

LAX
PROJECT ID: 5436-00-71
WITH: N/A
COUNTY: LA CROSSE

SEPTEMBER 2021

ORDER OF SHEETS

- | | |
|---------------|---|
| Section No. 1 | Title |
| Section No. 2 | Typical Sections and Details (Includes Erosion Control) |
| 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 = 174



DESIGN DESIGNATION

- | | | |
|-----------------|---|-----------|
| A.A.D.T. (2022) | = | 4500 |
| A.A.D.T. (2042) | = | 6200 |
| D.H.V. | = | 626 |
| D.D. | = | 60/40 |
| T. | = | 5.5% |
| DESIGN SPEED | = | 50 MPH |
| ESALS | = | 3,500,000 |

CONVENTIONAL SYMBOLS

PLAN

CORPORATE LIMITS

PROPERTY LINE

LOT LINE

LIMITED HIGHWAY EASEMENT

EXISTING RIGHT OF WAY

PROPOSED OR NEW R/W LINE

SLOPE INTERCEPT

REFERENCE LINE

EXISTING CULVERT

PROPOSED CULVERT
(Box or Pipe)

COMBUSTIBLE FLUIDS

MARSH AREA

WOODED OR SHRUB AREA

PROFILE

GRADE LINE

ORIGINAL GROUND

MARSH OR ROCK PROFILE
(To be noted as such)

SPECIAL DITCH

GRADE ELEVATION

CULVERT (Profile View)

UTILITIES

ELECTRIC

FIBER OPTIC

GAS

SANITARY SEWER

STORM SEWER

TELEPHONE

WATER

UTILITY PEDESTAL

POWER POLE

TELEPHONE POLE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

STH 33 - IH 90

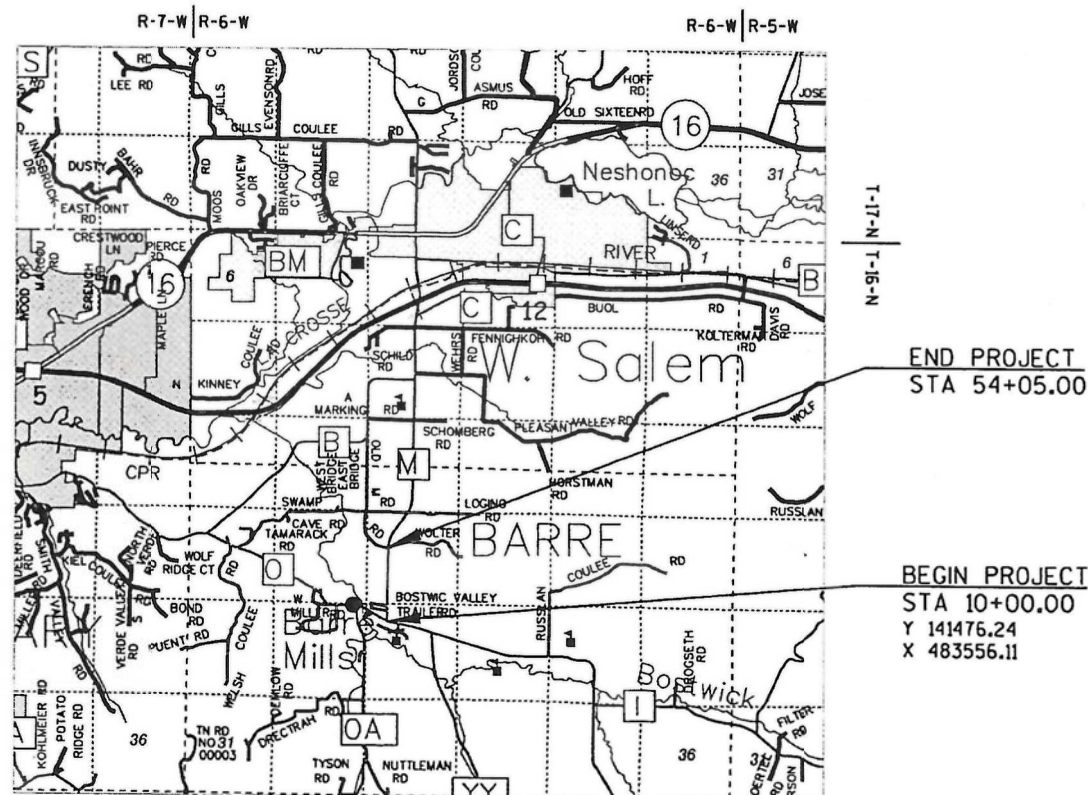
(CTH O TO WOLTER ROAD)

CTH M

LA CROSSE COUNTY

STATE PROJECT NUMBER

5436-00-71



LAYOUT
SCALE 0 2 MILE

TOTAL NET LENGTH OF CENTERLINE = 0.834 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, LA CROSSE 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. ELEVATION SHOWN ON THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988, NAVD88 (2012).

STATE PROJECT

5436-00-71

FEDERAL PROJECT

PROJECT

WISC 2021472

CONTRACT

1

ACCEPTED FOR

COUNTY of LA CROSSE

4/26/21
(Date) (Signature & Title of Official)

ORIGINAL PLANS PREPARED BY

AYRES



4/23/2021
(Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor AYRES ASSOCIATES INC

Designer AYRES ASSOCIATES INC

Project Manager ALEIGHA BURG

Regional Examiner SW REGION

Regional Supervisor OSCAR WINGER

APPROVED FOR THE DEPARTMENT

DATE: 4/26/2021 Aleigha Burg, P.E.
(Signature)

GENERAL NOTES

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

SHRINKAGE OF EARTHWORK IS VARIABLE. AN AVERAGE FACTOR FOR EXCAVATION COMMON IS 30%.

REMOVAL OF ASPHALTIC SURFACES (TO BE PAID FOR AS EXCAVATION COMMON) WHERE AN ABUTTING ASPHALTIC SURFACE IS TO REMAIN IN PLACE SHALL REQUIRE A SAWCUT MEETING THE APPROVAL OF THE ENGINEER IN THE FIELD.

WHEN THE QUANTITY OF BASE AGGREGATE DENSE OR HMA PAVEMENT IS MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD THE DEPTH OF THICKNESS OF THE COURSE SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

HMA PAVEMENT QUANTITIES WERE CALCULATED USING 112 LB/SY/IN.

ASPHALTIC SURFACE QUANTITIES WERE CALCULATED USING 112 LB/SY/IN. 6-INCH OF ASPHALTIC SURFACE SHALL BE CONSTRUCTED WITH A 2.5-INCH UPPER LAYER AND A 3.5-INCH LOWER LAYER.

THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, OR PASSING LANE.

APPLY TACK COAT AT A RATE OF 0.07 GAL/SY TO THE MILLED SURFACE AND AT A RATE OF 0.05 GAL/SY BETWEEN LAYERS OF HMA PAVEMENT.

THE EXACT LOCATION AND WIDTH OF DRIVEWAY ENTRANCES WILL BE DETERMINED IN THE FIELD BY THE ENGINEER. ALL DRIVEWAYS ARE TO BE REPLACED IN KIND UNLESS OTHERWISE DIRECTED BY THE ENGINEER OR AS SHOWN ON THE PLANS.

INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES SHOWN ON THE PLAN MAY BE ADJUSTED BY THE ENGINEER TO FIT FIELD CONDITIONS.

INSTALL SEED, EROSION MAT, MULCH AND FERTILIZE ALL SALVAGED TOPSOILED AREAS WITHIN 7 WORKING DAYS AFTER GRADING WORK IS COMPLETED.

SEED MIXTURE NO.20 SHALL BE USED THROUGHOUT THE PROJECT, EXCEPT LAWN AREA WHERE NO.40 SHALL BE USED.

EROSION CONTROL MEASURES WILL BE PLACED AS SHOWN ON THE EROSION CONTROL PLAN. THE EXACT LOCATIONS TO BE DETERMINED BY THE ENGINEER.

NO TREES OR SHRUBS SHALL BE REMOVED WITHOUT APPROVAL BY THE ENGINEER. FINAL LIMITS OF FENCE REMOVAL TO BE DETERMINED BY THE ENGINEER.

STATIONING, DISTANCES, AND OFFSETS FOR SIGNS SHOWN IN THE PLANS ARE APPROXIMATE AND THE FINAL LOCATION OF SIGNS ARE TO BE DETERMINED BY THE ENGINEER.

CURB AND GUTTER ELEVATIONS ARE ALONG THE FLANGE LINE UNLESS OTHERWISE NOTED.

RADIUS POINTS, UNLESS OTHERWISE NOTED, ARE TO FLANGE LINE OF CURB.

UTILITY CONTACTS

LUMEN
333 NORTH FRONT STREET
LA CROSSE, WI 54602
ATTN:BRIAN STELPLUGH
PHONE: 608-615-4136
MOBILE: 608-780-1238
Brian.stelplugh@lumen.com

SPECTRUM
1228 12TH AVENUE SOUTH
ONALASKA, WI 54650
ATTN: PERRY MCCLELLAN
PHONE: 608-668-2093
MOBILE: 608-317-6213
715-370-7140
perry.mcclellan@charter.com

MIDWEST NATURAL GAS
3600 STATE HIGHWAY 157, STE 200
P.O. BOX 429
LA CROSSE, WI 54602
ATTN: RICK SCHERMERHOM
PHONE: 608-781-1011
MOBILE: 608-780-0210
ricks@midwestnaturalgas.com

XCEL ENERGY - ELECTRIC
3215 COMMERCE STREET
LA CROSSE, WI 54603
ATTN: JASON MCROBERTS
PHONE: 715-789-3689
MOBILE: 715-577-1132
Jason.l.mcroberts@xcelenergy.com

* DENOTES UTILITIES ARE NOT
DIGGERS HOTLINE MEMBERS



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

DESIGN CONTACT

AYRES ASSOCIATES
3433 OAKWOOD HILLS PARKWAY
EAU CLAIRE, WI 54701
ATTN: ERIC SORENSEN, PE
715-834-3161
sorensene@ayresassociates.com

COUNTY CONTACT

LA CROSSE COUNTY HIGHWAY DEPARTMENT
301 CARLSON ROAD
WEST SALEM, WI 54669
ATTN: RON CHAMBERLAIN
608-786-3810
rchamberlain@lacrossecounty.com

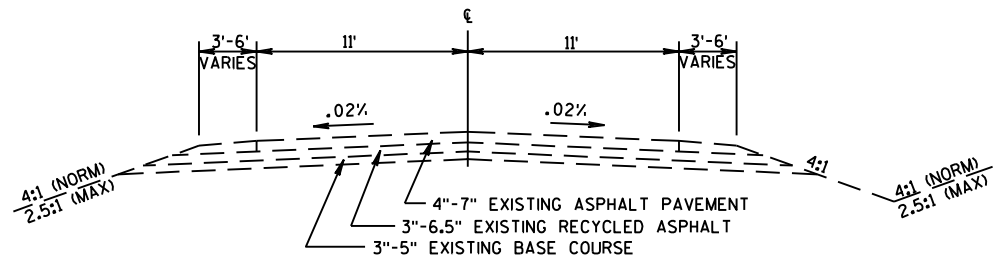
ENVIRONMENTAL COORDINATOR

WISCONSIN DEPARTMENT OF NATURAL RESOURCES
LA CROSSE SERVICE CENTER
3550 MORMON COULEE ROAD
LA CROSSE, WI 54601
ATTN: KAREN KALVELAGE
608-785-9115
karen.kalvelage@wisconsin.gov

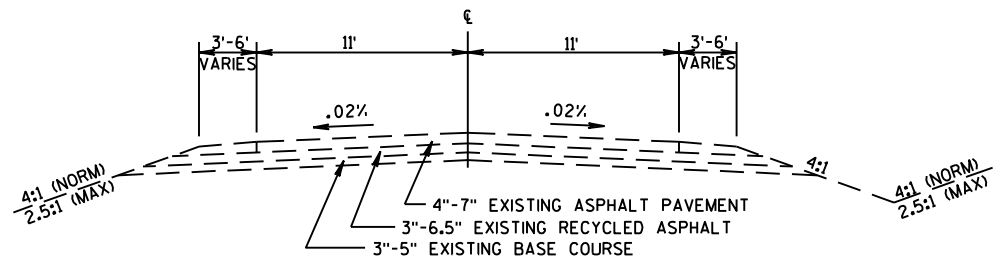
ORDER OF SECTION 2 SHEETS

TYPICAL SECTIONS
CONSTRUCTION DETAILS
INTERSECTIONS
EROSION CONTROL
STORM SEWER
SIGNING AND PAVEMENT MARKING
TRAFFIC CONTROL AND DETOUR

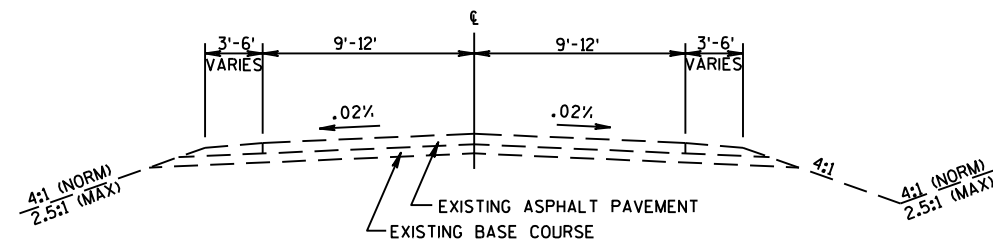
DEPTH OF EXISTING PAVEMENT STRUCTURE PER BORINGS		
STATION	DEPTH OF EXISTING HMA	DEPTH OF RECYCLED HMA
20+55	5"	4"
36+40	7"	5"



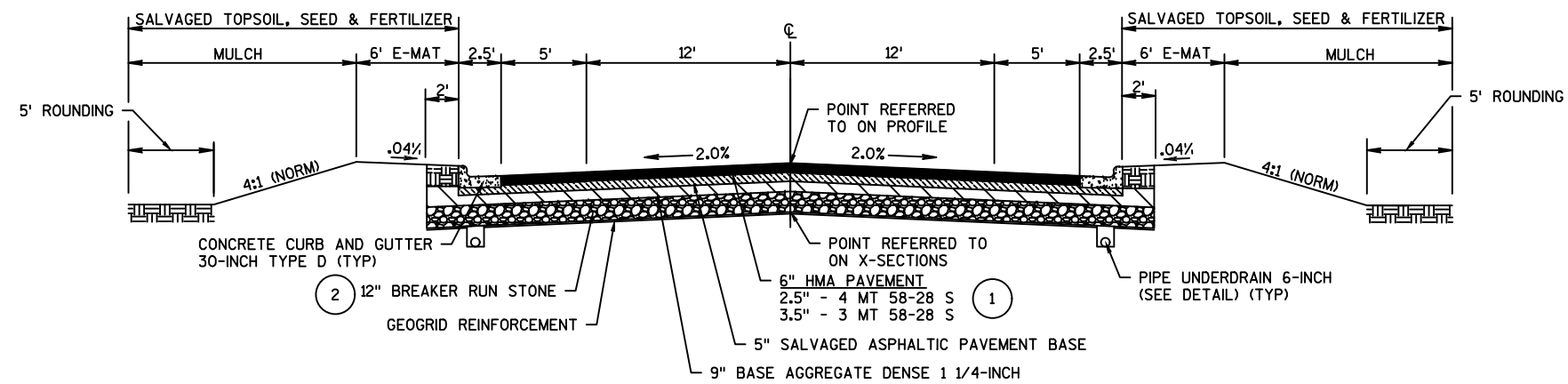
EXISTING TYPICAL SECTION CTH M



EXISTING TYPICAL SECTION CTH O

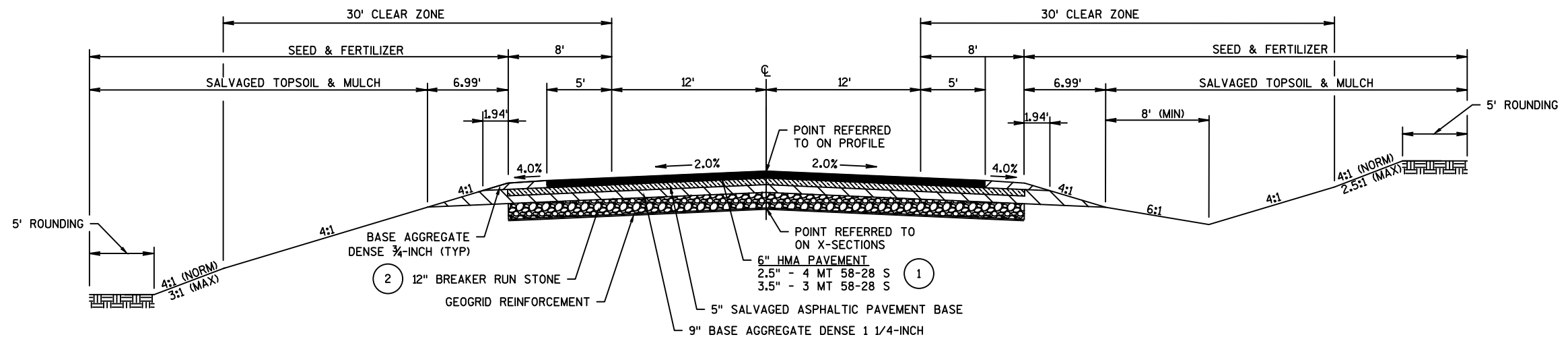


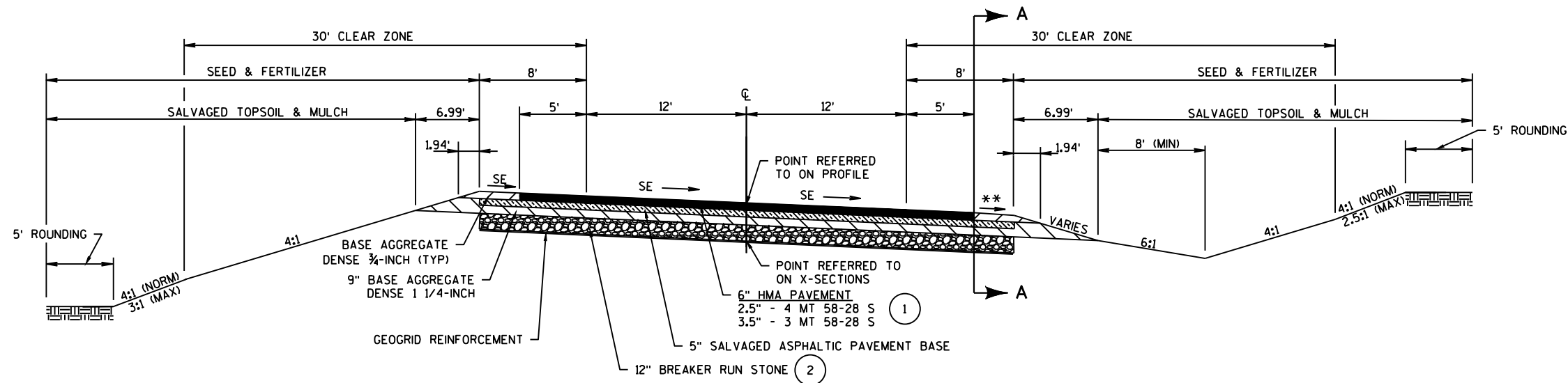
EXISTING TYPICAL SECTION SIDEROADS



- 1 PERFORM SALVAGED ASPHALTIC PAVEMENT OPERATIONS TO A DEPTH OF 12-INCHES WITH A WIDTH OF 22 FEET.
- 2 CONSTRUCT RELIEF TRENCHES PER DETAIL

NOTE: MULCH AREAS THAT DO NOT REQUIRE E-MAT. SEE EROSION CONTROL PLANS FOR AREAS THAT REQUIRE E-MAT PLACEMENT AND FOR TYPE OS EROSION MAT REQUIRED.



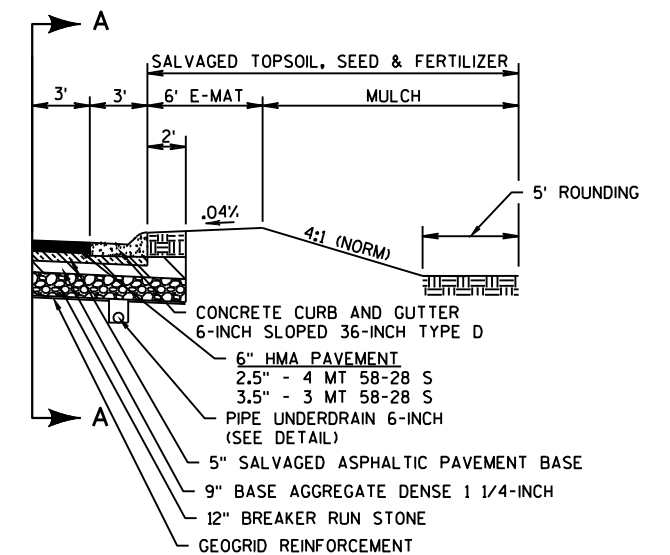


FINISHED SUPERELEVATED TYPICAL SECTION CTH M
STA 48+96.93 - STA 54+05.00

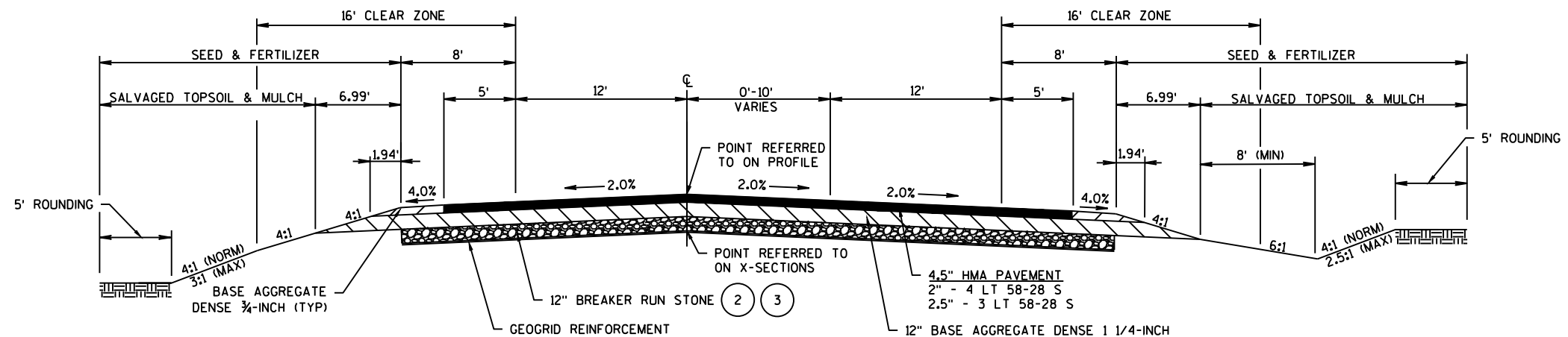
- 1 PERFORM SALVAGED ASPHALTIC PAVEMENT OPERATIONS TO A DEPTH OF 12-INCHES WITH A WIDTH OF 22 FEET.
- 2 CONSTRUCT RELIEF TRENCHES PER DETAIL
- 3 END BREAKER RUN STONE AT 217+50

NOTE: MULCH AREAS THAT DO NOT REQUIRE E-MAT. SEE EROSION CONTROL PLANS FOR AREAS THAT REQUIRE E-MAT PLACEMENT AND FOR TYPE OF EROSION MAT REQUIRED.

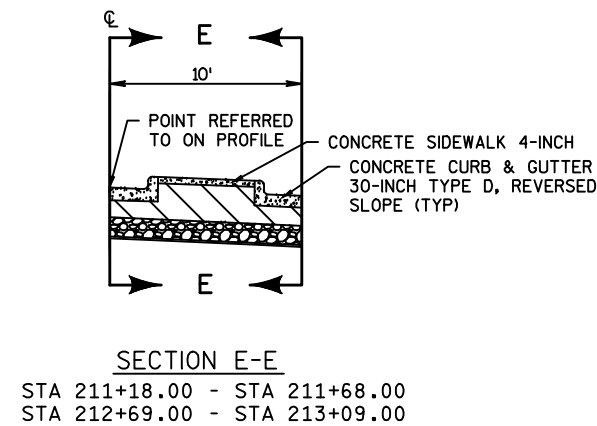
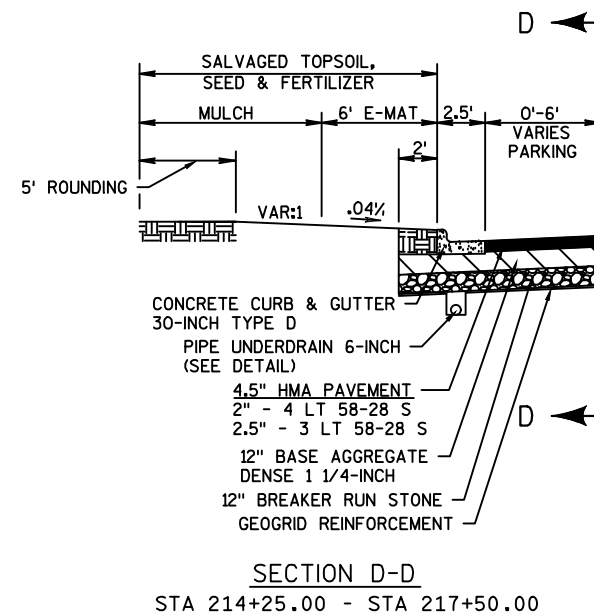
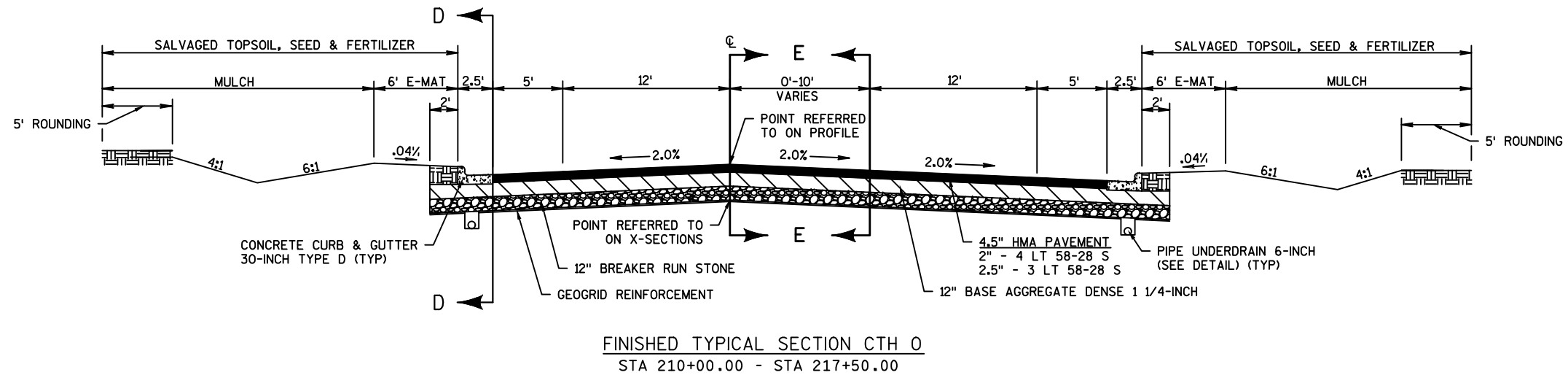
** THE LOW SIDE SHOULDER SLOPE ON SUPERELEVATED SECTION EQUALS THE SUPERELEVATION RATE WHEN THE SUPERELEVATION RATE IS GREATER THAN 4%. IF THE SUPERELEVATION RATE IS LESS THAN OR EQUAL TO 4%, THE LOW SIDE SHOULDER SLOPE IS 4%. HIGH SIDE SHOULDER SLOPE ON SUPERELEVATED SECTIONS EQUALS THE SUPERELEVATION RATE.



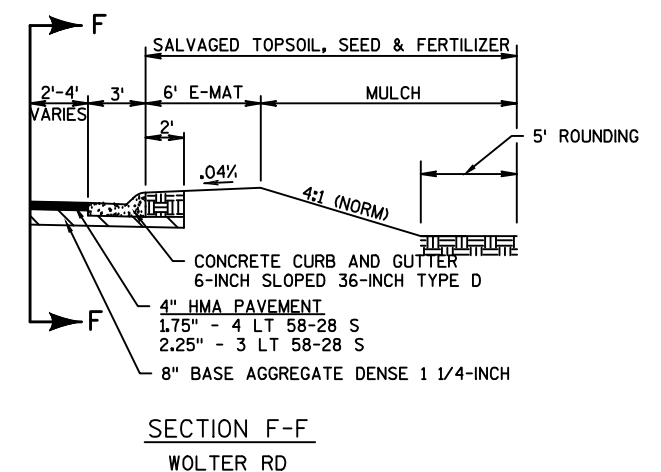
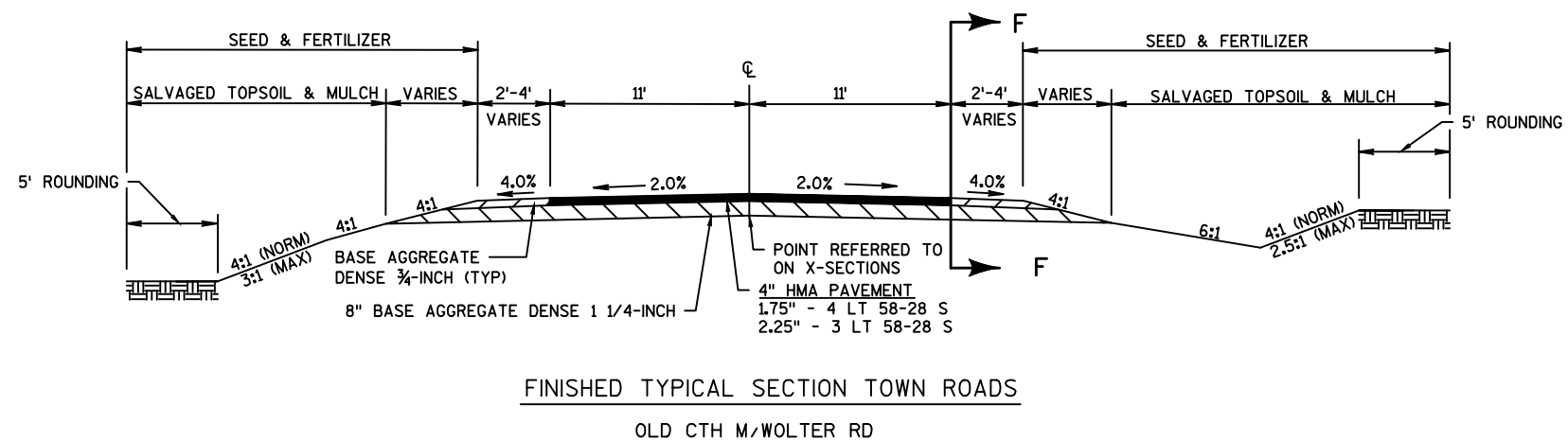
SECTION A-A
STA 49+50.00 - STA 53+60.00

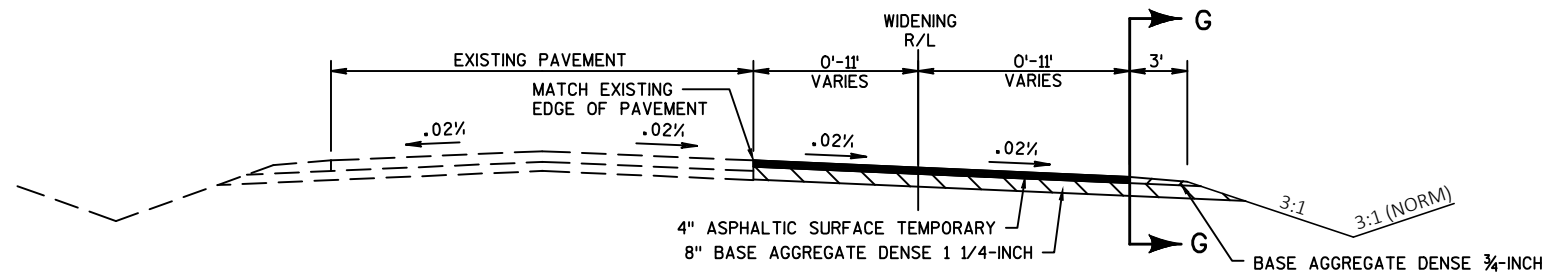


FINISHED TYPICAL SECTION CTH O
STA 206+00.00 - STA 210+00.00
STA 217+50.00 - STA 218+30.00

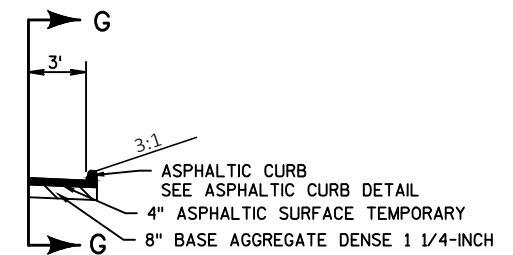


NOTE: MULCH AREAS THAT DO NOT REQUIRE E-MAT. SEE EROSION CONTROL PLANS FOR AREAS THAT REQUIRE E-MAT PLACEMENT AND FOR TYPE OF EROSION MAT REQUIRED.





WIDENING TYPICAL SECTION - CTH O
STA 404+50.00 - STA 419+49.00



SECTION G-G
STA 416+50.00 - STA 418+32.00

SUPERELEVATION TABLE - CTH M

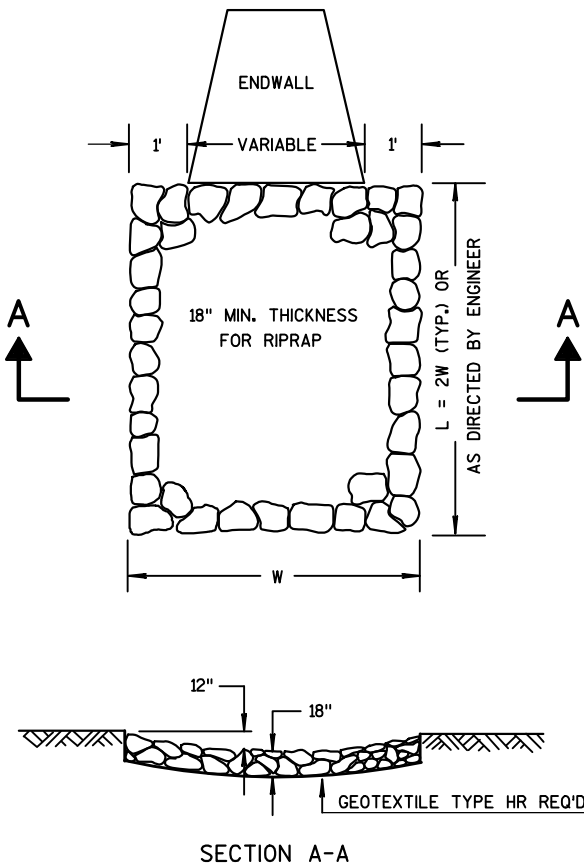
Station	Description	LEFT SHLD	LEFT LANE	RIGHT LANE	RIGHT SHLD
9+94.53	Begin Alignment	-4.00%	-2.00%	-2.00%	-4.00%
48+98.08	End Normal Shoulder	-4.00%	-2.00%	-2.00%	-4.00%
48+98.08	End Normal Crown	-2.00%	-2.00%	-2.00%	-4.00%
49+46.08	Level Crown	0.00%	0.00%	-2.00%	-4.00%
49+94.08	Reverse Crown	2.00%	2.00%	-2.00%	-4.00%
50+42.08	Low Shoulder Match	4.00%	4.00%	-4.00%	-4.00%
50+54.08	Begin Full Super	4.50%	4.50%	-4.50%	-4.50%
61+73.05	End Full Super	4.50%	4.50%	-4.50%	-4.50%

RUNOFF COEFFICIENT TABLE

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

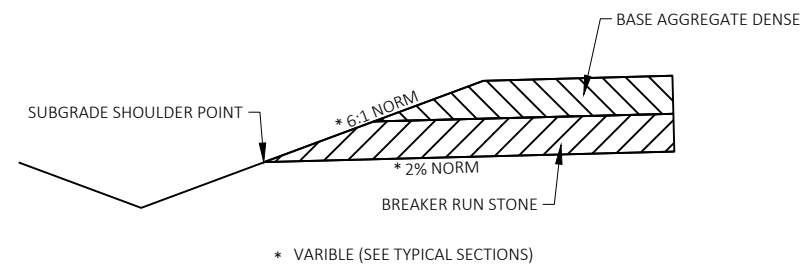
TOTAL PROJECT AREA = 14.603 ACRES

TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 12.056 ACRES

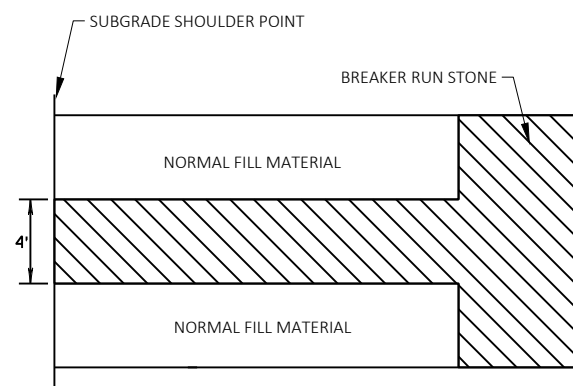


SECTION A-A

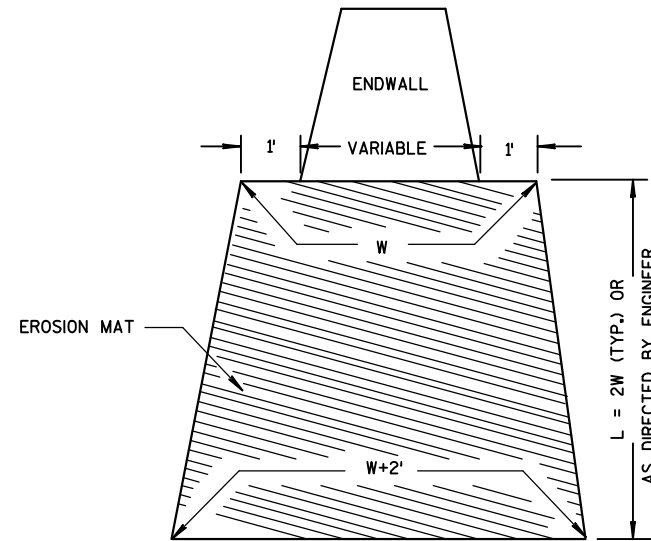
RIPRAP TREATMENT AT CULVERTS



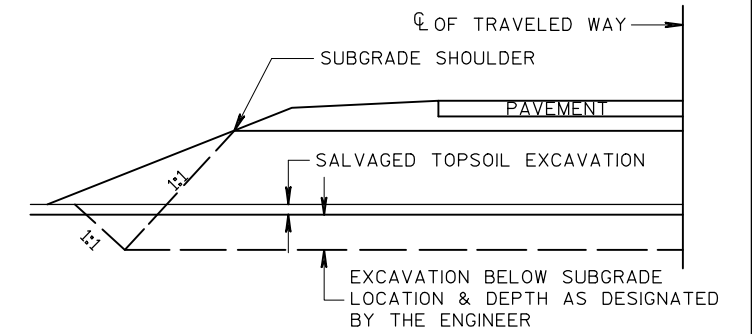
RELIEF TRENCH DETAIL PROFILE VIEW



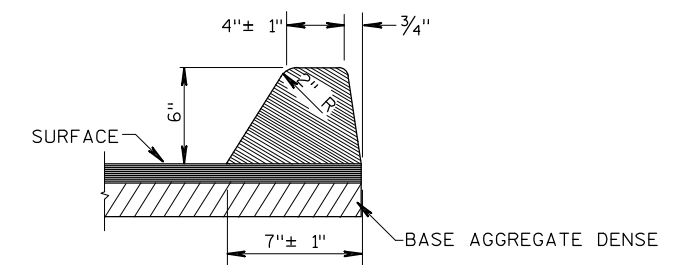
RELIEF TRENCH DETAIL PLAN VIEW



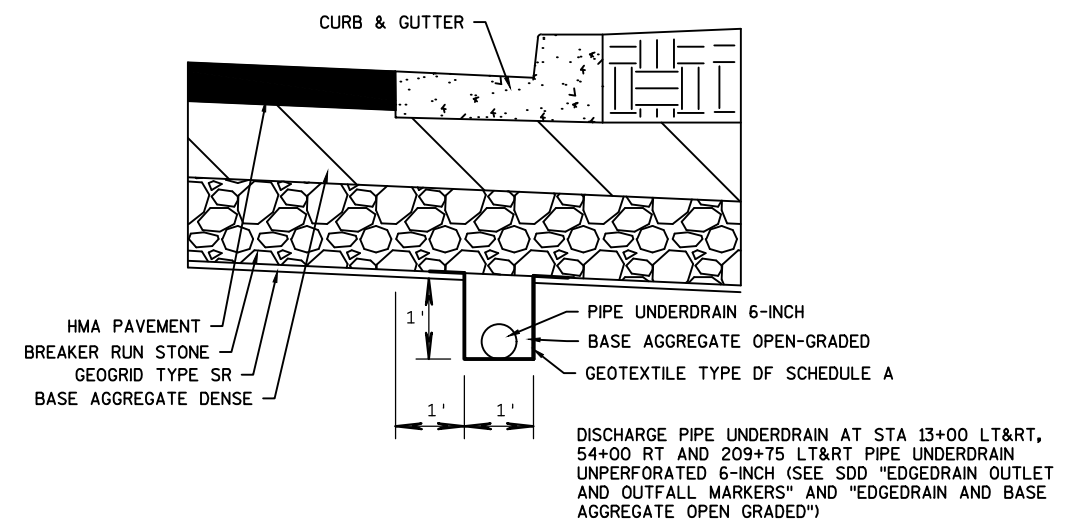
EROSION MAT TREATMENT AT CULVERTS



DETAIL FOR EXCAVATION BELOW SUBGRADE

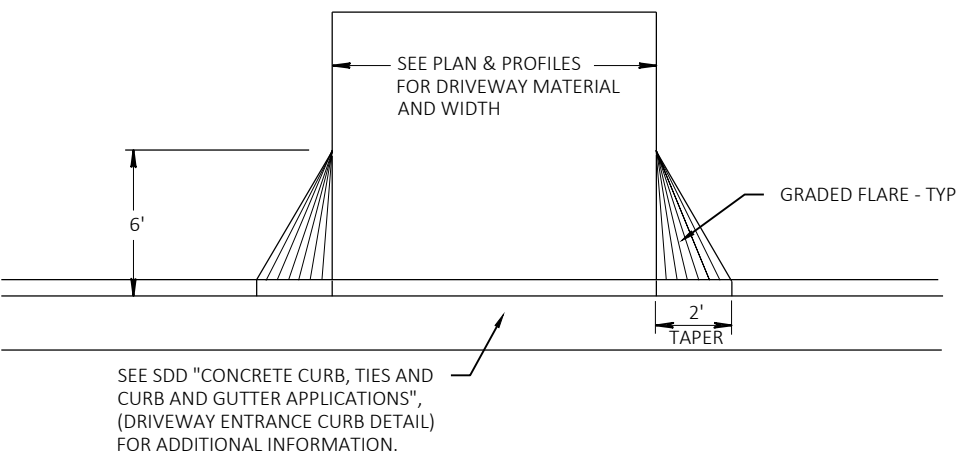
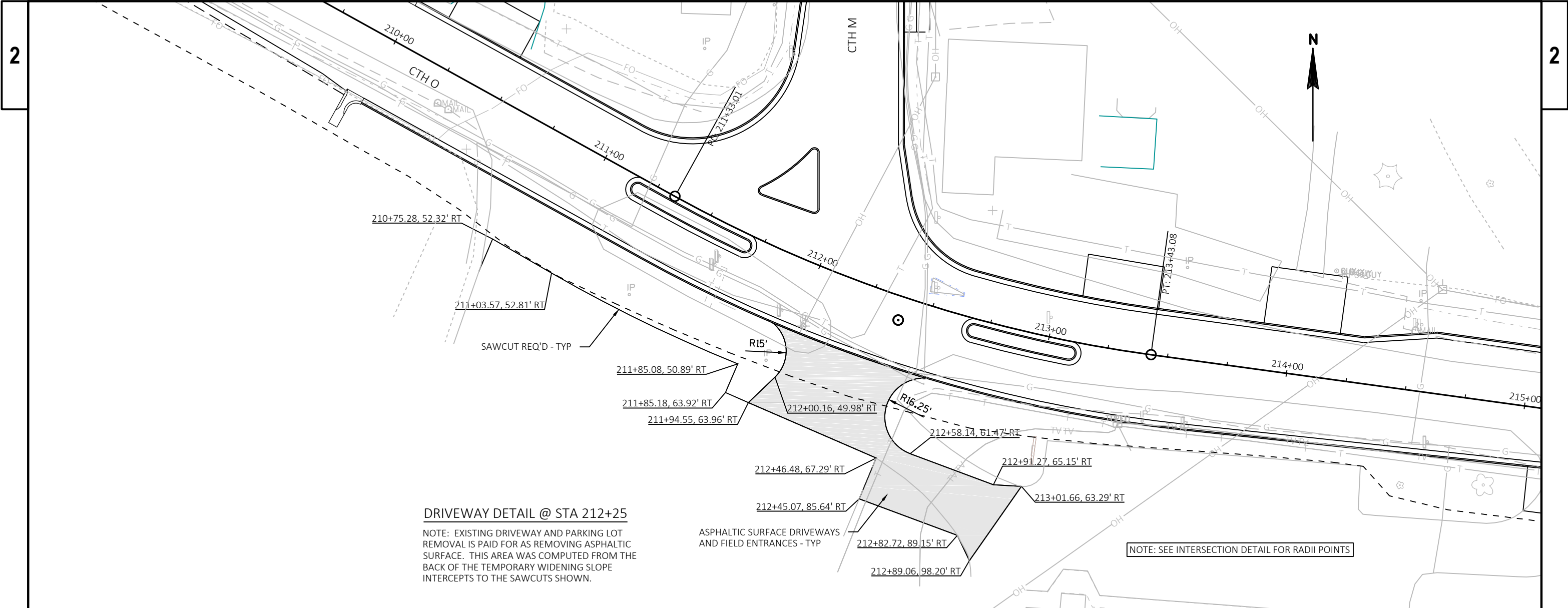


ASPHALTIC CURB DETAIL



TYPICAL SECTION FOR PIPE UNDERDRAIN

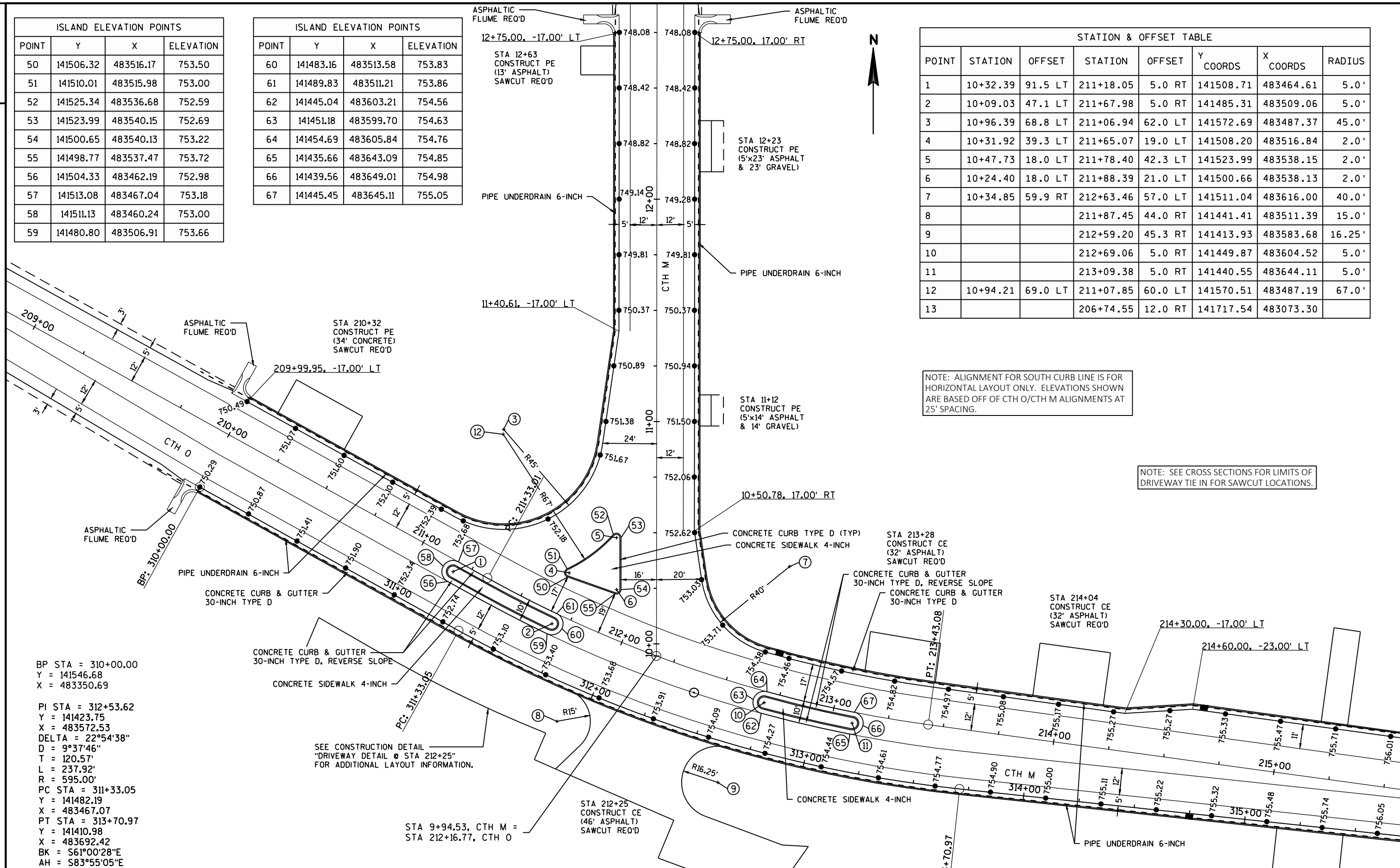
TO BE PLACE IN LOCATIONS OF CONCRETE CURB AND GUTTER 30-INCH TYPE D. SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS.

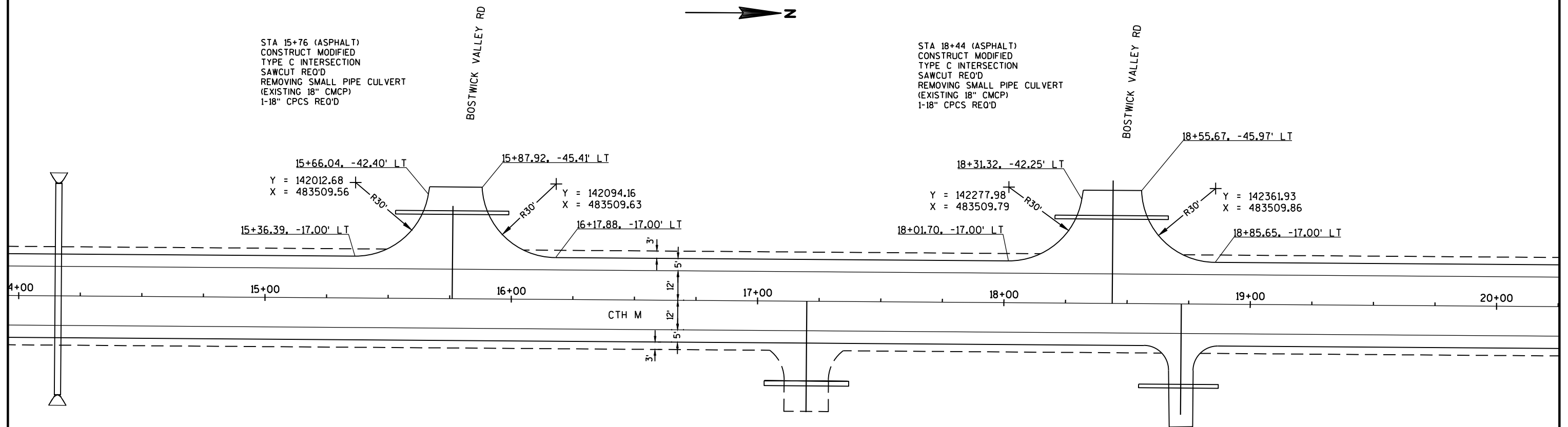
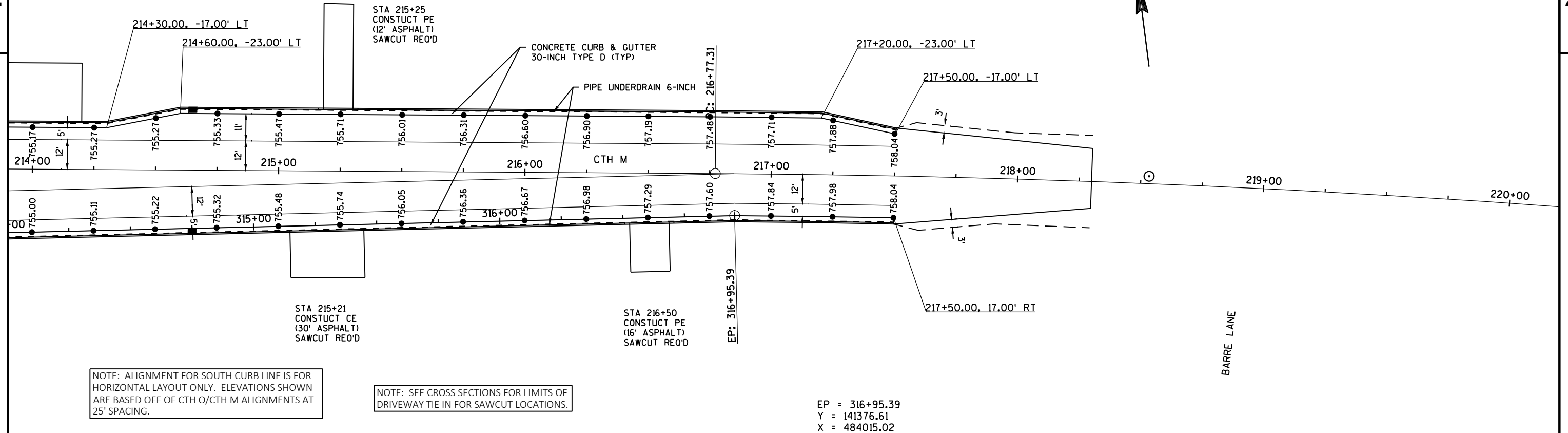


PRIVATE AND COMMERCIAL ENTRANCES W/CURB & GUTTER

ISLAND ELEVATION POINTS			
POINT	Y	X	ELEVATION
50	141506.32	483516.17	753.50
51	141510.01	483515.98	753.00
52	141525.34	483536.68	752.59
53	141523.99	483540.15	752.69
54	141500.65	483540.13	753.22
55	141498.77	483537.47	753.72
56	141504.33	483462.19	752.98
57	141513.08	483467.04	753.18
58	141511.13	483460.24	753.00
59	141480.80	483506.91	753.66

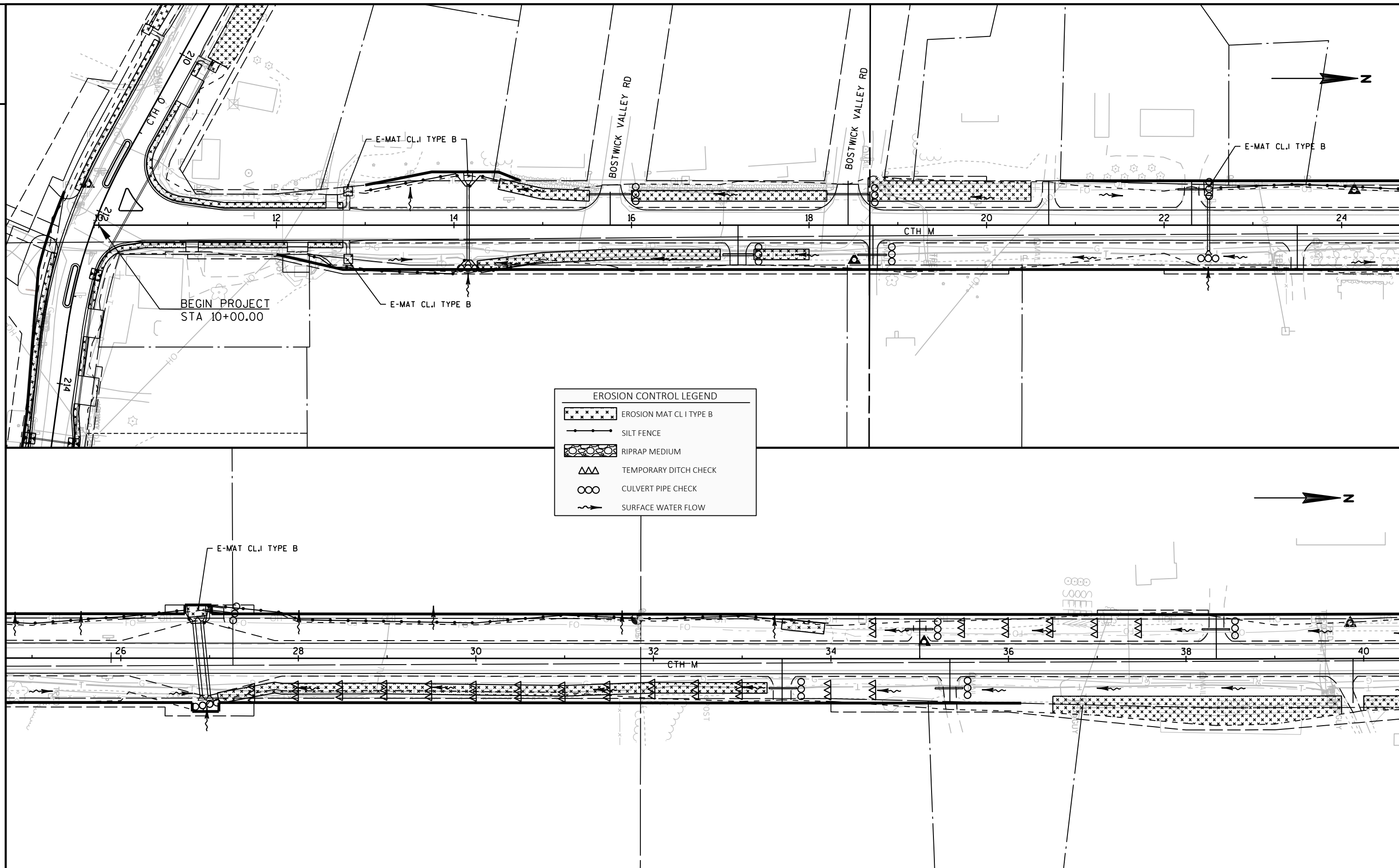
ISLAND ELEVATION POINTS			
POINT	Y	X	ELEVATION
60	141483.16	483513.58	753.83
61	141489.83	483511.21	753.86
62	141445.04	483603.21	754.56
63	141451.18	483599.70	754.63
64	141454.69	483605.84	754.76
65	141435.66	483643.09	754.85
66	141439.56	483649.01	754.98
67	141445.45	483645.11	755.05

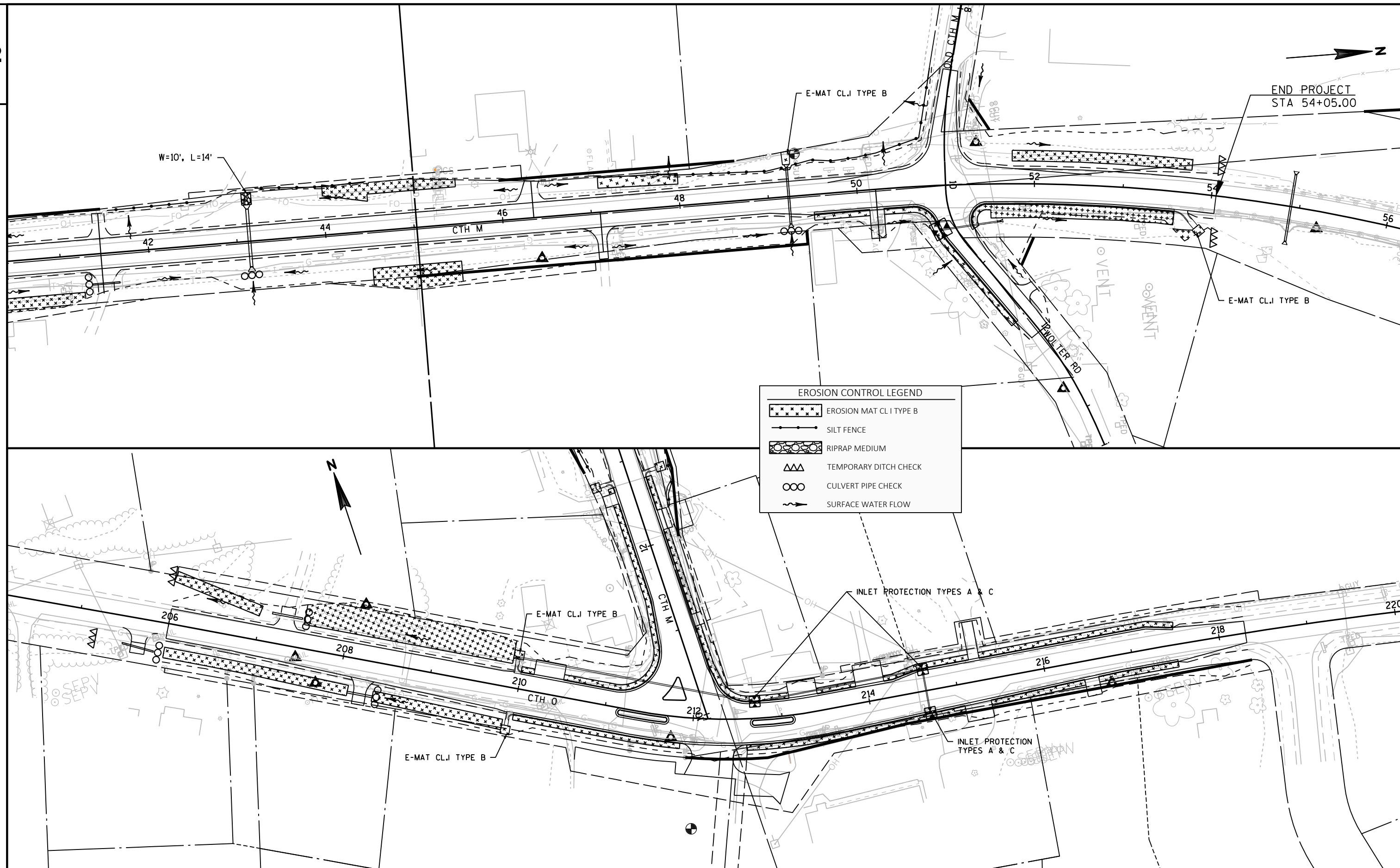


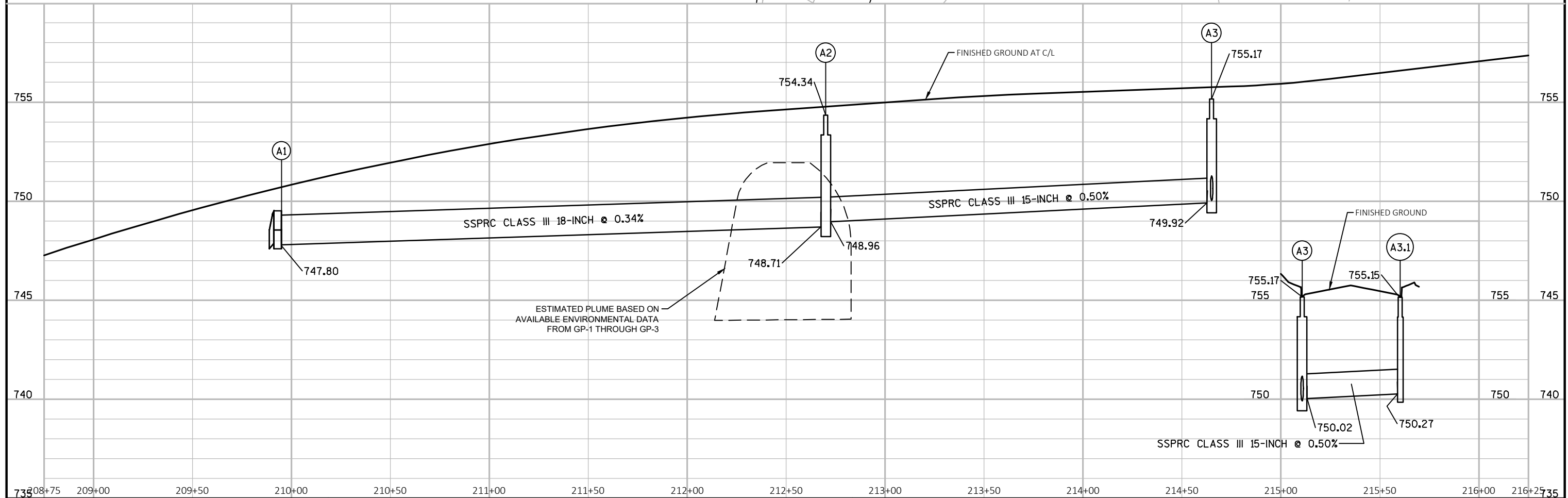
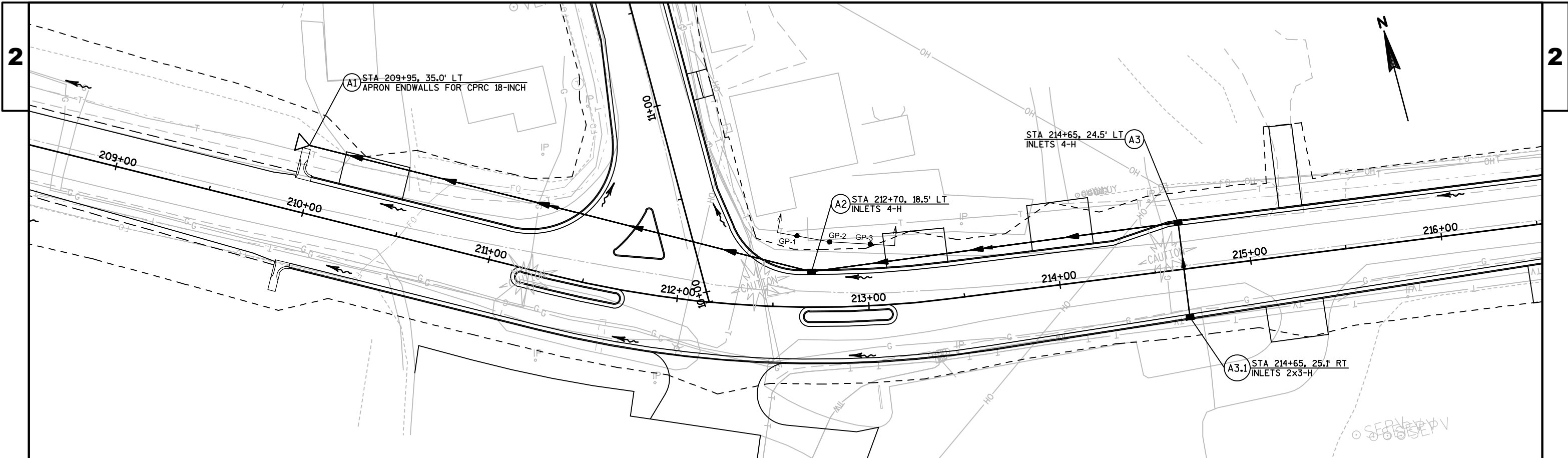


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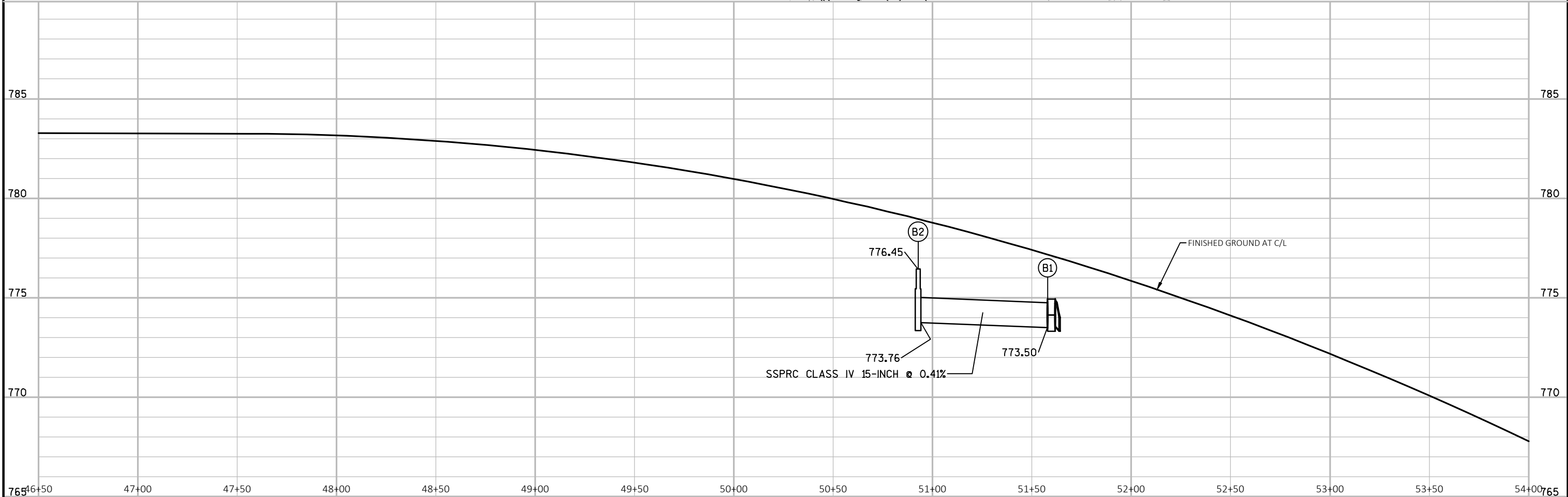
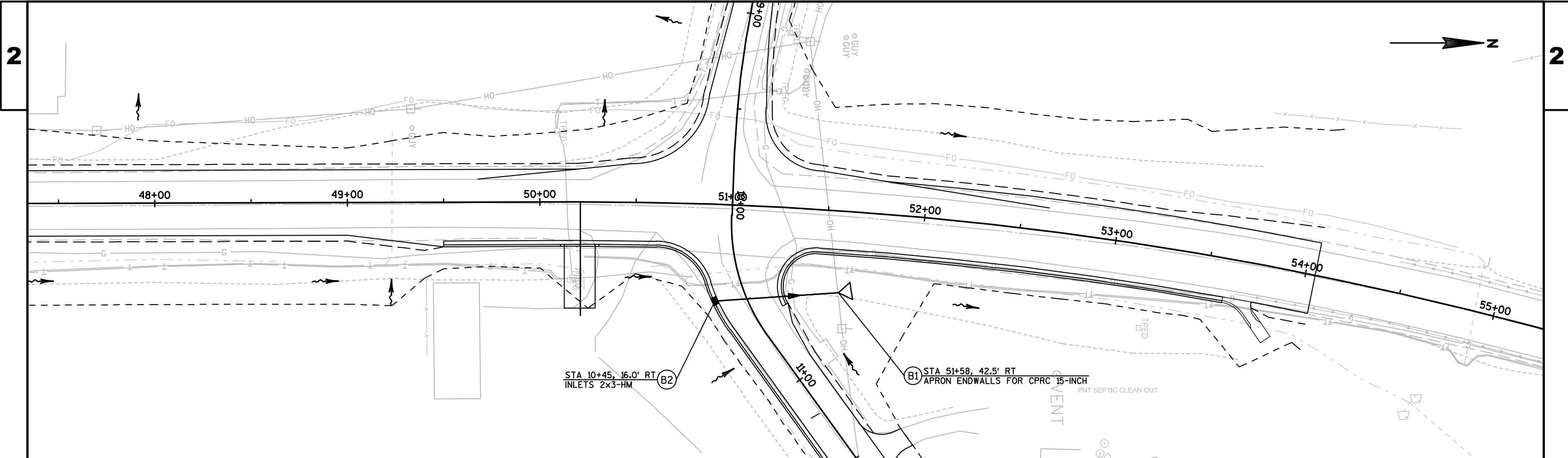
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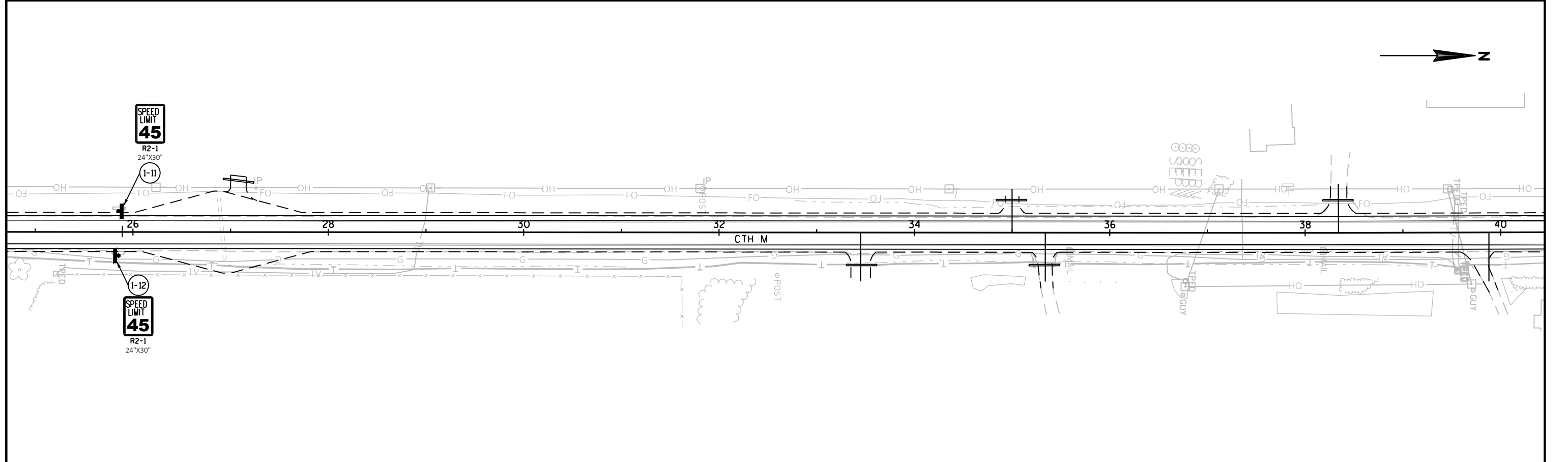
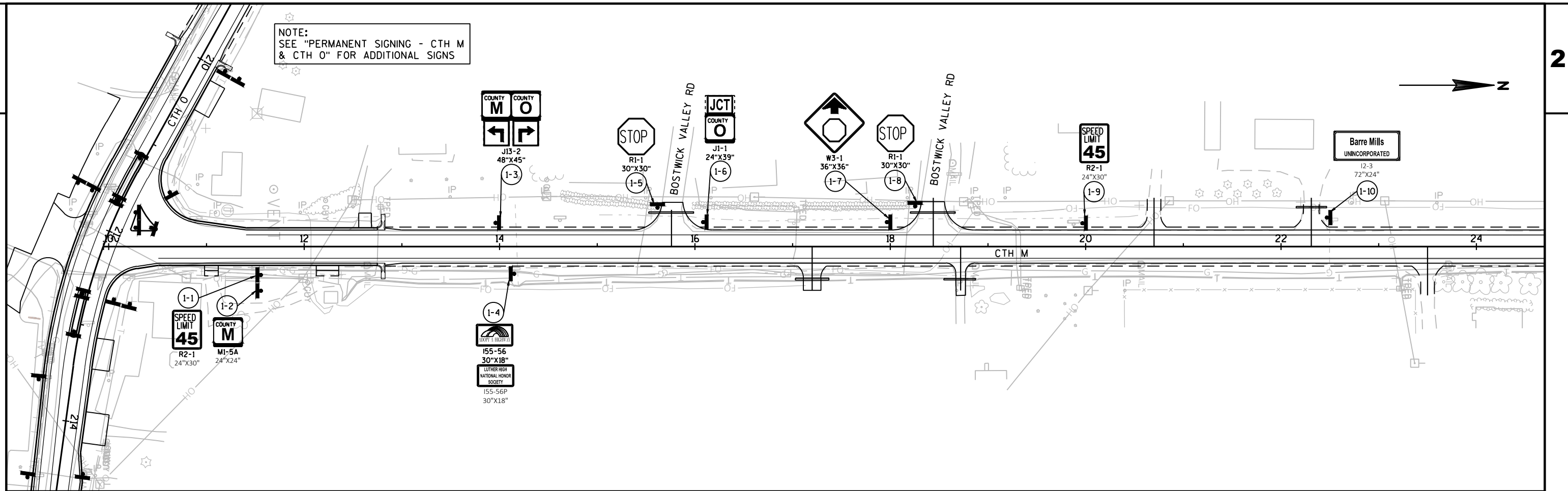


