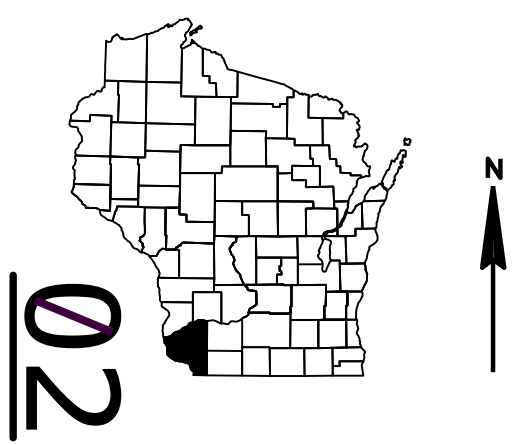


GRE WITH: PROJECT ID: 1650-00-70 COUNTY: GRANT

AUGUST 2020
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 = 76



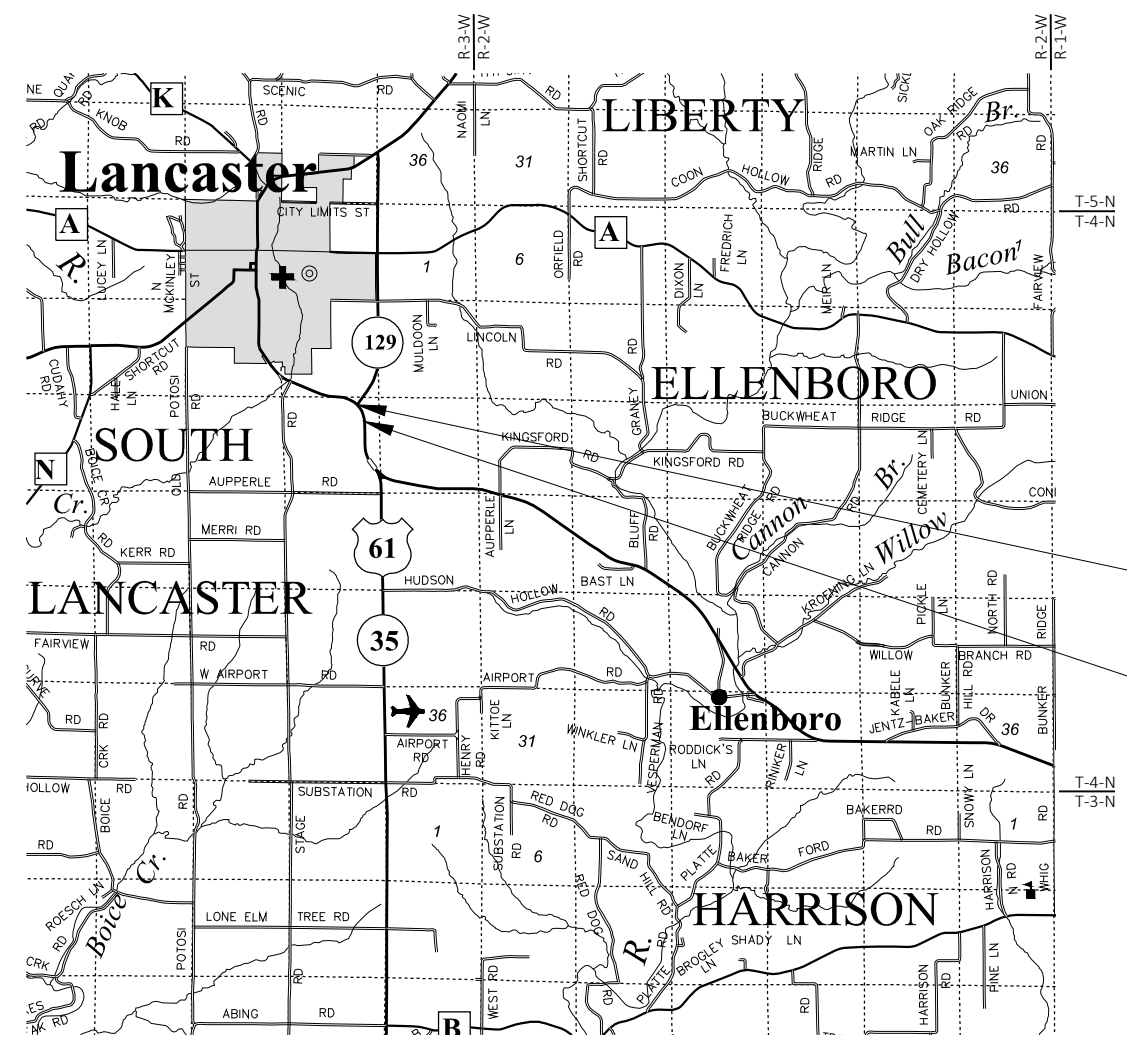
DESIGN DESIGNATION		
A.A.D.T.	2021	= 7,200
A.A.D.T.	2041	= 7,900
D.H.V.		= 870
D.D.		= 54/46
T.		= 13.2%
DESIGN SPEED		= 60 MPH
ESALS		= 7,600,000

CONVENTIONAL SYMBOLS

PLAN	PROFILE
CORPORATE LIMITS	GRADE LINE
PROPERTY LINE	ORIGINAL GROUND
LOT LINE	MARSH OR ROCK PROFILE (To be noted as such)
LIMITED HIGHWAY EASEMENT	SPECIAL DITCH
EXISTING RIGHT OF WAY	GRADE ELEVATION
PROPOSED OR NEW R/W LINE	CULVERT (Profile View)
SLOPE INTERCEPT	UTILITIES
REFERENCE LINE	ELECTRIC
EXISTING CULVERT	FIBER OPTIC
PROPOSED CULVERT (Box or Pipe)	GAS
COMBUSTIBLE FLUIDS	SANITARY SEWER
	STORM SEWER
	TELEPHONE
	WATER
MARSH AREA	UTILITY PEDESTAL
	POWER POLE
	TELEPHONE POLE
WOODED OR SHRUB AREA	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
PLAN OF PROPOSED IMPROVEMENT
DICKYVILLE - LANCASTER
SOUTH JUNCTION STH 129
USH 61
GRANT COUNTY

STATE PROJECT NUMBER
1650-00-70



LAYOUT
SCALE 0 2 MI
TOTAL NET LENGTH OF CENTERLINE = 0.098 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, GRANT COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1650-00-70	WISC 2020387	1

END PROJECT
STA 1328+16

BEGIN PROJECT
STA 1322+97
Y=515,500.17
X=825,166.27

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY
Surveyor _____ SURVEYOR
Designer _____ J. SPIELMACHER
Project Manager _____ A. FULCER
Regional Examiner _____ SOUTHWEST REGION
Regional Supervisor _____ D. SEGERSTROM

APPROVED FOR THE DEPARTMENT
DATE: 4/30/2020 _____
(Signature)

E

GENERAL NOTES

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

DNR LIAISON

WISCONSIN DEPARTMENT OF NATURAL RESOURCES
DNR SOUTH CENTRAL REGION HQ
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
PHONE: (608) 275-3308
E-MAIL: ANDY.BARTA@WISCONSIN.GOV

SW REGION CONTACT

TIM MAEDKE
PROJECT MANAGER
WISDOT SW REGION
P3550 MORMON COULEE RD
LA CROSSE, WI 54601
PHONE: (608) 789-6317
E-MAIL: TIMOTHY.MAEDKE@DOT.WI.GOV

NE REGION DESIGN CONTACTS

ANDY FULCER
PROJECT MANAGER
WISDOT NE REGION
944 VANDERPERREN WAY
GREEN BAY, WI 54304
PHONE: (920) 362-6126
E-MAIL: ANDREW.FULCER@DOT.WI.GOV

JOHN SPIELMACHER
DESIGNER
WISDOT NE REGION
944 VANDERPERREN WAY
GREEN BAY, WI 54304
PHONE: (920) 492-0134
E-MAIL: JOHN.SPIELMACHER@DOT.WI.GOV

ABBREVIATIONS

A.A.D.T.	ANNUAL AVERAGE DAILY TRAFFIC
AGG.	AGGREGATE
AH	AHEAD
APPROX.	APPROXIMATELY
BK	BACK
BP	BEGINING POINT
CL, C/L	CENTERLINE
CP	CONTROL POINT
D	DEGREE
D.D.	DIRECTIONAL DISTRIBUTION
D.H.V.	DESIGN HOURLY VOLUME
ELEV.	ELEVATION
ESALS	EQUIVALENT SINGLE AXLE LOADS
EXIST.	EXISTING
FO	FIBER OPTIC
G	GAS
HMA	HOT MIX ASPHALT
L	LENGTH
O/S	OFFSET
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
R	RADIUS
R/W	RIGHT-OF-WAY
REQ'D	REQUIRED
RL, R/L	REFERENCE LINE
STA	STATION
T	TANGENT
T.	PERCENT TRUCKS
TYP.	TYPICAL
VAR.	VARIES

UTILITIES

ALLAN MUMM
ALLIANT ENERGY - ELECTRICITY
2200 E CAMPION BLVD
PRAIRIE DU CHIEN, WI 53821
O (608) 326-9481, M (608) 732-7925
ALLANMUMM@ALLIANTENERGY.COM

NEIL HUNTAMER
CHARTER COMMUNICATIONS -
COMMUNICATION LINE
2701 DANIELS ST.
MADISON, WI 53718
(608) 219-1321
NEIL.HUNTAMER@CHARTER.COM

JOHN HAUTH
CITY OF LANCASTER - WATER
206 S MADISON ST
LANCASTER, WI 53813
(608) 723-7543
JOHNH@LANCASTERWISCONSIN.COM

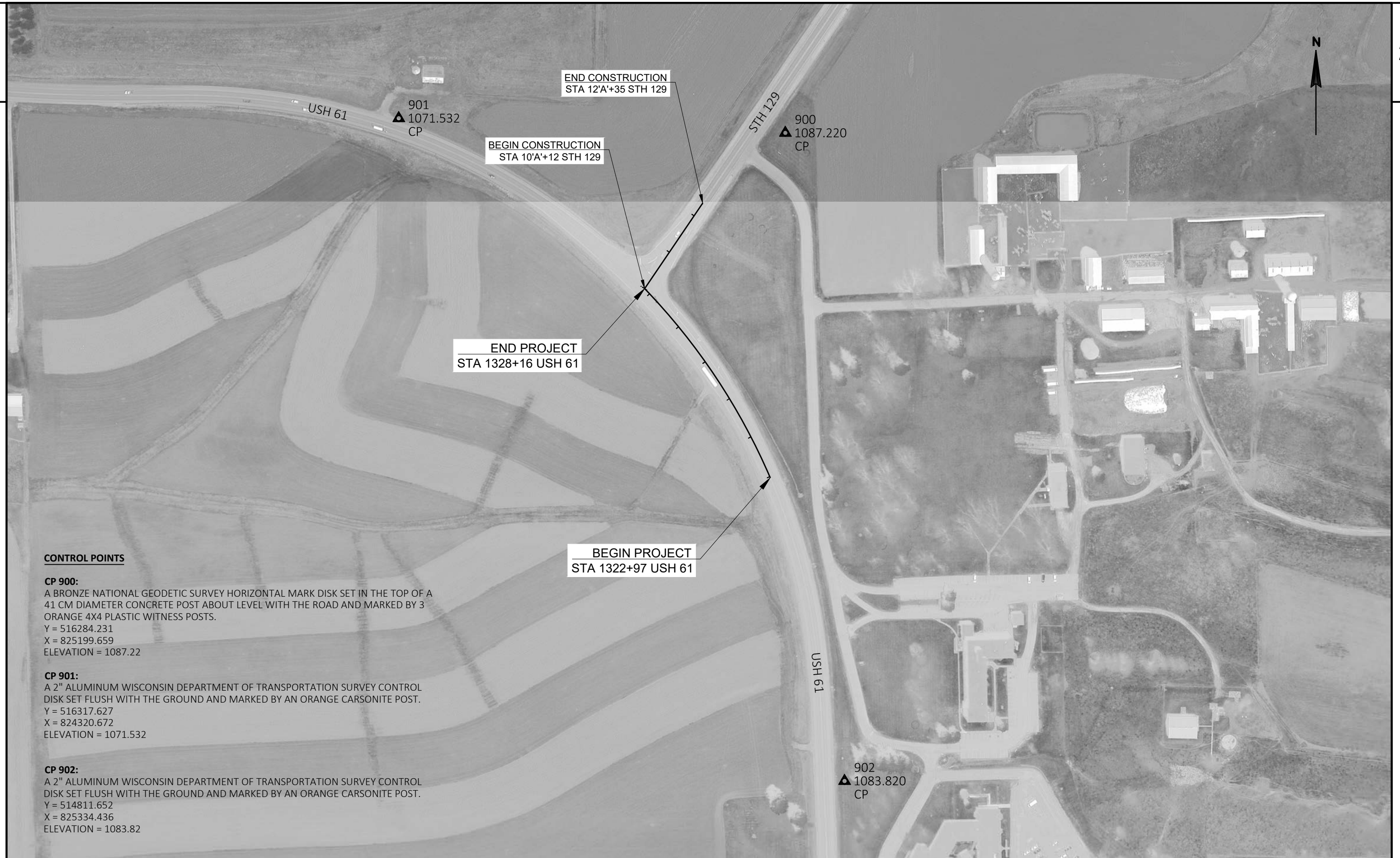
MICHAEL HAMMEL
TDS TELECOM - COMMUNICATION LINE
827 16TH AVENUE
MONROE, WI 53566
(608) 328-5262
MICHAEL.HAMMEL@TDSTELECOM.COM

KEN WHITING
WISCONSIN INDEPENDENT NETWORK, LLC -
COMMUNICATION LINE
4955 BULLIS FARM ROAD
EAU CLAIRE, WI 54701
O (715) 858-3172, M (920) 376-2996
KEN.WHITING@WINTECHNOLOGY.COM

ADAM MARING
WE ENERGIES - GAS/PETROLEUM
N3025 14TH AVE
MONROE, WI 53566
O (608) 328-5679, M (608) 426-1715
ADAM.MARING@WE-ENERGIES.COM



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



PROJECT NO: 1650-00-70

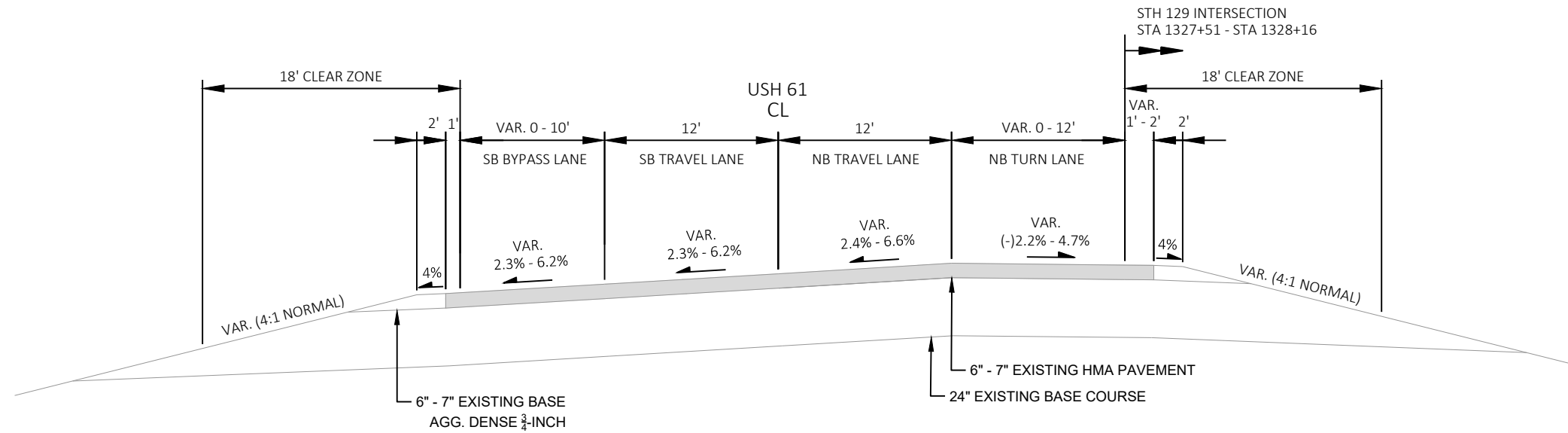
HWY: USH 61

COUNTY: GRANT

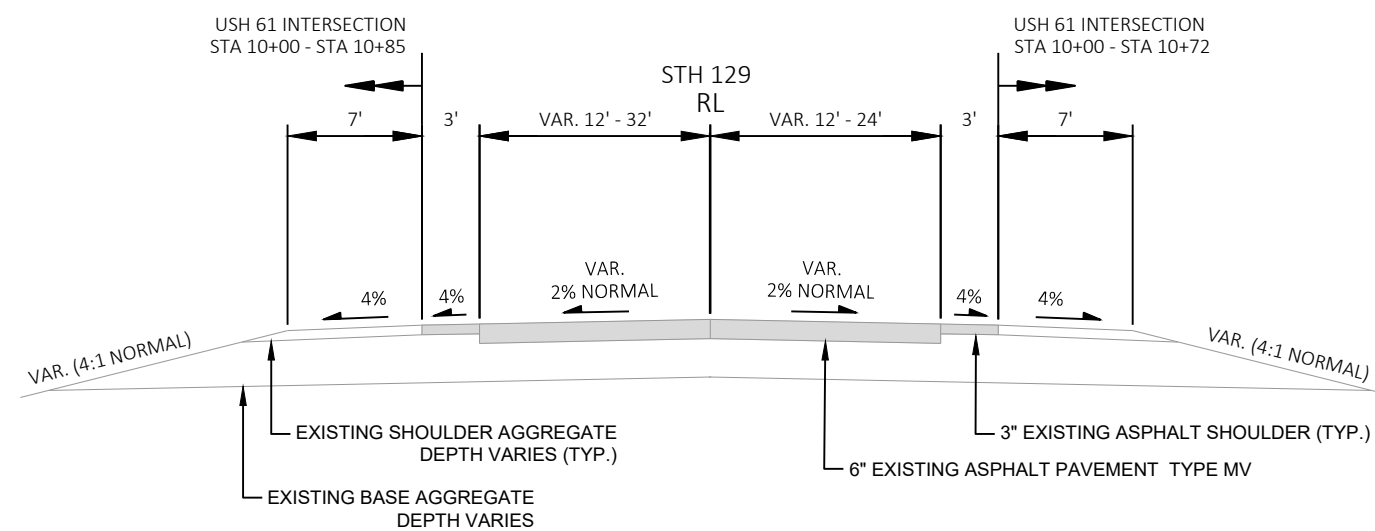
PROJECT OVERVIEW

SHEET

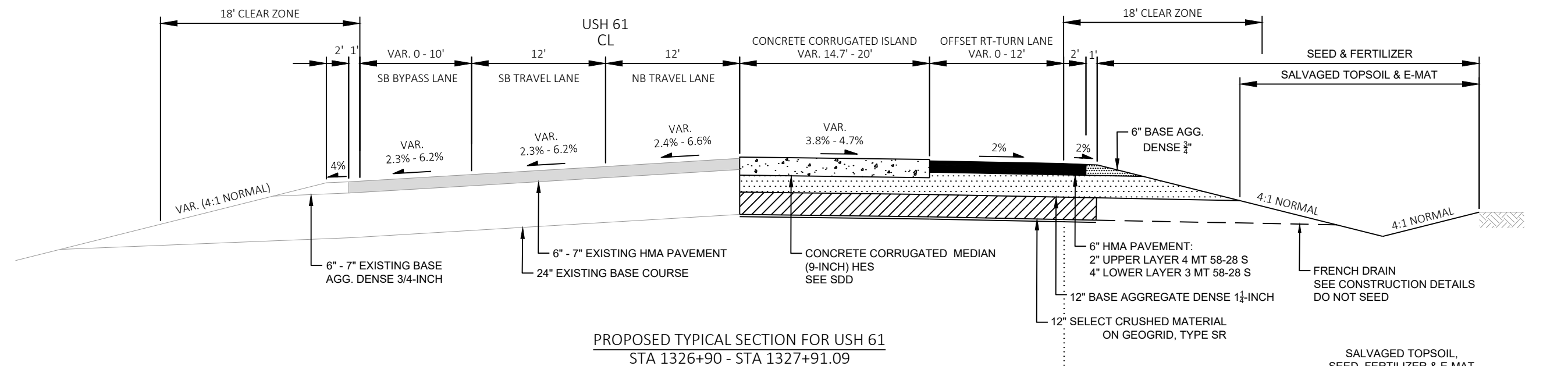
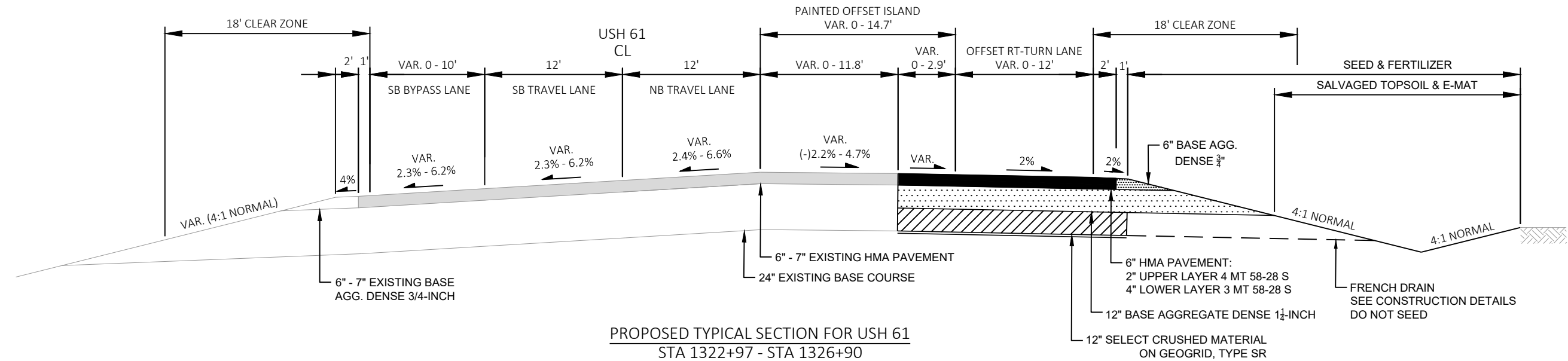
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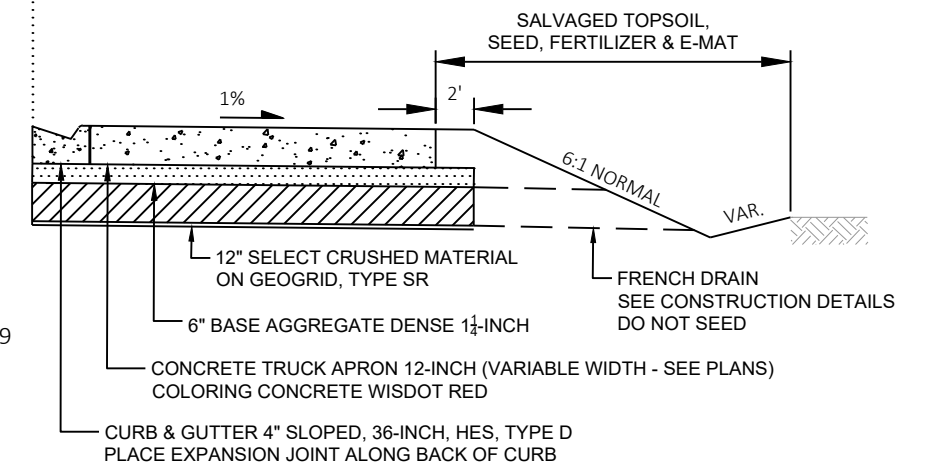
EXISTING TYPICAL SECTION FOR USH 61
STA 1322+97 - STA 1328+16

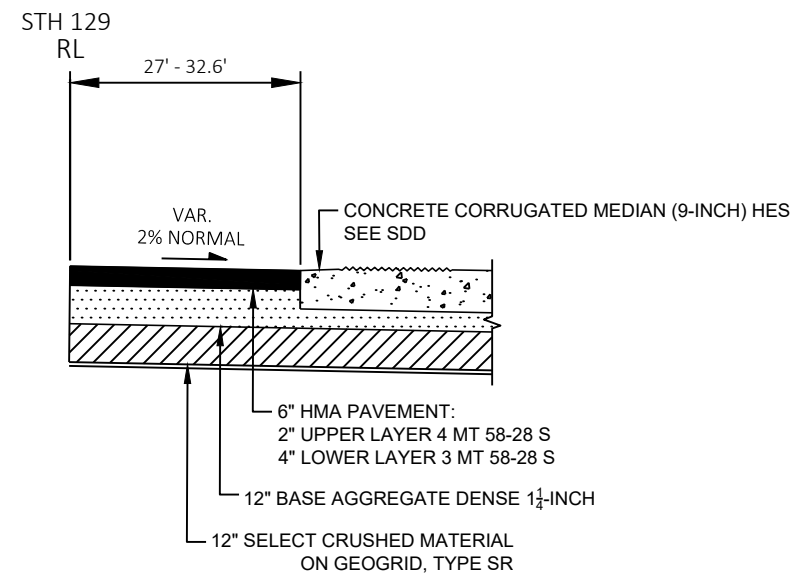


EXISTING TYPICAL SECTION FOR STH 129
STA 10'A'+12 - STA 12'A'+35

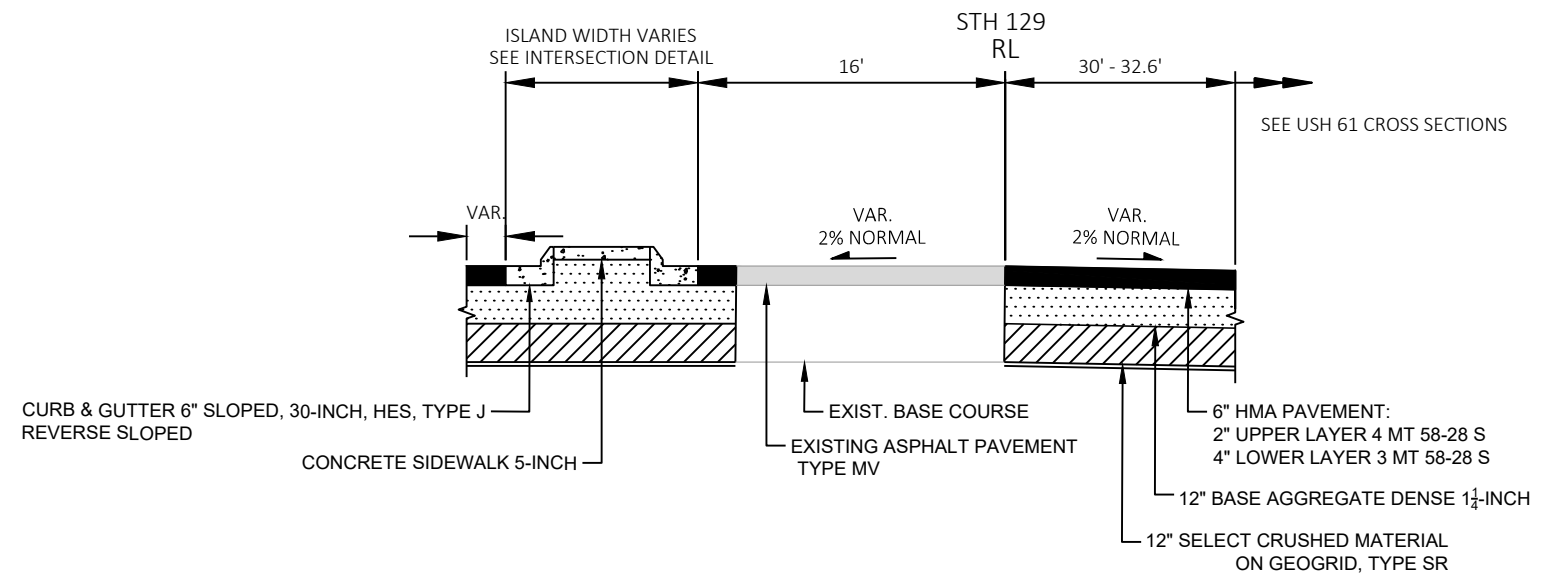


TRUCK APRON SECTION
STA 1327+49.13 - STA 1327+91.09

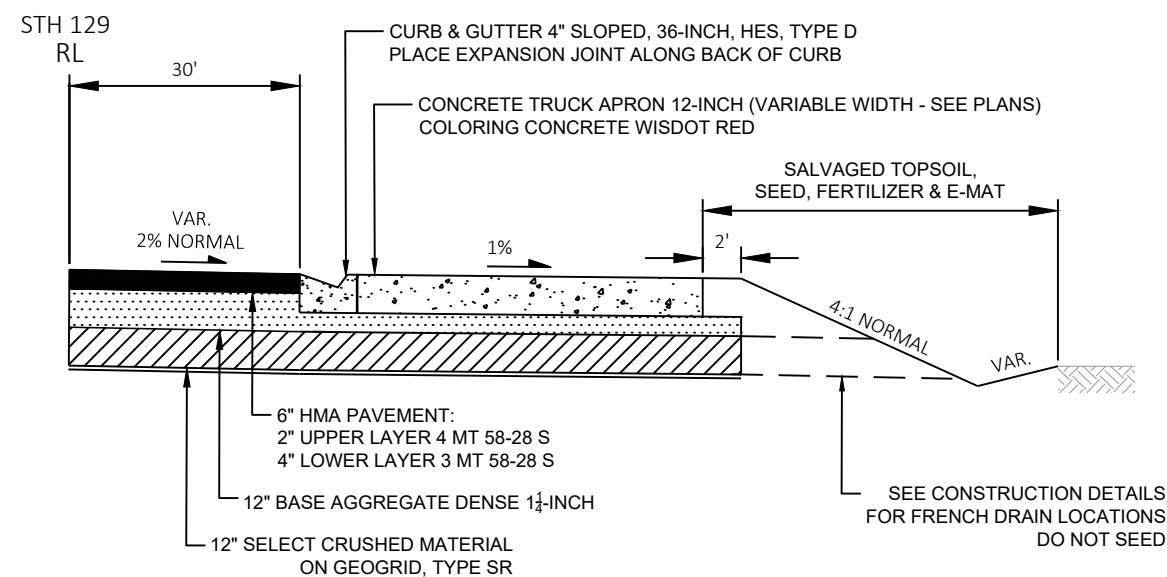




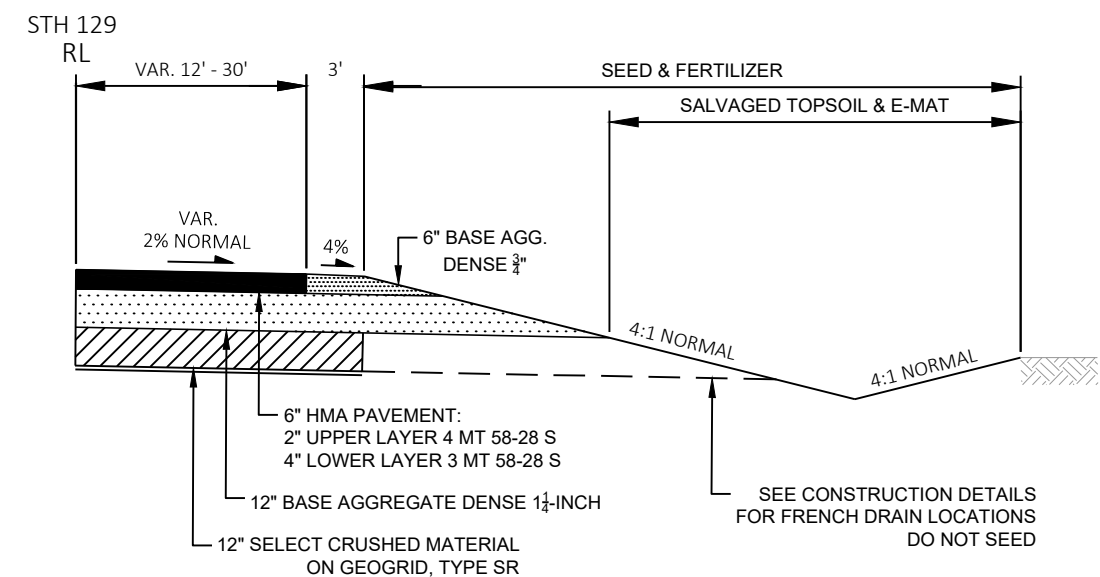
PROPOSED TYPICAL HALF SECTION FOR STH 129
STA 10'A'+12 - STA 10'A'+25.65



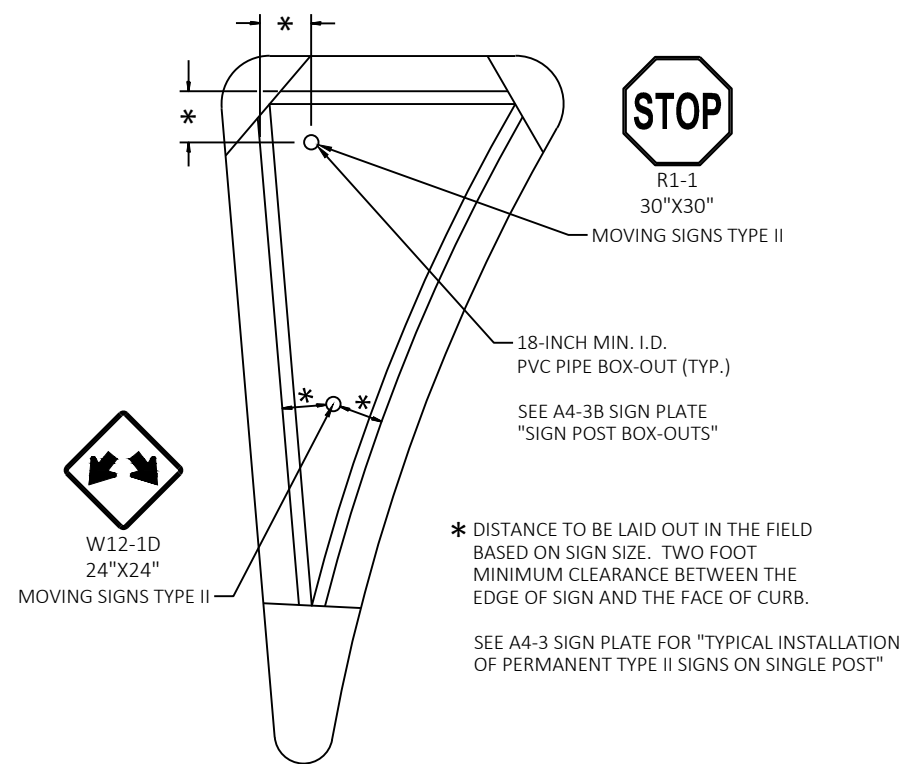
PROPOSED TYPICAL HALF SECTION FOR STH 129
STA 10'A'+25.65 - 10'A'+76.46
(ISLAND STA. 10'A'+30 - 10'A'+67)



PROPOSED TYPICAL HALF SECTION FOR STH 129
STA 10'A'+76.46 - STA 11'A'+35

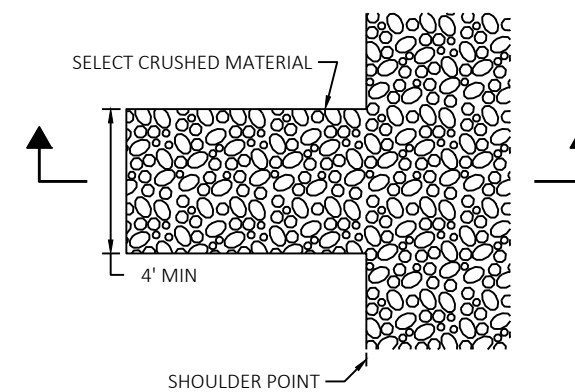
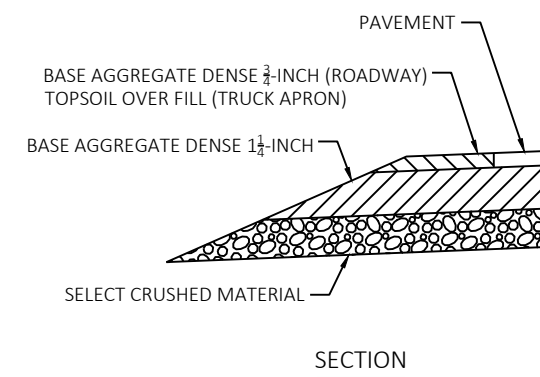


PROPOSED TYPICAL HALF SECTION FOR STH 129
STA 11'A'+35 - STA 12'A'+38



ISLAND SIGN LOCATION DETAIL

USE TUBULAR STEEL SIGN POSTS IN ISLAND.
SEE A4-9 SIGN PLATE
"TUBULAR STEEL SIGN POST"



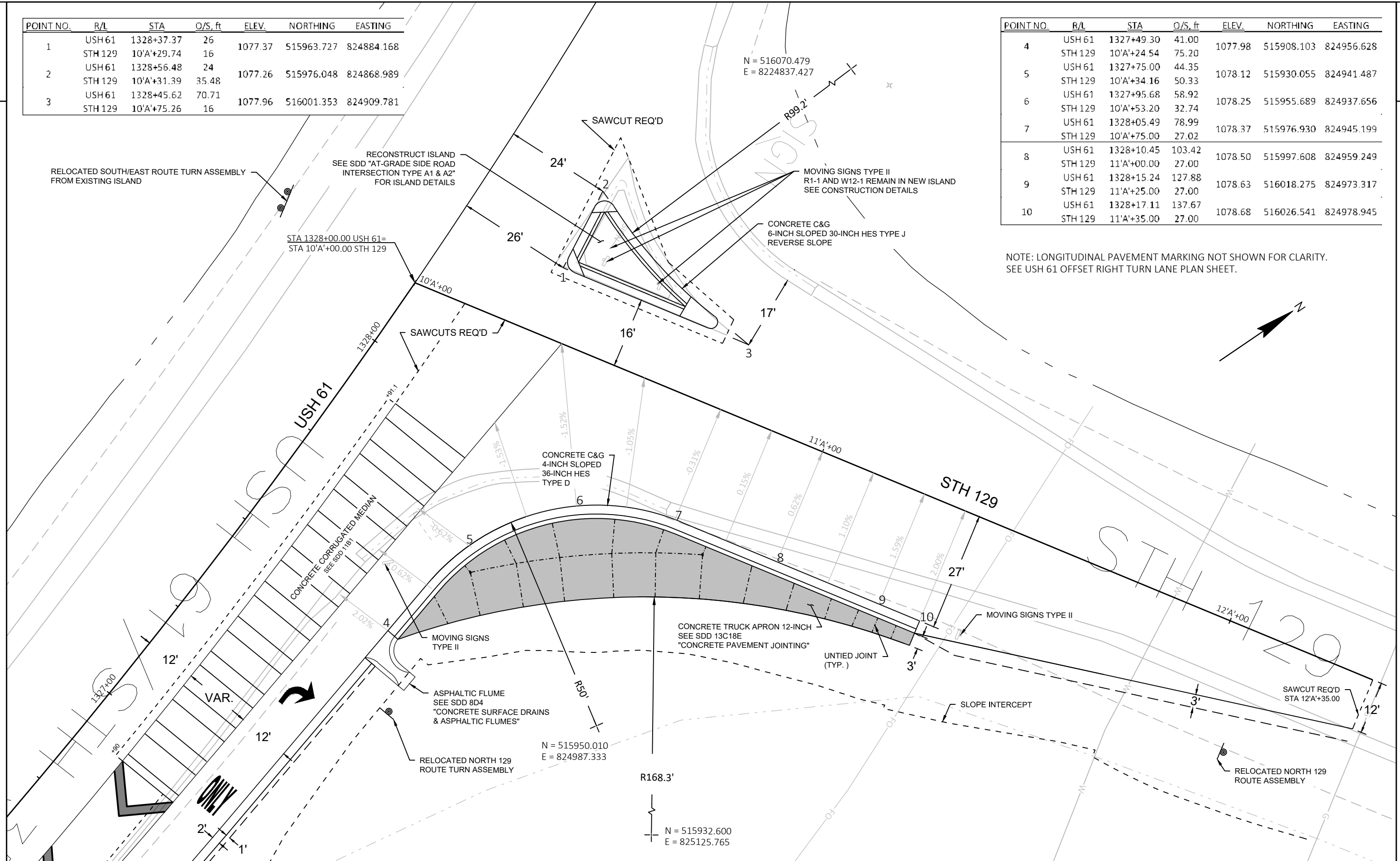
FRENCH DRAIN

FRENCH DRAINS ARE TO BE CONSTRUCTED AT LEAST
EVERY 250' INCLUDING AT MID-TRUCK APRON.

LOCATIONS TO BE DETERMINED IN THE FIELD BY THE
ENGINEER.

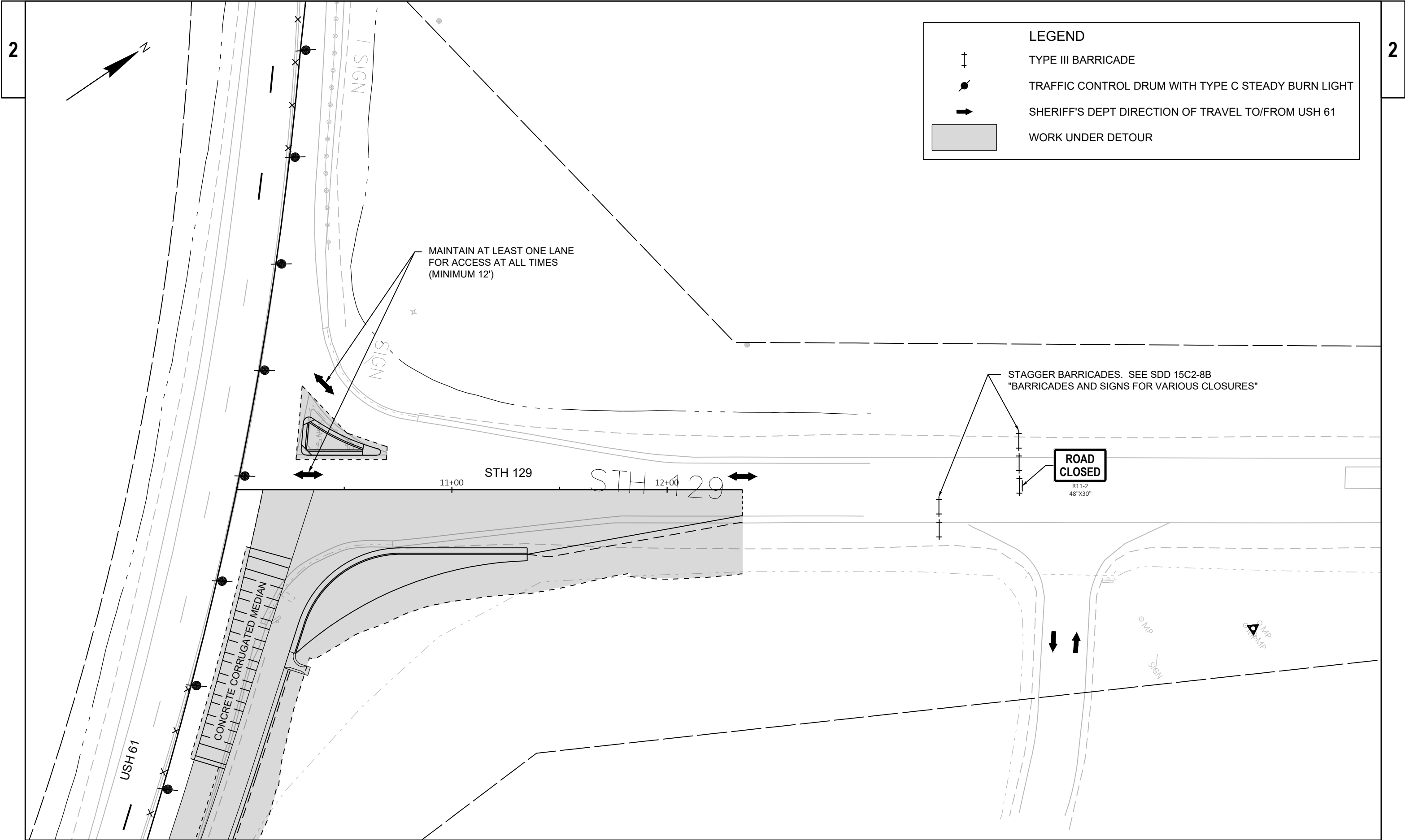
EXCAVATION TO CONSTRUCT FRENCH DRAINS IS
INCIDENTAL TO THE ITEM SELECT CRUSHED MATERIAL.

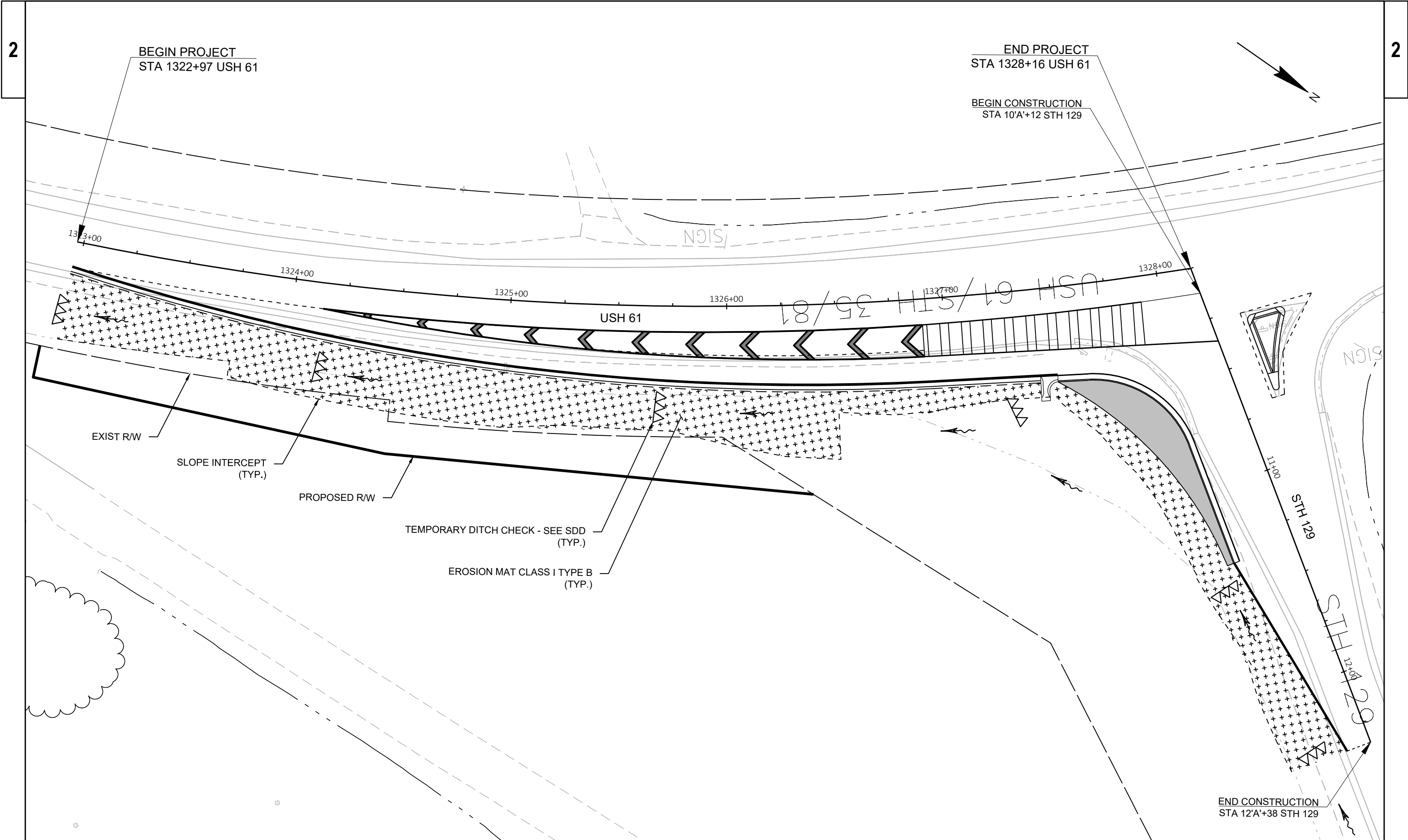
POINT NO.	R/L	STA	O/S, ft	ELEV.	NORTHING	EASTING
1	USH 61	1328+37.37	26	1077.37	515963.727	824884.168
	STH 129	10'A'+29.74	16			
2	USH 61	1328+56.48	24	1077.26	515976.048	824868.989
	STH 129	10'A'+31.39	35.48			
3	USH 61	1328+45.62	70.71	1077.96	516001.353	824909.781
	STH 129	10'A'+75.26	16			



<u>POINT NO.</u>	<u>R/L</u>	<u>STA</u>	<u>O/S, ft</u>	<u>ELEV.</u>	<u>NORTHING</u>	<u>EASTING</u>
4	USH 61	1327+49.30	41.00	1077.98	515908.103	824956.628
	STH 129	10'A'+24.54	75.20			
5	USH 61	1327+75.00	44.35	1078.12	515930.055	824941.487
	STH 129	10'A'+34.16	50.33			
6	USH 61	1327+95.68	58.92	1078.25	515955.689	824937.656
	STH 129	10'A'+53.20	32.74			
7	USH 61	1328+05.49	78.99	1078.37	515976.930	824945.199
	STH 129	10'A'+75.00	27.02			
8	USH 61	1328+10.45	103.42	1078.50	515997.608	824959.249
	STH 129	11'A'+00.00	27.00			
9	USH 61	1328+15.24	127.88	1078.63	516018.275	824973.317
	STH 129	11'A'+25.00	27.00			
10	USH 61	1328+17.11	137.67	1078.68	516026.541	824978.945
	STH 129	11'A'+35.00	27.00			

NOTE: LONGITUDINAL PAVEMENT MARKING NOT SHOWN FOR CLARITY.
SEE USH 61 OFFSET RIGHT TURN LANE PLAN SHEET.



