LAX

MAY 2019

PROJECT ID: 1430-06-60

COUNTY: JUNEAU

ORDER OF SHEETS

TOTAL SHEETS = 70

03

N

DESIGN DESIGNATION

A.A.D.T.	2020	=	4900
A.A.D.T.	2040	=	6100
D.H.V.		=	690 VPD
D.D.		=	100/40
T.		=	21.2%
DESIGN SPEED		=	55 MPH
ESALS		=	2,900,000

CONVENTIONAL SYMBOLS

PLAN

- CORPORATE LIMITS
- PROPERTY LINE
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SLOPE INTERCEPT
- REFERENCE LINE (300'EB')
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

MAUSTON - IH 39

POWERS ROAD TO WISCONSIN RIVER

S.T.H. 82

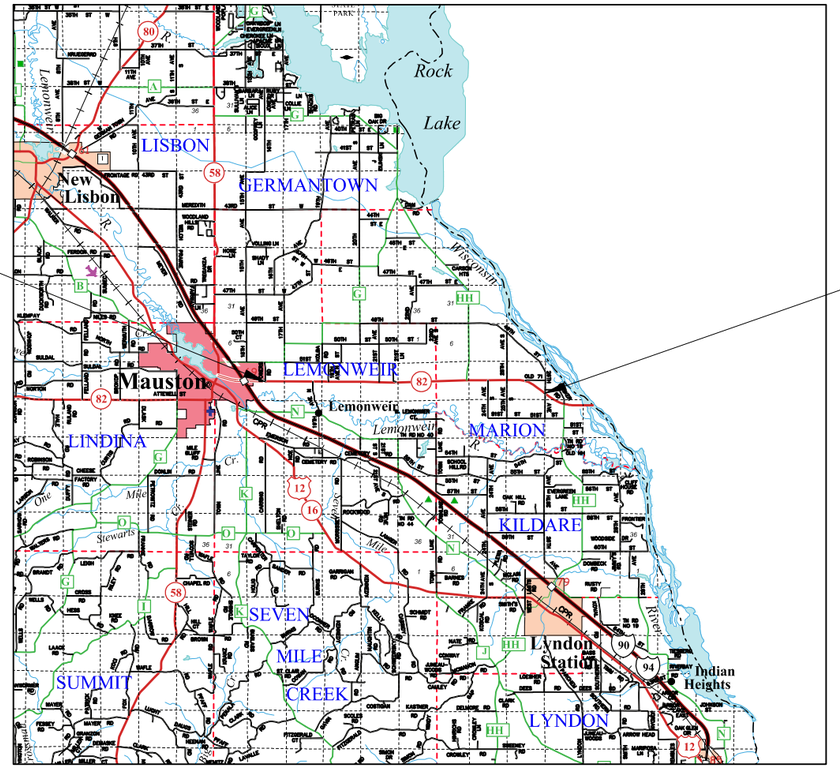
JUNEAU COUNTY

STATE PROJECT NUMBER
1430-06-60

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1430-06-60	WISC 2019272	1

BEGIN PROJECT 1430-06-60
STA 76+20.00
N= 471146.698
E=156608.423

END PROJECT 1430-06-60
STA. 479+25.00



LAYOUT

SCALE 0 4 MI

TOTAL NET LENGTH OF CENTERLINE = 7.634

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WisDOT
Designer	DANIEL KLEINERTZ
Project Manager	ANTHONY VANDERWEILEN
Regional Examiner	
Regional Supervisor	JOSEPH GREGAS

APPROVED FOR THE DEPARTMENT

DATE: 1/29/2019 (Signature)

E

FILE NAME : N:\PDS\C3D\14300630\SHEETSPLAN\010101_TI.DWG

PLOT DATE : 1/8/2019 3:04 PM

PLOT BY : STANGE, JOSEPH EDWIN

PLOT NAME :

STANDARD ABBREVIATIONS

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

GENERAL NOTES

- THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE HIS CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.
- THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH THE EXISTING UTILITY FACILITIES.
- ALL RADII ARE MEASURED TO EDGE OF PAVEMENT UNLESS OTHERWISE SHOWN OR NOTED ON THE PLAN.
- CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES EXCEPT WHEN PIPE LAYING OPERATIONS REQUIRE THE DRIVEWAY TO BE CLOSED. ACCESS TO DRIVEWAY SHALL BE RE-ESTABLISHED IMMEDIATELY AFTER PIPE IN DRIVEWAY AREA IS INSTALLED. ACCESS SHALL BE PROVIDED DURING ALL NON-WORKING HOURS.
- THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, BIKE OR PARKING LANE.
- 3.5 INCH HMA PAVEMENT 4LT 58-28 S, SHALL BE CONSTRUCTED WITH 1.75 INCH UPPER LAYER AND 1.75 INCH LOWER LAYER.

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

UTILITY CONTACTS

Frontier Communications
107 Pleasantview Dr
Plymouth, WI 53073
Attn: Russ Ryan
Phone: 920-893-7212
Russell.w.ryan@ftr.com

ATC Management, Inc.
801 O'keefe Rd
PO Box 6113
DePere, Wi 54115-6113
Attn: Mike Olsen
Phone: 920-998-6582
molsen@atcllc.com

Dairyland Power
3200 East Ave S
P.O. Box 817
La Crosse, WI 54602
Attn: Rob Maly
Phone:608-788-4000
Rob.Maly@DairylandPower.com

Oakdale Electric
489 N Oakwood St
PO Box 128
Oakdale, WI 54649
Attn: Roy Boyles
Phone:608-372-4131
rboyles@oakdalerec.com

Alliant Energy- Electric & Gas
Suite 1000
4902 N Biltmore Lane
Madison, WI 53718
Phone: 608-458-4871
MichaelBrolin@alliantenergy.com

AT&T Corp.
Communication Line
Keneth Colwell
222 W Jackson
Woodstock, IL 60098
312-734-2223
Kc1298@att.com

DNR LIAISON

KAREN KALVELAGE
ENVIRONMENTAL ANALYSIS & REVIEW SPECIALIST
WISCONSIN DEPT. OF NATURAL RESOURCES
WEST CENTRAL REGION
3550 MORMON COULEE ROAD
LA CROSSE, WI 54601
608-785-9115
karen.kalvelage@wisconsin.gov

DESIGN CONTACTS

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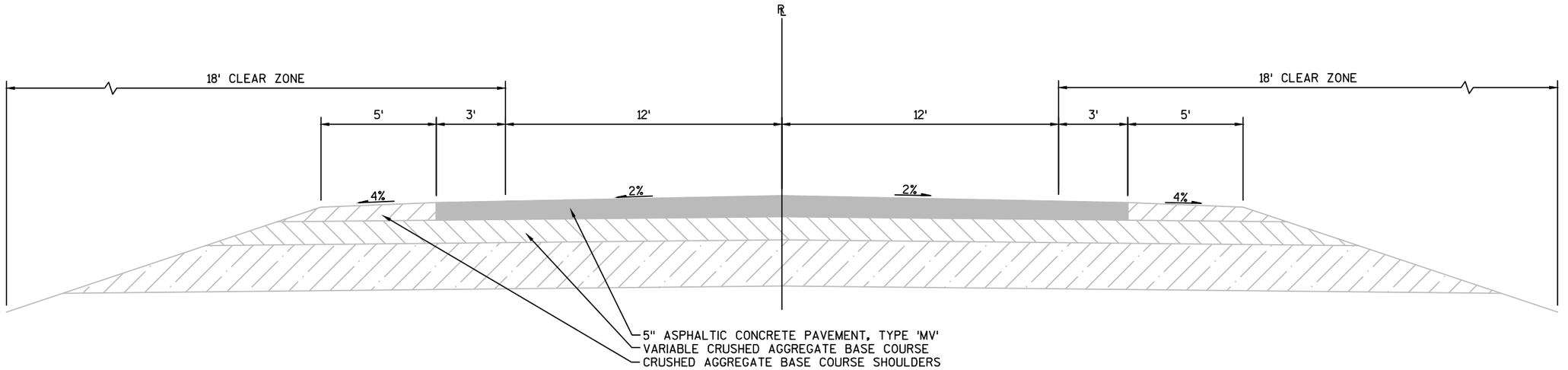
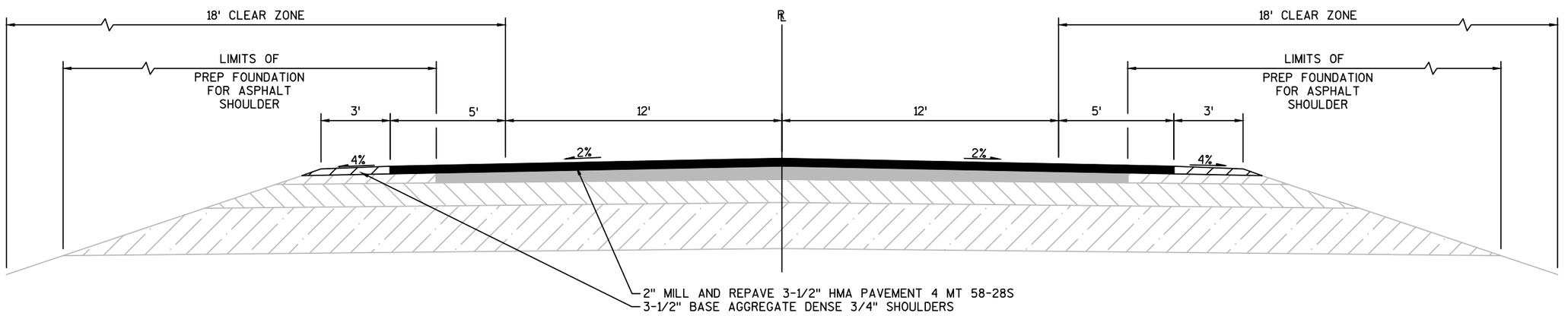
3550 Mormon Coulee Road
LaCrosse, WI 54601
608-789-7878
anthony.vanderwielen@dot.wi.gov



STH 82 EXISTING TYPICAL

STA. 76+20 - STA. 266+68
STA. 268+24 - STA. 479+25



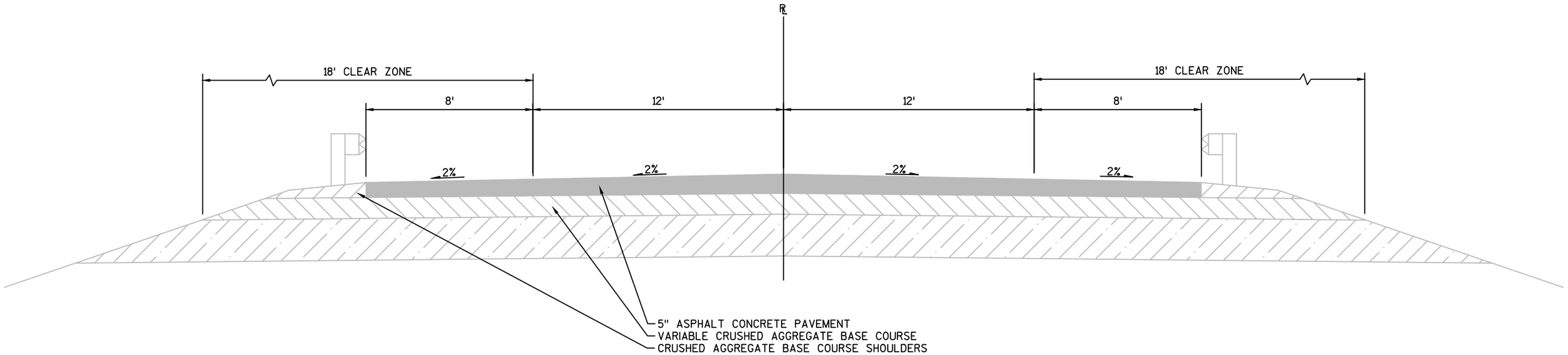
STH 82 PROPOSED TYPICAL

STA. 76+20 - STA. 266+68
STA. 268+24 - STA. 479+25

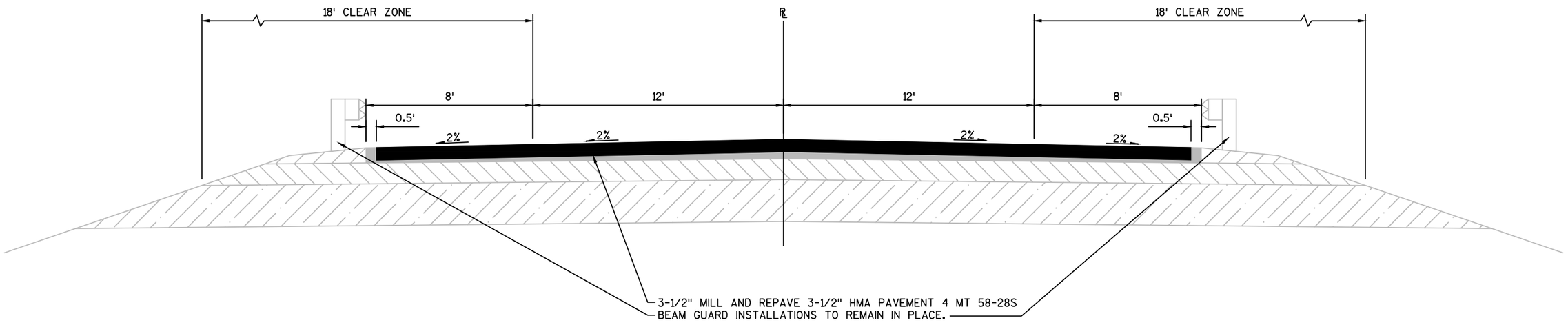
NOTE:
WHERE EXISTING FULL PAVED SHOULDERS ARE LOCATED, MILL THE ENTIRE SHOULDER.

PROJECT NO: 1430-06-60	HWY: STH 82	COUNTY: JUNEAU	TYPICAL SECTIONS	SHEET 3	E

2



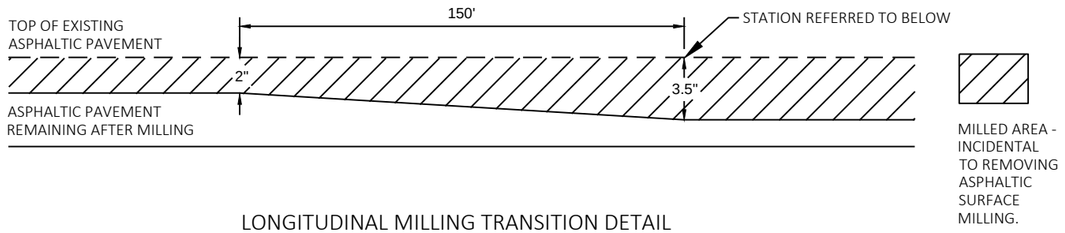
STH 82 EXISTING TYPICAL
STA. 266+68 - STA. 268+24



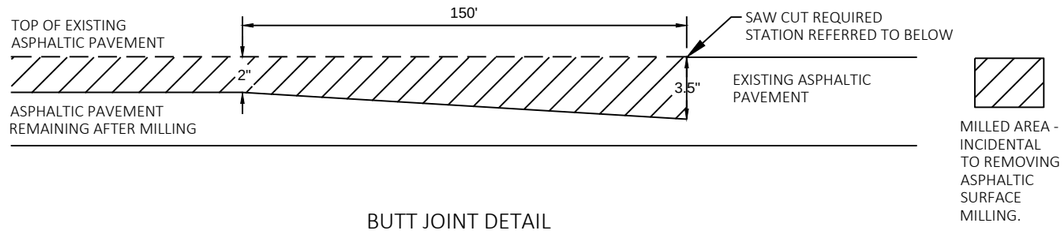
STH 82 PROPOSED TYPICAL
STA. 266+68 - STA. 268+24

NOTE:
WHERE EXISTING FULL PAVED SHOULDERS ARE LOCATED, MILL THE ENTIRE SHOULDER.

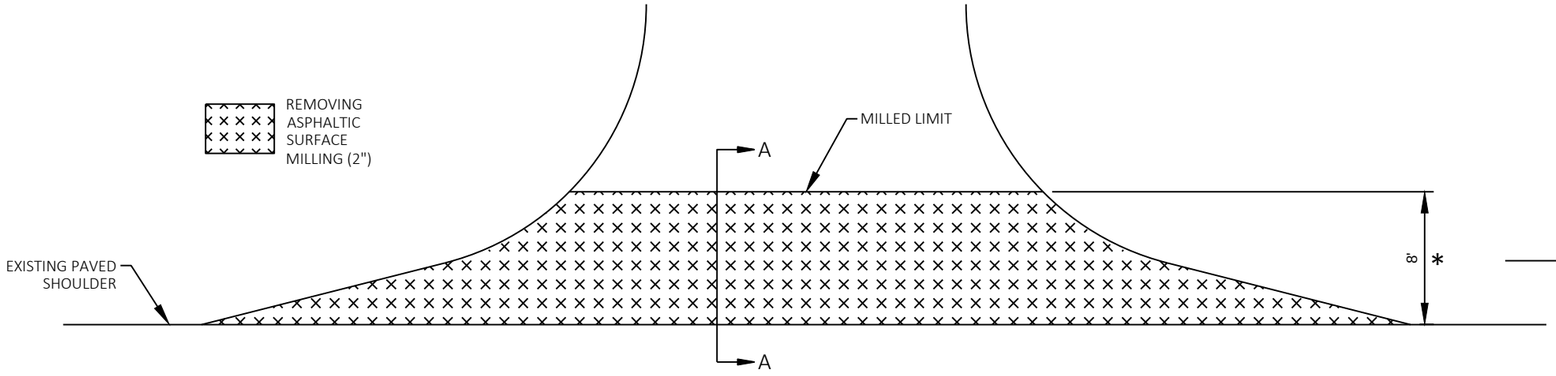
PROJECT NO:1430-06-60	HWY: STH 82	COUNTY:JUNEAU	TYPICAL SECTIONS	SHEET 4	E



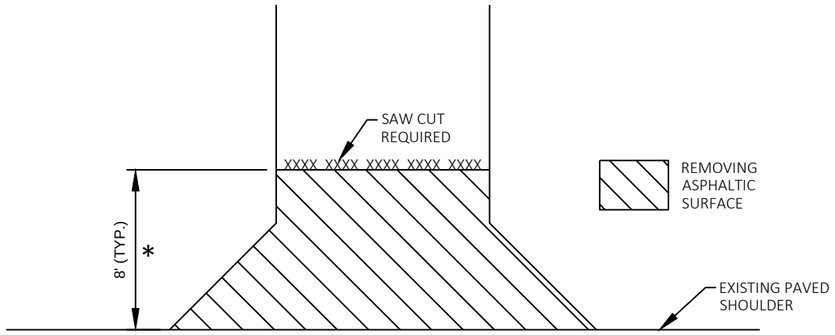
LONGITUDINAL MILLING TRANSITION DETAIL
STA. 266+68 - 268+24 (BEAM GUARD/BOX AREA)



BUTT JOINT DETAIL
STA. 76+20 - 77+70
STA. 477+75 - 479+25

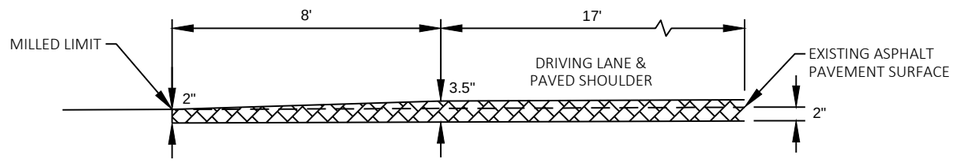


INTERSECTION MILLING LIMITS DETAIL



ASPHALT DRIVEWAY REMOVAL DETAIL

* SETBACK MAY NEED TO DEEPER
TO ACCOUNT FOR THE SLOPE.



SECTION A-A

1430-06-60

Line	Item	Item Description	Unit	Total	Qty
0002	204.0110	Removing Asphaltic Surface	SY	1,016.000	1,016.000
0004	204.0120	Removing Asphaltic Surface Milling	SY	136,747.000	136,747.000
0006	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	808.000	808.000
0008	213.0100	Finishing Roadway (project) 01. 1430-06-60	EACH	1.000	1.000
0010	305.0110	Base Aggregate Dense 3/4-Inch	TON	8,346.000	8,346.000
0012	450.4000	HMA Cold Weather Paving	TON	7,525.000	7,525.000
0014	455.0605	Tack Coat	GAL	17,278.000	17,278.000
0016	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	2.000	2.000
0018	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	2.000	2.000
0020	460.2005	Incentive Density PWL HMA Pavement	DOL	21,066.000	21,066.000
0022	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	40,305.000	40,305.000
0024	460.2010	Incentive Air Voids HMA Pavement	DOL	30,110.000	30,110.000
0026	460.6224	HMA Pavement 4 MT 58-28 S	TON	30,104.000	30,104.000
0028	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	130.000	130.000
0030	465.0425	Asphaltic Shoulder Rumble Strips 2-Lane Rural	LF	70,332.000	70,332.000
0032	465.0475	Asphalt Centerline Rumble Strips 2-Lane Rural	LF	34,132.000	34,132.000
0034	520.9700.S	Culvert Pipe Liners (size) 01. 30-inch	LF	161.000	161.000
0036	520.9700.S	Culvert Pipe Liners (size) 02. 24-inch	LF	80.000	80.000
0038	520.9750.S	Cleaning Culvert Pipes for Liner Verification	EACH	3.000	3.000
0040	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1430-06-60	EACH	1.000	1.000
0042	619.1000	Mobilization	EACH	1.000	1.000
0044	624.0100	Water	MGAL	20.000	20.000
0046	627.0200	Mulching	SY	600.000	600.000
0048	628.1504	Silt Fence	LF	600.000	600.000
0050	628.1520	Silt Fence Maintenance	LF	600.000	600.000
0052	628.1905	Mobilizations Erosion Control	EACH	1.000	1.000
0054	628.1910	Mobilizations Emergency Erosion Control	EACH	1.000	1.000
0056	628.7504	Temporary Ditch Checks	LF	60.000	60.000
0058	628.7570	Rock Bags	EACH	35.000	35.000
0060	629.0210	Fertilizer Type B	CWT	0.500	0.500
0062	630.0120	Seeding Mixture No. 20	LB	18.000	18.000
0064	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	5.000	5.000
0066	637.2210	Signs Type II Reflective H	SF	30.000	30.000
0068	638.2102	Moving Signs Type II	EACH	6.000	6.000
0070	638.2602	Removing Signs Type II	EACH	5.000	5.000
0072	638.3000	Removing Small Sign Supports	EACH	5.000	5.000
0074	642.5201	Field Office Type C	EACH	1.000	1.000
0076	643.0300	Traffic Control Drums	DAY	1,000.000	1,000.000
0078	643.0900	Traffic Control Signs	DAY	882.000	882.000

1430-06-60

Line	Item	Item Description	Unit	Total	Qty
0080	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0082	643.5000	Traffic Control	EACH	1.000	1.000
0084	646.1020	Marking Line Epoxy 4-Inch	LF	24,158.000	24,158.000
0086	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	78,756.000	78,756.000
0088	646.3020	Marking Line Epoxy 8-Inch	LF	310.000	310.000
0090	648.0100	Locating No-Passing Zones	MI	7.630	7.630
0092	649.0105	Temporary Marking Line Paint 4-Inch	LF	42,638.000	42,638.000
0094	649.0120	Temporary Marking Line Epoxy 4-Inch	LF	21,319.000	21,319.000
0096	650.8000	Construction Staking Resurfacing Reference	LF	40,305.000	40,305.000
0098	690.0150	Sawing Asphalt	LF	788.000	788.000
0100	740.0440	Incentive IRI Ride	DOL	30,500.000	30,500.000

3

REMOVING ASPHALTIC SURFACE

STATION	TO	STATION	LOCATION	204.0110 SY
76+20	-	77+10	RT	66
88+48	-	88+84	RT	36
104+96	-	105+42	LT	37
124+72	-	125+17	RT	34
150+27	-	150+61	LT	24
181+52	-	181+77	LT	20
204+89	-	205+33	RT	43
210+32	-	210+79	RT	39
213+92	-	214+35	RT	45
220+65	-	221+16	LT	41
221+30	-	221+80	RT	48
243+69	-	244+24	LT	36
248+43	-	249+11	RT	55
265+50	-	266+19	LT	50
269+00	-	269+70	LT	51
269+17	-	269+50	RT	20
272+38	-	273+08	LT	58
281+14	-	281+60	LT	36
313+44	-	313+88	RT	31
323+80	-	324+21	LT	28
330+45	-	330+82	LT	28
386+22	-	386+65	LT	35
398+00	-	398+55	RT	39
422+39	-	422+83	RT	36
435+75	-	436+23	RT	35
439+26	-	439+88	RT	45
			TOTAL 0010	1016