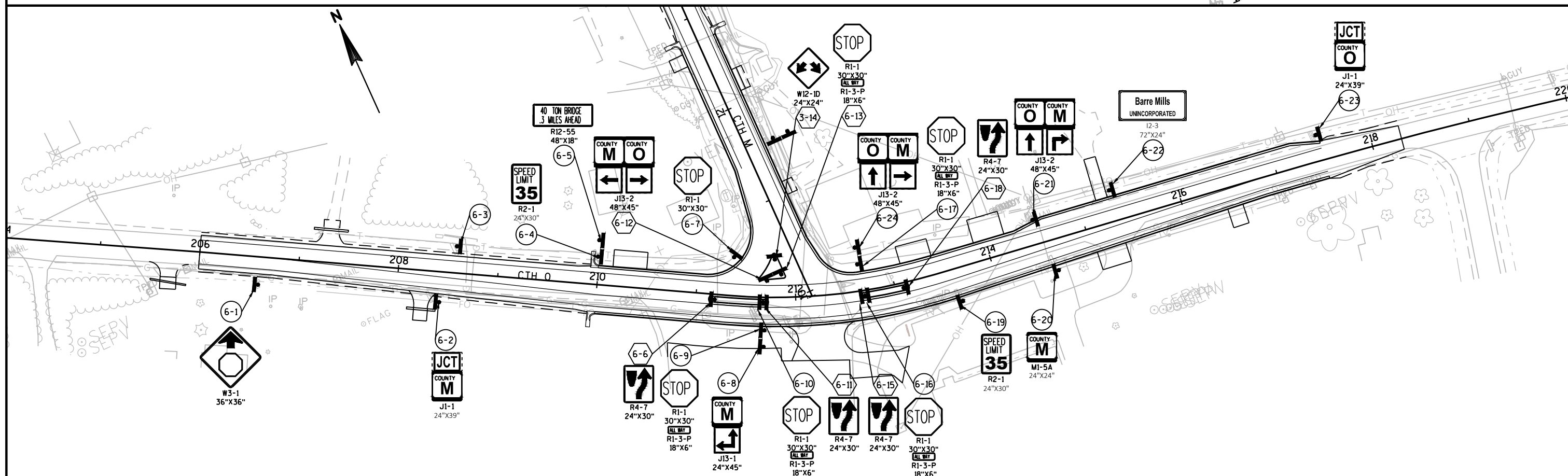
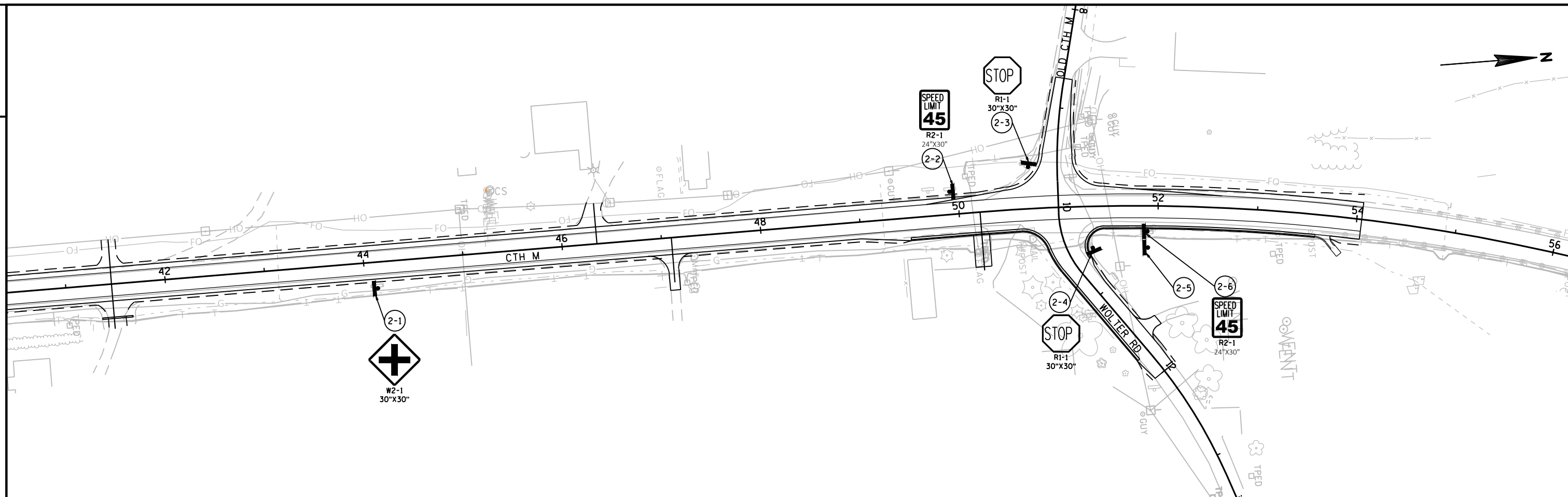


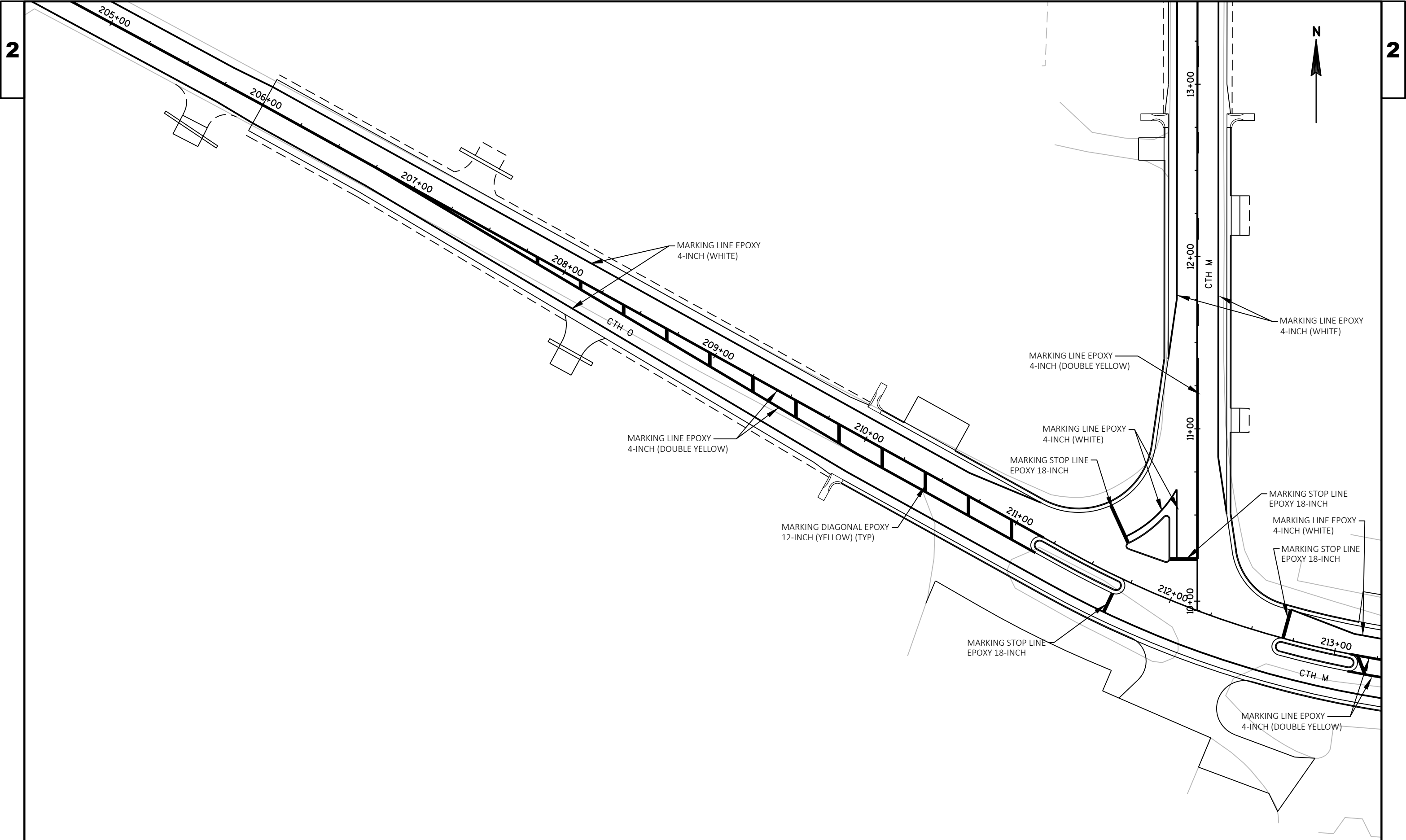


PROJECT NO:5436-00-71	HWY:CTH M	COUNTY:LA CROSSE	STORM SEWER	SHEET	E
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PROJECT NO:5436-00-71

HWY:CTH M

COUNTY:LA CROSSE

PAVEMENT MARKING

SHEET

E

FILE NAME : I:\41\410677\C3D\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024501_PM

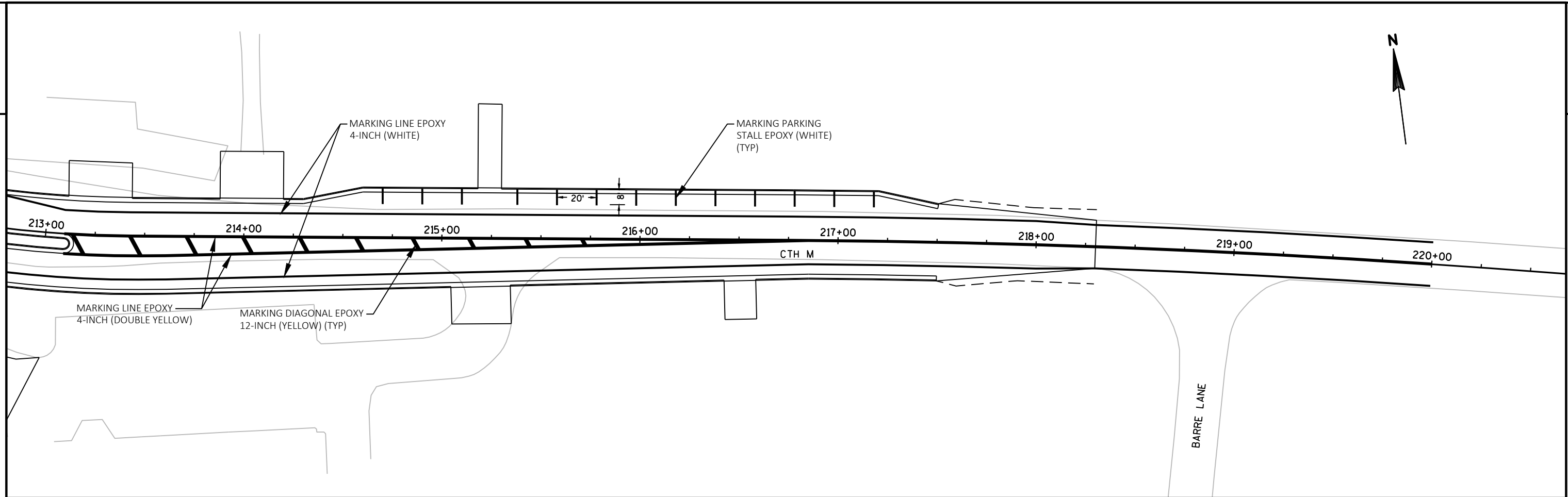
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PLOT BY : RESHESKE, CARRIE

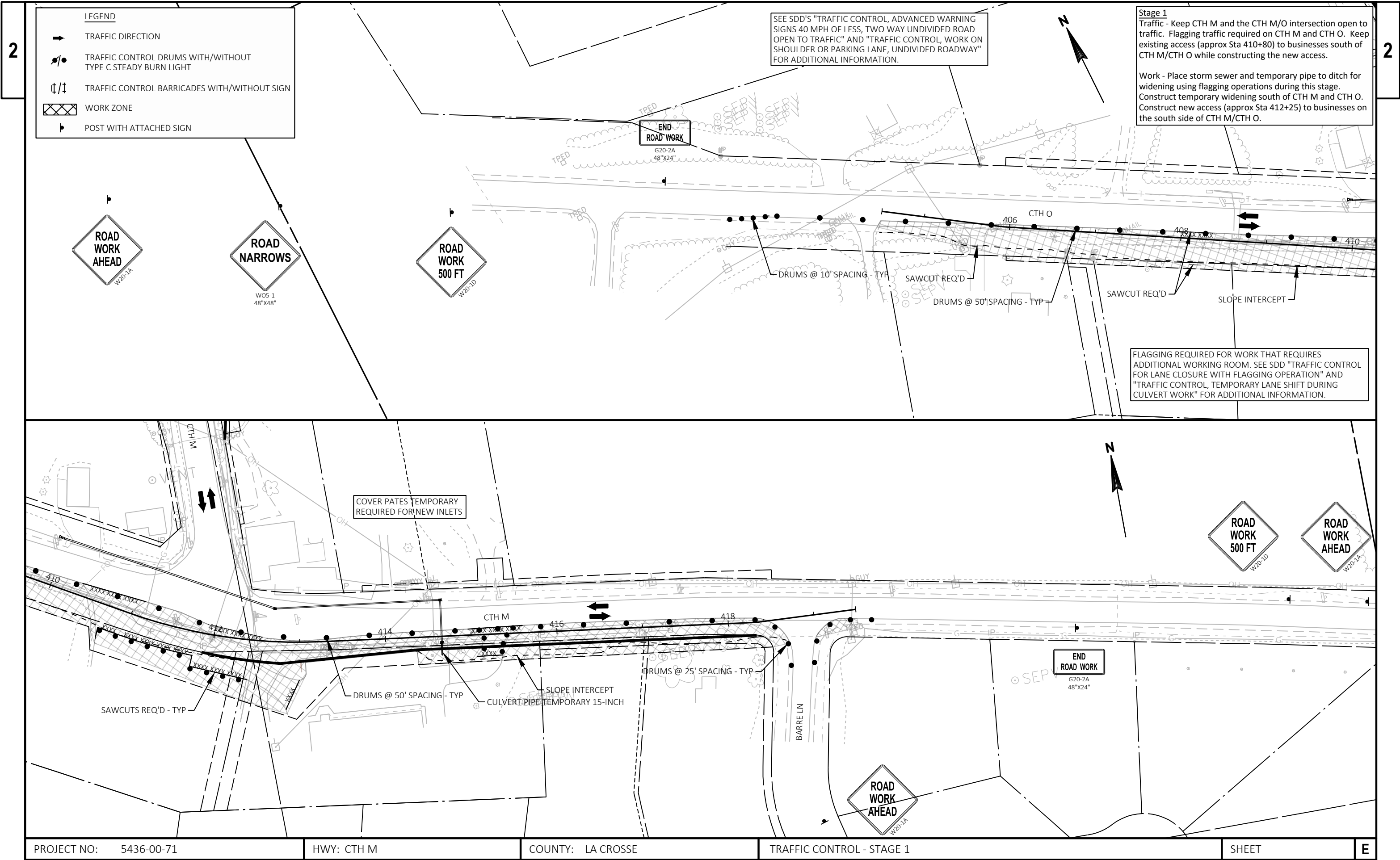
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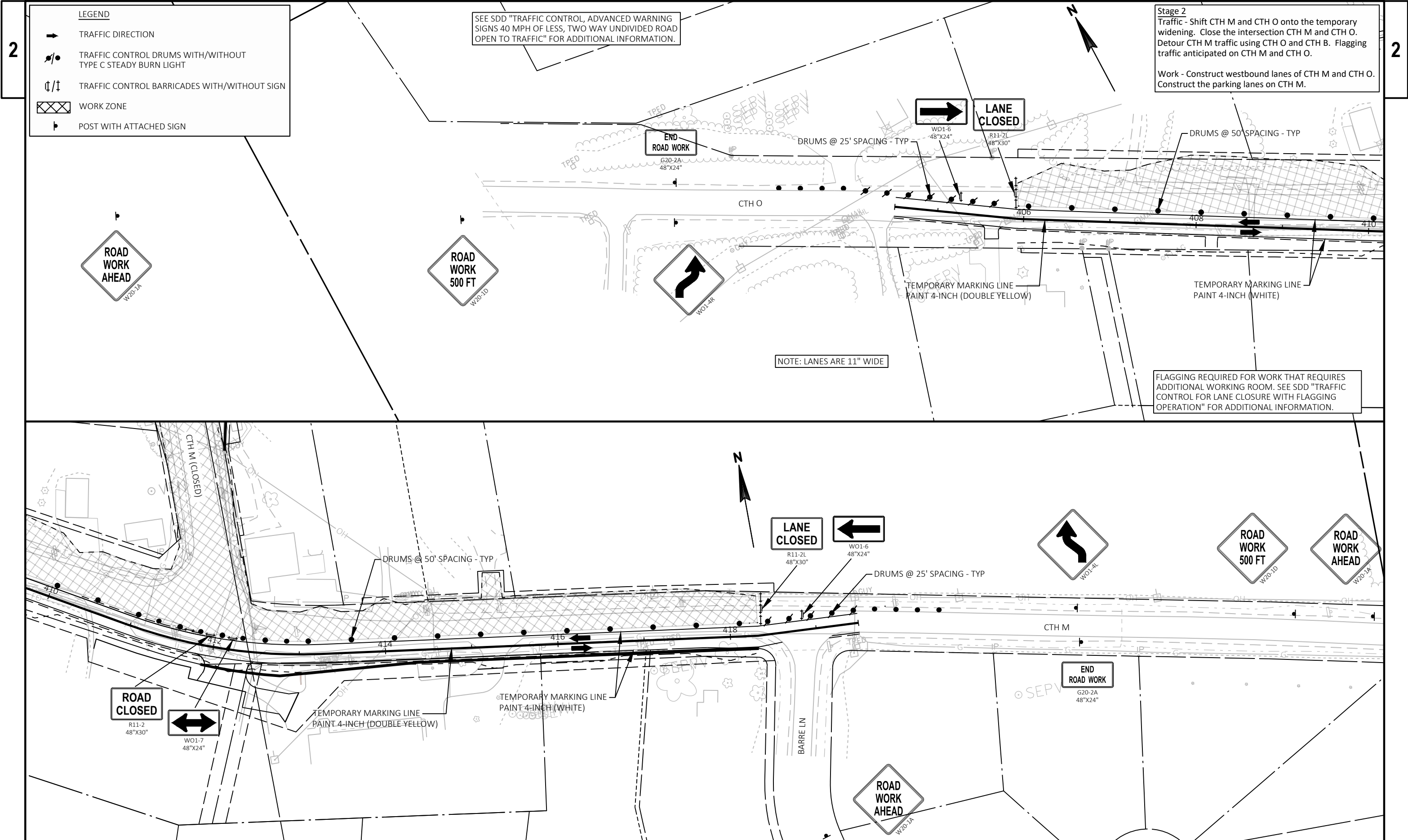
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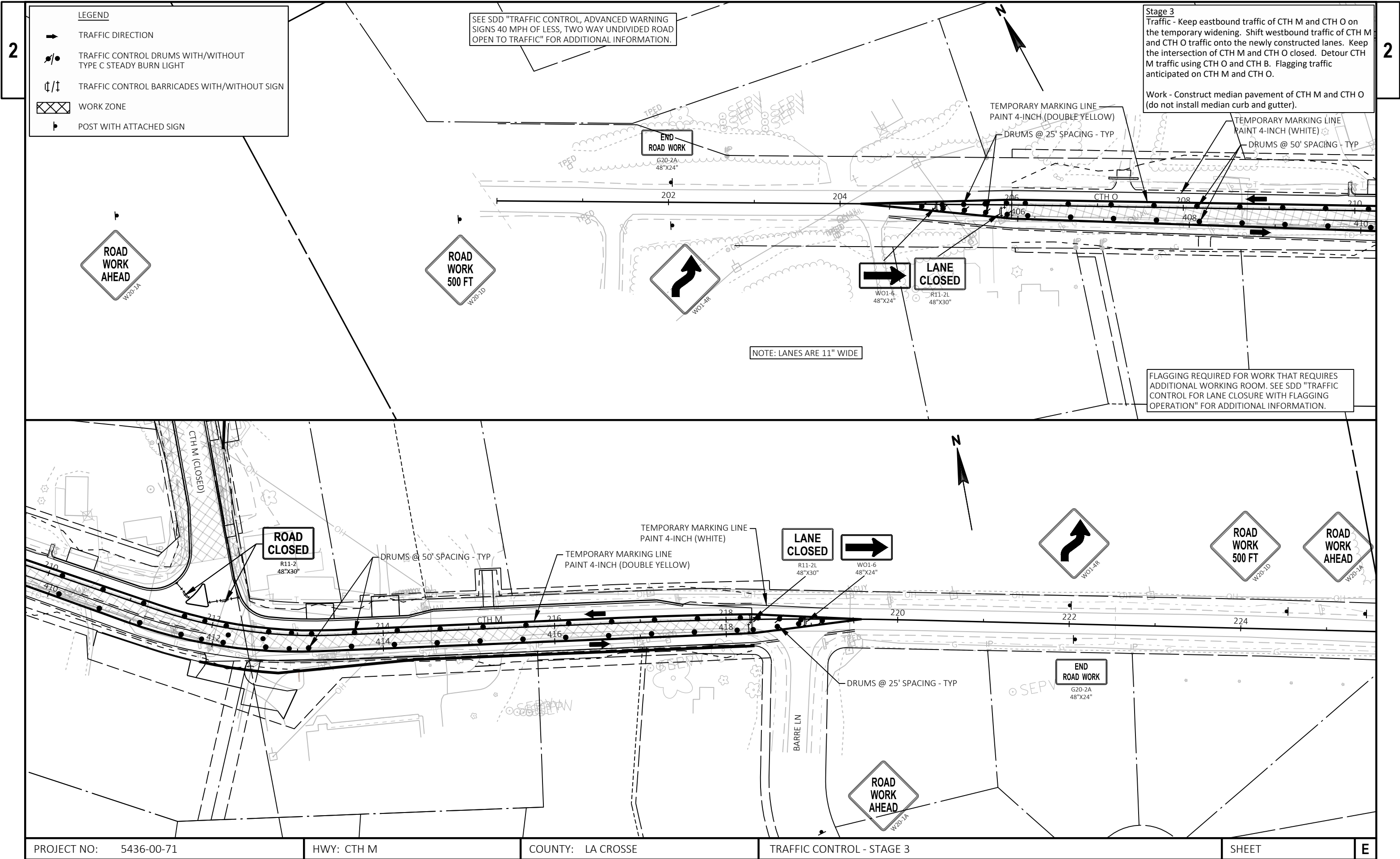
WISDOT/CADDs SHEET 42

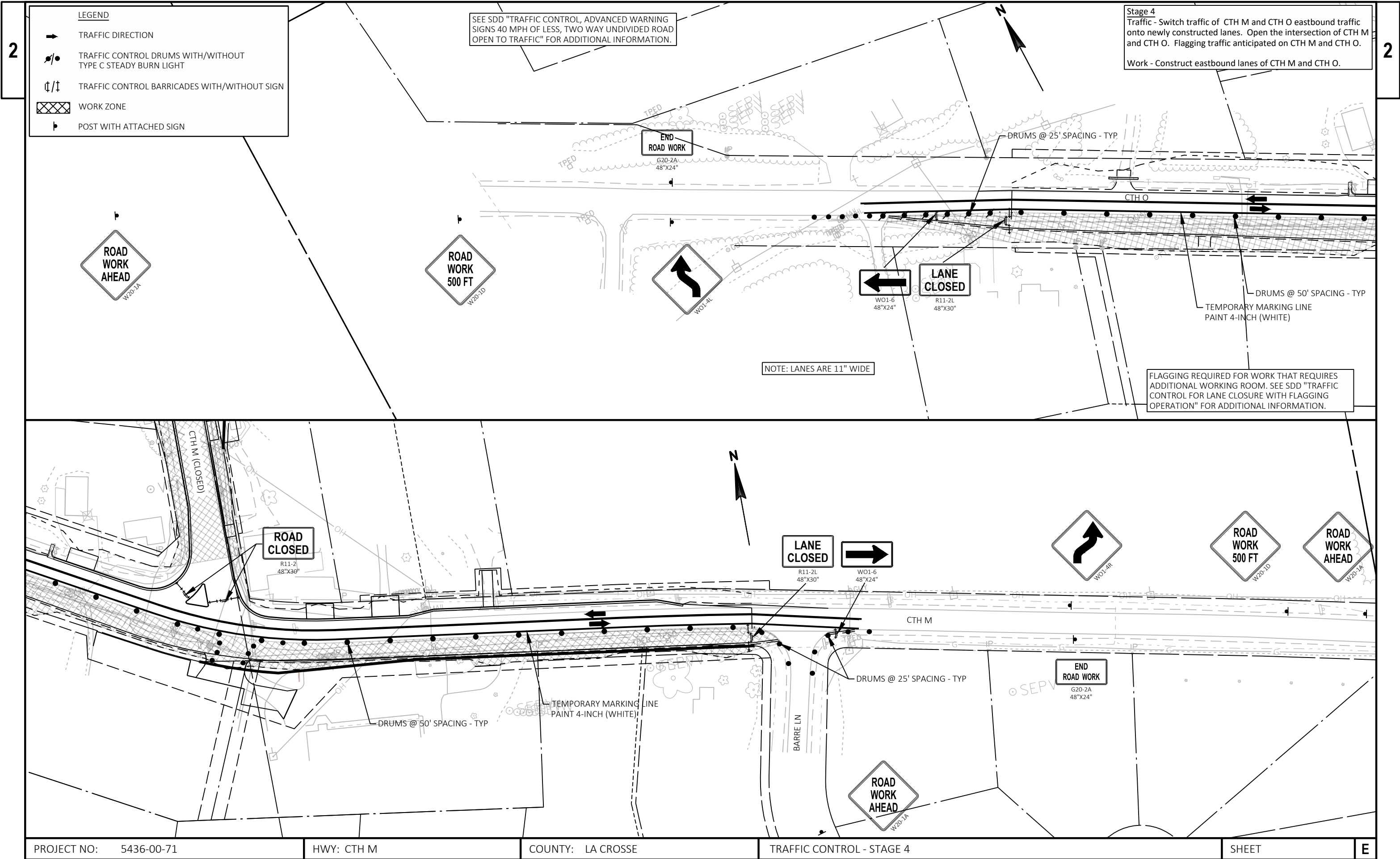


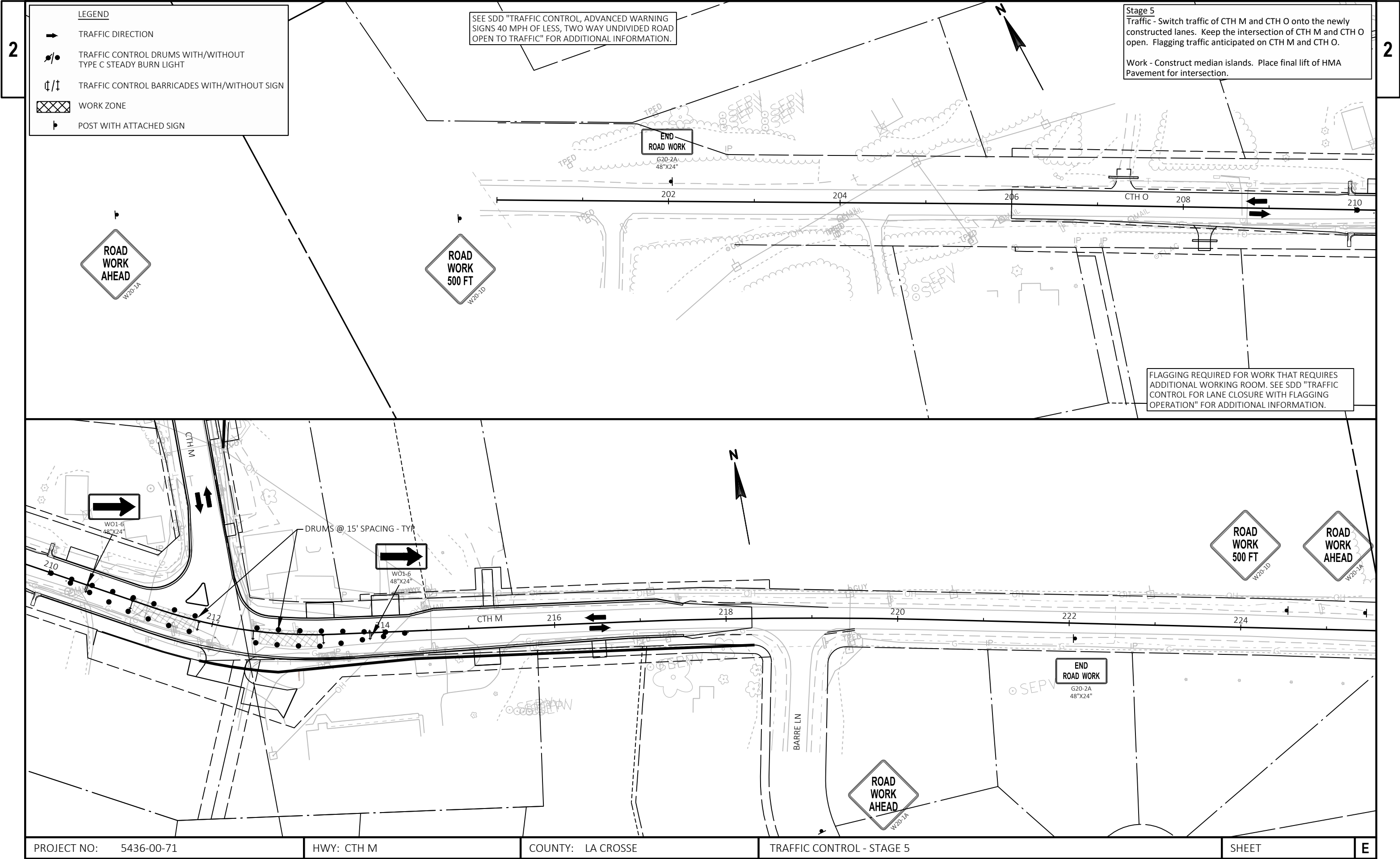
PROJECT NO:5436-00-71	HWY:CTH M	COUNTY:LA CROSSE	PAVEMENT MARKING	SHEET	E
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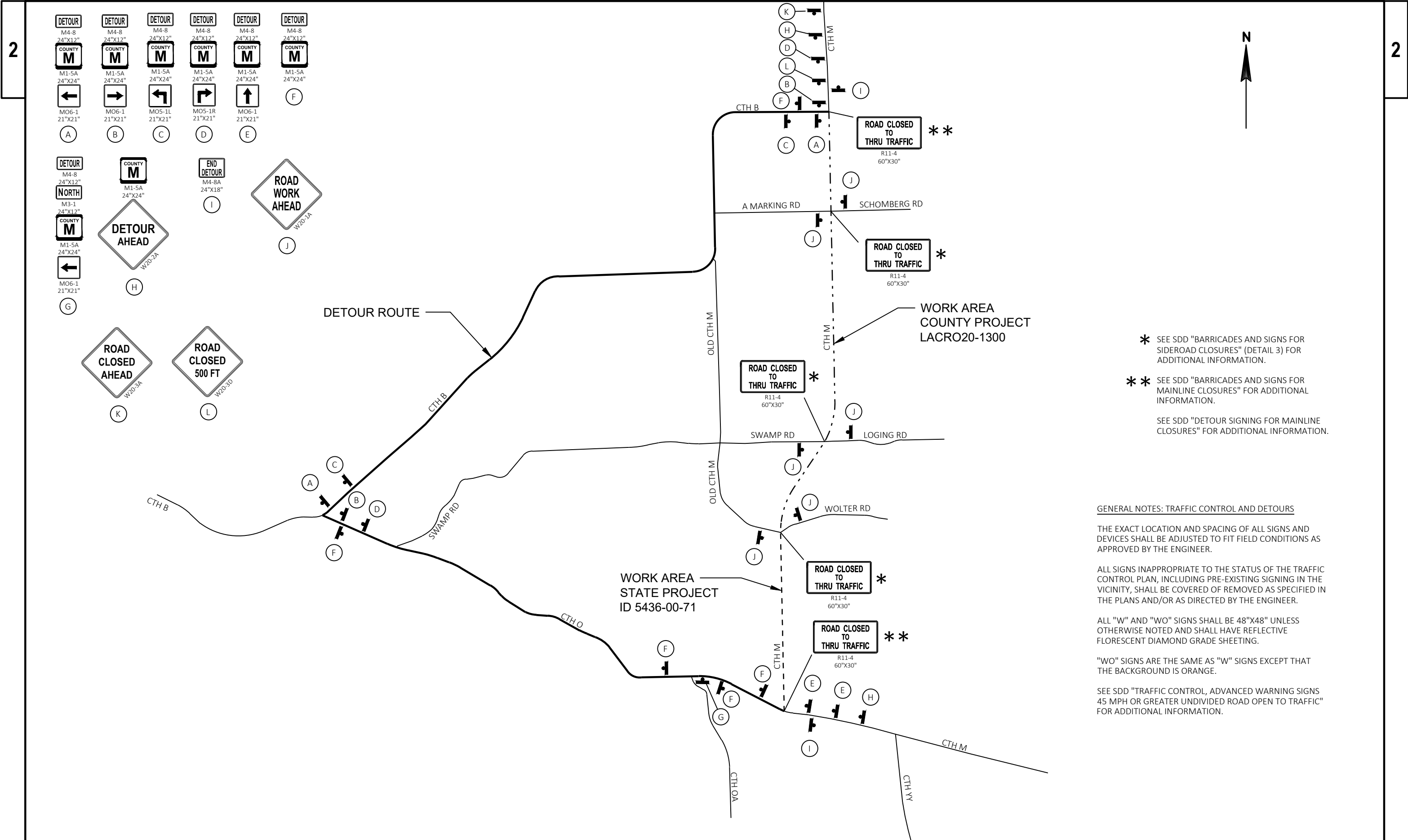












* SEE SDD "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" (DETAIL 3) FOR ADDITIONAL INFORMATION.

* * SEE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" FOR ADDITIONAL INFORMATION.

SEE SDD "DETOUR SIGNING FOR MAINLINE CLOSURES" FOR ADDITIONAL INFORMATION.

GENERAL NOTES: TRAFFIC CONTROL AND DETOURS

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE TRAFFIC CONTROL PLAN, INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED OF REMOVED AS SPECIFIED IN THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.

ALL "W" AND "WO" SIGNS SHALL BE 48"X48" UNLESS OTHERWISE NOTED AND SHALL HAVE REFLECTIVE FLORESCENT DIAMOND GRADE SHEETING.

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

SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION.

Estimate Of Quantities

5436-00-71

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	22.000	22.000
0004	201.0205	Grubbing	STA	22.000	22.000
0006	203.0100	Removing Small Pipe Culverts	EACH	21.000	21.000
0008	204.0100	Removing Concrete Pavement	SY	67.000	67.000
0010	204.0110	Removing Asphaltic Surface	SY	324.000	324.000
0012	204.0130	Removing Curb	LF	35.000	35.000
0014	204.0155	Removing Concrete Sidewalk	SY	8.000	8.000
0016	204.0170	Removing Fence	LF	460.000	460.000
0018	204.0180	Removing Delineators and Markers	EACH	16.000	16.000
0020	204.9105.S	Removing (item description) 01. Removing Landscape Block Retaining Wall STA 35+34 RT	LS	1.000	1.000
0022	204.9105.S	Removing (item description) 02. Removing Landscape Block Retaining Wall STA 41+46 RT	LS	1.000	1.000
0024	205.0100	Excavation Common	CY	37,427.000	37,427.000
0026	205.0501.S	Excavation, Hauling, and Disposal of Petroleum Contaminated Soil	TON	100.000	100.000
0028	208.1500.S	Temporary Lane Shift During Culvert Work	EACH	2.000	2.000
0030	213.0100	Finishing Roadway (project) 01. 5436-00-71	EACH	1.000	1.000
0032	305.0110	Base Aggregate Dense 3/4-Inch	TON	1,717.000	1,717.000
0034	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	20,117.000	20,117.000
0036	310.0110	Base Aggregate Open-Graded	TON	152.000	152.000
0038	311.0115	Breaker Run	CY	8,956.000	8,956.000
0040	371.2000.S	QMP Base Aggregate Dense 1 1/4-Inch Compaction	EACH	24.000	24.000
0042	416.0160	Concrete Driveway 6-Inch	SY	67.000	67.000
0044	455.0605	Tack Coat	GAL	1,170.000	1,170.000
0046	460.2000	Incentive Density HMA Pavement	DOL	4,700.000	4,700.000
0048	460.5223	HMA Pavement 3 LT 58-28 S	TON	932.000	932.000
0050	460.5224	HMA Pavement 4 LT 58-28 S	TON	703.000	703.000
0052	460.6223	HMA Pavement 3 MT 58-28 S	TON	3,321.000	3,321.000
0054	460.6224	HMA Pavement 4 MT 58-28 S	TON	2,373.000	2,373.000
0056	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	202.000	202.000
0058	465.0125	Asphaltic Surface Temporary	TON	616.000	616.000
0060	465.0310	Asphaltic Curb	LF	182.000	182.000
0062	465.0315	Asphaltic Flumes	SY	35.000	35.000
0064	520.2015	Culvert Pipe Temporary 15-Inch	LF	16.000	16.000
0066	521.1024	Apron Endwalls for Culvert Pipe Steel 24-Inch	EACH	2.000	2.000
0068	521.1030	Apron Endwalls for Culvert Pipe Steel 30-Inch	EACH	4.000	4.000
0070	521.1036	Apron Endwalls for Culvert Pipe Steel 36-Inch	EACH	6.000	6.000
0072	521.1518	Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 18-Inch 6 to 1	EACH	26.000	26.000
0074	521.1524	Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 24-Inch 6 to 1	EACH	2.000	2.000
0076	521.3118	Culvert Pipe Corrugated Steel 18-Inch	LF	474.000	474.000
0078	521.3124	Culvert Pipe Corrugated Steel 24-Inch	LF	100.000	100.000
0080	521.3130	Culvert Pipe Corrugated Steel 30-Inch	LF	146.000	146.000
0082	521.3136	Culvert Pipe Corrugated Steel 36-Inch	LF	234.000	234.000
0084	522.1015	Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	EACH	1.000	1.000
0086	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	1.000	1.000
0088	601.0110	Concrete Curb Type D	LF	86.000	86.000
0090	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	2,134.000	2,134.000
0092	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	540.000	540.000
0094	602.0405	Concrete Sidewalk 4-Inch	SF	836.000	836.000
0096	606.0200	Riprap Medium	CY	8.000	8.000
0098	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	241.000	241.000

Estimate Of Quantities

5436-00-71

Line	Item	Item Description	Unit	Total	Qty
0100	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	264.000	264.000
0102	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	62.000	62.000
0104	611.0430	Reconstructing Inlets	EACH	1.000	1.000
0106	611.0624	Inlet Covers Type H	EACH	3.000	3.000
0108	611.0627	Inlet Covers Type HM	EACH	1.000	1.000
0110	611.3004	Inlets 4-FT Diameter	EACH	2.000	2.000
0112	611.3230	Inlets 2x3-FT	EACH	2.000	2.000
0114	611.8120.S	Cover Plates Temporary	EACH	3.000	3.000
0116	612.0106	Pipe Underdrain 6-Inch	LF	2,420.000	2,420.000
0118	612.0206	Pipe Underdrain Unperforated 6-Inch	LF	50.000	50.000
0120	612.0806	Apron Endwalls for Underdrain Reinforced Concrete 6-Inch	EACH	5.000	5.000
0122	618.0100	Maintenance And Repair of Haul Roads (project) 01. 5436-00-71	EACH	1.000	1.000
0124	619.1000	Mobilization	EACH	1.000	1.000
0126	624.0100	Water	MGAL	400.000	400.000
0128	625.0500	Salvaged Topsoil	SY	23,940.000	23,940.000
0130	627.0200	Mulching	SY	20,320.000	20,320.000
0132	628.1504	Silt Fence	LF	2,695.000	2,695.000
0134	628.1520	Silt Fence Maintenance	LF	2,695.000	2,695.000
0136	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0138	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	4.000
0140	628.2004	Erosion Mat Class I Type B	SY	9,400.000	9,400.000
0142	628.7005	Inlet Protection Type A	EACH	5.000	5.000
0144	628.7015	Inlet Protection Type C	EACH	5.000	5.000
0146	628.7504	Temporary Ditch Checks	LF	360.000	360.000
0148	628.7555	Culvert Pipe Checks	EACH	82.000	82.000
0150	629.0210	Fertilizer Type B	CWT	19.000	19.000
0152	630.0120	Seeding Mixture No. 20	LB	650.000	650.000
0154	630.0140	Seeding Mixture No. 40	LB	165.000	165.000
0156	630.0200	Seeding Temporary	LB	150.000	150.000
0158	630.0500	Seed Water	MGAL	670.000	670.000
0160	633.5200	Markers Culvert End	EACH	14.000	14.000
0162	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	5.000	5.000
0164	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	34.000	34.000
0166	637.2210	Signs Type II Reflective H	SF	244.050	244.050
0168	637.2230	Signs Type II Reflective F	SF	28.250	28.250
0170	638.2102	Moving Signs Type II	EACH	1.000	1.000
0172	638.2602	Removing Signs Type II	EACH	34.000	34.000
0174	638.3000	Removing Small Sign Supports	EACH	34.000	34.000
0176	638.4000	Moving Small Sign Supports	EACH	1.000	1.000
0178	642.5201	Field Office Type C	EACH	1.000	1.000
0180	643.0300	Traffic Control Drums	DAY	5,477.000	5,477.000
0182	643.0420	Traffic Control Barricades Type III	DAY	3,056.000	3,056.000
0184	643.0705	Traffic Control Warning Lights Type A	DAY	4,844.000	4,844.000
0186	643.0715	Traffic Control Warning Lights Type C	DAY	564.000	564.000
0188	643.0900	Traffic Control Signs	DAY	10,633.000	10,633.000
0190	643.5000	Traffic Control	EACH	1.000	1.000
0192	645.0111	Geotextile Type DF Schedule A	SY	1,355.000	1,355.000
0194	645.0120	Geotextile Type HR	SY	25.000	25.000
0196	645.0220	Geogrid Type SR	SY	26,867.000	26,867.000
0198	646.1020	Marking Line Epoxy 4-Inch	LF	21,665.000	21,665.000
0200	646.4520	Marking Line Same Day Epoxy 4-Inch	LF	4,393.000	4,393.000
0202	646.6120	Marking Stop Line Epoxy 18-Inch	LF	69.000	69.000

Estimate Of Quantities

5436-00-71					
Line	Item	Item Description	Unit	Total	Qty
0204	646.7120	Marking Diagonal Epoxy 12-Inch	LF	186.000	186.000
0206	646.8320	Marking Parking Stall Epoxy	LF	104.000	104.000
0208	648.0100	Locating No-Passing Zones	MI	0.830	0.830
0210	649.0105	Temporary Marking Line Paint 4-Inch	LF	11,214.000	11,214.000
0212	650.4000	Construction Staking Storm Sewer	EACH	6.000	6.000
0214	650.4500	Construction Staking Subgrade	LF	7,411.000	7,411.000
0216	650.5000	Construction Staking Base	LF	7,411.000	7,411.000
0218	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	1,999.000	1,999.000
0220	650.6000	Construction Staking Pipe Culverts	EACH	6.000	6.000
0222	650.9910	Construction Staking Supplemental Control (project) 01. 5436-00-71	LS	1.000	1.000
0224	650.9920	Construction Staking Slope Stakes	LF	7,411.000	7,411.000
0226	690.0150	Sawing Asphalt	LF	1,327.000	1,327.000
0228	690.0250	Sawing Concrete	LF	51.000	51.000
0230	740.0440	Incentive IRI Ride	DOL	3,337.000	3,337.000
0232	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	1,200.000	1,200.000
0234	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	600.000	600.000
0236	SPV.0060	Special 01. Remove and Reset Mailboxes	EACH	18.000	18.000
0238	SPV.0060	Special 02. Temporary Mailbox Station	EACH	2.000	2.000
0240	SPV.0180	Special 01. Salvaged Asphaltic Pavement	SY	13,134.000	13,134.000
0242	SPV.0195	Special 01. Salvaged Asphaltic Pavement Base	TON	5,668.000	5,668.000

CLEARING AND GRUBBING

STATION TO STATION	LOCATION	201.0105	201.0205
		CLEARING STA	GRUBBING STA
14+00 - 20+00	CTH M	6	6
23+00 - 25+00	CTH M	2	2
37+00 - 39+00	CTH M	2	2
40+00 - 42+00	CTH M	2	2
45+00 - 46+00	CTH M	1	1
47+00 - 48+00	CTH M	1	1
53+00 - 54+00	CTH M	1	1
10+00 - 12+00	WOLTER RD	2	2
206+00 - 209+00	CTH O	3	3
214+00 - 215+00	CTH O	1	1
217+00 - 218+00	CTH O	1	1
PROJECT TOTALS		22	22

REMOVING SMALL PIPE CULVERTS

STATION	LOCATION	MATERIAL	SIZE	203.0100
				EACH
12+23	CTH M, RT	CMCP	24"x33'	1
12+63	CTH M, LT	CMCP	18"x26'	1
14+18	CTH M	CMCP	30"x83'	1
15+76	CTH M, LT	CMCP	18"x41'	1
17+20	CTH M, RT	CMCP	24"x32'	1
18+44	CTH M, LT	CMCP	18"x42'	1
18+72	CTH M, RT	CMCP	18"x32'	1
22+31	CTH M, LT	CMCP	18"x27'	1
22+50	CTH M	CMCP	24"x51'	1
26+91	CTH M	CMCP	24"x63'	1
26+91	CTH M	CMCP	24"x63'	1
33+45	CTM M, RT	CMCP	18"x33'	1
34+09	CTM M, LT	CMCP	18"x17'	1
35+34	CTM M, RT	CMCP	12"x25'	1
41+46	CTM M, RT	CMCP	12"x35'	1
43+14	CTM M	CMCP	24"x73'	1
49+23	CTH M	CMCP	24"x63'	1
10+34	WOLTER RD	CMCP	24"x46'	1
207+30	CTH O, LT	CMCP	18"x25'	1
210+32	CTH O, LT	CMCP	12"x45'	1
215+25	CTH O, LT	CMCP	12"x39'	1
PROJECT TOTAL				21

REMOVING CONCRETE PAVEMENT

STATION	LOCATION	204.0100
		SY
205+62	DRWY, RT	21
210+32	DRWY, LT	46
PROJECT TOTAL		67

REMOVING CURB

LOCATION	STAGE	204.0130
		LF
CTH M SAFETY ISLAND	2	35
PROJECT TOTAL		35

REMOVING ASPHALTIC SURFACE

STATION TO STATION	LOCATION	204.0110
		SY
210+75 - 213+02	DRWY, RT	324
PROJECT TOTAL		324

REMOVING CONCRETE SIDEWALK

STATION	LOCATION	204.0155
		SY
211+64	CTH O, RT	8
PROJECT TOTAL		8

REMOVING DELINEATORS AND MARKERS

LOCATION	204.0180 EACH
PROJECT LIMITS	16
PROJECT TOTAL	16

EXCAVATION, HAULING, AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL

LOCATION	205.0501.S TON
NE QUAD OF CTH M/O INT	100
PROJECT TOTAL	100

EARTHWORK SUMMARY

STATION TO STATION	LOCATION	205.0100	(5)	(3)	UNEXPANDED	(1)	(4)	WASTE
		EXCAVATION COMMON CY	UNUSABLE PAVEMENT MATERIAL CY	AVAILABLE MATERIAL CY	FILL CY	EXPANDED FILL CY	MASS ORDINATE +/- CY	
10+13 - 54+05	CTH M	26423	1200	25223	3091	4018	21205	---
206+00 - 218+30	CTH O	8244	340	7904	334	434	7470	---
8+70 - 12+00	OLD CTH M/WOLTER RD	1238	60	1178	6	8	1170	---
404+50 - 419+49	WIDENING	1342	---	1342	106	138	1204	---
PROJECT TOTALS		37247	1600	35647			31049	31049

- (1) EXPANSION FACTOR = 1.3 EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR
(3) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL
(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.
(5) QUANTITY BASED ON ASPHALT LAYER REMOVED FROM EXISTING

BASE AGGREGATE DENSE

STATION TO STATION	LOCATION	305.0110	305.0120
		3/4-INCH TON	1 1/4-INCH TON
10+13 - 54+05	CTH M	1200	13252
206+00 - 218+30	CTH O	90	4727
8+70 - 9+80	OLD CTH M	22	235
10+20 - 12+00	WOLTER RD	13	343
404+50 - 419+49	WIDENING	150	1560
DRIVEWAYS (14)		242	---
PROJECT TOTALS		1717	20117

BREAKER RUN & GEOGRID TYPE SR

STATION TO STATION	LOCATION	311.0115	645.0220
		BREAKER CY	GEOGRID SY
10+13 - 54+05	CTH M	6849	20548
206+00 - 217+50	CTH O	2106	6319
PROJECT TOTALS		8956	26867

CONCRETE DRIVEWAY 6-INCH

STATION	LOCATION	416.0160
		SY
205+62	DRWY, RT	22
210+32	DRWY, LT	46
PROJECT TOTAL		67

ALL ITEMS ON THIS SHEET
ARE CATEGORY 0010
UNLESS OTHERWISE NOTED

3

PAVEMENT ITEMS								
STATION TO STATION	LOCATION	460.5223	460.5224	460.6223	460.6224	465.0120	465.0125	455.0605
		HMA PAVEMENT				ASPHALTIC	ASPHALTIC	
		3 LT 58-28 S	4 LT 58-28 S	3 MT 58-28 S	4 MT 58-28 S	SURFACE DRIVEWAYS	SURFACE	
		TON	TON	TON	TON	& FIELD ENTRANCES	TEMPORARY	TACK COAT
		TON	TON	TON	TON	TON	TON	GAL
10+13 - 54+05	CTH M	---	---	3321	2373	---	---	850
206+00 - 218+30	CTH 0	766	613	---	---	---	---	275
OLD CTH M/WOLTER RD	SIDEROADS	166	90	---	---	---	---	45
	DRIVEWAYS (15)	---	---	---	---	202	---	---
STORM SEWER PATCHING	STAGE 1	---	---	---	---	---	55	---
404+50 - 419+49	WIDENING	---	---	---	---	---	616	---
PROJECT TOTALS		932	703	3321	2373	202	616	1170

ASPHALTIC CURB			
STATION TO STATION	LOCATION	STAGE	465.0310 LF
416+50 - 418+32	TEMP WIDENING	1	182
PROJECT TOTAL			182

ASPHALTIC FLUMES		
STATION	LOCATION	465.0315 SY
210+00	LT, CTH 0	7
210+00	RT, CTH 0	7
12+75	LT, CTH M	7
12+75	RT, CTH M	7
53+60	RT, CTH M	7
PROJECT TOTAL		35

CULVERT PIPE CORRUGATED STEEL												
STATION	LOCATION	521.3118	521.3124	521.3130	521.3136	521.1024	521.1030	521.1036	521.1518	521.1524	STEEL	
		CULVERT PIPE CORRUGATED STEEL				APRON ENDWALLS FOR CP STEEL			APRON ENDWALLS FOR		SLOPED SIDE DRAINS	
		18-INCH	24-INCH	30-INCH	36-INCH	24-INCH	30-INCH	36-INCH	6 TO 1	6 TO 1	THICKNESS	*ELEVATIONS
		LF	LF	LF	LF	EACH	EACH	EACH	EACH	EACH	(INCHES)	INLET OUTLET
14+16	CTH M	---	---	86	---	---	2	---	---	---	0.079	739.70 738.32
15+76	PE, LT	46	---	---	---	---	---	---	2	---	0.064	---
17+20	PE, RT	---	34	---	---	---	---	---	---	2	0.064	---
18+44	PE, LT	46	---	---	---	---	---	---	2	---	0.064	---
18+72	PE, RT	34	---	---	---	---	---	---	2	---	0.064	---
22+31	PE, LT	34	---	---	---	---	---	---	2	---	0.064	---
22+50	CTH M	---	---	60	---	---	2	---	---	---	0.079	745.03 744.90
26+91	CTH M	---	---	---	84	---	---	2	---	---	0.079	745.86 745.58
26+91	CTH M	---	---	---	84	---	---	2	---	---	0.079	745.86 745.58
27+08	FE, LT	34	---	---	---	---	---	---	2	---	0.064	---
33+45	FE, RT	34	---	---	---	---	---	---	2	---	0.064	---
34+09	FE, LT	28	---	---	---	---	---	---	2	---	0.064	---
35+34	PE, RT	46	---	---	---	---	---	---	2	---	0.064	---
38+34	PE, LT	34	---	---	---	---	---	---	2	---	0.064	---
41+46	PE, RT	34	---	---	---	---	---	---	2	---	0.064	---
43+14	CTH M	---	---	---	66	---	---	2	---	---	0.079	777.70 775.88
49+23	CTH M	---	66	---	---	2	---	---	---	---	0.064	777.56 776.85
205+70	PE, RT	36	---	---	---	---	---	---	2	---	0.064	---
207+30	PE, LT	34	---	---	---	---	---	---	2	---	0.064	---
208+25?	PE, RT	34	---	---	---	---	---	---	2	---	0.064	---
PROJECT TOTALS		474	100	146	234	2	4	6	26	2		

* PIPE INVERT AT END OF PIPE: FOR INFORMATION ONLY. FIELD VERIFY

CONCRETE CURB AND GUTTER				
STATION TO STATION	LOCATION	601.0110	601.0411	601.0557
		CONCRETE	CONCRETE	CONCRETE
		CURB	30-INCH	36-INCH
		TYPE D	TYPE D	TYPE D
		LF	LF	LF
210+00 - 217+50	RT, CTH 0	---	761	---
210+00 - 12+75	NW QUAD, CTH 0/CTH M INT	---	376	---
12+75 - 217+50	NE QUAD, CTH 0/CTH M INT	---	776	---
	WEST ISLAND, CTH 0	---	120	---
	EAST ISLAND, CTH 0	---	101	---
	SAFETY ISLAND CTH M	86	---	---
49+50 - 11+75	SE QUAD, CTH M/WOLTER RD INT	---	---	290
10+62 - 53+60	NE QUAD, CTH M/WOLTER RD INT	---	---	250
PROJECT TOTALS		86	2134	540

CONCRETE SIDEWALK 4-INCH			
STATION TO STATION	LOCATION	602.0405	
		SF	
211+17 - 211+69	SAFETY ISLAND, CTH 0	271	
212+68 - 213+10	SAFETY ISLAND, CTH M	223	
10+24 - 10+48	SAFETY ISLAND, CTH M	342	
PROJECT TOTAL		836	

RIPRAP MEDIUM & GEOTEXTILE TYPE HR			
STATION	LOCATION	606.0200	645.0120
		RIPRAP	TYPE HR
		CY	SY
43+14	CTH M, LT	8	25
PROJECT TOTALS		8	25

ALL ITEMS ON THIS SHEET
ARE CATEGORY 0010
UNLESS OTHERWISE NOTED

STORM SEWER PIPES REINFORCED CONCRETE

LOCATION	STATION	608.0315	608.0318	608.0415	JOINT TIES*	INLET	DISCHARGE	SLOPE
		CLASS III-A	CLASS III-A	CLASS IV				
		15-INCH	18-INCH	12-INCH	EACH	ELEVATION	ELEVATION	FT/FT
		LF	LF	LF				
A1 - A2	209+95, LT	---	264	---	3	748.71	747.8	0.0034
A2 - A3	212+70 LT	191	---	---	---	749.92	748.96	0.0050
A3.1 - A3	214+65 LT	50	---	---	---	750.27	750.02	0.0050
B1 - B2	51+44, RT	---	---	62	3	773.76	773.5	0.0042
PROJECT TOTALS		241	264	62				

COVER PLATES TEMPORARY

CULVERT PIPE TEMPORARY 15-INCH

STATION	LOCATION	520.2015
		LF
214+65	RT	16
PROJECT TOTAL		16

STATION	LOCATION	611.8120.S
		EACH
212+70	LT	1
214+65	LT	1
214+65	RT	1
PROJECT TOTAL		3

RECONSTRUCTING INLETS

STATION	LOCATION	611.0430
		EACH
214+65	RT	1
PROJECT TOTAL		1

BASE AGGREGATE OPEN-GRADED AND GEOTEXTILE TYPE DF SCHEDULE A

STATION TO STATION	LOCATION	310.0110	645.0111
		BASE AGGREGATE	GEOTEXTILE
		OPEN-GRADED	TYPE DF
		TON	SCHEDULE A
			SY
13+00 - 217+50	NE QUAD, CTH O/CTH M INT	50	448
209+75 - 13+00	NW QUAD, CTH O/CTH M INT	27	238
209+75 - 217+50	CTH O/CTH M, RT	48	434
49+50 - 10+45	SE QUAD, CTH M/WOLTER RD INT	11	95
51+50 - 54+00	NE QUAD, CTH M/WOLTER RD INT	16	140
PROJECT TOTALS		152	1355

STORM SEWER STRUCTURES

STRUCTURE	STATION	OFFSET*	522.1015	522.1018	611.0624	611.0627	611.3004	611.3230	650.4000	RIM****	INVERT**	DEPTH
			APRON ENDWALLS	APRON ENDWALLS	INLET	COVERS	INLETS	CONSTRUCTION	STAKING			
			15-INCH	18-INCH	TYPE H	HM	4-FT DIA	2X3-FT	STORM SEWER	ELEVATION	ELEVATION	FT***
			EACH	EACH	EACH	EACH	EACH	EACH	EACH			
A1	209+95	35.0' LT	---	1	---	---	---	---	1	---	747.8	---
A2	212+70	18.5' LT	---	---	1	---	1	---	1	754.34	748.71	4.80
A3	214+65	24.5' LT	---	---	1	---	1	---	1	755.17	749.92	4.42
A3.1	214+65	25.1' RT	---	---	1	---	---	1	1	755.15	750.27	4.05
B1	51+58	42.5' RT	1	---	---	---	---	---	1	---	773.5	---
B2	10+45	16.0' RT	---	---	---	1	---	1	1	776.45	773.76	1.86
PROJECT TOTALS			1	1	3	1	2	2	6			

* STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE
** FOR STRUCTURES WITH SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE SUMP. FOR STRUCTURES WITHOUT SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LINE
*** DEPTH = RIM ELEV - INVERT - COVER HEIGHT - 6-INCH ADJUSTMENT RING HEIGHT
**** RIM ELEVATION EQUALS FLOWLINE FOR INLET STRUCTURES

WATER

LOCATION	624.0100
	MGAL
DUST CONTROL	100
BASE COMPACTION	300
PROJECT TOTAL	400

ALL ITEMS ON THIS SHEET
ARE CATEGORY 0010
UNLESS OTHERWISE NOTED

3

SALVAGED TOPSOIL, MULCHING, FERTILIZER, & SEEDING

STATION TO STATION	LOCATION	625.0500		629.0210	630.0120	630.0140	630.0200	630.0500
		SALVAGED TOPSOIL SY	627.0200 MULCHING SY	FERTILIZER TYPE B CWT	SEEDING MIXTURE NO. 20 LB	SEEDING MIXTURE NO. 40 LB	SEEDING TEMPORARY LB	SEED WATER MGAL
10+13 - 54+05	CTH M	19250	14247	12.1	470	50	---	432
206+00 - 218+30	CTH O	4420	1904	2.8	40	80	---	99
OLD CTH M/WOLTER RD	SIDERoads	270	103	0.2	10	0	---	6
UNDISTRIBUTED		---	4066	4	130	35	150	133
PROJECT TOTALS		23940	20320	19	650	165	150	670

SILT FENCE

STATION TO STATION	LOCATION	628.1504	628.1520
		LF	MAINTENANCE LF
12+00 - 15+00	RT	321	321
13+50 - 14+50	LT	109	109
22+50 - 34+00	LT	1167	1167
42+00 - 44+50	LT	207	207
47+75 - 50+00	LT	244	244
206+00 - 207+00	LT	107	107
UNDISTRIBUTED		540	540
PROJECT TOTALS		2695	2695

EROSION MAT CLASS 1 TYPE B

STATION TO STATION	LOCATION	628.2004	COMMENT
		SY	
12+75	LT/RT	22	FLUME
14+16	LT	11	ENDWALL
14+25 - 18+00	RT	447	
14+50 - 20+50	LT	919	
18+66 - 20+50	LT	323	
22+50	LT	18	ENDWALL
26+91	LT	30	ENDWALL
27+10 - 33+25	RT	826	
33+50 - 33+92	LT	64	
36+50 - 41+25	RT	1178	
44+00 - 45+50	LT	214	
44+50 - 45+50	RT	266	
47+10 - 48+00	LT	120	
49+23	LT	15	ENDWALL
49+50 - 11+75	RT	180	
10+50 - 53+60	RT	362	
51+75 - 53+75	LT	271	
53+60	RT	31	FLUME
206+00 - 209+90	LT/RT	1435	
210+00	LT/RT	22	FLUME
210+00 - 12+75	LT	214	
210+00 - 217+50	RT	428	
12+75 - 217+50	LT	439	
UNDISTRIBUTED		1564	
PROJECT TOTAL		9400	

TEMPORARY DITCH CHECKS

STATION TO STATION	LOCATION	628.7504
		LF
27+50 - 34+50	RT (14)	168
34+50 - 37+50	LT (7)	84
54+00	LT/RT	24
205+25	RT	12
206+00	LT	12
UNDISTRIBUTED		60
PROJECT TOTAL		360

CULVERT PIPE CHECKS

STATION	LOCATION	628.7555
		EACH
14+16	CTH M	5
15+76	PE, LT	2
17+20	PE, RT	3
18+44	PE, LT	2
18+72	PE, RT	2
22+31	PE, LT	2
22+50	CTH M	5
26+91	CTH M	7
26+91	CTH M	7
27+08	FE, LT	2
33+45	FE, RT	2
34+09	FE, LT	2
35+34	PE, RT	2
38+34	PE, LT	2
41+46	PE, RT	2
43+14	CTH M	7
49+23	CTH M	3
205+62	PE, RT	2
207+30	PE, LT	2
208+25	PE, RT	3
214+65	STAGE 1	2
UNDISTRIBUTED		16
PROJECT TOTAL		82

TRAFFIC CONTROL ITEMS

STAGE	NUMBER OF DAYS	EACH	643.0300 DRUMS DAY	643.0420 BARRICADES		643.0705 WARNING LIGHTS		643.0715 WARNING LIGHTS		643.0900 SIGNS	
				TYPE III		TYPE A		TYPE C		TYPE C	
				EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY
STAGE 1	21	58	1218	0	0	0	0	0	0	8	168
STAGE 2	21	49	1029	11	231	17	357	12	252	15	315
STAGE 3	14	72	1008	11	154	17	238	9	126	15	210
STAGE 4	21	52	1092	13	273	19	399	6	126	15	315
STAGE 5	21	30	630	6	126	8	168	0	0	9	189
DETOUR	137	---	---	16	2192	26	3562	---	---	68	9316
UNDTISTRIBUTED	---	---	500	---	80	---	120	---	60	---	120
PROJECT TOTALS			5477		3056		4844		564		10633

MARKERS CULVERT ENDS

STATION	LOCATION	633.5200
		EACH
14+16	CTH M	2
22+50	CTH M	2
26+91	CTH M	2
26+91	CTH M	2
43+14	CTH M	2
49+23	CTH M	2
51+44	CTH M, RT	1
210+00	CTH O, LT	1
PROJECT TOTAL		14

3

MOBILIZATIONS EROSION CONTROL

LOCATION	628.1905
	EACH
ENTIRE PROJECT	4
PROJECT TOTAL	4

MOBILIZATIONS EMERGENCY EROSION CONTROL

LOCATION	628.1910
	EACH
ENTIRE PROJECT	4
PROJECT TOTAL	4

INLET PROTECTION

STATION	LOCATION	628.7005	628.7015
		TYPE A EACH	TYPE C EACH
212+70	CTH M, LT	1	1
214+65	CTH M, RT	1	1
214+65	CTH M, LT	1	1
10+45	WOLTER RD, RT	1	1
UNDISTRIBUTED		1	1
PROJECT TOTALS		5	5

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

SIGNS TYPE II										
SIGN NO	APPROX STATION LOCATION	SIGN CODE	SIGN SIZE WxH (INCHES)	634.0614 634.0616		637.2210 637.2230		638.2602	638.3000	COMMENTS
				POSTS WOOD 14-FT EACH	4X6-INCH 16-FT EACH	SIGNS TYPE II REFLECTIVE H SF	SIGNS TYPE II REFLECTIVE F SF	REMOVING SIGNS TYPE II EACH	REMOVING SMALL SIGN SUPPORTS EACH	
1-1	11+55, RT	R2-1	24x30	---	1	5.00	---	1	1	"45"
1-2	11+55, RT	M1-5A	24x24	1	---	4.00	---	1	1	M
1-3	14+00, LT	J13-2	48x45	---	1	15.00	---	1	1	M, 0; AHEAD/LT, AHEAD/RT
1-4	14+15, RT	I55-56	30x18	---	1	3.75	---	1	1	
		I55-56P	30x18	---	---	3.75	---	---	---	LUTHER HIGH NATIONAL HONOR SOCIETY (BROSTWICK VALLY RD)
1-5	15+61, LT	R1-1	30x30	---	1	5.18	---	1	1	JCT, 0
1-6	16+08, LT	J1-1	24x39	---	1	6.50	---	1	1	
1-7	18+00, LT	W3-1	36x36	---	1	---	9.00	1	1	
1-8	18+25, LT	R1-1	30x30	---	1	5.18	---	1	1	(BROSTWICK VALLY RD)
1-9	20+00, LT	R2-1	24x30	---	1	5.00	---	1	1	"45"
1-10	22+47, LT	I2-3	72x24	---	1	8.00	---	1	1	BARRE MILLS
1-11	25+85, LT	R2-1	24x30	---	1	5.00	---	1	1	"45"
1-12	25+85, RT	R2-1	24x30	---	1	5.00	---	1	1	"45"
2-1	44+12, RT	W2-1	30x30	---	1	---	6.25	1	1	
2-2	49+92, LT	R2-1	24x30	---	1	5.00	---	1	1	"45"
2-3	50+70, LT	R1-1	30x30	---	1	5.18	---	1	1	(OLD CTH M)
2-4	51+33, RT	R1-1	30x30	---	1	5.18	---	1	1	(WOLTER RD)
2-6	51+90, RT	R2-1	24x30	---	1	5.00	---	1	1	"45"
6-1	206+60, RT	W3-1	36x36	---	1	---	9.00	1	1	
6-2	208+35, RT	J1-1	24x39	---	1	6.50	---	1	1	JCT, M
6-3	208+56, LT	M1-5A	24x24	1	---	4.00	---	1	1	0
6-4	210+00, LT	R2-1	24x30	---	1	5.00	---	1	1	"35"
6-5	210+00, LT	R12-55	48x18	1	---	6.00	---	1	1	40 TON; .3 MILES
6-6	211+17, MEDIAN	R4-7	24x30	---	1	5.00	---	---	---	
6-7	10+62, LT	R1-1	30x30	---	1	5.18	---	1	1	(CTH M)
6-8	211+70, RT	J13-1	24x45	---	1	7.50	---	1	1	M; ARROWS
6-9	211+70, RT	R1-1	30x30	---	1	5.18	---	1	1	(CTH 0)
		R1-3P	18x6	---	---	0.75	---	---	---	(SHARES POST)
6-10	211+70, MEDIAN	R1-1	30x30	---	1	5.18	---	1	1	(CTH 0)
		R1-3P	18x6	---	---	0.75	---	---	---	(SHARES POST)
6-11	211+70, MEDIAN	R4-7	24x30	---	---	5.00	---	---	---	(SHARES POST)
6-12	211+75, ISLAND	J13-2	48x45	---	1	15.00	---	---	---	M, 0; LT, RT
6-13	10+27, ISLAND	R1-1	30x30	---	1	5.18	---	---	---	(CTH M)
		R1-3P	18x6	---	---	0.75	---	---	---	(SHARES POST)
6-14	10+45, ISLAND	W12-1D	24x24	1	---	---	4.00	---	---	
6-15	212+69, MEDIAN	R4-7	24x30	---	---	5.00	---	---	---	(SHARES POST)
6-16	212+69, MEDIAN	R1-1	30x30	---	1	5.18	---	1	1	(CTH M)
		R1-3P	18x6	---	---	0.75	---	---	---	(SHARES POST)
6-17	212+66, LT	R1-1	30x30	---	1	5.18	---	1	1	(CTH M)
		R1-3P	18x6	---	---	0.75	---	---	---	(SHARES POST)
6-18	213+08, MEDIAN	R4-7	24x30	---	1	5.00	---	---	---	
6-19	213+61, RT	R2-1	24x30	---	1	5.00	---	1	1	"35"
6-20	214+61, RT	M1-5A	24x24	1	---	4.00	---	1	1	M
6-21	214+51, LT	J13-2	48x45	---	1	15.00	---	1	1	0, M; UP, AHEAD/RT
6-22	215+34, LT	I2-3	72x24	---	1	8.00	---	1	1	BARRE MILLS
6-23	217+48, LT	J1-1	24x39	---	1	6.50	---	1	1	JCT, 0
6-24	212+66, LT	J13-2	48x45	---	1	15.00	---	1	1	0, M; UP, RT
PROJECT TOTALS				5	34	244.05	28.25	34	34	

MOVING SIGNS TYPE II & SMALL SIGN SUPPORTS					
SIGN NO.	MOVED FROM STATION/LOCATION	MOVED TO STATION/LOCATION	638.2102 638.4000		REMARKS
			SIGNS EACH	SUPPORTS EACH	
2-5	51+90, RT	51+90, RT	1	1	HIDDEN ENTRANCE
PROJECT TOTALS			1	1	

ALL ITEMS ON THIS SHEET
ARE CATEGORY 0010
UNLESS OTHERWISE NOTED

MARKING LINE EPOXY 4-INCH

STATION TO STATION	LOCATION	DESCRIPTION	646.1020	
			WHITE LF	YELLOW LF
10+13 - 54+05	CTH M	EDGE LINE/CENTERLINE	8866	5354
206+00 - 218+30	CTH O	EDGE LINE/CENTERLINE	3052	4393
SUBTOTALS			11918	9747
PROJECT TOTAL			21665	

MARKING LINE SAME DAY EPOXY 4-INCH

STATION TO STATION	LOCATION	DESCRIPTION	646.4520
			LF
206+00 - 218+30	CTH O/CTH M	CENTERLINE	4393
PROJECT TOTAL			4393

MARKING STOP LINE EPOXY 18-INCH

STATION	LOCATION	LF	646.6120
			LF
10+24	CTH M	16	
10+45	CTH M	24	
211+68	CTH O	12	
212+69	CTH O	17	
PROJECT TOTAL			69

MARKING DIAGONAL EPOXY 12-INCH

STATION TO STATION	LOCATION	COLOR	646.7120
			LF
207+75 - 211+00	CTH O	YELLOW	105
213+10 - 215+75	CTH M	YELLOW	81
PROJECT TOTAL			186

MARKING PARKING STALL EPOXY

STATION TO STATION	LOCATION	COLOR	646.8320
			LF
214+70 - 217+18	CTH M	WHITE	104
PROJECT TOTAL			104

LOCATING NO-PASSING ZONE

STATION TO STATION	LOCATION	648.0100
		MI
10+13 - 54+05	CTH M	0.83
PROJECT TOTAL		0.83

TEMPORARY MARKING LINE PAINT 4-INCH

STATION TO STATION	LOCATION	STAGE	DESCRIPTION	649.0105	
				WHITE LF	YELLOW LF
404+50 - 419+50	CTH M/O	2	EDGE LINES/CENTERLINE	3000	3000
404+50 - 419+50	CTH M/O	3	EDGE LINES/CENTERLINE	560	3124
404+50 - 419+50	CTH M/O	4	EDGE LINES/CENTERLINE	1530	---
SUBTOTALS				5090	6124
PROJECT TOTAL				11214	

CONSTRUCTION STAKING

STATION TO STATION	LOCATION	LF	650.4500	650.5000	650.9920
			SUBGRADE	BASE	SLOPE STAKES
10+13 - 54+05	CTH M	4392		4392	4392
206+00 - 218+30	CTH O	1230		1230	1230
8+70 - 9+80	OLD CTH M	110		110	110
10+20 - 12+00	WOLTER RD	180		180	180
404+50 - 419+49	WIDENING	1499		1499	1499
PROJECT TOTALS			7411	7411	7411

CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER

STATION TO STATION	LOCATION	650.5500
		LF
210+00 - 217+50	RT, CTH O	761
210+00 - 12+75	NW QUAD, CTH O/CTH M INT	376
12+75 - 217+50	NE QUAD, CTH O/CTH M INT	776
	WEST ISLAND, CTH O	120
	EAST ISLAND, CTH O	101
	SAFETY ISLAND CTH M	86
49+50 - 11+75	SE QUAD, CTH M/WOLTER RD INT	290
10+62 - 53+60	NE QUAD, CTH M/WOLTER RD INT	250
PROJECT TOTAL		1999

CONSTRUCTION STAKING PIPE CULVERTS

STATION	LOCATION	650.6000
		EACH
14+16	CTH M	1
22+50	CTH M	1
26+91	CTH M	1
26+91	CTH M	1
43+14	CTH M	1
49+23	CTH M	1
PROJECT TOTAL		6

MAILBOXES

LOCATION	SPV.0060.01	SPV.0060.02
	REMOVE AND RESET MAILBOXES EACH	TEMPORARY MAILBOX STATION EACH
PROJECT	18	2
PROJECT TOTALS		18 2

SAWING

			690.0150	690.0250
			ASPHALT	CONCRETE
STATION TO STATION	LOCATION	STAGE	LF	LF
STORM SEWER PLACEMENT		1	375	---
410+34 - 411+11	TEMP WIDENING CTH O	1	70	---
410+68 - 412+42	TEMP WIDENING CTH M	1	210	---
411+91 - 412+62	TEMP WIDENING CTH M	1	77	---
412+92	TEMP WIDENING CTH M	1	38	---
414+96 - 415+60	TEMP WIDENING CTH M	1	94	---
12+63	CTH M, LT		12	---
15+76	BOSTWICK VALLEY RD		21	---
18+44	BOSTWICK VALLEY RD		24	---
18+72	CTH M, RT		10	---
47+10	CTH M, RT		10	---
50+21	CTH M, RT		31	---
54+05	CTH M		29	---
205+70	CTH O, RT		---	16
206+00	CTH O		29	---
208+25	CTH O, RT		56	---
210+32	CTH O, LT		---	35
212+68 - 214+10	CTH M, LT		143	---
215+25	CTH M, LT		12	---
216+50	CTH M, RT		12	---
218+30	CTH M		24	---
8+70	OLD CTH M		17	---
11+55	LT, WOLTER RD		23	---
12+00	WOLTER RD		10	---
PROJECT TOTALS			1327	51

SALVAGE ASPHALTIC PAVEMENT ITEMS

STATION TO STATION	LOCATION	SPV.0195.01	
		SPV.0180.01 SALVAGE ASPHALTIC PAVEMENT SY	SALVAGED ASPHALTIC PAVEMENT BASE TON
10+13 - 54+05	CTH M	13134	5668
PROJECT TOTALS		13134	5668

ALL ITEMS ON THIS SHEET
ARE CATEGORY 0010
UNLESS OTHERWISE NOTED

CONVENTIONAL SYMBOLS

SECTION LINE	---	SECTION CORNER SYMBOL	23/24 16/19	R/W MONUMENT (TO BE SET)	●
QUARTER LINE	---	SECTION CORNER MONUMENT	⊙	NON-MONUMENTED R/W POINT	○
SIXTEENTH LINE	---	GEODETIC SURVEY MONUMENT	⊙	FOUND IRON PIN (1-INCH UNLESS NOTED)	IP
NEW REFERENCE LINE	---	SIXTEENTH CORNER MONUMENT	⊙		
NEW R/W LINE	---	SIGN	⊙ SIGN	OFF-PREMISE SIGN	⊙ SIGN
EXISTING R/W OR HE LINE	---				
PROPERTY LINE	---				
LOT, TIE & OTHER MINOR LINES	---				
SLOPE INTERCEPT	---				
CORPORATE LIMITS	---	ELECTRIC POLE	⊙	COMPENSABLE	⊙
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)	---	TELEPHONE POLE	⊙	NON-COMPENSABLE	⊙
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)	---	PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)	⊙		
TEMPORARY LIMITED EASEMENT AREA	---	ACCESS RESTRICTED BY ACQUISITION	---		
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)	---	NO ACCESS (BY STATUTORY AUTHORITY)	---		
TRANSMISSION STRUCTURES	---	ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)	---		
BUILDING TO BE REMOVED	---	NO ACCESS (NEW HIGHWAY)	---		
BRIDGE	---	PARCEL NUMBER (25)	25	UTILITY NUMBER (40)	40
		PARALLEL OFFSETS	---		

CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	POINT OF CURVATURE	PC
ACRES	AC	POINT OF COMPOUND CURVE	PCC
AHEAD	AH	POINT OF INTERSECTION	PI
ALUMINUM	ALUM	PROPERTY LINE	PL
AND OTHERS	ET AL	RECORDED AS	(100')
BACK	BK	REFERENCE LINE	R/L
BLDG	BLDG	REMAINING	REM
BLOCK	BLK	RIGHT	RT
CENTERLINE	C/L	RIGHT OF WAY	R/W
CERTIFIED SURVEY MAP	CSM	SECTION	SEC
CONCRETE	CONC	SEPTIC VENT	SEPV
COUNTY	CO	SQUARE FEET	SF
COUNTY TRUNK HIGHWAY	CTH	STATE TRUNK HIGHWAY	STH
DISTANCE	DIST	STATION	STA
CORNER	COR	SUBDIVISION	SUBD
DOCUMENT NUMBER	DOC	TANGENT	TAN
EASEMENT	EASE	TELEPHONE PEDESTAL	TP
EXISTING	EX	TEMPORARY LIMITED EASEMENT	TLE
GAS VALVE	GV		
GRID NORTH	GN	TRANSPORTATION PROJECT	TPP
HIGHWAY EASEMENT	HE	PLAT	
HOUSE	HSE	UNITED STATES HIGHWAY	USH
IDENTIFICATION	ID	VOLUME	V
LAND CONTRACT	LC		
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		

CURVE DATA

LONG CHORD	LC
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE OR DELTA	Δ
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

CONVENTIONAL UTILITY SYMBOLS

WATER	---
GAS	---
TELEPHONE	---
OVERHEAD	---
TRANSMISSION LINES	---
ELECTRIC	---
CABLE TELEVISION	---
FIBER OPTIC	---
SANITARY SEWER	---
STORM SEWER	---
NON-COMPENSABLE	---
POWER POLE	---
TELEPHONE POLE	---
TELEPHONE PEDESTAL	---
ELECTRIC TOWER	---

ADDITIONAL NOTES:

EXISTING ACCESS CONTROL SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
 EXISTING ACCESS CONTROL FOR CTH O ESTABLISHED FROM DOCUMENT # 1459085
 EXISTING ACCESS CONTROL FOR CTH M ESTABLISHED FROM DOCUMENT # 687086

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), LA CROSSE COUNTY ZONE, NAD83 (2011), IN U.S. SURVEY FEET. VALUES SHOWN 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 3/4" X 24" IRON REBARS WITH PLASTIC CAPS), UNLESS OTHERWISE NOTED, WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

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

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
 EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH M ESTABLISHED FROM PREVIOUS PROJECT NUMBER S 0123 (10).

EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH O ESTABLISHED FROM PREVIOUS PROJECT NUMBER S 0123 (9), CSM 98 VOLUME 12, AND MEADOW VIEW ESTATES PLAT.

EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH B ESTABLISHED FROM COUNTY PLAN 72.

EXISTING HIGHWAY RIGHT-OF-WAY FOR BOSTWICK VALLEY ROAD ESTABLISHED FROM VOLUME 498, PAGE 395 AND IS DEPICTED ON SURVEY MAP BA-229.

EXISTING HIGHWAY RIGHT-OF-WAY FOR OLD M ROAD ESTABLISHED FROM SURVEY MAP BA-170 AND SUPPORTED BY PROPERTY DESCRIPTIONS.

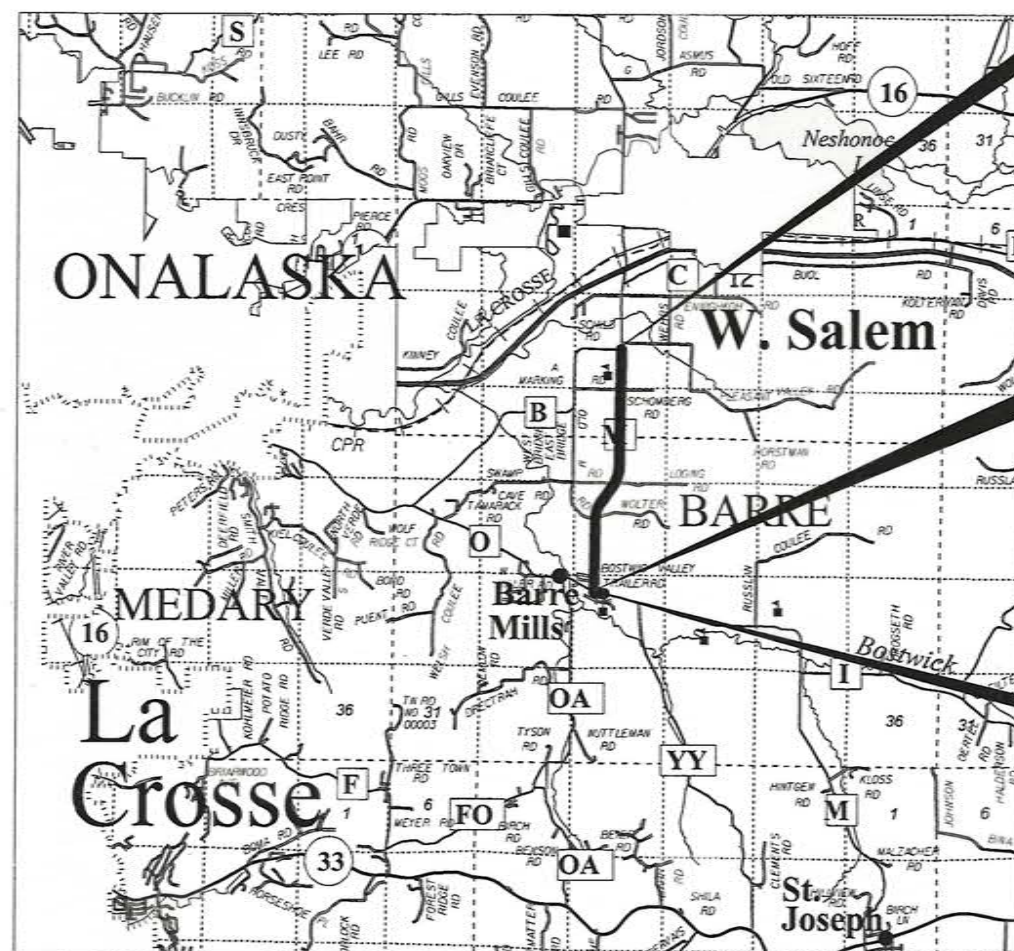
EXISTING HIGHWAY RIGHT-OF-WAY FOR WOLTER ROAD IS PRESUMED TO BE 4 RODS (66') IN WIDTH AND CENTERED ON THE CENTERLINE OF THE TRAVELED WAY.

EXISTING HIGHWAY RIGHT-OF-WAY FOR SWAMP ROAD ESTABLISHED FROM PREVIOUS PROJECT S 0123 (10) AND COUNTY PROJECT PLAN 575. RIGHT OF WAY FOR 575 SHOWN ON MAP OF SURVEY BA-68.

EXISTING HIGHWAY RIGHT-OF-WAY FOR LOGGING ROAD ESTABLISHED IS PRESUMED TO BE 4 RODS (66') IN WIDTH AND CENTERED ON THE EXISTING CENTERLINE OF THE TRAVELED WAY.

EXISTING HIGHWAY RIGHT-OF-WAY FOR A MARKING ROAD IS PRESUMED TO BE 4 RODS (66') IN WIDTH AND CENTERED ON THE NORTH LINE OF THE NE QUARTER OF SECTION 16.

EXISTING HIGHWAY RIGHT-OF-WAY FOR SCHOMBERG ROAD IS PRESUMED TO BE 4 RODS (66') IN WIDTH AND CENTERED ON THE NORTH LINE OF THE NE QUARTER OF SECTION 16.



END RELOCATION ORDER

PROJECT 5436-00-01

STA. 148+47.14 CTH M

Y = 154,984.637

X = 484,858.032

LOCATED 2124.94' NORTH AND 5.74' EAST OF THE SOUTH QUARTER CORNER OF SECTION 9, T 16 N, R 6 W.

STA 212+16.77 CTH O =

STA 9+94.53 CTH M

BEGIN RELOCATION

ORDER PROJECT 5436-00-01

STA. 218+51.35 CTH O

Y = 141,368.042

X = 484,181.460

LOCATED 981.22' SOUTH AND 1921.53' EAST OF THE NORTHWEST CORNER OF SECTION 28, T 16 N, R 6 W.

REVISION DATE

07/10/2020

10/19/2020

11/04/2020

01/06/2021

CAUTION

THIS PLAT IS FOR ILLUSTRATIVE PURPOSES ONLY. DEEDS MUST BE CHECKED TO DETERMINE PROPERTY BOUNDARY

TOTAL NET LENGTH OF CENTERLINE = 2.775 MI.

R/W PROJECT NUMBER 5436-00-01	SHEET NUMBER	TOTAL SHEETS
FEDERAL PROJECT NUMBER -----	4.01	15
PLAT OF RIGHT-OF-WAY REQUIRED FOR CTH M RECONSTRUCTION (CTH O TO CTH B) CTH M LA CROSSE COUNTY CONSTRUCTION PROJECT NUMBER		



ACCEPTED FOR
LA CROSSE COUNTY

1/6/21
(Date) HIGHWAY COMMISSIONER

ORIGINAL PLAT PREPARED BY

AYRES ASSOCIATES

THIS SURVEY IS PREPARED AT THE REQUEST OF LA CROSSE COUNTY.

THE FIELD SURVEY WAS PERFORMED IN APRIL 2014.

THIS SURVEY IS CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.



(SIGNATURE) _____
 DATE: 12/11/2019
 (PRINTED NAME) CHRISTOPHER R. BADTKE
 (REGISTRATION NUMBER) S-3150

E

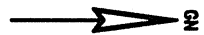
SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	SHEET NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED			TLE ACRES
				NEW	EXISTING	TOTAL	
1	4.05	JOHN NUTTELMAN AND VICKI NUTTELMAN	TLE	0.00	0.00	0.00	0.01
2	4.05	TRUST AGREEMENT OF ERIC AND MARY HENNEN	TLE	0.00	0.00	0.00	0.004
3	4.05	JK BAHR, LLC	FEE & TLE	0.01	0.00	0.01	0.20
4	4.05	RIVER BANK	FEE & TLE	0.06	0.00	0.06	0.22
5	4.05	STEVEN G. BAHR AND ROBIN J. BAHR	TLE	0.00	0.00	0.00	0.02
6	4.05-4.06	OCTAGON FARMS	FEE & TLE	0.10	0.00	0.10	0.23
7	4.05	DANIEL V. SWEENEY	TLE	0.00	0.00	0.00	0.05
8	4.05	DELMAR AND GLADYS PETTIS TRUST DATED APRIL 15 2005	TLE	0.00	0.00	0.00	0.05
9	4.05	THOMAS B. GHELFI AND DEBRA GHELFI	FEE	0.02	0.00	0.02	0.00
10							
11	4.05	CENTURYTEL OF WISCONSIN LLC	FEE & TLE	0.003	0.00	0.003	0.003
12	4.05	NICHOLAS L. KNEIFL AND JASON J. KNEIFL	FEE & TLE	5 SF	0.00	5 SF	0.01
13	4.05	JASON JEROME KNEIFL	TLE	0.00	0.00	0.00	0.05
14	4.05-4.06	BOSTWICK VALLEY MOBILEHOME PARK, INC.	FEE & TLE	0.01	0.00	0.01	0.004
15							
16	4.06	TAMERA KELLER AND ROBERT J. NEUBAUER	FEE & TLE	0.02	0.00	0.02	0.02
17	4.06	KENNETH J. BURKHAMER	TLE	0.00	0.00	0.00	0.01
18	4.06	NORTHERN LAND HOLDING LLC	FEE	0.01	0.00	0.01	0.00
19	4.06	MARCUS P. SCHMITZ AND SARAH A. SCHMITZ	FEE & TLE	0.05	0.00	0.05	0.01
20							
21	4.06	CRAIG R. WALTERS, RANDY M. WALTERS, CHRISTY L. HAMILTON, TRACY WALTERS, AND RAINEY L. WALTERS	FEE & TLE	0.05	0.00	0.05	0.01
22	4.07	THOMAS C. JANDT AND SUSAN M. JANDT	FEE & TLE	0.10	0.00	0.10	0.04
23	4.06	RODNEY OLSON AND PAMELA OLSON	FEE & TLE	0.14	0.00	0.14	0.08
24	4.07	PEDERSON FAMILY LIVING TRUST	FEE & TLE	0.003	0.00	0.003	0.05
25	4.08	RODNEY OLSON AND PAMELA OLSON	FEE	0.05	0.00	0.05	0.00
26	4.07	PEDERSON SPECIAL TRUST	FEE & TLE	0.03	0.00	0.03	0.24
27	4.08	JEFFREY A. BAGSTAD AND GALE A. BAGSTAD	FEE & TLE	0.10	0.00	0.10	0.06
28	4.08	KENNETH R. HAUSER	TLE	0.00	0.00	0.00	0.06
29	4.08	ROBERT C. MILLER AND CAROL L. MILLER	FEE	0.07	0.02	0.09	0.00
30	4.08	SUSTAINABLE GENERATIONS. LLC	FEE	0.003	0.00	0.003	0.000
31	4.08	COLLEEN M. STEVES	FEE	0.01	0.03	0.04	0.00
32							
33	4.09	DAVID L. TAUSCHER	FEE	0.13	0.00	0.13	0.00
34	4.09	RAY L. ERICKSON AND SHEILA G. ERICKSON	FEE & TLE	0.07	0.00	0.07	0.11
35	4.08	NATHAN C. LIVINGSTON AND STACI M. LIVINGSTON	FEE & TLE	0.02	0.00	0.02	0.03
36	4.10	JAMES L. DOPSON AND RUTH M. DOPSON	TLE	0.00	0.00	0.00	0.32
37	4.10-4.11	SCHOMBERG ROLLING ACRES LLC	FEE & TLE	0.24	0.00	0.24	0.03
38	4.10-4.13	FRED W. SCHOMBERG AND ELIZABETH SCHOMBERG IRREVOCABLE TRUST AGREEMENT OF 2011	FEE & TLE	0.52	0.00	0.52	0.22
39	4.11	JORDAN J. V. ZIMMERMANN AND CHARLENE L. VIAN	FEE	0.02	0.00	0.02	0.00
40							
41	4.11	FRED W. SCHOMBERG AND ELIZABETH SCHOMBERG	FEE & TLE	0.01	0.00	0.01	0.01
42	4.11	MARY L. KOLVE	FEE & TLE	0.02	0.00	0.02	0.01
43	4.13-4.15	A-1 PUMPING SERVICES INC.	FEE & TLE	0.29	0.00	0.29	0.43
44	4.13	DEREK R. DOVENBERG AND BRANDY C. DOVENBERG	FEE & TLE	0.02	0.00	0.02	0.02
45							
46	4.13	JASON G. SAUTER AND PATRICIA A. SAUTER	FEE	0.02	0.00	0.02	0.00
47							
48	4.14-4.15	JUDITH I. MCHUGH REVOCABLE TRUST DATED APRIL 15, 2016	FEE & TLE	0.23	1.90	2.13	0.18
49	4.14	ELIZABETH JOSTAD	FEE & TLE	0.004	0.00	0.004	0.06
50							
100	4.05, 4.08, 4.13-4.15	CENTURYLINK	RELEASE OF RIGHTS				
101	4.05-4.06, 4.08	CHARTER COMMUNICATIONS	RELEASE OF RIGHTS				
102	4.05-4.08, 4.10- 4.11, 4.14-4.15	XCEL ENERGY (ELECTRIC)					
103							
104	4.05-4.06	MIDWEST NATURAL GAS, INC.	RELEASE OF RIGHTS				

REVISION DATE 07/10/2020 10/19/2020 11/04/2020	DATE 12/11/2019	SCALE: FEET NO SCALE	HWY: CTH M	STATE R/W PROJECT NUMBER 5436-00-01	PLAT SHEET 4.02	
	GRID FACTOR -----		COUNTY: LA CROSSE	CONSTRUCTION PROJECT NUMBER	PS&E SHEET	E

T 16 N



TOWN

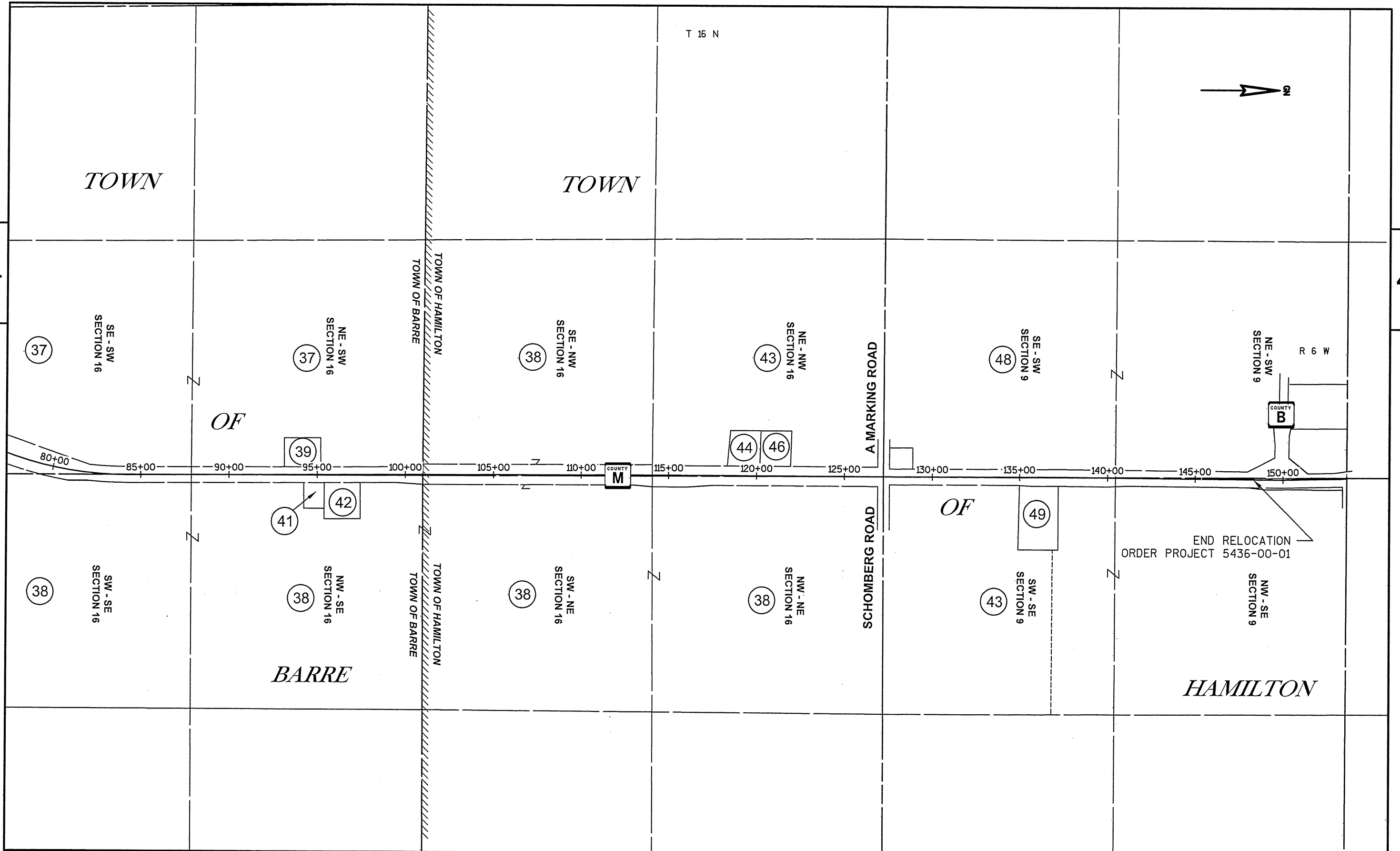
OF

BARRE

R 6 W

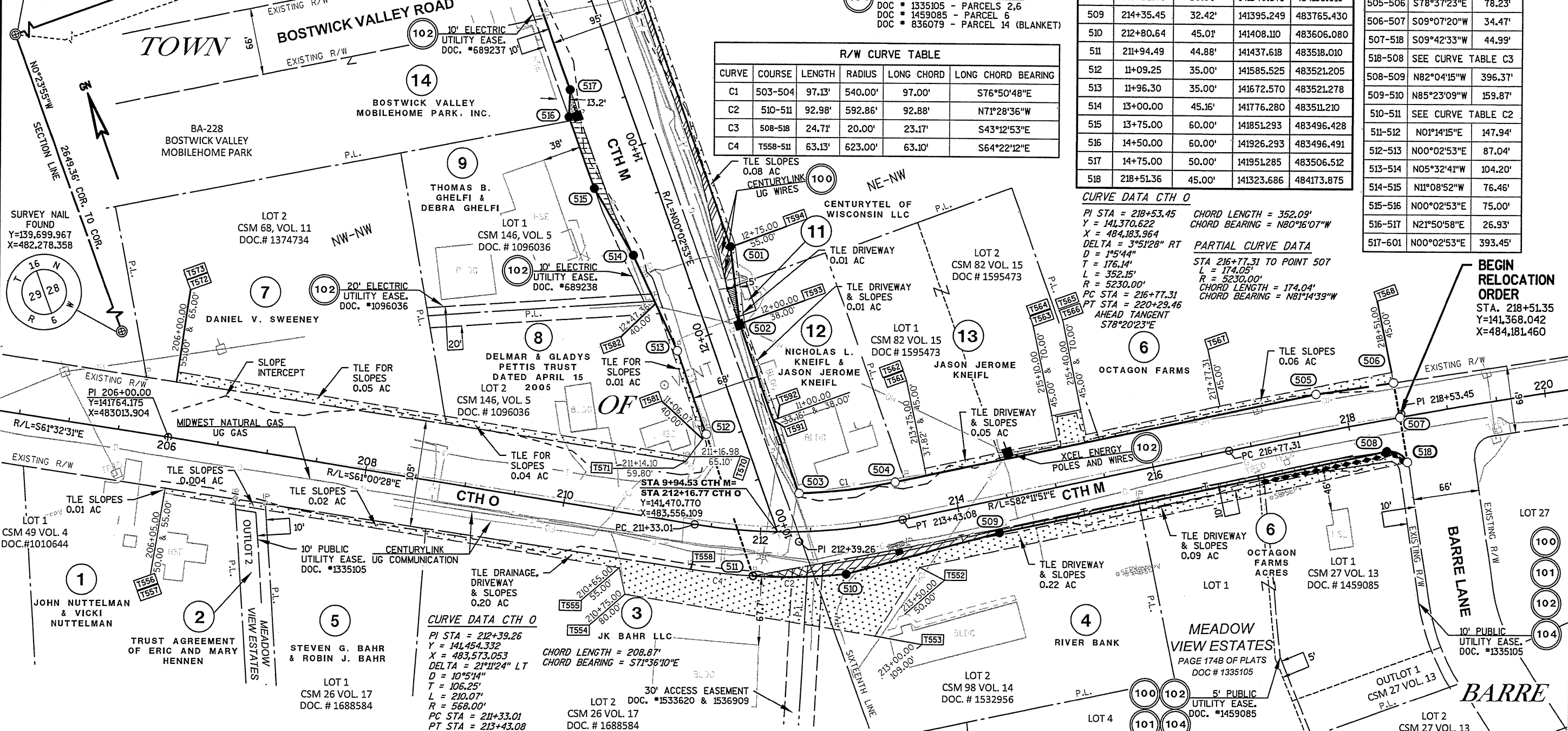
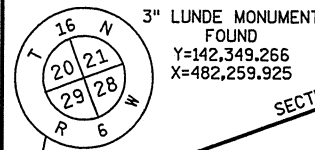
BEGIN RELOCATION
ORDER PROJECT 5436-00-01

REVISION DATE 07/10/2020	DATE 12/11/2019	SCALE, FEET 0 250 500	HWY: CTH M	STATE R/W PROJECT NUMBER 5436-00-01	PLAT SHEET 4.03
	GRID FACTOR		COUNTY: LA CROSSE	CONSTRUCTION PROJECT NUMBER	PS&E SHEET



REVISION DATE 10/19/2020	DATE 12/11/2019	SCALE, FEET 0 250 500	HWY: CTH M	STATE R/W PROJECT NUMBER 5436-00-01	PLAT SHEET 4.04
GRID FACTOR			COUNTY: LA CROSSE	CONSTRUCTION PROJECT NUMBER	PS&E SHEET

NOTES:
EXISTING RIGHT-OF-WAY SHOWN HEREON IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH O ESTABLISHED FROM PREVIOUS PROJECT NUMBER S 0123(9), CSM 98 VOLUME 14, AND MEADOW VIEW ESTATES PLAT.
EXISTING HIGHWAY RIGHT OF WAY FOR CTH M ESTABLISHED FROM PREVIOUS PROJECT NUMBER S 0123(10).
EXISTING HIGHWAY RIGHT OF WAY FOR BOSTWICK VALLEY ROAD ESTABLISHED FROM VOLUME 498, PAGE 395 AND IS DEPICTED ON SURVEY MAP BA-229.
EXISTING ACCESS CONTROL ESTABLISHED FROM DOC#1459085.



R/W CURVE TABLE					
CURVE	COURSE	LENGTH	RADIUS	LONG CHORD	LONG CHORD BEARING
C1	503-504	97.13'	540.00'	97.00'	S76°50'48"E
C2	510-511	92.98'	592.86'	92.88'	N71°28'36"W
C3	508-518	24.71'	20.00'	23.17'	S43°12'53"E
C4	T558-511	63.13'	623.00'	63.10'	S64°22'12"E

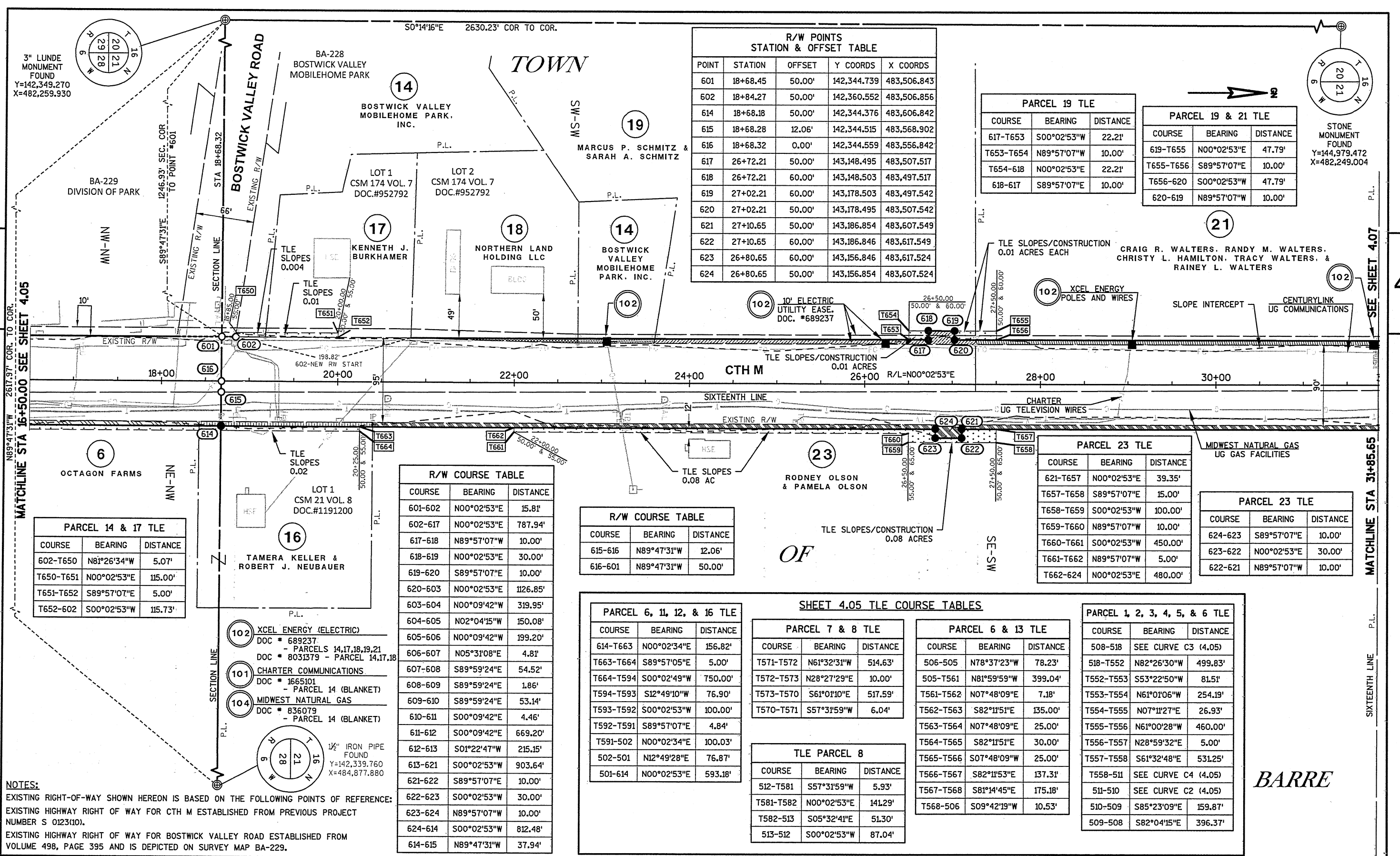
R/W POINTS STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	
501	12+75.00	50.00'	141751.201	483606.344	
502	12+00.03	33.00'	141676.246	483589.281	
503	10+23.33	33.00'	141499.547	483589.133	
504	10+01.34	127.48'	141477.473	483683.592	
505	217+73.35	37.33'	141417.510	484110.230	
506	218+51.01	34.47'	141402.072	484186.938	
507	218+51.35	0.00'	141368.042	484181.460	
508	218+32.76	30.00'	141340.571	484158.010	
509	214+35.45	32.42'	141395.249	483765.430	
510	212+80.64	45.01'	141408.110	483606.080	
511	211+94.49	44.88'	141437.618	483518.010	
512	11+09.25	35.00'	141585.525	483521.205	
513	11+96.30	35.00'	141672.570	483521.278	
514	13+00.00	45.16'	141776.280	483511.210	
515	13+75.00	60.00'	141851.293	483496.428	
516	14+50.00	60.00'	141926.293	483496.491	
517	14+75.00	50.00'	141951.285	483506.512	
518	218+51.36	45.00'	141323.686	484173.875	

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
601-616	S89°47'31"E	50.00'
616-615	S89°47'31"E	12.06'
615-614	S89°47'31"E	37.94'
614-501	S00°02'53"W	593.18'
501-502	S12°49'28"W	76.87'
502-503	S00°02'53"W	176.70'
503-504	SEE CURVE TABLE C1	
504-505	S81°59'59"E	430.83'
505-506	S78°37'23"E	78.23'
506-507	S09°07'20"W	34.47'
507-518	S09°42'33"W	44.99'
518-508	SEE CURVE TABLE C3	
508-509	N82°04'15"W	396.37'
509-510	N85°23'09"W	159.87'
510-511	SEE CURVE TABLE C2	
511-512	N01°14'15"E	147.94'
512-513	N00°02'53"E	87.04'
513-514	N05°32'41"W	104.20'
514-515	N11°08'52"W	76.46'
515-516	N00°02'53"E	75.00'
516-517	N21°50'58"E	26.93'
517-601	N00°02'53"E	393.45'

CURVE DATA CTH O
PI STA = 218+53.45
Y = 141,370.622
X = 484,183.964
DELTA = 3°51'28" RT
D = 1°5'44"
T = 176.14'
L = 352.15'
R = 5230.00'
PC STA = 216+77.31
PT STA = 220+29.46
AHEAD TANGENT S78°20'23"E
CHORD LENGTH = 352.09'
CHORD BEARING = N80°16'07"W
PARTIAL CURVE DATA
STA 216+77.31 TO POINT 507
L = 174.05'
R = 5230.00'
CHORD LENGTH = 174.04'
CHORD BEARING = N81°14'39"W

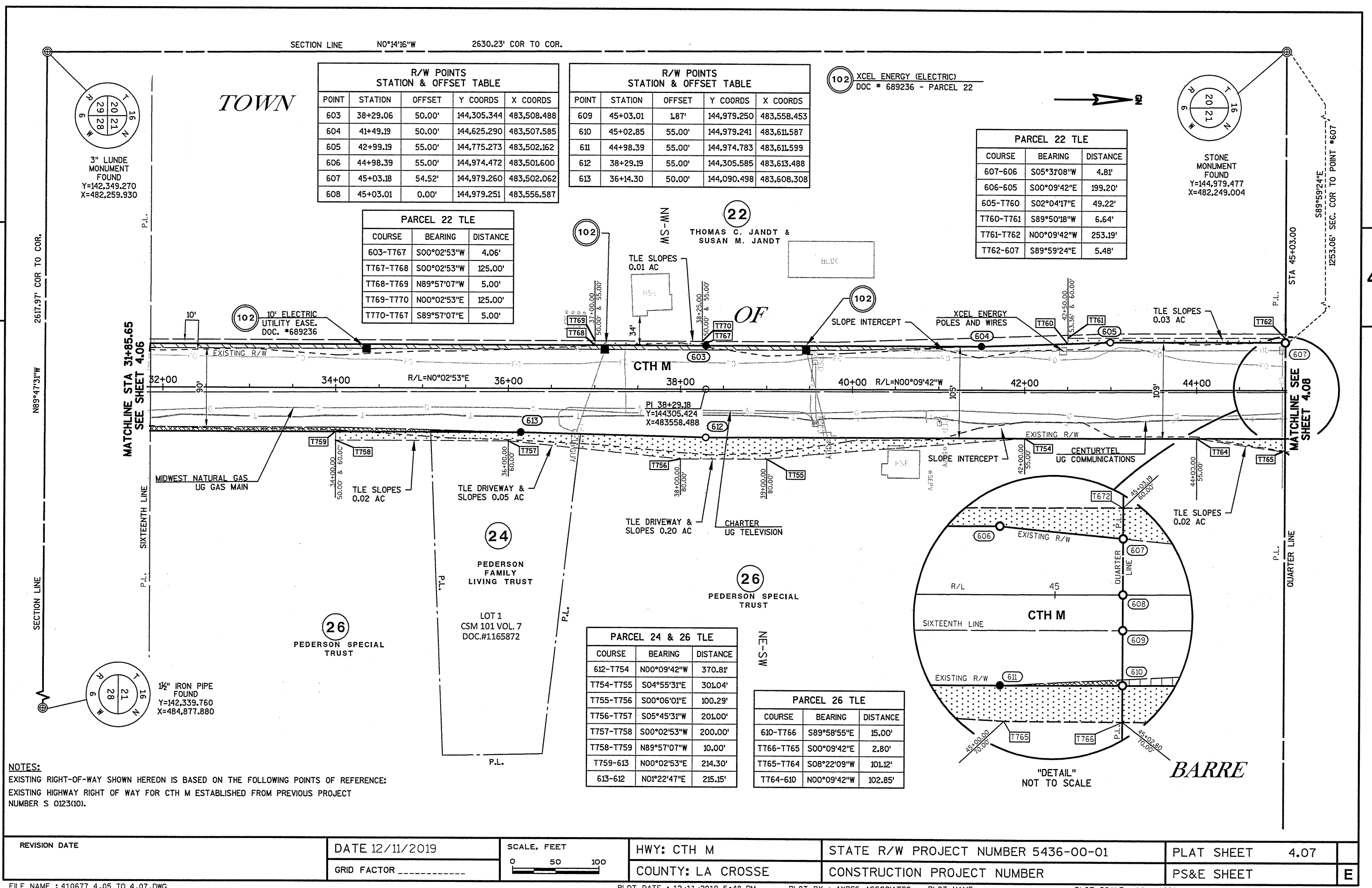
BEGIN
RELOCATION
ORDER
STA. 218+51.35
Y=141,368.042
X=484,181.460

REVISION DATE	DATE 12/11/2019	SCALE, FEET 0 50 100	HWY: CTH M	STATE R/W PROJECT NUMBER 5436-00-01	PLAT SHEET 4.05
GRID FACTOR			COUNTY: LA CROSSE	CONSTRUCTION PROJECT NUMBER	PS&E SHEET E



NOTES:
EXISTING RIGHT-OF-WAY SHOWN HEREON IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR CTH M ESTABLISHED FROM PREVIOUS PROJECT NUMBER S 0123(10).
EXISTING HIGHWAY RIGHT OF WAY FOR BOSTWICK VALLEY ROAD ESTABLISHED FROM VOLUME 498, PAGE 395 AND IS DEPICTED ON SURVEY MAP BA-229.

REVISION DATE	DATE 12/11/2019	SCALE, FEET	HWY: CTH M	STATE R/W PROJECT NUMBER 5436-00-01	PLAT SHEET 4.06
GRID FACTOR		0 50 100	COUNTY: LA CROSSE	CONSTRUCTION PROJECT NUMBER	PS&E SHEET E



R/W POINTS STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
603	38+29.06	50.00'	144,305.344	483,508.488
604	41+49.19	50.00'	144,625.290	483,507.585
605	42+99.19	55.00'	144,775.273	483,502.162
606	44+98.39	55.00'	144,974.472	483,501.600
607	45+03.18	54.52'	144,979.260	483,502.062
608	45+03.01	0.00'	144,979.251	483,556.587

R/W POINTS STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
609	45+03.01	1.87'	144,979.250	483,558.453
610	45+02.85	55.00'	144,979.241	483,611.587
611	44+98.39	55.00'	144,974.783	483,611.599
612	38+29.19	55.00'	144,305.585	483,613.488
613	36+14.30	50.00'	144,090.498	483,608.308

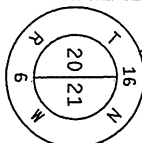
PARCEL 22 TLE		
COURSE	BEARING	DISTANCE
603-T767	S00°02'53"W	4.06'
T767-T768	S00°02'53"W	125.00'
T768-T769	N89°57'07"W	5.00'
T769-T770	N00°02'53"E	125.00'
T770-T767	S89°57'07"E	5.00'

PARCEL 22 TLE		
COURSE	BEARING	DISTANCE
607-606	S05°31'08"W	4.81'
606-605	S00°09'42"E	199.20'
605-T760	S02°04'17"E	49.22'
T760-T761	S89°50'18"W	6.64'
T761-T762	N00°09'42"W	253.19'
T762-607	S89°59'24"E	5.48'

PARCEL 24 & 26 TLE		
COURSE	BEARING	DISTANCE
612-T754	N00°09'42"W	370.81'
T754-T755	S04°55'31"E	301.04'
T755-T756	S00°06'01"E	100.29'
T756-T757	S05°45'31"W	201.00'
T757-T758	S00°02'53"W	200.00'
T758-T759	N89°57'07"W	10.00'
T759-613	N00°02'53"E	214.30'
613-612	N01°22'47"E	215.15'

PARCEL 26 TLE		
COURSE	BEARING	DISTANCE
610-T766	S89°58'55"E	15.00'
T766-T765	S00°09'42"E	2.80'
T765-T764	S08°22'09"W	101.12'
T764-610	N00°09'42"W	102.85'

NOTES:
EXISTING RIGHT-OF-WAY SHOWN HEREON IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR CTH M ESTABLISHED FROM PREVIOUS PROJECT
NUMBER S 0123(10).



STONE MONUMENT
FOUND
Y=144,979.477
X=482,249.004

TOWN

PARCEL 35 TLE		
COURSE	BEARING	DISTANCE
607-T672	N89°59'24"W	5.48'
T672-T852	N00°09'42"W	121.80'
T852-T853	N89°50'18"E	15.00'
T853-801	S00°09'42"E	26.07'
801-607	S05°31'08"W	96.22'

R/W CURVE TABLE 4.08-4.09					
CURVE	COURSE	LENGTH	RADIUS	LONG CHORD	LONG CHORD BEARING
C5	836-807	454.58'	2050.00'	453.65'	N29°12'43"E
C6	811-812	127.11'	1850.00'	127.09'	N33°35'46"E
C9	816-817	206.75'	1970.00'	206.65'	S32°33'29"W
C10	820-821	250.94'	1800.00'	250.73'	S31°34'14"W
C11	824-837	193.81'	1850.00'	193.72'	S08°17'47"W
C12	806-834	123.59'	2050.00'	123.57'	N19°36'07"E
C13	827-828	41.26'	1870.00'	41.26'	S00°28'13"W

R/W COURSE TABLE ON SHEET 4.09

NOTES:

EXISTING RIGHT-OF-WAY SHOWN HEREON IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR CTH M ESTABLISHED FROM PREVIOUS PROJECT NUMBER S 0123(10).
EXISTING HIGHWAY RIGHT OF WAY FOR OLD M ROAD ESTABLISHED FROM SURVEY MAP BA-170 AND SUPPORTED BY PROPERTY DESCRIPTIONS.
EXISTING HIGHWAY RIGHT OF WAY FOR WALTER ROAD IS PRESUMED TO BE 4 RODS (66') IN WIDTH AND CENTERED ON THE EXISTING CENTERLINE OF THE TRAVELED WAY.

100 CENTURYLINK
NO RECORDED EASEMENT
- PARCELS 27, 30

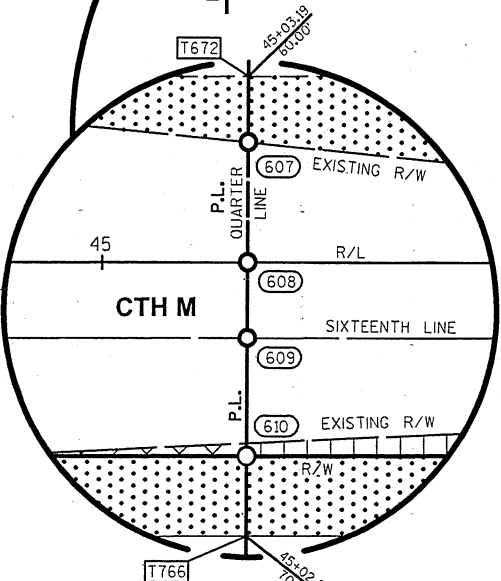
101 CHARTER
NO RECORDED EASEMENT
- PARCEL 29

102 XCEL ENERGY (ELECTRIC)
DOC # 689239 - PARCEL 30
NO RECORDED EASEMENT
- PARCEL 31

CURVE DATA CTH M
PI STA = 56+33.64
Y = 146,109.878
X = 483,553.396
DELTA = 35°43'34" RT
D = 2°59'59" CHORD LENGTH = 1171.76'
T = 615.55' CHORD BEARING = N17°42'05"E
L = 1190.96'
R = 1910.00'
PC STA = 50+18.09
PT STA = 62+09.05
AHED TANGENT
N35°33'53"E

1253.06' S89°59'24"E
SEC COR. TO POINT #607

MATCHLINE SEE SHEET 4.07



NATHAN C. LIVINGSTON
AND STACI M. LIVINGSTON

SUSTAINABLE
GENERATIONS, LLC

ROBERT C. MILLER &
CAROL L. MILLER

RODNEY OLSON &
PAMELA OLSON

JEFFREY A. BAGSTAD &
GALE A. BAGSTAD

KENNETH R. HAUSER

COLLEEN M.
STEVES

LOT 1
CSM 125 VOL. 5
DOC.#1089969

R/W POINTS STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
607	45+03.18	54.52'	144979.260	483502.062
608	45+03.01	0.00'	144979.251	483556.587
609	45+03.01	1.86'	144979.250	483558.445
610	45+02.85	55.00'	144979.241	483611.587
801	45+98.92	45.00'	145075.033	483511.316
802	48+65.16	45.00'	145341.274	483510.565
803	50+18.09	60.00'	145494.156	483495.133
804	51+28.54	96.31'	145610.018	483461.852
805	55+50.09	120.00'	146052.348	483511.795
806	56+19.36	140.00'	146128.945	483514.082
822	57+00.17	110.00'	146124.180	483776.918
823	55+50.09	95.00'	145993.818	483718.675
824	54+00.10	60.00'	145862.143	483650.974
825	51+85.97	91.65'	145654.227	483653.352

R/W POINTS STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
826	50+81.72	69.40'	145555.829	483625.377
827	50+60.23	40.00'	145535.696	483595.472
828	50+18.09	40.00'	145494.438	483595.133
829	49+40.00	40.00'	145416.344	483595.353
830	49+40.00	55.00'	145416.386	483610.353
833	51+50.00	61.12'	145630.190	483498.331
834	57+34.50	140.00'	146245.352	483555.538
835	57+78.09	159.10'	146296.088	483555.421
837	52+00.00	60.00'	145670.448	483623.020

PARCEL 27 TLE		
COURSE	BEARING	DISTANCE
610-T851	N00°09'42"W	197.15'
T851-T850	N89°50'18"E	10.00'
T850-T766	S01°36'51"E	197.26'
T766-610	N89°58'55"W	15.00'

PARCEL 28 TLE		
COURSE	BEARING	DISTANCE
826-T855	S00°08'21"W	73.40'
T855-T854	S50°01'58"W	39.05'
T854-828	N00°09'42"W	43.09'
828-827	SEE CURVE TABLE C13	
827-826	N56°03'01"E	36.05'

REVISION DATE 07/10/2020

DATE 12/11/2019

SCALE, FEET

0 50 100

HWY: CTH M

COUNTY: LA CROSSE

STATE R/W PROJECT NUMBER 5436-00-01

CONSTRUCTION PROJECT NUMBER

PLAT SHEET 4.08

PS&E SHEET

E

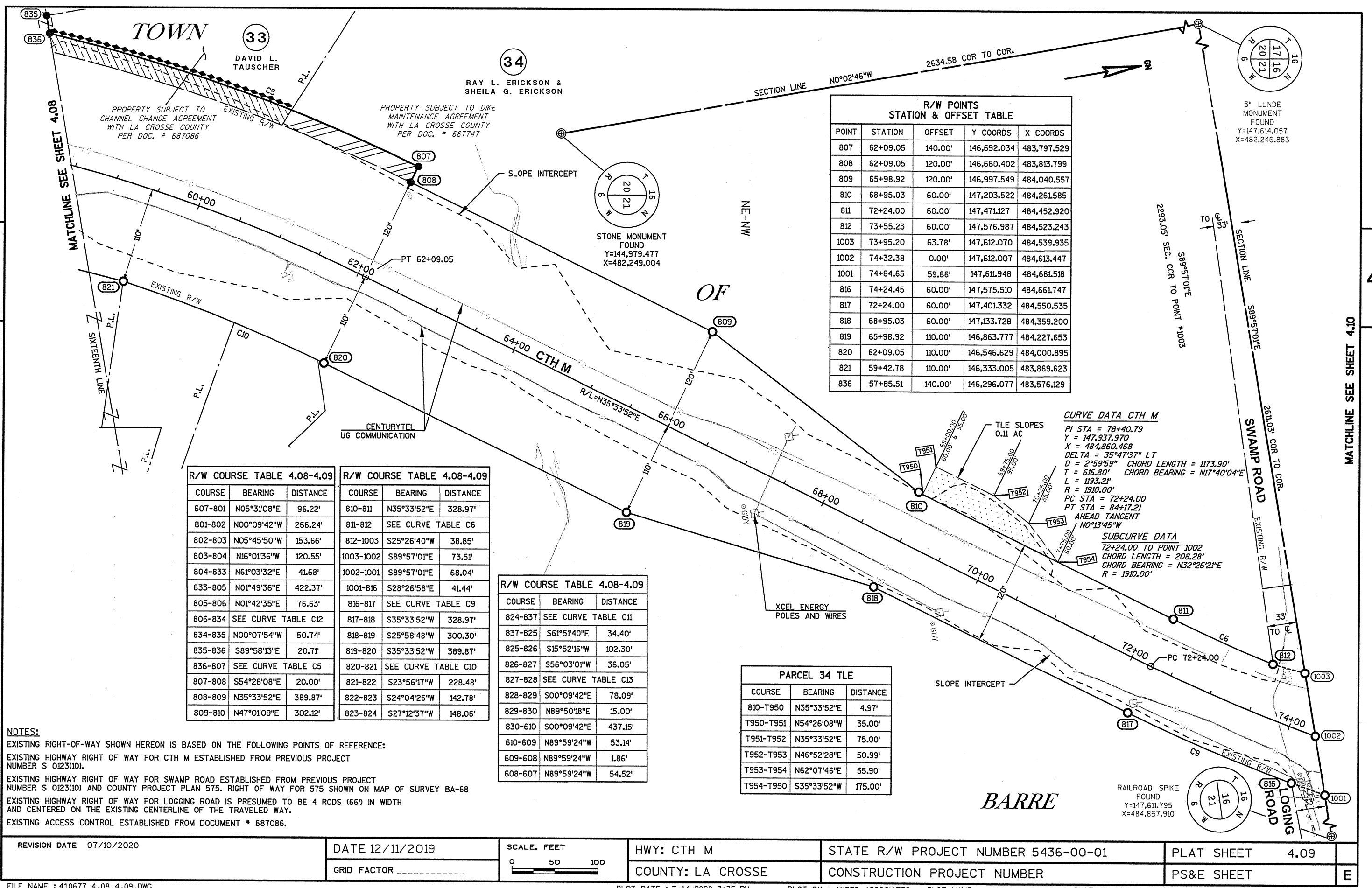
FILE NAME : 410677_4.08_4.09.DWG

PLOT DATE : 7/15/2020 8:22 AM

PLOT BY : AYRES ASSOCIATES PLOT NAME :

PLOT SCALE : 1" = 100'

WISDOT/CADDs SHEET 75



R/W POINTS STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	
807	62+09.05	140.00'	146,692.034	483,797.529	
808	62+09.05	120.00'	146,680.402	483,813.799	
809	65+98.92	120.00'	146,997.549	484,040.557	
810	68+95.03	60.00'	147,203.522	484,261.585	
811	72+24.00	60.00'	147,471.127	484,452.920	
812	73+55.23	60.00'	147,576.987	484,523.243	
1003	73+95.20	63.78'	147,612.070	484,539.935	
1002	74+32.38	0.00'	147,612.007	484,613.447	
1001	74+64.65	59.66'	147,611.948	484,681.518	
816	74+24.45	60.00'	147,575.510	484,661.747	
817	72+24.00	60.00'	147,401.332	484,550.535	
818	68+95.03	60.00'	147,133.728	484,359.200	
819	65+98.92	110.00'	146,863.777	484,227.653	
820	62+09.05	110.00'	146,546.629	484,000.895	
821	59+42.78	110.00'	146,333.005	483,869.623	
836	57+85.51	140.00'	146,296.077	483,576.129	

R/W COURSE TABLE 4.08-4.09		
COURSE	BEARING	DISTANCE
607-801	N05°31'08"E	96.22'
801-802	N00°09'42"W	266.24'
802-803	N05°45'50"W	153.66'
803-804	N16°01'36"W	120.55'
804-833	N61°03'32"E	41.68'
833-805	N01°49'36"E	422.37'
805-806	N01°42'35"E	76.63'
806-834	SEE CURVE TABLE C12	
834-835	N00°07'54"W	50.74'
835-836	S89°58'13"E	20.71'
836-807	SEE CURVE TABLE C5	
807-808	S54°26'08"E	20.00'
808-809	N35°33'52"E	389.87'
809-810	N47°01'09"E	302.12'

R/W COURSE TABLE 4.08-4.09		
COURSE	BEARING	DISTANCE
810-811	N35°33'52"E	328.97'
811-812	SEE CURVE TABLE C6	
812-1003	S25°26'40"W	38.85'
1003-1002	S89°57'01"E	73.51'
1002-1001	S89°57'01"E	68.04'
1001-816	S28°26'58"E	41.44'
816-817	SEE CURVE TABLE C9	
817-818	S35°33'52"W	328.97'
818-819	S25°58'48"W	300.30'
819-820	S35°33'52"W	389.87'
820-821	SEE CURVE TABLE C10	
821-822	S23°56'17"W	228.48'
822-823	S24°04'26"W	142.78'
823-824	S27°12'37"W	148.06'

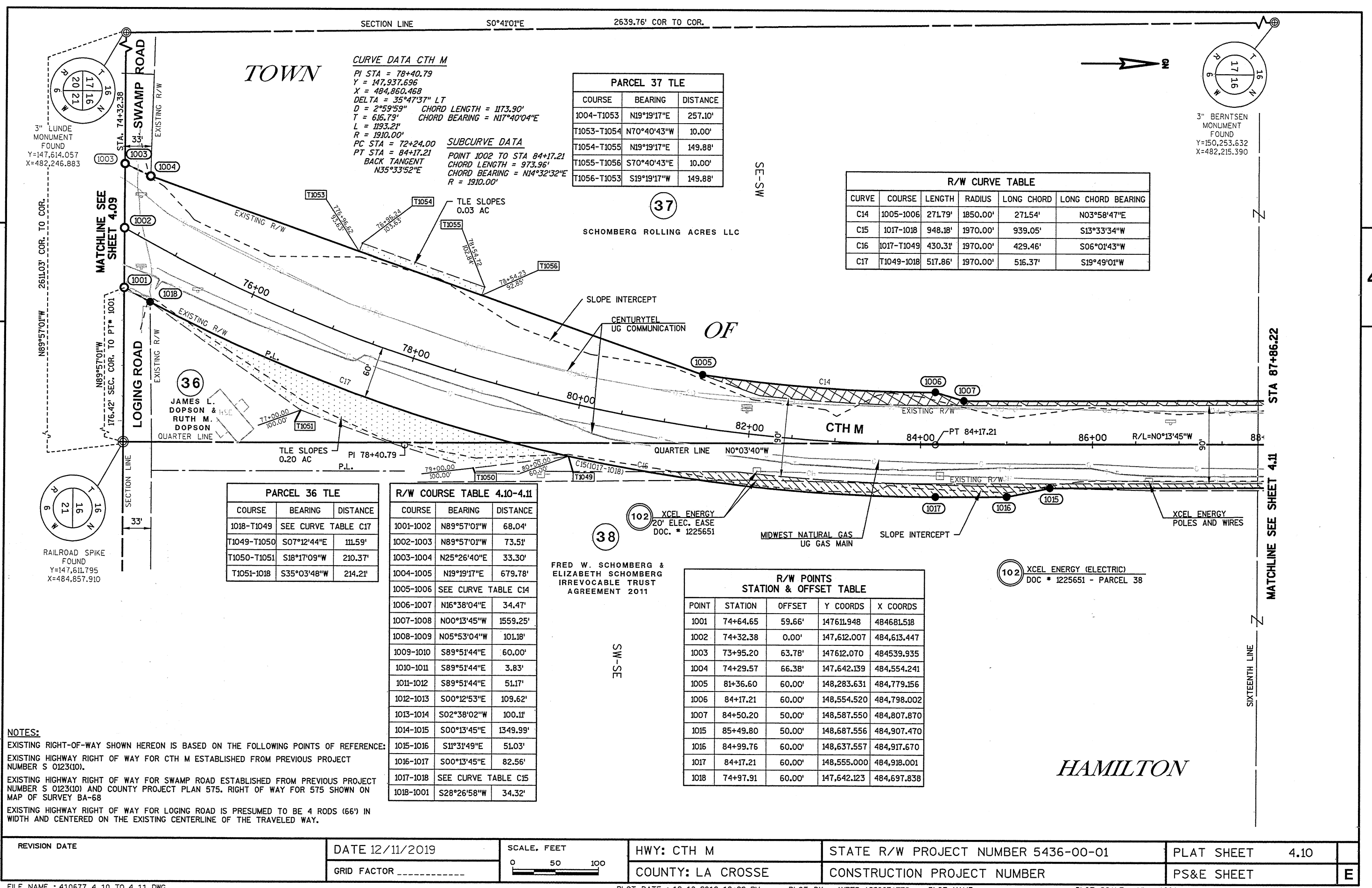
R/W COURSE TABLE 4.08-4.09		
COURSE	BEARING	DISTANCE
824-837	SEE CURVE TABLE C11	
837-825	S61°51'40"E	34.40'
825-826	S15°52'16"W	102.30'
826-827	S56°03'01"W	36.05'
827-828	SEE CURVE TABLE C13	
828-829	S00°09'42"E	78.09'
829-830	N89°50'18"E	15.00'
830-610	S00°09'42"E	437.15'
610-609	N89°59'24"W	53.14'
609-608	N89°59'24"W	1.86'
608-607	N89°59'24"W	54.52'

PARCEL 34 TLE		
COURSE	BEARING	DISTANCE
810-T950	N35°33'52"E	4.97'
T950-T951	N54°26'08"W	35.00'
T951-T952	N35°33'52"E	75.00'
T952-T953	N46°52'28"E	50.99'
T953-T954	N62°07'46"E	55.90'
T954-T950	S35°33'52"W	175.00'

CURVE DATA CTH M
PI STA = 78+40.79
Y = 147,937.970
X = 484,860.468
DELTA = 35°47'37" LT
D = 2°59'59" CHORD LENGTH = 1173.90'
T = 616.80' CHORD BEARING = N17°40'04"E
L = 1193.21'
R = 1910.00'
PC STA = 72+24.00
PT STA = 84+17.21
AHEAD TANGENT
NO°13'45"W

SUBCURVE DATA
72+24.00 TO POINT 1002
CHORD LENGTH = 208.28'
CHORD BEARING = N32°26'21"E
R = 1910.00'

NOTES:
EXISTING RIGHT-OF-WAY SHOWN HEREON IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR CTH M ESTABLISHED FROM PREVIOUS PROJECT NUMBER S 0123(10).
EXISTING HIGHWAY RIGHT OF WAY FOR SWAMP ROAD ESTABLISHED FROM PREVIOUS PROJECT NUMBER S 0123(10) AND COUNTY PROJECT PLAN 575. RIGHT OF WAY FOR 575 SHOWN ON MAP OF SURVEY BA-68
EXISTING HIGHWAY RIGHT OF WAY FOR LOGGING ROAD IS PRESUMED TO BE 4 RODS (66') IN WIDTH AND CENTERED ON THE EXISTING CENTERLINE OF THE TRAVELED WAY.
EXISTING ACCESS CONTROL ESTABLISHED FROM DOCUMENT * 687086.



CURVE DATA CTH M
PI STA = 78+40.79
Y = 147,937.696
X = 484,860.468
DELTA = 35°47'37" LT
D = 2°59'59" CHORD LENGTH = 1173.90'
T = 616.79' CHORD BEARING = N17°40'04"E
L = 1193.21'
R = 1910.00'
PC STA = 72+24.00
PT STA = 84+17.21
BACK TANGENT
N35°33'52"E

SUBCURVE DATA
POINT 1002 TO STA 84+17.21
CHORD LENGTH = 973.96'
CHORD BEARING = N14°32'32"E
R = 1910.00'

PARCEL 37 TLE		
COURSE	BEARING	DISTANCE
1004-T1053	N19°19'17"E	257.10'
T1053-T1054	N70°40'43"W	10.00'
T1054-T1055	N19°19'17"E	149.88'
T1055-T1056	S70°40'43"E	10.00'
T1056-T1053	S19°19'17"W	149.88'

R/W CURVE TABLE					
CURVE	COURSE	LENGTH	RADIUS	LONG CHORD	LONG CHORD BEARING
C14	1005-1006	271.79'	1850.00'	271.54'	N03°58'47"E
C15	1017-1018	948.18'	1970.00'	939.05'	S13°33'34"W
C16	1017-T1049	430.31'	1970.00'	429.46'	S06°01'43"W
C17	T1049-1018	517.86'	1970.00'	516.37'	S19°49'01"W

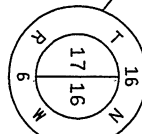
PARCEL 36 TLE		
COURSE	BEARING	DISTANCE
1018-T1049	SEE CURVE TABLE C17	
T1049-T1050	S07°12'44"E	111.59'
T1050-T1051	S18°17'09"W	210.37'
T1051-1018	S35°03'48"W	214.21'

R/W COURSE TABLE 4.10-4.11		
COURSE	BEARING	DISTANCE
1001-1002	N89°57'01"W	68.04'
1002-1003	N89°57'01"W	73.51'
1003-1004	N25°26'40"E	33.30'
1004-1005	N19°19'17"E	679.78'
1005-1006	SEE CURVE TABLE C14	
1006-1007	N16°38'04"E	34.47'
1007-1008	N00°13'45"W	1559.25'
1008-1009	N05°53'04"W	101.18'
1009-1010	S89°51'44"E	60.00'
1010-1011	S89°51'44"E	3.83'
1011-1012	S89°51'44"E	51.17'
1012-1013	S00°12'53"E	109.62'
1013-1014	S02°38'02"W	100.11'
1014-1015	S00°13'45"E	1349.99'
1015-1016	S11°31'49"E	51.03'
1016-1017	S00°13'45"E	82.56'
1017-1018	SEE CURVE TABLE C15	
1018-1001	S28°26'58"W	34.32'

R/W POINTS STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
1001	74+64.65	59.66'	147611.948	484681.518
1002	74+32.38	0.00'	147,612.007	484,613.447
1003	73+95.20	63.78'	147612.070	484539.935
1004	74+29.57	66.38'	147,642.139	484,554.241
1005	81+36.60	60.00'	148,283.631	484,779.156
1006	84+17.21	60.00'	148,554.520	484,798.002
1007	84+50.20	50.00'	148,587.550	484,807.870
1015	85+49.80	50.00'	148,687.556	484,907.470
1016	84+99.76	60.00'	148,637.557	484,917.670
1017	84+17.21	60.00'	148,555.000	484,918.001
1018	74+97.91	60.00'	147,642.123	484,697.838

NOTES:
EXISTING RIGHT-OF-WAY SHOWN HEREON IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR CTH M ESTABLISHED FROM PREVIOUS PROJECT NUMBER S 0123(10).
EXISTING HIGHWAY RIGHT OF WAY FOR SWAMP ROAD ESTABLISHED FROM PREVIOUS PROJECT NUMBER S 0123(10) AND COUNTY PROJECT PLAN 575. RIGHT OF WAY FOR 575 SHOWN ON MAP OF SURVEY BA-68
EXISTING HIGHWAY RIGHT OF WAY FOR LOGGING ROAD IS PRESUMED TO BE 4 RODS (66') IN WIDTH AND CENTERED ON THE EXISTING CENTERLINE OF THE TRAVELED WAY.

REVISION DATE	DATE 12/11/2019	SCALE, FEET 0 50 100	HWY: CTH M	STATE R/W PROJECT NUMBER 5436-00-01	PLAT SHEET 4.10
	GRID FACTOR		COUNTY: LA CROSSE	CONSTRUCTION PROJECT NUMBER	PS&E SHEET E



3" LUNDE
MONUMENT
FOUND
Y=150,253.632
X=482,215.390

4

SHEET 4.11

STA 101+09.79 P.L.

1009

PI 100+99.16
Y=150,236.704
X=484,851.275

1010

1011

1012

MIDWEST NATURAL GAS
UG GAS MAIN

BLDG

BLDG

38

FRED W. SCHOMBERG &
ELIZABETH SCHOMBERG
IRREVOCABLE TRUST
AGREEMENT 2011

SLOPE INTERCEPT
CENTURYTEL
UG COMMUNICATION

EXISTING R/W

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R/W POINTS STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	
1009	101+10.01	60.00'	150247.469	484791.261	
1010	101+09.79	0.00'	150247.326	484851.261	
1011	101+09.77	3.83'	150247.316	484855.095	
1012	101+09.58	55.00'	150247.194	484906.261	
1201	109+55.00	60.00'	151092.459	484790.157	
1202	109+55.00	65.00'	151092.453	484785.157	
1203	109+85.00	65.00'	151122.453	484785.118	
1204	109+85.00	60.00'	151122.459	484790.118	
1205	114+16.04	60.03'	151553.703	484789.555	
1206	114+16.03	65.00'	151553.439	484914.587	
1207	113+07.88	55.00'	151445.488	484904.696	
1208	109+85.00	55.00'	151122.609	484905.118	
1209	109+85.00	65.00'	151122.622	484915.118	
1210	109+55.00	65.00'	151092.622	484915.157	
1211	109+55.00	55.00'	151092.609	484905.157	

SECTION LINE

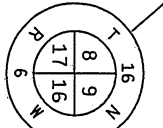
SE-NW

OF

SW-NE

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
1010-1009	N89°51'44"W	60.00'
1009-1201	N00°04'29"W	845.02'
1201-1202	S89°55'31"W	5.00'
1202-1203	N00°04'29"W	30.00'
1203-1204	N89°55'31"E	5.00'
1204-1205	N00°04'29"W	431.24'
1205-1301	N00°07'07"E	958.96'
1301-1302	N89°51'53"W	9.97'
1302-1303	N00°07'07"E	30.00'
1303-1304	S89°52'53"E	10.00'
1304-1305	N00°07'07"E	284.29'
1305-1306	N00°07'07"E	33.00'

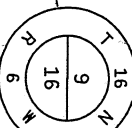
R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
1306-1307	S89°45'38"E	60.00'
1307-1308	N89°57'46"E	65.00'
1308-1309	S00°07'07"W	32.98'
1309-1206	S00°07'07"W	1273.33'
1206-1207	S05°14'06"W	108.40'
1207-1208	S00°04'29"E	322.88'
1208-1209	N89°55'31"E	10.00'
1209-1210	S00°04'29"E	30.00'
1210-1211	S89°55'31"W	10.00'
1211-1012	S00°04'29"E	845.45'
1012-1011	N89°51'44"W	51.17'
1011-1010	N89°51'44"W	3.83'



3" BERNTSEN
MONUMENT FOUND
Y=152,870.851
X=482,185.441

SECTION LINE

SHEET 4.13



RAILROAD
SPIKE FOUND
Y=152,859.700
X=484,852.290

4

MATCHLINE SEE

QUARTER LINE

Z

SIXTEENTH LINE

Z

NOTES:

EXISTING RIGHT-OF-WAY SHOWN HEREON IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR CTH M ESTABLISHED FROM PREVIOUS PROJECT
NUMBER S 0123(10).



TLE PARCEL 38		
COURSE	BEARING	DISTANCE
1012-T1262	N00°04'29"W	540.45'
T1262-T1258	N00°04'29"W	540.45'
T1258-T1259	S89°06'21"E	5.00'
T1259-T1260	S03°53'28"E	150.25'
T1260-T1261	S03°44'21"W	150.33'
T1261-T1262	S89°55'31"W	5.00'

38

FRED W. SCHOMBERG &
ELIZABETH SCHOMBERG IRREVOCABLE
TRUST AGREEMENT 2011

PARCEL 38 TLE		
COURSE	BEARING	DISTANCE
1208-T1254	N00°04'29"W	65.00'
T1254-T1255	S89°55'31"E	20.00'
T1255-T1256	S00°04'29"E	125.00'
T1256-T1257	S89°55'31"W	20.00'
T1257-T1211	N00°04'29"W	30.00'
1211-1210	N89°55'31"E	10.00'
1210-1209	N00°04'29"W	30.00'
1209-1208	S89°55'31"W	10.00'

PARCEL 38 TLE		
COURSE	BEARING	DISTANCE
1201-T1250	S00°04'29"E	30.00'
T1250-T1251	S89°55'31"W	15.00'
T1251-T1252	N00°04'29"W	175.00'
T1252-T1253	N89°55'31"E	15.00'
T1253-1204	S00°04'29"E	115.00'
1204-1203	S89°55'31"W	5.00'
1203-1202	S00°04'29"E	30.00'
1202-1201	N89°55'31"E	5.00'

HAMILTON

REVISION DATE	DATE 12/11/2019	SCALE, FEET	HWY: CTH M	STATE R/W PROJECT NUMBER 5436-00-01	PLAT SHEET 4.12
	GRID FACTOR	0 50 100	COUNTY: LA CROSSE	CONSTRUCTION PROJECT NUMBER	PS&E SHEET

FILE NAME : 410677-4.12-4.13.DWG

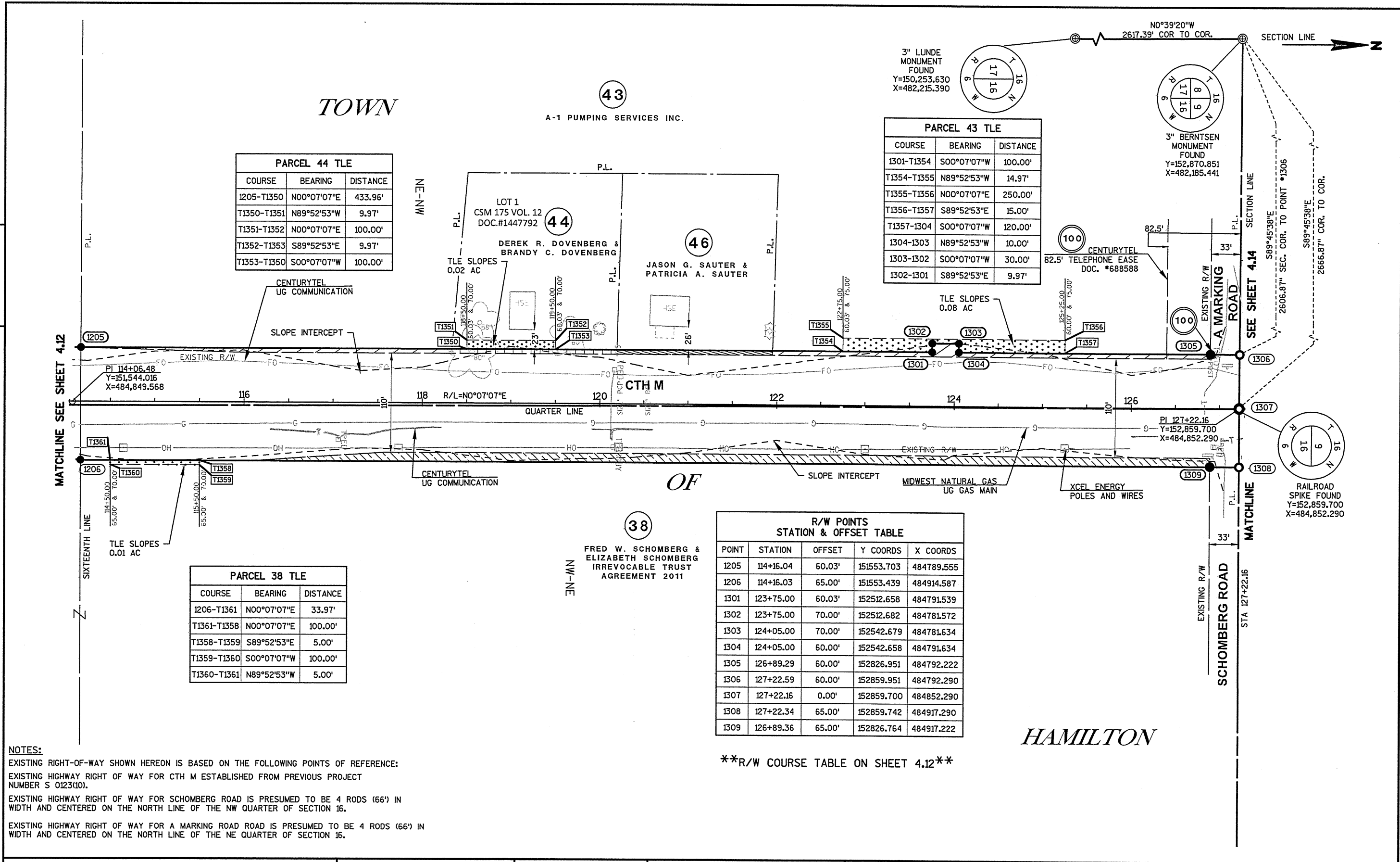
PLOT DATE : 12/11/2019 8:42 AM

PLOT BY : AYRES ASSOCIATES

PLOT NAME :

PLOT SCALE : 1" = 100'

WISDOT/CADDS SHEET 75



NOTES:
EXISTING RIGHT-OF-WAY SHOWN HEREON IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR CTH M ESTABLISHED FROM PREVIOUS PROJECT NUMBER S 0123(10).
EXISTING HIGHWAY RIGHT OF WAY FOR SCHOMBERG ROAD IS PRESUMED TO BE 4 RODS (66') IN WIDTH AND CENTERED ON THE NORTH LINE OF THE NW QUARTER OF SECTION 16.
EXISTING HIGHWAY RIGHT OF WAY FOR A MARKING ROAD ROAD IS PRESUMED TO BE 4 RODS (66') IN WIDTH AND CENTERED ON THE NORTH LINE OF THE NE QUARTER OF SECTION 16.

