RHI

MAY 2019

PROJECT ID: 1601-14-73

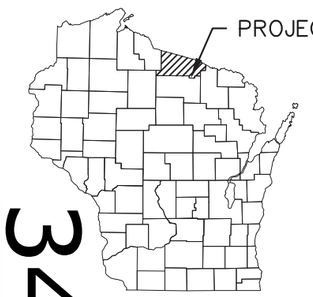
WITH: N/A

COUNTY: VILAS

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 = 260



34

DESIGN DESIGNATION

A.A.D.T.	(2018)	= 11,600
A.A.D.T.	(2038)	= 14,200
D.H.V.		= 1,850
D.D.		= 61/39
T.		= 8.3%
DESIGN SPEED		= 30 - 40 MPH
ESALS		= 1,043,900

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

MONICO - EAGLE RIVER

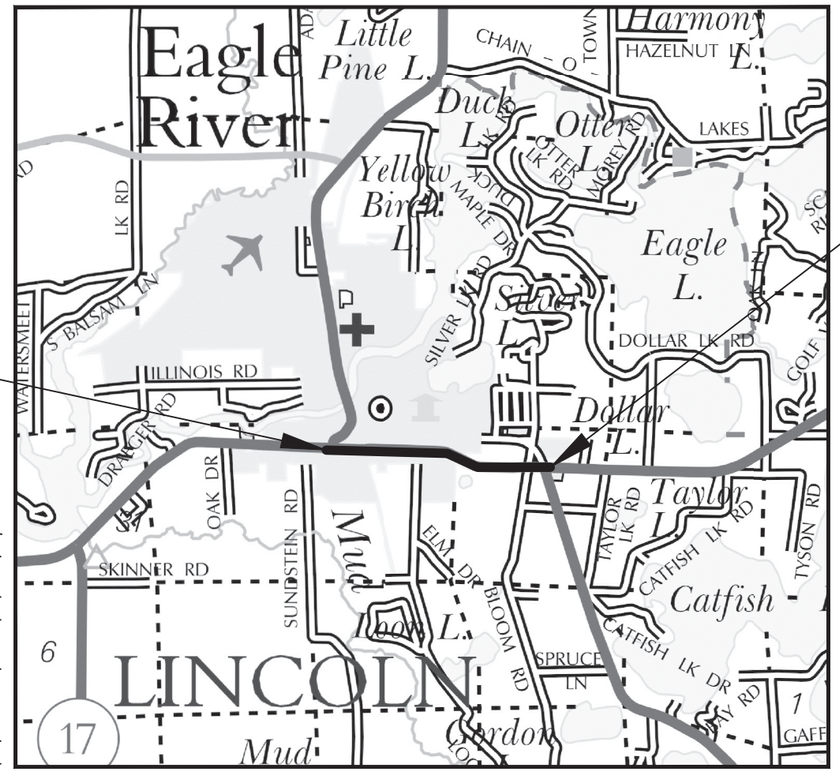
STH 70 EAST TO STH 70 WEST/17 NORTH

USH 45

VILAS COUNTY

STATE PROJECT NUMBER
1601-14-73

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1601-14-73	WISC 2019304	1



BEGIN PROJECT 1601-14-73
STA 494+14
Y=104,799.95
X=508,286.87

END PROJECT 1601-14-73
STA 577+12
Y=105,524.03
X=500,118.75

LAYOUT SCALE 0 1 MILE

TOTAL NET LENGTH OF CENTERLINE = 1.572 MILES

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), VILAS COUNTY, NAD 1983 (2011).

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 NAVD 88 (2012).

ORIGINAL PLAN PREPARED BY

BECHER HOPPE
330 Fourth Street • PO Box 8000
Wausau, WI • 54402-8000
715.845.8000 • Fax 715.845.8008
becherhoppe.com

WISCONSIN
CHAD D. GRUNDEMANN
E-43616-6
WAUSAU, WI
PROFESSIONAL ENGINEER

2-1-2019
(Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	BECHER–HOPPE ASSOCIATES, INC.
Designer	BECHER–HOPPE ASSOCIATES, INC.
Project Manager	JESSE JEFFERSON, PE
Regional Examiner	CHERYL SIMON, PE
Regional Supervisor	ROBIN STAFFORD, PE

APPROVED FOR THE DEPARTMENT

DATE: 01/28/19 (Signature)

E

FILE NAME : P:\2014\2014.068 – WISDOT NC – USH 45, VILAS\CAD\16011473\SHEETSPLAN\010101–TI.DWG

–

PLOT NAME :

GENERAL NOTES

BEARINGS SHOWN ON THE PLAN ARE TRUE BEARINGS TO THE NEAREST SECOND.

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

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

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

SECTION 2 ORDER

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
EROSION CONTROL
STORM SEWER PLAN
PERMANENT SIGNING
PAVEMENT MARKING
TRAFFIC CONTROL
ALIGNMENT DIAGRAM
CONTROL POINT DATA

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 = 20 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 1.1 ACRES

UTILITIES

COMMUNICATION
CHOICETEL LLC
118 SPRUCE ST
EAGLE RIVER, WI 54521
TED BOGEMAN
PHONE: (715) 480-4800
TED@CHOICETEL.COM

COMMUNICATION
FRONTIER
521 4TH ST
WAUSAU, WI 54403
CHRIS POLLACK
PHONE: (715) 847-1240
CHRISTOPHER.POLLACK@FTR.COM

COMMUNICATION
CHARTER
821 LINCOLN ST
RHINELANDER, WI 54501
MARK OLEJNICZAK
PHONE: (715) 420-0301
MARK.OLEJNICZAK@CHARTER.COM

WATER
EAGLE RIVER LIGHT & WATER
525 E MAPLE ST
PO BOX 1269
EAGLE RIVER, WI 54521
MIKE SANBORN
PHONE: (715) 479-8121 EXT 235
MSANBORN@WPPIENERGY.ORG

SANITARY SEWER
CITY OF EAGLE RIVER
525 E MAPLE ST
PO BOX 1269
EAGLE RIVER, WI 54521
JOSEPH LAUX
PHONE: (715) 479-8682 EXT 226
ADMINISTRATOR@CI.EAGLE-RIVER.WI.US.

ELECTRIC
EAGLE RIVER LIGHT & WATER
525 E MAPLE ST
PO BOX 1269
EAGLE RIVER, WI 54521
MIKE SANBORN
PHONE: (715) 479-8121 EXT 235
MSANBORN@WPPIENERGY.ORG

ELECTRIC TRANSMISSION
AMERICAN TRANSMISSION COMPANY
801 O'KEEFE RD
DE PERE, WI 54115
GERALD RHODE
PHONE: (920) 338-6523
GRHODE@ATCLLC.COM

ELECTRIC
WISCONSIN PUBLIC SERVICE CORPORATION
PO BOX 1166
WAUSAU WI, 54402
DON LUTZOW
PHONE: (715) 848-7487
MOBILE: (715) 493-7802
DONALD.LUTZOW@WISCONSINPUBLICSERVICE.COM

GAS
WISCONSIN PUBLIC SERVICE CORPORATION
9427 HIGHWAY J
MINOCQUA, WI 54548
DANIEL TANNAH
PHONE: (715) 358-4405
MOBILE: (715) 439-0263
DJTANNAH@WISCONSINPUBLICSERVICE.COM

DNR CONTACT

WISCONSIN DEPARTMENT OF NATURAL RESOURCES
107 SUTLIFF AVENUE
RHINELANDER, WI 54501
JON SIMONSEN
PHONE: (715) 367-1936
jonathan.simonsen@wisconsin.gov

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

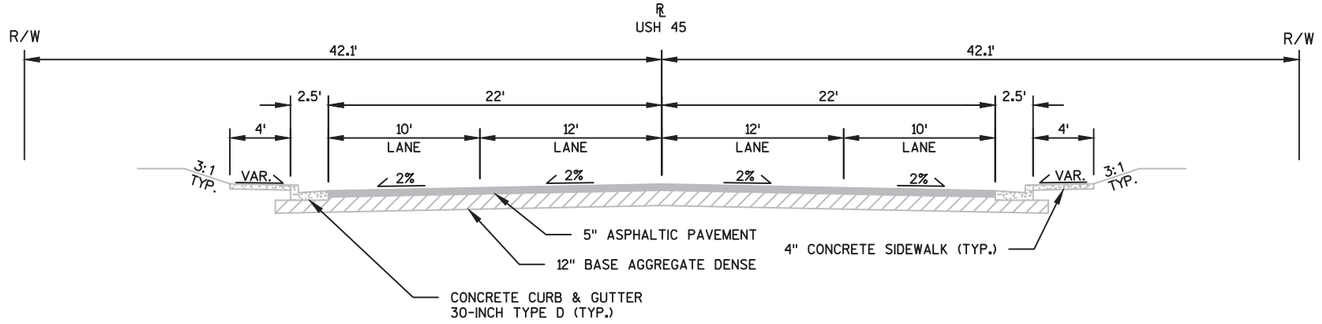


PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : \\BHASERVER14\PROJECTS\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\020201-PO.DWG
LAYOUT NAME - ****

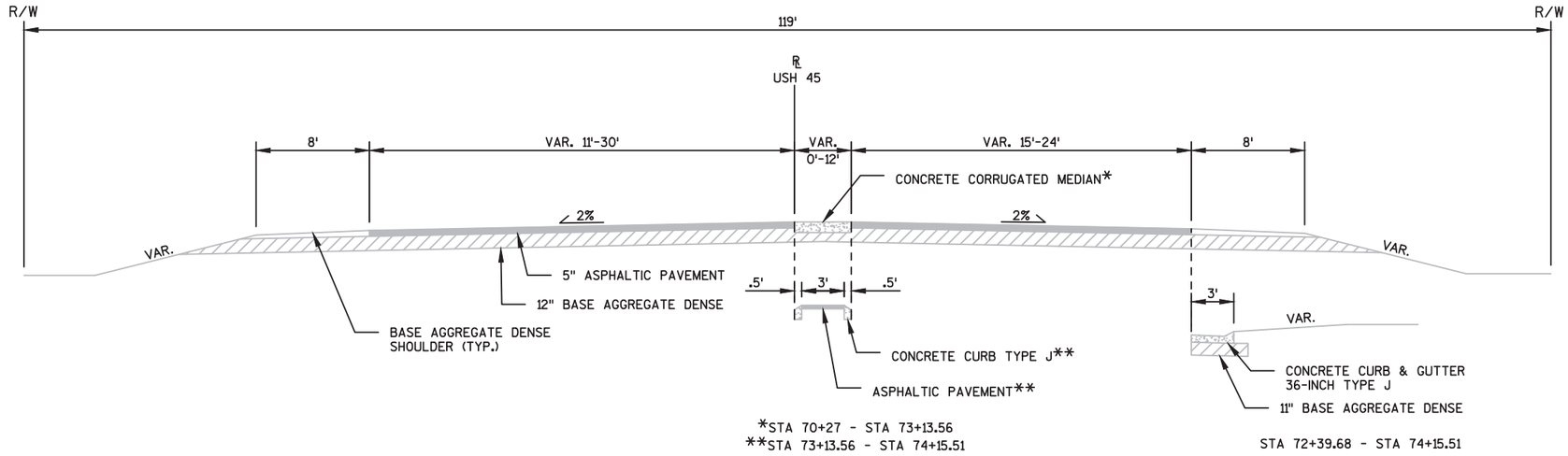
PLOT DATE : 1/31/2019 4:22 PM PLOT BY : CHAD D. GRUNDEMANN PLOT NAME : PLOT SCALE : 1 IN:600 FT

WISDOT/CADDS SHEET 42



EXISTING TYPICAL SECTION – USH 45

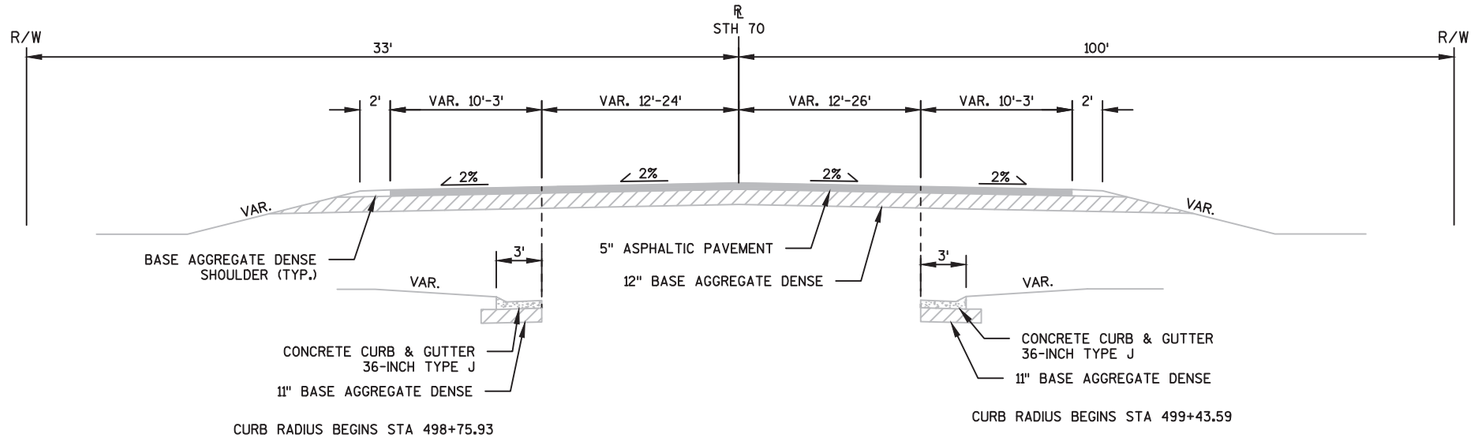
STATION 500+00 – STATION 580+26



EXISTING TYPICAL SECTION – USH 45

STATION 70+27 – STATION 74+15.51

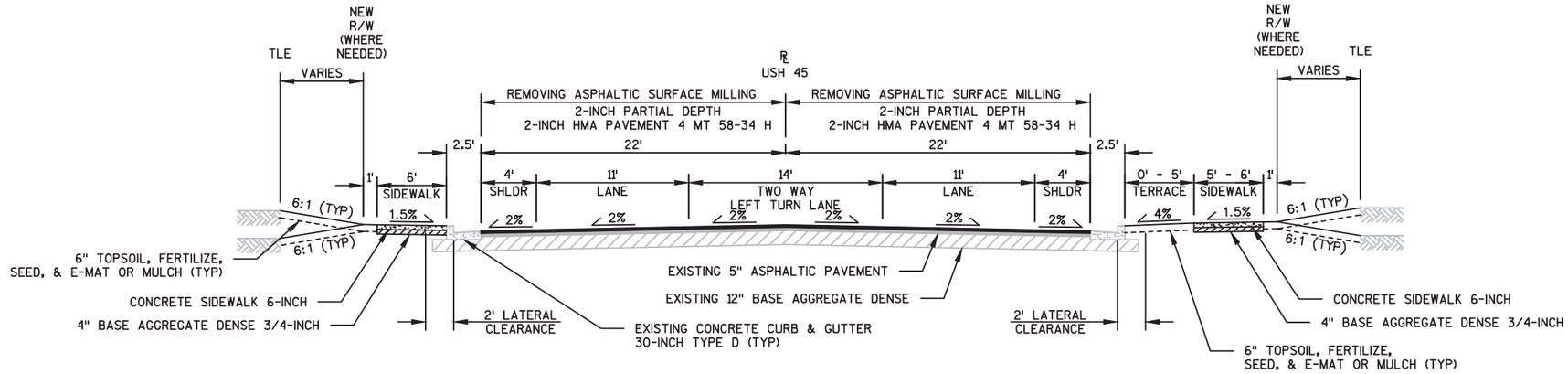
PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	EXISTING TYPICAL SECTIONS	SHEET 4	E



EXISTING TYPICAL SECTION – STH 70

STATION 494+14 – STATION 500+00

PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	EXISTING TYPICAL SECTIONS	SHEET 5	E

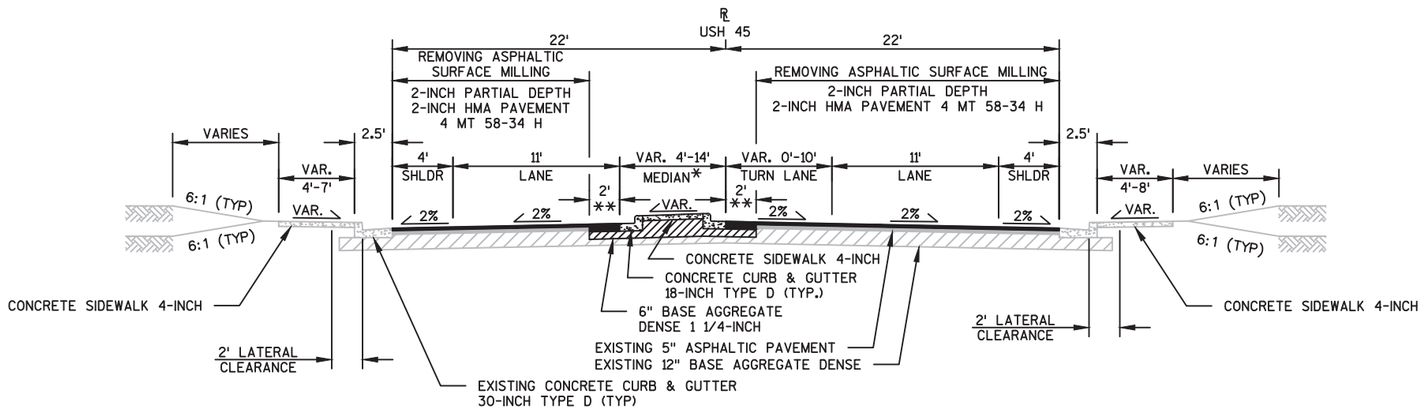


FINISHED TYPICAL SECTION – USH 45

STATION 500+00 – STATION 561+64.37
STATION 563+85.50 – STATION 565+23.03
STATION 565+80.92 – STATION 580+26

WORK BEHIND CURB LT
STA 559+00 - 560+25

WORK BEHIND CURB RT
STA 528+50 - 547+25
STA 564+75 - 572+75



FINISHED TYPICAL SECTION – USH 45

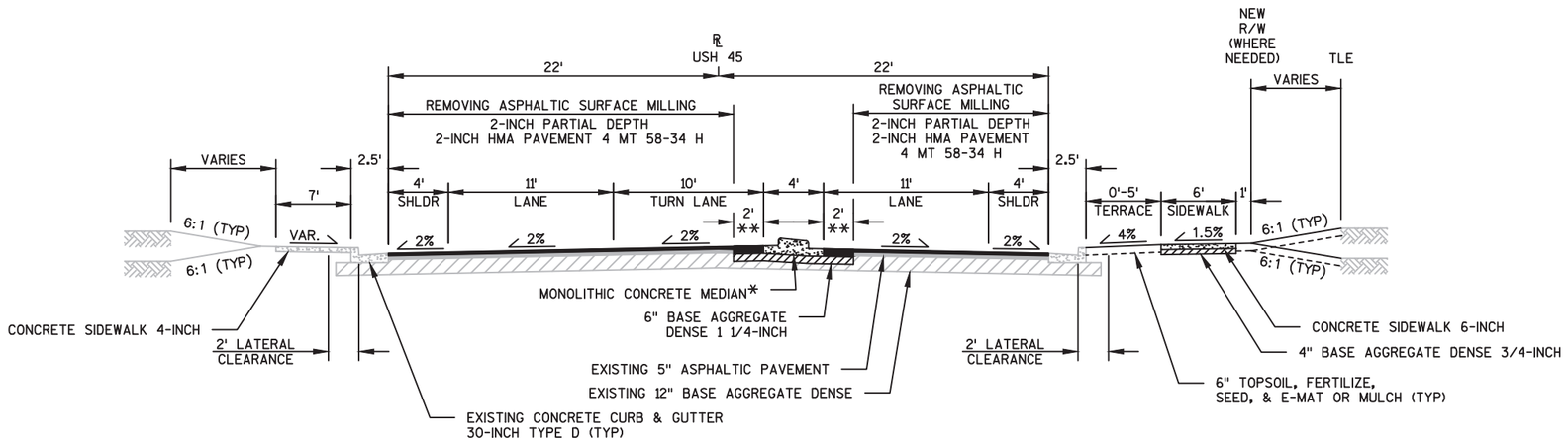
STATION 561+64.37 – STATION 563+85.50

NOTES:

* MONOLITHIC CONCRETE MEDIAN STATION 563+01.37 - STATION 563+85.50. SEE CONSTRUCTION DETAILS FOR MORE INFORMATION.

** 4-INCH HMA PAVEMENT 4 MT 58-34 H (LOWER LIFT)
2-INCH HMA PAVEMENT 4 MT 58-34 H (OVERLAY)

PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	FINISHED TYPICAL SECTIONS	SHEET 6	E



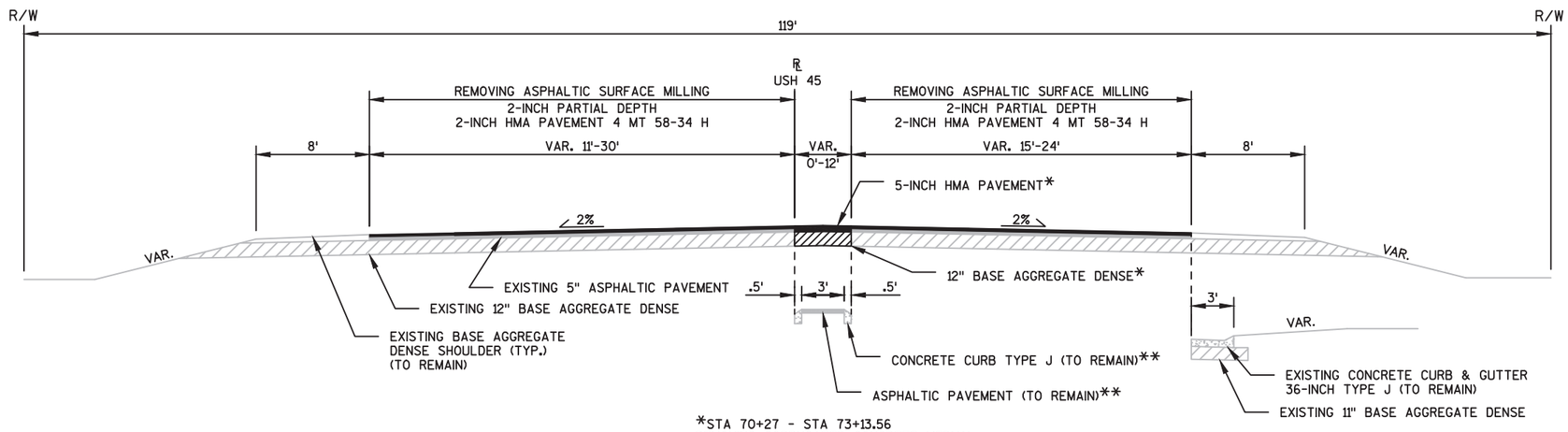
FINISHED TYPICAL SECTION – USH 45

STATION 565+23.03 – STATION 565+80.92

NOTES:

* SEE CONSTRUCTION DETAILS FOR MORE INFORMATION.

** 4-INCH HMA PAVEMENT 4 MT 58-34 H (LOWER LIFT)
2-INCH HMA PAVEMENT 4 MT 58-34 H (OVERLAY)



*STA 70+27 - STA 73+13.56
REMOVING CORRUGATED CONCRETE MEDIAN
3-INCH HMA PAVEMENT 4 MT 58-34 H (LOWER LIFT)
2-INCH HMA PAVEMENT 4 MT 58-34 H (OVERLAY)

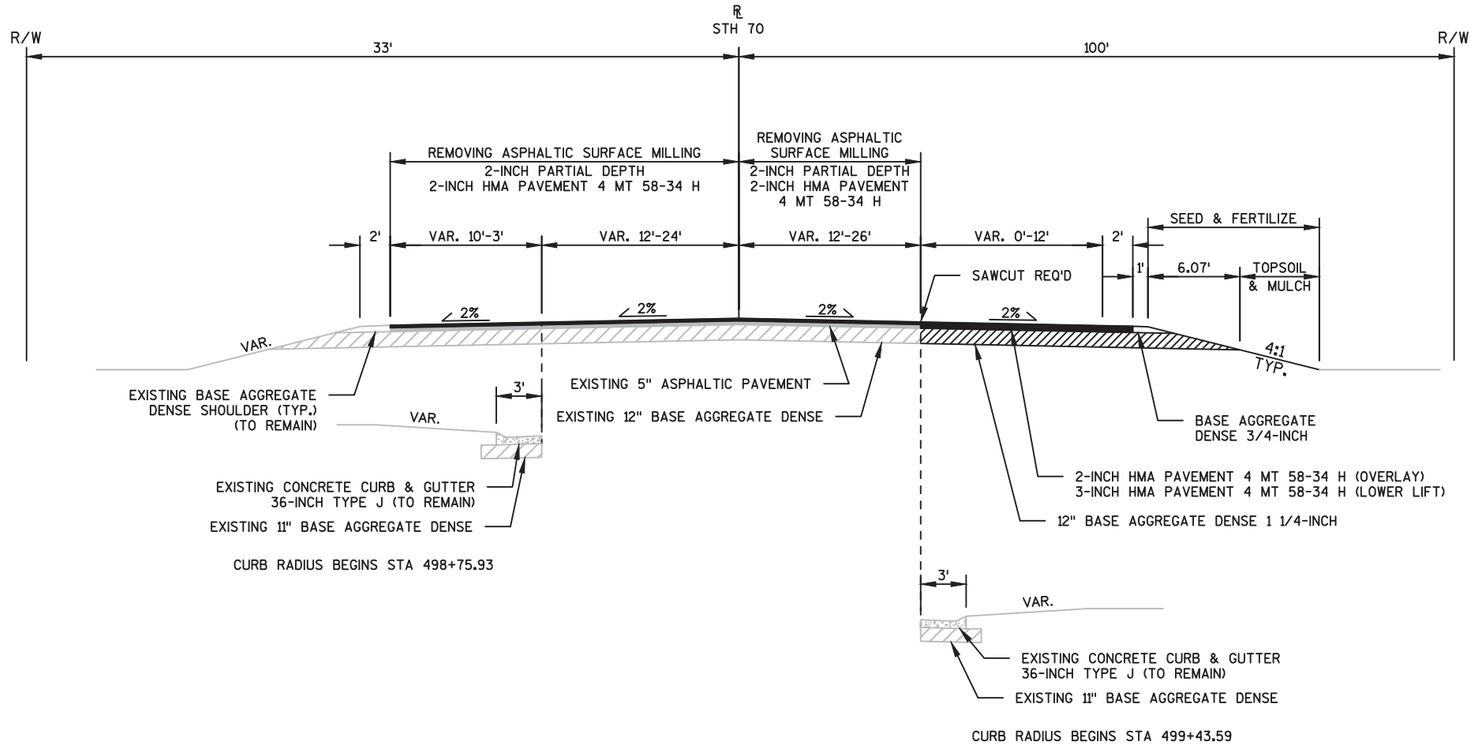
**STA 73+13.56 - STA 74+15.51

STA 72+39.68 - STA 74+15.51

FINISHED TYPICAL SECTION – USH 45

STATION 70+27 – STATION 74+15.51

PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	FINISHED TYPICAL SECTIONS	SHEET 7	E

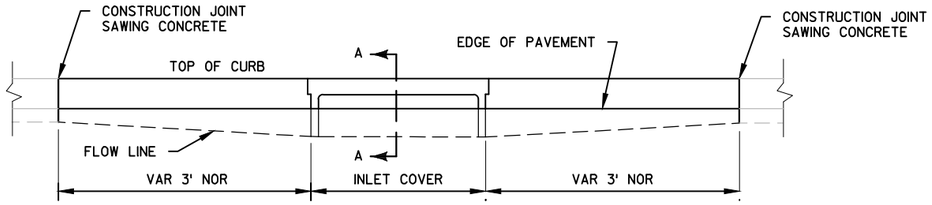


FINISHED TYPICAL SECTION – STH 70

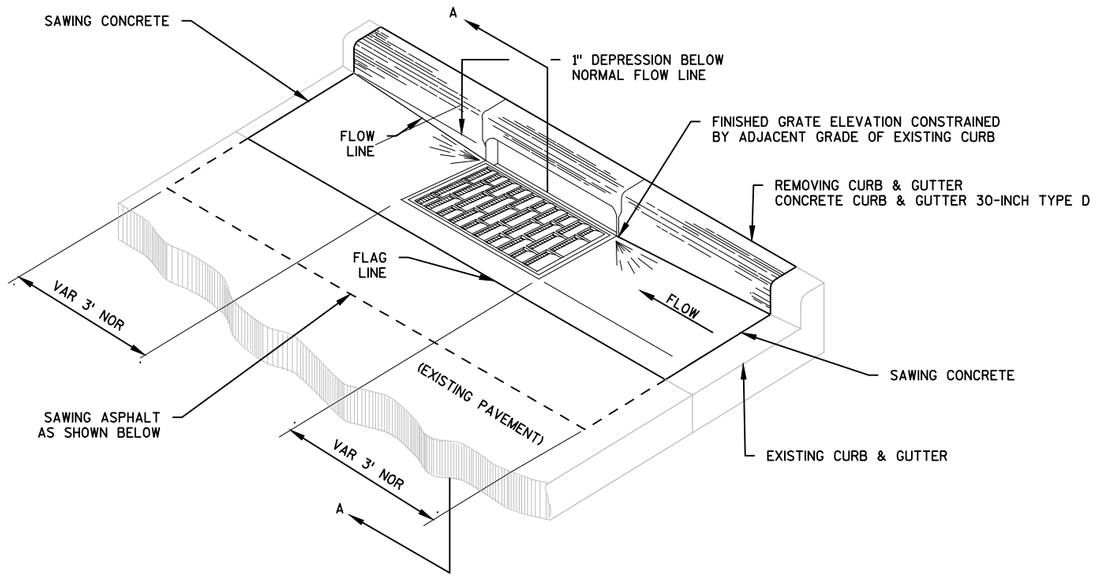
STATION 494+14 – STATION 500+00

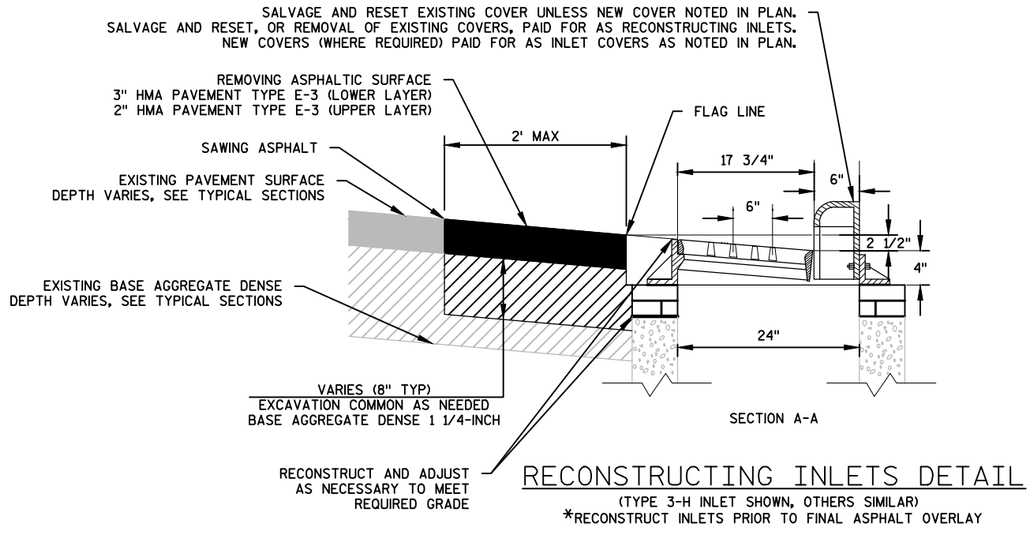
PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	FINISHED TYPICAL SECTIONS	SHEET 8	E

2



ELEVATION



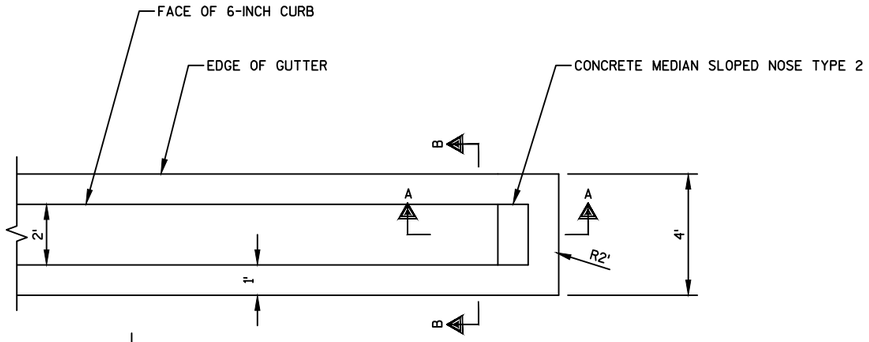


RECONSTRUCTING INLETS DETAIL

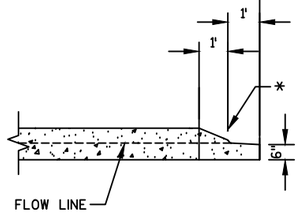
(TYPE 3-H INLET SHOWN, OTHERS SIMILAR)

*RECONSTRUCT INLETS PRIOR TO FINAL ASPHALT OVERLAY

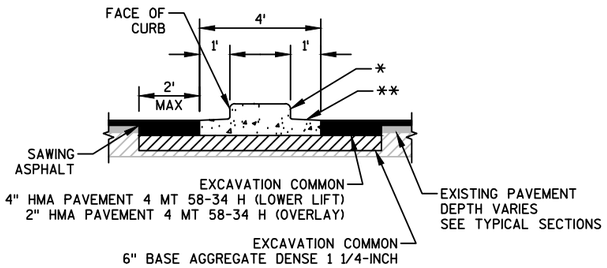
2



PLAN VIEW



SECTION A-A

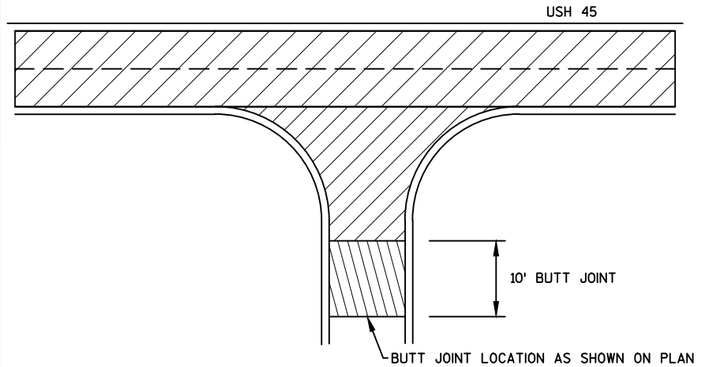


SECTION B-B

NOTES:
*CONSTRUCT CURB FACE TO DIMENSIONS OF CONCRETE CURB & GUTTER TYPE D
**REJECT CURB (TYP. ALL SIDES) AT A SLOPE OF 4%

MONOLITHIC CONCRETE MEDIAN

STA 561+62 TO STA 563+87
STA 565+21 TO STA 565+83

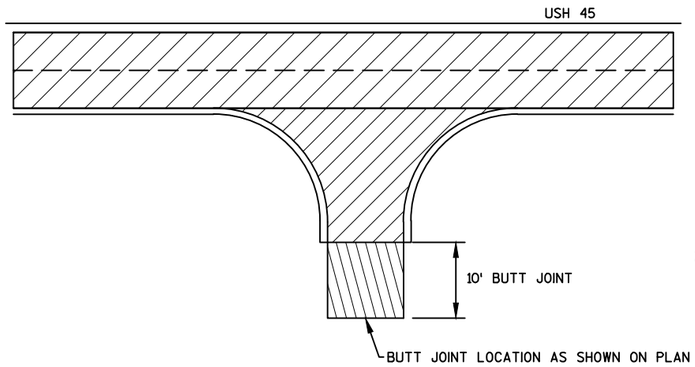


REMOVING ASPHALTIC SURFACE MILLING

REMOVING ASPHALTIC SURFACE BUTT JOINT
SEE BUTT JOINT DETAIL

SIDE ROADS
WITH CURB AND GUTTER

E TRUSS ST
S 7TH ST
S 4TH ST
S 3RD ST
S 2ND ST
S 1ST ST
S MAIN ST
S RAILROAD ST
BRIDGE ST

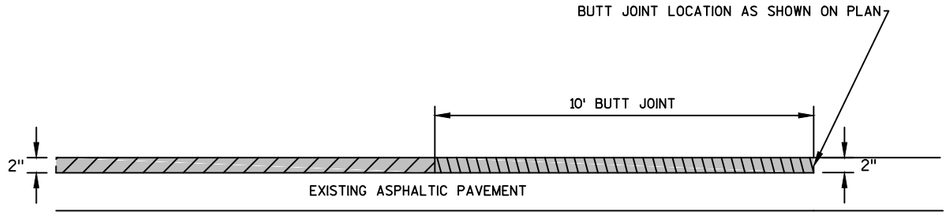


REMOVING ASPHALTIC SURFACE MILLING

REMOVING ASPHALTIC SURFACE BUTT JOINT
SEE BUTT JOINT DETAIL

SIDE ROADS
WITHOUT CURB AND GUTTER

E WALL ST
BLOOM RD
S 6TH ST
S 5TH ST
S COON LAKE RD

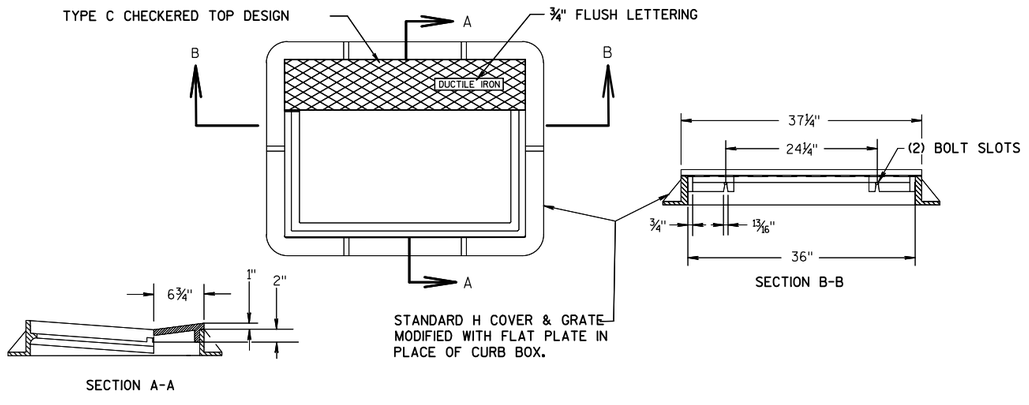


HMA PAVEMENT

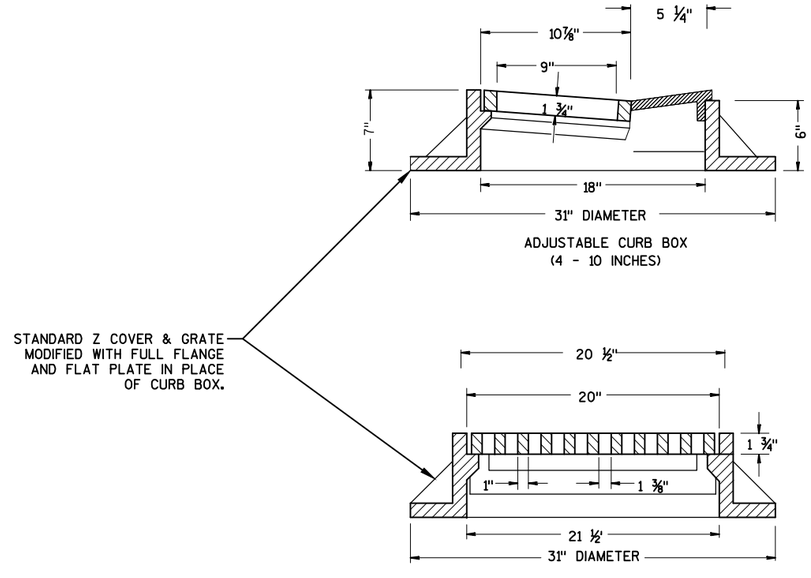
REMOVING ASPHALTIC SURFACE MILLING

REMOVING ASPHALTIC SURFACE BUTT JOINT

BUTT JOINT
MAINLINE AND ROADS



INLET COVER TYPE H-D
(WITH MOUNTABLE CURB PLATE)



INLET COVER TYPE Z-D
(WITH MOUNTABLE CURB PLATE)

2

CP 07

527+00

528+00

529+00

USH 45/STH 32/STH 70/E PINE ST

E TUSS ST

MH

MH

(RADIAL)

4B1

1000
1001
1002
1003
1004
1005
1006
1007
1008
1009
1010
1011
1012

5.2%

5'

R45'

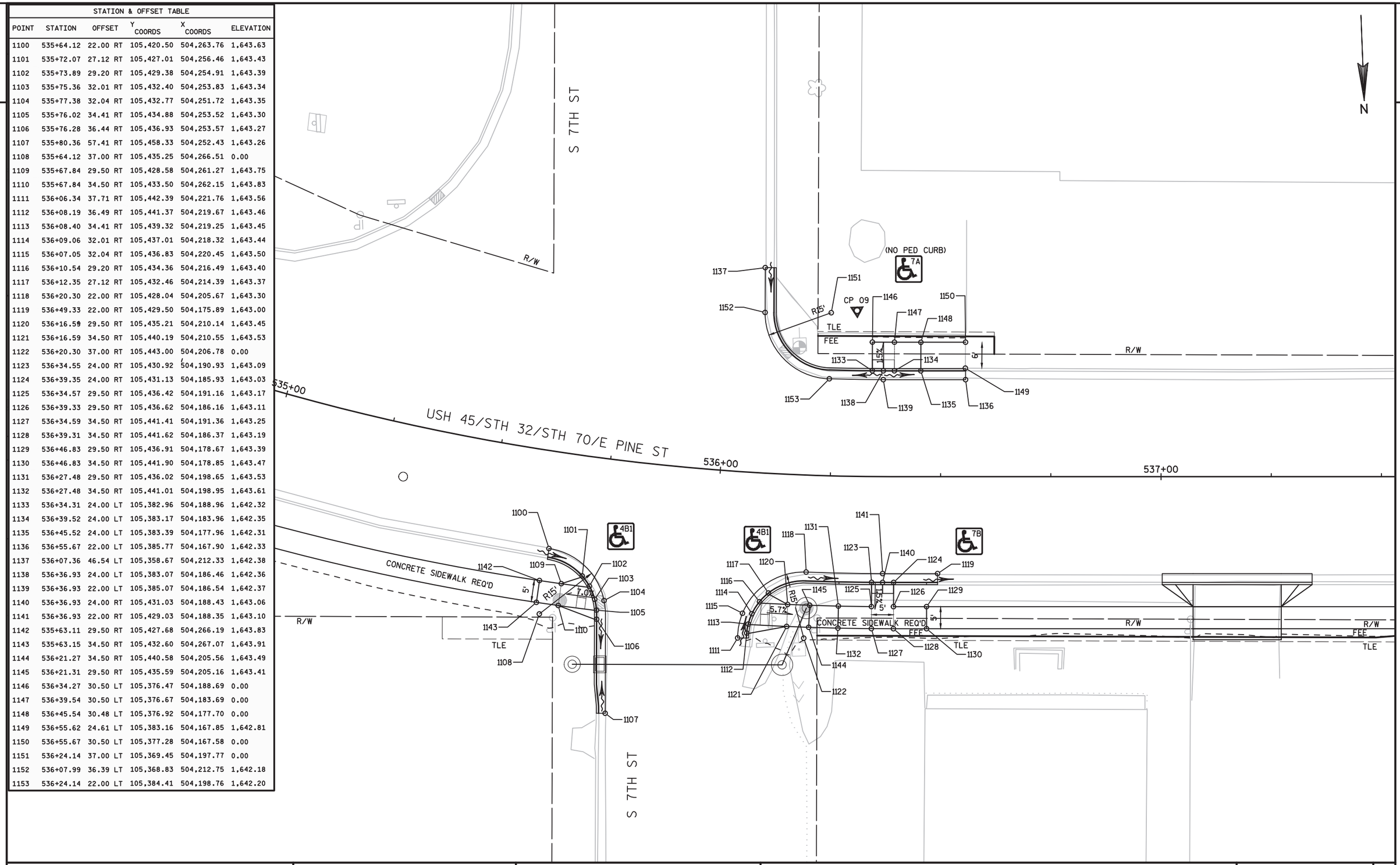
N

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
1000	528+63.86	38.78 RT	105,137.96	504,910.20	1,643.32
1001	528+97.69	22.00 RT	105,138.15	504,872.44	1,643.07
1002	528+89.55	29.50 RT	105,141.20	504,883.09	1,643.55
1003	528+89.55	34.50 RT	105,145.67	504,885.33	1,643.63
1004	528+83.55	29.50 RT	105,138.51	504,888.45	1,643.45
1005	528+83.55	34.50 RT	105,142.98	504,890.69	1,643.53
1006	528+68.77	36.15 RT	105,137.82	504,904.64	1,643.18
1007	528+70.91	34.13 RT	105,136.97	504,901.82	1,643.16
1008	528+78.09	29.06 RT	105,135.67	504,893.13	1,643.11
1009	528+82.31	27.04 RT	105,135.75	504,888.45	1,643.10
1010	528+97.69	64.50 RT	105,176.13	504,891.52	0.00
1011	528+70.31	32.00 RT	105,134.80	504,901.40	1,643.20
1012	528+73.53	32.00 RT	105,136.24	504,898.53	1,643.14

PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	PLAN DETAIL	SHEET 12	E

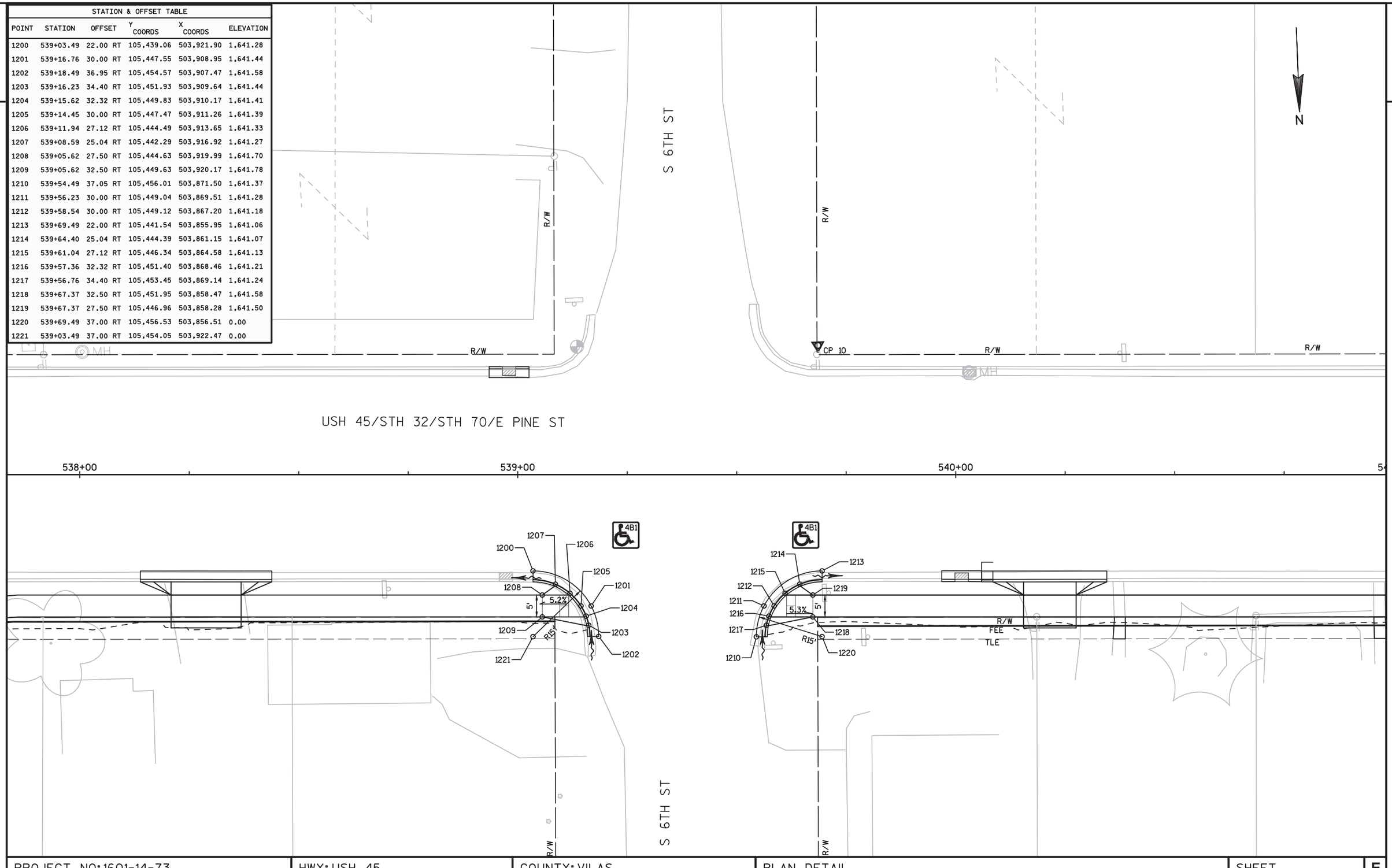
FILE NAME : \\BHASERVER14\PROJECTS\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - ****
PLOT DATE : 1/31/2019 4:27 PM
PLOT BY : CHAD D. GRUNDEMANN PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
1100	535+64.12	22.00 RT	105,420.50	504,263.76	1,643.63
1101	535+72.07	27.12 RT	105,427.01	504,256.46	1,643.43
1102	535+73.89	29.20 RT	105,429.38	504,254.91	1,643.39
1103	535+75.36	32.01 RT	105,432.40	504,253.83	1,643.34
1104	535+77.38	32.04 RT	105,432.77	504,251.72	1,643.35
1105	535+76.02	34.41 RT	105,434.88	504,253.52	1,643.30
1106	535+76.28	36.44 RT	105,436.93	504,253.57	1,643.27
1107	535+80.36	57.41 RT	105,458.33	504,252.43	1,643.26
1108	535+64.12	37.00 RT	105,435.25	504,266.51	0.00
1109	535+67.84	29.50 RT	105,428.58	504,261.27	1,643.75
1110	535+67.84	34.50 RT	105,433.50	504,262.15	1,643.83
1111	536+06.34	37.71 RT	105,442.39	504,221.76	1,643.56
1112	536+08.19	36.49 RT	105,441.37	504,219.67	1,643.46
1113	536+08.40	34.41 RT	105,439.32	504,219.25	1,643.45
1114	536+09.06	32.01 RT	105,437.01	504,218.32	1,643.44
1115	536+07.05	32.04 RT	105,436.83	504,220.45	1,643.50
1116	536+10.54	29.20 RT	105,434.36	504,216.49	1,643.40
1117	536+12.35	27.12 RT	105,432.46	504,214.39	1,643.37
1118	536+20.30	22.00 RT	105,428.04	504,205.67	1,643.30
1119	536+49.33	22.00 RT	105,429.50	504,175.89	1,643.00
1120	536+16.59	29.50 RT	105,435.21	504,210.14	1,643.45
1121	536+16.59	34.50 RT	105,440.19	504,210.55	1,643.53
1122	536+20.30	37.00 RT	105,443.00	504,206.78	0.00
1123	536+34.55	24.00 RT	105,430.92	504,190.93	1,643.09
1124	536+39.35	24.00 RT	105,431.13	504,185.93	1,643.03
1125	536+34.57	29.50 RT	105,436.42	504,191.16	1,643.17
1126	536+39.33	29.50 RT	105,436.62	504,186.16	1,643.11
1127	536+34.59	34.50 RT	105,441.41	504,191.36	1,643.25
1128	536+39.31	34.50 RT	105,441.62	504,186.37	1,643.19
1129	536+46.83	29.50 RT	105,436.91	504,178.67	1,643.39
1130	536+46.83	34.50 RT	105,441.90	504,178.85	1,643.47
1131	536+27.48	29.50 RT	105,436.02	504,198.65	1,643.53
1132	536+27.48	34.50 RT	105,441.01	504,198.95	1,643.61
1133	536+34.31	24.00 LT	105,382.96	504,188.96	1,642.32
1134	536+39.52	24.00 LT	105,383.17	504,183.96	1,642.35
1135	536+45.52	24.00 LT	105,383.39	504,177.96	1,642.31
1136	536+55.67	22.00 LT	105,385.77	504,167.90	1,642.33
1137	536+07.36	46.54 LT	105,358.67	504,212.33	1,642.38
1138	536+36.93	24.00 LT	105,383.07	504,186.46	1,642.36
1139	536+36.93	22.00 LT	105,385.07	504,186.54	1,642.37
1140	536+36.93	24.00 RT	105,431.03	504,188.43	1,643.06
1141	536+36.93	22.00 RT	105,429.03	504,188.35	1,643.10
1142	535+63.11	29.50 RT	105,427.68	504,266.19	1,643.83
1143	535+63.15	34.50 RT	105,432.60	504,267.07	1,643.91
1144	536+21.27	34.50 RT	105,440.58	504,205.56	1,643.49
1145	536+21.31	29.50 RT	105,435.59	504,205.16	1,643.41
1146	536+34.27	30.50 LT	105,376.47	504,188.69	0.00
1147	536+39.54	30.50 LT	105,376.67	504,183.69	0.00
1148	536+45.54	30.48 LT	105,376.92	504,177.70	0.00
1149	536+55.62	24.61 LT	105,383.16	504,167.85	1,642.81
1150	536+55.67	30.50 LT	105,377.28	504,167.58	0.00
1151	536+24.14	37.00 LT	105,369.45	504,197.77	0.00
1152	536+07.99	36.39 LT	105,368.83	504,212.75	1,642.18
1153	536+24.14	22.00 LT	105,384.41	504,198.76	1,642.20



PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	PLAN DETAIL	SHEET 13	E

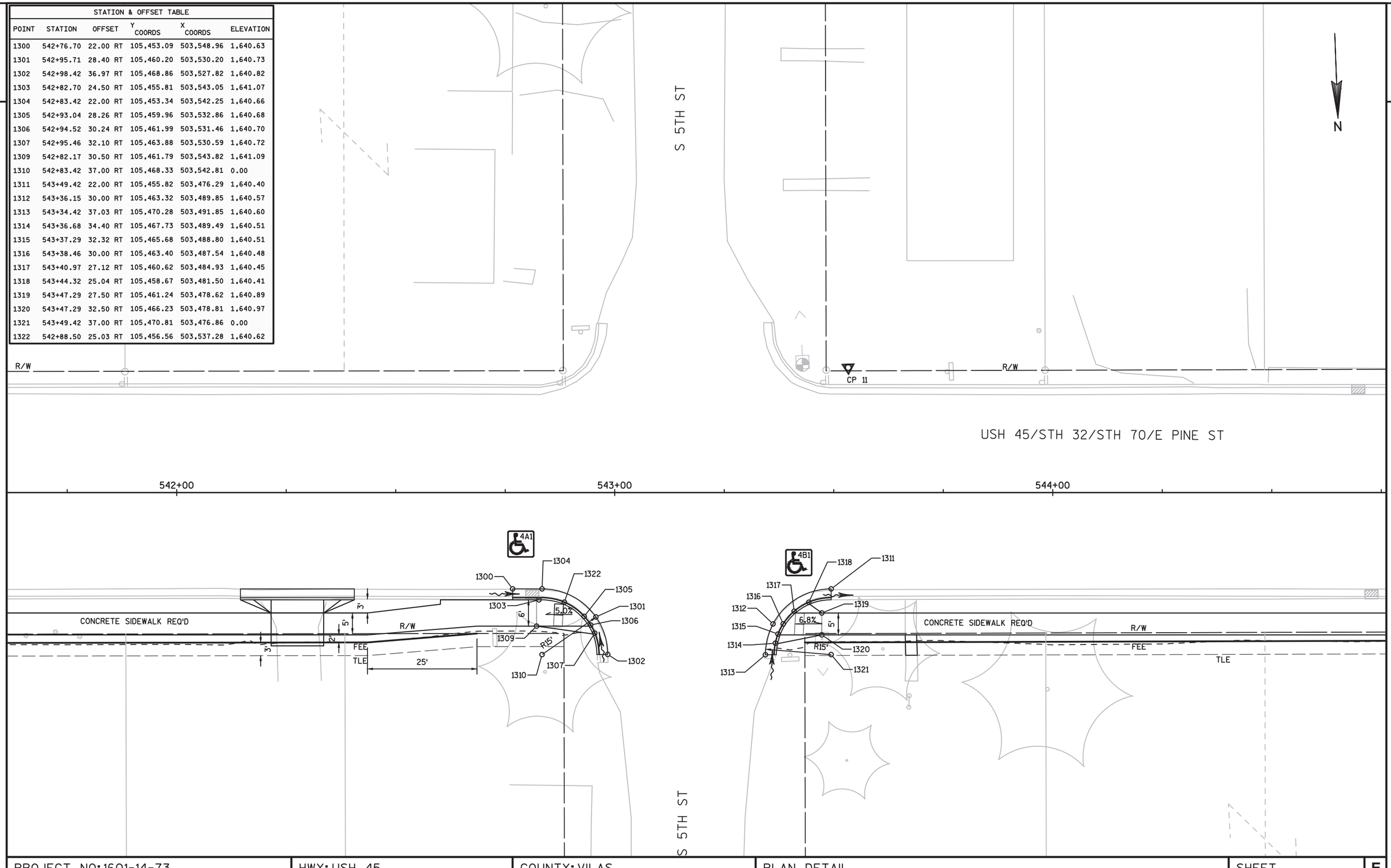
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
1200	539+03.49	22.00 RT	105,439.06	503,921.90	1,641.28
1201	539+16.76	30.00 RT	105,447.55	503,908.95	1,641.44
1202	539+18.49	36.95 RT	105,454.57	503,907.47	1,641.58
1203	539+16.23	34.40 RT	105,451.93	503,909.64	1,641.44
1204	539+15.62	32.32 RT	105,449.83	503,910.17	1,641.41
1205	539+14.45	30.00 RT	105,447.47	503,911.26	1,641.39
1206	539+11.94	27.12 RT	105,444.49	503,913.65	1,641.33
1207	539+08.59	25.04 RT	105,442.29	503,916.92	1,641.27
1208	539+05.62	27.50 RT	105,444.63	503,919.99	1,641.70
1209	539+05.62	32.50 RT	105,449.63	503,920.17	1,641.78
1210	539+54.49	37.05 RT	105,456.01	503,871.50	1,641.37
1211	539+56.23	30.00 RT	105,449.04	503,869.51	1,641.28
1212	539+58.54	30.00 RT	105,449.12	503,867.20	1,641.18
1213	539+69.49	22.00 RT	105,441.54	503,855.95	1,641.06
1214	539+64.40	25.04 RT	105,444.39	503,861.15	1,641.07
1215	539+61.04	27.12 RT	105,446.34	503,864.58	1,641.13
1216	539+57.36	32.32 RT	105,451.40	503,868.46	1,641.21
1217	539+56.76	34.40 RT	105,453.45	503,869.14	1,641.24
1218	539+67.37	32.50 RT	105,451.95	503,858.47	1,641.58
1219	539+67.37	27.50 RT	105,446.96	503,858.28	1,641.50
1220	539+69.49	37.00 RT	105,456.53	503,856.51	0.00
1221	539+03.49	37.00 RT	105,454.05	503,922.47	0.00



PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	PLAN DETAIL	SHEET 14	E

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STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
1300	542+76.70	22.00 RT	105,453.09	503,548.96	1,640.63
1301	542+95.71	28.40 RT	105,460.20	503,530.20	1,640.73
1302	542+98.42	36.97 RT	105,468.86	503,527.82	1,640.82
1303	542+82.70	24.50 RT	105,455.81	503,543.05	1,641.07
1304	542+83.42	22.00 RT	105,453.34	503,542.25	1,640.66
1305	542+93.04	28.26 RT	105,459.96	503,532.86	1,640.68
1306	542+94.52	30.24 RT	105,461.99	503,531.46	1,640.70
1307	542+95.46	32.10 RT	105,463.88	503,530.59	1,640.72
1309	542+82.17	30.50 RT	105,461.79	503,543.82	1,641.09
1310	542+83.42	37.00 RT	105,468.33	503,542.81	0.00
1311	543+49.42	22.00 RT	105,455.82	503,476.29	1,640.40
1312	543+36.15	30.00 RT	105,463.32	503,489.85	1,640.57
1313	543+34.42	37.03 RT	105,470.28	503,491.85	1,640.60
1314	543+36.68	34.40 RT	105,467.73	503,489.49	1,640.51
1315	543+37.29	32.32 RT	105,465.68	503,488.80	1,640.51
1316	543+38.46	30.00 RT	105,463.40	503,487.54	1,640.48
1317	543+40.97	27.12 RT	105,460.62	503,484.93	1,640.45
1318	543+44.32	25.04 RT	105,458.67	503,481.50	1,640.41
1319	543+47.29	27.50 RT	105,461.24	503,478.62	1,640.89
1320	543+47.29	32.50 RT	105,466.23	503,478.81	1,640.97
1321	543+49.42	37.00 RT	105,470.81	503,476.86	0.00
1322	542+88.50	25.03 RT	105,456.56	503,537.28	1,640.62

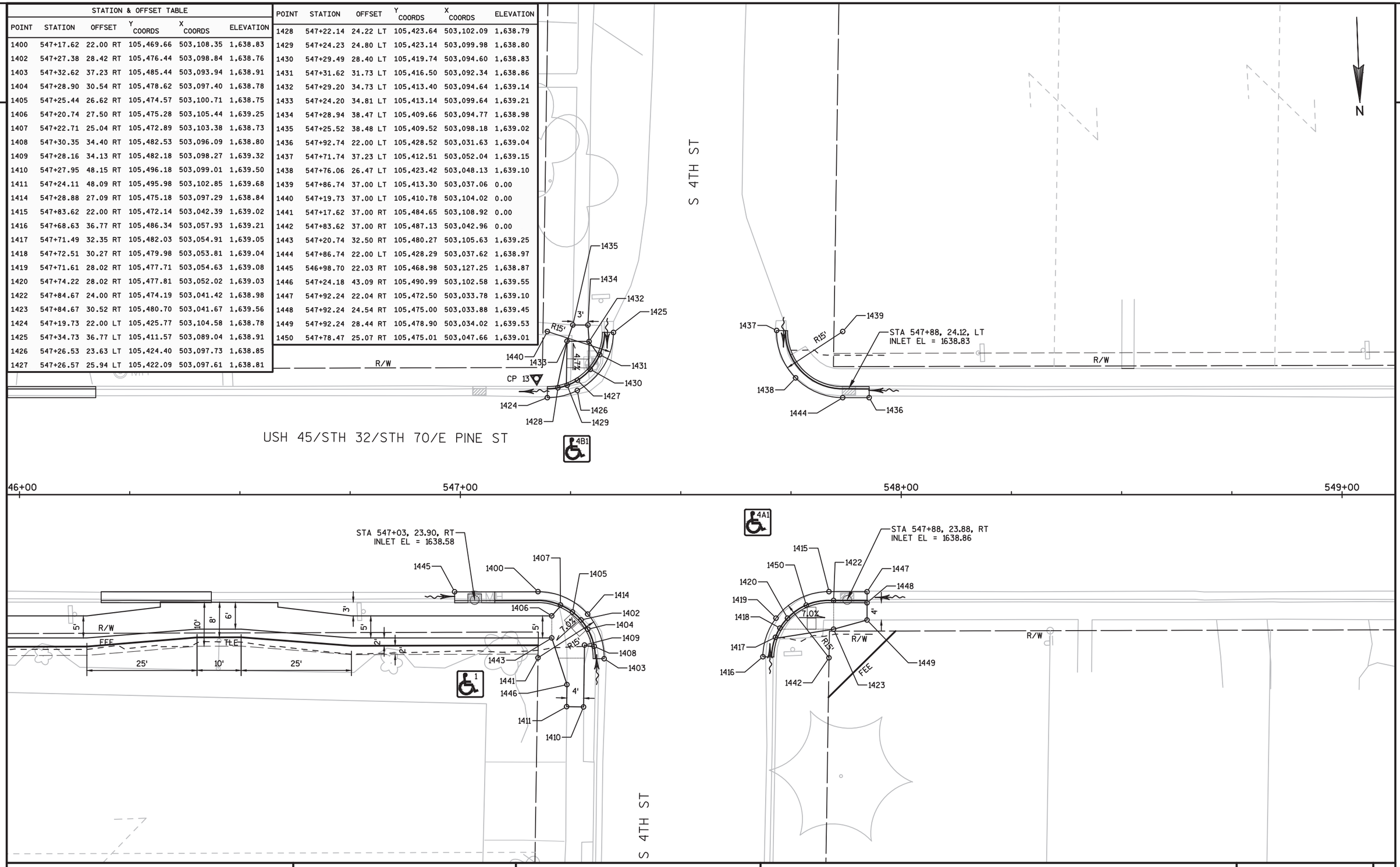


2

PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	PLAN DETAIL	SHEET 15	E

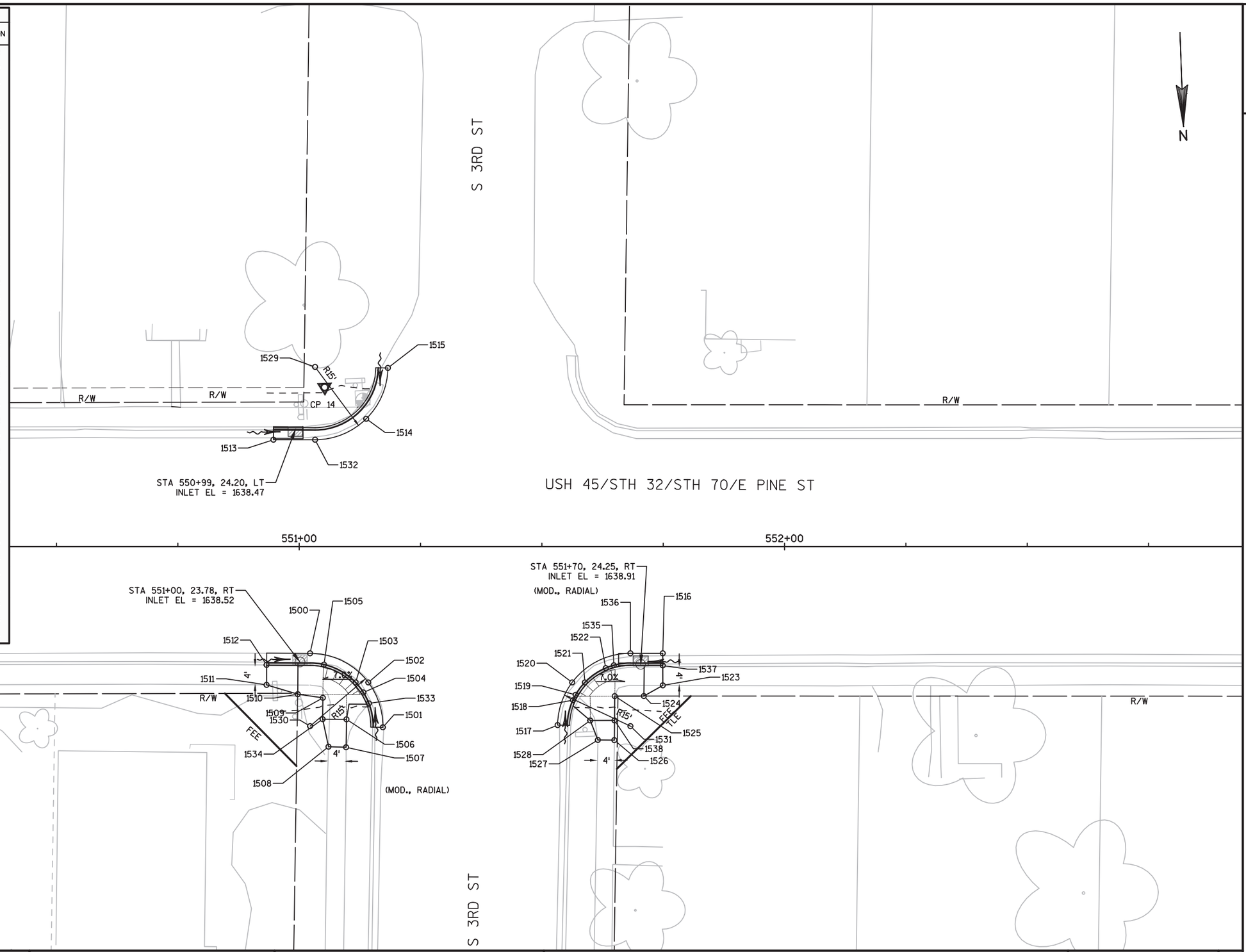
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
1400	547+17.62	22.00 RT	105,469.66	503,108.35	1,638.83
1402	547+27.38	28.42 RT	105,476.44	503,098.84	1,638.76
1403	547+32.62	37.23 RT	105,485.44	503,093.94	1,638.91
1404	547+28.90	30.54 RT	105,478.62	503,097.40	1,638.78
1405	547+25.44	26.62 RT	105,474.57	503,100.71	1,638.75
1406	547+20.74	27.50 RT	105,475.28	503,105.44	1,639.25
1407	547+22.71	25.04 RT	105,472.89	503,103.38	1,638.73
1408	547+30.35	34.40 RT	105,482.53	503,096.09	1,638.80
1409	547+28.16	34.13 RT	105,482.18	503,098.27	1,639.32
1410	547+27.95	48.15 RT	105,496.18	503,099.01	1,639.50
1411	547+24.11	48.09 RT	105,495.98	503,102.85	1,639.68
1414	547+28.88	27.09 RT	105,475.18	503,097.29	1,638.84
1415	547+83.62	22.00 RT	105,472.14	503,042.39	1,639.02
1416	547+68.63	36.77 RT	105,486.34	503,057.93	1,639.21
1417	547+71.49	32.35 RT	105,482.03	503,054.91	1,639.05
1418	547+72.51	30.27 RT	105,479.98	503,053.81	1,639.04
1419	547+71.61	28.02 RT	105,477.71	503,054.63	1,639.08
1420	547+74.22	28.02 RT	105,477.81	503,052.02	1,639.03
1422	547+84.67	24.00 RT	105,474.19	503,041.42	1,638.98
1423	547+84.67	30.52 RT	105,480.70	503,041.67	1,639.56
1424	547+19.73	22.00 LT	105,425.77	503,104.58	1,638.78
1425	547+34.73	36.77 LT	105,411.57	503,089.04	1,638.91
1426	547+26.53	23.63 LT	105,424.40	503,097.73	1,638.85
1427	547+26.57	25.94 LT	105,422.09	503,097.61	1,638.81

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
1428	547+22.14	24.22 LT	105,423.64	503,102.09	1,638.79
1429	547+24.23	24.80 LT	105,423.14	503,099.98	1,638.80
1430	547+29.49	28.40 LT	105,419.74	503,094.60	1,638.83
1431	547+31.62	31.73 LT	105,416.50	503,092.34	1,638.86
1432	547+29.20	34.73 LT	105,413.40	503,094.64	1,639.14
1433	547+24.20	34.81 LT	105,413.14	503,099.64	1,639.21
1434	547+28.94	38.47 LT	105,409.66	503,094.77	1,638.98
1435	547+25.52	38.48 LT	105,409.52	503,098.18	1,639.02
1436	547+92.74	22.00 LT	105,428.52	503,031.63	1,639.04
1437	547+71.74	37.23 LT	105,412.51	503,052.04	1,639.15
1438	547+76.06	26.47 LT	105,423.42	503,048.13	1,639.10
1439	547+86.74	37.00 LT	105,413.30	503,037.06	0.00
1440	547+19.73	37.00 LT	105,410.78	503,104.02	0.00
1441	547+17.62	37.00 RT	105,484.65	503,108.92	0.00
1442	547+83.62	37.00 RT	105,487.13	503,042.96	0.00
1443	547+20.74	32.50 RT	105,480.27	503,105.63	1,639.25
1444	547+86.74	22.00 LT	105,428.29	503,037.62	1,638.97
1445	546+98.70	22.03 RT	105,468.98	503,127.25	1,638.87
1446	547+24.18	43.09 RT	105,490.99	503,102.58	1,639.55
1447	547+92.24	22.04 RT	105,472.50	503,033.78	1,639.10
1448	547+92.24	24.54 RT	105,475.00	503,033.88	1,639.45
1449	547+92.24	28.44 RT	105,478.90	503,034.02	1,639.53
1450	547+78.47	25.07 RT	105,475.01	503,047.66	1,639.01



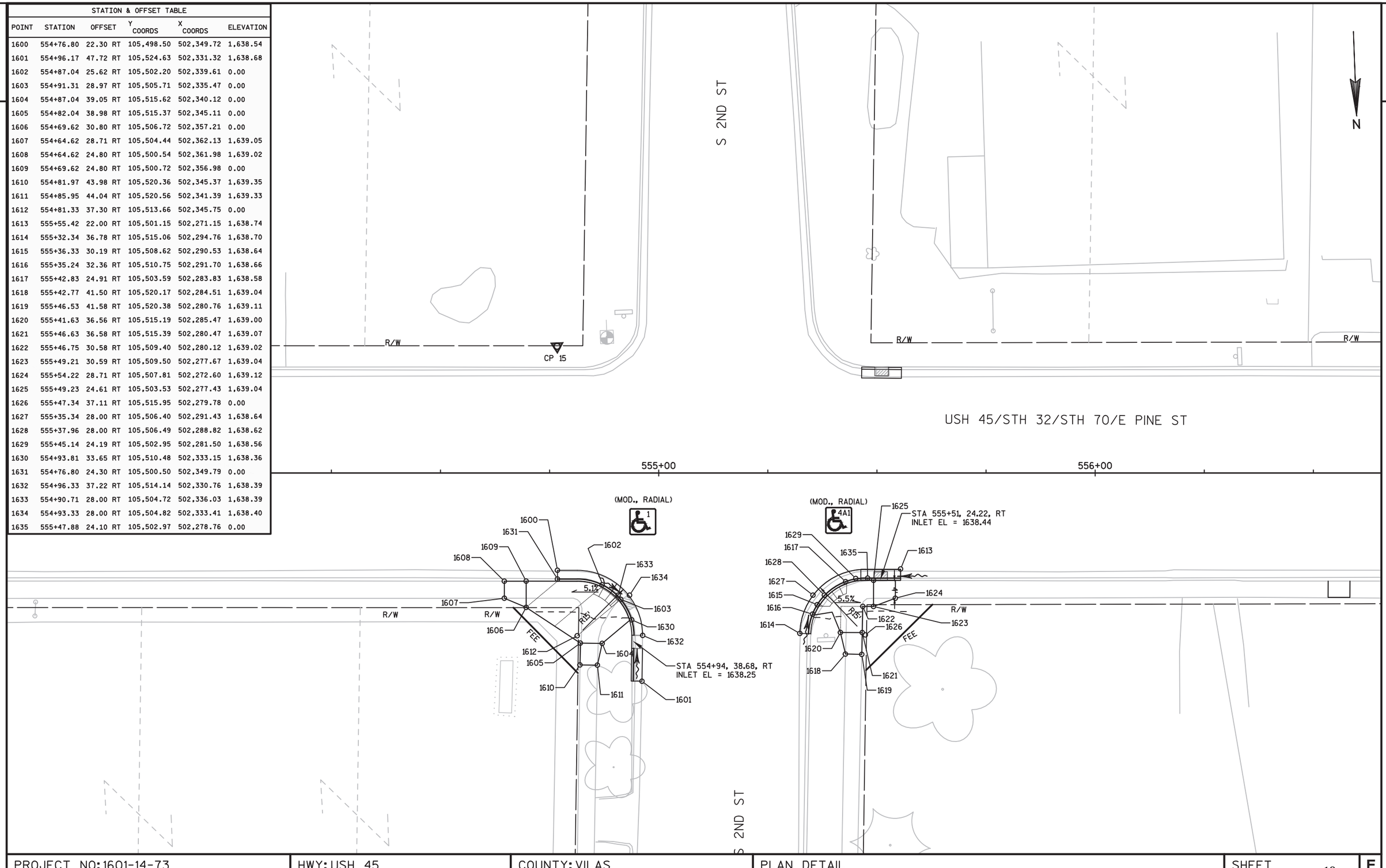
PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	PLAN DETAIL	SHEET 16	E

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
1500	551+02.24	22.00 RT	105,484.12	502,724.00	1,638.74
1501	551+17.24	37.23 RT	105,499.90	502,709.58	1,639.20
1502	551+14.24	28.00 RT	105,490.57	502,712.23	1,639.06
1503	551+11.62	28.00 RT	105,490.47	502,714.85	1,639.01
1504	551+13.23	30.05 RT	105,492.58	502,713.32	1,639.05
1505	551+05.11	24.32 RT	105,486.55	502,721.22	1,638.93
1506	551+09.75	35.59 RT	105,497.99	502,717.01	1,639.65
1507	551+09.66	41.34 RT	105,503.73	502,717.31	1,639.72
1508	551+06.05	41.22 RT	105,503.47	502,720.91	1,639.80
1509	551+04.88	31.17 RT	105,493.38	502,721.71	1,639.32
1510	550+99.72	30.41 RT	105,492.43	502,726.84	1,639.52
1511	550+93.28	28.49 RT	105,490.27	502,733.19	1,639.21
1512	550+93.29	24.38 RT	105,486.16	502,733.04	1,639.13
1513	550+94.69	22.00 LT	105,439.87	502,729.89	1,638.71
1514	551+13.81	26.32 LT	105,436.27	502,710.62	1,638.77
1515	551+18.27	36.80 LT	105,425.97	502,705.77	1,638.84
1516	551+74.92	22.00 RT	105,486.85	502,651.38	1,639.05
1517	551+53.25	36.77 RT	105,500.80	502,673.58	1,639.32
1518	551+56.41	31.64 RT	105,495.78	502,670.23	1,639.21
1519	551+56.97	30.54 RT	105,494.71	502,669.63	1,639.18
1520	551+56.25	28.00 RT	105,492.15	502,670.25	1,639.19
1521	551+58.87	28.00 RT	105,492.24	502,667.64	1,639.14
1522	551+63.16	25.04 RT	105,489.45	502,663.24	1,639.07
1523	551+74.92	28.59 RT	105,493.44	502,651.62	1,639.53
1524	551+71.02	30.79 RT	105,495.49	502,655.60	1,639.64
1525	551+65.02	30.81 RT	105,495.29	502,661.60	1,639.50
1526	551+64.93	39.88 RT	105,504.35	502,662.03	1,639.74
1527	551+61.54	39.84 RT	105,504.18	502,665.41	1,639.85
1528	551+59.97	35.83 RT	105,500.11	502,666.83	1,639.80
1529	551+03.28	37.00 LT	105,425.20	502,720.75	0.00
1530	551+02.24	37.00 RT	105,499.11	502,724.56	0.00
1531	551+68.25	37.00 RT	105,501.59	502,658.60	0.00
1532	551+03.28	22.00 LT	105,440.19	502,721.31	1,638.70
1533	551+14.37	32.30 RT	105,494.87	502,712.27	1,639.08
1534	551+04.82	35.56 RT	105,497.77	502,721.93	1,639.73
1535	551+64.84	24.46 RT	105,488.93	502,661.54	1,639.01
1536	551+68.25	22.00 RT	105,486.60	502,658.04	1,639.06
1537	551+74.92	24.50 RT	105,489.35	502,651.47	1,639.48
1538	551+64.97	35.81 RT	105,500.28	502,661.84	1,639.88



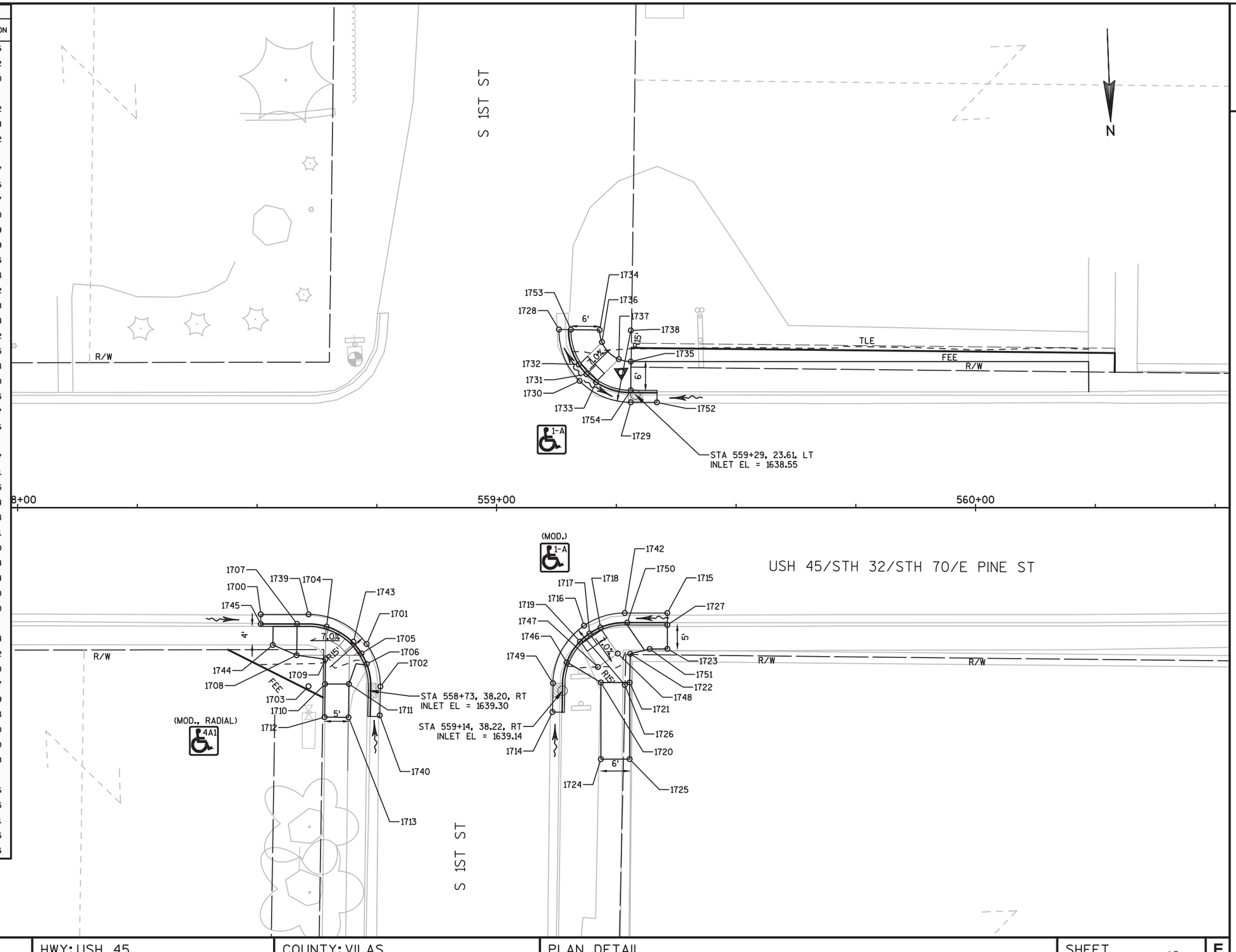
PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	PLAN DETAIL	SHEET 17	E

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
1600	554+76.80	22.30 RT	105,498.50	502,349.72	1,638.54
1601	554+96.17	47.72 RT	105,524.63	502,331.32	1,638.68
1602	554+87.04	25.62 RT	105,502.20	502,339.61	0.00
1603	554+91.31	28.97 RT	105,505.71	502,335.47	0.00
1604	554+87.04	39.05 RT	105,515.62	502,340.12	0.00
1605	554+82.04	38.98 RT	105,515.37	502,345.11	0.00
1606	554+69.62	30.80 RT	105,506.72	502,357.21	0.00
1607	554+64.62	28.71 RT	105,504.44	502,362.13	1,639.05
1608	554+64.62	24.80 RT	105,500.54	502,361.98	1,639.02
1609	554+69.62	24.80 RT	105,500.72	502,356.98	0.00
1610	554+81.97	43.98 RT	105,520.36	502,345.37	1,639.35
1611	554+85.95	44.04 RT	105,520.56	502,341.39	1,639.33
1612	554+81.33	37.30 RT	105,513.66	502,345.75	0.00
1613	555+55.42	22.00 RT	105,501.15	502,271.15	1,638.74
1614	555+32.34	36.78 RT	105,515.06	502,294.76	1,638.70
1615	555+36.33	30.19 RT	105,508.62	502,290.53	1,638.64
1616	555+35.24	32.36 RT	105,510.75	502,291.70	1,638.66
1617	555+42.83	24.91 RT	105,503.59	502,283.83	1,638.58
1618	555+42.77	41.50 RT	105,520.17	502,284.51	1,639.04
1619	555+46.53	41.58 RT	105,520.38	502,280.76	1,639.11
1620	555+41.63	36.56 RT	105,515.19	502,285.47	1,639.00
1621	555+46.63	36.58 RT	105,515.39	502,280.47	1,639.07
1622	555+46.75	30.58 RT	105,509.40	502,280.12	1,639.02
1623	555+49.21	30.59 RT	105,509.50	502,277.67	1,639.04
1624	555+54.22	28.71 RT	105,507.81	502,272.60	1,639.12
1625	555+49.23	24.61 RT	105,503.53	502,277.43	1,639.04
1626	555+47.34	37.11 RT	105,515.95	502,279.78	0.00
1627	555+35.34	28.00 RT	105,506.40	502,291.43	1,638.64
1628	555+37.96	28.00 RT	105,506.49	502,288.82	1,638.62
1629	555+45.14	24.19 RT	105,502.95	502,281.50	1,638.56
1630	554+93.81	33.65 RT	105,510.48	502,333.15	1,638.36
1631	554+76.80	24.30 RT	105,500.50	502,349.79	0.00
1632	554+96.33	37.22 RT	105,514.14	502,330.76	1,638.39
1633	554+90.71	28.00 RT	105,504.72	502,336.03	1,638.39
1634	554+93.33	28.00 RT	105,504.82	502,333.41	1,638.40
1635	555+47.88	24.10 RT	105,502.97	502,278.76	0.00



PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	PLAN DETAIL	SHEET 18	E

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
1700	558+50.77	22.27 RT	105,512.53	501,976.01	1,639.76
1701	558+72.89	28.45 RT	105,519.54	501,954.14	1,639.52
1702	558+75.75	37.34 RT	105,528.52	501,951.61	1,639.50
1703	558+60.75	37.27 RT	105,527.89	501,966.60	0.00
1704	558+64.52	24.83 RT	105,515.60	501,962.37	1,639.52
1705	558+71.80	30.42 RT	105,521.47	501,955.30	1,639.44
1706	558+72.90	32.65 RT	105,523.73	501,954.28	1,639.42
1707	558+58.34	24.27 RT	105,514.81	501,968.52	0.00
1708	558+58.28	30.79 RT	105,521.32	501,968.83	1,639.97
1709	558+64.26	31.65 RT	105,522.41	501,962.88	1,639.76
1710	558+64.19	36.80 RT	105,527.56	501,963.14	1,640.27
1711	558+69.18	36.82 RT	105,527.76	501,958.16	1,640.20
1712	558+64.11	43.71 RT	105,534.46	501,963.49	1,640.79
1713	558+69.10	43.77 RT	105,534.70	501,958.50	1,640.69
1714	559+11.69	42.66 RT	105,535.19	501,915.90	1,639.25
1715	559+35.65	22.00 RT	105,515.45	501,891.18	1,638.63
1716	559+18.29	24.63 RT	105,517.42	501,908.63	1,638.92
1717	559+19.42	26.28 RT	105,519.11	501,907.56	1,638.88
1718	559+21.71	25.03 RT	105,517.95	501,905.22	1,638.84
1719	559+17.42	27.97 RT	105,520.73	501,909.62	1,638.92
1720	559+21.78	36.50 RT	105,529.42	501,905.59	1,639.35
1721	559+27.78	36.50 RT	105,529.64	501,899.59	1,639.43
1722	559+27.92	30.50 RT	105,523.65	501,899.23	1,639.40
1723	559+35.66	29.49 RT	105,522.93	501,891.45	1,639.15
1724	559+21.78	52.50 RT	105,545.40	501,906.19	1,639.87
1725	559+27.78	52.50 RT	105,545.63	501,900.19	1,640.06
1726	559+26.77	37.00 RT	105,530.10	501,900.62	0.00
1727	559+35.65	24.50 RT	105,517.95	501,891.28	1,639.07
1728	559+13.03	37.20 LT	105,455.44	501,911.55	1,638.71
1729	559+28.03	22.00 LT	105,471.19	501,897.14	1,638.75
1730	559+17.35	26.47 LT	105,466.33	501,907.64	1,638.74
1731	559+18.78	27.87 LT	105,464.98	501,906.17	1,638.73
1732	559+17.14	29.91 LT	105,462.88	501,907.73	1,638.71
1733	559+20.79	26.20 LT	105,466.72	501,904.22	1,638.70
1734	559+21.53	37.09 LT	105,455.87	501,903.07	1,639.24
1735	559+28.03	30.50 LT	105,462.70	501,896.82	1,639.24
1736	559+22.01	34.57 LT	105,458.41	501,902.69	1,639.20
1737	559+25.52	31.01 LT	105,462.10	501,899.31	1,639.20
1738	559+28.03	37.00 LT	105,456.20	501,896.57	0.00
1739	558+60.75	22.27 RT	105,512.91	501,966.03	1,639.74
1740	558+75.61	43.34 RT	105,534.51	501,951.98	1,639.62
1742	559+26.77	22.00 RT	105,515.11	501,900.05	1,638.80
1743	558+70.12	27.98 RT	105,518.96	501,956.89	1,639.47
1744	558+53.30	28.66 RT	105,519.00	501,973.73	1,640.29
1745	558+50.77	24.27 RT	105,514.53	501,976.08	1,640.03
1746	559+14.64	32.32 RT	105,524.97	501,912.56	1,639.00
1747	559+21.17	33.27 RT	105,526.16	501,906.07	1,639.30
1748	559+25.30	30.44 RT	105,523.49	501,901.84	1,639.38
1749	559+11.77	36.66 RT	105,529.20	501,915.59	0.00
1750	559+27.29	24.00 RT	105,517.13	501,899.61	1,638.76
1751	559+31.99	29.50 RT	105,522.80	501,895.12	1,639.25
1752	559+33.49	21.98 LT	105,471.42	501,891.69	1,638.71
1753	559+15.53	37.17 LT	105,455.56	501,909.06	1,639.15
1754	559+28.03	24.50 LT	105,468.69	501,897.04	1,639.15

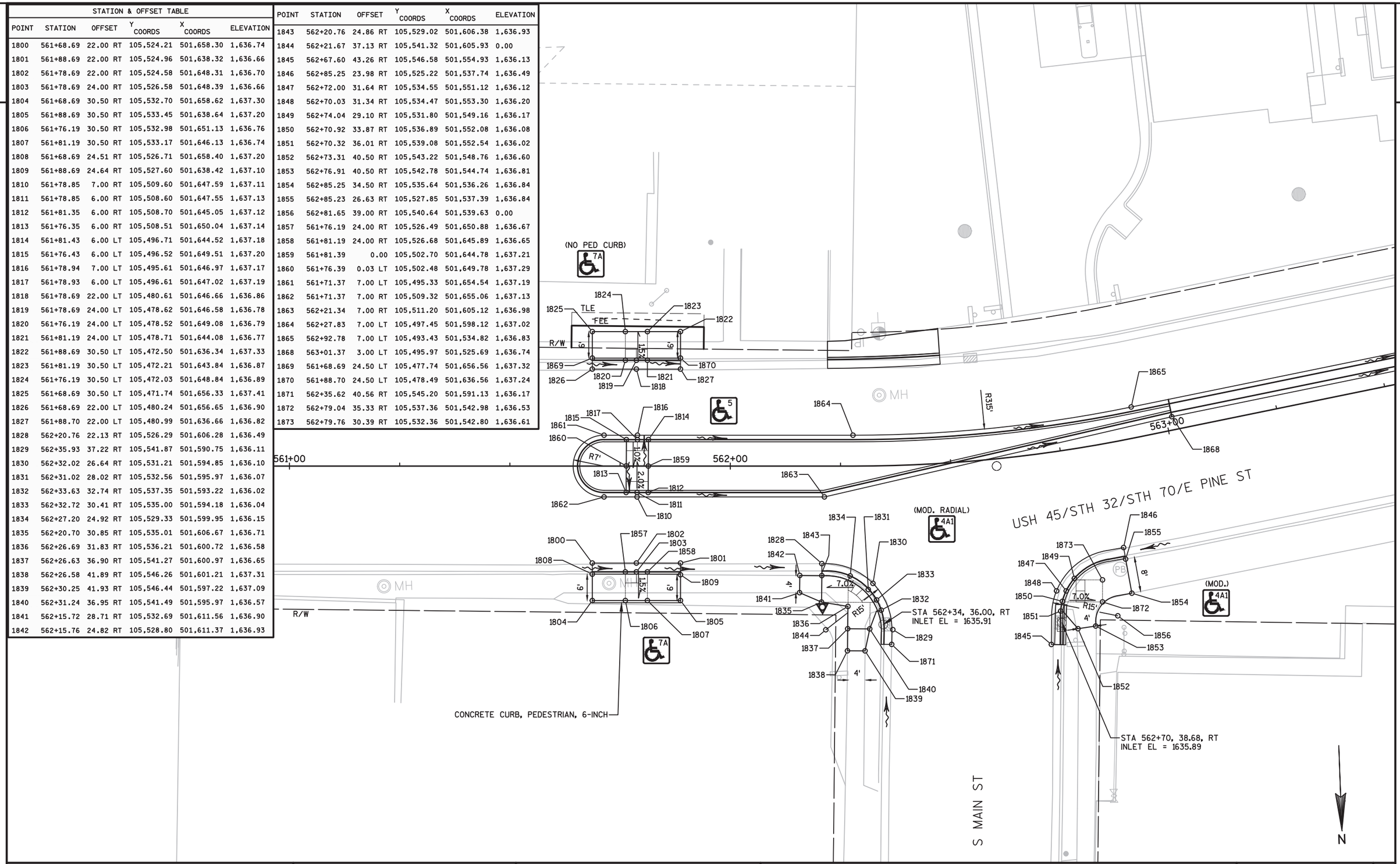


PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	PLAN DETAIL	SHEET 19	E

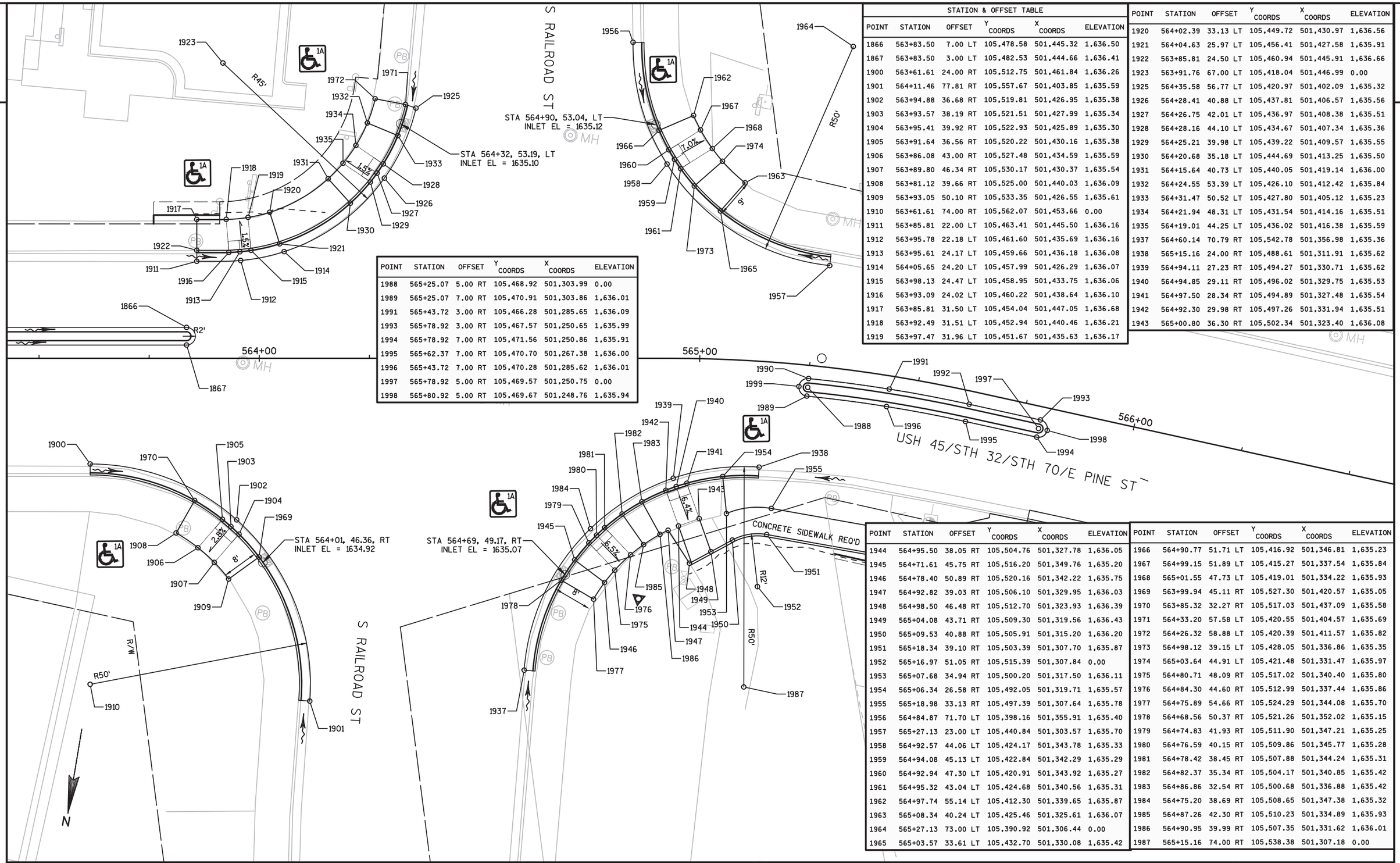
STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
1800	561+68.69	22.00 RT	105,524.21	501,658.30	1,636.74
1801	561+88.69	22.00 RT	105,524.96	501,638.32	1,636.66
1802	561+78.69	22.00 RT	105,524.58	501,648.31	1,636.70
1803	561+78.69	24.00 RT	105,526.58	501,648.39	1,636.66
1804	561+68.69	30.50 RT	105,532.70	501,658.62	1,637.30
1805	561+88.69	30.50 RT	105,533.45	501,638.64	1,637.20
1806	561+76.19	30.50 RT	105,532.98	501,651.13	1,636.76
1807	561+81.19	30.50 RT	105,533.17	501,646.13	1,636.74
1808	561+68.69	24.51 RT	105,526.71	501,658.40	1,637.20
1809	561+88.69	24.64 RT	105,527.60	501,638.42	1,637.10
1810	561+78.85	7.00 RT	105,509.60	501,647.59	1,637.11
1811	561+78.85	6.00 RT	105,508.60	501,647.55	1,637.13
1812	561+81.35	6.00 RT	105,508.70	501,645.05	1,637.12
1813	561+76.35	6.00 RT	105,508.51	501,650.04	1,637.14
1814	561+81.43	6.00 LT	105,496.71	501,644.52	1,637.18
1815	561+76.43	6.00 LT	105,496.52	501,649.51	1,637.20
1816	561+78.94	7.00 LT	105,495.61	501,646.97	1,637.17
1817	561+78.93	6.00 LT	105,496.61	501,647.02	1,637.19
1818	561+78.69	22.00 LT	105,480.61	501,646.66	1,636.86
1819	561+78.69	24.00 LT	105,478.62	501,646.58	1,636.78
1820	561+76.19	24.00 LT	105,478.52	501,649.08	1,636.79
1821	561+81.19	24.00 LT	105,478.71	501,644.08	1,636.77
1822	561+88.69	30.50 LT	105,472.50	501,636.34	1,637.33
1823	561+81.19	30.50 LT	105,472.21	501,643.84	1,636.87
1824	561+76.19	30.50 LT	105,472.03	501,648.84	1,636.89
1825	561+68.69	30.50 LT	105,471.74	501,656.33	1,637.41
1826	561+68.69	22.00 LT	105,480.24	501,656.65	1,636.90
1827	561+88.70	22.00 LT	105,480.99	501,636.66	1,636.82
1828	562+20.76	22.13 RT	105,526.29	501,606.28	1,636.49
1829	562+35.93	37.22 RT	105,541.87	501,590.75	1,636.11
1830	562+32.02	26.64 RT	105,531.21	501,594.85	1,636.10
1831	562+31.02	28.02 RT	105,532.56	501,595.97	1,636.07
1832	562+33.63	32.74 RT	105,537.35	501,593.22	1,636.02
1833	562+32.72	30.41 RT	105,535.00	501,594.18	1,636.04
1834	562+27.20	24.92 RT	105,529.33	501,599.95	1,636.15
1835	562+20.70	30.85 RT	105,535.01	501,606.67	1,636.71
1836	562+26.69	31.83 RT	105,536.21	501,600.72	1,636.58
1837	562+26.63	36.90 RT	105,541.27	501,600.97	1,636.65
1838	562+26.58	41.89 RT	105,546.26	501,601.21	1,637.31
1839	562+30.25	41.93 RT	105,546.44	501,597.22	1,637.09
1840	562+31.24	36.95 RT	105,541.49	501,595.97	1,636.57
1841	562+15.72	28.71 RT	105,532.69	501,611.56	1,636.90
1842	562+15.76	24.82 RT	105,528.80	501,611.37	1,636.93

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
1843	562+20.76	24.86 RT	105,529.02	501,606.38	1,636.93
1844	562+21.67	37.13 RT	105,541.32	501,605.93	0.00
1845	562+67.60	43.26 RT	105,546.58	501,554.93	1,636.13
1846	562+85.25	23.98 RT	105,525.22	501,537.74	1,636.49
1847	562+72.00	31.64 RT	105,534.55	501,551.12	1,636.12
1848	562+70.03	31.34 RT	105,534.47	501,553.30	1,636.20
1849	562+74.04	29.10 RT	105,531.80	501,549.16	1,636.17
1850	562+70.92	33.87 RT	105,536.89	501,552.08	1,636.08
1851	562+70.32	36.01 RT	105,539.08	501,552.54	1,636.02
1852	562+73.31	40.50 RT	105,543.22	501,548.76	1,636.60
1853	562+76.91	40.50 RT	105,542.78	501,544.74	1,636.81
1854	562+85.25	34.50 RT	105,535.64	501,536.26	1,636.84
1855	562+85.23	26.63 RT	105,527.85	501,537.39	1,636.84
1856	562+81.65	39.00 RT	105,540.64	501,539.63	0.00
1857	561+76.19	24.00 RT	105,526.49	501,650.88	1,636.67
1858	561+81.19	24.00 RT	105,526.68	501,645.89	1,636.65
1859	561+81.39	0.00	105,502.70	501,644.78	1,637.21
1860	561+76.39	0.03 LT	105,502.48	501,649.78	1,637.29
1861	561+71.37	7.00 LT	105,495.33	501,654.54	1,637.19
1862	561+71.37	7.00 RT	105,509.32	501,655.06	1,637.13
1863	562+21.34	7.00 RT	105,511.20	501,605.12	1,636.98
1864	562+27.83	7.00 LT	105,497.45	501,598.12	1,637.02
1865	562+92.78	7.00 LT	105,493.43	501,534.82	1,636.83
1868	563+01.37	3.00 LT	105,495.97	501,525.69	1,636.74
1869	561+68.69	24.50 LT	105,477.74	501,656.56	1,637.32
1870	561+88.70	24.50 LT	105,478.49	501,636.56	1,637.24
1871	562+35.62	40.56 RT	105,545.20	501,591.13	1,636.17
1872	562+79.04	35.33 RT	105,537.36	501,542.98	1,636.53
1873	562+79.76	30.39 RT	105,532.36	501,542.80	1,636.61



PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	PLAN DETAIL	SHEET 20	E



POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
1988	565+25.07	5.00 RT	105,468.92	501,303.99	0.00
1989	565+25.07	7.00 RT	105,470.91	501,303.86	1,636.01
1991	565+43.72	3.00 RT	105,466.28	501,285.65	1,636.09
1993	565+78.92	3.00 RT	105,467.57	501,250.65	1,635.99
1994	565+78.92	7.00 RT	105,471.56	501,250.86	1,635.91
1995	565+62.37	7.00 RT	105,470.70	501,267.38	1,636.00
1996	565+43.72	7.00 RT	105,470.28	501,285.62	1,636.01
1997	565+78.92	5.00 RT	105,469.57	501,250.75	0.00
1998	565+80.92	5.00 RT	105,469.67	501,248.76	1,635.94

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
1866	563+83.50	7.00 LT	105,478.58	501,445.32	1,636.50
1867	563+83.50	3.00 LT	105,482.53	501,444.66	1,636.41
1900	563+61.61	24.00 RT	105,512.75	501,461.84	1,636.26
1901	564+11.46	77.81 RT	105,557.67	501,403.85	1,635.59
1902	563+94.88	36.68 RT	105,519.81	501,426.95	1,635.38
1903	563+93.57	38.19 RT	105,521.51	501,427.99	1,635.34
1904	563+95.41	39.92 RT	105,522.93	501,425.89	1,635.30
1905	563+91.64	36.56 RT	105,520.22	501,430.16	1,635.38
1906	563+86.08	43.00 RT	105,527.48	501,434.59	1,635.59
1907	563+89.80	46.34 RT	105,530.17	501,430.37	1,635.54
1908	563+81.12	39.66 RT	105,525.00	501,440.03	1,636.09
1909	563+93.05	50.10 RT	105,533.35	501,426.55	1,635.61
1910	563+61.61	74.00 RT	105,562.07	501,453.66	0.00
1911	563+85.81	22.00 LT	105,463.41	501,445.50	1,636.16
1912	563+95.78	22.18 LT	105,461.60	501,435.69	1,636.16
1913	563+95.61	24.17 LT	105,459.66	501,436.18	1,636.08
1914	564+05.65	24.20 LT	105,457.99	501,426.29	1,636.07
1915	563+98.13	24.47 LT	105,458.95	501,433.75	1,636.06
1916	563+93.09	24.02 LT	105,460.22	501,438.64	1,636.10
1917	563+85.81	31.50 LT	105,454.04	501,447.05	1,636.68
1918	563+92.49	31.51 LT	105,452.94	501,440.46	1,636.21
1919	563+97.47	31.96 LT	105,451.67	501,435.63	1,636.17

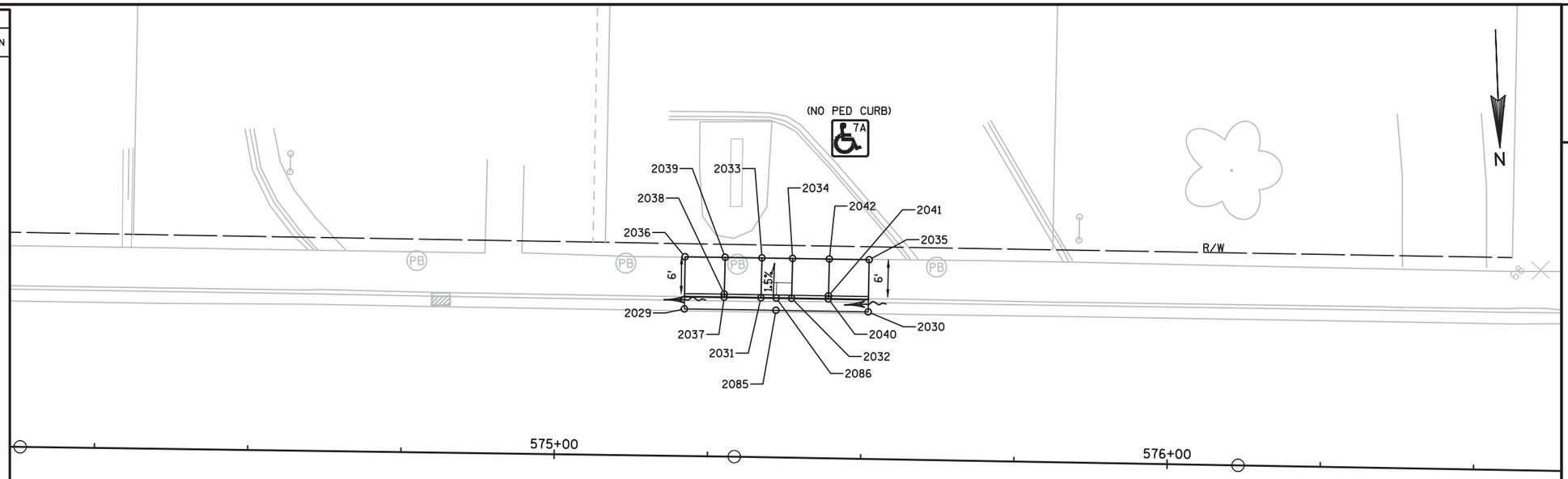
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
1920	564+02.39	33.13 LT	105,449.72	501,430.97	1,636.56
1921	564+04.63	25.97 LT	105,456.41	501,427.58	1,635.91
1922	563+85.81	24.50 LT	105,460.94	501,445.91	1,636.66
1923	563+91.76	67.00 LT	105,418.04	501,446.99	0.00
1925	564+35.58	56.77 LT	105,420.97	501,402.09	1,635.32
1926	564+28.41	40.88 LT	105,437.81	501,406.57	1,635.56
1927	564+26.75	42.01 LT	105,436.97	501,408.38	1,635.51
1928	564+28.16	44.10 LT	105,434.67	501,407.34	1,635.36
1929	564+25.21	39.98 LT	105,439.22	501,409.57	1,635.55
1930	564+20.68	35.18 LT	105,444.69	501,413.25	1,635.50
1931	564+15.64	40.73 LT	105,440.05	501,419.14	1,636.00
1932	564+24.55	53.39 LT	105,426.10	501,412.42	1,635.84
1933	564+31.47	50.52 LT	105,427.80	501,405.12	1,635.23
1934	564+21.94	48.31 LT	105,431.54	501,414.16	1,635.51
1935	564+19.01	44.25 LT	105,436.02	501,416.38	1,635.59
1937	564+60.14	70.79 RT	105,542.78	501,356.98	1,635.36
1938	565+15.16	24.00 RT	105,488.61	501,311.91	1,635.62
1939	564+94.11	27.23 RT	105,494.27	501,330.71	1,635.62
1940	564+94.85	29.11 RT	105,496.02	501,329.75	1,635.53
1941	564+97.50	28.34 RT	105,494.89	501,327.48	1,635.54
1942	564+92.30	29.98 RT	105,497.26	501,331.94	1,635.51
1943	565+00.80	36.30 RT	105,502.34	501,323.40	1,636.08

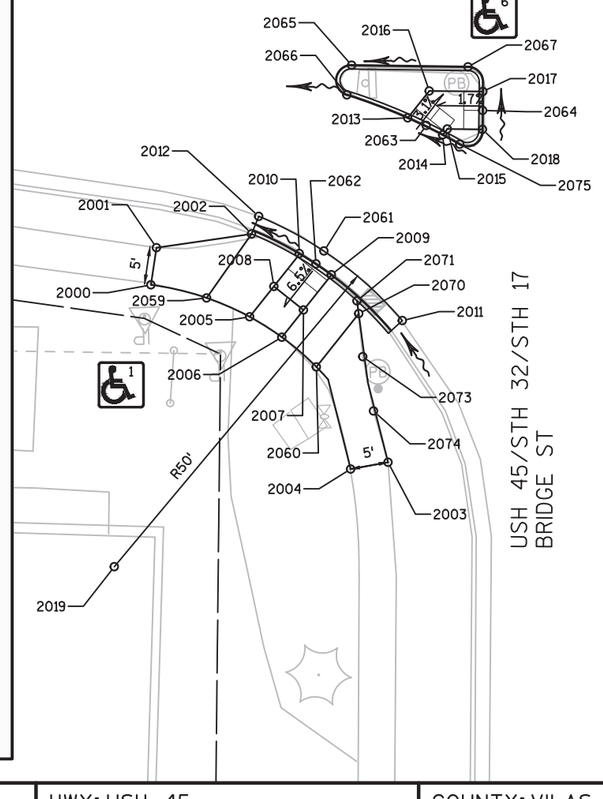
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
1944	564+95.50	38.05 RT	105,504.76	501,327.78	1,636.05
1945	564+71.61	45.75 RT	105,516.20	501,349.76	1,635.20
1946	564+78.40	50.89 RT	105,520.16	501,342.22	1,635.75
1947	564+92.82	39.03 RT	105,506.10	501,329.95	1,636.03
1948	564+98.50	46.48 RT	105,512.70	501,323.93	1,636.39
1949	565+04.08	43.71 RT	105,509.30	501,319.56	1,636.43
1950	565+09.53	40.88 RT	105,505.91	501,315.20	1,636.20
1951	565+18.34	39.10 RT	105,503.39	501,307.70	1,635.87
1952	565+16.97	51.05 RT	105,515.39	501,307.84	0.00
1953	565+07.68	34.94 RT	105,500.20	501,317.50	1,636.11
1954	565+06.34	26.58 RT	105,492.05	501,319.71	1,635.57
1955	565+18.98	33.13 RT	105,497.39	501,307.64	1,635.78
1956	564+84.87	71.70 LT	105,398.16	501,355.91	1,635.40
1957	565+27.13	23.00 LT	105,440.84	501,303.57	1,635.70
1958	564+92.57	44.06 LT	105,424.17	501,343.78	1,635.33
1959	564+94.08	45.13 LT	105,422.84	501,342.29	1,635.29
1960	564+92.94	47.30 LT	105,420.91	501,343.92	1,635.27
1961	564+95.32	43.04 LT	105,424.68	501,340.56	1,635.31
1962	564+97.74	55.14 LT	105,412.30	501,339.65	1,635.87
1963	565+08.34	40.24 LT	105,425.46	501,325.61	1,636.07
1964	565+27.13	73.00 LT	105,390.92	501,306.44	0.00
1965	565+03.57	33.61 LT	105,432.70	501,330.08	1,635.42

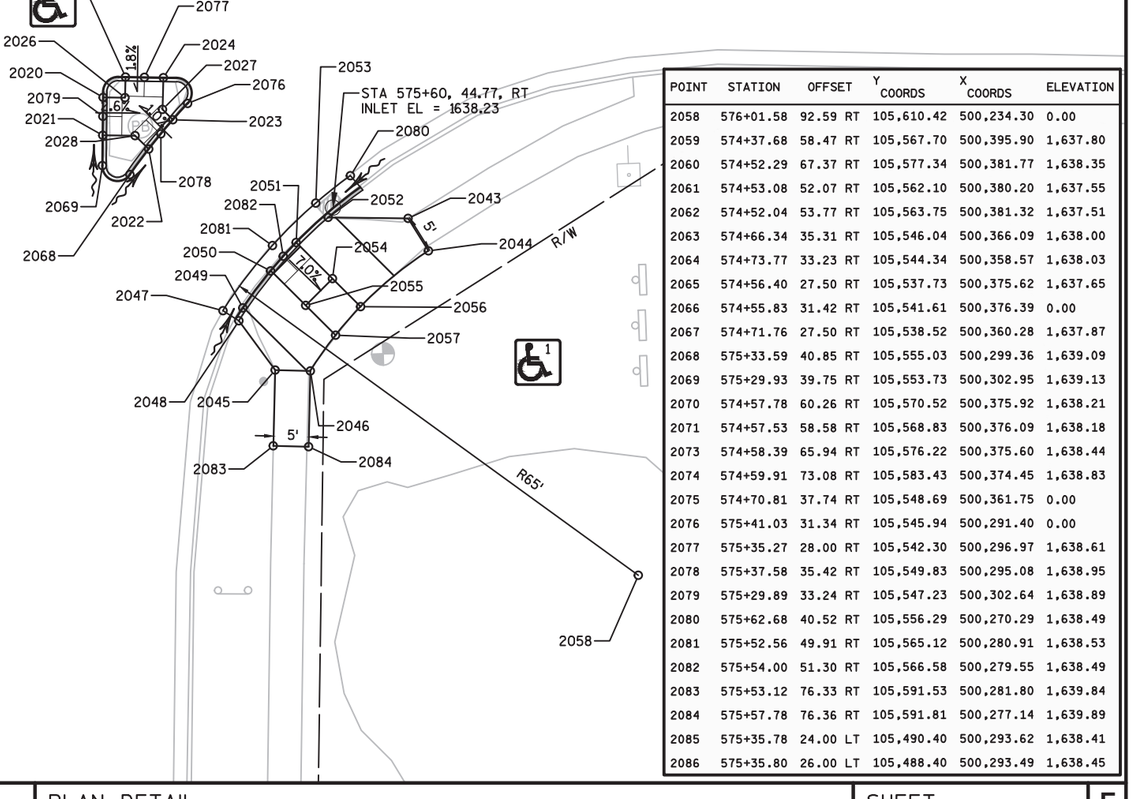
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
1966	564+90.77	51.71 LT	105,416.92	501,346.81	1,635.23
1967	564+99.15	51.89 LT	105,415.27	501,337.54	1,635.84
1968	565+01.55	47.73 LT	105,419.01	501,334.22	1,635.93
1969	563+99.94	45.11 RT	105,527.30	501,420.57	1,635.05
1970	563+85.32	32.27 RT	105,517.03	501,437.09	1,635.58
1971	564+33.20	57.58 LT	105,420.55	501,404.57	1,635.69
1972	564+26.32	58.88 LT	105,420.39	501,411.57	1,635.82
1973	564+98.12	39.15 LT	105,428.05	501,336.86	1,635.35
1974	565+03.64	44.91 LT	105,421.48	501,331.47	1,635.97
1975	564+80.71	48.09 RT	105,517.02	501,340.40	1,635.80
1976	564+84.30	44.60 RT	105,512.99	501,337.44	1,635.86
1977	564+75.89	54.66 RT	105,524.29	501,344.08	1,635.70
1978	564+68.56	50.37 RT	105,521.26	501,352.02	1,635.15
1979	564+74.83	41.93 RT	105,511.90	501,347.21	1,635.25
1980	564+76.59	40.15 RT	105,509.86	501,345.77	1,635.28
1981	564+78.42	38.45 RT	105,507.88	501,344.24	1,635.31
1982	564+82.37	35.34 RT	105,504.17	501,340.85	1,635.42
1983	564+86.86	32.54 RT	105,500.68	501,336.88	1,635.42
1984	564+75.20	38.69 RT	105,508.65	501,347.38	1,635.32
1985	564+87.26	42.30 RT	105,510.23	501,334.89	1,635.93
1986	564+90.95	39.99 RT	105,507.35	501,331.62	1,636.01
1987	565+15.16	74.00 RT	105,538.38	501,307.18	0.00

PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	PLAN DETAIL	SHEET 21	E

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
2000	574+30.31	56.85 RT	105,565.70	500,403.18	1,637.61
2001	574+30.97	51.92 RT	105,560.82	500,402.27	1,637.43
2002	574+43.50	49.94 RT	105,559.48	500,389.66	1,637.77
2003	574+61.91	79.82 RT	105,590.27	500,372.80	1,639.15
2004	574+56.99	80.79 RT	105,590.98	500,377.76	1,639.24
2005	574+43.40	60.89 RT	105,570.41	500,390.32	1,637.94
2006	574+47.68	63.51 RT	105,573.25	500,386.17	1,638.01
2007	574+50.48	59.89 RT	105,569.78	500,383.19	1,637.94
2008	574+46.53	56.83 RT	105,566.52	500,386.98	1,637.86
2009	574+54.09	55.19 RT	105,565.27	500,379.34	1,637.51
2010	574+49.83	52.44 RT	105,562.30	500,383.46	1,637.47
2011	574+63.55	61.10 RT	105,571.65	500,370.20	1,637.86
2012	574+44.42	47.62 RT	105,557.21	500,388.62	1,637.31
2013	574+63.90	34.34 RT	105,544.95	500,368.48	1,637.96
2014	574+68.54	36.52 RT	105,547.37	500,363.96	1,638.06
2015	574+69.14	35.74 RT	105,546.62	500,363.32	1,638.09
2016	574+66.68	30.75 RT	105,541.51	500,365.52	1,638.10
2017	574+73.76	30.73 RT	105,541.85	500,358.44	1,637.98
2018	574+73.78	35.73 RT	105,546.84	500,358.68	1,638.06
2019	574+25.99	94.10 RT	105,602.68	500,409.41	0.00
2020	575+29.87	30.74 RT	105,544.73	500,302.52	1,638.85
2021	575+29.90	35.74 RT	105,549.73	500,302.76	1,638.93
2022	575+36.00	37.46 RT	105,551.78	500,296.76	1,639.00
2023	575+39.13	33.53 RT	105,548.02	500,293.43	1,638.94
2024	575+37.78	28.00 RT	105,542.43	500,294.47	1,638.60
2025	575+32.78	28.00 RT	105,542.16	500,299.46	1,638.62
2026	575+32.75	30.72 RT	105,544.87	500,299.63	1,638.67
2027	575+37.74	32.19 RT	105,546.62	500,294.74	1,638.96
2028	575+34.18	35.71 RT	105,549.93	500,298.48	1,639.04
2029	575+20.92	24.00 LT	105,489.61	500,308.53	1,638.27
2030	575+50.83	24.00 LT	105,491.23	500,278.59	1,638.61
2031	575+33.30	26.00 LT	105,488.27	500,295.98	1,638.42
2032	575+38.30	26.00 LT	105,488.54	500,290.99	1,638.48
2033	575+33.36	32.50 LT	105,481.78	500,295.57	1,638.52
2034	575+38.36	32.50 LT	105,482.05	500,290.58	1,638.58
2035	575+50.83	32.50 LT	105,482.74	500,278.12	1,639.19
2036	575+20.92	32.50 LT	105,481.12	500,308.10	1,638.88
2037	575+27.39	26.00 LT	105,487.95	500,301.97	1,638.36
2038	575+27.39	26.50 LT	105,487.45	500,301.95	1,638.96
2039	575+27.47	32.50 LT	105,481.46	500,301.56	1,639.02
2040	575+44.30	26.00 LT	105,488.87	500,285.00	1,638.57
2041	575+44.30	26.50 LT	105,488.37	500,284.97	1,639.07
2042	575+44.36	32.50 LT	105,482.38	500,284.59	1,639.08
2043	575+70.40	46.01 RT	105,562.21	500,262.88	1,639.20
2044	575+73.15	50.25 RT	105,566.58	500,260.36	1,639.35
2045	575+53.18	66.33 RT	105,581.55	500,281.19	1,639.30
2046	575+57.84	66.36 RT	105,581.83	500,276.53	1,639.34
2047	575+46.17	58.61 RT	105,573.45	500,287.76	1,638.77
2048	575+48.30	59.91 RT	105,574.87	500,285.71	1,639.22
2049	575+48.79	58.21 RT	105,573.20	500,285.13	1,638.70
2050	575+52.37	53.26 RT	105,568.45	500,281.29	1,638.53
2051	575+55.67	49.44 RT	105,564.82	500,277.78	1,638.45
2052	575+59.85	46.06 RT	105,561.68	500,273.42	1,638.39
2053	575+58.18	44.20 RT	105,559.73	500,274.99	1,638.43
2054	575+60.55	54.12 RT	105,569.76	500,273.17	1,638.87
2055	575+57.08	57.73 RT	105,573.17	500,276.82	1,638.95
2056	575+64.33	57.76 RT	105,573.60	500,269.59	1,638.95
2057	575+61.09	61.58 RT	105,577.24	500,273.03	1,639.03



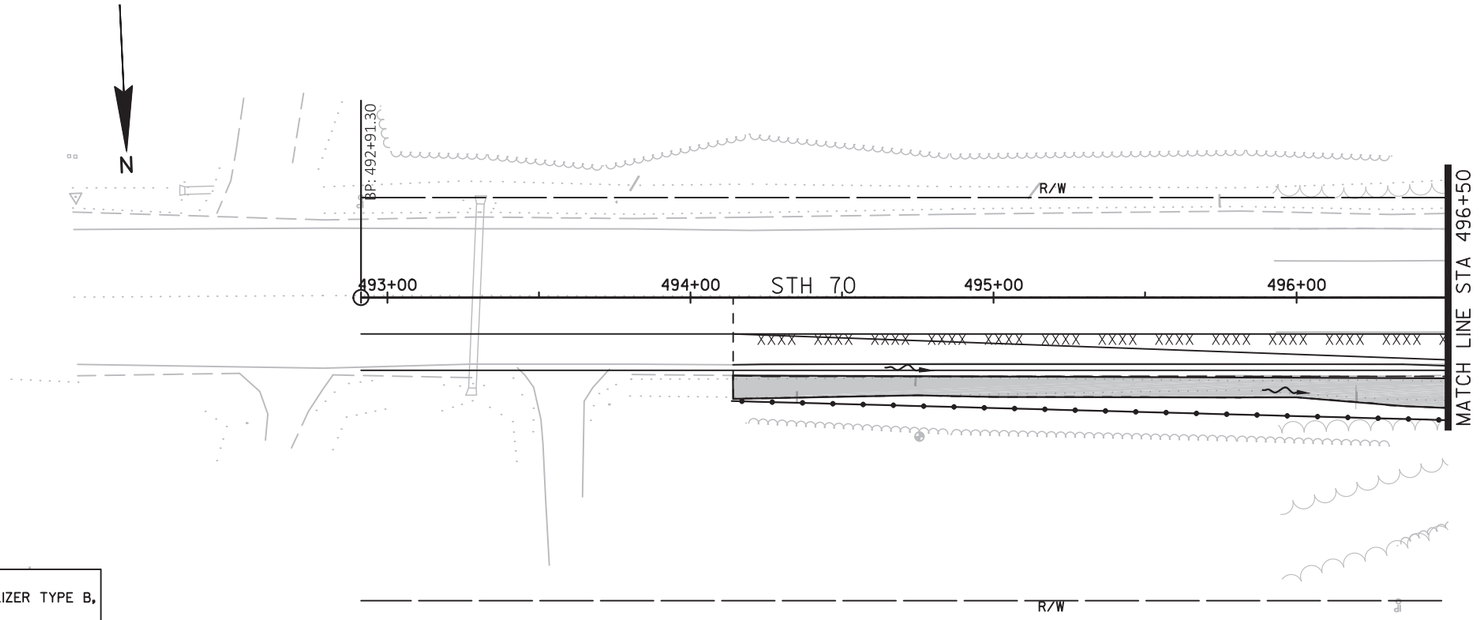




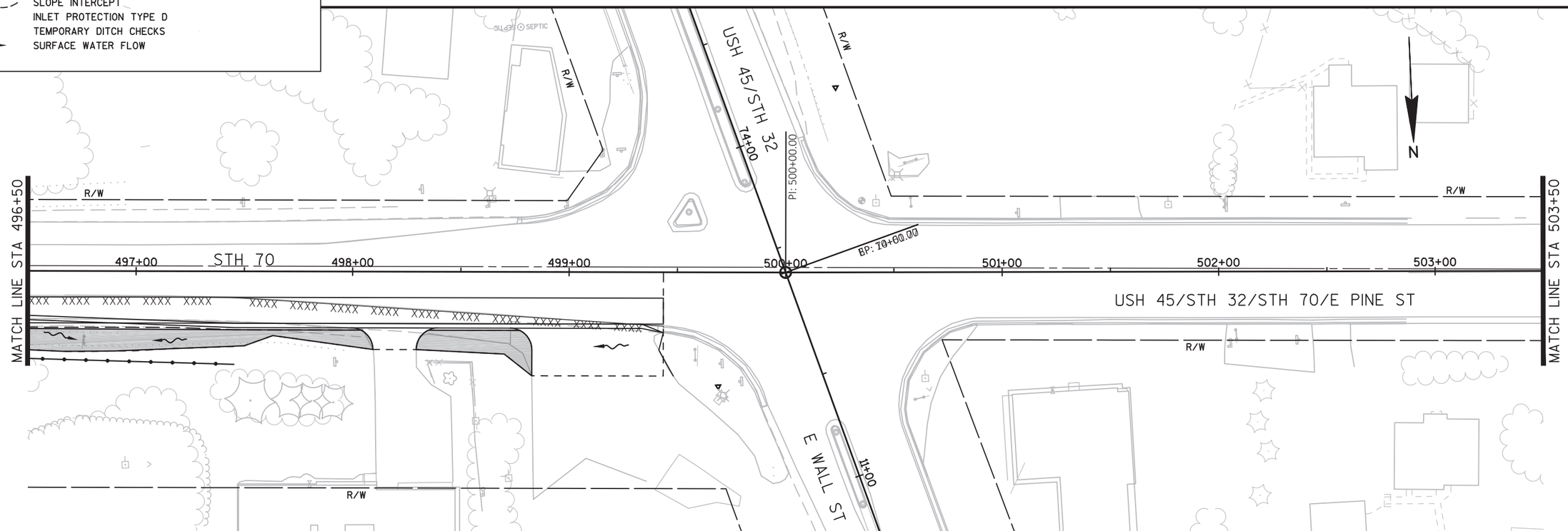
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
2058	576+01.58	92.59 RT	105,610.42	500,234.30	0.00
2059	574+37.68	58.47 RT	105,567.70	500,395.90	1,637.80
2060	574+52.29	67.37 RT	105,577.34	500,381.77	1,638.35
2061	574+53.08	52.07 RT	105,562.10	500,380.20	1,637.55
2062	574+52.04	53.77 RT	105,563.75	500,381.32	1,637.51
2063	574+66.34	35.31 RT	105,546.04	500,366.09	1,638.00
2064	574+73.77	33.23 RT	105,544.34	500,358.57	1,638.03
2065	574+56.40	27.50 RT	105,537.73	500,375.62	1,637.65
2066	574+55.83	31.42 RT	105,541.61	500,376.39	0.00
2067	574+71.76	27.50 RT	105,538.52	500,360.28	1,637.87
2068	575+33.59	40.85 RT	105,555.03	500,299.36	1,639.09
2069	575+29.93	39.75 RT	105,553.73	500,302.95	1,639.13
2070	574+57.78	60.26 RT	105,570.52	500,375.92	1,638.21
2071	574+57.53	58.58 RT	105,568.83	500,376.09	1,638.18
2073	574+58.39	65.94 RT	105,576.22	500,375.60	1,638.44
2074	574+59.91	73.08 RT	105,583.43	500,374.45	1,638.83
2075	574+70.81	37.74 RT	105,548.69	500,361.75	0.00
2076	575+41.03	31.34 RT	105,545.94	500,291.40	0.00
2077	575+35.27	28.00 RT	105,542.30	500,296.97	1,638.61
2078	575+37.58	35.42 RT	105,549.83	500,295.08	1,638.95
2079	575+29.89	33.24 RT	105,547.23	500,302.64	1,638.89
2080	575+62.68	40.52 RT	105,556.29	500,270.29	1,638.49
2081	575+52.56	49.91 RT	105,565.12	500,280.91	1,638.53
2082	575+54.00	51.30 RT	105,566.58	500,279.55	1,638.49
2083	575+53.12	76.33 RT	105,591.53	500,281.80	1,639.84
2084	575+57.78	76.36 RT	105,591.81	500,277.14	1,639.89
2085	575+35.78	24.00 LT	105,490.40	500,293.62	1,638.41
2086	575+35.80	26.00 LT	105,488.40	500,293.49	1,638.45

PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	PLAN DETAIL	SHEET 22	E

2



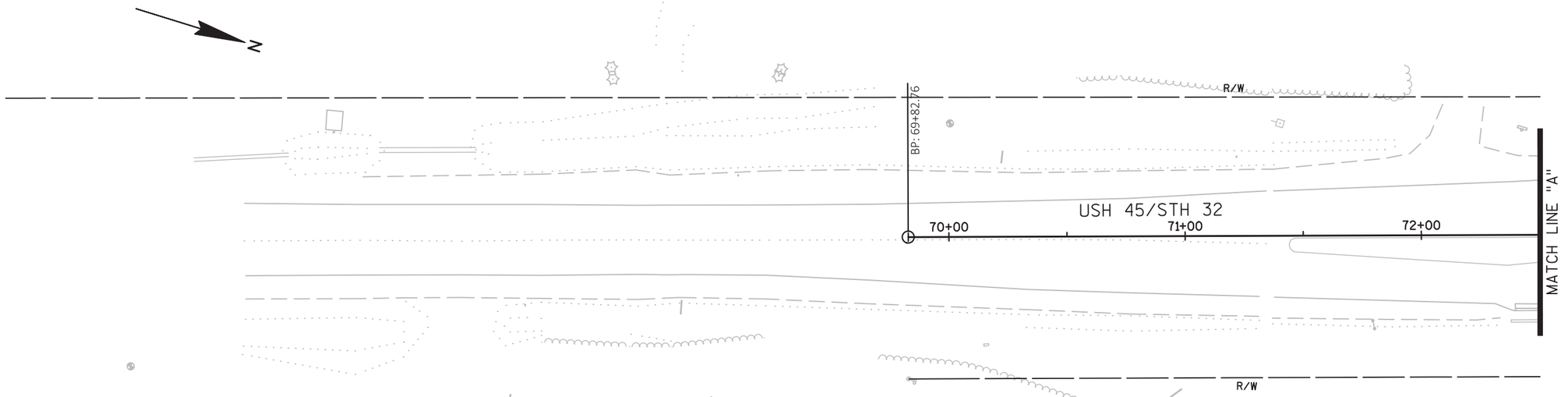
TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I TYPE B
SILT FENCE
SLOPE INTERCEPT
INLET PROTECTION TYPE D
TEMPORARY DITCH CHECKS
SURFACE WATER FLOW



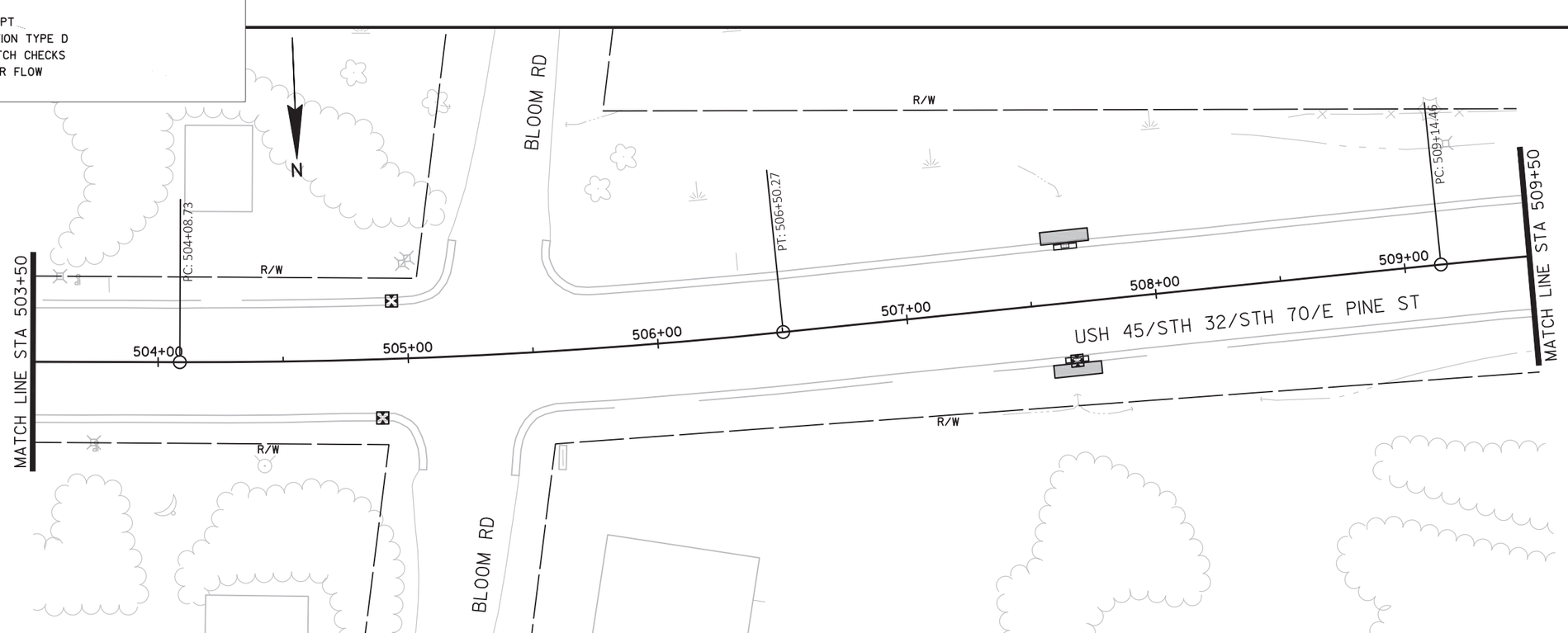
PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	EROSION CONTROL	SHEET 23	E

FILE NAME : \\BHASERVER14\PROJECTS\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - (40)
PLOT DATE : 1/31/2019 4:33 PM
PLOT BY : CHAD D. GRUNDEMANN PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

2



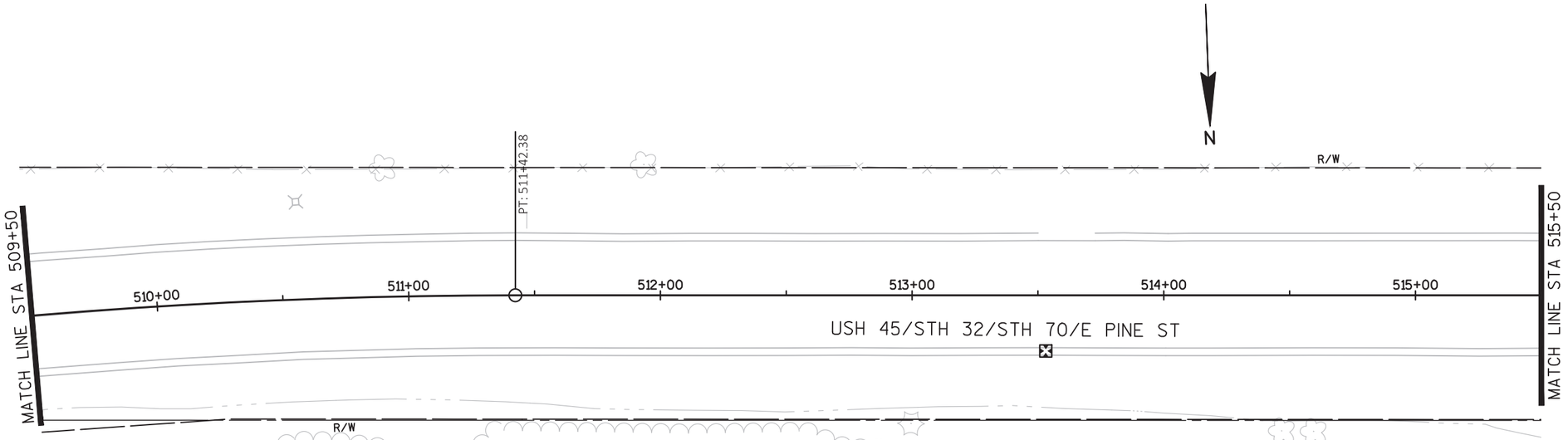
TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I TYPE B
SILT FENCE
SLOPE INTERCEPT
INLET PROTECTION TYPE D
TEMPORARY DITCH CHECKS
SURFACE WATER FLOW



