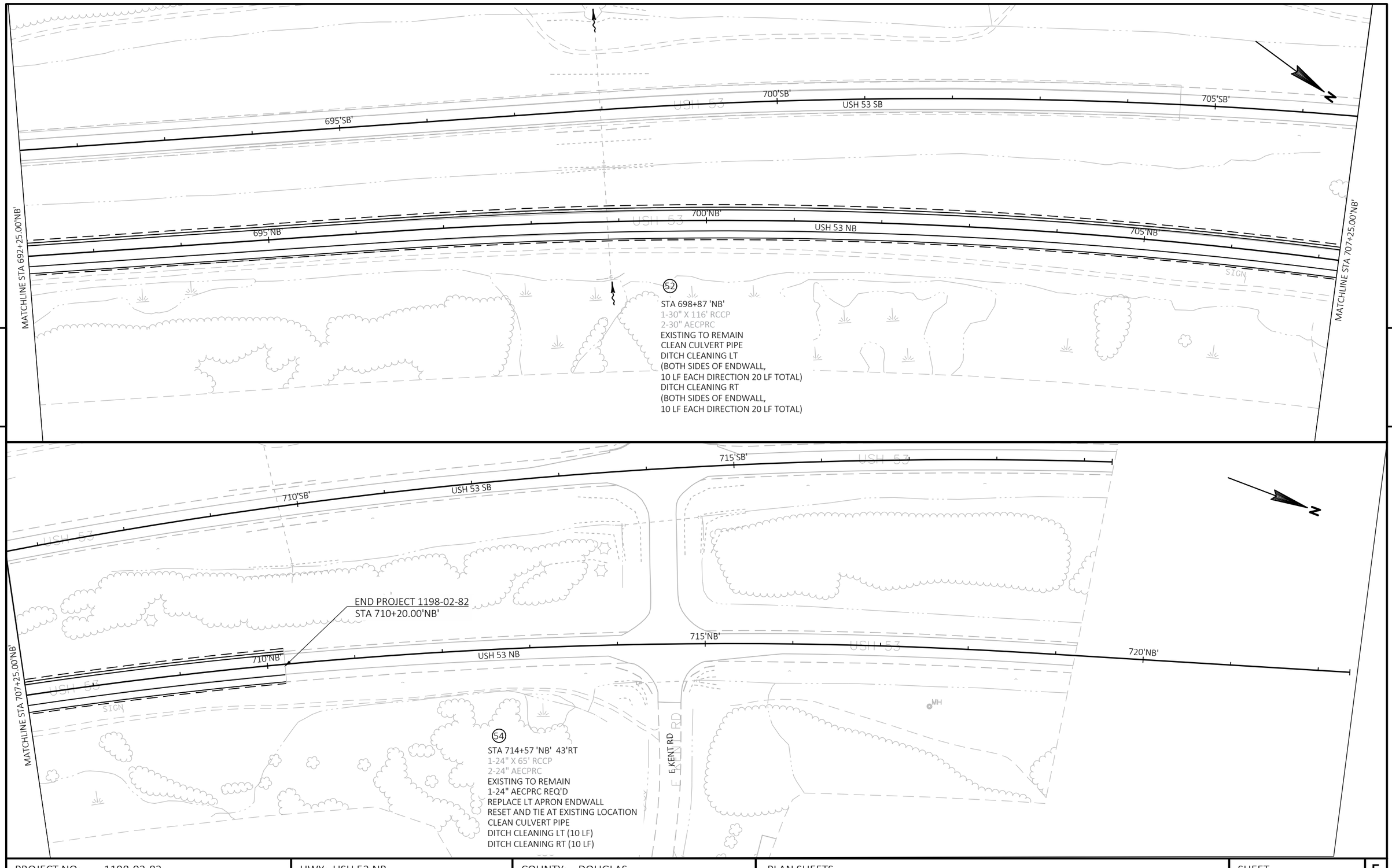




PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 83	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\050101-PN.DWG
LAYOUT NAME - 18

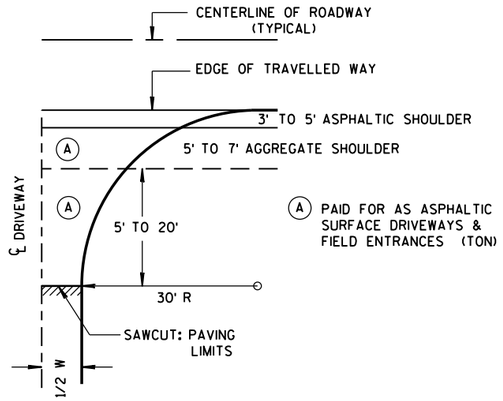
PLOT DATE : 2/1/2018 11:31 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : ############



PROJECT NO: 1198-02-82	HWY: USH 53 NB	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 84	E

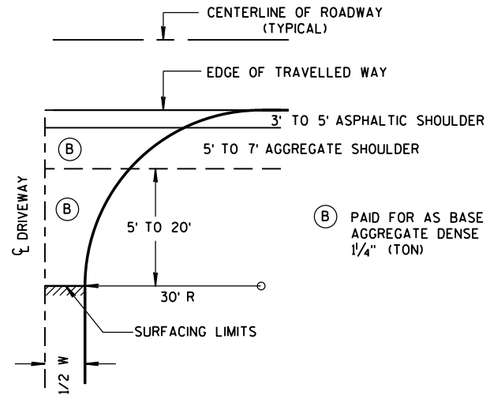
Standard Detail Drawing List

08D22-01	DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09A01-13A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
11A01-05	MAINTENANCE CROSSOVER FOR FREEWAYS
13A05-05A	SHOULDER RUMBLE STRIP, MILLING
13A05-05B	SHOULDER RUMBLE STRIP, MILLING
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15A04-03B	DELINEATOR BRACKET WITH REFLECTIVE SHEETING
15A04-03C	DELINEATOR POST WITH REFLECTIVE SHEETING
15A04-03D	DELINEATOR WITH REFLECTIVE SHEETING
15C03-04	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-04	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C07-14B	PAVEMENT MARKING WORDS
15C07-14C	PAVEMENT MARKING ARROWS
15C08-18A	LONGITUDINAL MARKING (MAINLINE)
15C08-18B	PAVEMENT MARKING (TURN LANES)
15C11-07B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-06	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C19-05C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C33-03	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-02A	PAVEMENT MARKING (INTERSECTIONS)
15D12-06A	TRAFFIC CONTROL, LANE CLOSURE
15D12-06B	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D21-05	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D27-03	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D29-05	TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS
15D39-01	TRAFFIC CONTROL, DROP-OFF SIGNING



PLAN VIEW
HALF SECTION

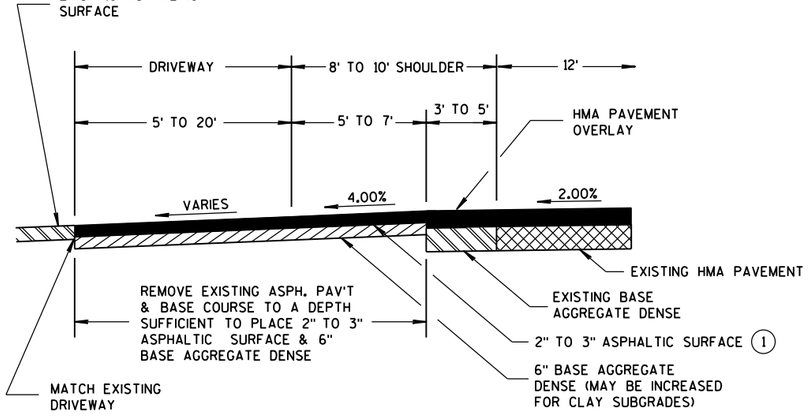
W MIN. = 16'
W MAX. = 24'



PLAN VIEW
HALF SECTION

GENERAL NOTES

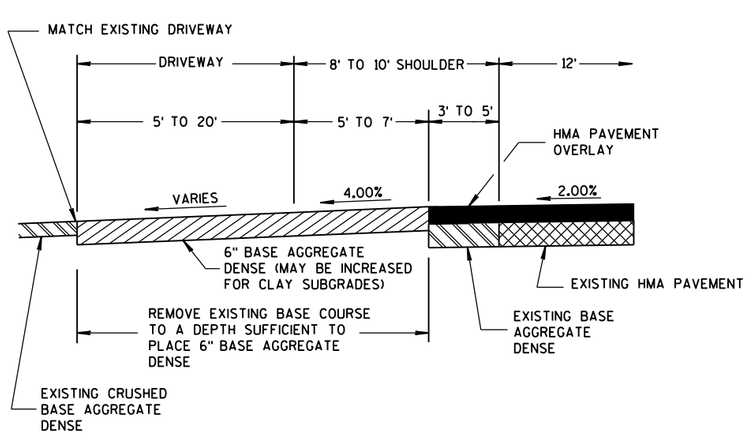
(1) DESIGN WILL DETERMINE FINAL DRIVEWAY ASPHALTIC THICKNESS BASED ON TYPE OF USAGE AND LOADINGS.



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

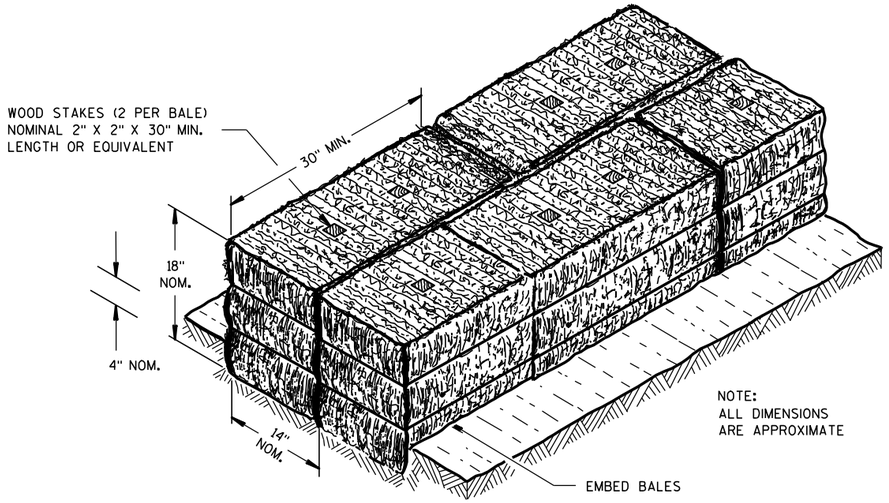
APPROVED
December, 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERV
ENT
FHWA

6

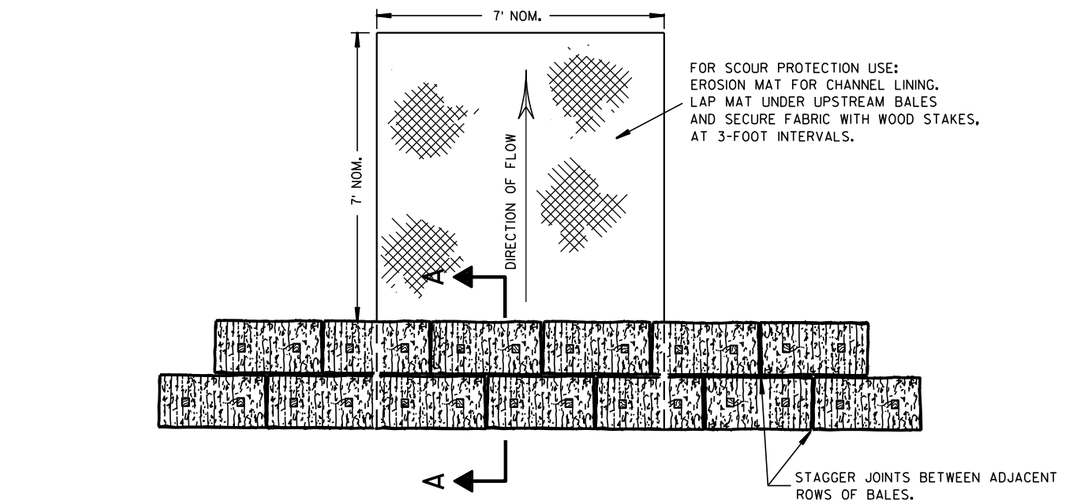
S.D.D. 8 D 22-1

6

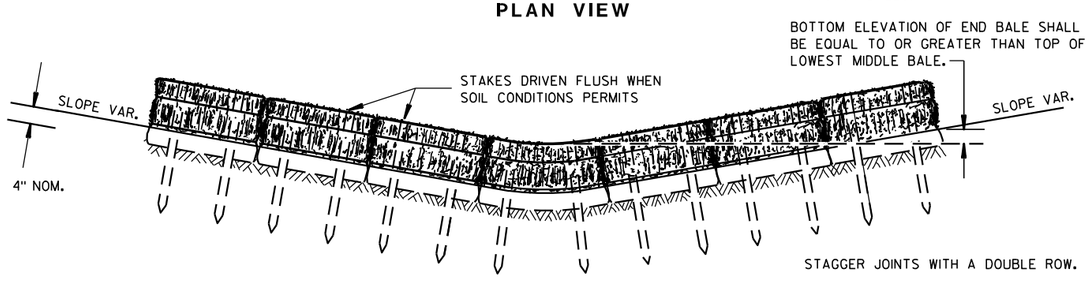
S.D.D. 8 D 22-1



SECTION A-A



PLAN VIEW



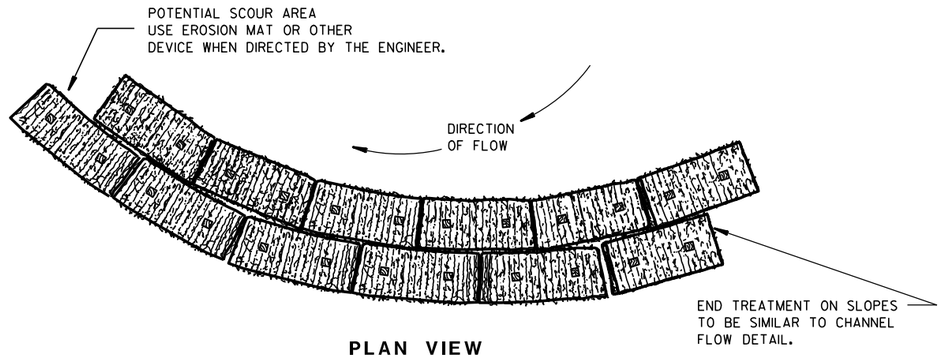
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

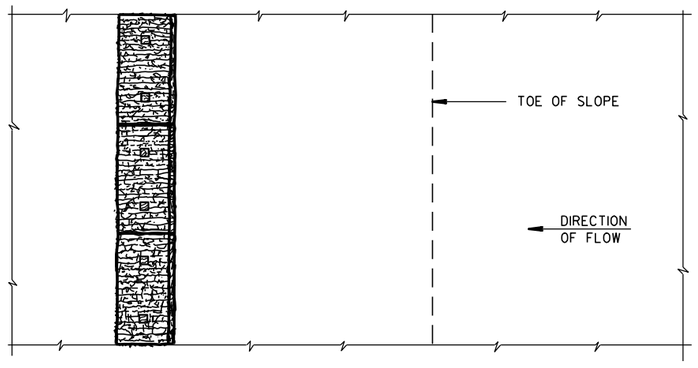
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

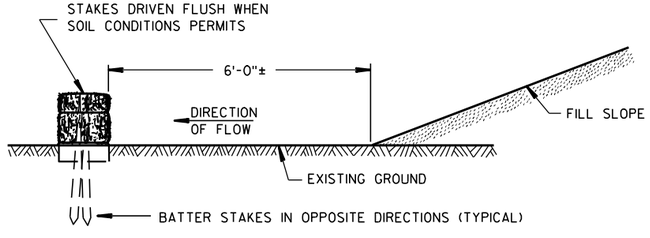


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

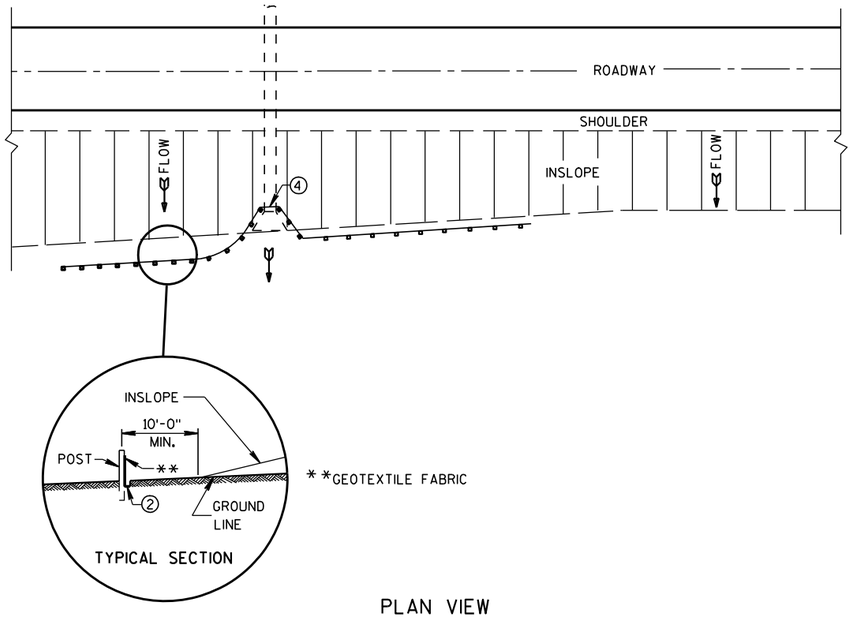
APPROVED
6/04/02 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 8-3

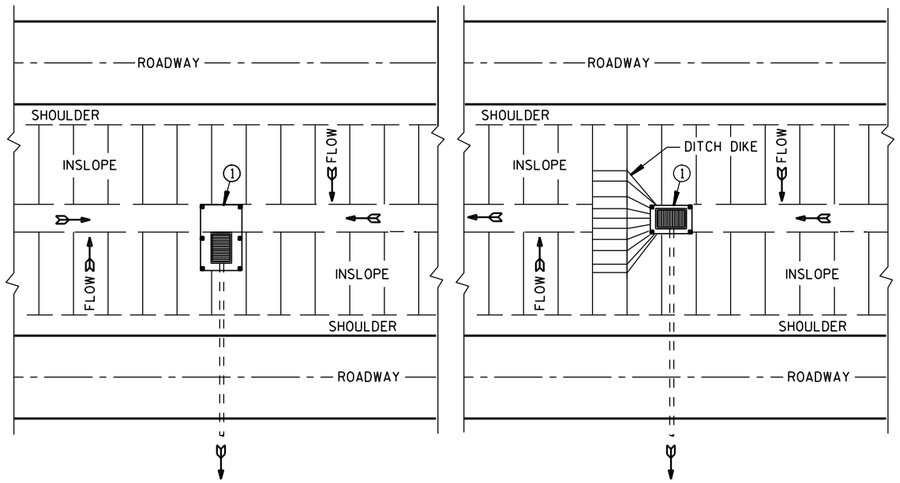
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



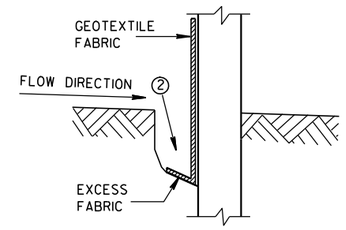
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

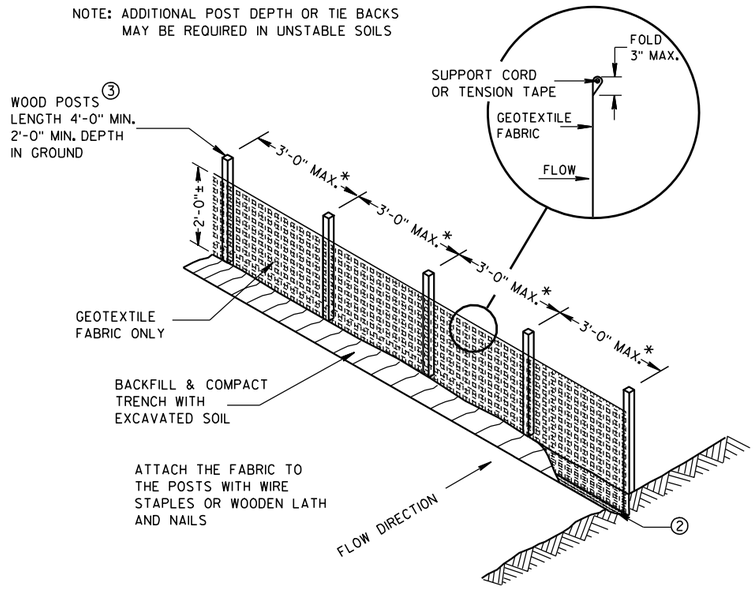
GENERAL NOTES

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

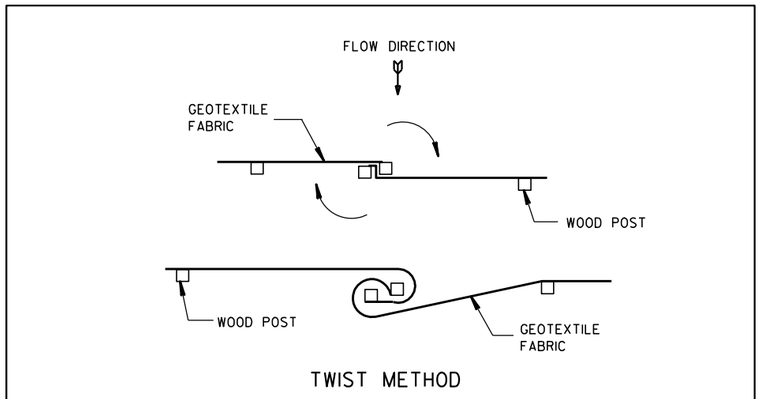
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL 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.



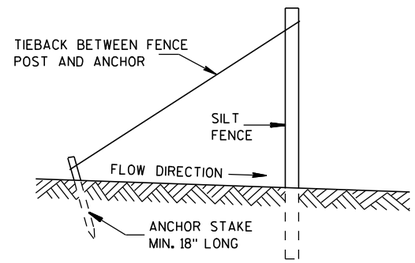
TRENCH DETAIL



SILT FENCE



JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

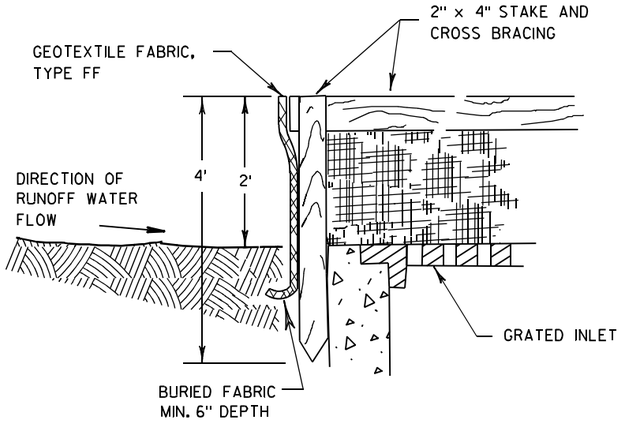
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

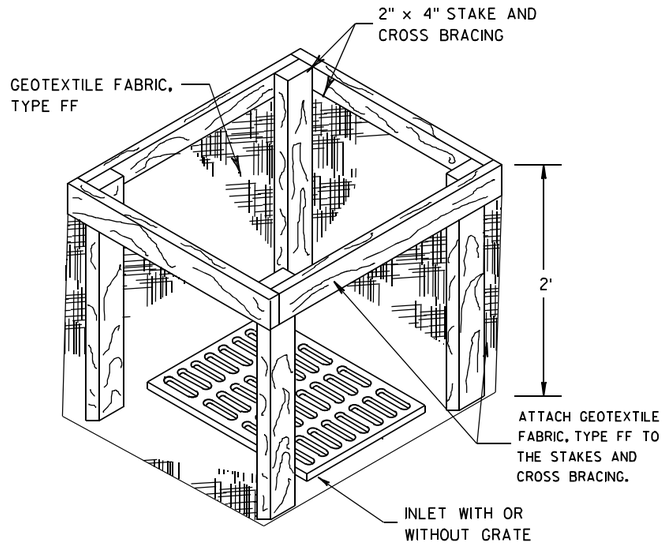
6

S.D.D. 8 E 9-6

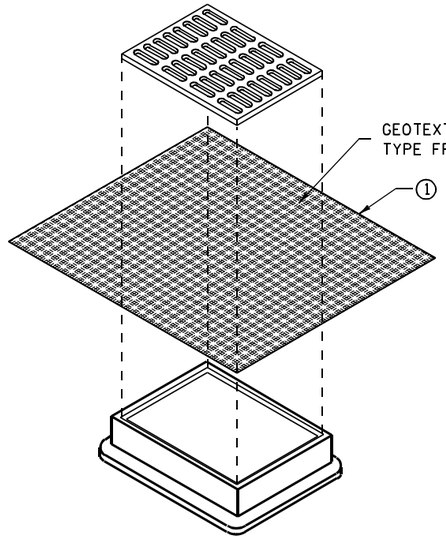
6

S.D.D. 8 E 9-6



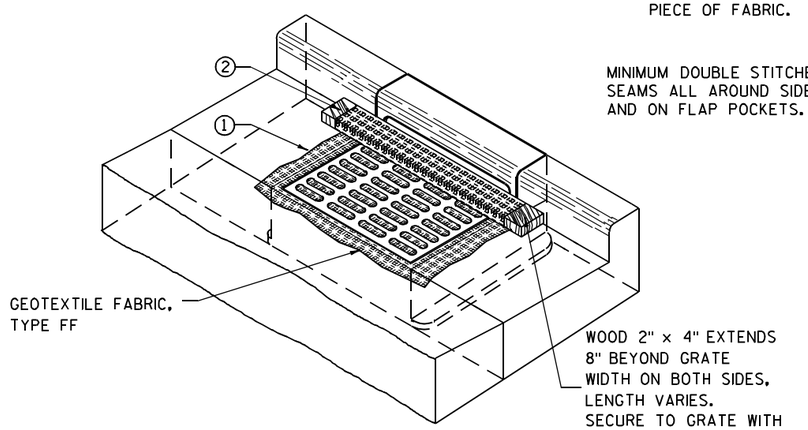


INLET PROTECTION, TYPE A

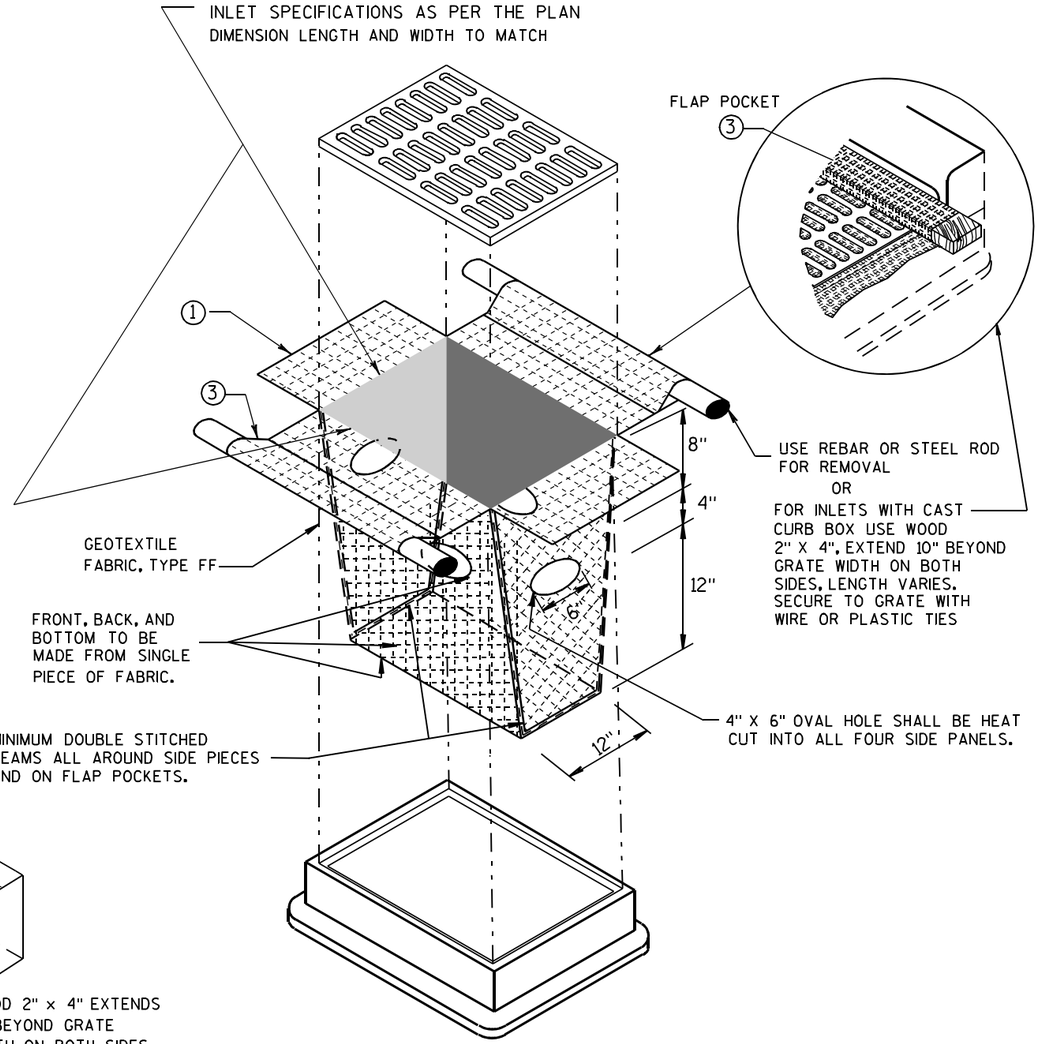


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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.

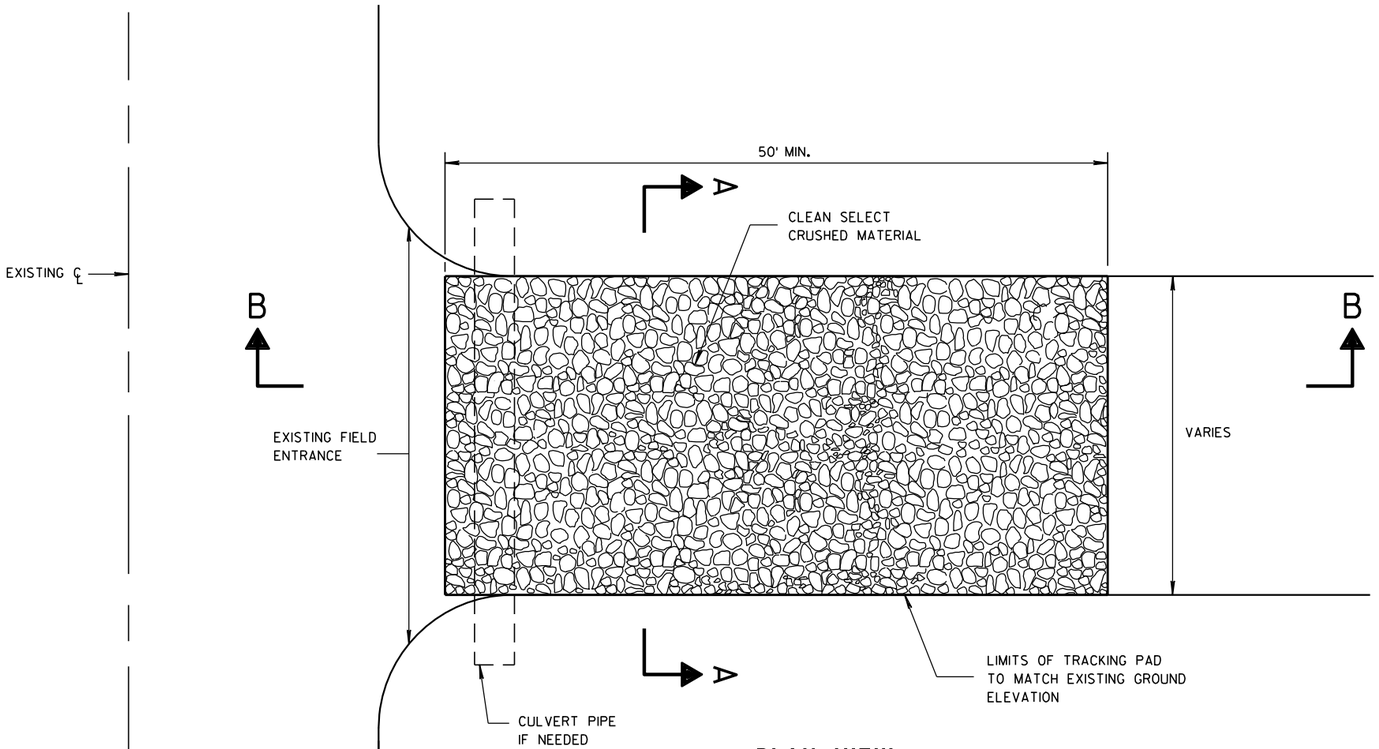
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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

INLET PROTECTION
TYPE A, B, C, AND D

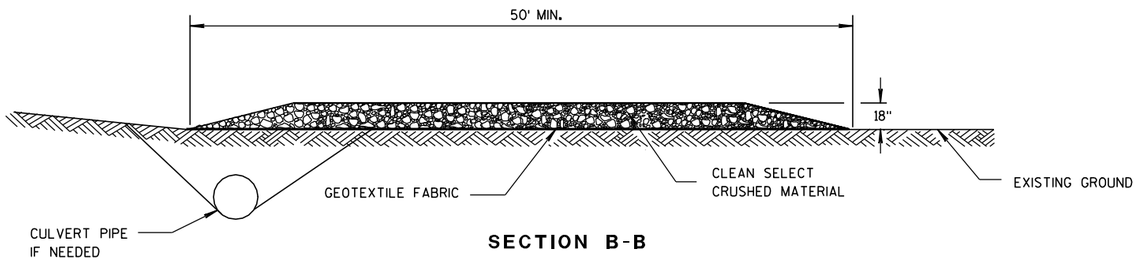
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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



PLAN VIEW



SECTION B-B

GENERAL NOTES

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

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

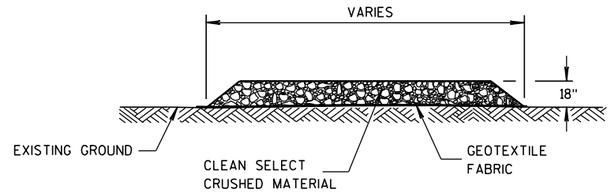
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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

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

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

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



SECTION A-A

TRACKING PAD

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

S.D.D. 8 E 14-1

METAL APRON ENDWALLS

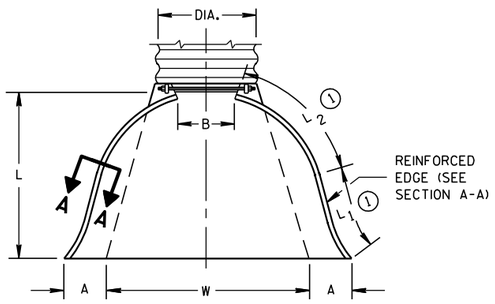
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

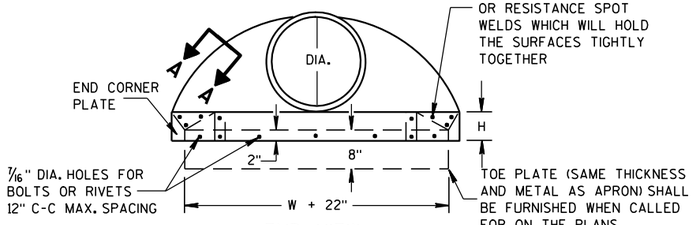
REINFORCED CONCRETE APRON ENDWALLS

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

*MINIMUM
**MAXIMUM



PLAN VIEW



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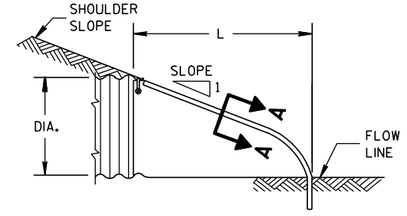
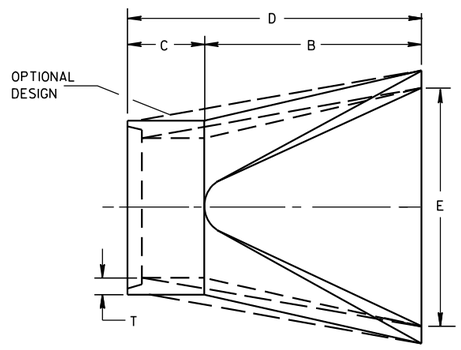
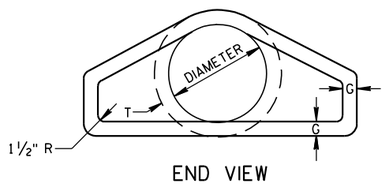


SIDE ELEVATION

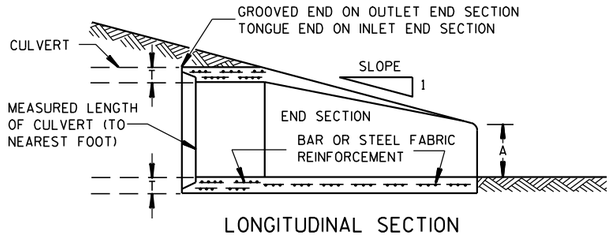
METAL ENDWALLS



PLAN

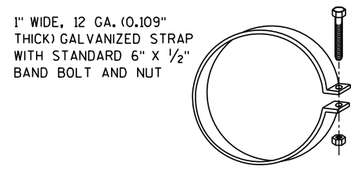


END VIEW



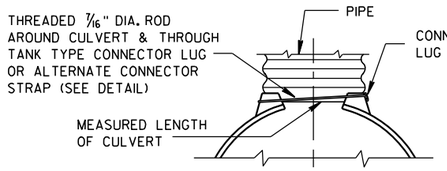
LONGITUDINAL SECTION

CONCRETE ENDWALLS

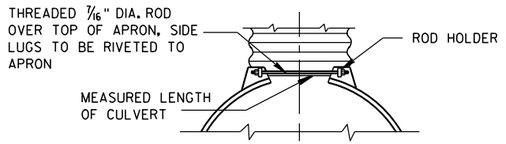


ALTERNATE FOR TYPE 1 CONNECTION

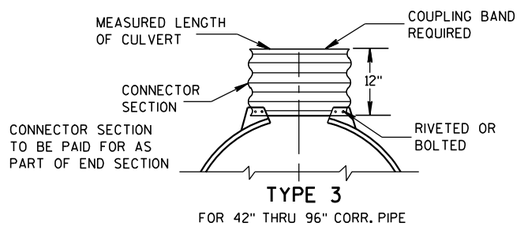
END SECTION CONNECTOR STRAP



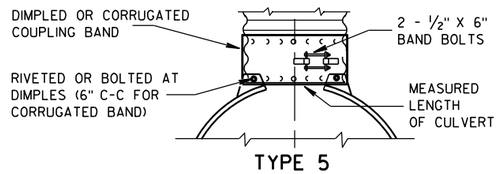
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

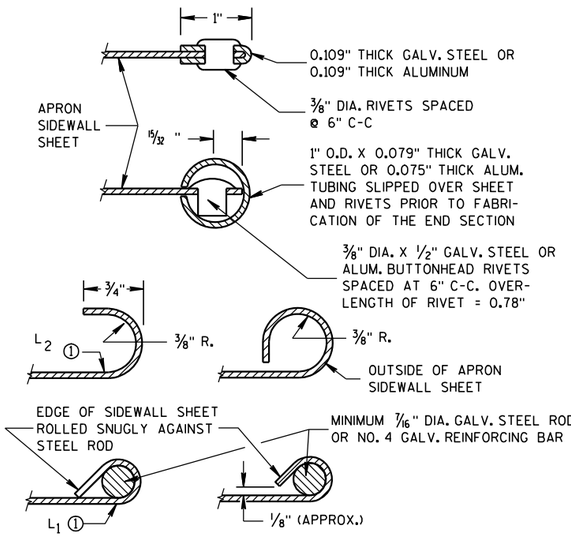
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

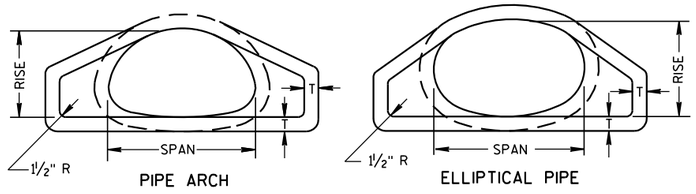
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

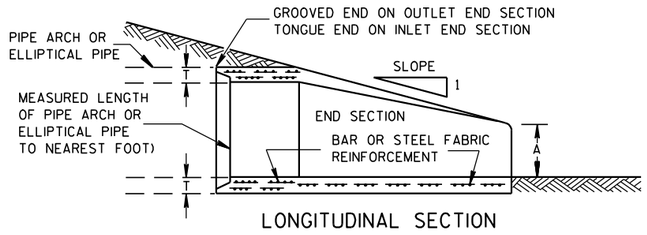
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

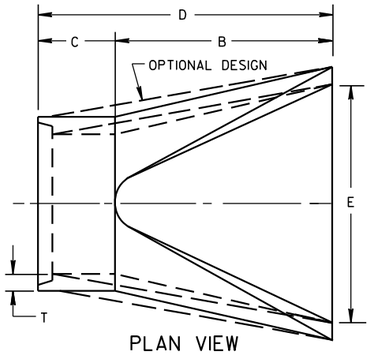
6
S.D.D. 8 F 1-11



END VIEW

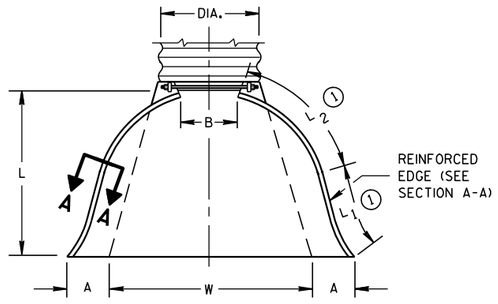


LONGITUDINAL SECTION

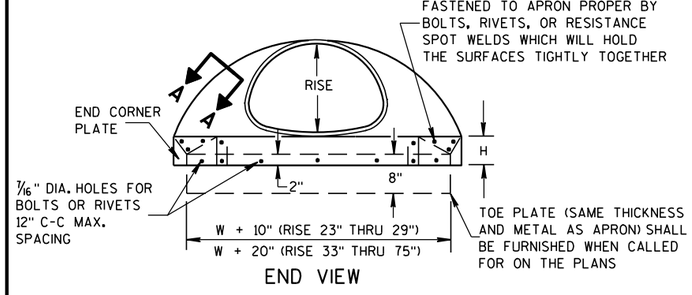


PLAN VIEW

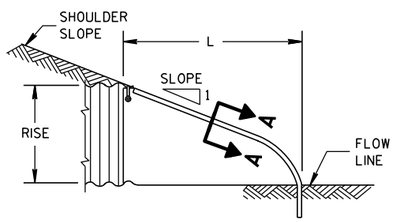
CONCRETE ENDWALLS



PLAN VIEW

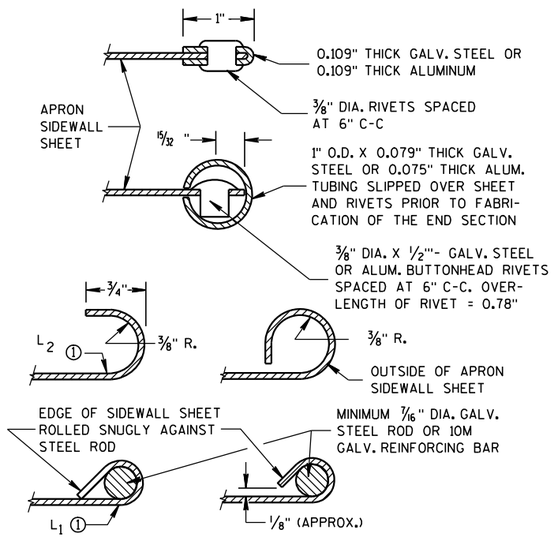


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37⅝	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45⅜	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

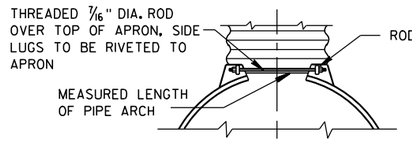
REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅛	60	36	96	72	3 to 1
42	51	31	4½	15 13/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

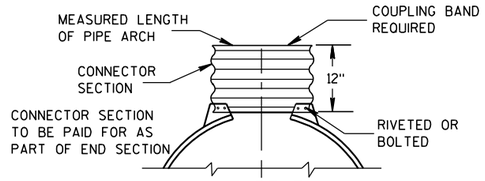
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



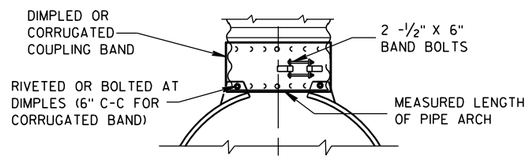
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

GENERAL NOTES

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

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

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

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

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

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S.D.D. 8 F 2-1

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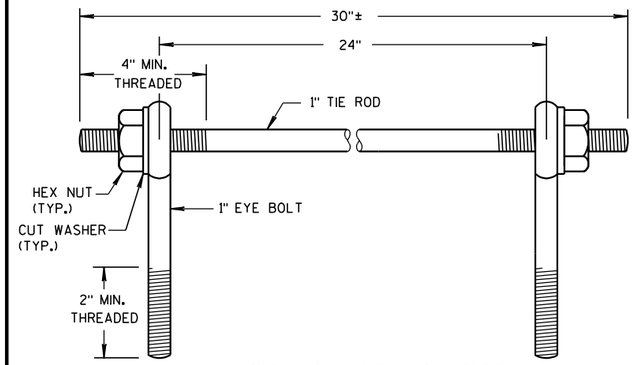
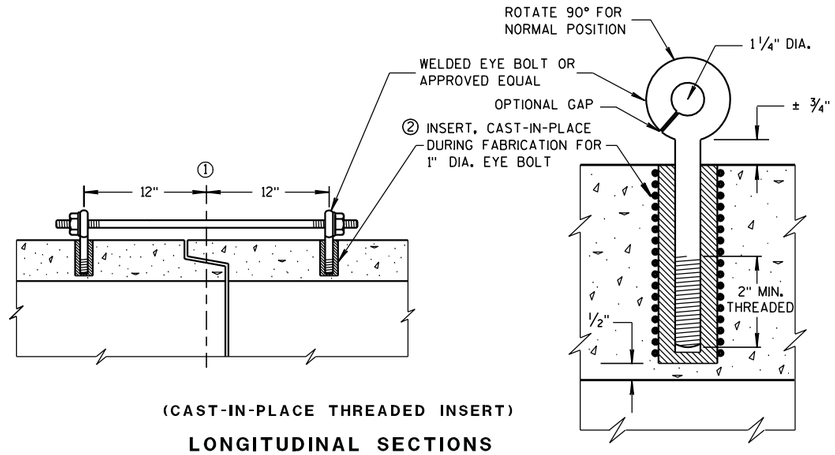
S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

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

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

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

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

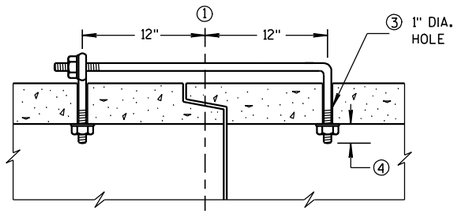
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

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

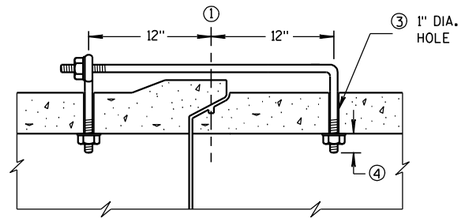
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

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



(TONGUE & GROOVE PIPE)

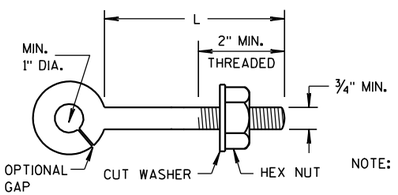


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

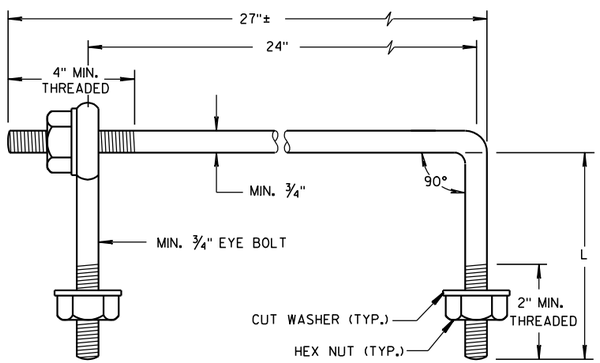
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

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



EYE BOLT AND TIE ROD

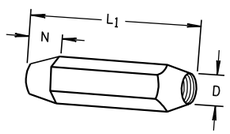
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

ADJUSTABLE TIE ROD TABLE

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

DIMENSIONS SHOWN ARE IN INCHES



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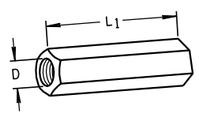
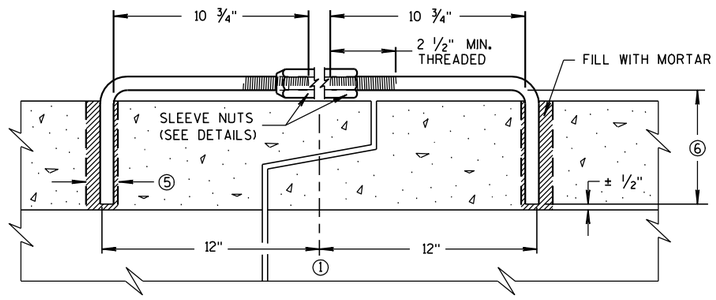


PLAIN

RIGHT AND LEFT THREADS

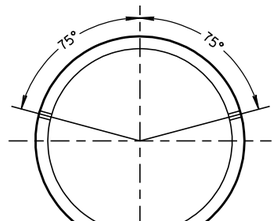
SLEEVE NUTS



LONGITUDINAL SECTION

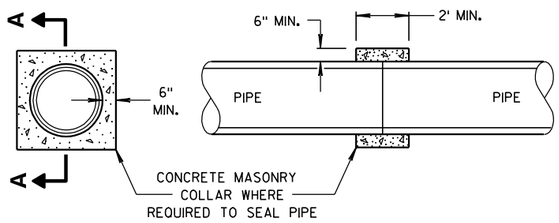
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
93
FHWA

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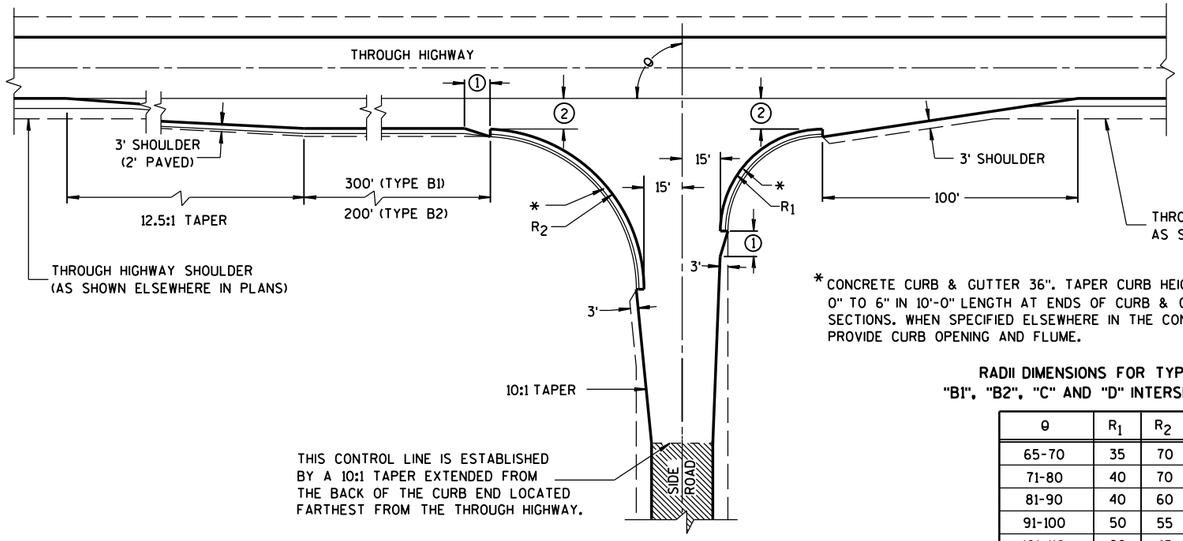
S.D.D. 8 F 4-7

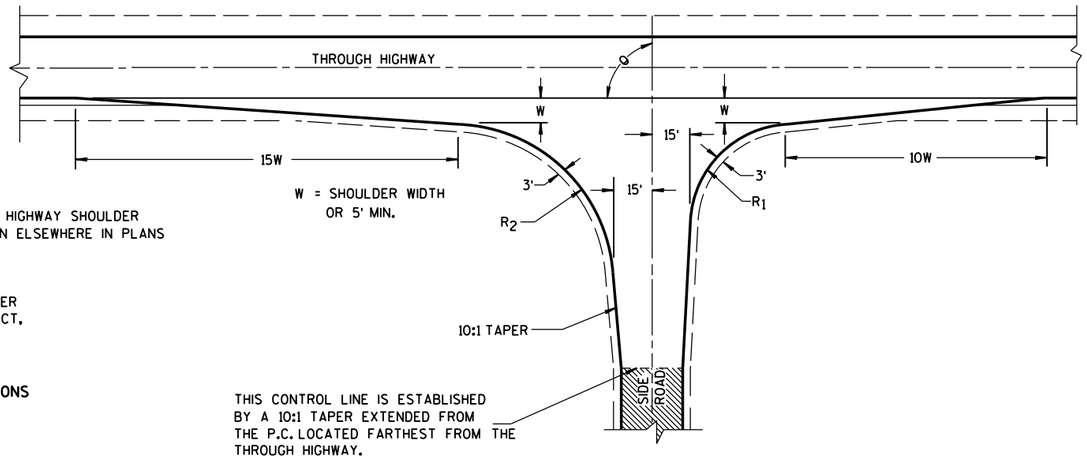


TYPE "B1" AND "B2"

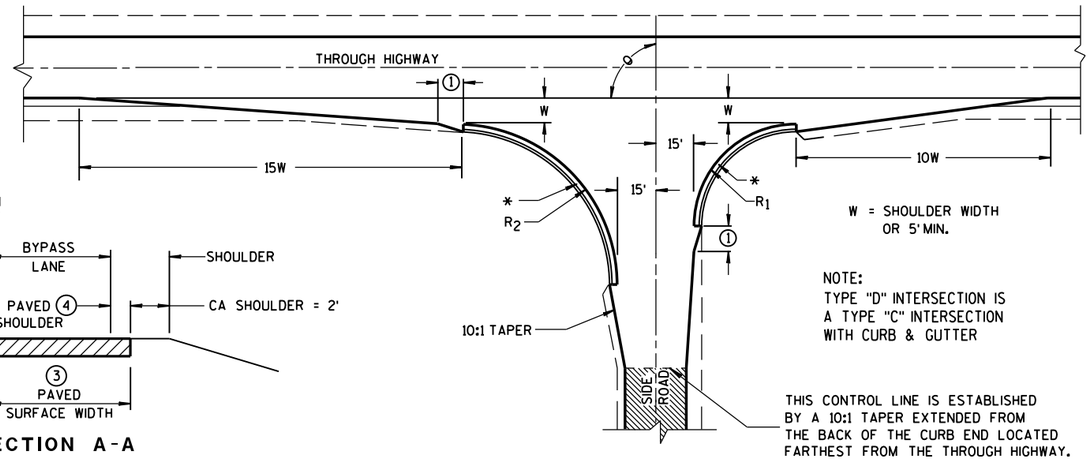
*CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

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

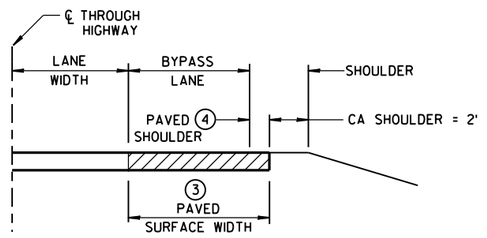
(1) 10-FT TYPICAL.

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

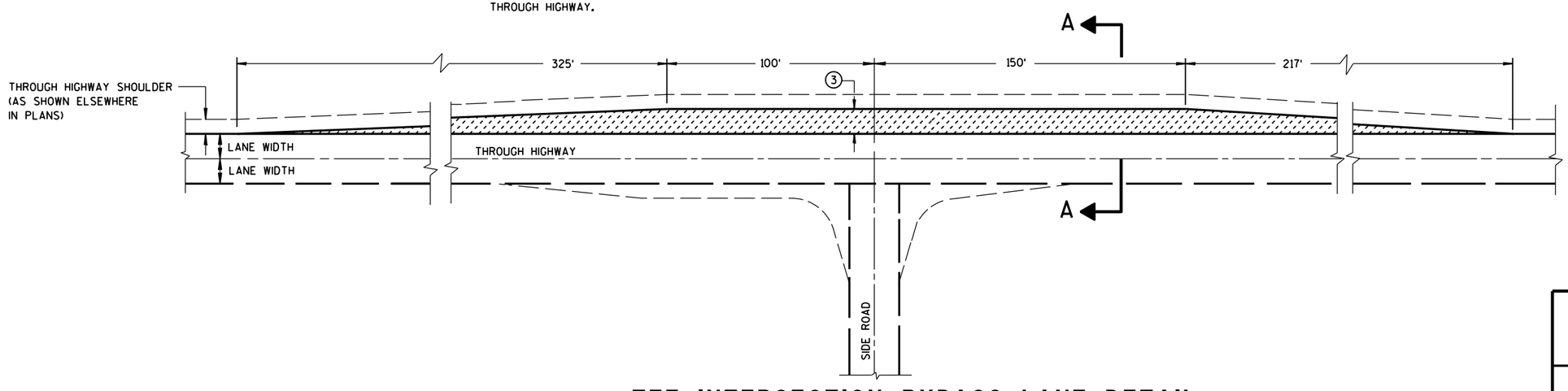
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

(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)



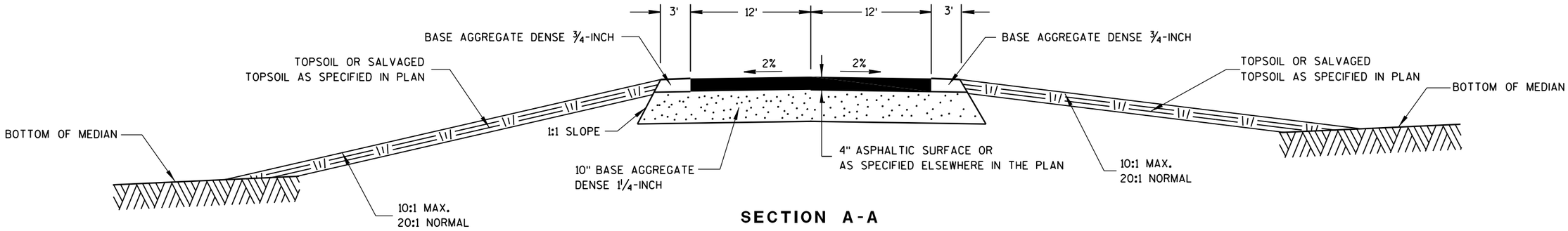
TEE INTERSECTION BYPASS LANE DETAIL

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

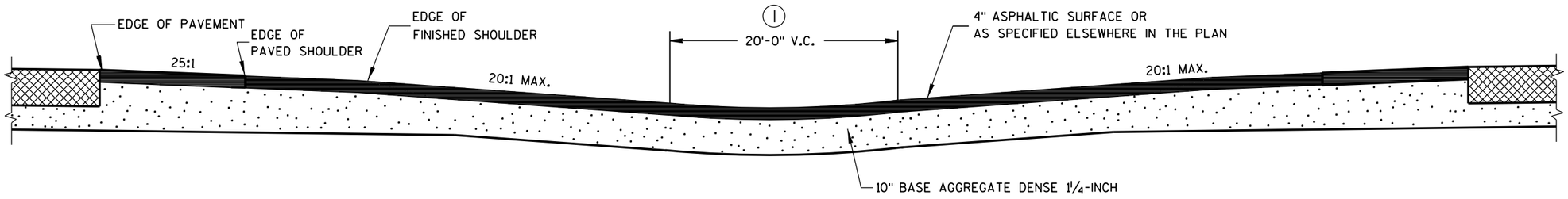
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

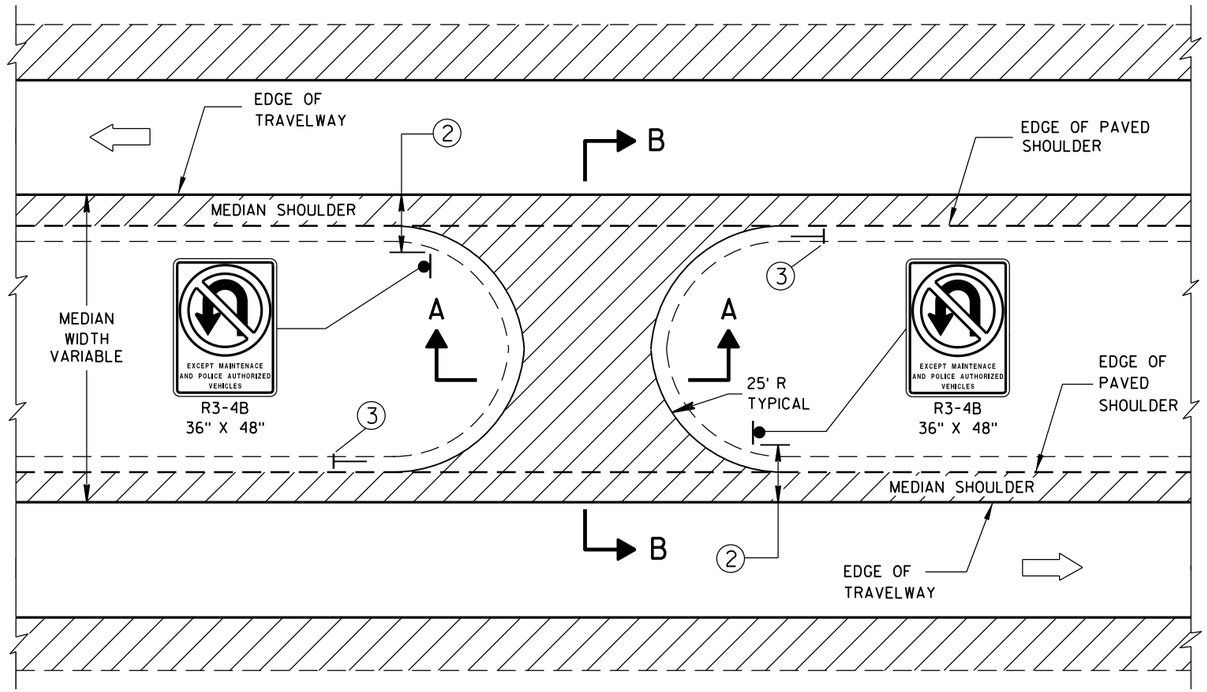
S.D.D. 9 A 1-13a



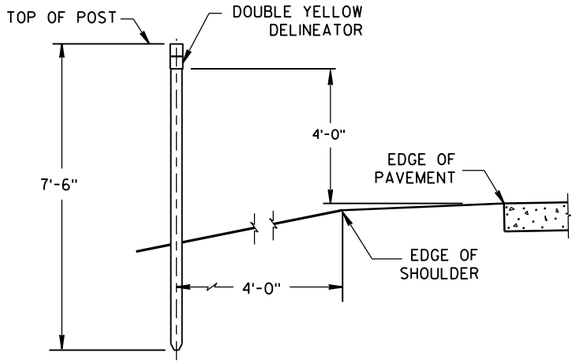
SECTION A-A



SECTION B-B



PLAN VIEW



DOUBLE YELLOW DELINEATOR INSTALLATION

GENERAL NOTES

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

(1) ADJUST VERTICAL CURVE LOCATION LATERALLY TO MAINTAIN 20:1 MAX.

(2) SIGNING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

(3) INSTALL DOUBLE YELLOW DELINEATOR. SEE STANDARD DETAIL DRAWING 15A2.

MAINTENANCE CROSSOVER FOR FREEWAYS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 — DATE

/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

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S.D.D. 11 A 1-5

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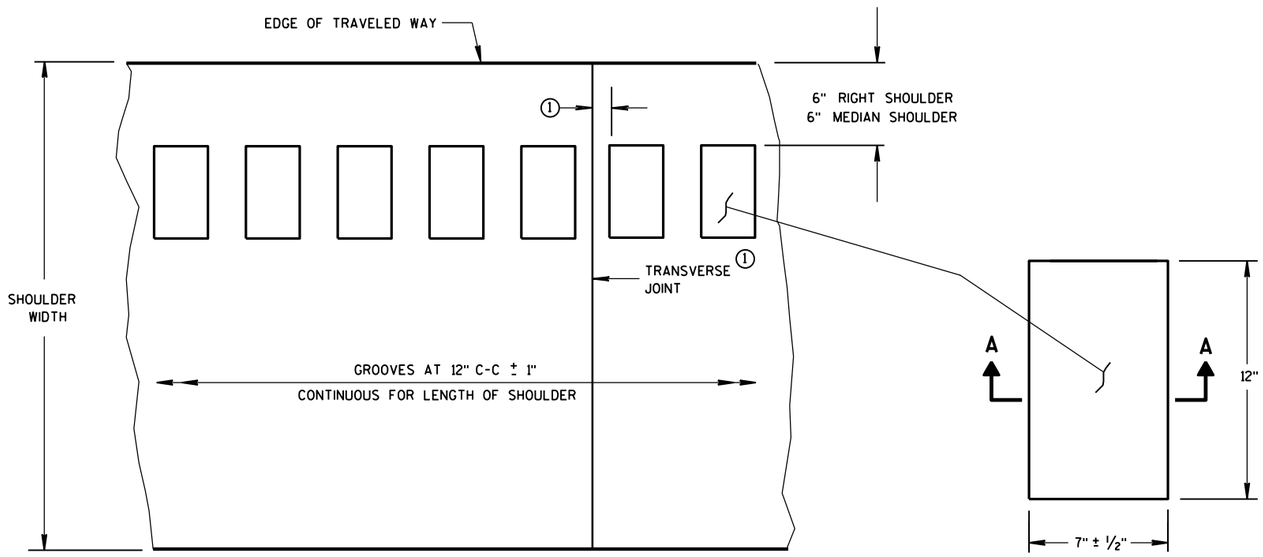
S.D.D. 11 A 1-5



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

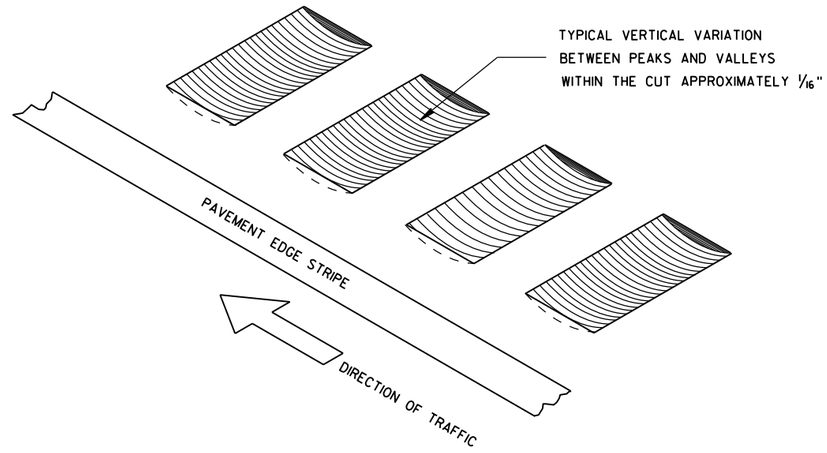
GENERAL NOTES

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

RUMBLE STRIPS ON EXPRESSWAYS

DO NOT INSTALL RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL DRIVEWAYS, PRIVATE DRIVEWAYS OR ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, BRIDGE DECKS, BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSING. THE ATTACHED STANDARD DETAIL DRAWING SHOWS THE LOCATION OF THE RUMBLE STRIPS AT INTERCHANGE AREAS.

(1) CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6" AWAY FROM TRANSVERSE JOINTS.



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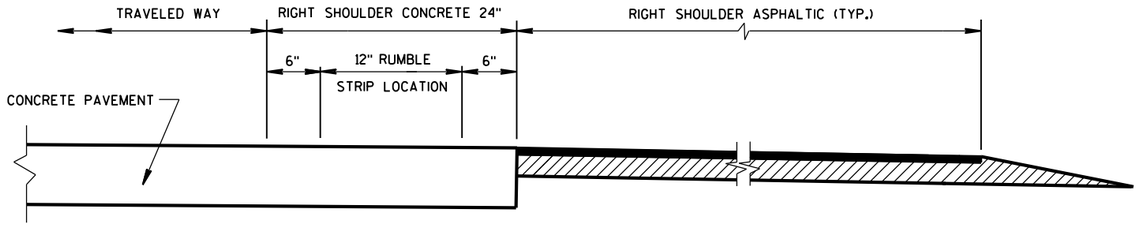
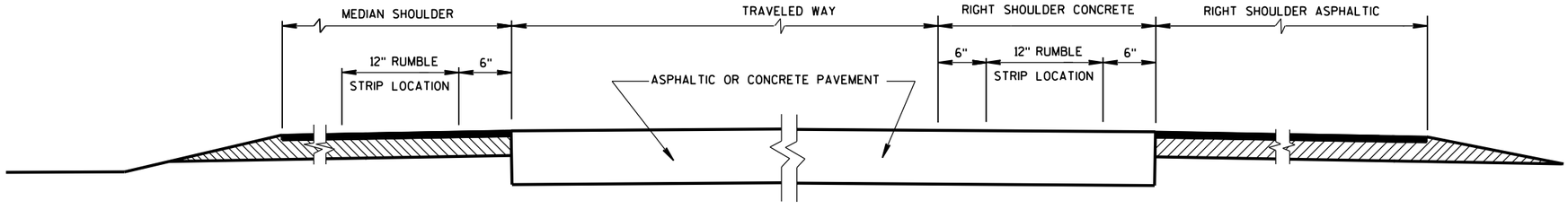


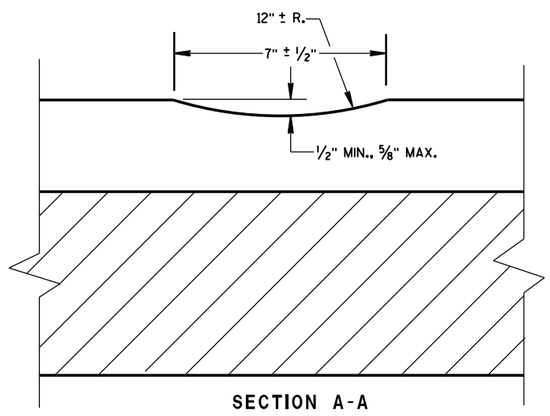
SECTION VIEW
CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)



SECTION VIEW

TYPICAL LOCATIONS OF SHOULDER RUMBLE STRIPS IN RURAL DIVIDED HIGHWAYS

(ONE ROADWAY IS SHOWN)



SECTION A-A

SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 13 A 5-5a

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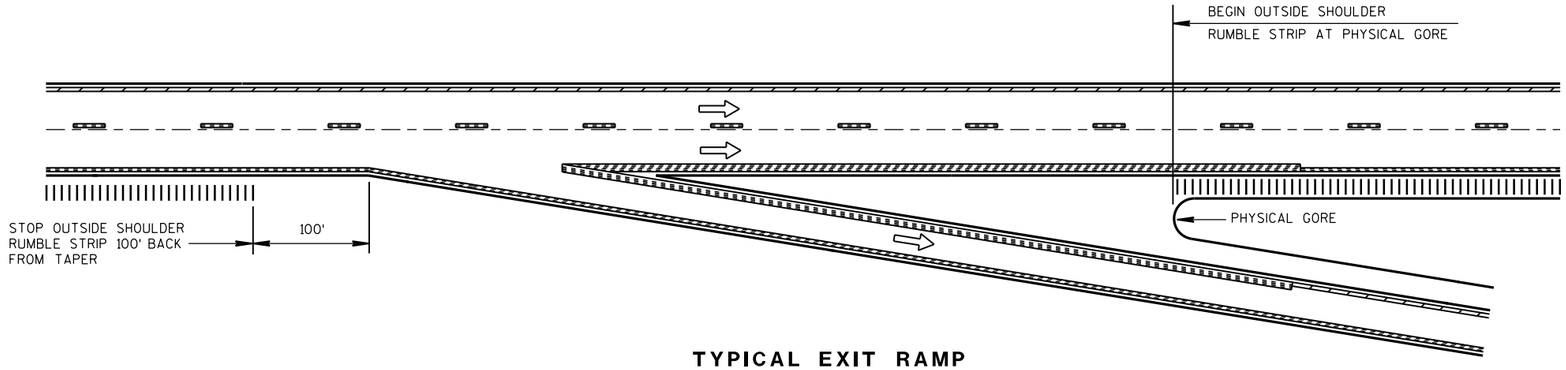
S.D.D. 13 A 5-5a



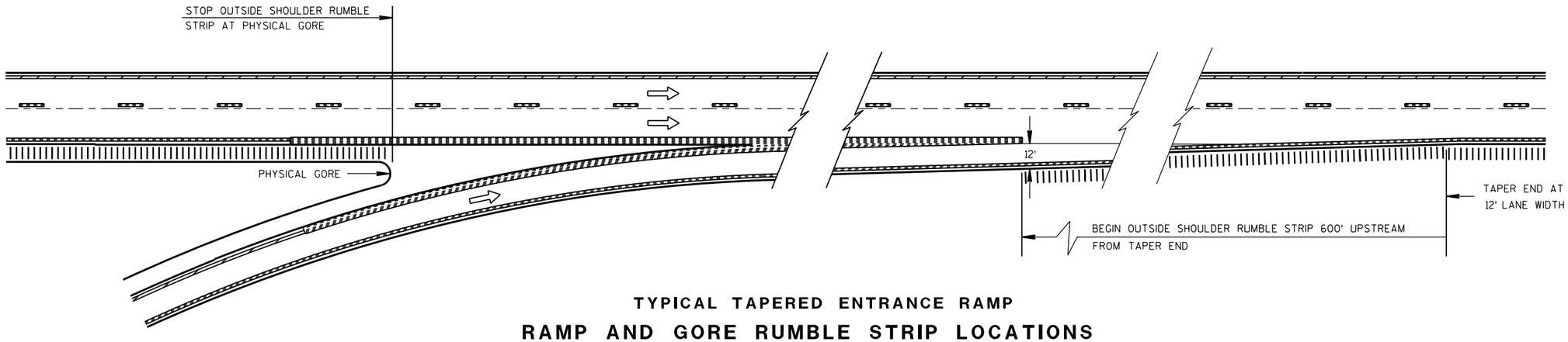
TYPICAL EXIT RAMP

NOTES:

NO RUMBLE STRIP ON EXIT, DIRECTIONAL, OR ENTRANCE RAMPS, EXCEPT NEAR THE ENTRANCE TAPER END AND ALONG THE PARALLEL RAMP AREA AS SHOWN.

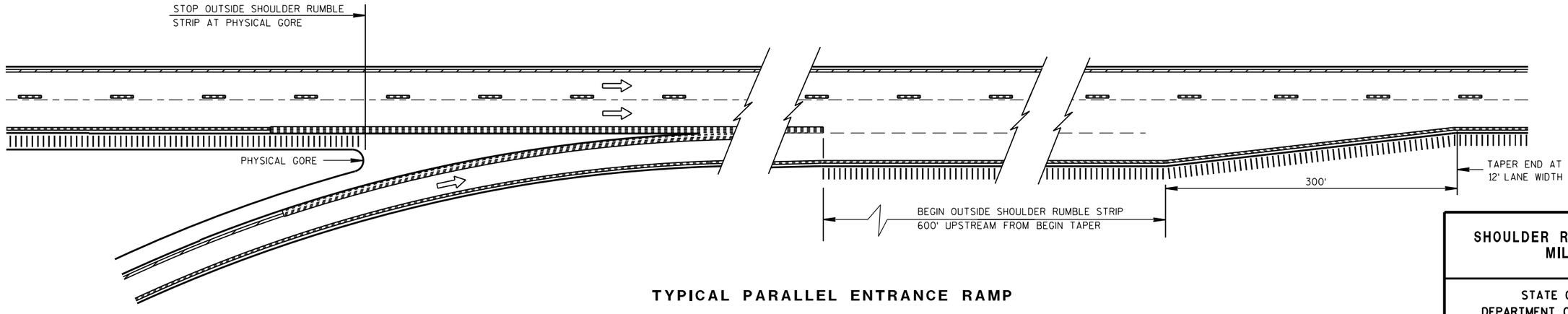
PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TYPICAL TAPERED ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS



TYPICAL PARALLEL ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS

SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/17/2012 DATE
/S/ Jerry H. Zoga
ROADWAY STANDARDS ENGINEER
FHWA

97

6

S.D.D. 13 A 5-5b

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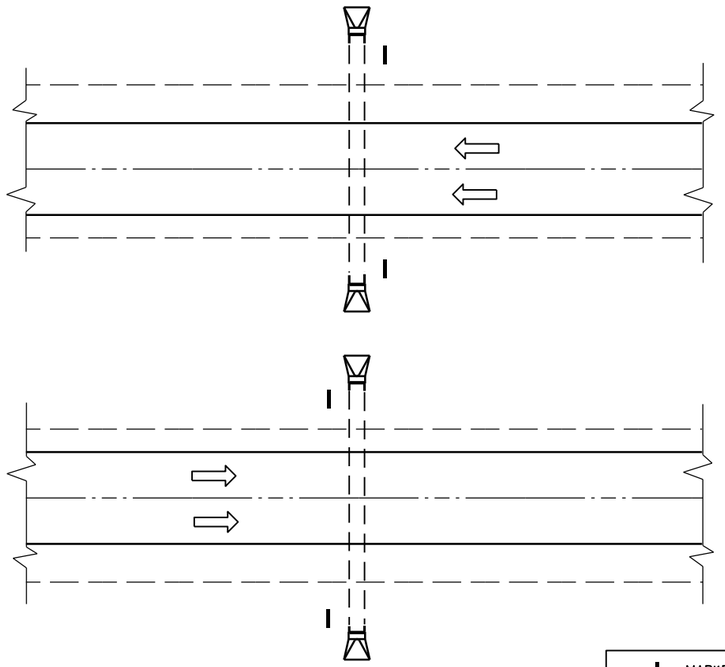
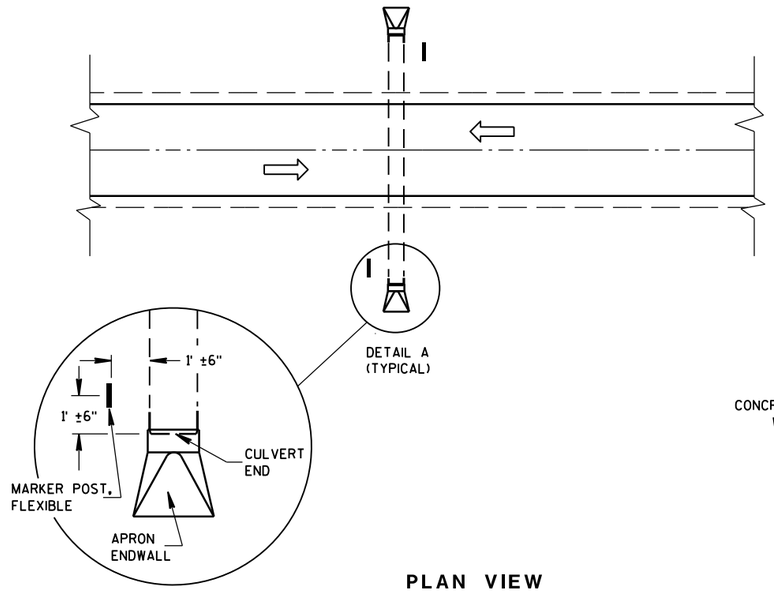
S.D.D. 13 A 5-5b



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

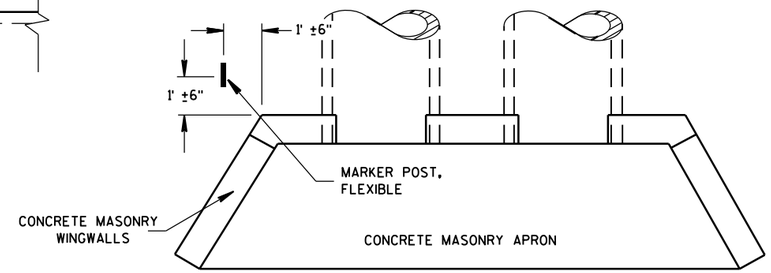
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

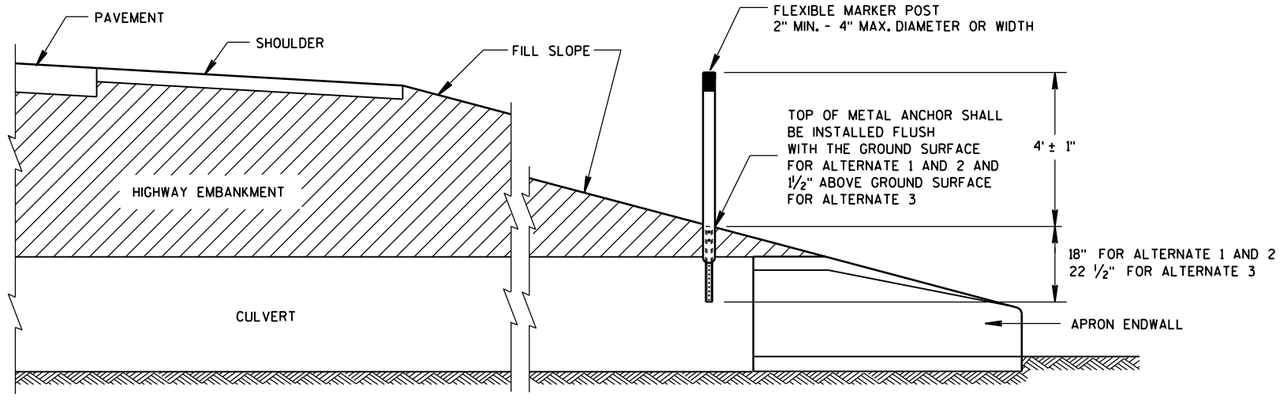
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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

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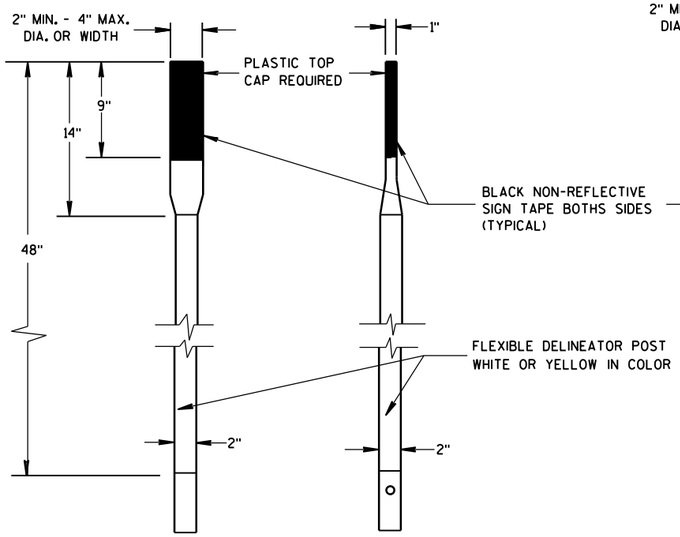
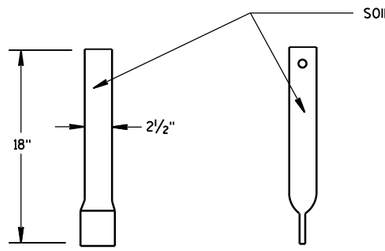
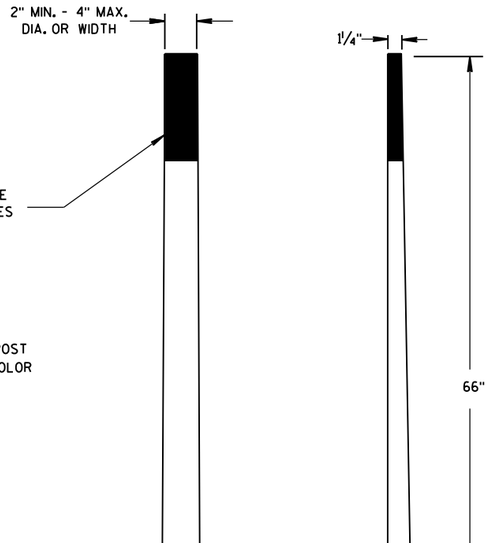
S.D.D. 15 A 3-2a





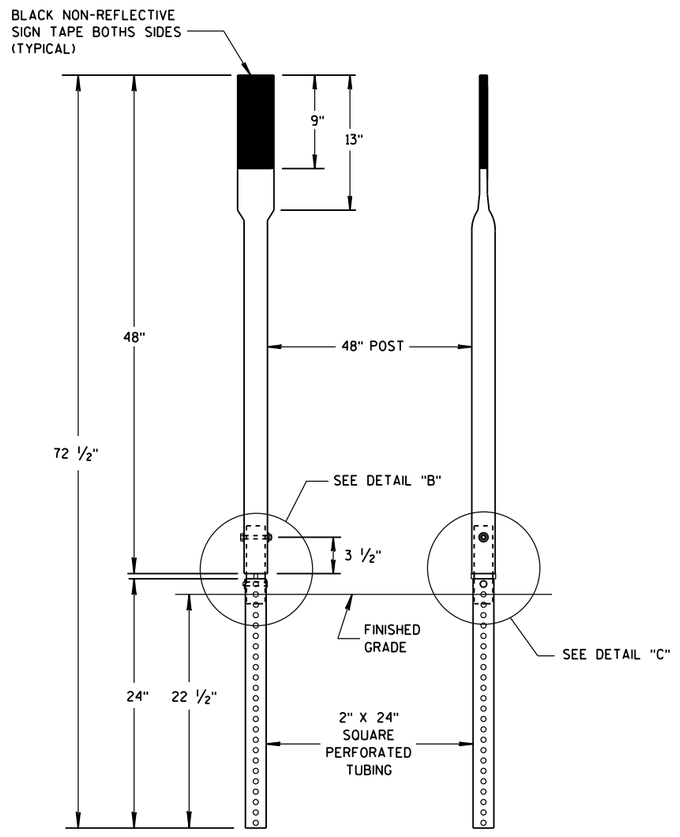
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

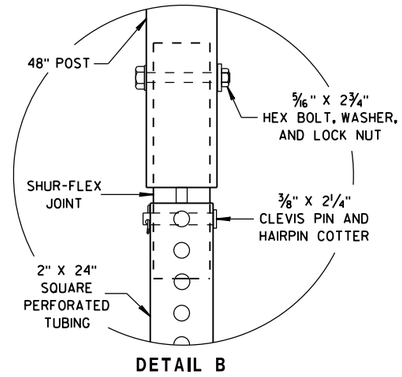
ALTERNATE 2



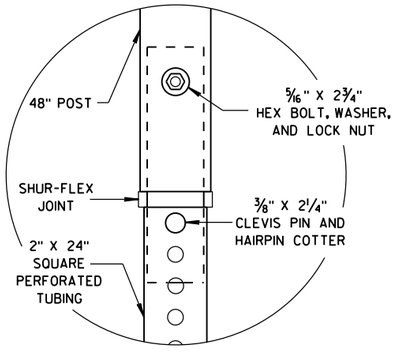
FRONT VIEW SIDE VIEW

ALTERNATE 3

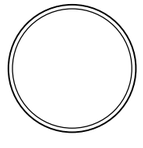
FLEXIBLE MARKER POSTS



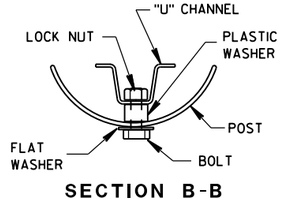
DETAIL B



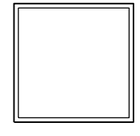
DETAIL C



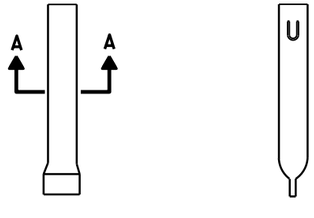
SECTION A-A



SECTION B-B

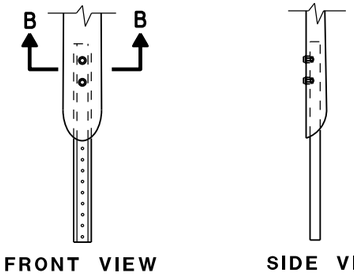


SECTION C-C



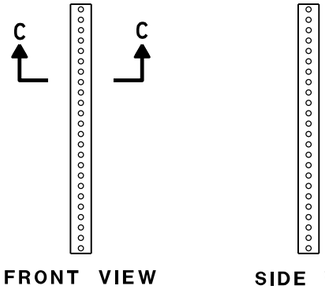
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2



FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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

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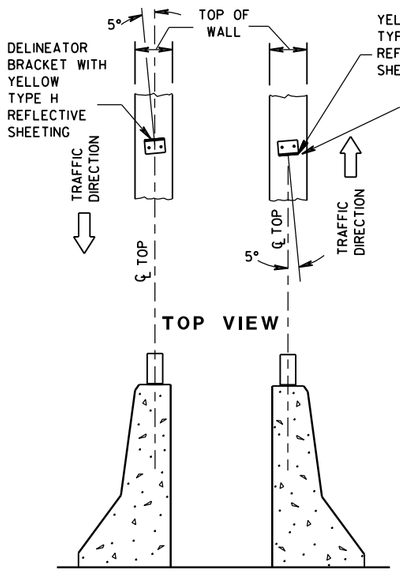
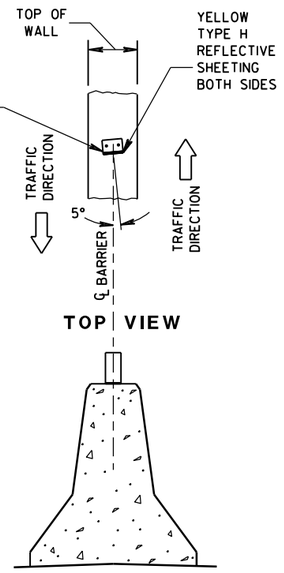
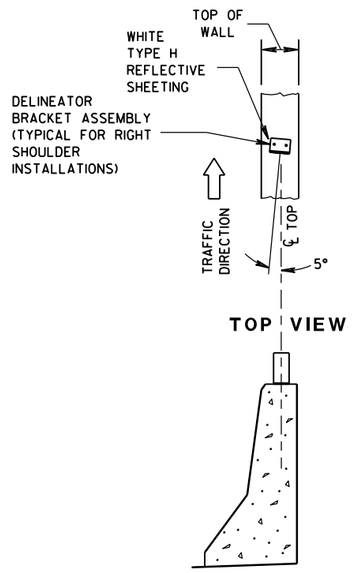
S.D.D. 15 A 3-2b



DOUBLE BARRIERS IN MEDIAN

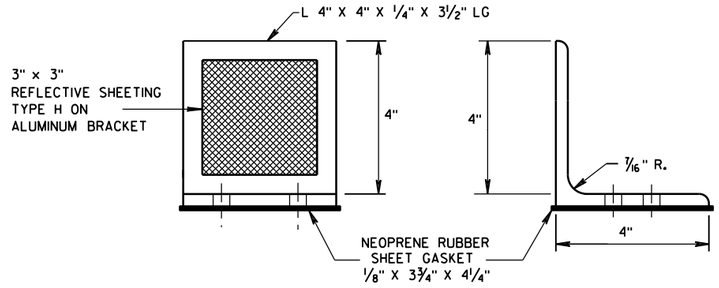


MEDIAN BARRIER

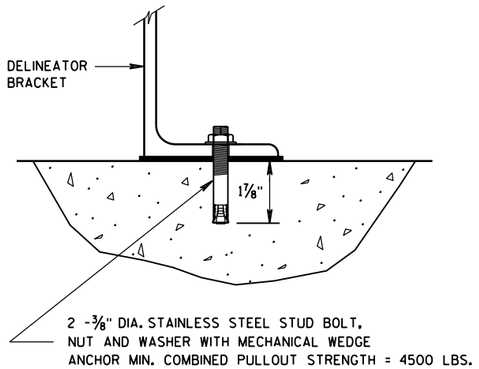


BARRIER LOCATED
TO RT. OF TRAFFIC FLOW

LOCATION AND AIMING DETAILS FOR DELINEATOR BRACKETS MOUNTED ON CONCRETE BARRIERS



DELINEATOR BRACKET



DELINEATOR BRACKET
MOUNTING DETAIL

REFLECTOR SPACING TABLE

REFLECTOR SPACING	MINIMUM NUMBER OF REFLECTORS
100' C-C	3

DELINEATOR BRACKET
WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAI[illegible] GINEER

FHWA

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S.D.D. 15 A 4-3b

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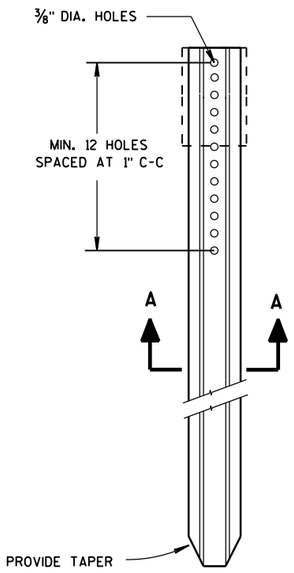
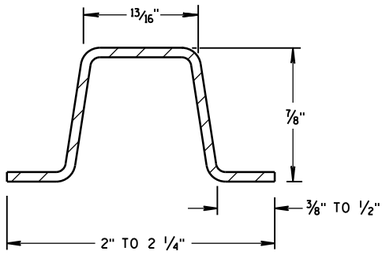
S.D.D. 15 A 4-3b

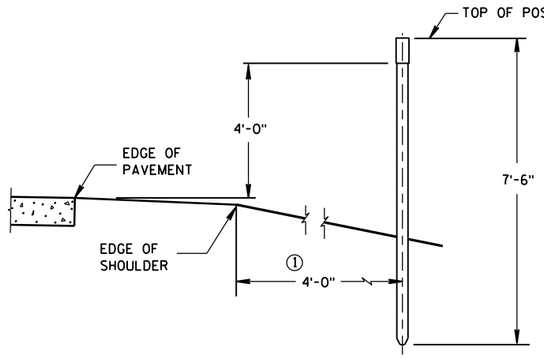


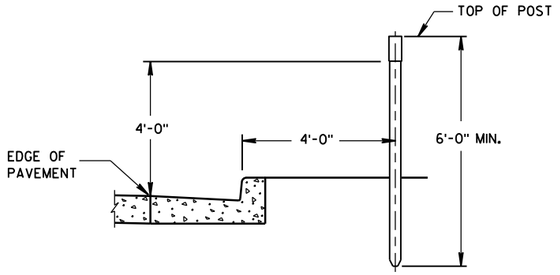
DELINEATOR POST



SECTION A-A

WEIGHT 1.12 LBS PER FT. ± 0.1 LB.





TYPICAL INSTALLATIONS OF DELINEATOR POSTS

GENERAL NOTES

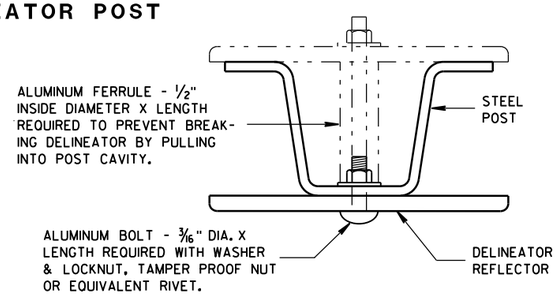
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

① DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.

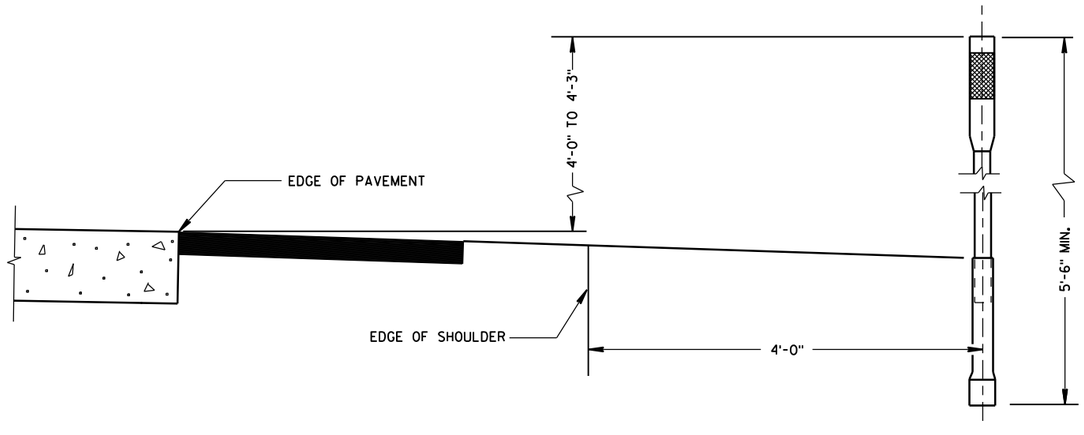
REFLECTOR SPACING TABLE

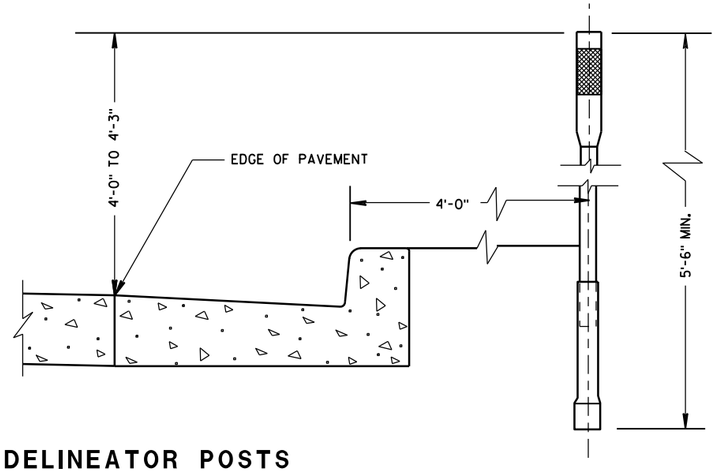
REFLECTOR SPACING	LOCATION
400'	MAINLINE
100'	RAMPS *

* START AT BEGINNING OF RAMP TAPER AND END AT END OF RAMP TAPER.



MOUNTING DETAIL FOR DELINEATOR REFLECTOR





TYPICAL INSTALLATIONS OF FLEXIBLE DELINEATOR POSTS

DELINEATOR POST WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MAI[illegible]GINEER
FHWA

6

S.D.D. 15 A 4-3c

6

S.D.D. 15 A 4-3c

GENERAL NOTES

PANEL THICKNESS SHALL BE A MINIMUM OF 0.08 INCHES.

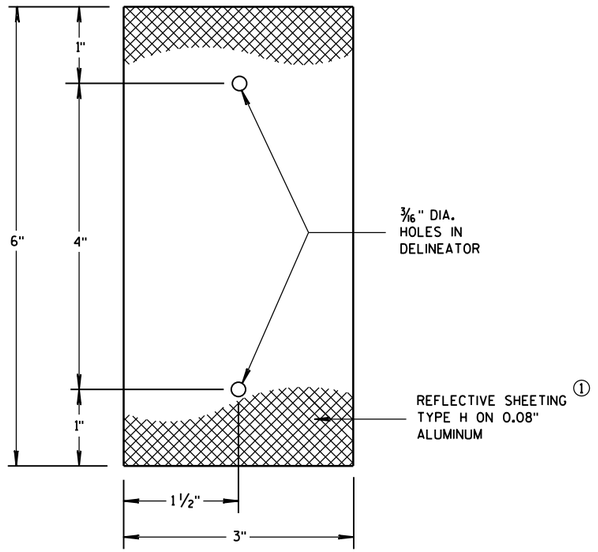
PLASTIC BASE MATERIAL SHALL BE WHITE, UV STABILIZED, FLAME TREATED TO THE MANUFACTURER SPECIFICATIONS AND BE ABLE TO WITHSTAND SUB FREEZING TEMPERATURES WITHOUT BREAKING.

① FURNISH TYPE H SHEETING FROM THE APPPROVED PRODUCTS LIST.

② FURNISH DELINEATOR REFLECTOR FOR GUARDRAIL FROM THE APPPROVED PRODUCTS LIST.

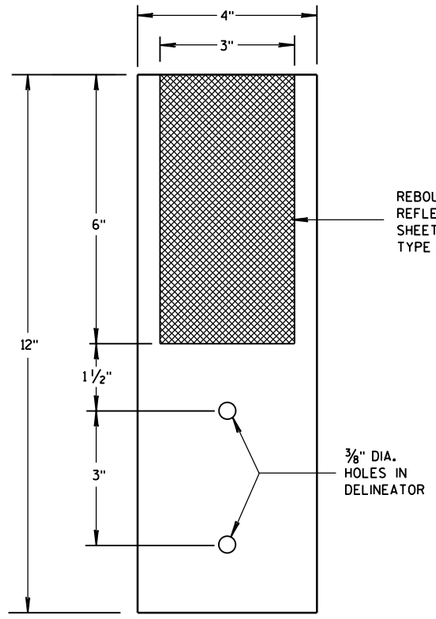
REFLECTOR SPACING TABLE

REFLECTOR SPACING	MINIMUM NUMBER OF REFLECTORS
100' C-C	3



3"x 6" DELINEATOR REFLECTOR

(FOR STEEL POSTS)



4"x 12" DELINEATOR REFLECTOR

(FOR GUARDRAIL) ②

DELINEATOR
WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch
STATE SIGNING AND MAR[illegible] GINEER
FHWA

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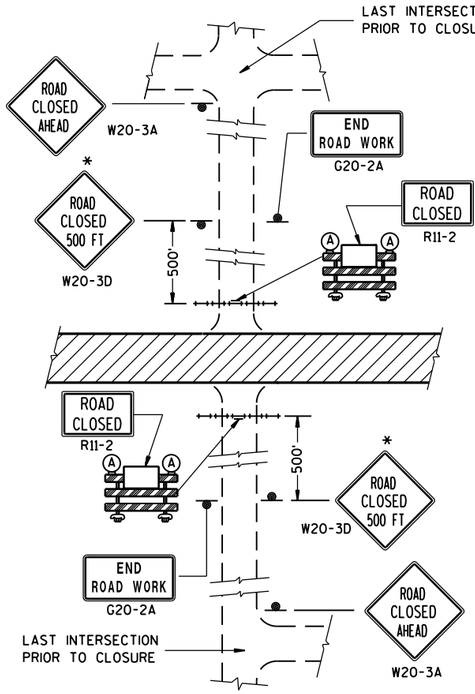
S.D.D. 15 A 4-3d

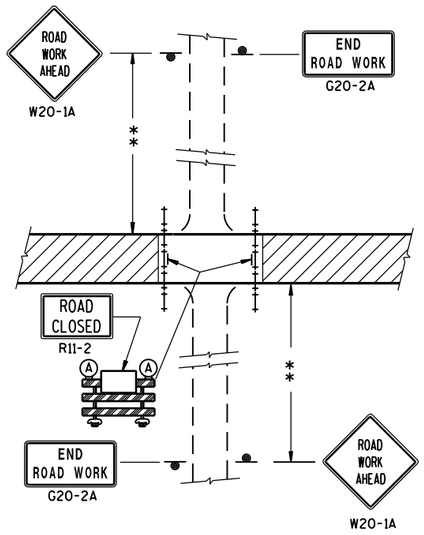
6

S.D.D. 15 A 4-3d



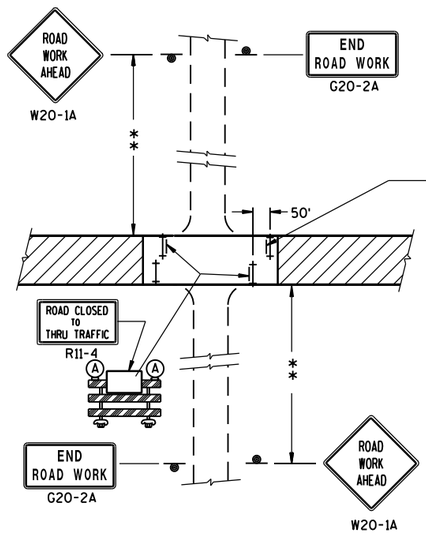
DETAIL 1

(NO ACCESS TO PROJECT)



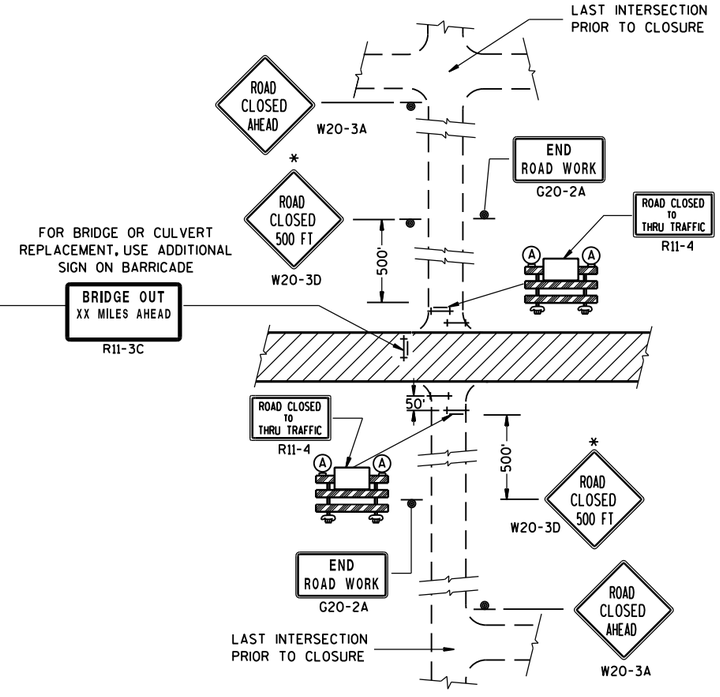
DETAIL 2

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



DETAIL 3

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



DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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

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

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

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

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

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

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

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

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

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

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2017 — DATE
/S/ Andrew Heidtke — WORK ZONE ENG
FHWA

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S.D.D. 15 C 3-4

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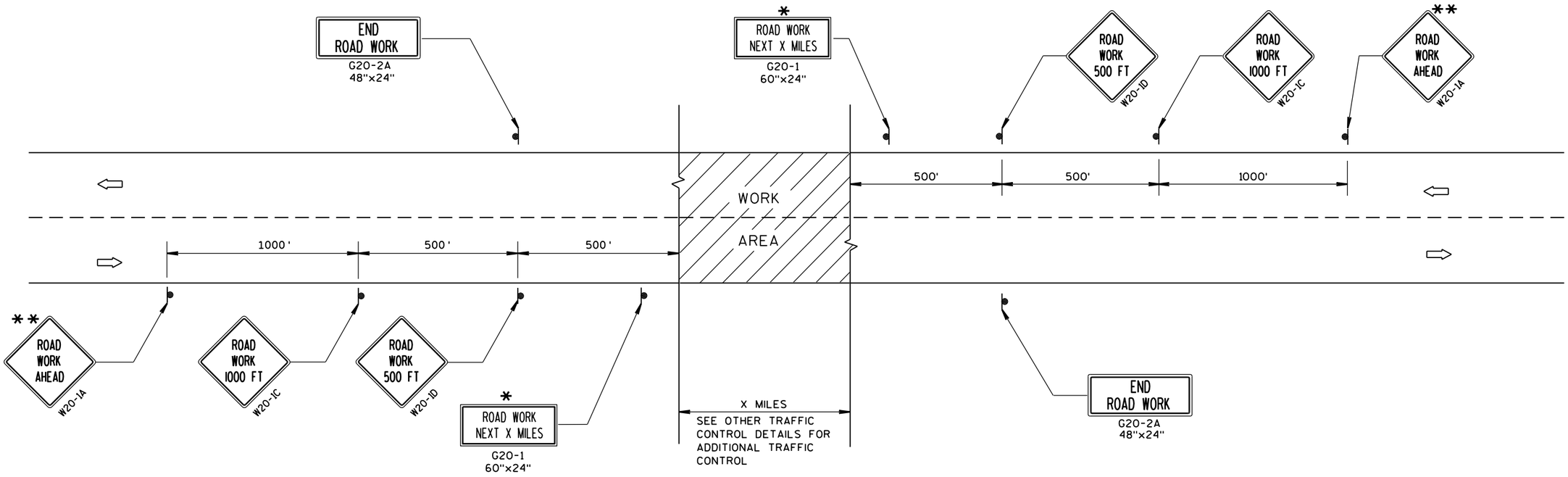
S.D.D. 15 C 3-4

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.

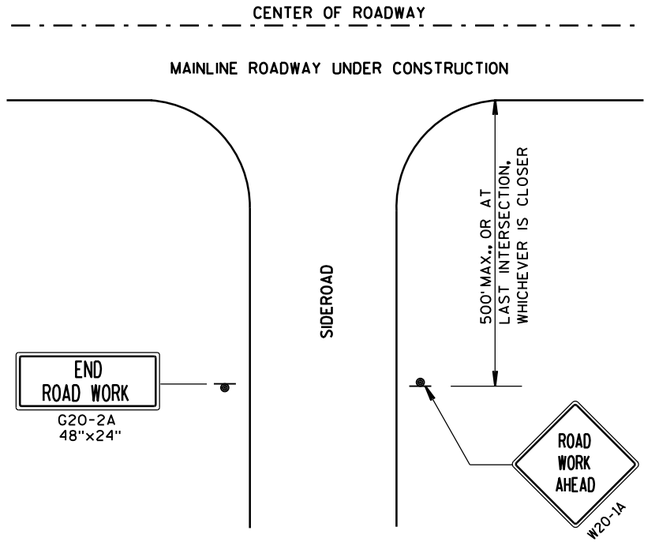
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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. 2017 — DATE
/S/ Andrew Heidtke — WORK ZONE ENG
FHWA

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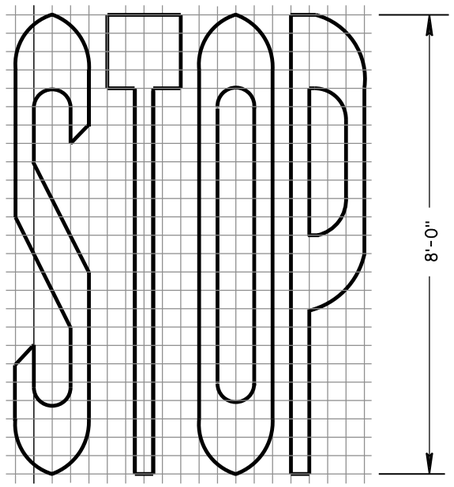
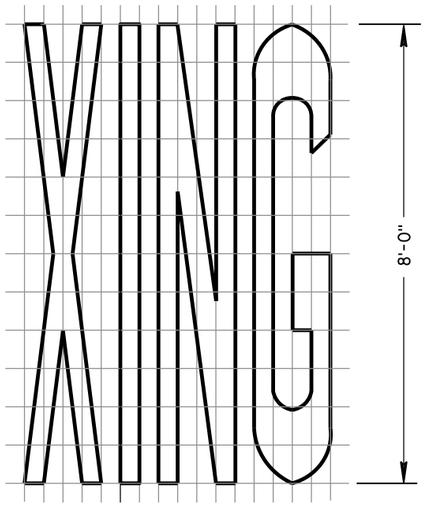
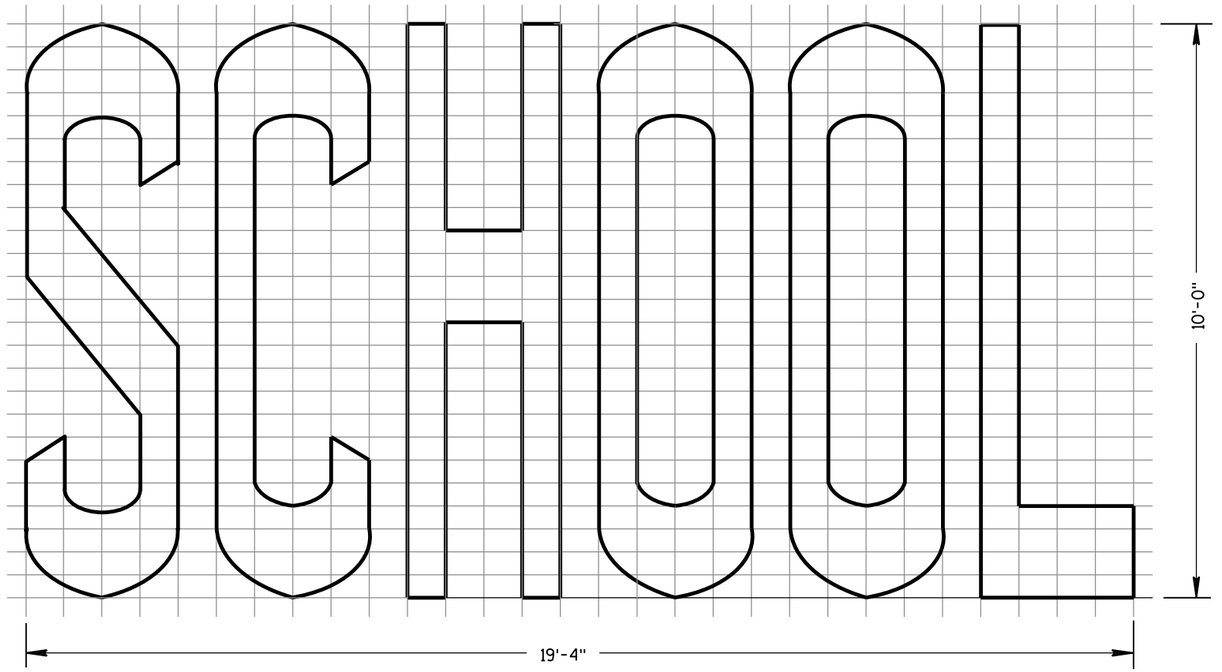
S.D.D. 15 C 4-4

GENERAL NOTES

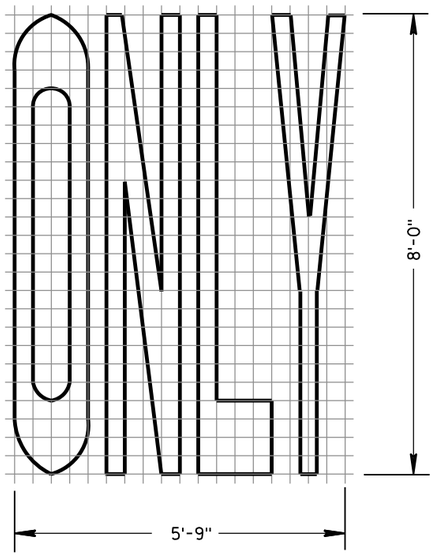
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

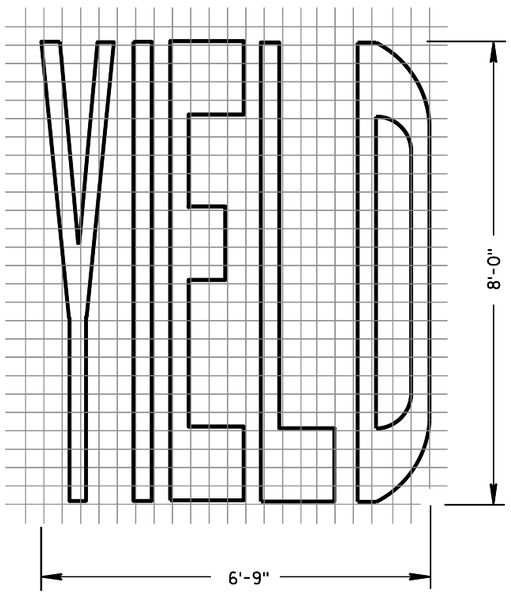


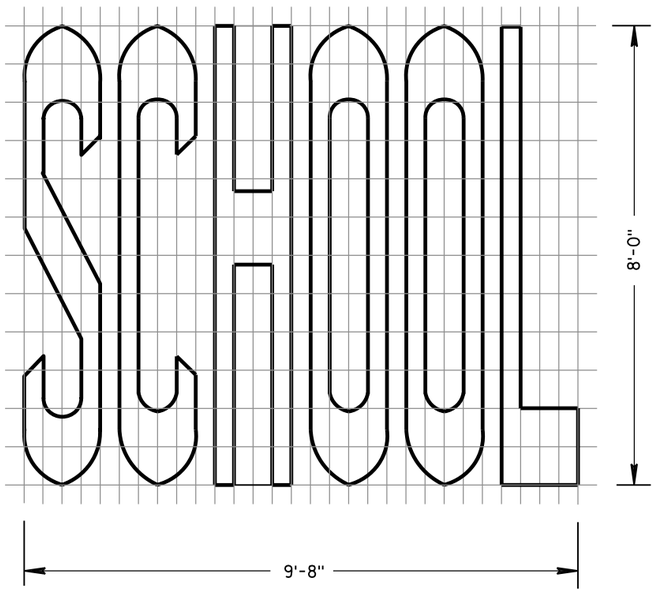




TWO-LANE







SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MARK
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S.D.D. 15 C 7-14b

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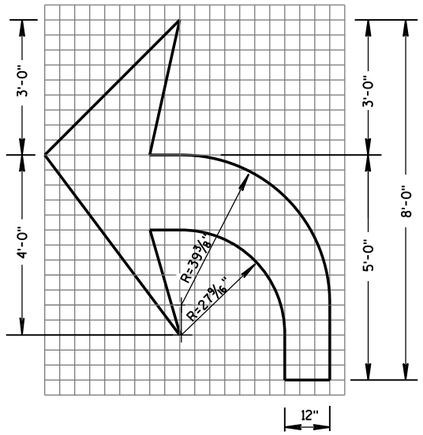
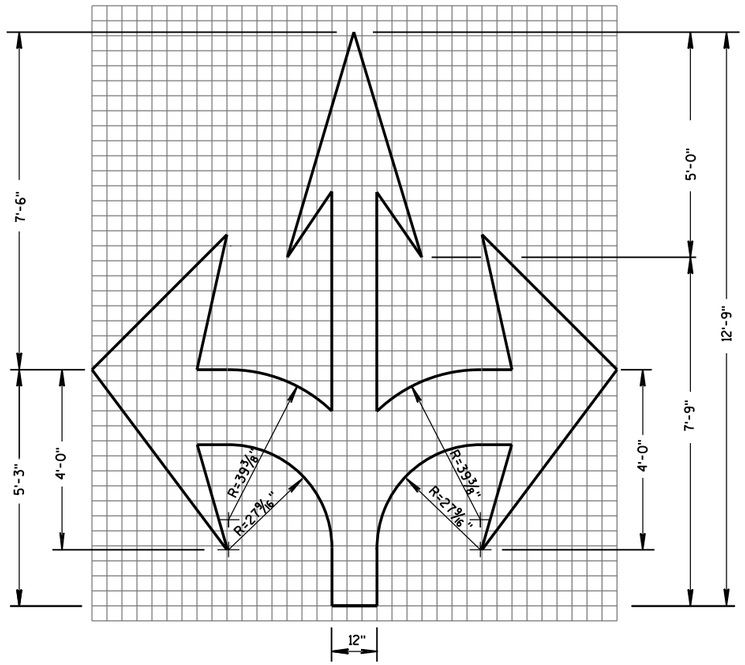
S.D.D. 15 C 7-14b

GENERAL NOTES

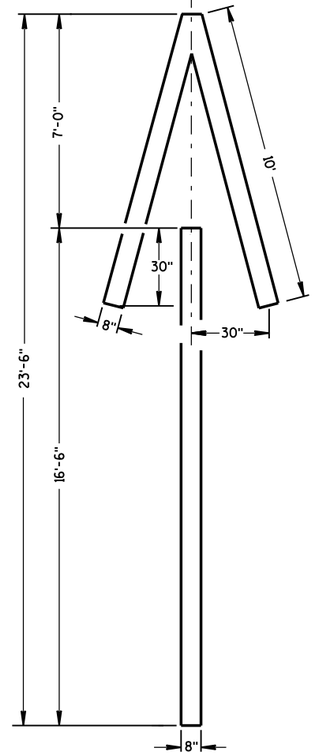
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



TYPE 2



TYPE 6



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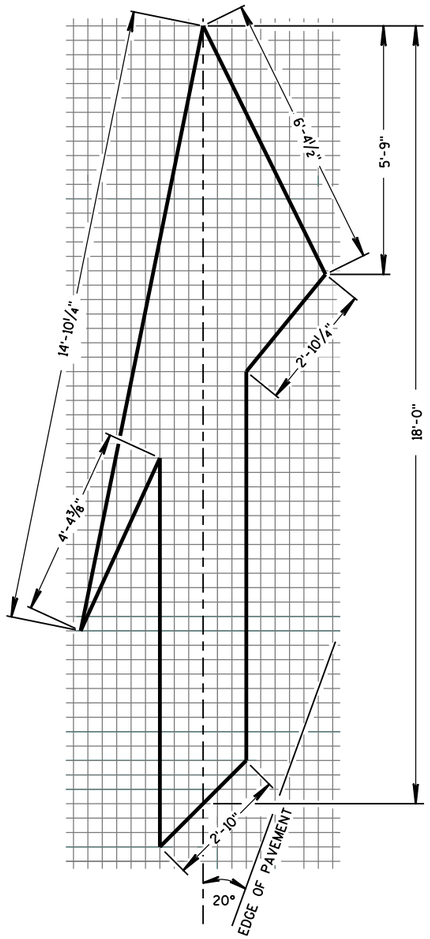
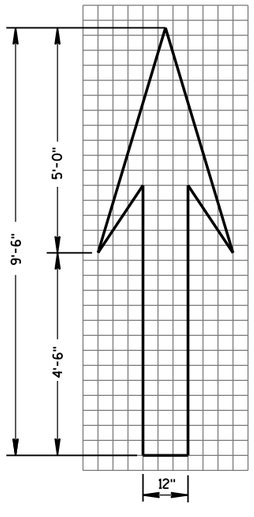
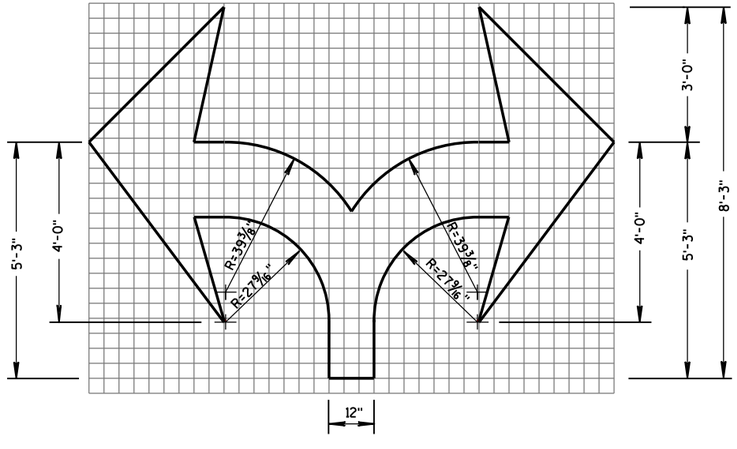


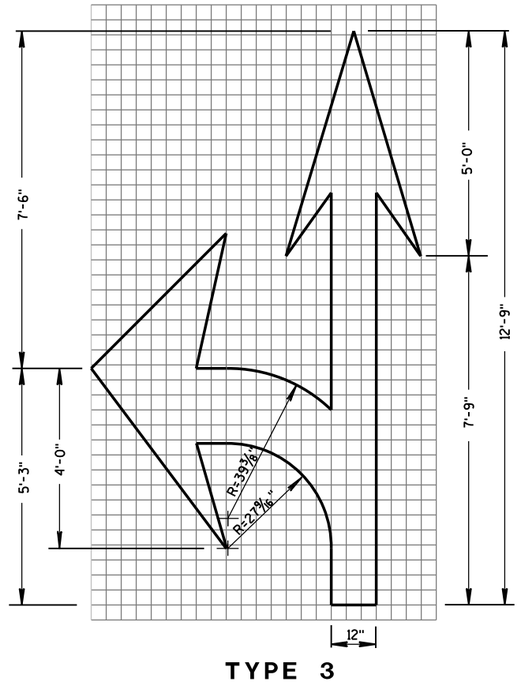
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

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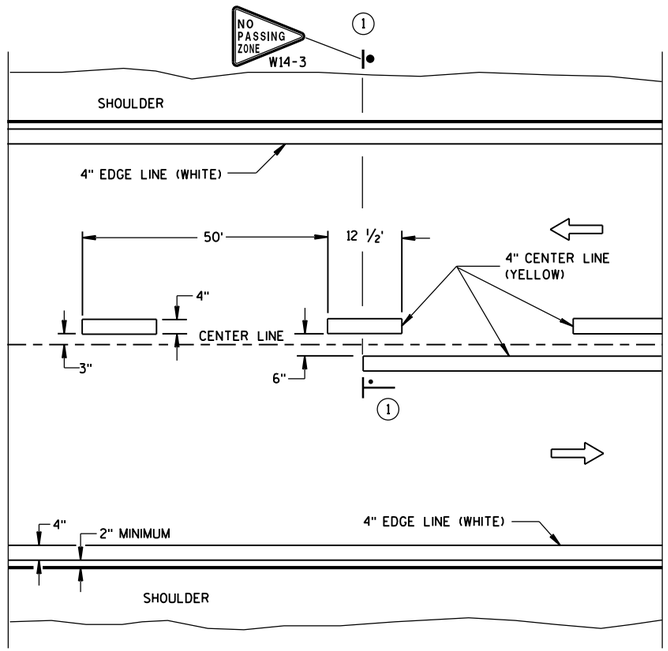
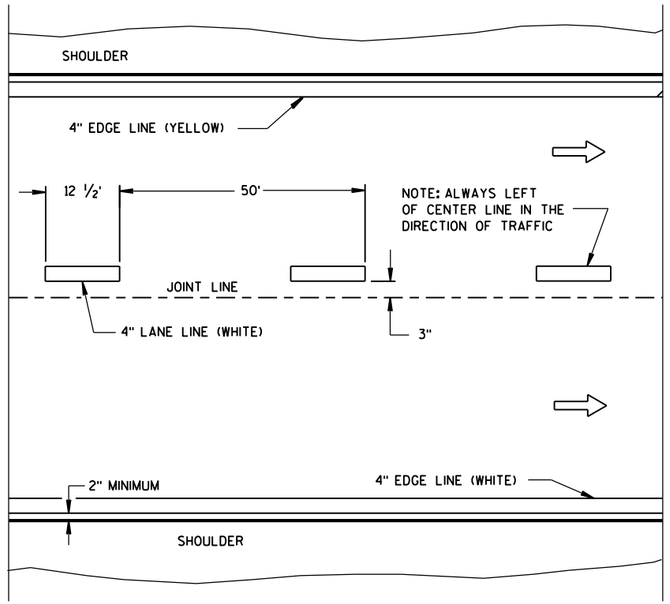


TWO WAY TRAFFIC



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.