REVISION DATE	DATE 12/11/2019	SCALE, FEET	HWY: CTH M	STATE R/W PROJECT NUMBER 5436-00-01	PLAT SHEET 4.13
	GRID FACTOR	0 50 100	COUNTY: LA CROSSE	CONSTRUCTION PROJECT NUMBER	PS&E SHEET E

TOWN

TLE PARCEL 43 & 49		
COURSE	BEARING	DISTANCE
1408-T1560	N00°26'38"E	51.64
T1560-T1561	S89°33'22"E	15.00'
T1561-T1459	S00°14'52"W	474.30'
T1459-T1460	S89°49'59"W	10.00'
T1460-T1461	S00°10'01"E	175.00'
T1461-T1462	N89°49'59"E	20.00'
T1462-T1463	S00°10'01"E	100.00'
T1463-T1464	S89°49'59"W	20.00'
T1464-T1465	S00°10'01"E	150.00'
T1465-T1466	S07°45'42"E	75.66'
T1466-T1467	S00°10'01"E	319.96'
T1467-T1414	S89°56'30"W	15.00'

TLE PARCEL 48		
COURSE	BEARING	DISTANCE
1403-T1453	S00°10'01"E	150.00'
T1453-T1454	S89°49'59"W	15.00'
T1454-T1455	N00°10'01"W	350.00'
T1455-T1456	N89°49'59"E	15.00'
T1456-T1406	S00°10'01"E	170.00'
1406-T1405	S89°49'59"W	10.00'
1405-T1404	S00°10'01"E	30.00'
1404-T1403	N89°49'59"E	10.00'

48
JUDITH I. MCHUGH
REVOCABLE TRUST
DATED APRIL 15, 2016

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
1307-1306	N89°45'38"W	60.00'
1306-1402	N24°20'40"E	36.15'
1402-1415	N00°10'01"W	134.52'
1415-1416	S89°49'59"W	5.00'
1416-1403	N00°10'01"W	460.00'
1403-1404	S89°49'59"W	10.00'
1404-1405	N00°10'01"W	30.00'
1405-1406	N89°49'59"E	10.00'
1406-1407	N00°10'01"W	347.87'
1407-1501	N00°26'38"E	582.66'
1501-1502	N89°33'22"W	10.00'
1502-1503	N00°26'38"E	30.00'
1503-1504	S89°33'22"E	10.00'
1504-1505	N00°26'38"E	466.74'
1505-1506	N45°55'16"E	57.62'

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
1506-1507	S89°33'22"E	8.92'
1507-1508	S89°33'22"E	50.00'
1508-1509	S00°26'38"W	507.14'
1509-1510	S89°33'22"E	10.00'
1510-1511	S00°26'38"W	30.00'
1511-1512	N89°33'22"W	10.00'
1512-1408	S00°26'38"W	311.64'
1408-1409	S00°26'38"W	270.48'
1409-1410	S00°10'01"E	347.35'
1410-1411	N89°49'59"E	10.00'
1411-1412	S00°10'01"E	30.00'
1412-1413	S89°51'23"W	10.00'
1413-1414	S00°10'01"E	594.93'
1414-1308	S00°10'01"E	33.02'
1308-1307	S89°57'46"W	50.00'

100 CENTURYTEL
DOC. # 688590 -
PARCELS 43, 49
NO RECORDED EASEMENT
PARCEL 48

102 XCEL ENERGY
NO RECORDED EASEMENT
PARCEL 43

TLE PARCEL 48		
COURSE	BEARING	DISTANCE
1407-T1457	N00°26'38"E	47.88'
T1457-T1458	N89°33'22"W	5.00'
T1458-T1550	N00°26'38"E	275.00'
T1550-T1551	S89°33'22"E	5.00'
T1551-T1457	S00°26'38"W	275.00'

R/W POINTS STATION & OFFSET TABLE									
POINT	STATION	OFFSET	Y COORDS	X COORDS	POINT	STATION	OFFSET	Y COORDS	X COORDS
1306	127+22.59	60.00'	152,859.951	484,792.290	1408	139+98.36	50.00'	154,135.500	484,901.454
1307	127+22.16	0.00'	152,859.700	484,852.290	1409	137+27.35	50.00'	153,865.030	484,899.359
1308	127+22.34	65.00'	152,859.732	484,902.290	1410	133+80.00	50.00'	153,517.679	484,900.372
1402	127+55.48	45.00'	152,892.889	484,807.193	1411	133+80.00	60.00'	153,517.708	484,910.372
1403	133+50.00	50.00'	153,487.388	484,800.460	1412	133+50.00	60.00'	153,487.704	484,910.459
1404	133+50.00	60.00'	153,487.358	484,790.460	1413	133+50.00	50.00'	153,487.679	484,900.459
1405	133+80.00	60.00'	153,517.358	484,790.372	1414	127+55.07	50.00'	152,892.749	484,902.194
1406	133+80.00	50.00'	153,517.387	484,800.372	1415	128+90.00	45.00'	153,027.404	484,806.801
1407	137+27.87	50.00'	153,865.258	484,799.358	1416	128+90.00	50.00'	153,027.390	484,801.801

TLE PARCEL 43 & 49		
COURSE	BEARING	DISTANCE
1414-1413	N00°10'01"W	594.93'
1413-1412	N89°49'59"E	10.00'
1412-1411	N00°10'01"W	30.00'
1411-1410	S89°49'58"W	10.00'
1410-1409	N00°10'01"W	347.35'
1409-1408	N00°26'38"E	270.48'

NOTES:
EXISTING RIGHT-OF-WAY SHOWN HEREON IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR CTH M ESTABLISHED FROM PREVIOUS PROJECT NUMBER S 0123(10).
EXISTING HIGHWAY RIGHT OF WAY FOR SCHOMBERG ROAD IS PRESUMED TO BE 4 RODS (66') IN WIDTH AND CENTERED ON THE NORTH LINE OF THE NW QUARTER OF SECTION 16.
EXISTING HIGHWAY RIGHT OF WAY FOR A MARKING ROAD ROAD IS PRESUMED TO BE 4 RODS (66') IN WIDTH AND CENTERED ON THE NORTH LINE OF THE NE QUARTER OF SECTION 16.

REVISION DATE 10/19/2020 11/04/2020	DATE 12/11/2019	SCALE, FEET 0 50 100	HWY: CTH M	STATE R/W PROJECT NUMBER 5436-00-01	PLAT SHEET 4.14
	GRID FACTOR		COUNTY: LA CROSSE	CONSTRUCTION PROJECT NUMBER	PS&E SHEET E

FILE NAME : 410677_4.14-4.15.DWG

PLOT DATE : 11/4/2020 1:20 PM

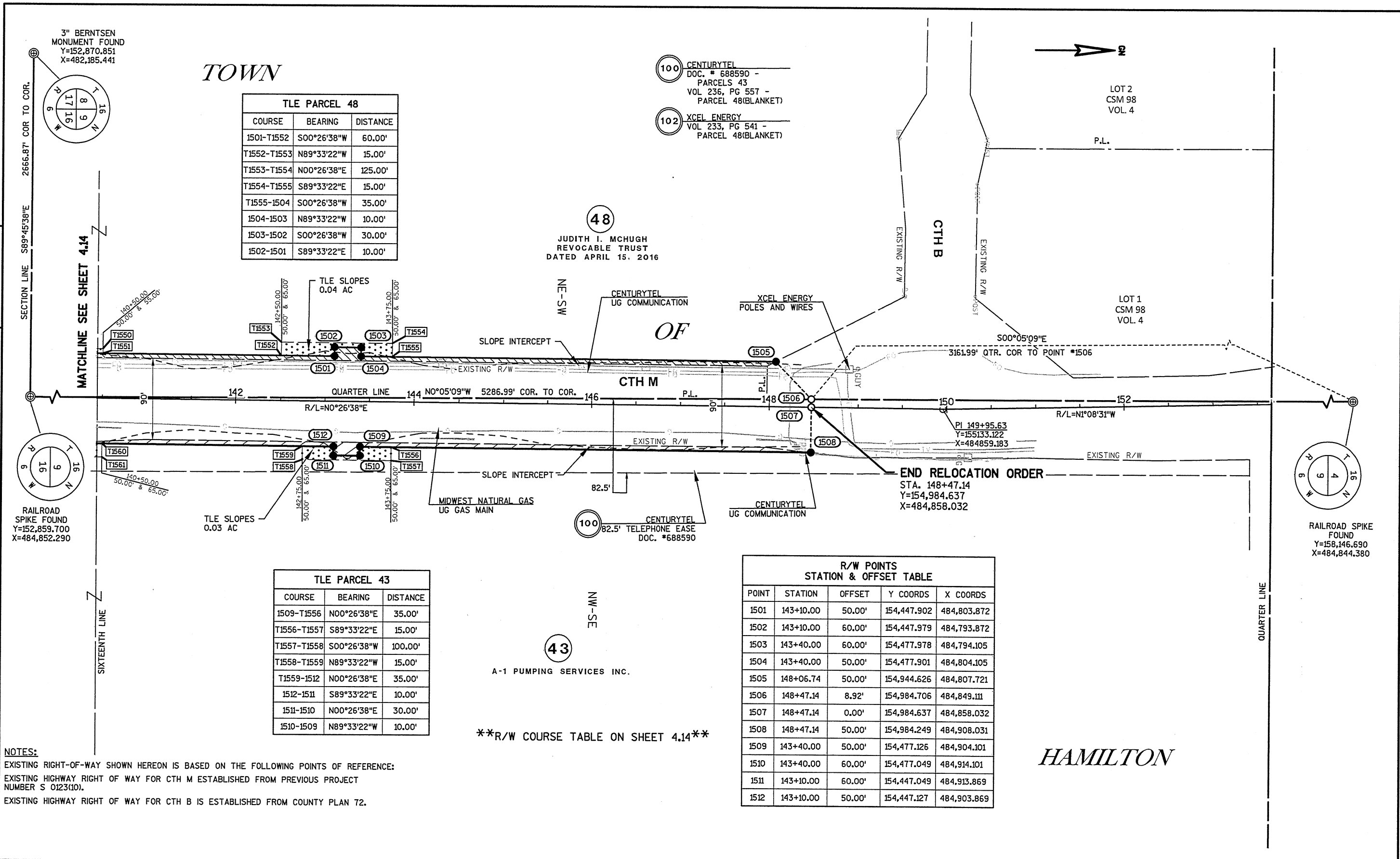
PLOT BY : AYRES ASSOCIATES PLOT NAME :

PLOT SCALE : 1" = 100'

WISDOT/CADS SHEET 75

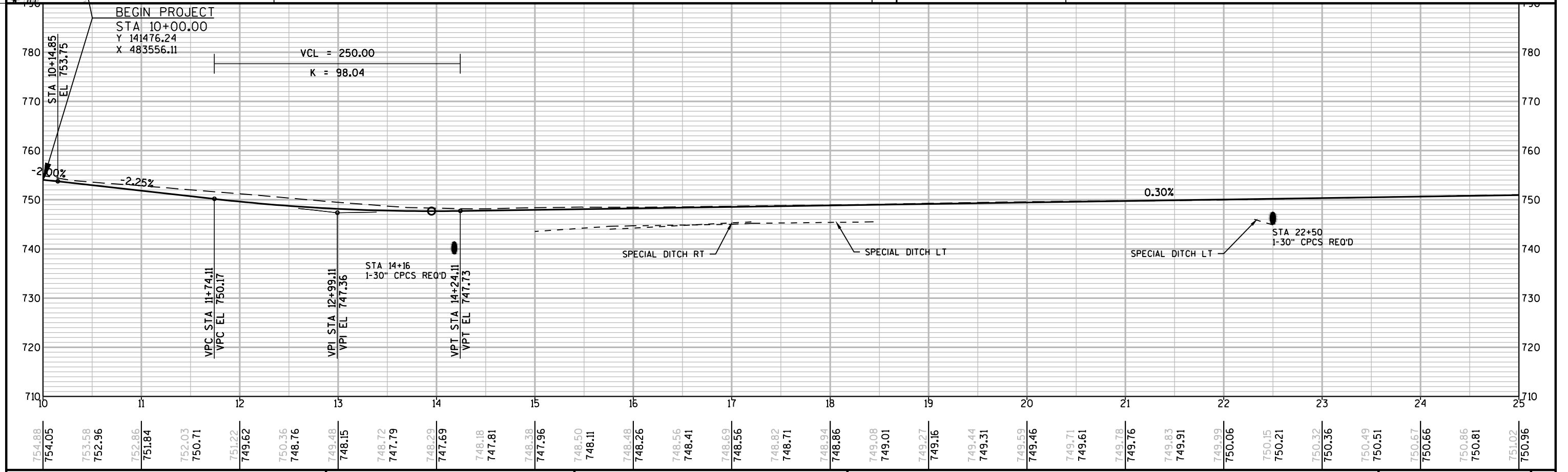
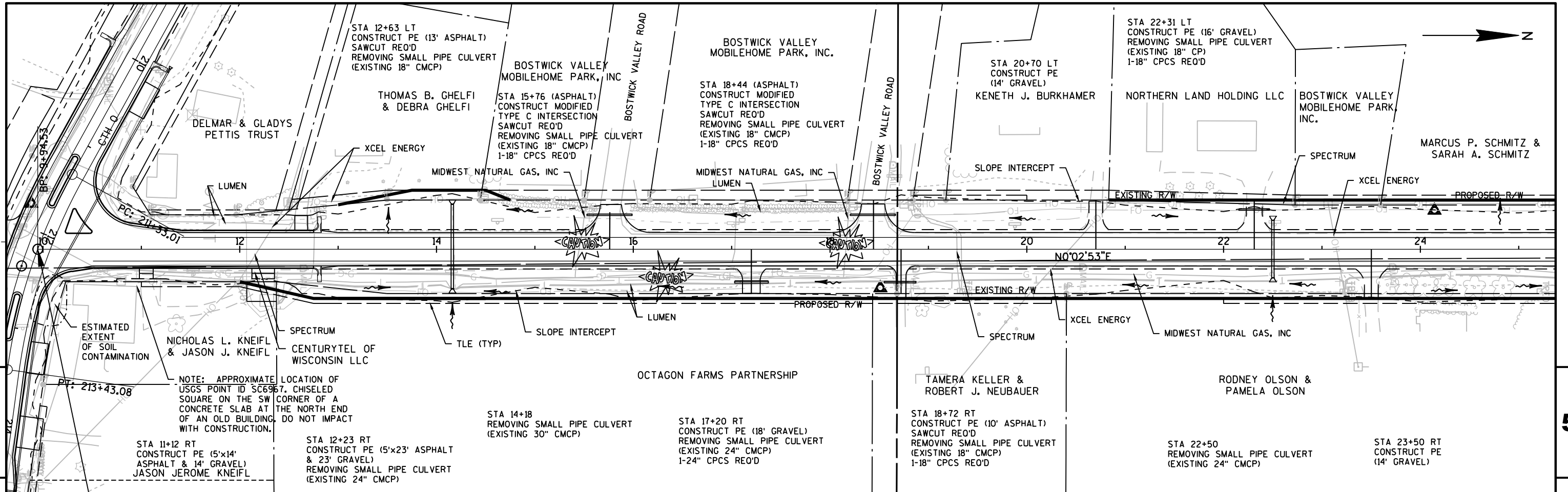
4

4

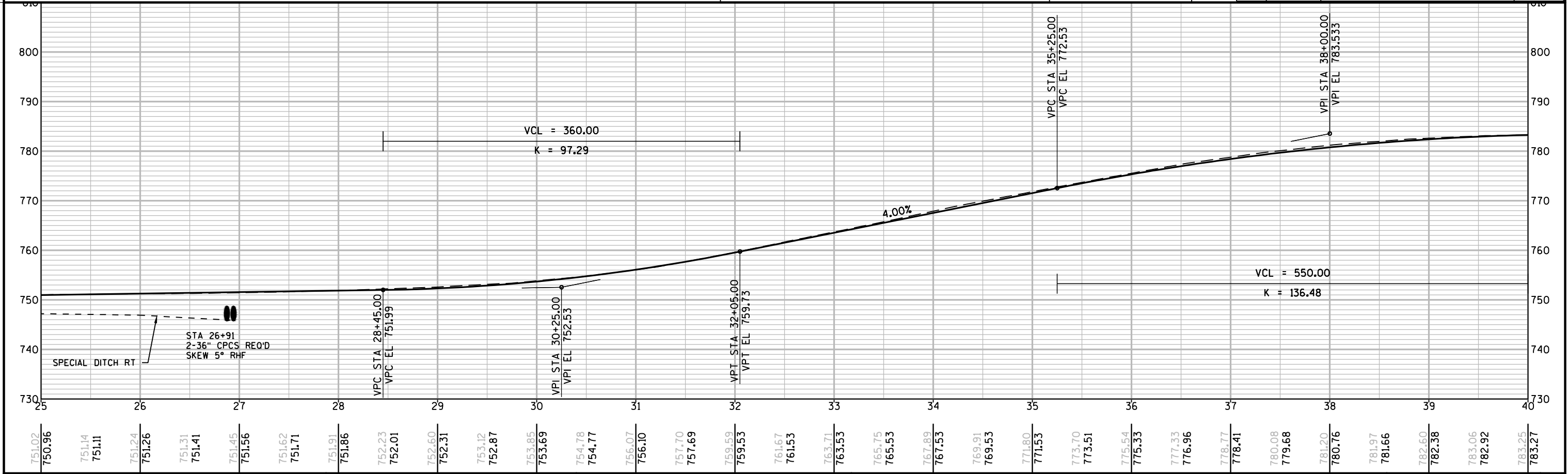
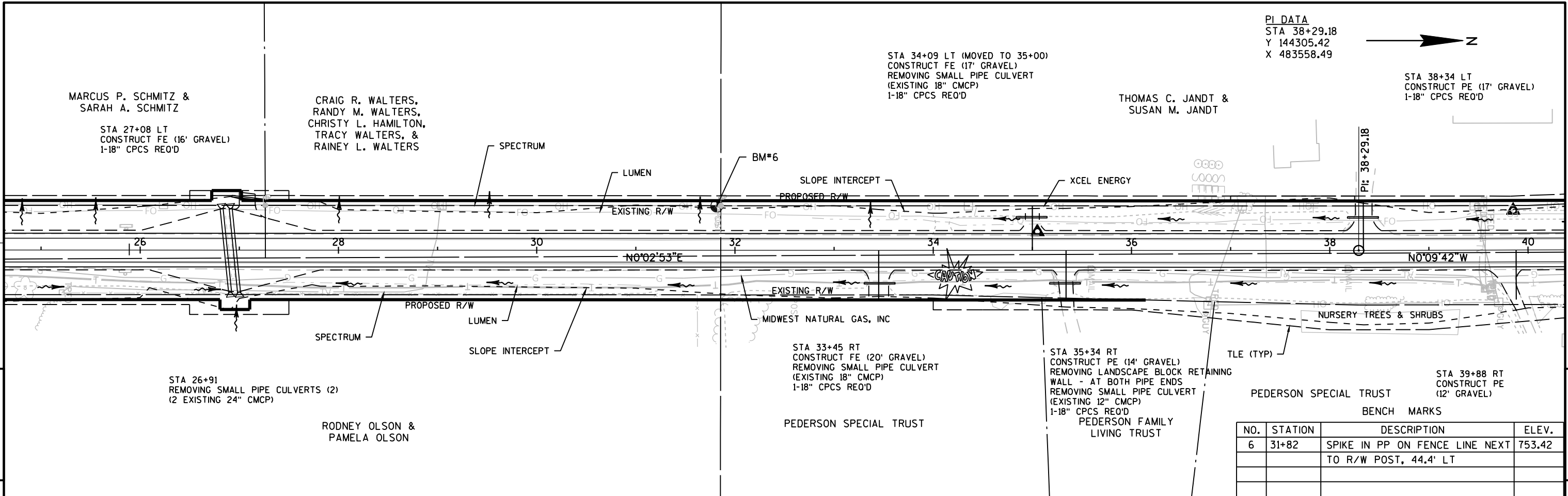


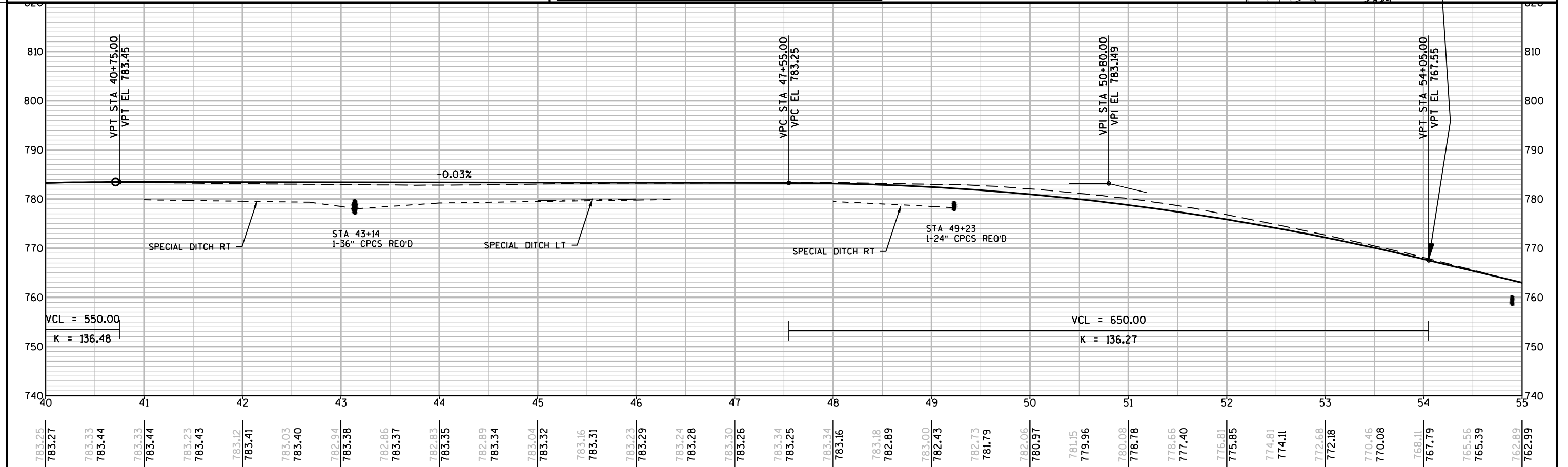
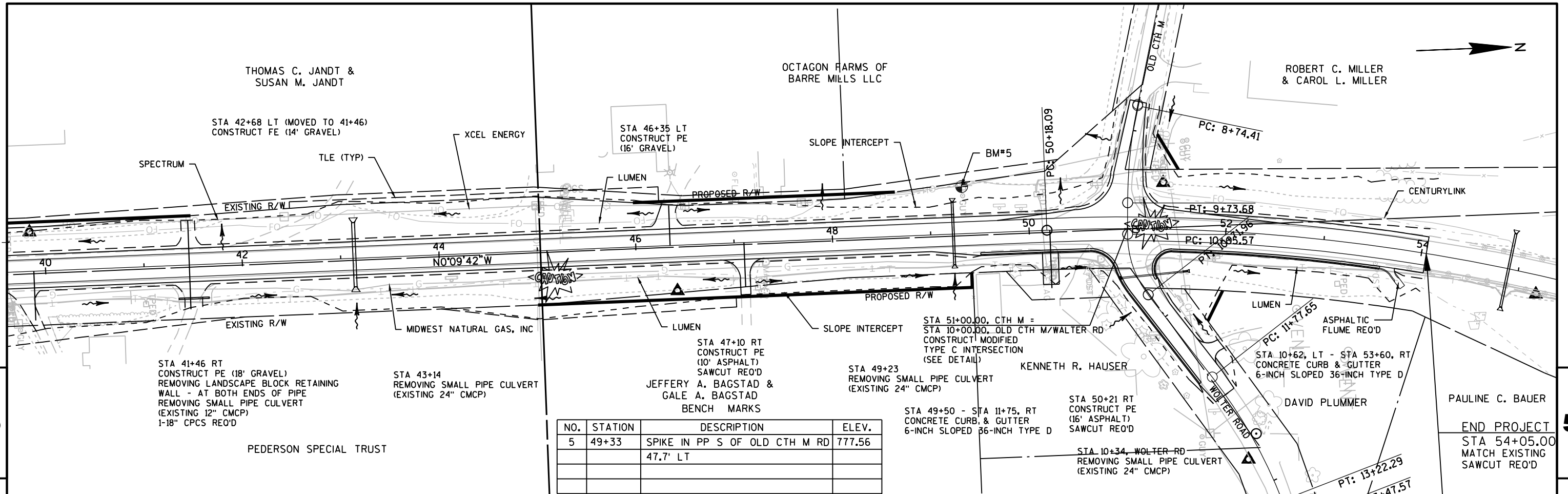
NOTES:
EXISTING RIGHT-OF-WAY SHOWN HEREON IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR CTH M ESTABLISHED FROM PREVIOUS PROJECT
NUMBER S 0123(10).
EXISTING HIGHWAY RIGHT OF WAY FOR CTH B IS ESTABLISHED FROM COUNTY PLAN 72.

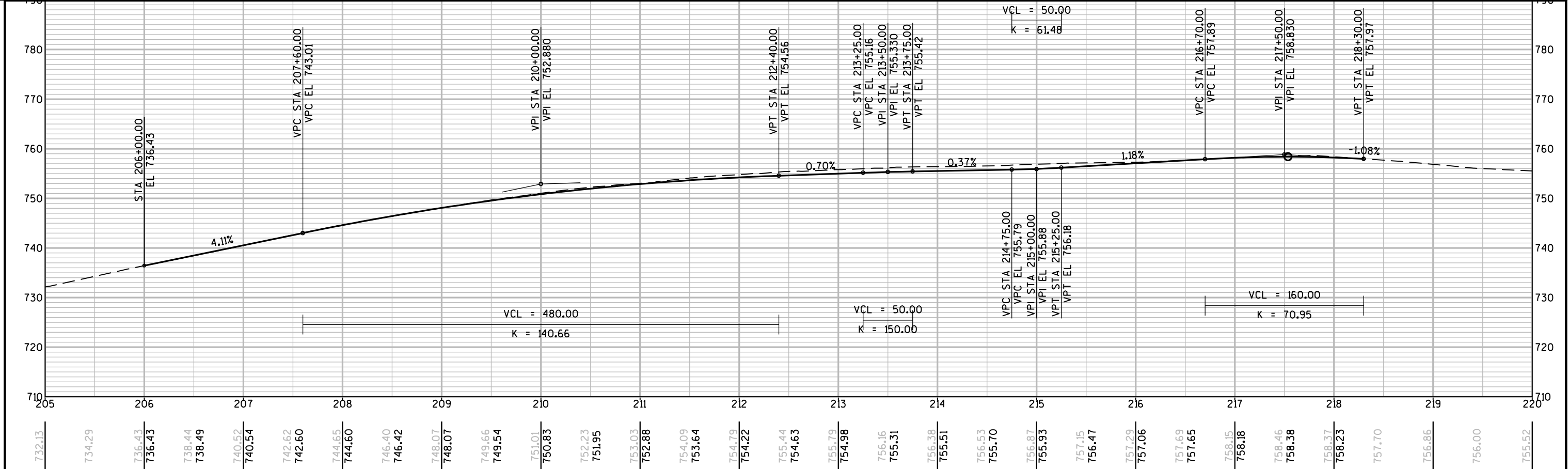
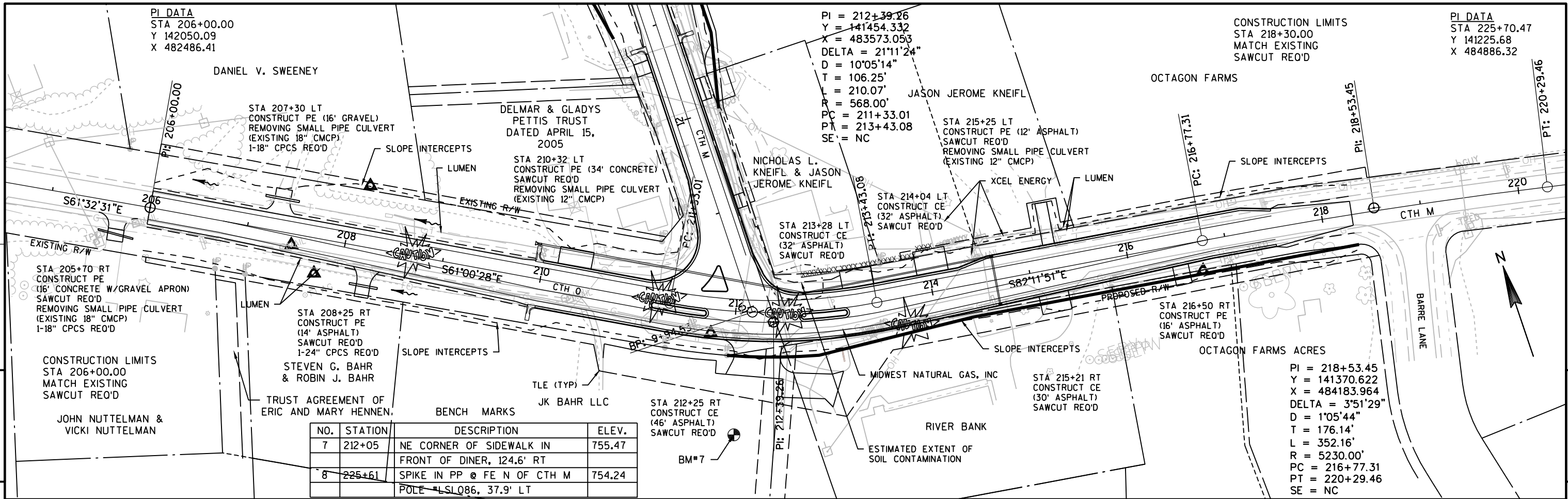
REVISION DATE 11/04/2020	DATE 12/11/2019	SCALE, FEET 0 50 100	HWY: CTH M	STATE R/W PROJECT NUMBER 5436-00-01	PLAT SHEET 4.15
	GRID FACTOR		COUNTY: LA CROSSE	CONSTRUCTION PROJECT NUMBER	PS&E SHEET

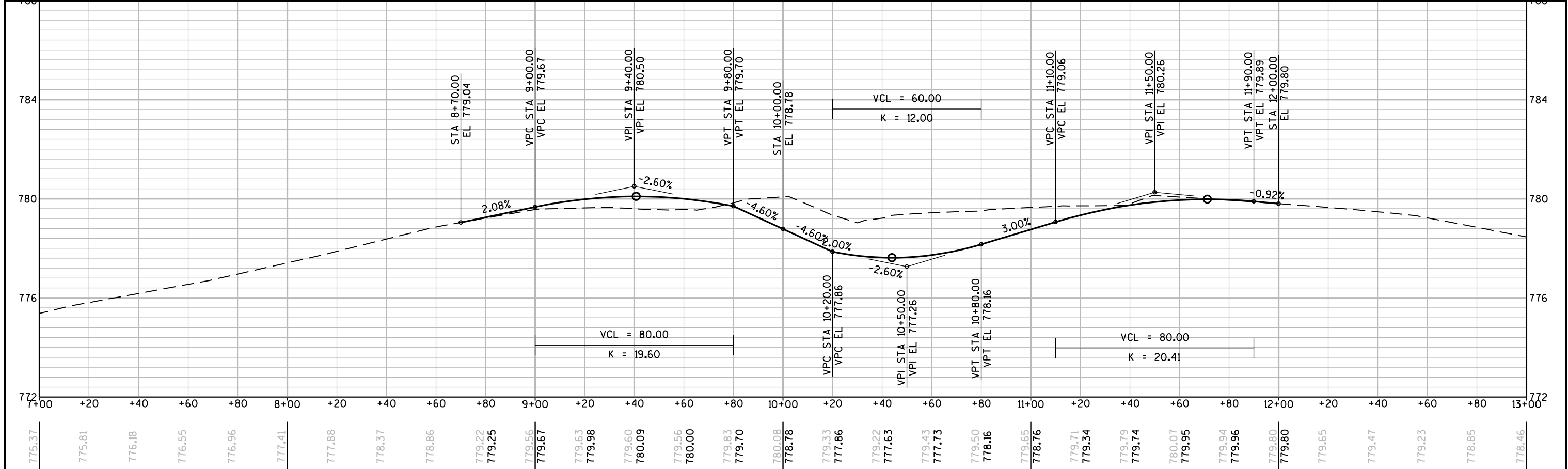
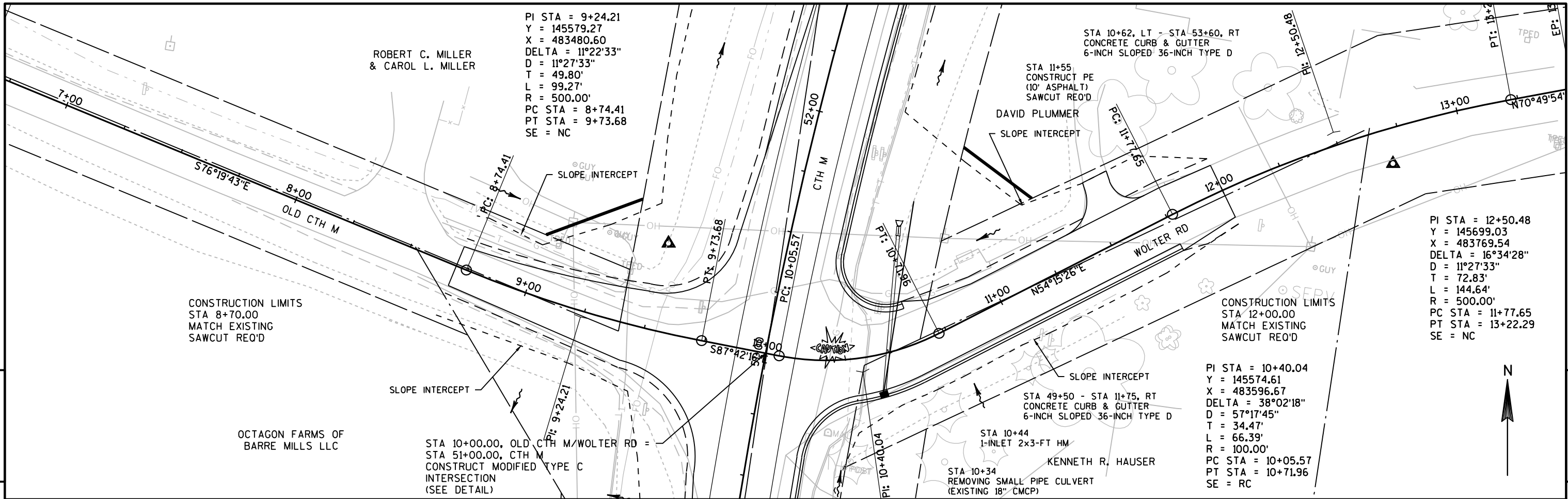


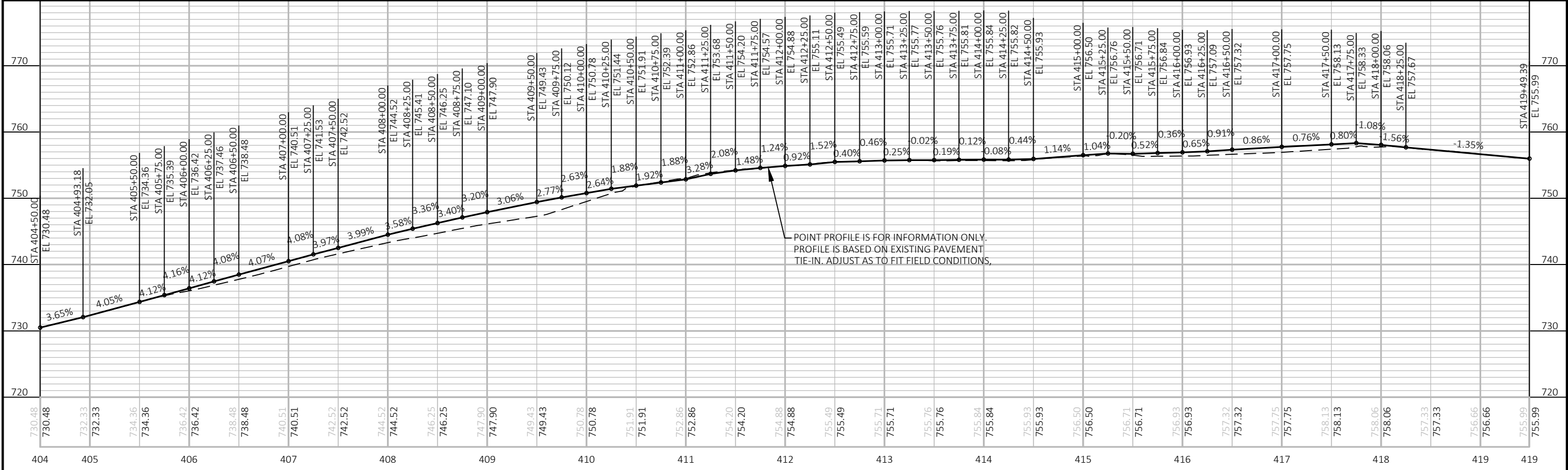
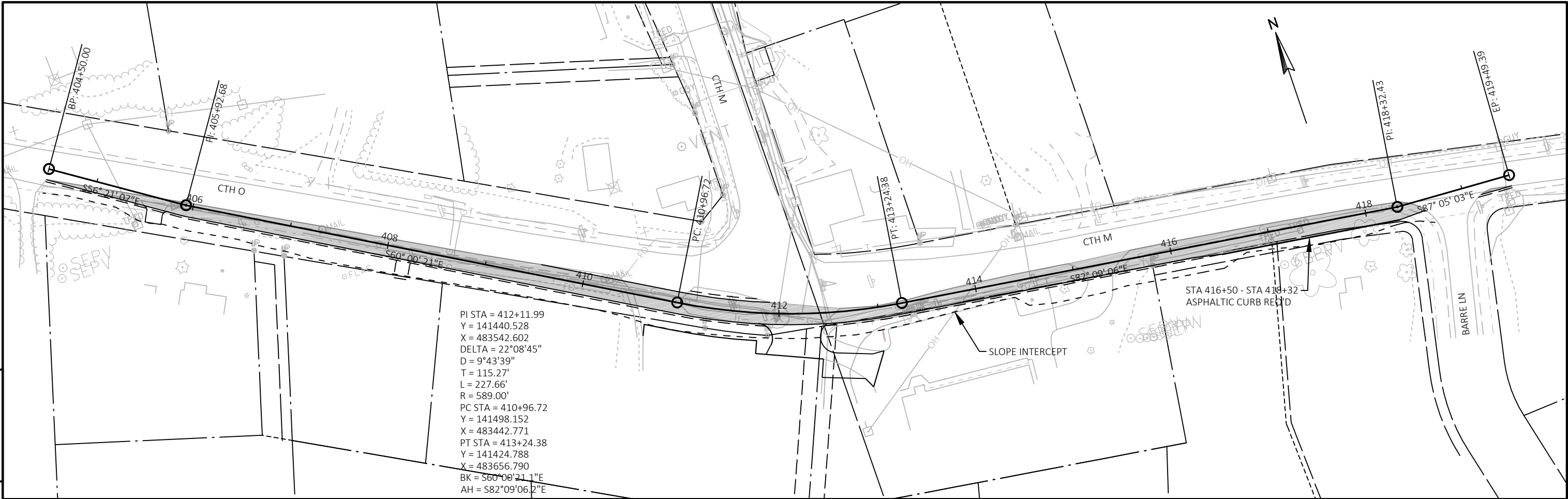
PROJECT NO:5436-00-71	HWY:CTH M	COUNTY:LA CROSSE	PLAN AND PROFILE: CTH M	SHEET	E
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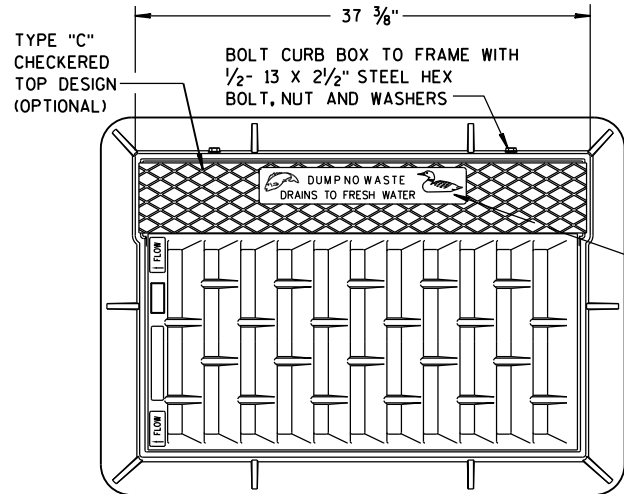




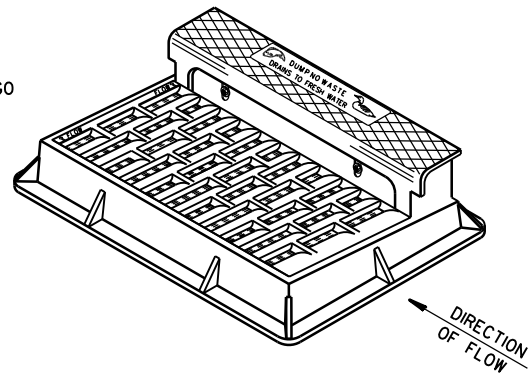
PROJECT NO: 5436-00-71	HWY: CTH M	COUNTY: LA CROSSE	PLAN AND PROFILE: TRAFFIC CONTROL WIDENING	SHEET E
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Standard Detail Drawing List

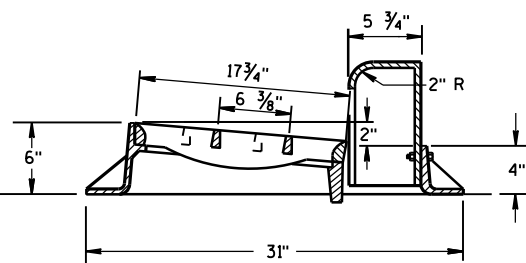
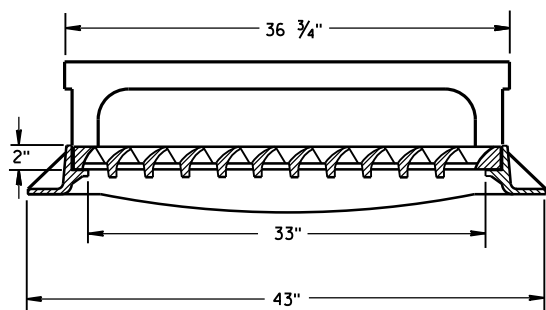
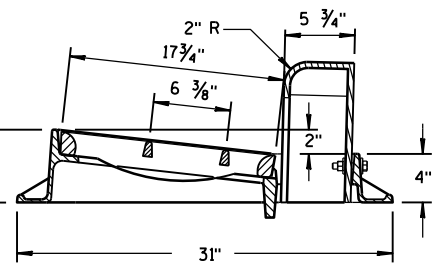
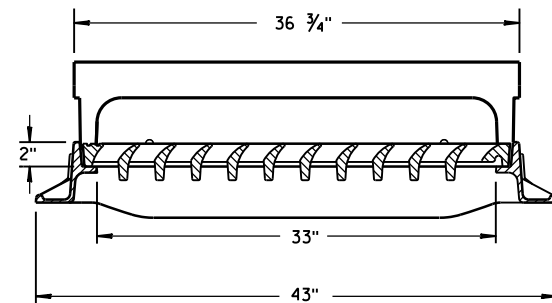
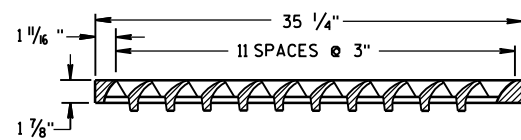
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08C06-02	INLETS 3-FT AND 4-FT DIAMETER
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D21-01	DRIVEWAYS WITHOUT CURB & GUTTER
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F08-02	STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED CROSS DRAINS
13C19-03	HMA LONGITUDINAL JOINTS
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C08-20A	LONGITUDINAL MARKING (MAINLINE)
15C12-07	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-05A	PAVEMENT MARKINGS, MEDIAN ISLANDS
15C18-05C	PAVEMENT MARKINGS, DOUBLE ARROW WARNING SIGN PLACEMENT
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-04A	PAVEMENT MARKING (INTERSECTIONS)
15C36-01	PARKING STALL MARKING
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS
15D48-01	TRAFFIC CONTROL, TEMPORARY LANE SHIFT DURING CULVERT WORK



NOTE:
GRATE IS REVERSIBLE.

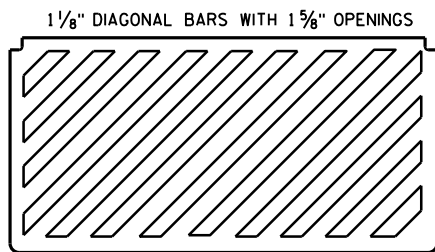


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"



TYPE "H"

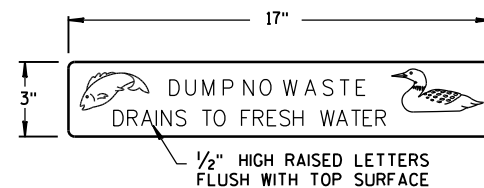
NOTE: EITHER CASTING IS ACCEPTABLE



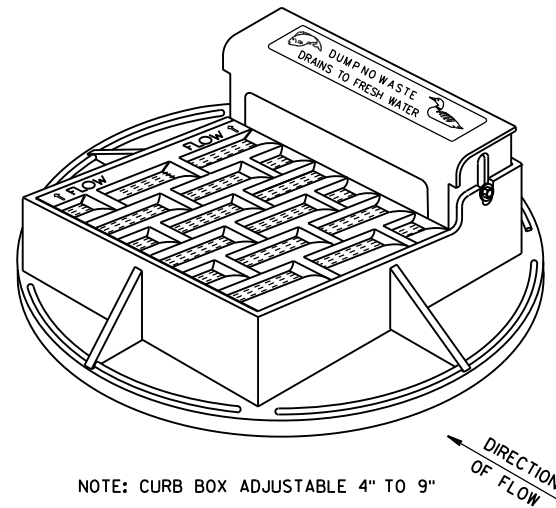
SPECIAL GRATE FOR
TYPE "H" COVER

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

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

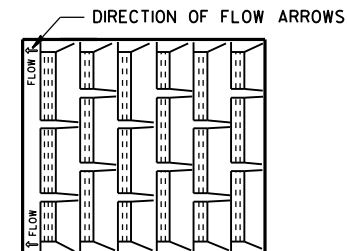


LOGO DETAIL

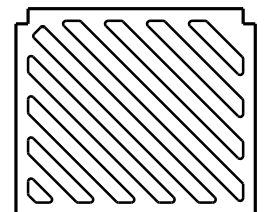


NOTE: CURB BOX ADJUSTABLE 4" TO 9"

NOTE:
GRATE IS REVERSIBLE.



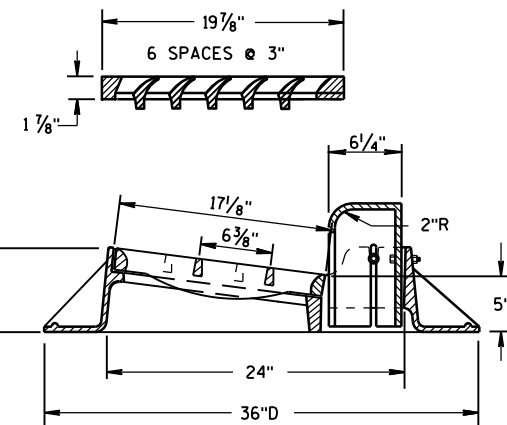
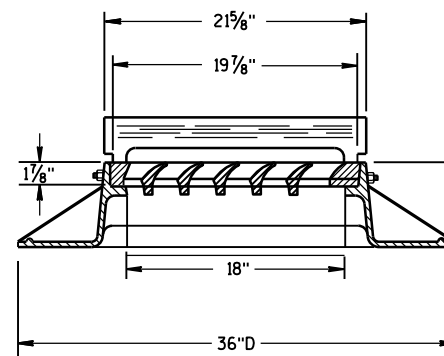
1" DIAGONAL BARS
WITH 1 1/2" OPENINGS



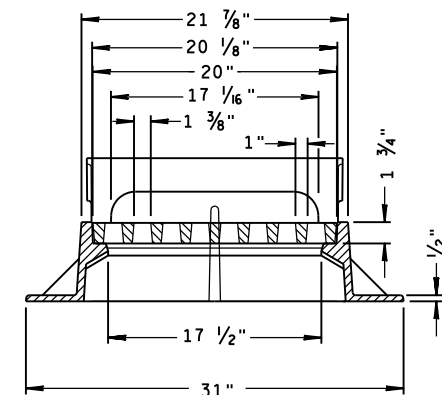
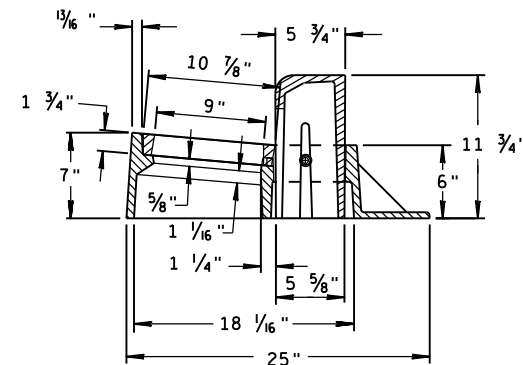
SPECIAL GRATE FOR
TYPE "A" COVER

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

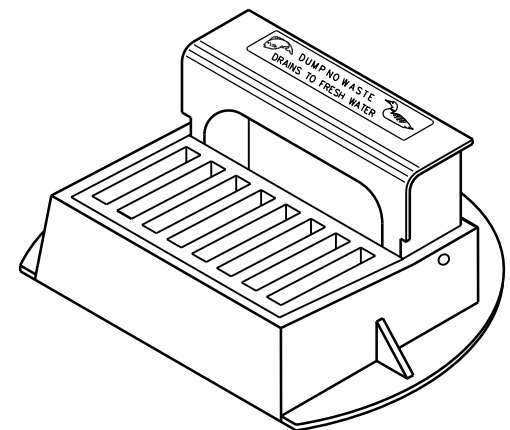
(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "A"



TYPE "Z"



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11-27-13

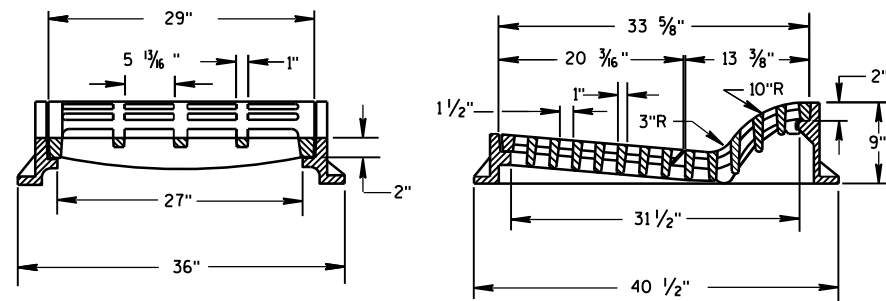
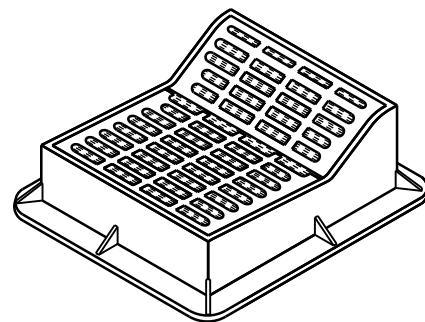
DATE

FHWA

/S/ Jerry H. Zogg

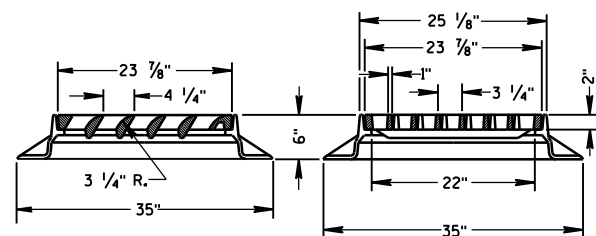
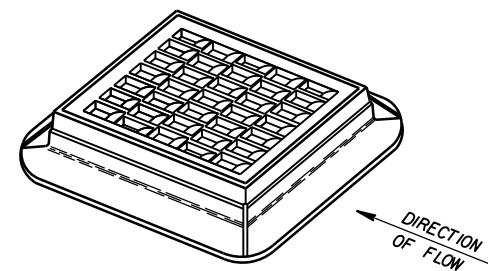
ROADWAY STANDARDS DEVELOPMENT

ENGINEER

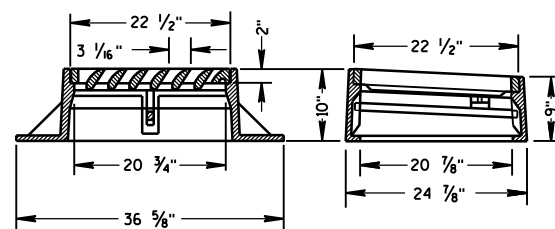
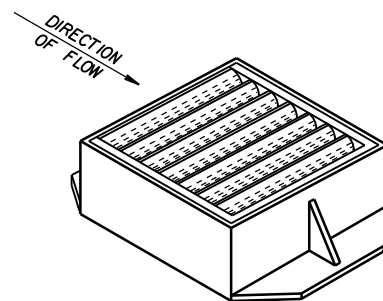


TYPE "F"

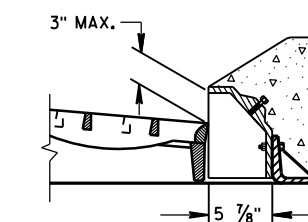
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



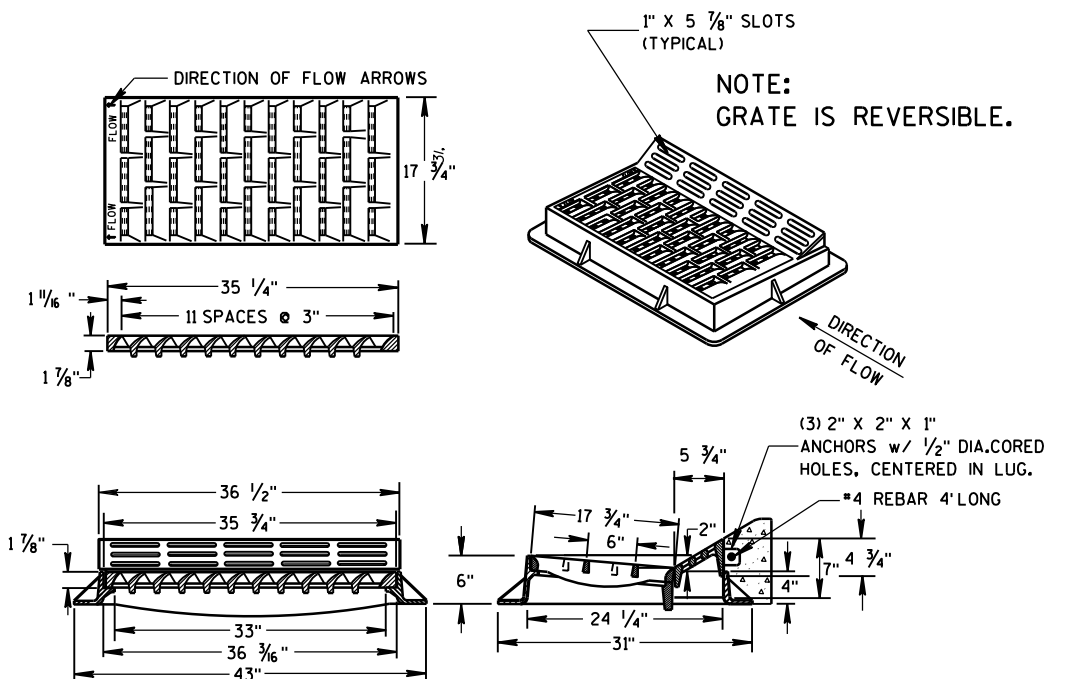
TYPE "S"



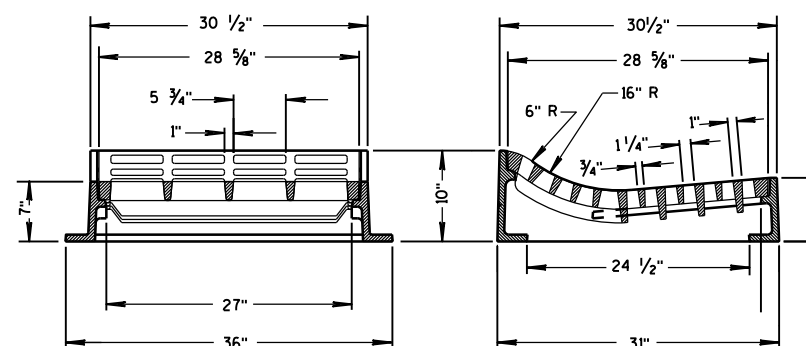
TYPE "V"

ALTERNATIVE CURB BOX
FOR TYPE "HM" COVERUSE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLENOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

GENERAL NOTES

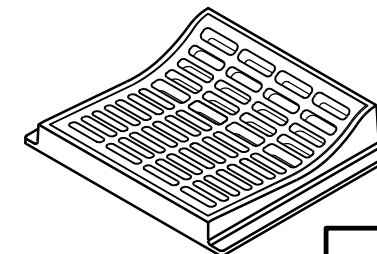
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING
SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND
THE APPLICABLE SPECIAL PROVISIONS.DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED
TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION
FOR EQUIVALENT CAPACITY AND STRENGTH.

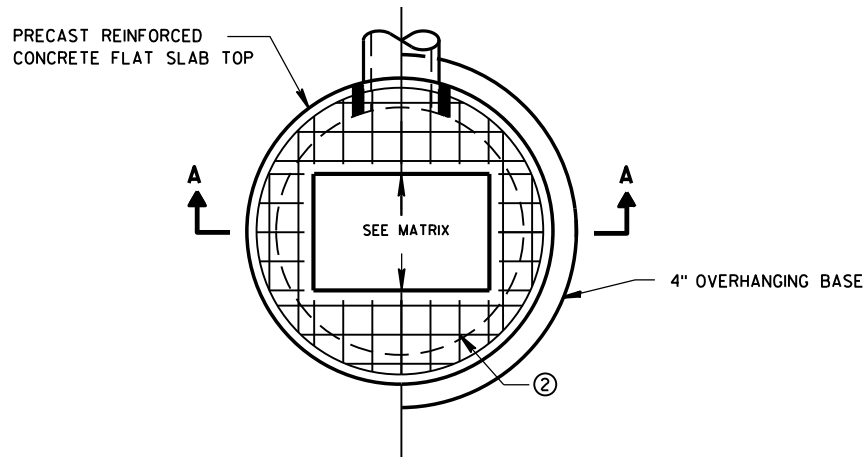
TYPE "HM"

USE WITH TYPES A & D CONCRETE
CURB & GUTTER, 36 INCH.NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE

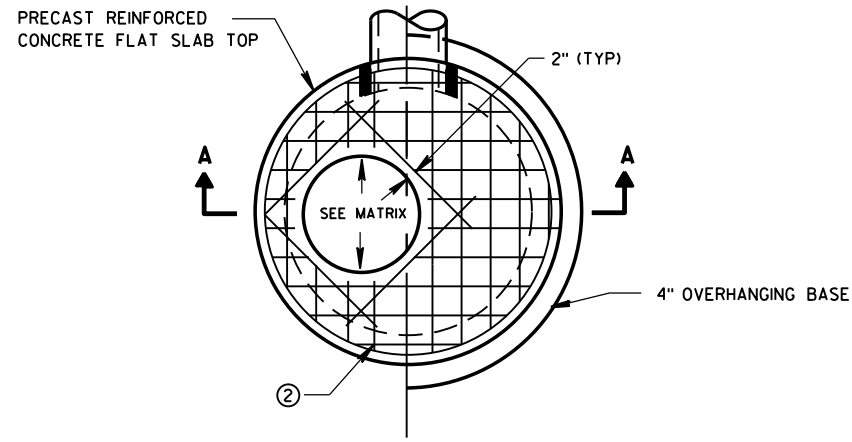
TYPE "T"

USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.

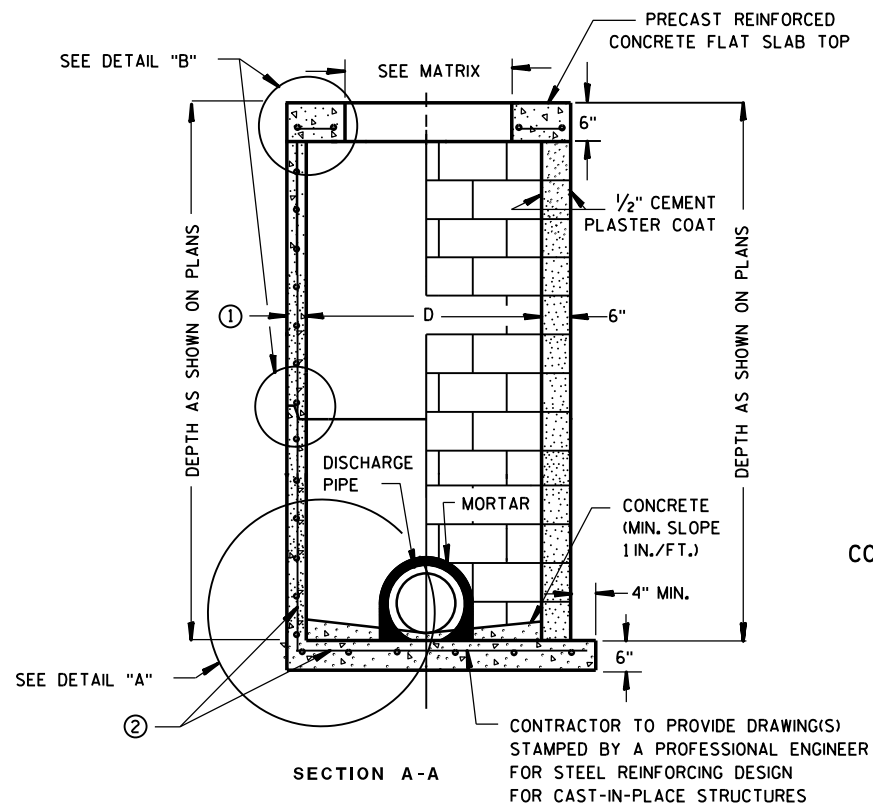
INLET COVERS
TYPE F, HM, HM-S, S, T, V,
HM-GJ, & HM-GJ-SSTATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATIONAPPROVED
11/27/2013
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT
ENGINEER
FHWA



PLAN VIEW RECTANGULAR OPENING

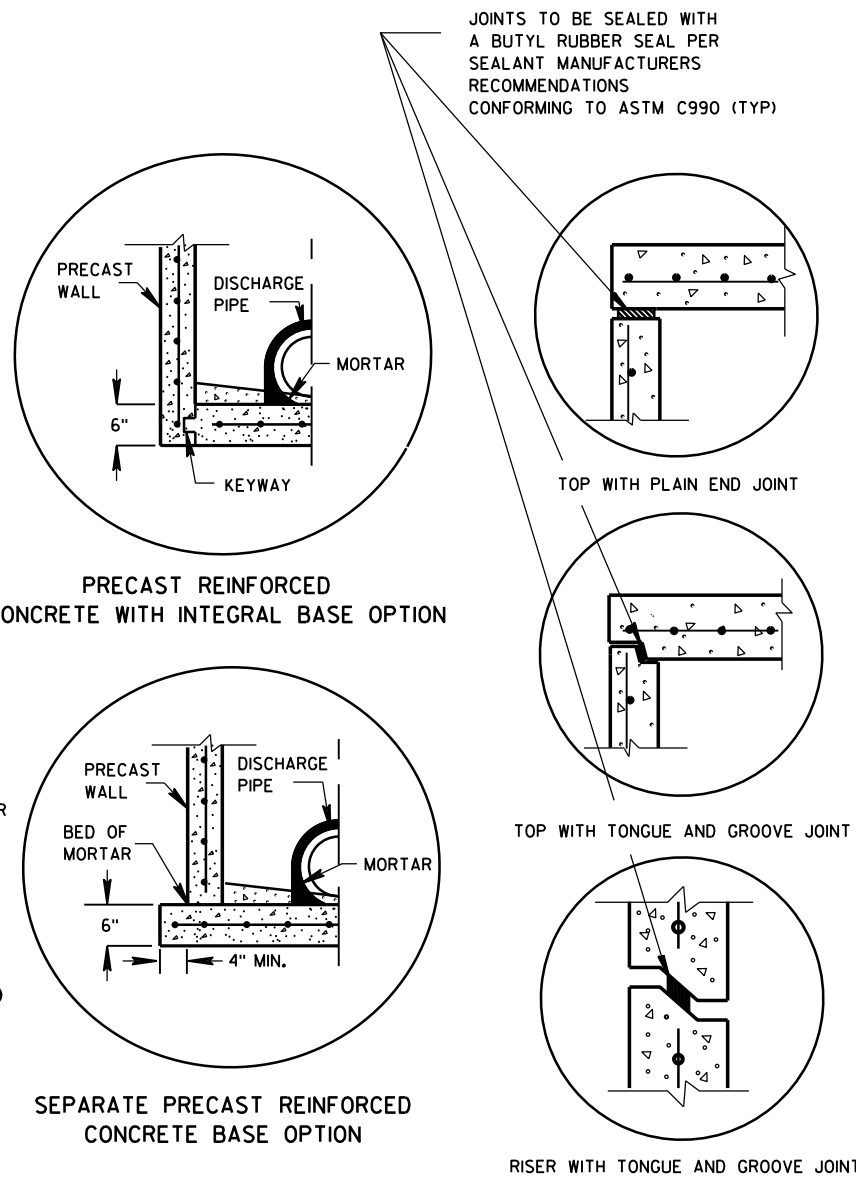


PLAN VIEW CIRCULAR OPENING



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

CIRCULAR INLETS W/ FLAT TOP



DETAIL "A"

DETAIL "B"

INLETS 3-FT AND 4-FT DIAMETER

GENERAL NOTES

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

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

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

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

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

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

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

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

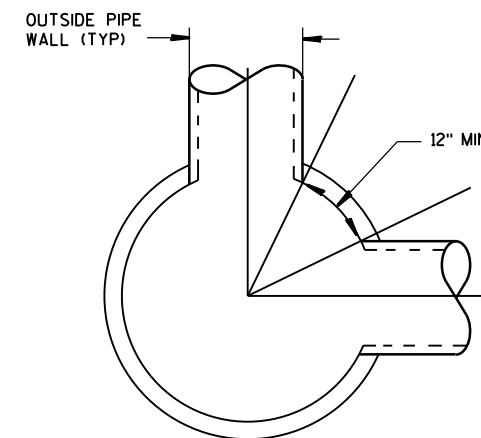
4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

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

- ① MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.
- ② FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

INLET COVER OPENING MATRIX

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



DETAIL "C"

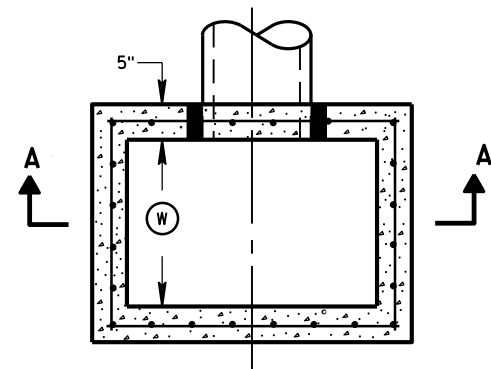
PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

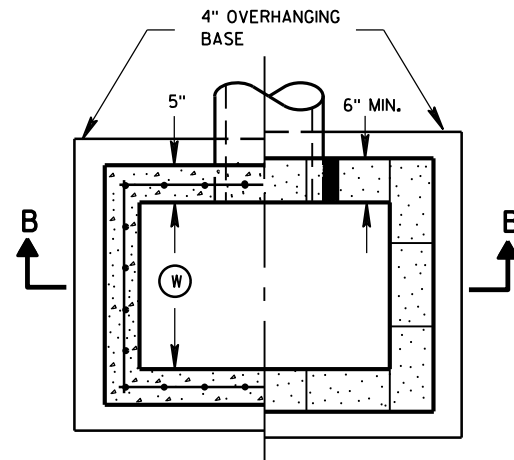
INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

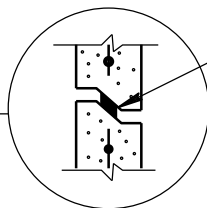
APPROVED
Sept., 2016 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



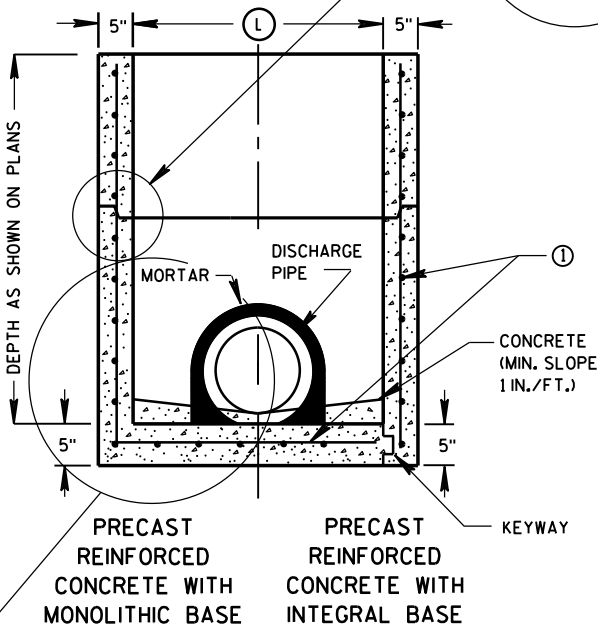
PLAN VIEW



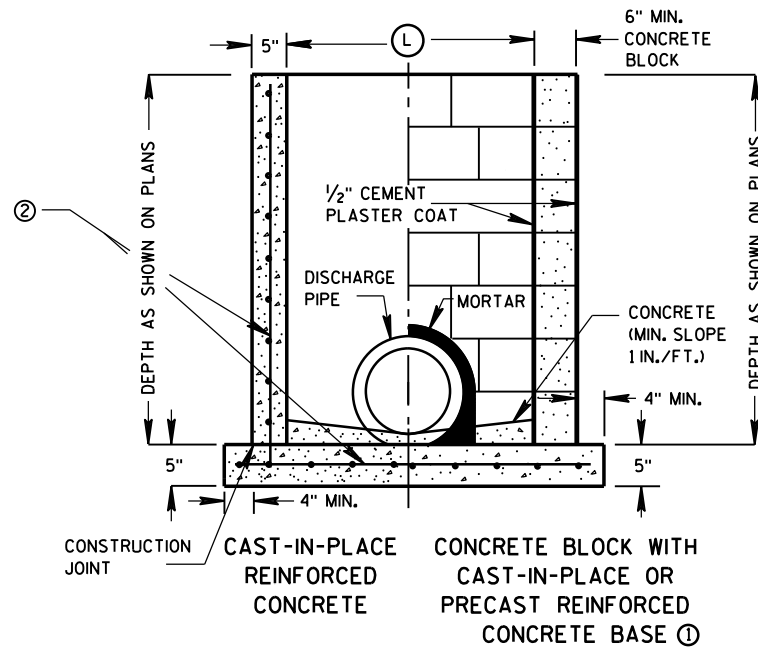
PLAN VIEW



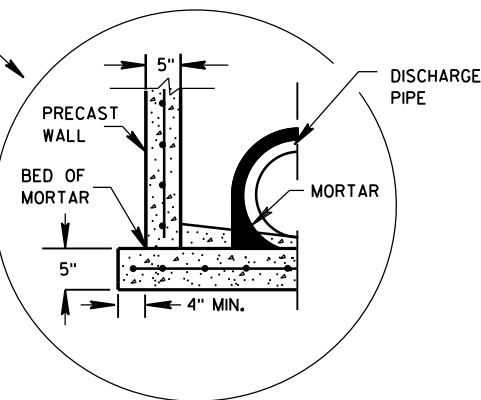
RISER JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

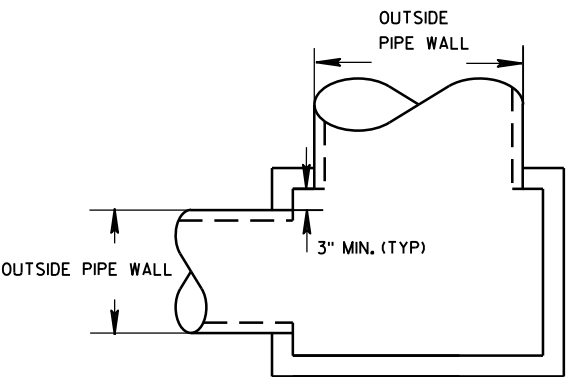
- ① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.
- ② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH ① (FT)	LENGTH ② (FT)								
2X2-FT	2	2	X	X			X		X	
2X2.5-FT	2	2.5			X		X	X	X	X
2X3-FT	2	3				X				
2.5X3-FT	2.5	3			X					

PIPE MATRIX

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

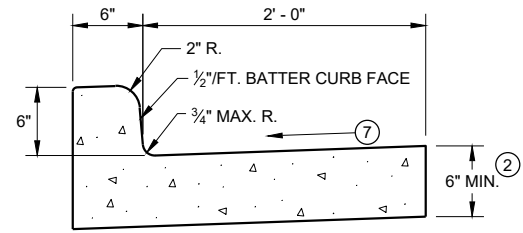


DETAIL "A"

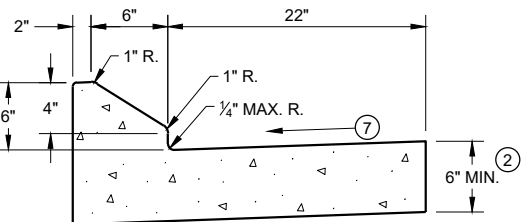
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

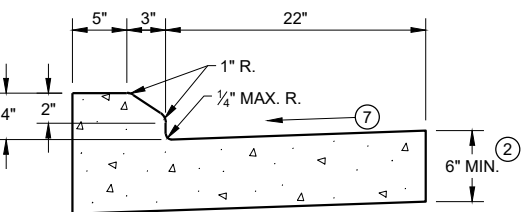
APPROVED
Sept., 2016 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



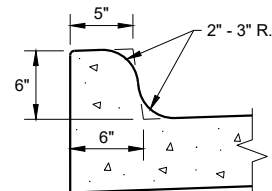
TYPES A^① & D



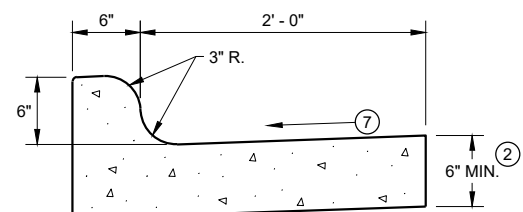
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

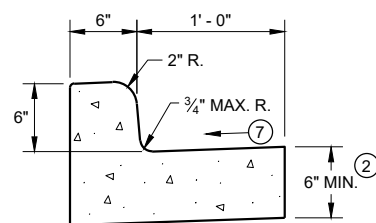


TYPES K^① & L
(OPTIONAL CURB SHAPE)



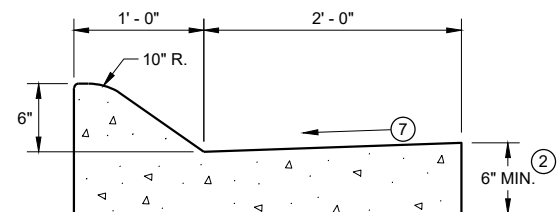
TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

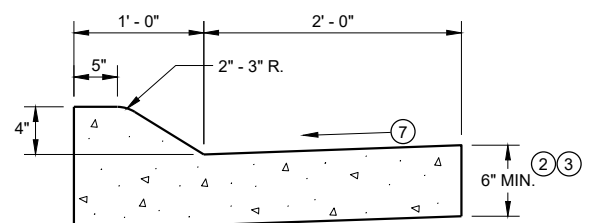


TYPES A^① & D

CONCRETE CURB AND GUTTER 18"

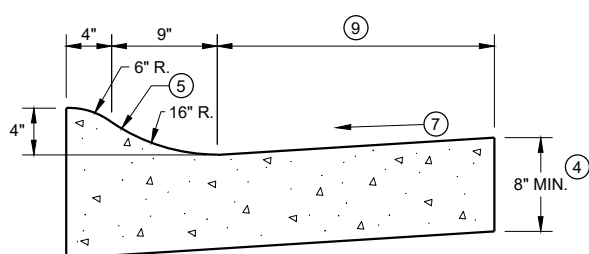


6" SLOPED CURB TYPES A^① & D



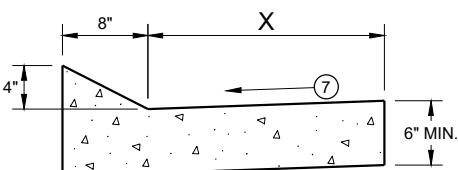
4" SLOPED CURB TYPES A^① & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R^① & T

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

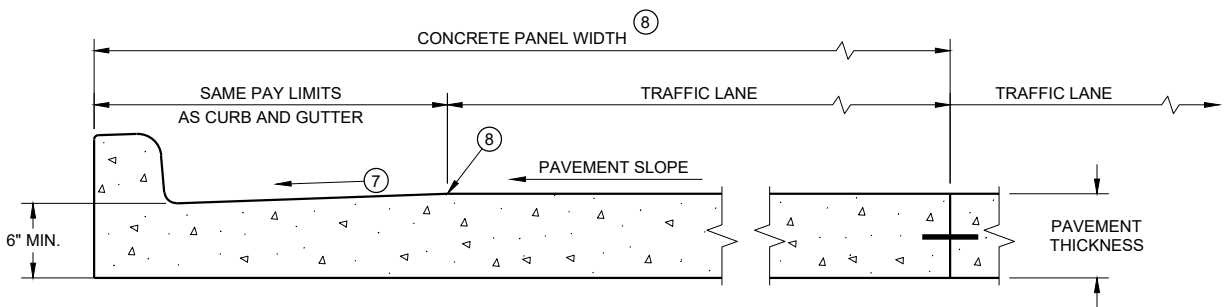


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

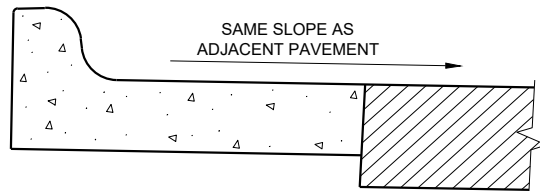
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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.