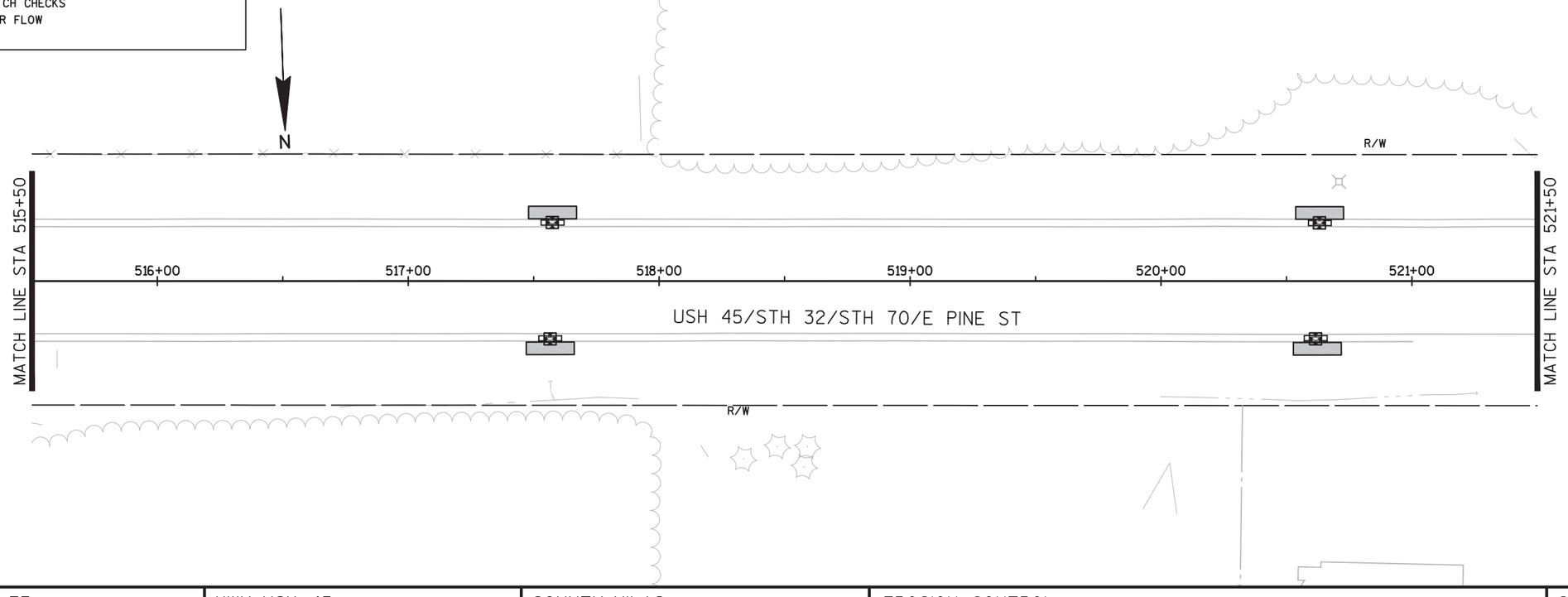
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LAYOUT NAME - (40)
PLOT DATE : 1/31/2019 4:34 PM
PLOT BY : CHAD D. GRUNDEMANN PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

2

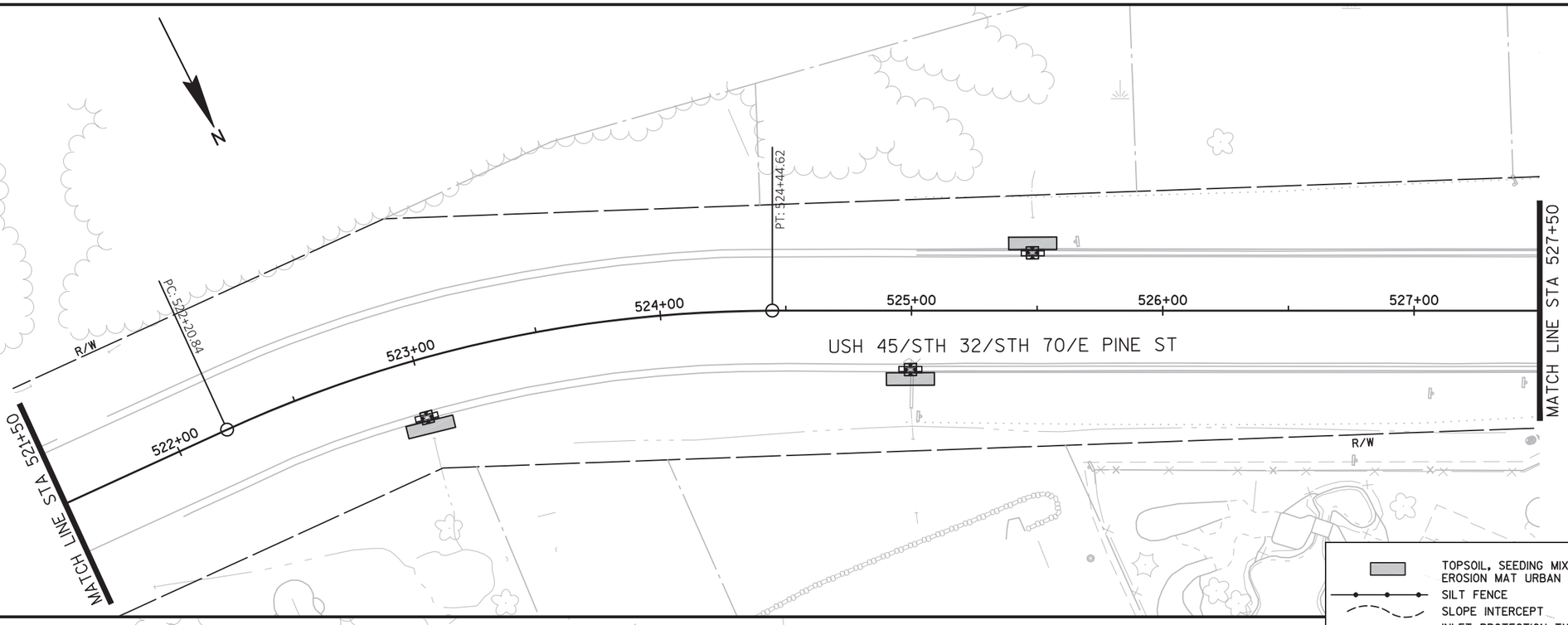


TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I TYPE B
SILT FENCE
SLOPE INTERCEPT
INLET PROTECTION TYPE D
TEMPORARY DITCH CHECKS
SURFACE WATER FLOW

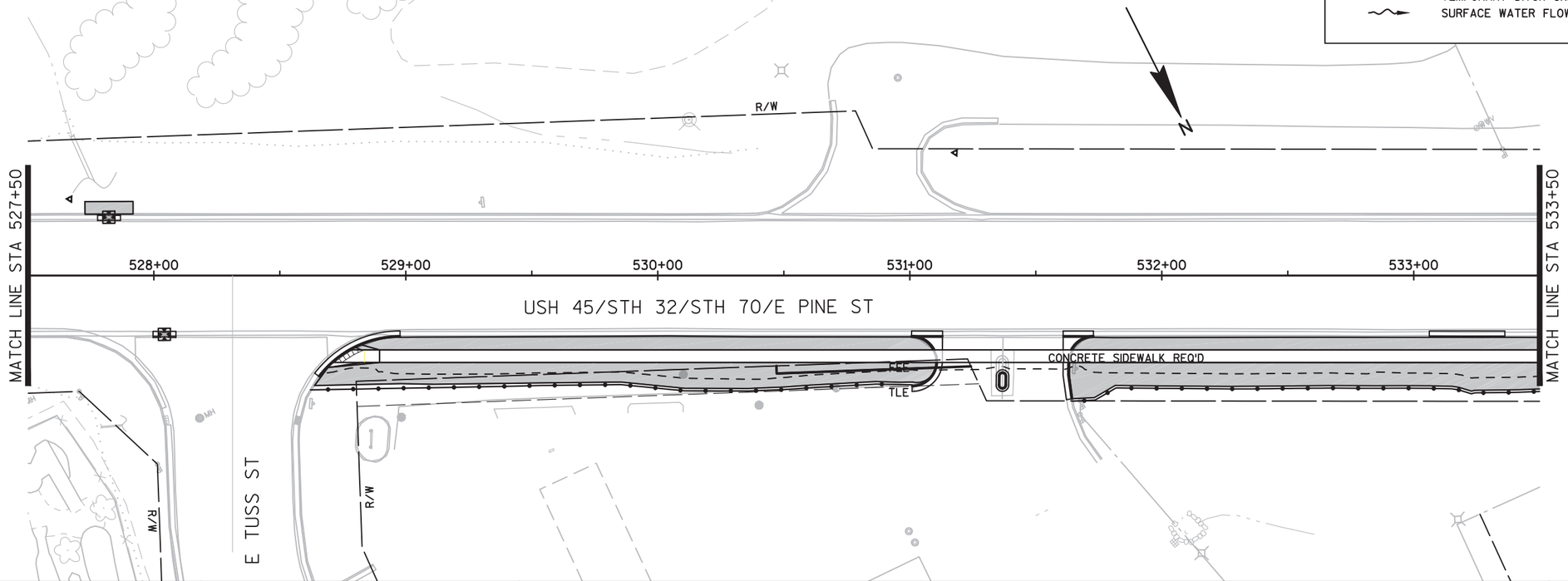


PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	EROSION CONTROL	SHEET 25	E

2

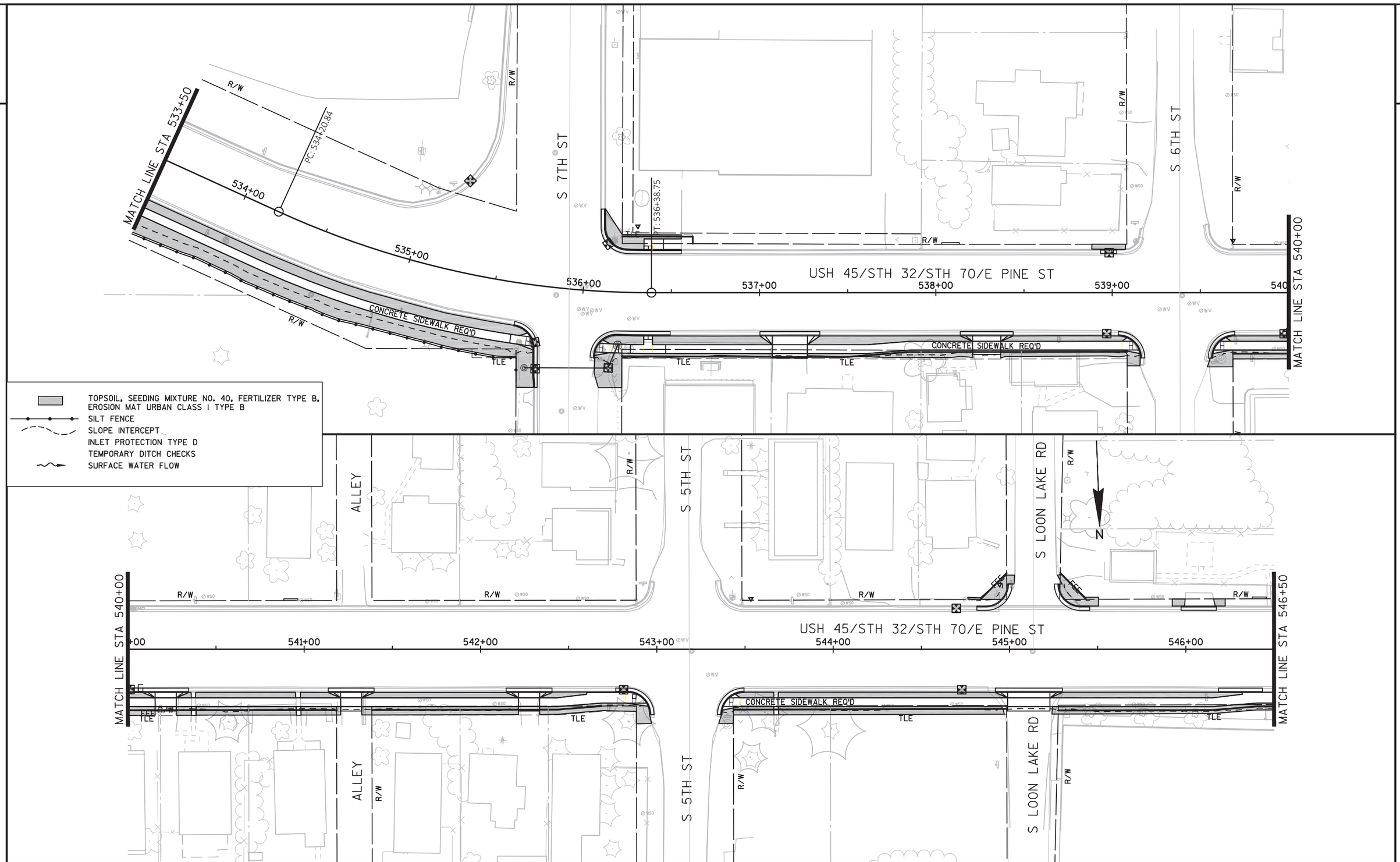


TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I TYPE B
SILT FENCE
SLOPE INTERCEPT
INLET PROTECTION TYPE D
TEMPORARY DITCH CHECKS
SURFACE WATER FLOW



PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	EROSION CONTROL	SHEET 26	E

2



PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	EROSION CONTROL	SHEET 27	E

2

N

S 4TH ST

ALLEY

S 3RD ST

ALLEY

R/W

MATCH LINE STA 546+50

547+00 548+00 549+00 550+00 551+00 552+00 553+00

MATCH LINE STA 553+50

USH 45/STH 32/STH 70/E PINE ST

FEE

MATCH LINE STA 553+50

S 4TH ST

ALLEY

S 3RD ST

ALLEY

MATCH LINE STA 560+50

TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I TYPE B

SILT FENCE

SLOPE INTERCEPT

INLET PROTECTION TYPE D

TEMPORARY DITCH CHECKS

SURFACE WATER FLOW

S 2ND ST

ALLEY

S 1ST ST

N

MATCH LINE STA 553+50

554+00 555+00 556+00 557+00 558+00 559+00 560+00

MATCH LINE STA 560+50

USH 45/STH 32/STH 70/E PINE ST

S 2ND ST

ALLEY

S 1ST ST

PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	EROSION CONTROL	SHEET 28	E

2

N

MATCH LINE STA 560+50

R/W

TLE

PC: 562+27.83

PI: 562+92.78

561+00

562+00

563+00

564+00

USH 45/STH 32/STH 70/E PINE ST

565+00

566+00

567+00

MATCH LINE STA 567+50

S MAIN ST

S RAILROAD ST

PC 565+00.75

PT 565+62.37

CONCRETE SIDEWALK REQ'D

TLE

- TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- INLET PROTECTION TYPE D
- TEMPORARY DITCH CHECKS
- SURFACE WATER FLOW

N

MATCH LINE STA 567+50

R/W

USH 45/STH 32/STH 70/E PINE ST

568+00

569+00

570+00

571+00

572+00

MATCH LINE STA 572+50

CONCRETE SIDEWALK REQ'D

TLE

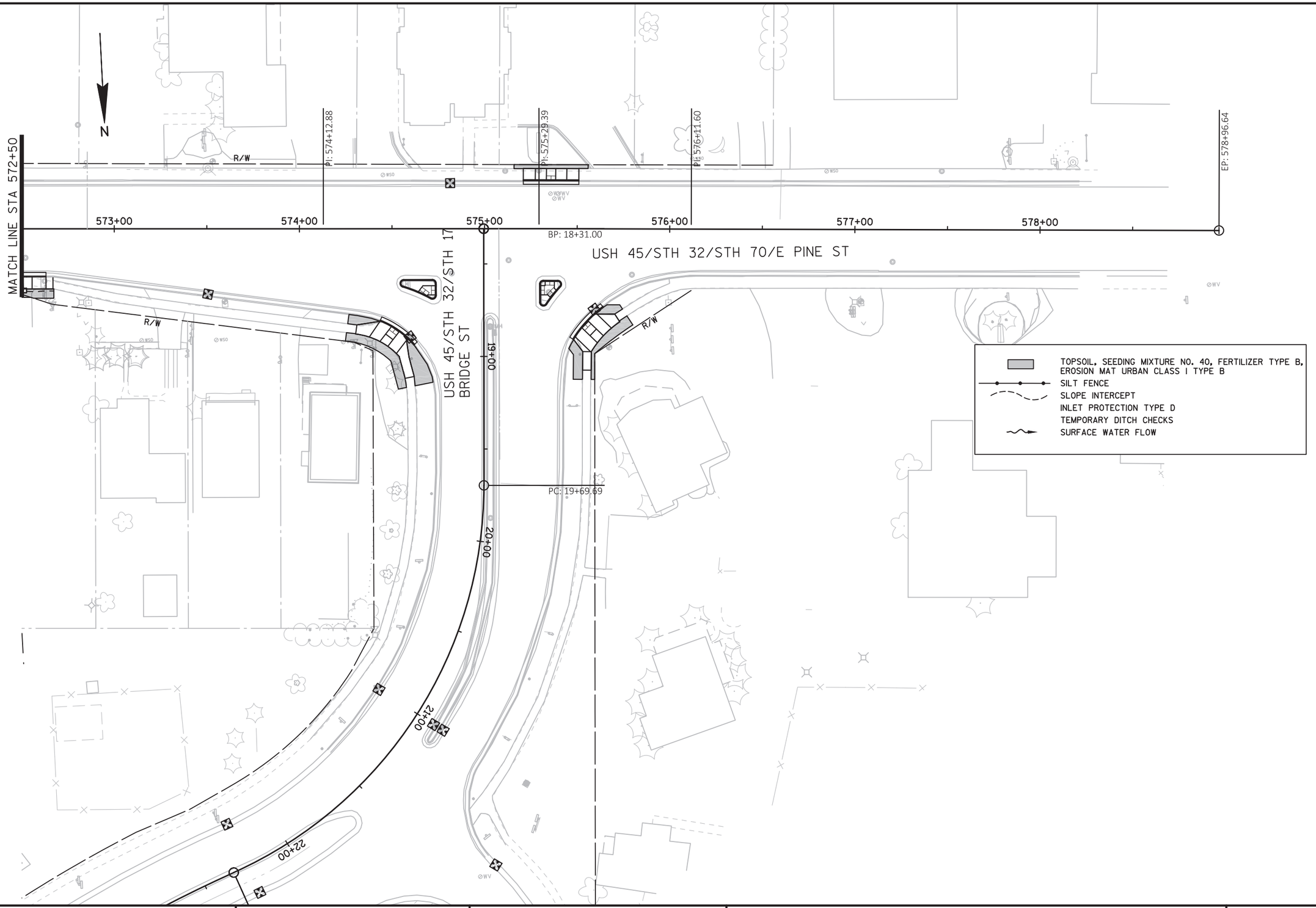
R/W

R/W

PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	EROSION CONTROL	SHEET 29	E

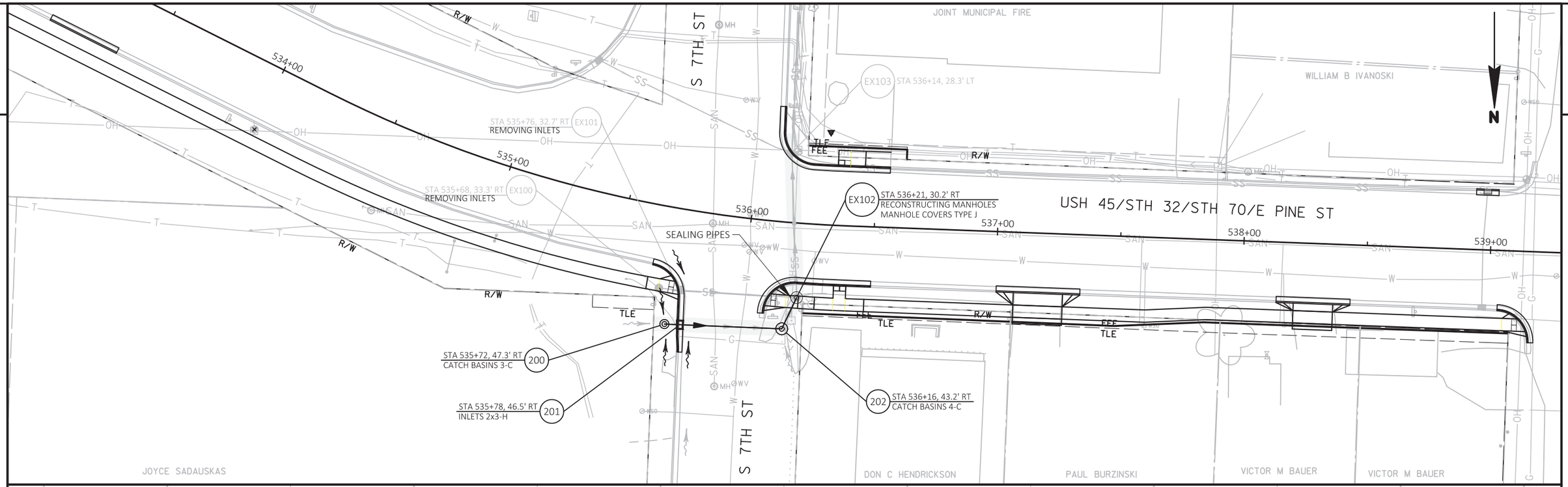
FILE NAME : \\BHASERVER14\PROJECTS\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - (40)
PLOT DATE : 1/31/2019 4:36 PM
PLOT BY : CHAD D. GRUNDEMANN PLOT NAME :
PLOT SCALE : 1 IN:50 FT

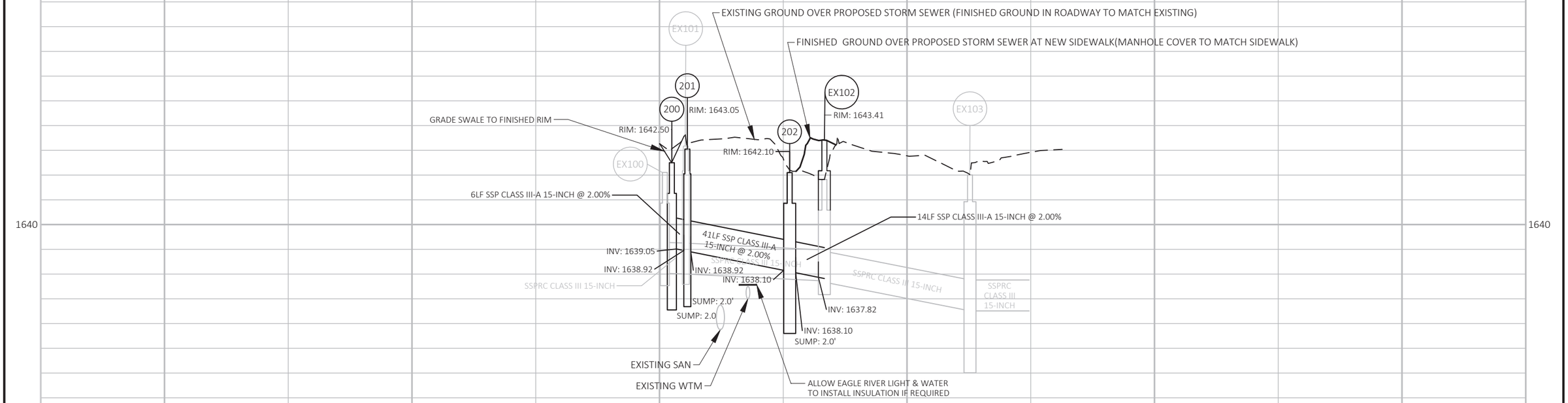
2



PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	EROSION CONTROL	SHEET 30	E

2





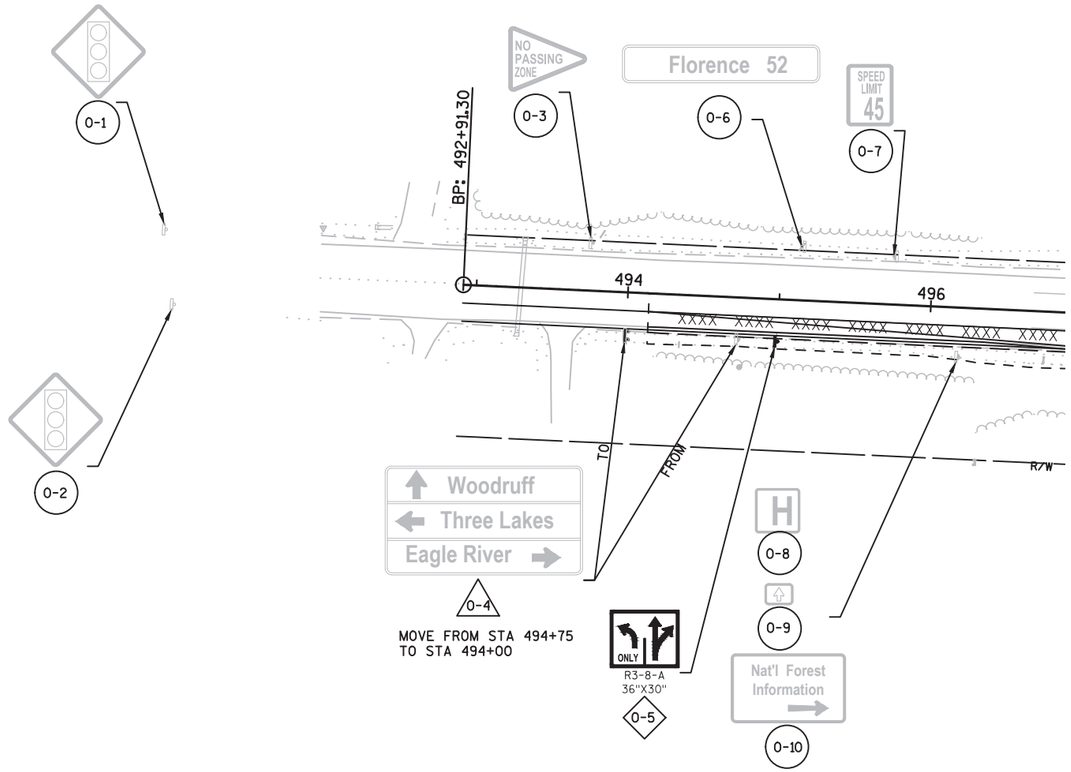
PROJECT NO: 1601-14-73	HWY: 45	COUNTY: VILAS	STORM SEWER	SHEET 31	E

2

SIGNING LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
  PROPOSED SIGN MOUNTED ON POST(S)
- SIGN – MOVE
- SIGN – REMOVE AND REPLACE
- SIGN – REMOVE
- SIGN – PLACE NEW
- SIGN – EXISTING TO REMAIN

N



PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	PERMANENT SIGNING	SHEET 32	E

2

SIGNING LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- SIGN – MOVE
- SIGN – REMOVE AND REPLACE
- SIGN – REMOVE
- SIGN – PLACE NEW
- SIGN – EXISTING TO REMAIN

N

1-1 E AST 70

1-2 N ORTH 32 | N ORTH 45 | W EST 70 | E AST 70

1-3 YIELD

1-4 RIGHT TURN OBEY THIS SIGN

1-5 STOP

1-6 S OUTH 32 | S OUTH 45 | N ORTH 32 | N ORTH 45

1-7 STOP

1-8 S OUTH 32 | S OUTH 45

1-9 STOP

1-10

1-11 STOP

1-12 STOP

1-13 E AST 70 | S OUTH 32 | S OUTH 45

1-14 STOP

1-15 E AST 70 | S OUTH 45 | S OUTH 32

1-16 NO PARKING

1-17 W EST 70 | N ORTH 45 | N ORTH 32

1-18 SPEED LIMIT 35

1-19 NO PARKING

1-20 Nat'l Forest Information

1-21 NO PARKING

1-22 NO PARKING

1-23 STOP

1-24 STOP

1-25 Florence | Three Lakes

1-26 CENTER LANE ONLY
R3-9-B
24"X36"

1-27 CENTER LANE ONLY
R3-9-B
24"X36"

1-28 MOVE FROM STA 507+75 TO STA 503+20

1-28 MOVE FROM STA 507+75 TO STA 503+20

2-1 MOVE FROM STA 511+50 TO STA 504+40

1-29

1-30 SPEED LIMIT 35

1-31

R/W

USH 45/STH 32

STH 70

USH 45/STH 32/
STH 70/E PINE ST

E WALL ST

BLOOM RD

498 500 502 504 506 508 510

XXXX

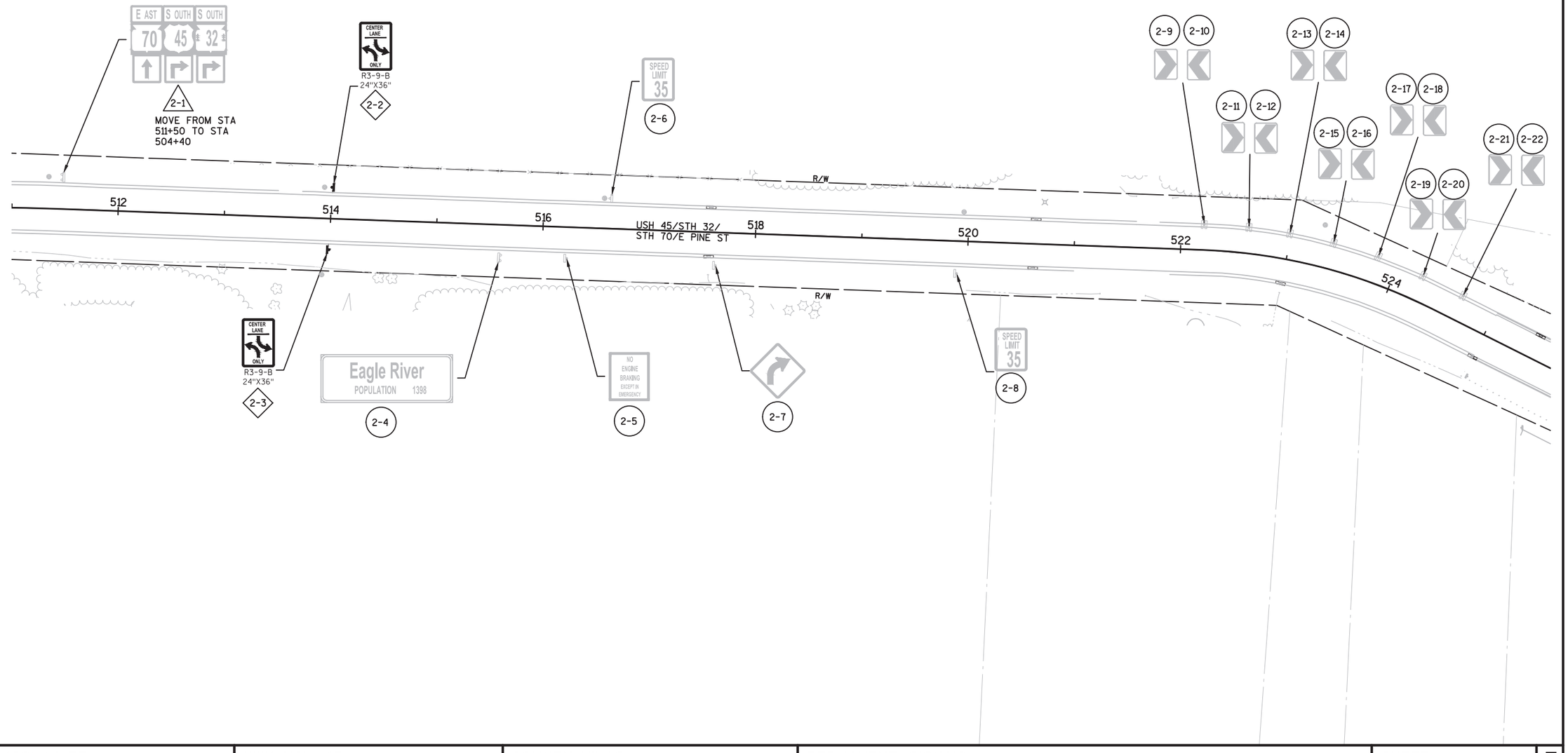
PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	PERMANENT SIGNING	SHEET 33	E

2

SIGNING LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
  PROPOSED SIGN MOUNTED ON POST(S)
- SIGN – MOVE
- SIGN – REMOVE AND REPLACE
- SIGN – REMOVE
- SIGN – PLACE NEW
- SIGN – EXISTING TO REMAIN

N



PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	PERMANENT SIGNING	SHEET 34	E

2

N

SPEED LIMIT 35
3-1

CENTER LANE ONLY
R3-9-B
24"X36"
3-2

3-6

CENTER LANE ONLY
R3-9-B
24"X36"
3-7

CENTER LANE ONLY
R3-9-B
24"X36"
3-3

3-4

CENTER LANE ONLY
R3-9-B
24"X36"
3-9

SPEED LIMIT 35
3-13

STOP
3-16

CENTER LANE ONLY
R3-9-B
24"X36"
3-20

STOP
3-22

STOP
3-5

CENTER LANE ONLY
R3-9-B
24"X36"
3-8

W11-2
30"X30"
3-10

AHEAD
W16-9P
24"X12"
3-11

SPEED LIMIT 25
3-12

MOVE TO CENTER OF TERRACE

3-14

NO PARKING
3-18

3-15

MOVE TO CENTER OF TERRACE AND INSTALL ON NEW SIGNAL POST AT URBAN HEIGHT

STOP
3-17

CENTER LANE ONLY
R3-9-B
24"X36"
3-19

NO PARKING
3-21

STOP
3-23

SPEED LIMIT 25
3-24

526
528
530
532
534
536
538
5

E TUSS ST

USH 45/STH 32/
STH 70/E PINE ST

S 7TH ST

S 6TH ST

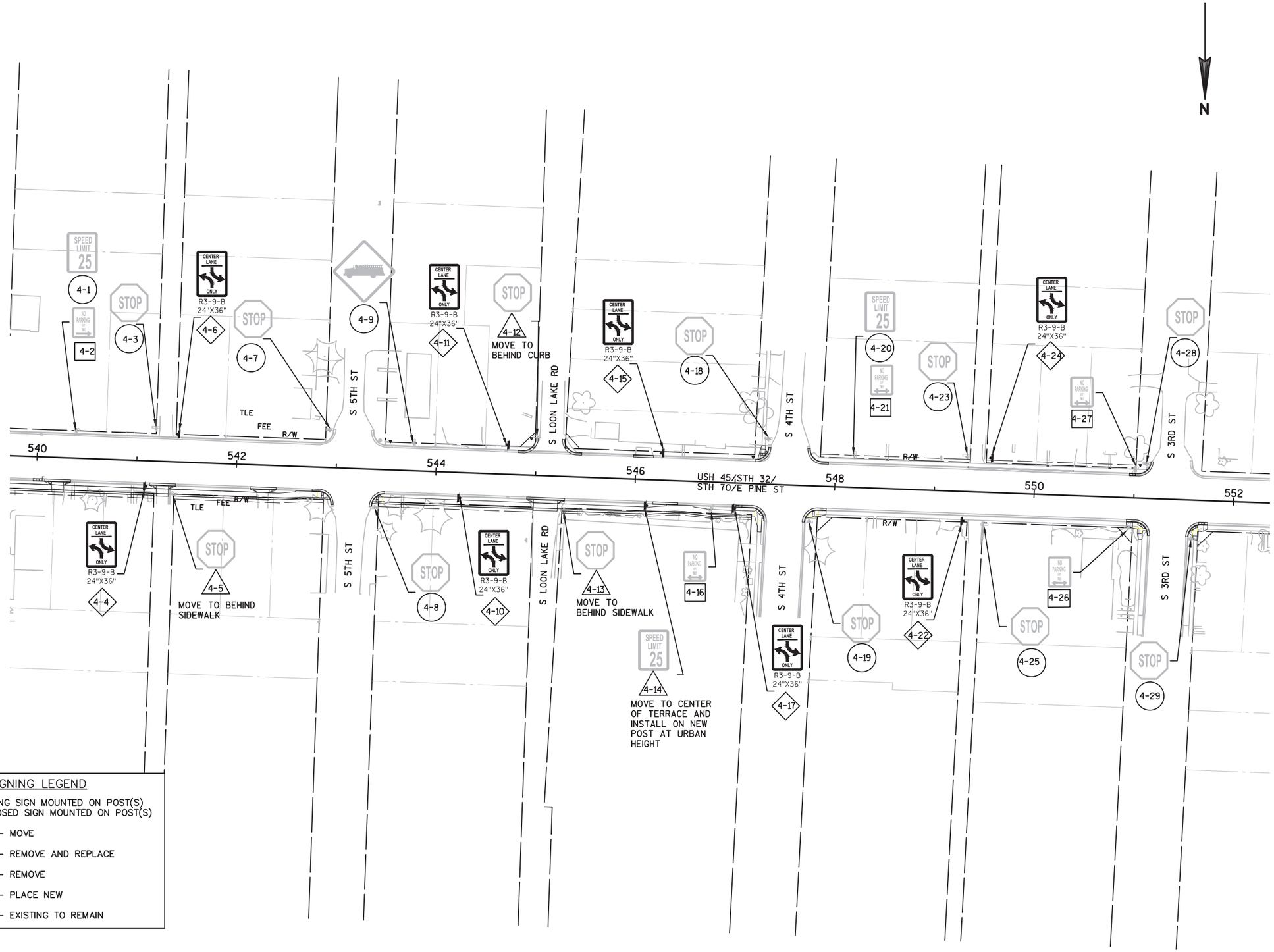
R/W
TLE
FEE

SIGNING LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- SIGN – MOVE
- SIGN – REMOVE AND REPLACE
- SIGN – REMOVE
- SIGN – PLACE NEW
- SIGN – EXISTING TO REMAIN

PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	PERMANENT SIGNING	SHEET 35	E

2



PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	PERMANENT SIGNING	SHEET 36	E

2

N

S 2ND ST

S 1ST ST

S MAIN ST

S RAILROAD ST

USH 45/STH 32/
STH 70/E PINE ST

554 556 558 560 562 564 566

R/W

FEE TLE

REMOVE SIGN AND BEACON

REMOVE SIGN AND BEACON

MOVE SIGN TO NEW POST ABOVE RIGHT TURN ONLY

5-1 R3-9-B 24"X36"
5-2 REMOVE SIGN AND BEACON
5-3 STOP
5-4 STOP
5-5 ONE WAY
5-6 ONE WAY
5-7 R3-9-B 24"X36"
5-8 STOP
5-9 STOP
5-10 SPEED LIMIT 25
5-11 R3-9-B 24"X36"
5-12
5-13 STOP
5-14
5-15 R3-9-B 24"X36"
5-16 ONE WAY
5-17 ONE WAY
5-18 STOP
5-19 STOP
5-20 NO PARKING
5-21 STOP
5-22 R3-9-B 24"X36"
5-23 NO PARKING
5-24 R3-9-B 24"X36"
5-25 R4-7 24"X30"
5-26 W11-2 30"X30"
5-27 W16-7L 24"X12"
5-28 W11-2 30"X30"
5-29 W16-7L 24"X12"
5-30 R6-1R 36"X12" ONE WAY
5-31 STOP
5-32 R3-50R 30"X36" ONLY
5-33 R3-8-A 36"X30" ONLY
5-34 R4-7 24"X30"
5-35 STOP
5-36 S OUTH 45 S OUTH 32 E AST 70
5-37 STOP
5-38 STOP
5-39 SPEED LIMIT 25 R2-1 24"X30"
5-40 JCT 17 M1-6 24"X24" M2-1 21"X15"
5-41 M1-6 24"X24"
5-42 R4-7 24"X30"
5-43 STOP
5-44 R4-7 24"X30"

SIGNING LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
  PROPOSED SIGN MOUNTED ON POST(S)
- SIGN – MOVE
- SIGN – REMOVE AND REPLACE
- SIGN – REMOVE
- SIGN – PLACE NEW
- SIGN – EXISTING TO REMAIN

PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	PERMANENT SIGNING	SHEET 37	E

FILE NAME : \\BHASERVER14\PROJECTS\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - ****
PLOT DATE : 1/31/2019 4:43 PM PLOT BY : CHAD D. GRUNDEMANN PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

SIGNING LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- SIGN – MOVE
- SIGN – REMOVE AND REPLACE
- SIGN – REMOVE
- SIGN – PLACE NEW
- SIGN – EXISTING TO REMAIN

N

R3-8-A 36"X30" 6-1

6-8

6-9

SPEED LIMIT 25 6-11

CENTER LANE ONLY R3-9-B 24"X36" 6-16

Three Lakes Florence 6-19

J3-4 96"X57" 6-18

6-21

STOP 6-22

6-24

STOP 6-25

N ORTH N ORTH N ORTH 45 32 17 6-28

STOP 6-26

Three Lakes Florence / Conover Phelps

D1-4 54"X42" 6-29

SPEED LIMIT 25 6-30

MOVE TO NEW POST UNDER DESTINATION SIGN

568 570 572 574 576

USH 45/STH 32/ STH 70/E PINE ST

R/W

TLE

TFEE

EP: 576+11.60

STH 70/STH 17/W PINE ST

USH 45/STH 32/ STH 17/BRIDGE ST

TO FROM

SPEED LIMIT 25 6-3

STOP 6-2

N ORTH N ORTH N ORTH 45 32 17 6-4

J2-4 96"X57" 6-5

6-6

SPEED LIMIT 25 6-10

TO 6-13

Downtown / Golf Course / Industrial Park / Municipal Airport / Public Schools

6-12 MOVE TO BEHIND SIDEWALK IN PLE

N ORTH N ORTH N ORTH 45 32 17 6-17

R3-8-D 36"X30" 6-20

6-23

S OUTH W EST 17 70 H 6-14 6-15

FROM 6-13

SPEED LIMIT 25 6-35

DO NOT ENTER 6-37

REMOVE THE HOSPITAL AND RIGHT ARROW. MOVE THE ROUTE ASSEMBLY FROM STA 571+80 TO STA 570+60, BEHIND SIDEWALK IN PLE

Rhinelander / Phelps Conover 6-7

MOVE TO BEHIND SIDEWALK IN PLE

Three Lakes / Rhinelander / St. Germain 6-38

YIELD 6-27

DO NOT ENTER 6-31

S OUTH S OUTH S OUTH 45 32 17 6-32

ONLY ONLY R3-8-F 36"X30" 6-33

ONLY ONLY ONLY 6-34

E AST W EST 70 70 6-36

Downtown / Golf Course / Industrial Park / Municipal Airport / Public Schools / Sports Arena 6-39

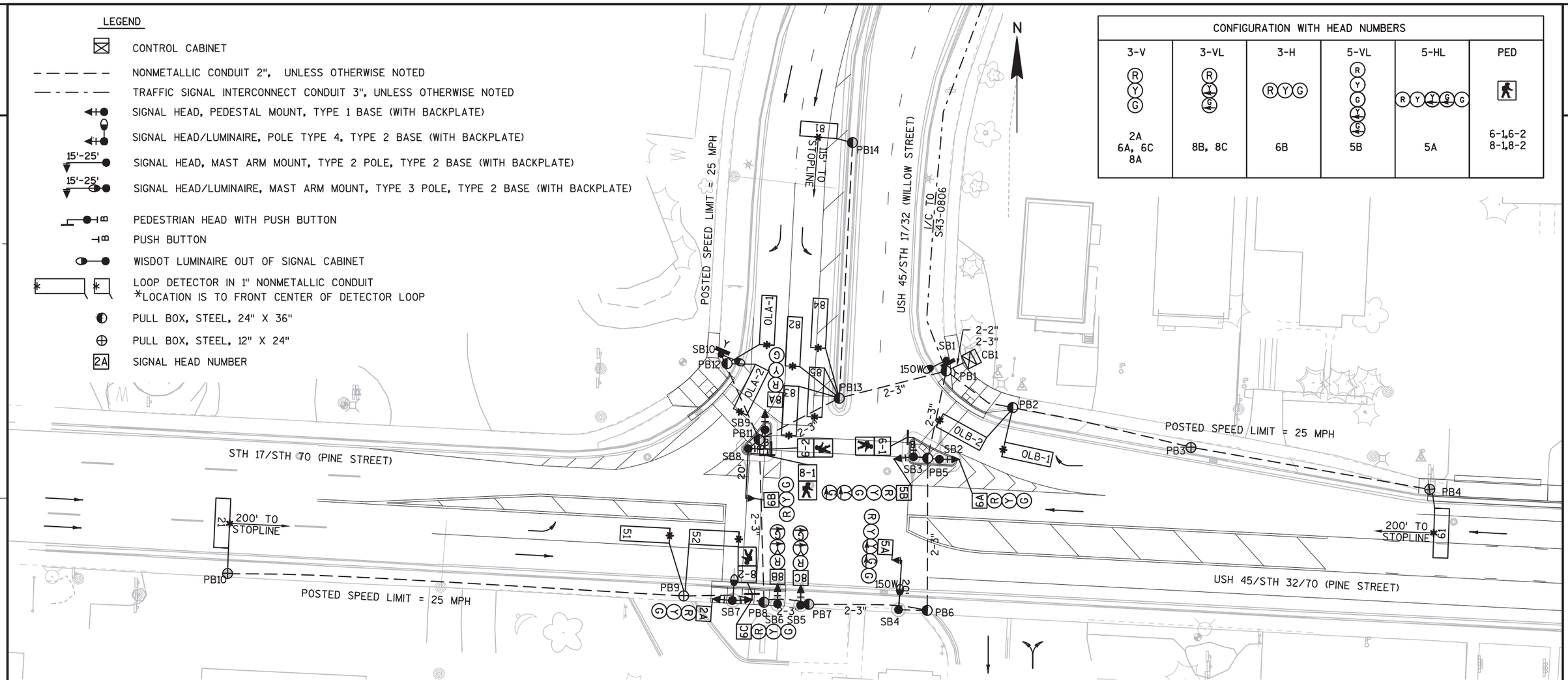
Conover Phelps 6-40

PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	PERMANENT SIGNING	SHEET 38	E

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- TRAFFIC SIGNAL INTERCONNECT CONDUIT 3", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, PEDESTAL MOUNT, TYPE 1 BASE (WITH BACKPLATE)
- SIGNAL HEAD/LUMINAIRE, POLE TYPE 4, TYPE 2 BASE (WITH BACKPLATE)
- 15'-25' SIGNAL HEAD, MAST ARM MOUNT, TYPE 2 POLE, TYPE 2 BASE (WITH BACKPLATE)
- 15'-25' SIGNAL HEAD/LUMINAIRE, MAST ARM MOUNT, TYPE 3 POLE, TYPE 2 BASE (WITH BACKPLATE)
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- WISDOT LUMINAIRE OUT OF SIGNAL CABINET
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
  *LOCATION IS TO FRONT CENTER OF DETECTOR LOOP
- PULL BOX, STEEL, 24" X 36"
- PULL BOX, STEEL, 12" X 24"
- 2A SIGNAL HEAD NUMBER

CONFIGURATION WITH HEAD NUMBERS					
3-V	3-VL	3-H	5-VL	5-HL	PED
2A 6A, 6C 8A	8B, 8C	6B	5B	5A	6-1,6-2 8-1,8-2



- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- YELLOW ARROW (LEFT)
- GREEN ARROW (LEFT)
- PED INDICATOR (WALK/DON'T WALK)
- Y YIELD SIGN
- LANE DESIGNATION (FOR REFERENCE ONLY)

NOTE: ALL LENSES ARE 12-INCH LED
GRAYSHADE REPRESENTS EXISTING

GENERAL NOTES:

1. THESE AS-BUILT PLANS WERE REGENERATED IN 2017 USING PAST PLANS, A FIELD REVIEW, AND OTHER AVIALABLE RESOURCES (PHOTOLOGS AND GOOGLE EARTH). EQUIPMENT TYPES AND LOCATIONS ARE SHOWN AS ACCURATE AS POSSIBLE, BUT SHOULD BE FIELD VERIFIED FOR ADDITIONAL MORE DETAILED INFORMATION.
2. ALL LOOP DETECTORS ARE INSTALLED IN THE BASE COURSE UNDER THE PAVEMENT, HOWEVER, VARIOUS TYPES HAVE BEEN INSTALLED DUE TO SPECIFIC CONSTRUCTION STANDARDS AT THE TIME OF CONSTRUCTION. EACH SPECIFIC TYPE CAN BE VERIFIED IN THE FIELD, OR THROUGH DISCUSSIONS WITH THE RESPONSIBLE ELECTRICIAN.
3. EACH LOOP DETECTOR HAS A SEPARATE LEAD-IN CABLE INSTALLED TO THE CONTROL CABINET, TO PROVIDE SOME FLEXIBILITY WITH FUTURE CABINET UPGRADES. THE DETECTOR LOGIC CHART ON THE SEQUENCE OF OPERATION CHART HIGHLIGHTS THE CURRENT AMPLIFIER ASSIGNMENTS IN THE CABINET.
4. FOLDING STOP SIGNS (36"X36") HAVE BEEN INSTALLED ON SIGNAL BASES (SB2, SB7, AND SB9).
5. 13-FT SIGNAL STANDARDS INSTALLED AT (SB2, SB5, SB6, SB9)
   15-FT SIGNAL STANDARDS INSTALLED AT (SB3)
   TYPE 2 POLE, 20-FOOT TROMBONE ARM INSTALLED AT (SB8)
   TYPE 3 POLE, 20-FOOT TROMBONE ARM INSTALLED AT (SB4)
   TYPE 4 (30-FOOT) POLES INSTALLED AT (SB1, SB7, SB10)
6. PB4 AND PB10 ARE 24"X72".

CONSTRUCTION NOTES:

1. REPLACE 25-FOOT TROMBONE ARM WITH 20-FOOT TROMBONE ARM ON SB4.
2. ADD DETECTOR LOOPS (OLA-1, OLA-2, OLB-1, AND OLB-2) FOR FUTURE USE. INSTALL NEW PULL BOXES (PB2 AND PB12) AND ASSOCIATED LOOP DETECTOR CONDUIT, LEAD-IN CABLE, AND DETECTOR WIRE. THE LEAD-IN CABLE SHALL BE PROPERLY TERMINATED IN THE CABINET AND AVAILABLE FOR FUTURE CONNECTION.

TRAFFIC CONTROL SIGNAL
USH 45 &
STH 70
CITY OF EAGLE RIVER
VILAS COUNTY
SIGNAL NO. S63-0808
CABINET TYPE: TS1
CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
DATE _____ REGION TRAFFIC ENGINEER
APPROVED
DATE _____ FOR STATE TRAFFIC ENGINEER

REGION CONTACT: RON JOHNSON
DESIGNED BY:
REVISED BY:
PAGE 1 OF 2

PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	TRAFFIC SIGNAL PLAN (PROPOSED)	SHEET 39	E

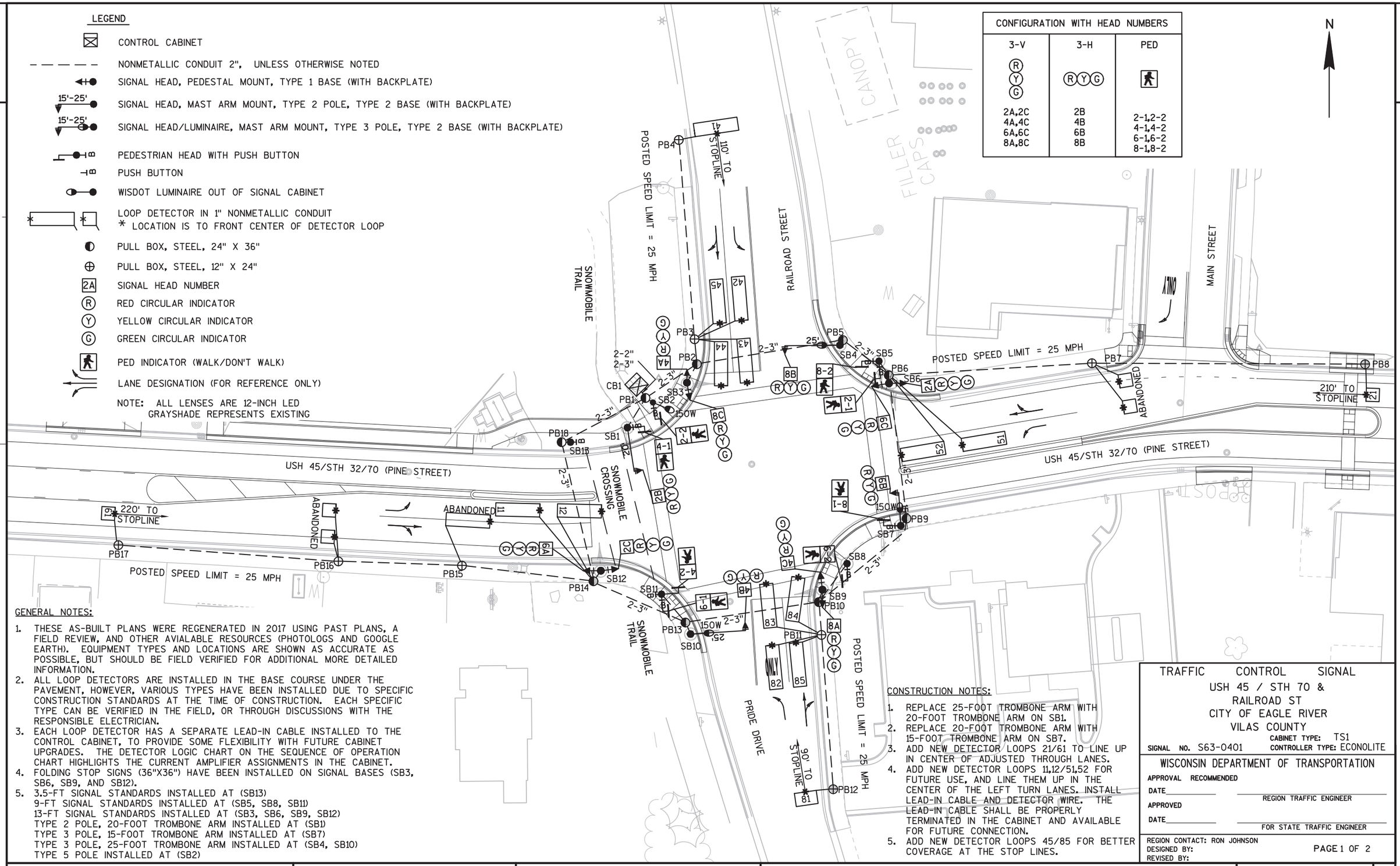
LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, PEDESTAL MOUNT, TYPE 1 BASE (WITH BACKPLATE)
- 15'-25' SIGNAL HEAD, MAST ARM MOUNT, TYPE 2 POLE, TYPE 2 BASE (WITH BACKPLATE)
- 15'-25' SIGNAL HEAD/LUMINAIRE, MAST ARM MOUNT, TYPE 3 POLE, TYPE 2 BASE (WITH BACKPLATE)
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- WISDOT LUMINAIRE OUT OF SIGNAL CABINET
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
  * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP
- PULL BOX, STEEL, 24" X 36"
- PULL BOX, STEEL, 12" X 24"
- 2A SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- PED INDICATOR (WALK/DON'T WALK)
- LANE DESIGNATION (FOR REFERENCE ONLY)

NOTE: ALL LENSES ARE 12-INCH LED
GRAYSHADE REPRESENTS EXISTING

CONFIGURATION WITH HEAD NUMBERS		
3-V (R) (Y) (G)	3-H (R)(Y)(G)	PED
2A,2C 4A,4C 6A,6C 8A,8C	2B 4B 6B 8B	2-1,2-2 4-1,4-2 6-1,6-2 8-1,8-2

N



GENERAL NOTES:

1. THESE AS-BUILT PLANS WERE REGENERATED IN 2017 USING PAST PLANS, A FIELD REVIEW, AND OTHER AVIALABLE RESOURCES (PHOTOLOGS AND GOOGLE EARTH). EQUIPMENT TYPES AND LOCATIONS ARE SHOWN AS ACCURATE AS POSSIBLE, BUT SHOULD BE FIELD VERIFIED FOR ADDITIONAL MORE DETAILED INFORMATION.
2. ALL LOOP DETECTORS ARE INSTALLED IN THE BASE COURSE UNDER THE PAVEMENT, HOWEVER, VARIOUS TYPES HAVE BEEN INSTALLED DUE TO SPECIFIC CONSTRUCTION STANDARDS AT THE TIME OF CONSTRUCTION. EACH SPECIFIC TYPE CAN BE VERIFIED IN THE FIELD, OR THROUGH DISCUSSIONS WITH THE RESPONSIBLE ELECTRICIAN.
3. EACH LOOP DETECTOR HAS A SEPARATE LEAD-IN CABLE INSTALLED TO THE CONTROL CABINET, TO PROVIDE SOME FLEXIBILITY WITH FUTURE CABINET UPGRADES. THE DETECTOR LOGIC CHART ON THE SEQUENCE OF OPERATION CHART HIGHLIGHTS THE CURRENT AMPLIFIER ASSIGNMENTS IN THE CABINET.
4. FOLDING STOP SIGNS (36"X36") HAVE BEEN INSTALLED ON SIGNAL BASES (SB3, SB6, SB9, AND SB12).
5. 3.5-FT SIGNAL STANDARDS INSTALLED AT (SB13)
   9-FT SIGNAL STANDARDS INSTALLED AT (SB5, SB8, SB11)
   13-FT SIGNAL STANDARDS INSTALLED AT (SB3, SB6, SB9, SB12)
   TYPE 2 POLE, 20-FOOT TROMBONE ARM INSTALLED AT (SB1)
   TYPE 3 POLE, 15-FOOT TROMBONE ARM INSTALLED AT (SB7)
   TYPE 3 POLE, 25-FOOT TROMBONE ARM INSTALLED AT (SB4, SB10)
   TYPE 5 POLE INSTALLED AT (SB2)

CONSTRUCTION NOTES:

1. REPLACE 25-FOOT TROMBONE ARM WITH 20-FOOT TROMBONE ARM ON SB1.
2. REPLACE 20-FOOT TROMBONE ARM WITH 15-FOOT TROMBONE ARM ON SB7.
3. ADD NEW DETECTOR LOOPS 21/61 TO LINE UP IN CENTER OF ADJUSTED THROUGH LANES.
4. ADD NEW DETECTOR LOOPS 11,12/51,52 FOR FUTURE USE, AND LINE THEM UP IN THE CENTER OF THE LEFT TURN LANES. INSTALL LEAD-IN CABLE AND DETECTOR WIRE. THE LEAD-IN CABLE SHALL BE PROPERLY TERMINATED IN THE CABINET AND AVAILABLE FOR FUTURE CONNECTION.
5. ADD NEW DETECTOR LOOPS 45/85 FOR BETTER COVERAGE AT THE STOP LINES.

TRAFFIC CONTROL SIGNAL
USH 45 / STH 70 &
RAILROAD ST
CITY OF EAGLE RIVER
VILAS COUNTY
CABINET TYPE: TS1
SIGNAL NO. S63-0401 CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVAL RECOMMENDED
DATE _____ REGION TRAFFIC ENGINEER
APPROVED
DATE _____ FOR STATE TRAFFIC ENGINEER

REGION CONTACT: RON JOHNSON
DESIGNED BY:
REVISED BY:
PAGE 1 OF 2

PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	TRAFFIC SIGNAL PLAN (PROPOSED)	SHEET 40	E

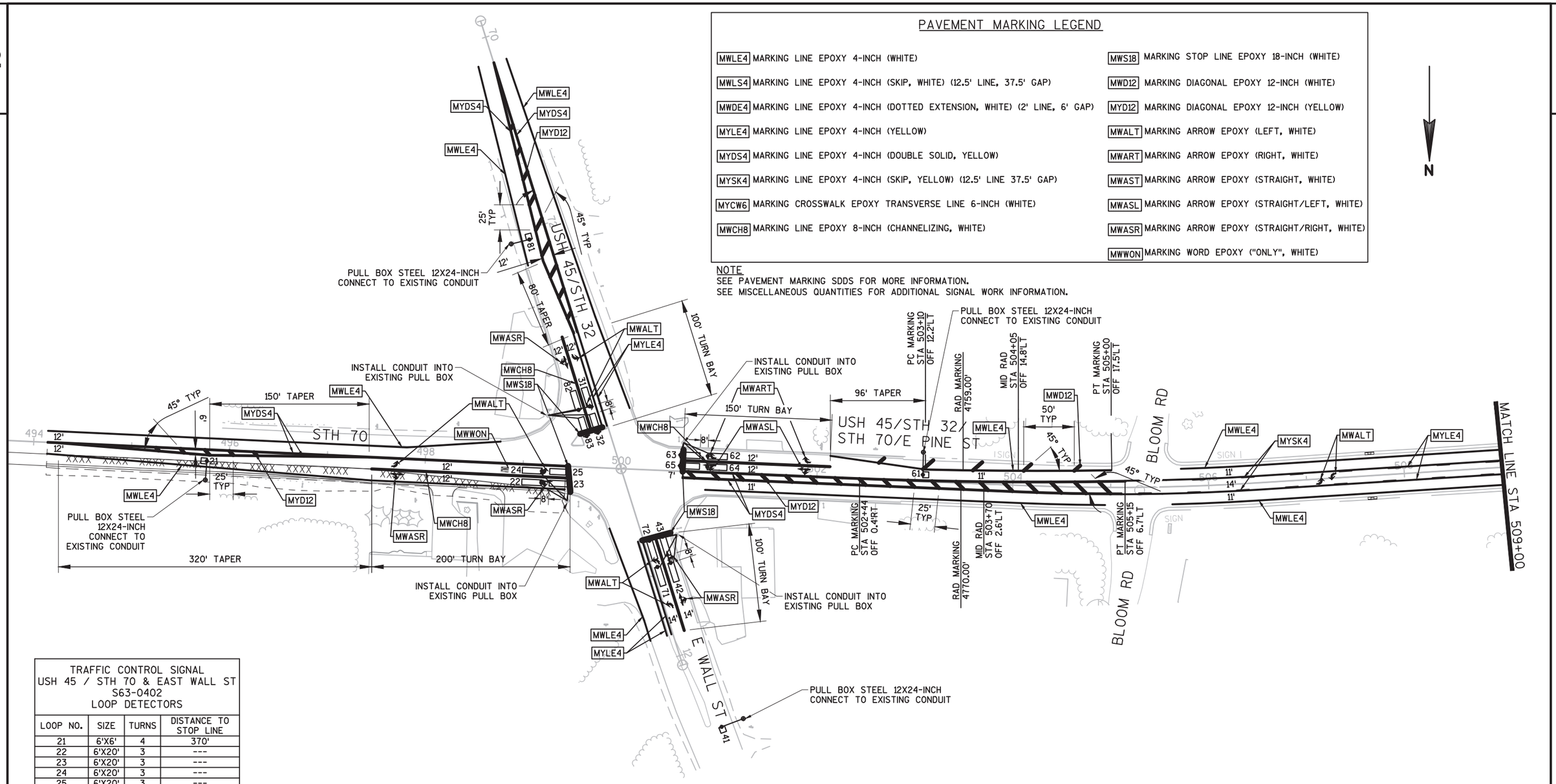
2

PAVEMENT MARKING LEGEND

MWLE4	MARKING LINE EPOXY 4-INCH (WHITE)	MWS18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
MWLS4	MARKING LINE EPOXY 4-INCH (SKIP, WHITE) (12.5' LINE, 37.5' GAP)	MWD12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
MWDE4	MARKING LINE EPOXY 4-INCH (DOTTED EXTENSION, WHITE) (2' LINE, 6' GAP)	MYD12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
MYLE4	MARKING LINE EPOXY 4-INCH (YELLOW)	MWALT	MARKING ARROW EPOXY (LEFT, WHITE)
MYDS4	MARKING LINE EPOXY 4-INCH (DOUBLE SOLID, YELLOW)	MWART	MARKING ARROW EPOXY (RIGHT, WHITE)
MYSK4	MARKING LINE EPOXY 4-INCH (SKIP, YELLOW) (12.5' LINE 37.5' GAP)	MWAST	MARKING ARROW EPOXY (STRAIGHT, WHITE)
MYCW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)	MWASL	MARKING ARROW EPOXY (STRAIGHT/LEFT, WHITE)
MWCH8	MARKING LINE EPOXY 8-INCH (CHANNELIZING, WHITE)	MWASR	MARKING ARROW EPOXY (STRAIGHT/RIGHT, WHITE)
		MWWON	MARKING WORD EPOXY ("ONLY", WHITE)

NOTE
SEE PAVEMENT MARKING SDDS FOR MORE INFORMATION.
SEE MISCELLANEOUS QUANTITIES FOR ADDITIONAL SIGNAL WORK INFORMATION.

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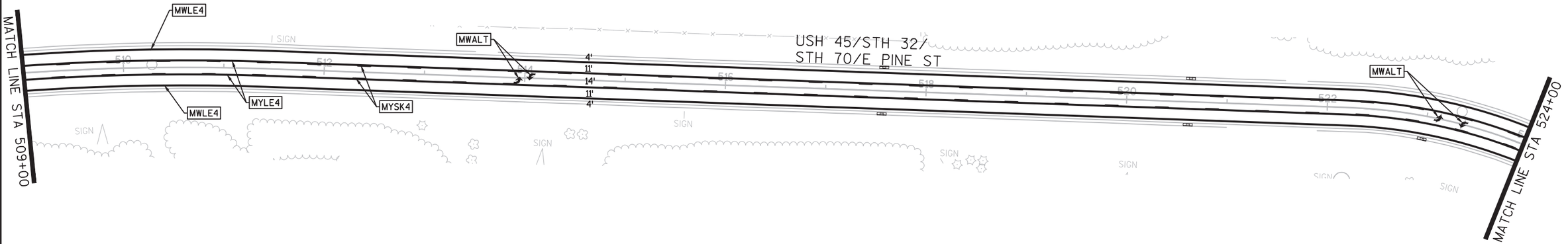
TRAFFIC CONTROL SIGNAL USH 45 / STH 70 & EAST WALL ST S63-0402 LOOP DETECTORS			
LOOP NO.	SIZE	TURNS	DISTANCE TO STOP LINE
21	6'X6'	4	370'
22	6'X20'	3	---
23	6'X20'	3	---
24	6'X20'	3	---
25	6'X20'	3	---
31	6'X20'	3	---
32	6'X20'	3	---
41	6'X6'	4	205'
42	6'X20'	3	---
43	6'X20'	3	---
61	6'X6'	4	245'
62	6'X20'	3	---
63	6'X20'	3	---
64	6'X20'	3	---
65	6'X20'	3	---
71	6'X20'	3	---
72	6'X20'	3	---
81	6'X6'	4	205'
82	6'X20'	3	---
83	6'X20'	3	---

PAVEMENT MARKING LEGEND

MWLE4	MARKING LINE EPOXY 4-INCH (WHITE)	MWS18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
MWLS4	MARKING LINE EPOXY 4-INCH (SKIP, WHITE) (12.5' LINE, 37.5' GAP)	MWD12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
MWDE4	MARKING LINE EPOXY 4-INCH (DOTTED EXTENSION, WHITE) (2' LINE, 6' GAP)	MYD12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
MYLE4	MARKING LINE EPOXY 4-INCH (YELLOW)	MWALT	MARKING ARROW EPOXY (LEFT, WHITE)
MYDS4	MARKING LINE EPOXY 4-INCH (DOUBLE SOLID, YELLOW)	MWART	MARKING ARROW EPOXY (RIGHT, WHITE)
MYSK4	MARKING LINE EPOXY 4-INCH (SKIP, YELLOW) (12.5' LINE 37.5' GAP)	MWAST	MARKING ARROW EPOXY (STRAIGHT, WHITE)
MYCW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)	MWASL	MARKING ARROW EPOXY (STRAIGHT/LEFT, WHITE)
MWCH8	MARKING LINE EPOXY 8-INCH (CHANNELIZING, WHITE)	MWASR	MARKING ARROW EPOXY (STRAIGHT/RIGHT, WHITE)
		MWWON	MARKING WORD EPOXY ("ONLY", WHITE)

NOTE
SEE PAVEMENT MARKING SDDS FOR MORE INFORMATION.

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PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	MARKING	SHEET 42	E

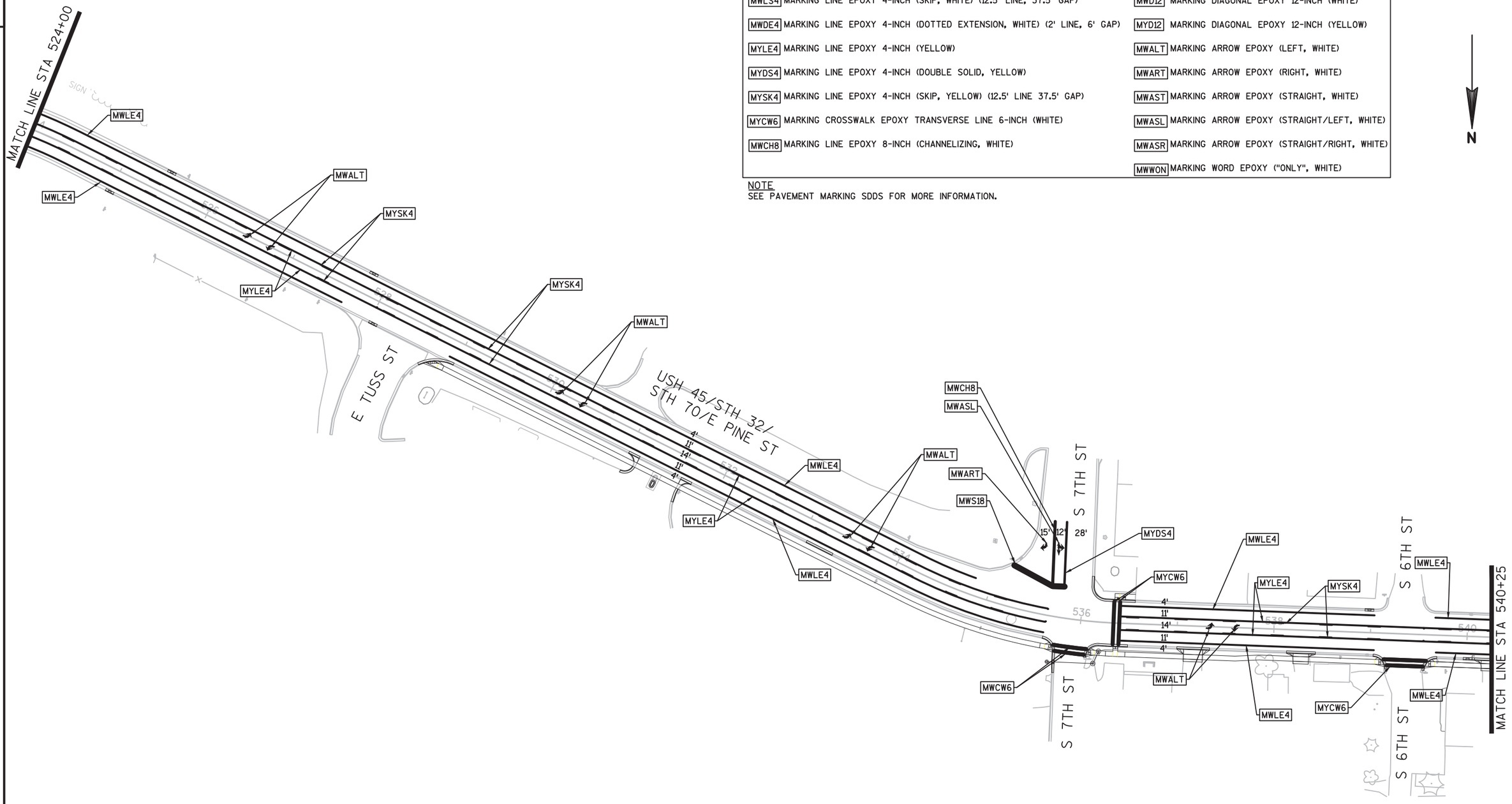
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PAVEMENT MARKING LEGEND

MWLE4	MARKING LINE EPOXY 4-INCH (WHITE)	MWS18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
MWLS4	MARKING LINE EPOXY 4-INCH (SKIP, WHITE) (12.5' LINE, 37.5' GAP)	MWD12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
MWDE4	MARKING LINE EPOXY 4-INCH (DOTTED EXTENSION, WHITE) (2' LINE, 6' GAP)	MYD12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
MYLE4	MARKING LINE EPOXY 4-INCH (YELLOW)	MWALT	MARKING ARROW EPOXY (LEFT, WHITE)
MYDS4	MARKING LINE EPOXY 4-INCH (DOUBLE SOLID, YELLOW)	MWART	MARKING ARROW EPOXY (RIGHT, WHITE)
MYSK4	MARKING LINE EPOXY 4-INCH (SKIP, YELLOW) (12.5' LINE 37.5' GAP)	MWAST	MARKING ARROW EPOXY (STRAIGHT, WHITE)
MYCW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)	MWASL	MARKING ARROW EPOXY (STRAIGHT/LEFT, WHITE)
MWCH8	MARKING LINE EPOXY 8-INCH (CHANNELIZING, WHITE)	MWASR	MARKING ARROW EPOXY (STRAIGHT/RIGHT, WHITE)
		MWWON	MARKING WORD EPOXY ("ONLY", WHITE)

NOTE
SEE PAVEMENT MARKING SDDS FOR MORE INFORMATION.

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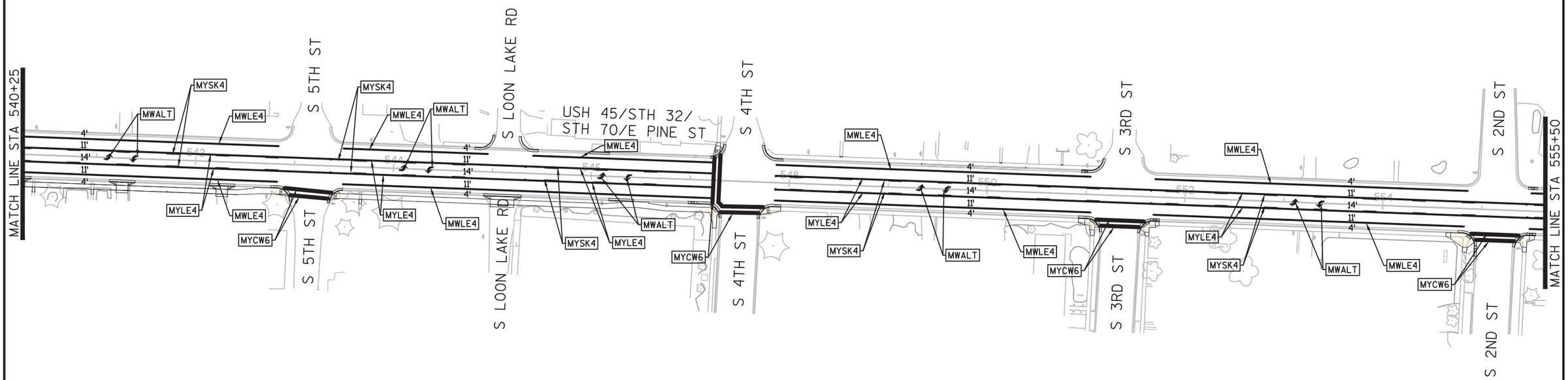
PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	MARKING	SHEET 43	E

PAVEMENT MARKING LEGEND

MWLE4	MARKING LINE EPOXY 4-INCH (WHITE)	MWS18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
MWLS4	MARKING LINE EPOXY 4-INCH (SKIP, WHITE) (12.5' LINE, 37.5' GAP)	MWD12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
MWDE4	MARKING LINE EPOXY 4-INCH (DOTTED EXTENSION, WHITE) (2' LINE, 6' GAP)	MYD12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
MYLE4	MARKING LINE EPOXY 4-INCH (YELLOW)	MWALT	MARKING ARROW EPOXY (LEFT, WHITE)
MYDS4	MARKING LINE EPOXY 4-INCH (DOUBLE SOLID, YELLOW)	MWART	MARKING ARROW EPOXY (RIGHT, WHITE)
MYSK4	MARKING LINE EPOXY 4-INCH (SKIP, YELLOW) (12.5' LINE 37.5' GAP)	MWAST	MARKING ARROW EPOXY (STRAIGHT, WHITE)
MYCW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)	MWASL	MARKING ARROW EPOXY (STRAIGHT/LEFT, WHITE)
MWCH8	MARKING LINE EPOXY 8-INCH (CHANNELIZING, WHITE)	MWASR	MARKING ARROW EPOXY (STRAIGHT/RIGHT, WHITE)
		MWWON	MARKING WORD EPOXY ("ONLY", WHITE)

NOTE
SEE PAVEMENT MARKING SDDS FOR MORE INFORMATION.

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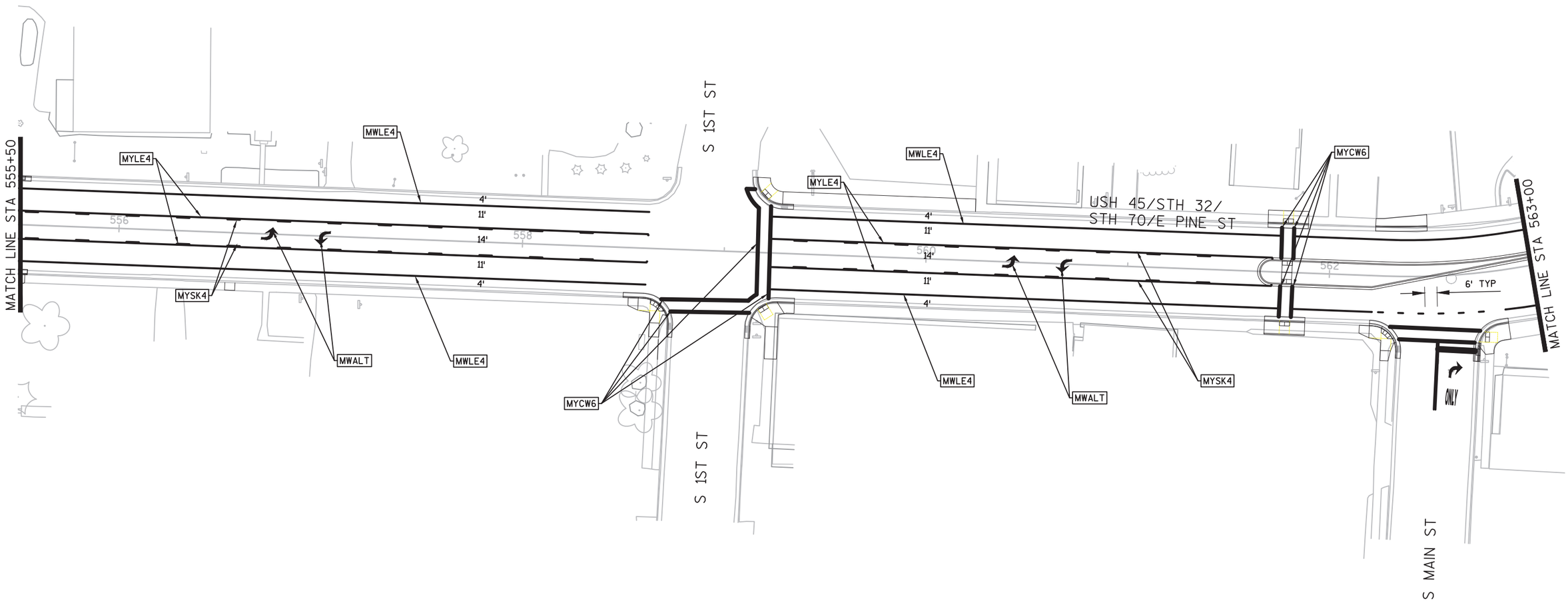
2

PAVEMENT MARKING LEGEND

MWLE4 MARKING LINE EPOXY 4-INCH (WHITE)	MWS18 MARKING STOP LINE EPOXY 18-INCH (WHITE)
MWLS4 MARKING LINE EPOXY 4-INCH (SKIP, WHITE) (12.5' LINE, 37.5' GAP)	MWD12 MARKING DIAGONAL EPOXY 12-INCH (WHITE)
MWDE4 MARKING LINE EPOXY 4-INCH (DOTTED EXTENSION, WHITE) (2' LINE, 6' GAP)	MYD12 MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
MYLE4 MARKING LINE EPOXY 4-INCH (YELLOW)	MWALT MARKING ARROW EPOXY (LEFT, WHITE)
MYDS4 MARKING LINE EPOXY 4-INCH (DOUBLE SOLID, YELLOW)	MWART MARKING ARROW EPOXY (RIGHT, WHITE)
MYSK4 MARKING LINE EPOXY 4-INCH (SKIP, YELLOW) (12.5' LINE 37.5' GAP)	MWAST MARKING ARROW EPOXY (STRAIGHT, WHITE)
MYCW6 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)	MWASL MARKING ARROW EPOXY (STRAIGHT/LEFT, WHITE)
MWCH8 MARKING LINE EPOXY 8-INCH (CHANNELIZING, WHITE)	MWASR MARKING ARROW EPOXY (STRAIGHT/RIGHT, WHITE)
	MWWON MARKING WORD EPOXY ("ONLY", WHITE)

NOTE
SEE PAVEMENT MARKING SDDS FOR MORE INFORMATION.

N



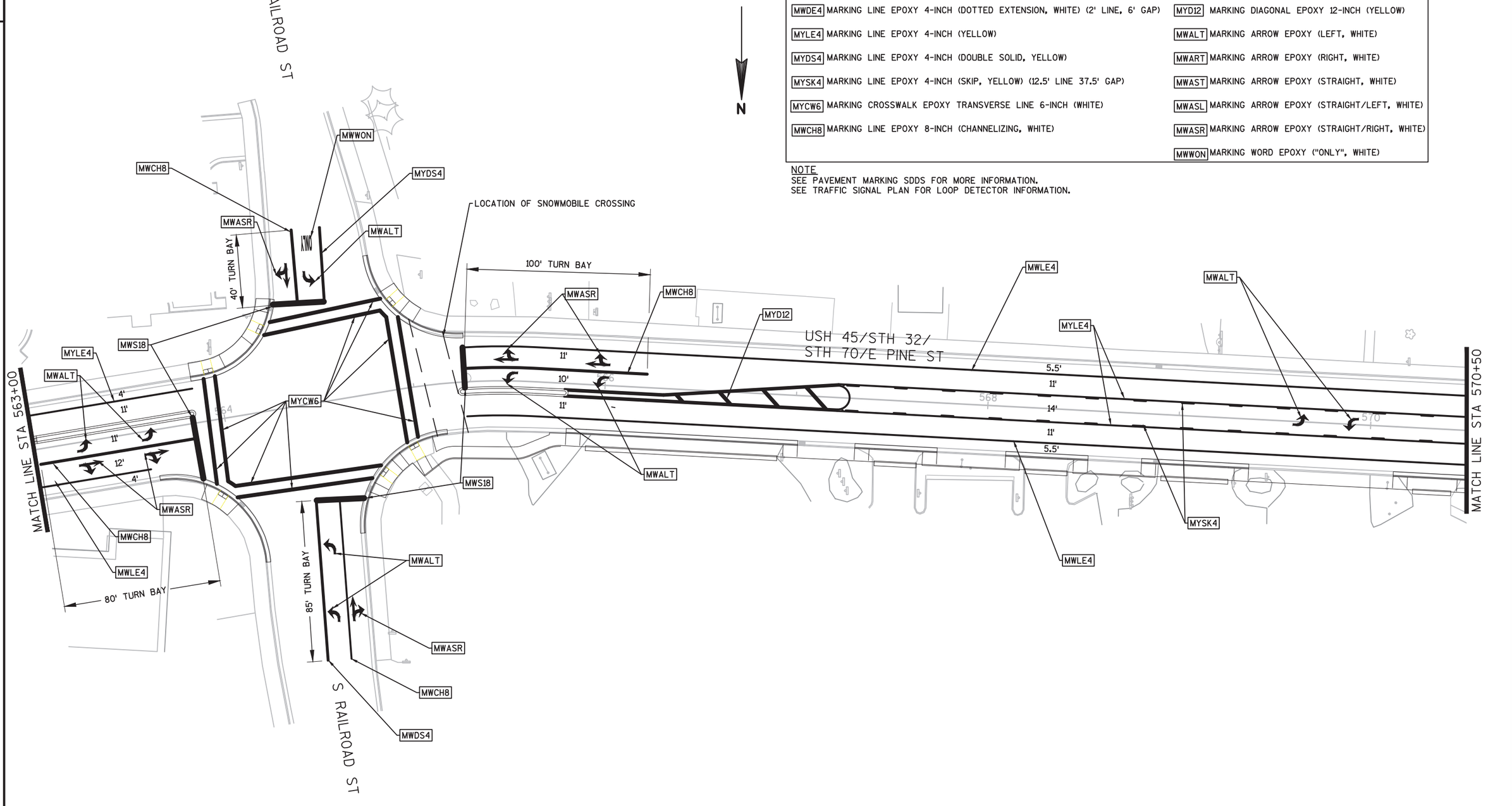
PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	MARKING	SHEET 45	E

2

PAVEMENT MARKING LEGEND

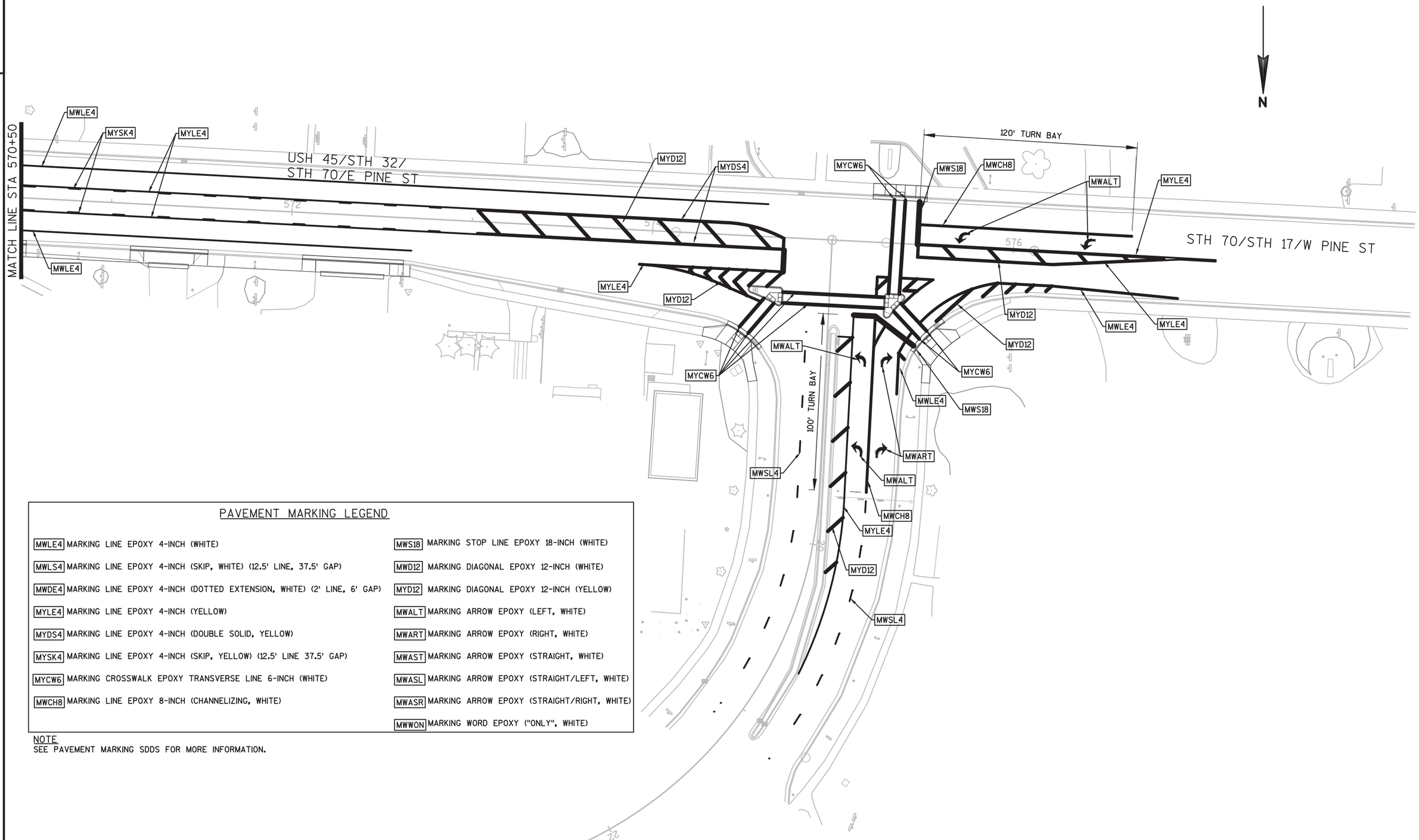
MWLE4	MARKING LINE EPOXY 4-INCH (WHITE)	MWS18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
MWLS4	MARKING LINE EPOXY 4-INCH (SKIP, WHITE) (12.5' LINE, 37.5' GAP)	MWD12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
MWDE4	MARKING LINE EPOXY 4-INCH (DOTTED EXTENSION, WHITE) (2' LINE, 6' GAP)	MYD12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
MYLE4	MARKING LINE EPOXY 4-INCH (YELLOW)	MWALT	MARKING ARROW EPOXY (LEFT, WHITE)
MYDS4	MARKING LINE EPOXY 4-INCH (DOUBLE SOLID, YELLOW)	MWART	MARKING ARROW EPOXY (RIGHT, WHITE)
MYSK4	MARKING LINE EPOXY 4-INCH (SKIP, YELLOW) (12.5' LINE 37.5' GAP)	MWAST	MARKING ARROW EPOXY (STRAIGHT, WHITE)
MYCW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)	MWASL	MARKING ARROW EPOXY (STRAIGHT/LEFT, WHITE)
MWCH8	MARKING LINE EPOXY 8-INCH (CHANNELIZING, WHITE)	MWASR	MARKING ARROW EPOXY (STRAIGHT/RIGHT, WHITE)
		MWWON	MARKING WORD EPOXY ("ONLY", WHITE)

NOTE
SEE PAVEMENT MARKING SDDS FOR MORE INFORMATION.
SEE TRAFFIC SIGNAL PLAN FOR LOOP DETECTOR INFORMATION.



PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	MARKING	SHEET 46	E

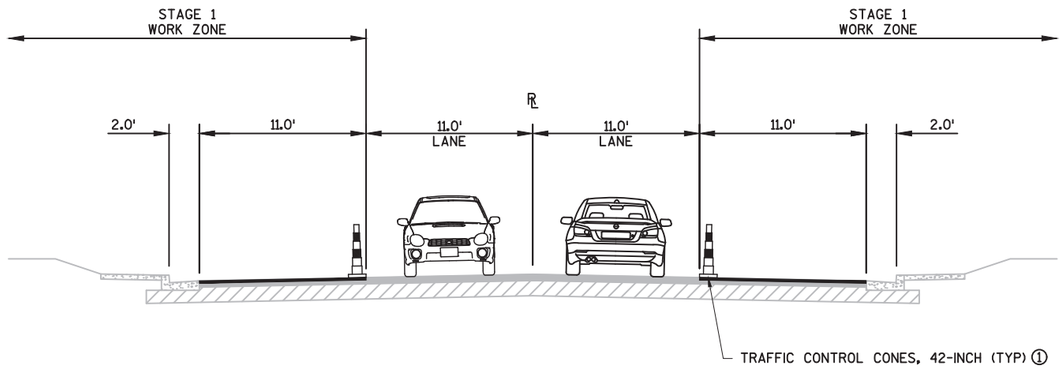
2



PAVEMENT MARKING LEGEND

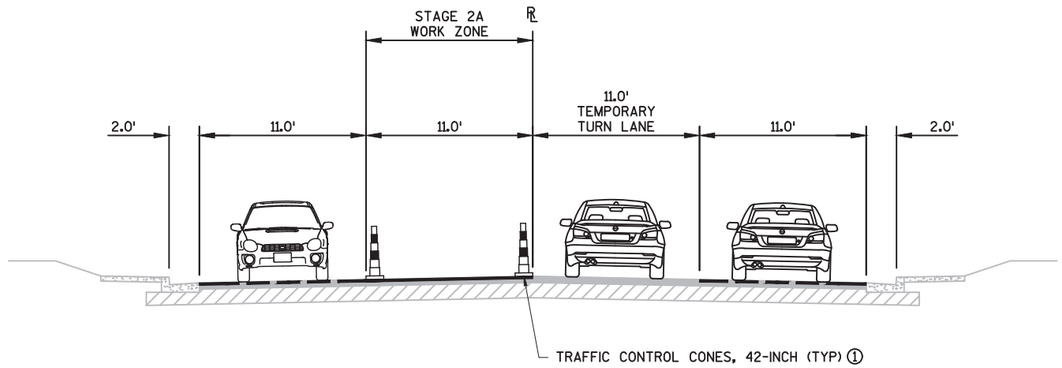
MWLE4	MARKING LINE EPOXY 4-INCH (WHITE)	MWS18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
MWLS4	MARKING LINE EPOXY 4-INCH (SKIP, WHITE) (12.5' LINE, 37.5' GAP)	MWD12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
MWDE4	MARKING LINE EPOXY 4-INCH (DOTTED EXTENSION, WHITE) (2' LINE, 6' GAP)	MYD12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
MYLE4	MARKING LINE EPOXY 4-INCH (YELLOW)	MWALT	MARKING ARROW EPOXY (LEFT, WHITE)
MYDS4	MARKING LINE EPOXY 4-INCH (DOUBLE SOLID, YELLOW)	MWART	MARKING ARROW EPOXY (RIGHT, WHITE)
MYSK4	MARKING LINE EPOXY 4-INCH (SKIP, YELLOW) (12.5' LINE 37.5' GAP)	MWAST	MARKING ARROW EPOXY (STRAIGHT, WHITE)
MYCW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)	MWASL	MARKING ARROW EPOXY (STRAIGHT/LEFT, WHITE)
MWCH8	MARKING LINE EPOXY 8-INCH (CHANNELIZING, WHITE)	MWASR	MARKING ARROW EPOXY (STRAIGHT/RIGHT, WHITE)
		MWWON	MARKING WORD EPOXY ("ONLY", WHITE)

NOTE
SEE PAVEMENT MARKING SDDS FOR MORE INFORMATION.



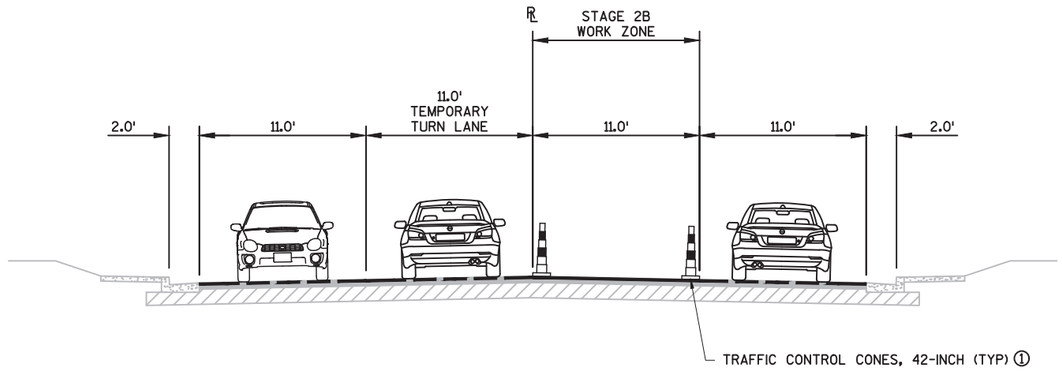
TRAFFIC CONTROL TYPICAL SECTION – USH 45 – STAGE 1

NOTES:
① MOVE TRAFFIC CONTROL CONES OVER TO TRAVEL LANE WHEN IMMEDIATELY ADJACENT TO CONSTRUCTION OPERATIONS AND EQUIPMENT. IMMEDIATELY MOVE TRAFFIC CONTROL CONES BACK TO INSIDE EDGE OF WORK ZONE AFTER THE CONSTRUCTION OPERATION PROGRESSES UP THE ROADWAY.



TRAFFIC CONTROL TYPICAL SECTION – USH 45 – STAGE 2A

NOTES:
① MOVE TRAFFIC CONTROL CONES OVER TO TRAVEL LANE WHEN IMMEDIATELY ADJACENT TO CONSTRUCTION OPERATIONS AND EQUIPMENT. IMMEDIATELY MOVE TRAFFIC CONTROL CONES BACK TO INSIDE EDGE OF WORK ZONE AFTER THE CONSTRUCTION OPERATION PROGRESSES UP THE ROADWAY.



TRAFFIC CONTROL TYPICAL SECTION – USH 45 – STAGE 2B

NOTES:
① MOVE TRAFFIC CONTROL CONES OVER TO TRAVEL LANE WHEN IMMEDIATELY ADJACENT TO CONSTRUCTION OPERATIONS AND EQUIPMENT. IMMEDIATELY MOVE TRAFFIC CONTROL CONES BACK TO INSIDE EDGE OF WORK ZONE AFTER THE CONSTRUCTION OPERATION PROGRESSES UP THE ROADWAY.

EXISTING SIDEWALK

SIDEWALK CLOSED
CROSS HERE
R9-11A
48"X24"

SIDEWALK CLOSED
R9-9
24"X12"

SIDE STREET

MAIN ROAD

6'

TEMPORARY MARKING-LINE,
REMOVABLE TAPE 4-INCH (WHITE)

TEMPORARY MARKING-LINE,
REMOVABLE TAPE 4-INCH (WHITE)

TEMPORARY PEDESTRIAN BARRICADE (TYP)

4'(TYP)

6'

EXISTING SIDEWALK

1

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
CROSS HERE
R9-11A
48"X24"

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
CROSS HERE
R9-11A
48"X24"

SIDE STREET

EXISTING SIDEWALK

TRAFFIC CONTROL LEGEND

1	TEMPORARY CURB RAMP PARALLEL TO CURB
	TEMPORARY PEDESTRIAN SURFACE, PLYWOOD WHERE TERRACE IS GRASS
	TYPE III BARRICADE
	TYPE III BARRICADE WTH ATTACHED SIGN
	TYPE II BARRICADE WTH ATTACHED SIGN
	TEMPORARY PEDESTRIAN BARRICADE
	WORK AREA
	DIRECTION OF TRAFFIC

NOTE:
USE THIS CONFIGURATION DURING CURB RAMP WORK AT THE FOLLOWING SIDE STREETS:

- 2ND STREET
- 3RD STREET
- 4TH STREET

PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	TRAFFIC CONTROL- TEMPORARY PEDESTRIAN CROSSING	SHEET 51 E

TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL CONE
- WORK AREA
- INTERMITTENT WORK AREA
- DIRECTION OF TRAFFIC

N

END ROAD WORK
G20-2A
48"X24"

500'

INSTALL TRAFFIC CONTROL DEVICES, INCLUDING ADVANCE WARNING SIGNS ON SIDE STREET ACCORDING TO S.D.D. "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE".

USH 45/STH 32

END ROAD WORK
G20-2A
48"X24"

500'

STH 70

435

500

USH 45/STH 32/
STH 70/E PINE ST

BLOOM RD

INSTALL TRAFFIC CONTROL DEVICES, INCLUDING ADVANCE WARNING SIGNS ON SIDE STREET ACCORDING TO S.D.D. "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE".

MATCH LINE STA 509+00

508

25'
TYP

COMPLETE WORK USING S.D.D. "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" AND S.D.D. "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY".

INSTALL ADVANCED WARNING SIGNS ACCORDING TO S.D.D. "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY".

LANE CLOSED
R11-2L
48"X30"

BLOOM RD

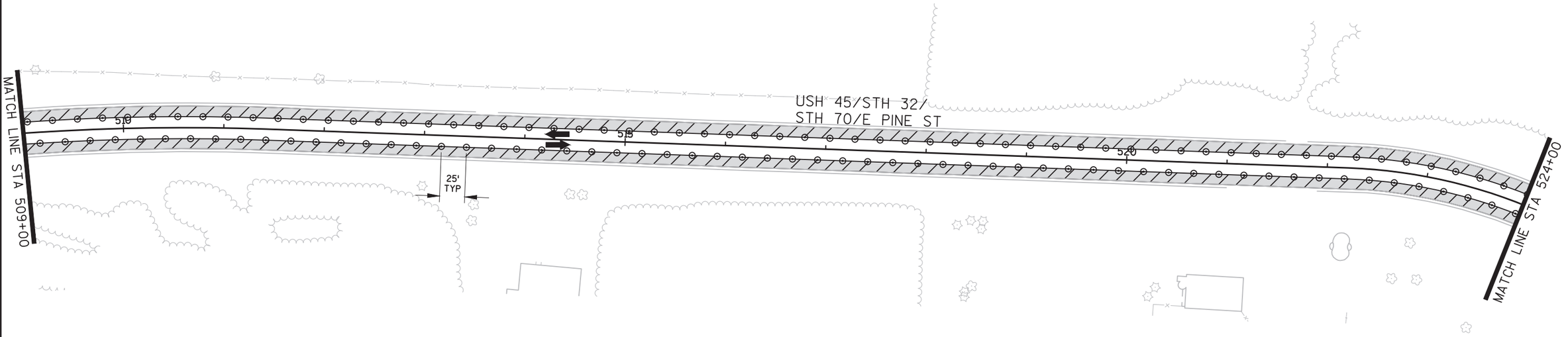
INSTALL TRAFFIC CONTROL DEVICES, INCLUDING ADVANCE WARNING SIGNS ON SIDE STREET ACCORDING TO S.D.D. "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE".

INSTALL TRAFFIC CONTROL DEVICES, INCLUDING ADVANCE WARNING SIGNS ON SIDE STREET ACCORDING TO S.D.D. "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE".

PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	TRAFFIC CONTROL-STAGE 1	SHEET 52	E

2

N



TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL CONE
- WORK AREA
- INTERMITTENT WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	TRAFFIC CONTROL-STAGE 1	SHEET 53	E

2

MATCH LINE STA 524+00

525

530

E TUSS ST

USH 45/STH 32/
STH 10/E PINE ST

INSTALL TRAFFIC CONTROL DEVICES, INCLUDING ADVANCE WARNING SIGNS ON SIDE STREET ACCORDING TO S.D.D. "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE".

INSTALL TRAFFIC CONTROL DEVICES, INCLUDING ADVANCE WARNING SIGNS ON SIDE STREET ACCORDING TO S.D.D. "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE".

S 7TH ST

INSTALL TRAFFIC CONTROL DEVICES, INCLUDING ADVANCE WARNING SIGNS ON SIDE STREET ACCORDING TO S.D.D. "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE".

S 6TH ST

25' TYP

535

540

MATCH LINE STA 540+25

S 7TH ST

INSTALL TRAFFIC CONTROL DEVICES, INCLUDING ADVANCE WARNING SIGNS ON SIDE STREET ACCORDING TO S.D.D. "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE".

S 6TH ST

INSTALL TRAFFIC CONTROL DEVICES, INCLUDING ADVANCE WARNING SIGNS ON SIDE STREET ACCORDING TO S.D.D. "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE".

N

TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL CONE
- WORK AREA
- INTERMITTENT WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	TRAFFIC CONTROL-STAGE 1	SHEET 54	E

2

N

MATCH LINE STA 540+25

MATCH LINE STA 555+50

INSTALL TRAFFIC CONTROL DEVICES, INCLUDING ADVANCE WARNING SIGNS ON SIDE STREET ACCORDING TO S.D.D. "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE".

INSTALL TRAFFIC CONTROL DEVICES, INCLUDING ADVANCE WARNING SIGNS ON SIDE STREET ACCORDING TO S.D.D. "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE".

INSTALL TRAFFIC CONTROL DEVICES, INCLUDING ADVANCE WARNING SIGNS ON SIDE STREET ACCORDING TO S.D.D. "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE".

INSTALL TRAFFIC CONTROL DEVICES, INCLUDING ADVANCE WARNING SIGNS ON SIDE STREET ACCORDING TO S.D.D. "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE".

INSTALL TRAFFIC CONTROL DEVICES, INCLUDING ADVANCE WARNING SIGNS ON SIDE STREET ACCORDING TO S.D.D. "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE".

S 5TH ST

S LOON LAKE RD

S 4TH ST

S 3RD ST

S 2ND ST

USH 45/STH 32/
STH 70/E PINE ST

545

550

555

25'
TYP

INSTALL TRAFFIC CONTROL DEVICES, INCLUDING ADVANCE WARNING SIGNS ON SIDE STREET ACCORDING TO S.D.D. "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE".

INSTALL TRAFFIC CONTROL DEVICES, INCLUDING ADVANCE WARNING SIGNS ON SIDE STREET ACCORDING TO S.D.D. "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE".

INSTALL TRAFFIC CONTROL DEVICES, INCLUDING ADVANCE WARNING SIGNS ON SIDE STREET ACCORDING TO S.D.D. "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE".

INSTALL PEDESTRIAN TRAFFIC CONTROL ACCORDING TO S.D.D. "TRAFFIC CONTROL-TEMPORARY PEDESTRIAN CROSSING" DETAIL.

INSTALL PEDESTRIAN TRAFFIC CONTROL ACCORDING TO S.D.D. "TRAFFIC CONTROL-TEMPORARY PEDESTRIAN CROSSING" DETAIL.

INSTALL TRAFFIC CONTROL DEVICES, INCLUDING ADVANCE WARNING SIGNS ON SIDE STREET ACCORDING TO S.D.D. "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE".

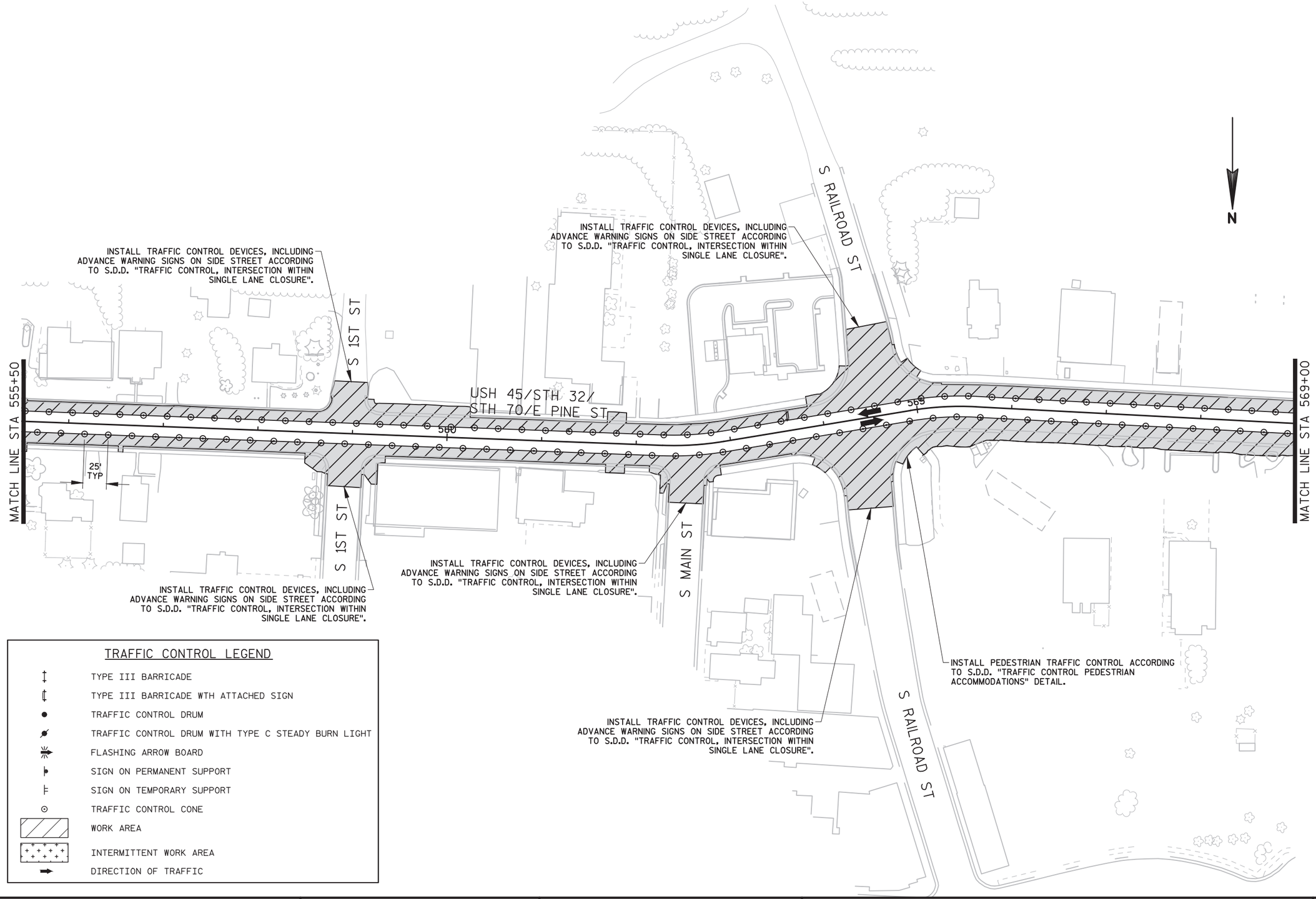
INSTALL TRAFFIC CONTROL DEVICES, INCLUDING ADVANCE WARNING SIGNS ON SIDE STREET ACCORDING TO S.D.D. "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE".

TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL CONE
- WORK AREA
- INTERMITTENT WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	TRAFFIC CONTROL-STAGE 1	SHEET 55	E

2



TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL CONE
- WORK AREA
- INTERMITTENT WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	TRAFFIC CONTROL-STAGE 1	SHEET 56	E

2

N

CLOSE THIS AREA ONLY WHEN NEEDED FOR PAVING OPERATIONS. MAINTAIN ONE THROUGH LANE AND ONE LEFT TURN LANE AT ALL OTHER TIMES.

MATCH LINE STA 569+00

USH 45/STH 32/
STH 70/E PINE ST

STH 70/STH 17/W PINE ST

12' | 12' | 5' | 5'

25' TYP

100'

12.5' SPACING

BEGIN RIGHT TURN LANE

R3-20R
24"X36"

200' | 200' | 400'

4 | 3 | 2 | 1

5

INSTALL PEDESTRIAN TRAFFIC CONTROL ACCORDING TO S.D.D. "TRAFFIC CONTROL PEDESTRIAN ACCOMMODATIONS" DETAIL.

100' TAPER

USH 45/STH 32/
STH 17/BRIDGE ST

200' | 200' | 200' | 400'

5 | 4 | 3 | 2 | 1

TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL CONE
- WORK AREA
- INTERMITTENT WORK AREA
- DIRECTION OF TRAFFIC

SOUTH
M3-3
24"X12"
45
M1-4
24"X24"
ROAD WORK AHEAD
W20-1A
1

SOUTH
M3-3
24"X12"
45
M1-4
24"X24"
RIGHT LANE CLOSED AHEAD
W20-5A
2

ROAD WORK NEXT 1.5 MILES
G20-1
60"X24"
3

SOUTH
M3-3
24"X12"
45
M1-4
24"X24"
W04-2R
4

END ROAD WORK
G20-2A
48"X24"
5

PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	TRAFFIC CONTROL-STAGE 1	SHEET 57	E

FILE NAME : \\BHASERVER14\PROJECTS\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\025002-TC.DWG
LAYOUT NAME - ****
PLOT DATE : 1/31/2019 4:57 PM
PLOT BY : CHAD D. GRUNDEMANN PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

END ROAD WORK
G20-2A
48"X24"

500'

INSTALL ADVANCED WARNING SIGNS ACCORDING TO S.D.D. "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY".

COMPLETE WORK USING S.D.D. "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" AND S.D.D. "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY".

USH 45/STH 32

TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL CONE
- WORK AREA
- INTERMITTENT WORK AREA
- DIRECTION OF TRAFFIC

N

END ROAD WORK
G20-2A
48"X24"

500'

STH 70

BLOOM RD

MATCH LINE STA 509+00

25' TYP

COMPLETE WORK USING S.D.D. "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" AND S.D.D. "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY".

INSTALL ADVANCED WARNING SIGNS ACCORDING TO S.D.D. "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY".

E WALL ST

INSTALL TRAFFIC CONTROL DEVICES, INCLUDING ADVANCE WARNING SIGNS ON SIDE STREET ACCORDING TO S.D.D. "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE".

BLOOM RD

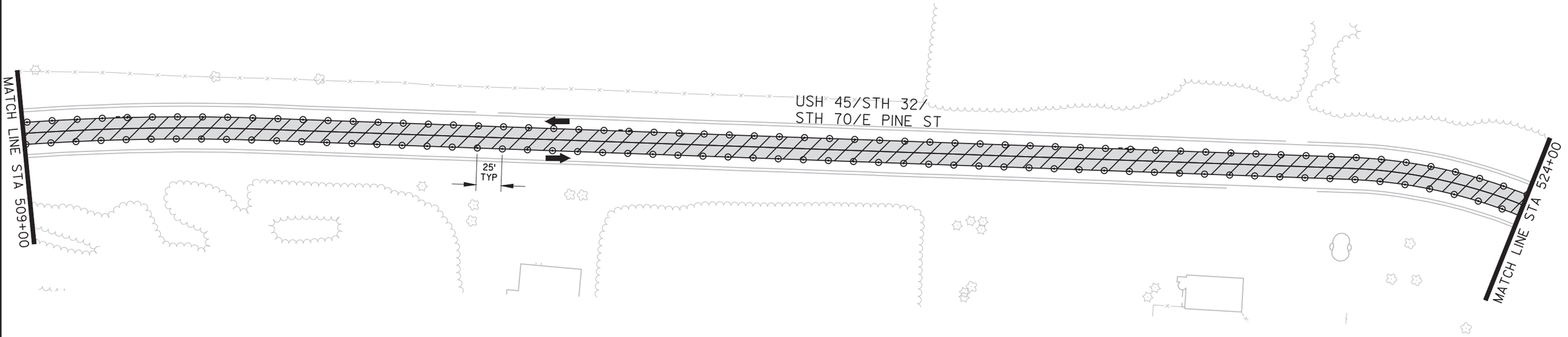
INSTALL TRAFFIC CONTROL DEVICES, INCLUDING ADVANCE WARNING SIGNS ON SIDE STREET ACCORDING TO S.D.D. "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE".

PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	TRAFFIC CONTROL-STAGE 2	SHEET 58	E

FILE NAME : \\BHASERVER14\PROJECTS\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\025003-TC.DWG
LAYOUT NAME - ****
PLOT DATE : 1/31/2019 5:00 PM PLOT BY : CHAD D. GRUNDEMANN PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42

2

N



TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL CONE
- WORK AREA
- INTERMITTENT WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	TRAFFIC CONTROL-STAGE 2	SHEET 59	E

2

2

MATCH LINE STA 524+00

E TUSS ST

USH 45/STH 32/
STH 70/E PINE ST

INSTALL TRAFFIC CONTROL DEVICES, INCLUDING ADVANCE WARNING SIGNS ON SIDE STREET ACCORDING TO S.D.D. "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE".

INSTALL TRAFFIC CONTROL DEVICES, INCLUDING ADVANCE WARNING SIGNS ON SIDE STREET ACCORDING TO S.D.D. "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE".

INSTALL TRAFFIC CONTROL DEVICES, INCLUDING ADVANCE WARNING SIGNS ON SIDE STREET ACCORDING TO S.D.D. "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE".

25' TYP

S 7TH ST

S 7TH ST

S 6TH ST

S 6TH ST

MATCH LINE STA 540+25

N

TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL CONE
- WORK AREA
- INTERMITTENT WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	TRAFFIC CONTROL-STAGE 2	SHEET 60	E

2

N

INSTALL TRAFFIC CONTROL DEVICES, INCLUDING ADVANCE WARNING SIGNS ON SIDE STREET ACCORDING TO S.D.D. "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE".

INSTALL TRAFFIC CONTROL DEVICES, INCLUDING ADVANCE WARNING SIGNS ON SIDE STREET ACCORDING TO S.D.D. "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE".

INSTALL TRAFFIC CONTROL DEVICES, INCLUDING ADVANCE WARNING SIGNS ON SIDE STREET ACCORDING TO S.D.D. "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE".

MATCH LINE STA 540+25

S 5TH ST

S LOON LAKE RD

S 4TH ST

S 3RD ST

S 2ND ST

MATCH LINE STA 555+50

25' TYP

INSTALL TRAFFIC CONTROL DEVICES, INCLUDING ADVANCE WARNING SIGNS ON SIDE STREET ACCORDING TO S.D.D. "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE".

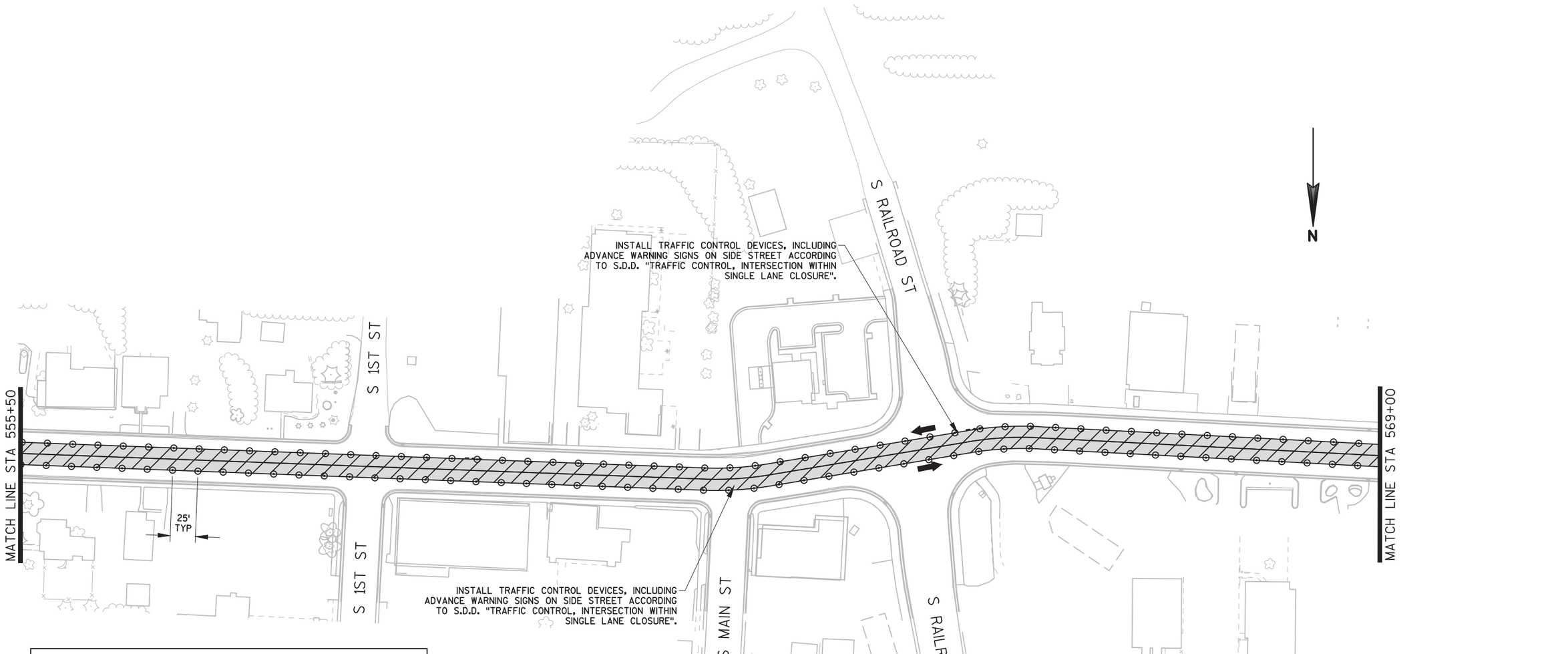
INSTALL TRAFFIC CONTROL DEVICES, INCLUDING ADVANCE WARNING SIGNS ON SIDE STREET ACCORDING TO S.D.D. "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE".

TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL CONE
- WORK AREA
- INTERMITTENT WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	TRAFFIC CONTROL-STAGE 1	SHEET 61	E

2



TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL CONE
- WORK AREA
- INTERMITTENT WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	TRAFFIC CONTROL-STAGE 2	SHEET 62	E

FILE NAME : \\BHASERVER14\PROJECTS\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\025003-TC.DWG
LAYOUT NAME - ****
PLOT DATE : 1/31/2019 5:00 PM
PLOT BY : CHAD D. GRUNDEMANN
PLOT NAME :
PLOT SCALE : **********
WISDOT/CADDS SHEET 42

2

N

CLOSE THIS AREA ONLY WHEN NEEDED FOR PAVING OPERATIONS. MAINTAIN ONE THROUGH LANE AND ONE LEFT TURN LANE AT ALL OTHER TIMES.