REMOVING ASPHALTIC SURFACE MILLING

STATION	TO	STATION	LOCATION	204.0120 SY	REMARKS
76+20	-	265+18	ML	62993	30 ft width @ 2 inches
265+18	-	266+68	ML	500	30 ft wide @ 2.75 inches Avg
266+68	-	268+24	ML	520	30 ft width @3.5 inches
268+24	-	269+74	ML	500	30 ft wide @ 2.75 inches Avg
269+74	-	479+25	ML	69837	30 ft width @ 2 inches
266+75	-	268+21	LT	72	@ 3.5 inches
266+83	-	268+25	RT	62	@ 3.5 inches
76+19	-	76+74	LT	12	TAPER
88+25	-	88+89	LT	58	17th AVE
138+61	-	142+52	RT	343	19th AVE
162+25	-	164+73	LT	152	19th AVE
233+32	-	235+44	LT	122	21st AVE
256+74	-	258+85	LT	127	PE
355+56	-	359+25	LT	310	CTH HH
384+80	-	386+82	RT	143	24th AVE
410+85	-	413+24	LT	138	25th AVE
411+24	-	413+37	RT	145	25th AVE
436+54	-	439+00	LT	149	OLS HWY 71
469+41	-	473+48	LT	319	26th AVE
470+18	-	472+61	RT	173	26th AVE
477+67	-	479+25	LT	70	Shoulder widening
			TOTAL 0010	136747	

TACK COAT

CATEGORY	STATION	TO	STATION	LOCATION	455.0605 GAL	REMARKS
0010	76+20	-	479+25	Mainline and sidelines	9549	Milled Surface rate= 0.07 Gal/ SY
0010	76+20	-	479+25		6833	Binder surface rate = 0.05 Gal/ SY
				TOTAL 0010	16382	
0020	76+20	-	479+25	Shoulder	896	2' of shoulder each side
0020						HSIP funded
				TOTAL 0020	896	
				TOTAL	17278	

PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

CATEGORY	STATION	TO	STATION	LOCATION	211.0400 STA
0020	76+20	-	479+25	LT & RT	808
				TOTAL 0020	808

CULVERT PIPE LINERS (01. 30-INCH)

STATION	LOCATION	520.9700.S.01 LF
107+75	C/L	65
279+95	C/L	96
	TOTAL 0010	161

STATION	LOCATION	520.9700.S.02 LF
98+61	C/L	80
	TOTAL 0010	80

BASE AGGREGATE DENSE 3/4-INCH

STATION	TO	STATION	LOCATION	305.0110 TON	REMARKS
76+20	-	479+25	LT & RT	7846	Shoulder
				500	Driveways and Field entrances
			TOTAL 0020	8346	

HMA PAVEMENT 4 MT 58-28 S

STATION	TO	STATION	LOCATION	460.6224 TON	REMARKS
76+20	-	265+18	ML	12347	30 ft width
265+18	-	266+68	ML	98	30 ft width
266+68	-	268+24	ML	101	30 ft width
268+24	-	269+74	ML	98	30 ft width
269+74	-	479+25	ML	13688	30 ft width
266+75	-	268+21	LT	8	2.5 ft width
266+83	-	268+25	RT	8	2.5 ft width
76+19	-	76+74	LT	1	TAPER
88+25	-	88+89	LT	7	17th AVE
138+61	-	142+52	RT	40	19th AVE
162+25	-	164+73	LT	19	19th AVE
233+32	-	235+44	LT	13	21st AVE
256+74	-	258+85	LT	14	PE
355+56	-	359+25	LT	35	CTH HH
384+80	-	386+82	RT	16	24th AVE
410+85	-	413+24	LT	14	25th AVE
411+24	-	413+37	RT	16	25th AVE
436+54	-	439+00	LT	16	OLS HWY 71
469+41	-	473+48	LT	36	26th AVE
470+18	-	472+61	RT	20	26th AVE
			TOTAL 0010	26593	
76+20	-	479+25	RT & LT	3511	2' of shoulder each side
					HSIP funded
			TOTAL 0020	3511	
			TOTAL	30104	

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

STATION	TO	STATION	LOCATION	465.0120 TON	REMARKS
76+20	-	77+10	RT	7	PE
88+48	-	88+84	RT	4	PE
104+96	-	105+42	LT	5	PE
124+72	-	125+17	RT	4	PE
150+27	-	150+61	LT	3	PE
181+52	-	181+77	LT	3	PE
204+89	-	205+33	RT	4	PE
210+32	-	210+79	RT	5	PE
213+92	-	214+35	RT	4	PE
220+65	-	221+16	LT	5	PE
221+30	-	221+80	RT	5	PE
243+69	-	244+24	LT	6	PE
248+43	-	249+11	RT	7	PE
265+50	-	266+19	LT	7	CE
269+00	-	269+70	LT	7	CE
269+17	-	269+50	RT	3	CE
272+38	-	273+08	LT	8	CE
281+14	-	281+60	LT	4	PE
313+44	-	313+88	RT	4	PE
323+80	-	324+21	LT	4	PE
330+45	-	330+82	LT	4	PE
386+22	-	386+65	LT	4	PE
398+00	-	398+55	RT	6	PE
422+39	-	422+83	RT	4	PE
435+75	-	436+23	RT	5	PE
439+26	-	439+88	RT	9	PE
			TOTAL 0010	130	

ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL

STATION	TO	STATION	LOCATION	465.0425 LF
76+75	-	87+66	LT	1091
77+16	-	88+36	RT	1120
89+00	-	92+17	RT	317
90+06	-	97+39	LT	733
94+16	-	102+94	RT	878
98+01	-	104+81	LT	680
104+85	-	124+66	RT	1981
105+60	-	127+95	LT	2235
125+29	-	138+36	RT	1336
129+84	-	150+11	LT	2027

ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL

STATION	TO	STATION	LOCATION	465.0425 LF
143+35	-	158+88	RT	1553
150+76	-	161+77	LT	1101
160+57	-	170+83	RT	1026
164+70	-	170+65	LT	595
171+40	-	181+28	LT	988
171+51	-	184+40	RT	1289
181+98	-	200+29	LT	1831
185+07	-	192+04	RT	697
192+75	-	203+06	RT	1031
201+05	-	210+15	LT	910
203+80	-	204+78	RT	98
205+47	-	210+22	RT	475
210+93	-	213+79	LT	286
210+88	-	213+84	RT	296
214+54	-	220+52	LT	598
214+54	-	221+14	RT	660
221+95	-	236+81	RT	1486
222+08	-	228+06	LT	598
228+77	-	232+48	LT	371
235+60	-	243+55	LT	795
237+51	-	238+75	RT	124
239+48	-	248+38	RT	890
244+40	-	256+00	LT	1160
249+24	-	264+36	RT	1512
258+89	-	265+13	LT	624
272+10	-	298+75	RT	2665
273+90	-	281+02	LT	712
281+69	-	323+64	LT	4195
299+43	-	313+31	RT	1388
314+05	-	329+60	RT	1555
324+36	-	327+60	LT	324
328+33	-	330+25	LT	192
330+29	-	333+51	RT	322
330+94	-	354+58	LT	2364
334+20	-	346+10	RT	1190
346+84	-	355+67	RT	883
356+48	-	368+40	RT	1192
359+58	-	361+46	LT	188
362+19	-	375+54	LT	1335
369+07	-	370+21	RT	114
370+90	-	384+57	RT	1367
376+40	-	380+14	LT	374
380+88	-	386+08	LT	520
386+81	-	410+10	LT	2329
387+91	-	397+89	RT	998
398+68	-	411+04	RT	1236
413+29	-	428+30	LT	1501
414+32	-	422+23	RT	791
422+93	-	427+55	RT	462
428+22	-	430+93	RT	271
428+93	-	435+73	LT	680
431+60	-	435+56	RT	396
436+28	-	439+17	RT	289
438+96	-	468+81	LT	2985
439+91	-	470+07	RT	3016
473+57	-	479+25	RT	568
473+87	-	479+25	LT	538
			TOTAL 0020	70332

3

ASPHALT CENTER LINE RUMBLE STRIPS 2-LANE RURAL

STATION	TO	STATION	LOCATION	465.0475 LF
77+60	-	86+61	C/L	901
90+61	-	92+47	C/L	186
94+47	-	103+22	C/L	875
107+22	-	127+64	C/L	2042
129+64	-	139+74	C/L	1010
143+74	-	158+99	C/L	1525
165+35	-	232+27	C/L	6692
236+27	-	255+60	C/L	1933
259+60	-	264+53	C/L	493
273+64	-	354+33	C/L	8069
358+33	-	383+80	C/L	2547
387+80	-	410+16	C/L	2236
414+16	-	435+76	C/L	2160
439+76	-	468+55	C/L	2879
473+41	-	479+25	C/L	584
			TOTAL 0010	34132

CLEANING CULVERT PIPES FOR LINER VERIFICATION

STATION	LOCATION	520.9750.S EACH
98+25	C/L	1
107+75	C/L	1
279+95	C/L	1
	TOTAL 0010	3

WATER

STATION	TO	STATION	LOCATION	624.0100 MGAL	REMARKS
76+20	-	479+25	LT & RT	19	Shoulder
				1	Driveways and Field entrances
			TOTAL 0020	20	

MULCHING

STATION	LOCATION	627.0200 SY	REMARKS
98+25	LT & RT	200	culvert liner location
107+75	LT & RT	200	culvert liner location
279+95	LT & RT	200	culvert liner location
	TOTAL 0010	600	

SILT FENCE

STATION	LOCATION	628.1504 LF	REMARKS
98+61	LT & RT	200	culvert liner location
107+75	LT & RT	200	culvert liner location
279+95	LT & RT	200	culvert liner location
	TOTAL 0010	600	

SILT FENCE MAINTENANCE

STATION	LOCATION	628.1520 LF	REMARKS
98+61	LT & RT	200	culvert liner location
107+75	LT & RT	200	culvert liner location
279+95	LT & RT	200	culvert liner location
	TOTAL 0010	600	

3

TEMPORARY DITCH CHECKS

STATION	TO	STATION	LOCATION	628.7504 LF	REMARKS
		98+61	LT & RT	20	culvert liner location
		107+75	LT & RT	20	culvert liner location
		279+95	LT & RT	20	culvert liner location
			TOTAL 0010	60	

ROCK BAGS

STATION	LOCATION	628.7570 EACH	REMARKS
98+61	LT & RT	5	culvert liner location
107+75	LT & RT	5	culvert liner location
279+95	LT & RT	5	culvert liner location
		20	silt fence reliefs
	TOTAL 0010	35	

FERTILIZER TYPE B

STATION	LOCATION	629.0210 CWT	REMARKS
98+61	LT & RT	0.15	culvert liner location
107+75	LT & RT	0.15	culvert liner location
279+95	LT & RT	0.15	culvert liner location
	TOTAL 0010	0.5	

SEEDING MIXTURE NO. 20

STATION	LOCATION	630.0120 LB	REMARKS
98+61	LT & RT	6	culvert liner location
107+75	LT & RT	6	culvert liner location
279+95	LT & RT	6	culvert liner location
	TOTAL 0010	18	

SIGNS TYPE II REFLECTIVE H

LOCATION	637.2210 SF	REMARKS
UNDISTRIBUTED	30	NEW LOCATIONS FOR NO PASSING
TOTAL 0010	30	

POSTS WOOD 4X6-INCH X 16-FT

LOCATION	634.0616 EACH	REMARKS
UNDISTRIBUTED	5	NEW LOCATIONS FOR NO PASSING
TOTAL 0010	5	

MOVING SIGNS TYPE II

LOCATION	638.2102 EACH	REMARKS
UNDISTRIBUTED	6	NEW LOCATIONS FOR NO PASSING
TOTAL 0010	6	

REMOVING SIGNS TYPE II

LOCATION	638.2602 EACH	REMARKS
UNDISTRIBUTED	5	REMOVED NO PASSING ZONES
TOTAL 0010	5	

3

REMOVING SMALL SIGN SUPPORTS

LOCATION	638.3000 EACH	REMARKS
UNDISTRIBUTED	5	REMOVED NO PASSING ZONES
TOTAL 0010	5	

TRAFFIC CONTROL DRUMS

LOCATION	643.0300 DAY
UNDISTRIBUTED	1000
TOTAL 0010	1000

TRAFFIC CONTROL SIGNS

LOCATION	643.0900 DAY	REMARKS
	420	Mainline advanced warning
	462	Sideline advanced warning
TOTAL 0010	882	

TRAFFIC CONTROL SIGNS PCMS

LOCATION	643.1050 DAY	REMARKS
WEST	7	West 7 day advanced warning
EAST	7	East 7 day advanced warning
TOTAL 0010	14	

MARKING LINE EPOXY 8-INCH

STATION	TO	STATION	LOCATION	646.3020 LF	REMARKS
140+05	-	141+07	RT	102	19th Ave
356+89	-	357+94	LT	105	CTH HH
471+28	-	472+31	LT	103	26th Ave
			TOTAL 0010	310	

LOCATING NO-PASSING ZONES

STATION	TO	STATION	LOCATION	648.0100 MI
76+20	-	479+25	C/L	7.63
			TOTAL 0010	7.63

CONSTRUCTION STAKING RESURFACING REFERENCE

STATION	TO	STATION	LOCATION	650.8000 LF
76+20	-	479+25	C/L	40305
			TOTAL 0010	40305

MARKING LINE EPOXY 4-INCH

STATION	TO	STATION	646.1020 Left LF	646.1020 Center LF	646.1020 Right LF	REMARKS
76+20	-	149+39		1825		Dash
149+39	-	160+51	275		1112	SR DL
160+51	-	162+97		492		DY
162+97	-	174+00	1103		275	SL DR
174+00	-	194+76		525		Dash
194+76	-	205+77	275		1101	SR DL
205+77	-	208+88		622		DY
208+88	-	219+86	1098		275	SL DR
219+86	-	238+65		475		Dash
238+65	-	249+71	275		1106	SR DL
249+71	-	253+79		816		DY
253+79	-	264+63	1084		275	SL DR
264+63	-	419+74		3875		Dash
419+74	-	430+96	287.5		1122	SR DL
430+96	-	448+16		3440		DY
448+16	-	459+44	1128		287.5	SL DR
459+44	-	474+16		375		Dash
474+16	-	479+25	125		509	SR DL
		SUBTOTAL	5650.5	12445	6062.5	
			TOTAL 0010	24158		

MARKING LINE GROOVED WET REF EPOXY 4-INCH

STATION	TO	STATION	LOCATION	646.1040 LF	REMARKS
76+20	-	140+82	RT	6462	White edgeline
142+27	-	384+63	RT	24236	White edgeline
386+19	-	410+99	RT	2480	White edgeline
412+68	-	469+90	RT	5722	White edgeline
471+90	-	479+25	RT	735	White edgeline
76+20	-	162+80	LT	8660	White edgeline
165+36	-	233+81	LT	6845	White edgeline
235+98	-	257+28	LT	2130	White edgeline
259+32	-	355+79	LT	9647	White edgeline
357+21	-	411+66	LT	5445	White edgeline
413+60	-	437+23	LT	2363	White edgeline
439+47	-	469+91	LT	3044	White edgeline
471+51	-	479+25	LT	774	White edgeline
164+00	-	165+36	LT	33	White edgeline
234+73	-	235+98	LT	30	White edgeline
258+10	-	259+32	LT	30	White edgeline
412+53	-	413+60	LT	27	White edgeline
438+25	-	439+47	LT	30	White edgeline
384+63	-	385+45	RT	21	White edgeline
410+99	-	411+81	RT	21	White edgeline
469+90	-	470+78	RT	21	White edgeline
			TOTAL 0010	78756	

TEMPORARY MARKING LINE PAINT 4-INCH

STATION	TO	STATION	LT LF	649.0105 Center LF	RT LF	REMARKS
						Milled surface and binder
76+20	-	149+39		584		Dash
149+39	-	160+51	88		1112	SR DL
160+51	-	162+97		492		DY
162+97	-	174+00	1103		88	SL DR
174+00	-	194+76		525		Dash
194+76	-	205+77	88		1101	SR DL
205+77	-	208+88		622		DY
208+88	-	219+86	1098		88	SL DR
219+86	-	238+65		475		Dash
238+65	-	249+71	88		1106	SR DL
249+71	-	253+79		816		DY
253+79	-	264+63	1084		88	SL DR
264+63	-	419+74		3875		Dash
419+74	-	430+96	92		1122	SR DL
430+96	-	448+16		3440		DY
448+16	-	459+44	1128		92	SL DR
459+44	-	474+16		375		Dash
474+16	-	479+25	40		509	SR DL
		SUBTOTAL	4809	11204	5306	
		2 applications	TOTAL 0010	42638		

TEMPORARY MARKING LINE EPOXY 4-INCH

STATION	TO	STATION	LT LF	649.0120 Center LF	RT LF	REMARKS
76+20	-	149+39		584		Dash
149+39	-	160+51	88		1112	SR DL
160+51	-	162+97		492		DY
162+97	-	174+00	1103		88	SL DR
174+00	-	194+76		525		Dash
194+76	-	205+77	88		1101	SR DL
205+77	-	208+88		622		DY
208+88	-	219+86	1098		88	SL DR
219+86	-	238+65		475		Dash
238+65	-	249+71	88		1106	SR DL
249+71	-	253+79		816		DY
253+79	-	264+63	1084		88	SL DR
264+63	-	419+74		3875		Dash
419+74	-	430+96	92		1122	SR DL
430+96	-	448+16		3440		DY
448+16	-	459+44	1128		92	SL DR
459+44	-	474+16		375		Dash
474+16	-	479+25	40		509	SR DL
		SUBTOTAL	4809	11204	5306	
			TOTAL 0010	21319		

SAWING ASPHALT

STATION	LOCATION	690.0150 LF
76+20	CL	40
76+82	RT	27
88+68	RT	19
105+22	LT	27
125+00	RT	17
150+25	LT	18
181+67	LT	15
205+14	RT	22
210+55	RT	24
214+19	RT	25
220+92	LT	28
221+56	RT	31
244+00	LT	29
248+82	RT	40
265+85	LT	41
269+40	LT	45
269+32	RT	13
272+72	LT	45
281+39	LT	23
313+68	RT	26
324+00	LT	22
330+63	LT	27
386+46	LT	24
398+28	RT	34
422+59	RT	23
435+92	RT	31
439+53	RT	38
479+25	CL	34
	TOTAL 0010	788

Location	Station	Mixture Use:	Underlying Surface	Bid Item	Tons	Thickness	Quality Management Program to be used for:	
							Mixture Acceptance	Density Acceptance
2-12 foot Driving Lane	76+20 to 479+25	Upper Layer	4 MT 58-28S	4 MT 58-28S	10,533	1 ¾ “	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
2-12 foot Driving Lane	76+20 to 479+25	Lower Layer	Milled Existing HMA Surface	4 MT 58-28S	10,533	1 ¾ “	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
2-5 foot shoulder	76+20 to 479+25	Upper Layer	4 MT 58-28S	4 MT 58-28S	4,395	1 ¾ “	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
2-5 foot shoulder	76+20 to 479+25	Lower Layer	Milled Existing HMA Surface	4 MT 58-28S	4,395	1 ¾ “	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
Side Roads	76+20 to 479+25	Upper Layer	4 LT 58-28S	4 MT 58-28S	124	1 ¾ “	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
Side Roads	76+20 to 479+25	Lower Layer	Milled Existing HMA Surface	4 MT 58-28S	124	1 ¾ “	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
Driveways/ Field Entrances	76+20 to 479+25	Upper Layer	Base Aggregate	Asphaltic Surface Driveways and Field Entrances	130	3 ½ “	QMP as per SS 460.	Acceptance by ordinary compaction

3

BP Station=71+00.00
Northing=156612.7934
Easting=470626.6873

BP: 71+00.00

BEGIN PROJECT: 1430-06-60
STATION 76+20

N

POWERS AVE

STH 82

75

SAW CUT REQ'D

BUTT JOINT REQ'D
SEE CONSTRUCTION DETAIL

80

SAW CUT REQ'D (TYP)
ASPHALT PE (TYP)

GRAVEL PE/FE (TYP)

5

5

PROJECT NO: 1430-06-60	HWY: STH 82	COUNTY: JUNEAU	PLAN	SHEET	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....1 IN : 100 FT...$$

WISDOT/CADDS SHEET 42

PROJECT NO: 1430-06-60	HWY: STH 82	COUNTY: JUNEAU	PLAN	SHEET	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....1 IN : 100 FT.... $$

WISDOT/CADDS SHEET 42

CULVERT PIPE LINERS (24-INCH)
STATION 98+61
LEFT INVERT ELEV 862.04 OUT 37.03 FT
RIGHT INVRT ELEV 861.86 OUT 36.91 FT
APPROX SLOPE: 0.23%
APPROX LENGTH: 80 FT

CULVERT PIPE LINERS (30-INCH)
STATION 107+75
LEFT INVERT ELEV 861.90 OUT 33.87 FT
RIGHT INVRT ELEV 861.94 OUT 30.87 FT
APPROX SLOPE: 0.06%
APPROX LENGTH: 65 FT

N

PROJECT NO: 1430-06-60	HWY: STH 82	COUNTY: JUNEAU	PLAN	SHEET 19	E

N

5

5

PROJECT NO: 1430-06-60	HWY: STH 82	COUNTY: JUNEAU	PLAN	SHEET	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....1 IN : 100 FT...$$

WISDOT/CADDS SHEET 42

N

5

5

130

135

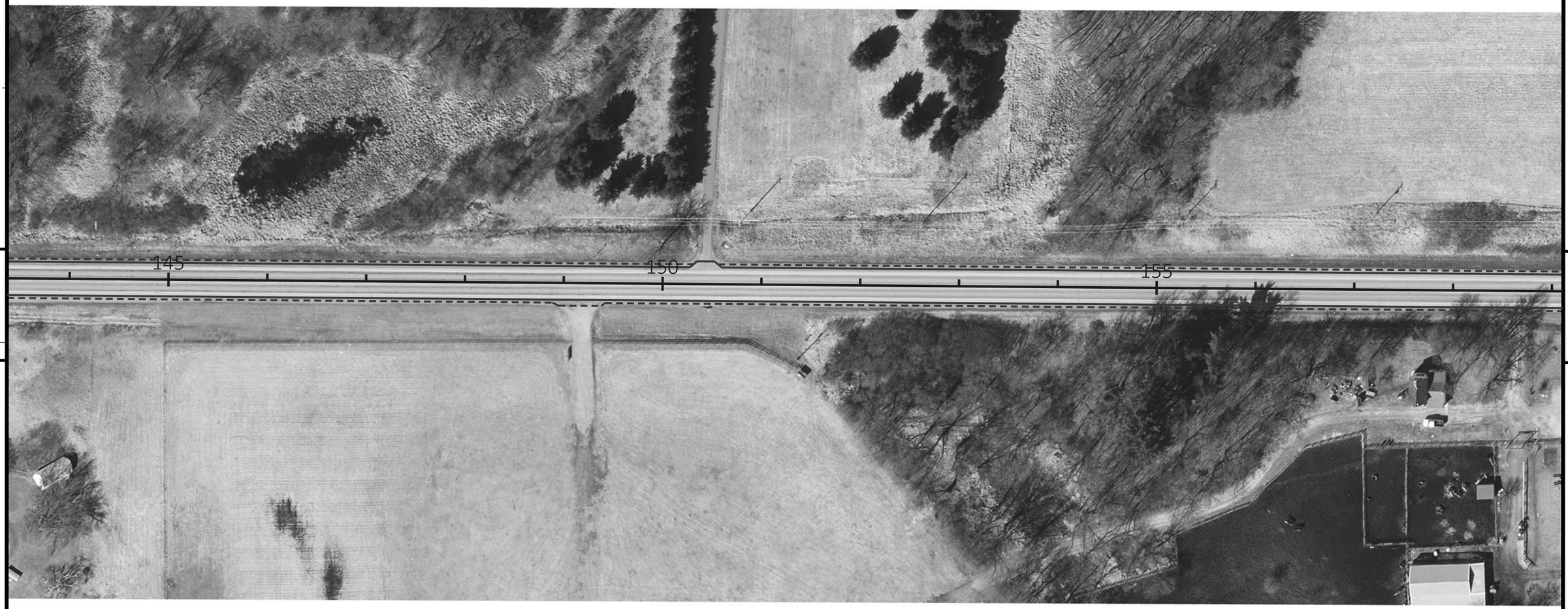
140

19TH AVE

PROJECT NO: 1430-06-60	HWY: STH 82	COUNTY: JUNEAU	PLAN	SHEET	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....1 IN : 100 FT...$$

WISDOT/CADDS SHEET 42



5

5

N

PROJECT NO: 1430-06-60	HWY: STH 82	COUNTY: JUNEAU	PLAN	SHEET	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....1 IN : 100 FT...$$