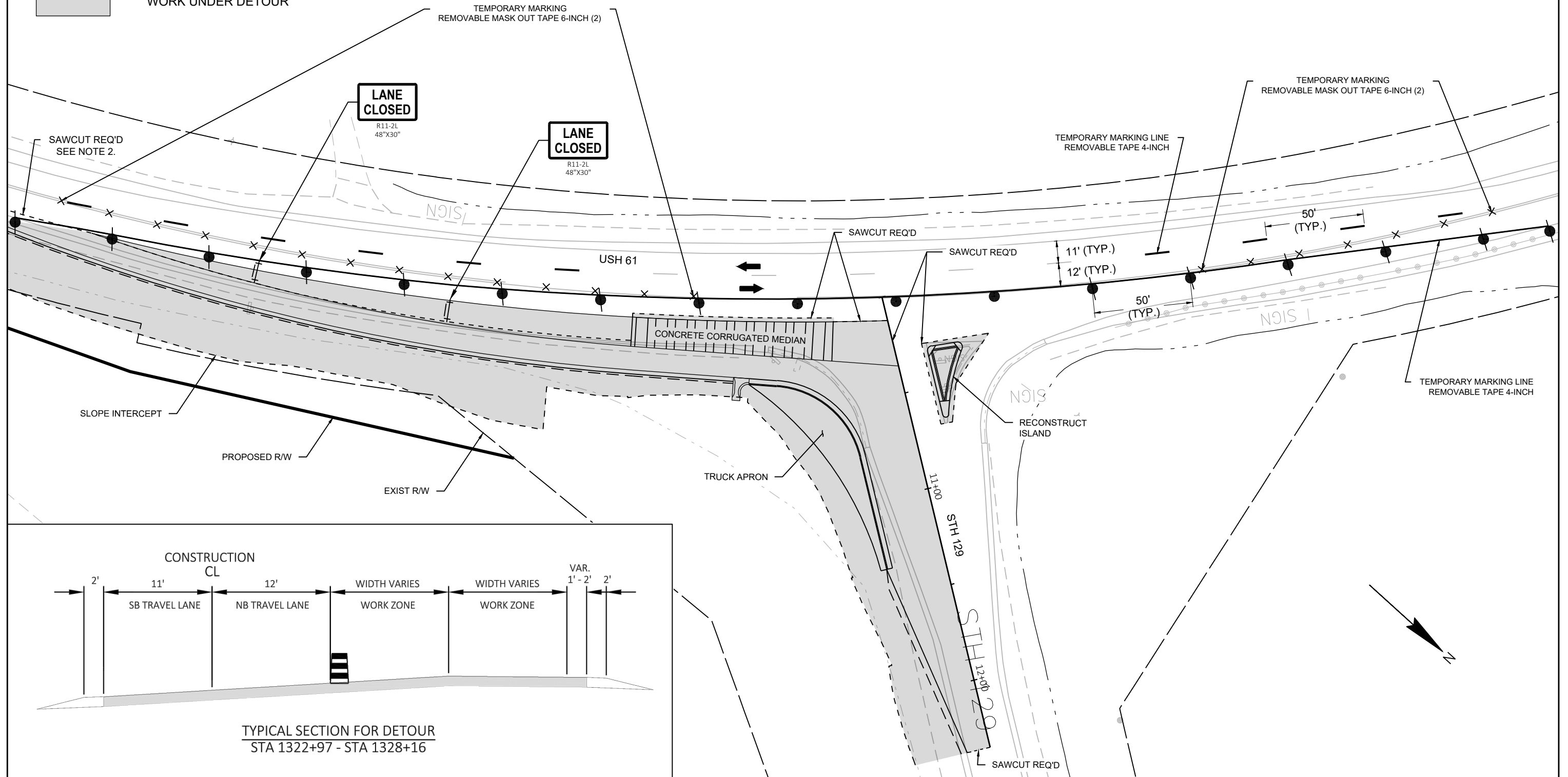


LEGEND

- ↑ TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- ➔ DIRECTION OF TRAFFIC
- WORK UNDER DETOUR

NOTES:

1. SEE SDD 15C2 BARRICADES AND SIGNS FOR MAINLINE CLOSURES & DETOUR SIGNING FOR MAINLINE CLOSURES.
2. WORK ADJACENT TO NORTHBOUND USH 61 THROUGH LANE REQUIRES FLAGGING (STA 1322+97 - STA 1324+14). SEE SDD 15C12 "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". PLACE PCMS 500' PRIOR TO SDD ADVANCE SIGNING IN EACH DIRECTION.
3. USH 61 MAINLINE ALIGNMENT NOT SHOWN FOR CLARITY. SEE MISC. Q'S FOR STATIONING OF TEMPORARY MARKINGS.



PROJECT NO: 1650-00-70

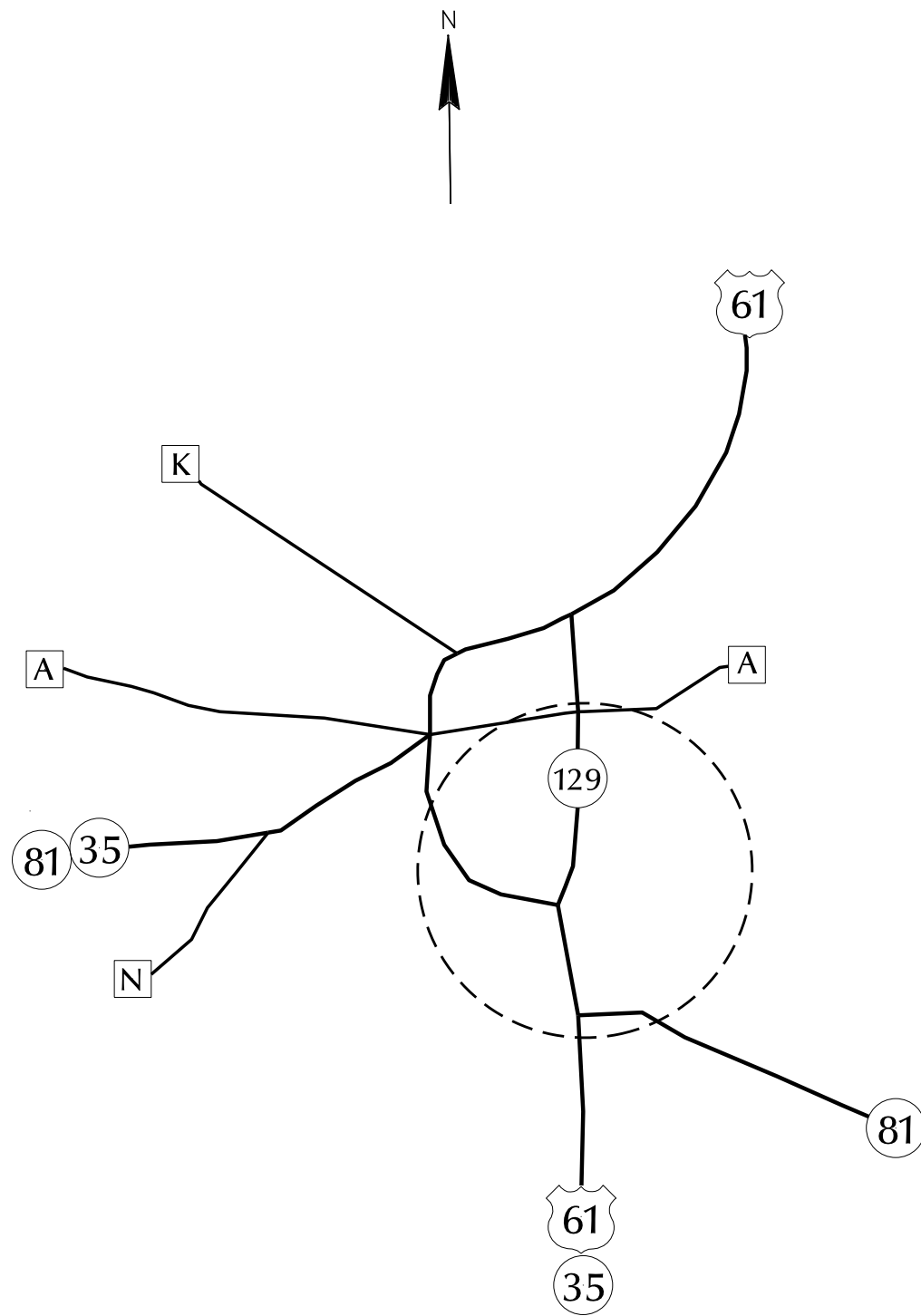
HWY: USH 61

COUNTY: GRANT

DETOUR STAGING PLAN

SHEET

E



PROJECT NO: 1650-00-70

HWY: USH 61

COUNTY: GRANT

DETOUR SIGNING DETAIL

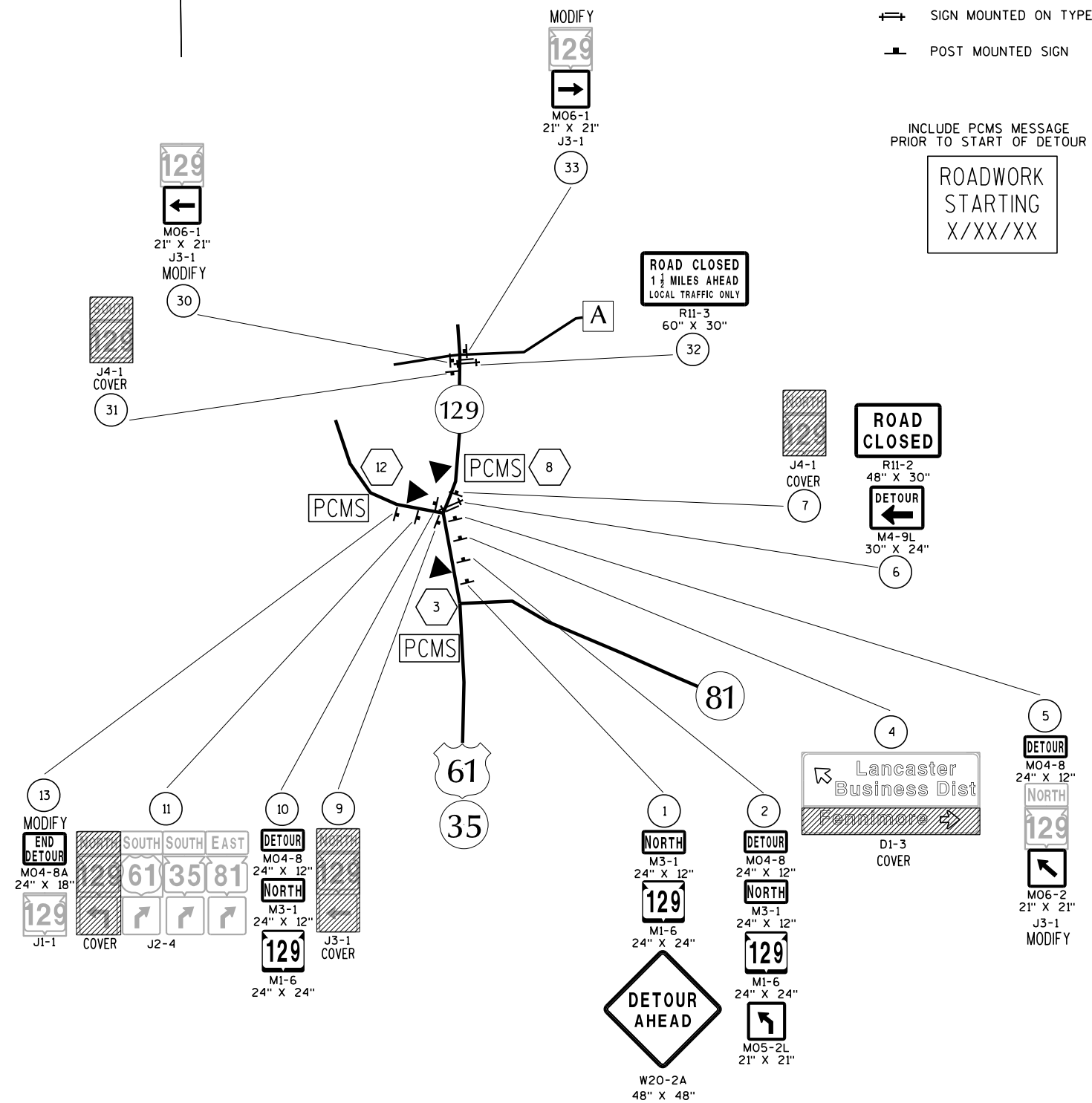
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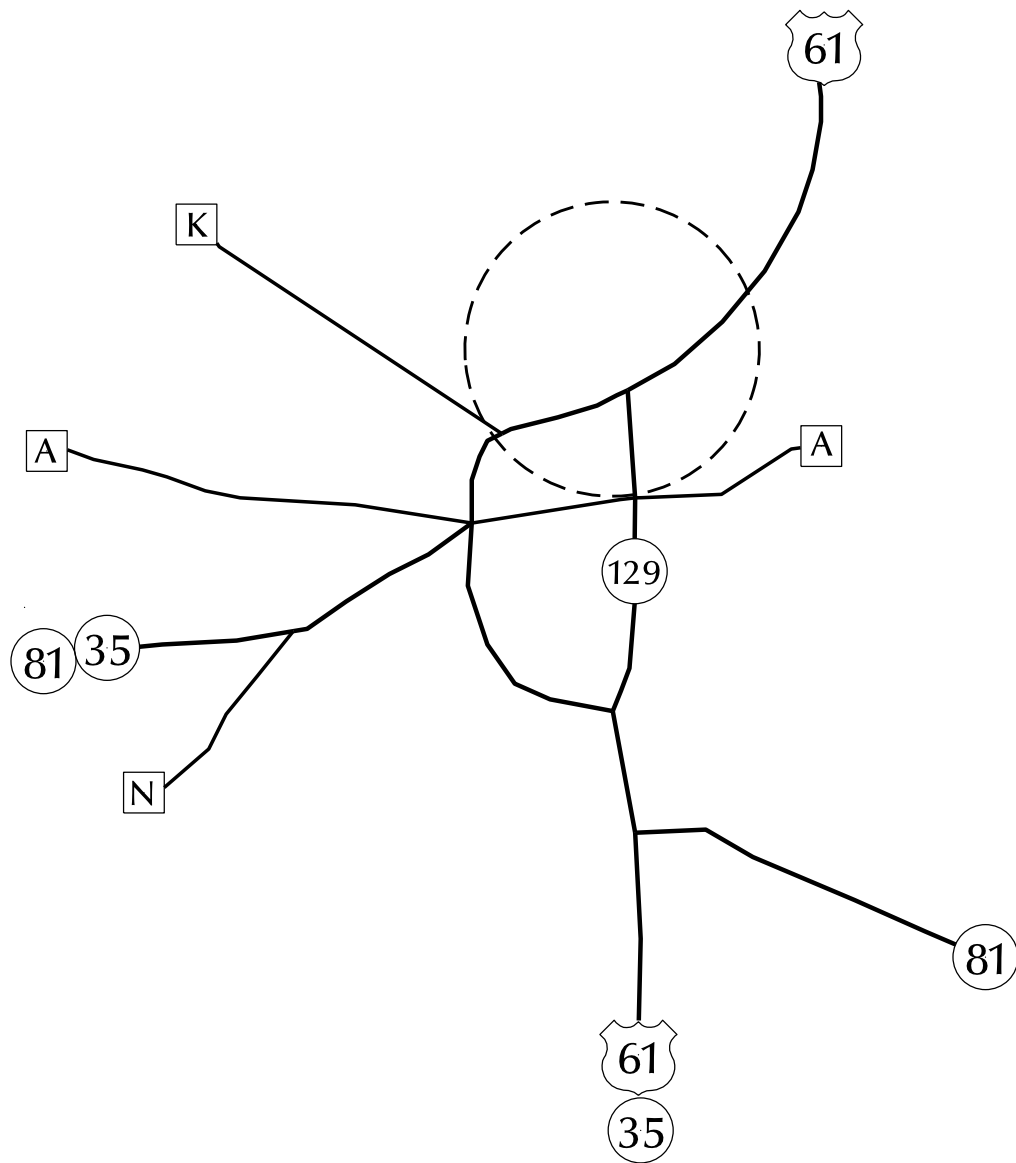
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LEGEND

- (X) SIGN NUMBER, REFER TO MISCELLANEOUS QUANTITY SHEET
- ▲ PCMS (X) PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN MOUNTED ON TYPE III BARRICADE
- POST MOUNTED SIGN

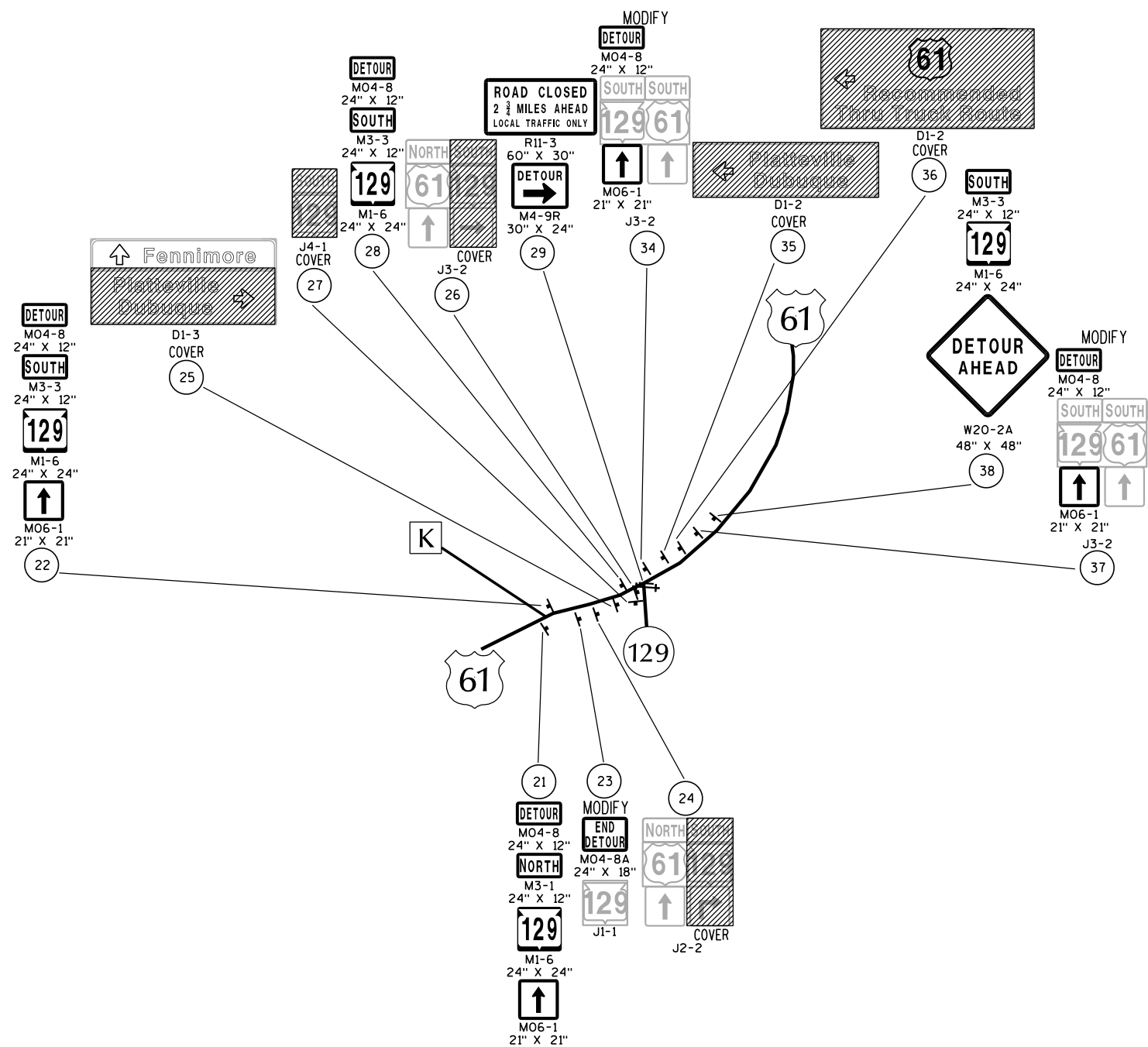
INCLUDE PCMS MESSAGE PRIOR TO START OF DETOUR

ROADWORK
STARTING
X/XX/XXPLAN SHEET PRODUCED
BY WisDOT-NE REGION

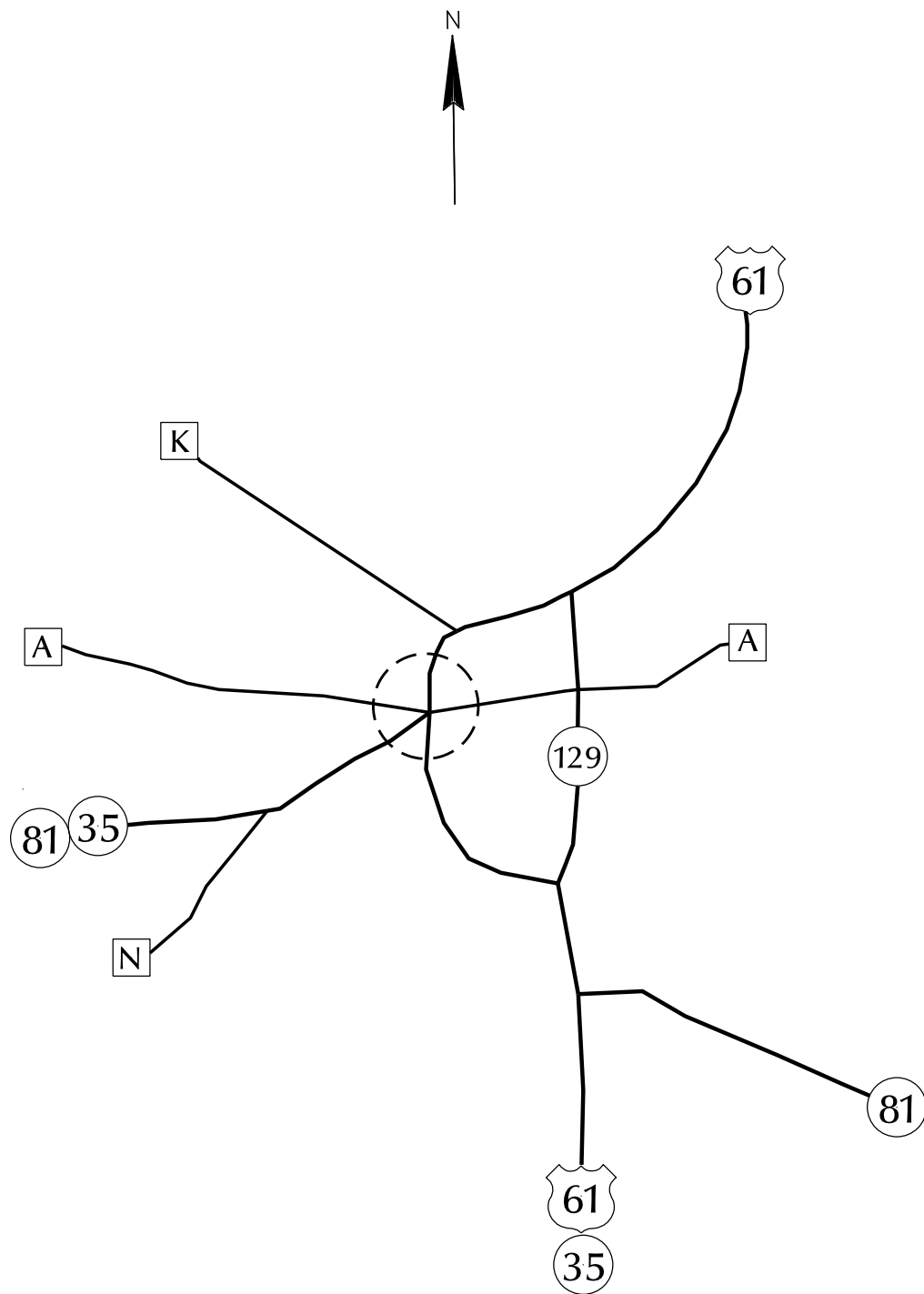


LEGEND






- (X) SIGN NUMBER, REFER TO MISCELLANEOUS QUANTITY SHEET
- (X) PORTABLE CHANGEABLE MESSAGE SIGN
- ⇄ SIGN MOUNTED ON TYPE III BARRICADE
- POST MOUNTED SIGN

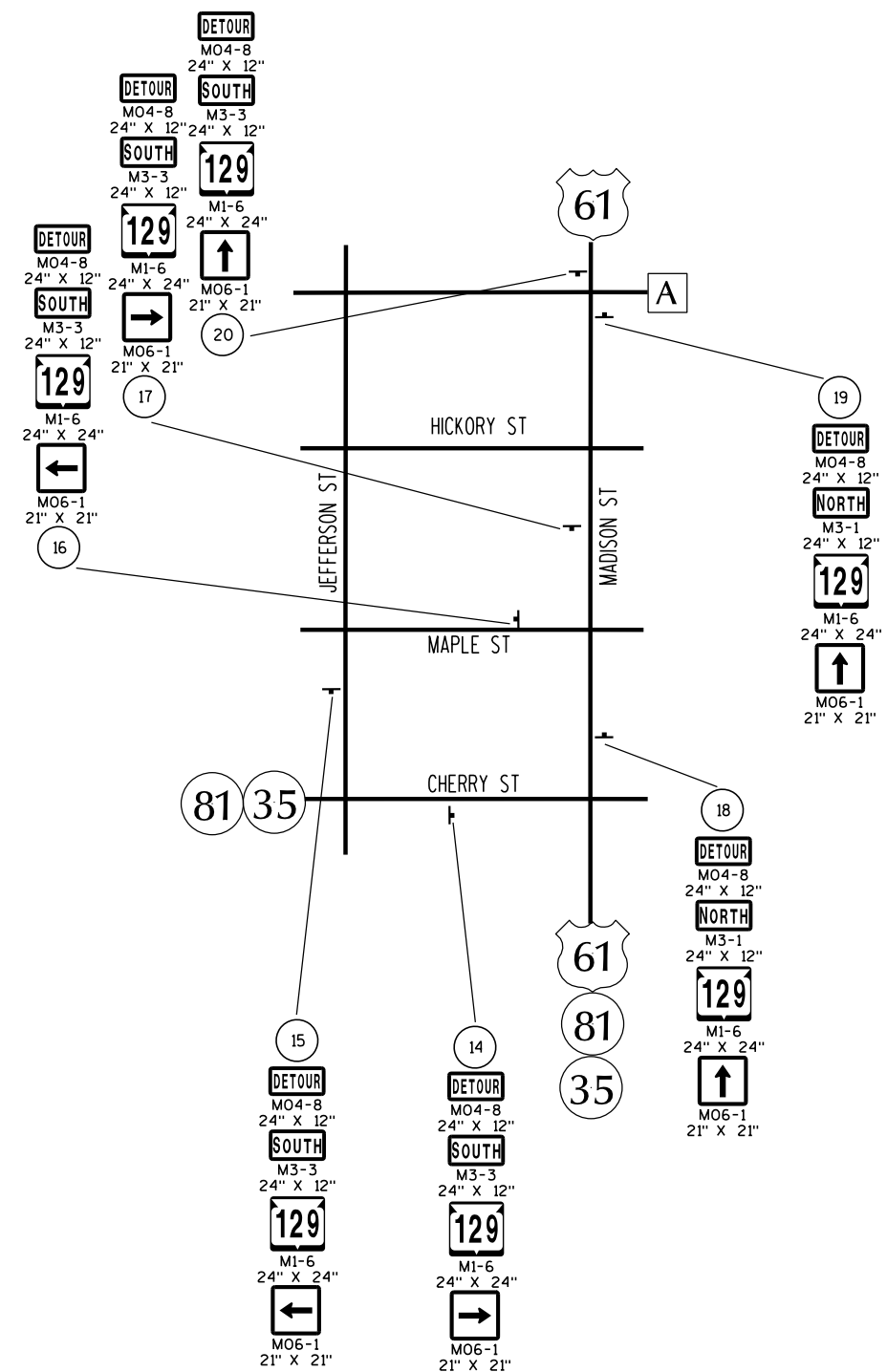


PLAN SHEET PRODUCED
BY WisDOT-NE REGION

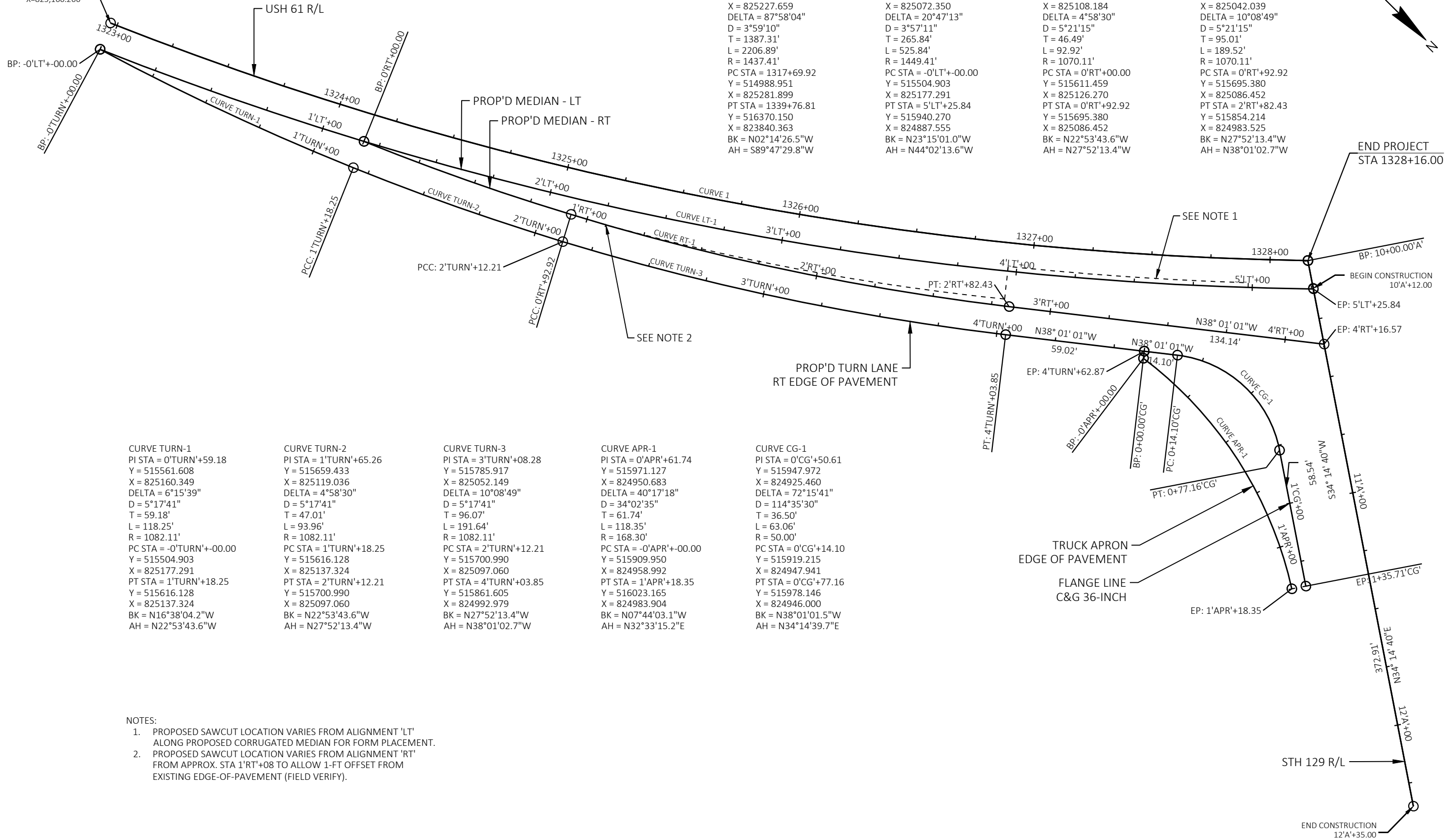


LEGEND

-  SIGN NUMBER, REFER TO MISCELLANEOUS QUANTITY SHEET
-   PORTABLE CHANGEABLE MESSAGE SIGN
-  SIGN MOUNTED ON TYPE III BARRICADE
-  POST MOUNTED SIGN

PLAN SHEET PRODUCED
BY WISDOT-NE REGION

BEGIN PROJECT
STA 1322+97.00
Y=515,500.166
X=825,166.266



NOTES:

- PROPOSED SAWCUT LOCATION VARIES FROM ALIGNMENT 'LT' ALONG PROPOSED CORRUGATED MEDIAN FOR FORM PLACEMENT.
- PROPOSED SAWCUT LOCATION VARIES FROM ALIGNMENT 'RT' FROM APPROX. STA 1'RT'+08 TO ALLOW 1-FT OFFSET FROM EXISTING EDGE-OF-PAVEMENT (FIELD VERIFY).

PROJECT NO: 1650-00-70

HWY: USH 61

COUNTY: GRANT

PLAN: ALIGNMENT DIAGRAM

SHEET

E

Estimate Of Quantities

1650-00-70					
Line	Item	Item Description	Unit	Total	Qty
0002	204.0150	Removing Curb & Gutter	LF	157.000	157.000
0004	204.0155	Removing Concrete Sidewalk	SY	24.000	24.000
0006	205.0100	Excavation Common	CY	1,522.000	1,522.000
0008	213.0100	Finishing Roadway (project) 01. 1650-00-70	EACH	1.000	1.000
0010	305.0110	Base Aggregate Dense 3/4-Inch	TON	49.000	49.000
0012	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	1,281.000	1,281.000
0014	312.0110	Select Crushed Material	TON	1,320.000	1,320.000
0016	405.0100	Coloring Concrete WisDOT Red	CY	47.000	47.000
0018	416.0512	Concrete Truck Apron 12-Inch	SY	142.000	142.000
0020	455.0605	Tack Coat	GAL	71.000	71.000
0022	460.2000	Incentive Density HMA Pavement	DOL	320.000	320.000
0024	460.6223	HMA Pavement 3 MT 58-28 S	TON	172.000	172.000
0026	460.6224	HMA Pavement 4 MT 58-28 S	TON	316.000	316.000
0028	465.0315	Asphaltic Flumes	SY	6.000	6.000
0030	602.0410	Concrete Sidewalk 5-Inch	SF	149.000	149.000
0032	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1650-00-70	EACH	1.000	1.000
0034	619.1000	Mobilization	EACH	1.000	1.000
0036	624.0100	Water	MGAL	27.000	27.000
0038	625.0500	Salvaged Topsoil	SY	1,875.000	1,875.000
0040	628.1905	Mobilizations Erosion Control	EACH	1.000	1.000
0042	628.1910	Mobilizations Emergency Erosion Control	EACH	1.000	1.000
0044	628.2004	Erosion Mat Class I Type B	SY	1,875.000	1,875.000
0046	628.7504	Temporary Ditch Checks	LF	225.000	225.000
0048	629.0210	Fertilizer Type B	CWT	1.000	1.000
0050	630.0130	Seeding Mixture No. 30	LB	34.000	34.000
0052	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	2.000	2.000
0054	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	2.000	2.000
0056	634.0808	Posts Tubular Steel 2x2-Inch X 8-FT	EACH	1.000	1.000
0058	634.0812	Posts Tubular Steel 2x2-Inch X 12-FT	EACH	1.000	1.000
0060	638.2102	Moving Signs Type II	EACH	5.000	5.000
0062	638.3000	Removing Small Sign Supports	EACH	5.000	5.000
0064	642.5001	Field Office Type B	EACH	1.000	1.000
0066	643.0300	Traffic Control Drums	DAY	357.000	357.000
0068	643.0420	Traffic Control Barricades Type III	DAY	117.000	117.000
0070	643.0705	Traffic Control Warning Lights Type A	DAY	234.000	234.000
0072	643.0715	Traffic Control Warning Lights Type C	DAY	588.000	588.000
0074	643.0900	Traffic Control Signs	DAY	1,780.000	1,780.000
0076	643.0920	Traffic Control Covering Signs Type II	EACH	11.000	11.000
0078	643.1050	Traffic Control Signs PCMS	DAY	29.000	29.000

Estimate Of Quantities

1650-00-70

Line	Item	Item Description	Unit	Total	Qty
0080	643.5000	Traffic Control	EACH	1.000	1.000
0082	645.0220	Geogrid Type SR	SY	1,797.000	1,797.000
0084	646.1020	Marking Line Epoxy 4-Inch	LF	404.000	404.000
0086	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	552.000	552.000
0088	646.3020	Marking Line Epoxy 8-Inch	LF	828.000	828.000
0090	646.5020	Marking Arrow Epoxy	EACH	2.000	2.000
0092	646.5120	Marking Word Epoxy	EACH	1.000	1.000
0094	646.6120	Marking Stop Line Epoxy 18-Inch	LF	14.000	14.000
0096	646.7220	Marking Chevron Epoxy 24-Inch	LF	150.000	150.000
0098	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	881.000	881.000
0100	649.0960	Temporary Marking Removable Mask Out Tape 6-Inch	LF	1,562.000	1,562.000
0102	650.4500	Construction Staking Subgrade	LF	863.000	863.000
0104	650.5000	Construction Staking Base	LF	745.000	745.000
0106	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	229.000	229.000
0108	650.7000	Construction Staking Concrete Pavement	LF	219.000	219.000
0110	650.9910	Construction Staking Supplemental Control (project) 01. 1650-00-70	LS	1.000	1.000
0112	650.9920	Construction Staking Slope Stakes	LF	745.000	745.000
0114	690.0150	Sawing Asphalt	LF	921.000	921.000
0116	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	150.000	150.000
0118	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	300.000	300.000
0120	SPV.0090	Special 01. Concrete Curb & Gutter 6-Inch Sloped 30-Inch HES Type J	LF	93.000	93.000
0122	SPV.0090	Special 02. Concrete Curb & Gutter 4-Inch Sloped 36-Inch HES Type D	LF	136.000	136.000
0124	SPV.0105	Special 01. Truck Apron Joint Layout	LS	1.000	1.000
0126	SPV.0165	Special 01. Concrete Corrugated Median (9-Inch) HES	SF	1,716.000	1,716.000

REMOVALS SUMMARY

			<u>204.0150</u> REMOVING CURB & GUTTER	<u>204.0155</u> REMOVING CONCRETE SIDEWALK
STATION TO	STATION	LOCATION	LF	SY
1327+59 -	1328+08	USH 61 RT	78	--
10'A'+28 -	10'A'+70	STH 129 LT	79	24
TOTAL			157	24

EARTHWORK SUMMARY

Division	From/To Station	Location	205.0100 Common Excavation (CY)	Salvaged/Unusable Pavement Material (1) (CY)	Available Material (2) (CY)	Unexpanded Fill (CY)	Expanded Fill (3) (CY)	Mass Ordinate +/- (4) (CY)	Waste (CY)
			Cut				Factor 1.15		
Division 1	1322+97 - 1327+75	USH 61 RT	887	57	830	183	210	625	415
Divison 1	10'A'+12 - 12'A'+35	STH 129 LT/RT	635	99	536	41	47	515	468
Grand Total			1,522	156	1,366	224	258	1,140	882
Total Common Exc			1,522						

Notes:

- (1) Salvaged/Unsuable Pavement Material is included in Cut.
- (2) Available Material = Cut - Salvaged/Unusuable Pavement Material
- (3) Expanded Fill Factor = 1.15
- (4) The Mass Ordinate + or - Qty calculated for the Division.
Plus quantity indicates an excess of material within the Division.
Minus indicates a shortage of material within the Division.

BASE AGGREGATE SUMMARY

		<u>305.0110</u> BASE AGGREGATE DENSE 3/4-INCH	<u>305.0120</u> BASE AGGREGATE DENSE 1 1/4-INCH	<u>312.0110</u> SELECT CRUSHED MATERIAL	<u>645.0220</u> GEOGRID TYPE SR	<u>624.0100</u> WATER	
STATION TO	STATION	LOCATION	TON	TON	TON	SY	MGAL
1322+97 -	1327+49	USH 61 RT	36	586	557	667	12
1326+91 -	1328+23	USH 61 RT	--	159	181	286	3
1327+49 -	1328+14	USH 61 RT	--	56	126	169	1
10'A'+12 -	12'A'+35	STH 129 RT	13	275	261	368	6
10'A'+32 -	12'A'+35	STH 129 RT	--	179	170	268	4
10'A'+28 -	10'A'+70	VARIOUS	--	26	25	39	1
TOTAL			49	1,281	1,320	1,797	27

3

ALL ITEMS CATEGORY 0010

CONCRETE PAVEMENT

		<u>405.0100</u> COLORING	<u>416.0512</u> CONCRETE	<u>SPV.0165.01</u> CONCRETE CORRUGATED
		CONCRETE WISDOT	TRUCK APRON 12-INCH	MEDIAN (9-INCH)
		RED		HES
STATION TO STATION	LOCATION	CY	SY	SF
1326+90 - 1327+90	USH 61 RT	--	--	1716
1327+49 - 1328+14	USH 61 RT	47	142	--
TOTAL		47	142	1716

HMA SUMMARY

			<u>455.0605</u> TACK COAT	<u>460.6223</u> HMA PAVEMENT 3 MT 58-28 S	<u>460.6224</u> HMA PAVEMENT 4 MT 58-28 S	
STATION TO STATION	LOCATION		GAL	TON	GAL	REMARKS
1322+97 - 1327+49	USH 61 RT		33	80	147	TURN LANE
10'A'+12 - 12'A'+38	STH 129 RT		18	44	81	INTERSECTION AND TAPER
10'A'+32 - 12'A'+38	STH 129 RT		13	32	59	TRAVEL LANE
1327+91 - 1328+23	USH 61 RT		4	9	16	MEDIAN
-	VARIOUS		3	7	13	SAWCUTS AT CORR. MED. & ISLAND
TOTAL			71	172	316	

CONCRETE CURB & GUTTER AND SIDEWALK SUMMARY

		<u>602.0410</u> CONCRETE SIDEWALK 5-INCH	<u>SPV.0090.01</u> CONCRETE C&G 6-INCH SLOPED 30-INCH HES TYPE J	<u>SPV.0090.02</u> CONCRETE C&G 4-INCH SLOPED 36-INCH HES TYPE D	
STATION TO STATION	LOCATION	SF	LF	LF	REMARKS
1327+49 - 11'A'+35	USH 61 /STH 129 RT	--	--	136	
10'A'+31 - 10'A'+70	STH 129 LT	149	93	--	ISLAND
TOTAL		149	93	136	

ASPHALTIC FLUMES

STATION TO STATION	LOCATION	<u>465.0315</u> SY
1327+59 - 1328+08	USH 61 RT	6
TOTAL		6

EROSION CONTROL SUMMARY

	<u>625.0500</u> SALVAGED TOPSOIL	<u>628.1905</u> MOBILIZATIONS EC	<u>628.1910</u> MOBILIZATIONS EMERGENCY EC	<u>628.2004</u> EROSION MAT CLASS I TYPE B	<u>628.7504</u> TEMPORARY DITCH CHECKS	<u>629.0210</u> FERTILIZER TYPE B	<u>630.0130</u> SEEDING MIX. NO. 30
LOCATION	SY	EACH	EACH	SY	LF	CWT	LB
PROJECT	1,500	1	1	1,500	180	1	27
UNDISTRIBUTED	375	--	--	375	45	--	7
TOTAL	1,875	1	1	1,875	225	1	34

SAWING ASPHALT

STATION TO STATION	LOCATION	<u>690.0150</u> LF	REMARKS
1322+97 - 1328+16	USH 61 RT	539	
10'A'+00 - 12'A'+38	STH 129 CL	250	
1327+91 - 1328+23	STH 129 LT	132	ISLAND
TOTAL		921	

CONSTRUCTION STAKING

		<u>634.0616</u> SUBGRADE	<u>634.0618</u> BASE	<u>634.0808</u> CURB & GUTTER	<u>634.0812</u> CONCRETE PAVEMENT	<u>638.2102</u> SUPPLEMENTAL CONTOL	<u>638.3000</u> SLOPE STAKES
STATION TO STATION	LOCATION	LF	LF	LF	LF	LS	LF
1322+97 - 1328+16	USH 61 RT	519	519	--	101	--	519
10'A'+12 - 12'A'+38	STH 129 RT	226	226	--	--	--	226
10'A'+31 - 10'A'+70	ISLAND	--	--	93	--	--	--
0'CG'+00 - 1'CG'+36	TRUCK APRON	--	--	136	--	--	--
0'APR'+00 - 1'APR'+18	TRUCK APRON	118	--	--	118	--	--
-- - --	PROJECT	--	--	--	--	1	--
TOTAL		863	745	229	219	1	745

SIGN LISTING

STATION	LOCATION	<u>634.0616</u>	<u>634.0618</u>	<u>634.0808</u>	<u>634.0812</u>	<u>638.2102</u>	<u>638.3000</u>	REMARKS
		POSTS	POSTS	POSTS	POSTS	MOVING	REMOVING	
		WOOD	WOOD	TUBULAR STEEL	TUBULAR STEEL	SIGNS	SMALL SIGN	
		4x6-INCH	4x6-INCH	2x2-INCH	2x2-INCH	TYPE II	SUPPORTS	
		16-FT	18-FT	8-FT	12-FT			
		EACH	EACH	EACH	EACH	EACH	EACH	
1327+49	USH 61 RT	--	2	--	--	1	1	RELOCATED NORTH 129 ROUTE TURN ASSEMBLY
1328+15	USH 61 LT	1	--	--	--	1	1	RELOCATED S./E. ROUTE TURN ASSEMBLY
FIELD LOCATE	STH 129 LT	--	--	--	1	1	1	RELOCATED R1-1, SEE ISLAND SIGN LOCATION DETAIL
FIELD LOCATE	STH 129 LT	--	--	1	--	1	1	RELOCATED W12-1D, SEE ISLAND SIGN LOCATION DETAIL
12'A'+10	STH 129 RT	1	--	--	--	1	1	RELOCATED NORTH 129 ROUTE ASSEMBLY
TOTAL		2	2	1	1	5	5	

TRAFFIC CONTROL SUMMARY

STATION TO STATION				APPROXIMATE SERVICE DAYS		<u>643.0300</u>		<u>643.0420*</u>		<u>643.0705*</u>		<u>643.0715</u>		<u>643.0900</u>		<u>643.1050*</u>		REMARKS
						DRUMS		BARRICADES TYPE III		WARNING LIGHTS TYPE A		WARNING LIGHTS TYPE C		SIGNS		SIGNS PCMS		
			LOCATION			NO. IN SERVICE	DAYS	NO. IN SERVICE	DAYS	NO. IN SERVICE	DAYS	NO. IN SERVICE	DAYS	NO. IN SERVICE	DAYS	NO. IN SERVICE	DAYS	
--	-	--	USH 61 NB SHLDR S. OF PROJ. LIMITS - FIELD LOCATE	4	--	--	--	--	--	--	--	--	--	--	--	1	4	FLAGGING ONLY
--	-	--	USH 61 SB SHLDR N. OF PROJ. LIMITS - FIELD LOCATE	4	--	--	--	--	--	--	--	--	--	--	--	1	4	FLAGGING ONLY
1323+74	-	1331+55	USH 61 NB RT	21	17	357	--	--	--	--	28	588	--	--	--	--	--	LIGHT DRUMS IN TAPERS
1325+00	-	1326+00	USH 61 NB RT	21	--	--	2	42	4	84	--	--	5	105	--	--	--	SIGN CODES R11-2L, W20-3(A, C & D)
TOTAL						357		42		84		588		105		8		

* SEE TRAFFIC CONTROL DETOUR SIGN SUMMARY FOR ADDITIONAL QUANTITIES

PAVEMENT MARKING SUMMARY

STATION TO STATION			<u>646.1020</u>	<u>646.1040</u>	<u>646.3020</u>	<u>646.5020</u>	<u>646.5120</u>	<u>646.6120</u>	<u>646.7220</u>	<u>649.0150</u>		<u>649.0960</u>
			MARKING LINE	MARKING LINE	MARKING LINE	MARKING ARROW	MARKING WORD	MARKING STOP LINE	MARKING CHEVRON	TEMPORARY MARKING LINE		TEMPORARY MARKING
			EPOXY 4-INCH	GROOVED WET REF	EPOXY 8-INCH	TYPE II	EPOXY	EPOXY 18-INCH	EPOXY 24-INCH	REMOVABLE TAPE 4-INCH		REMOVABLE MASK OUT TAPE
			DBL YELLOW	EPOXY 4-INCH WHITE	EPOXY 8-INCH WHITE	EPOXY	WHITE	WHITE	WHITE	EDGE LINE WHITE	CL SKIP YELLOW	6-INCH
			LF	LF	LF	EACH	EACH	LF	LF	LF	LF	LF
1322+97	-	1327+49	--	452	--	--	--	--	--	--	--	--
1323+74	-	1331+55	--	--	--	--	--	--	--	781	--	1,562
1324+00	-	1326+50	--	--	--	--	--	--	--	--	63	--
1324+14	-	1327+28	--	--	--	--	--	--	150	--	--	--
1324+14	-	1327+90	--	--	752	--	--	--	--	--	--	--
1324+34	-	1327+20	--	--	--	2	--	--	--	--	--	--
1326+80	--	--	--	--	--	--	1	--	--	--	--	--
1329+50	-	1331+00	--	--	--	--	--	--	--	--	38	--
10'A'+33	--	--	--	--	--	--	--	14	--	--	--	--
10'A'+33	-	12'A'+35	404	--	--	--	--	--	--	--	--	--
10'A'+49	-	10'A'+87	--	--	76	--	--	--	--	--	--	--
11'A'+35	-	12'A'+35	--	100	--	--	--	--	--	--	--	--
SUBTOTAL										781	100	
TOTAL			404	552	828	2	1	14	150	881		1,562

ALL ITEMS CATEGORY 0010

TRAFFIC CONTROL DETOUR SIGN SUMMARY

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 25 DAYS	643. 0900 SIGNS DAYS	643. 0420 BARRICADES TYPE III DAYS	643. 0705 WARNING LIGHTS TYPE A DAYS	643. 1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS	NO OF CYCLES	643. 0920 COVERING SIGNS TYPE II EACH	REMARKS
1	US 61, S. OF STH 129, PLACE 1/3 MILE S. OF STH 129 INTERSECTION	M 3- 1	24"X12"	1	25	25						
	"	M 1- 6	24"X24"	1	25	25						129
	"	W 20- 2A	48"X48"	1	25	25						
2	US 61, S. OF STH 129, PLACE 1/4 MILE S. OF STH 129 INTERSECTION	MD 4- 8	24"X12"	1	25	25						
	"	M 3- 1	24"X12"	1	25	25						
	"	M 1- 6	24"X24"	1	25	25						129
	"	MD 5- 2L	21"X21"	1	25	25						
3	US 61, S. OF STH 129, PLACE ON SHOULDER, FIELD DETERMINE LOCATION	PCMS		1					7			PLACE IN ADVANCE OF CLOSURE
4	US 61, S. OF STH 129, COVER EXISTING SIGN AS SHOWN									1	1	COVER "FENNI MORE"
5	US 61, S. OF STH 129, MODIFY EXISTING J3- 1 AS SHOWN	MD 4- 8	24"X12"	1	25	25						
	"	MD 6- 2	21"X21"	1	25	25						TILT LEFT
6	US 61, AT STH 129 INTERSECTION, PLACE ON RIGHT SHOULDER LEADING UP TO RIGHT TURN CONSTRUCTION	R 11- 2	48"X30"	1	25	25	25	50				
	"	M 4- 9L	30"X24"	1	25	25						
7	STH 129, N. OF US 61, COVER EXISTING J4- 1 SIGN AS SHOWN									1	1	COVER ENTIRE SIGN
8	STH 129, N. OF US 61, PLACE ON SHOULDER, FIELD DETERMINE LOCATION	PCMS		1					7			PLACE IN ADVANCE OF CLOSURE
9	US 61, N. OF STH 129, COVER EXISTING J3- 1 SIGN AS SHOWN									1	1	COVER ENTIRE SIGN
10	US 61, N. OF STH 129, PLACE RIGHT OF EXISTING J4- 3 SIGN	MD 4- 8	24"X12"	1	25	25						
	"	M 3- 1	24"X12"	1	25	25						
	"	M 1- 6	24"X24"	1	25	25						129
11	US 61, N. OF STH 129, COVER EXISTING J3- 4 SIGN AS SHOWN									1	1	COVER "NORTH- 129- ADV LT"
12	US 61, N. OF STH 129, PLACE ON SHOULDER, FIELD DETERMINE LOCATION	PCMS		1					7			PLACE IN ADVANCE OF CLOSURE
13	US 61, N. OF STH 129, MODIFY EXISTING J1- 1 SIGN AS SHOWN	MD 4- 8A	24"X18"	1	25	25						
14	US 61/CHERRY ST, W. OF MADISON ST, PLACE 175' W. OF MADISON ST INTERSECTION	MD 4- 8	24"X12"	1	25	25						
	"	M 3- 3	24"X12"	1	25	25						
	"	M 1- 6	24"X24"	1	25	25						129
	"	MD 6- 1	21"X21"	1	25	25						RIGHT
15	US 61/JEFFERSON ST, N. OF CHERRY ST, PLACE 175' N. OF CHERRY ST INTERSECTION	MD 4- 8	24"X12"	1	25	25						
	"	M 3- 3	24"X12"	1	25	25						
	"	M 1- 6	24"X24"	1	25	25						129
	"	MD 6- 1	21"X21"	1	25	25						LEFT
16	US 61/MAPLE ST, E. OF JEFFERSON ST, PLACE 175' E. OF JEFFERSON ST INTERSECTION	MD 4- 8	24"X12"	1	25	25						
	"	M 3- 3	24"X12"	1	25	25						
	"	M 1- 6	24"X24"	1	25	25						129
	"	MD 6- 1	21"X21"	1	25	25						LEFT
17	US 61/MADISON ST, N. OF MAPLE ST, PLACE 175' N. OF MAPLE ST INTERSECTION	MD 4- 8	24"X12"	1	25	25						
	"	M 3- 3	24"X12"	1	25	25						
	"	M 1- 6	24"X24"	1	25	25						129
	"	MD 6- 1	21"X21"	1	25	25						RIGHT
18	US 61/MADISON ST, S. OF MAPLE ST, PLACE 175' S. OF MAPLE ST INTERSECTION	MD 4- 8	24"X12"	1	25	25						
	"	M 3- 1	24"X12"	1	25	25						
	"	M 1- 6	24"X24"	1	25	25						129
	"	MD 6- 1	21"X21"	1	25	25						AHEAD
19	US 61/MADISON ST, S. OF CTH A, PLACE 175' S. OF CTH A INTERSECTION	MD 4- 8	24"X12"	1	25	25						
	"	M 3- 1	24"X12"	1	25	25						
	"	M 1- 6	24"X24"	1	25	25						129
	"	MD 6- 1	21"X21"	1	25	25						AHEAD

PAGE SUBTOTALS

42

975

25

50

21

4

PLAN SHEET PRODUCED

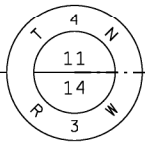
BY WisDOT - NE REGION

TRAFFIC CONTROL DETOUR SIGN SUMMARY

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 25 DAYS	643. 0900 SIGNS DAYS	643. 0420 BARRI CADES TYPE III DAYS	643. 0705 WARNING LIGHTS TYPE A DAYS	643. 1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS	NO OF CYCLES	643. 0920 COVERING SIGNS TYPE II EACH	REMARKS
20	US 61/MADISON ST, N. OF CTH A, PLACE 175' N. OF CTH A INTERSECTION	MD 4-8	24"X12"	1	25	25						
	"	M 3-3	24"X12"	1	25	25						
	"	M 1-6	24"X24"	1	25	25						129
	"	MD 6-1	21"X21"	1	25	25						AHEAD
21	US 61, S. OF CTH K, PLACE 175' S. OF CTH K INTERSECTION	MD 4-8	24"X12"	1	25	25						
	"	M 3-1	24"X12"	1	25	25						
	"	M 1-6	24"X24"	1	25	25						129
	"	MD 6-1	21"X21"	1	25	25						AHEAD
22	US 61, N. OF CTH K, PLACE 175' N. OF CTH K INTERSECTION	MD 4-8	24"X12"	1	25	25						
	"	M 3-3	24"X12"	1	25	25						
	"	M 1-6	24"X24"	1	25	25						129
	"	MD 6-1	21"X21"	1	25	25						AHEAD
23	US 61, S. OF STH 129, MODIFY EXISTING J1-1 SIGN AS SHOWN	MD 4-8A	24"X18"	1	25	25						
24	US 61, S. OF STH 129, COVER EXISTING J2-2 SIGN AS SHOWN									1	1	COVER "S-129-ADV RT"
25	US 61, S. OF STH 129, COVER EXISTING D1-3 SIGN AS SHOWN									1	1	COVER "PLATTEVILLE-DUBUQUE"
26	US 61, S. OF STH 129, COVER EXISTING J3-2 SIGN AS SHOWN									1	1	COVER "S-129-RT"
27	STH 129, S. OF US 61, COVER EXISTING SIGN AS SHOWN									1	1	COVER ENTIRE SIGN
28	US 61, S. OF STH 129, PLACE RIGHT OF EXISTING J4-1 SIGN	MD 4-8	24"X12"	1	25	25						
	"	M 3-3	24"X12"	1	25	25						
	"	M 1-6	24"X24"	1	25	25						
29	US 61, AT STH 129 INTERSECTION, PLACE ON SHOULDER IN SW QUADRANT OF INTERSECTION	R 11-3	60"X30"	1	25	25	25	50				2 3/4 MILES AHEAD
	"	M 4-9R	30"X24"	1	25	25						
30	CTH A, W. OF STH 129, MODIFY EXISTING J13-1 SIGN AS SHOWN	MD 6-1	21"X21"	1	25	25						LEFT
31	STH 129, S. OF CTH A, COVER EXISTING SIGN AS SHOWN									1	1	
32	STH 129, AT CTH A INTERSECTION, PLACE ON RIGHT SHOULDER IN SW QUADRANT OF INTERSECTION	R 11-3	60"X30"	1	25	25	25	50				1 1/2 MILES AHEAD
33	CTH A, E. OF STH 129, MODIFY EXISTING J13-1 SIGN AS SHOWN	MD 6-1	21"X21"	1	25	25						RIGHT
34	US 61, N. OF STH 129, MODIFY EXISTING J3-2 SIGN AS SHOWN	MD 4-8	24"X12"	1	25	25						
	"	MD 6-1	21"X21"	1	25	25						AHEAD
35	US 61, N. OF STH 129, COVER EXISTING D1-2 SIGN AS SHOWN									1	1	COVER ENTIRE SIGN
36	US 61, N. OF STH 129, COVER EXISTING D1-2 SIGN AS SHOWN									1	1	COVER ENTIRE SIGN
37	US 61, N. OF STH 129, MODIFY EXISTING J3-2 SIGN AS SHOWN	MD 4-8	24"X12"	1	25	25						
	"	MD 6-1	21"X21"	1	25	25						AHEAD
38	US 61, N. OF STH 129, PLACE 1/3 MILE N. OF STH 129 INTERSECTION	M 3-3	24"X12"	1	25	25						
	"	M 1-6	24"X24"	1	25	25						129
	"	W 20-2A	48"X48"	1	25	25						
PAGE SUBTOTALS				28		700	50	100	0		7	
PROJECT TOTALS				70		1, 675	75	150	21		11	

PLAN SHEET PRODUCED
BY WisDOT - NE REGION

SEC 101
COTTON GIN SPIKE
Y = 516376.850
X = 823449.170

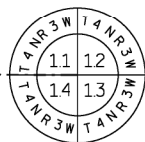


N 89° 47' 52" W 2,655.44'

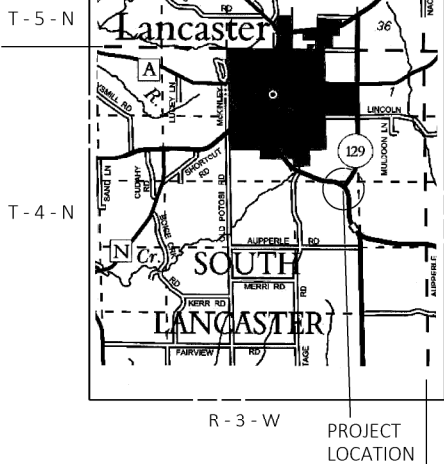
1820.06'



SEC 102
3 1/4" ALUMINUM CAP
Y = 516367.470
X = 826104.600



LOCATION MAP
NOT TO SCALE



TRANSPORTATION PROJECT PLAT NO: 1650-00-20 - 4.01

PART OF LOT 1 OF CSM#-1879, RECORDED AS DOCUMENT #785867, BEING PART THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 14, TOWNSHIP 4 NORTH, RANGE 3 WEST, TOWN OF SOUTH LANCASTER, GRANT COUNTY, WISCONSIN.