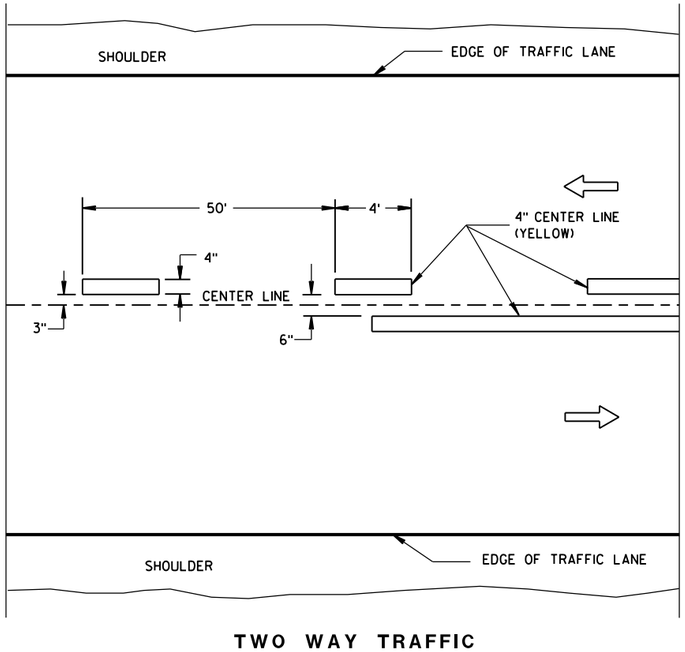
NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

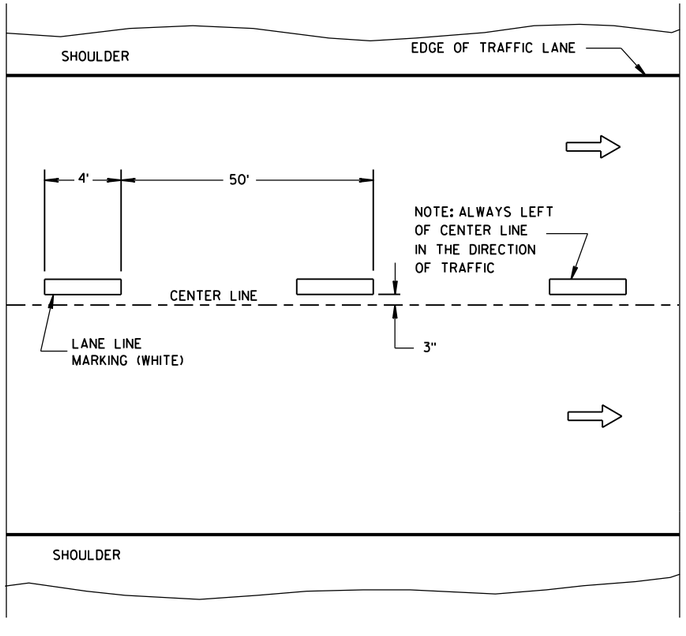
LEGEND

"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 ENGINEER
FHWA	

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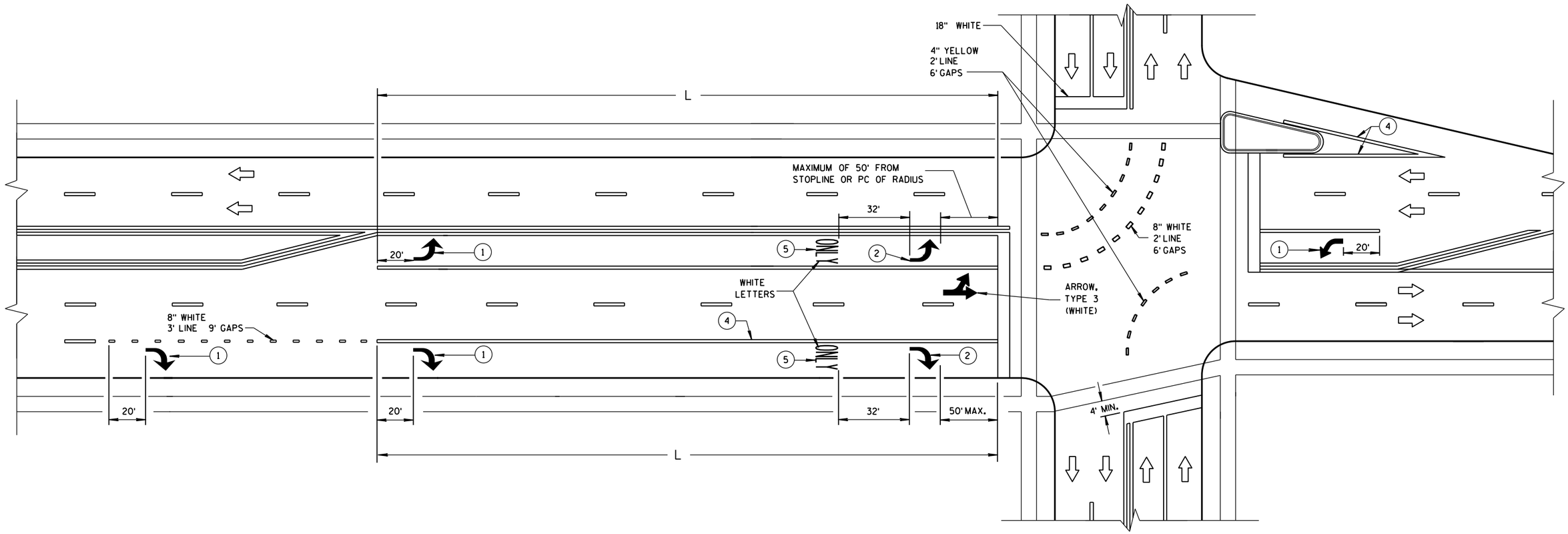
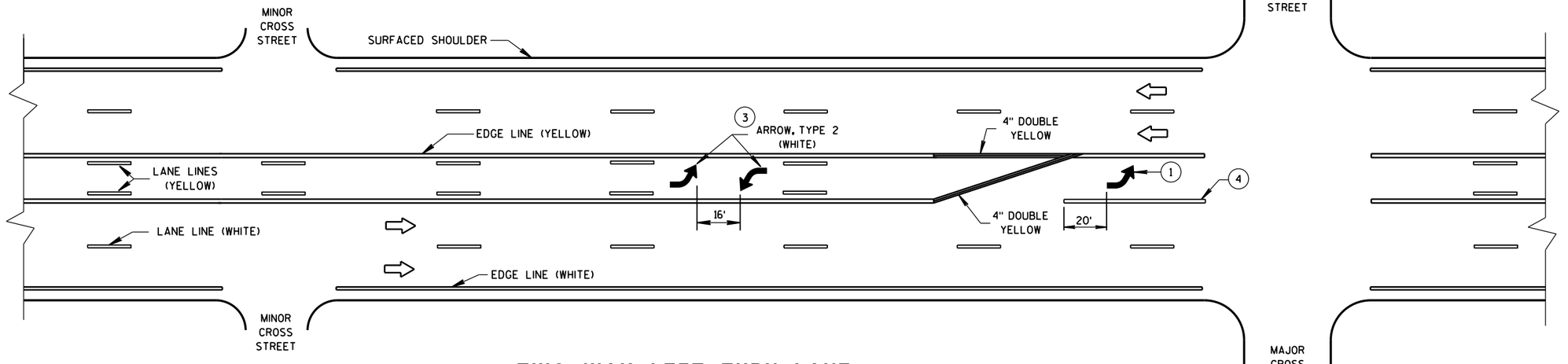
S.D.D. 15 C 8-18a





TWO WAY LEFT TURN LANE

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.

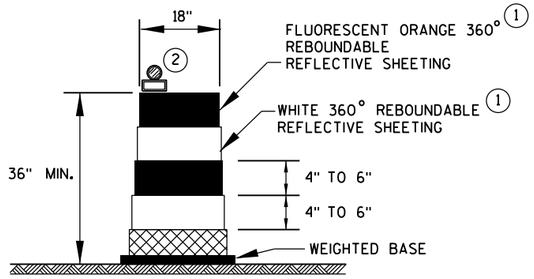
NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL

L = LENGTH OF TURN BAY

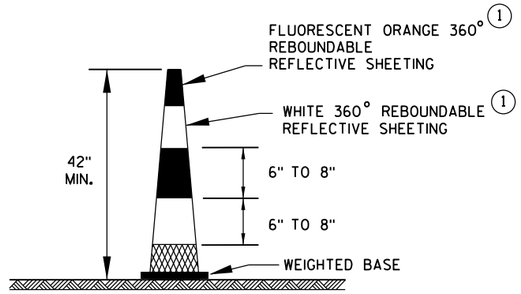
PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

S.D.D. 15 C 8-18b



DRUM

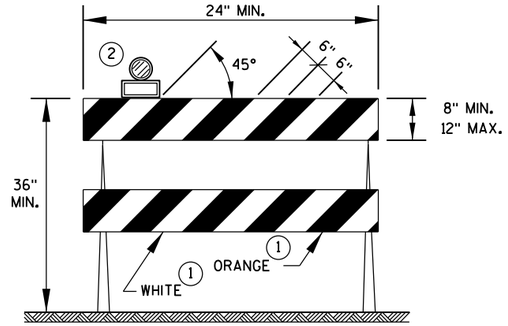


42" CONE

DO NOT USE IN TAPERS
1/2 SPACING OF DRUMS

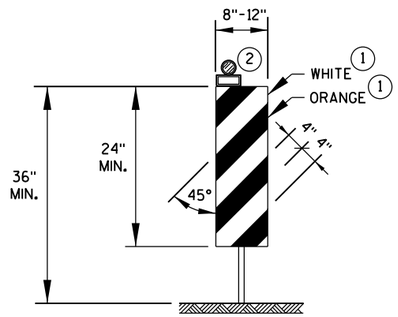
GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



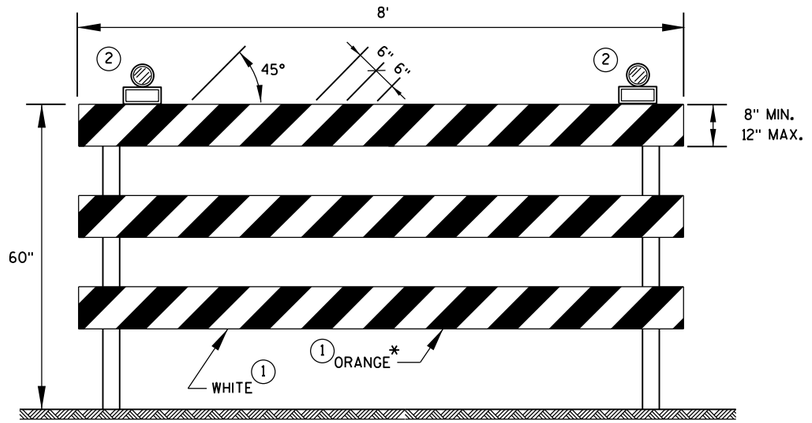
TYPE 2 BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.



VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE 3 BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION, USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
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S.D.D. 15 C 11-7b

LEGEND

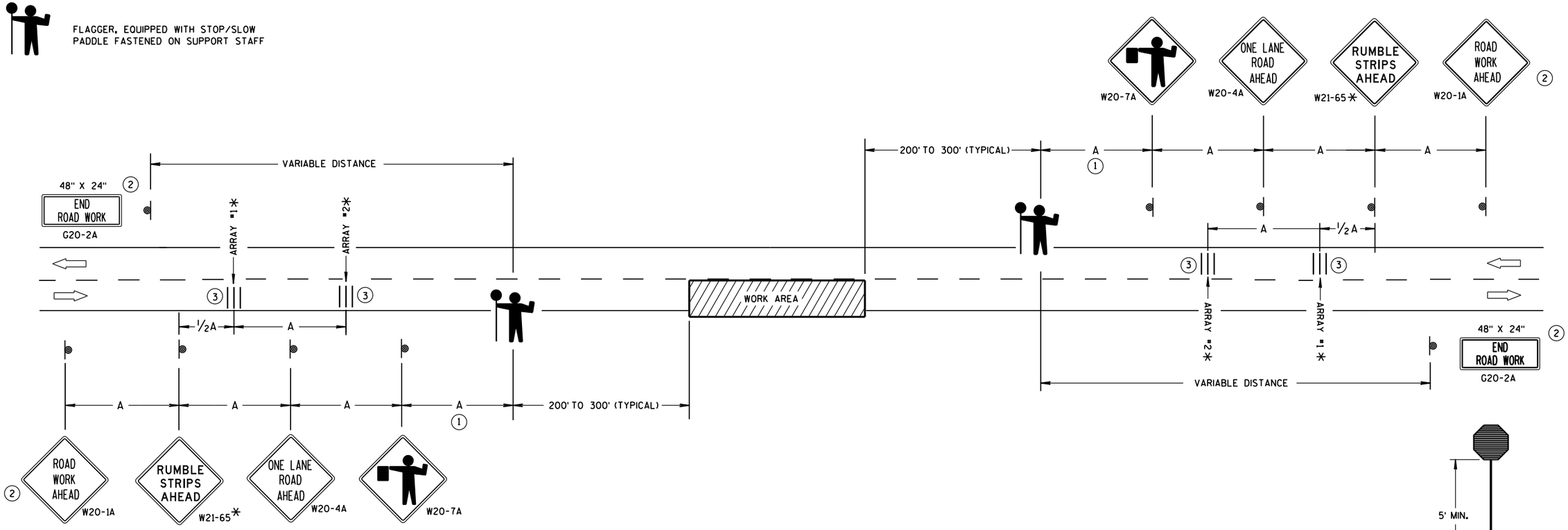
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

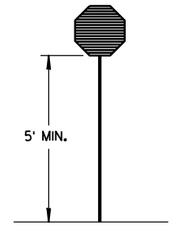
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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

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June 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENG
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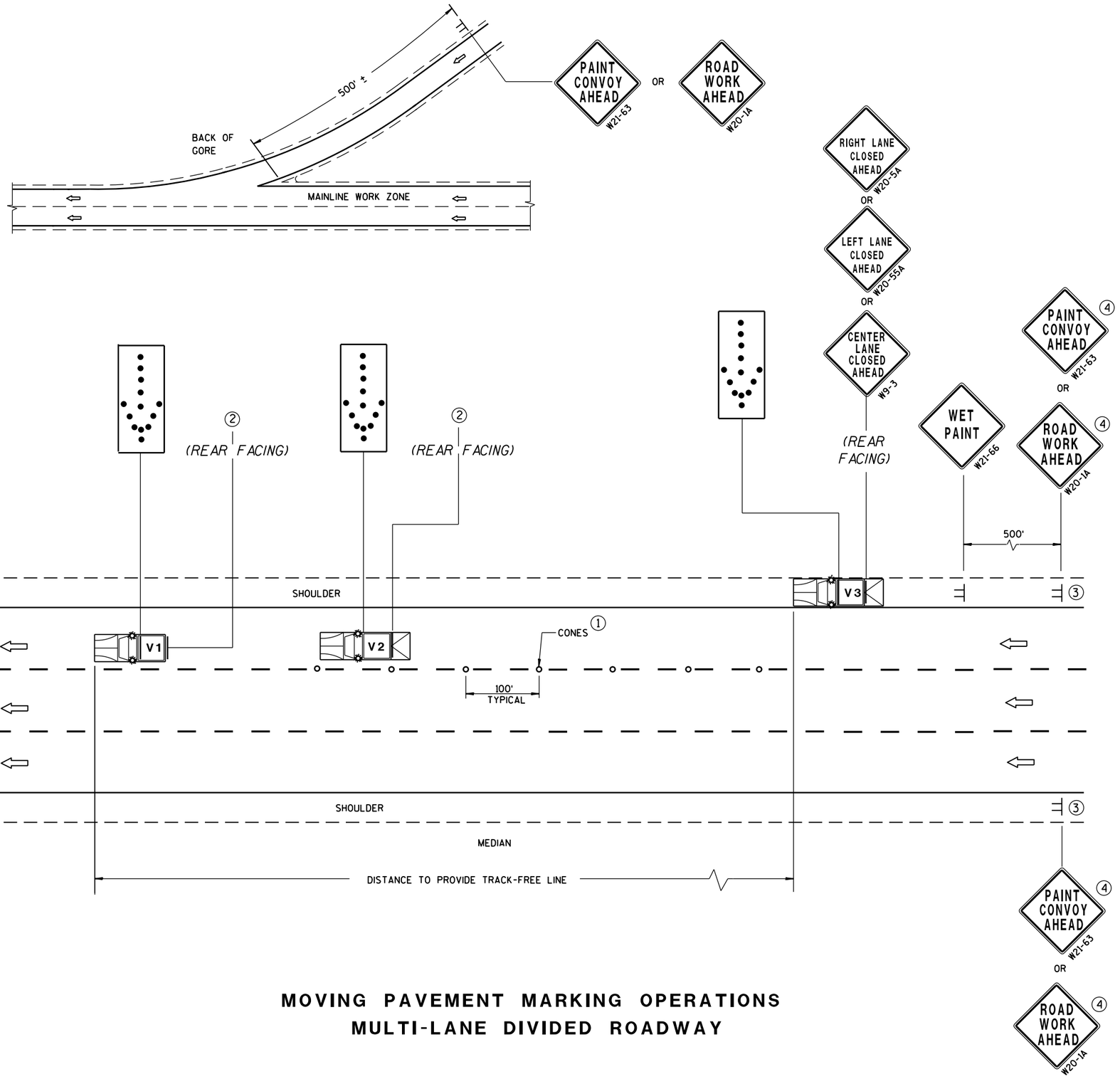

MOVING PAVEMENT MARKING OPERATIONS
MULTI-LANE DIVIDED ROADWAY

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. USE DOUBLE ARROWS WHEN CONVOY IS IN CENTER LANE ONLY.

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

THIS DRAWING SHALL BE USED FOR EDGELINE OR LANELINE MARKING FOR MULTILANE DIVIDED 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) SIGNS SHALL BE REPEATED AFTER EVERY ON RAMP OR EVERY THREE MILES.

(4) 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 DIVIDED ROADWAY

STATE OF WISCONSIN
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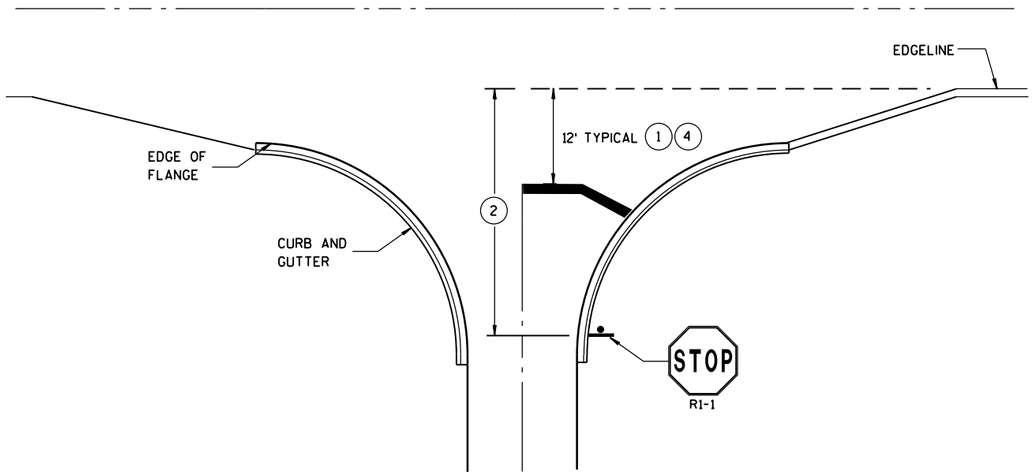
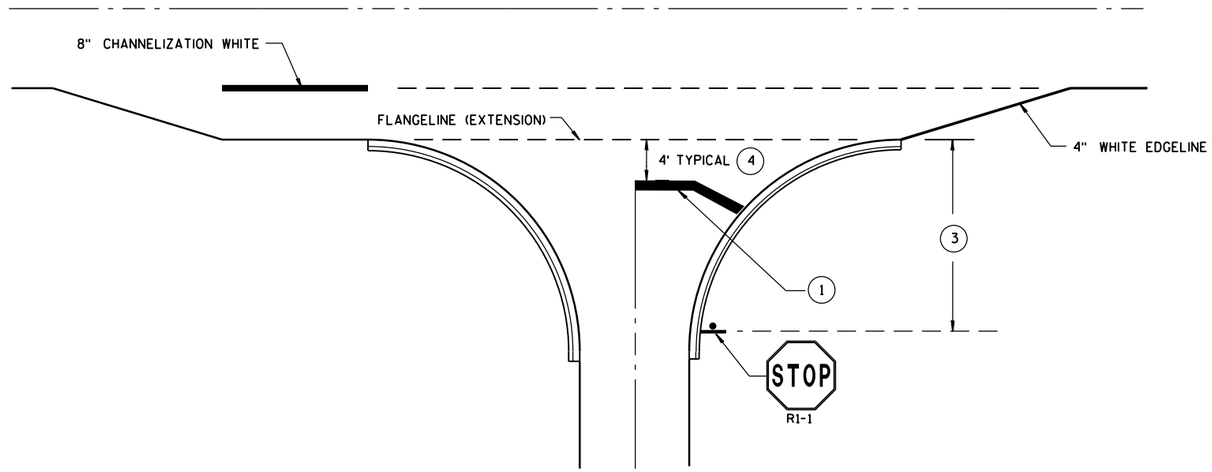
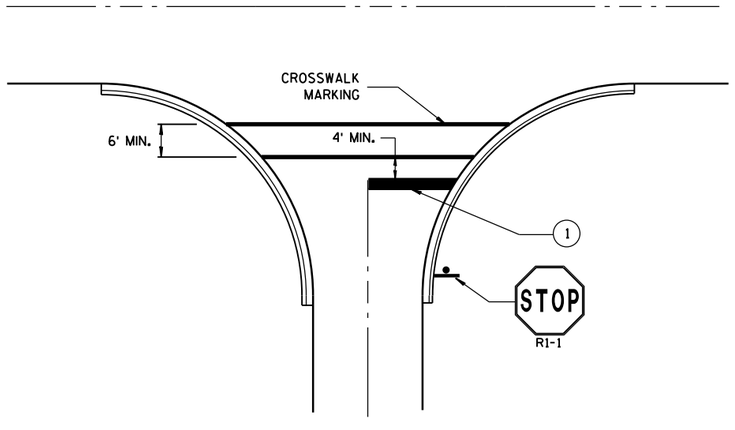


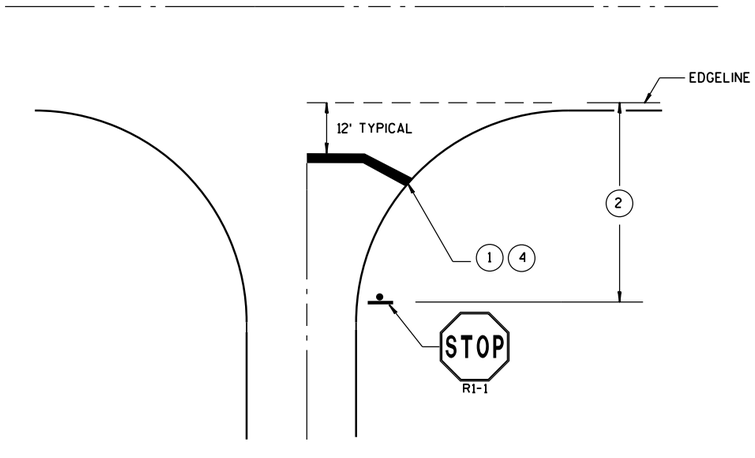
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



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

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

(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

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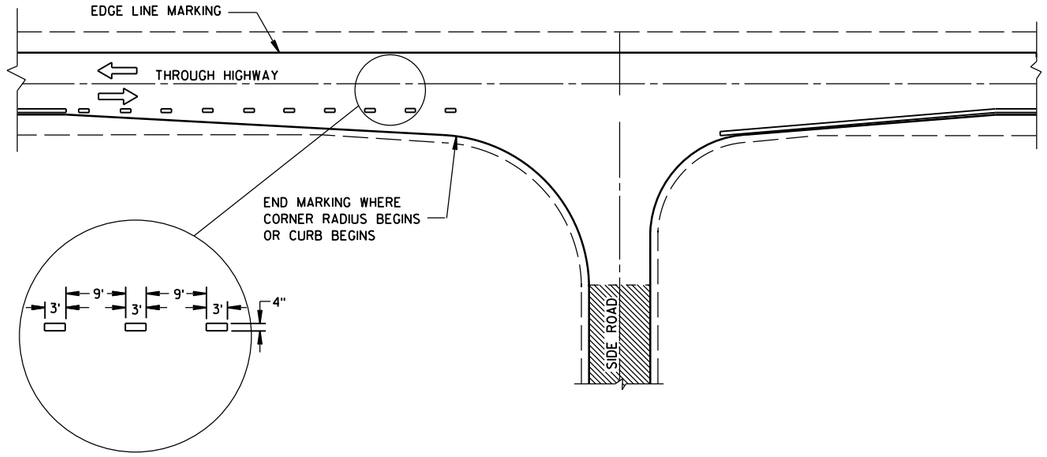


MINOR INTERSECTION

GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

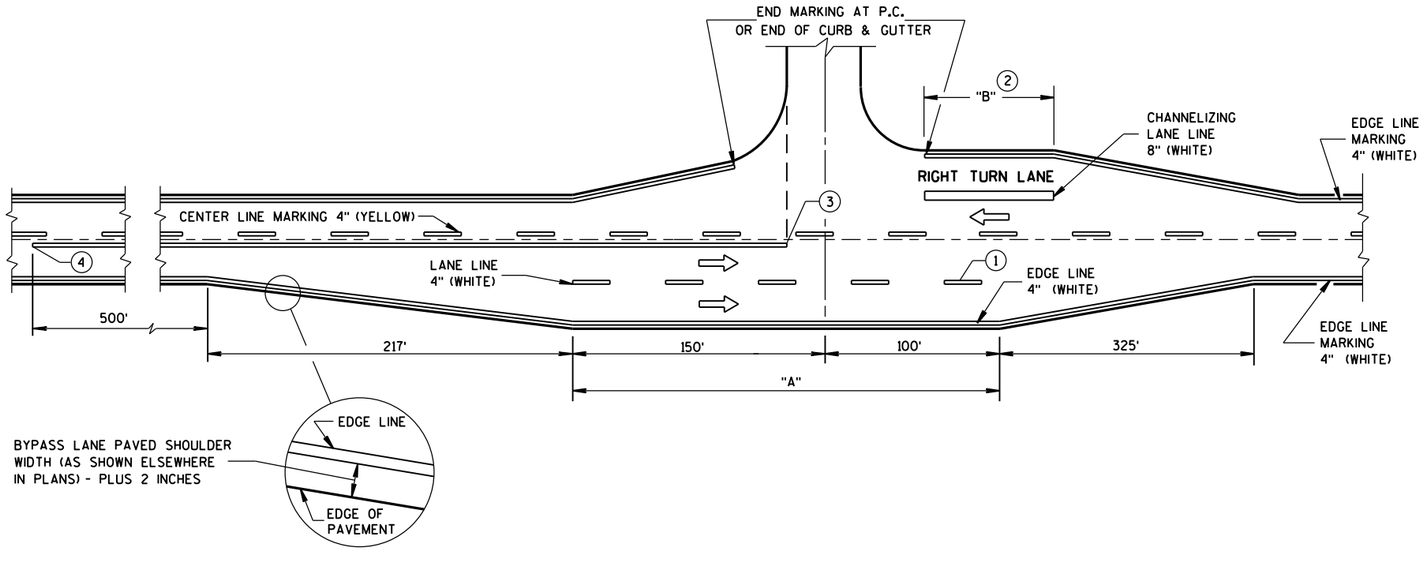
(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

(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 LANE)

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 15 C 35-2a

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.

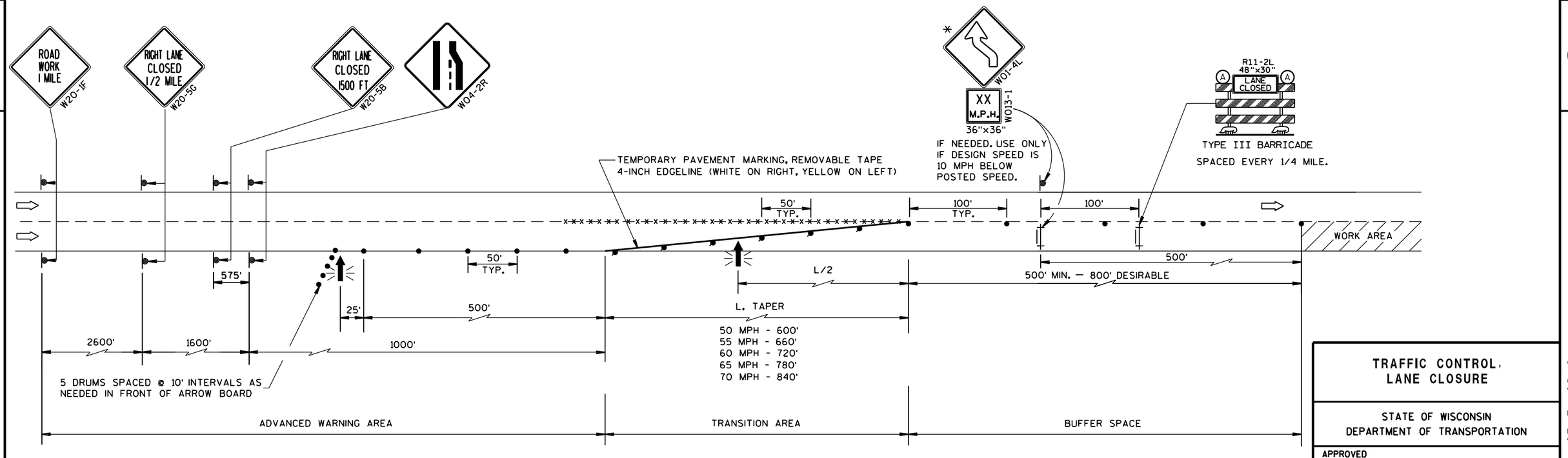
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

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 TRAFFIC SAFETY ENGINEER
FHWA

6

S.D.D. 15 D 12-6a

LEGEND

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

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIREABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

ALL SIGNS ARE 48"×48" UNLESS OTHERWISE NOTED.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

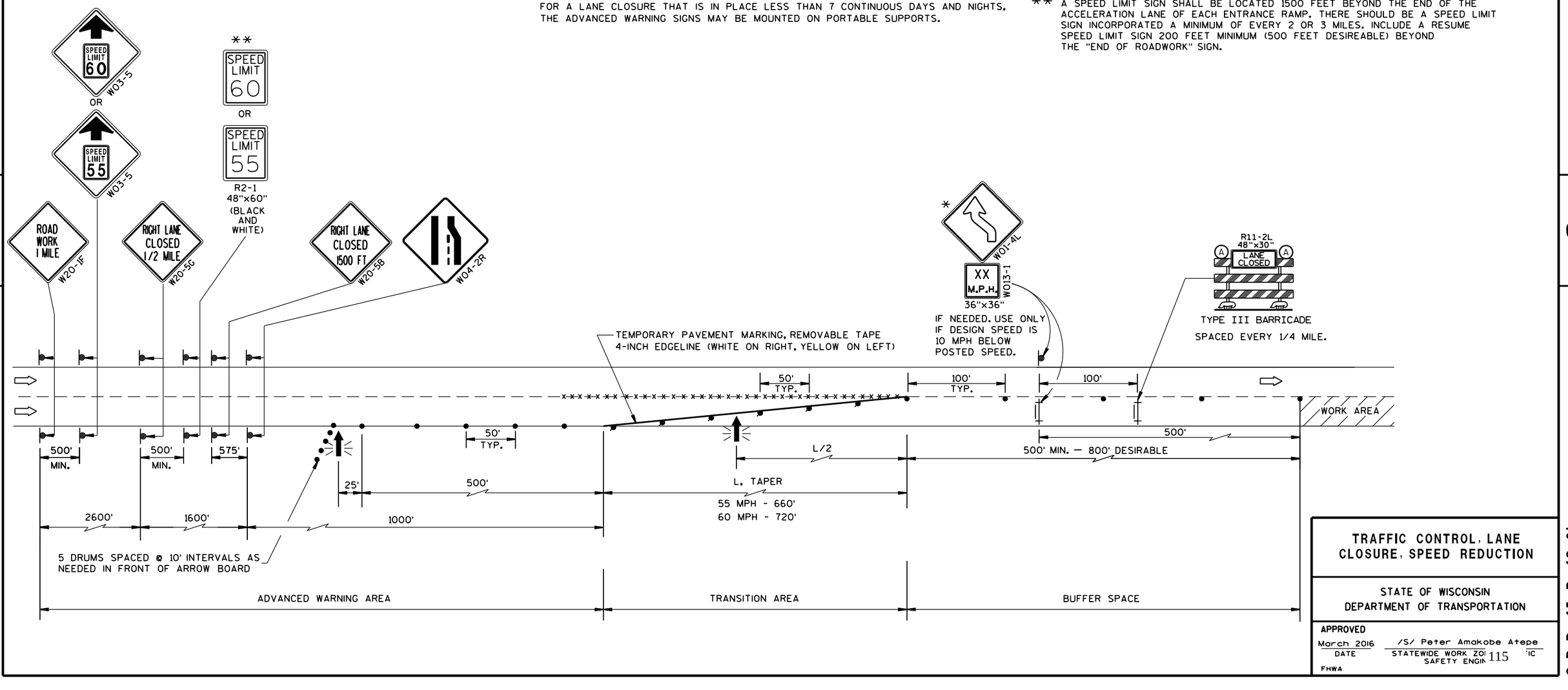
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

* THE LEFT REVERSE CURVE SIGN (W01-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.

** A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. THERE SHOULD BE A SPEED LIMIT SIGN INCORPORATED A MINIMUM OF EVERY 2 OR 3 MILES. INCLUDE A RESUME SPEED LIMIT SIGN 200 FEET MINIMUM (500 FEET DESIREABLE) BEYOND THE "END OF ROADWORK" SIGN.



TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2016 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE TRAFFIC ENGINEER
FHWA

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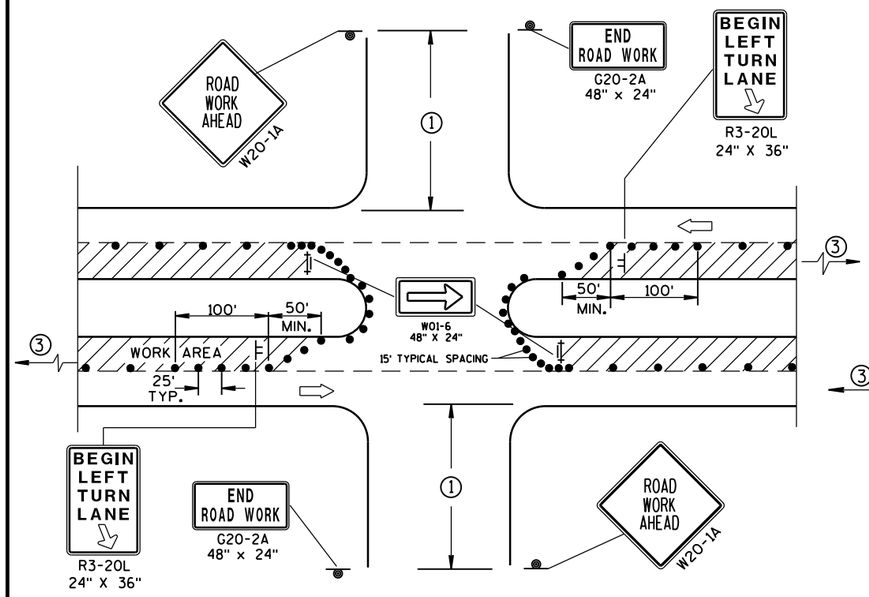
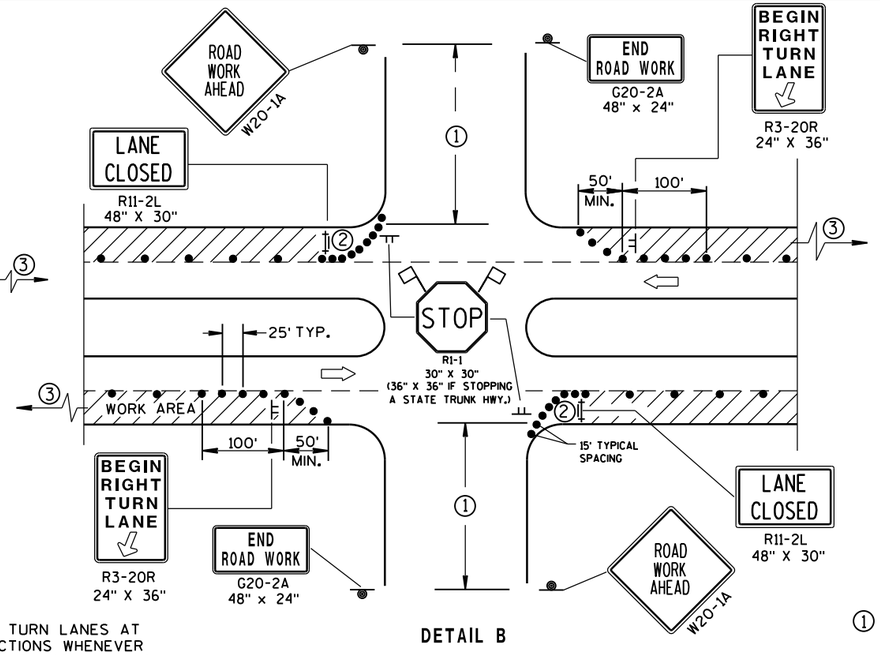
S.D.D. 15 D 12-6b



DETAIL A

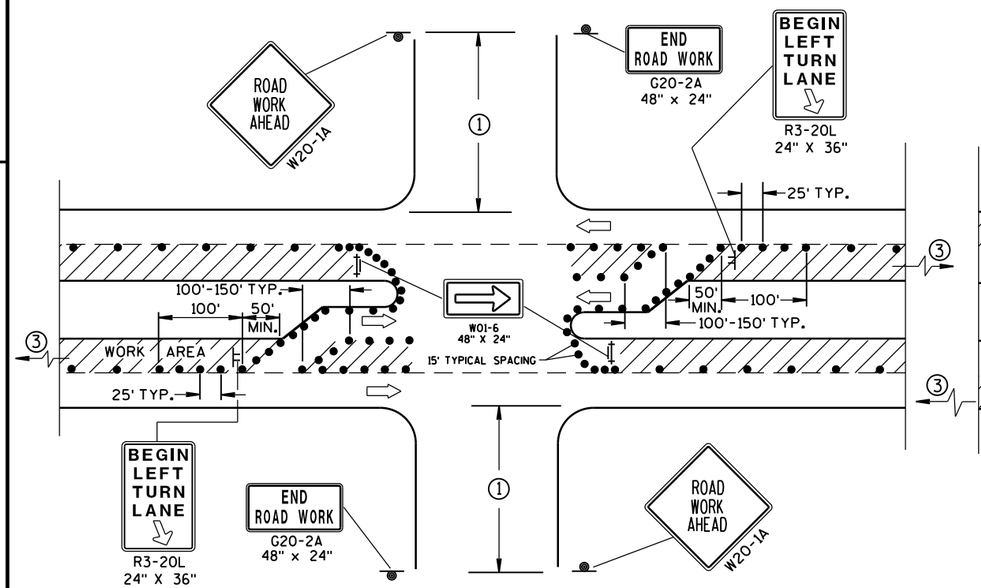
FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING



DETAIL B

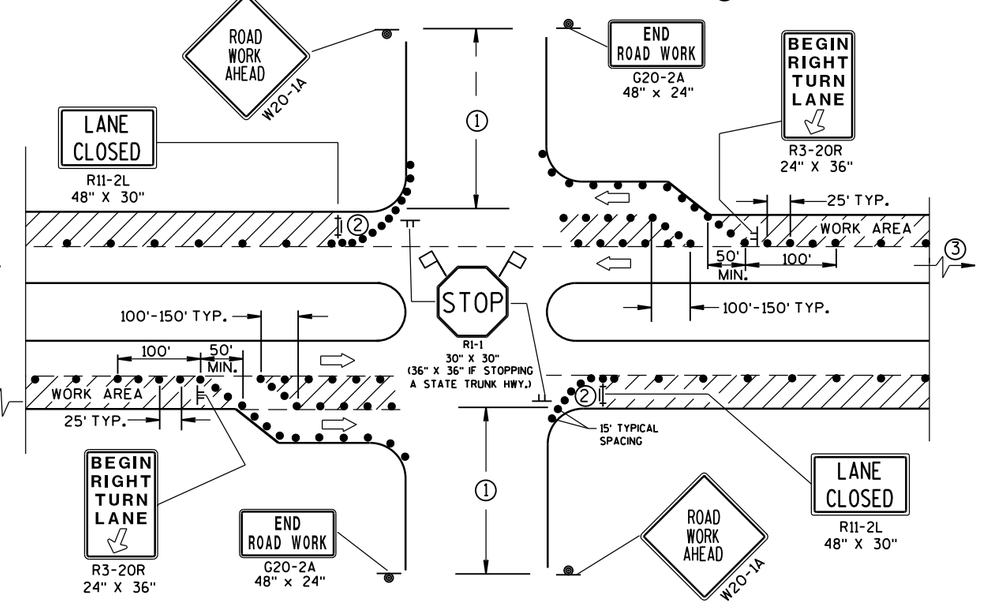
FOR RIGHT LANE CLOSURE AT INTERSECTION

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



DETAIL C

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)



DETAIL D

FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

GENERAL NOTES

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

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

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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

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

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

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

① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35-40 MPH.
200' IF 25-30 MPH.

② ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., (ORANGE)
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2017 — DATE
/S/ Andrew Heidtke — WORK ZONE ENG
FHWA

6

S.D.D. 15 D 21-5

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- WORK AREA

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT SHOULDER. FOR CLOSING THE LEFT SHOULDER, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR DIVIDED ROADWAYS WITH ANY NUMBER OF TRAVEL LANES.

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

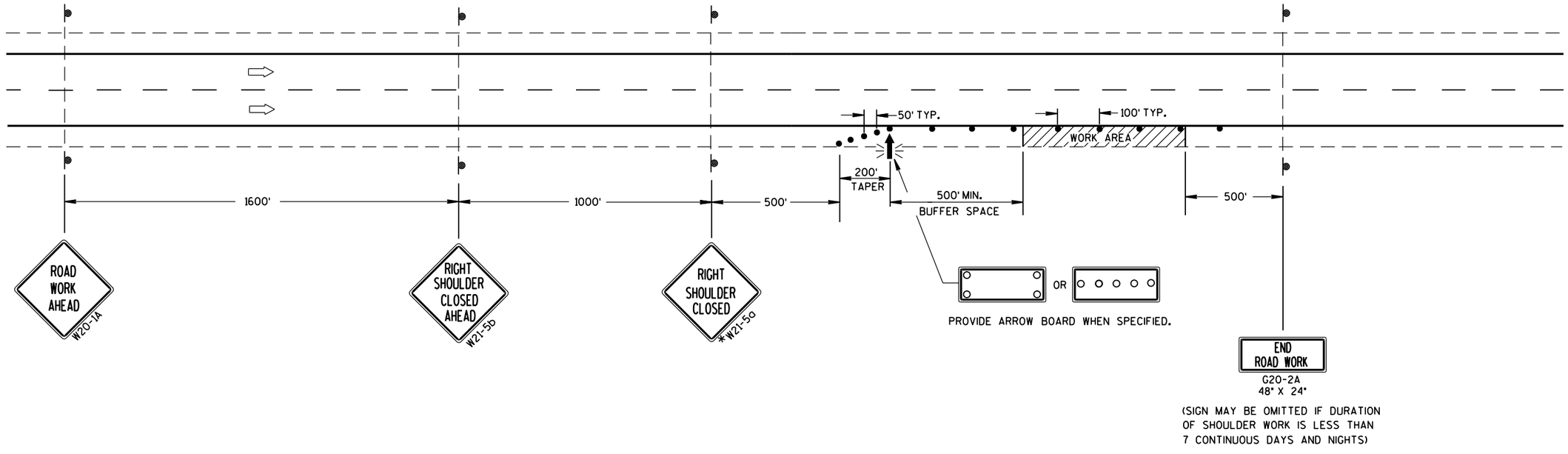
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

WHEN A 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.

*FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR, THE W21-5a SIGN MAY BE OMITTED.



TRAFFIC CONTROL SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

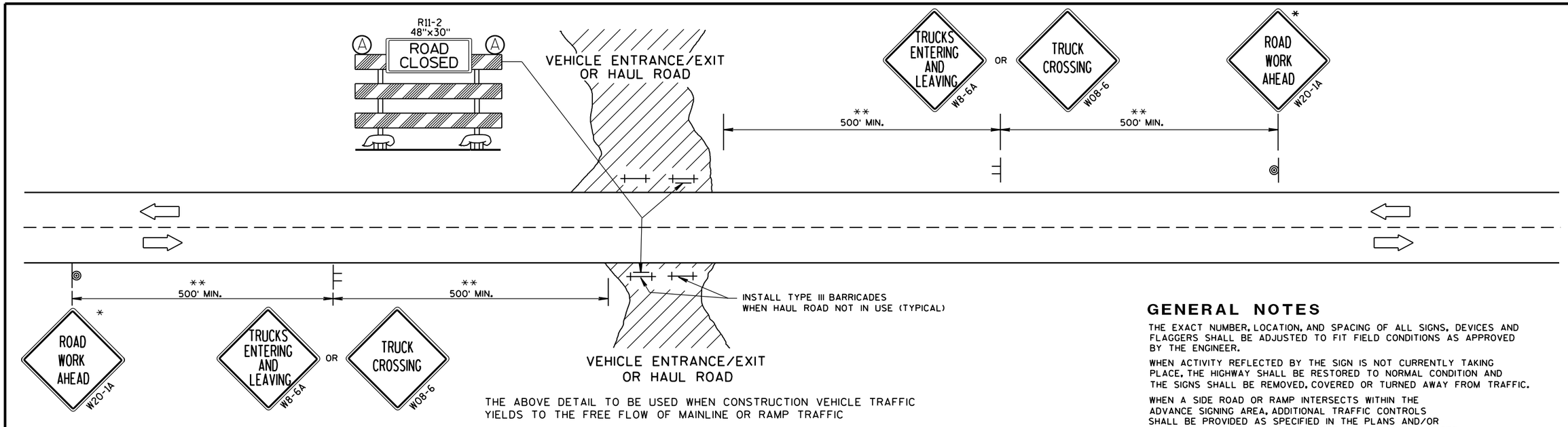
June 2016 — DATE

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

FHWA

6

S.D.D. 15 D 27-3



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

LEGEND

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

GENERAL NOTES

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

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

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

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

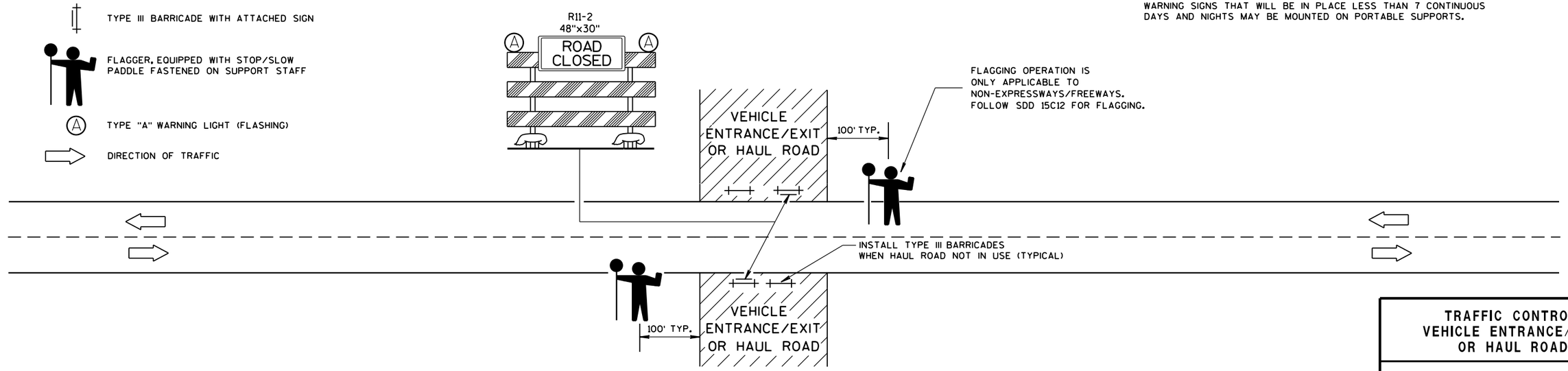
** 500 FEET SHOWN IS FOR ROADWAYS WITH A NON-CONSTRUCTION REGULATORY SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FEET. FOR 25-30 MPH, USE 200 FEET. USE 1000 FEET/1500 FEET FOR EXPRESSWAY/FREEWAY.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

PLACE SIGNS ON BOTH SIDES IF USED ON DIVIDED HIGHWAY.

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



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

TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENGI
FHWA

6

S.D.D. 15 D 29-5

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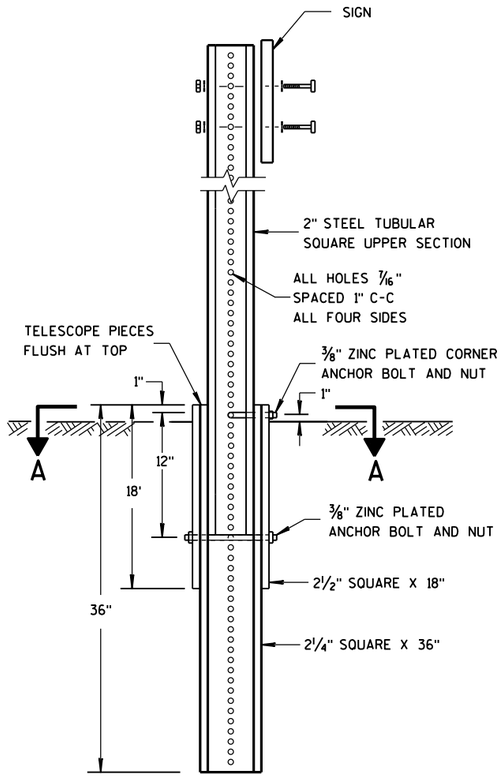
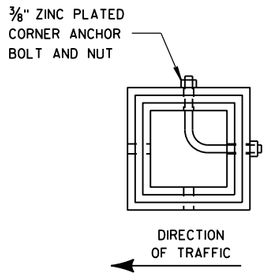
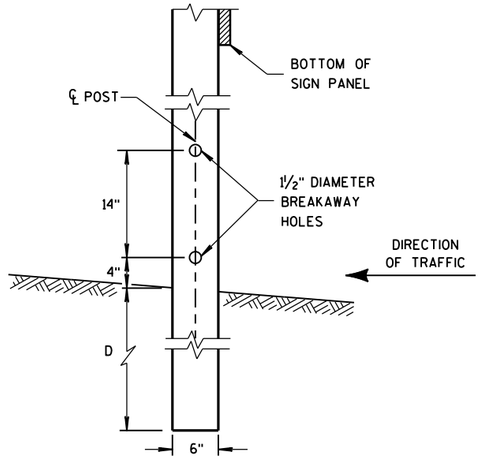
S.D.D. 15 D 29-5



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



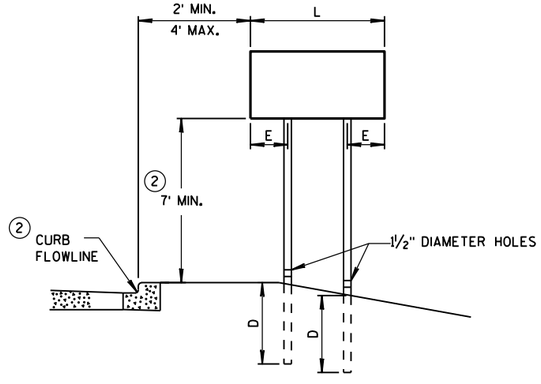
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

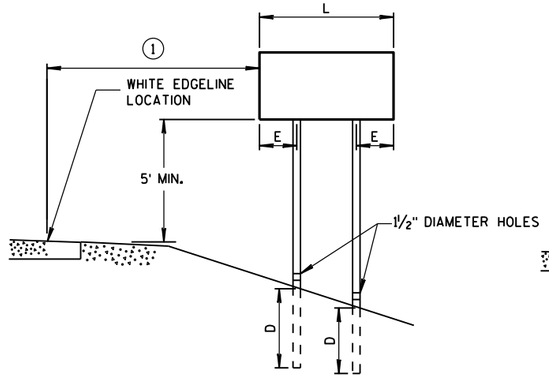
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

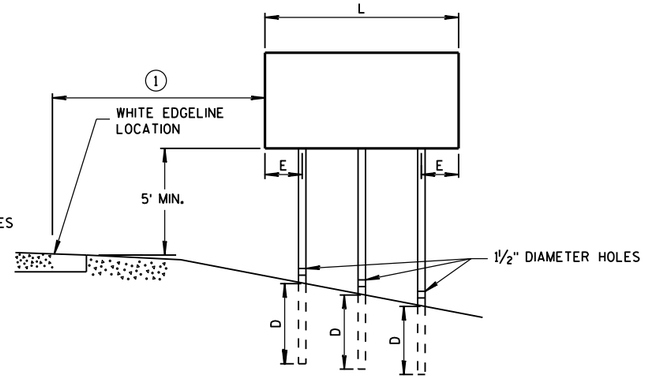
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK 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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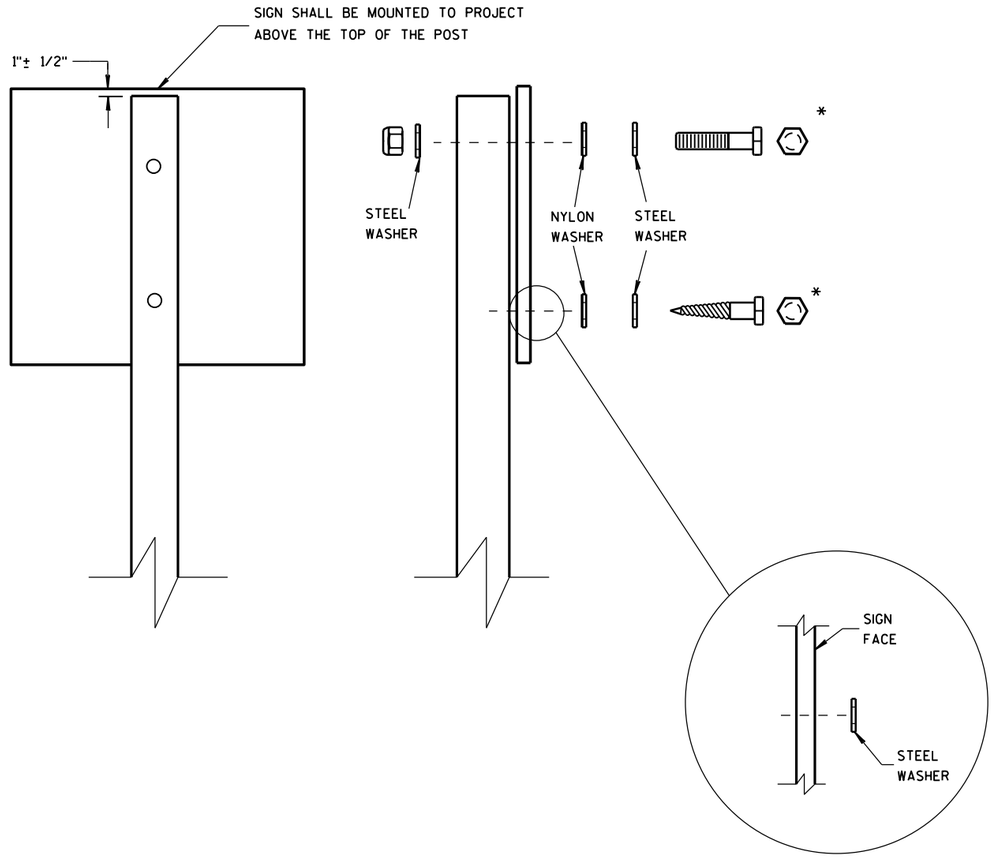
S.D.D. 15 D 38-2a



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.

6

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S.D.D. 15 D 38-2b

S.D.D. 15 D 38-2b

ATTACHMENT OF SIGNS TO POSTS

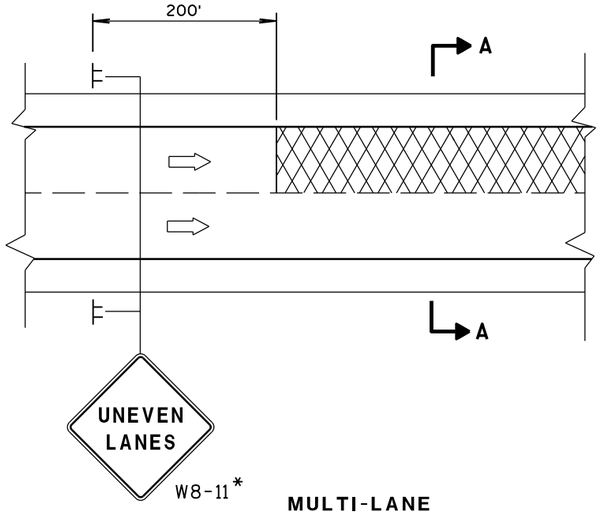
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

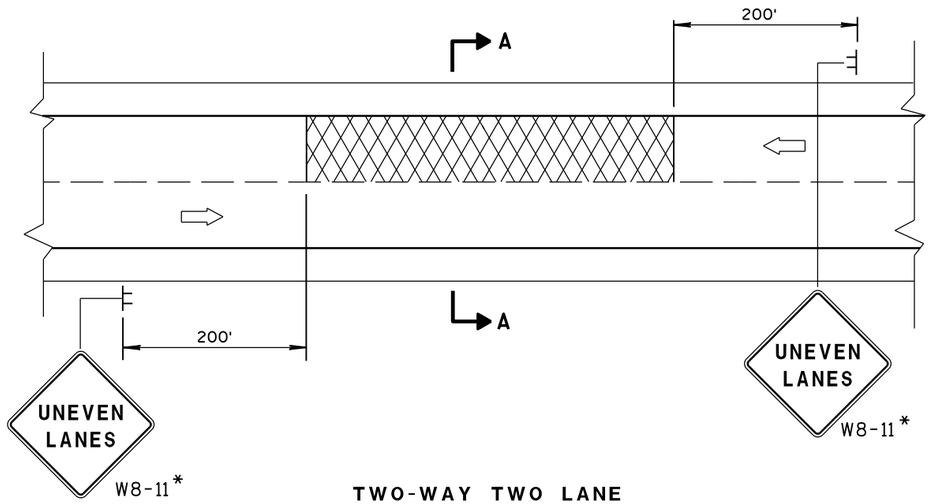
June 2017
DATE

/S/ Andrew Heldtke
WORK ZONE ENG

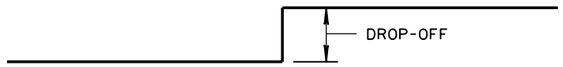
FHWA



MULTI-LANE

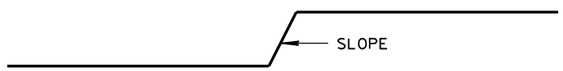


TWO-WAY TWO LANE

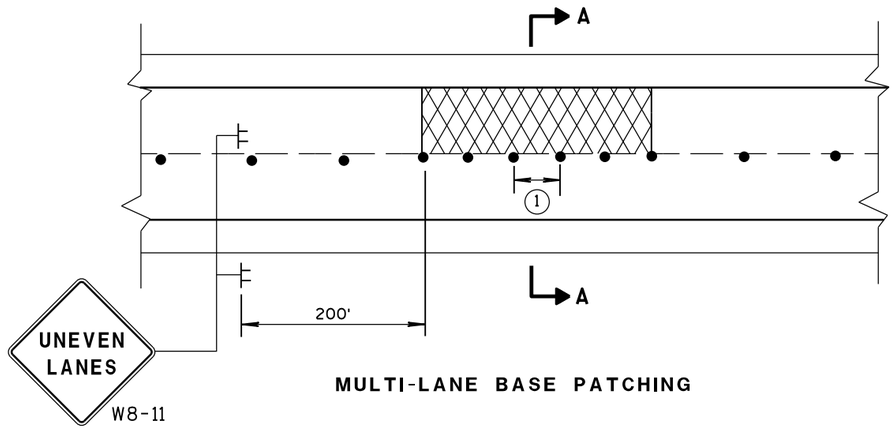


SECTION A-A

OR

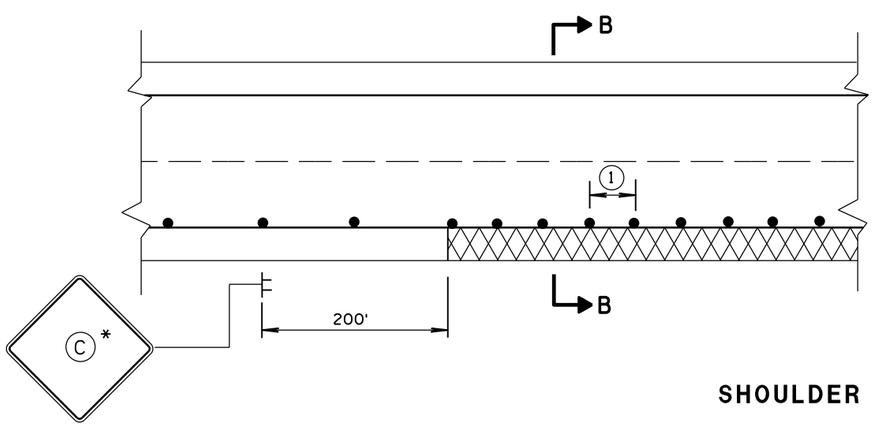


SECTION A-A

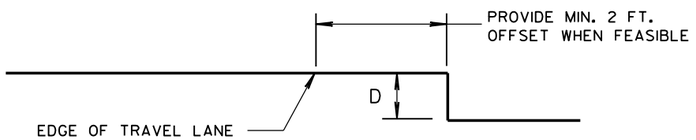


MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS



SHOULDER DROP-OFFS



SECTION B-B

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY ½ MILE.

(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER W08-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP-OFF W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

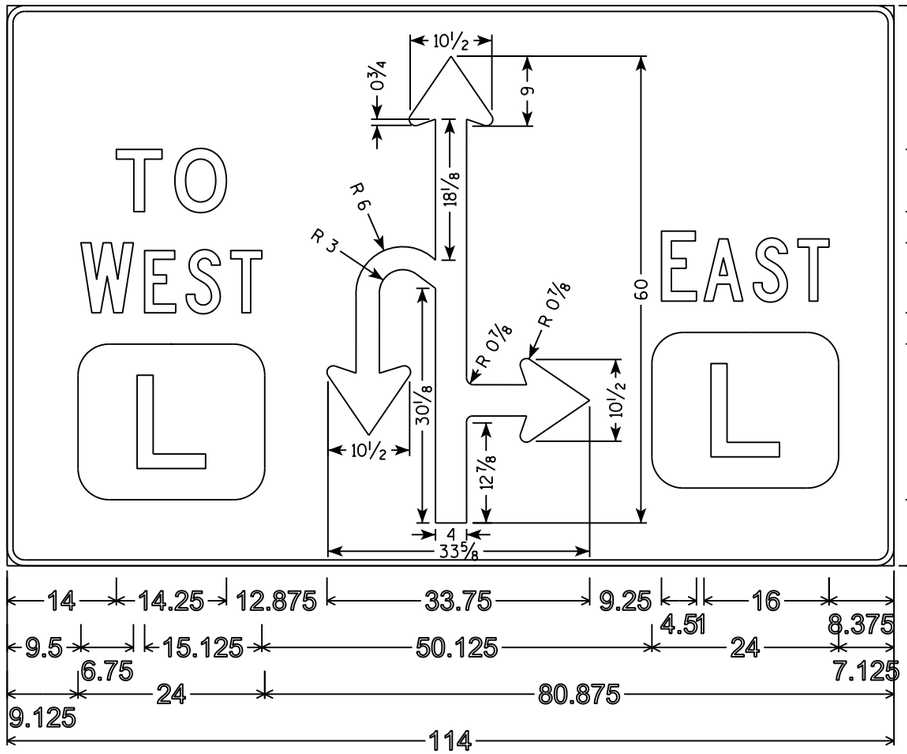
TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENGI
FHWA

6

S.D.D. 15 D 39-1

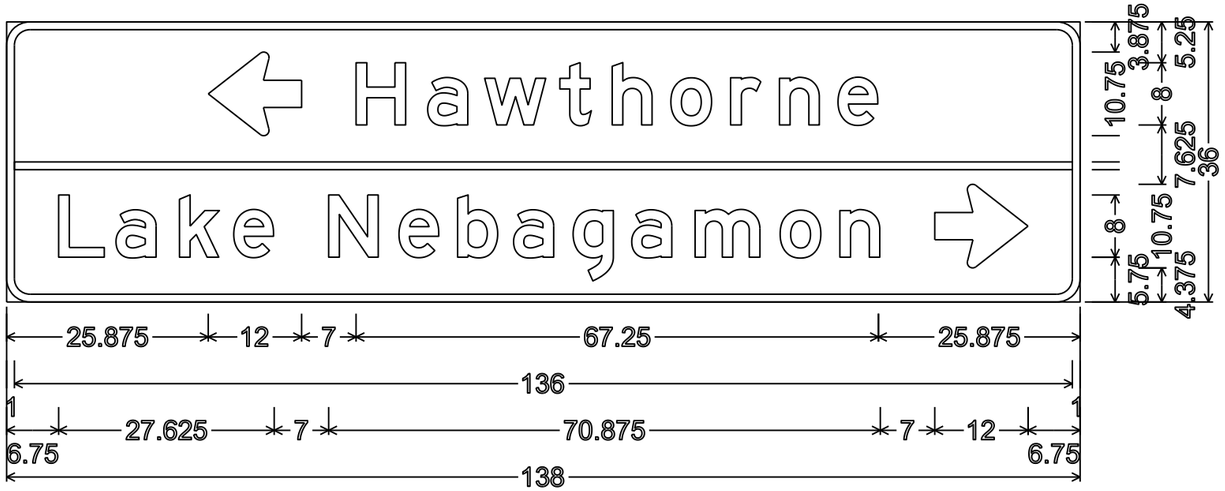


2.250" Radius, 0.750" Border,
"TO" E; "WEST" C; "EAST" C

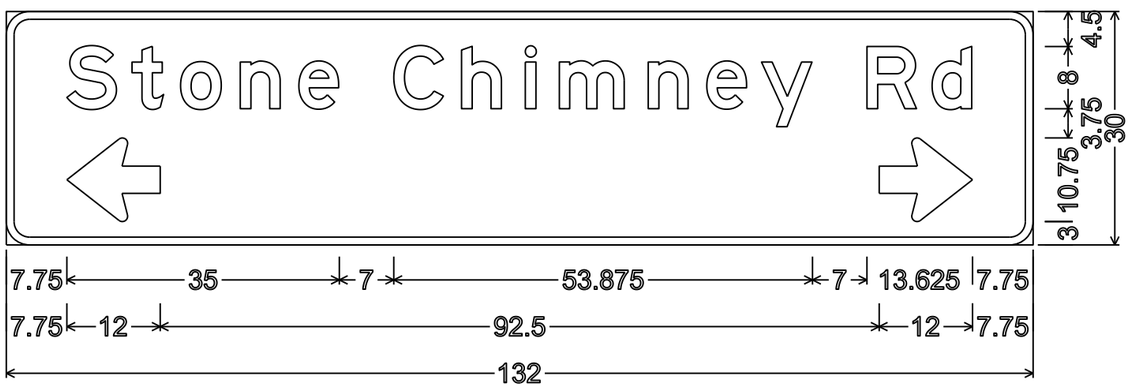
NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E exceot as Shown

6.000" Radius, 1.250" Border,
"USE" E; "FAR" E; "RIGHT" E; "LANE" E; "NORTH" C



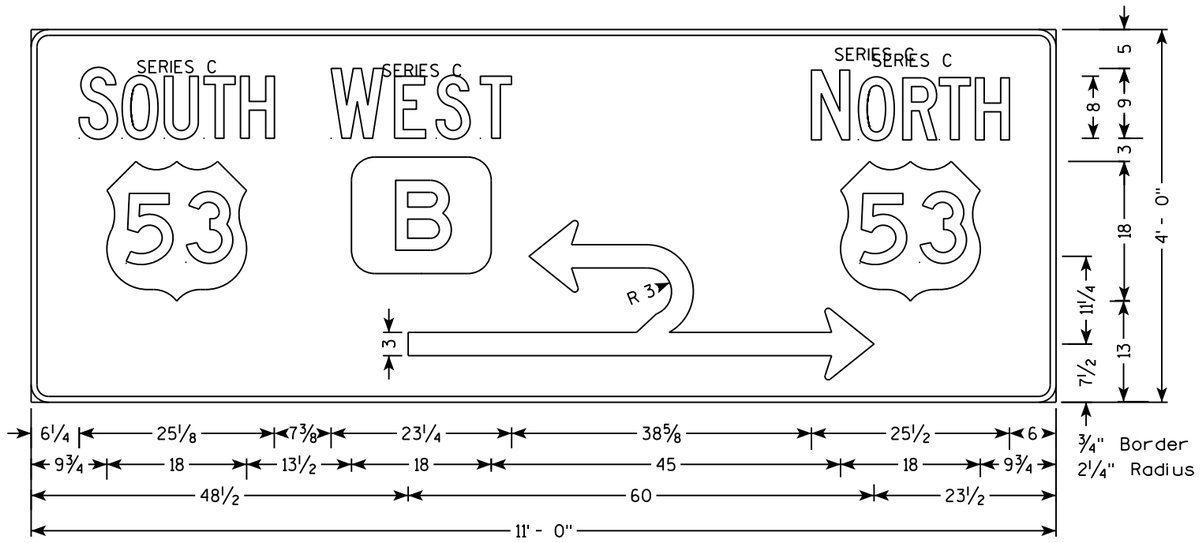
D1-2; 3.000" Radius, 1.000" Border



D1-61; 3.000" Radius, 1.000" Border

7

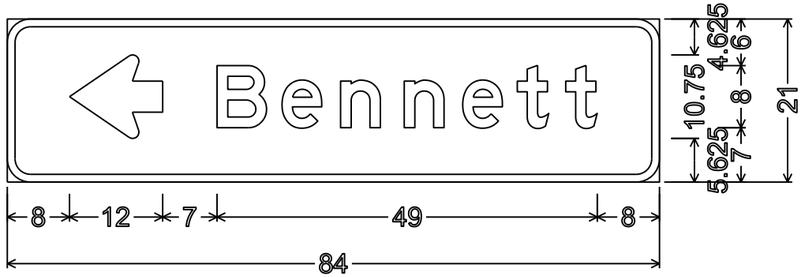
7



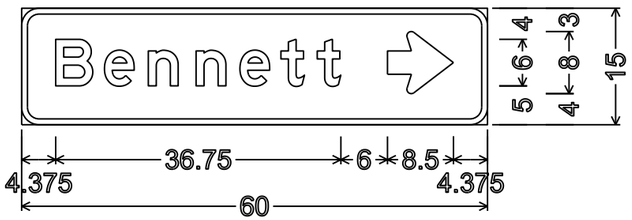
NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E exceot as noted

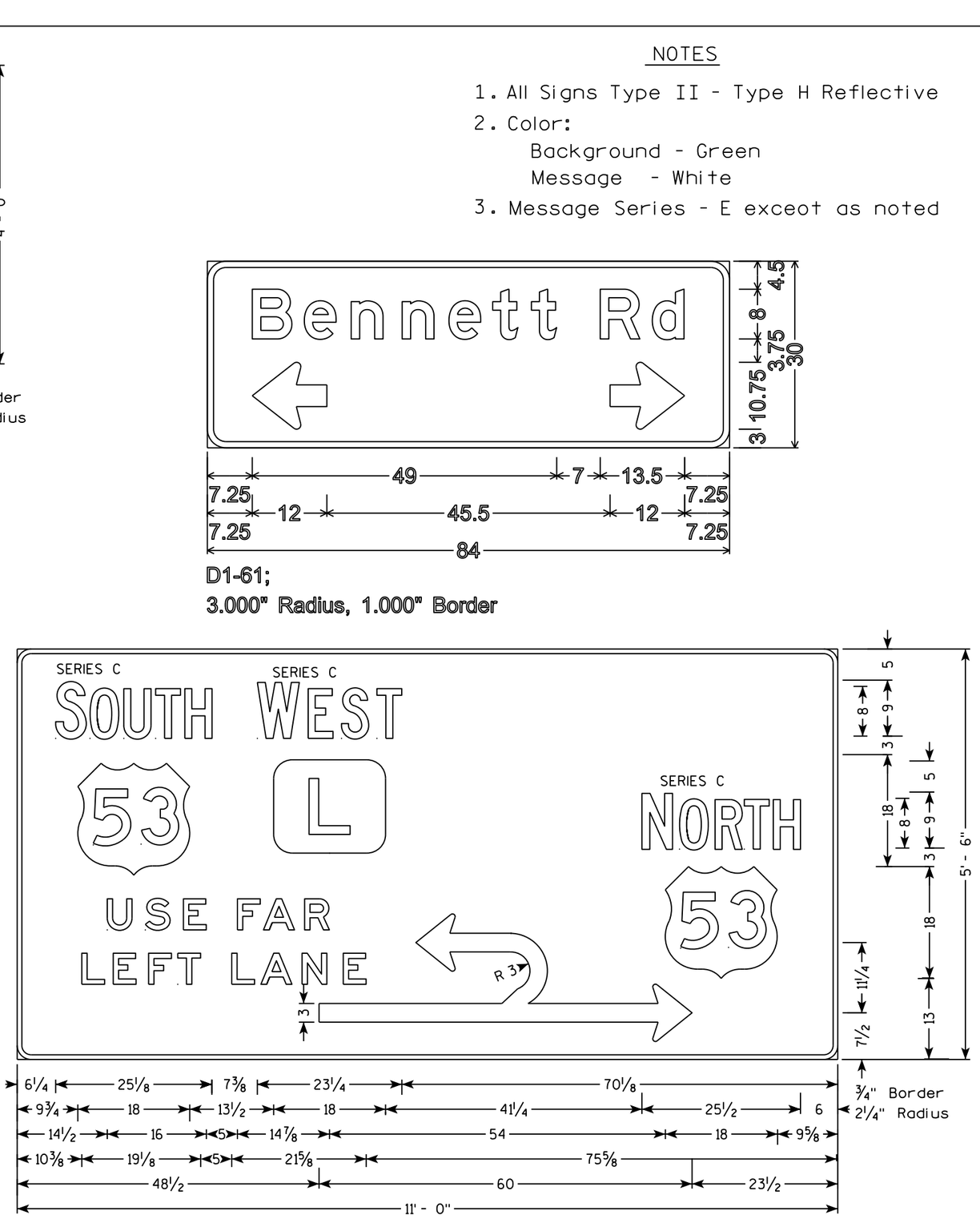
D1-61;
3.000" Radius, 1.000" Border



D1-1;
3.000" Radius, 1.000" Border



D1-1;
2.250" Radius, 0.750" Border



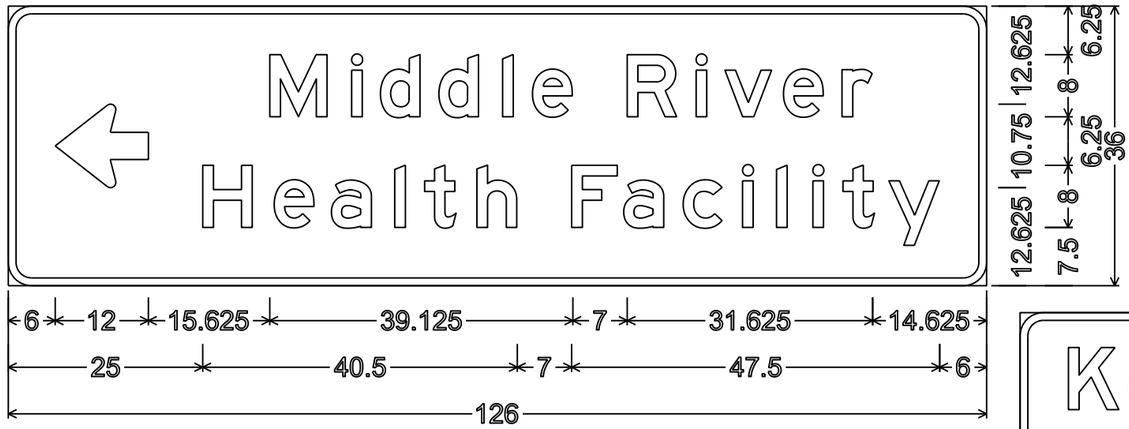
7

7

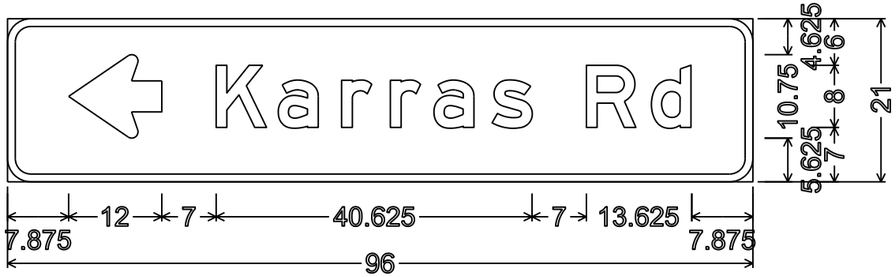
PROJECT NO: 1198-02-82	HWY: USH 53	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET NO: 123	E

NOTES

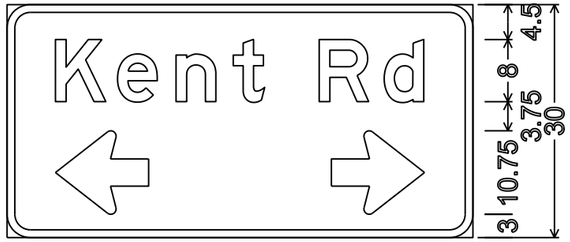
1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green except as noted
   Message - White
3. Message Series - E exceot as noted



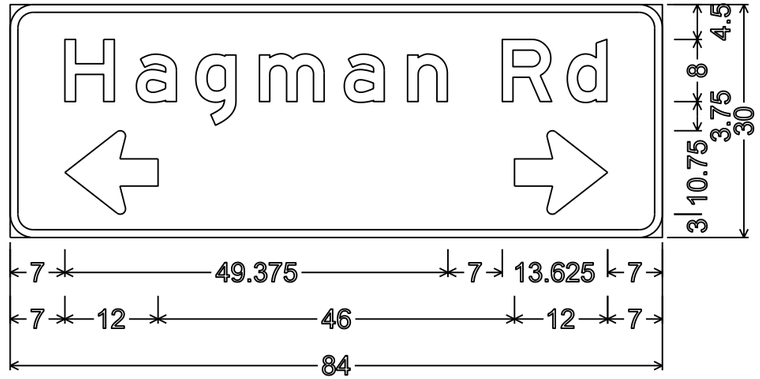
D1-2; 3.000" Radius, 1.000" Border



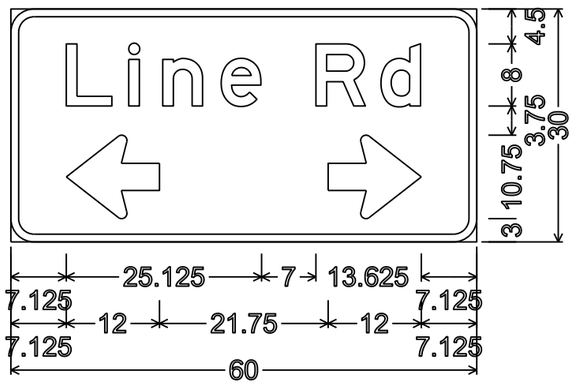
D1-1; 3.000" Radius, 1.000" Border



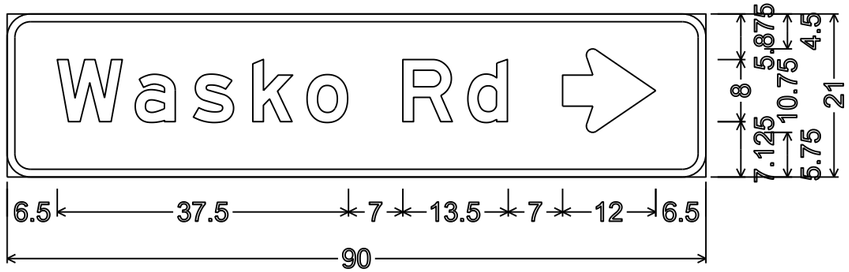
D1-61;
3.000" Radius, 1.000" Border



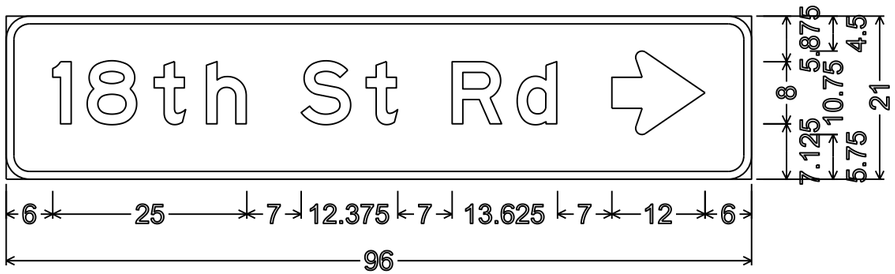
D1-61;
3.000" Radius, 1.000" Border



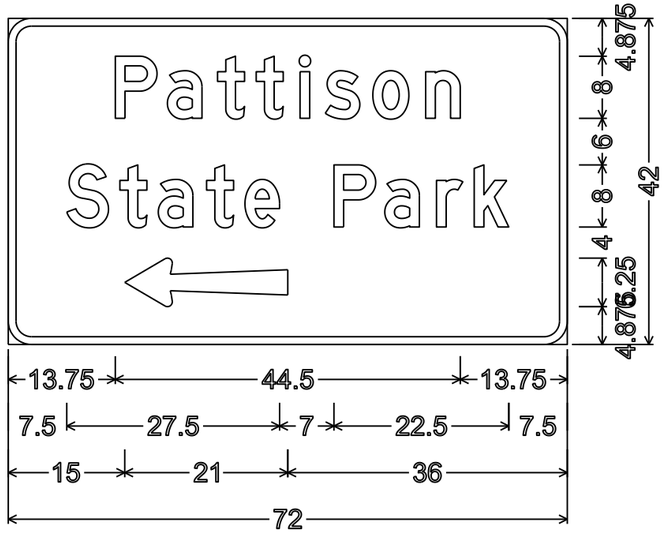
D1-61;
3.000" Radius, 1.000" Border



D1-1; 3.000" Radius, 1.000" Border



D1-1; 3.000" Radius, 1.000" Border



D7-53L;
3.000" Radius, 1.000" Border, White on Brown;
"Pattison" D; "State" D; "Park" D

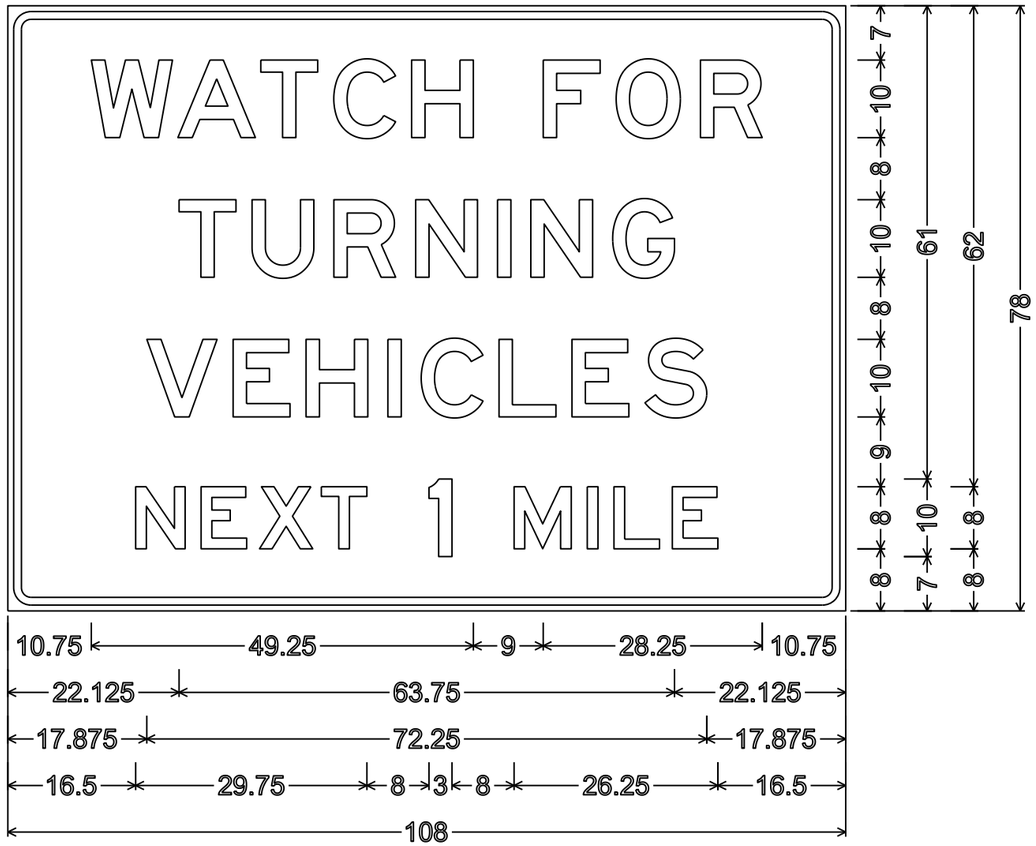
7

7

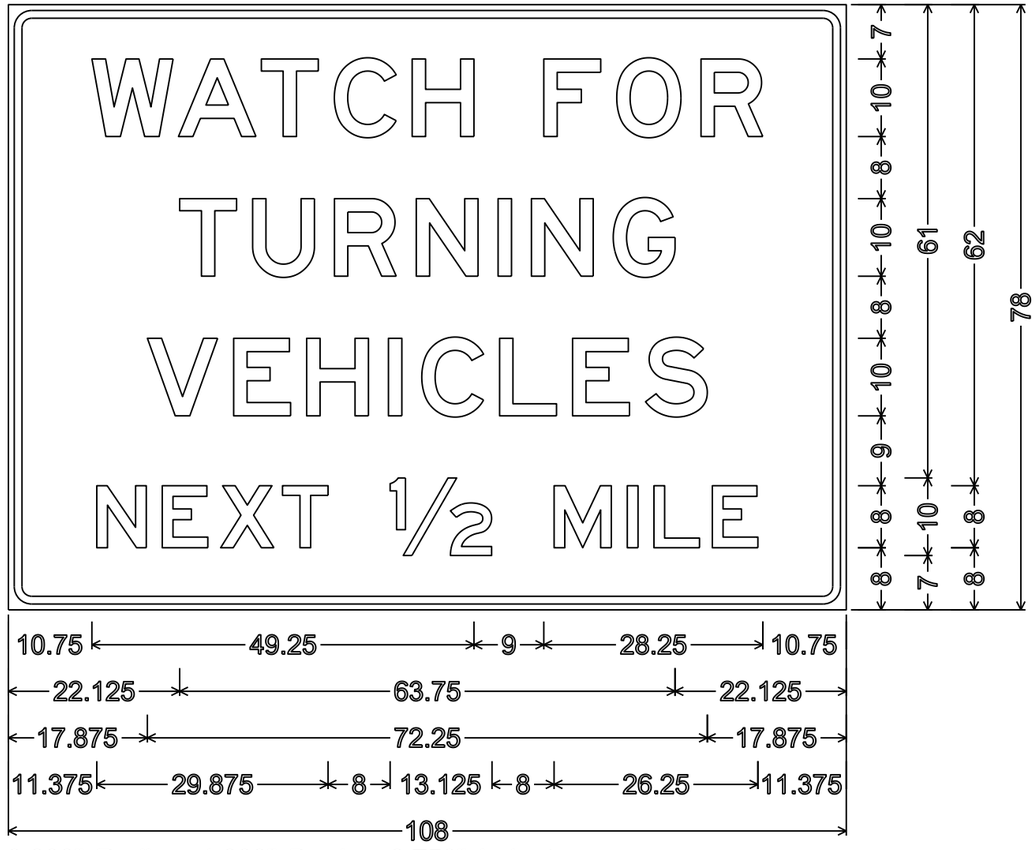
PROJECT NO: 1198-02-82	HWY: USH 53	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET NO: 124	E

NOTES

1. All Signs Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - E



3.000" Radius, 1.000" Border, 0.750" Indent



3.000" Radius, 1.000" Border, 0.750" Indent

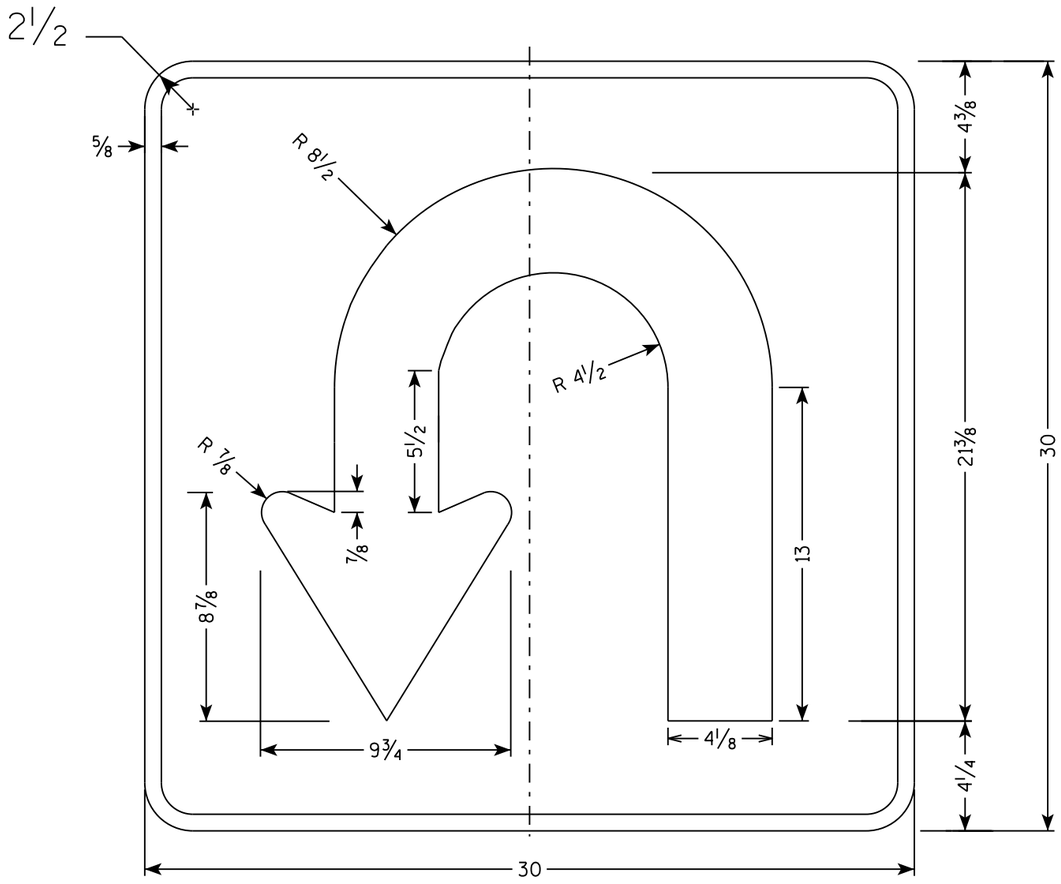
7

7

PROJECT NO: 1198-02-82	HWY: USH 53	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET NO: 125	E

NOTES

1. Sign Is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black



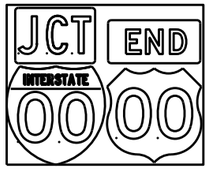
7

7

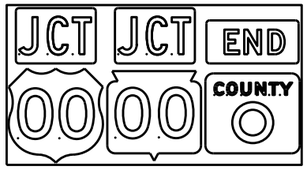
PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET NO: 126	E

TYPICAL ASSEMBLIES

J1-1

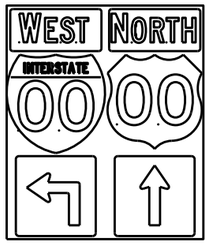


J1-2

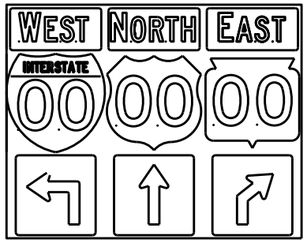


J1-3

J2-1



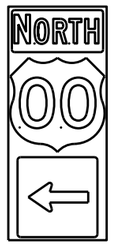
J2-2



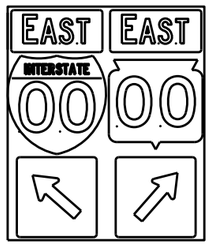
J2-3

JV

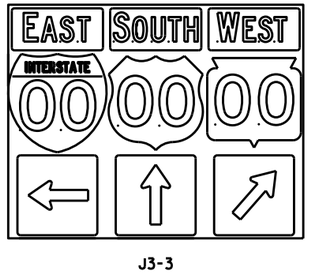
(Typical Vertical J-Assembly
See Note 10 and 11)



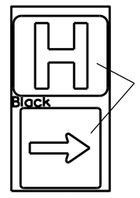
J3-1



J3-2



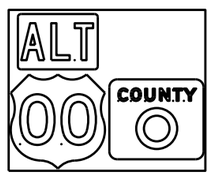
J3-3



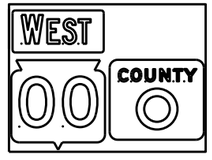
Blue Background

JH-1

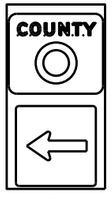
J4-1



J4-2



J4-2



J13-1

J12-1

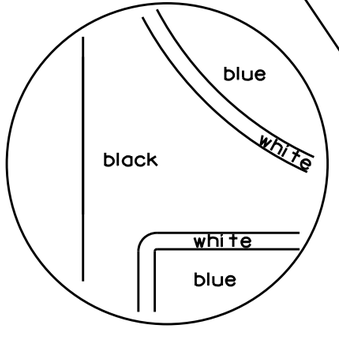
J32-1

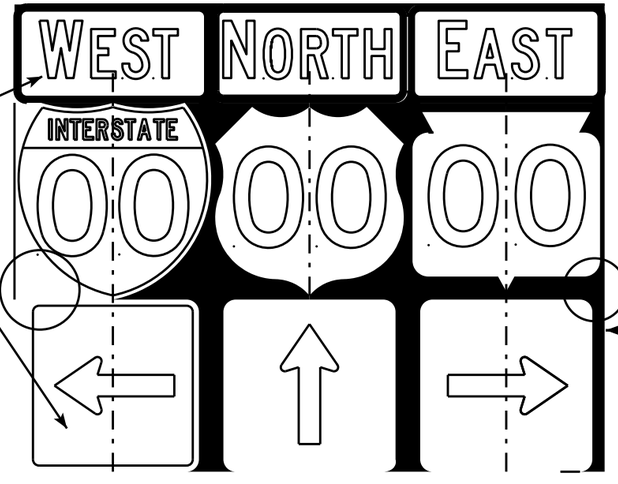
J33-1

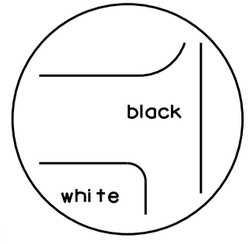
J23-1

J22-1

[blue background with interstate]







[black background]

NOTES

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

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

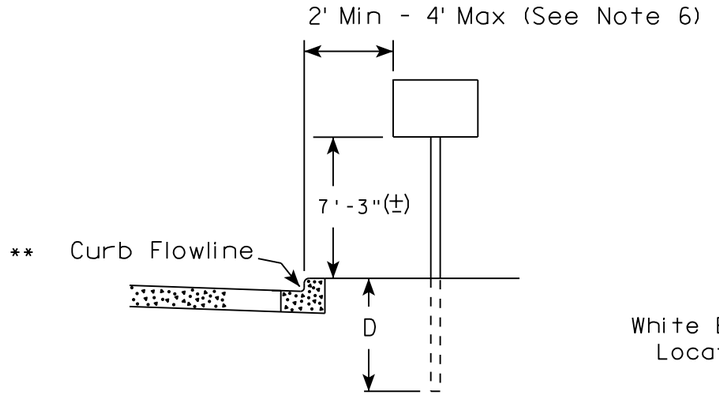
WISCONSIN DEPT OF TRANSPORTATION

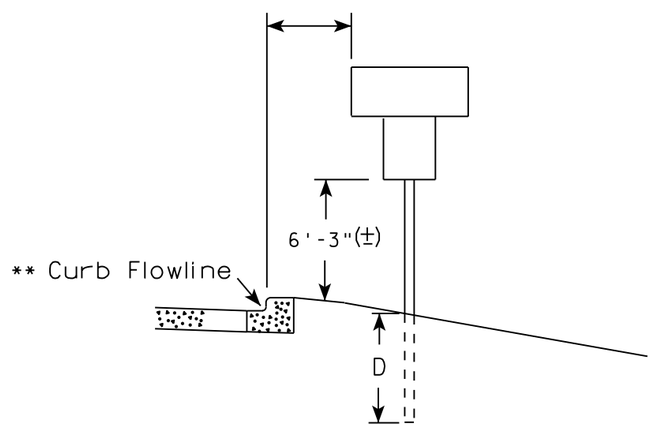
APPROVED Matthew R Rauch
for State Traffic Engineer

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

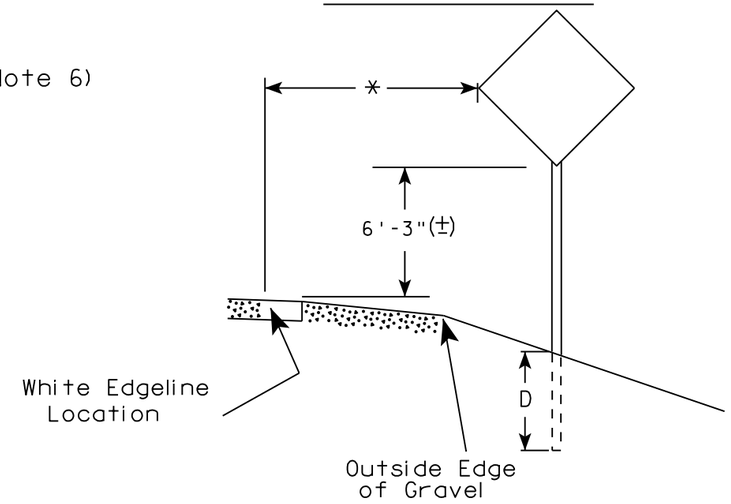
PROJECT NO: SHEET NO: E

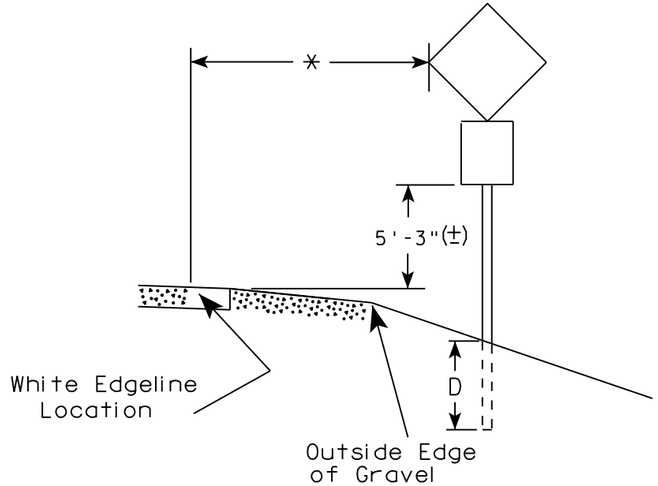
URBAN AREA





RURAL AREA (See Note 2)





GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. 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'

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

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

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

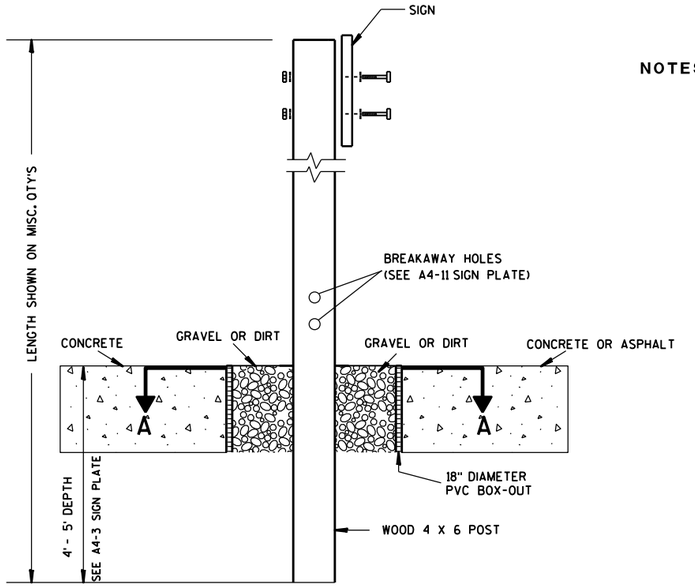
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-3.21

7

7

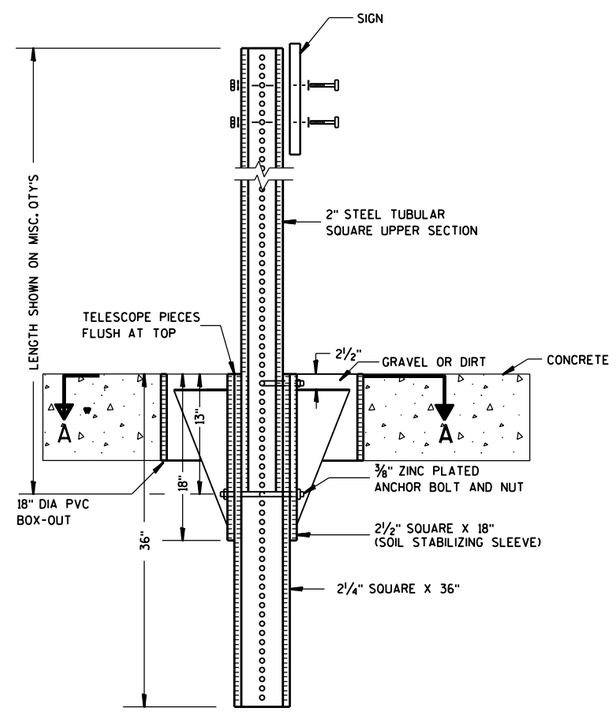
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 128	E



ELEVATION VIEW

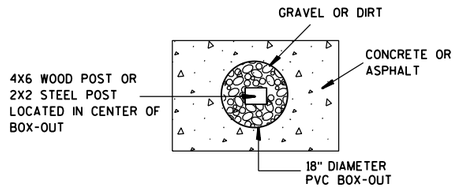
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

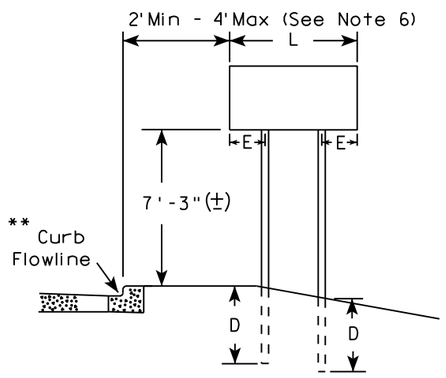
APPROVED Matthew R Rauch
for State Traffic Engineer

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

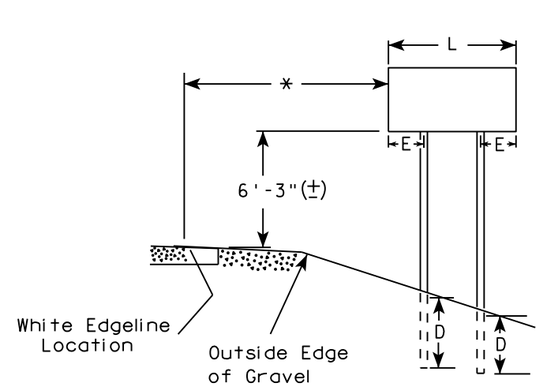
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

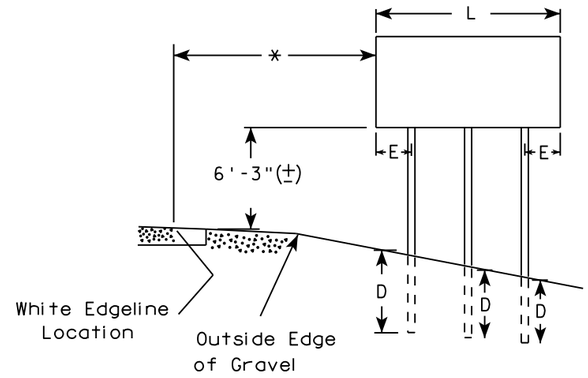
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

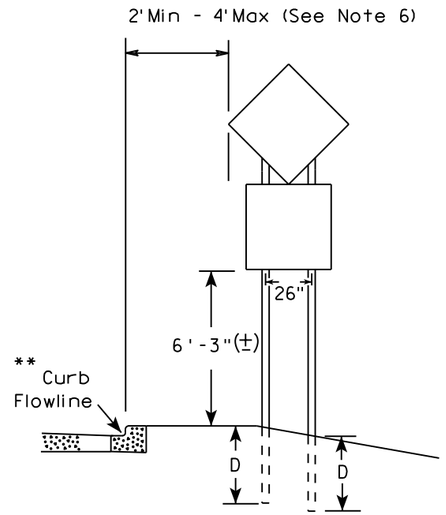
URBAN AREA



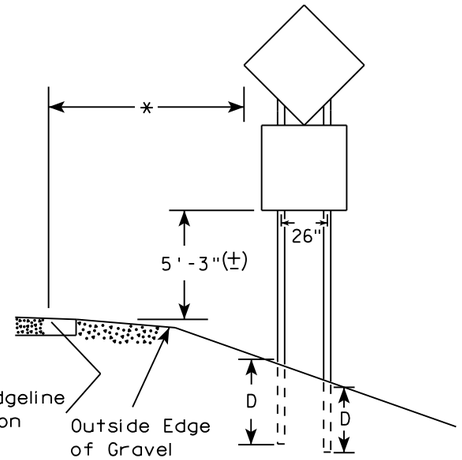
RURAL AREA (See Note 3)







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'

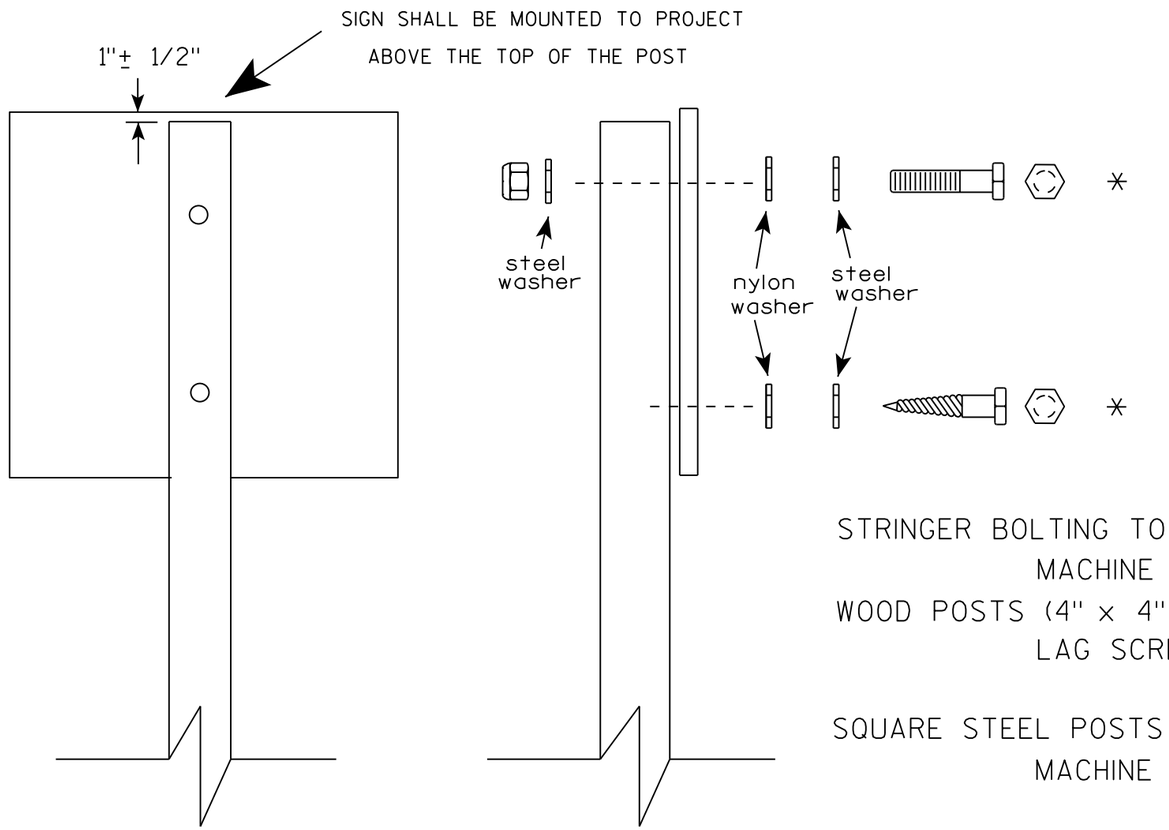
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 130	E



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

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

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

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts
WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)
SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)
RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH
WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

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

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

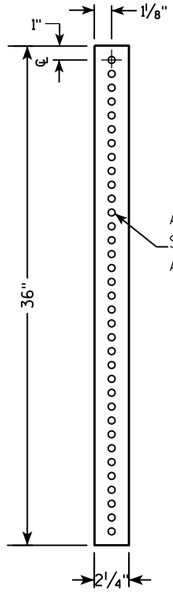
DATE 8/11/16 PLATE NO. A4-8.8

PROJECT NO: SHEET NO: E

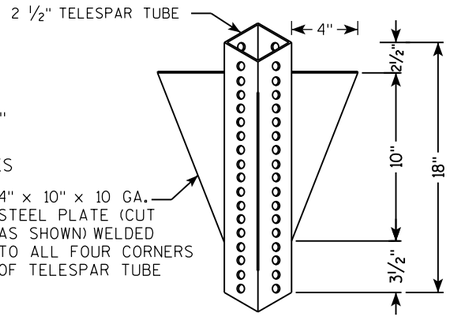
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 11-AUG-2016 11:35 PLOT BY : $$ plotuser $$

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

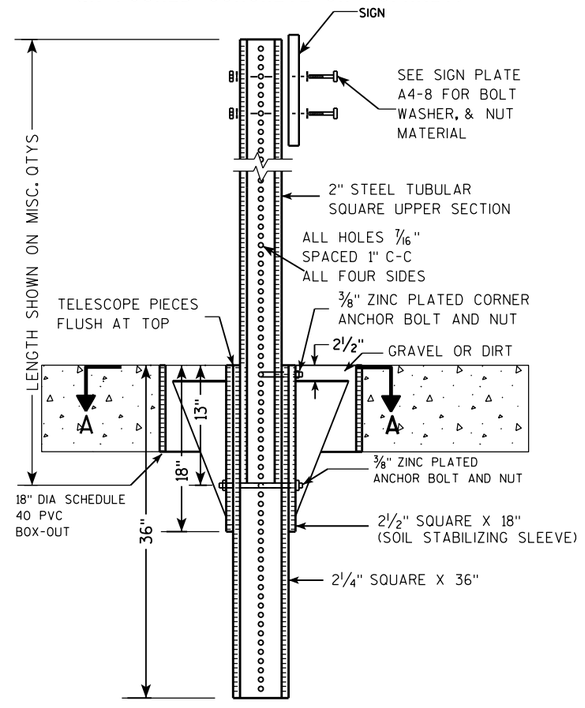
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



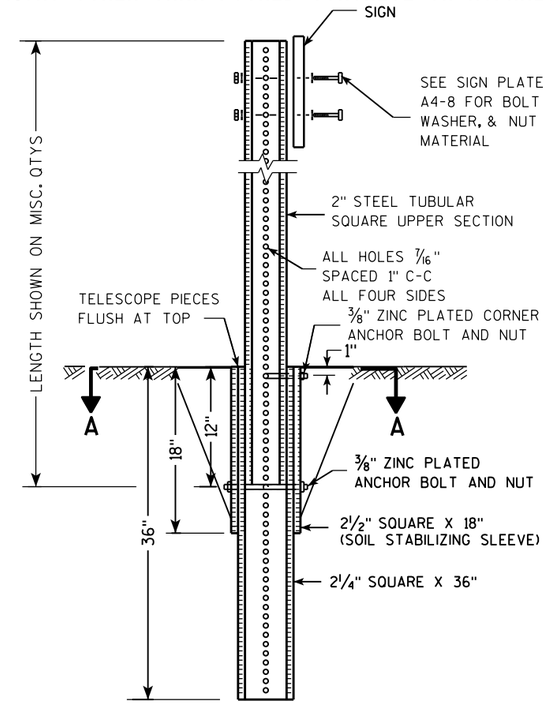
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

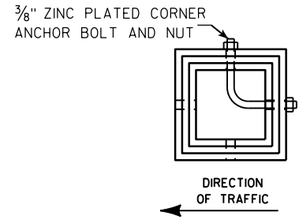


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

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

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

TUBULAR STEEL
SIGN POST
A4-9

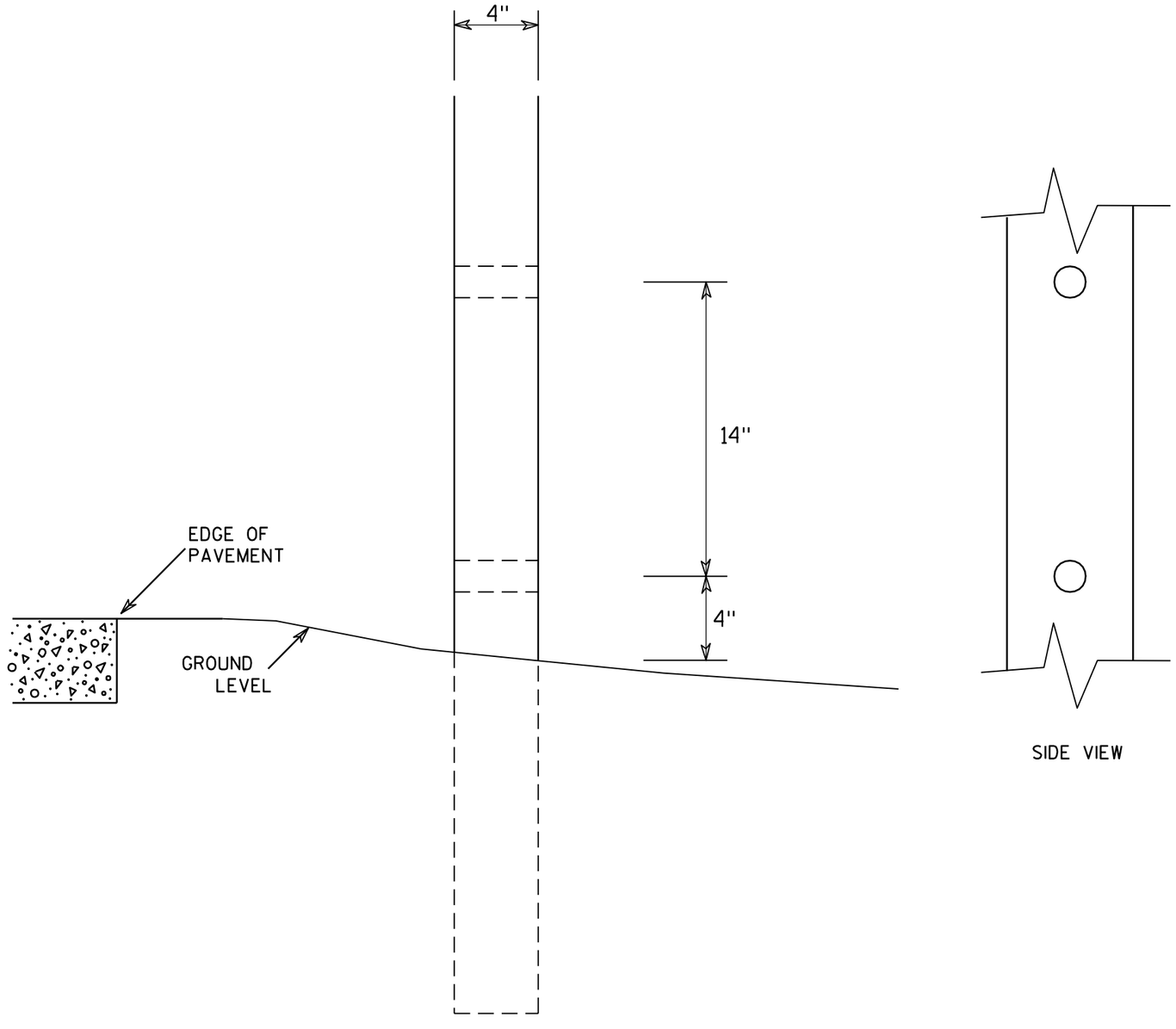
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

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

7

7

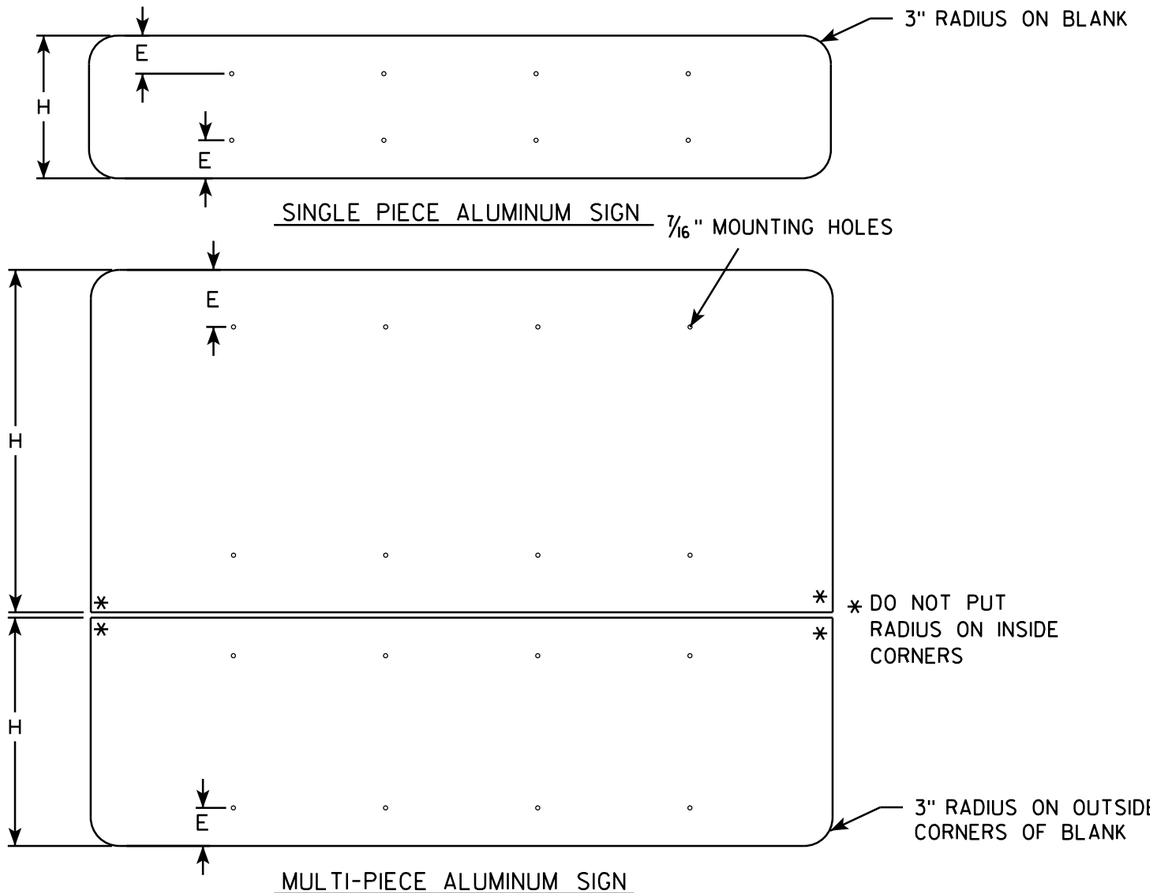
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

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

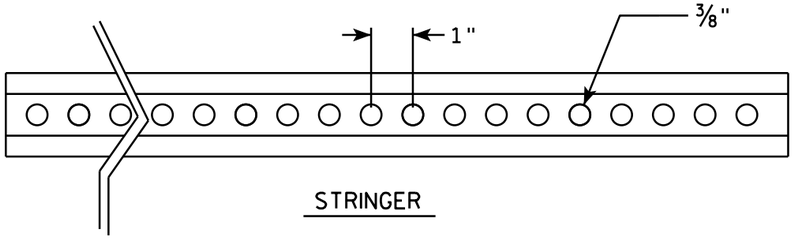
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 133	E



GENERAL NOTES

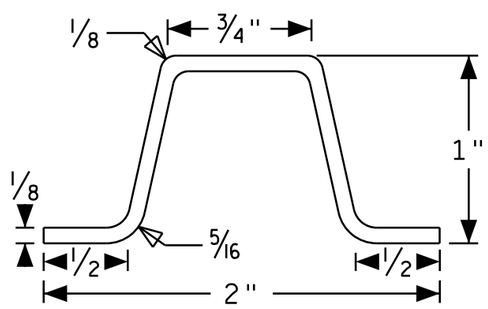
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 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"

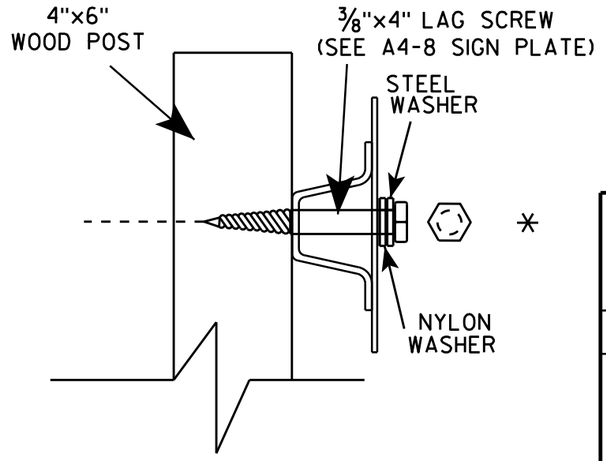


STRINGER

CROSS SECTION VIEW OF CHANNEL



POST MOUNTING



SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

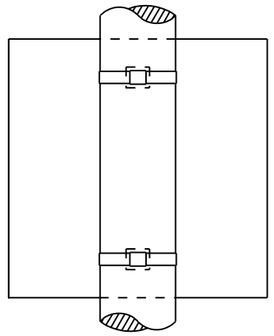
DATE 4/26/16 PLATE NO A4-18.1

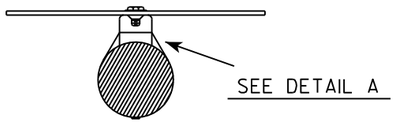
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

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

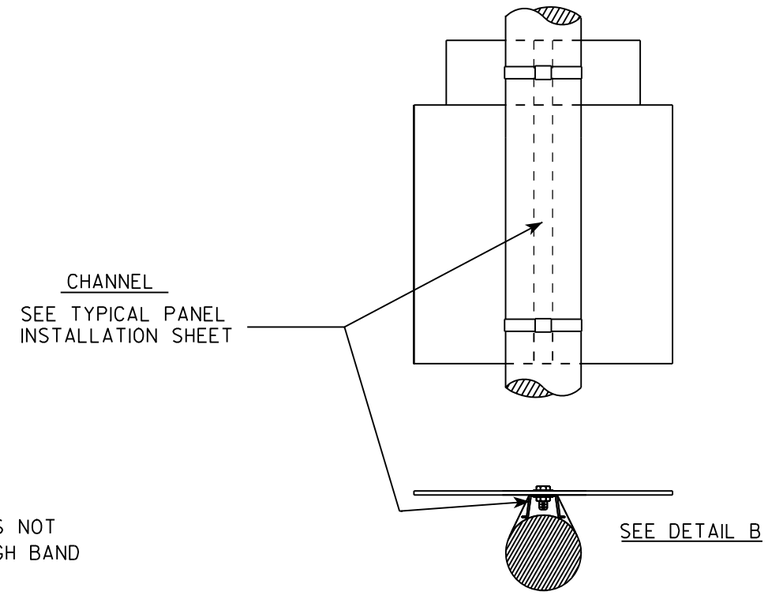
BANDING

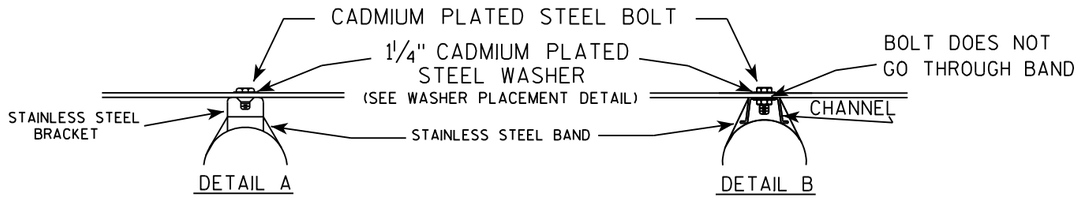
SINGLE SIGN



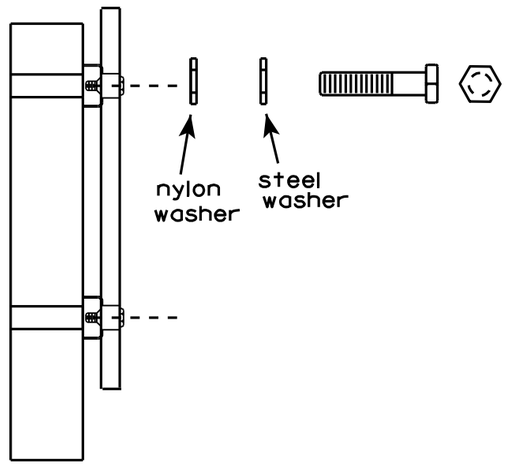


"J" ASSEMBLY





WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be 3/4" in width and 0.025" thickness.