WISDOT/CADDS SHEET 42

PI Station=163+18.91
Northing=156535.3073
Easting=479845.2732

PI: 163+18.91

19TH AVE

160

165

170

5

5

N

PROJECT NO: 1430-06-60 | HWY: STH 82 | COUNTY: JUNEAU | PLAN | SHEET E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....1 IN : 100 FT... $$

WISDOT/CADDS SHEET 42

5

5

N

PROJECT NO: 1430-06-60	HWY: STH 82	COUNTY: JUNEAU	PLAN	SHEET	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....1 IN : 100 FT... $$

WISDOT/CADDS SHEET 42

PI Station=194+72.97
Northing=156524.5987
Easting=482999.3133

PI: 194+72.97

5

190

195

200

205

S89° 53' 46"E

5

N

PROJECT NO: 1430-06-60	HWY: STH 82	COUNTY: JUNEAU	PLAN	SHEET	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....1 IN : 100 FT.... $$

WISDOT/CADDS SHEET 42

PI STA = 208+63.22
Y = 156522.077
X = 484389.562
DELTA = 1°25'48"
D = 0°15'00"
T = 143.03'
L = 286.04'
R = 11460.00'
PC STA = 207+20.19
PT STA = 210+06.24
E=NC

PC: 207+20.19

PT: 210+06.24

5

5

N

PROJECT NO: 1430-06-60	HWY: STH 82	COUNTY: JUNEAU	PLAN	SHEET	E

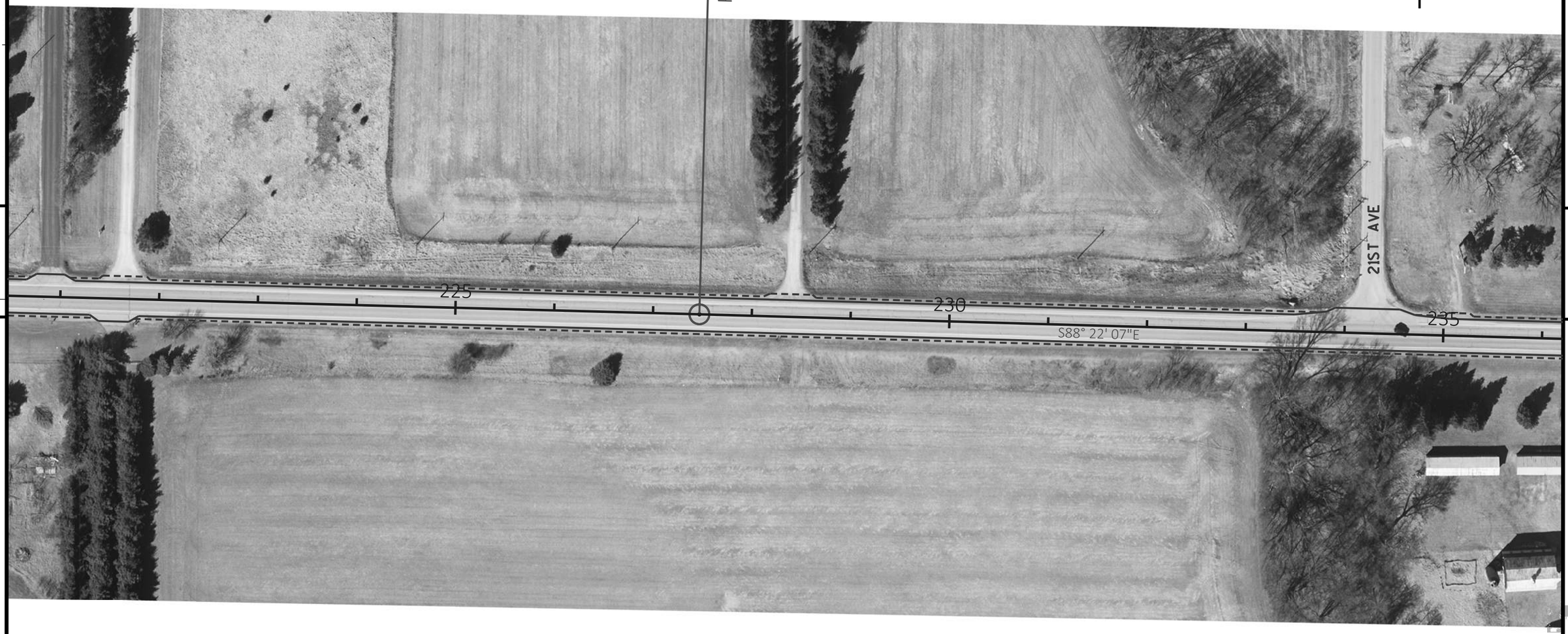
FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....1 IN : 100 FT...$$

WISDOT/CADDS SHEET 42

PI Station=227+46.96
Northing=156471.6470
Easting=486272.6433

PI: 227+46.96

N



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PROJECT NO: 1430-06-60	HWY: STH 82	COUNTY: JUNEAU	PLAN	SHEET	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....1 IN : 100 FT...$$

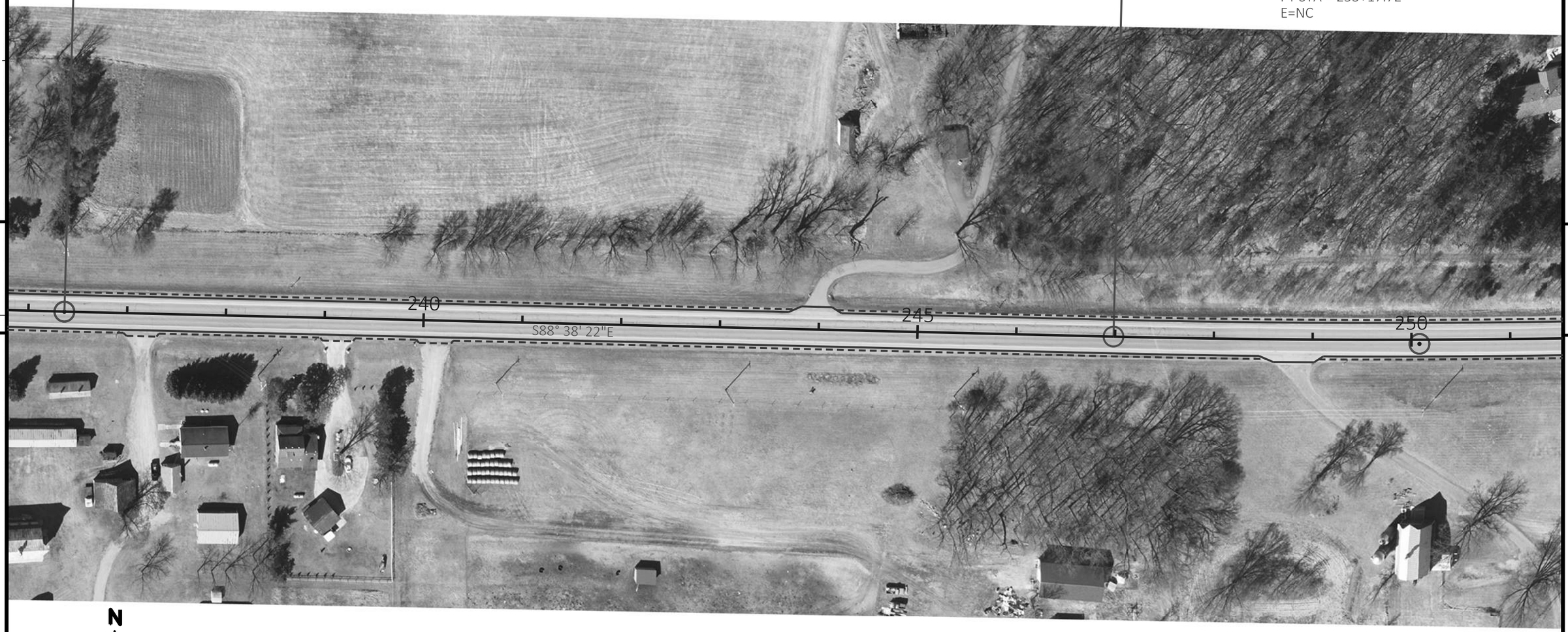
WISDOT/CADDS SHEET 42

PI: 236+36.43

PI Station=236+36.43
Northing=156446.3256
Easting=487161.7488

PC: 246+98.41

PI STA = 250+08.14
Y = 156413.759
X = 488533.075
DELTA = 3°05'47"
D = 0°15'00"
T = 309.73'
L = 619.30'
R = 11460.00'
PC STA = 246+98.41
PT STA = 253+17.72
E=NC

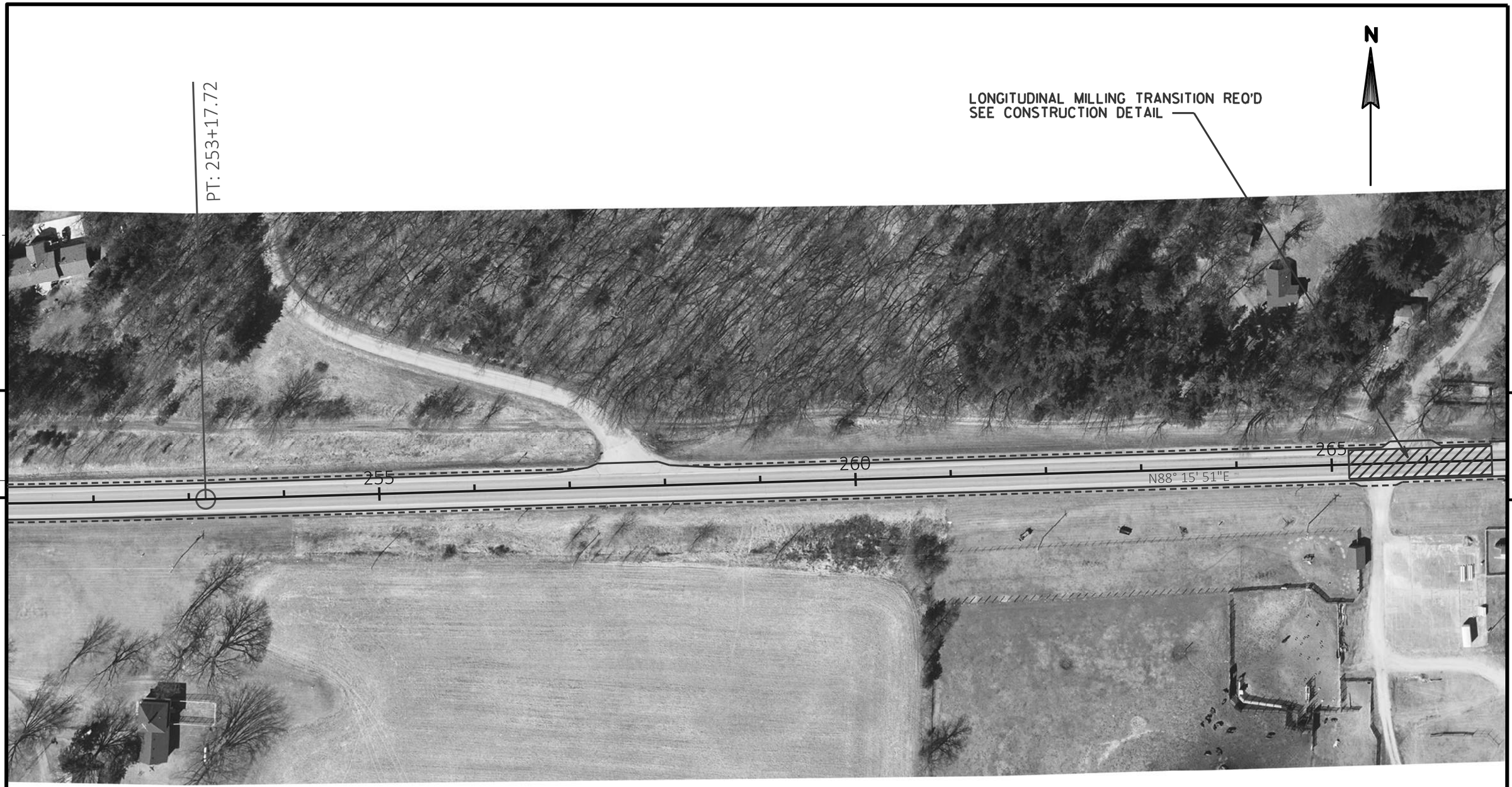


N

PROJECT NO: 1430-06-60	HWY: STH 82	COUNTY: JUNEAU	PLAN	SHEET	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....1 IN : 100 FT.... $$

WISDOT/CADDS SHEET 42



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PROJECT NO: 1430-06-60	HWY: STH 82	COUNTY: JUNEAU	PLAN	SHEET	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....1 IN : 100 FT...$$

WISDOT/CADDS SHEET 42

N

LONGITUDINAL MILLING TRANSITION REQ'D
SEE CONSTRUCTION DETAIL

PI Station=278+33.17
Northing=156499.3389
Easting=491356.9536

PI: 278+33.17

5

5

EXISTING GUARDRAIL TO
REMAIN IN PLACE

CULVERT PIPE LINERS (30-INCH)
STATION 279+99
LEFT INVERT ELEV 855.71 OUT 41.27 FT
RIGHT INVERT ELEV 854.97 OUT 48.06 FT
APPROX SLOPE: 0.83%
APPROX LENGTH: 89 FT

PROJECT NO: 1430-06-60	HWY: STH 82	COUNTY: JUNEAU	PLAN	SHEET 30	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....1 IN : 100 FT...$$

WISDOT/CADDS SHEET 42

N

PI Station=286+30.23
Northing=156522.6080
Easting=492153.6787

PI: 286+30.23

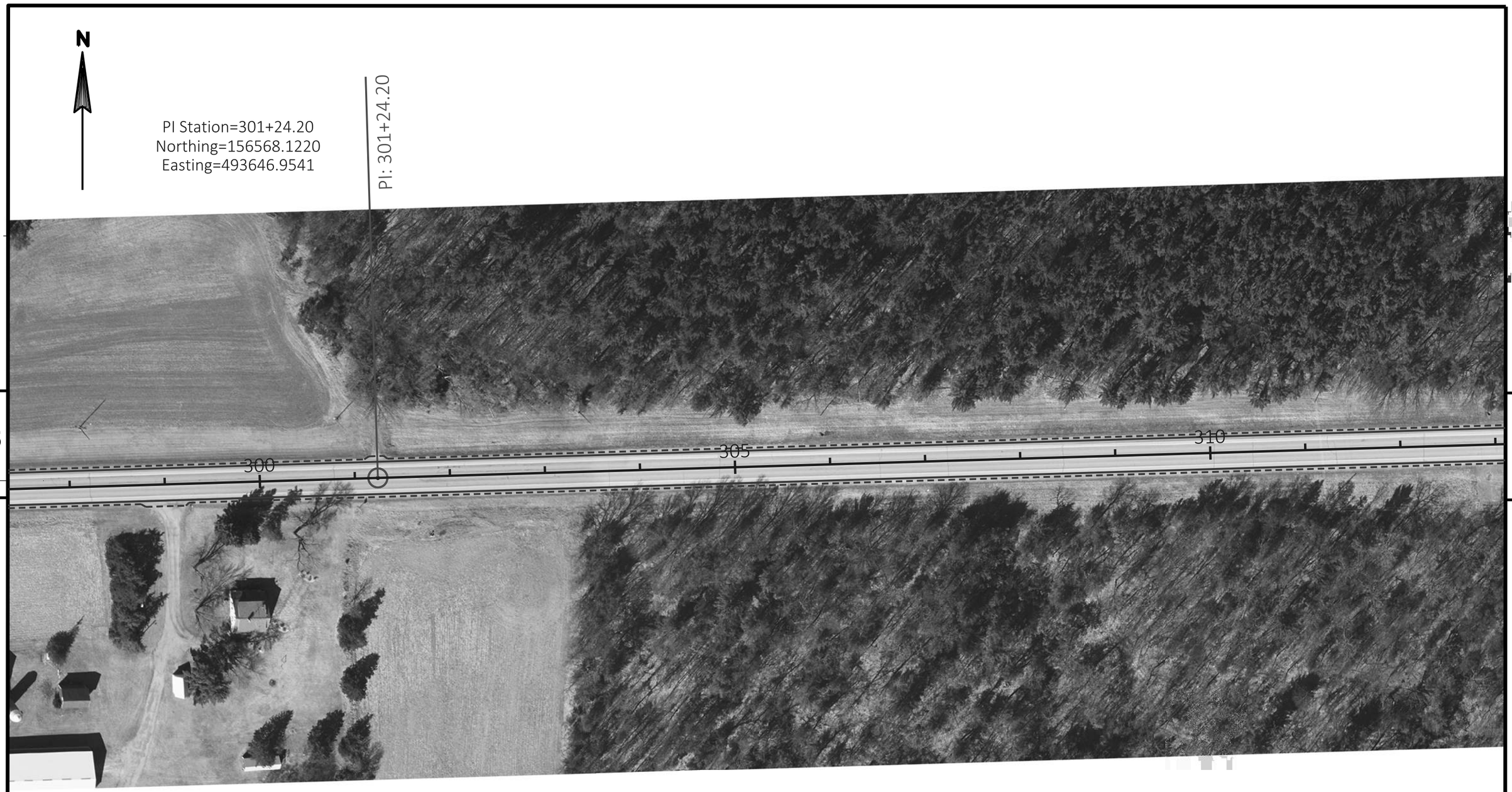
5

5

PROJECT NO: 1430-06-60	HWY: STH 82	COUNTY: JUNEAU	PLAN	SHEET	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....1 IN : 100 FT...$$

WISDOT/CADDS SHEET 42



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PROJECT NO: 1430-06-60	HWY: STH 82	COUNTY: JUNEAU	PLAN	SHEET	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....1 IN : 100 FT...$$

WISDOT/CADDS SHEET 42

N

PI Station=321+08.53
Northing=156627.6151
Easting=495630.3898

PI: 321+08.53

5

5

PROJECT NO: 1430-06-60	HWY: STH 82	COUNTY: JUNEAU	PLAN	SHEET	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....1 IN : 100 FT...$$

WISDOT/CADDS SHEET 42

N

5

5

PROJECT NO: 1430-06-60	HWY: STH 82	COUNTY: JUNEAU	PLAN	SHEET	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....1 IN : 100 FT...$$

WISDOT/CADDS SHEET 42

PI Station=346+19.16
Northing=156702.2626
Easting=498139.9139

PI STA = 356+41.62
Y = 156733.620
X = 499161.895
DELTA = 1°34'07"
D = 0°15'00"
T = 156.88'
L = 313.73'
R = 11460.00'
PC STA = 354+84.75
PT STA = 357+98.48
E=NC

PROJECT NO: 1430-06-60	HWY: STH 82	COUNTY: JUNEAU	PLAN	SHEET	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....1 IN : 100 FT...$$

WISDOT/CADDS SHEET 42

PROJECT NO: 1430-06-60	HWY: STH 82	COUNTY: JUNEAU	PLAN	SHEET 36	E

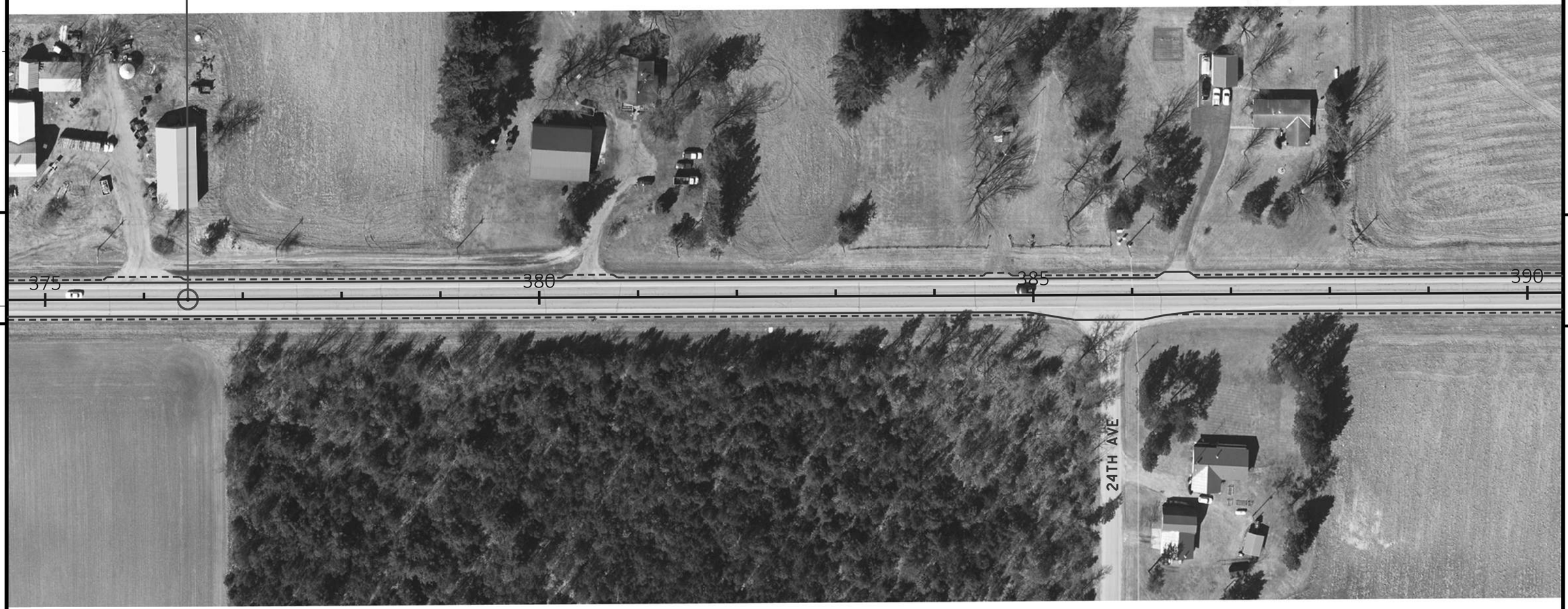
FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....1 IN : 100 FT...$$

WISDOT/CADDS SHEET 42

PI: 376+44.39

PI Station=376+44.39
Northing=156740.2228
Easting=501164.6733

N



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PROJECT NO: 1430-06-60	HWY: STH 82	COUNTY: JUNEAU	PLAN	SHEET	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....1 IN : 100 FT...$$

WISDOT/CADDS SHEET 42

N

PI Station=396+33.05
Northing=156749.9509
Easting=503153.3072

PI: 396+33.05

PROJECT NO: 1430-06-60	HWY: STH 82	COUNTY: JUNEAU	PLAN	SHEET	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....1 IN : 100 FT.... $$

WISDOT/CADDS SHEET 42

N

5 5

PROJECT NO: 1430-06-60	HWY: STH 82	COUNTY: JUNEAU	PLAN	SHEET	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....1 IN : 100 FT...$$

WISDOT/CADDS SHEET 42

PI STA = 440+51.71
Y = 156768.720
X = 507571.927
DELTA = 37°20'23"
D = 0°45'00"
T = 1290.76'
L = 2489.50'
R = 3820.00'
PC STA = 427+60.95
PT STA = 452+50.45
E= 3.7%

N

PC: 427+60.95

5

5

PROJECT NO: 1430-06-60	HWY: STH 82	COUNTY: JUNEAU	PLAN	SHEET 40	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....1 IN : 100 FT...$$

WISDOT/CADDS SHEET 42

PI STA = 440+51.71
Y = 156768.720
X = 507571.927
DELTA = 37°20'23"
D = 0°45'00"
T = 1290.76'
L = 2489.50'
R = 3820.00'
PC STA = 427+60.95
PT STA = 452+50.45
E= 3.7%