MATCH LINE STA 569+00

USH 45/STH 32/
STH 70/E PINE ST

STH 70/STH 17/W PINE ST

25'
TYP

200'
200'
400'

4
3
2
1

5

SOUTH
M3-3
24"X12"

45
M1-4
24"X24"

ROAD WORK AHEAD
W20-1A
1

LEFT LANE CLOSED AHEAD
W20-5A
2

ROAD WORK NEXT 1.5 MILES
G20-1
60"X24"
3

W04-2L
4

END ROAD WORK
G20-2A
48"X24"
5

100' TAPER

USH 45/STH 32/
STH 17/BRIDGE ST

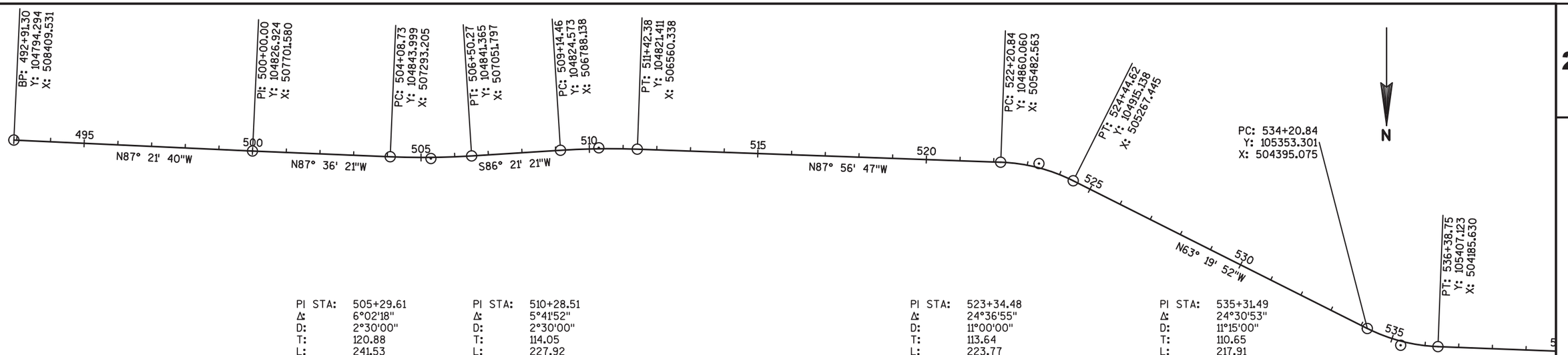
200'
200'
200'
400'

5
4
3
2
1

TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL CONE
- WORK AREA
- INTERMITTENT WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	TRAFFIC CONTROL-STAGE 2	SHEET 63	E



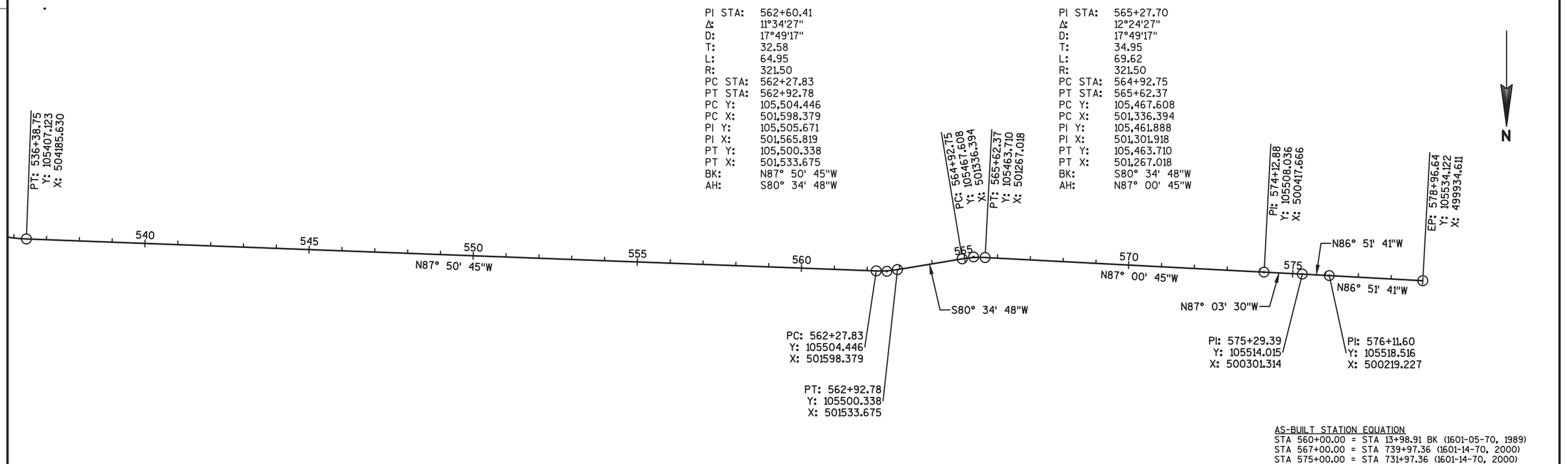
PI STA:	505+29.61
Δ:	6°02'18"
D:	2°30'00"
T:	120.88
L:	241.53
R:	2291.83
PC STA:	504+08.73
PT STA:	506+50.27
PC Y:	104,843.999
PC X:	507,293.205
PI Y:	104,849.048
PI X:	507,172.432
PT Y:	104,841.365
PT X:	507,051.797
BK:	N87° 36' 21"W
AH:	S86° 21' 21"W

PI STA:	510+28.51
Δ:	5°41'52"
D:	2°30'00"
T:	114.05
L:	227.92
R:	2291.83
PC STA:	509+14.46
PT STA:	511+42.38
PC Y:	104,824.573
PC X:	506,788.138
PI Y:	104,817.324
PI X:	506,674.316
PT Y:	104,821.411
PT X:	506,560.338
BK:	S86° 21' 21"W
AH:	N87° 56' 47"W

PI STA:	523+34.48
Δ:	24°36'55"
D:	11°00'00"
T:	113.64
L:	223.77
R:	520.87
PC STA:	522+20.84
PT STA:	524+44.62
PC Y:	104,860.060
PC X:	505,482.563
PI Y:	104,864.133
PI X:	505,368.996
PT Y:	104,915.138
PT X:	505,267.445
BK:	N87° 56' 47"W
AH:	N63° 19' 52"W

PI STA:	535+31.49
Δ:	24°30'53"
D:	11°15'00"
T:	110.65
L:	217.91
R:	509.30
PC STA:	534+20.84
PT STA:	536+38.75
PC Y:	105,353.301
PC X:	504,395.075
PI Y:	105,402.964
PI X:	504,296.199
PT Y:	105,407.123
PT X:	504,185.630
BK:	N63° 19' 52"W
AH:	N87° 50' 45"W

AS-BUILT STATION EQUATION
STA 500+00.00 = STA 74+59.97 AH (1601-05-70, 1989)

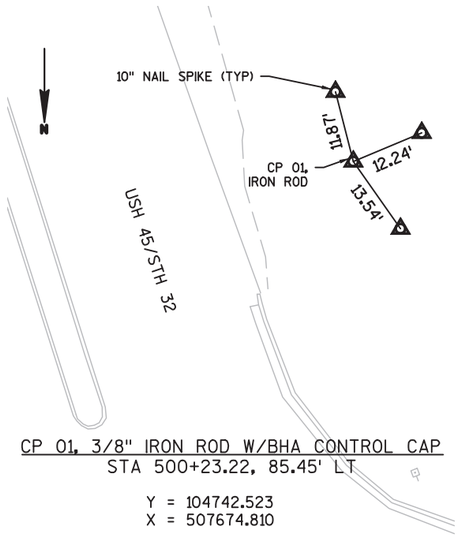


PI STA:	562+60.41
Δ:	11°34'27"
D:	17°49'17"
T:	32.58
L:	64.95
R:	321.50
PC STA:	562+27.83
PT STA:	562+92.78
PC Y:	105,504.446
PC X:	501,598.379
PI Y:	105,505.671
PI X:	501,565.819
PT Y:	105,500.338
PT X:	501,533.675
BK:	N87° 50' 45"W
AH:	S80° 34' 48"W

PI STA:	565+27.70
Δ:	12°24'27"
D:	17°49'17"
T:	34.95
L:	69.62
R:	321.50
PC STA:	564+92.75
PT STA:	565+62.37
PC Y:	105,467.608
PC X:	501,336.394
PI Y:	105,461.888
PI X:	501,301.918
PT Y:	105,463.710
PT X:	501,267.018
BK:	S80° 34' 48"W
AH:	N87° 00' 45"W

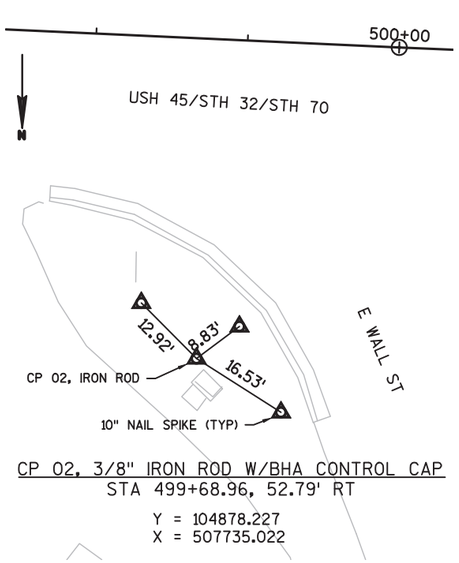
AS-BUILT STATION EQUATION
STA 560+00.00 = STA 13+98.91 BK (1601-05-70, 1989)
STA 567+00.00 = STA 739+97.36 (1601-14-70, 2000)
STA 575+00.00 = STA 731+97.36 (1601-14-70, 2000)

PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	ALIGNMENT DIAGRAM	SHEET 64 E



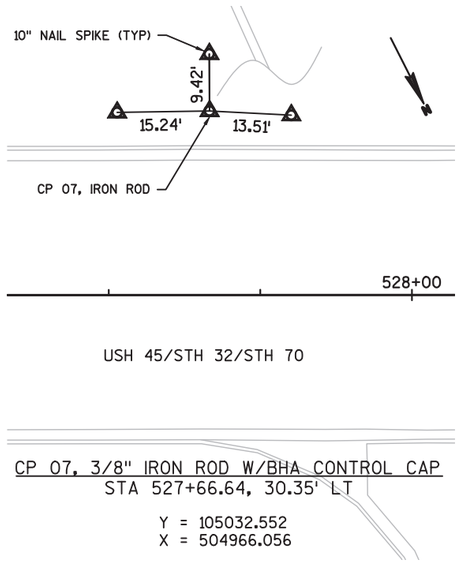
CP 01, 3/8" IRON ROD W/BHA CONTROL CAP
STA 500+23.22, 85.45' LT

Y = 104742.523
X = 507674.810



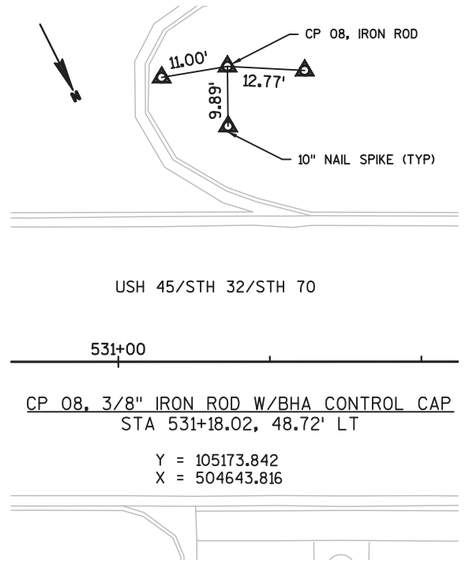
CP 02, 3/8" IRON ROD W/BHA CONTROL CAP
STA 499+68.96, 52.79' RT

Y = 104878.227
X = 507735.022



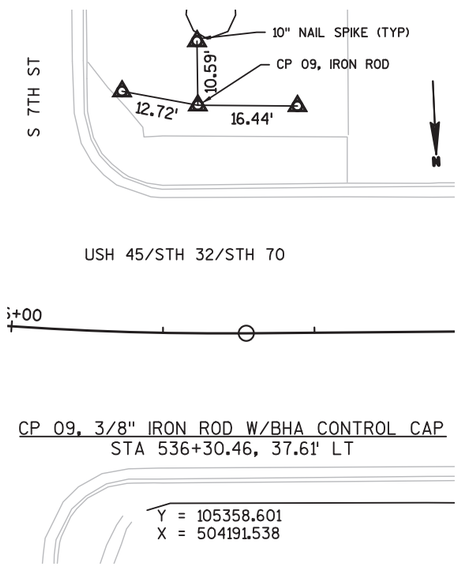
CP 07, 3/8" IRON ROD W/BHA CONTROL CAP
STA 527+66.64, 30.35' LT

Y = 105032.552
X = 504966.056



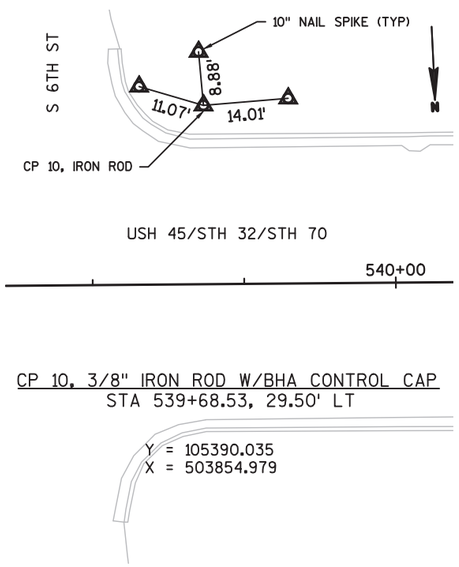
CP 08, 3/8" IRON ROD W/BHA CONTROL CAP
STA 531+18.02, 48.72' LT

Y = 105173.842
X = 504643.816



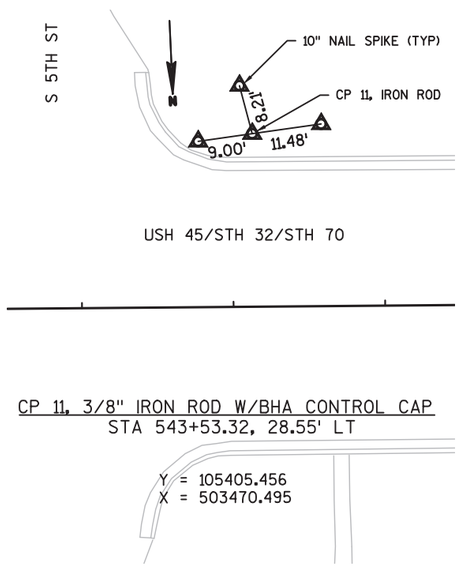
CP 09, 3/8" IRON ROD W/BHA CONTROL CAP
STA 536+30.46, 37.61' LT

Y = 105358.601
X = 504191.538



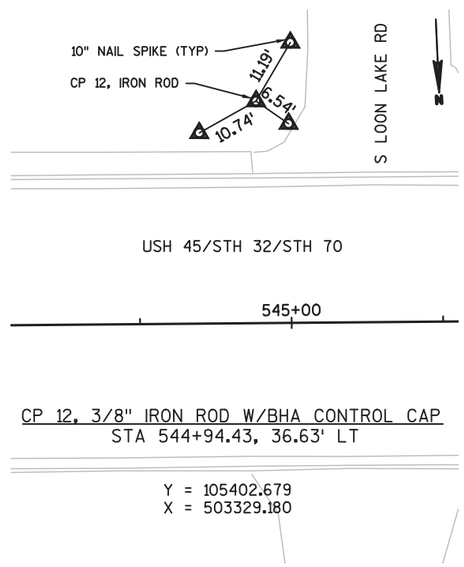
CP 10, 3/8" IRON ROD W/BHA CONTROL CAP
STA 539+68.53, 29.50' LT

Y = 105390.035
X = 503854.979



CP 11, 3/8" IRON ROD W/BHA CONTROL CAP
STA 543+53.32, 28.55' LT

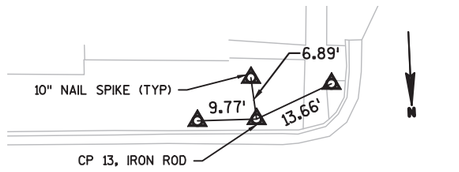
Y = 105405.456
X = 503470.495



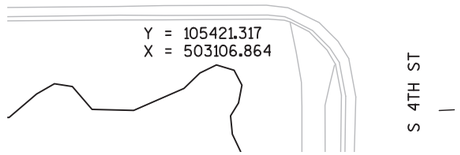
CP 12, 3/8" IRON ROD W/BHA CONTROL CAP
STA 544+94.43, 36.63' LT

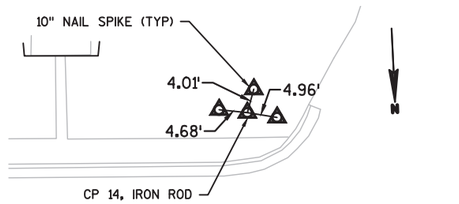
Y = 105402.679
X = 503329.180

PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CONTROL POINT DATA	SHEET 65	E

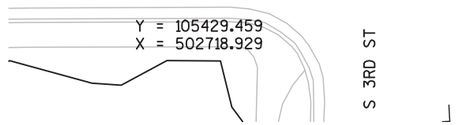


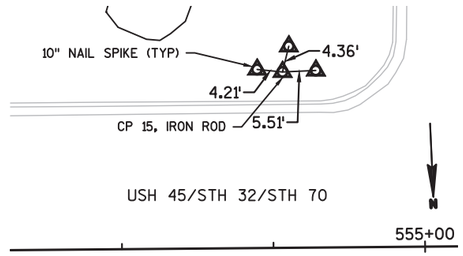
CP 13, 3/8" IRON ROD W/BHA CONTROL CAP
STA 547+17.29, 26.37' LT



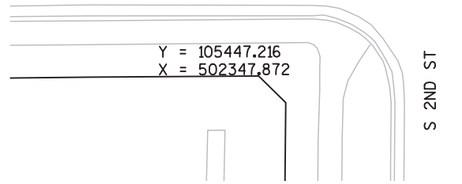


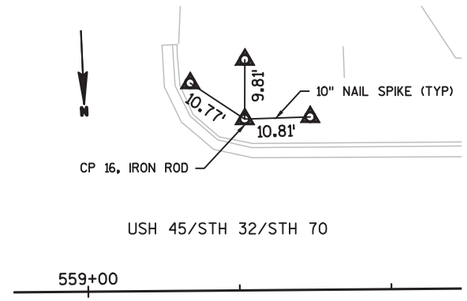
CP 14, 3/8" IRON ROD W/BHA CONTROL CAP
STA 551+05.25, 32.81' LT



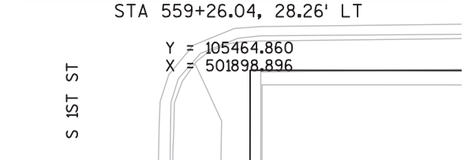


CP 15, 3/8" IRON ROD W/BHA CONTROL CAP
STA 554+76.72, 29.02' LT



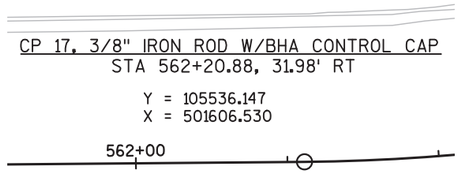


CP 16, 3/8" IRON ROD W/BHA CONTROL CAP
STA 559+26.04, 28.26' LT

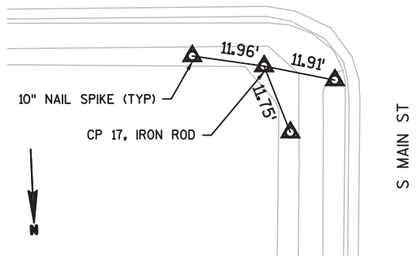


CP 17, 3/8" IRON ROD W/BHA CONTROL CAP
STA 562+20.88, 31.98' RT

Y = 105536.147
X = 501606.530

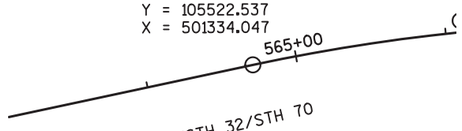


USH 45/STH 32/STH 70

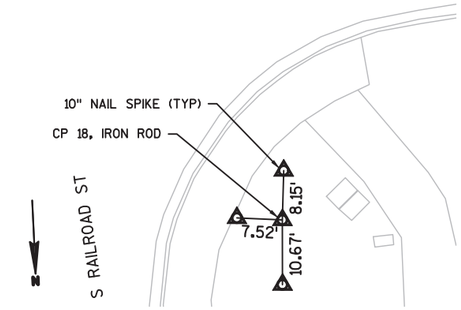


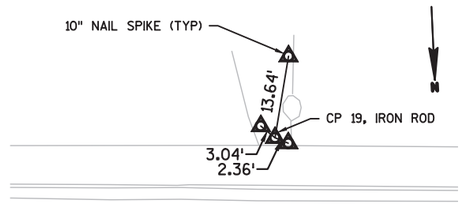
CP 18, 3/8" IRON ROD W/BHA CONTROL CAP
STA 564+86.08, 54.57' RT

Y = 105522.537
X = 501334.047



USH 45/STH 32/STH 70





CP 19, 3/8" IRON ROD W/BHA CONTROL CAP
STA 569+16.12, 34.23' LT

Y = 105447.963
X = 500911.971

1601-14-73

Line	Item	Item Description	Unit	Total	Qty
0002	204.0100	Removing Pavement	SY	248.000	248.000
0004	204.0110	Removing Asphaltic Surface	SY	1,889.000	1,889.000
0006	204.0115	Removing Asphaltic Surface Butt Joints	SY	1,116.000	1,116.000
0008	204.0120	Removing Asphaltic Surface Milling	SY	50,075.000	50,075.000
0010	204.0150	Removing Curb & Gutter	LF	2,337.000	2,337.000
0012	204.0155	Removing Concrete Sidewalk	SY	810.000	810.000
0014	204.0220	Removing Inlets	EACH	3.000	3.000
0016	205.0100	Excavation Common	CY	1,387.000	1,387.000
0018	213.0100	Finishing Roadway (project) 01. 1601-14-73	EACH	1.000	1.000
0020	305.0110	Base Aggregate Dense 3/4-Inch	TON	3.000	3.000
0022	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	1,379.000	1,379.000
0024	416.0160	Concrete Driveway 6-Inch	SY	271.000	271.000
0026	416.0260	Concrete Driveway HES 6-Inch	SY	90.000	90.000
0028	416.0610	Drilled Tie Bars	EACH	12.000	12.000
0030	450.4000	HMA Cold Weather Paving	TON	750.000	750.000
0032	455.0605	Tack Coat	GAL	3,500.000	3,500.000
0034	460.2000	Incentive Density HMA Pavement	DOL	3,610.000	3,610.000
0036	460.6444	HMA Pavement 4 MT 58-34 H	TON	6,009.000	6,009.000
0038	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	81.000	81.000
0040	601.0407	Concrete Curb & Gutter 18-Inch Type D	LF	296.000	296.000
0042	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	2,299.000	2,299.000
0044	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	16.000	16.000
0046	601.0600	Concrete Curb Pedestrian	LF	169.000	169.000
0048	602.0415	Concrete Sidewalk 6-Inch	SF	17,167.000	17,167.000
0050	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	320.000	320.000
0052	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	100.000	100.000
0054	608.3015	Storm Sewer Pipe Class III-A 15-Inch	LF	61.000	61.000
0056	611.0420	Reconstructing Manholes	EACH	1.000	1.000
0058	611.0430	Reconstructing Inlets	EACH	19.000	19.000
0060	611.0530	Manhole Covers Type J	EACH	1.000	1.000
0062	611.0600	Inlet Covers Type A	EACH	1.000	1.000
0064	611.0612	Inlet Covers Type C	EACH	2.000	2.000
0066	611.0624	Inlet Covers Type H	EACH	3.000	3.000
0068	611.1003	Catch Basins 3-FT Diameter	EACH	1.000	1.000
0070	611.1004	Catch Basins 4-FT Diameter	EACH	1.000	1.000
0072	611.3230	Inlets 2x3-FT	EACH	1.000	1.000
0074	611.8110	Adjusting Manhole Covers	EACH	1.000	1.000
0076	611.8115	Adjusting Inlet Covers	EACH	3.000	3.000
0078	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1601-14-73	EACH	1.000	1.000

1601-14-73

Line	Item	Item Description	Unit	Total	Qty
0080	619.1000	Mobilization	EACH	1.000	1.000
0082	620.0200	Concrete Median Blunt Nose	SF	228.000	228.000
0084	620.0300	Concrete Median Sloped Nose	SF	24.000	24.000
0086	624.0100	Water	MGAL	48.000	48.000
0088	625.0100	Topsoil	SY	3,710.000	3,710.000
0090	628.1504	Silt Fence	LF	949.000	949.000
0092	628.1520	Silt Fence Maintenance	LF	949.000	949.000
0094	628.1905	Mobilizations Erosion Control	EACH	1.000	1.000
0096	628.1910	Mobilizations Emergency Erosion Control	EACH	1.000	1.000
0098	628.2008	Erosion Mat Urban Class I Type B	SY	3,710.000	3,710.000
0100	628.7020	Inlet Protection Type D	EACH	57.000	57.000
0102	628.7504	Temporary Ditch Checks	LF	20.000	20.000
0104	629.0210	Fertilizer Type B	CWT	1.000	1.000
0106	630.0140	Seeding Mixture No. 40	LB	67.000	67.000
0108	631.0300	Sod Water	MGAL	65.000	65.000
0110	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	1.000	1.000
0112	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	49.000	49.000
0114	637.2210	Signs Type II Reflective H	SF	326.940	326.940
0116	637.2230	Signs Type II Reflective F	SF	24.750	24.750
0118	638.2102	Moving Signs Type II	EACH	15.000	15.000
0120	638.2602	Removing Signs Type II	EACH	25.000	25.000
0122	638.3000	Removing Small Sign Supports	EACH	27.000	27.000
0124	638.4000	Moving Small Sign Supports	EACH	16.000	16.000
0126	642.5001	Field Office Type B	EACH	1.000	1.000
0128	643.0300	Traffic Control Drums	DAY	48,116.000	48,116.000
0130	643.0410	Traffic Control Barricades Type II	DAY	3,660.000	3,660.000
0132	643.0420	Traffic Control Barricades Type III	DAY	3,765.000	3,765.000
0134	643.0705	Traffic Control Warning Lights Type A	DAY	11,124.000	11,124.000
0136	643.0715	Traffic Control Warning Lights Type C	DAY	3,102.000	3,102.000
0138	643.0800	Traffic Control Arrow Boards	DAY	216.000	216.000
0140	643.0900	Traffic Control Signs	DAY	13,880.000	13,880.000
0142	643.1050	Traffic Control Signs PCMS	DAY	376.000	376.000
0144	643.1070	Traffic Control Cones 42-Inch	DAY	73,074.000	73,074.000
0146	643.5000	Traffic Control	EACH	1.000	1.000
0148	644.1420.S	Temporary Pedestrian Surface Plywood	SF	400.000	400.000
0150	644.1601.S	Temporary Curb Ramp	EACH	15.000	15.000
0152	644.1810.S	Temporary Pedestrian Barricade	LF	1,075.000	1,075.000
0154	646.1020	Marking Line Epoxy 4-Inch	LF	36,375.000	36,375.000
0156	646.3020	Marking Line Epoxy 8-Inch	LF	1,250.000	1,250.000
0158	646.5020	Marking Arrow Epoxy	EACH	61.000	61.000

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Line	Item	Item Description	Unit	Total	Qty
0160	646.5120	Marking Word Epoxy	EACH	3.000	3.000
0162	646.6120	Marking Stop Line Epoxy 18-Inch	LF	511.000	511.000
0164	646.7120	Marking Diagonal Epoxy 12-Inch	LF	889.000	889.000
0166	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	1,839.000	1,839.000
0168	646.8120	Marking Curb Epoxy	LF	168.000	168.000
0170	646.8220	Marking Island Nose Epoxy	EACH	3.000	3.000
0172	646.9000	Marking Removal Line 4-Inch	LF	70.000	70.000
0174	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	1,980.000	1,980.000
0176	650.4000	Construction Staking Storm Sewer	EACH	4.000	4.000
0178	650.4500	Construction Staking Subgrade	LF	3,190.000	3,190.000
0180	650.5000	Construction Staking Base	LF	3,190.000	3,190.000
0182	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	3,029.000	3,029.000
0184	650.8000	Construction Staking Resurfacing Reference	LF	9,143.000	9,143.000
0186	650.8500	Construction Staking Electrical Installations (project) 01. 1601-14-73	LS	1.000	1.000
0188	650.9910	Construction Staking Supplemental Control (project) 01. 1601-14-73	LS	1.000	1.000
0190	650.9920	Construction Staking Slope Stakes	LF	3,190.000	3,190.000
0192	652.0220	Conduit Rigid Nonmetallic Schedule 40 1 1/2-Inch	LF	20.000	20.000
0194	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	15.000	15.000
0196	652.0700.S	Install Conduit into Existing Item	EACH	13.000	13.000
0198	652.0800	Conduit Loop Detector	LF	2,796.000	2,796.000
0200	653.0105	Pull Boxes Steel 12x24-Inch	EACH	4.000	4.000
0202	653.0135	Pull Boxes Steel 24x36-Inch	EACH	2.000	2.000
0204	655.0700	Loop Detector Lead In Cable	LF	5,070.000	5,070.000
0206	655.0800	Loop Detector Wire	LF	8,920.000	8,920.000
0208	657.0585	Trombone Arms 15-FT	EACH	1.000	1.000
0210	657.0590	Trombone Arms 20-FT	EACH	2.000	2.000
0212	690.0150	Sawing Asphalt	LF	6,017.000	6,017.000
0214	690.0250	Sawing Concrete	LF	652.000	652.000
0216	740.0440	Incentive IRI Ride	DOL	9,432.000	9,432.000
0218	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,200.000	1,200.000
0220	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	600.000	600.000
0222	SPV.0030	Special 001. Fertilizer for Lawn Type Turf	CWT	2.000	2.000
0224	SPV.0060	Special 001. Inlet Covers Type H-D	EACH	1.000	1.000
0226	SPV.0060	Special 002. Inlet Covers Type Z-D	EACH	2.000	2.000
0228	SPV.0060	Special 004. Research and Locate Existing Land Parcel Monuments	EACH	75.000	75.000
0230	SPV.0060	Special 005. Verify and Replace Existing Land Parcel Monuments	EACH	75.000	75.000
0232	SPV.0090	Special 001. Concrete Curb and Gutter HES 30-Inch	LF	338.000	338.000

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Line	Item	Item Description	Unit	Total	Qty
		Type D			
0234	SPV.0105	Special 001. Salvage / Replace Trombone Arm and Rewire Pole / Signal Head SB1, S63-0401	LS	1.000	1.000
0236	SPV.0105	Special 002. Salvage / Replace Trombone Arm and Rewire Pole / Signal Head SB7, S63-0401	LS	1.000	1.000
0238	SPV.0105	Special 003. Salvage / Replace Trombone Arm and Rewire Pole / Signal Head SB4, S63-0808	LS	1.000	1.000
0240	SPV.0165	Special 001. Monolithic Concrete Median	SF	506.000	506.000
0242	SPV.0180	Special 001. Protective Thermoplastic Coating at Snowmobile Trail Crossings	SY	103.000	103.000
0244	SPV.0180	Special 002. Preparing Topsoil for Lawn Type Turf	SY	2,685.000	2,685.000

204.0110 REMOVING ASPHALTIC SURFACE

CATEGORY	STATION	TO	STATION	LOCATION	SY	COMMENT
10	507+61	-	507+71	RT	2	RECONSTRUCTING INLETS
10	507+61	-	507+71	RT	2	RECONSTRUCTING INLETS
10	517+53	-	517+62	RT	2	RECONSTRUCTING INLETS
10	517+53	-	517+62	LT	2	RECONSTRUCTING INLETS
10	520+58	-	520+68	RT	2	RECONSTRUCTING INLETS
10	520+58	-	520+68	LT	2	RECONSTRUCTING INLETS
10	522+94	-	523+04	RT	2	RECONSTRUCTING INLETS
10	524+95	-	524+04	RT	2	RECONSTRUCTING INLETS
10	525+43	-	525+53	LT	2	RECONSTRUCTING INLETS
10	527+77	-	527+87	LT	2	RECONSTRUCTING INLETS
10	527+99	-	528+09	RT	2	RECONSTRUCTING INLETS
10	538+93	-	539+03	LT	2	RECONSTRUCTING INLETS
10	539+96	-	540+05	RT	2	RECONSTRUCTING INLETS
10	546+98	-	547+06	RT	2	RECONSTRUCTING INLETS
10	550+94	-	551+02	LT	2	RECONSTRUCTING INLETS
10	551+67	-	551+75	RT	2	RECONSTRUCTING INLETS
10	555+46	-	555+55	LT	2	RECONSTRUCTING INLETS
10	555+74	-	555+56	RT	2	RECONSTRUCTING INLETS
10	533+05	-	533+37	RT	7	REMOVING ENTRANCE C&G
10	561+61	-	563+88	CL	290	MEDIAN
10	562+25			LT	6	CURB RAMP REMOVAL
10	565+21	-	565+82	CL	53	MEDIAN
10	536+04	-	536+56	LT	18	CURB RAMP C&G S 7TH ST
10	547+20	-	547+37	LT	4	CURB RAMP C&G S 4TH ST
10	547+70	-	547+93	LT	7	CURB RAMP C&G S 4TH ST
10	547+66	-	547+93	RT	8	CURB RAMP C&G S 4TH ST
10	551+02	-	551+21	LT	8	CURB RAMP C&G S 3RD ST
10	550+93	-	551+20	RT	7	CURB RAMP C&G S 3RD ST
10	551+51	-	551+67	RT	7	CURB RAMP C&G S 3RD ST
10	554+81	-	554+99	RT	9	CURB RAMP C&G S 2ND ST
10	555+30	-	555+47	RT	7	CURB RAMP C&G S 2ND ST
10	558+50	-	558+78	RT	12	CURB RAMP C&G S 1ST ST
10	559+11	-	5559+34	LT	6	CURB RAMP C&G S 1ST ST
10	559+10	-	559+36	RT	10	CURB RAMP C&G S 1ST ST
10	561+68	-	561+89	LT	4	CURB RAMP C&G
10	561+68	-	561+89	RT	4	CURB RAMP C&G
10	562+20	-	562+38	RT	8	CURB RAMP C&G S MAIN ST
10	562+66	-	562+86	RT	9	CURB RAMP C&G S MAIN ST
10	563+85	-	564+38	LT	16	CURB RAMP C&G PRIDE DR
10	564+82	-	565+28	LT	19	CURB RAMP C&G PRIDE DR
10	563+62	-	564+13	RT	22	CURB RAMP C&G S RR ST
10	574+44	-	574+66	RT	5	CURB RAMP C&G BRIDGE ST
10	575+44	-	575+62	RT	6	CURB RAMP C&G BRIDGE ST
10	574+64			RT	35	CURB RAMP ISLAND BRIDGE ST
10	575+34			RT	29	CURB RAMP ISLAND BRIDGE ST
10	575+21	-	575+51	LT	7	CURB RAMP C&G
			SUBTOTAL (REMOVAL TABLE)		660	
			SUBTOTAL (FROM TRAFFIC SIGNAL TABLE)		560	
			CATEGORY 0010 TOTAL		**1,220**	

204.0110 REMOVING ASPHALTIC SURFACE (CONTINUED)

CATEGORY	STATION	TO	STATION	LOCATION	SY	COMMENT
20	528+61	-	528+98	RT	9	NEW SIDEWALK C&G E TRUSS
20	531+00	-	531+14	RT	3	NEW SIDEWALK C&G CE
20	531+31	-	531+74	RT	3	NEW SIDEWALK C&G CE
20	535+63	-	535+83	RT	9	NEW SIDEWALK C&G S 7TH
20	536+04	-	536+49	RT	16	NEW SIDEWALK C&G S 7TH
20	539+03	-	539+22	RT	8	NEW SIDEWALK S&G S 6TH
20	539+52	-	539+69	RT	5	NEW SIDEWALK C&G S 6TH
20	542+76	-	543+00	RT	8	NEW SIDEWALK C&G S 5TH
20	543+20	-	543+50	RT	6	NEW SIDEWALK C&G S 5TH
20	547+06	-	547+35	RT	8	NEW SIDEWALK C&G S 4TH
20	564+57	-	565+15	RT	23	NEW SIDEWALK C&G RR ST
20	531+01	-	531+62	RT	92	NEW SIDEWALK C&G CE
20	537+00	-	537+34	RT	34	PE DWY AND C&G
20	538+13	-	538+44	RT	7	PE DWY AND C&G
20	540+05	-	540+34	RT	7	PE DWY AND C&G
20	541+13	-	541+40	RT	17	ALLEY AND C&G
20	542+14	-	542+40	RT	19	PE DWY AND C&G
20	544+81	-	545+46	LT	13	S LOON LAKE C&G
20	544+91	-	545+30	RT	46	S LOON LAKE C&G
20	545+97	-	546+18	LT	6	REMOVING ENTRANCE C&G
20	546+18	-	546+44	RT	6	REMOVING ENTRANCE C&G
20	565+80	-	567+02	RT	127	CE DWY & C&G
20	567+31	-	567+74	RT	34	CE DWY & C&G
20	568+11	-	568+54	RT	33	CE DWY & C&G
20	568+81	-	569+38	RT	50	CE DWY & C&G
20	570+13	-	570+54	RT	9	CE C&G
20	571+11	-	571+55	RT	10	CE C&G
20	572+07	-	572+63	RT	56	CE DWY & C&G
20	565+02			RT	8	PEDESTRIAN PATH
			CATEGORY 0020 TOTAL		**669**	
			PROJECT TOTAL		**1,889**	

204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS

CATEGORY	STATION	TO	STATION	LOCATION	SY	COMMENT
10	494+14			CL	29	BEGINNING OF PROJECT
10	577+12			CL	52	END OF PROJECT
10	70+25			CL	33	USH 45/STH 32
10	11+75			RT	21	E WALL ST INTERSECTION
10	11+75			LT	33	E WALL ST INTERSECTION
10	505+43			66' LT	37	BLOOM RD INTERSECTION
10	505+20			66' RT	43	BLOOM RD INTERSECTION
10	528+30			63' RT	53	E TRUSS ST INTERSECTION
10	535+70			91' LT	62	S 7TH ST INTERSECTION
10	535+96			55' RT	47	S 7TH ST INTERSECTION
10	539+37			50' LT	33	S 6TH ST INTERSECTION
10	539+42			61' RT	39	S 6TH ST INTERSECTION
10	543+14			58' LT	24	S 5TH ST INTERSECTION
10	543+16			50' RT	34	S 5TH ST INTERSECTION
10	545+14			45' LT	26	S LOON LAKE RD INTERSECTION
10	545+11			35' RT	27	S LOON LAKE RD INTERSECTION
10	547+54			48' LT	33	S 4TH ST INTERSECTION
10	547+50			48' RT	41	S 4TH ST INTERSECTION
10	551+36			54' LT	27	S 3RD ST INTERSECTION
10	551+35			55' RT	41	S 3RD ST INTERSECTION
10	555+15			56' LT	39	S 2ND ST INTERSECTION
10	555+15			56' RT	40	S 2ND ST INTERSECTION
10	558+96			55' LT	42	S 1ST ST INTERSECTION
10	558+93			55' RT	40	S 1ST ST INTERSECTION
10	562+50			60' RT	41	S MAIN ST INTERSECTION
10	564+60			96' LT	50	PRIDE DR INTERSECTION
10	564+34			94' RT	53	S RAILROAD ST INTERSECTION
10	21+10			CL	76	USH 45/STH 32/STH 17/BRIDGE ST
			CATEGORY 0010 TOTAL		**1,116**	
			PROJECT TOTAL		**1,116**	

204.0100 REMOVING PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	SY	COMMENT
10	71+45	-	73+15	-	164	USH 45/STH 32 MEDIAN
			CATEGORY 0010 TOTAL		**164**	
20	531+12	-	531+61	RT	26	CE DWY
20	570+15	-	570+48	RT	26	CE DWY
20	571+11	-	571+51	RT	32	CE DWY
			CATEGORY 0020 TOTAL		**84**	
			PROJECT TOTAL		**248**	

204.0120 REMOVING ASPHALTIC SURFACE MILLING

CATEGORY	STATION	LOCATION	TO	STATION	LOCATION	SY	COMMENT
10	494+14	CL	-	505+25	CL	4956	MAINLINE
10	505+25	CL	-	536+00	CL	14722	MAINLINE
10	536+00	CL	-	564+50	CL	14139	MAINLINE
10	564+50	CL	-	577+12	CL	6657	MAINLINE
10	70+25	CL	-	74+20	CL	2204	USH 45/STH 32
10	10+20	CL	-	11+75	CL	1039	E WALL STREET
10	18+60	CL	-	21+11	CL	2144	USH 45/STH 32/STH 17/BRIDGE ST
10	504+95	LT	-	505+73	LT	198	BLOOM RD INTERSECTION
10	504+91	RT	-	505+58	RT	204	BLOOM RD INTERSECTION
10	527+88	RT	-	528+70	RT	269	E TRUSS STREET INTERSECTION
10	534+81	LT	-	536+19	LT	512	S 7TH STREET INTERSECTION
10	535+64	RT	-	536+18	RT	147	S 7TH STREET INTERSECTION
10	539+02	LT	-	539+67	LT	120	S 6TH STREET INTERSECTION
10	539+03	RT	-	539+69	RT	171	S 6TH STREET INTERSECTION
10	542+81	LT	-	543+46	LT	143	S 5TH STREET INTERSECTION
10	542+79	RT	-	543+49	RT	123	S 5TH STREET INTERSECTION
10	544+91	LT	-	545+42	LT	88	S LOON LAKE INTERSECTION
10	547+20	LT	-	547+84	LT	118	S 4TH STREET INTERSECTION
10	547+18	RT	-	547+88	RT	120	S 4TH STREET INTERSECTION
10	551+03	LT	-	551+69	LT	133	S 3RD STREET INTERSECTION
10	551+03	RT	-	551+67	RT	149	S 3RD STREET INTERSECTION
10	554+84	LT	-	555+46	LT	150	S 2ND STREET INTERSECTION
10	554+82	RT	-	555+46	RT	147	S 2ND STREET INTERSECTION
10	558+60	LT	-	559+30	LT	148	S 1ST STREET INTERSECTION
10	558+61	RT	-	559+24	RT	145	S 1ST STREET INTERSECTION
10	562+21	RT	-	562+81	RT	169	S MAIN STREET INTERSECTION
10	564+03	LT	-	565+18	RT	476	PRIDE DR INTERSECTION
10	563+69	RT	-	564+98	RT	484	S RAILROAD STREET INTER

CATEGORY 0010 TOTAL 50,075

PROJECT TOTAL 50,075

204.0150 REMOVING CURB & GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	LF	COMMENT
10	507+66			RT	9	RECONSTRUCTING INLETS
10	507+66			LT	9	RECONSTRUCTING INLETS
10	517+57			RT	9	RECONSTRUCTING INLETS
10	517+57			LT	9	RECONSTRUCTING INLETS
10	520+62			RT	9	RECONSTRUCTING INLETS
10	520+63			LT	9	RECONSTRUCTING INLETS
10	523+00			RT	9	RECONSTRUCTING INLETS
10	525+00			RT	9	RECONSTRUCTING INLETS
10	525+48			LT	9	RECONSTRUCTING INLETS
10	527+82			LT	9	RECONSTRUCTING INLETS
10	528+04			RT	9	RECONSTRUCTING INLETS
10	538+98			LT	9	RECONSTRUCTING INLETS
10	540+01			RT	9	RECONSTRUCTING INLETS
10	547+03			RT	8	RECONSTRUCTING INLETS
10	550+99			LT	7	RECONSTRUCTING INLETS
10	551+71			RT	7	RECONSTRUCTING INLETS
10	555+51			LT	9	RECONSTRUCTING INLETS
10	555+51			RT	8	RECONSTRUCTING INLETS
10	562+25			LT	25	CURB RAMP REMOVAL
10	562+69			RT	6	RECONSTRUCTING INLETS
10	544+81	-	545+45	LT	64	S LOON LAKE C&G
10	544+91	-	545+30	LT	38	S LOON LAKE C&G
10	545+97	-	546+48	LT	20	REMOVING ENTRANCE C&G
10	546+18	-	546+44	LT	25	REMOVING ENTRANCE C&G
10	536+09	-	536+56	LT	61	CURB RAMP C&G S 7TH ST
10	547+19	-	547+32	LT	25	CURB RAMP C&G S 4TH ST
10	547+73	-	547+93	LT	29	CURB RAMP C&G S 4TH ST
10	547+70	-	547+92	RT	29	CURB RAMP C&G S 4TH ST
10	551+01	-	551+16	LT	18	CURB RAMP C&G S 3RD ST
10	550+93	-	551+16	RT	30	CURB RAMP C&G S 3RD ST
10	551+55	-	551+68	RT	20	CURB RAMP C&G S 3RD ST
10	554+81	-	554+95	RT	31	CURB RAMP C&G S 2ND ST
10	555+33	-	555+47	RT	20	CURB RAMP C&G S 2ND ST
10	558+50	-	558+74	RT	36	CURB RAMP C&G S 1ST ST
10	559+14	-	559+34	RT	31	CURB RAMP C&G S 1ST ST
10	559+13	-	559+36	RT	35	CURB RAMP C&G S 1ST ST
10	561+68	-	561+89	LT	20	CURB RAMP C&G
10	561+68	-	561+89	RT	20	CURB RAMP C&G
10	562+20	-	562+34	RT	25	CURB RAMP C&G S MAIN ST
10	562+69	-	562+86	RT	22	CURB RAMP C&G S MAIN ST
10	563+86	-	564+34	LT	64	CURB RAMP C&G PRIDE DR
10	564+87	-	565+27	LT	71	CURB RAMP C&G PRIDE DR
10	563+61	-	564+09	RT	79	CURB RAMP C&G S RR ST
10	574+43	-	574+63	RT	22	CURB RAMP C&G BRIDGE ST
10	575+48	-	575+64	RT	24	CURB RAMP C&G BRIDGE ST
10	574+64			RT	50	CURB RAMP ISLAND BRIDGE ST
10	575+34			RT	41	CURB RAMP ISLAND BRIDGE ST
10	575+21	-	575+51	LT	30	CURB RAMP C&G
				SUBTOTAL (REMOVAL TABLE)	1,167	
				SUBTOTAL (FROM TRAFFIC SIGNAL TABLE)	89	

CATEGORY 0010 TOTAL 1,256

204.0150 REMOVING CURB & GUTTER (CONTINUED)

CATEGORY	STATION	TO	STATION	LOCATION	LF	COMMENT
20	528+65	-	528+98	RT	37	NEW SIDEWALK C&G E TRUSS
20	531+00	-	531+13	RT	43	NEW SIDEWALK C&G CE
20	531+60	-	531+73	RT	41	NEW SIDEWALK C&G CE
20	535+64	-	535+79	RT	42	NEW SIDEWALK C&G S 7TH
20	536+09	-	536+49	RT	52	NEW SIDEWALK C&G S 7TH
20	539+03	-	539+16	RT	24	NEW SIDEWALK S&G S 6TH
20	539+55	-	539+69	RT	24	NEW SIDEWALK C&G S 6TH
20	542+76	-	542+97	RT	29	NEW SIDEWALK C&G S 5TH
20	543+36	-	543+50	RT	22	NEW SIDEWALK C&G S 5TH
20	547+05	-	547+31	RT	33	NEW SIDEWALK C&G S 4TH
20	564+62	-	565+15	RT	75	NEW SIDEWALK C&G RR ST
20	531+36			RT	26	NEW SIDEWALK C&G CE ISLAND
20	533+06	-	533+37	RT	30	REMOVING ENTRANCE C&G
20	537+00	-	537+34	RT	34	PE DWY C&G
20	538+13	-	538+44	RT	30	PE DWY C&G
20	540+06	-	540+35	RT	26	PE DWY C&G
20	541+13	-	541+40	RT	26	ALLEY C&G
20	541+33			RT	18	ALLEY C&G
20	542+14	-	542+40	RT	26	PE DWY C&G
20	565+81	-	567+02	RT	121	CE DWY C&G
20	567+32	-	567+75	RT	43	CE DWY C&G
20	568+10	-	568+54	RT	43	CE DWY C&G
20	568+82	-	569+38	RT	56	CE DWY C&G
20	570+13	-	570+54	RT	41	CE DWY C&G
20	571+11	-	571+55	RT	43	CE DWY C&G
20	572+07	-	572+64	RT	56	CE DWY C&G
20	567+32	-	567+41	RT	13	CE DWY C&G
20	567+64	-	567+68	RT	9	CE DWY C&G
20	568+14	-	568+21	RT	9	CE DWY C&G
20	568+44	-	568+48	RT	9	CE DWY C&G

CATEGORY 0020 TOTAL 1,081

PROJECT TOTAL 2,337

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204.0155 REMOVING CONCRETE SIDEWALK

CATEGORY	STATION	TO	STATION	LOCATION	SY	COMMENT
10	536+13	-	536+56	LT	41	CURB RAMP S 7TH ST
10	547+24	-	547+32	LT	8	CURB RAMP S 4TH ST
10	547+71	-	547+93	RT	10	CURB RAMP S 4TH ST
10	547+75	-	548+49	LT	33	S 4TH ST TO S 3RD ST BLOCK
10	548+52	-	549+33	LT	36	S 4TH ST TO S 3RD ST BLOCK
10	549+47	-	550+11	LT	27	S 4TH ST TO S 3RD ST BLOCK
10	550+13	-	550+38	LT	11	S 4TH ST TO S 3RD ST BLOCK
10	550+51	-	550+73	LT	10	S 4TH ST TO S 3RD ST BLOCK
10	550+75	-	551+12	LT	15	S 4TH ST TO S 3RD ST BLOCK
10	550+93	-	551+15	RT	16	CURB RAMP S 3RD ST
10	551+58	-	551+75	RT	12	CURB RAMP S 3RD ST
10	554+76	-	554+91	RT	13	CURB RAMP S 2ND ST
10	555+39	-	555+53	RT	11	CURB RAMP S 2ND ST
10	558+51	-	558+73	RT	17	CURB RAMP S 1ST ST
10	559+17	-	559+36	RT	27	CURB RAMP S 1ST ST
10	561+68	-	561+89	LT	9	CURB RAMP
10	561+68	-	561+89	RT	9	CURB RAMP
10	562+15	-	562+33	RT	18	CURB RAMP S MAIN ST
10	562+12	-	562+38	LT	14	CURB RAMP REMOVAL
10	562+71	-	562+85	RT	14	CURB RAMP S MAIN ST
10	563+86	-	564+33	LT	46	CURB RAMP PRIDE DR
10	564+91	-	565+09	LT	19	CURB RAMP PRIDE DR
10	563+80	-	563+99	RT	16	CURB RAMP S RR ST
10	574+30	-	574+62	RT	37	CURB RAMP BRIDGE ST
10	575+49	-	575+73	RT	34	CURB RAMP BRIDGE ST
10	574+64			RT	11	CURB RAMP ISLAND BRIDGE ST
10	575+34			RT	8	CURB RAMP ISLAND BRIDGE ST
10	575+20	-	575+52	LT	23	CURB RAMP
			CATEGORY 0010 TOTAL		**545**	
20	540+36	-	540+38	RT	4	NEW SIDEWALK
20	540+95	-	540+98	RT	4	NEW SIDEWALK
20	543+65	-	543+69	RT	4	NEW SIDEWALK
20	547+22	-	547+30	RT	11	NEW SIDEWALK RAMP S 4TH ST
20	564+68	-	565+07	RT	36	NEW SIDEWALK RAMP S RR ST
20	531+37			RT	3	CE ISLAND NEW SIDEWALK
			CATEGORY 0020 TOTAL		**60**	
30	547+75	-	551+25	LT	205	EXISTING SIDEWALK PANEL
			CATEGORY 0030 TOTAL		**205**	
			PROJECT TOTAL		**810**	

204.0220 REMOVING INLETS

CATEGORY	STATION	LOCATION	EACH	COMMENT
20	535+68	RT	1	FIELD INLET
20	535+75	RT	1	S 7TH ST CURB INLET
20	536+21	RT	1	FIELD INLET
	CATEGORY 0020 TOTAL		**3**	
	PROJECT TOTAL		**3**	

CUT FOR INTERMITTENT REPAIRS

CATEGORY	STATION	TO	STATION	LOCATION	CY	COMMENTS
10	71+45	-	73+15	CL	36.4	USH 45/STH 32 MEDIAN
10	507+61	-	507+70	LT	1.2	RECONSTRUCTING INLETS
10	507+61	-	507+70	RT	1.2	RECONSTRUCTING INLETS
10	517+53	-	517+62	LT	1.2	RECONSTRUCTING INLETS
10	517+53	-	517+62	LT	1.2	RECONSTRUCTING INLETS
10	520+59	-	520+68	LT	1.2	RECONSTRUCTING INLETS
10	520+57	-	520+66	RT	1.2	RECONSTRUCTING INLETS
10	522+94	-	523+04	RT	1.2	RECONSTRUCTING INLETS
10	524+94	-	525+04	RT	1.2	RECONSTRUCTING INLETS
10	525+43	-	525+53	LT	1.2	RECONSTRUCTING INLETS
10	527+76	-	527+87	LT	1.2	RECONSTRUCTING INLETS
10	533+05	-	533+37	RT	4.1	REMOVING ENTRANCE C&G
10	538+93	-	539+03	LT	1.2	RECONSTRUCTING INLETS
10	539+96	-	540+05	RT	0.9	RECONSTRUCTING INLETS
10	544+81	-	545+45	RT	2.9	EXISTING C&G S LOON LAKE ROAD
10	545+97	-	546+17	LT	2.7	REMOVING ENTRANCE C&G
10	546+18	-	546+44	RT	2.8	REMOVING ENTRANCE C&G
10	546+98	-	547+08	RT	1.2	RECONSTRUCTING INLETS
10	550+94	-	551+02	LT	1.0	RECONSTRUCTING INLETS
10	551+67	-	551+75	RT	0.8	RECONSTRUCTING INLETS
10	555+47	-	555+56	RT	1.0	RECONSTRUCTING INLETS
10	555+46	-	555+56	LT	1.2	RECONSTRUCTING INLETS
10	561+62	-	563+88	CL	48.4	MEDIAN
10	565+20	-	565+83	CL	8.8	MEDIAN
10	536+04	-	536+56	LT	8.0	CURB RAMP C&G S 7TH ST
10	536+34	-	536+56	LT	1.8	CURB RAMP S 7TH ST
10	554+81	-	545+02	LT	2.2	C&G S LOON LAKE ROAD
10	545+25	-	545+46	LT	2.2	C&G S LOON LAKE ROAD
10	547+18	-	547+37	LT	2.7	CURB RAMP C&G S 4TH ST
10	547+21	-	547+31	LT	1.1	CURB RAMP S 4TH ST
10	547+68	-	547+93	LT	3.9	CURB RAMP C&G S 4TH ST
10	547+67	-	547+92	RT	3.6	CURB RAMP C&G S 4TH ST
10	547+71	-	547+92	RT	1.5	CURB RAMP S 4TH ST
10	550+93	-	551+20	RT	3.7	CURB RAMP C&G S 3RD ST
10	550+93	-	551+15	RT	2.3	CURB RAMP S 3RD ST
10	551+02	-	551+20	LT	3.2	CURB RAMP C&G S 3RD ST
10	551+51	-	551+67	RT	2.6	CURB RAMP C&G S 3RD ST
10	551+55	-	551+75	RT	2.1	CURB RAMP S 3RD ST
10	554+75	-	554+94	RT	2.1	CURB RAMP S 2ND ST
10	554+81	-	554+99	RT	4.1	CURB RAMP C&G S 2ND ST
10	555+30	-	555+47	RT	2.6	CURB RAMP C&G S 2ND ST
10	555+35	-	555+53	RT	2.1	CURB RAMP S 2ND ST
10	558+50	-	558+78	RT	4.6	CURB RAMP C&G S 1ST ST
10	558+51	-	558+73	RT	2.4	CURB RAMP S 1ST ST
10	559+09	-	559+35	RT	4.4	CURB RAMP C&G S 1ST ST
10	559+14	-	559+36	RT	3.7	CURB RAMP S 1ST ST
10	559+11	-	559+33	LT	3.2	CURB RAMP S 1ST ST
10	559+14	-	560+25	LT	11.0	CURB RAMP S 1ST ST
10	561+68	-	561+89	LT	2.2	CURB RAMP C&G
10	561+88	-	561+89	LT	1.7	CURB RAMP
10	561+68	-	561+89	RT	2.2	CURB RAMP C&G
10	561+68	-	561+89	RT	1.7	CURB RAMP
10	562+15	-	562+33	RT	2.8	CURB RAMP S MAIN ST
10	562+12	-	562+38	LT	5.0	CURB RAMP REMOVAL
10	562+20	-	562+38	RT	3.3	CURB RAMP C&G S MAIN ST
10	562+65	-	562+86	RT	3.6	CURB RAMP C&G S MAIN ST
10	562+71	-	562+85	RT	1.9	CURB RAMP S MAIN ST
10	563+61	-	564+13	RT	10.5	CURB RAMP C&G S RR ST
10	563+79	-	564+00	RT	1.9	CURB RAMP S RR ST
10	564+57	-	565+15	RT	9.4	CURB RAMP C&G S RR ST
10	563+85	-	564+38	LT	7.3	CURB RAMP C&G PRIDE DR
10	563+85	-	564+38	LT	5.7	CURB RAMP PRIDE DR
10	564+82	-	565+28	LT	9.4	CURB RAMP C&G PRIDE DR
10	564+91	-	565+09	LT	2.3	CURB RAMP PRIDE DR
10	574+30	-	574+63	RT	5.0	CURB RAMP BRIDGE ST
10	574+43	-	574+66	RT	2.6	CURB RAMP C&G BRIDGE ST
10	574+65			RT	7.8	CURB RAMP ISLAND BRIDGE ST
10	575+35			RT	6.5	CURB RAMP ISLAND BRIDGE ST
10	575+20	-	575+51	RT	3.3	CURB RAMP C&G
10	575+20	-	575+51	RT	2.6	CURB RAMP
10	575+44	-	575+64	RT	2.7	CURB RAMP C&G BRIDGE ST
10	575+47	-	575+74	RT	4.6	CURB RAMP BRIDGE ST
			SUBTOTAL (CATEGORY 0010)		313	

SEE EARTHWORK SUMMARY TABLE FOR PROJECT EARTHWORK TOTALS

CUT FOR INTERMITTENT REPAIRS

CATEGORY	STATION	TO	STATION	LOCATION	CY	COMMENTS
20	527+99	-	528+10	RT	1.2	RECONSTRUCTING INLETS
20	528+61	-	528+98	RT	4.9	NEW SIDEWALK C&G E TUSS ST
20	531+00	-	531+13	RT	4.0	NEW SIDEWALK C&G CE
20	531+10	-	531+64	RT	4.9	NEW SIDEWALK CE DWY
20	531+02	-	531+62	RT	4.3	CE DWY ASPHALT
20	531+60	-	531+73	RT	3.8	NEW SIDEWALK C&G CE
20	535+63	-	535+83	RT	5.5	NEW SIDEWALK C&G S 7TH ST
20	536+04	-	536+50	RT	6.7	NEW SIDEWALK C&G S 7TH ST
20	537+00	-	537+34	RT	3.8	NEW SIDEWALK PE C&G
20	537+00	-	537+34	RT	4.7	NEW SIDEWALK PE CONCRETE DWY
20	537+07	-	537+28	RT	0.3	NEW SIDEWALK PE ASPHALT DWY
20	538+14	-	538+44	RT	3.3	NEW SIDEWALK PE C&G
20	538+14	-	538+44	RT	2.9	NEW SIDEWALK PE CONCRETE DWY
20	539+03	-	539+21	RT	2.7	NEW SIDEWALK C&G S 6TH ST
20	539+52	-	539+69	RT	2.7	NEW SIDEWALK C&G S 6TH ST
20	540+05	-	540+34	RT	3.2	NEW SIDEWALK PE C&G
20	540+08	-	540+35	RT	2.3	NEW SIDEWALK PE CONCRETE DWY
20	541+13	-	541+40	RT	2.9	NEW SIDEWALK PE C&G
20	541+13	-	541+40	RT	2.3	NEW SIDEWALK PE CONCRETE DWY
20	541+19	-	541+34	RT	0.6	NEW SIDEWALK PE ASPHALT DWY
20	542+14	-	542+41	RT	2.9	NEW SIDEWALK PE C&G
20	542+14	-	542+41	RT	2.4	NEW SIDEWALK PE CONCRETE DWY
20	542+20	-	542+34	RT	0.6	NEW SIDEWALK PE ASPHALT DWY
20	542+76	-	543+00	RT	3.4	NEW SIDEWALK C&G S 5TH ST
20	543+32	-	543+49	RT	2.7	NEW SIDEWALK C&G S 5TH ST
20	544+92	-	545+30	RT	4.2	NEW WALK C&G S LOON LAKE RD
20	544+92	-	545+30	RT	4.1	NEW WALK S LOON LAKE RD APRON
20	544+98	-	545+24	RT	1.2	NEW WALK S LOON LAKE RD ASPHALT
20	547+08	-	547+35	RT	4.1	NEW SIDEWALK C&G S 4TH ST
20	556+53	-	556+58	RT	0.4	REPLACE BAD PANEL
20	565+80	-	567+02	RT	13.5	NEW SIDEWALK CE C&G
20	565+87	-	566+95	RT	12.8	NEW SIDEWALK CE CONCRETE DWY
20	565+91	-	566+92	RT	4.7	NEW SIDEWALK CE ASPHALT DWY
20	567+31	-	567+75	RT	4.0	NEW SIDEWALK CE C&G
20	567+39	-	567+68	RT	3.4	NEW SIDEWALK CE CONCRETE DWY
20	567+41	-	567+65	RT	1.1	NEW SIDEWALK CE ASPHALT DWY
20	568+11	-	568+53	RT	4.8	NEW SIDEWALK CE C&G
20	568+18	-	568+46	RT	3.4	NEW SIDEWALK CE CONCRETE DWY
20	568+20	-	568+44	RT	1.1	NEW SIDEWALK CE ASPHALT DWY
20	568+81	-	569+38	RT	6.2	NEW SIDEWALK CE C&G
20	568+88	-	569+30	RT	4.9	NEW SIDEWALK CE CONCRETE DWY
20	568+91	-	569+28	RT	1.7	NEW SIDEWALK CE ASPHALT DWY
20	570+13	-	570+54	RT	4.6	NEW SIDEWALK CE C&G
20	570+20	-	570+47	RT	4.1	NEW SIDEWALK CE CONCRETE DWY
20	571+11	-	571+55	RT	4.8	NEW SIDEWALK CE C&G
20	571+19	-	571+47	RT	4.4	NEW SIDEWALK CE CONCRETE DWY
20	572+07	-	572+63	RT	6.2	NEW SIDEWALK CE C&G
20	572+14	-	572+55	RT	4.9	NEW SIDEWALK CE CONCRETE DWY
20	572+16	-	572+54	RT	1.7	NEW SIDEWALK CE ASPHALT DWY
			SUBTOTAL (CATEGORY 0020)		185	

SEE EARTHWORK SUMMARY TABLE FOR PROJECT EARTHWORK TOTALS

3

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EARTHWORK SUMMARY

					205.0100 EXCAVATION COMMON (1)		UNUSABLE PAVEMENT MATERIAL	AVAILABLE MATERIAL	UNEXPANDED FILL	EXPANDED FILL (6)	MASS ORDINATE ±(7)	
					CUT (2)	EBS (3)	(4)	(5)				
DIVISION	CATEGORY	STATION	TO	STATION	CY	CY	CY	CY	CY	CY	CY	COMMENTS:
1	0010	494+14	-	499+44	411	0	63	348	12	14	334	TURN LANE RIGHT
	0010	INTERMITTENT, SEE DETAILED TABLES			313	0	313	0	0	0	0	MEDIAN, INLET REPAIR, C&G REPAIR, & CURB RAMP REPAIR
	0020	INTERMITTENT, SEE DETAILED TABLES			185	0	185	0	0	0	0	C&G AND DRIVEWAY WORK FOR NEW SIDEWALK
	0020	528+89	-	535+63	54	0	10	44	78	94	-50	SIDEWALK RIGHT
	0020	536+26	-	539+06	64	0	2	62	2	2	60	SIDEWALK RIGHT
	0020	539+67	-	542+82	77	0	3	74	1	1	73	SIDEWALK RIGHT
	0020	543+47	-	547+21	77	0	2	75	2	2	73	SIDEWALK RIGHT
	0020	559+36	-	560+24	11	0	0	11	3	4	7	SIDEWALK LEFT
	0020	565+08	-	572+67	195	0	21	174	1	1	173	SIDEWALK RIGHT
				PROJECT TOTALS	**1,387**	**0**	**599**	**788**	**99**	**118**	**670**	

EXCAVATION COMMON (CATEGORY 0010)	**724**
EXCAVATION COMMON (CATEGORY 0020)	**663**

1) EXCAVATION COMMON IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NO. 205.0100.

2) UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.

3) EBS EXCAVATION TO BE BACKFILLED WITH CUT MATERIAL.

4) UNUSABLE PAVEMENT MATERIAL.

5) AVAILABLE MATERIAL = CUT - UNUSABLE PAVEMENT MATERIAL.

6) EXPANDED FILL = UNEXPANDED FILL * EXPANDED FILL FACTOR. EXPANDED FILL FACTOR = 1.2.

7) MASS ORDINATE = (AVAILABLE MATERIAL) - (EXPANDED FILL). PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

BASE AGGREGATE DENSE

					305.0110	305.0120	624.0100	
					3/4-INCH	1 1/4-INCH	WATER	
CAT	STA	TO	STA	LOCATION	TON	TON	MGAL	COMMENT
10	498+84	-	499+50	LT	-	73	-	USH 45/STH 32 MEDIAN
10	507+61	-	507+70	LT	-	3	-	RECONSTRUCTING INLETS
10	507+61	-	507+70	RT	-	3	-	RECONSTRUCTING INLETS
10	517+53	-	517+62	LT	-	3	-	RECONSTRUCTING INLETS
10	517+53	-	517+62	LT	-	3	-	RECONSTRUCTING INLETS
10	520+57	-	520+66	RT	-	3	-	RECONSTRUCTING INLETS
10	520+59	-	520+68	LT	-	3	-	RECONSTRUCTING INLETS
10	522+94	-	523+04	RT	-	3	-	RECONSTRUCTING INLETS
10	524+94	-	525+04	RT	-	3	-	RECONSTRUCTING INLETS
10	525+43	-	525+53	LT	-	3	-	RECONSTRUCTING INLETS
10	527+76	-	527+87	LT	-	3	-	RECONSTRUCTING INLETS
10	527+99	-	528+10	RT	-	3	-	RECONSTRUCTING INLETS
10	533+05	-	533+37	RT	-	8	-	REMOVING ENTRANCE C&G
10	538+93	-	539+03	LT	-	3	-	RECONSTRUCTING INLETS
10	539+96	-	540+05	RT	-	2	-	RECONSTRUCTING INLETS
10	544+81	-	545+45	RT	-	6	-	EXIST. C&G S LOON LAKE RD
10	545+25	-	545+46	LT	-	4	-	C&G S LOON LAKE ROAD
10	545+97	-	546+17	LT	-	5	-	REMOVING ENTRANCE C&G
10	546+18	-	546+44	RT	-	6	-	REMOVING ENTRANCE C&G
10	546+98	-	547+08	RT	-	3	-	RECONSTRUCTING INLETS
10	550+94	-	551+02	LT	-	2	-	RECONSTRUCTING INLETS
10	551+67	-	551+75	RT	-	2	-	RECONSTRUCTING INLETS
10	555+46	-	555+56	LT	-	3	-	RECONSTRUCTING INLETS
10	555+47	-	555+56	RT	-	2	-	RECONSTRUCTING INLETS
10	561+62	-	563+88	CL	-	97	-	MEDIAN
10	565+20	-	565+83	CL	-	18	-	MEDIAN
10	536+04	-	536+56	LT	-	16	-	CURB RAMP C&G S 7TH ST
10	536+34	-	536+56	LT	-	4	-	CURB RAMP S 7TH ST
10	547+18	-	547+37	LT	-	5	-	CURB RAMP C&G S 4TH ST
10	547+21	-	547+31	LT	-	2	-	CURB RAMP S 4TH ST
10	547+67	-	547+92	RT	-	7	-	CURB RAMP C&G S 4TH ST
10	547+68	-	547+93	LT	-	8	-	CURB RAMP C&G S 4TH ST
10	547+71	-	547+92	RT	-	3	-	CURB RAMP S 4TH ST
10	550+93	-	551+20	RT	-	7	-	CURB RAMP C&G S 3RD ST
10	550+93	-	551+15	RT	-	5	-	CURB RAMP S 3RD ST
10	551+02	-	551+20	LT	-	6	-	CURB RAMP C&G S 3RD ST
10	551+51	-	551+67	RT	-	5	-	CURB RAMP C&G S 3RD ST
10	551+55	-	551+75	RT	-	4	-	CURB RAMP S 3RD ST
10	554+75	-	554+94	RT	-	4	-	CURB RAMP S 2ND ST
10	554+81	-	545+02	LT	-	4	-	C&G S LOON LAKE ROAD
10	554+81	-	554+99	RT	-	8	-	CURB RAMP C&G S 2ND ST
10	555+30	-	555+47	RT	-	5	-	CURB RAMP C&G S 2ND ST
10	555+35	-	555+53	RT	-	4	-	CURB RAMP S 2ND ST
10	558+50	-	558+78	RT	-	9	-	CURB RAMP C&G S 1ST ST
10	558+51	-	558+73	RT	-	5	-	CURB RAMP S 1ST ST
10	559+09	-	559+35	RT	-	9	-	CURB RAMP C&G S 1ST ST
10	559+11	-	559+33	LT	-	6	-	CURB RAMP S 1ST ST
10	559+14	-	559+36	RT	-	8	-	CURB RAMP S 1ST ST
10	559+14	-	560+25	LT	-	22	-	CURB RAMP S 1ST ST
10	561+68	-	561+89	LT	-	4	-	CURB RAMP C&G
10	561+68	-	561+89	RT	-	4	-	CURB RAMP C&G
10	561+68	-	561+89	RT	-	4	-	CURB RAMP
10	561+88	-	561+89	LT	-	4	-	CURB RAMP
10	562+15	-	562+33	RT	-	6	-	CURB RAMP S MAIN ST
10	562+20	-	562+38	RT	-	7	-	CURB RAMP C&G S MAIN ST
10	562+12	-	562+38	LT	-	20	-	CURB RAMP REMOVAL
10	562+65	-	562+86	RT	-	7	-	CURB RAMP C&G S MAIN ST
10	562+71	-	562+85	RT	-	4	-	CURB RAMP S MAIN ST
10	563+61	-	564+13	RT	-	21	-	CURB RAMP C&G S RR ST
10	563+79	-	564+00	RT	-	4	-	CURB RAMP S RR ST
10	563+85	-	564+38	LT	-	15	-	CURB RAMP C&G PRIDE DR
10	563+85	-	564+38	LT	-	11	-	CURB RAMP PRIDE DR
10	564+57	-	565+15	RT	-	19	-	CURB RAMP C&G S RR ST
10	564+82	-	565+28	LT	-	19	-	CURB RAMP C&G PRIDE DR
10	564+91	-	565+09	LT	-	5	-	CURB RAMP PRIDE DR
10	574+30	-	574+63	RT	-	10	-	CURB RAMP BRIDGE ST
10	574+43	-	574+66	RT	-	5	-	CURB RAMP C&G BRIDGE ST
10	574+65			RT	-	16	-	CURB RAMP ISLAND BRIDGE ST
10	575+20	-	575+51	RT	-	7	-	CURB RAMP C&G
10	575+20	-	575+51	RT	-	5	-	CURB RAMP
10	575+35			RT	-	13	-	CURB RAMP ISLAND BRIDGE ST
10	575+44	-	575+64	RT	-	6	-	CURB RAMP C&G BRIDGE ST
10	575+47	-	575+74	RT	-	9	-	CURB RAMP BRIDGE ST
10	UNDISTRIBUTED				-	-	48	
				CATEGORY 0010 TOTAL	**-**	**640**	**48**	

BASE AGGREGATE DENSE

					305.0110	305.0120	624.0100	
					3/4-INCH	1 1/4-INCH	WATER	
CAT	STA	TO	STA	LOCATION	TON	TON	MGAL	COMMENT
20	528+61	-	528+98	RT	-	10	-	NEW SIDEWALK C&G E TUSS ST
20	528+70	-	531+11	RT	-	41	-	NEW SIDEWALK
20	531+00	-	531+13	RT	-	8	-	NEW SIDEWALK C&G CE
20	531+02	-	531+62	RT	-	9	-	CE DWY ASPHALT
20	531+10	-	531+64	RT	-	10	-	NEW SIDEWALK CE DWY
20	531+60	-	531+73	RT	-	8	-	NEW SIDEWALK C&G CE
20	531+64	-	535+75	RT	-	73	-	NEW SIDEWALK
20	535+63	-	535+83	RT	-	11	-	NEW SIDEWALK C&G S 7TH ST
20	536+04	-	536+50	RT	-	13	-	NEW SIDEWALK C&G S 7TH ST
20	536+08	-	537+07	RT	-	18	-	NEW SIDEWALK
20	537+00	-	537+34	RT	-	8	-	NEW SIDEWALK PE C&G
20	537+00	-	537+34	RT	-	9	-	NEW SIDEWALK PE CONCRETE DWY
20	537+07	-	537+28	RT	-	1	-	NEW SIDEWALK PE ASPHALT DWY
20	537+27	-	538+20	RT	-	16	-	NEW SIDEWALK
20	538+14	-	538+44	RT	-	7	-	NEW SIDEWALK PE C&G
20	538+14	-	538+44	RT	-	6	-	NEW SIDEWALK PE CONCRETE DWY
20	538+37	-	539+14	RT	-	14	-	NEW SIDEWALK
20	539+03	-	539+21	RT	-	5	-	NEW SIDEWALK C&G S 6TH ST
20	539+52	-	539+69	RT	-	5	-	NEW SIDEWALK C&G S 6TH ST
20	539+57	-	540+15	RT	-	10	-	NEW SIDEWALK
20	540+05	-	540+34	RT	-	7	-	NEW SIDEWALK PE C&G
20	540+08	-	540+35	RT	-	5	-	NEW SIDEWALK PE CONCRETE DWY
20	540+28	-	541+20	RT	-	17	-	NEW SIDEWALK
20	541+13	-	541+40	RT	-	6	-	NEW SIDEWALK PE C&G
20	541+13	-	541+40	RT	-	5	-	NEW SIDEWALK PE CONCRETE DWY
20	541+19	-	541+34	RT	-	1	-	NEW SIDEWALK PE ASPHALT DWY
20	542+14	-	542+41	RT	-	6	-	NEW SIDEWALK PE C&G
20	542+14	-	542+41	RT	-	5	-	NEW SIDEWALK PE CONCRETE DWY
20	542+20	-	542+34	RT	-	1	-	NEW SIDEWALK PE ASPHALT DWY
20	542+33	-	542+96	RT	-	11	-	NEW SIDEWALK
20	542+76	-	543+00	RT	-	7	-	NEW SIDEWALK C&G S 5TH ST
20	543+32	-	543+49	RT	-	5	-	NEW SIDEWALK C&G S 5TH ST
20	543+36	-	544+99	RT	-	28	-	NEW SIDEWALK
20	544+92	-	545+30	RT	-	8	-	NEW WALK C&G S LOON LAKE RD
20	544+92	-	545+30	RT	-	8	-	NEW WALK S LOON LAKE RD APRON
20	544+98	-	545+24	RT	-	2	-	NEW WALK S LOON LAKE RD ASPHALT
20	545+23	-	547+31	RT	-	39	-	NEW SIDEWALK
20	547+08	-	547+35	RT	-	8	-	NEW SIDEWALK C&G S 4TH ST
20	564+68	-	565+88	RT	-	27	-	NEW SIDEWALK
20	565+80	-	567+02	RT	-	27	-	NEW SIDEWALK CE C&G
20	565+87	-	566+95	RT	-	26	-	NEW SIDEWALK CE CONCRETE DWY
20	565+91	-	566+92	RT	-	9	-	NEW SIDEWALK CE ASPHALT DWY
20	566+94	-	567+39	RT	-	9	-	NEW SIDEWALK
20	567+31	-	567+75	RT	-	8	-	NEW SIDEWALK CE C&G
20	567+39	-	567+68	RT	-	7	-	NEW SIDEWALK CE CONCRETE DWY
20	567+41	-	567+65	RT	-	2	-	NEW SIDEWALK CE ASPHALT DWY
20	567+66	-	568+18	RT	-	10	-	NEW SIDEWALK
20	568+11	-	568+53	RT	-	10	-	NEW SIDEWALK CE C&G
20	568+18	-	568+46	RT	-	7	-	NEW SIDEWALK CE CONCRETE DWY
20	568+20	-	568+44	RT	-	2	-	NEW SIDEWALK CE ASPHALT DWY
20	568+45	-	568+89	RT	-	9	-	NEW SIDEWALK
20	568+81	-	569+38	RT	-	12	-	NEW SIDEWALK CE C&G
20	568+88	-	569+30	RT	-	10	-	NEW SIDEWALK CE CONCRETE DWY
20	568+91	-	569+28	RT	-	3	-	NEW SIDEWALK CE ASPHALT DWY
20	569+30	-	570+21	RT	-	19	-	NEW SIDEWALK
20	570+13	-	570+54	RT	-	9	-	NEW SIDEWALK CE C&G
20	570+20	-	570+47	RT	-	8	-	NEW SIDEWALK CE CONCRETE DWY
20	570+46	-	571+19	RT	-	15	-	NEW SIDEWALK
20	571+11	-	571+55	RT	-	10	-	NEW SIDEWALK CE C&G
20	571+19	-	571+47	RT	-	9	-	NEW SIDEWALK CE CONCRETE DWY
20	571+47	-	572+14	RT	-	14	-	NEW SIDEWALK
20	572+07	-	572+63	RT	-	12	-	NEW SIDEWALK CE C&G
20	572+14	-	572+55	RT	-	10	-	NEW SIDEWALK CE CONCRETE DWY
20	572+16	-	572+54	RT	-	3	-	NEW SIDEWALK CE ASPHALT DWY
20	572+55	-	572+67	RT	-	2	-	NEW SIDEWALK
20	538+20	-	538+37	RT	2		-	NEW SIDEWALK PE
20	540+15	-	540+27	RT	1		-	NEW SIDEWALK PE
				CATEGORY 0020 TOTAL	**3**	**739**	**-**	
				PROJECT TOTAL	**3**	**1,379**	**48**	

CONCRETE DRIVEWAY

					416.0160 CONCRETE DRIVEWAY 6-INCH	416.0260 CONCRETE DRIVEWAY HES 6-INCH	416.0610 DRILLED TIE BARS	
CATEGORY	STATION	TO	STATION	LOCATION	SY	SY	EACH	COMMENT
20	531+08	-	531+66	RT	29	-	-	NEW SIDEWALK CE
20	537+00	-	537+35	RT	26	-	-	NEW SIDEWALK PE
20	538+13	-	538+44	RT	17	-	-	NEW SIDEWALK PE
20	540+08	-	540+35	RT	13	-	-	NEW SIDEWALK PE
20	541+13	-	541+40	RT	13	-	-	NEW SIDEWALK PE
20	542+14	-	542+41	RT	13	-	-	NEW SIDEWALK PE
20	544+92	-	545+31	RT	24	-	-	NEW SIDEWALK S LOON LAKE RD
20	565+88	-	566+95	RT	77	-	-	NEW SIDEWALK CE
20	567+39	-	567+68	RT	-	20	-	NEW SIDEWALK CE
20	568+18	-	568+46	RT	-	20	-	NEW SIDEWALK CE
20	568+89	-	569+30	RT	30	-	-	NEW SIDEWALK CE
20	570+20	-	570+47	RT	-	24	6	NEW SIDEWALK CE
20	571+19	-	571+47	RT	-	26	6	NEW SIDEWALK CE
20	572+14	-	572+56	RT	30	-	-	NEW SIDEWALK CE
				CATEGORY 0020 TOTAL	**271**	**90**	**12**	
				PROJECT TOTAL	**271**	**90**	**12**	

465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

CATEGORY	STATION	TO	STATION	LOCATION	TON	COMMENT
10	498+04	-	498+27	RT	6	PE IN TURN LANE WORK
10	498+62	-	499+42	RT	26	PE IN TURN LANE WORK
			CATEGORY 0010 TOTAL		**32**	
20	531+00	-	531+61	RT	10	NEW SIDEWALK CE DWY
20	537+06	-	537+28	RT	3	NEW SIDEWALK PE
20	541+20	-	541+33	RT	3	NEW SIDEWALK ALLEY
20	542+21	-	542+33	RT	3	NEW SIDEWALK PE
20	544+99	-	545+23	RT	3	S LOON LAKE RD
20	565+92	-	566+93	RT	15	NEW SIDEWALK CE
20	567+43	-	567+65	RT	3	NEW SIDEWALK CE
20	568+21	-	568+44	RT	3	NEW SIDEWALK CE
20	568+92	-	569+27	RT	3	NEW SIDEWALK CE
20	572+17	-	572+52	RT	3	NEW SIDEWALK CE
			CATEGORY 0020 TOTAL		**49**	
			PROJECT TOTAL		**81**	

HMA PAVEMENT

						455.0605 TACK COAT	460.6444 HMA PAVEMENT 4 MT 58-34 H	
CATEGORY	STATION	LOCATION	TO	STATION	LOCATION	GAL	TON	COMMENT
10	494+14	CL	-	505+25	CL	347	570	MAINLINE
10	71+45	CL	-	73+20	CL	-	28	USH 45/STH 32 MEDIAN
10	504+93	RT	-	505+58	RT	14	24	BLOOM RD INTERSECTION
10	505+01	LT	-	505+73	LT	14	23	BLOOM RD INTERSECTION
10	507+61	RT	-	507+71	RT	-	0.3	RECONSTRUCTING INLETS
10	507+61	LT	-	507+71	LT	-	0.3	RECONSTRUCTING INLETS
10	517+53	RT	-	517+62	RT	-	0.3	RECONSTRUCTING INLETS
10	517+53	LT	-	517+62	LT	-	0.3	RECONSTRUCTING INLETS
10	520+56	RT	-	520+66	RT	-	0.3	RECONSTRUCTING INLETS
10	520+59	LT	-	520+68	LT	-	0.3	RECONSTRUCTING INLETS
10	522+94	RT	-	523+04	RT	-	0.3	RECONSTRUCTING INLETS
10	524+94	RT	-	525+04	RT	-	0.3	RECONSTRUCTING INLETS
10	525+43	LT	-	525+53	LT	-	0.3	RECONSTRUCTING INLETS
10	527+77	LT	-	527+87	LT	-	0.3	RECONSTRUCTING INLETS
10	527+92	RT	-	528+71	RT	19	31	E TRUSS STREET INTERSECTION
10	528+00	RT	-	528+10	RT	-	0.3	RECONSTRUCTING INLETS
10	533+06	RT	-	533+37	RT	-	1	REMOVING ENTRANCE C&G
10	534+86	LT	-	536+26	LT	36	59	S 7TH STREET INTERSECTION
10	535+63	RT	-	536+20	RT	10	17	S 7TH STREET INTERSECTION
10	538+93	LT	-	539+03	LT	-	0.3	RECONSTRUCTING INLETS
10	539+03	RT	-	539+63	RT	12	20	S 6TH STREET INTERSECTION
10	539+04	LT	-	539+66	LT	8	14	S 6TH STREET INTERSECTION
10	539+97	RT	-	540+05	RT	-	0.4	RECONSTRUCTING INLETS
10	542+83	LT	-	543+47	LT	10	17	S 5TH STREET INTERSECTION
10	542+83	RT	-	543+50	RT	9	14	S 5TH STREET INTERSECTION
10	544+80	LT	-	545+46	LT	6	10	S LOON LAKE INTERSECTION
10	545+97	LT	-	546+17	LT	-	1	REMOVING ENTRANCE C&G
10	546+18	RT	-	546+44	RT	-	1	REMOVING ENTRANCE C&G
10	546+99	RT	-	547+06	RT	-	0.3	RECONSTRUCTING INLETS
10	547+20	RT	-	547+82	RT	8	14	S 4TH STREET INTERSECTION
10	547+21	LT	-	547+86	LT	8	14	S 4TH STREET INTERSECTION
10	550+94	LT	-	551+02	LT	-	0.3	RECONSTRUCTING INLETS
10	551+02	RT	-	551+70	RT	11	17	S 3RD STREET INTERSECTION
10	551+05	LT	-	551+70	LT	9	15	S 3RD STREET INTERSECTION
10	551+68	RT	-	551+75	RT	-	0.3	RECONSTRUCTING INLETS
10	554+81	RT	-	555+47	RT	10	17	S 2ND STREET INTERSECTION
10	554+85	LT	-	555+47	LT	11	17	S 2ND STREET INTERSECTION
10	555+48	LT	-	555+56	LT	-	0.4	RECONSTRUCTING INLETS
10	555+48	RT	-	555+56	RT	-	0.4	RECONSTRUCTING INLETS
10	558+61	RT	-	559+25	RT	10	17	S 1ST STREET INTERSECTION
10	558+62	LT	-	559+28	LT	10	17	S 1ST STREET INTERSECTION
10	561+61	CL	-	563+88	CL	-	23	MEDIAN
10	562+21	RT	-	562+80	RT	12	20	S MAIN STREET INTERSECTION
10	563+72	RT	-	565+00	RT	34	56	S RAILROAD STREET INTER
10	564+00	LT	-	565+19	LT	33	55	PRIDE DR INTERSECTION
10	565+21	CL	-	565+82	CL	-	6	MEDIAN
10	572+68	RT	-	576+11	RT	148	244	USH 45/STH 32/STH 17/BRIDGE
10	498+50	409' LT	-	499+78	21' LT	166	272	USH 45/STH 32 INTERSECTION
10	500+00	21' RT	-	500+57	167' RT	73	119	USH 45/STH 32 INTERSECTION
10	505+25	CL	-	536+00	CL	1031	1693	MAINLINE
10	536+00	CL	-	564+50	CL	977	1604	MAINLINE
10	564+50	CL	-	577+12	CL	464	763	MAINLINE
10	536+04	LT	-	536+56	LT	-	3	CURB RAMP C&G S 7TH ST
10	544+81	LT	-	545+46	LT	-	2	S LOON LAKE C&G
10	544+91	RT	-	545+30	RT	-	1	S LOON LAKE C&G
10	547+20	LT	-	547+37	LT	-	1	CURB RAMP C&G S 4TH ST
10	547+66	RT	-	547+92	RT	-	1	CURB RAMP C&G S 4TH ST
10	547+70	LT	-	547+93	LT	-	1	CURB RAMP C&G S 4TH ST
10	550+93	RT	-	551+20	RT	-	1	CURB RAMP C&G S 3RD ST
10	551+02	LT	-	551+20	LT	-	1	CURB RAMP C&G S 3RD ST
10	551+51	RT	-	551+68	RT	-	1	CURB RAMP C&G S 3RD ST
10	554+81	RT	-	554+99	RT	-	1	CURB RAMP C&G S 2ND ST
10	555+30	RT	-	555+48	RT	-	1	CURB RAMP C&G S 2ND ST
10	558+51	RT	-	558+78	RT	-	2	CURB RAMP C&G S 1ST ST
10	559+10	LT	-	559+34	LT	-	1	CURB RAMP C&G S 1ST ST
10	559+10	RT	-	559+36	RT	-	2	CURB RAMP C&G S 1ST ST
10	561+69	LT	-	561+89	LT	-	1	CURB RAMP C&G
10	561+69	RT	-	561+89	LT	-	1	CURB RAMP C&G
10	562+21	RT	-	562+38	RT	-	1	CURB RAMP C&G S MAIN ST
10	562+65	RT	-	562+85	RT	-	1	CURB RAMP C&G S MAIN ST
10	563+61	RT	-	564+13	RT	-	3	CURB RAMP C&G S RR ST
10	563+86	LT	-	564+38	LT	-	3	CURB RAMP C&G PRIDE DR
10	564+83	LT	-	565+27	LT	-	3	CURB RAMP C&G PRIDE DR
10	574+44	RT	-	574+65	RT	-	1	CURB RAMP C&G BRIDGE ST
10	574+64	RT	-			-	4	CURB RAMP ISLAND BRIDGE ST
10	575+21	LT	-	575+51	LT	-	1	CURB RAMP C&G
10	575+34	RT	-			-	3	CURB RAMP ISLAND BRIDGE ST
10	575+44	RT	-	575+63	RT	-	1	CURB RAMP C&G BRIDGE ST
					SUBTOTAL (PAVEMENT TABLE)		3,500	5,859	
					SUBTOTAL (FROM TRAFFIC SIGNAL TABLE)		-	114	
					CATEGORY 0010 TOTAL		**3,500**	**5,973**	
20	528+62	RT	-	528+98	RT	-	2	NEW SIDEWALK C&G E TRUSS
20	531+00	RT	-	531+13	RT	-	1	NEW SIDEWALK C&G CE
20	531+61	RT	-	531+73	RT	-	1	NEW SIDEWALK C&G CE
20	535+63	RT	-	535+83	RT	-	2	NEW SIDEWALK C&G S 7TH
20	536+02	RT	-	536+50	RT	-	2	NEW SIDEWALK C&G S 7TH
20	537+00	RT	-	537+35	RT	-	1	PE DWY C&G
20	538+14	RT	-	538+44	RT	-	1	PE DWY C&G
20	539+03	RT	-	539+21	RT	-	1	NEW SIDEWALK S&G S 6TH
20	539+52	RT	-	539+70	RT	-	1	NEW SIDEWALK C&G S 6TH
20	540+05	RT	-	540+35	RT	-	1	PE DWY C&G
20	541+13	RT	-	541+40	RT	-	1	ALLEY C&G
20	542+14	RT	-	542+41	RT	-	1	PE DWY C&G
20	542+76	RT	-	543+00	RT	-	1	NEW SIDEWALK C&G S 5TH
20	543+32	RT	-	543+50	RT	-	1	NEW SIDEWALK C&G S 5TH
20	547+06	RT	-	547+35	RT	-	1	NEW SIDEWALK C&G S 4TH
20	564+58	RT	-	565+15	RT	-	3	NEW SIDEWALK C&G RR ST
20	565+80	RT	-	567+02	RT	-	5	CE DWY C&G
20	567+32	RT	-	567+75	RT	-	2	CE DWY C&G
20	568+11	RT	-	568+53	RT	-	2	CE DWY C&G
20	568+81	RT	-	569+38	RT	-	2	CE DWY C&G
20	570+12	RT	-	570+54	RT	-	2	CE DWY C&G
20	571+11	RT	-	571+55	RT	-	2	CE DWY C&G
20	572+07	RT	-	572+64	RT	-	2	CE DWY C&G
					CATEGORY 0020 TOTAL		**-**	**36**	
					PROJECT TOTAL		**3,500**	**6,009**	

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CONCRETE CURB & GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	601.0407 18-INCH TYPE D LF	601.0411 30-INCH TYPE D LF	SPV.0090.001 HES 30-INCH TYPE D LF	601.0600 CONCRETE CURB PEDESTRIAN LF	COMMENT
10	561+71	-	563+01	LT	129	-	-	-	MEDIAN
10	561+71	-	563+01	RT	131	-	-	-	MEDIAN
10	507+61	-	507+71	RT	-	9	-	-	RECONSTRUCTING INLETS
10	507+61	-	507+71	RT	-	9	-	-	RECONSTRUCTING INLETS
10	517+53	-	517+62	RT	-	9	-	-	RECONSTRUCTING INLETS
10	517+53	-	517+62	LT	-	9	-	-	RECONSTRUCTING INLETS
10	520+58	-	520+68	RT	-	9	-	-	RECONSTRUCTING INLETS
10	520+58	-	520+68	LT	-	9	-	-	RECONSTRUCTING INLETS
10	522+94	-	523+04	RT	-	9	-	-	RECONSTRUCTING INLETS
10	524+95	-	524+04	RT	-	9	-	-	RECONSTRUCTING INLETS
10	525+43	-	525+53	LT	-	9	-	-	RECONSTRUCTING INLETS
10	527+77	-	527+87	LT	-	9	-	-	RECONSTRUCTING INLETS
10	527+99	-	528+09	RT	-	9	-	-	RECONSTRUCTING INLETS
10	538+93	-	539+03	LT	-	9	-	-	RECONSTRUCTING INLETS
10	539+96	-	540+05	RT	-	9	-	-	RECONSTRUCTING INLETS
10	546+98	-	547+06	RT	-	8	-	-	RECONSTRUCTING INLETS
10	550+94	-	551+02	LT	-	7	-	-	RECONSTRUCTING INLETS
10	551+67	-	551+75	RT	-	7	-	-	RECONSTRUCTING INLETS
10	555+46	-	555+55	LT	-	9	-	-	RECONSTRUCTING INLETS
10	555+74	-	555+56	RT	-	8	-	-	RECONSTRUCTING INLETS
10	533+05	-	533+37	RT	-	30	-	-	REMOVING ENTRANCE C&G
10	545+97	-	546+18	LT	-	20	-	-	REMOVING ENTRANCE C&G
10	546+18	-	546+44	RT	-	25	-	-	REMOVING ENTRANCE C&G
10	574+64			RT	14	-	-	-	CURB RAMP ISLAND
10	575+34			RT	4	-	-	-	CURB RAMP ISLAND
10	536+04	-	536+56	LT	-	61	-	-	CURB RAMP C&G S 7TH ST
10	547+20	-	547+37	LT	-	20	-	-	CURB RAMP C&G S 4TH ST
10	547+70	-	547+93	LT	-	27	-	-	CURB RAMP C&G S 4TH ST
10	547+66	-	547+93	RT	-	29	-	-	CURB RAMP C&G S 4TH ST
10	551+02	-	551+21	LT	-	22	-	-	CURB RAMP C&G S 3RD ST
10	550+93	-	551+20	RT	-	30	-	-	CURB RAMP C&G S 3RD ST
10	551+51	-	551+67	RT	-	20	-	-	CURB RAMP C&G S 3RD ST
10	554+81	-	554+99	RT	-	31	-	-	CURB RAMP C&G S 2ND ST
10	555+30	-	555+47	RT	-	20	-	-	CURB RAMP C&G S 2ND ST
10	558+50	-	558+78	RT	-	37	-	-	CURB RAMP C&G S 1ST ST
10	559+11	-	5559+34	LT	-	26	-	-	CURB RAMP C&G S 1ST ST
10	559+10	-	559+36	RT	-	35	-	-	CURB RAMP C&G S 1ST ST
10	561+68	-	561+89	LT	-	20	-	-	CURB RAMP C&G
10	561+68	-	561+89	RT	-	20	-	-	CURB RAMP C&G
10	562+20	-	562+38	RT	-	25	-	-	CURB RAMP C&G S MAIN ST
10	562+12	-	562+38	LT	-	25	-	-	CURB RAMP REMOVAL
10	562+66	-	562+86	RT	-	29	-	-	CURB RAMP C&G S MAIN ST
10	563+85	-	564+38	LT	-	64	-	-	CURB RAMP C&G PRIDE DR
10	564+82	-	565+28	LT	-	71	-	-	CURB RAMP C&G PRIDE DR
10	563+62	-	564+13	RT	-	79	-	-	CURB RAMP C&G S RR ST
10	574+44	-	574+66	RT	-	23	-	-	CURB RAMP C&G BRIDGE ST
10	575+44	-	575+62	RT	-	24	-	-	CURB RAMP C&G BRIDGE ST
10	574+64			RT	-	14	-	-	CURB RAMP ISLAND BRIDGE ST
10	575+34			RT	-	4	-	-	CURB RAMP ISLAND BRIDGE ST
10	575+21	-	575+51	R	-	30	-	-	CURB RAMP C&G
10	544+81	-	545+02	LT	-	25	-	-	S LOON LAKE C&G
10	545+27	-	545+46	LT	-	25	-	-	S LOON LAKE C&G
10	544+91	-	545+30	RT	-	38	-	-	S LOON LAKE C&G
10	UNDISTRIBUTED				-	500	-	-	SPOT REPAIRS ALONG USH 45
	SUBTOTAL (CURB & GUTTER TABLE)				278	1,605	-	-	
	SUBTOTAL (FROM TRAFFIC SIGNAL TABLE)				-	73			
			CATEGORY 0010 TOTAL		**278**	**1,678**			

CONCRETE CURB & GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	601.0407 18-INCH TYPE D LF	601.0411 30-INCH TYPE D LF	SPV.0090.001 HES 30-INCH TYPE D LF	601.0600 CONCRETE CURB PEDESTRIAN LF	COMMENT
20	531+36			RT	18	-	-	-	NEW SIDEWALK CE - SLOPED
20	564+98	-	565+78	RT	-	-	-	75	NEW SIDEWALK
20	567+67	-	568+18	RT	-	-	-	51	NEW SIDEWALK
20	568+46	-	568+89	RT	-	-	-	43	NEW SIDEWALK
20	528+61	-	528+98	RT	-	37	-	-	NEW SIDEWALK C&G E TUSS
20	531+00	-	531+14	RT	-	-	44	-	NEW SIDEWALK C&G CE
20	531+31	-	531+74	RT	-	-	43	-	NEW SIDEWALK C&G CE
20	535+63	-	535+83	RT	-	41	-	-	NEW SIDEWALK C&G S 7TH
20	536+04	-	536+49	RT	-	51	-	-	NEW SIDEWALK C&G S 7TH
20	539+03	-	539+22	RT	-	20	-	-	NEW SIDEWALK S&G S 6TH
20	539+52	-	539+69	RT	-	21	-	-	NEW SIDEWALK C&G S 6TH
20	542+76	-	543+00	RT	-	27	-	-	NEW SIDEWALK C&G S 5TH
20	543+20	-	543+50	RT	-	20	-	-	NEW SIDEWALK C&G S 5TH
20	547+06	-	547+35	RT	-	32	-	-	NEW SIDEWALK C&G S 4TH
20	564+57	-	565+15	RT	-	75	-	-	NEW SIDEWALK C&G RR ST
20	537+00	-	537+34	RT	-	34	-	-	PE DWY C&G
20	538+13	-	538+44	RT	-	30	-	-	PE DWY C&G
20	540+05	-	540+34	RT	-	-	29	-	PE DWY C&G
20	541+13	-	541+40	RT	-	-	26	-	ALLEY C&G
20	542+14	-	542+40	RT	-	-	26	-	PE DWY C&G
20	565+80	-	567+02	RT	-	121	-	-	CE DWY C&G
20	567+31	-	567+74	RT	-	-	43	-	CE DWY C&G
20	568+11	-	568+54	RT	-	-	43	-	CE DWY C&G
20	568+81	-	569+38	RT	-	56	-	-	CE DWY C&G
20	570+13	-	570+54	RT	-	-	41	-	CE DWY C&G
20	571+11	-	571+55	RT	-	-	43	-	CE DWY C&G
20	572+07	-	572+63	RT	-	56	-	-	CE DWY C&G
			CATEGORY 0020 TOTAL		**18**	**621**	**338**	**169**	
			PROJECT TOTAL		**296**	**2,299**	**338**	**169**	

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CONCRETE SIDEWALK ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	602.0415 CONCRETE SIDEWALK 6-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF	COMMENT
10	561+71	-	563+03	CL	897			CONCRETE MEDIAN
10	536+33	-	536+55	LT	127	10		CURB RAMP S 7TH ST
10	547+21	-	547+31	LT	72	10		CURB RAMP S 4TH ST
10	547+72	-	547+93	RT	101	10		CURB RAMP S 4TH ST
10	550+93	-	551+14	RT	150		16	CURB RAMP S 3RD ST
10	551+56	-	551+75	RT	140		16	CURB RAMP S 3RD ST
10	554+76	-	554+93	RT	141		10	CURB RAMP S 2ND ST
10	555+36	-	555+53	RT	145		13	CURB RAMP S 2ND ST
10	558+51	-	558+72	RT	157		15	CURB RAMP S 1ST ST
10	559+15	-	559+36	RT	251	10		CURB RAMP S 1ST ST
10	559+15	-	559+36	LT	120	10		CURB RAMP S 1ST ST
10	561+68	-	561+89	LT	120	10		CURB RAMP
10	561+68	-	561+89	RT	120	10		CURB RAMP
10	561+78			CL		10		MEDIAN
10	561+78			CL		10		MEDIAN
10	562+12	-	562+38	LT	150			CURB RAMP REMOVAL
10	562+14	-	562+33	RT	173		12	CURB RAMP S MAIN ST
10	562+71	-	562+85	RT	141	10		CURB RAMP S MAIN ST
10	563+80	-	564+00	RT	141	10		CURB RAMP S RR ST
10	563+85	-	564+33	LT	409	10		CURB RAMP S RR ST
10	564+92	-	565+09	LT	170	20		CURB RAMP S RR DR
10	574+30	-	574+63	RT	331	10		CURB RAMP BRIDGE ST
10	574+64			RT	54	10		CURB RAMP ISLAND BRIDGE
10	575+20	-	575+52	LT	180	10		CURB RAMP
10	575+34			RT	30	30		CURB RAMP ISLAND BRIDGE
10	575+48	-	575+75	RT	316	10		CURB RAMP BRIDGE ST
			CATEGORY 0010 TOTAL		**4,636**	**210**	**82**	

CONCRETE MEDIAN

CATEGORY	STATION	TO	STATION	LOCATION	620.0200 BLUNT NOSE SF	620.0300 SLOPED NOSE SF	646.8120 MARKING CURB EPOXY LF	646.8220 MARKING ISLAND NOSE EPOXY EACH	COMMENT
10	561+64	-	561+70	CL	77	-	29	-	-
10	563+80	-	563+86	CL	-	8	14	1	-
10	565+23	-	565+28	CL	-	8	14	1	-
10	565+75	-	565+81	CL	-	8	14	1	-
10	574+54	-	574+59	RT	20	-	-	-	-
10	574+65	-	574+74	RT	27	-	54	-	ENTIRE ISLAND
10	574+66	-	574+74	RT	27	-	-	-	-
10	575+30	-	575+36	RT	22	-	-	-	-
10	575+30	-	575+30	RT	31	-	43	-	ENTIRE ISLAND
10	575+36	-	575+41	RT	24	-	-	-	-
			CATEGORY 0010 TOTAL		228	24	168	3	
			PROJECT TOTAL		**228**	**24**	**168**	**3**	

20	528+68 - 531+11	RT	1,192				NEW SIDEWALK
20	528+81	RT			18		NEW SIDEWALK E TUSS ST
20	531+36	RT	10				NEW SIDEWALK CE
20	531+61 - 535+76	RT	2,119				NEW SIDEWALK
20	535+73			10			NEW SIDEWALK S 7TH ST
20	536+06 - 537+07	RT	536				NEW SIDEWALK
20	536+11	RT		10			NEWSIDEWALK S 7TH ST
20	536+37	RT		10			NEW SIDEWALK S 7TH ST
20	537+27 - 538+21	RT	468				NEW SIDEWALK
20	538+36 - 539+17	RT	400				NEW SIDEWALK
20	539+11	RT		10			NEW SIDEWALK S 6TH ST
20	539+56 - 540+14	RT	297				NEW SIDEWALK
20	539+63	RT		10			NEW SIDEWALK S 6TH ST
20	540+27 - 541+19	RT	492				NEW SIDEWALK
20	541+31 - 542+20	RT	444				NEW SIDEWALK
20	542+34 - 542+95	RT	337				NEW SIDEWALK
20	542+87	RT		10			NEW SIDEWALK S 5TH ST
20	543+37 - 545+00	RT	827				NEW SIDEWALK
20	543+42	RT		10			NEW SIDEWALK S 5TH ST
20	545+22 - 547+28	RT	1,157				NEW SIDEWALK
20	547+25	RT		10			NEW SIDEWALK S 4TH ST
20	559+15 - 560+25	RT	692				NEW SIDEWALK
20	559+20	LT		10			NEW SIDEWALK S 1ST ST
20	564+71 - 565+91	RT	887				NEW SIDEWALK
20	564+76	RT		10			NEW SIDEWALK S RR ST
20	564+96	RT		10			NEW SIDEWALK S RR ST
20	566+94 - 567+40	RT	291				NEW SIDEWALK
20	567+67 - 568+18	RT	330				NEW SIDEWALK
20	568+46 - 568+91	RT	280				NEW SIDEWALK
20	569+29 - 570+21	RT	588				NEW SIDEWALK
20	570+47 - 571+20	RT	472				NEW SIDEWALK
20	571+48 - 572+18	RT	438				NEW SIDEWALK
20	572+57 - 572+69	RT	74				NEW SIDEWALK
	CATEGORY 0020 TOTAL		**12,331**	**110**	**18**		
30	UNDISTRIBUTED		200				EXISTING PANEL REPLACEMENTS
	CATEGORY 0030 TOTAL		**200**	**-**	**-**		
	PROJECT TOTAL		**17,167**	**320**	**100**		

SPV.0165.001 MONOLITHIC CONCRETE MEDIAN

CATEGORY	STATION	TO	STATION	LOCATION	SF
10	563+01	-	563+80	CL	317
10	565+28	-	565+76	CL	189
			CATEGORY 0010 TOTAL		506
			PROJECT TOTAL		**506**

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STORM SEWER ITEMS

CATEGORY	STATION			LOCATION	608.3015 STORM SEWER PIPE CLASS III-A 15-INCH LF	611.0420 RECONSTRUCTING MANHOLES EACH	611.0430 RECONSTRUCTING INLETS EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0600 INLET COVERS TYPE A EACH	611.6012 INLET COVERS TYPE C EACH	611.0624 INLET COVERS TYPE H EACH	611.1003 CATCH BASINS 3-FT DIAMETER EACH	611.1004 CATCH BASINS 4-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH	SPV.0060.001 INLET COVERS TYPE H-D EACH	SPV.0060.002 INLET COVERS TYPE Z-D EACH	COMMENT
10	507+66			RT	-	-	1	-	-	-	-	-	-	-	-	-	-	-	RECONSTRUCTING INLETS
10	507+66			LT	-	-	1	-	-	-	-	-	-	-	-	-	-	-	RECONSTRUCTING INLETS
10	517+57			RT	-	-	1	-	-	-	-	-	-	-	-	-	-	-	RECONSTRUCTING INLETS
10	517+57			LT	-	-	1	-	-	-	-	-	-	-	-	-	-	-	RECONSTRUCTING INLETS
10	520+62			RT	-	-	1	-	-	-	-	-	-	-	-	-	-	-	RECONSTRUCTING INLETS
10	520+63			LT	-	-	1	-	-	-	-	-	-	-	-	-	-	-	RECONSTRUCTING INLETS
10	523+00			RT	-	-	1	-	-	-	-	-	-	-	-	-	-	-	RECONSTRUCTING INLETS
10	525+00			RT	-	-	1	-	-	-	-	-	-	-	-	-	-	-	RECONSTRUCTING INLETS
10	525+48			LT	-	-	1	-	-	-	-	-	-	-	-	-	-	-	RECONSTRUCTING INLETS
10	527+82			LT	-	-	1	-	-	-	1	-	-	-	-	-	-	-	RECONSTRUCTING INLETS
10	528+04			RT	-	-	1	-	-	-	-	-	-	-	-	-	-	-	RECONSTRUCTING INLETS
10	534+54			RT	-	-	-	-	-	-	-	-	-	-	1	-	-	-	ADJUSTING COVER
10	538+98			LT	-	-	1	-	1	-	-	-	-	-	-	-	-	-	RECONSTRUCTING INLETS
10	540+01			RT	-	-	1	-	-	-	-	-	-	-	-	-	-	-	RECONSTRUCTING INLETS
10	547+03			RT	-	-	1	-	-	-	1	-	-	-	-	-	-	-	RECONSTRUCTING INLETS
10	550+99			LT	-	-	1	-	-	-	-	-	-	-	-	-	-	-	RECONSTRUCTING INLETS
10	551+71			RT	-	-	1	-	-	-	-	-	-	-	-	-	-	-	RECONSTRUCTING INLETS
10	555+51			LT	-	-	1	-	-	-	-	-	-	-	-	-	-	-	RECONSTRUCTING INLETS
10	555+51			RT	-	-	1	-	-	-	-	-	-	-	-	-	-	-	RECONSTRUCTING INLETS
10	562+69			RT	-	-	1	-	-	-	-	-	-	-	-	-	-	-	RECONSTRUCTING INLETS
CATEGORY 0010 TOTAL					**-**	**-**	**19**	**-**	**1**	**-**	**2**	**-**	**-**	**-**	**1**	**-**	**-**	**-**	
20	535+72	-	535+78	RT	6	-	-	-	-	-	-	-	-	-	-	-	-	-	7TH ST INTERSECTION AREA
20	535+78	-	536+16	RT	41	-	-	-	-	-	-	-	-	-	-	-	-	-	7TH ST INTERSECTION AREA
20	536+16	-	536+21	RT	14	-	-	-	-	-	-	-	-	-	-	-	-	-	7TH ST INTERSECTION AREA
20	536+21			RT	-	1	-	1	-	-	-	-	-	-	-	-	-	-	EX102
20	535+72			RT	-	-	-	-	-	1	-	1	-	-	-	-	-	-	FIELD DRAIN
20	536+16			RT	-	-	-	-	-	1	-	-	1	-	-	-	-	-	202
20	535+78			RT	-	-	-	-	-	-	1	-	-	1	-	-	-	-	201
20	567+60			RT	-	-	-	-	-	-	-	-	-	-	-	1	1	-	CURB INLET IN CE
20	568+90			RT	-	-	-	-	-	-	-	-	-	-	-	1	-	1	CURB INLET IN CE
20	571+55			RT	-	-	-	-	-	-	-	-	-	-	-	1	-	1	CURB INLET IN CE TAPER
CATEGORY 0020 TOTAL					**61**	**1**	**-**	**1**	**-**	**2**	**1**	**1**	**1**	**1**	**-**	**3**	**1**	**2**	
PROJECT TOTAL					**61**	**1**	**19**	**1**	**1**	**2**	**3**	**1**	**1**	**1**	**1**	**3**	**1**	**2**	

EROSION CONTROL & RESTORATION ITEMS

					625.0100	SPV.0180.002	628.1905	628.1910	628.1504	628.1504	628.2008	628.7020	628.7504	629.0210	SPV.0030.001	630.0140	631.0300	
					TOPSOIL	PREPARING TOPSOIL FOR LAWN TYPE TURF	MOBILIZATIONS	MOBILIZATIONS EMERGENCY	SILT FENCE	SILT FENCE MAINTENANCE	EROSION MAT URBAN CLASS I TYPE B	INLET PROTECTION TYPE D	TEMPORARY DITCH CHECKS	FERTILIZER TYPE B	FERTILIZER FOR LAWN TYPE TURF	SEEDING MIXTURE NO. 40	SOD WATER	
CATEGORY	STATION	TO	STATION	LOCATION	SY	SY	EACH	EACH	LF	LF	SY	EACH	LF	CWT	CWT	LB	MGAL	COMMENT
10	494+13	-	499+78	RT	920	-	-	-	-	-	920	-	-	0.58	-	16.6	-	
10	494+12	-	497+47	RT	-	-	-	-	332	332	-	-	-	-	-	-	-	ROAD
10		496+77		RT	-	-	-	-	-	-	-	-	10	-	-	-	-	
10		497+01		RT	-	-	-	-	-	-	-	-	10	-	-	-	-	
10		504+92		LT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10		504+90		RT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10	507+56	-	507+75	LT	11	-	-	-	-	-	11	-	-	0.01	-	0.2	-	RECONSTRUCTING INLETS
10	507+56	-	507+76	RT	11	-	-	-	-	-	11	-	-	0.01	-	0.2	-	RECONSTRUCTING INLETS
10		507+66		LT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10		507+66		RT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10		513+54		RT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10	517+47	-	517+67	LT	11	-	-	-	-	-	11	-	-	0.01	-	0.2	-	RECONSTRUCTING INLETS
10	517+46	-	517+66	RT	11	-	-	-	-	-	11	-	-	0.01	-	0.2	-	RECONSTRUCTING INLETS
10		517+57		LT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10		517+57		RT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10	520+54	-	520+73	LT	11	-	-	-	-	-	11	-	-	0.01	-	0.2	-	RECONSTRUCTING INLETS
10	520+54	-	520+73	RT	11	-	-	-	-	-	11	-	-	0.01	-	0.2	-	RECONSTRUCTING INLETS
10		520+63		LT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10		520+62		RT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10	522+88	-	523+10	RT	11	-	-	-	-	-	11	-	-	0.01	-	0.2	-	RECONSTRUCTING INLETS
10		523+00		RT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10	524+89	-	525+10	RT	11	-	-	-	-	-	11	-	-	0.01	-	0.2	-	RECONSTRUCTING INLETS
10		523+00		RT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10	524+89	-	525+10	RT	11	-	-	-	-	-	11	-	-	0.01	-	0.2	-	RECONSTRUCTING INLETS
10		525+00		RT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10	525+38	-	525+58	LT	11	-	-	-	-	-	11	-	-	0.01	-	0.2	-	RECONSTRUCTING INLETS
10		525+48		LT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10		525+48		LT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10	527+72	-	527+92	LT	11	-	-	-	-	-	11	-	-	0.01	-	0.2	-	RECONSTRUCTING INLETS
10		527+82		LT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10		528+04		RT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10	528+65	-	531+10	RT	362	362	-	-	182	182	362	-	-	-	0.23	6.5	8.7	NEW SIDEWALK
10	531+63	-	535+77	RT	683	683	-	-	435	435	683	-	-	-	0.43	12.3	16.4	NEW SIDEWALK
10		535+24		LT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10		535+77		RT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10		535+78		RT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10	536+09	-	536+56	LT	29	29	-	-	-	-	29	-	-	-	0.02	0.5	0.7	CURB RAMP
10	536+08	-	537+07	RT	97	97	-	-	-	-	97	-	-	-	0.06	1.7	2.3	NEW SIDEWALK
10		536+16		RT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10		536+13		LT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10	537+27	-	538+20	RT	69	69	-	-	-	-	69	-	-	-	0.04	1.2	1.7	NEW SIDEWALK
10	538+36	-	539+15	RT	57	57	-	-	-	-	57	-	-	-	0.04	1.0	1.4	NEW SIDEWALK
10	538+88	-	539+08	LT	6	6	-	-	-	-	6	-	-	-	0.00	0.1	0.1	RECONSTRUCTING INLETS
10		538+98		LT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10		538+97		RT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10	539+53	-	540+15	RT	53	53	-	-	-	-	53	-	-	-	0.03	1.0	1.3	NEW SIDEWALK
10		540+01		RT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10	540+27	-	541+21	RT	75	75	-	-	-	-	75	-	-	-	0.05	1.3	1.8	NEW SIDEWALK
10	541+32	-	542+22	RT	73	73	-	-	-	-	73	-	-	-	0.05	1.3	1.8	NEW SIDEWALK
				SUBTOTAL	2529	1504	0	0	949	949	2529	23	20	0.65	0.95	45.5	36.2	

EROSION CONTROL & RESTORATION ITEMS (CONTINUED)

					625.0100	SPV.0180.002	628.1905	628.1910	628.1504	628.1504	628.2008	628.7020	628.7504	629.0210	SPV.0030.001	630.0140	631.0300	
					TOPSOIL	PREPARING TOPSOIL FOR LAWN TYPE TURF	MOBILIZATIONS	MOBILIZATIONS EMERGENCY	SILT FENCE	SILT FENCE MAINTENANCE	EROSION MAT URBAN CLASS I TYPE B	INLET PROTECTION TYPE D	TEMPORARY DITCH CHECKS	FERTILIZER TYPE B	FERTILIZER FOR LAWN TYPE TURF	SEEDING MIXTURE NO. 40	SOD WATER	
CATEGORY	STATION	TO	STATION	LOCATION	SY	SY	EACH	EACH	LF	LF	SY	EACH	LF	CWT	CWT	LB	MGAL	COMMENT
10	542+33	-	542+97	RT	42	42	-	-	-	-	42	-	-	-	0.03	0.8	1.0	NEW SIDEWALK
10		542+81		RT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10	543+36	-	545+00	RT	133	133	-	-	-	-	133	-	-	-	0.08	2.4	3.2	NEW SIDEWALK
10	544+76	-	545+02	LT	15	15	-	-	-	-	15	-	-	-	0.01	0.3	0.4	C&G
10		544+70		LT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10		544+70		RT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10	545+23	-	547+34	RT	151	151	-	-	-	-	151	-	-	-	0.10	2.7	3.6	NEW SIDEWALK
10	545+25	-	545+52	LT	20	20	-	-	-	-	20	-	-	-	0.01	0.4	0.5	C&G
10	545+92	-	545+99	LT	3	3	-	-	-	-	3	-	-	-	0.00	0.1	0.1	REMOIVING ENTRANCE C&G
10	546+15	-	546+22	LT	3	3	-	-	-	-	3	-	-	-	0.00	0.1	0.1	REMOIVING ENTRANCE C&G
10	547+14	-	547+36	LT	15	15	-	-	-	-	15	-	-	-	0.01	0.3	0.4	CURB RAMP
10		547+03		RT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10	547+71	-	547+99	RT	30	30	-	-	-	-	30	-	-	-	0.02	0.5	0.7	CURB RAMP
10	547+72	-	547+80	LT	5	5	-	-	-	-	5	-	-	-	0.00	0.1	0.1	CURB RAMP
10		547+89		LT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10		547+89		LT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10	550+85	-	551+16	RT	12	12	-	-	-	-	12	-	-	-	0.01	0.2	0.3	CURB RAMP
10		550+99		LT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10		550+99		RT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10	551+05	-	551+19	LT	9	9	-	-	-	-	9	-	-	-	0.01	0.2	0.2	CURB RAMP
10		551+71		RT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10	551+54	-	551+80	RT	22	22	-	-	-	-	22	-	-	-	0.01	0.4	0.5	CURB RAMP
10	554+66	-	554+95	RT	26	26	-	-	-	-	26	-	-	-	0.02	0.5	0.6	CURB RAMP
10	555+34	-	555+63	RT	24	24	-	-	-	-	24	-	-	-	0.01	0.4	0.6	CURB RAMP
10	555+41	-	555+61	LT	10	10	-	-	-	-	10	-	-	-	0.01	0.2	0.2	RECONSTRUCTING INLETS
10		555+51		LT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10		555+51		RT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10	558+42	-	558+75	RT	18	18	-	-	-	-	18	-	-	-	0.01	0.3	0.4	
10		558+75		RT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10	559+13	-	559+23	RT	20	20	-	-	-	-	20	-	-	-	0.01	0.4	0.5	CURB RAMP
10		559+13		RT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10	559+14	-	560+29	LT	47	47	-	-	-	-	47	-	-	-	0.03	0.9	1.1	CURB RAMP
10		559+30		LT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10	561+64	-	51+94	LT	17	17	-	-	-	-	17	-	-	-	0.01	0.3	0.4	CURB RAMP
10	561+63	-	561+94	RT	7	7	-	-	-	-	7	-	-	-	0.00	0.1	0.2	CURB RAMP
10	562+09	-	562+34	RT	19	19	-	-	-	-	19	-	-	-	0.01	0.3	0.5	CURB RAMP
10		562+35		RT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10		562+57		LT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10		562+69		RT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10	562+69	-	562+90	RT	12	12	-	-	-	-	12	-	-	-	0.01	0.2	0.3	CURB RAMP
10	563+73	-	564+28	LT	27	27	-	-	-	-	27	-	-	-	0.02	0.5	0.7	CURB RAMP
10		564+02		RT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10		564+68		RT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10	564+96	-	565+15	LT	16	16	-	-	-	-	16	-	-	-	0.01	0.3	0.4	CURB RAMP
10	563+73	-	563+96	RT	14	14	-	-	-	-	14	-	-	-	0.01	0.2	0.3	CURB RAMP
10		567+05		RT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10		568+87		LT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10		568+87		RT	-	-	-	-	-	-	-	1	-	-	-	-	-	
				SUBTOTAL	717	717	0	0	0	0	717	22	0	0	0.45	12.9	17.3	

EROSION CONTROL & RESTORATION ITEMS (CONTINUED)

					625.0100 TOPSOIL	**SPV.0180.002** PREPARING TOPSOIL FOR LAWN TYPE TURF	**628.1905** MOBILIZATIONS	**628.1910** MOBILIZATIONS EMERGENCY	**628.1504** SILT FENCE	**628.1504** SILT FENCE MAINTENANCE	**628.2008** EROSION MAT URBAN CLASS I TYPE B	**628.7020** INLET PROTECTION TYPE D	**628.7504** TEMPORARY DITCH CHECKS	**629.0210** FERTILIZER TYPE B	**SPV.0030.001** FERTILIZER FOR LAWN TYPE TURF	**630.0140** SEEDING MIXTURE NO. 40	**631.0300** SOD WATER	
CATEGORY	STATION	TO	STATION	LOCATION	SY	SY	EACH	EACH	LF	LF	SY	EACH	LF	CWT	CWT	LB	MGAL	COMMENT
10		571+39		LT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10		571+58		RT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10		573+50		RT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10	574+25	-	574+73	RT	51	51	-	-	-	-	51	-	-	-	0.03	0.9	1.2	CURB RAMP
10		574+60		RT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10		574+81		LT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10	575+46	-	575+80	RT	33	33	-	-	-	-	33	-	-	-	0.02	0.6	0.8	CURB RAMP
10		575+60		RT	-	-	-	-	-	-	-	1	-	-	-	-	-	
10	575+15	-	575+56	LT	9	9	-	-	-	-	9	-	-	-	0.01	0.2	0.2	CURB RAMP
10	564+72	-	572+69	RT	320	320	-	-	-	-	320	-	-	-	0.20	5.8	7.7	NEW SIDEWALK
10		21+00		RT	-	-	-	-	-	-	-	1	-	-	-	-	-	BRIDGE ST
10		20+99		LT	-	-	-	-	-	-	-	1	-	-	-	-	-	BRIDGE ST
10		20+99		LT	-	-	-	-	-	-	-	1	-	-	-	-	-	BRIDGE ST
10		21+35		LT	-	-	-	-	-	-	-	1	-	-	-	-	-	BRIDGE ST
10		22+24		RT	-	-	-	-	-	-	-	1	-	-	-	-	-	BRIDGE ST
10		22+26		LT	-	-	-	-	-	-	-	1	-	-	-	-	-	BRIDGE ST
10		UNDISTRIBUTED			50	50	1	1	0	0	50	-	-	-	0.1	1	1.2	
				SUBTOTAL	464	464	1	1	0	0	464	12	0	0	0.36	8	11.1	
				CATEGORY 0010 TOTAL	**3,710**	**2,685**	**1**	**1**	**949**	**949**	**3,710**	**57**	**20**	**1**	**2**	**67**	**65**	
				PROJECT TOTAL	**3,710**	**2,685**	**1**	**1**	**949**	**949**	**3,710**	**57**	**20**	**1**	**2**	**67**	**65**	

SIGNING SCHEDULE

CATEGORY	STATION	OFFSET	SIGN NO.	CODE NO.	DESCRIPTION	MESSAGE LINE 1	MESSAGE LINE 2	MESSAGE LINE 3	SIZE IN	SIZE X	SIZE IN	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0814 POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH
10	490+96	LT	0-1	W3-3	Signal Ahead	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	491+00	RT	0-2	W3-3	Signal Ahead	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	493+76	LT	0-3	W14-3	No Passing Zone	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	494+75	RT	0-4	D1-3	Triple Destination/Arrow	[UA] Woodruff	[LA] Three Lakes	Eagle River [RA]	-	X	-	-	-	-	-	1	-	-	2
10	495+00	RT	0-5	R3-8-A	Left Only / Ahead, Right	-	-	-	36	X	30	1	-	7.50	-	-	-	-	-
10	495+13	LT	0-6	D2-1	Destination/Distance (One)	Florence 52	-	-	-	X	-	-	-	-	-	-	-	-	-
10	495+75	LT	0-7	R2-1	Speed Limit __ MPH	45	-	-	-	X	-	-	-	-	-	-	-	-	-
10	496+20	RT	0-8	D9-2	Hospital	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	496+20	RT	0-9	M7-2	Arrow Up	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	496+20	RT	0-10	D7-63-R(MOD)	Nat'l Forest Information/Arrow Right	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	497+50	LT	1-1	J4-1	Reassurance Assembly (1 Headed Route Panel)	EAST	70	-	-	X	-	-	-	-	-	-	-	-	-
10	499+01	LT	1-2	J3-4	Directional Assembly (4 Headed Route Panel)	NORTH / NORTH / WEST / EAST	32 / 45 / 70 / 70	[LA] / [LA] / [LA] / [RA]	-	X	-	-	-	-	-	-	-	-	-
10	499+24	LT	1-3	R1-2	Yield	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	499+24	LT	1-4	R1-53	Right Turn Obey This Sign	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	499+51	RT	1-5	R1-1F	Stop (Folding)	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	499+58	RT	1-6	J3-4	Directional Assembly (4 Headed Route Panel)	SOUTH / SOUTH / NORTH / NORTH	32 / 45 / 32 / 45	[LA] / [LA] / [UA] / [UA]	-	X	-	-	-	-	-	-	-	-	-
10	499+56	LT	1-7	R1-1F	Stop (Folding)	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	499+73	LT	1-8	J4-2	Reassurance Assembly (2 Headed Route Panel)	SOUTH / SOUTH	32 / 45	-	-	X	-	-	-	-	-	-	-	-	-
10	499+81	LT	1-9	R1-1F	Stop (Folding)	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	500+25	RT	1-10	R4-7	Keep Right	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	500+25	RT	1-11	R1-1F	Stop (Folding)	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	500+61	RT	1-12	R1-1F	Stop (Folding)	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	500+61	RT	1-13	J3-3	Directional Assembly (3 Headed Route Panel)	EAST / SOUTH / SOUTH	70 / 32 / 45	[LA] / [UA] / [UA]	-	X	-	-	-	-	-	-	-	-	-
10	500+56	LT	1-14	R1-1F	Stop (Folding)	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	500+58	LT	1-15	J3-3	Directional Assembly (3 Headed Route Panel)	EAST / SOUTH / SOUTH	70 / 45 / 32	[UA] / [RA] / [RA]	-	X	-	-	-	-	-	-	-	-	-
10	501+07	LT	1-16	---	No Parking Any Time - RIGHT Arrow	-	-	-	-	X	-	-	-	-	-	-	1	1	-
10	502+09	RT	1-17	J4-3	Reassurance Assembly (3 Headed Route Panel)	WEST / NORTH / NORTH	70 / 45 / 32	-	-	X	-	-	-	-	-	-	-	-	-
10	502+09	RT	1-18	R2-1	Speed Limit __ MPH	35	-	-	-	X	-	-	-	-	-	-	-	-	-
10	503+21	RT	1-19	R7-1-D	No Parking Any Time - Double Arrow	-	-	-	-	X	-	-	-	-	-	-	1	1	-
10	503+80	LT	1-20	D7-63-L(MOD)	Nat'l Forest Information/Arrow Left	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	504+06	LT	1-21	R7-1-D	No Parking Any Time - Double Arrow	-	-	-	-	X	-	-	-	-	-	-	1	1	-
10	504+62	RT	1-22	R7-1-D	No Parking Any Time - Double Arrow	-	-	-	-	X	-	-	-	-	-	-	1	1	-
10	505+14	LT	1-23	R1-1	Stop	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	505+47	RT	1-24	R1-1	Stop	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	506+34	LT	1-25	D1-2	Two Destinations (Arrows)	[UA] Florence	Three Lakes [RA]	-	-	X	-	-	-	-	-	-	-	-	-
10	507+60	LT	1-26	R3-9-B	Center Lane Left Turn Only Symbol	-	-	-	24	X	36	-	1	6.00	-	-	-	-	-
10	507+60	RT	1-27	R3-9-B	Center Lane Left Turn Only Symbol	-	-	-	24	X	36	-	1	6.00	-	-	-	-	-
10	507+75	LT	1-28	R3-8	Left, Ahead / Right Only	-	-	-	-	X	-	-	-	-	-	1	-	-	1
10	509+45	LT	1-29	W3-3	Signal Ahead	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	509+45	RT	1-30	R2-1	Speed Limit __ MPH	35	-	-	-	X	-	-	-	-	-	-	-	-	-
10	509+45	RT	1-31	W3-3	Signal Ahead	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	511+46	LT	2-1	J2-3	Route Turn Assembly (3 Headed Route Panel)	EAST / SOUTH / SOUTH	70 / 45 / 32	[UA] / [RT] / [RT]	-	X	-	-	-	-	-	1	-	-	2
10	514+00	LT	2-2	R3-9-B	Center Lane Left Turn Only Symbol	-	-	-	24	X	36	-	1	6.00	-	-	-	-	-
10	514+00	RT	2-3	R3-9-B	Center Lane Left Turn Only Symbol	-	-	-	24	X	36	-	1	6.00	-	-	-	-	-
10	515+61	RT	2-4	I2-3	Community Population Name Sign (With Number)	Eagle River	Population 1398	-	-	X	-	-	-	-	-	-	-	-	-
10	516+23	RT	2-5	R10-64	No Engine Braking Except in Emergency	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	516+62	LT	2-6	R2-1	Speed Limit __ MPH	35	-	-	-	X	-	-	-	-	-	-	-	-	-
10	517+63	RT	2-7	W1-2R	Right Curve	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	519+90	RT	2-8	R2-1	Speed Limit __ MPH	35	-	-	-	X	-	-	-	-	-	-	-	-	-
10	522+21	LT	2-9	W1-8	Chevron	-	-	-	-	X	-	-	-	-	-	-	-	-	-
									SUBTOTALS			1	4	31.50	0.00	3	4	4	5

SIGNING SCHEDULE (CONTINUED)

CATEGORY	STATION	OFFSET	SIGN NO.	CODE NO.	DESCRIPTION	MESSAGE LINE 1	MESSAGE LINE 2	MESSAGE LINE 3	SIZE			634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0814 POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH
									IN	X	IN								
10	522+21	LT	2-10	W1-8	Chevron	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	522+62	LT	2-11	W1-8	Chevron	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	522+62	LT	2-12	W1-8	Chevron	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	522+99	LT	2-13	W1-8	Chevron	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	522+99	LT	2-14	W1-8	Chevron	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	523+39	LT	2-15	W1-8	Chevron	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	523+39	LT	2-16	W1-8	Chevron	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	523+81	LT	2-17	W1-8	Chevron	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	523+81	LT	2-18	W1-8	Chevron	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	524+25	LT	2-19	W1-8	Chevron	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	524+25	LT	2-20	W1-8	Chevron	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	524+66	LT	2-21	W1-8	Chevron	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	524+66	LT	2-22	W1-8	Chevron	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	525+65	LT	3-1	R2-1	Speed Limit __ MPH	35	-	-	-	X	-	-	-	-	-	-	-	-	-
10	526+60	LT	3-2	R3-9-B	Center Lane Left Turn Only Symbol	-	-	-	24	X	36	-	1	6.00	-	-	-	-	-
10	526+60	RT	3-3	R3-9-B	Center Lane Left Turn Only Symbol	-	-	-	24	X	36	-	1	6.00	-	-	-	-	-
10	527+44	RT	3-4	W11-8	Fire Truck Crossing Symbol	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	528+63	RT	3-5	R1-1	Stop	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	529+30	LT	3-6	W1-2L	Left Curve	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	530+20	LT	3-7	R3-9-B	Center Lane Left Turn Only Symbol	-	-	-	24	X	36	-	1	6.00	-	-	-	-	-
10	530+20	RT	3-8	R3-9-B	Center Lane Left Turn Only Symbol	-	-	-	24	X	36	-	1	6.00	-	-	-	-	-
10	533+00	LT	3-9	R3-9-B	Center Lane Left Turn Only Symbol	-	-	-	24	X	36	-	1	6.00	-	-	-	-	-
10	533+00	RT	3-10	W11-2	Pedestrian Crossing Symbol	-	-	-	30	X	30	-	1	-	6.25	-	-	-	-
10	533+00	RT	3-11	W16-9P	AHEAD Plaque (Yellow)	-	-	-	24	X	12	-	-	-	2.00	-	-	-	-
10	533+90	RT	3-12	R2-1	Speed Limit __ MPH	25	-	-	-	X	-	-	-	-	-	1	-	-	1
10	534+00	LT	3-13	R2-1	Speed Limit __ MPH	35	-	-	-	X	-	-	-	-	-	-	-	-	-
10	535+03	RT	3-14	W1-6	Night Arrow (Single)	-	-	-	-	X	-	-	1	-	-	1	-	1	-
10	535+03	RT	3-15	W1-6	Night Arrow (Single)	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	535+14	LT	3-16	R1-1	Stop	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	536+12	RT	3-17	R1-1	Stop	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	536+14	RT	3-18	R7-1-D	No Parking Any Time - Double Arrow	-	-	-	-	X	-	-	-	-	-	-	1	1	-
10	537+45	RT	3-19	R3-9-B	Center Lane Left Turn Only Symbol	-	-	-	24	X	36	-	1	6.00	-	-	-	-	-
10	537+90	LT	3-20	R3-9-B	Center Lane Left Turn Only Symbol	-	-	-	24	X	36	-	1	6.00	-	-	-	-	-
10	538+70	RT	3-21	R7-1-D	No Parking Any Time - Double Arrow	-	-	-	-	X	-	-	-	-	-	-	1	1	-
10	539+13	LT	3-22	R1-1	Stop	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	539+58	RT	3-23	R1-1	Stop	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	539+70	RT	3-24	R2-1	Speed Limit __ MPH	25	-	-	-	X	-	-	-	-	-	-	-	-	-
10	540+37	LT	4-1	R2-1	Speed Limit __ MPH	25	-	-	-	X	-	-	-	-	-	-	-	-	-
10	540+37	LT	4-2	R7-1-R	No Parking Any Time - RIGHT Arrow	-	-	-	-	X	-	-	-	-	-	-	1	-	-
10	541+18	LT	4-3	R1-1	Stop	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	541+10	RT	4-4	R3-9-B	Center Lane Left Turn Only Symbol	-	-	-	24	X	36	-	1	6.00	-	-	-	-	-
10	541+37	RT	4-5	R1-1	Stop	-	-	-	-	X	-	-	-	-	-	1	-	-	1
10	541+40	LT	4-6	R3-9-B	Center Lane Left Turn Only Symbol	-	-	-	24	X	36	-	1	6.00	-	-	-	-	-
10	542+93	LT	4-7	R1-1	Stop	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	543+40	RT	4-8	R1-1	Stop	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	543+76	LT	4-9	W11-8	Fire Truck Crossing Symbol	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	544+25	RT	4-10	R3-9-B	Center Lane Left Turn Only Symbol	-	-	-	24	X	36	-	1	6.00	-	-	-	-	-
10	544+70	LT	4-11	R3-9-B	Center Lane Left Turn Only Symbol	-	-	-	24	X	36	-	1	6.00	-	-	-	-	-
10	545+00	LT	4-12	R1-1	Stop	-	-	-	-	X	-	-	-	-	-	1	-	-	1
10	545+30	RT	4-13	R1-1	Stop	-	-	-	-	X	-	-	-	-	-	1	-	-	1
									SUBTOTALS			0	13	66.00	8.25	5	3	3	4

SIGNING SCHEDULE (CONTINUED)

CATEGORY	STATION	OFFSET	SIGN NO.	CODE NO.	DESCRIPTION	MESSAGE LINE 1	MESSAGE LINE 2	MESSAGE LINE 3	SIZE			634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0814 POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH
									IN	X	IN								
10	546+12	RT	4-14	R2-1	Speed Limit __ MPH	25	-	-	-	X	-	-	1	-	-	1	-	1	-
10	546+25	LT	4-15	R3-9-B	Center Lane Left Turn Only Symbol	-	-	-	24	X	36	-	1	6.00	-	-	-	-	-
10	546+78	RT	4-16	R7-1-D	No Parking Any Time - Double Arrow	-	-	-	-	X	-	-	-	-	-	-	1	1	-
10	547+00	RT	4-17	R3-9-B	Center Lane Left Turn Only Symbol	-	-	-	24	X	36	-	1	6.00	-	-	-	-	-
10	547+32	LT	4-18	R1-1	Stop	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	547+75	RT	4-19	R1-1	Stop	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	548+18	LT	4-20	R2-1	Speed Limit __ MPH	25	-	-	-	X	-	-	-	-	-	-	-	-	-
10	548+18	LT	4-21	R7-1-D	No Parking Any Time - Double Arrow	-	-	-	-	X	-	-	-	-	-	-	1	-	-
10	549+30	RT	4-22	R3-9-B	Center Lane Left Turn Only Symbol	-	-	-	24	X	36	-	1	6.00	-	-	-	-	-
10	549+32	LT	4-23	R1-1	Stop	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	549+55	LT	4-24	R3-9-B	Center Lane Left Turn Only Symbol	-	-	-	24	X	36	-	1	6.00	-	-	-	-	-
10	549+52	RT	4-25	R1-1	Stop	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	550+96	RT	4-26	R7-1-D	No Parking Any Time - Double Arrow	-	-	-	-	X	-	-	-	-	-	-	1	1	-
10	550+99	LT	4-27	R7-1-D	No Parking Any Time - Double Arrow	-	-	-	-	X	-	-	-	-	-	-	1	1	-
10	551+12	LT	4-28	R1-1	Stop	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	551+59	RT	4-29	R1-1	Stop	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	553+05	LT	5-1	R3-9-B	Center Lane Left Turn Only Symbol	-	-	-	24	X	36	-	1	6.00	-	-	-	-	-
10	533+11	RT	5-2	W11-2	Pedestrian Crossing Symbol	-	-	-	-	X	-	-	-	-	-	-	1	1	-
10	553+15	LT	5-3	R1-1	Stop	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	553+32	RT	5-4	R1-1	Stop	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	553+32	RT	5-5	R6-2L	One Way LEFT Arrow	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	553+32	RT	5-6	R6-2R	One Way RIGHT Arrow	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	553+35	LT	5-7	R3-9-B	Center Lane Left Turn Only Symbol	-	-	-	24	X	36	-	1	6.00	-	-	-	-	-
10	554+92	LT	5-8	R1-1	Stop	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	555+38	RT	5-9	R1-1	Stop	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	556+32	LT	5-10	R2-1	Speed Limit __ MPH	25	-	-	-	X	-	-	-	-	-	-	-	-	-
10	556+87	RT	5-11	R3-9-B	Center Lane Left Turn Only Symbol	-	-	-	24	X	36	-	1	6.00	-	-	-	-	-
10	556+92	RT	5-12	W3-3	Signal Ahead	-	-	-	-	X	-	-	-	-	-	-	1	1	-
10	556+98	LT	5-13	R1-1	Stop	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	557+00	LT	5-14	W11-2	Pedestrian Crossing Symbol	-	-	-	-	X	-	-	-	-	-	-	1	1	-
10	557+00	LT	5-15	R3-9-B	Center Lane Left Turn Only Symbol	-	-	-	24	X	36	-	1	6.00	-	-	-	-	-
10	557+22	RT	5-16	R6-2L	One Way LEFT Arrow	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	557+22	RT	5-17	R6-2R	One Way RIGHT Arrow	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	557+22	RT	5-18	R1-1	Stop	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	558+71	LT	5-19	R1-1	Stop	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	559+18	LT	5-20	R7-1-L	No Parking Any Time - LEFT Arrow	-	-	-	-	X	-	-	-	-	-	-	1	1	-
10	559+18	RT	5-21	R1-1	Stop	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	560+78	RT	5-22	R3-9-B	Center Lane Left Turn Only Symbol	-	-	-	24	X	36	-	1	6.00	-	-	-	-	-
10	560+82	LT	5-23	R7-1-D	No Parking Any Time - Double Arrow	-	-	-	-	X	-	-	-	-	-	-	1	1	-
10	561+11	LT	5-24	R3-9-B	Center Lane Left Turn Only Symbol	-	-	-	24	X	36	-	1	6.00	-	-	-	-	-
10	561+72	CL	5-25	R4-7	Keep Right	-	-	-	24	X	30	-	1	5.00	-	-	-	-	-
10	561+75	RT	5-26	W11-2	Pedestrian Crossing Symbol	-	-	-	30	X	30	-	1	-	6.25	-	-	-	-
10	561+75	RT	5-27	W16-7L	Left Diagonal Downward Pointing Arrow (Yellow)	-	-	-	24	X	12	-	-	-	2.00	-	-	-	-
10	561+82	LT	5-28	W11-2	Pedestrian Crossing Symbol	-	-	-	30	X	30	-	1	-	6.25	-	-	-	-
10	561+82	LT	5-29	W16-7L	Left Diagonal Downward Pointing Arrow (Yellow)	-	-	-	24	X	12	-	-	-	2.00	-	-	-	-
10	562+54	LT	5-30	R6-1R	One Way Right Arrow	-	-	-	36	X	12	-	1	3.00	-	-	-	-	-
10	562+73	RT	5-31	R1-1	Stop	-	-	-	-	X	-	-	-	-	-	1	-	1	-
10	562+73	RT	5-32	R3-50R	Lane Control Symbol - RIGHT ONLY	-	-	-	30	X	36	-	1	7.50	-	-	-	-	-
10	562+87	RT	5-33	R3-8-A	Left Only / Ahead, Right	-	-	-	36	X	30	-	1	7.50	-	-	-	-	-
10	563+83	LT	5-34	R4-7	Keep Right	-	-	-	24	X	30	-	1	5.00	-	-	-	-	-
									SUBTOTALS			0	18	88.00	16.50	2	9	10	0

SIGNING SCHEDULE (CONTINUED)

CATEGORY	STATION	OFFSET	SIGN NO.	CODE NO.	DESCRIPTION	MESSAGE LINE 1	MESSAGE LINE 2	MESSAGE LINE 3	SIZE			634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0814 POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH
									IN	X	IN								
10	563+88	RT	5-35	R1-1F	Stop (Folding)	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	563+97	LT	5-36	J4-3	Reassurance Assembly (3 Headed Route Panel)	SOUTH / SOUTH / EAST	45 / 32 / 70	-	-	X	-	-	-	-	-	-	-	-	-
10	564+31	LT	5-37	R1-1F	Stop (Folding)	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	564+71	RT	5-38	R1-1F	Stop (Folding)	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	565+20	RT	5-39	R2-1	Speed Limit __ MPH	25	-	-	24	X	30	-	1	5.00	-	-	-	-	-
10	565+20	RT	5-40	M2-1	Junction Marker	-	-	-	21	X	15	-	1	2.19	-	-	-	-	-
10	565+20	RT	5-41	M1-6	State Route Marker	17	-	-	24	X	24	-	-	4.00	-	-	-	-	-
10	565+25	RT	5-42	R4-7	Keep Right	-	-	-	24	X	30	-	1	5.00	-	-	-	-	-
10	565+25	LT	5-43	R1-1F	Stop (Folding)	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	565+79	RT	5-44	R4-7	Keep Right	-	-	-	24	X	30	-	1	5.00	-	-	-	-	-
10	566+80	LT	6-1	R3-8-A	Left Only / Ahead, Right	-	-	-	36	X	30	-	1	7.50	-	-	-	-	-
10	566+95	RT	6-2	R1-1	Stop	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	567+12	RT	6-3	R2-1	Speed Limit __ MPH	25	-	-	-	X	-	-	-	-	-	1	-	-	1
10	567+88	RT	6-4	J2-3	Route Turn Assembly (3 Headed Route Panel)	NORTH / NORTH / NORTH	45 / 32 / 17	[RT] / [RT] / [RT]	-	X	-	-	-	-	-	-	1	2	-
10	567+88	RT	6-5	J2-4	Route Turn Assembly (4 Headed Route Panel)	NORTH / NORTH / NORTH / (Blank)	45 / 32 / 17 / HOSPITAL	[RT] / [RT] / [RT] / [RT]	96	X	57	-	2	38.00	-	-	-	-	-
10	569+48	RT	6-6	W3-3	Signal Ahead	-	-	-	-	X	-	-	-	-	-	-	1	1	-
10	570+10	RT	6-7	D1-3	Triple Destination/Arrow	[UA] Rhinelander	Phelps	Conover [RA]	-	X	-	-	-	-	-	1	-	-	2
10	570+17	LT	6-8	W3-3	Signal Ahead	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	570+17	LT	6-9	W3-3	Signal Ahead	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	570+62	RT	6-10	R2-1	Speed Limit __ MPH	25	-	-	-	X	-	-	-	-	-	-	1	-	-
10	570+67	LT	6-11	R2-1	Speed Limit __ MPH	25	-	-	-	X	-	-	-	-	-	-	-	-	-
10	570+83	RT	6-12	-	Eagle River Guide Sign	-	-	-	-	X	-	-	-	-	-	1	-	-	2
10	571+81	RT	6-13	J3-2	Directional Assembly (2 Headed Route Panel)	SOUTH / WEST	17 / 70	[UA] / [UA]	-	X	-	-	-	-	-	1	-	-	2
10	571+81	RT	6-14	D9-2	Hospital	-	-	-	-	X	-	-	-	-	-	-	1	-	-
10	571+81	RT	6-15	MB6-1	Arrow - RIGHT	-	-	-	-	X	-	-	-	-	-	-	1	-	-
10	572+25	LT	6-16	R3-9-B	Center Lane Left Turn Only Symbol	-	-	-	24	X	36	-	1	6.00	-	-	-	-	-
10	572+63	RT	6-17	J3-3	Directional Assembly (3 Headed Panel)	NORTH / NORTH / NORTH	45 / 32 / 17	[RA] / [RA] / [RA]	-	X	-	-	-	-	-	-	1	2	-
10	572+63	RT	6-18	J3-4	Directional Assembly (4 Headed Panel)	NORTH / NORTH / NORTH / (Blank)	45 / 32 / 17 / HOSPITAL	[RA] / [RA] / [RA] / [RA]	96	X	57	-	2	38.00	-	-	-	-	-
10	573+28	LT	6-19	D1-2	Two Destinations (Arrows)	[UA] Three Lakes	Florence	-	-	X	-	-	-	-	-	-	1	2	-
10	573+56	RT	6-20	R3-8-D	Ahead Only / Right Only	-	-	-	36	X	30	-	1	7.50	-	-	-	-	-
10	574+58	RT	6-21	W12-1D	Double Down Arrows	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	574+61	RT	6-22	R1-1F	Stop (Folding)	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	574+60	RT	6-23	R1-2	Yield	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	575+03	RT	6-24	R4-7	Keep Right	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	575+37	LT	6-25	R1-1F	Stop (Folding)	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	575+34	RT	6-26	R1-1F	Stop (Folding)	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	19+00	LT	6-27	R1-2	Yield	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	575+85	LT	6-28	J3-3	Directional Assembly (3 Headed Route Panel)	NORTH / NORTH / NORTH	45 / 32 / 17	[LA] / [LA] / [LA]	-	X	-	-	-	-	-	-	-	-	-
10	577+85	LT	6-29	D1-4	Four Destinations (Arrows)	[UA] Three Lakes	Florence	[LA] Conover Phelps (Line 4)	54	X	42	-	2	15.75	-	-	-	-	-
10	577+85	LT	6-30	R2-1	Speed Limit __ MPH	25	-	-	-	X	-	-	-	-	-	1	-	1	-
10	19+27	LT	6-31	R5-1	Do Not Enter	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	19+27	LT	6-32	J3-3	Directional Assembly (3 Headed Route Panel)	SOUTH / SOUTH / SOUTH	45 / 32 / 17	[LA] / [LA] / [RA]	-	X	-	-	-	-	-	-	-	-	-
10	19+75	LT	6-33	R3-8-F	Left Only / Right Only	-	-	-	36	X	30	-	1	7.50	-	-	-	-	-
10	19+79	LT	6-34	R3-8-R	Left Only / Left Only / Right Only	-	-	-	-	X	-	-	-	-	-	-	1	2	-
10	20+18	RT	6-35	R2-1	Speed Limit __ MPH	25	-	-	-	X	-	-	-	-	-	-	-	-	-
10	20+37	LT	6-36	J3-2	Directional Assembly (2 Headed Route Panel)	EAST / WEST	70 / 70	[LA] / [RA]	-	X	-	-	-	-	-	-	-	-	-
10	20+61	RT	6-37	R5-1	Do Not Enter	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	20+88	LT	6-38	D1-3	Triple Destination/Arrow	[LA] Three Lakes	Rhinelander [RA]	St Germain	-	X	-	-	-	-	-	-	-	-	-
10	580+60	LT	6-39	-	Eagle River Guide Sign	-	-	-	-	X	-	-	-	-	-	-	-	-	-
10	580+60	LT	6-40	D1-2	Two Destinations (Arrows)	[LA] Conover	Phelps	-	-	X	-	-	-	-	-	-	1	-	-
									SUBTOTALS			0	14	141.44	0.00	5	9	10	7
									CATEGORY 0010 TOTAL			**1**	**49**	**326.94**	**24.75**	**15**	**25**	**27**	**16**
									PROJECT TOTAL			**1**	**49**	**326.94**	**24.75**	**15**	**25**	**27**	**16**

TRAFFIC CONTROL

LOCATION	STAGE	DURATION (DAYS)	643.5000 EACH	643.0300 DRUMS EACH	643.0300 DRUMS DAY	643.0410 BARRICADES TYPE II EACH	643.0410 BARRICADES TYPE II DAY	643.0420 BARRICADES TYPE III EACH	643.0420 BARRICADES TYPE III DAY	643.0705 WARNING LIGHTS TYPE A EACH	643.0705 WARNING LIGHTS TYPE A DAY	643.0715 WARNING LIGHTS TYPE C EACH	643.0715 WARNING LIGHTS TYPE C DAY	643.0800 ARROW BOARDS EACH	643.0800 ARROW BOARDS DAY	643.0900 SIGNS EACH	643.0900 SIGNS DAY	643.0900 SIGNS PCMS EACH	643.0900 SIGNS PCMS DAY	643.1070 CONES 42-INCH EACH	643.1070 CONES 42-INCH DAY
USH 45	1	61	-	320	19,520	-	-	34	2,074	68	4,148	23	1,403	3	183	136	8,296	4	244	710	43,310
PEDESTRIAN ACCOMMODATIONS	1	61	-	280	17,080	60	3660	-	-	60	3,660	-	-	-	-	20	1,220	-	-	-	-
USH 45	2	33	-	292	9,636	-	-	37	1,221	72	2,376	23	759	1	33	118	3,894	4	132	788	26,004
UNDISTRIBUTED (PROJECT 1601-14-73)		94	1	20	1,880	-	-	5	470	10	940	10	940	-	-	5	470	-	-	40	3,760
CATEGORY 0010 TOTAL			**1**		**48,116**		**3,660**		**3,765**		**11,124**		**3,102**		**216**		**13,880**		**376**		**73,074**
PROJECT TOTAL			**1**		**48,116**		**3,660**		**3,765**		**11,124**		**3,102**		**216**		**13,880**		**376**		**73,074**

PEDESTRIAN ACCOMMODATIONS - TEMPORARY

LOCATION	644.1420.S PEDESTRIAN SURFACE PLYWOOD SF	644.1601.S CURB RAMP EACH	644.1810.S PEDESTRIAN BARRICADE LF	COMMENT
STAGE 1	400	15	1,075	FOR USE AT 2ND ST, 3RD ST, 4TH ST, RAILROAD ST, & BRIDGE ST
CATEGORY 0010 TOTAL	**400**	**15**	**1,075**	
PROJECT TOTAL	**400**	**15**	**1,075**	

TEMPORARY MARKING

LOCATION	646.9000 MARKING REMOVAL LINE 4-INCH LF	649.0150 LINE REMOVABLE TAPE 4-INCH LF	COMMENT
		STAGE 1	
S 4TH ST (ACROSS USH 45)	-	96	PED CROSSWALK (INCLUDES TWO APPLICATIONS FOR ONE CROSSING)
S 4TH ST (ACROSS S 4TH ST)	-	68	PED CROSSWALK (INCLUDES ONE APPLICATION FOR ONE CROSSING)
S 2ND ST (ACROSS S 2ND ST)	-	68	PED CROSSWALK (INCLUDES ONE APPLICATION FOR ONE CROSSING)
S RAILROAD ST (ACROSS USH 45)	-	192	PED CROSSWALK (INCLUDES TWO APPLICATIONS FOR TWO CROSSINGS)
S RAILROAD ST (ACROSS S RAILROAD ST)	-	192	PED CROSSWALK (INCLUDES ONE APPLICATION FOR TWO CROSSINGS)
USH 45 / BRIDGE ST (ACROSS USH 45 AND STH 70)	-	288	PED CROSSWALK (INCLUDES TWO APPLICATIONS FOR SIX CROSSINGS)
STH 70 (577+67 - 578+92)	35	125	TAPER
USH 45 (BRIDGE ST)	35	125	TAPER
STAGE 1 SUBTOTAL	70	1,154	
		STAGE 2	
S 4TH ST (ACROSS USH 45)	-	96	PED CROSSWALK (INCLUDES TWO APPLICATIONS FOR ONE CROSSING)
S RAILROAD ST (ACROSS USH 45)	-	192	PED CROSSWALK (INCLUDES TWO APPLICATIONS FOR ONE CROSSING)
USH 45 / BRIDGE ST (ACROSS USH 45 AND STH 70)	-	288	PED CROSSWALK (INCLUDES TWO APPLICATIONS FOR SIX CROSSINGS)
STH 70 (577+67 - 578+92)	-	125	TAPER
USH 45 (BRIDGE ST)	-	125	TAPER
STAGE 2 SUBTOTAL	-	826	
CATEGORY 0010 TOTAL	**70**	**1,980**	
PROJECT TOTAL	**70**	**1,980**	

MARKING

					646.1020 LINE EPOXY 4-INCH	646.3020 LINE EPOXY 8-INCH	646.5020 ARROW EPOXY	646.5120 WORD EPOXY	646.6120 STOP LINE EPOXY 18-INCH	646.7120 DIAGONAL EPOXY 12-INCH	646.7420 CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	
CATEGORY	STATION	TO	STATION	LOCATION	LF	LF	EACH	EACH	LF	LF	LF	COMMENT
10	494+14	-	499+43	RT	530							WHITE EDGE LINE
10	494+14	-	498+77	LT	462							WHITE EDGE LINE
10	494+14	-	499+45	CL	1,052							DOUBLE YELLOW CL
10	494+48	-	497+19	CL	540							DOUBLE YELLOW CL
10	494+48	-	497+19	CL						26		YELLOW MEDIAN
10	497+45	-	499+46	RT		201						WHITE CHANNELIZING LANE
10	499+47	-	449+49	RT					27			STOP LINE
10	497+68			RT			1					WHITE LEFT TURN LANE
10	497+68			RT			1					WHITE RIGHT/STRAIGHT
10	498+82			RT				1				WHITE ONLY
10	499+21			RT			1					WHITE LEFT TURN LANE
10	499+23			RT			1					WHITE RIGHT/STRAIGHT
10	11+77	-	10+56	RT	122							WHITE EDGE LINE
10	11+77	-	10+74	RT	101							YELLOW CL MEDIAN
10	11+77	-	10+74	LT	101							YELLOW CL MEDIAN
10	11+03			LT			1					WHITE LEFT TURN LANE
10	11+03			LT			1					WHITE RIGHT/STRAIGHT
10	11+49			LT			1					WHITE LEFT TURN LANE
10	11+49			LT			1					WHITE RIGHT/STRAIGHT
10	11+77	-	10+74	LT		107						WHITE CHANNELIZING LANE
10	10+74			LT					195			STOP LINE
10	70+27	-	72+35	RT	209							WHITE EDGE LINE
10	70+27	-	74+07	LT	378							WHITE EDGE LINE
10	70+27	-	74+15	CL	1,329							DOUBLE YELLOW CL MEDIAN
10	70+27	-	73+15	CL						89		YELLOW MEDIAN
10	73+37			RT			1					WHITE LEFT TURN LANE
10	73+37			RT			1					WHITE RIGHT/STRAIGHT
10	73+89			RT			1					WHITE LEFT TURN LANE
10	74+15			RT					24			STOP LINE
10	500+64			LT					22			STOP LINE
10	500+64	-	502+13	LT		150						WHITE CHANNELIZING LANE
10	500+86	-	504+96	RT	409							WHITE EDGE LINE
10	500+62	-	505+14	LT/RT	1,792							2 - DOUBLE YELLOW CL MEDIAN
10	500+62	-	535+82	LT/RT	6,136							2 - YELLOW MEDIAN EDGE LINES
10	500+62	-	535+82	LT/RT	1,533							2- DASHED YELLOW MEDIAN EDGE LINES
10	500+62	-	505+14	CL						191.7		YELLOW MEDIAN
10	502+14	-	505+02	LT						108		WHITE EDGE DASH
10	505+72	-	534+10	LT	2,847							WHITE EDGE LINE
10	534+12	-	535+81	LT	41							DASHED WHITE EDGE LINE
10	505+61	-	527+66	RT	2,194							WHITE EDGE LINE
10	528+90	-	535+83	RT	700							WHITE EDGE LINE
10	507+21			CL			2					WHITE LEFT TURN LANE
10	523+26			CL			2					WHITE LEFT TURN LANE
10	526+62			CL			2					WHITE LEFT TURN LANE
10	530+23			CL			2					WHITE LEFT TURN LANE
10	533+56			CL			2					WHITE LEFT TURN LANE
10	535+17	-	535+78	LT					57			STOP LINE S 7TH ST
10	533+65			LT		67						WHITE CHANNELIZING LANE S 7TH ST
10	535+77			LT	134							DOUBLE YELLOW CL S 7TH ST
10	535+47			LT			1					WHITE LEFT TURN LANE S 7TH ST
				SUBTOTALS	20,610	525	22	1	325	415	0	

MARKING (CONTINUED)

					646.1020 LINE EPOXY 4-INCH	646.3020 LINE EPOXY 8-INCH	646.5020 ARROW EPOXY	646.5120 WORD EPOXY	646.6120 STOP LINE EPOXY 18-INCH	646.7120 DIAGONAL EPOXY 12-INCH	646.7420 CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	
CATEGORY	STATION	TO	STATION	LOCATION	LF	LF	EACH	EACH	LF	LF	LF	COMMENT
10	535+65			LT			1					WHITE RIGHT/STRAIGHT S TH ST
10	535+77	-	536+07	RT							64	CROSSWALK S 7TH ST
10	536+33	-	536+40	CL							88	CROSSWALK
10	536+40	-	539+04	LT	263							WHITE EDGE LINE
10	539+66	-	542+84	LT	317							WHITE EDGE LINE
10	543+49	-	544+95	LT	146							WHITE EDGE LINE
10	545+40	-	547+24	LT	183							WHITE EDGE LINE
10	536+40	-	539+04	RT	264							WHITE EDGE LINE
10	539+67	-	542+83	RT	315							WHITE EDGE LINE
10	543+49	-	547+24	RT	374							WHITE EDGE LINE
10	536+40	-	547+24	LT/RT	1,538							2 - YELLOW MEDIAN EDGE LINES
10	536+41	-	547+25	LT/RT	384							2- DASHED YELLOW MEDIAN EDGE LINES
10	537+45			CL			2					WHITE LEFT TURN LANE
10	541+26			CL			2					WHITE LEFT TURN LANE
10	544+25			CL			2					WHITE LEFT TURN LANE
10	546+25			CL			2					WHITE LEFT TURN LANE
10	539+16	-	539+56	RT							81	CROSSWALK S 6TH ST
10	542+95	-	543+36	RT							85	CROSSWALK S 5TH ST
10	547+24	-	547+30	CL							93	CROSSWALK
10	547+86	-	551+04	LT	318							WHITE EDGE LINE
10	551+69	-	558+62	LT	693							WHITE EDGE LINE
10	547+86	-	551+04	RT	319							WHITE EDGE LINE
10	551+68	-	554+82	RT	314							WHITE EDGE LINE
10	555+48	-	558+62	RT	313							WHITE EDGE LINE
10	547+86	-	558+63	LT/RT	2,152							2 - YELLOW MEDIAN EDGE LINES
10	547+86	-	558+63	LT/RT	537							2- DASHED YELLOW MEDIAN EDGE LINES
10	549+47			CL			2					WHITE LEFT TURN LANE
10	553+24			CL			2					WHITE LEFT TURN LANE
10	556+90			CL			2					WHITE LEFT TURN LANE
10	547+31	-	547+70	RT							85	CROSSWALK S 4TH ST
10	551+15	-	551+55	RT							86	CROSSWALK S 3RD ST
10	554+94	-	555+35	RT							87	CROSSWALK S 2ND ST
10	558+73	-	559+14	RT							87	CROSSWALK S 1ST ST
10	559+16	-	559+23	CL							104	CROSSWALK
10	559+23	-	561+75	LT	253							WHITE EDGE LINE
10	561+81	-	563+85	LT	200							WHITE EDGE LINE
10	559+23	-	561+75	RT	253							WHITE EDGE LINE
10	561+81	-	562+21	RT	40							WHITE EDGE LINE
10	562+21	-	562+85	RT	17.5							DASHED WHITE EDGE LINE
10	562+85	-	563+58	RT	73							WHITE EDGE LINE
10	559+23	-	561+70	LT/RT	500							2 - YELLOW MEDIAN EDGE LINES
10	559+23	-	561+70	LT/RT	125							2- DASHED YELLOW MEDIAN EDGE LINES
10	560+56			CL			2					WHITE LEFT TURN LANE
				SUBTOTALS	9,892	0	17	0	0	0	860	