RELOCATION ORDER USH 61, GRANT COUNTY

DICKEYVILLE - LANCASTER

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

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

HEREBY ORDERS THAT:

- THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
- THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

GRANT COUNTY, WI
RECEIVED FOR RECORD
07/02/2019 12:42 PM
#802808
MARILYN PIERCE, REGISTER
Pages Recorded: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1650-00-20 - 4.01
AMENDMENT NO:...

4

4

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), GRANT COUNTY, NAD83(2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" I.D. X 24" IRON PIPES), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

ALL RIGHT-OF-WAY LINES DEPICTED IN THE NON-ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

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

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

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

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON, WISCONSIN.

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTEREST REQUIRED.

EXISTING HIGHWAY RIGHT-OF-WAY & ACCESS CONTROL SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: CSM NO. 1879, VOL. 18, CSM Page 181, DOC#-785867, WisDOT Plat T-0-8-1 (3) DATED 9 MAY, 1950.

LOT 1 CSM NO.1879
VOL. 18, CSM PAGE 181
DOC# 785867

PROPOSED R/W POINTS

PT#	Y	X
RW 101	515846.881	825066.735
RW 102	515673.088	825165.156
RW 103	515519.333	825229.419
RW 104	515513.479	825215.608
RW 105	515493.727	825169.013
RW 106	515474.452	825123.538
RW 107	515764.513	824956.799
RW 108	515794.123	824996.320
DB 10	516370.422	825269.218
DB 11	515976.413	825060.261

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	*OWNER	INTEREST REQUIRED	R/W ACRES REQUIRED			P.L.E. ACRES	T.L.E. ACRES
			NEW	EXISTING	TOTAL		
1	GRANT COUNTY FARM	FEE	0.143	0.330	0.473		

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

SCHEDULE OF UTILITIES & INTERESTS REQUIRED

UTILITY NUMBER	*OWNER	INTEREST REQUIRED
100	THE FARMERS TELEPHONE COMPANY, LLC D/B/A TDS TELECOM	RELEASE OF RIGHTS
101	WISCONSIN GAS LLC D/B/A WE ENERGIES	RELEASE OF RIGHTS

CONVENTIONAL SYMBOLS		
SECTION LINE	QUARTER LINE	UTILITY NUMBER
SIXTEENTH LINE	NEW REFERENCE LINE	RAW MONUMENT (TO BE SET)
NEW R/W LINE	EXISTING R/W LINE	NON-MONUMENTED R/W POINT
PROPERTY LINE	LOT, TIE AND OTHER MINOR LINES	FOUND R/W PIN (1-INCH UNLESS NOTED)
SLOPE INTERCEPT	NOTATION FOR COMBUSTIBLE FLUIDS	VALVE (GAS, WATER, ETC.)
CORPORATE LIMITS	NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES	OFF-PREMISE SIGN
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC.)	ACCESS CONTROLLED BY ACQUISITION	
FEE ACQUISITION AREA (WATCHING VARIES BY OWNER)	NO ACCESS (BY STATUTORY AUTHORITY)	
TEMP. LIMITED EASEMENT AREA	ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)	
EASEMENT AREA (HIGHWAY, PERMANENT LIMITED, OR RESTRICTED DEVELOPMENT)	NO ACCESS (NEW HIGHWAY)	
TRANSMISSION STRUCTURES	NATIONAL GEODETIC SURVEY MONUMENT	
BUILDING	SIXTEENTH CORNER MONUMENT	
BUILDING (TO BE REMOVED)	PARALLEL OFFSETS	
BRIDGE		

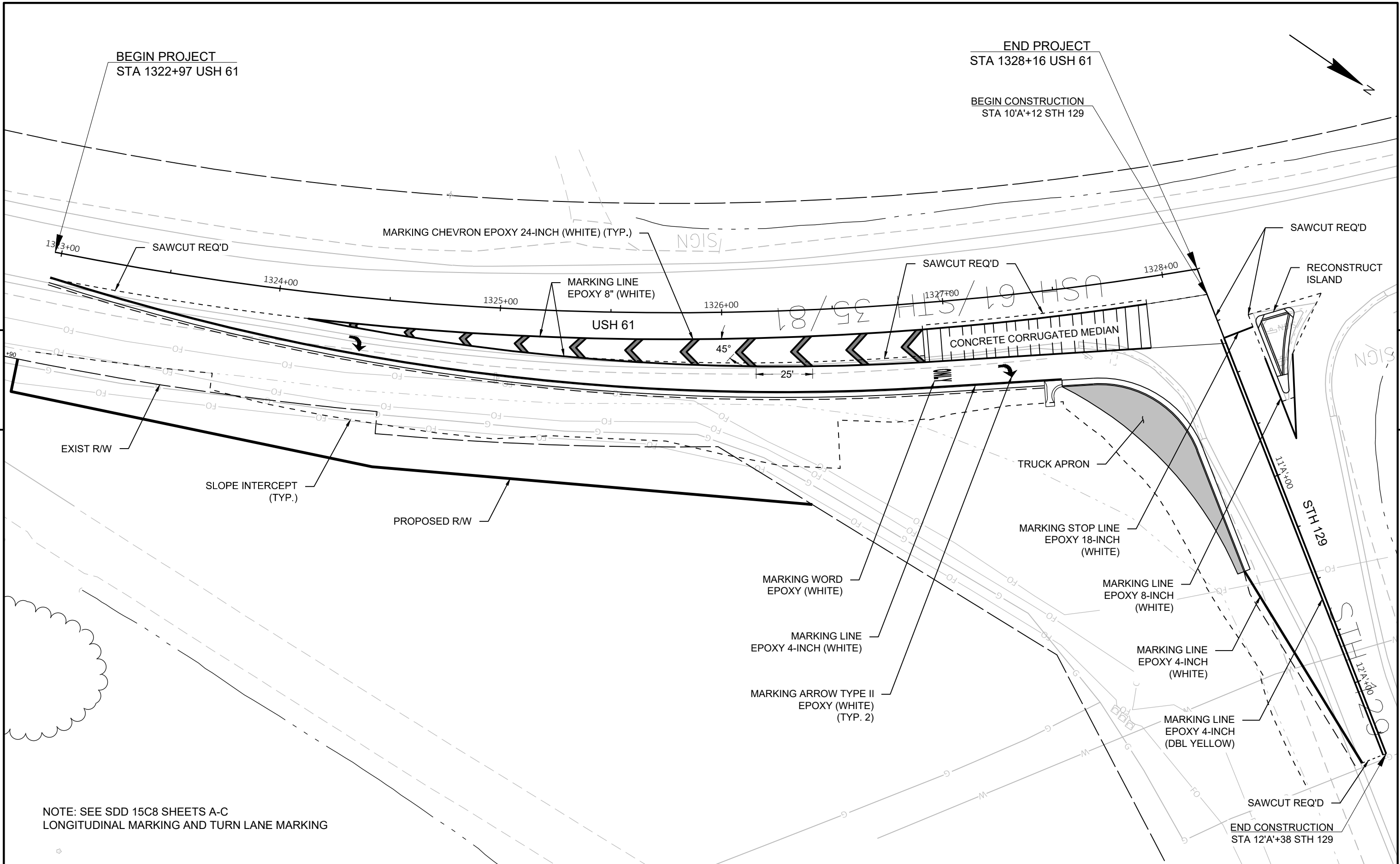
CONVENTIONAL ABBREVIATIONS		
ACCESS RIGHTS	AR	OUTLOT
ACRES	AC	PAGE
ALUMINUM	ALUM	POINT OF TANGENCY
ALUMINUM AND OTHERS	ET AL	PROPERTY LINE
BACK	BA	RECORDED AS (100)
BLOCK	BLK	REEL / IMAGE
CENTERLINE	C/L	REFERENCE LINE
CERTIFIED SURVEY MAP	CSM	PERMANENT LIMITED EASEMENT
CONCRETE	CONC	POINT OF BEGINNING
COUNTRY	CO	POINT OF CURVATURE
COUNTRY TRUNK HIGHWAY	CTH	POINT OF COMPOUND CURVE
DISTANCE	DIST	POINT OF INTERSECTION
CORNER	COR	REMAINDER
DOCUMENT NUMBER	DOC	RESTRICTIVE DEVELOPMENT EASEMENT
EASEMENT	EASE	RIGHT
EXISTING	EX	RIGHT OF WAY
GAS VALVE	GV	SECTION
GRID NORTH	GN	SEPTIC VENT
HIGHWAY EASEMENT	HE	SQUARE FEET
IDENTIFICATION	ID	STATE TRUNK HIGHWAY
LAND CONTRACT	LC	STATION
LEFT	LT	TELEPHONE PEDESTAL
MONUMENT	MON	TEMPORARY LIMITED EASEMENT
NATIONAL GEODETIC SURVEY NUMBER	NGS	TRANSPORTATION PROJECT PLAT
	NO	UNITED STATES HIGHWAY
		VOLUME

CURVE DATA ABBREVIATIONS		
LONG CHORD	LCH	WATER
LONG CHORD BEARING	LCB	WELL
RADIUS	R	TELEPHONE
DEGREE OF CURVE	D	COMMERCIAL TRANSMISSION LINES
CENTRAL ANGLE	Δ/DELTA	ELECTRIC
LENGTH OF CURVE	L	CABLE TELEVISION
TANGENT	T	FIBER OPTIC
DIRECTION AHEAD	DA	SANITARY SEWER
DIRECTION BACK	DB	STORM SEWER
		ELECTRIC TOWER

CONVENTIONAL UTILITY SYMBOLS		
POWER POLE	NON-COMPENSABLE	COMPENSABLE
TELEPHONE POLE	✗	✗
TELEPHONE PRESTAL	✗	✗

OVERALL CURVE DATA

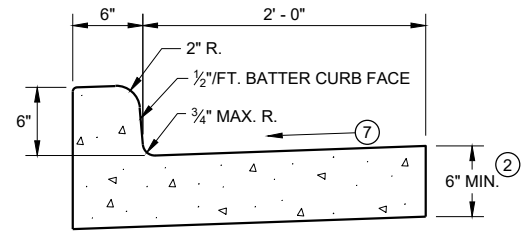
PI - 1331+41.15
N - 516359.362
E - 825234.616
Delta - 87° 34' 34" LT
DA - N 89° 33' 10" W
DB - N 01° 58' 36" W
T - 1377.85'
L - 2197.07'
R - 1437.41'
D - 3° 59' 10"
PC STATION - 1317+63.30
PT STATION - 1339+60.36



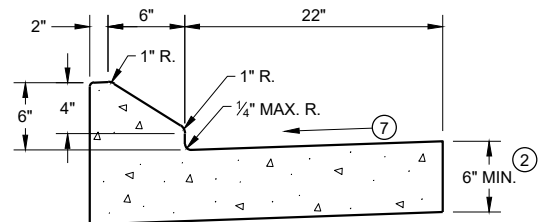
PROJECT NO: 1650-00-70	HWY: USH 61	COUNTY: GRANT	USH 61 OFFSET RIGHT TURN LANE	SHEET	E
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Standard Detail Drawing List

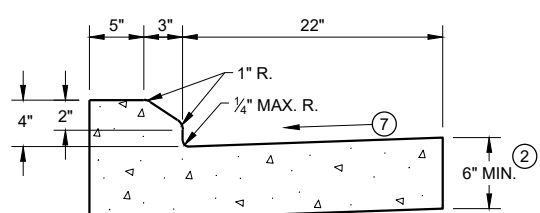
08D01-21A	CONCRETE CURB & GUTTER
08D01-21B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
09A01-13A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
09A01-13B	AT-GRADE SIDE ROAD INTERSECTION, TYPE "A1" & "A2"
11B01-05	CONCRETE CORRUGATED MEDIAN
13C18-07A	CONCRETE PAVEMENT JOINTING
13C18-07B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-07C	CONCRETE PAVEMENT JOINT TYPES
13C18-07D	CONCRETE PAVEMENT JOINT TYPES AT UTILITY FIXTURES
13C18-07E	CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-08C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-20A	LONGITUDINAL MARKING (MAINLINE)
15C08-20B	PAVEMENT MARKING (TURN LANES)
15C08-20C	PAVEMENT MARKING (TURN LANES)
15C11-07B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-07	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15D12-08A	TRAFFIC CONTROL, LANE CLOSURE
15D28-03	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS



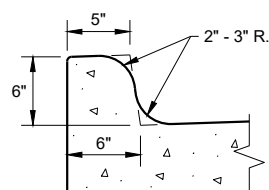
TYPES A^① & D



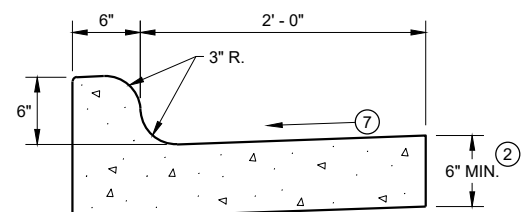
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

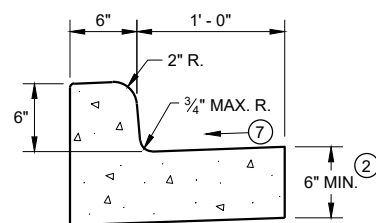


TYPES K^① & L
(OPTIONAL CURB SHAPE)



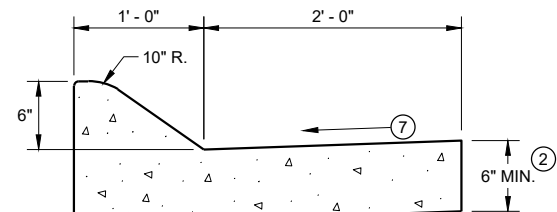
TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

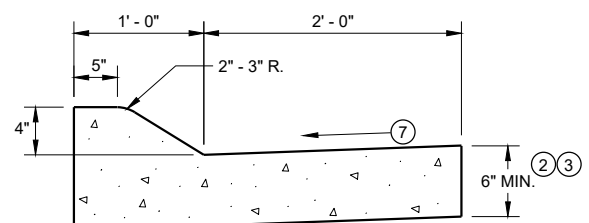


TYPES A^① & D

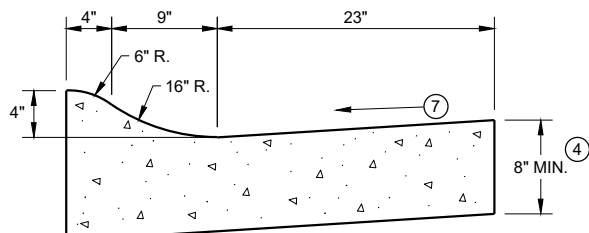
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A^① & D



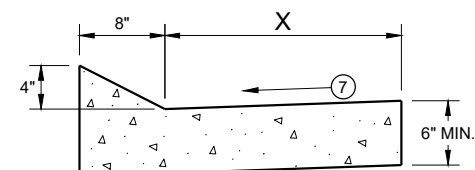
4" SLOPED CURB TYPES A^① & D



4" SLOPED CURB TYPES R^① & T^⑤

CONCRETE CURB AND GUTTER 36"

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

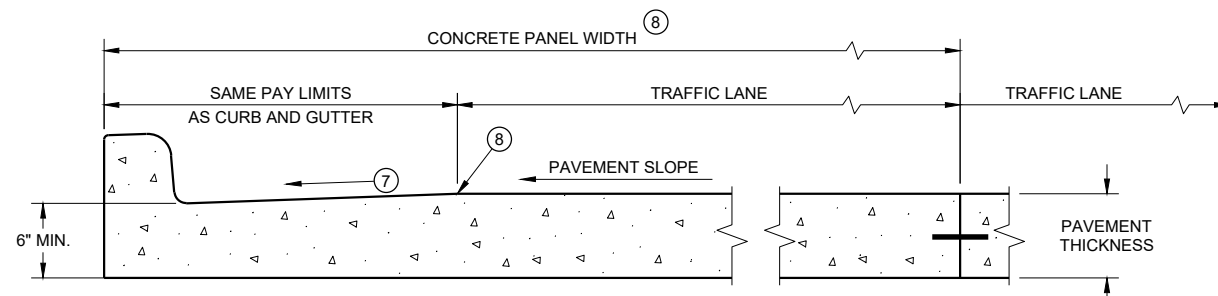


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

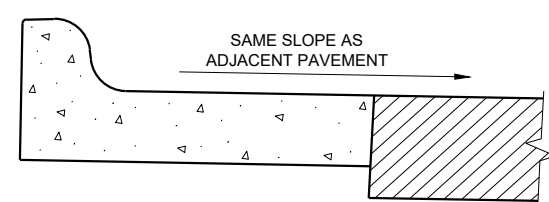
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT *
WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



REVERSE SLOPE GUTTER^⑥
(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

DETAILS OF CONSTRUCTION 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.

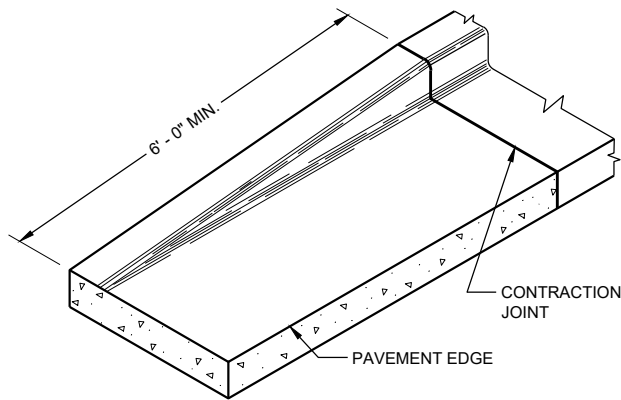
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

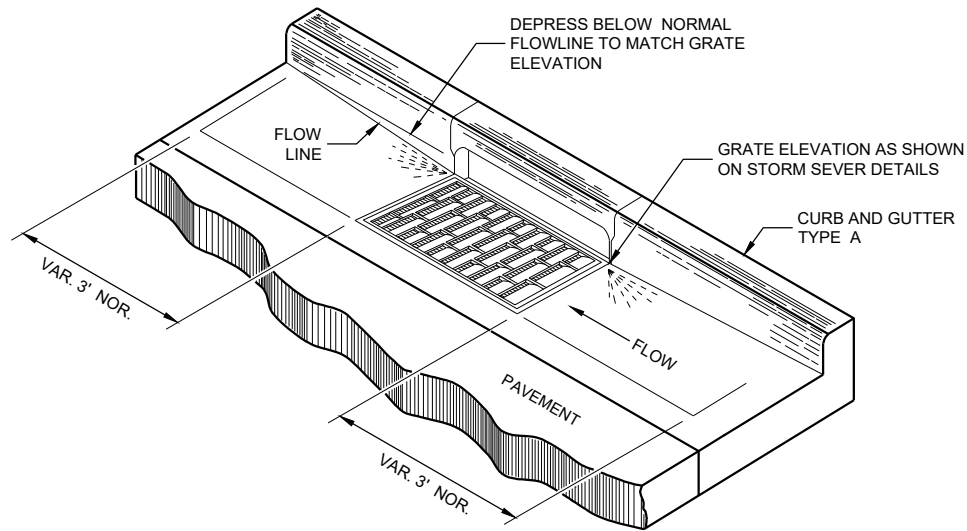
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH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

CONCRETE CURB AND GUTTER

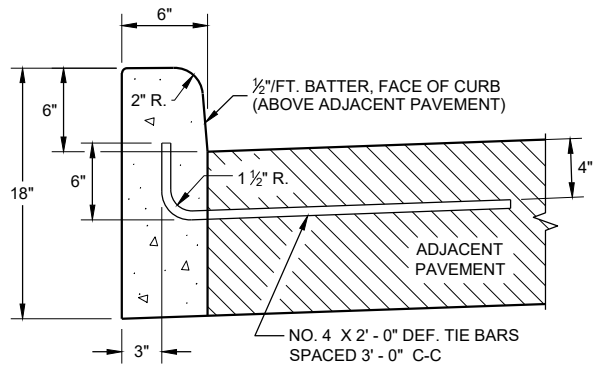
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



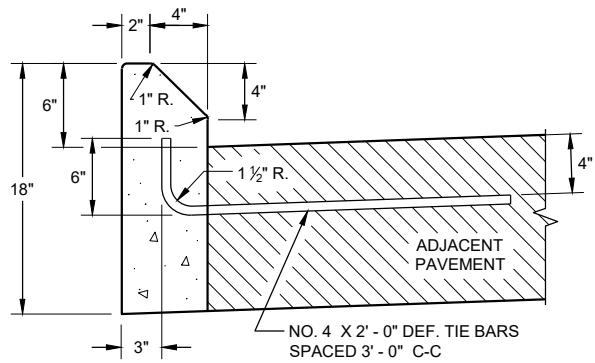
END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS
(TYPICAL H INLET COVER SHOWN)

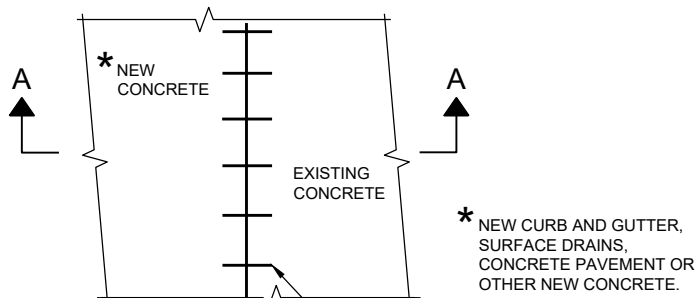


TYPES A^① & D

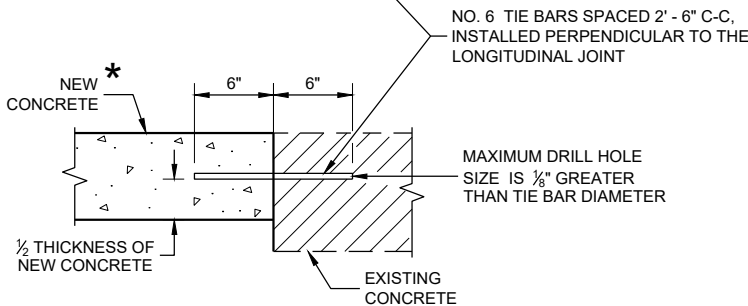


TYPES G^① & J

CONCRETE CURB



PLAN VIEW



SECTION A - A

TIE BARS DRILLED
INTO EXISTING PAVEMENT

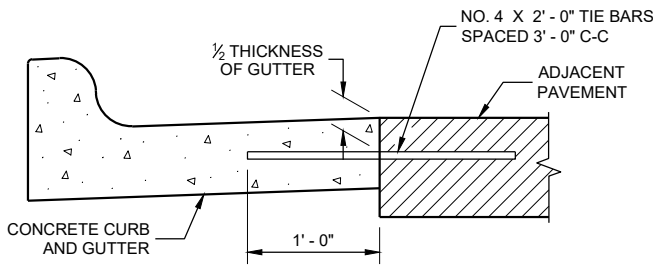
GENERAL NOTES

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

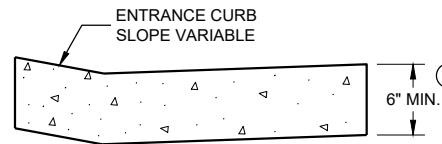
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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 GUTTERS 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 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION^①



DRIVEWAY ENTRANCE CURB^⑨
(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

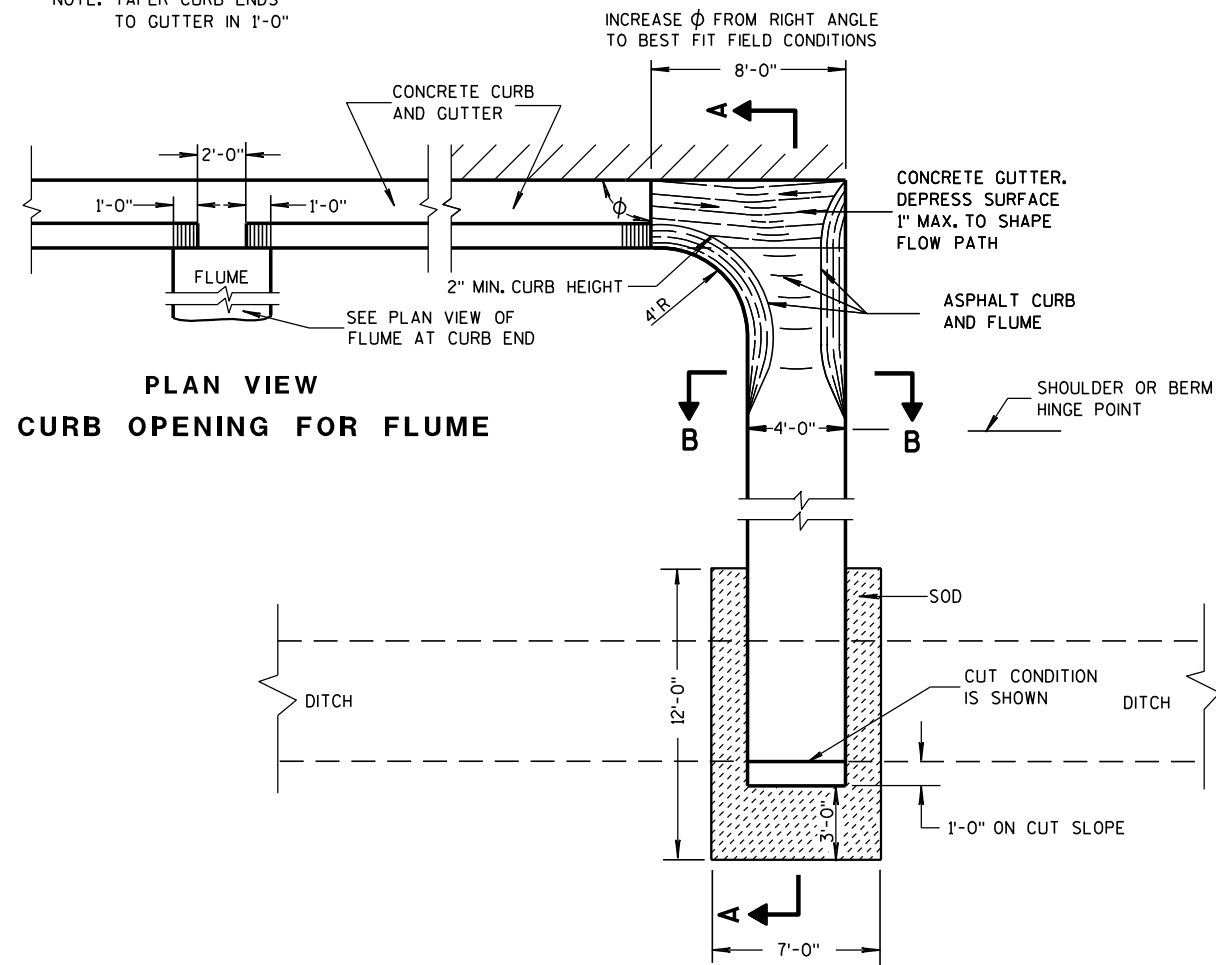
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE /S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
ENGINEER

FHWA

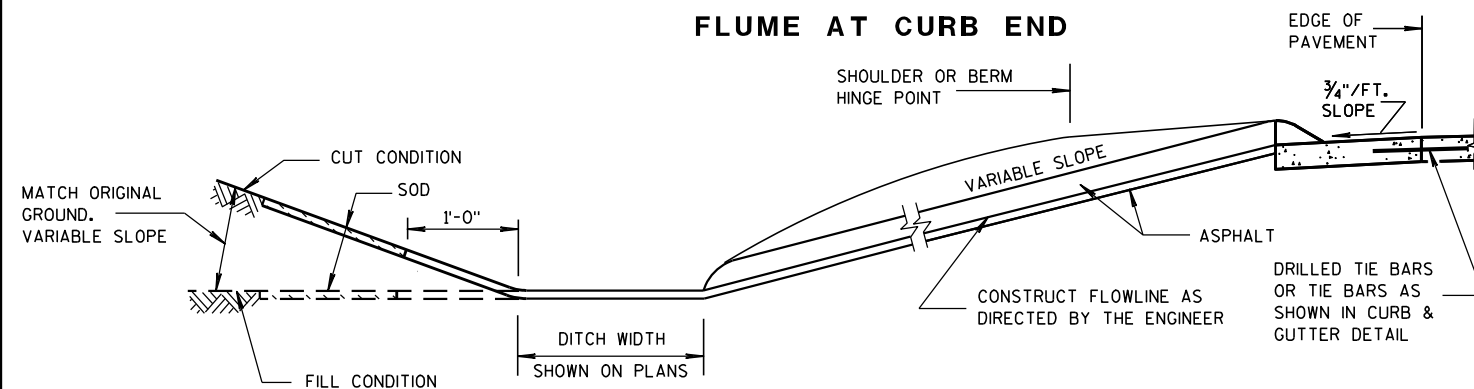
ASPHALTIC FLUME

NOTE: TAPER CURB ENDS
TO GUTTER IN 1'-0"

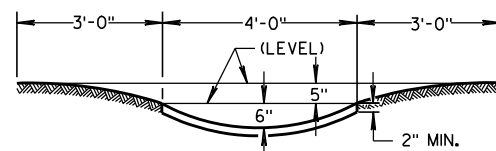


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

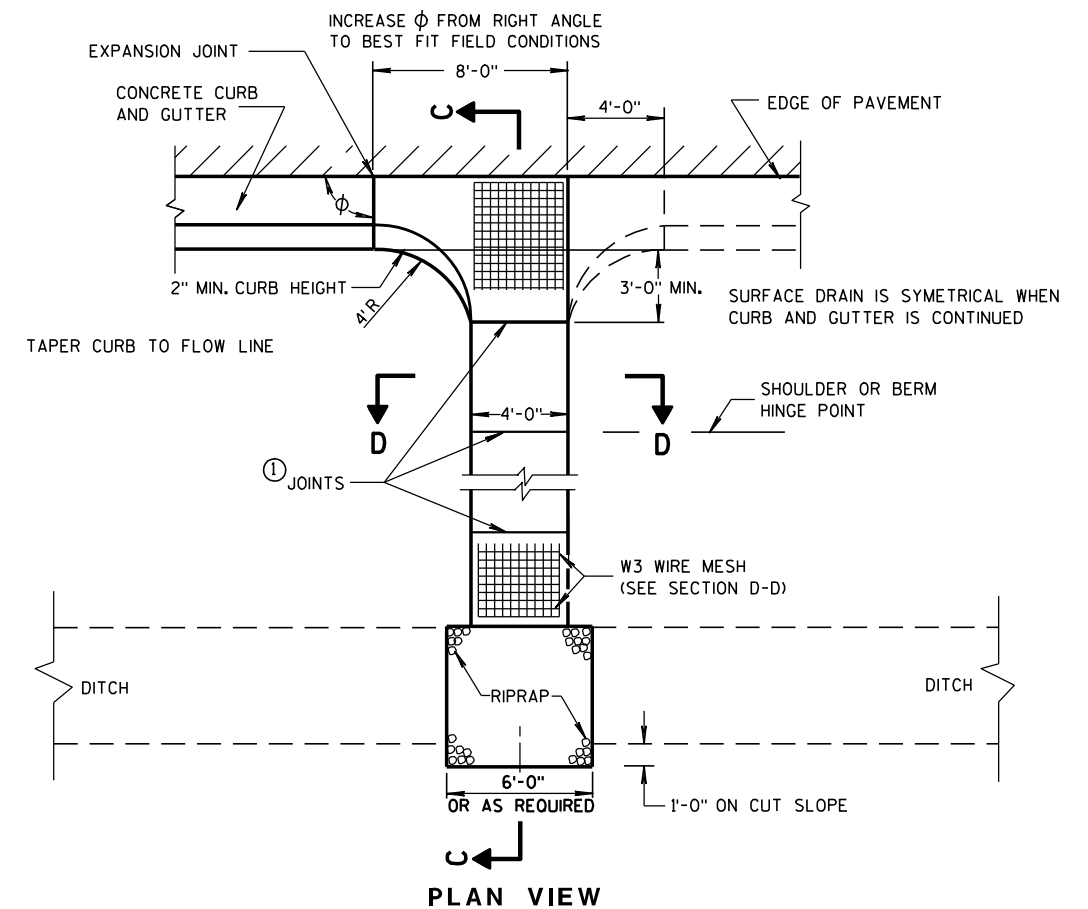
GENERAL NOTES

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

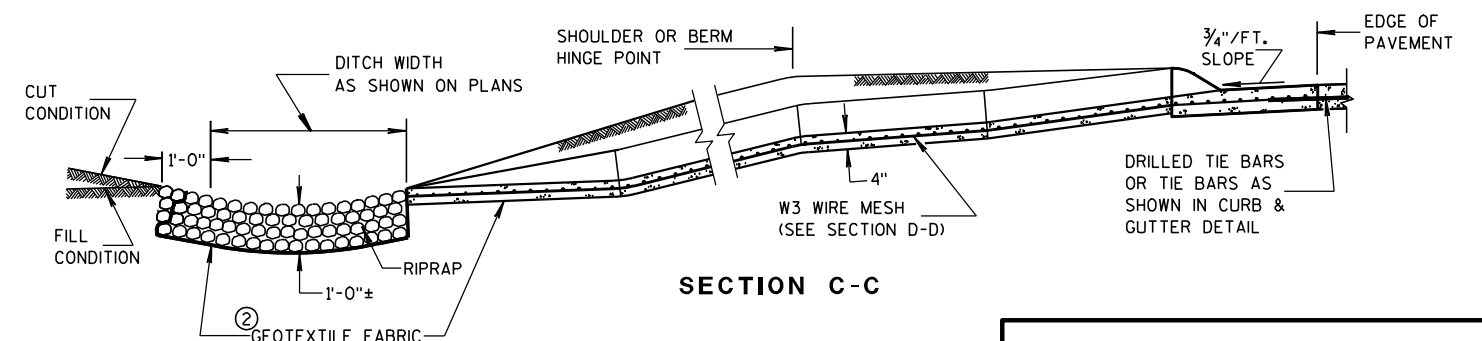
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

- JOINTS SHALL BE $\frac{1}{8}$ TO $\frac{1}{4}$ INCH WIDE BY $1\frac{1}{2}$ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
- GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
- CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

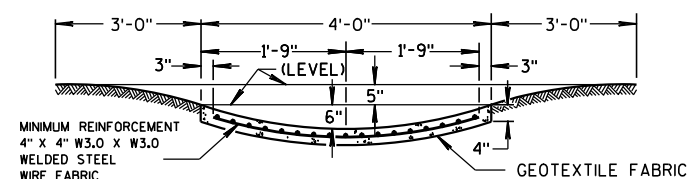
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

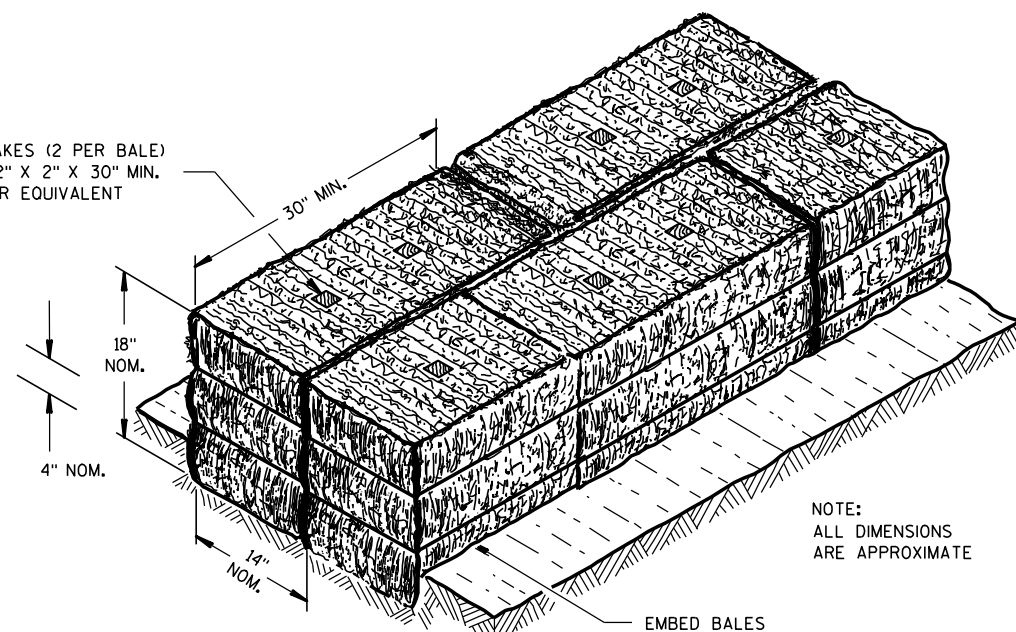
9-4-08

DATE

FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT
ENGINEER

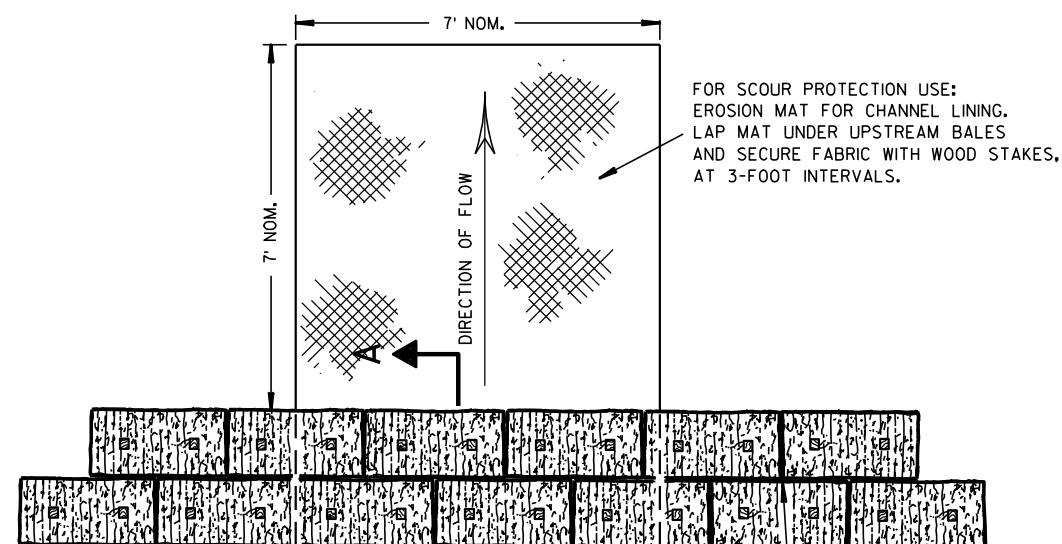
WOOD STAKES (2 PER BALE)
NOMINAL 2" X 2" X 30" MIN.
LENGTH OR EQUIVALENT



NOTE:
ALL DIMENSIONS
ARE APPROXIMATE

EMBED BALES

SECTION A-A

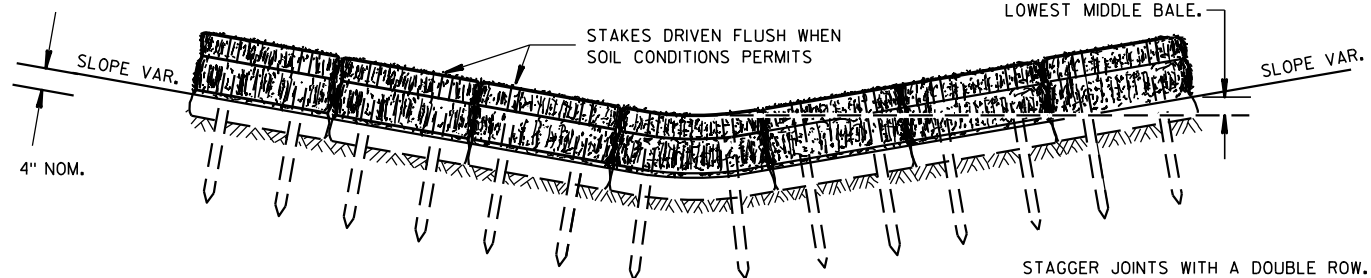


FOR SCOUR PROTECTION USE:
EROSION MAT FOR CHANNEL LINING.
LAP MAT UNDER UPSTREAM BALES
AND SECURE FABRIC WITH WOOD STAKES,
AT 3-FOOT INTERVALS.

PLAN VIEW

STAGGER JOINTS BETWEEN ADJACENT
ROWS OF BALES.

BOTTOM ELEVATION OF END BALE SHALL
BE EQUAL TO OR GREATER THAN TOP OF
LOWEST MIDDLE BALE.