PROJECT NO: 1430-06-60	HWY: STH 82	COUNTY: JUNEAU	PLAN	SHEET	E

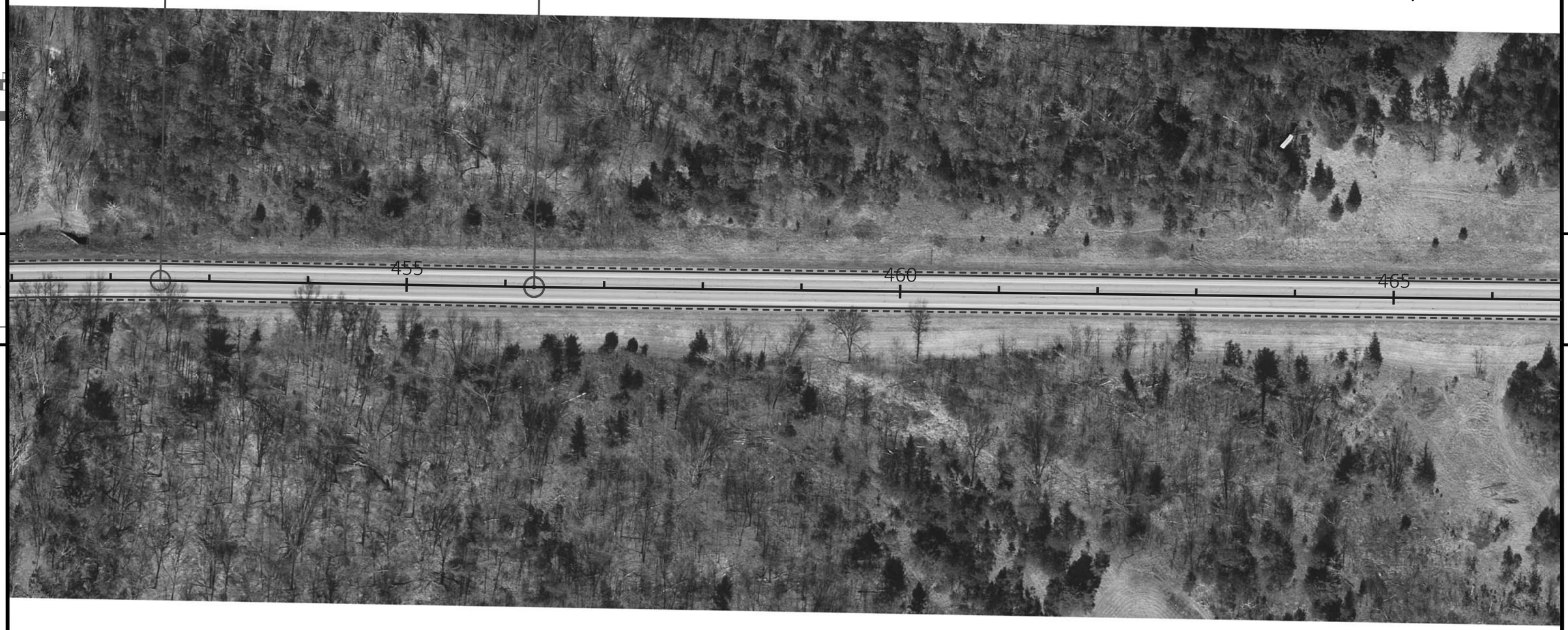
FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....1 IN : 100 FT.... $$

WISDOT/CADDS SHEET 42

PT: 452+50.45

PI: 456+29.10

PI Station=456+29.10
Northing=155761.8010
Easting=508903.4855



PROJECT NO: 1430-06-60	HWY: STH 82	COUNTY: JUNEAU	PLAN	SHEET	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....1 IN : 100 FT...$$

WISDOT/CADDS SHEET 42

N

PI Station=479+25.00
Northing=154386.2703
Easting=510741.7106

PI: 479+25.00

MATCH EXISTING SUPERELEVATION IN THIS AREA

26TH AVE

470

475

480

SAW JOINT REQ'D

BUTT JOINT REQ'D
SEE CONSTRUCTION DETAIL

26TH AVE

END PROJECT 1430-06-60
STATION 479+25

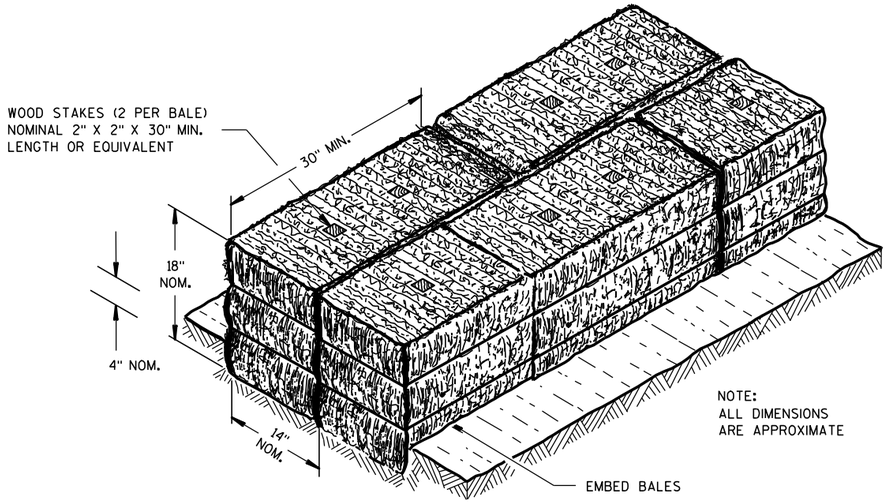
5

5

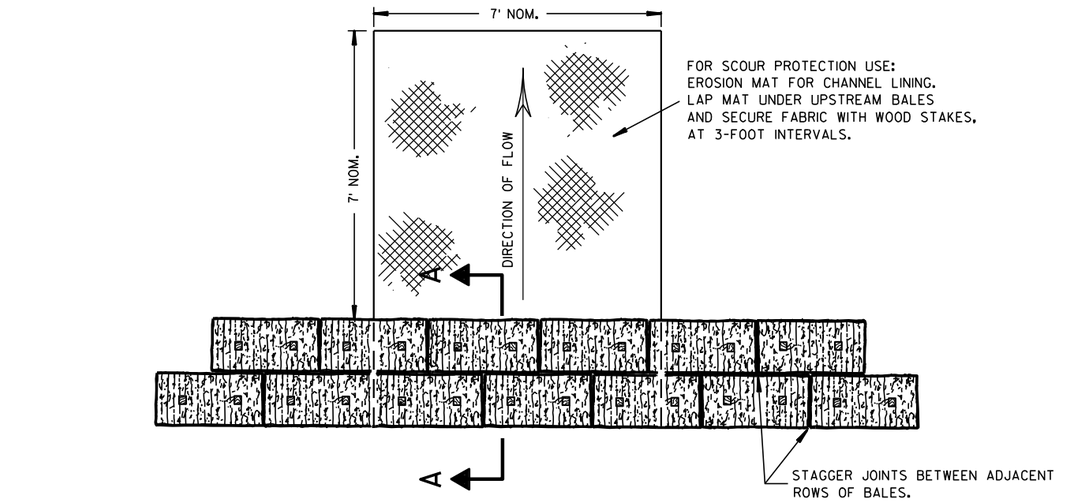
PROJECT NO: 1430-06-60	HWY: STH 82	COUNTY: JUNEAU	PLAN	SHEET	E

Standard Detail Drawing List

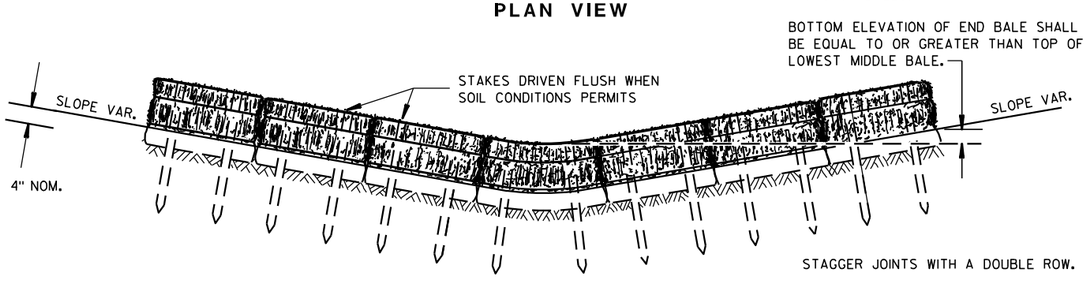
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
09A01-13A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
13A10-02A	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-02C	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-02D	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A11-03A	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13A11-03B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C08-19A	LONGITUDINAL MARKING (MAINLINE)
15C12-06	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C19-05A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C35-03A	PAVEMENT MARKING (INTERSECTIONS)
15D28-03	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS



SECTION A-A



PLAN VIEW



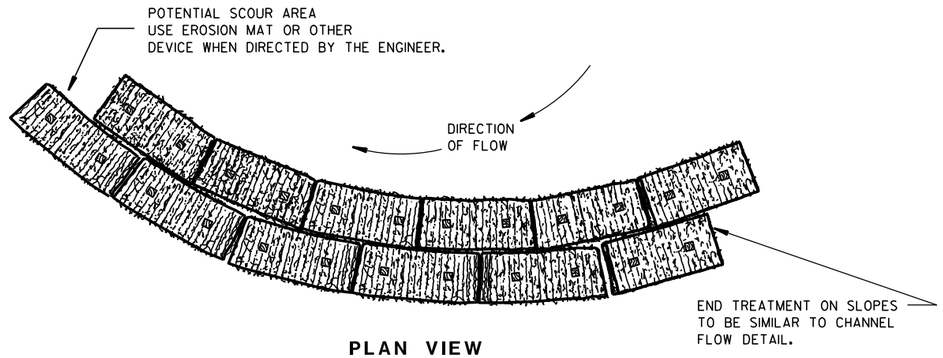
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

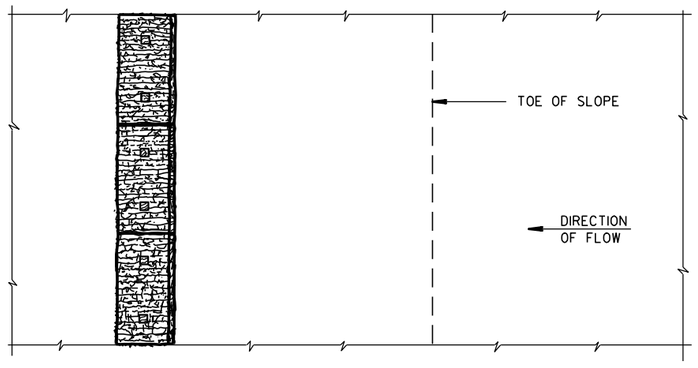
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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.

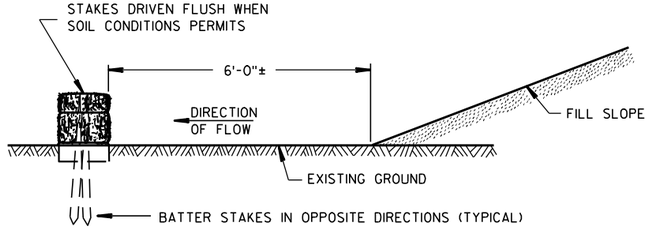


PLAN VIEW

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

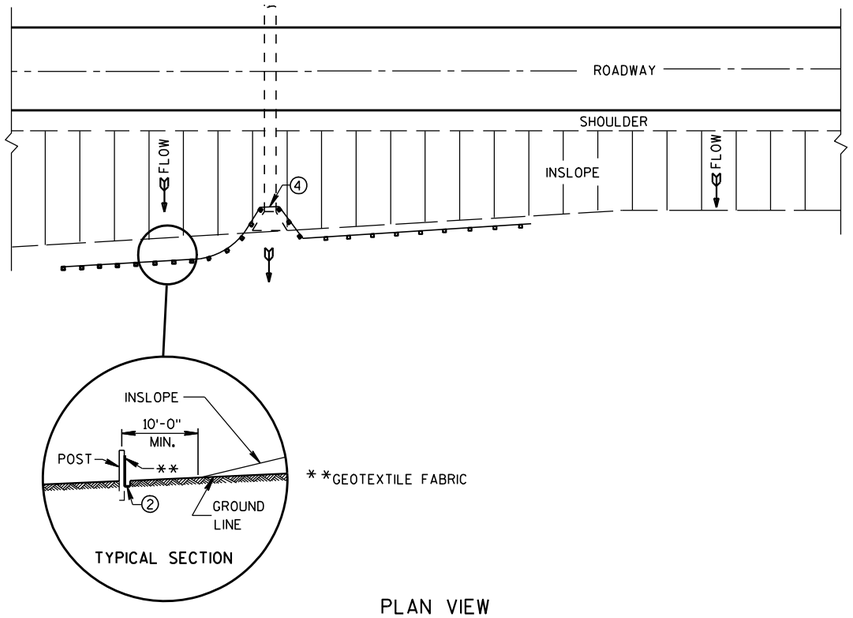
FHWA

6

S.D.D. 8 E 8-3

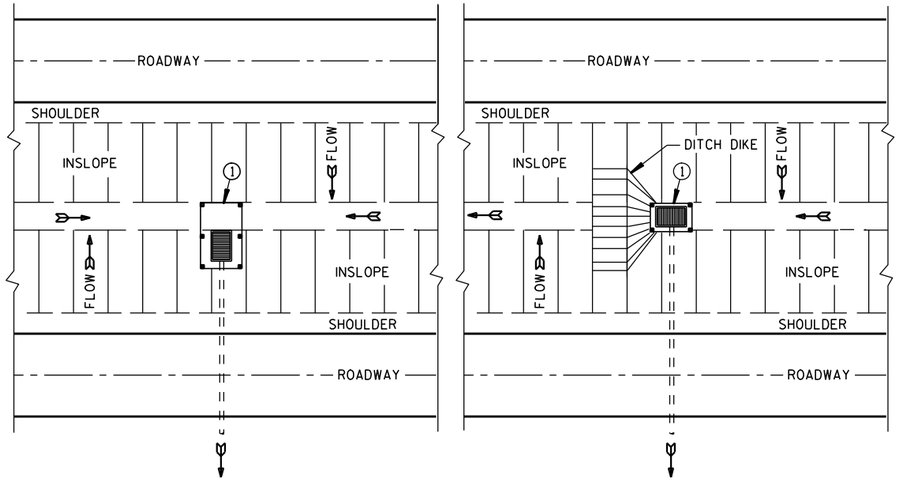
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



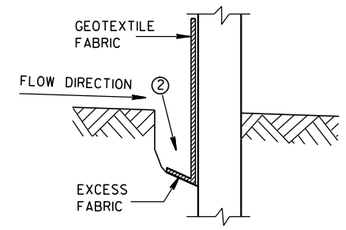
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

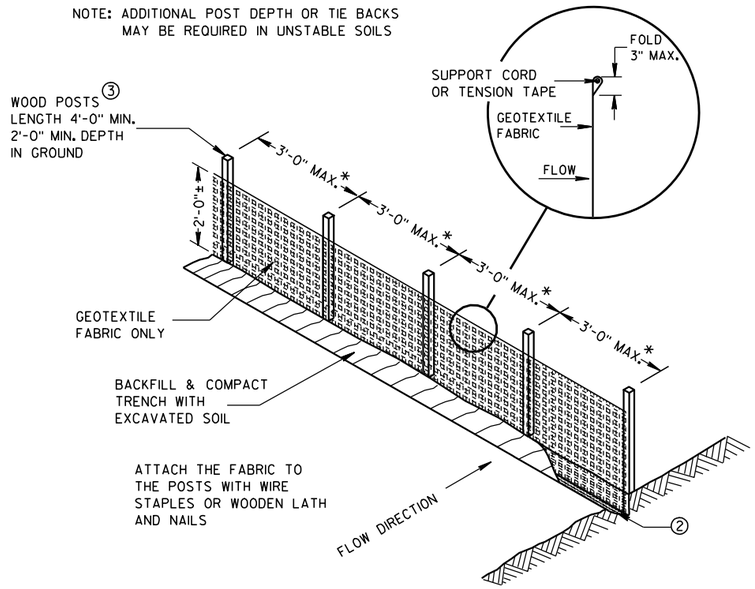
GENERAL NOTES

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

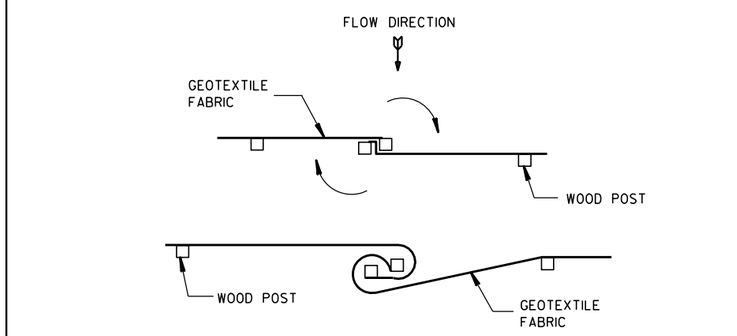
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL 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.



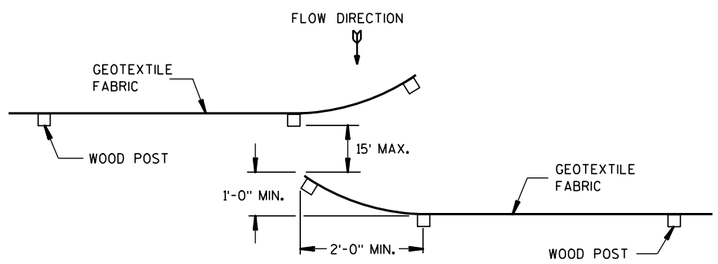
TRENCH DETAIL



SILT FENCE

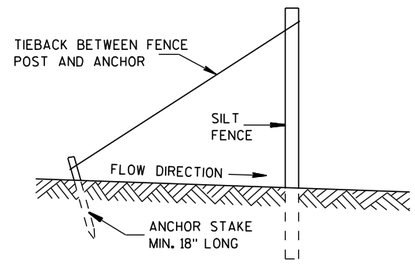


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

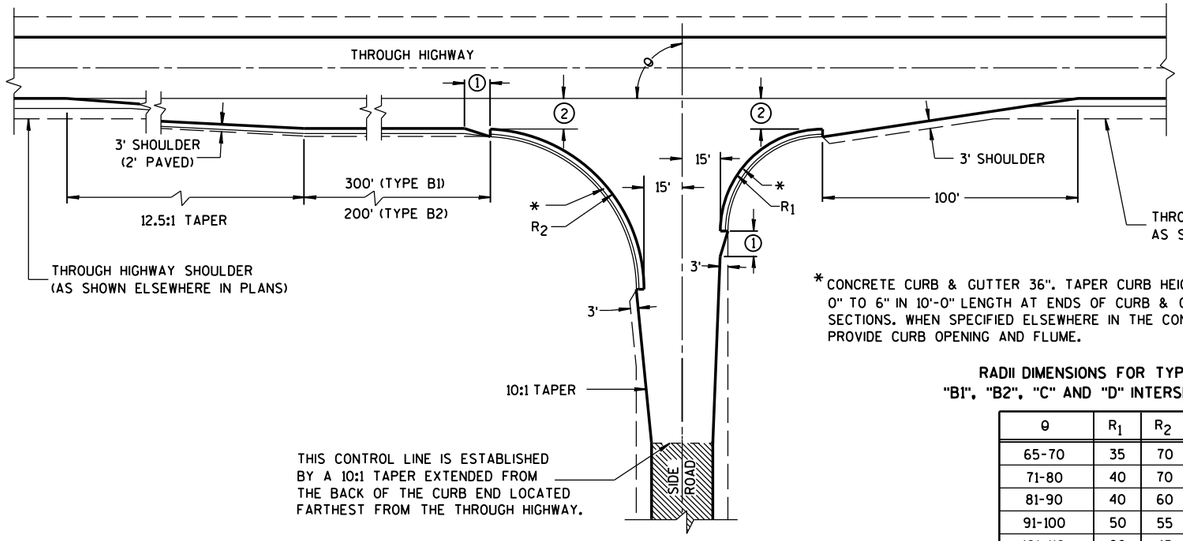
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 9-6

6

S.D.D. 8 E 9-6

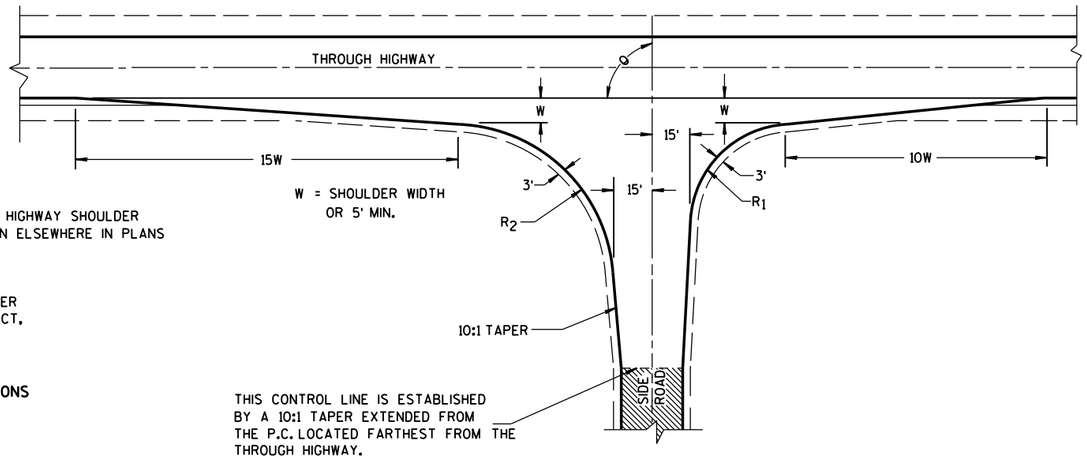


TYPE "B1" AND "B2"

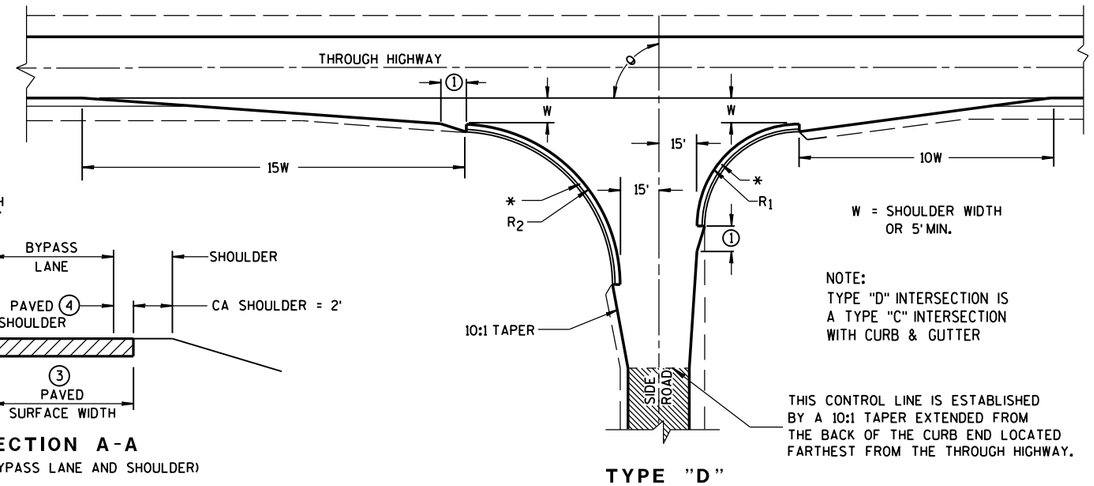
*CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

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

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



TYPE "C"



TYPE "D"

GENERAL NOTES

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

SIDE ROAD SURFACING NOTE

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

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

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

EXISTING PAVED SURFACE

BYPASS LANE

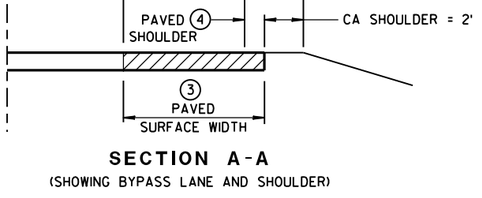
(1) 10-FT TYPICAL.