MARKING (CONTINUED)

					646.1020 LINE EPOXY 4-INCH	646.3020 LINE EPOXY 8-INCH	646.5020 ARROW EPOXY	646.5120 WORD EPOXY	646.6120 STOP LINE EPOXY 18-INCH	646.7120 DIAGONAL EPOXY 12-INCH	646.7420 CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	
CATEGORY	STATION	TO	STATION	LOCATION	LF	LF	EACH	EACH	LF	LF	LF	COMMENT
10	561+75	-	561+82	LT							30	CROSSWALK
10	561+75	-	561+82	RT							30	CROSSWALK
10	562+34	-	562+70	RT							82	CROSSWALK S MAIN ST
10	562+52	-	562+69	RT					18			STOP LINE S MAIN ST
10	562+52			RT	46							DOUBLE YELLOW CL S MAIN ST
10	562+52			RT	66							2 - DOUBLE YELLOW CL S MAIN ST
10	562+52			RT						11		YELLOW MEDIAN S MAIN ST
10	562+58			RT			1					WHITE LEFT TURN LANE
10	562+58			RT				1				WHITE ONLY
10	563+25			LT			1					WHITE LEFT TURN LANE
10	563+25			LT			1					WHITE RIGHT/STRAIGHT
10	563+60			LT			1					WHITE LEFT TURN LANE
10	563+60			LT			1					WHITE RIGHT/STRAIGHT
10	563+00	-	563+82	LT		82						WHITE CHANNELIZING LANE
10	563+82			LT					32			STOP LINE
10	563+91	-	563+98	LT							110	CROSSWALK
10	563+99	-	564+72	RT							152	CROSSWALK S RR ST
10	564+40	-	564+72	RT					25			STOP LINE S RR ST
10	564+40			RT	168							DOUBLE YELLOW CL S RR ST
10	564+52			RT		83						WHITE CHANNELIZING LANE S RR ST
10	564+44			RT			2					WHITE LEFT TURN LANE S RR ST
10	564+53			RT			1					WHITE RIGHT/STRAIGHT S RR ST
10	564+42			LT			1					WHITE RIGHT/STRAIGHT PRIDE DR
10	564+54			LT			1					WHITE LEFT TURN LANE PRIDE DR
10	564+54			LT				1				WHITE ONLY PRIDE DR
10	564+29	-	564+91	LT							121	CROSSWALK PRIDE DR
10	564+34	-	564+61	LT					27			STOP LINE PRIDE DR
10	564+47			LT		38						WHITE CHANNELIZING LANE S RR ST
10	564+61			LT	78							DOUBLE YELLOW CL PRIDE DR
10	564+91	-	564+99	CL							153	CROSSWALK
10	565+26			LT					21			WHITE CHANNELIZING LANE
10	565+26	-	574+63	LT	939							WHITE EDGE LINE
10	565+27	-	572+68	RT	738							WHITE EDGE LINE
10	565+26	-	566+22	LT		96						WHITE CHANNELIZING LANE
10	565+50			LT			1					WHITE LEFT TURN LANE S RR ST
10	565+50			LT			1					WHITE RIGHT/STRAIGHT S RR ST
10	565+98			LT			1					WHITE LEFT TURN LANE S RR ST
10	565+98			LT			1					WHITE RIGHT/STRAIGHT S RR ST
10	565+80	-	567+27	LT/RT	600							2 - DOUBLE YELLOW CL MEDIAN
10	565+80	-	567+27	CL						39		YELLOW MEDIAN
10	567+27	-	573+00	LT/RT	1150							2 - YELLOW MEDIAN EDGE LINES
10	567+27	-	573+00	LT/RT	287							2- DASHED YELLOW MEDIAN EDGE LINES
10	573+00	-	574+73	LT/RT	693							2 - DOUBLE YELLOW CL MEDIAN
10	573+00	-	574+73	CL						120		YELLOW MEDIAN
10	569+76			CL			2					WHITE LEFT TURN LANE
10	573+94	-	574+73	RT		150						WHITE CHANNELIZING ISLAND
10	573+94	-	574+73	RT						103		WHITE CHANNELIZING ISLAND
10	574+51	-	574+69	RT							43	CROSSWALK BRIDGE ST
10	574+74	-	575+29	RT							112	CROSSWALK BRIDGE ST
10	575+37	-	575+52	RT							42	CROSSWALK BRIDGE ST
10	18+81	-	21+14	RT	55							WHITE DASHED LINE BRIDGE ST
10	18+72	-	20+68	CL	203							YELLOW CENTER LINE
10	18+84	-	20+15	CL						73		YELLOW MEDIAN S BRIDGE ST
10	18+71	-	18+88	LT					39			STOP LINE BRIDGE ST
10	18+71	-	19+69	LT		97						WHITE CHANNELIZING LANE BRIDGE ST
				SUBTOTALS	5,023	546	16	2	162	346	875	

MARKING (CONTINUED)

					646.1020 LINE EPOXY 4-INCH	646.3020 LINE EPOXY 8-INCH	646.5020 ARROW EPOXY	646.5120 WORD EPOXY	646.6120 STOP LINE EPOXY 18-INCH	646.7120 DIAGONAL EPOXY 12-INCH	646.7420 CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	
CATEGORY	STATION	TO	STATION	LOCATION	LF	LF	EACH	EACH	LF	LF	LF	COMMENT
10	19+69	-	21+13	LT	40							WHITE DASHED LINE BRIDGE ST
10	18+97			LT			2					WHITE LEFT & RIGHT ARROW BRIDGE ST
10	19+47			LT			2					WHITE LEFT & RIGHT ARROW BRIDGE ST
10	575+25	-	575+57	RT		61						WHITE CHANNELIZING ISLAND
10	575+25	-	575+57	RT						34		WHITE CHANNELIZING ISLAND
10	575+32	-	575+39	CL							104	CROSSWALK
10	575+49			LT					24			STOP LINE
10	575+46	-	576+66	LT		118						WHITE CHANNELIZING LINE
10	575+74			LT			1					WHITE LEFT TURN LANE
10	576+43			LT			1					WHITE LEFT TURN LANE
10	575+47	-	576+84	CL	570							2- DOUBLE YELLOW CL MEDIAN
10	576+84	-	577+12	CL	54							DOUBLE YELLOW CL MEDIAN
10	575+47	-	576+84	CL						35		YELLOW MEDIAN
10	575+39	-	576+93	RT	187							WHITE EDGE LINE
10	575+39	-	576+93	RT						59		WHITE EDGE LINE
				SUBTOTALS	851	179	6	0	24	128	104	
				CATEGORY 0010 TOTAL	**36,375**	**1,250**	**61**	**3**	**511**	**889**	**1,839**	
				PROJECT TOTAL	**36,375**	**1,250**	**61**	**3**	**511**	**889**	**1,839**	

CONSTRUCTION STAKING

					650.4000 STORM SEWER	650.4500 SUBGRADE	650.5000 BASE	650.5500 CURB GUTTER AND CURB & GUTTER	650.8000 RESURFACING REFERENCE	650.8500 ELECTRICAL INSTALLATIONS 1601-14-73	650.9910 SUPPLEMENTAL CONTROL 1601-14-73	650.9920 SLOPE STAKES	
CATEGORY	STATION	TO	STATION	LOCATION	EACH	LF	LF	LF	LF	LS	LS	LF	COMMENT
10	494+14	-	499+44	RT	---	530	530	---	---	---	---	530	USH 45/STH 32/STH 70/E PINE ST
10	494+14	-	577+12	LT/RT	---	---	---	---	8,298	---	---	---	USH 45/STH 32/STH 70/E PINE ST
10	18+31	-	21+12	LT/RT	---	---	---	---	281	---	---	---	USH 45/STH 32/STH 17/BRIDGE ST
10	70+27	-	74+39	LT/RT	---	---	---	---	412	---	---	---	USH 45/STH 32
10	10+25	-	11+77	LT/RT	----	---	---	---	152	---	---	---	E WALL ST
10	528+68	-	535+76	RT	---	708	708	---	---	---	---	708	SIDEWALK
10	536+08	-	539+16	RT	---	308	308	---	---	---	---	308	SIDEWALK
10	539+56	-	542+96	RT	---	340	340	---	---	---	---	340	SIDEWALK
10	543+37	-	547+31	RT	---	394	394	---	---	---	---	394	SIDEWALK
10	559+15	-	560+24	LT	---	109	109	---	---	---	---	109	SIDEWALK
10	564+67	-	572+68	RT	---	801	801	---	---	---	---	801	SIDEWALK
10		535+72		47.3' RT	1	---	---	---	---	---	---	---	200
10		535+78		46.5' RT	1	---	---	---	---	---	---	---	201
10		536+16		43.3' RT	1	---	---	---	---	---	---	---	202
10		536+21		29.4' RT	1	---	---	---	---	---	---	---	EX102
10		PROJECT ID 1601-14-73			---			3,029	---	1	1	---	SEE CURB & GUTTER TABLES FOR LOCATIONS
				CATEGORY 0010 TOTAL	**4**	**3,190**	**3,190**	**3,029**	**9143**	**1**	**1**	**3190**	
				PROJECT TOTAL	**4**	**3,190**	**3,190**	**3,029**	**9,143**	**1**	**1**	**3,190**	

TRAFFIC SIGNAL IMPROVEMENTS

LOOP NO.	SIZE (FT X FT)	NO. OF TURNS	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0150 REMOVING CURB & GUTTER LF	460.6444 HMA PAVEMENT 4 MT 58-34 H TON	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0557 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D LF	652.0220 CONDUIT RIGID NONMETALLIC SCHEDULE 40 1 1/2-INCH LF	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0700.S INSTALL CONDUIT INTO EXISTING ITEM EACH	652.0800 CONDUIT LOOP DETECTOR LF	653.0105 PULL BOXES STEEL 12X24-INCH EACH	653.0135 PULL BOXES STEEL 24X36-INCH EACH	655.0700 LOOP DETECTOR LEAD IN CABLE LF	655.0800 LOOP DETECTOR WIRE LF	657.0585 TROMBONE ARMS 15-FT EACH	657.0590 TROMBONE ARMS 20-FT EACH	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	SALVAGE / REPLACE TROMBONE ARM AND REWIRE POLE / SIGNAL HEAD SPV.0105.001 SB1, S63-0401 LS	SPV.0105.002 SB7, S63-0401 LS	SPV.0105.003 SB4, S63-0808 LS	COMMENT
S63-0402 (USH 45 / STH 70 & EAST WALL ST)																								
21	6 X 6	4	-	-	-	-	-	5	-	-	54	1	-	405	226	-	-	-	-	-	-	-	ALONG EXIST. 1 1/2-IN CONDUIT
22	6 X 20	3	20	5	4	-	5	-	-	1	114	-	-	38	352	-	-	60	6	-	-	-	INSTALL INTO EXISTING PB
23	6 X 20	3	20	-	4	-	-	-	-	1	80	-	-	38	250	-	-	60	-	-	-	-	INSTALL INTO EXISTING PB
24	6 X 20	3	20	-	4	-	-	-	-	-	128	-	-	38	394	-	-	60	-	-	-	-	INSTALL INTO EXISTING PB
25	6 X 20	3	20	-	4	-	-	-	-	-	104	-	-	38	322	-	-	60	-	-	-	-	INSTALL INTO EXISTING PB
31	6 X 20	3	20	11	4	-	11	-	-	1	140	-	-	141	430	-	-	60	6	-	-	-	INSTALL INTO EXISTING PB
32	6 X 20	3	20	-	4	-	-	-	-	-	152	-	-	141	466	-	-	60	-	-	-	-	INSTALL INTO EXISTING PB
41	6 X 6	4	8	-	2	-	-	5	-	-	48	1	-	295	202	-	-	32	-	-	-	-	INSTALL INTO EXISTING PB
42	6 X 20	3	20	20	4	20	-	-	-	1	104	-	-	90	322	-	-	60	5	-	-	-	INSTALL INTO EXISTING PB
43	6 X 20	3	20	-	4	-	-	-	-	1	72	-	-	90	226	-	-	60	-	-	-	-	INSTALL INTO EXISTING PB
61	6 X 6	4	8	5	2	5	-	5	-	-	62	1	-	477	258	-	-	32	5	-	-	-	ALONG EXIST. 1 1/2-IN CONDUIT
62	6 X 20	3	20	22	4	22	-	-	-	1	110	-	-	185	340	-	-	60	5	-	-	-	INSTALL INTO EXISTING PB
63	6 X 20	3	20	-	4	-	-	-	-	1	70	-	-	185	220	-	-	60	-	-	-	-	INSTALL INTO EXISTING PB
64	6 X 20	3	20	-	4	-	-	-	-	-	122	-	-	185	376	-	-	60	-	-	-	-	INSTALL INTO EXISTING PB
65	6 X 20	3	20	-	4	-	-	-	-	-	92	-	-	185	286	-	-	60	-	-	-	-	INSTALL INTO EXISTING PB
71	6 X 20	3	20	-	4	-	-	-	-	-	120	-	-	90	370	-	-	60	-	-	-	-	INSTALL INTO EXISTING PB
72	6 X 20	3	20	-	4	-	-	-	-	-	100	-	-	90	310	-	-	60	-	-	-	-	INSTALL INTO EXISTING PB
81	6 X 6	4	8	-	2	-	-	5	-	-	48	1	-	315	202	-	-	32	-	-	-	-	ALONG EXIST. 1 1/2-IN CONDUIT
82	6 X 20	3	20	-	4	-	-	-	-	-	116	-	-	141	358	-	-	60	-	-	-	-	INSTALL INTO EXISTING PB
83	6 X 20	3	20	-	4	-	-	-	-	-	130	-	-	141	400	-	-	60	-	-	-	-	INSTALL INTO EXISTING PB
S63-0401 (USH 45 / STH 70 & RAILROAD ST)																								
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	1	-	-	INSTALL ON EXISTING SB1
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	1	-	INSTALL ON EXISTING SB7
11	6 X 20	3	20	5	4	5	-	-	-	1	88	-	-	108	274	-	-	60	5	-	-	-	INSTALL INTO EXISTING PB14
12	6 X 20	3	20	-	4	-	-	-	-	-	83	-	-	108	259	-	-	60	-	-	-	-	INSTALL INTO EXISTING PB14
21	6 X 6	3	8	-	2	-	-	-	-	1	34	-	-	343	112	-	-	32	-	-	-	-	INSTALL INTO EXISTING PB8
45	6 X 20	3	20	-	4	-	-	-	-	1	63	-	-	45	199	-	-	60	-	-	-	-	INSTALL INTO EXISTING PB3
51	6 X 20	3	20	-	4	-	-	-	-	1	95	-	-	127	295	-	-	60	-	-	-	-	INSTALL INTO EXISTING PB6
52	6 X 20	3	20	-	4	-	-	-	-	-	91	-	-	127	283	-	-	60	-	-	-	-	INSTALL INTO EXISTING PB6
61	6 X 6	3	8	3	2	3	-	-	-	1	36	-	-	330	118	-	-	32	5	-	-	-	INSTALL INTO EXISTING PB17
85	6 X 20	3	20	5	4	5	-	-	-	1	63	-	-	230	199	-	-	60	5	-	-	-	INSTALL INTO EXISTING PB11
S63-0808 (USH 45 & STH 70)																								
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	1	INSTALL ON EXISTING SB4
OLA-1	6 X 20	3	20	7	4	7	-	-	5	-	74	-	1	126	232	-	-	60	5	-	-	-	NEW PB12 ALONG EX. 2-IN CONDUIT
OLA-2	6 X 20	3	20	-	4	-	-	-	-	-	69	-	-	126	217	-	-	60	-	-	-	-	INSTALL INTO NEW PULLBOX PB12
OLB-1	6 X 20	3	20	6	4	6	-	-	10	-	65	-	1	46	205	-	-	60	5	-	-	-	NEW PB2 ALONG EX. 2-IN CONDUIT
OLB-2	6 X 20	3	20	-	4	-	-	-	-	-	69	-	-	46	217	-	-	60	-	-	-	-	INSTALL INTO NEW PULLBOX PB2
TABLE SUBTOTAL			560*	89*	114*	73*	16	20	15	13	2,796	4	2	5,070	8,920	1	2	1,720*	52*	1	1	1	
CATEGORY 0010 TOTAL			*	*	*	*	**16**	**20**	**15**	**13**	**2,796**	**4**	**2**	**5,070**	**8,920**	**1**	**2**	*	*	**1**	**1**	**1**	
PROJECT TOTAL			*	*	*	*	**16**	**20**	**15**	**13**	**2,796**	**4**	**2**	**5,070**	**8,920**	**1**	**2**	*	*	**1**	**1**	**1**	

*** THESE ITEM CATEGORY AND PROJECT TOTALS ARE LISTED ELSEWHERE IN THEIR RESPECTIVE TABLES**

SAWING

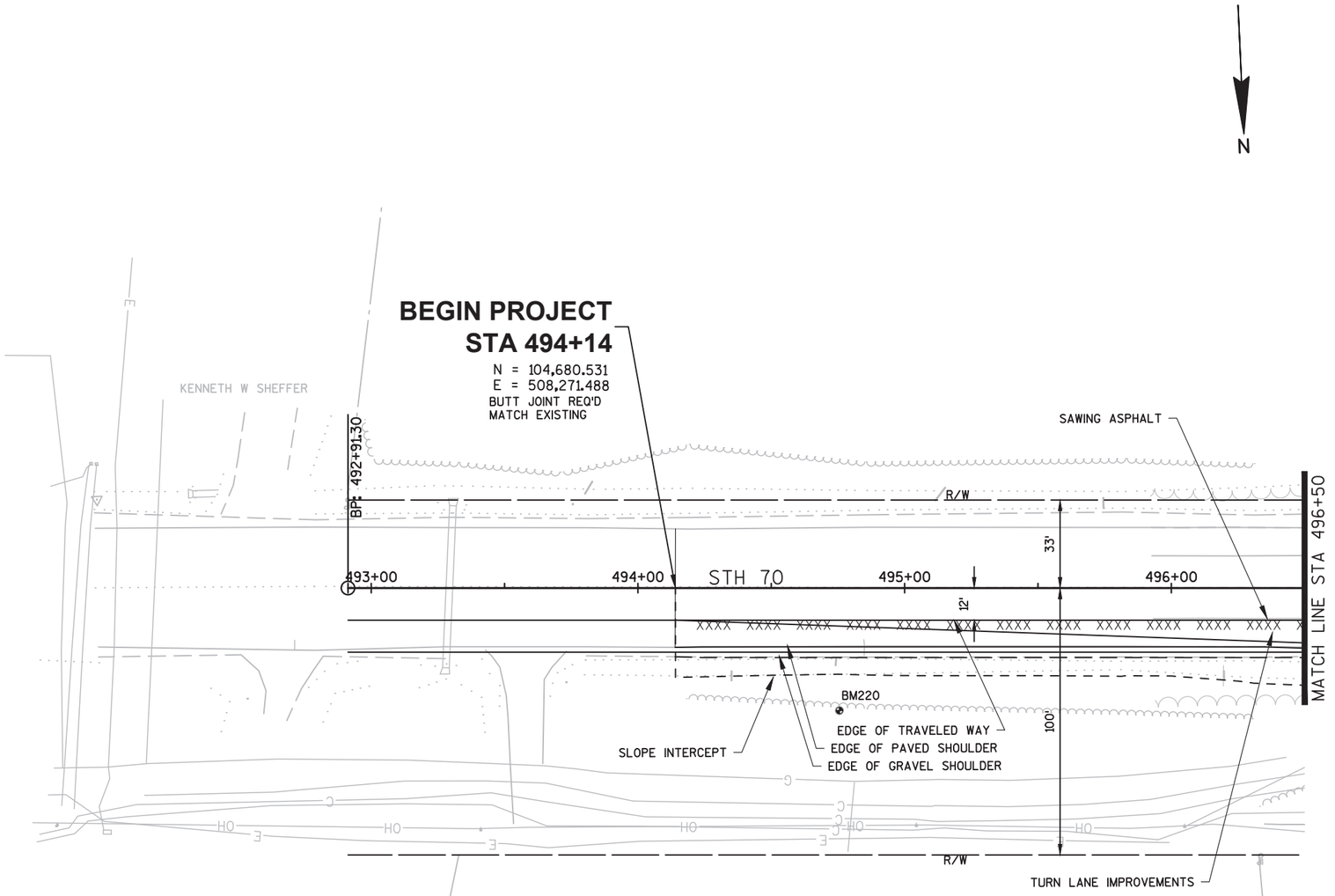
CATEGORY	STATION	TO	STATION	LOCATION	690.0150 ASPHALT LF	690.0250 CONCRETE LF	COMMENT
10	71+45	-	73+15	CL	345	5	USH 45 / STH 32 MEDIAN
10	494+14	-	499+40	RT	530	---	---
10	498+60	-	499+40	RT	81	---	CE
10	507+61	-	507+70	RT	13	5	INLET RECONSTRUCTION
10	507+61	-	507+70	LT	13	5	INLET RECONSTRUCTION
10	517+52	-	517+61	RT	13	5	INLET RECONSTRUCTION
10	517+52	-	517+61	LT	13	5	INLET RECONSTRUCTION
10	520+57	-	520+66	RT	13	5	INLET RECONSTRUCTION
10	520+57	-	520+66	LT	13	5	INLET RECONSTRUCTION
10	522+94	-	523+03	RT	13	5	INLET RECONSTRUCTION
10	524+95	-	525+04	RT	13	5	INLET RECONSTRUCTION
10	525+44	-	525+53	LT	13	5	INLET RECONSTRUCTION
10	527+78	-	527+87	LT	13	5	INLET RECONSTRUCTION
10	528+00	-	528+09	RT	13	5	INLET RECONSTRUCTION
10	533+05	-	533+37	RT	35	5	CLOSING ENTRANCE
10	536+05	-	536+53	LT	70	5	CURB & GUTTER REPLACEMENT
10	538+93	-	539+02	LT	13	5	INLET RECONSTRUCTION
10	539+96	-	54+05	RT	13	5	INLET RECONSTRUCTION
10	545+97	-	546+17	LT	24	5	CURB & GUTTER REPLACEMENT
10	546+19	-	546+44	RT	29	5	CURB & GUTTER REPLACEMENT
10	546+99	-	547+08	RT	13	5	INLET RECONSTRUCTION
10	547+20	-	547+37	LT	30	5	CURB & GUTTER REPLACEMENT
10	547+67	-	547+84	RT	30	5	CURB & GUTTER REPLACEMENT
10	547+70	-	547+86	LT	31	5	CURB & GUTTER REPLACEMENT
10		548+51		LT	---	8	SIDEWALK REMOVAL
10		549+45		LT	---	8	SIDEWALK REMOVAL
10		550+13		LT	---	8	SIDEWALK REMOVAL
10		550+45		LT	---	8	SIDEWALK REMOVAL
10		550+75		LT	---	8	SIDEWALK REMOVAL
10	550+95	-	551+04	LT	9	5	INLET RECONSTRUCTION
10	551+02	-	551+19	RT	31	5	CURB & GUTTER REPLACEMENT
10	551+04	-	551+20	LT	30	5	CURB & GUTTER REPLACEMENT
10	551+51	-	551+66	RT	28	5	CURB & GUTTER REPLACEMENT
10	551+66	-	551+75	RT	9	5	INLET RECONSTRUCTION
10	554+81	-	554+98	RT	31	5	CURB & GUTTER REPLACEMENT
10	555+30	-	555+46	RT	30	5	CURB & GUTTER REPLACEMENT
10	555+46	-	555+55	RT	13	5	INLET RECONSTRUCTION
10	555+46	-	555+55	LT	13	5	INLET RECONSTRUCTION
10		556+55		RT	---	8	SIDEWALK REMOVAL
10	558+51	-	558+78	RT	42	5	CURB & GUTTER REPLACEMENT
10	559+10	-	559+36	RT	39	5	CURB & GUTTER REPLACEMENT
10	559+11	-	559+28	LT	31	15	CURB & GUTTER REPLACEMENT
10	561+62	-	563+88	CL	480	---	TRAFFIC CHANNELIZING ISLAND
10	561+71	-	561+86	RT	15	15	CURB & GUTTER REPLACEMENT
10	561+71	-	561+86	LT	15	15	CURB & GUTTER REPLACEMENT
10	562+20	-	562+38	RT	32	15	CURB & GUTTER REPLACEMENT
10	562+65	-	562+74	RT	13	5	MAIN ST INLET RECONSTRUCTION
10	562+65	-	562+82	RT	34	15	CURB & GUTTER REPLACEMENT
10	563+61	-	564+12	RT	90	15	CURB & GUTTER REPLACEMENT
10	563+86	-	564+35	LT	50	20	CURB & GUTTER REPLACEMENT
10	564+57	-	565+16	RT	85	5	CURB & GUTTER REPLACEMENT
10	564+82	-	565+27	LT	81	15	CURB & GUTTER REPLACEMENT
10	565+28	-	565+80	RT	100	---	CORRUGATED CONCRETE MEDIAN
10	574+44	-	574+60	RT	22	15	CURB & GUTTER REPLACEMENT
10	574+52	-	574+75	RT	64	---	TRAFFIC CHANNELIZING ISLAND
10	575+26	-	575+46	LT	24	15	CURB & GUTTER REPLACEMENT
10	575+28	-	575+43	RT	55	---	TRAFFIC CHANNELIZING ISLAND
10	575+45	-	575+58	RT	23	15	CURB & GUTTER REPLACEMENT
			SUBTOTAL (SAWING TABLE)		2,876	393	
			SUBTOTAL (FROM TRAFFIC SIGNAL TABLE)		1,720	52	
			CATEGORY 0010 TOTAL		**4,596**	**445**	

SAWING (CONTINUED)

CATEGORY	STATION	TO	STATION	LOCATION	690.0150 ASPHALT LF	690.0250 CONCRETE LF	COMMENT
20	528+63	-	528+98	RT	45	5	CURB & GUTTER REPLACEMENT
20	531+00	-	531+70	RT	100	60	CE
20	535+64	-	536+49	RT	210	10	7TH ST CURB RAMPS
20		537+17		RT	20	5	PE
20	538+15	-	538+45	RT	50	5	PE
20	539+04	-	539+21	RT	31	5	CURB & GUTTER REPLACEMENT
20	539+53	-	539+69	RT	31	5	CURB & GUTTER REPLACEMENT
20	539+97	-	540+36	RT	54	5	CURB & GUTTER REPLACEMENT
20	541+14	-	541+40	RT	38	5	ALLEY
20	542+15	-	542+41	RT	38	5	PE
20	542+83	-	543+00	RT	31	5	CURB & GUTTER REPLACEMENT
20	543+42	-	543+50	RT	31	5	CURB & GUTTER REPLACEMENT
20	544+92	-	545+30	RT	66	5	LOON LAKE RD
20	547+18	-	547+35	RT	31	5	CURB & GUTTER REPLACEMENT
20	565+81	-	567+02	RT	225	5	CE
20	567+32	-	567+75	RT	69	5	CE
20	568+11	-	568+54	RT	69	5	CE
20	568+82	-	569+38	RT	95	5	CE
20	570+13	-	570+54	RT	45	25	CE
20	571+12	-	571+55	RT	47	27	CE
20	572+07	-	572+63	RT	95	5	CE
			CATEGORY 0020 TOTAL		**1,421**	**207**	
			PROJECT TOTAL		**6,017**	**652**	

SPV.0180.001 THERMOPLASTIC COATING AT SNOWMOBILE TRAIL CROSSING

CATEGORY	STATION	TO	STATION	LOCATION	SY	COMMENT
10	565+04	-	565+22	CL	103	15-FT WIDE TRAIL CROSSING
			CATEGORY 0010 TOTAL		**103**	
			PROJECT TOTAL		**103**	



BENCHMARK TABLE				
POINT #	DESCRIPTION	STA.	OFF.	ELEVATION
220	BM 60D NAIL CONIF TREE	494+75.58	45.88	1651.49

PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	PLAN	SHEET 96	E

FILE NAME : \\BHASERVER14\PROJECTS\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - (40)
PLOT DATE : 1/31/2019 5:05 PM
PLOT BY : CHAD D. GRUNDEMANN PLOT NAME :
PLOT SCALE : 1:50_XREF

MATCH LINE "A"

REMOVE CORRUGATED MEDIAN
REMOVING PAVEMENT
SAWING ASPHALT

WPS ELECTRIC

R/W

73+00

USH 45/STH 32

74+00

NICK C
PANAGOULIAS

CP 01

WAUSAU HOMES INC

ULRICH RUPNOW

PI: 500+00.00

BM219

WPS ELECTRIC

R/W

N

SAWING ASPHALT

WPS GAS

WPS ELECTRIC

R/W

33'

MATCH LINE STA 496+50

497+00

STH 70

498+00

499+00

500+00

EP: 74+61.77
BP: 10+00.00

501+00

502+00

503+00

34'

MATCH LINE STA 503+50

WPS GAS

WPS ELECTRIC

USH 45/STH 32/STH 70/E PINE ST

32'

12'

12'

100'

FRONTIER COMMUNICATIONS

SAWING ASPHALT
MATCH EXISTING

CHARTER COMMUNICATIONS

CP 02

EDGE OF TRAVELED WAY

EDGE OF PAVED SHOULDER

EDGE OF GRAVEL SHOULDER

SLOPE INTERCEPT

R/W

FRONTIER

R/W

RICHARD T KRUEGER

DUANE POLACK

11+00

R/W

FRONTIER COMMUNICATIONS

WPS ELECTRIC

TURN LANE IMPROVEMENTS

E WALL ST

BUTT JOINT REQ'D
STA: 11+76.80

BUTT JOINT REQ'D
STA: 11+76.80

R/W

12+00

EP: 12+10.04

R/W

WPS ELECTRIC

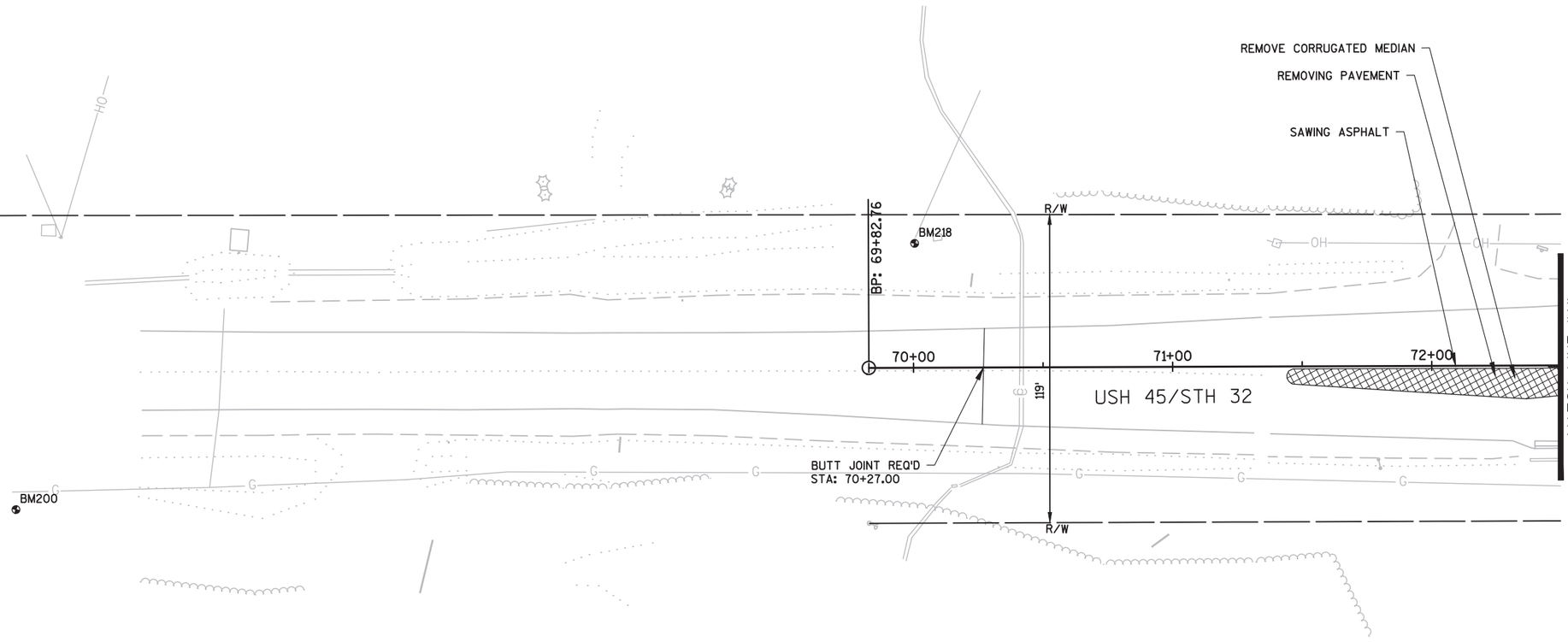
BENCHMARK TABLE				
POINT #	DESCRIPTION	STA.	OFF.	ELEVATION
219	BM 60D NAIL PPOL NE 34E12	500+35.25	33.12	1650.43

PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	PLAN	SHEET 97	E

FILE NAME : \\BHASERVER14\PROJECTS\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - (40)

PLOT DATE : 1/31/2019 5:05 PM PLOT BY : CHAD D. GRUNDEMANN PLOT NAME : PLOT SCALE : 1:50_XREF

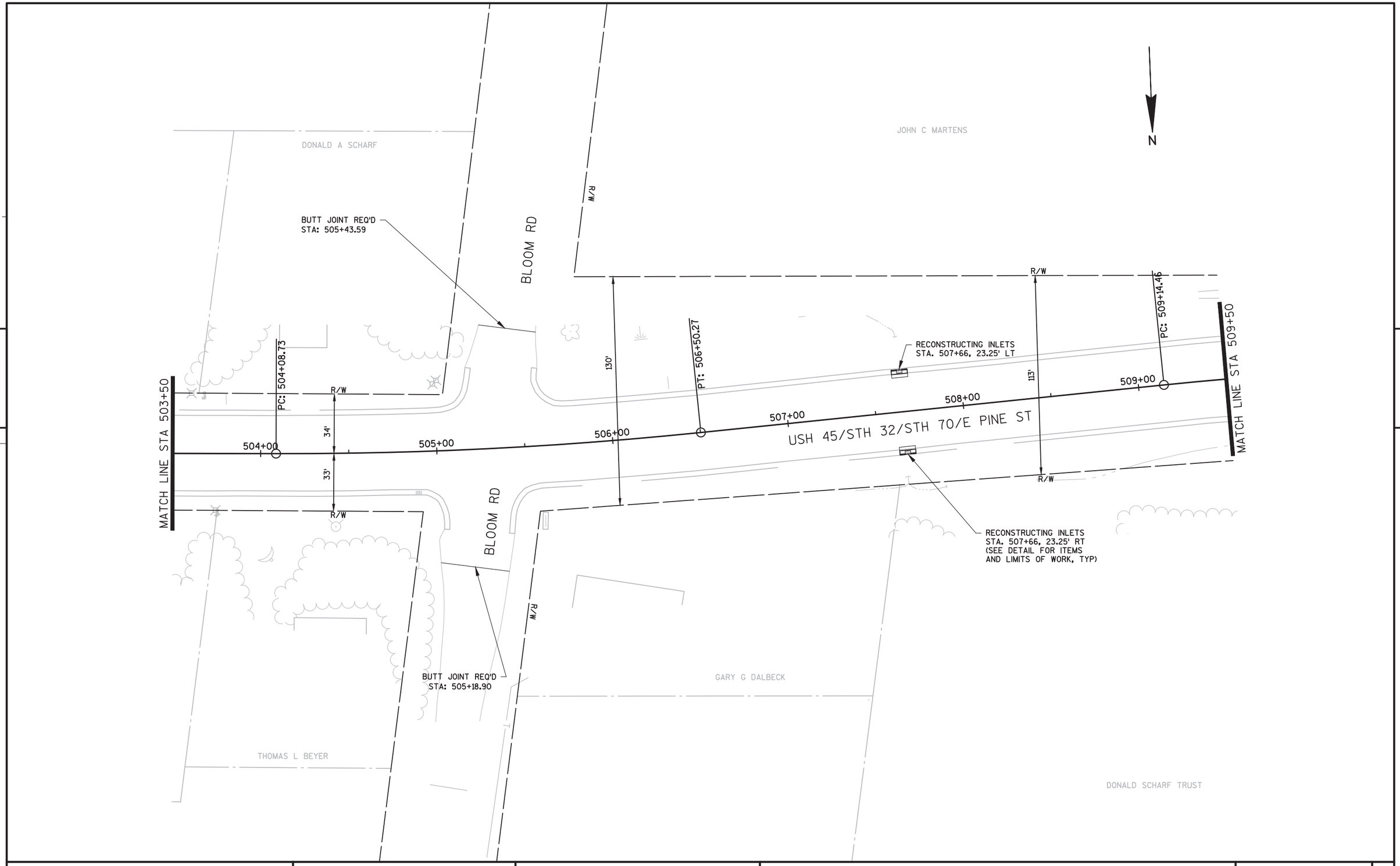
WISDOT/CADDS SHEET 44



BENCHMARK TABLE				
POINT #	DESCRIPTION	STA.	OFF.	ELEVATION
200	BM DP1776	496+72.56	741.02	1643.20
218	BM 60D NAIL PPOL E 34E6	70+00.61	47.99	1641.82

RICHARD S SWIONTEK

PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	PLAN	SHEET 98	E



PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	PLAN	SHEET 99	E

FILE NAME : \\BHASERVER14\PROJECTS\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - (40)

PLOT DATE : 1/31/2019 5:07 PM PLOT BY : CHAD D. GRUNDEMANN PLOT NAME : PLOT SCALE : 1:50_XREF

N

JOHN C MARTENS

5

5

MATCH LINE STA 509+50

510+00

100'

511+00

PT: 511+42.38

512+00

513+00

100'

514+00

515+00

MATCH LINE STA 515+50

R/W

USH 45/STH 32/STH 70/E PINE ST

R/W

DONALD SCHARF TRUST

DONALD SCHARF TRUST

DONALD SCHARF TRUST

DAVID S KEESEY

NICK YADRO LE

PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	PLAN	SHEET 100	E

5

JOHN C MARTENS

PHILLIP HAHN

N

RECONSTRUCTING INLETS
STA. 517+57, 23.25' LT

RECONSTRUCTING INLETS
STA. 520+63, 23.25'LT

R/W

100'

MATCH LINE STA 515+50

516+00 517+00 518+00 519+00 520+00 521+00

MATCH LINE STA 521+50

USH 45/STH 32/STH 70/E PINE ST

R/W

RECONSTRUCTING INLETS
STA. 517+57, 23.25' RT

RECONSTRUCTING INLETS
STA. 520+62, 23.25'RT
(SEE DETAIL FOR ITEMS
AND LIMITS OF WORK, TYP)

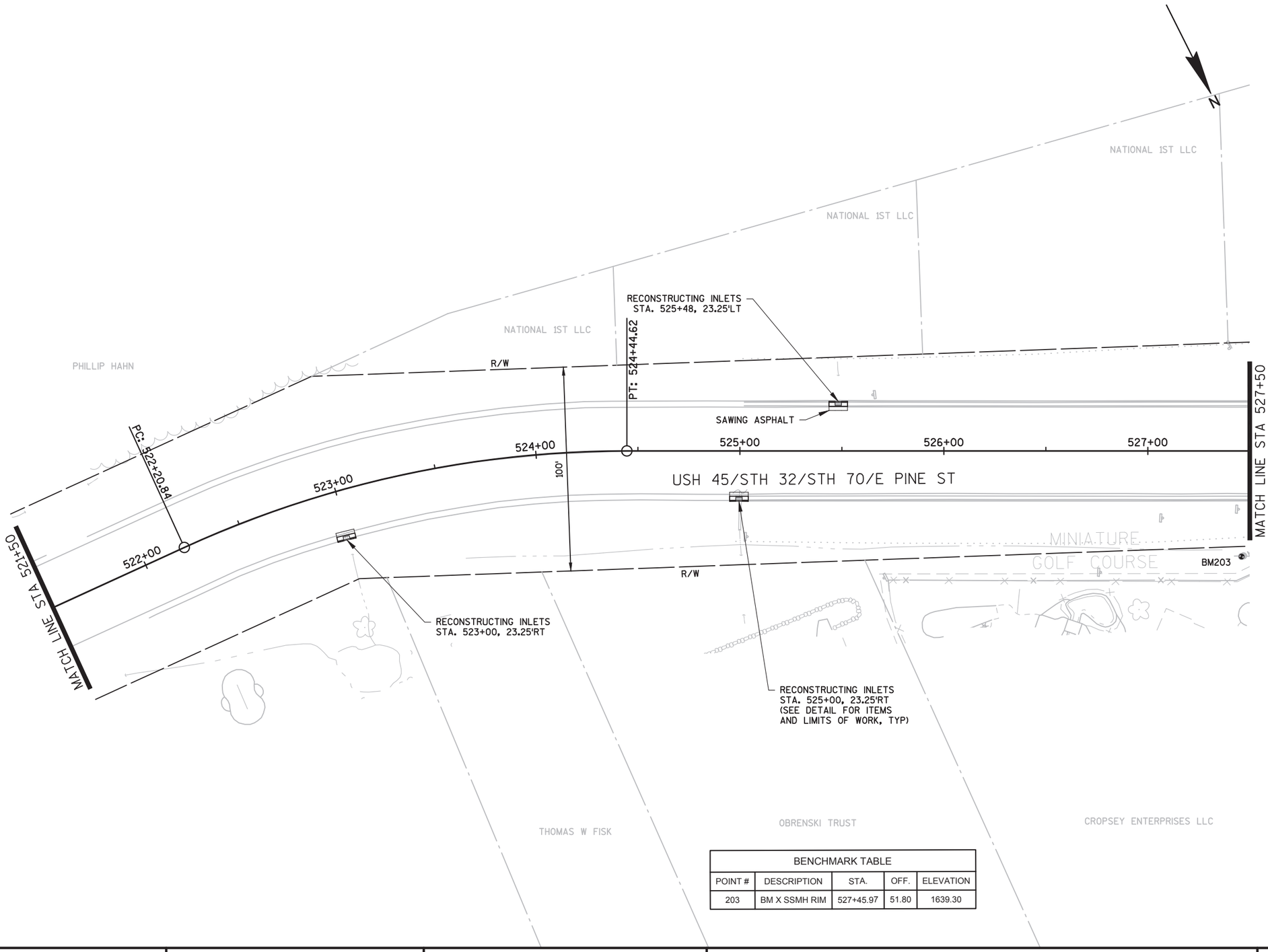
NICK YADRO LE

JOSEPH CHUCKEL TRUST

RODERICK R CROKER

PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	PLAN	SHEET 101	E

FILE NAME : \\BHASERVER14\PROJECTS\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - (40)
PLOT DATE : 1/31/2019 5:08 PM PLOT BY : CHAD D. GRUNDEMANN PLOT NAME : PLOT SCALE : 1:50_XREF



BENCHMARK TABLE				
POINT #	DESCRIPTION	STA.	OFF.	ELEVATION
203	BM X SSMH RIM	527+45.97	51.80	1639.30

PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	PLAN	SHEET 102	E

FILE NAME : \\BHASERVER14\PROJECTS\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - (40)

PLOT DATE : 1/31/2019 5:08 PM PLOT BY : CHAD D. GRUNDEMANN PLOT NAME : PLOT SCALE : 1:50_XREF

NATIONAL FINANCE 1 LLC

O REILLY AUTOMOTIVE INC

N

FRONTIER COMMUNICATIONS

CITY OF EAGLE RIVER

EAGLE RIVER LIGHT AND WATER

FRONTIER COMMUNICATIONS

RECONSTRUCTING INLETS INLET COVERS TYPE H
STA. 527+82, 23.25'LT

RECONSTRUCTING INLETS
STA. 528+04, 23.25'RT
(SEE DETAIL FOR ITEMS
AND LIMITS OF WORK, TYP)

CP 07

CP 08

MATCH LINE STA 527+50

MATCH LINE STA 533+50

USH 45/STH 32/STH 70/E PINE ST

528+00 529+00 530+00 531+00 532+00 533+00

84'

100'

100'

5' 5'

5' 5'

SAWING ASPHALT
REMOVING CURB AND GUTTER

CONCRETE SIDEWALK REQ'D

BM204

TLE

TLE

3'

7'

CONCRETE CURB & GUTTER
30-INCH TYPE D (DRIVEWAY)

BUTT JOINT REQ'D
64' RT

E TUSS ST

SAWING ASPHALT
REMOVING CURB AND GUTTER

CURB RAMP TYPE 4B1 (RADIAL)

CONCRETE CURB & GUTTER 30-INCH TYPE D
(TYP AT SIDWALK AND ENTRANCE WORK)

CONCRETE CURB & GUTTER
30-INCH TYPE D

REMOVING PAVEMENT

REMOVING CURB & GUTTER

CONCRETE CURB & GUTTER
18-INCH TYPE D

SAWING ASPHALT
REMOVING CURB AND GUTTER

CONCRETE CURB & GUTTER
30-INCH TYPE D

REMOVING PAVEMENT

SAWING ASPHALT
REMOVING CURB AND GUTTER

CONCRETE CURB & GUTTER
30-INCH TYPE D

EXISTING ENTRANCE
TO BE CLOSED

MINISTRY HEALTH CARE INC

TA SOLBERG CO INC

BENCHMARK TABLE

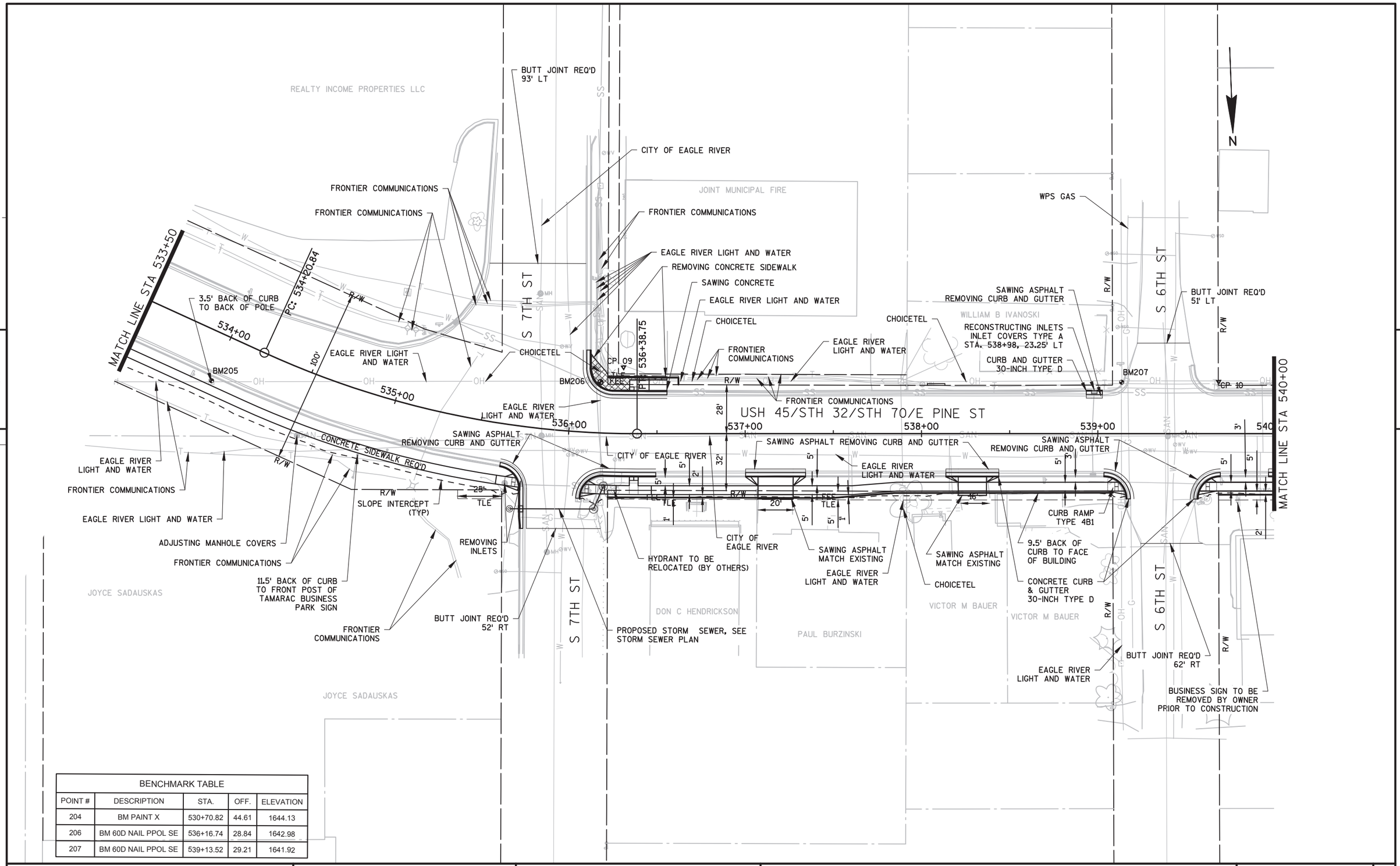
POINT #	DESCRIPTION	STA.	OFF.	ELEVATION
204	BM PAINT X	530+70.82	44.61	1644.13

PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	PLAN	SHEET 103	E

FILE NAME : \\BHASERVER14\PROJECTS\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - (40)

PLOT DATE : 1/31/2019 5:09 PM PLOT BY : CHAD D. GRUNDEMANN PLOT NAME : PLOT SCALE : 1:50_XREF

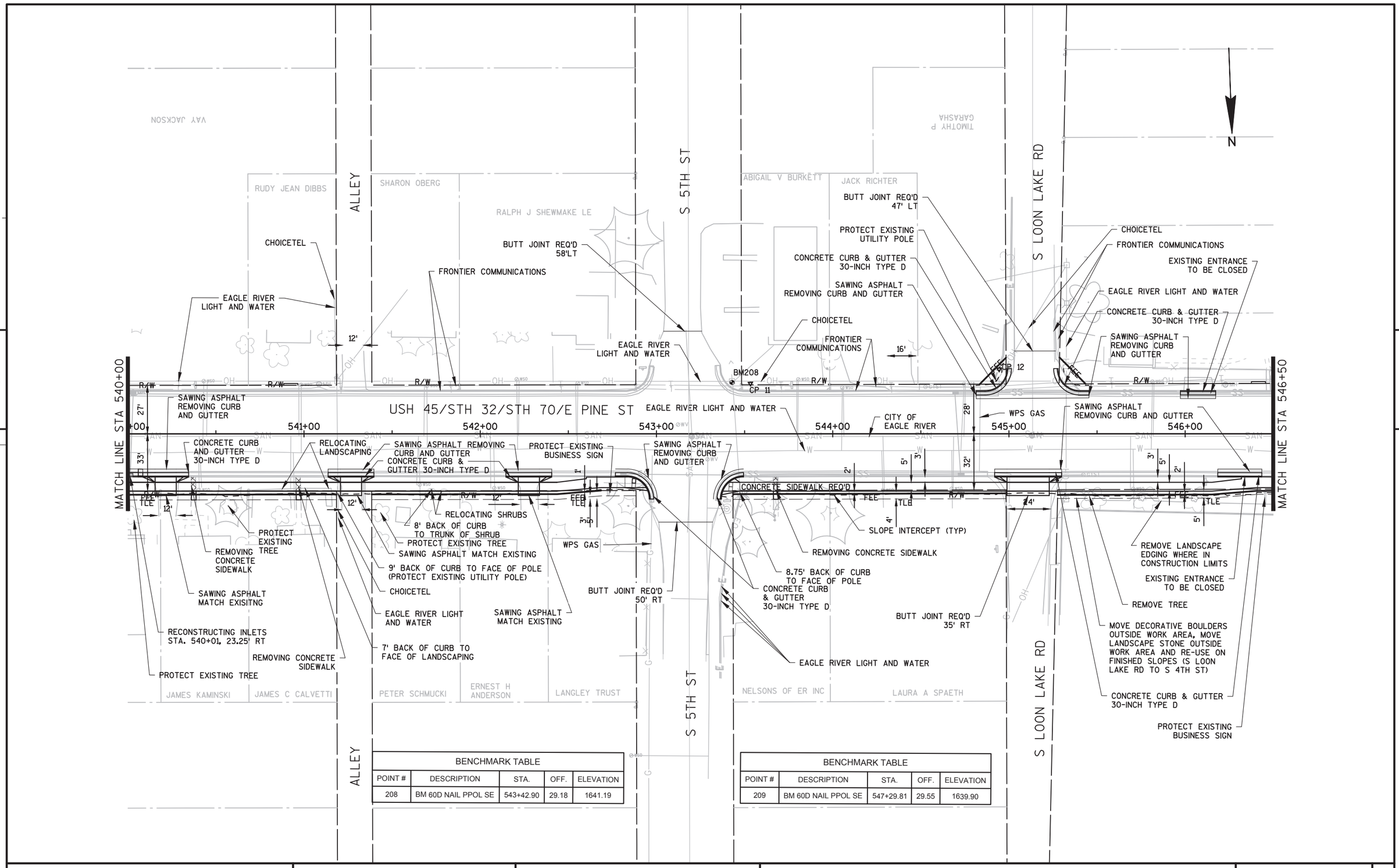
WISDOT/CADDS SHEET 44



BENCHMARK TABLE				
POINT #	DESCRIPTION	STA.	OFF.	ELEVATION
204	BM PAINT X	530+70.82	44.61	1644.13
206	BM 60D NAIL PPOL SE	536+16.74	28.84	1642.98
207	BM 60D NAIL PPOL SE	539+13.52	29.21	1641.92

PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	PLAN	SHEET 104	E

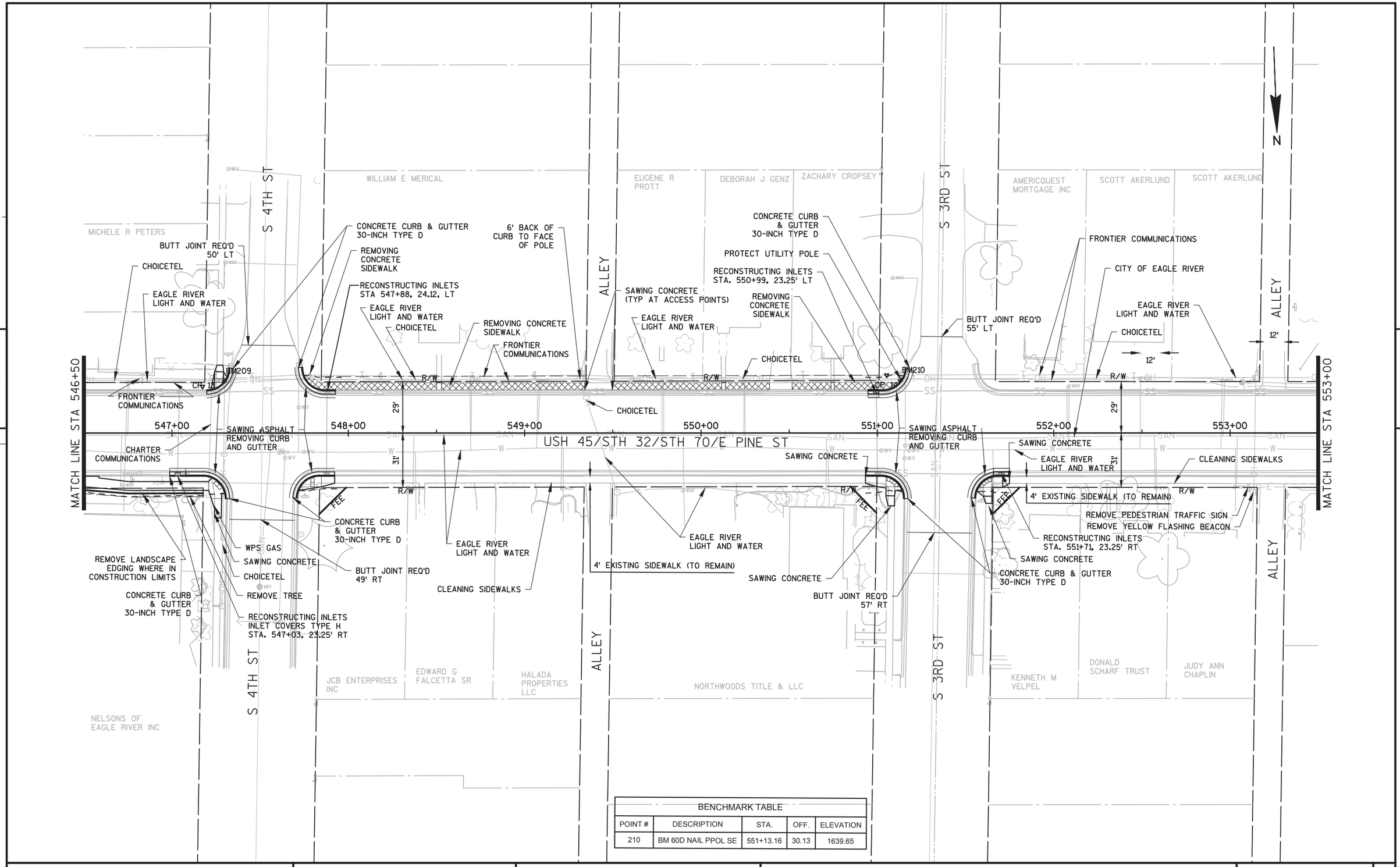
FILE NAME : \\BHASERVER14\PROJECTS\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - (40)
PLOT DATE : 1/31/2019 5:10 PM
PLOT BY : CHAD D. GRUNDEMANN
PLOT NAME :
PLOT SCALE : 1:50_XREF
WISDOT/CADDS SHEET 44



BENCHMARK TABLE				
POINT #	DESCRIPTION	STA.	OFF.	ELEVATION
208	BM 60D NAIL PPOL SE	543+42.90	29.18	1641.19

BENCHMARK TABLE				
POINT #	DESCRIPTION	STA.	OFF.	ELEVATION
209	BM 60D NAIL PPOL SE	547+29.81	29.55	1639.90

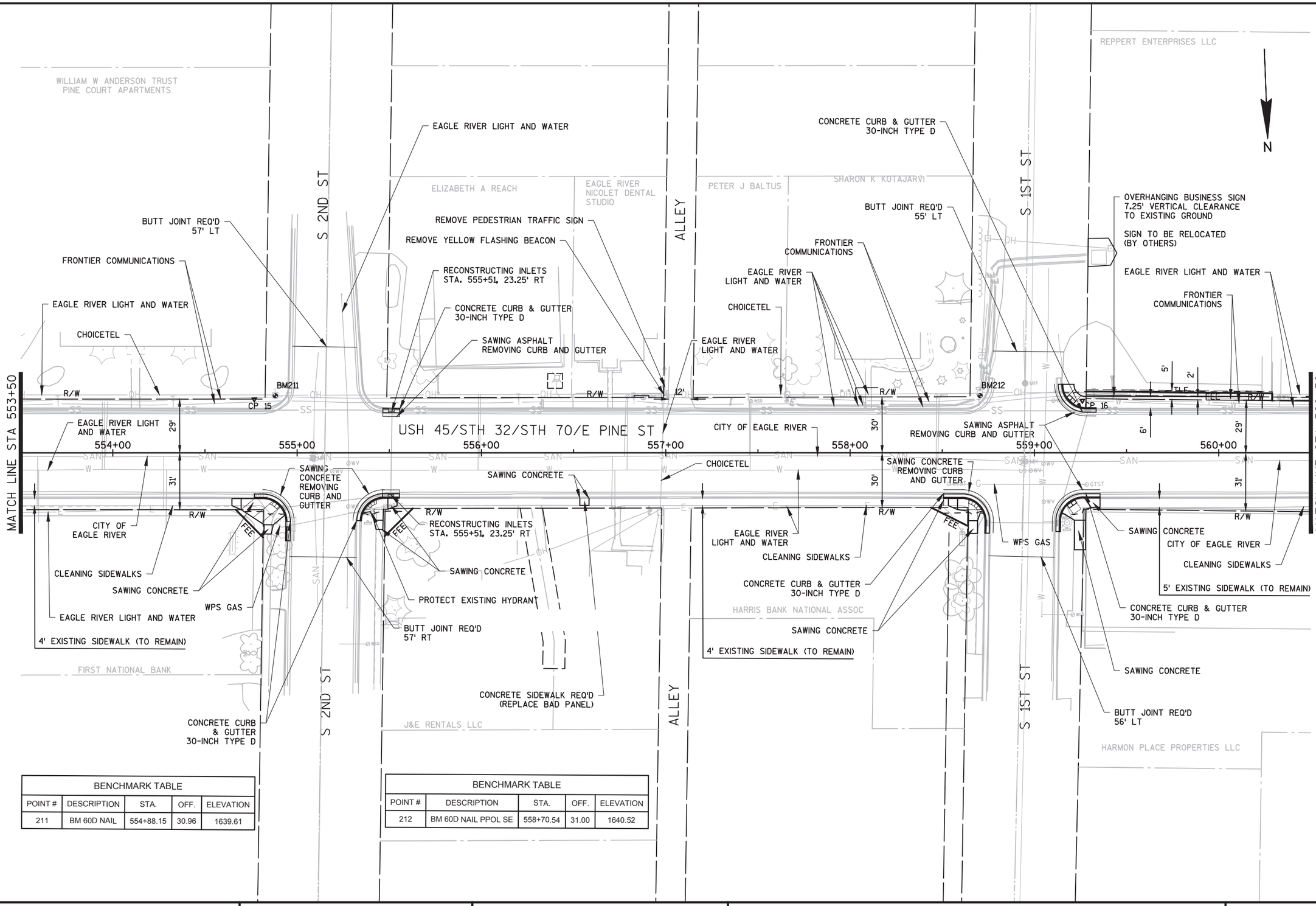
PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	PLAN	SHEET 105	E



BENCHMARK TABLE

POINT #	DESCRIPTION	STA.	OFF.	ELEVATION
210	BM 60D NAIL PPOL SE	551+13.16	30.13	1639.65

PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	PLAN	SHEET 106 E



BENCHMARK TABLE				
POINT #	DESCRIPTION	STA.	OFF.	ELEVATION
211	BM 60D NAIL	554+88.15	30.96	1639.61

BENCHMARK TABLE				
POINT #	DESCRIPTION	STA.	OFF.	ELEVATION
212	BM 60D NAIL PPOL SE	558+70.54	31.00	1640.52

PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	PLAN	SHEET 107 E

5

MATCH LINE STA 560+50

MATCH LINE STA 567+50

S RAILROAD ST

S MAIN ST

USH 45/STH 32/STH 70/E PINE ST

N

KRIST OIL CO INC

DANIEL D ANDERSON

ASSOCIATED BANK NA

WHPC-EAE LLC
EAGLE PINES APARTMENTS

CHARTER COMMUNICATIONS

CITY OF EAGLE RIVER

STATE OF WISCONSIN DOT

EAGLE RIVER MEMORIAL INC

MAINES TRUST

DEAN A ISLEB

INDIANHEAD OIL CO INC

EAGLE RIVER LIGHT AND WATER

FRONTIER COMMUNICATIONS

CHOICETEL

SAWING CONCRETE

SAWING CONCRETE REMOVING CURB AND GUTTER

CLEANING SIDEWALKS

SAWING ASPHALT REMOVING CURB AND GUTTER

CONCRETE CURB & GUTTER 30-INCH TYPE D

CONCRETE CURB & GUTTER 18-INCH TYPE D

CONCRETE CURB & GUTTER 18 INCH TYPE D

MONOLITHIC CONCRETE MEDIAN

WPS GAS

BUTT JOINT REQ'D 96.3' LT

BUTT JOINT REQ'D 95.7' RT

BUTT JOINT REQ'D 61' RT

CONCRETE SIDEWALK REQ'D

7' EXISTING SIDEWALK (TO REMAIN)

4' EXISTING SIDEWALK (TO REMAIN)

8' EXISTING SIDEWALK (TO REMAIN)

SAWING ASPHALT MATCH EXISTING

PROTECT EXISTING BUSINESS SIGN

GUY WIRE TO BE RELOCATED (BY OTHERS)

ADJUSTING WATER VALVES (BY OTHERS)

4' BACK OF CURB TO FACE OF POLE (CONSTRUCT SIDEWALK AROUND POLE)

PLE FOR ROAD SIGN

RECONSTRUCTING INLETS STA. 562+69, 39' RT

CP 17

BM213

BM214

PC: 564+32.75

PT: 565+62.37

561+00

562+00

562+27.83

562+92.78

564+00

565+00

566+00

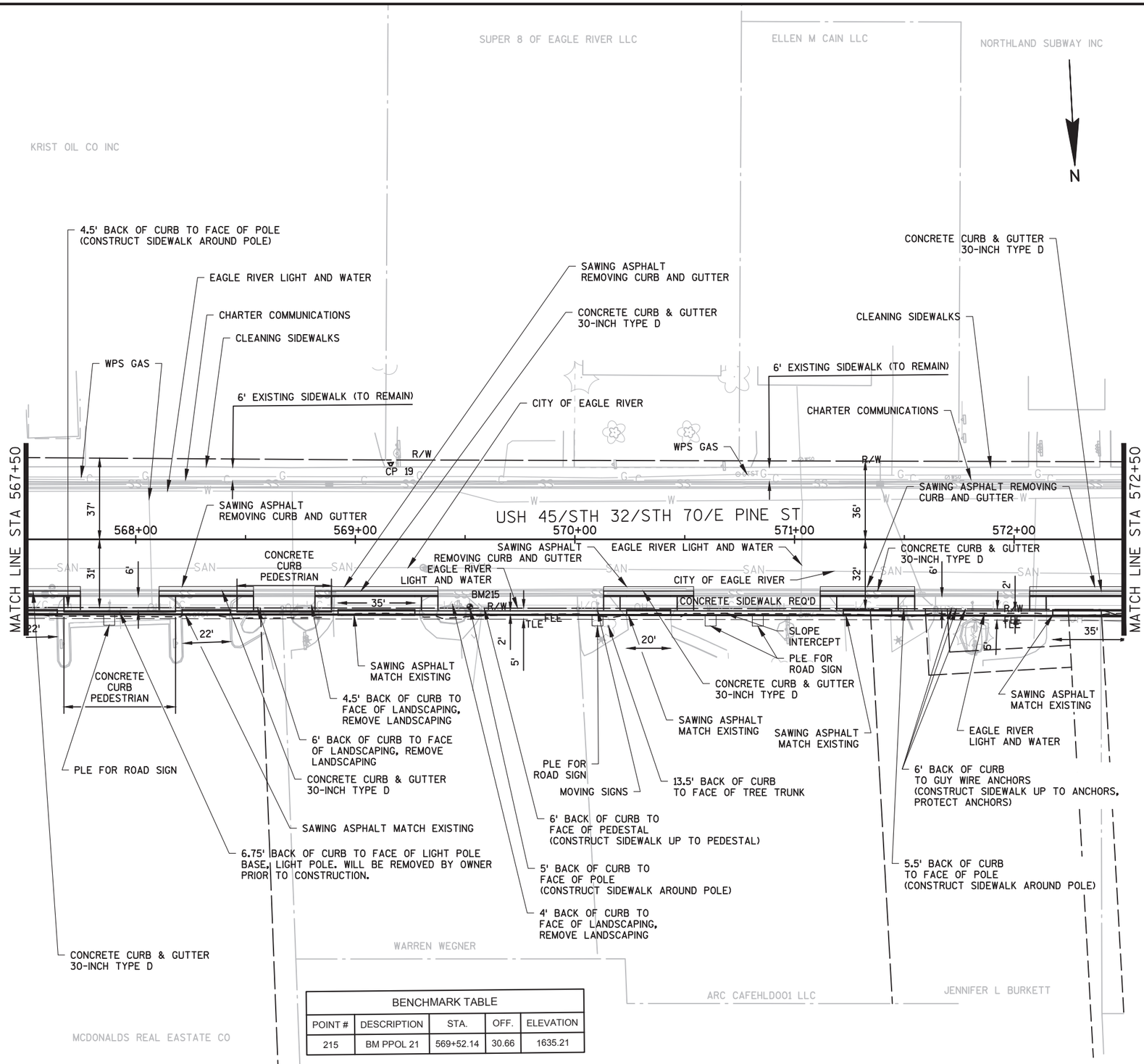
567+00

R/W

BENCHMARK TABLE				
POINT	DESCRIPTION	STA.	OFF.	ELEVATION
214	BM 60D NAIL PPOL SW	565+58.95	31.47	1636.83

PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	PLAN	SHEET 108	E

FILE NAME : P:\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - (40)
PLOT DATE : 1/31/2019 5:17 PM PLOT BY : KEVIN J. BELLA PLOT NAME : PLOT SCALE : 1:50_XREF
WISDOT/CADDS SHEET 44



BENCHMARK TABLE				
POINT #	DESCRIPTION	STA.	OFF.	ELEVATION
215	BM PPOL 21	569+52.14	30.66	1635.21

PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	PLAN	SHEET 109 E

MULLEADY INC REALTORS
GPS II INC
PAMELA J TOMLANOVICH
GARY H VALKENAAR
MARK R HOLPERIN
SAWING CONCRETE
CHARTER COMMUNICATIONS
CONCRETE CURB & GUTTER 30-INCH TYPE D
SAWING ASPHALT REMOVING CURB AND GUTTER
6' EXISTING SIDEWALK (TO REMAIN)
CLEANING SIDEWALKS
WPS GAS
EAGLE RIVER LIGHT AND WATER
MATCH LINE STA 572+50
PI: 574+12.88
PI: 575+29.39
PI: 576+11.60
EP: 578+96.64
R/W
35'
13'
33'
32'
CITY OF EAGLE RIVER
573+00
574+00
575+00
576+00
577+00
578+00
USH 45/STH 32/STH 70/E PINE ST
BP: 18+31.00
END PROJECT
STA 577+12
N = 105,524.025
E = 500,118.750
BUTT JOINT REQ'D
MATCH EXISTING
5' EXISTING SIDEWALK (TO REMAIN)
BM216
BM217
SAWING CONCRETE MATCH EXISTING SIDEWALK
FRONTIER COMMUNICATIONS
CONCRETE CURB 6-INCH TYPE D
19+00
JENNIFER L BURKETT
SCOTT D SPARKS
EXCAVATION SERVICES LLC
MARCELLA SULLIVAN
GPS II INC
NICOLET NATIONAL BANK
USH 45/STH 32/STH 17 BRIDGE ST
PC: 19+69.69
20+00
21+00
22+00
END CONSTRUCTION BUTT JOINT REQ'D STA 21+11
EAGLE RIVER LIGHT AND WATER

BENCHMARK TABLE				
POINT #	DESCRIPTION	STA.	OFF.	ELEVATION
216	BM PPOL SW 2C10	573+59.73	39.21	1637.22

BENCHMARK TABLE				
POINT #	DESCRIPTION	STA.	OFF.	ELEVATION
217	BM 60D NAIL PPOL SW 2D 5	577+03.40	38.84	1641.40

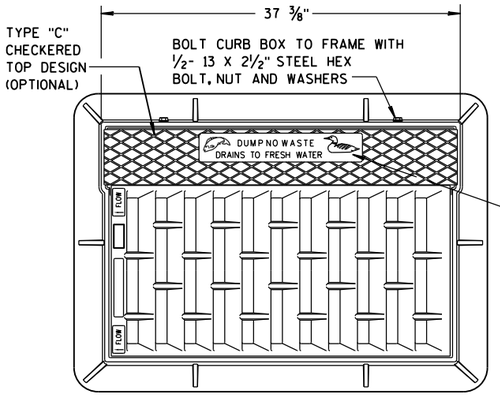
PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	PLAN	SHEET 110	E

FILE NAME : \\BHASERVER14\PROJECTS\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - (40)
PLOT DATE : 1/31/2019 5:13 PM
PLOT BY : CHAD D. GRUNDEMANN
PLOT NAME :
PLOT SCALE : 1:50_XREF

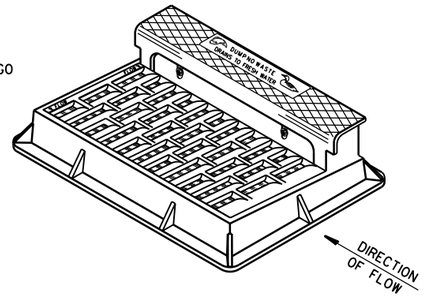
Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08A08-02	CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-20A	CONCRETE CURB & GUTTER
08D01-20B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-19A	CURB RAMPS TYPES 1 AND 1-A
08D05-19B	CURB RAMPS TYPES 2 AND 3
08D05-19C	CURB RAMPS TYPES 4A AND 4A1
08D05-19D	CURB RAMPS TYPE 4B AND 4B1
08D05-19E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-19F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-19G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D18-02	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08D20-01	DRIVEWAYS WITH CURB & GUTTER RETURNS
08D21-01	DRIVEWAYS WITHOUT CURB & GUTTER
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
09B02-10	CONDUIT
09B04-11	PULL BOX
09E01-15B	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)
09F15-04B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
11B02-02	CONCRETE MEDIAN NOSE
15C02-07F	ADVANCED WIDTH RESTRICTION SIGNING
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-14B	PAVEMENT MARKING WORDS
15C07-14C	PAVEMENT MARKING ARROWS
15C08-19A	LONGITUDINAL MARKING (MAINLINE)
15C08-19B	PAVEMENT MARKING (TURN LANES)
15C08-19C	PAVEMENT MARKING (TURN LANES)
15C11-07B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-06	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-04	MEDIAN ISLAND MARKING
15C19-05A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C19-05B	MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY
15C27-03B	PAVEMENT MARKING (ISLANDS)
15C33-03	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-03A	PAVEMENT MARKING (INTERSECTIONS)
15D20-04	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D21-06	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D28-03	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-04A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-04B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-04C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING

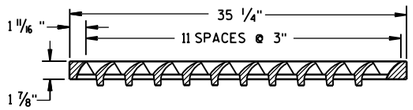
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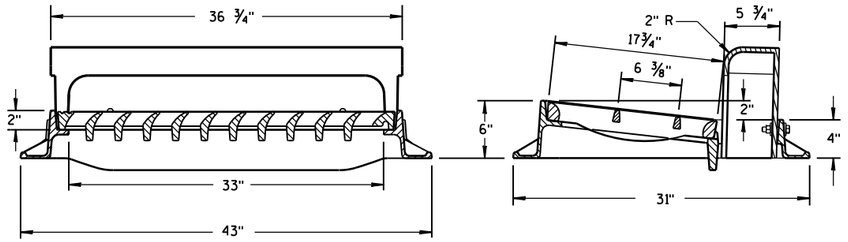


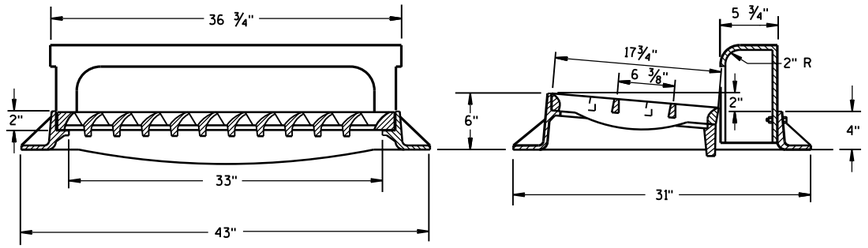
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

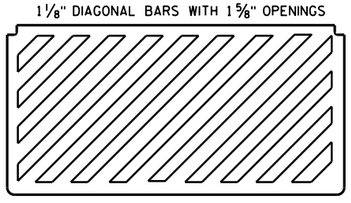






TYPE "H"

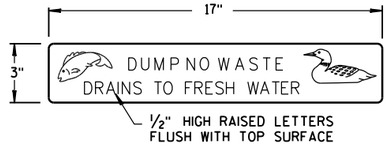
NOTE: EITHER CASTING IS ACCEPTABLE



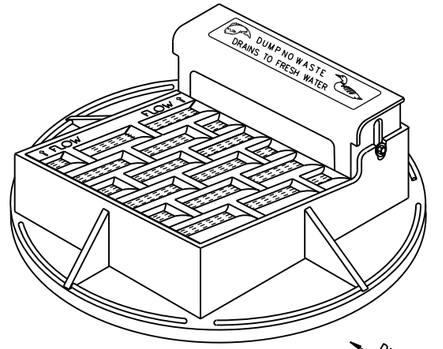
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

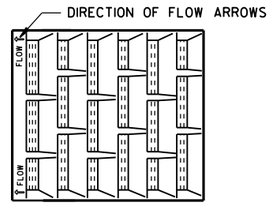


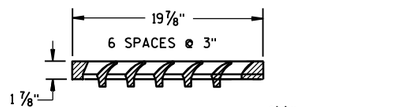
LOGO DETAIL

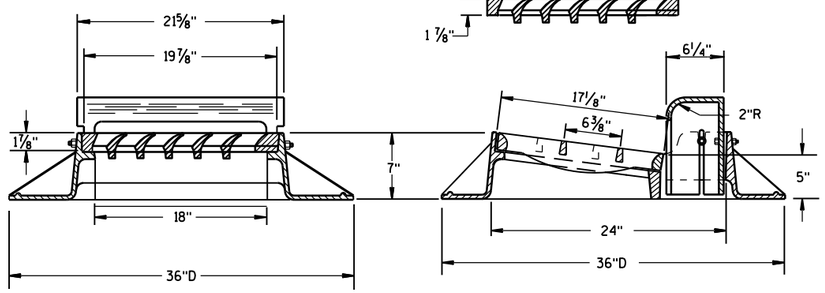


NOTE: CURB BOX ADJUSTABLE 4" TO 9"

NOTE:
GRATE IS REVERSIBLE.







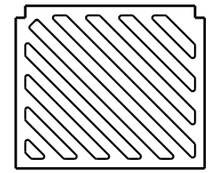
TYPE "A"

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.

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

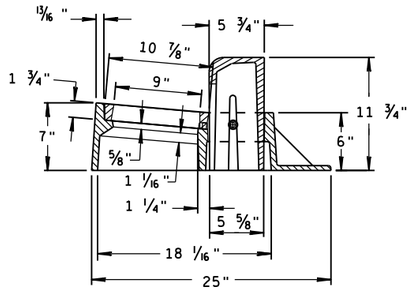
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

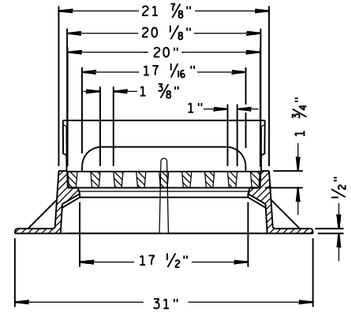


SPECIAL GRATE FOR TYPE "A" COVER

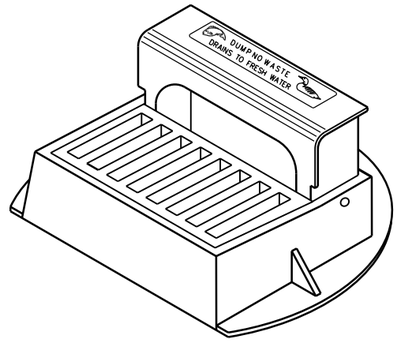
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)





TYPE "Z"



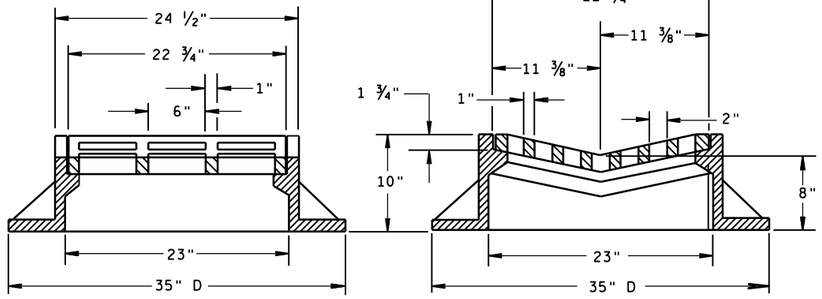
INLET COVERS TYPE A, H, A-S, H-S & Z

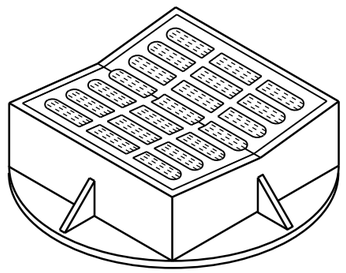
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

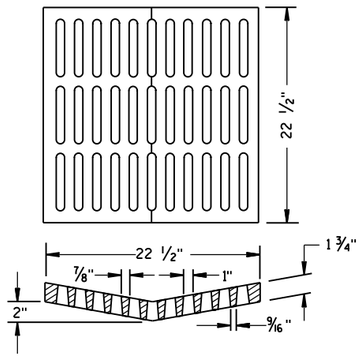
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S.D.D. 8 A 5-19a



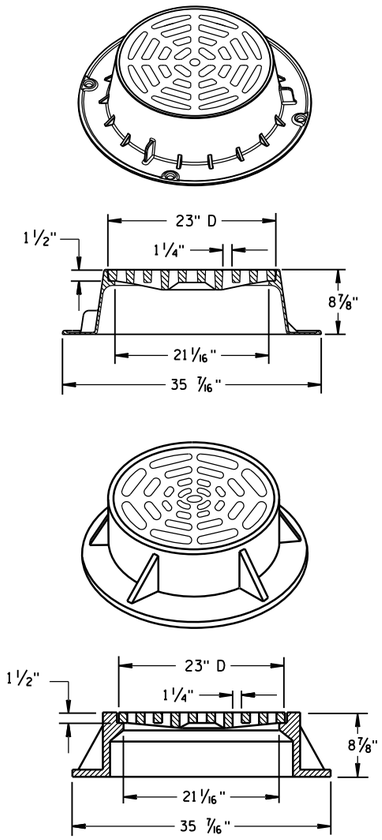


TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.
NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

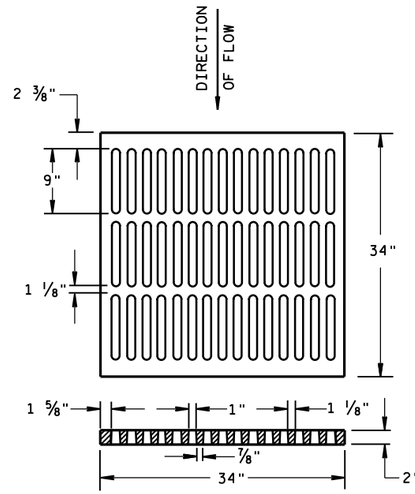
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

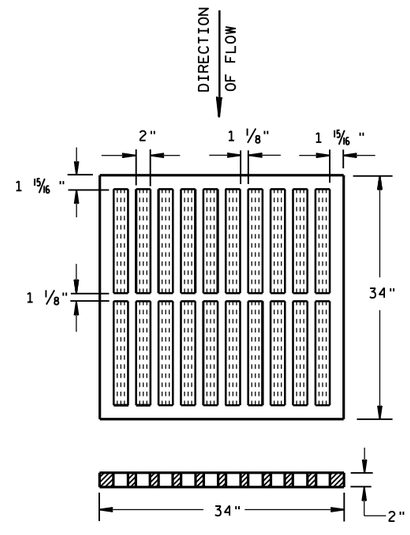
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



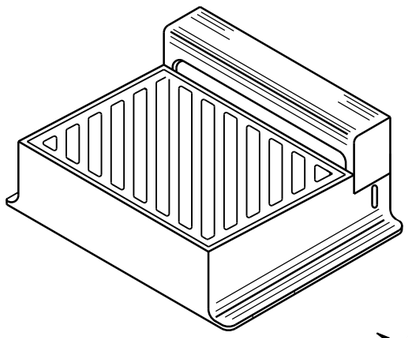
ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

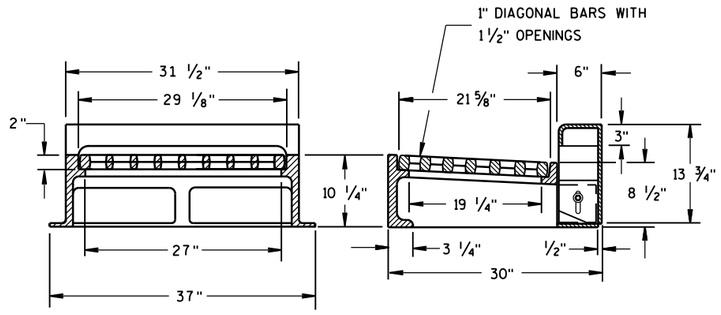


TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS
NOTED AS TYPE MS ON DRAINAGE TABLE



DIAGONAL SLOTS, SHALL BE ORIENTED TO THE DIRECTION OF FLOW AS ILLUSTRATED. GRATES ARE MANUFACTURED TO BE REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

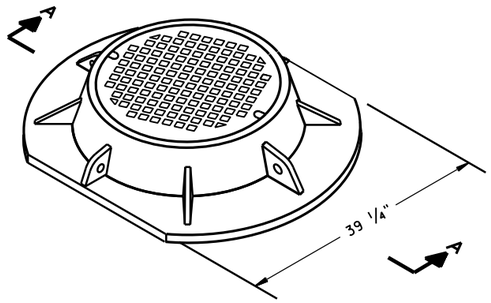
INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM

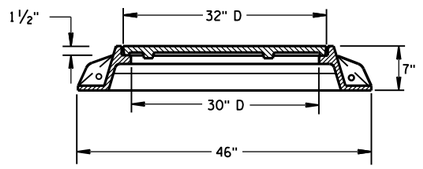
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

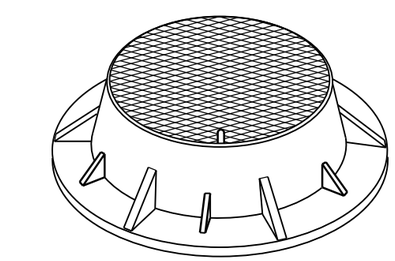
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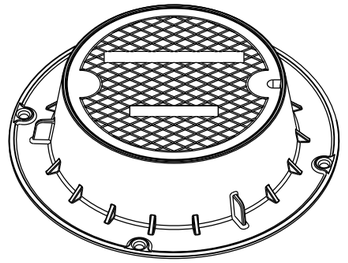
S.D.D. 8 A 5-19b

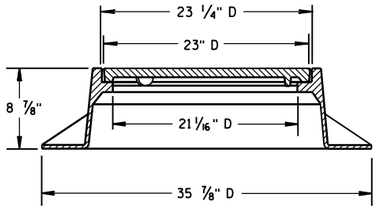


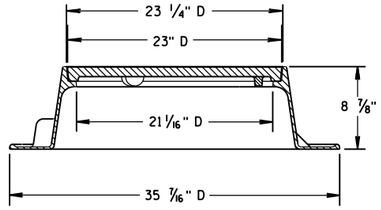


SECTION A-A
TYPE "K"









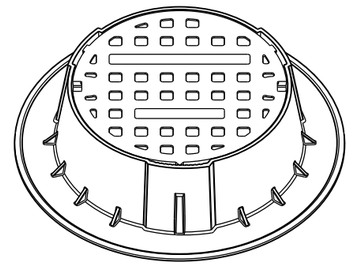
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

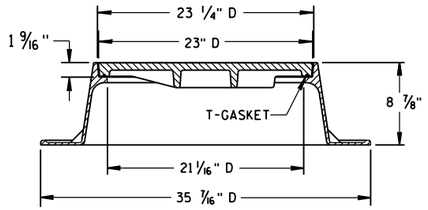
GENERAL NOTES

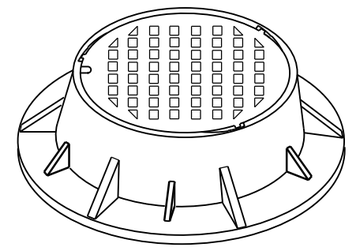
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

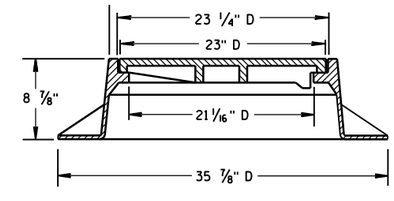
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

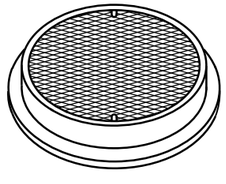


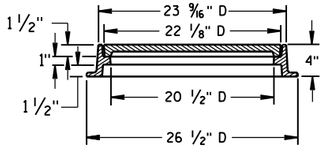




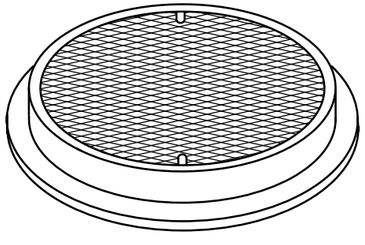


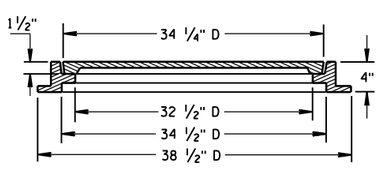
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



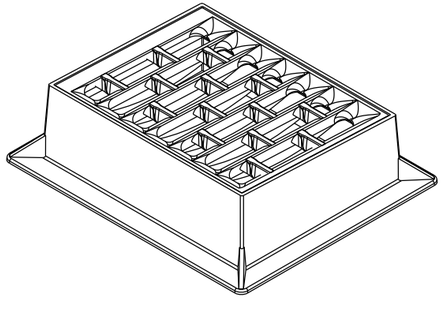


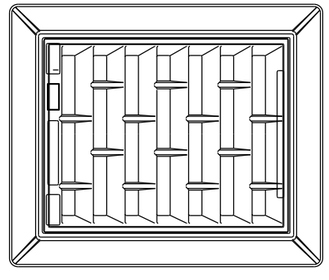
TYPE "L"

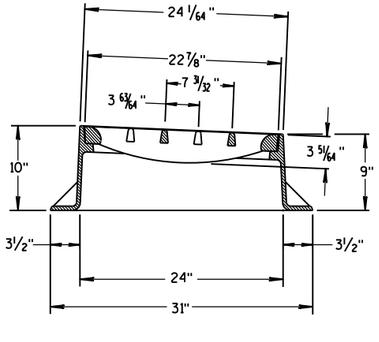


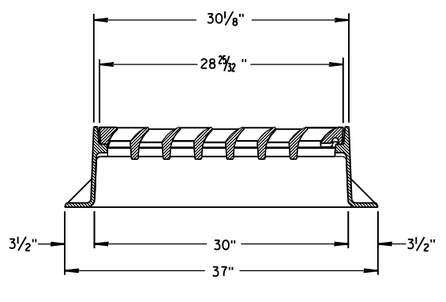


TYPE "M"









INLET COVER TYPE "BW"

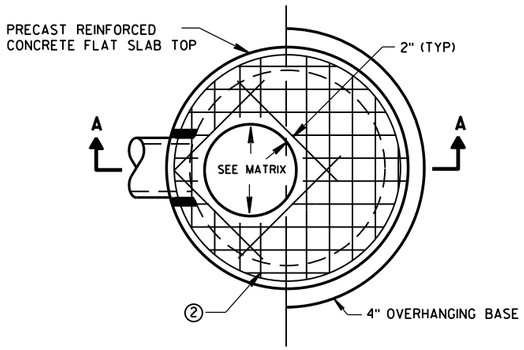
INLET COVER TYPE BW
MANHOLE COVERS, TYPE K, J, J-S, L & M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

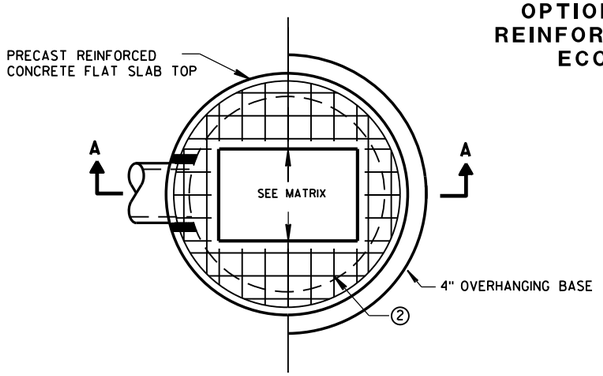
APPROVED
11/27/2013
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

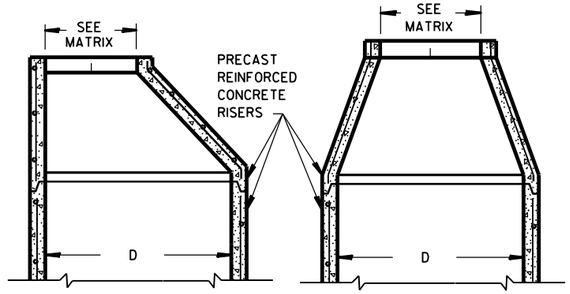
S.D.D. 8 A 5-19d



PLAN VIEW CIRCULAR OPENING

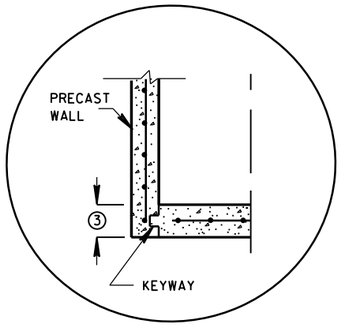


PLAN VIEW RECTANGULAR OPENING

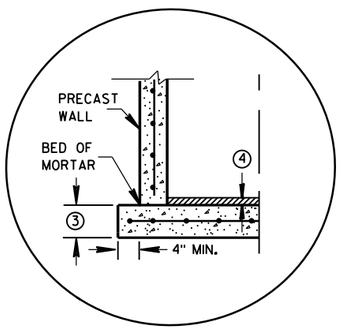


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

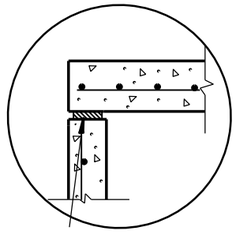


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

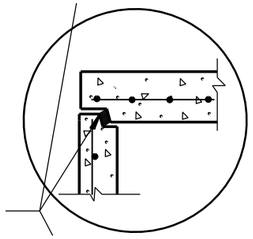


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"

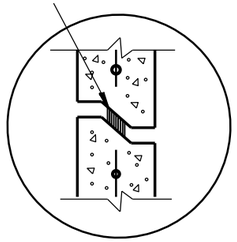


TOP WITH PLAIN END JOINT



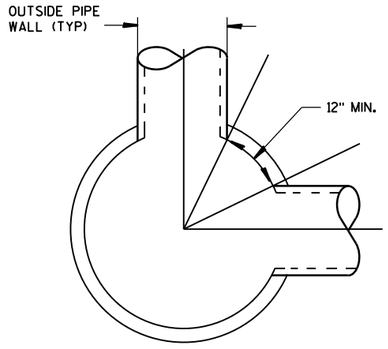
TOP WITH TONGUE AND GROOVE JOINT

JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)

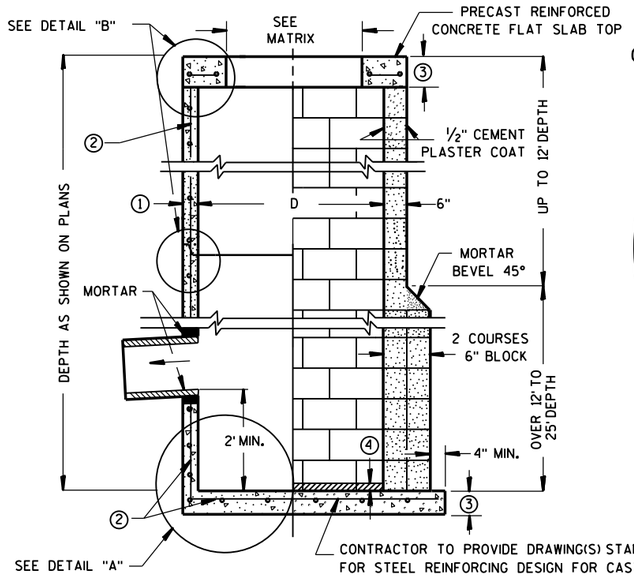


RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"



DETAIL "C"



CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES

SECTION A-A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

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

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

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

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

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

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

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

④ 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

CATCH BASIN COVER OPENING MATRIX

CATCH BASIN SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
	OPENING SIZE (FT)											
3-FT	2X2	X	X					X		X		
	2 DIA.				X							X
4-FT-6-FT	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2 DIA.				X							X
	2X3						X					
	2.5X3					X						

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	30

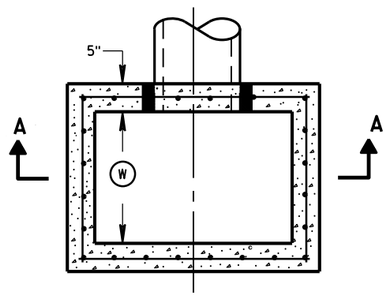
CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

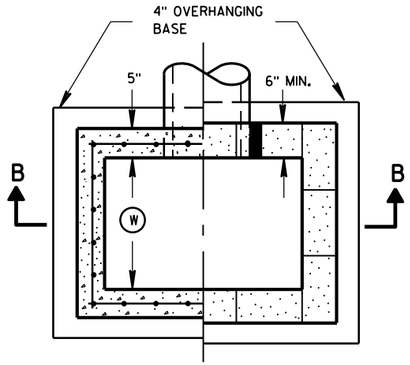
APPROVED
Sept., 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVISOR
FHWA

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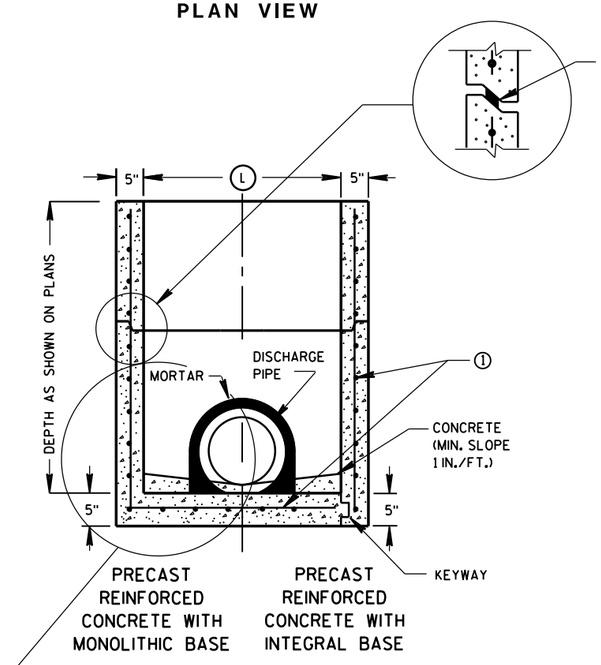
S.D.D. 8 A 8-2



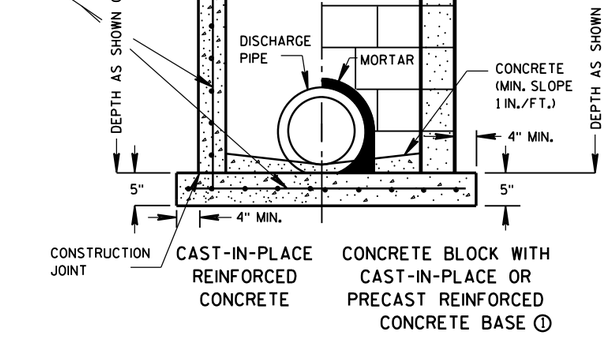
PLAN VIEW



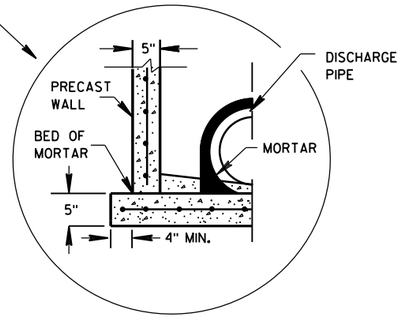
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

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

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

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

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

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

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

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS.
4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED.
OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

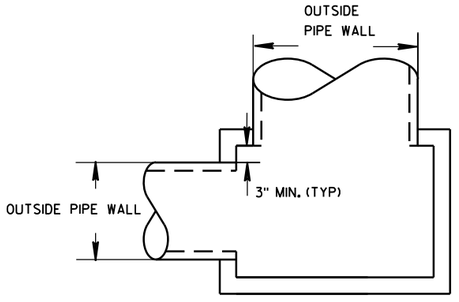
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH Ⓦ (FT)	LENGTH Ⓛ (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



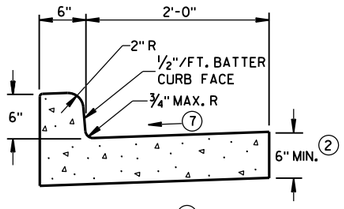
DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

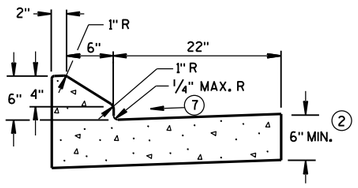
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D IT
UNIT SUPERVIS
FHWA

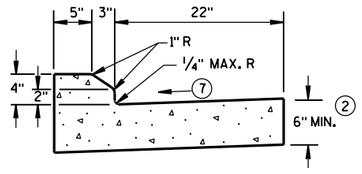
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT



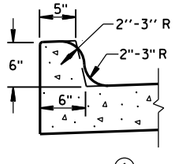
TYPES A (1) & D



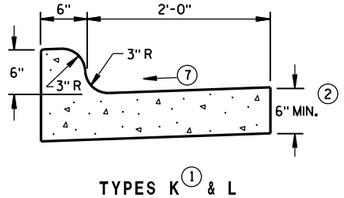
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

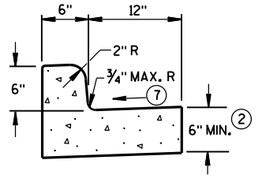


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



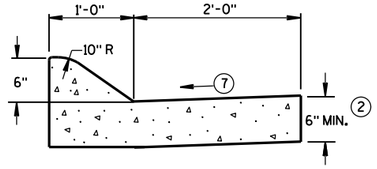
TYPES K (1) & L

CONCRETE CURB & GUTTER 30"

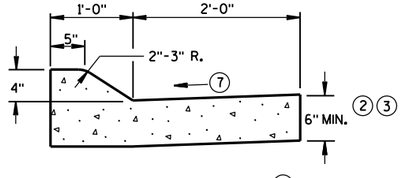


TYPES A (1) & D

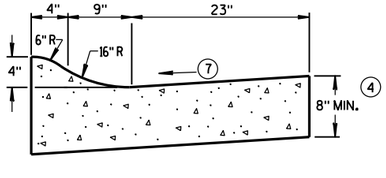
CONCRETE CURB & GUTTER 18"



6" SLOPED CURB TYPES A (1) & D

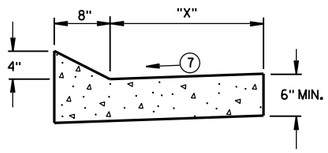


4" SLOPED CURB TYPES A (1) & D



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

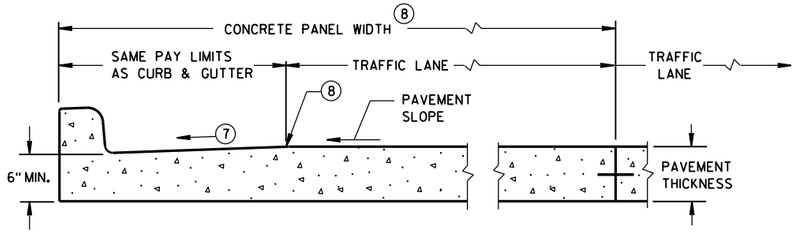
CONCRETE CURB & GUTTER 36"



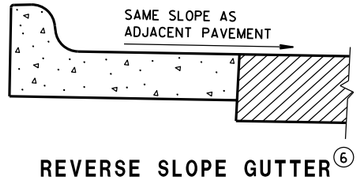
TYPES TBT & TBTT (1)

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

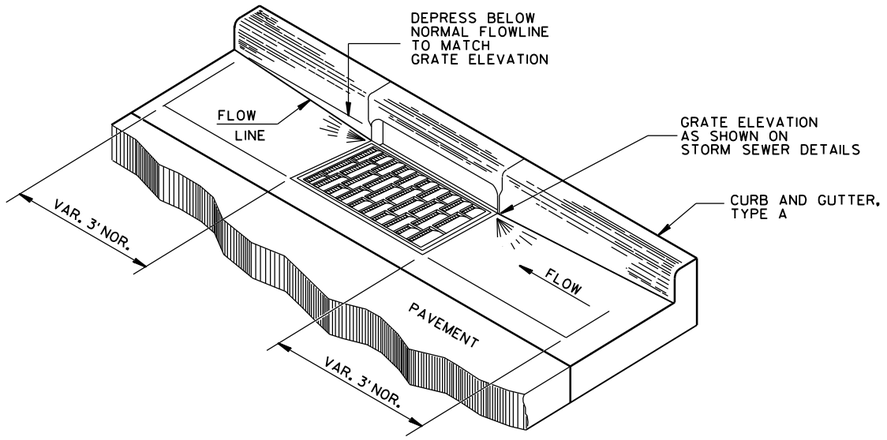
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO...

6

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

6

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.

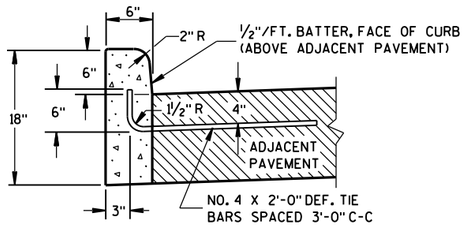
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

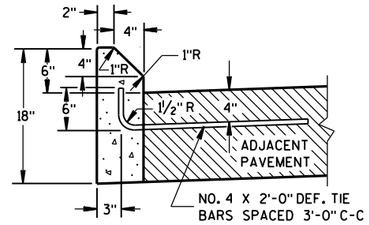
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

(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.

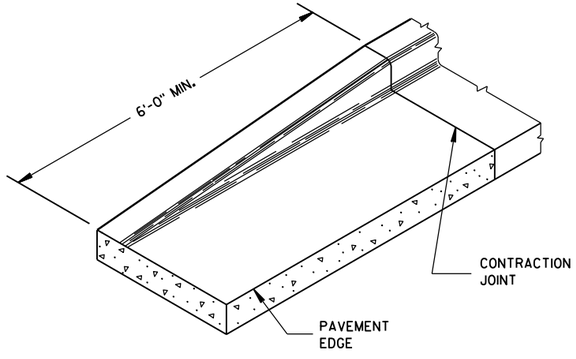


TYPES A (1) & D

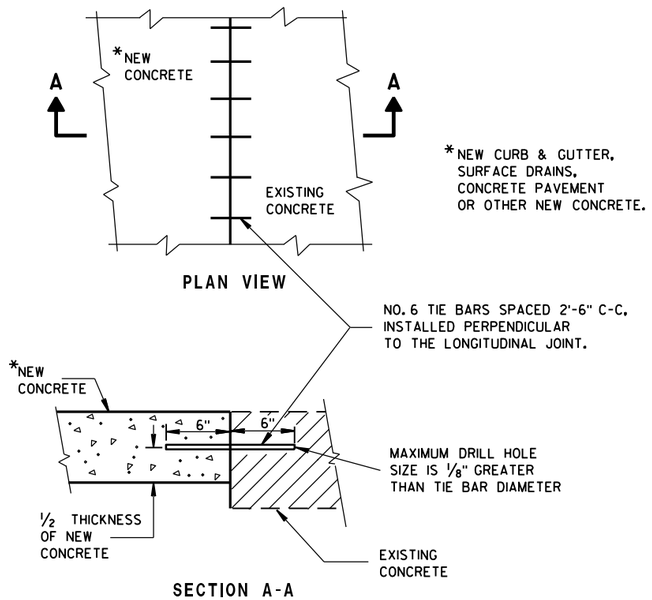


TYPES G (1) & J

CONCRETE CURB



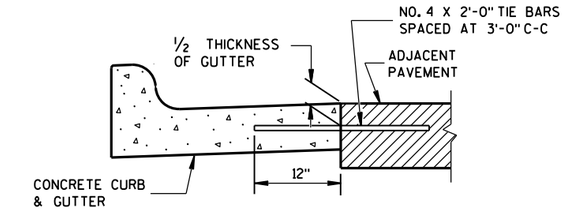
END SECTION CURB & GUTTER



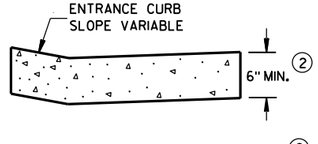
PLAN VIEW

SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (9)

(WHEN DIRECTED BY THE ENGINEER)

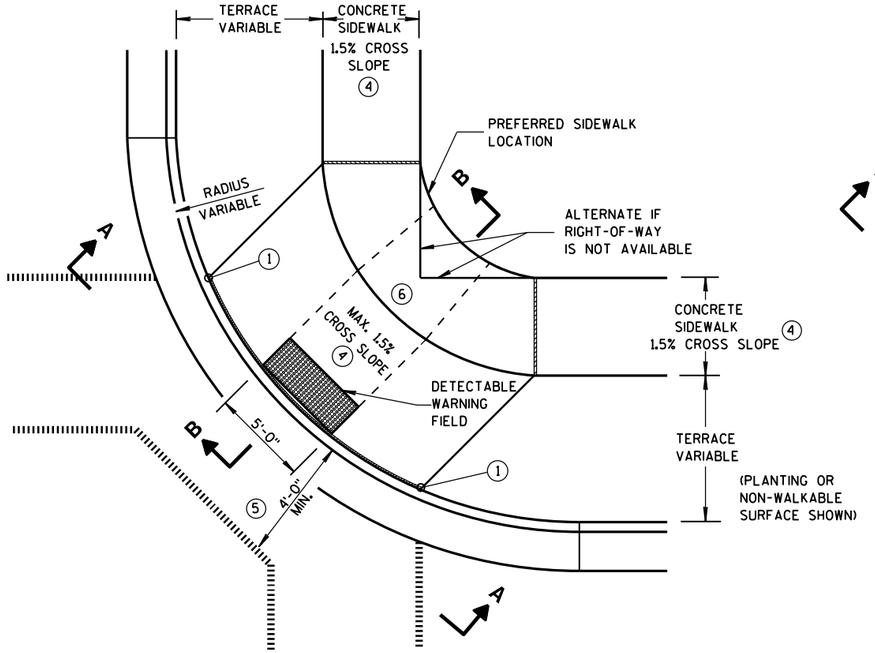
CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2017 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS UNIT SUPERVISOR
FHWA

6

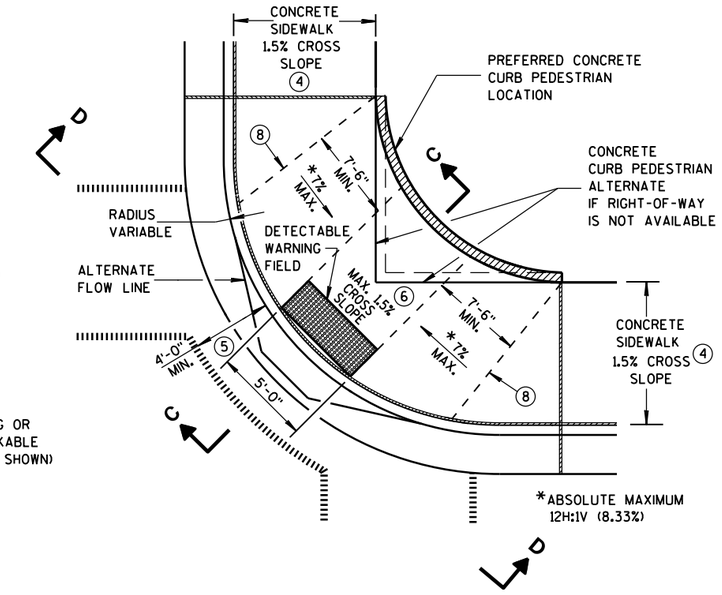
S.D.D. 8 D 1-20b



PLAN VIEW

TYPE 1 RAMP

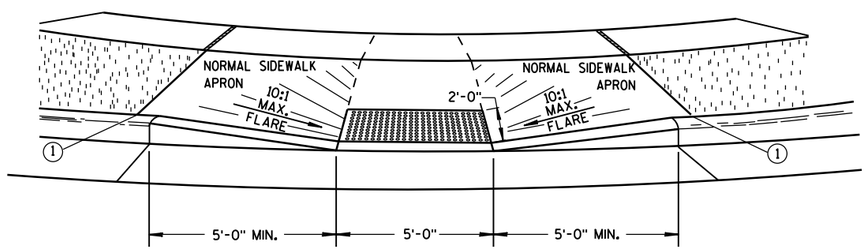
(CENTER OF CORNER RADIUS)



PLAN VIEW

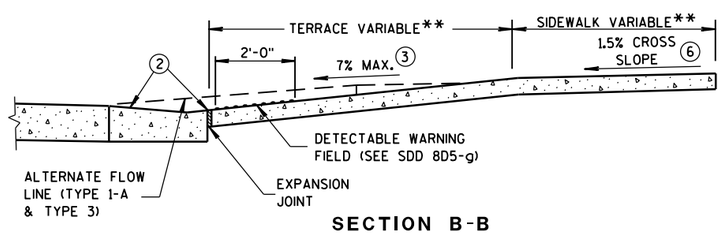
TYPE 1-A RAMP

(NO TERRACE)

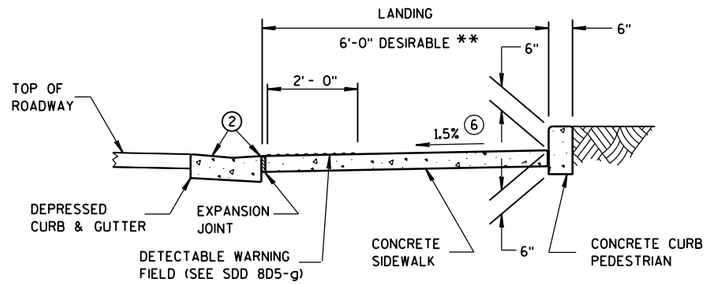


VIEW A-A

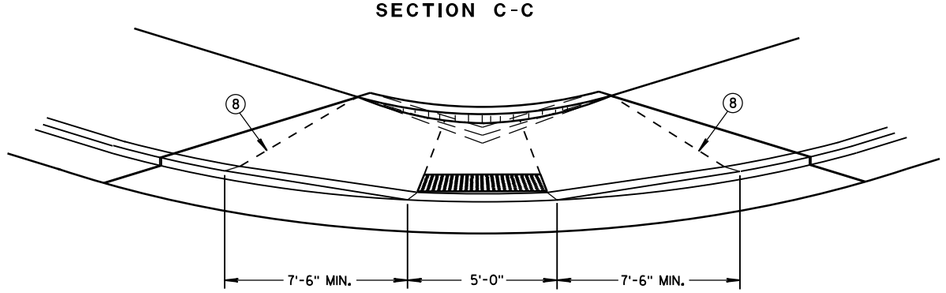
** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B



SECTION C-C



VIEW D-D

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

LEGEND

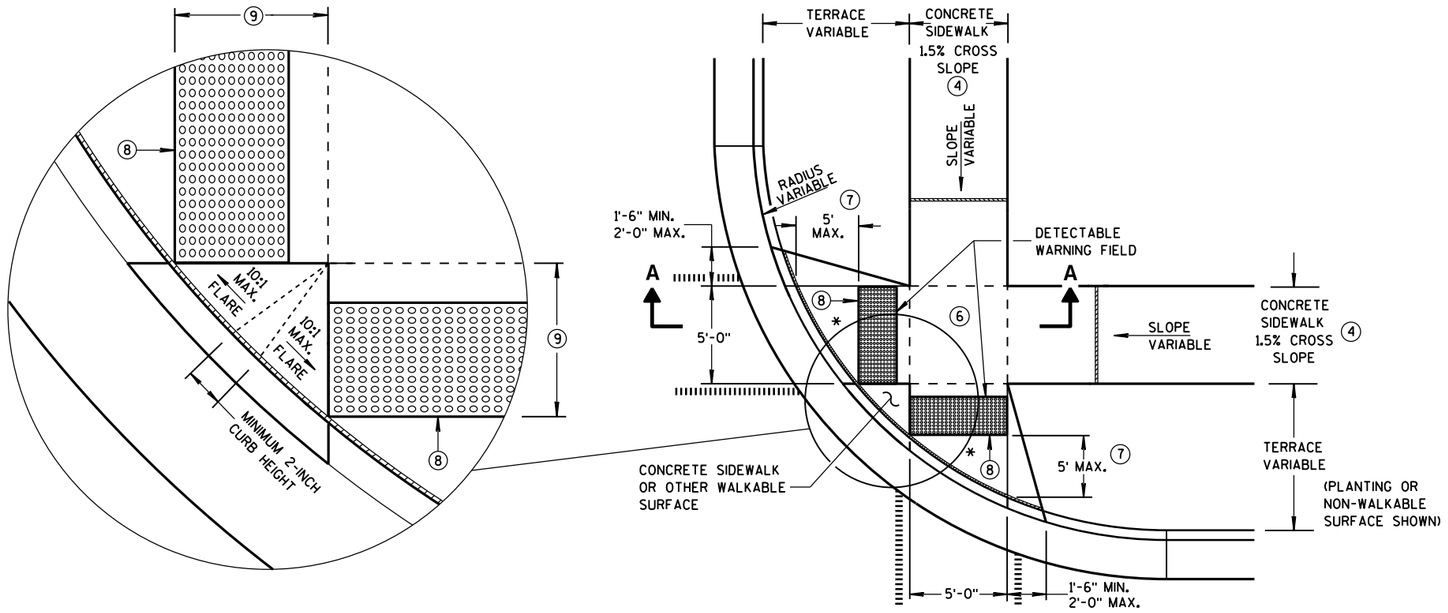
- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT

CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

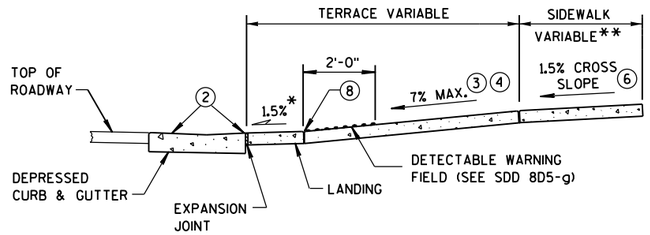
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S.D.D. 8 D 5-19a



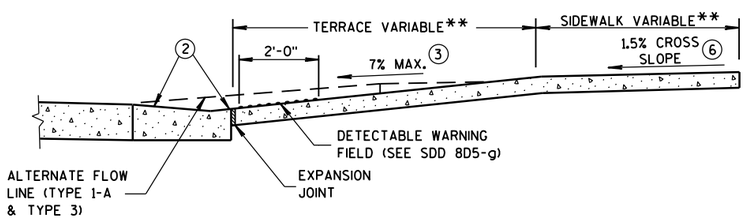
PLAN VIEW
TYPE 2 RAMP
(ON LINE WITH SIDEWALK)

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



SECTION A-A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B

GENERAL NOTES

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

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

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

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

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

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

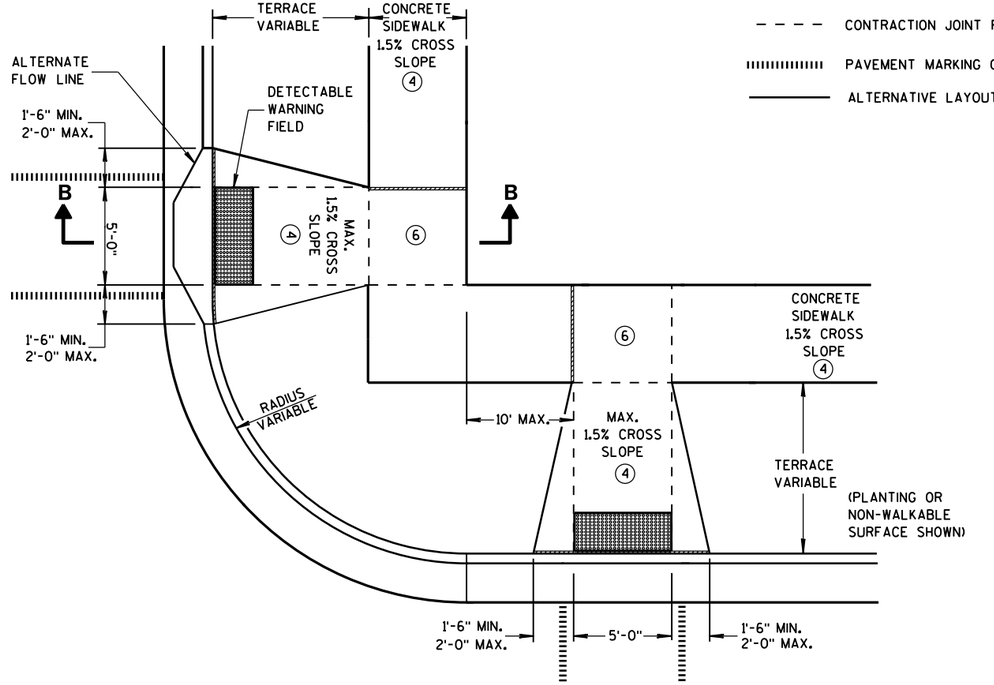
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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

LEGEND

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



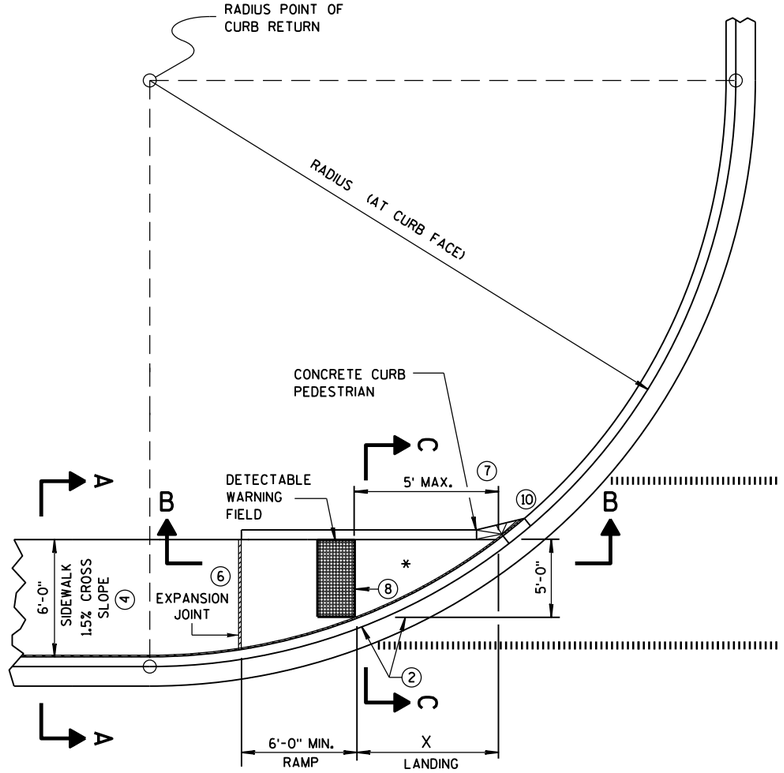
PLAN VIEW
TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

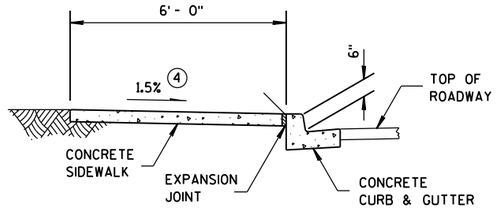
S.D.D. 8 D 5-19b



CURB RAMP TYPE 4A
PLAN VIEW

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A-A FOR TYPE 4A

GENERAL NOTES

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

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

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

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

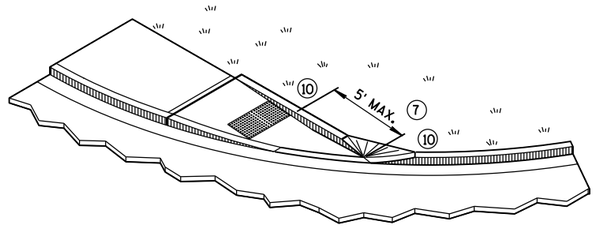
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

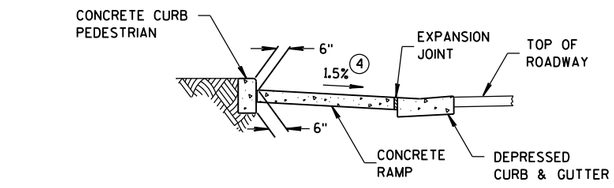
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

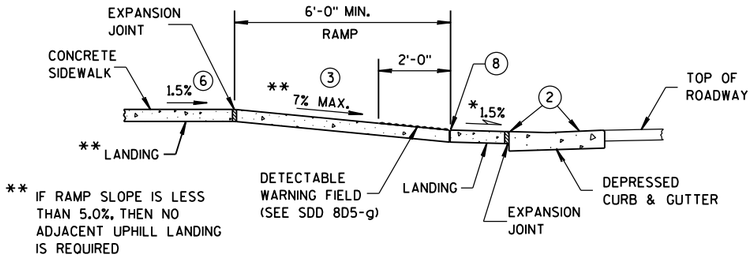
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



ISOMETRIC VIEW FOR TYPE 4A



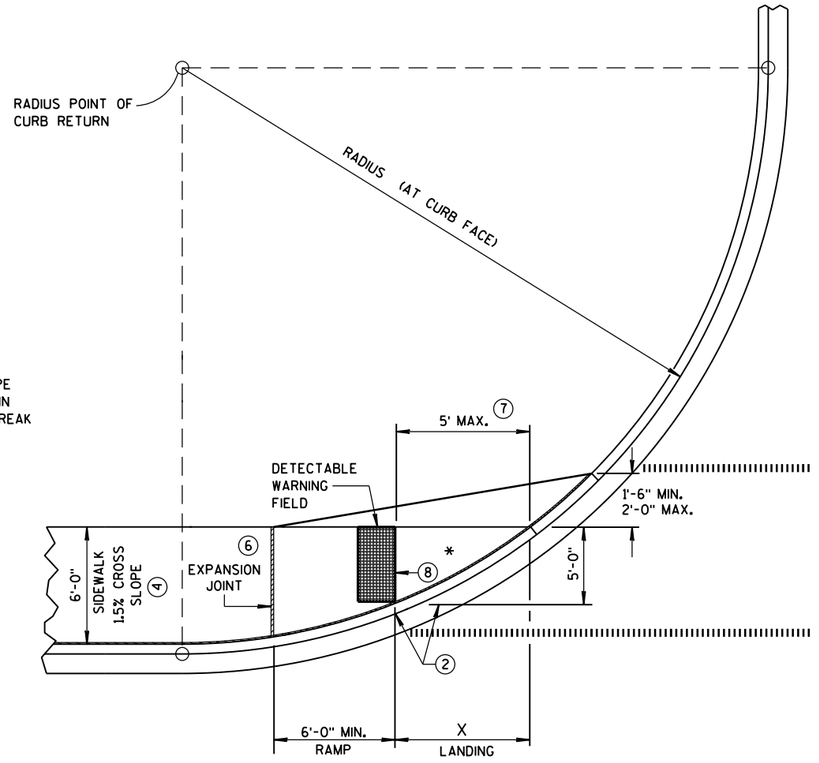
SECTION C-C FOR TYPE 4A



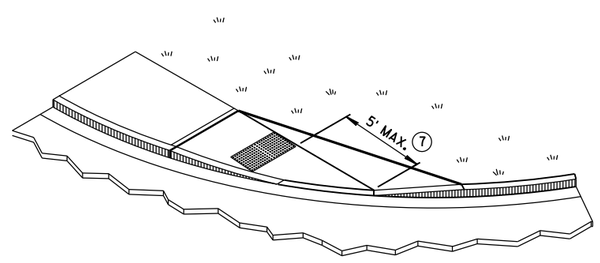
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

SECTION B-B FOR TYPE 4A

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



CURB RAMP TYPE 4A1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPES 4A AND 4A1

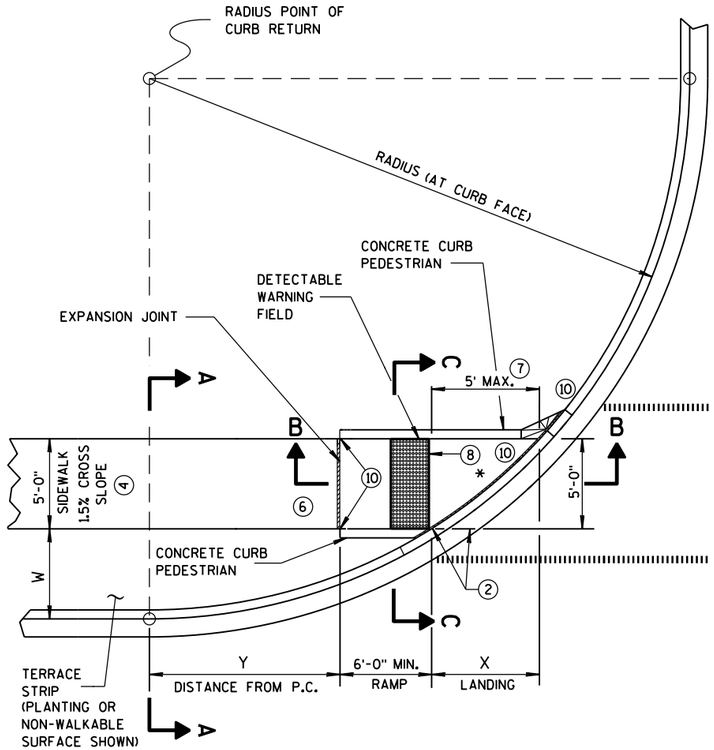
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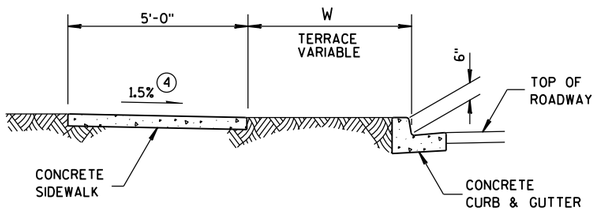
S.D.D. 8 D 5-19c

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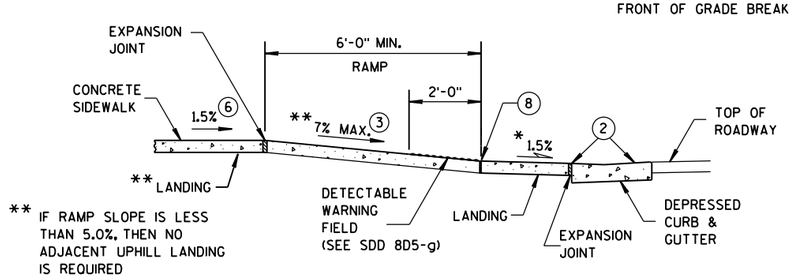
S.D.D. 8 D 5-19c



CURB RAMP TYPE 4B
PLAN VIEW



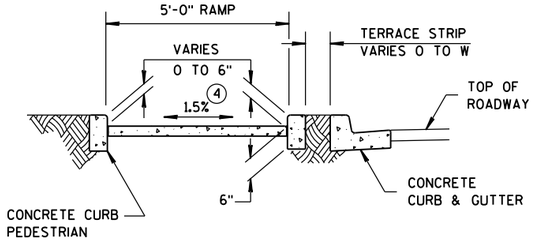
SECTION A-A FOR TYPE 4B



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

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

SECTION B-B FOR TYPE 4B



SECTION C-C FOR TYPE 4B

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

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

GENERAL NOTES

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

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

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

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

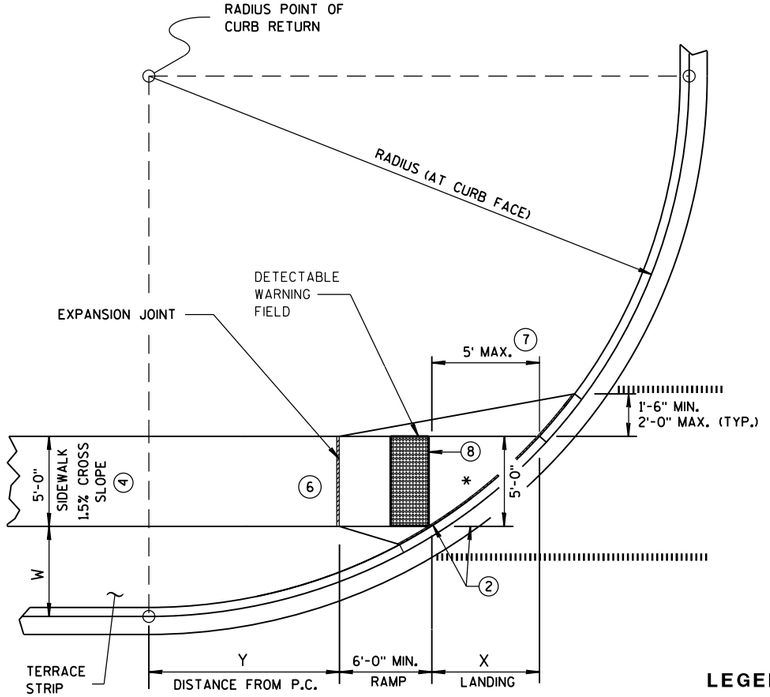
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

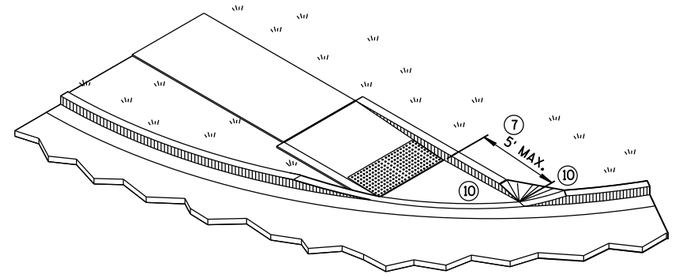
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

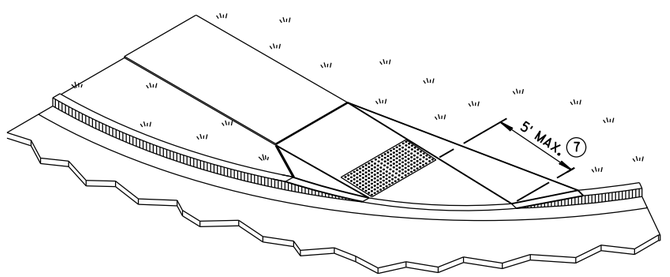
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



CURB RAMP TYPE 4B1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

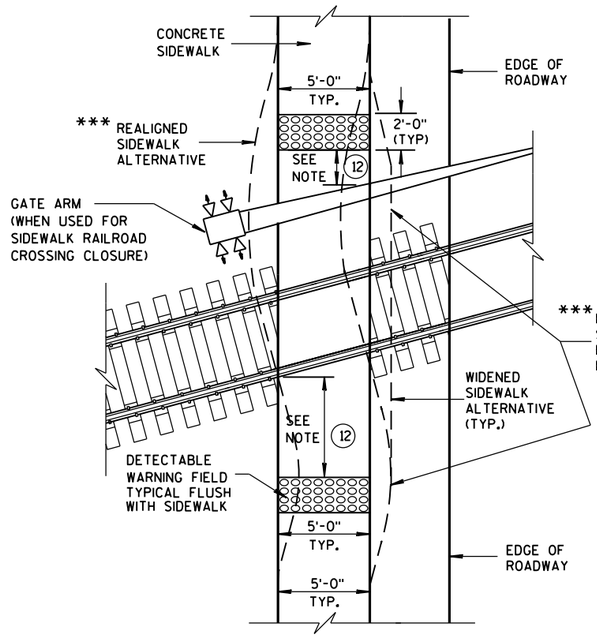
PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 4B AND 4B1

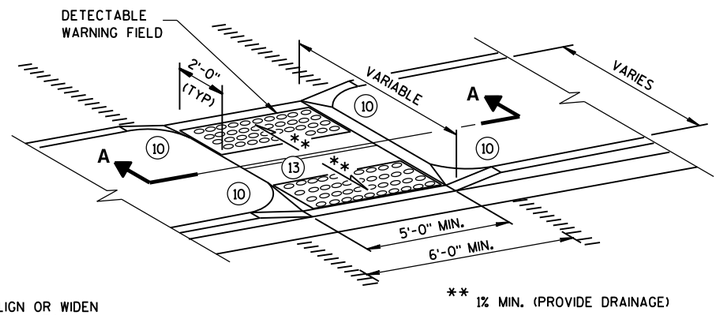
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TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING



** 1% MIN. (PROVIDE DRAINAGE)

*** DETAILS TO BE DETERMINED BY DESIGNER

MEDIAN ISLAND
NON-ELEVATED PEDESTRIAN CROSSING
TYPE 5

GENERAL NOTES

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

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

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

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

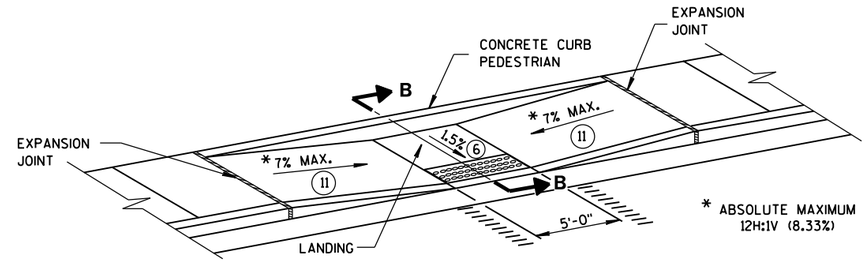
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

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

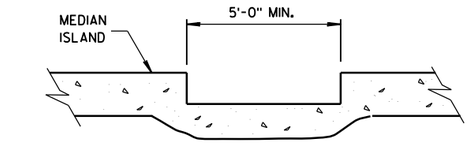
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

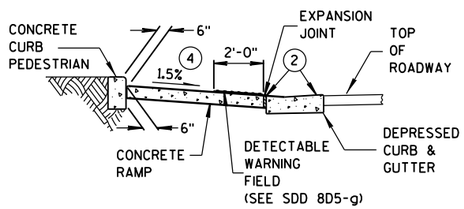
(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STREET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2-FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.