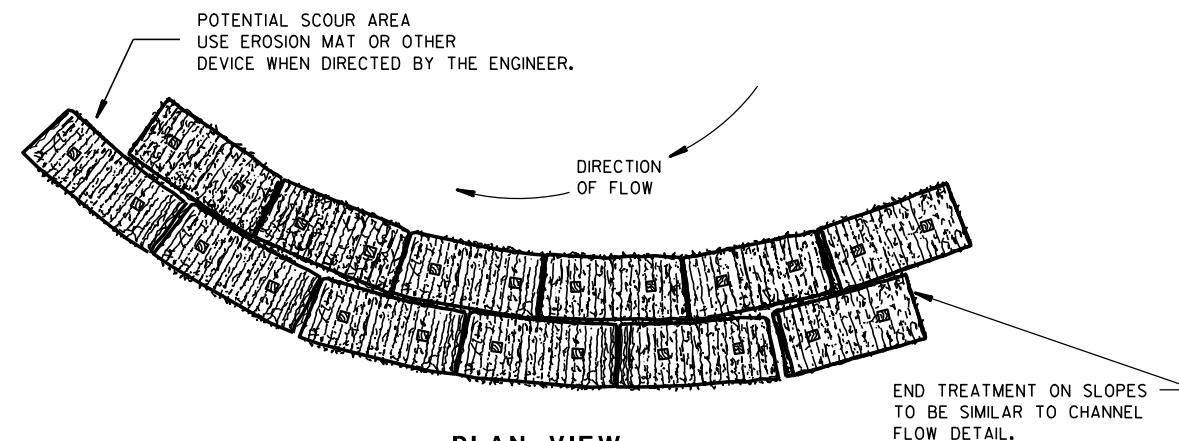
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

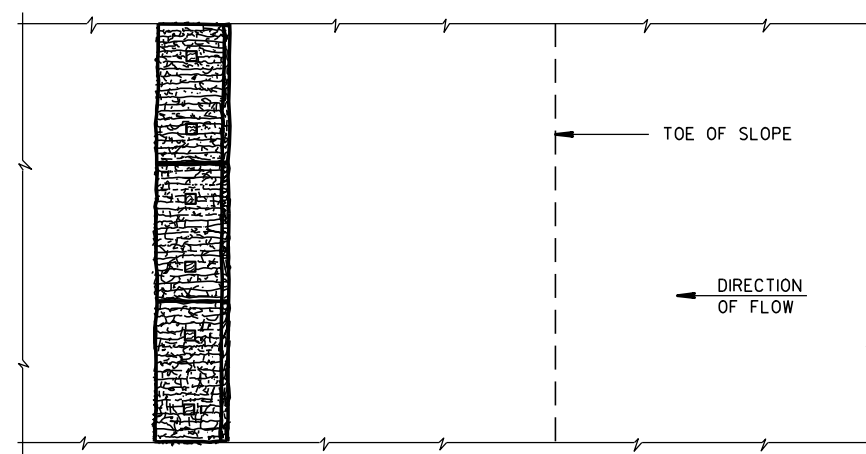
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

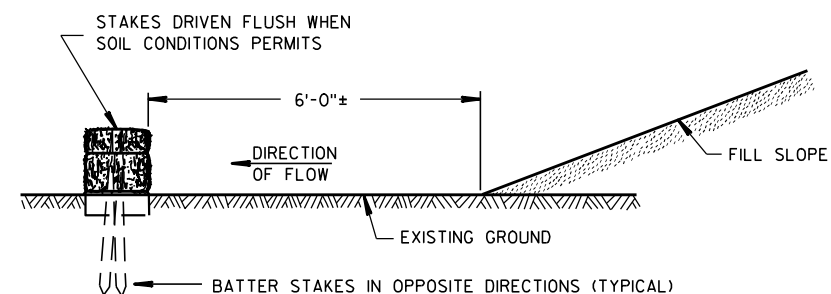


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

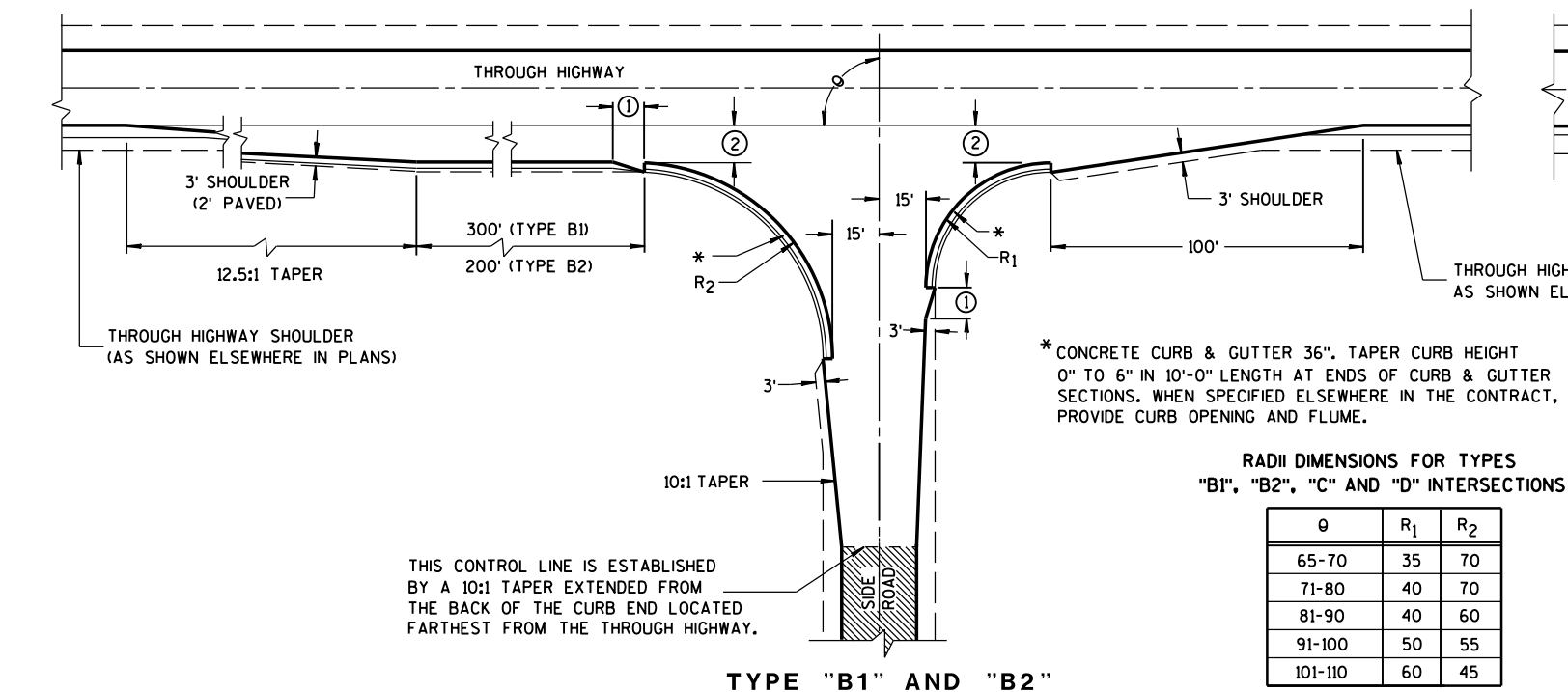
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/04/02
DATE

/S/ Beth Canestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA



GENERAL NOTES

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

SIDE ROAD SURFACING NOTE

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

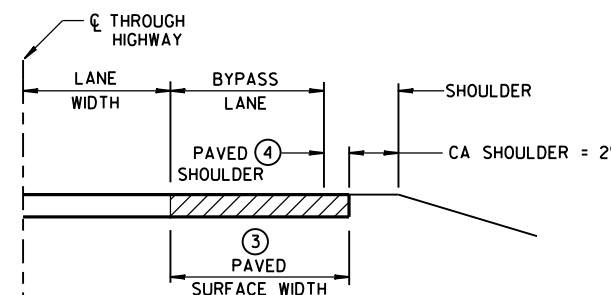
WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

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

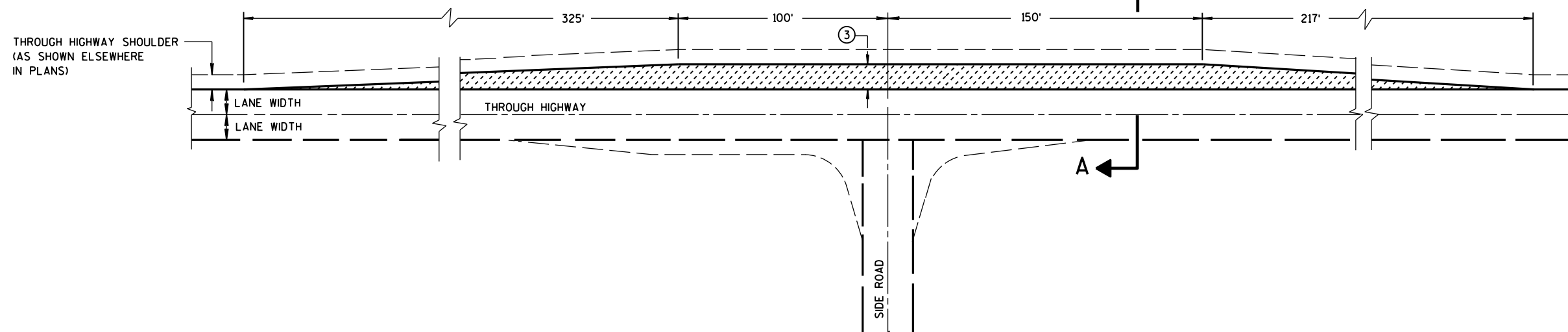
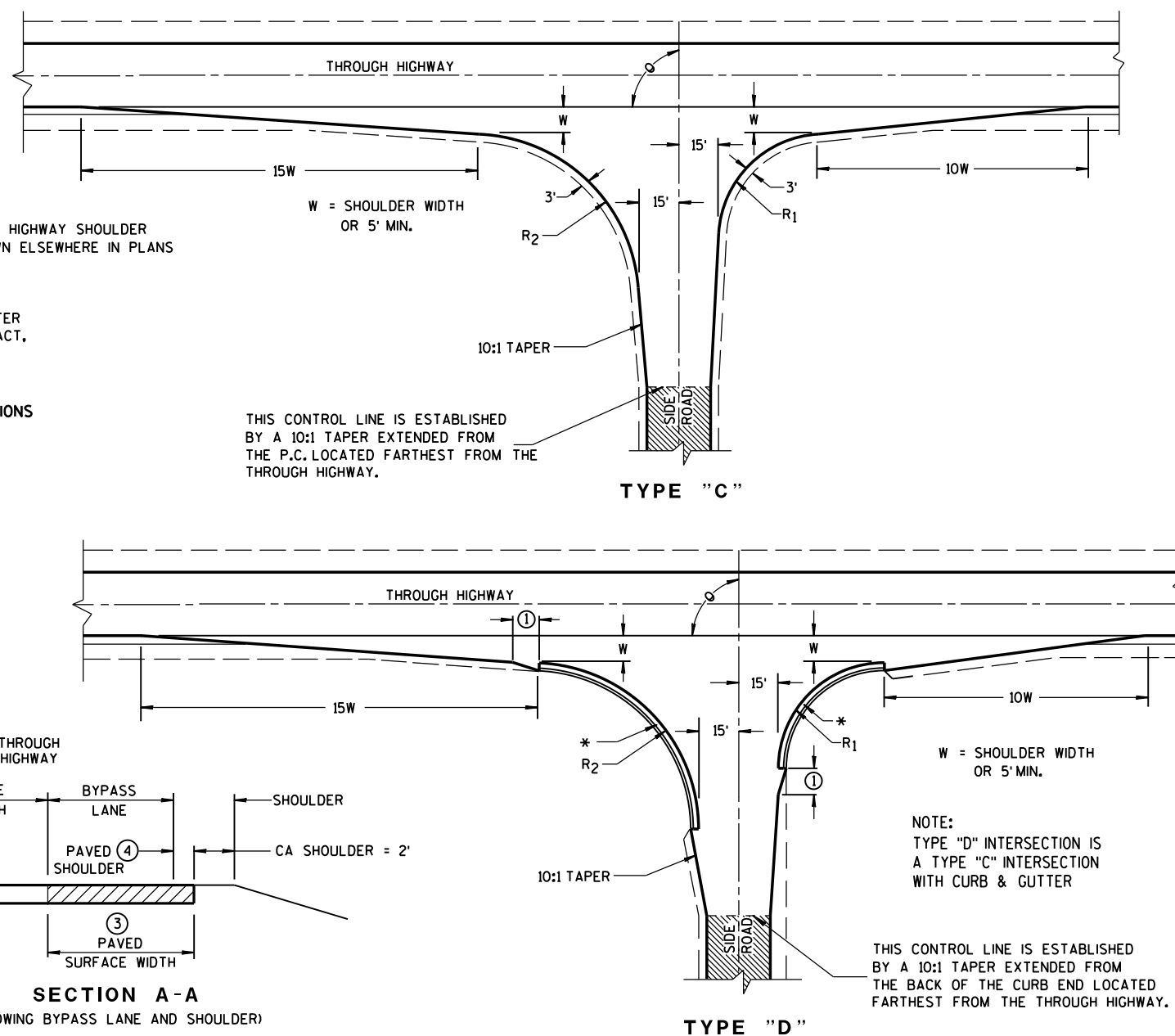
EXISTING PAVED SURFACE

BYPASS LANE

- ① 10-FT TYPICAL.
- ② 12-FT** PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLAN.
- **10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.
- ③ BYPASS LANE PAVED SURFACE WIDTH OUTSIDE OF TRAVEL LANE
-ASPHALT = 12-FT PLUS PAVED SHOULDER WIDTH.
-PC CPNCRETE = 13-FT PLUS PAVED SHOULDER WIDTH.
- ④ BYPASS LANE PAVED SHOULDER WIDTH = THE GREATER OF 1-FT OR THE PAVED SHOULDER WIDTH OF THE THROUGH HIGHWAY.



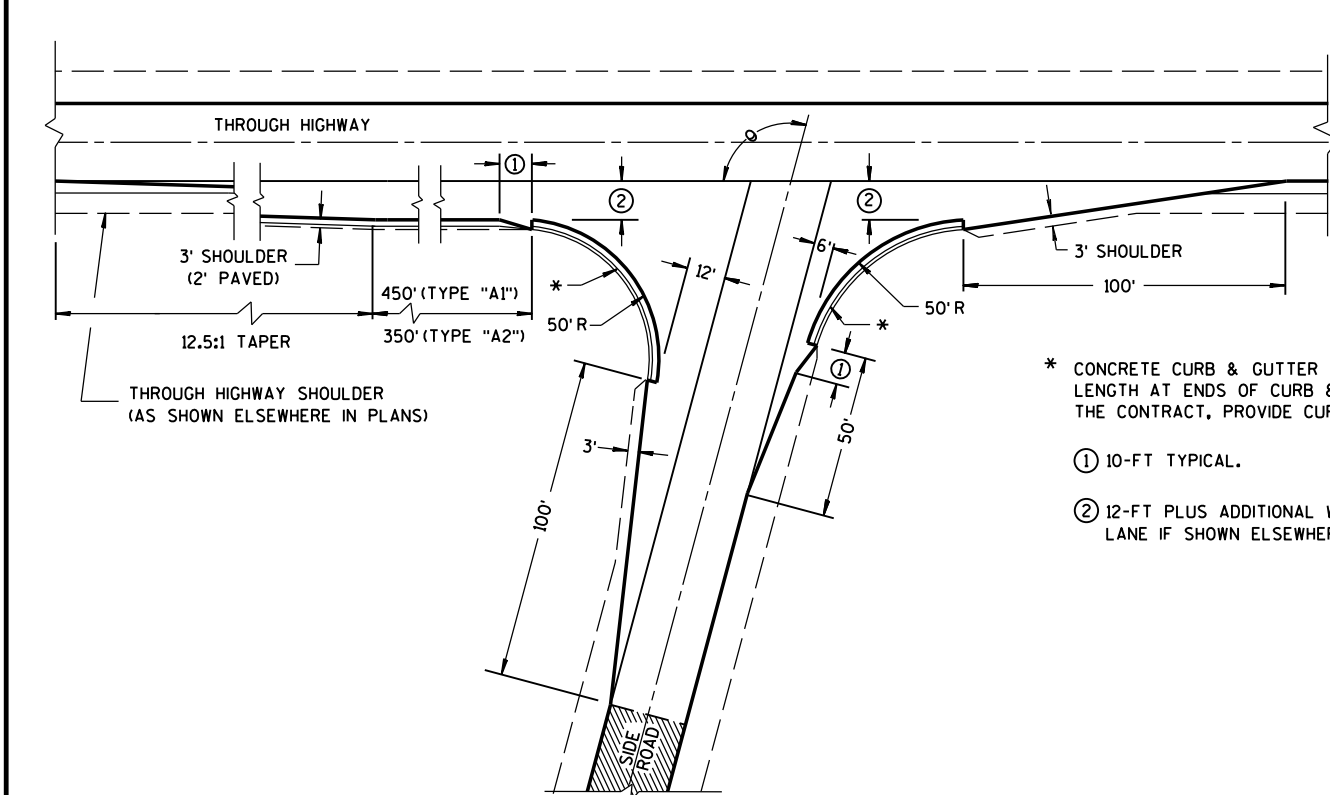
SECTION A-A
(SHOWING BYPASS LANE AND SHOULDER)



TEE INTERSECTION BYPASS LANE DETAIL

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

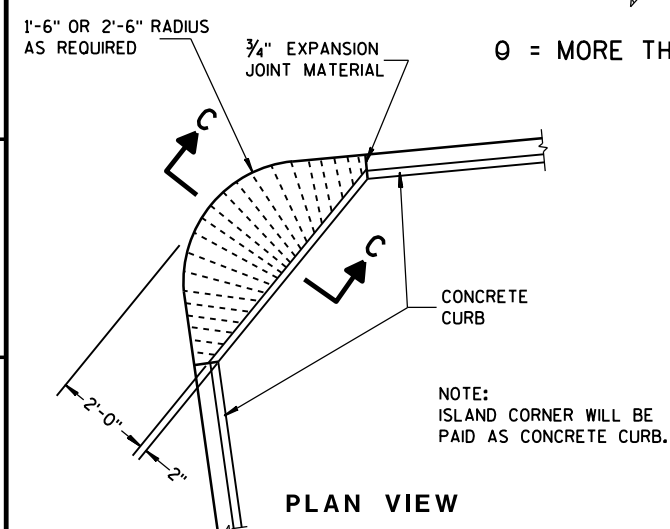
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



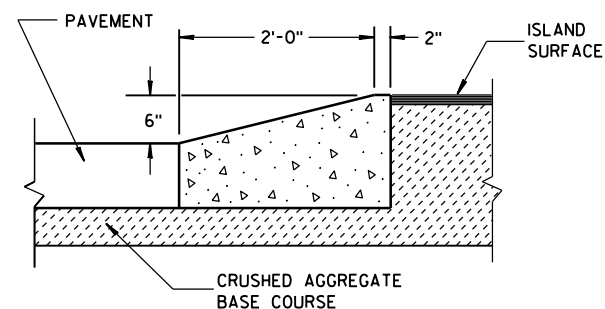
* CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

① 10-FT TYPICAL.

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



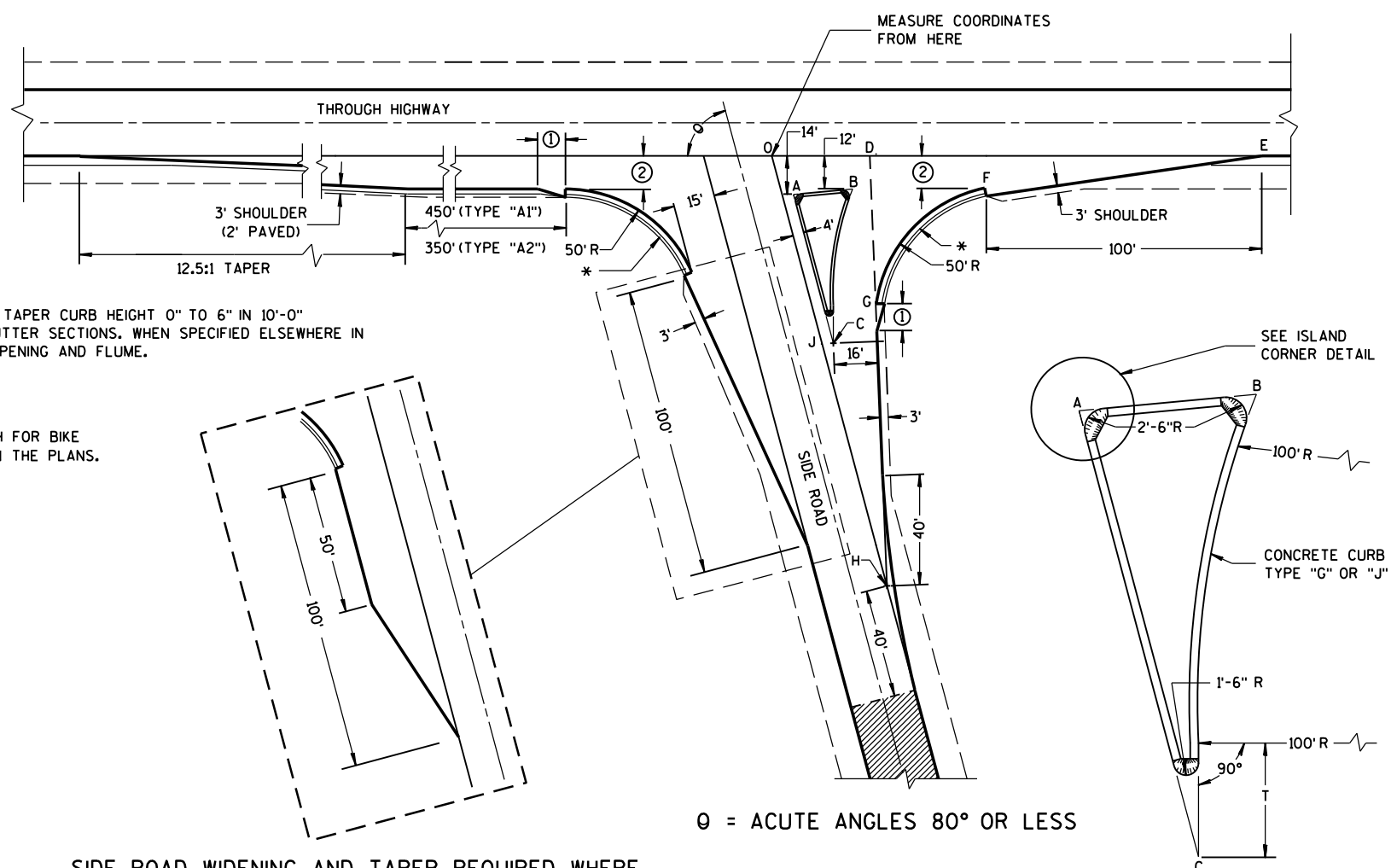
PLAN VIEW



SECTION C-C

ISLAND CORNER DETAIL

(TO BE CONSTRUCTED AT ALL ISLAND CORNERS)



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

TABLE OF DIMENSIONS FOR
 VARIABLE SIDE ROAD INTERSECTION ANGLES

(INTERPOLATE VALUES FOR ANGLES NOT SHOWN)

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

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

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

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 DEPARTMENT OF TRANSPORTATION

APPROVED

12/18/12

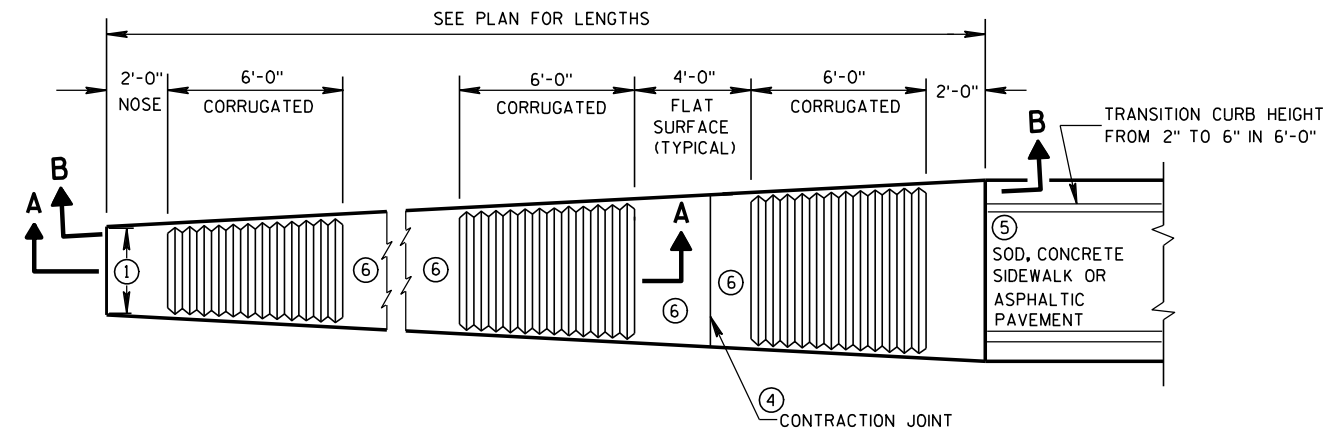
DATE

FHWA

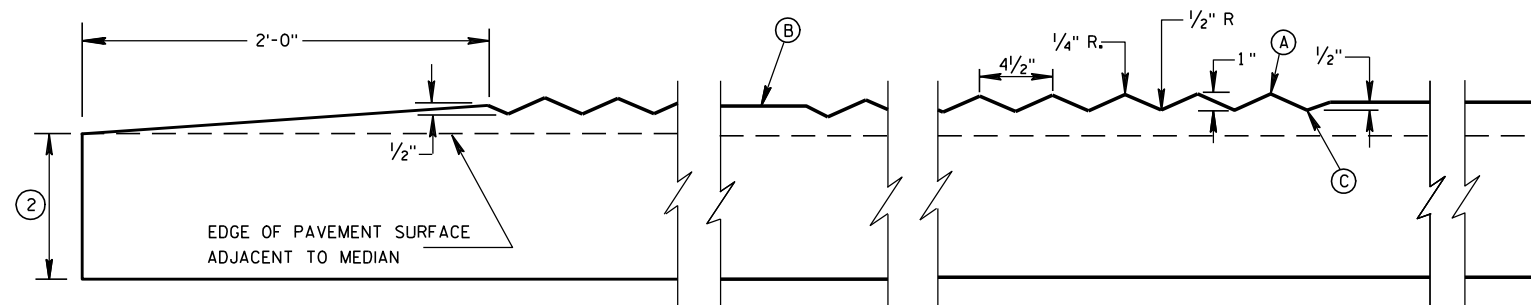
/S/ Jerry H. Zogg

ROADWAY STANDARDS DEVELOPMENT

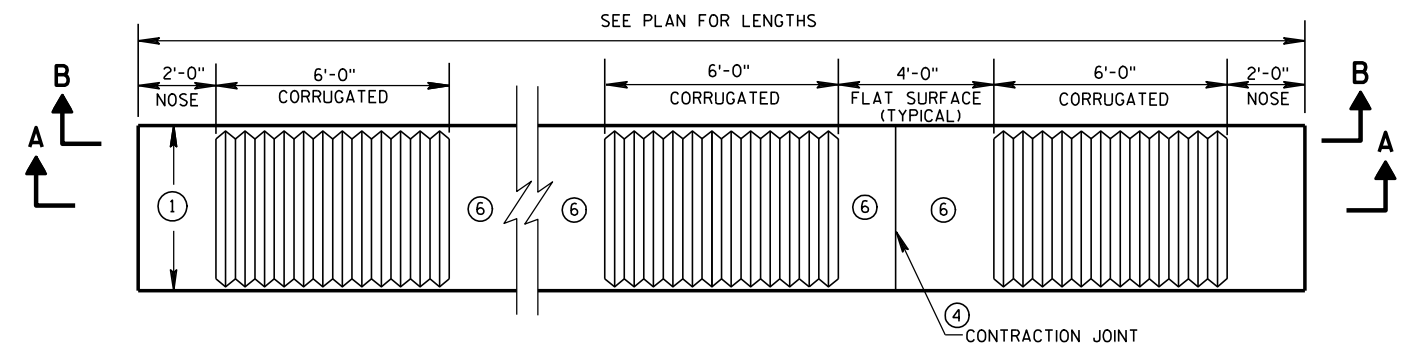
ENGINEER



PLAN VIEW
VARIABLE WIDTH CONCRETE CORRUGATED MEDIAN



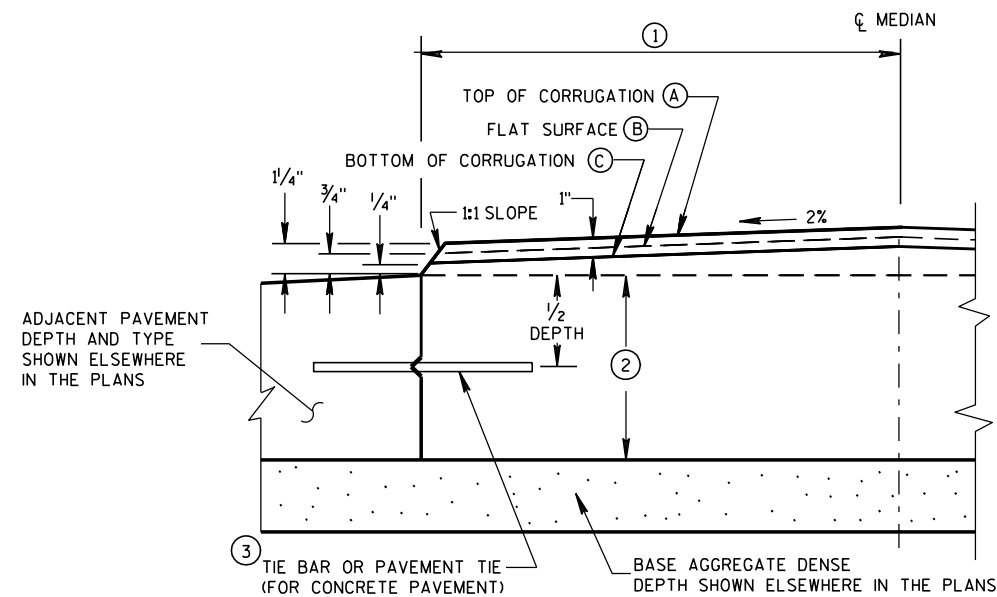
SECTION A-A
LONGITUDINAL SECTION



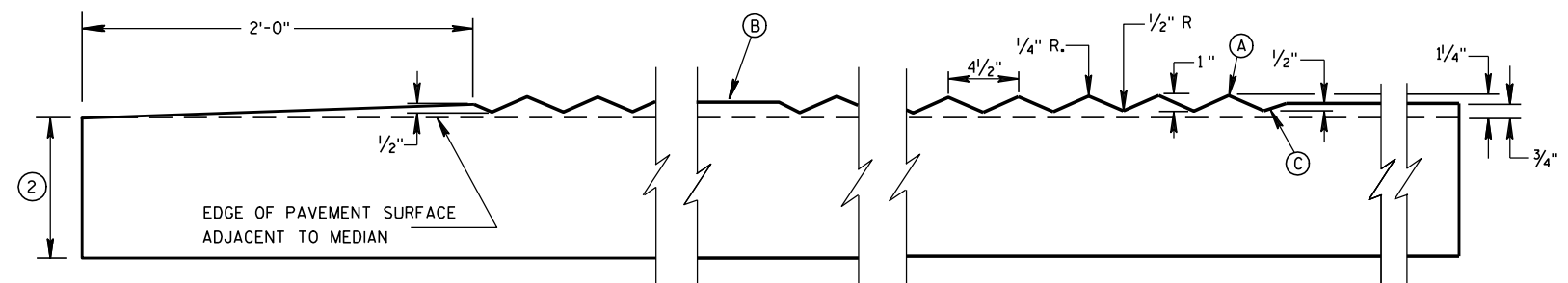
PLAN VIEW
UNIFORM WIDTH CONCRETE CORRUGATED MEDIAN

GENERAL NOTES

- ① SEE PLANS FOR CONSTANT OR VARIABLE WIDTH.
- ② THE DEPTH OF THE CONCRETE CORRUGATED MEDIAN SHALL BE 9-INCHES UNLESS SHOWN OTHERWISE IN THE PLAN. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN IN THE PLAN. TYPICAL OPTIONS ARE:
(1) NEW OR EXISTING CONCRETE PAVEMENT.
(2) ASPHALTIC CONCRETE OVER NEW OR EXISTING CONCRETE BASE COURSE, OR PAVEMENT.
(3) ASPHALTIC PAVEMENT OVER BASE AGGREGATE DENSE.
- ③ 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. INSTALL TIE BARS TO MAINTAIN A MINIMUM OF 3-INCHES OF COVER BETWEEN THE TIE BAR AND THE CONCRETE SURFACE (BOTTOM AND TOP).
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE PAVEMENT OR 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.
- ④ CONCRETE CORRUGATED MEDIAN CONTRACTION JOINTS SHALL BE CONSTRUCTED TO MATCH THE JOINTS IN ADJACENT CONCRETE PAVEMENT. WHERE ADJACENT PAVEMENT IS ASPHALT WITH BASE AGGREGATE DENSE, TRANSVERSE CONTRACTION JOINTS SHALL BE PROVIDED AT 20 FOOT INTERVALS.
- ⑤ SURFACE TYPE AND DETAILS ARE DEFINED ELSEWHERE IN THE PLAN.
- ⑥ YELLOW MARKING ON FLAT SURFACE WHEN MEDIAN SEPARATES OPPOSING TRAFFIC.



HALF CROSS SECTION
② CONCRETE CORRUGATED MEDIAN AND ADJACENT PAVEMENT



SECTION B-B
LONGITUDINAL SECTION

CONCRETE CORRUGATED MEDIAN

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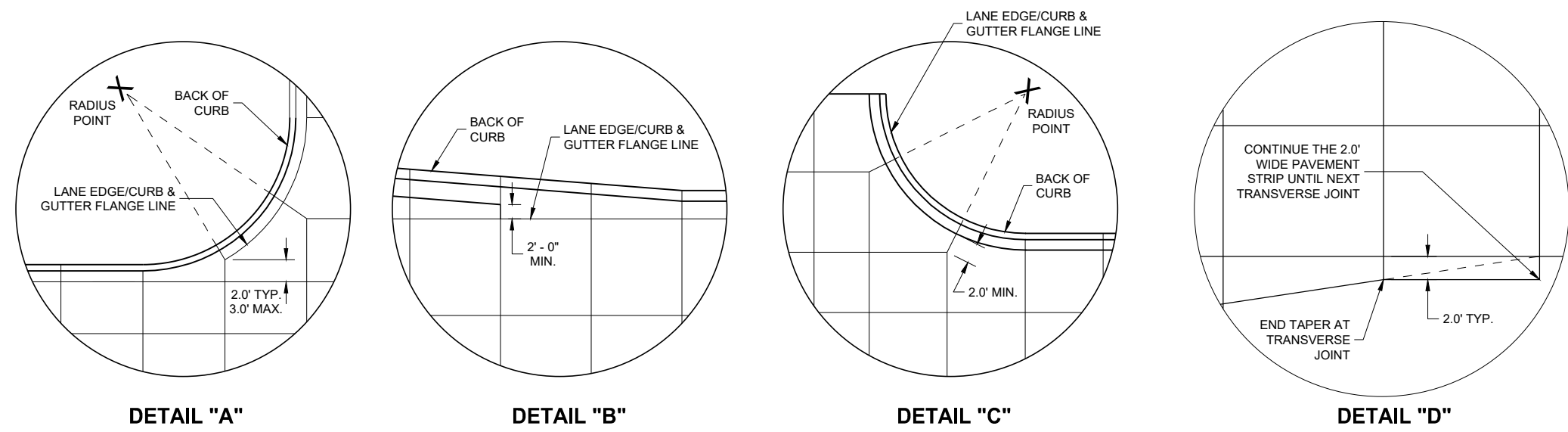
APPROVED

12/17/07

DATE

FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT
ENGINEER



GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

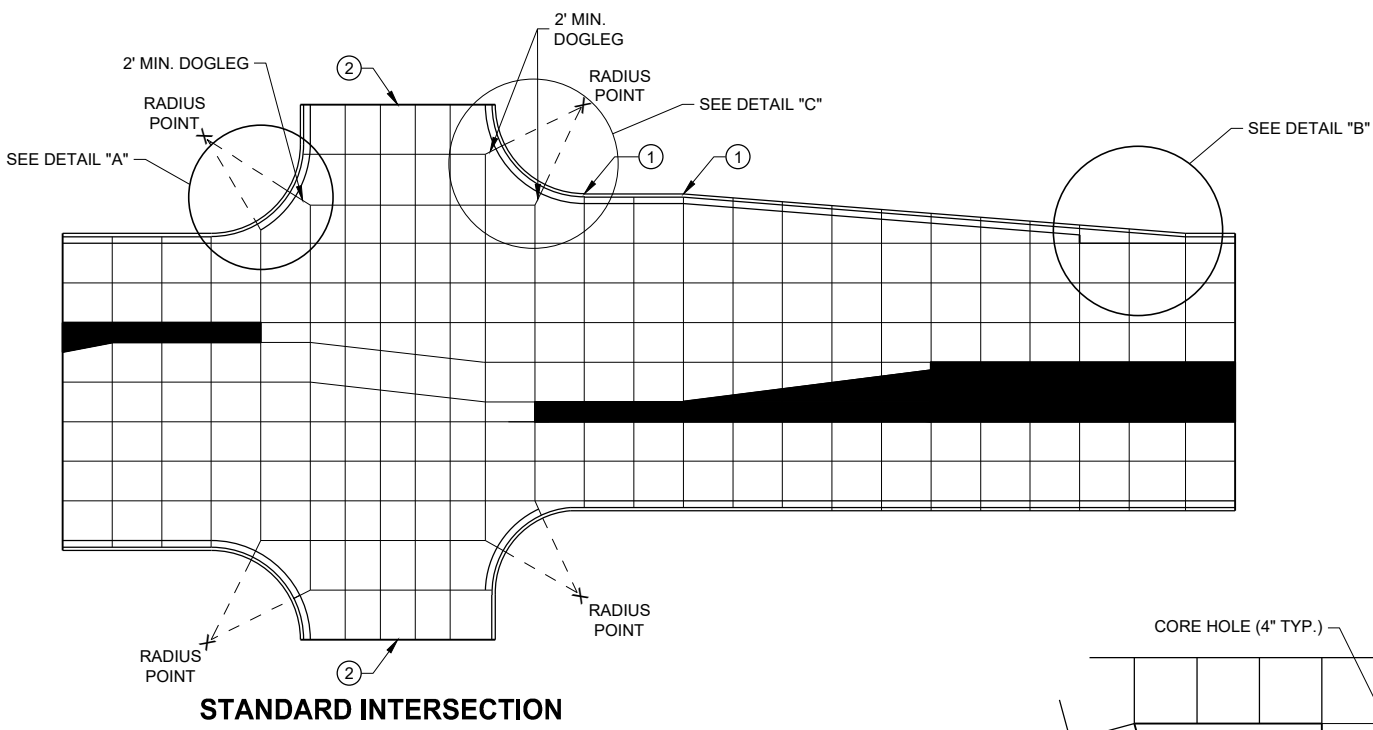
AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

① PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.

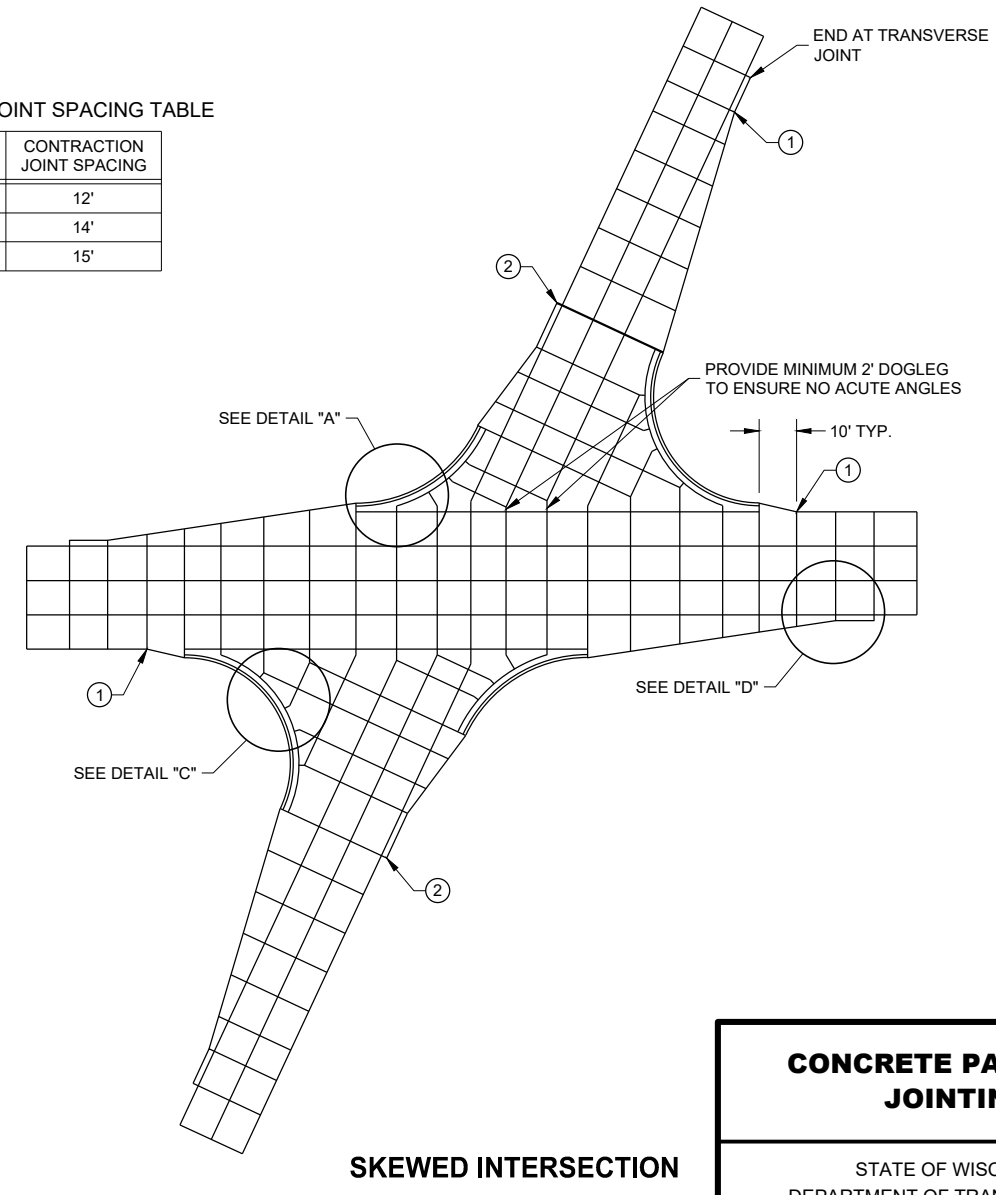
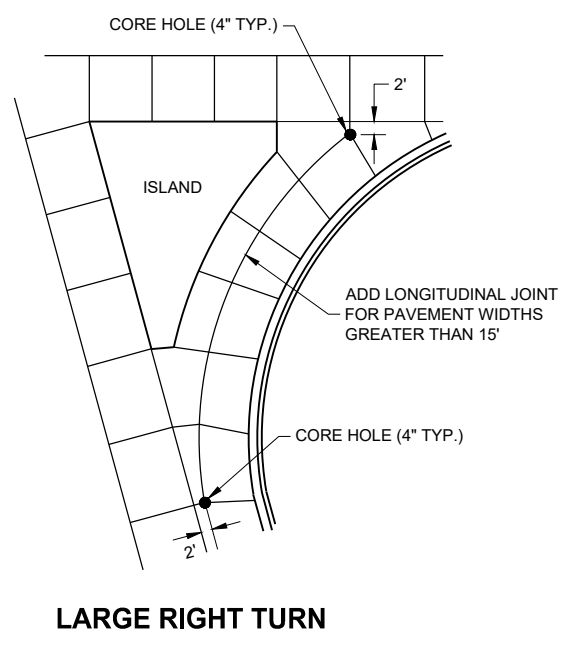
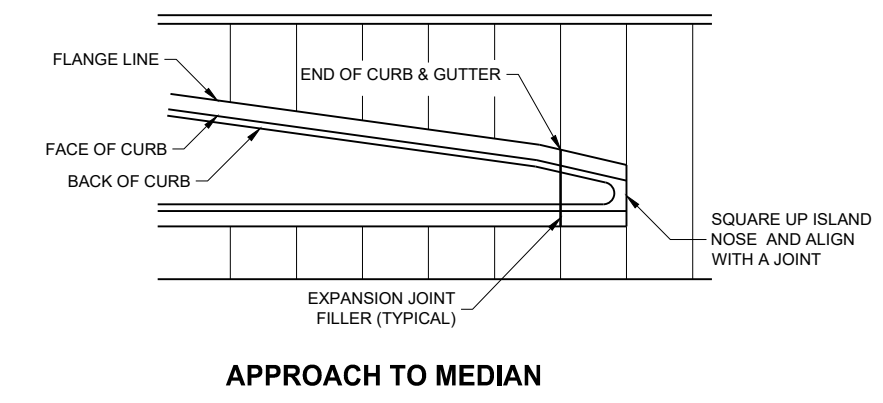
② CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.

③ THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



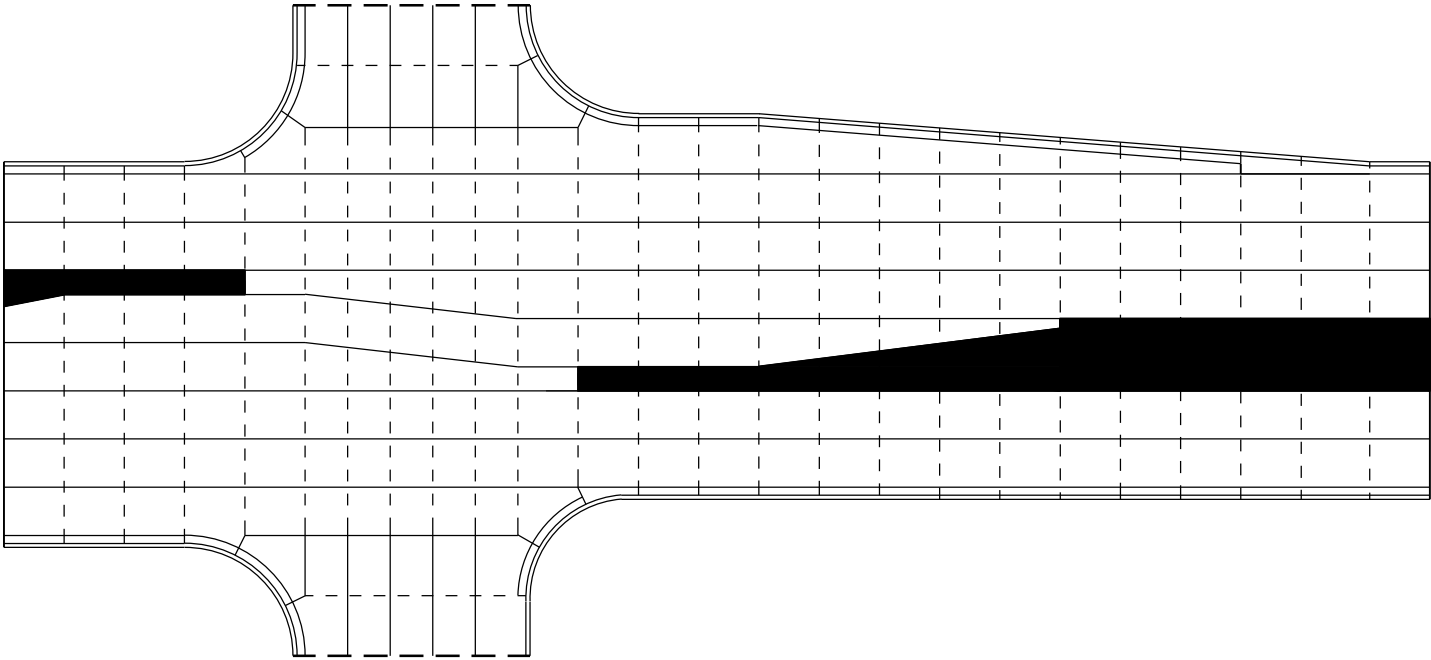
PAVEMENT DEPTH AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 1/2"	12'
7", 7 1/2"	14'
8" & ABOVE	15'



LEGEND

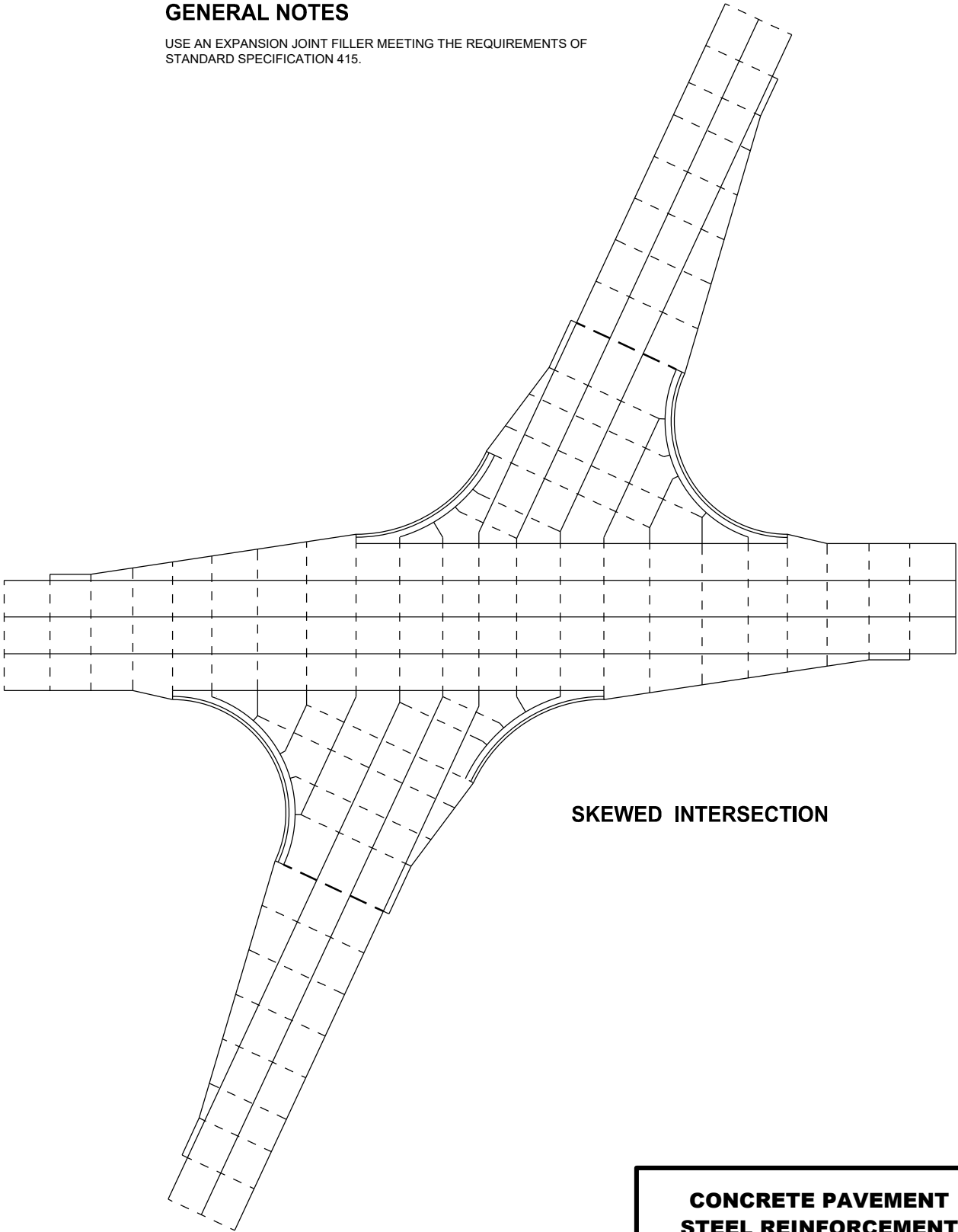
- POTENTIAL DOWELED EXPANSION JOINT
- DOWELED JOINT
- TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

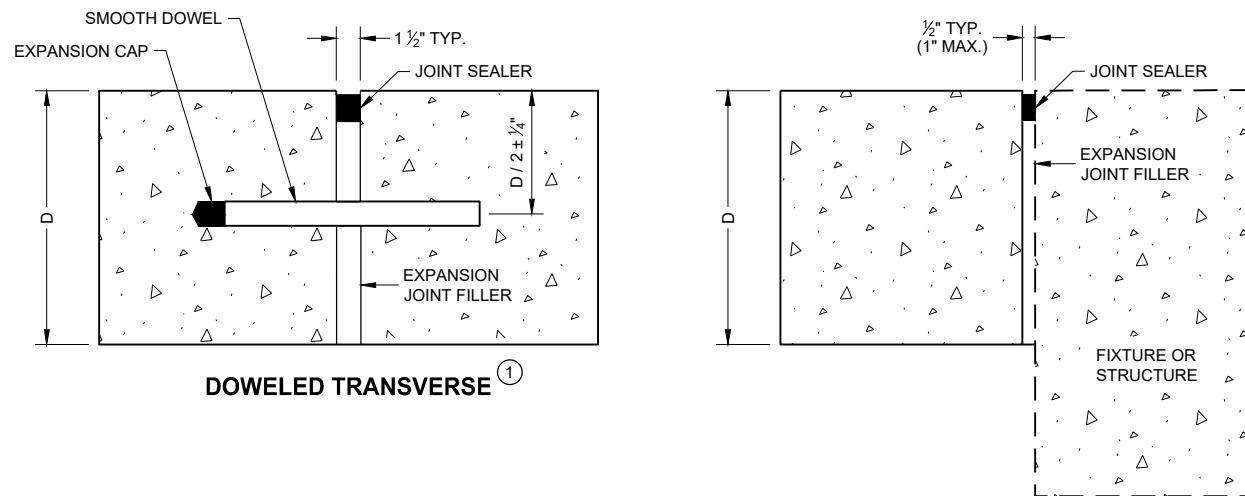
USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

CONCRETE PAVEMENT
STEEL REINFORCEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



EXPANSION JOINTS

UNTIED - LONGITUDINAL

TIE BAR TABLE

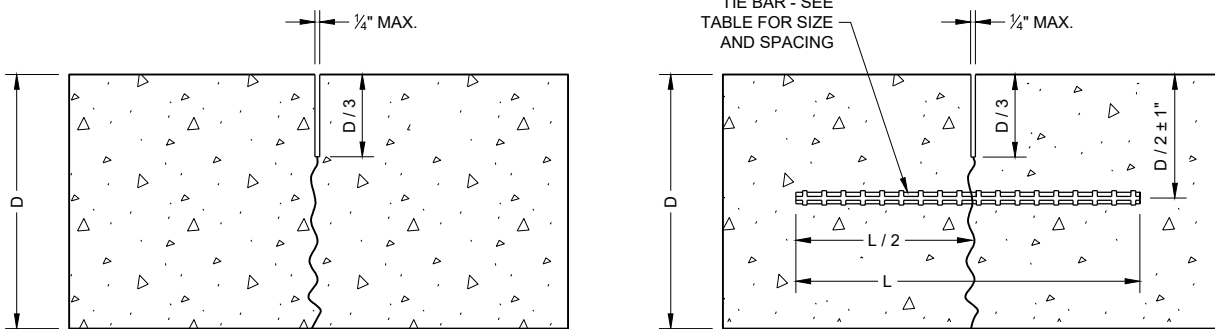
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
$< 10\ 1/2"$	NO. 4	30"	36"
$\geq 10\ 1/2"$	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

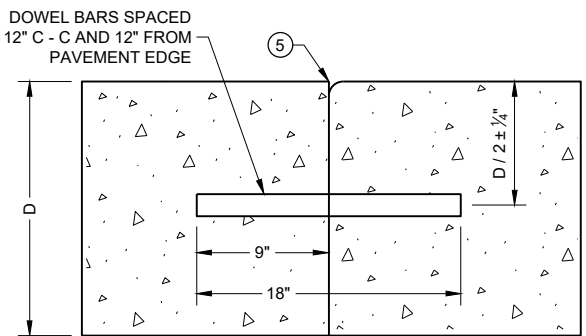
GENERAL NOTES

- ① USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
- ② SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
- ③ LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
- ④ CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
- ⑤ IF JOINT IS FORMED, PROVIDE A $1/4"$ RADIUS.
- ⑥ ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

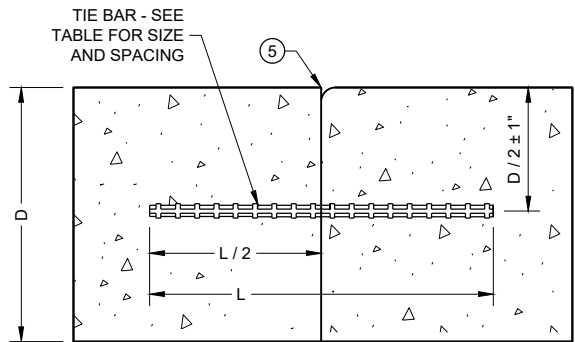


UNDOWELED TRANSVERSE

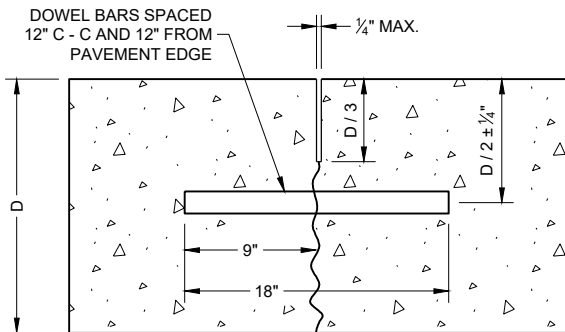
TIED LONGITUDINAL



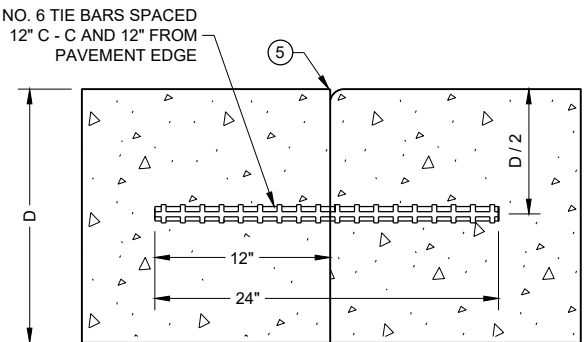
DOWELED TRANSVERSE ③



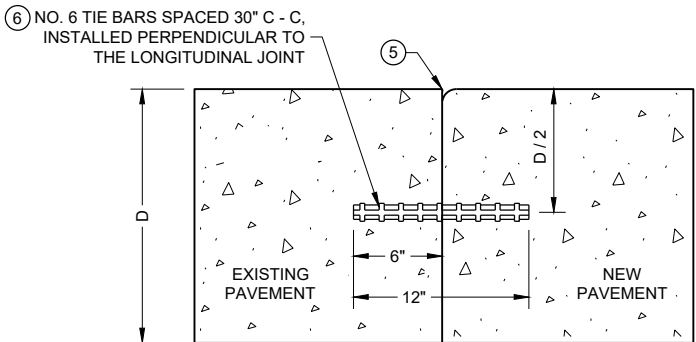
TIED LONGITUDINAL



DOWELED TRANSVERSE



TIED TRANSVERSE ③
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



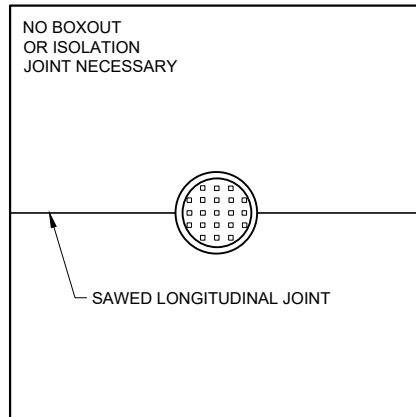
TIED LONGITUDINAL TO EXISTING

CONTRACTION JOINTS ②

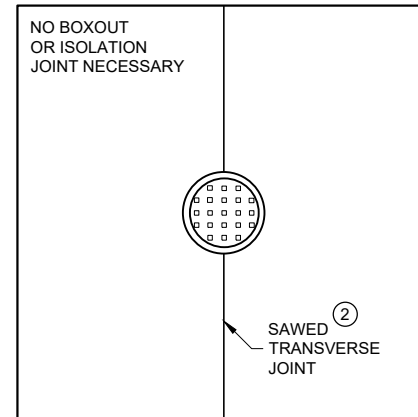
CONSTRUCTION JOINTS ④

CONCRETE PAVEMENT
JOINT TYPES

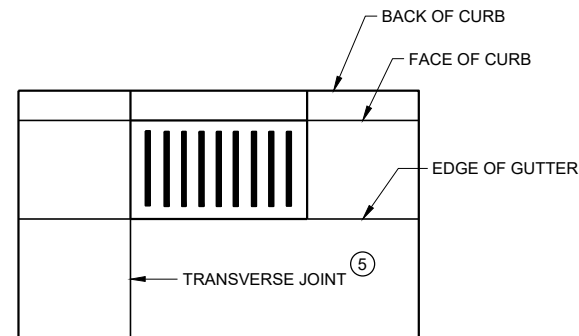
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



**MANHOLE WITH
LONGITUDINAL JOINT**



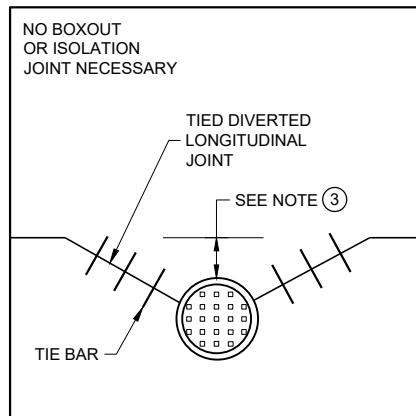
**MANHOLE WITH
TRANSVERSE JOINT**



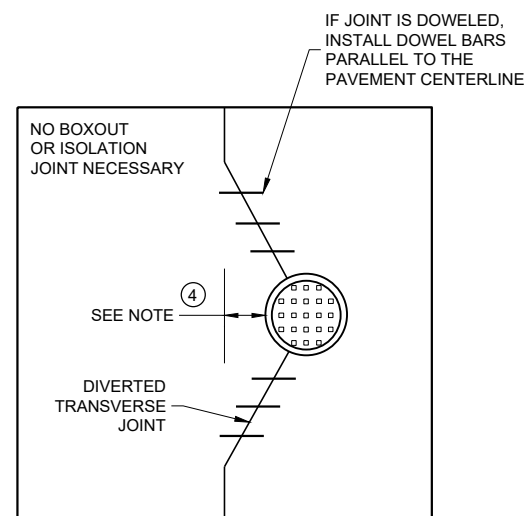
**INLET WITH
TRANSVERSE JOINT**

GENERAL NOTES

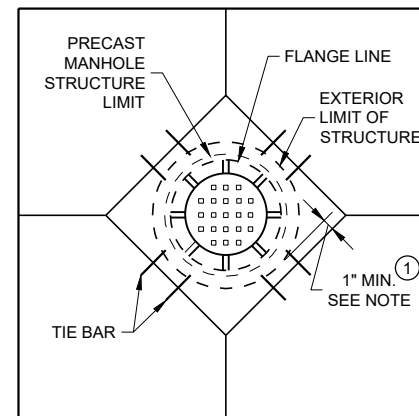
- ① USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
- ② ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
- ③ IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
- ④ IF THE DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS LESS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
- ⑤ ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.