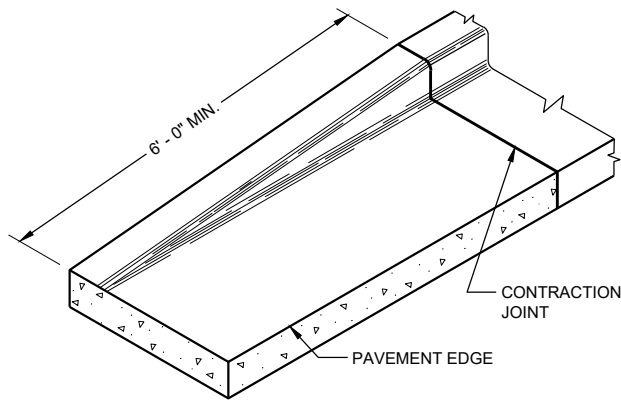
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

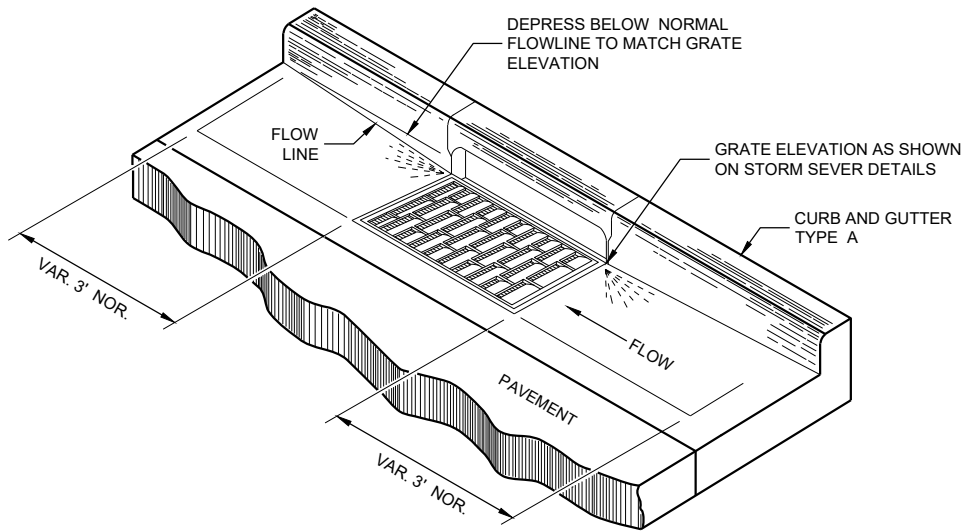
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH 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 UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES 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.
- ⑨ CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

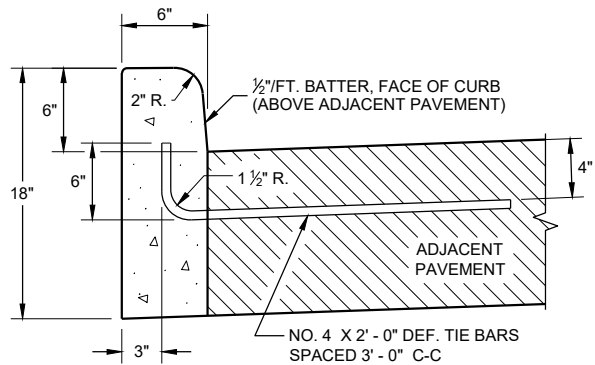
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



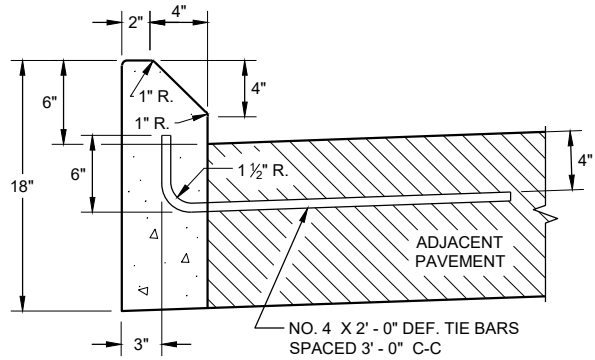
END SECTION CURB AND GUTTER



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

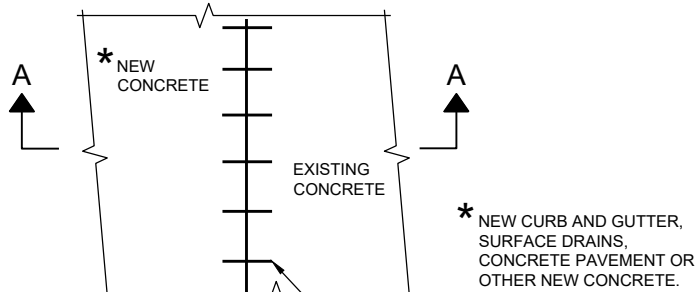


TYPES A^① & D

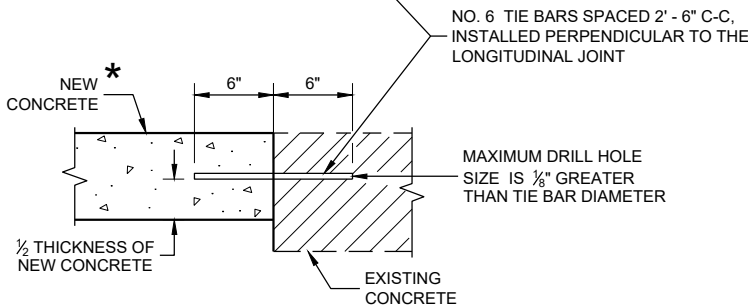


TYPES G^① & J

CONCRETE CURB



PLAN VIEW



SECTION A - A

TIE BARS DRILLED
INTO EXISTING PAVEMENT

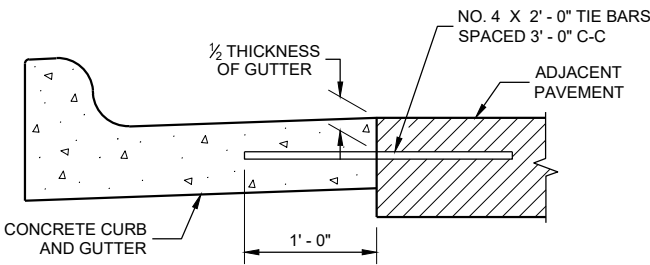
GENERAL NOTES

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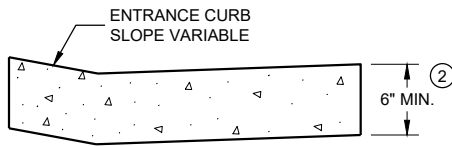
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

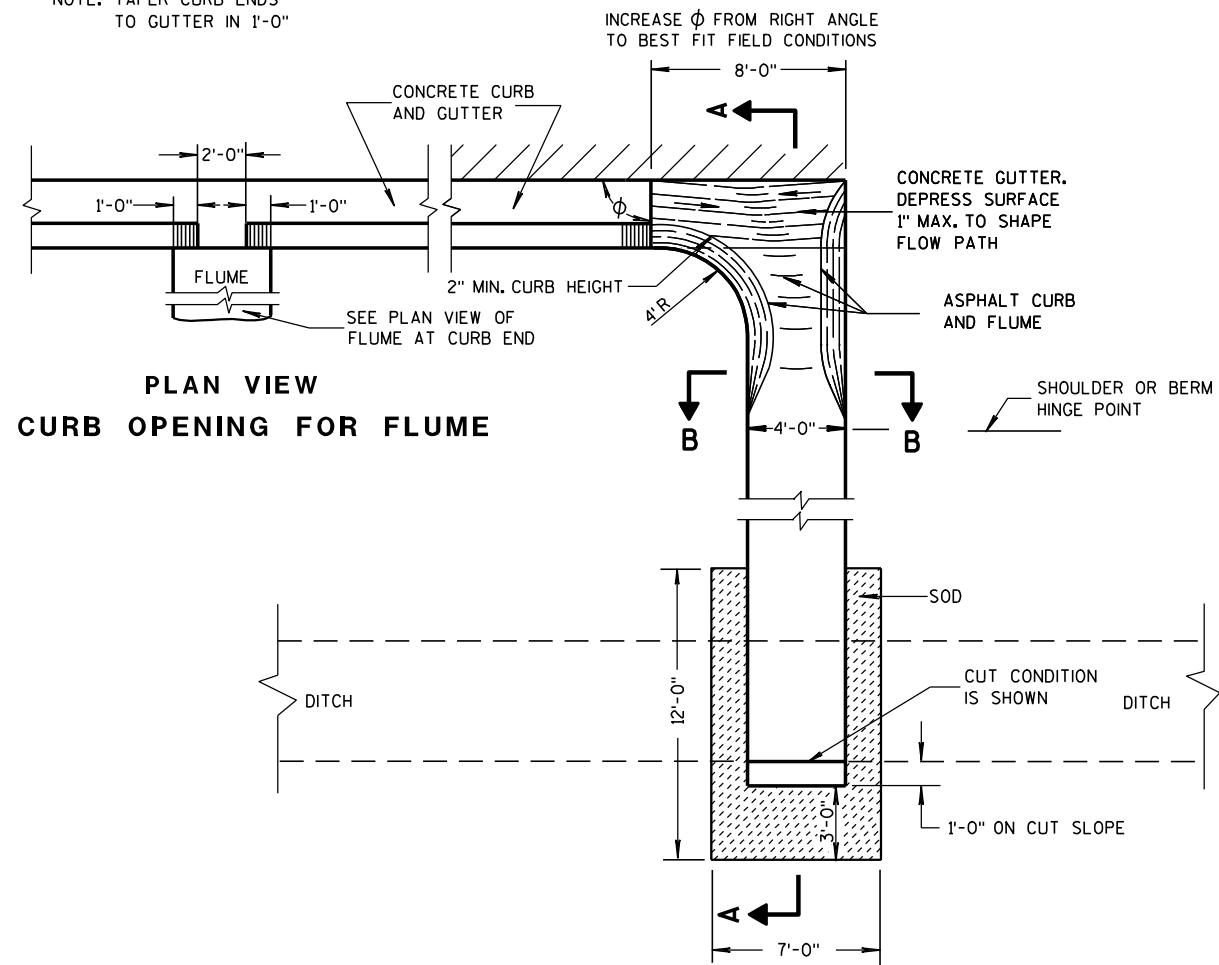
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE /S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
ENGINEER

FHWA

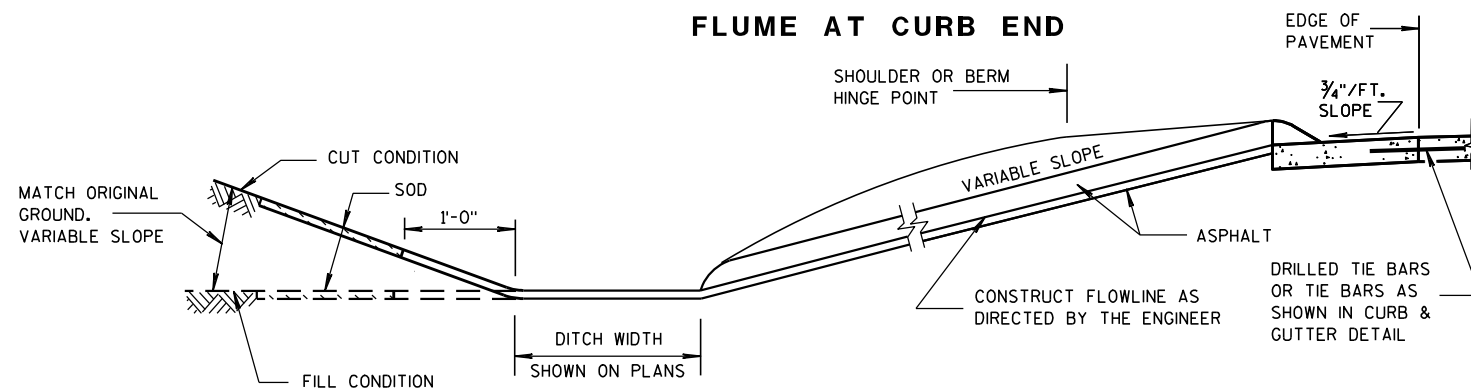
ASPHALTIC FLUME

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

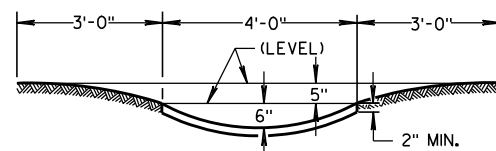


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

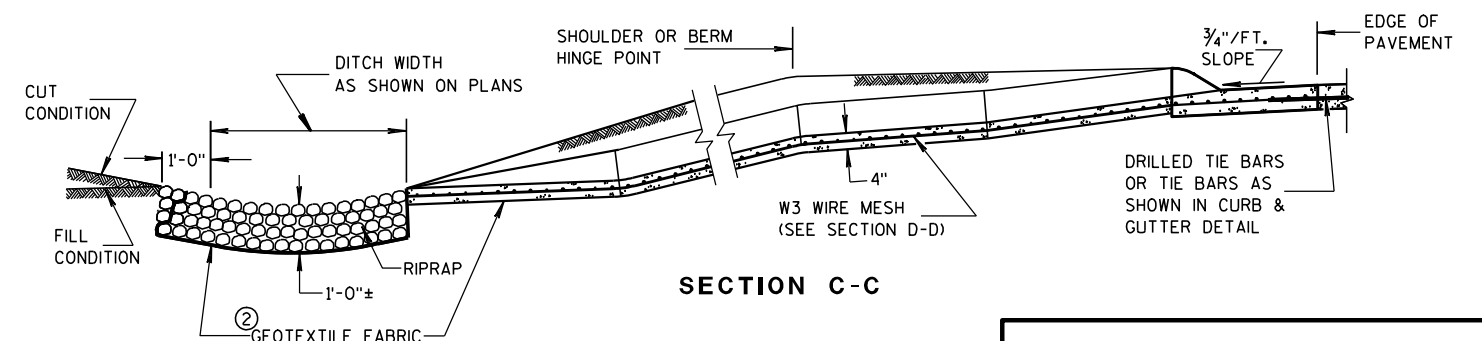
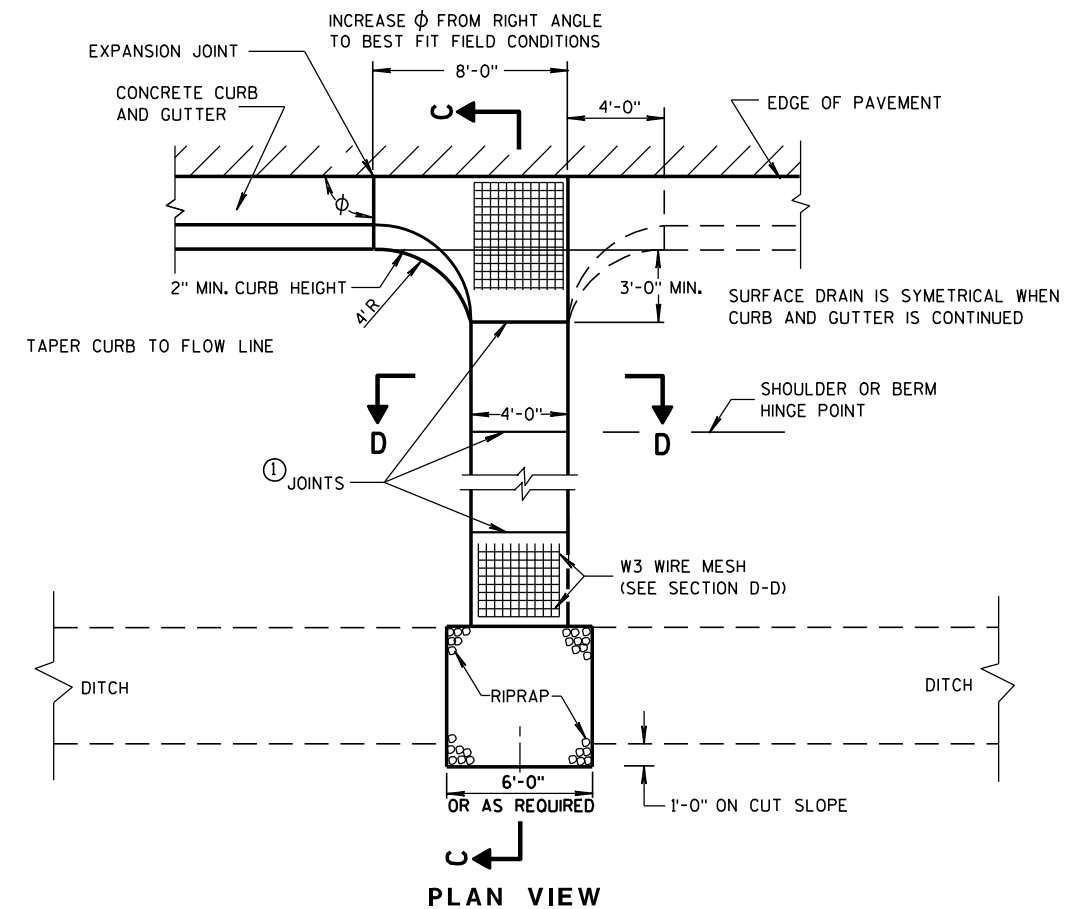
GENERAL NOTES

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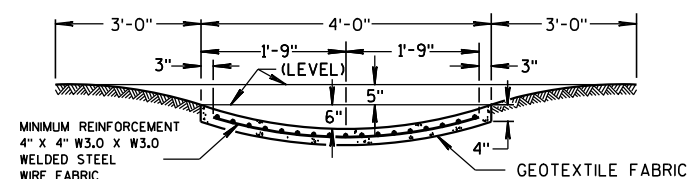
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

- ① JOINTS SHALL BE $\frac{1}{8}$ TO $\frac{1}{4}$ INCH WIDE BY $1\frac{1}{2}$ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
- ② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
- ③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

③ CONCRETE SURFACE DRAIN



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

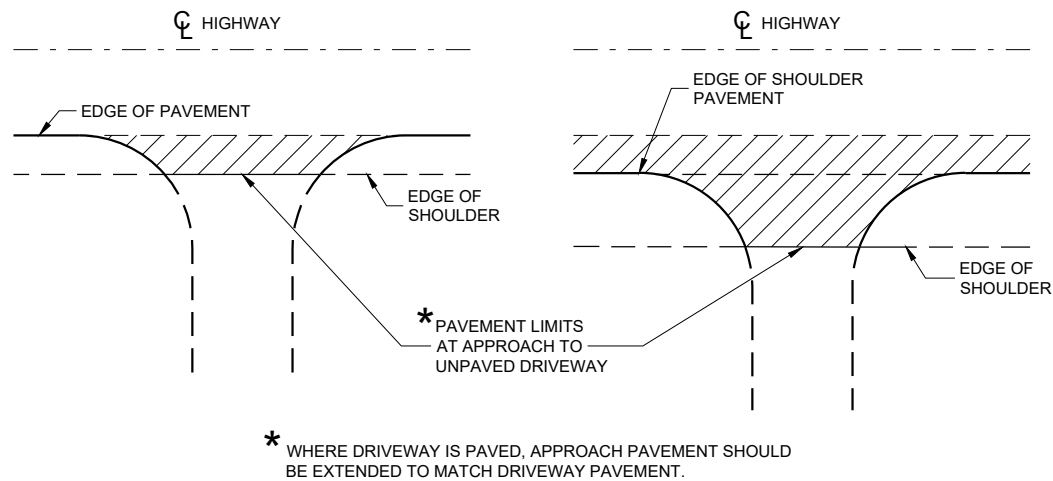
APPROVED

9-4-08

DATE

FHWA

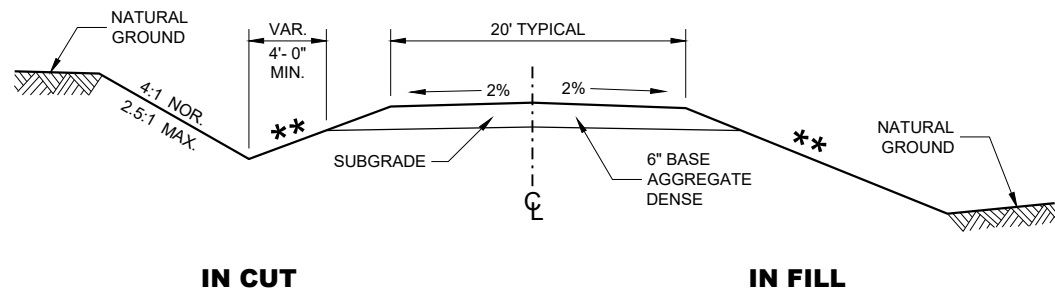
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT
ENGINEER



PLAN VIEW
(UNPAVED SHOULDER ON HIGHWAY)

PLAN VIEW
(PAVED SHOULDER ON HIGHWAY)

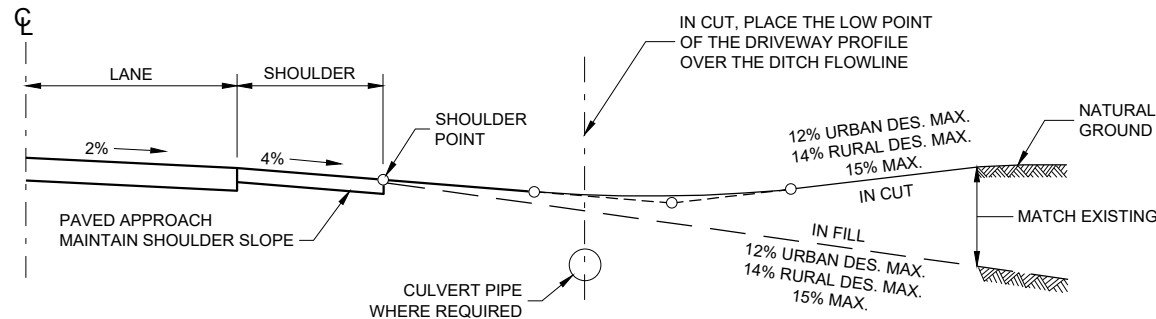
**RURAL DRIVEWAY INTERSECTION DETAIL
(NO CURB AND GUTTER OR SIDEWALK)**



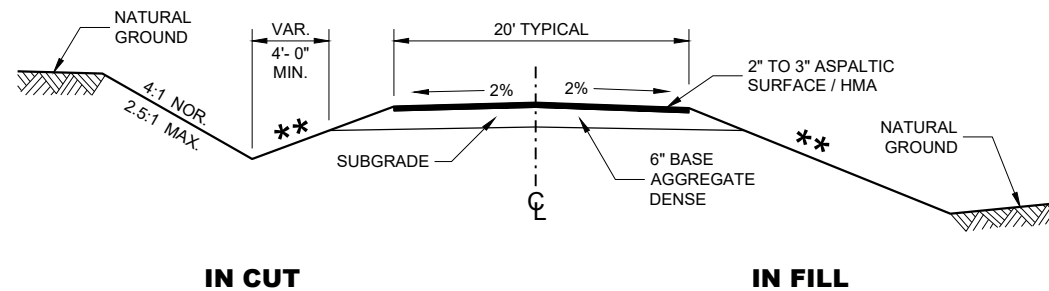
**TYPICAL CROSS SECTION FOR
PRIVATE DRIVE OR FIELD ENTRANCE
AGGREGATE SURFACE**

** SLOPE CAN VARY WITH SPEED. SEE 11-45-30.6.2

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



TYPICAL DRIVEWAY PROFILES

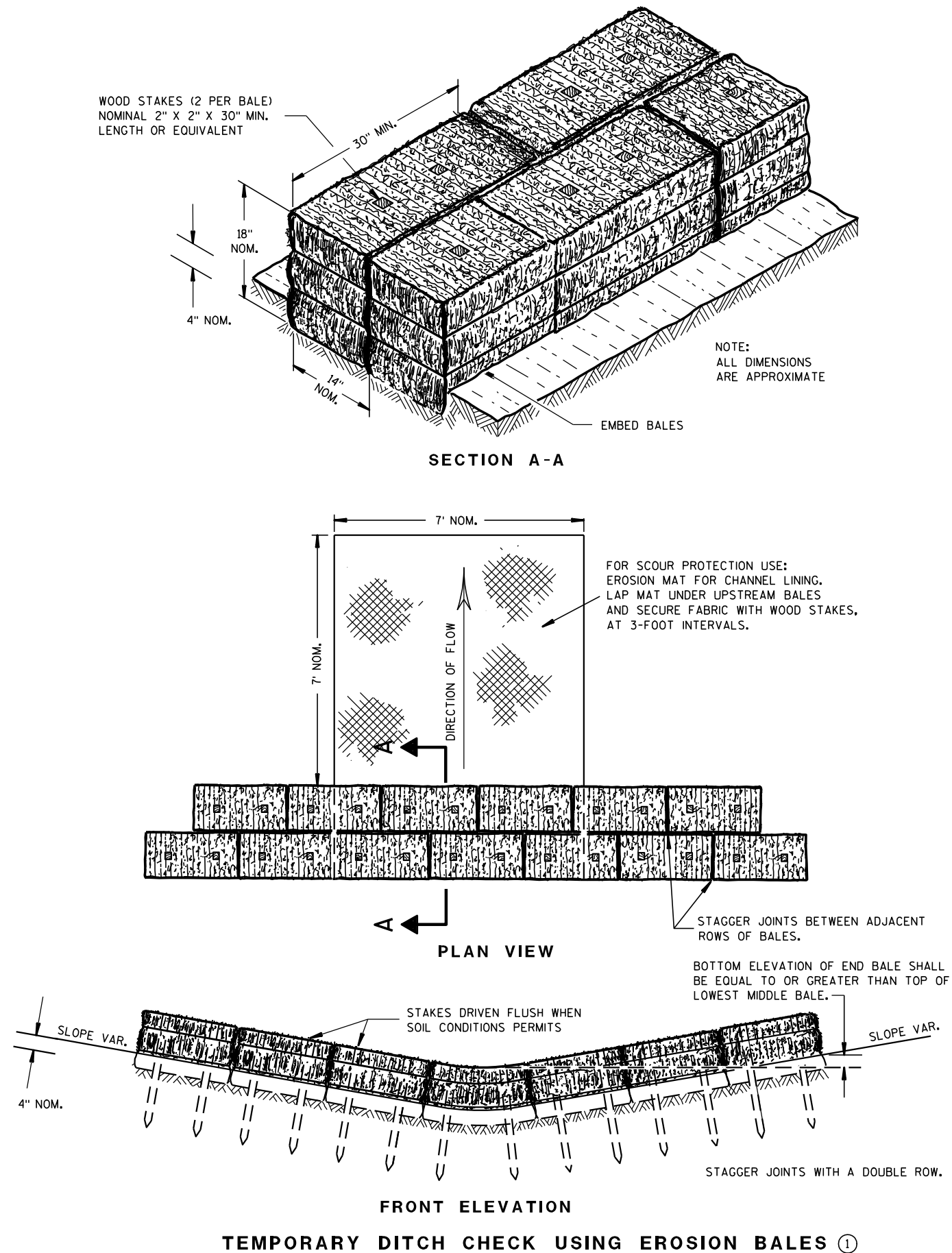


**TYPICAL CROSS SECTION FOR
PRIVATE DRIVE OR FIELD ENTRANCE
ASPHALTIC SURFACE**

**DRIVEWAYS WITHOUT
CURB AND GUTTER**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

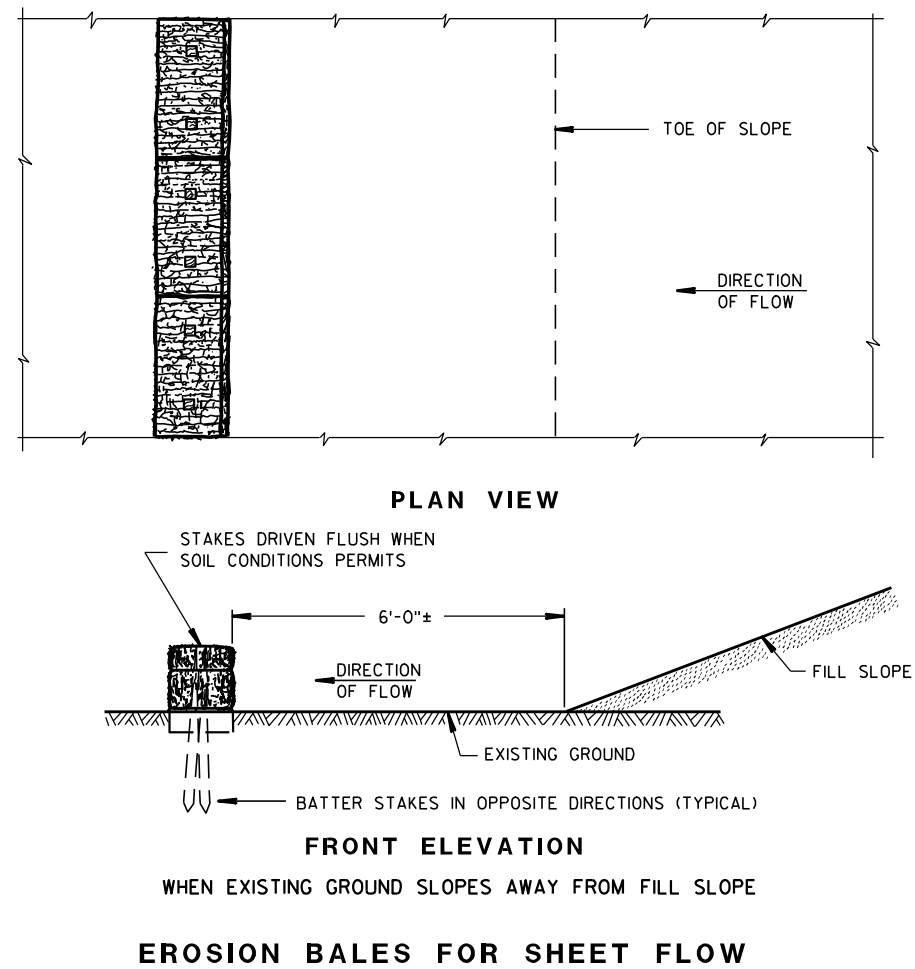
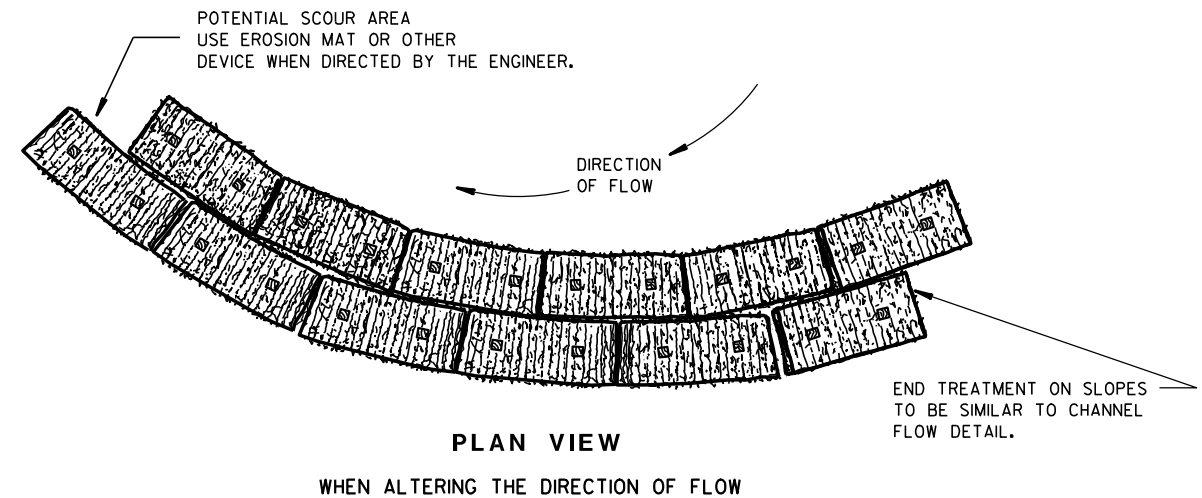
APPROVED
December 2017
DATE /S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR
FHWA



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.

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

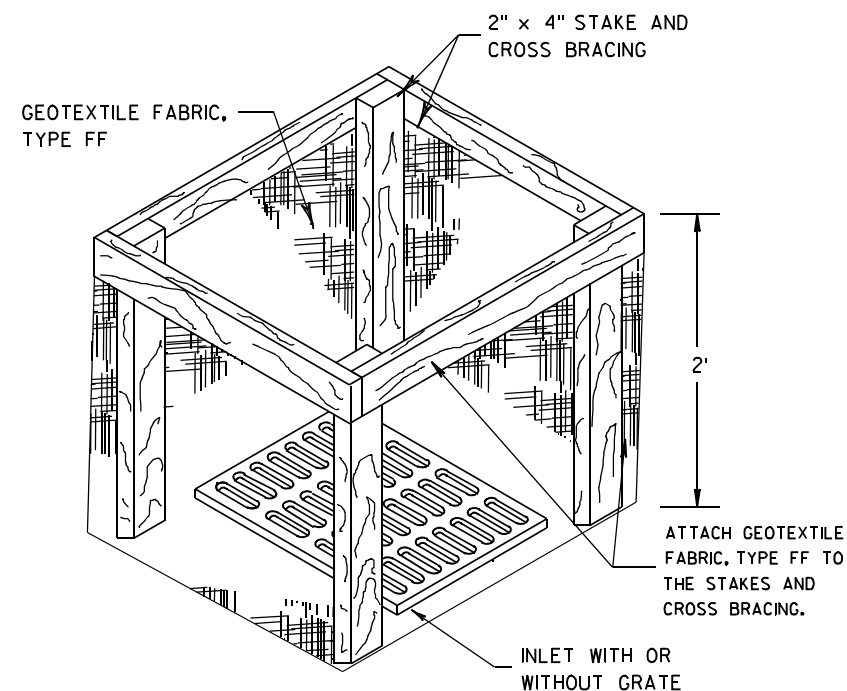
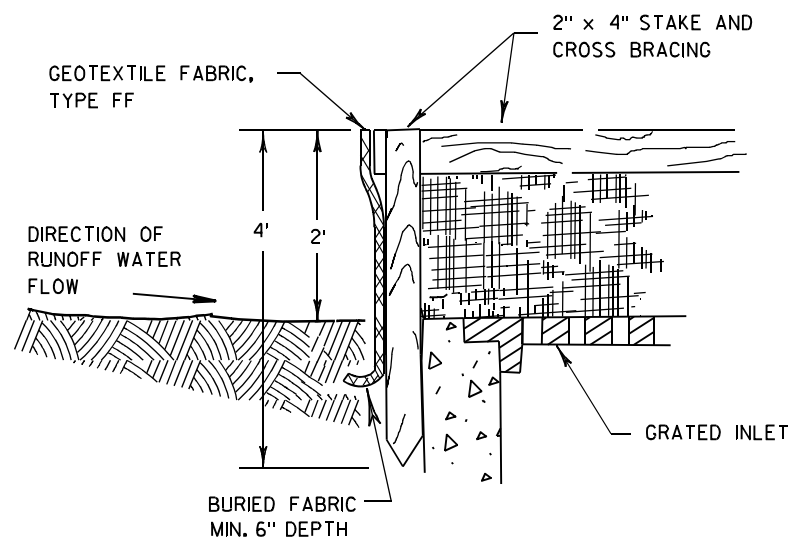
FHWA



- ① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
- ② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
- ③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1½" X 1½" OF OAK OR HICKORY.
- ④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
- ⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



SILT FENCE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 4-29-05 DATE	/s/ Beth Cannestra CHIEF ROADWAY DEVELOPMENT ENGINEER



INLET PROTECTION, TYPE A

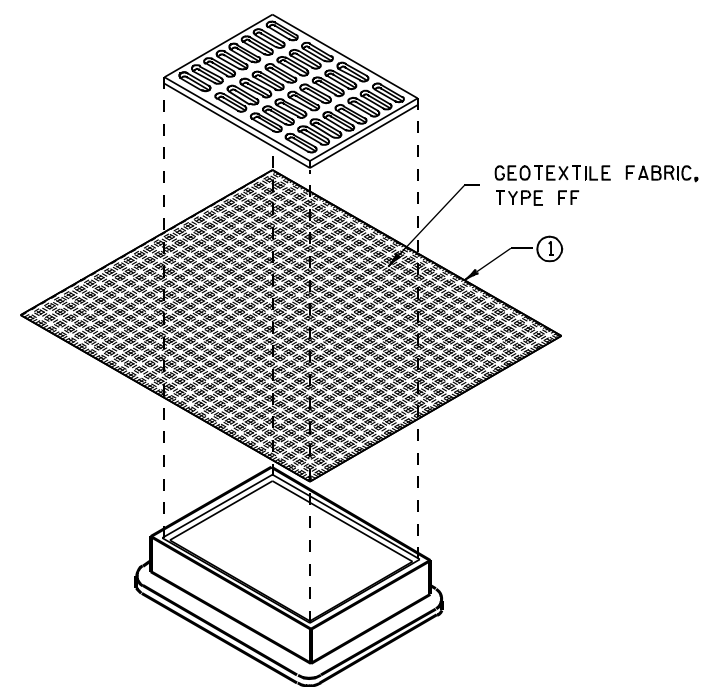
GENERAL NOTES

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

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

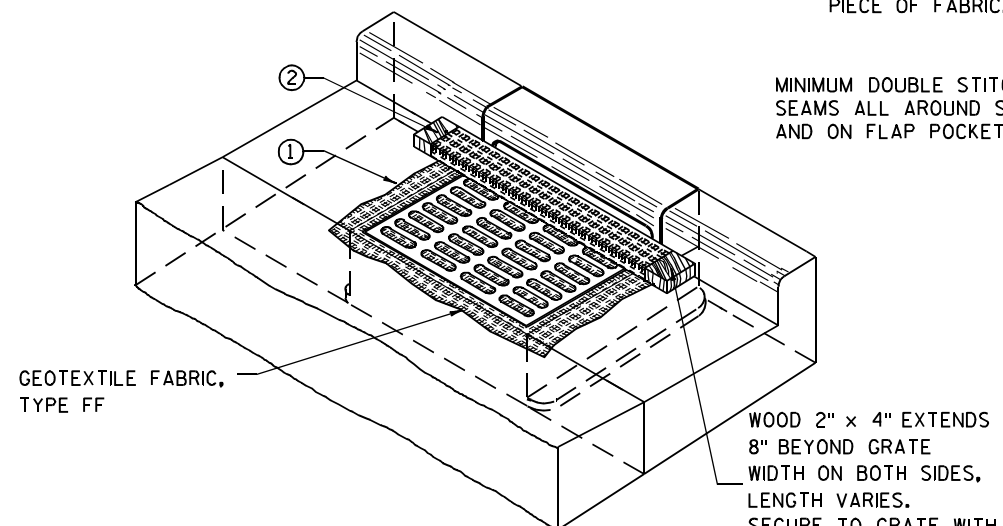
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

- ① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.
- ② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.
- ③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.



**INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)**

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

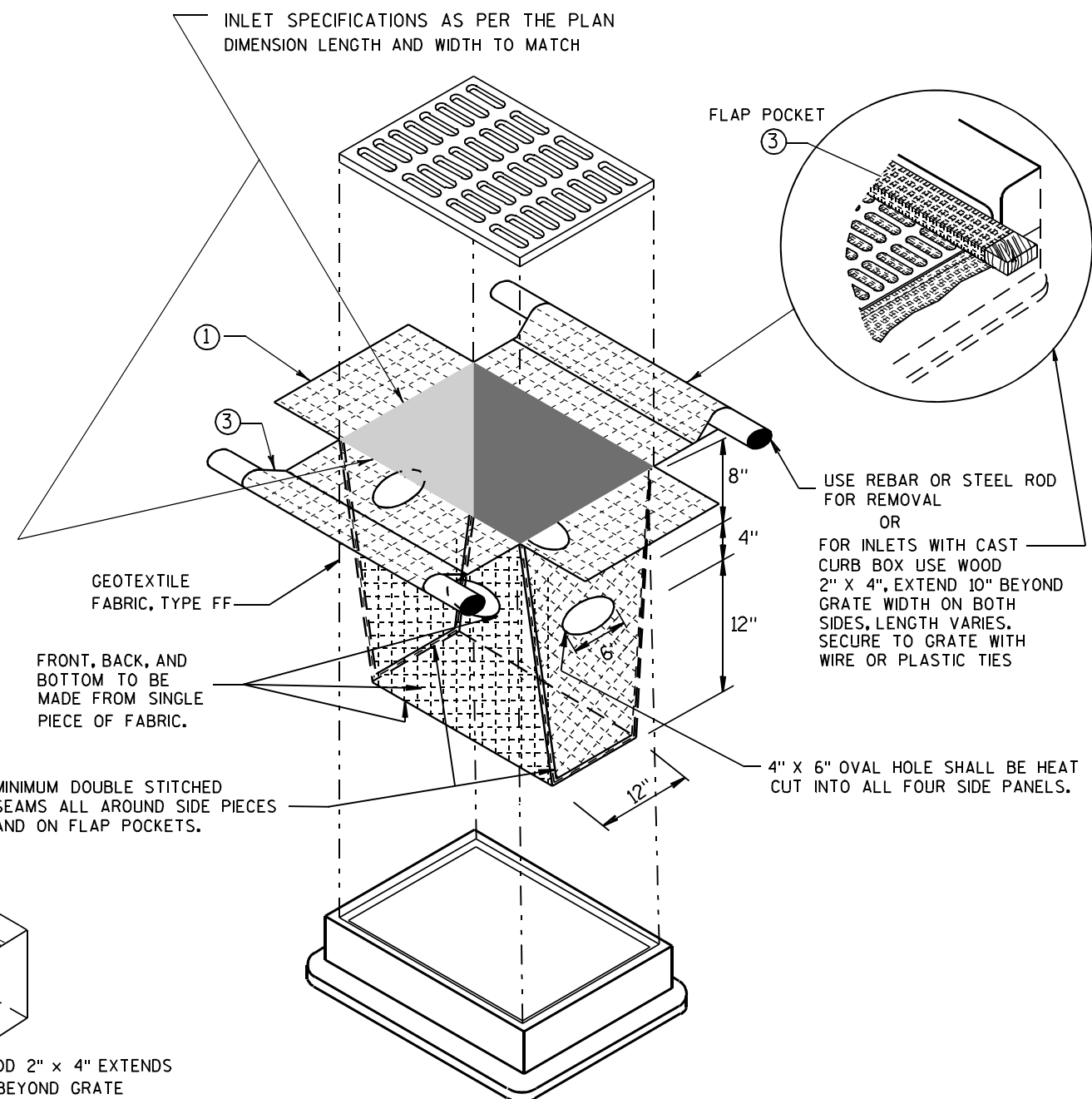
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

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

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

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



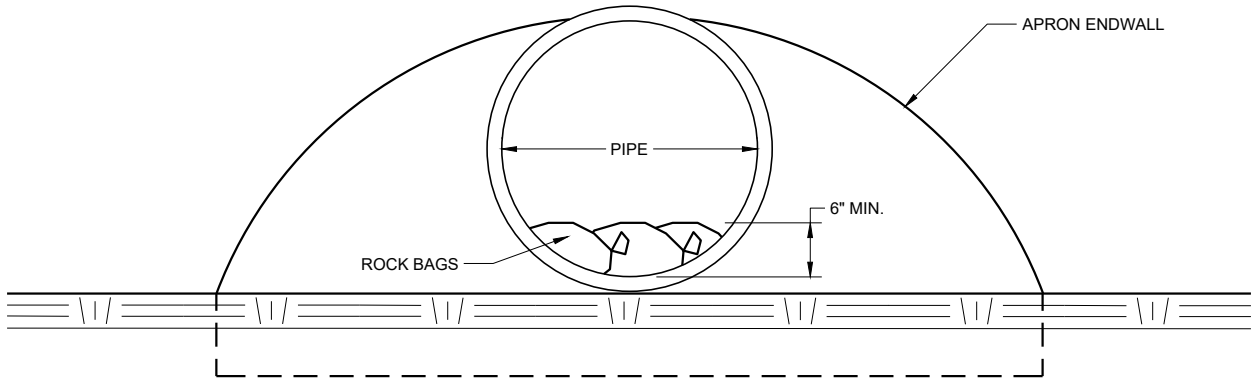
INLET PROTECTION, TYPE D

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

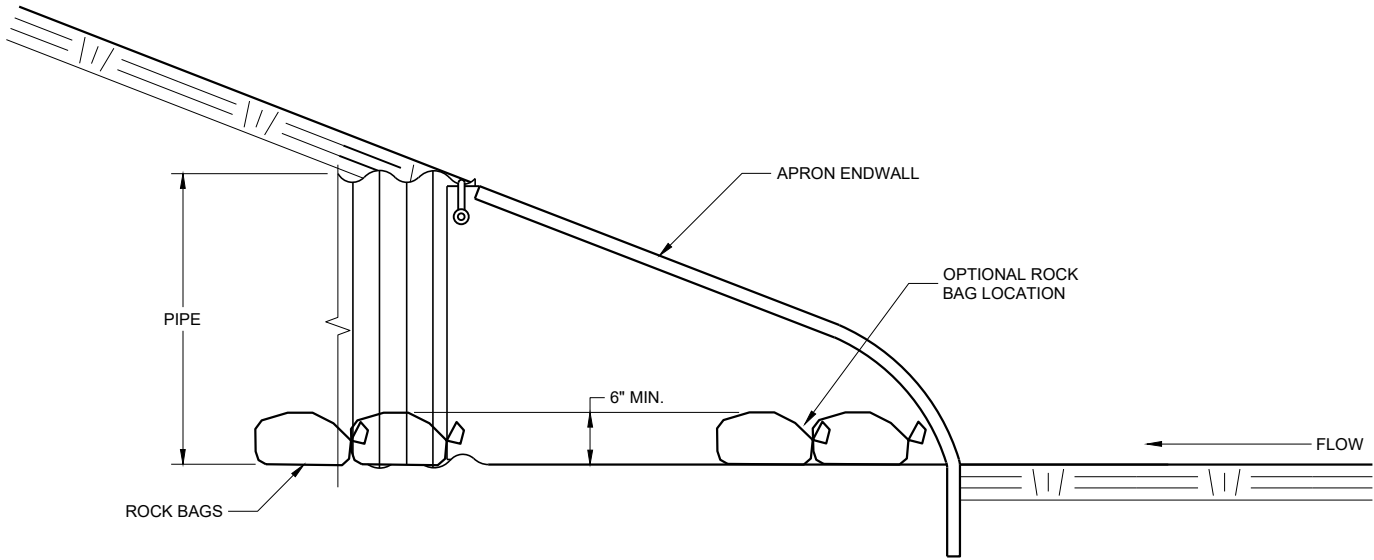
**INLET PROTECTION
TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



END VIEW



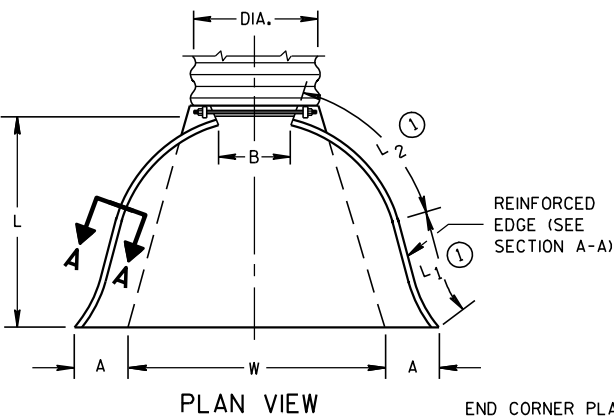
SIDE VIEW

CULVERT PIPE CHECK
(INSTALL ON INLET END ONLY)

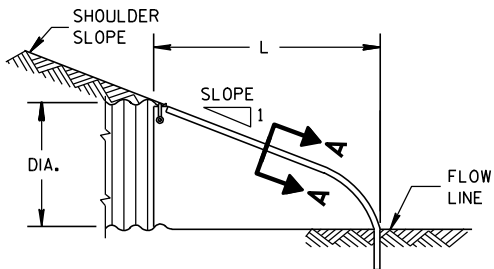
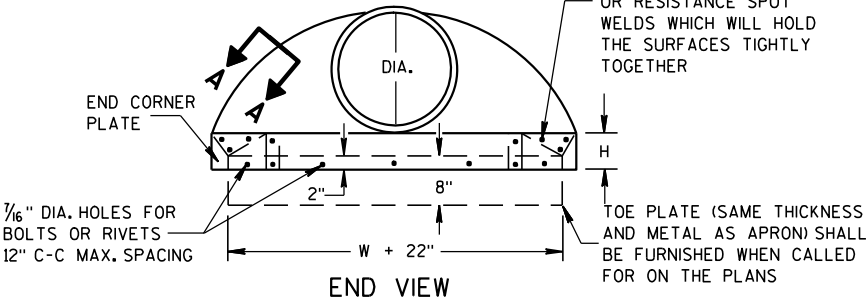
CULVERT PIPE CHECK	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2019 DATE	/S/ Daniel Schave EROSION CONTROL ENGINEER
FHWA	

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

* EXCEPT CENTER PANEL
SEE GENERAL NOTES



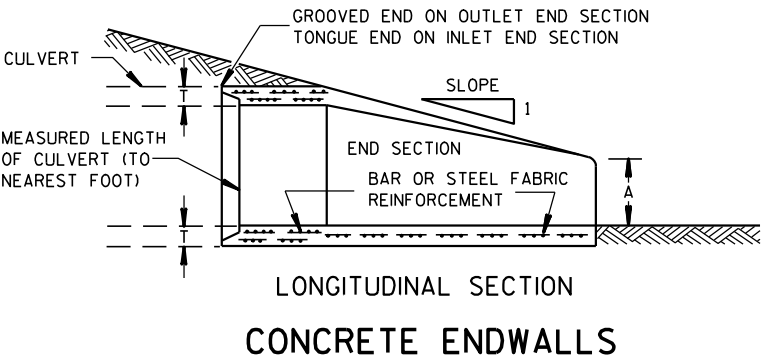
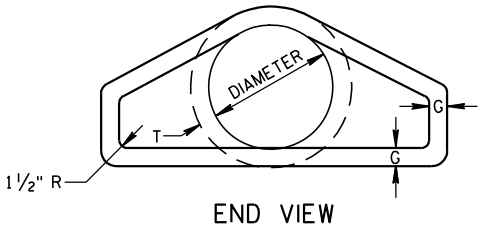
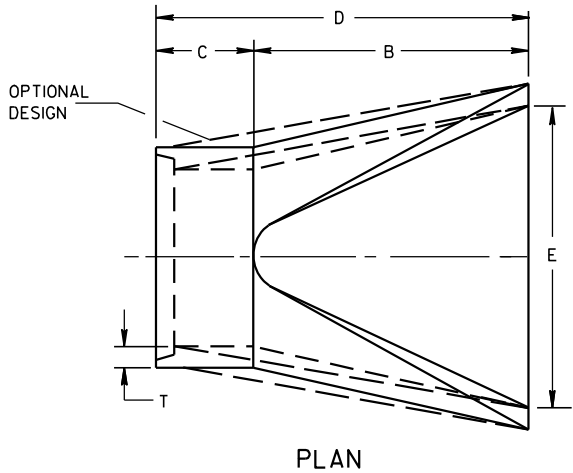
END CORNER PLATES MAY
BE FASTENED TO APRON
PROPER BY BOLTS, RIVETS,
OR RESISTANCE SPOT
WELDS WHICH WILL HOLD
THE SURFACES TIGHTLY
TOGETHER



SIDE ELEVATION
METAL ENDWALLS

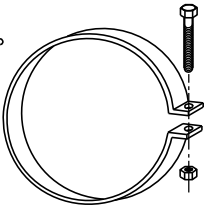
REINFORCED CONCRETE APRON ENDWALLS												
PIPE DIA. (IN.)	DIMENSIONS (Inches)							APPROX. SLOPE				
	T	A	B	C	D	E	G					
12	2	4	24	48 7/8	72 7/8	24	2	3 to 1				
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1				
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1				
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1				
24	3	9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

* MINIMUM
** MAXIMUM

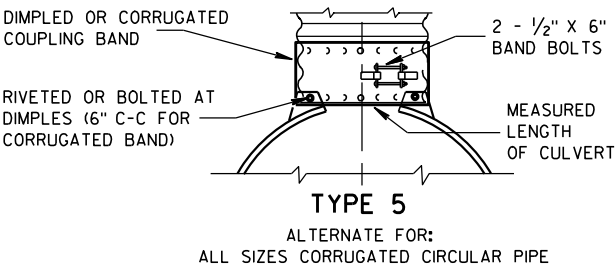
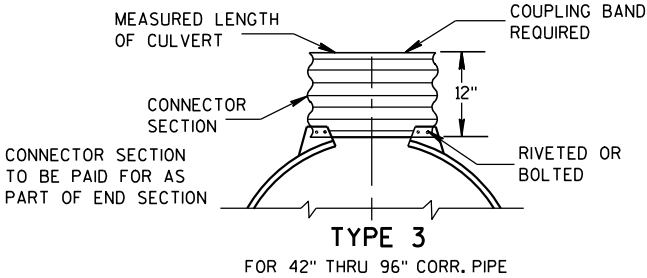
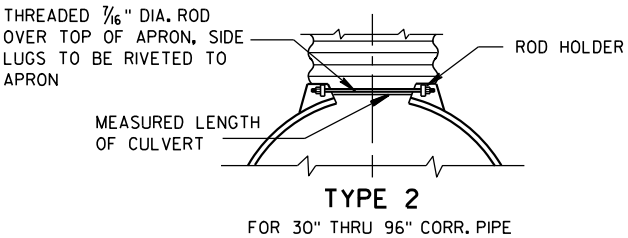
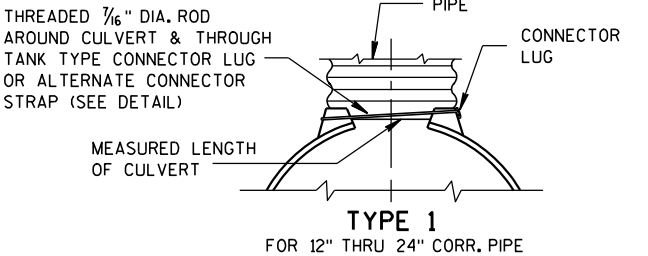


LONGITUDINAL SECTION
CONCRETE ENDWALLS

1" WIDE, 12 GA. (0.109"
THICK) GALVANIZED STRAP
WITH STANDARD 6" X 1/2"
BAND BOLT AND NUT



ALTERNATE FOR TYPE 1 CONNECTION
END SECTION CONNECTOR STRAP



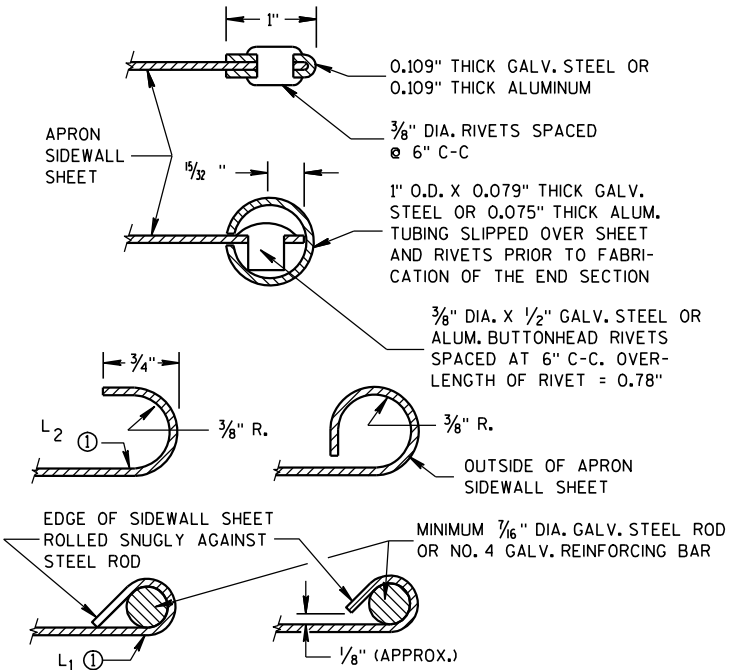
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL,
AND CORRUGATED BAND FITS INSIDE ENDWALL.
DIMPLED BAND MAY BE USED WITH HELICALLY
CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

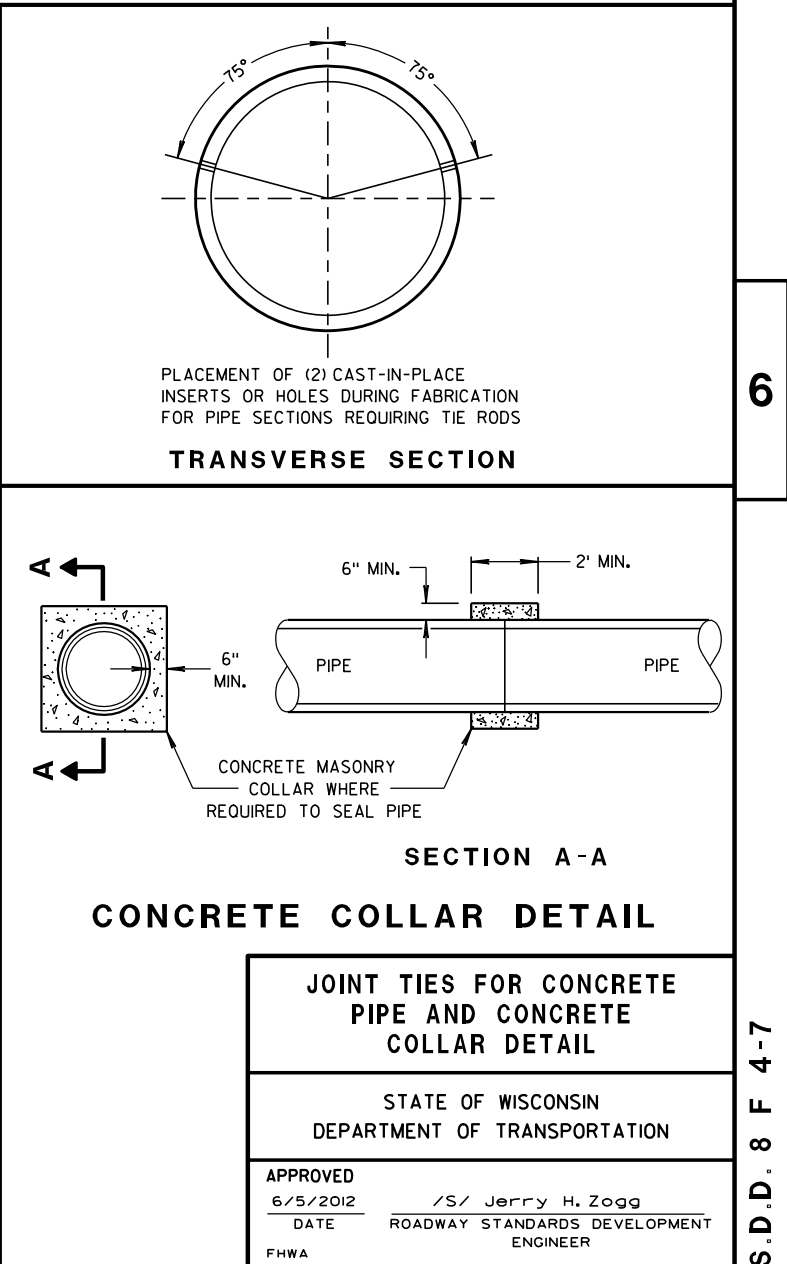
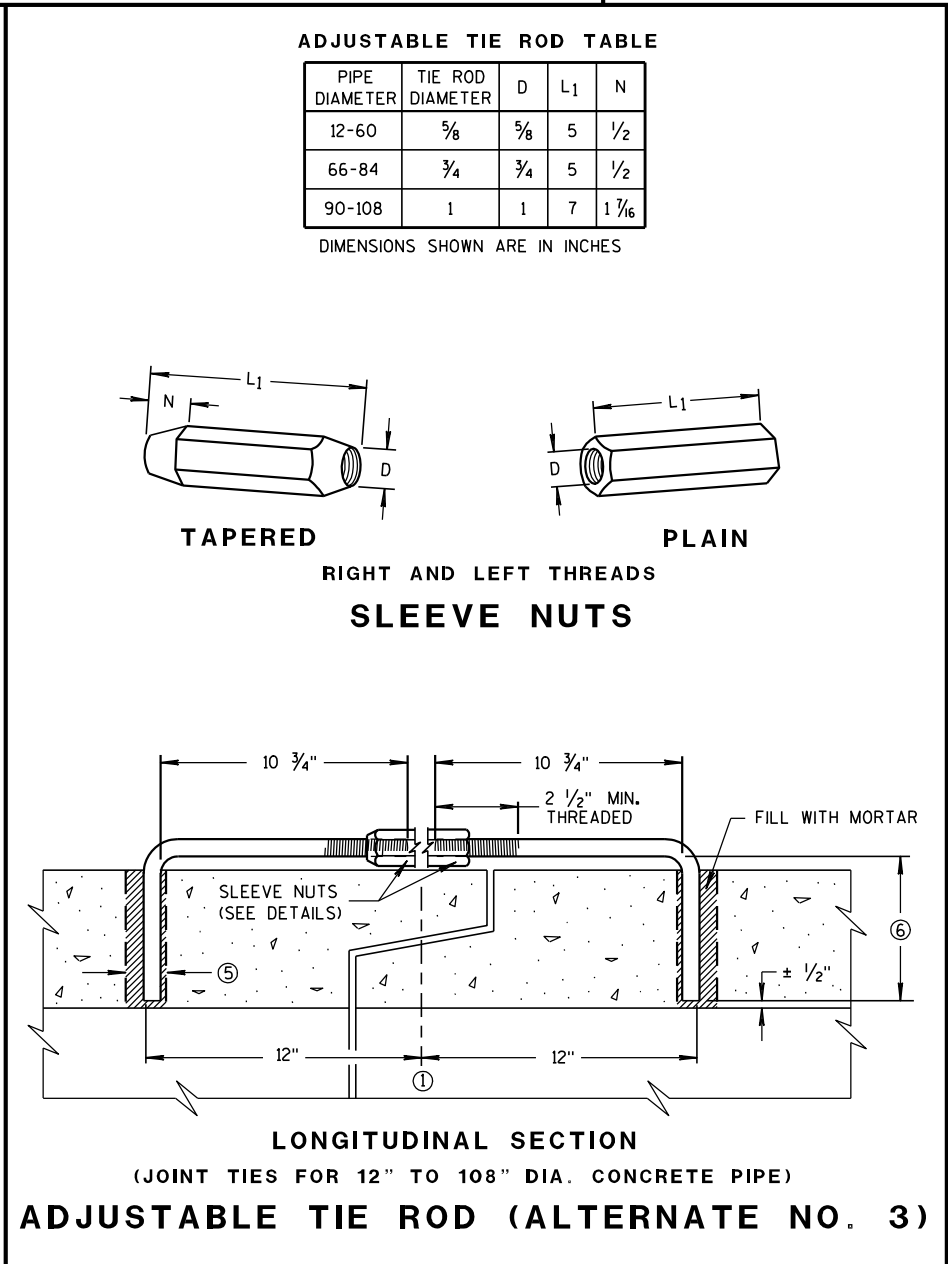
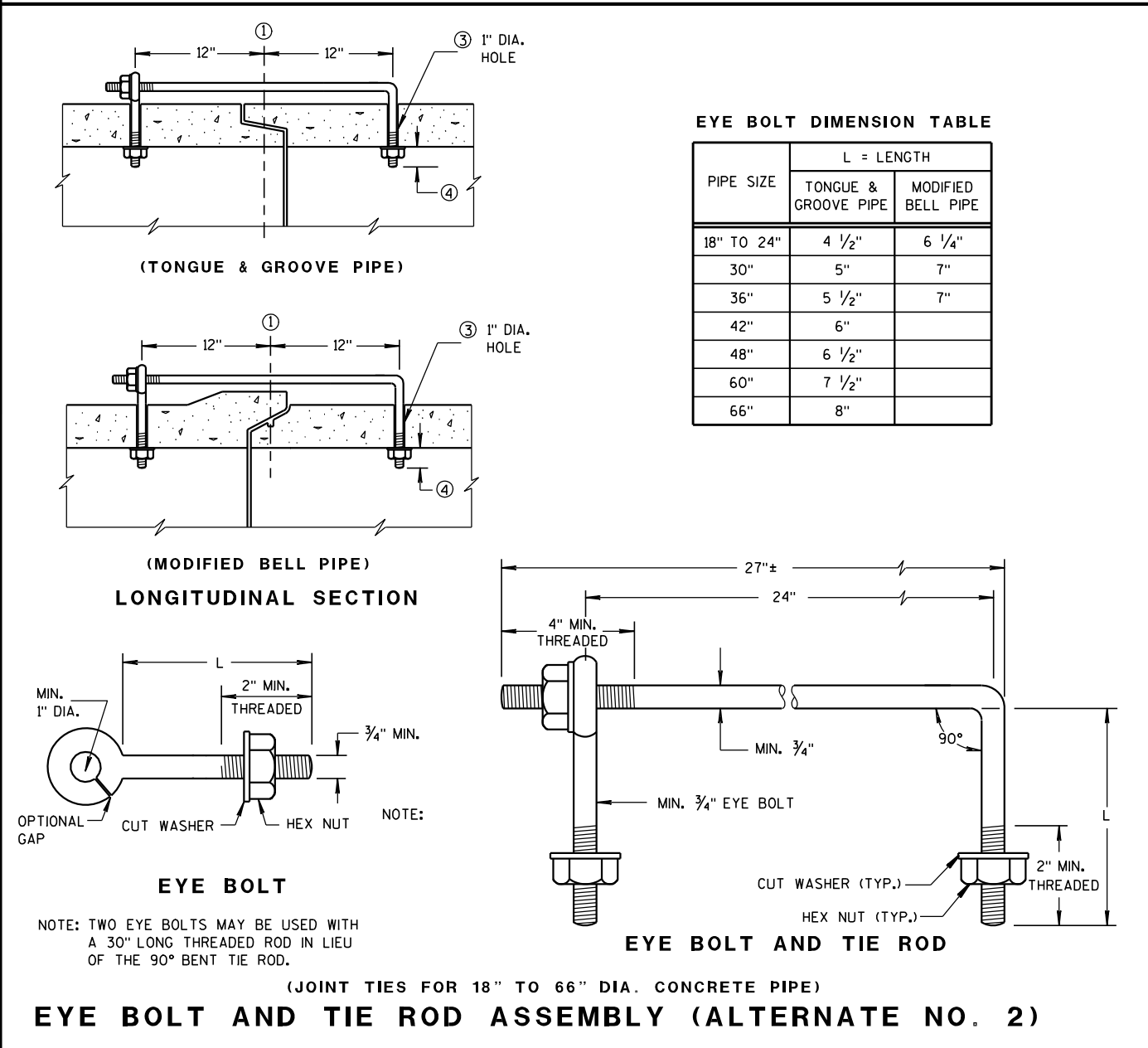
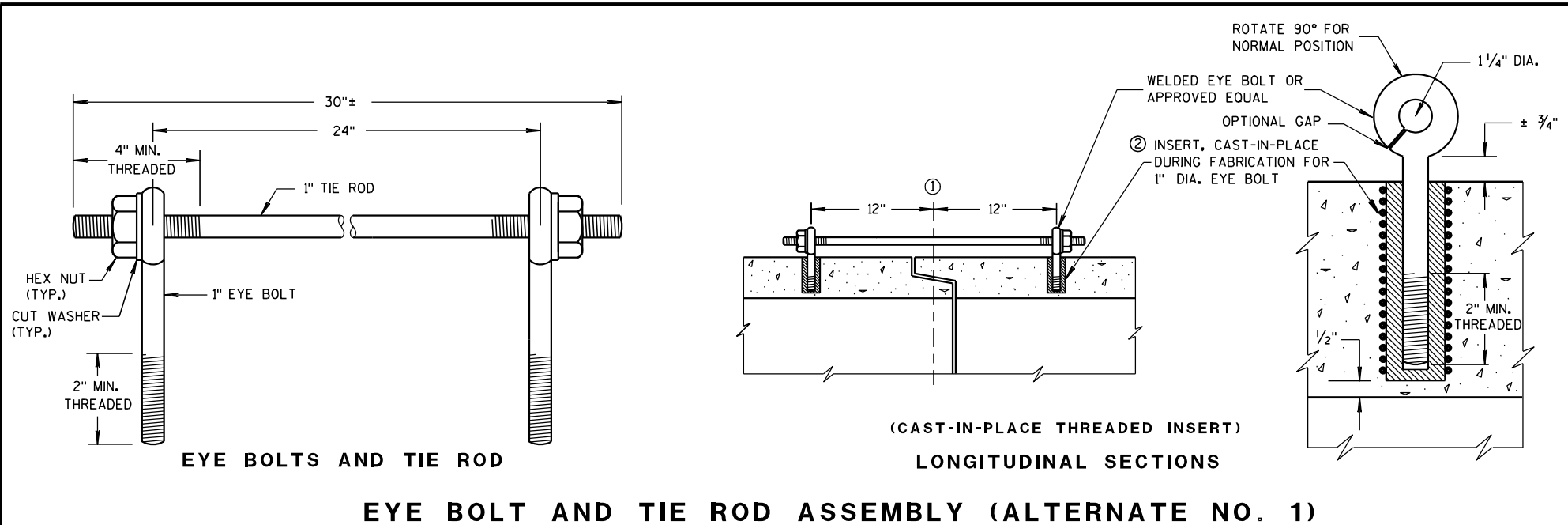
WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT
TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT
TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

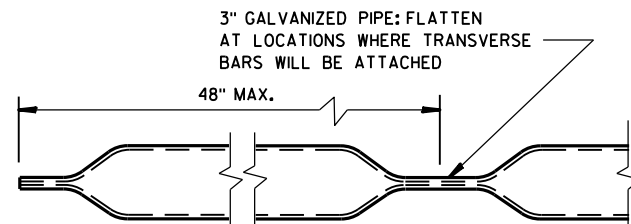
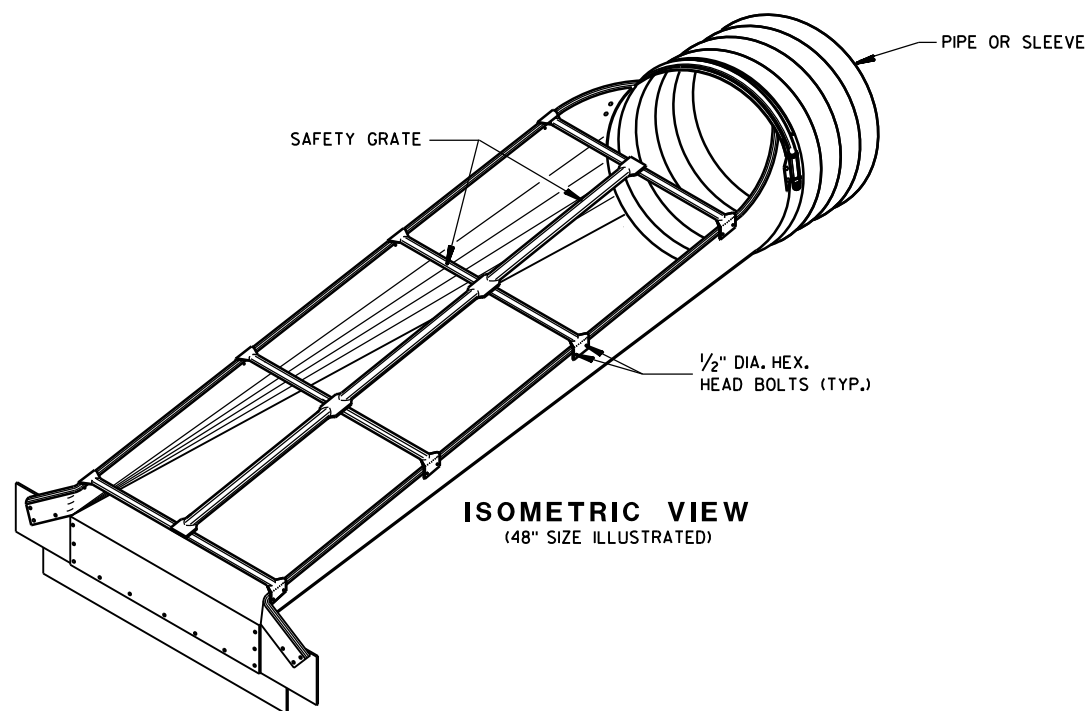
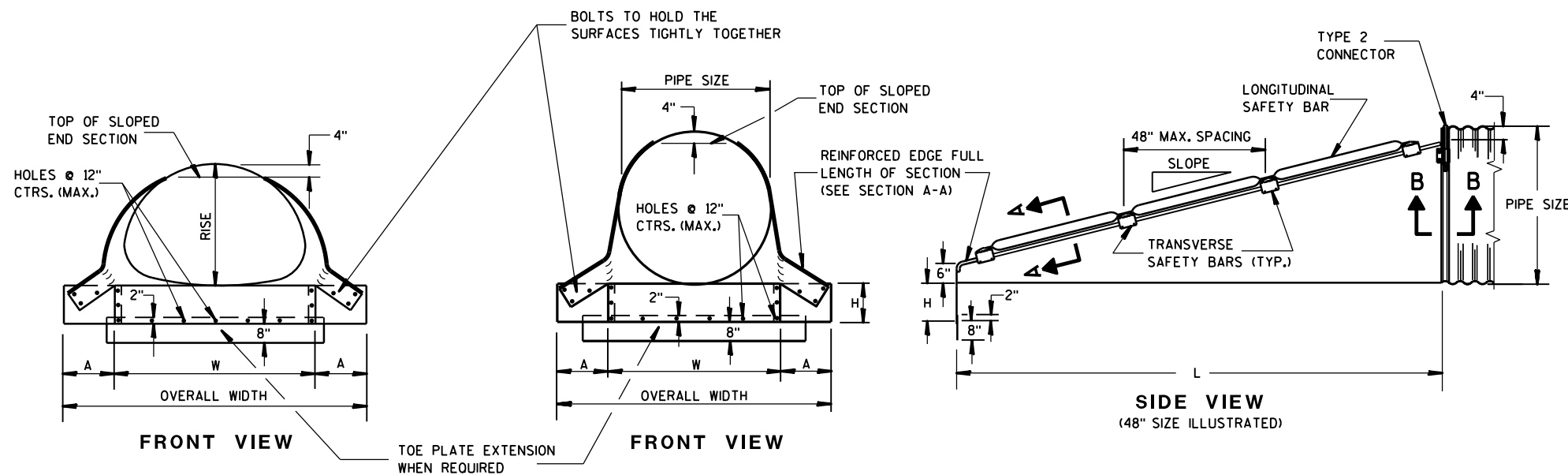
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED
INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

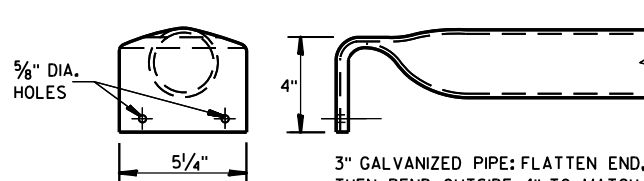
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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





LONGITUDINAL SAFETY BAR



TRANSVERSE SAFETY BAR

GENERAL NOTES

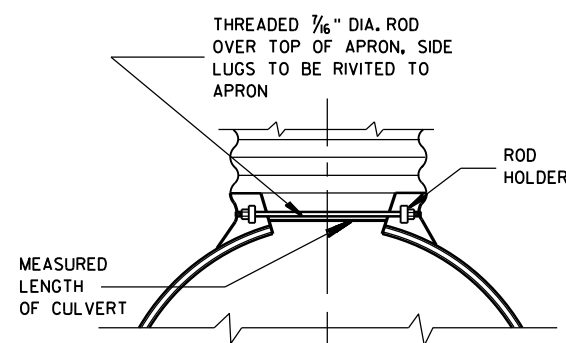
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

SAFETY GRATES SHALL BE FABRICATED FROM 3-INCH DIAMETER GALVANIZED PIPE MEETING THE REQUIREMENTS OF ASTM A-53, GRADE B, SCHEDULE 40 OR APPROVED EQUAL. THE LONGITUDINAL BAR SHALL BE WELDED TO THE TRANSVERSE BARS WHERE THE BARS CROSS. THE NUMBER OF TRANSVERSE BARS REQUIRED WILL VARY DEPENDING ON THE LENGTH OF THE END SECTION.