MID-BLOCK CROSSING
TYPE 7A

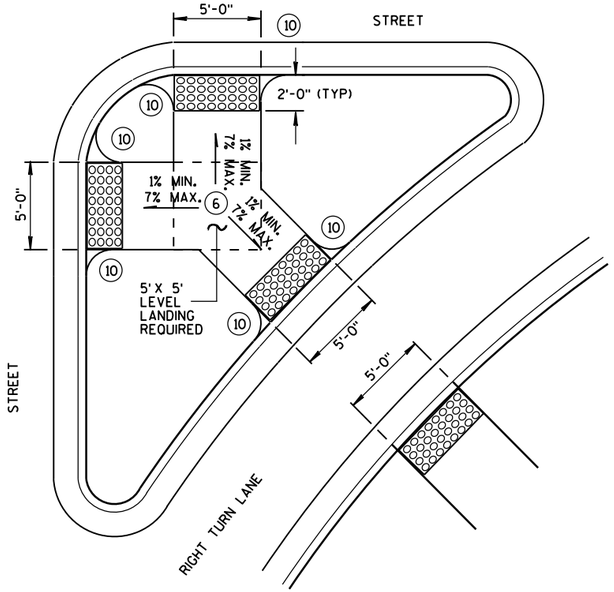


SECTION A-A

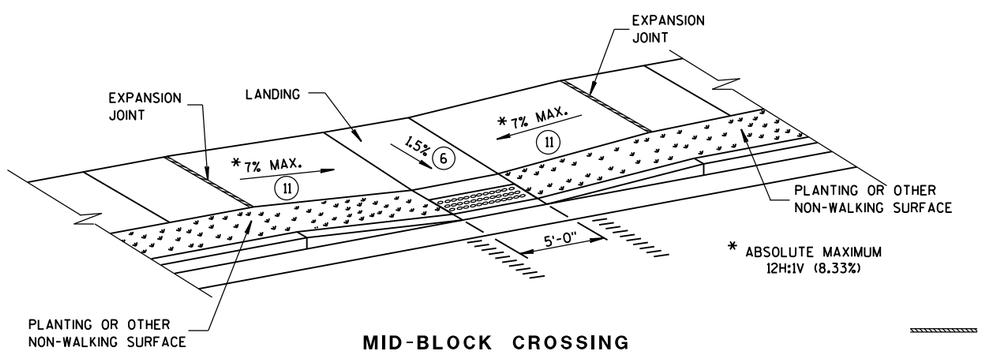


SECTION B-B

REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS



TYPE 6
DETECTABLE WARNING AT ISLANDS



MID-BLOCK CROSSING
TYPE 7B

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.

LEGEND

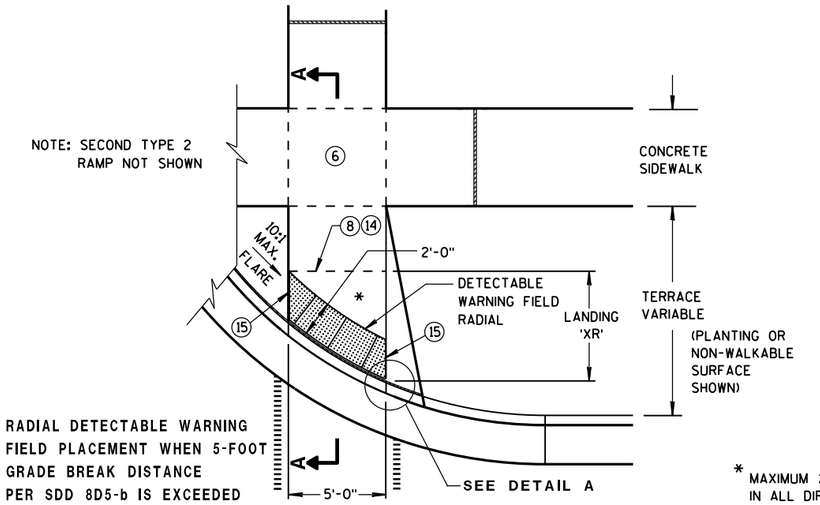
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPES 5, 6, 7A, 7B & 8

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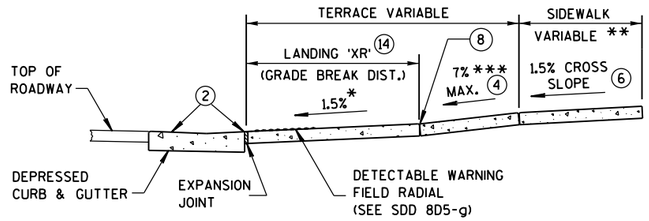


TYPE 2 RAMP
PLAN VIEW
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)
(ON LINE WITH SIDEWALK)

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

LEGEND

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



** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** ABSOLUTE MAXIMUM 12H:1V (8.33%)

SECTION A-A

GENERAL NOTES

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

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

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

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

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

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

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

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

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

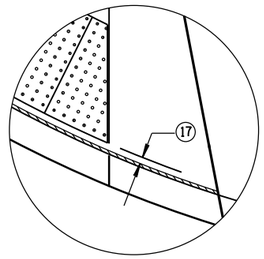
(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION 'XR') REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

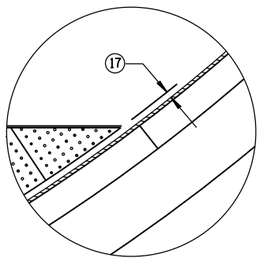
(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1'X 2' RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2'-0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

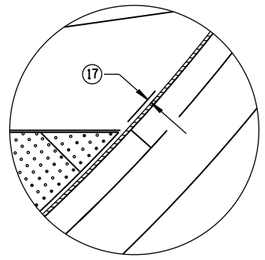
(17) A MAXIMUM 3-INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.



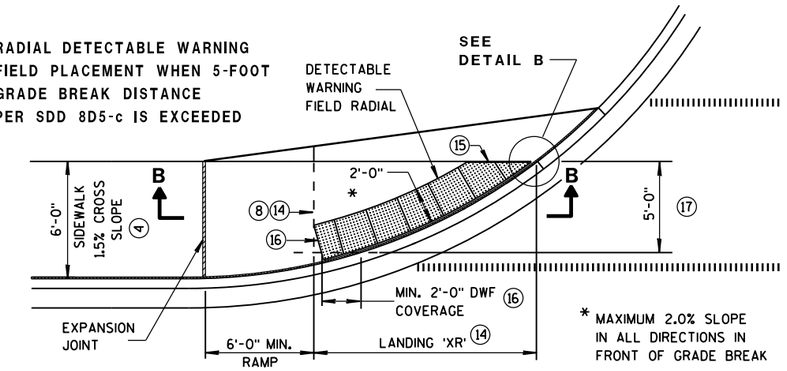
DETAIL A



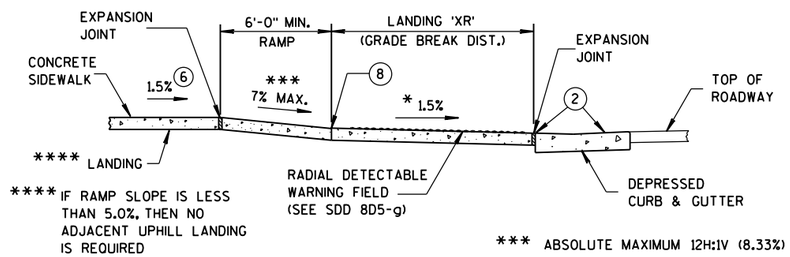
DETAIL B



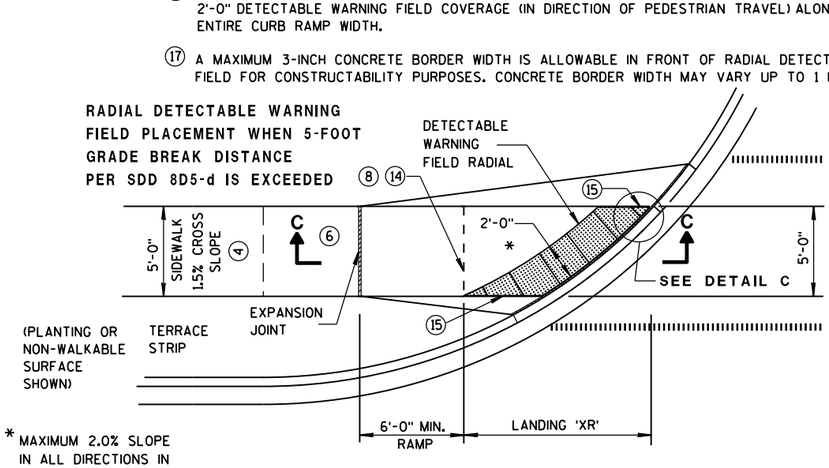
DETAIL C



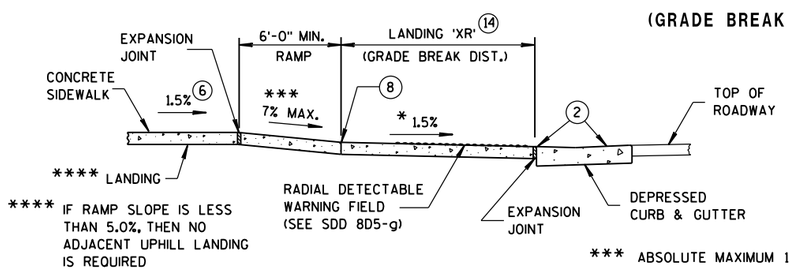
CURB RAMP TYPE 4A1
PLAN VIEW
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



SECTION B-B FOR TYPE 4A1



CURB RAMP TYPE 4B1
PLAN VIEW
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



SECTION C-C FOR TYPE 4B1

CURB RAMPS
RADIAL DETECTABLE WARNING FIELD APPLICATIONS

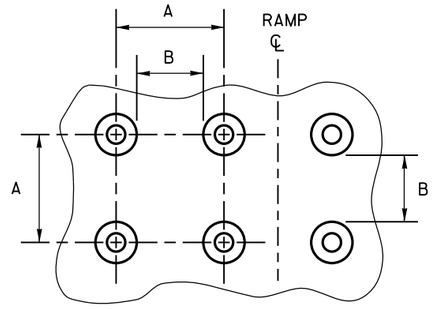
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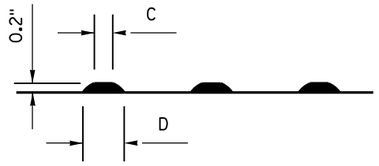
S.D.D. 8 D 5-19f

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

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



PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES

DETECTABLE WARNING PATTERN DETAIL

GENERAL NOTES

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

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

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

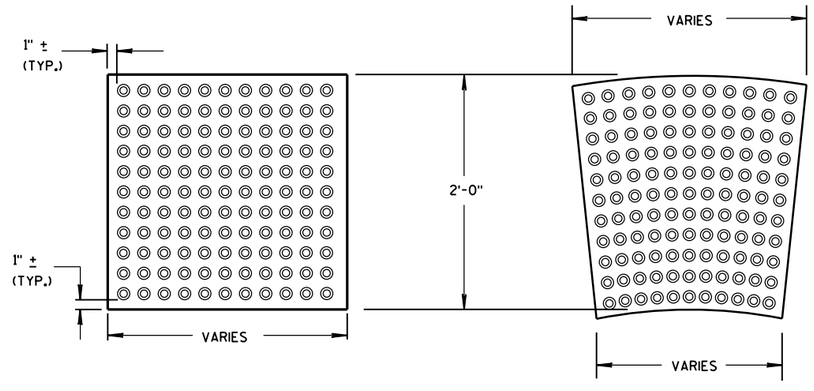
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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

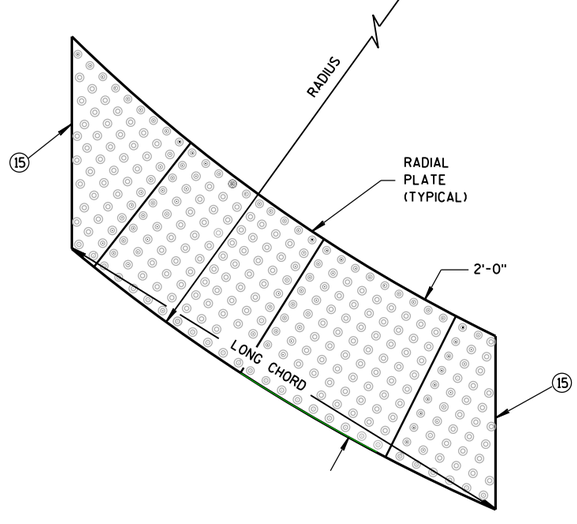


RECTANGULAR PLATES

RADIAL PLATES

DETECTABLE WARNING FIELDS (TYPICAL)

PLAN VIEW



RADIAL DETECTABLE WARNING FIELD ATTRIBUTES

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

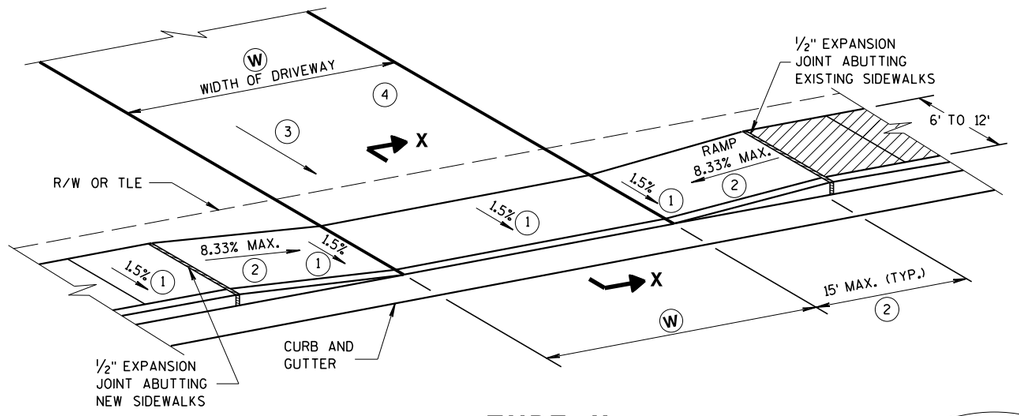
APPROVED
June, 2017 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERV
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FHWA

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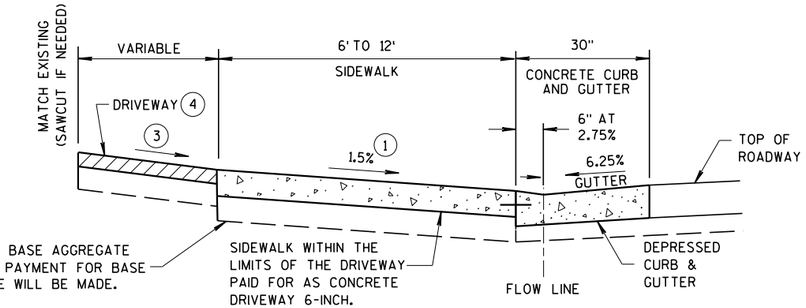
S.D.D. 8 D 5-19g

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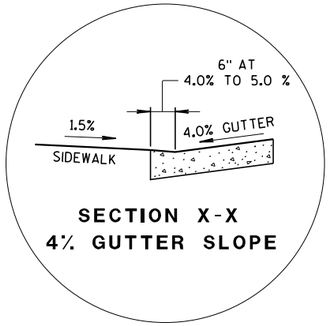
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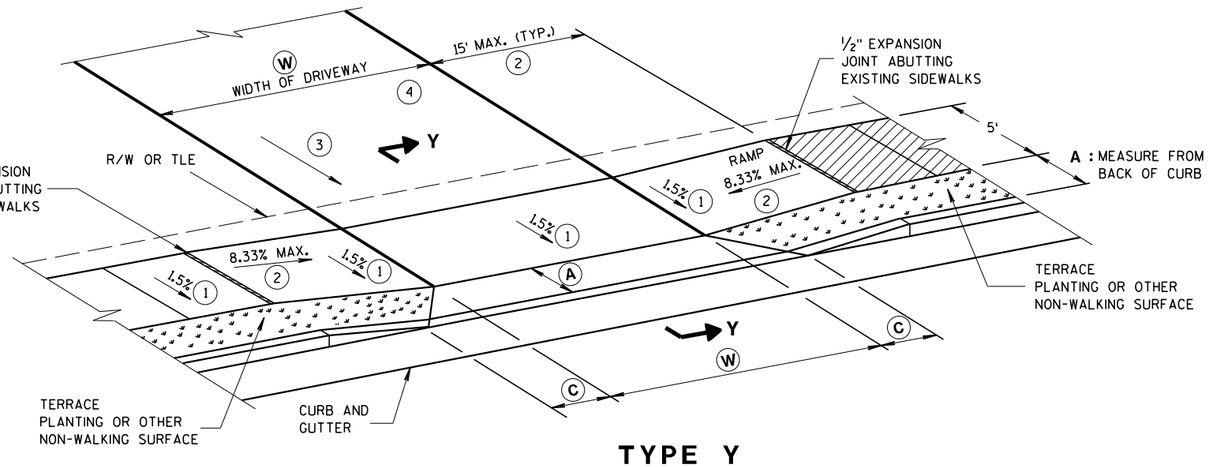
TYPE X
SIDEWALK ABUTS CURB & GUTTER
TERRACE VARIES 0 TO 3 FEET



SECTION X-X



SECTION X-X
4% GUTTER SLOPE



TYPE Y
SIDEWALK WITH NARROWER TERRACE
TERRACE VARIES 4 TO 6 FEET

W: 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)
16' MIN. - 35' MAX. COMMERCIAL (CE)

GENERAL NOTES

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

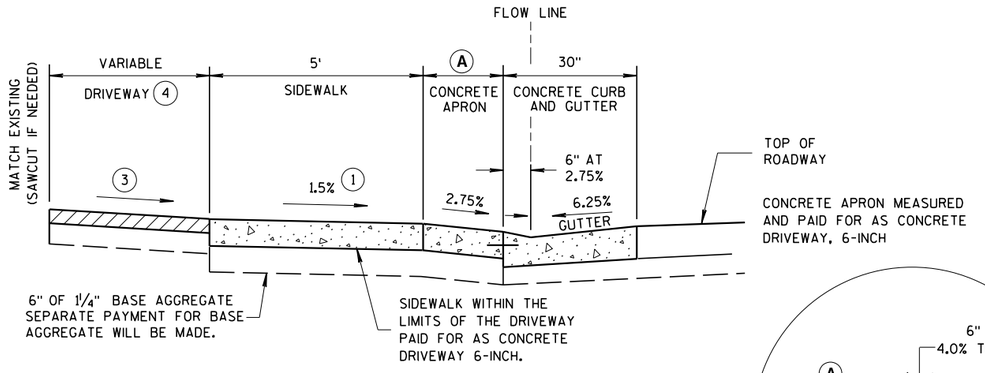
OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

(1) CONSTRUCTION TOLERANCE OF 0.5% ± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

(2) THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY. SLOPE SIDEWALK RAMP TOWARD APRON AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(3) DRIVEWAY SLOPES: DESIRABLE MAXIMUM
- 10.5% UP AWAY FROM SIDEWALK (SAG)
- 8.5% DOWN AWAY FROM SIDEWALK (CREST)
- ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

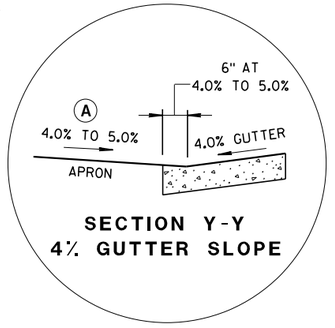
(4) DRIVEWAY TYPES
- 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
- 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
- 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES)



NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS

SECTION Y-Y

DRIVEWAY DETAIL
WITH CONCRETE CURB & GUTTER
(URBAN AND SUBURBAN)



SECTION Y-Y
4% GUTTER SLOPE

TABLE Y

(A) FEET	(C) FEET
3.5'	2.0'
4.5'	3.0'
5.5'	3.5'

NOT TO SCALE

DRIVEWAY AND SIDEWALK RAMPS
TYPES X & Y

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

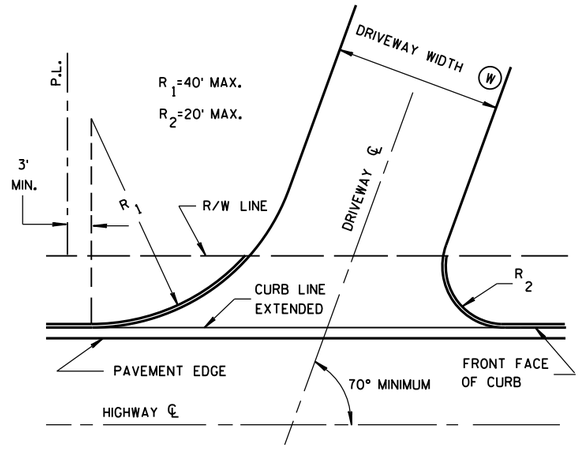
APPROVED
March 2018 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA

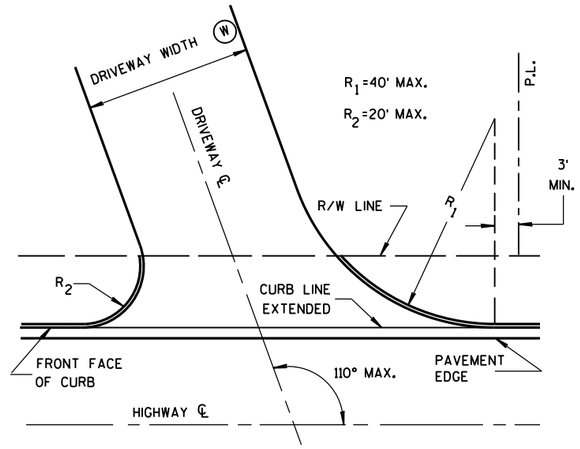
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S.D.D. 8 D 18-2

6

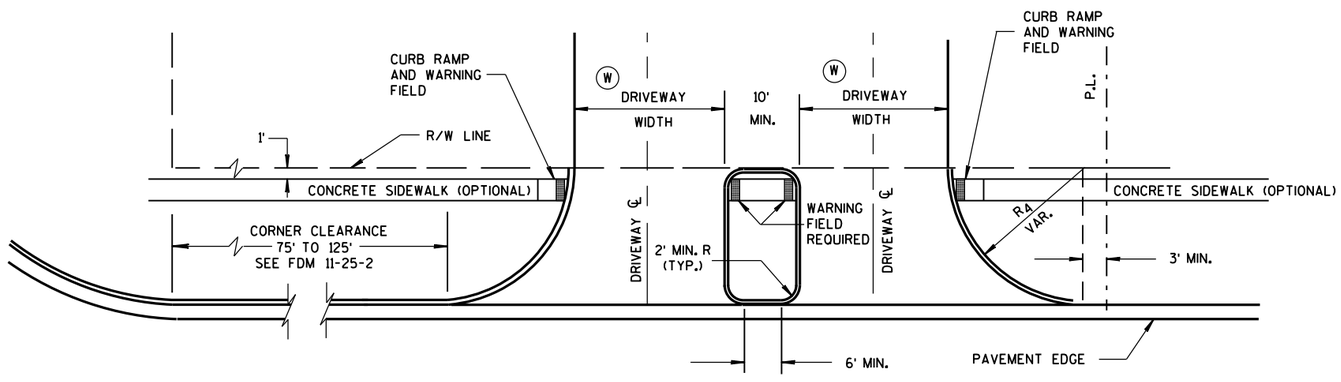
S.D.D. 8 D 18-2





SKEWED DRIVEWAY DETAILS
(COMMERCIAL AND NON-COMMERCIAL)

SIDEWALK NOT SHOWN



DRIVEWAY LOCATION AND SPACING DETAILS

SIDEWALK SHOWN

NOTES

A MAXIMUM RADIUS OF 10 FEET SHALL BE USED FOR NON-COMMERCIAL PRIVATE ENTRANCES. RADII FOR COMMERCIAL DRIVEWAYS SHALL BE DETERMINED BY THE ENGINEER BASED ON TRAFFIC AND DRIVEWAY PERMIT RESTRICTIONS.

THE MINIMUM ANGLE OF INTERSECTION BETWEEN THE DRIVEWAY AND HIGHWAY CENTERLINES SHALL BE 70°.

ALL CURVILINEAR PRIVATE ENTRANCE OUTLINES SHALL BE CONTAINED WITHIN THE HIGHWAY R/W.

NO DRIVEWAY SHALL BE BUILT WITHIN 3 FEET OF THE PROPERTY LINE EXCEPT FOR EXISTING JOINT DRIVEWAY SHARED BY TWO OWNERS.

Ⓦ DRIVEWAY WIDTHS:

COMMERCIAL - 35' MAX., 16' MIN.

RESIDENTIAL AND NON-COMMERCIAL - 24' MAX., 12' MIN.

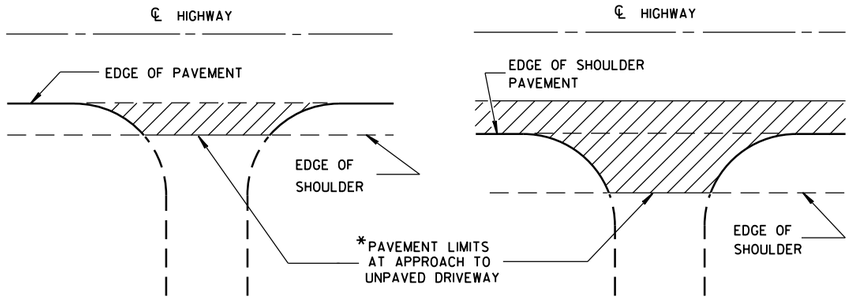
DRIVEWAYS WITH CURB & GUTTER RETURNS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December, 2016 /S/ Rodney Taylor
DATE ROADWAY STANDARDS UNIT SUPERV
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S.D.D. 8 D 20-1

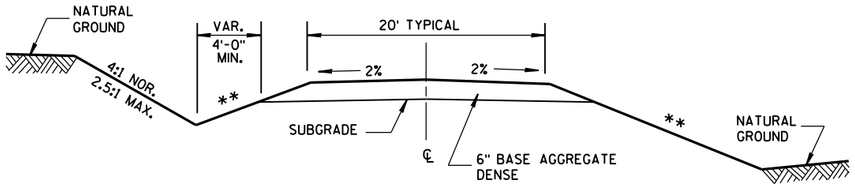


*WHERE DRIVEWAY IS PAVED, APPROACH PAVEMENT SHOULD BE EXTENDED TO MATCH DRIVEWAY PAVEMENT.

PLAN VIEW
(UNPAVED SHOULDER ON HIGHWAY)

PLAN VIEW
(PAVED SHOULDER ON HIGHWAY)

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

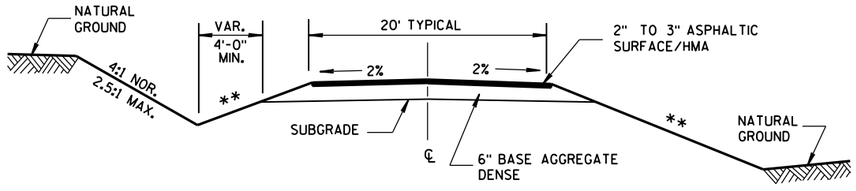


IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE AGGREGATE SURFACE

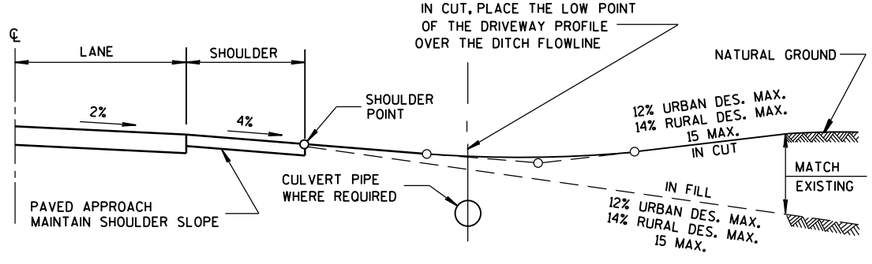
** SLOPE CAN VARY WITH SPEED. SEE 11-45-2.6.2.

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



IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE ASPHALTIC SURFACE



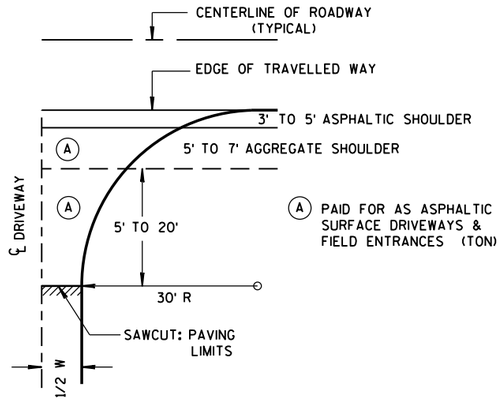
TYPICAL DRIVEWAY PROFILES

DRIVEWAYS WITHOUT CURB & GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

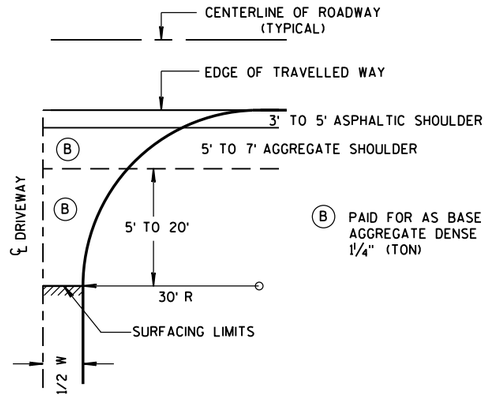
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December, 2016 /S/ Rodney Taylor
DATE ROADWAY STANDARDS UNIT SUPERV
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6 S.D.D. 8 D 21-1



PLAN VIEW
HALF SECTION

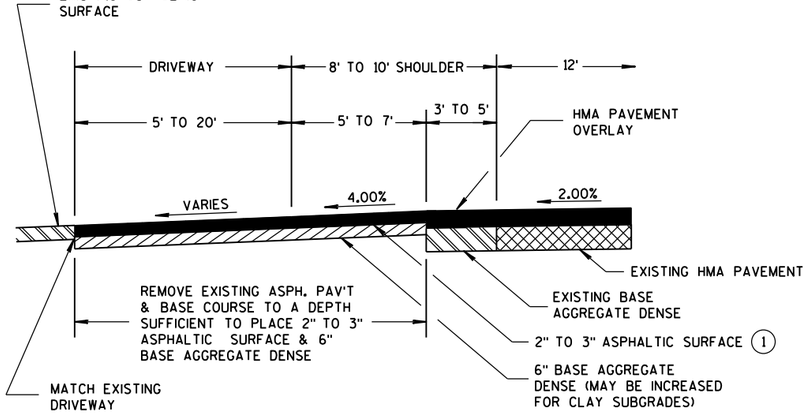
W MIN. = 16'
W MAX. = 24'



PLAN VIEW
HALF SECTION

GENERAL NOTES

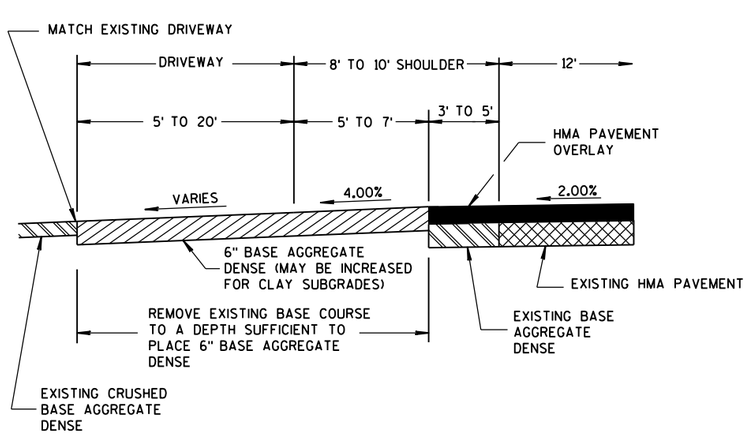
(1) DESIGN WILL DETERMINE FINAL DRIVEWAY ASPHALTIC THICKNESS BASED ON TYPE OF USAGE AND LOADINGS.



PROFILE VIEW

RURAL ENTRANCE WITH ASPHALTIC SURFACE

RESURFACING PROJECTS



PROFILE VIEW

RURAL ENTRANCE WITH AGGREGATE SURFACE

6" BASE AGGREGATE DENSE
RESURFACING PROJECTS

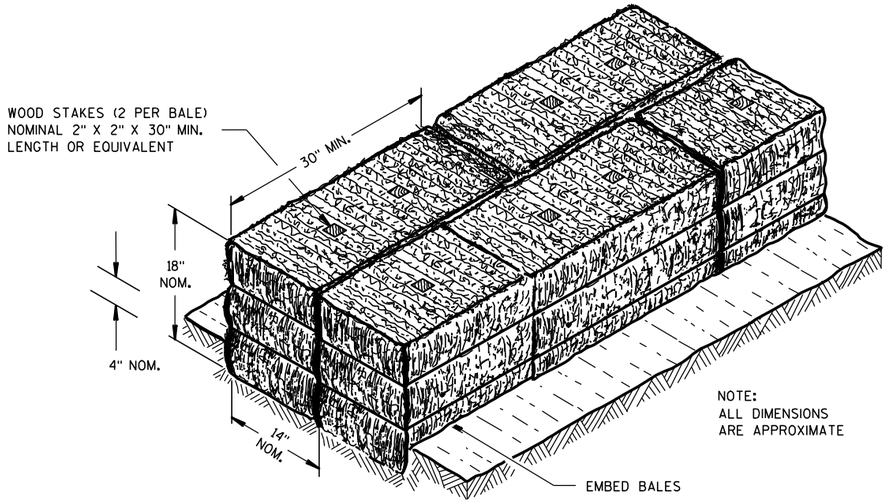
DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

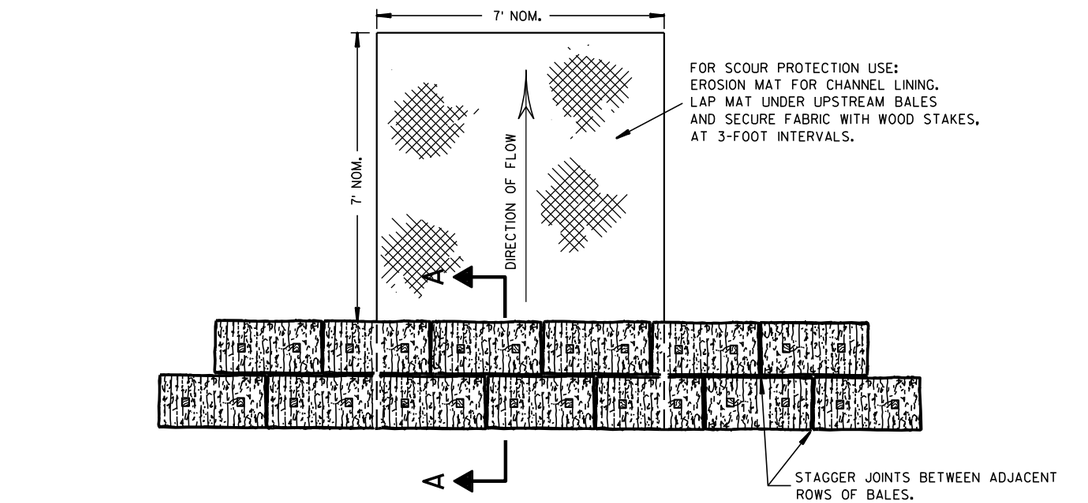
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ENT
FHWA

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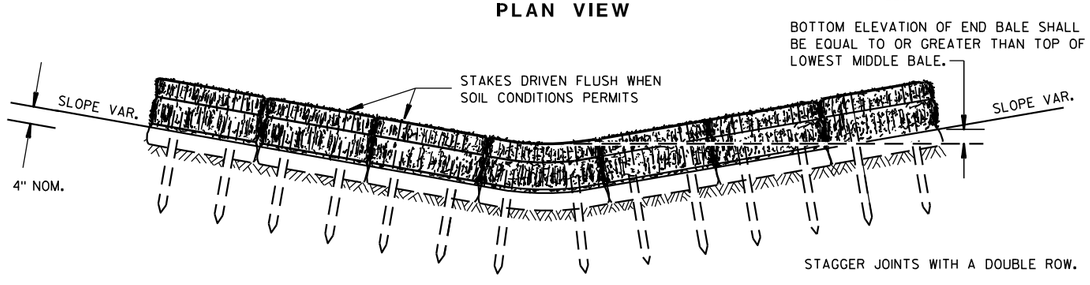
S.D.D. 8 D 22-1



SECTION A-A



PLAN VIEW



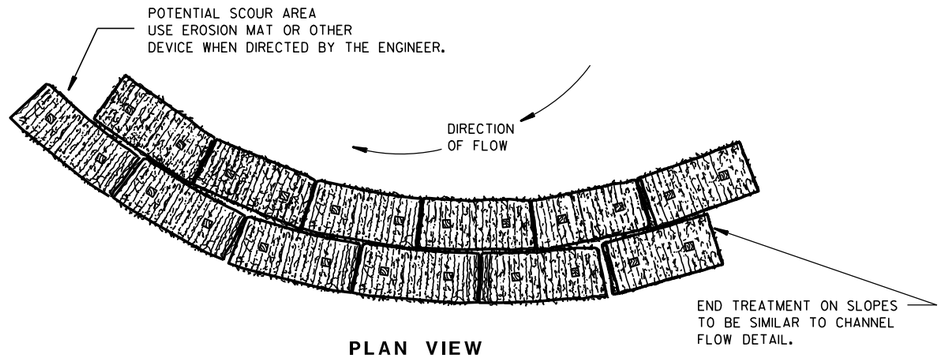
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

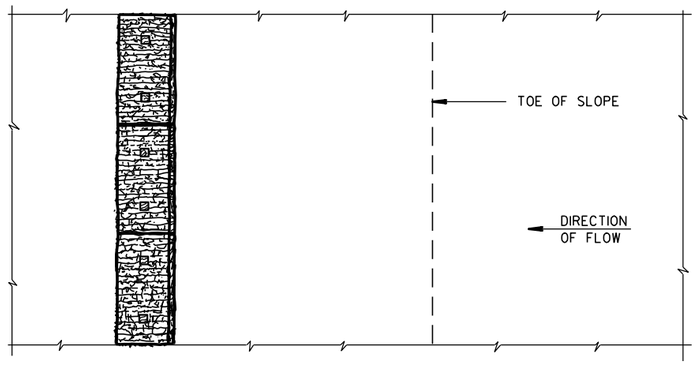
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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.

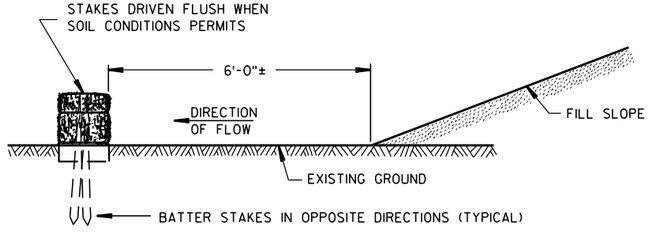


PLAN VIEW

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

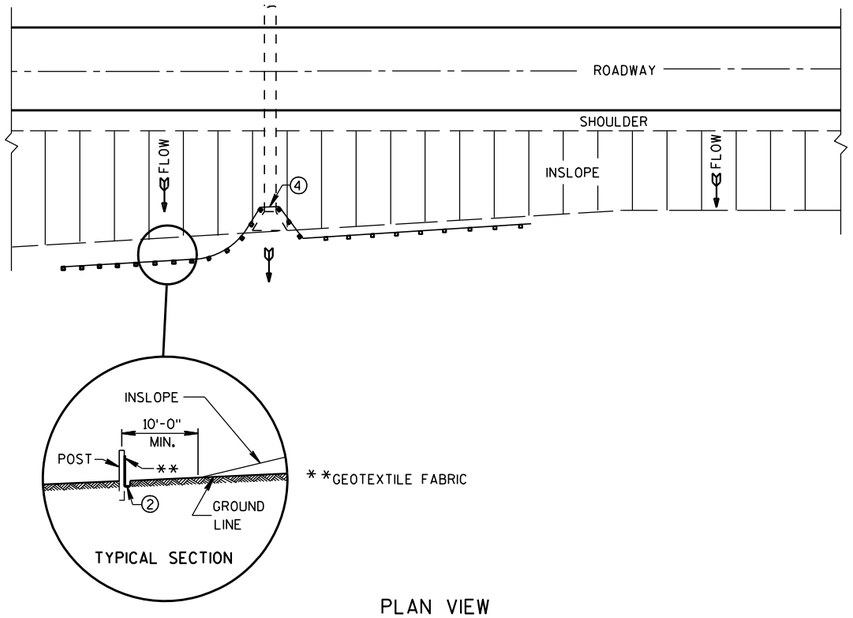
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6/04/02 DATE
/S/ Beth Cannestra CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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S.D.D. 8 E 8-3

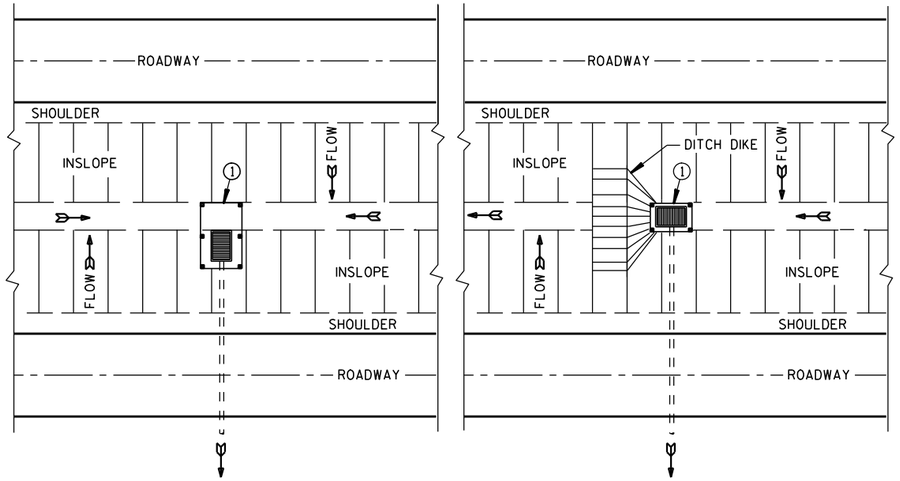
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S.D.D. 8 E 8-3



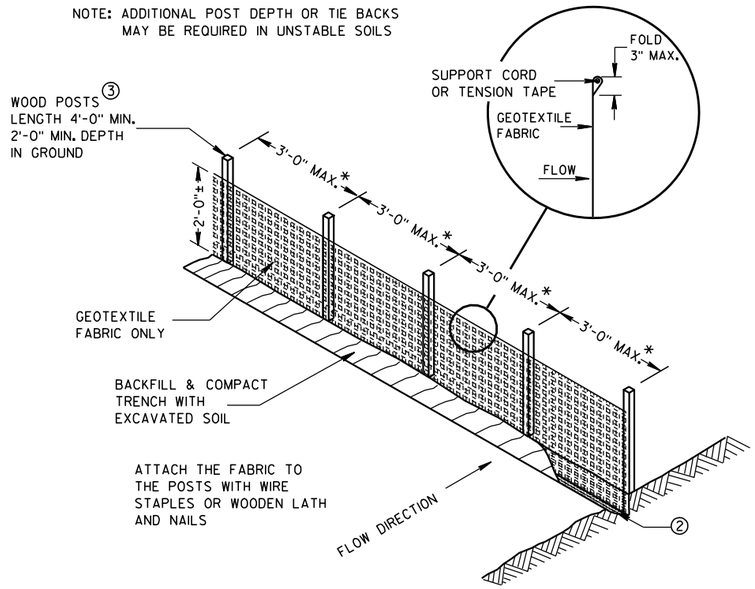
PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE

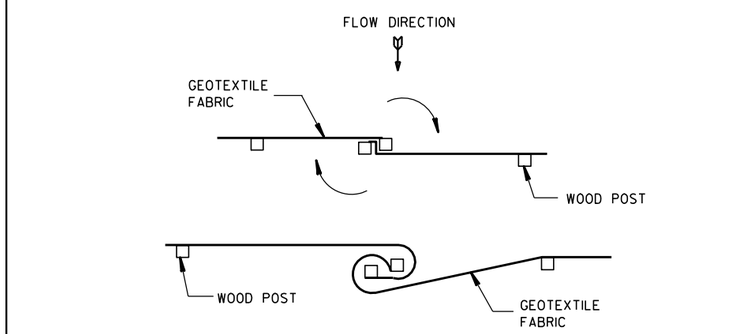


PLAN VIEW

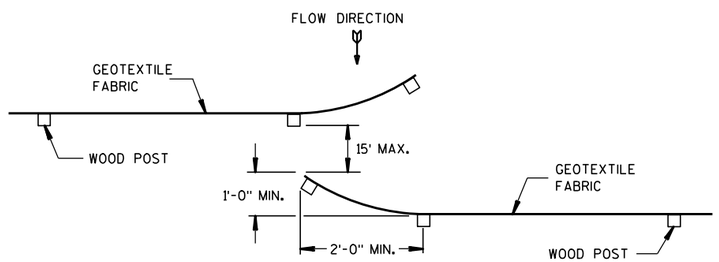
SILT FENCE AT MEDIAN SURFACE DRAINS



SILT FENCE



TWIST METHOD



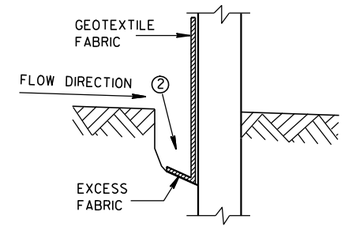
HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5

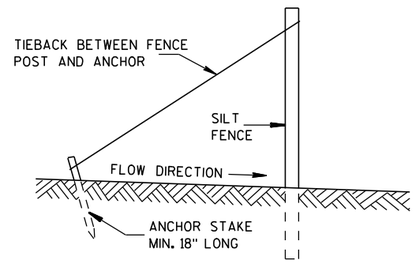
GENERAL NOTES

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

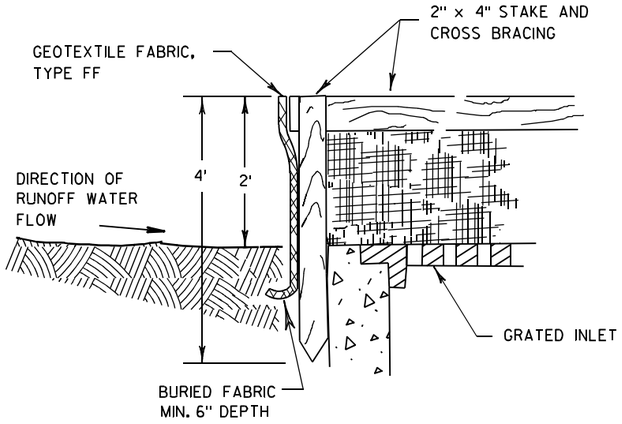
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

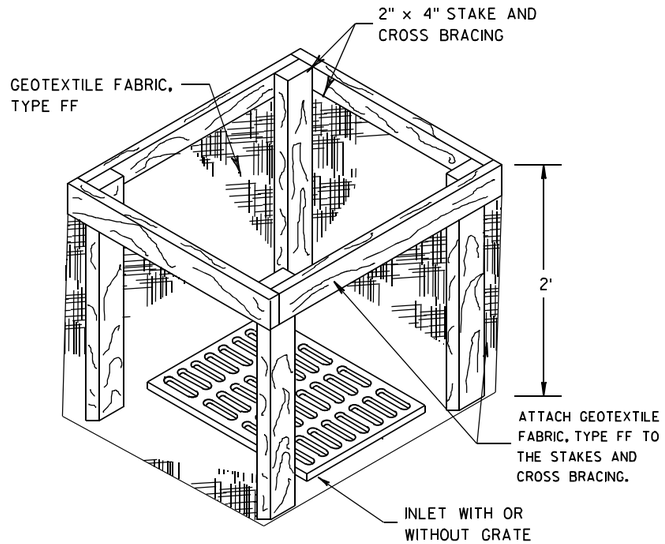
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S.D.D. 8 E 9-6

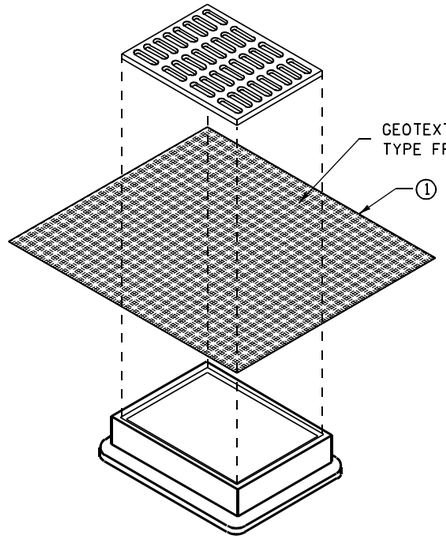
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S.D.D. 8 E 9-6



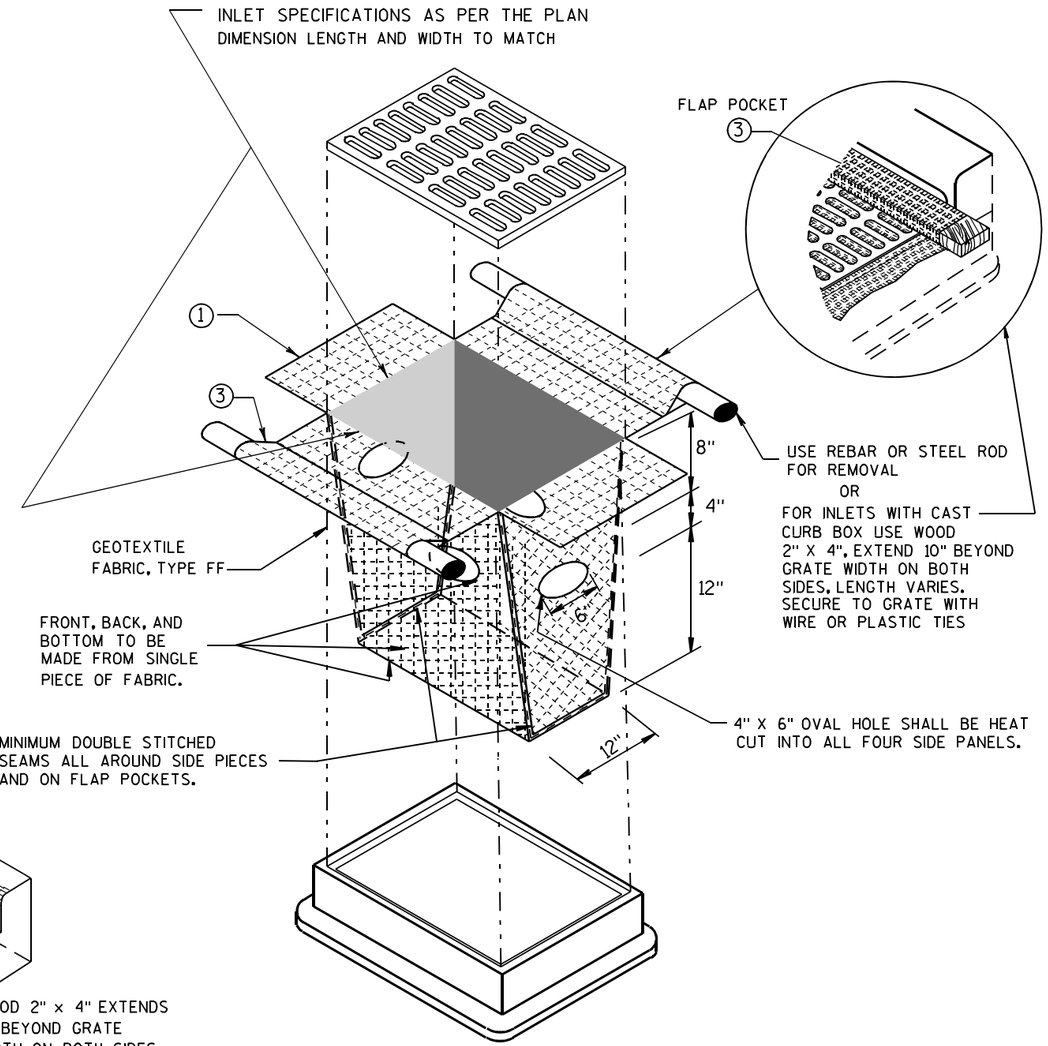


INLET PROTECTION, TYPE A



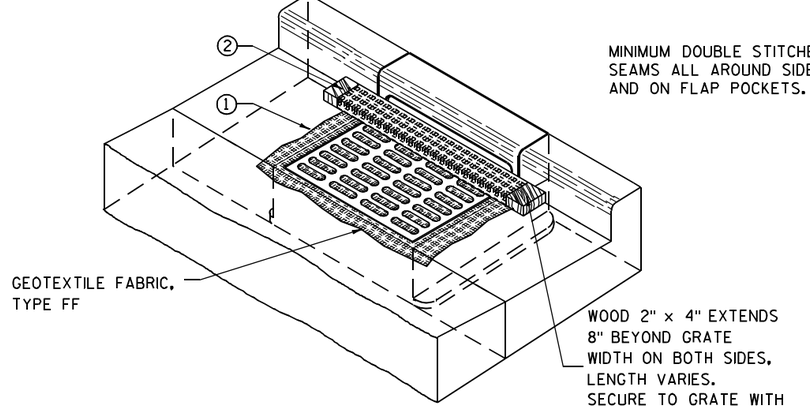
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE D

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

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.

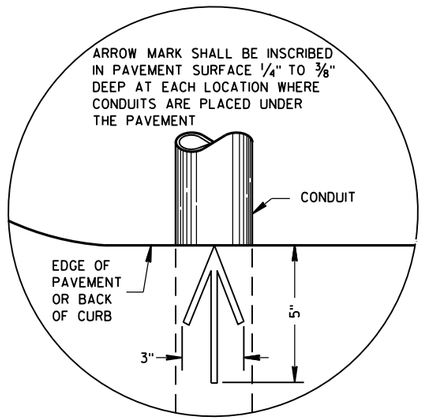
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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

INLET PROTECTION
TYPE A, B, C, AND D

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DEPARTMENT OF TRANSPORTATION

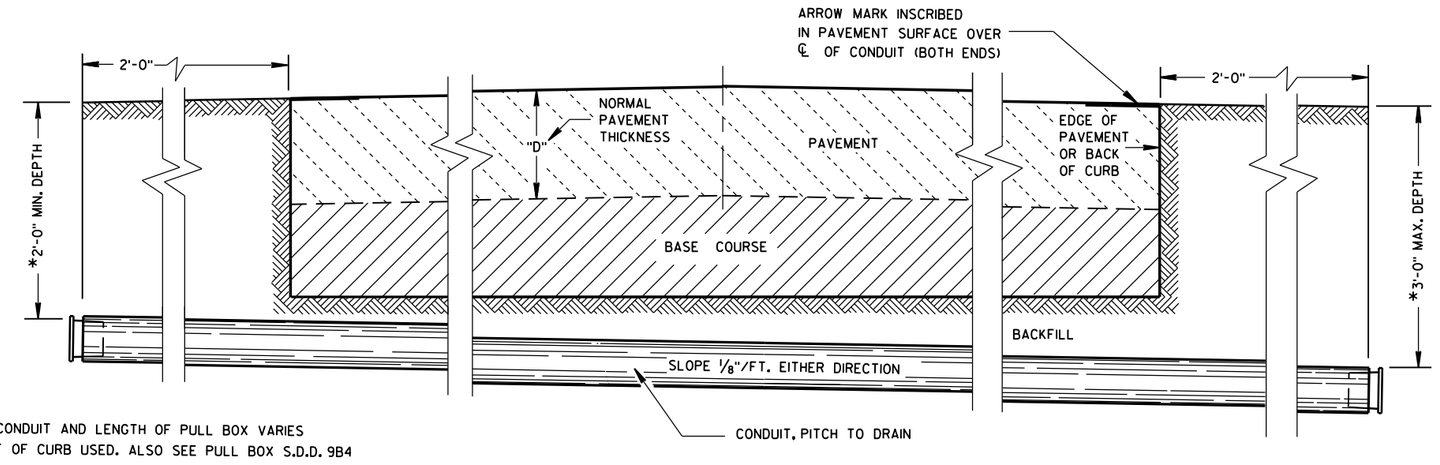
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10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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



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.

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S.D.D. 9 B 2-10

6

S.D.D. 9 B 2-10

CONDUIT

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DEPARTMENT OF TRANSPORTATION

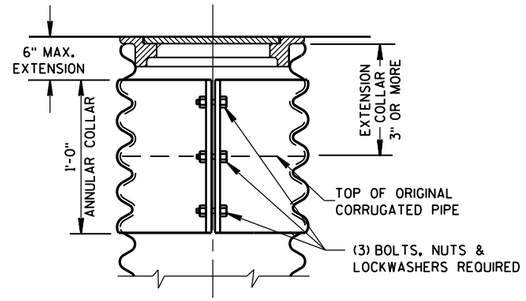
APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

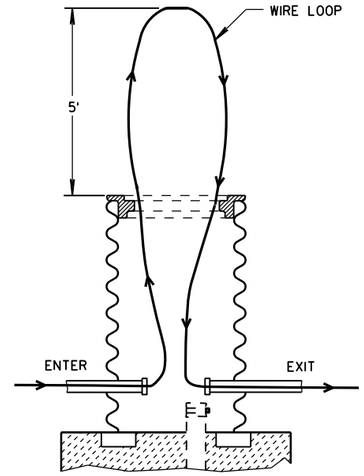
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2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

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

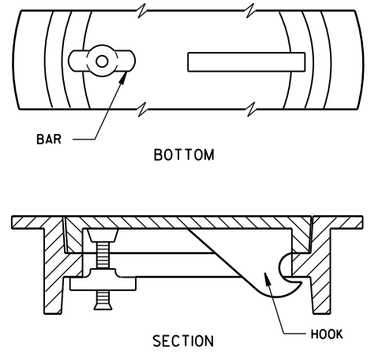
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

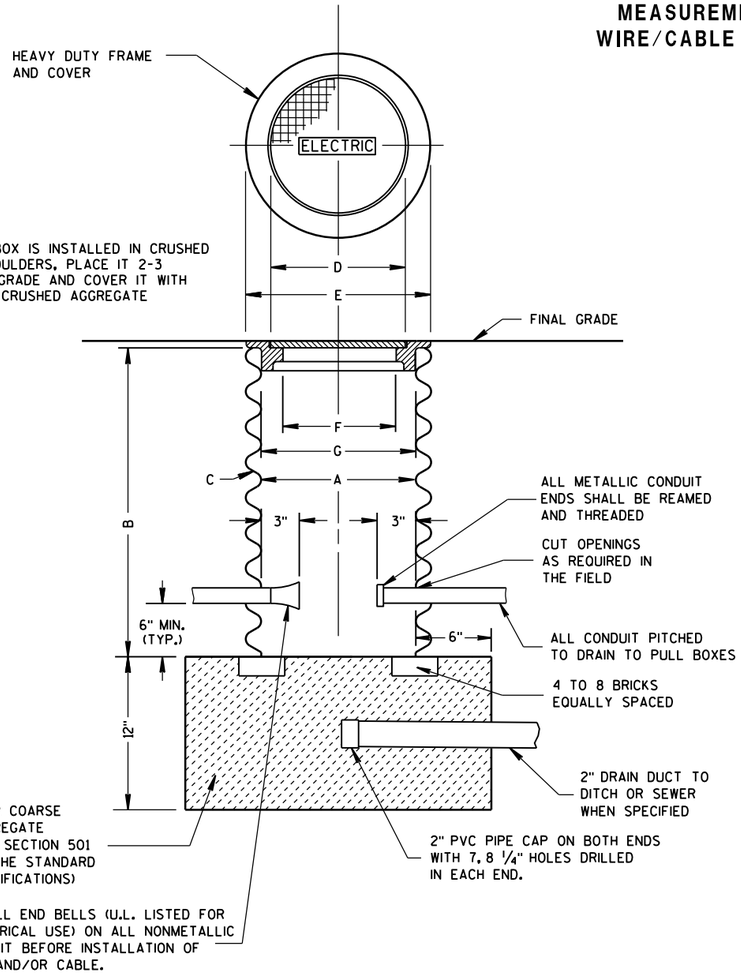


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



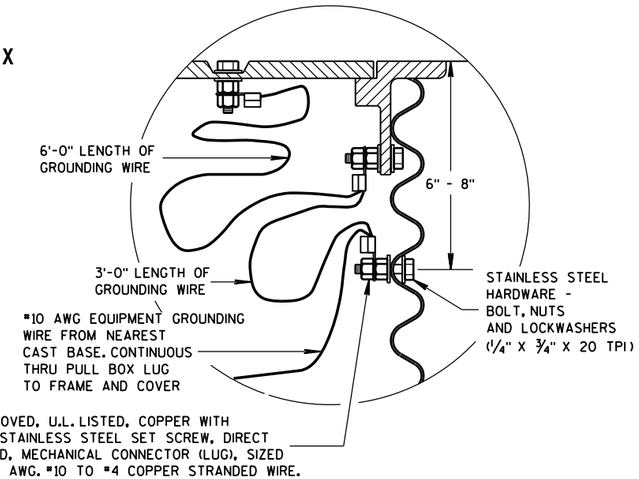
ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE

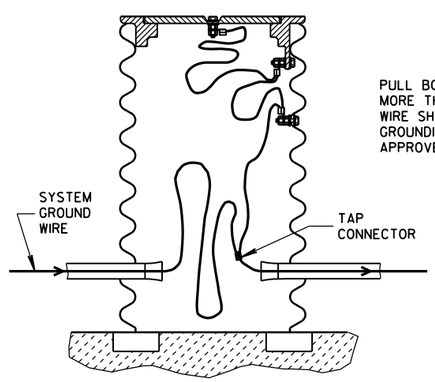


WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

PULL BOX



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

GENERAL NOTES

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

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

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

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

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

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

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

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

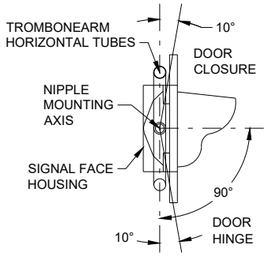
PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

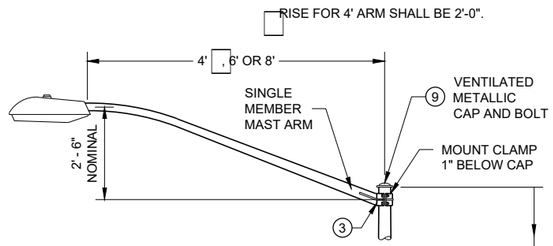
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

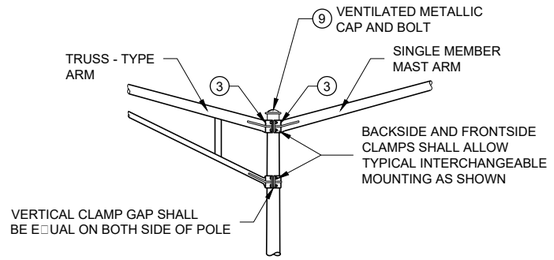
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S.D.D. 9 B 4-11



SECTION A-A





INTERCHANGEABLE MOUNTING DETAIL

GENERAL NOTES

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

ALL TYPE 3 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE / ROPE SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 ⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST 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 AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING.

(3) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PRO□ECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL RE□UIRE ONE OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS RE□UIRED, TO PLUMB THE SIGNAL FACE.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN RE□UIRED. UNDER MAX LOADING, TYPE 3 POLE SHALL BE MOUNTED DIRECTLY TO ITS CONCRETE BASE.

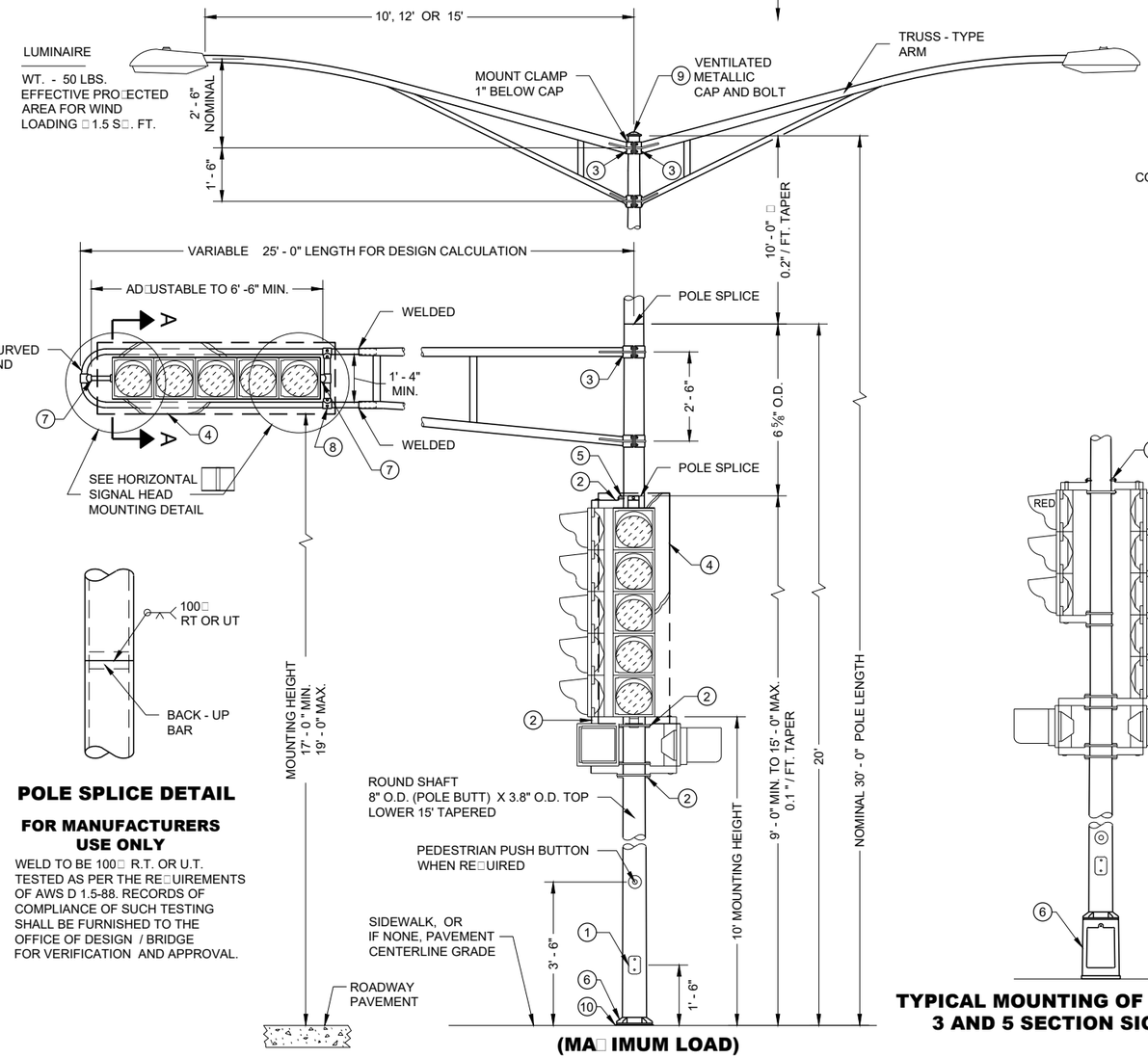
(7) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACES AND BRACKET ENDS.

(8) VERTICAL STRUT (AD□USTABLE). ONE (1) SET SCREW (¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.

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

(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.



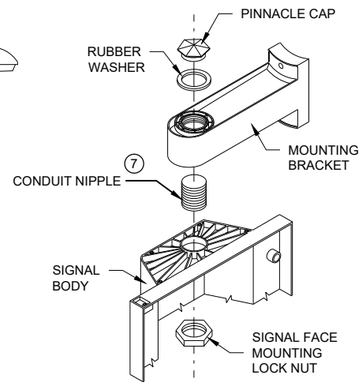
(MA□IMUM LOAD)

POLE SPLICE DETAIL

FOR MANUFACTURERS USE ONLY

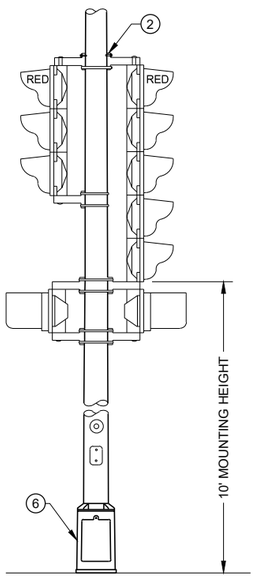
WELD TO BE 100□ R.T. OR U.T. TESTED AS PER THE RE□UIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN / BRIDGE FOR VERIFICATION AND APPROVAL.

TYPE 3 POLE MOUNTING CONFIGURATION

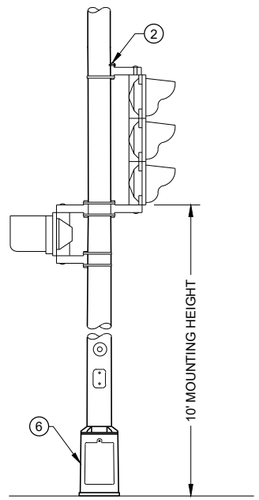


SIGNAL FACE MOUNTING DETAIL

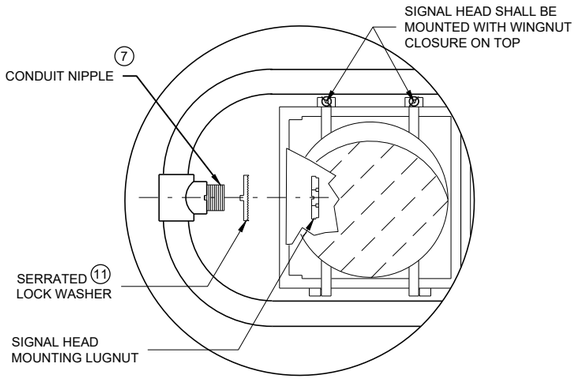
(BANDED)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE



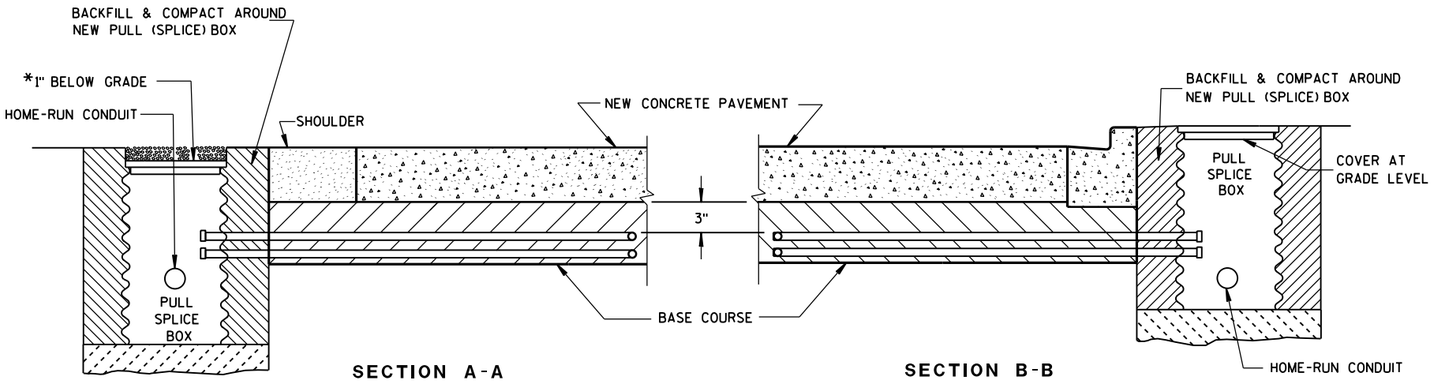
HORI□ONTAL SIGNAL HEAD MOUNTING DETAIL

SIGNAL HEAD ATTACHMENT ALSO APPLIES TO MOUNTING AT CROSS BAR

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS TYPE 3 (HEAVY DUTY)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA□ 135

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SDD 0□E01 - 15□



SECTION A-A
NO CURB & GUTTER

SECTION B-B
CURB & GUTTER

*RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

LOOP SIZE, CONFIGURATION LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

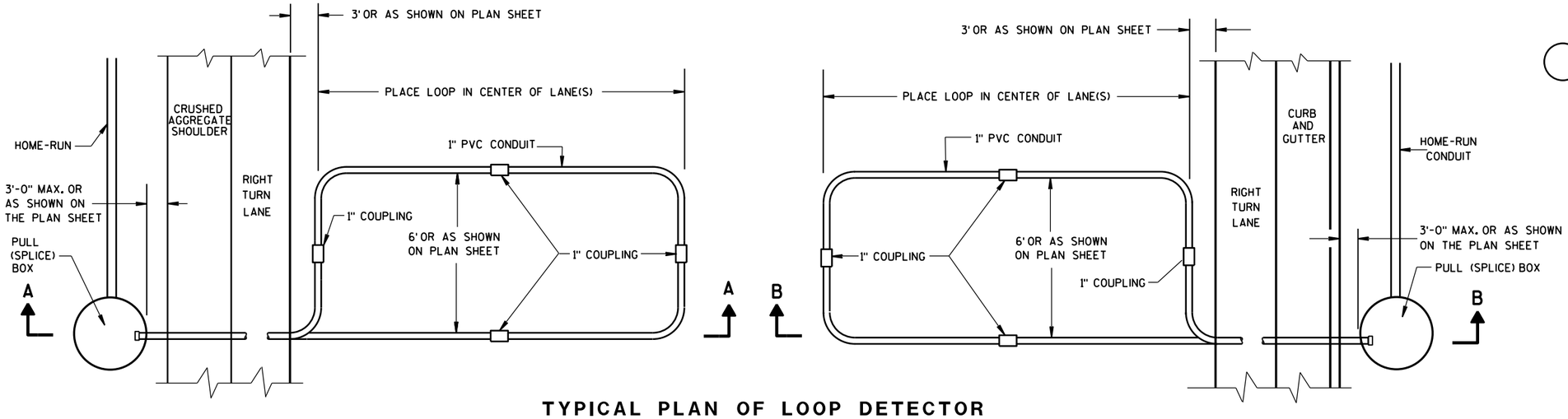
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

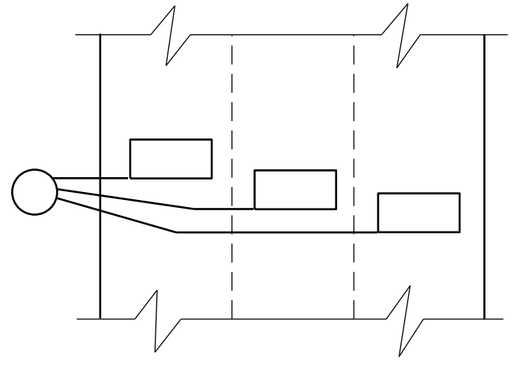
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE, NON-SPLICED CONTINUOUS LENGTH.

PROTECTION OF THE CONDUITS IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.

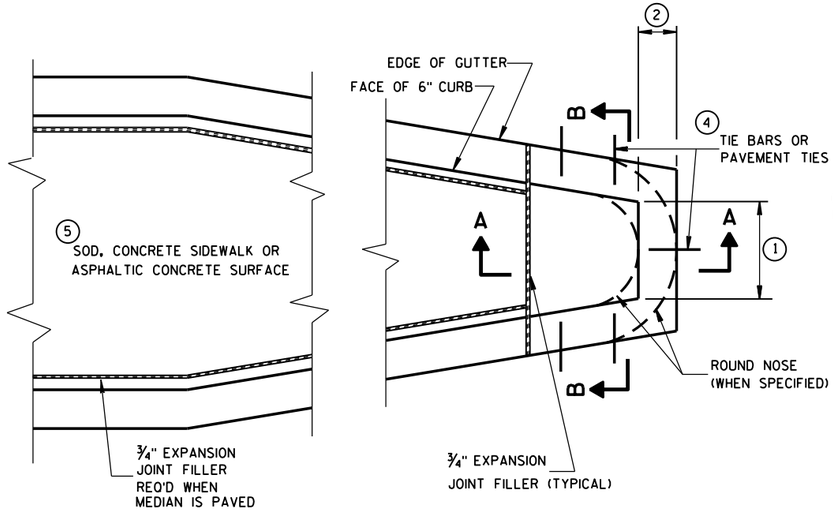


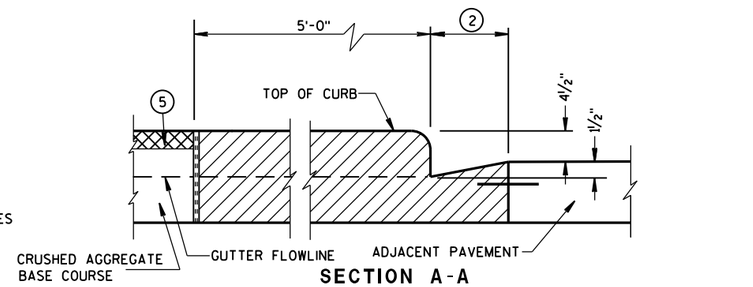
TYPICAL PLAN OF LOOP DETECTOR WITH 24" PULL (SPLICE) BOX

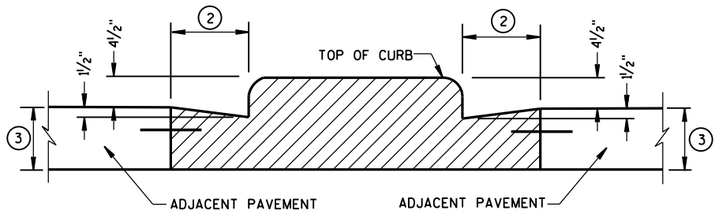


MULTI-LANE INSTALLATION

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED Sept. 2014 — DATE /S/ Ahmet Demirbilek — STATE ELECTRICAL FHWA







CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

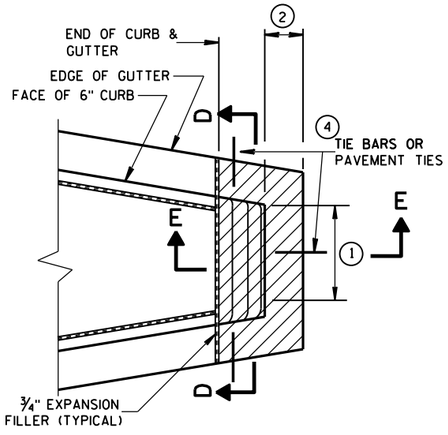
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

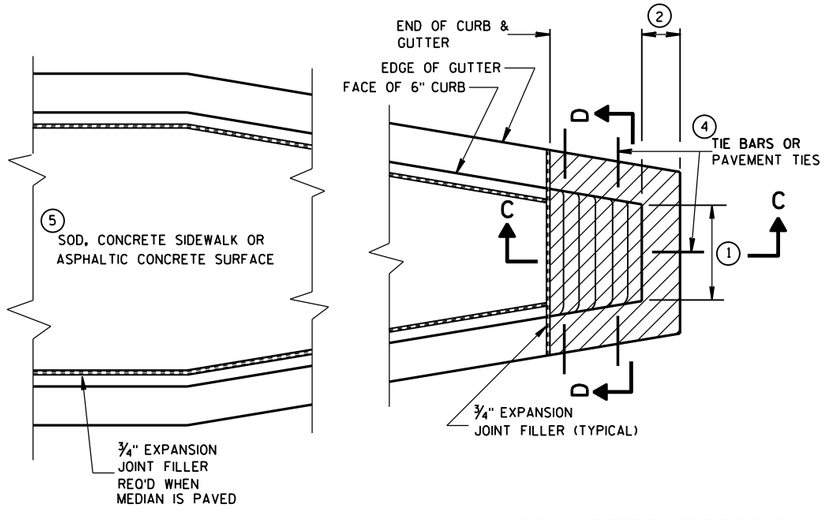
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

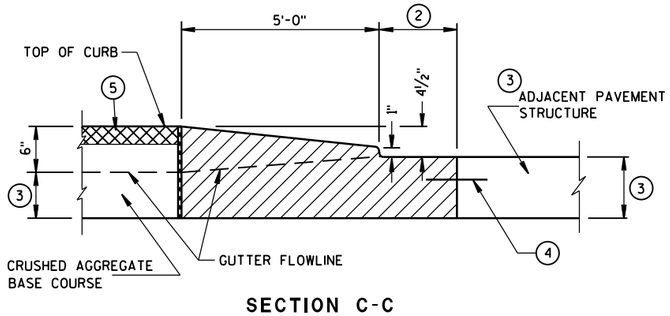
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

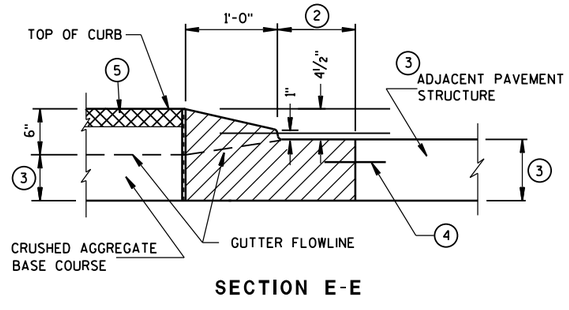
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

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



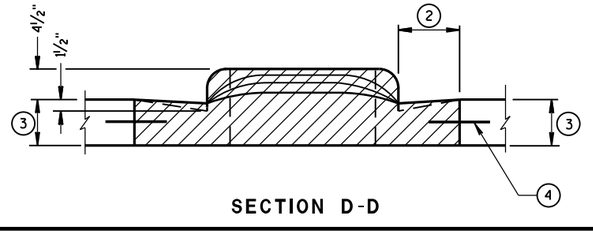






CONCRETE MEDIAN SLOPED NOSE TYPE 1

CONCRETE MEDIAN SLOPED NOSE TYPE 2



CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

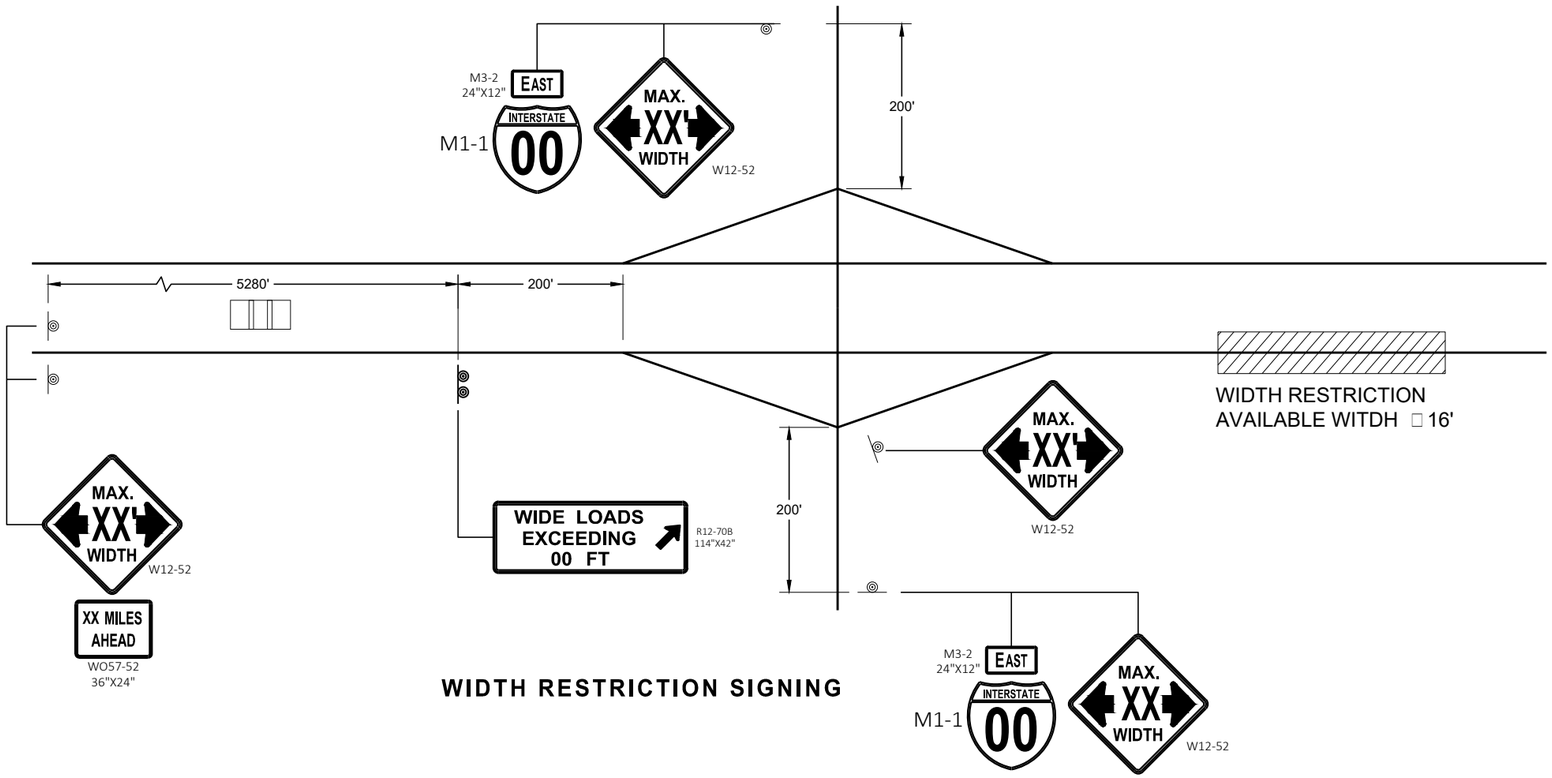
APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS D ENGINEER
FHWA

6

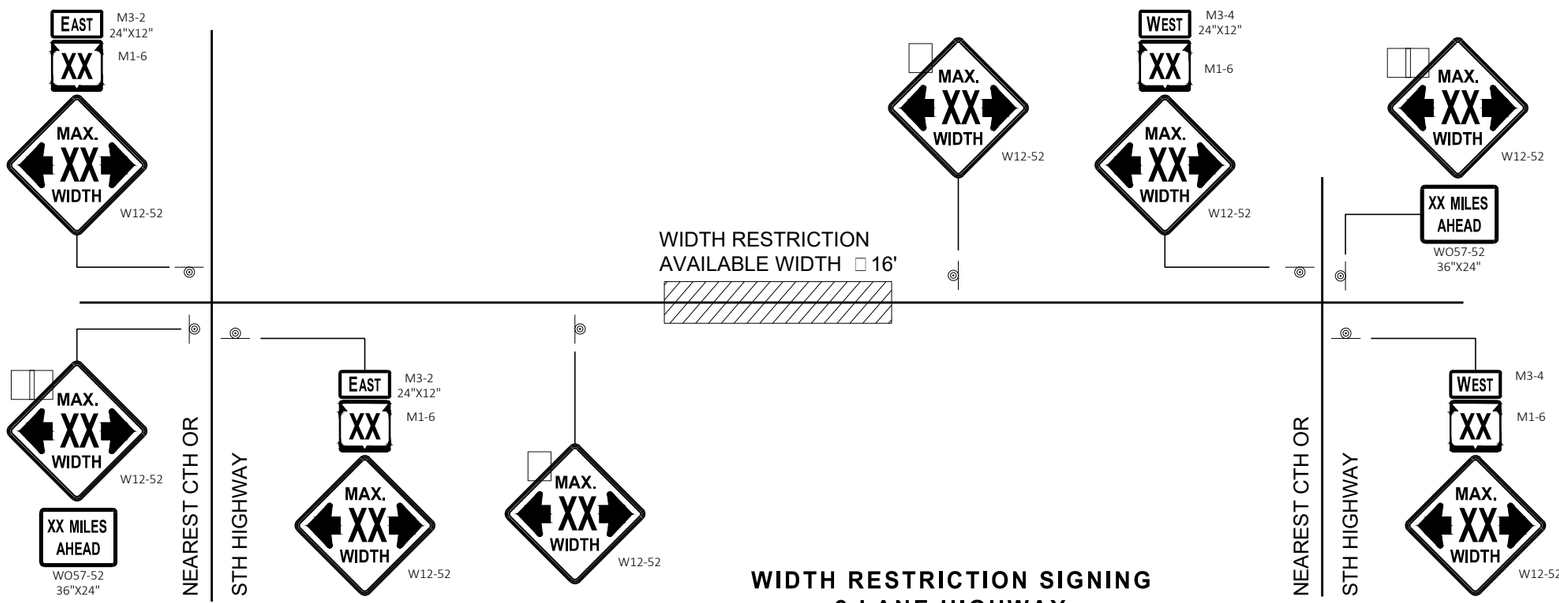
S.D.D. 11 B 2-2

6

S.D.D. 11 B 2-2



WIDTH RESTRICTION SIGNING



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

LEGEND

SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

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

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

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

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

WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

PLACE 500 FEET BEFORE THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

SIGN SHALL BE VISIBLE FROM ROADWAY.

ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.



WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
N□□□□ □□r 2018
DATE

/S/ A□dr□□ H□d□□
WORK ZONE ENGINEE

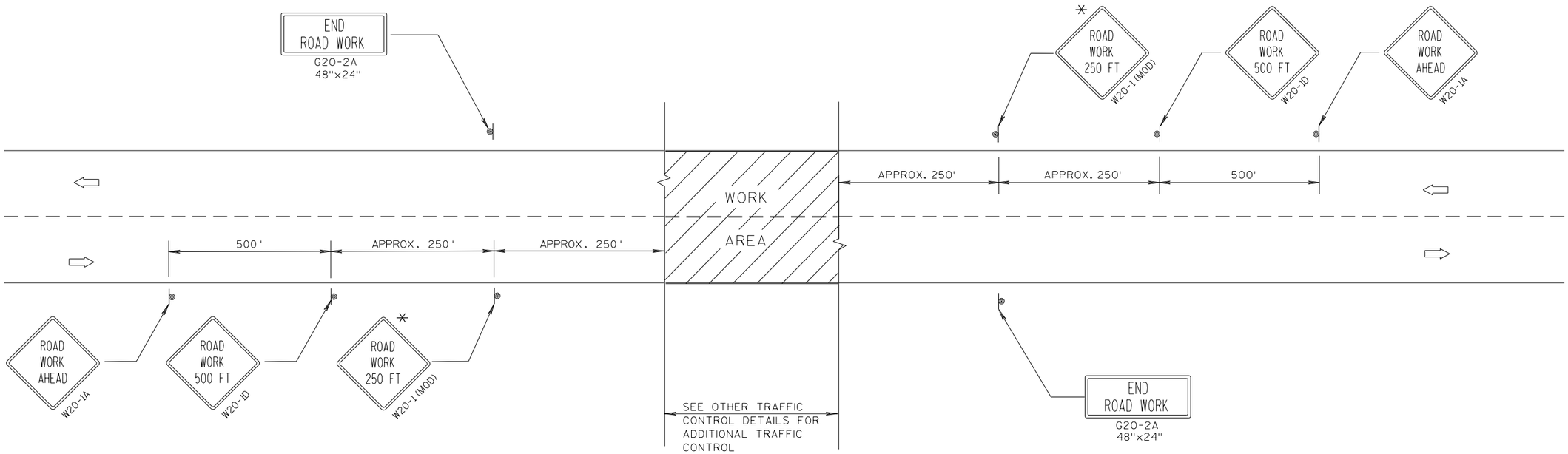
FHWA

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SDD 15C0□ - 0□□

SDD 15C0□ - 0□□

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.

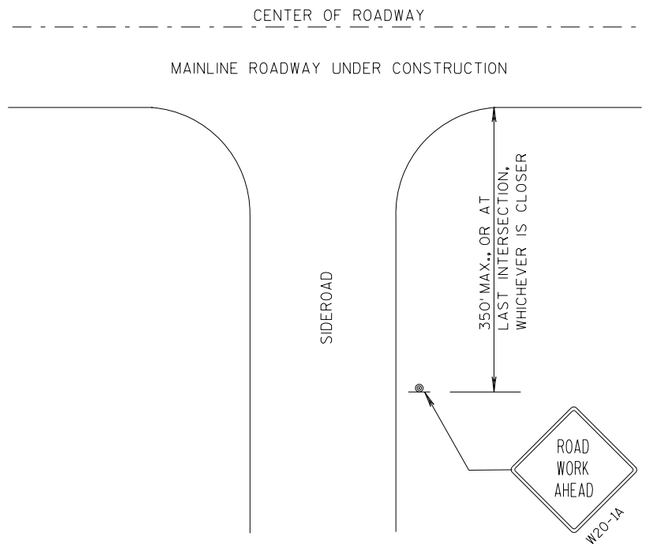
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS.

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.

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FT" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



LEGEND

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

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

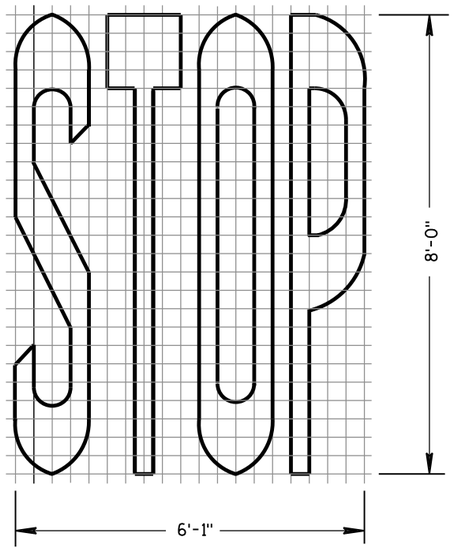
APPROVED
7/2018
DATE
/S/ Andrew Heldtke
WORK ZONE ENGI
FHWA

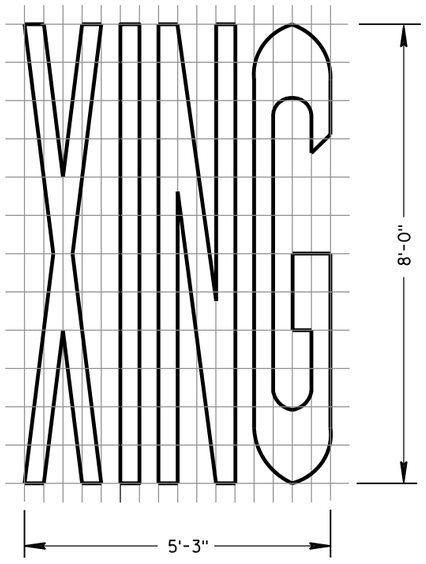
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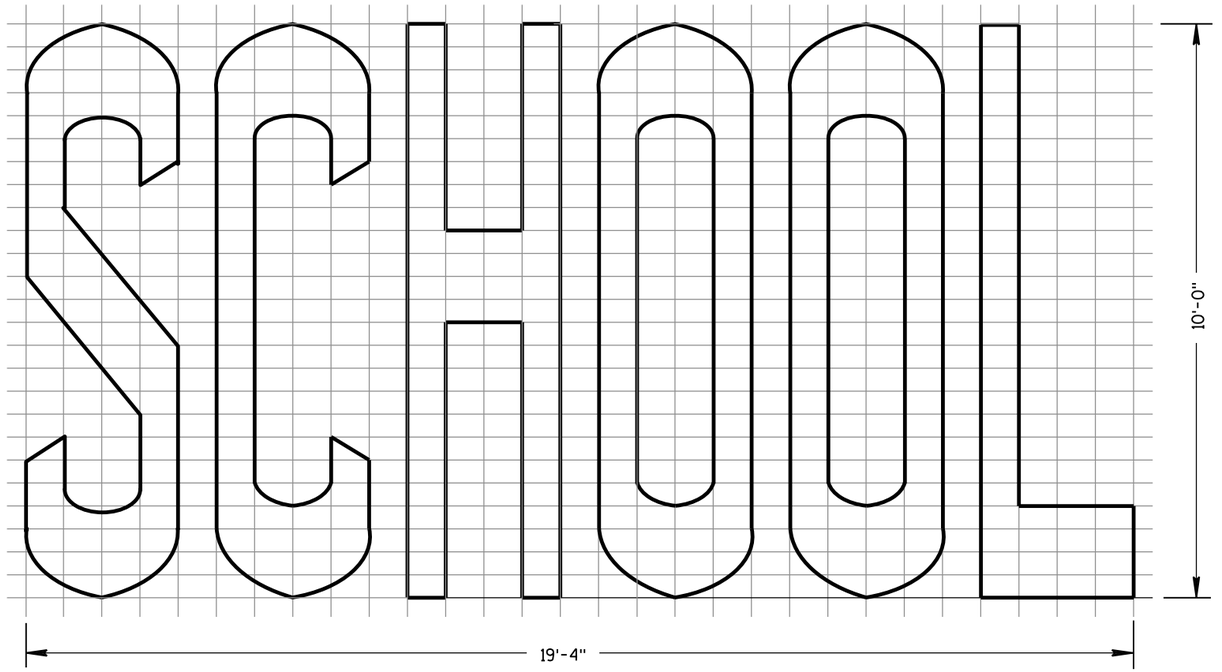
S.D.D. 15 C 5-5

GENERAL NOTES

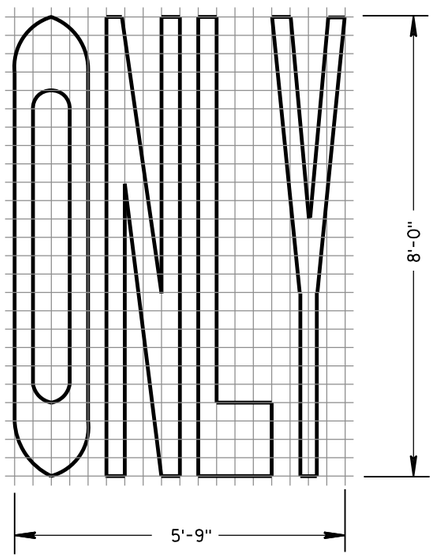
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

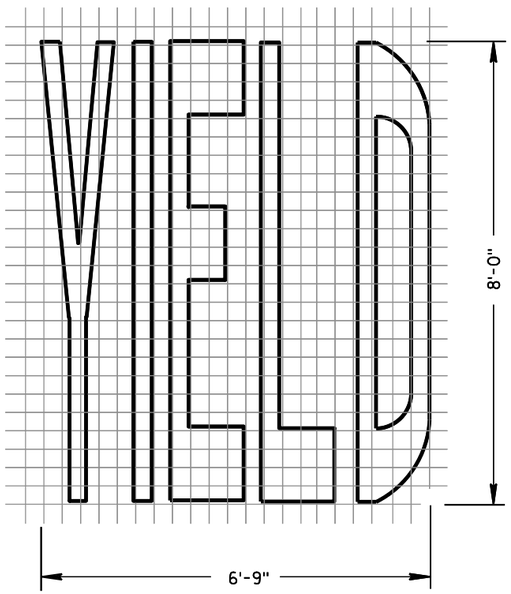


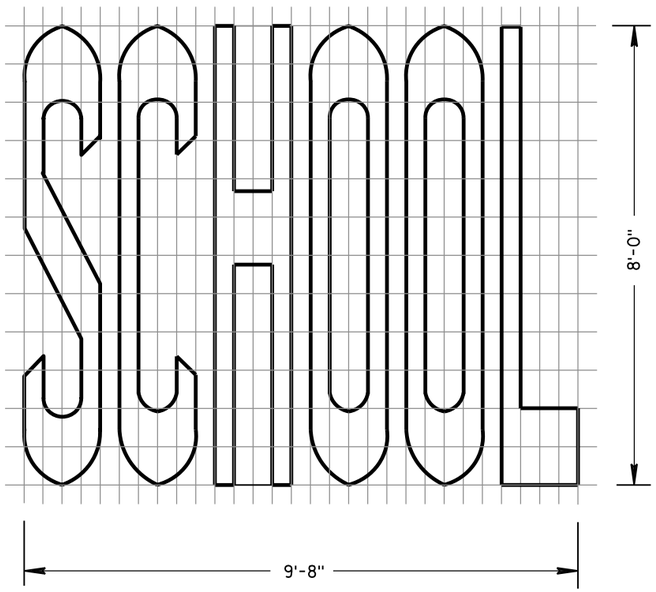




TWO-LANE







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

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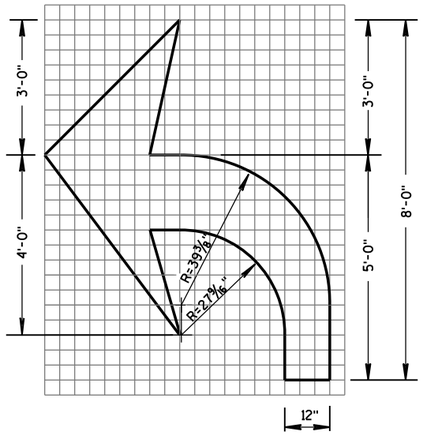
S.D.D. 15 C 7-14b

6

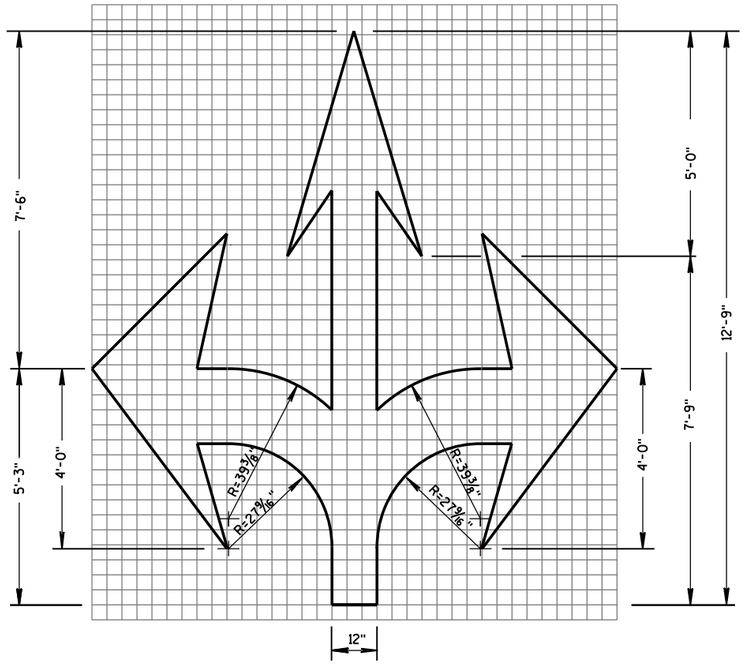
S.D.D. 15 C 7-14b

GENERAL NOTES

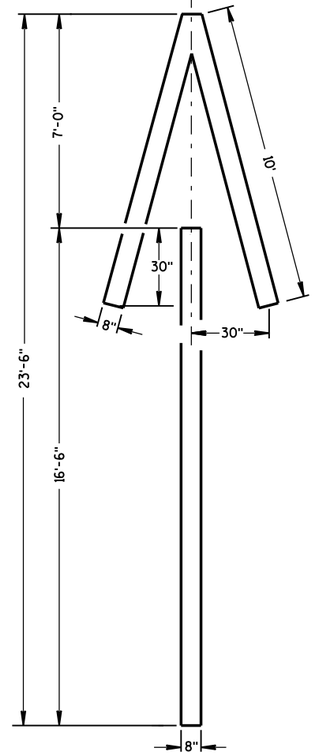
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



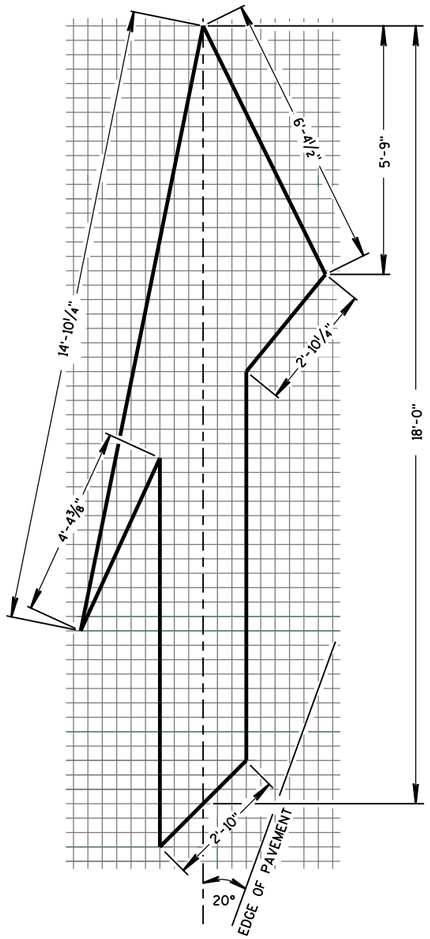
TYPE 2



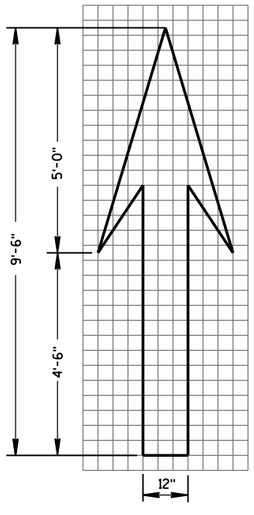
TYPE 6



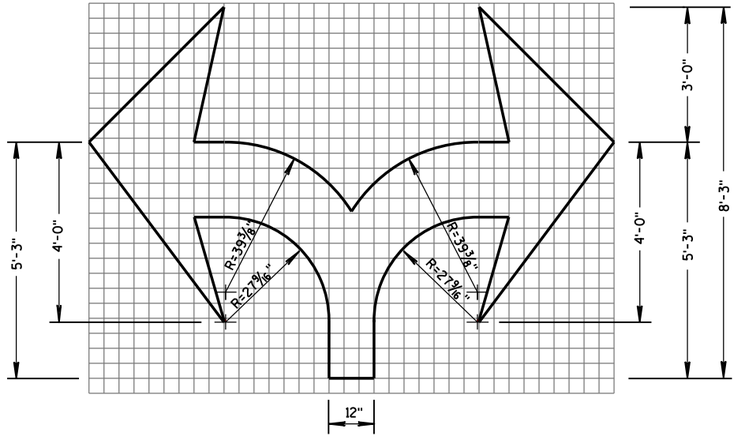
TYPE 4



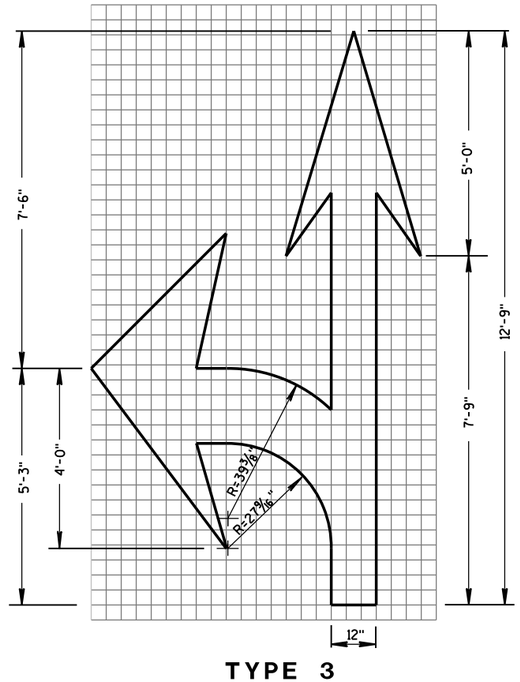
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

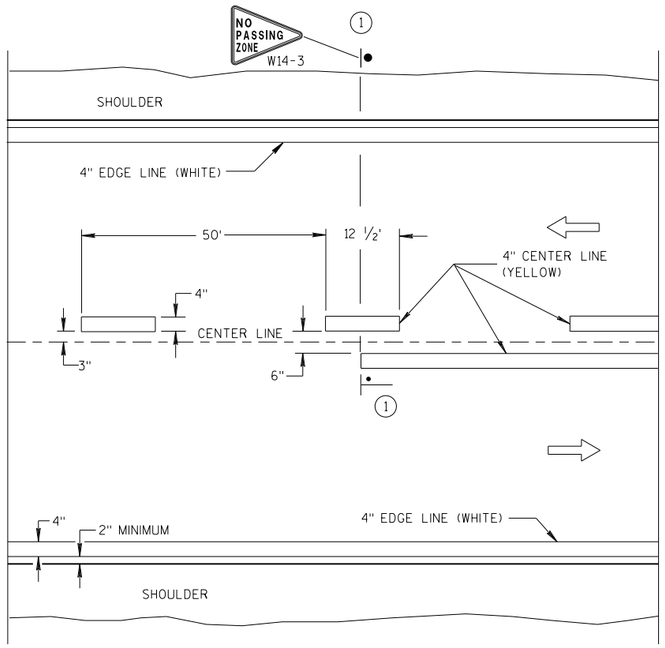
APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MAR[illegible]NEER
FHWA

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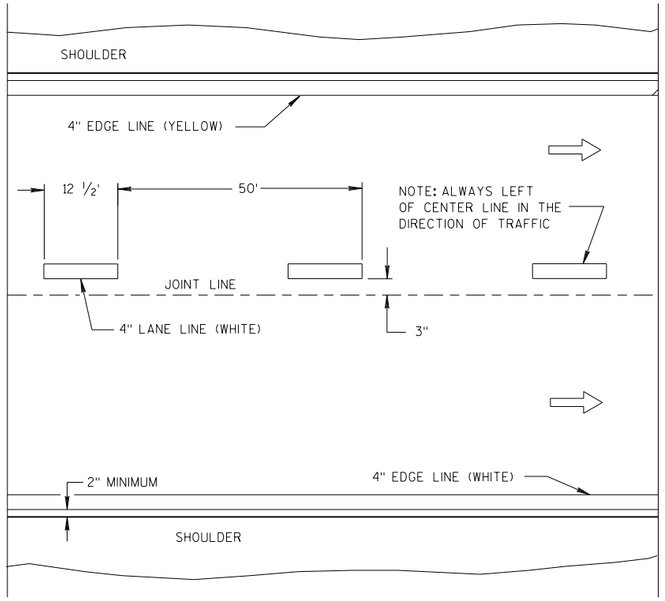
S.D.D. 15 C 7-14c

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.

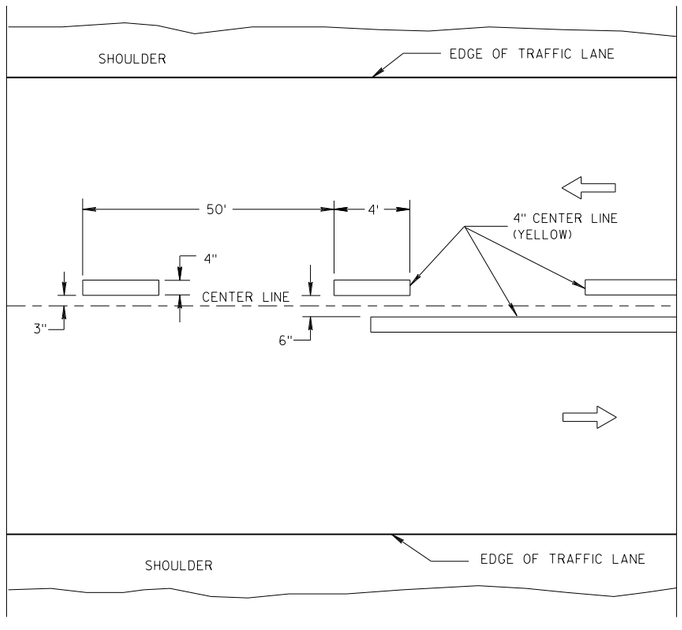
NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

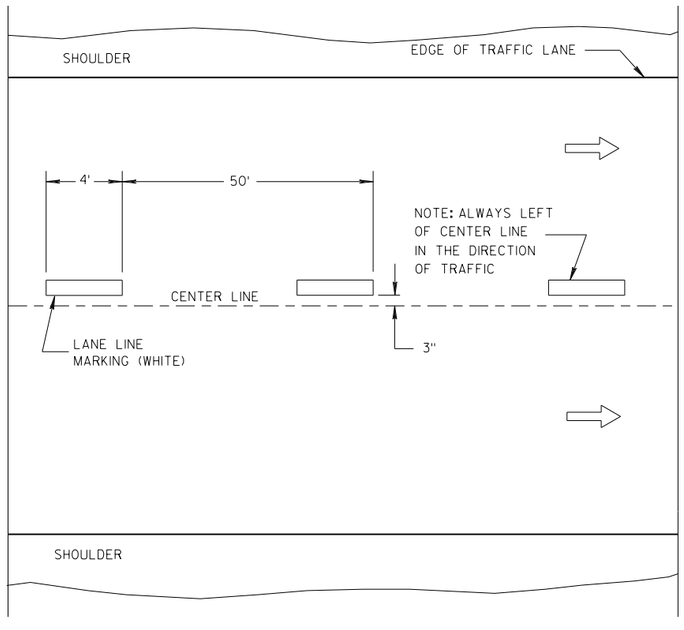
LEGEND

"T" MARKING

POST MOUNTED SIGN



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018 DATE

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

FHWA

6

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

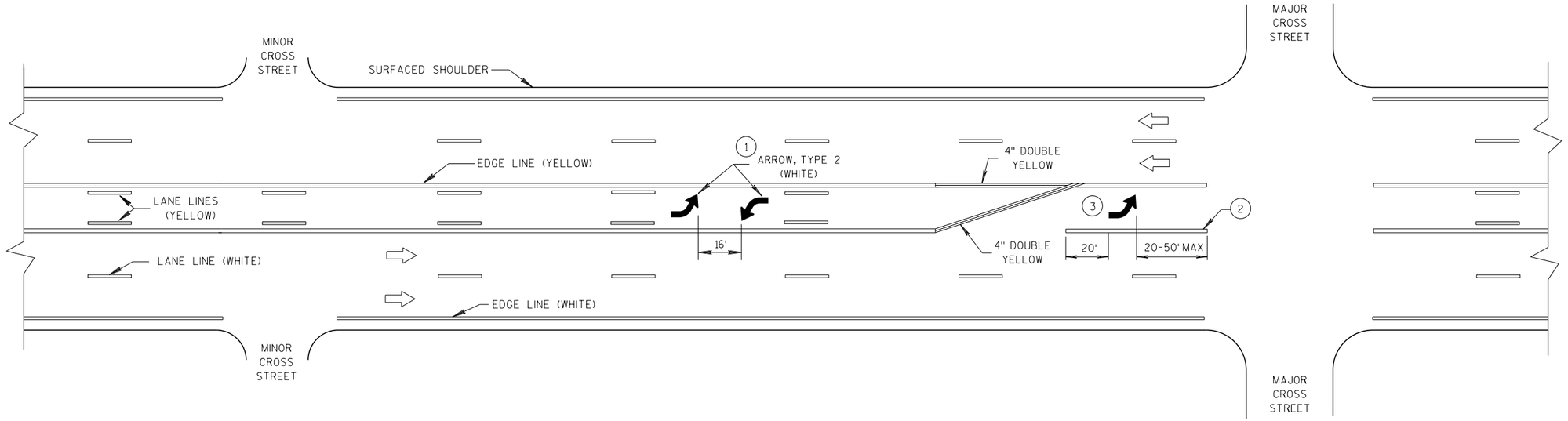
6

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

GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 8" WHITE
3. TURN BAY LENGTH OF LESS THAN 48'DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT

DIRECTION OF TRAFFIC



TWO WAY LEFT TURN LANE

PAVEMENT MARKING (TURN LANES)

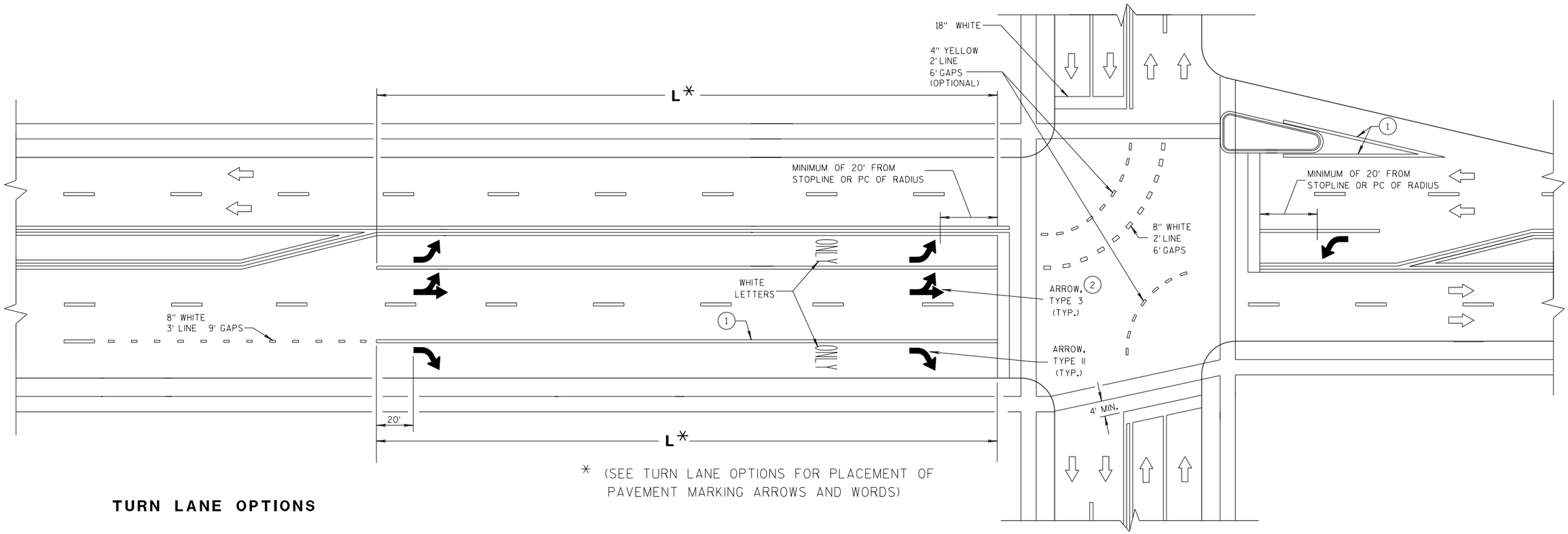
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

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

6

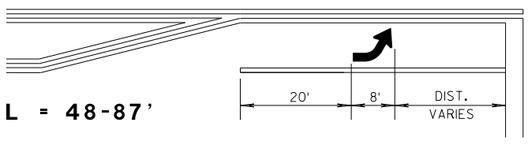
S.D.D. 15 C 8-19b



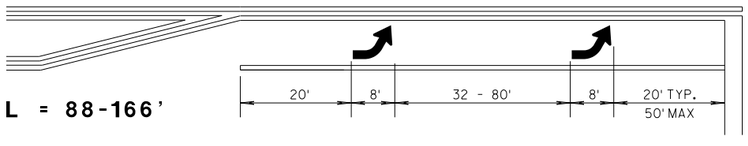
* (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

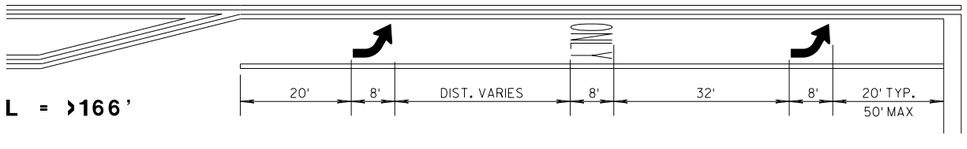
LENGTH OF TURN BAY (**L**) OF 0-47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48-87'



L = 88-166'



L = >166'

GENERAL NOTES

1. 8" WHITE
2. QUANTITY AND LOCATION OF TYPE 3 ARROW ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION, THE ARROWS AND ONLY MARKING ARE ELIMINATED.

⇨ DIRECTION OF TRAFFIC

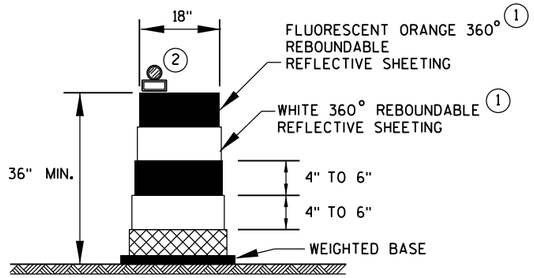
L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)

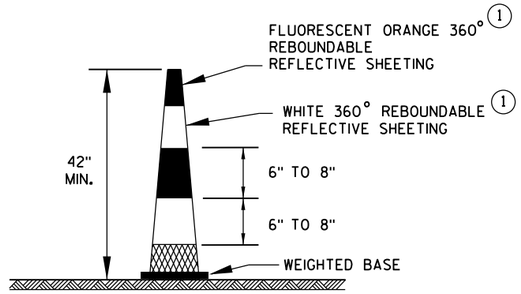
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORT

6

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



DRUM

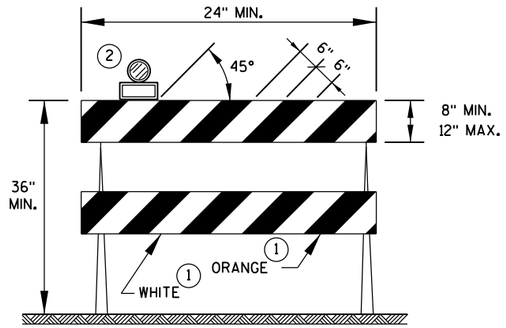


42" CONE

DO NOT USE IN TAPERS
1/2 SPACING OF DRUMS

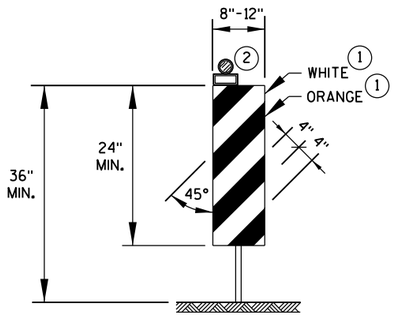
GENERAL NOTES

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.



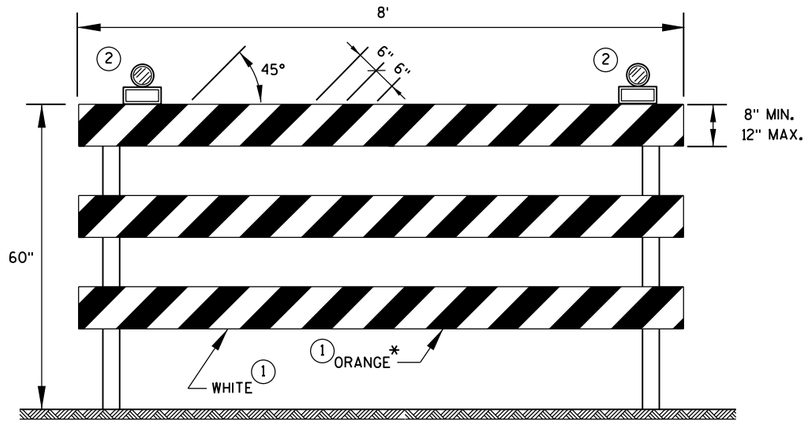
TYPE 2 BARRICADE

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

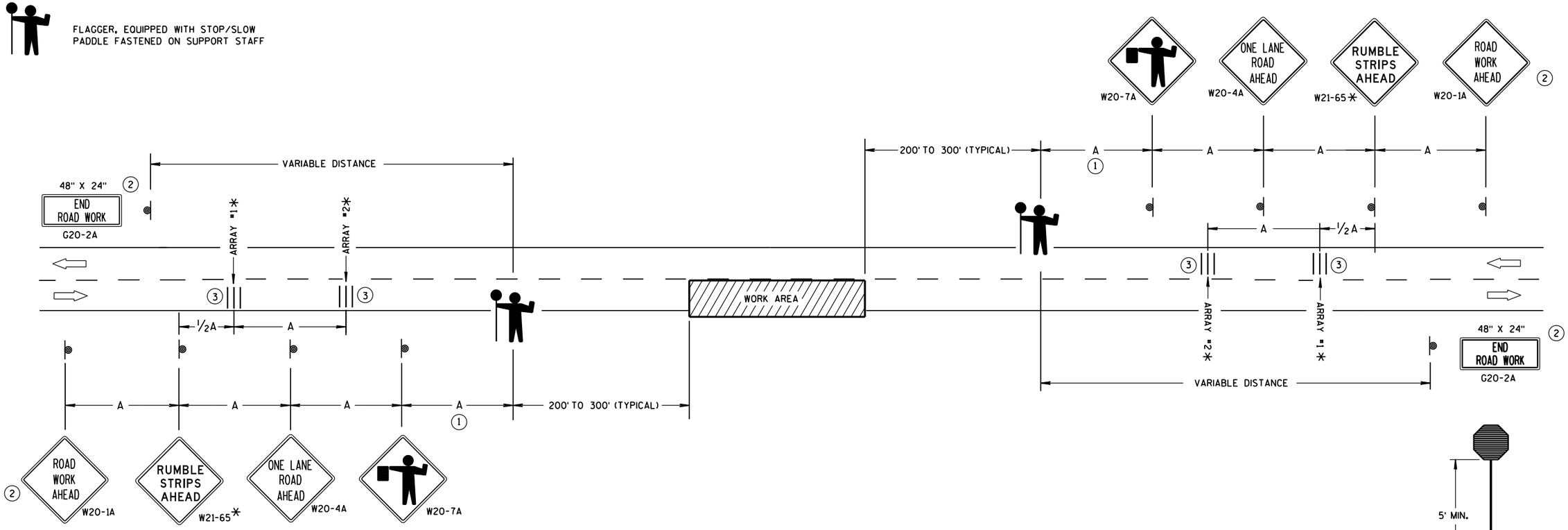
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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.



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.

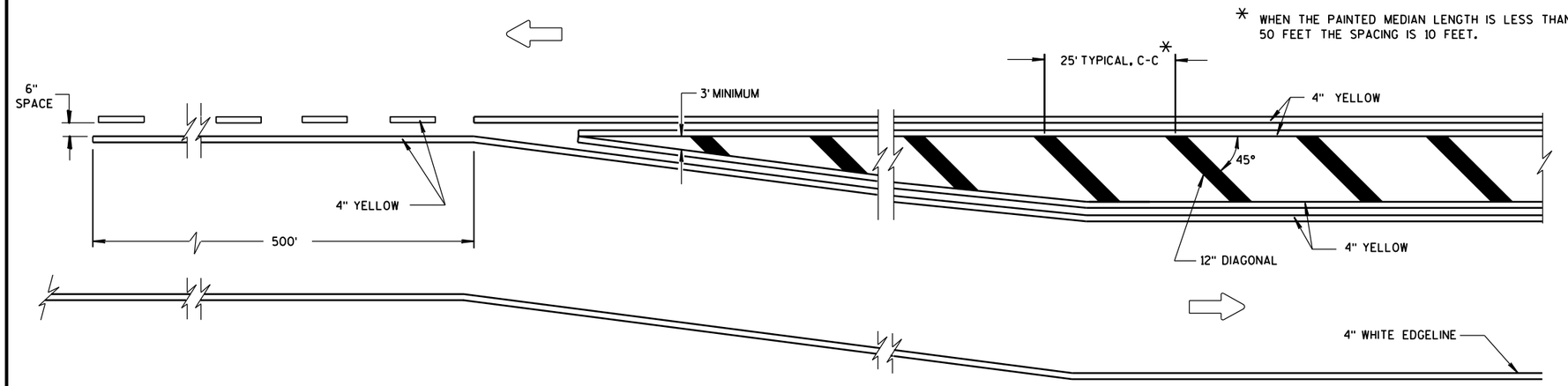
TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
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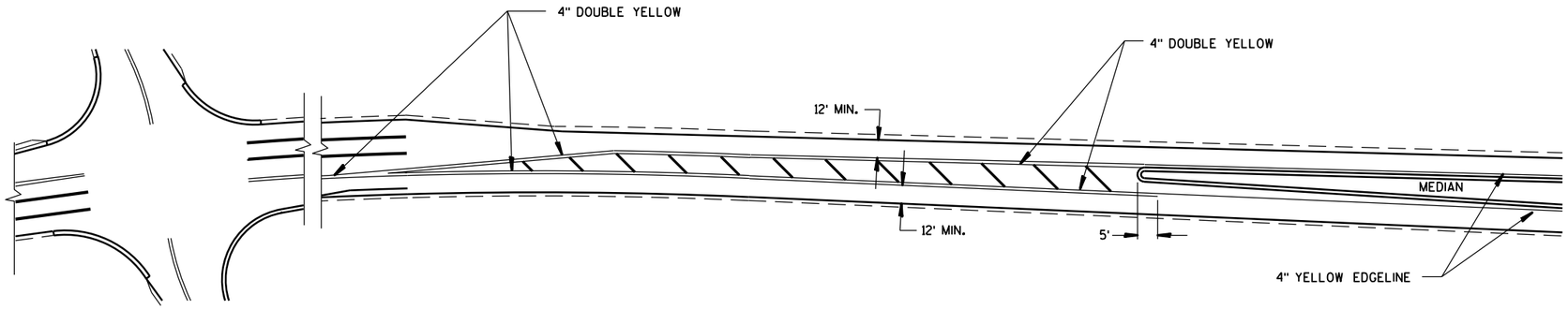


MEDIAN ISLAND DETAIL

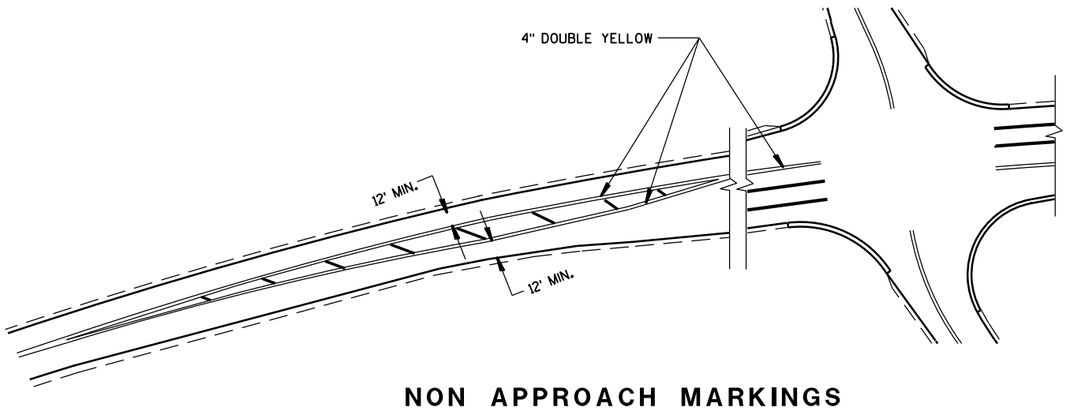
GENERAL NOTE

DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.

DIRECTION OF TRAVEL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

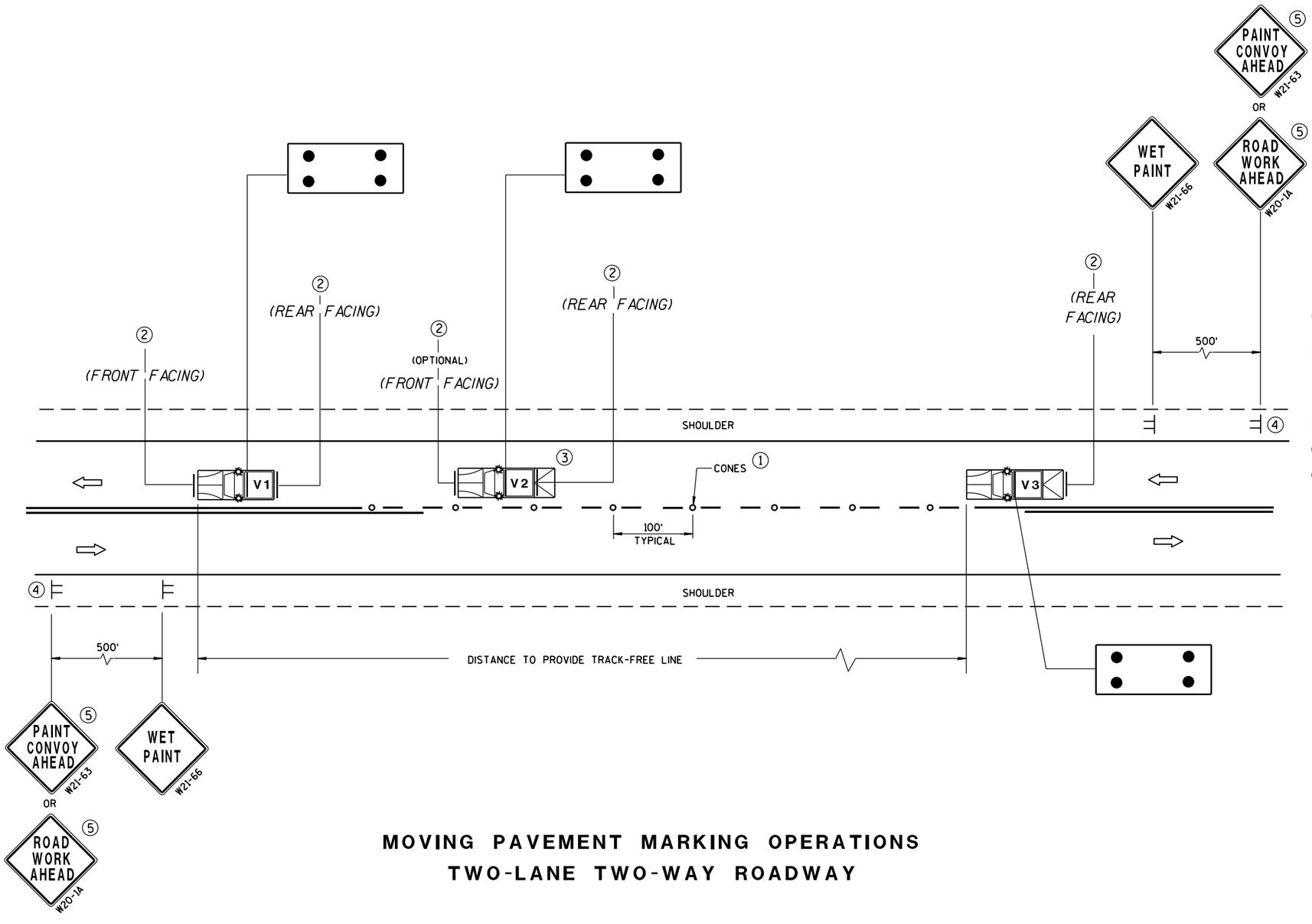
MEDIAN ISLAND MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2017 DATE FHWA	/S/ Matthew Rauch STATE SIGNING AND MARK ... EER

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S.D.D. 15 C 18-4



MOVING PAVEMENT MARKING OPERATIONS
TWO-LANE TWO-WAY ROADWAY

GENERAL NOTES

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

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

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

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

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

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

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

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE MARKING.

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

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

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

WET PAINT W21-64 OR WET PAINT W21-64

(3) OPTIONAL TRUCK-MOUNTED ATTENUATOR.

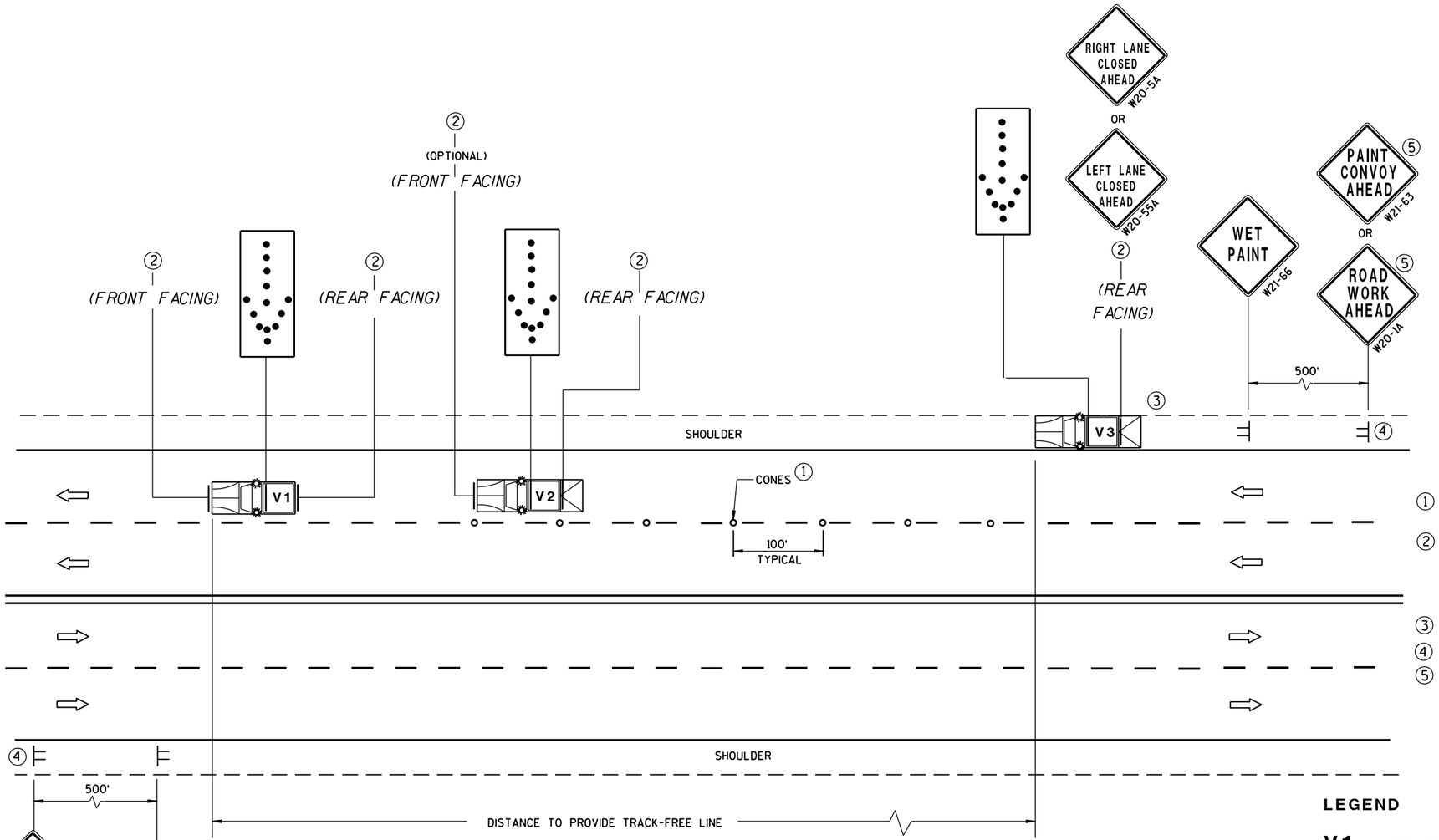
(4) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

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

LEGEND

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

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



MOVING PAVEMENT MARKING OPERATIONS
MULTI-LANE UNDIVIDED ROADWAY

GENERAL NOTES

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

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

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

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

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

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

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

FOR EDGELINE MARKING OR IF CONES ARE NOT USED, POSITION THE REARMOST SHADOW VEHICLE ON THE SHOULDER AS SHOWN IN THE MUTCD IF THE SHOULDER HAS ADEQUATE WIDTH.

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

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE OR LANELINE MARKING FOR MULTILANE UNDIVIDED ROADWAYS.

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

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

WET PAINT W21-64 OR WET PAINT W21-64

(3) OPTIONAL TRUCK-MOUNTED ATTENUATOR.