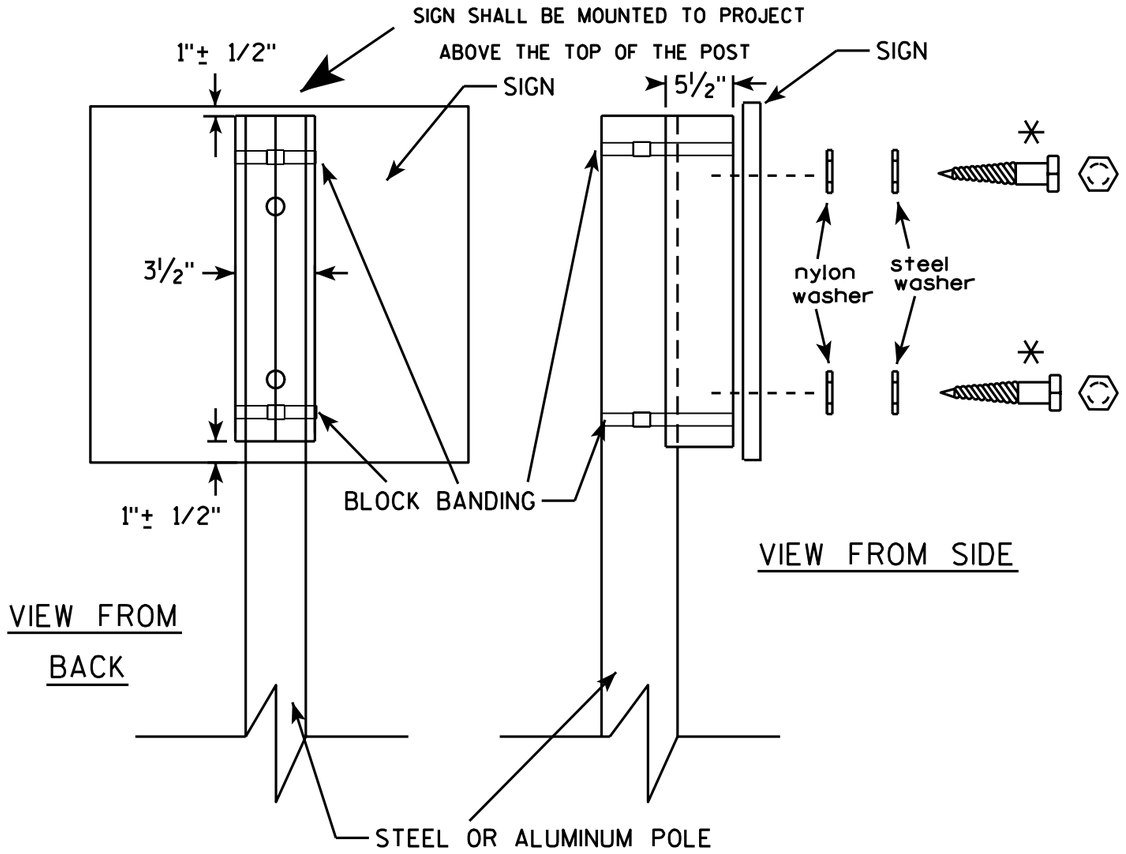
STANDARD SIGN
SIGN BANDING DETAILS

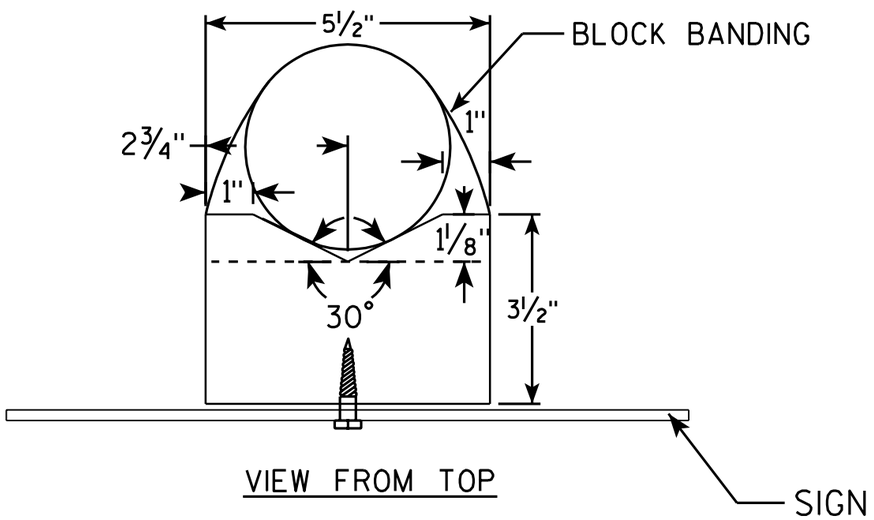
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 135	E





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D, or
   b. Cadmium plated in accordance with ASTM Designation : B 766 TYPE 3, Class 12, or
   c. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

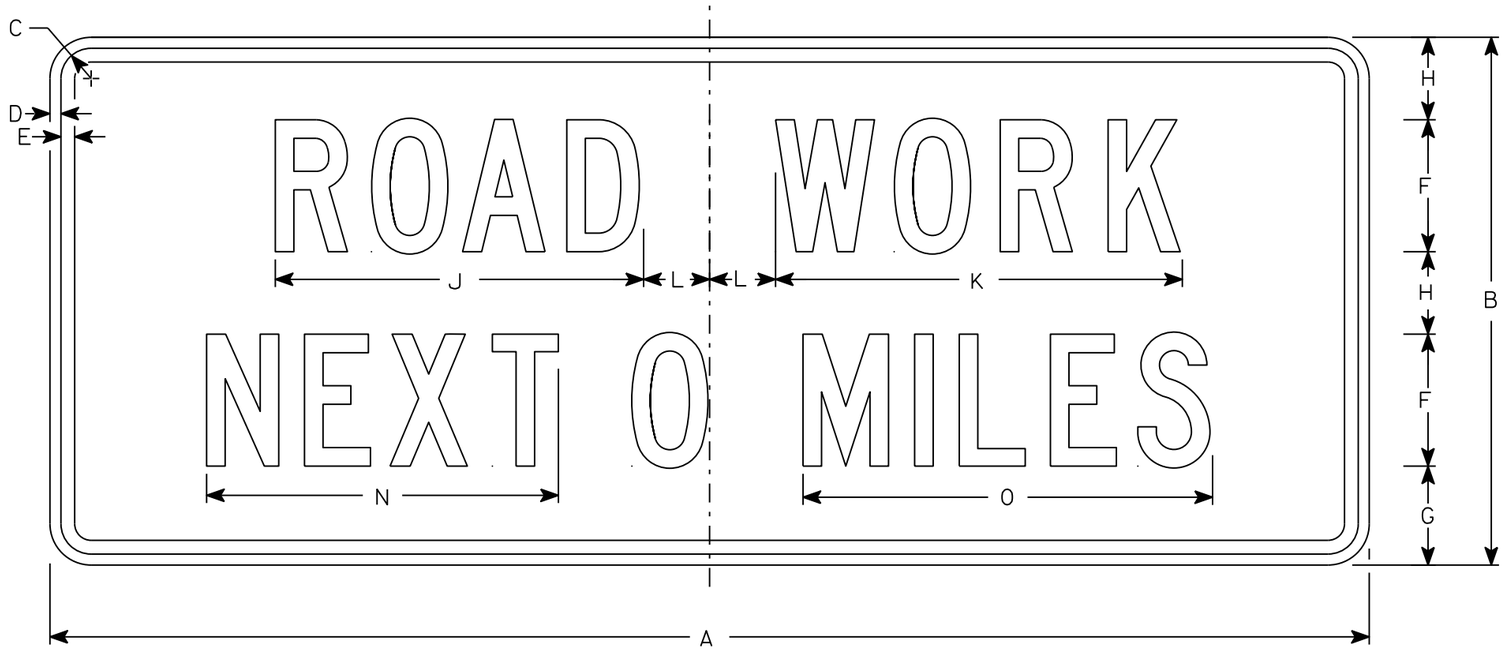
DATE 7/12/07 PLATE NO. A5-10.1

PROJECT NO:

SHEET NO: 136 E

FILE NAME : C:\Users\Projects\tr_stdplate\A510.dgn PLOT DATE : 06-AUG-2007 13:37 PLOT BY : ditjph

WISDOT/CADDS SHEET 42



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																											

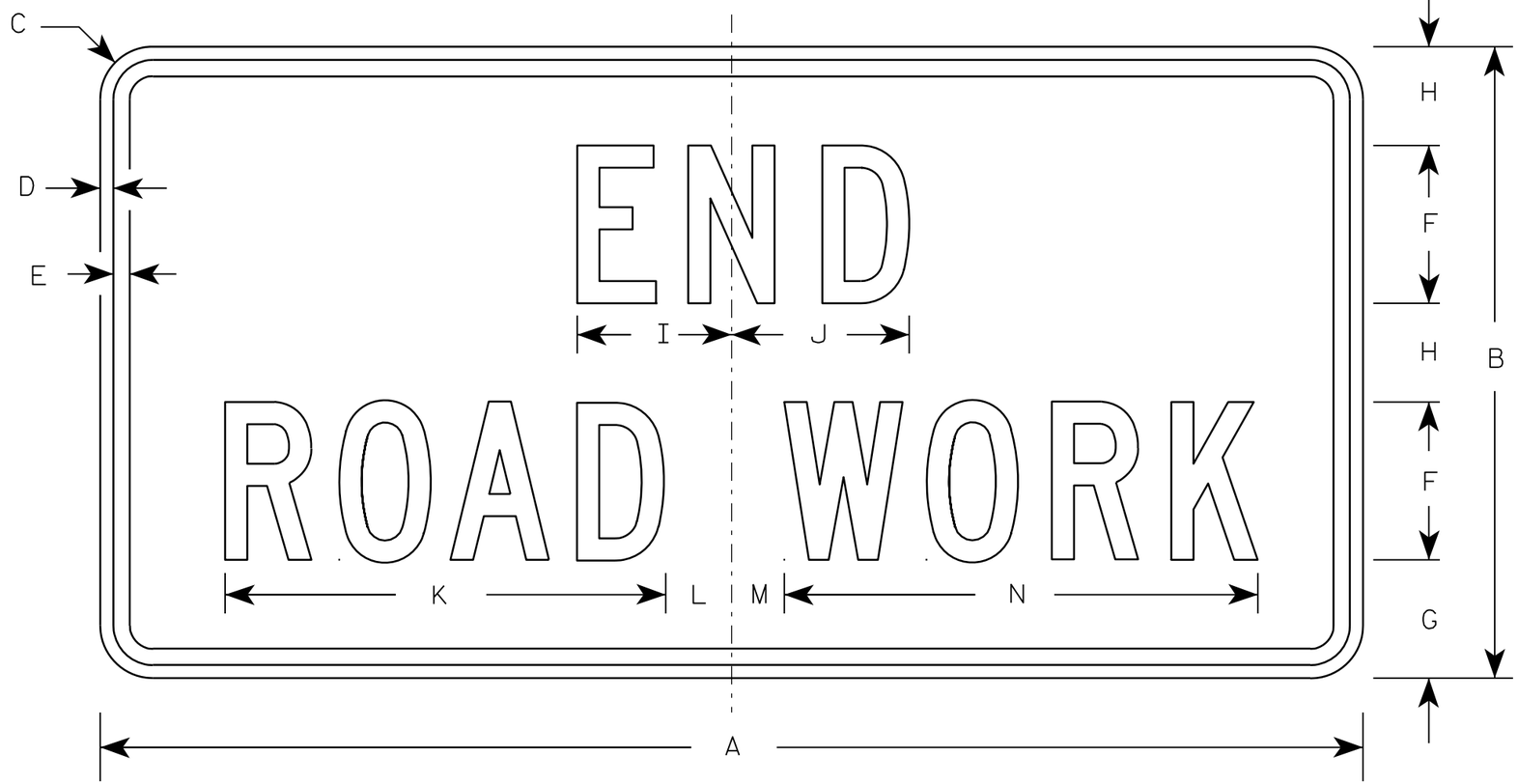
STANDARD SIGN
G20-1

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: 137 | 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

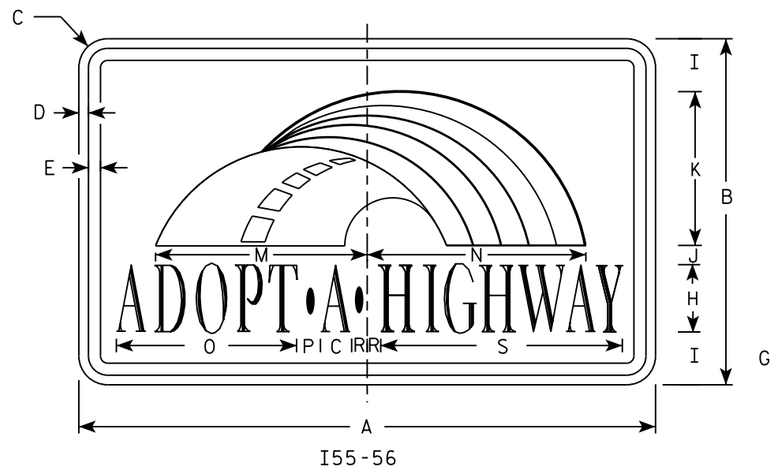
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

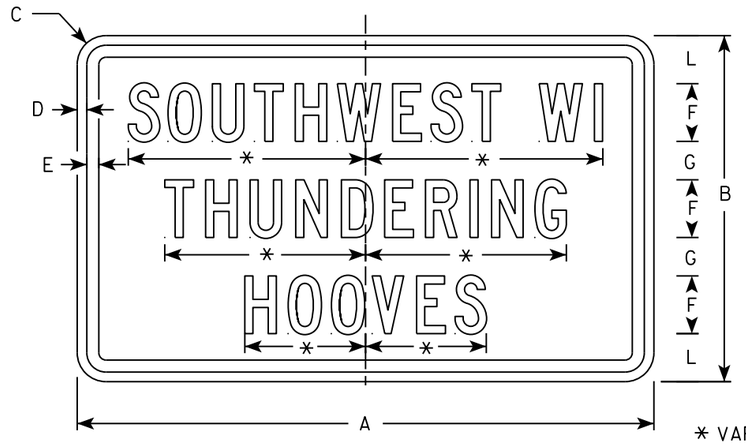
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 138	E



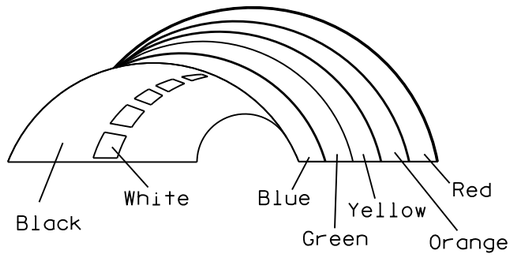
I55-56



* VARIES

I55-56P

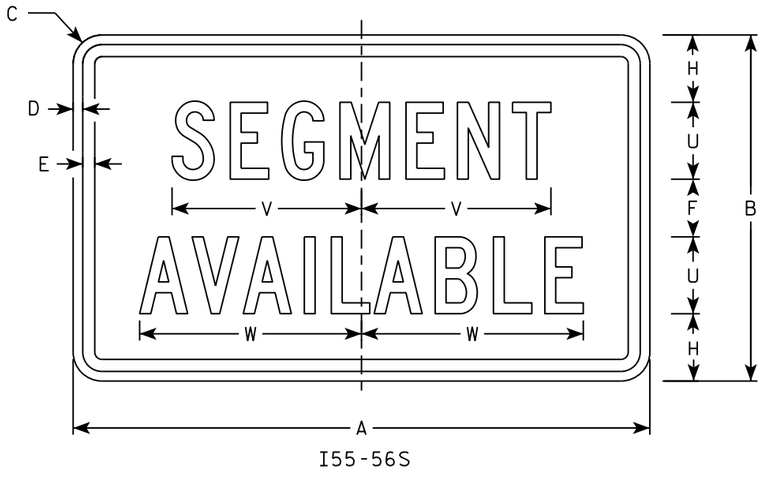
Background Colors of Symbol*



*1/4" Black Border between each color of rainbow and border of rainbow

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - (See Note 4)
3. Message Series - (See Note 5)
4. Border - Blue
   Adopt a Highway - Red
   All other Text - Blue
5. Adopt a Highway - Dutch 8011L
   All other Text - Series C
6. Contractor shall provide and install a new post bracket in accordance with the I55-56B sign detail.



I55-56S

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	18	1 1/2	1/2	5/8	3	2	3 1/2	2 3/4	1	8	2 1/2	11 1/4	11 1/8	9 3/8	1 1/4		3/4	12 5/8	7 1/2	4	9 7/8	11 1/2				3.75
3																											
4																											
5																											

STANDARD SIGN
I55-56

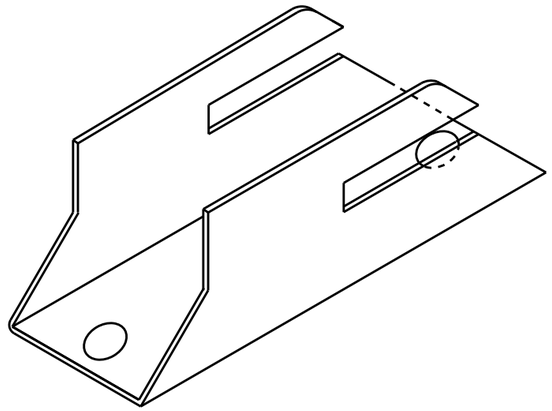
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

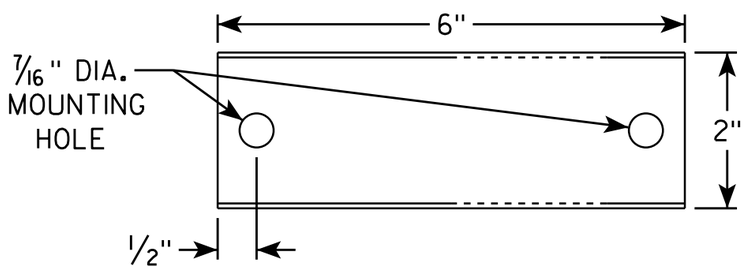
DATE 2/20/18 PLATE NO. I55-56.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 139 | E

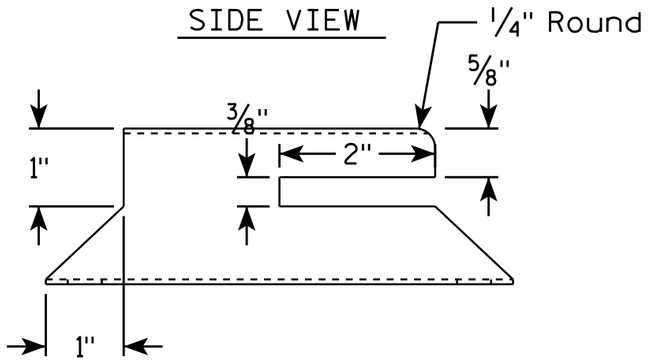
ISOMETRIC VIEW



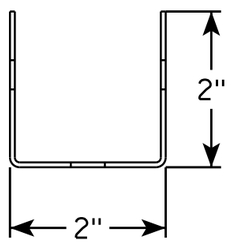
TOP VIEW



SIDE VIEW



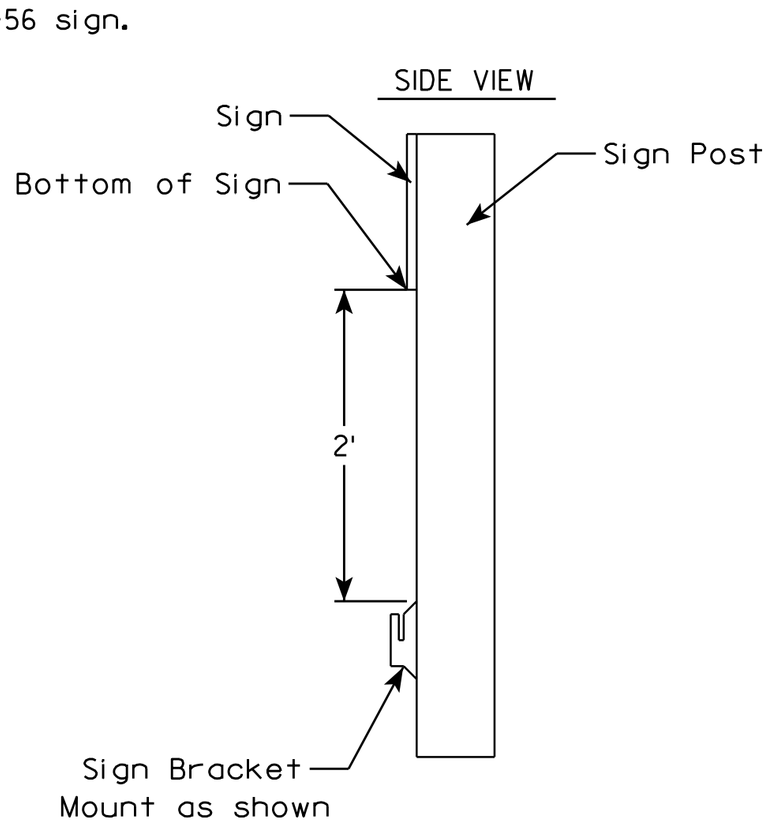
END VIEW



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

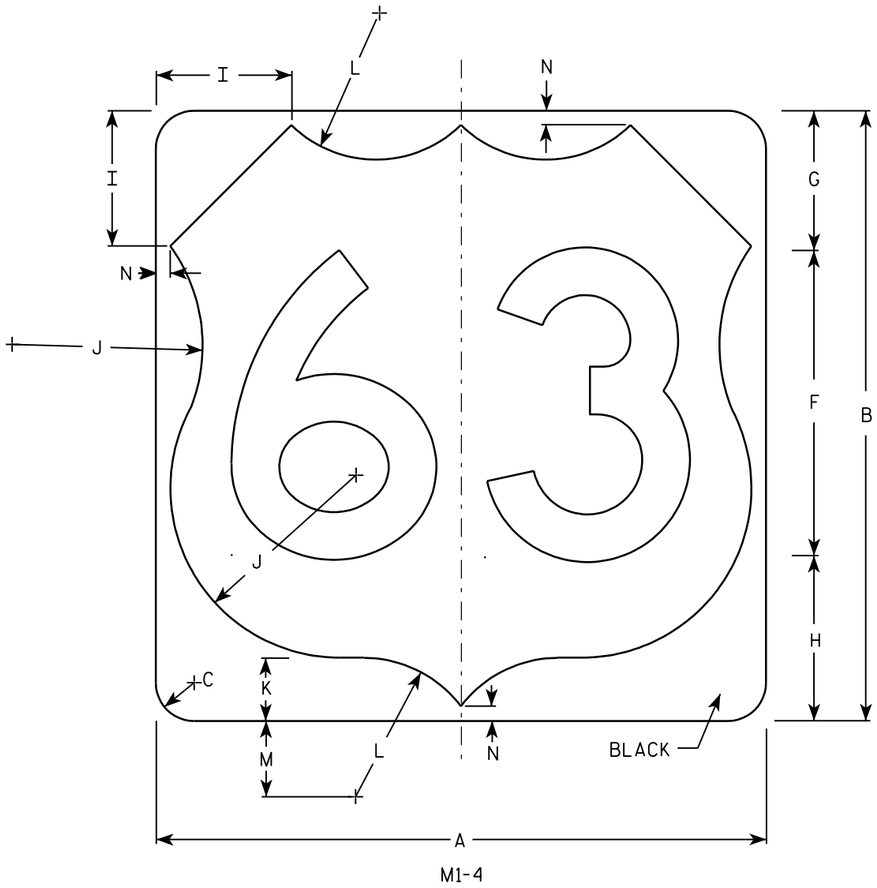
DATE 4/26/16 PLATE I55-56B.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

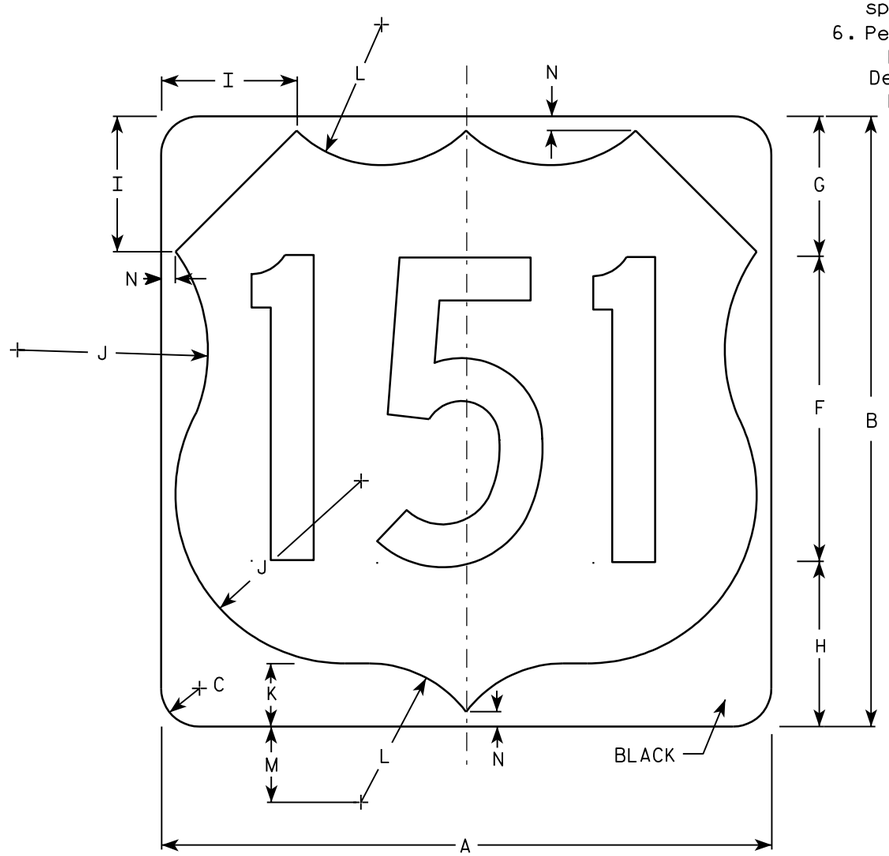
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\I5556B.DGN PLOT DATE : 26-APR-2016 17:29 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 1.945842:1.000000 WISDOT/CADDS SHEET 42

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

Metric equivalent for this sign is:

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Areq sq. ft.	Area m2
1																												
2	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0	.36
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81

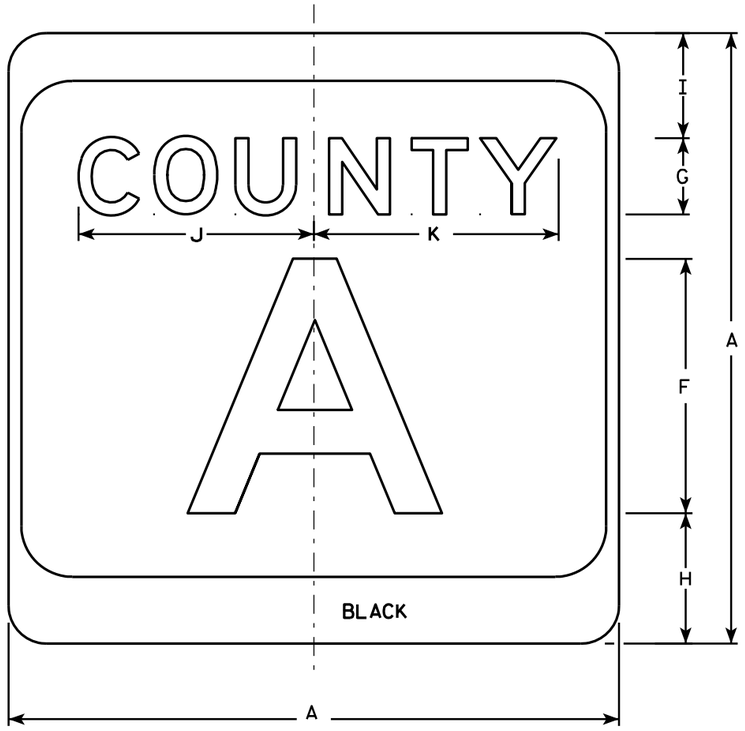
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

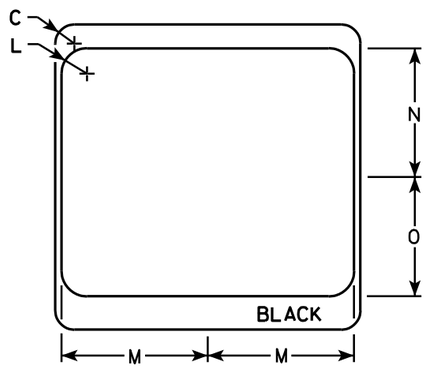
APPROVED Matthew R Rauch
for State Traffic Engineer

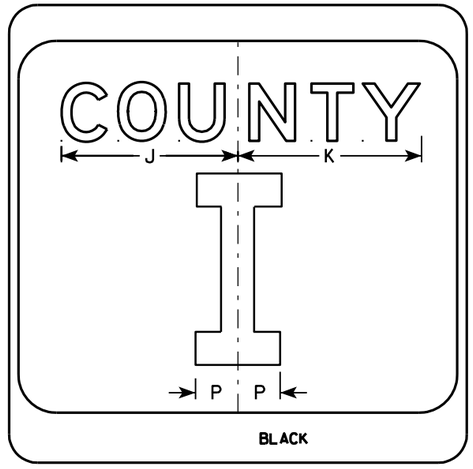
DATE 08/25/05 PLATE NO. M1-4.9

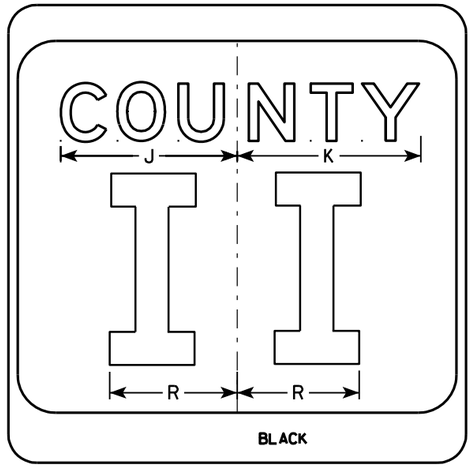
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 141 | E



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

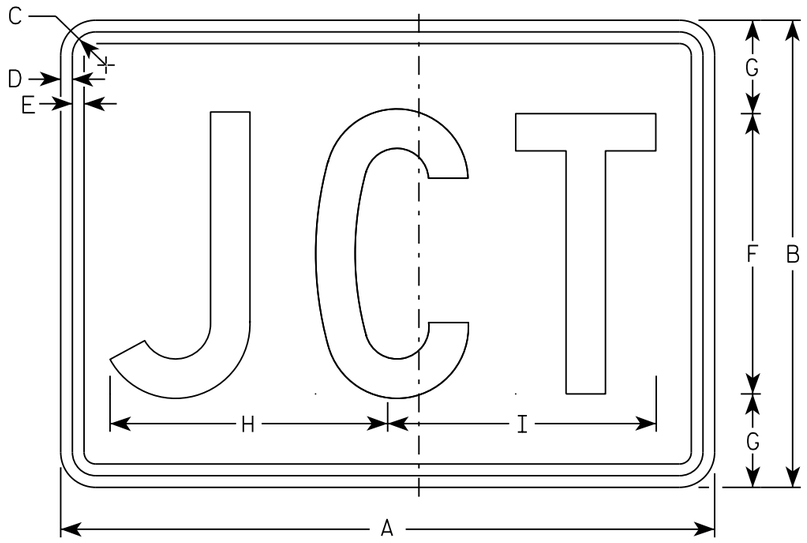
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

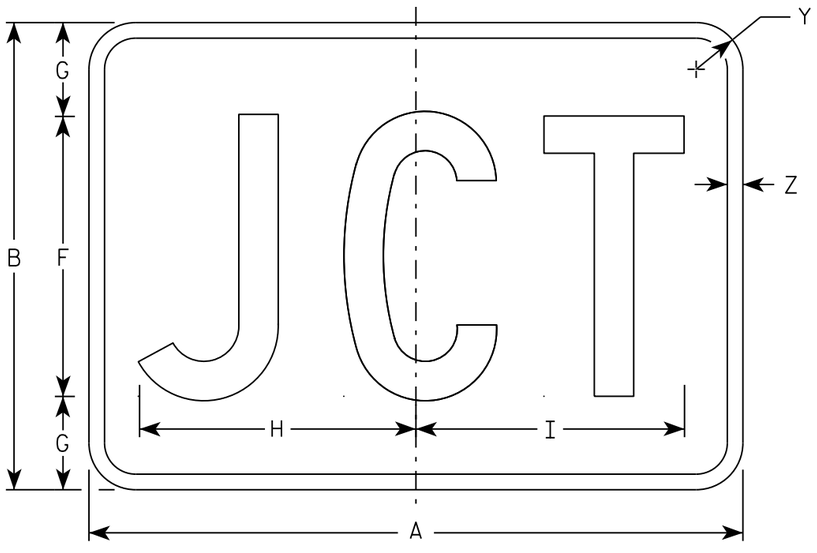
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 142	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

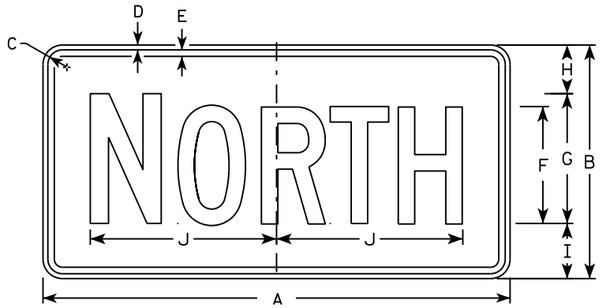
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

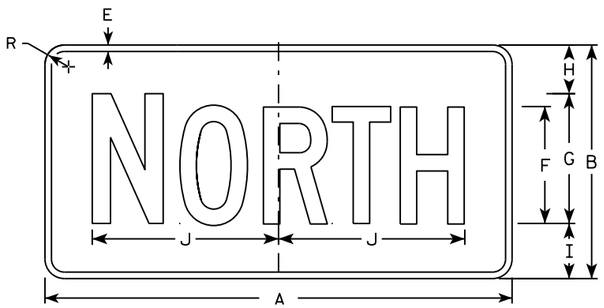
DATE 10/15/15 PLATE 143 12-1.12

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



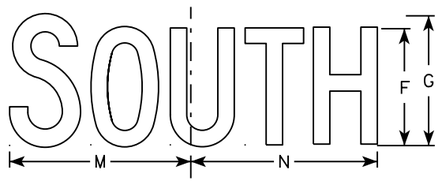
M3-1
MM3-1
MP3-1



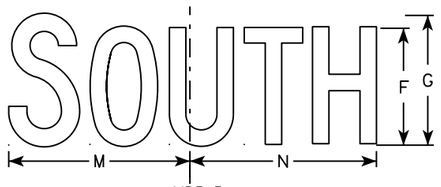
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

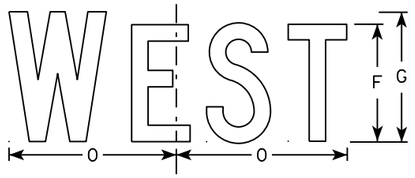
MB3-2
MK3-2
MN3-2



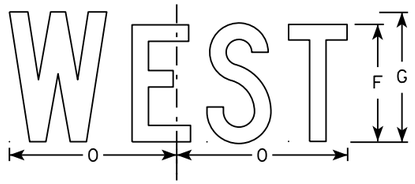
M3-3
MM3-3
MP3-3



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

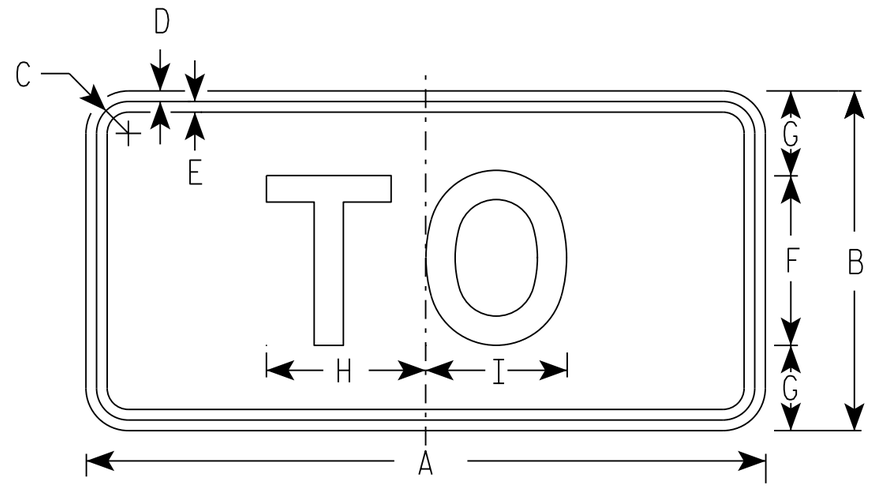
APPROVED Matthew P Rauch for State Traffic Engineer

DATE 10/15/15 PLATE NO M3-1.14

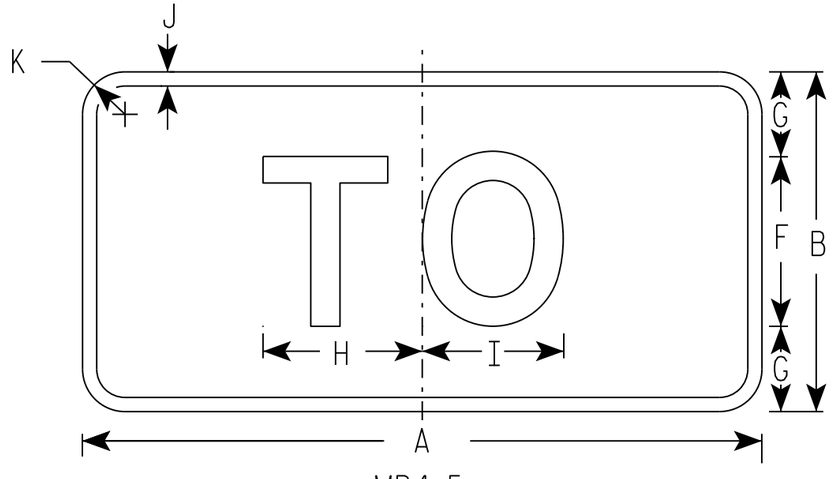
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

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

7



M4-5
MM4-5
MP4-5



MB4-5
MK4-5
MN4-5

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-5 Background - White
   Message - Black

   MB4-5 Background - Blue
   Message - White

   MK4-5 Background - Green
   Message - White

   MM4-5 Background - White
   Message - Green

   MN4-5 Background - Brown
   Message - White

   MP4-5 Background - White
   Message - Blue

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

STANDARD SIGN
M4-5

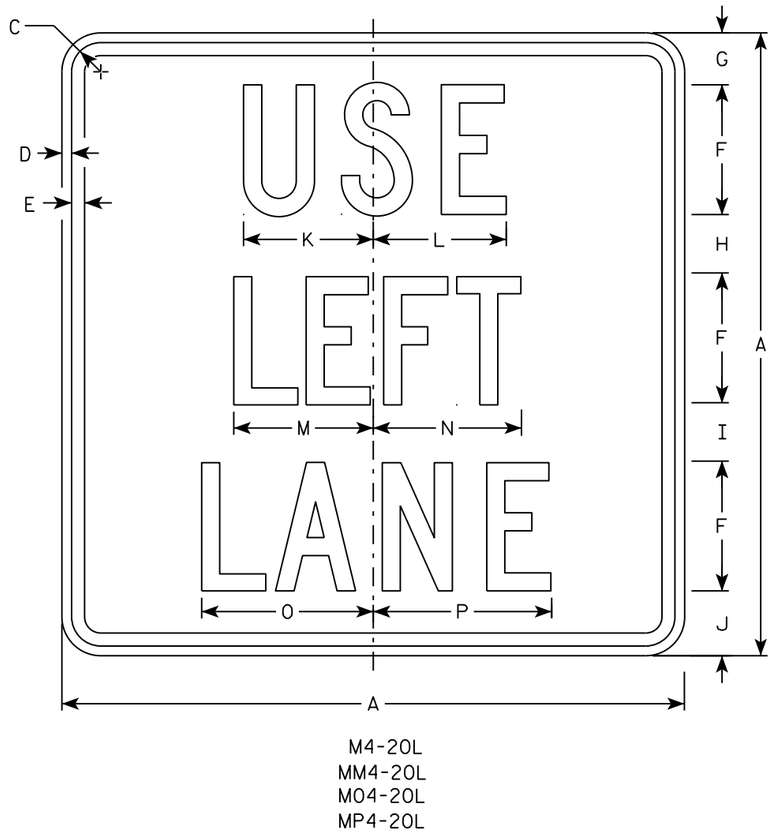
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

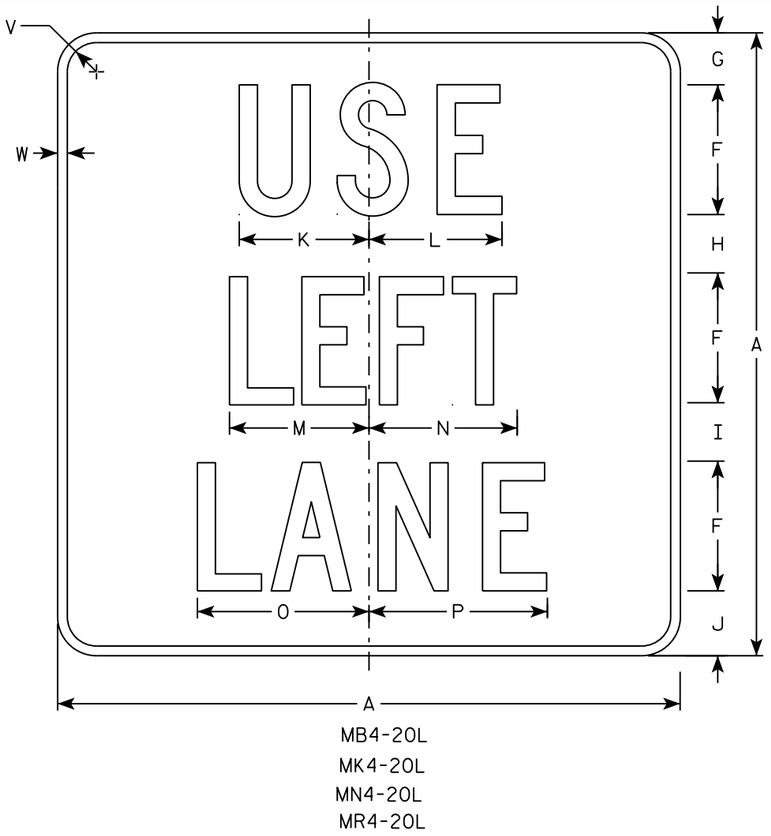
DATE 10/15/15 PLATE 145 M4-5.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

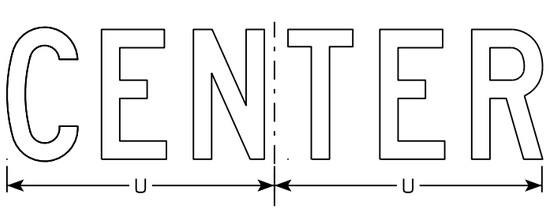
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M45.DGN PLOT DATE : 01-DEC-2015 17:55 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 5.351066:1.000000



M4-20L
MM4-20L
M04-20L
MP4-20L



MB4-20L
MK4-20L
MN4-20L
MR4-20L



M4-20C
MB4-20C
MK4-20C
MM4-20C
MN4-20C
M04-20C
MP4-20C
MR4-20C

M4-20R
MB4-20R
MK4-20R
MM4-20R
MN4-20R
M04-20R
MP4-20R
MR4-20R

NOTES

1. Sign is Type II - Type H except as Shown
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-20 Background - White
   Message - Black
   MB4-20 Background - Blue
   Message - White
   MK4-20 Background - Green
   Message - White
   MM4-20 Background - White
   Message - Green
   MN4-20 Background - Brown
   Message - White
   M04-20 Background - Orange - Type F Reflective
   Message - Black
   MP4-20 Background - White
   Message - Blue
   MR4-20 Background - Brown
   Message - Yellow

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

STANDARD SIGN
M4-20

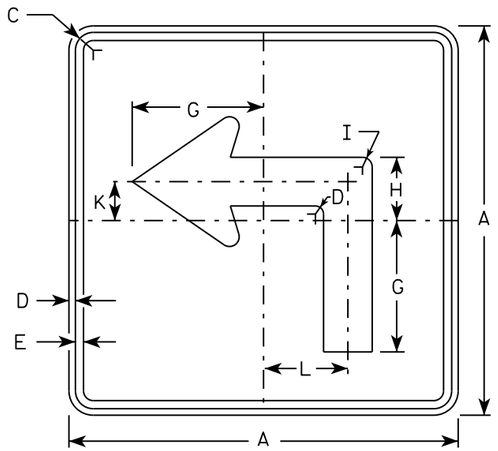
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

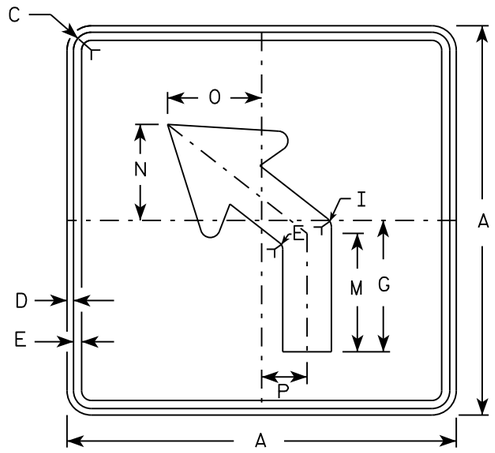
DATE 10/15/15 PLATE NO M4-20.5

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

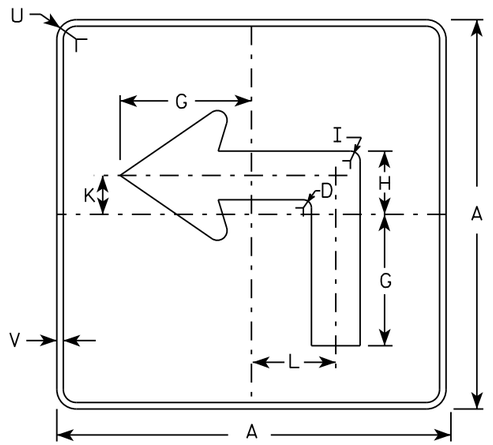
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M420.DGN PLOT DATE : 01-DEC-2015 18:03 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 5.837526:1.000000



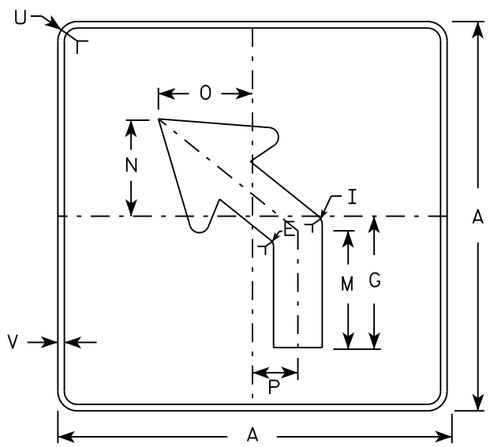
M5-1L
MM5-1L
MO5-1L
MP5-1L



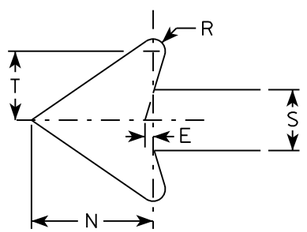
M5-2L
MM5-2L
MO5-2L
MP5-2L



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

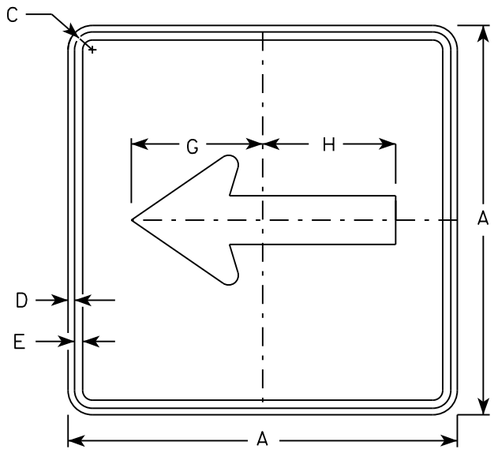
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

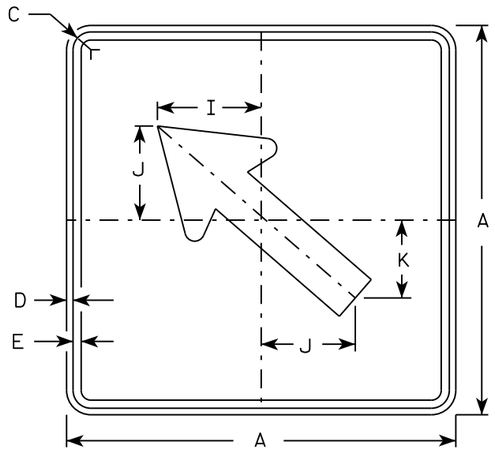
DATE 10/15/15 PLATE NO. M5-1.13

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



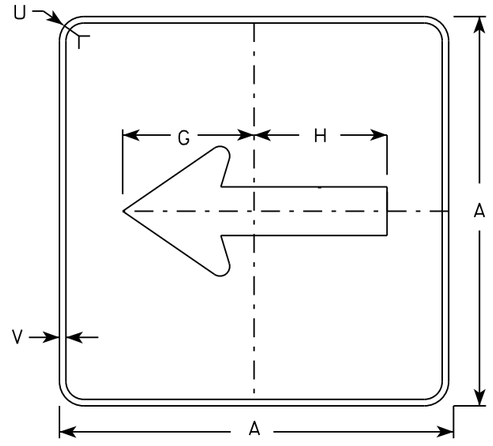
M6-1
MM6-1
MO6-1
MP6-1



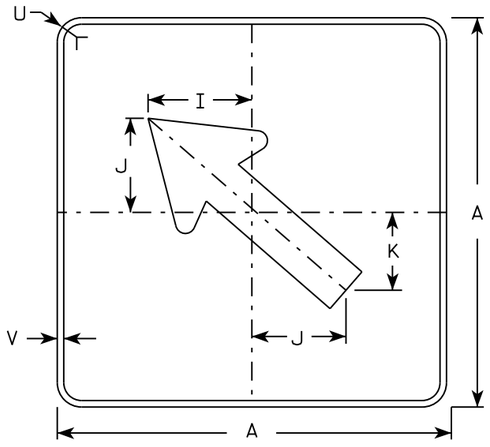
M6-2
MM6-2
MO6-2
MP6-2

NOTES

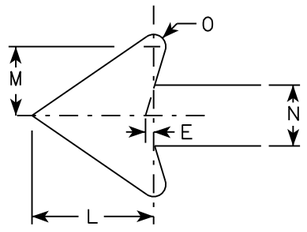
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background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

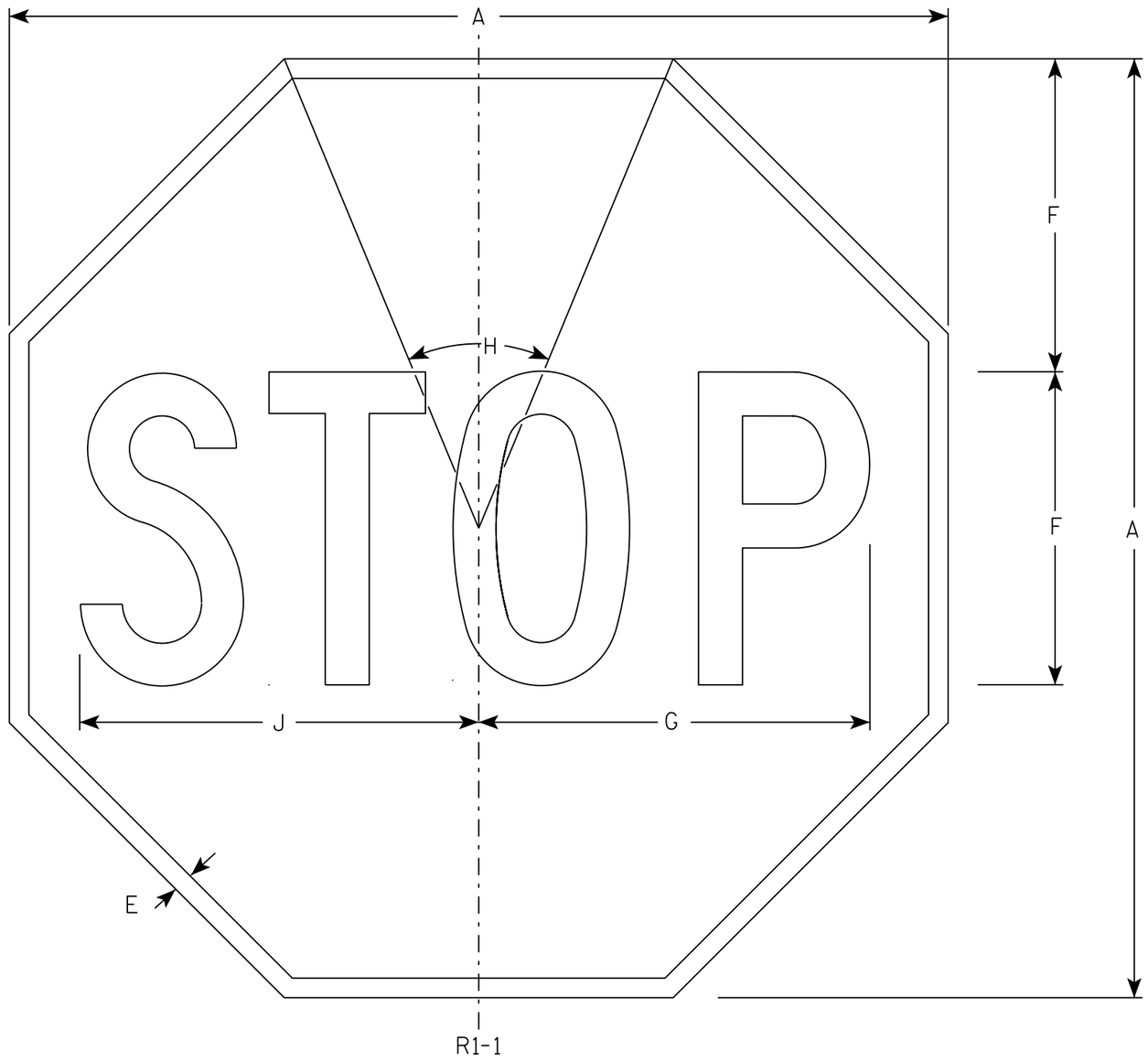
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 148 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



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

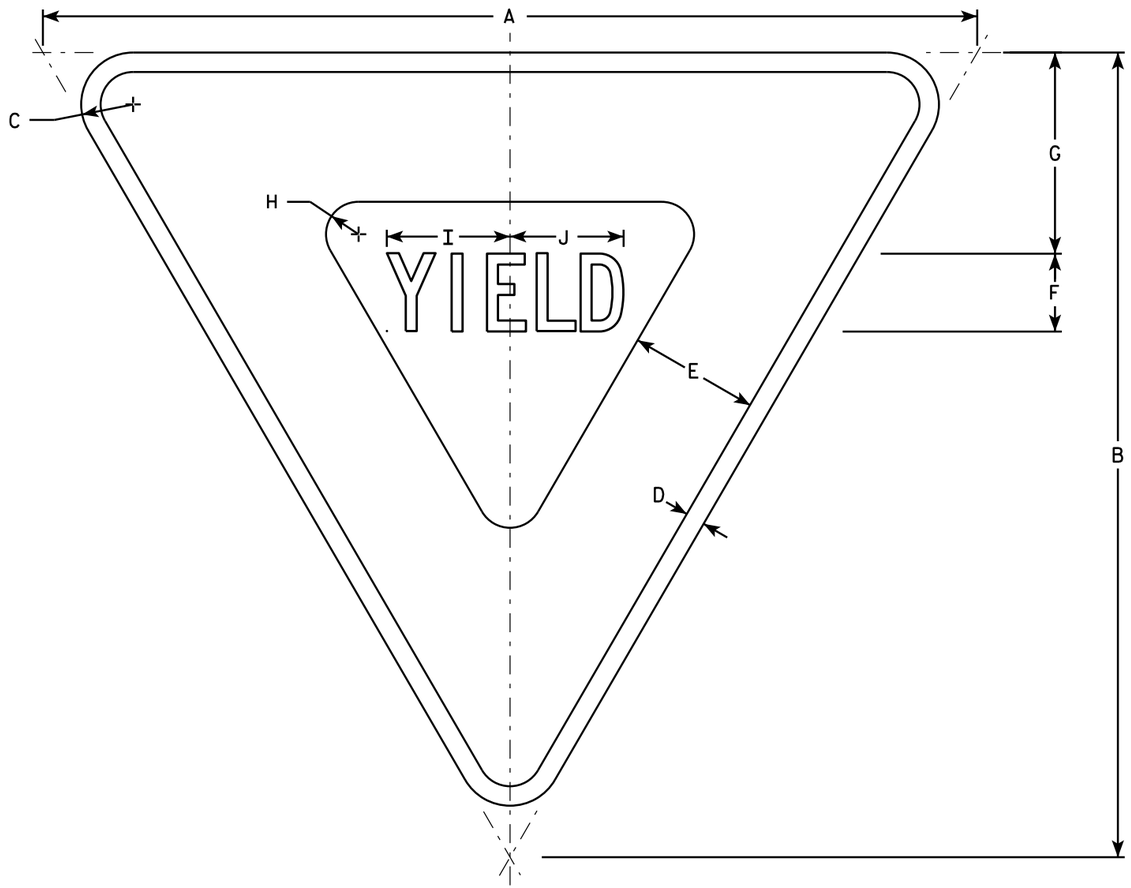
STANDARD SIGN
R1-1

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: 149	E



R1-2

NOTES

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

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

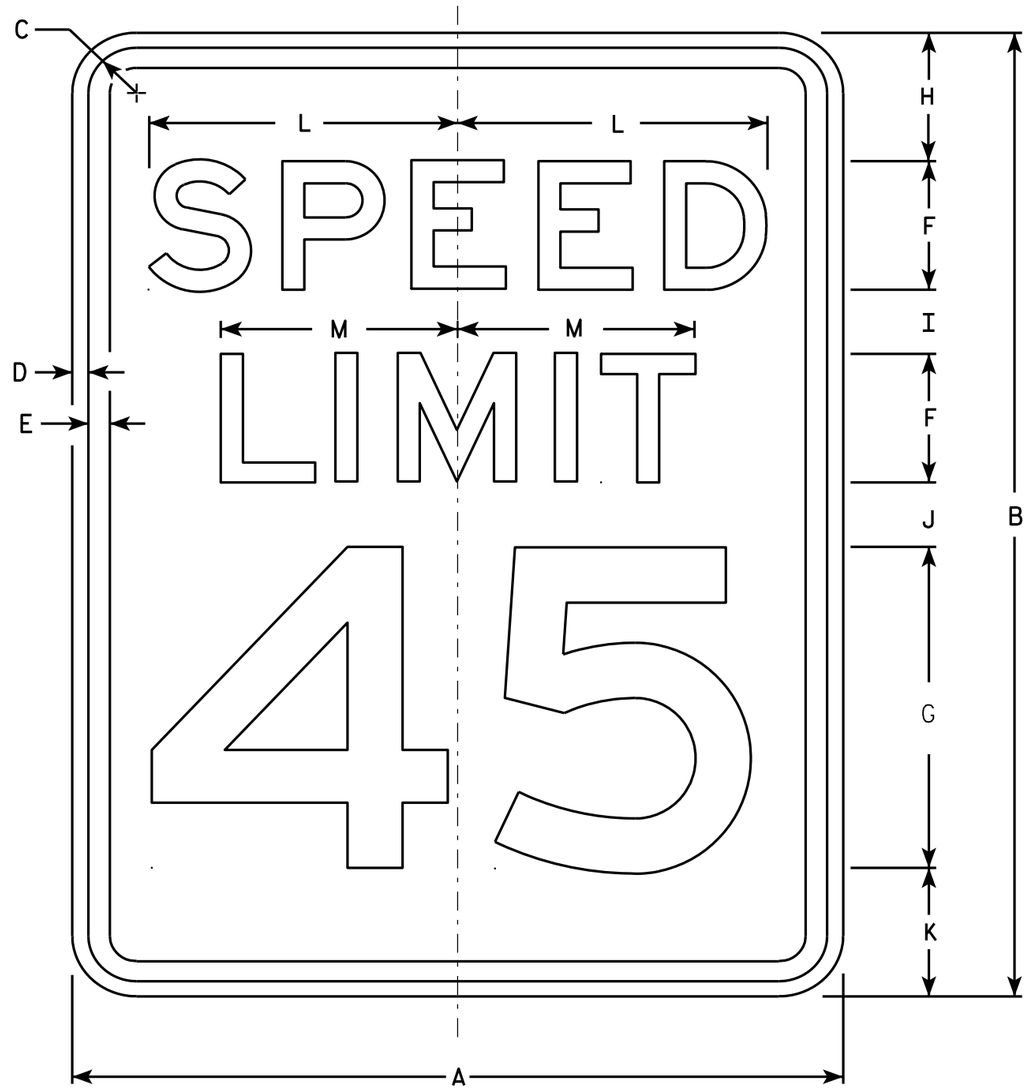
STANDARD SIGN
R1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE R1-2.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



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

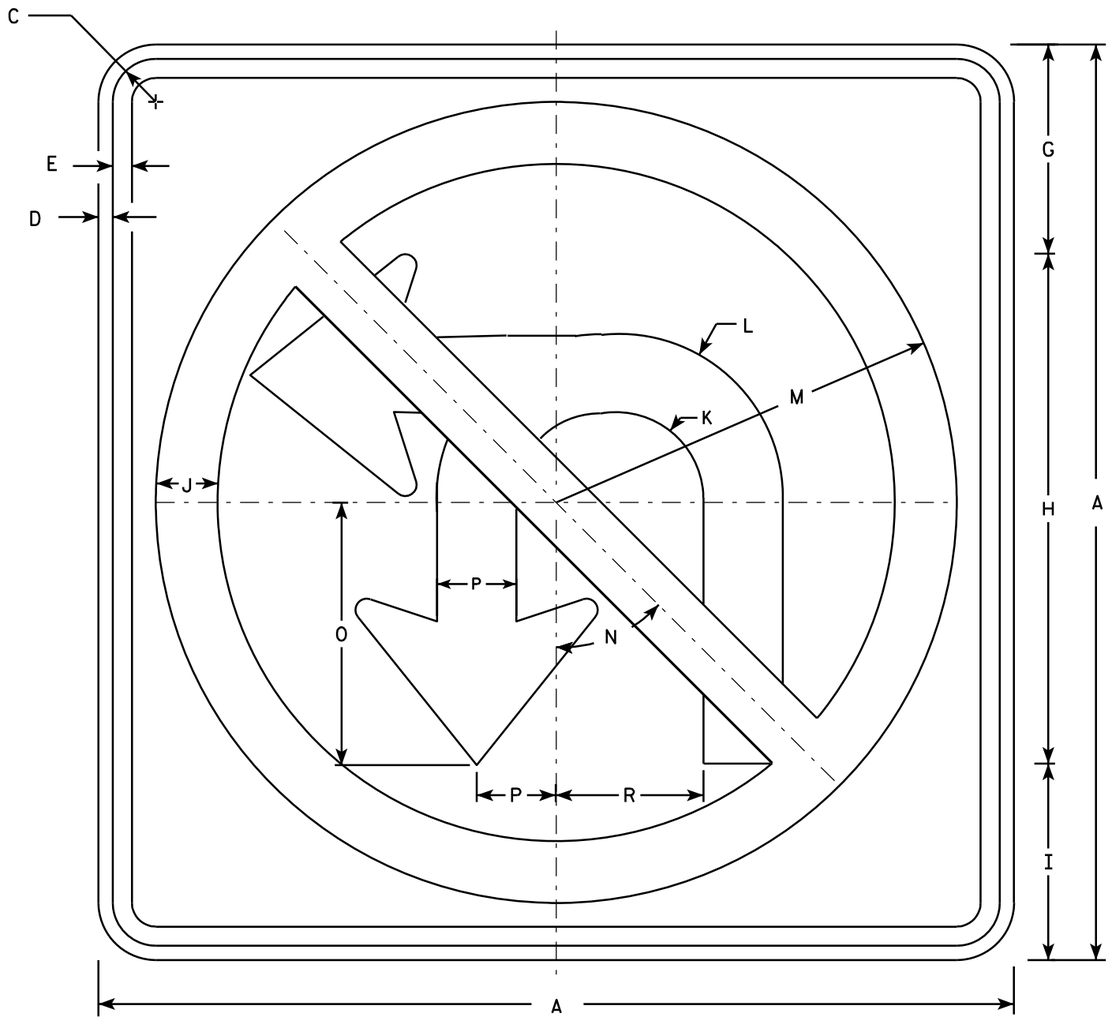
STANDARD SIGN
R2-1

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: 151 | E



R3-18

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	3/8	1/2		5 1/2	13 3/8	5 1/8	1 5/8	2 1/4	4 1/4	10 1/2	45°	6 7/8	2 1/8		3 7/8									4.0
2M	36		1 5/8	5/8	3/4		8 1/4	20	7 3/4	2 1/2	3 3/8	6 1/2	15 3/4	45°	10 3/8	3 1/8		5 3/4									9.0
3	36		1 5/8	5/8	3/4		8 1/4	20	7 3/4	2 1/2	3 3/8	6 1/2	15 3/4	45	10 3/8	3 1/8		5 3/4									9.0
4	36		1 5/8	5/8	3/4		8 1/4	20	7 3/4	2 1/2	3 3/8	6 1/2	15 3/4	45	10 3/8	3 1/8		5 3/4									9.0
5	48		2 1/4	3/4	1		11	26 3/4	10 1/4	3 1/4	4 5/8	8 5/8	21	45°	13 3/4	4 1/8		7 3/4									16.0

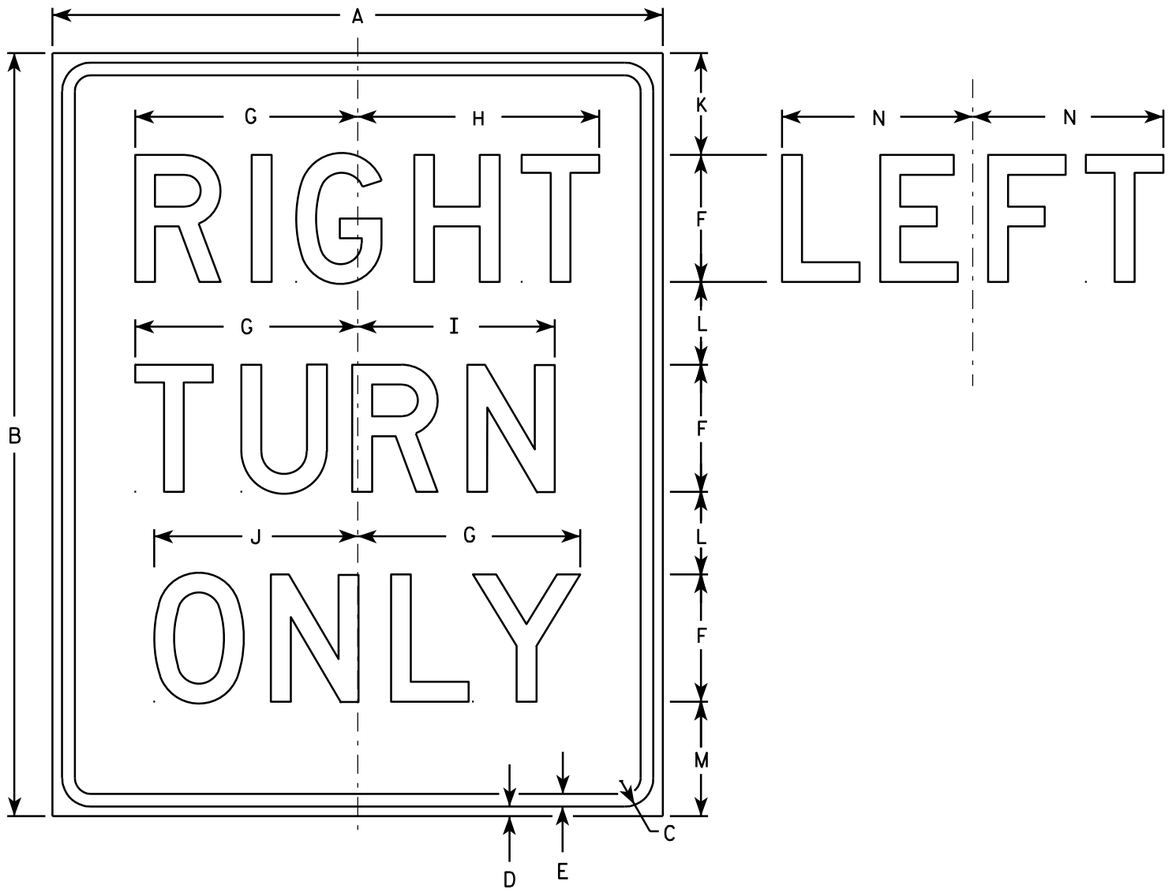
STANDARD SIGN
R3-18

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/21/10 PLATE NO. R3-18.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 152 | E



R3-53R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R3-53L same as R3-53R except LEFT is substituted for RIGHT.

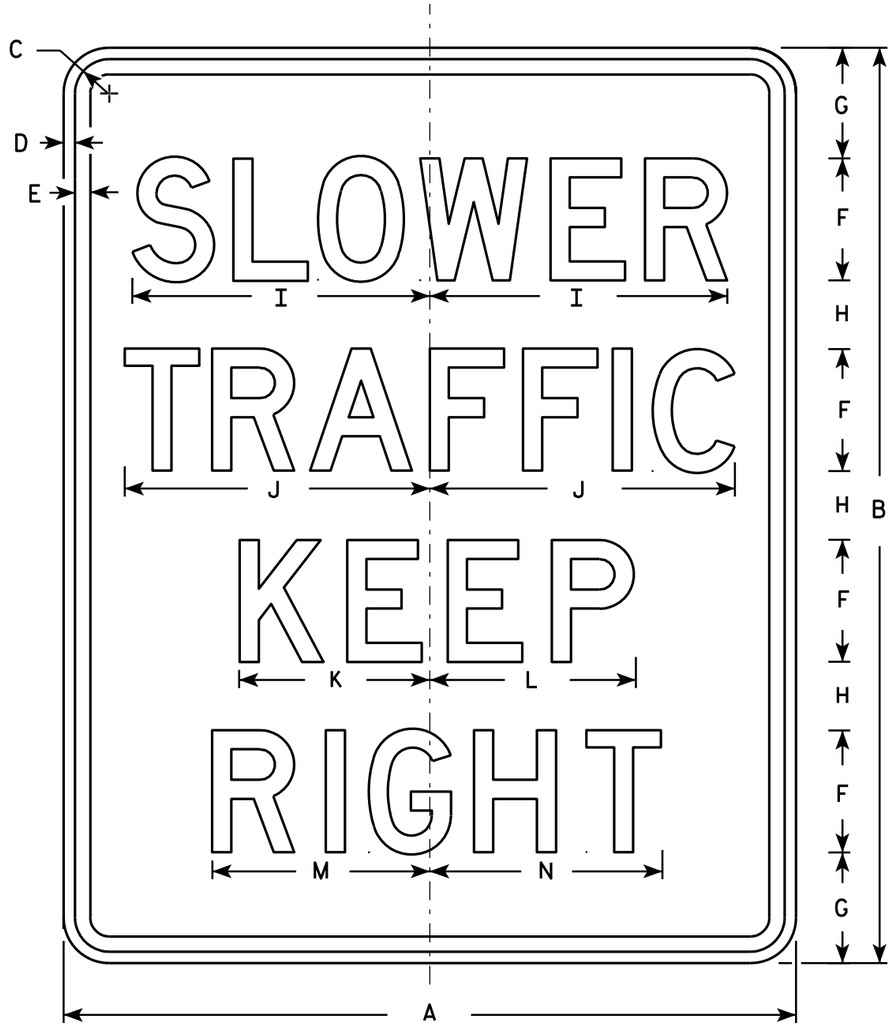
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	30	1 1/8	3/8	1/2	5	8 3/4	9 1/2	7 3/4	8	4	3 1/4	4 1/2	7 1/2													5.0
2M	24	30	1 1/8	3/8	1/2	5	8 3/4	9 1/2	7 3/4	8	4	3 1/4	4 1/2	7 1/2													5.0
3	24	30	1 1/8	3/8	1/2	5	8 3/4	9 1/2	7 3/4	8	4	3 1/4	4 1/2	7 1/2													5.0
4																											
5																											

STANDARD SIGN
R3-53

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 3/24/2011 PLATE NO. R3-53.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 153	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:

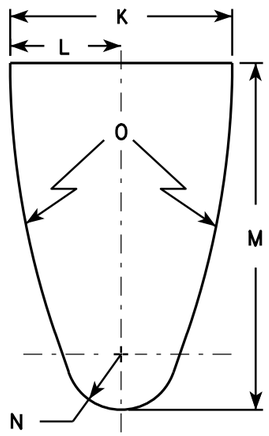
SHEET NO: 154 E

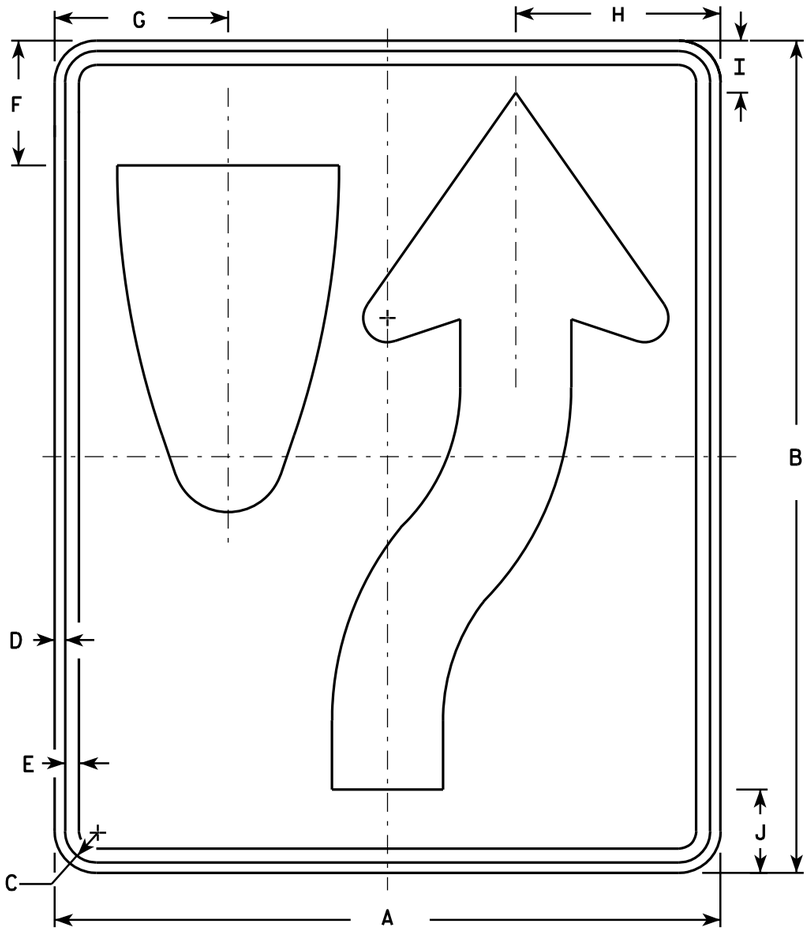
FILE NAME : C:\Users\PROJECTS\tr_stdplate\R43.DGN PLOT DATE : 25-MAR-2011 13:40 PLOT BY : mscsja

WISDOT/CADDS SHEET 42

7

7

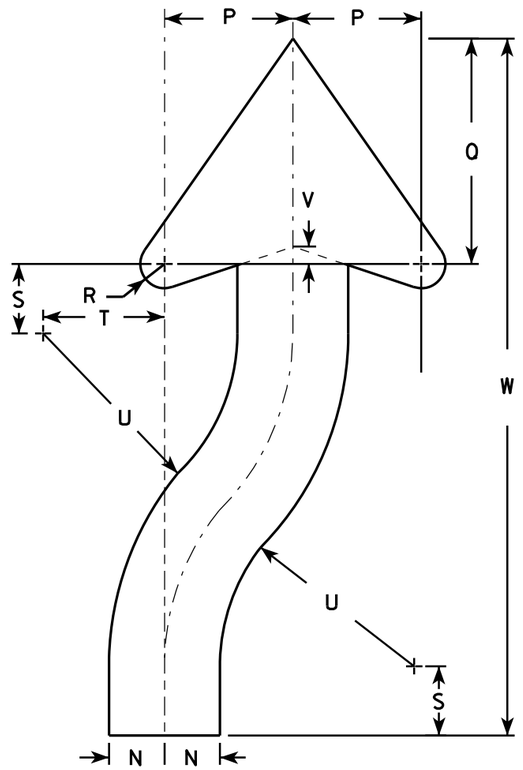




R4-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.



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	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

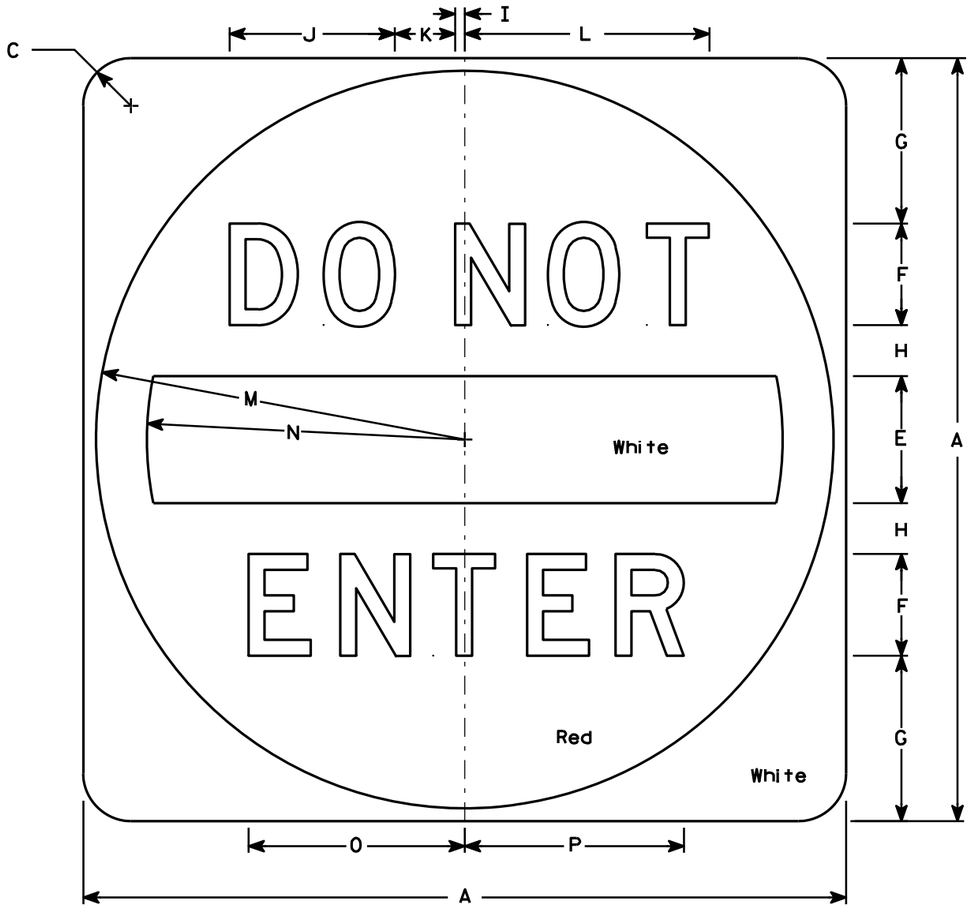
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 155	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

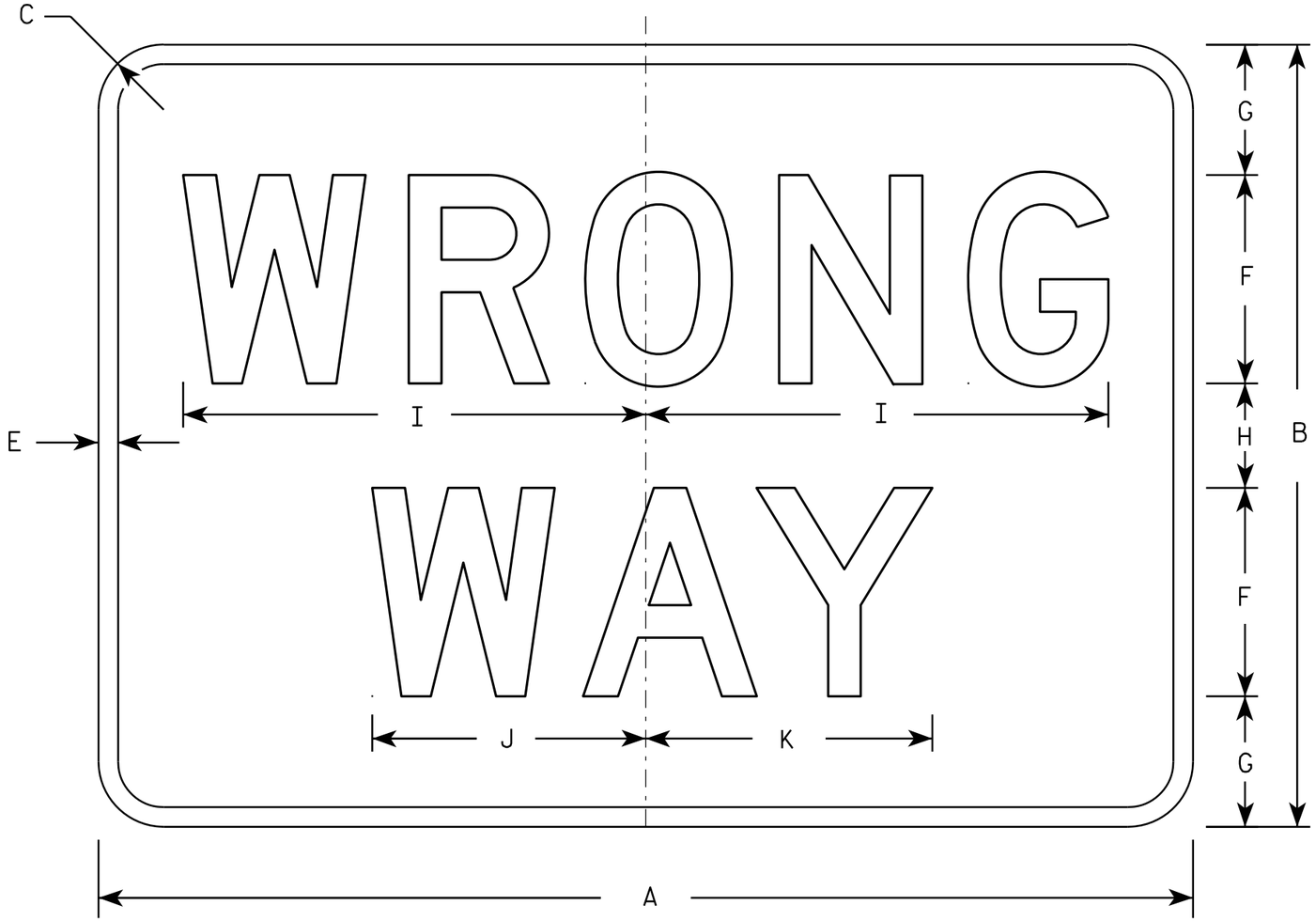
STANDARD SIGN
R5-1

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: 156 | E



R5-1A

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2		1/2	5	3	2	11	6 1/2	6 7/8																3.75
2S	36	24	2		5/8	6	4 1/2	3	13 1/4	7 7/8	8 1/4																6.00
2M	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
3	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
4	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
5	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75

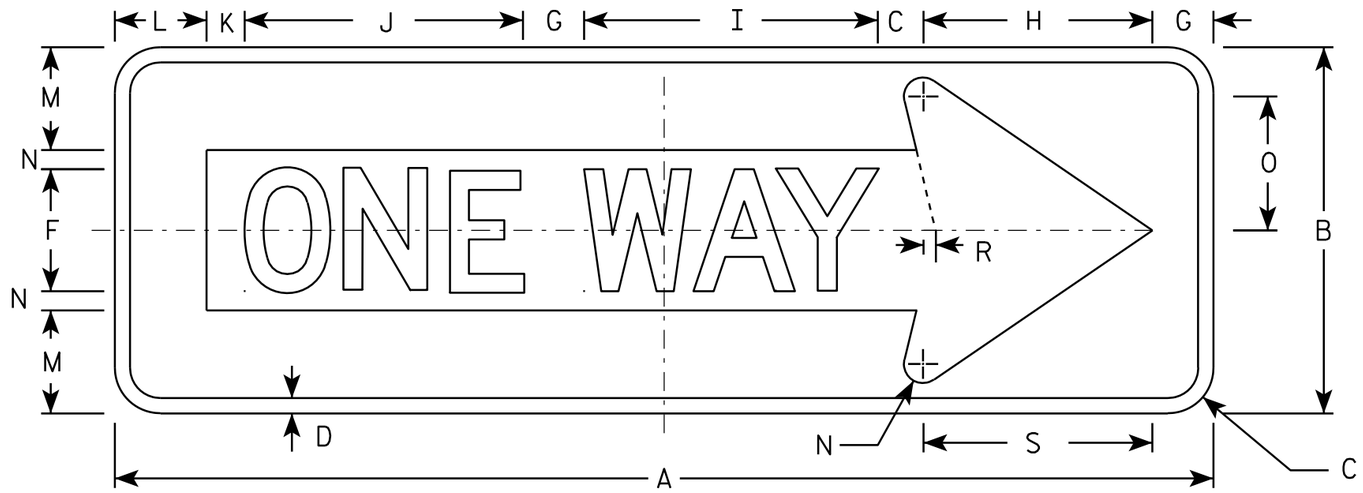
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1A.2

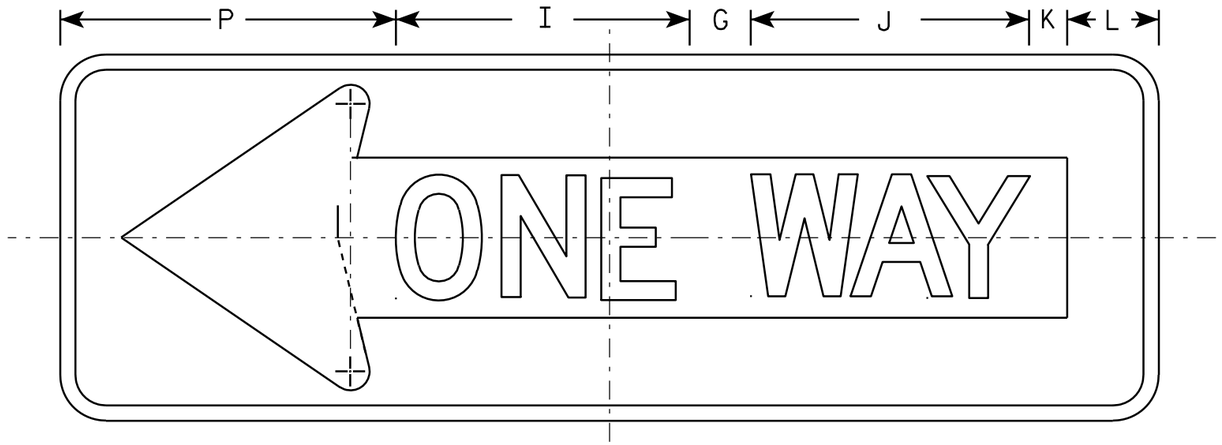
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 157 | E



R6-1R

NOTES

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



R6-1L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	12	1 ½	½		4	2	7 ½	9 ⅝	9 ⅛	1 ¼	3	3 ⅜	⅝	4 ⅜	11		⅜	7 ½								3.0
2M	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
3	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
4	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
5																											

STANDARD SIGN
R6-1 L & R

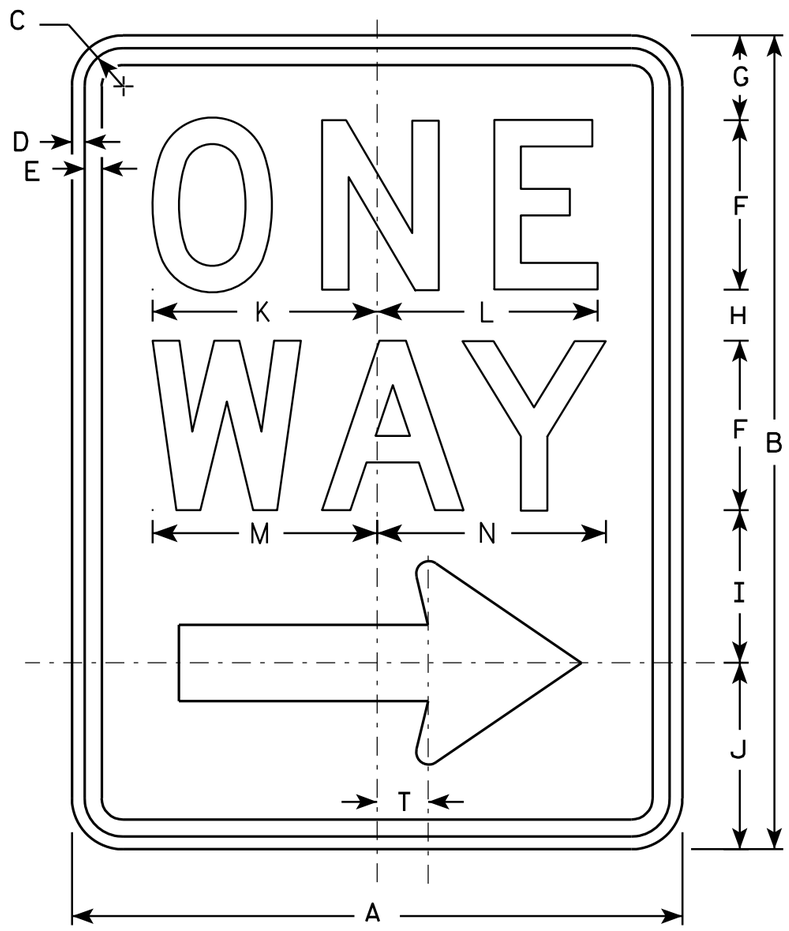
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R6-1.2

PROJECT NO:

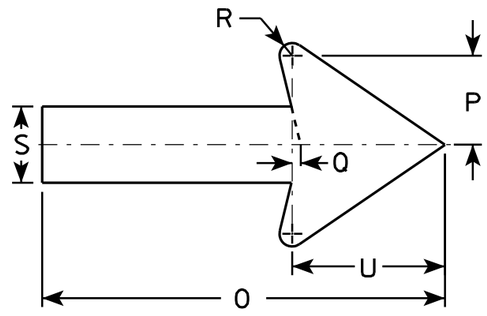
SHEET NO: 158 E



R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

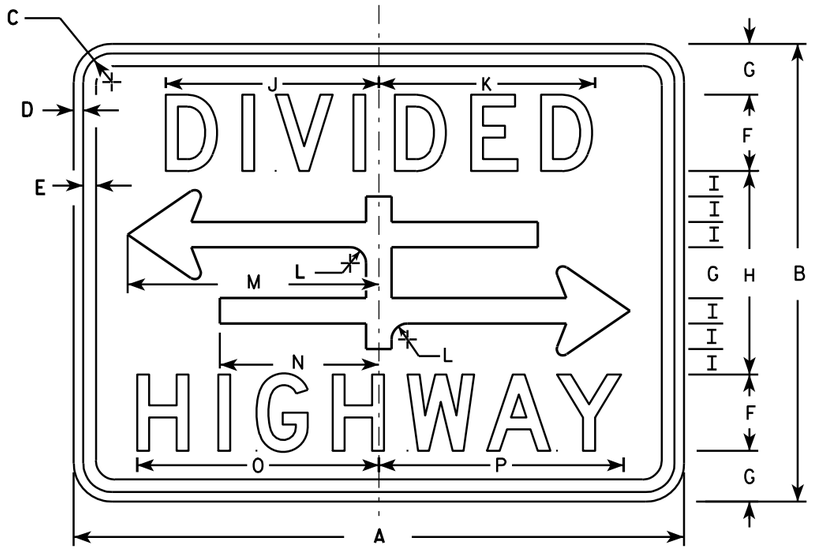
STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

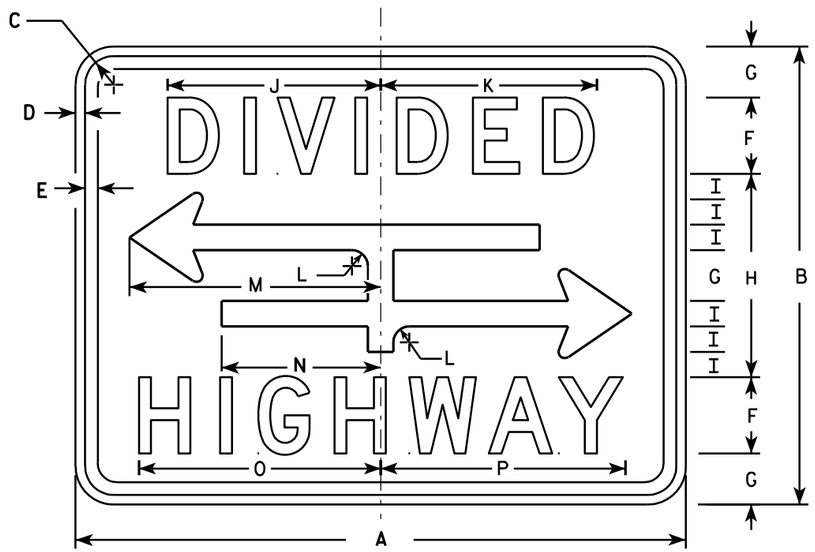
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 159	E



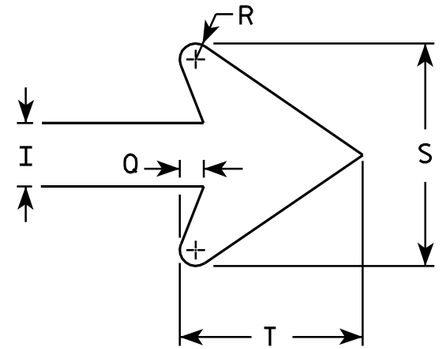
R6-3

NOTES

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



R6-3A



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	18	1 1/8	3/8	3/8	3	2	8	1	8 3/8	8 1/2	5/8	9 7/8	6 1/4	9 1/2	9 5/8	3/8	1/4	3 1/2	2 3/4							3.0
2S	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
2M	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
3																											
4																											
5																											

STANDARD SIGN
R6-3 & R6-3A

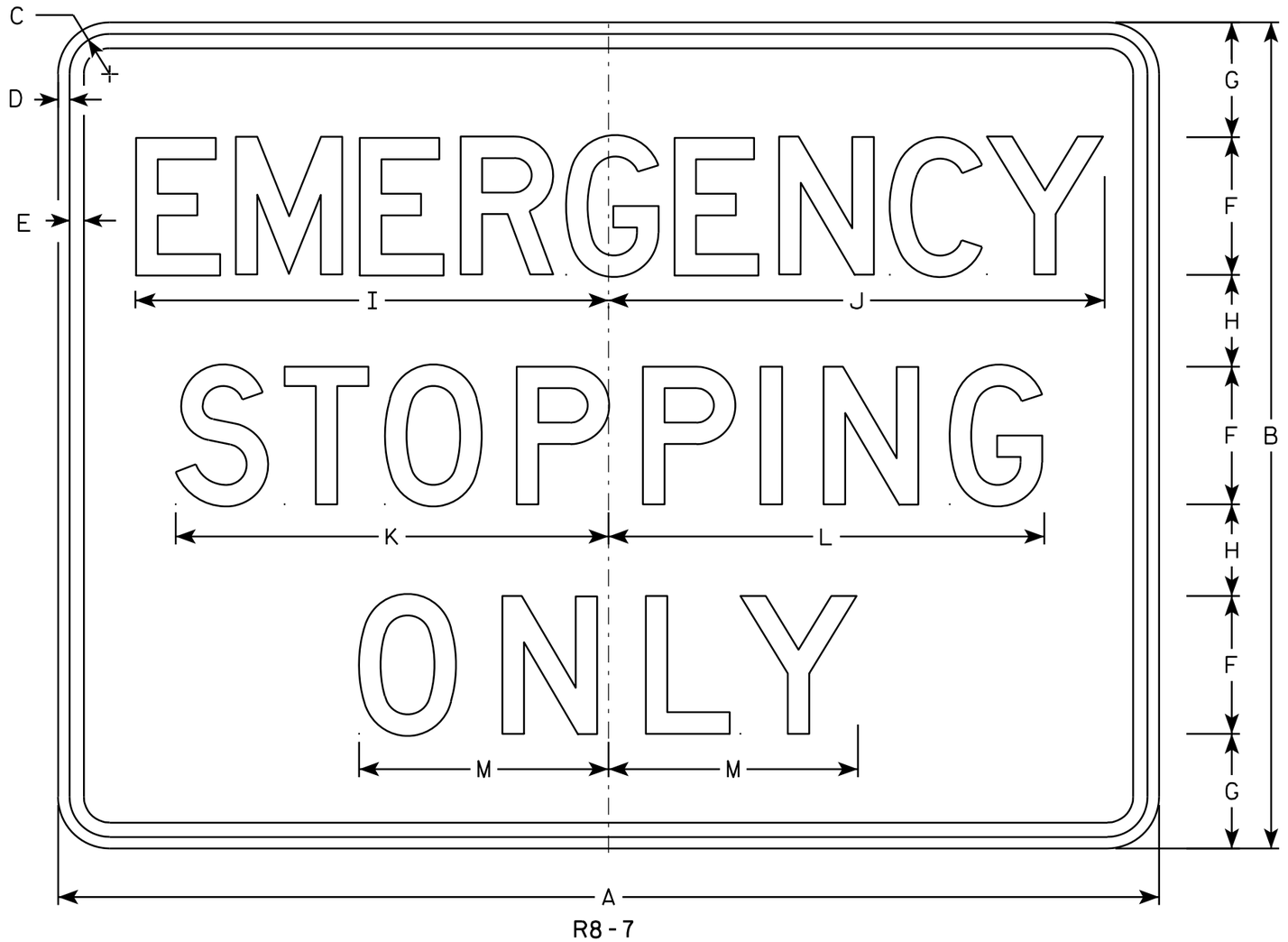
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R6-3.5

PROJECT NO:

SHEET NO: 160 E



R8 - 7

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3																											
4	48	36	1 3/4	1/2	5/8	6	5	4	20 5/8	21 5/8	18 7/8	19	10 7/8														12.0
5	48	36	1 3/4	1/2	5/8	6	5	4	20 5/8	21 5/8	18 7/8	19	10 7/8														12.0

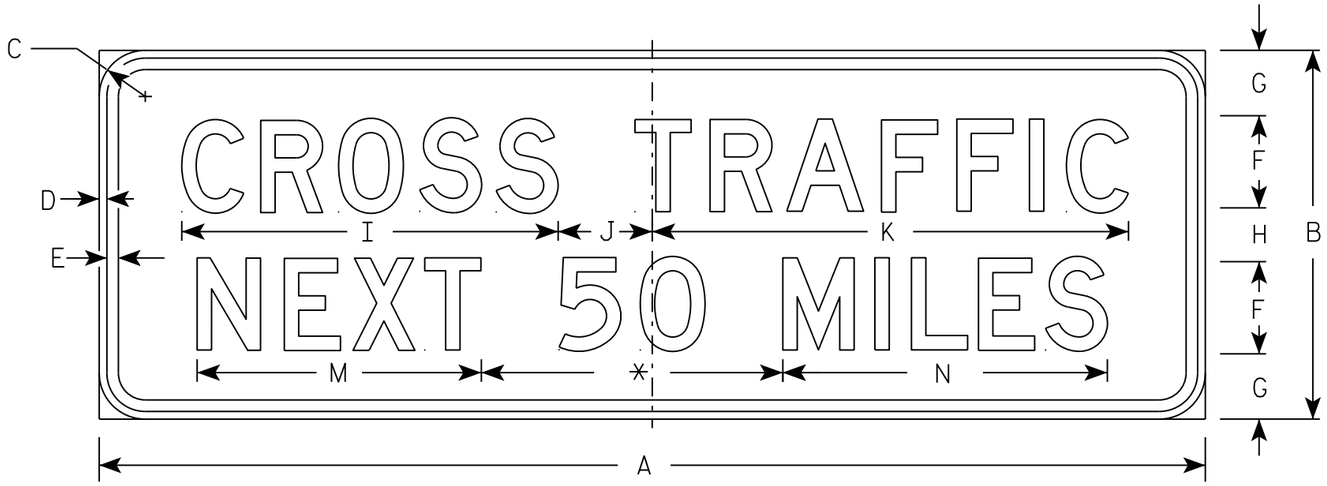
STANDARD SIGN
R8 - 7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R8-7.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 161 | E



W6-53

* Varies (See Note 5)

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black Non - reflective
3. Message Series - D
4. 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																											
2S																											
2M																											
3																											
4	144	48	6	1	1 1/2	12	9	6	49	12 1/4	62		37	42 1/4													48.0
5																											

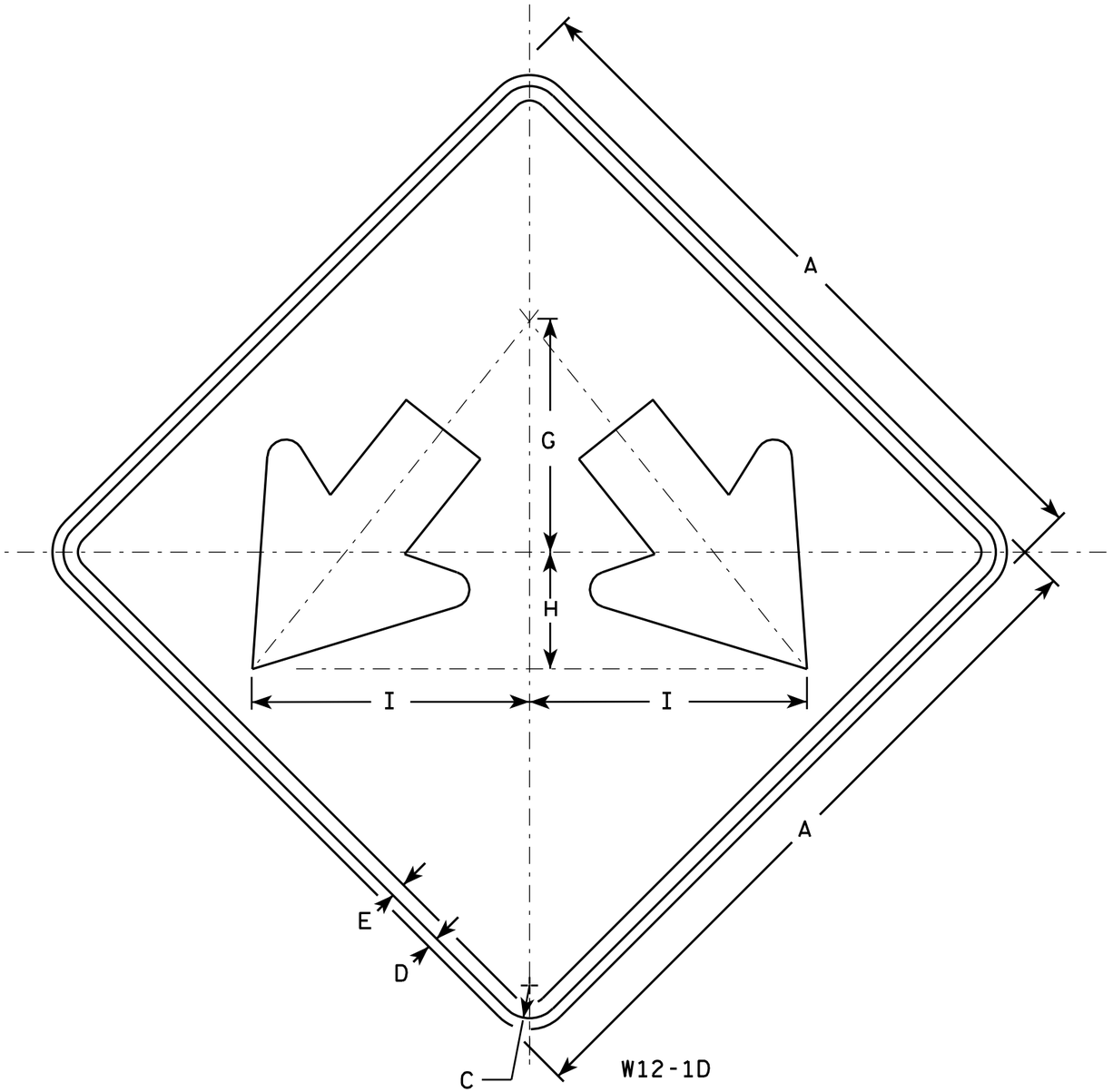
STANDARD SIGN
W6-53

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

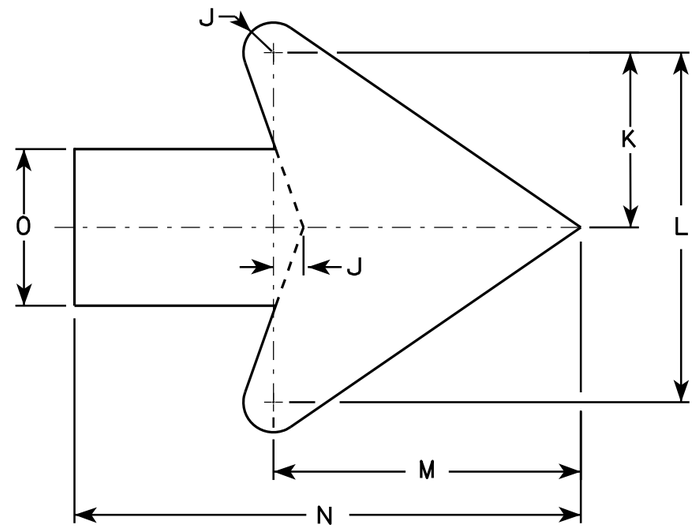
DATE 3/14/17 PLATE NO. W6-53.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 162	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

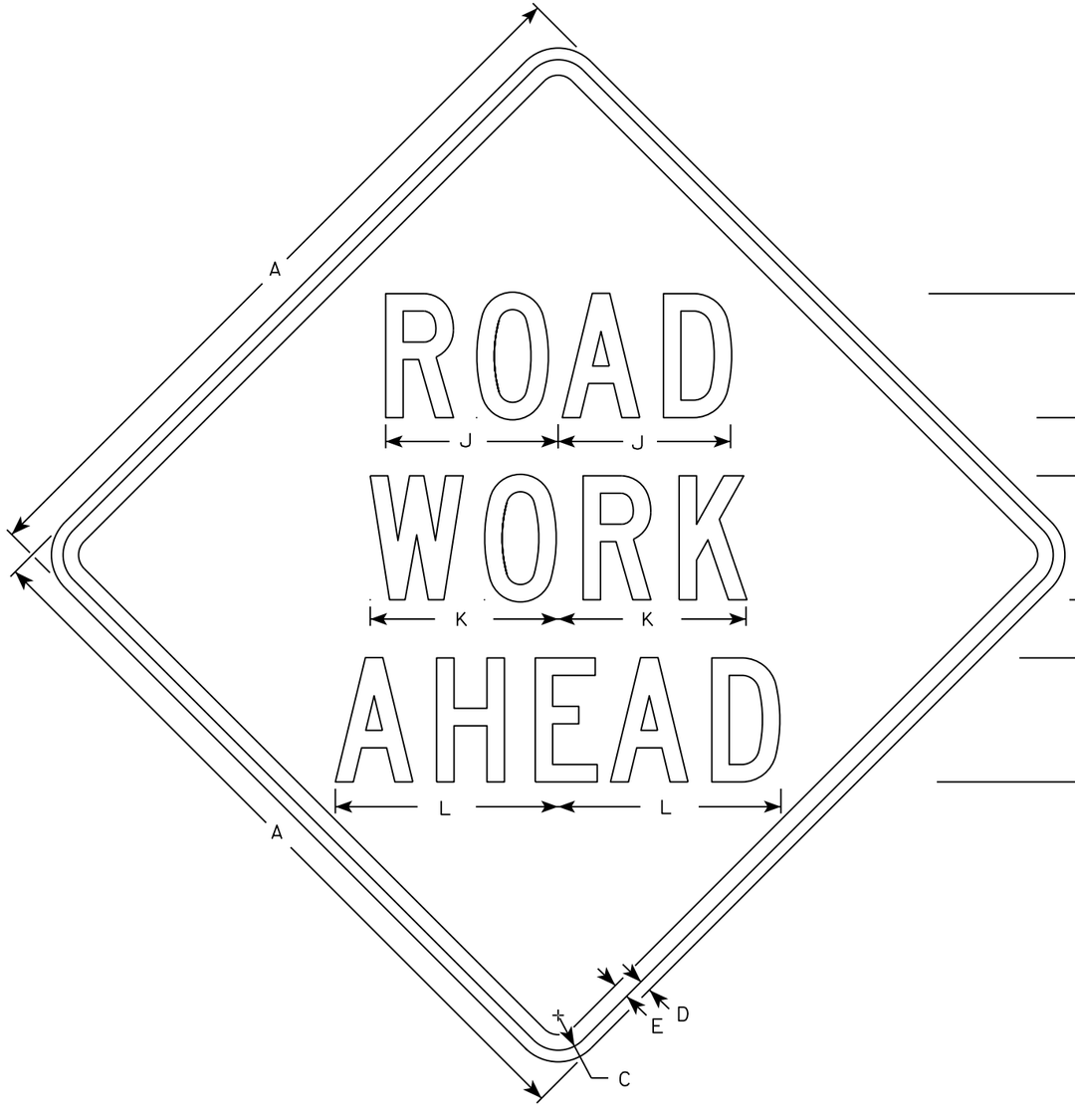
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 163	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W121D.DGN PLOT DATE : 13-MAR-2013 13:26 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 4.713802:1.000000

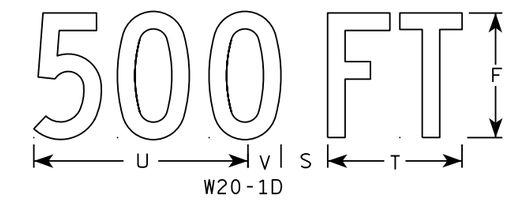
WISDOT/CADDS SHEET 42

7

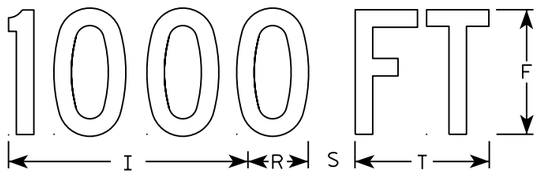
7



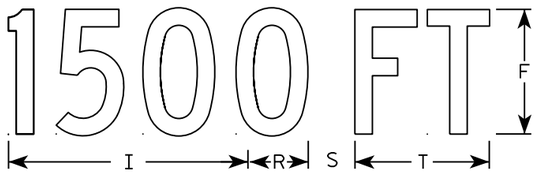
W20-1A



W20-1D

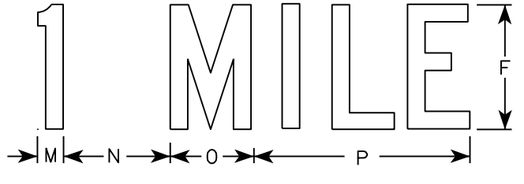


W20-1C

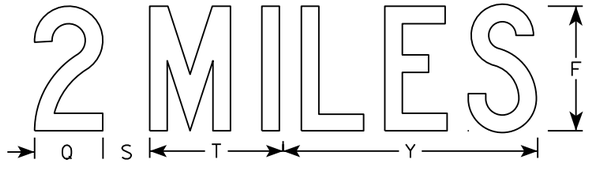


W20-1B

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

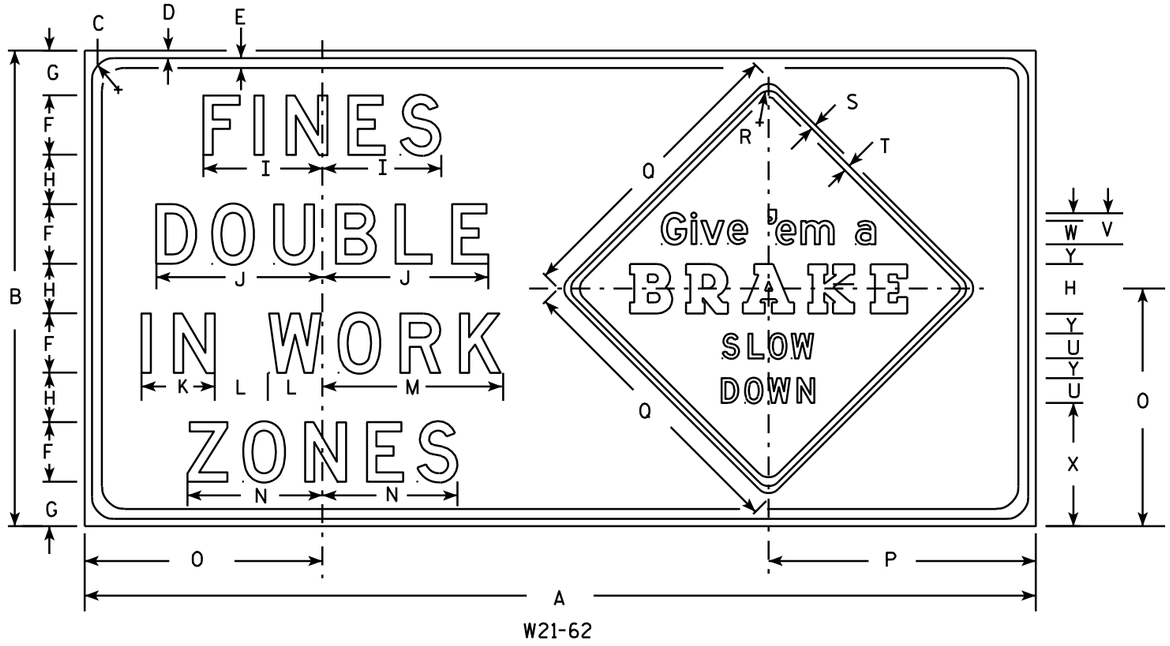
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:

SHEET NO: E

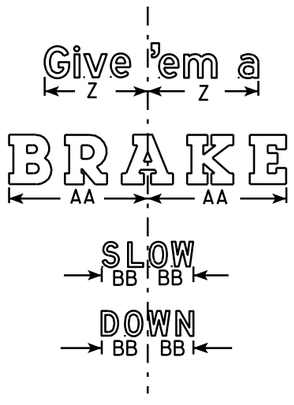
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 01-DEC-2015 18:24 PLOT BY : $$ plotuser $$

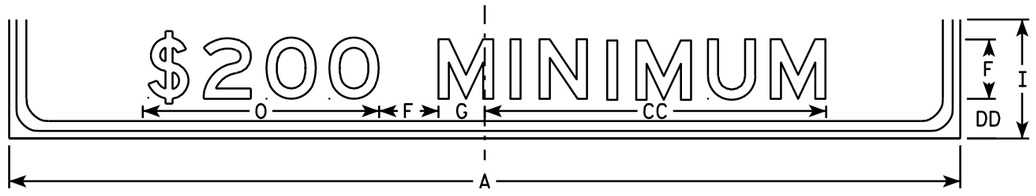


W21-62

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 - (See Note 5)
   Message - Black
3. Message Series -
   Fines Double Message - All lines are Series D
   Give 'em a Brake -
   Line one is Series E, line two is a Special Graphic Series and lines three and four are Series D.
4. The base material shall be plywood. Corners may be square or rounded, but borders shall be rounded as shown. The base material for Give 'em a Brake sign can be a seperate sheet of aluminum with the corners and borders rounded as shown. This seperate panel shall then be attached to the plywood with aluminum or stainless steel sheet metal screws.
5. Background for the Give 'em a Brake sign shall be Type F reflective orange.





W21-62P

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	AA	BB	CC	DD	Area sq. ft.
1																															
2S																															
2M																															
3	96	48	2 1/4	3/4	1	6	4 1/2	5	12	16 3/4	7 3/8	5 1/2	18 1/4	13 5/8	24	27	30	1 3/8	1/2	5/8	2 1/2	3 1/8	2 3/8	12 1/2	2	10 3/4	14	4 5/8	34 1/2	4	32.0
4																															
5																															

STANDARD SIGN
W21-62

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/11 PLATE NO. W21-62.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 165	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W2162.DGN PLOT DATE : 21-MAR-2011 10:25 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 15.294877:1.000000

WISDOT/CADDS SHEET 42

7

7

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

SUP

PROJECT ID: 1198-02-83

WITH: 1198-02-82 & 1198-00-78

COUNTY: DOUGLAS

MAY 2018

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 = 166

34

DESIGN DESIGNATION

A.A.D.T.	2011	=	2900
A.A.D.T.	2031	=	3600
D.H.V.		=	421
D.D.		=	62/38
T.		=	18.4%
DESIGN SPEED		=	70 MPH
ESALS		=	2,700,000

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	L	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)		FIBER OPTIC	FO
		GAS	G
COMBUSTIBLE FLUIDS	CAUTION	SANITARY SEWER	SAN
		STORM SEWER	SS
		TELEPHONE	T
MARSH AREA		WATER	W
		UTILITY PEDESTAL	
		POWER POLE	
WOODED OR SHRUB AREA		TELEPHONE POLE	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

SOLON SPRINGS-SUPERIOR

WI CENTRAL LTD RR TO KENT ROAD (SB)

USH 53

DOUGLAS

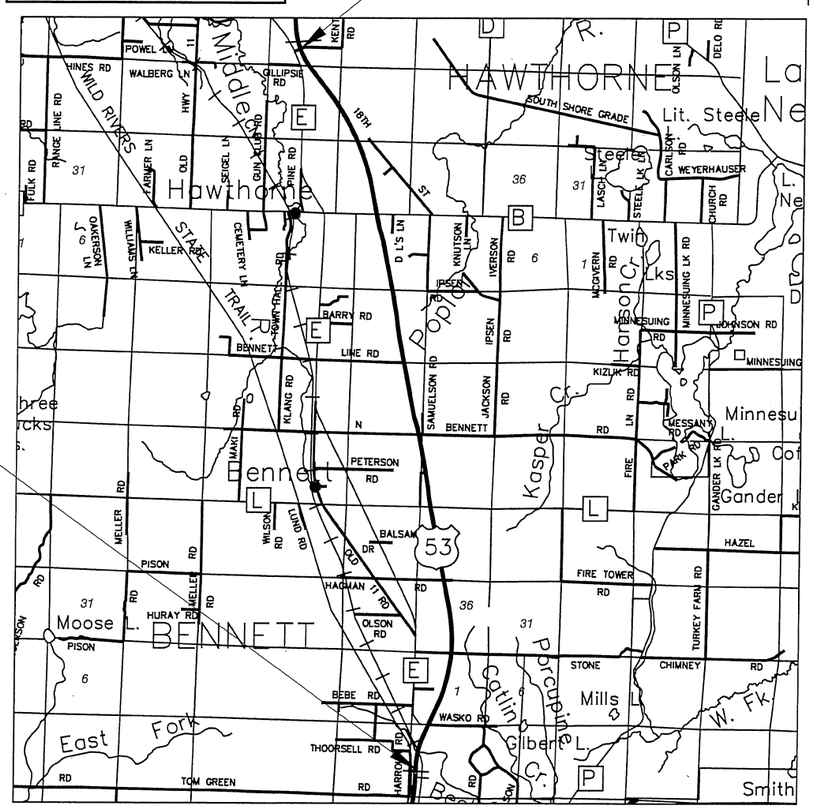
STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1198-02-83	WISC 2018258	1
1198-02-82	WISC 2018257	1
1198-00-78	WISC 2018256	1

STATE PROJECT NUMBER

1198-02-83

END PROJECT
STA 704+60

BEGIN PROJECT
STA 186+37.17
Y= 187715.305
X=218813.620



LAYOUT

SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 9.815 MILES

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, DOUGLAS COUNTY, NAD83 (2008), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ORIGINAL PLANS PREPARED BY

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

DATE: 3-12-18 (Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY	
Surveyor	WISDOT SURVEYOR
Designer	SEH
Project Manager	BRENDON DIRKES
Regional Examiner	REGIONAL EXAMINER
Regional Supervisor	ANDREW STENSLAND

APPROVED FOR THE DEPARTMENT

DATE: 3/12/18 Brendon Dirkes (Signature)

E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\010101-TI SB.DWG PLOT DATE : 3/12/2018 1:36 PM PLOT BY : JARROD STARREN PLOT NAME :

GENERAL NOTES

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

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

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

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

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

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, ARE TO BE 4-INCH SALVAGED TOPSOILED, FERTILIZED, SEEDED AND MULCHED.

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

ALL SIDE ROAD EARTHWORK QUANTITIES ARE INCLUDED IN MAINLINE EARTHWORK QUANTITIES.

ASPHALTIC PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYER THICKNESSES:

PAVEMENT THICKNESS (INCH)	LEVELING (INCH)	UPPER (INCH)
4.5	2.5	2

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

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

ASPHALTIC SURFACE- MINIMUM OF A 4 LT 58-34 S MIX TO BE USED.

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

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

STATIONING, DISTANCES AND OFFSETS FOR PROPOSED SIGNS SHOWN ON THE PLAN ARE APPROXIMATE, ACTUAL LOCATIONS OF SIGNS ARE TO BE COORDINATED IN THE FIELD WITH THE ENGINEER.