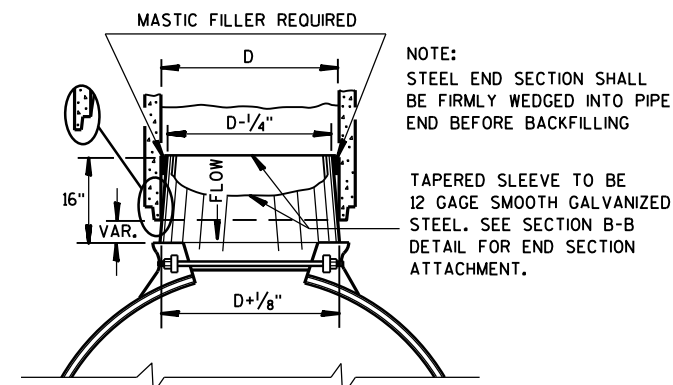
SLOPED STEEL ENDWALLS LOCATED AT THE ENDS OF CONCRETE CULVERT PIPE SHALL BE FURNISHED WITH STEEL ADAPTER SLEEVES.

STEEL APRON ENDWALLS FOR CULVERT PIPE CROSS DRAINS										
PIPE DIA. (IN.)	MIN. THICK. IN.	GAGE	DIMENSIONS (inches)				L DIMENSIONS			
			A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
36	.109	12	12	9	42	66	4:1	104	6:1	156
42	.109	12	16	12	48	80	4:1	128	6:1	192
48	.109	12	16	12	54	86	4:1	152	6:1	228
54	.109	12	16	12	60	92	4:1	176	6:1	264
60	.109	12	16	12	66	98	4:1	200	6:1	300

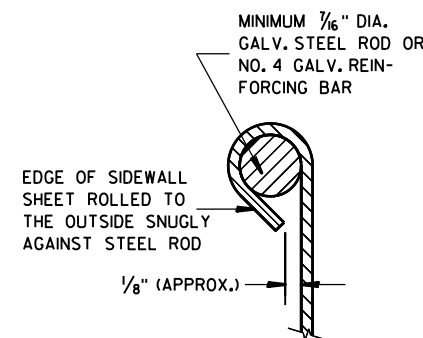
STEEL APRON ENDWALLS FOR PIPE ARCH SLOPED CROSS DRAINS												
EQUIV. DIA. (IN.)	INCHES		MIN. THICK.		DIMENSIONS (inches)				L DIMENSIONS			
	SPAN	RISE	IN.	GAGE	A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
30	35	24	.079	14	12	9	41	65	4:1	56	6:1	84
36	42	29	.109	12	12	9	48	72	4:1	76	6:1	114
42	49	33	.109	12	16	12	55	87	4:1	92	6:1	138
48	57	38	.109	12	16	12	63	95	4:1	112	6:1	168
54	64	43	.109	12	16	12	70	102	4:1	132	6:1	198
60	71	47	.109	12	16	12	77	109	4:1	148	6:1	222



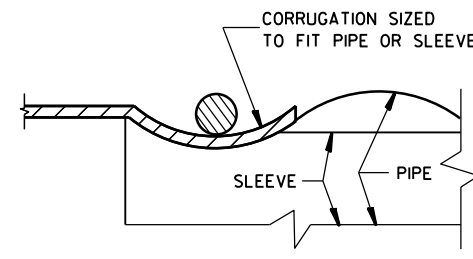
TYPE 2 CONNECTOR DETAIL



STEEL ADAPTER SLEEVE FOR CONCRETE PIPE



SECTION A-A

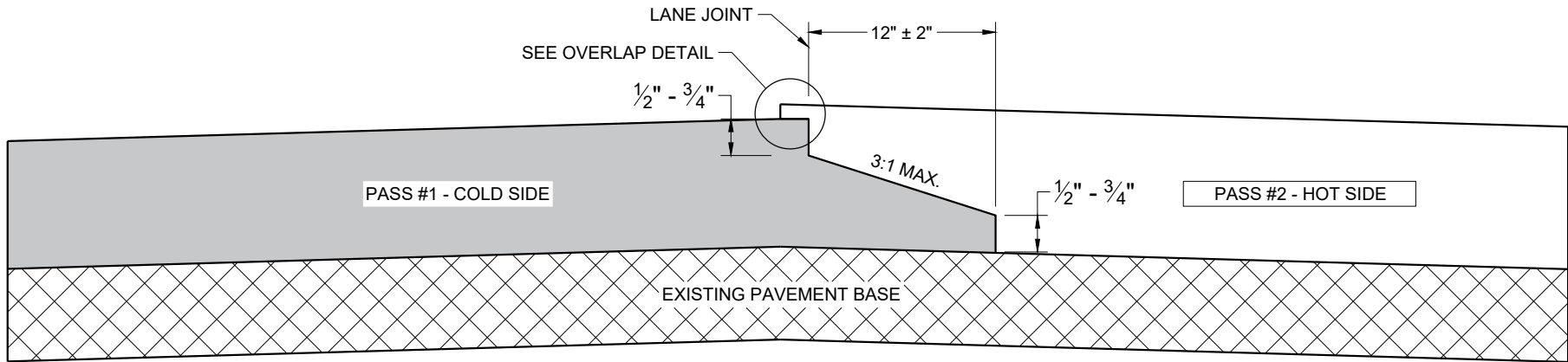


SECTION B-B

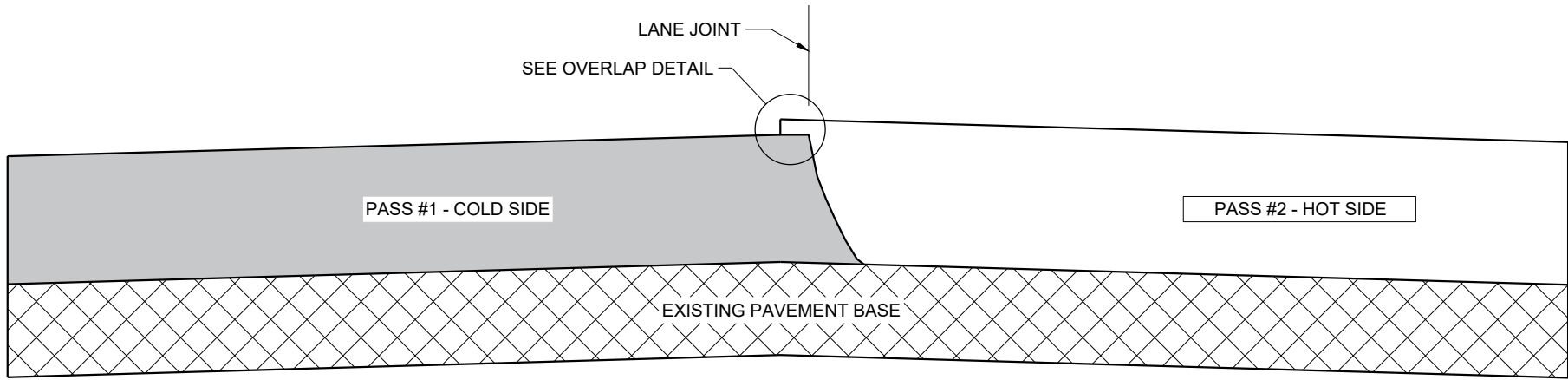
STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED CROSS DRAINS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

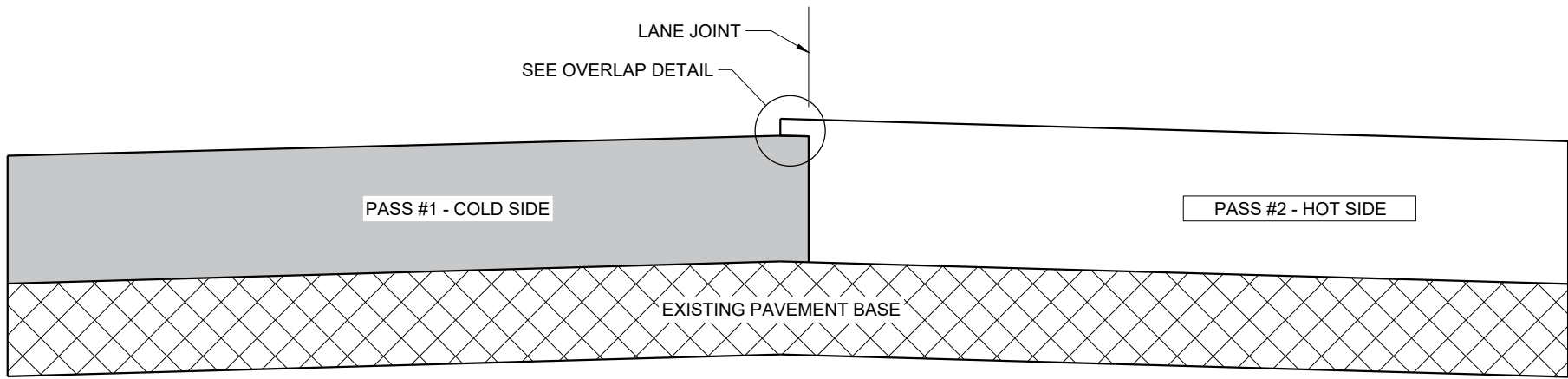
APPROVED
DATE 6/5/2012 /S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

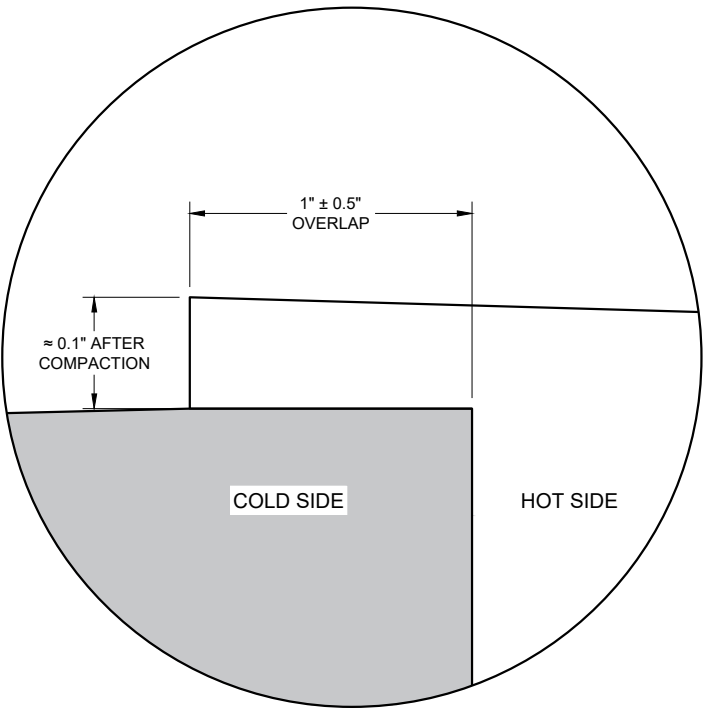
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY $1" \pm 0.5"$ AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.

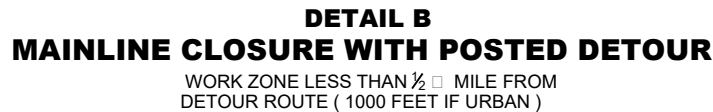
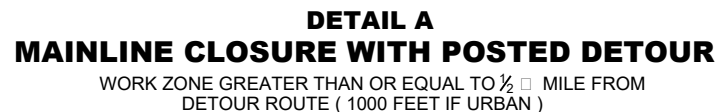


OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020 /S/ Steven Hefel
DATE HMA PAVEMENT ENGINEER
FHWA

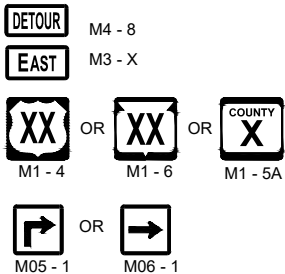


SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

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



	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)

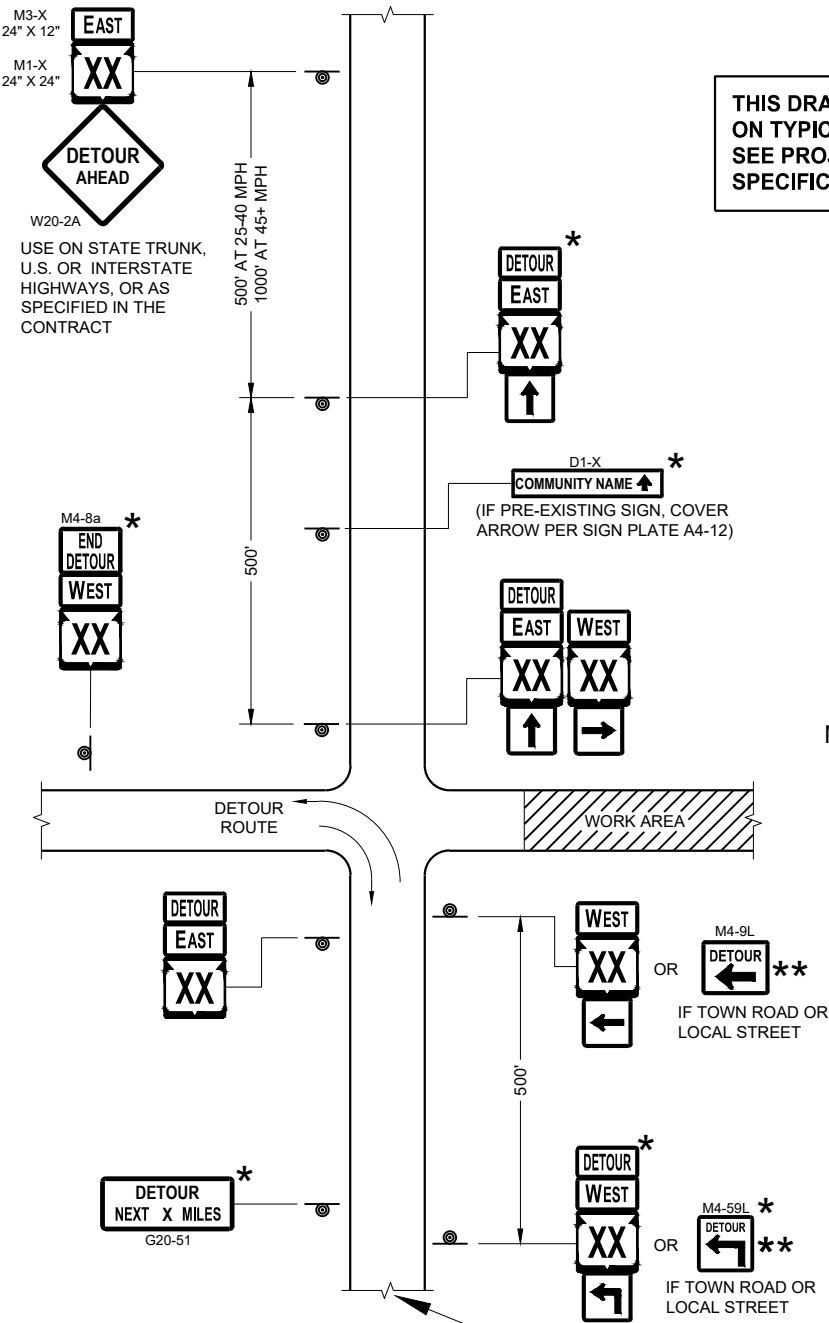


BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

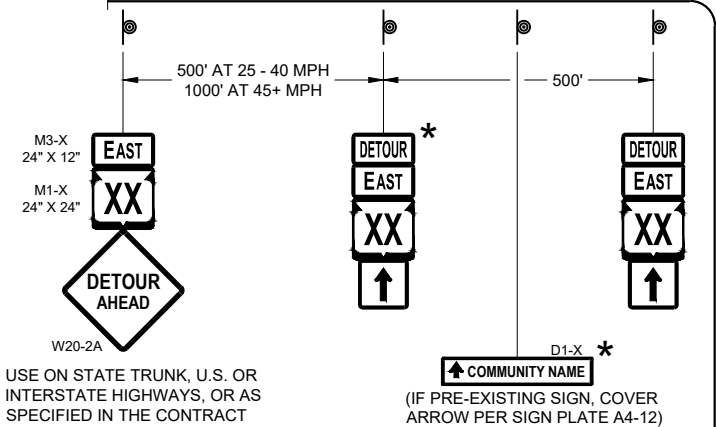
/S/ Andrew Heidtk
WORK ZONE ENGINEER



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

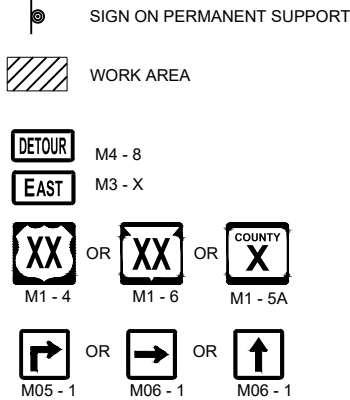
THIS DRAWING PROVIDES GENERAL GUIDANCE
ON TYPICAL DETOUR SIGN LAYOUT AND SPACING.
SEE PROJECT DETOUR SIGNING SHEETS FOR
SPECIFIC DETAILS FOR EACH PROJECT.

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.

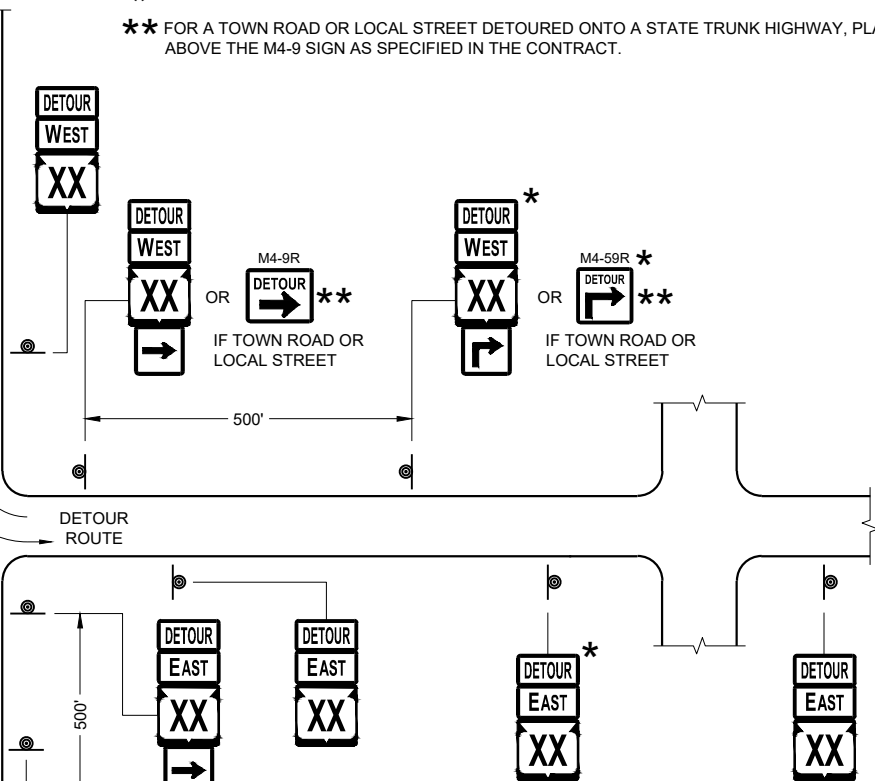
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

"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" (36" X 36" 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.



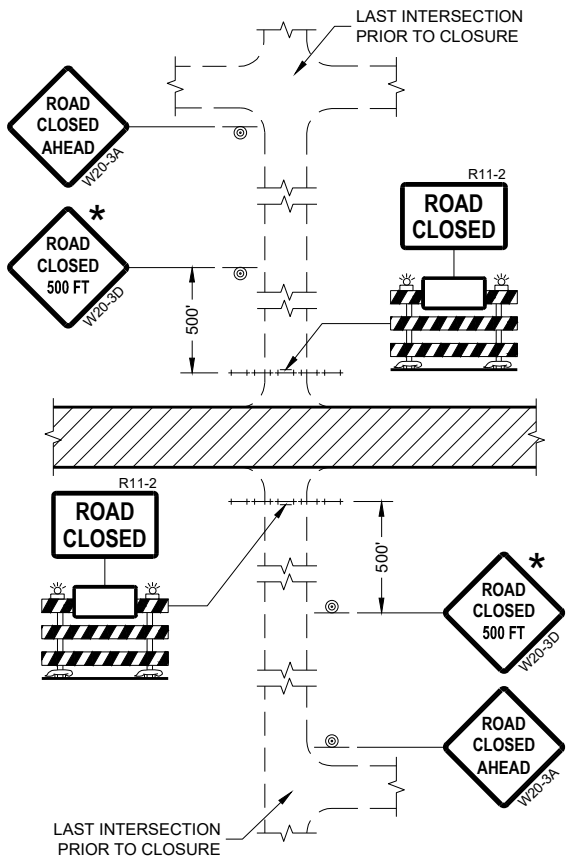
PLACE SIGNS BEYOND INTERSECTIONS
WITH STATE OR COUNTY TRUNK
HIGHWAYS OR AT 4 MILE MAXIMUM
SPACING (4 BLOCKS IF URBAN AREA)

DETOUR SIGNING
FOR MAINLINE CLOSURES

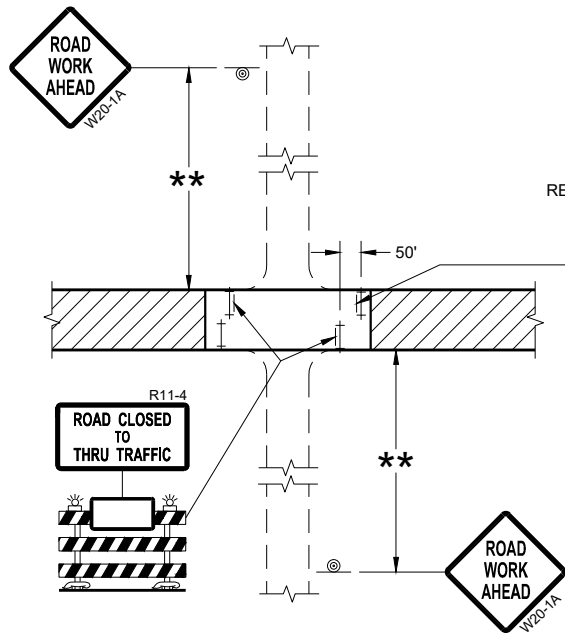
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

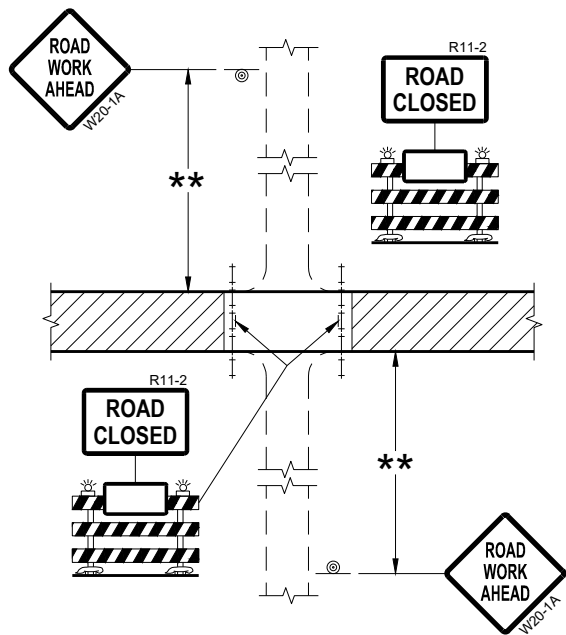
FHWA



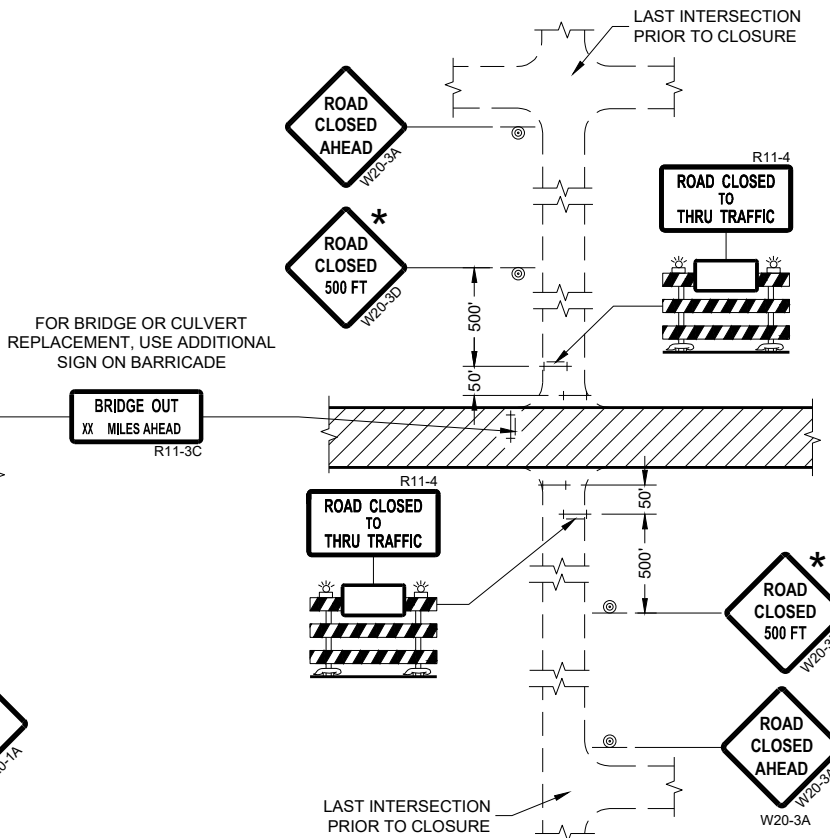
DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE (500 FEET DESIRABLE) TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

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

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

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

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

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

- * OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.
- ** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 /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.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

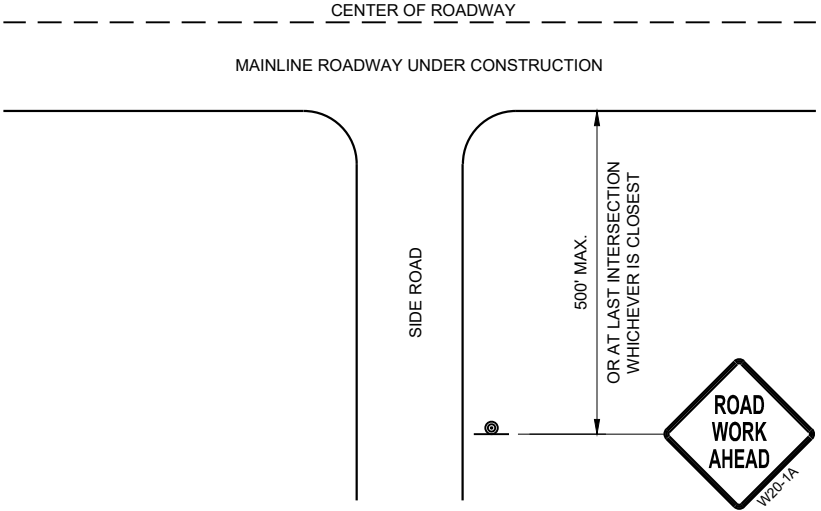
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

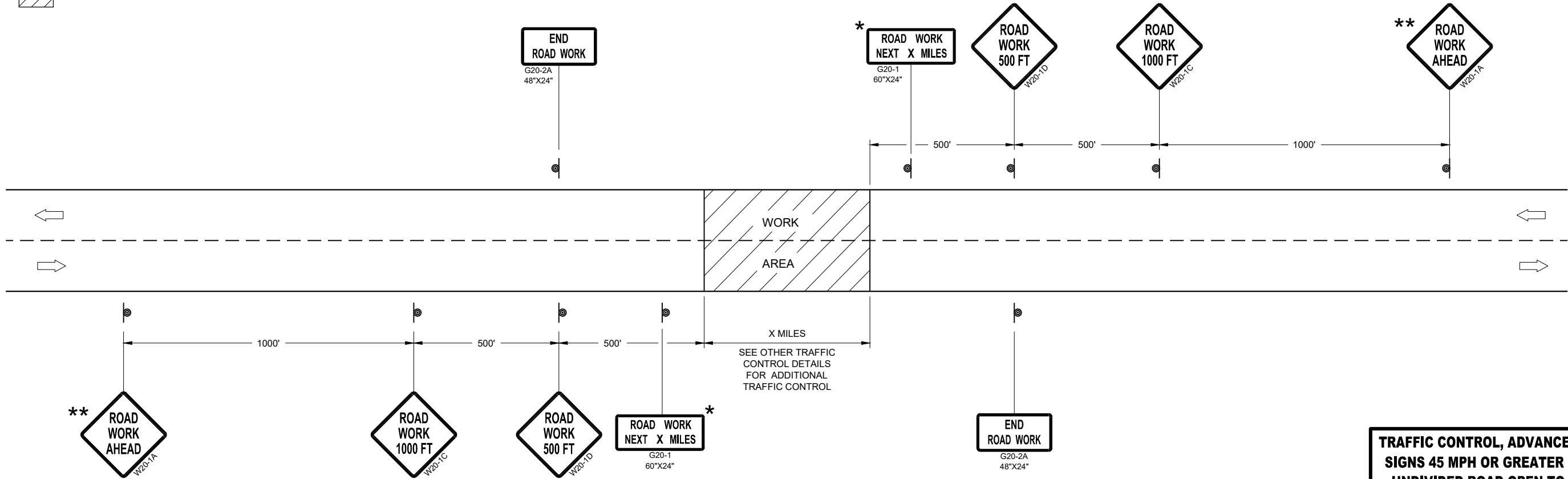
- * OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS
- ** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.

LEGEND

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



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

TRAFFIC CONTROL, ADVANCE WARNING
SIGNS 45 MPH OR GREATER TWO-WAY
UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 /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.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

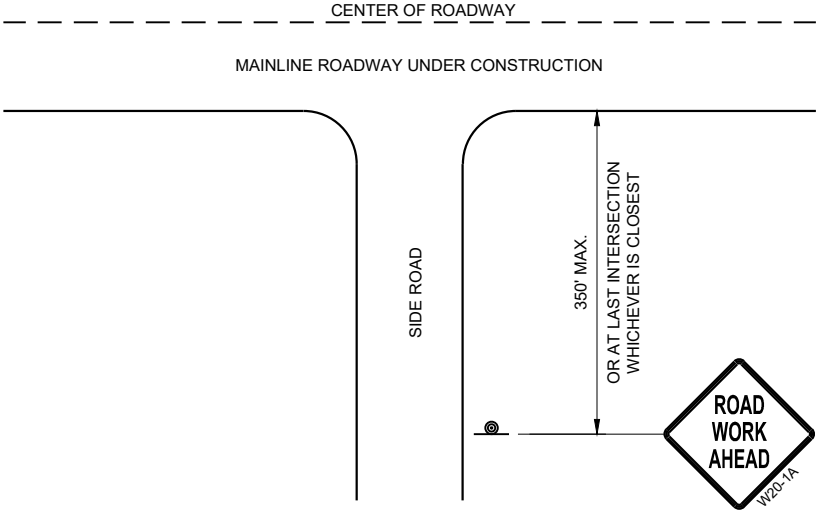
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

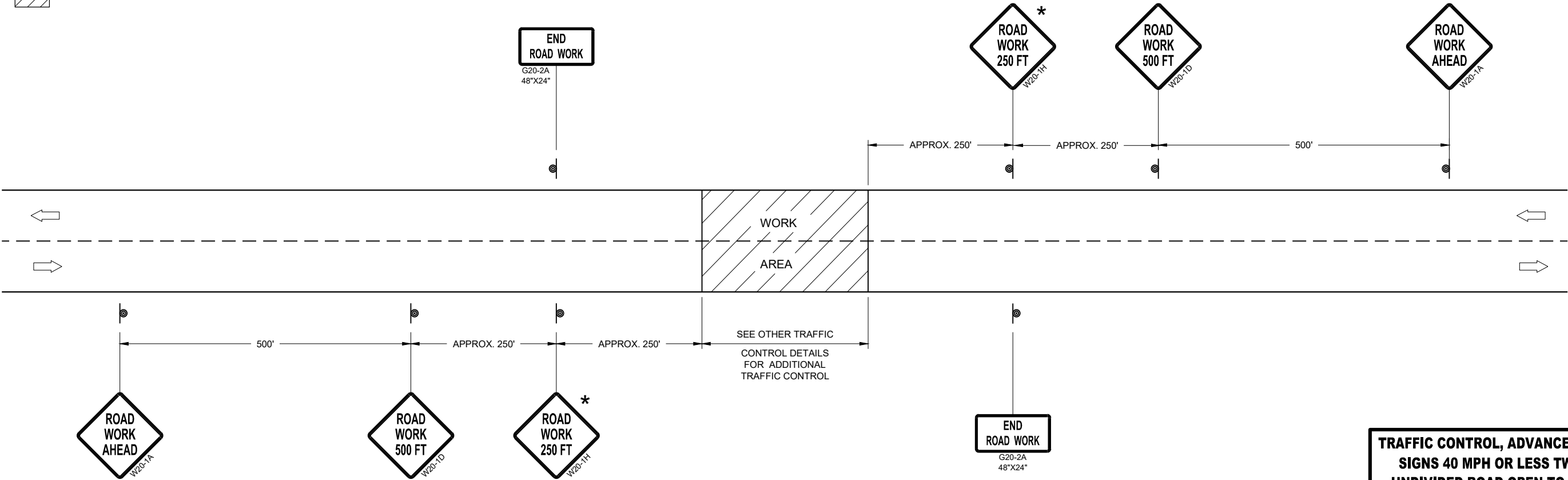
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

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



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL

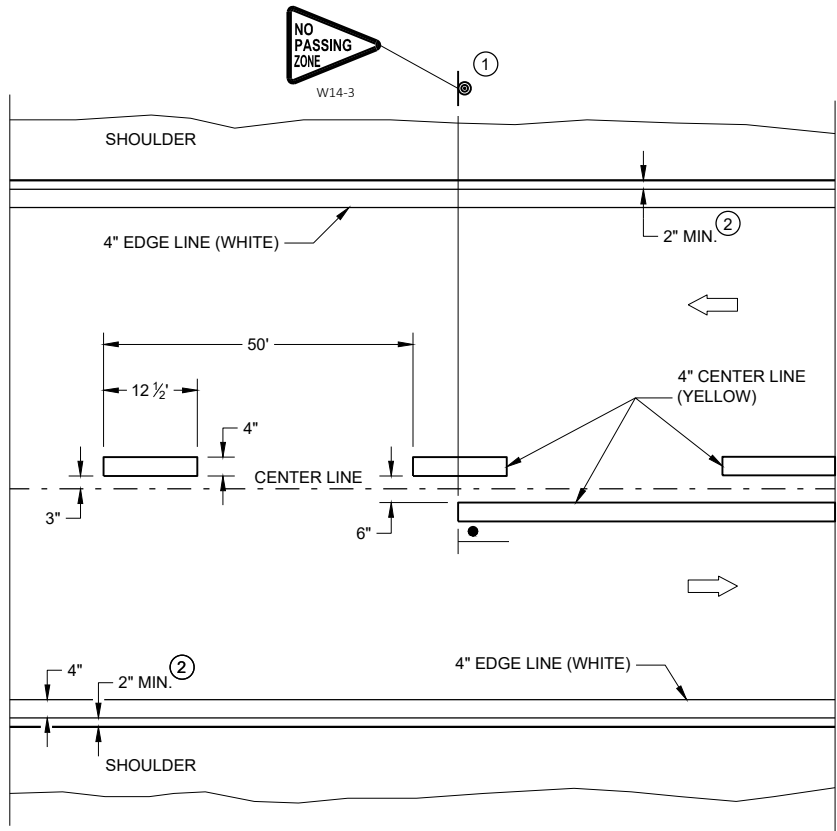


TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

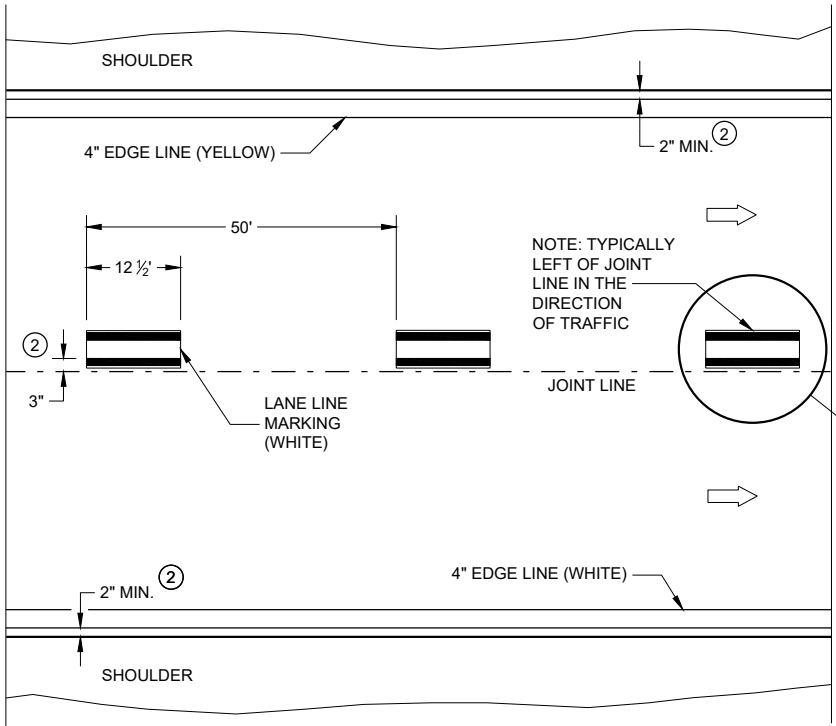
TRAFFIC CONTROL, ADVANCE WARNING
SIGNS 40 MPH OR LESS TWO-WAY
UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER
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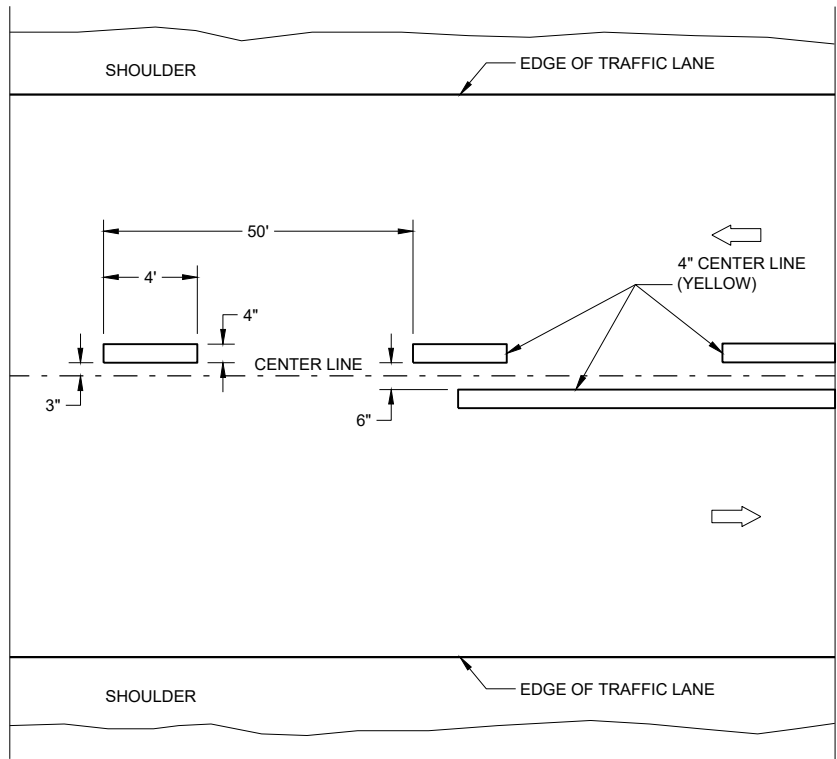


TWO WAY TRAFFIC

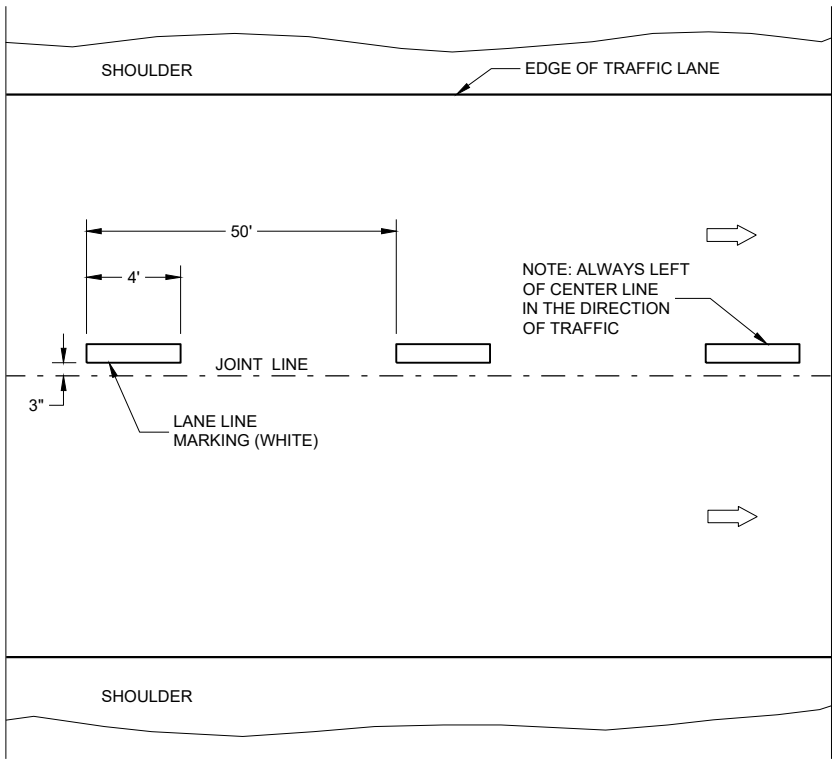


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

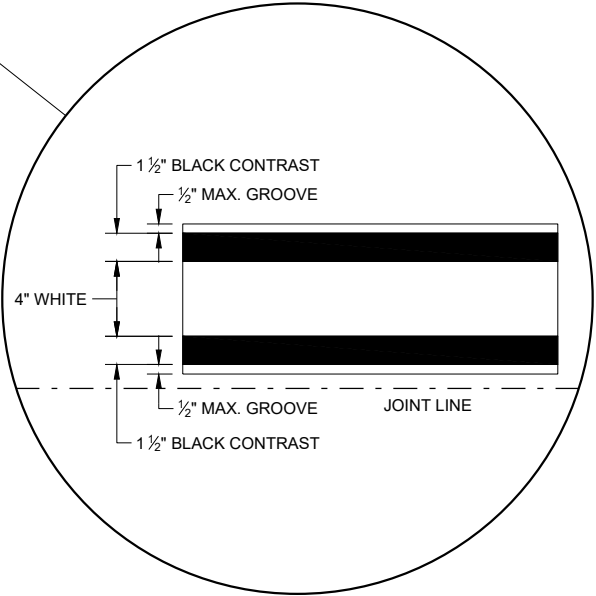
GENERAL NOTES

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
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.

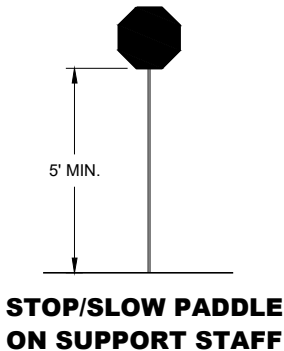
THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS, DEVICES, AND LOCATION OF ALL FLAGGERS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

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.
- 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.
 - 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.
- 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.

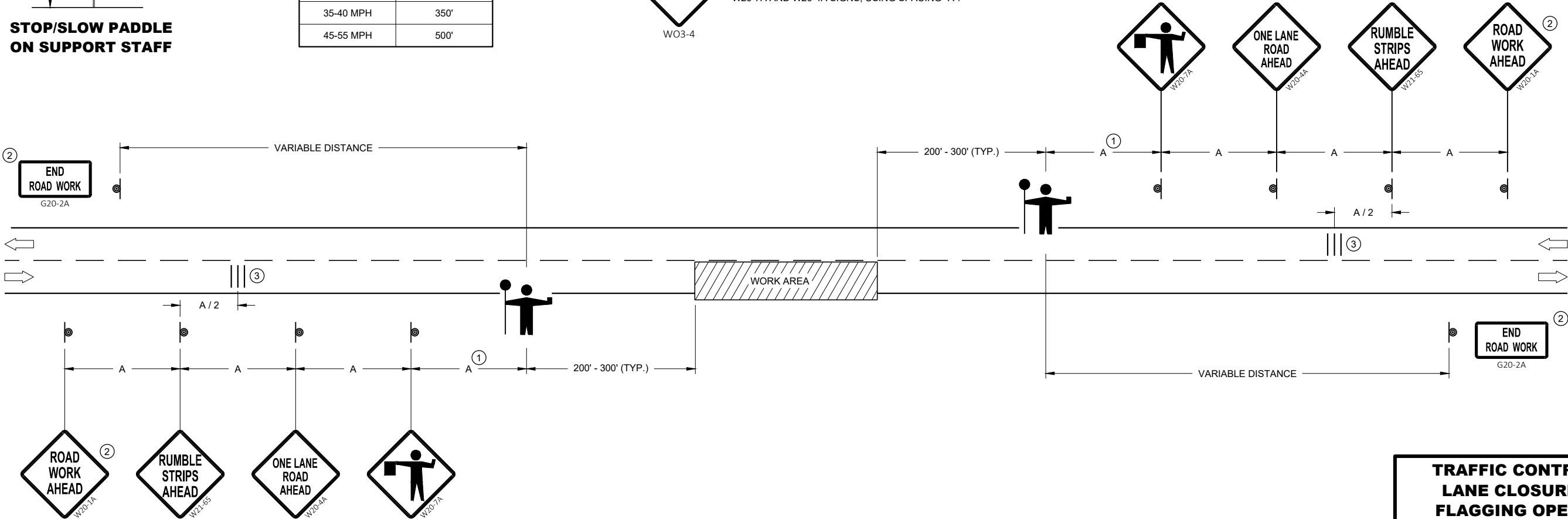


SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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".



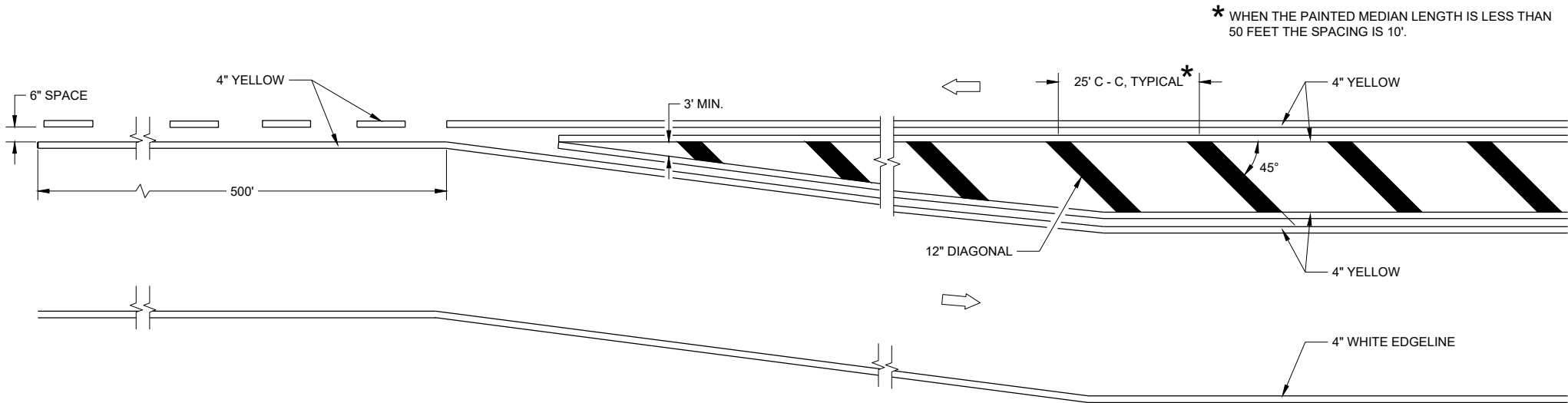
TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

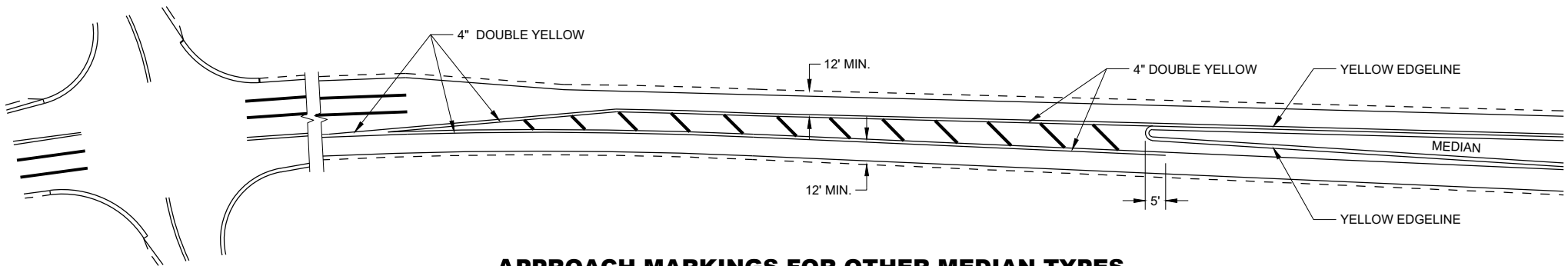
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

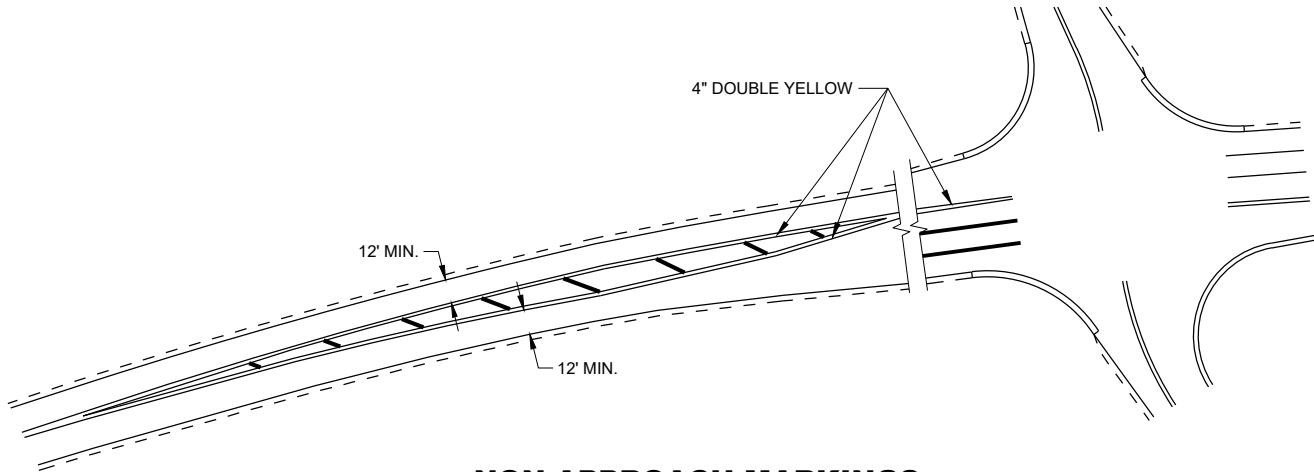
FHWA



MEDIAN ISLAND DETAIL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

GENERAL NOTES

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

DIRECTION OF TRAVEL

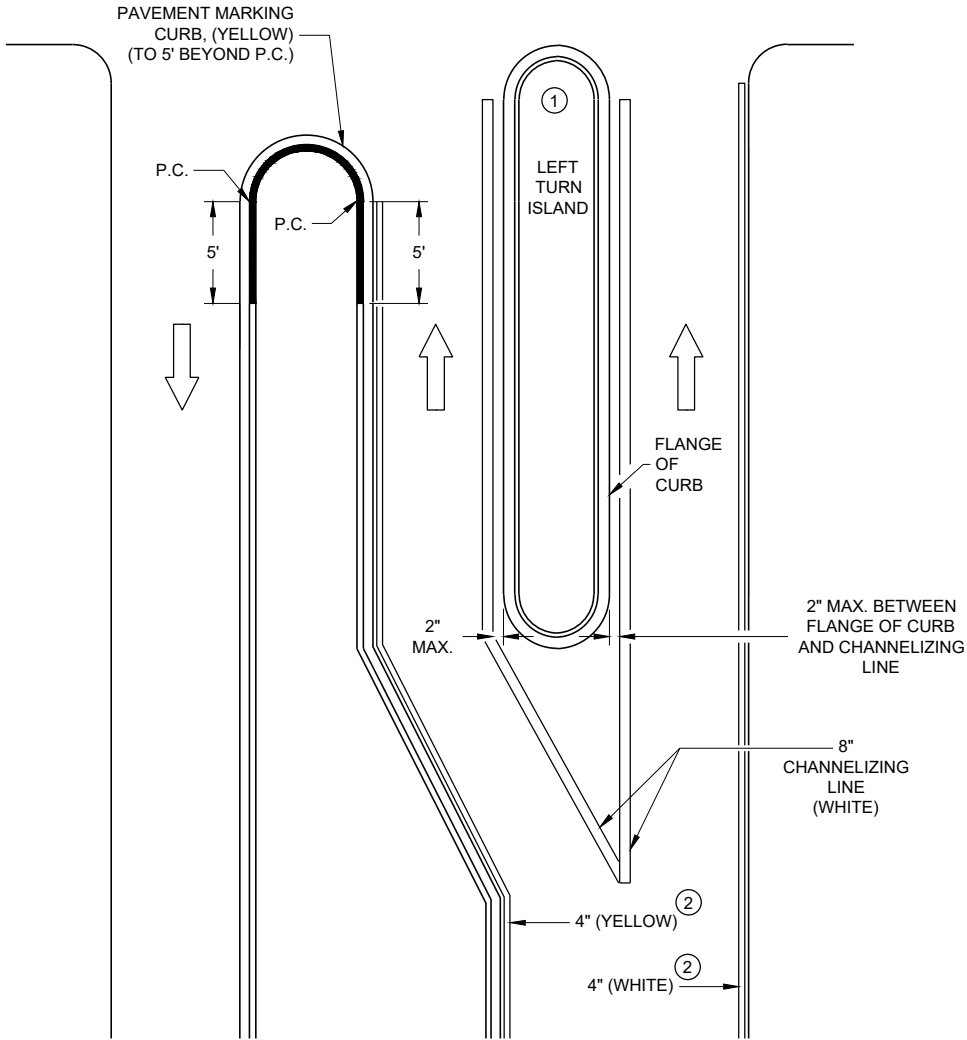
MEDIAN ISLAND
PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE
/S/ Matthew R. Rauch
STATE SIGNING AND MARKING
ENGINEER

FHWA

REQUIREMENTS FOR EDGE LINES		
POSTED SPEED	IS THERE CONTINUOUS LIGHTING?	
	YES	NO
≤ 30 MPH	NO	OPTIONAL
35 OR 40 MPH	OPTIONAL	RECOMMENDED
≥ 45 MPH	RECOMMENDED	REQUIRED



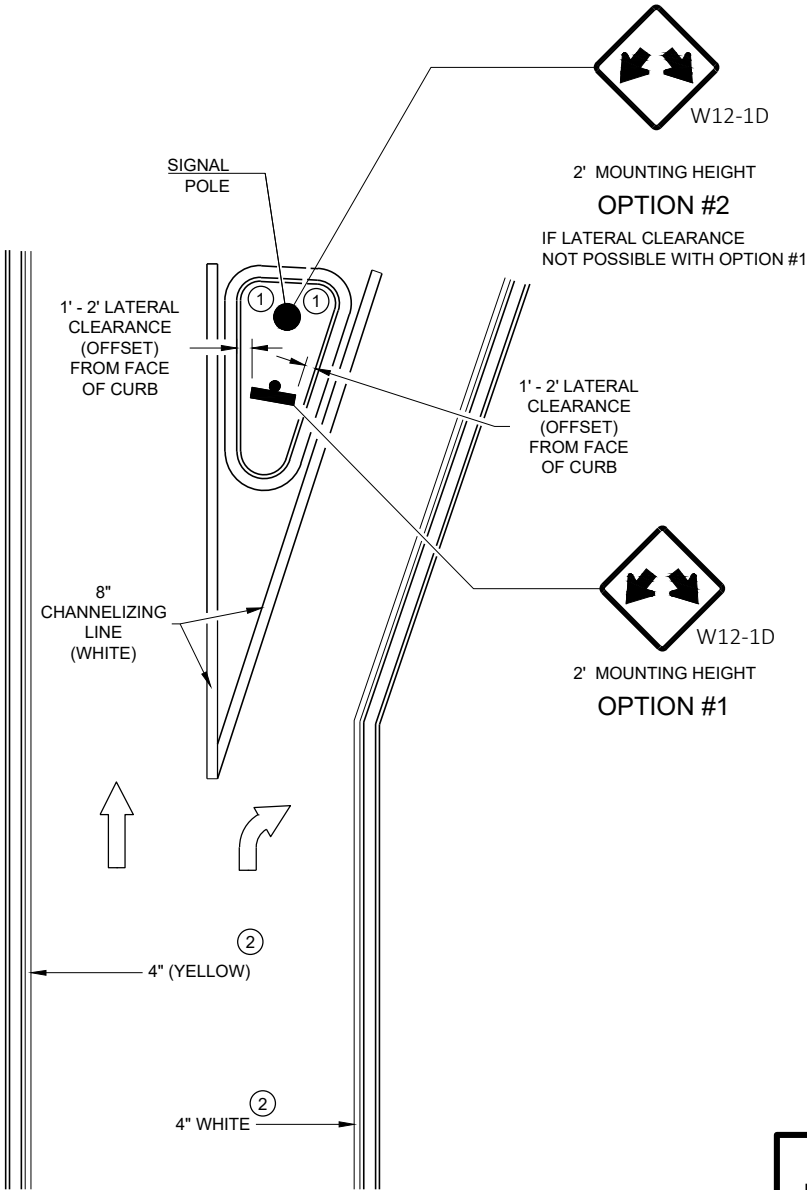
LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.
SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.

- ① MARK CURB NOSES YELLOW.
- ② MARK ACCORDING TO TABLE.

➡ DIRECTION OF TRAVEL



RIGHT TURN ISLAND

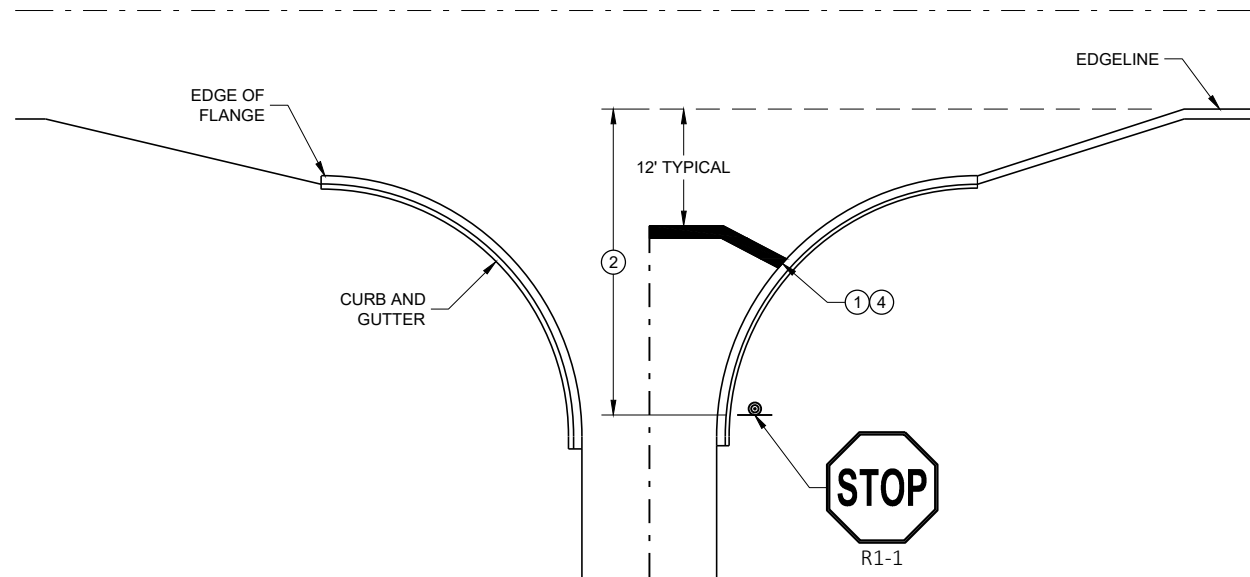
MEDIAN PAVEMENT MARKINGS, DOUBLE ARROW WARNING SIGN PLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

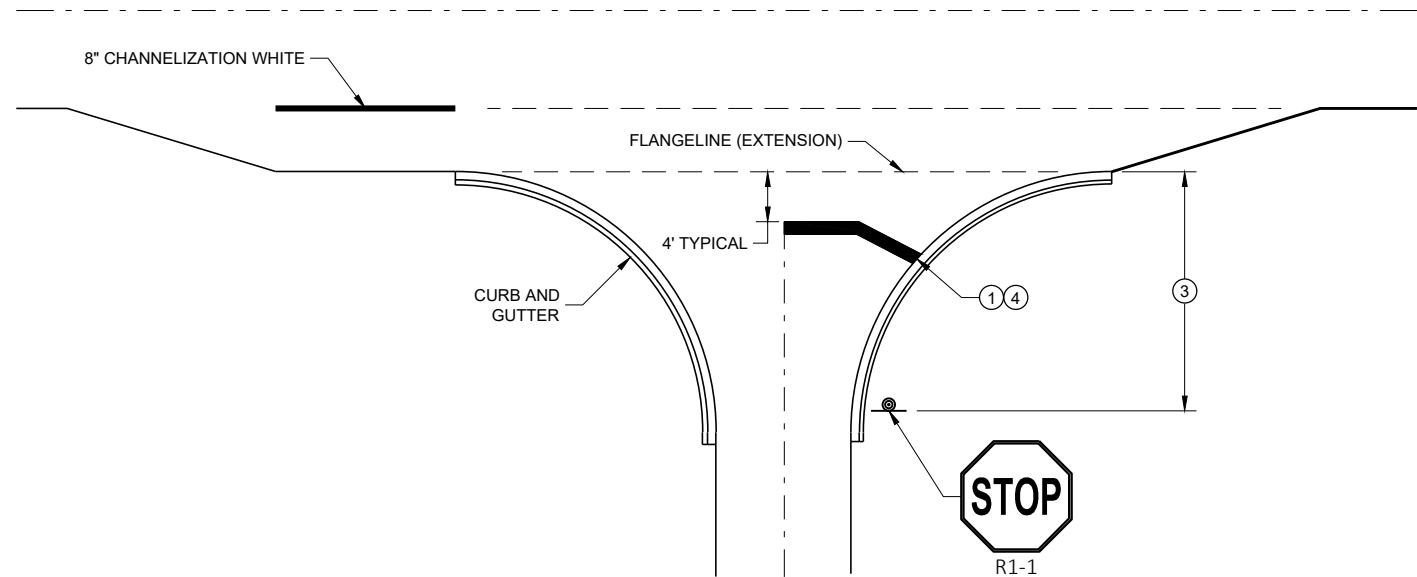
APPROVED
February 2021
DATE

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

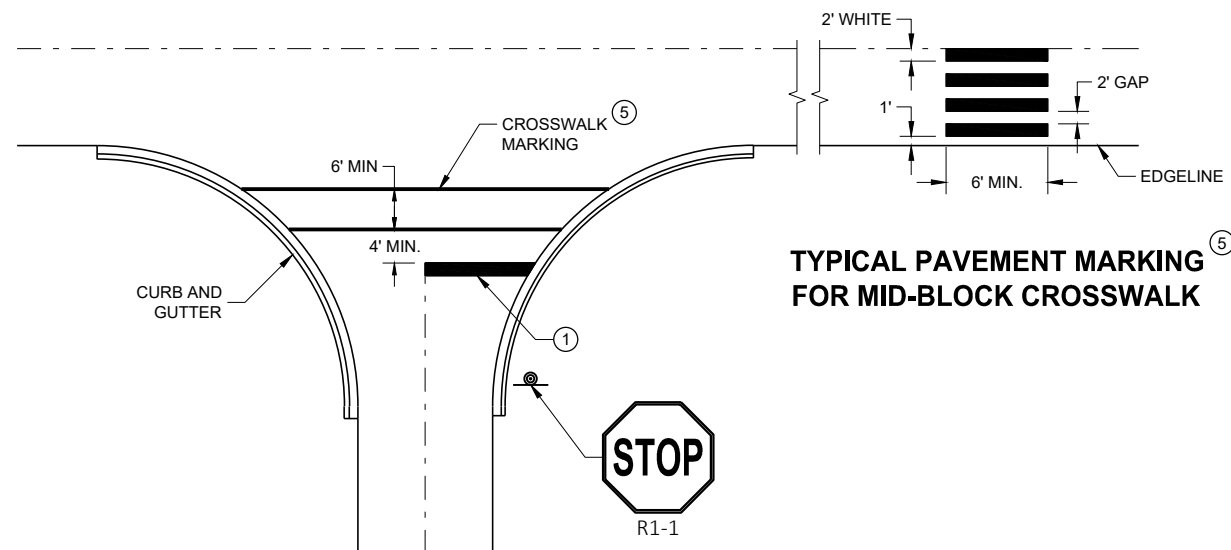
FHWA



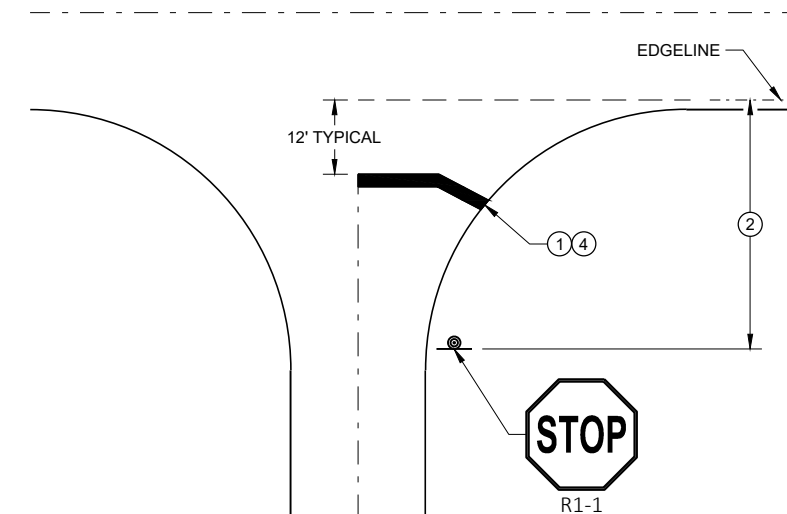
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

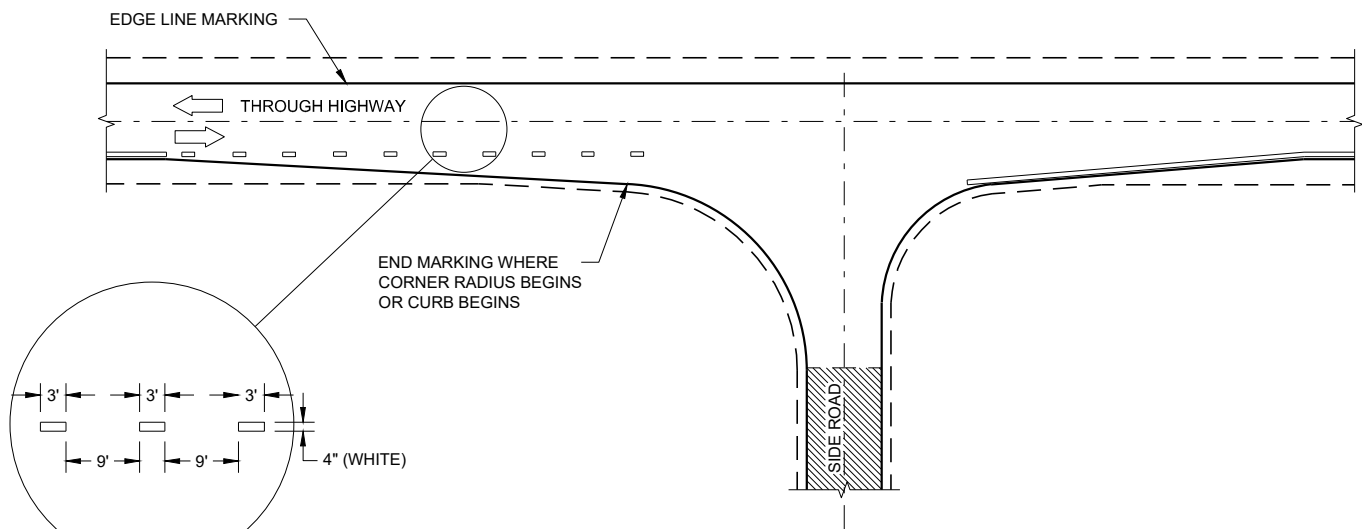
STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGE LINE LOCATION.