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

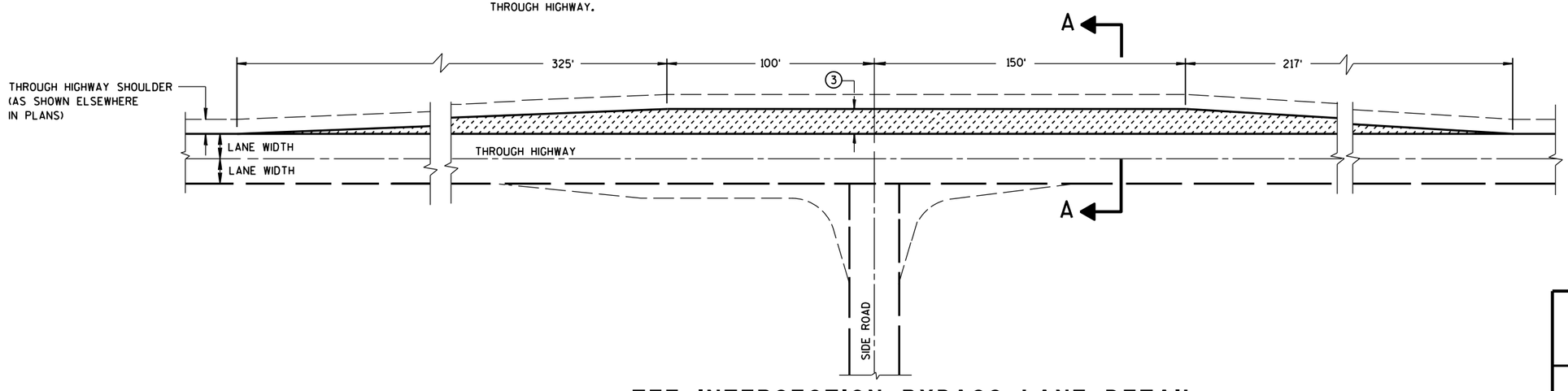
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

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

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



SECTION A-A
(SHOWING BYPASS LANE AND SHOULDER)

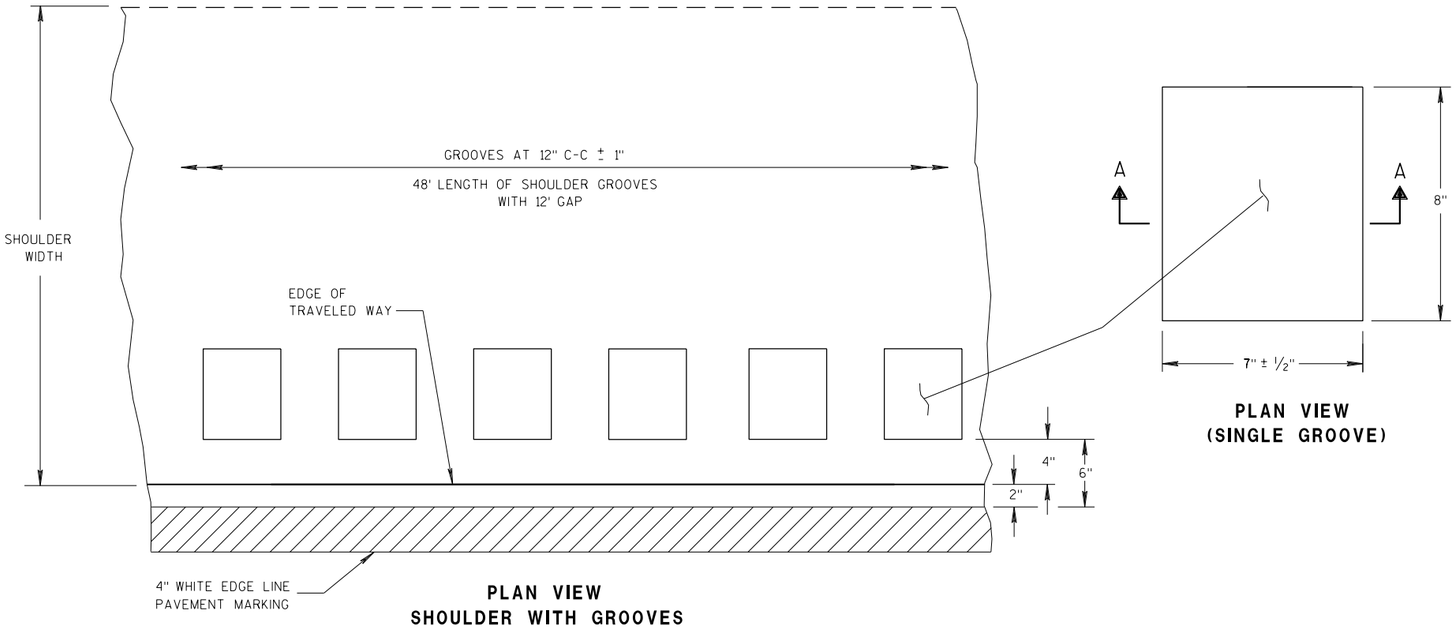


TEE INTERSECTION BYPASS LANE DETAIL

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

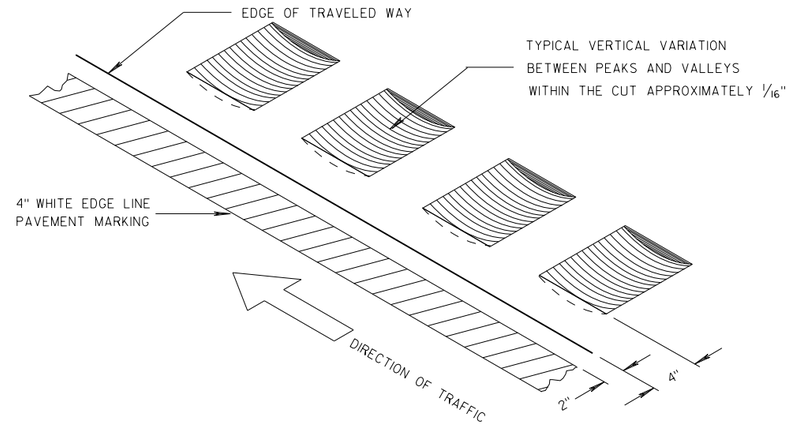
GENERAL NOTES

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

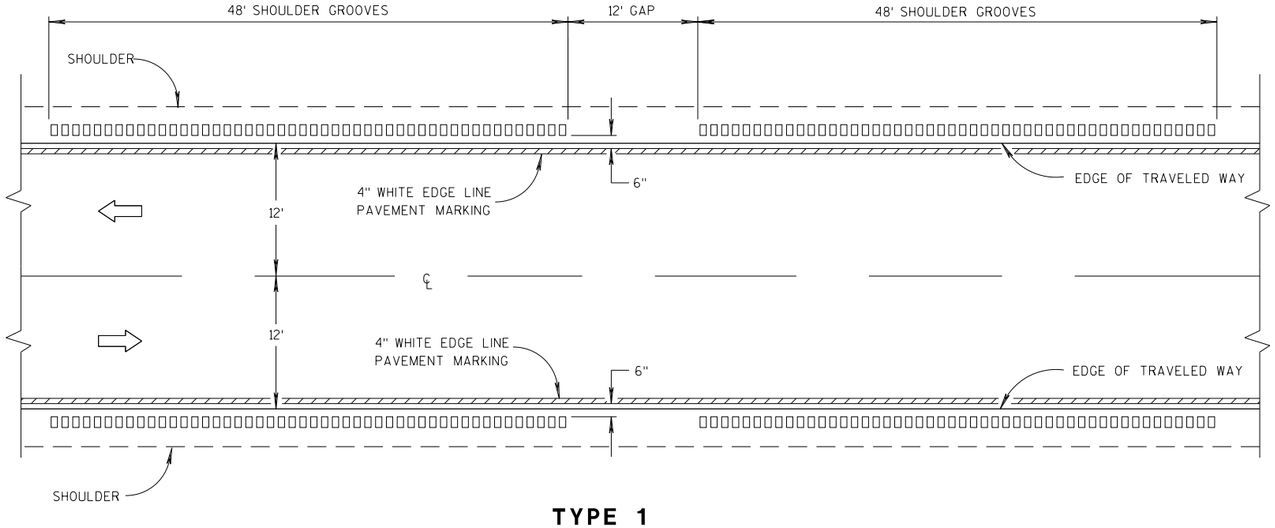
DO NOT MILL SHOULDER GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

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

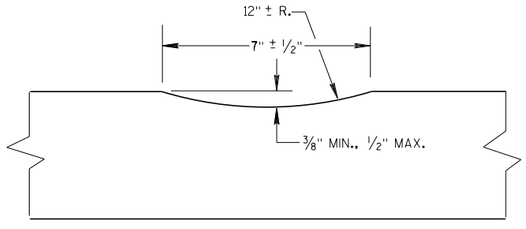
PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP



ISOMETRIC



TYPE 1
2-LANE SHOULDER RUMBLE STRIP

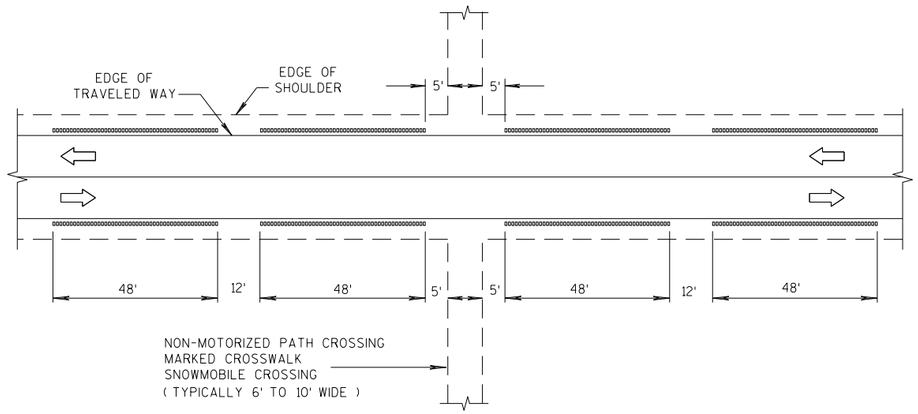


SECTION A-A

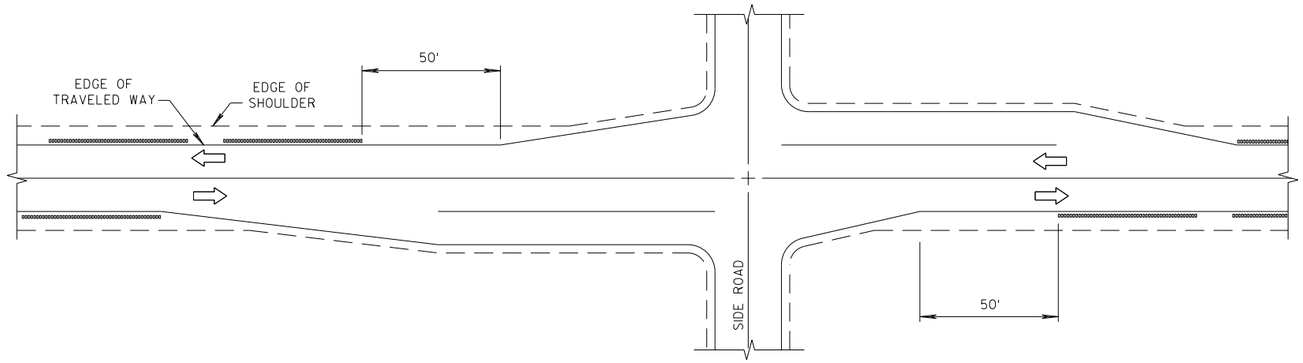
2-LANE RURAL
SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORT.

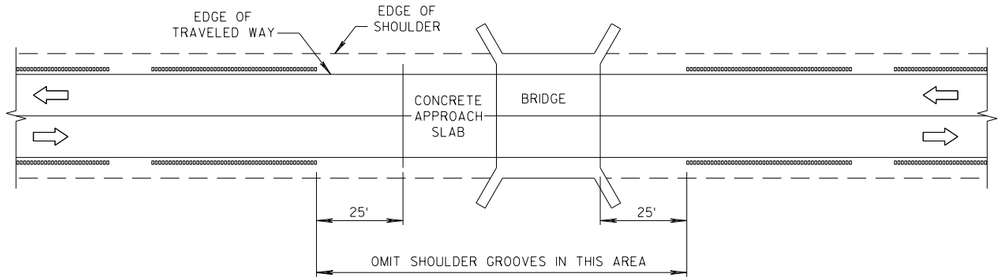
6
S.D.D. 13 A 10-2a



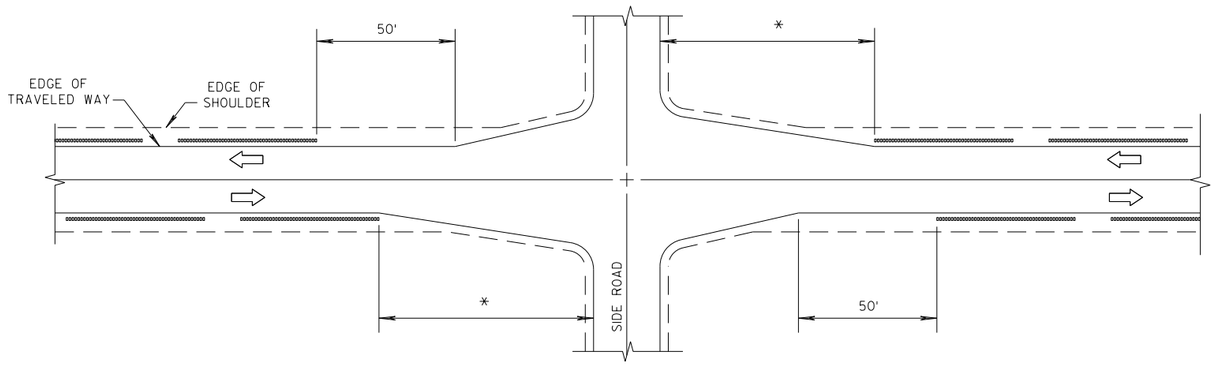
SHOULDER GROOVES AT MISCELLANEOUS CROSSINGS



SHOULDER GROOVES AT WITH RIGHT TURN LANE

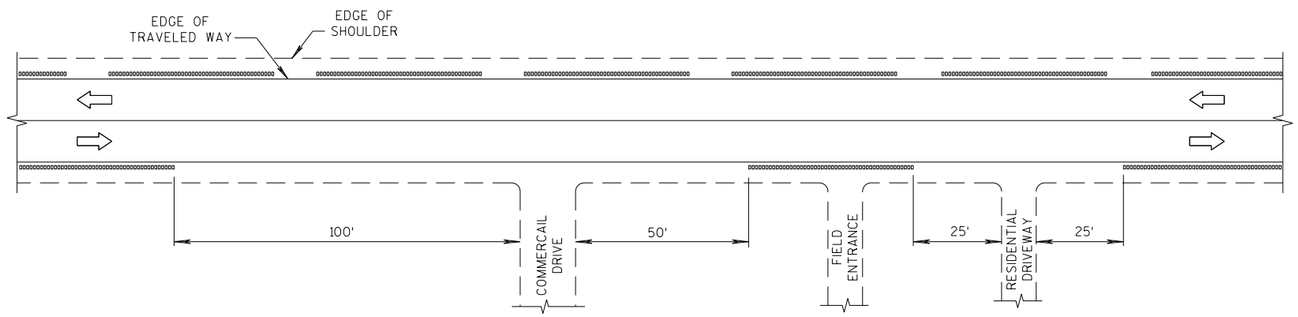


SHOULDER GROOVES AT BRIDGES



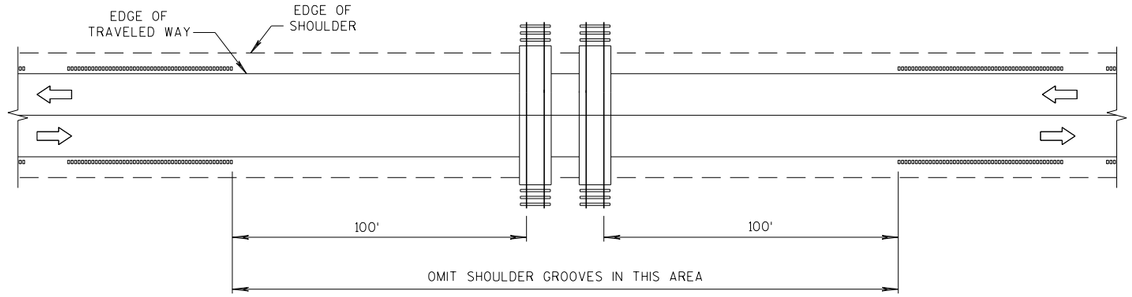
* GREATER OF 100' OR APPROACH TAPER LENGTH

SHOULDER GROOVES AT INTERSECTIONS WITH APPROACH TAPER

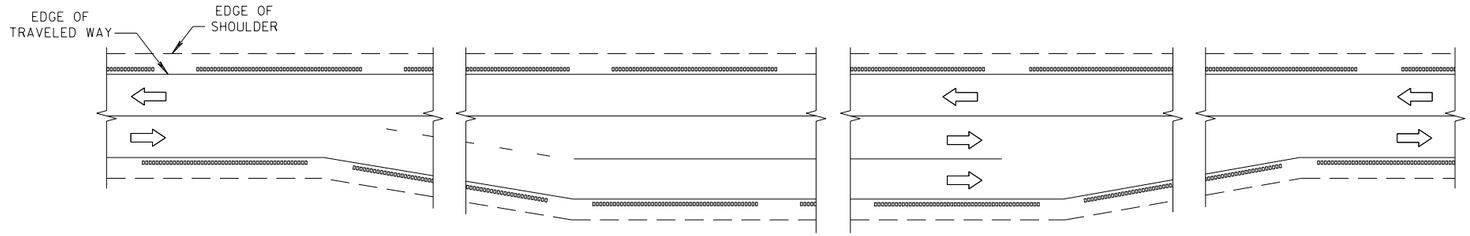


SHOULDER GROOVES AT DRIVEWAYS (1)

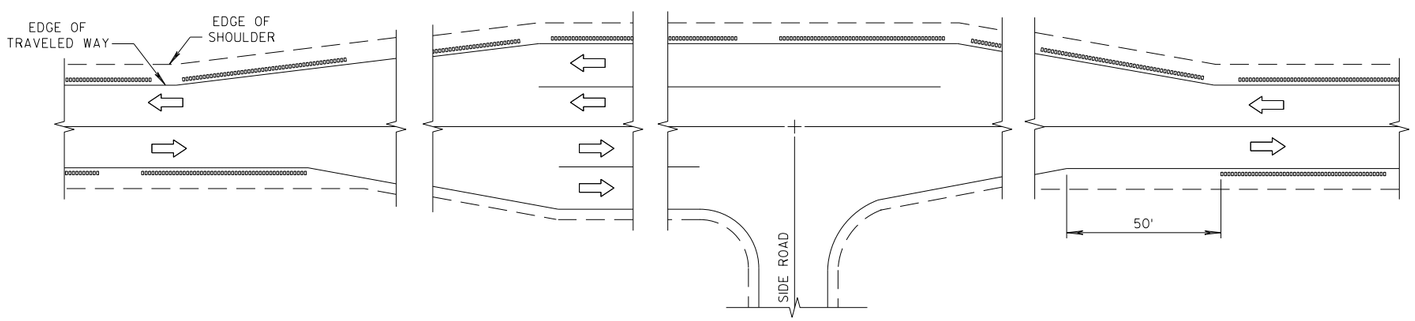
2-LANE RURAL
SHOULDER RUMBLE STRIP, MILLING



SHOULDER GROOVES AT RAILROADS



SHOULDER GROOVES AT PASSING AND CLIMBING LANES



SHOULDER GROOVES AT BYPASS LANES

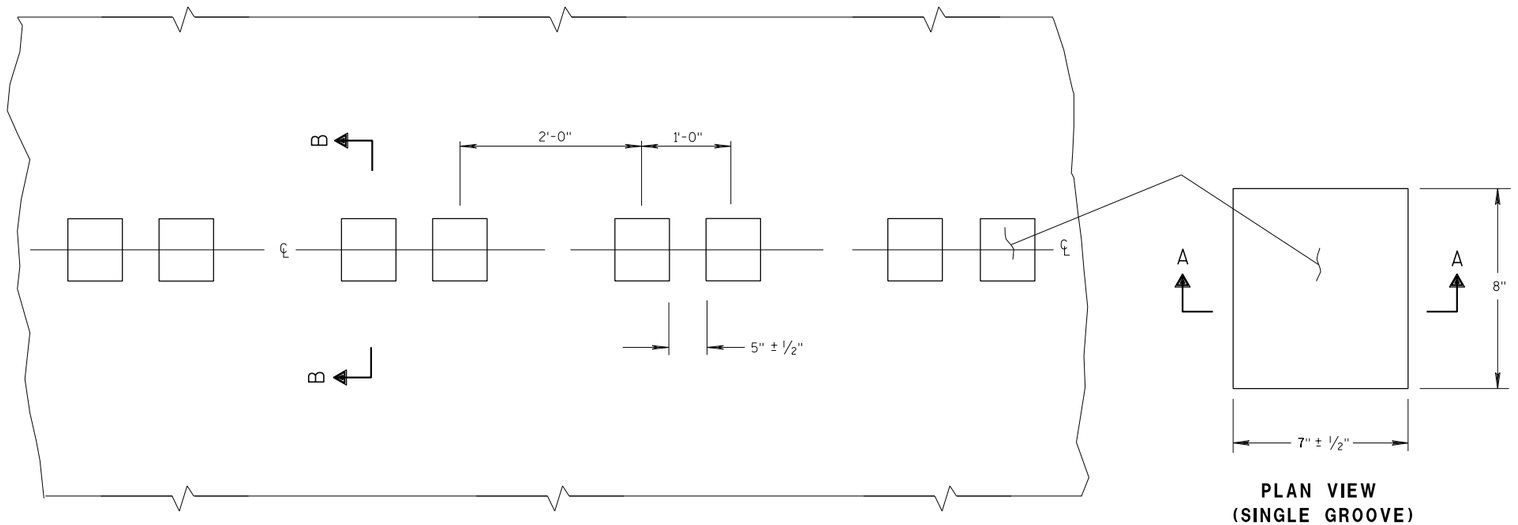
2-LANE RURAL
SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS DEV
UNIT SUPERVISOR

6
S.D.D. 13 A 10-2d



PLAN VIEW
CENTER LINE WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

GENERAL NOTES

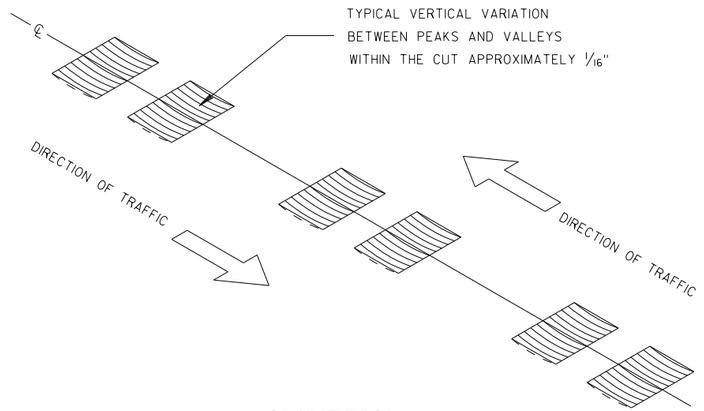
DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

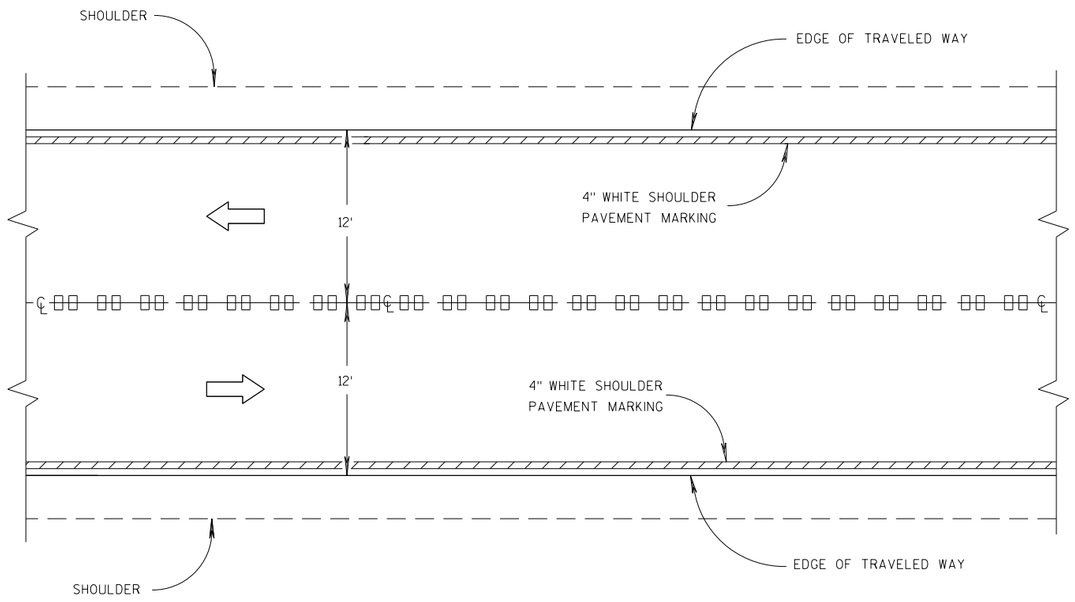
INSTALL PERMANENT MARKING EPOXY 4-INCH AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

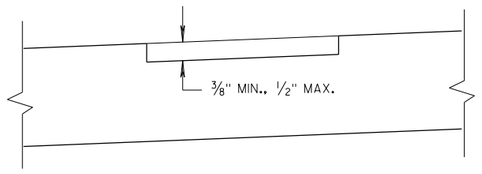
(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.