**MANHOLE WITH DIVERTED
LONGITUDINAL CONTRACTION JOINT**



**MANHOLE WITH DIVERTED
TRANSVERSE CONTRACTION JOINT**

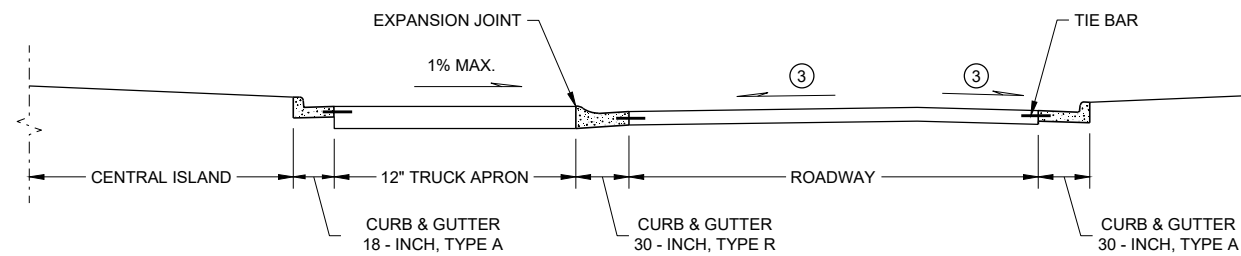


**DIAGONAL MANHOLE BOXOUT
FOR CONSTRUCTION JOINTS**

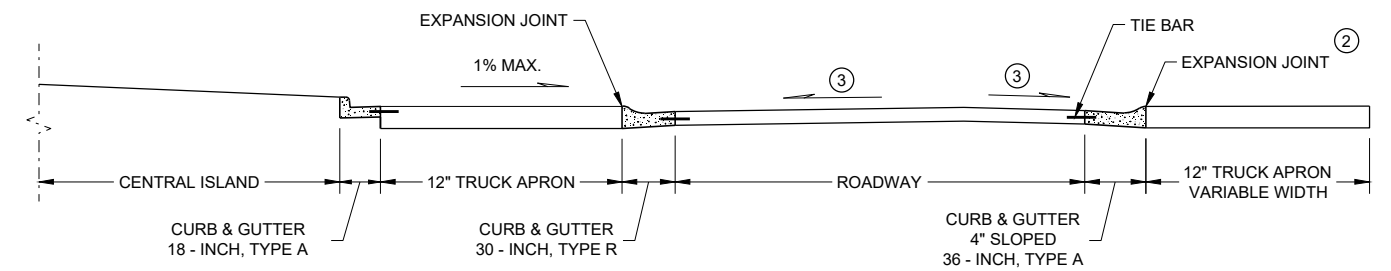
CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

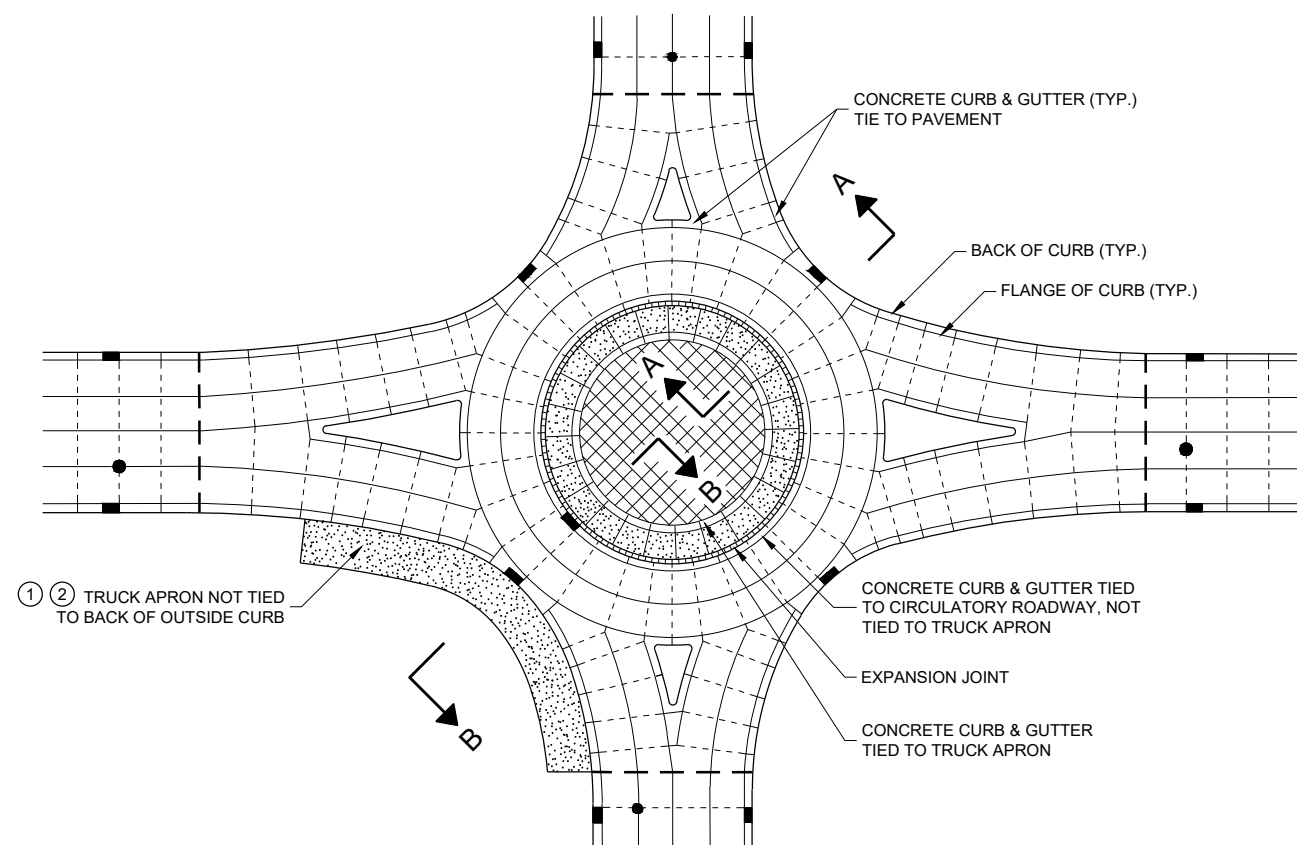
APPROVED
November 2018 /S/ Peter Kemp P.E.
DATE PAVEMENT SUPERVISOR
FHWA



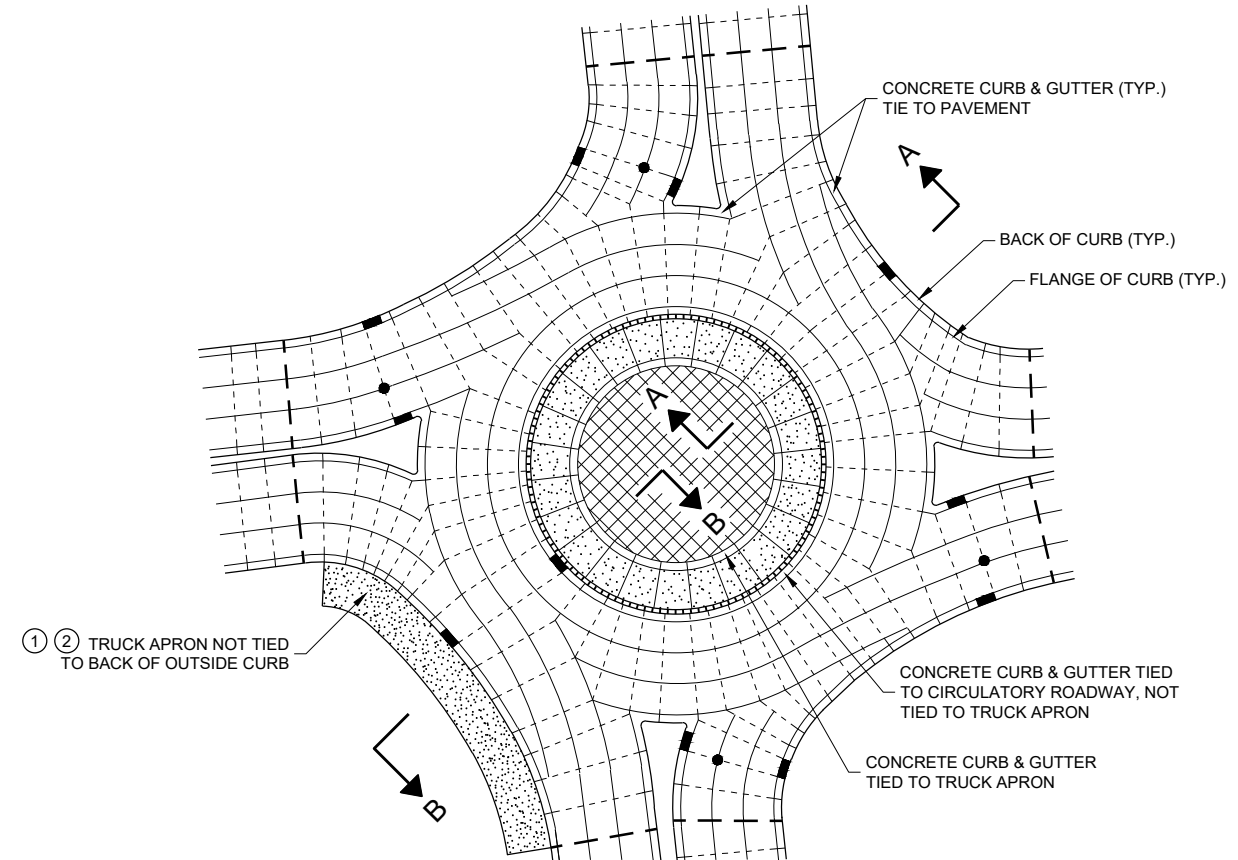
SECTION A - A



SECTION B - B



ISOLATED CIRCLE JOINT LAYOUT FOR ROUNDABOUTS



PINWHEEL JOINT LAYOUT FOR ROUNDABOUTS

GENERAL NOTES

MAXIMUM JOINT SPACING IS IN ACCORDANCE WITH THE TABLE SHOWN ON SDD 13C18 - SHEET "a"

USE EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.

DO NOT DOWEL OR TIE THE TRUCK APRON TRANSVERSE JOINTS.

- ① DESIGNER DETERMINES SIZE AND LOCATION(S) OF TRUCK APRON TO ACCOMODATE TRACKING OF OVERSIZE / OVERWEIGHT VEHICLES.
- ② TIE THE OUTSIDE TRUCK APRON TO THE BACK SIDE OF CURB ONLY WHEN ENTIRE TRUCK APRON IS LESS THAN 3 FEET.
- ③ CONFORM TO PLAN CONSTRUCTION DETAILS FOR CIRCULATORY ROADWAY CROSS SLOPE.

LEGEND

-----	DOWELED JOINT		TRUCK APRON
————	TIED JOINT		CENTRAL ISLAND
=====	EXPANSION JOINT		UTILITY STRUCTURES
- - - -	POTENTIAL DOWELED EXPANSION JOINT		

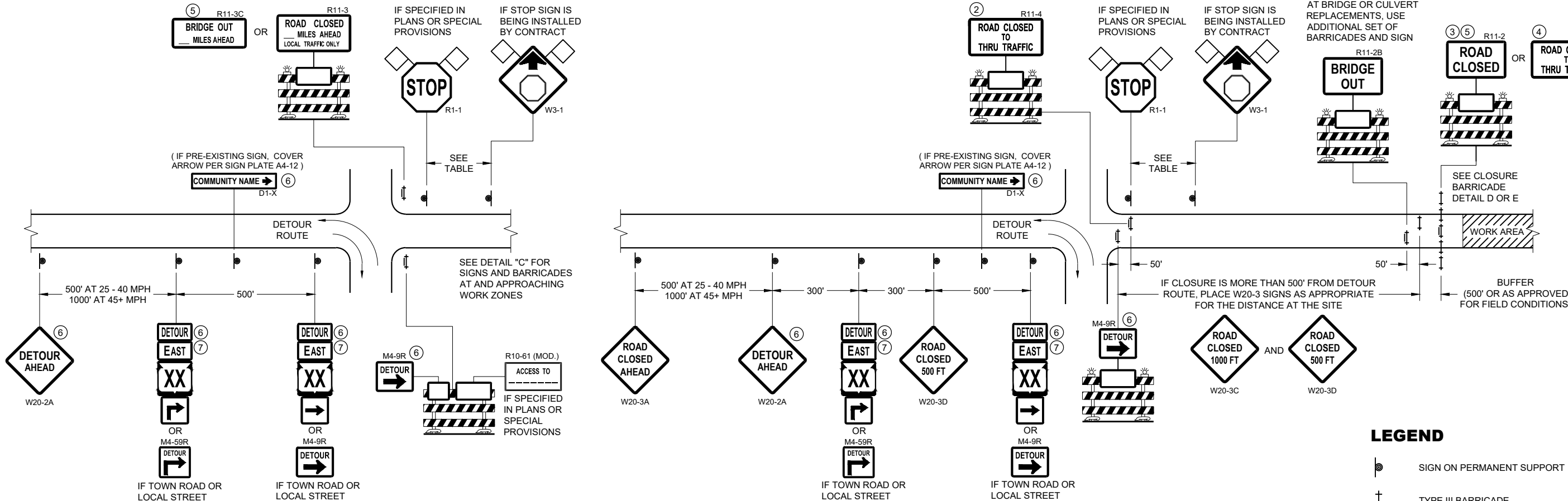
CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVISOR

FHWA

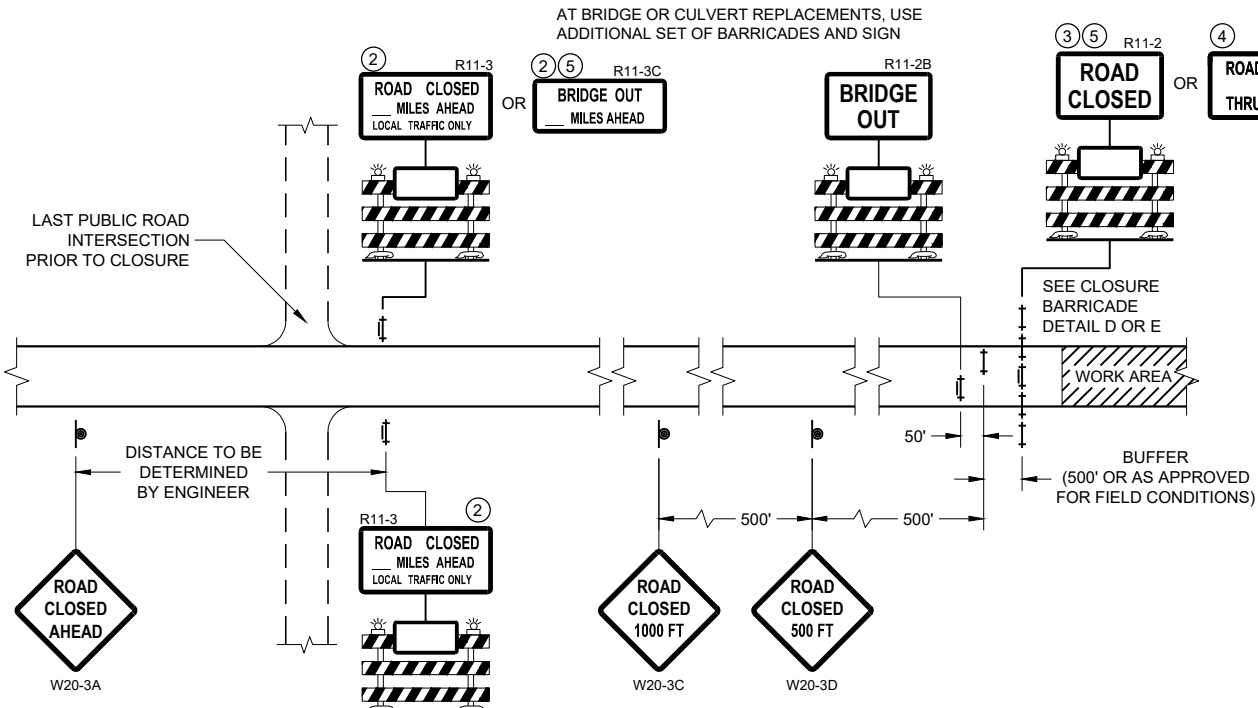
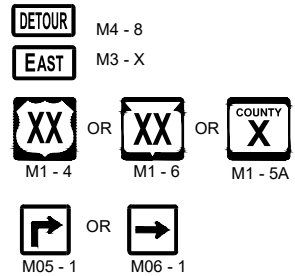


DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE GREATER THAN OR EQUAL TO 1/2 MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)

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

- LEGEND**
- SIGN ON PERMANENT SUPPORT
 - TYPE III BARRICADE
 - TYPE III BARRICADE WITH ATTACHED SIGN
 - TYPE "A" WARNING LIGHT (FLASHING)
 - WORK AREA
 - FLAGS, 16" X 16" MIN. (ORANGE)

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



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

**BARRICADES AND SIGNS
FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA



SEE SDD 15C2 - SHEET "a" FOR LEGEND

ORIGIN SHALL BE 40' X 40' UNLESS OTHERWISE NOTED BELOW.

R11 - 2 SHALL BE 48" X 30"

R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60" X 30"

M4 - 9 SHALL BE 30" X 24"

M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)

M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)

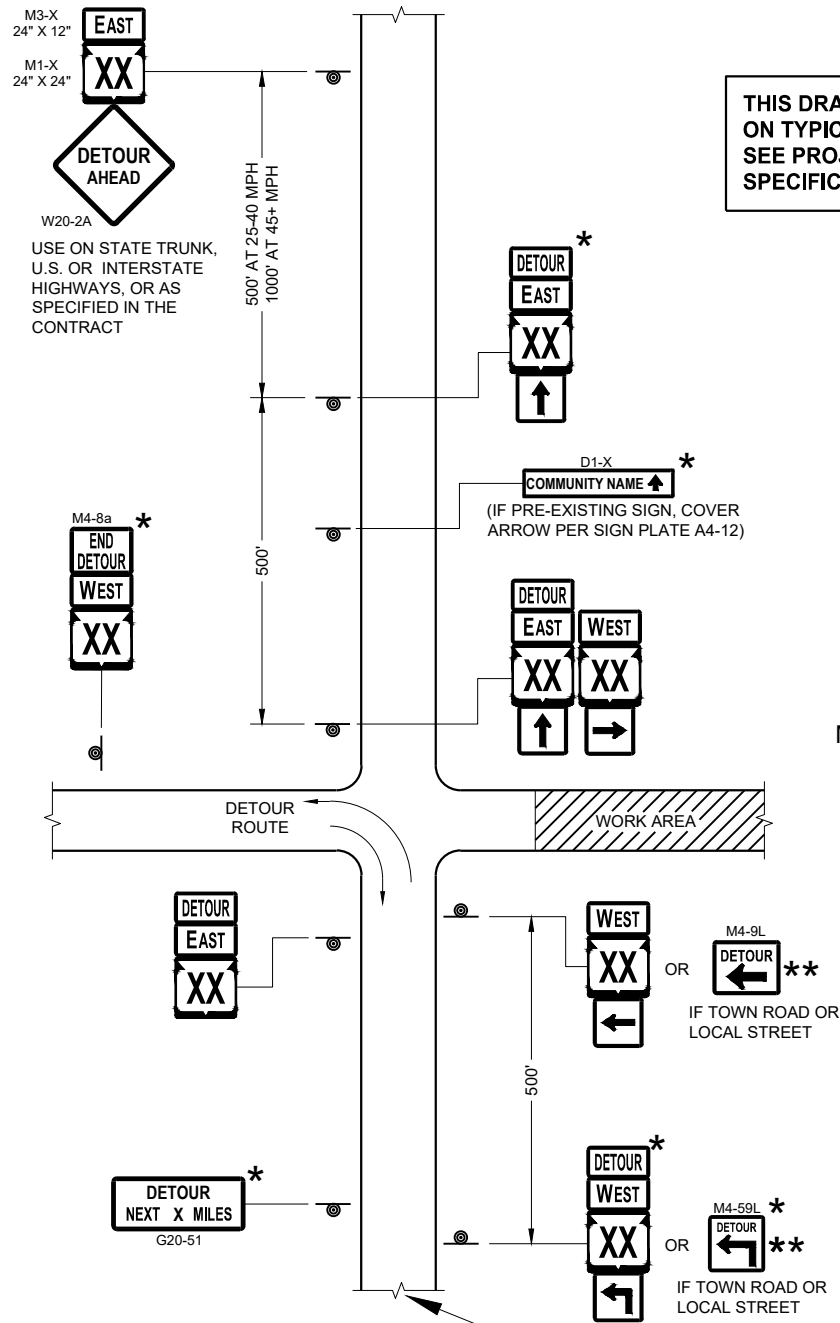
M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)

MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)

D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

R1 - 1 SHALL BE 36" X 36"

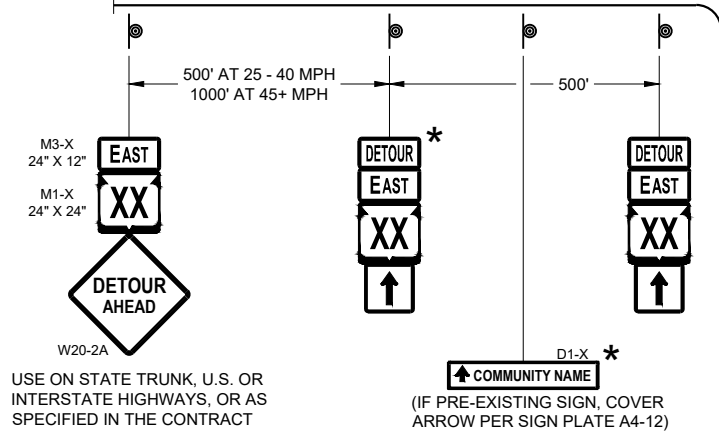
- ① TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING).
- ② THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.
- ③ FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".
- ④ FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".
- ⑤ FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.
- ⑥ INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.
- ⑦ "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.



SEE SPECIFIC PROJECT DETOUR
SIGNING DETAIL SHEETS AND
DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

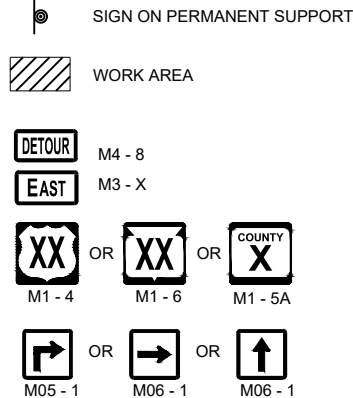
THIS DRAWING PROVIDES GENERAL GUIDANCE
ON TYPICAL DETOUR SIGN LAYOUT AND SPACING.
SEE PROJECT DETOUR SIGNING SHEETS FOR
SPECIFIC DETAILS FOR EACH PROJECT.

MATCH POINT



DETAIL F
DETOUR SIGNING

LEGEND



GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

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

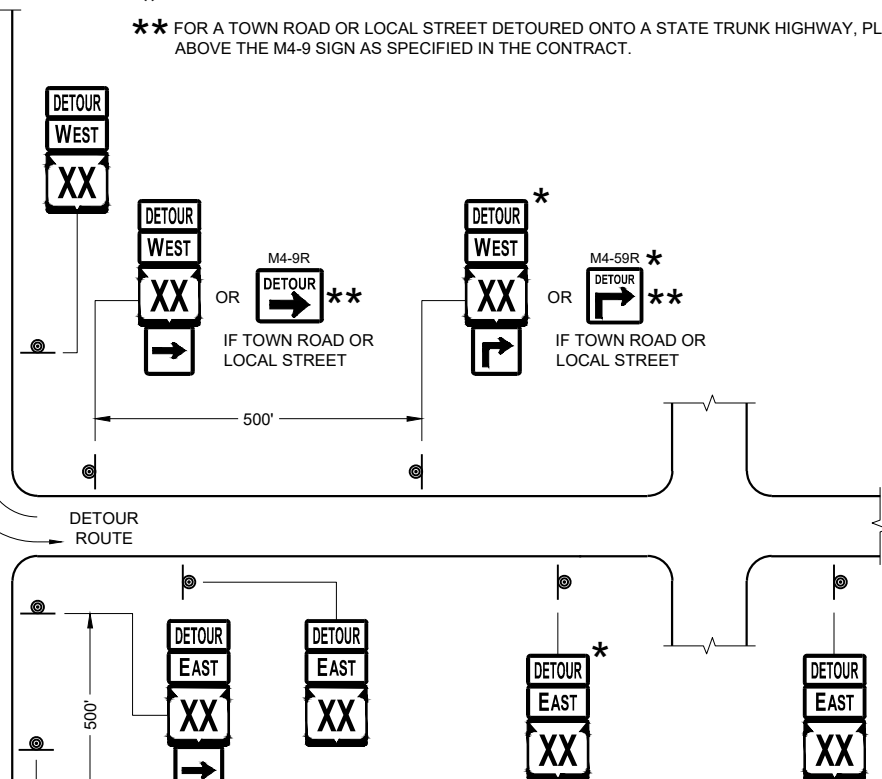
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-59 SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



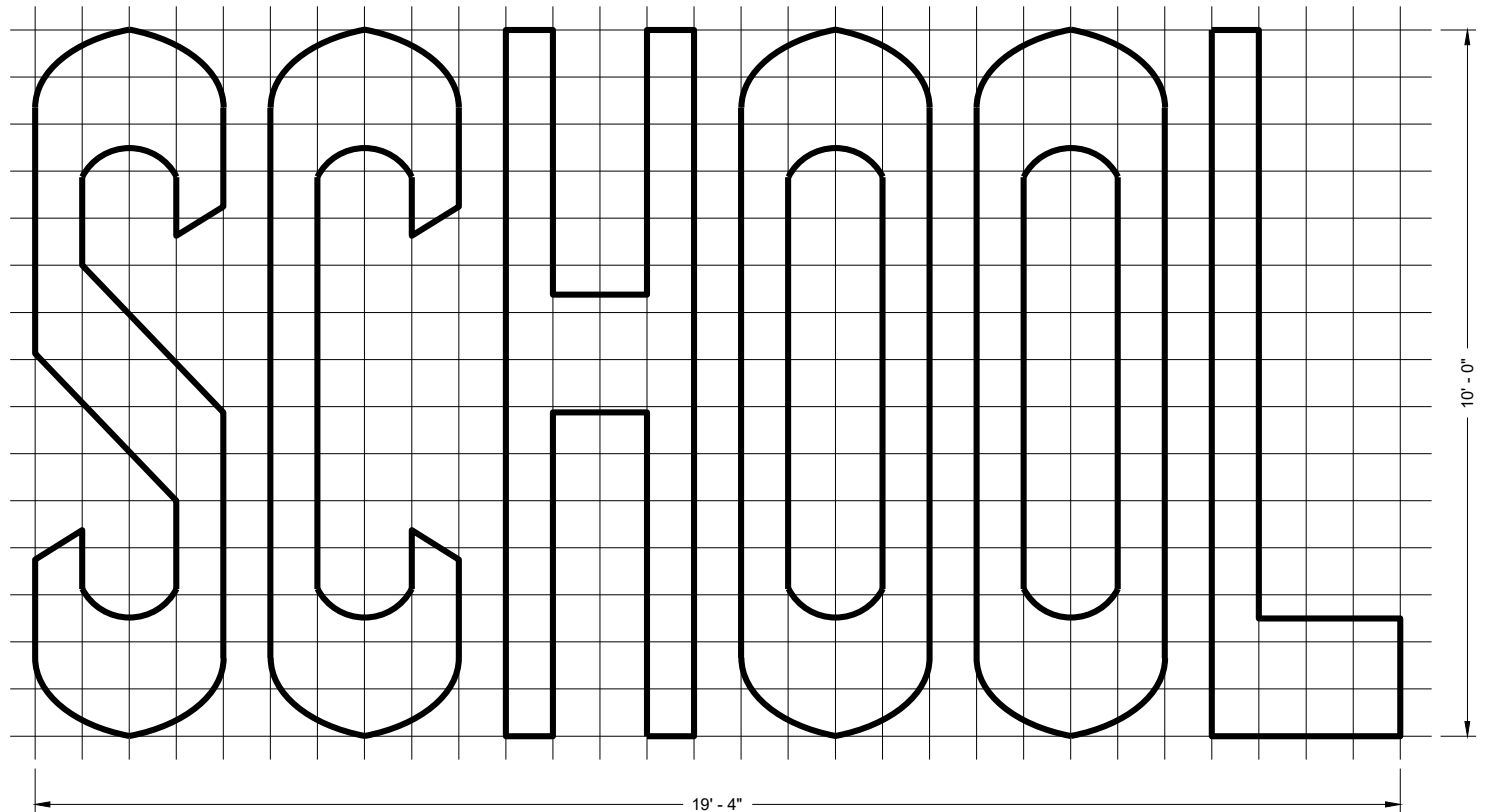
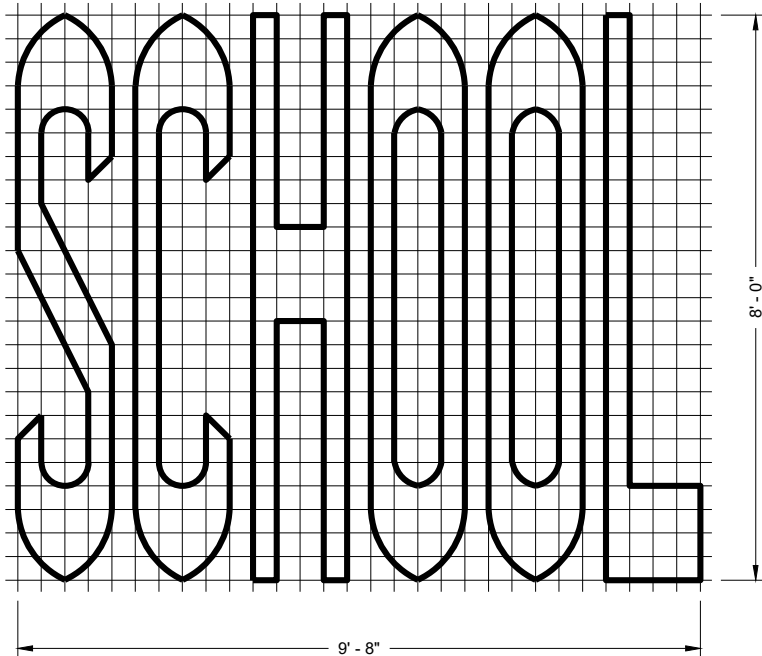
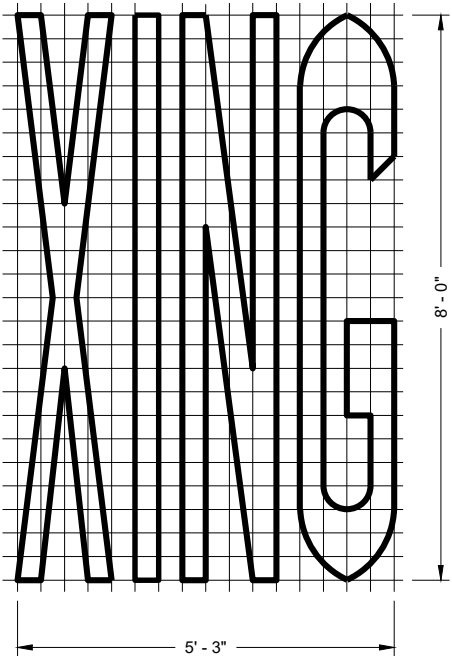
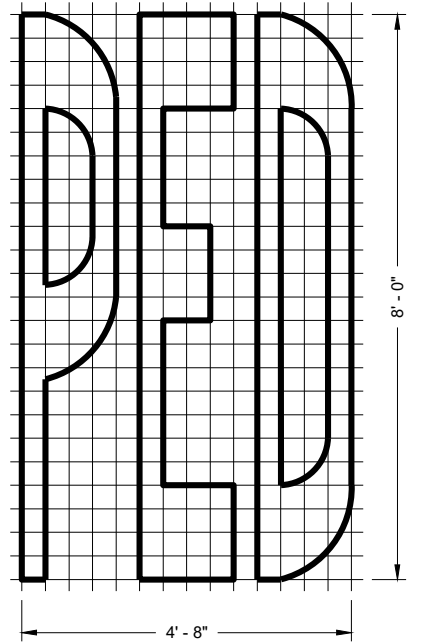
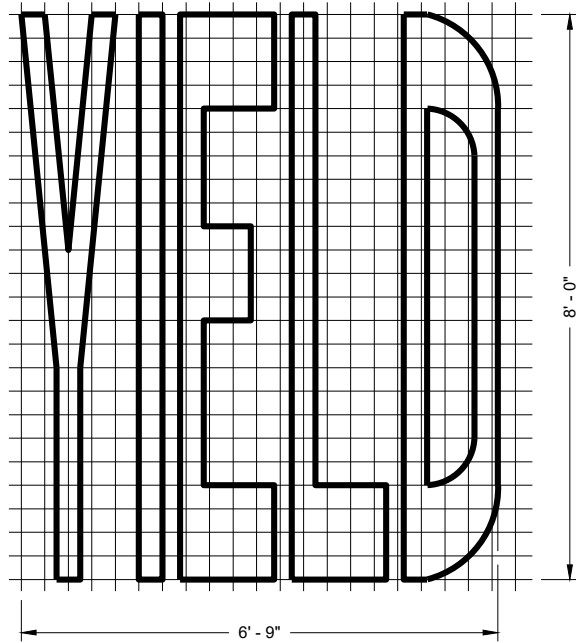
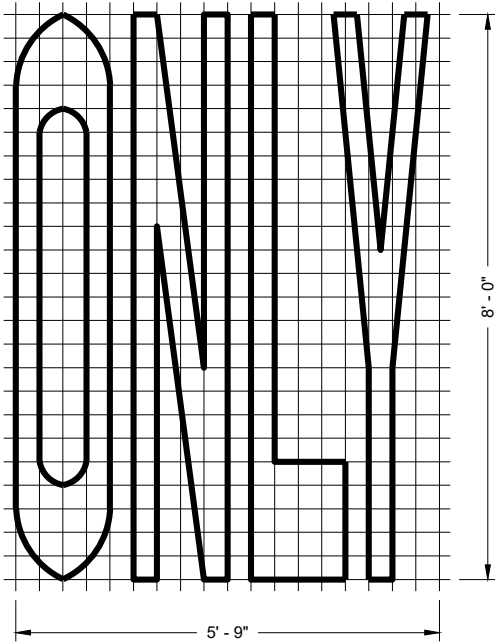
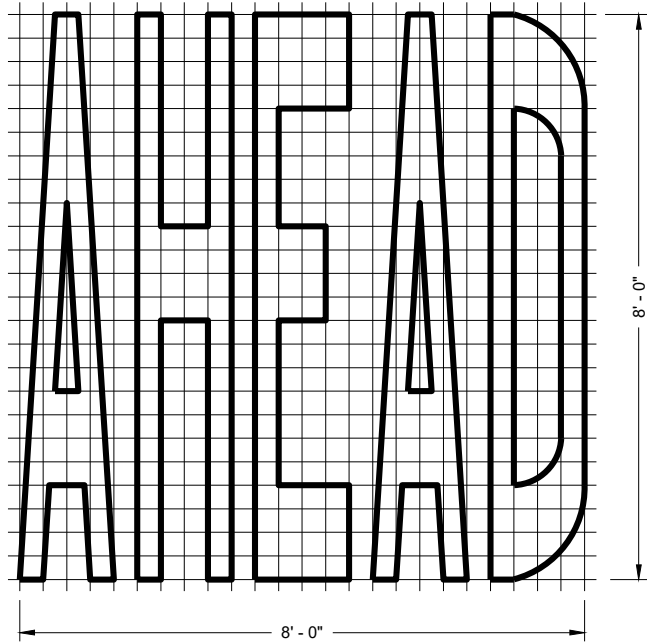
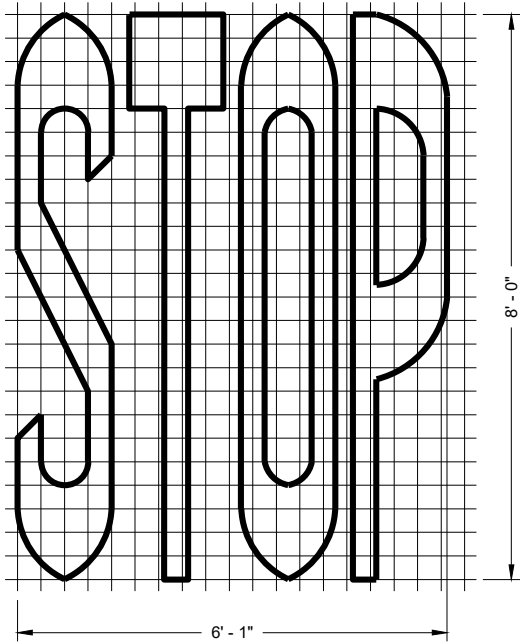
PLACE SIGNS BEYOND INTERSECTIONS
WITH STATE OR COUNTY TRUNK
HIGHWAYS OR AT 4 MILE MAXIMUM
SPACING (4 BLOCKS IF URBAN AREA)

DETOUR SIGNING
FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA



SINGLE LANE

TWO - LANE

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.

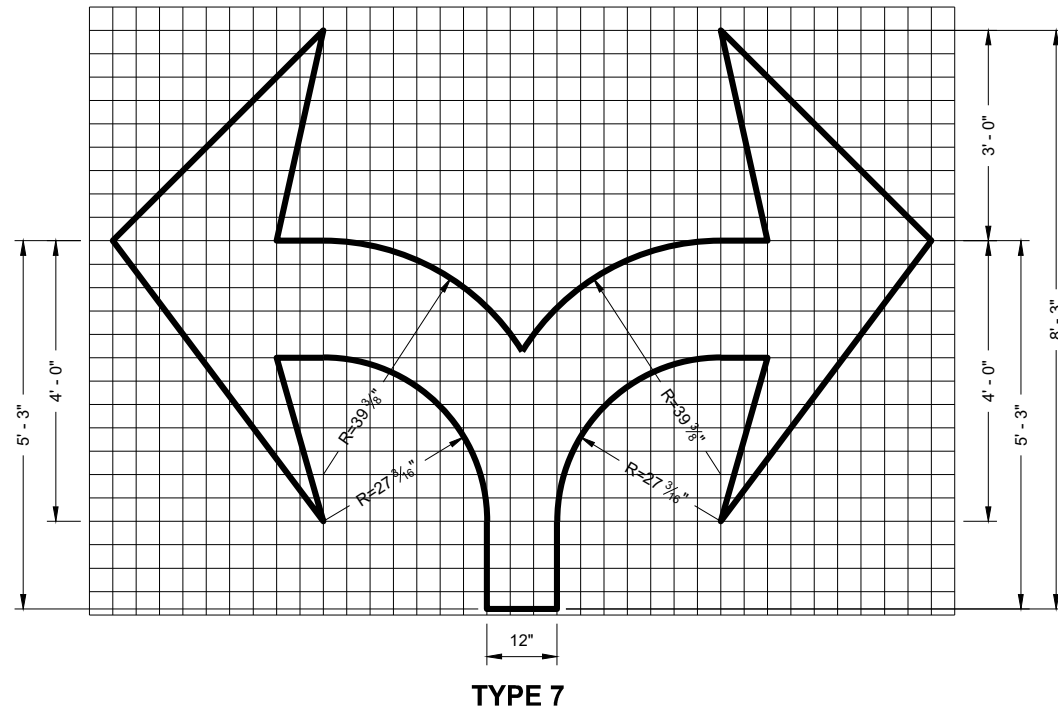
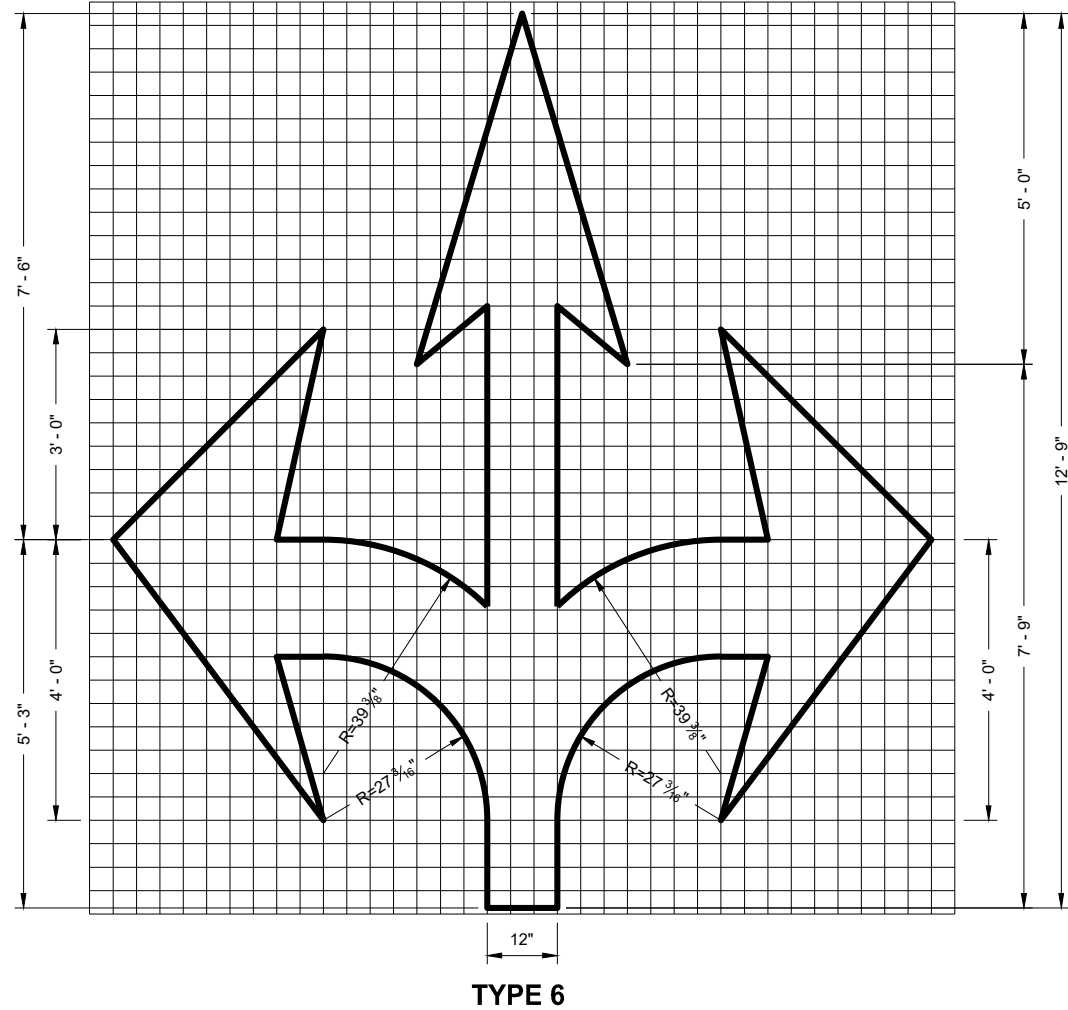
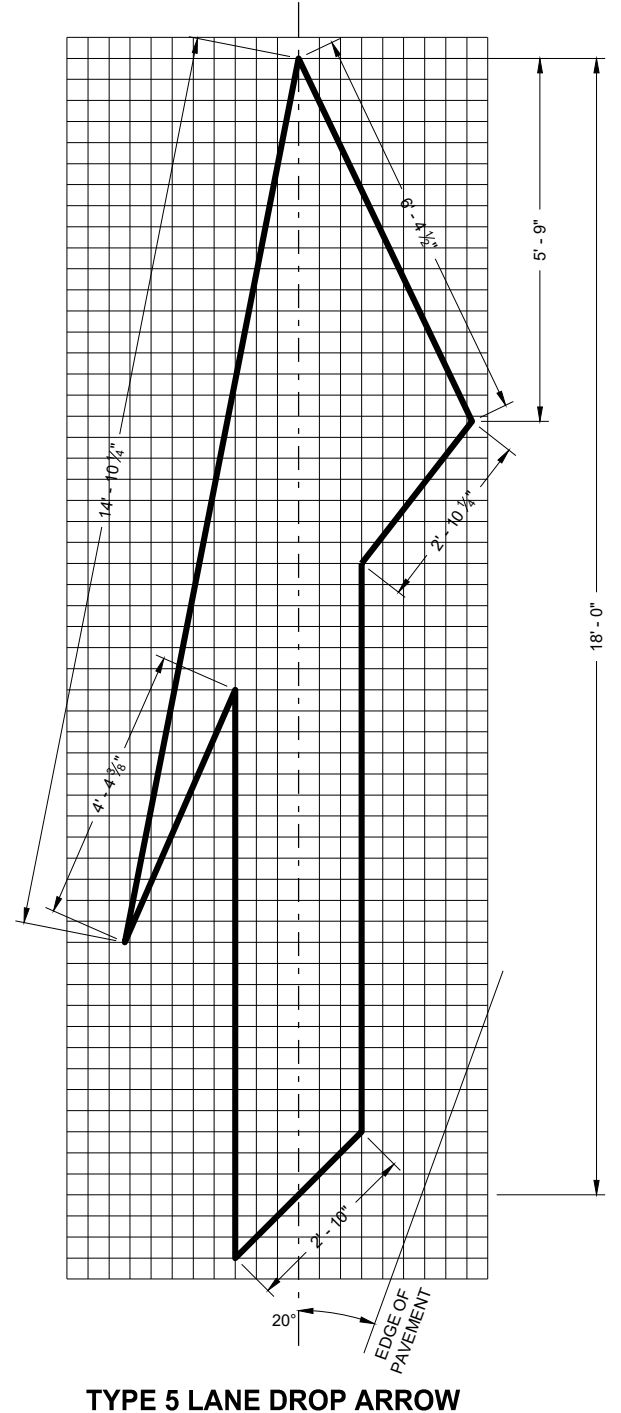
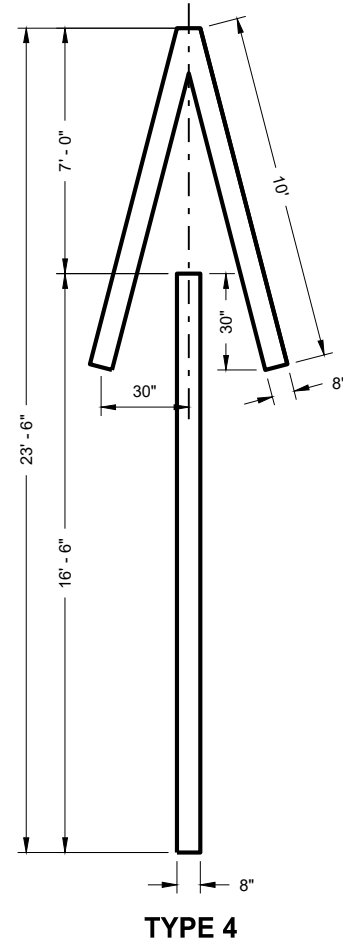
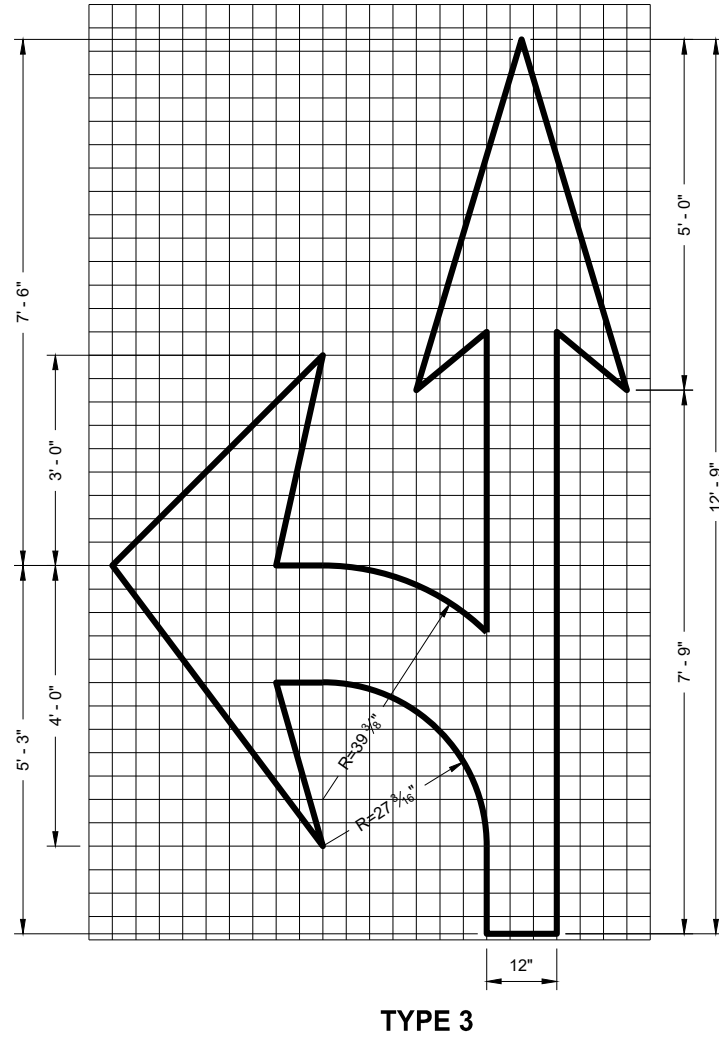
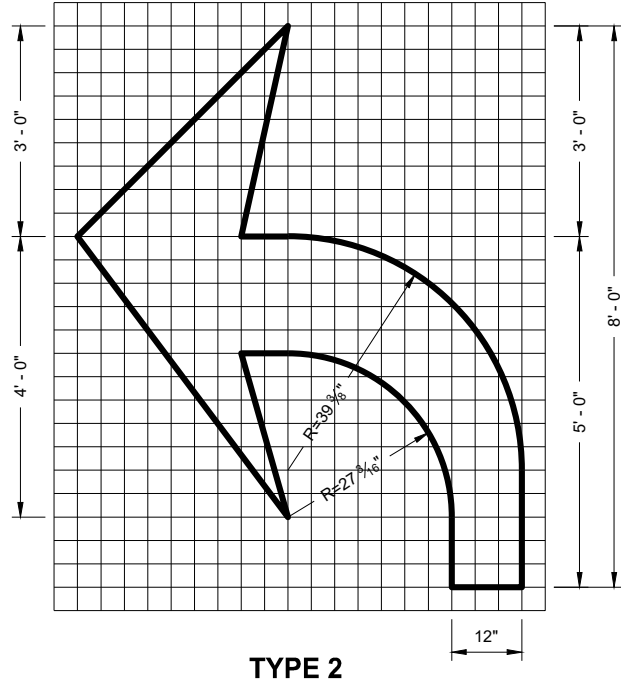
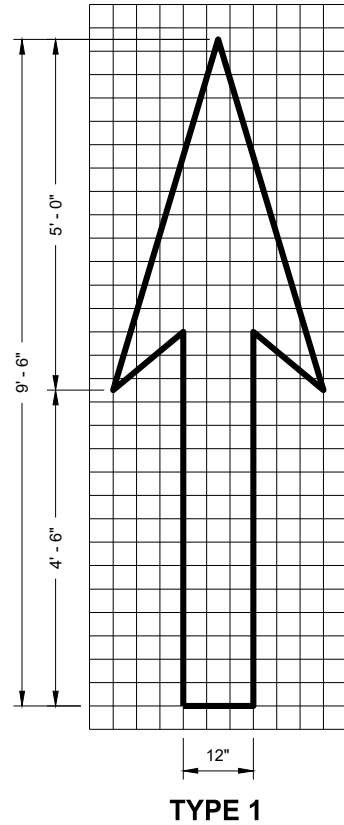
PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MARKING
ENGINEER