SUMMARY OF DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
INTERSECTION DETAILS
PERMANENT SIGNING
TRAFFIC CONTROL

UTILITY CONTACTS

SUPERIOR, WATER, LIGHT AND POWER - GAS/PETROLEUM
2915 HILL AVE
SUPERIOR, WI 54880
(715)395-6288
ATTENTION: JAMISON MEHLE
EMAIL: JMEHLE@SWLP.COM

PACKERLAND BROADBAND - COMMUNICATION LINE
105 KENT ST
PO BOX 190
IRON MOUNTAIN, MI 49801
TELEPHONE: (906) 282-3768
ATTENTION: WAYNE CRETTON
EMAIL: WAYNE.CRETTON@PACKERLANDBROADBAND.COM

DAHLBERG LIGHT AND POWER COMPANY - ELECTRICITY
9221 E MAIN
P.O. BOX 300
SOLON SPRING, WI 54873-0300
(715) 378-2205
ATTENTION: JAMES DAHLBERG
EMAIL: JIMDAHLBERG@DAHLBERGLIGHTANDPOWER.COM

CENTURYLINK
20 S WILSON AVENUE
RICE LAKE, WI 54868
(715) 234-5528
ATTENTION: MONTE PARKER
EMAIL: MONTY.PARKER@CENTURYLINK.COM

CENTURYLINK - ENGINEERING CONTACT
20 S WILSON AVENUE
RICE LAKE, WI 54868
(715) 392-0045
ATTENTION: RUSSELL VANCE
EMAIL: RUSSELL.VANCE@CENTURYLINK.COM

WCL (CN) IS NOT PART OF DIGGERS HOTLINE
CALL CN BEFORE YOU DIG LINE AT (734)783-4533

WISCONSIN CENTRAL LTD. (CN)
1625 DEPOT STREET
STEVENS POINT, WI 54481
ATTENTION: JACKIE MACEWICZ
TELEPHONE: (715)345-2503
EMAIL: JACKIE.MACEWICZ@CN.CA

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 12.10 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 2.57 ACRES

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

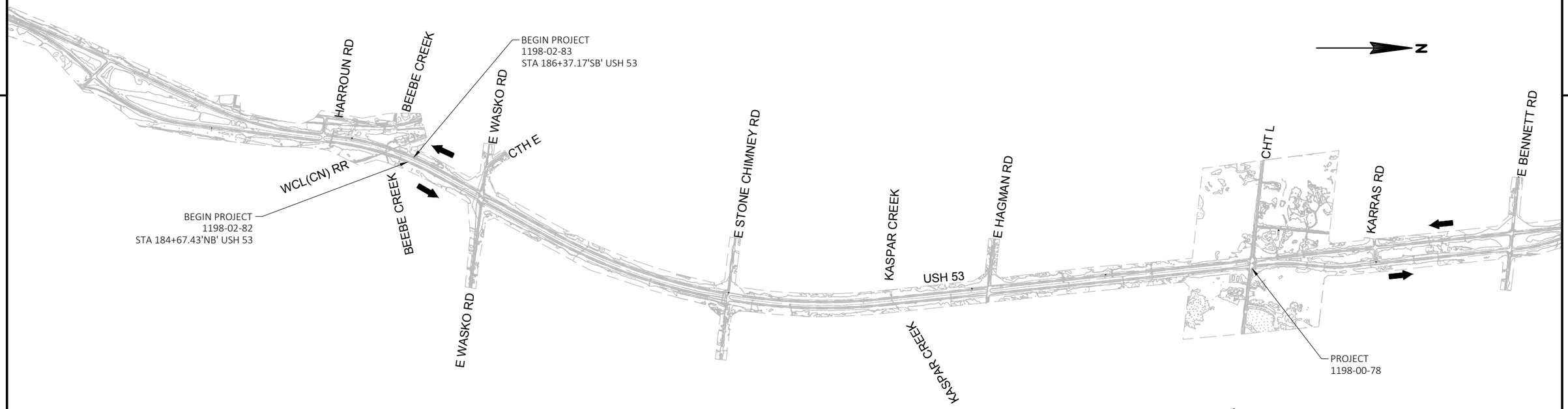
DESIGN CONTACT

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

DNR LIAISON

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

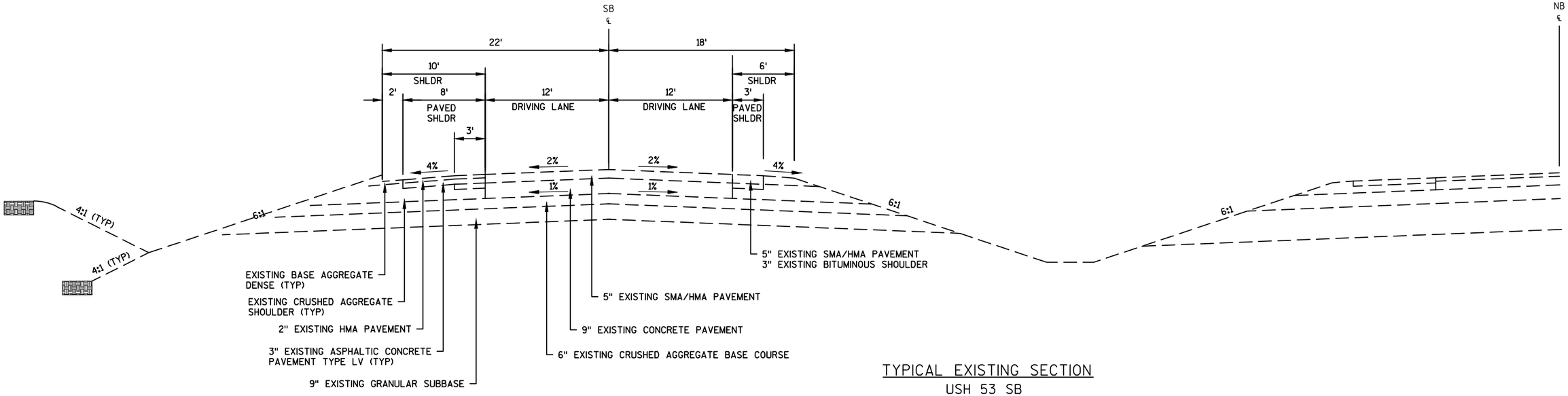
2



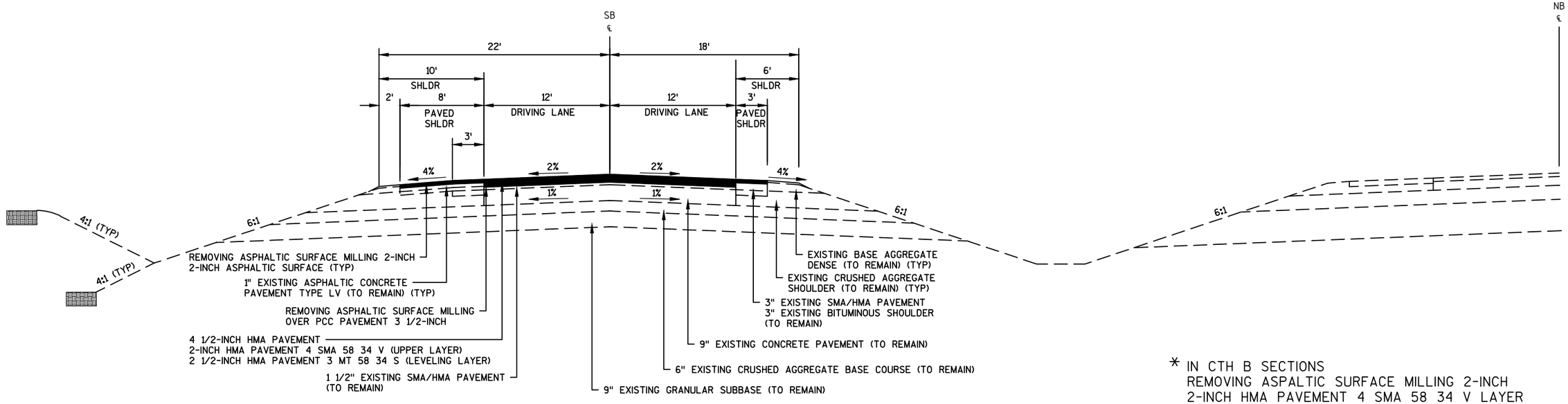
PROJECT NO: 1198-02-83	HWY: USH 53	COUNTY: DOUGLAS	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\020201-PO-SB.DWG
LAYOUT NAME - OVERVIEW

PLOT DATE : 2/1/2018 8:16 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : ##########



TYPICAL EXISTING SECTION
USH 53 SB
STA 186+37 TO STA 704+60



TYPICAL FINISHED SECTION
USH 53 SB
STA 186+37 TO STA 704+60
* STA 562+00 TO STA 600+00

** SEE PROJECT 1198-00-78 TYPICALS
BETWEEN STA 357+15 - STA 375+90

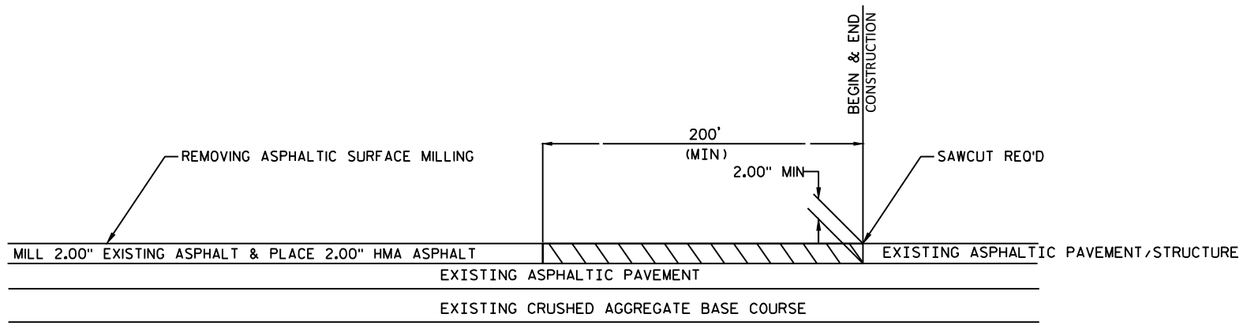
* IN CTH B SECTIONS
REMOVING ASPALTIC SURFACE MILLING 2-INCH
2-INCH HMA PAVEMENT 4 SMA 58 34 V LAYER
MILL TO FLAG LINE OF CUB AND GUTTER

PROJECT NO: 1198-02-83	HWY: USH 53	COUNTY: DOUGLAS	TYPICAL SECTIONS	SHEET 4	E

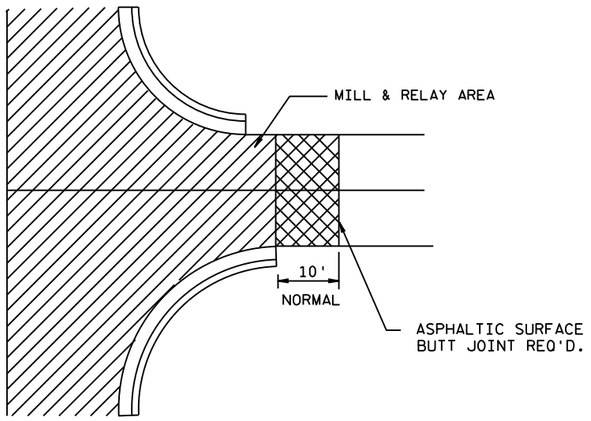
SUPERELEVATION TABLE - USH 53 SB

Station	Description	Left Shoulder	Left Lane	Right Lane	Right Shoulder
130+15.13'	Begin Alignment	-4.00%	-2.00%	-2.00%	-4.00%
145+54.46'	End Normal Shoulder	-4.00%	-2.00%	-2.00%	-4.00%
145+54.46'	End Normal Crown	-4.00%	-2.00%	-2.00%	-4.00%
146+44.76'	Level Crown	-4.00%	-2.00%	0.00%	0.00%
147+35.06'	Reverse Crown	-4.00%	-2.00%	2.00%	2.00%
147+93.76'	Begin Full Super	-4.00%	-3.30%	3.30%	3.30%
154+09.62'	End Full Super	-4.00%	-3.30%	3.30%	3.30%
155+13.62'	Begin Full Super	-4.00%	-3.40%	3.40%	3.40%
164+96.85'	End Full Super	-4.00%	-3.40%	3.40%	3.40%
165+59.85'	Reverse Crown	-4.00%	-2.00%	2.00%	2.00%
166+49.85'	Level Crown	-4.00%	-2.00%	0.00%	0.00%
167+39.85'	Begin Normal Crown	-4.00%	-2.00%	-2.00%	-4.00%
167+39.85'	Begin Normal Shoulder	-4.00%	-2.00%	-2.00%	-4.00%
171+41.48'	End Normal Shoulder	-4.00%	-2.00%	-2.00%	-4.00%
171+41.48'	End Normal Crown	-4.00%	-2.00%	-2.00%	-4.00%
172+31.48'	Level Crown	0.00%	0.00%	-2.00%	-4.00%
173+21.48'	Reverse Crown	2.00%	2.00%	-2.00%	-4.00%
173+84.48'	Begin Full Super	3.40%	3.40%	-3.40%	-4.00%
194+77.74'	End Full Super	3.40%	3.40%	-3.40%	-4.00%
195+40.74'	Reverse Crown	2.00%	2.00%	-2.00%	-4.00%
196+30.74'	Level Crown	0.00%	0.00%	-2.00%	-4.00%
197+20.74'	Begin Normal Crown	-4.00%	-2.00%	-2.00%	-4.00%
197+20.74'	Begin Normal Shoulder	-4.00%	-2.00%	-2.00%	-4.00%
220+20.03'	End Normal Shoulder	-4.00%	-2.00%	-2.00%	-4.00%
220+20.03'	End Normal Crown	-4.00%	-2.00%	-2.00%	-4.00%
221+10.03'	Level Crown	-4.00%	-2.00%	0.00%	0.00%
222+00.03'	Begin Full Super	-4.00%	-2.00%	2.00%	2.00%
222+00.03'	Reverse Crown	-4.00%	-2.00%	2.00%	2.00%
290+81.05'	End Full Super	-4.00%	-2.00%	2.00%	2.00%
290+81.05'	Reverse Crown	-4.00%	-2.00%	2.00%	2.00%
291+71.05'	Level Crown	-4.00%	-2.00%	0.00%	0.00%
292+61.05'	Begin Normal Crown	-4.00%	-2.00%	-2.00%	-4.00%
292+61.05'	Begin Normal Shoulder	-4.00%	-2.00%	-2.00%	-4.00%
695+85.56'	End Normal Shoulder	-4.00%	-2.00%	-2.00%	-4.00%
695+85.56'	End Normal Crown	-4.00%	-2.00%	-2.00%	-4.00%
696+75.56'	Level Crown	0.00%	0.00%	-2.00%	-4.00%
697+65.56'	Reverse Crown	2.00%	2.00%	-2.00%	-4.00%
698+28.56'	Begin Full Super	3.40%	3.40%	-3.40%	-4.00%
716+18.68'	End Full Super	3.40%	3.40%	-3.40%	-4.00%
717+29.59'	Begin Full Super	3.50%	3.50%	-3.50%	-4.00%
718+78.97'	End Full Super	3.50%	3.50%	-3.50%	-4.00%
719+46.68'	Reverse Crown	2.00%	2.00%	-2.00%	-4.00%
720+36.97'	Level Crown	0.00%	0.00%	-2.00%	-4.00%
721+27.25'	Begin Normal Crown	-4.00%	-2.00%	-2.00%	-4.00%
721+27.25'	Begin Normal Shoulder	-4.00%	-2.00%	-2.00%	-4.00%
719+31.63'	End Alignment	-4.00%	-2.00%	-2.00%	-4.00%

2

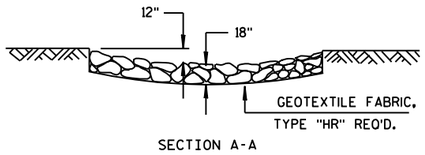


USH 53 NB BUTTED JOINT

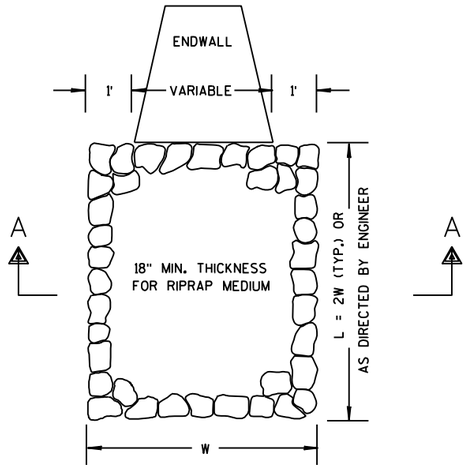


NOT TO SCALE

PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PLAN: CONSTRUCTION DETAIL	SHEET 6	E

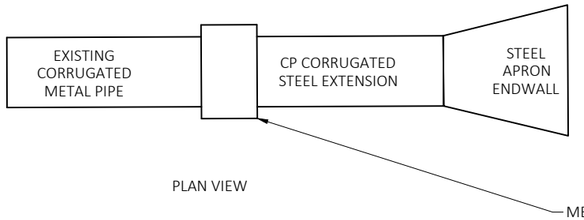


SECTION A-A

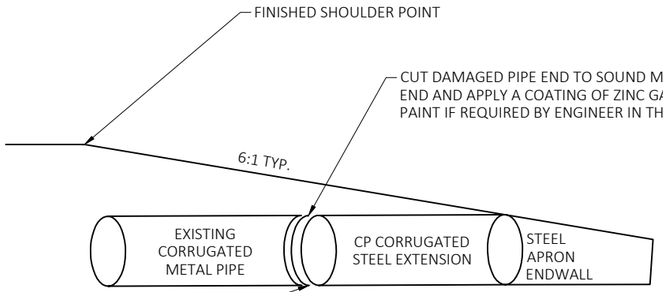


RIPRAP MEDIUM TREATMENT AT CULVERTS

NOTE:
THE 2-FOOT WIDE METAL BAND COLLAR IS INCIDENTAL TO THE CULVERT PIPE CORRUGATED STEEL PAY ITEL, AND THE DIAMETER MUST MATCH THE PIPE EXTENSION DIAMETER

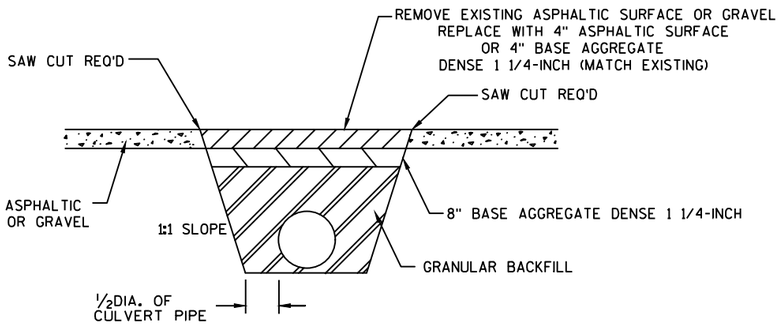


PLAN VIEW

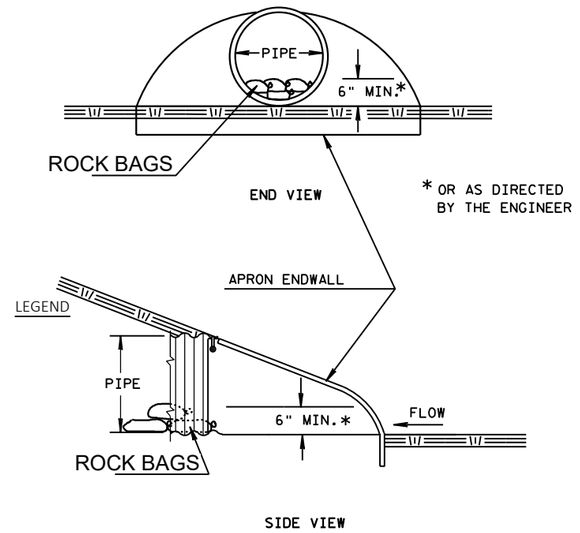


PROFILE VIEW

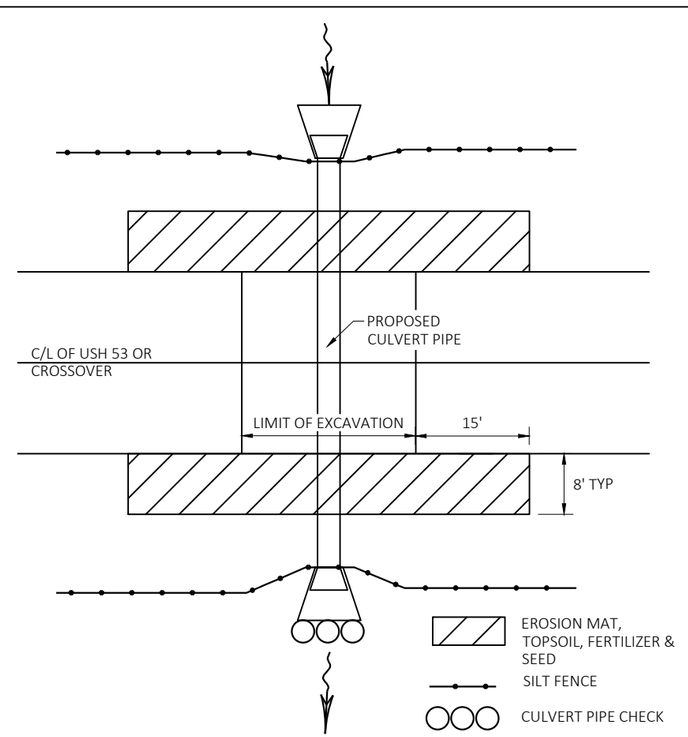
CULVERT PIPE END EXTENSION DETAIL



DETAIL FOR CULVERT PIPE INSTALLATION
IN AREAS OF EXISTING PAVEMENT



CULVERT PIPE CHECKS



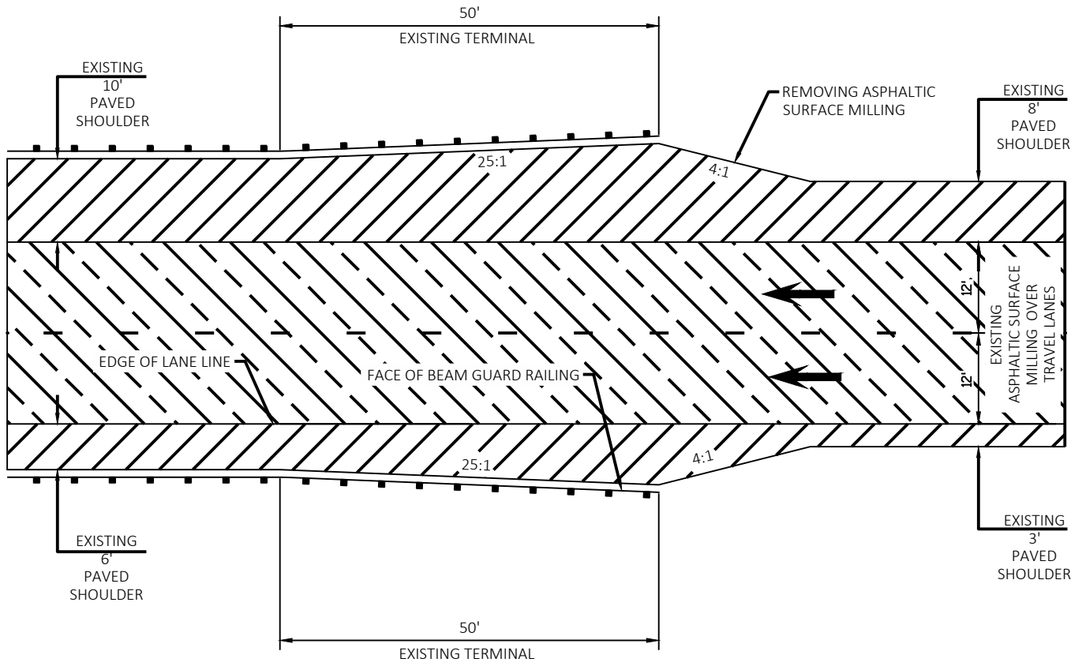
EROSION CONTROL AT CULVERT PIPE REPLACEMENTS

SEE MISCELLANEOUS QUANTITIES
FOR LOCATIONS AND DIMENSIONS

PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PLAN: CONSTRUCTION DETAIL	SHEET 7	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\021001-CD.DWG
LAYOUT NAME - 05
PLOT DATE : 3/12/2018 12:22 PM
PLOT BY : NICK ENGH
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



LEGEND

REMOVING ASPHALTIC SURFACE MILLING
MAINLINE PAVEMENT

REMOVING ASPHALTIC SURFACE MILLING
SHOULDER PAVEMENT

STEEL PLATE BEAM GUARD TERMINAL AREA

USH 53 SB
STA 186+76'SB' - STA 200+38'SB' LT
STA 186+36'SB' - STA 188+07'SB RT

PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PLAN: CONSTRUCTION DETAIL	SHEET 8	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\021001-CD.DWG
LAYOUT NAME - 11
PLOT DATE : 2/1/2018 8:25 AM
PLOT BY : NICK ENGH
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

2

TYPICAL FINISHED SECTION - USH 53 SB
REMOVE ASPHALTIC SURACE MILLING 2-INCH
2-INCH ASPHALTIC SURFACE

TYPICAL FINISHED SECTION - USH 53 NB
REMOVE ASPHALTIC SURACE MILLING 2-INCH
2-INCH HMA PAVEMENT 4 SMA 58 34 V

TYPICAL FINISHED SECTION - USH 53 SB
REMOVE ASPHALTIC SURACE MILLING 3-1/2"
2-INCH HMA PAVEMENT 4 SMA 58 34 V (UPPER LAYER)
2-1/2- INCH HMA PAVEMENT 3 MT 58 34 S (LOWER LAYER)

E STONE CHIMNEY RD

SIGN

USH 53

252 SB
254 SB
256 SB
258 SB
260 SB
262 SB
264 SB
266 SB
USH 53 'SB'

252 NB
254 NB
256 NB
258 NB
260 NB
262 NB
264 NB
266 NB
USH 53 'NB'

SIDEROAD

TYPICAL FINISHED SECTION - USH 53 NB
REMOVE ASPHALTIC SURACE MILLING 2-INCH
2-INCH HMA PAVEMENT 4 SMA 58 34 V

TYPICAL FINISHED SECTION - USH 53 NB
REMOVE ASPHALTIC SURACE MILLING 2-INCH
2-INCH ASPHALTIC SURFACE

SIDEROAD

TYPICAL MEDIAN PAVEMENT DETAIL

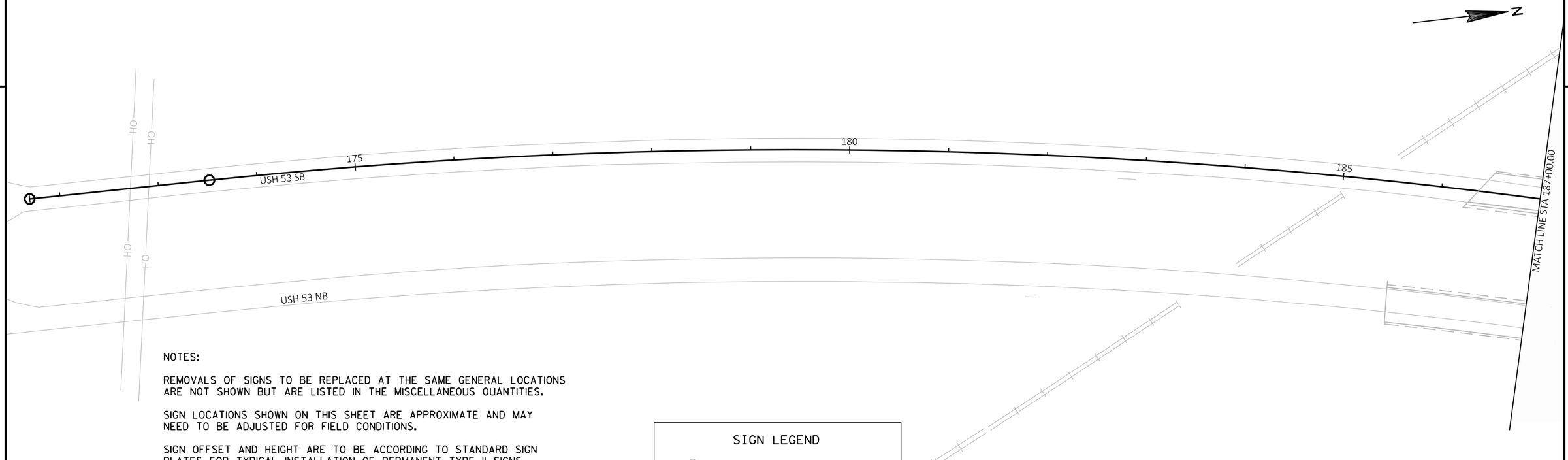
PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	CONSTRUCTION DETAIL	SHEET 9	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\021101- CD SB PAVMENT DETAIL.DWG
LAYOUT NAME - PAVEMENT DETAIL

PLOT DATE : 2/1/2018 8:25 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



NOTES:

REMOVALS OF SIGNS TO BE REPLACED AT THE SAME GENERAL LOCATIONS ARE NOT SHOWN BUT ARE LISTED IN THE MISCELLANEOUS QUANTITIES.

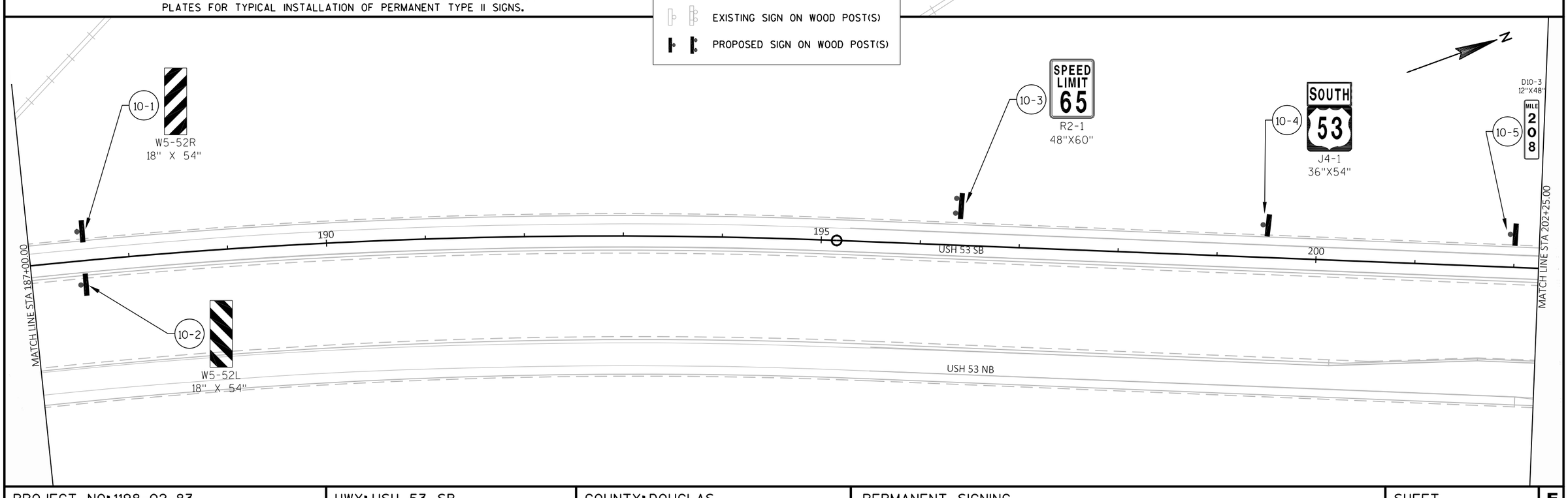
SIGN LOCATIONS SHOWN ON THIS SHEET ARE APPROXIMATE AND MAY NEED TO BE ADJUSTED FOR FIELD CONDITIONS.

SIGN OFFSET AND HEIGHT ARE TO BE ACCORDING TO STANDARD SIGN PLATES FOR TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS.

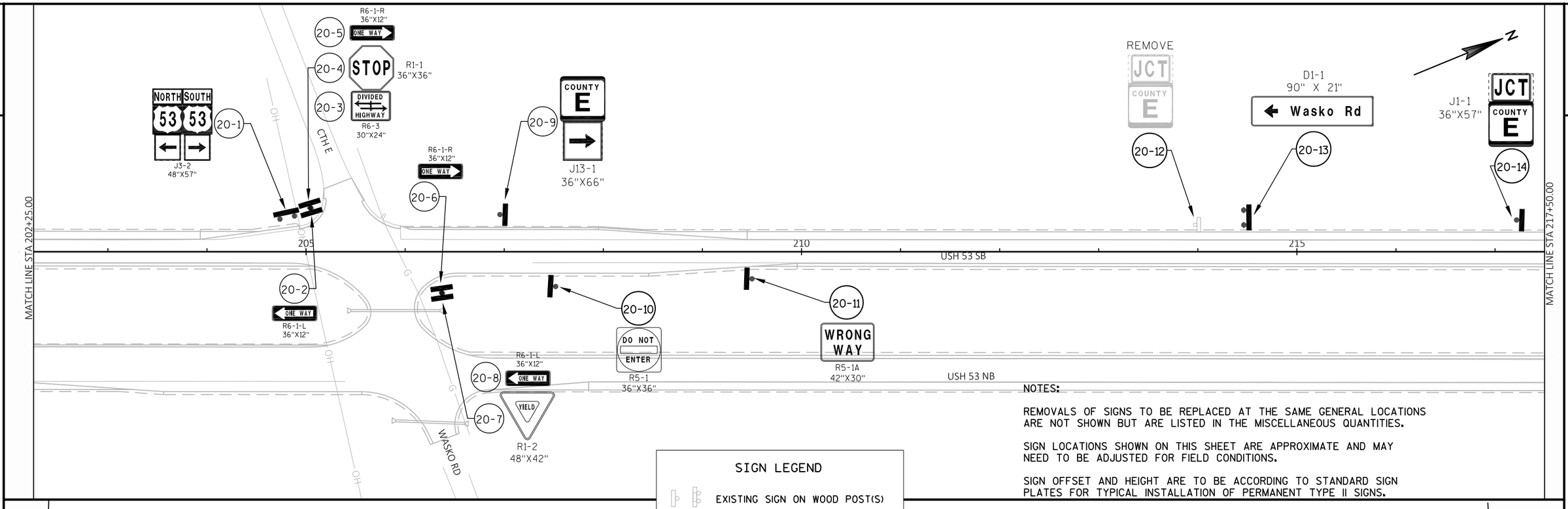
SIGN LEGEND

EXISTING SIGN ON WOOD POST(S)

PROPOSED SIGN ON WOOD POST(S)



PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET 10	E



SIGN LEGEND

EXISTING SIGN ON WOOD POST(S)

PROPOSED SIGN ON WOOD POST(S)

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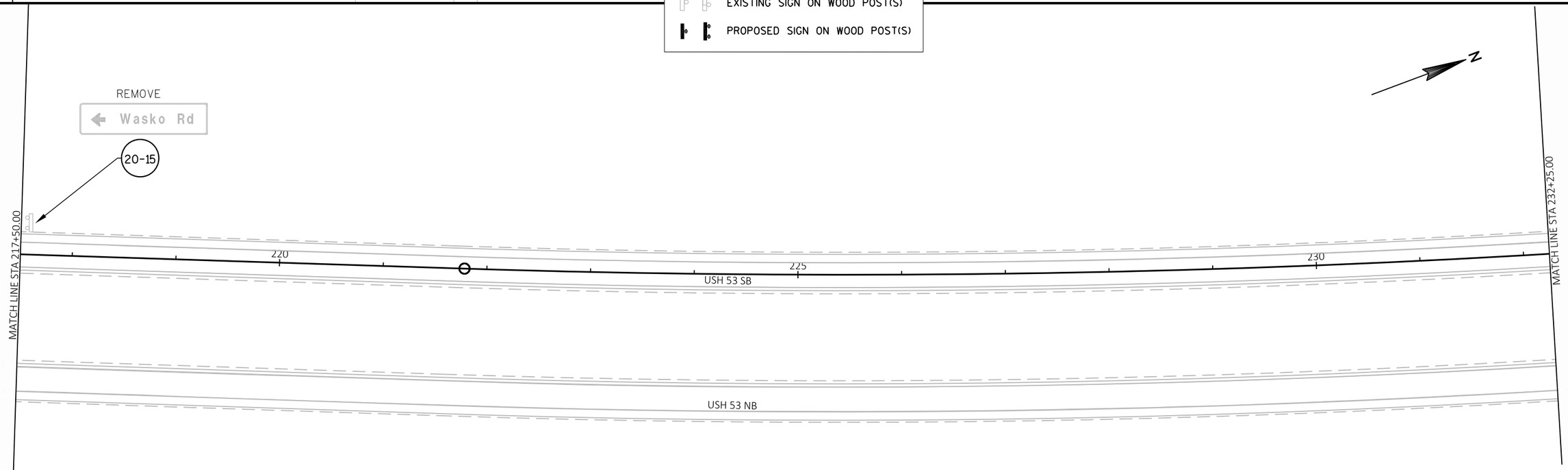
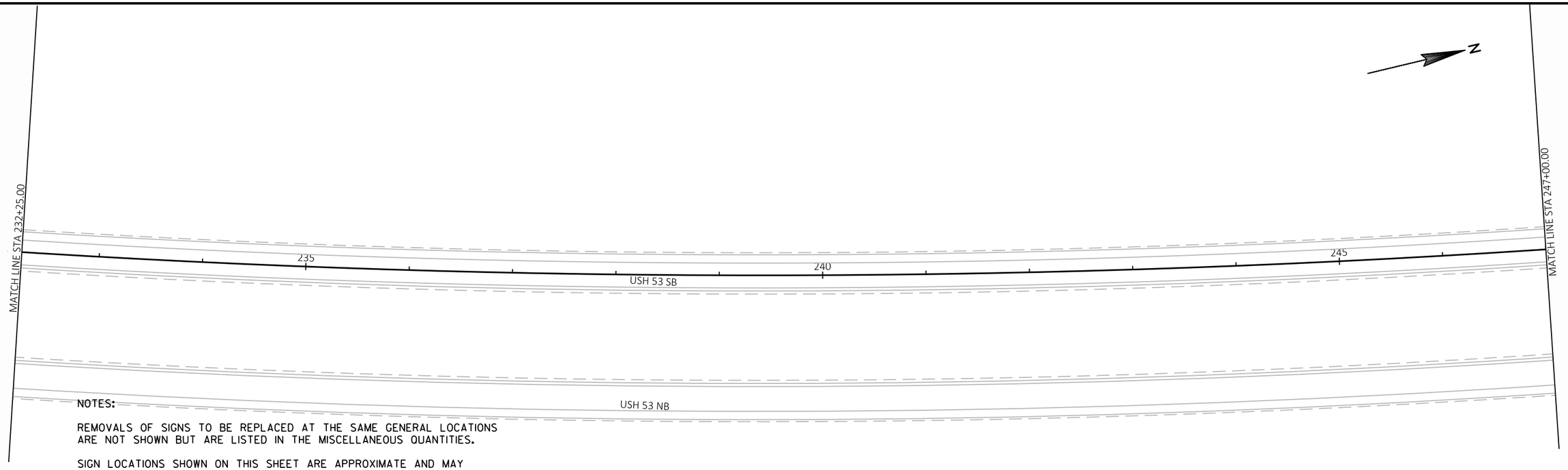


PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET 11	E

2



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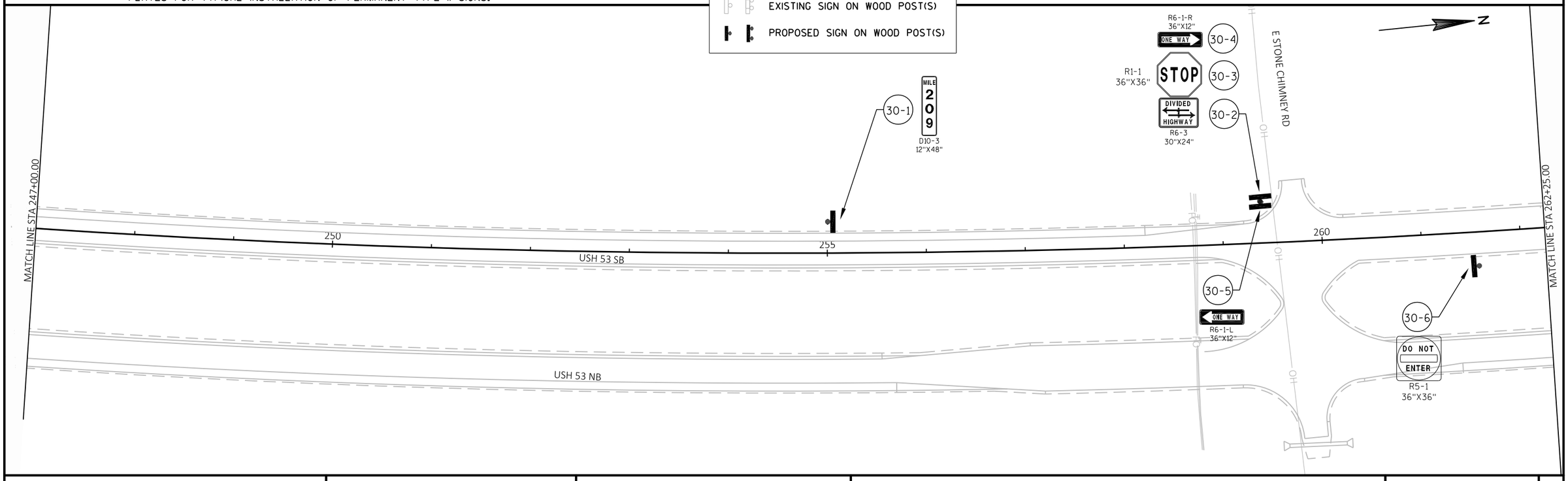
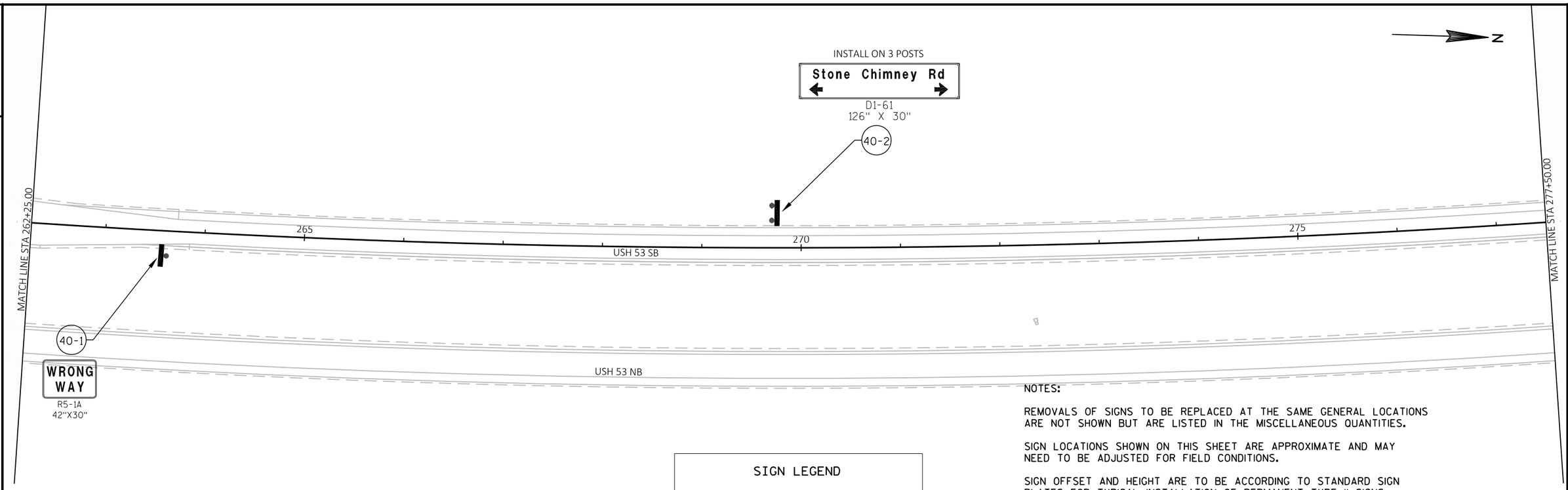
SIGN LEGEND

EXISTING SIGN ON WOOD POST(S)

PROPOSED SIGN ON WOOD POST(S)



PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET 12	E



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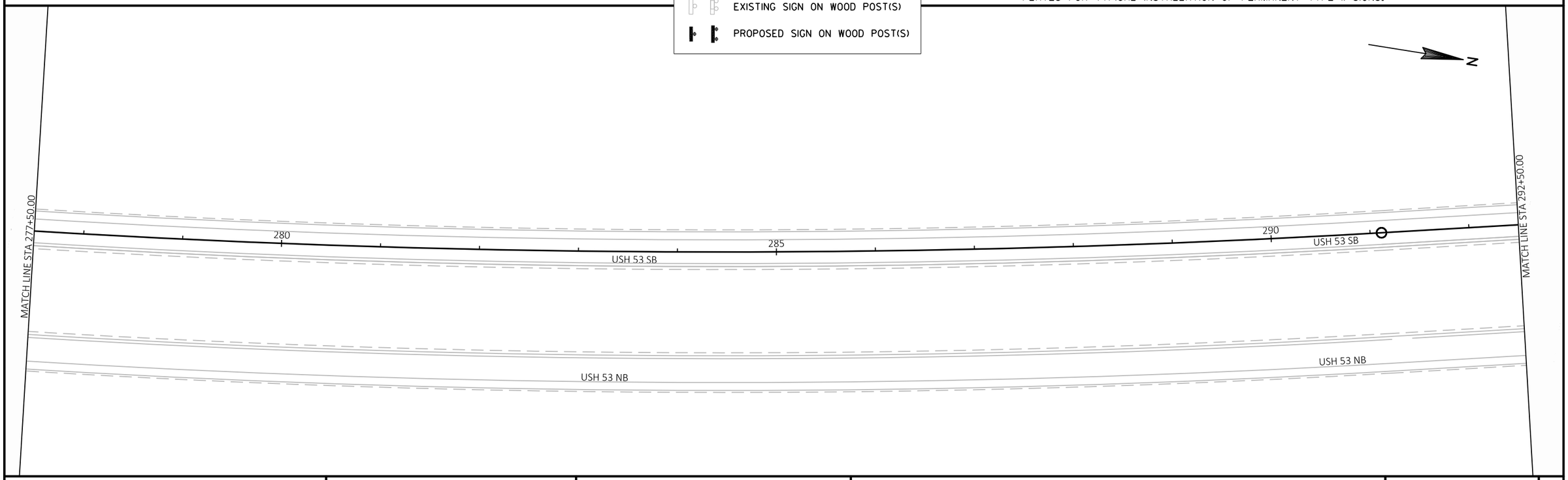
SIGN LEGEND

EXISTING SIGN ON WOOD POST(S)

PROPOSED SIGN ON WOOD POST(S)



PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET 13	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1711 USH 53-SEH-PERM SIGNING\023201-PS (SB).DWG
LAYOUT NAME - 04

PLOT DATE : 1/8/2018 11:27 AM PLOT BY : USER PLOT NAME : PLOT SCALE : **********

2

N

MILE 210

50-1

D10-3
12"X48"

MATCH LINE STA 292+50.00

295 300 305

USH 53 SB

USH 53 NB

NOTES:

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SIGN LEGEND

EXISTING SIGN ON WOOD POST(S)

PROPOSED SIGN ON WOOD POST(S)

R6-1-R
36"X12"
ONE WAY
50-5

R1-1
36"X36"
STOP
50-4

DIVIDED HIGHWAY
R6-3
30"X24"
50-3

SOUTH 53
REMOVE
50-2

E HAGMAN RD

N

Hagman Rd

D1-61
84" X 30"
50-9

MATCH LINE STA 307+75.00

310 315 320

USH 53 SB

50-6
ONE WAY
R6-1-L
36"X12"

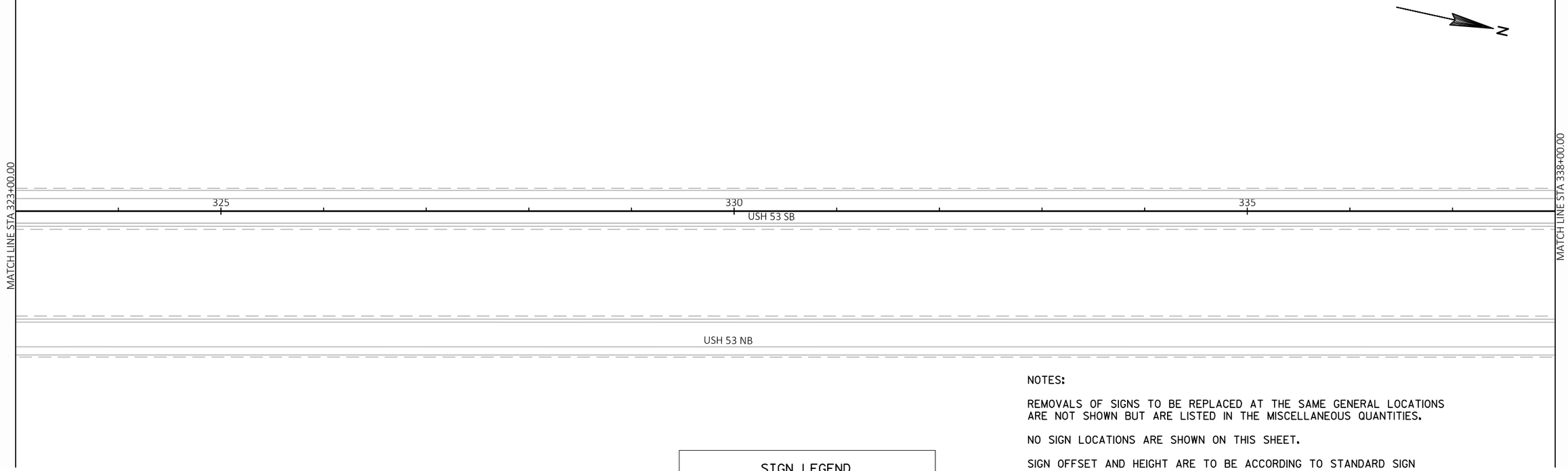
50-7
DO NOT ENTER
R5-1
36"X36"

50-8
WRONG WAY
R5-1A
42"X30"

USH 53 NB

MATCH LINE STA 323+00.00

PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET 14	E



NOTES:

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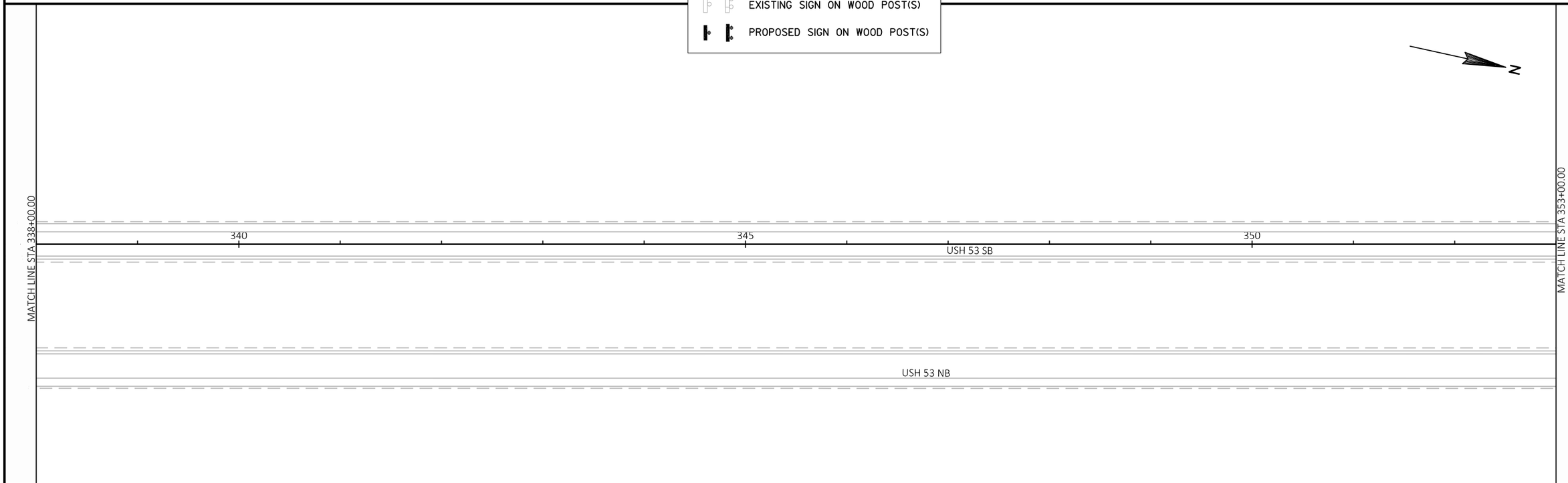
NO SIGN LOCATIONS ARE SHOWN ON THIS SHEET.

SIGN OFFSET AND HEIGHT ARE TO BE ACCORDING TO STANDARD SIGN PLATES FOR TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS.

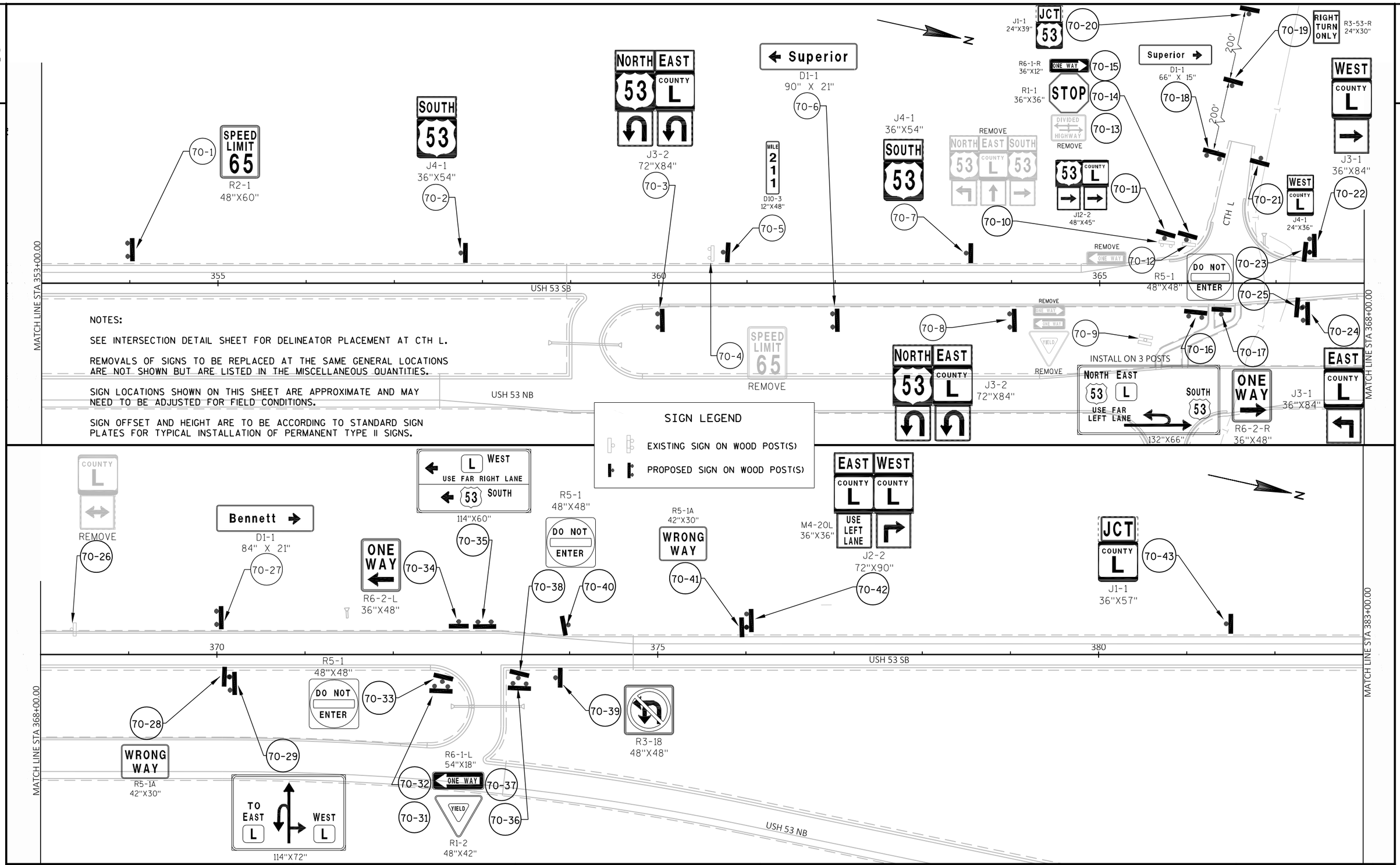
SIGN LEGEND

EXISTING SIGN ON WOOD POST(S)

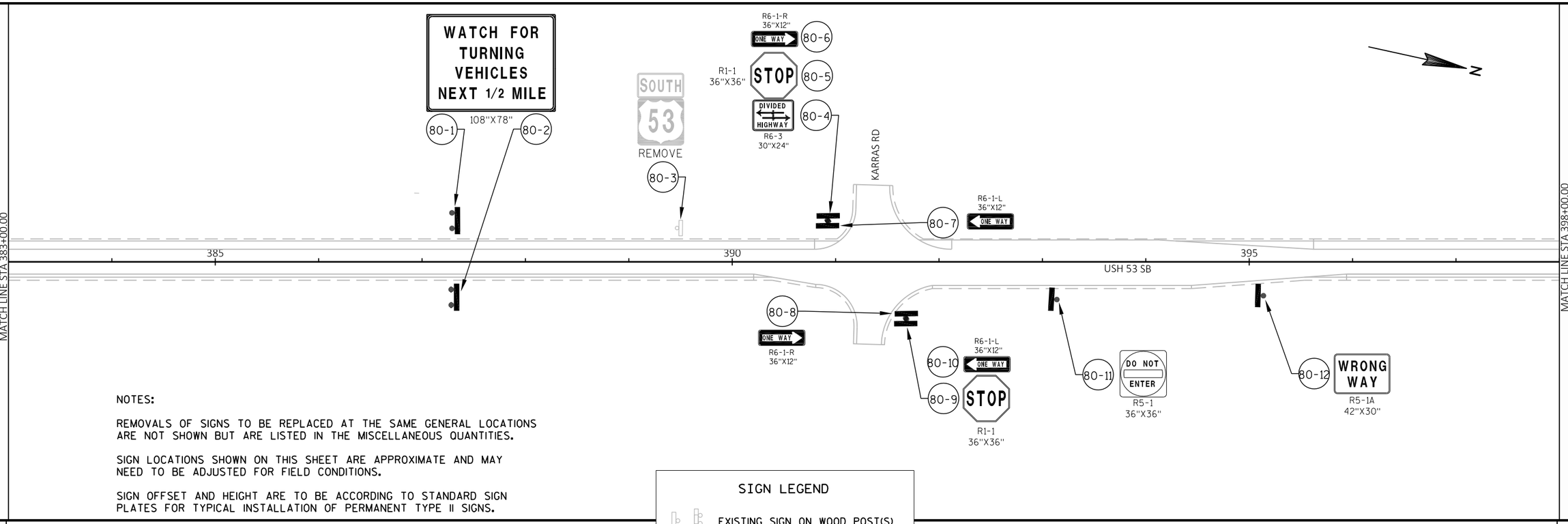
PROPOSED SIGN ON WOOD POST(S)



PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET 15	E



PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET 16	E



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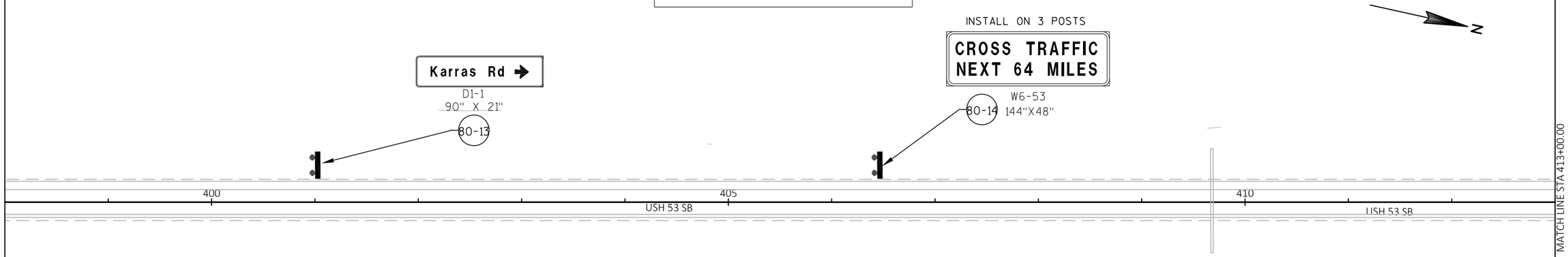
SIGN LEGEND

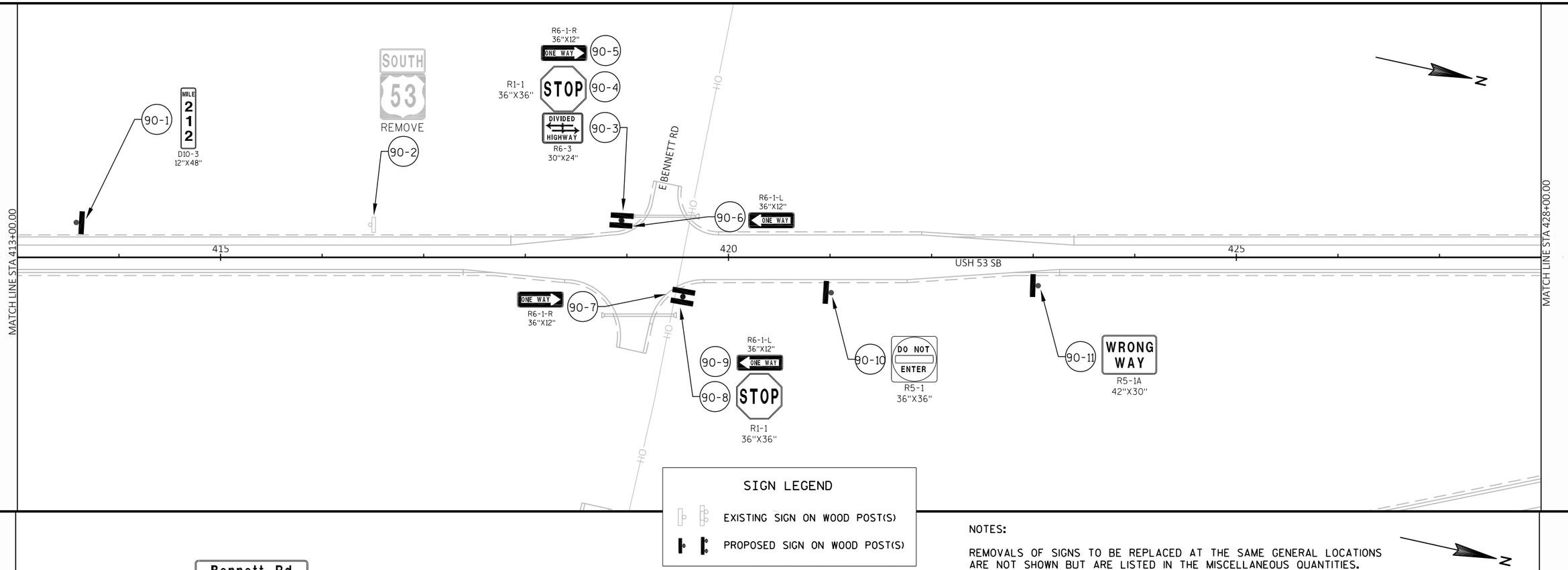
EXISTING SIGN ON WOOD POST(S)

PROPOSED SIGN ON WOOD POST(S)



PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET 17	E

2



SIGN LEGEND

EXISTING SIGN ON WOOD POST(S)

PROPOSED SIGN ON WOOD POST(S)

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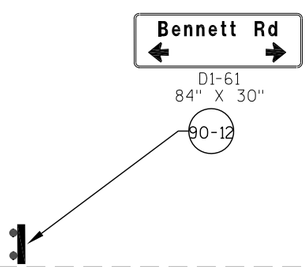
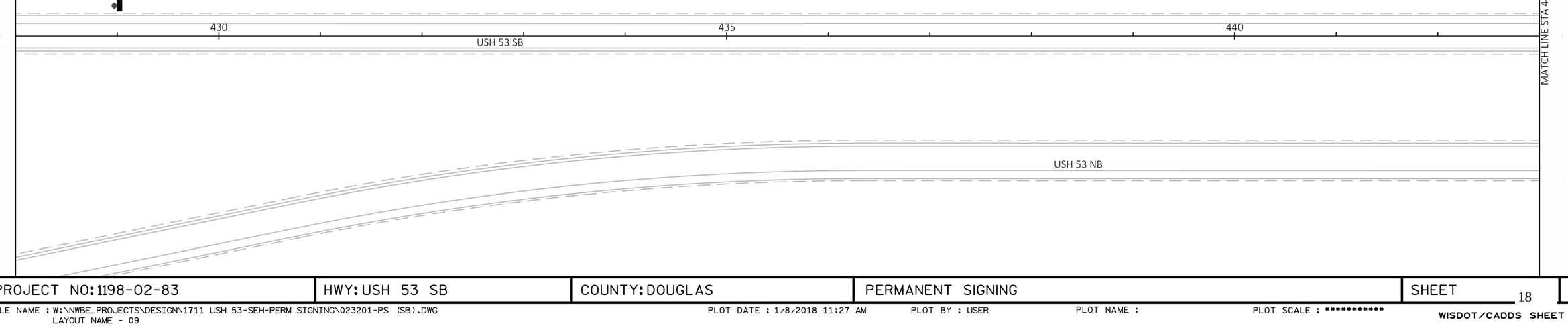
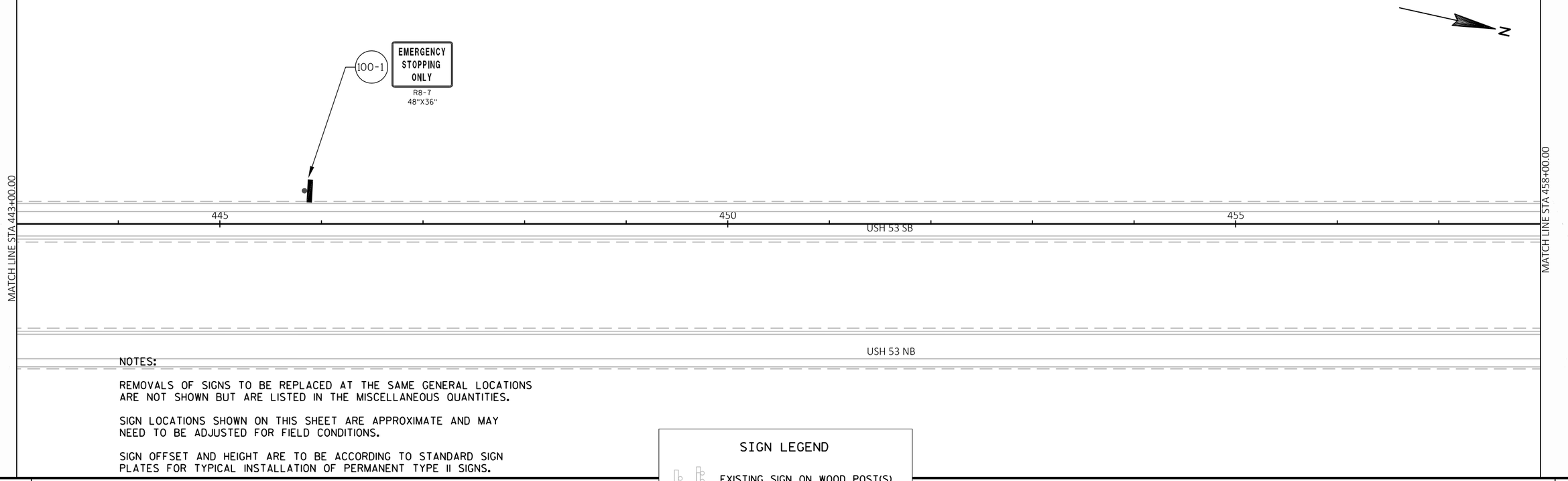




PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET 18	E



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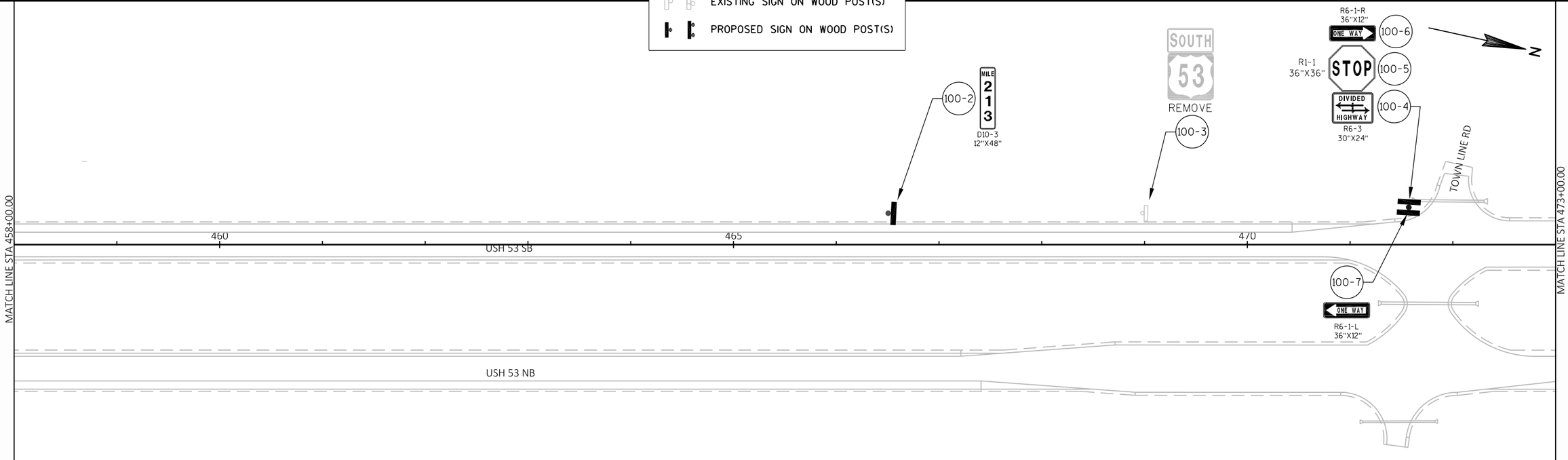
SIGN LEGEND

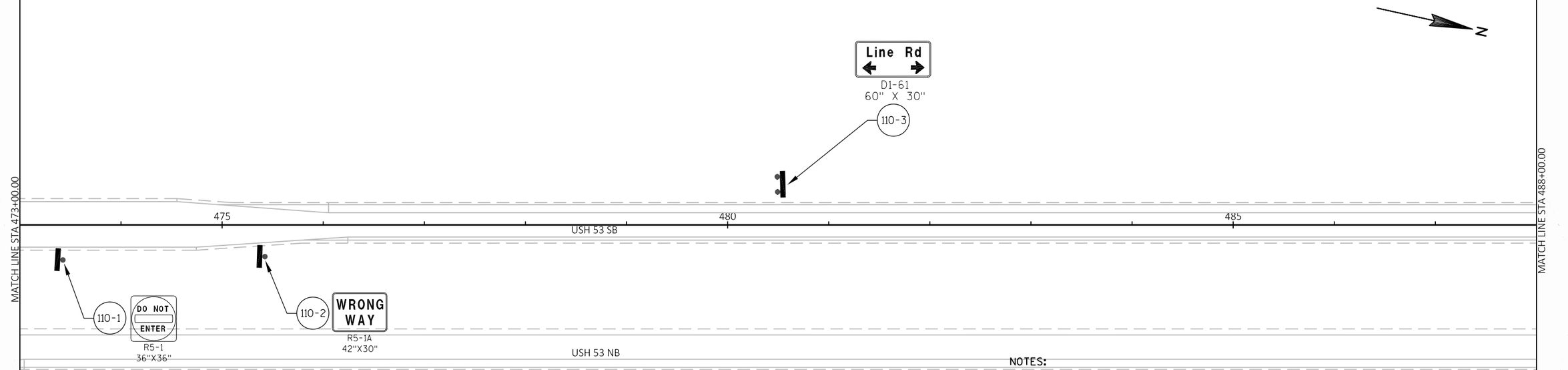
EXISTING SIGN ON WOOD POST(S)

PROPOSED SIGN ON WOOD POST(S)



PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET 19	E

2



NOTES:

REMOVALS OF SIGNS TO BE REPLACED AT THE SAME GENERAL LOCATIONS ARE NOT SHOWN BUT ARE LISTED IN THE MISCELLANEOUS QUANTITIES.

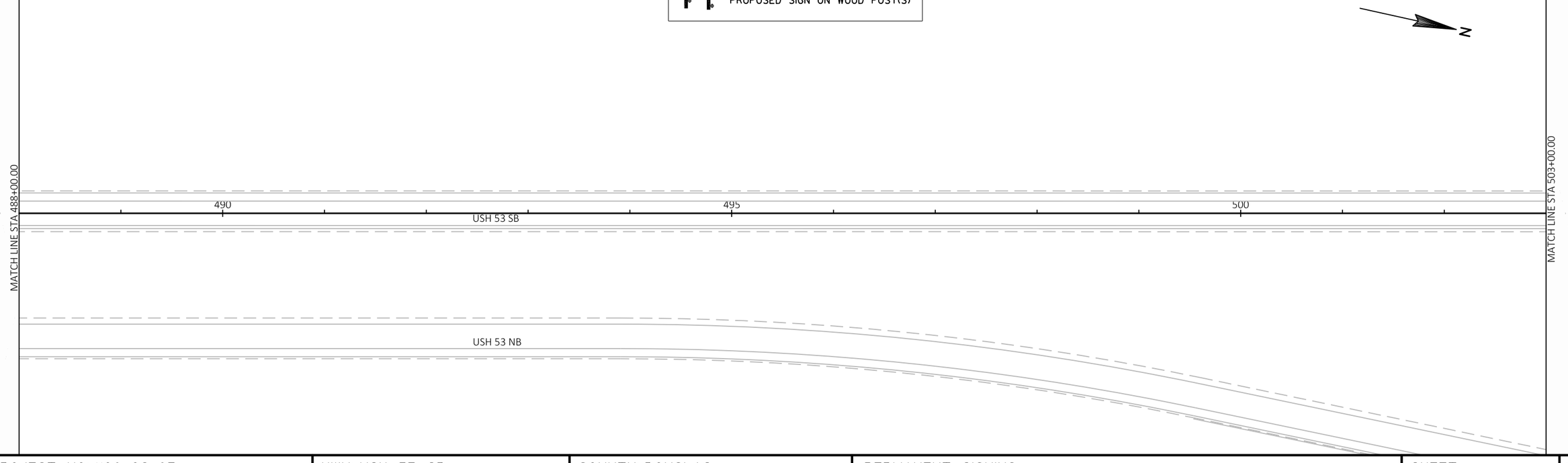
SIGN LOCATIONS SHOWN ON THIS SHEET ARE APPROXIMATE AND MAY NEED TO BE ADJUSTED FOR FIELD CONDITIONS.

SIGN OFFSET AND HEIGHT ARE TO BE ACCORDING TO STANDARD SIGN PLATES FOR TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS.

SIGN LEGEND

EXISTING SIGN ON WOOD POST(S)

PROPOSED SIGN ON WOOD POST(S)



PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET 20	E

2

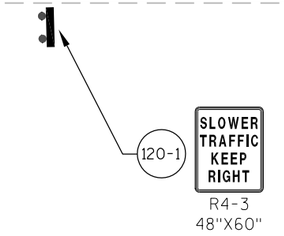
N

MATCH LINE STA 503+00.00

505 510 515

USH 53 SB

MATCH LINE STA 518+25.00



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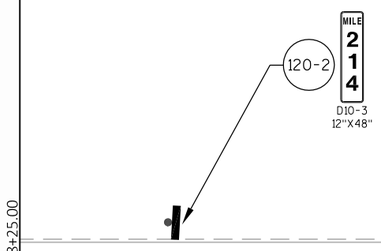
SIGN LEGEND

EXISTING SIGN ON WOOD POST(S)

PROPOSED SIGN ON WOOD POST(S)

N



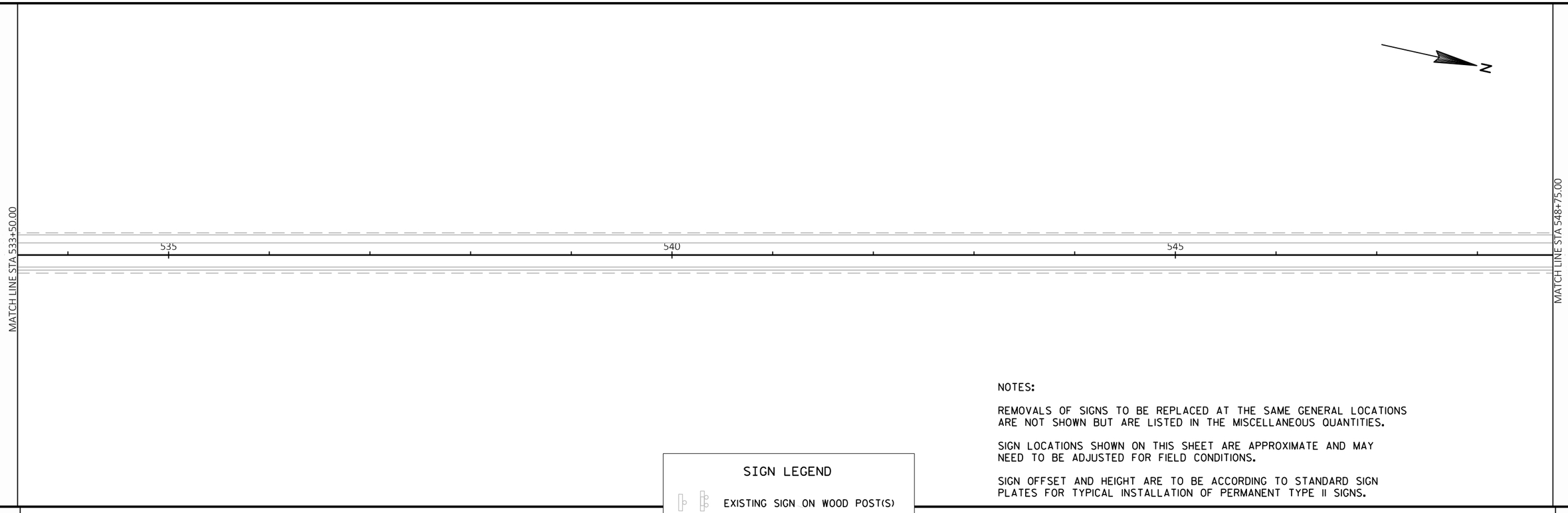
MATCH LINE STA 518+25.00

520 525 530

MATCH LINE STA 533+50.00

PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET 21	E

2



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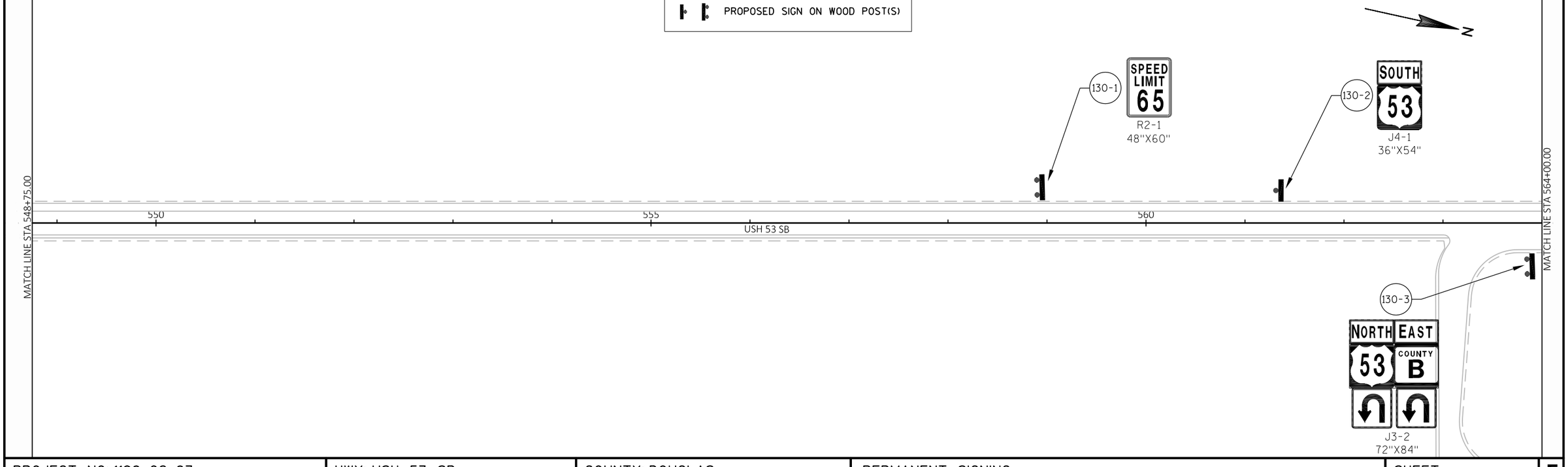
SIGN LEGEND

- EXISTING SIGN ON WOOD POST(S)
- PROPOSED SIGN ON WOOD POST(S)



PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET 22	E

2

MATCH LINE STA 564+00.00

MATCH LINE STA 579+25.00

140-1 — LIGHT & BRIGHT SPONSOR ABATE OF WISCONSIN GB — I55-56 30"X36"

140-3 — NORTH EAST 53 COUNTY B — REMOVE

140-4 — MILE 215 — D10-3 12"X48"

NORTH EAST SOUTH 53 COUNTY B 53 — USE LEFT LANE — USE LEFT LANE — REMOVE

140-5

565 570 575

USH 53 SB

NOTES:

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140-2 — NORTH EAST 53 COUNTY B — J3-2 72"X84"

USH 53 NB

140-6 — NORTH EAST SOUTH 53 COUNTY B 53 — USE LEFT LANE — USE LEFT LANE — REMOVE

USH 53 NB

SIGN LEGEND

EXISTING SIGN ON WOOD POST(S)

PROPOSED SIGN ON WOOD POST(S)

RIGHT TURN ONLY — R3-53-R 24"X30" — 140-18

140-19 — WEST COUNTY B — J4-1 24"X36"

CTH B

TO NORTH 53 — REMOVE

53 COUNTY B — J12-2 48"X45"

R6-1-R 36"X12" ONE WAY — 140-11

ONE WAY — R6-2-L 36"X48" — 140-21

STOP — R1-1 36"X36" — 140-10

J3-1 36"X84" — WEST COUNTY B

140-8 140-9

140-15

R1-1 36"X36" — STOP — 140-14

R4-7 24"X30"

R6-1-R 36"X12" ONE WAY

140-23

Pattison State Park — D7-53-R 72"X42" — 140-27

140-26 — WRONG WAY — R5-1A 42"X30"

DO NOT ENTER — R5-1 36"X36" — 140-22

580 585 590

140-17

R4-7 24"X30" — 140-13

YIELD — R1-2 48"X42" — 140-16

140-25 — W12-1D 36"X36"

140-7 — 132"X48"

140-12 — DO NOT ENTER — R5-1 36"X36"

140-24 — EAST COUNTY B — J3-1 36"X84"

NORTH EAST 53 B SOUTH 53 — INSTALL ON 3 POSTS

WEST COUNTY B — J3-1 36"X84" — 140-29

INSTALL ON 3 POSTS — Lake Nebagamon — Hawthorne — D1-2 138"X36" — 140-30

140-28 — EAST COUNTY B — J3-1 36"X84"

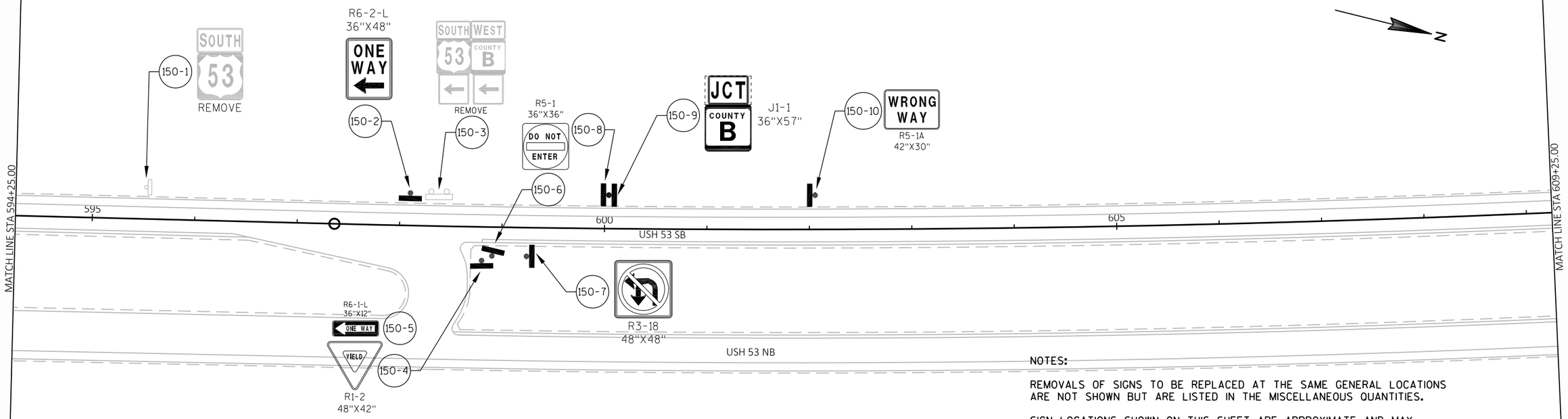
PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET 23

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1711 USH 53-SEH-PERM SIGNING\023201-PS (SB).DWG
LAYOUT NAME - 14

PLOT DATE : 1/8/2018 11:28 AM PLOT BY : USER PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 4

2



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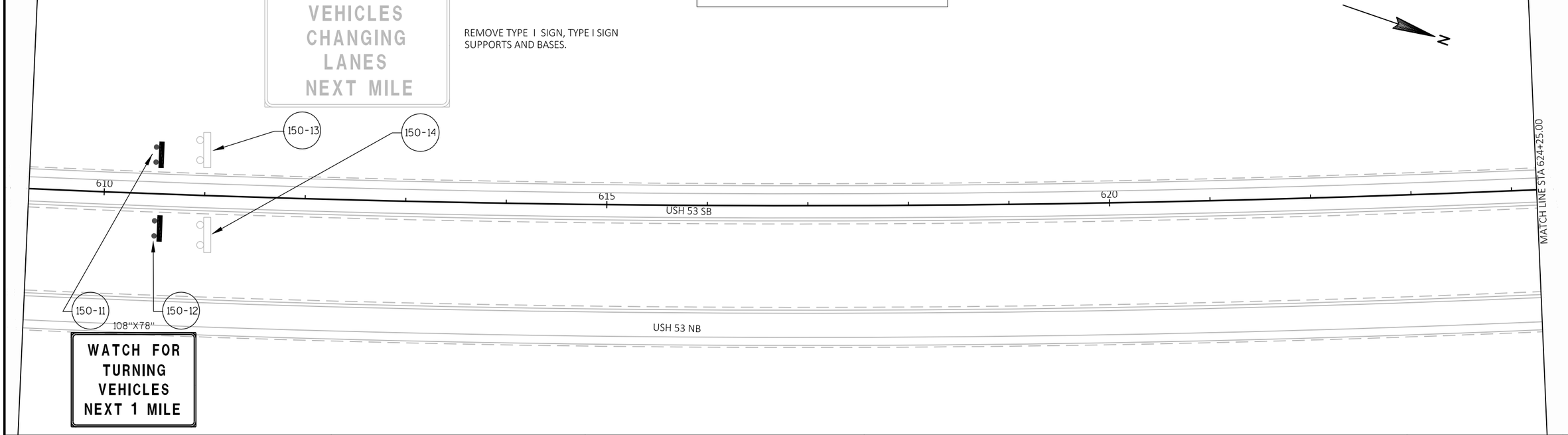
SIGN LEGEND

EXISTING SIGN ON WOOD POST(S)

PROPOSED SIGN ON WOOD POST(S)

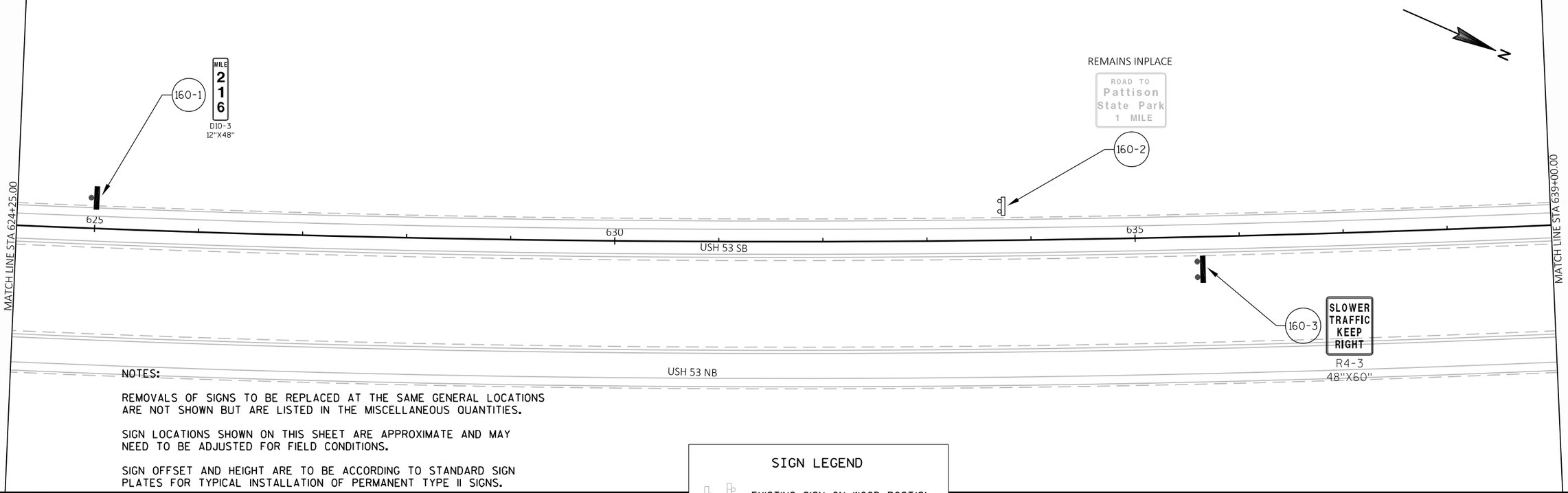
WATCH FOR VEHICLES CHANGING LANES NEXT MILE

REMOVE TYPE I SIGN, TYPE I SIGN SUPPORTS AND BASES.



PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET 24	E

2



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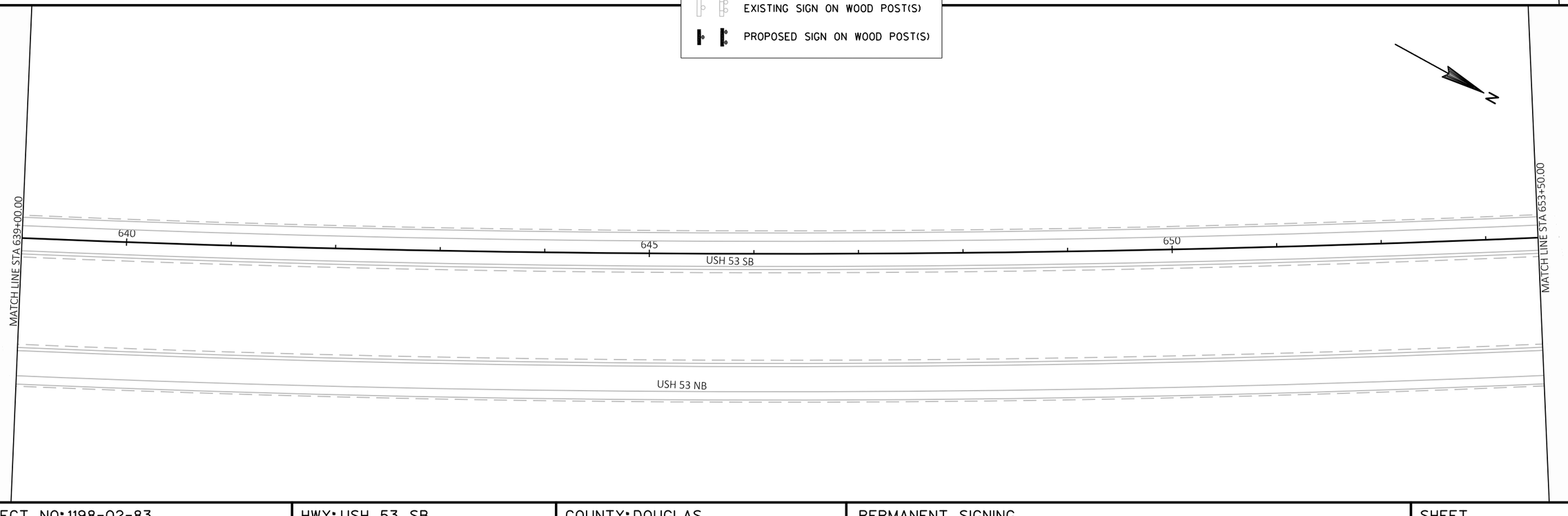
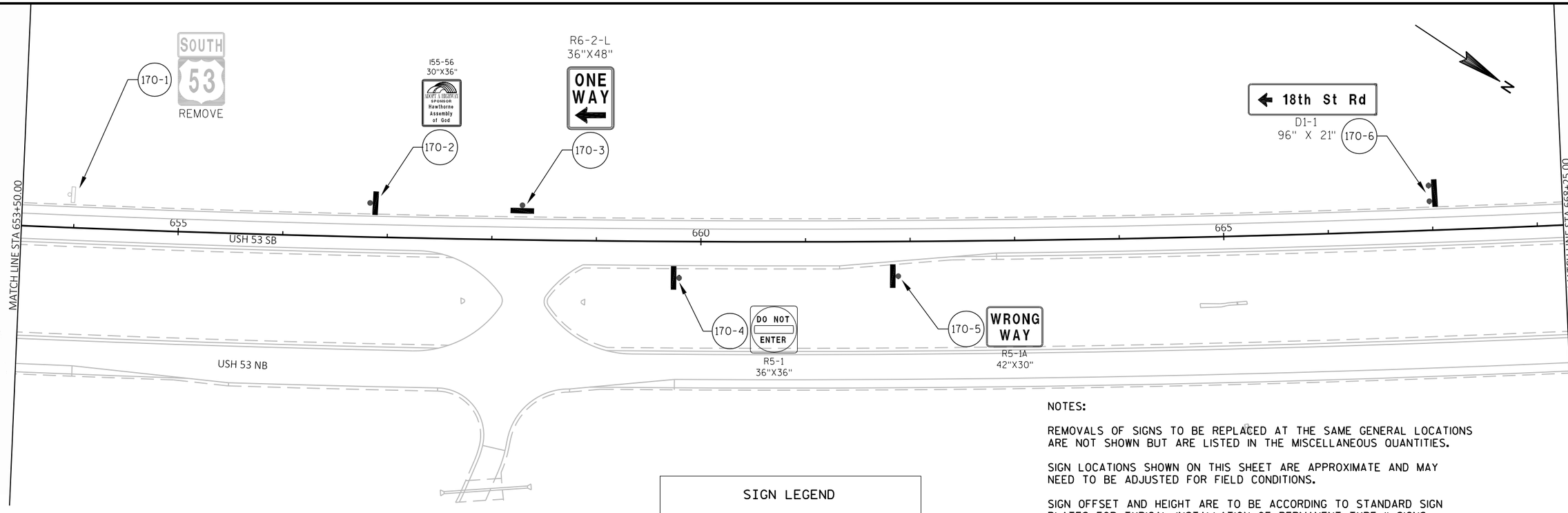
SIGN LEGEND

EXISTING SIGN ON WOOD POST(S)

PROPOSED SIGN ON WOOD POST(S)



PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET 25	E



SIGN LEGEND

EXISTING SIGN ON WOOD POST(S)

PROPOSED SIGN ON WOOD POST(S)

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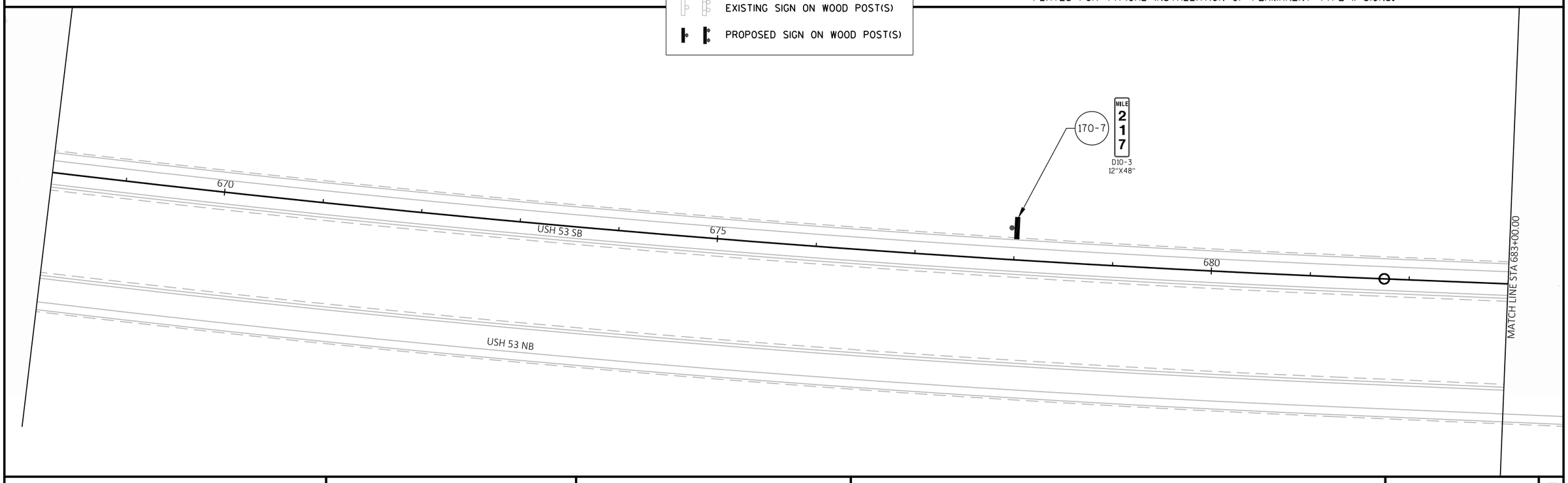

PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET 26	E

2

MATCH LINE STA 683+00.00

685

690

695

USH 53 SB

MATCH LINE STA 697+25.00

USH 53 NB

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SIGN LEGEND

EXISTING SIGN ON WOOD POST(S)

PROPOSED SIGN ON WOOD POST(S)

SPEED LIMIT 65

R2-1

48"X60"

180-1

1

MATCH LINE STA 697+25.00

700

705

710

USH 53 SB

MATCH LINE STA 711+25.00

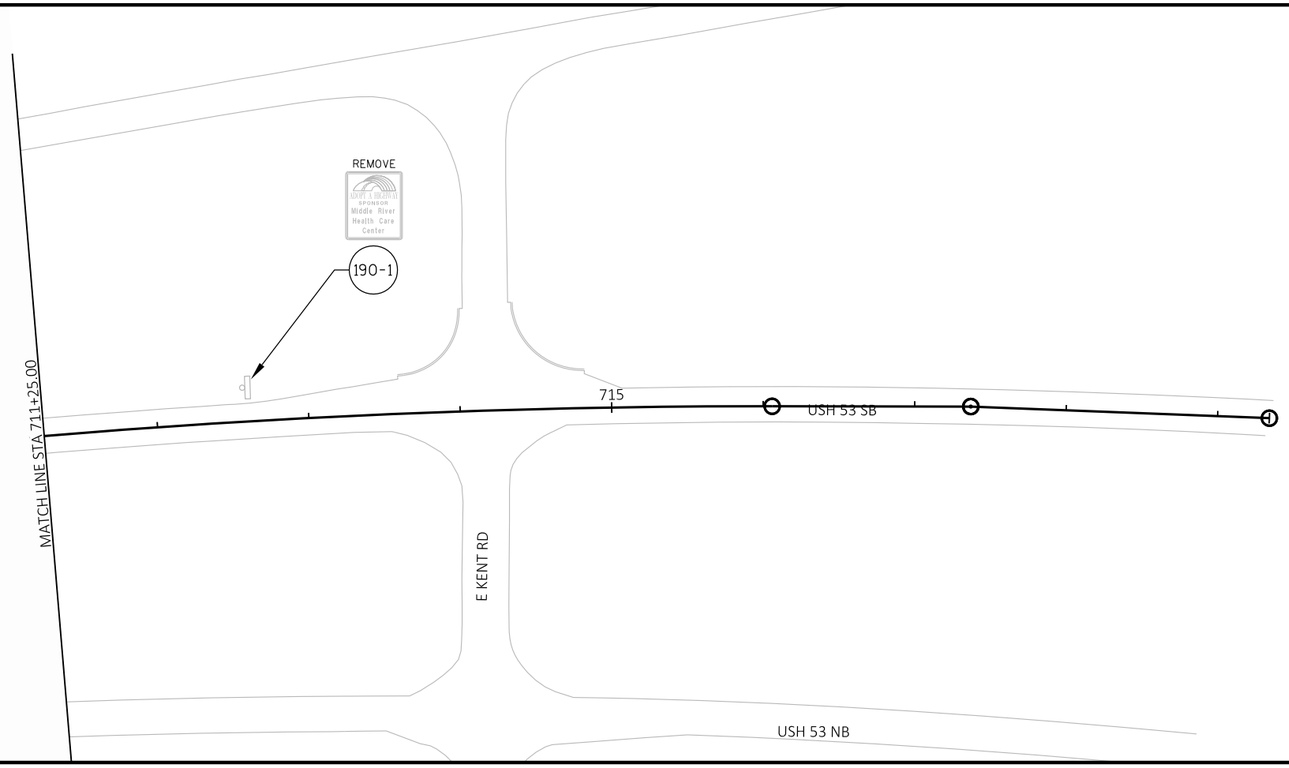
USH 53 NB

PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET 27	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1711 USH 53-SEH-PERM SIGNING\023201-PS (SB).DWG
LAYOUT NAME - 18

PLOT DATE : 1/8/2018 11:51 AM PLOT BY : USER PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 44



SIGN LEGEND

EXISTING SIGN ON WOOD POST(S)

PROPOSED SIGN ON WOOD POST(S)

N

NOTES:

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2

PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET 28	E

* SEE STANDARD DETAIL DRAWING FOR LONGITUDINAL MARKING (MAINLINE) FOR MARKING BEYOND INTERSECTIONS

LEGEND

- (A) MARKING LINE EPOXY 4-INCH (WHITE)
- (B) MARKING LINE EPOXY 4-INCH (YELLOW)
- (C) MARKING LINE EPOXY 8-INCH SKIPS (WHITE)
- (D) MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH (WHITE)
- (E) MARKING CHEVRON EPOXY 24-INCH (WHITE)
- (G) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (H) MARKING YIELD LINE EPOXY 18-INCH (WHITE)
- (I) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- * CTH L TURN LANE PAVEMENT MARKING, PAID FOR UNDER PROJECT 1198-00-78

CTH E
WASKO RD
E STONE CHIMNEY RD
USH 53'SB'
USH 53'NB'
202'NB'
204'NB'
206'NB'
204'SB'
206'SB'
208'SB'
258'SB'
260'SB'
262'SB'
256'NB'
258'NB'
260'NB'
262'NB'
'NB'+58 -12.00'LT
'NB'+14 -12.00'LT
'NB'+47 12.00'RT
'SB'+96 -12.00'LT
'SB'+95 -12.00'LT
'SB'+46 12.00'RT
'SB'+22 -12.00'LT
'SB'+35 12.00'RT
'NB'+31 -12.00'LT
'NB'+53 -12.00'LT
'NB'+45 12.00'RT

2

2

E HAGMAN RD

KARAS RD

310'SB' USH 53'SB' 312'SB' 314'SB' 316'SB'

310'NB' USH 53'NB' 312'NB' 314'NB' 316'NB'

388'NB' USH 53'NB' 390'NB' 392'NB' 394'NB'

'SB'+41 -12.00'LT

'SB'+65 -12.00'LT

'SB'+19 12.00'RT

'SB'+65 12.00'RT

'NB'+36 -12.00'LT

'NB'+71 -12.00'LT

'NB'+31 12.00'RT

'NB'+31 12.00'RT

'NB'+84 20.00'RT

'NB'+64 12.00'RT

'NB'+36 -12.00'LT

'NB'+62 -12.00'LT

N

LEGEND

- (A) MARKING LINE EPOXY 4-INCH (WHITE)
- (B) MARKING LINE EPOXY 4-INCH (YELLOW)
- (C) MARKING LINE EPOXY 8-INCH SKIPS (WHITE)
- (D) MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH (WHITE)
- (E) MARKING CHEVRON EPOXY 24-INCH (WHITE)
- (G) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (H) MARKING YIELD LINE EPOXY 18-INCH (WHITE)
- (I) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)

* CTH L TURN LANE PAVEMENT MARKING, PAID FOR UNDER PROJECT 1198-00-78

* SEE STANDARD DETAIL DRAWING FOR LONGITUDINAL MARKING (MAINLINE) FOR MARKING BEYOND INTERSECTIONS

PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PAVEMENT MARKING	SHEET 30	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\024501-PM SB.DWG
LAYOUT NAME - 02

PLOT DATE : 3/20/2018 1:58 PM PLOT BY : JARROD STARREN PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

388'SB'

390'SB'

392'SB'

USH 53'SB'

394'SB'

'SB'+80
-12.00'LT

'SB'+12
-12.00'LT

'SB'+21
12.00'RT

'SB'+81
22.00'RT

'SB'+94
12.00'RT

'SB'+44
12.00'RT

KARAS RD

E BENNETT RD

'NB'+94
-12.00'LT

'NB'+94
-12.00'LT

'NB'+06
-23.00'LT

'NB'+06
-12.00'LT

416'NB'

418'NB'

420'NB'

422'NB'

USH 53'NB'

'NB'+55
12.00'RT

'NB'+55
12.00'RT

'NB'+80
23.00'RT

'NB'+80
12.00'RT

* SEE STANDARD DETAIL DRAWING FOR LONGITUDINAL MARKING (MAINLINE) FOR MARKING BEYOND INTERSECTIONS

LEGEND

- (A) MARKING LINE EPOXY 4-INCH (WHITE)
- (B) MARKING LINE EPOXY 4-INCH (YELLOW)
- (C) MARKING LINE EPOXY 8-INCH SKIPS (WHITE)
- (D) MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH (WHITE)
- (E) MARKING CHEVRON EPOXY 24-INCH (WHITE)
- (G) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (H) MARKING YIELD LINE EPOXY 18-INCH (WHITE)
- (I) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)

* CTH L TURN LANE PAVEMENT MARKING, PAID FOR UNDER PROJECT 1198-00-78

MH

PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PAVEMENT MARKING	SHEET 31	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\024501-PM SB.DWG
LAYOUT NAME - 03

PLOT DATE : 3/20/2018 1:59 PM PLOT BY : JARROD STARREN PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

* SEE STANDARD DETAIL DRAWING FOR
LONGITUDINAL MARKING (MAINLINE)
FOR MARKING BEYOND INTERSECTIONS

'SB'+86 -12.00'LT
'SB'+66 -20.00'LT
'SB'+90 -12.00'LT
'SB'+20 -20.00'LT
'SB'+40 -12.00'LT
418'SB'
420'SB'
422'SB'
424'SB'
USH 53'SB'
USH 53'SB'
'SB'+39 12.00'RT
'SB'+39 22.00'RT
'SB'+76 12.00'RT
'SB'+76 12.00'RT
'SB'+26 12.00'RT
E BENNETT RD
HO
HO
HO

LEGEND

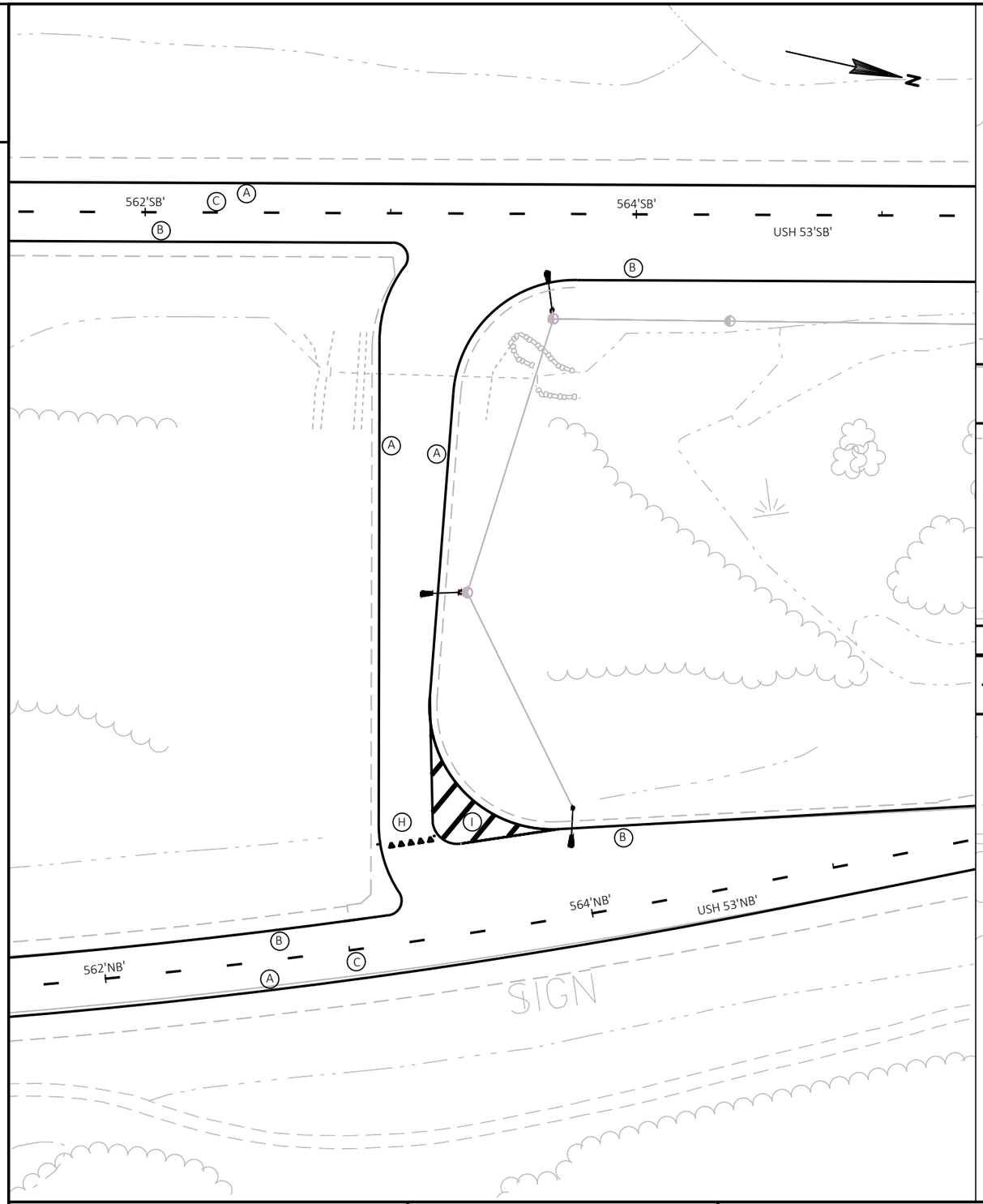
- (A) MARKING LINE EPOXY 4-INCH (WHITE)
- (B) MARKING LINE EPOXY 4-INCH (YELLOW)
- (C) MARKING LINE EPOXY 8-INCH SKIPS (WHITE)
- (D) MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH (WHITE)
- (E) MARKING CHEVRON EPOXY 24-INCH (WHITE)
- (G) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (H) MARKING YIELD LINE EPOXY 18-INCH (WHITE)
- (I) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- * CTH L TURN LANE PAVEMENT MARKING, PAID FOR UNDER PROJECT 1198-00-78

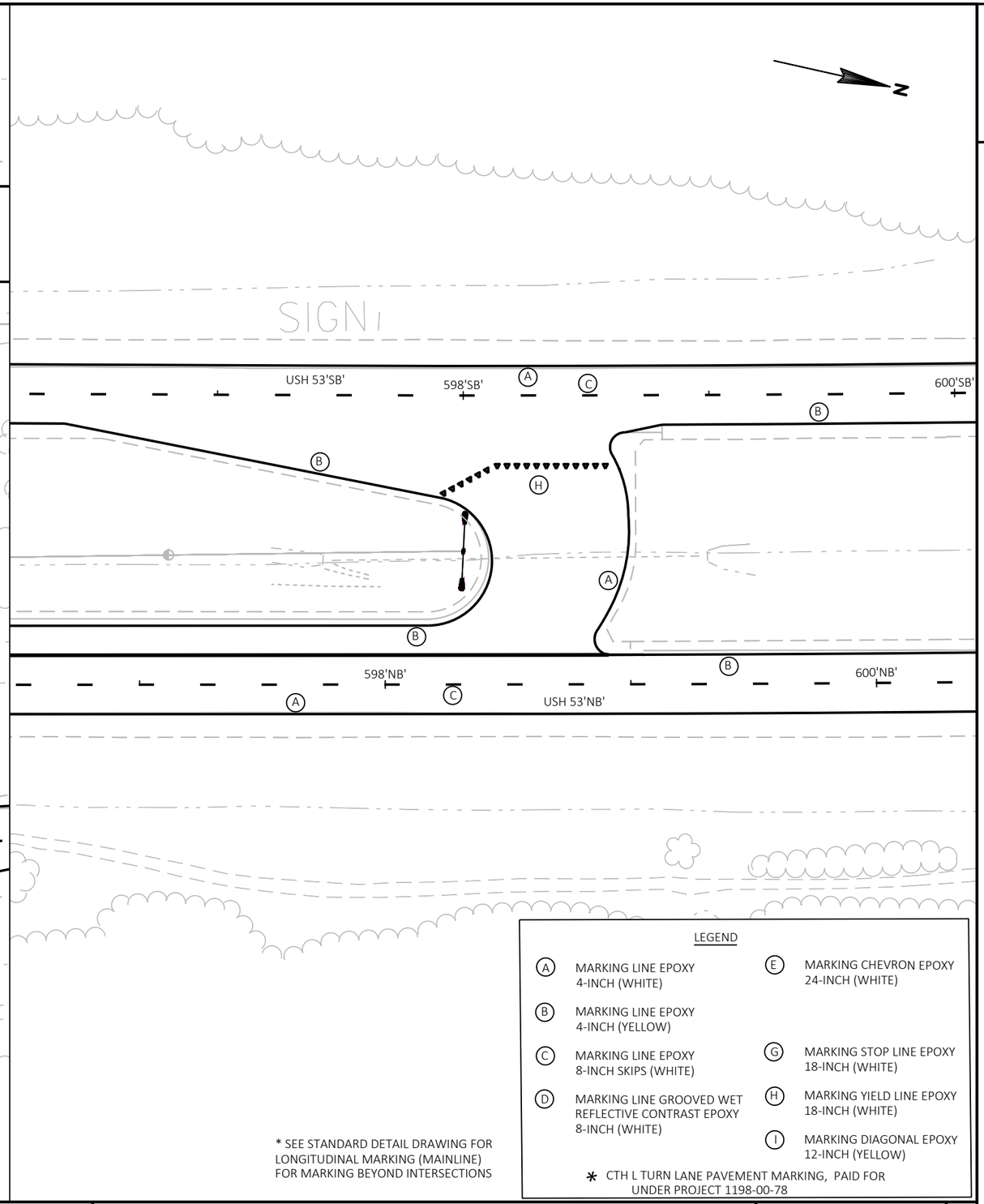
'SB'+44 -12.00'LT
'SB'+44 -22.00'LT
'SB'+55 -12.00'LT
'SB'+55 -12.00'LT
468'SB'
470'SB'
472'SB'
474'SB'
USH 53'SB'
'SB'+32 12.00'RT
'SB'+74 12.00'RT
'NB'+69 -12.00'LT
'NB'+14 -12.00'LT
468'NB'
470'NB'
472'NB'
474'NB'
USH 53'NB'
'NB'+88 12.00'RT
'NB'+88 12.00'RT
'NB'+29 20.00'RT
'NB'+01 12.00'RT

PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PAVEMENT MARKING	SHEET 32	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\024501-PM SB.DWG
LAYOUT NAME - 04
PLOT DATE : 3/20/2018 2:00 PM
PLOT BY : JARROD STARREN
PLOT NAME :
PLOT SCALE : 1 IN:50 FT

2





LEGEND

- (A) MARKING LINE EPOXY 4-INCH (WHITE)
- (B) MARKING LINE EPOXY 4-INCH (YELLOW)
- (C) MARKING LINE EPOXY 8-INCH SKIPS (WHITE)
- (D) MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH (WHITE)
- (E) MARKING CHEVRON EPOXY 24-INCH (WHITE)
- (G) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (H) MARKING YIELD LINE EPOXY 18-INCH (WHITE)
- (I) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- * CTH L TURN LANE PAVEMENT MARKING, PAID FOR UNDER PROJECT 1198-00-78

* SEE STANDARD DETAIL DRAWING FOR LONGITUDINAL MARKING (MAINLINE) FOR MARKING BEYOND INTERSECTIONS

PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PAVEMENT MARKING	SHEET 33	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\024501-PM SB.DWG
LAYOUT NAME - 05
PLOT DATE : 3/20/2018 2:01 PM
PLOT BY : JARROD STARREN
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

2

* SEE STANDARD DETAIL DRAWING FOR
LONGITUDINAL MARKING (MAINLINE)
FOR MARKING BEYOND INTERSECTIONS

LEGEND

- (A) MARKING LINE EPOXY 4-INCH (WHITE)
- (B) MARKING LINE EPOXY 4-INCH (YELLOW)
- (C) MARKING LINE EPOXY 8-INCH SKIPS (WHITE)
- (D) MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH (WHITE)
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- (G) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (H) MARKING YIELD LINE EPOXY 18-INCH (WHITE)
- (I) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)

* CTH L TURN LANE PAVEMENT MARKING, PAID FOR UNDER PROJECT 1198-00-78

N

SB'
574'SB'
USH 53'SB'
576'SB'
578'SB'
574'NB'
576'NB'
USH 53'NB'
578'NB'
580'NB'
$IGN
SIGN
FO
FO
FO
FO

PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PAVEMENT MARKING	SHEET 34	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\024501-PM SB.DWG
LAYOUT NAME - 06

PLOT DATE : 3/20/2018 2:02 PM PLOT BY : JARROD STARREN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

CTH B

580'SB'

582'SB'

584'SB'

586'SB'

USH 53'SB'

582'NB'

584'NB'

586'NB'

USH 53'NB'

SIGN

SIGN

* SEE STANDARD DETAIL DRAWING FOR
LONGITUDINAL MARKING (MAINLINE)
FOR MARKING BEYOND INTERSECTIONS

LEGEND

- (A) MARKING LINE EPOXY 4-INCH (WHITE)
- (B) MARKING LINE EPOXY 4-INCH (YELLOW)
- (C) MARKING LINE EPOXY 8-INCH SKIPS (WHITE)
- (D) MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH (WHITE)
- (E) MARKING CHEVRON EPOXY 24-INCH (WHITE)
- (G) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (H) MARKING YIELD LINE EPOXY 18-INCH (WHITE)
- (I) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)

* CTH L TURN LANE PAVEMENT MARKING, PAID FOR UNDER PROJECT 1198-00-78

PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PAVEMENT MARKING	SHEET 35	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\024501-PM SB.DWG
LAYOUT NAME - 07

PLOT DATE : 3/20/2018 2:02 PM PLOT BY : JARROD STARREN PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

SIGN

'SB'+99
-12.00'LT

588'SB'

590'SB'

592'SB'

594'SB'

USH 53'SB'

'SB'+15
12.00'RT

'NB'+22
-12.00'LT

'NB'+67
-12.00'LT

588'NB'

590'NB'

592'NB'

594'NB'

USH 53'NB'

MH

N

SIGN

594'SB'

596'SB'

598'SB'

600'SB'

USH 53'SB'

594'NB'

596'NB'

598'NB'

USH 53'NB'

* SEE STANDARD DETAIL DRAWING FOR
LONGITUDINAL MARKING (MAINLINE)
FOR MARKING BEYOND INTERSECTIONS

LEGEND

- (A) MARKING LINE EPOXY 4-INCH (WHITE)
- (B) MARKING LINE EPOXY 4-INCH (YELLOW)
- (C) MARKING LINE EPOXY 8-INCH SKIPS (WHITE)
- (D) MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH (WHITE)
- (E) MARKING CHEVRON EPOXY 24-INCH (WHITE)
- (G) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (H) MARKING YIELD LINE EPOXY 18-INCH (WHITE)
- (I) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)

* CTH L TURN LANE PAVEMENT MARKING, PAID FOR UNDER PROJECT 1198-00-78

PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PAVEMENT MARKING	SHEET 36	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\024501-PM SB.DWG
LAYOUT NAME - 08

PLOT DATE : 3/20/2018 2:04 PM PLOT BY : JARROD STARREN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

SIGN

656'SB'

658'SB'

660'SB'

USH 53'SB'

662'SB'

'SB+87
12.00'RT

'SB+32
12.00'RT

SIGN

SIGN

SIGN

SIGN

656'NB'

658'NB'

660'NB'

662'NB'

USH 53'NB'

'NB'+24
12.00'RT

'NB'+24
12.00'RT

SIGN

SIGN

SIGN

S 18TH ST RD

MH

* SEE STANDARD DETAIL DRAWING FOR
LONGITUDINAL MARKING (MAINLINE)
FOR MARKING BEYOND INTERSECTIONS

LEGEND

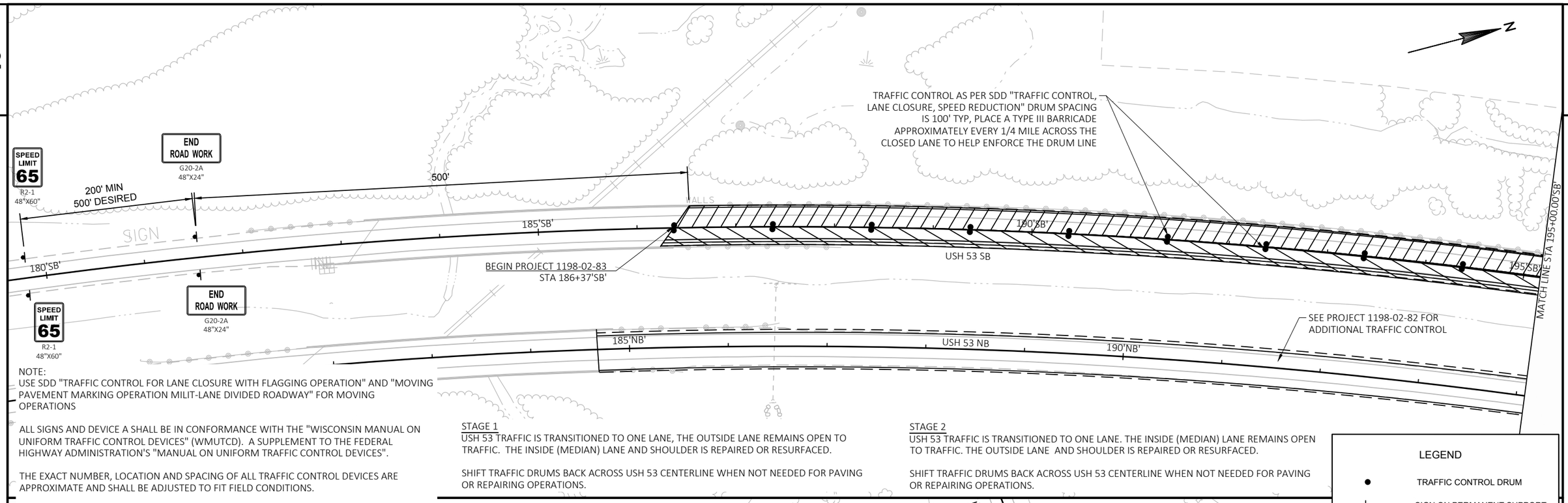
- (A) MARKING LINE EPOXY 4-INCH (WHITE)
- (B) MARKING LINE EPOXY 4-INCH (YELLOW)
- (C) MARKING LINE EPOXY 8-INCH SKIPS (WHITE)
- (D) MARKING LINE GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH (WHITE)
- (E) MARKING CHEVRON EPOXY 24-INCH (WHITE)
- (G) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (H) MARKING YIELD LINE EPOXY 18-INCH (WHITE)
- (I) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)

* CTH L TURN LANE PAVEMENT MARKING, PAID FOR UNDER PROJECT 1198-00-78

PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PAVEMENT MARKING	SHEET 37	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\024501-PM SB.DWG
LAYOUT NAME - 09

PLOT DATE : 3/20/2018 2:04 PM PLOT BY : JARROD STARREN PLOT NAME : PLOT SCALE : 1 IN:50 FT



NOTE:
USE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" AND "MOVING PAVEMENT MARKING OPERATION MILIT-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

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

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

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

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

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

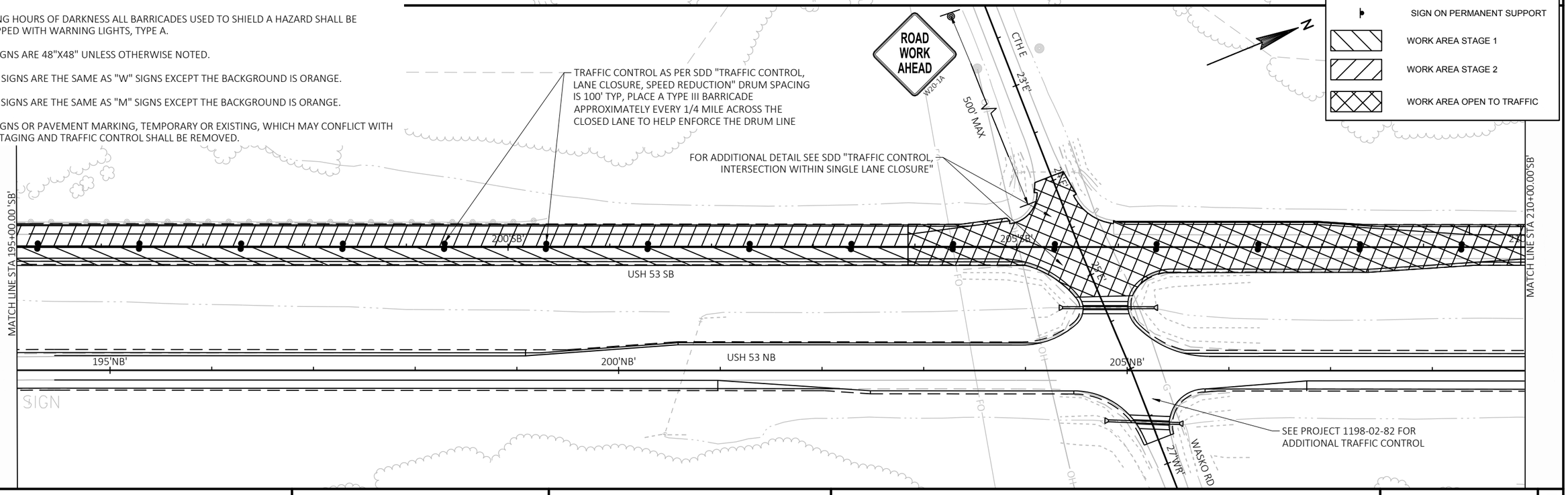
STAGE 1
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

STAGE 2
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE. THE INSIDE (MEDIAN) LANE REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

LEGEND
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- WORK AREA STAGE 1
- WORK AREA STAGE 2
- WORK AREA OPEN TO TRAFFIC



PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 38	E

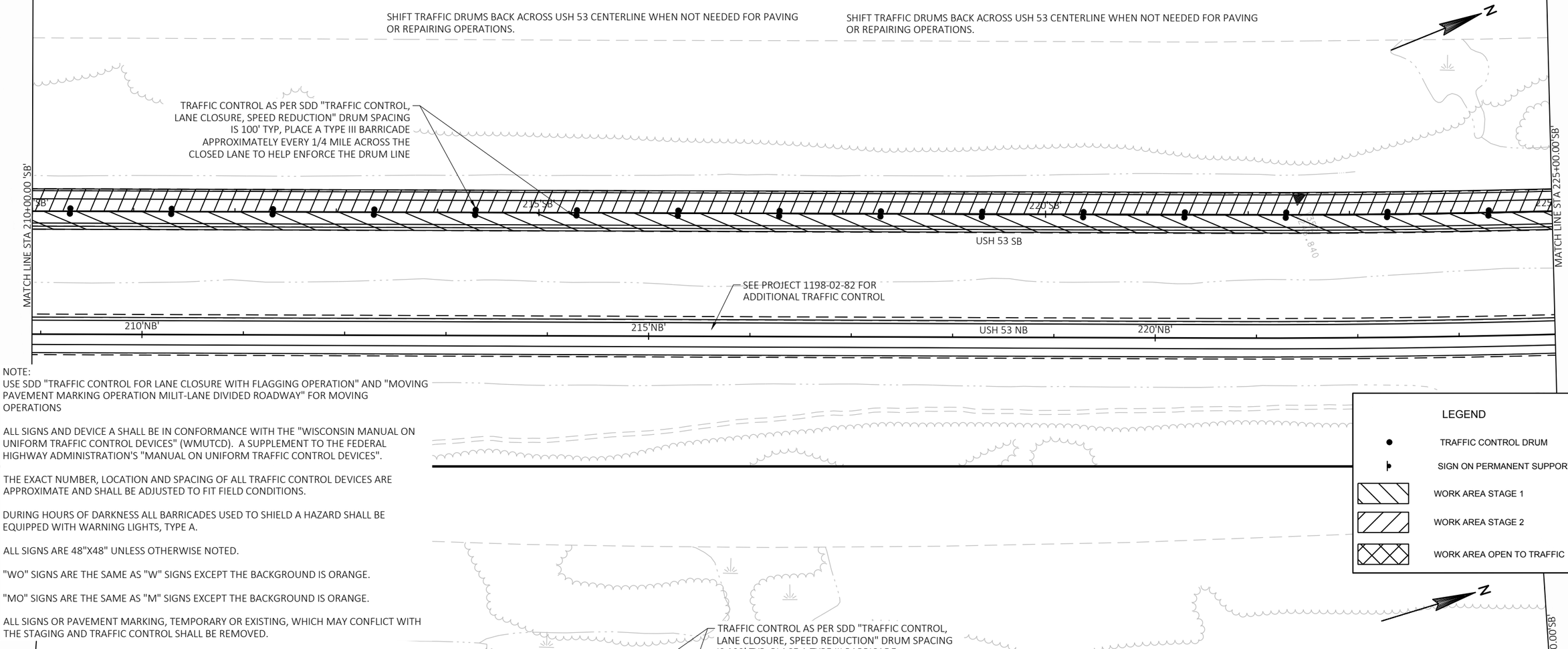
2

STAGE 1
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

STAGE 2
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE. THE INSIDE (MEDIAN) LANE REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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



NOTE:
USE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" AND "MOVING PAVEMENT MARKING OPERATION MILIT-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

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

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

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

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

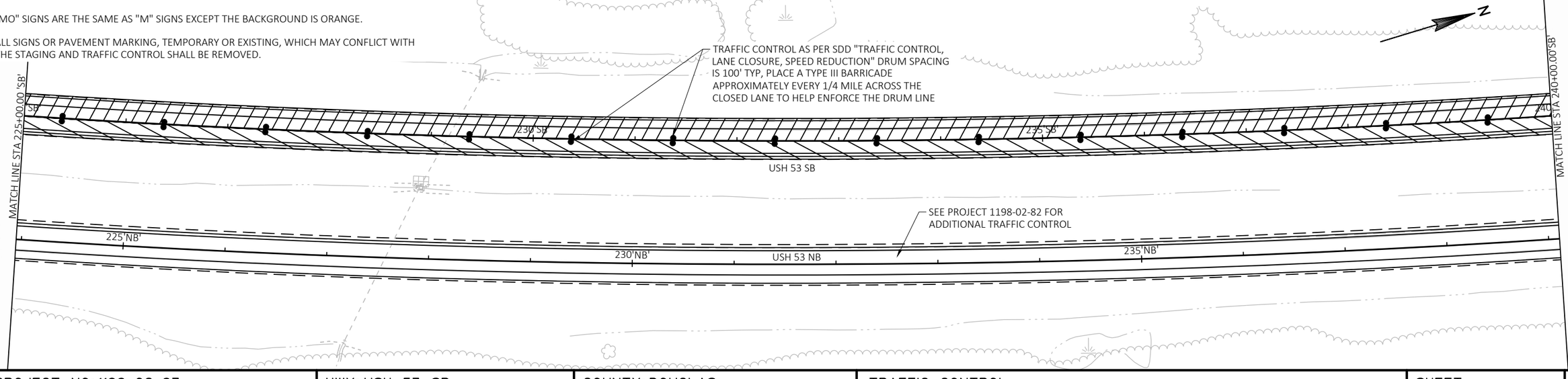
"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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

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

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- WORK AREA STAGE 1
- WORK AREA STAGE 2
- WORK AREA OPEN TO TRAFFIC



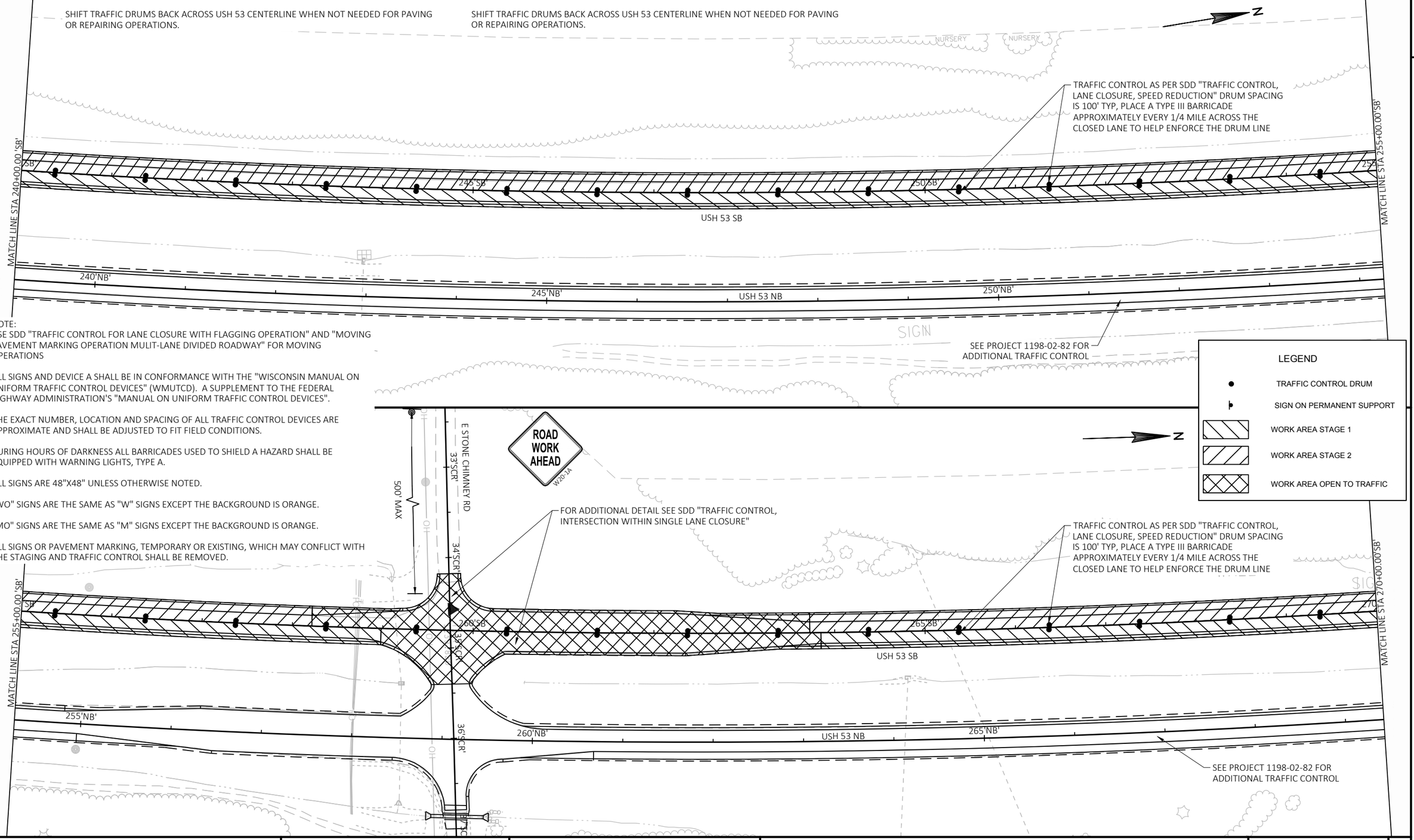
PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 39	E

STAGE 1
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

STAGE 2
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE. THE INSIDE (MEDIAN) LANE REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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



NOTE:
USE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" AND "MOVING PAVEMENT MARKING OPERATION MULIT-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

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

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

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

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

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

PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 40	E

2

STAGE 1
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

STAGE 2
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE. THE INSIDE (MEDIAN) LANE REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

N

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

MATCH LINE STA 270+00.00 'SB'

270'SB'

275'SB'

280'SB'

285'SB'

USH 53 SB

MATCH LINE STA 285+00.00'SB'

270'NB'

275'NB'

280'NB'

USH 53 NB

NOTE:
USE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" AND "MOVING PAVEMENT MARKING OPERATION MULIT-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

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

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

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

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

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

SEE PROJECT 1198-02-82 FOR ADDITIONAL TRAFFIC CONTROL

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- WORK AREA STAGE 1
- WORK AREA STAGE 2
- WORK AREA OPEN TO TRAFFIC

N

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

MATCH LINE STA 285+00.00 'SB'

285'SB'

290'SB'

295'SB'

300'SB'

USH 53 SB

MATCH LINE STA 300+00.00'SB'

285'NB'

290'NB'

295'NB'

USH 53 NB

SIGN

SEE PROJECT 1198-02-82 FOR ADDITIONAL TRAFFIC CONTROL

PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 41	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\025002-TC.DWG
LAYOUT NAME - 025002-TC - 04

PLOT DATE : 3/19/2018 9:36 AM PLOT BY : JUSTIN SHAVLIK PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

LEGEND

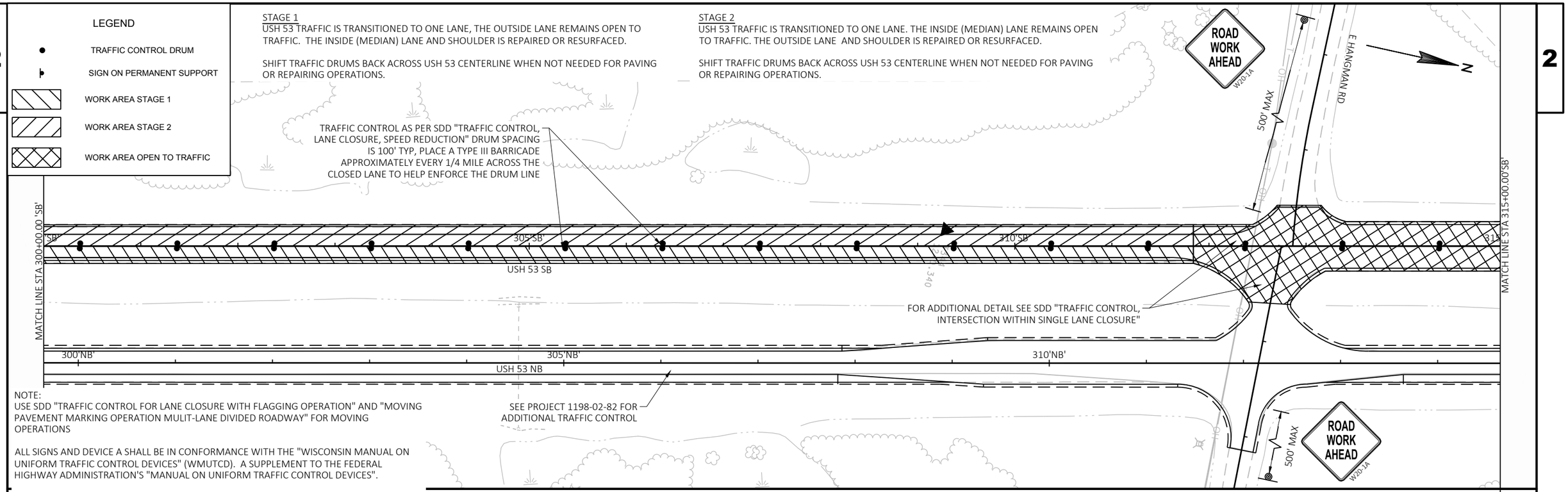
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- WORK AREA STAGE 1
- WORK AREA STAGE 2
- WORK AREA OPEN TO TRAFFIC

STAGE 1
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

STAGE 2
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE. THE INSIDE (MEDIAN) LANE REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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



NOTE:
USE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" AND "MOVING PAVEMENT MARKING OPERATION MULIT-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

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

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

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

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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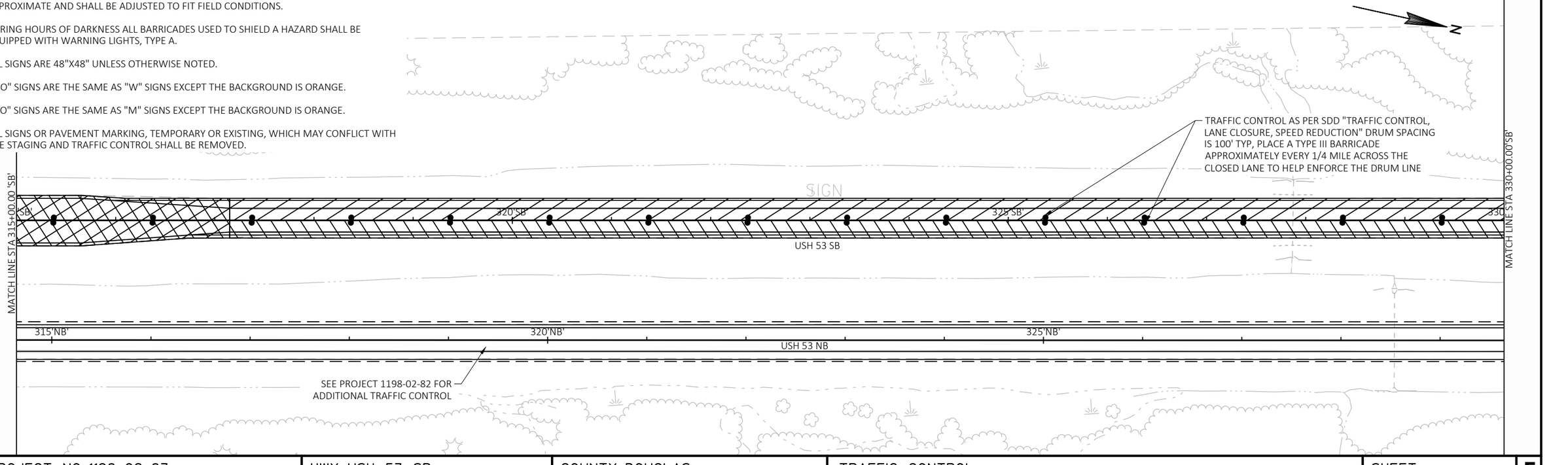
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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



PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 42	E

LEGEND

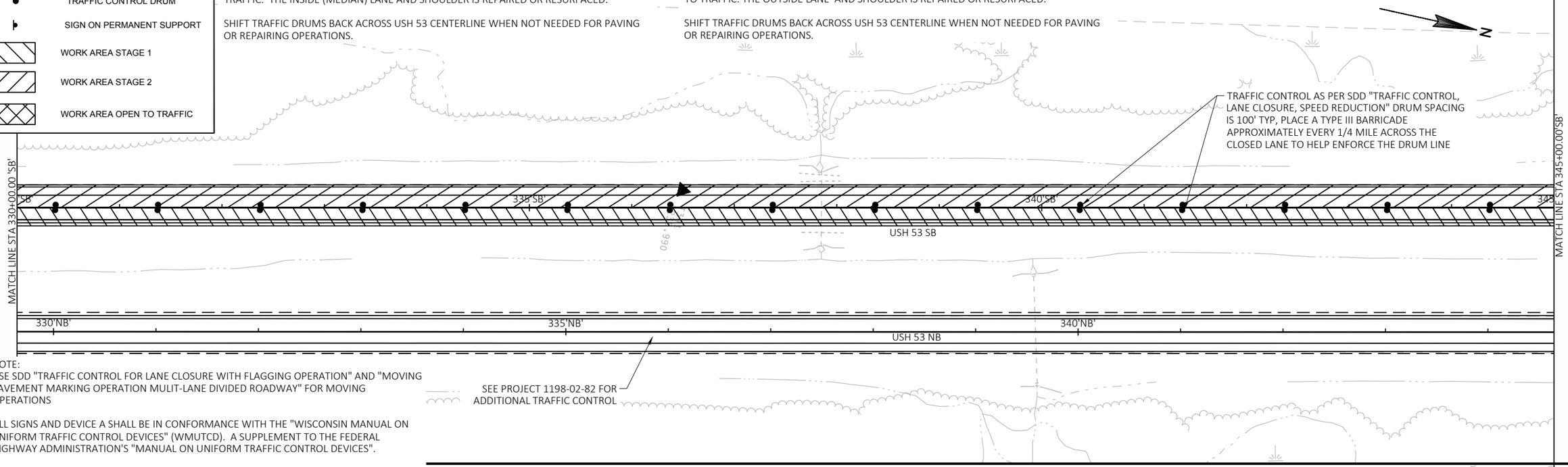
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- WORK AREA STAGE 1
- WORK AREA STAGE 2
- WORK AREA OPEN TO TRAFFIC

STAGE 1
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

STAGE 2
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE. THE INSIDE (MEDIAN) LANE REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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



NOTE:
USE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" AND "MOVING PAVEMENT MARKING OPERATION MULIT-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

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

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

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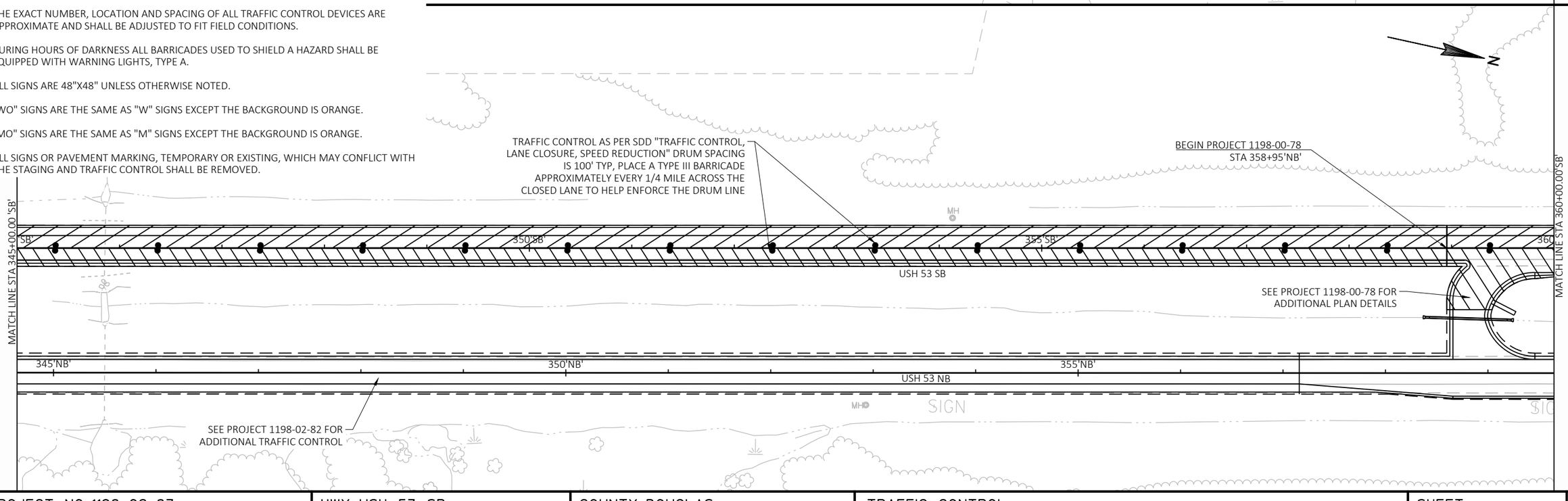


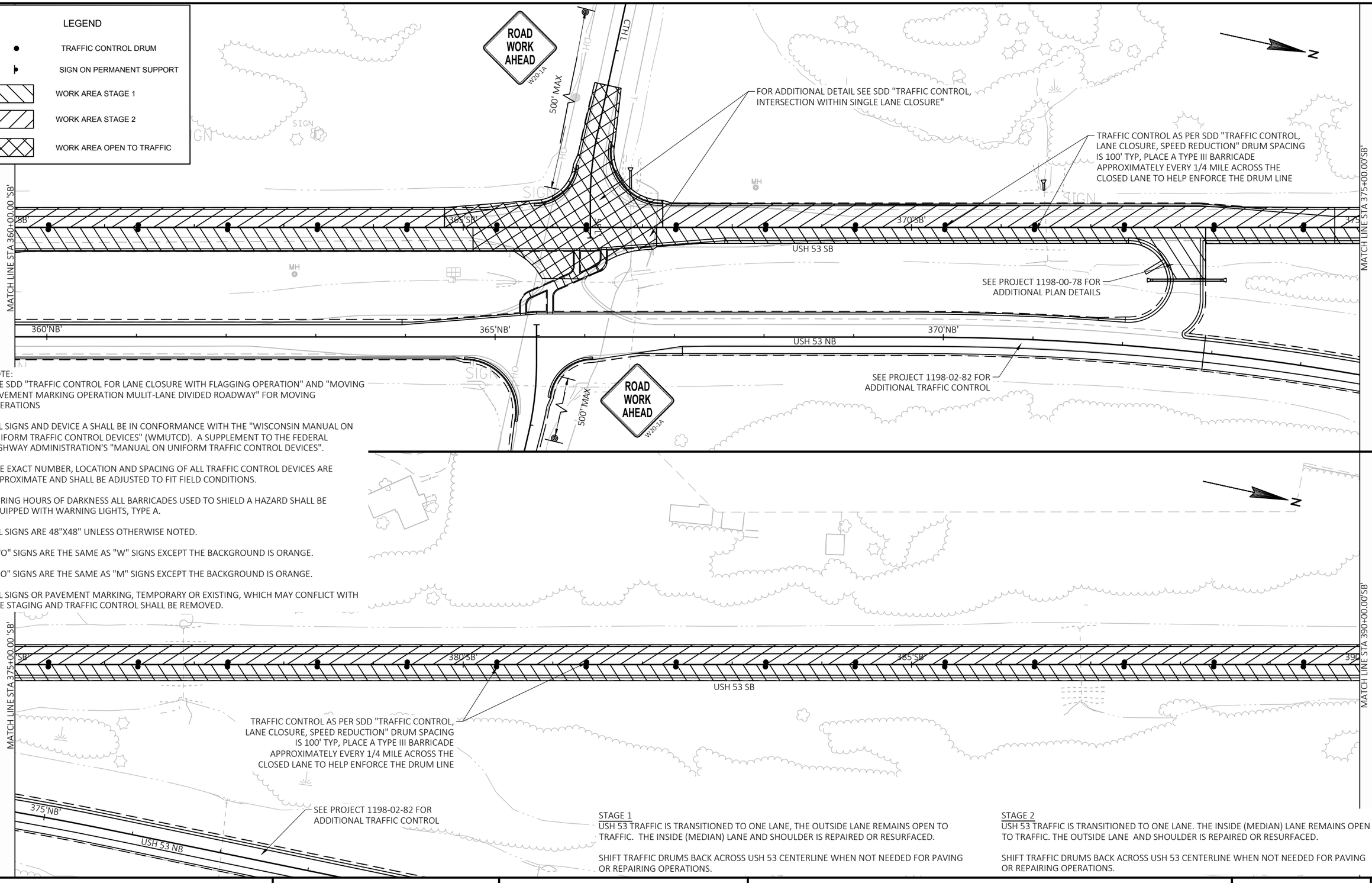
PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 43	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\025002-TC.DWG
LAYOUT NAME - 025002-TC - 06

PLOT DATE : 3/19/2018 9:37 AM PLOT BY : JUSTIN SHAVLIK PLOT NAME : PLOT SCALE : 1 IN:100 FT

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- WORK AREA STAGE 1
- WORK AREA STAGE 2
- WORK AREA OPEN TO TRAFFIC



NOTE:
USE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" AND "MOVING PAVEMENT MARKING OPERATION MULIT-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

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

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

STAGE 1
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

STAGE 2
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE. THE INSIDE (MEDIAN) LANE REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

PROJECT NO:1198-02-83	HWY:USH 53 SB	COUNTY:DOUGLAS	TRAFFIC CONTROL	SHEET 44	E

2

STAGE 1
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

STAGE 2
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE. THE INSIDE (MEDIAN) LANE REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

ROAD WORK AHEAD
W20-1A

500' MAX

KARRAS RD

60'KR'

BP: 59+69.92'KR'

FOR ADDITIONAL DETAIL SEE SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE"

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

MATCH LINE STA 390+00.00 'SB'

'SB'

395'SB'

400'SB'

405

MATCH LINE STA 405+00.00'SB'

SIGN

N

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- WORK AREA STAGE 1
- WORK AREA STAGE 2
- WORK AREA OPEN TO TRAFFIC

NOTE:
USE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" AND "MOVING PAVEMENT MARKING OPERATION MULIT-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

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

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

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

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

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

ROAD WORK AHEAD
W20-1A

500' MAX

E BENNETT RD

OHP

SIGN

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

FOR ADDITIONAL DETAIL SEE SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE"

PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 45	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\025002-TC.DWG
LAYOUT NAME - 025002-TC - 08

PLOT DATE : 3/19/2018 9:39 AM PLOT BY : JUSTIN SHAVLIK PLOT NAME : PLOT SCALE : 1 IN:100 FT

LEGEND

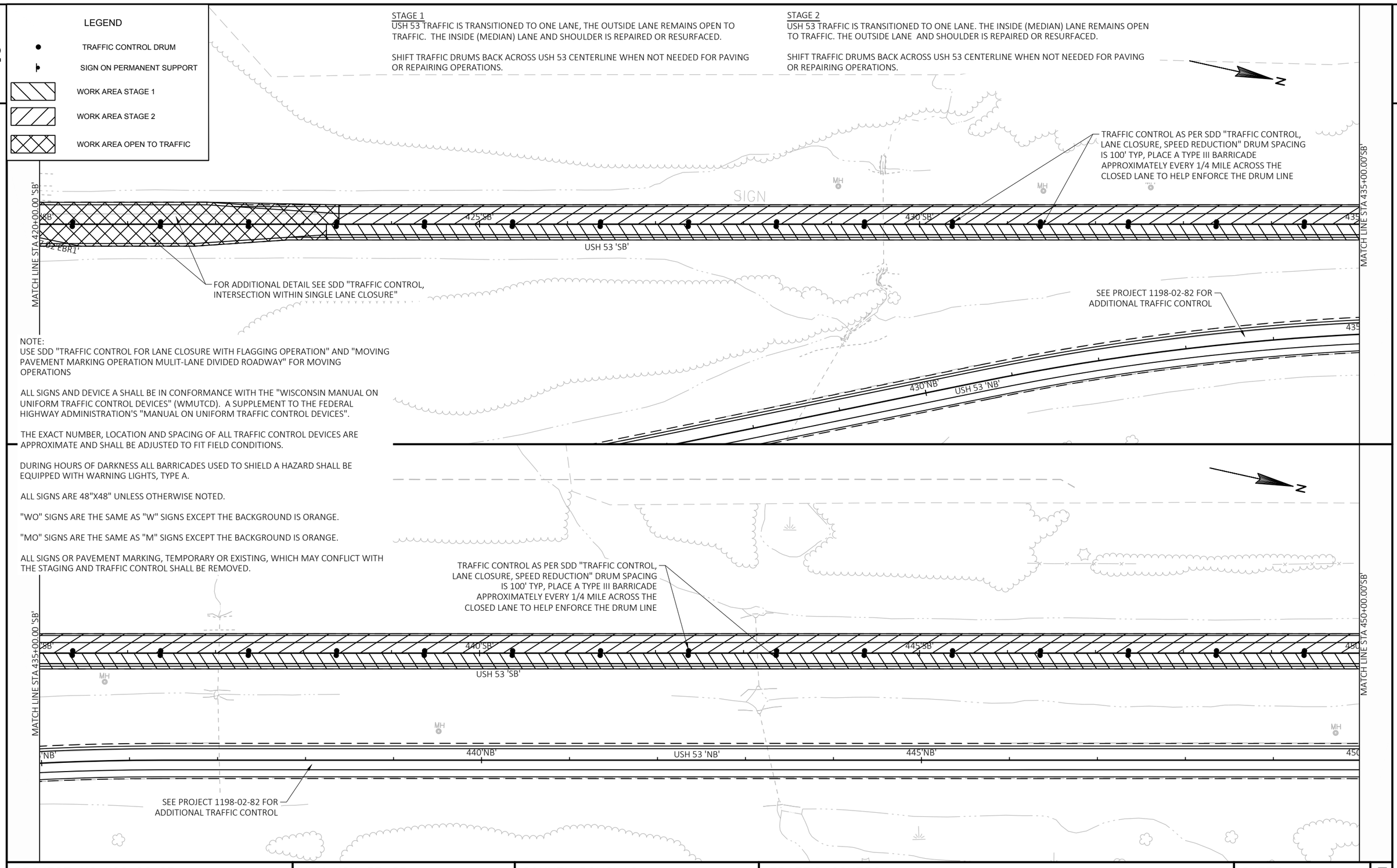
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- WORK AREA STAGE 1
- WORK AREA STAGE 2
- WORK AREA OPEN TO TRAFFIC

STAGE 1
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

STAGE 2
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE. THE INSIDE (MEDIAN) LANE REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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



NOTE:
USE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" AND "MOVING PAVEMENT MARKING OPERATION MULIT-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

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

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

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

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

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

PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 46	E

2

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- WORK AREA STAGE 1
- WORK AREA STAGE 2
- WORK AREA OPEN TO TRAFFIC

STAGE 1
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

STAGE 2
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE. THE INSIDE (MEDIAN) LANE REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

N

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

MATCH LINE STA 450+00.00 'SB'

'SB' 455'SB' 460'SB' 465

USH 53 'SB'

660'

'NB' 455'NB' 460'NB' 465

USH 53 'NB'

MATCH LINE STA 465+00.00'SB'

SIGN

SEE PROJECT 1198-02-82 FOR ADDITIONAL TRAFFIC CONTROL

NOTE:
USE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" AND "MOVING PAVEMENT MARKING OPERATION MULIT-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

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

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

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

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

ROAD WORK AHEAD
W20-1A
500' MAX

N

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

MATCH LINE STA 465+00.00 'SB'

'SB' 470'SB' 475'SB' 480

USH 53 'SB'

FOR ADDITIONAL DETAIL SEE SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE"

SEE PROJECT 1198-02-82 FOR ADDITIONAL TRAFFIC CONTROL

MATCH LINE STA 480+00.00'SB'

'NB' 470'NB' 475'NB' 480

USH 53 'NB'

ROAD WORK AHEAD
W20-1A
500' MAX

PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 47	E

LEGEND

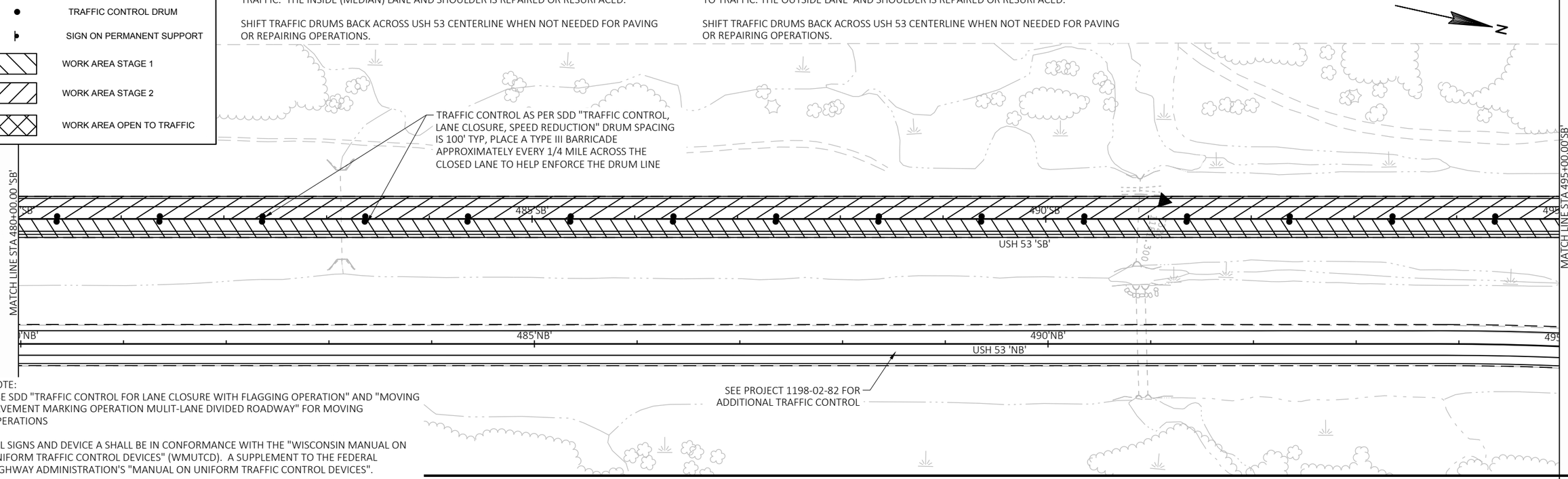
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- WORK AREA STAGE 1
- WORK AREA STAGE 2
- WORK AREA OPEN TO TRAFFIC

STAGE 1
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

STAGE 2
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE. THE INSIDE (MEDIAN) LANE REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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



NOTE:
USE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" AND "MOVING PAVEMENT MARKING OPERATION MULIT-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

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

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

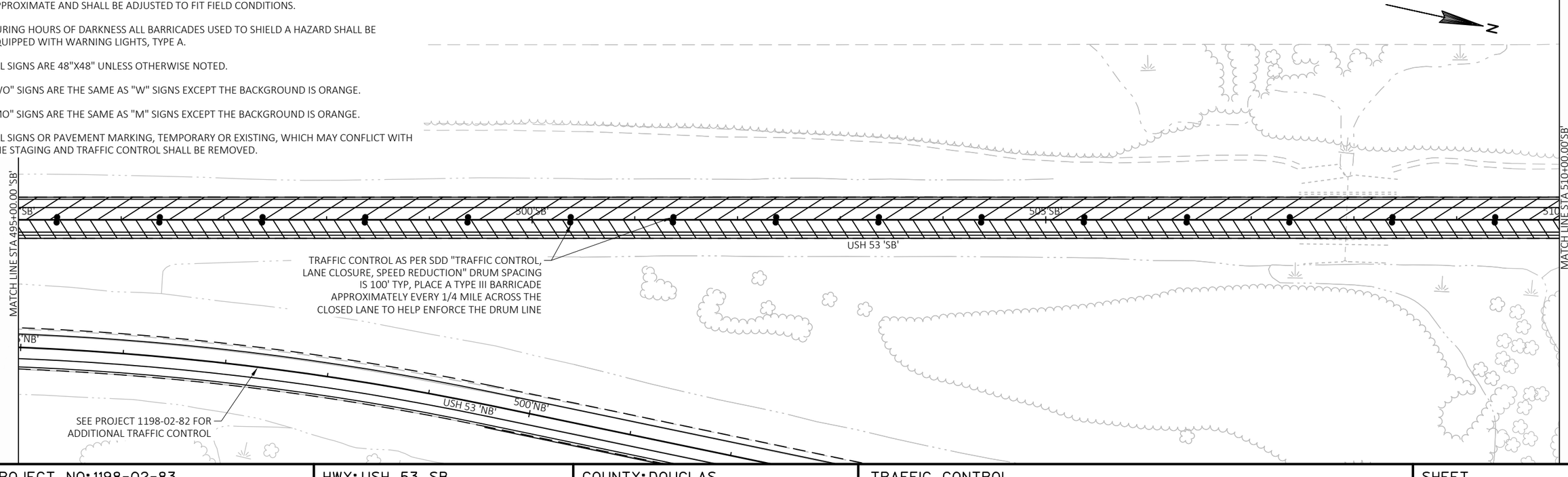
DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

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



PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 48	E

LEGEND

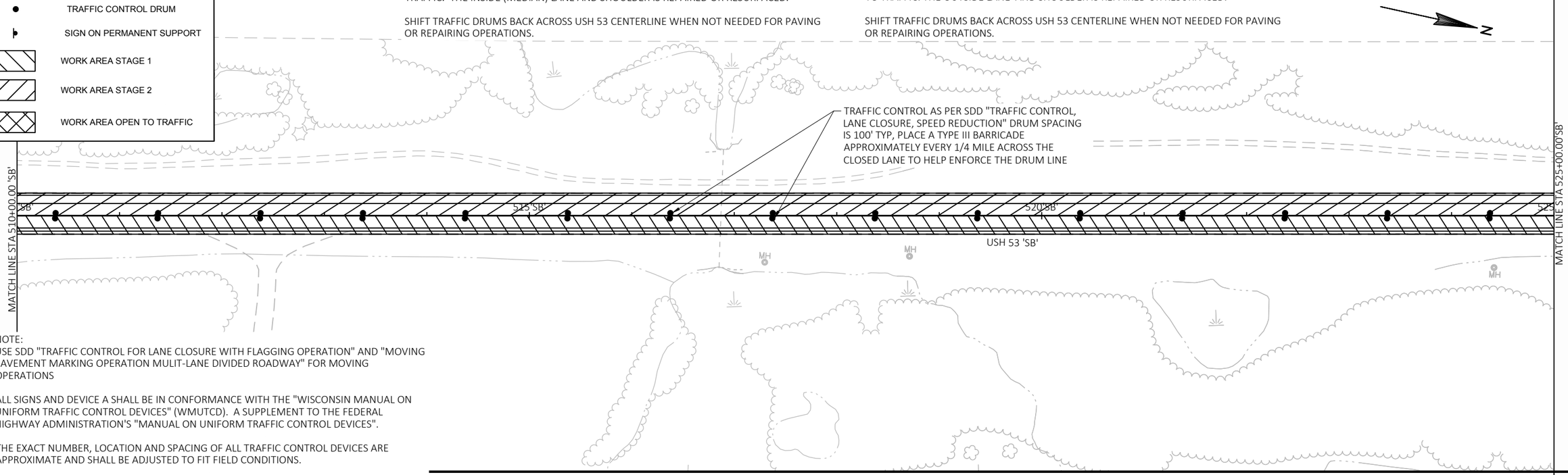
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- WORK AREA STAGE 1
- WORK AREA STAGE 2
- WORK AREA OPEN TO TRAFFIC

STAGE 1
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

STAGE 2
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE. THE INSIDE (MEDIAN) LANE REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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



NOTE:
USE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" AND "MOVING PAVEMENT MARKING OPERATION MULIT-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

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

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

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

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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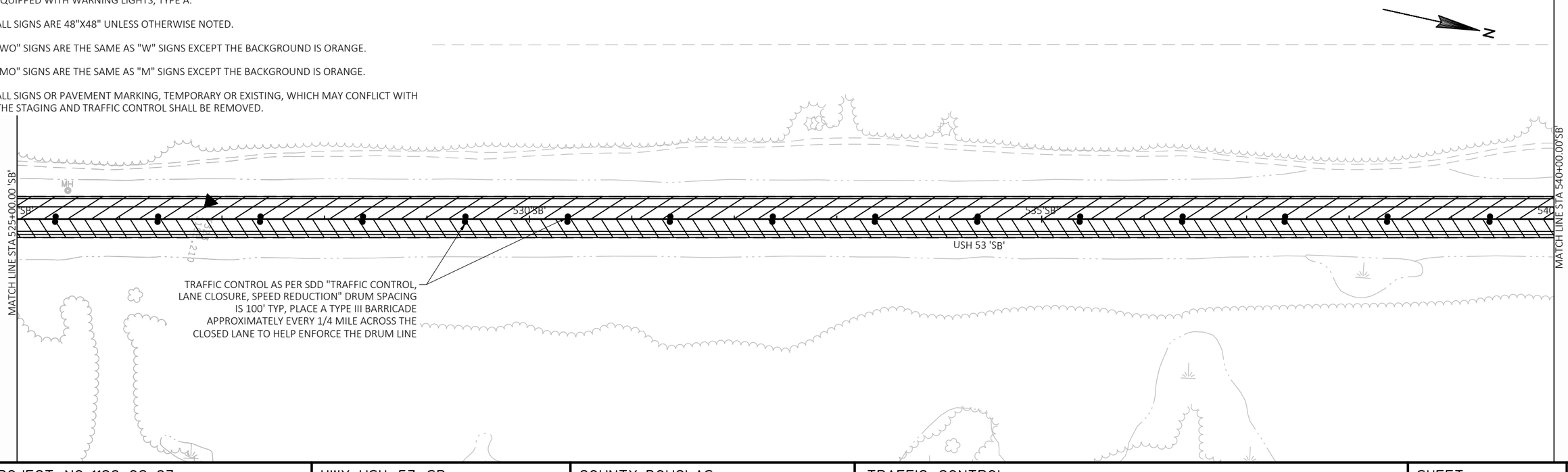
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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



PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 49	E

LEGEND

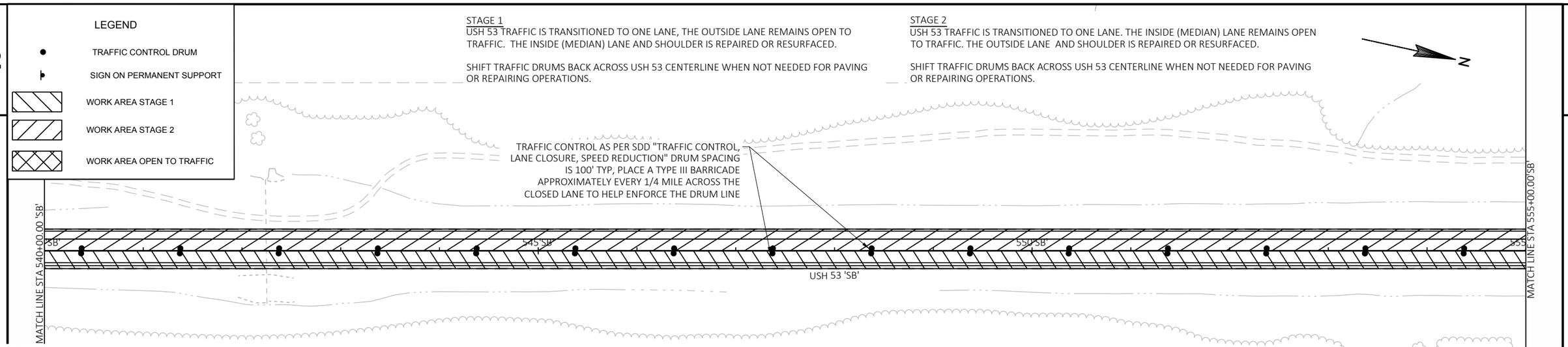
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- WORK AREA STAGE 1
- WORK AREA STAGE 2
- WORK AREA OPEN TO TRAFFIC

STAGE 1
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

STAGE 2
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE. THE INSIDE (MEDIAN) LANE REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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



NOTE:
USE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" AND "MOVING PAVEMENT MARKING OPERATION MULIT-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

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

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

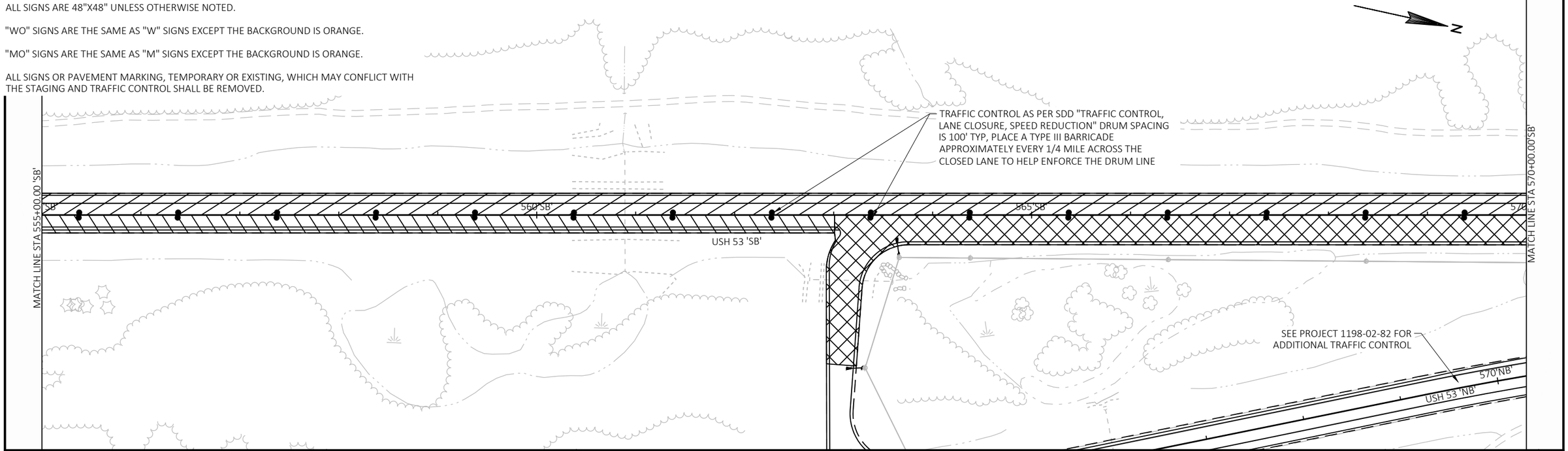
DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

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



PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 50	E

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- WORK AREA STAGE 1
- WORK AREA STAGE 2
- WORK AREA OPEN TO TRAFFIC

STAGE 1

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

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

STAGE 2

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

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

NOTE:
USE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" AND "MOVING PAVEMENT MARKING OPERATION MULIT-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

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

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

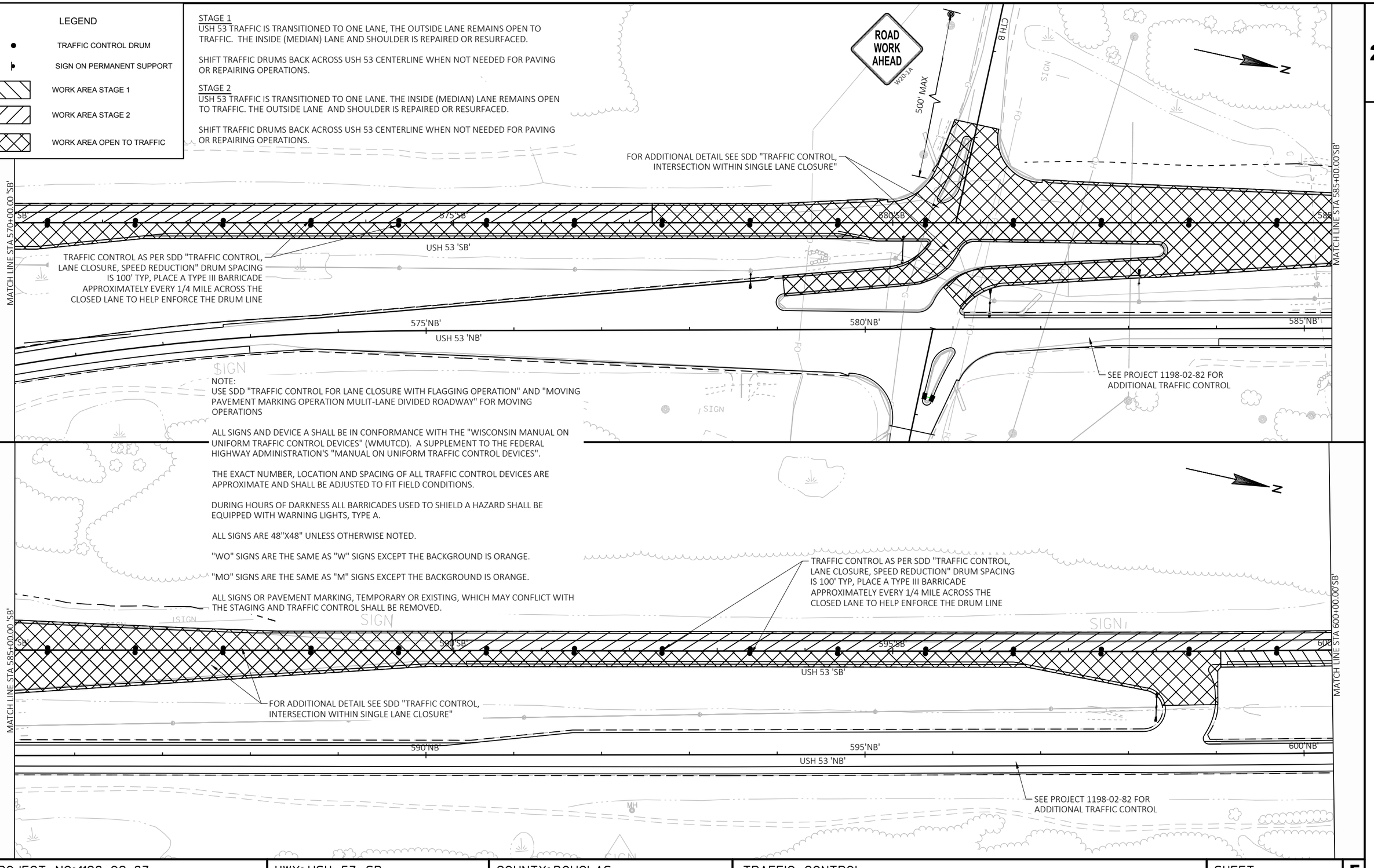
DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

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



PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 51	E

LEGEND

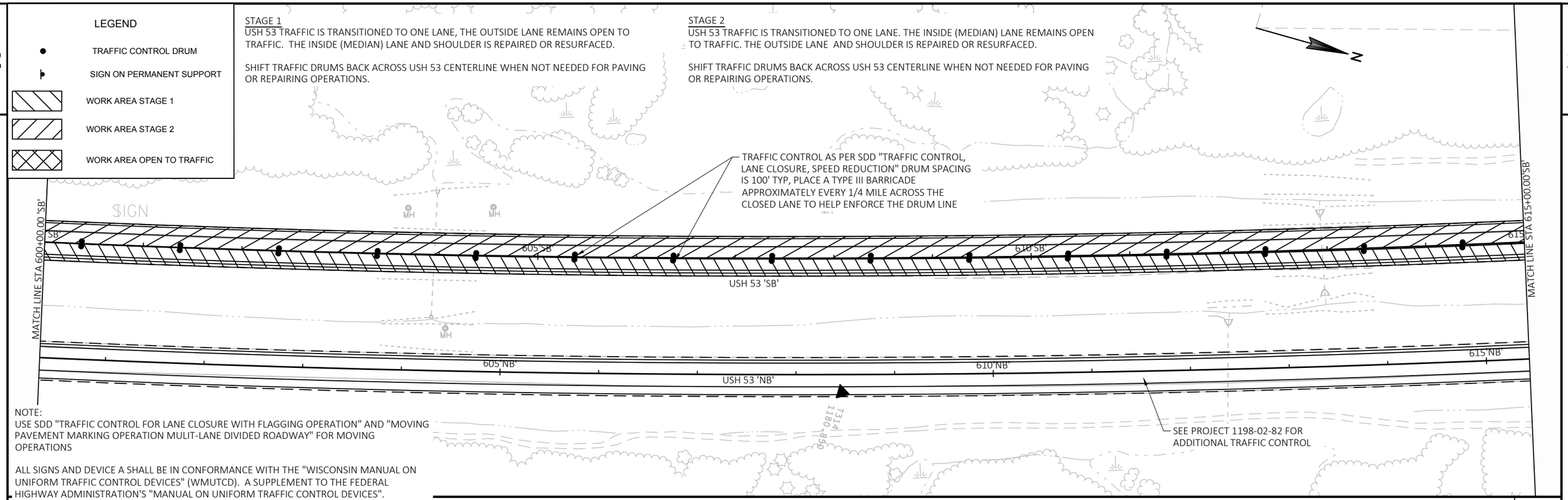
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- WORK AREA STAGE 1
- WORK AREA STAGE 2
- WORK AREA OPEN TO TRAFFIC

STAGE 1
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

STAGE 2
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE. THE INSIDE (MEDIAN) LANE REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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



NOTE:
USE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" AND "MOVING PAVEMENT MARKING OPERATION MULIT-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

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

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

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

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

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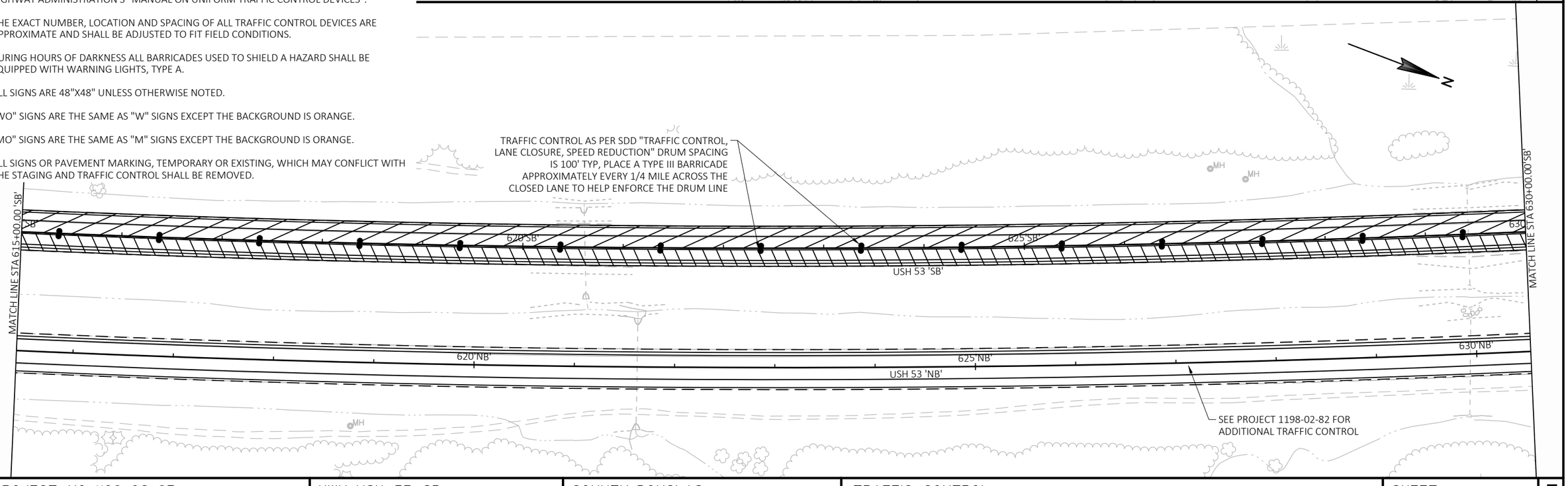

PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 52	E

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- WORK AREA STAGE 1
- WORK AREA STAGE 2
- WORK AREA OPEN TO TRAFFIC

STAGE 1
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

STAGE 2
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE. THE INSIDE (MEDIAN) LANE REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

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

MATCH LINE STA 630+00.00 'SB'

MATCH LINE STA 645+00.00'SB'

635 'SB'

640 'SB'

645

USH 53 'SB'

635 'NB'

640 'NB'

645 'NB'

USH 53 'NB'

SEE PROJECT 1198-02-82 FOR ADDITIONAL TRAFFIC CONTROL

NOTE:
USE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" AND "MOVING PAVEMENT MARKING OPERATION MULIT-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

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

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

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

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

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

MATCH LINE STA 645+00.00 'SB'

MATCH LINE STA 660+00.00 'SB'

650 'SB'

655 'SB'

660

USH 53 'SB'

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

FOR ADDITIONAL DETAIL SEE SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE"

650 'NB'

655 'NB'

660 'NB'

USH 53 'NB'

SEE PROJECT 1198-02-82 FOR ADDITIONAL TRAFFIC CONTROL

18TH ST

500' MAX

ROAD WORK AHEAD

W20-2

PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 53	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\025002-TC.DWG
LAYOUT NAME - 025002-TC - 16

PLOT DATE : 3/19/2018 9:44 AM PLOT BY : JUSTIN SHAVLIK PLOT NAME : PLOT SCALE : 1 IN:100 FT

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- WORK AREA STAGE 1
- WORK AREA STAGE 2
- WORK AREA OPEN TO TRAFFIC

STAGE 1
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

STAGE 2
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE. THE INSIDE (MEDIAN) LANE REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

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

MATCH LINE STA 660+00.00 'SB'

660 'SB'

665 'SB'

670 'SB'

675 'SB'

MATCH LINE STA 675+00.00'SB'

SIGN

USH 53 'SB'

SEE PROJECT 1198-02-82 FOR ADDITIONAL TRAFFIC CONTROL

665 'NB'

670 'NB'

675 'NB'

USH 53 'NB'

SIGN

NOTE:
USE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" AND "MOVING PAVEMENT MARKING OPERATION MULIT-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

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

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

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

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

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

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

MATCH LINE STA 675+00.00 'SB'

675 'SB'

680 'SB'

685 'SB'

690 'SB'

MATCH LINE STA 690+00.00'SB'

USH 53 'SB'

SEE PROJECT 1198-02-82 FOR ADDITIONAL TRAFFIC CONTROL

680 'NB'

685 'NB'

690 'NB'

USH 53 'NB'

PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 54	E

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- WORK AREA STAGE 1
- WORK AREA STAGE 2
- WORK AREA OPEN TO TRAFFIC

STAGE 1
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

STAGE 2
USH 53 TRAFFIC IS TRANSITIONED TO ONE LANE. THE INSIDE (MEDIAN) LANE REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER IS REPAIRED OR RESURFACED.

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

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

END PROJECT 1198-02-82
STA 704+60.00'SB'

MATCH LINE STA 690+00.00 'SB'

695'SB'

700'SB'

705'SB'

USH 53 'SB'

MATCH LINE STA 705+00.00'SB'

FOLLOW SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" FOR ADVANCED TRAFFIC CONTROL, SPEED REDUCED TO 55 MPH ALSO INCLUDE ① AND ②

695'NB'

700'NB'

USH 53 'NB'

705'NB'

SEE PROJECT 1198-02-82 FOR ADDITIONAL TRAFFIC CONTROL

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

ROAD WORK
NEXT 10 MILES
G20-1
60"X24"

② TO BE PLACED 1 MILE IN ADVANCE OF WORK ZONE ON USH 53 NB

FINES DOUBLE IN WORK ZONES
Give 'em a BRAKE SLOW DOWN
W21-62
96"X48"

MATCH LINE STA 705+00.00 'SB'

710'SB'

715'SB'

USH 53 'SB'

710'NB'

USH 53 'NB'

715'NB'

SIGN

SIGN

SEE PROJECT 1198-02-82 FOR ADDITIONAL TRAFFIC CONTROL

NOTE:
USE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" AND "MOVING PAVEMENT MARKING OPERATION MULIT-LANE DIVIDED ROADWAY" FOR MOVING OPERATIONS

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

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

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

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

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

PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 55	E

1198-02-83

Line	Item	Item Description	Unit	Total	Qty
0002	203.0100	Removing Small Pipe Culverts	EACH	3.000	3.000
0004	204.0115	Removing Asphaltic Surface Butt Joints	SY	3,422.000	3,422.000
0006	204.0120	Removing Asphaltic Surface Milling	SY	210,175.000	210,175.000
0010	204.0180	Removing Delineators and Markers	EACH	131.000	131.000
0012	205.0100	Excavation Common	CY	450.000	450.000
0014	209.2100	Backfill Granular Grade 2	CY	325.000	325.000
0018	211.0100	Prepare Foundation for Asphaltic Paving (project) 01. 1198-02-83	LS	1.000	1.000
0020	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	1,045.000	1,045.000
0026	213.0100	Finishing Roadway (project) 01. 1198-02-83	EACH	1.000	1.000
0028	305.0110	Base Aggregate Dense 3/4-Inch	TON	6,500.000	6,500.000
0030	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	100.000	100.000
0032	305.0500	Shaping Shoulders	STA	1,045.000	1,045.000
0036	440.4410	Incentive IRI Ride	DOL	39,300.000	39,300.000
0038	450.4000	HMA Cold Weather Paving	TON	5,000.000	5,000.000
0040	455.0605	Tack Coat	GAL	21,935.000	21,935.000
0042	460.0100.S	HMA Pavement Test Strip	EACH	1.000	1.000
0044	460.2000	Incentive Density HMA Pavement	DOL	10,820.000	10,820.000
0046	460.4110.S	Reheating HMA Pavement Longitudinal Joints	LF	51,823.000	51,823.000
0048	460.6243	HMA Pavement 3 MT 58-34 S	TON	20,580.000	20,580.000
0050	460.8644	HMA Pavement 4 SMA 58-34 V	TON	16,905.000	16,905.000
0052	465.0105	Asphaltic Surface	TON	7,212.000	7,212.000
0054	465.0110	Asphaltic Surface Patching	TON	150.000	150.000
0058	465.0400	Asphaltic Shoulder Rumble Strips	LF	92,835.000	92,835.000
0060	520.8700	Cleaning Culvert Pipes	EACH	32.000	32.000
0062	520.9700.S	Culvert Pipe Liners (size) 01. 24-Inch	LF	102.000	102.000
0064	520.9750.S	Cleaning Culvert Pipes for Liner Verification	EACH	1.000	1.000
0068	521.1024	Apron Endwalls for Culvert Pipe Steel 24-Inch	EACH	5.000	5.000
0070	521.1030	Apron Endwalls for Culvert Pipe Steel 30-Inch	EACH	1.000	1.000
0074	521.1228	Apron Endwalls for Pipe Arch Steel 28x20-Inch	EACH	2.000	2.000
0078	521.3124	Culvert Pipe Corrugated Steel 24-Inch	LF	136.000	136.000
0080	521.3130	Culvert Pipe Corrugated Steel 30-Inch	LF	20.000	20.000
0084	521.3728	Pipe Arch Corrugated Steel 28x20-Inch	LF	60.000	60.000
0098	524.0636	Apron Endwalls for Culvert Pipe Salvaged 36-Inch	EACH	1.000	1.000
0102	606.0200	Riprap Medium	CY	11.000	11.000
0106	614.0400	Adjusting Steel Plate Beam Guard	LF	1,708.000	1,708.000
0112	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1198-02-83	EACH	1.000	1.000
0114	619.1000	Mobilization	EACH	0.550	0.550
0116	624.0100	Water	MGAL	135.000	135.000

1198-02-83

Line	Item	Item Description	Unit	Total	Qty
0118	625.0500	Salvaged Topsoil	SY	450.000	450.000
0120	627.0200	Mulching	SY	450.000	450.000
0122	628.1504	Silt Fence	LF	500.000	500.000
0124	628.1520	Silt Fence Maintenance	LF	500.000	500.000
0126	628.1905	Mobilizations Erosion Control	EACH	2.000	2.000
0128	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0130	628.2004	Erosion Mat Class I Type B	SY	450.000	450.000
0132	628.7555	Culvert Pipe Checks	EACH	5.000	5.000
0134	628.7560	Tracking Pads	EACH	1.000	1.000
0136	629.0210	Fertilizer Type B	CWT	0.500	0.500
0138	630.0120	Seeding Mixture No. 20	LB	13.000	13.000
0140	630.0200	Seeding Temporary	LB	13.000	13.000
0142	633.0100	Delineator Posts Steel	EACH	130.000	130.000
0144	633.0500	Delineator Reflectors	EACH	136.000	136.000
0146	633.5200	Markers Culvert End	EACH	41.000	41.000
0148	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	14.000	14.000
0150	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	62.000	62.000
0152	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	45.000	45.000
0154	634.0620	Posts Wood 4x6-Inch X 20-FT	EACH	38.000	38.000
0156	637.2210	Signs Type II Reflective H	SF	1,737.330	1,737.330
0158	637.2230	Signs Type II Reflective F	SF	304.500	304.500
0160	638.2601	Removing Signs Type I	EACH	2.000	2.000
0162	638.2602	Removing Signs Type II	EACH	107.000	107.000
0164	638.3000	Removing Small Sign Supports	EACH	139.000	139.000
0166	638.3100	Removing Structural Steel Sign Supports	EACH	4.000	4.000
0168	642.5201	Field Office Type C	EACH	1.000	1.000
0170	643.0300	Traffic Control Drums	DAY	101,600.000	101,600.000
0172	643.0310.S	Temporary Portable Rumble Strips	LS	1.000	1.000
0174	643.0420	Traffic Control Barricades Type III	DAY	6,188.000	6,188.000
0176	643.0705	Traffic Control Warning Lights Type A	DAY	12,376.000	12,376.000
0178	643.0715	Traffic Control Warning Lights Type C	DAY	1,703.000	1,703.000
0180	643.0800	Traffic Control Arrow Boards	DAY	262.000	262.000
0182	643.0900	Traffic Control Signs	DAY	11,914.000	11,914.000
0184	643.1050	Traffic Control Signs PCMS	DAY	131.000	131.000
0186	643.1051	Traffic Control Signs PCMS with Cellular Communications	DAY	131.000	131.000
0188	643.5000	Traffic Control	EACH	1.000	1.000
0190	645.0120	Geotextile Type HR	SY	35.000	35.000
0192	646.1020	Marking Line Epoxy 4-Inch	LF	123,190.000	123,190.000
0194	646.3020	Marking Line Epoxy 8-Inch	LF	721.000	721.000

1198-02-83

Line	Item	Item Description	Unit	Total	Qty
0196	646.3545	Marking Line Grooved Wet Ref Contrast Epoxy 8-Inch	LF	4,950.000	4,950.000
0202	646.6120	Marking Stop Line Epoxy 18-Inch	LF	212.000	212.000
0204	646.6220	Marking Yield Line Epoxy 18-Inch	EACH	12.000	12.000
0206	646.7120	Marking Diagonal Epoxy 12-Inch	LF	65.000	65.000
0208	646.7220	Marking Chevron Epoxy 24-Inch	LF	830.000	830.000
0210	646.9000	Marking Removal Line 4-Inch	LF	175.000	175.000
0212	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	660.000	660.000
0220	650.6000	Construction Staking Pipe Culverts	EACH	3.000	3.000
0228	650.9910	Construction Staking Supplemental Control (project) 01. 1198-02-83	LS	1.000	1.000
0262	690.0150	Sawing Asphalt	LF	405.000	405.000
0270	SPV.0090	Special 02. Ditch Cleaning	LF	1,205.000	1,205.000
0274	SPV.0105	Special 02. Material Transfer Vehicle, Project 1198-02-83	LS	1.000	1.000

3

REMOVING

STATION	-	STATION	LOCATION	204.0115 ASPHALTIC SURFACE BUTT JOINTS SY
US 53 SB				
186+37	-	188+37	USH 53	892
23+95	-	24+05	WASKO RD	31
561+00	-	563+00	USH 53	778
93+85	-	93+95	CTH B	54
599+00		601+00	USH 53	885
702+60	-	704+60	USH 53	783
ITEM TOTALS				3422

REMOVING DELINEATORS AND MARKERS

STATION	LOCATION	204.0180 REMOVING DELINEATORS AND MARKERS EACH	COMMENTS
US 53 SB			
186+37 - 205+61	LT	4	BEGIN PROJECT - WASKO RD
205+61 - 259+75	LT	13	E WASKO RD - E STONE CHIMNEY RD
259+75 - 312+75	LT	13	E STONE CHIMNEY RD - E HAGMAN RD
312+75 - 366+42	LT	14	E HAGMAN RD - CTH L
366+42 - 391+34	LT	6	CTH L - KARRAS RD
391+34 - 419+24	LT	7	KARRAS RD - E BENNETT RD
419+24 - 472+02	LT	13	E BENNETT RD - TOWN LINE RD
472+02 - 580+72	LT	22	TOWN LINE RD - CTH B
580+72 - 658+41	LT	21	* CTH B - 18 TH ST
658+41 - 714+00	LT	13	18 TH ST - KENT RD
UNDISTRIBUTED	LT	5	
ITEM TOTALS		131	

* 6 DELINEATOR POSTS HAVE 2 MARKERS ON EACH

PREPARE FOUNDATION FOR ASPHALTIC PAVING (1198-02-83)

STATION - STATION	211.0100 LS
US 53 SB	
186+37-704+60	1
ITEM TOTAL	1

HMA PAVEMENT TEST STRIP

	460.0100.S EACH
US 53 SB	
	1
ITEM TOTAL	1

FINISHING ROADWAY (8891-00-70)

STATION - STATION	213.0100 EACH
USH 53 SB	
186+37-704+60	1
ITEM TOTAL	1

SHOULDERS

STATION - STATION		LOCATION	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA	305.0500 SHAPING SHOULDERS STA	REMARKS
US 53 SB					
186+37 - 205+62		RT	19	19	PROJECT BEGIN - WASKO RD
186+37 - 204+90		LT	19	19	PROJECT BEGIN - WASKO RD
205+03 - 259+30		RT	54	54	WASKO RD - E STONE CHIMNEY RD
205+46 - 259+62		LT	54	54	WASKO RD - E STONE CHIMNEY RD
260+17 - 312+15		RT	52	52	E STONE CHIMNEY RD - E HAGMAN RD
259+81 - 312+72		LT	53	53	E STONE CHIMNEY RD - E HAGMAN RD
313+13 - 358+95		RT	66	66	E HAGMAN RD - CTH L
313+20 - 358+95		LT	66	66	E HAGMAN RD - CTH L
374+72 - 391+20		RT	16	16	CTH L - KARRAS RD
374+72 - 391+20		LT	16	16	CTH L - KARRAS RD
391+52 - 418+92		RT	27	27	KARRAS RD - E BENNETT RD
391+44 - 419+30		LT	28	28	KARRAS RD - E BENNETT RD
419+16 - 471+21		RT	52	52	E BENNETT RD - E TOWN LINE RD
419+51 - 471+92		LT	52	52	E BENNETT RD - E TOWN LINE RD
472+25 - 580+40		RT	113	113	E TOWN LINE RD - CTH B
472+16 - 580+70		LT	109	109	E TOWN LINE RD - CTH B
580+87 - 583+09		RT	2	2	CTH B - 18TH ST
581+20 - 704+60		LT	123	123	CTH B - END
580+79 - 657+72		RT	77	77	CTH B - 18TH ST
658+78 - 704+60		RT	46	46	18TH ST - END PROJECT
		TOTAL	1045	1045	

INCLUDES AROUND SIDE ROAD RADII

BASE AGGREGATE DENSE 3/4-INCH

STATION - STATION	LOCATION		305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	* 624.0100 WATER MGAL	REMARKS
US 53 SB					
186+37 - 704+60	LT/RT	MAINLINE	6046	121	SHOULDERS / SHAPING
186+37 - 197+21	LT/RT	MAINLINE	273	5	WEDGING/LEVELING
695+85 - 704+60	LT/RT	MAINLINE	181	4	WEDGING/LEVELING
ITEM TOTALS			6500	130	

INCLUDES AROUND SIDE ROAD RADII
* QUANTITIES ALSO SHOWN ELSEWHERE.

HMA COLD WEATHER PAVING

STATION - STATION	450.4000 TON
US 53 SB	
186+37-704+60	5000
ITEM TOTAL	5000

REHEATING HMA PAVEMENT LONGITUDINAL JOINTS

460.4110.S

STATION	-	STATION	LOCATION	REHEATING HMA PAVEMENT LONGITUDINAL JOINTS LF
US 53 SB				
186+37	-	704+60	CL	51823
ITEM TOTAL				51823

GUARDRAIL

STATION	-	STATION	LOCATION	614.0400 ADJUSTING STEEL PLATE BEAM GUARD LF
US 53 SB				
186+73	-	200+39	LT	1366
186+36	-	188+07	RT	171
ITEM TOTALS				1537

CULVERT INSTALLATION ITEMS

STATION	LOCATION	PIPE ID	205.0100 EXCAVATION COMMON CY	209.2100 BACKFILL GRANULAR GRADE 2 CY	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 * WATER MGAL	455.0605 * 455.0605 TACK COAT GAL	465.0105 * ASPHALTIC SURFACE TON	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.2004 EROSION MAT CLASS I, TYPE B SY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO.20 LB	630.0200 SEEDING TEMPORARY LB	690.0150 * SAWING ASPHALT LF
US 53 SB																	
419+38	LT	125	54	39	21	0	3	10.7	75	75	100	100	75	0.05	2.0	2.0	77
419+12	RT	124	99	79	26	1	4	13.5	77	77	100	100	77	0.05	2.1	2.1	73
471+97	LT	121	74	56	25	1	3	12.8	75	75	100	100	75	0.05	2.0	2.0	83
UNDISTRIBUTED			223	151	28	3			223	223	200	200	223	0.35	6.9	6.9	17
ITEM TOTALS			450	325	100	5	10	37.0	450	450	500	500	450	0.50	13.0	13.0	250

* QUANTITIES ALSO SHOWN ELSEWHERE.
** SALVAGED TOPSOIL, MULCHING, SEED AND FERTILZER IF REQUIRED AT DITCH CLEANING AREAS ARE INCIDENTAL TO THE DITCH CLEANING ITEM.

3

ASPHALTIC PAVEMENT ITEMS

STATION - STATION		LOCATION	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	455.0605 * TACK COAT GAL	460.6243 HMA PAVEMENT 3 MT 58-34 S TON	460.8644 HMA PAVEMENT 4 SMA 58-34 V TON	465.0105 * ASPHALTIC SURFACE TON	465.0110 ASPHALTIC SURFACE PATCHING TON	REMARKS
US 53 SB									
186+37 - 205+61	LT/RT	MAINLINE - LOWER	5131	308	718				PROJECT BEGIN - CTH E
186+37 - 205+61	LT/RT	MAINLINE - UPPER		308		575			PROJECT BEGIN - CTH E
186+37 - 197+21	LT/RT	MAINLINE		98			184		WEDGING/LEVELING
186+46 - 203+93	LT	SHOULDERS	1553	93			174		UPPER LAYER
186+26 - 204+86	RT	SHOULDERS	619	37			69		UPPER LAYER
203+93 - 209+45	LT	INTERSECTION/TURN LANE - CTH E	878	105	123	98			UPPER/LOWER LAYERS
204+86 - 209+96	RT	INTERSECTION/TURN LANE - CTH E	465	56	65	52			UPPER/LOWER LAYERS
205+61 - 259+75	LT/RT	MAINLINE - LOWER	14437	866	2021				CTH E - E STONE CHIMNEY RD
205+61 - 259+75	LT/RT	MAINLINE - UPPER		866		1617			CTH E - E STONE CHIMNEY RD
209+45 - 258+21	LT	SHOULDERS	4330	260			485		UPPER LAYER
209+96 - 258+75	RT	SHOULDERS	1628	98			182		UPPER LAYER
258+21 - 263.+73	LT	INTERSECTION/TURN LANE	726	87	101	81			UPPER/LOWER LAYERS
258+75 - 263+85	RT	INTERSECTION/TURN LANE	465	56	65	52			UPPER/LOWER LAYERS
259+75 - 312+86	LT/RT	MAINLINE - LOWER	14163	850	1983				E STONE CHIMNEY RD - E HAGMAN RD
259+75 - 312+86	LT/RT	MAINLINE - UPPER		850		1586			E STONE CHIMNEY RD - E HAGMAN RD
263+73 - 312+23	LT	SHOULDERS	4308	258			482		UPPER LAYER
263+85 - 311+60	RT	SHOULDERS	1595	96			179		UPPER LAYER
312+23 - 317+15	LT	INTERSECTION/TURN LANE	631	76	89	71			UPPER/LOWER LAYERS
311+60 - 317+15	RT	INTERSECTION/TURN LANE	535	64	75	60			UPPER/LOWER LAYERS
312+86 - 366+42	LT/RT	MAINLINE - LOWER	14283	857	2000				E HAGMAN RD - CTH L
312+86 - 366+42	LT/RT	MAINLINE - UPPER		857		1600			E HAGMAN RD - CTH L
317+15 - 364+79	LT	SHOULDERS	4235	254			474		UPPER LAYER
317+15 - 358+95	RT	SHOULDERS	1394	84			156		UPPER LAYER
366+42 - 391+34	LT/RT	MAINLINE - LOWER	6645	399	930				CTH L - KARRAS RD
366+42 - 391+34	LT/RT	MAINLINE - UPPER		399		744			CTH L - KARRAS RD
367+92 - 372+42	RT	SHOULDERS	150	9			17		UPPER LAYER
374+72 - 390+80	LT	SHOULDERS	1429	86			160		UPPER LAYER
373+28 - 390+21	RT	SHOULDERS	564	34			63		UPPER LAYER
390+80 - 395+62	LT	INTERSECTION/TURN LANE	719	86	101	81			UPPER/LOWER LAYERS
390+21 - 395+94	RT	INTERSECTION/TURN LANE	841	101	118	94			UPPER/LOWER LAYERS
391+34 - 419+24	LT/RT	MAINLINE - LOWER	7440	446	1042				KARRAS RD - E BENNETT RD
391+34 - 419+24	LT/RT	MAINLINE - UPPER		446		833			KARRAS RD - E BENNETT RD
391+35	RT	KARRAS CROSSOVER	221	13			25		UPPER LAYER
395+62 - 417+86	LT	SHOULDERS	1976	119			221		UPPER LAYER
395+94 - 417+39	RT	SHOULDERS	715	43			80		UPPER LAYER
417+86 - 423+40	LT	INTERSECTION/TURN LANE	775	93	109	87			UPPER/LOWER LAYERS
417+40 - 423+26	RT	INTERSECTION/TURN LANE	876	105	123	98			UPPER/LOWER LAYERS
419+04		E BENNETT CROSSOVER	195	12			22		UPPER LAYER
419+24 - 472+02	LT/RT	MAINLINE - LOWER	14075	845	1971				E BENNETT RD - E TOWN LINE RD
419+24 - 472+02	LT/RT	MAINLINE - UPPER		845		1576			E BENNETT RD - E TOWN LINE RD
423+40 - 470+44	LT	SHOULDERS	4181	251			468		UPPER LAYER
423+26 - 470+75	RT	SHOULDERS	1583	95			177		UPPER LAYER
470+44 - 476+05	LT	INTERSECTION/TURN LANE	825	99	115	92			UPPER/LOWER LAYERS
470+75 - 476+24	RT	INTERSECTION/TURN LANE	507	61	71	57			UPPER/LOWER LAYERS
472+02 - 580+72	LT/RT	MAINLINE - LOWER	28987	1739	4058				E TOWN LINE RD - CTH B
472+02 - 580+72	LT/RT	MAINLINE - UPPER		1739		3247			E TOWN LINE RD - CTH B
476+05 - 577+26	LT	SHOULDERS	8996	540			1008		UPPER LAYER
476+24 - 579+37	RT	SHOULDERS	4461	268			500		UPPER LAYER
563+25	RT	CTH B SOUTH CROSSOVER	486	29			54		UPPER/LOWER LAYERS
577+26 - 587+70	LT	INTERSECTION/TURN LANE	2777	333		311			UPPER/LOWER LAYERS
579+37 - 589+69	RT	INTERSECTION/TURN LANE	1175	141		132			UPPER/LOWER LAYERS
580+72 - 658+41	LT/RT	MAINLINE - LOWER	20717	1243	2900				CTH B - 18TH ST
580+72 - 658+41	LT/RT	MAINLINE - UPPER		1243		2320			CTH B - 18TH ST
587+70 - 704+60	LT	SHOULDERS	10386	623			1163		UPPER LAYER
589+69 - 657+29	RT	SHOULDERS	2859	172			320		UPPER LAYER
657+29 - 662+83	RT	INTERSECTION/TURN LANE	511	30	75	59			UPPER LAYER
658+41 - 704+60	LT/RT	MAINLINE - LOWER	12333	739	1727				18TH ST - END PROJECT
658+41 - 704+60	LT/RT	MAINLINE - UPPER		739		1382			18TH ST - END PROJECT
662+83 - 704+60	RT	SHOULDERS	1394	84			156		UPPER LAYER
695+85 - 704+60	LT/RT	MAINLINE		193			356		WEDGING/LEVELING
UNDISTRIBUTED	LT/RT							150	MINOR REPAIRS/POP OUTS
ITEM TOTALS			210175	21925	20580	16905	7175	150	

* ASPHALTIC SURFACE - MINIMUM OF A 4 LT 58-34 S MIX TO BE USED.
* QUANTITIES ALSO SHOWN ELSEWHERE.

STATIONING - SHOULDERS END WHERE TURN LANE TAPERS BEGIN.

STATIONING - SHOULDERS END WHERE TURN LANE TAPERS BEGIN.

ASPHALTIC SHOULDER RUMBLE STRIPS

STATION	-	STATION	LOCATION	465.0400 LF	REMARKS
US 53 SB					
186+73	-	203+93	LT	1720	PROJECT BEGIN - WASKO RD
186+67	-	204+84	RT	1817	PROJECT BEGIN - WASKO RD
209+45	-	258+21	LT	4876	WASKO RD - E STONE CHIMNEY RD
209+96	-	258+74	RT	4878	WASKO RD - E STONE CHIMNEY RD
263+72	-	312+21	LT	4849	E STONE CHIMNEY RD - E HAGMAN RD
263+85	-	311+60	RT	4775	E STONE CHIMNEY RD - E HAGMAN RD
317+15	-	364+79	LT	4764	E HAGMAN RD - CTH L
317+15	-	358+95	RT	4180	E HAGMAN RD - CTH L
374+72	-	390+80	LT	1608	CTH L - KARRAS RD
367+92	-	372+42	RT	450	CTH L - KARRAS RD
373+28	-	390+21	RT	1693	CTH L - KARRAS RD
395+62	-	417+86	LT	2224	KARRAS RD - E BENNETT RD
395+94	-	417+38	RT	2144	KARRAS RD - E BENNETT RD
423+40	-	470+43	LT	4703	E BENNETT RD - E TOWN LINE RD
423+26	-	470+75	RT	4749	E BENNETT RD - E TOWN LINE RD
476+05	-	578+78	LT	10273	E TOWN LINE RD - CTH B
476+24	-	562+65	RT	8641	E TOWN LINE RD - CTH B
563+82	-	579+20	RT	1538	E TOWN LINE RD - CTH B
587+99	-	704+60	LT	11661	CTH B - END PROJECT
589+60	-	597+10	RT	750	CTH B - END PROJECT
599+18	-	704+60	RT	10542	CTH B - END PROJECT
ITEM TOTAL				92835	

MOBILIZATIONS EROSION CONTROL

STATION - STATION	LOCATION	628.1905 EROSION CONTROL EACH	628.1910 EMERGENCY EROSION CONTROL EACH
US 53 SB			
186+37 - 704+60	LT / RT	2	2
ITEM TOTALS		2	2

DELINEATORS

STATION	LOCATION	633.0100 DELINEATOR POSTS STEEL EACH	633.0500 DELINEATOR REFLECTORS EACH	COMMENTS
US 53 SB				
186+37 - 205+61	LT	4	4	BEGIN PROJECT - WASKO RD
205+61 - 259+75	LT	13	13	E WASKO RD - E STONE CHIMNEY RD
259+75 - 312+75	LT	13	13	E STONE CHIMNEY RD - E HAGMAN RD
312+75 - 366+42	LT	14	14	E HAGMAN RD - CTH L
366+42 - 391+34	LT	6	6	CTH L - KARRAS RD
391+34 - 419+24	LT	7	7	KARRAS RD - E BENNETT RD
419+24 - 472+02	LT	13	13	E BENNETT RD - TOWN LINE RD
472+02 - 580+72	LT	22	22	TOWN LINE RD - CTH B
580+72 - 658+41	LT	20	26	CTH B - 18 TH ST
658+41 - 714+00	LT	13	13	18 TH ST - KENT RD
UNDISTRIBUTED	LT	5	5	
ITEM TOTALS		130	136	

* DELINEATORS IN MEDIAN AT CTH L INCLUDED IN PROJECT 1198-00-78

3

CULVERT PIPE ITEMS

STATION	LOCATION	PIPE ID	203.0100 REMOVING SMALL PIPE CULVERTS EACH	520.8700 CLEANING CULVERT PIPES EACH	520.9700.S CULVERT PIPE LINER 24-INCH LF	520.9750.S CLEANING CULVERT PIPES FOR LINER VERIFICATION EACH	521.3124 CULVERT PIPE CORRUGATED STEEL 24-INCH LF	521.3130 CULVERT PIPE CORRUGATED STEEL 30-INCH LF	521.3728 PIPE ARCH CORRUGATED STEEL 28X20 LF	521.1024 APRON ENDWALLS FOR CULVERT PIPE PIPE STEEL 24-INCH EACH	521.1030 APRON ENDWALLS FOR CULVERT PIPE PIPE STEEL 30-INCH EACH	521.1228 PIPE ARCH STEEL 28X20 EACH	THICKNESS (INCHES) STEEL	THICKNESS (INCHES) ALUMINUM	524.0636 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 36-INCH EACH	606.0200 RIPRAP MEDIUM CY	628.7555 CULVERT PIPE CHECKS EACH	633.5200 MARKER CULVERT END EACH	645.0120 GEOTEXTILE FABRIC TYPE HR SY	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	SPV.0090.02 DITCH CLEANING LF
US 53 SB																					
205+31	LT	139		1															2			20
229+17	LT/RT	166		1																		10
259+15	LT/RT	138																				15
264+83	LT/RT	140		1												4			2	12		20
293+94	LT/RT	136																				
327+87	LT/RT	135		1															2			40
337+85	LT/RT	134		1															2			40
345+86	LT/RT	133		1																		60
366+87	LT/RT	132		1				20			1						1					35
371+50	LT/RT	131		1			8			1							1					60
376+87	LT/RT	130		1																		35
386+89	LT/RT	129		1												7			2	23		20
400+39	LT/RT	128		1															2			40
404+99	LT/RT	127		1																		30
409+68	LT/RT	126			102	1													2			40
419+38	LT	125	1				62			2			0.064	0.075			1		2		1	30
419+12	RT	124	1						60			2	0.064	0.060			1		2		1	30
429+59	LT/RT	123		1																		40
437+01	LT/RT	150		1															1			40
443+16	LT/RT	122		1																		40
458+89	LT/RT	149		1															1			15
471+97	LT/RT	121	1				66			2			0.064	0.075			1		2		1	20
477+94	LT/RT	120																	2			15
483+14	LT/RT	119																				20
* 490+90	LT/RT	118		1																		10
507+93	LT/RT	117		1															2			30
516+89	LT/RT	148		1															1			40
542+24	LT/RT	147		1															2			40
560+89	LT/RT	116		1															2			30
563+18	RT	146																	1			25
579+22	LT/RT	155																	1			
584+79	LT/RT	114		1																		10
603+95	LT/RT	113		1																		40
612+95	LT/RT	112		1																		40
620+62	LT/RT	111		1																		40
629+43	LT/RT	110		1																		50
647+00	LT/RT	109		1															2			40
664+95	LT/RT	108		1											1							25
697+98	LT/RT	107		1																		20
709+78	LT/RT	104		1															2			30
714+17	LT	100		1															2			10
714+13	RT	101		1															2			10
ITEM TOTALS			3	32	102	1	136	20	60	5	1	2			1	11	5	41	35	3	1205	

* No in-stream work at this location between September 15 and April 30.
The water should be managed so the cleaning activities will not deposit debris or sediment into the adjoining wetland. Any materials from ditch cleaning or culvert cleaning must not be deposited in any adjacent wetlands.

PERMANENT TYPE II SIGNING ITEMS (1198-02-83)

SIGN NO.	USH 53 SB STATION (APPROX.)	LOCATION	SIGN CODE	SIGN MESSAGE	SIGN SIZE W X H (INCHES)	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	634.0620 POSTS WOOD 4X6-INCH X 20-FT EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	COMMENT
CAT. 0010														
10-1	187+50	LT	W5-52R	Clearance Marker (diagonal right)	18 X 54	---	6.75	1	---	---	---	1	1	
10-2	187+50	MEDIAN	W5-52L	Clearance Marker (diagonal left)	18 X 54	---	6.75	1	---	---	---	1	1	
10-3	195+36	LT	R2-1	SPEED LIMIT 65	48 X 60	20.00	---	---	---	2	---	1	2	
10-4	199+50	LT	J4-1	SOUTH 53 US Hwy Route Marker	36 X 54	13.50	---	---	1	---	---	1	1	
10-5	201+95	LT	D10-3	MILE MARKER 208	12 X 48	4.00	---	1	---	---	---	1	1	
20-1	204+94	LT	J3-2	NORTH 53 Arrow Left Turn SOUTH 53 Arrow Right Turn	48 X 57	19	---	---	---	---	2	1	2	FACING WEST AT CTH E
20-2	205+02	LT	R6-1L	ONE WAY left	36 X 12	3.00	---	---	---	---	---	---	---	FACING EAST ON SAME POST AS '20-3 TO 20-5'
20-3	205+02	LT	R6-3	DIVIDED HIGHWAY	30 X 24	5.00	---	---	---	---	---	---	---	MOUNT FACING WEST BELOW STOP SIGN
20-4	205+02	LT	R1-1	STOP	36 X 36	7.46	---	---	---	1	---	1	1	CTH E STOP SIGN
20-5	205+02	LT	R6-1R	ONE WAY right	36 X 12	3	---	---	---	---	---	---	---	MOUNT FACING WEST ABOVE STOP SIGN
20-6	206+37	MEDIAN	R6-1R	ONE WAY right	36 X 12	3	---	---	---	---	---	---	---	MOUNT FACING WEST ON SAME POST AS '20-7 & 20-8'
20-7	206+37	MEDIAN	R1-2	YIELD	48 X 42	7.00	---	---	1	---	---	1	1	FACING EAST
20-8	206+37	MEDIAN	R6-1L	ONE WAY left	36 X 12	3.00	---	---	---	---	---	---	---	MOUNT FACING EAST ABOVE YIELD SIGN
20-9	206+96	LT	J13-1	COUNTY E Arrow Right Turn	36 X 66	16.50	---	---	---	1	---	1	1	
20-10	207+50	MEDIAN	R5-1	DO NOT ENTER	36 X 36	9	---	---	1	---	---	1	1	FACING SOUTH
20-11	209+50	MEDIAN	R5-1A	WRONG WAY	42 X 30	8.75	---	---	1	---	---	1	1	FACING SOUTH
20-12	214+00	LT	---	JCT COUNTY E	---	---	---	---	---	---	---	1	1	
20-13	214+50	LT	D1-1	left arrow Wasko Rd	90 X 21	13.13	---	---	2	---	---	---	---	
20-14	217+23	LT	J1-1	JCT COUNTY E	36 X 57	14.25	---	---	1	---	---	1	1	
20-15	217+55	LT	---	left arrow Wasko Rd	---	---	---	---	---	---	---	1	2	
30-1	255+00	LT	D10-3	MILE MARKER 209	12 X 48	4	---	1	---	---	---	1	1	
30-2	259+40	LT	R6-3	DIVIDED HIGHWAY	30 X 24	5.00	---	---	---	---	---	---	---	MOUNT FACING WEST BELOW STOP SIGN
30-3	259+40	LT	R1-1	STOP	36 X 36	7.46	---	---	---	1	---	1	1	STONE CHIMNEY RD STOP SIGN
30-4	259+40	LT	R6-1R	ONE WAY right	36 X 12	3.00	---	---	---	---	---	---	---	MOUNT FACING WEST ABOVE STOP SIGN
30-5	259+40	LT	R6-1L	ONE WAY left	36 X 12	3	---	---	---	---	---	---	---	FACING EAST ON SAME POST AS '30-2 TO 30-4'
30-6	261+55	MEDIAN	R5-1	DO NOT ENTER	36 X 36	9	---	---	1	---	---	1	1	FACING SOUTH
40-1	263+60	MEDIAN	R5-1A	WRONG WAY	42 X 30	8.75	---	---	1	---	---	1	1	FACING SOUTH
40-2	269+72	LT	D1-61	Stone Chimney Rd right & left arrows	126 X 30	26.25	---	---	---	3	---	1	2	INSTALL ON 3 POSTS
50-1	307+70	LT	D10-3	MILE MARKER 210	12 X 48	4.00	---	1	---	---	---	1	1	
50-2	310+10	LT	---	SOUTH 53 US Hwy Route Marker	---	---	---	---	---	---	---	1	1	
50-3	312+50	LT	R6-3	DIVIDED HIGHWAY	30 X 24	5	---	---	---	---	---	---	---	MOUNT FACING WEST BELOW STOP SIGN
50-4	312+50	LT	R1-1	STOP	36 X 36	7.46	---	---	---	1	---	1	1	HAGMAN RD STOP SIGN
50-5	312+50	LT	R6-1R	ONE WAY right	36 X 12	3.00	---	---	---	---	---	---	---	MOUNT FACING WEST ABOVE STOP SIGN
50-6	312+50	LT	R6-1L	ONE WAY left	36 X 12	3.00	---	---	---	---	---	---	---	FACING EAST ON SAME POST AS '50-3 TO 50-5'
50-7	314+15	MEDIAN	R5-1	DO NOT ENTER	36 X 36	9	---	---	1	---	---	1	1	FACING SOUTH
50-8	316+15	MEDIAN	R5-1A	WRONG WAY	42 X 30	8.75	---	---	1	---	---	1	1	FACING SOUTH
50-9	322+66	LT	D1-61	Hagman Rd right & left arrows	84 X 30	17.50	---	---	---	2	---	1	2	
70-1	354+00	LT	R2-1	SPEED LIMIT 65	48 X 60	20.00	---	---	---	2	---	---	---	
70-2	357+75	LT	J4-1	SOUTH 53 US Hwy Route Marker	36 X 54	13.50	---	---	1	---	---	---	---	NEW INSTALLATION
70-3	360+00	MEDIAN	J3-2	NORTH 53 Hook Arrow Left EAST COUNTY L Hook Arrow Left	72 X 84	42	---	---	---	---	2	---	---	NEW INSTALLATION
70-4	360+60	LT	---	SPEED LIMIT 65	---	---	---	---	---	---	---	1	2	
70-5	360+75	LT	D10-3	MILE MARKER 211	12 X 48	4.00	---	1	---	---	---	1	1	
70-6	362+00	MEDIAN	D1-1	left arrow Superior	90 X 21	13.13	---	---	2	---	---	---	---	NEW INSTALLATION
70-7	363+50	LT	J4-1	SOUTH 53 US Hwy Route Marker	36 X 54	13.5	---	---	1	---	---	1	1	
70-8	364+00	MEDIAN	J3-2	NORTH 53 Hook Arrow Left EAST COUNTY L Hook Arrow Left	72 X 84	42	---	---	---	---	2	---	---	NEW INSTALLATION
70-9	365+52	MEDIAN	---	YIELD ONE WAY left ONE WAY right	---	---	---	---	---	---	---	1	1	REMOVE EXISTING SIGNS ON ONE POST
70-10	365+80	LT	---	NORTH 53 EAST L SOUTH 53 w/arrows assembly	---	---	---	---	---	---	---	1	1	REMOVE EXISTING J3-3 ASSEMBLY
70-11	365+84	RT	J12-2	53 (US Hwy Route Marker) & Arrow Right Turn COUNTY L Route Marker & Arrow Right Turn	48 X 45	15	---	---	---	1	---	---	---	NEW INSTALLATION
70-12	365+95	LT	---	ONE WAY left	---	---	---	---	---	---	---	---	---	SIGN REMOVED WITH EXISTING STOP SIGN & POST
70-13	365+95	LT	---	DIVIDED HIGHWAY	---	---	---	---	---	---	---	---	---	SIGN REMOVED WITH EXISTING STOP SIGN & POST
70-14	365+95	LT	R1-1	STOP	36 X 36	7.46	---	---	---	1	---	1	1	CTH L STOP SIGN
70-15	365+95	MEDIAN	R6-1R	ONE WAY right	36 X 12	3	---	---	---	---	---	---	---	MOUNT FACING WEST ABOVE STOP SIGN
70-16	366+15	MEDIAN	---	NORTH 53 EAST L (shields) USE FAR LEFT LANE SOUTH 53 (shield) straight arrow	132 X 66	60.5	---	---	---	---	3	---	---	NEW INSTALLATION ON 3 POSTS FACING WEST
70-17	366+32	MEDIAN	R6-2R	ONE WAY right arrow	36 X 48	12.00	---	---	1	---	---	---	---	NEW INSTALLATION FACING WEST
70-18	366+30	EB CTH L	D1-1	Superior right arrow	66 X 15	6.88	---	---	2	---	---	1	2	REMOVE EXISTING D1-1 SIGN WEST OF THIS LOCATION
70-19	366+40	EB CTH L	R3-53R	RIGHT TURN ONLY	24 X 30	5	---	---	1	---	---	---	---	NEW INSTALLATION
70-20	366+55	EB CTH L	J1-1	JCT 53 US Hwy Route Marker	24 X 39	6.5	---	---	1	---	---	1	1	
70-21	366+80	WB CTH L	J4-1	WEST COUNTY L Route Marker	24 X 36	6.00	---	---	1	---	---	1	1	
				SUB TOTALS		544.23	13.50	6.00	22.00	14.00	9.00	34.00	41.00	

CONT. PERMANENT TYPE II SIGNING ITEMS (1198-02-83)

SIGN NO.	USH 53 SB STATION (APPROX.)	LOCATION	SIGN CODE	SIGN MESSAGE	SIGN SIZE W X H (INCHES)	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	634.0620 POSTS WOOD 4X6-INCH X 20-FT EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	COMMENT
70-22	367+38	LT	J3-1	WEST COUNTY L Arrow Right Turn	36 X 84	21	---	---	---	---	2	---	---	NEW INSTALLATION
70-23	367+38	LT	R5-1	DO NOT ENTER	48 X 48	16	---	---	---	---	---	---	---	FACING SOUTH ON INSIDE POST OF SIGN NO. 70-22
70-24	367+30	MEDIAN	J3-1	EAST COUNTY L Advance Arrow Left Turn	36 X 84	21.00	---	---	---	---	2	---	---	NEW INSTALLATION
70-25	367+30	MEDIAN	R5-1	DO NOT ENTER	48 X 48	16.00	---	---	---	---	---	---	---	FACING SOUTH ON INSIDE POST OF SIGN NO. 70-24
70-26	368+36	LT	---	COUNTY L Arrow Dual Turn	---	---	---	---	---	---	---	1	1	
70-27	370+00	LT	D1-1	Bennett right arrow	84 X 21	12.25	---	---	2	---	---	1	2	
70-28	370+15	MEDIAN	R5-1A	WRONG WAY	42 X 30	8.75	---	---	---	---	---	1	1	FACING SOUTH ON INSIDE POST OF SIGN NO. 70-29
70-29	370+15	MEDIAN	---	TO EAST L (shield) Left U-turn Arrow WEST L (shield) Right Arrow	114 X 72	57.00	---	---	---	---	2	---	---	NEW INSTALLATION
70-31	372+55	MEDIAN	R1-2	YIELD	48 X 42	7.00	---	---	---	1	---	---	---	NEW INSTALLATION FACING EAST
70-32	372+55	MEDIAN	R6-1L	ONE WAY left	54 X 18	6.75	---	---	---	---	---	---	---	FACING EAST ABOVE YIELD SIGN
70-33	372+55	MEDIAN	R5-1	DO NOT ENTER	48 X 48	16	---	---	1	---	---	---	---	FACING WEST
70-34	372+75	LT	R6-2L	ONE WAY left arrow	36 X 48	12.00	---	---	1	---	---	---	---	FACING EAST
70-35	372+95	LT	---	Left Arrow L (shield) WEST USE FAR RIGHT LANE Left Arrow 53 (shield) SOUTH	114 X 60	47.50	---	---	---	---	2	---	---	NEW INSTALLATION FACING EAST
70-36	373+40	MEDIAN	R1-2	YIELD	48 X 42	7	---	---	---	1	---	---	---	NEW INSTALLATION FACING EAST
70-37	373+40	MEDIAN	R6-1L	ONE WAY left	54 X 18	6.75	---	---	---	---	---	---	---	FACING EAST ABOVE YIELD SIGN
70-38	373+40	MEDIAN	R5-1	DO NOT ENTER	48 X 48	16.00	---	---	1	---	---	---	---	FACING WEST
70-39	373+90	MEDIAN	R3-18	No U Turn, No Left Turn symbol	48 X 48	16.00	---	---	1	---	---	---	---	NEW INSTALLATION
70-40	374+00	LT	R5-1	DO NOT ENTER	48 X 48	16.00	---	---	1	---	---	---	---	FACING SOUTH
70-41	376+00	LT	R5-1A	WRONG WAY	42 X 30	8.75	---	---	---	---	---	---	---	FACING SOUTH ON INSIDE POST OF SIGN NO. 70-42
70-42	376+00	LT	J2-2	EAST COUNTY L USE LEFT LANE WEST COUNTY L Advance Arrow Right Turn	72 X 90	51	---	---	---	---	2	---	---	NEW INSTALLATION
70-43	381+45	LT	J1-1	JCT COUNTY L	36 X 57	14.25	---	---	---	1	---	1	1	
80-1	387+30	LT	---	WATCH FOR TURNING VEHICLES NEXT 1/2 MILE	108 X 78	---	58.5	---	---	---	2	---	---	NEW INSTALLATION
80-2	387+30	MEDIAN	---	WATCH FOR TURNING VEHICLES NEXT 1/2 MILE	108 X 78	---	58.50	---	---	---	2	---	---	NEW INSTALLATION
80-3	388+54	LT	---	SOUTH 53 US Hwy Route Marker	---	---	---	---	---	---	---	1	1	
80-4	390+94	LT	R6-3	DIVIDED HIGHWAY	30 X 24	5.00	---	---	---	---	---	---	---	MOUNT FACING WEST BELOW STOP SIGN
80-5	390+94	LT	R1-1	STOP	36 X 36	7.46	---	---	---	1	---	1	1	KARRAS RD STOP SIGN
80-6	390+94	LT	R6-1R	ONE WAY right	36 X 12	3.00	---	---	---	---	---	---	---	MOUNT FACING WEST ABOVE STOP SIGN
80-7	390+94	LT	R6-1L	ONE WAY left	36 X 12	3	---	---	---	---	---	---	---	FACING EAST ON SAME POST AS '80-2 TO 80-4'
80-8	391+68	MEDIAN	R6-1R	ONE WAY right	36 X 12	3	---	---	---	---	---	---	---	MOUNT FACING WEST ON SAME POST AS '80-9 & 80-10'
80-9	391+68	MEDIAN	R1-1	STOP	36 X 36	7.46	---	---	1	---	---	1	1	MEDIAN CROSSOVER STOP SIGN
80-10	391+68	MEDIAN	R6-1L	ONE WAY left	36 X 12	3.00	---	---	---	---	---	---	---	MOUNT FACING EAST ABOVE STOP SIGN
80-11	393+15	MEDIAN	R5-1	DO NOT ENTER	36 X 36	9.00	---	---	1	---	---	1	1	FACING SOUTH
80-12	395+15	MEDIAN	R5-1A	WRONG WAY	42 X 30	8.75	---	---	1	---	---	1	1	FACING SOUTH
80-13	401+00	LT	D1-1	Karras Rd right arrow	90 X 21	13.13	---	---	2	---	---	1	2	
80-14	406+45	LT	W6-53	CROSS TRAFFIC NEXT 64 MILES	144 X 48	---	48	---	---	---	3	1	3	INSTALL ON 3 POSTS
90-1	413+60	LT	D10-3	MILE MARKER 212	12 X 48	4.00	---	1	---	---	---	1	1	
90-2	417+50	LT	---	SOUTH 53 US Hwy Route Marker	---	---	---	---	---	---	---	1	1	
90-3	419+05	LT	R6-3	DIVIDED HIGHWAY	30 X 24	5	---	---	---	---	---	---	---	MOUNT FACING WEST BELOW STOP SIGN
90-4	419+05	LT	R1-1	STOP	36 X 36	7.46	---	---	---	1	---	1	1	BENNETT RD STOP SIGN
90-5	419+05	LT	R6-1R	ONE WAY right	36 X 12	3.00	---	---	---	---	---	---	---	MOUNT FACING WEST ABOVE STOP SIGN
90-6	419+05	LT	R6-1L	ONE WAY left	36 X 12	3.00	---	---	---	---	---	---	---	FACING EAST ON SAME POST AS '90-3 TO 90-5'
90-7	419+45	MEDIAN	R6-1R	ONE WAY right	36 X 12	3.00	---	---	---	---	---	---	---	MOUNT FACING WEST ON SAME POST AS '90-8 & 90-9'
90-8	419+45	MEDIAN	R1-1	STOP	36 X 36	7.46	---	---	1	---	---	1	1	MEDIAN CROSSOVER STOP SIGN
90-9	419+45	MEDIAN	R6-1L	ONE WAY left	36 X 12	3	---	---	---	---	---	---	---	MOUNT FACING EAST ABOVE STOP SIGN
90-10	421+00	MEDIAN	R5-1	DO NOT ENTER	36 X 36	9.00	---	---	1	---	---	1	1	FACING SOUTH
90-11	423+00	MEDIAN	R5-1A	WRONG WAY	42 X 30	8.75	---	---	1	---	---	1	1	FACING SOUTH
90-12	429+00	LT	D1-61	Bennett Rd right & left arrows	84 X 30	17.50	---	---	---	2	---	1	2	
100-1	445+85	LT	R8-7	EMERGENCY STOPPING ONLY	48 X 36	12	---	---	1	---	---	1	1	
100-2	466+50	LT	D10-3	MILE MARKER 213	12 X 48	4	---	1	---	---	---	1	1	
100-3	469+00	LT	---	SOUTH 53 US Hwy Route Marker	---	---	---	---	---	---	---	1	1	
100-4	471+66	LT	R6-3	DIVIDED HIGHWAY	30 X 24	5.00	---	---	---	---	---	---	---	MOUNT FACING WEST BELOW STOP SIGN
100-5	471+66	LT	R1-1	STOP	36 X 36	7.46	---	---	---	1	---	1	1	LINE RD STOP SIGN
100-6	471+66	LT	R6-1R	ONE WAY right	36 X 12	3	---	---	---	---	---	---	---	MOUNT FACING WEST ABOVE STOP SIGN
100-7	471+66	LT	R6-1L	ONE WAY left	36 X 12	3	---	---	---	---	---	---	---	FACING EAST ON SAME POST AS '100-4 TO 100-6'
110-1	473+40	MEDIAN	R5-1	DO NOT ENTER	36 X 36	9.00	---	---	1	---	---	1	1	FACING SOUTH
110-2	475+40	MEDIAN	R5-1A	WRONG WAY	42 X 30	8.75	---	---	1	---	---	1	1	FACING SOUTH
110-3	480+50	LT	D1-61	Line Rd right & left arrows	60 X 30	12.50	---	---	---	2	---	1	2	
120-1	516+32	MEDIAN	R4-3	SLOWER TRAFFIC KEEP RIGHT	48 X 60	20.00	---	---	---	2	---	1	2	
120-2	519+25	LT	D10-3	MILE MARKER 214	12 X 48	4.00	---	1	---	---	---	1	1	
				SUB TOTALS		599.68	165.00	3.00	18.00	12.00	17.00	27.00	34.00	

CONT. PERMANENT TYPE II SIGNING ITEMS (1198-02-83)

SIGN NO.	USH 53 SB STATION (APPROX.)	LOCATION	SIGN CODE	SIGN MESSAGE	SIGN SIZE W X H (INCHES)	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	634.0620 POSTS WOOD 4X6-INCH X 20-FT EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	COMMENT
130-1	558+92	LT	R2-1	SPEED LIMIT 65	48 X 60	20.00	---	---	---	2	---	1	2	
130-2	561+30	LT	J4-1	SOUTH 53 US Hwy Route Marker	36 X 54	13.50	---	---	1	---	---	1	1	
130-3	563+80	MEDIAN	J3-2	NORTH 53 Hook Arrow Left EAST COUNTY B Hook Arrow Left	72 X 84	42.00	---	---	---	---	2	1	2	REPLACE LEFT ARROW SIGNS WITH HOOK ARROW SIGNS
140-1	568+20	LT	I55-56	ADOPT A HIGHWAY	30 X 36	7.50	---	---	1	---	---	1	1	ABATE OF WISCONSIN 6B
140-2	571+00	MEDIAN	J3-2	NORTH 53 Hook Arrow Left EAST COUNTY B Hook Arrow Left	72 X 84	42.00	---	---	---	---	2	1	2	REPLACE LEFT ARROW SIGNS WITH HOOK ARROW SIGNS
140-3	571+00	LT	---	NORTH 53 Advance Arrow Left Turn EAST COUNTY B Advance Arrow Left Turn	---	---	---	---	---	---	---	1	2	DO NOT REPLACE EXISTING SIGN ASSEMBLY
140-4	573+00	LT	D10-3	MILE MARKER 215	12 X 48	4.00	---	1	---	---	---	1	1	
140-5	577+10	LT	---	NORTH 53 USE LEFT LANE EAST COUNTY B USE LEFT LANE SOUTH 53 Arrow Ahead	---	---	---	---	---	---	---	1	2	DO NOT REPLACE EXISTING SIGN ASSEMBLY
140-6	577+10	MEDIAN	---	NORTH 53 USE LEFT LANE EAST COUNTY B USE LEFT LANE SOUTH 53 Arrow Ahead	---	---	---	---	---	---	---	1	2	DO NOT REPLACE EXISTING SIGN ASSEMBLY
140-7	580+00	RT ISLAND	---	NORTH 53 EAST B (shields) u-turn arrow SOUTH 53 (shield) straight arrow	132 X 48	44.00	---	---	---	3	---	1	2	FACING WEST ON 3 POSTS
140-8	580+10	LT	---	TO NORTH 53 Arrow Right Turn	---	---	---	---	---	---	---	1	2	REMOVE ALL SIGNS AS ONE ASSEMBLY
140-9	580+20	LT	J12-2	53 (US Hwy Route Marker) & Arrow Right Turn COUNTY B Route Marker & Arrow Right Turn	48 X 45	15.00	---	---	---	1	---	---	---	NEW ASSEMBLY FACING WEST
140-10	580+30	LT	R1-1	STOP	36 X 36	7.46	---	---	1	---	---	1	1	CTH B STOP SIGN
140-11	580+30	LT	R6-1R	ONE WAY right	36 X 12	3.00	---	---	---	---	---	---	---	MOUNT FACING WEST ABOVE STOP SIGN
140-12	580+35	MEDIAN	R5-1	DO NOT ENTER	36 X 36	9.00	---	---	1	---	---	1	1	FACING WEST IN ISLAND
140-13	580+64	CTH B ISLAND	R4-7	Keep Right symbol	24 X 30	5.00	---	---	---	---	---	---	---	FACING EAST ON SAME POST AS STOP SIGN
140-14	580+64	CTH B ISLAND	R1-1	STOP	36 X 36	7.46	---	---	1	---	---	1	1	CTH B STOP SIGN IN RIGHT TURN ISLAND
140-15	580+81	CTH B ISLAND	R4-7	Keep Right symbol	24 X 30	5.00	---	1	---	---	---	1	1	FACING WEST ON OPPOSITE END OF ISLAND
140-16	580+90	RT ISLAND	R1-2	YIELD	48 X 42	7.00	---	---	1	---	---	1	1	FACING EAST IN ISLAND
140-17	580+90	RT ISLAND	R6-1L	ONE WAY right	36 X 12	3.00	---	---	---	---	---	---	---	FACING WEST ON SAME POST AS YIELD SIGN
140-18	580+62	EB CTH B	R3-53R	RIGHT TURN ONLY	24 X 30	5.00	---	---	1	---	---	1	1	REPLACES "ALL TRAFFIC MUST TURN RIGHT" SIGN
140-19	581+45	WB CTH B	J4-1	WEST COUNTY B Route Marker	24 X 36	6.00	---	---	1	---	---	1	1	
140-21	581+70	LT	R6-2L	ONE WAY left arrow	36 X 48	12.00	---	---	1	---	---	1	1	FACING EAST
140-22	582+02	LT	R5-1	DO NOT ENTER	36 X 36	9.00	---	---	---	---	---	---	---	FACING SOUTH ON INSIDE POST OF J3-1 ASSEMBLY
140-23	582+02	LT	J3-1	WEST COUNTY B Arrow Right Turn	36 X 84	21.00	---	---	---	2	---	1	2	
140-24	582+10	MEDIAN	J3-1	EAST COUNTY B Arrow Left Turn	36 X 84	21.00	---	---	---	2	---	1	2	
140-25	582+80	RT ISLAND	W12-1D	Double Down Arrows	36 X 36	---	9	1	---	---	---	1	1	
140-26	584+65	LT	R5-1A	WRONG WAY	42 X 30	8.75	---	---	1	---	---	1	1	FACING SOUTH
140-27	586+92	LT	D7-53R	Pattison State Park right arrow	72 X 42	21.00	---	---	---	2	---	1	2	
140-28	589+86	LT	J3-1	WEST COUNTY B Advance Arrow Right Turn	36 X 84	21.00	---	---	---	---	2	1	2	
140-29	589+86	MEDIAN	J3-1	EAST COUNTY B Advance Arrow Left Turn	36 X 84	21.00	---	---	---	---	2	1	2	
140-30	593+00	LT	D1-2	left arrow Lake Nebagamon, Hawthorne right arrow	138 X 36	34.50	---	---	---	3	---	1	2	INSTALL ON 3 POSTS
150-1	595+54	LT	---	SOUTH 53 US Hwy Route Marker	---	---	---	---	---	---	---	1	1	
150-2	598+10	LT	R6-2L	ONE WAY left arrow	36 X 48	12.00	---	---	1	---	---	1	1	FACING EAST
150-3	598+25	LT	---	SOUTH 53 Arrow Left Turn WEST COUNTY B Arrow Left Turn	---	---	---	---	---	---	---	1	2	DO NOT REPLACE EXISTING SIGN ASSEMBLY
150-4	598+80	MEDIAN	R1-2	YIELD	48 X 42	7.00	---	---	1	---	---	1	1	FACING EAST
150-5	598+80	MEDIAN	R6-1L	ONE WAY left	36 X 12	3.00	---	---	---	---	---	---	---	FACING EAST ABOVE YIELD SIGN
150-6	598+92	MEDIAN	R5-1	DO NOT ENTER	36 X 36	9.00	---	---	1	---	---	1	1	FACING WEST
150-7	599+25	MEDIAN	R3-18	No U Turn, No Left Turn symbol	48 X 48	16.00	---	---	1	---	---	1	1	
150-8	600+20	LT	R5-1	DO NOT ENTER	36 X 36	9.00	---	---	---	---	---	---	---	FACING SOUTH ON POST OF J1-1 ASSEMBLY
150-9	600+20	LT	J1-1	JCT COUNTY B	36 X 57	14.25	---	---	1	---	---	1	1	
150-10	602+20	LT	R5-1A	WRONG WAY	42 X 30	8.75	---	---	1	---	---	1	1	FACING SOUTH
150-11	610+55	LT	---	WATCH FOR TURNING VEHICLES NEXT 1 MILE	108 X 78	---	58.50	---	---	---	2	---	---	NEW INSTALLATION
150-12	610+55	MEDIAN	---	WATCH FOR TURNING VEHICLES NEXT 1 MILE	108 X 78	---	58.50	---	---	---	2	---	---	NEW INSTALLATION
160-1	625+00	LT	D10-3	MILE MARKER 216	12 X 48	4.00	---	1	---	---	---	1	1	
160-2	633+70	LT	---	ROAD TO Pattison State Park 1 MILE	---	---	---	---	---	---	---	---	---	DO NOT REPLACE PER TRAFFIC ENGR MANUAL 2-4-41
160-3	635+60	MEDIAN	R4-3	SLOWER TRAFFIC KEEP RIGHT	48 X 60	20.00	---	---	---	2	---	1	2	
				SUB TOTALS		518.17	126.00	4	16	17	12	37	53	

CONT. PERMANENT TYPE II SIGNING ITEMS (1198-02-83)

SIGN NO.	USH 53 SB STATION (APPROX.)	LOCATION	SIGN CODE	SIGN MESSAGE	SIGN SIZE W X H (INCHES)	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	634.0620 POSTS WOOD 4X6-INCH X 20-FT EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	COMMENT
170-1	654+00	LT	---	SOUTH 53 US Hwy Route Marker	---	---	---	---	---	---	---	1	1	
170-2	656+85	LT	I55-56	ADOPT A HIGHWAY	30 X 36	7.50	---	---	1	---	---	1	1	HAWTHORNE ASSEMBLY OF GOD
170-3	658+30	LT	R6-2L	ONE WAY left arrow	36 X 48	12.00	---	---	1	---	---	1	1	FACING EAST
170-4	659+86	MEDIAN	R5-1	DO NOT ENTER	36 X 36	9.00	---	---	1	---	---	1	1	FACING SOUTH
170-5	661+86	MEDIAN	R5-1A	WRONG WAY	42 X 30	8.75	---	---	1	---	---	1	1	FACING SOUTH
170-6	667+00	LT	D1-1	left arrow 18th St Rd	96 X 21	14.00	---	---	2	---	---	1	2	
170-7	678+00	LT	D10-3	MILE MARKER 217	12 X 48	4.00	---	1	---	---	---	1	1	
180-1	710+40	LT	R2-1	SPEED LIMIT 65	48 X 60	20.00	---	---	---	2	---	1	2	
190-1	712+52	LT	I55-56	ADOPT A HIGHWAY	30 X 36	---	---	---	---	---	---	1	1	MIDDLE RIVER HEALTH CARE CENTER
				SUB TOTALS		75.25	0.00	1	6	2	0	9	11	
				TOTAL		1737.33	304.50	14	62	45	38	107	139	

REMOVING TYPE I SIGNING ITEMS

SIGN NO.	USH 53 SB STATION (APPROX.)	LOCATION	SIGN MESSAGE	SIGN SIZE W X H	* 638.2601 REMOVING SIGNS TYPE I EACH	638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS EACH
CAT. 0010						
150-13	611+00	RT	WATCH FOR VEHICLES CHANGING LANES NEXT MILE	144" X 108"	1	2
150-14	611+00	MEDIAN	WATCH FOR VEHICLES CHANGING LANES NEXT MILE	144" X 108"	1	2
			TOTALS		2	4

* REMOVING CONCRETE FOOTINGS IS INCIDENTAL TO REMOVING SIGNS TYPE I ITEM
VERIFY WITH WISDOT ENGINEER PRIOR TO ORDERING SIGNS AND REMOVAL THAT TYPE I SIGN AND/OR BASES ARE TO BE REMOVED AND REPLACED WITH TYPE II.

TRACKING PAD

STATION - STATION	628.7560 EACH
US 53 SB	
186+37-704+60	1.00
ITEM TOTAL	1.00

FIELD OFFICE TYPE C

STATION - STATION	642.5201 EACH
US 53 SB	
186+37-704+60	1.00
ITEM TOTAL	1.00

PAVEMENT MARKING

STATION - STATION	LOCATION	646.1020 LINE EPOXY 4-INCH SKIPS WHITE LF	646.1020 LINE EPOXY 4-INCH SOLID WHITE LF	646.1020 LINE EPOXY 4-INCH SOLID YELLOW LF	646.3020 LINE EPOXY 8-INCH WHITE LF	646.3545 LINE GROOVED WET REF CONTRAST EPOXY 8-INCH WHITE LF	646.6120 STOP LINE EPOXY 18-INCH LF	646.6220 YIELD LINE EPOXY 18-INCH EACH	646.7120 DIAGONAL EPOXY 12-INCH LF	646.7220 MARKING CHEVRON EPOXY 24-INCH LF	646.9000 REMOVAL LINE 4-INCH LF	649.0150 TEMPORARY LINE REMOVABLE TAPE 4-INCH LF	REMARKS
USH 53 SB													
179+37 - 186+37		175	-	-	-	-	-	-	-	-	175	660	TRAFFIC CONTROL TRANSITION AREA
186+37 - 205+61		481	1,850	1,912	-	-	-	-	-	-	-	-	
CTH E		-	-	130	-	-	33	-	-	-	-	-	
205+61 - 259+75		1,354	5,346	5,304	-	400	-	-	-	-	-	-	
STONE CHINIMEY RD		-	-	-	-	-	22	-	-	-	-	-	
259+75 - 312+86		1,328	5,246	5,210		400	-	-	-	-	-	-	
E HAGMAN RD		-	-	-	-	-	24	-	-	-	-	-	
312+86 - 358+95		1,152	4,555	4,576	-	469	-	-	-	-	-	-	
374+72 - 391+34		416	1,650	1,641	-	-	-	-	-	-	-	-	
KARRIS RD		-	-	260	-	-	58	-	-	-	-	-	
391+34 - 419+25		698	2,354	2,721	-	-	-	-	-	-	-	-	
E BENNET RD		-	-	266	-	-	46	-	-	-	-	-	
419+25 - 472+02		1,319	5,186	5,156	-	400	-	-	-	-	-	-	
E TOWN LINE RD		-	-	-	-	-	30	-	-	-	-	-	
472+02 - 580+72		2,718	9,046	9,112		442	-	-	-	-	-	-	
CTH B		-	5,011	3,560	721	2593		12	65	830	-	-	
580+72 - 658+41		7,769	5,956	5,899	-	-	-	-	-	-	-	-	
658+41 - 704+60		4,619	4,596	4,618	-	246	-	-	-	-	-	-	
	SUB TOTAL	22,028	50,798	50,365									
	TOTALS		123,190		721	4950	212	12	65	830	175	660	

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TRAFFIC CONTROL

STATION - STATION	LOCATION	643.0300 DRUMS DAY	643.0420 BARRICADES TYPE III DAY	643.0705 WARNING LIGHTS TYPE A DAY	643.0715 WARNING LIGHTS TYPE C DAY	643.0800 ARROW BOARDS DAY	643.0900 SIGNS DAY	643.1050 SIGNS PCMS DAY	643.1051 SIGNS PCMS WITH CELLULAR COMMUNICATION DAY
US 53 SB									
STAGE 1									
END AREA SB -186+37 SB	LT & RT	0	0	0	0	0	200	0	0
186+37 SB - 204+00 SB	LT & RT	900	50	100	0	0	50	0	0
204+00 SB - 210+00 SB	LT & RT	1900	50	100	0	0	150	0	0
210+00 SB - 259+00 SB	LT & RT	2450	200	400	0	0	200	0	0
259+00 SB - 263+80 SB	LT & RT	1500	50	100	0	0	150	0	0
263+80 SB - 311+80 SB	LT & RT	2400	200	400	0	0	200	0	0
311+80 SB - 317+20 SB	LT & RT	1700	50	100	0	0	150	0	0
317+20 SB - 365+10 SB	LT & RT	2400	200	400	0	0	200	0	0
365+10 SB - 368+70 SB	LT & RT	1050	50	100	0	0	150	0	0
368+70 SB - 390+20 SB	LT & RT	1000	100	200	0	0	100	0	0
390+20 SB - 394+00 SB	LT & RT	1300	50	100	0	0	150	0	0
394+00 SB - 417+40 SB	LT & RT	1150	100	200	0	0	100	0	0
417+40 SB - 423+20 SB	LT & RT	2000	50	100	0	0	150	0	0
423+20 SB - 470+70 SB	LT & RT	2400	200	400	0	0	200	0	0
470+70 SB - 476+30 SB	LT & RT	1750	50	100	0	0	150	0	0
476+30 SB - 563+00 SB	LT & RT	4350	350	700	0	0	350	0	0
563+00 SB - 598+80 SB	LT & RT	650	50	100	0	0	150	0	0
598+80 SB - 657+30 SB	LT & RT	2950	200	400	0	0	200	0	0
657+30 SB - 662+80 SB	LT & RT	1700	50	100	0	0	150	0	0
662+80 SB - 704+60 SB	LT & RT	2100	150	300	0	0	150	0	0
710+20 SB - ADVANCED AREA SB	LT & RT	1150	100	200	650	100	1000	50	50
STAGE 1 SUBTOTALS		36800	2300	4600	650	100	4300	50	50
STAGE 2									
END AREA SB -186+37 SB	LT & RT	0	0	0	0	0	324	0	0
186+37 SB - 204+00 SB	LT & RT	1458	81	162	0	0	81	0	0
204+00 SB - 210+00 SB	LT & RT	2997	81	162	0	0	324	0	0
210+00 SB - 258+20 SB	LT & RT	3888	324	648	0	0	324	0	0
258+20 SB - 263+70 SB	LT & RT	2835	81	162	0	0	324	0	0
263+70 SB - 311+80 SB	LT & RT	3888	324	648	0	0	324	0	0
311+80 SB - 317+20 SB	LT & RT	2592	81	162	0	0	324	0	0
317+20 SB - 364+80 SB	LT & RT	3888	324	648	0	0	324	0	0
364+80 SB - 368+70 SB	LT & RT	2187	81	162	0	0	324	0	0
368+70 SB - 390+80 SB	LT & RT	1782	162	324	0	0	162	0	0
390+80 SB - 393+60 SB	LT & RT	1539	81	162	0	0	324	0	0
393+60 SB - 417+80 SB	LT & RT	1944	162	324	0	0	162	0	0
417+80 SB - 423+40 SB	LT & RT	2997	81	162	0	0	324	0	0
423+40 SB - 470+40 SB	LT & RT	3807	324	648	0	0	324	0	0
470+40 SB - 476+10 SB	LT & RT	2997	81	162	0	0	324	0	0
476+10 SB - 577+20 SB	LT & RT	8181	648	1296	0	0	648	0	0
577+20 SB - 590+00 SB	LT & RT	6642	81	162	0	0	324	0	0
590+00 SB - 704+60 SB	LT & RT	9315	729	1458	0	0	729	0	0
704+60 SB - ADVANCED AREA SB	LT & RT	1863	162	324	1053	162	1620	81	81
STAGE 2 SUBTOTALS		64800	3888	7776	1053	162	7614	81	81
	TOTALS	101600	6188	12376	1703	262	11914	131	131

SAWING

STATION	-	LOCATION	* 690.0150 ASPHALT LF
US 53 SB			
186+37	-	USH 53	40
23+85		CTH E	25
93+75		CTH B	50
704+60	-	USH 53	40
ITEM TOTALS			155

* QUANTITES SHOWN ELSWHERE

MATERIAL TRANSFER VEHICLE

STATION - STATION	SPV.0105.01 MATERIAL TRANSFER VEHICLE PROJECT 1198-02-83 LS
US 53 SB	
184+67 - 710+20	1
ITEM TOTALS	1

BEEBE CREEK

BEGIN PROJECT 1198-02-83
STA 186+37.17'SB'

WCL (CN) RAILROAD

200' BUTT JOINT REQ'D

WALLS

SIGN

USH 53

180+00'SB'

185+00'SB'

190+00'SB'

USH 53 SB

SAWCUT REQ'D

195+

MATCHLINE STA 195+00.00'SB'

185+00'NB'

190+00'NB'

180+00'NB'

USH 53 NB

BEEBE CREEK

5

5

139

STA 205+31 'SB' 75'LT
1-24" X 38" X 52' ELLIPTICAL RCCP
2-24" X 38" AECPRC
EXISTING TO REMAIN
2-MARKER CULVERT END REQ'D
CLEAN CULVERT PIPE
DITCH CLEANING LT (10 LF)
DITCH CLEANING RT (10 LF)

BEGIN CONSTRUCTION
STA 23+95.56'E'

DAHLBERG

STA 205+61.23'SB' USH 53 =
STA 24+69.92 CTH E

CTH E

SWL&P

PT: 195+28.74'SB'

203+93
-12.00'

207+95
-22.00'

209+45
-12.00'

PI: 24+69.92'E'

MATCHLINE STA 210+00.00'SB'

0'SB'

200+00'SB'

USH 53'SB'

205+00'SB'

USH 53 SB

210+

25'-E

204+84
12.00'

206+53
22.00'

208+46
22.00'

209+96
12.00'

SEE PROJECT 1198-02-82
FOR NB DETAILS

CAUTION

MATCHLINE STA 195+00.00'SB'

195+00'NB'

200+00'NB'

USH 53'NB'

205+00'NB'

USH 53 NB

SIGN

CENTURYLINK

EP: 26+00.00'E'

BP: 26+00.00'WR'

STA 205+04.29'NB' USH 53 =
STA 26+02.14 E WASKO RD

WASKO RD

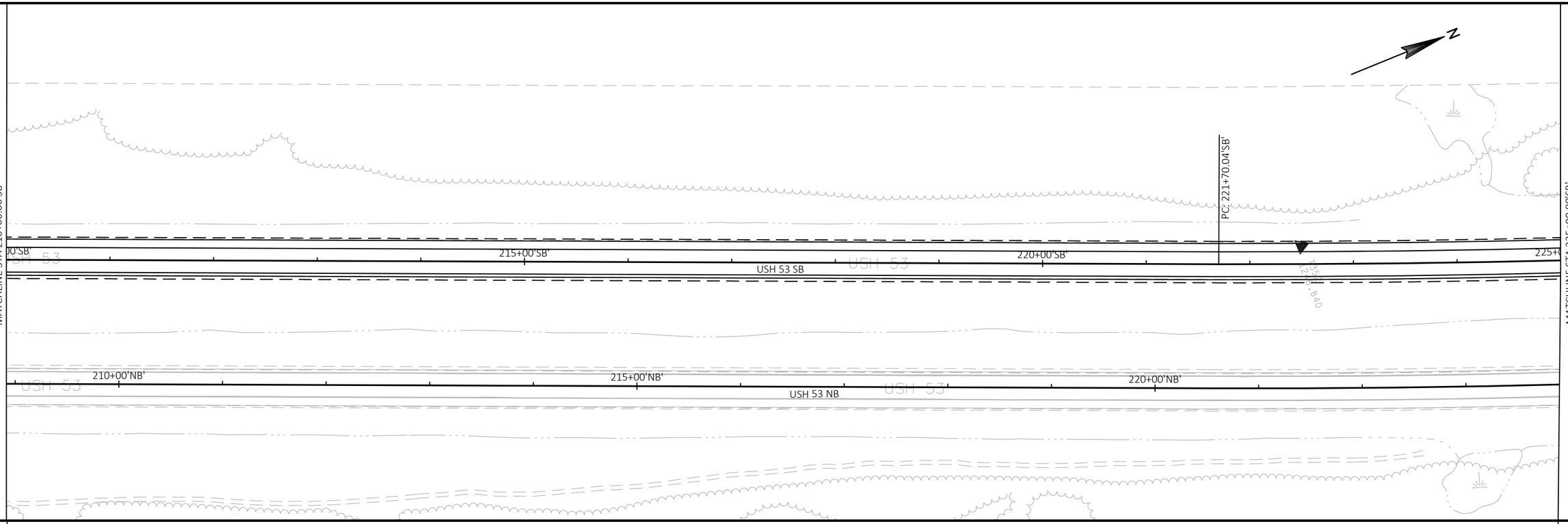
END CONSTRUCTION
STA 26+75.00'WR'

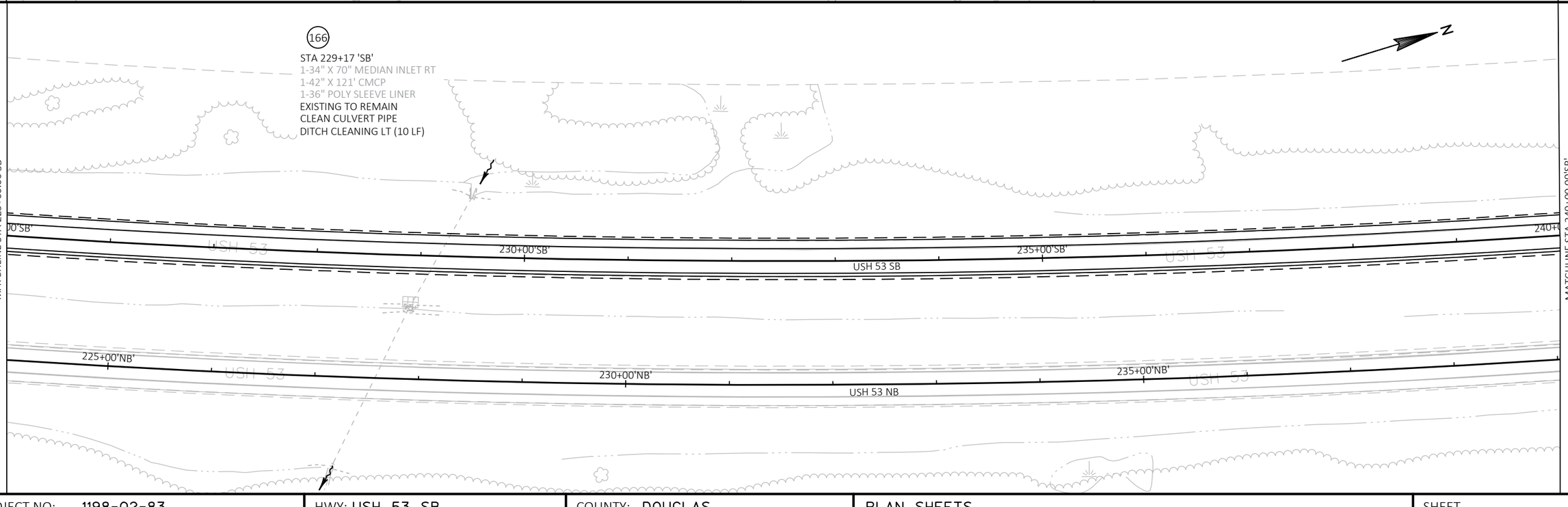
CAUTION

PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 67	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\050102-PN.DWG
LAYOUT NAME - 050102-PN - 01

PLOT DATE : 2/1/2018 8:48 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT





PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 68	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\050102-PN.DWG
LAYOUT NAME - 050102-PN - 02
PLOT DATE : 2/1/2018 8:49 AM
PLOT BY : NICK ENGH
PLOT NAME :
PLOT SCALE : **********

5

5

MATCHLINE STA 240+00.00'SB'

MATCHLINE STA 255+00.00'SB'

MATCHLINE STA 255+00.00'SB'

MATCHLINE STA 270+00.00'SB'

N

NURSERY

NURSERY

USH 53

USH 53 SB

USH 53 NB

240+00'NB'

245+00'SB'

245+00'NB'

250+00'SB'

250+00'NB'

SIGN

WALL

WALL

(138)

STA 259+15 'SB'
1-34" X 70" MEDIAN INLET RT
1-42" X 119' CMCP
1-36" POLY SLEEVE LINER
EXISTING TO REMAIN
DITCH CLEANING LT (15 LF)

E STONE CHIMNEY RD

BEGIN CONSTRUCTION
STA 34+17.88'SCR'

DAHLBERG

STA 259+74.84'SB' USH 53
STA 34+80.46 E STONE CHIMNEY RD

258+22
-12.00'

260+22
-22.00'

262+22
-22.00'

263+73
-12.00'

260+00'SB'
PI: 34+80.46'SCR'

265+00'SB'

35'SCR'

258+75
12.00'

260+35
22.00'

262+35
22.00'

263+85
12.00'

CENTURYLINK

SEE PROJECT 1198-02-82
FOR USH 53 NB DETAILS

255+00'NB'

260+00'NB'
PI: 36+00.00'SCR'

265+00'NB'

END CONSTRUCTION
STA 36+79.29'SCR'

STA 259+13.05'NB' USH 53
STA 36+01.12 E STONE CHIMNEY RD

(140)

STA 264+83 'SB'
1-36" X 138' CMCP
1-30" POLY SLEEVE LINER
EXISTING TO REMAIN
2-MARKER CULVERT END REQ'D
CLEAN CULVERT PIPE
DITCH CLEANING LT (10 LF)
DITCH CLEANING RT (10 LF)
4.0 CY RIPRAP MEDIUM LT
12 SY GEOTEXTILE FABRIC TYPE HR LT

PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 69	E

MATCHLINE STA 270+00.00'SB'

270+00'NB'

275+00'NB'

280+00'NB'

USH 53 NB

275+00'SB'

280+00'SB'

USH 53 SB

MATCHLINE STA 285+00.00'SB'

MATCHLINE STA 285+00.00'SB'

285+00'NB'

290+00'NB'

295+00'NB'

USH 53 NB

290+00'SB'

295+00'SB'

USH 53 SB

MATCHLINE STA 300+00.00'SB'

136

STA 293+94 'SB'
1-34" X 70" MEDIAN INLET RT
1-48" X 138' CMCP
1-42" POLY SLEEVE LINER
EXISTING TO REMAIN

PT: 291+11.04'SB'

KASPAR CREEK

KASPAR CREEK

SIGN

SIGN

PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 70	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\050102-PN.DWG
LAYOUT NAME - 050102-PN - 04

PLOT DATE : 2/1/2018 8:50 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

5

MATCHLINE STA 300+00.00'SB'

MATCHLINE STA 315+00.00'SB'

CENTURYLINK

DAHLBERG

N

E HAGMAN RD

PC: 43+56.99'EHR1'

BEGIN CONSTRUCTION
STA 44+59.84'EHR1'

STA 312+74.79'SB' USH 53 =
STA 45+00.00 E HAGMAN RD

STA 312+86.31'SB' USH 53 =
STA 45+00.00 E HAGMAN RD

312+23
-12.00'

313+41
-22.00'

305+00'SB'

310+00'SB'

USH 53

USH 53 SB

311+60
12.00'

313+19
23.00'

EP: 45+00.00'EHR1'

SEE PROJECT 1198-02-82
FOR USH 53 NB DETAILS

BP: 45+00.00'EHR2'

300+00'NB'

305+00'NB'

310+00'NB'

USH 53 NB

SIGN

STA 312+15.53'NB' USH 53 =
STA 46+23.11 E HAGMAN RD

END CONSTRUCTION
STA 47+14.32'EHR2'

(135)

STA 327+87 'SB'
1-36" X 80' CMCP
1-30" POLY SLEEVE LINER
EXISTING TO REMAIN
2-MARKER CULVERT END REQ'D
CLEAN CULVERT PIPE
DITCH CLEANING LT (20 LF)
DITCH CLEANING RT (20 LF)

MH

MATCHLINE STA 315+00.00'SB'

MATCHLINE STA 330+00.00'SB'

315+65
22.00'

317+15
12.00'

320+00'SB'

325+00'SB'

USH 53 SB

315+65
23.00'

317+15
12.00'

315+00'NB'

320+00'NB'

325+00'NB'

USH 53 NB

PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 71	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\050102-PN.DWG
LAYOUT NAME - 050102-PN - 05

PLOT DATE : 2/1/2018 8:51 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

(134)

STA 337+85 'SB'
1-18" X 74' CMCP
1-24" POLY SLEEVE LINER
EXISTING TO REMAIN
2-MARKER CULVERT END REQ'D
CLEAN CULVERT PIPE
DITCH CLEANING LT (20 LF)
DITCH CLEANING RT (20 LF)

N

MATCHLINE STA 330+00.00'SB'

MATCHLINE STA 345+00.00'SB'

00'SB' 335+00'SB' 340+00'SB' 345+

USH 53

USH 53 SB

330+00'NB' 335+00'NB' 340+00'NB'

USH 53 NB

5

5

(133)

STA 345+86 'SB'
1-36" X 79' RCCP
2-36" AECPRC
EXISTING TO REMAIN
CLEAN CULVERT PIPE
DITCH CLEANING LT (40 LF)
DITCH CLEANING RT (20 LF)

N

SEE PROJECT
1198-00-78
FOR DETAILS

MATCHLINE STA 345+00.00'SB'

MATCHLINE STA 360+00.00'SB'

00'SB' 350+00'SB' 355+00'SB' 360+

USH 53

USH 53 SB

345+00'NB' 350+00'NB' 355+00'NB'

USH 53 NB

MH

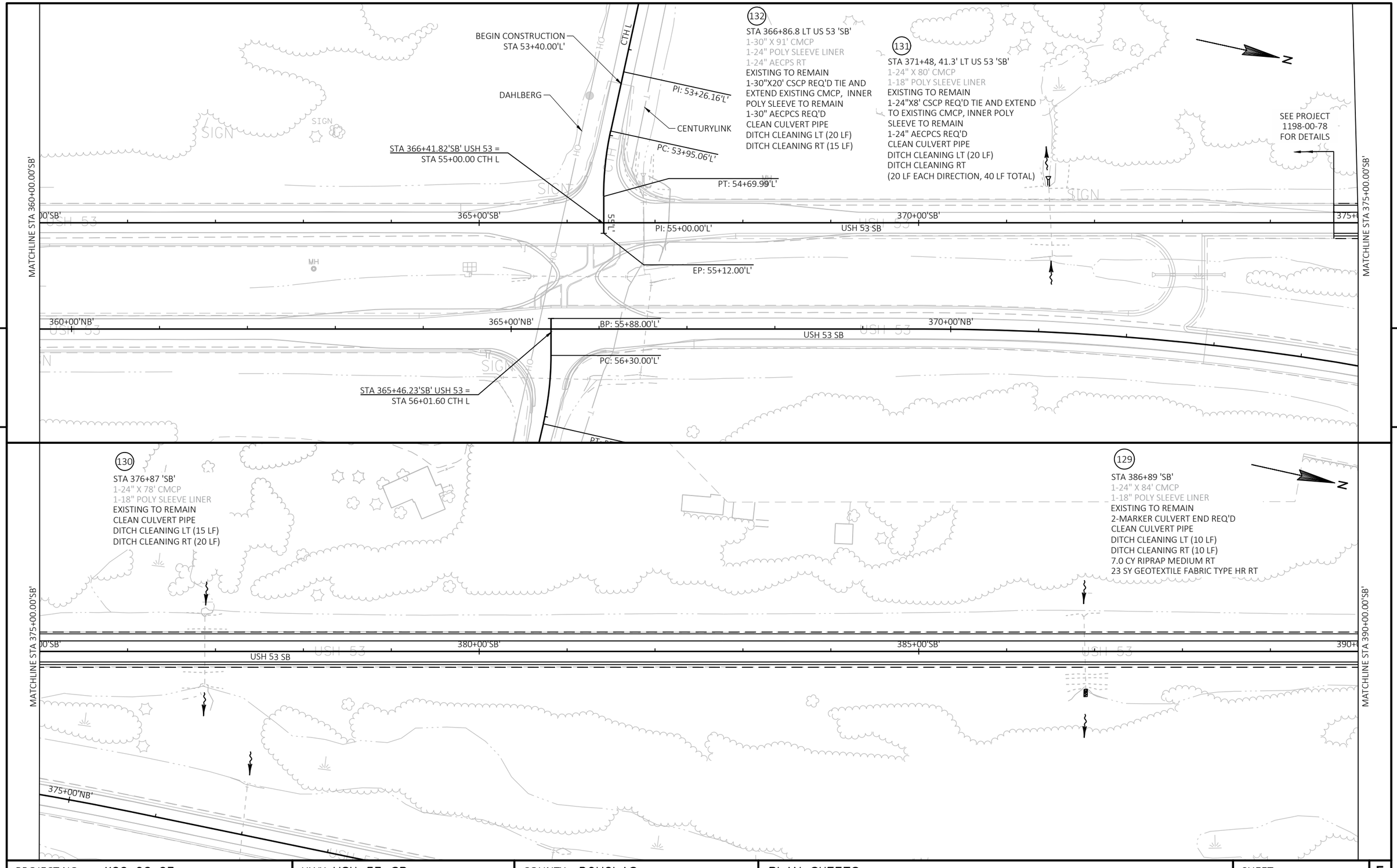
SIGN

PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 72	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\050102-PN.DWG
LAYOUT NAME - 050102-PN - 06

PLOT DATE : 2/1/2018 8:52 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

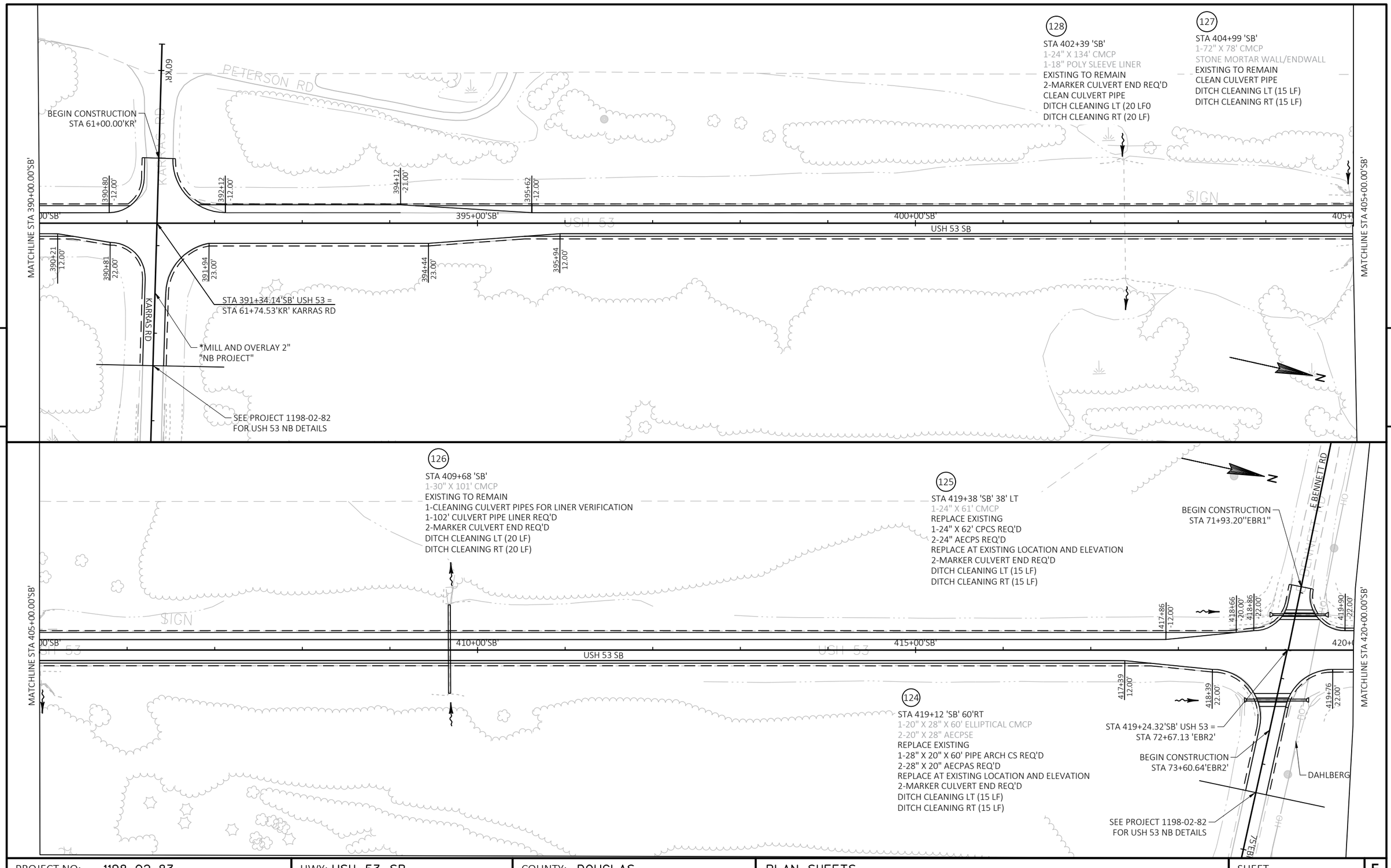


PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 73	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\050102-PN.DWG
LAYOUT NAME - 050102-PN - 07

PLOT DATE : 2/1/2018 8:52 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



5

5

PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 74	E

123
STA 429+59 'SB'
1-36" X 42" X 113' ELLIPTICAL CMCP
2-36"X42" AECPSE
EXISTING TO REMAIN
CLEAN CULVERT PIPE
DITCH CLEANING LT (20 LF)
DITCH CLEANING RT (20 LF)

N

MATCHLINE STA 420+00.00'SB'

421+90
-22.00'

423+40
-12.00'

SIGN

MH

MH

MH

00'SB'

425+00'SB'

USH 53

430+00'SB'

USH 53

435+

USH 53 SB

421+76
22.00'

423+26
12.00'

MATCHLINE STA 435+00.00'SB'

435+

430+00'NB'

USH 53 NB

USH 53

5

5

150
STA 437+01 'SB'
1-24" X 85' CMCP
1-18" POLY SLEEVE LINER
1-MARKER CULVERT END RT REQ'D
CLEAN CULVERT PIPE
DITCH CLEANING LT (20 LF)
DITCH CLEANING RT (20 LF)

122
STA 443+16 'SB'
1-38" X 60" X 77' ELLIPTICAL RCCP
2-29" X 60" AECPRCE
EXISTING TO REMAIN
CLEAN CULVERT PIPE
DITCH CLEANING LT (20 LF)
DITCH CLEANING RT (20 LF)

N

MATCHLINE STA 435+00.00'SB'

00'SB'

440+00'SB'

USH 53

445+00'SB'

450+

USH 53 SB

MH

MH

MH

00'NB'

440+00'NB'

USH 53

445+00'NB'

450+

USH 53 NB

MATCHLINE STA 450+00.00'SB'

PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 75	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\050102-PN.DWG
LAYOUT NAME - 050102-PN - 09

PLOT DATE : 2/1/2018 8:54 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

149

STA 458+89 'SB'
1-34"X70" MEDIAN INLET RT
1-24" X 125' CMCP
1-18" POLY SLEEVE LINER
EXISTING TO REMAIN
1-MARKER CULVERT END LT REQ'D
CLEAN CULVERT PIPE
DITCH CLEANING LT (15 LF)

N

MATCHLINE STA 450+00.00'SB'

MATCHLINE STA 465+00.00'SB'

00'SB' 455+00'SB' 460+00'SB' 465+

USH 53

USH 53 SB

F37 660

00'NB' 455+00'NB' 460+00'NB' 465+

USH 53 NB

SIGN

5

5

121

STA 471+97 'SB'
1-24" X 66' CMCP
1-24" X 66' CSCP REQ'D
2-24" AECPS REQ'D
SET AT EXISTING LOCATION AND ELEVATION
2-MARKER CULVERT END REQ'D
DITCH CLEANING LT (10 LF)
DITCH CLEANING RT (10 LF)

E TOWN LINE RD

STA 472+02.16'NB' USH 53 =
STA 85+00.00 E TOWNLINE RD

BEGIN CONSTRUCTION
STA 84+32.10"ETL1'

470+44 -12.00'

471+44 -22.00'

472+55 -23.00'

474+55 -23.00'

476+05 -12.00'

120

STA 477+94 'SB'
1-24" X 80' CMCP
1-18" POLY SLEEVE LINER
EXISTING TO REMAIN
2-MARKER CULVERT END REQ'D
DITCH CLEANING LT (5 LF)
DITCH CLEANING RT (10 LF)

N

MATCHLINE STA 465+00.00'SB'

MATCHLINE STA 480+00.00'SB'

00'SB' 470+00'SB' 475+00'SB' 480+

USH 53

USH 53 SB

470+75 12.00'

472+33 22.00'

474+74 22.00'

476+24 12.00'

SEE PROJECT 1198-02-82
FOR USH 53 NB DETAILS

00'NB' 470+00'NB' 475+00'NB' 480+

USH 53 NB

STA 471+43.09'NB' USH 53 =
STA 86+00.92 E TOWNLINE RD

END CONSTRUCTION
STA 86+75.10"ETL2'

PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 76	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\050102-PN.DWG
LAYOUT NAME - 050102-PN - 10

PLOT DATE : 2/1/2018 8:54 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

119

STA 483+14 'SB'
1-72" X 91' CMCP
2-STONE MORTAR WALL
EXISTING TO REMAIN
DITCH CLEANING RT (10 LF)
DITCH CLEANING LT (10 LF)

118

STA 490+90 'SB'
1-48" X 76" X 81' ELLIPTICAL RCCP
2-48" X 76" AECPRCE
EXISTING TO REMAIN
CLEAR OBSTRUCTION IN CULVERT PIPE (PAID FOR AS CLEANING CULVERT PIPE. MINIMIZE CLEANING AND ACTIVITY IN AND AROUND PIPE.