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

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

LEGEND

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

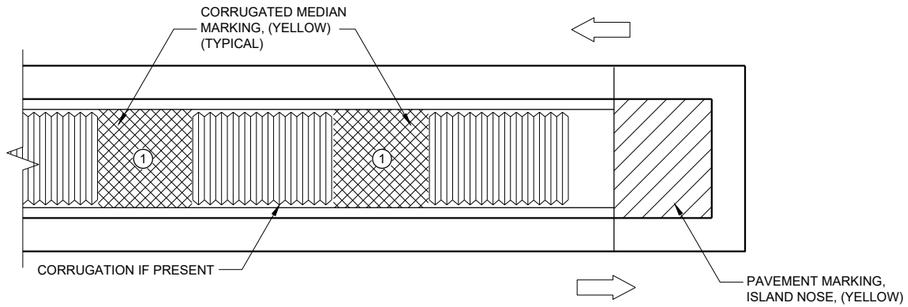
MOVING PAVEMENT MARKING OPERATION
MULTI-LANE UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

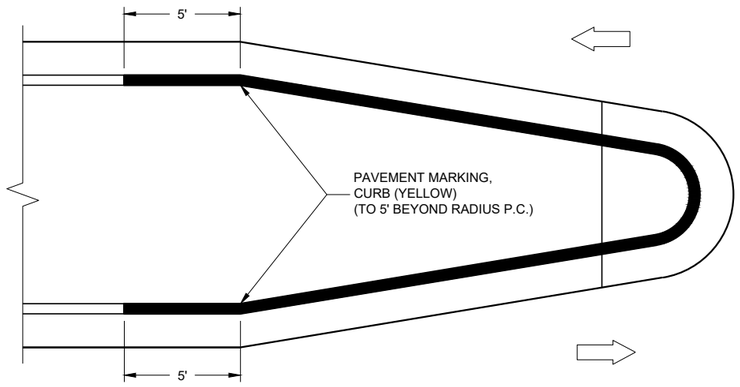
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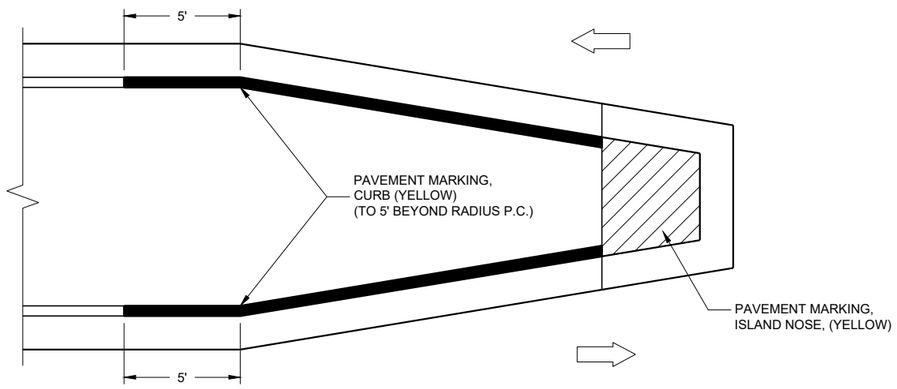
S.D.D. 15 C 19-5b



MEDIAN ISLAND WITH S□UARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER S□UARE FOOT.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

PAVEMENT MARKINGS (ISLANDS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018
DATE

/S/ M□□□□ R. R□□□
STATE SIGNING AND MAR
ENGINEER

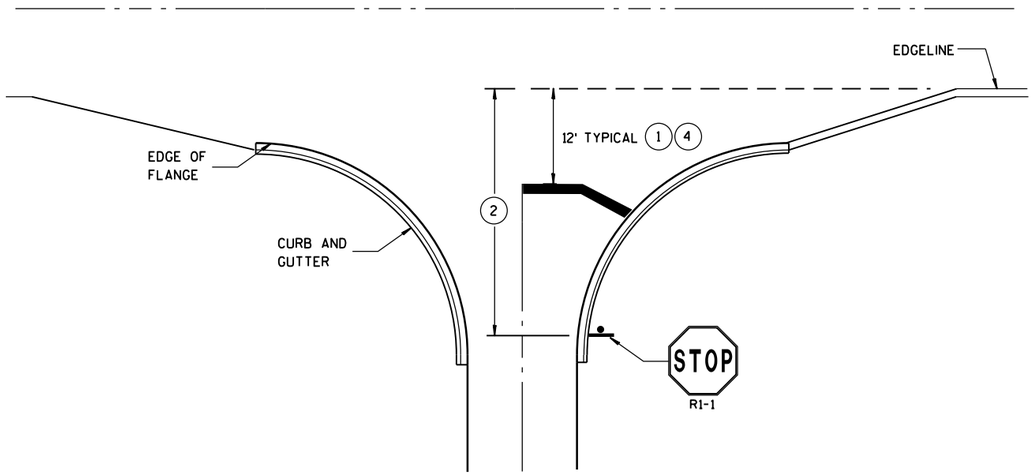
FHWA

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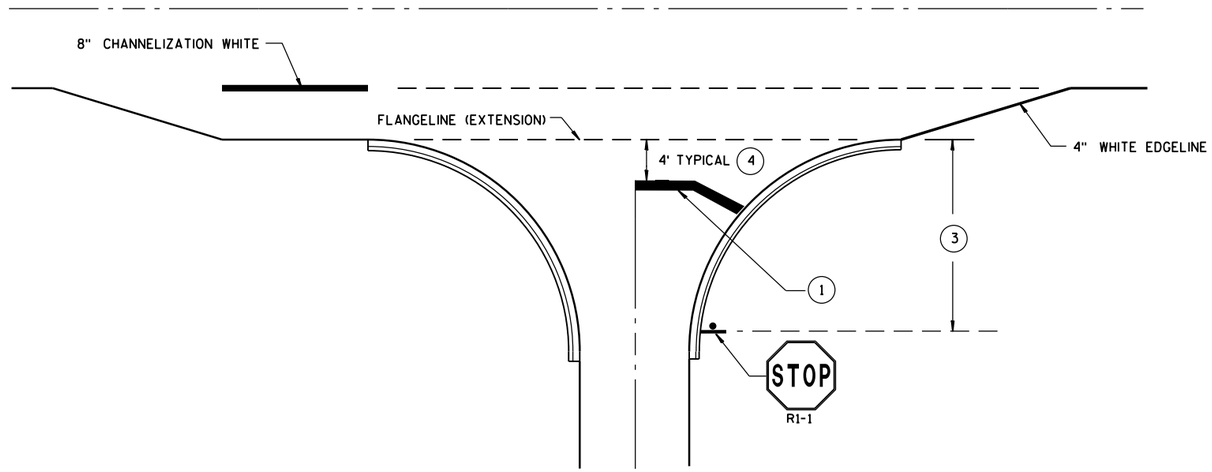
SDD 15C□□ - 03□

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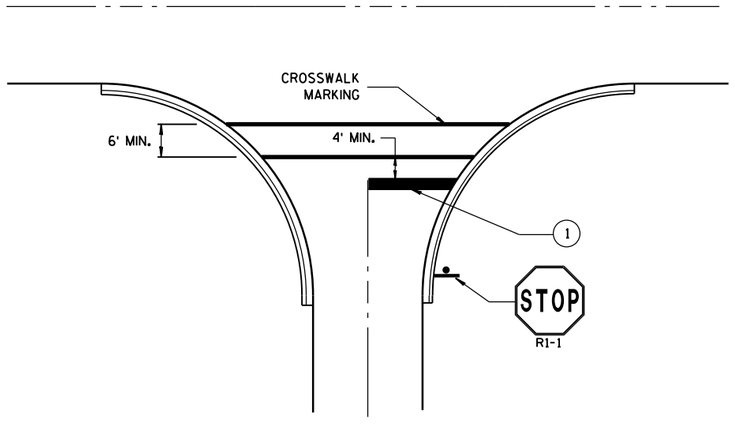
SDD 15C□□ - 03□



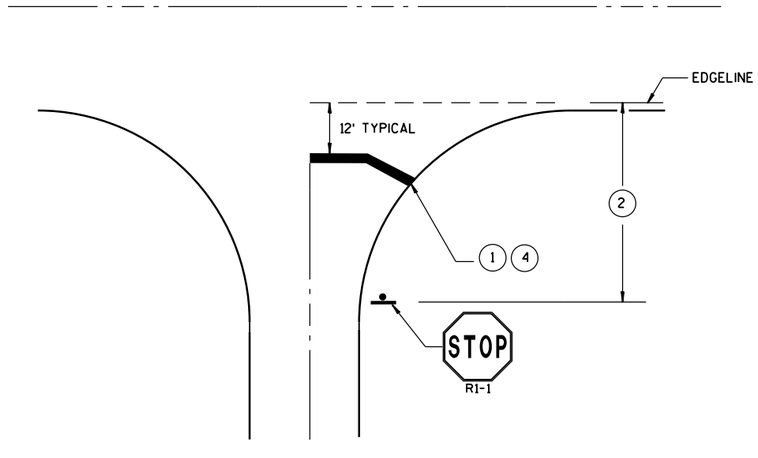
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



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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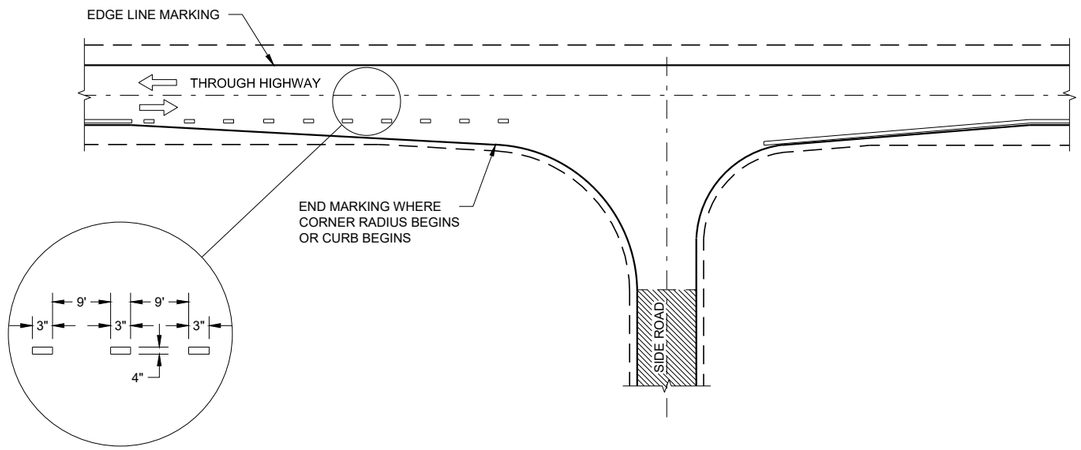
Sept., 2017
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAR[illegible]NEER

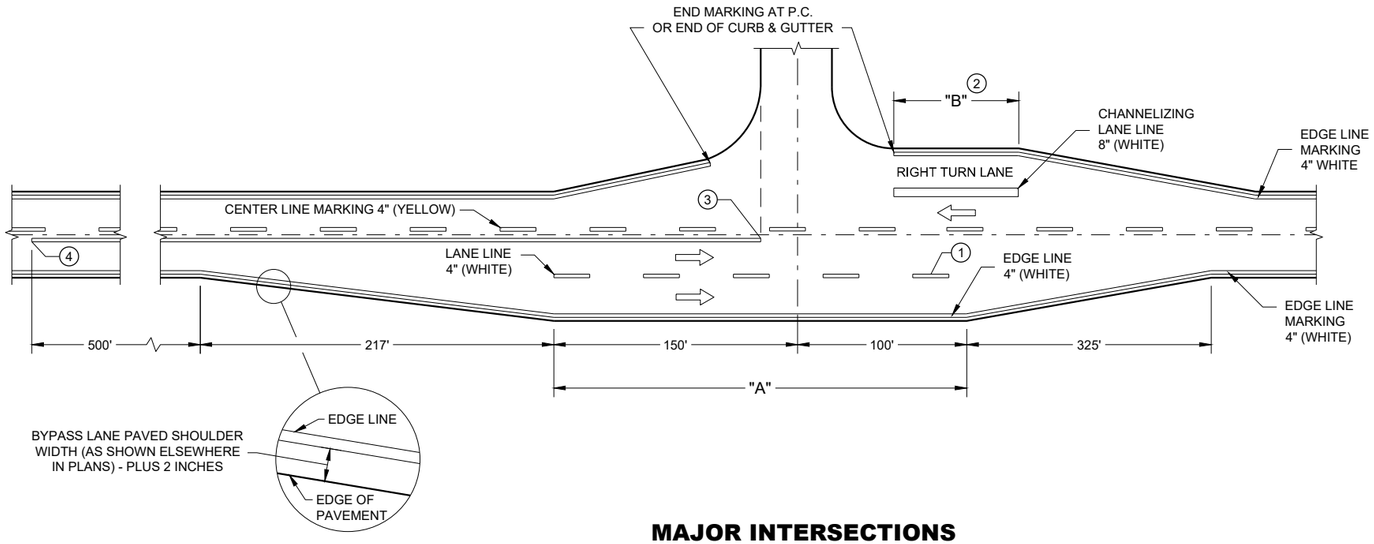
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MINOR INTERSECTION



MAJOR INTERSECTIONS

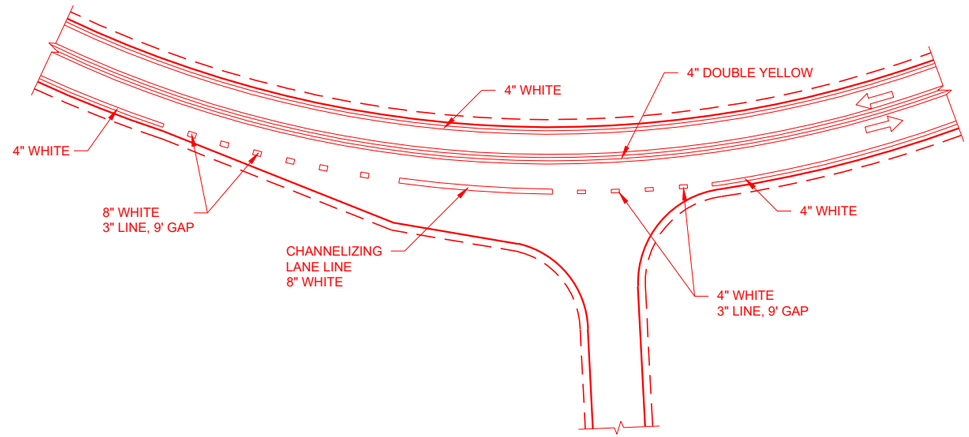
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

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)

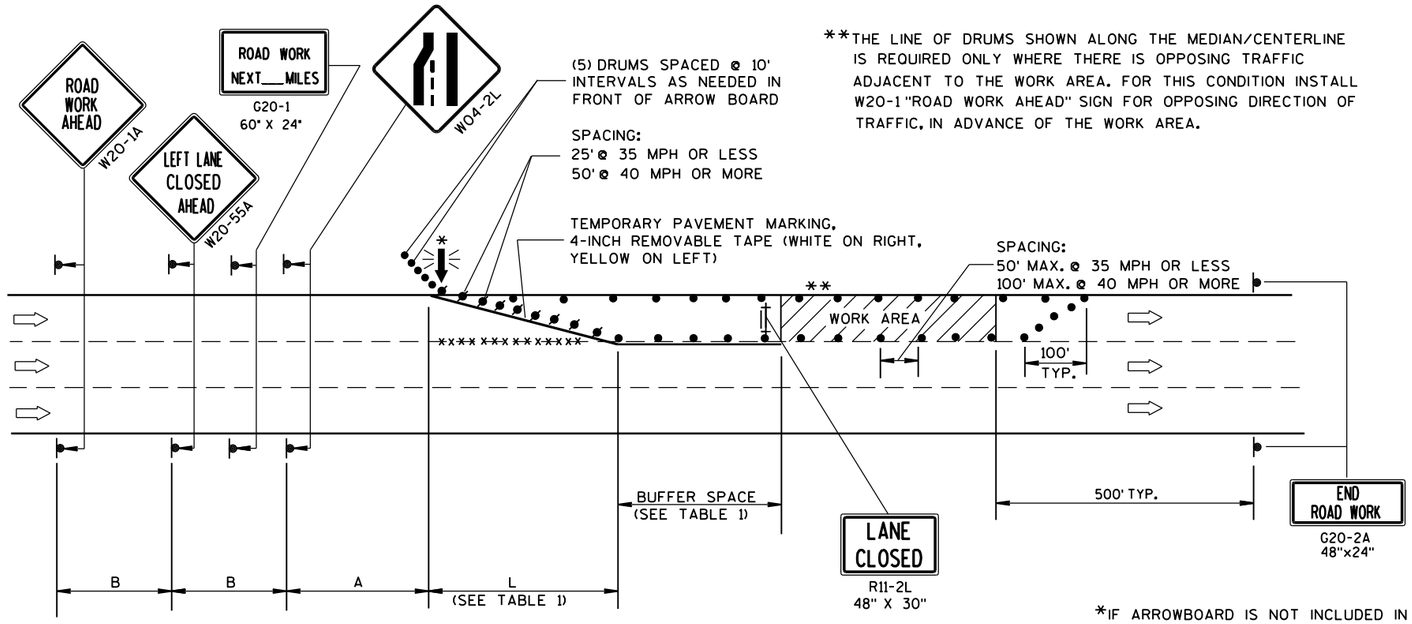
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 15C35 - 03a

SDD 15C35 - 03a



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

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

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

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

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

W01-6
48"x24"

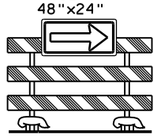


TABLE 1
TAPER AND BUFFER SPACE
FOR 12' LANE WIDTH

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

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

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

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

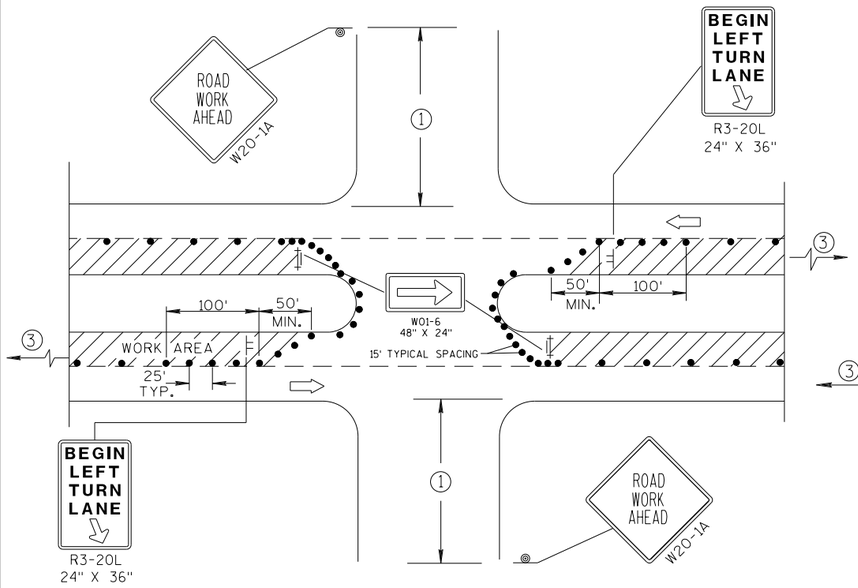
APPROVED
June 2016 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA

6

S.D.D. 15 D 20-4

6

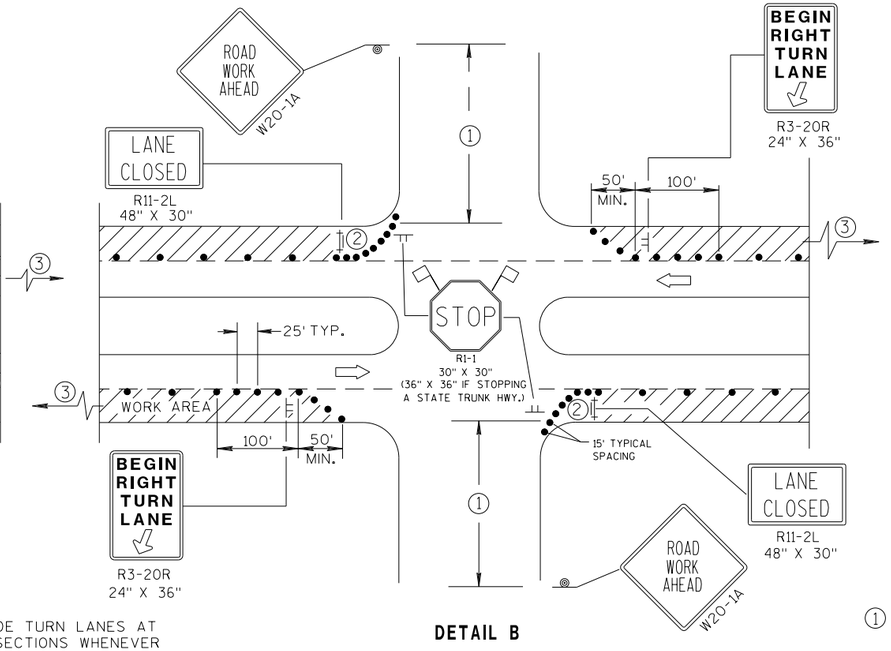
S.D.D. 15 D 20-4



DETAIL A

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

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 B

FOR RIGHT LANE CLOSURE AT INTERSECTION

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.

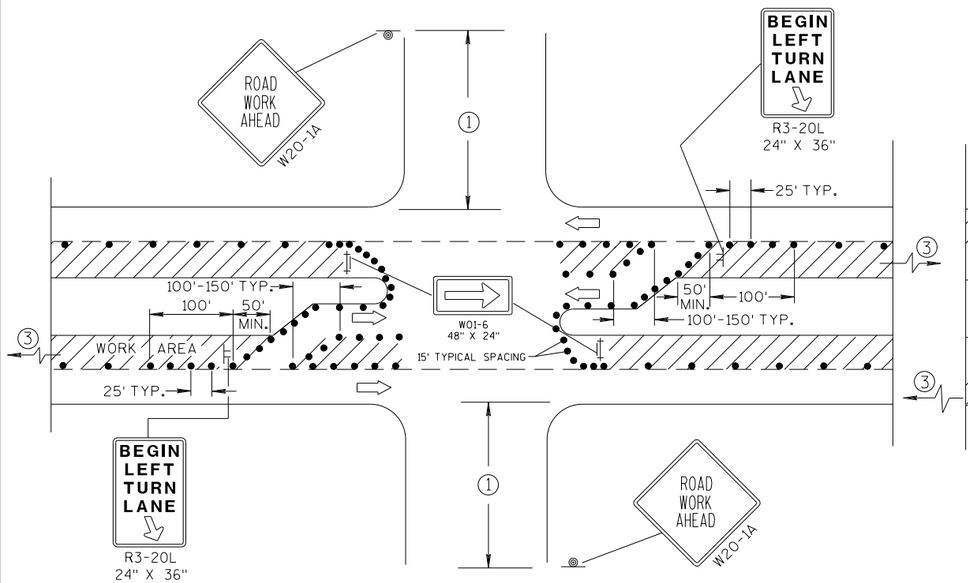
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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.

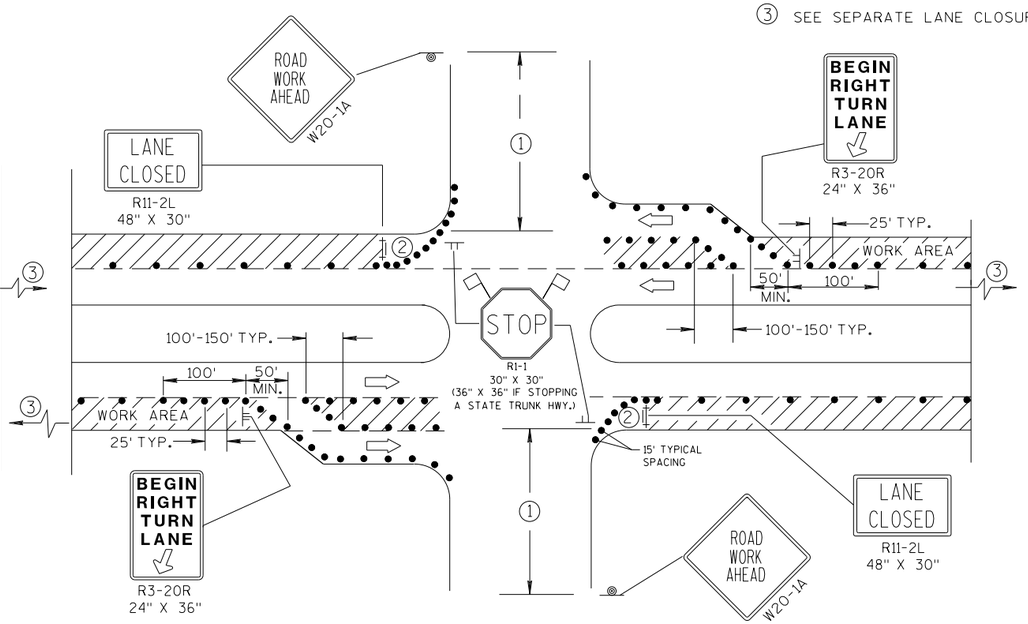
(2) ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.



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)

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

7/2018
DATE

/S/ Andrew Heldtke
WORK ZONE ENG

FHWA

6

S.D.D. 15 D 21-6

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

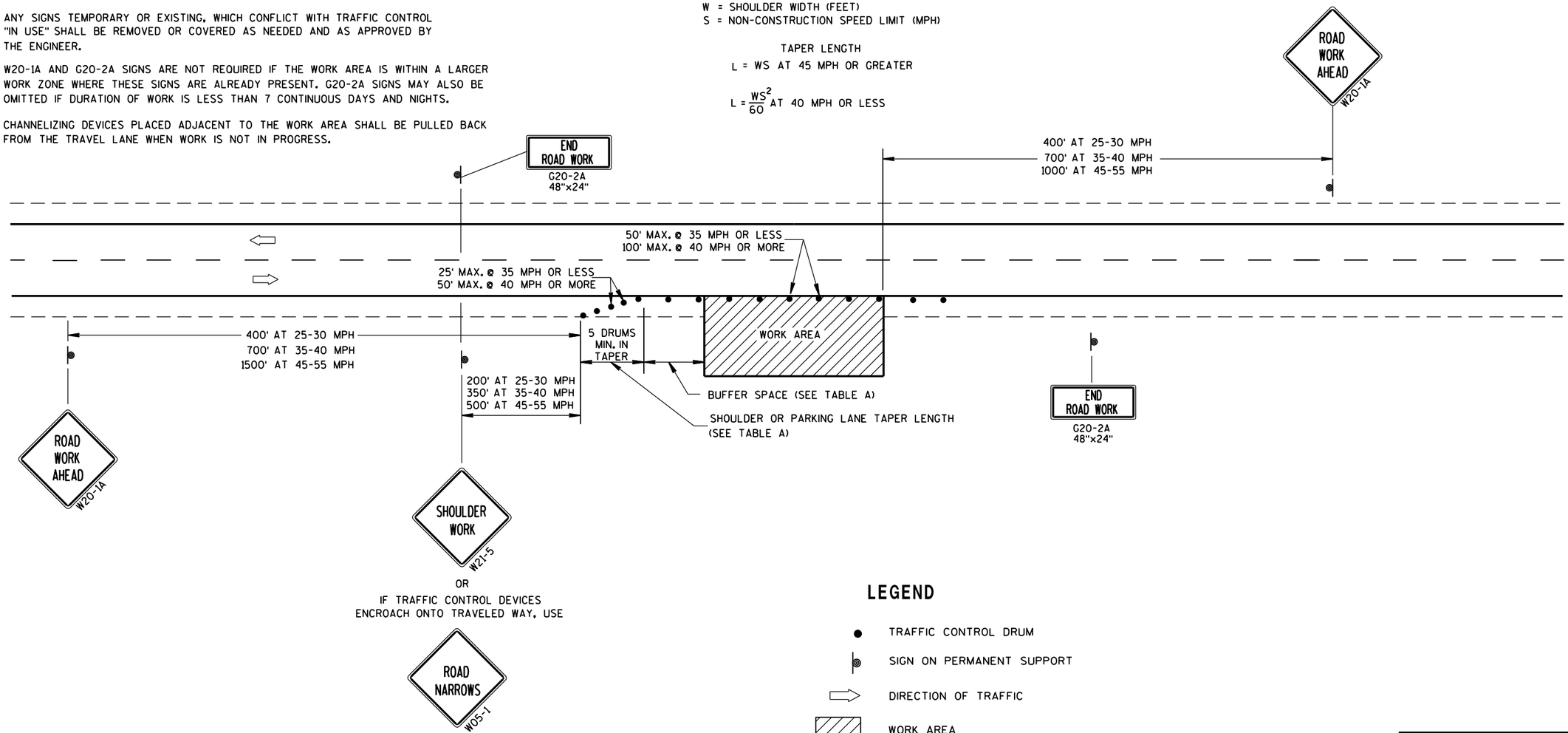
W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

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[illegible] SAFETY ENGI[illegible] FIC

FHWA

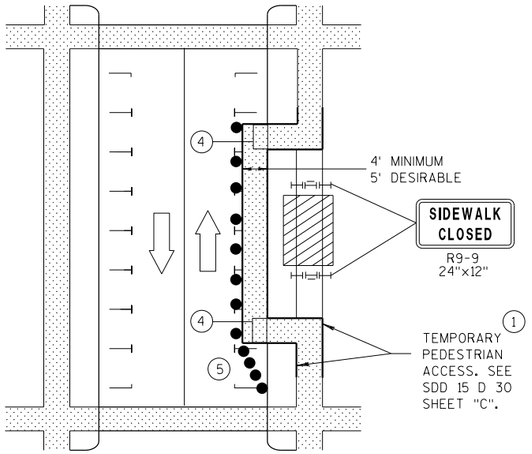
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S.D.D. 15 D 28-3

6

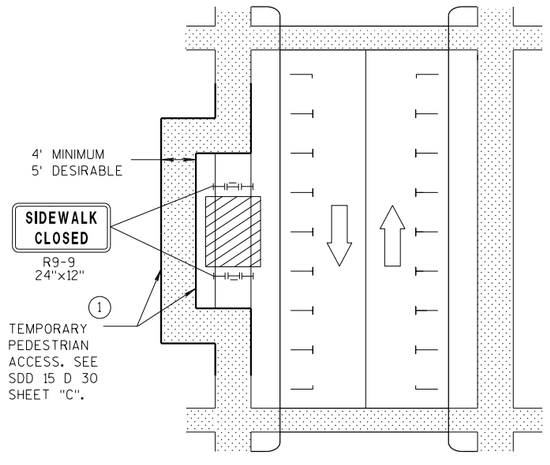
S.D.D. 15 D 28-3

NOTE: MAY BE USED ON ROADWAY WITH POSTED SPEED OF LESS THAN 40 MPH.

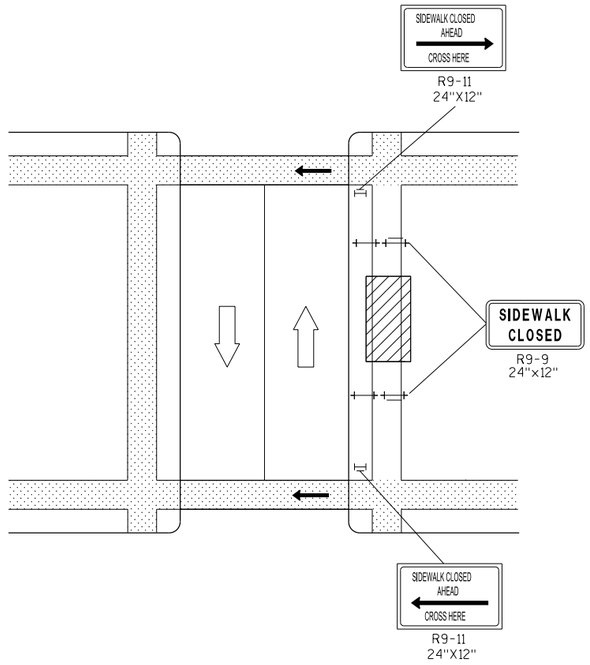


MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE

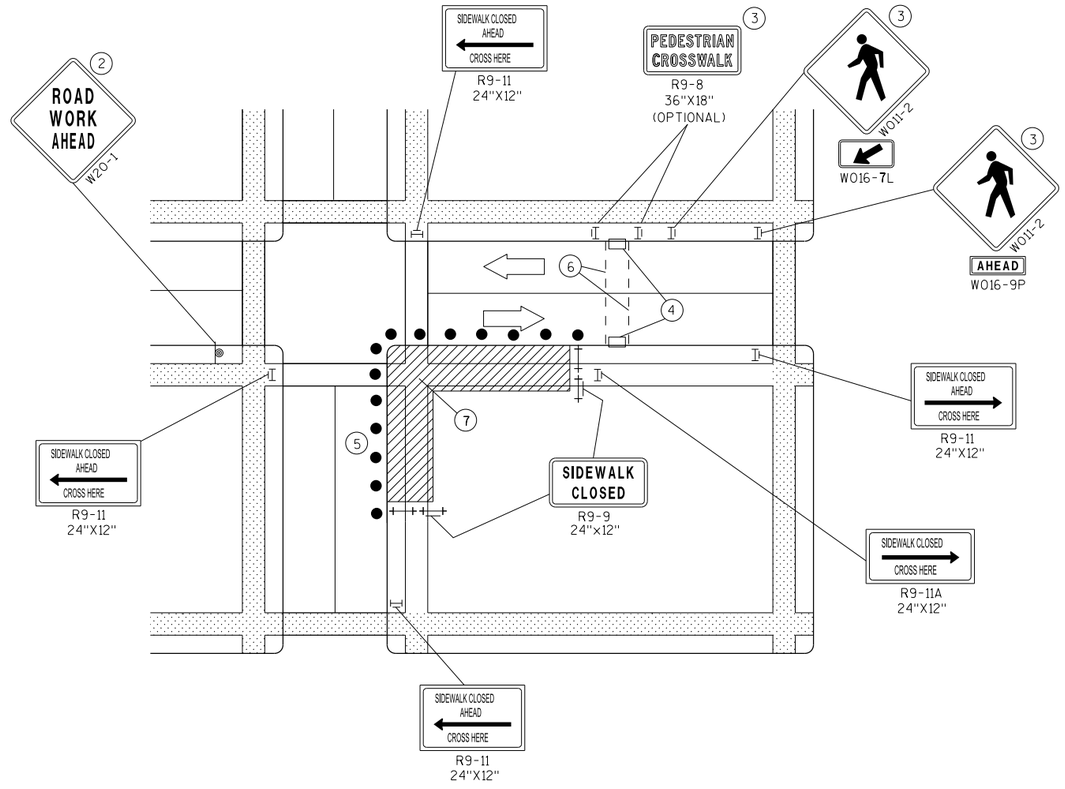
NOTE: LAYOUT SAME AS ABOVE.



SIDEWALK DIVERSION



MID-BLOCK SIDEWALK CLOSURE



CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK

GENERAL NOTES

WHEN CLOSING OR RELOCATING CROSSWALKS OR SIDEWALKS, PROVIDE DETECABLE TEMPORARY FACILITIES AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH EXISTING PEDESTRIAN FACILITIES.

TEMPORARY TRAFFIC CONTROL DEVICES FOR PEDESTRIANS ARE SHOWN. OTHER DEVICES MAY BE NECESSARY TO CONTROL VEHICULAR TRAFFIC. STAGE WORK, AS NECESSARY, TO PROVIDE A TEMPORARY PEDESTRIAN ACCESS ROUTE AT ALL TIMES. FOR ROADWAYS WITH NO AVAILABLE DETOURS, MAINTAIN ONE OPEN SIDEWALK AT ALL TIMES.

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

FOR NIGHTTIME CLOSURE USE TYPE "A" FLASHING WARNING LIGHTS ON BARRICADES, SUPPORTING SIGNS AND CLOSING SIDEWALK. USE TYPE "C" STEADY BURN LIGHTS ON CHANNELIZING DEVICES SEPARATING THE WORK AREA FROM VEHICULAR TRAFFIC.

PEDESTRIAN TRAFFIC SIGNAL DISPLAY CONTROLLING CLOSED CROSSWALK SHALL BE COVERED OR DEACTIVATED.

POST MOUNTED SIGNS LOCATED ADJACENT TO A SIDEWALK SHALL HAVE A 7 FOOT MINIMUM CLEARANCE FROM THE BOTTOM OF THE SIGN TO THE SIDEWALK SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

(1) IF SIDEWALK CLOSURE AFFECTS AN ACCESSIBLE AND DETECTABLE FACILITY, MAINTAIN ACCESSIBILITY AND DETECTABILITY ALONG THE ALTERNATE PEDESTRIAN ROUTE.

(2) "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR IF THE WORK AREA AND EQUIPMENT ARE MORE THAN 2 FEET BEHIND THE CURB.

(3) IF TEMPORARY PEDESTRIAN CROSSWALK IS NOT PROVIDED, OMIT R9-8 AND W011-2 SIGN ASSEMBLIES. IF PROVIDED INCLUDE ON BOTH SIDES OF THE CROSSWALK.

(4) TEMPORARY CURB RAMPS. SEE SDD 15 D 30 SHEET "B".

(5) DRUMS OR BARRICADES AT 25 FOOT SPACING. STREET PARKING SHALL BE PROHIBITED FOR AT LEAST 50 FEET IN ADVANCE OF THE MID-BLOCK CROSSWALK.

(6) TEMPORARY PAVEMENT MARKING FOR CROSSWALK LINES.

(7) LIMIT WORK TO ONE QUADRANT AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

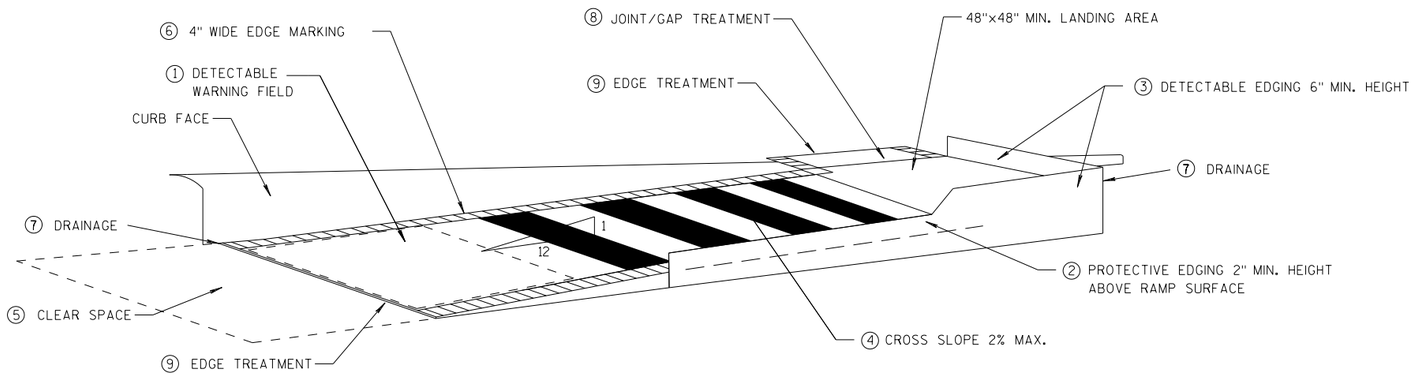
LEGEND

- SIGN ON PERMANENT SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- PEDESTRIAN CHANNELIZATION DEVICE
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)
- TYPE III BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)
- DIRECTION OF TRAFFIC
- TRAFFIC CONTOL DRUM

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

S.D.D. 15 D 30-4a



TEMPORARY CURB RAMP PARALLEL TO CURB

GENERAL NOTES

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

① CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 8D5 SHEET "E".

② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

③ DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

④ CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

⑤ CLEAR SPACE OF 48"X48" MIN. SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

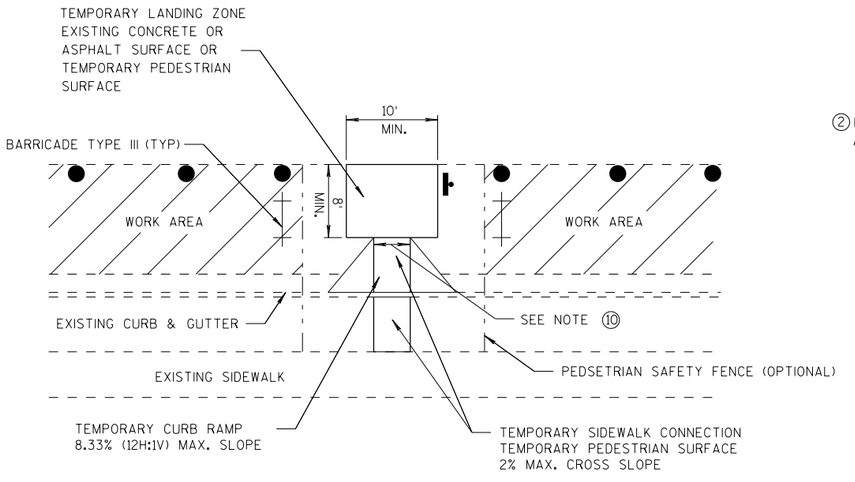
⑥ THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.

⑦ DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

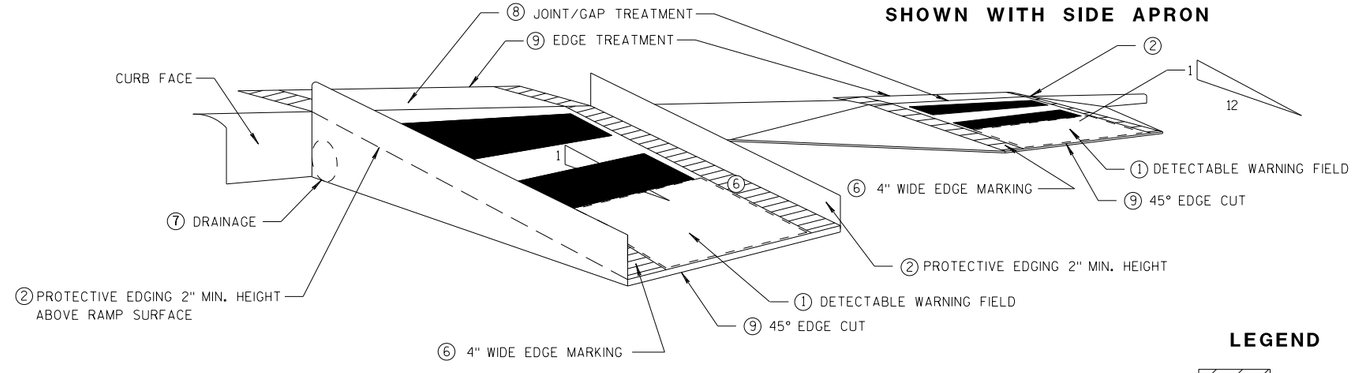
⑧ LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

⑨ CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES SHALL BE VERTICAL UP TO 1/4" HIGH, AND BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".

⑩ 5' WIDE MIN. WITH PEDSETRIAN SAFETY FENCE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY FENCE.



TEMPORARY BUS STOP PAD



SHOWN WITH SIDE APRON

SHOWN WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

LEGEND

WORK AREA

TYPE III BARRICADE

TRAFFIC CONTOL DRUM

TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018 DATE

/S/ Andrew Heidtke
WORK ZONE ENG

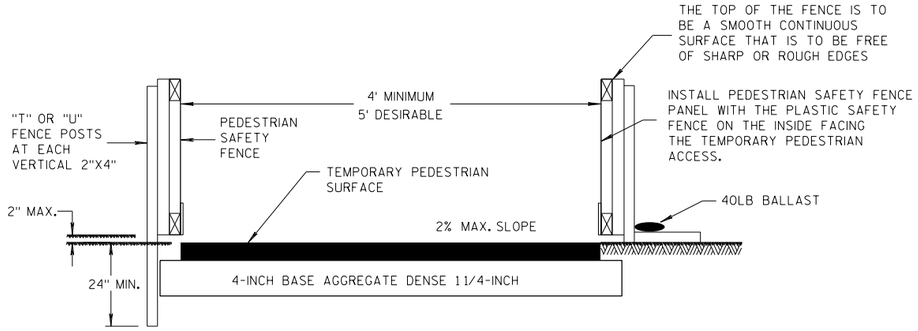
FHWA

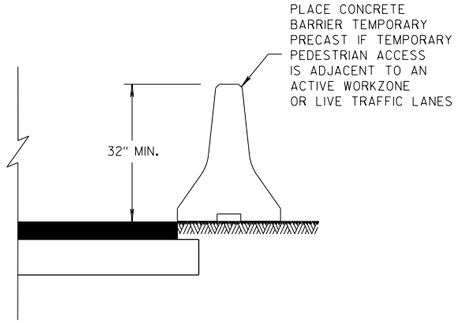
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S.D.D. 15 D 30-4b

6

S.D.D. 15 D 30-4b

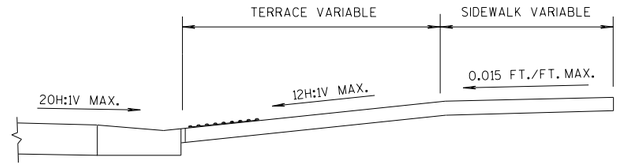




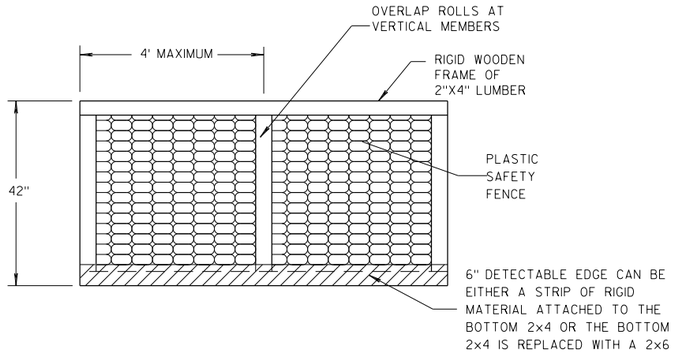
TEMPORARY PEDESTRIAN ACCESS

GENERAL NOTES

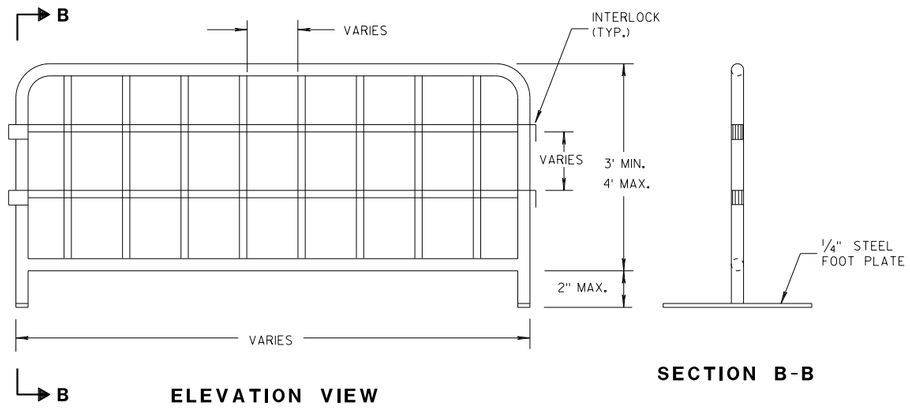
(1) INTERCHANGEABLE WITH THE PEDESTRIAN SAFETY FENCE.



SECTION A-A



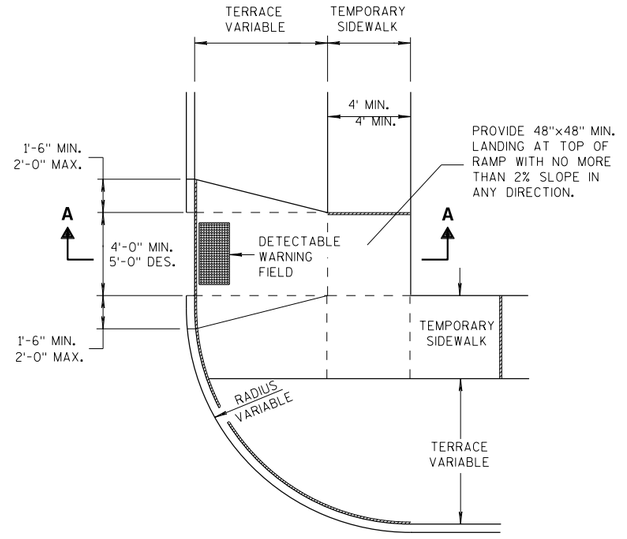
PEDESTRIAN SAFETY FENCE



ELEVATION VIEW

SECTION B-B

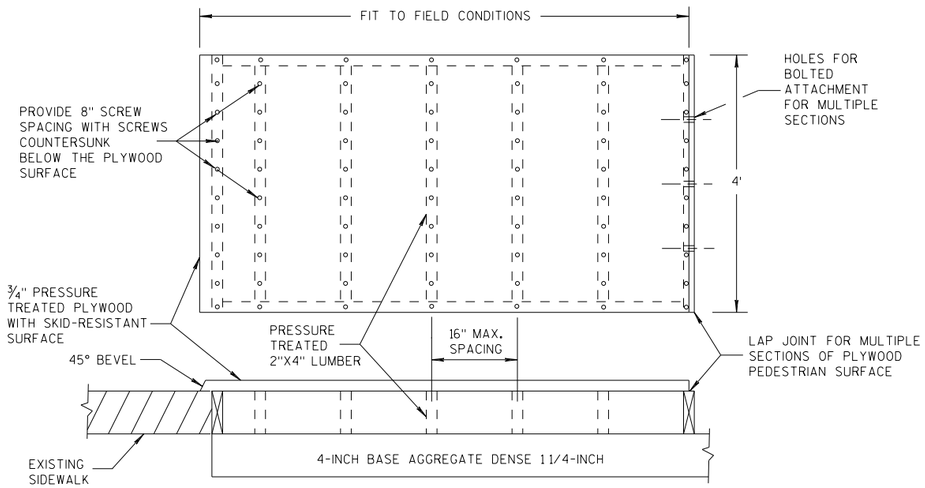
TEMPORARY PEDESTRIAN STEEL BARRICADE (1)



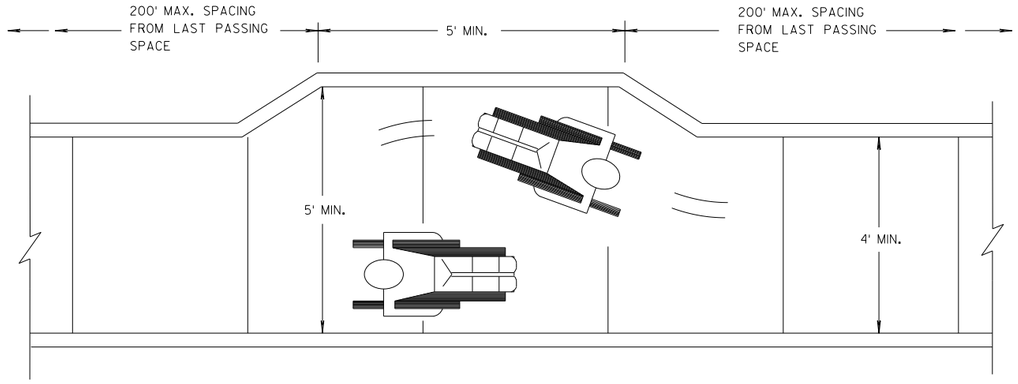
PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)



TEMPORARY PEDESTRIAN SURFACE PLYWOOD



NARROW SIDEWALK PASSING DETAIL

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

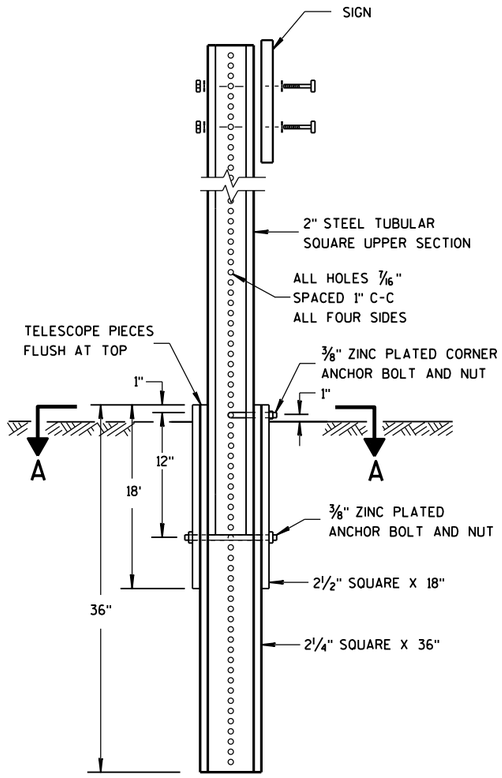
7/2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENG

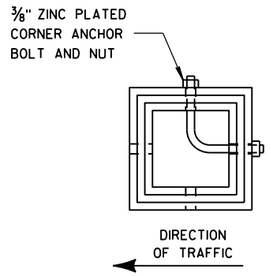
FHWA

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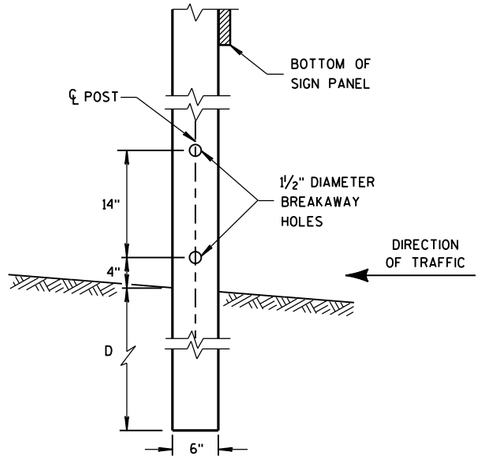
S.D.D. 15 D 30-4c



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



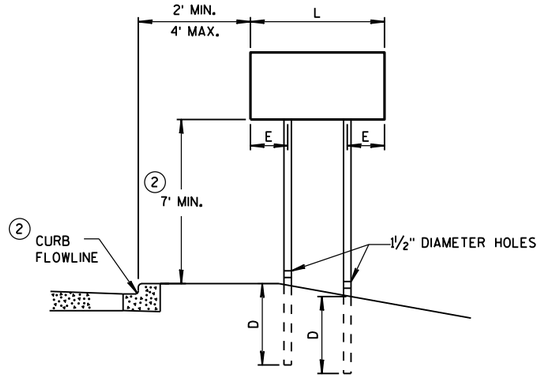
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

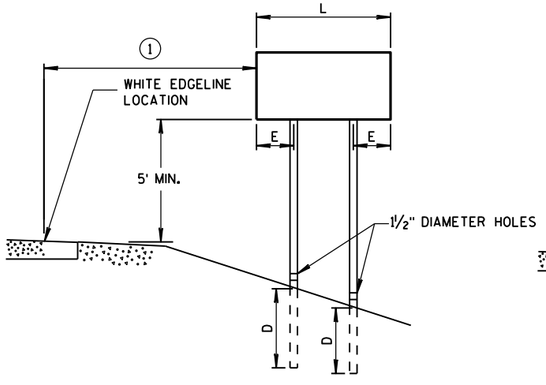
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

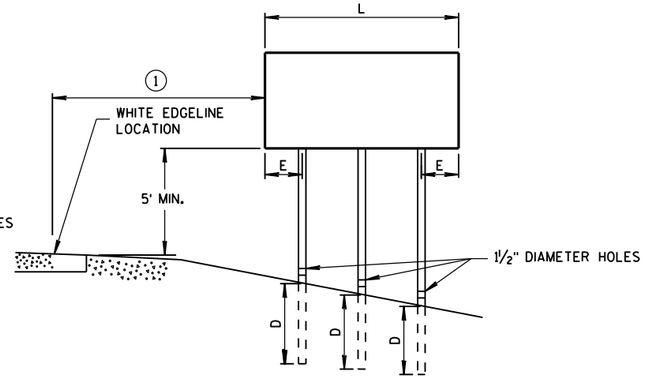
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK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

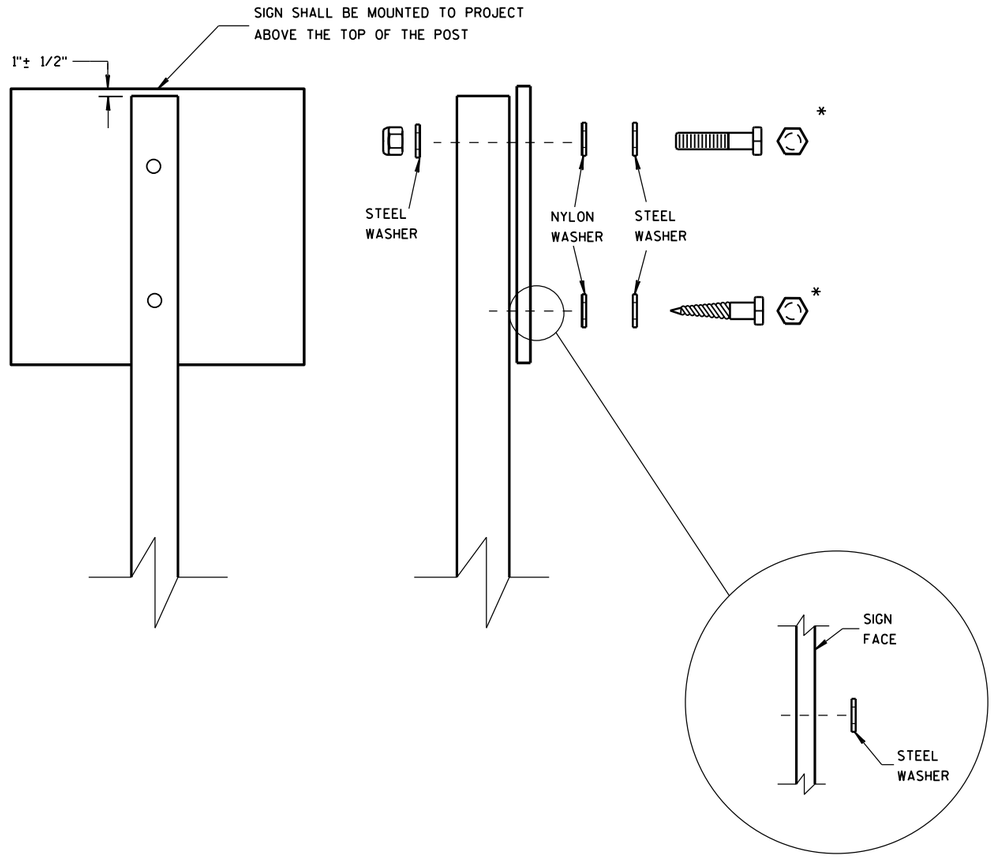
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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

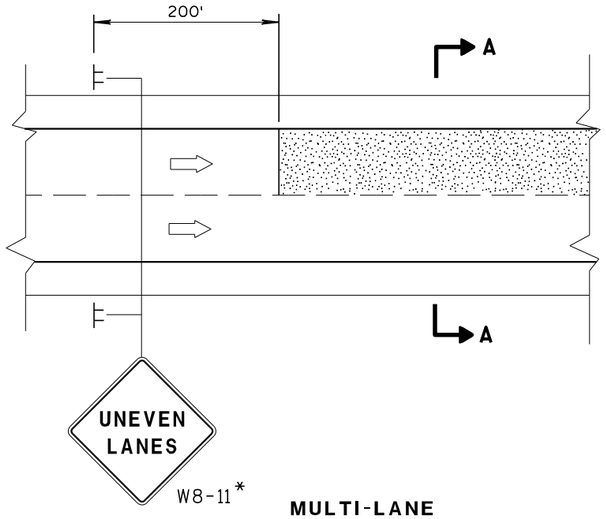
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

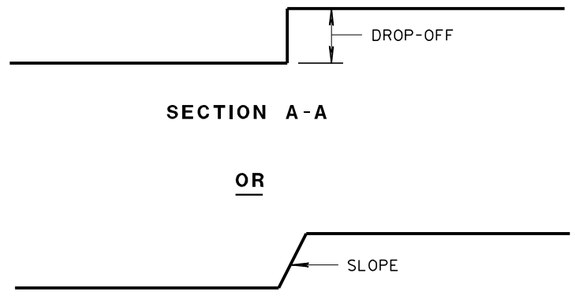
June 2017
DATE

/S/ Andrew Heldtke
WORK ZONE ENG

FHWA



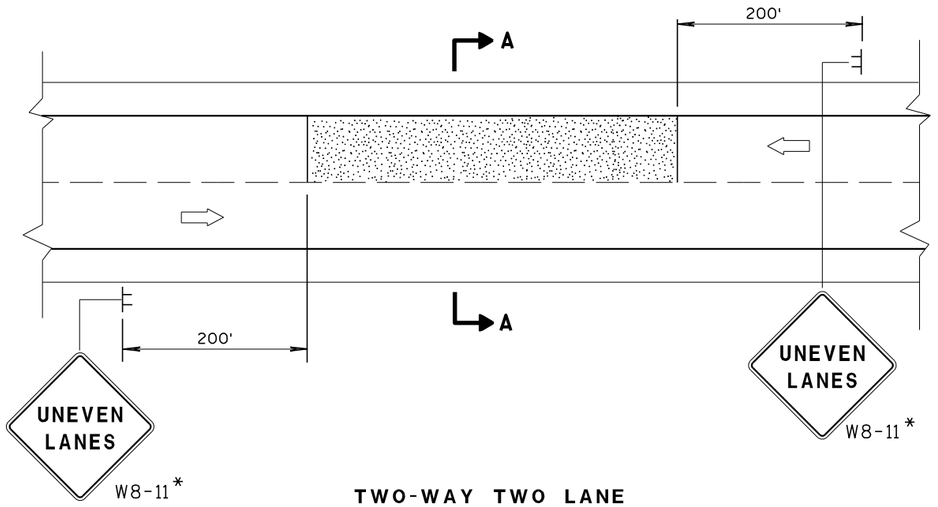
MULTI-LANE



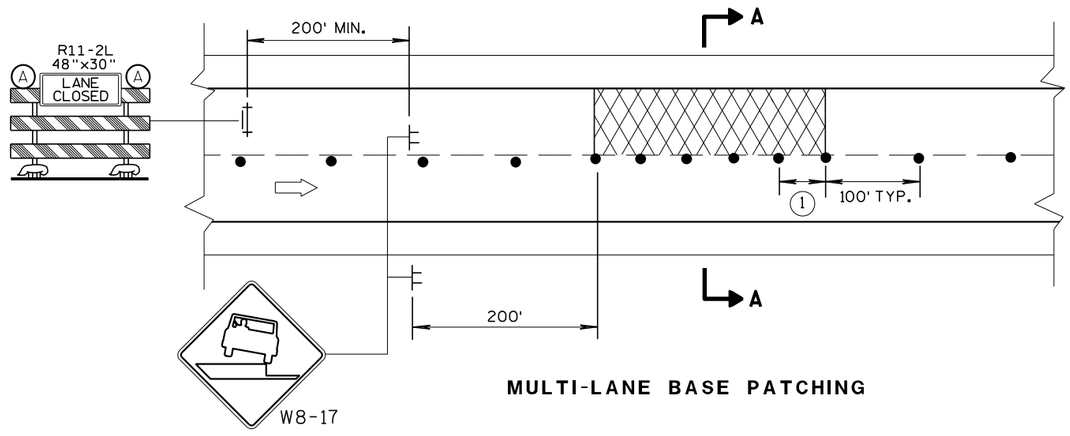
SECTION A-A

OR

SECTION A-A

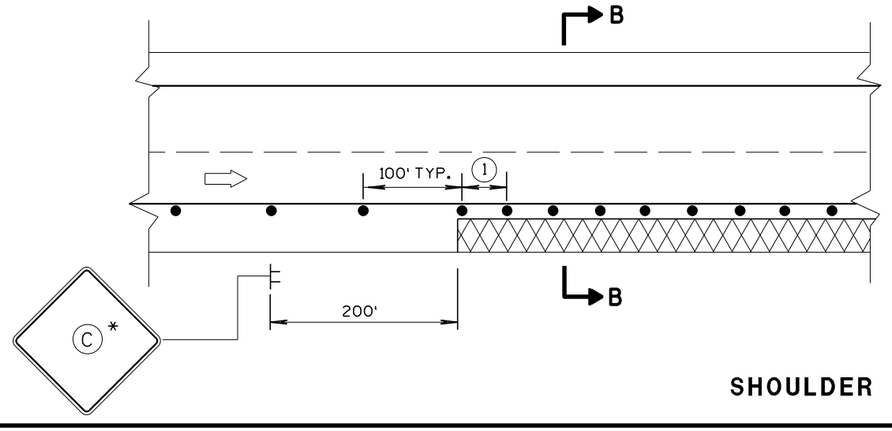


TWO-WAY TWO LANE

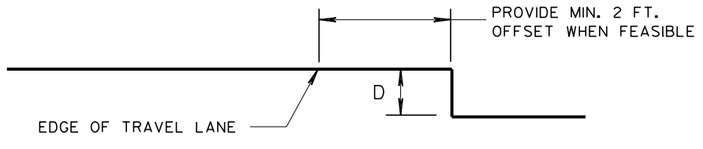


MULTI-LANE BASE PATCHING

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.

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

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EACH ENTRANCE RAMP.

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

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
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 2018 — DATE
/S/ Andrew H — WORK ZONE EN
FHWA

6

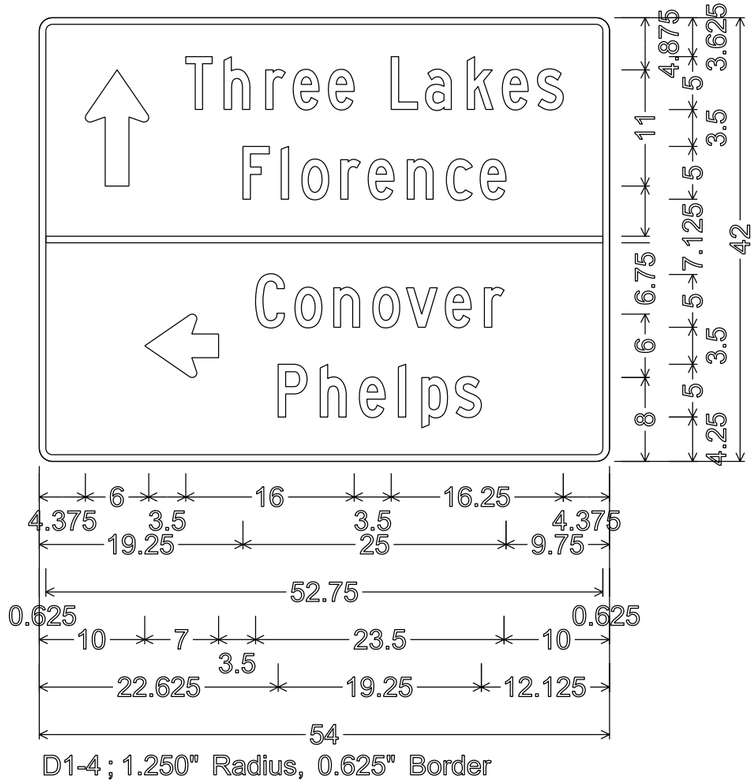
S.D.D. 15 D 39-2

6

S.D.D. 15 D 39-2

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - C

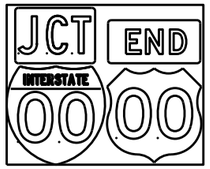


D1-4 ; 1.250" Radius, 0.625" Border

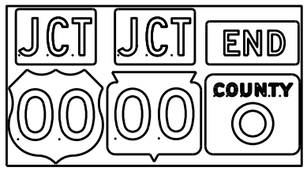
TYPICAL ASSEMBLIES



J1-1



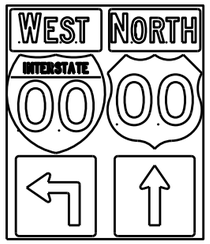
J1-2



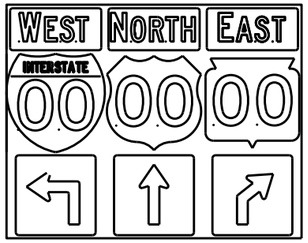
J1-3



J2-1



J2-2

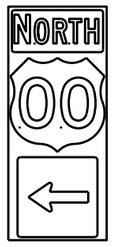


J2-3

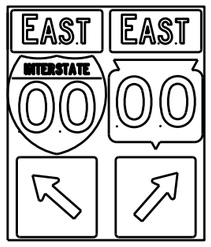


JV

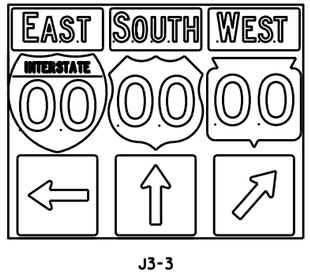
(Typical Vertical J-Assembly
See Note 10 and 11)



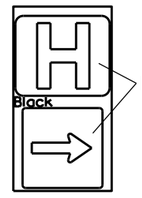
J3-1



J3-2



J3-3

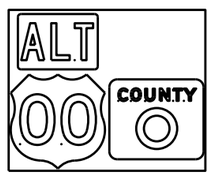


Blue Background

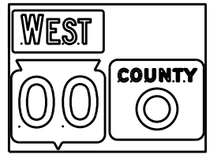
JH-1



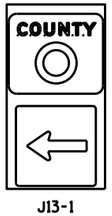
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1

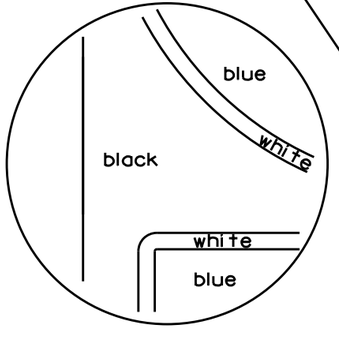


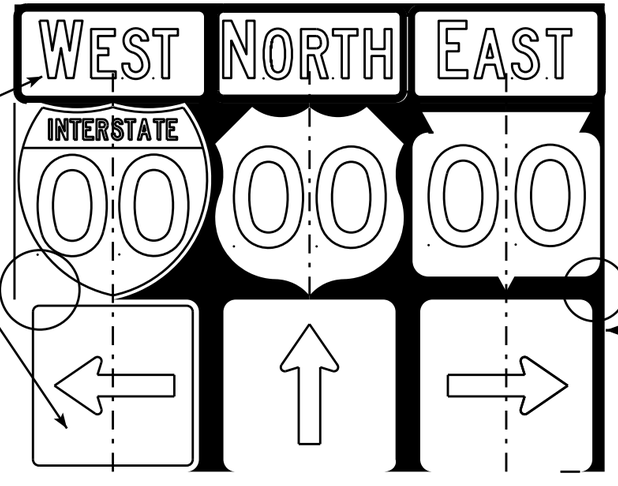
J23-1

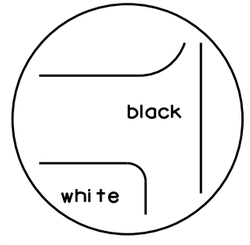


J22-1

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

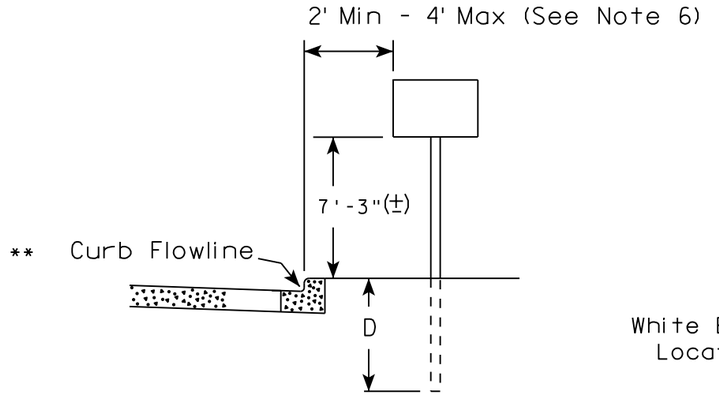
PROJECT NO:

SHEET NO: E

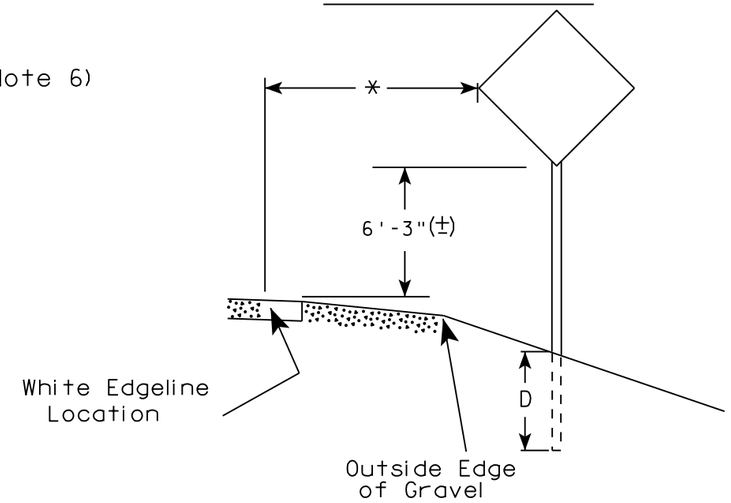
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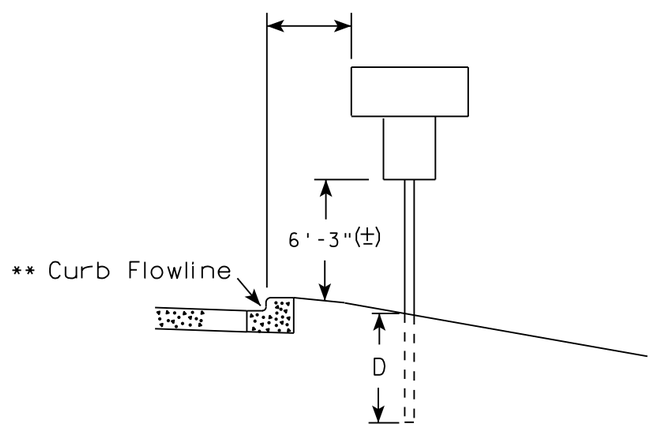
WISDOT/CADDS SHEET 42

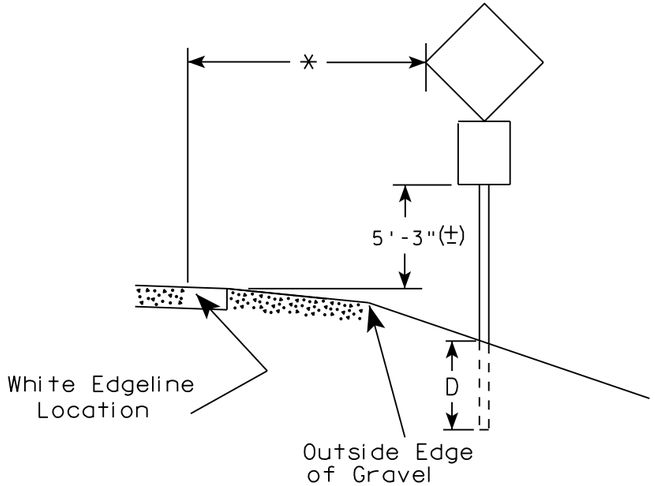
URBAN AREA



RURAL AREA (See Note 2)







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

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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

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

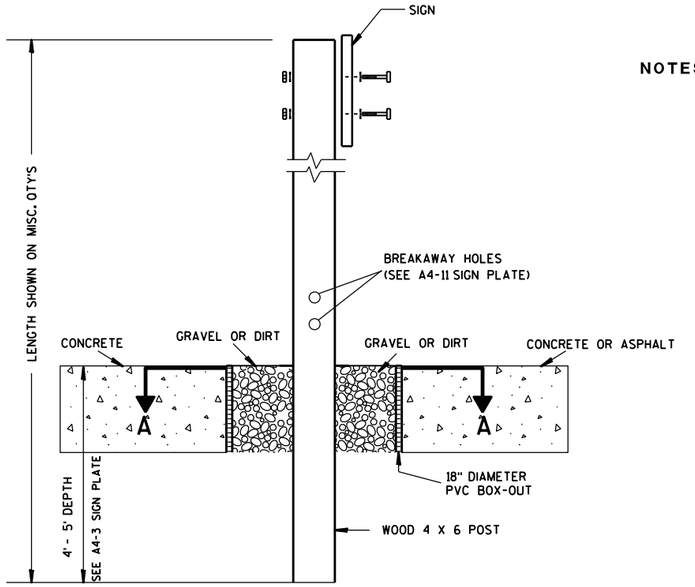
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

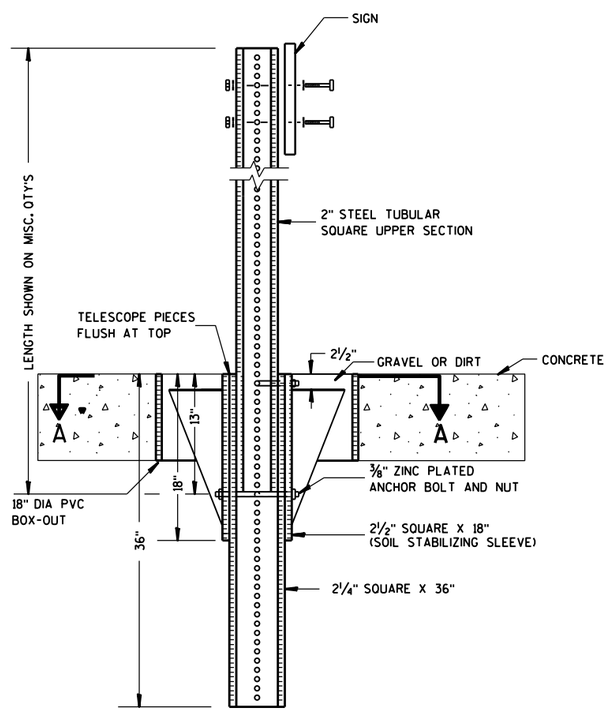
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 164	E



ELEVATION VIEW

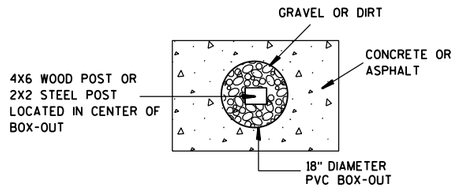
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

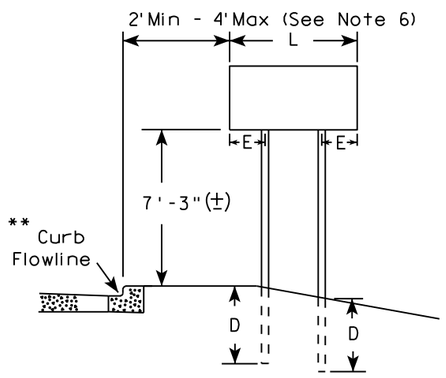
APPROVED Matthew R Rauch
for State Traffic Engineer

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

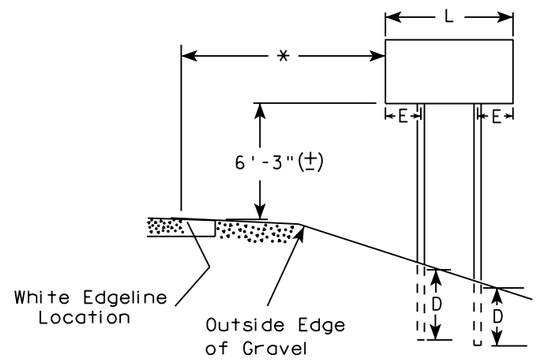
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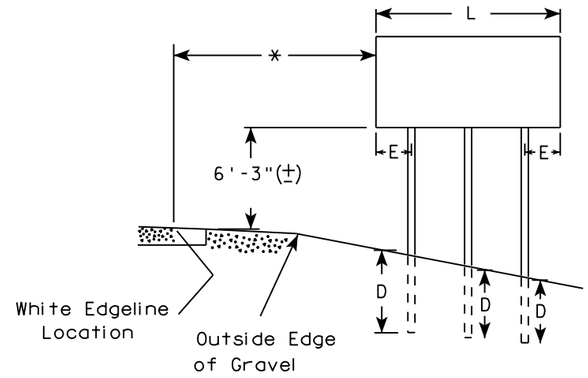
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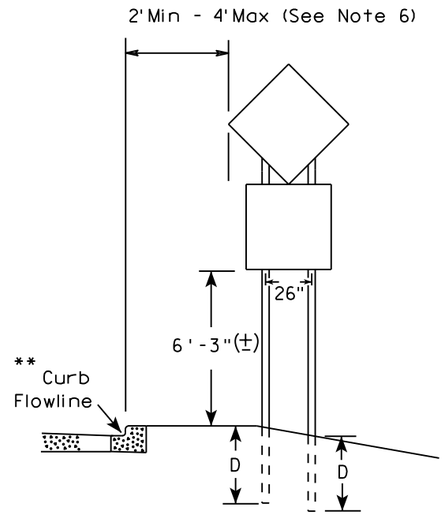
URBAN AREA



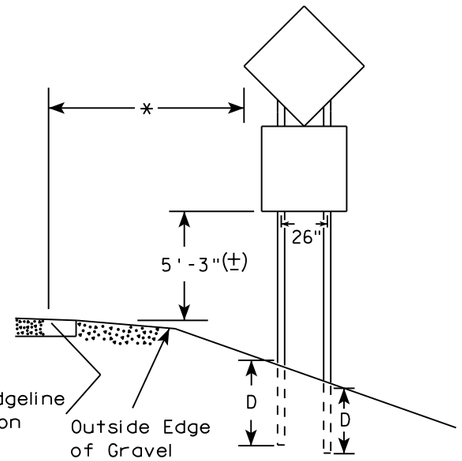
RURAL AREA (See Note 3)







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'

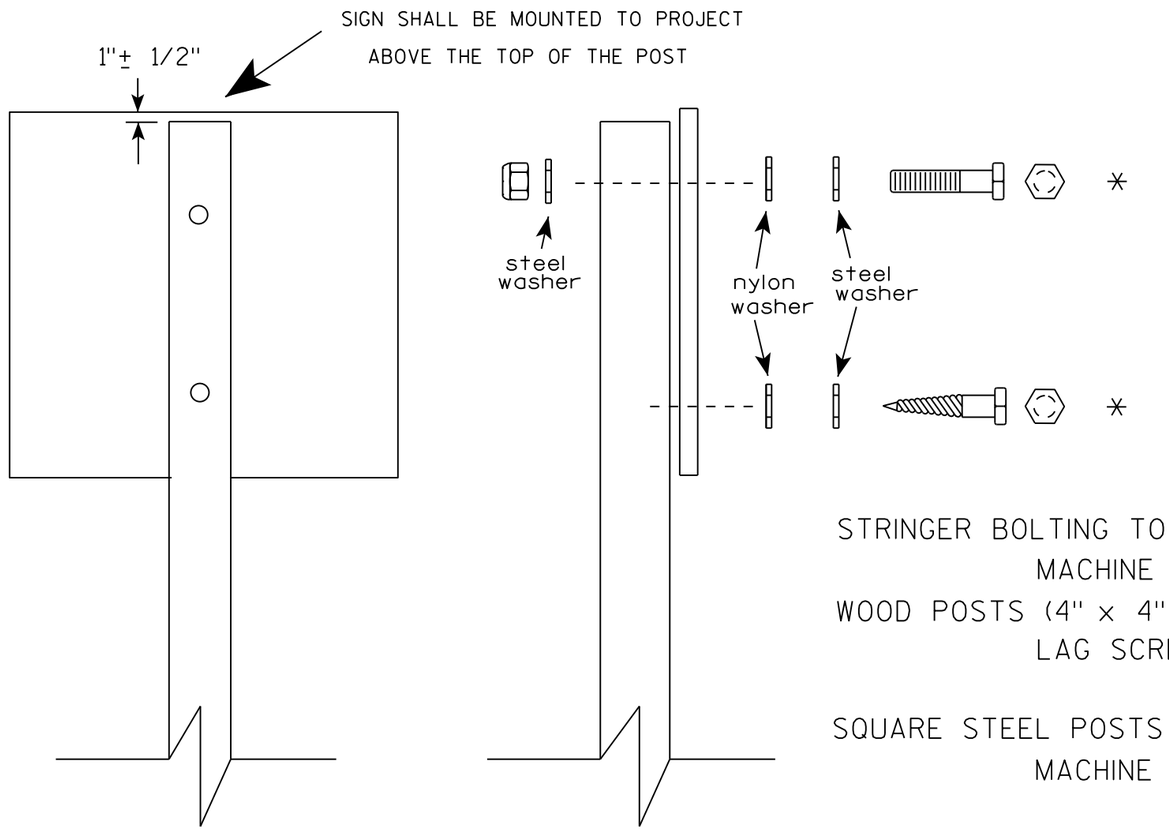
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

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: 166	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

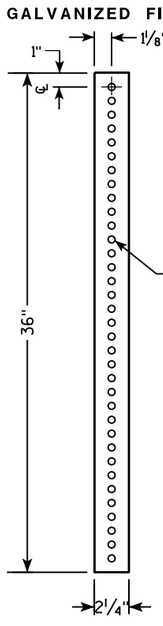
DATE 8/11/16 PLATE NO. A4-8.8

PROJECT NO: SHEET NO: E

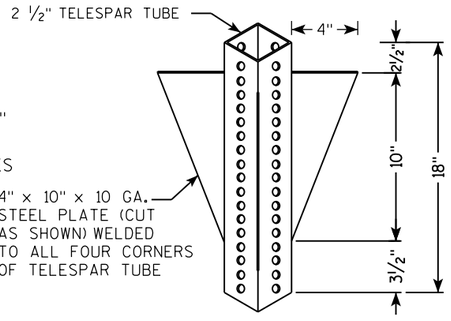
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 11-AUG-2016 11:35 PLOT BY : $$ plotuser $$

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

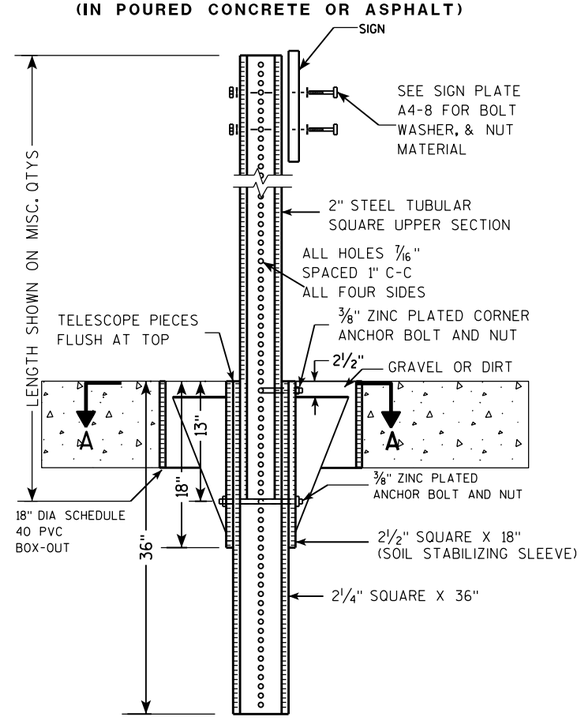
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



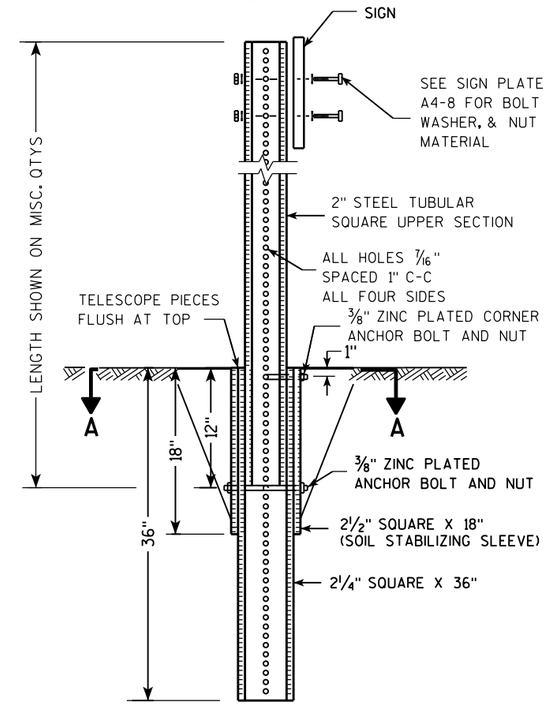
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

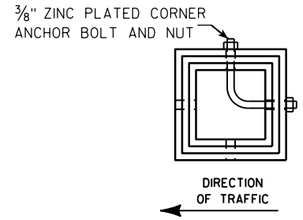


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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

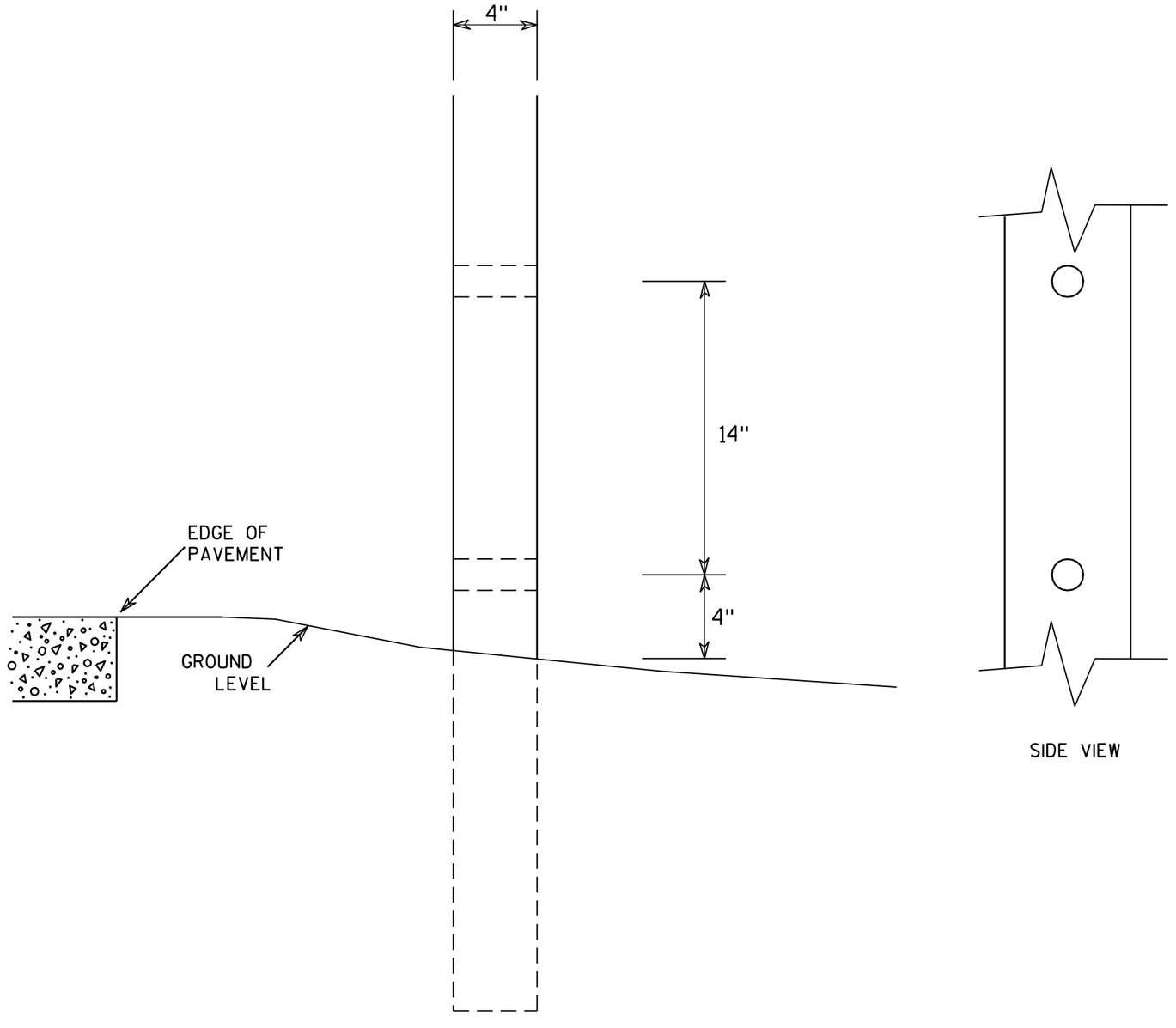
WISCONSIN DEPT OF TRANSPORTATION

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

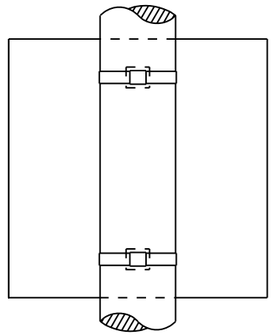
APPROVED Chester J Spang for State Traffic Engineer

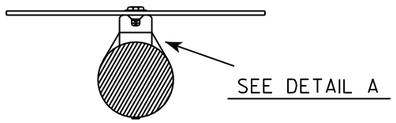
DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 169	E

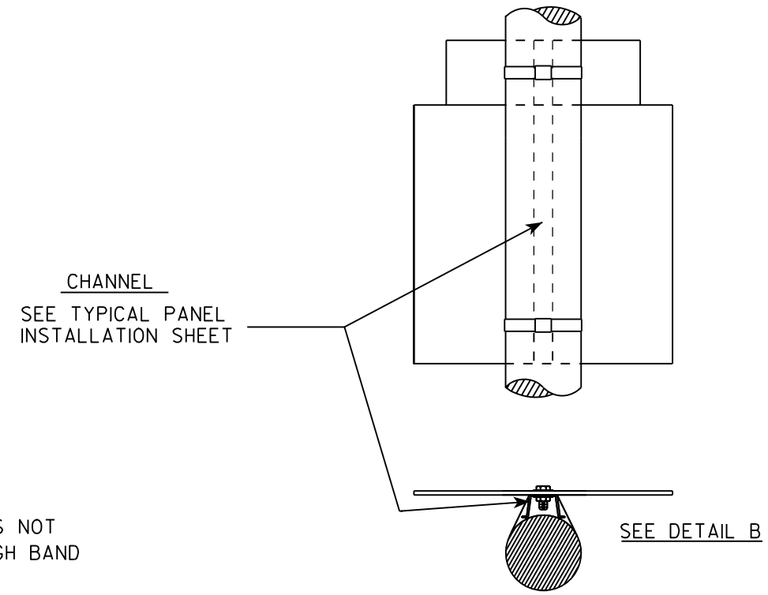
BANDING

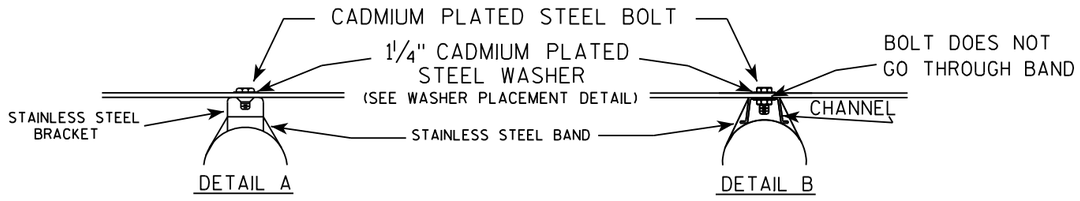
SINGLE SIGN



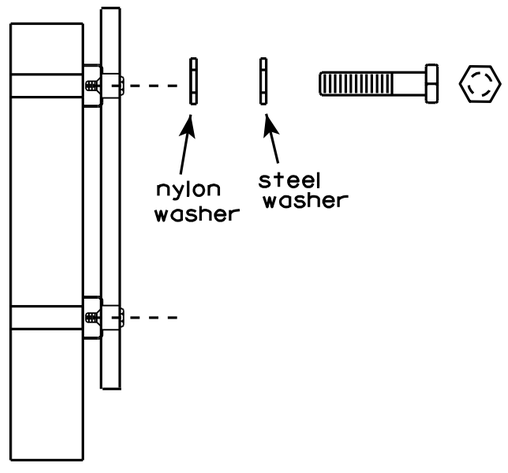


"J" ASSEMBLY





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.

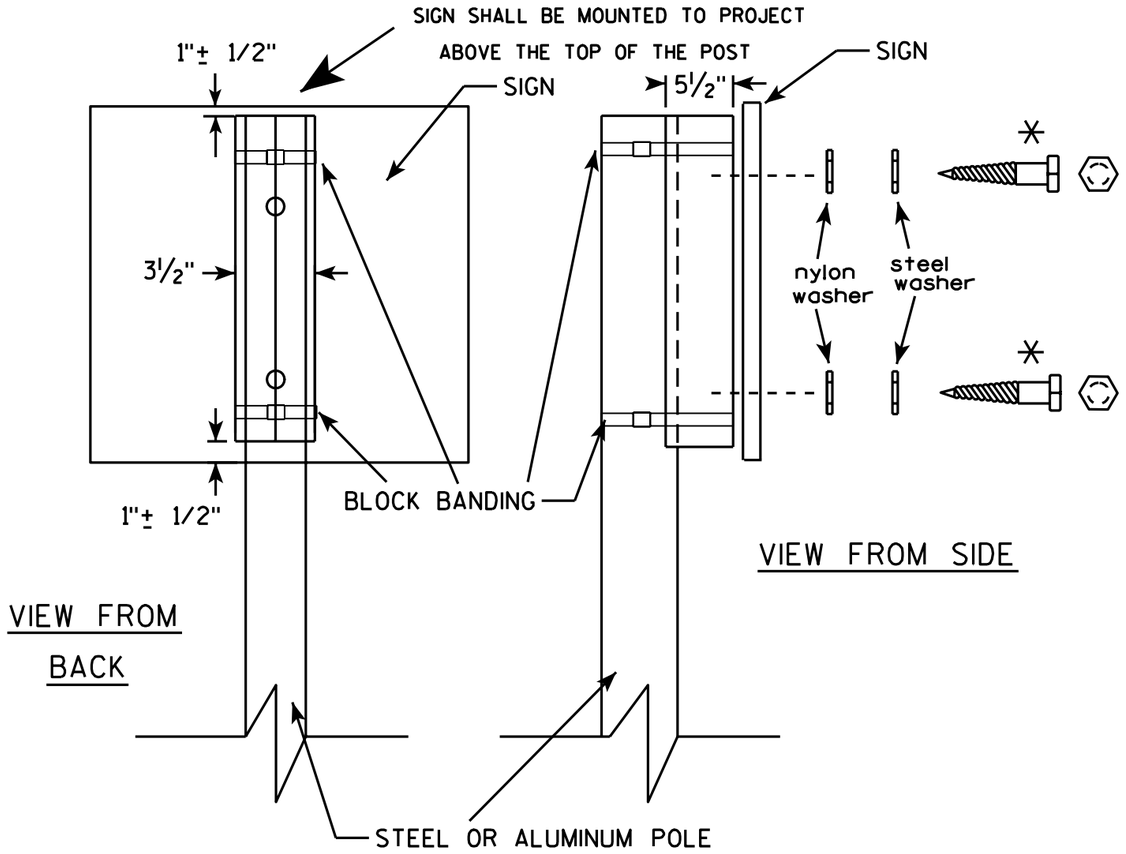
STANDARD SIGN
SIGN BANDING DETAILS

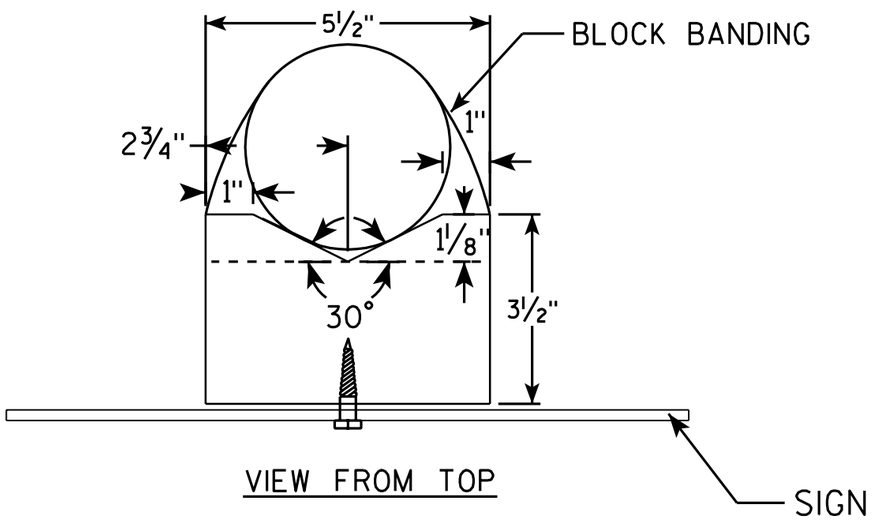
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 170	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

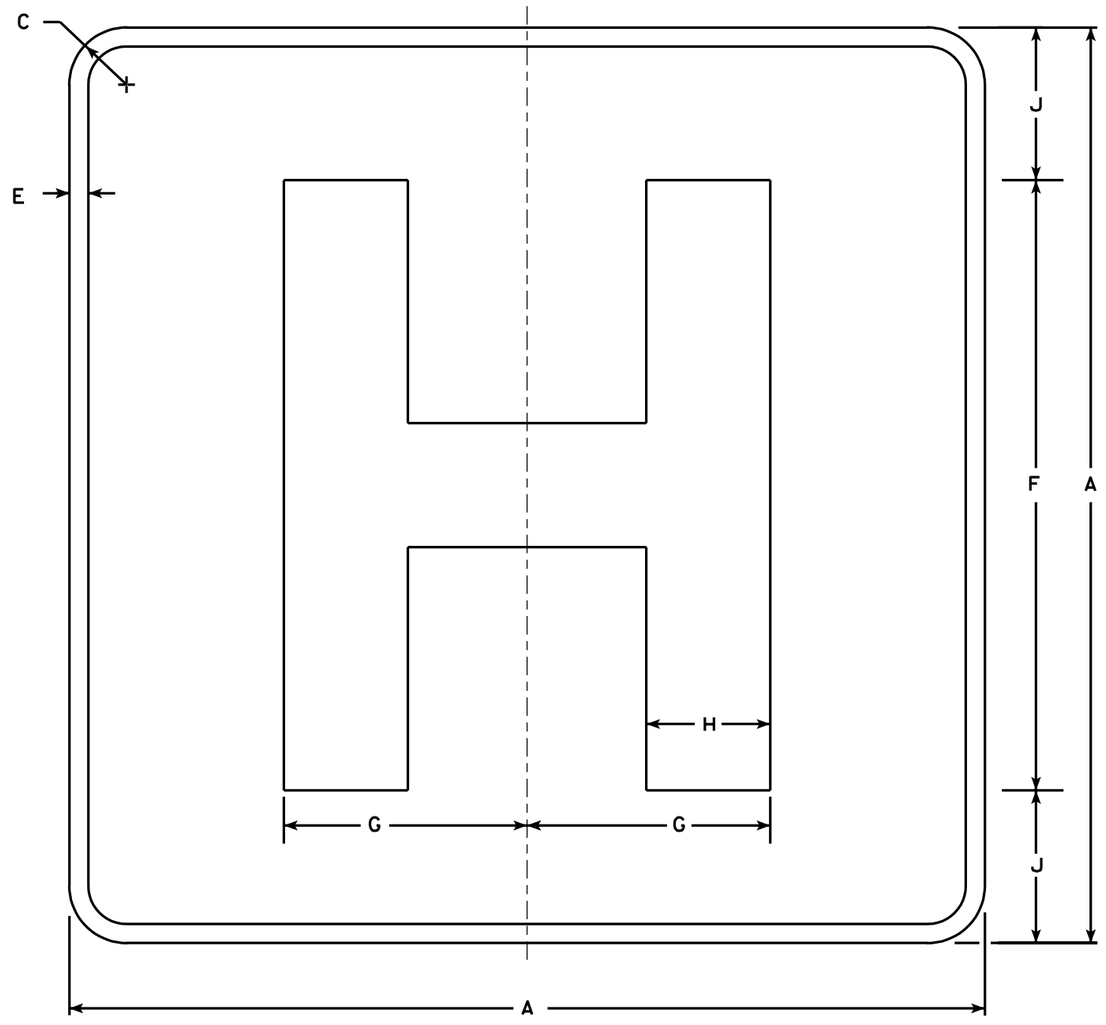
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:

SHEET NO: 171 E

FILE NAME : C:\Users\Projects\tr_stdplate\A510.dgn PLOT DATE : 06-AUG-2007 13:37 PLOT BY : ditjph
WISDOT/CADDS SHEET 42



D9-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Blue
   Message - White - Type H Reflective
3. Message Series - E Modified
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	450 mmX 450 mm
2	600 mmX 600 mm
3	900 mmX 900 mm
4	X
5	X

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

STANDARD SIGN
D9-2

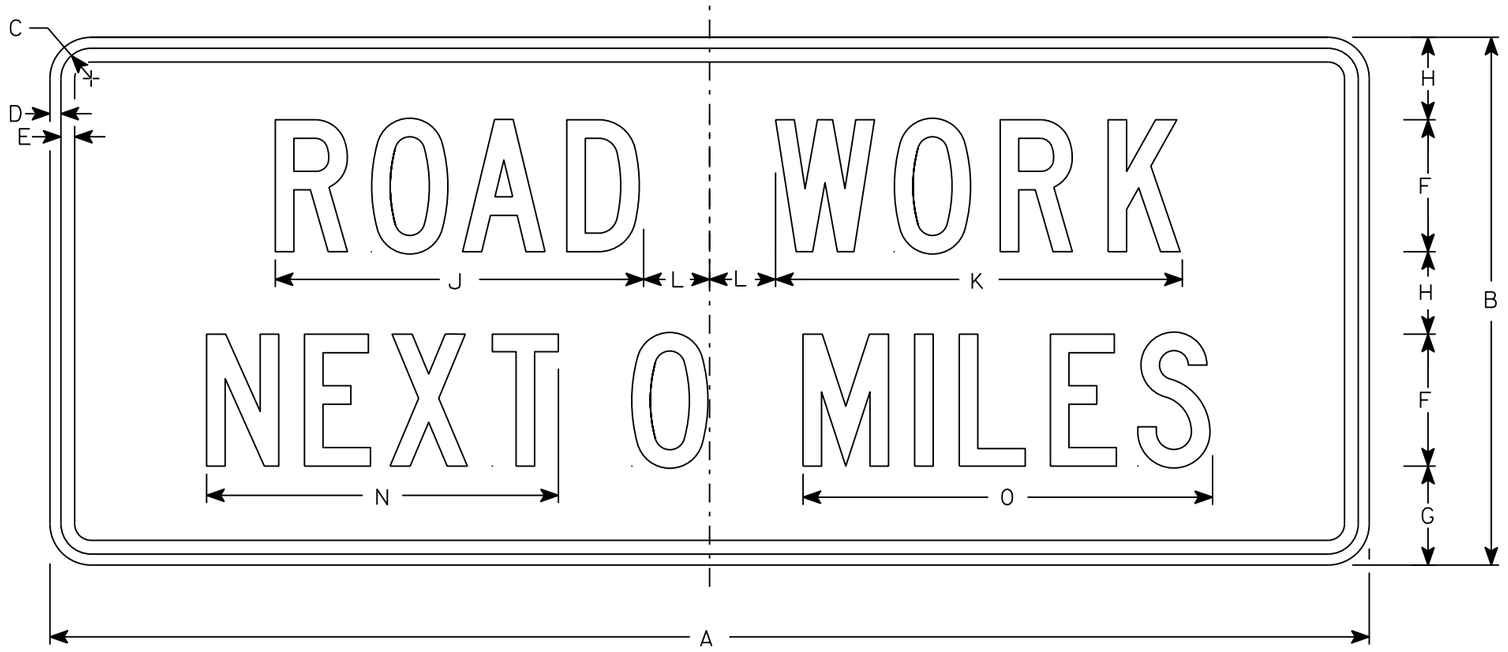
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spong
for State Traffic Engineer

DATE 1/15/02 PLATE NO. D9-2.4

PROJECT NO:

SHEET NO: 172 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																											

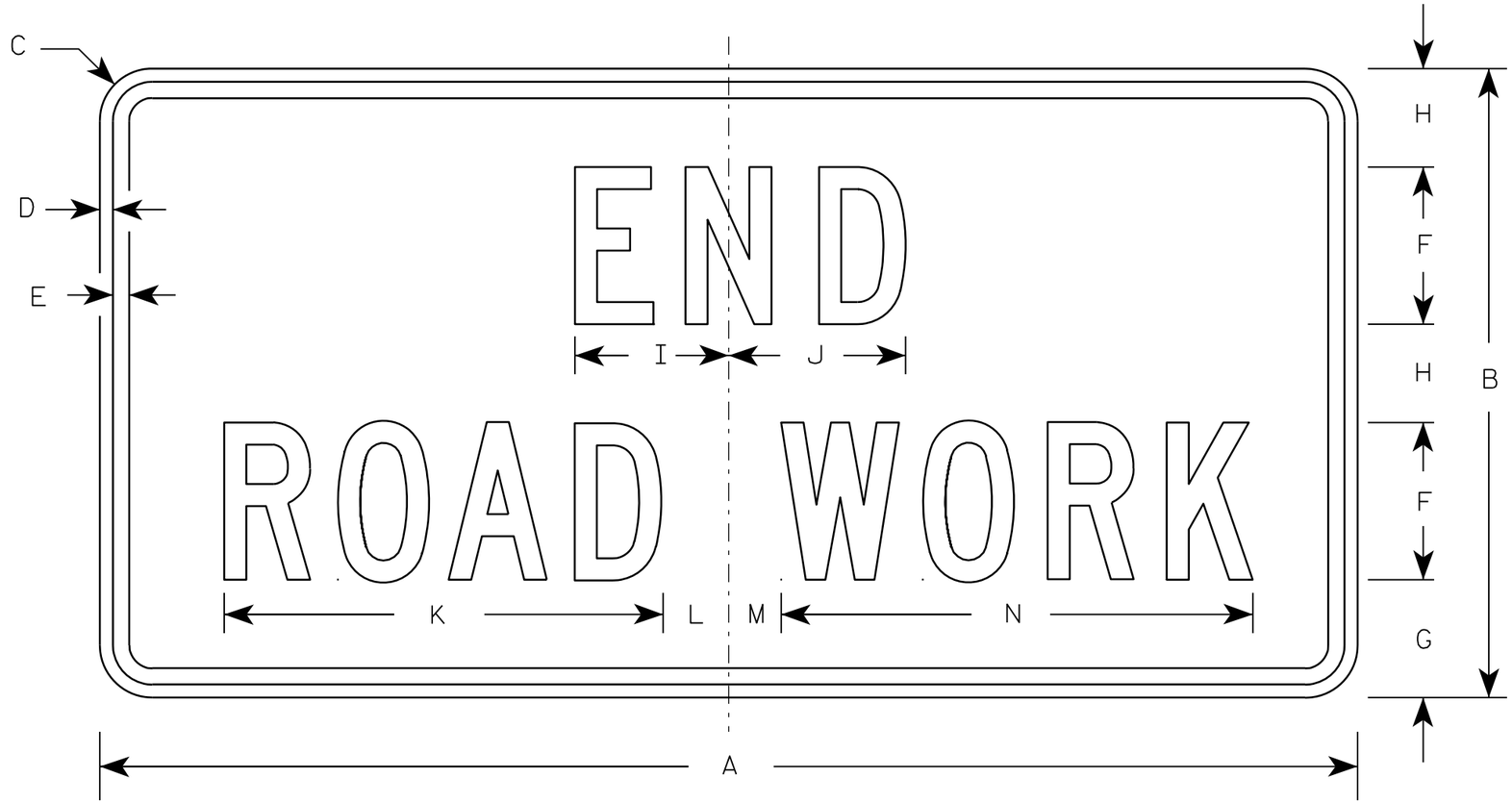
STANDARD SIGN
G20-1

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: 173 | 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

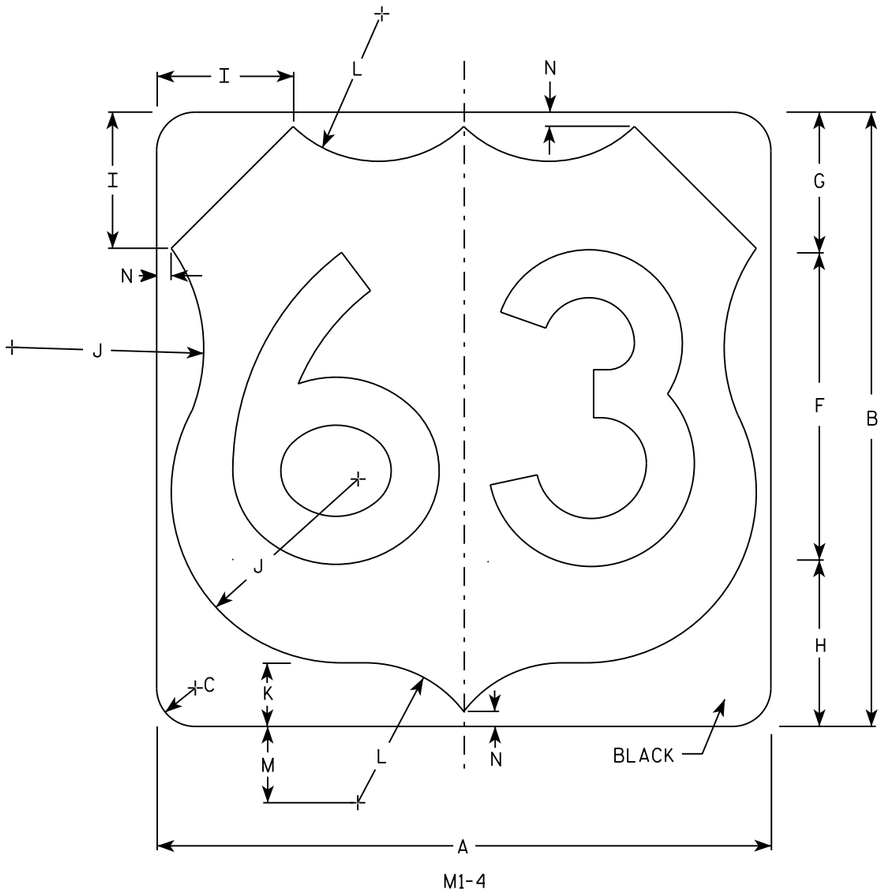
APPROVED Matthew R Rauch
for State Traffic Engineer

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

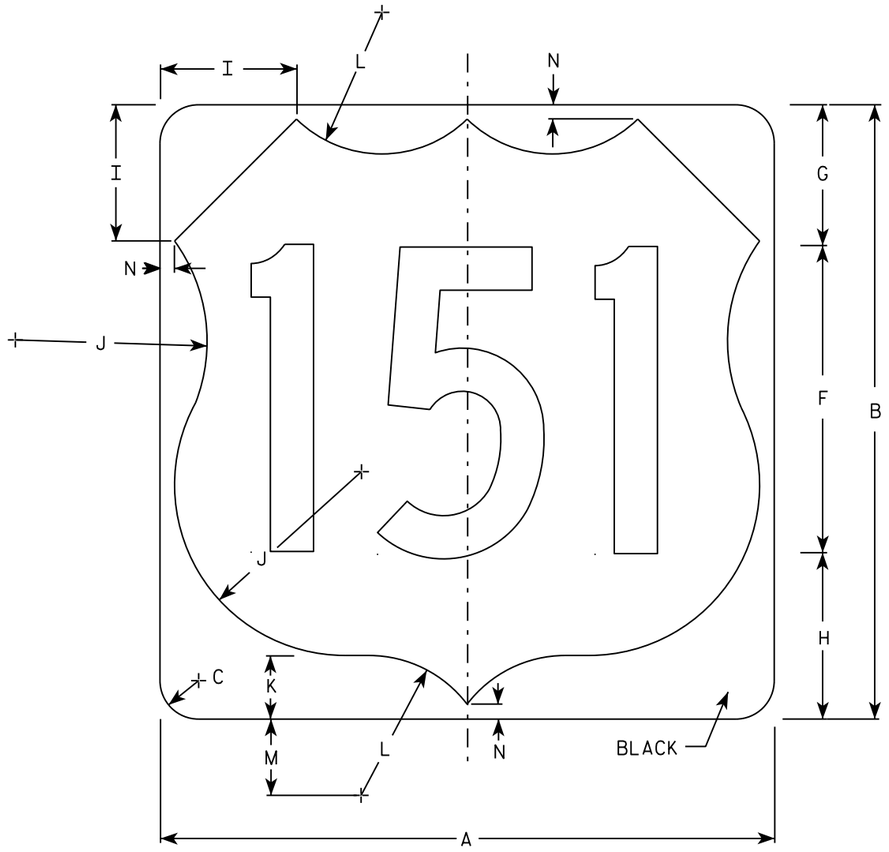
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 174	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs 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.



M1-4



M1-4

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	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
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
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
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

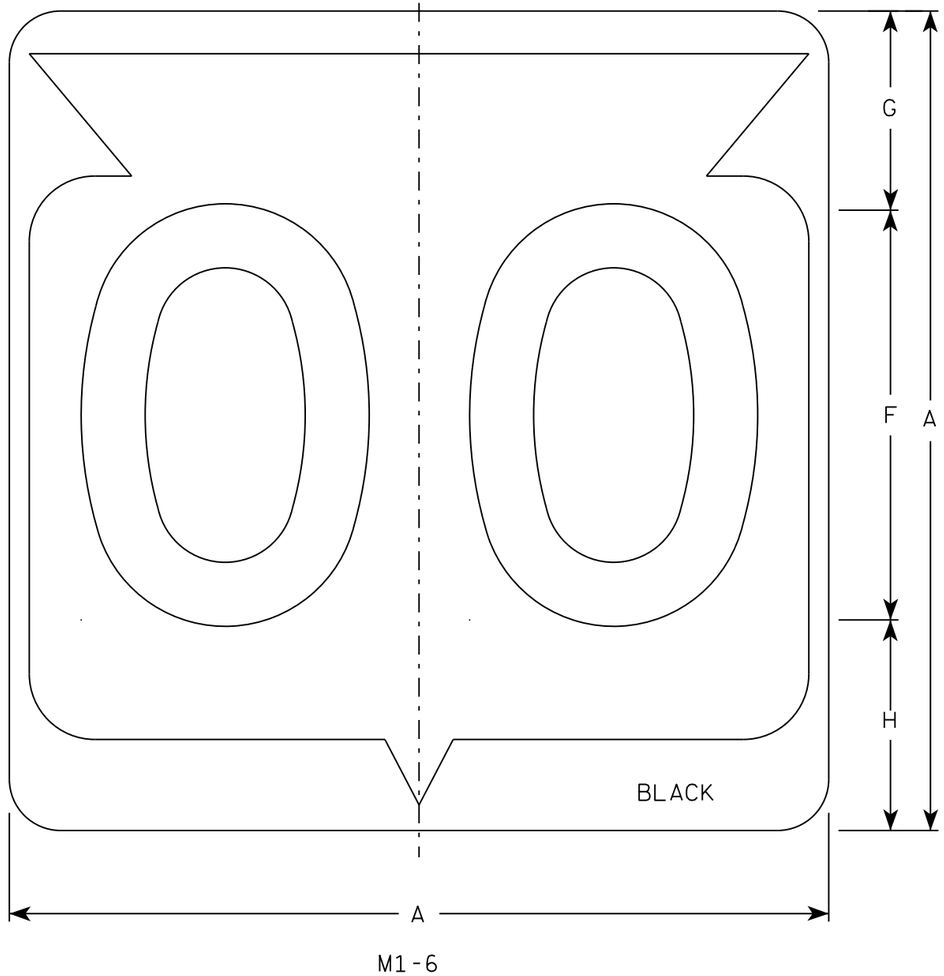
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-4.10

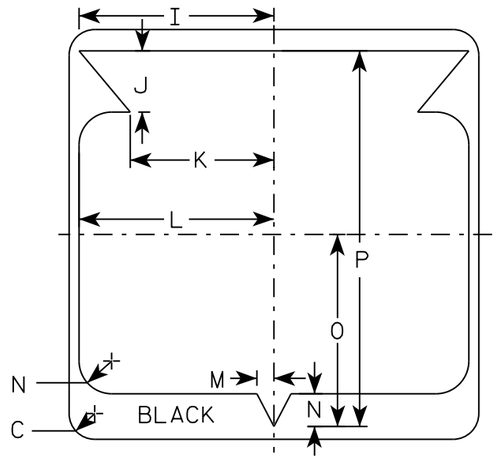
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 175 | E



M1-6

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs 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																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0

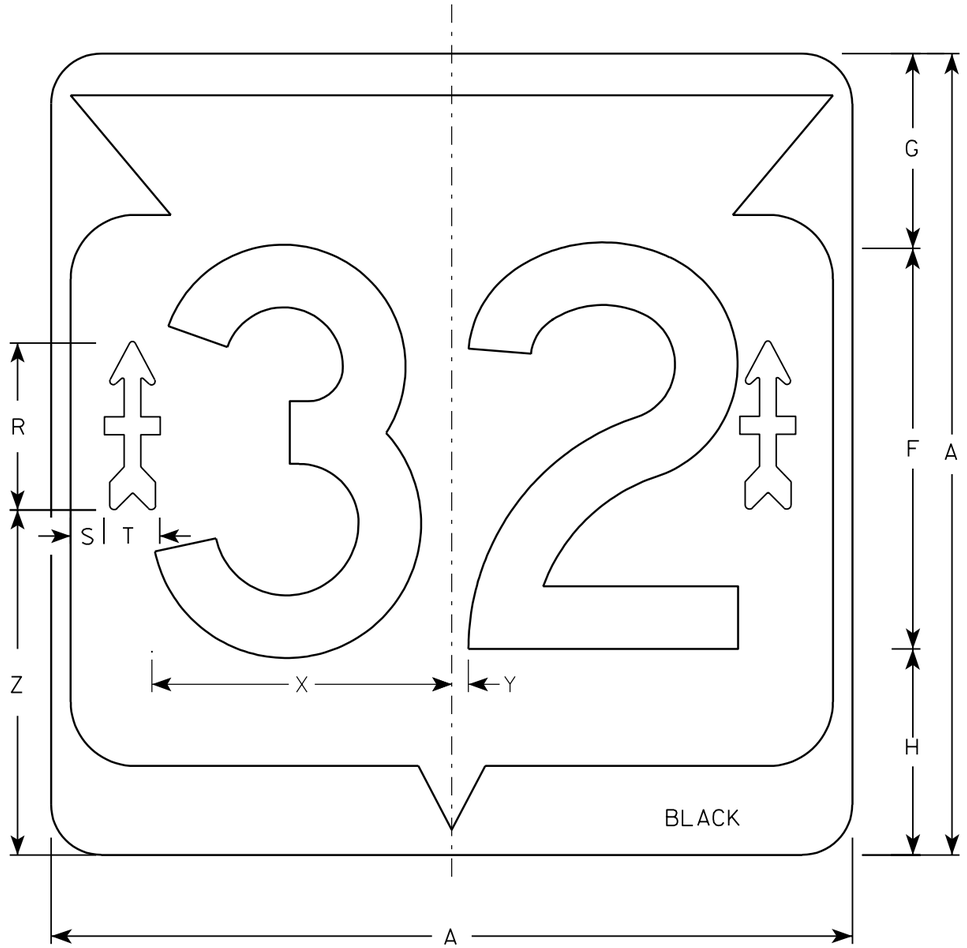
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-6.10

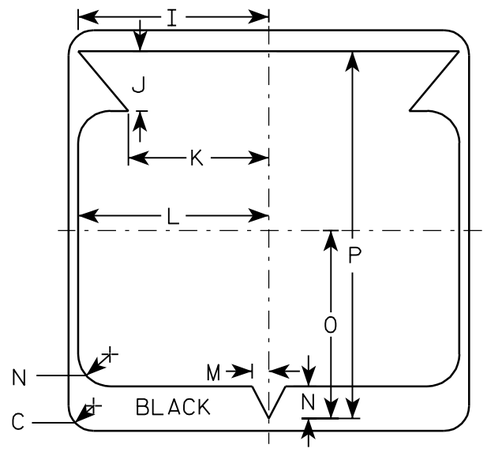
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 176 | E



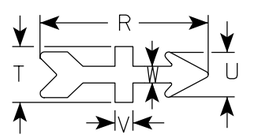
M1-6B

NOTES

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



32nd DIVISION ARROW
ACTUAL SIZE



Metric equivalent for this sign is:

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area sq
1																												
2	24		1 ½			12	5 ½	6 ½	10 ¼	2 ½	8 ⅞	11 ½	1	1 ⅞	11 ¼	21 ⅞		5 ⅛	¾	1 ⅞	1 ½	⅝	⅝	9	½	10 ½	4.0	.36
3	36		2 ¼			18	8 ¾	9 ¼	15 ⅜	5 ⅜	12 ⅝	17 ⅛	1 ½	2 ⅞	16 ⅞	33		7 ½	1 ½	2 ½	2	⅞	¾	13 ½	¾	15 ½	9.0	.81
4	36		2 ¼			18	8 ¾	9 ¼	15 ⅜	5 ⅜	12 ⅝	17 ⅛	1 ½	2 ⅞	16 ⅞	33		7 ½	1 ½	2 ½	2	⅞	¾	13 ½	¾	15 ½	9.0	.81
5	36		2 ¼			18	8 ¾	9 ¼	15 ⅜	5 ⅜	12 ⅝	17 ⅛	1 ½	2 ⅞	16 ⅞	33		7 ½	1 ½	2 ½	2	⅞	¾	13 ½	¾	15 ½	9.0	.81

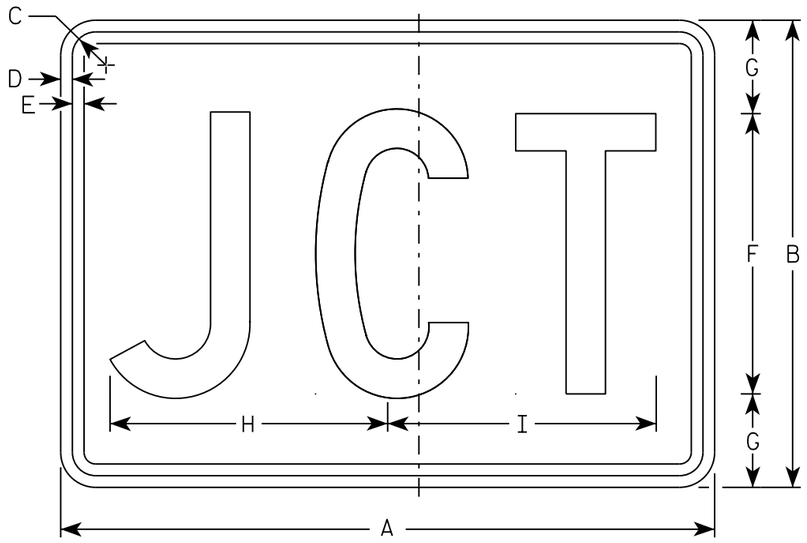
STATE ROUTE MARKER "32"
M1-6B FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

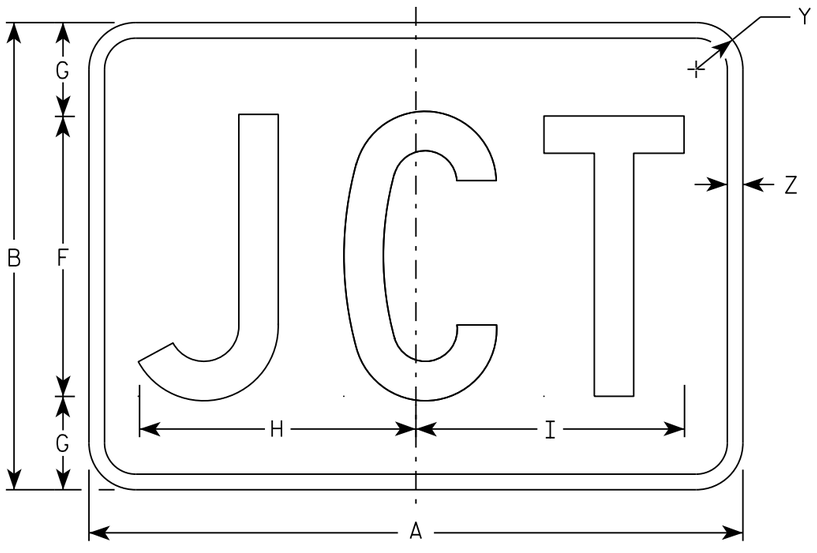
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 12/5/05 PLATE NO. M1-6B.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 177 | 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

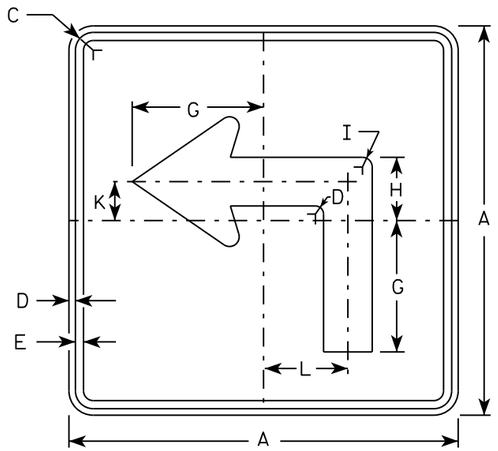
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

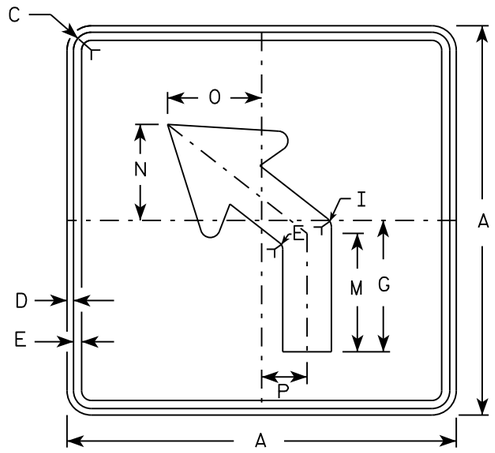
DATE 10/15/15 PLATE 178 12-1.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

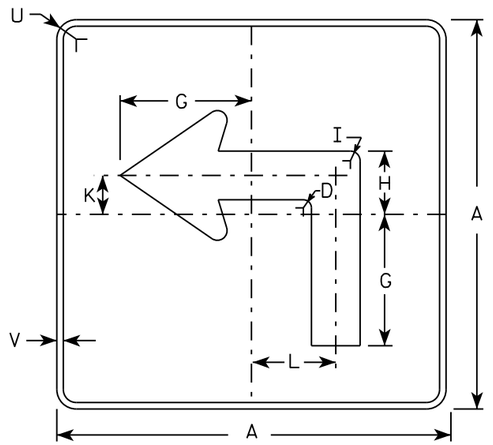
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M21.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.864603:1.000000



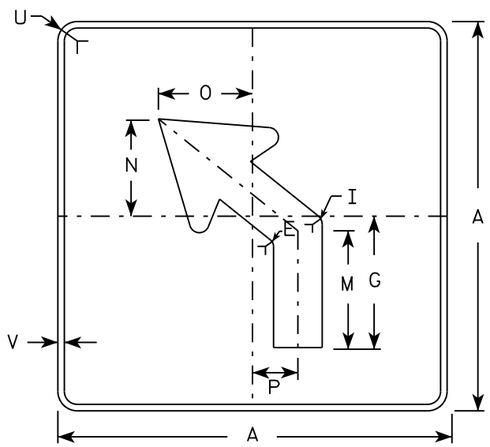
M5-1L
MM5-1L
MO5-1L
MP5-1L



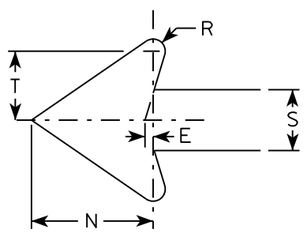
M5-2L
MM5-2L
MO5-2L
MP5-2L



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

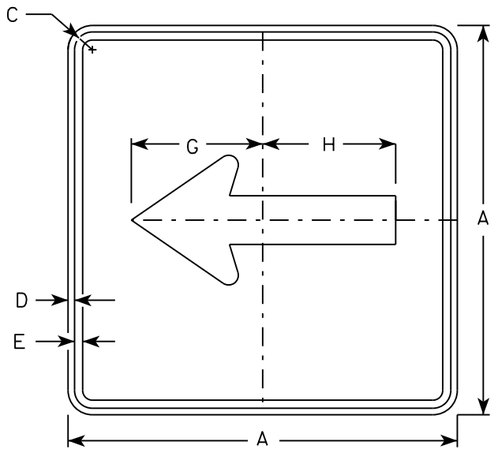
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

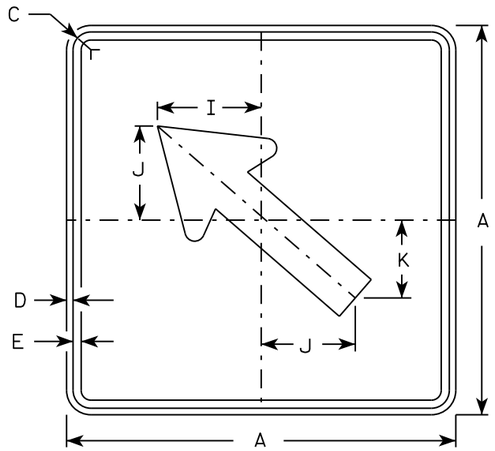
DATE 10/15/15 PLATE NO. M5-1.13

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



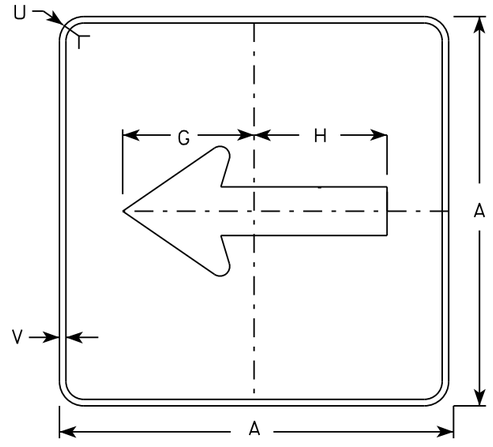
M6-1
MM6-1
MO6-1
MP6-1



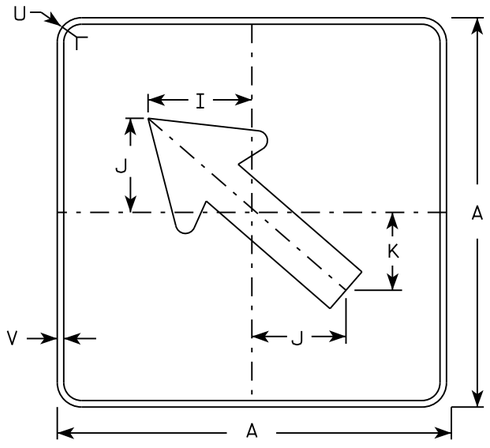
M6-2
MM6-2
MO6-2
MP6-2

NOTES

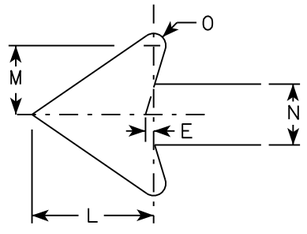
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - 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

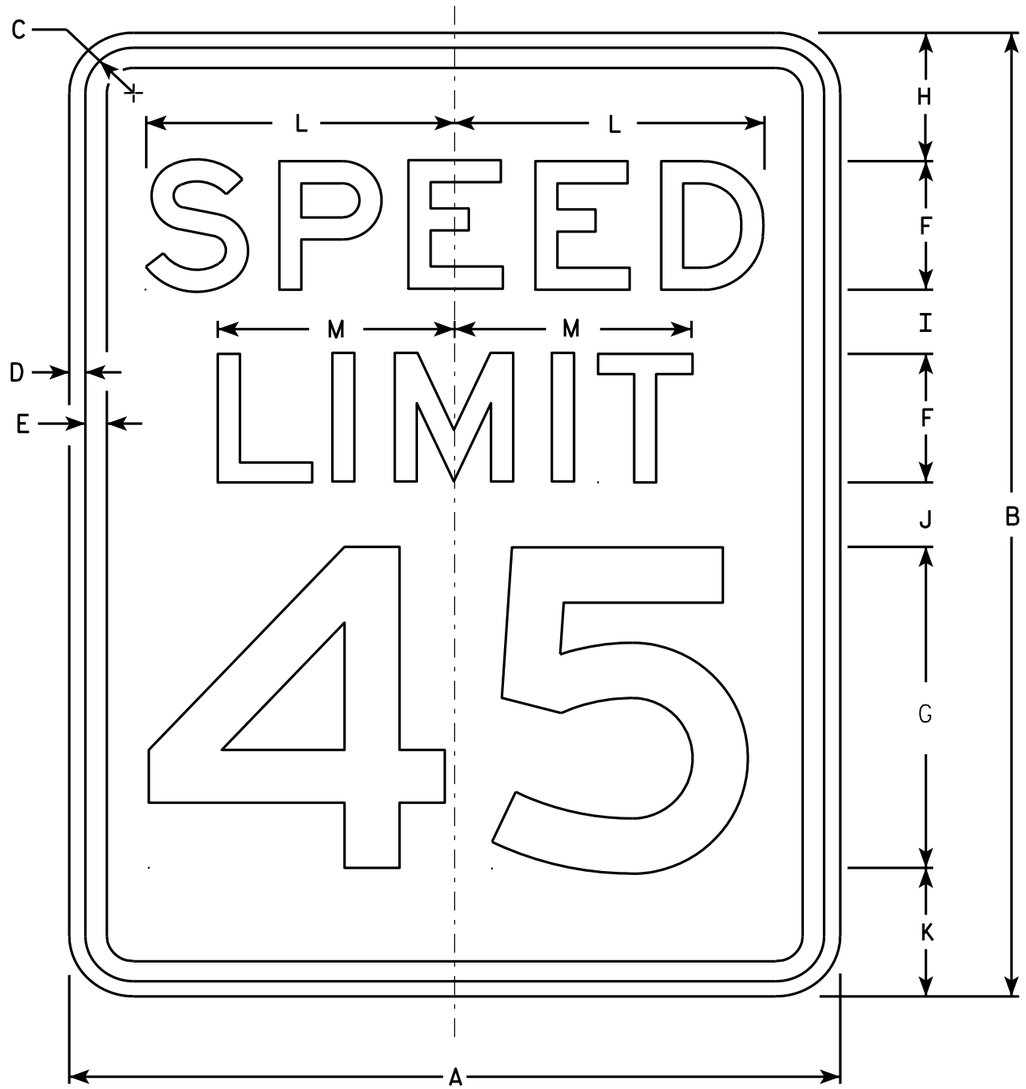
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 180 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



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

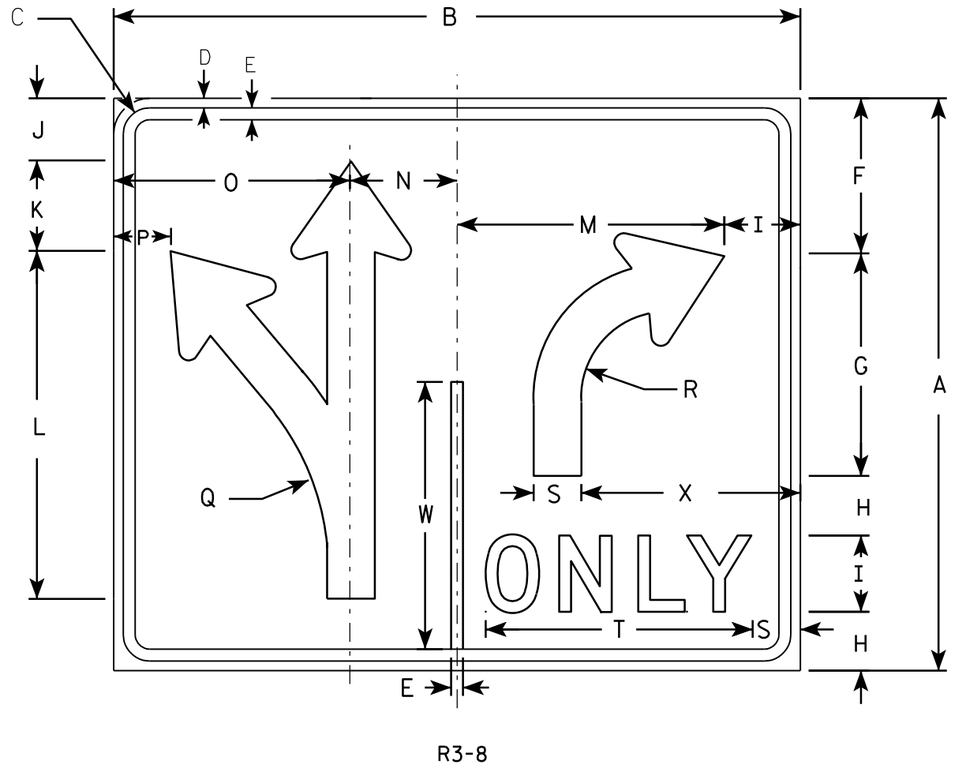
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

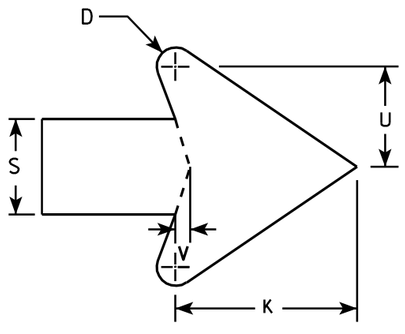
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 181 | E



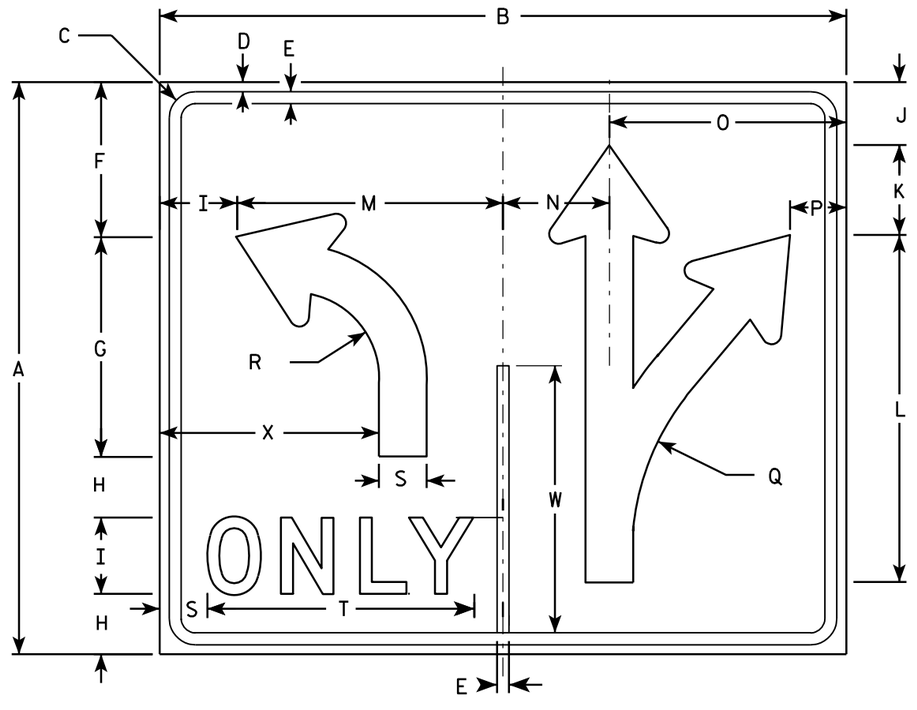
R3-8



ARROW DETAIL

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.