FHWA



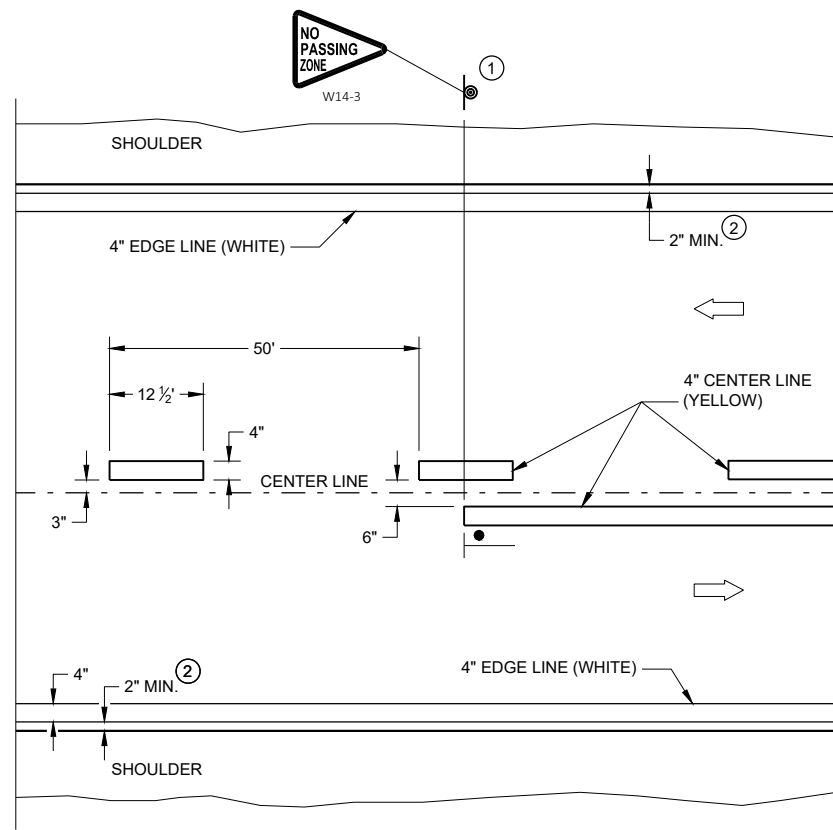
GENERAL NOTES

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

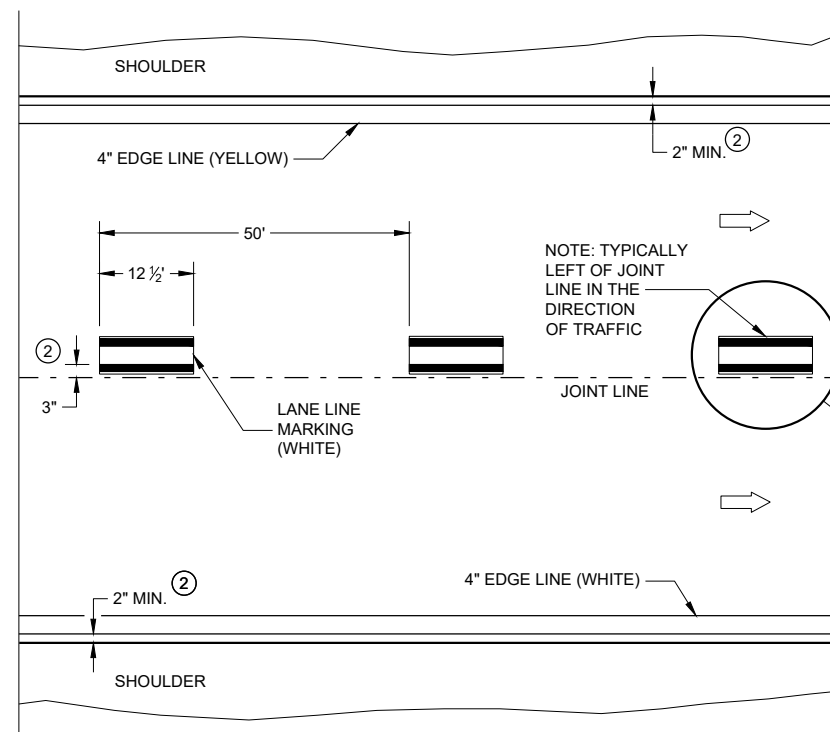
PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE
/S/ Matthew Rauch
STATE SIGNING AND MARKING
ENGINEER
FHWA

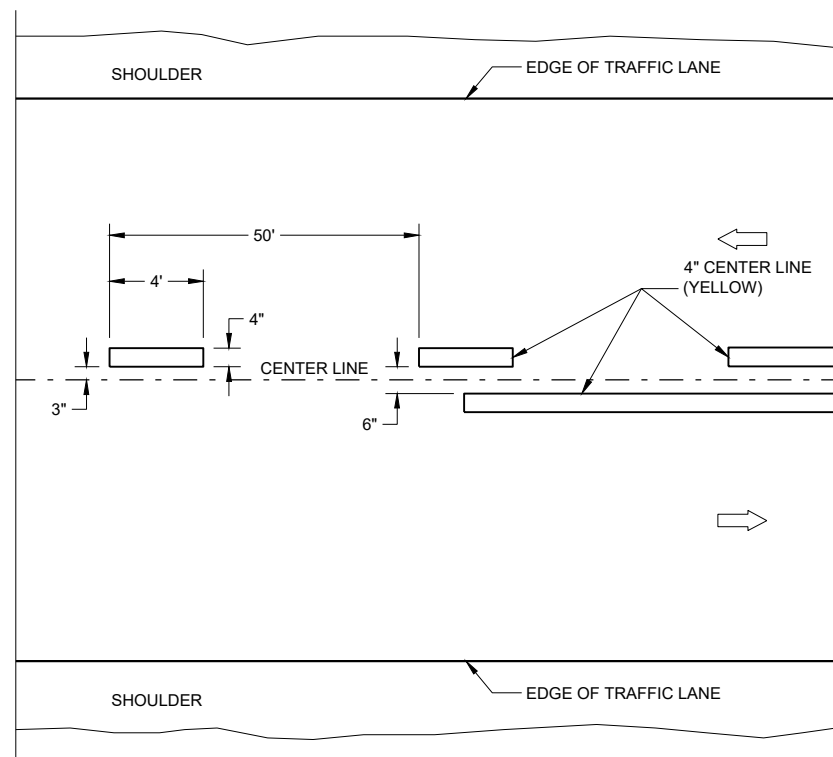


TWO WAY TRAFFIC

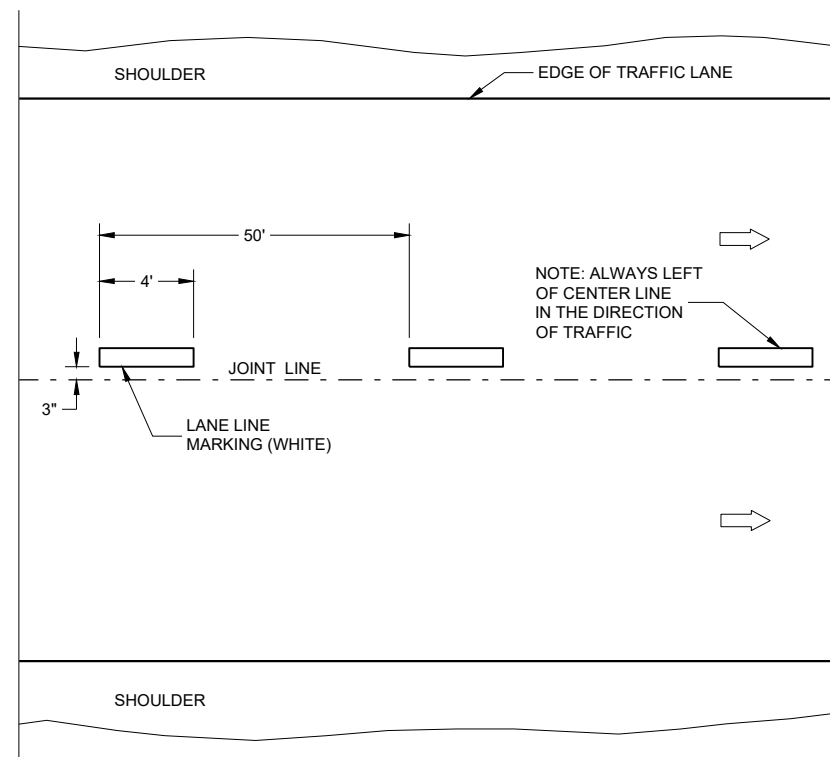


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC




TEMPORARY PAVEMENT MARKING

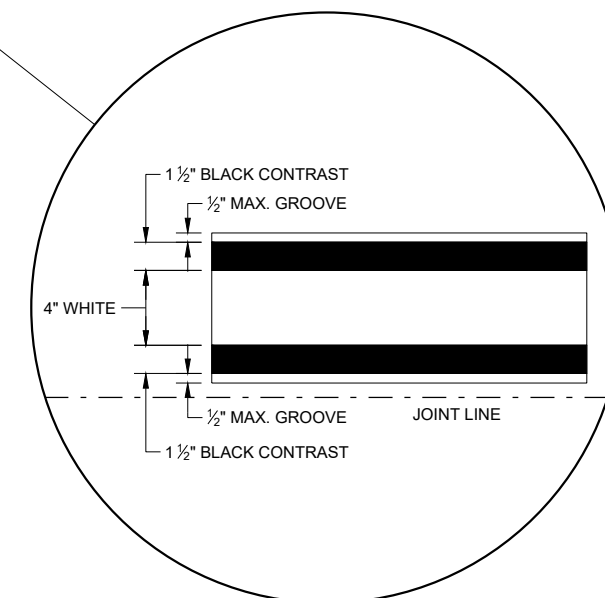
GENERAL NOTES

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 WITH 50 FEET OF THE "T" MARKING
- ② MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

-  "T" MARKING
 SIGN ON PERMANENT SUPPORT
 DIRECTION OF TRAFFIC

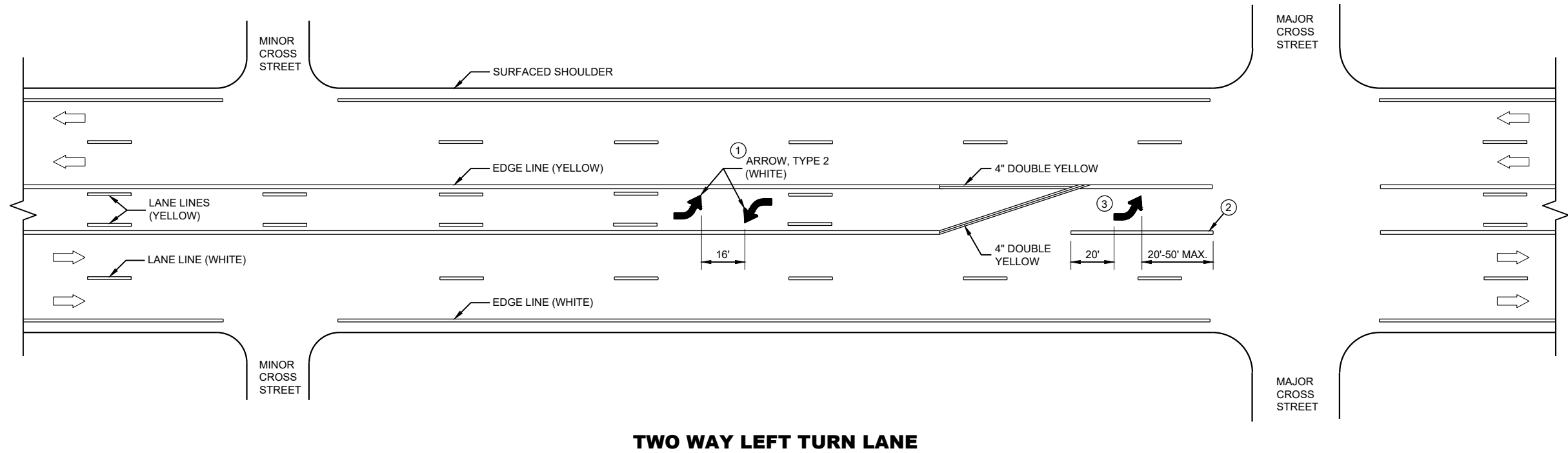


LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Matthew Rauch
STATEWIDE SIGNING AND MARKING
ENGINEER



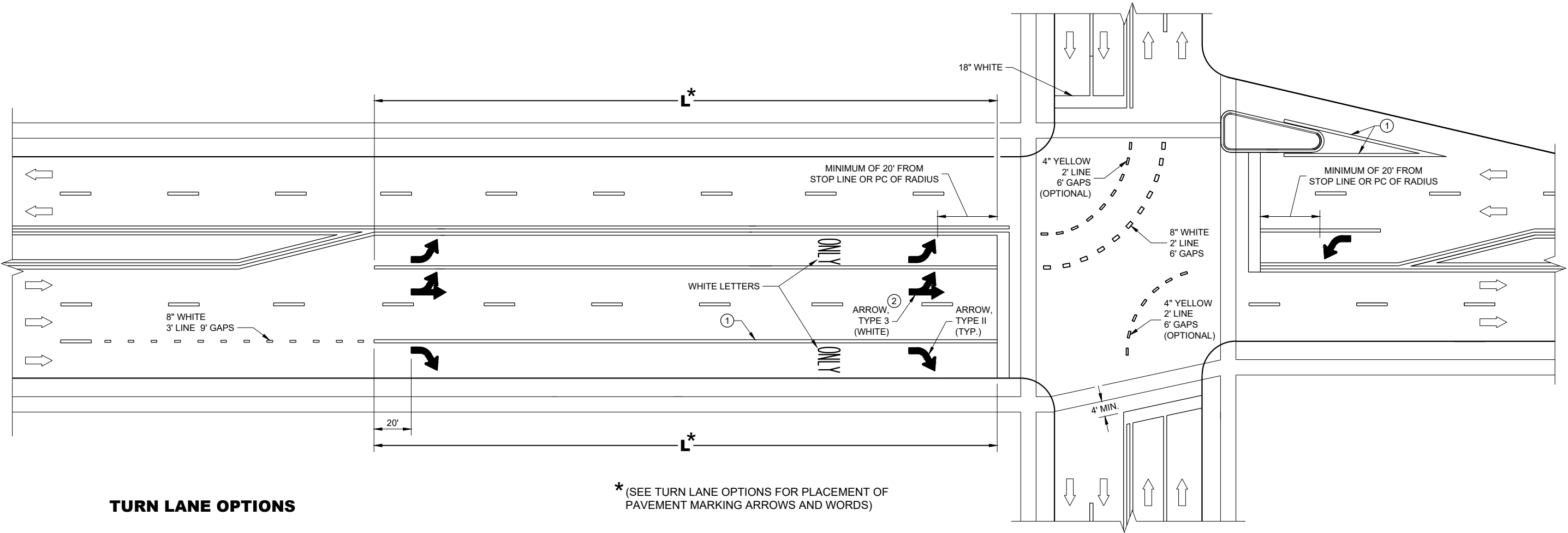
GENERAL NOTES

- 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

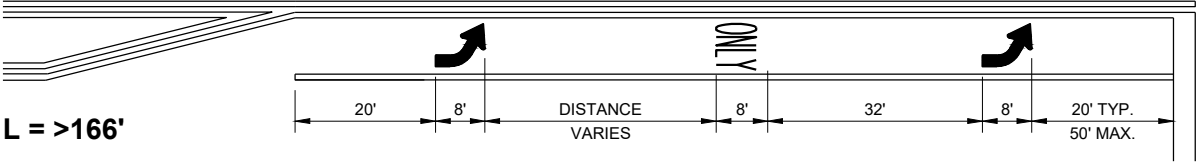
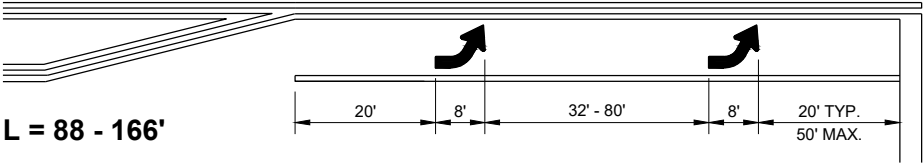
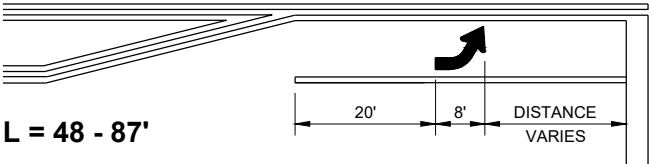
**PAVEMENT MARKING
(TURN LANES)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



TURN LANE OPTIONS

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



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

GENERAL NOTES

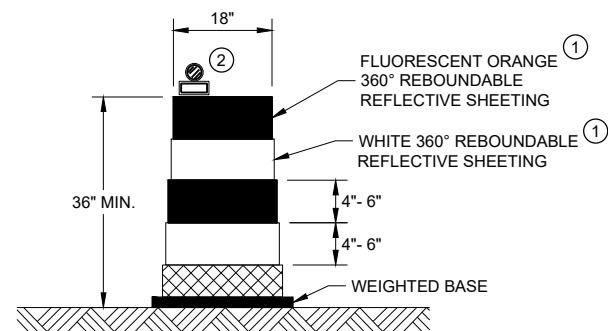
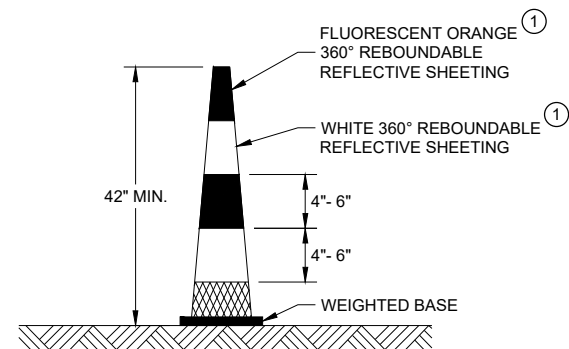
- ① 8" WHITE
- ② QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

➡ DIRECTION OF TRAFFIC

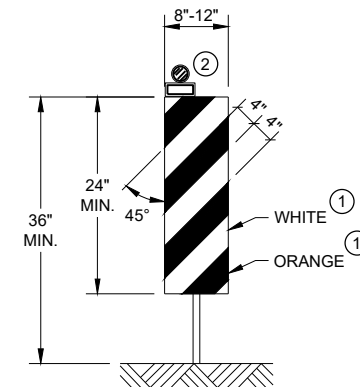
L = LENGTH OF TURN BAY

PAVEMENT MARKING
(TURN LANES)

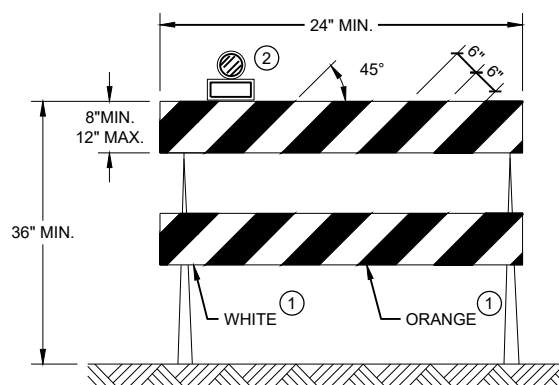
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

**DRUM****42" CONE**

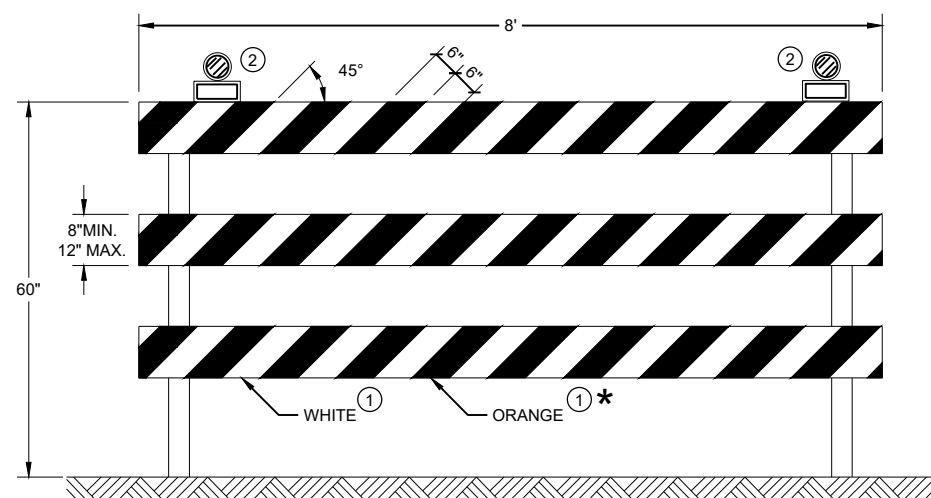
DO NOT USE IN TAPERS
 $\frac{1}{2}$ SPACING OF DRUMS

**VERTICAL PANEL**

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

**TYPE II BARRICADE**

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

**TYPE III 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.

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.






**CHANNELIZING DEVICES
 DRUMS, CONES, BARRICADES
 AND VERTICAL PANELS**

STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION

APPROVED
 June 2017 /S/ Andrew Heidtke
 DATE WORK ZONE ENGINEER

FHWA

LEGEND

-  SIGN ON PORTABLE OR PERMANENT SUPPORT
-  TEMPORARY PORTABLE RUMBLE STRIP ARRAY
-  DIRECTION OF TRAFFIC
-  WORK AREA
-  FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED 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.

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

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

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS, DEVICES, AND 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.

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.

FLAGGING

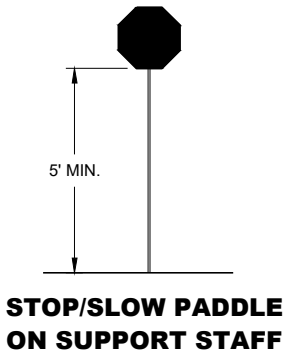
FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

- ① FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' 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.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

- UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.
- ③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.
- ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FOR THE APPROVED PRODUCTS LIST.
- INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.
- PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.
- DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

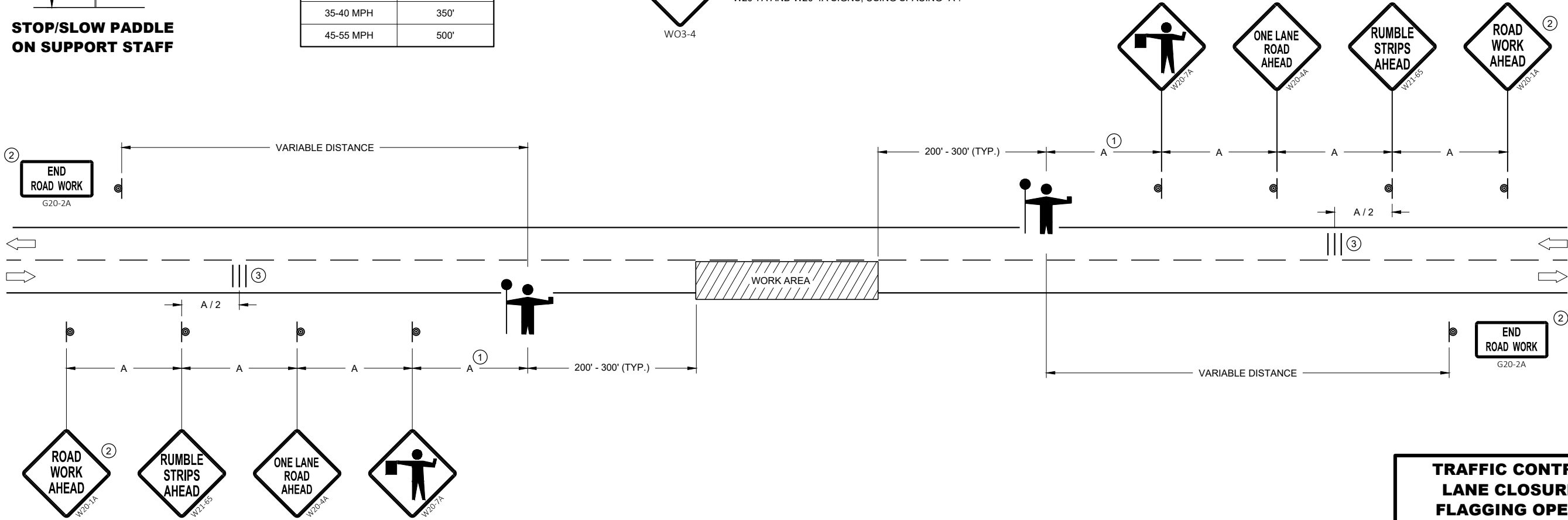


SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



USE OF W03-4 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

**TRAFFIC CONTROL FOR
LANE CLOSURE WITH
FLAGGING OPERATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS

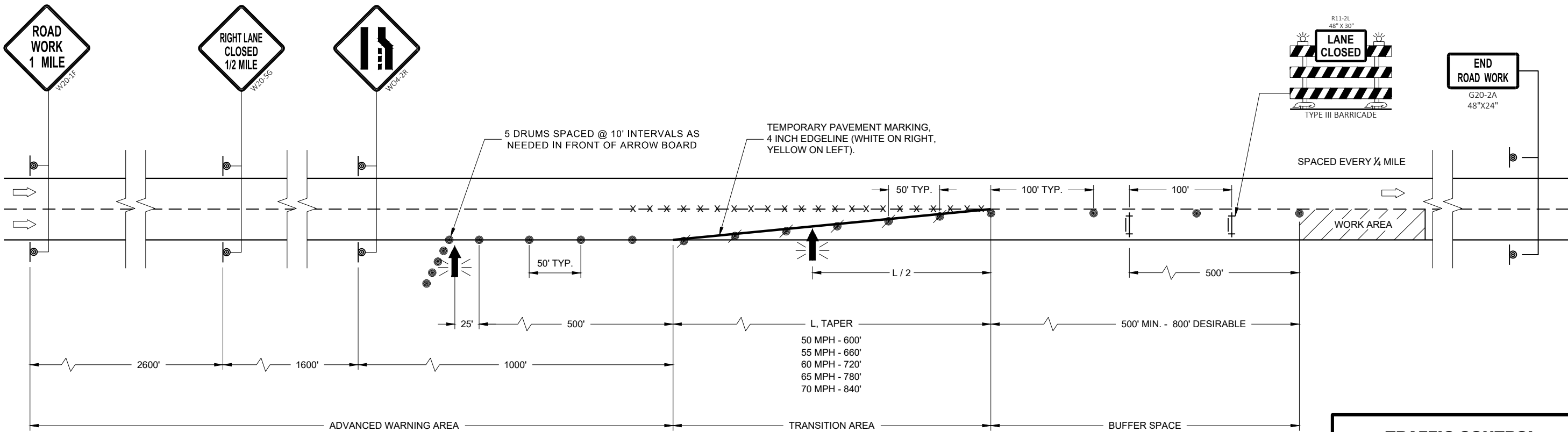
NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE ONE HALF THE LENGTH OF THE TRANSITION AREA. THE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

CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

LEGEND

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

6



6

TRAFFIC CONTROL
LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

LEGEND





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

TABLE A

SHOULDER TAPER LENGTH (FEET)					BUFFER SPACE (FEET)
S \ W	4	6	8	10	
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 = WS² / 60 AT 40 MPH OR LESS

SHOULDER TAPER LENGTH = 1/3L

GENERAL NOTES

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 THE REGIONAL TRAFFIC UNIT.

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

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

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

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

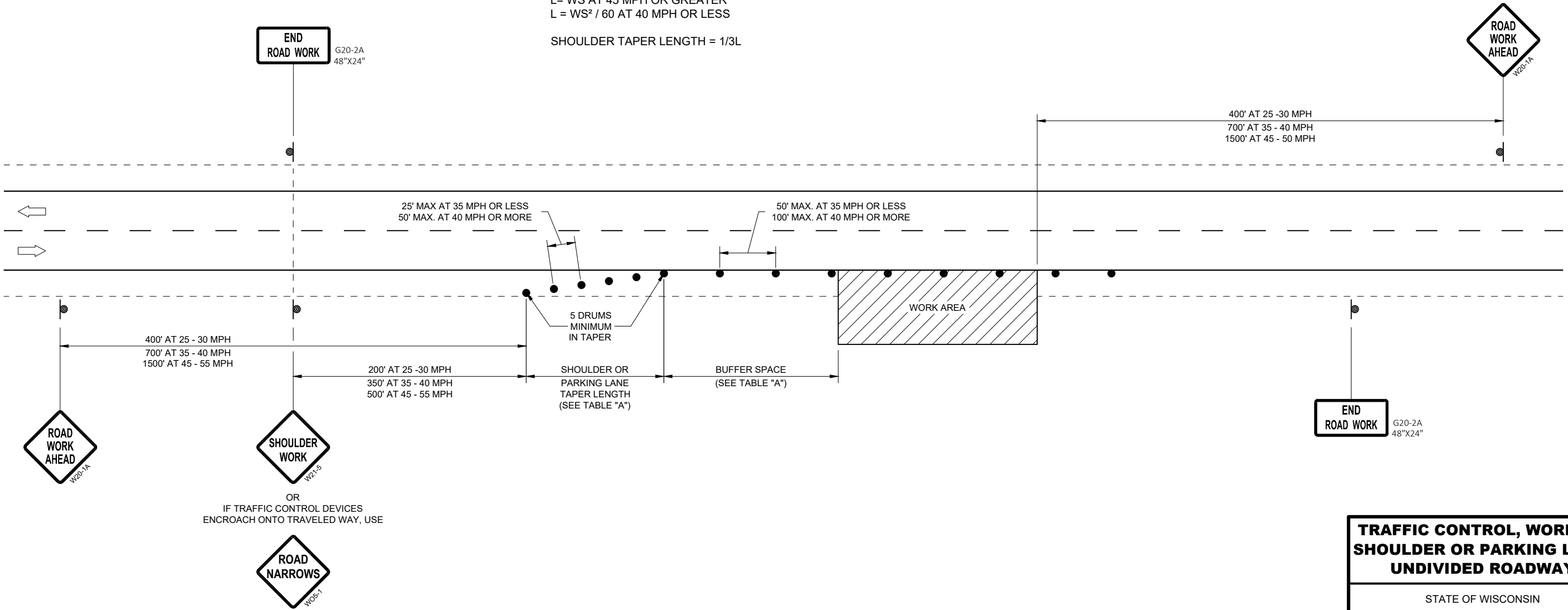
W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY RESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.

6

6

SDD 15D28 - 03

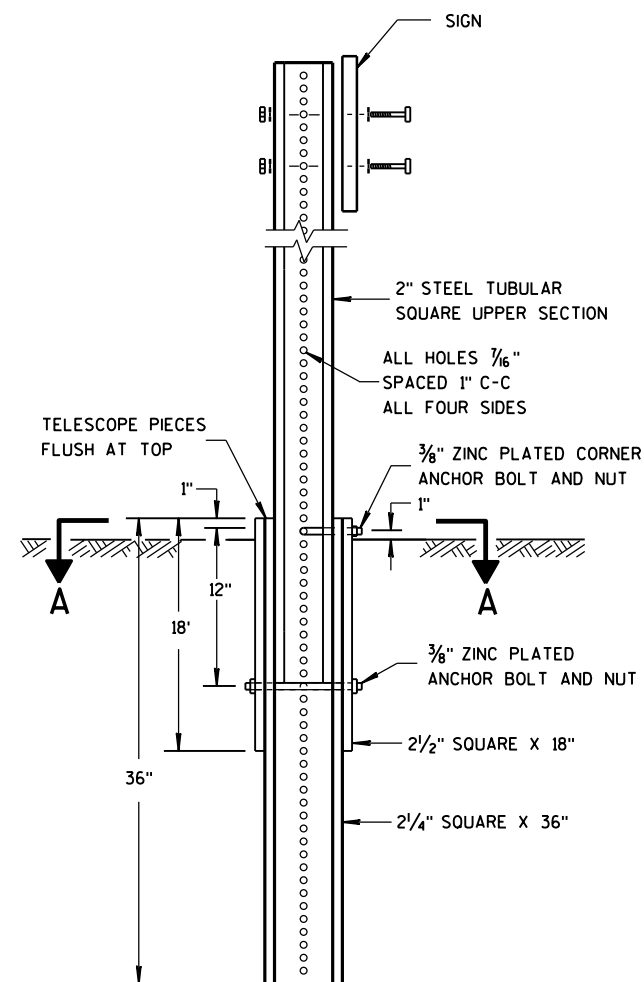
SDD 15D28 - 03



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2019
DATE /S/ Andrew Heidtke
STATEWIDE WORK ZONE TRAFFIC
SAFETY ENGINEER
FHWA



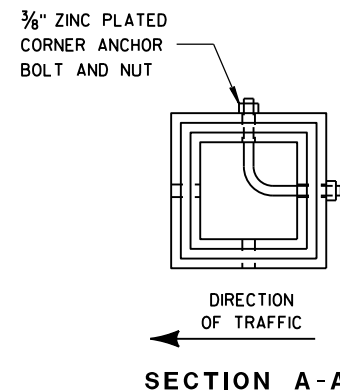
DETAIL OF TUBULAR
STEEL SIGN POST

TUBULAR STEEL POSTS

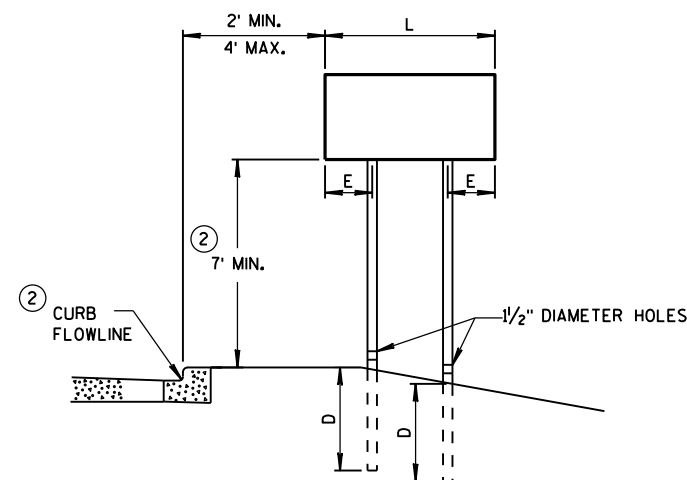
AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL POSTS
9 OR LESS	1
GREATER THAN 9 LESS THAN OR EQUAL TO 18	2
GREATER THAN 18 LESS THAN OR EQUAL TO 27	3

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.



SECTION A-A

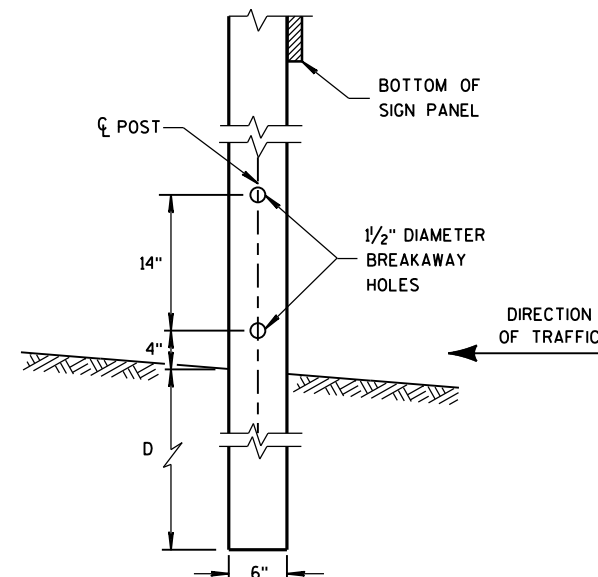


URBAN AREA

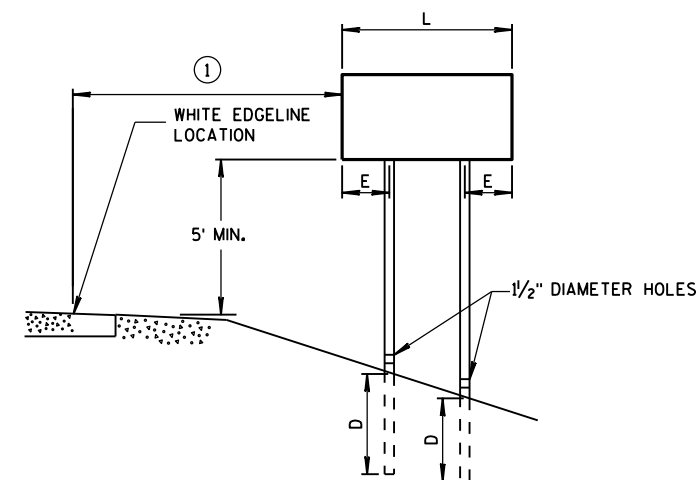
POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

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
MODIFICATION



RURAL AREA

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

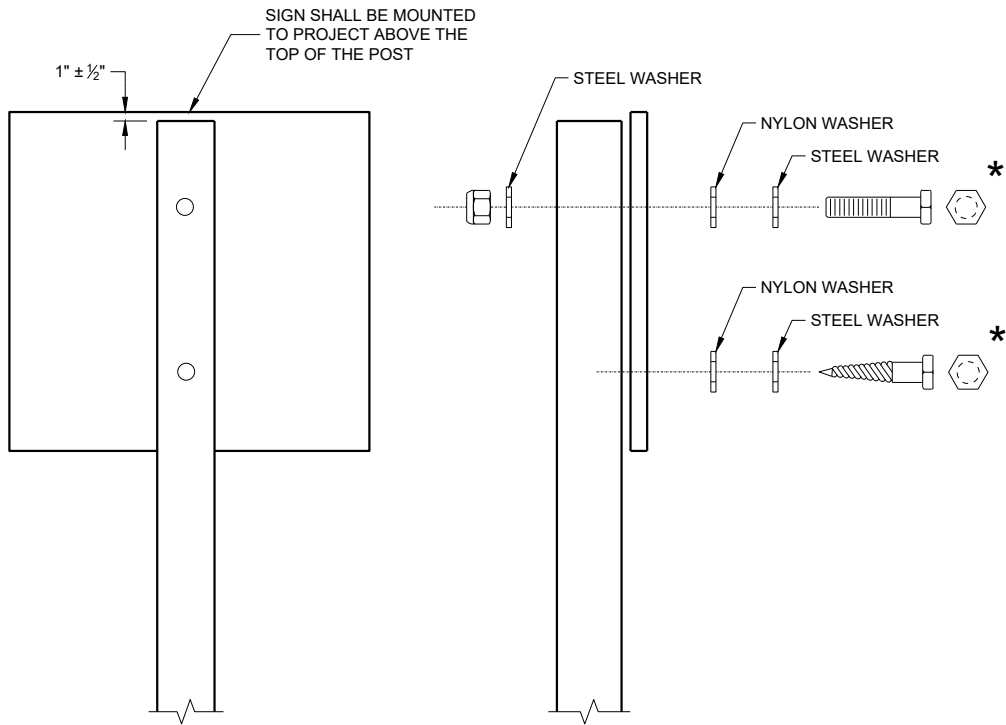
SEE NOTE ③

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.

TEMPORARY TRAFFIC CONTROL
SIGN MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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 POST (4" x 6")
LAG SCREWS - 3/8" x 3"
MACHINE BOLTS - 5/16" x 6 1/2" OR 7" LENGTH W/NUTS

SQUARE STEEL POST (2" x 2")
MACHINE BOLTS - 3/8" x 3 1/4" LENGTH W/NUTS
RIVETS - 3/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM
BODY/MANDREL O.D. FLANGE 0.720 - 0.765 INCH,
GRIP RANGE 0.042 - 0.375 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 0.080 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. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER
THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

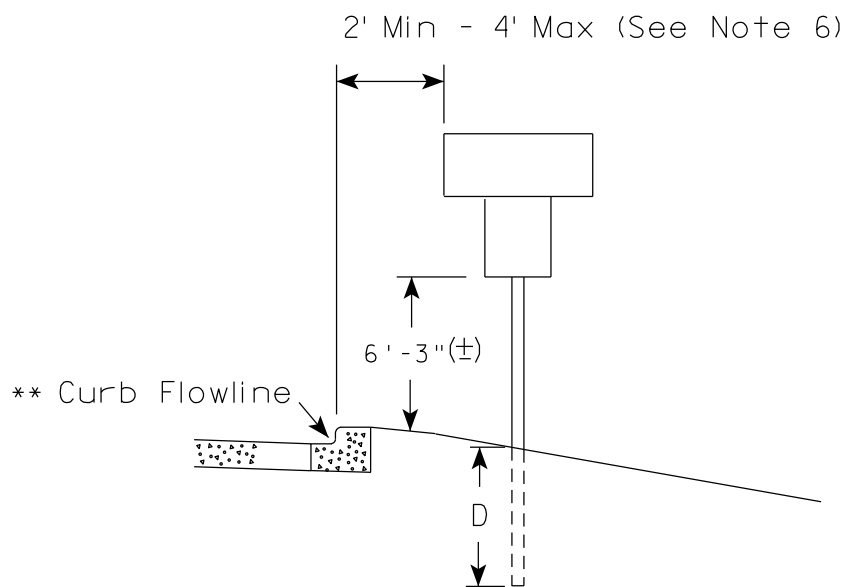
ATTACHMENT OF SIGNS
TO POSTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

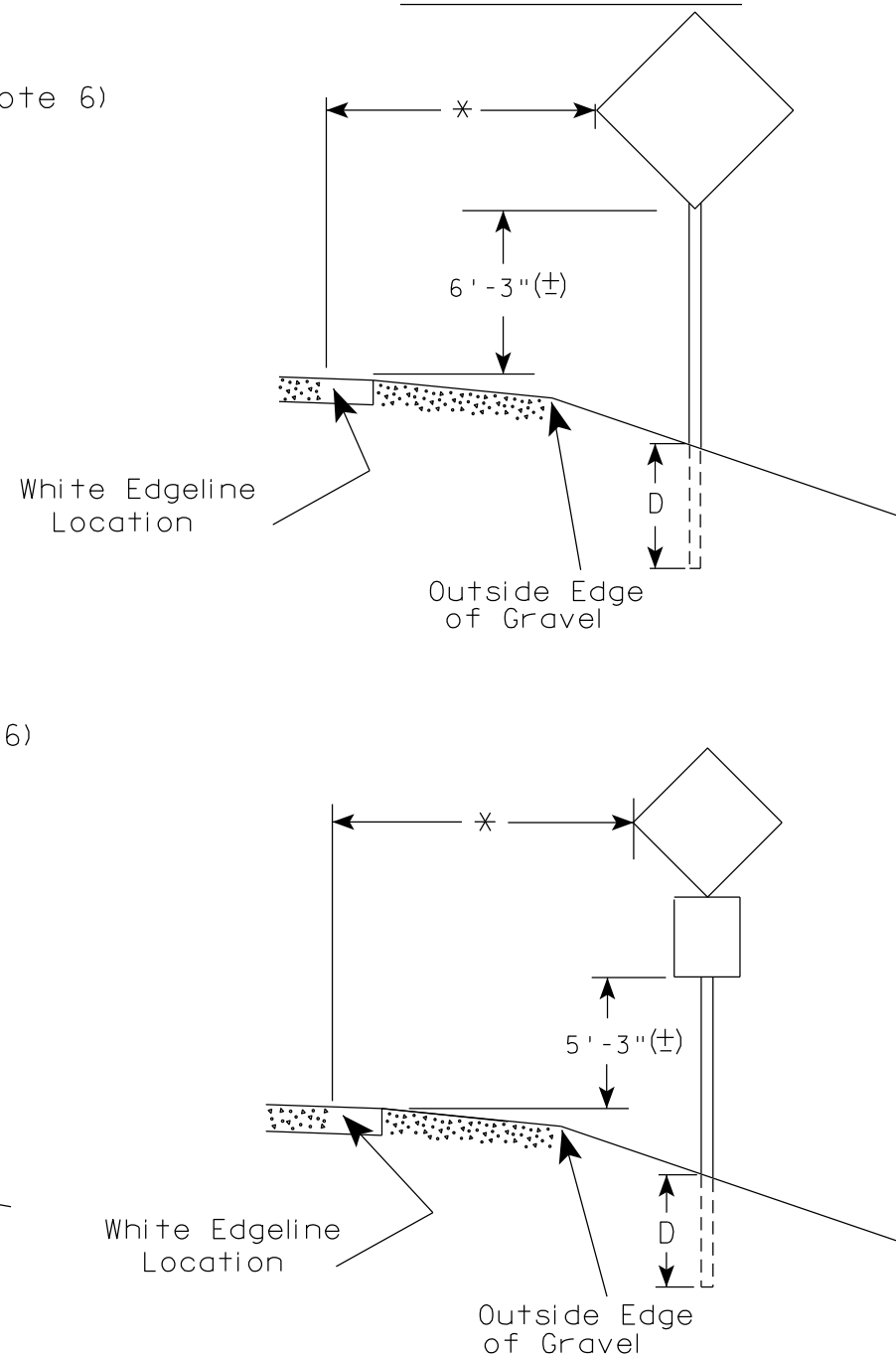
FHWA

7



* * 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.