N

MATCHLINE STA 480+00.00'SB'

MATCHLINE STA 495+00.00'SB'

POPLAR RIVER

485+00'SB'

490+00'SB'

USH 53

USH 53 SB

300'

485+00'NB'

490+00'NB'

USH 53 NB

POPLAR RIVER

5

5

117

STA 507+93 'SB'
1-24" X 82' CMCP
1-18" POLY SLEEVE LINER
EXISTING TO REMAIN
CLEAN CULVERT PIPE
2-MARKER CULVERT END REQ'D
DITCH CLEANING LT (20 LF)
DITCH CLEANING RT (10 LF)

N

MATCHLINE STA 495+00.00'SB'

MATCHLINE STA 510+00.00'SB'

500+00'SB'

505+00'SB'

USH 53

USH 53 SB

500+00'NB'

USH 53 NB

PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 77	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\050102-PN.DWG
LAYOUT NAME - 050102-PN - 11

PLOT DATE : 2/1/2018 8:55 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

148

STA 516+89 'SB'
1-36" X 125' CMCP
1-30" POLY SLEEVE LINER
EXISTING TO REMAIN
1-MARKER CULVERT END LT REQ'D
CLEAN CULVERT PIPE
DITCH CLEANING LT (20 LF)
DITCH CLEANING RT (20 LF)

N

MATCHLINE STA 510+00.00'SB'

MATCHLINE STA 525+00.00'SB'

00'SB'

USH 53

515+00'SB'

USH 53 SB

520+00'SB'

USH 53

525+0

MH

MH

MH

5

5

N

MATCHLINE STA 525+00.00'SB'

MATCHLINE STA 540+00.00'SB'

MH

00'SB'

530+00'SB'

USH 53

535+00'SB'

540+0

USH 53 SB

PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 78	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\050102-PN.DWG
LAYOUT NAME - 050102-PN - 12

PLOT DATE : 2/1/2018 8:56 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT

147

STA 542+24 'SB'
1-24" X 126' CMCP
1-18" POLY SLEEVE LINER
EXISTING TO REMAIN
2-MARKER CULVERT END REQ'D
CLEAN CULVERT PIPE
DITCH CLEANING LT (20 LF)
DITCH CLEANING RT (20 LF)

N

MATCHLINE STA 540+00.00'SB'

00'SB'

USH 53

545+00'SB'

550+00'SB'

USH 53

555+0

USH 53 SB

MATCHLINE STA 555+00.00'SB'

5

5

116

STA 560+89 'SB'
1-36" X 121' CMCP
1-24" POLY SLEEVE LINER
EXISTING TO REMAIN
2-MARKER CULVERT END REQ'D
CLEAN CULVERT PIPE
DITCH CLEANING LT (20 LF)
DITCH CLEANING RT (10 LF)

146

STA 563+18 'SB' 68'RT
1-24" X 126' RCCP
2-24" AECPRC
EXISTING TO REMAIN
1-MARKER CULVERT END (SOUTH) REQ'D
DITCH CLEANING NORTH (15 LF)
DITCH CLEANING SOUTH (10 LF)

N

MILL 3.5
OVERLAY 4.5

MILL 2
OVERLAY 2

MATCHLINE STA 555+00.00'SB'

00'SB'

560+00'SB'

USH 53

565+00'SB'

USH 53

570+

USH 53 SB

200' BUTT JOINT REQ'D

563+76
27.00'

570+00'NB'

USH 53

MATCHLINE STA 570+00.00'SB'

PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 79	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\050102-PN.DWG
LAYOUT NAME - 050102-PN - 13

PLOT DATE : 2/1/2018 8:56 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT

155
STA 579+22 'SB'
1-24"X89' RCCP
1-24" AEW
EXISTING TO REMAIN
1-MARKER CULVERT END REQ'D

114
STA 584+79 'SB'
1-34" X 42" MEDIAN INLET RT
1-24" X 134' RCCP
1-24" AECPRC
EXISTING TO REMAIN
CLEAN CULVERT PIPE
DITCH CLEANING LT (10 LF)

SWL&P
CENTURYLINK
DAHLBERG
BEGIN CONSTRUCTION
STA 93+85.57'B'
STA 580+71.90'SB' USH 53 =
STA 95+00.00 CTH B
MATCHLINE STA 570+00.00'SB'
MATCHLINE STA 585+00.00'SB'
577+26 12.00'
575+00'SB'
580+00'SB'
USH 53
USH 53 SB
570+25 27.00'
571+76 12.00'
WIS DOT LIGHTING
579+37 12.00'
SEE PROJECT 1198-02-82
FOR USH 53 NB DETAILS
575+00'NB'
580+00'NB'
585+00'NB'
USH 53 NB
SIGN
END CONSTRUCTION
STA 97+18.54'B'
STA 580+77.03'NB' USH 53 =
STA 96+1.25 CTH B
5
5

MATCHLINE STA 585+00.00'SB'
MATCHLINE STA 600+00.00'SB'
587+70 20.00'
PC: 597+37.15'SB'
MILL 2
OVERLAY 2
590+00'SB'
595+00'SB'
USH 53 SB
589+69 15.00'
590+15 12.00'
596+38 12.00'
596+53 15.00'
598+66 15.00'
598+81 12.00'
590+00'NB'
595+00'NB'
600+00'NB'
USH 53 NB
SEE PROJECT 1198-02-82
FOR USH 53 NB DETAILS

PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 80	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\050102-PN.DWG
LAYOUT NAME - 050102-PN - 14
PLOT DATE : 2/1/2018 8:57 AM
PLOT BY : NICK ENGH
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

(113)
STA 603+95 'SB'
1-24" X 124' RCCP
2-24" AECPRC
EXISTING TO REMAIN
CLEAN CULVERT PIPE
DITCH CLEANING LT
(10 LF EACH DIRECTION, 20 LF TOTAL)
DITCH CLEANING RT
(10 LF EACH DIRECTION, 20 LF TOTAL)

(112)
STA 612+95 'SB'
1-54" X 77' RCCP
2-54" AECPRC
EXISTING TO REMAIN
CLEAN CULVERT PIPE
DITCH CLEANING LT
(10 LF EACH DIRECTION, 20 LF TOTAL)
DITCH CLEANING RT
(10 LF EACH DIRECTION, 20 LF TOTAL)

MILL 3.5
OVERLAY 4.5

MATCHLINE STA 600+00.00'SB'

MATCHLINE STA 615+00.00'SB'

600+34
12.00'

BUTT JOINT REQ'D

605+00'SB'

610+00'SB'

USH 53 SB

605+00'NB'

610+00'NB'

615+00'NB'

USH 53 NB

USH 53

(111)
STA 620+62 'SB'
1-34" X 53" X 81' ELLIPTICAL RCCP
2-34" X 53" AECPRCE
EXISTING TO REMAIN
CLEAN CULVERT PIPE
DITCH CLEANING LT
(10 LF EACH DIRECTION, 20 LF TOTAL)
DITCH CLEANING RT
(10 LF EACH DIRECTION, 20 LF TOTAL)

(110)
STA 629+43 'SB'
1-24" X 97' RCCP
2-24" AECPRC
EXISTING TO REMAIN
CLEAN CULVERT PIPE
DITCH CLEANING LT
(20 LF SOUTH, 10 LF NORTH, 30 LF TOTAL)
DITCH CLEANING RT
(10 LF EACH DIRECTION, 20 LF TOTAL)

MATCHLINE STA 615+00.00'SB'

MATCHLINE STA 630+00.00'SB'

620+00'SB'

625+00'SB'

USH 53 SB

620+00'NB'

625+00'NB'

630+00'NB'

USH 53 NB

USH 53

PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 81	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\050102-PN.DWG
LAYOUT NAME - 050102-PN - 15

PLOT DATE : 2/1/2018 8:58 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

MATCHLINE STA 630+00.00'SB'

MATCHLINE STA 645+00.00'SB'

5

5

635+00'SB'

640+00'SB'

645+

USH 53 SB

635+00'NB'

640+00'NB'

645+00'NB'

USH 53 NB

MH

SIGN

109

STA 647+00 'SB'
1-24" X 79' RCCP
2-24" AECPRC
EXISTING TO REMAIN
2-MARKER CULVERT END REQ'D
CLEAN CULVERT PIPE
DITCH CLEANING LT
(10 LF EACH DIRECTION, 20 LF TOTAL)
DITCH CLEANING RT
(10 LF EACH DIRECTION, 20 LF TOTAL)

MATCHLINE STA 645+00.00'SB'

MATCHLINE STA 660+00.00'SB'

650+00'SB'

655+00'SB'

660+

USH 53 SB

STA 658+41.44'SB' USH 53 =
STA 200+00.00'18TH' 18TH ST

657+29
12.00'

658+88
23.00'

SEE PROJECT 1198-02-82
FOR USH 53 NB DETAILS

650+00'NB'

655+00'NB'

660+00'NB'

USH 53 NB

STA 658+93.08'SB' USH 53 =
STA 201+21.84'18TH' 18TH ST

PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 82	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\050102-PN.DWG
LAYOUT NAME - 050102-PN - 16

PLOT DATE : 2/1/2018 8:58 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

(108)
STA 664+95 'SB'
1-36" X 115' RCCP
2-36" AECPRC
EXISTING TO REMAIN
SALVAGE APRON ENDWALL LT
RESET AND TIE AT EXISTING LOCATION
CLEAN CULVERT PIPE
DITCH CLEANING LT (20 LF)
DITCH CLEANING RT (5 LF)

MATCHLINE STA 660+00.00'SB'

MATCHLINE STA 675+00.00'SB'

665+00'SB'

670+00'SB'

675+00'SB'

USH 53 SB

661+33
23.00'

662+83
12.00'

665+00'NB'

670+00'NB'

675+00'NB'

USH 53 NB

SIGN

USH 53

5

MATCHLINE STA 675+00.00'SB'

MATCHLINE STA 690+00.00'SB'

PT: 681+63.07'SB'

680+00'SB'

685+00'SB'

690+00'SB'

USH 53 SB

680+00'NB'

685+00'NB'

690+00'NB'

USH 53 NB

MH

5

PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 83	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\050102-PN.DWG
LAYOUT NAME - 050102-PN - 17

PLOT DATE : 2/1/2018 8:59 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

MATCHLINE STA 690+00.00'SB'

(107)
STA 697+98 'SB'
1-30" X 160' RCCP
2-30" AECPRC
EXISTING TO REMAIN
CLEAN CULVERT PIPE
DITCH CLEANING LT (10 LF)
DITCH CLEANING RT (10 LF)

PC: 697+77.57'SB'

END PROJECT 1198-02-83
STA 704+60.00'SB'
SAWCUT REQ'D

695+00'SB'
700+00'SB'
705+00'SB'
USH 53 SB
USH 53
200' BUT JOINT REQ'D

695+00'NB'
700+00'NB'
705+00'NB'
USH 53 NB
USH 53
SIGN

5

5

(104)
STA 709+78 'SB'
1-24" X 148' RCCP
2-24" AECPRC
EXISTING TO REMAIN
2-MARKER CULVERT END REQ'D
CLEAN CULVERT PIPE
DITCH CLEANING LT (20 LF)
DITCH CLEANING RT (10 LF)

(100)
STA 714+17 'SB' LT
1-24"X102' RCCP
2-24" AECPS
EXISTING TO REMAIN
2-MARKER CULVERT END REQ'D
CLEAN CULVERT PIPE
5' DITCH CLEANING LT
5' DITCH CLEANING RT

PT: 716+69.68'SB'
PC: 716+76.93'SB'
EP: 719+31.63'SB'

705+00'SB'
710+00'SB'
715+00'SB'
USH 53 SB
USH 53

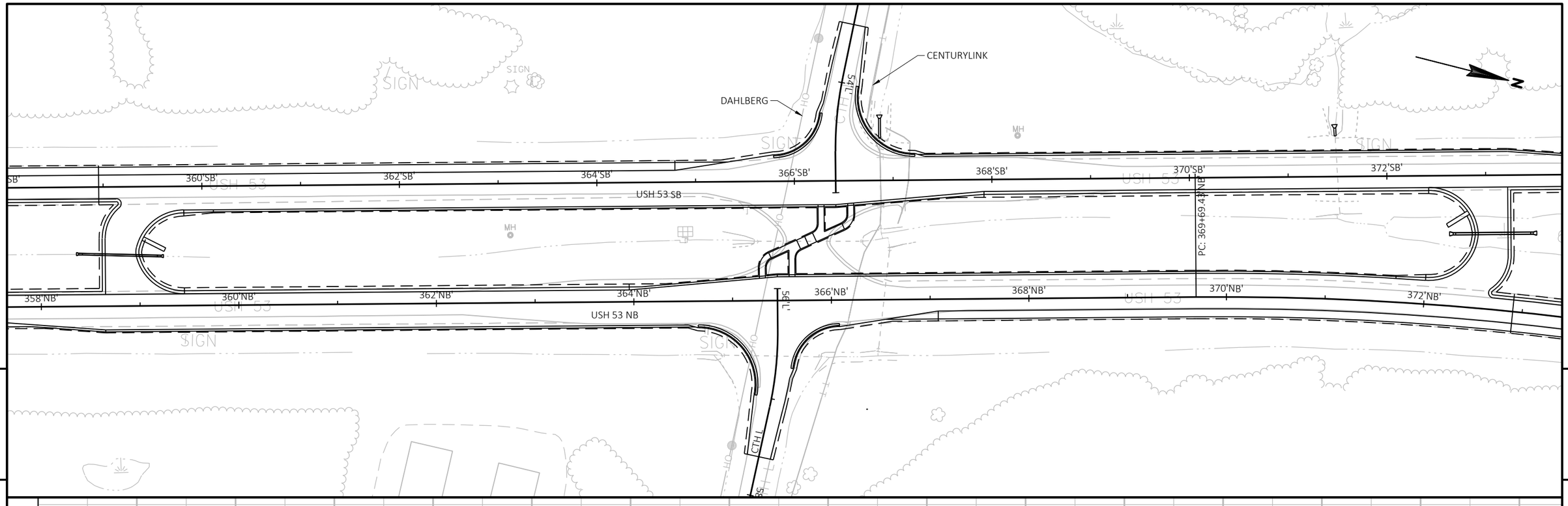
(101)
STA 714+13 'SB' 57'RT
1-24"X84' RCCP
2-24" AECPS
EXISTING TO REMAIN
2-MARKER CULVERT END REQ'D
CLEAN CULVERT PIPE
5' DITCH CLEANING LT
5' DITCH CLEANING RT

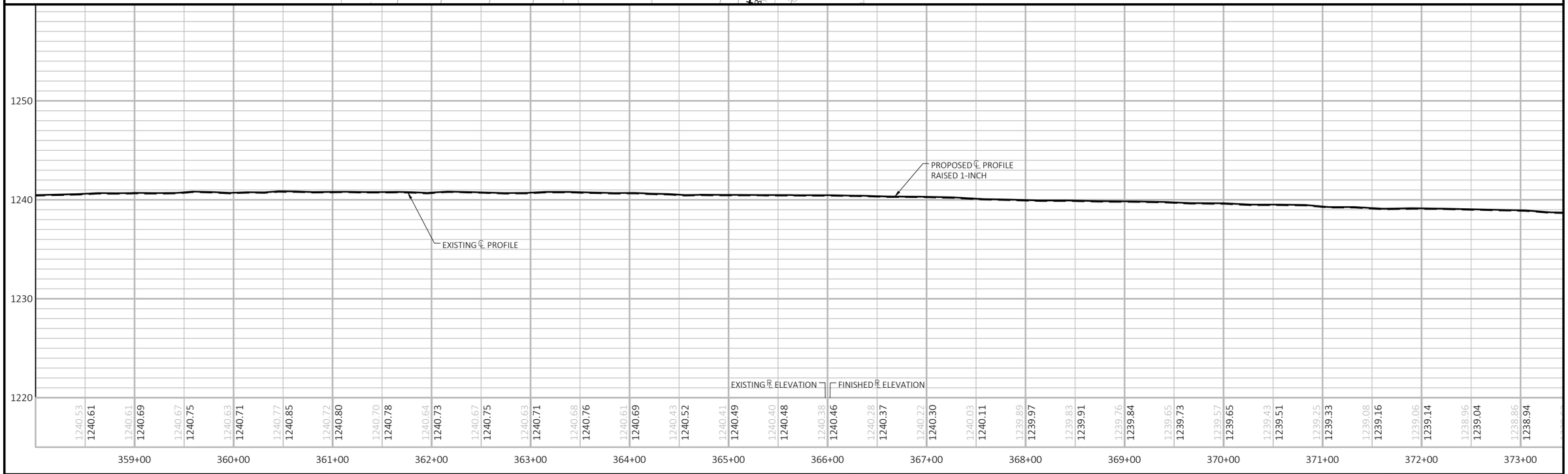
705+00'NB'
710+00'NB'
715+00'NB'
USH 53 NB
USH 53
SIGN
SIGN

PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 84	E

FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\050102-PN.DWG
LAYOUT NAME - 050102-PN - 18

PLOT DATE : 2/1/2018 9:00 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT





PROJECT NO: 1198-02-83	HWY: USH 53 SB	COUNTY: DOUGLAS	PLAN AND PROFILE: USH 53 SB	SHEET 85	E

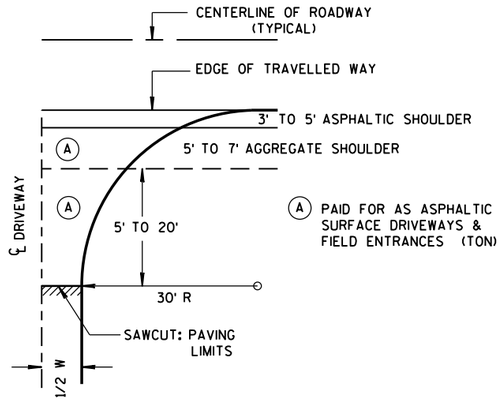
FILE NAME : P:\UZ\W\WITNW\142291\C3D\11980211\SHEETSPLAN\050101-PP-SB.DWG
LAYOUT NAME - 1

PLOT DATE : 2/1/2018 10:13 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

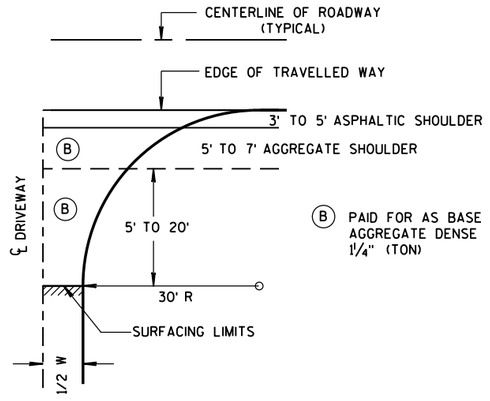
Standard Detail Drawing List

08D22-01	DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09A01-13A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
11A01-05	MAINTENANCE CROSSOVER FOR FREEWAYS
13A05-05A	SHOULDER RUMBLE STRIP, MILLING
13A05-05B	SHOULDER RUMBLE STRIP, MILLING
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15A04-03B	DELINEATOR BRACKET WITH REFLECTIVE SHEETING
15A04-03C	DELINEATOR POST WITH REFLECTIVE SHEETING
15A04-03D	DELINEATOR WITH REFLECTIVE SHEETING
15C03-04	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-04	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C07-14B	PAVEMENT MARKING WORDS
15C07-14C	PAVEMENT MARKING ARROWS
15C08-18A	LONGITUDINAL MARKING (MAINLINE)
15C08-18B	PAVEMENT MARKING (TURN LANES)
15C11-07B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-06	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C19-05C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C33-03	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-02A	PAVEMENT MARKING (INTERSECTIONS)
15D12-06A	TRAFFIC CONTROL, LANE CLOSURE
15D12-06B	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D21-05	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D27-03	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS
15D39-01	TRAFFIC CONTROL, DROP-OFF SIGNING



PLAN VIEW
HALF SECTION

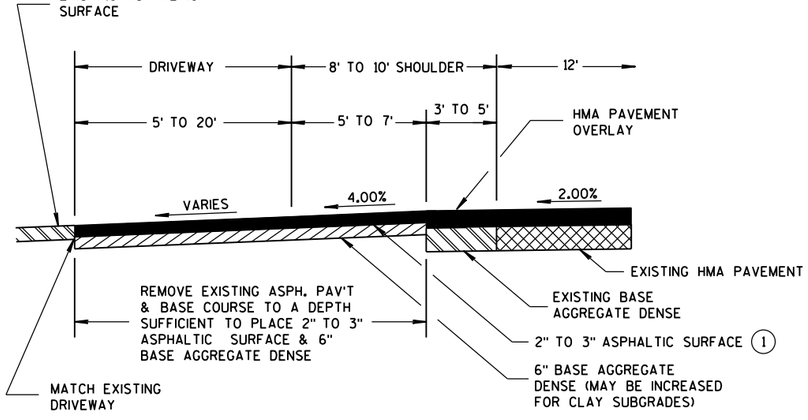
W MIN. = 16'
W MAX. = 24'



PLAN VIEW
HALF SECTION

GENERAL NOTES

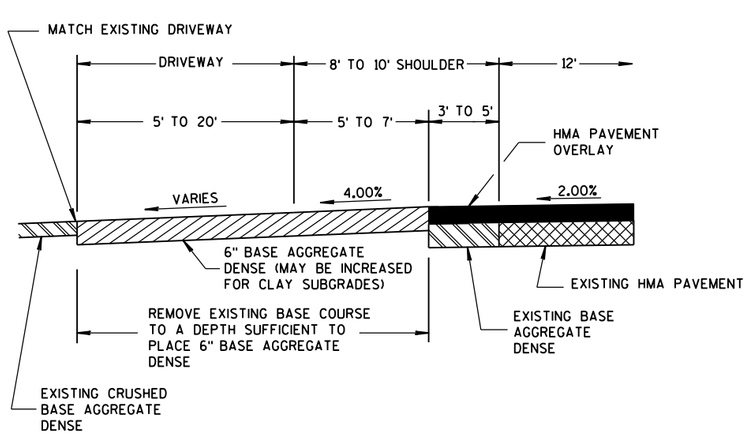
(1) DESIGN WILL DETERMINE FINAL DRIVEWAY ASPHALTIC THICKNESS BASED ON TYPE OF USAGE AND LOADINGS.



PROFILE VIEW

RURAL ENTRANCE WITH ASPHALTIC SURFACE

RESURFACING PROJECTS



PROFILE VIEW

RURAL ENTRANCE WITH AGGREGATE SURFACE

6" BASE AGGREGATE DENSE
RESURFACING PROJECTS

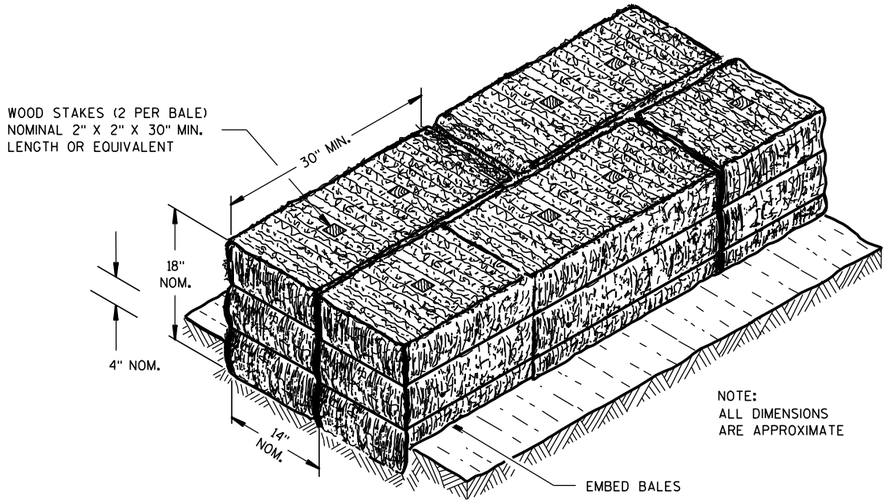
DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

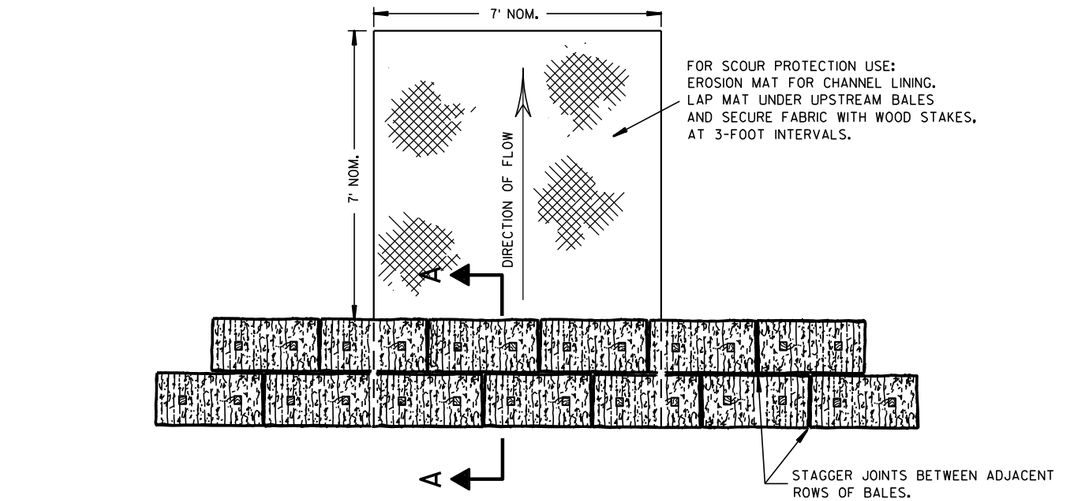
APPROVED
December, 2016 — /S/ Rodney Taylor
DATE — ROADWAY STANDARDS UNIT SUPERV — ENT
FHWA

6

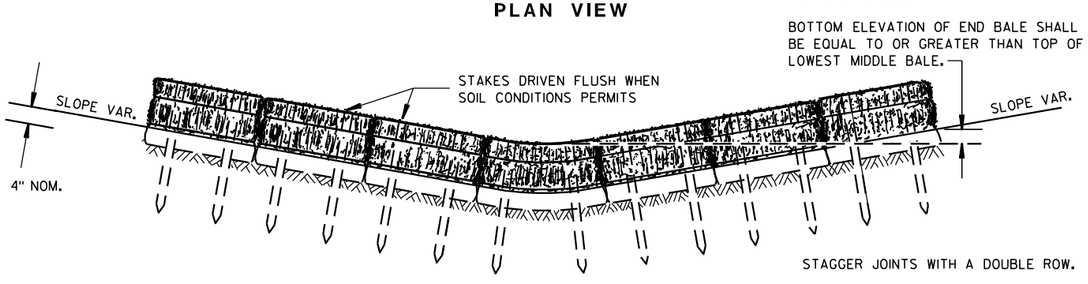
S.D.D. 8 D 22-1



SECTION A-A



PLAN VIEW



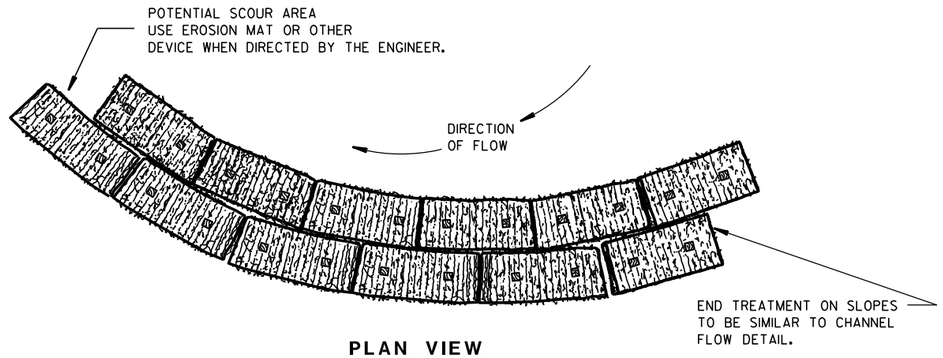
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

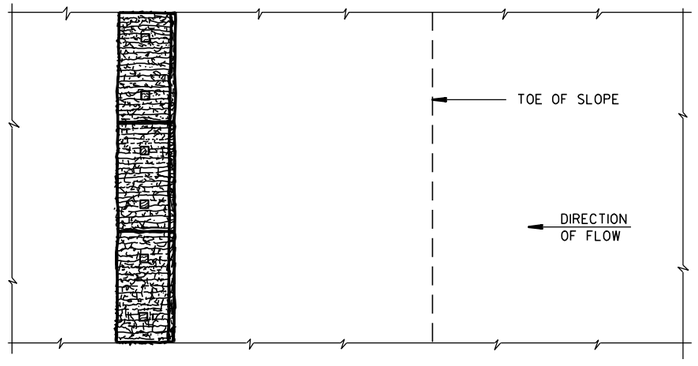
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

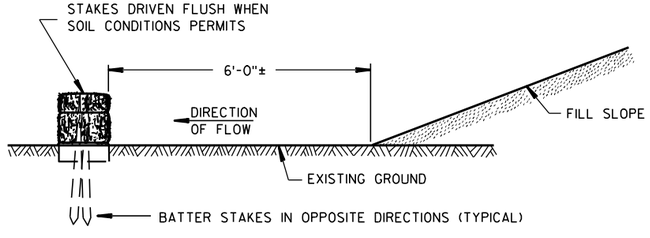


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

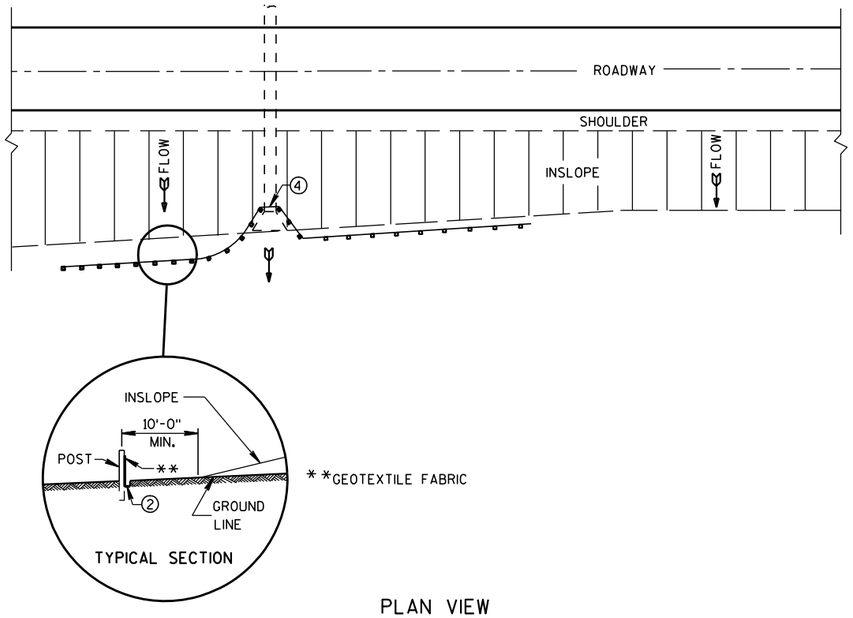
EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

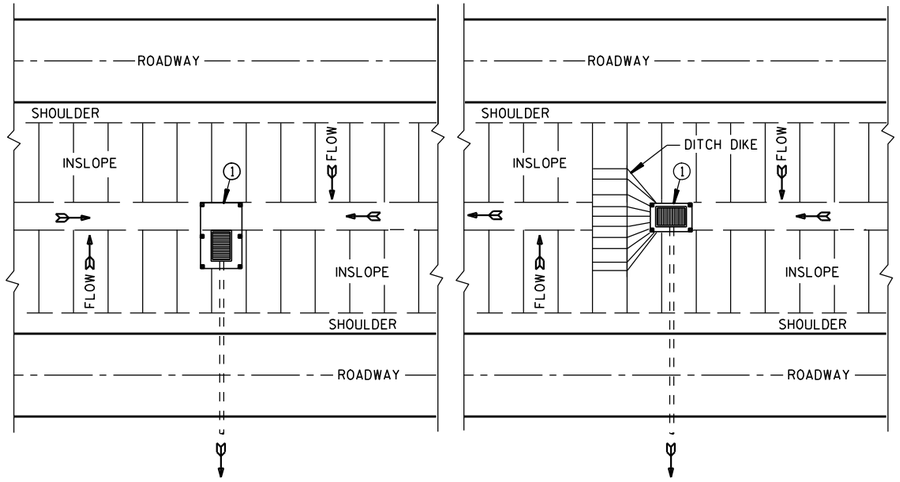
APPROVED
6/04/02 — DATE
/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 E 8-3



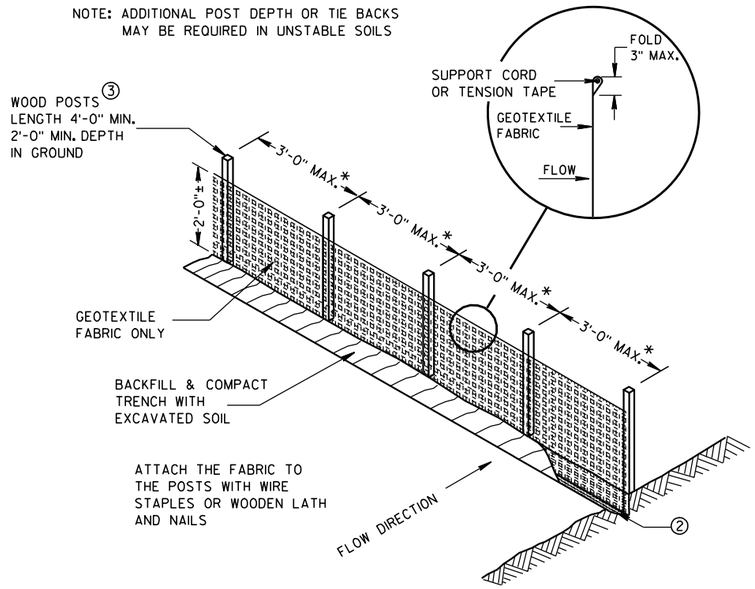
PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE

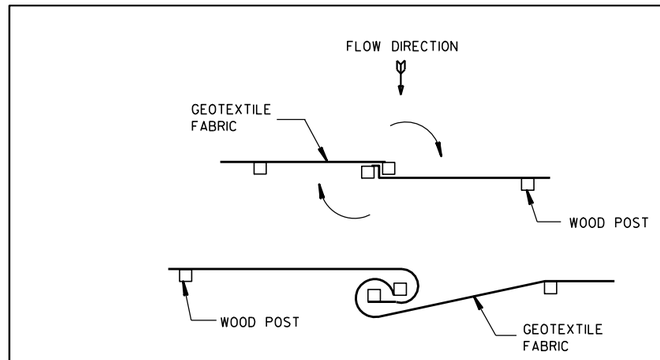


PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS



SILT FENCE

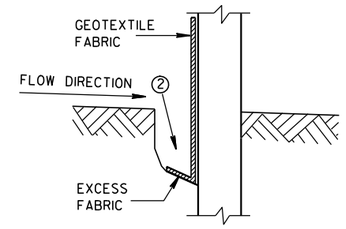


JOINING TWO LENGTHS OF SILT FENCE 5

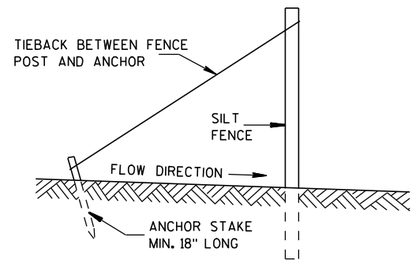
GENERAL NOTES

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 TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

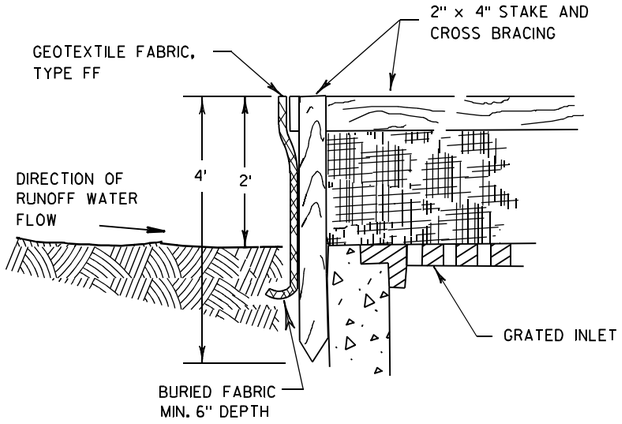
APPROVED
4-29-05
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

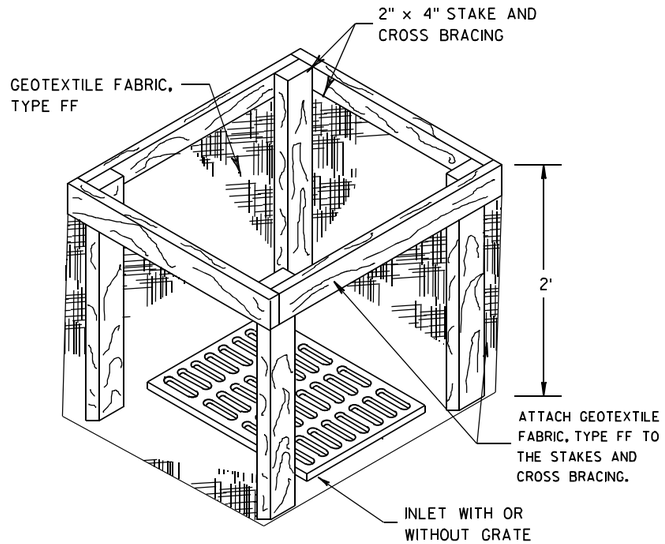
6

S.D.D. 8 E 9-6

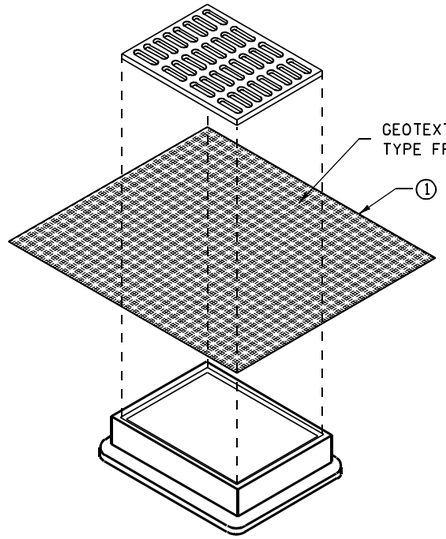
6

S.D.D. 8 E 9-6



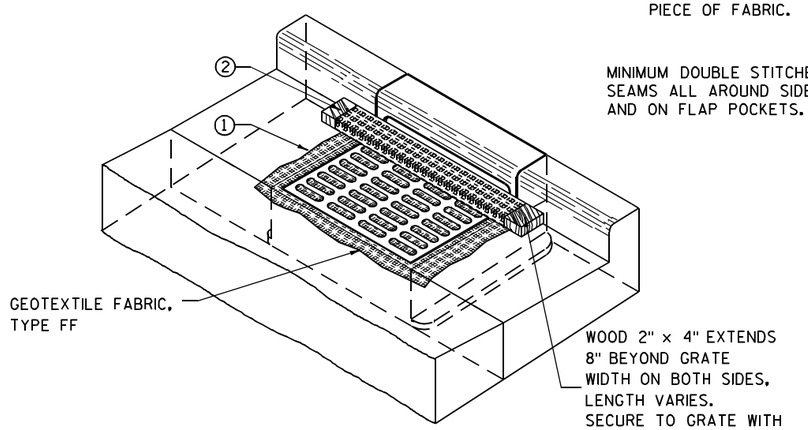


INLET PROTECTION, TYPE A

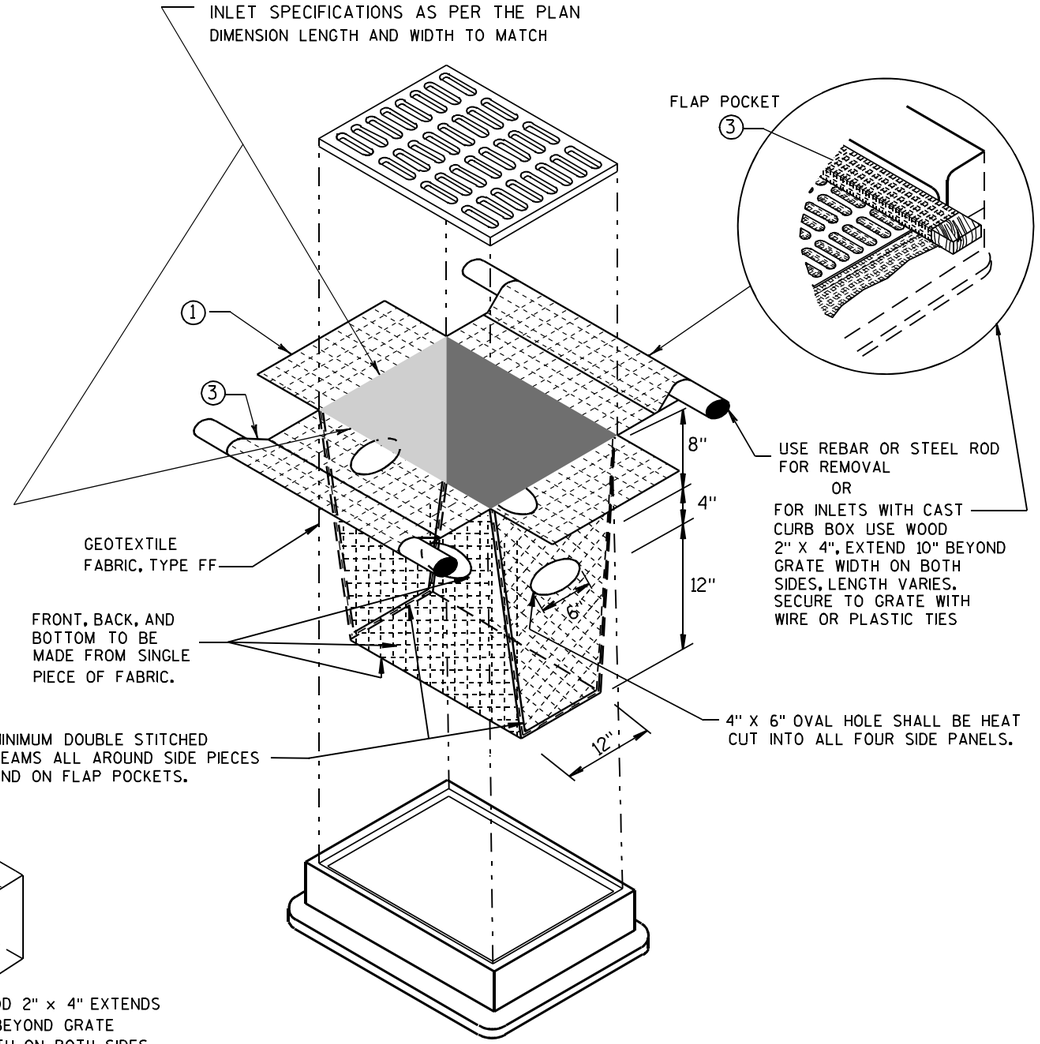


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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

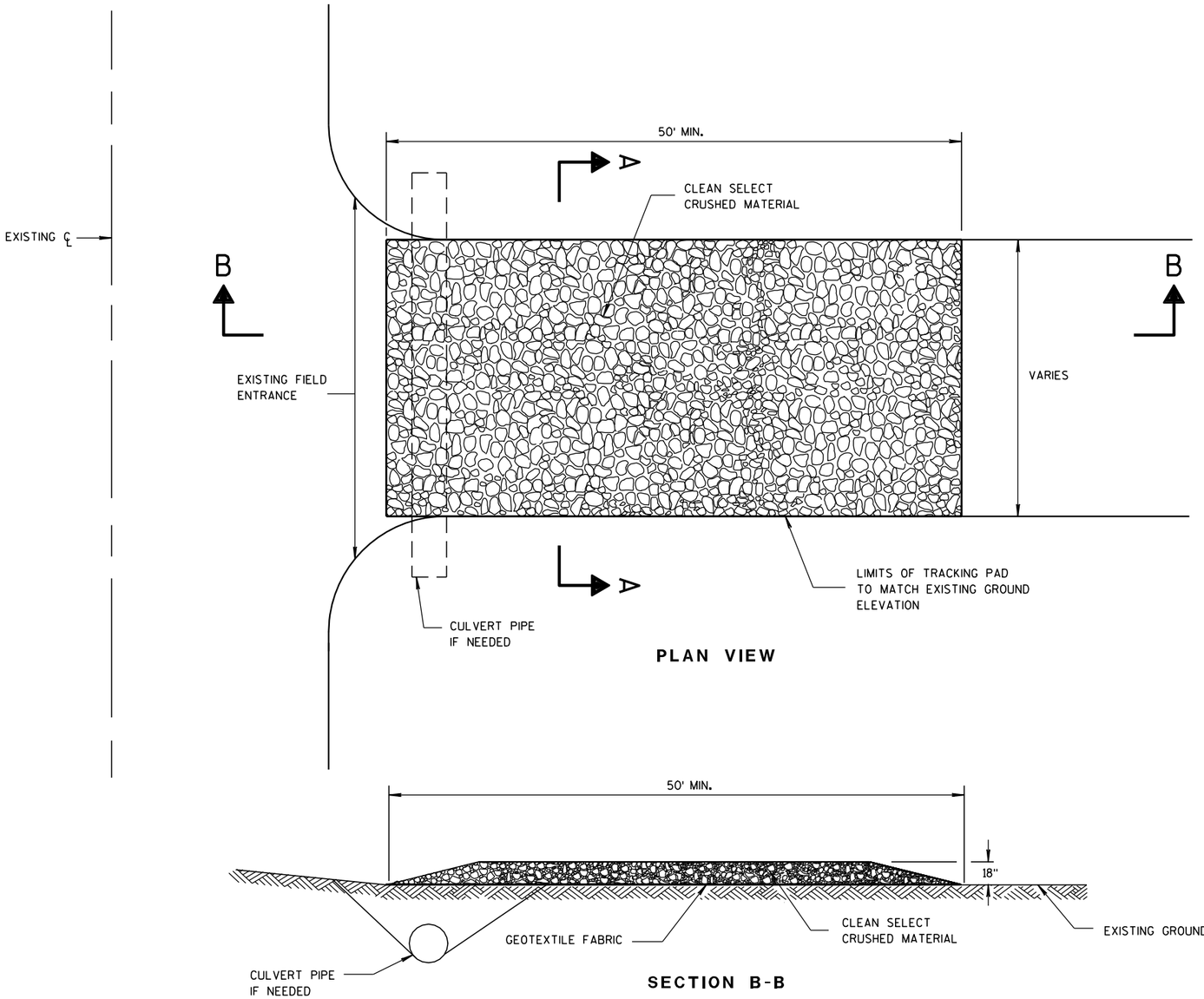
10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6

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



PLAN VIEW

SECTION B-B

GENERAL NOTES

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

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

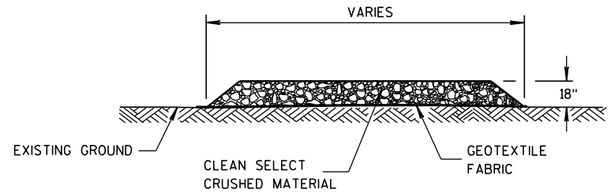
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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

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

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

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



SECTION A-A

TRACKING PAD

6

S.D.D. 8 E 14-1

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/24/2011
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS ENGINEER

FHWA

ENT

6

S.D.D. 8 E 14-1

METAL APRON ENDWALLS

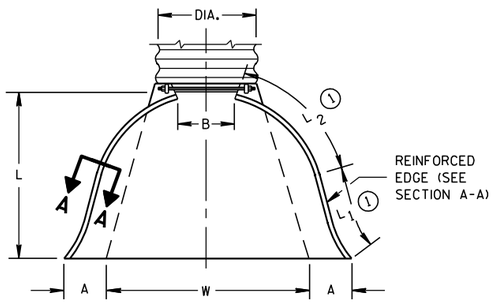
PIPE DIA. (IN.)	MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE	BODY
	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")		
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

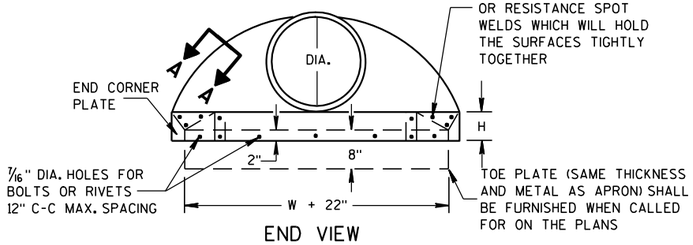
REINFORCED CONCRETE APRON ENDWALLS

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

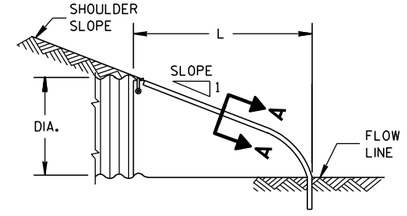
*MINIMUM
**MAXIMUM



PLAN VIEW

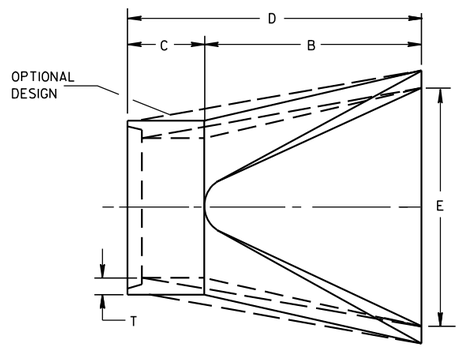


END VIEW

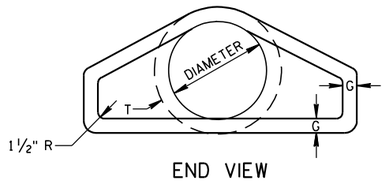


SIDE ELEVATION

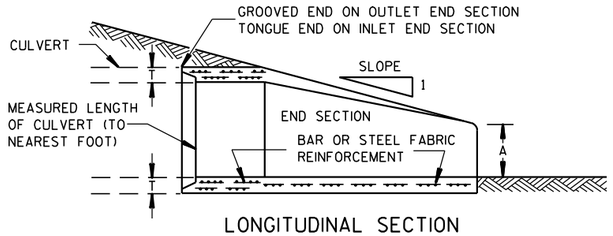
METAL ENDWALLS



PLAN

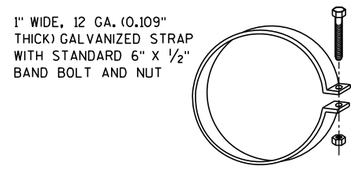


END VIEW



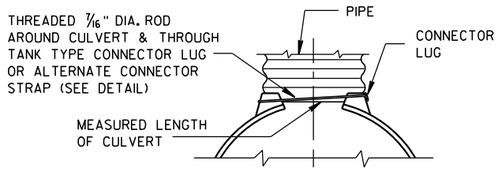
LONGITUDINAL SECTION

CONCRETE ENDWALLS

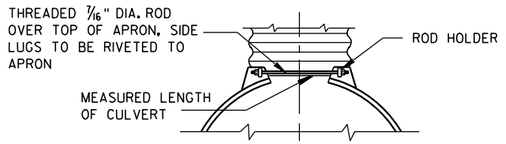


ALTERNATE FOR TYPE 1 CONNECTION

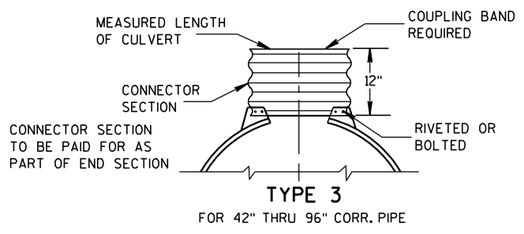
END SECTION CONNECTOR STRAP



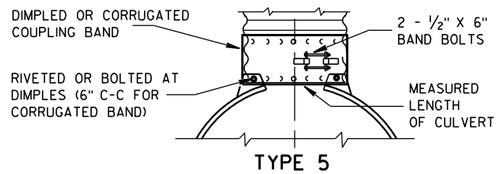
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

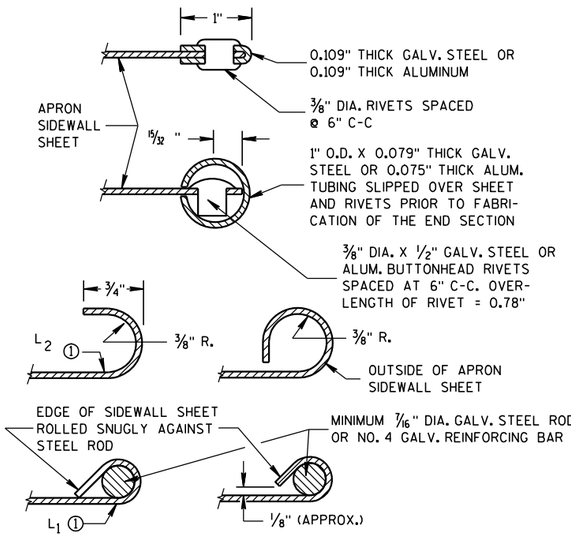
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

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

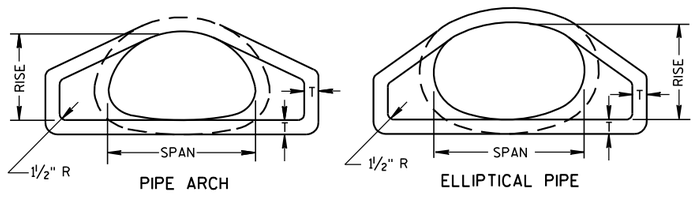
APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

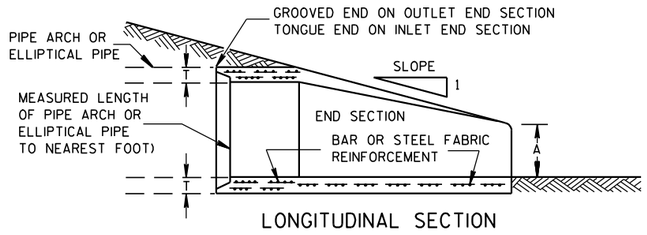
APPROVED
11/30/94 — DATE
/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

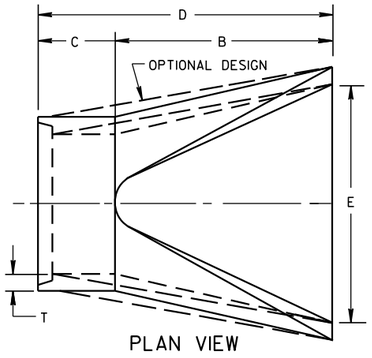
S.D.D. 8 F 1-11



END VIEW

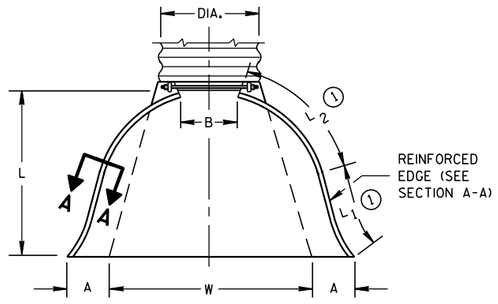


LONGITUDINAL SECTION

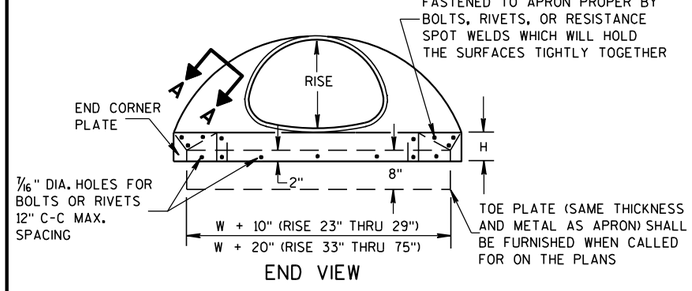


PLAN VIEW

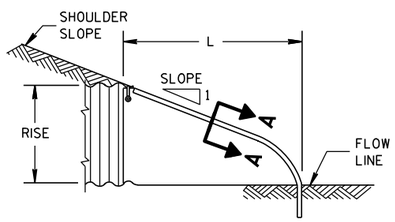
CONCRETE ENDWALLS



PLAN VIEW

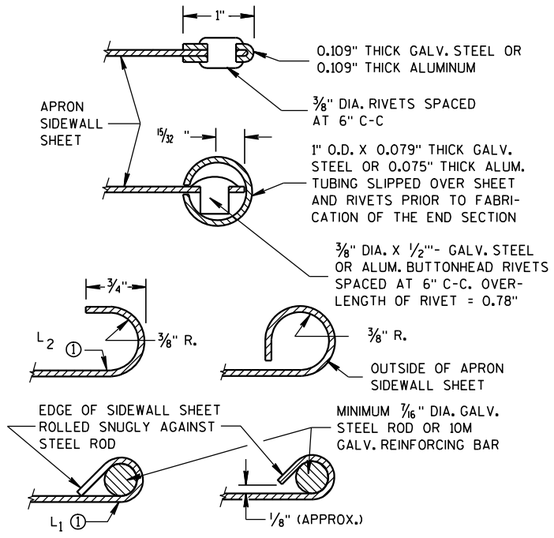


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19 3/8	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37 5/8	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45 3/8	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

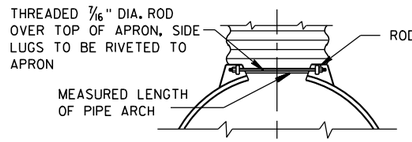
REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅛	60	36	96	72	3 to 1
42	51	31	4½	15 13/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

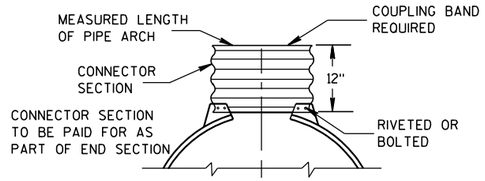
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



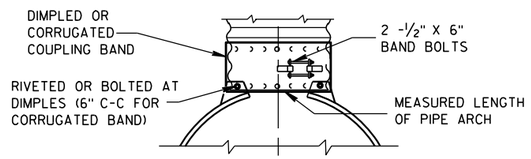
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

GENERAL NOTES

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

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

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

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

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

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S.D.D. 8 F 2-1

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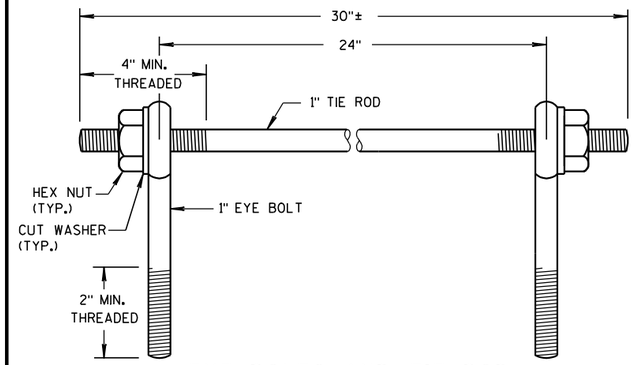
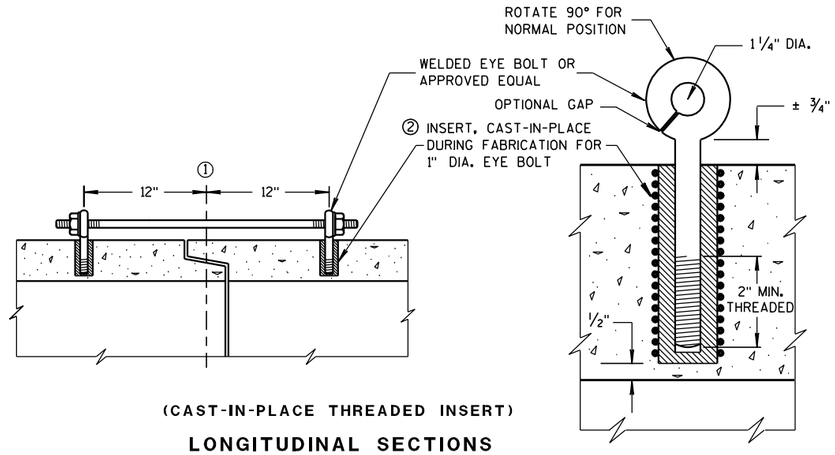
S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

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

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

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

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

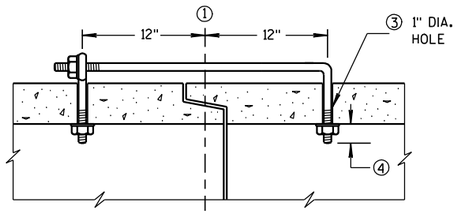
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

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

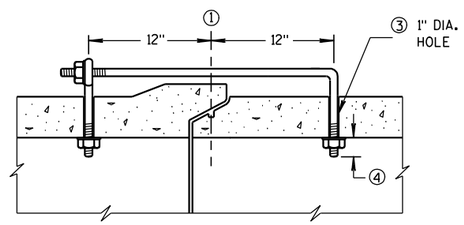
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

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



(TONGUE & GROOVE PIPE)

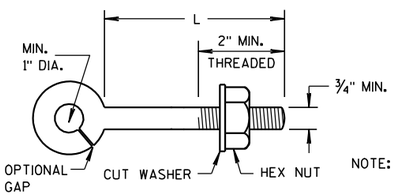


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

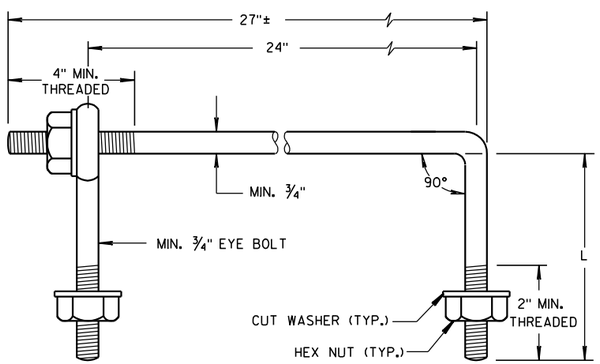
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

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



EYE BOLT AND TIE ROD

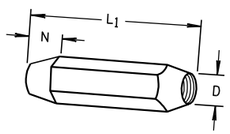
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

ADJUSTABLE TIE ROD TABLE

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

DIMENSIONS SHOWN ARE IN INCHES



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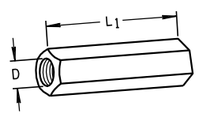
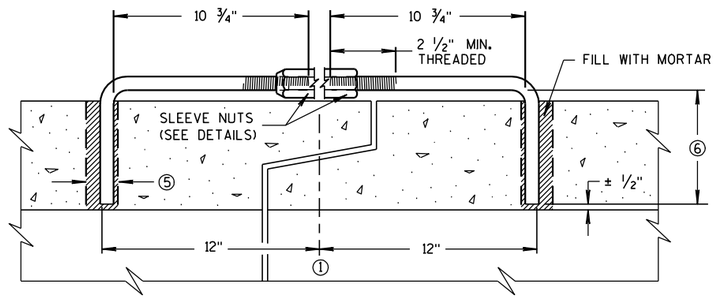


PLAIN

RIGHT AND LEFT THREADS

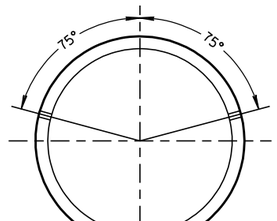
SLEEVE NUTS



LONGITUDINAL SECTION

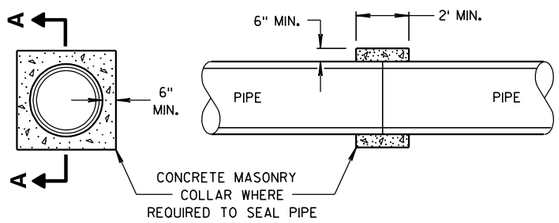
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

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 94 ENGINEER
'MENT
FHWA

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S.D.D. 8 F 4-7

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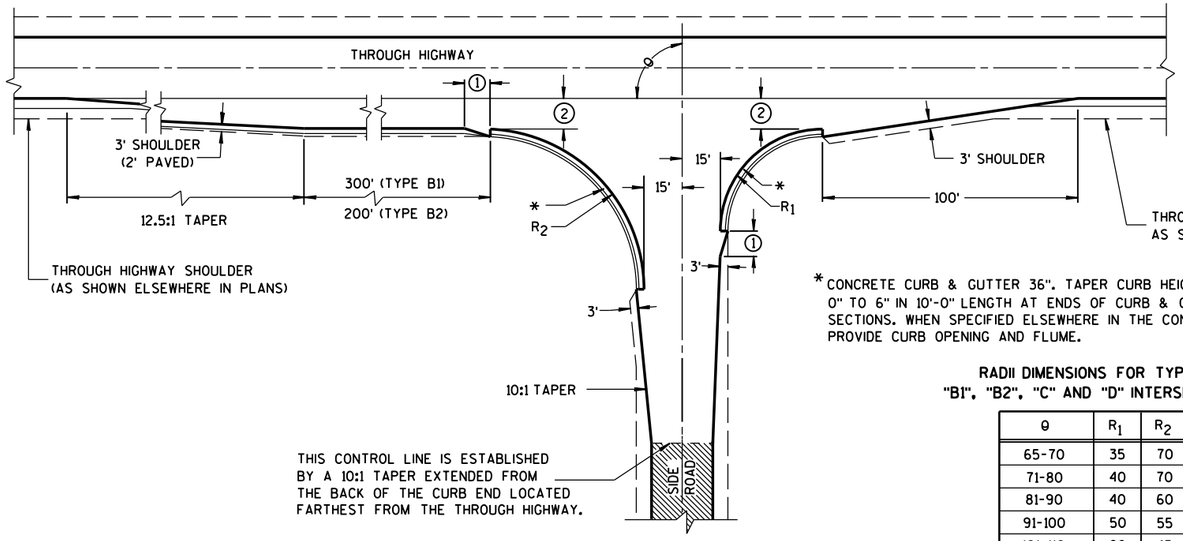
S.D.D. 8 F 4-7

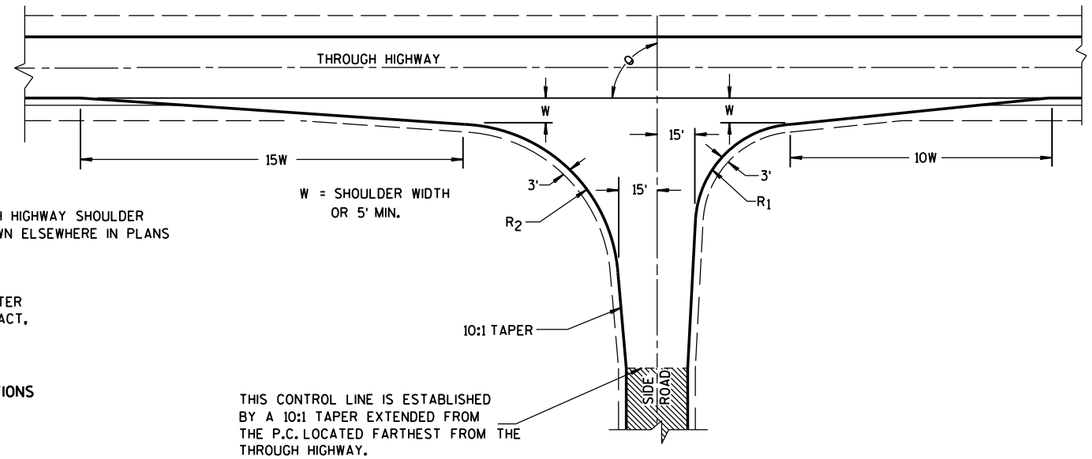


TYPE "B1" AND "B2"

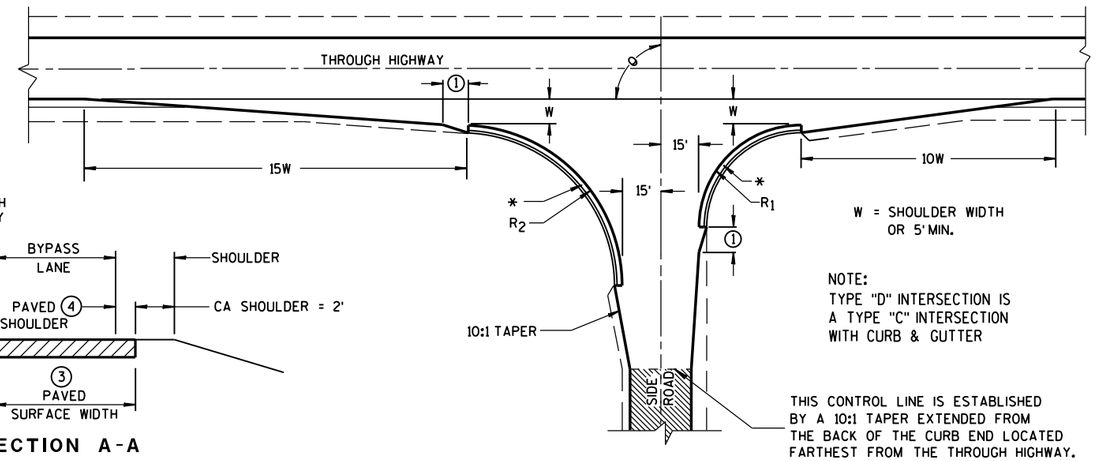
*CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

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

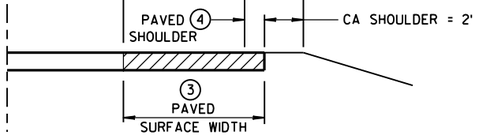
(1) 10-FT TYPICAL.

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

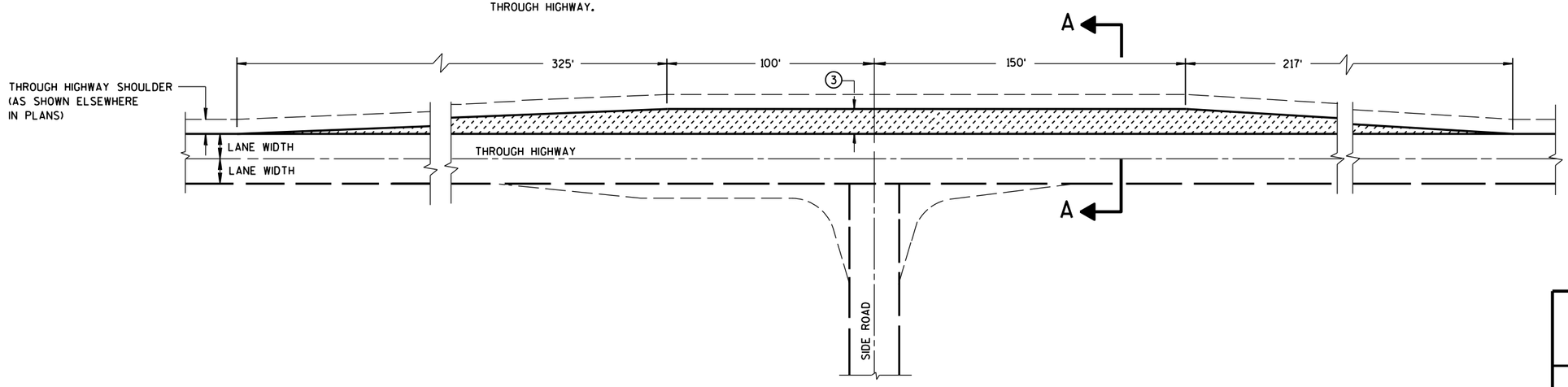
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

(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 TRANSPO

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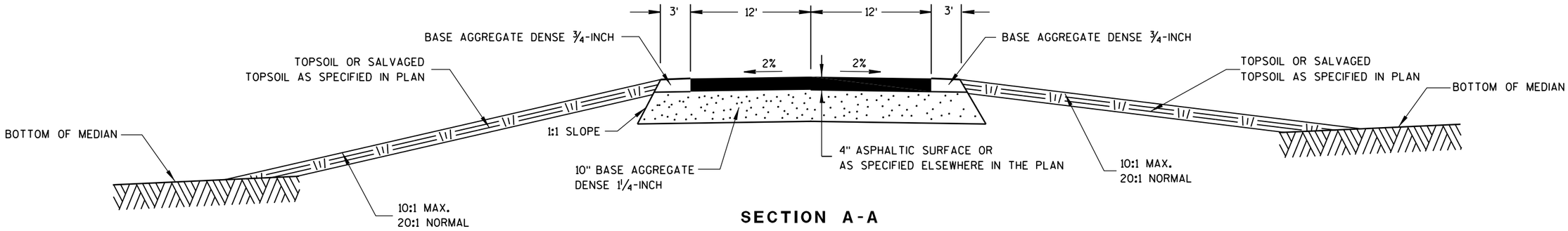
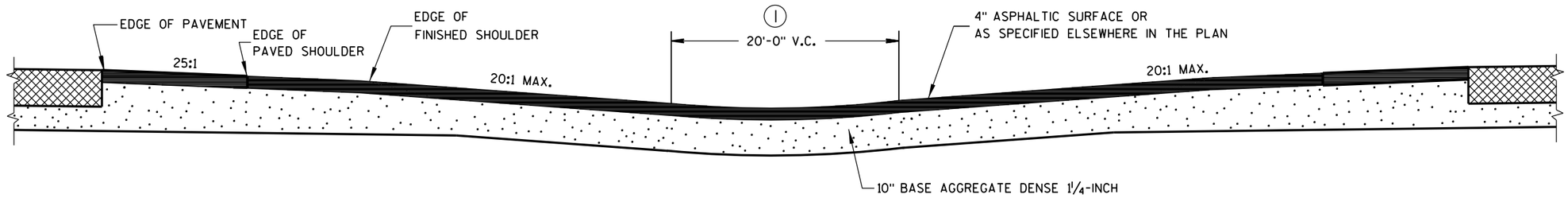
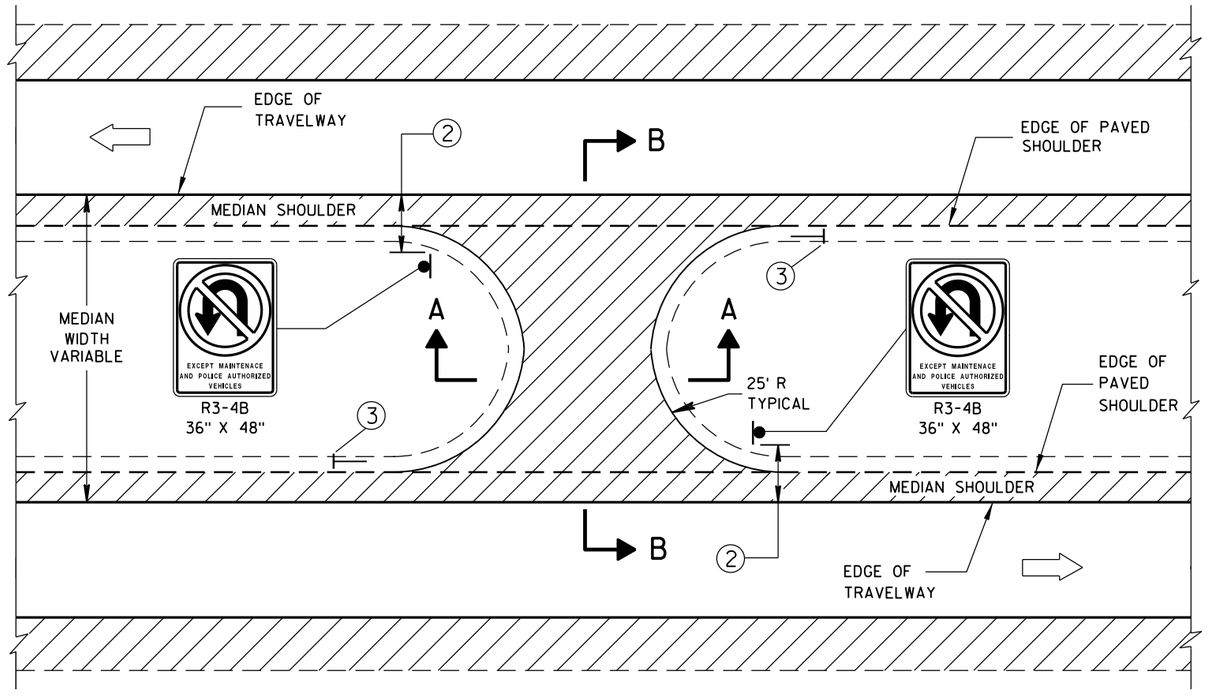
S.D.D. 9 A 1-13a



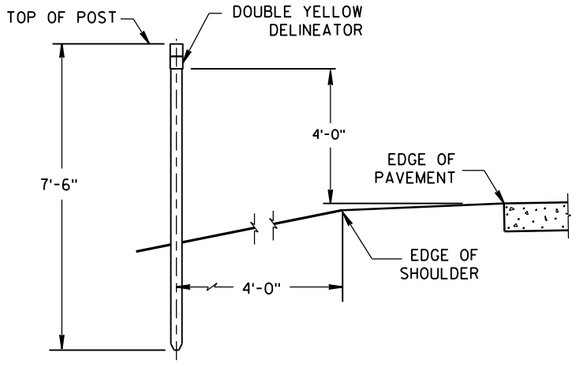
SECTION A-A



SECTION B-B



PLAN VIEW



DOUBLE YELLOW DELINEATOR INSTALLATION

GENERAL NOTES

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

(1) ADJUST VERTICAL CURVE LOCATION LATERALLY TO MAINTAIN 20:1 MAX.

(2) SIGNING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

(3) INSTALL DOUBLE YELLOW DELINEATOR. SEE STANDARD DETAIL DRAWING 15A2.

MAINTENANCE CROSSOVER FOR FREEWAYS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013	/S/ Jerry H. Zogg	
DATE	ROADWAY STANDARDS DEVELOPMENT ENGINEER	

FHWA

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S.D.D. 11 A 1-5

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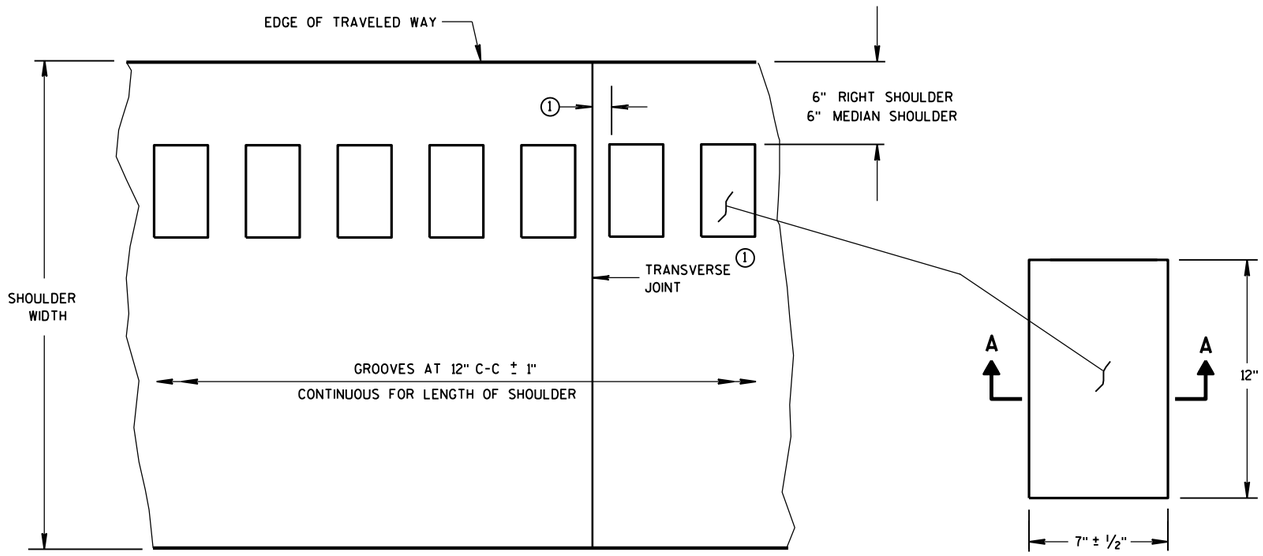
S.D.D. 11 A 1-5



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

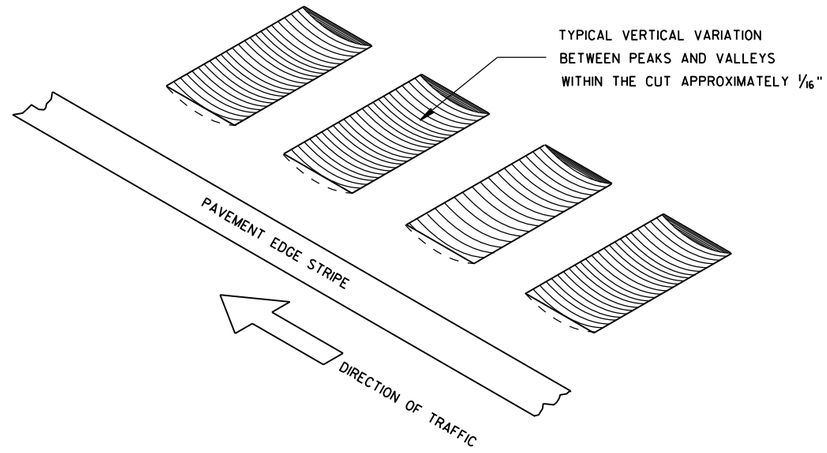
GENERAL NOTES

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

RUMBLE STRIPS ON EXPRESSWAYS

DO NOT INSTALL RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL DRIVEWAYS, PRIVATE DRIVEWAYS OR ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, BRIDGE DECKS, BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSING. THE ATTACHED STANDARD DETAIL DRAWING SHOWS THE LOCATION OF THE RUMBLE STRIPS AT INTERCHANGE AREAS.

(1) CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6" AWAY FROM TRANSVERSE JOINTS.



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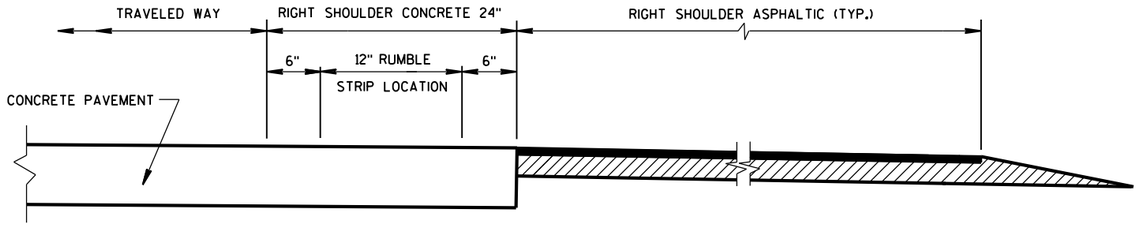
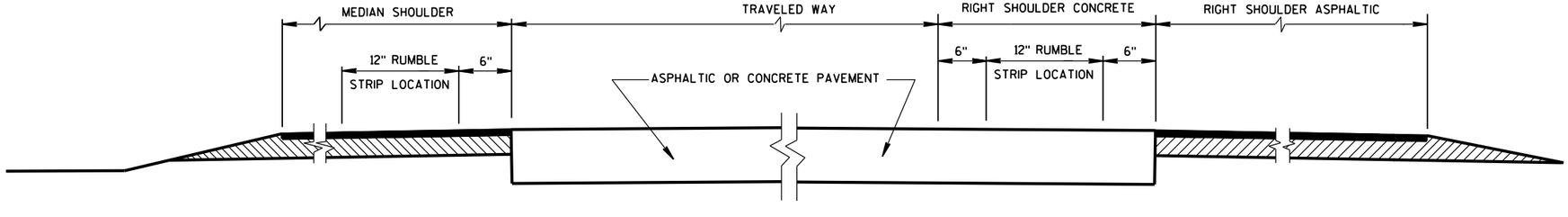


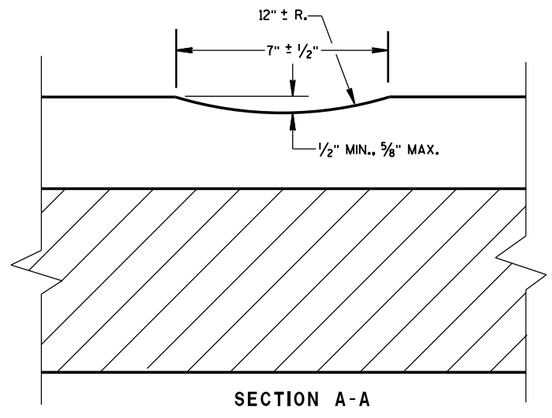
SECTION VIEW
CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)



SECTION VIEW

TYPICAL LOCATIONS OF SHOULDER RUMBLE STRIPS IN RURAL DIVIDED HIGHWAYS

(ONE ROADWAY IS SHOWN)



SECTION A-A

SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 13 A 5-5a

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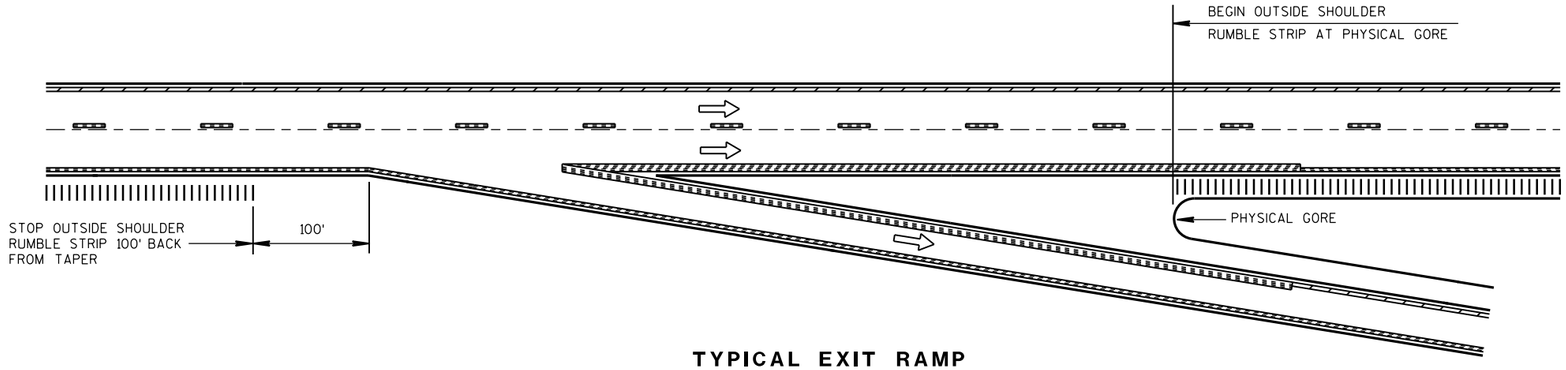
S.D.D. 13 A 5-5a



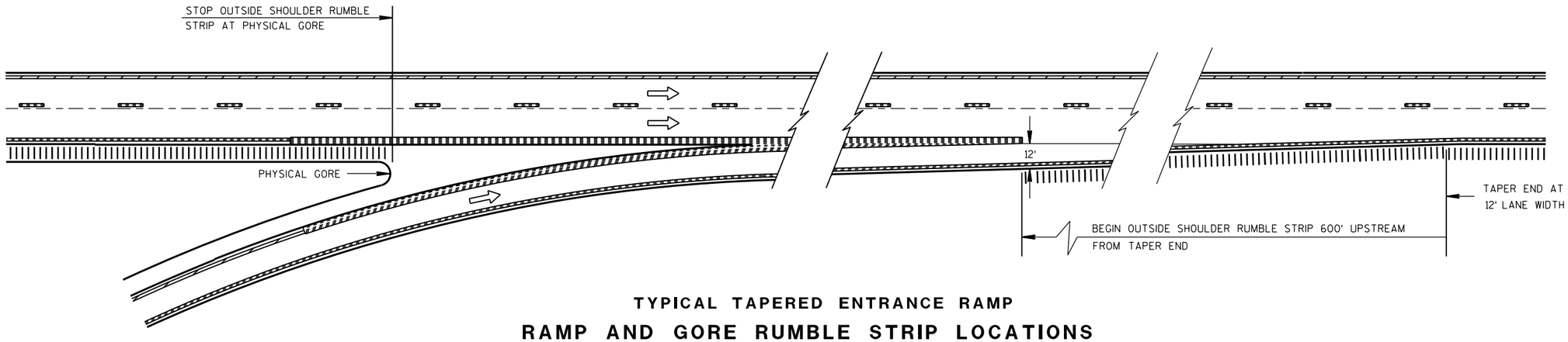
TYPICAL EXIT RAMP

NOTES:

NO RUMBLE STRIP ON EXIT, DIRECTIONAL, OR ENTRANCE RAMPS, EXCEPT NEAR THE ENTRANCE TAPER END AND ALONG THE PARALLEL RAMP AREA AS SHOWN.

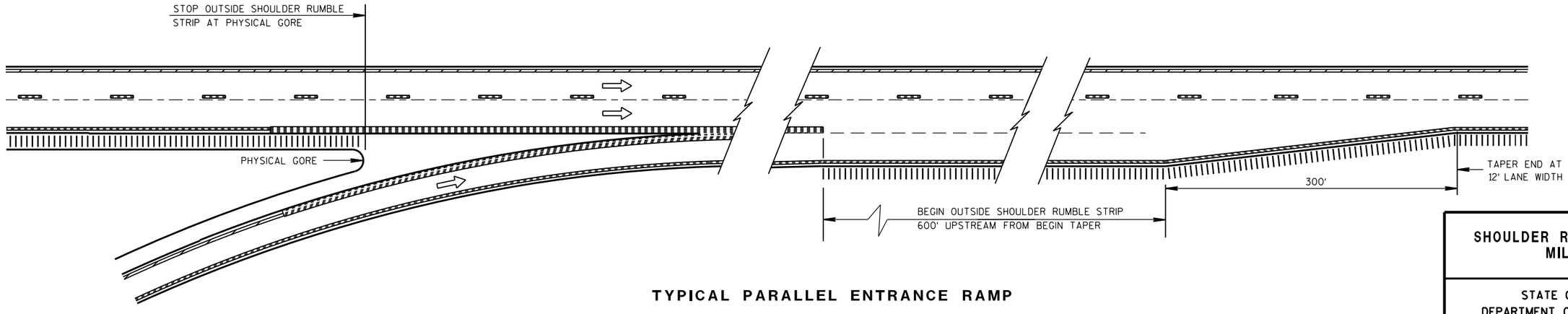
PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TYPICAL TAPERED ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS



TYPICAL PARALLEL ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS

SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/17/2012
DATE

/S/ Jerry H. Zoga
ROADWAY STANDARDS ENGINEER

FHWA

98

6

S.D.D. 13 A 5-5b

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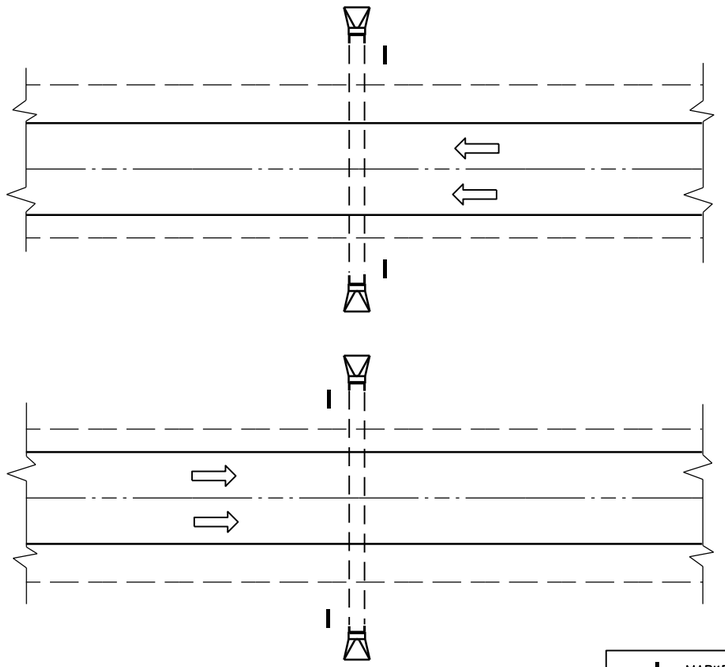
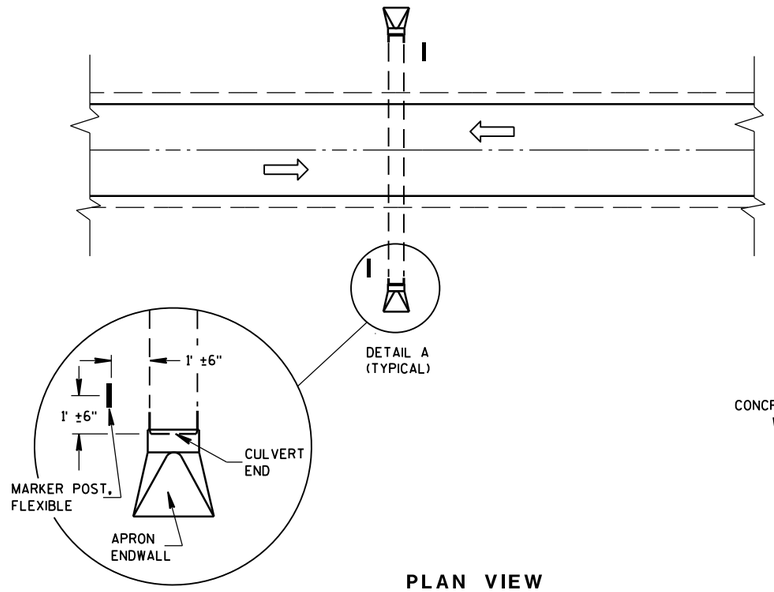
S.D.D. 13 A 5-5b



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

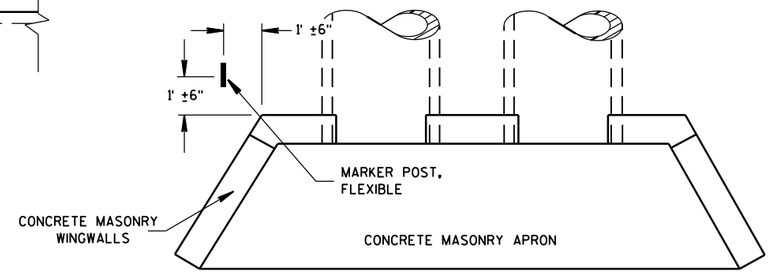
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

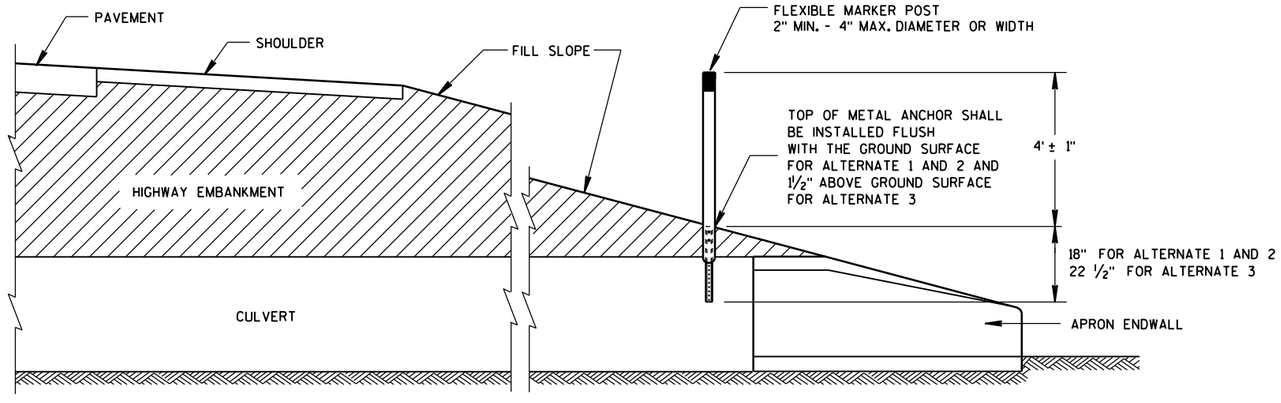
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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

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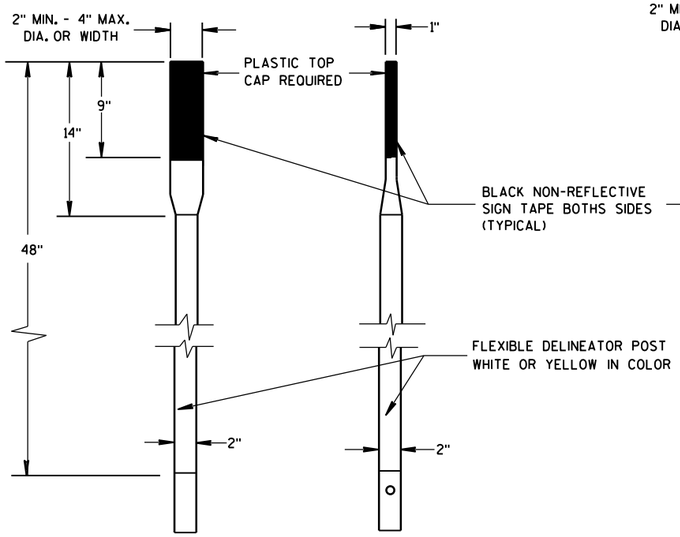
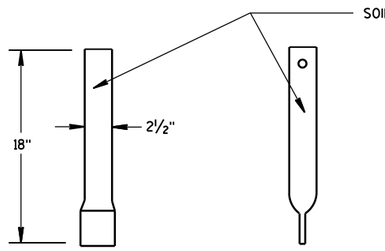
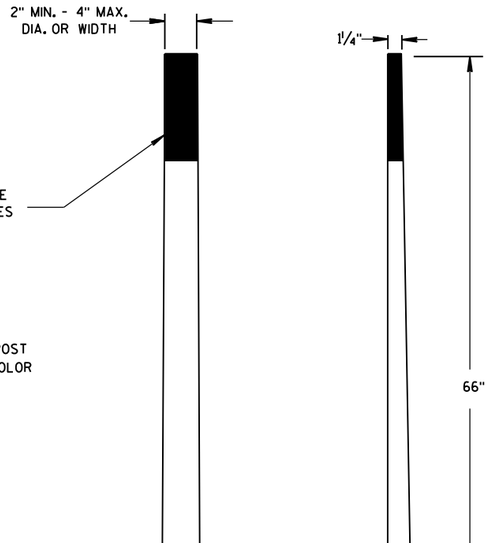
S.D.D. 15 A 3-2a





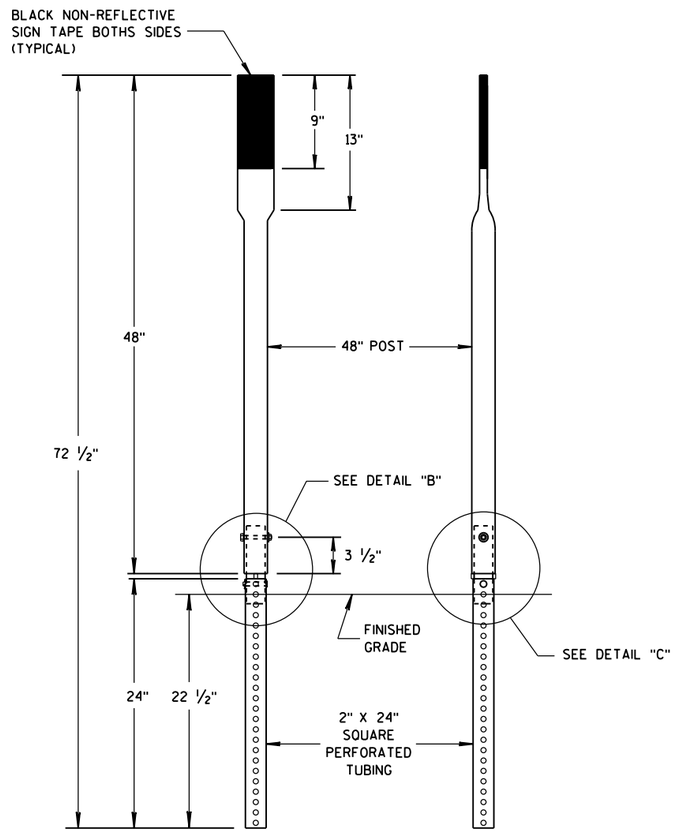
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

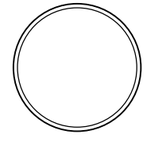
ALTERNATE 2



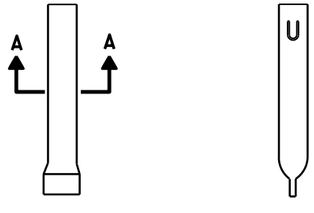
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POSTS

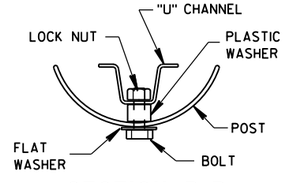


SECTION A-A

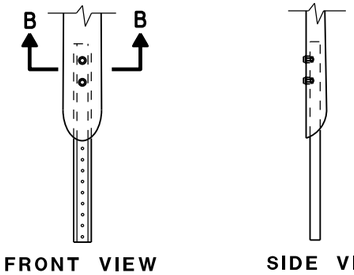


FRONT VIEW SIDE VIEW

ALTERNATE 1

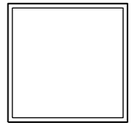


SECTION B-B

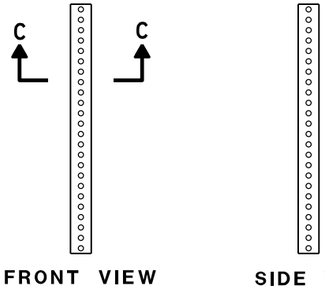


FRONT VIEW SIDE VIEW

ALTERNATE 2



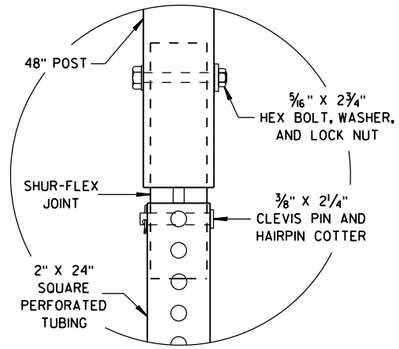
SECTION C-C



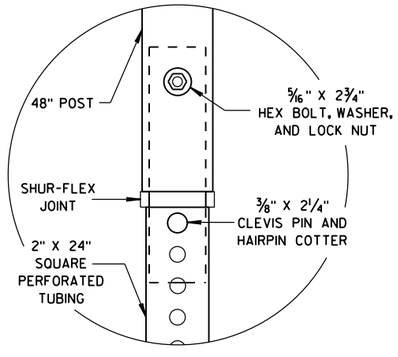
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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

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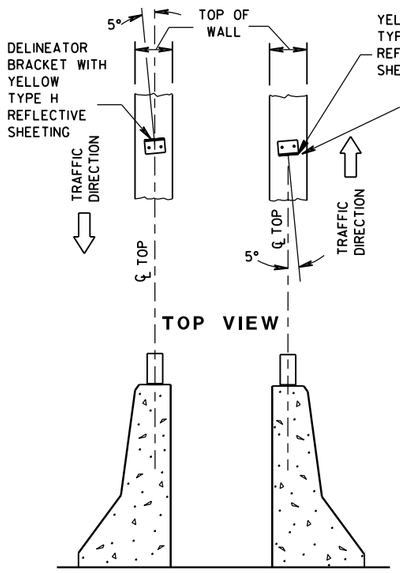
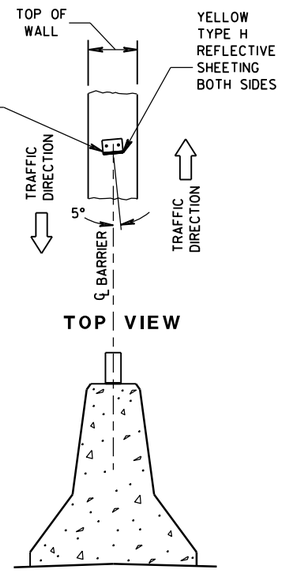
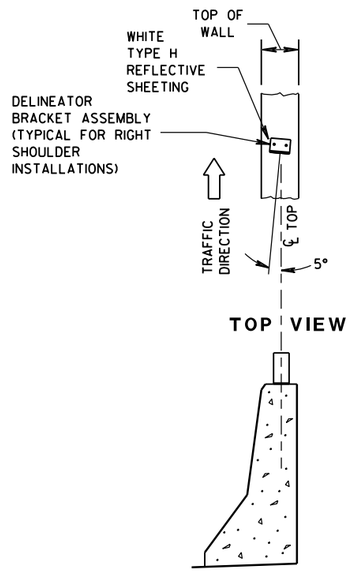
S.D.D. 15 A 3-2b



DOUBLE BARRIERS IN MEDIAN

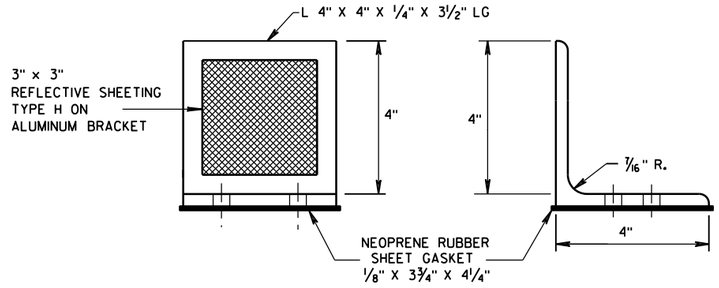


MEDIAN BARRIER

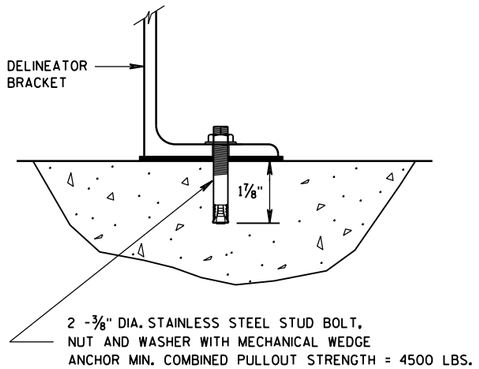


BARRIER LOCATED
TO RT. OF TRAFFIC FLOW

LOCATION AND AIMING DETAILS FOR DELINEATOR BRACKETS MOUNTED ON CONCRETE BARRIERS



DELINEATOR BRACKET



DELINEATOR BRACKET
MOUNTING DETAIL

REFLECTOR SPACING TABLE

REFLECTOR SPACING	MINIMUM NUMBER OF REFLECTORS
100' C-C	3

DELINEATOR BRACKET
WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

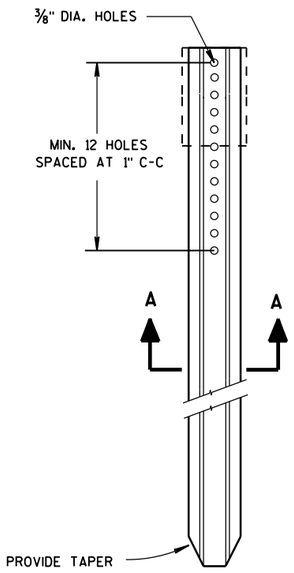
APPROVED
June 2017
DATE
/S/ Matthew R. Rauch
STATE SIGNING AND MAI[illegible] GINEER
FHWA

6

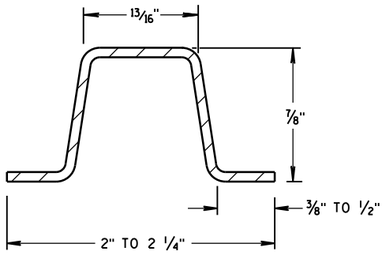
S.D.D. 15 A 4-3b

6

S.D.D. 15 A 4-3b

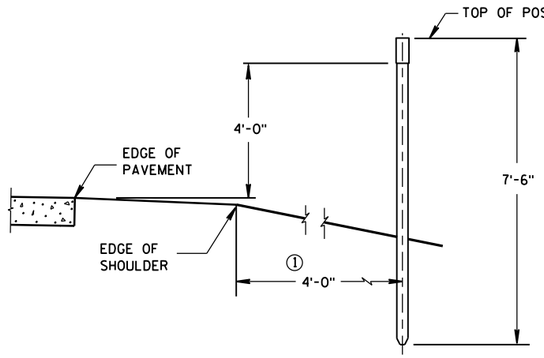


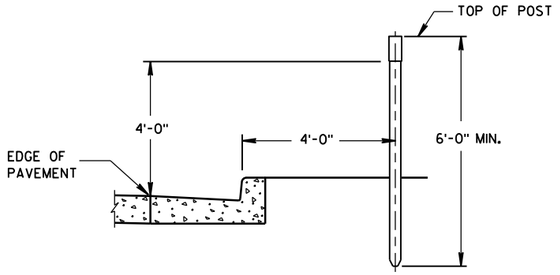
DELINEATOR POST



SECTION A-A

WEIGHT 1.12 LBS PER FT. ± 0.1 LB.





TYPICAL INSTALLATIONS OF DELINEATOR POSTS

GENERAL NOTES

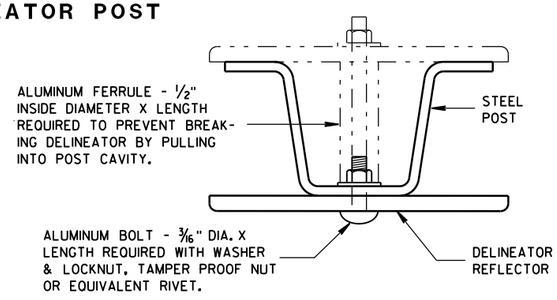
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

① DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.

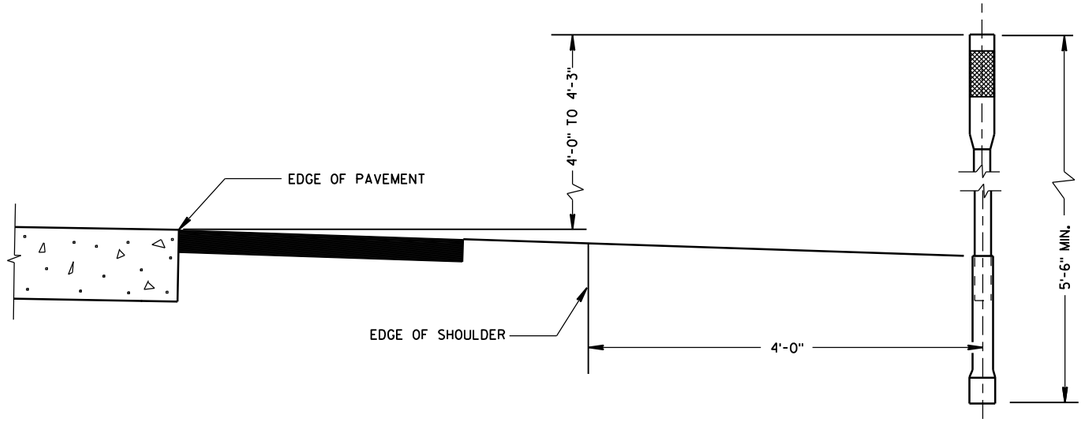
REFLECTOR SPACING TABLE

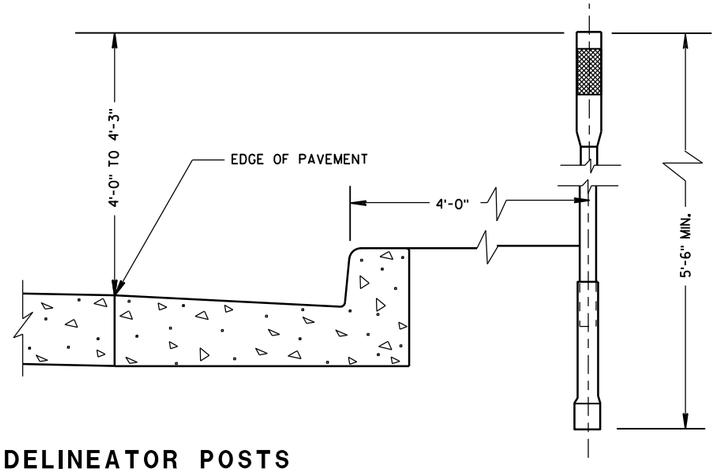
REFLECTOR SPACING	LOCATION
400'	MAINLINE
100'	RAMPS *

* START AT BEGINNING OF RAMP TAPER AND END AT END OF RAMP TAPER.



MOUNTING DETAIL FOR DELINEATOR REFLECTOR





TYPICAL INSTALLATIONS OF FLEXIBLE DELINEATOR POSTS

DELINEATOR POST WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MAI[illegible]GINEER
FHWA

6

S.D.D. 15 A 4-3c

6

S.D.D. 15 A 4-3c

GENERAL NOTES

PANEL THICKNESS SHALL BE A MINIMUM OF 0.08 INCHES.

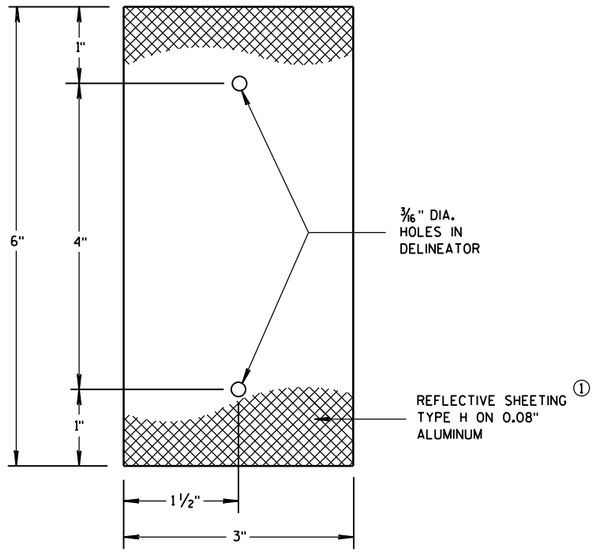
PLASTIC BASE MATERIAL SHALL BE WHITE, UV STABILIZED, FLAME TREATED TO THE MANUFACTURER SPECIFICATIONS AND BE ABLE TO WITHSTAND SUB FREEZING TEMPERATURES WITHOUT BREAKING.

① FURNISH TYPE H SHEETING FROM THE APPPROVED PRODUCTS LIST.

② FURNISH DELINEATOR REFLECTOR FOR GUARDRAIL FROM THE APPPROVED PRODUCTS LIST.

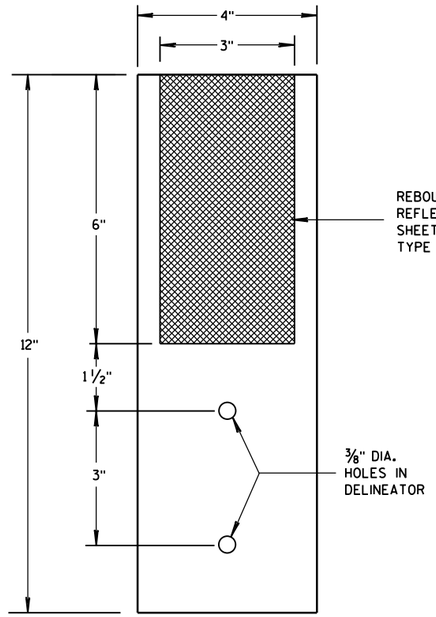
REFLECTOR SPACING TABLE

REFLECTOR SPACING	MINIMUM NUMBER OF REFLECTORS
100' C-C	3



3"x 6" DELINEATOR REFLECTOR

(FOR STEEL POSTS)



4"x 12" DELINEATOR REFLECTOR

(FOR GUARDRAIL) ②

DELINEATOR
WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

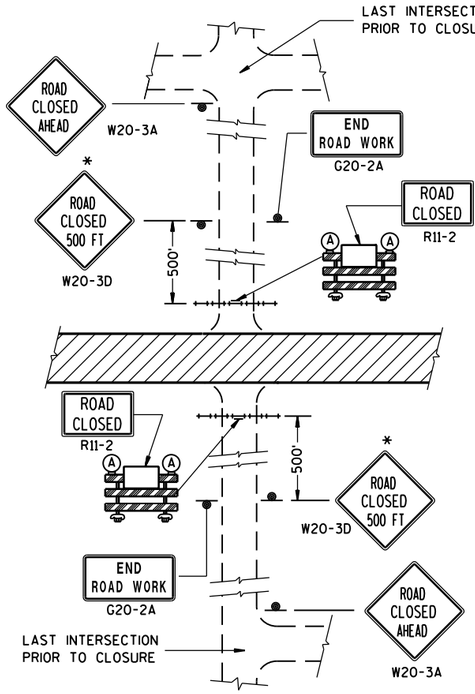
APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch
STATE SIGNING AND MAR[illegible] GINEER
FHWA

6

S.D.D. 15 A 4-3d

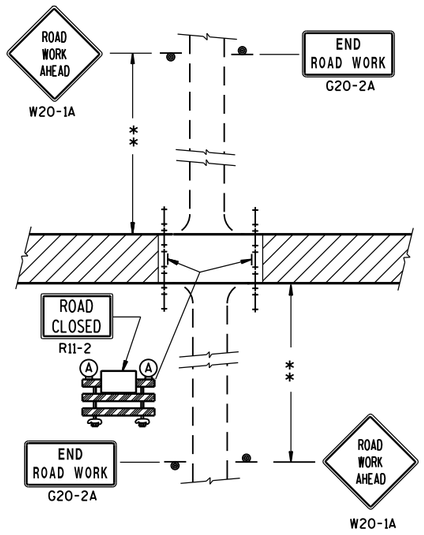
6

S.D.D. 15 A 4-3d



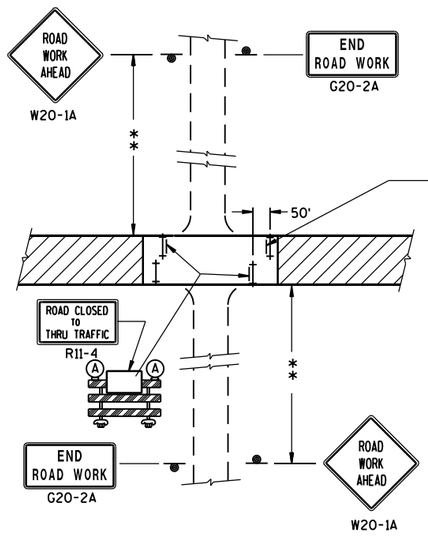
DETAIL 1

(NO ACCESS TO PROJECT)



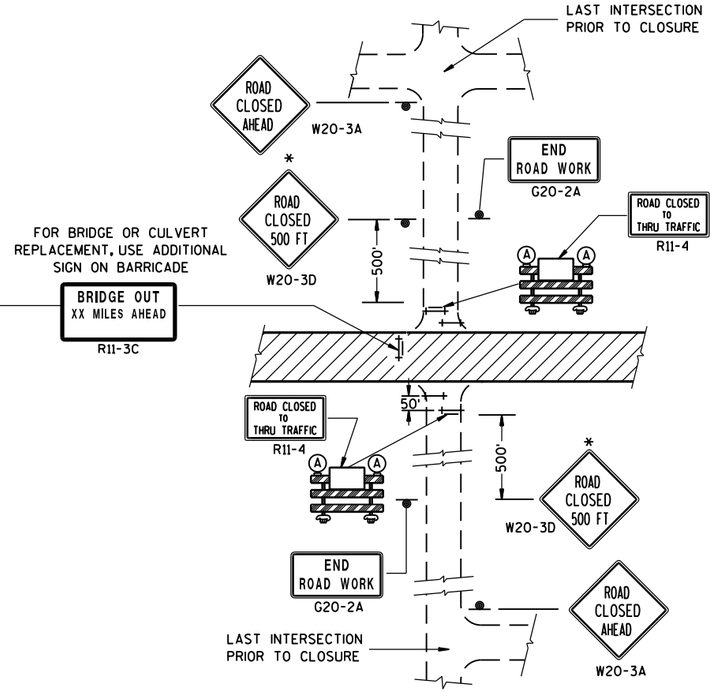
DETAIL 2

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



DETAIL 3

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



DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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

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

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

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

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

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

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

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

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

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

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2017 — DATE
/S/ Andrew Heidtke — WORK ZONE ENG
FHWA

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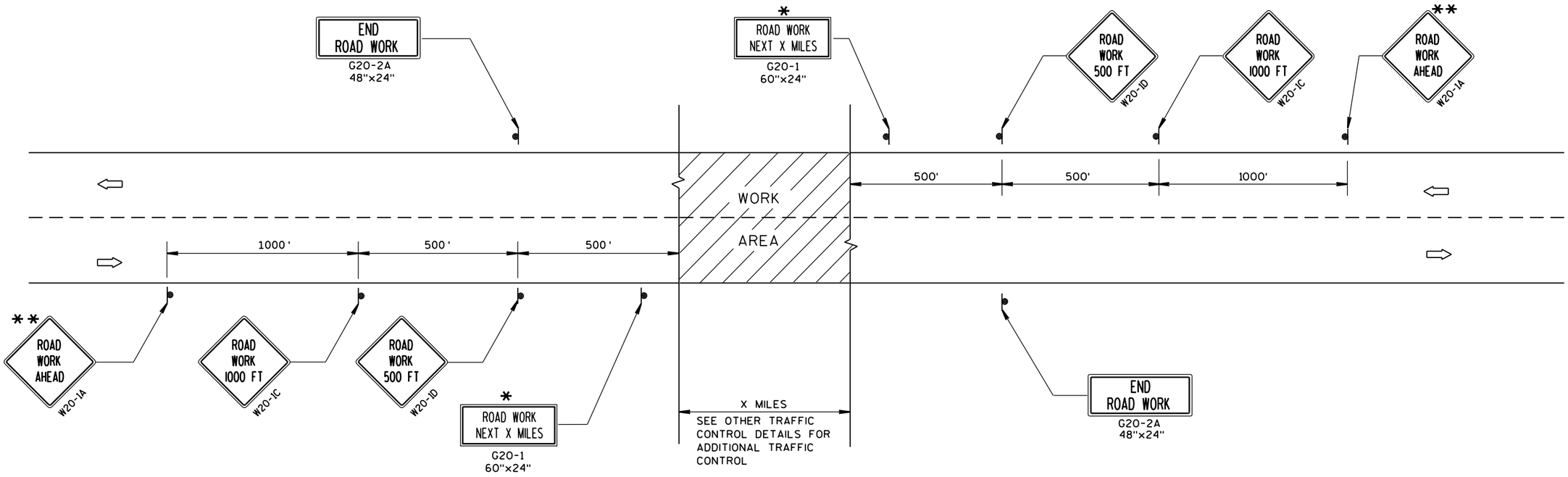
S.D.D. 15 C 3-4

6

S.D.D. 15 C 3-4

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.