R3-8A

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	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	3 1/4	4 3/4	18 1/4	14	5 5/8	12 3/8	3	13 1/4	4 1/2	2 1/2	14	2 5/8	3/8	14	11 1/2			7.5
2M	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	3 1/4	4 3/4	18 1/4	14	5 5/8	12 3/8	3	13 1/4	4 1/2	2 1/2	14	2 5/8	3/8	14	11 1/2			7.5
3																											
4	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	5 1/4	7 1/8	29 1/8	21	8 3/8	18 5/8	4 3/8	21 7/8	7 1/4	3 3/4	20 5/8	4	5/8	22 3/8	17 1/4			18.0
5	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	5 1/4	7 1/8	29 1/8	21	8 3/8	18 5/8	4 3/8	21 7/8	7 1/4	3 3/4	20 5/8	4	5/8	22 3/8	17 1/4			18.0

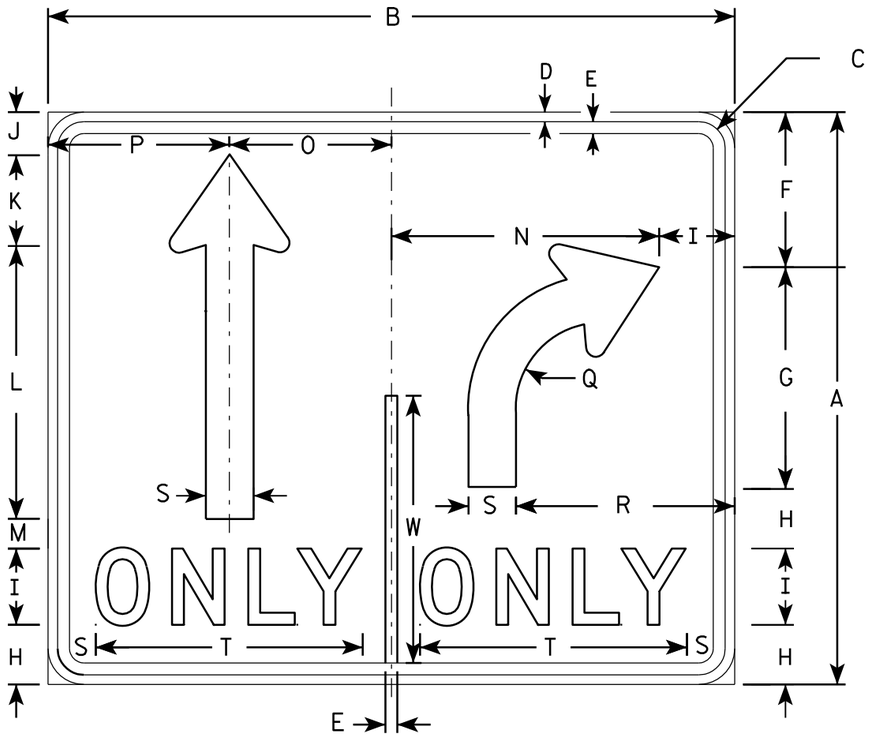
STANDARD SIGN
R3-8 & R3-8A

WISCONSIN DEPT OF TRANSPORTATION

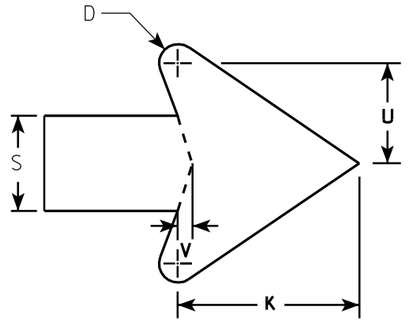
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 182	E



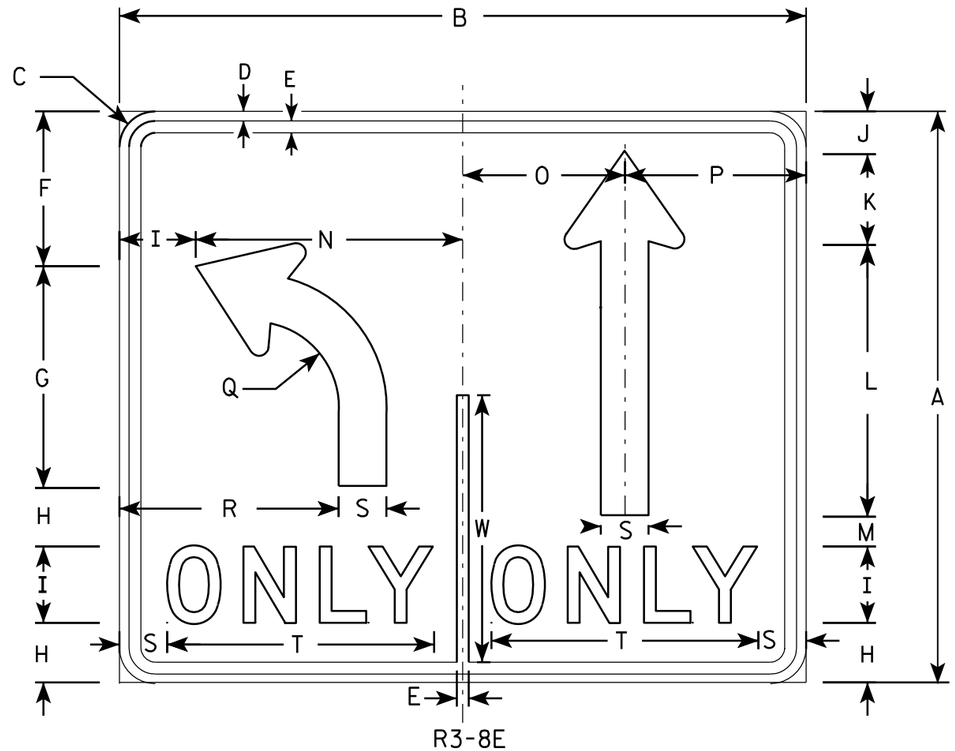
R3-8D



ARROW DETAIL

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.



R3-8E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	14	8 1/2	9 1/2	4 1/2	11 1/2	2 1/2	14	2 5/8	3/8	14				7.5
2M	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	14	8 1/2	9 1/2	4 1/2	11 1/2	2 1/2	14	2 5/8	3/8	14				7.5
3																											
4	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	3 1/2	7 1/8	21 1/2	4 3/4	21	12 3/4	14 1/4	7 1/4	17 1/8	3 3/4	20 5/8	4	5/8	22 3/8				18.0
5	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	3 1/2	7 1/8	21 1/2	4 3/4	21	12 3/4	14 1/4	7 1/4	17 1/8	3 3/4	20 5/8	4	5/8	22 3/8				18.0

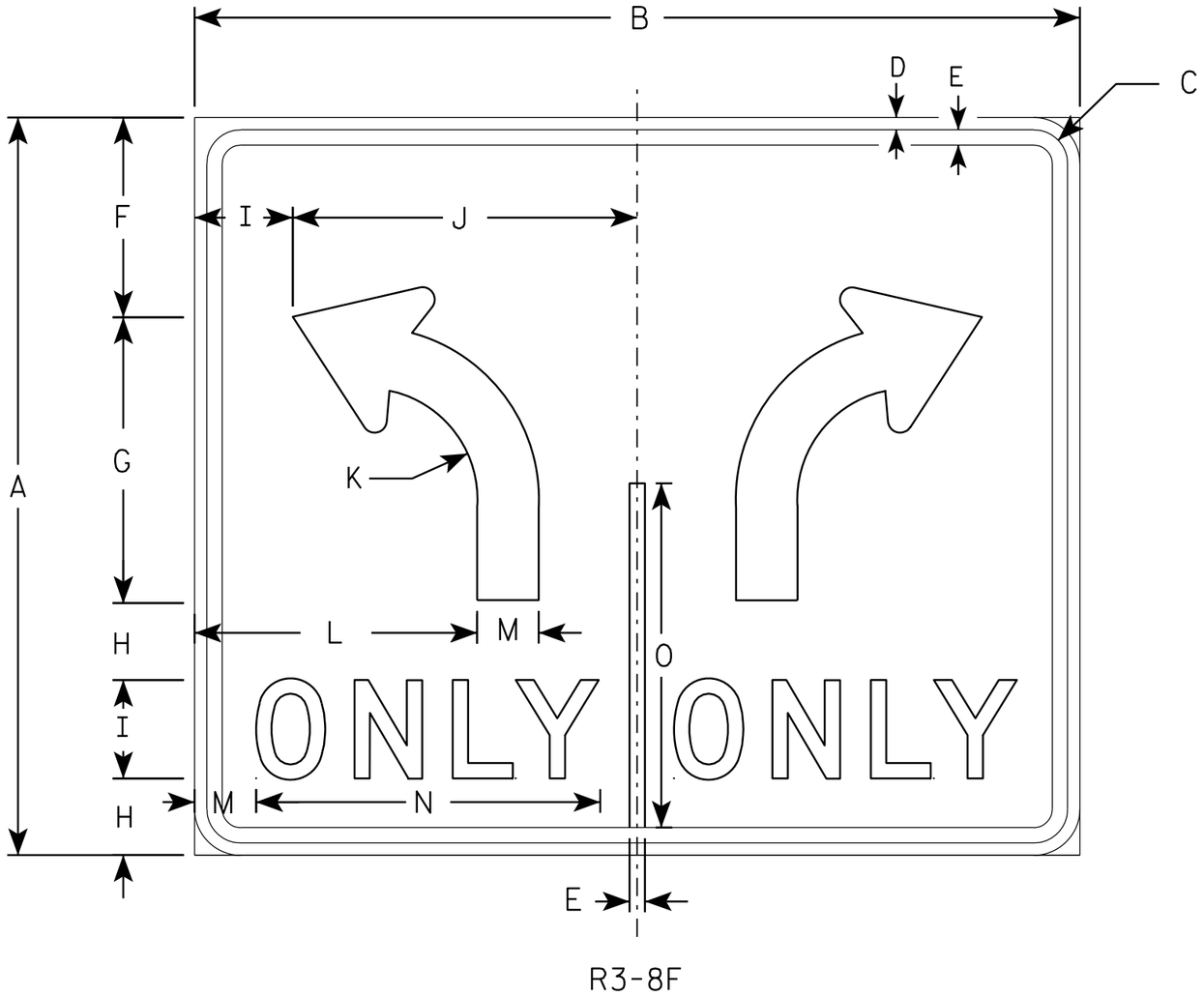
STANDARD SIGN
R3-8D & R3-8E

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8D.2

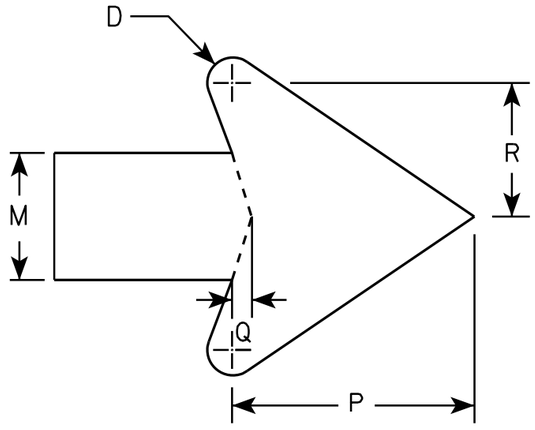
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 183	E



R3-8F

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.



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	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	14	4 1/2	11 1/2	2 1/2	14	14	4 3/4	3/8	2 5/8									7.5
2M	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	14	4 1/2	11 1/2	2 1/2	14	14	4 3/4	3/8	2 5/8									7.5
3																											
4	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	21	7 1/4	17 1/4	3 3/4	20 5/8	22 3/8	7 1/8	5/8	4									18.0
5	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	21	7 1/4	17 1/4	3 3/4	20 5/8	22 3/8	7 1/8	5/8	4									18.0

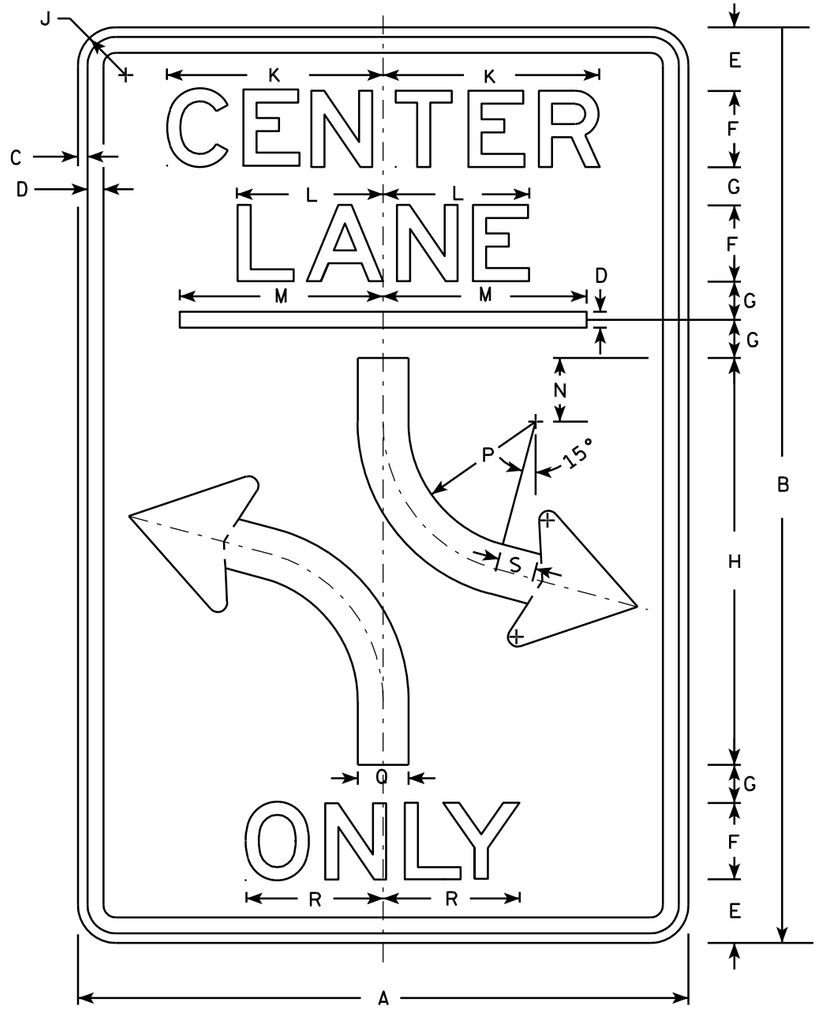
STANDARD SIGN
R3-8F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8F.2

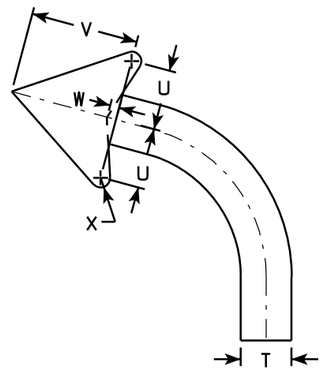
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 184 | E



R3-9B

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.



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	36	3/8	1/2	2 1/2	3	1 1/2	16		1 1/2	8 1/2	5 3/4	8	2 1/2		6	2	5 1/8	1 1/2		2 3/8	4 3/8	3/8				6.0
2M	24	36	3/8	1/2	2 1/2	3	1 1/2	16		1 1/2	8 1/2	5 3/4	8	2 1/2		6	2	5 1/8	1 1/2		2 3/8	4 3/8	3/8				6.0
3	36	48	5/8	7/8	3 1/2	5	1 1/2	20		2 1/4	14 1/8	9 1/2	12	3		4	3	9 7/8	2		3 1/2	6 1/8	1/2				12.0
4																											
5																											

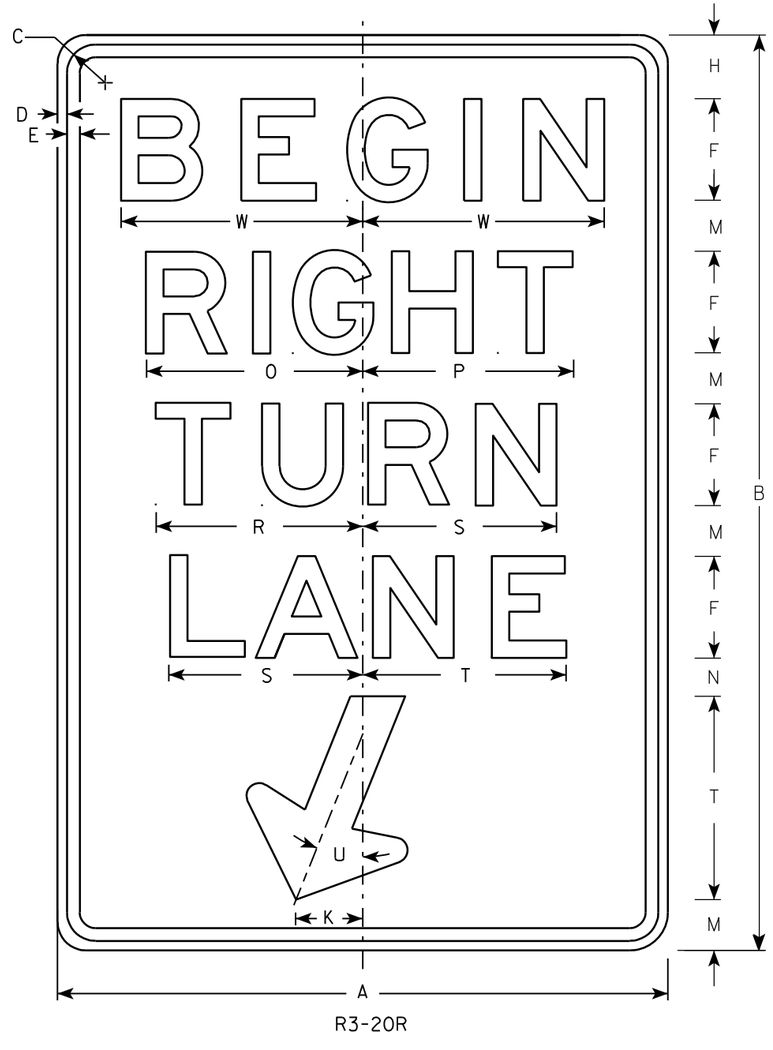
STANDARD SIGN
R3-9B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-9B.5

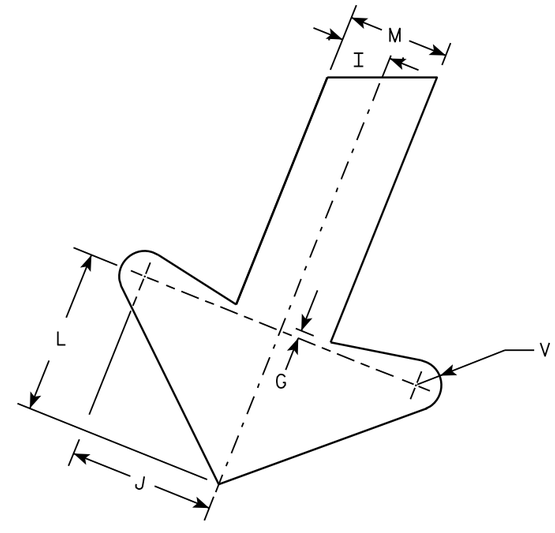
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 185 | E



R3-20R

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.



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	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	12 3/4	12 1/2		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

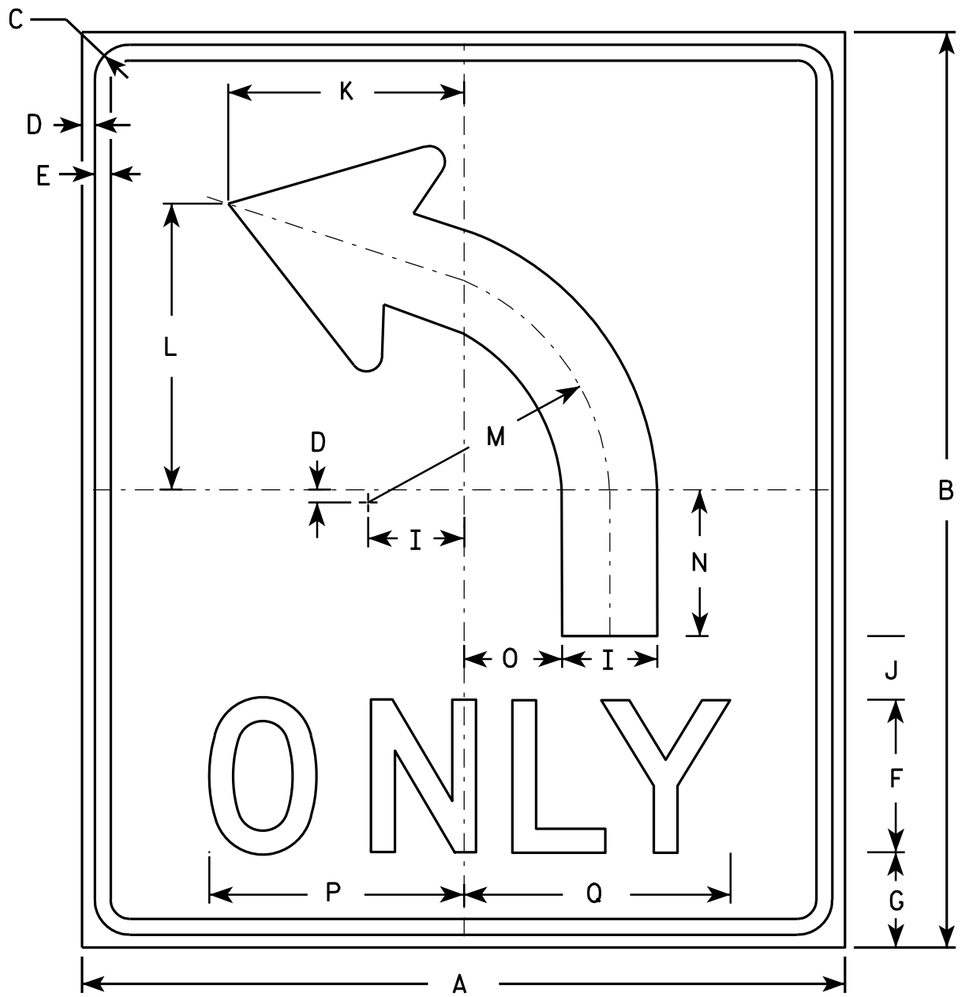
STANDARD SIGN
R3-20R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20R.6

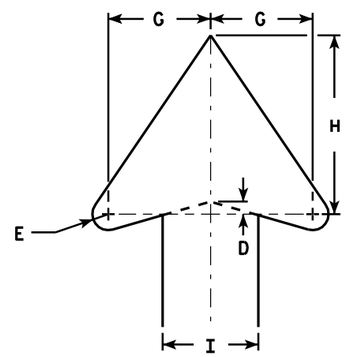
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 186 | E



R3-50L

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. R3-50R is the same as R3-50L except curved portion of arrow points right.



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	30	36	1 3/8	1/2	5/8	6	4	7	3 3/4	2 1/2	9 1/4	11 1/4	9 1/2	5 3/4	3 7/8	10	10 1/2										7.5
2M	30	36	1 3/8	1/2	5/8	6	4	7	3 3/4	2 1/2	9 1/4	11 1/4	9 1/2	5 3/4	3 7/8	10	10 1/2										7.5
3																											
4																											
5																											

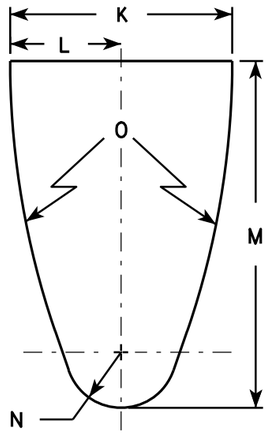
STANDARD SIGN
R3-50

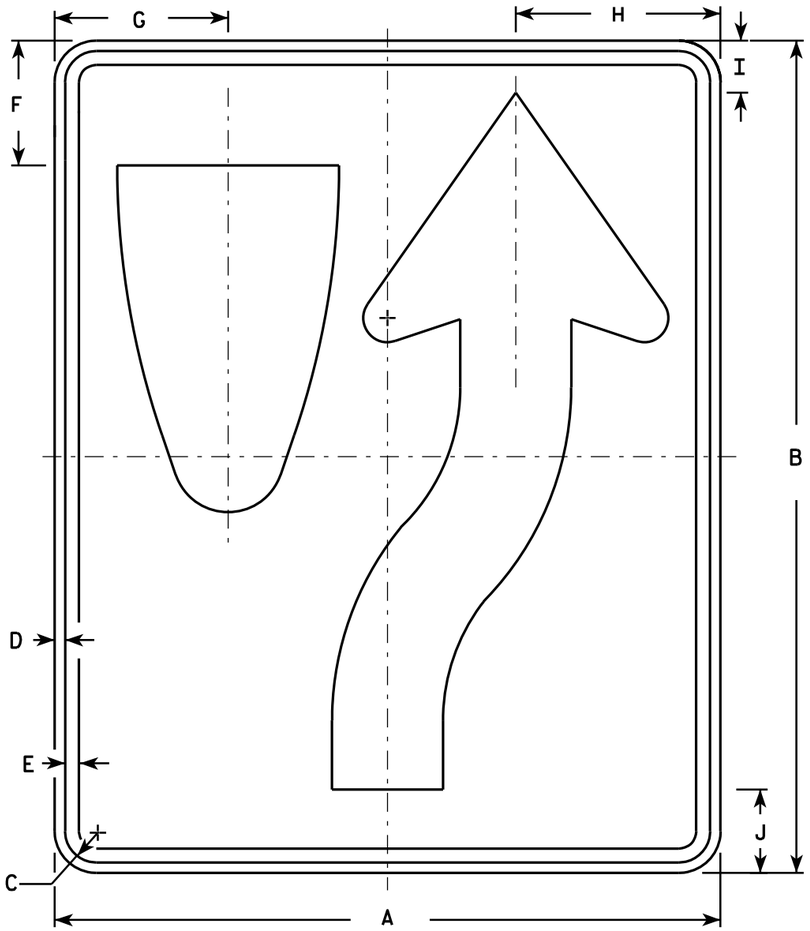
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-50.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 187 | E

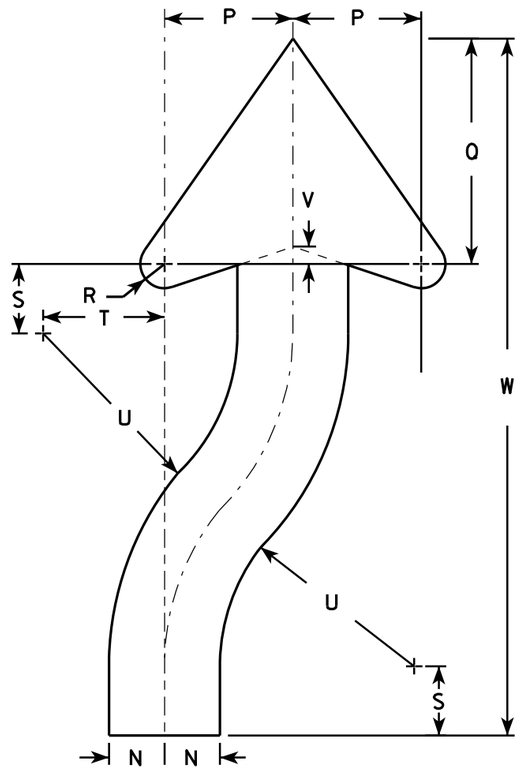




R4-7

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

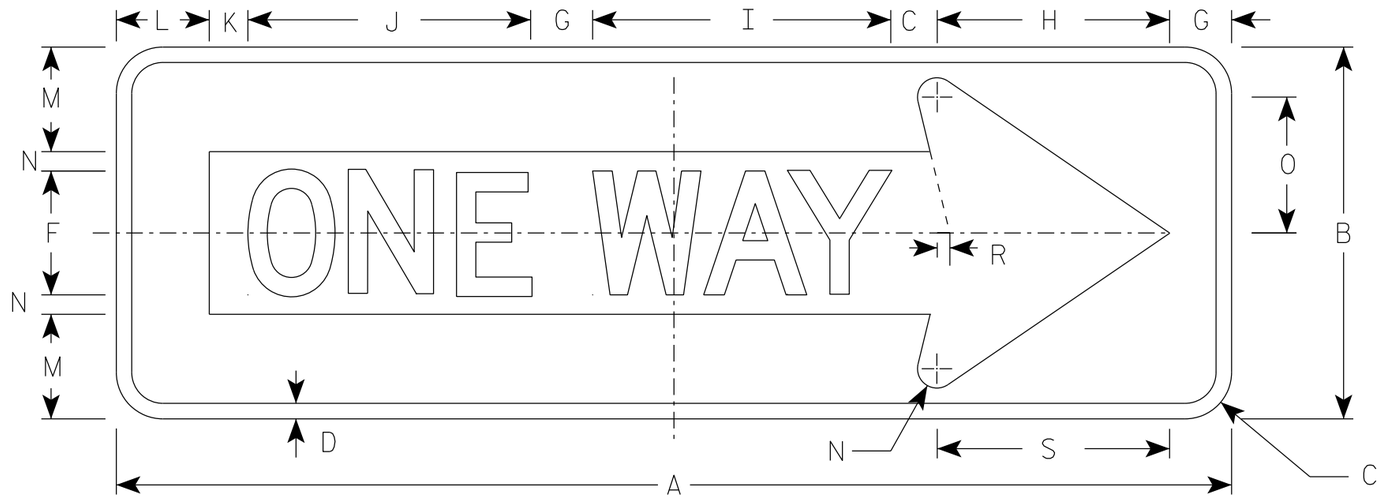
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

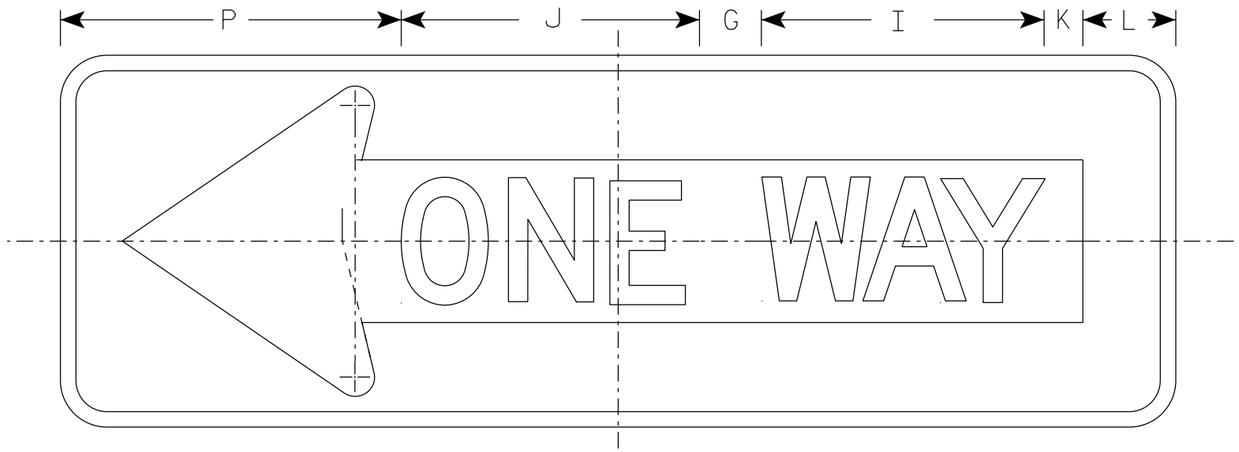
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 188	E



R6-1R

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - BLACK
   Message - BLACK LEGEND & WHITE ARROW & BORDER
3. Message Series - D



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 1/2	1/2		4	2	7 1/2	9 5/8	9 1/8	1 1/4	3	3 3/8	5/8	4 3/8	11		3/8	7 1/2								3.0
2M	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
3	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
4	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
5																											

STANDARD SIGN
R6-1 L & R

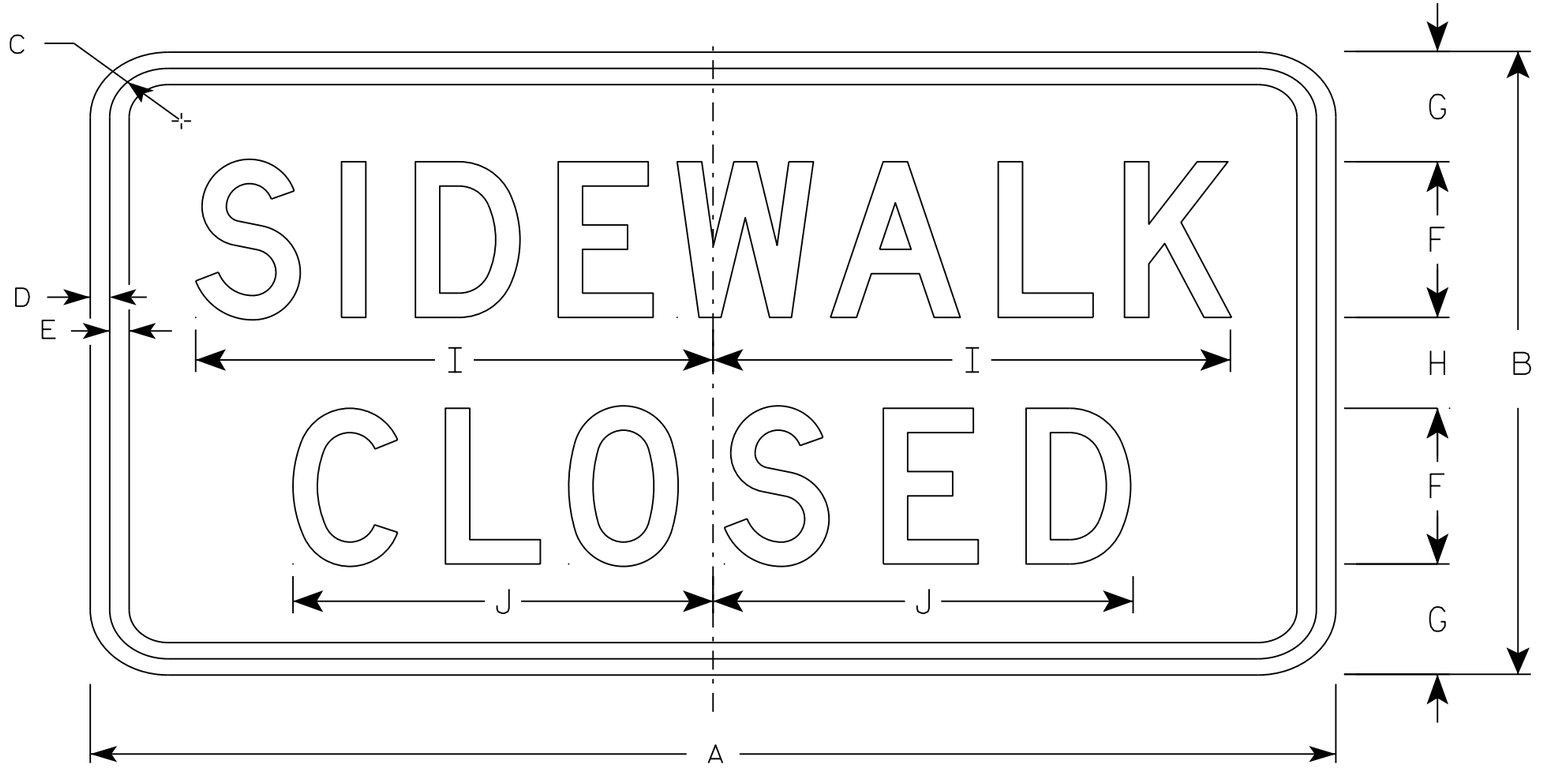
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 07/11/18 PLATE NO. R6-1.3

PROJECT NO:

SHEET NO: 189 E



R9-9

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
2M	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
3	30	18	1 3/4	1/2	1/2	4	3 1/2	3	12 1/2	10 1/4																	3.75
4																											
5																											

STANDARD SIGN
R9-9

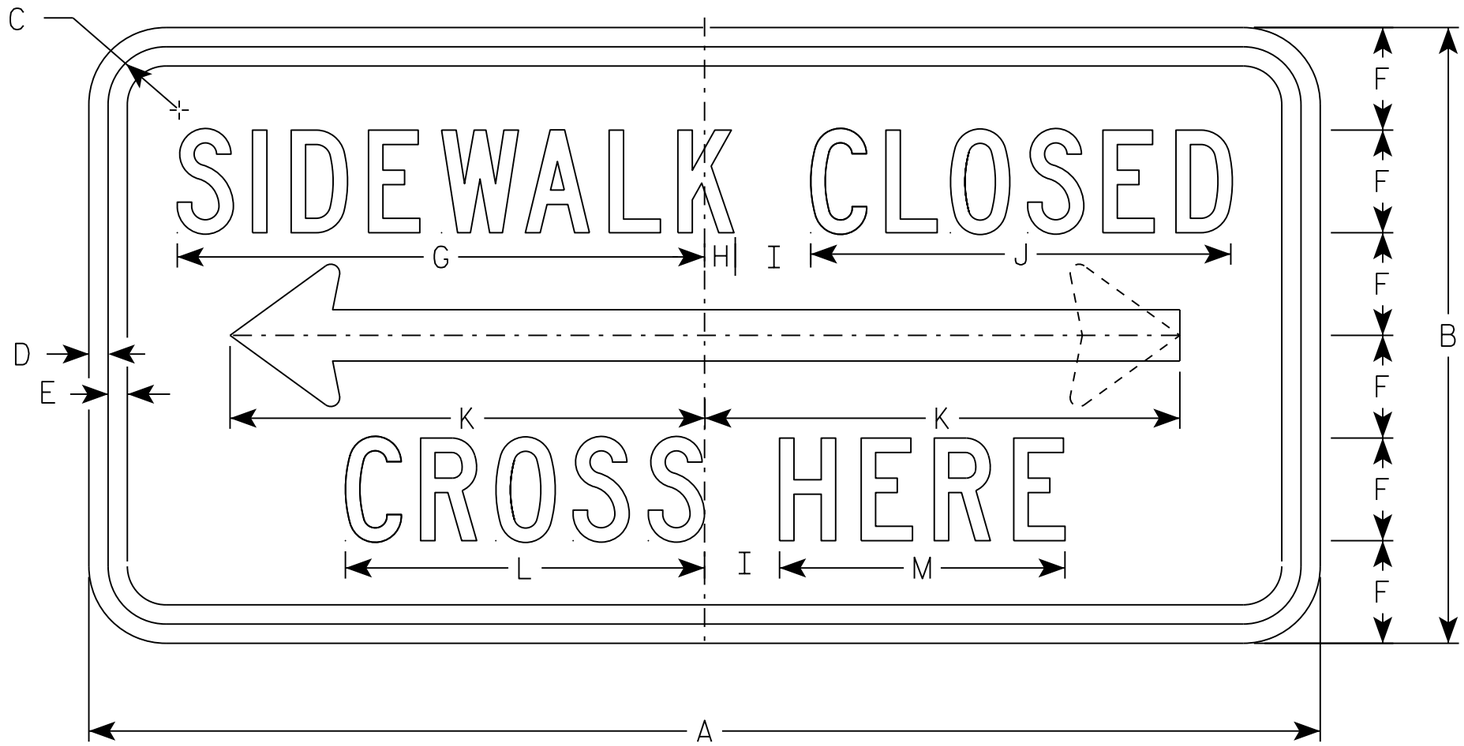
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

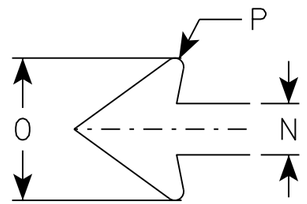
DATE 8/11/16 PLATE 190 R9-9.6

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R99.DGN PLOT DATE : 11-AUG-2016 11:33 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 2.918761:1.000000



R9-11A



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for paths and Trails.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	2	10 1/4	5/8	1 1/2	8 1/4	9 1/4	7	5 5/8	1	2 3/4	1/8											2.0
2M	24	12	1 1/8	3/8	3/8	2	10 1/4	5/8	1 1/2	8 1/4	9 1/4	7	5 5/8	1	2 3/4	1/8											2.0
3	30	15	1 1/8	3/8	1/2	2	13	3/4	2	10 1/4	12 3/8	8 7/8	6 7/8	1 1/4	3 5/8	1/4											3.125
4																											
5																											

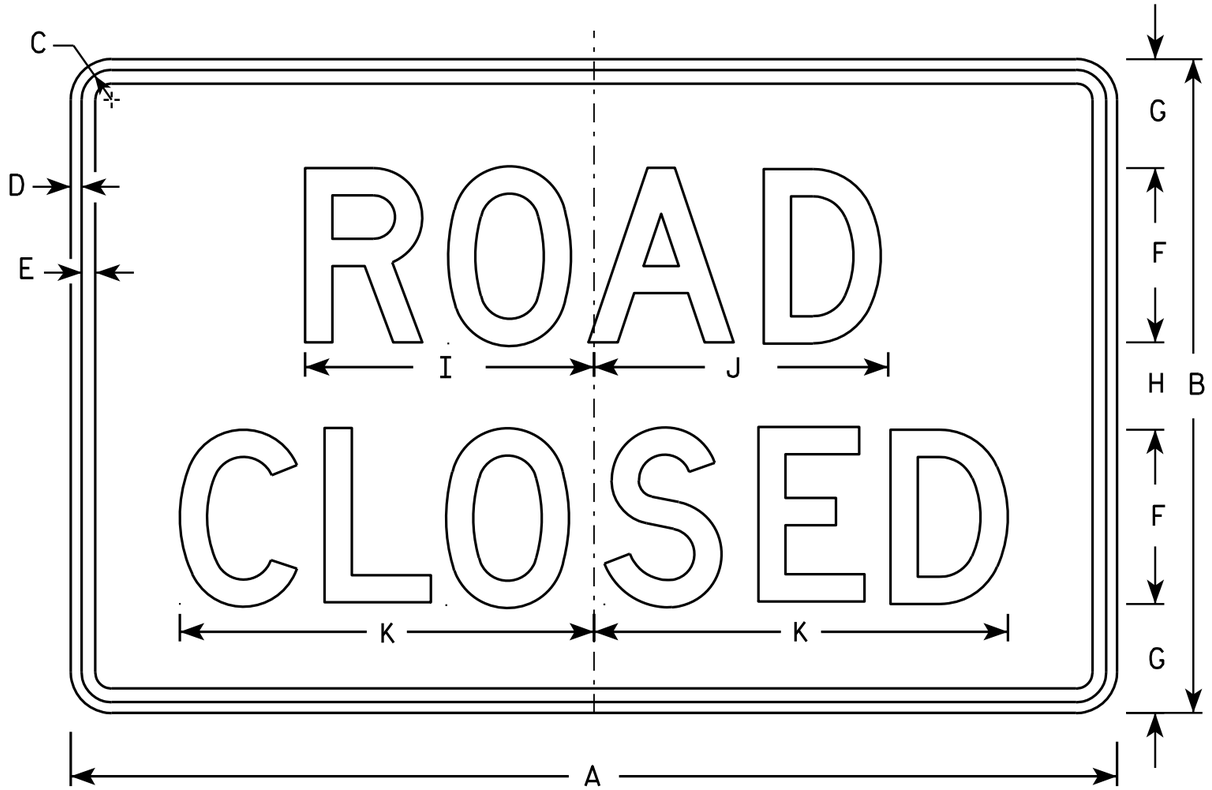
STANDARD SIGN
R9-11A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/29/16 PLATE NO. R9-11A.3

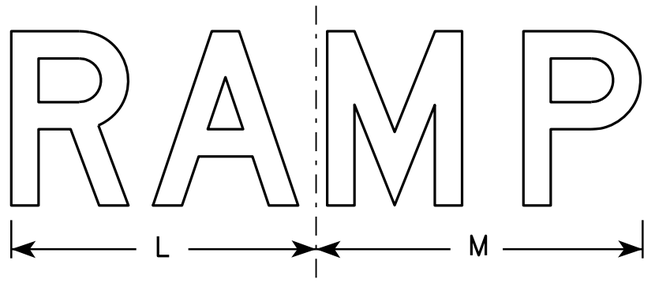
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 191 E



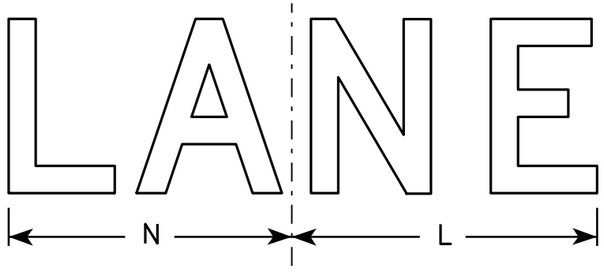
R11-2

NOTES

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



R11-2R



R11-2L

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

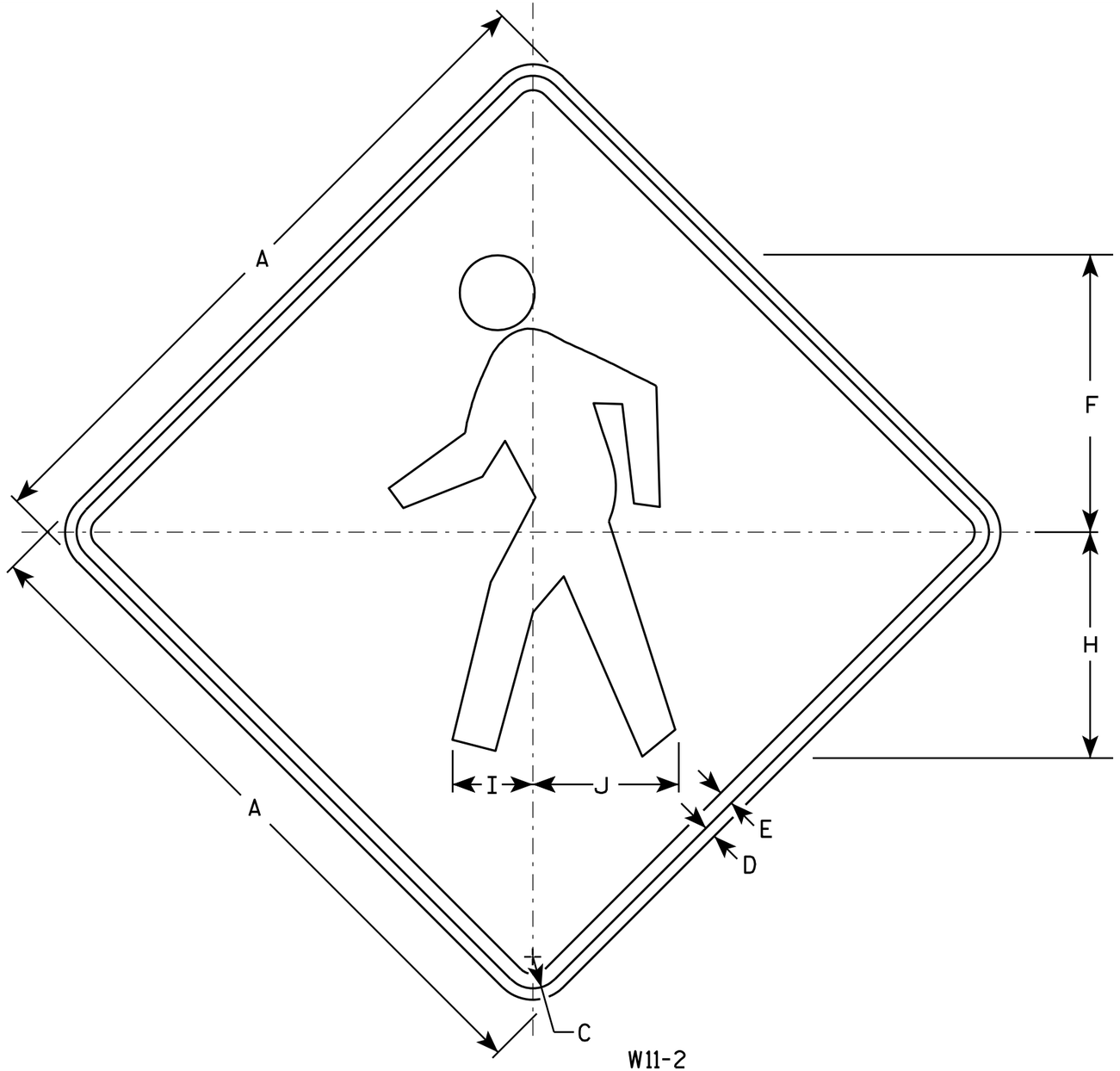
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 192 | E



W11-2

NOTES

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

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

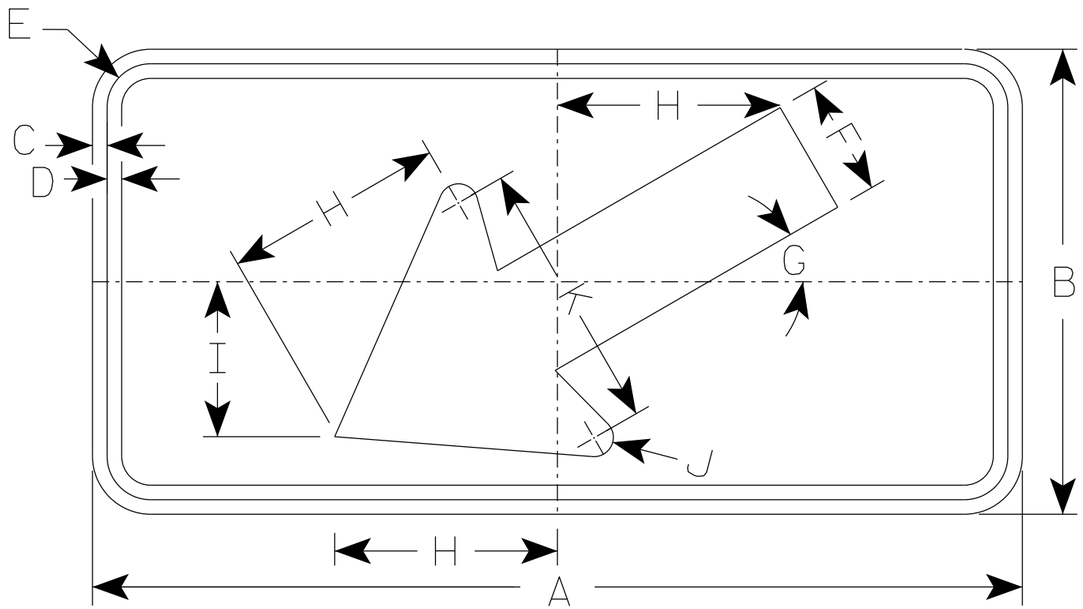
STANDARD SIGN
W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W11-2.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 193	E



W16-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W16-7R is the same as W16-L
   except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	3/8	3/8	1 1/8	3	30°	5 3/4	4	1/2	7																2.0
2M	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
3	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
4	48	24	1/2	5/8	1 3/8	6	30°	11 1/2	8	1	14																8.0
5																											

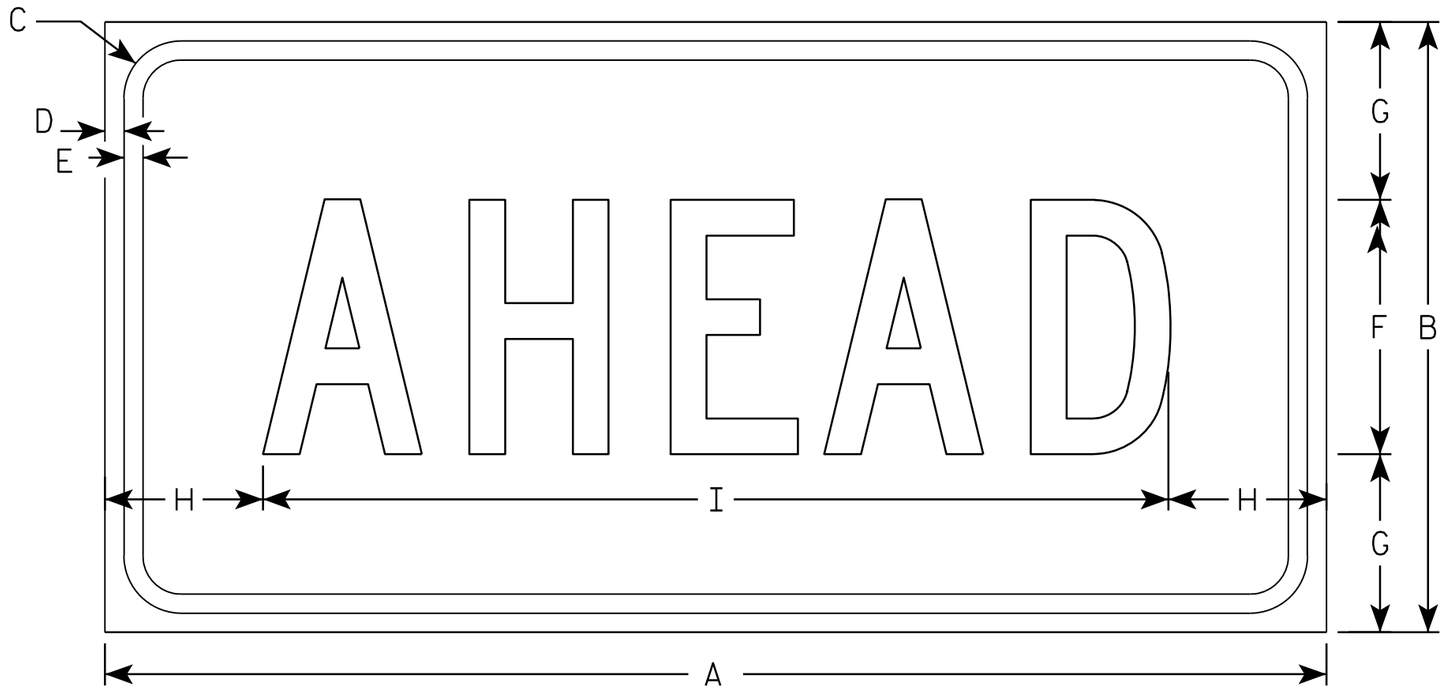
STANDARD SIGN
W16-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 7/11/18 PLATE NO. W16-7.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 194 | E



W16-9P

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
2M	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
3	30	18	1 1/8	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
4	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5																											

STANDARD SIGN
W16-9P

WISCONSIN DEPT OF TRANSPORTATION

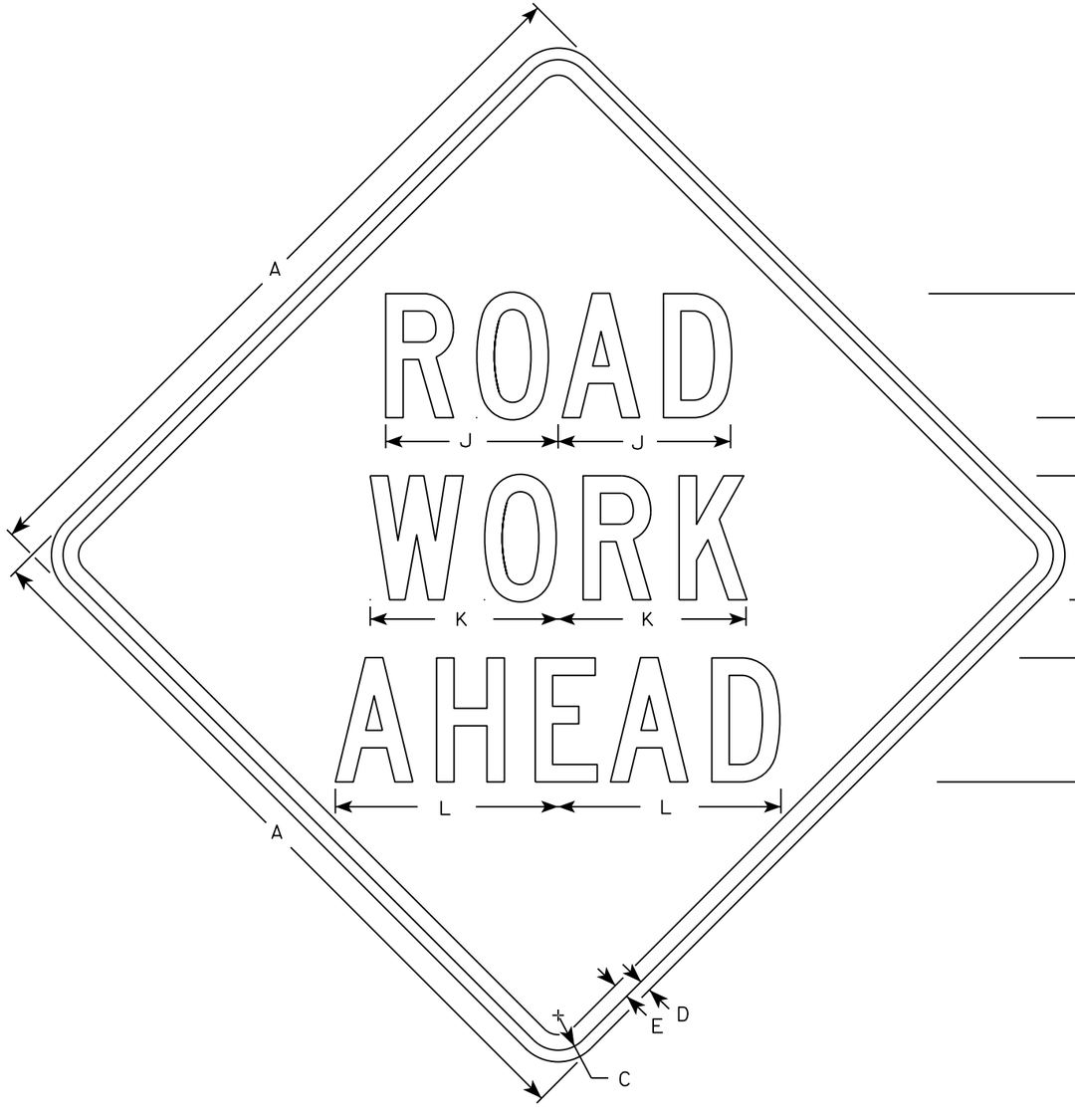
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/28/10 PLATE NO. W16-9P.6

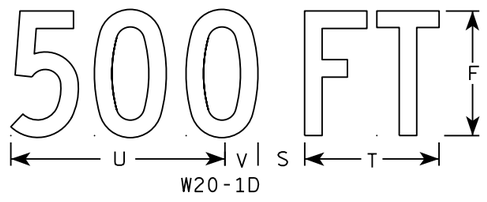
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 195 | E

7

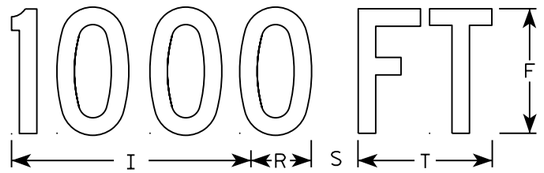
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W169P.DGN PLOT DATE : 28-DEC-2010 13:39 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 2.979524:1.000000
WISDOT/CADDS SHEET 42



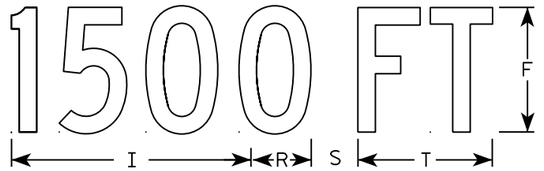
W20-1A



W20-1D



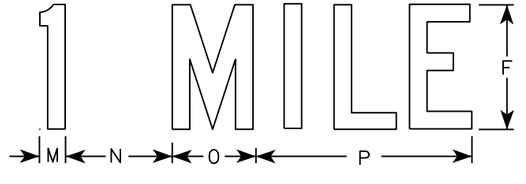
W20-1C



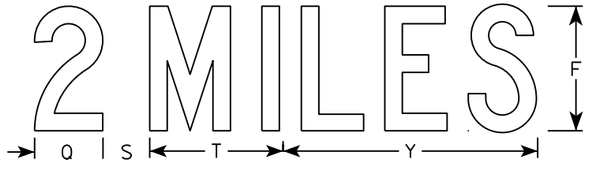
W20-1B



W20-1G



W20-1F



W20-1E

NOTES

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

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

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

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

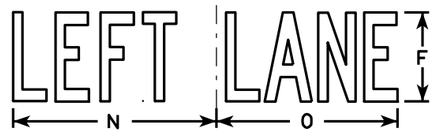
PROJECT NO:

SHEET NO: E

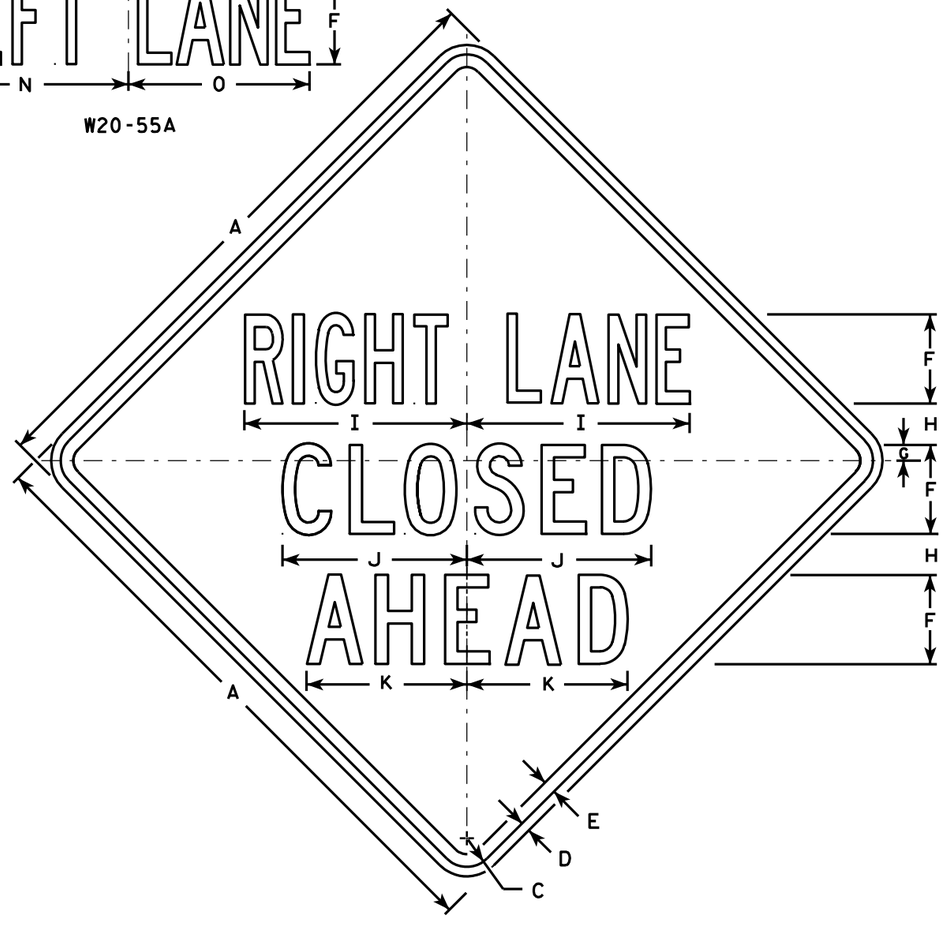
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 01-DEC-2015 18:24 PLOT BY : $$ plotuser $$



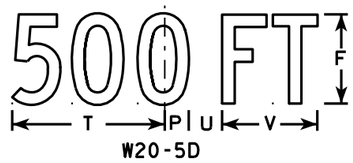
W20-56A



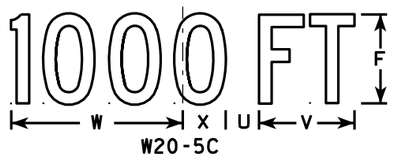
W20-55A



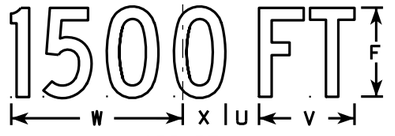
W20-5A



W20-5D



W20-5C



W20-5B



W20-5G



W20-5F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. " _____ LANE" is Series B.
   All other copy is 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	36	6	1 5/8	5/8	3/4	5	1/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 1/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

STANDARD SIGN
W20-5A, B, C, D, F & G

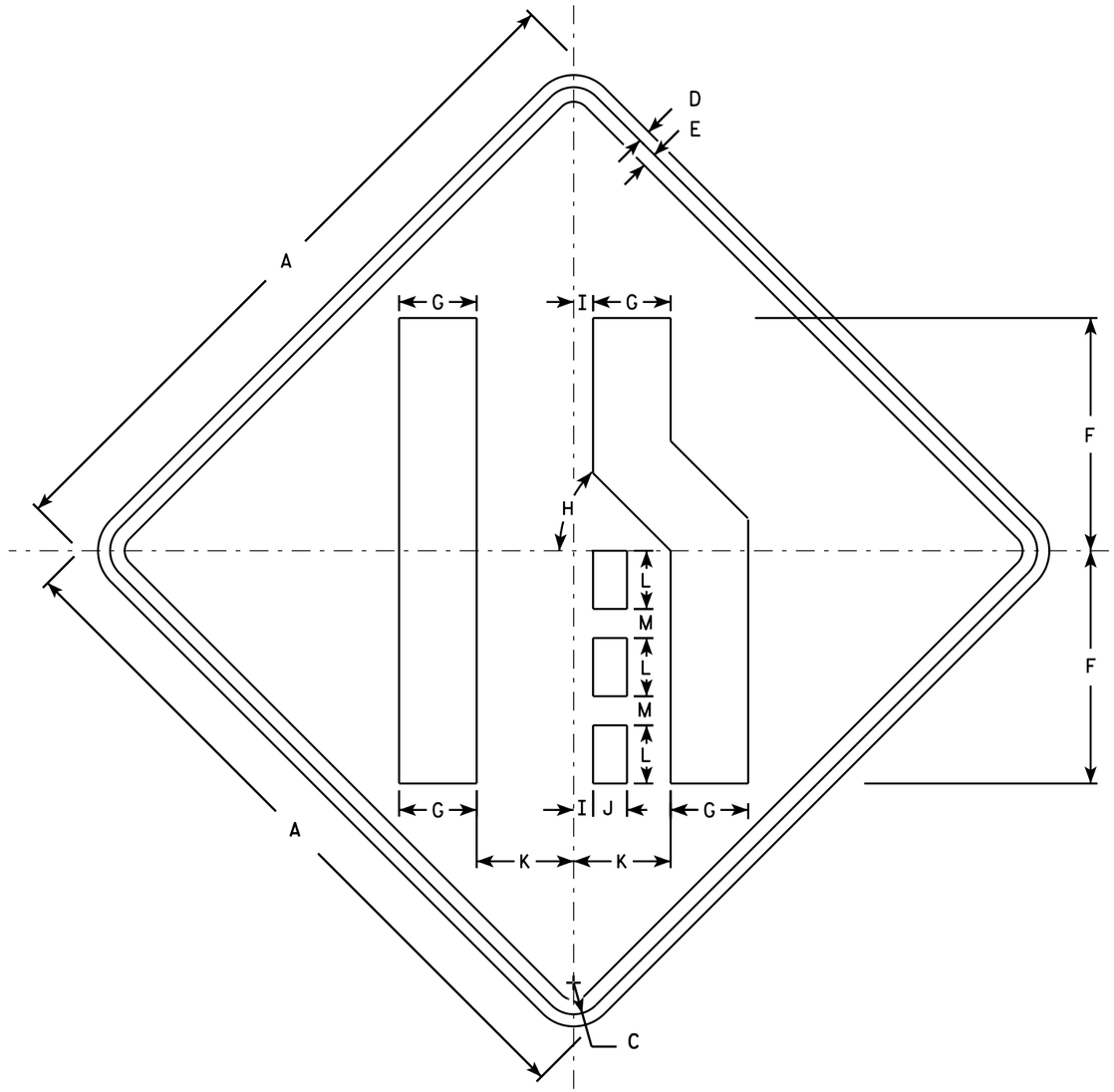
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 197 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W205.DGN PLOT DATE : 18-MAR-2011 12:15 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.918087:1.000000
WISDOT/CADDS SHEET 42



W04-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W04-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 198 W04-2.1

PROJECT NO: | SHEET NO: E

STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
		CUT	UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.2 NOTE 4	MASS ORDINATE NOTE 5
494+14	---	23	4	0	0	---	---	---	---	---	---	---
494+50	36	24	4	0	0	31	5	0	0	31	0	26
495+00	50	25	4	0	0	45	7	0	0	76	0	63
495+50	50	24	4	0	0	45	7	0	0	121	0	101
496+00	50	23	4	1	0	44	7	1	0	165	1	136
496+35	35	24	4	2	0	31	5	2	0	195	3	160
496+50	15	23	4	2	0	13	2	1	0	208	4	169
497+00	50	25	4	2	0	44	7	4	0	252	9	201
497+44	44	25	4	1	0	40	6	2	0	293	11	233
497+46	2	25	4	1	0	2	0	0	0	294	11	234
497+50	4	25	3	0	0	4	1	0	0	298	11	238
498+00	50	19	3	0	0	41	6	0	0	339	11	272
498+50	50	14	2	1	0	30	5	1	0	369	12	297
499+00	50	12	1	0	0	23	3	1	0	393	13	317
499+44	44	11	0	0	0	18	1	1	0	411	14	334
				COLUMN TOTALS		411	63	12	0			

NOTES:
1) CUT INCLUDES UNUSABLE PAVEMENT MATERIAL
2) UNUSABLE PAVEMENT MATERIAL DOES NOT APPEAR IN THE CROSS SECTIONS
3) FILL DOES NOT INCLUDE UNUSABLE PAVEMENT MATERIAL EXCAVATION VOLUME
4) EXPANDED FILL = UNEXPANDED FILL * EXPANDED FILL FACTOR. EXPANDED FILL FACTOR = 1.2
5) MASS ORDINATE = (CUT - UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
		CUT	UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.2 NOTE 4	MASS ORDINATE NOTE 5
528+89	---	2	0	2	0	---	---	---	---	---	---	---
529+00	11	1	0	3	0	1	0	1	0	1	1	-1
529+25	25	1	0	3	0	1	0	3	0	2	5	-3
529+50	25	1	0	3	0	1	0	3	0	3	9	-6
529+75	25	1	0	3	0	1	0	3	0	4	12	-8
530+00	25	1	0	3	0	1	0	3	0	5	15	-10
530+10	10	1	0	7	0	0	0	2	0	5	18	-12
530+25	15	1	0	6	0	0	0	4	0	6	22	-16
530+50	25	1	0	4	0	1	0	5	0	6	28	-21
530+75	25	2	0	2	0	1	0	3	0	8	31	-24
531+00	25	2	0	2	0	2	0	2	0	9	34	-24
531+25	25	13	5	0	0	7	2	1	0	16	35	-21
531+50	25	12	5	0	0	12	5	0	0	28	35	-14
531+75	25	1	0	3	0	6	3	2	0	34	37	-12
532+00	25	1	0	3	0	1	0	3	0	35	40	-15
532+25	25	1	0	4	0	1	0	3	0	36	44	-18
532+50	25	1	0	3	0	1	0	3	0	37	48	-21
532+75	25	1	0	4	0	1	0	3	0	37	52	-24
533+00	25	1	0	3	0	1	0	3	0	38	56	-27
533+25	25	0	0	9	0	0	0	6	0	39	62	-34
533+50	25	0	0	7	0	0	0	7	0	39	71	-42
533+75	25	1	0	3	0	1	0	4	0	39	76	-47
534+00	25	2	0	2	0	2	0	2	0	41	79	-48
534+25	25	2	0	3	0	2	0	2	0	43	81	-48
534+50	25	1	0	3	0	1	0	3	0	44	84	-50
534+75	25	2	0	2	0	2	0	2	0	46	87	-51
534+88	13	3	0	1	0	1	0	1	0	47	88	-51
535+00	12	3	0	1	0	1	0	1	0	48	89	-50
535+25	25	3	0	1	0	3	0	1	0	51	90	-49
535+50	25	2	0	2	0	2	0	1	0	53	92	-48
535+63	13	0	0	3	0	1	0	1	0	54	93	-49
				COLUMN TOTALS		54	10	78	0			

NOTES:
1) CUT INCLUDES UNUSABLE PAVEMENT MATERIAL
2) UNUSABLE PAVEMENT MATERIAL DOES NOT APPEAR IN THE CROSS SECTIONS
3) FILL DOES NOT INCLUDE UNUSABLE PAVEMENT MATERIAL EXCAVATION VOLUME
4) EXPANDED FILL = UNEXPANDED FILL * EXPANDED FILL FACTOR. EXPANDED FILL FACTOR = 1.2
5) MASS ORDINATE = (CUT - UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
		CUT	UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.2 NOTE 4	MASS ORDINATE NOTE 5
536+26	---	1	0	2	0	---	---	---	---	---	---	---
536+47	20	5	0	0	0	2	0	1	0	2	1	1
536+56	9	5	0	0	0	2	0	0	0	4	1	2
536+75	19	4	0	0	0	3	0	0	0	7	2	5
537+00	25	4	0	0	0	4	0	0	0	10	2	8
537+17	17	12	2	0	0	5	1	0	0	15	2	13
537+50	33	5	0	0	0	11	1	0	0	26	2	22
537+75	25	6	0	0	0	5	0	0	0	31	2	27
538+00	25	7	0	0	0	6	0	0	0	37	2	33
538+29	29	12	0	0	0	10	0	0	0	47	2	43
538+50	21	5	0	0	0	7	0	0	0	54	2	50
538+75	25	5	0	0	0	5	0	0	0	59	2	55
539+00	25	4	0	0	0	4	0	0	0	63	2	59
539+06	6	4	0	0	0	1	0	0	0	64	2	60
				COLUMN TOTALS		64	2	2	0			

NOTES:
1) CUT INCLUDES UNUSABLE PAVEMENT MATERIAL
2) UNUSABLE PAVEMENT MATERIAL DOES NOT APPEAR IN THE CROSS SECTIONS
3) FILL DOES NOT INCLUDE UNUSABLE PAVEMENT MATERIAL EXCAVATION VOLUME
4) EXPANDED FILL = UNEXPANDED FILL * EXPANDED FILL FACTOR. EXPANDED FILL FACTOR = 1.2
5) MASS ORDINATE = (CUT - UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
		CUT	UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.2 NOTE 4	MASS ORDINATE NOTE 5
539+67	---	4	0	0	0	---	---	---	---	---	---	---
539+75	8	4	0	0	0	1	0	0	0	1	0	1
540+00	25	6	0	0	0	4	0	0	0	6	0	6
540+21	21	13	0	0	0	7	0	0	0	13	0	13
540+50	29	5	0	0	0	10	0	0	0	23	0	23
540+75	25	5	0	0	0	5	0	0	0	28	0	27
541+00	25	4	0	0	0	4	0	0	0	32	0	32
541+27	27	12	2	0	0	8	1	0	0	40	0	38
541+50	23	4	0	0	0	7	1	0	0	46	0	44
541+75	25	5	0	0	0	4	0	0	0	51	0	48
542+00	25	5	0	0	0	5	0	0	0	55	0	53
542+28	28	14	1	0	0	10	1	0	0	65	0	62
542+44	16	3	0	1	0	5	0	0	0	70	0	66
542+69	25	5	0	0	0	4	0	0	0	74	1	70
542+74	5	5	0	0	0	1	0	0	0	75	1	71
542+82	9	5	0	0	0	2	0	0	0	77	1	73
				COLUMN TOTALS		77	3	1	0			

NOTES:
1) CUT INCLUDES UNUSABLE PAVEMENT MATERIAL
2) UNUSABLE PAVEMENT MATERIAL DOES NOT APPEAR IN THE CROSS SECTIONS
3) FILL DOES NOT INCLUDE UNUSABLE PAVEMENT MATERIAL EXCAVATION VOLUME
4) EXPANDED FILL = UNEXPANDED FILL * EXPANDED FILL FACTOR. EXPANDED FILL FACTOR = 1.2
5) MASS ORDINATE = (CUT - UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
		CUT	UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.2 NOTE 4	MASS ORDINATE NOTE 5
543+47	---	4	0	0	0	---	---	---	---	---	---	---
543+50	3	4	0	0	0	0	0	0	0	0	0	0
543+75	25	4	0	0	0	3	0	0	0	4	0	4
544+00	25	3	0	1	0	3	0	0	0	7	1	6
544+25	25	3	0	1	0	3	0	1	0	9	2	8
544+50	25	4	0	0	0	3	0	0	0	13	2	11
544+75	25	4	0	0	0	4	0	0	0	16	2	14
545+11	36	12	2	0	0	11	1	0	0	27	2	23
545+25	14	4	0	0	0	4	1	0	0	31	2	27
545+50	25	5	0	0	0	4	0	0	0	35	2	31
545+75	25	5	0	0	0	5	0	0	0	40	2	36
546+00	25	6	0	0	0	5	0	0	0	46	2	41
546+15	15	6	0	0	0	3	0	0	0	49	2	45
546+40	25	8	0	0	0	6	0	0	0	56	2	51
546+45	5	7	0	0	0	1	0	0	0	57	2	53
546+50	5	7	0	0	0	1	0	0	0	58	2	54
546+75	25	8	0	0	0	7	0	0	0	65	2	61
547+00	25	7	0	0	0	7	0	0	0	72	2	68
547+21	21	5	0	0	0	5	0	0	0	77	2	73
				COLUMN TOTALS		77	2	2	0			

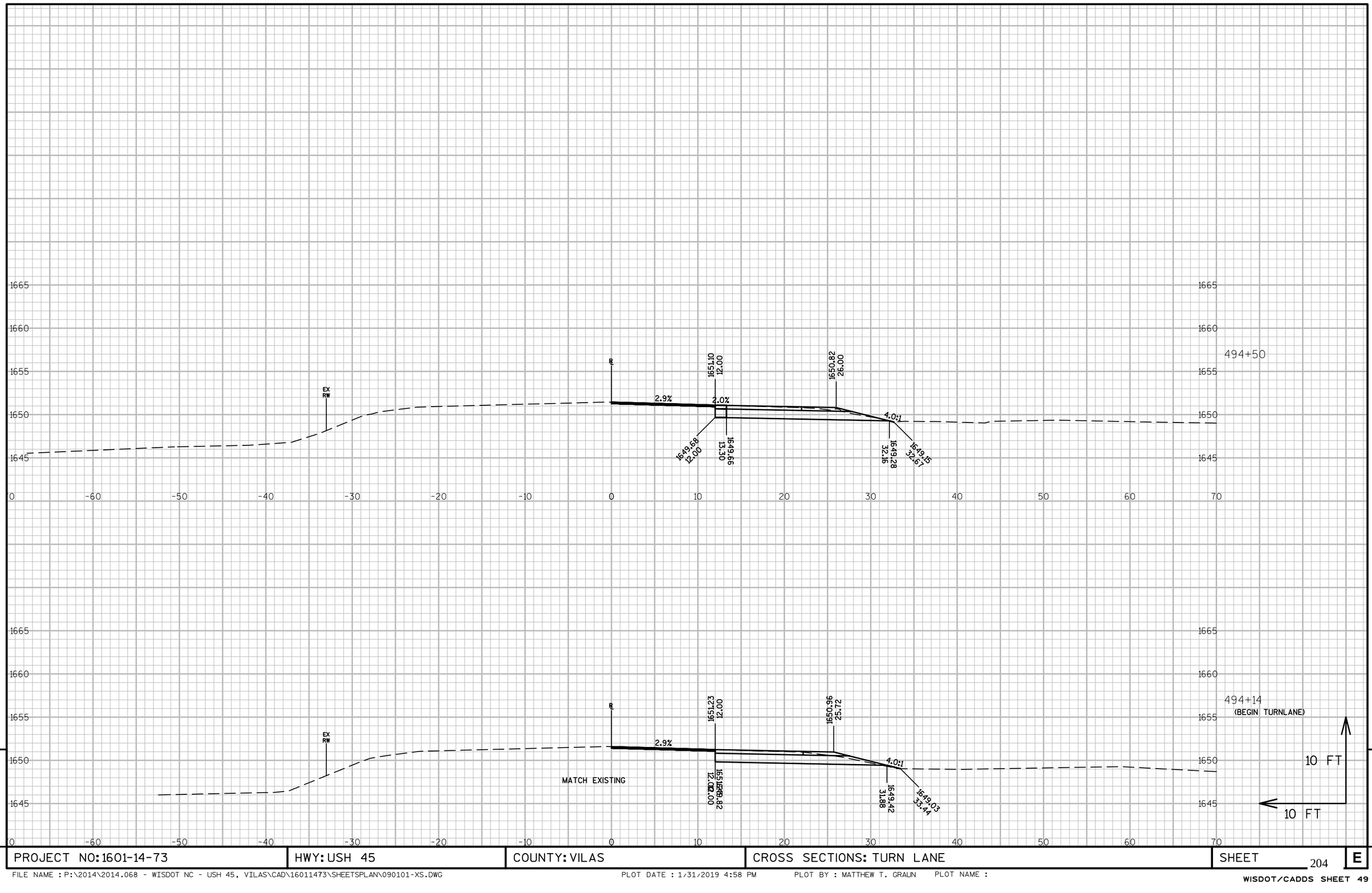
NOTES:
1) CUT INCLUDES UNUSABLE PAVEMENT MATERIAL
2) UNUSABLE PAVEMENT MATERIAL DOES NOT APPEAR IN THE CROSS SECTIONS
3) FILL DOES NOT INCLUDE UNUSABLE PAVEMENT MATERIAL EXCAVATION VOLUME
4) EXPANDED FILL = UNEXPANDED FILL * EXPANDED FILL FACTOR. EXPANDED FILL FACTOR = 1.2
5) MASS ORDINATE = (CUT - UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
		CUT	UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.2 NOTE 4	MASS ORDINATE NOTE 5
559+36	---	3	0	1	0	---	---	---	---	---	---	---
559+42	7	3	0	1	0	1	0	0	0	1	0	1
559+50	8	3	0	1	0	1	0	0	0	2	1	1
559+75	25	4	0	1	0	3	0	1	0	5	2	3
560+00	25	4	0	1	0	3	0	1	0	8	2	6
560+24	24	3	0	1	0	3	0	1	0	11	3	8
				COLUMN TOTALS		11	0	3	0			

NOTES:
1) CUT INCLUDES UNUSABLE PAVEMENT MATERIAL
2) UNUSABLE PAVEMENT MATERIAL DOES NOT APPEAR IN THE CROSS SECTIONS
3) FILL DOES NOT INCLUDE UNUSABLE PAVEMENT MATERIAL EXCAVATION VOLUME
4) EXPANDED FILL = UNEXPANDED FILL * EXPANDED FILL FACTOR. EXPANDED FILL FACTOR = 1.2
5) MASS ORDINATE = (CUT - UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
		CUT	UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.2 NOTE 4	MASS ORDINATE NOTE 5
565+08	---	14	0	0	0	---	---	---	---	---	---	---
565+25	17	6	0	0	0	7	0	0	0	7	0	7
565+50	25	3	0	1	0	4	0	1	0	11	1	10
565+75	25	4	0	0	0	3	0	1	0	14	2	13
566+00	25	10	2	0	0	6	1	0	0	21	2	18
566+25	25	10	2	0	0	9	2	0	0	30	2	25
566+50	25	9	2	0	0	9	2	0	0	39	2	32
566+75	25	10	2	0	0	9	2	0	0	47	2	39
567+00	25	4	0	0	0	7	1	0	0	54	2	45
567+25	25	4	0	0	0	4	0	0	0	58	2	49
567+53	28	9	2	0	0	7	1	0	0	65	2	54
567+75	22	6	0	0	0	6	1	0	0	71	2	59
568+00	25	6	0	0	0	6	0	0	0	76	2	65
568+32	32	10	2	0	0	10	1	0	0	86	2	74
568+50	18	5	0	0	0	5	1	0	0	91	2	78
568+75	25	8	0	0	0	6	0	0	0	97	2	84
569+10	35	10	2	0	0	11	1	0	0	108	2	94
569+25	15	10	0	0	0	6	1	0	0	114	2	99
569+50	25	7	0	0	0	8	0	0	0	122	2	106
569+75	25	5	0	0	0	5	0	0	0	127	2	112
570+00	25	5	0	0	0	4	0	0	0	131	2	116
570+34	34	10	2	0	0	9	1	0	0	140	2	124
570+50	16	5	0	0	0	4	1	0	0	145	2	127
570+75	25	4	0	0	0	4	0	0	0	149	2	132
571+00	25	5	0	0	0	4	0	0	0	153	2	136
571+33	33	9	2	0	0	8	1	0	0	162	2	143
571+50	17	6	0	0	0	5	1	0	0	166	2	147
571+75	25	4	0	0	0	5	0	0	0	171	2	152
572+00	25	4	0	0	0	4	0	0	0	175	2	156
572+35	35	11	2	0	0	10	1	0	0	185	2	165
572+50	15	10	2	0	0	6	1	0	0	191	2	169
572+67	17	4	0	0	0	5	1	0	0	195	2	173
				COLUMN TOTALS		195	21	1	0			

NOTES:
1) CUT INCLUDES UNUSABLE PAVEMENT MATERIAL
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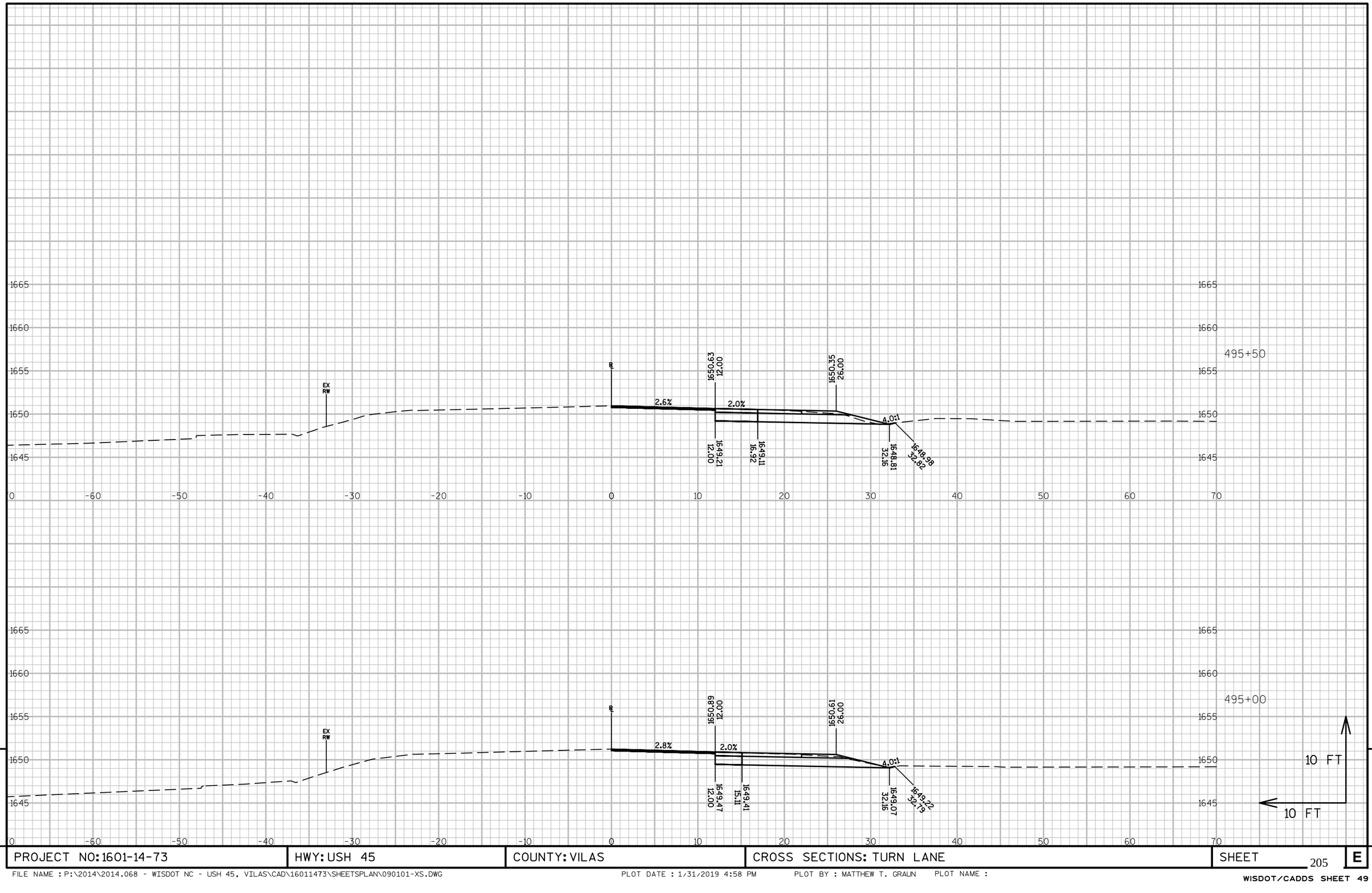


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PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: TURN LANE	SHEET 204	E

FILE NAME : P:\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\090101-XS.DWG PLOT DATE : 1/31/2019 4:58 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME :

WISDOT/CADDS SHEET 49



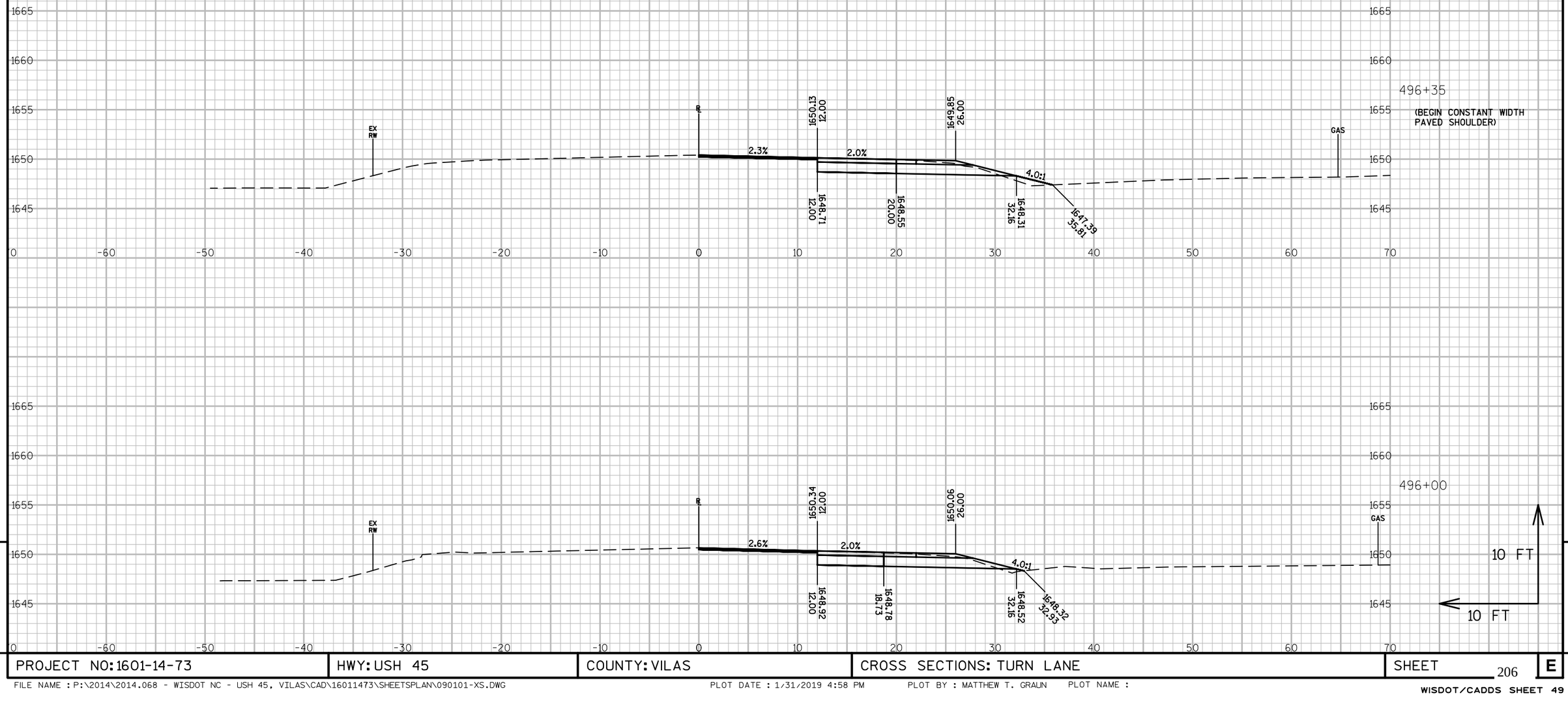
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PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: TURN LANE	SHEET 205	E

FILE NAME : P:\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\090101-XS.DWG PLOT DATE : 1/31/2019 4:58 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME :

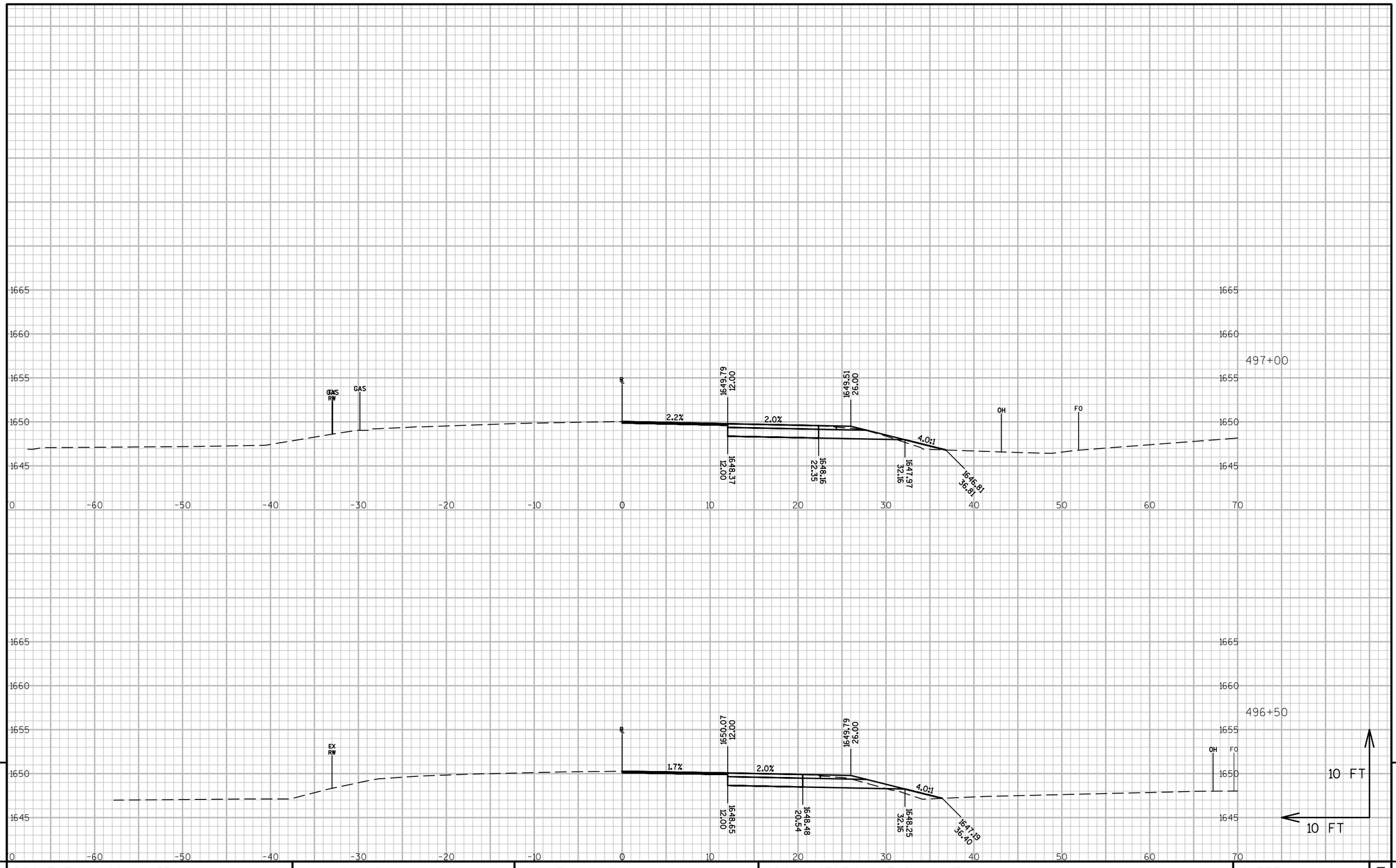
WISDOT/CADDS SHEET 49



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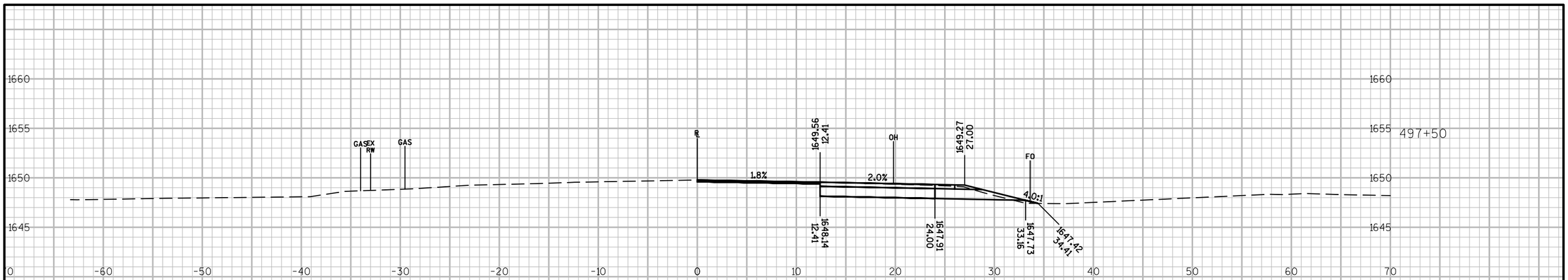
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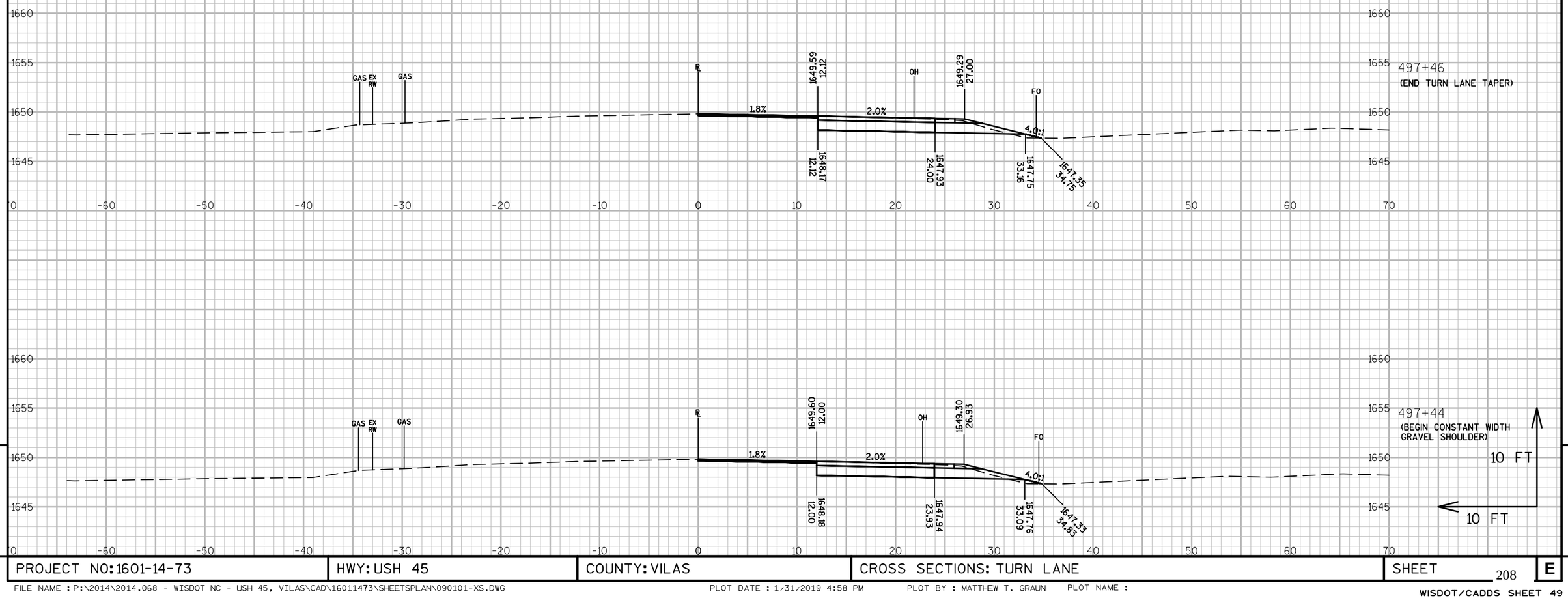


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PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: TURN LANE	SHEET 207	E



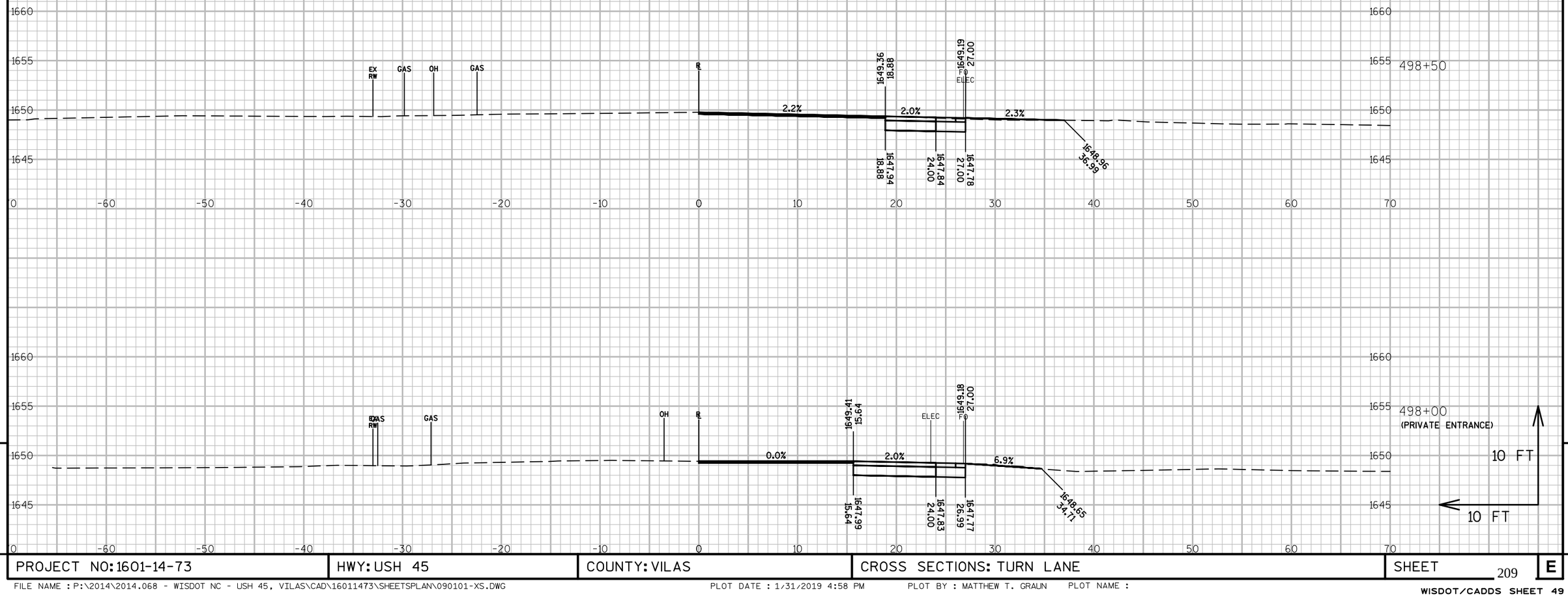


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PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: TURN LANE	SHEET 208	E

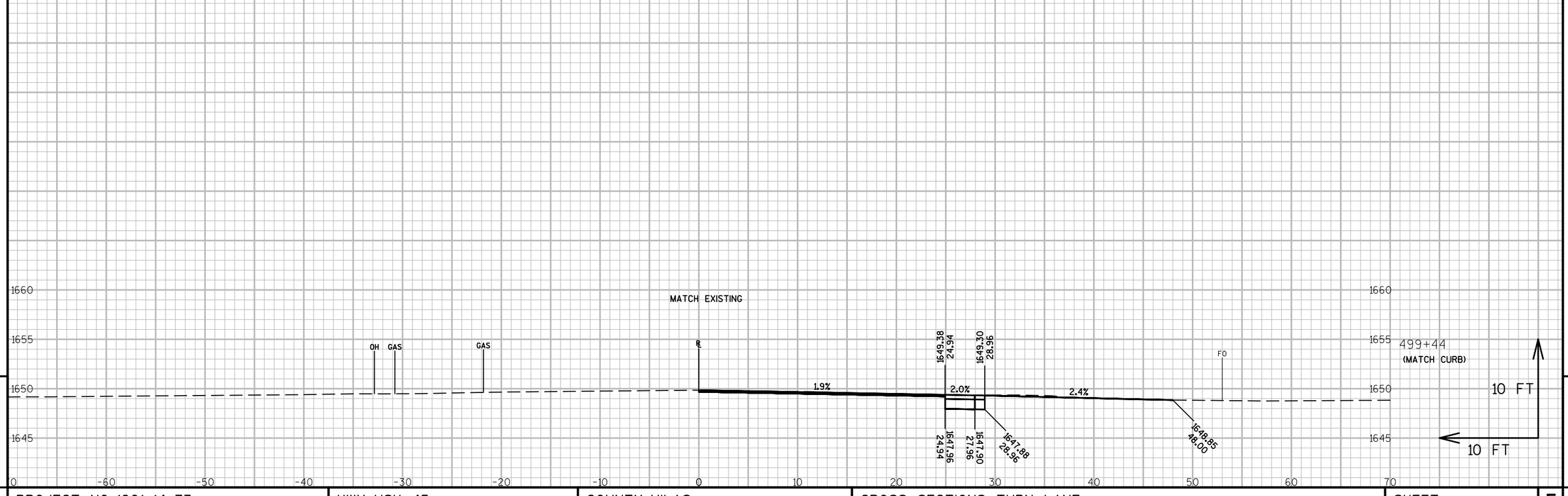




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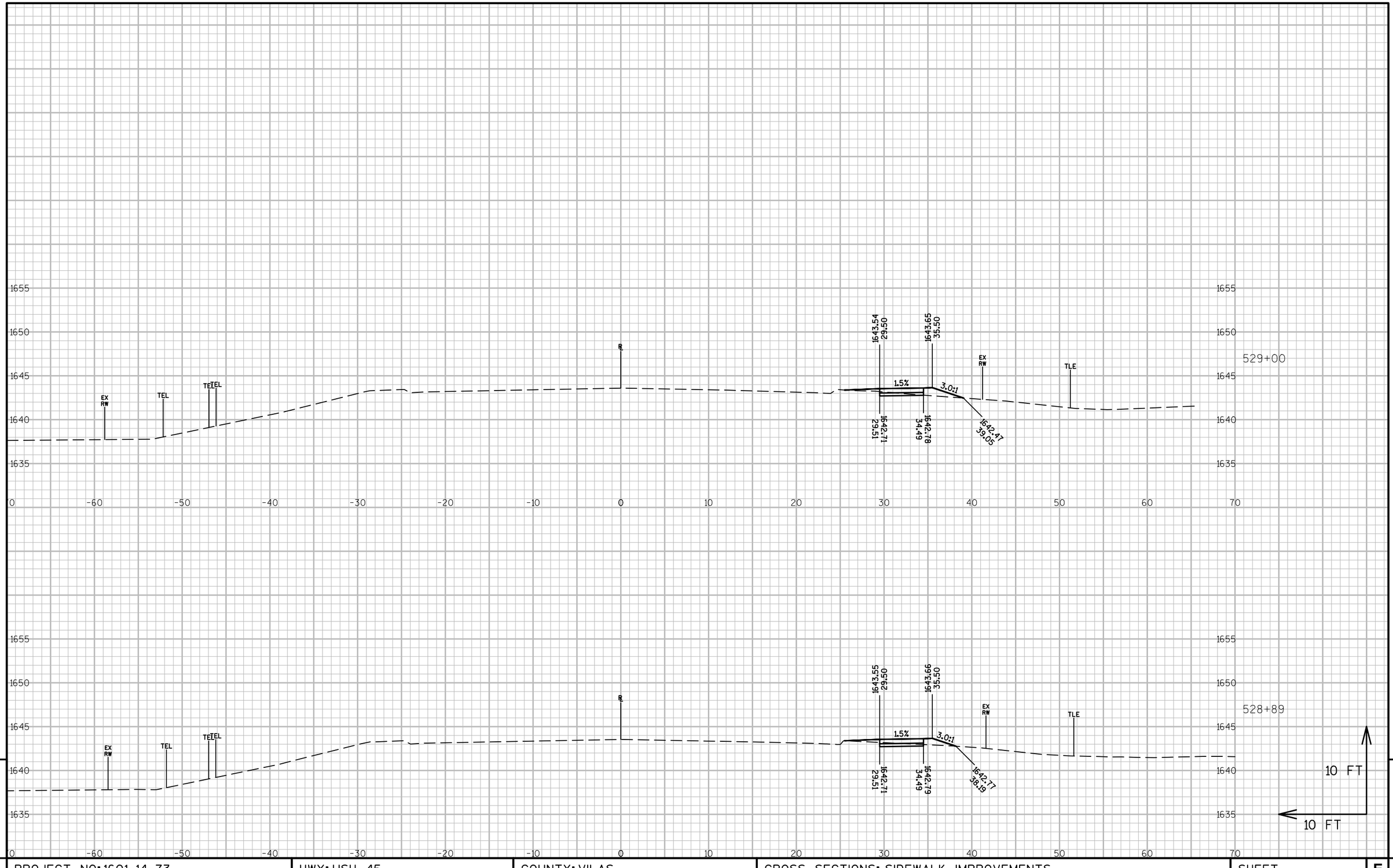
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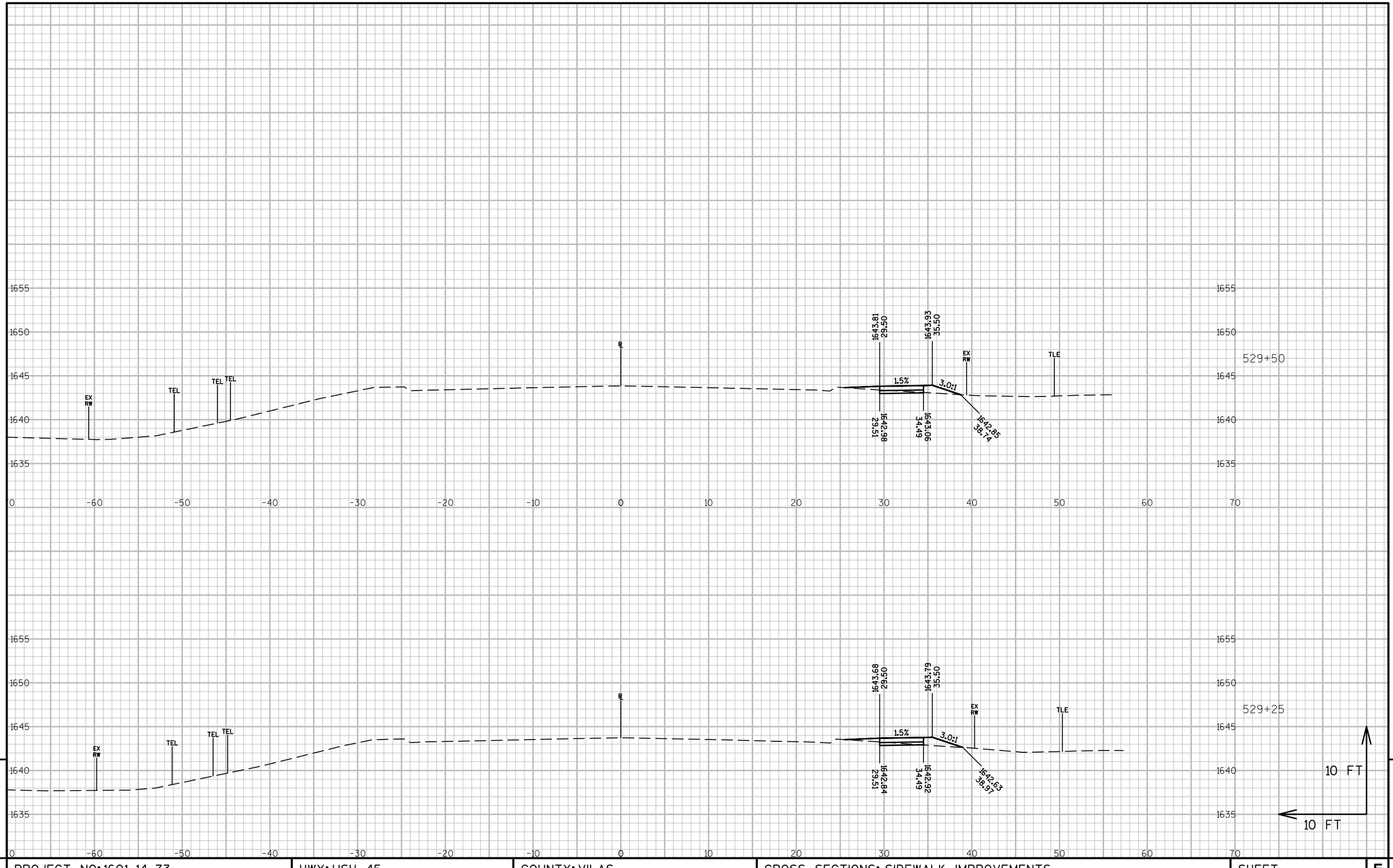
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PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 211	E

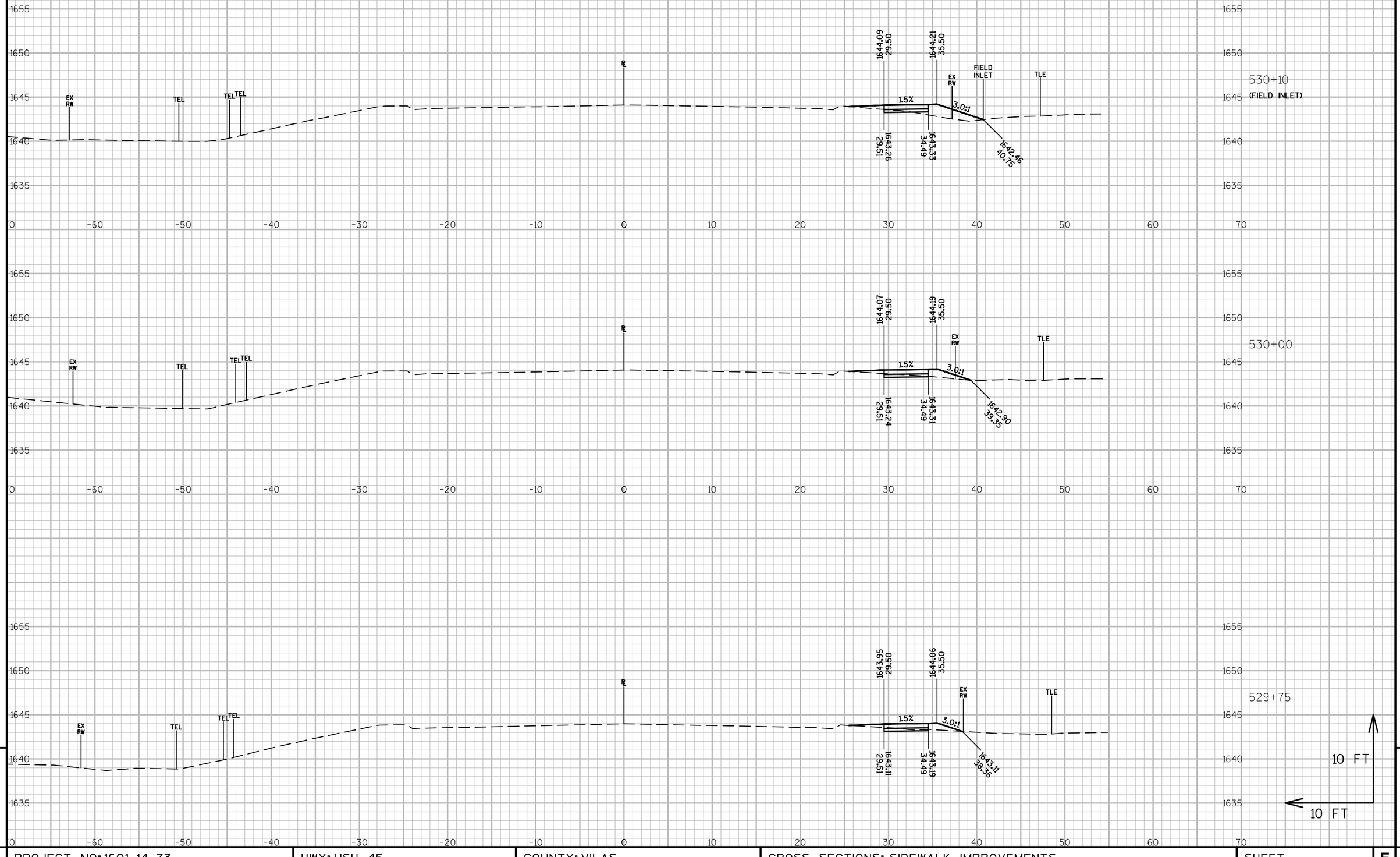


PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 212	E

FILE NAME : P:\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090101-XS - 090202

PLOT DATE : 12/3/2018 2:36 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : PLOT SCALE : 1 IN:10 FT_1

WISDOT/CADDS SHEET 49



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PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 213	E

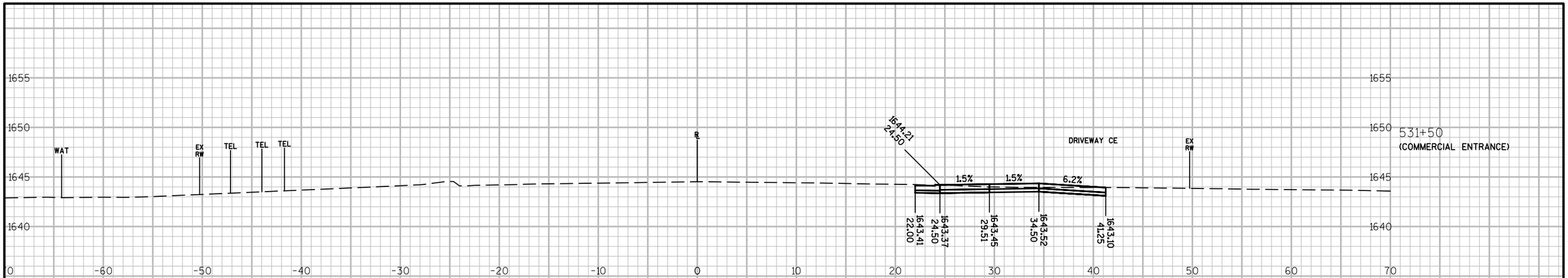
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LAYOUT NAME - 090101-XS - 090203
PLOT DATE : 12/3/2018 2:36 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : PLOT SCALE : 1 IN:10 FT_1

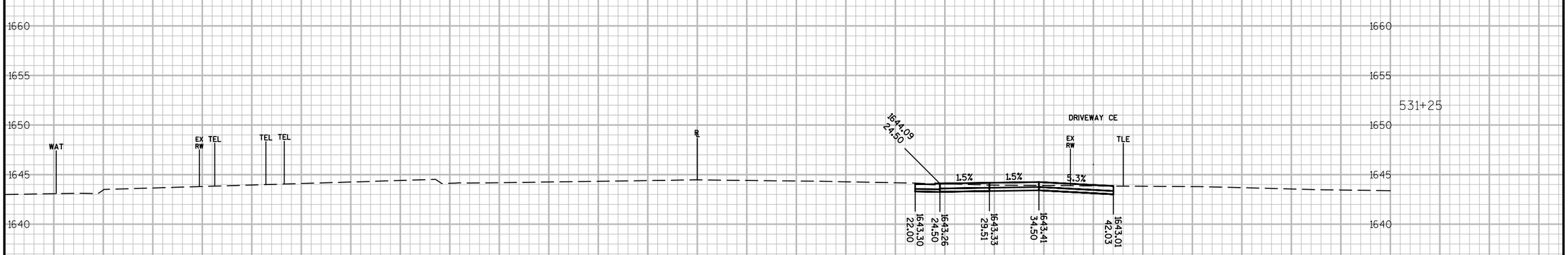
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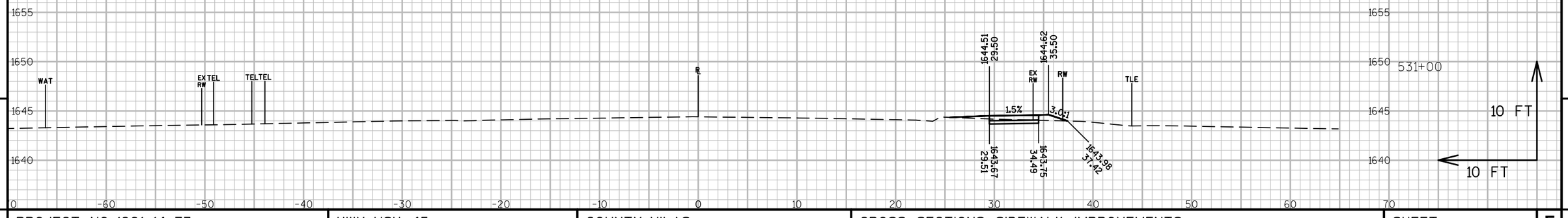
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PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 214	E

FILE NAME : P:\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090101-XS - 090204
PLOT DATE : 12/3/2018 2:37 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : PLOT SCALE : 1 IN:10 FT_1





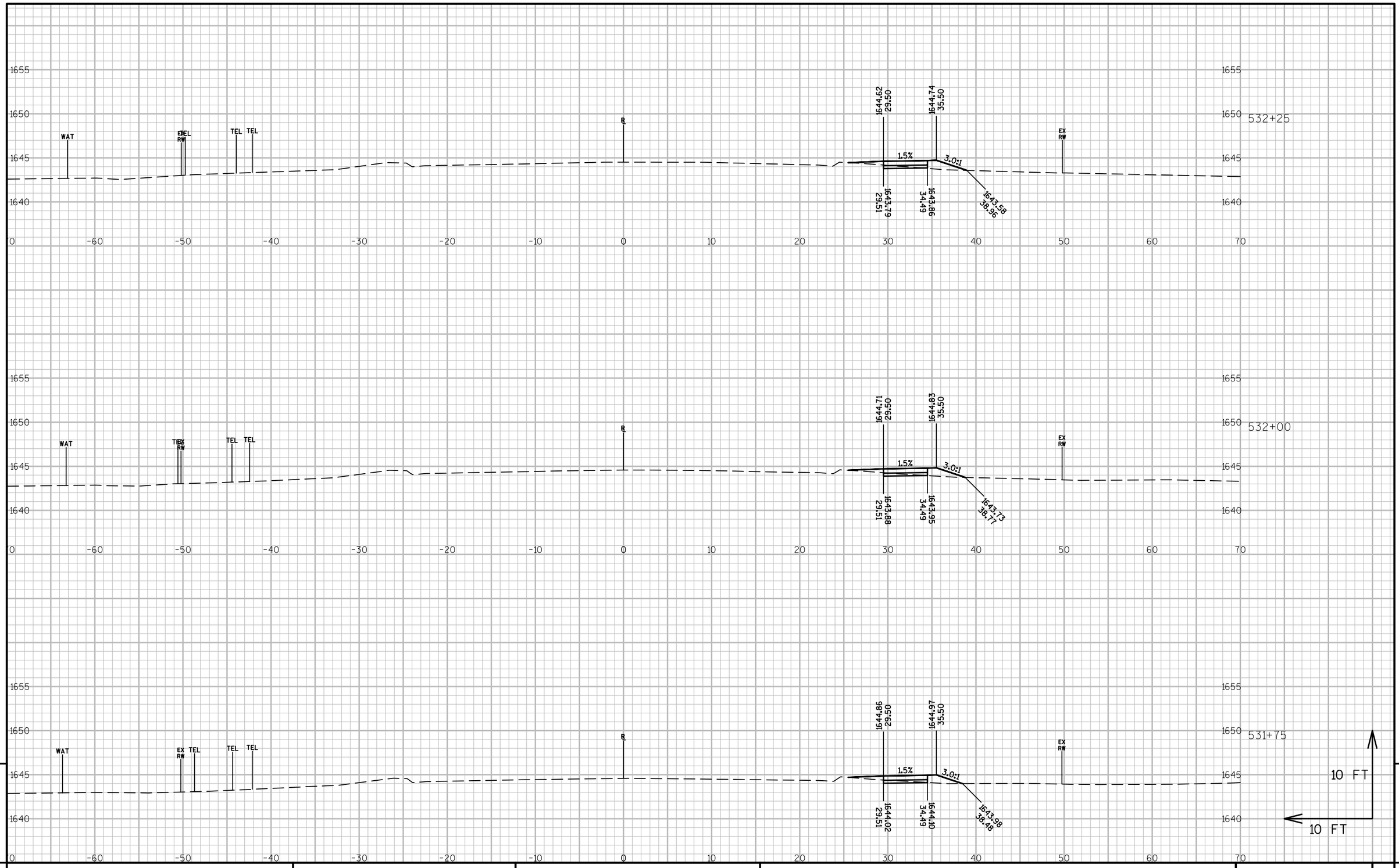


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PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 215	E

FILE NAME : P:\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090101-XS - 090205
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WISDOT/CADDS SHEET 49

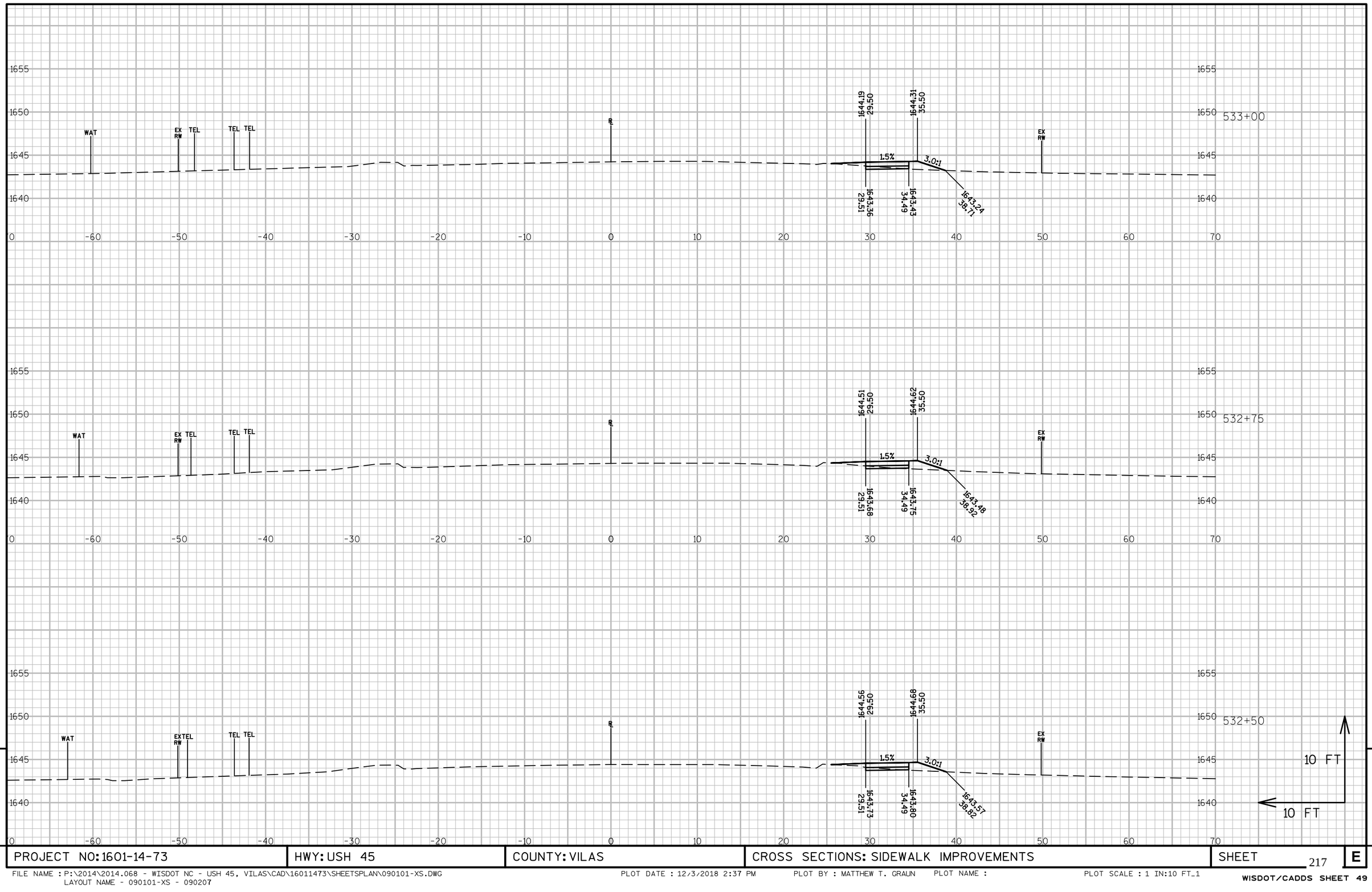


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PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 216	E

FILE NAME : P:\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090101-XS - 090206
PLOT DATE : 12/3/2018 2:37 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : PLOT SCALE : 1 IN:10 FT_1
WISDOT/CADDS SHEET 49



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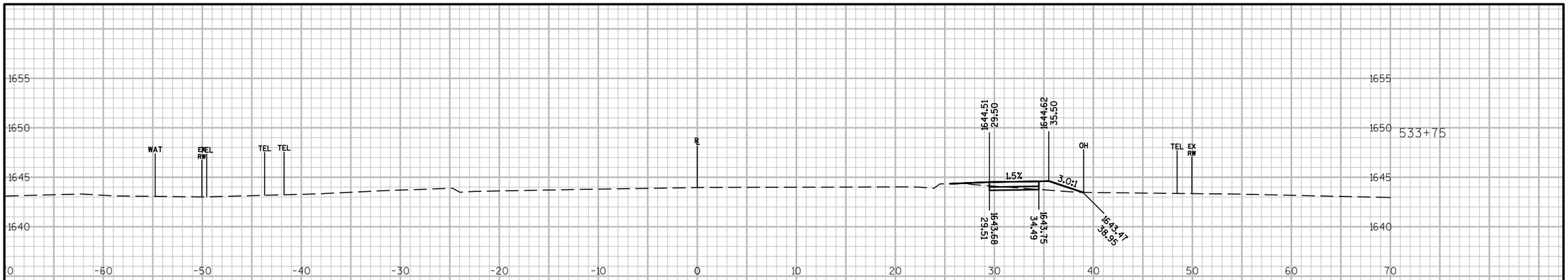
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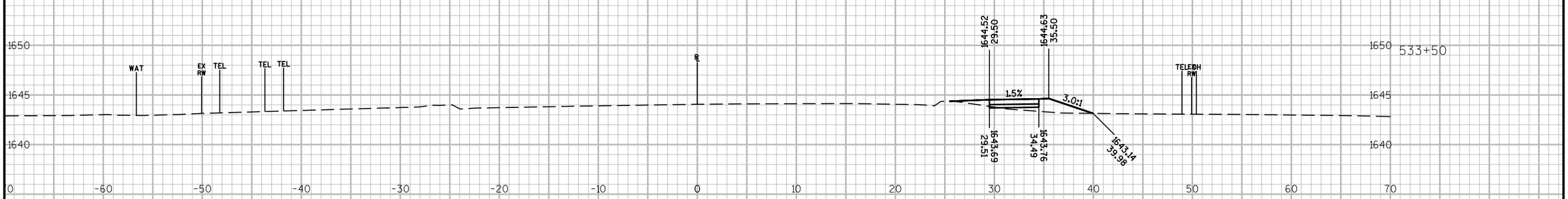
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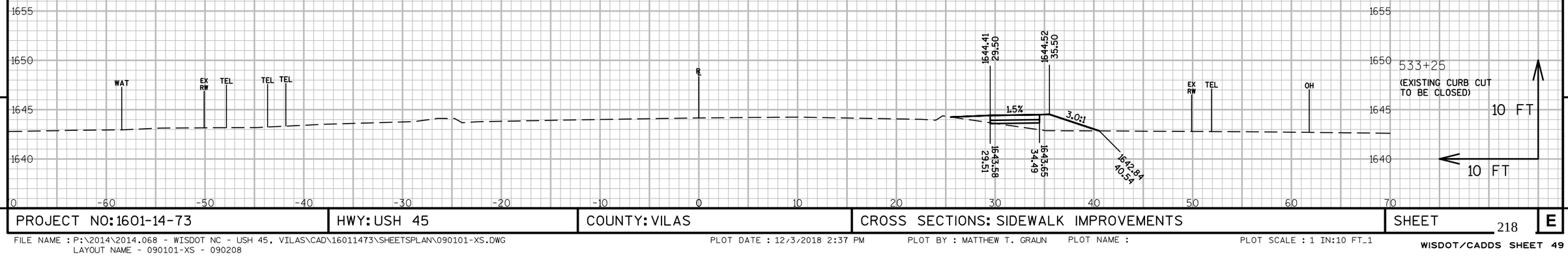
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LAYOUT NAME - 090101-XS - 090207

PLOT DATE : 12/3/2018 2:37 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : PLOT SCALE : 1 IN:10 FT_1

WISDOT/CADDS SHEET 49





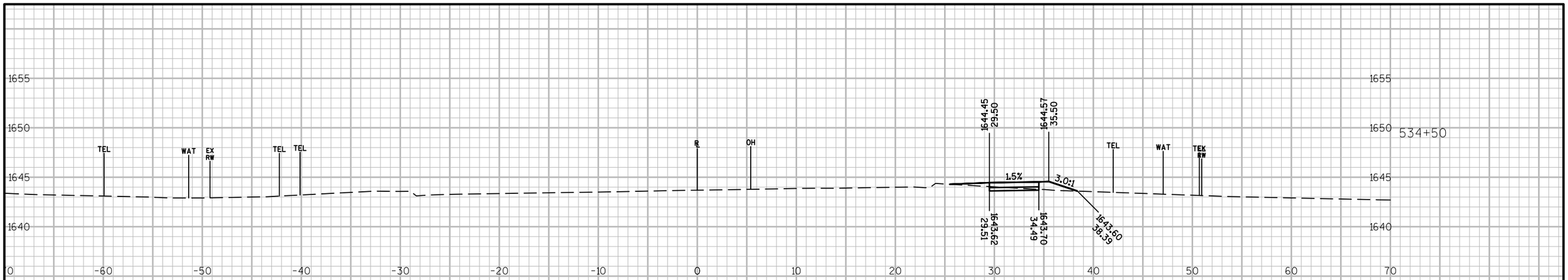


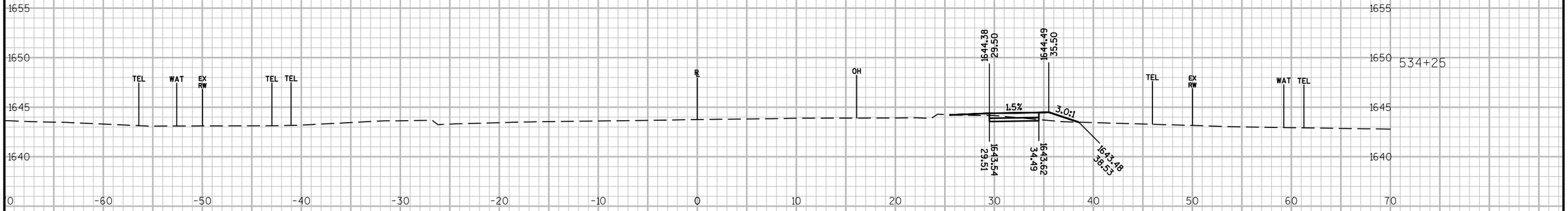
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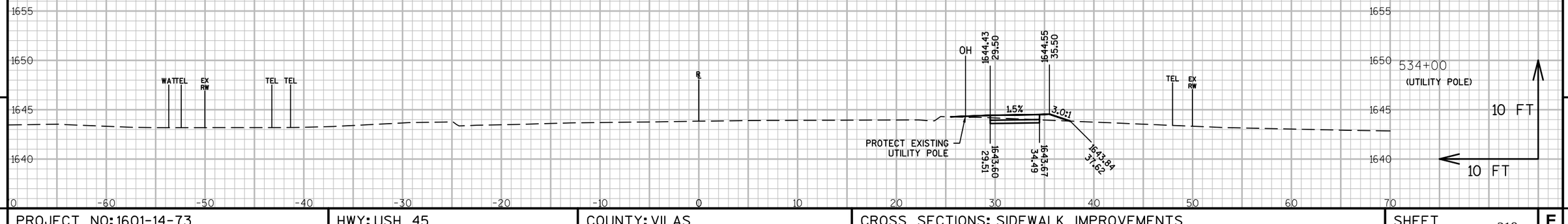
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PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 218	E

FILE NAME : P:\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090101-XS - 090208
PLOT DATE : 12/3/2018 2:37 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : PLOT SCALE : 1 IN:10 FT_1
WISDOT/CADDS SHEET 49