7



* 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'

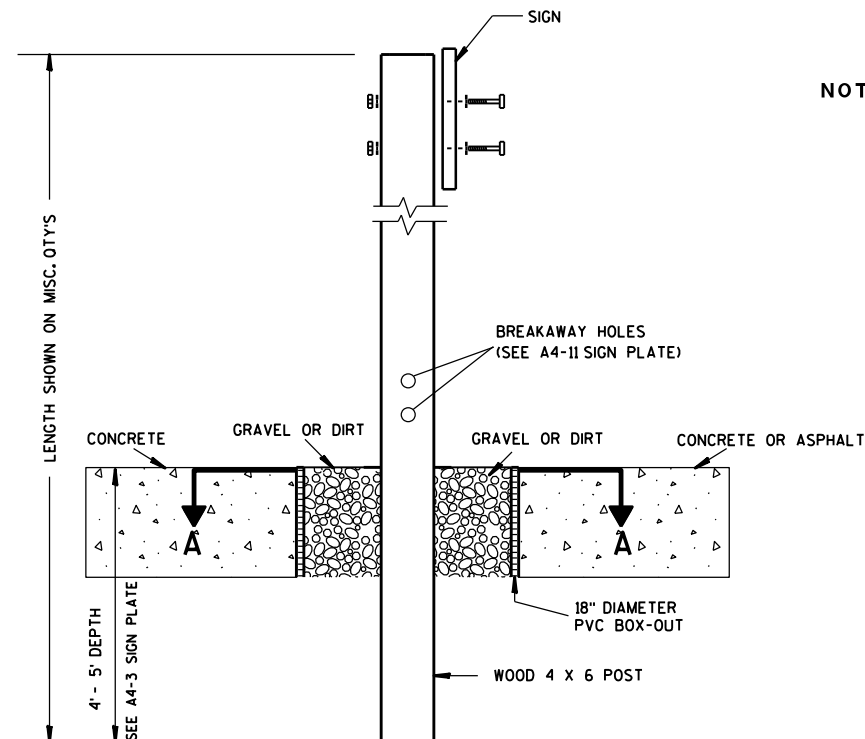
1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
 2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
- The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (\pm). The Chevron sign (W1-8), Roundabout Chevron 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" (\pm).
3. For expressways and freeways, mounting height is 7'- 3" (\pm) or 6'-3" (\pm) depending upon existence of a sub-sign.
 4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (\pm).
 5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
 6. The (\pm) tolerance for mounting height is 3 inches.
 7. Folding signs shall be mounted at a height of 5'-3" (\pm) or as directed by the Engineer.

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

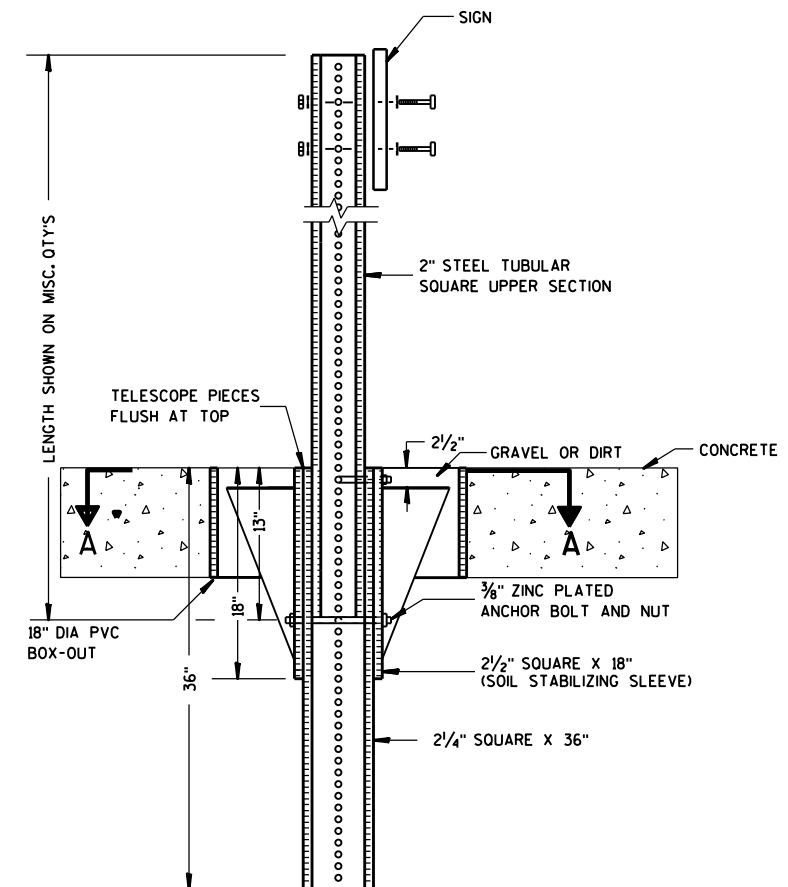
DATE 5/13/2020 PLATE NO. A4-3.22



ELEVATION VIEW

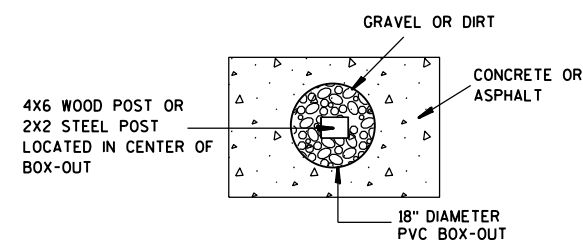
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

- 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

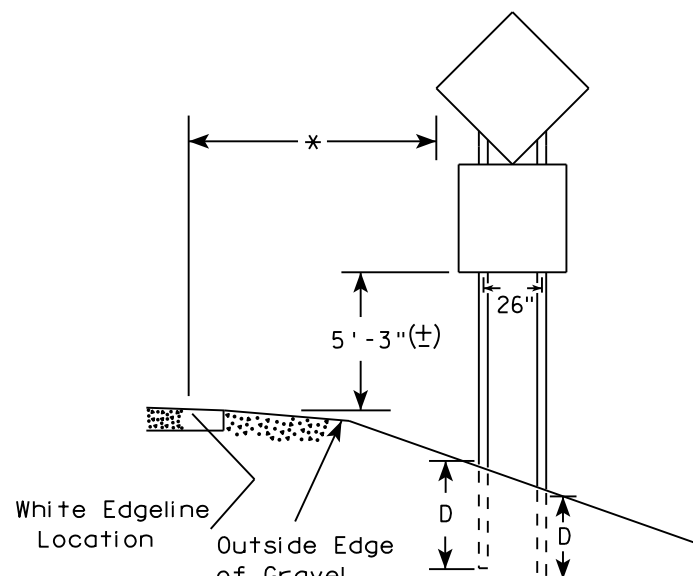
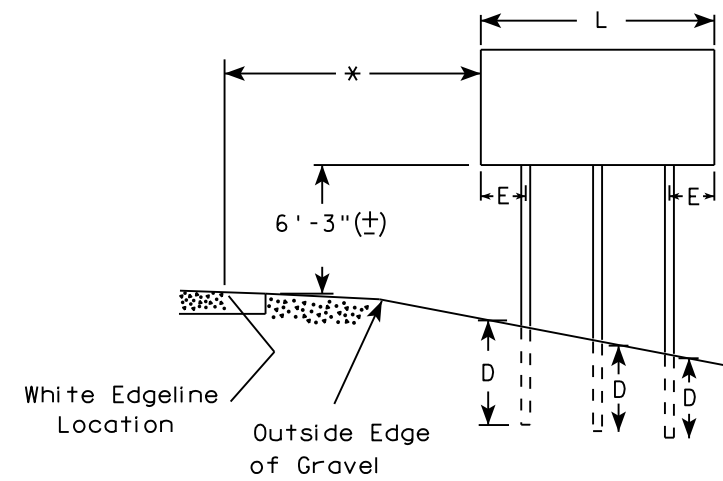
SIGN POST
BOX-OUTS
A4-3B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

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" (\pm) or 6'-3" (\pm) depending upon existence of sub-sign.
4. The (\pm) 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" (\pm) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (\pm). 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" (\pm).



48" DIAMOND WARNING SIGN

* * 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.

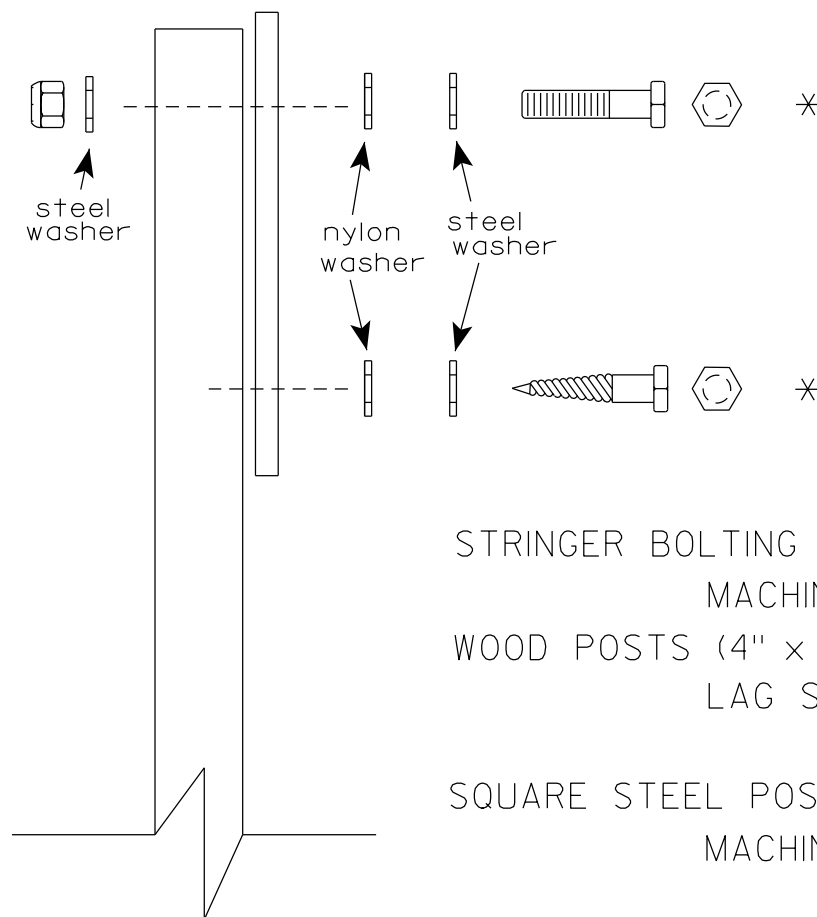
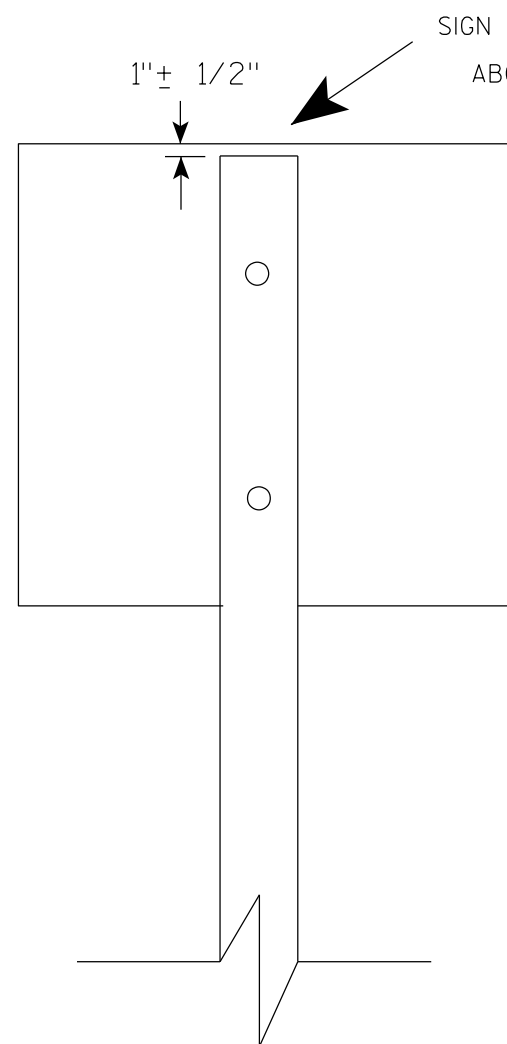
POST EMBEDMENT DEPTH

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

DATE 8/21/17 PLATE NO. A4-4.15

***	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"



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

- a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
- b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

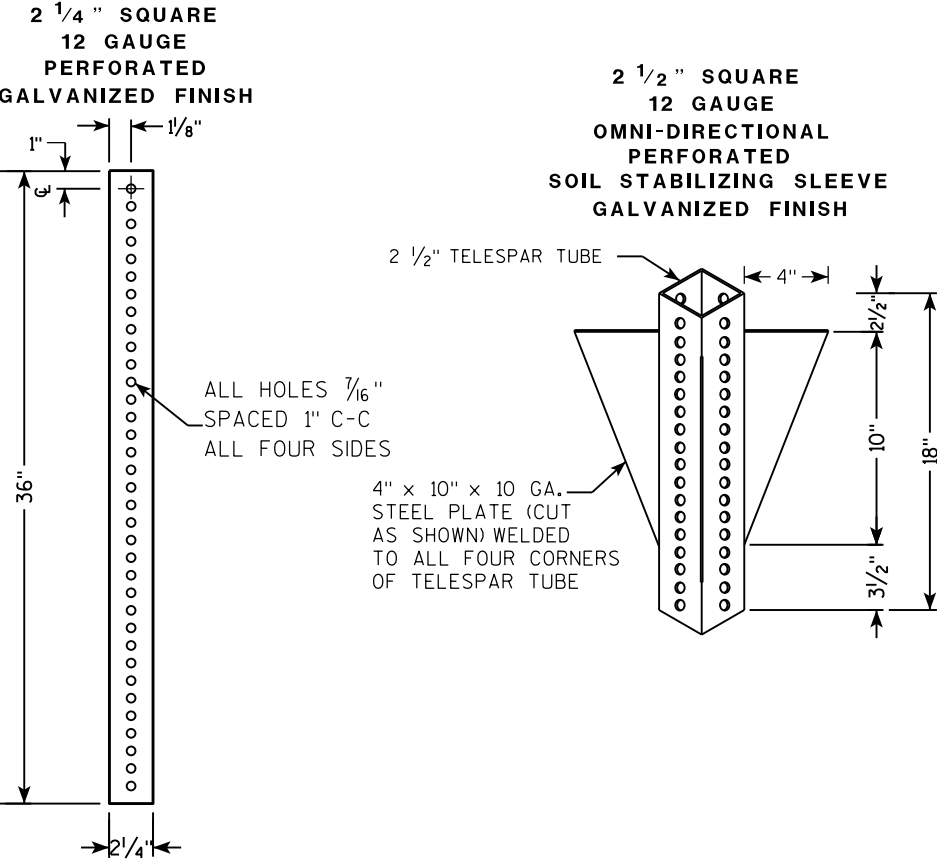
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

- STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
- MACHINE BOLTS - $\frac{5}{16}$ " X 1-3/4" Length w/ lock nuts
- WOOD POSTS (4" x 6")
- LAG SCREWS - $\frac{3}{8}$ " X 3" (NO STRINGERS ON BACK OF SIGN)
 $\frac{3}{8}$ " X 4" (STRINGERS ON BACK OF SIGN)
- SQUARE STEEL POSTS (2" x 2")
- MACHINE BOLTS - $\frac{3}{8}$ " X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
 $\frac{3}{8}$ " X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)
- RIVETS - $\frac{9}{32}$ " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH
- WASHERS (ALL POSTS) -
- 1-1/4" O.D. X $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ " STEEL
- 1-1/4" O.D. X $\frac{3}{8}$ " I.D. X .080 NYLON

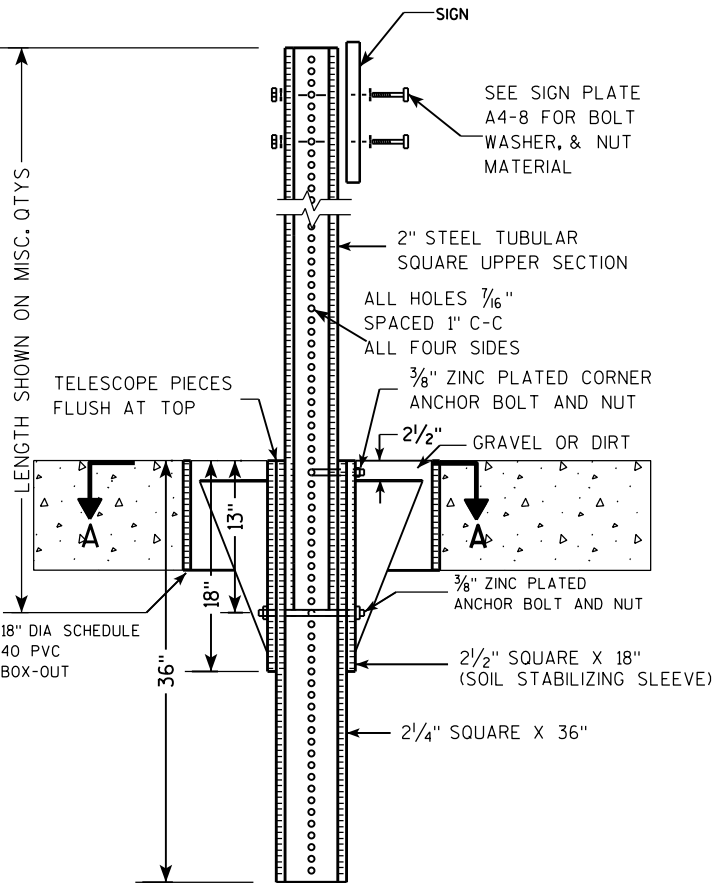
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 4/1/2020	PLATE NO. A4-8.9

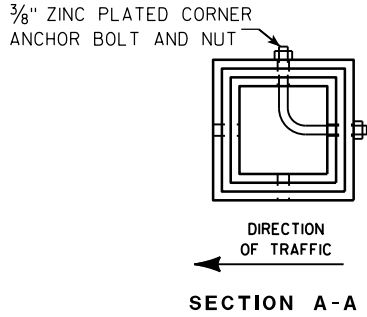
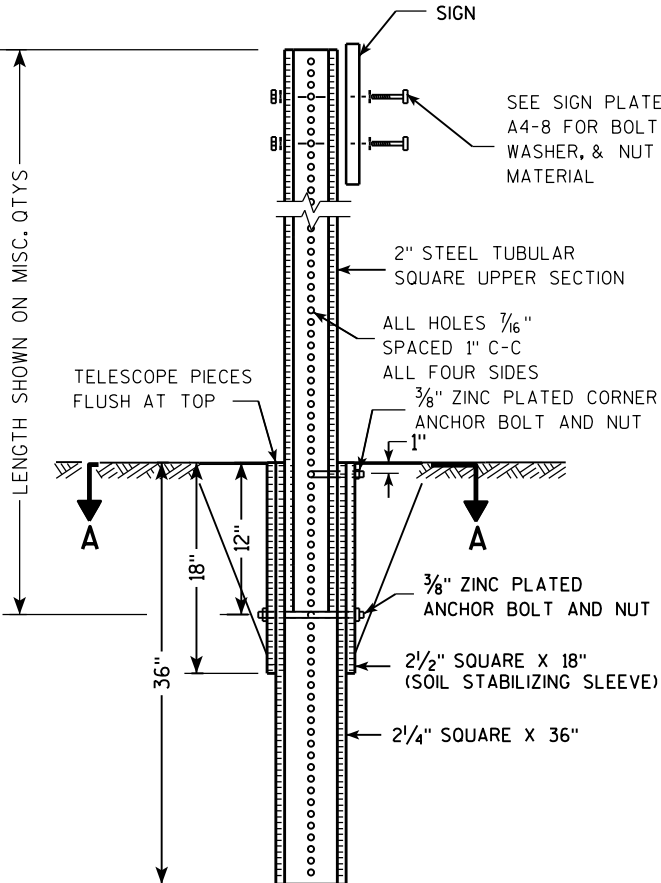
TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM



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



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



Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

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

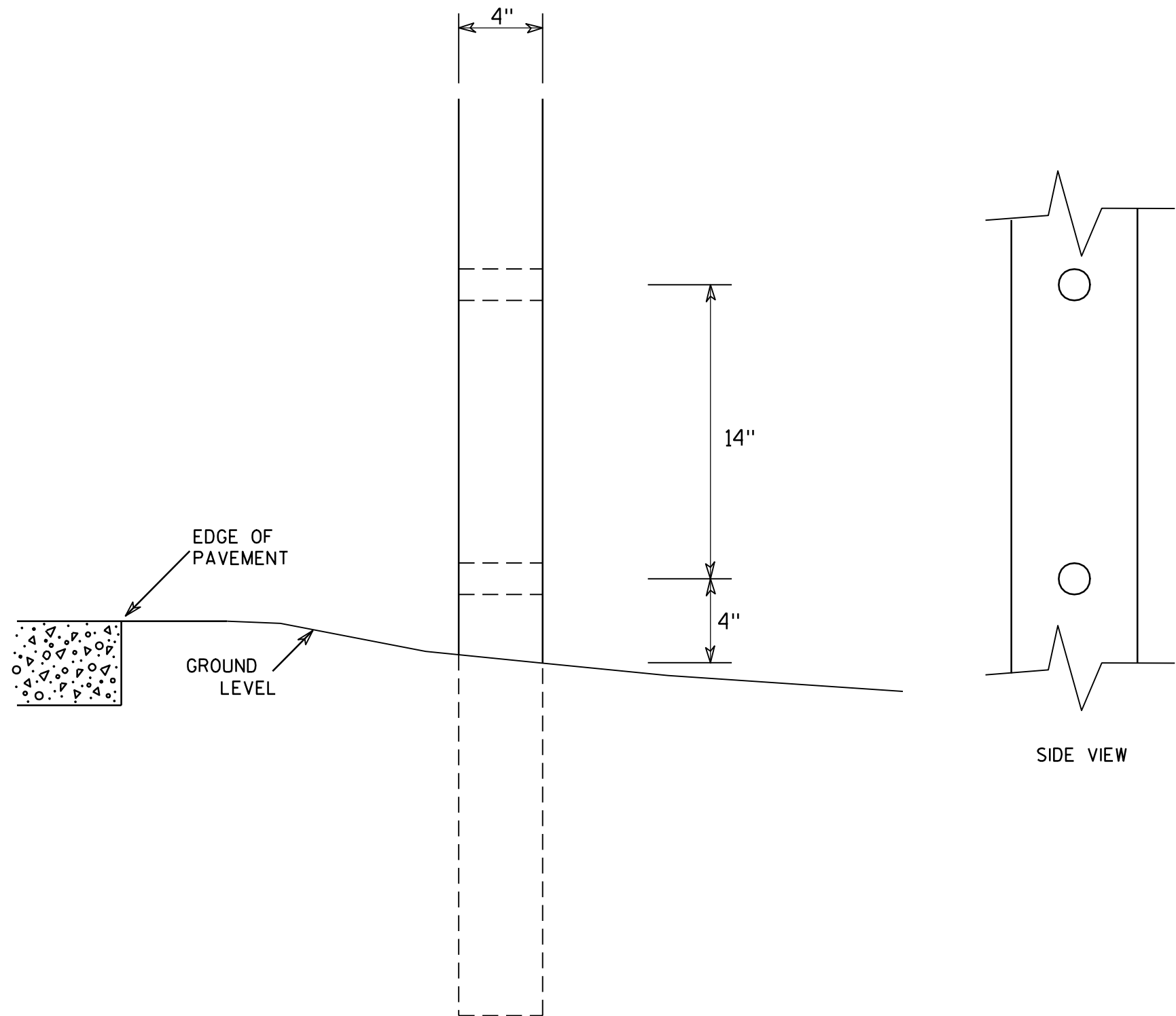
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/05/15 PLATE NO. A4-9.9

7



GENERAL NOTES

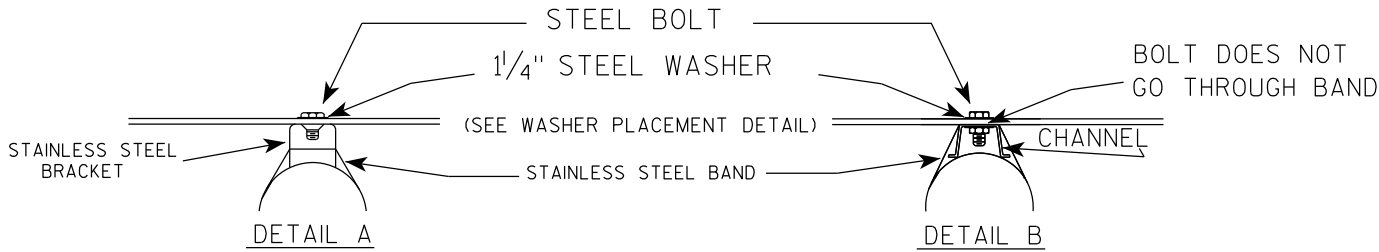
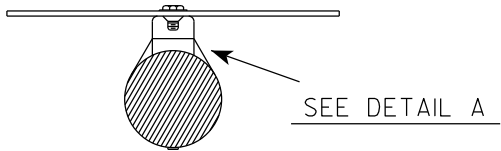
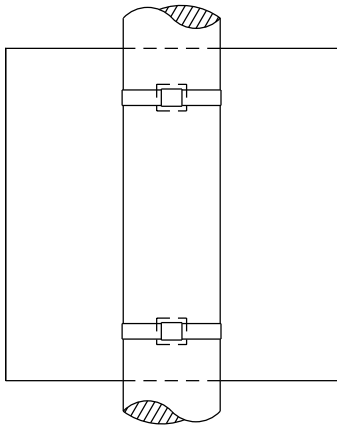
1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

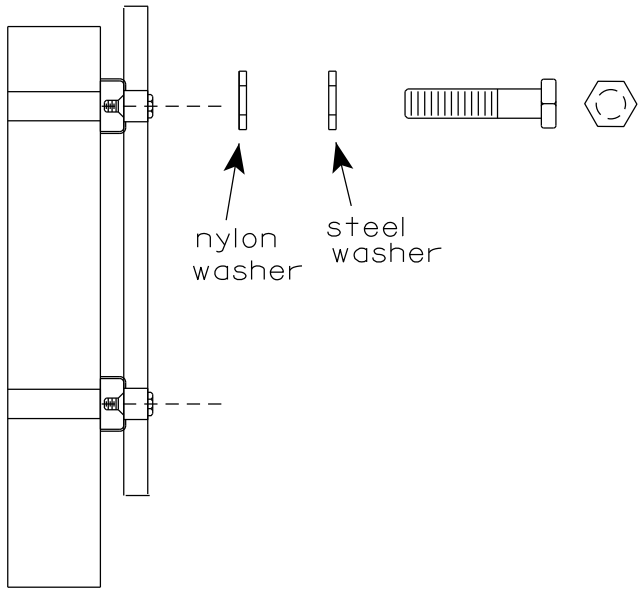
4 X 6 WOOD POST MODIFICATIONS	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Chester J. Spang</i> for State Traffic Engineer
DATE 3/27/97	PLATE NO. A4-11.2

BANDING

SINGLE SIGN



WASHER PLACEMENT

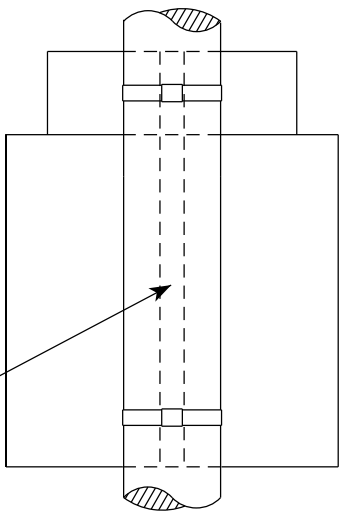


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

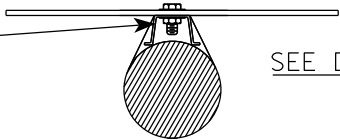
GENERAL NOTES

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.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
 - a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
 - b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET



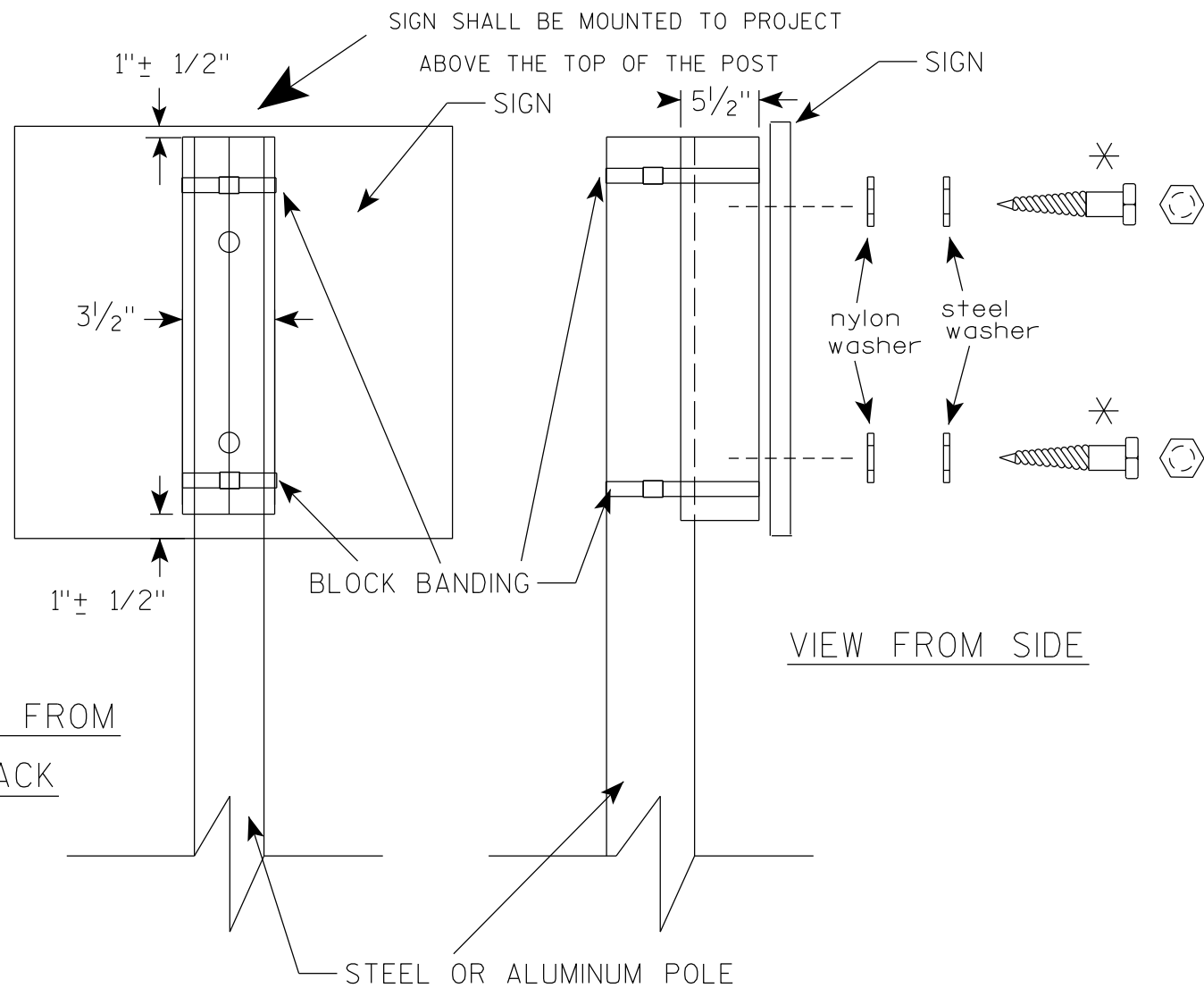
STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

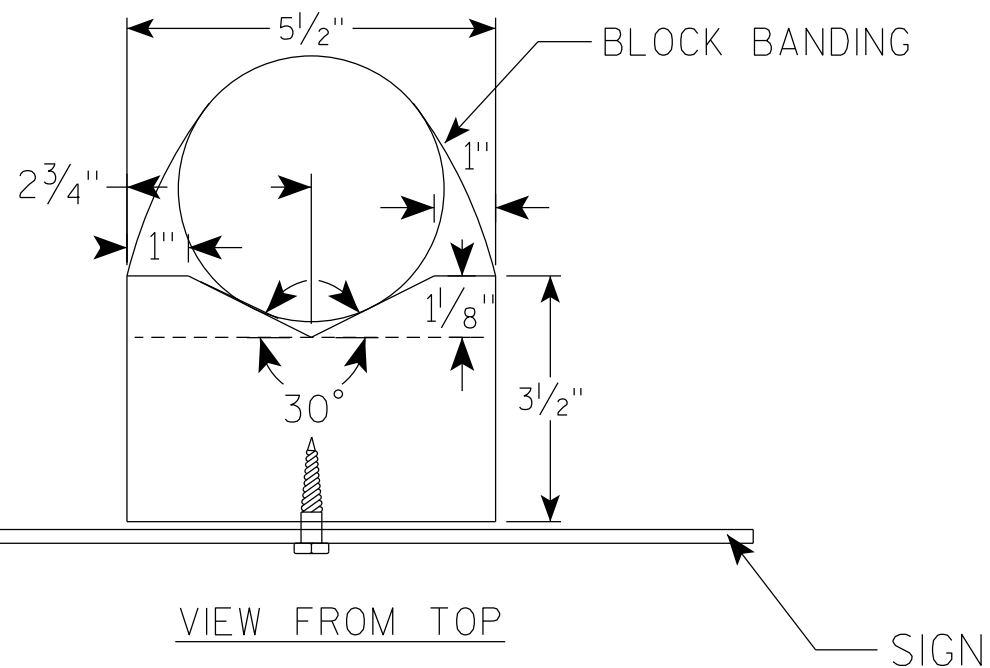
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-9.4

VIEW FROM
BACK



VIEW FROM SIDE



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, $\frac{3}{4}$ " 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 NORMALLY 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
 - b. 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 $1\frac{1}{4}$ " O.D. X $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ "
8. NYLON WASHERS SHALL BE $1\frac{1}{4}$ " O.D. X $\frac{3}{8}$ " I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✱ LAG BOLTS SHALL BE $\frac{3}{8}$ " X $2\frac{1}{2}$ "

BLOCK BANDING DETAIL
(V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

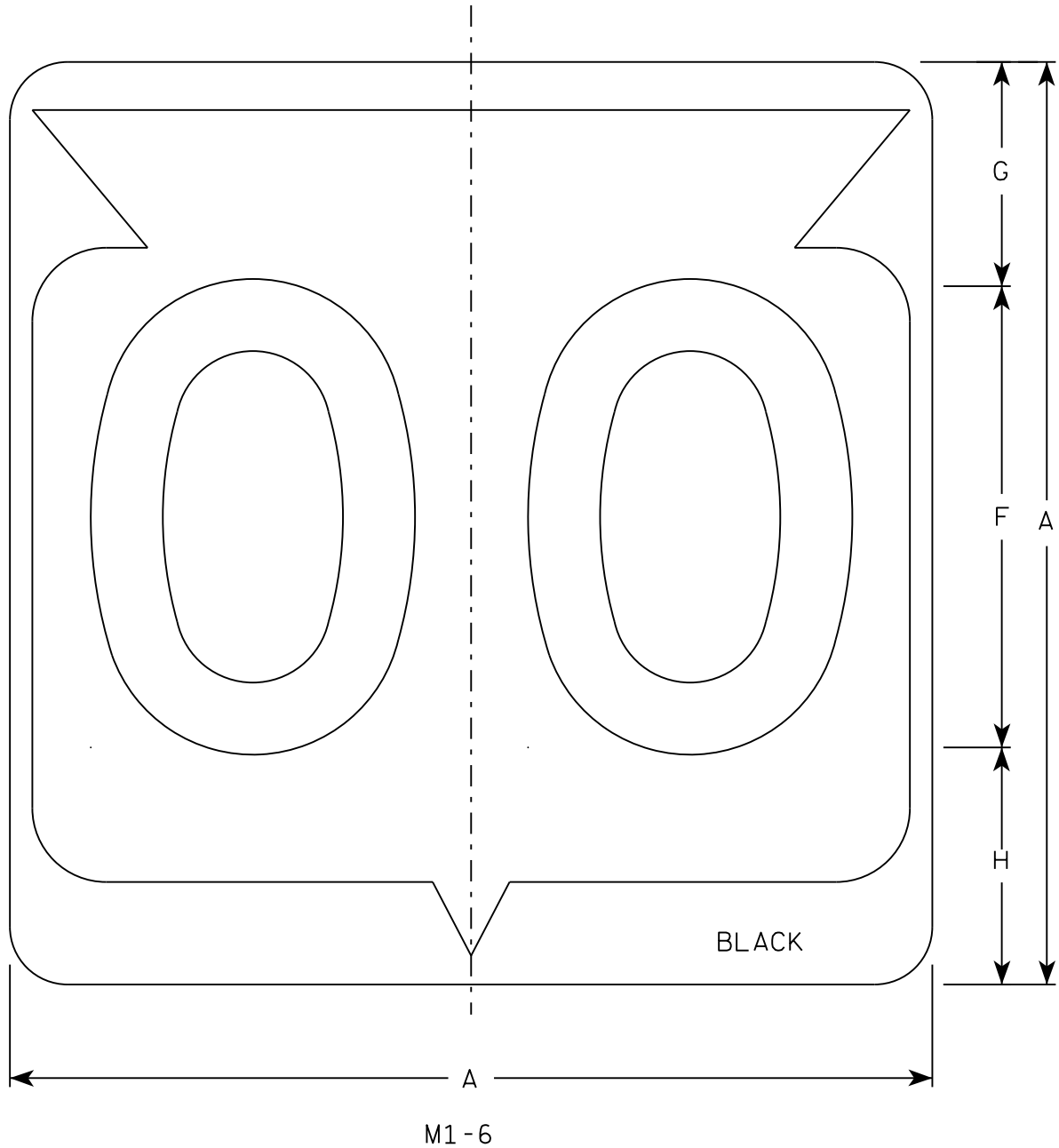
DATE 6/10/19 PLATE NO. A5-10.2

PROJECT NO:

SHEET NO:

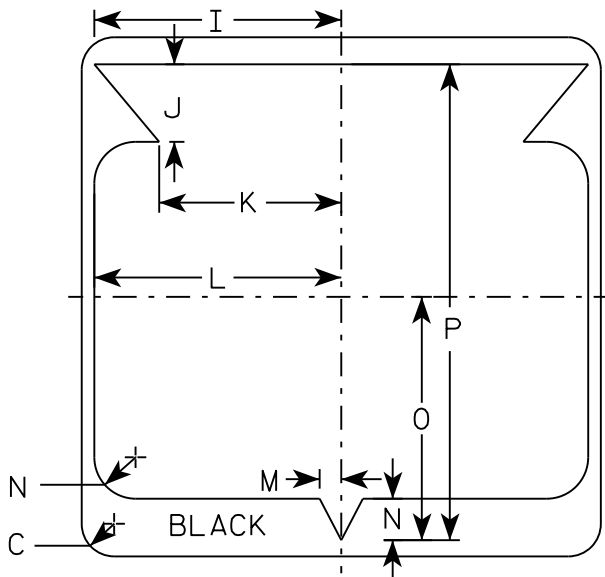
E

7



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.



7

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

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

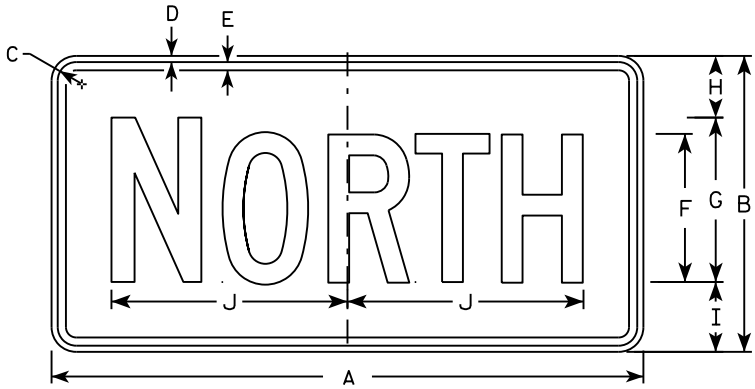
E

STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

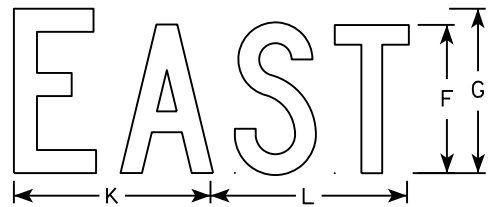
WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

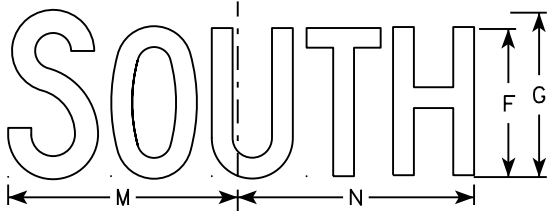
DATE 3/16/18 PLATE NO. M1-6.10



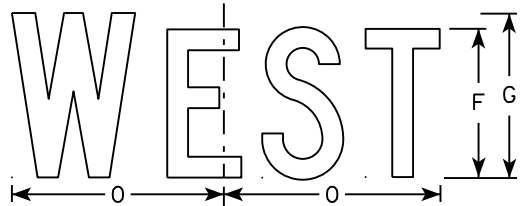
M3-1
MM3-1
MP3-1



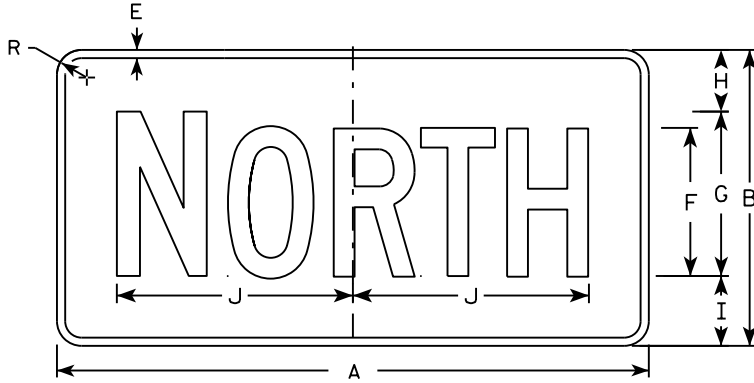
M3-2
MM3-2
MP3-2



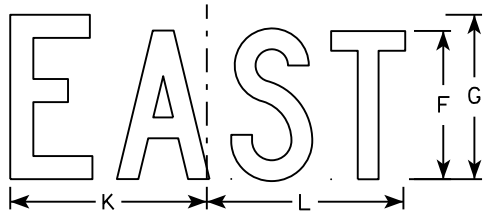
M3-3
MM3-3
MP3-3



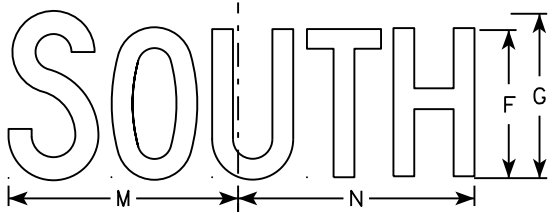
M3-4
MM3-4
MP3-4



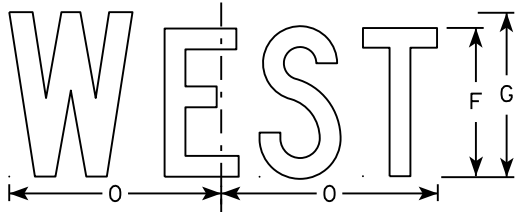
MB3-1
MK3-1
MN3-1



MB3-2
MK3-2
MN3-2



MB3-3
MK3-3
MN3-3



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
Background - See note 5
Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
Message - Black
MB3-1 thru MB3-4 Background - Blue
Message - White
MK3-1 thru MK3-4 Background - Green
Message - White
MM3-1 thru MM3-4 Background - White
Message - Green
MN3-1 thru MN3-4 Background - Brown
Message - White
MP3-1 thru MP3-4 Background - White
Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thru M3-4
SERIES

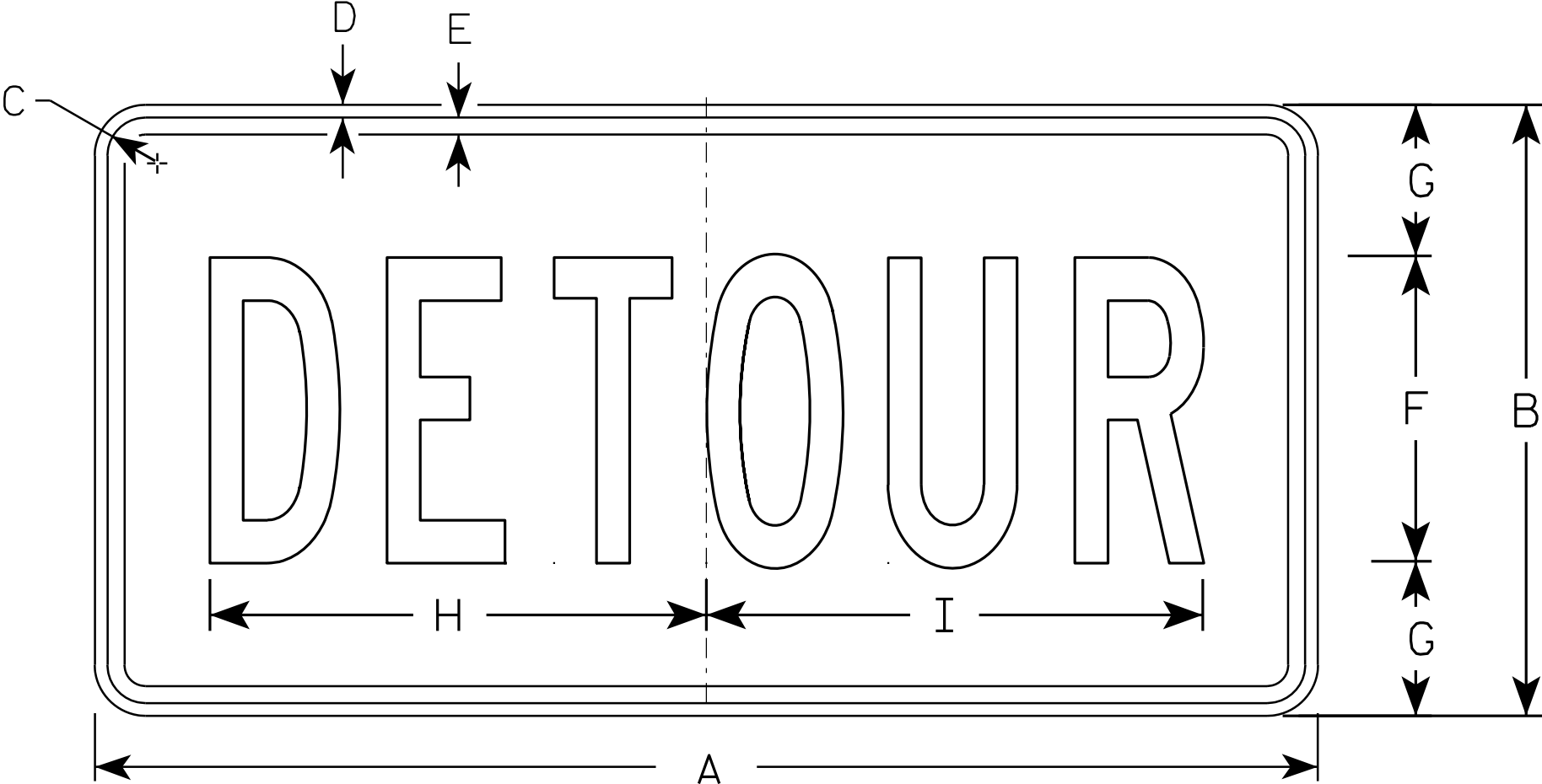
WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

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

NOTES

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



M4 - 8

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/8	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4																											
5																											

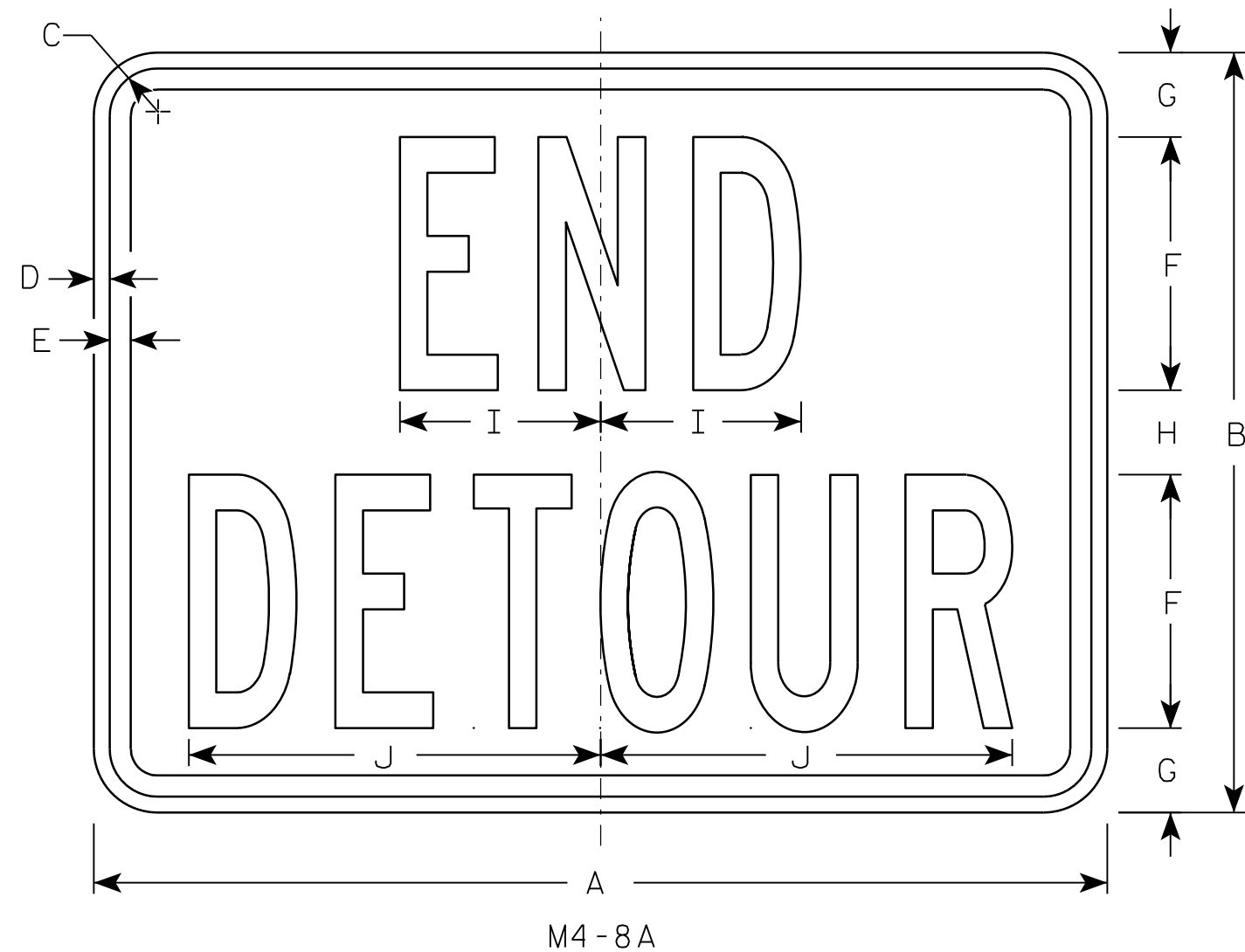
STANDARD SIGN
M4 - 8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

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

7



NOTES

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

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 1/8	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/8	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4																											
5																											