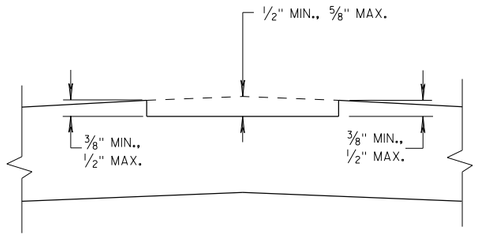
ISOMETRIC



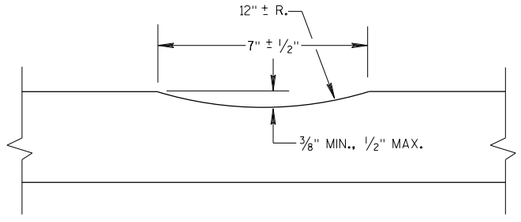
CENTER LINE GROOVES ON TWO-WAY ROADWAYS



SECTION B-B
SUPERELEVATED ROADWAY



SECTION B-B
CROWNED ROADWAY

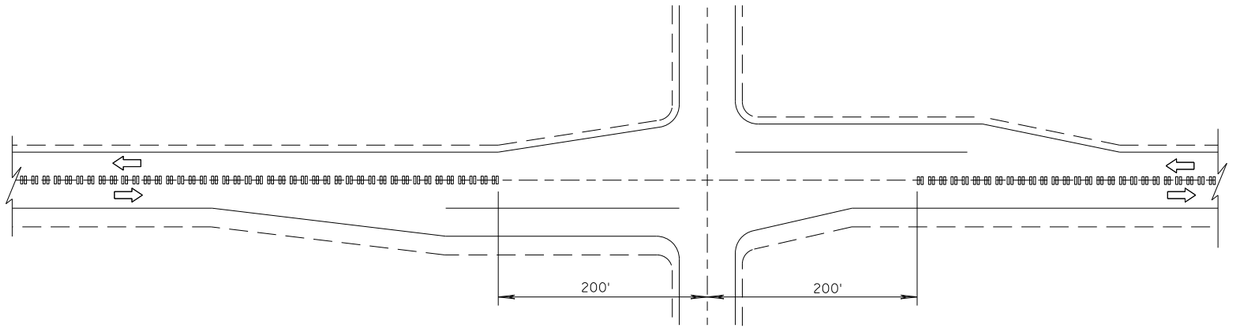


SECTION A-A

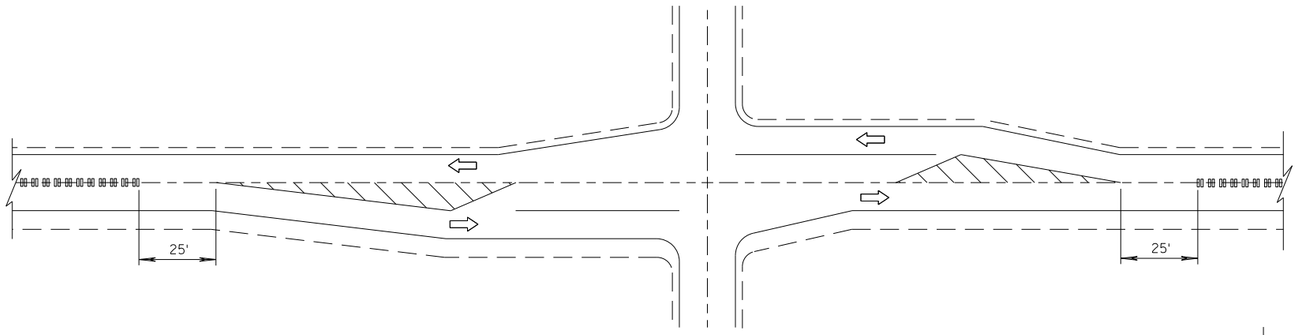
2-LANE RURAL
CENTER LINE RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

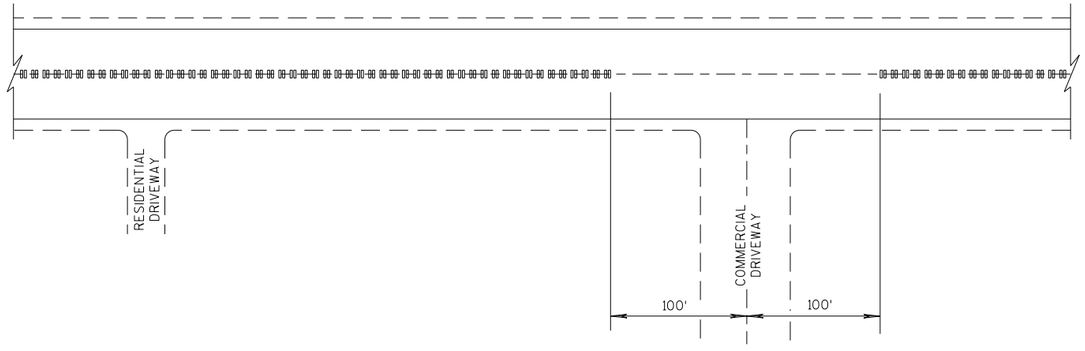
6
S.D.D. 13 A 11-3a



CENTER LINE GROOVES AT INTERSECTIONS

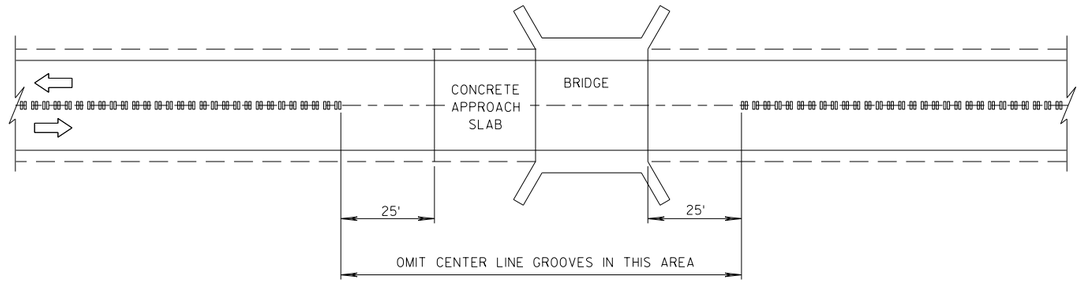


CENTER LINE GROOVES AT INTERSECTIONS
(WITH LEFT TURN LANES)

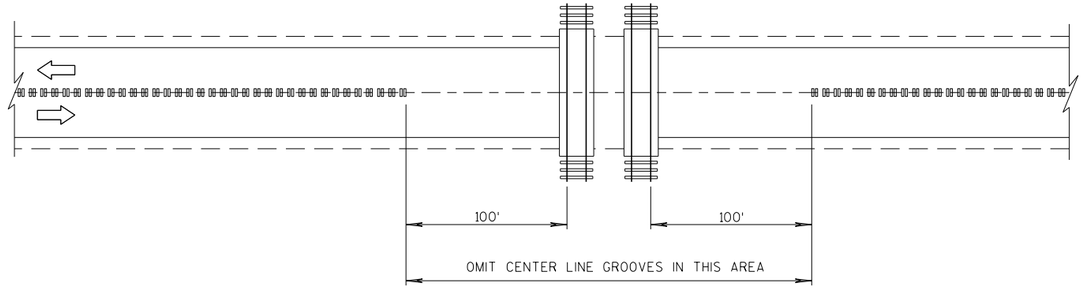


CENTER LINE GROOVES AT DRIVEWAYS (1)

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



CENTER LINE GROOVES AT BRIDGES



CENTER LINE GROOVES AT RAILROADS

6

S.D.D. 13 A 11-3b

2-LANE RURAL
CENTER LINE RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018
DATE

/S/ Rodney T
ROADWAY STANDARDS DE
UNIT SUPERVISOR

IT

FHWA

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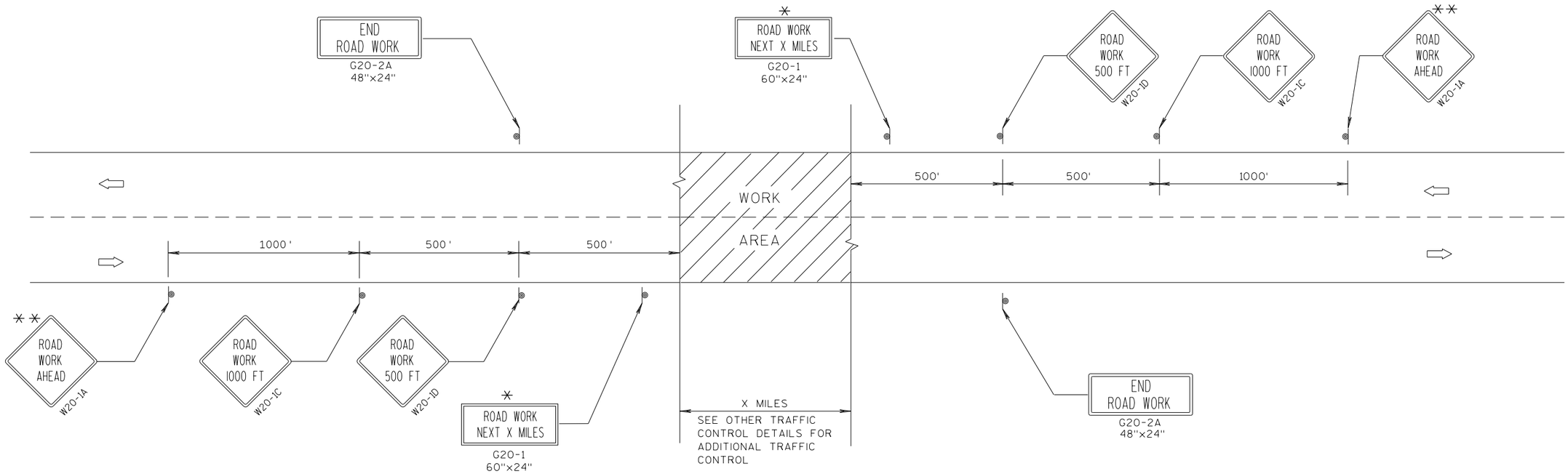
S.D.D. 13 A 11-3b

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.

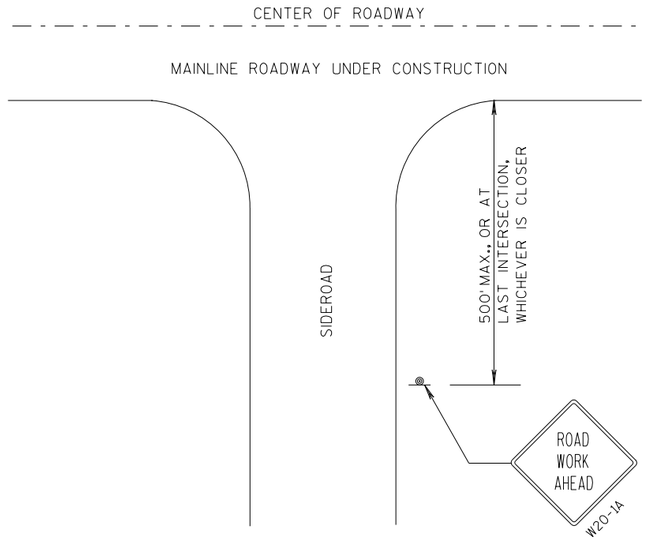
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

7/2018
DATE

/S/ Andrew Heldtke
WORK ZONE ENGI

FHWA

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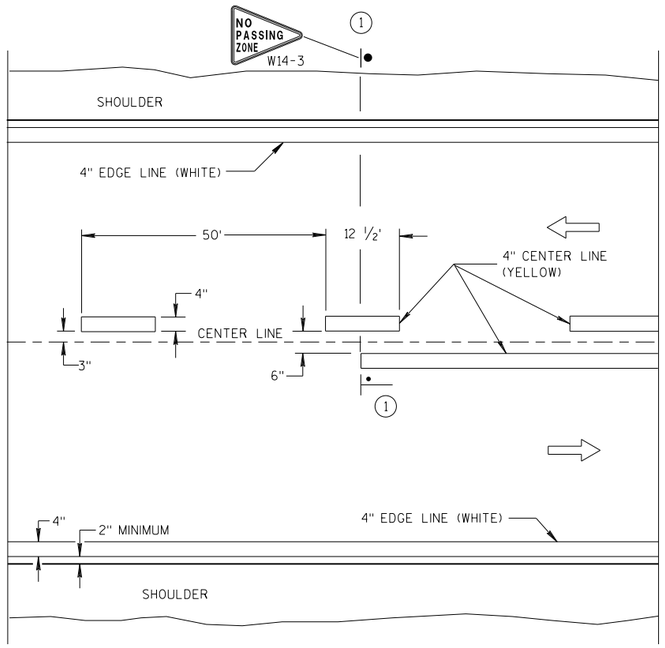
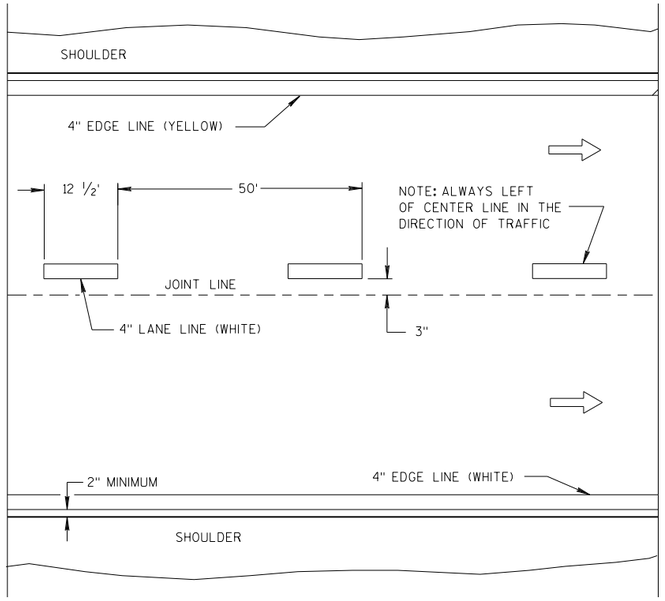
S.D.D. 15 C 4-5



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.

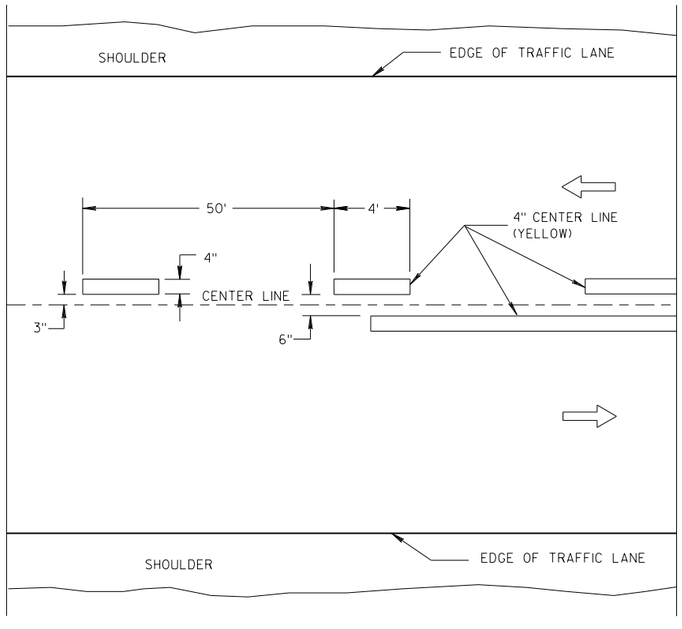
NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

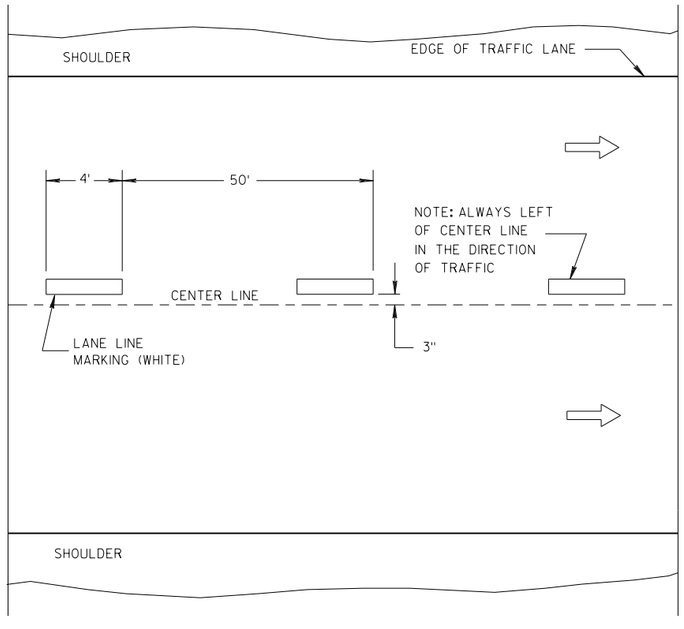
LEGEND

"T" MARKING

POST MOUNTED SIGN



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018 — DATE

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

FHWA

6

S.D.D. 15 C 8-19a

6

S.D.D. 15 C 8-19a

LEGEND

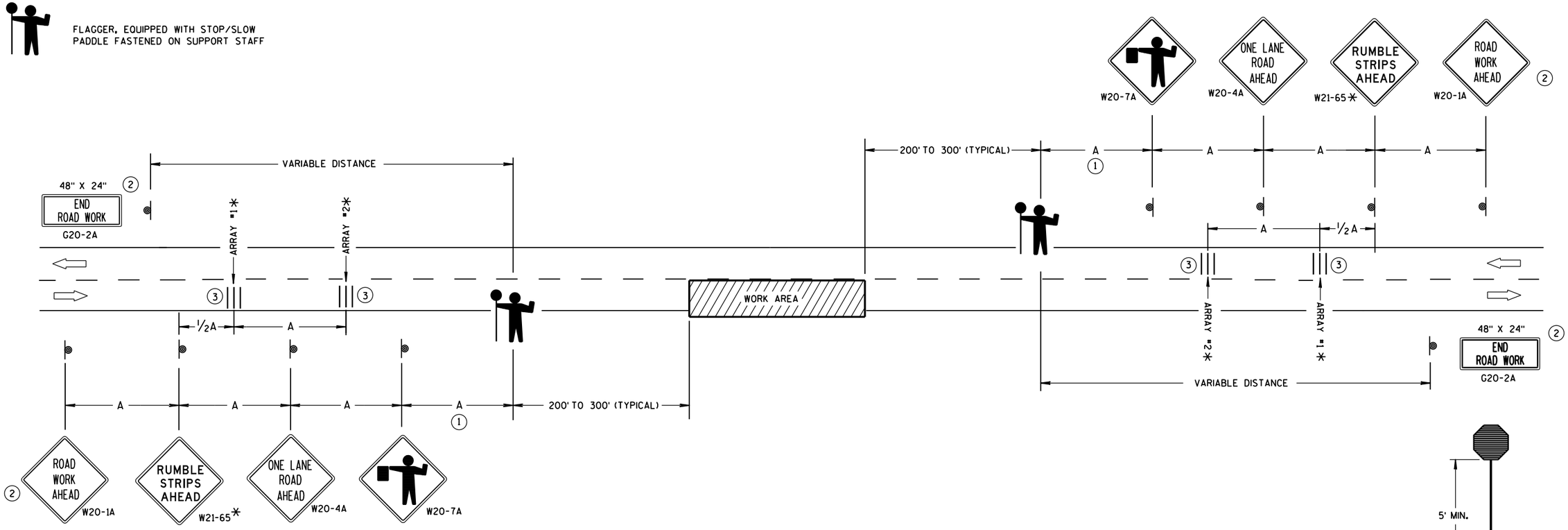
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

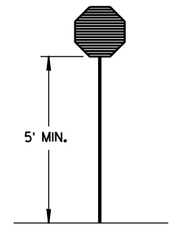
SPEED LIMIT	SPACING A
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

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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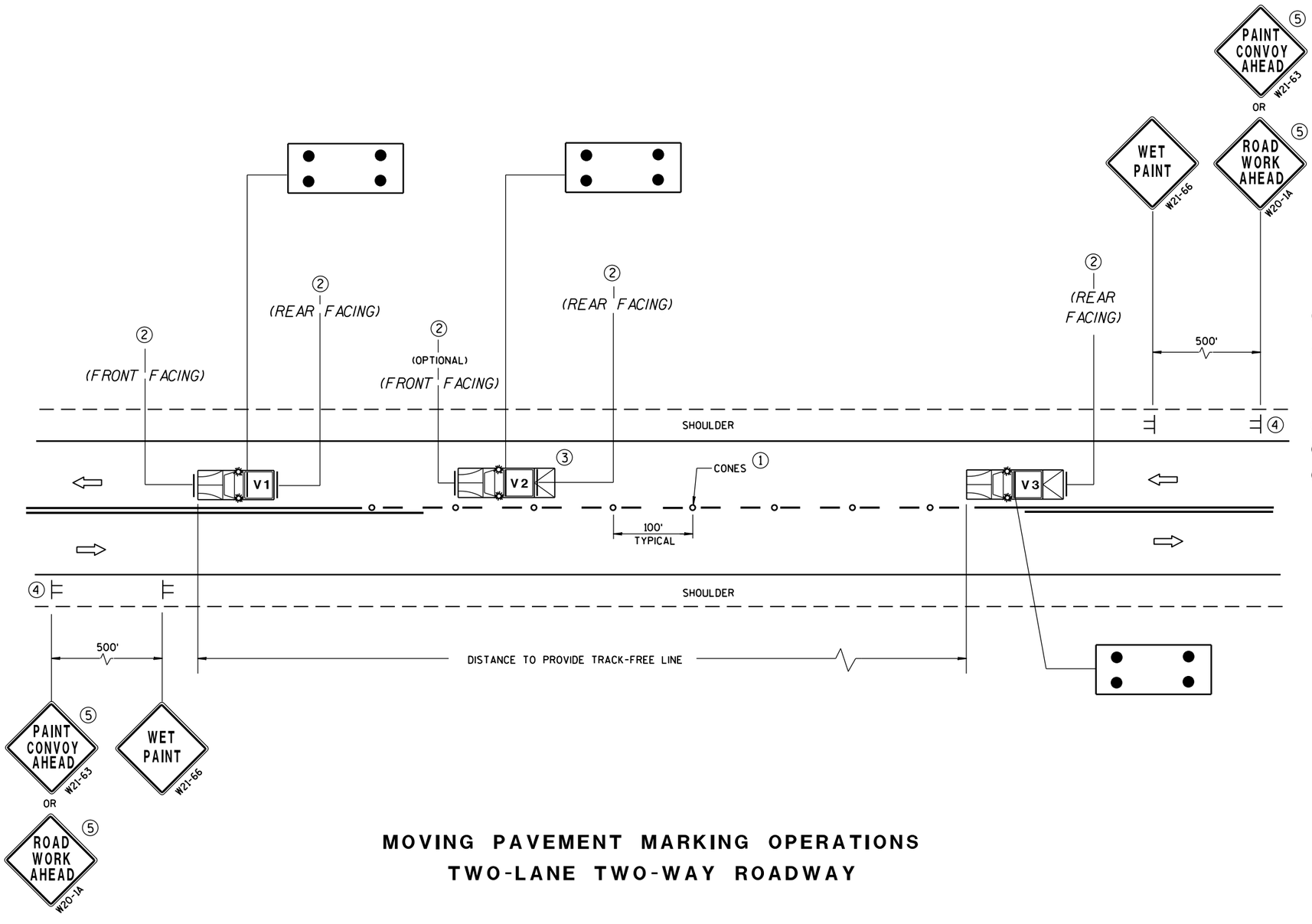
S.D.D. 15 C 12-6



MOVING PAVEMENT MARKING OPERATIONS
TWO-LANE TWO-WAY ROADWAY

GENERAL NOTES

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

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

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

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

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

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

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

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE MARKING.

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

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

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

WET PAINT W21-64 OR WET PAINT W21-64

(3) OPTIONAL TRUCK-MOUNTED ATTENUATOR.