- ① 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- ② NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGE LINE.
- ③ NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION.
- ④ MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
- ⑤ LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES INSTEAD.

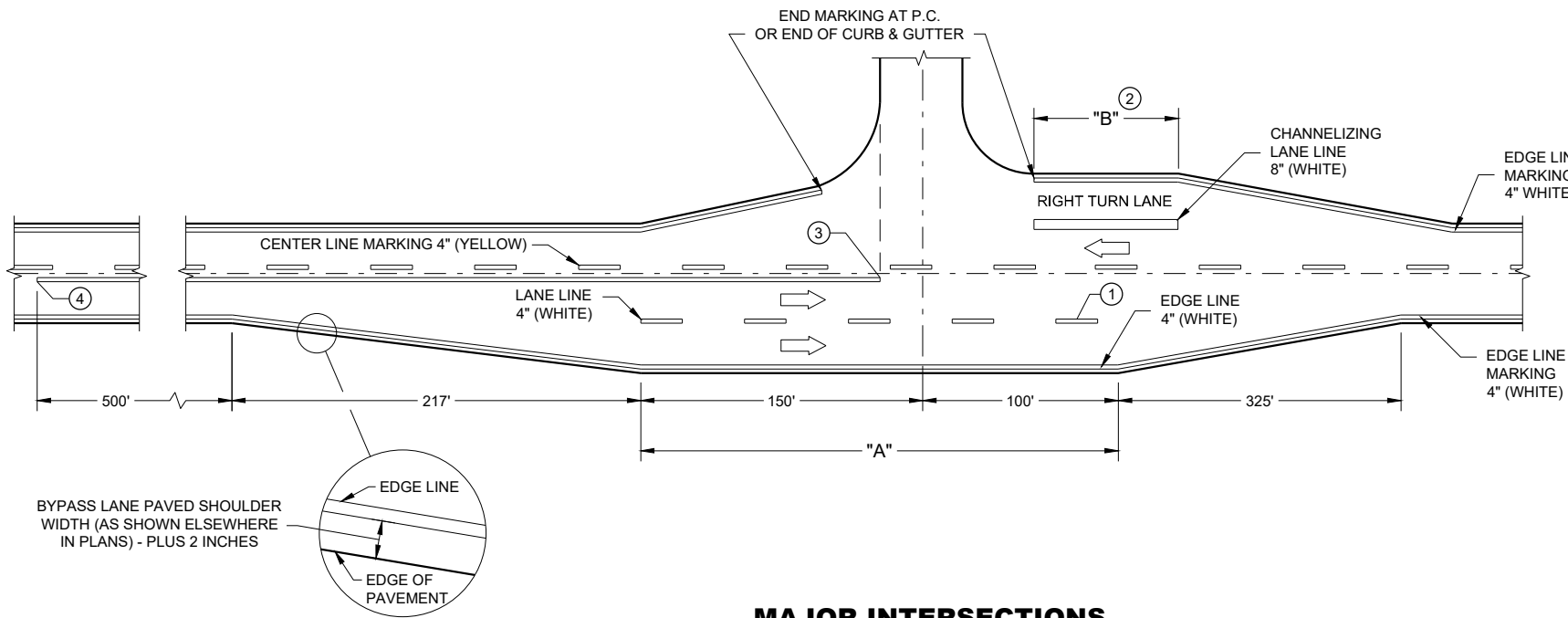
STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



MINOR INTERSECTION



MAJOR INTERSECTIONS
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

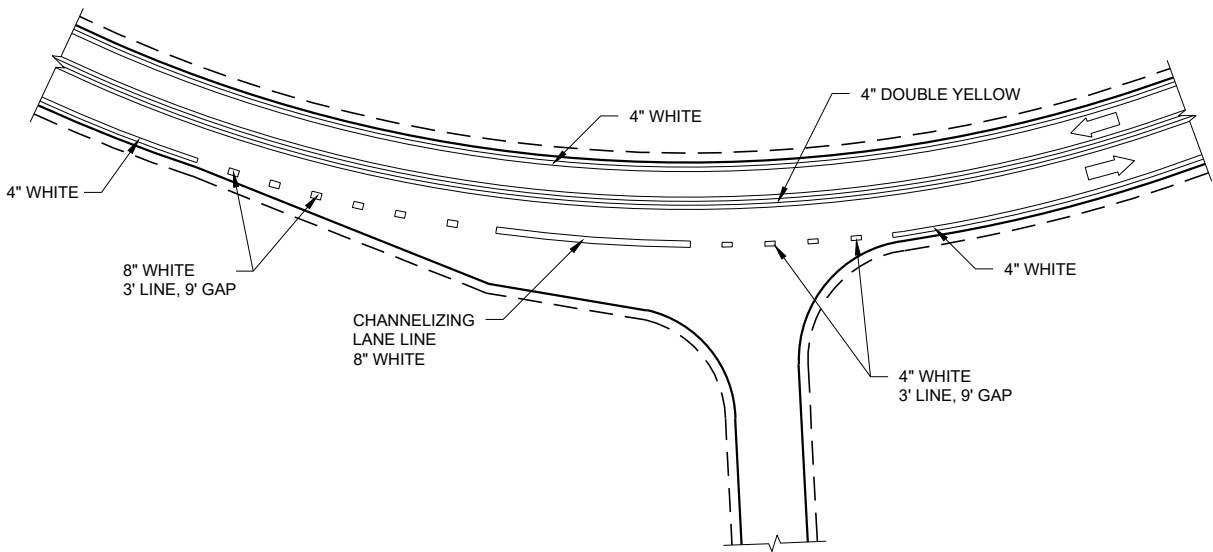
GENERAL NOTES

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

- ① WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
- ② WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
- ③ BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
- ④ BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

LEGEND

➡ DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



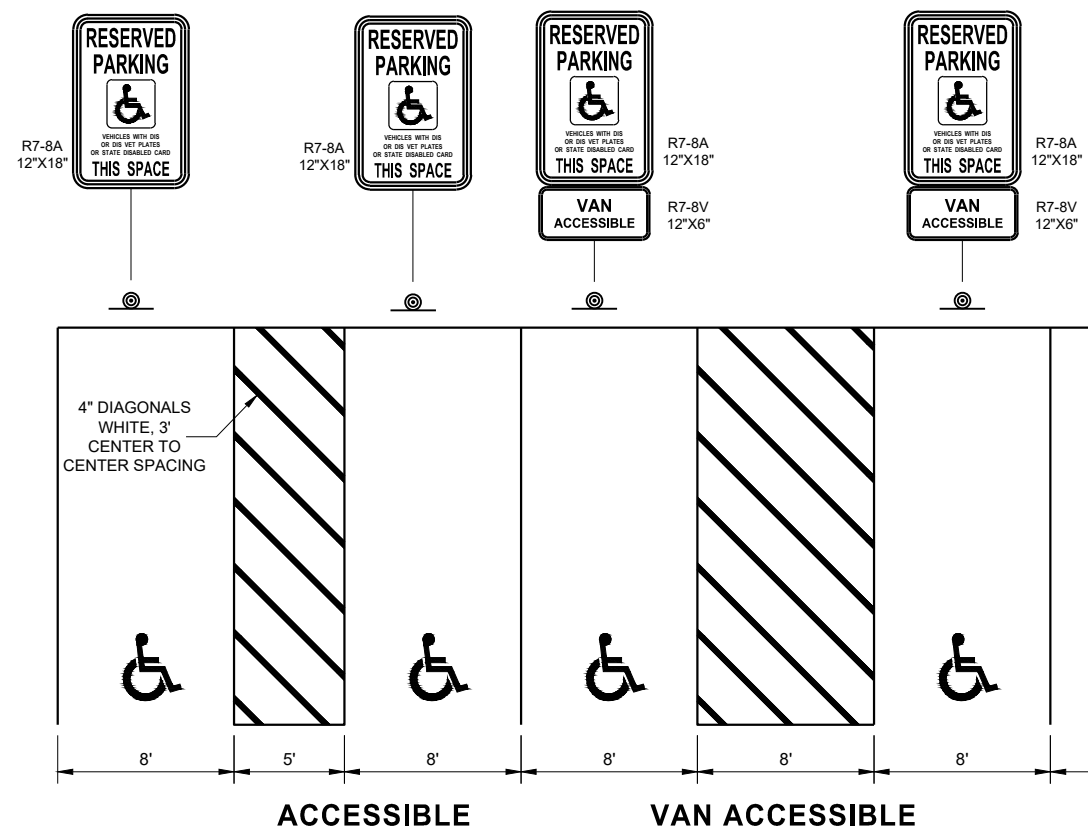
GENERAL NOTES

ALL LINES 4" WHITE (UNLESS OTHERWISE NOTED)

LAST PARKING STALL IS A MINIMUM OF 15' FROM THE CROSSWALK.

LEGEND

 SIGN ON PERMANENT SUPPORT



PARKING STALL MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MARKING
ENGINEER

FHWA

LEGEND

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

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" SIGN IS THE SAME AS "W" SIGN 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.

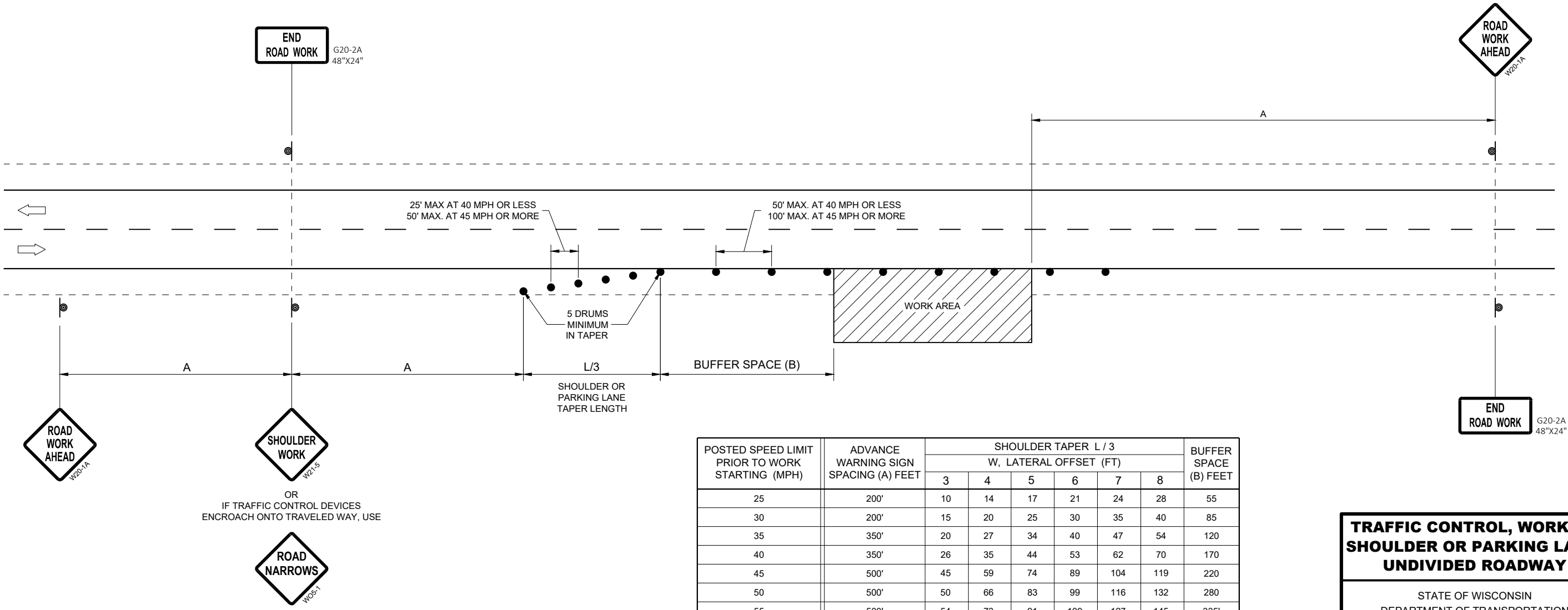
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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 PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.

6

6



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45	59	74	89	104	119	220
50	500'	50	66	83	99	116	132	280
55	500'	54	73	91	109	127	145	335'

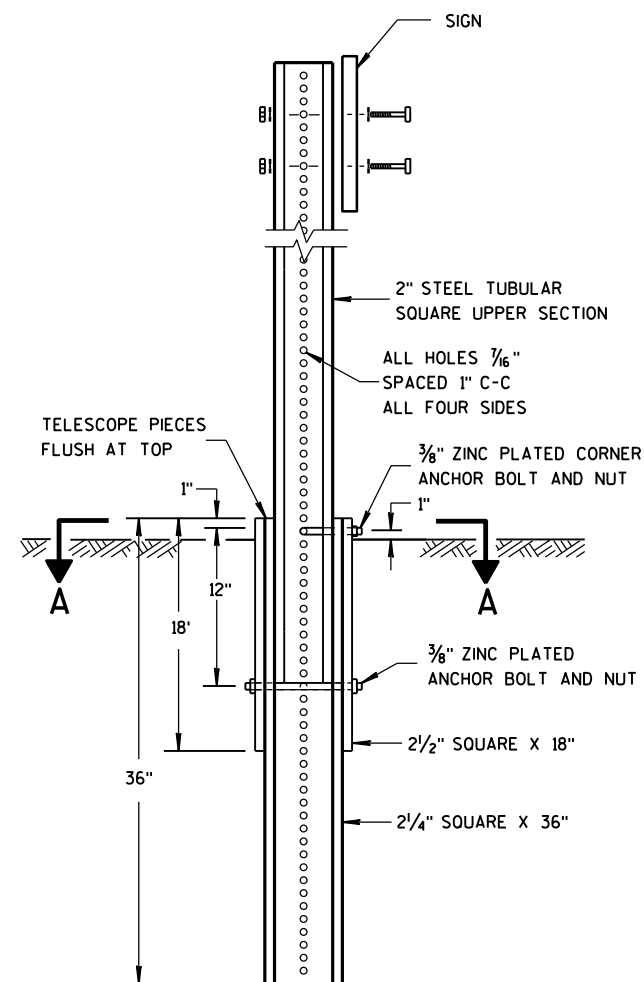
TRAFFIC CONTROL, WORK ON
SHOULDER OR PARKING LANE,
UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020 /S/ Andrew Heidtke
DATE STATEWIDE WORK ZONE TRAFFIC
SAFETY ENGINEER
FHWA

SDD 15D28 - 04

SDD 15D28 - 04



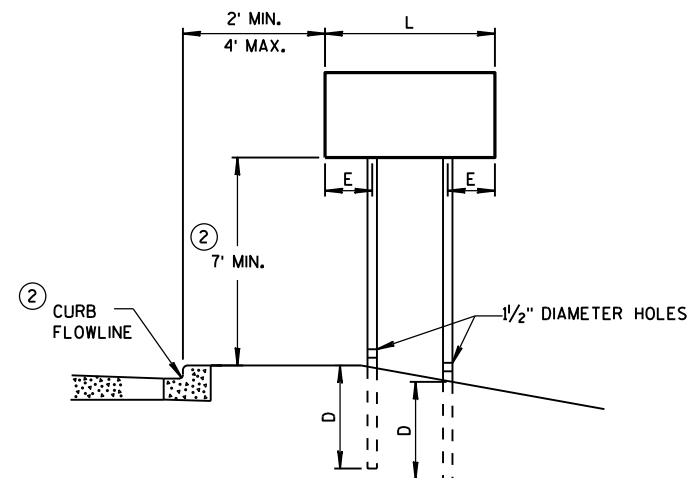
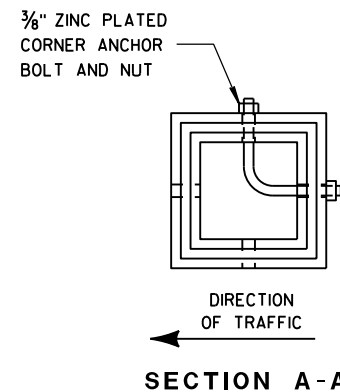
DETAIL OF TUBULAR
STEEL SIGN POST

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).

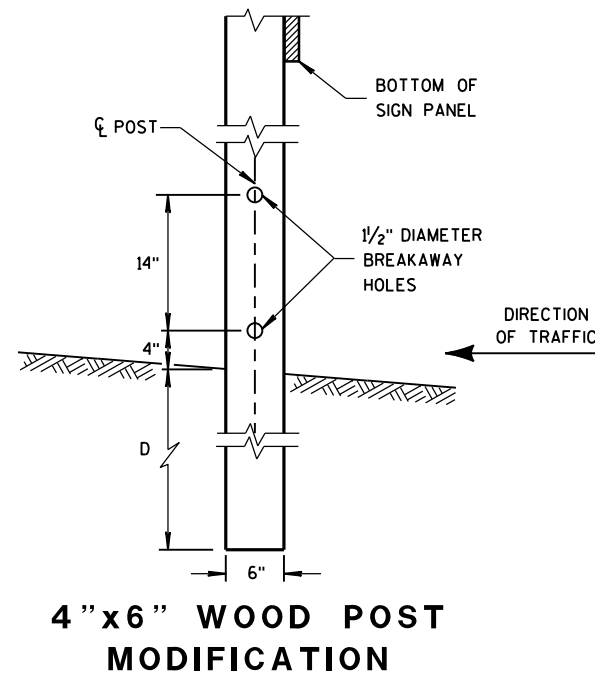
SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED
ON TUBULAR STEEL POSTS.



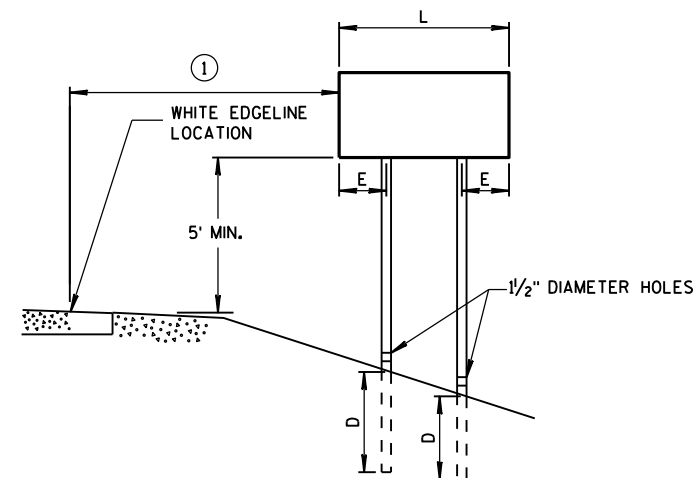
URBAN AREA

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"X6" WOOD POST
MODIFICATION



RURAL AREA

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

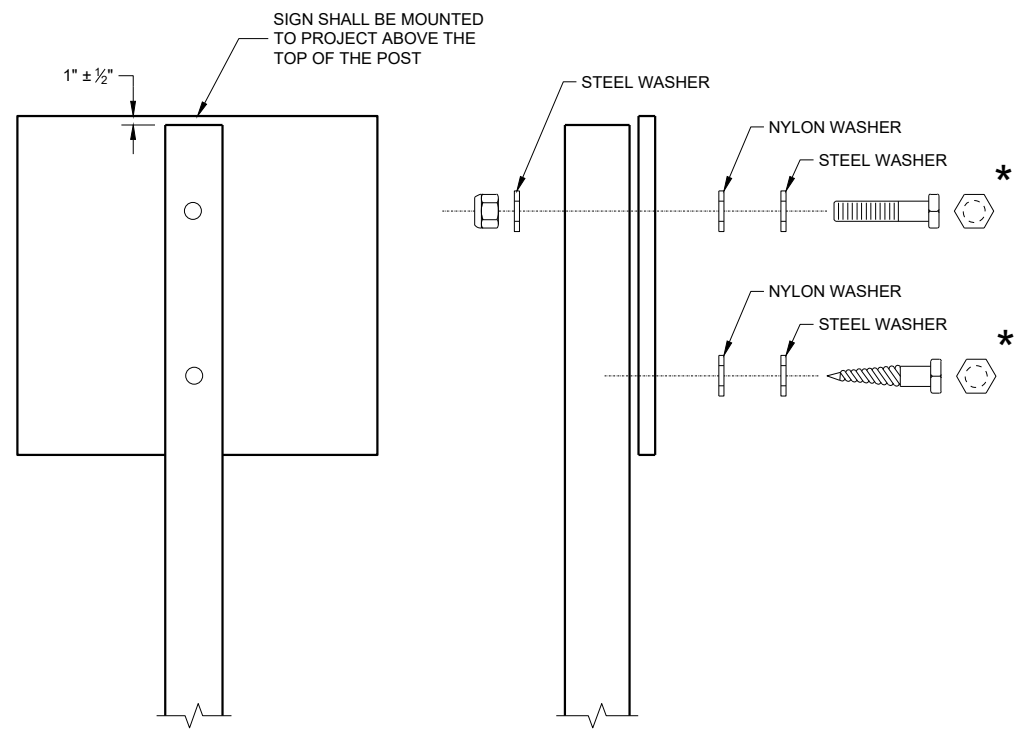
SEE NOTE ③

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.

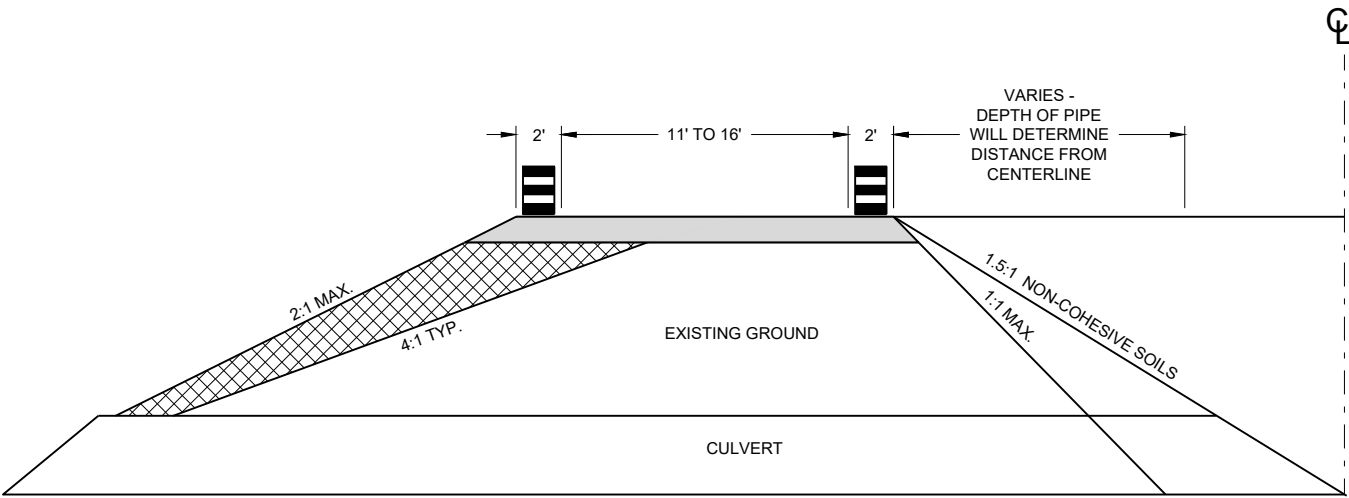
WOOD POST (4" x 6")
LAG SCREWS - ¾" x 3"
MACHINE BOLTS - ⅝" x 6 ½" OR 7" LENGTH W/NUTS

SQUARE STEEL POST (2" x 2")
MACHINE BOLTS - ¾" x 3 ¼" LENGTH W/NUTS
RIVETS - ⅝" (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 ¼" O.D. x ⅜" I.D. x ⅛" STEEL
1 ¼" O.D. x ⅜" 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 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	



CROSS SECTION

GENERAL NOTES

USE 1:1 FOR COHESIVE CLAYS AND SILTS, LOAMS, SANDY CLAYS AND ANGULAR GRAVEL SOILS.
USE 1.5:1 FOR NON-COHESIVE SOILS.

THE TAPER SHOULD EXTEND ACROSS THE SHOULDER UNLESS DOING SO WOULD GREATLY CONFLICT WITH THE WORK OPERATION.

ALL LANE CLOSURE SIGNS SHALL BE REMOVED OR COVERED AND ALL DEVICES REMOVED BEYOND THE SHOULDER WHEN WORK IS NOT IN PROGRESS AND THE LANE IS RESTORED TO A SAFE OPERATING CONDITION.

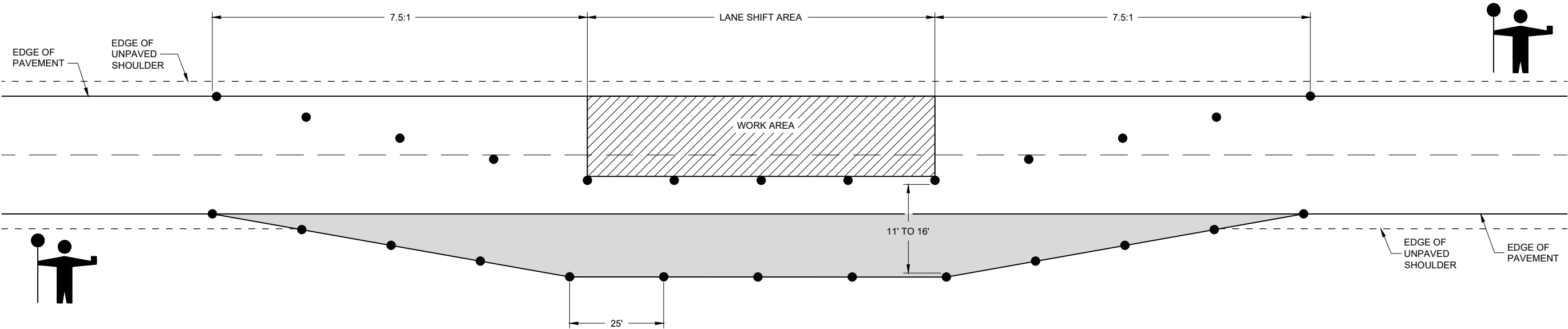
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

USE WITH SDD 15C12 "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATIONS"

USE WITH SDD 15D45 "SIGNING ON ROADWAYS WITH LOOSE GRAVEL"

LEGEND

- DRUM WITHOUT WARNING LIGHT
- 6" BASE AGGREGATE DENSE 1 1/4" - INCIDENTAL TO LANE SHIFT ITEM
- FILL - INCIDENTAL TO LANE SHIFT ITEM
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF



LANE SHIFT IN FLAGGING OPERATION

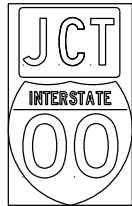
TRAFFIC CONTROL,
TEMPORARY LANE SHIFT
DURING CULVERT WORK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

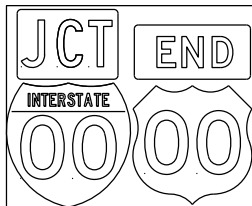
APPROVED
February 2021 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

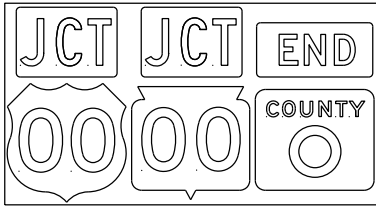
TYPICAL ASSEMBLIES



J1-1



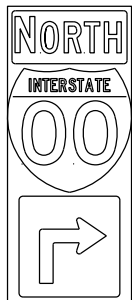
J1-2



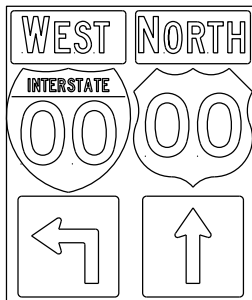
J1-3



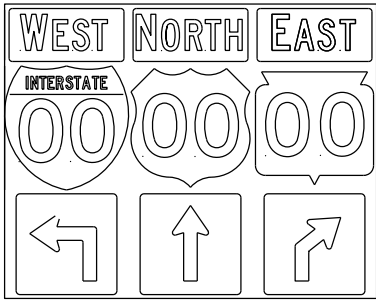
JR1-1



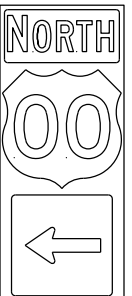
J2-1



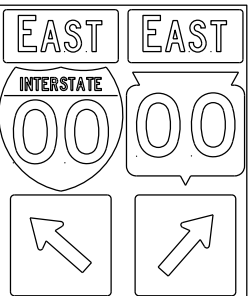
J2-2



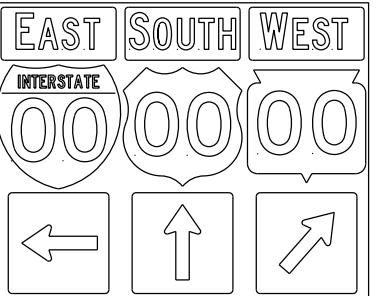
J2-3



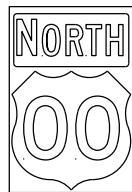
J3-1



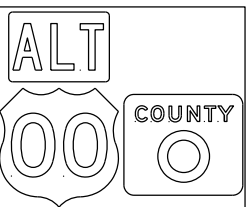
J3-2



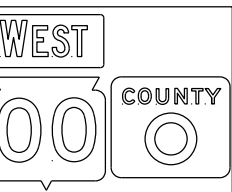
J3-3



J4-1



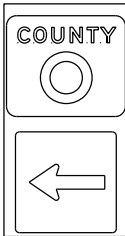
J4-2



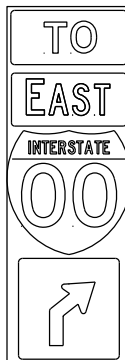
J4-2



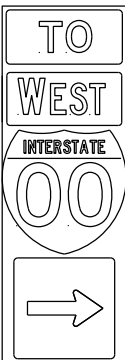
J12-1



J13-1



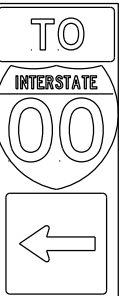
J32-1



J33-1



J22-1



J23-1



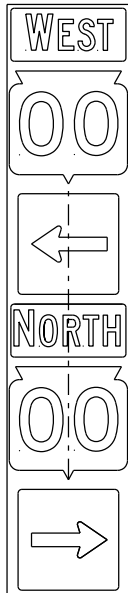
JR13-1



JR23-1

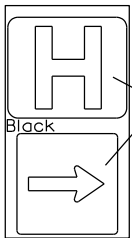


JR99-1



JV

(Typical Vertical J-Assembly
See Note 10 and 11)

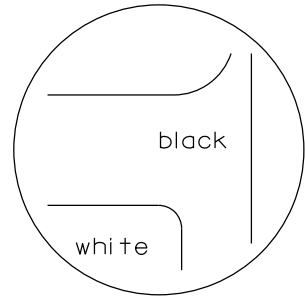
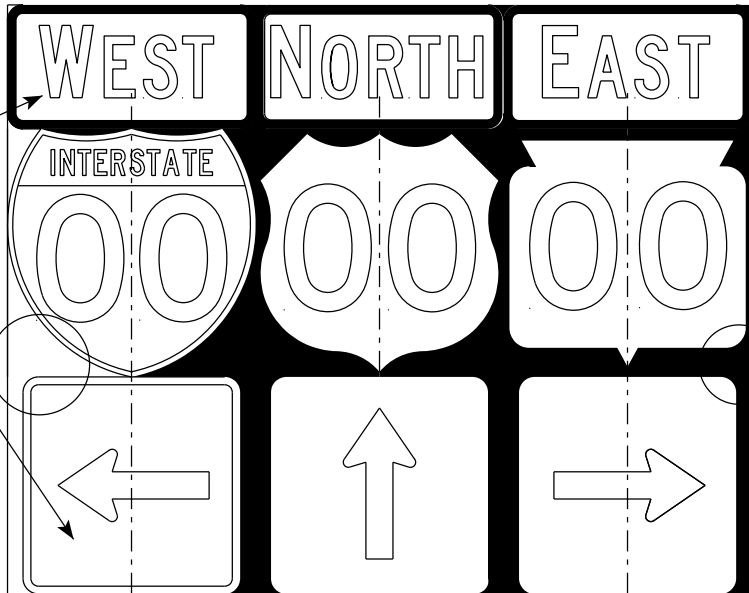
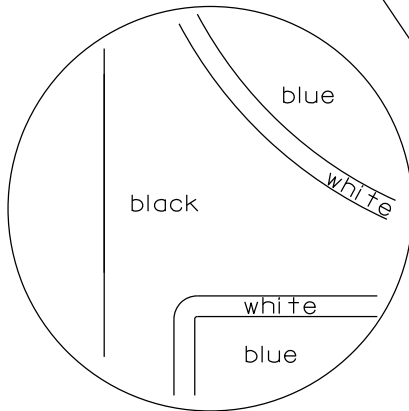


JH-1

Blue Background

Black

blue background
with interstate



black background

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

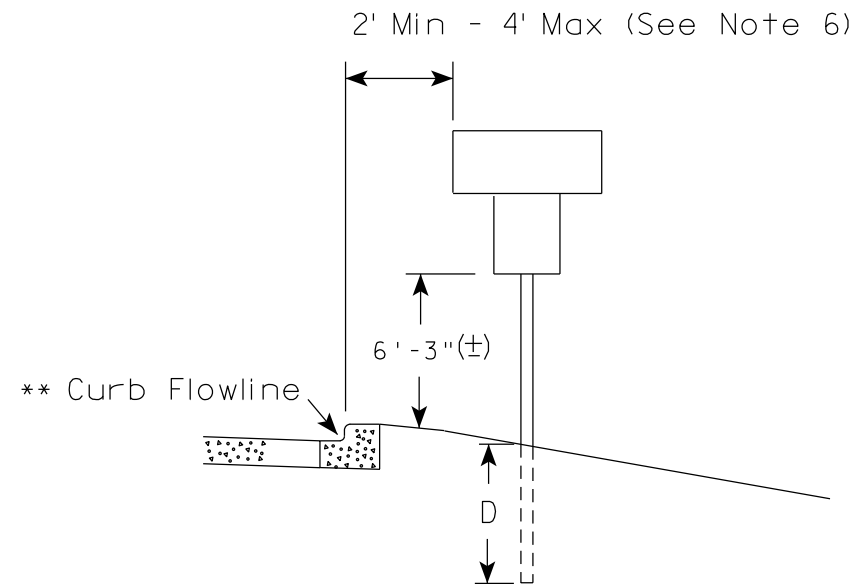
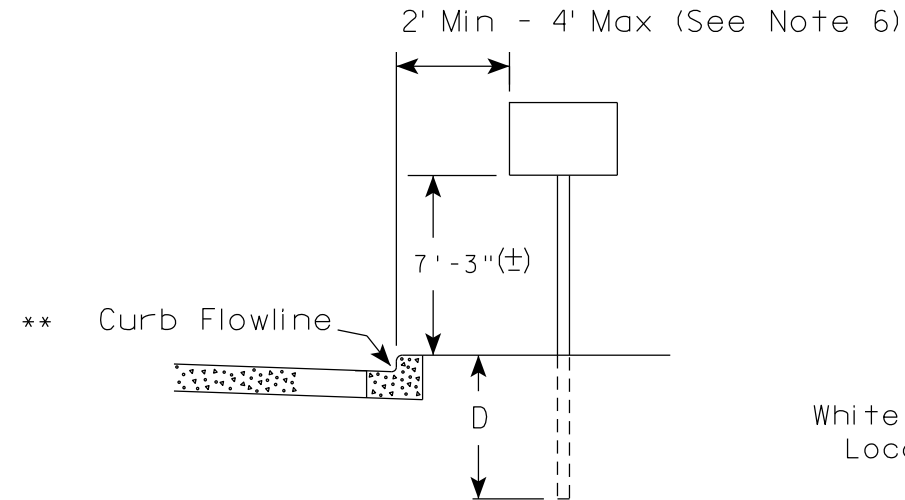
DATE 3/18/21 PLATE NO. A2-1S.9

PROJECT NO:

SHEET NO:

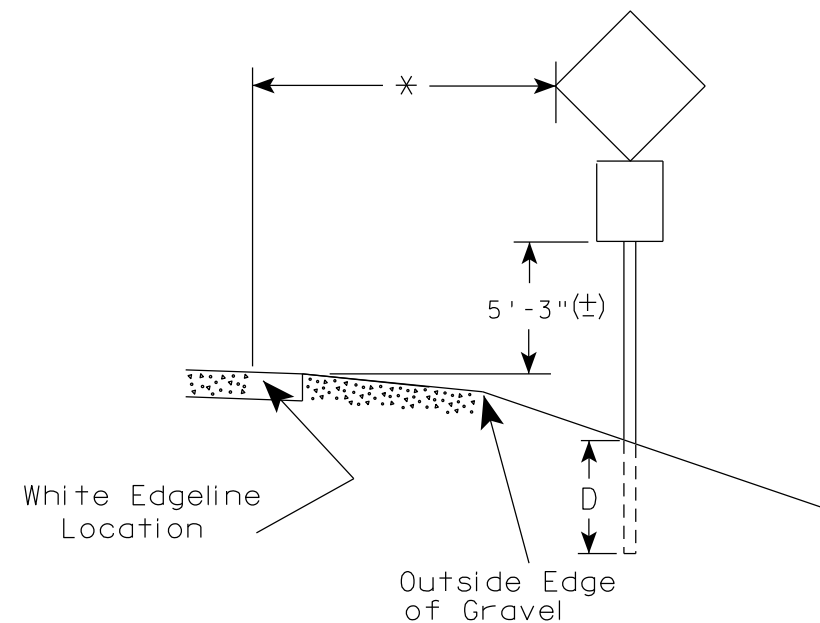
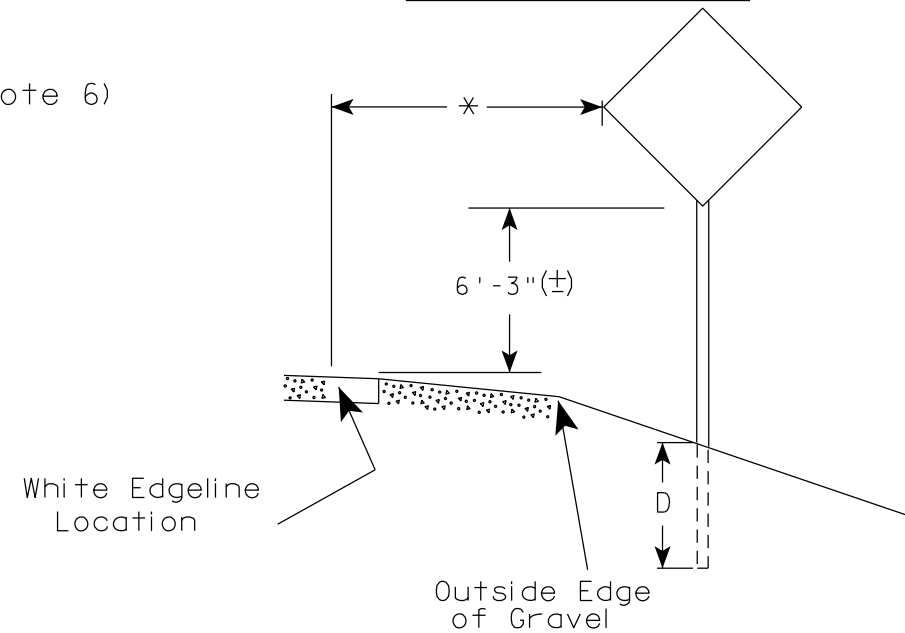
E

URBAN AREA



** 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.

RURAL AREA (See Note 2)



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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

- Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
- 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" (±). 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" (±).
- For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
- Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
- Offset distance shall be consistent with existing signs or consistent throughout length of project.
- The (±) tolerance for mounting height is 3 inches.
- Folding signs shall be mounted at a height of 5'-3" (±) 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

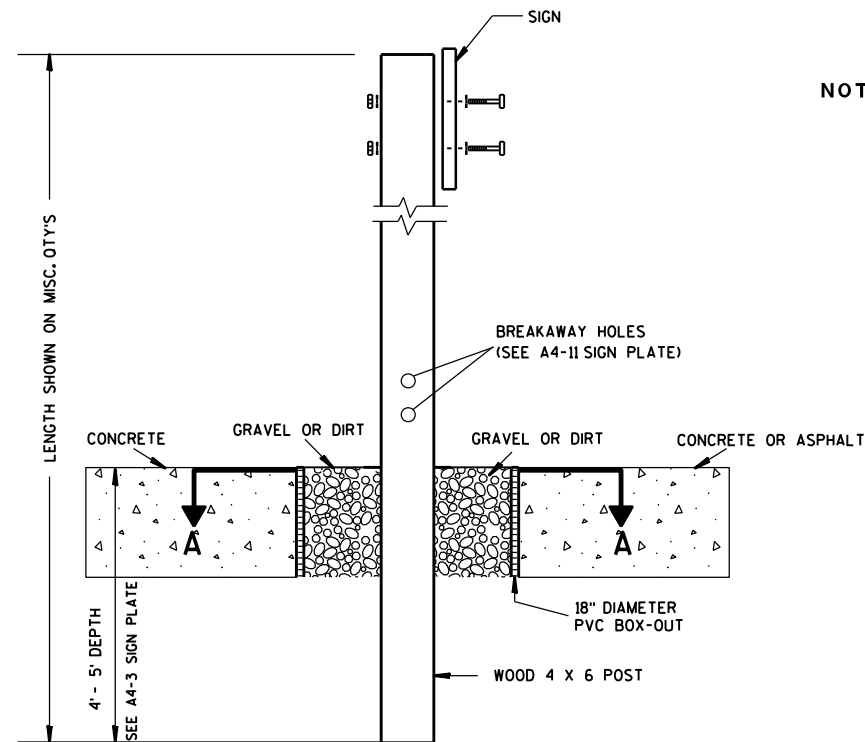
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

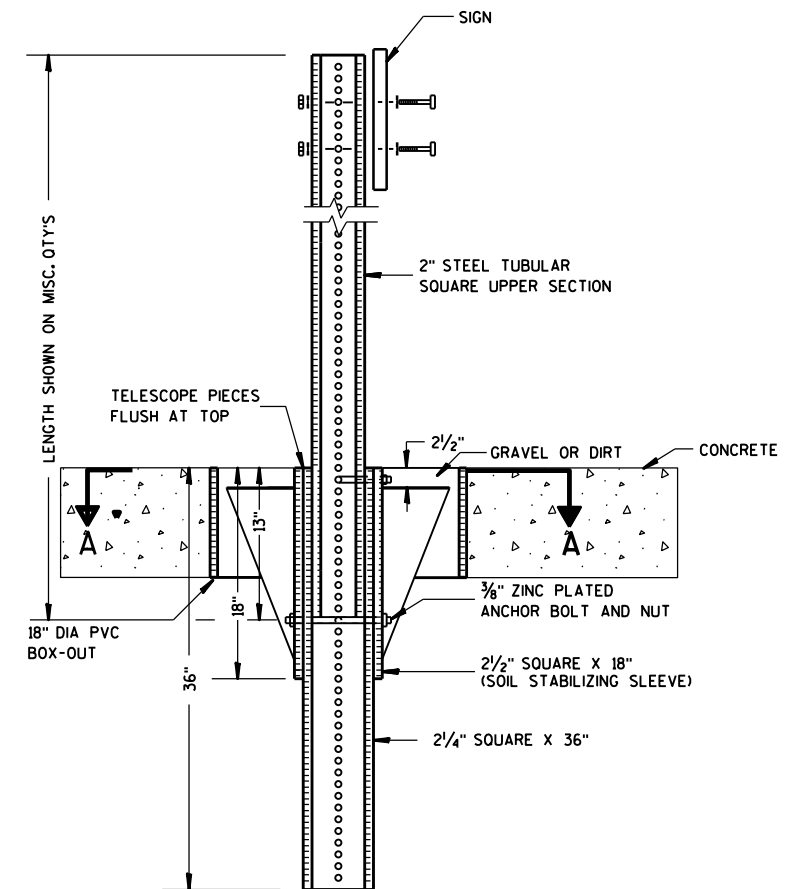
E



ELEVATION VIEW

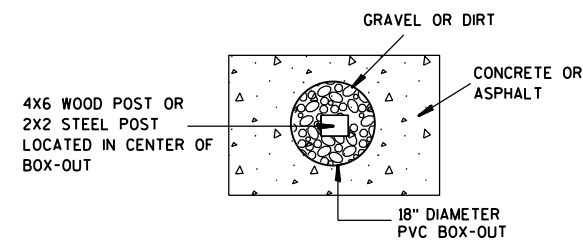
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST
BOX-OUTS
A4-3B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

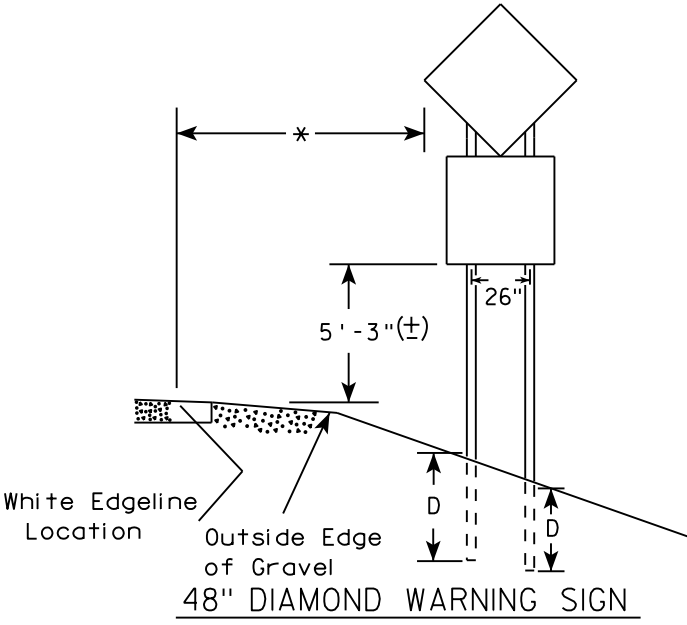
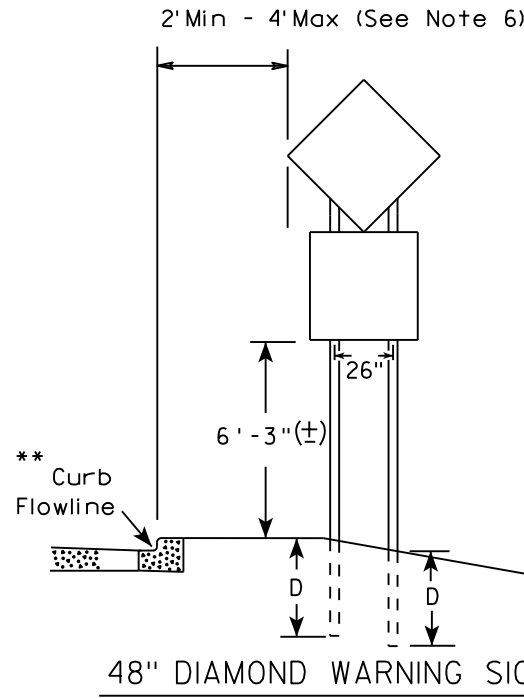
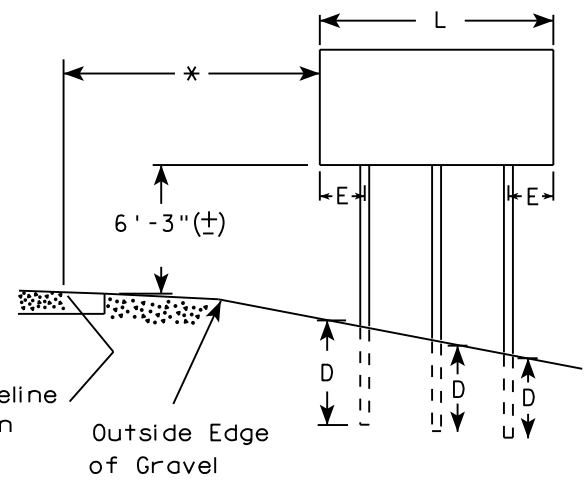
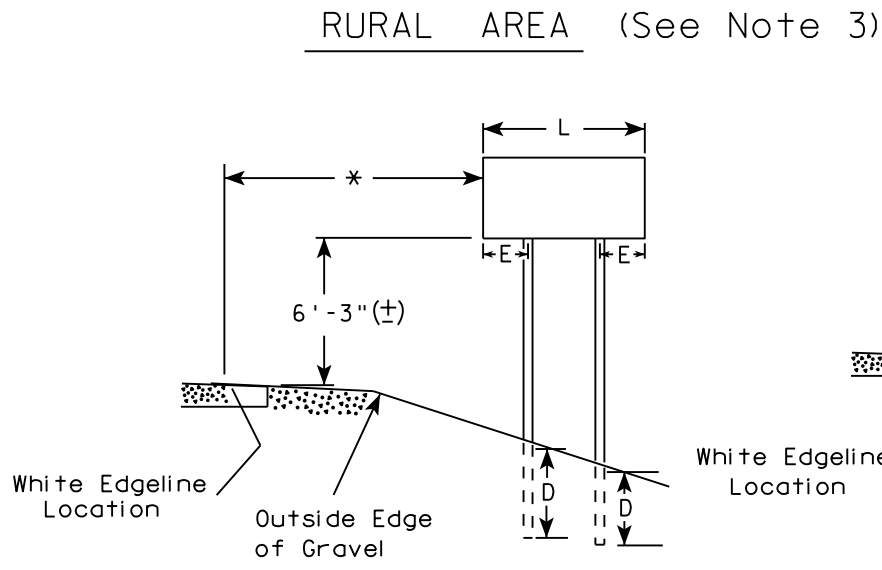
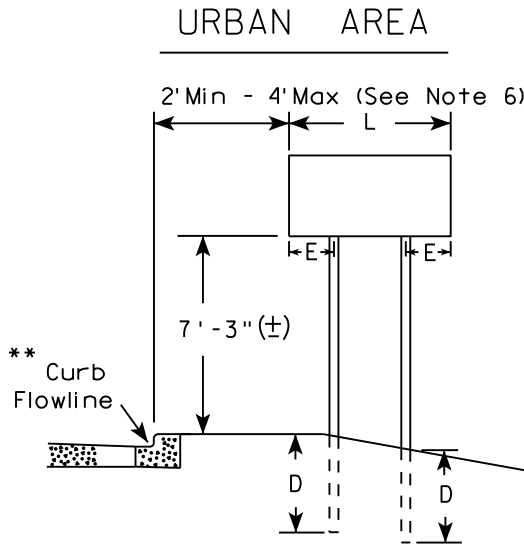
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



- GENERAL NOTES
1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
 2. See tables below for required number of posts.
 3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
 4. The (±) tolerance for mounting height is 3 inches.
 5. J-Assemblies are considered to be one sign for mounting height.
 6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
 7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
 8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

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

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

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

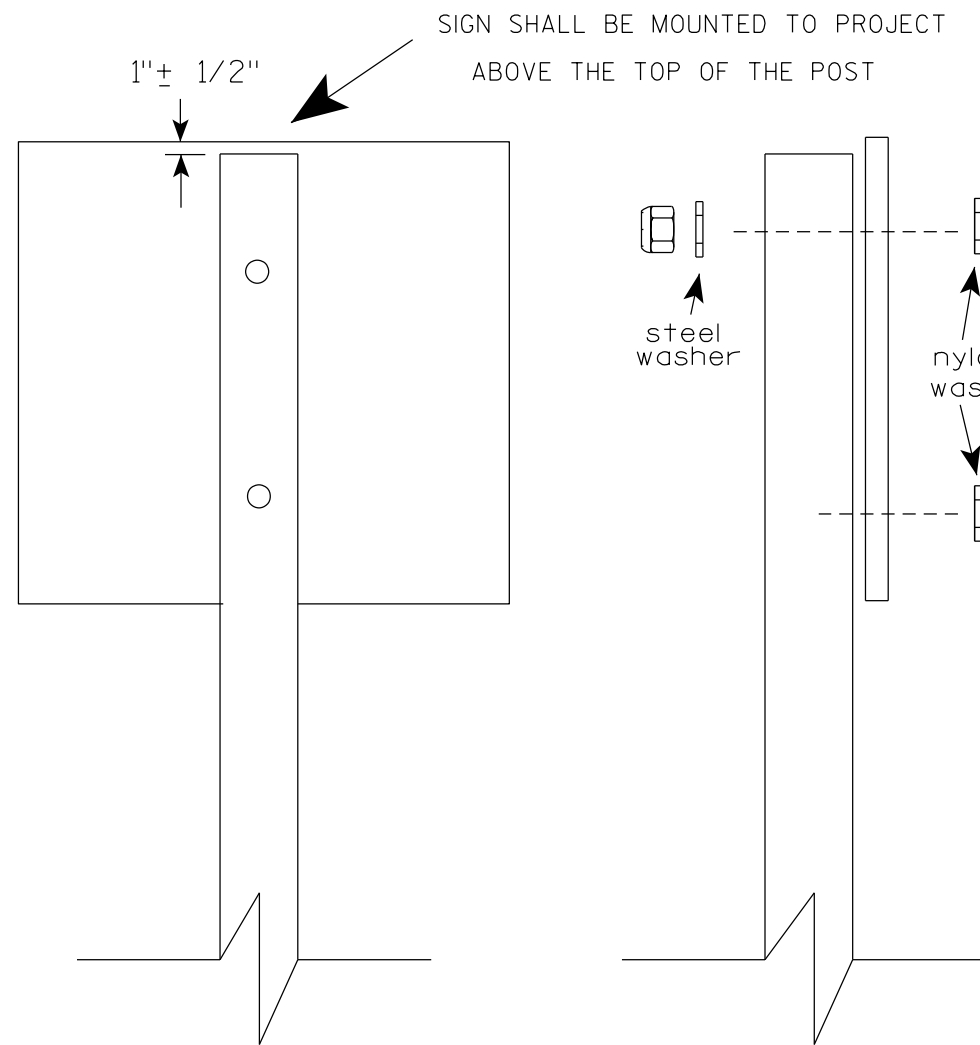
SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
Greater than 48" Less than 60"	12"
60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 8/21/17	PLATE NO. A4-4.15



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

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

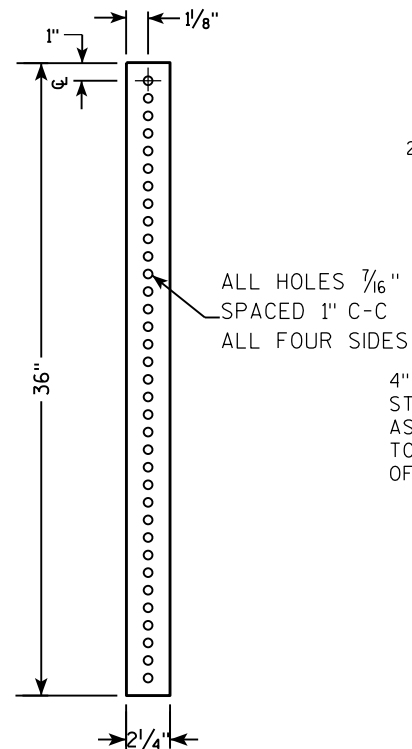
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

- STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
- MACHINE BOLTS - $\frac{5}{16}$ " 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

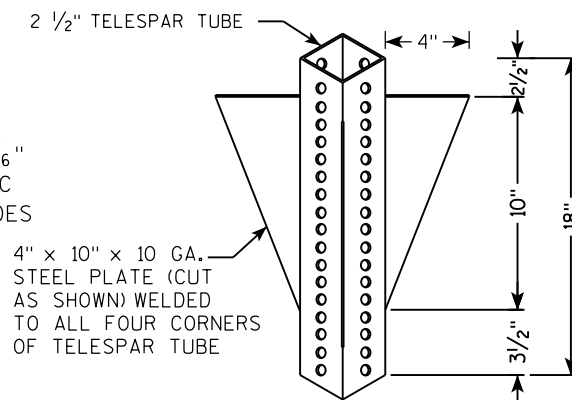
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require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

**2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH**



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



LENGTH SHOWN ON MISC. QTY'S
 18" DIA SCHEDULE 40 PVC BOX-OUT
 TELESCOPE PIECES FLUSH AT TOP
 36"
 18"
 13"
 2 1/2"
 2 1/4" SQUARE X 36"
 2 1/2" SQUARE X 18" (SOIL STABILIZING SLEEVE)
 3/8" ZINC PLATED ANCHOR BOLT AND NUT
 3/8" ZINC PLATED CORNER ANCHOR BOLT AND NUT
 ALL HOLES 7/16" SPACED 1" C-C ALL FOUR SIDES
 2" STEEL TUBULAR SQUARE UPPER SECTION
 SEE SIGN PLATE A4-8 FOR BOLT WASHER, & NUT MATERIAL
 SIGN
 2 1/2" GRAVEL OR DIRT

LENGTH SHOWN ON MISC. QTY'S

TELESCOPE PIECES FLUSH AT TOP

2" STEEL TUBULAR SQUARE UPPER SECTION

ALL HOLES $\frac{7}{16}$ " SPACED 1" C-C ALL FOUR SIDES

$\frac{3}{8}$ " ZINC PLATED CORNER ANCHOR BOLT AND NUT

1"

$\frac{3}{8}$ " ZINC PLATED ANCHOR BOLT AND NUT

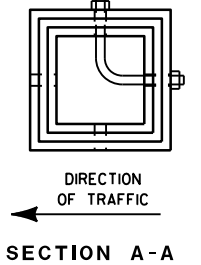
2 1/2" SQUARE X 18" (SOIL STABILIZING SLEEVE)

2 1/4" SQUARE X 36"

SEE SIGN PLATE A4-8 FOR BOLT WASHER, & NUT MATERIAL

SIGN

3/8" ZINC PLATED CORNER
ANCHOR BOLT AND NUT



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

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

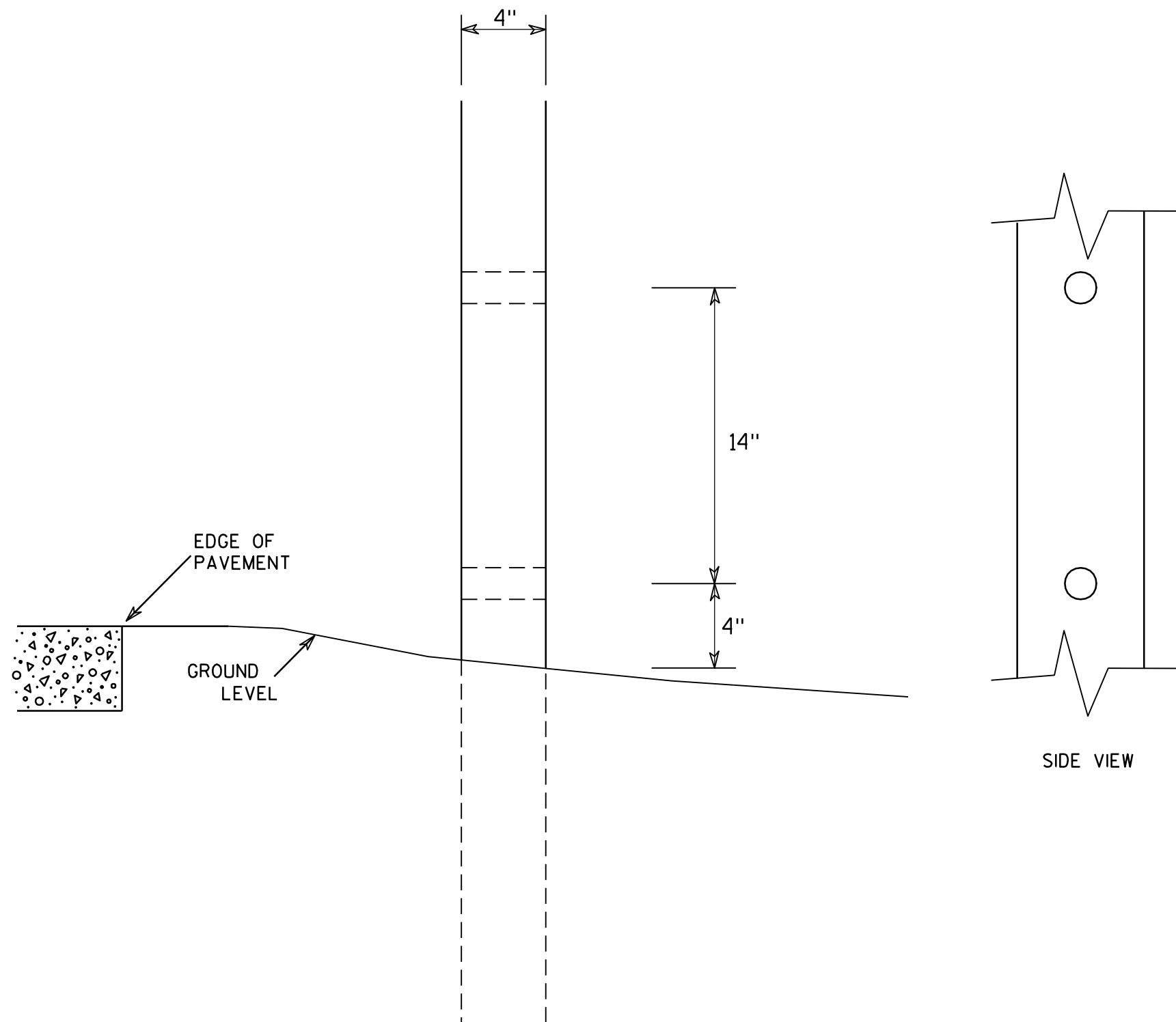
APPROVED Matthew R Rauch

for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:	SHEET NO:	E
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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

Chester J. Spang
for State Traffic Engineer

DATE 3/27/97

PLATE NO. A4-11.2

PROJECT NO:

HWY:

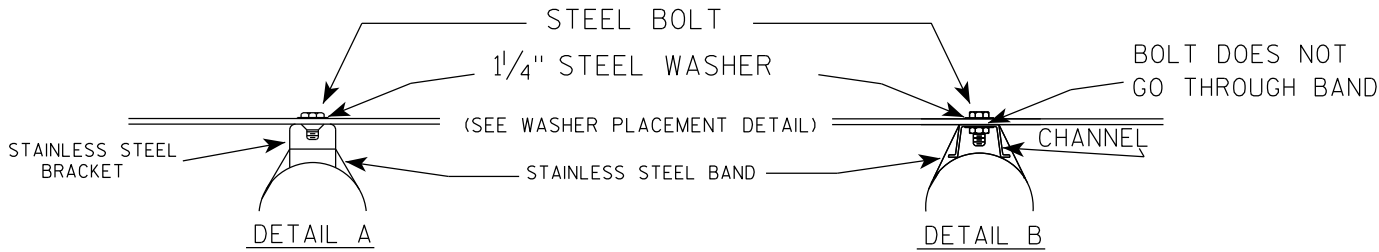
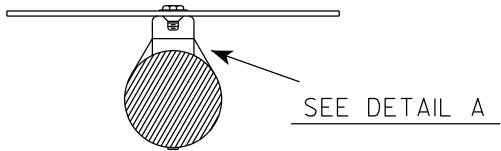
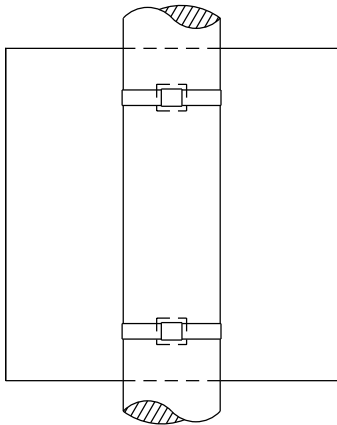
COUNTY:

SHEET NO:

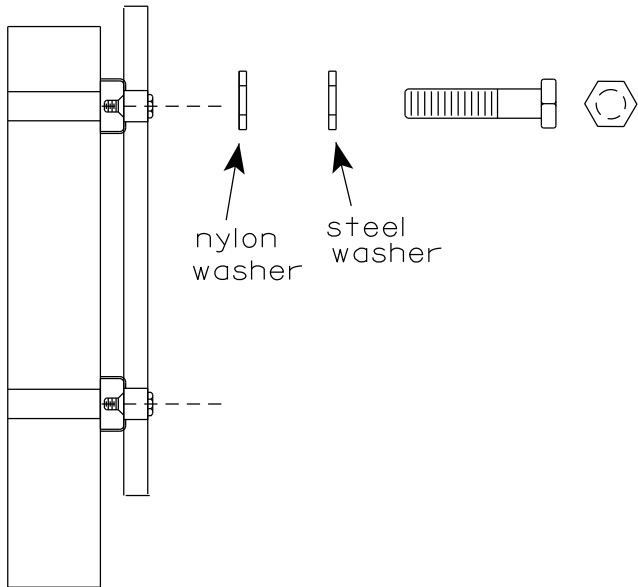
E

BANDING

SINGLE SIGN



WASHER PLACEMENT

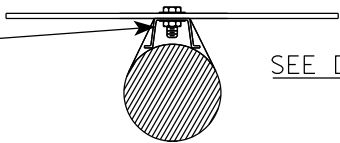
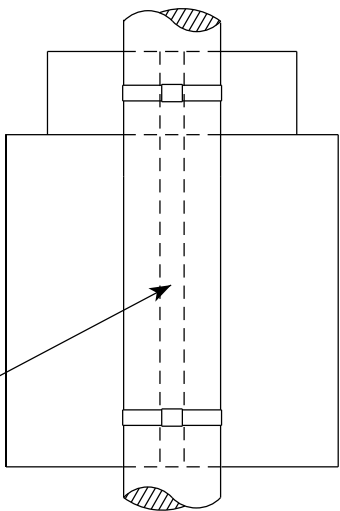