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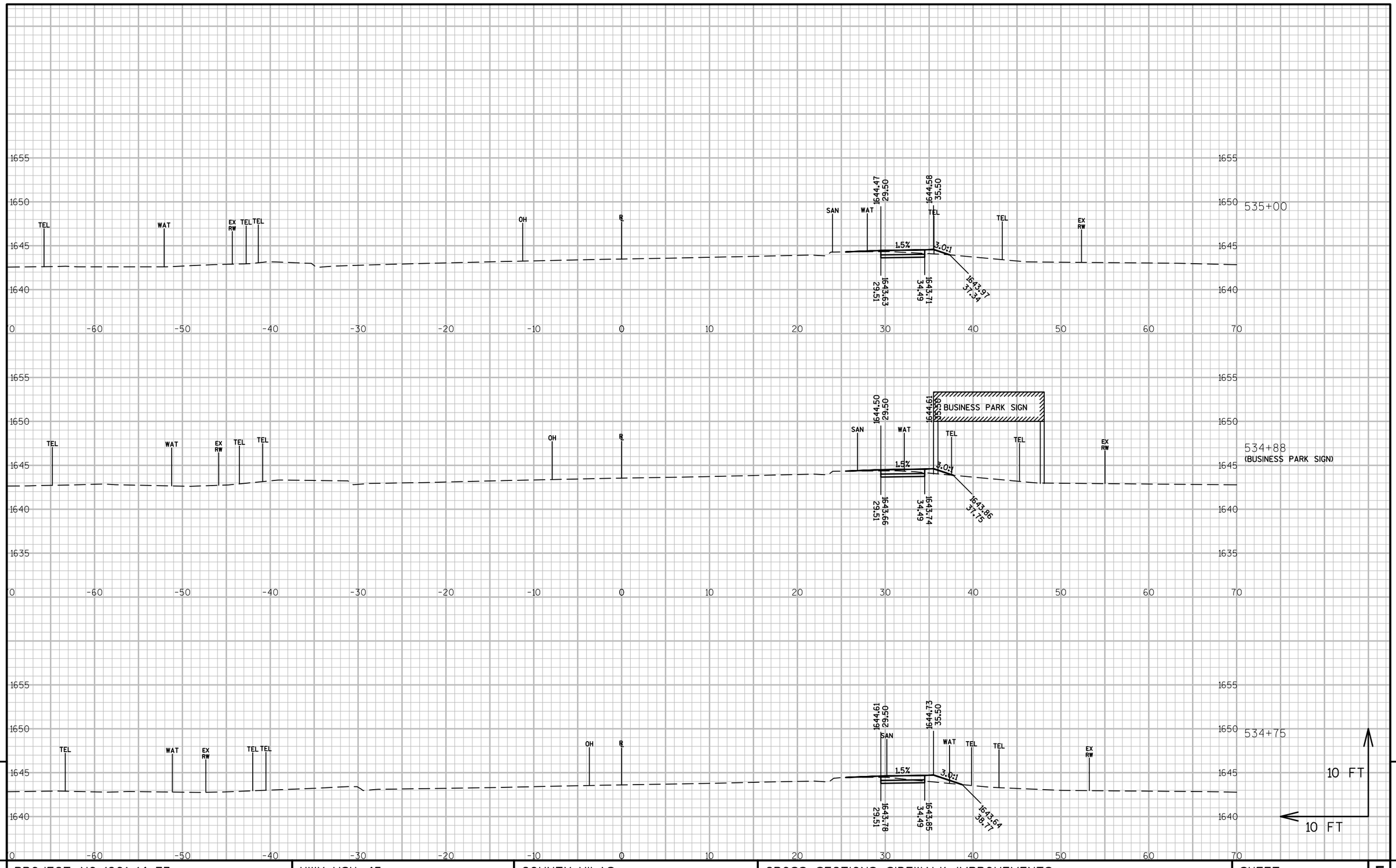
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PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 219	E

FILE NAME : P:\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090101-XS - 090209

PLOT DATE : 12/3/2018 2:37 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : PLOT SCALE : 1 IN:10 FT_1

WISDOT/CADDS SHEET 49

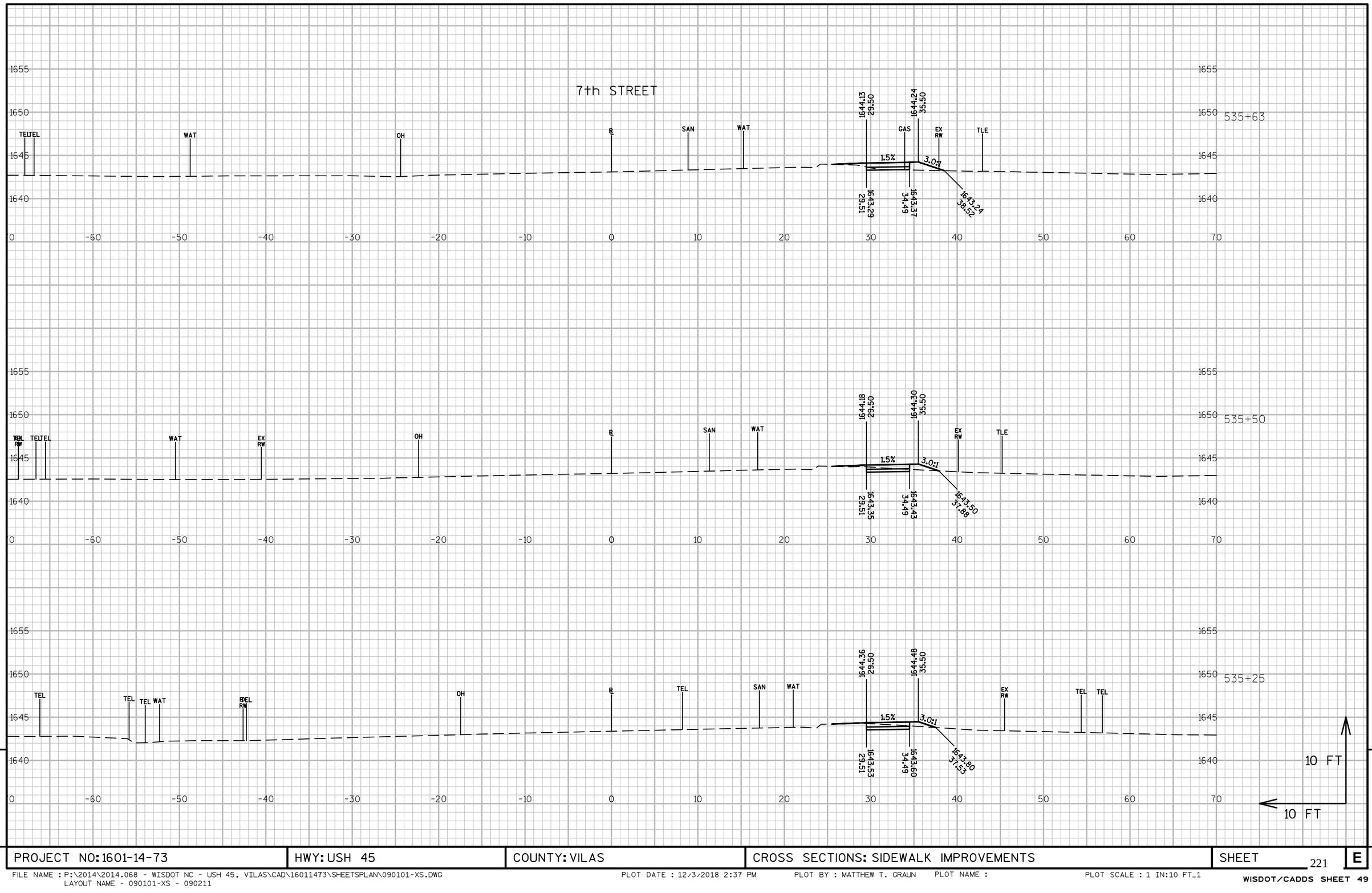


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PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 220	E

FILE NAME : P:\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090101-XS - 090210
PLOT DATE : 12/3/2018 2:37 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : PLOT SCALE : 1 IN:10 FT_1

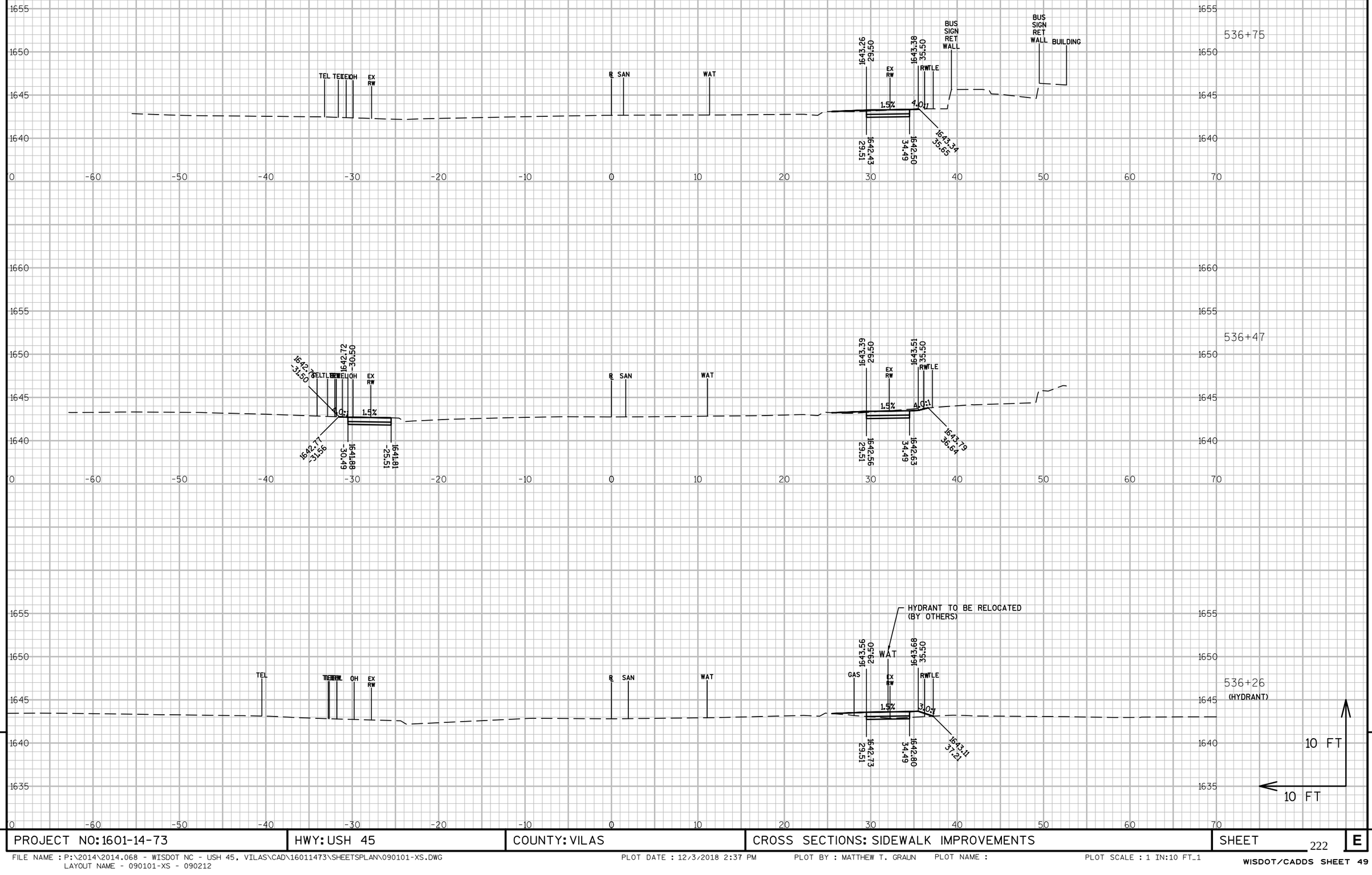


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PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 221	E

FILE NAME : P:\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090101-XS - 090211
PLOT DATE : 12/3/2018 2:37 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : PLOT SCALE : 1 IN:10 FT_1

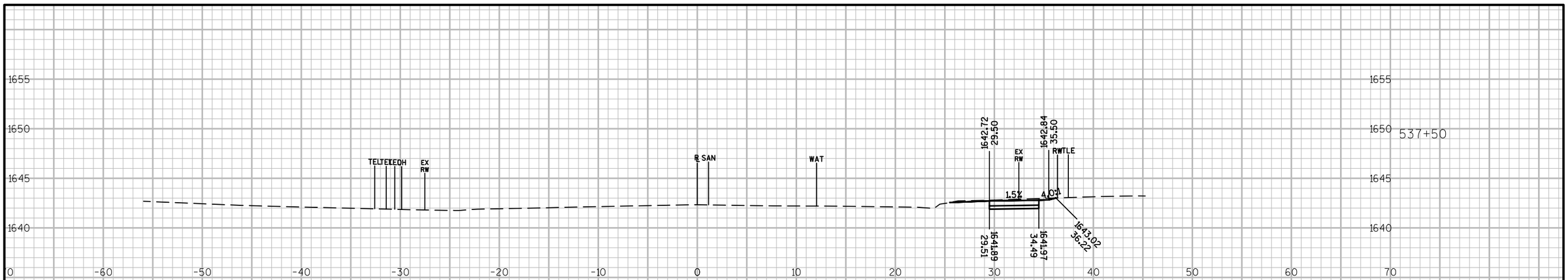


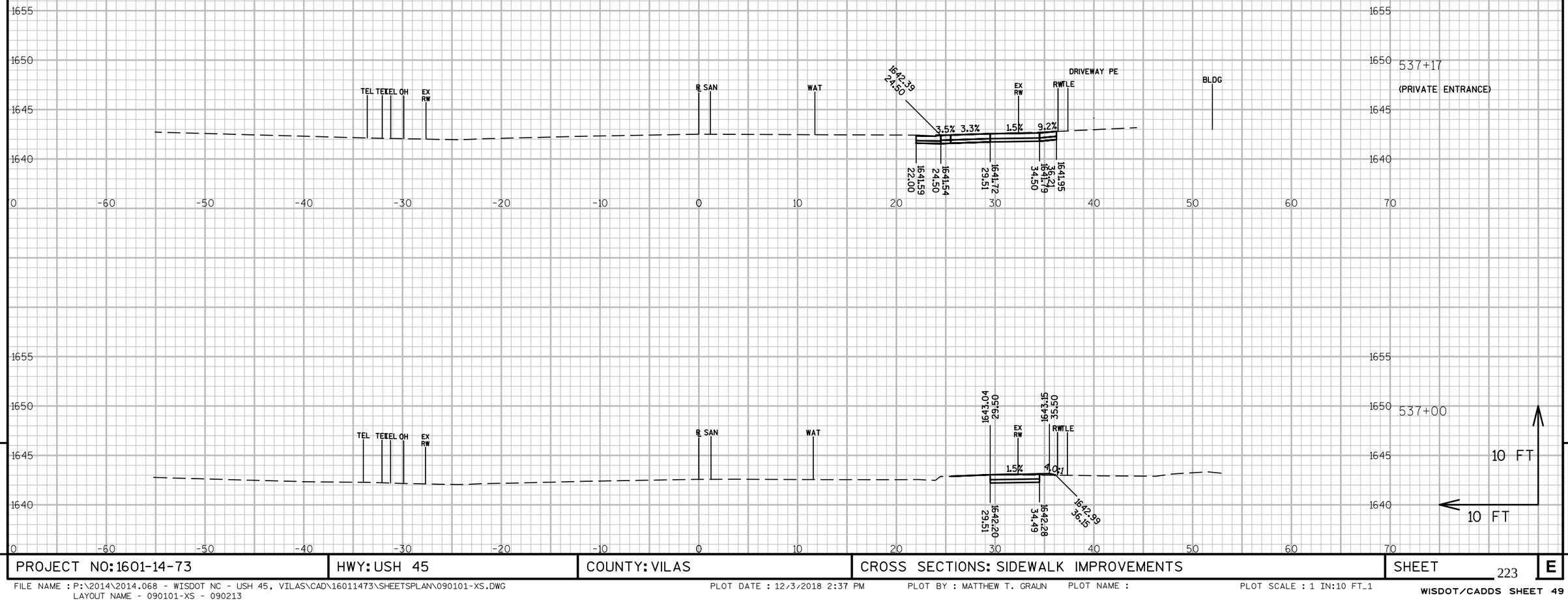
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PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 222	E

FILE NAME : P:\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090101-XS - 090212
PLOT DATE : 12/3/2018 2:37 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : PLOT SCALE : 1 IN:10 FT_1
WISDOT/CADDS SHEET 49



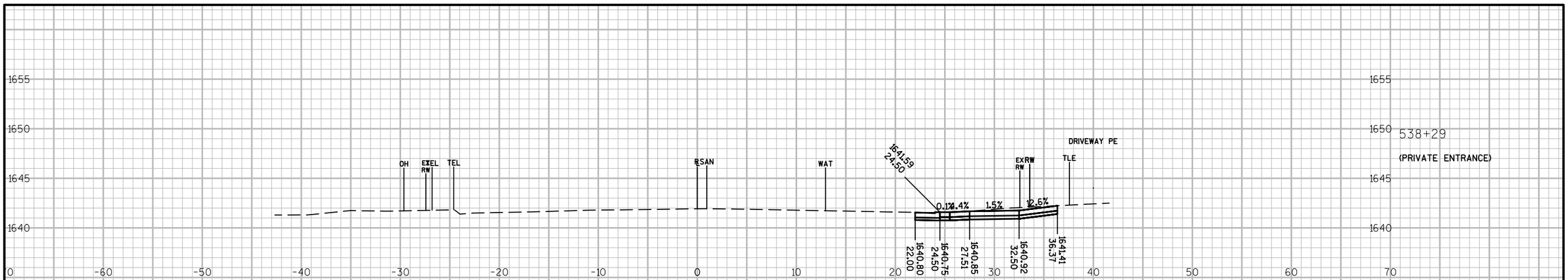


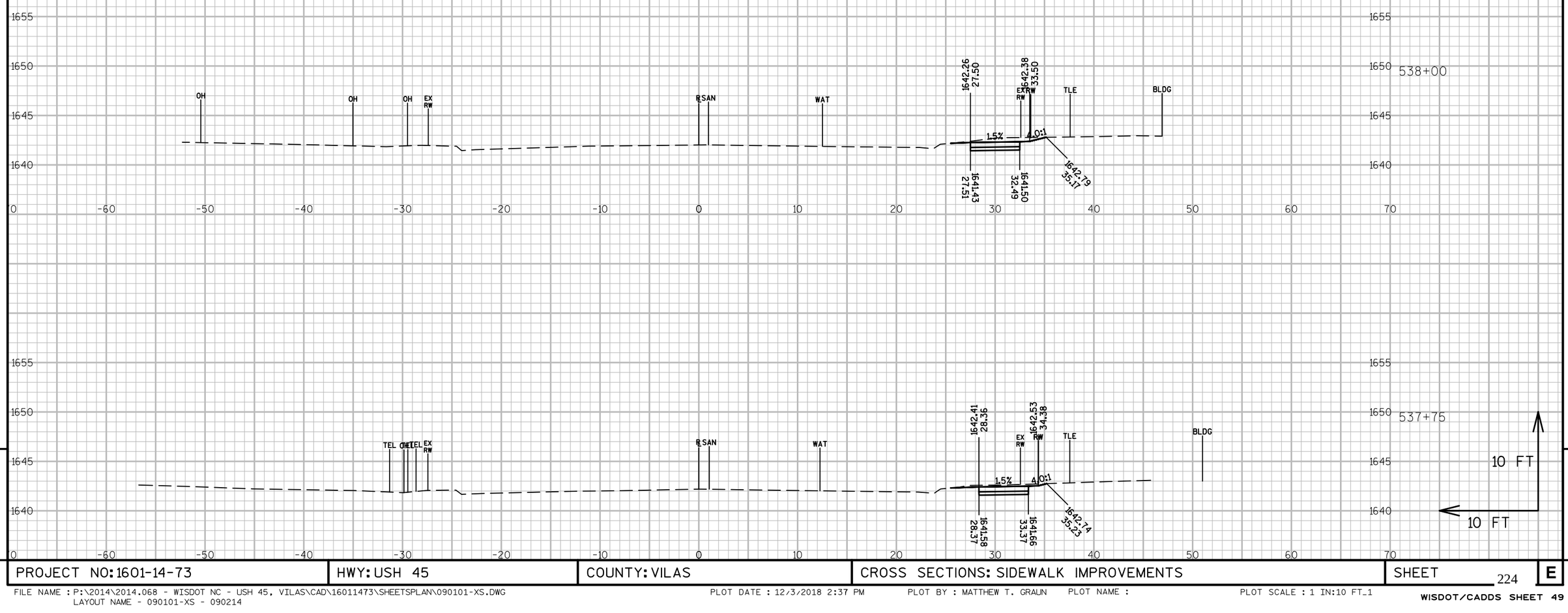
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PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 223	E

FILE NAME : P:\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090101-XS - 090213
PLOT DATE : 12/3/2018 2:37 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : PLOT SCALE : 1 IN:10 FT_1





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PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 224	E

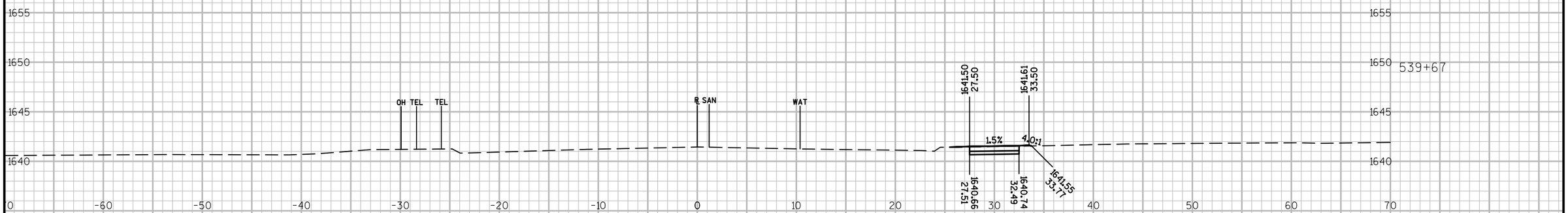
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LAYOUT NAME - 090101-XS - 090214
PLOT DATE : 12/3/2018 2:37 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : PLOT SCALE : 1 IN:10 FT_1

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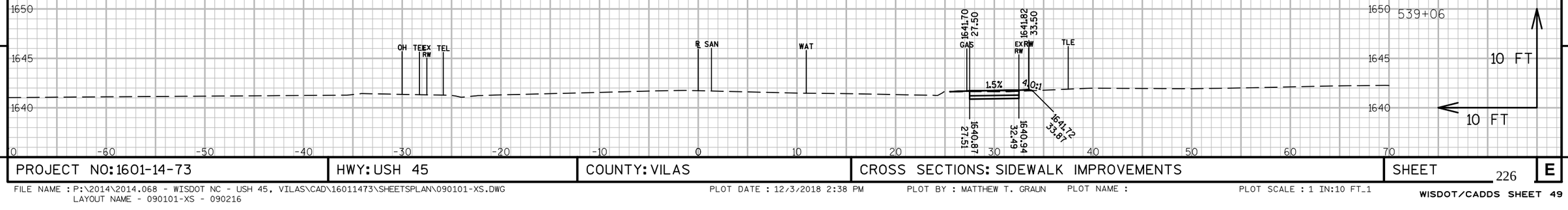
PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 225	E

FILE NAME : P:\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090101-XS - 090215
PLOT DATE : 12/3/2018 2:38 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : PLOT SCALE : 1 IN:10 FT_1
WISDOT/CADDS SHEET 49





6TH STREET



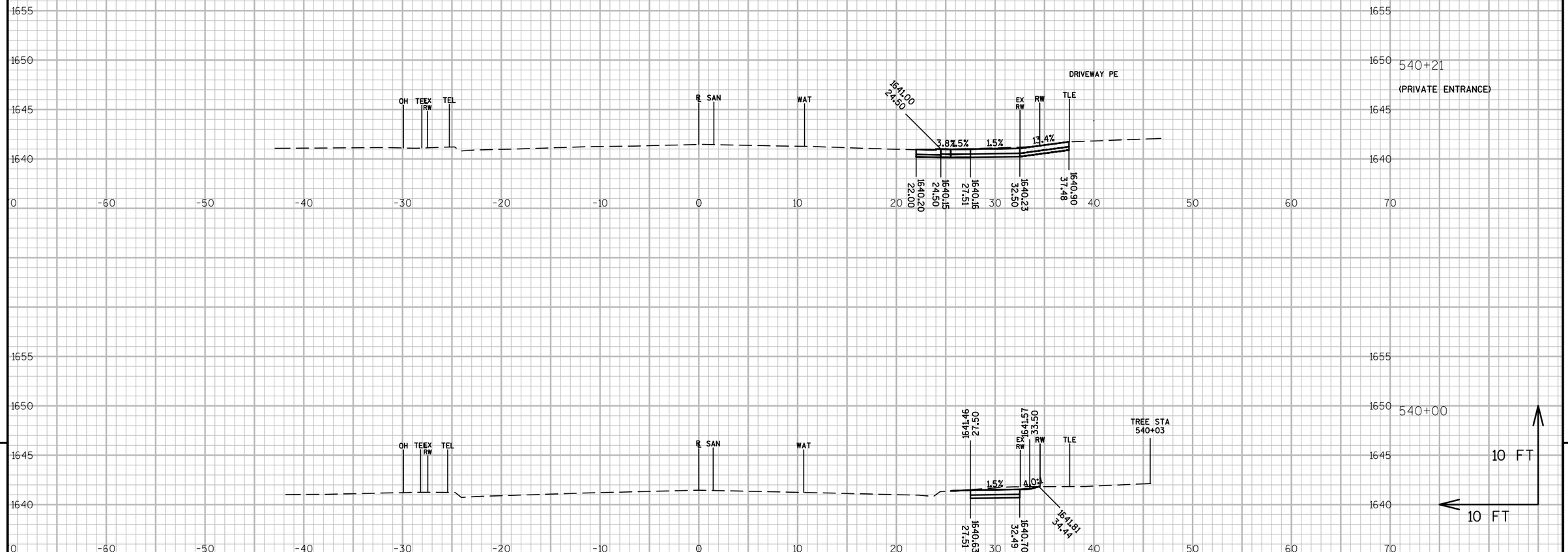
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PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 226	E

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LAYOUT NAME - 090101-XS - 090216
PLOT DATE : 12/3/2018 2:38 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : PLOT SCALE : 1 IN:10 FT_1



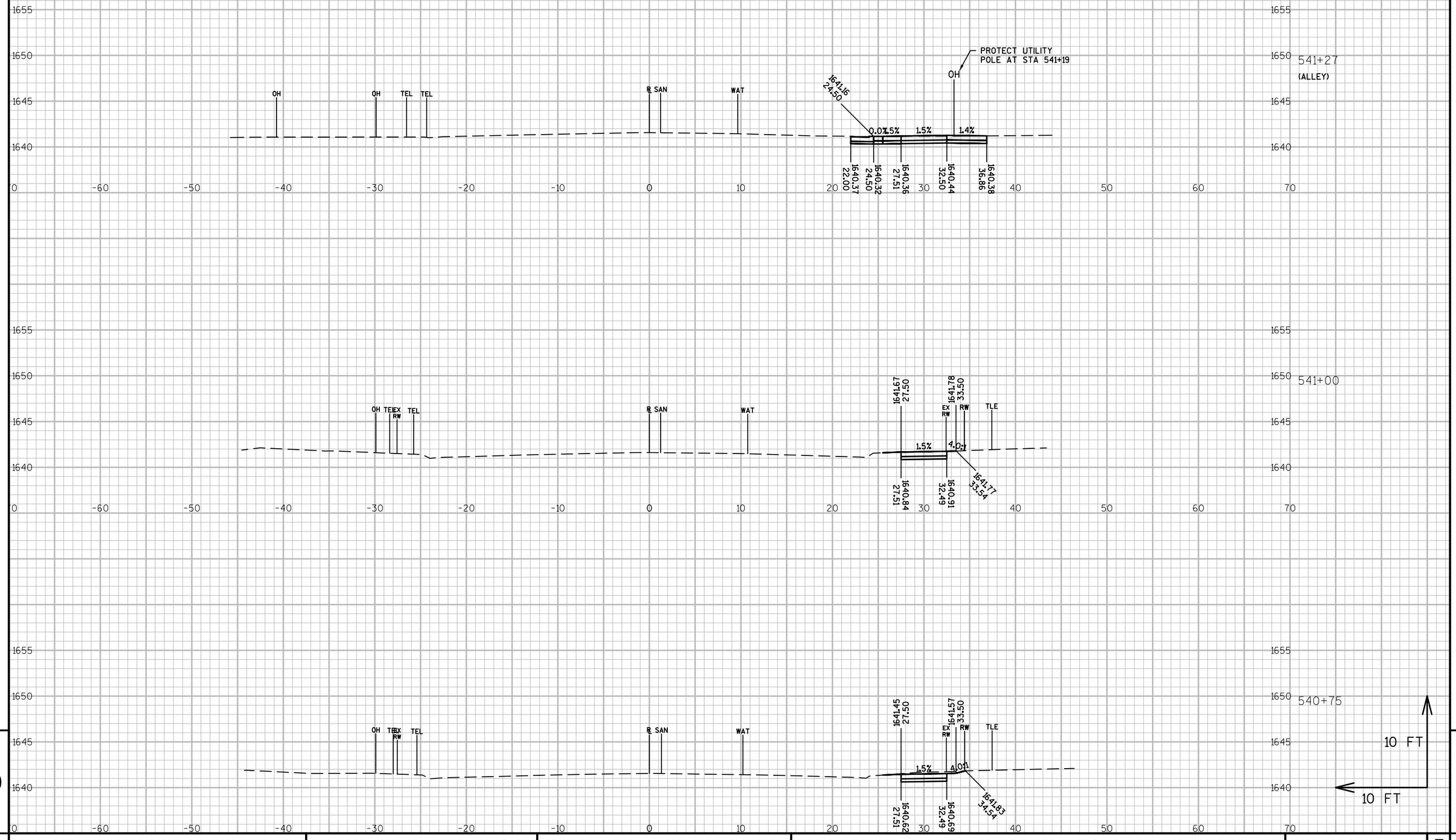


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PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 227	E

FILE NAME : P:\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090101-XS - 090217
PLOT DATE : 12/3/2018 2:38 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : PLOT SCALE : 1 IN:10 FT_1
WISDOT/CADDS SHEET 49



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PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 228	E

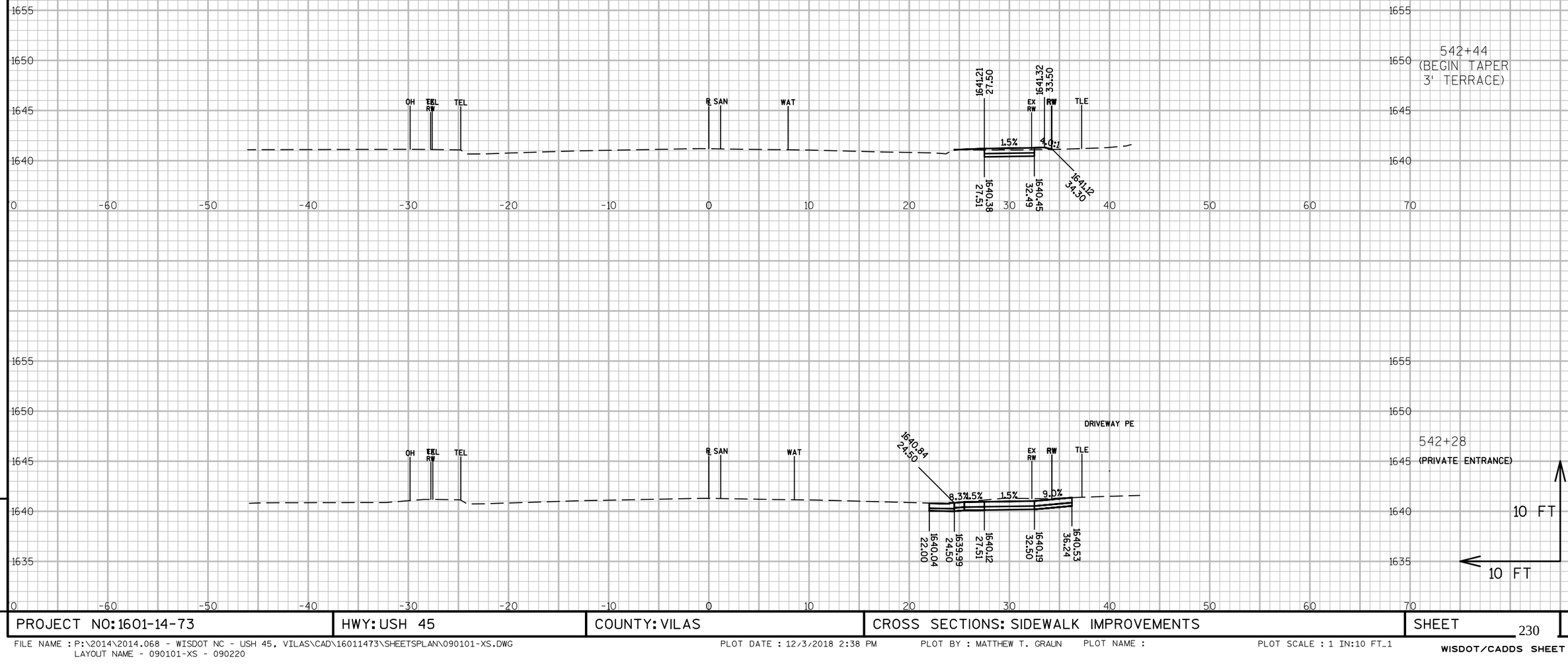
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LAYOUT NAME - 090101-XS - 090218
PLOT DATE : 12/3/2018 2:38 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : PLOT SCALE : 1 IN:10 FT_1

PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 229	E

FILE NAME : P:\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090101-XS - 090219

PLOT DATE : 12/3/2018 2:38 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : PLOT SCALE : 1 IN:10 FT_1

WISDOT/CADDS SHEET 49



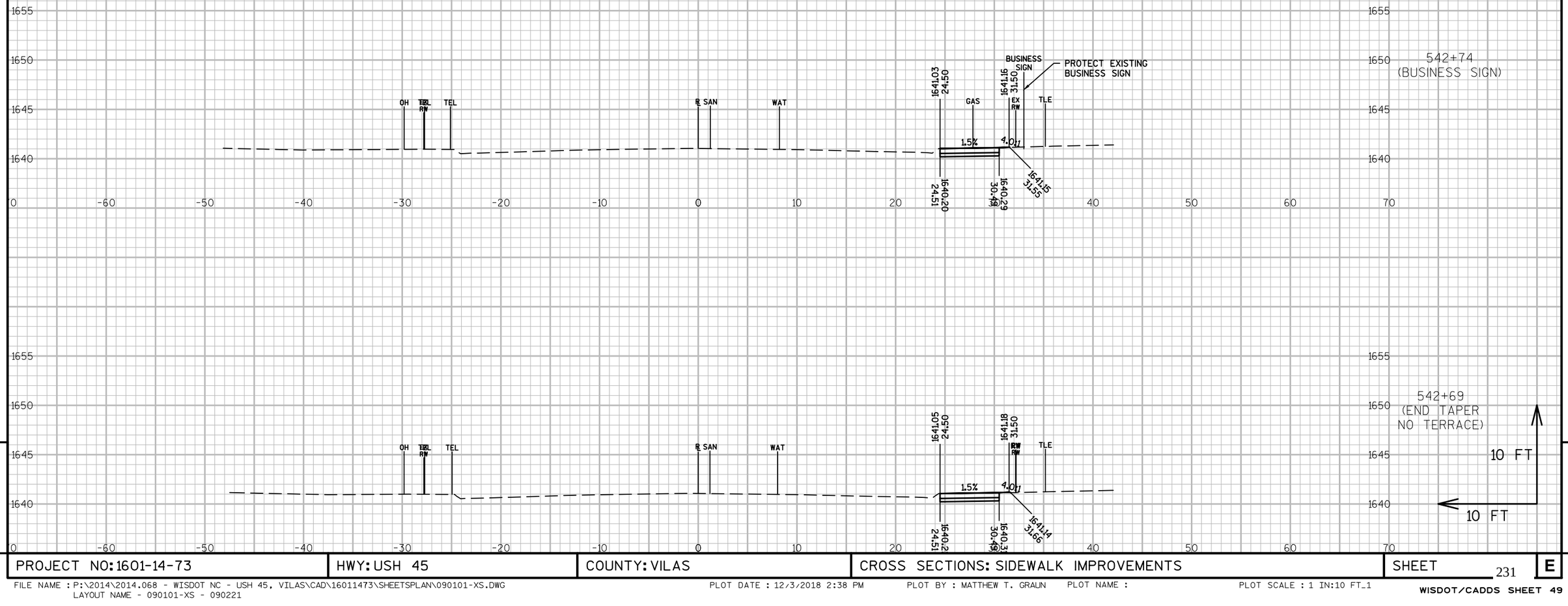
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PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 230	E

FILE NAME : P:\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090101-XS - 090220
PLOT DATE : 12/3/2018 2:38 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : PLOT SCALE : 1 IN:10 FT_1





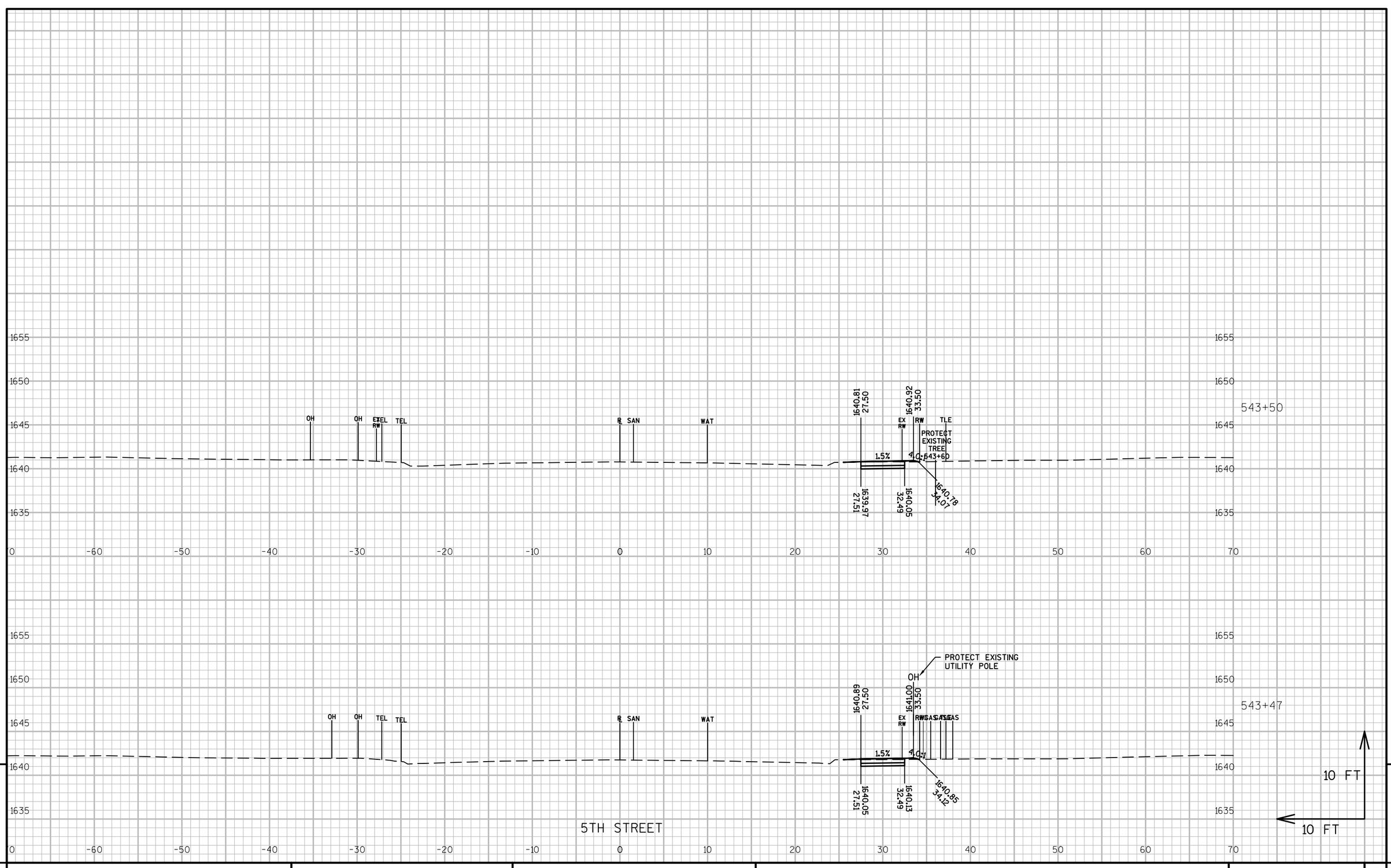
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PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 231	E

FILE NAME : P:\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090101-XS - 090221

PLOT DATE : 12/3/2018 2:38 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : PLOT SCALE : 1 IN:10 FT_1

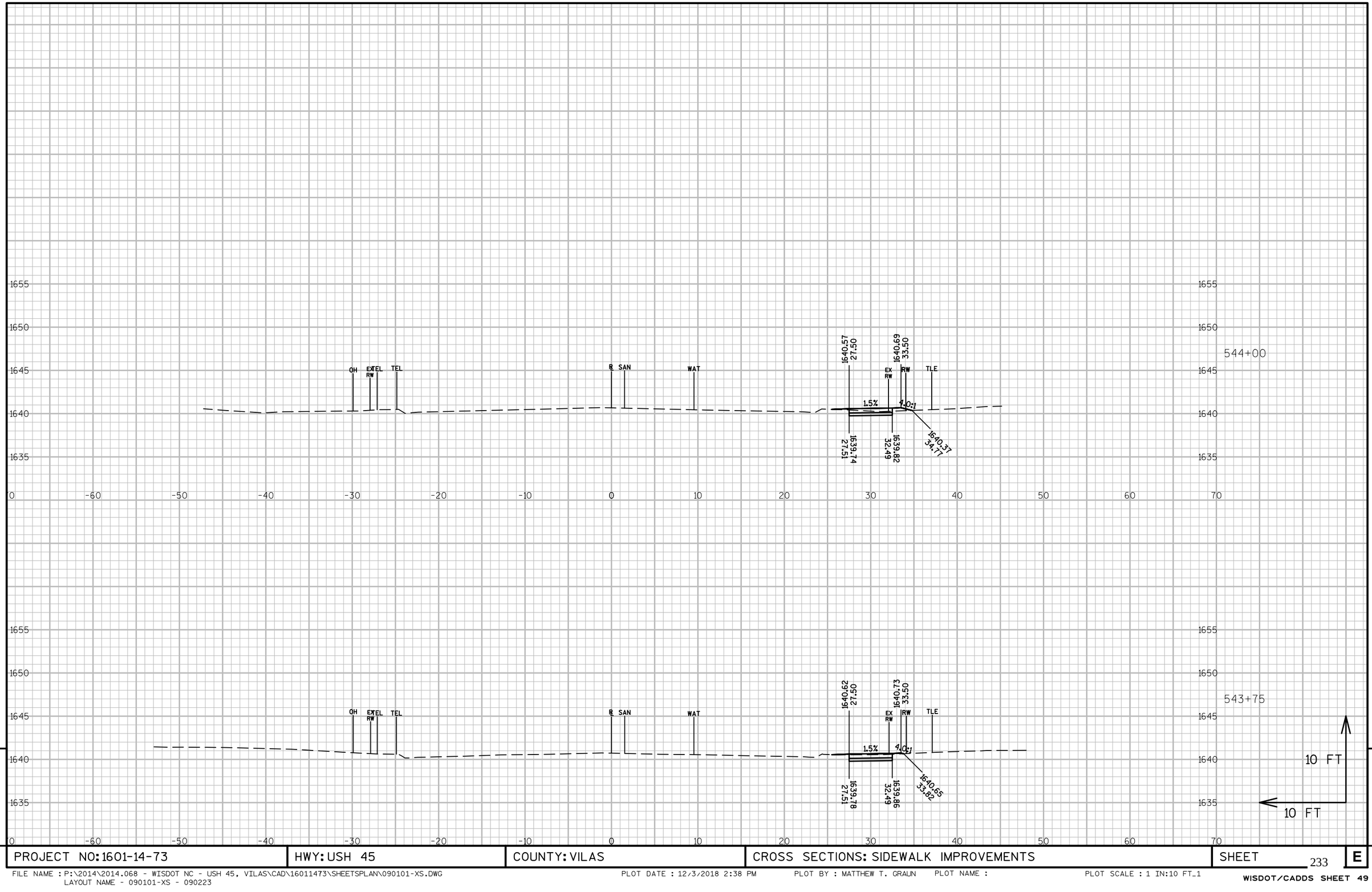


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PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 232	E

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LAYOUT NAME - 090101-XS - 090222
PLOT DATE : 12/3/2018 2:38 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : PLOT SCALE : 1 IN:10 FT_1
WISDOT/CADDS SHEET 49



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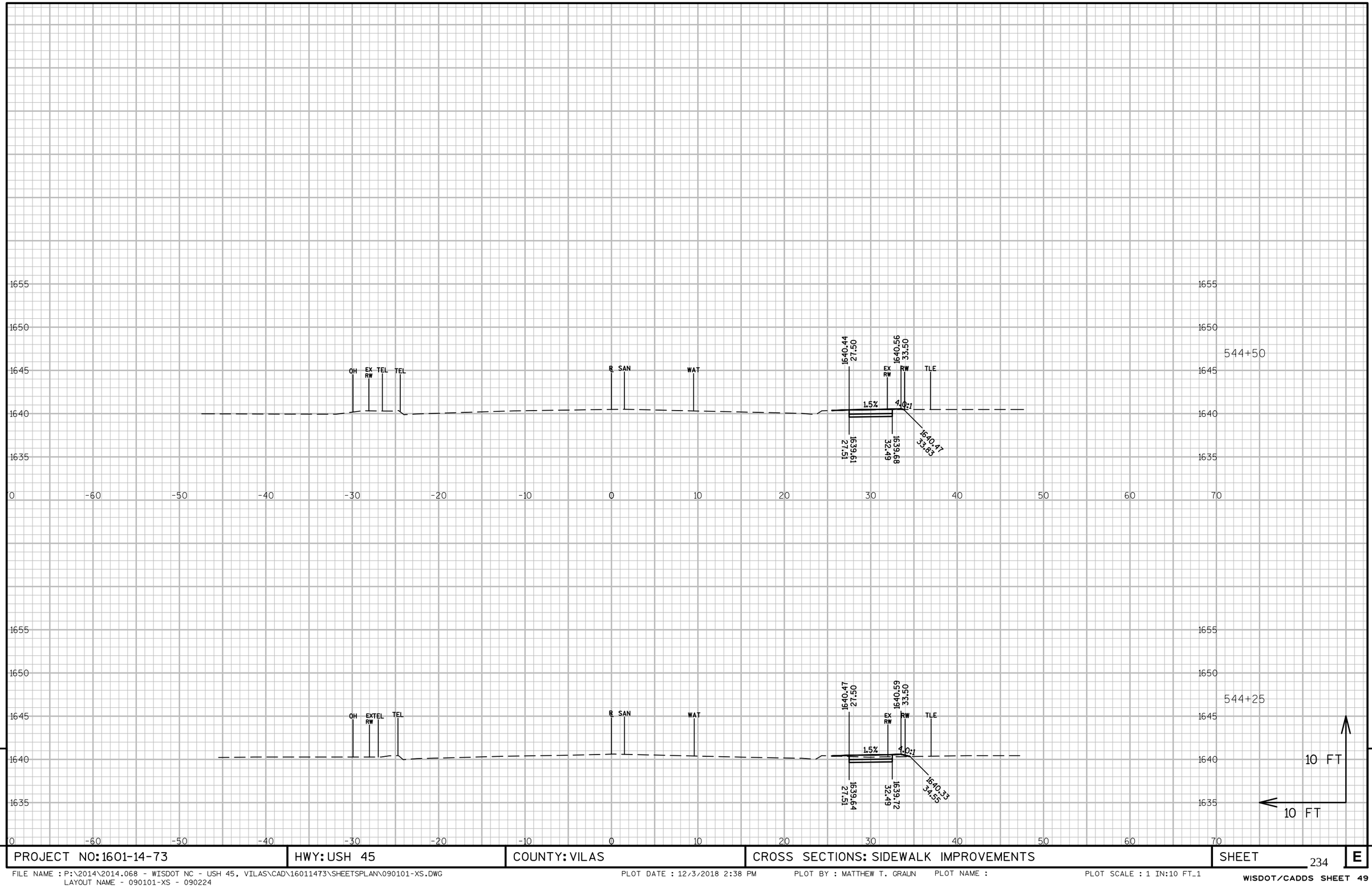
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PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 233	E

FILE NAME : P:\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090101-XS - 090223

PLOT DATE : 12/3/2018 2:38 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : PLOT SCALE : 1 IN:10 FT_1

WISDOT/CADDS SHEET 49



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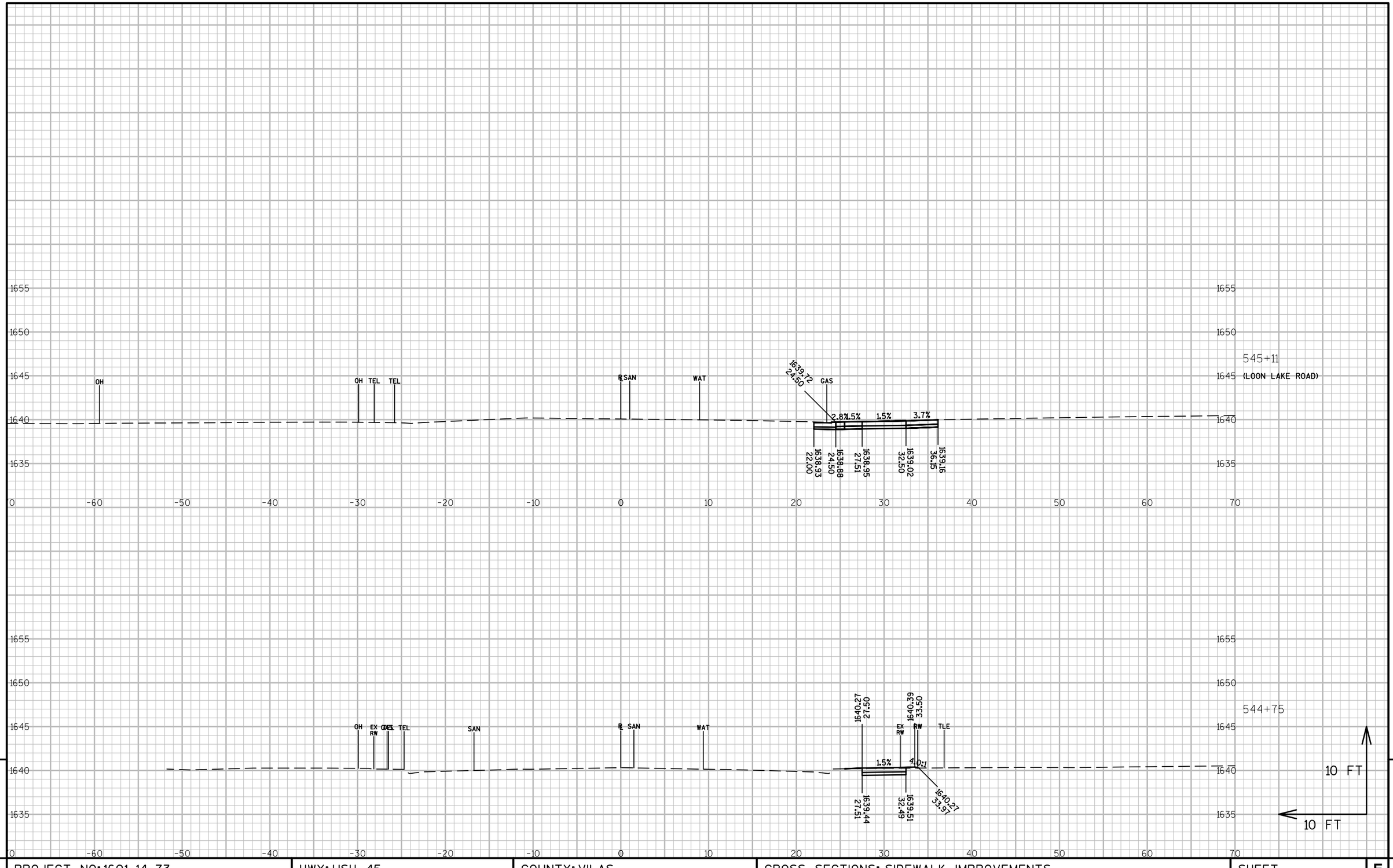
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PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 234	E

FILE NAME : P:\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090101-XS - 090224

PLOT DATE : 12/3/2018 2:38 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : PLOT SCALE : 1 IN:10 FT_1

WISDOT/CADDS SHEET 49



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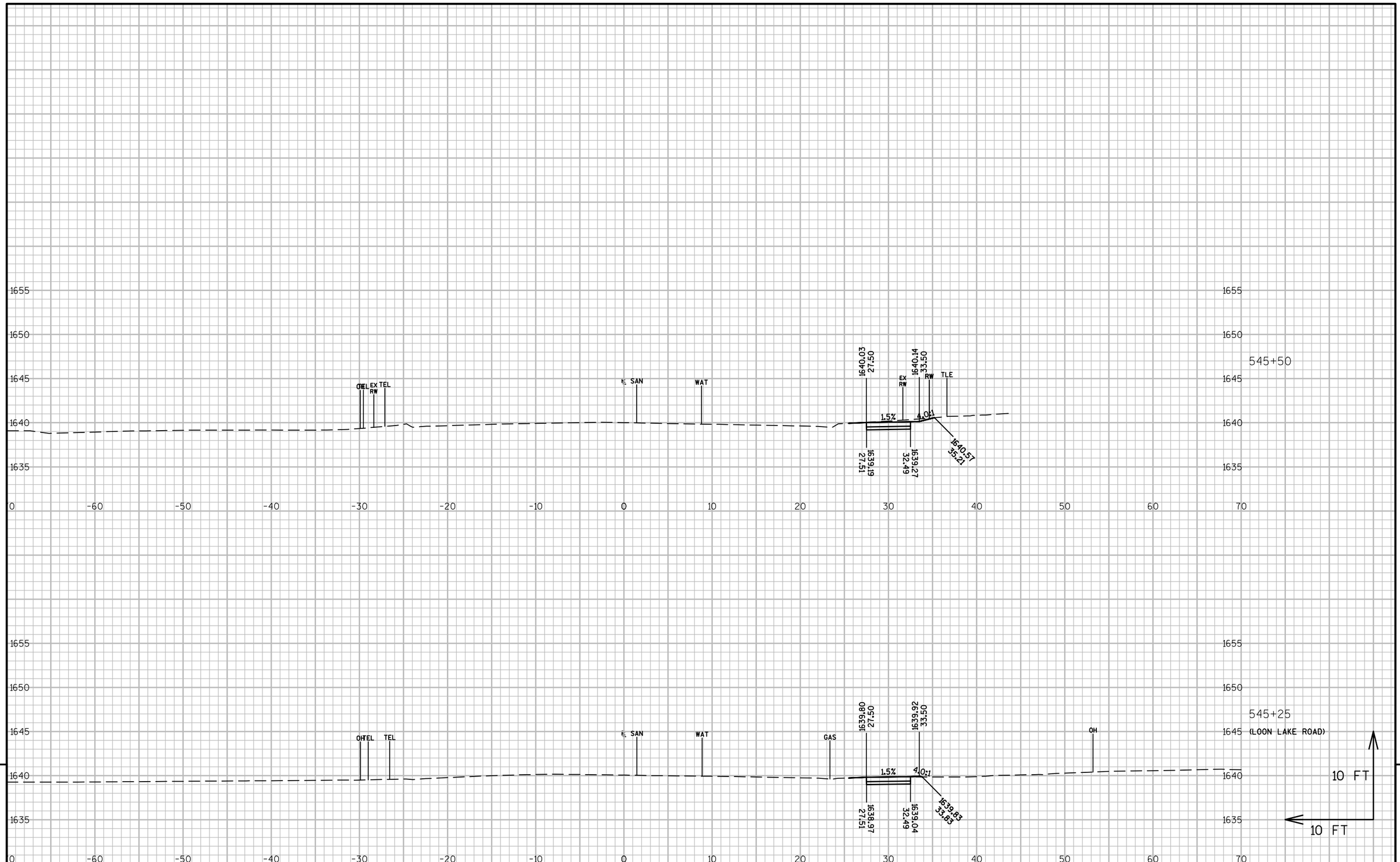
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PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 235	E

FILE NAME : P:\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090101-XS - 090225

PLOT DATE : 12/3/2018 2:38 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : PLOT SCALE : 1 IN:10 FT_1

WISDOT/CADDS SHEET 49



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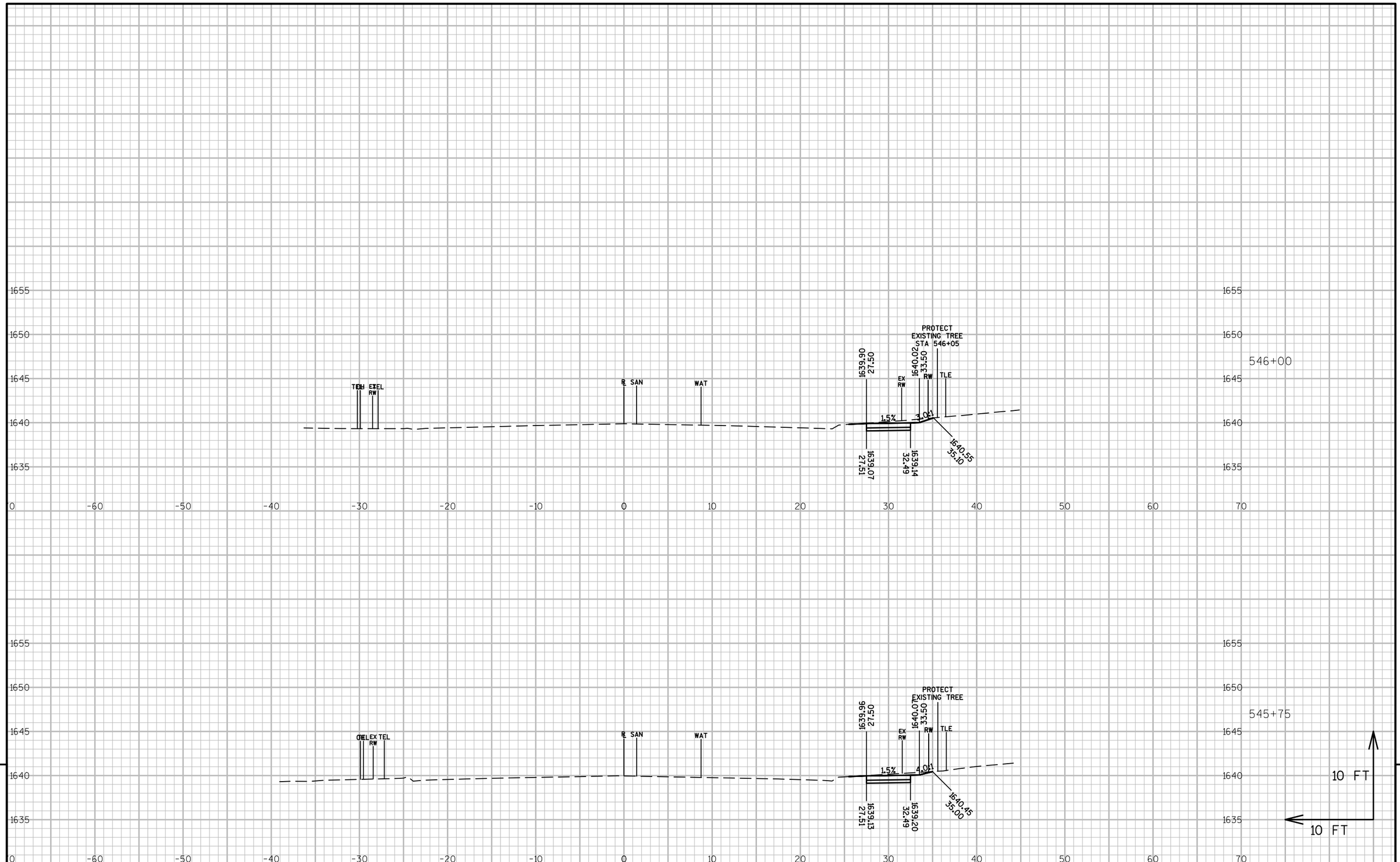
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PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 236	E

FILE NAME : P:\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090101-XS - 090226

PLOT DATE : 1/31/2019 2:05 PM PLOT BY : KEVIN J. BELLA PLOT NAME : PLOT SCALE : 1 IN:10 FT_2

WISDOT/CADDS SHEET 49

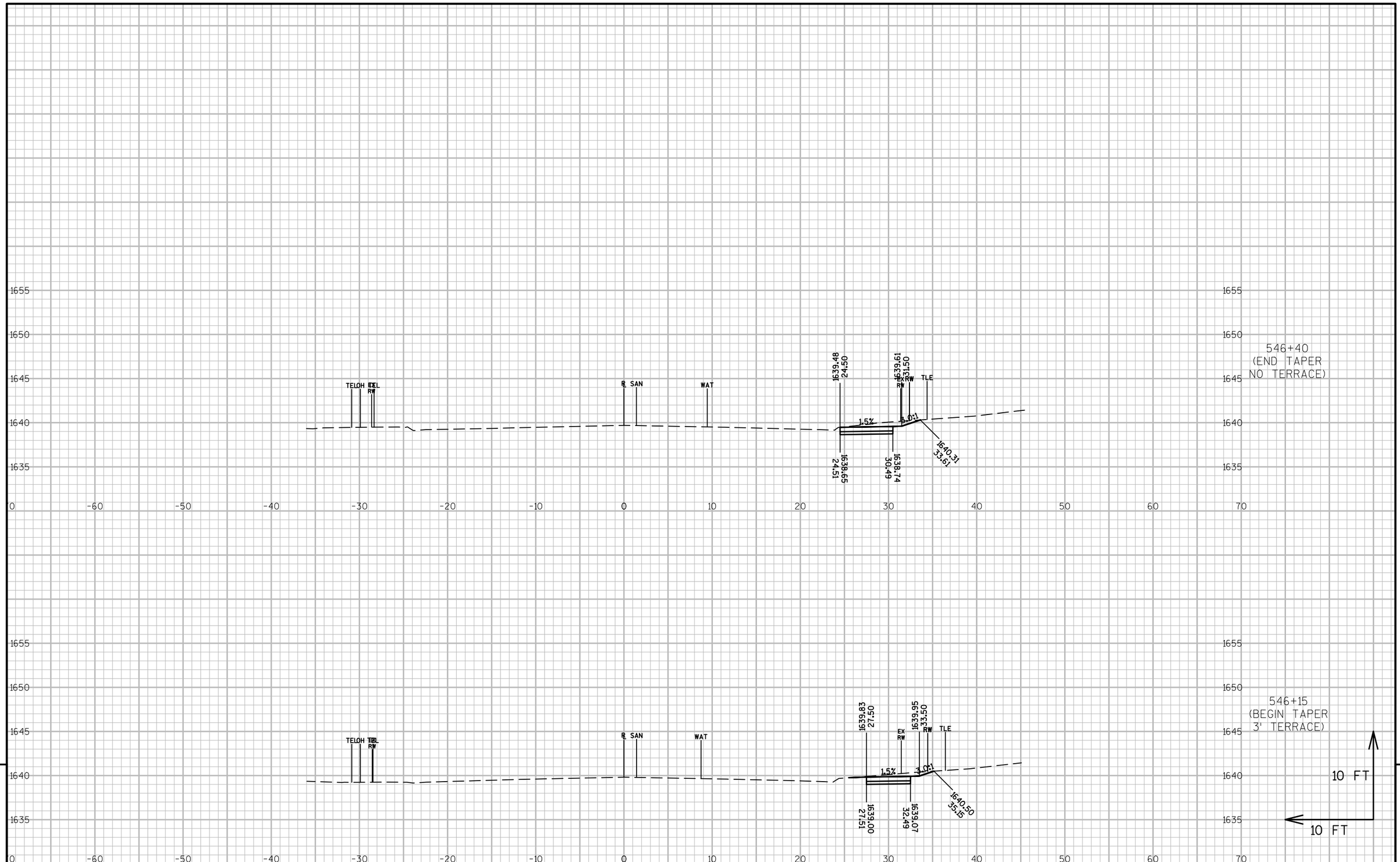


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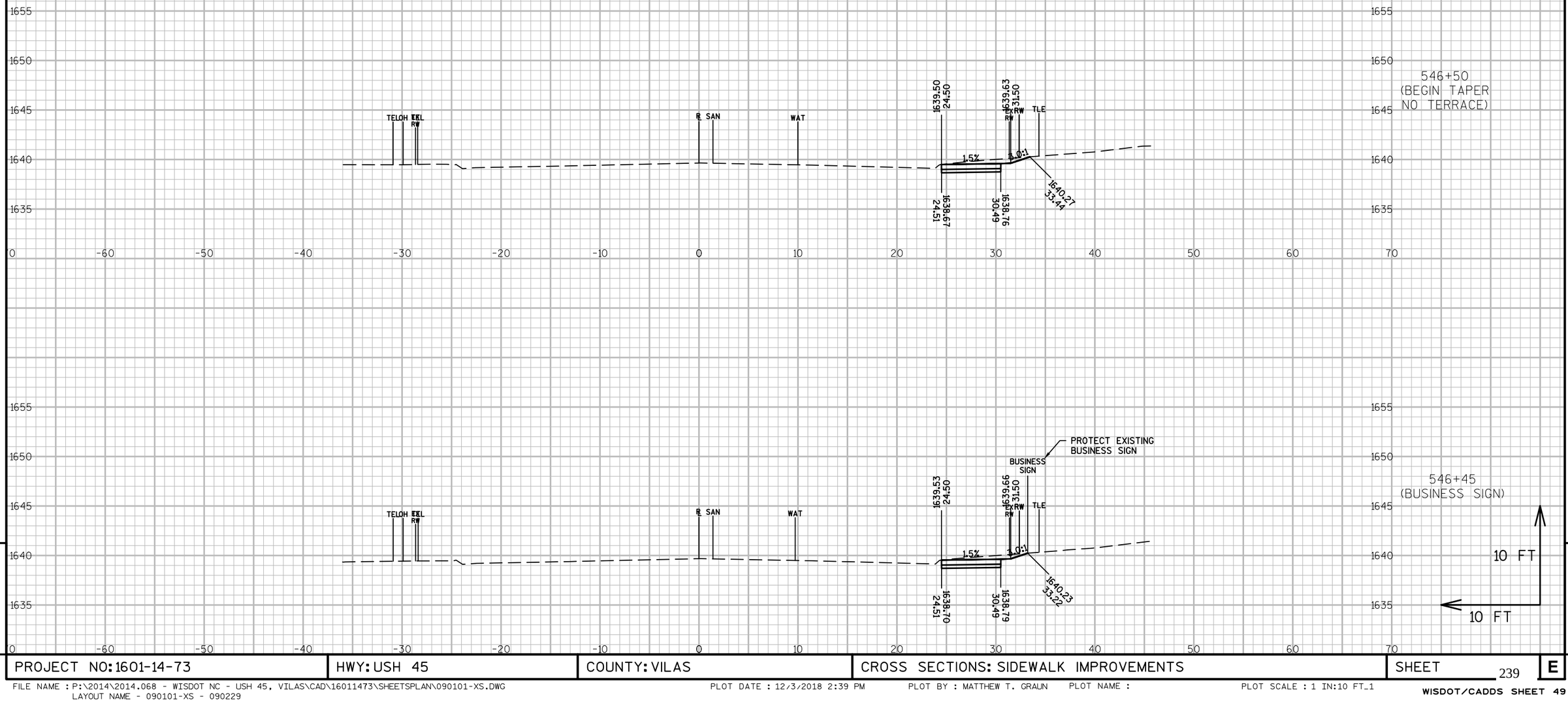
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PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 237	E

FILE NAME : P:\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090101-XS - 090227
PLOT DATE : 12/3/2018 2:39 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : PLOT SCALE : 1 IN:10 FT_1
WISDOT/CADDS SHEET 49



PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 238	E



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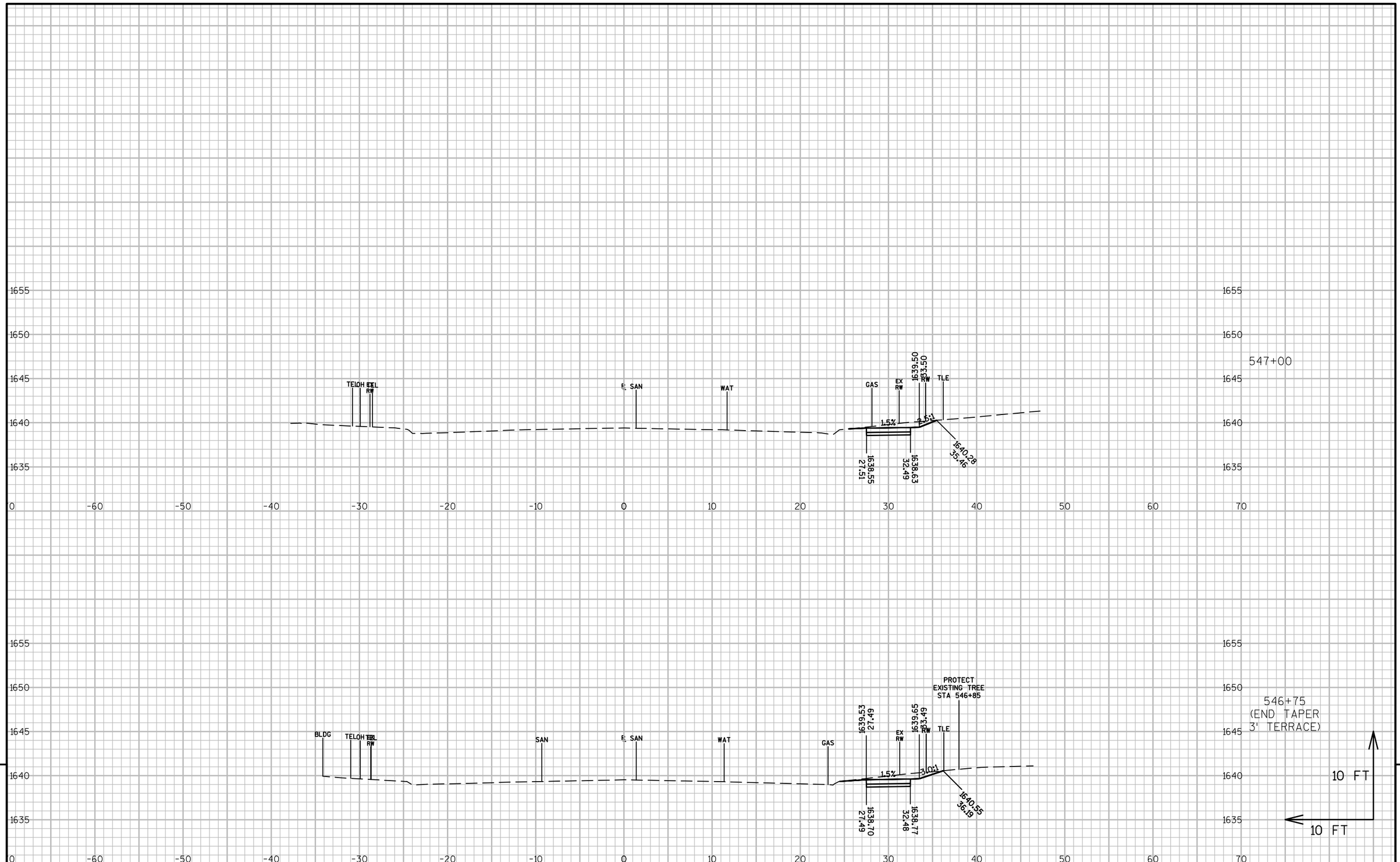
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PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 239	E

FILE NAME : P:\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090101-XS - 090229

PLOT DATE : 12/3/2018 2:39 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : PLOT SCALE : 1 IN:10 FT_1

WISDOT/CADDS SHEET 49

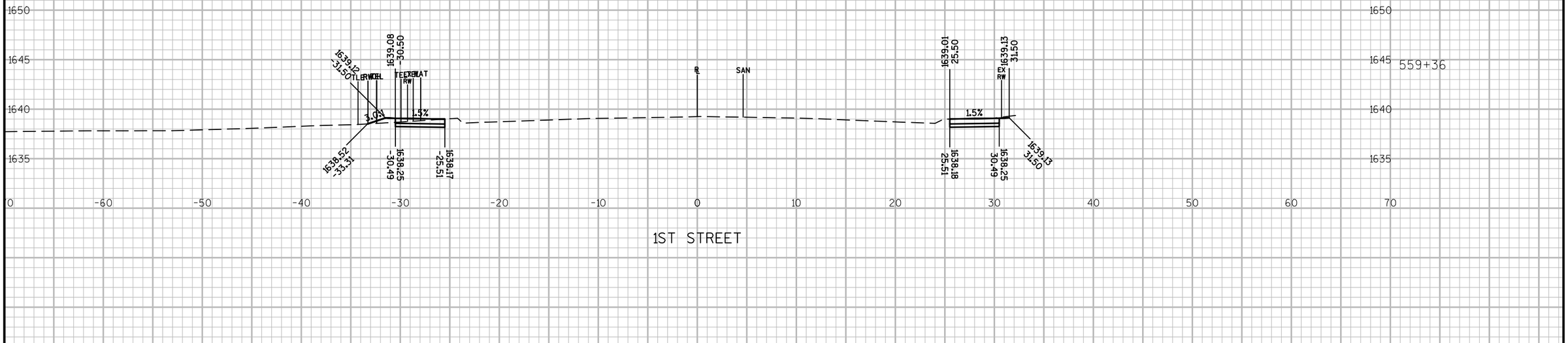


PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 240	E

FILE NAME : P:\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090101-XS - 090230

PLOT DATE : 1/31/2019 2:06 PM PLOT BY : KEVIN J. BELLA PLOT NAME : PLOT SCALE : 1 IN:10 FT_2

WISDOT/CADDS SHEET 49

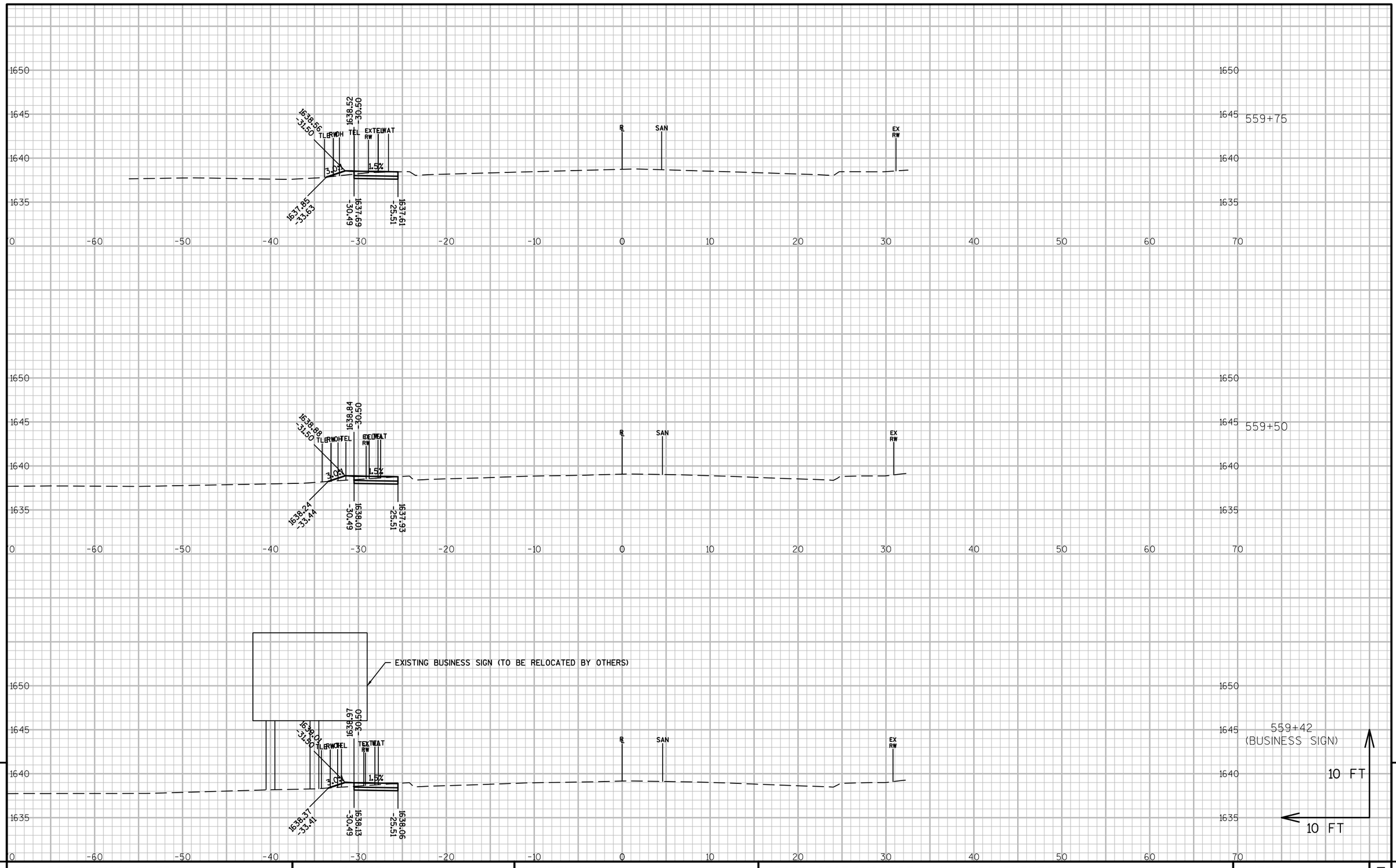


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PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 241	E

FILE NAME : P:\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090101-XS - 090231
PLOT DATE : 12/3/2018 2:39 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : PLOT SCALE : 1 IN:10 FT_1
WISDOT/CADDS SHEET 49



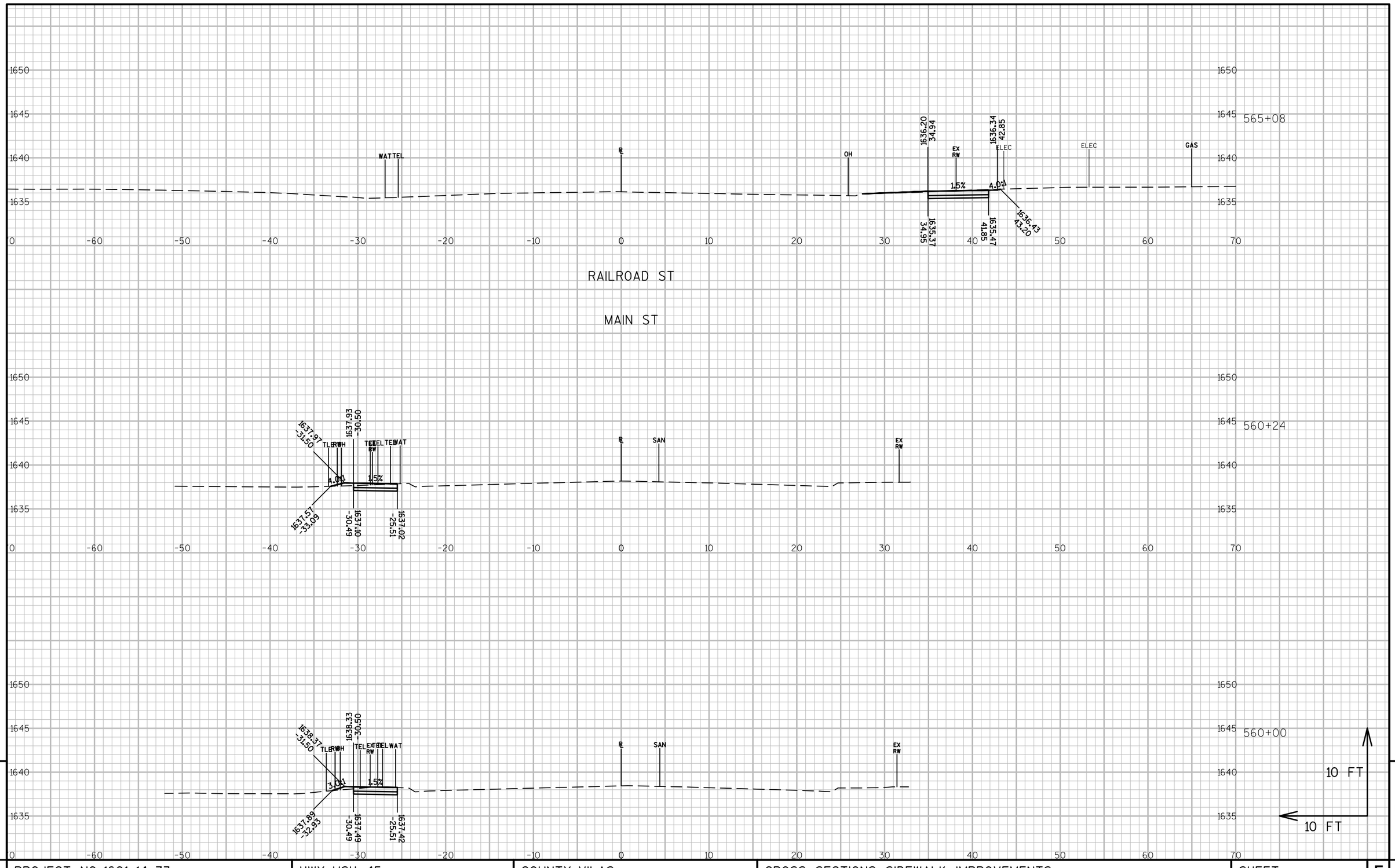
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PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 242	E

FILE NAME : P:\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090101-XS - 090233

PLOT DATE : 12/3/2018 2:39 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : PLOT SCALE : 1 IN:10 FT_1



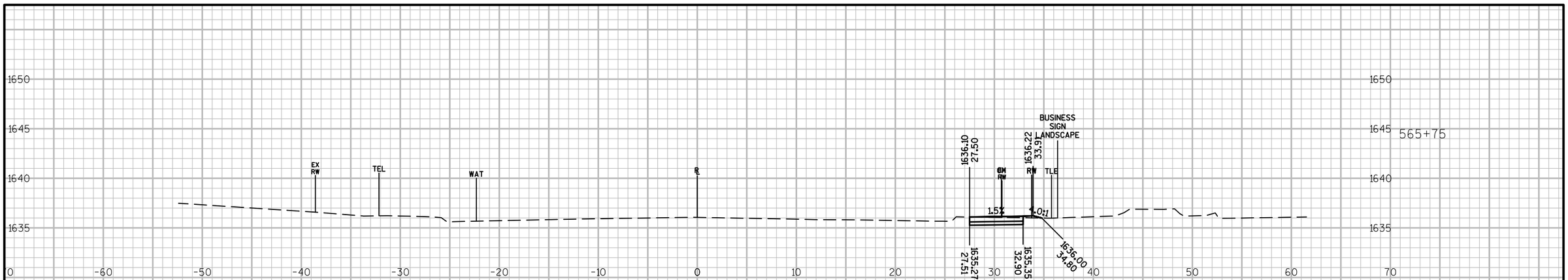
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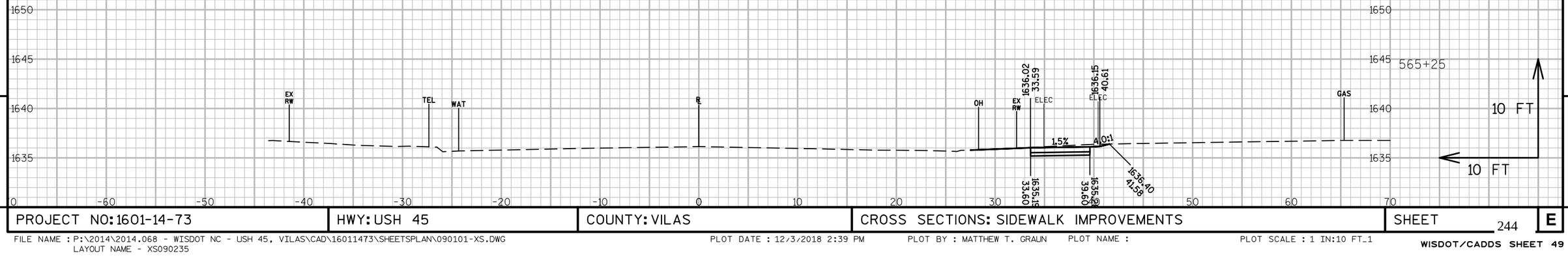
PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 243	E

FILE NAME : P:\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - XS090234

PLOT DATE : 12/3/2018 2:39 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : PLOT SCALE : 1 IN:10 FT_1





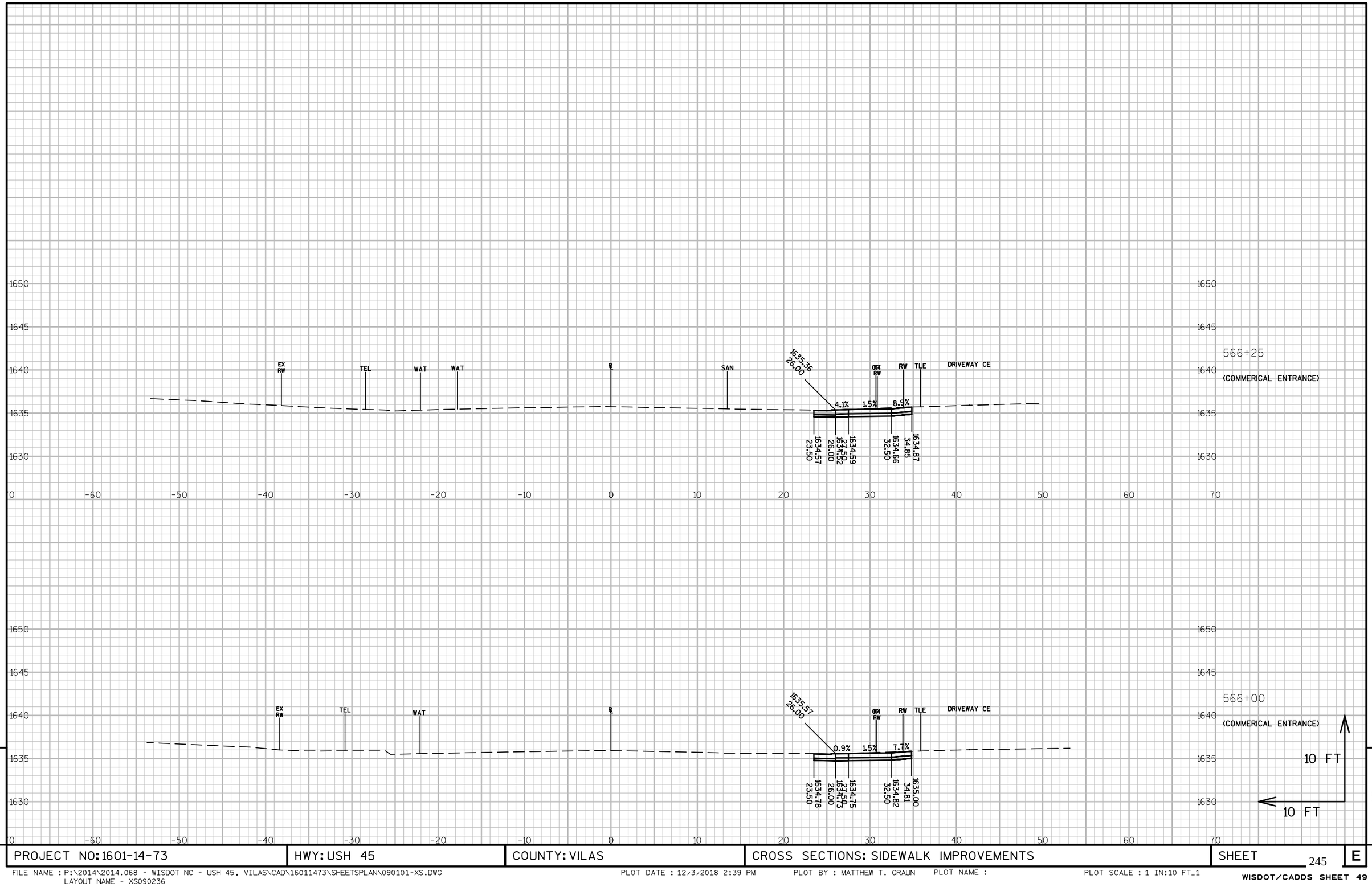


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PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 244	E

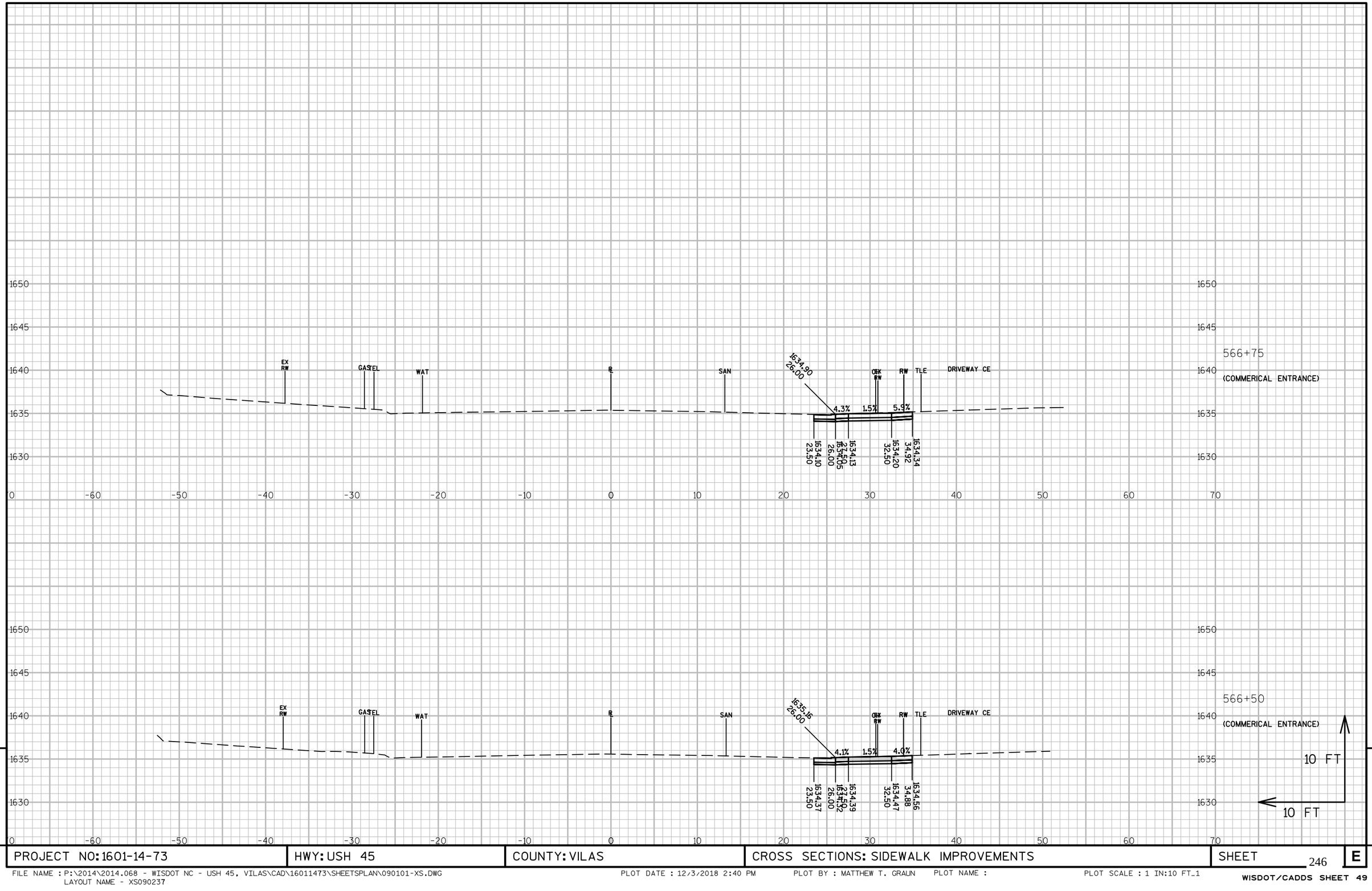
FILE NAME : P:\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - XS090235
PLOT DATE : 12/3/2018 2:39 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : PLOT SCALE : 1 IN:10 FT_1
WISDOT/CADDS SHEET 49



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PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 245	E

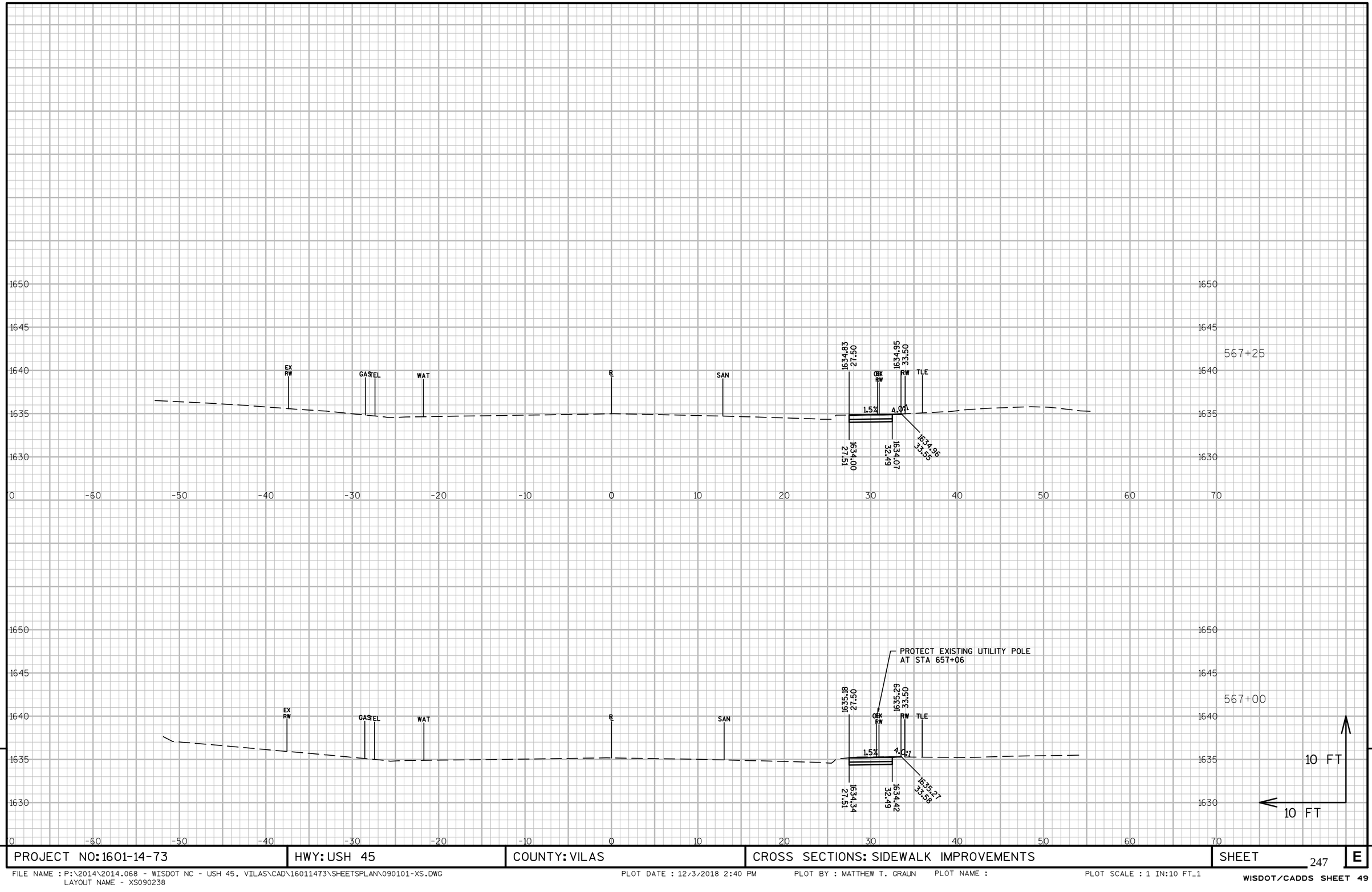


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PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 246	E

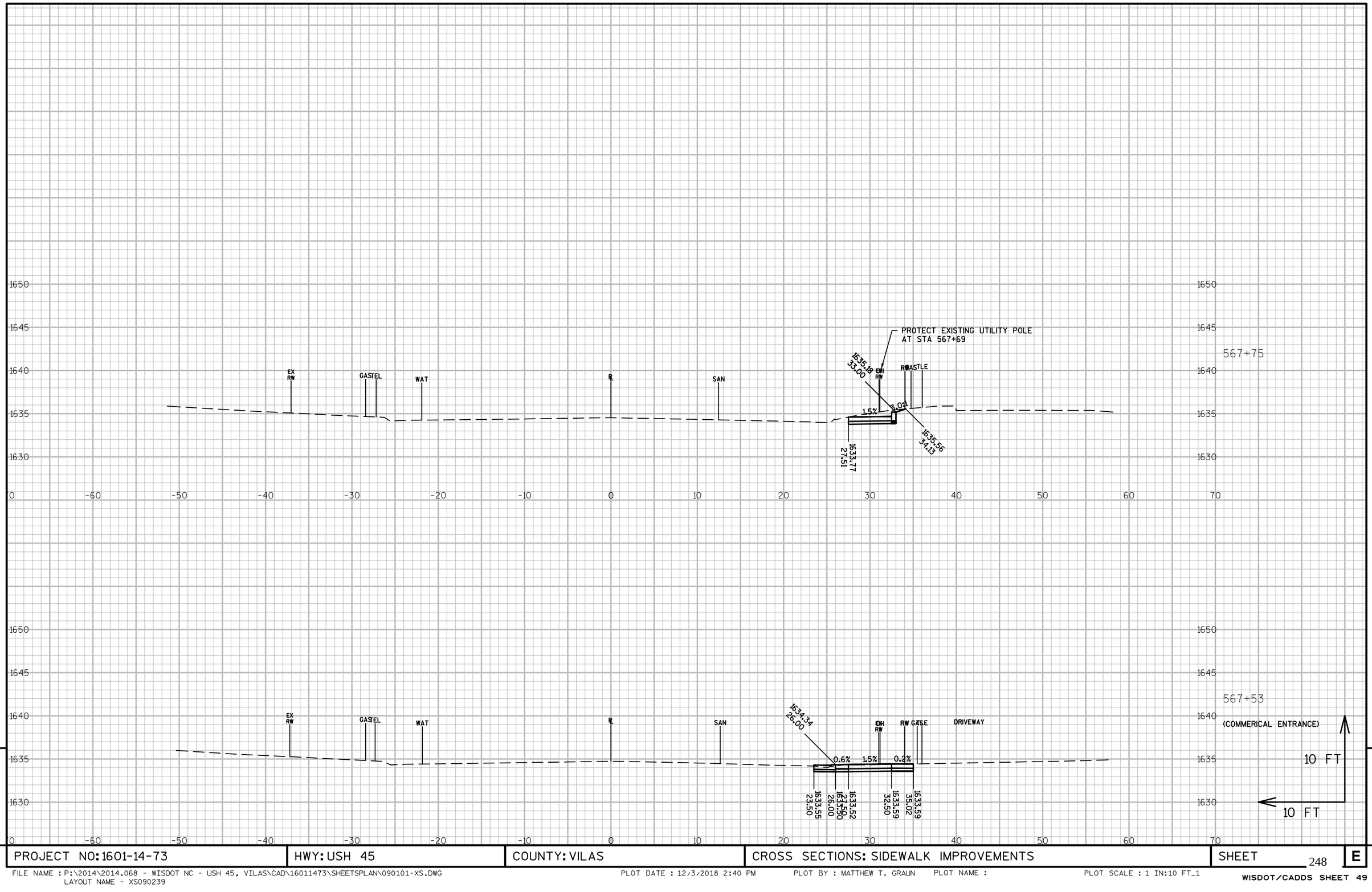
FILE NAME : P:\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - XS090237
PLOT DATE : 12/3/2018 2:40 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : PLOT SCALE : 1 IN:10 FT_1
WISDOT/CADDS SHEET 49



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PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 247	E

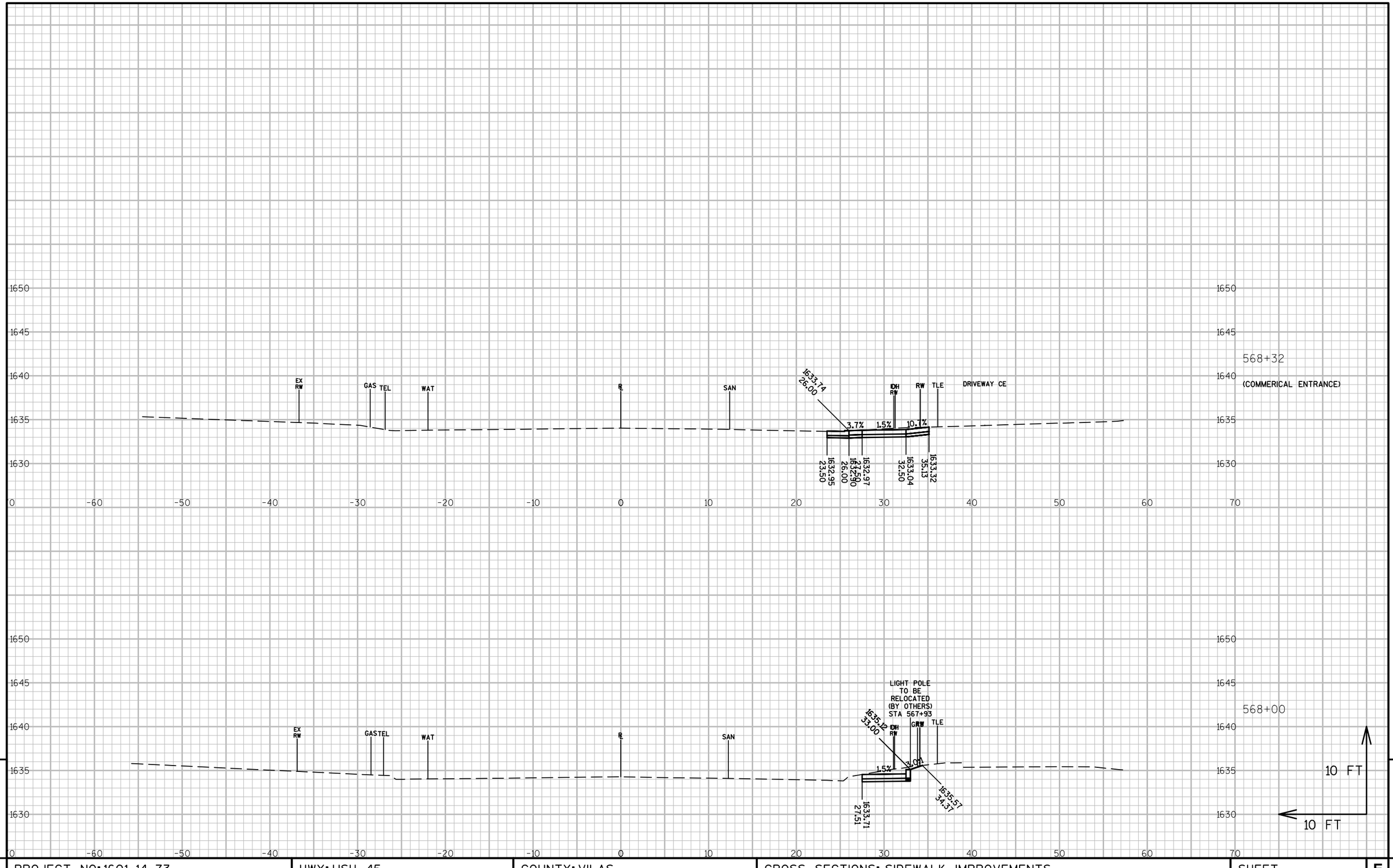


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PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 248	E

FILE NAME : P:\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - XS090239
PLOT DATE : 12/3/2018 2:40 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : PLOT SCALE : 1 IN:10 FT_1
WISDOT/CADDS SHEET 49

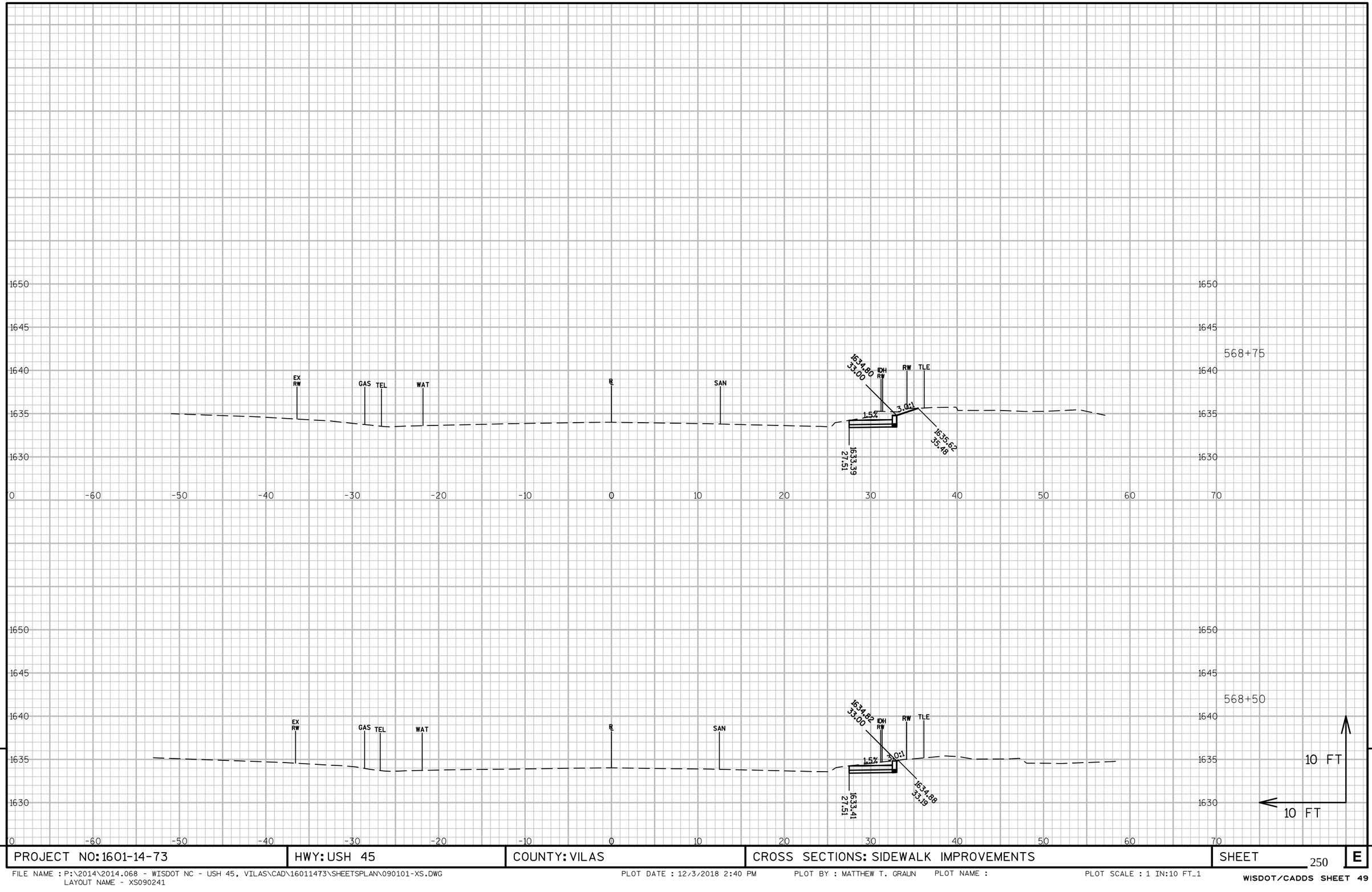


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PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 249	E

FILE NAME : P:\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - XS090240
PLOT DATE : 12/3/2018 2:40 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : PLOT SCALE : 1 IN:10 FT_1

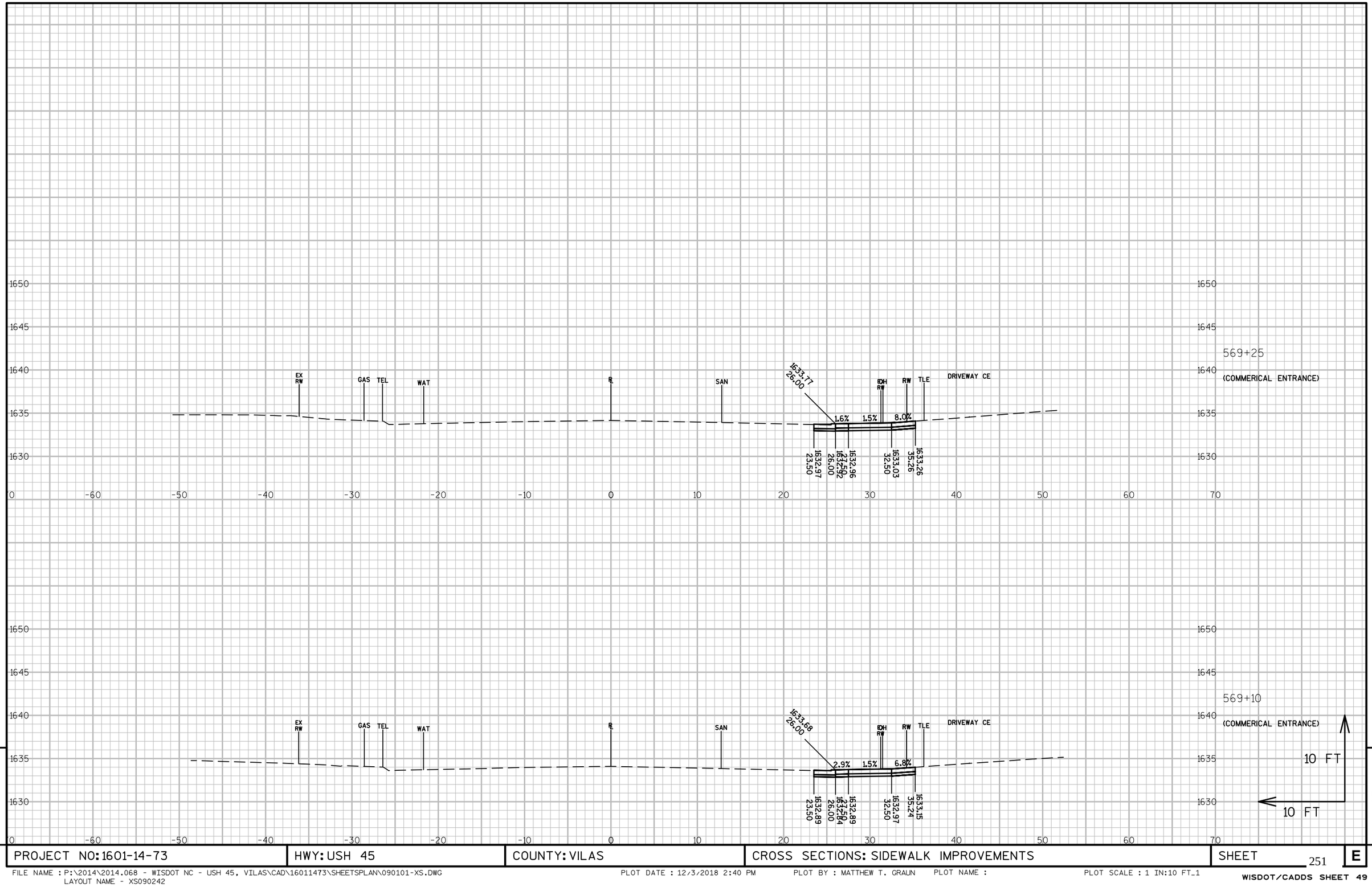


PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 250	E

FILE NAME : P:\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - XS090241

PLOT DATE : 12/3/2018 2:40 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : PLOT SCALE : 1 IN:10 FT_1

WISDOT/CADDS SHEET 49



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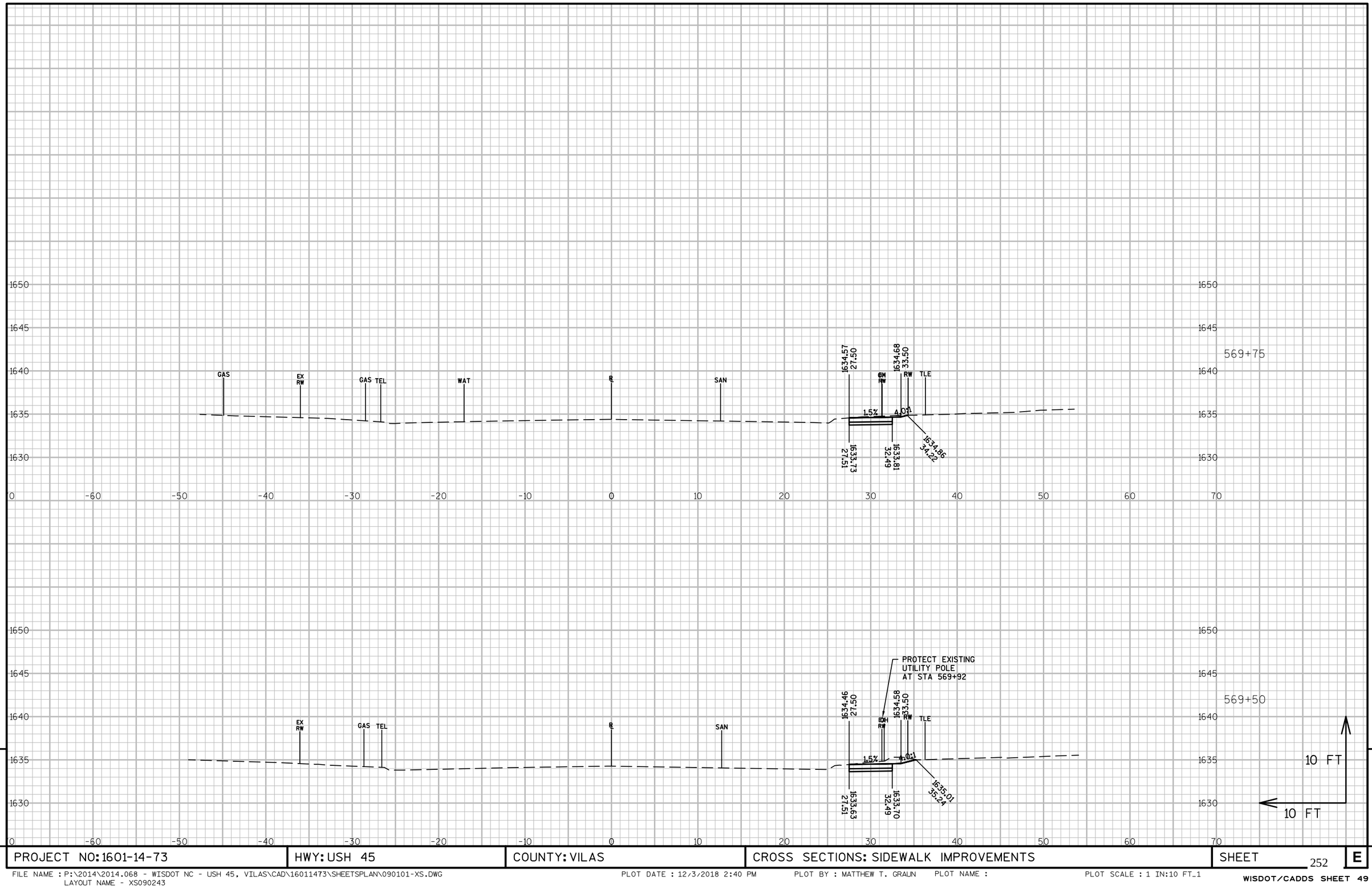
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PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 251	E

FILE NAME : P:\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - XS090242

PLOT DATE : 12/3/2018 2:40 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : PLOT SCALE : 1 IN:10 FT_1

WISDOT/CADDS SHEET 49

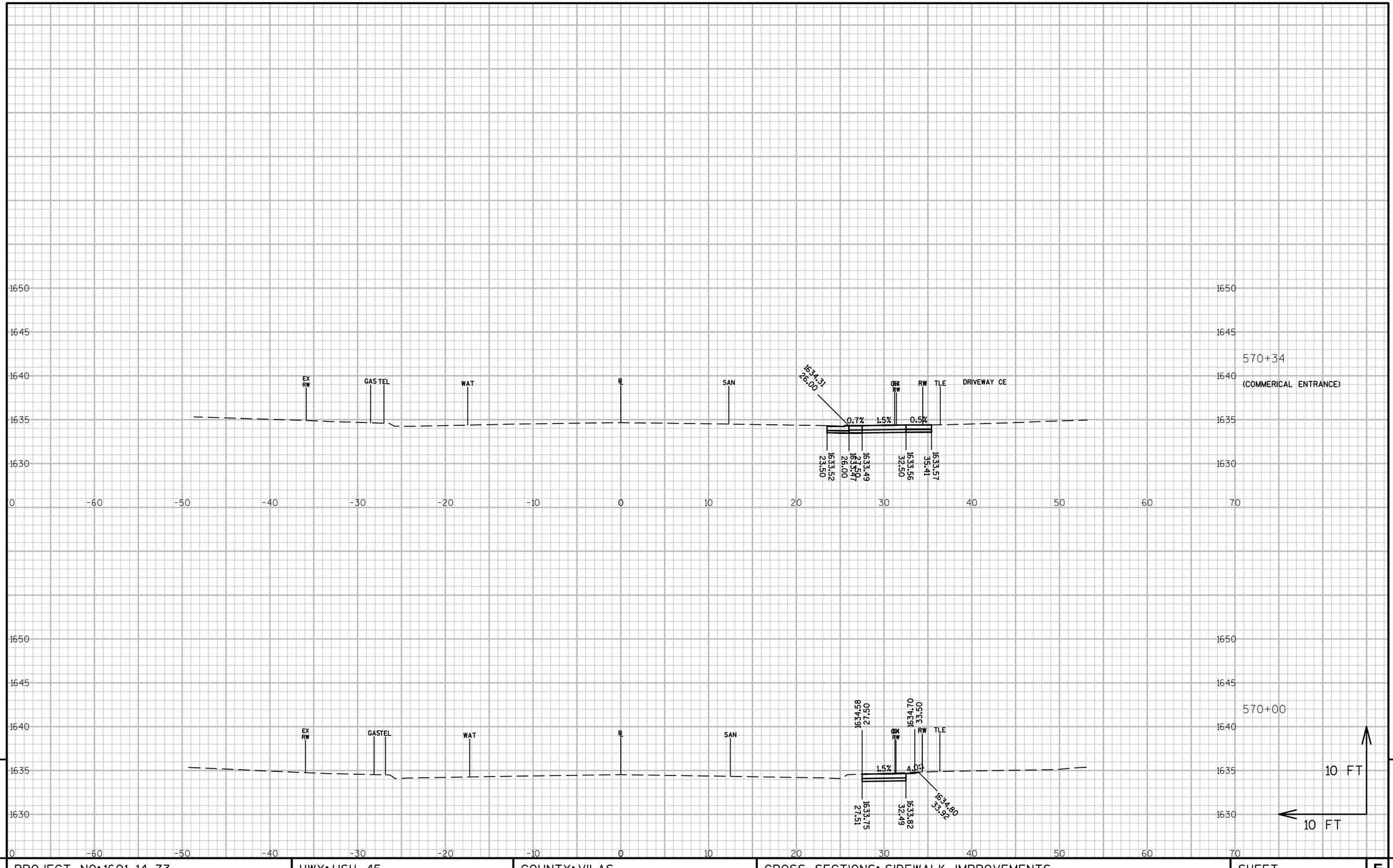


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PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 252	E

FILE NAME : P:\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - XS090243
PLOT DATE : 12/3/2018 2:40 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : PLOT SCALE : 1 IN:10 FT_1

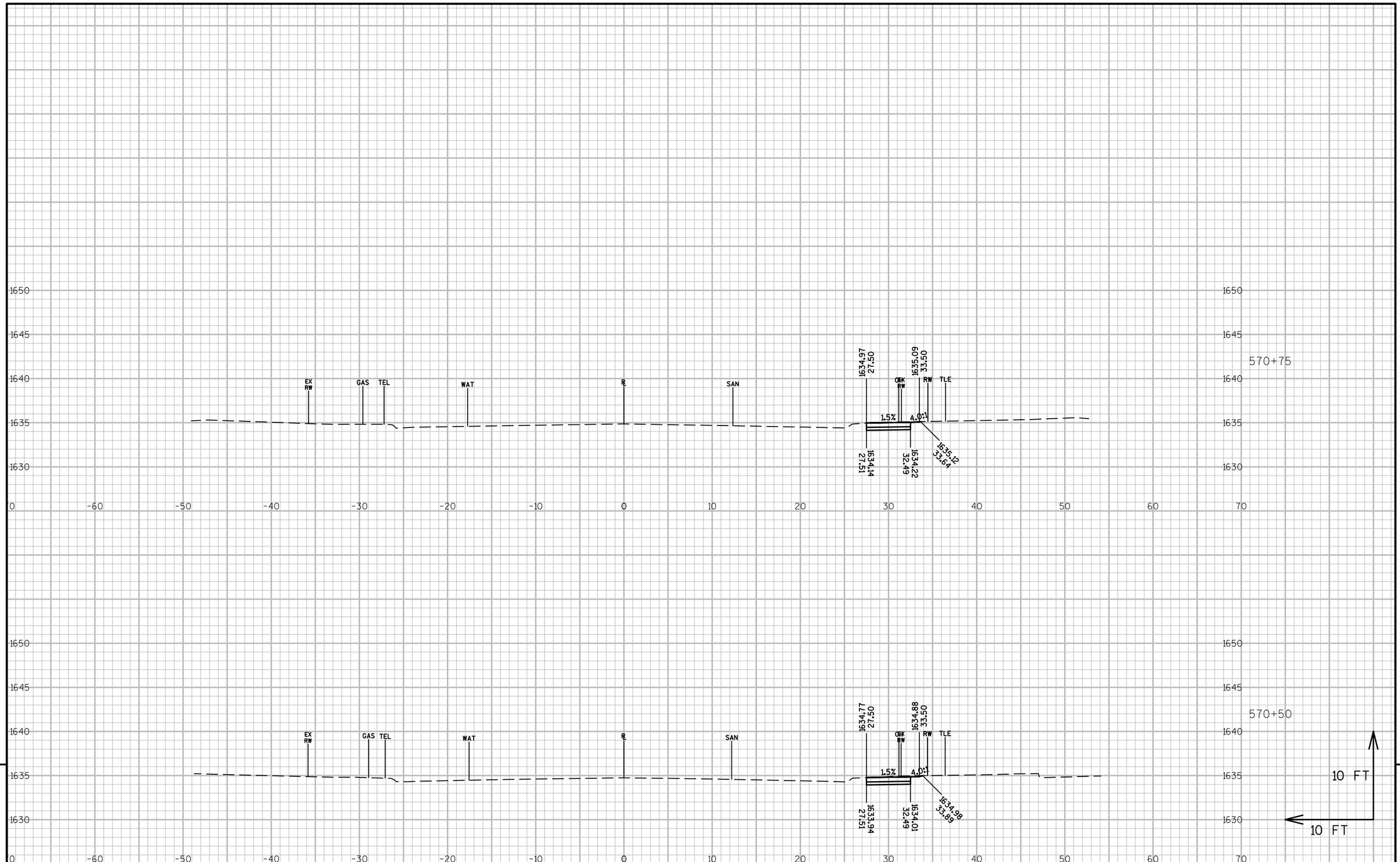


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PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 253	E

FILE NAME : P:\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - XS090244
PLOT DATE : 12/3/2018 2:40 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : PLOT SCALE : 1 IN:10 FT_1
WISDOT/CADDS SHEET 49

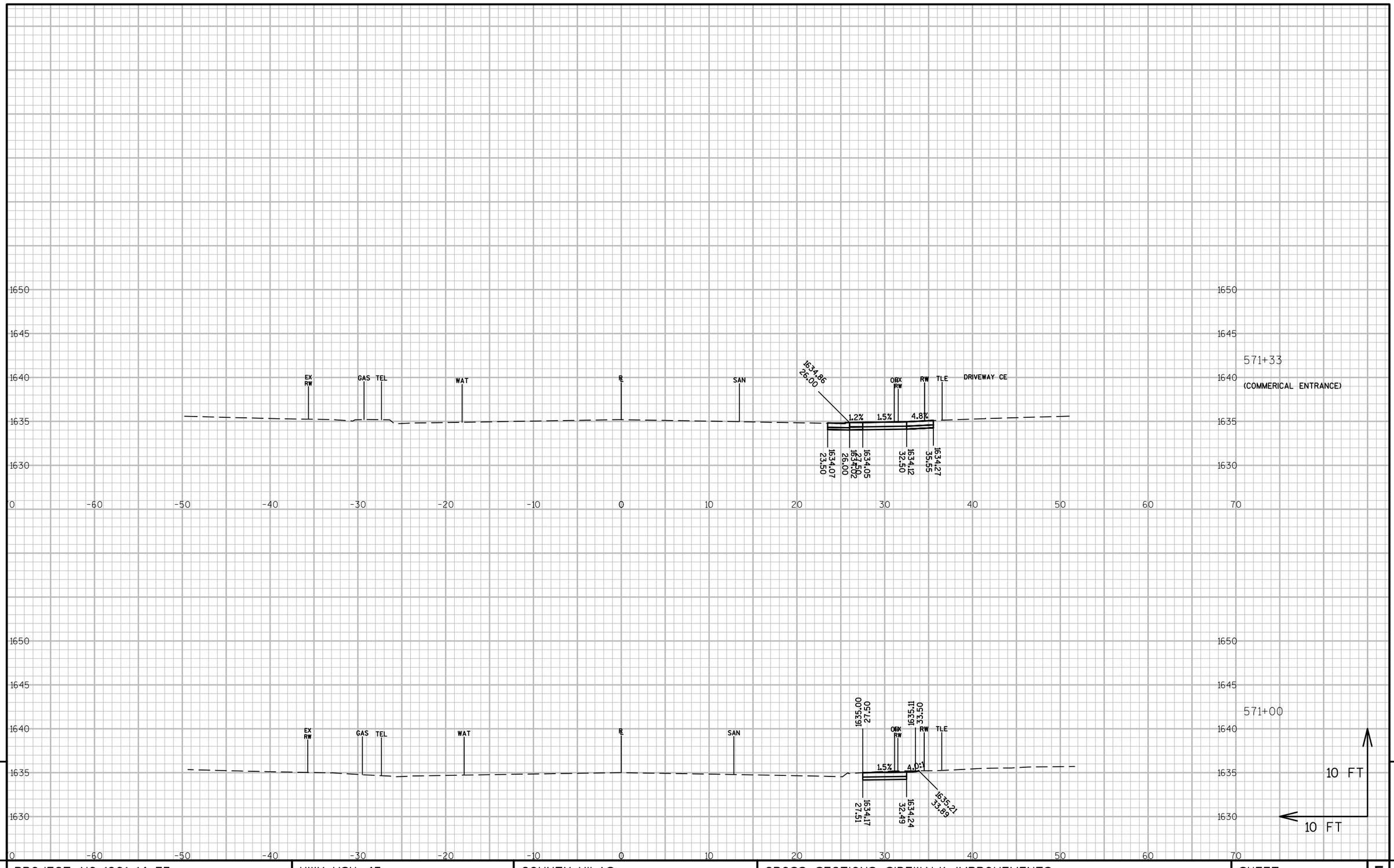


PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 254	E

FILE NAME : P:\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - XS090245

PLOT DATE : 12/3/2018 2:40 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : PLOT SCALE : 1 IN:10 FT_1

WISDOT/CADDS SHEET 49

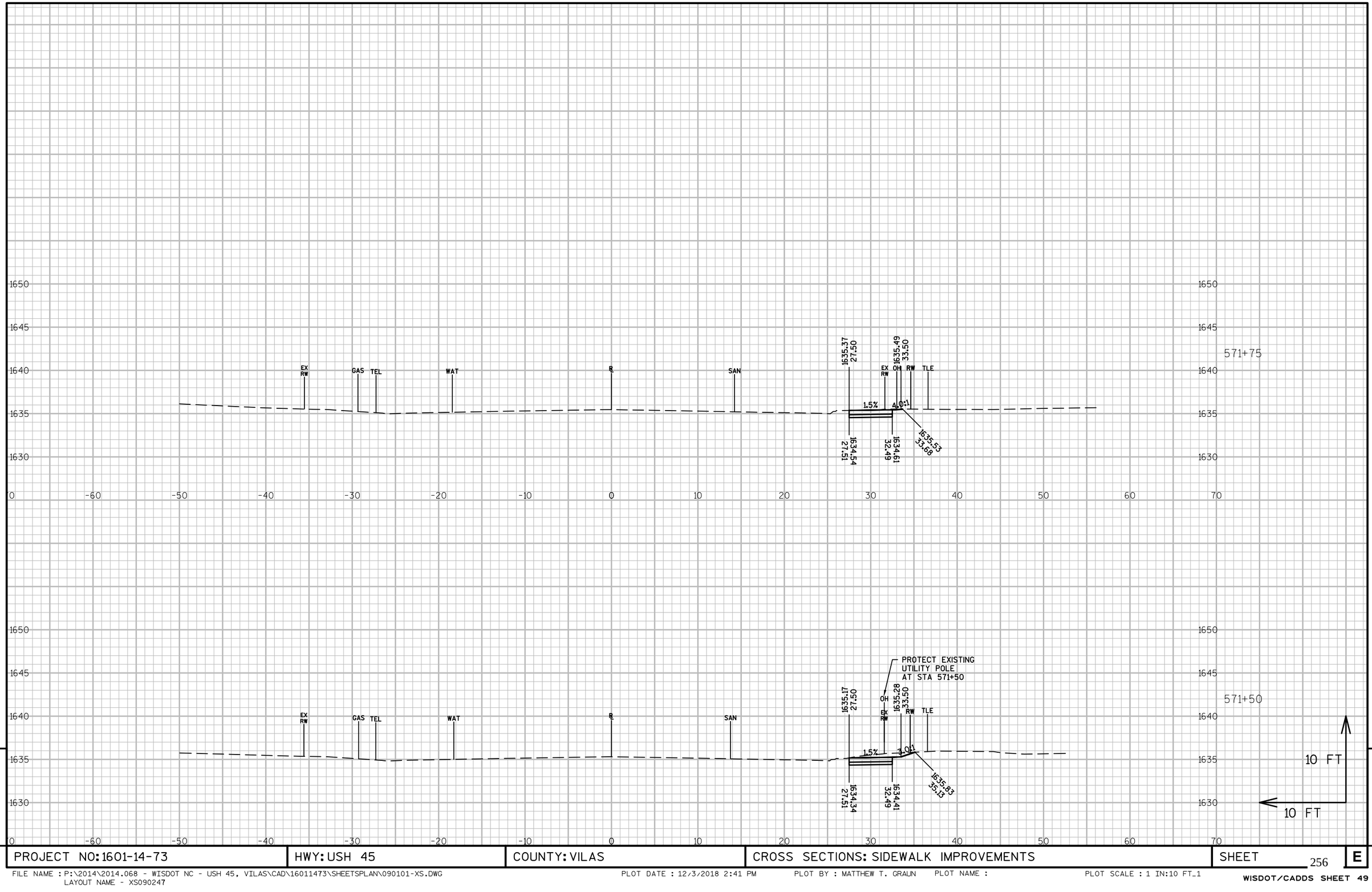


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PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 255	E

FILE NAME : P:\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - XS090246
PLOT DATE : 12/3/2018 2:41 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : PLOT SCALE : 1 IN:10 FT_1
WISDOT/CADDS SHEET 49

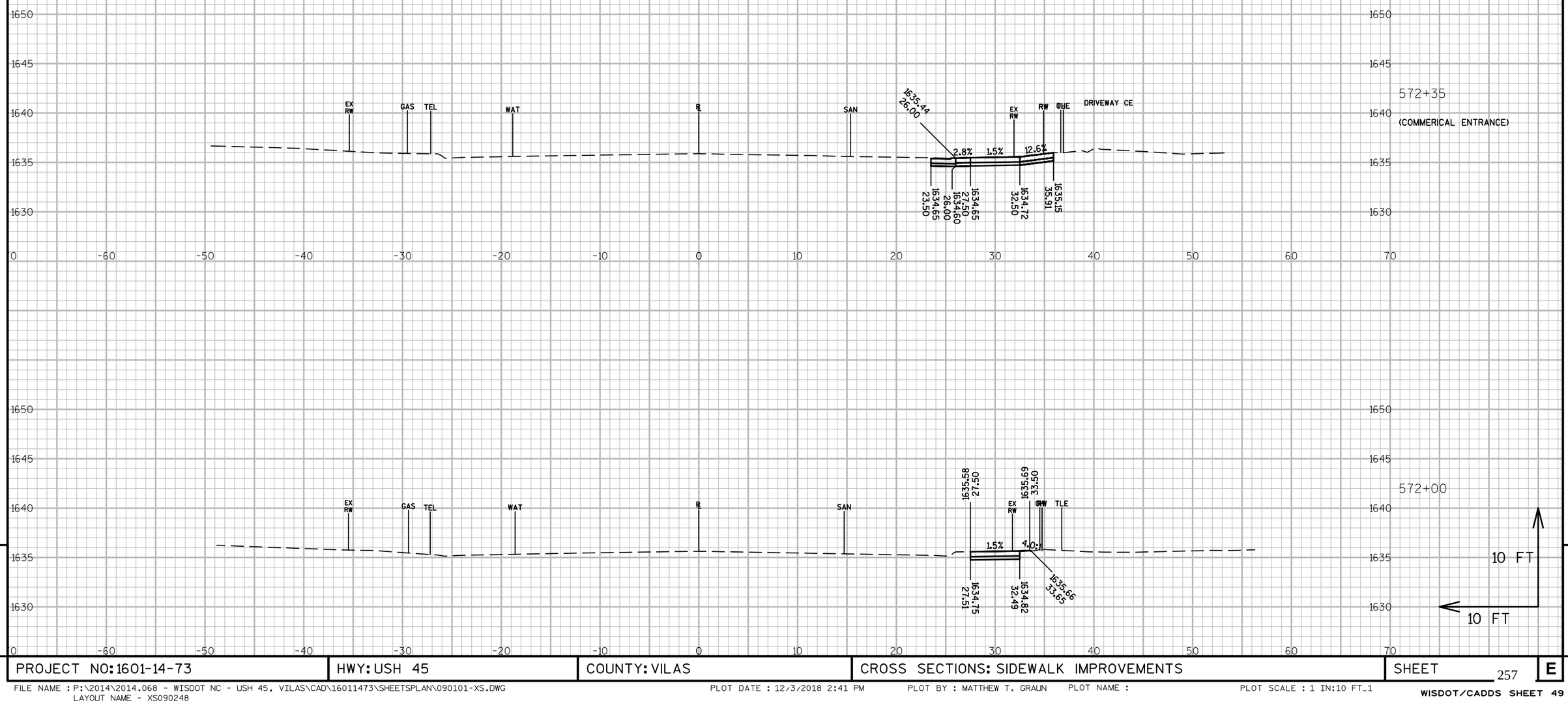


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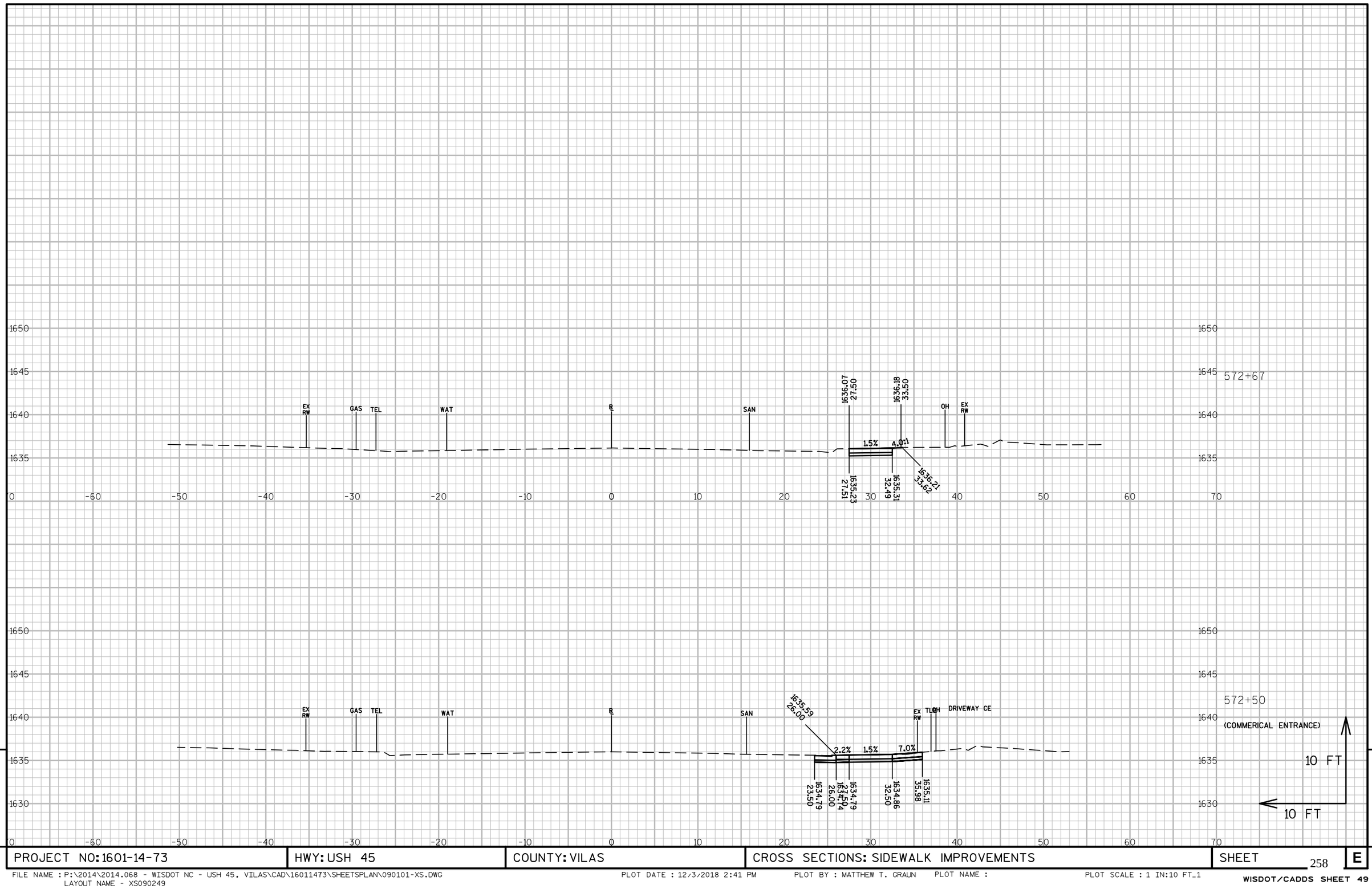
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PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 256	E

FILE NAME : P:\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - XS090247
PLOT DATE : 12/3/2018 2:41 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : PLOT SCALE : 1 IN:10 FT_1
WISDOT/CADDS SHEET 49



PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 257	E



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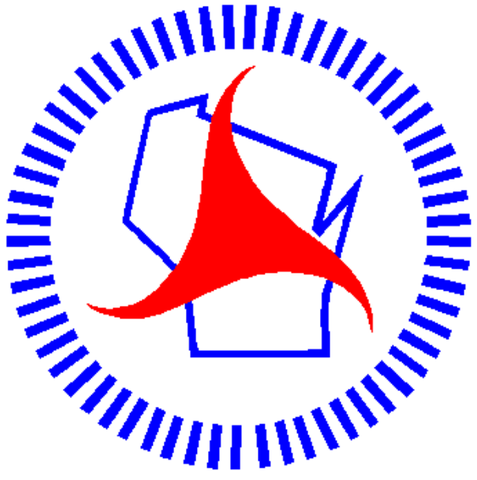
PROJECT NO: 1601-14-73	HWY: USH 45	COUNTY: VILAS	CROSS SECTIONS: SIDEWALK IMPROVEMENTS	SHEET 258	E

FILE NAME : P:\2014\2014.068 - WISDOT NC - USH 45, VILAS\CAD\16011473\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - XS090249

PLOT DATE : 12/3/2018 2:41 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : PLOT SCALE : 1 IN:10 FT_1

WISDOT/CADDS SHEET 49

Notes



Wisconsin Department of Transportation

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