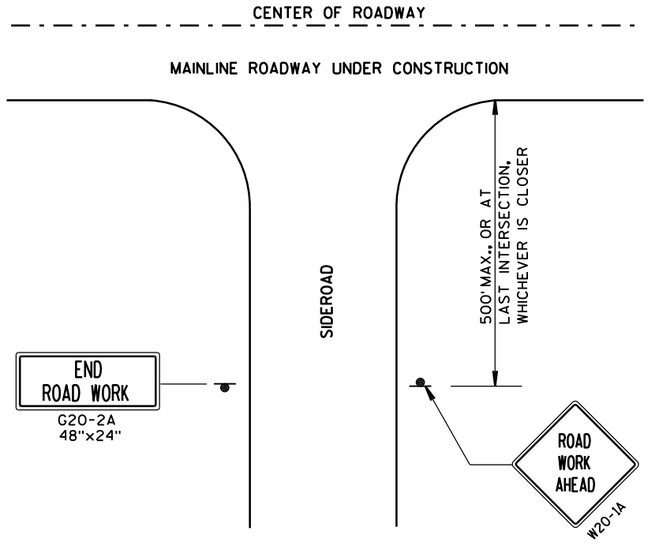
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

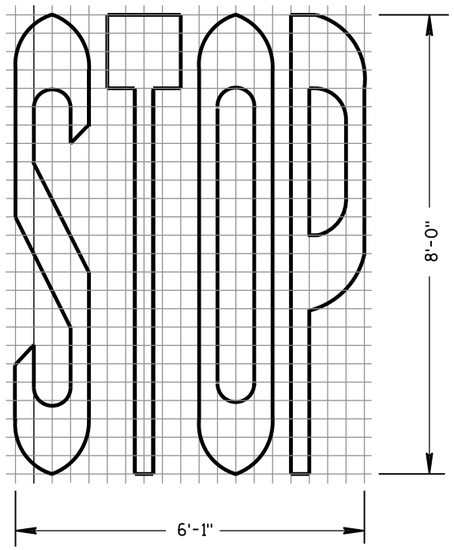
APPROVED
Sept. 2017 — DATE
/S/ Andrew Heidtke — WORK ZONE ENG
FHWA

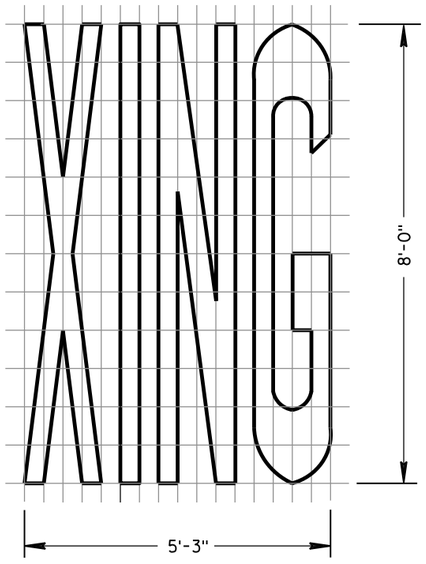
6

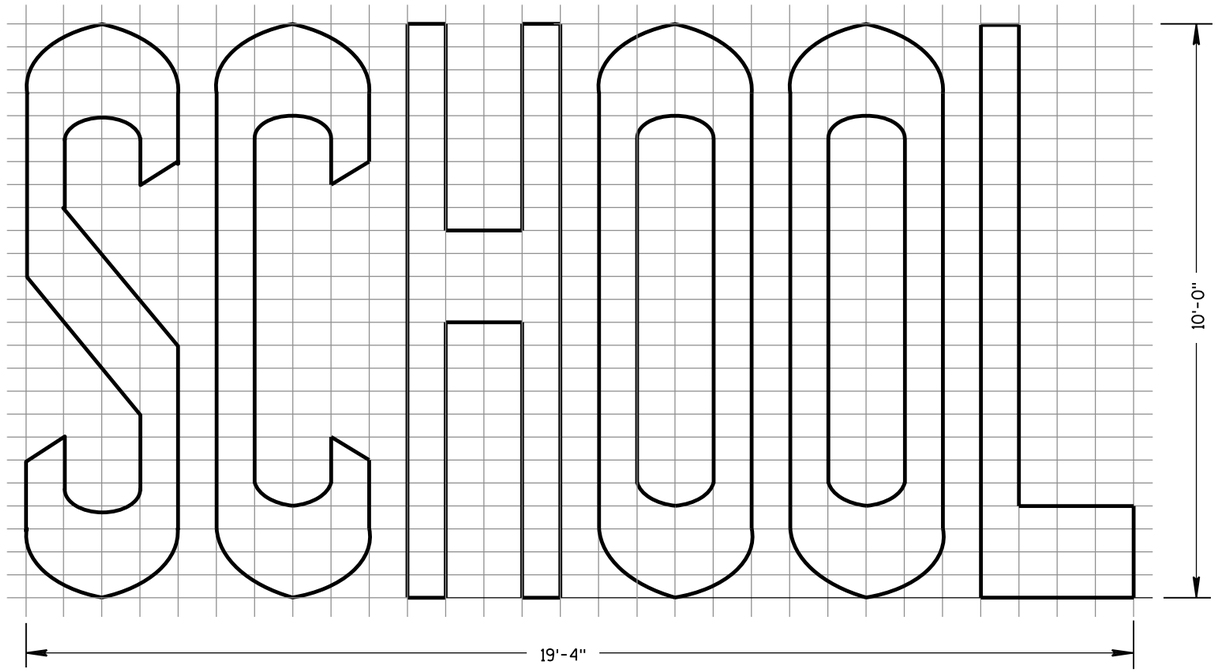
S.D.D. 15 C 4-4

GENERAL NOTES

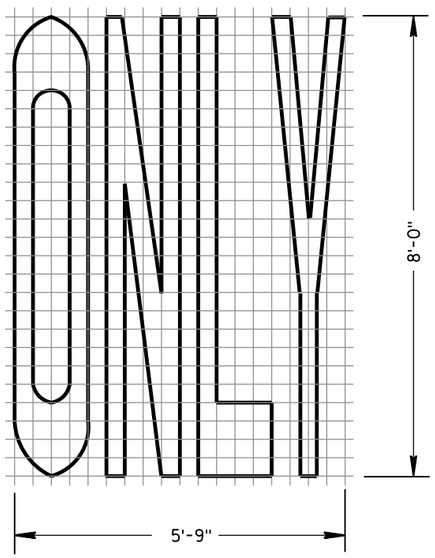
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

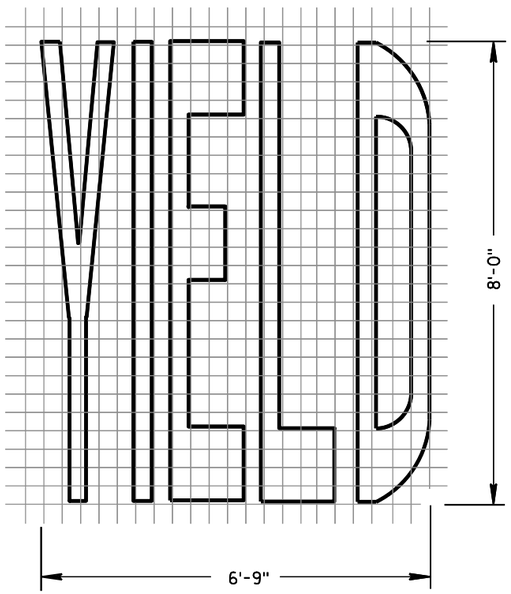


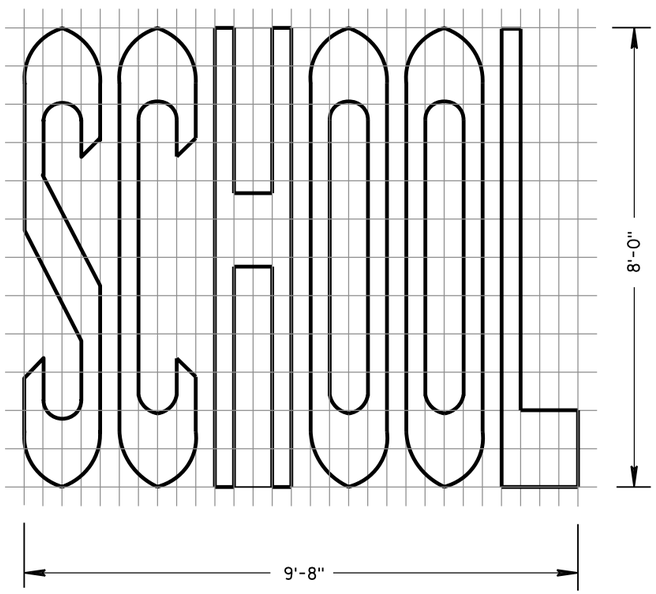




TWO-LANE







SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MARK
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S.D.D. 15 C 7-14b

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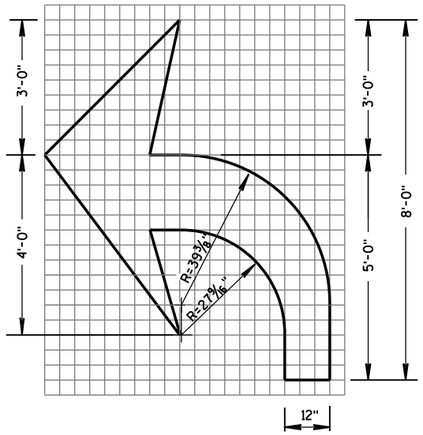
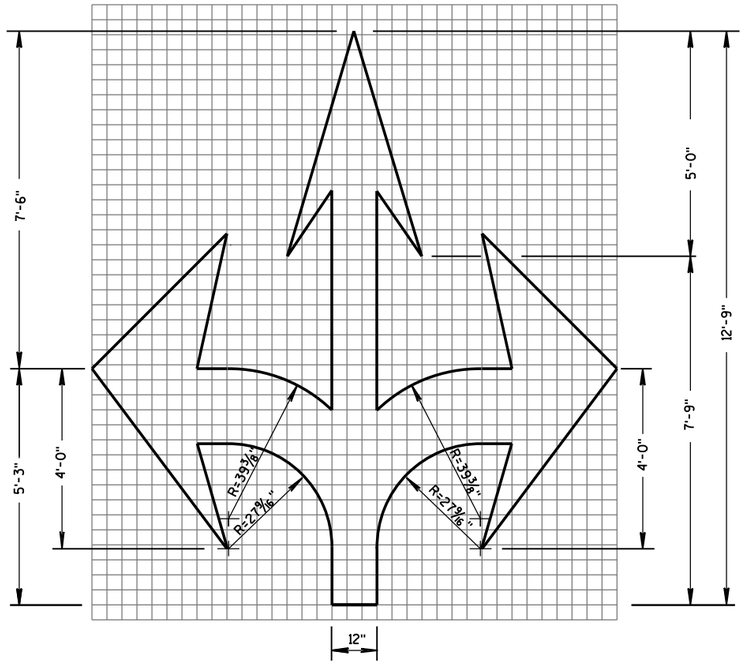
S.D.D. 15 C 7-14b

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.



TYPE 2



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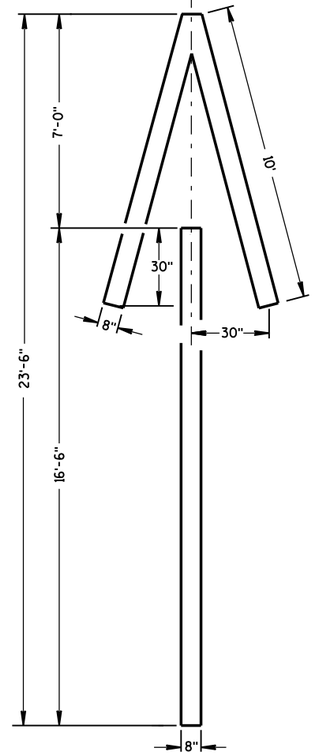

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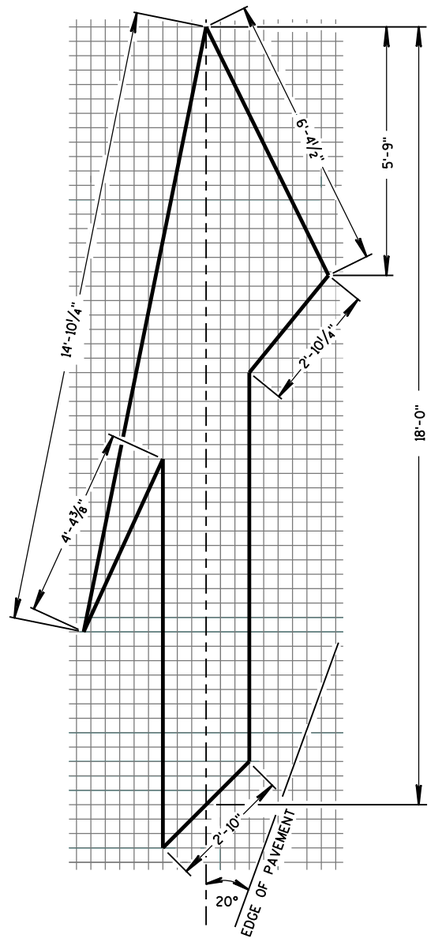
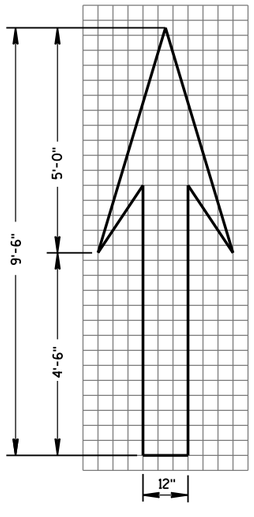
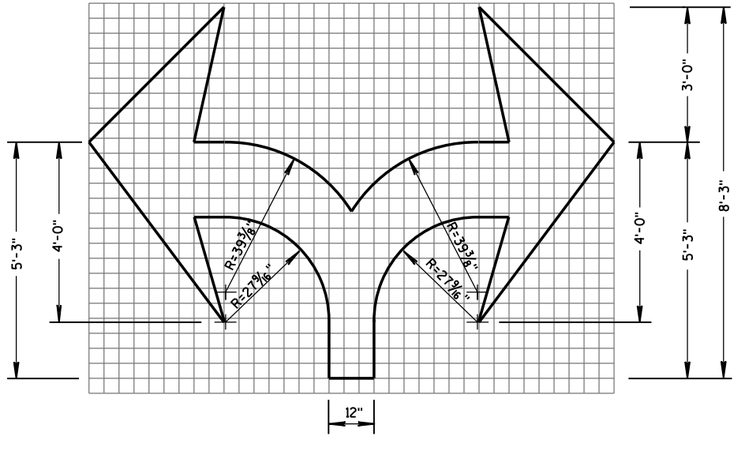


TYPE 5 LANE DROP ARROW



TYPE 1



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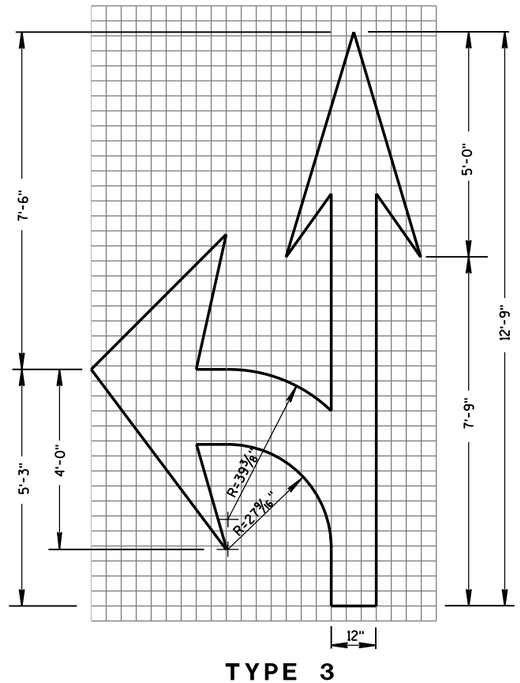

TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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June 2017 — DATE
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S.D.D. 15 C 7-14c

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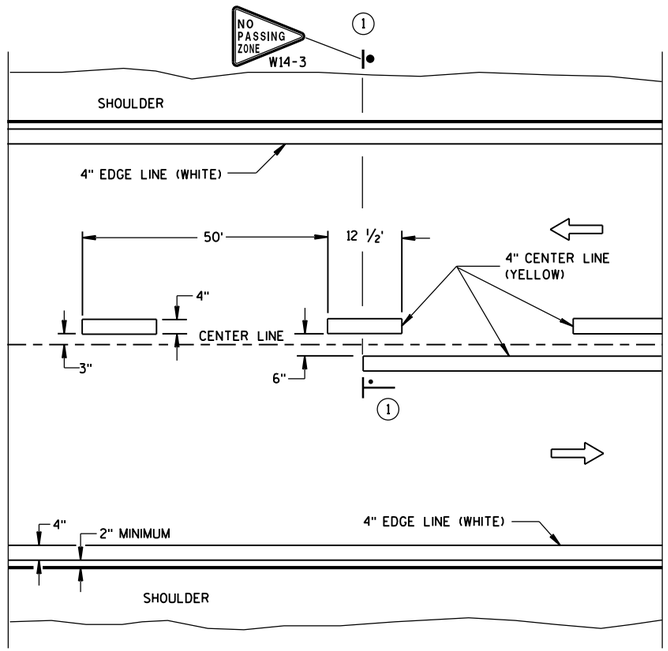
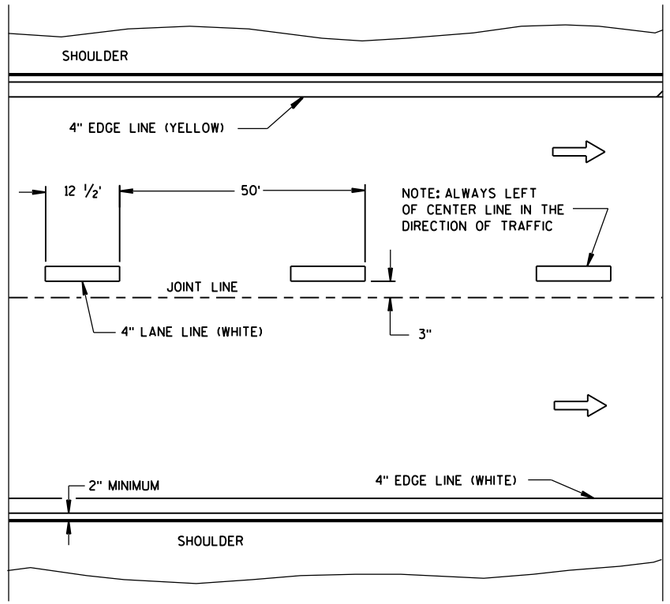


TWO WAY TRAFFIC



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.

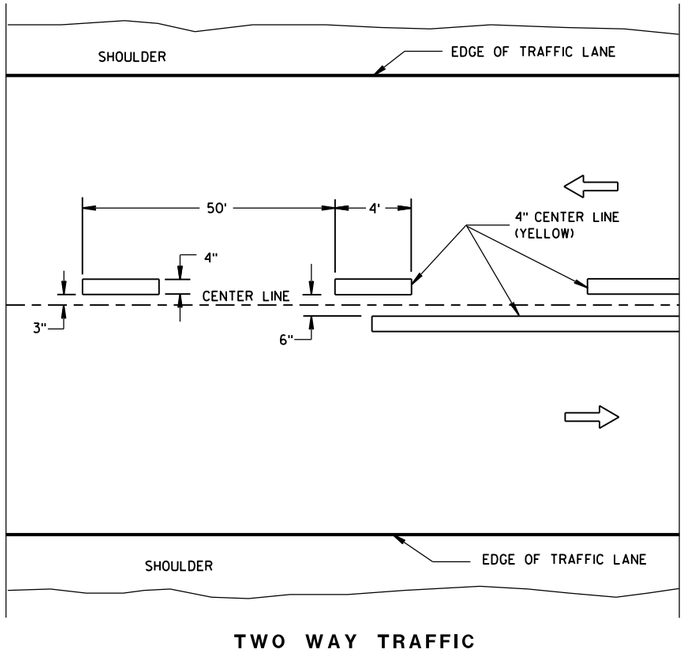
NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

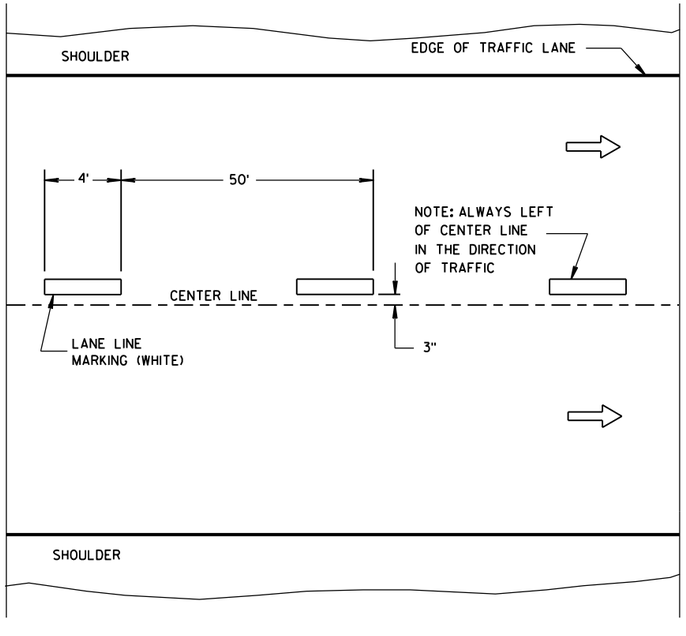
LEGEND

"T" MARKING

POST MOUNTED SIGN



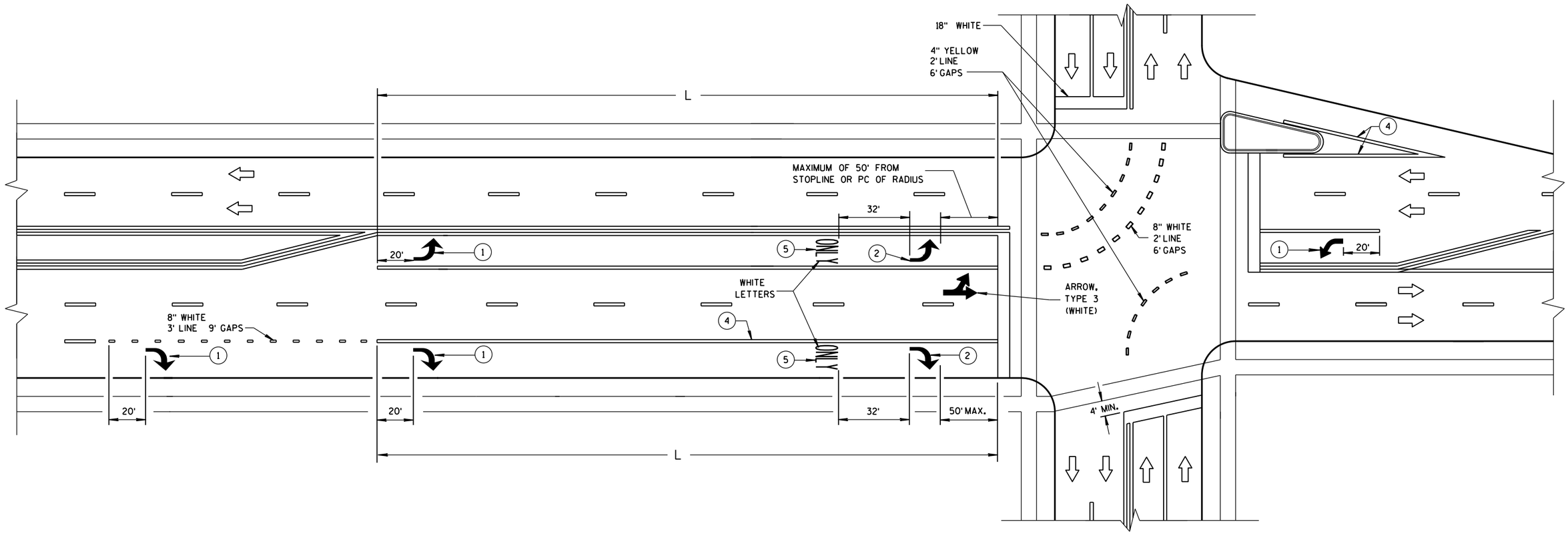
TWO WAY TRAFFIC

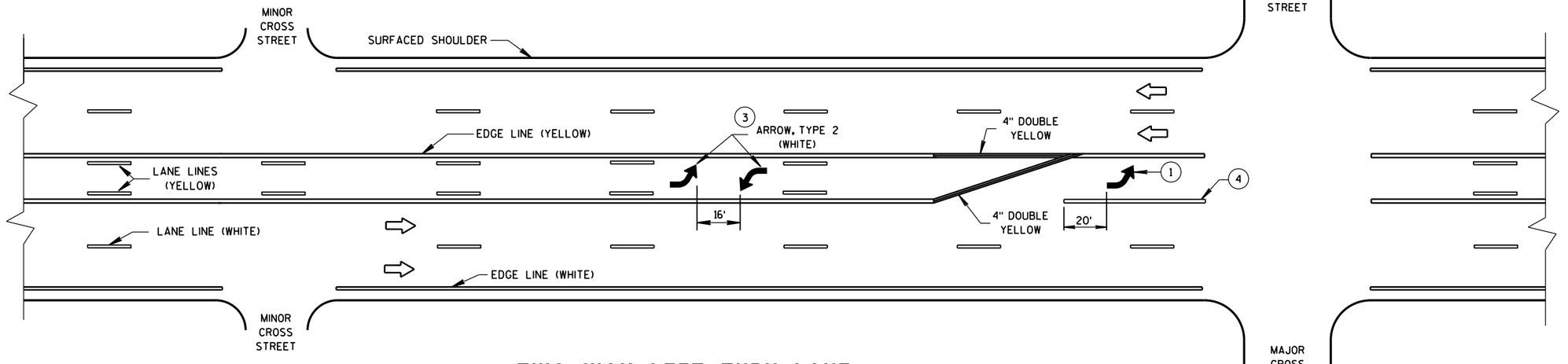


ONE WAY TRAFFIC

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





TWO WAY LEFT TURN LANE

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

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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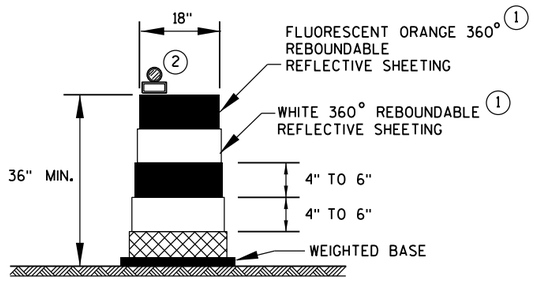
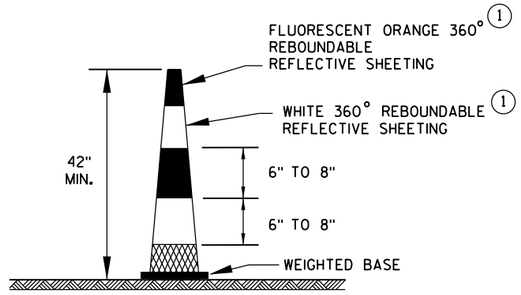
S.D.D. 15 C 8-18b



DRUM

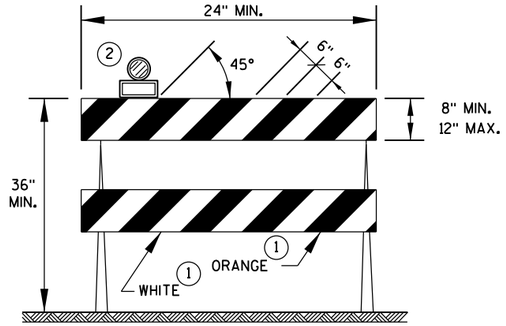


42" CONE

DO NOT USE IN TAPERS
1/2 SPACING OF DRUMS

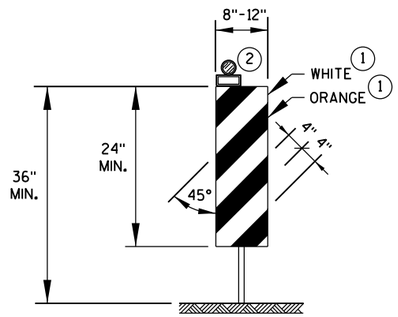
GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



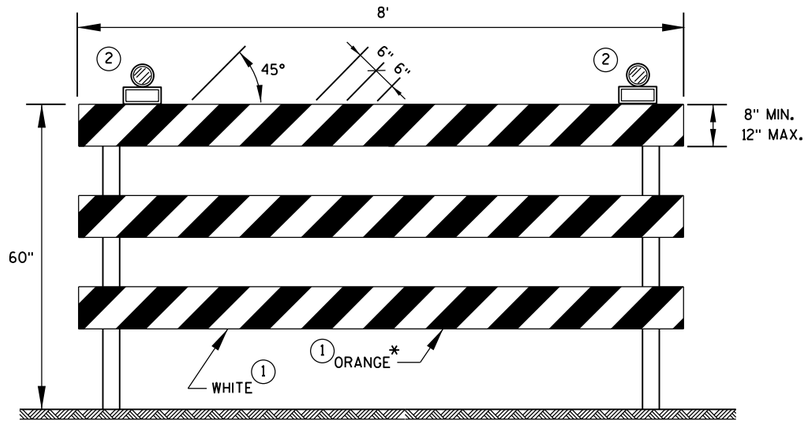
TYPE 2 BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.



VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE 3 BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION, USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
June 2017 DATE	/S/ Andrew Heidtke WORK ZONE ENG
FHWA	

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S.D.D. 15 C 11-7b

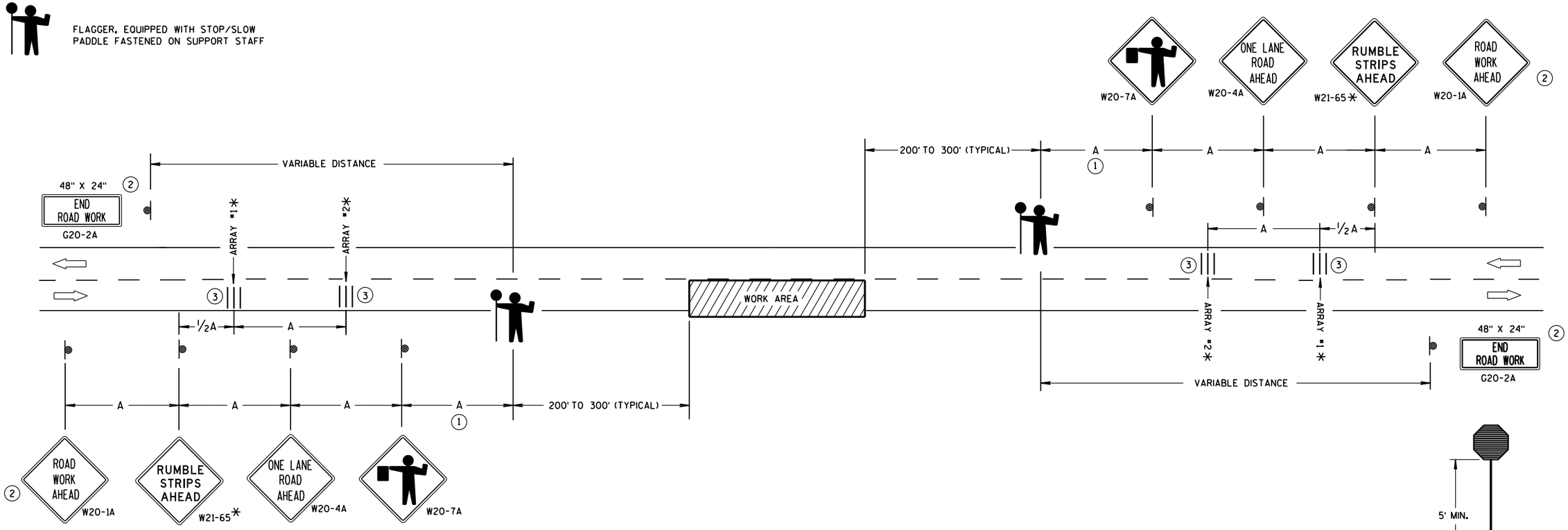
LEGEND

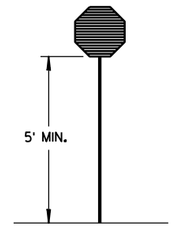
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING A
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

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

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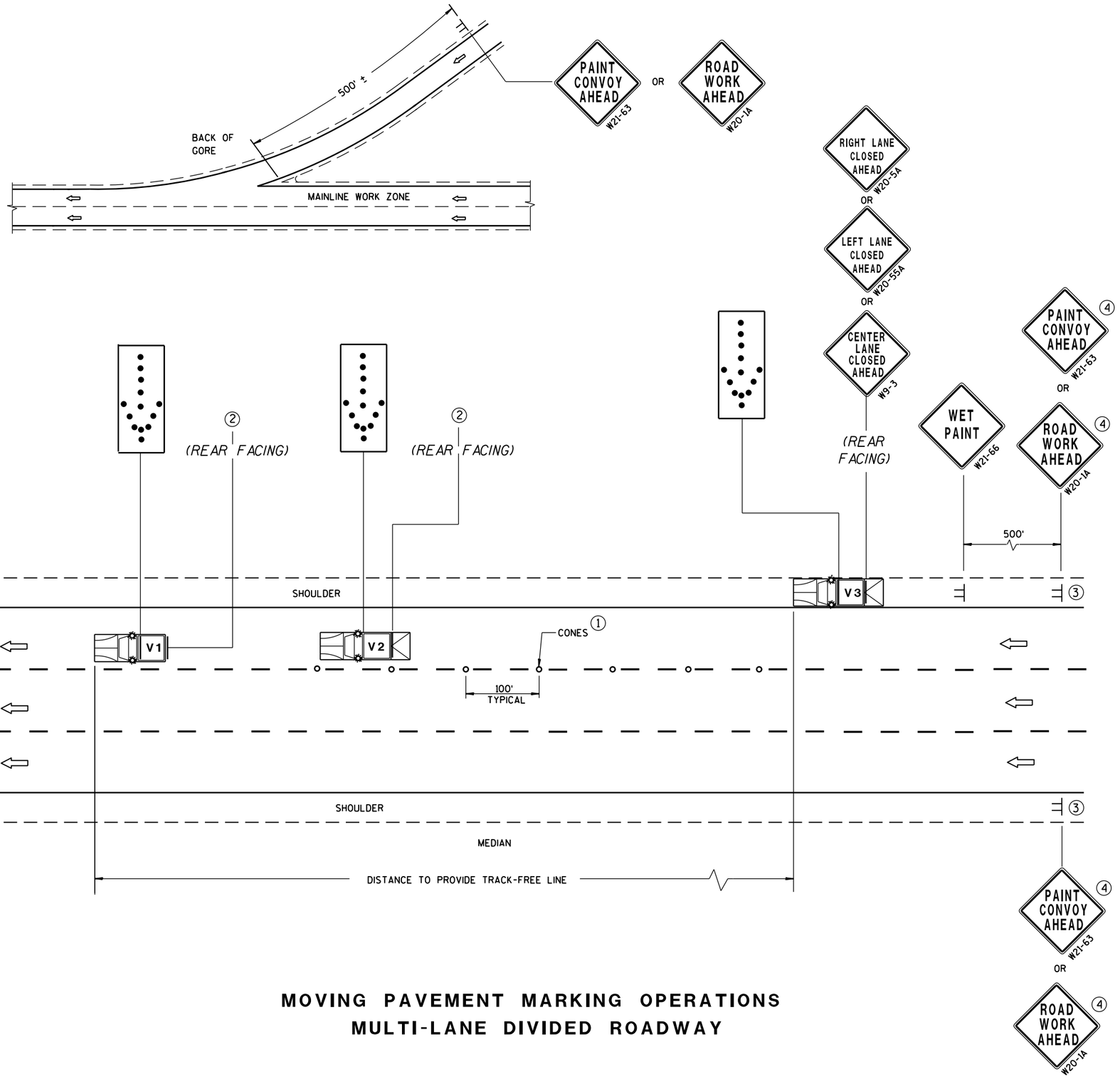
S.D.D. 15 C 12-6



MOVING PAVEMENT MARKING OPERATIONS
MULTI-LANE DIVIDED 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. USE DOUBLE ARROWS WHEN CONVOY IS IN CENTER LANE ONLY.

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

THIS DRAWING SHALL BE USED FOR EDGELINE OR LANELINE MARKING FOR MULTILANE DIVIDED 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) SIGNS SHALL BE REPEATED AFTER EVERY ON RAMP OR EVERY THREE MILES.

(4) 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 DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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Sept. 2017 — DATE
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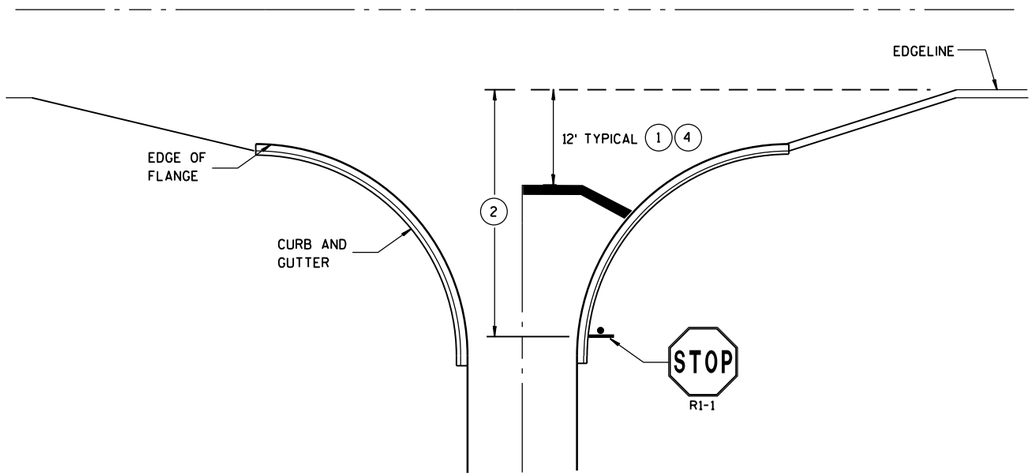
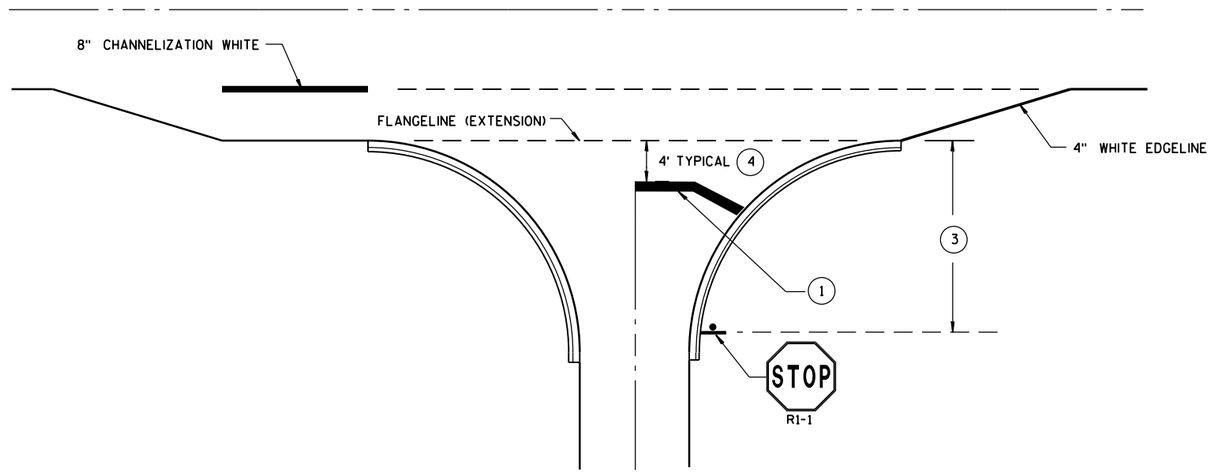
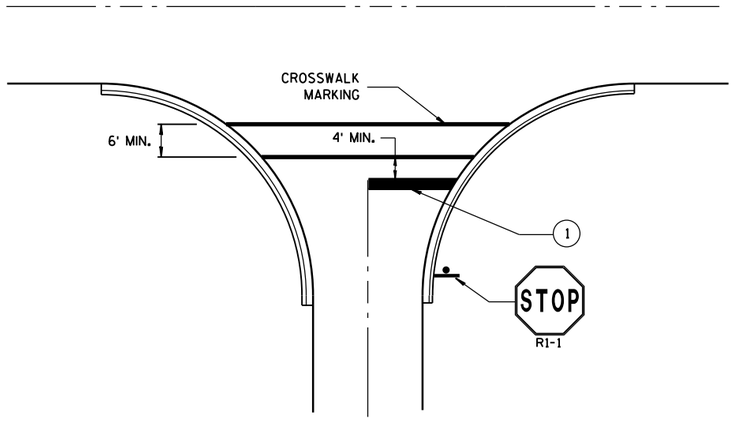


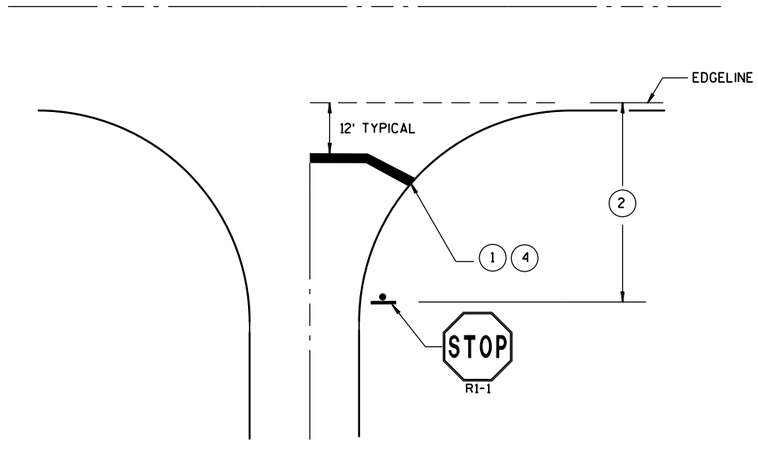
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



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

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

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

Sept., 2017 — DATE

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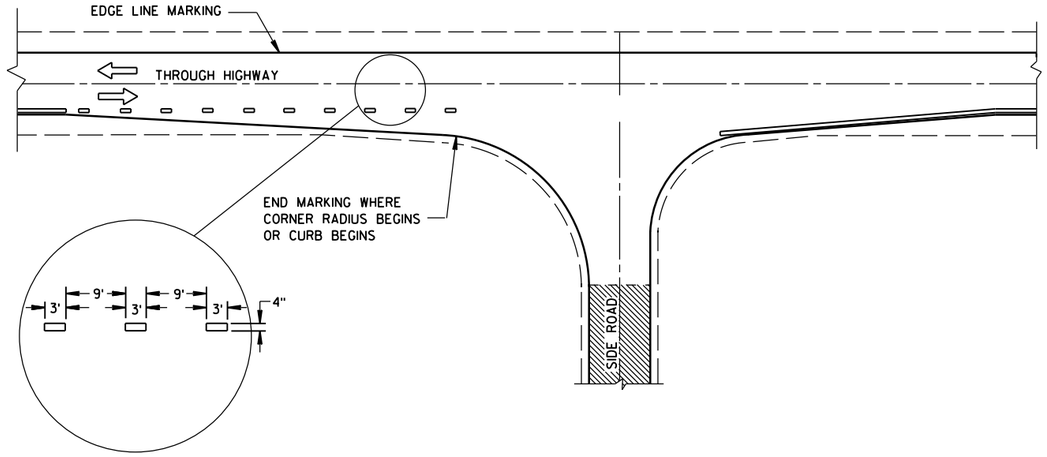


MINOR INTERSECTION

GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

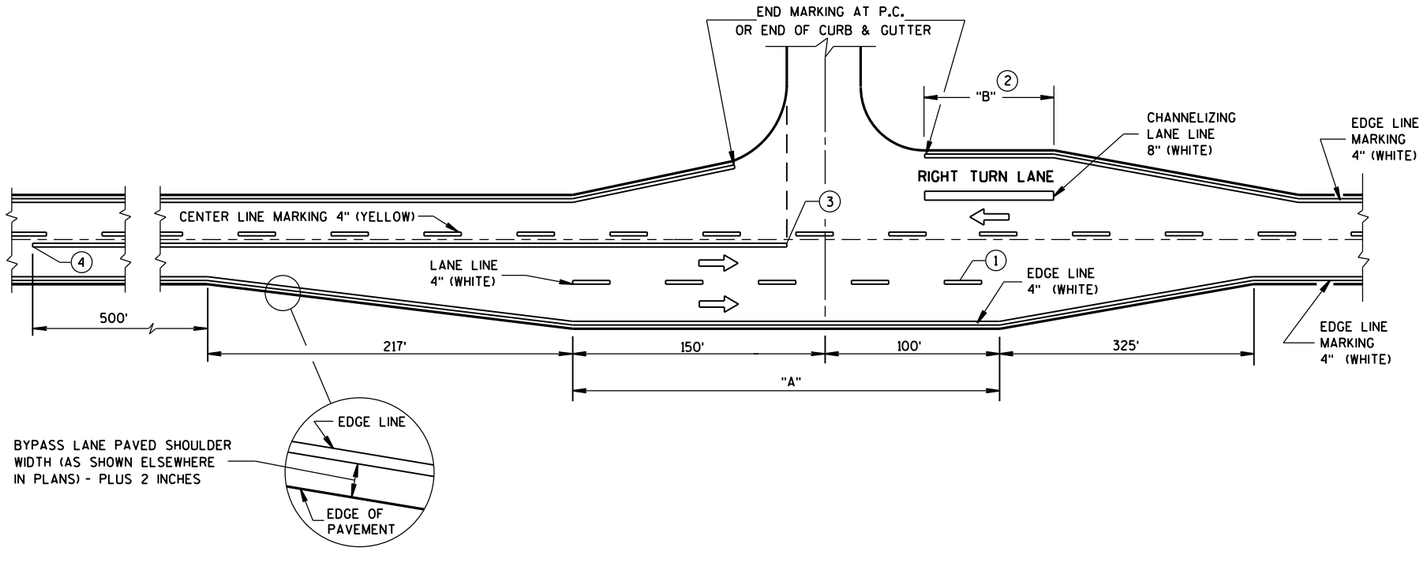
(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

(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 LANE)

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 15 C 35-2a

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.

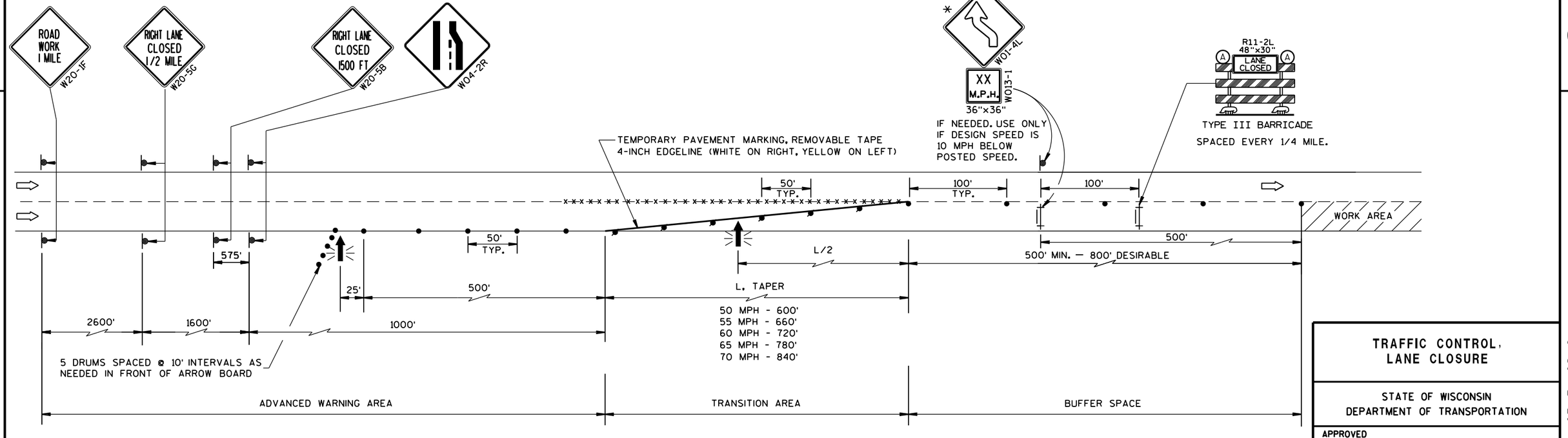
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

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 TRAFFIC SAFETY ENGINEER
FHWA

6

S.D.D. 15 D 12-6a

LEGEND

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

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIREABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

ALL SIGNS ARE 48"×48" UNLESS OTHERWISE NOTED.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

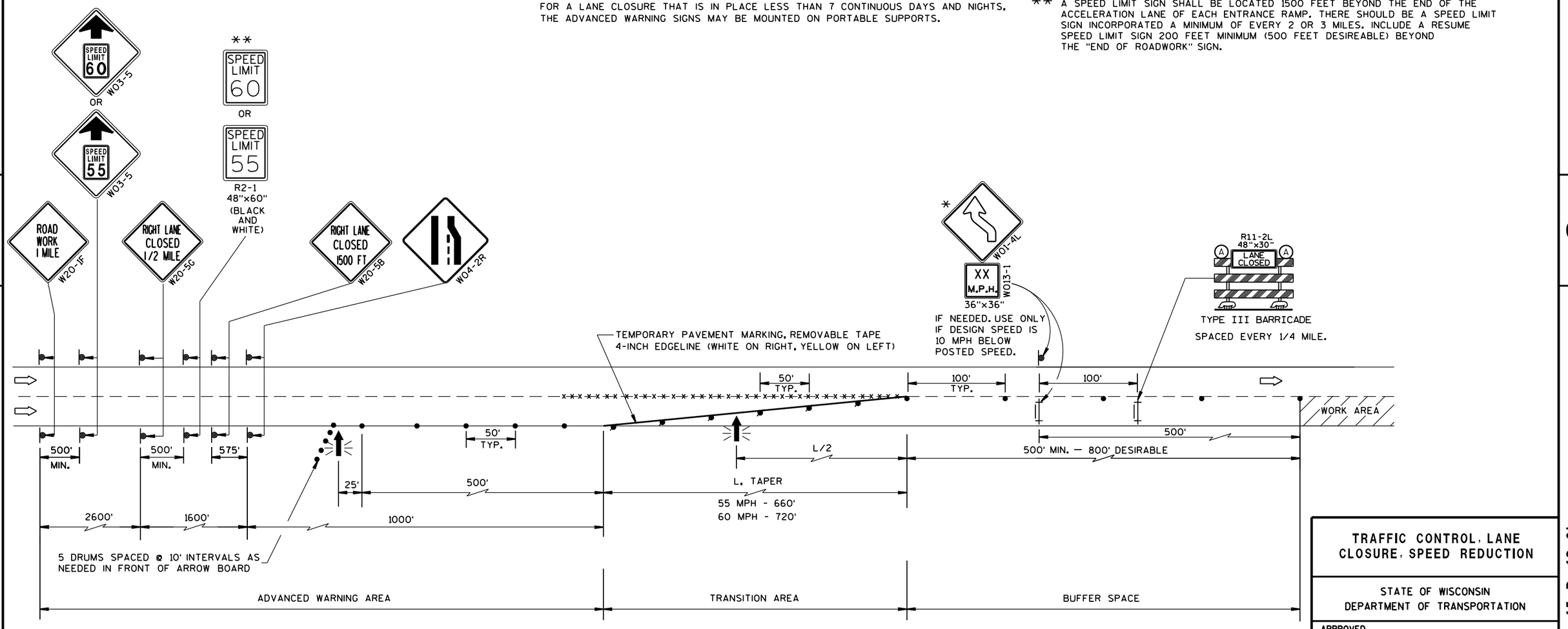
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

* THE LEFT REVERSE CURVE SIGN (WO1-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.

** A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. THERE SHOULD BE A SPEED LIMIT SIGN INCORPORATED A MINIMUM OF EVERY 2 OR 3 MILES. INCLUDE A RESUME SPEED LIMIT SIGN 200 FEET MINIMUM (500 FEET DESIREABLE) BEYOND THE "END OF ROADWORK" SIGN.



TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2016 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE TRAFFIC ENGINEER
FHWA

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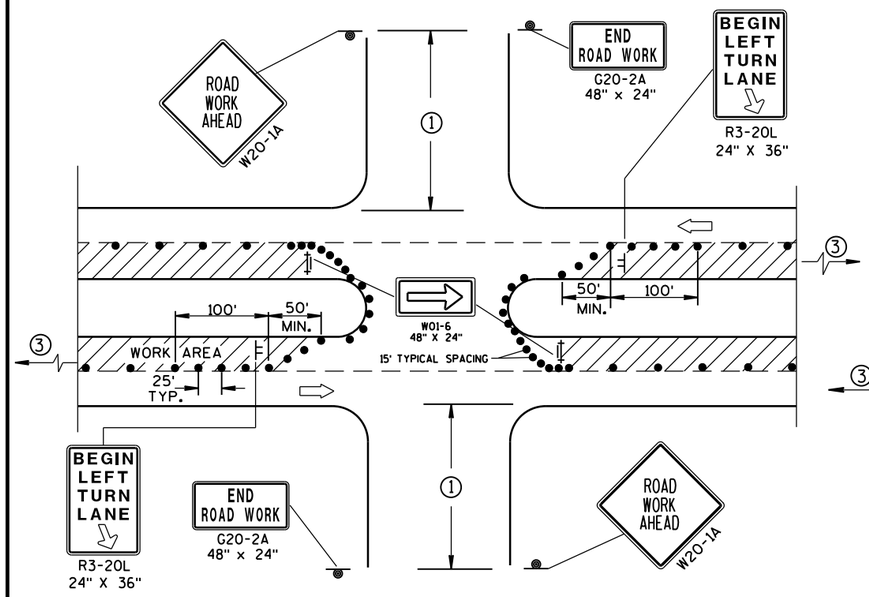
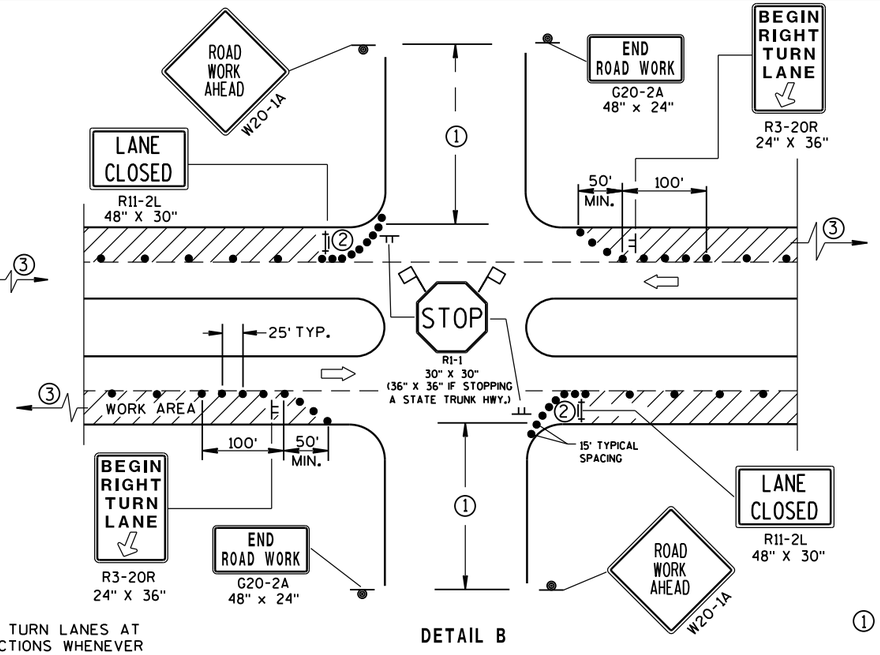
S.D.D. 15 D 12-6b



DETAIL A

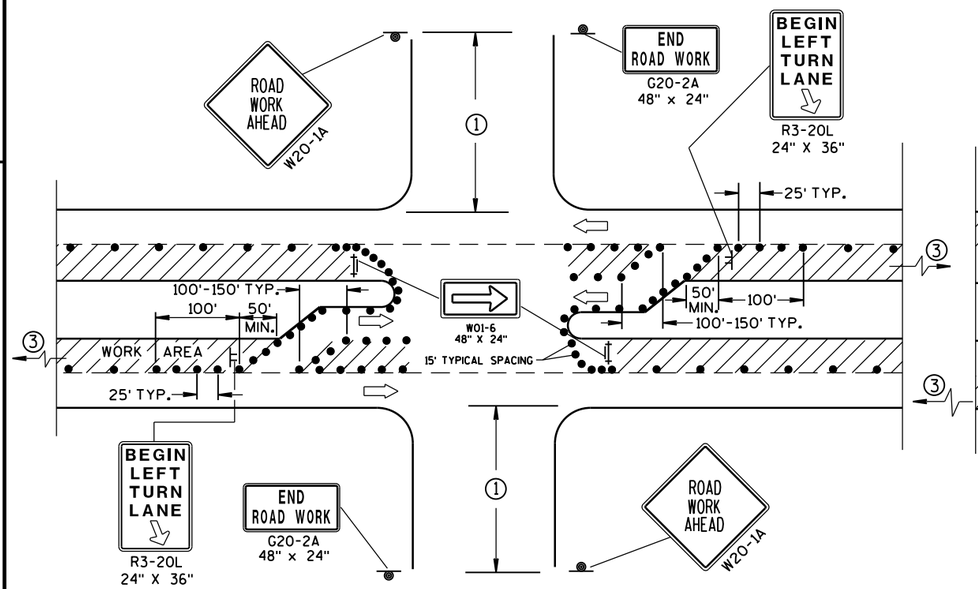
FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING



DETAIL B

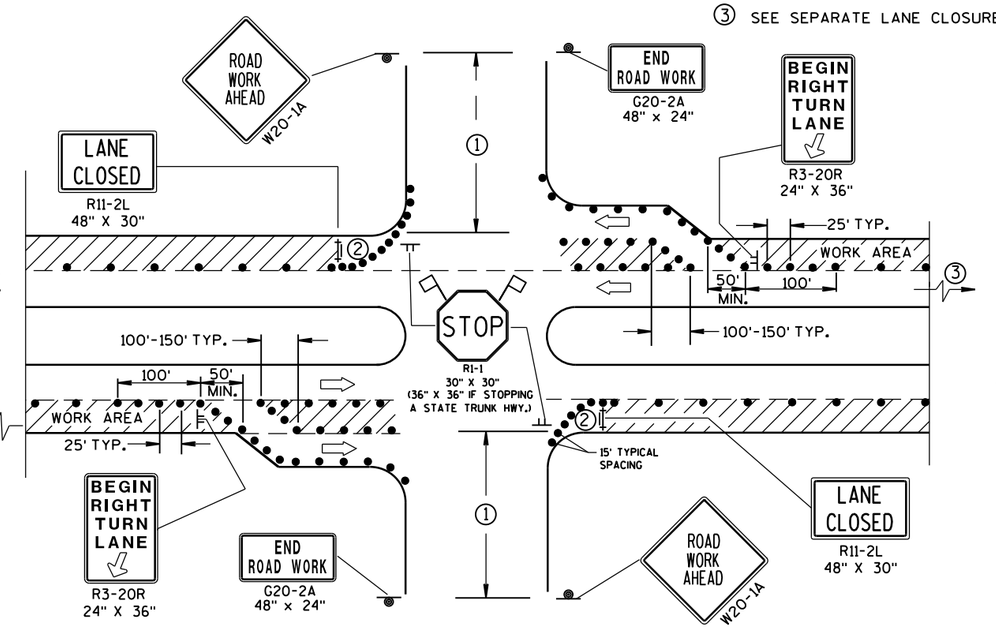
FOR RIGHT LANE CLOSURE AT INTERSECTION

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



DETAIL C

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)



DETAIL D

FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

GENERAL NOTES

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

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

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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

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

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

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

① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35-40 MPH.
200' IF 25-30 MPH.

② ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., (ORANGE)
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2017 — DATE
/S/ Andrew Heidtke — WORK ZONE ENG
FHWA

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S.D.D. 15 D 21-5

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- WORK AREA

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT SHOULDER. FOR CLOSING THE LEFT SHOULDER, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR DIVIDED ROADWAYS WITH ANY NUMBER OF TRAVEL LANES.

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

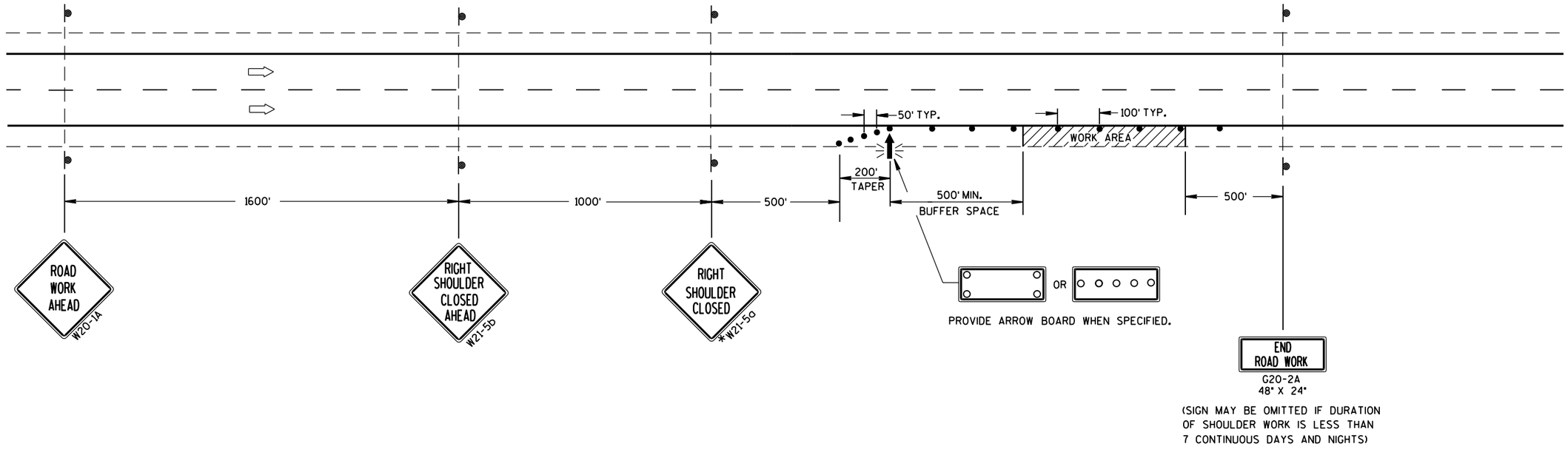
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

WHEN A 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.

*FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR, THE W21-5a SIGN MAY BE OMITTED.



TRAFFIC CONTROL SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

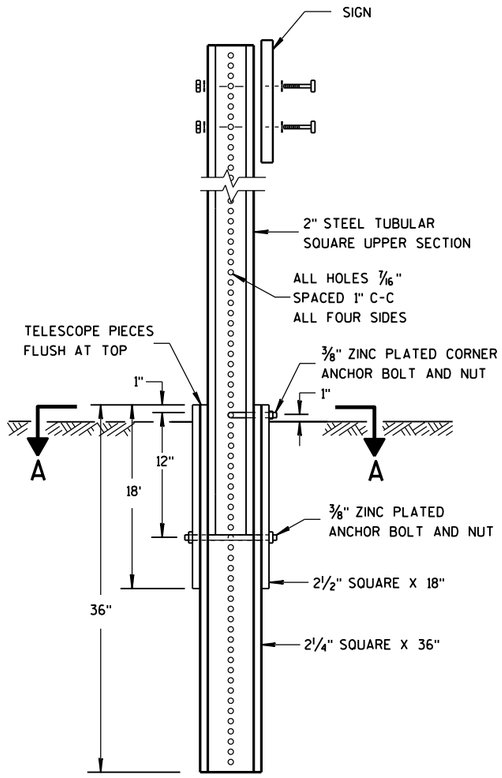
June 2016 — DATE

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

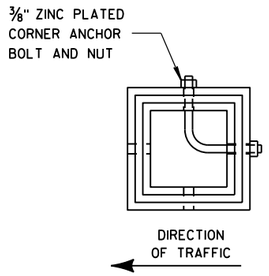
FHWA

6

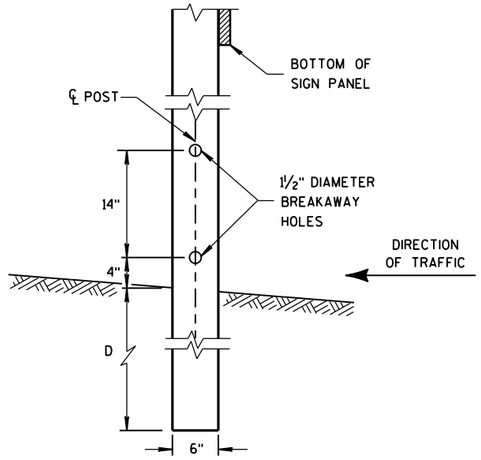
S.D.D. 15 D 27-3



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



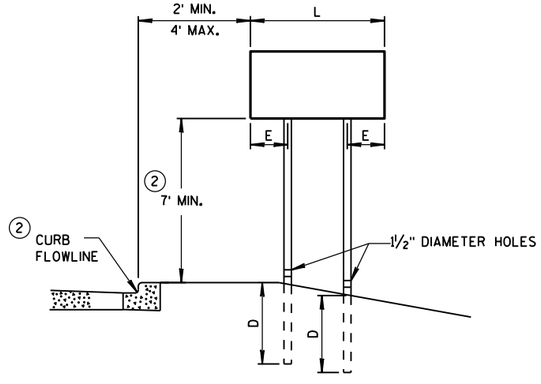
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

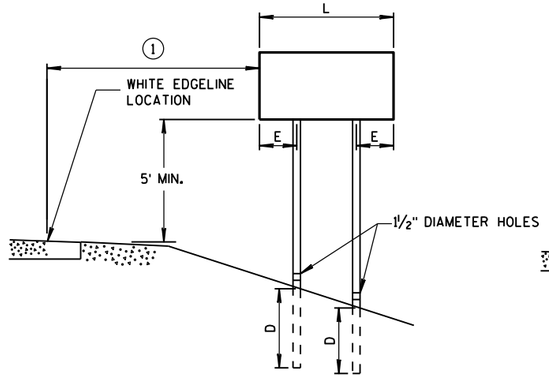
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

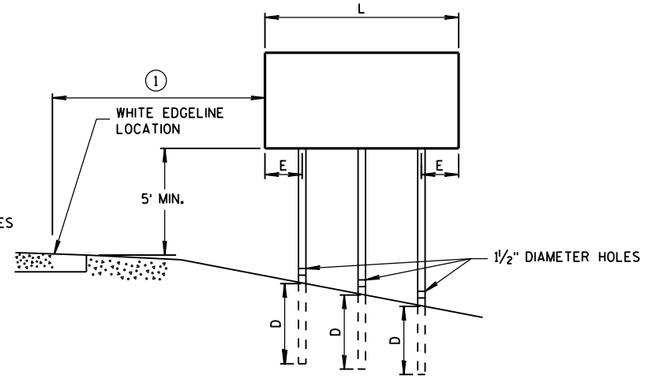
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK 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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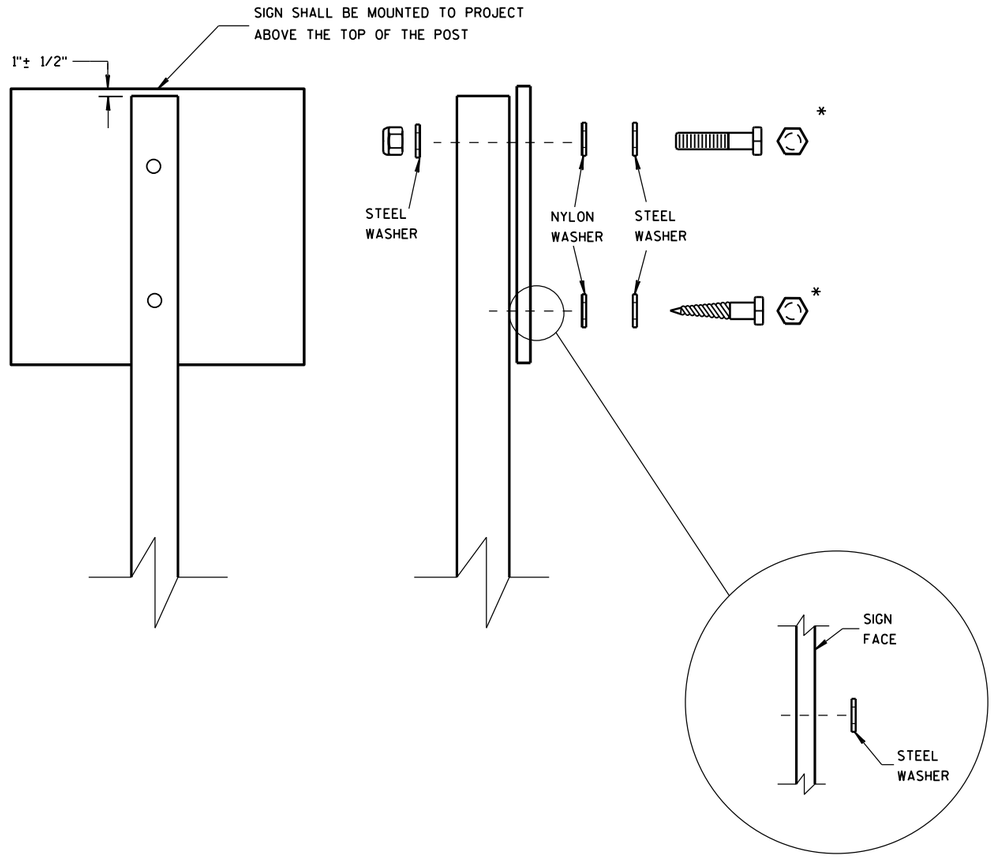
S.D.D. 15 D 38-2a



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

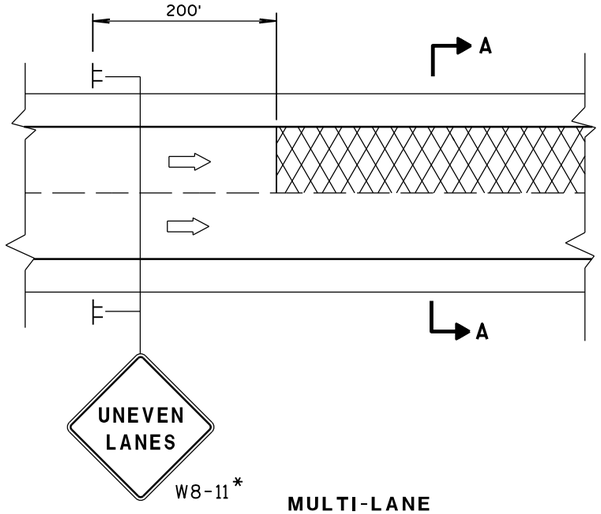
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

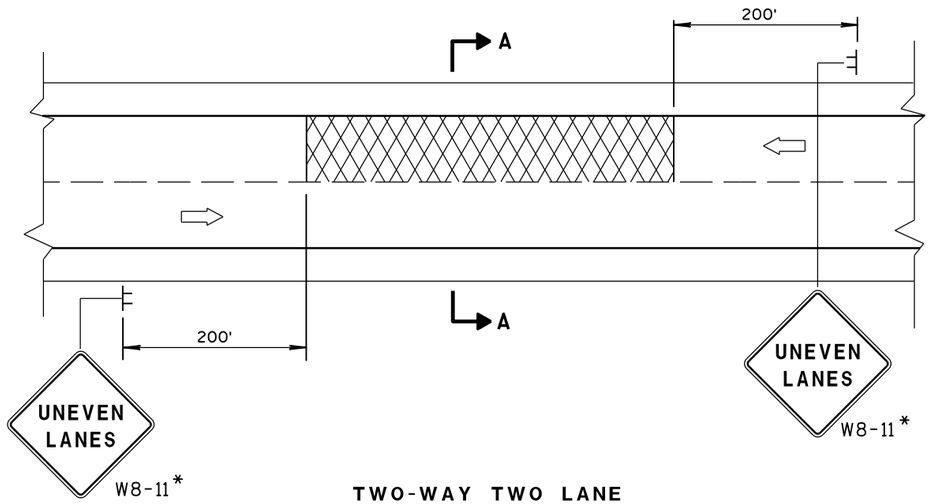
June 2017
DATE

/S/ Andrew Heldtke
WORK ZONE ENG

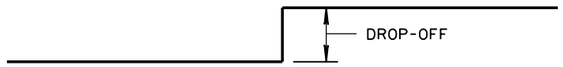
FHWA



MULTI-LANE

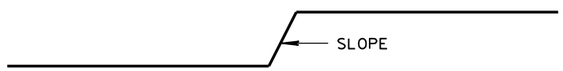


TWO-WAY TWO LANE

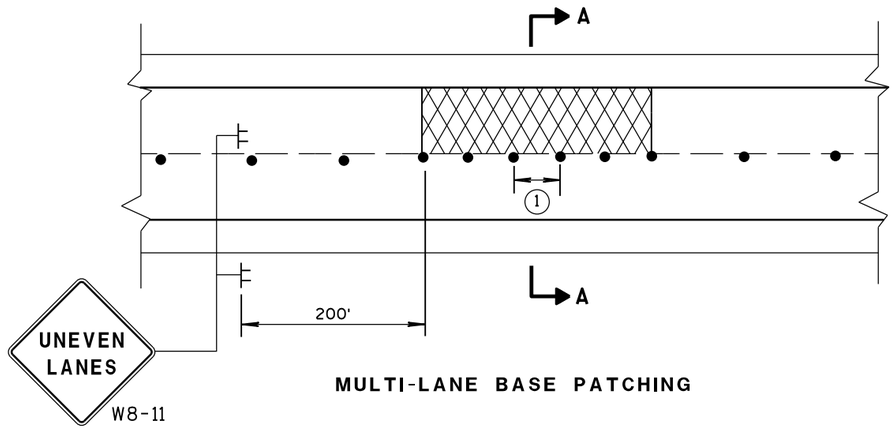


SECTION A-A

OR

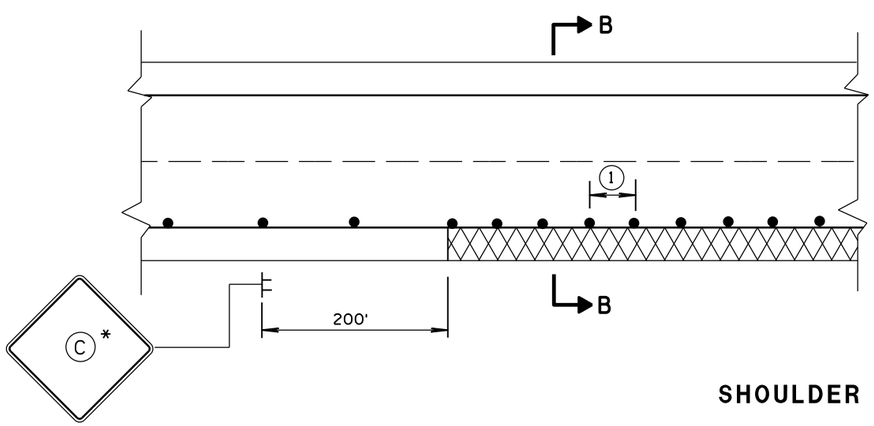


SECTION A-A

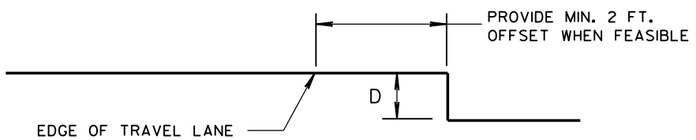


MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS



SHOULDER DROP-OFFS



SECTION B-B

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY ½ MILE.

(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER W08-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP-OFF W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

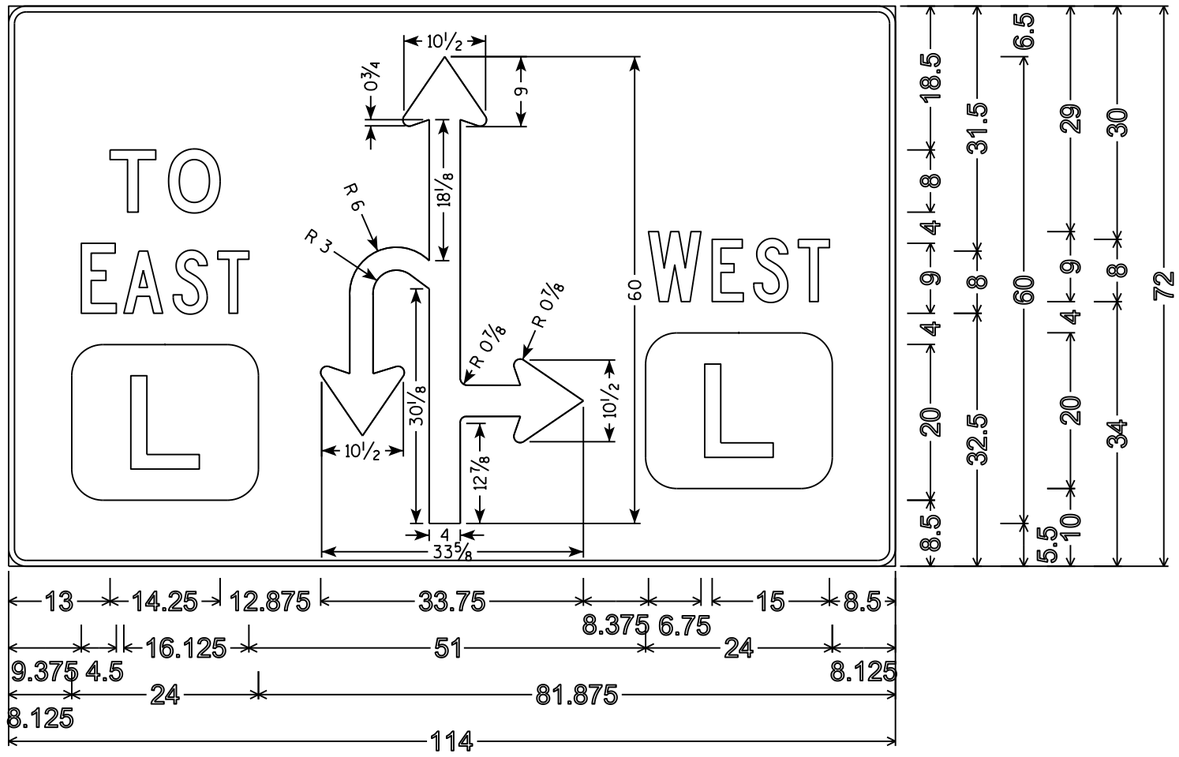
APPROVED
March, 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENGI
FHWA

6

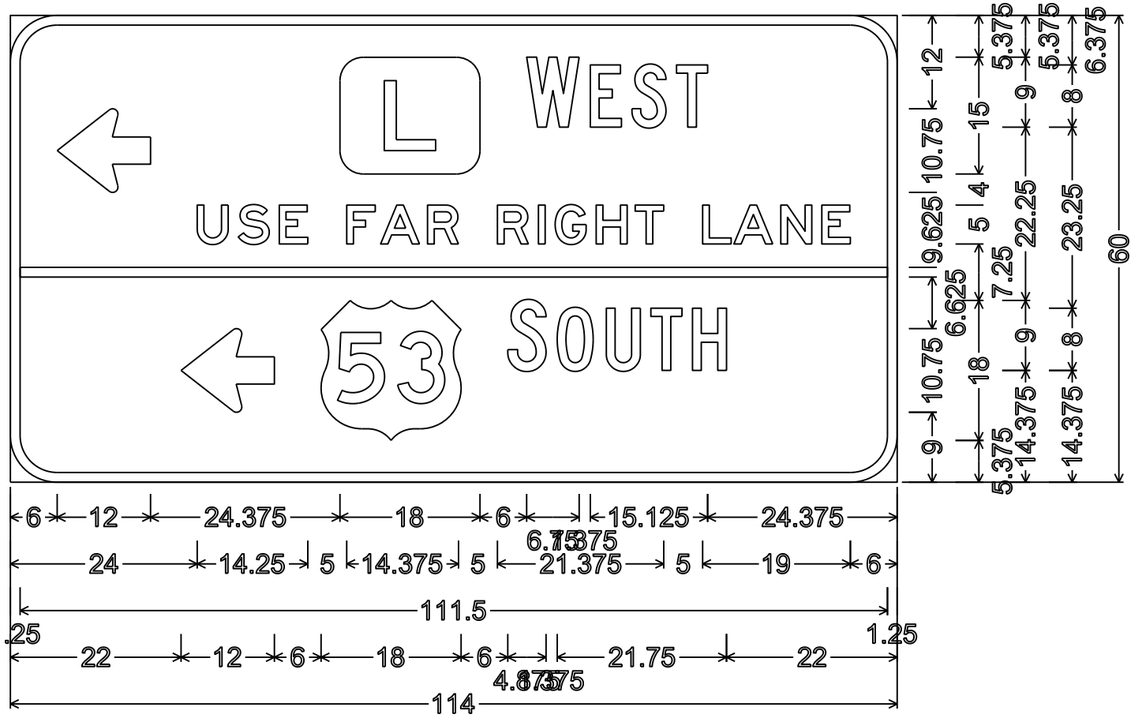
S.D.D. 15 D 39-1

NOTES

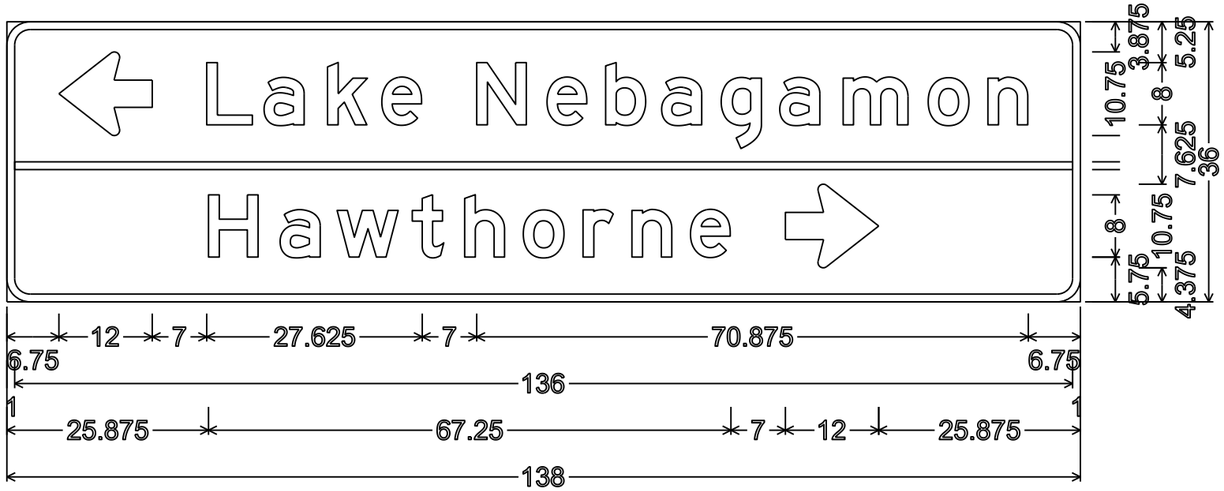
1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E exceot as Shown



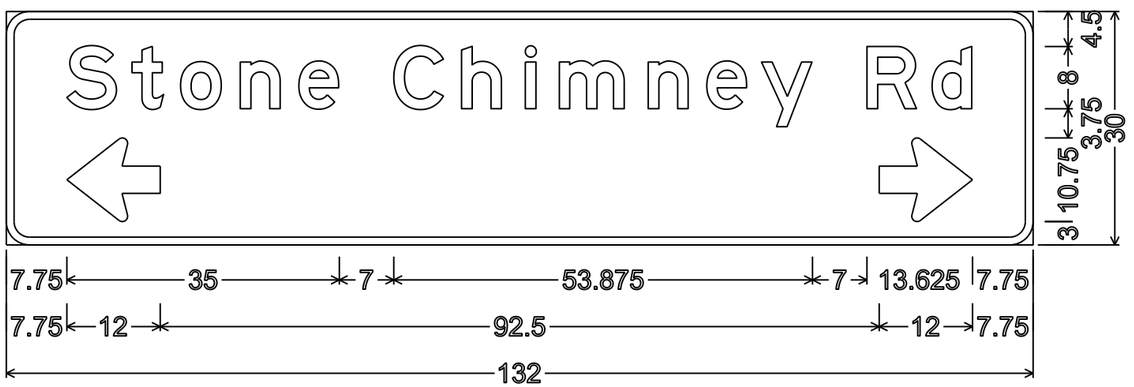
2.250" Radius, 0.750" Border,
"TO" E; "EAST" C; "WEST" C



6.000" Radius, 1.250" Border, White on Green;
"WEST" C; "SOUTH" C



D1-2; 3.000" Radius, 1.000" Border



D1-61; 3.000" Radius, 1.000" Border

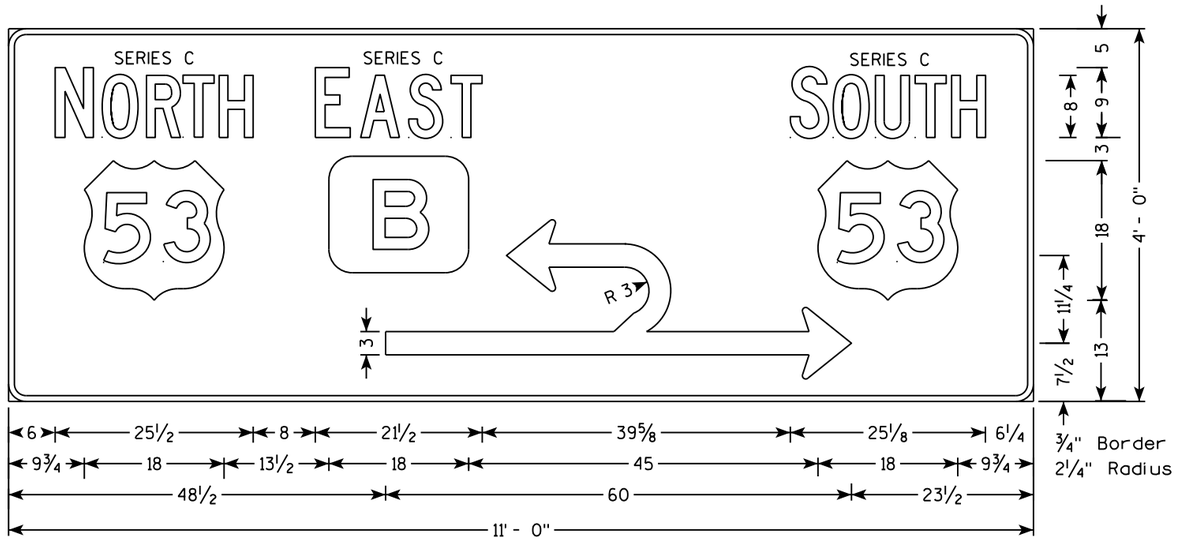
7

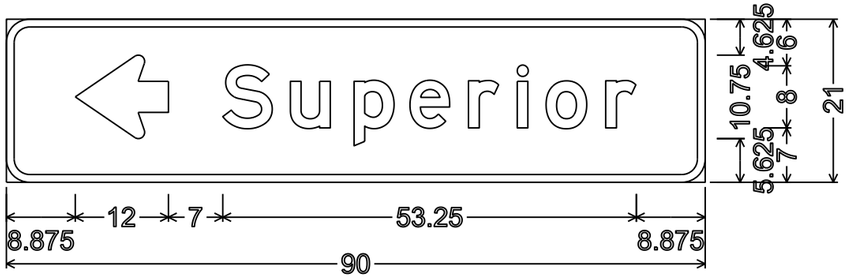
7

PROJECT NO: 1198-02-83	HWY: USH 53	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET NO: 122	E

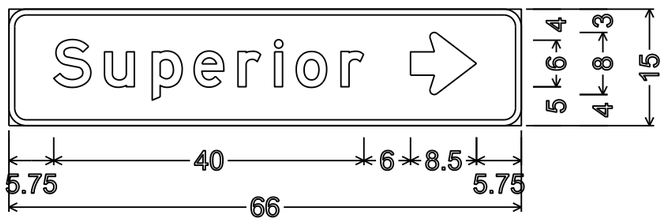
NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E exceot as noted



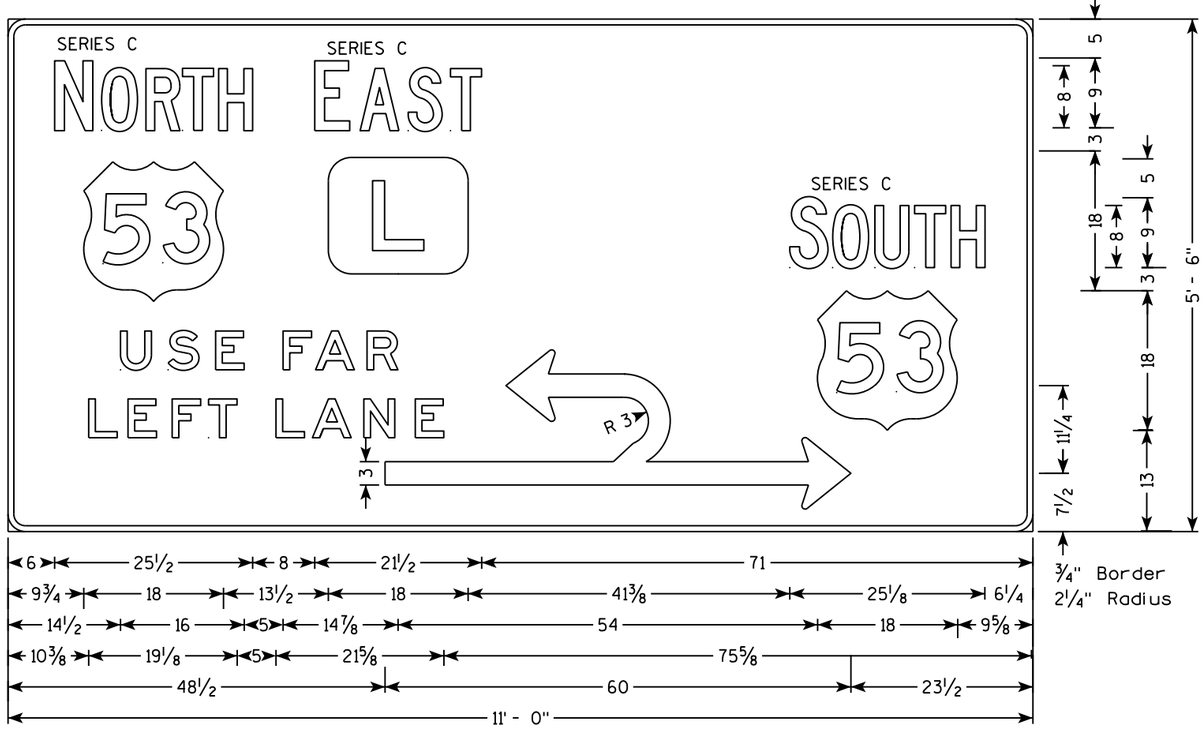


D1-1; 3.000" Radius, 1.000" Border



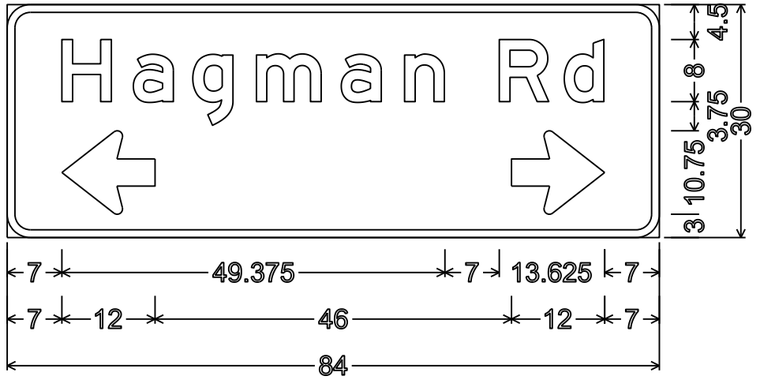
D1-1;
2.250" Radius, 0.750" Border

D1-61;
3.000" Radius, 1.000" Border

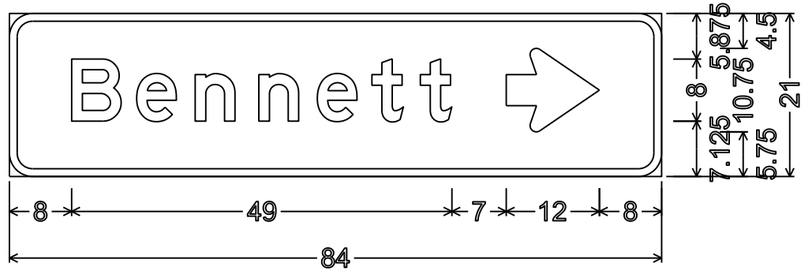


NOTES

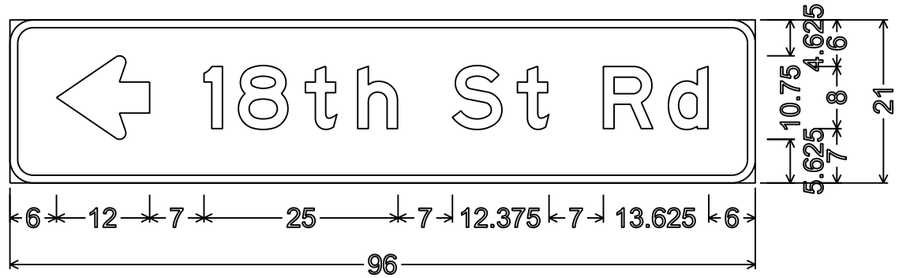
1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green except as noted
   Message - White
3. Message Series - E exceot as noted



D1-61;
3.000" Radius, 1.000" Border

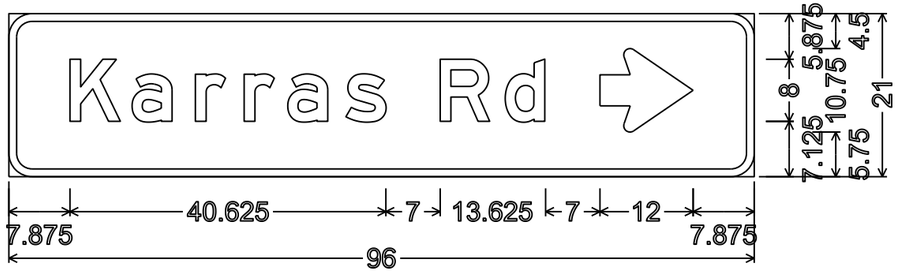


D1-1;
3.000" Radius, 1.000" Border

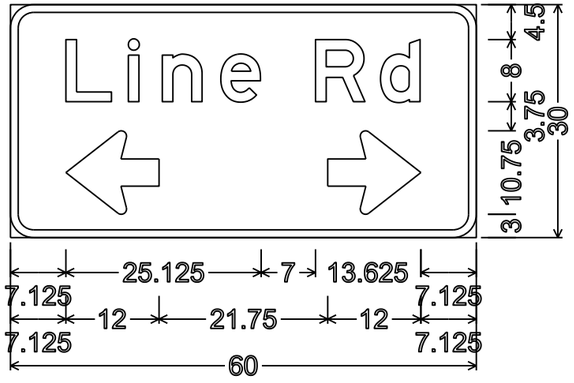


D1-1; 3.000" Radius, 1.000" Border

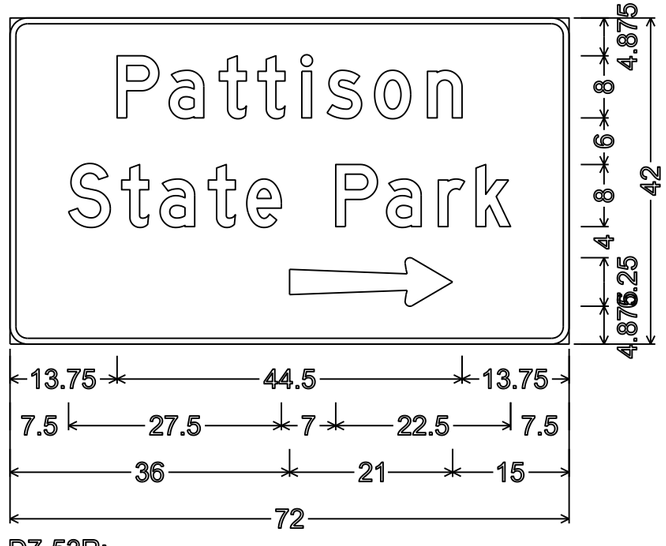
D1-1; 3.000" Radius, 1.000" Border



D1-1; 3.000" Radius, 1.000" Border



D1-61;
3.000" Radius, 1.000" Border



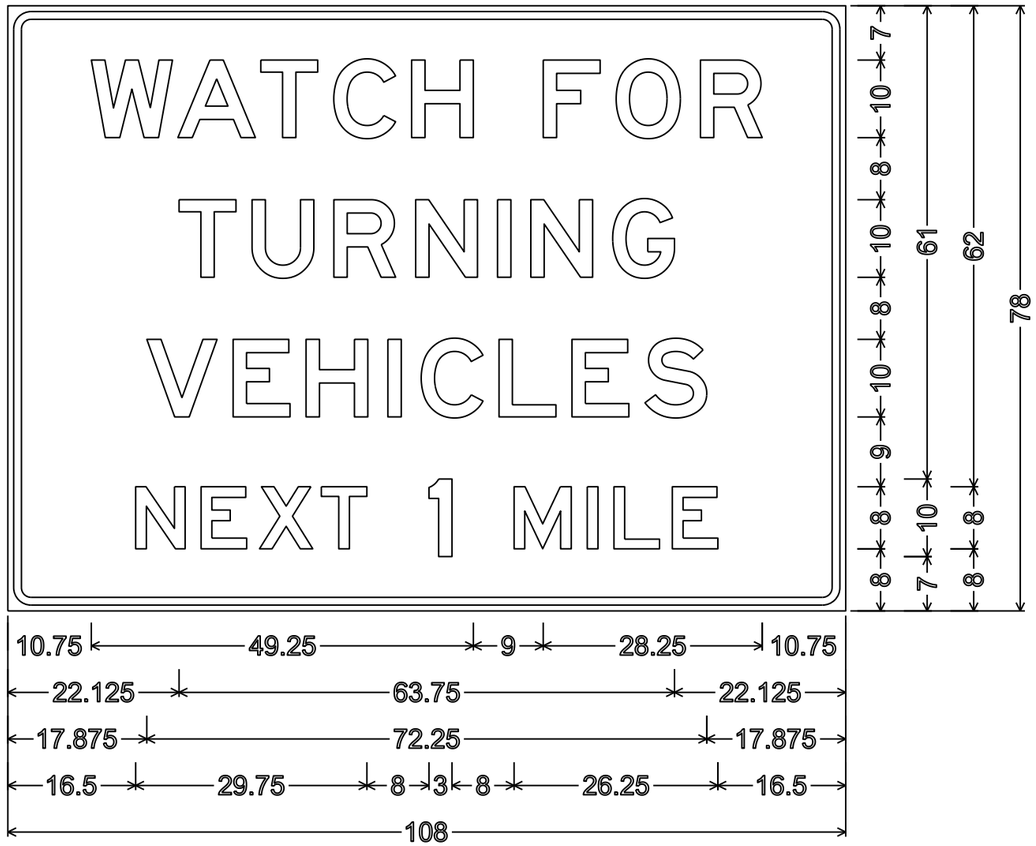
D7-53R;
2.250" Radius, 0.750" Border, White on Brown;
"Pattison" D; "State" D; "Park" D

7

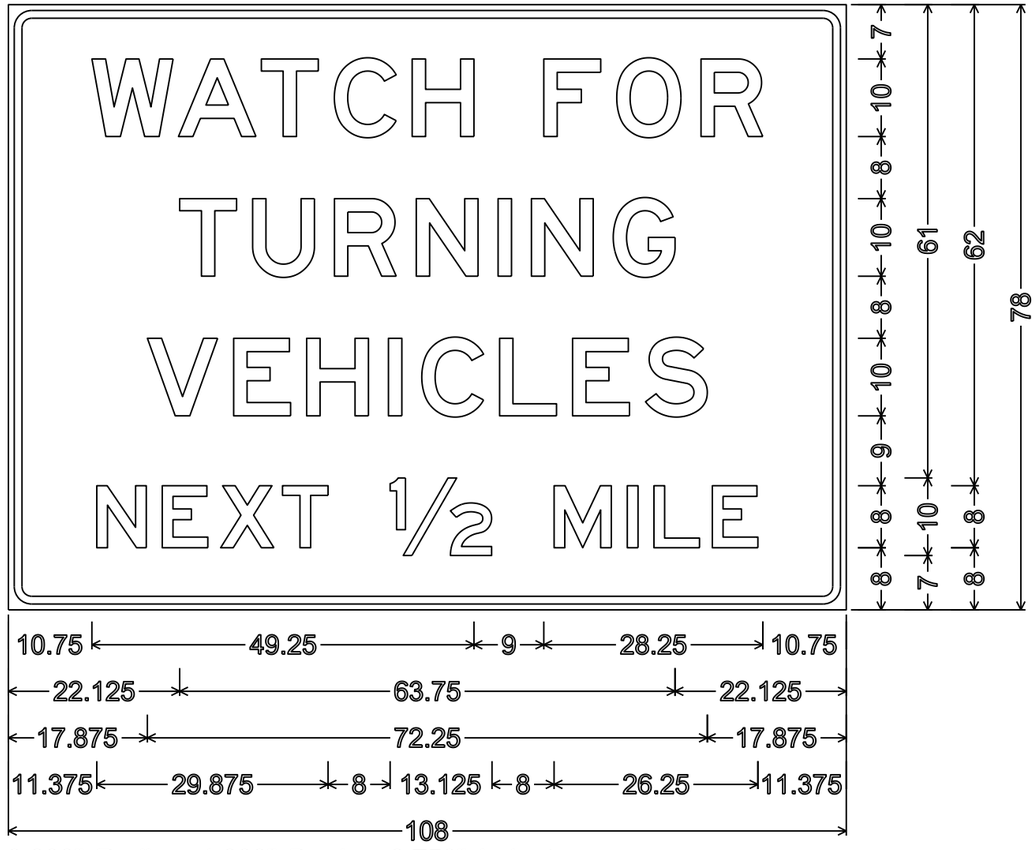
7

NOTES

1. All Signs Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - E



3.000" Radius, 1.000" Border, 0.750" Indent



3.000" Radius, 1.000" Border, 0.750" Indent

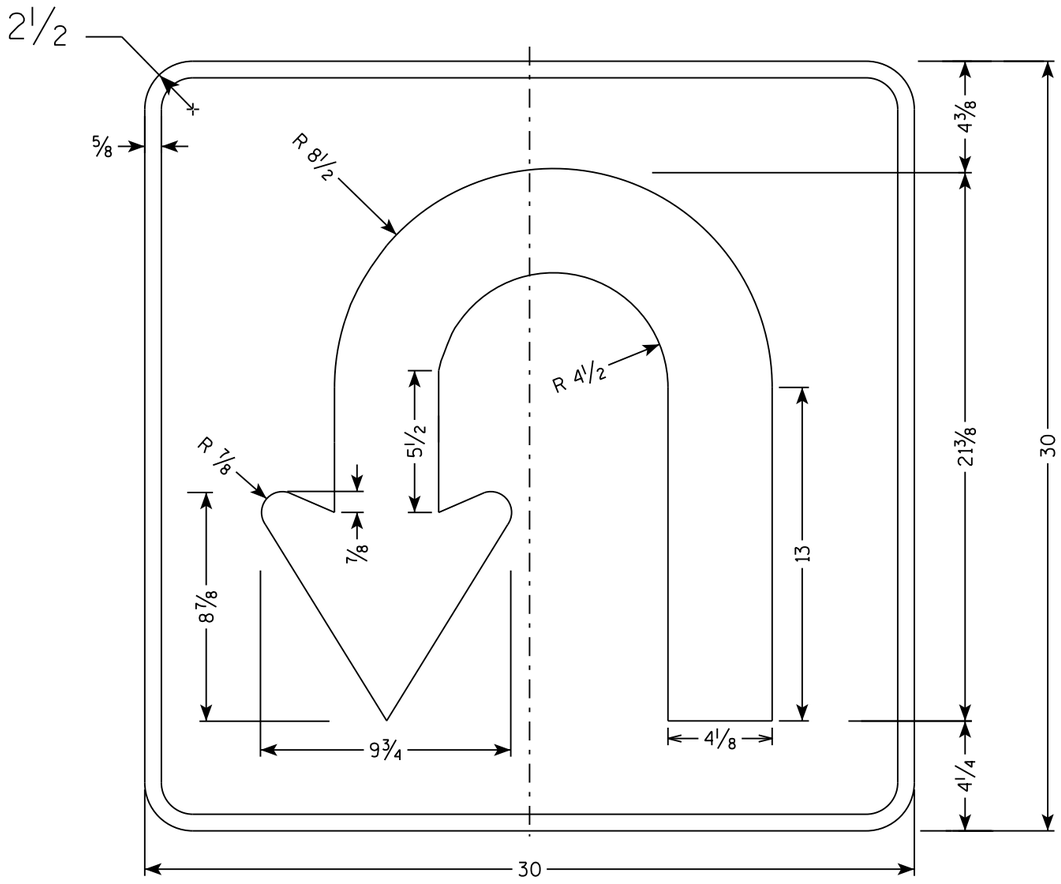
7

7

PROJECT NO: 1198-02-83	HWY: USH 53	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET NO: 125	E

NOTES

1. Sign Is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black



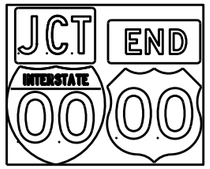
7

7

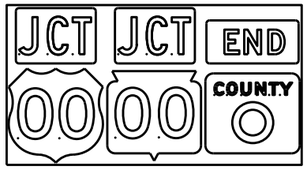
PROJECT NO: 1198-00-78	HWY: USH 53	COUNTY: DOUGLAS	PERMANENT SIGNING	SHEET NO: 126	E

TYPICAL ASSEMBLIES

J1-1

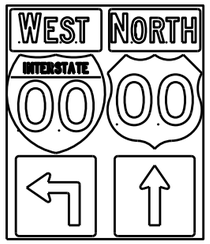


J1-2

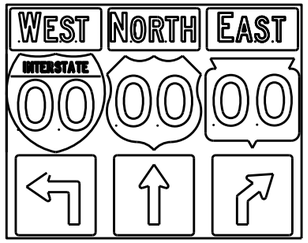


J1-3

J2-1



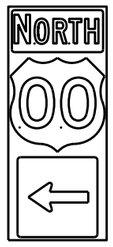
J2-2



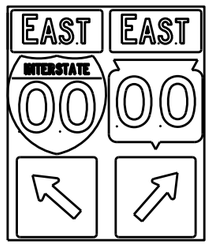
J2-3

JV

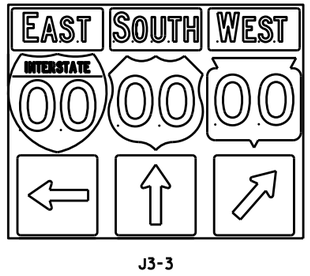
(Typical Vertical J-Assembly
See Note 10 and 11)



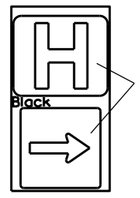
J3-1



J3-2



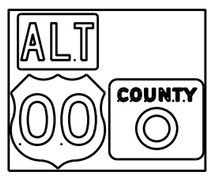
J3-3



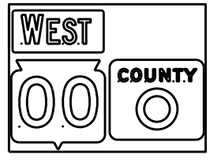
Blue Background

JH-1

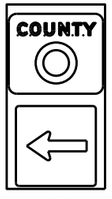
J4-1



J4-2



J4-2



J13-1

J12-1

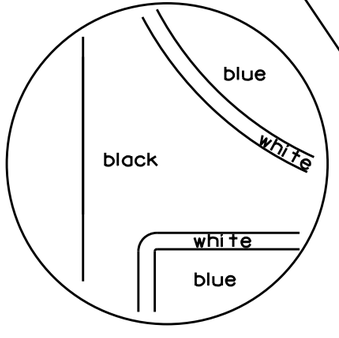
J32-1

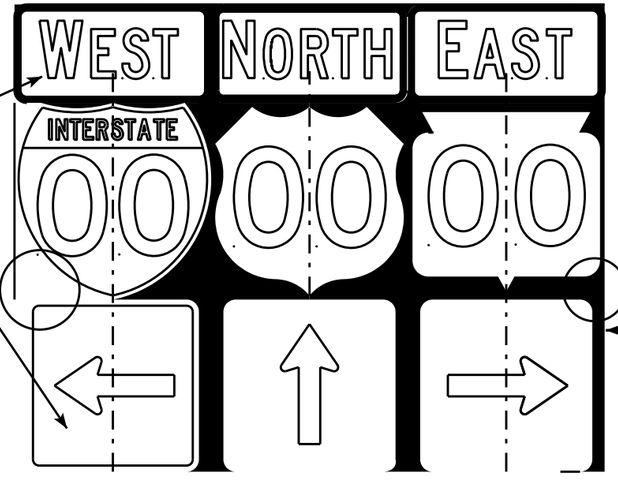
J33-1

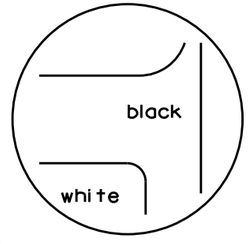
J23-1

J22-1

[blue background with interstate]







[black background]

NOTES

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

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

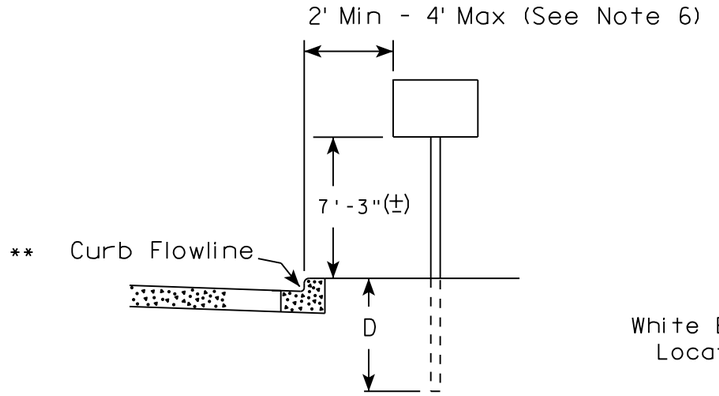
WISCONSIN DEPT OF TRANSPORTATION

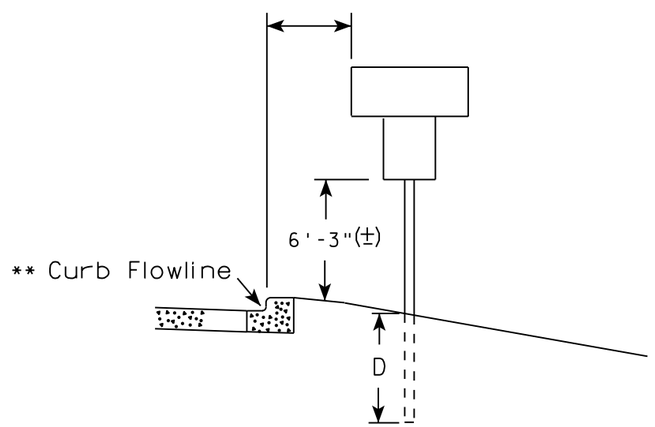
APPROVED Matthew R Rauch
for State Traffic Engineer

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

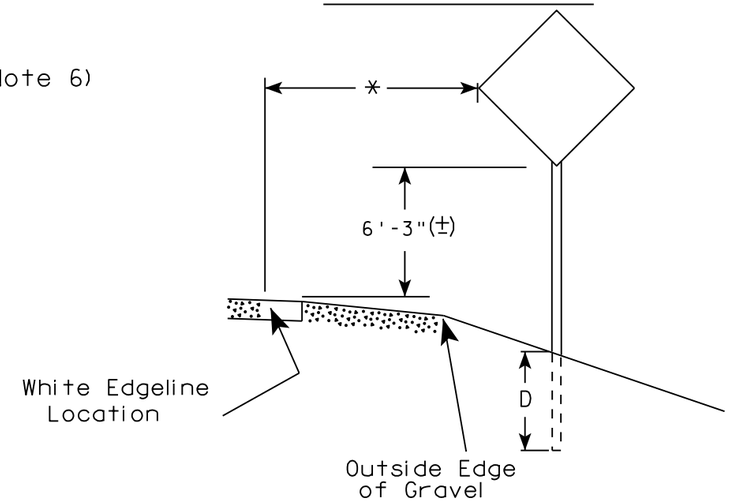
PROJECT NO: SHEET NO: E

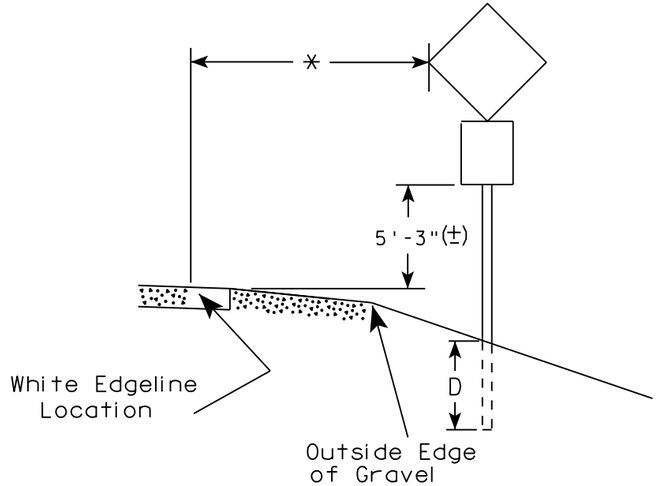
URBAN AREA





RURAL AREA (See Note 2)





GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. 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'

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

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

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

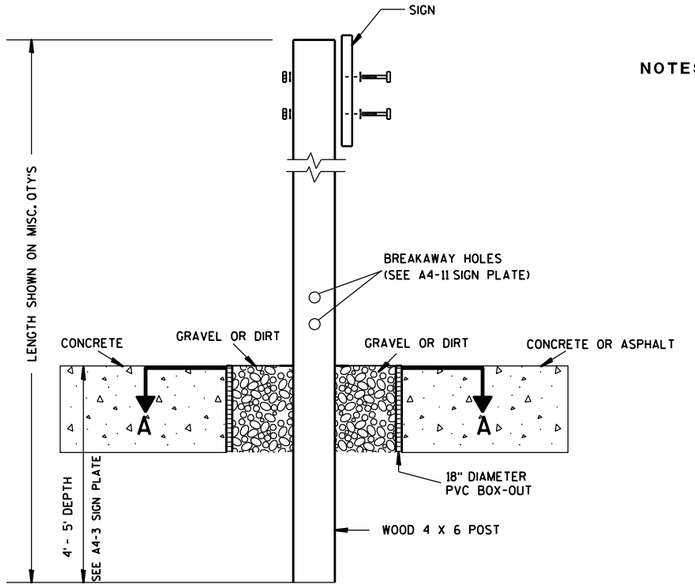
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-3.21

7

7

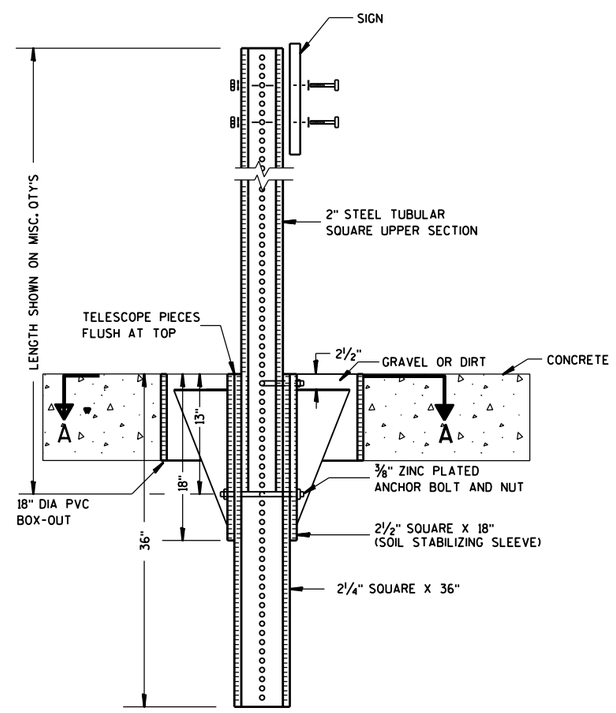
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 128	E



ELEVATION VIEW

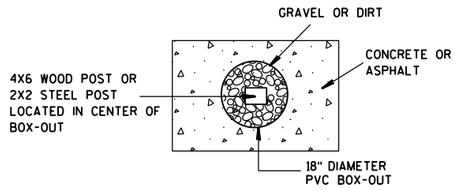
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

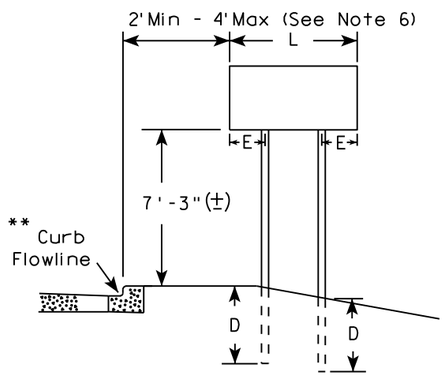
APPROVED Matthew R Rauch
for State Traffic Engineer

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

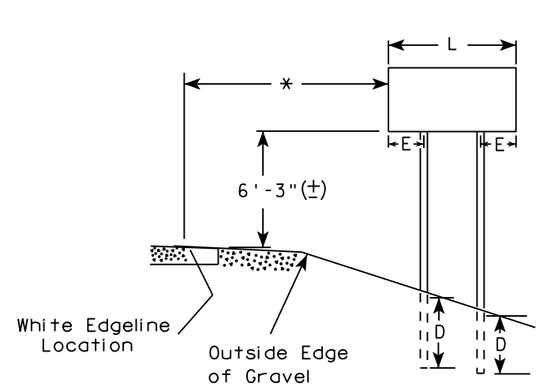
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

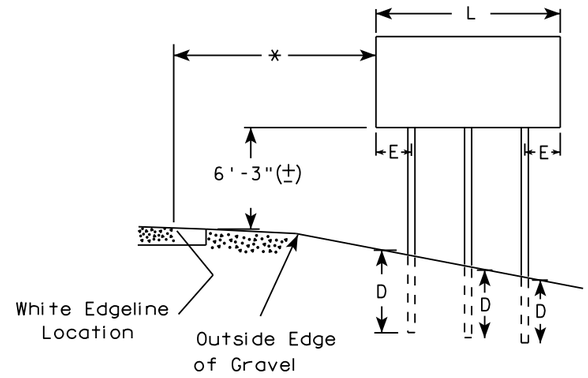
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

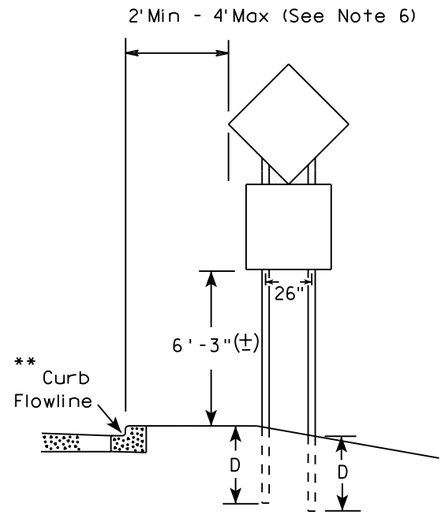
URBAN AREA



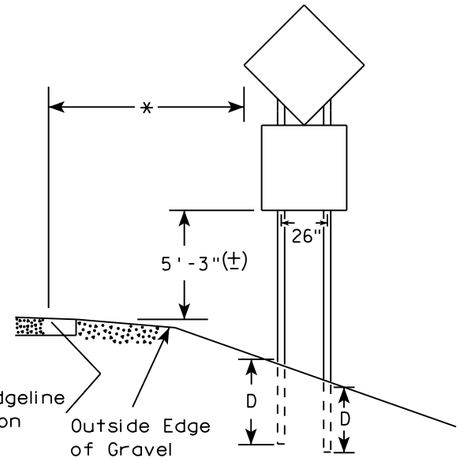
RURAL AREA (See Note 3)







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'

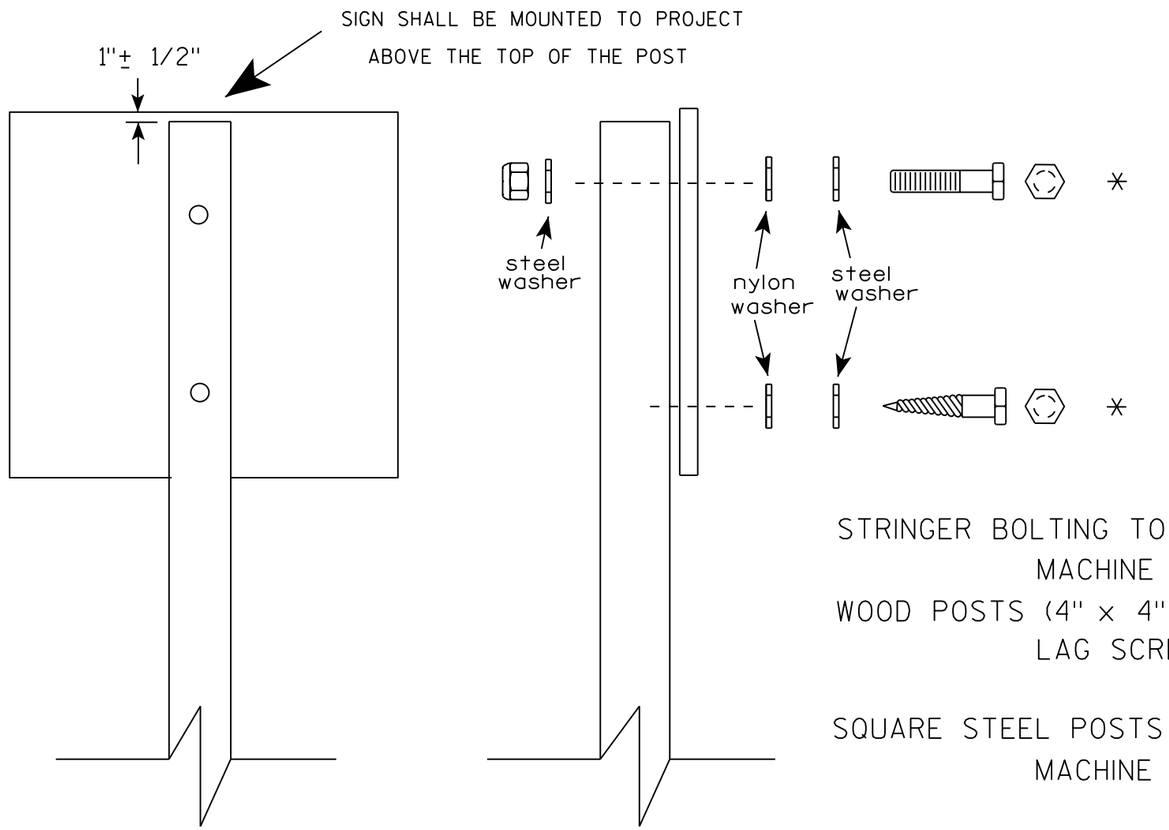
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 130	E



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

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

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

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts
WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)
SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)
RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH
WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

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

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

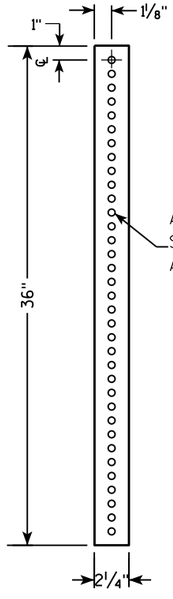
DATE 8/11/16 PLATE NO. A4-8.8

PROJECT NO: SHEET NO: E

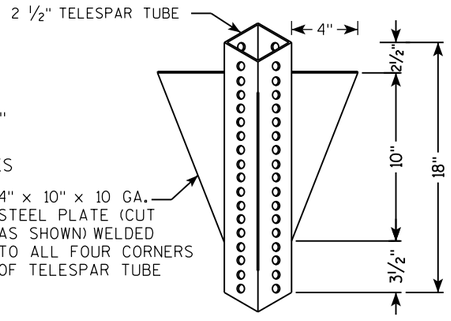
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 11-AUG-2016 11:35 PLOT BY : $$ plotuser $$

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

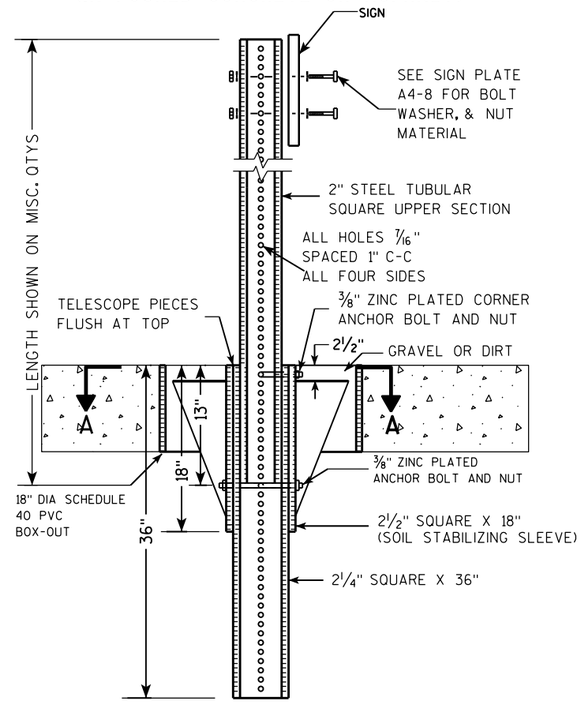
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



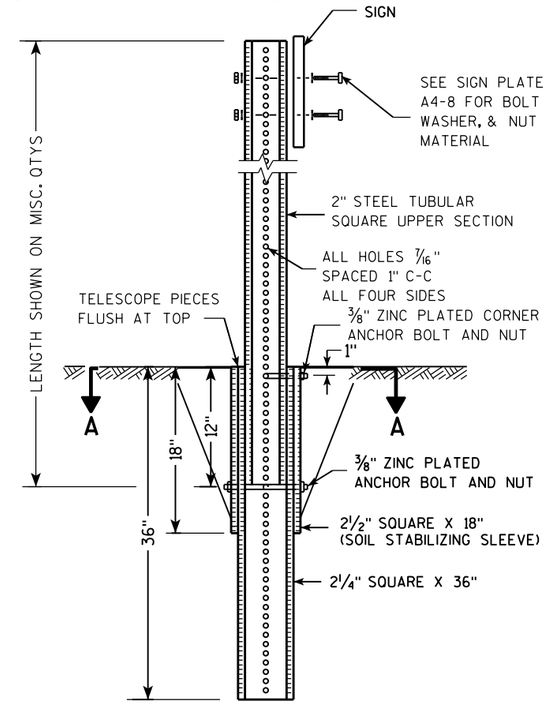
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

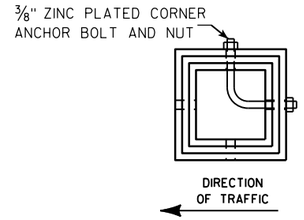


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

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

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

TUBULAR STEEL
SIGN POST
A4-9

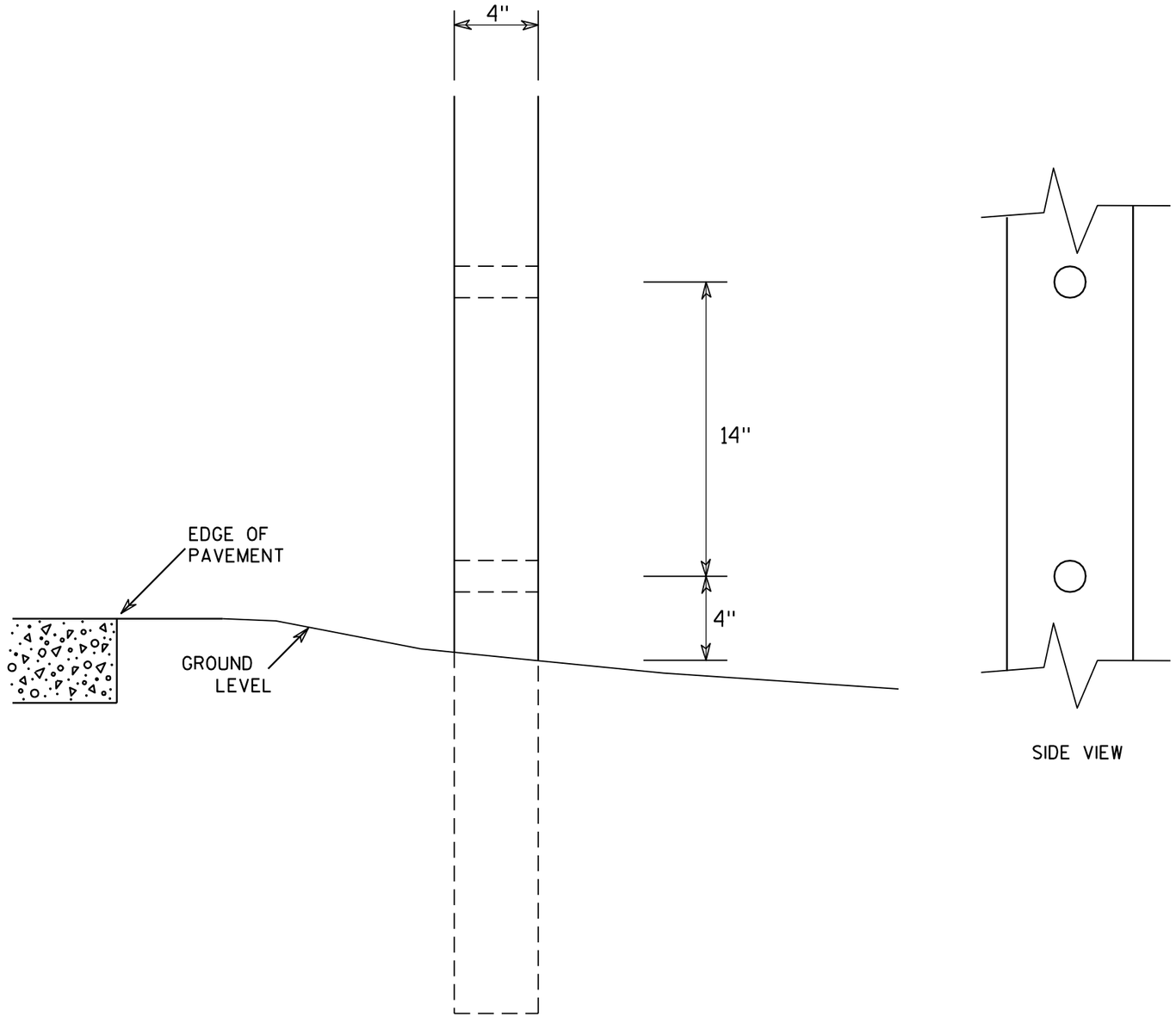
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

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

7

7

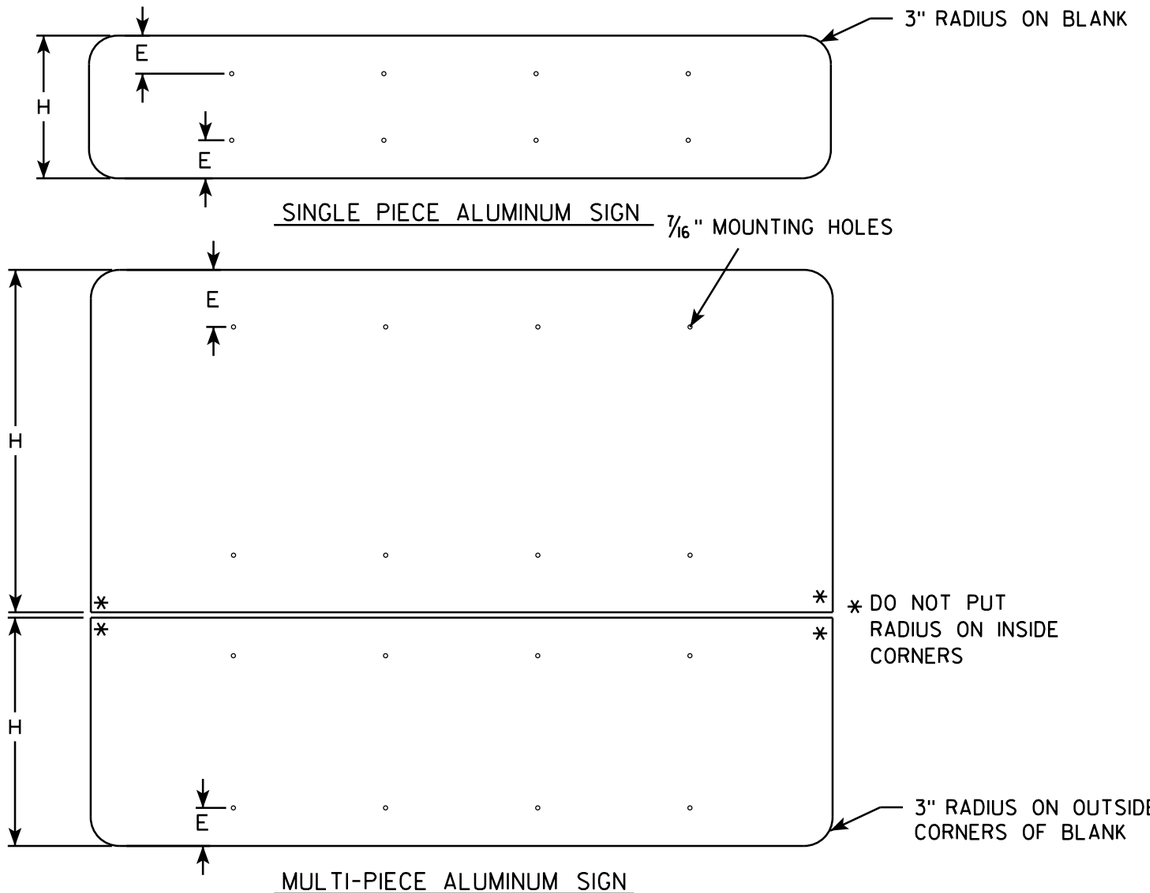
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

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

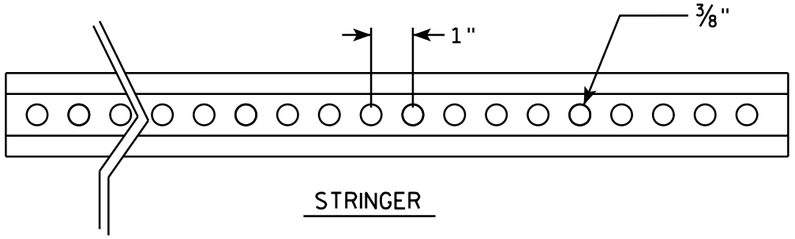
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 133	E



GENERAL NOTES

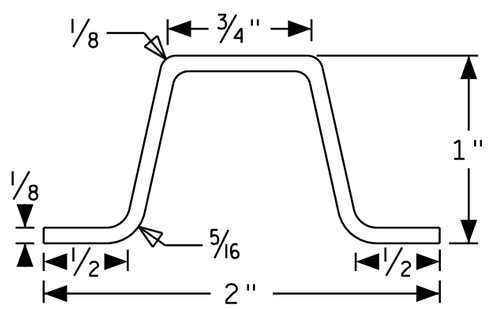
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 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"

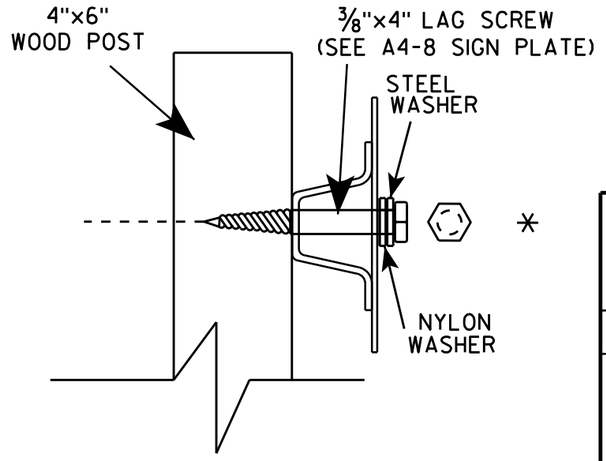


STRINGER

CROSS SECTION VIEW OF CHANNEL



POST MOUNTING



SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

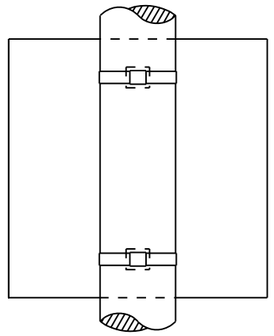
DATE 4/26/16 PLATE NO A4-18.1

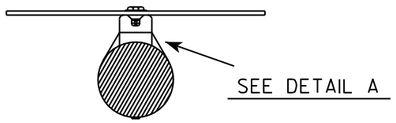
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

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

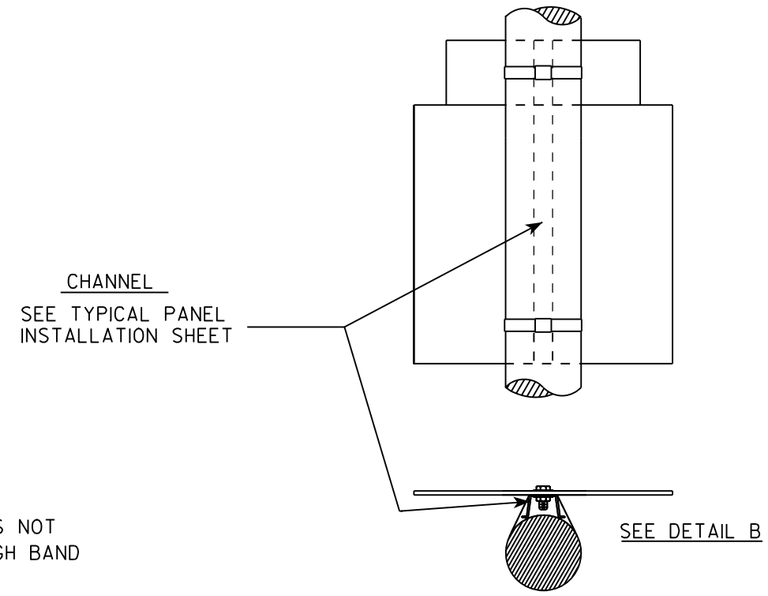
BANDING

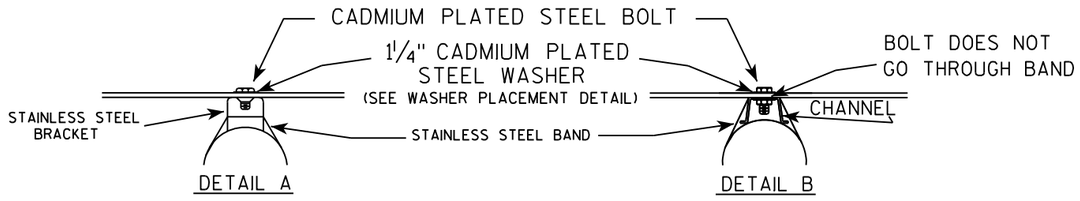
SINGLE SIGN



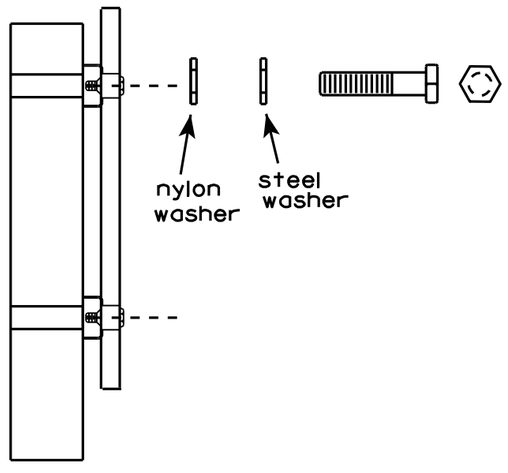


"J" ASSEMBLY





WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be 3/4" in width and 0.025" thickness.