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

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

LEGEND

V1 LEAD VEHICLE

V2 SHADOW VEHICLE

V3 TRAIL VEHICLE WITH TMA

TMA TRUCK-MOUNTED ATTENUATOR

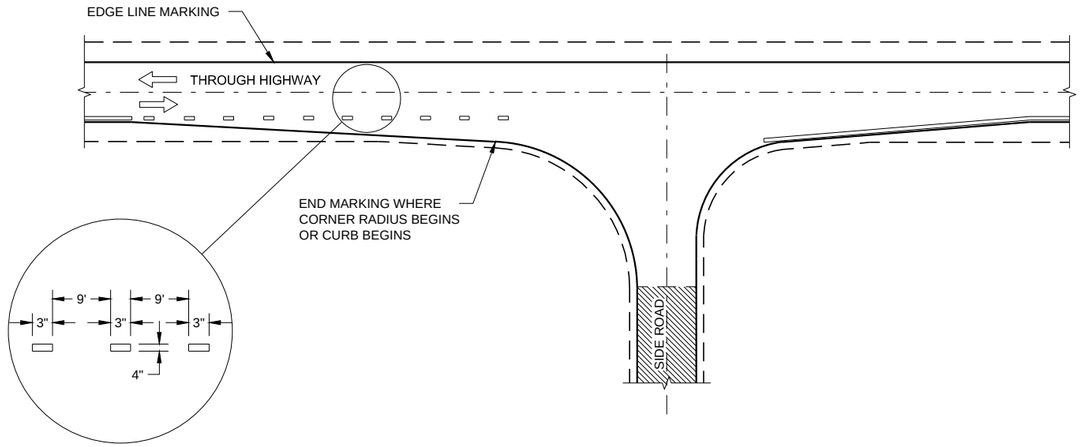
SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

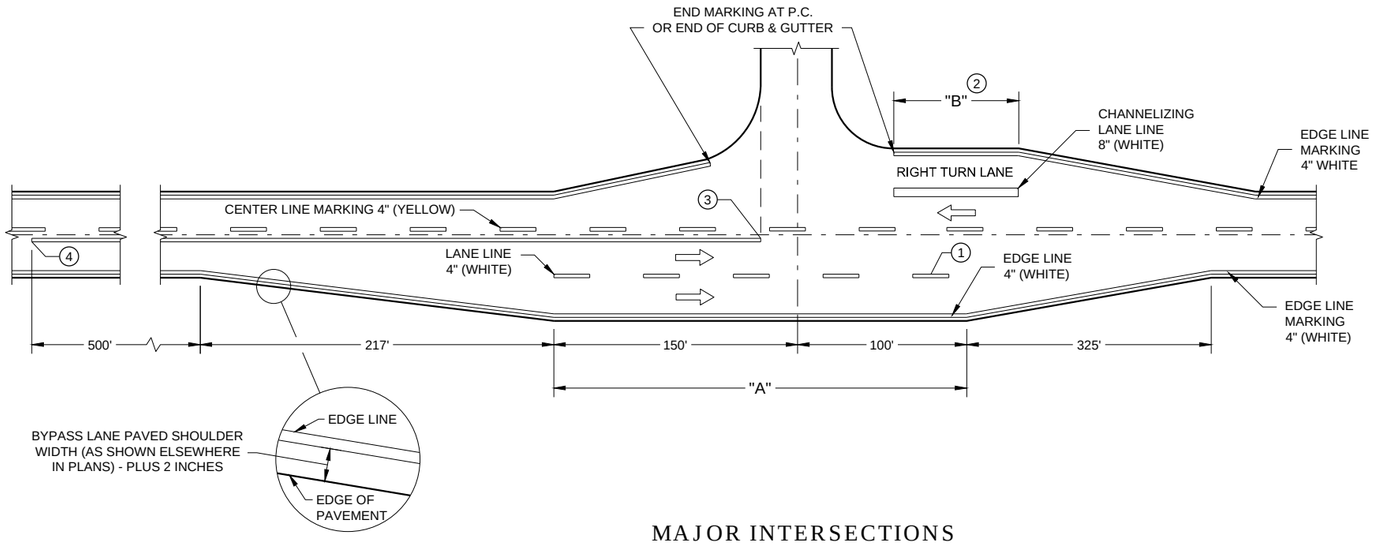
CONES

FLASHING ARROW PANEL (CAUTION)

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
Sept., 2017 DATE	/S/ Andrew Heldtke WORK ZONE ENGR
FHWA	



MINOR INTERSECTION



MAJOR INTERSECTIONS

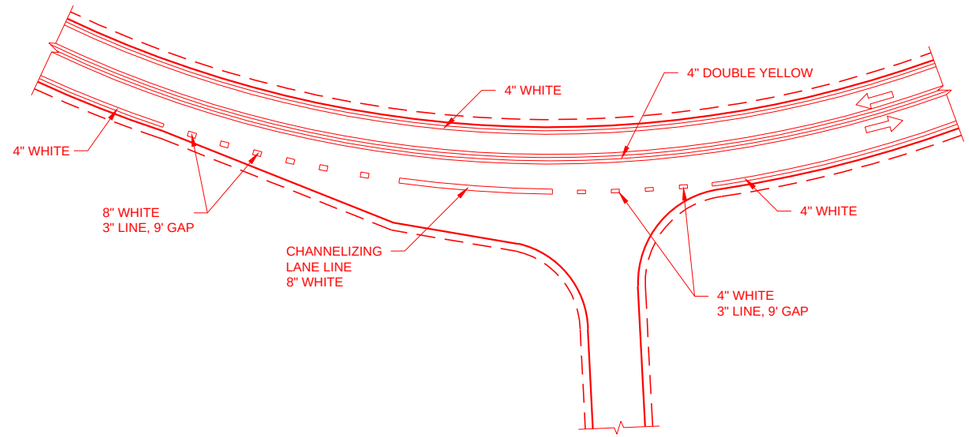
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

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



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C35 - 03a

SDD 15C35 - 03a

GENERAL NOTES

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

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

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

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

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

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

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

TABLE A

S \ W	SHOULDER TAPER LENGTH (FEET) 4	6	8	10	BUFFER SPACE (FEET)
30	20	30	40	50	200
35	30	45	55	70	250
40	40	55	75	90	305
45	60	90	120	150	360
50	70	100	135	170	425
55	75	110	150	185	495

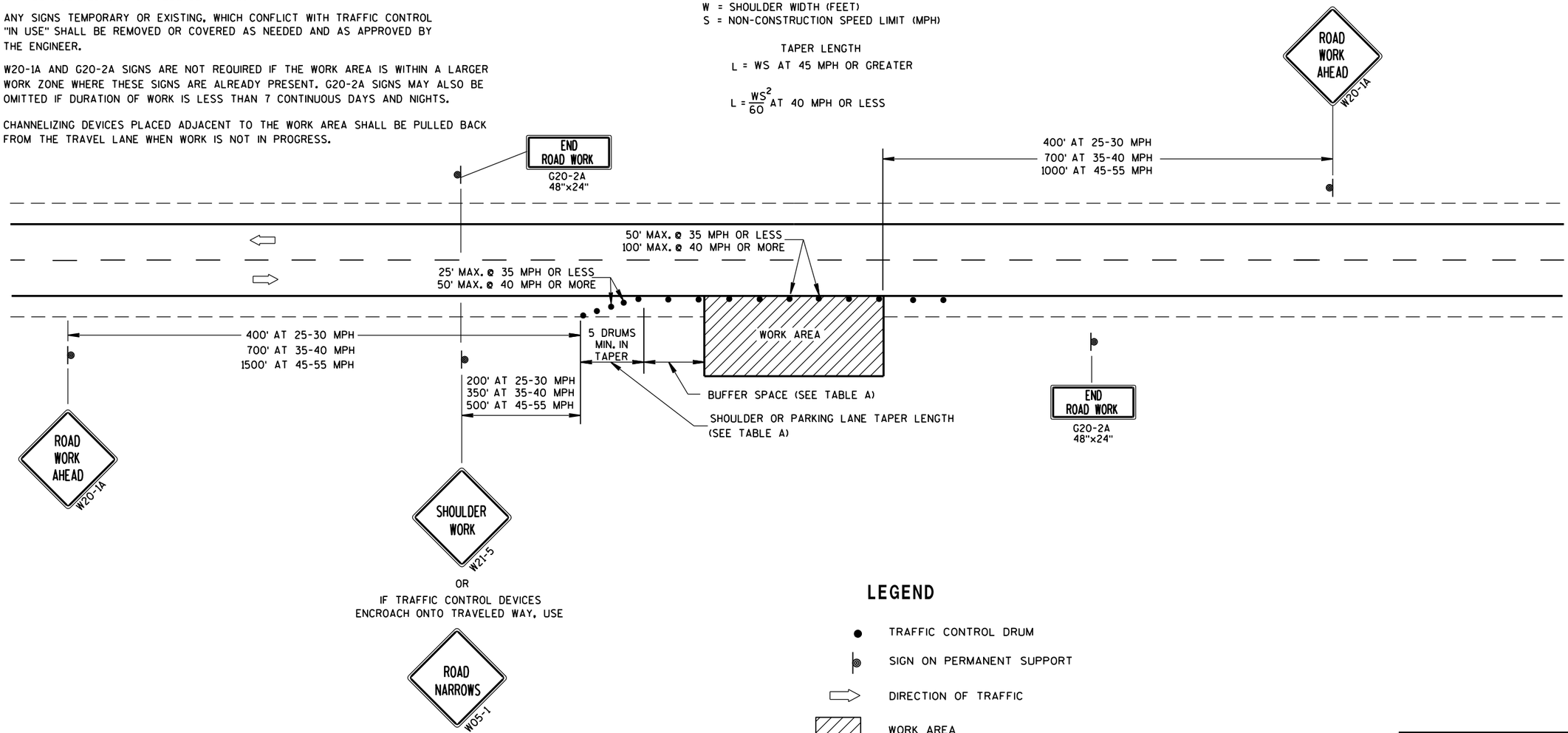
W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

TAPER LENGTH

L = WS AT 45 MPH OR GREATER

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

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



LEGEND

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

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

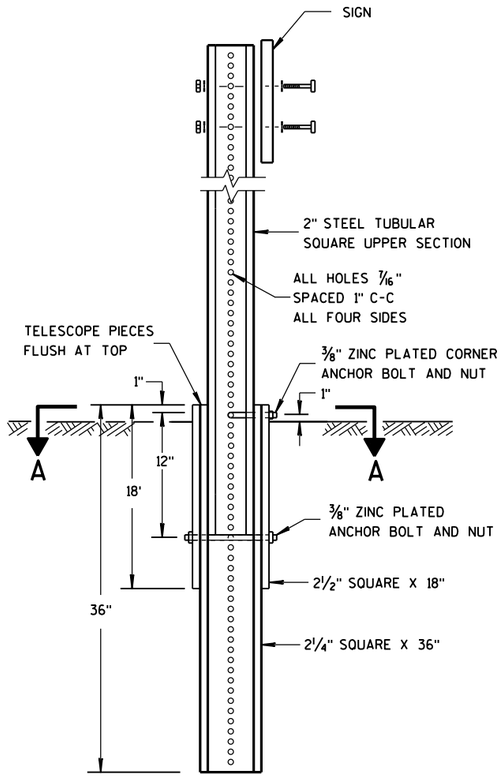
July 14, 2015 — DATE

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

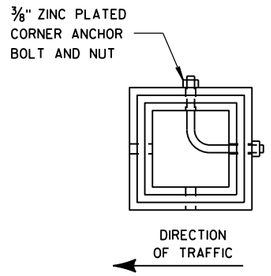
FHWA

6

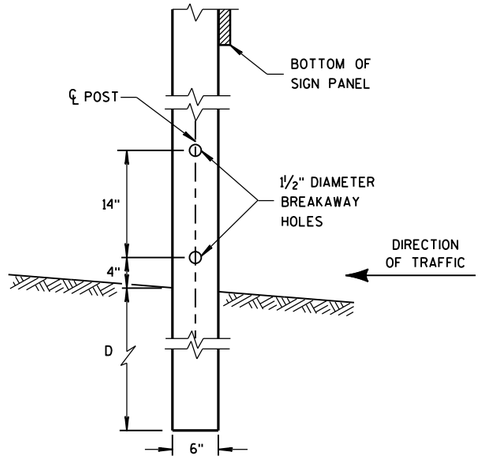
S.D.D. 15 D 28-3



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



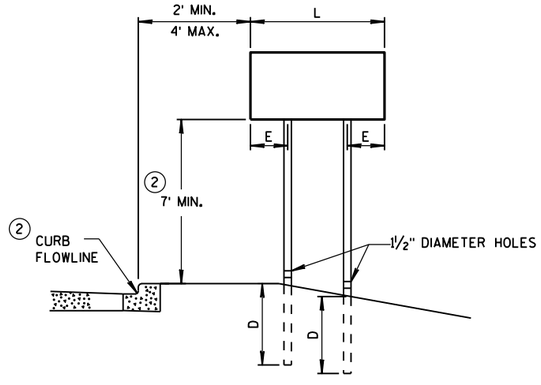
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

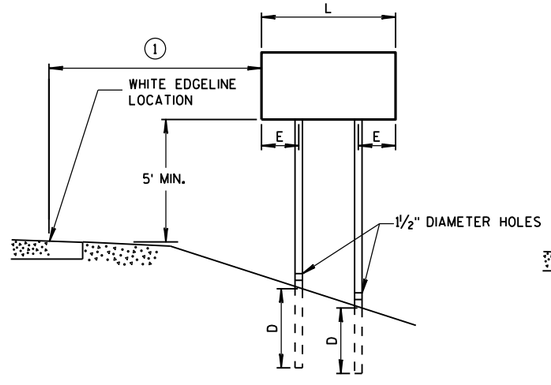
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

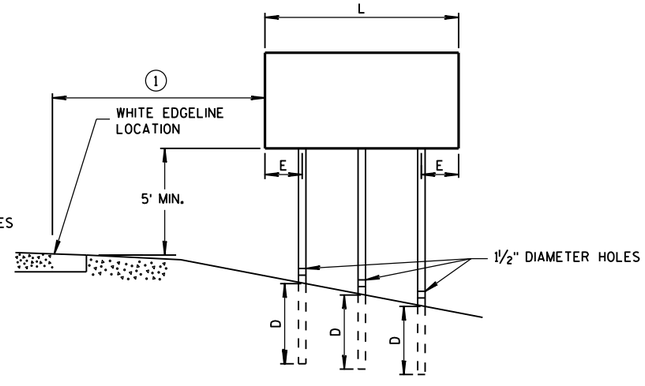
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK 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

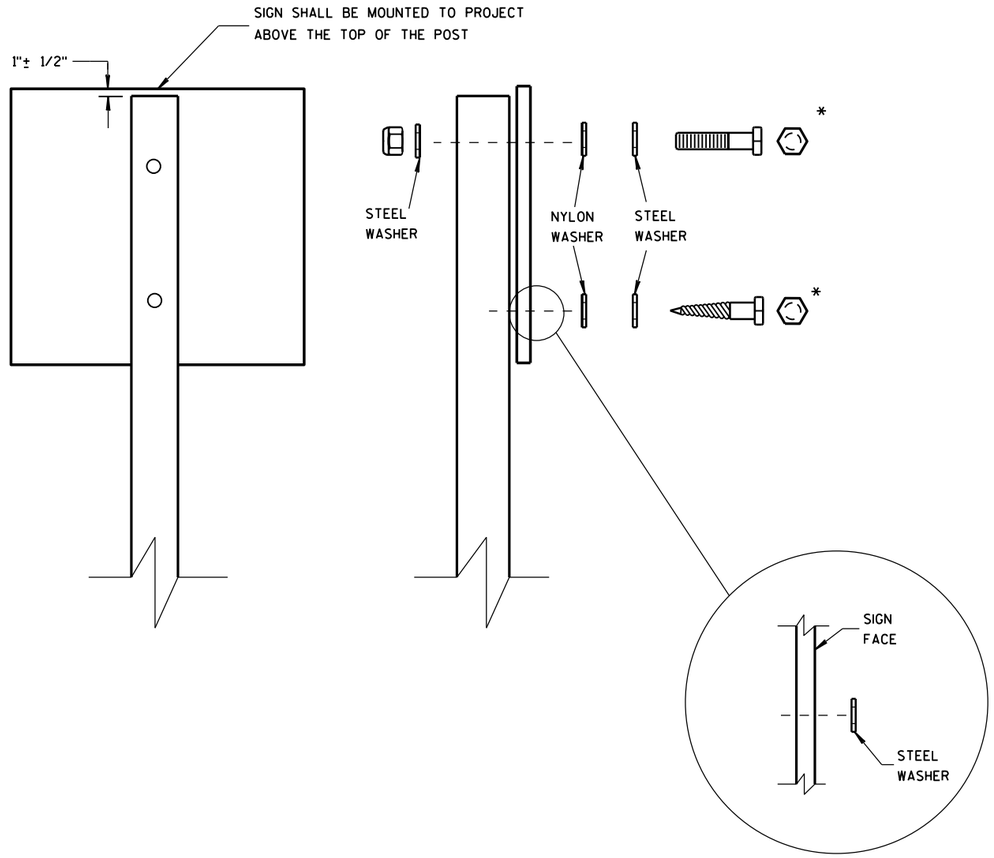
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 15 D 38-2a

6

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

6

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

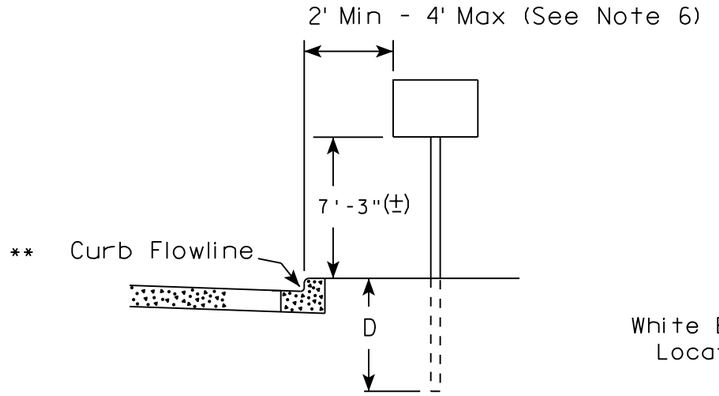
APPROVED

June 2017
DATE

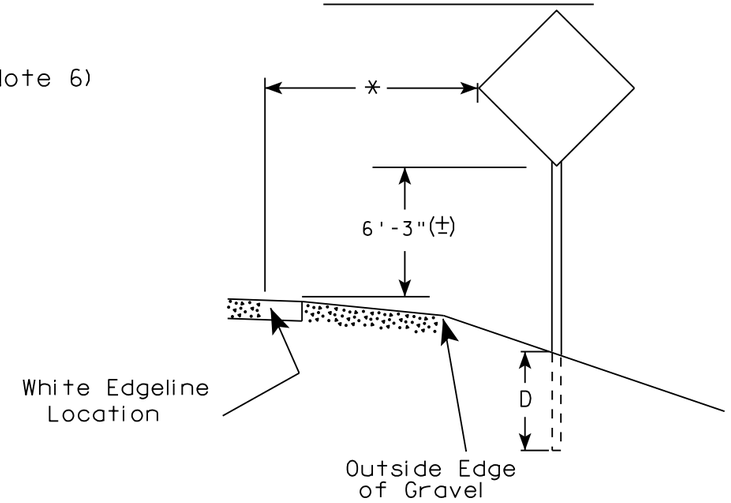
/S/ Andrew Heldtke
WORK ZONE ENG

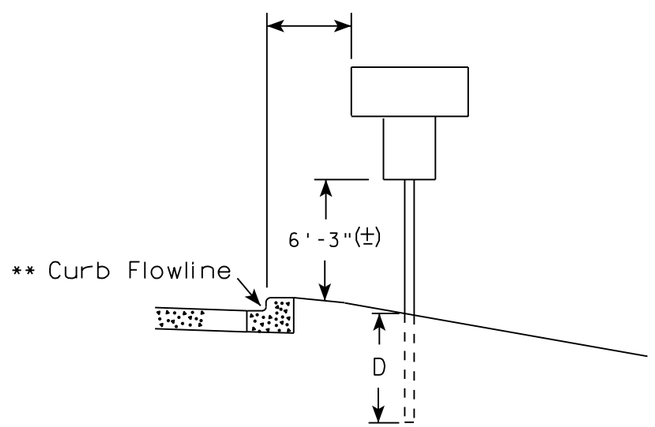
FHWA

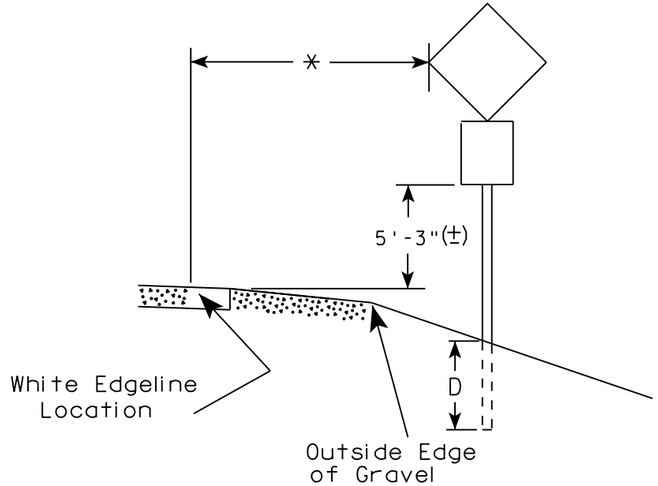
URBAN AREA



RURAL AREA (See Note 2)







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

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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. 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" (±).

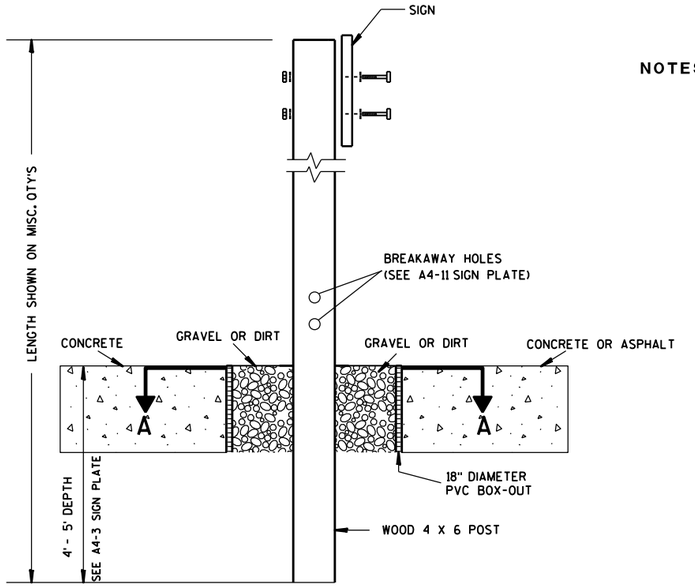
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-3.21

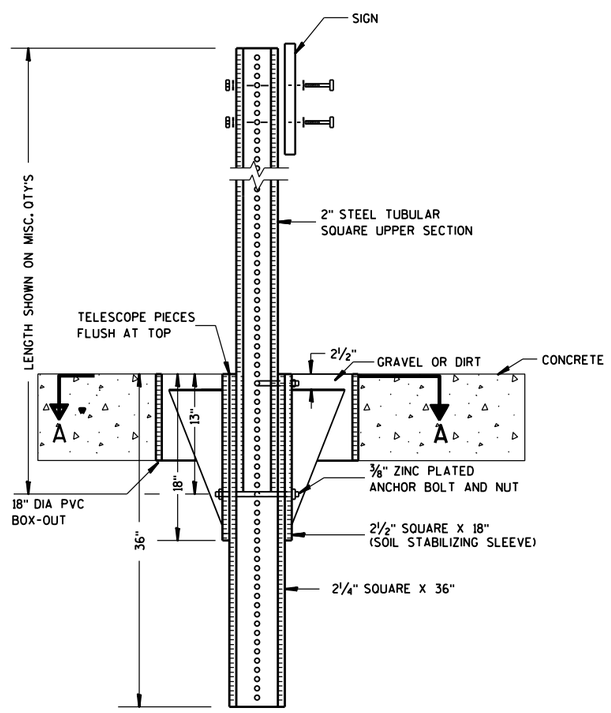
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 61	E



ELEVATION VIEW

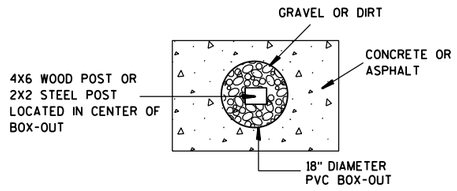
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

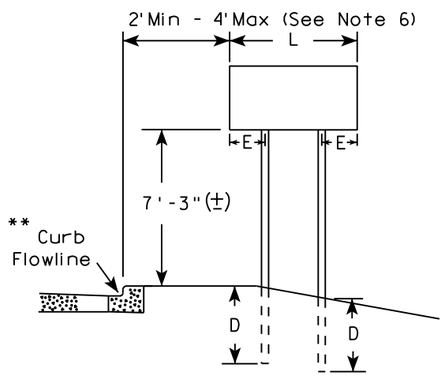
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

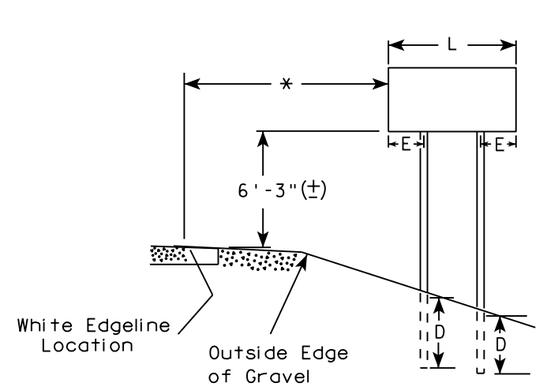
DATE 1/27/14 PLATE NO. A4-3B.1

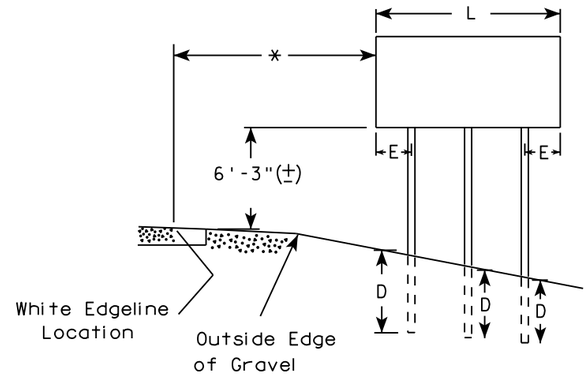
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