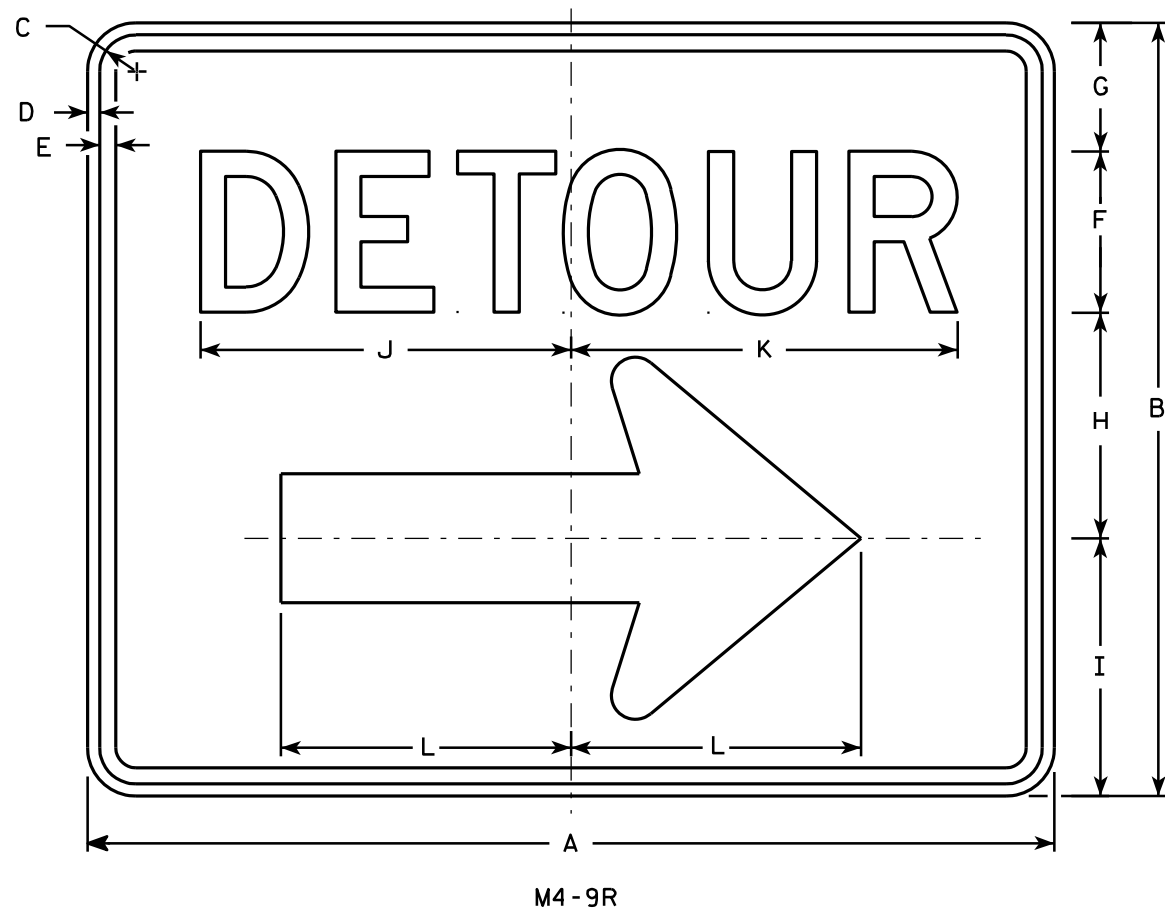
PROJECT NO:	HWY:	COUNTY:	SHEET NO:	E
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STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

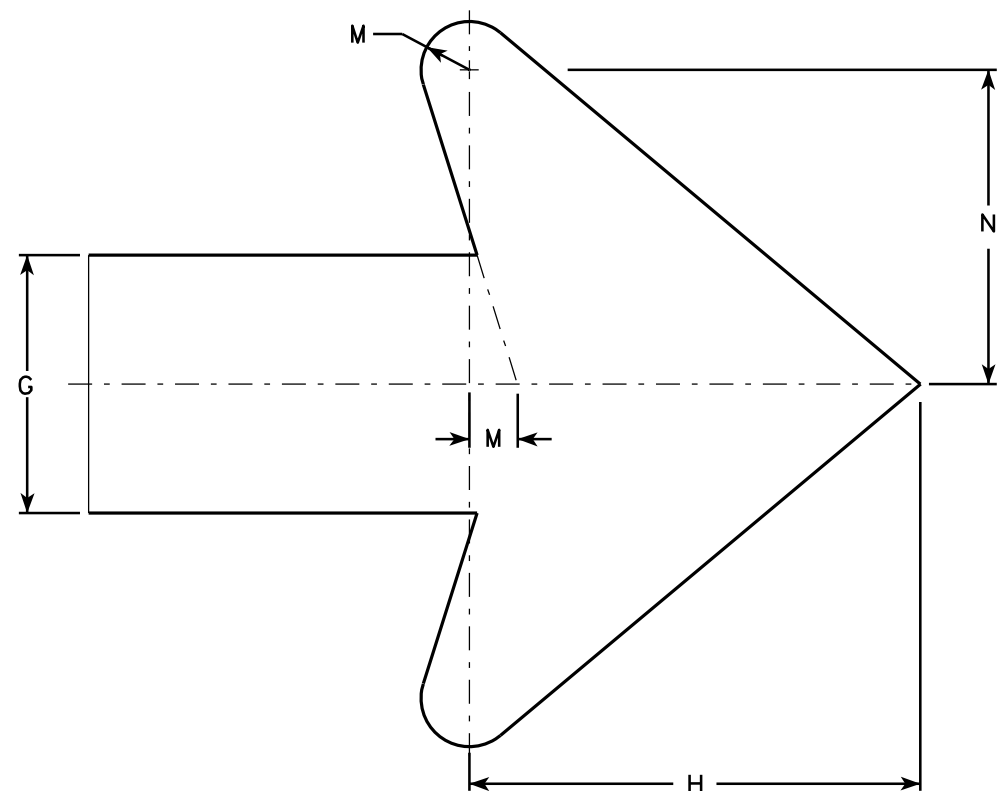
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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



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 - 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. M4-9L is the same as M4-9R except the arrow 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																											
2	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
3	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
4	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0
5	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0

STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-9R.4

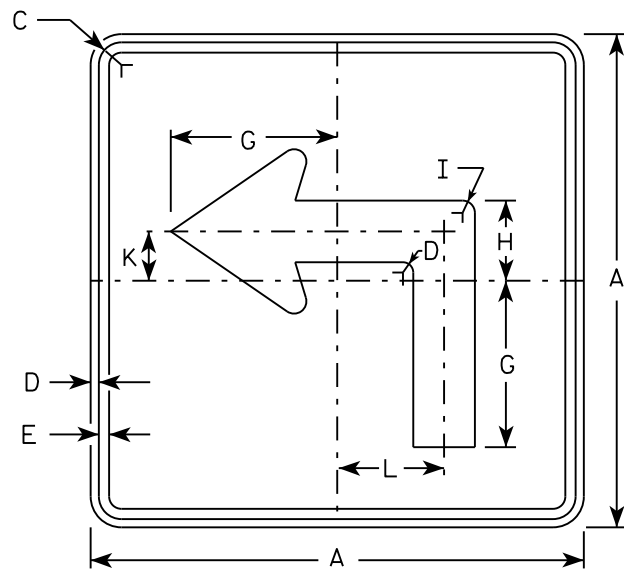
PROJECT NO:

HWY:

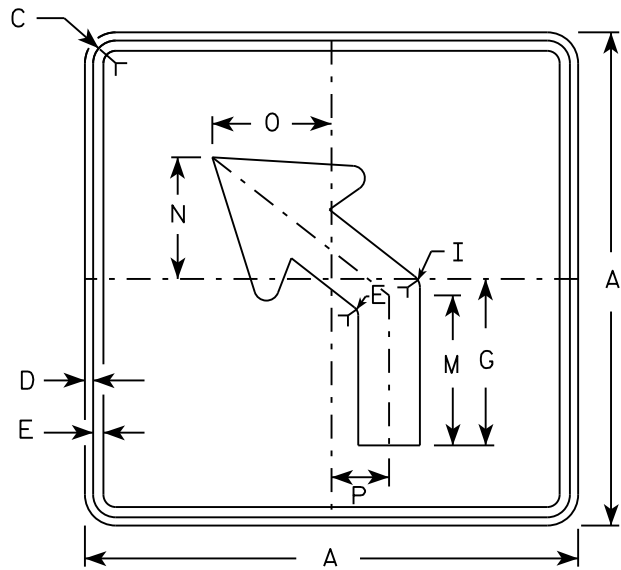
COUNTY:

SHEET NO:

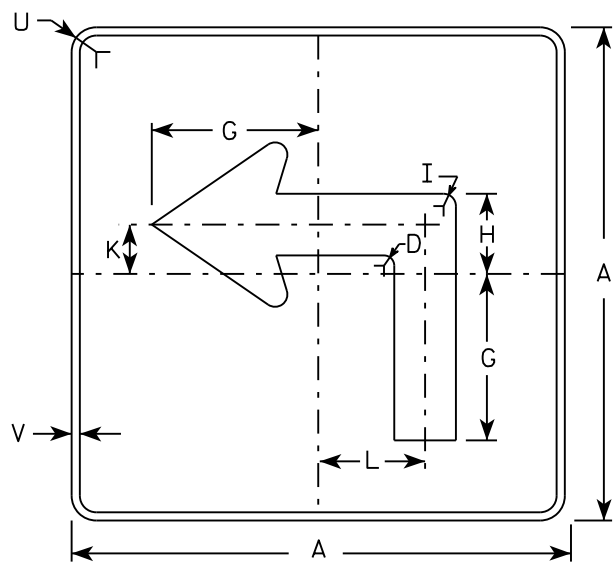
E



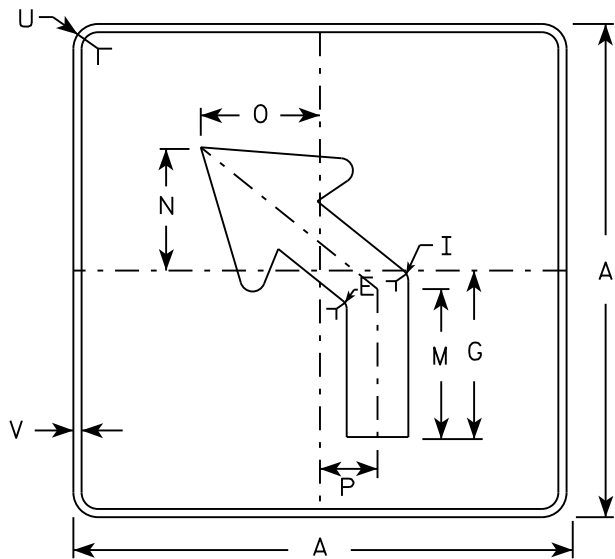
M5-1L
MM5-1L
M05-1L
MP5-1L



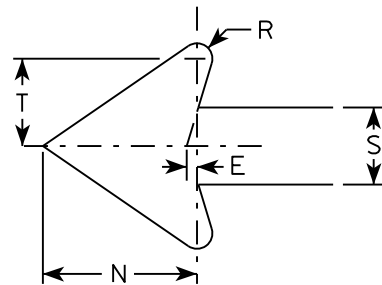
M5-2L
MM5-2L
M05-2L
MP5-2L



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



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



NOTES

- Signs are Type II - Type H reflective except as shown
- Color:
Background - See note 4
Message - See note 4
- Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- | | |
|-----------------|---|
| M5-1 and M5-2 | Background - White |
| | Message - Black |
| MB5-1 and MB5-2 | Background - Blue |
| | Message - White |
| MK5-1 and MK5-2 | Background - Green |
| | Message - White |
| MM5-1 and MM5-2 | Background - White |
| | Message - Green |
| MN5-1 and MN5-2 | Background - Brown |
| | Message - White |
| M05-1 and M05-2 | Background - Orange - Type F Reflective |
| | Message - Black |
| MP5-1 and MP5-2 | Background - White - Type H Reflective |
| | Message - Blue |
| MR5-1 and MR5-2 | Background - Brown |
| | Message - Yellow |
- M5-1R same as M5-1L except arrow points right.
- M5-2R same as M5-2L except arrow tilts right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

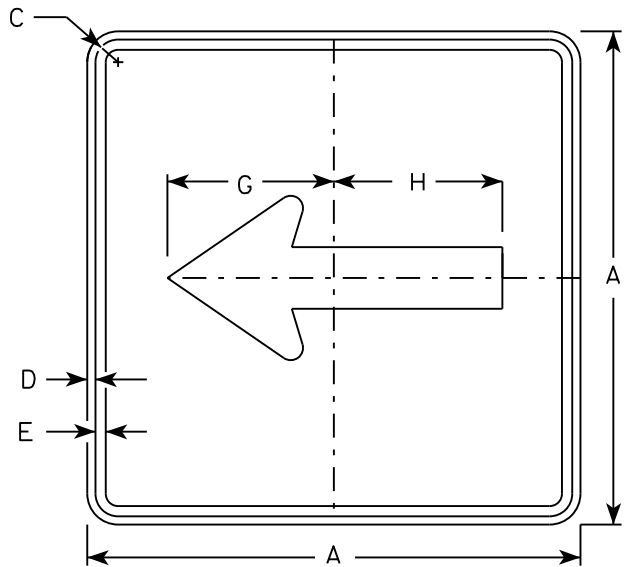
PROJECT NO:	HWY:	COUNTY:	SHEET NO:	E
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STANDARD SIGN
M5-1 & M5-2

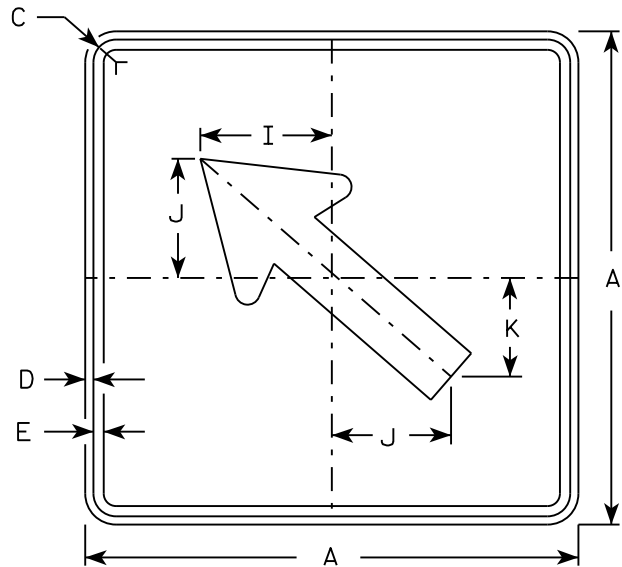
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

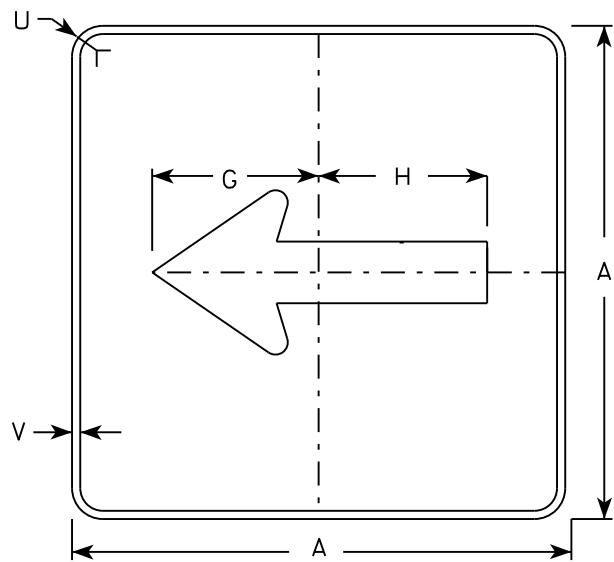
DATE 10/15/15 PLATE NO. M5-1.13



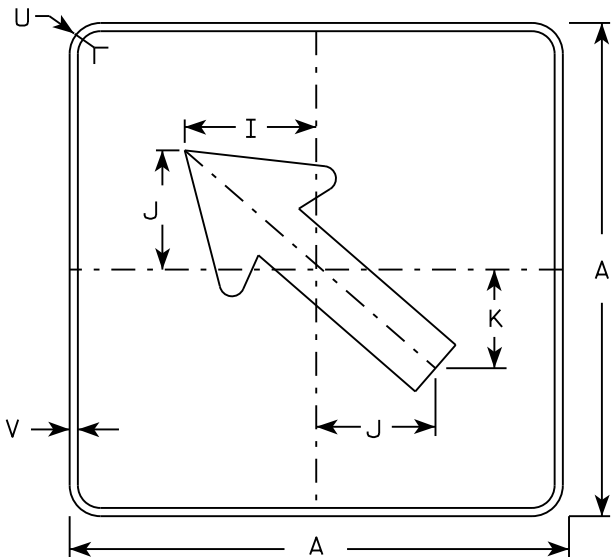
M6 - 1
MM6 - 1
M06 - 1
MP6 - 1



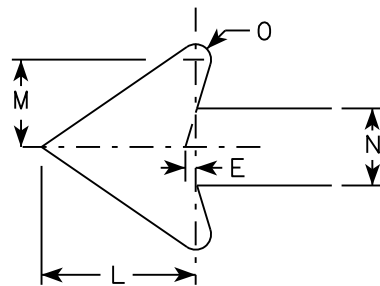
M6 - 2
MM6 - 2
M06 - 2
MP6 - 2



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



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



NOTES

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

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

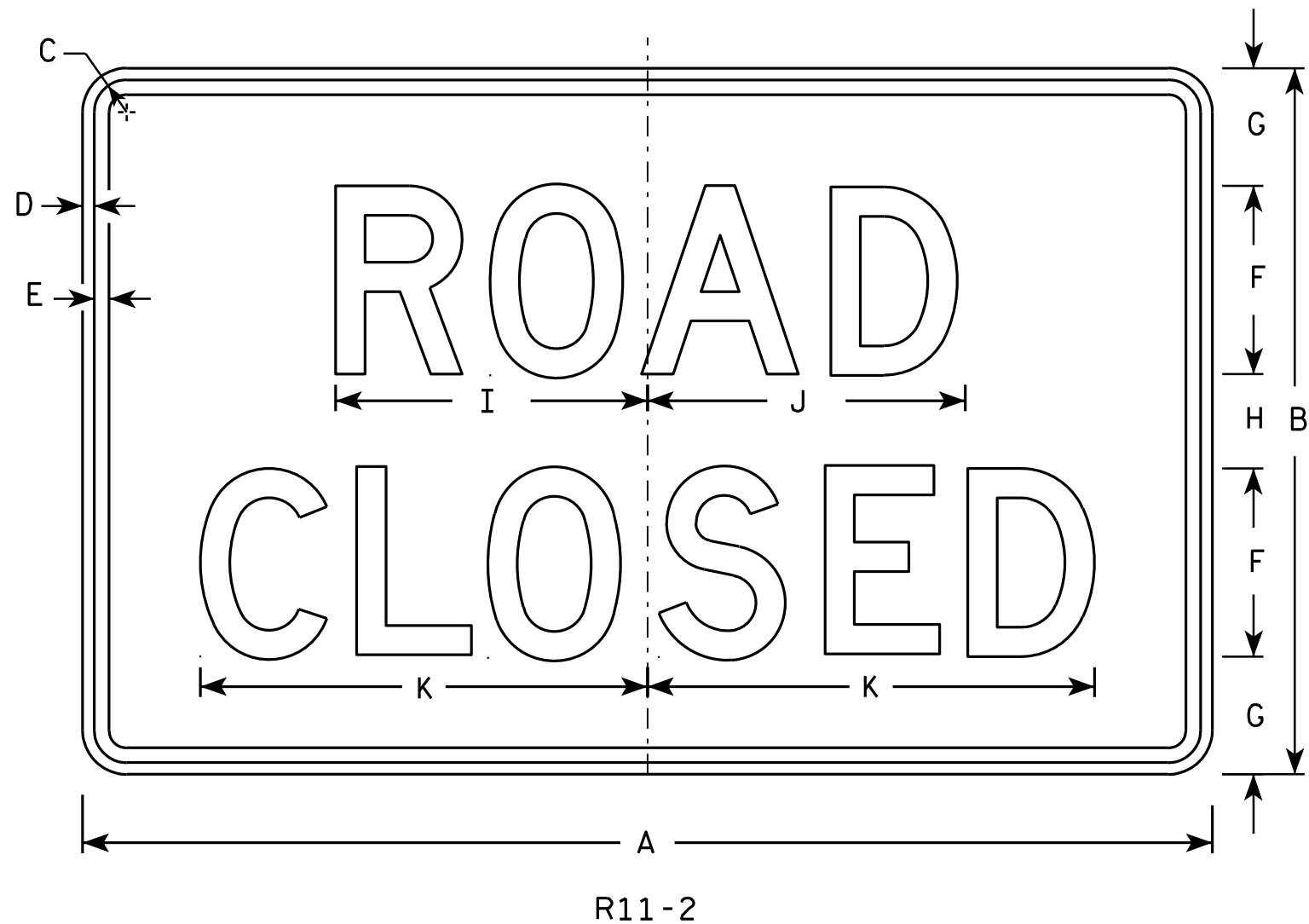
PROJECT NO:	HWY:	COUNTY:	SHEET NO:	E
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STANDARD SIGN
M6 - 1 & M6 - 2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

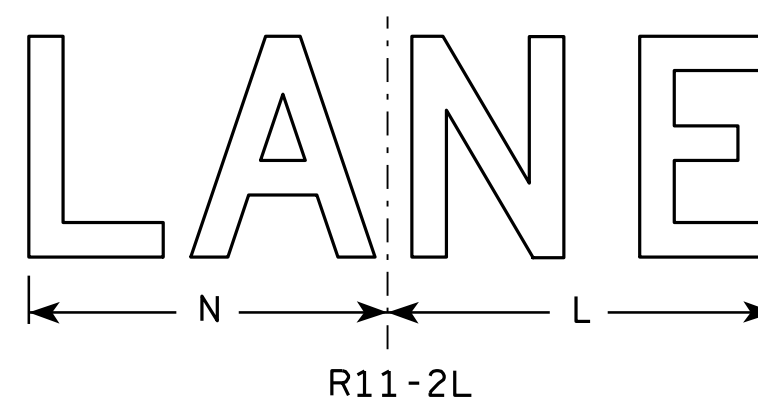
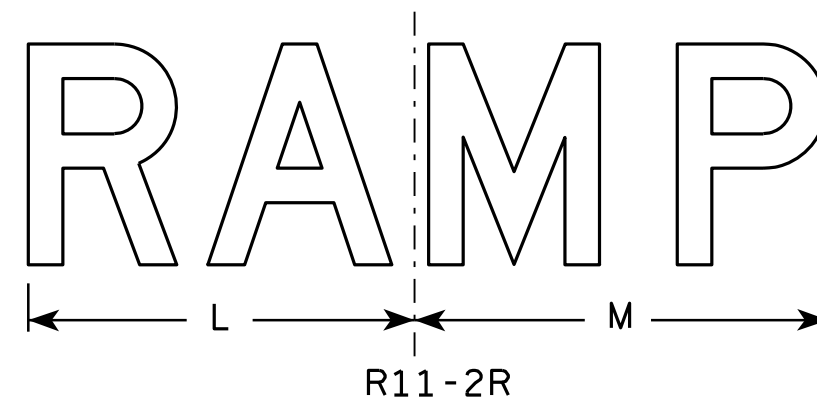
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 10/15/15 PLATE NO. M6-1.15



NOTES

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



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3⁄8	1⁄2	5⁄8	8	5	4	13 1⁄4	13 1⁄2	19	14	15	13													10.0
2M	48	30	1 3⁄8	1⁄2	5⁄8	8	5	4	13 1⁄4	13 1⁄2	19	14	15	13													10.0
3	48	30	1 3⁄8	1⁄2	5⁄8	8	5	4	13 1⁄4	13 1⁄2	19	14	15	13													10.0
4	48	30	1 3⁄8	1⁄2	5⁄8	8	5	4	13 1⁄4	13 1⁄2	19	14	15	13													10.0
5	48	30	1 3⁄8	1⁄2	5⁄8	8	5	4	13 1⁄4	13 1⁄2	19	14	15	13													10.0

STANDARD SIGN R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-2.10

PROJECT NO:

HWY:

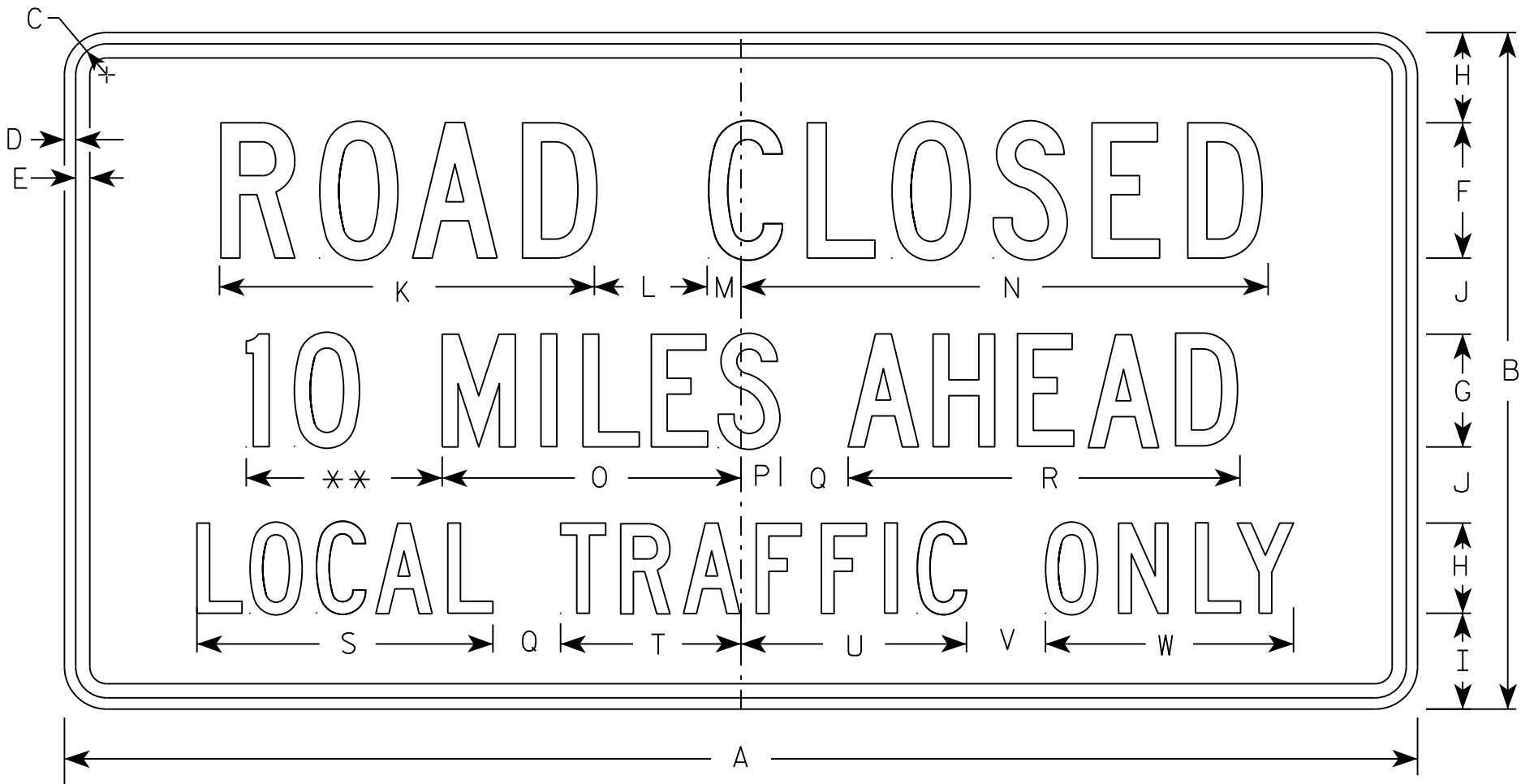
COUNTY:

SHEET NO:

E

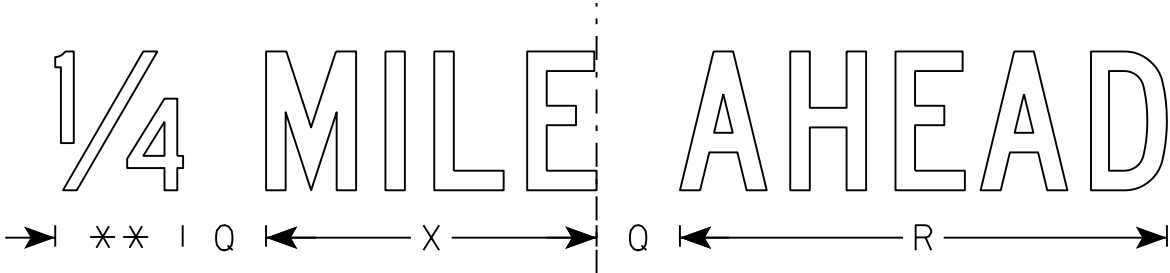
NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
 - Background - White
 - Message - Black
- 3. Message Series - C
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3

** See Note 5

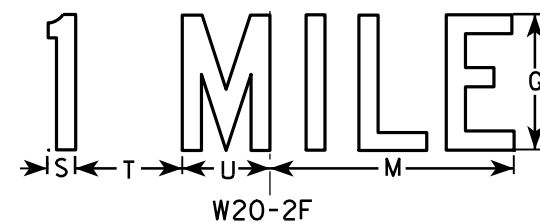
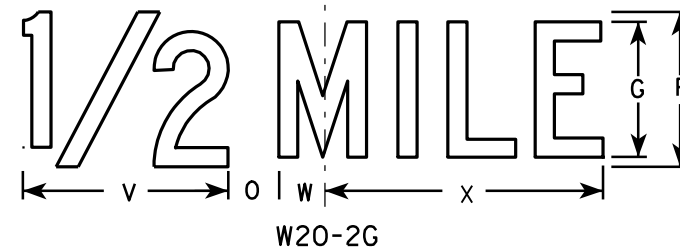
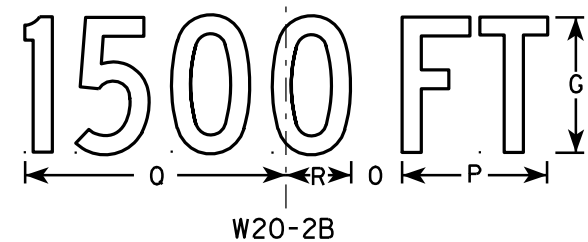
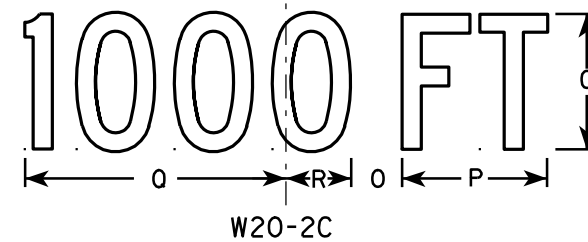
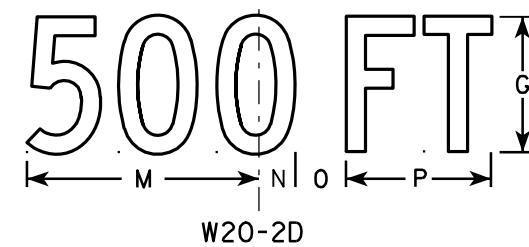
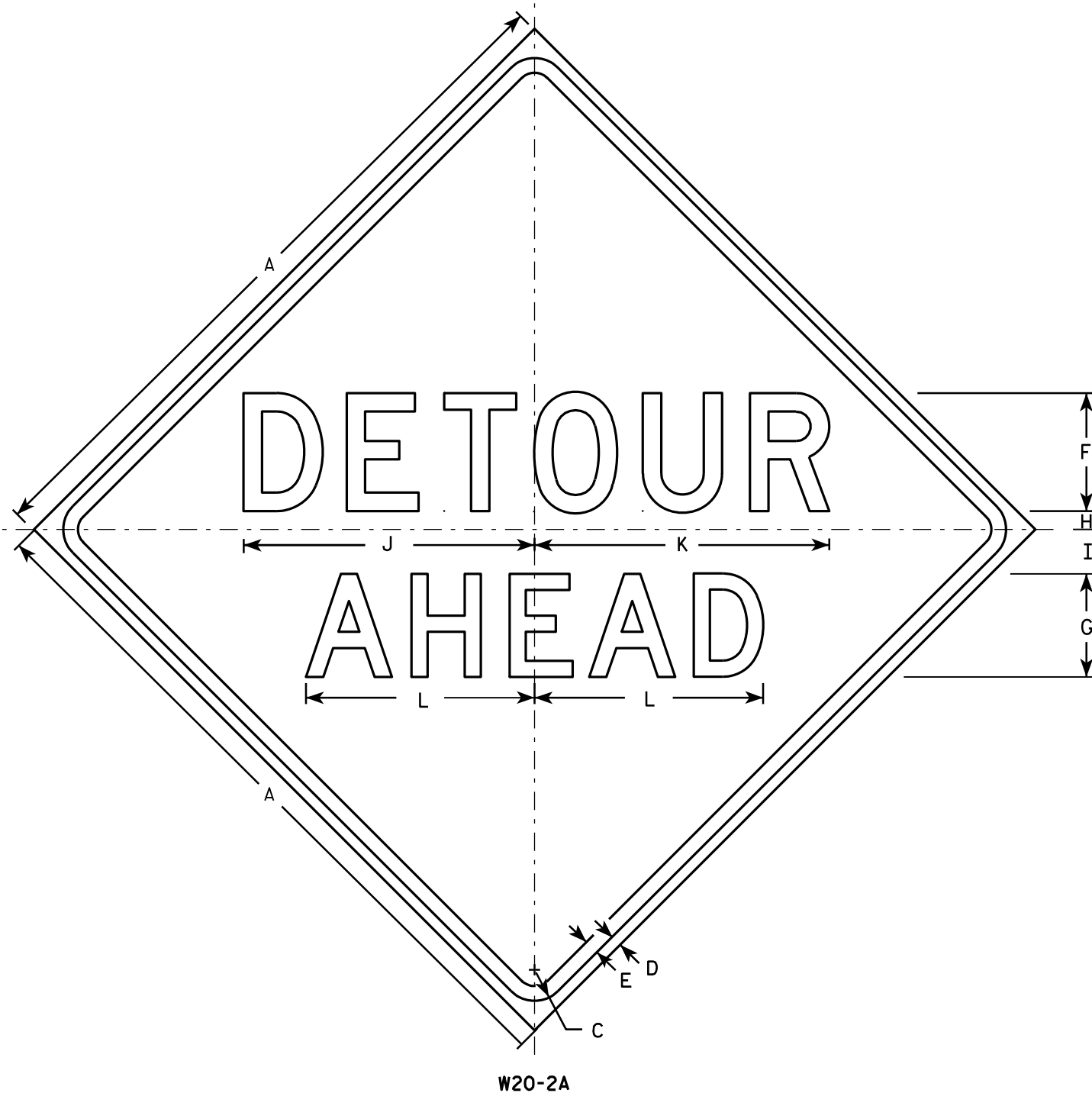


SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 3/8	1/2	5/8	4	3	2 1/2	2	2	11 1/8	3	1 1/8	15 1/4	8	1 1/2	2	10 3/4	8 3/8	4 3/4	6 1/2	2	6 3/4	7 1/8			4.5
2S	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	16 5/8	5	1 1/2	23	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11	11 7/8			12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	16 5/8	5	1 1/2	23	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11	11 7/8			12.5
3																											
4																											
5																											

STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer
DATE 3/15/17 PLATE NO. R11-3.8



NOTES

- Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- Color:
Background - Orange
Message - Black
- Message Series - See note 5
- Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- Line 1 is Series D.
Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

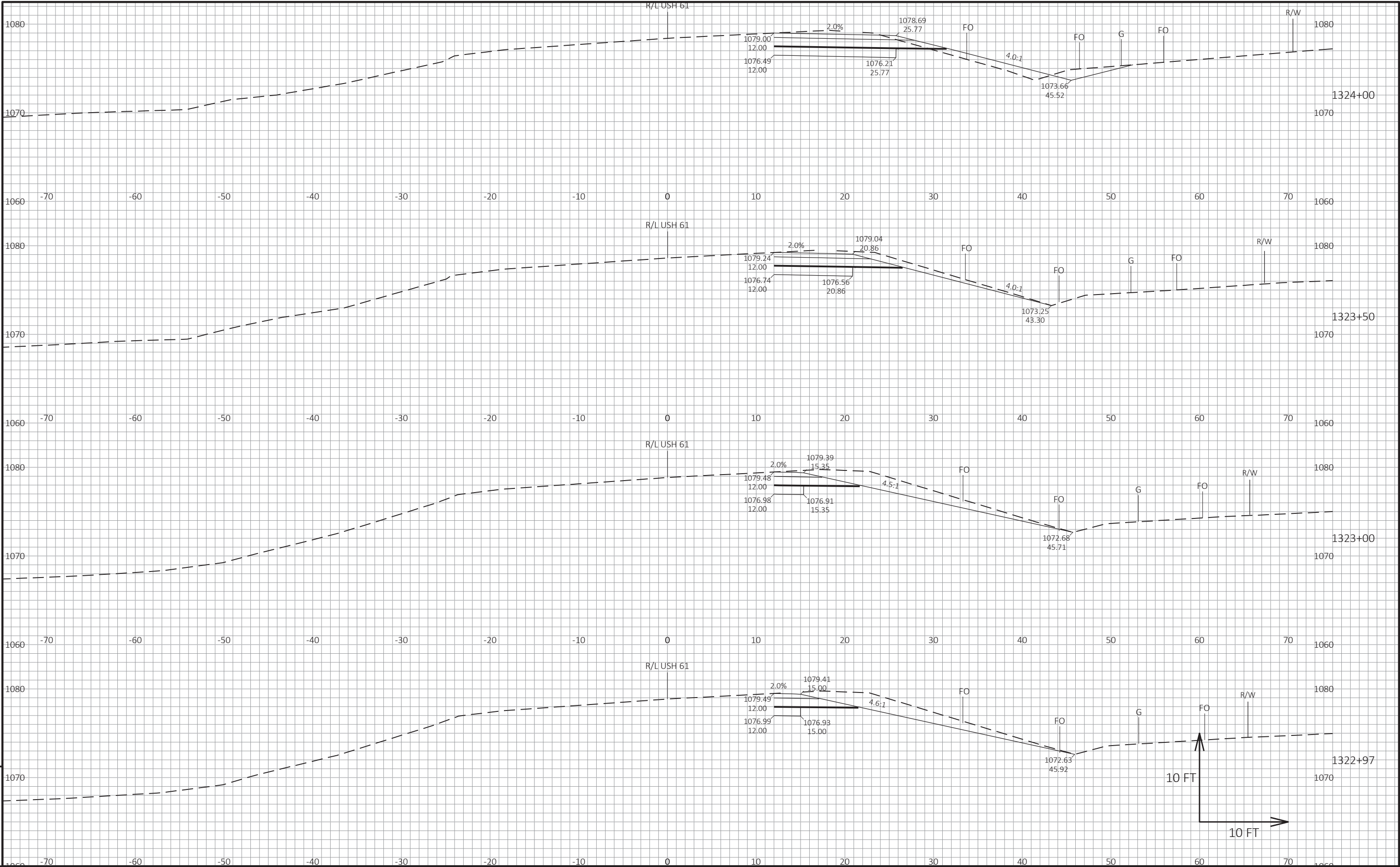
STANDARD SIGN
W20-2A,B,C,D,F & G

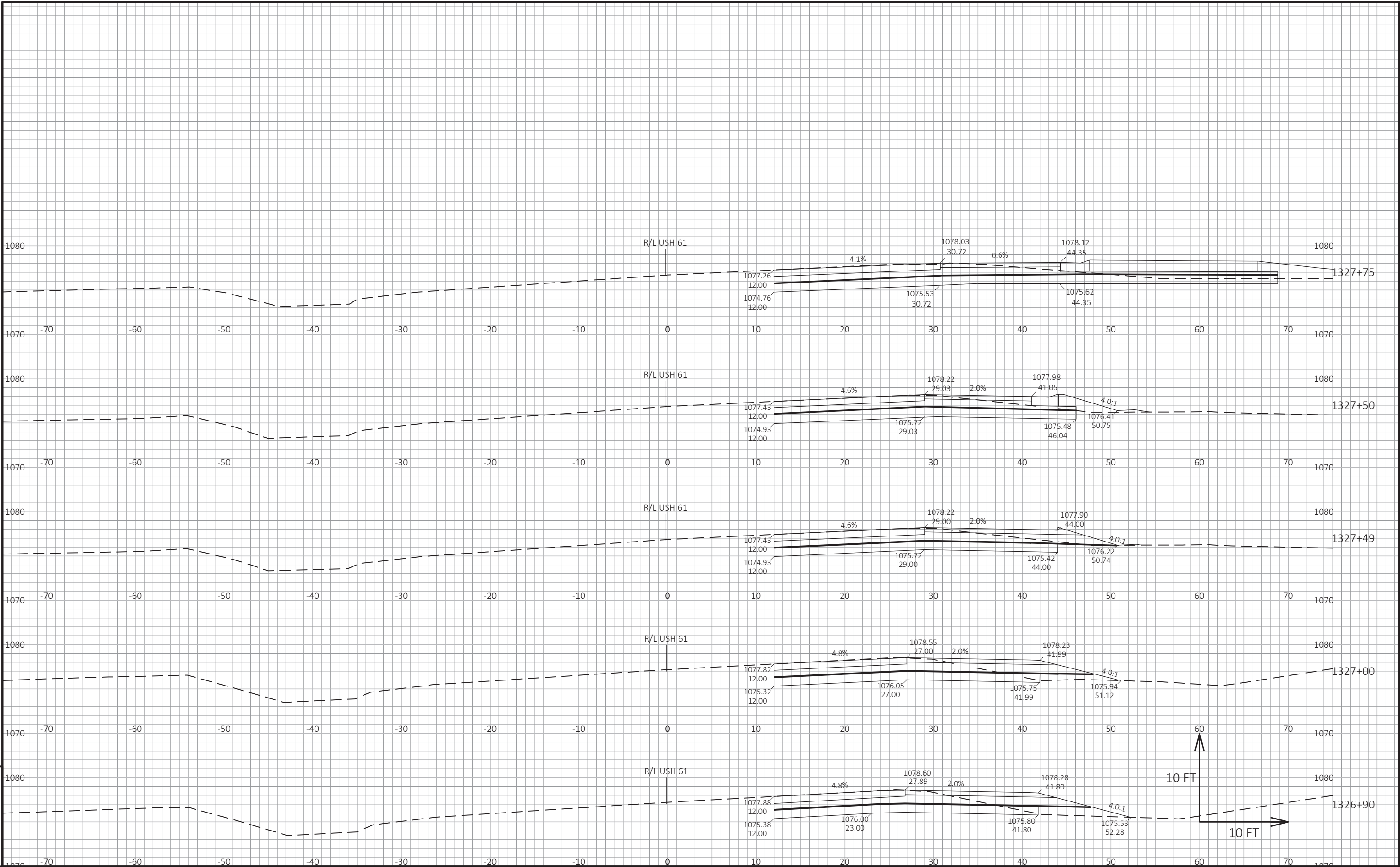
WISCONSIN DEPT OF TRANSPORTATION
APPROVED *Matthew R. Rauch* for State Traffic Engineer
DATE 3/18/11 PLATE NO. W20-2.6

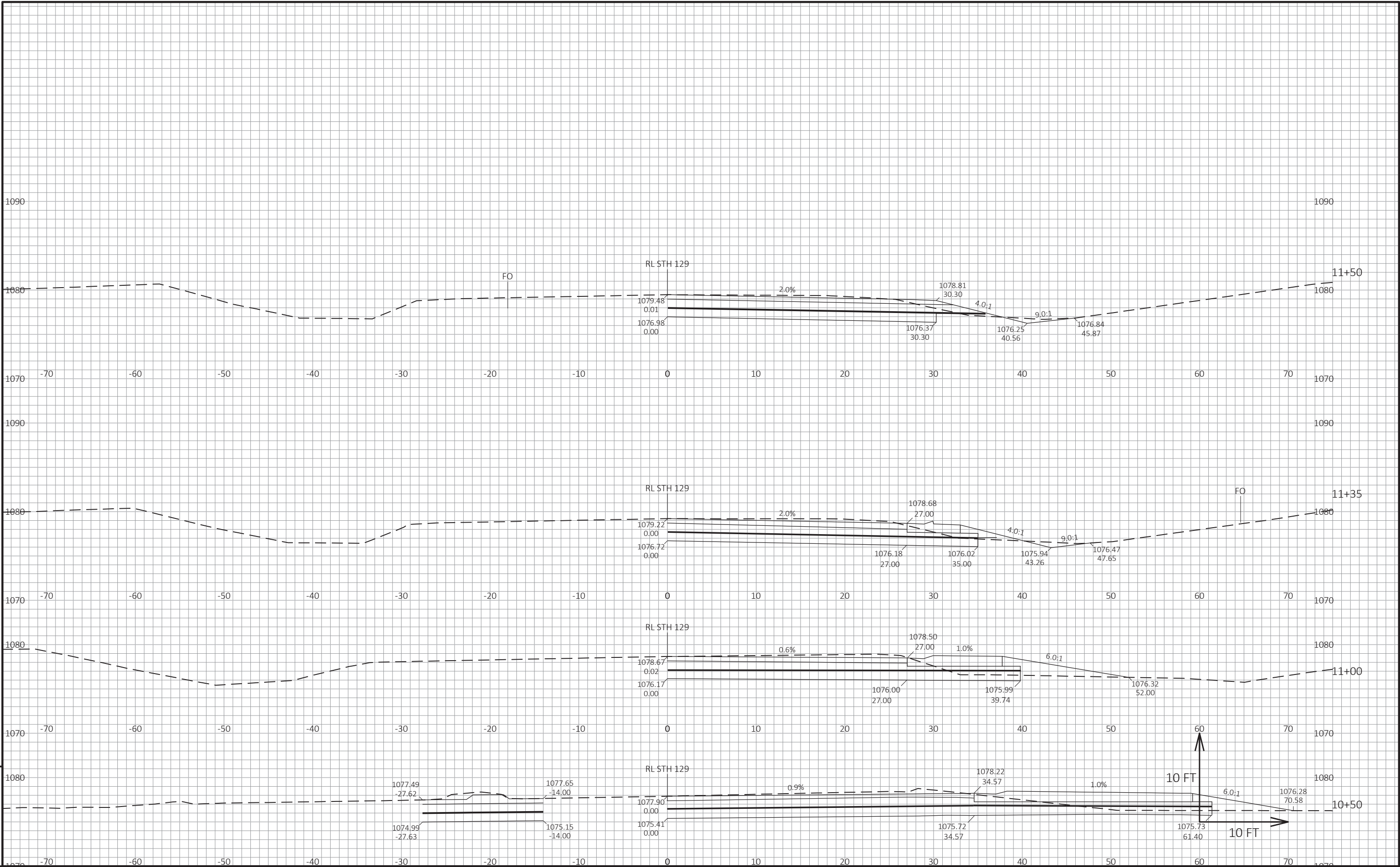
EARTHWORK DETAIL SUMMARY

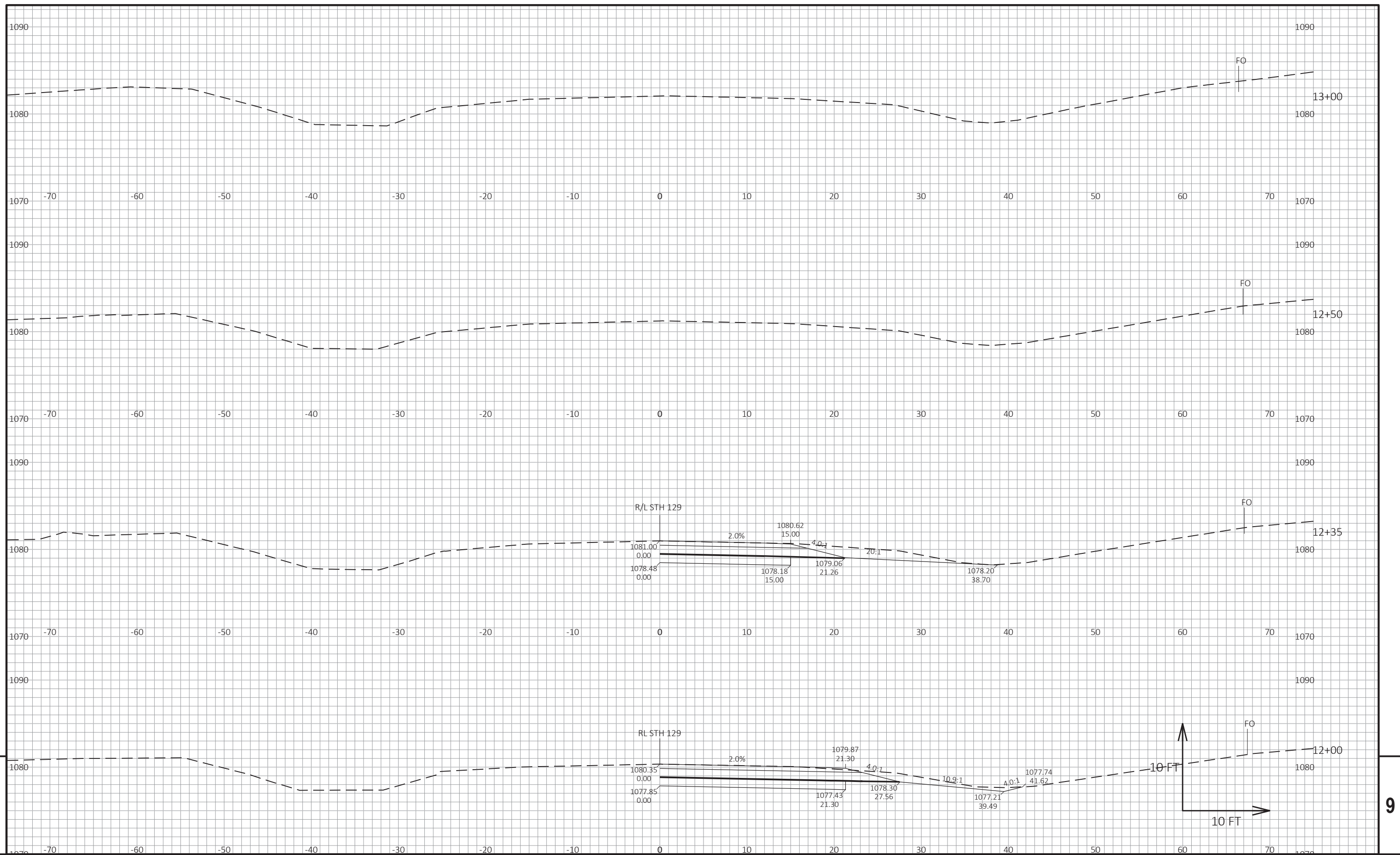
STATION	Distance (FT)	Excavation (Item #205.0100) Cut CY	Salvaged / Unusable Pavement Material CY	Fill (Note 1) CY	Cumulative Volume(s)		
					Cut Factor 1.00 CY	Expanded Fill Factor 1.15 CY	Mass Ordinate (Note 2) CY
1322+97	0	0	0	0	0	0	0
1323+00	3	5	5	0	0	0	0
1323+50	50	76	5	0	71	0	71
1324+00	50	79	5	10	145	0	145
1324+50	50	83	6	24	222	27	195
1325+00	50	83	5	30	299	62	237
1325+50	50	76	3	32	370	99	271
1326+00	50	77	3	31	444	135	310
1326+50	50	102	1	30	544	169	375
1327+00	50	114	9	20	657	192	465
1327+50	50	121	16	7	768	200	569
1327+75	25	72	32	0	824	200	625
USH 61 SUBTOTAL		887		183			
10'A+50	0	0	0	0	0	0	0
11'A+00	50	241	36	20	206	23	182
11'A+35	35	129	12	11	323	36	287
11'A+50	15	46	5	3	365	39	325
12'A+00	50	137	13	7	488	47	441
12'A+35	35	82	9	0	562	47	515
STH 129 SUBTOTAL		635		41			
PROJECT TOTAL		1,522		224			1,140

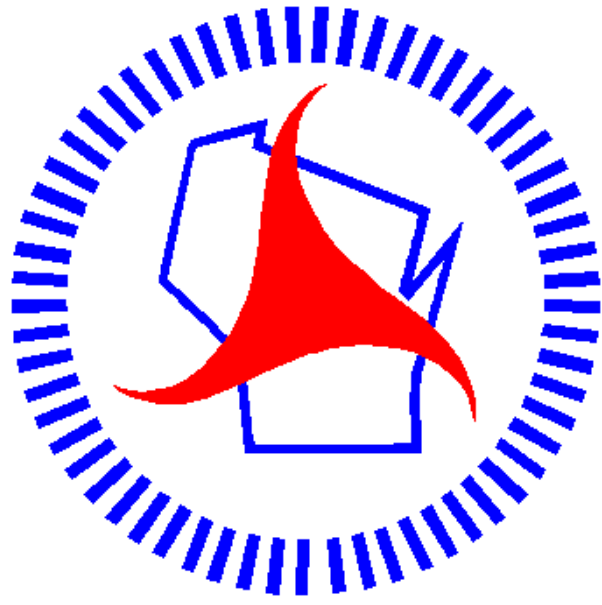
Note 1: Does not include unusable pavement volume.
Note 2: Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.











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