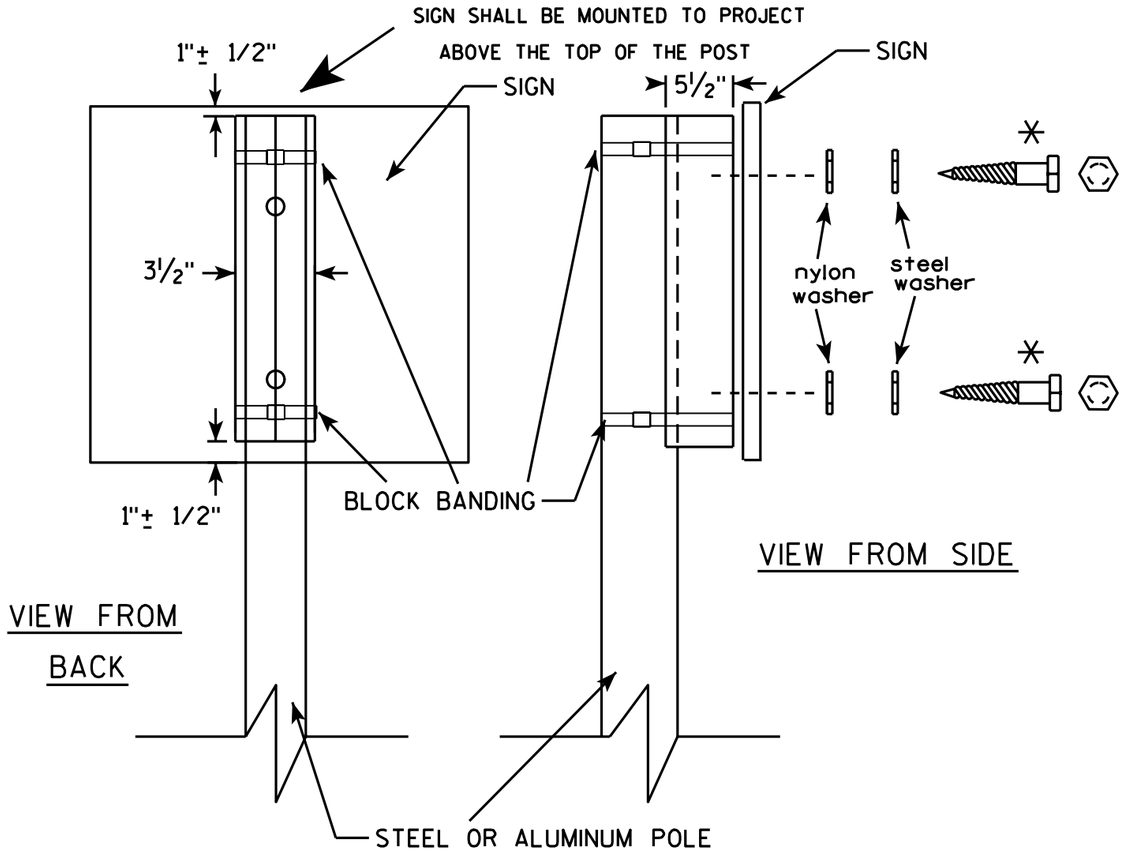
STANDARD SIGN
SIGN BANDING DETAILS

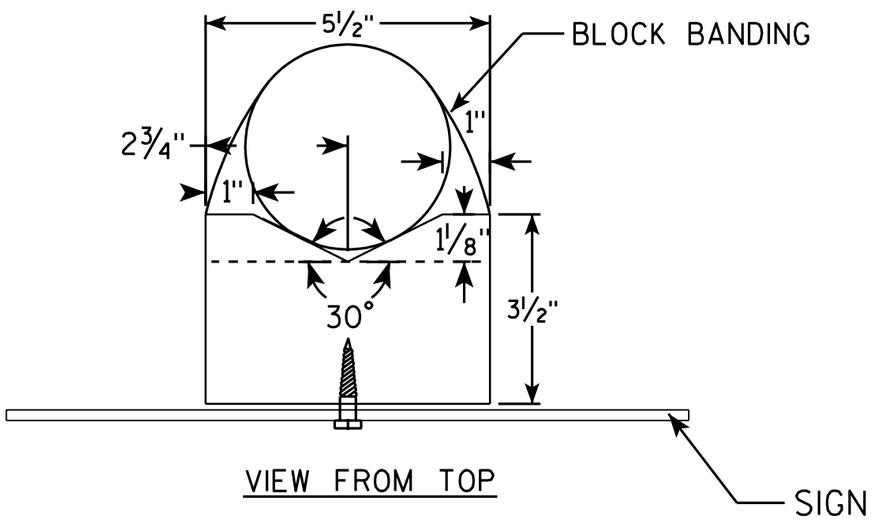
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 135	E





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D, or
   b. Cadmium plated in accordance with ASTM Designation : B 766 TYPE 3, Class 12, or
   c. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

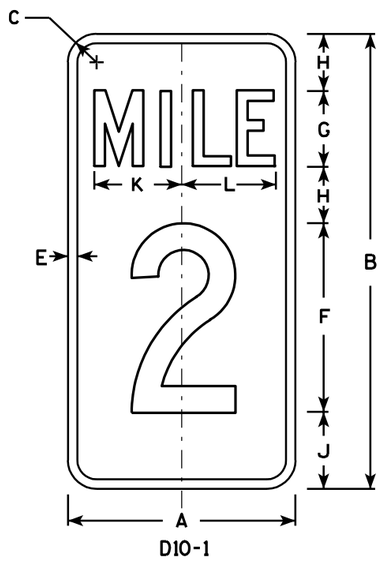
DATE 7/12/07 PLATE NO. A5-10.1

PROJECT NO:

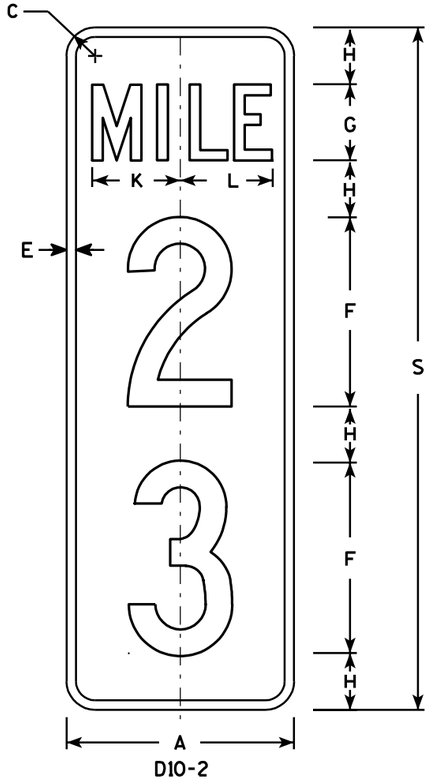
SHEET NO: 136 E

FILE NAME : C:\Users\Projects\tr_stdplate\A510.dgn PLOT DATE : 06-AUG-2007 13:37 PLOT BY : ditjph

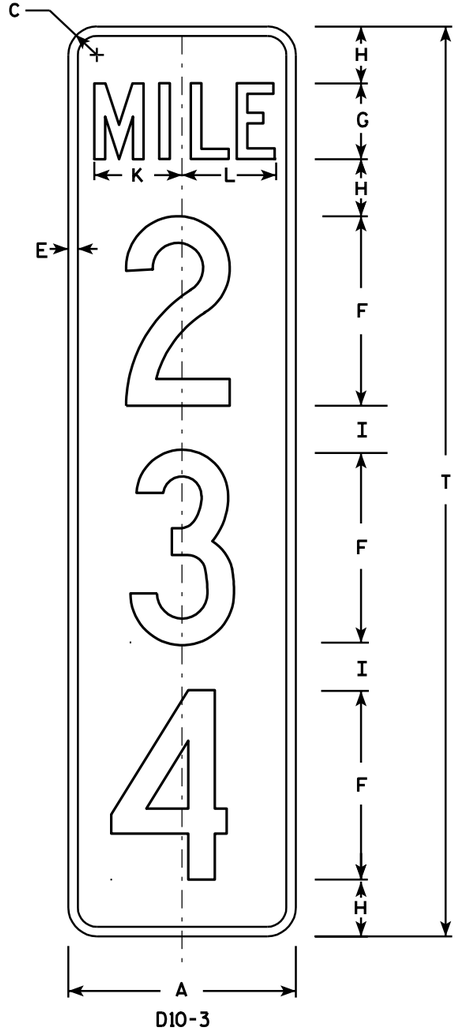
WISDOT/CADDS SHEET 42



D10-1



D10-2



D10-3

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White - Type H Reflective
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Optically adjust numerals about the centerline of the sign to achieve proper balance.

Metric equivalent for this sign is:

PHY. SIZE	
12 X 24	300 mm X 600 mm
12 X 36	300 mm X 900 mm
12 X 48	300 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
1																										
2																										
3																										
4	12	24	1 ½		½	10	4	3	2 ½	4	4 ⅝	4 ⅞							36	48						
5	12	24	1 ½		½	10	4	3	2 ½	4	4 ⅝	4 ⅞							36	48						

D10-1	D10-2	D10-3
Area sq. ft.	Area sq. ft.	Area sq. ft.
2.0	3.0	4.0
Area m2	Area m2	Area m2
.19	.28	.38

STANDARD SIGN
D10-1 , D10-2 & D10-3

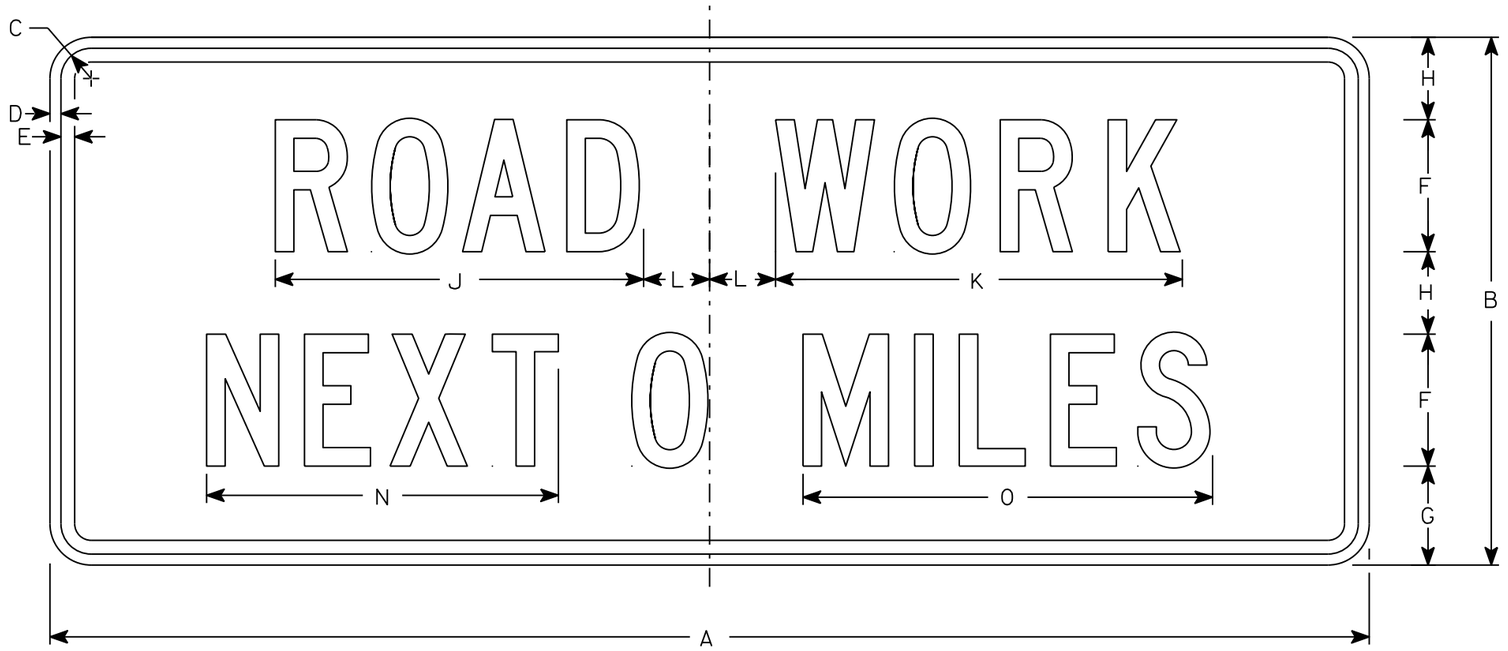
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for Director, Office of Traffic

DATE 1/16/02 PLATE NO. D10-3.2

PROJECT NO:

SHEET NO: 137 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																											

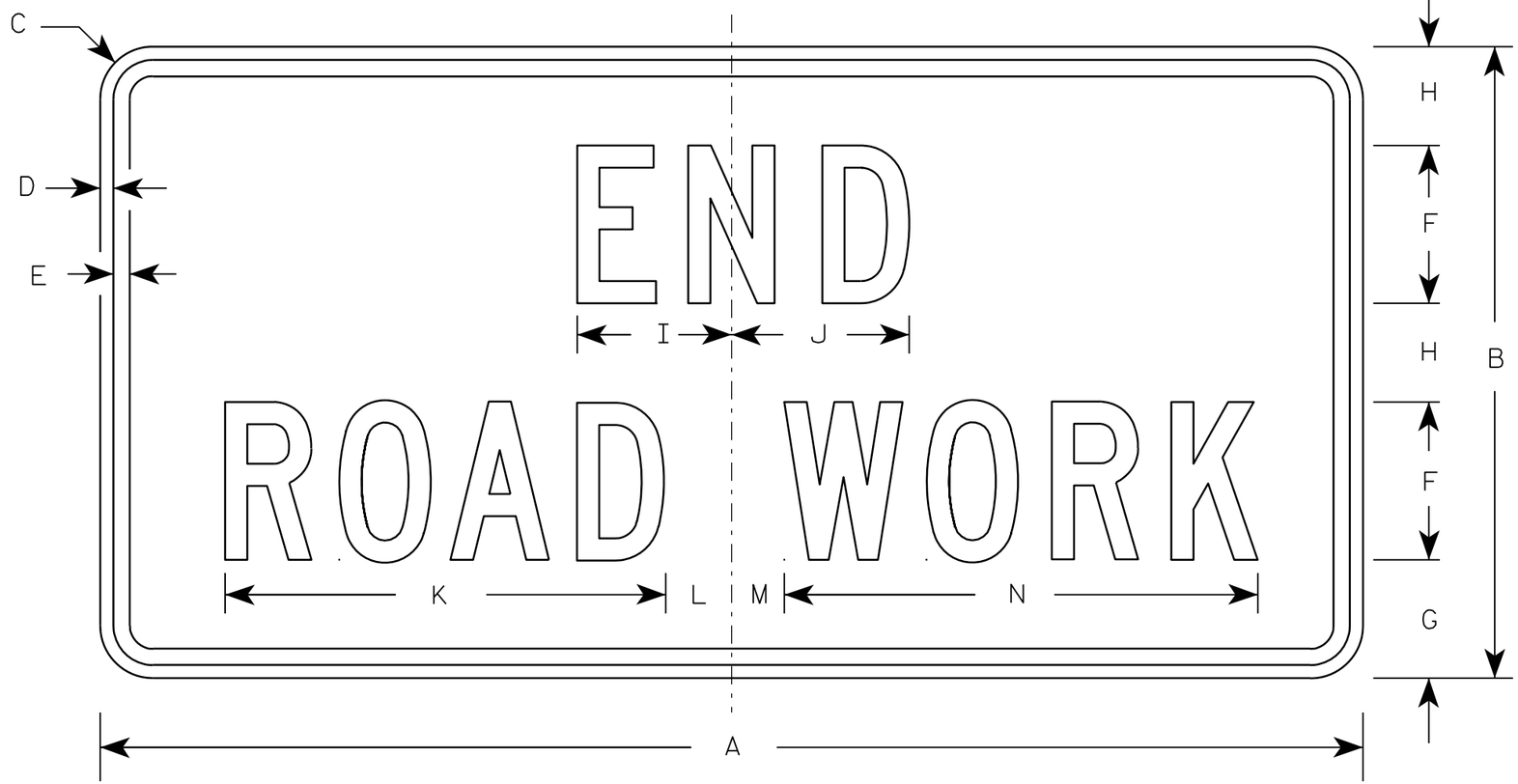
STANDARD SIGN
G20-1

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: 138 | 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

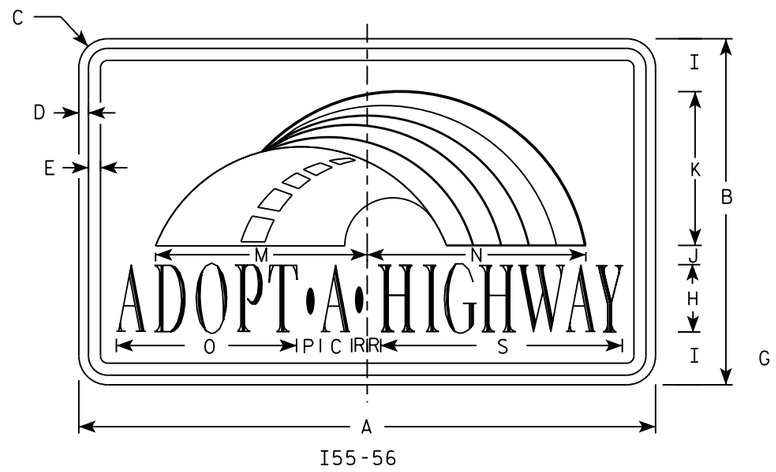
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

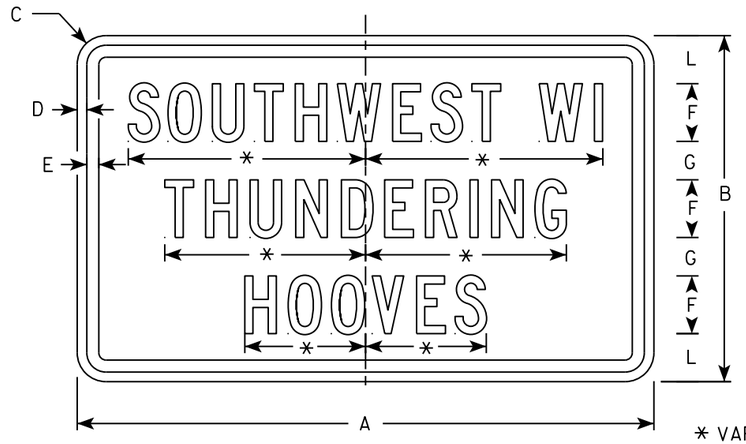
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 139	E



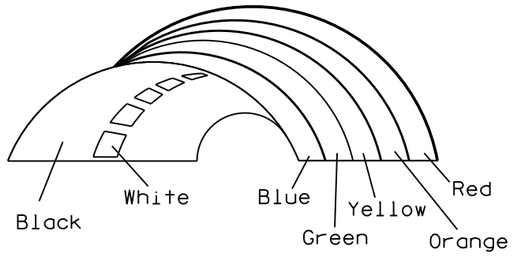
I55-56



I55-56P

* VARIES

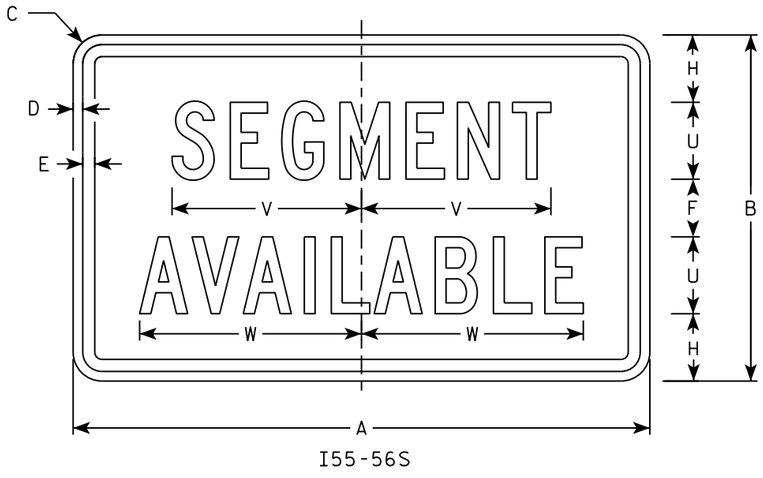
Background Colors of Symbol*



*1/4" Black Border between each color of rainbow and border of rainbow

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - (See Note 4)
3. Message Series - (See Note 5)
4. Border - Blue
   Adopt a Highway - Red
   All other Text - Blue
5. Adopt a Highway - Dutch 8011L
   All other Text - Series C
6. Contractor shall provide and install a new post bracket in accordance with the I55-56B sign detail.



I55-56S

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	18	1 1/2	1/2	5/8	3	2	3 1/2	2 3/4	1	8	2 1/2	11 1/4	11 1/8	9 3/8	1 1/4		3/4	12 5/8	7 1/2	4	9 7/8	11 1/2				3.75
3																											
4																											
5																											

STANDARD SIGN
I55-56

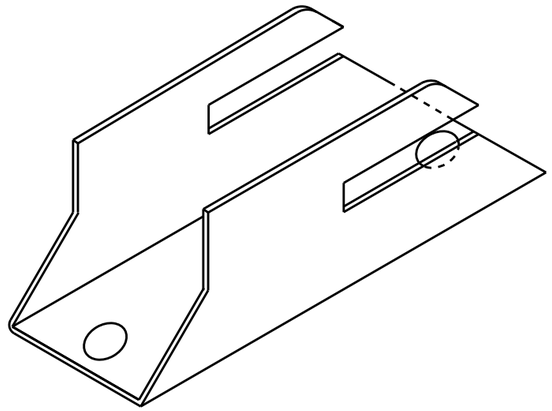
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

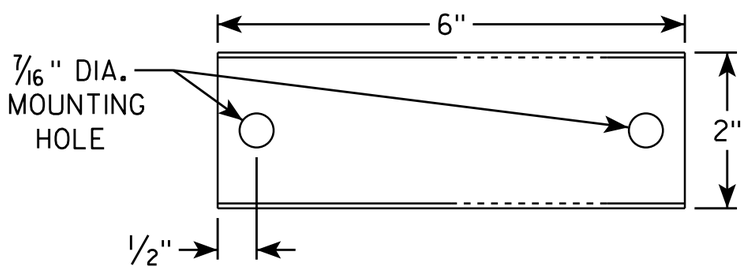
DATE 2/20/18 PLATE NO. I55-56.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 140 | E

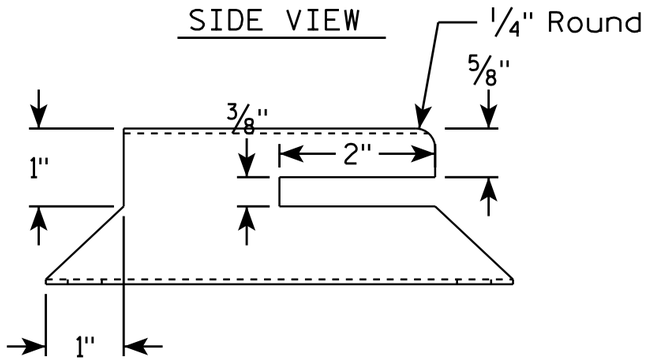
ISOMETRIC VIEW



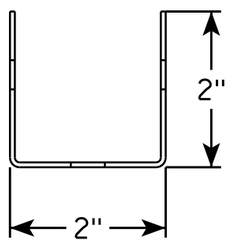
TOP VIEW



SIDE VIEW



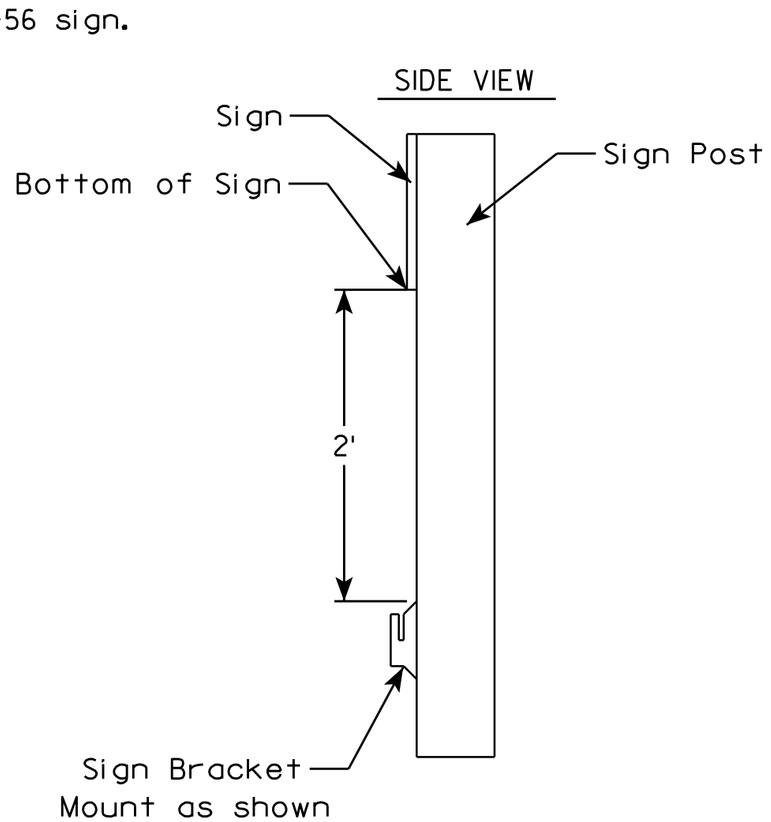
END VIEW



NOTES

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

SIDE VIEW



ROLLUP SIGN BRACKET
I55-56B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

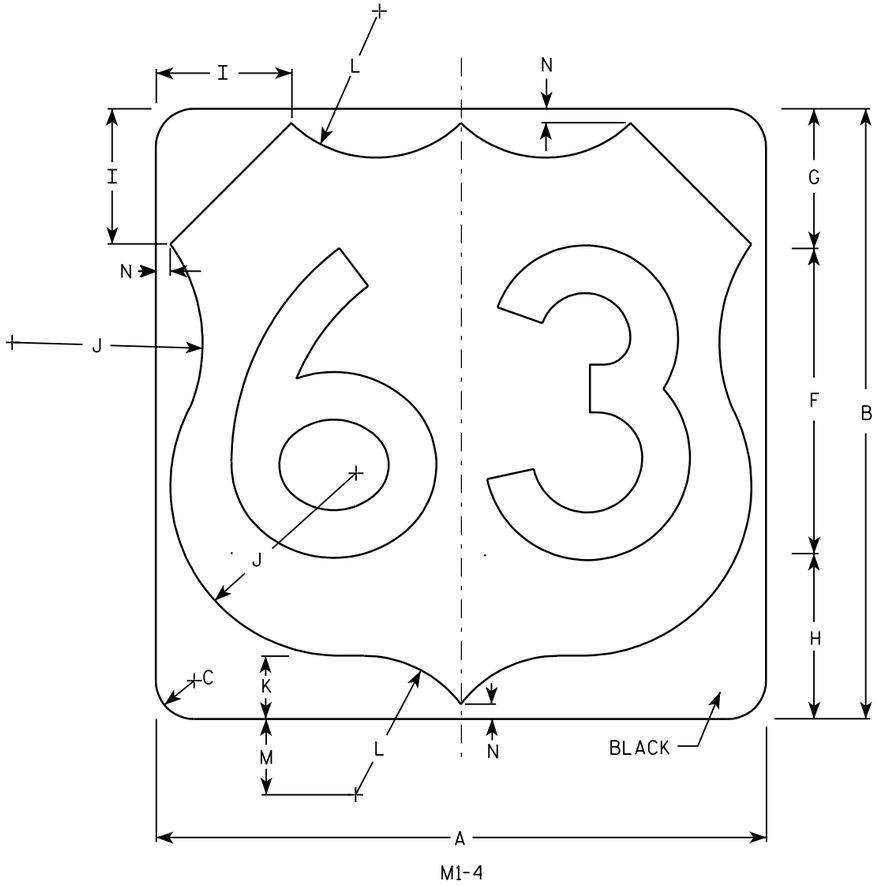
DATE 4/26/16 PLATE I55-56B.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

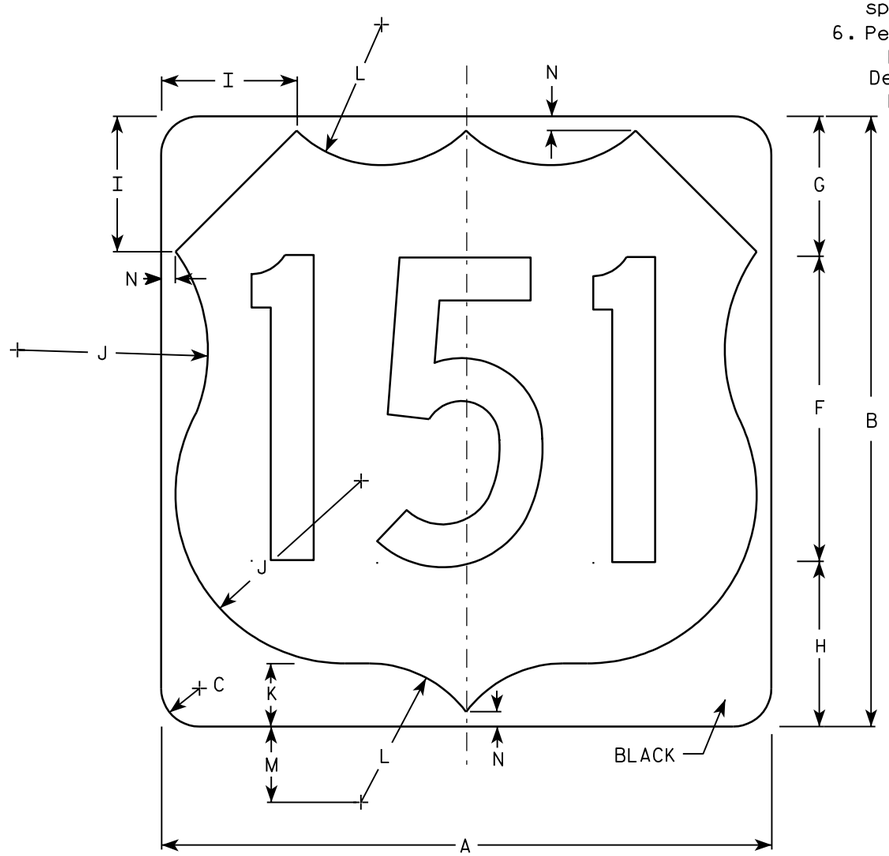
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\I5556B.DGN PLOT DATE : 26-APR-2016 17:29 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 1.945842:1.000000 WISDOT/CADDS SHEET 42

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

Metric equivalent for this sign is:

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Areq. sq. ft.	Area m2
1																												
2	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0	.36
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81

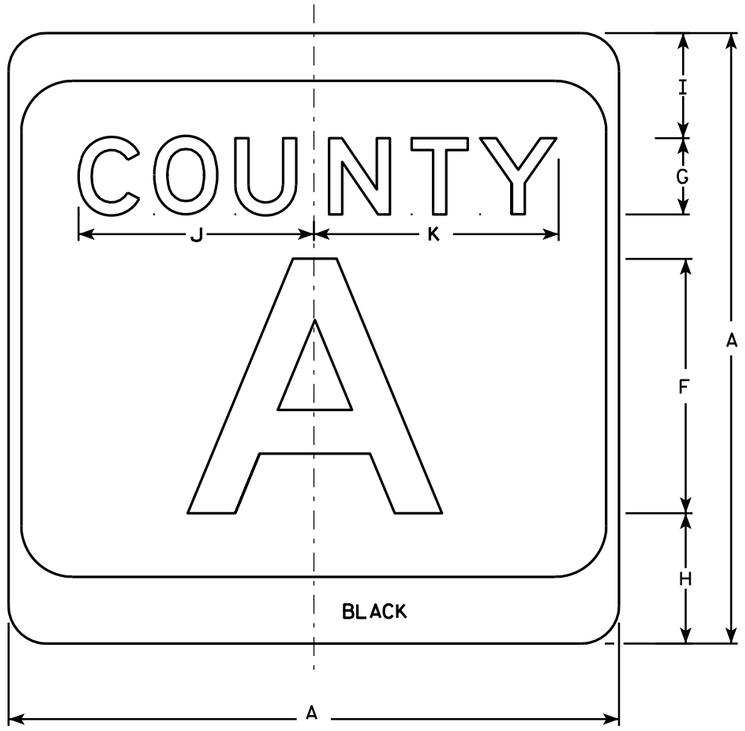
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

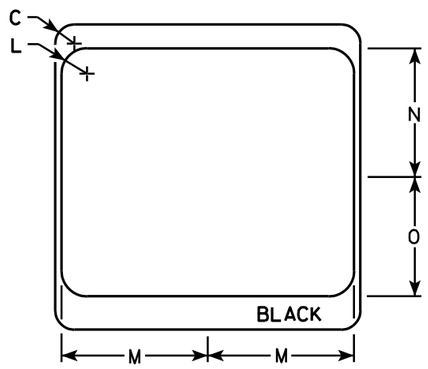
APPROVED Matthew R Rauch
for State Traffic Engineer

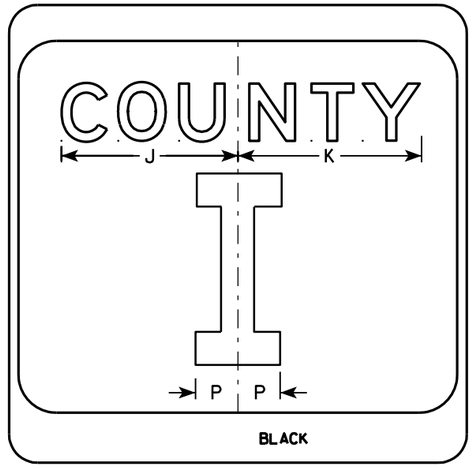
DATE 08/25/05 PLATE NO. M1-4.9

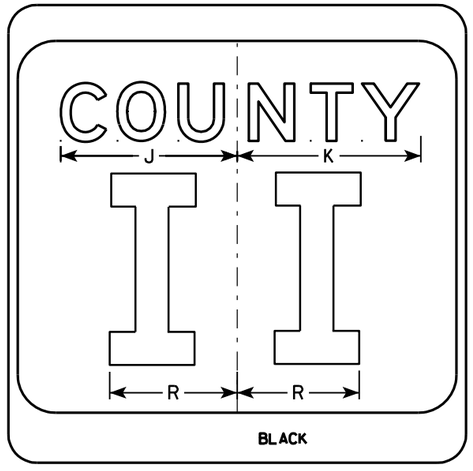
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 142 | E



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

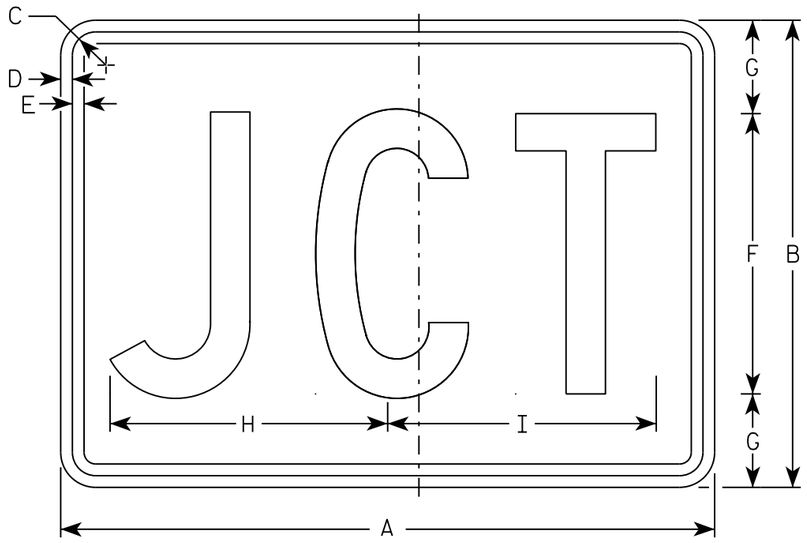
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

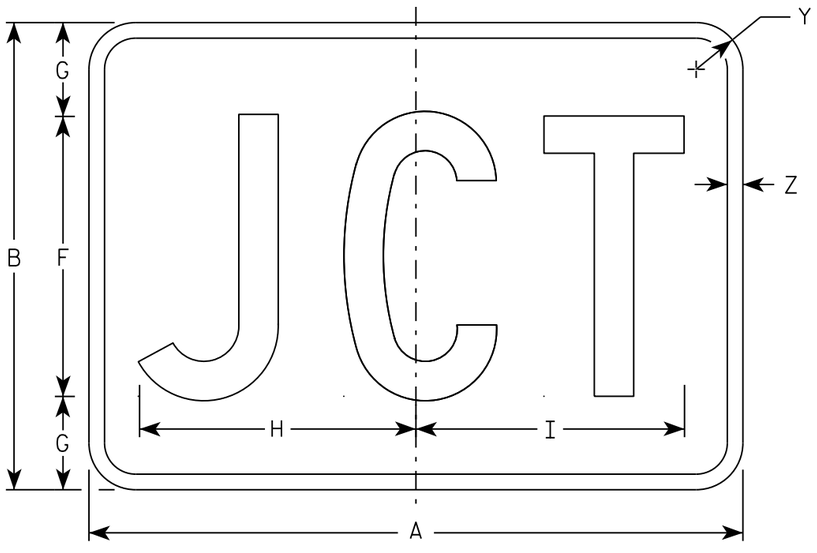
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 143	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

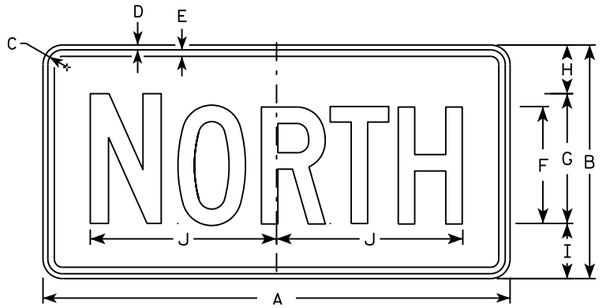
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

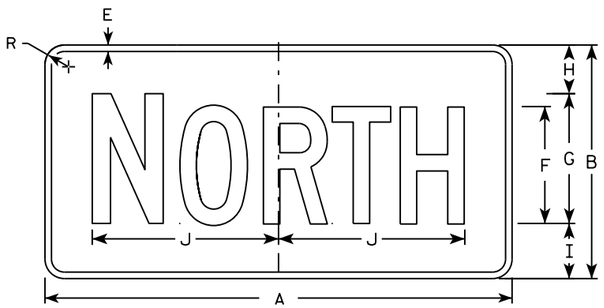
DATE 10/15/15 PLATE 144 12-1.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M21.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.864603:1.000000



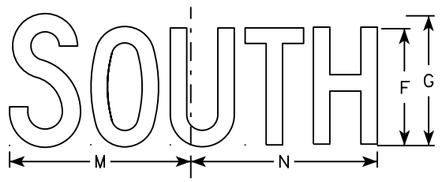
M3-1
MM3-1
MP3-1



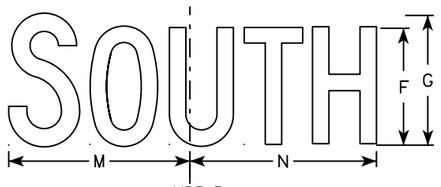
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

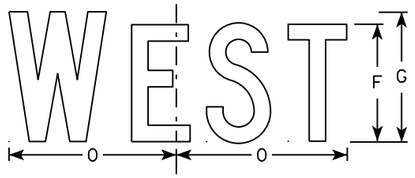
MB3-2
MK3-2
MN3-2



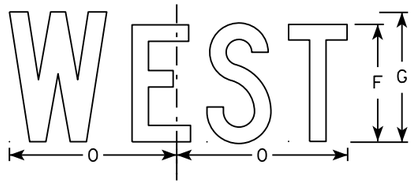
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thur M3-4
SERIES

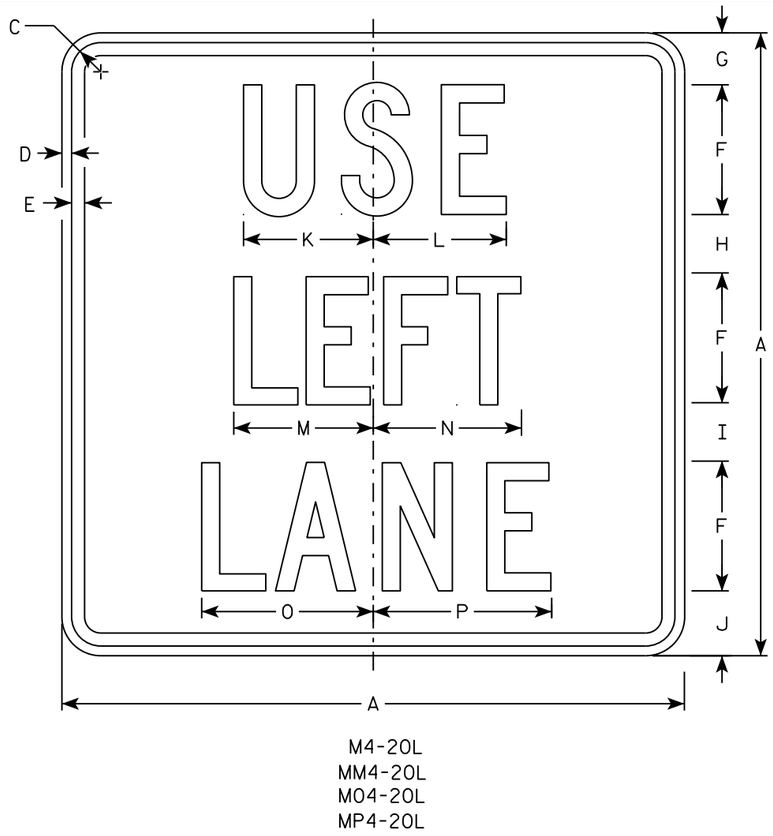
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

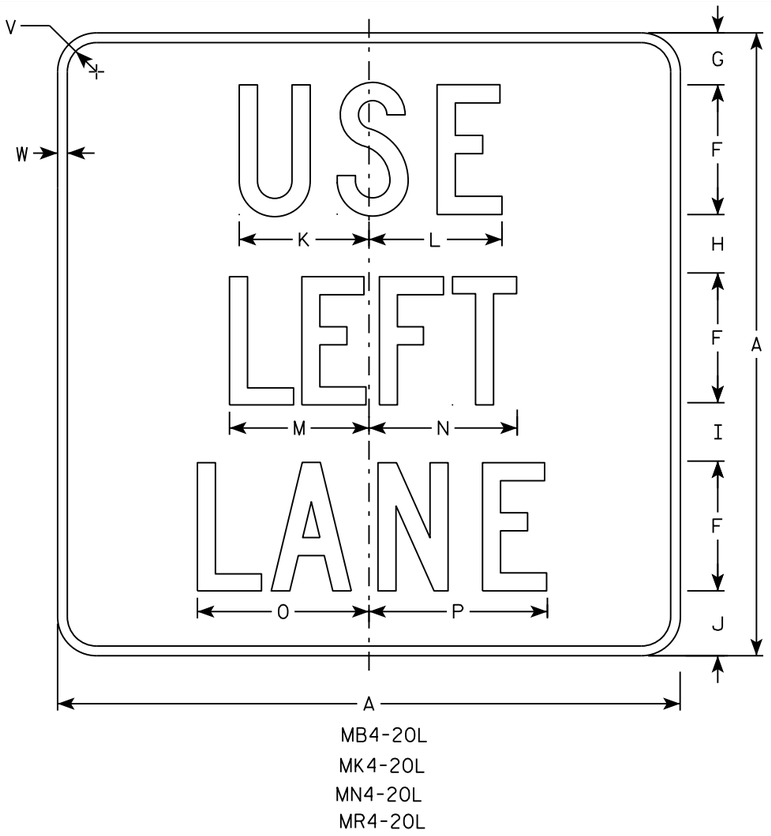
DATE 10/15/15 PLATE NO M3-1.14

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

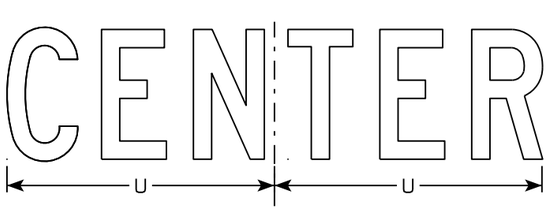
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



M4-20L
MM4-20L
M04-20L
MP4-20L



MB4-20L
MK4-20L
MN4-20L
MR4-20L



M4-20C
MB4-20C
MK4-20C
MM4-20C
MN4-20C
M04-20C
MP4-20C
MR4-20C

M4-20R
MB4-20R
MK4-20R
MM4-20R
MN4-20R
M04-20R
MP4-20R
MR4-20R

NOTES

1. Sign is Type II - Type H except as Shown
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-20 Background - White
   Message - Black
   MB4-20 Background - Blue
   Message - White
   MK4-20 Background - Green
   Message - White
   MM4-20 Background - White
   Message - Green
   MN4-20 Background - Brown
   Message - White
   M04-20 Background - Orange - Type F Reflective
   Message - Black
   MP4-20 Background - White
   Message - Blue
   MR4-20 Background - Brown
   Message - Yellow

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

STANDARD SIGN
M4-20

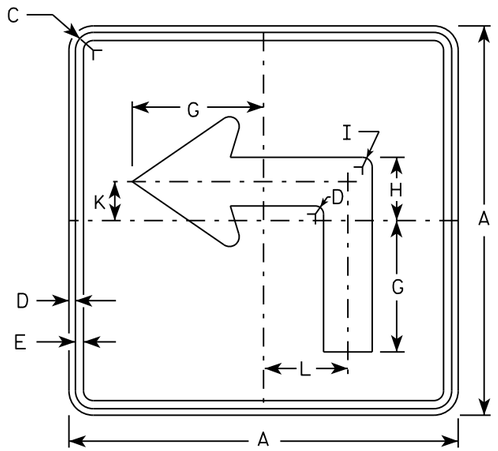
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

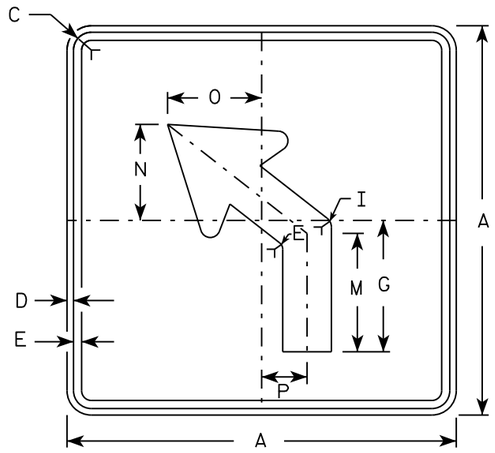
DATE 10/15/15 PLATE NO M4-20.5

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

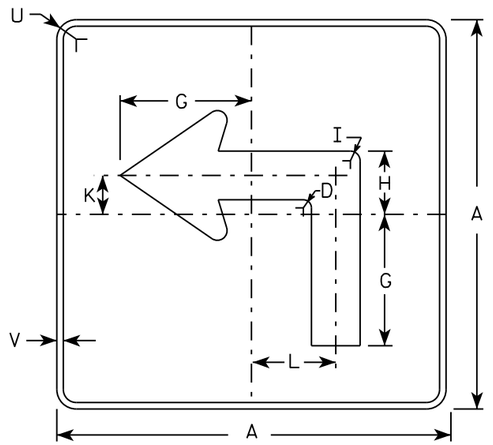
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M420.DGN PLOT DATE : 01-DEC-2015 18:03 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 5.837526:1.000000



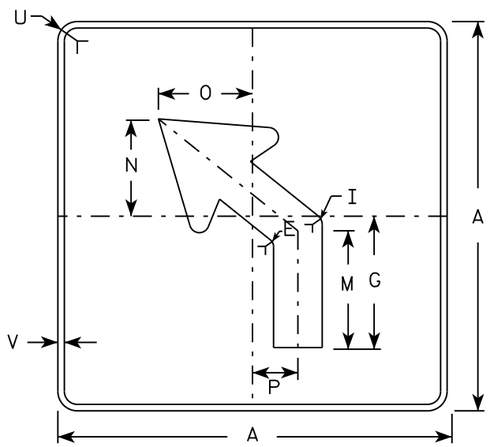
M5-1L
MM5-1L
MO5-1L
MP5-1L



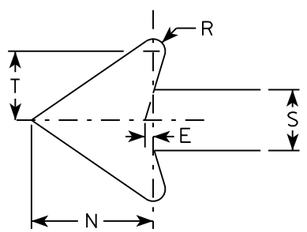
M5-2L
MM5-2L
MO5-2L
MP5-2L



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

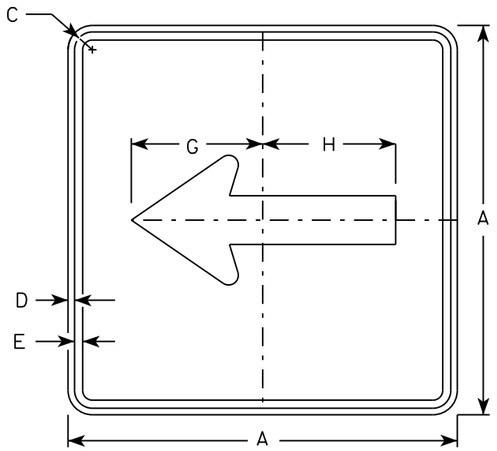
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

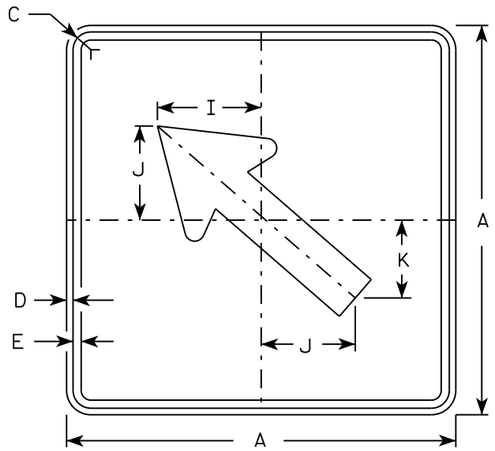
DATE 10/15/15 PLATE NO. M5-1.13

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



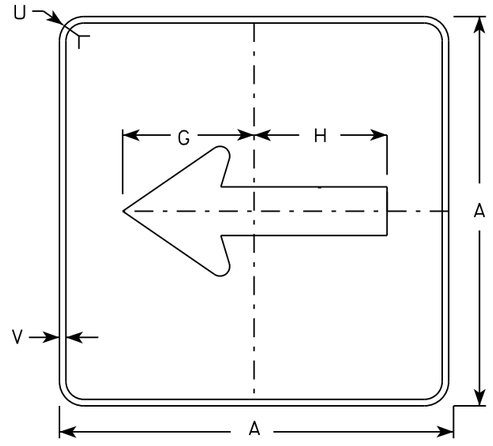
M6-1
MM6-1
MO6-1
MP6-1



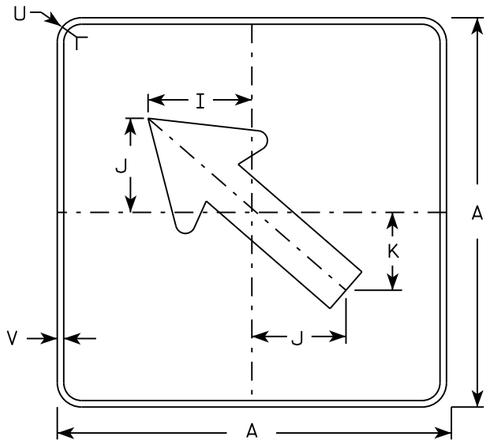
M6-2
MM6-2
MO6-2
MP6-2

NOTES

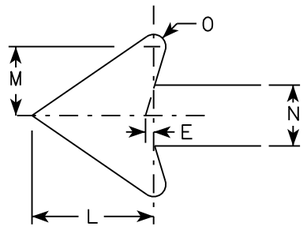
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background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

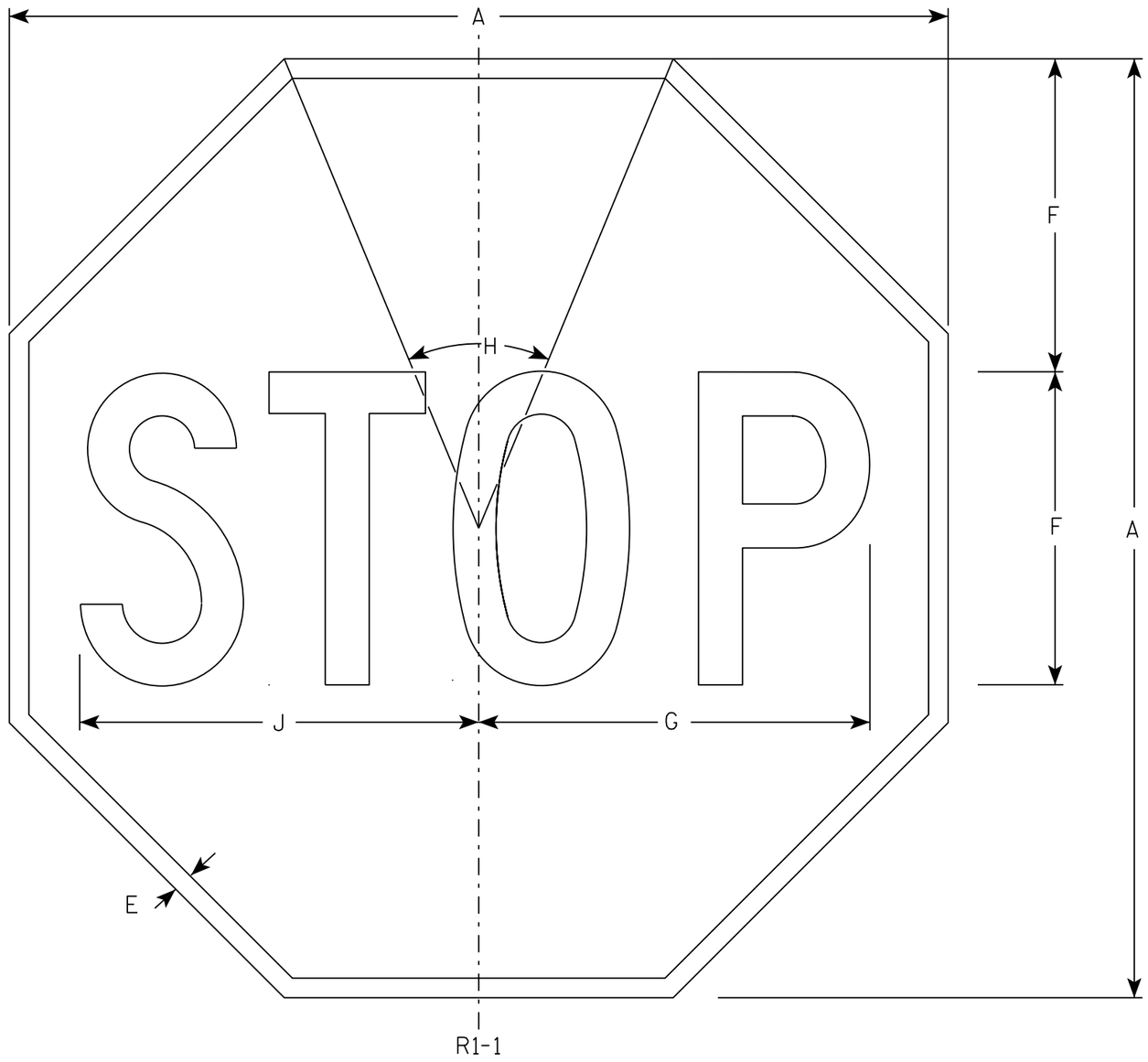
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 148 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



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

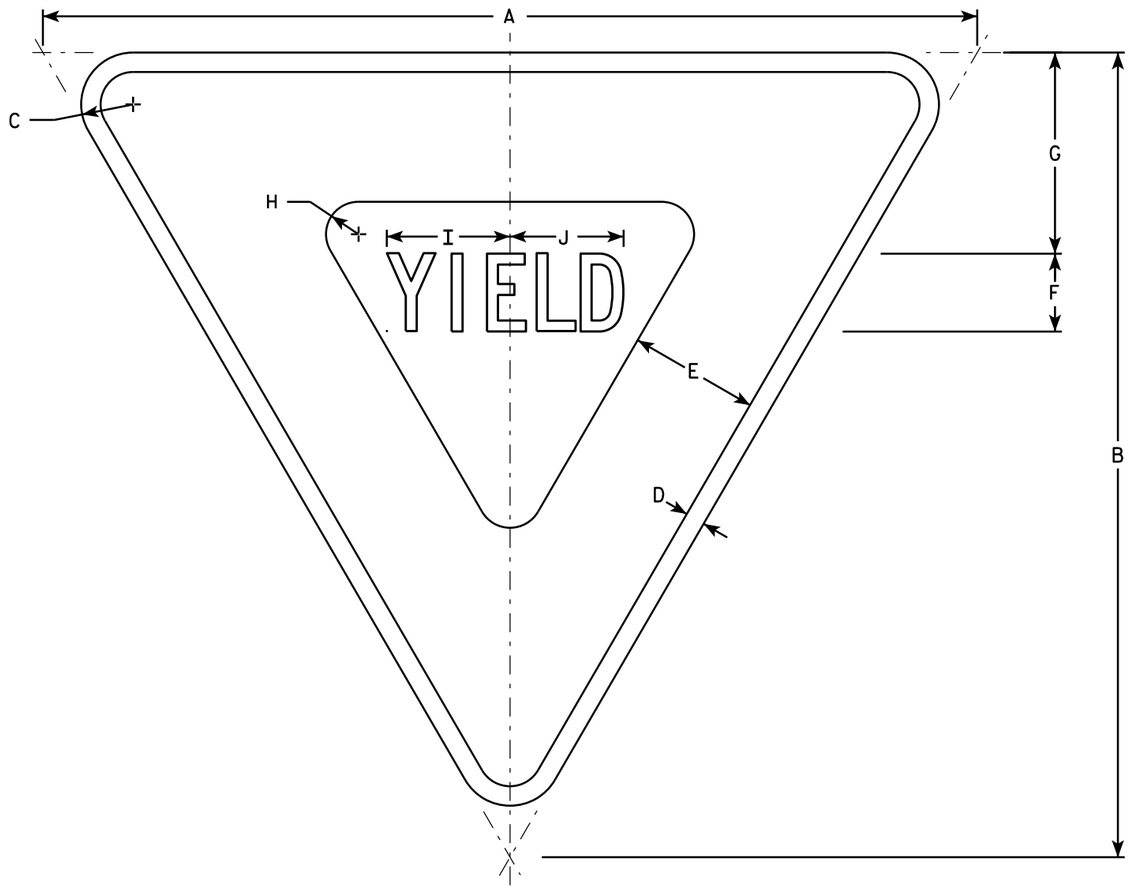
STANDARD SIGN
R1-1

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: 149	E



R1-2

NOTES

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

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

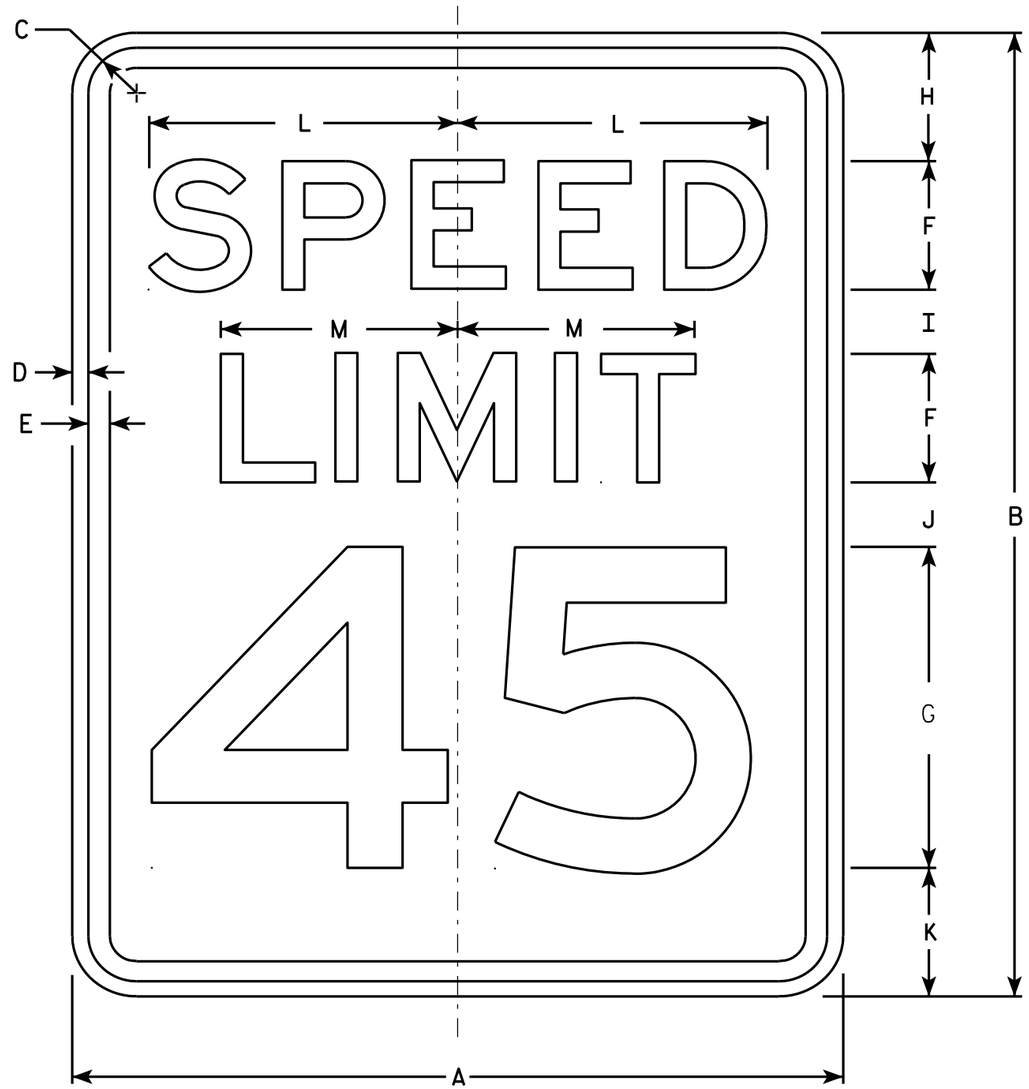
STANDARD SIGN
R1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE R1-2.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



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

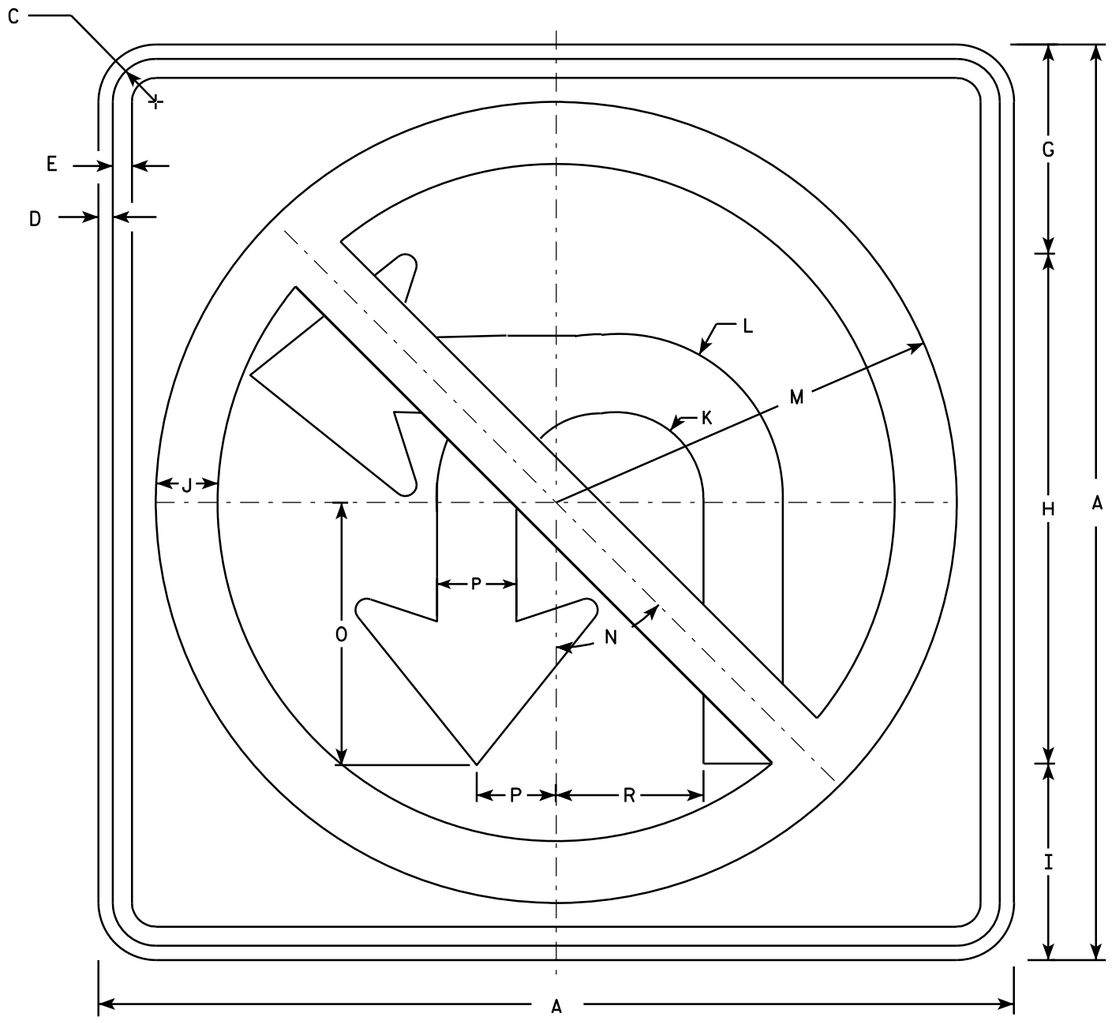
STANDARD SIGN
R2-1

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: 151 | E



R3-18

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	3/8	1/2		5 1/2	13 3/8	5 1/8	1 5/8	2 1/4	4 1/4	10 1/2	45°	6 7/8	2 1/8		3 7/8									4.0
2M	36		1 5/8	5/8	3/4		8 1/4	20	7 3/4	2 1/2	3 3/8	6 1/2	15 3/4	45°	10 3/8	3 1/8		5 3/4									9.0
3	36		1 5/8	5/8	3/4		8 1/4	20	7 3/4	2 1/2	3 3/8	6 1/2	15 3/4	45	10 3/8	3 1/8		5 3/4									9.0
4	36		1 5/8	5/8	3/4		8 1/4	20	7 3/4	2 1/2	3 3/8	6 1/2	15 3/4	45	10 3/8	3 1/8		5 3/4									9.0
5	48		2 1/4	3/4	1		11	26 3/4	10 1/4	3 1/4	4 5/8	8 5/8	21	45°	13 3/4	4 1/8		7 3/4									16.0

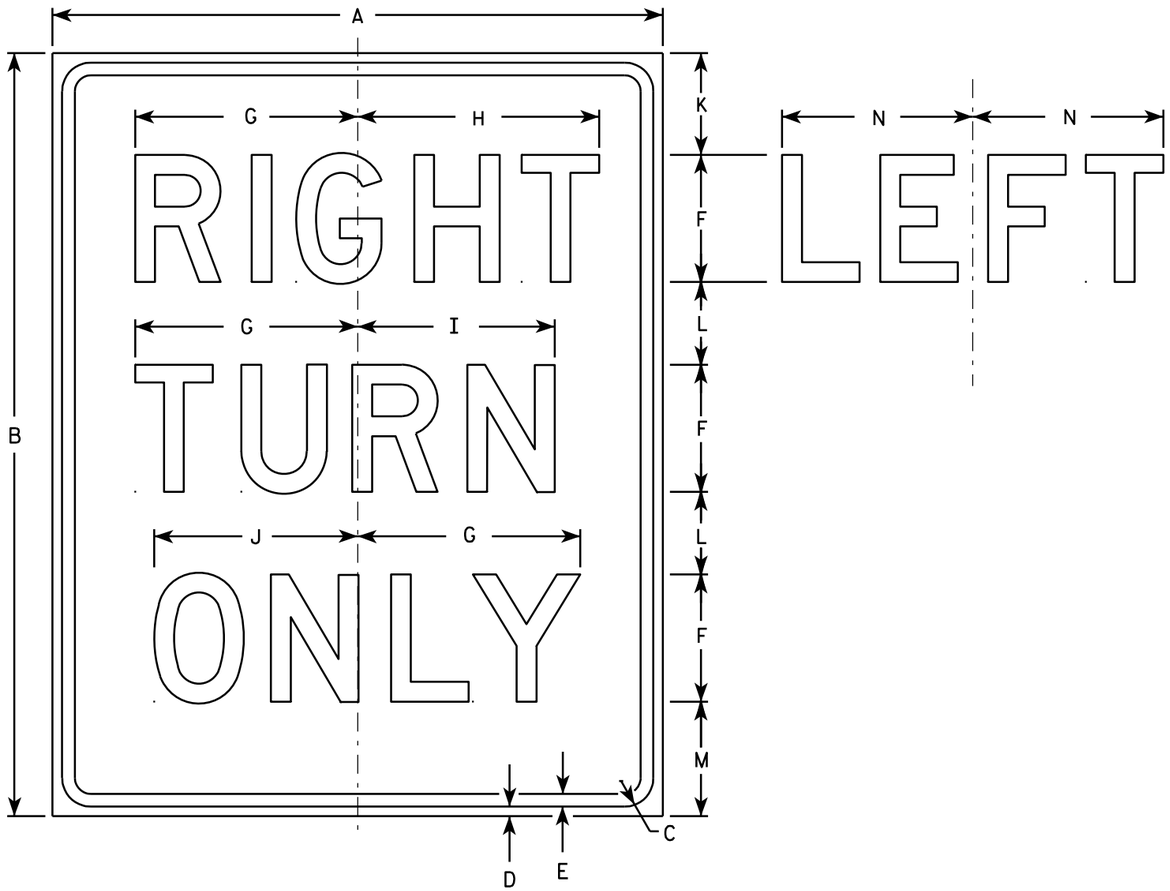
STANDARD SIGN
R3-18

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/21/10 PLATE NO. R3-18.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 152 | E



R3-53R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R3-53L same as R3-53R except LEFT is substituted for RIGHT.

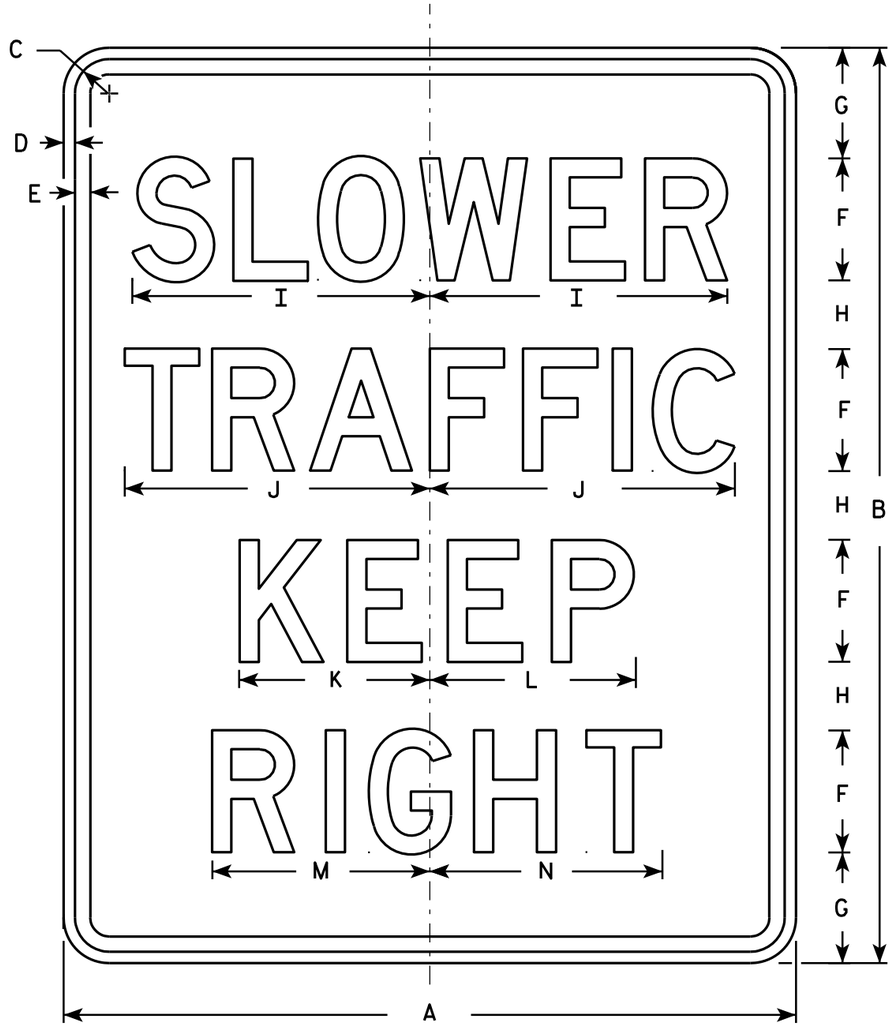
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	30	1 1/8	3/8	1/2	5	8 3/4	9 1/2	7 3/4	8	4	3 1/4	4 1/2	7 1/2													5.0
2M	24	30	1 1/8	3/8	1/2	5	8 3/4	9 1/2	7 3/4	8	4	3 1/4	4 1/2	7 1/2													5.0
3	24	30	1 1/8	3/8	1/2	5	8 3/4	9 1/2	7 3/4	8	4	3 1/4	4 1/2	7 1/2													5.0
4																											
5																											

STANDARD SIGN
R3-53

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 3/24/2011 PLATE NO. R3-53.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 153	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:

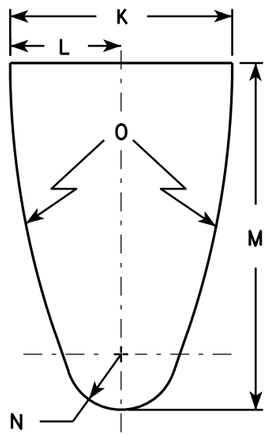
SHEET NO: 154 E

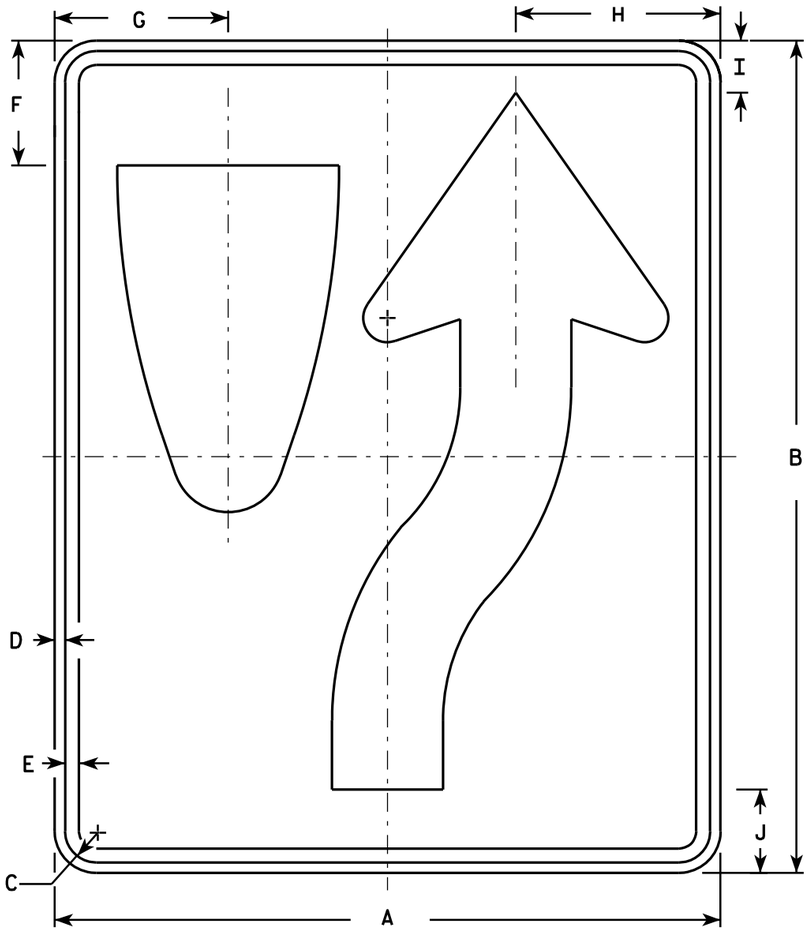
FILE NAME : C:\Users\PROJECTS\tr_stdplate\R43.DGN PLOT DATE : 25-MAR-2011 13:40 PLOT BY : mscsja

WISDOT/CADDS SHEET 42

7

7

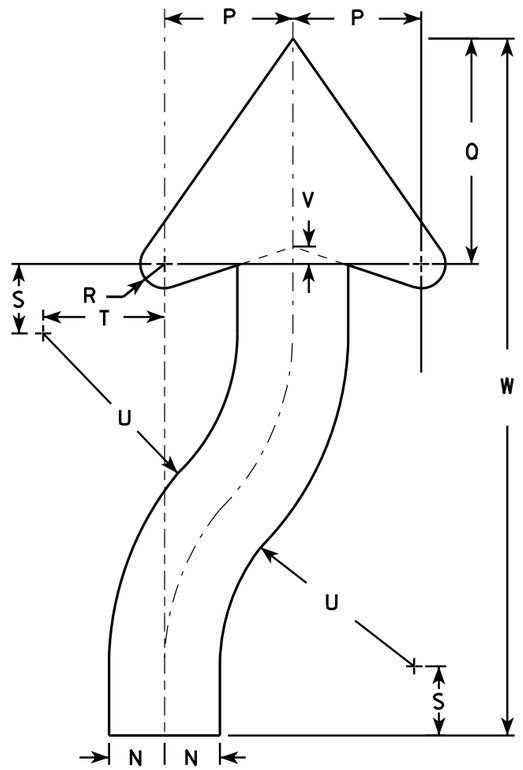




R4-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.



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	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

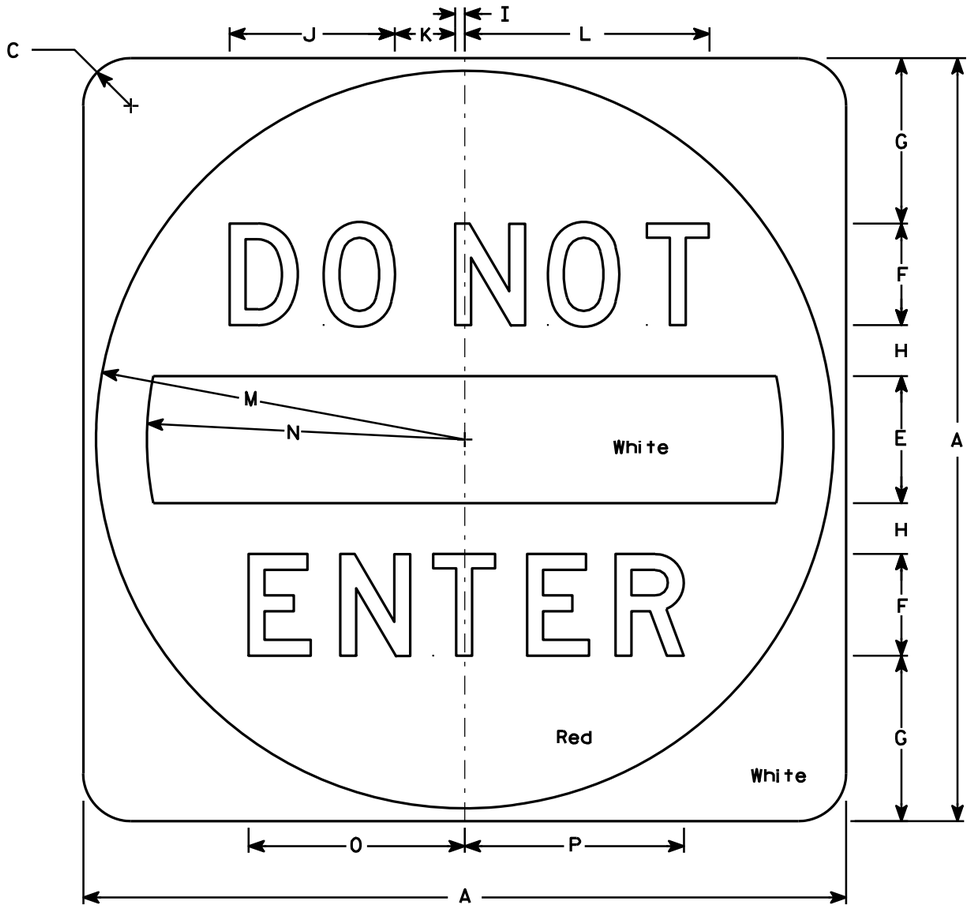
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 155	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

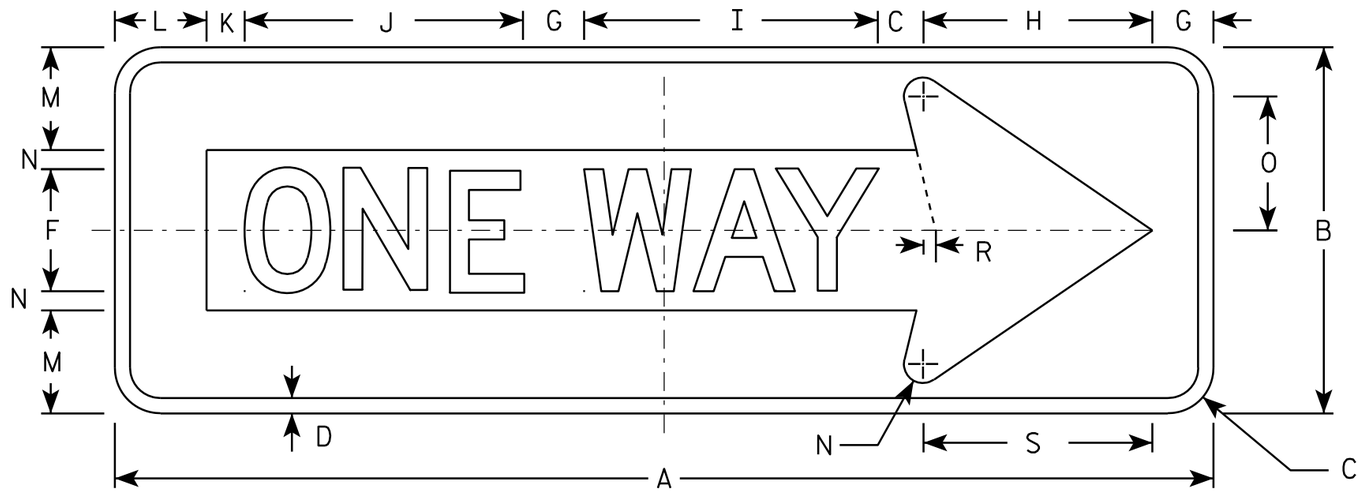
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1.15

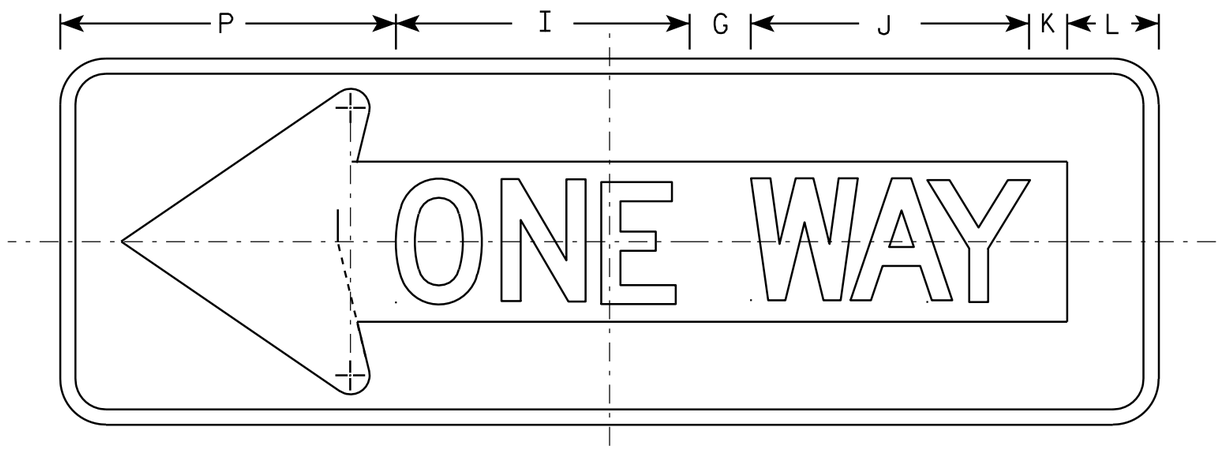
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 156 | E



R6-1R

NOTES

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



R6-1L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	12	1 ½	½		4	2	7 ½	9 ⅝	9 ⅛	1 ¼	3	3 ⅜	⅝	4 ⅜	11		⅜	7 ½								3.0
2M	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
3	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
4	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
5																											

STANDARD SIGN
R6-1 L & R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R6-1.2

PROJECT NO:

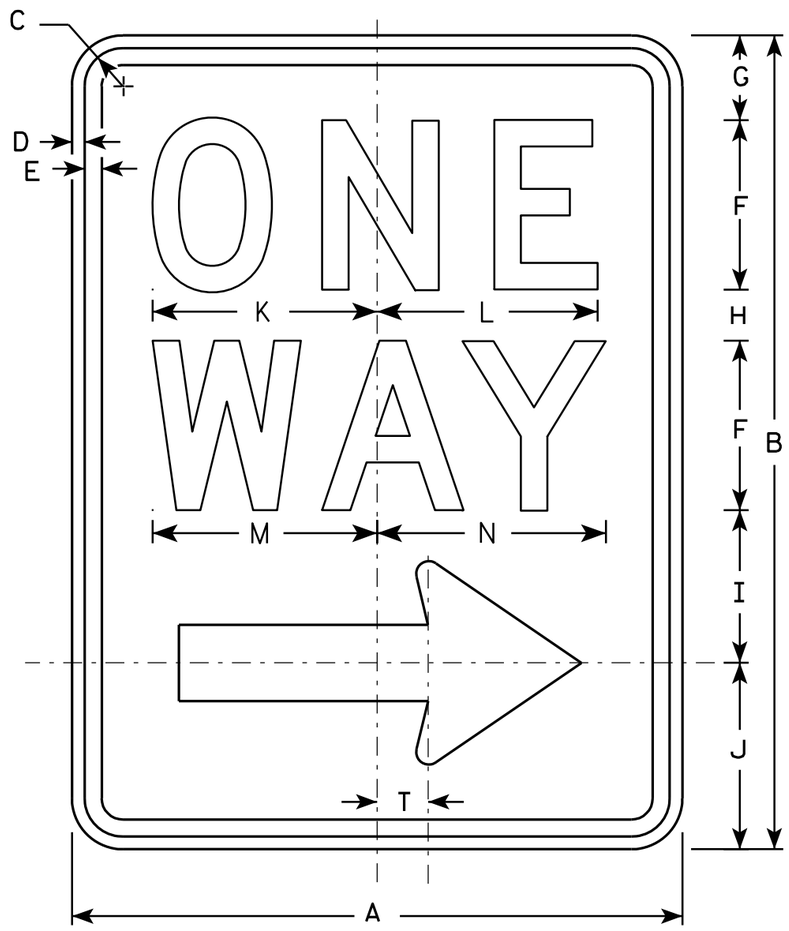
SHEET NO: 157 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R61.DGN PLOT DATE : 17-DEC-2010 14:11 PLOT BY : dotsja

WISDOT/CADDS SHEET 42

7

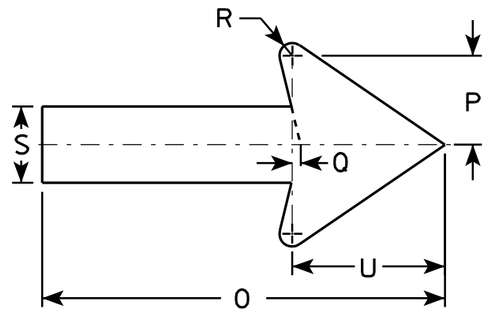
7



R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

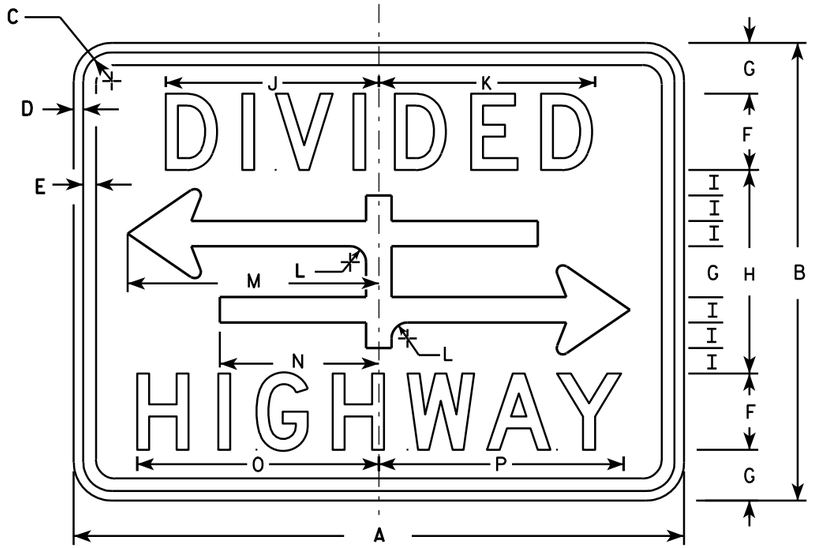
STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

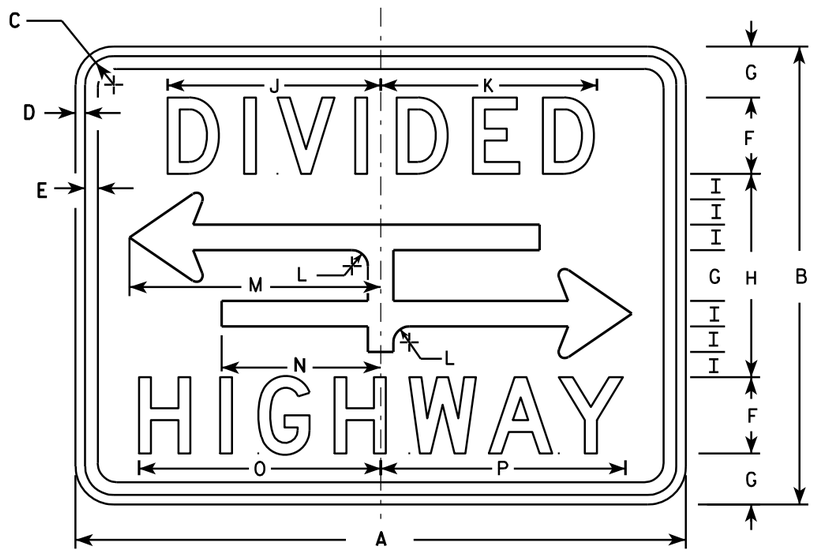
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 158	E



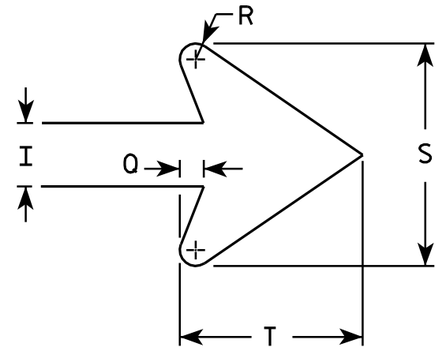
R6-3

NOTES

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



R6-3A



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	18	1 1/8	3/8	3/8	3	2	8	1	8 3/8	8 1/2	5/8	9 7/8	6 1/4	9 1/2	9 5/8	3/8	1/4	3 1/2	2 3/4							3.0
2S	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
2M	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
3																											
4																											
5																											

STANDARD SIGN
R6-3 & R6-3A

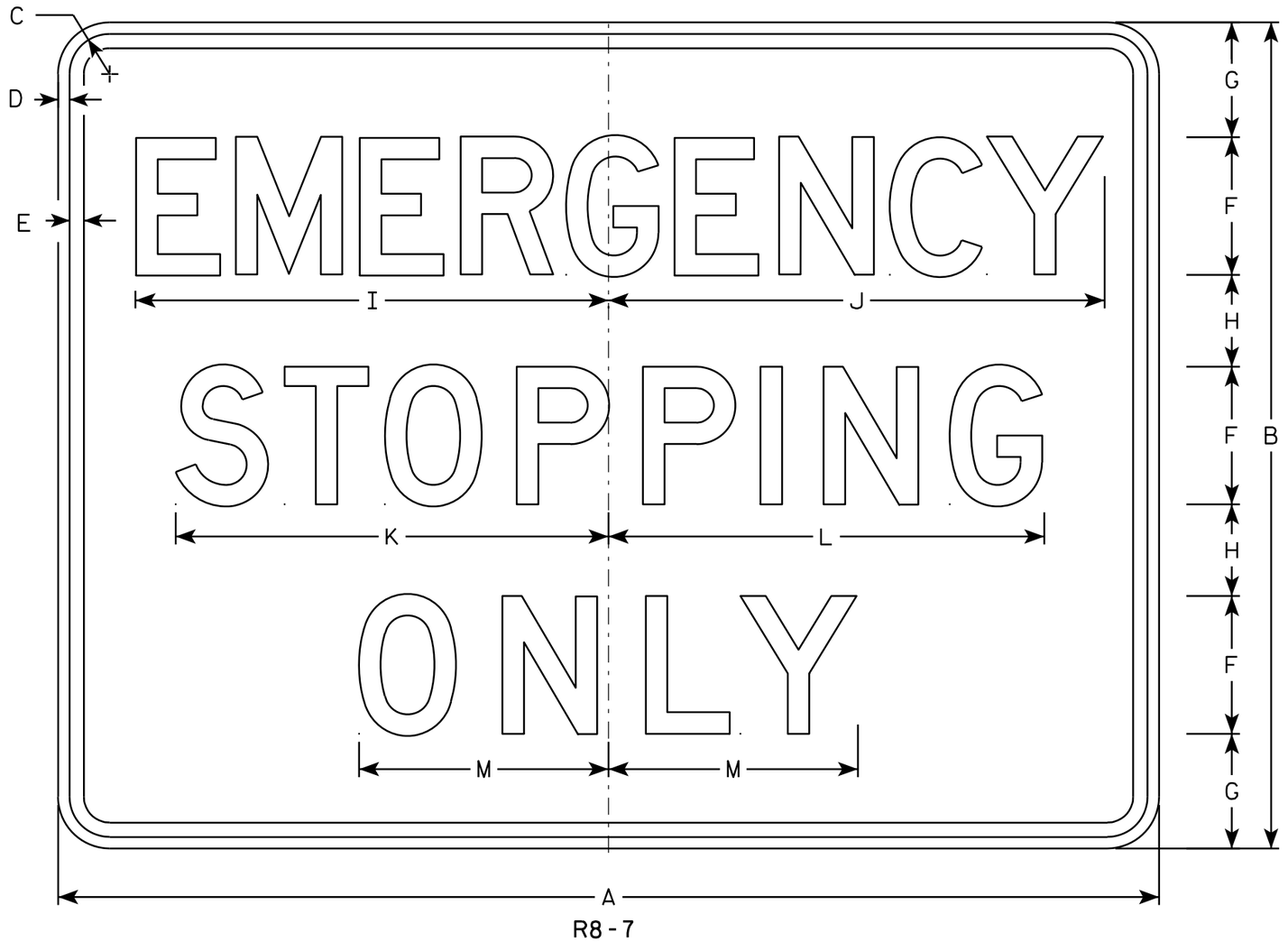
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R6-3.5

PROJECT NO:

SHEET NO: 159 E



R8-7

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3																											
4	48	36	1 3/4	1/2	5/8	6	5	4	20 5/8	21 5/8	18 7/8	19	10 7/8														12.0
5	48	36	1 3/4	1/2	5/8	6	5	4	20 5/8	21 5/8	18 7/8	19	10 7/8														12.0

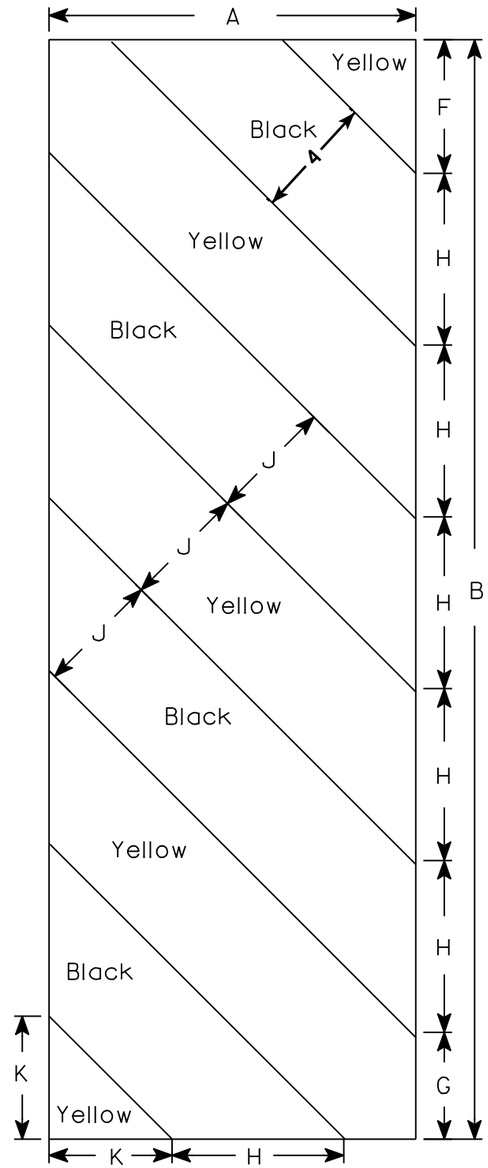
STANDARD SIGN
R8-7

WISCONSIN DEPT OF TRANSPORTATION

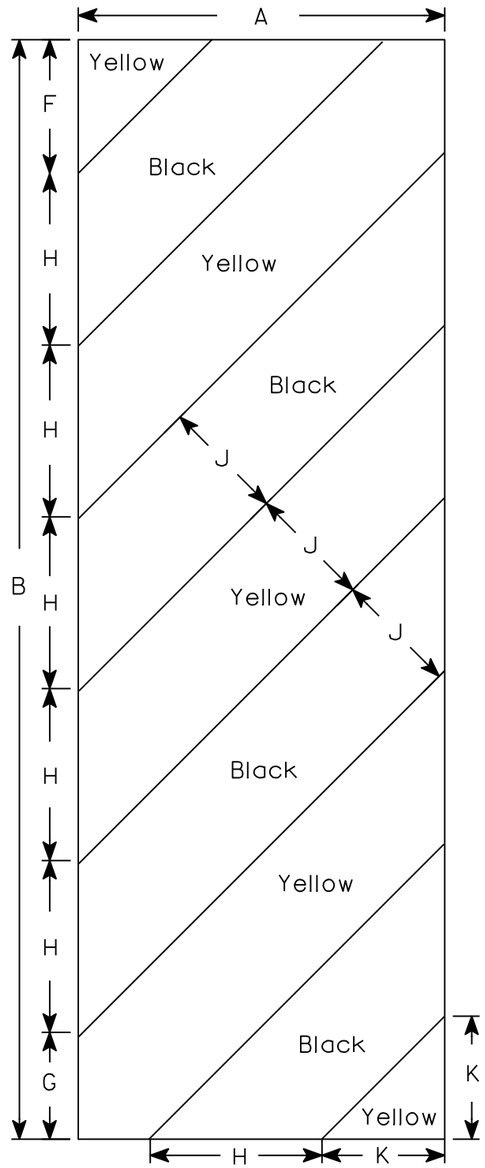
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R8-7.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 160 | 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

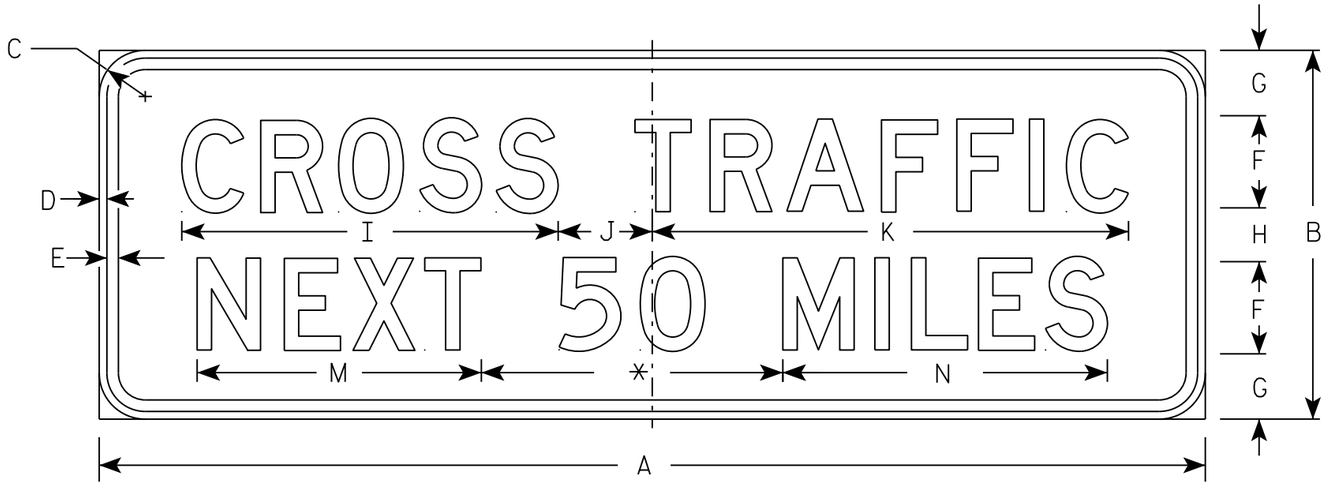
W5-52L & W5-52R

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: 161 | E



W6-53

* Varies (See Note 5)

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black Non - reflective
3. Message Series - D
4. 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																											
2S																											
2M																											
3																											
4	144	48	6	1	1 1/2	12	9	6	49	12 1/4	62		37	42 1/4													48.0
5																											

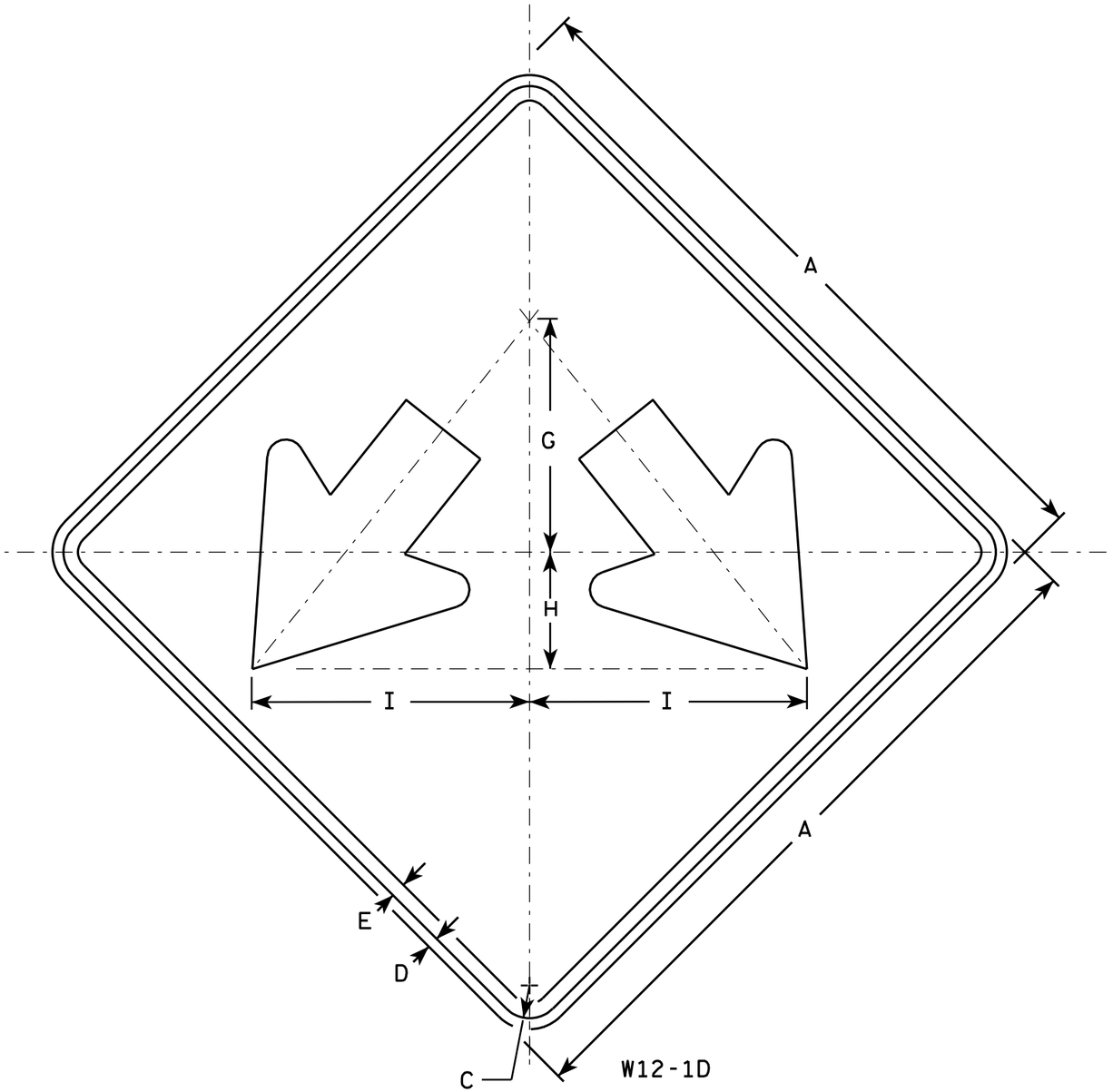
STANDARD SIGN
W6-53

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

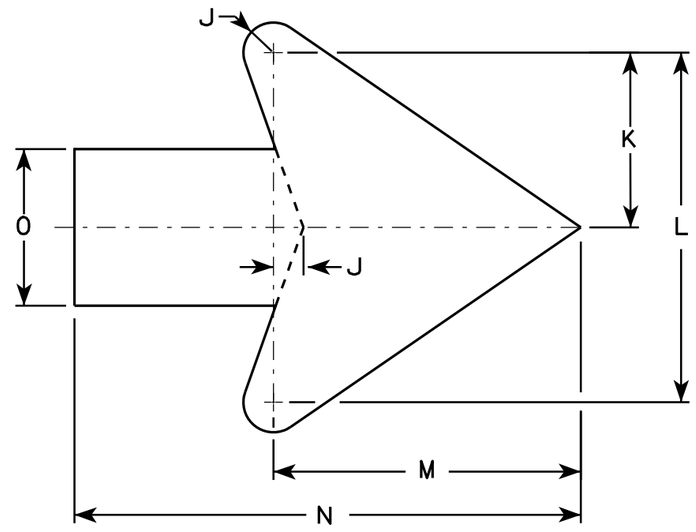
DATE 3/14/17 PLATE NO. W6-53.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 162	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

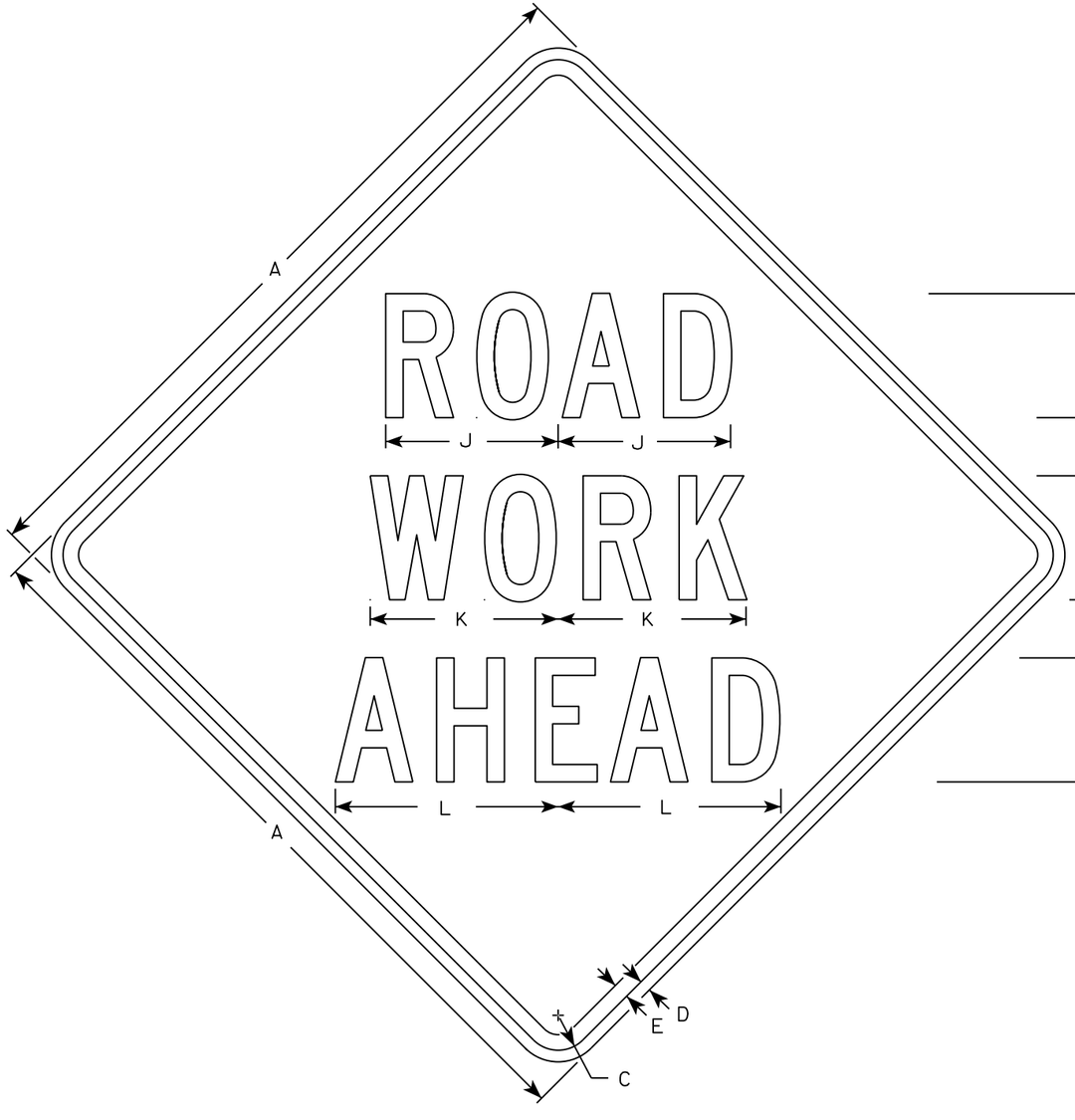
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 163	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W121D.DGN PLOT DATE : 13-MAR-2013 13:26 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 4.713802:1.000000

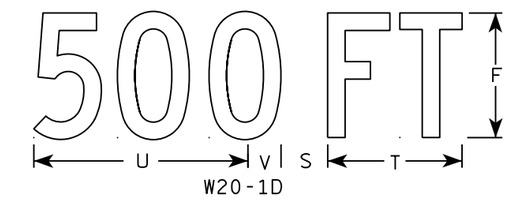
WISDOT/CADDS SHEET 42

7

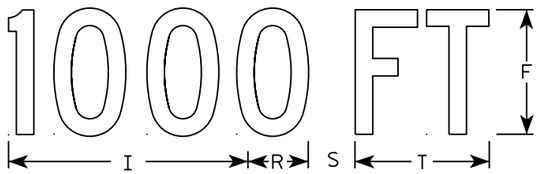
7



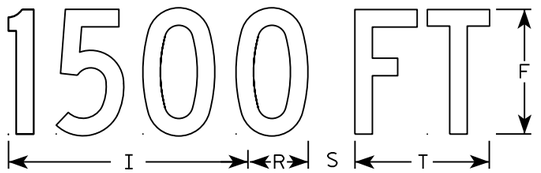
W20-1A



W20-1D

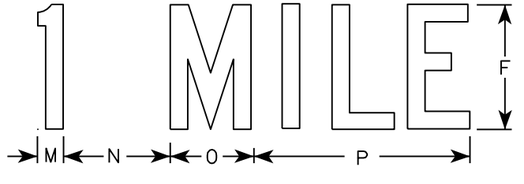


W20-1C

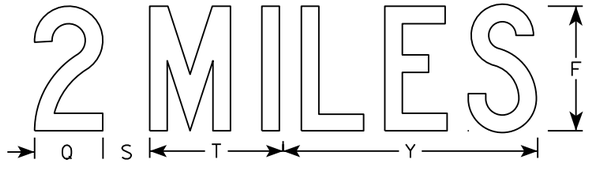


W20-1B

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

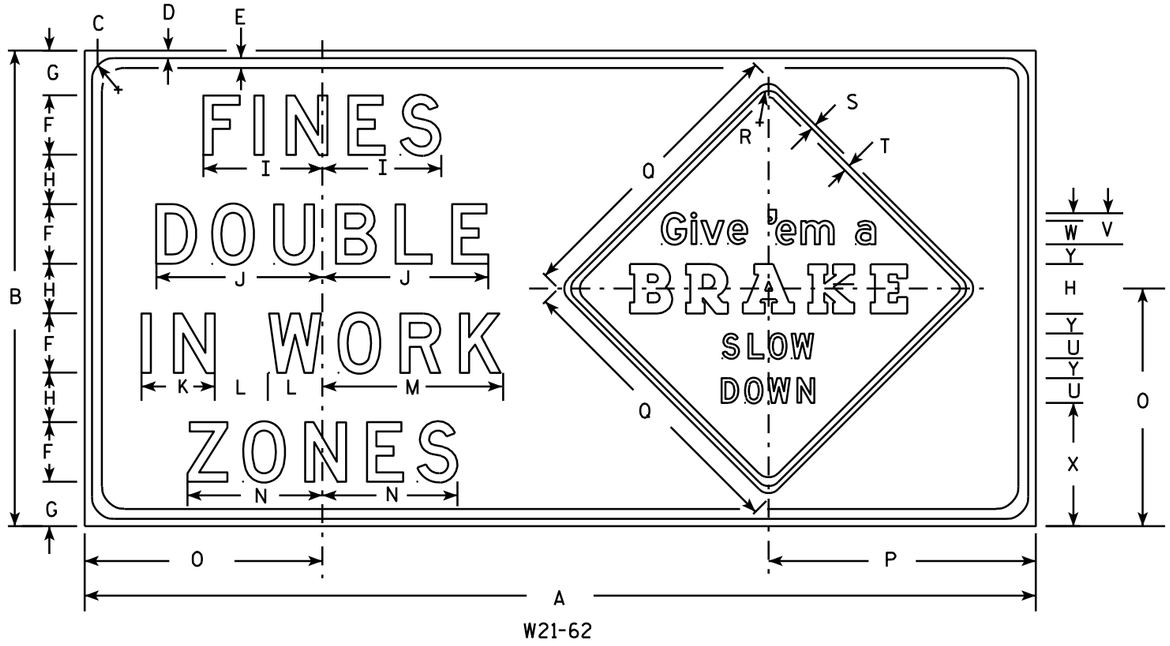
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:

SHEET NO: E

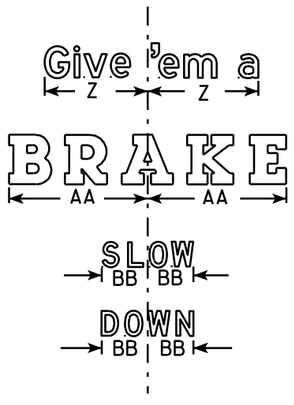
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 01-DEC-2015 18:24 PLOT BY : $$ plotuser $$

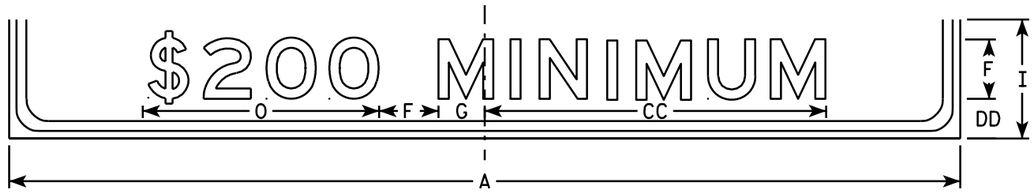


W21-62

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 - (See Note 5)
   Message - Black
3. Message Series -
   Fines Double Message - All lines are Series D
   Give 'em a Brake -
   Line one is Series E, line two is a Special Graphic Series and lines three and four are Series D.
4. The base material shall be plywood. Corners may be square or rounded, but borders shall be rounded as shown. The base material for Give 'em a Brake sign can be a seperate sheet of aluminum with the corners and borders rounded as shown. This seperate panel shall then be attached to the plywood with aluminum or stainless steel sheet metal screws.
5. Background for the Give 'em a Brake sign shall be Type F reflective orange.





W21-62P

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	AA	BB	CC	DD	Area sq. ft.
1																															
2S																															
2M																															
3	96	48	2 1/4	3/4	1	6	4 1/2	5	12	16 3/4	7 3/8	5 1/2	18 1/4	13 5/8	24	27	30	1 3/8	1/2	5/8	2 1/2	3 1/8	2 3/8	12 1/2	2	10 3/4	14	4 5/8	34 1/2	4	32.0
4																															
5																															

STANDARD SIGN
W21-62

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/11 PLATE NO. W21-62.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 165	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W2162.DGN PLOT DATE : 21-MAR-2011 10:25 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 15.294877:1.000000

WISDOT/CADDS SHEET 42

7

7

Wisconsin Department of Transportation

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