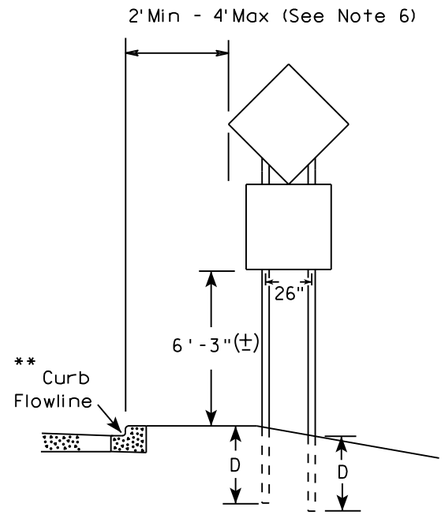
URBAN AREA



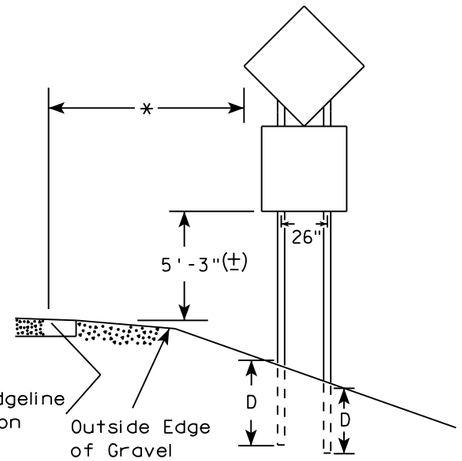
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

***	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'

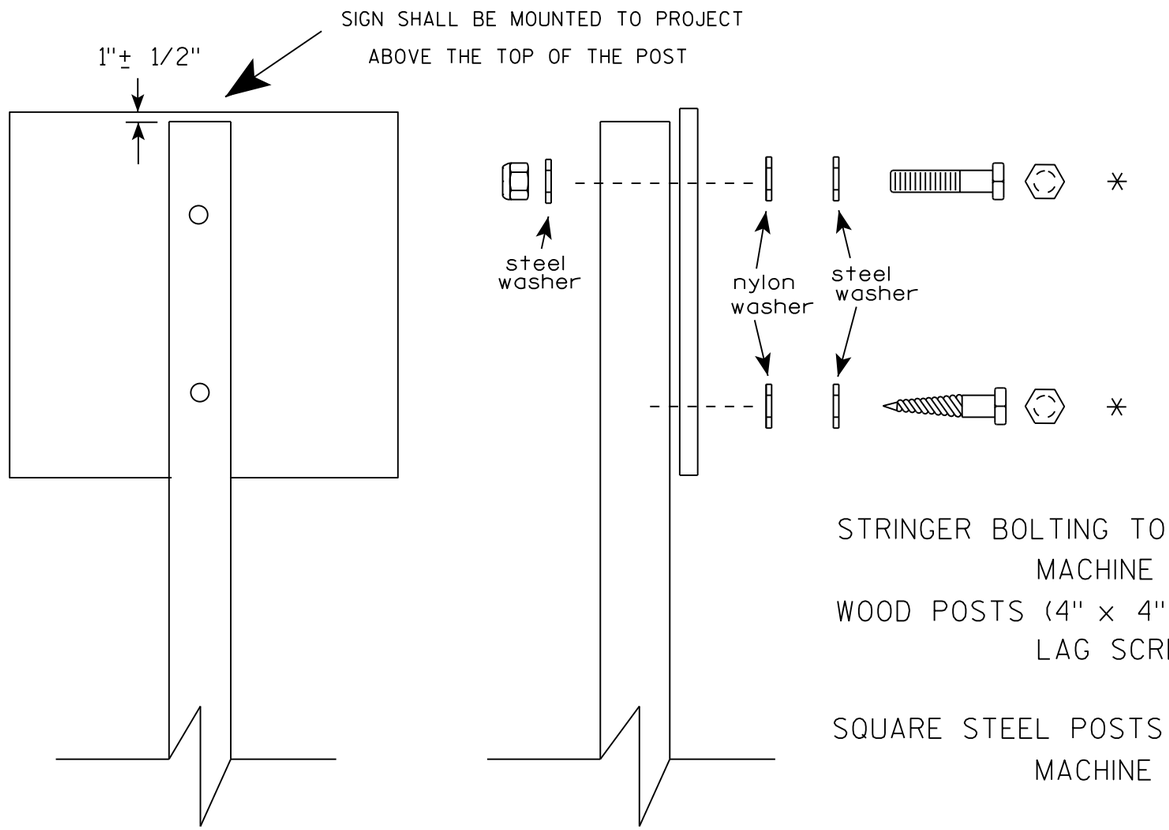
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

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: 63	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

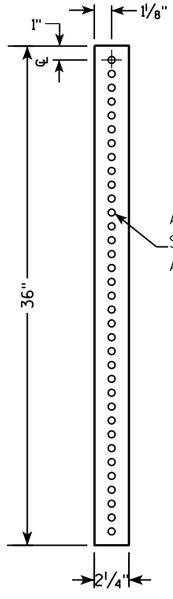
APPROVED Matthew R Rauch
For State Traffic Engineer

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

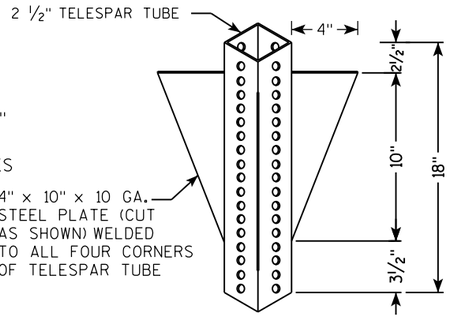
PROJECT NO: SHEET NO: E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

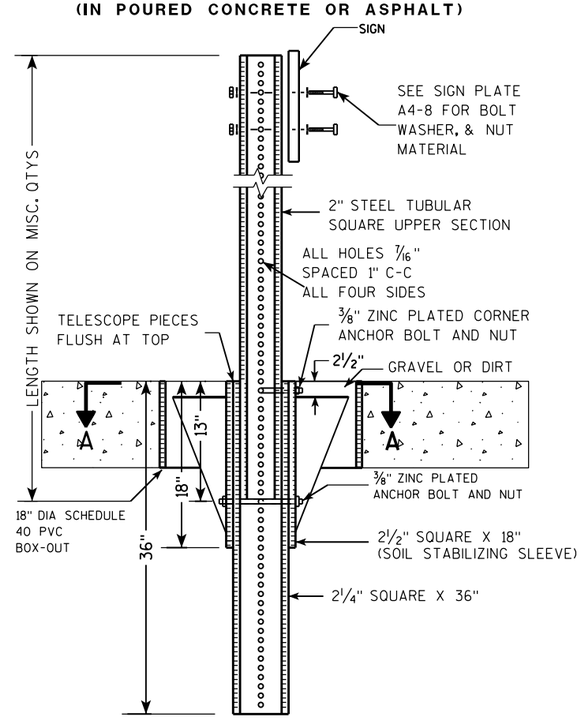
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



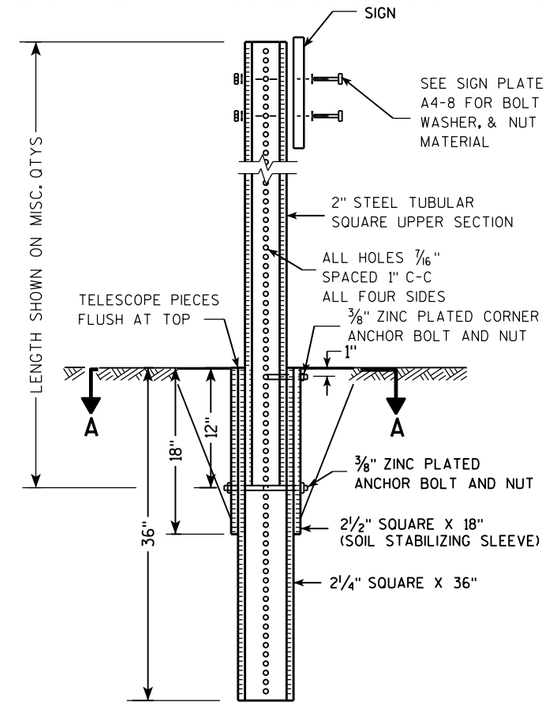
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

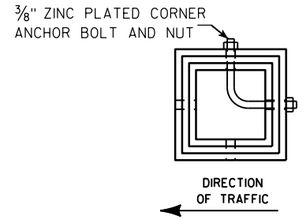


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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).

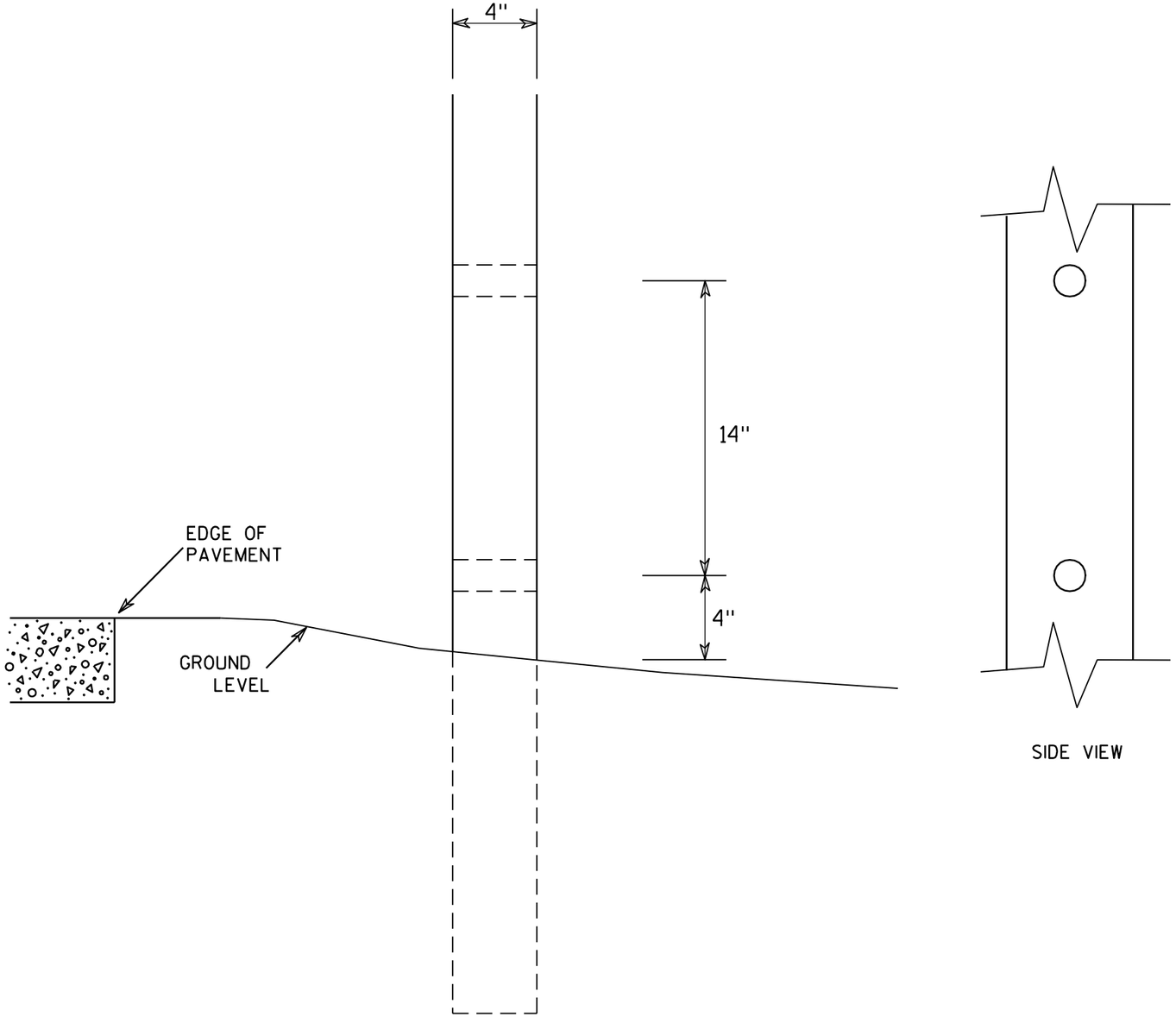
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 65 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

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

7

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

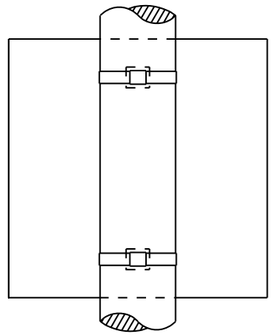
APPROVED Chester J Spang
for State Traffic Engineer

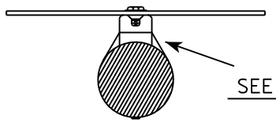
DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 66	E

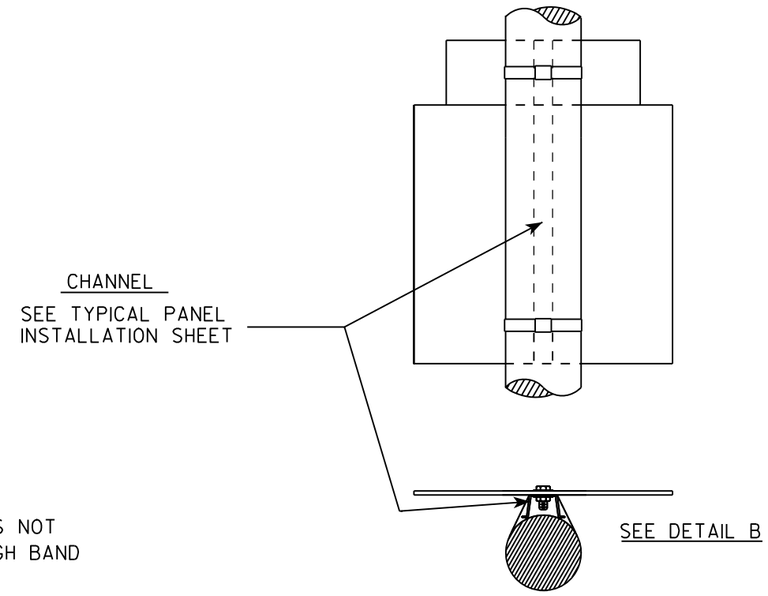
BANDING

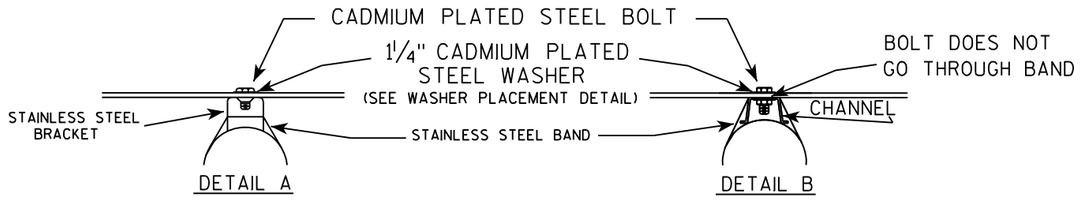
SINGLE SIGN



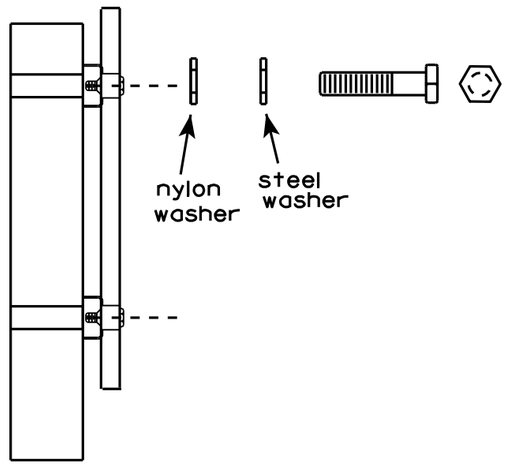


"J" ASSEMBLY





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.

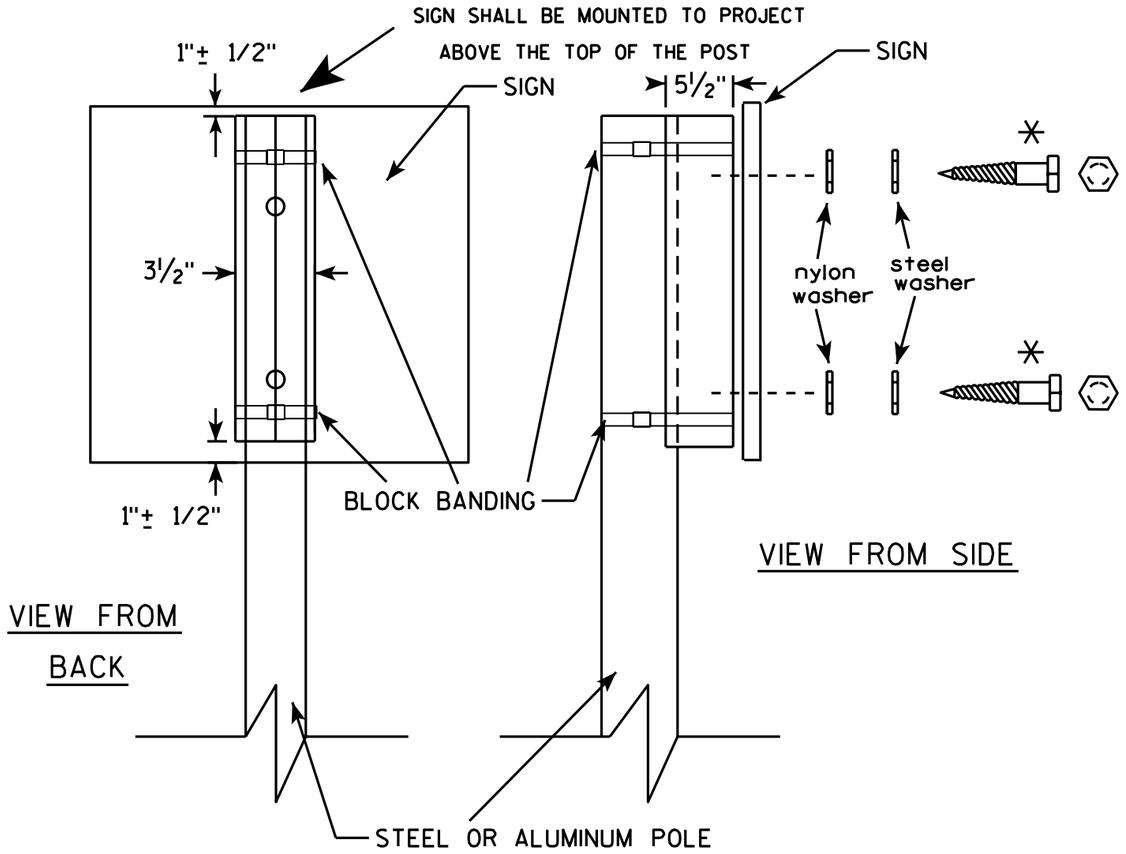
STANDARD SIGN
SIGN BANDING DETAILS

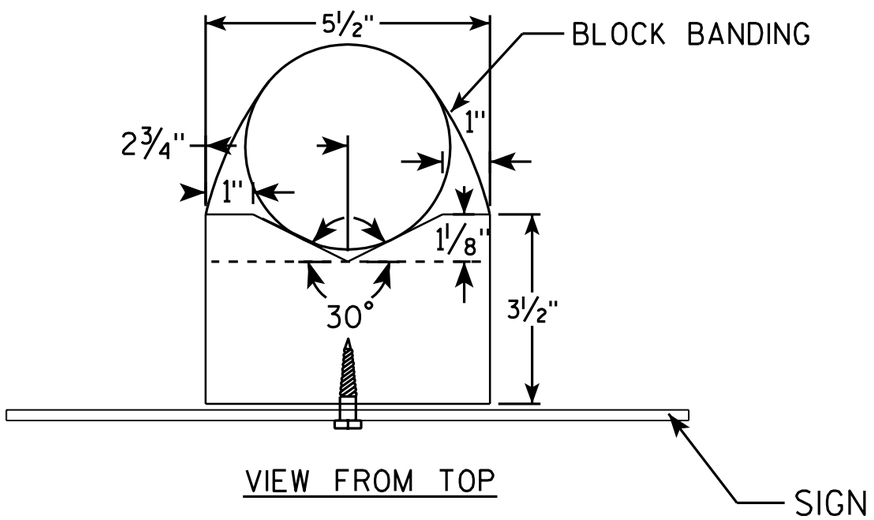
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 67	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

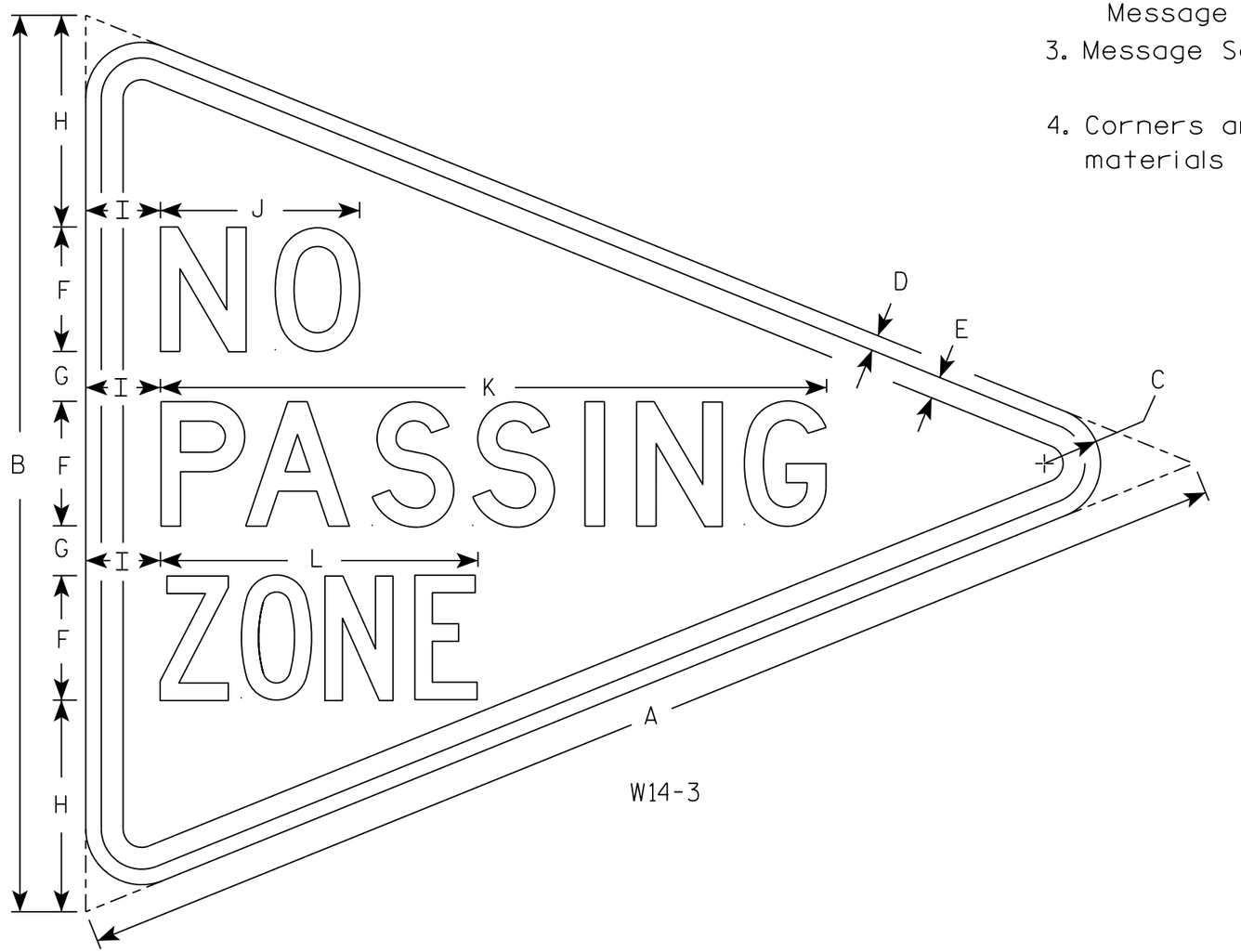
DATE 7/12/07 PLATE NO. A5-10.1

PROJECT NO:

SHEET NO: 68 E

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - Lines 1 and 2 are Series D.
   Line 3 is series C.
4. Corners and borders shall be rounded on all base materials for this sign.



W14-3

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															5.56
2M																											
3																											
4																											
5																											

STANDARD SIGN
W14-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/17 PLATE NO. W14-3.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 69	E

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
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