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

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

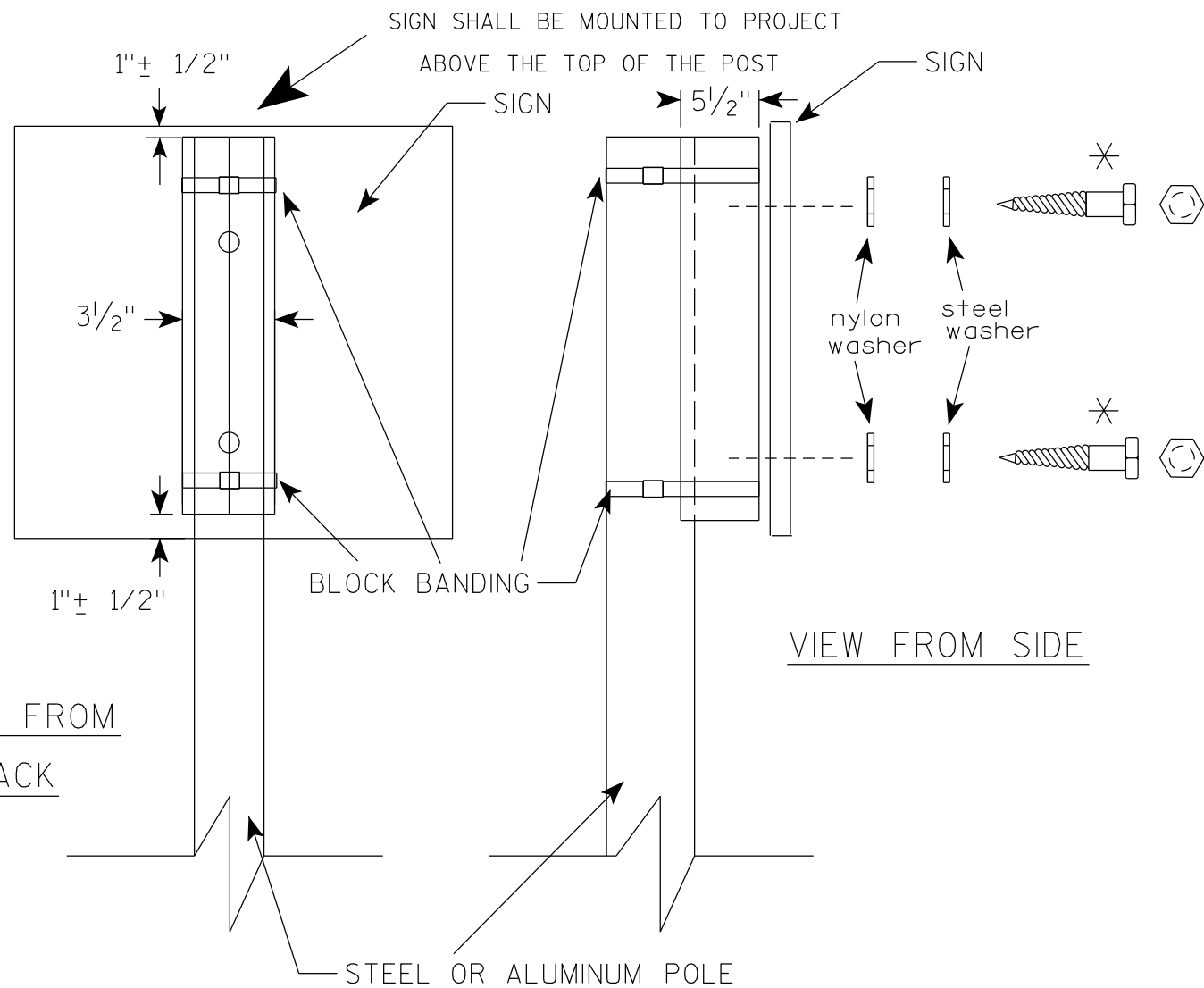


STANDARD SIGN
SIGN BANDING DETAILS

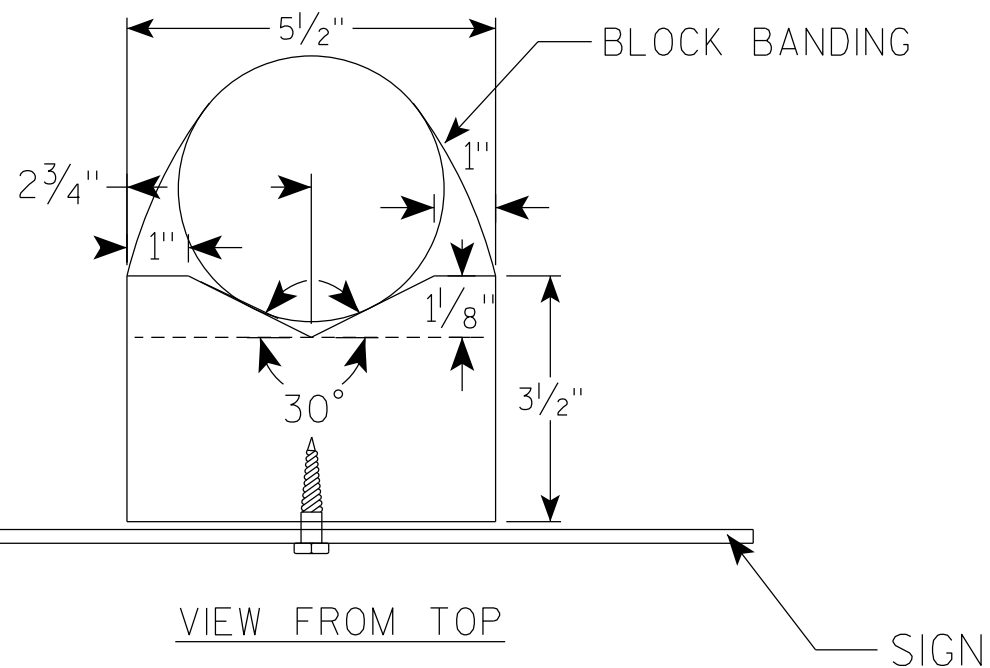
WISCONSIN DEPT OF TRANSPORTATION

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

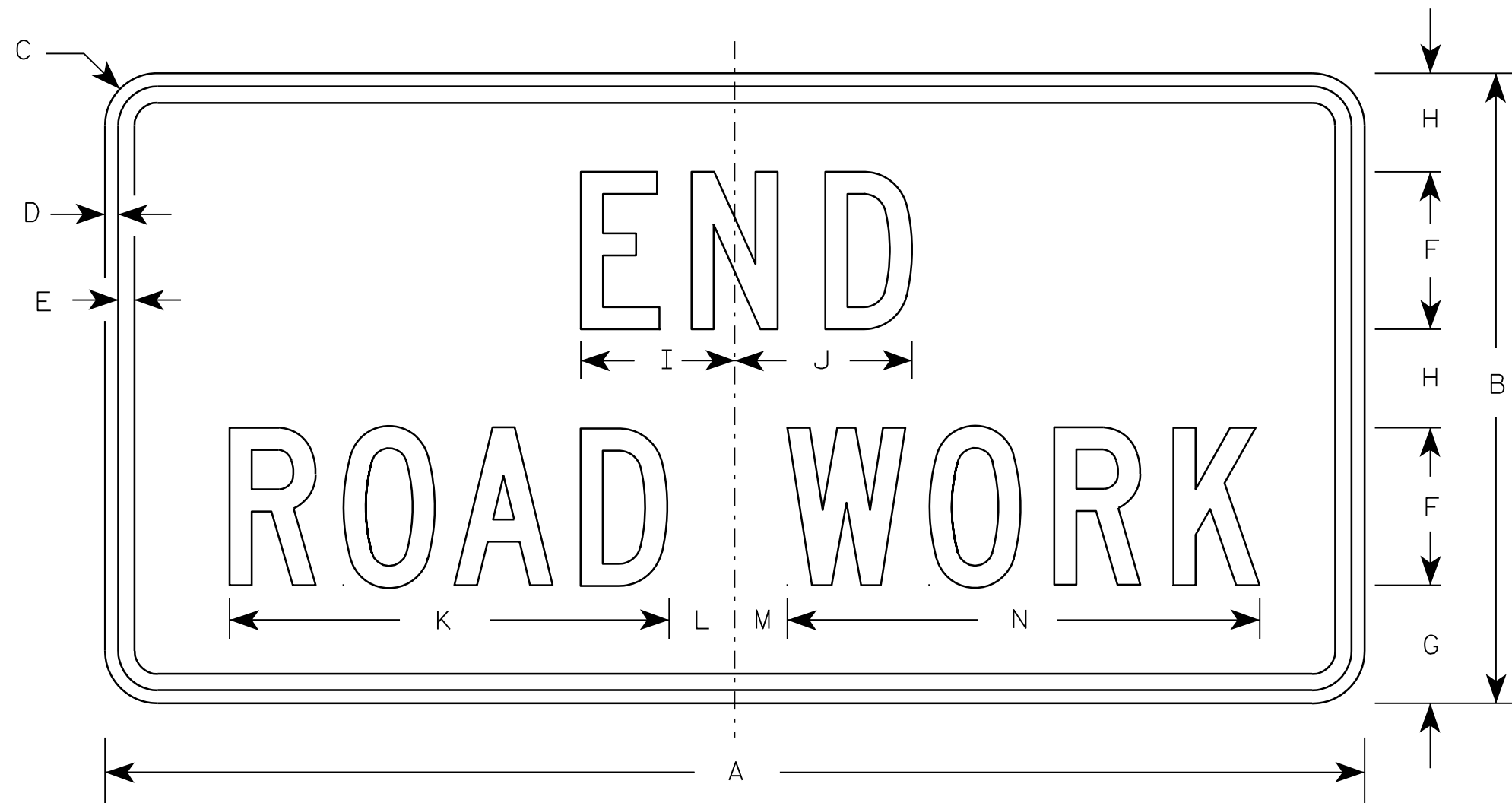
DATE 6/10/19 PLATE NO. A5-10.2

PROJECT NO:

SHEET NO:

E

7



G20-2A

Metric equivalent
for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area sq. m.
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

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 - C
- 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

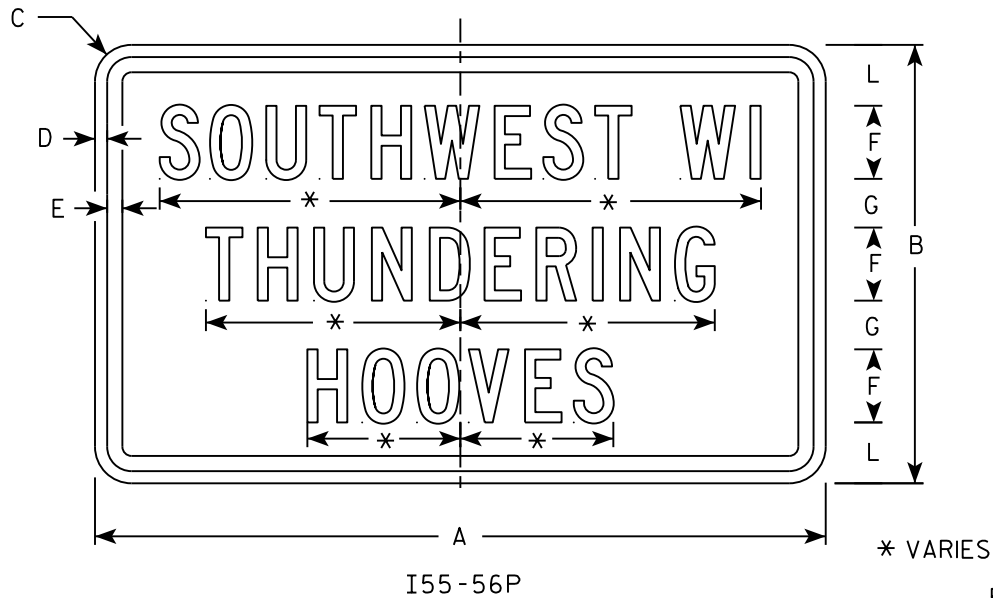
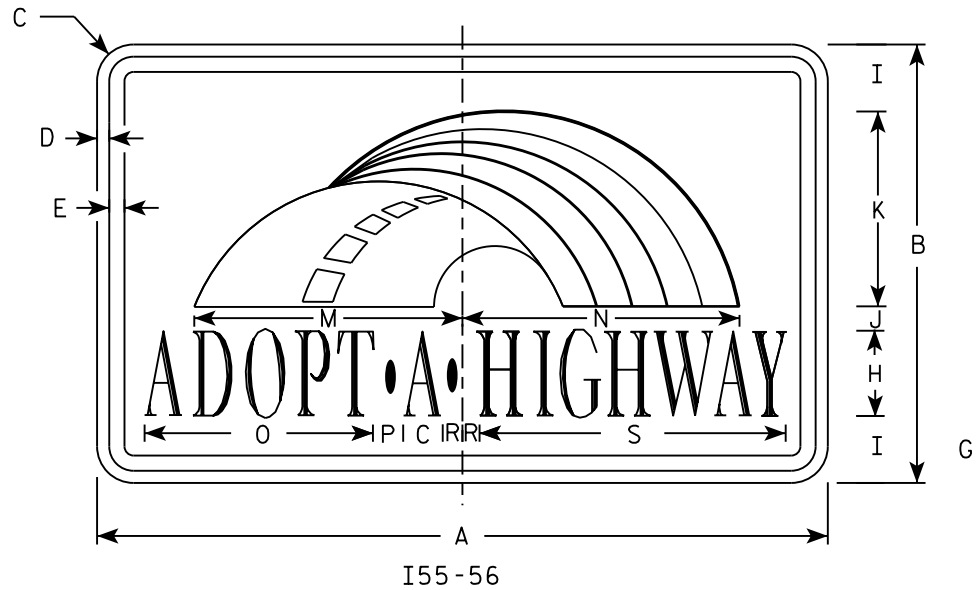
PROJECT NO:

HWY:

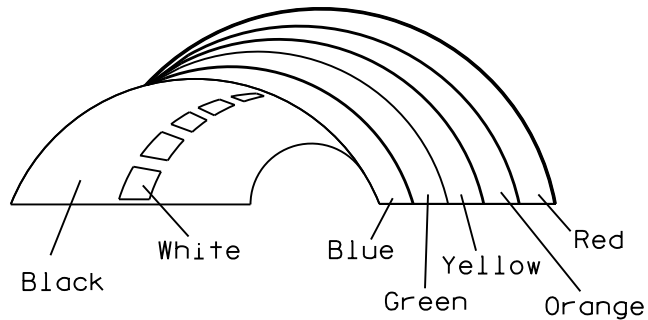
COUNTY:

SHEET NO:

E



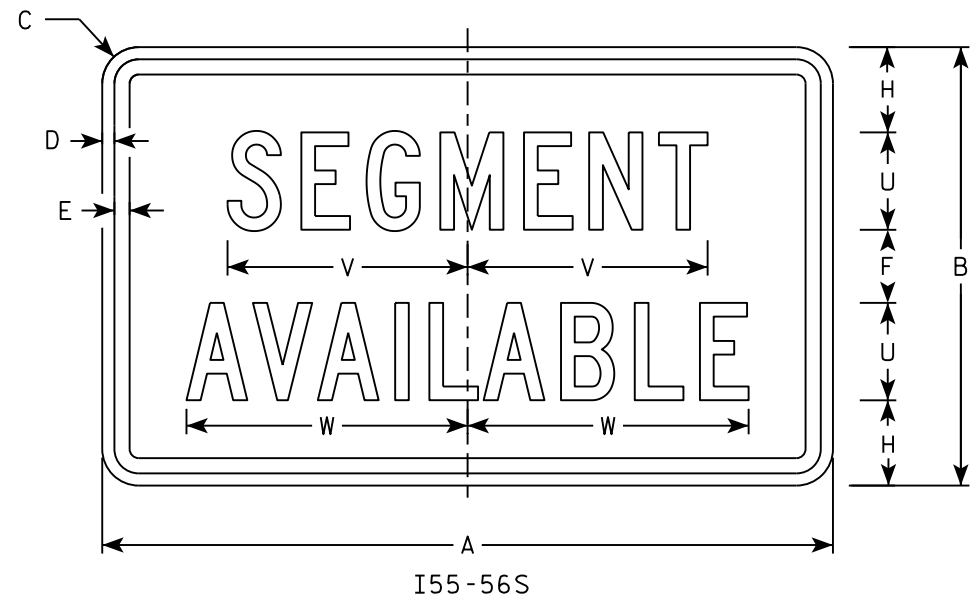
Background Colors of Symbol*



*1/4" Black Border between each color of rainbow and border of rainbow

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - White
Message - (See Note 4)
3. Message Series - (See Note 5)
4. Border - Blue
Adopt a Highway - Red
All other Text - Blue
5. Adopt a Highway - Dutch 8011L
All other Text - Series C
6. Contractor shall provide and install a new post bracket in accordance with the I55-56B sign detail.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	18	1 1/2	1/2	5/8	3	2	3 1/2	2 3/4	1	8	2 1/2	11 1/4	11 1/8	9 3/8	1 1/4		3/4	12 5/8	7 1/2	4	9 7/8	11 1/2				3.75
3																											
4																											
5																											

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E

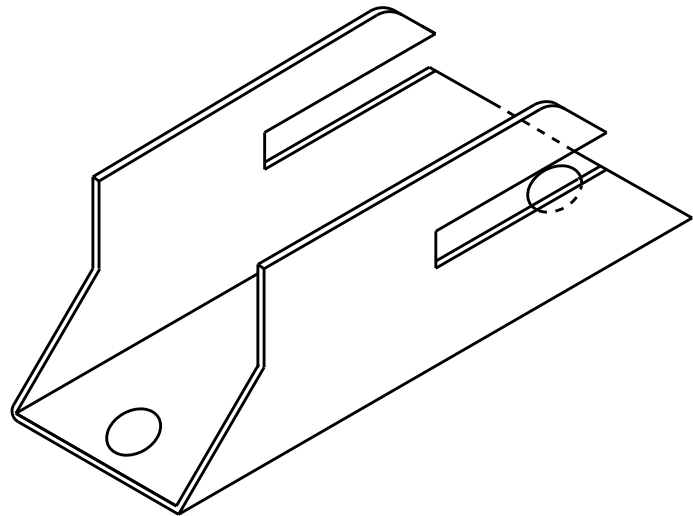
STANDARD SIGN
I55-56

WISCONSIN DEPT OF TRANSPORTATION

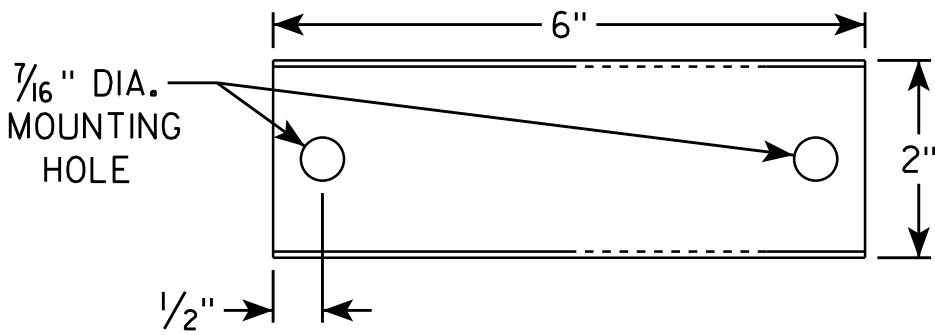
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/20/18 PLATE NO. I55-56.4

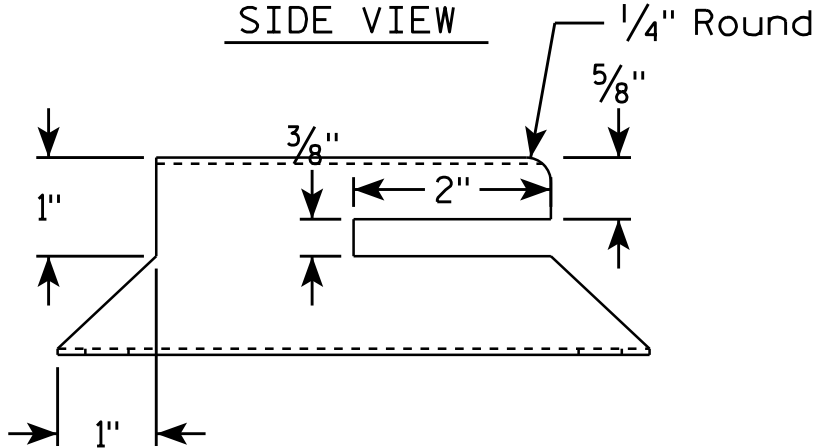
ISOMETRIC VIEW



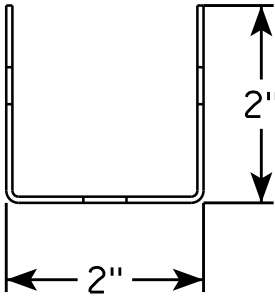
TOP VIEW



SIDE VIEW



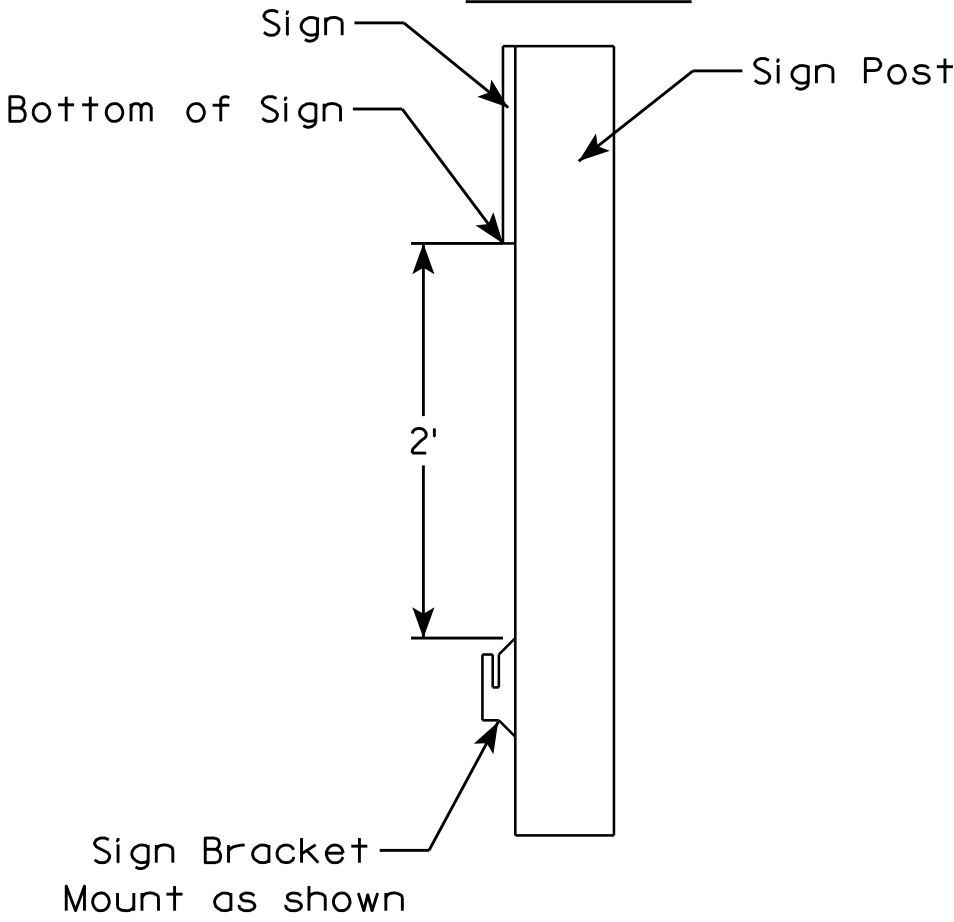
END VIEW



NOTES

1. Must be capable of permanent attachment to a wood or steel channel sign post utilizing the fastening hardware specified on the A4-8 sign plate.
2. Shall be entirely primed and painted with two coats of a black powder coated enamel paint.
3. Shall be made with 12 gauge steel, and incorporate no welds, no hinged components, no threaded lock-type components, and no parts which are loose or can be separated from the main body.
4. Shall have rounded edges with at least 1/8" radii.
5. Shall not have unrounded and uncoated metal edges which can contact the back surface of the roll-up sign.
6. Top of bracket shall be mounted 2' below the bottom of the I55-56 sign.
7. Cost of bracket and fastening hardware shall be incidental to the I55-56 sign.

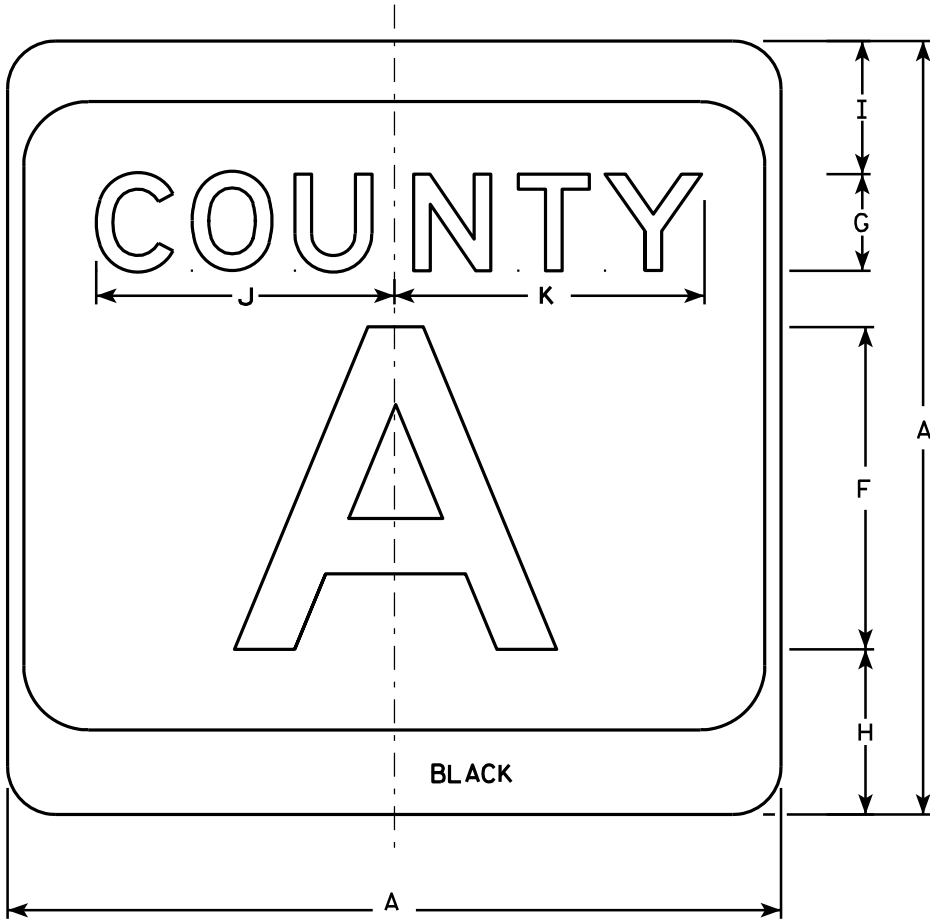
SIDE VIEW



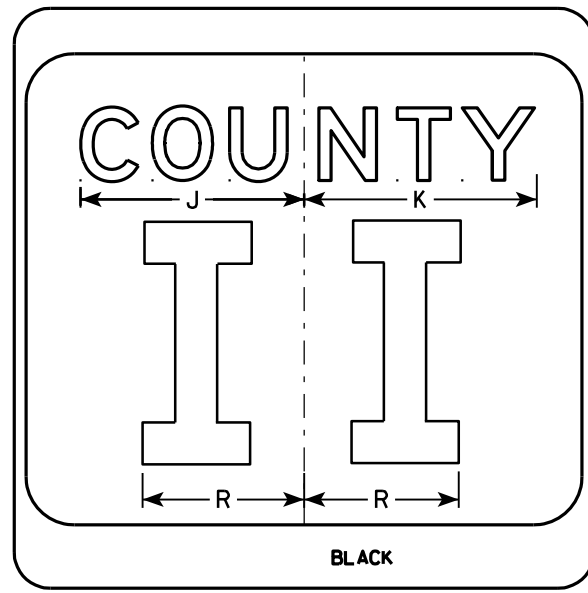
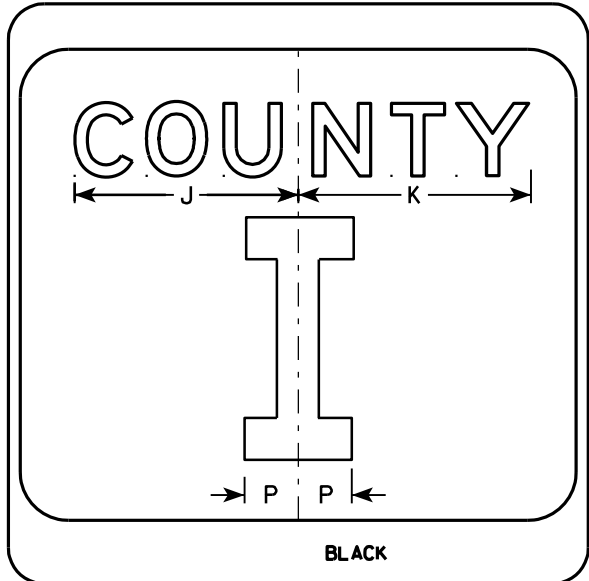
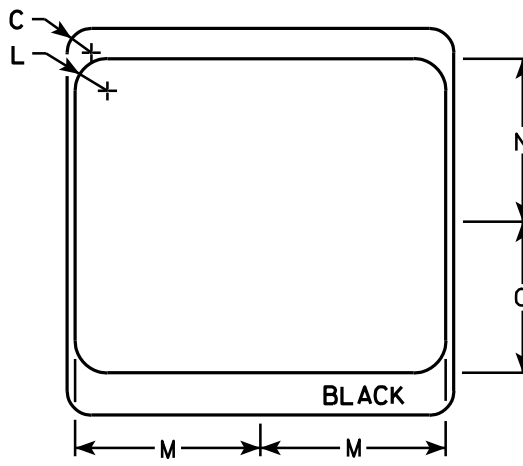
ROLLUP SIGN BRACKET
I55-56B

WISCONSIN DEPT OF TRANSPORTATION
APPROVED *Matthew R. Rauch*
for State Traffic Engineer
DATE 4/26/16 PLATE NO. I55-56B.2

7



M1-5A



NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White & Black - See Note 7
Message - Black
3. Message Series - see Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Message Series E for 1 letter.
Message Series D for 2 letters unless message is too big then Series C.
Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
Background - Type H Reflective
Detour or temporary Signs
Background - Reflective

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

CTH MARKER

M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

PROJECT NO:

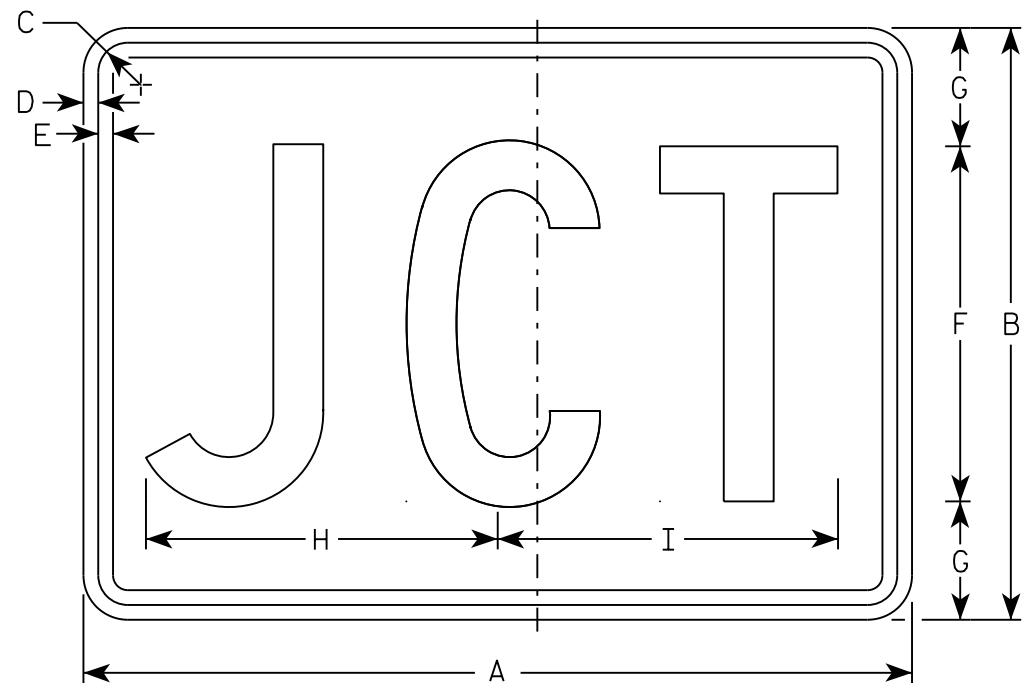
HWY:

COUNTY:

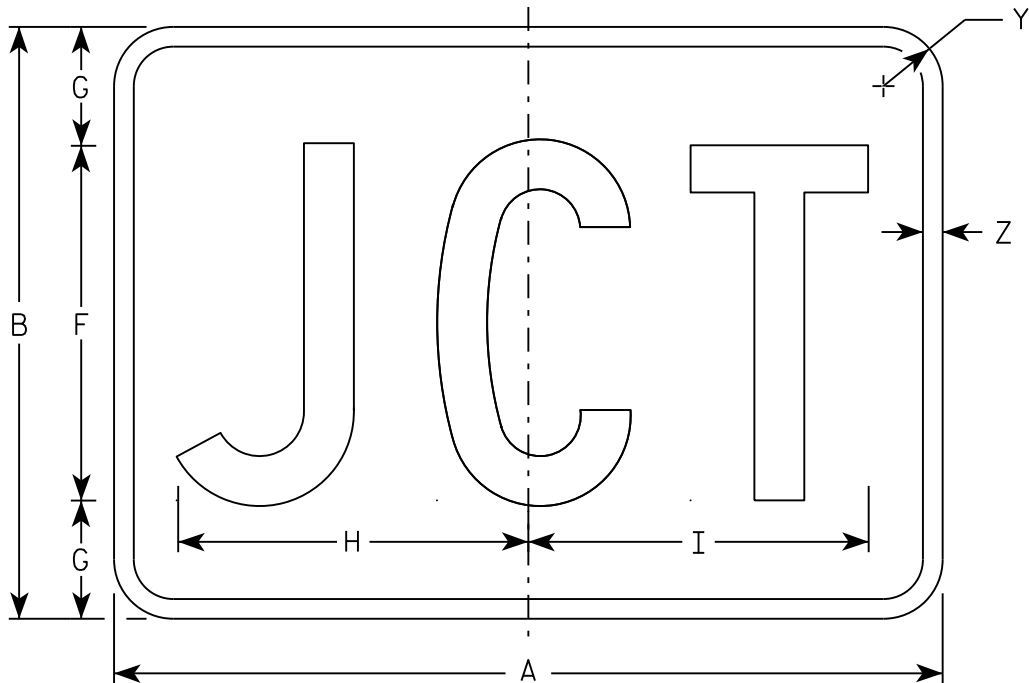
SHEET NO:

E

7



M2-1
MM2-1
MP2-1



MB2-1
MK2-1
MN2-1
MR2-1

NOTES

- 1. Sign is Type II - Type H
- 2. Color:
 - Background - See note 5
 - Message - See note 5
- 3. Message Series - C
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. M2-1 Background - White
 Message - Black
 MB2-1 Background - Blue
 Message - White
 MK2-1 Background - Green
 Message - White
 MM2-1 Background - White
 Message - Green
 MN2-1 Background - Brown
 Message - White
 MP2-1 Background - White
 Message - Blue
 MR2-1 Background - Brown
 Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40

STANDARD SIGN

M2 - 1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R. Rauch

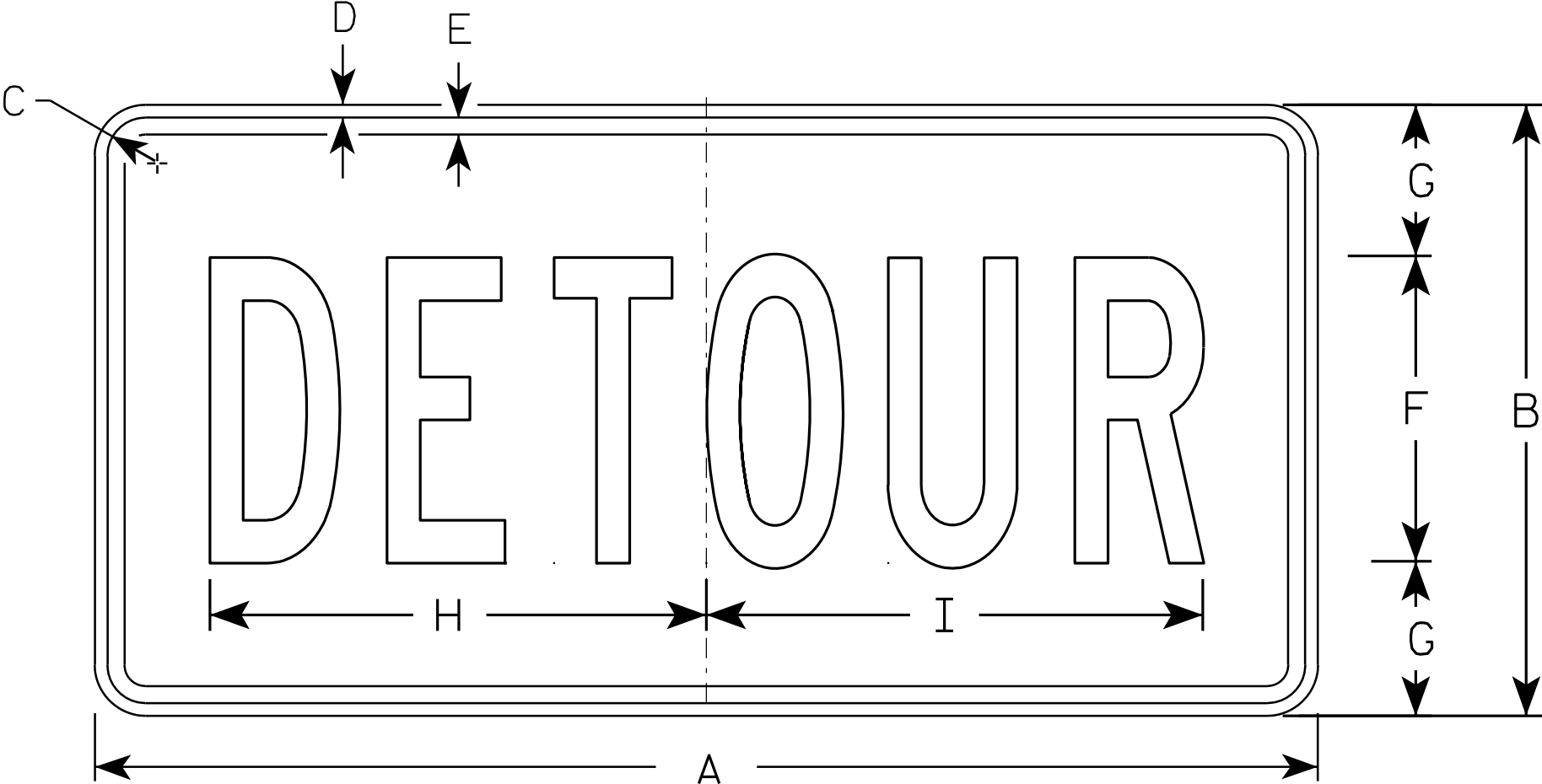
For State Traffic Engineer

DATE 10/15/15

PLATE NO. M2-1.12

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																											

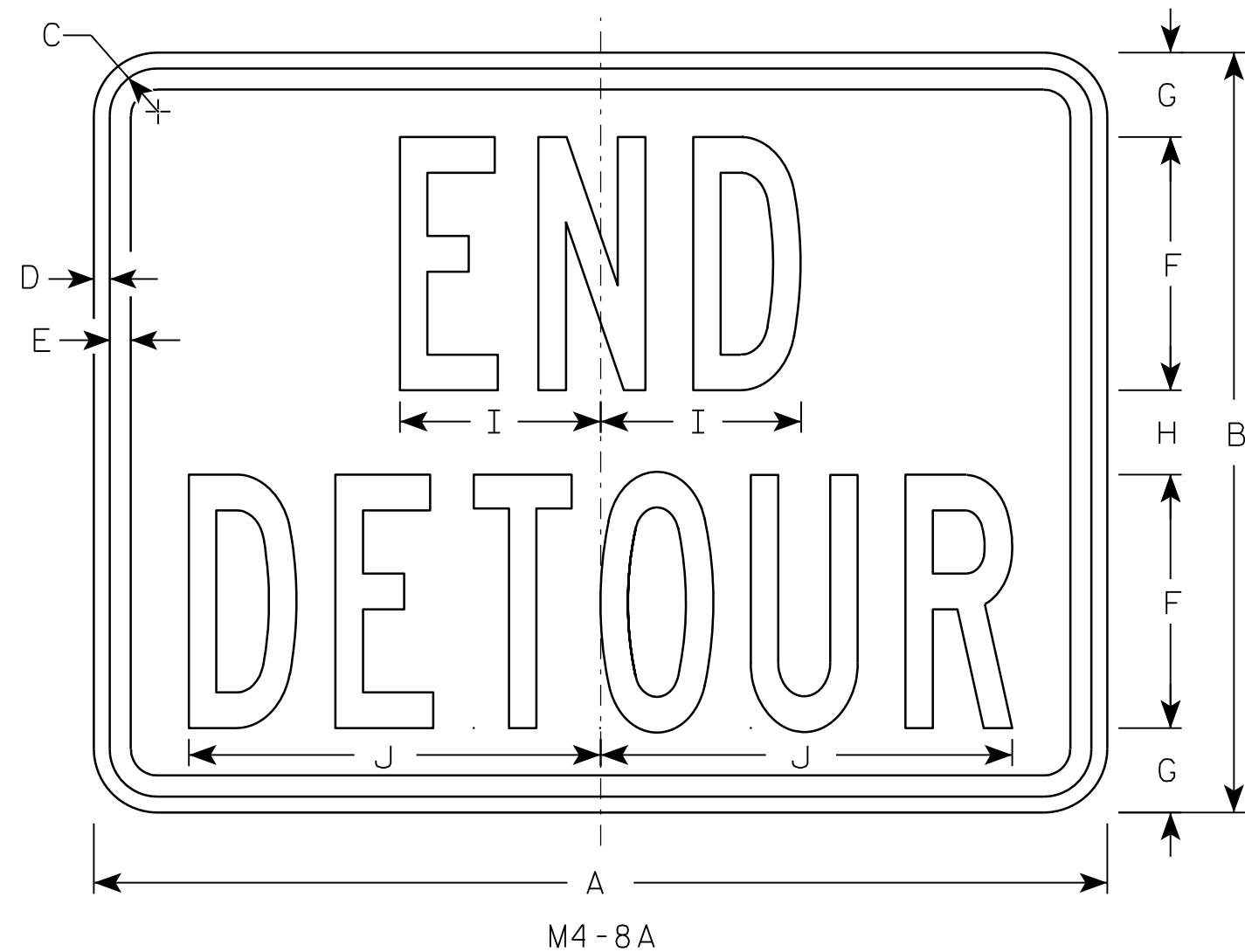
STANDARD SIGN
M4 - 8

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																											

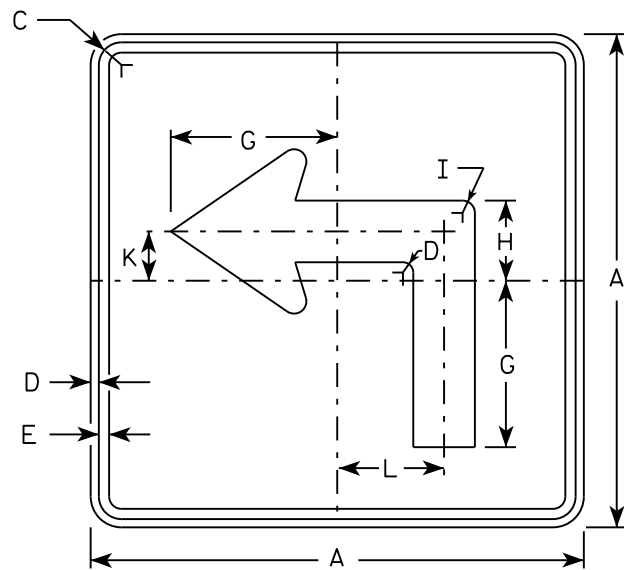
PROJECT NO:	HWY:	COUNTY:	SHEET NO:	E
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STANDARD SIGN
M4-8A

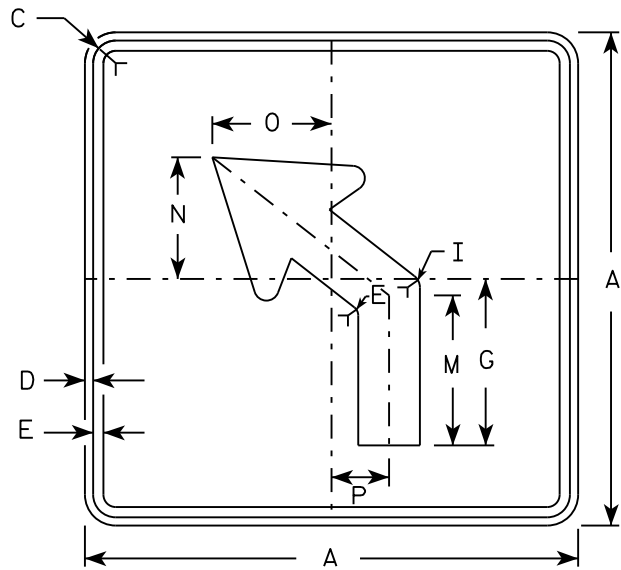
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

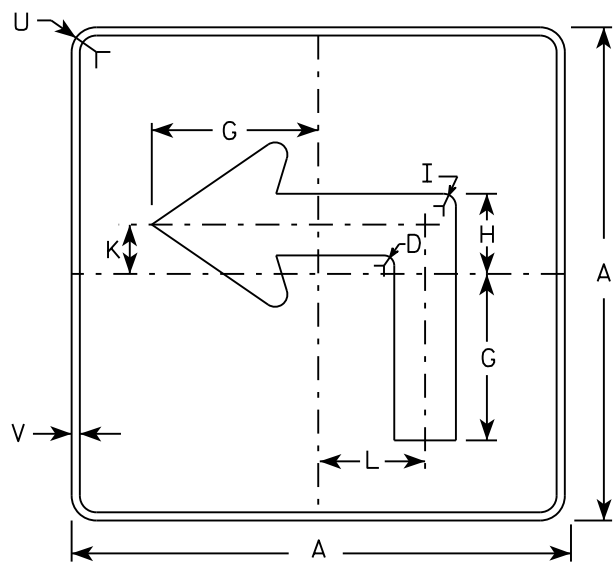
DATE 3/9/11 PLATE NO. M4-8A.2



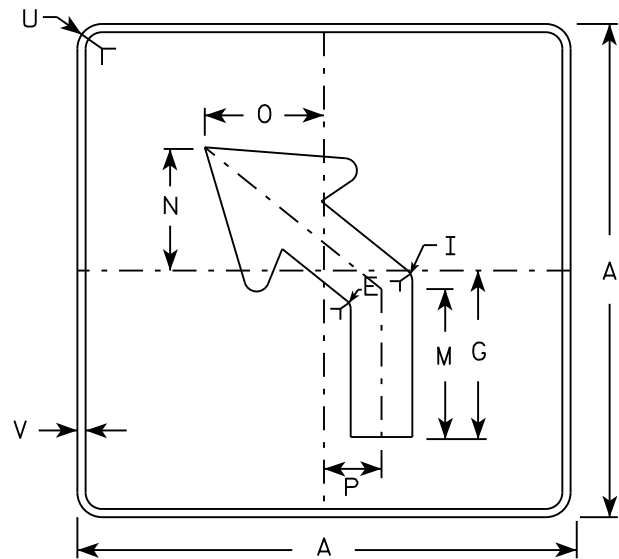
M5-1L
MM5-1L
M05-1L
MP5-1L



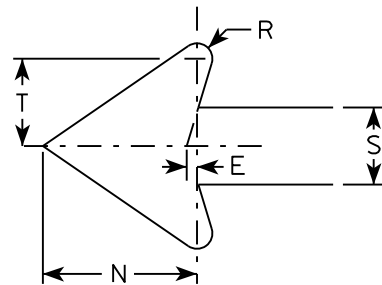
M5-2L
MM5-2L
M05-2L
MP5-2L



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



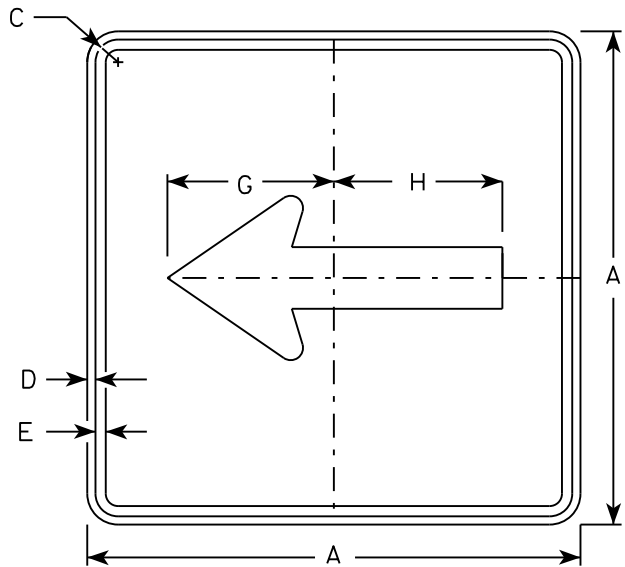
MB5-2L
MK5-2L
MN5-2L
MR5-2L



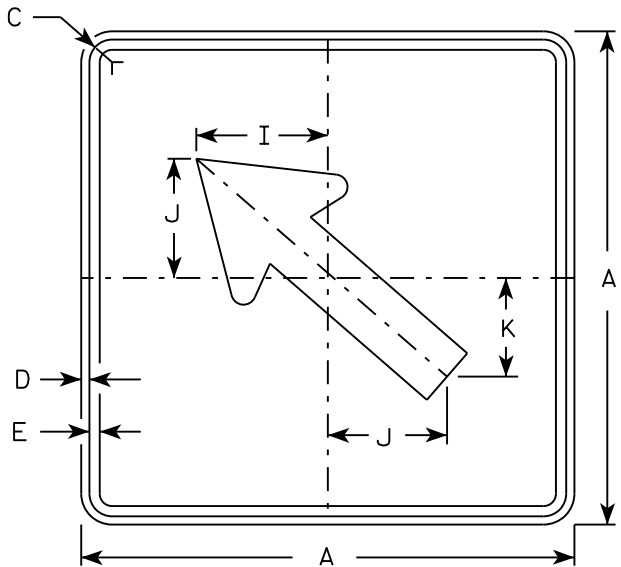
NOTES

- 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.

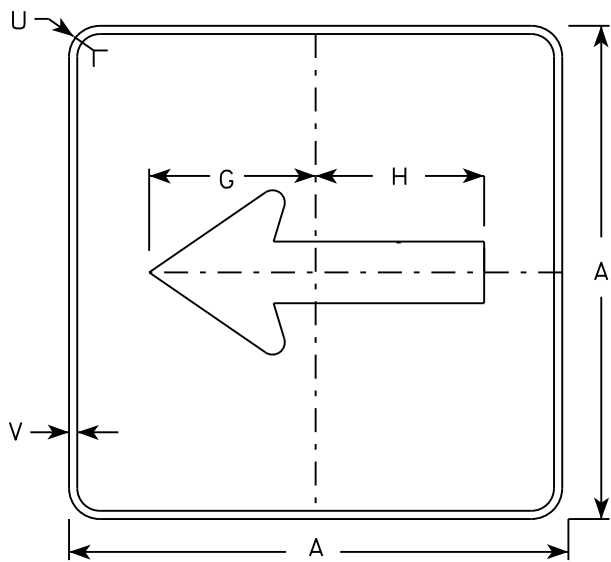
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25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



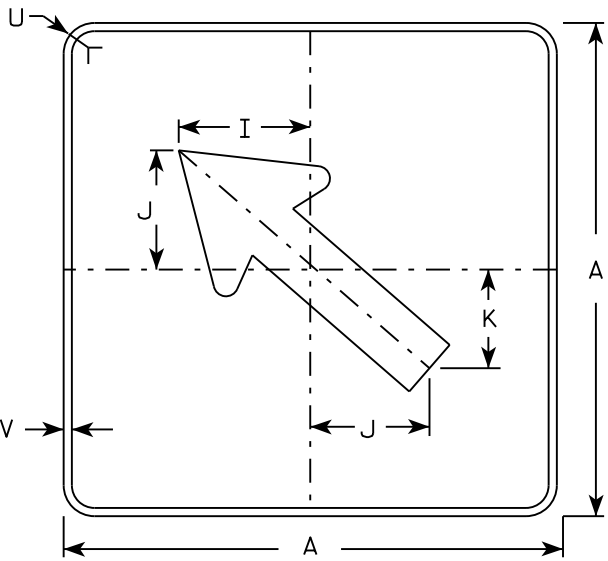
M6 - 1
MM6 - 1
M06 - 1
MP6 - 1



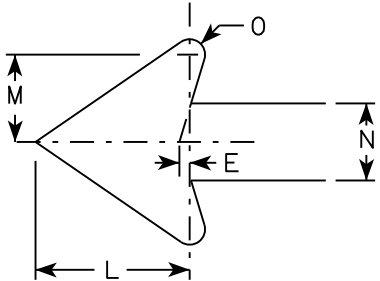
M6 - 2
MM6 - 2
M06 - 2
MP6 - 2



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

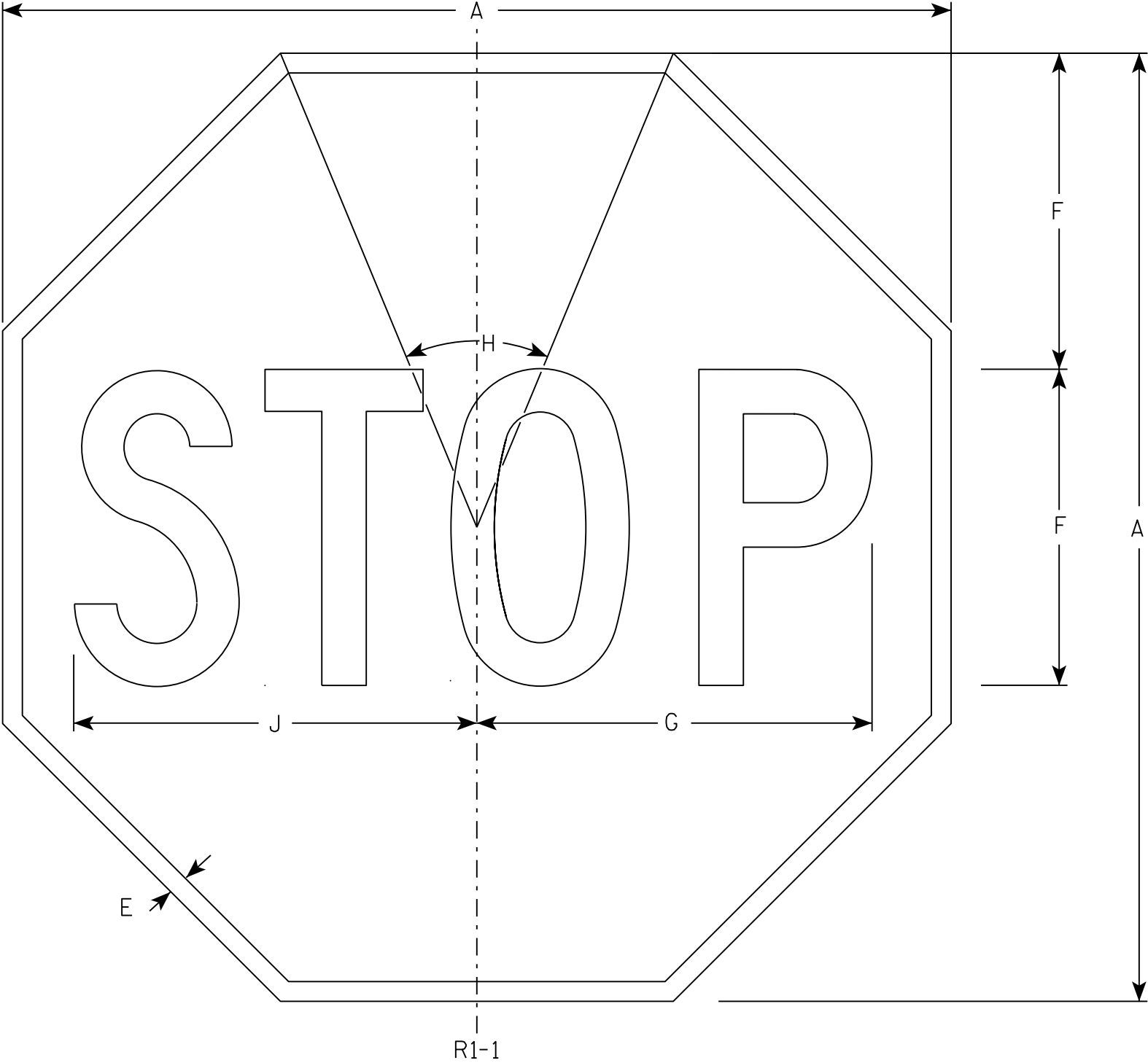
STANDARD SIGN
M6 - 1 & M6 - 2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

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

7



NOTES

- 1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:
Background - Red
Message - White
- 3. Message Series - C

7

R1-1

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

STANDARD SIGN
R1 - 1

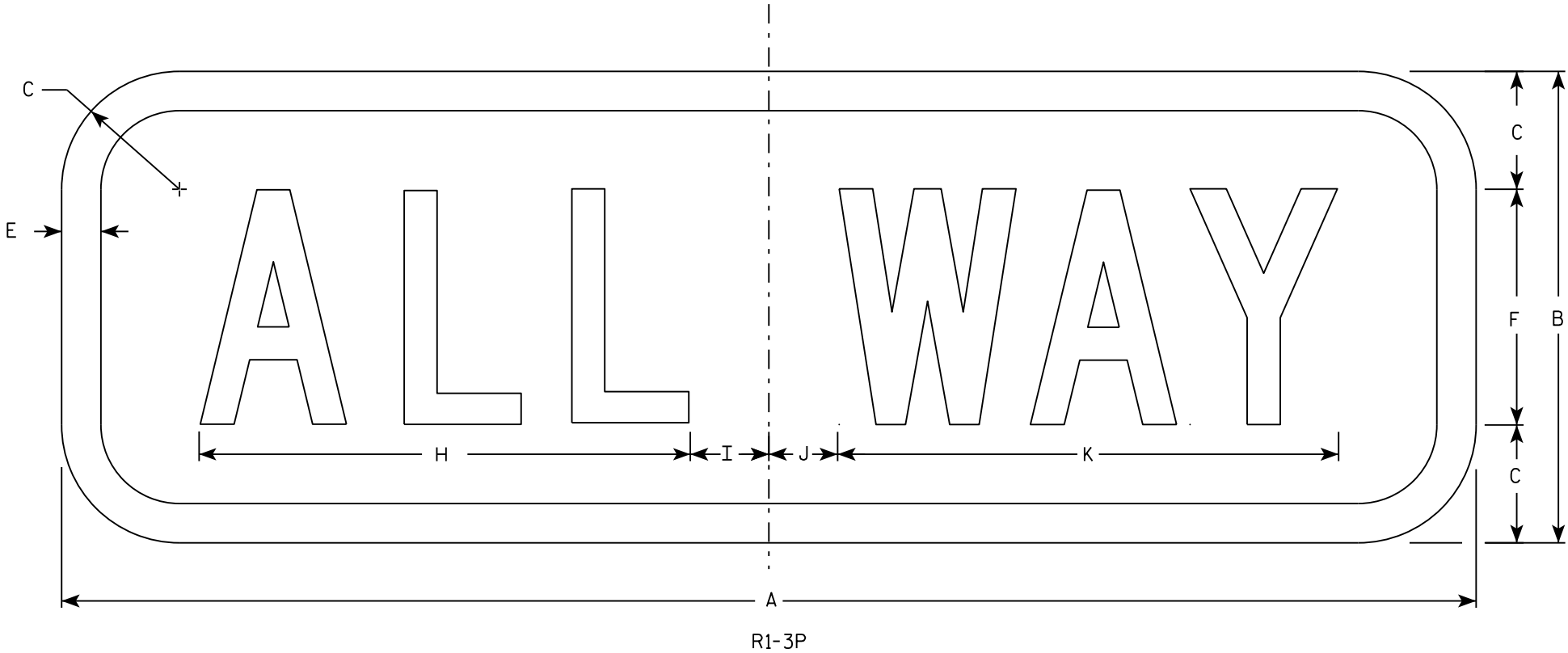
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - Red
Message - White
- 3. Message Series - C
- 4. For 30"x30" R1-1 use 18"x6" R1-3P sign
For 36"x36" R1-1 use 24"x9" R1-3P sign
For 48"x48" R1-1 use 30"x12" R1-3P sign



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	6	1 1/2		1/2	3		6 1/4	1 1/4	7/8	6 3/8																0.75
2S	18	6	1 1/2		1/2	3		6 1/4	1 1/4	7/8	6 3/8																1.5
2M	24	9	1 1/2		1/2	5		9 1/4	1 1/4	3/4	9 3/4																1.5
3	24	9	1 1/2		1/2	5		9 1/4	1 1/4	3/4	9 3/4																1.5
4	30	12	2 1/4		5/8	6		11	2 1/4	1 1/2	11 3/4																2.5
5	30	12	2 1/4		5/8	6		11	2 1/4	1 1/2	11 3/4																2.5

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E

STANDARD SIGN

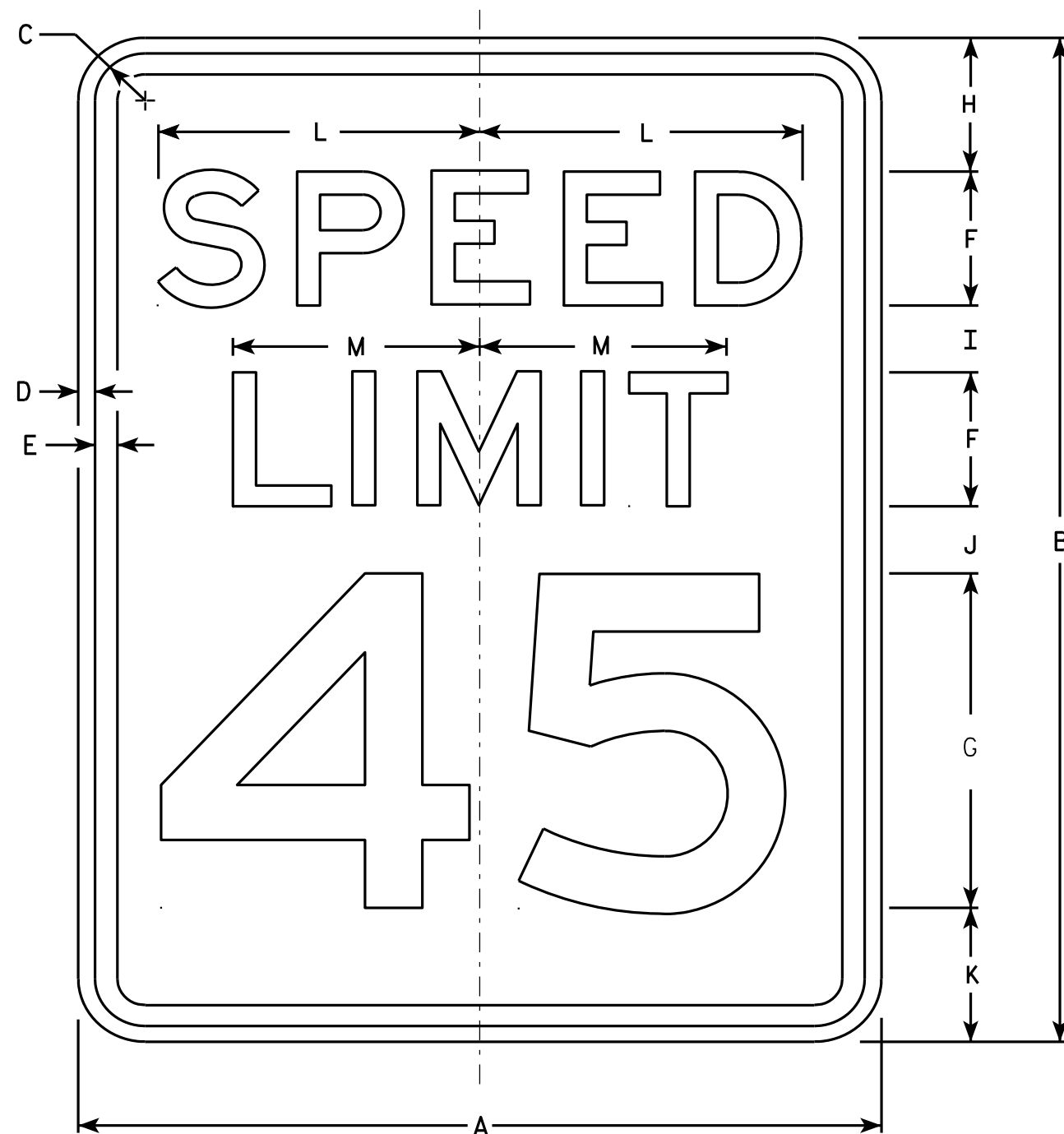
R1 - 3P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*

for State Traffic Engineer

DATE 11/29/16 PLATE NO. R1-3P.3



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

STANDARD SIGN R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO:

HWY:

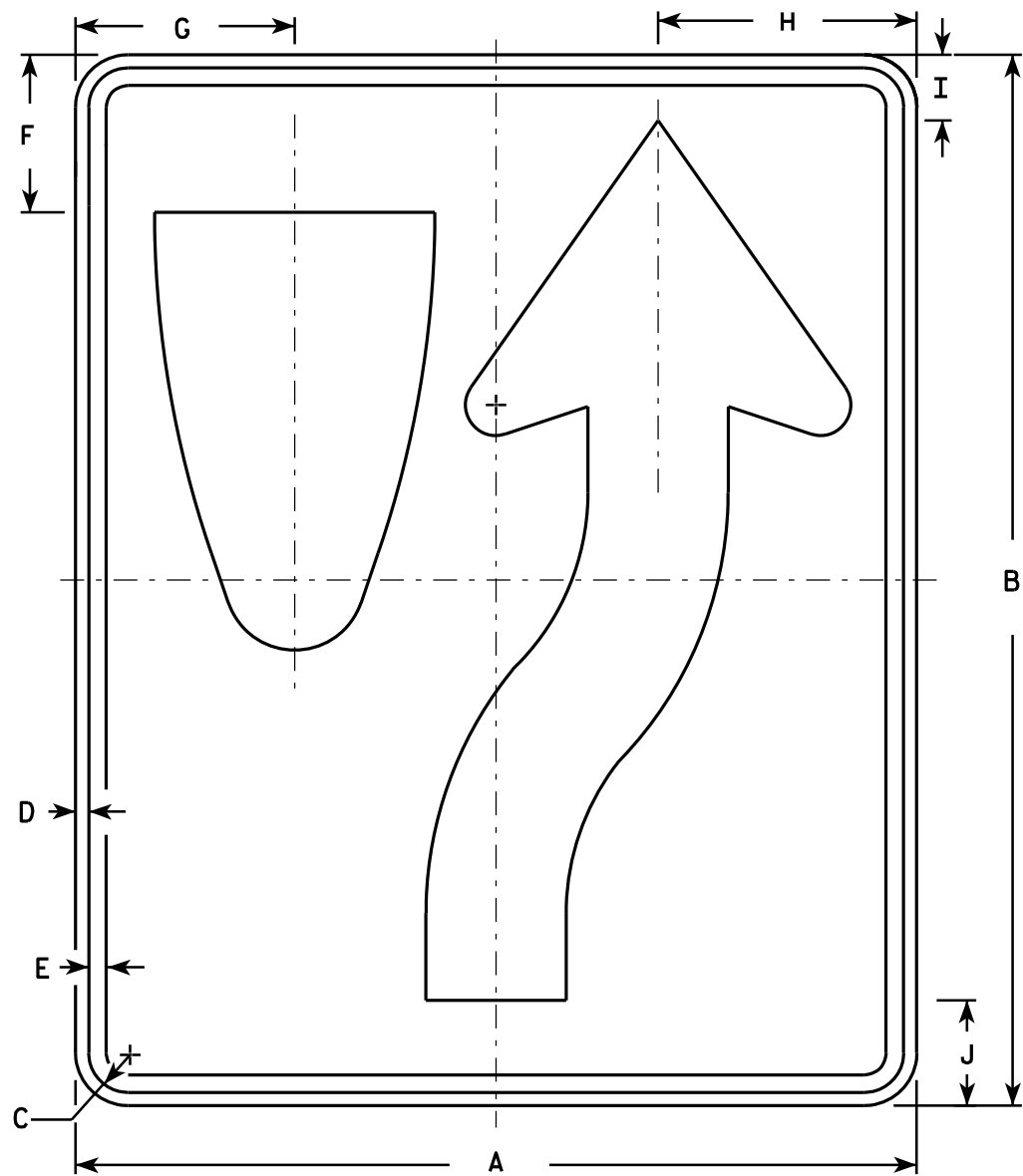
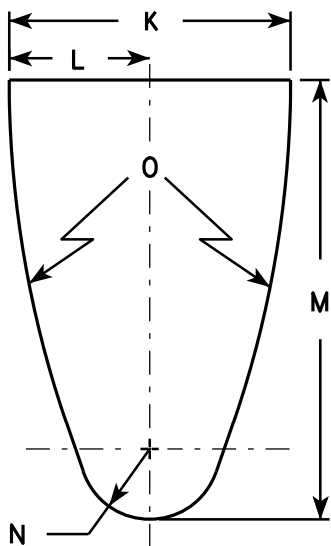
COUNTY:

SHEET NO:

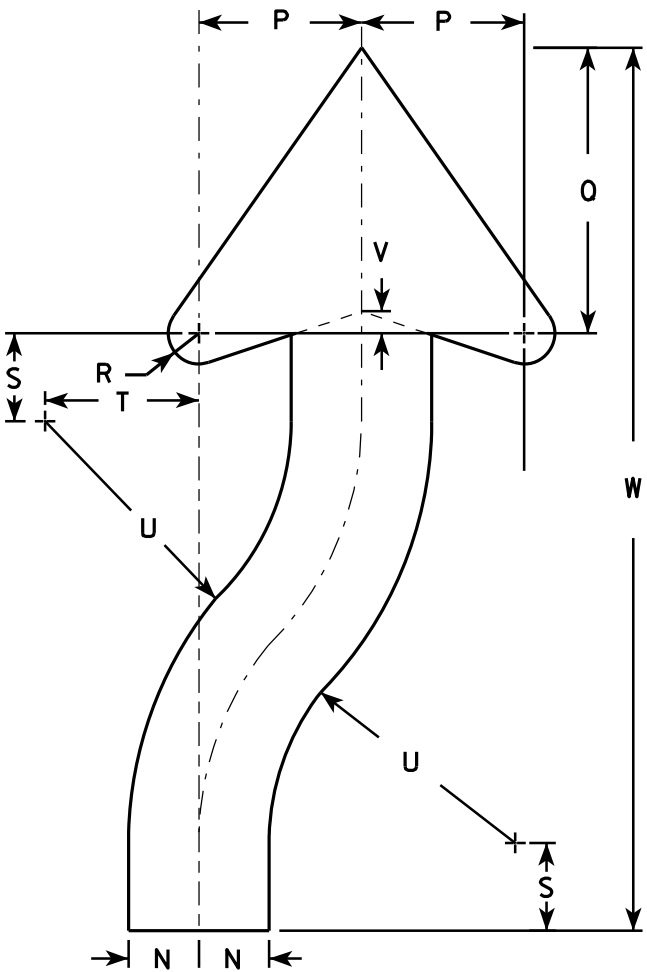
E

NOTES

- 1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
- 2. Color:
Background - White
Message - Black
- 3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
- 4. R4-8 is the same as R4-7 except Legend is reversed.



R4-7



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

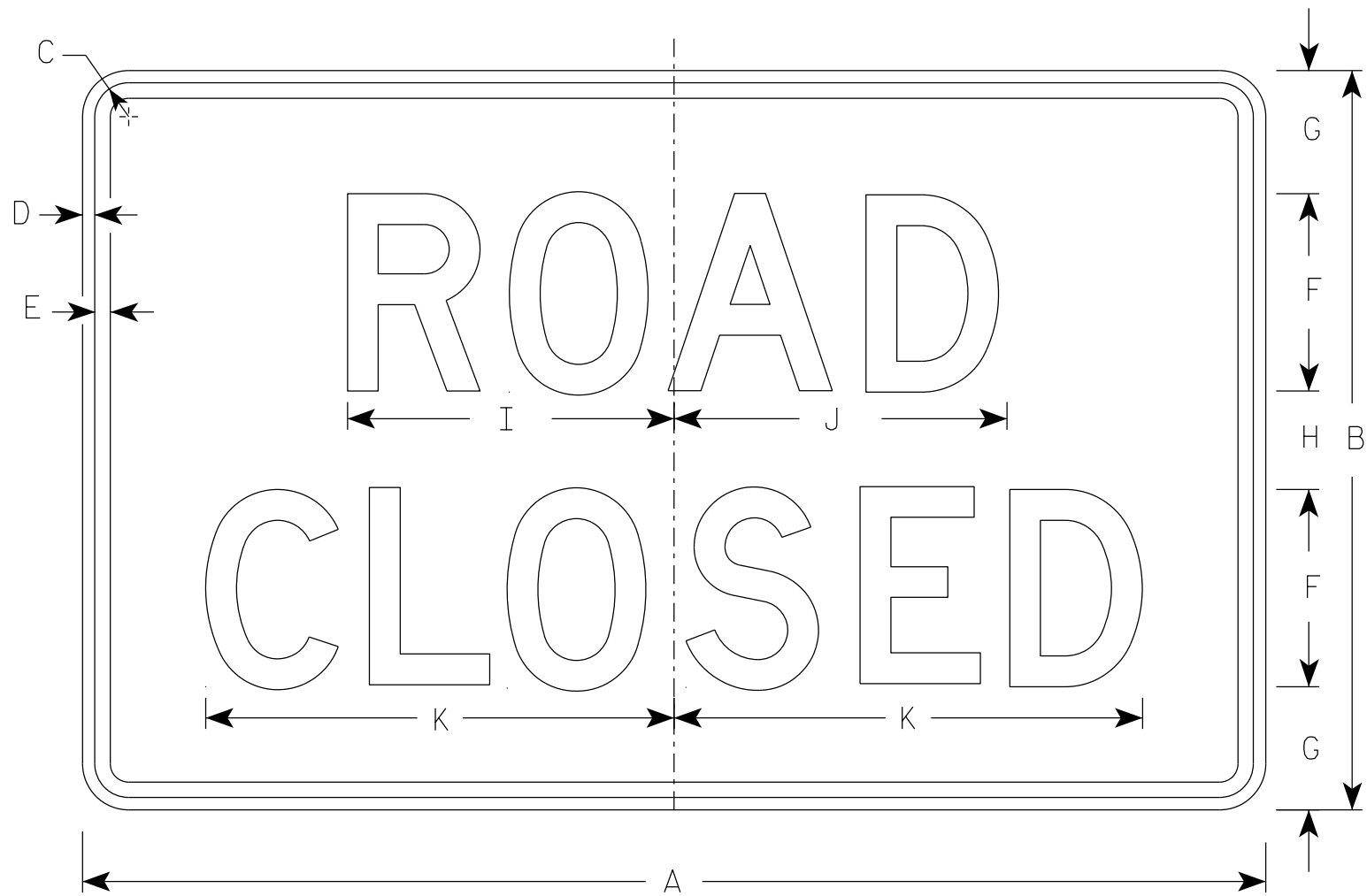
PROJECT NO:

HWY:

COUNTY:

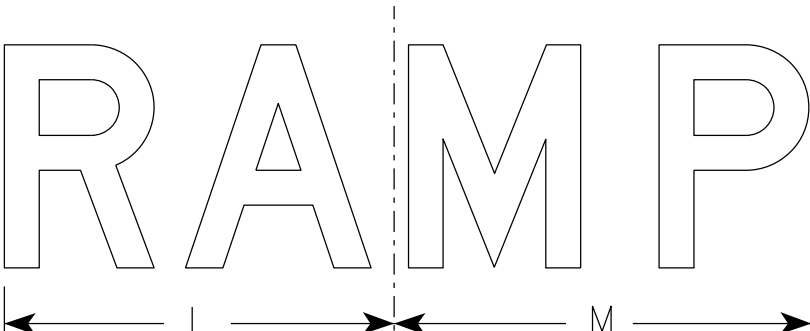
SHEET NO:

E

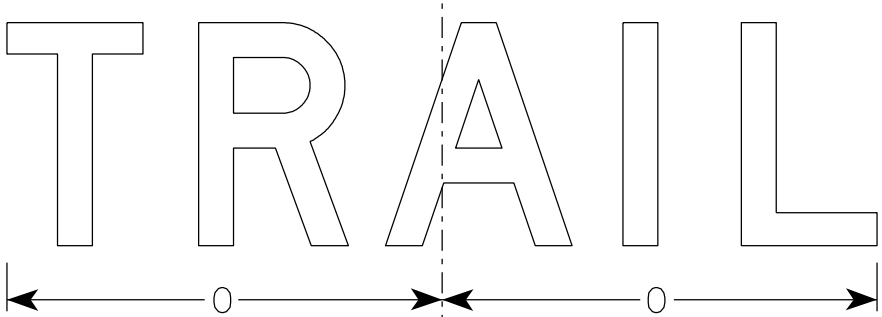


R11-2

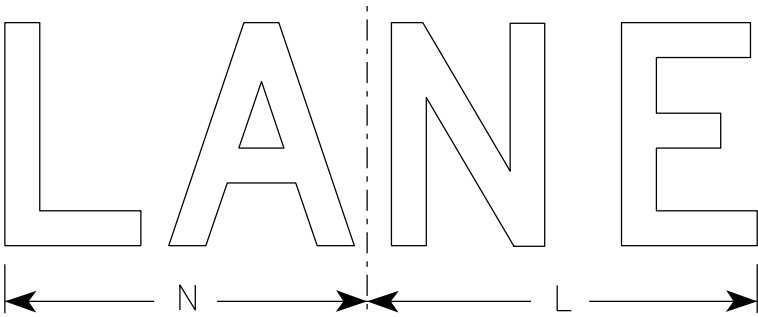
- NOTES
1. Sign is Type II - Type H Reflective
 2. Color:
Background - White
Message - Black
 3. Message Series - D
 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
 5. Modify the message as required.



R11-2R



R11-2T



R11-2L

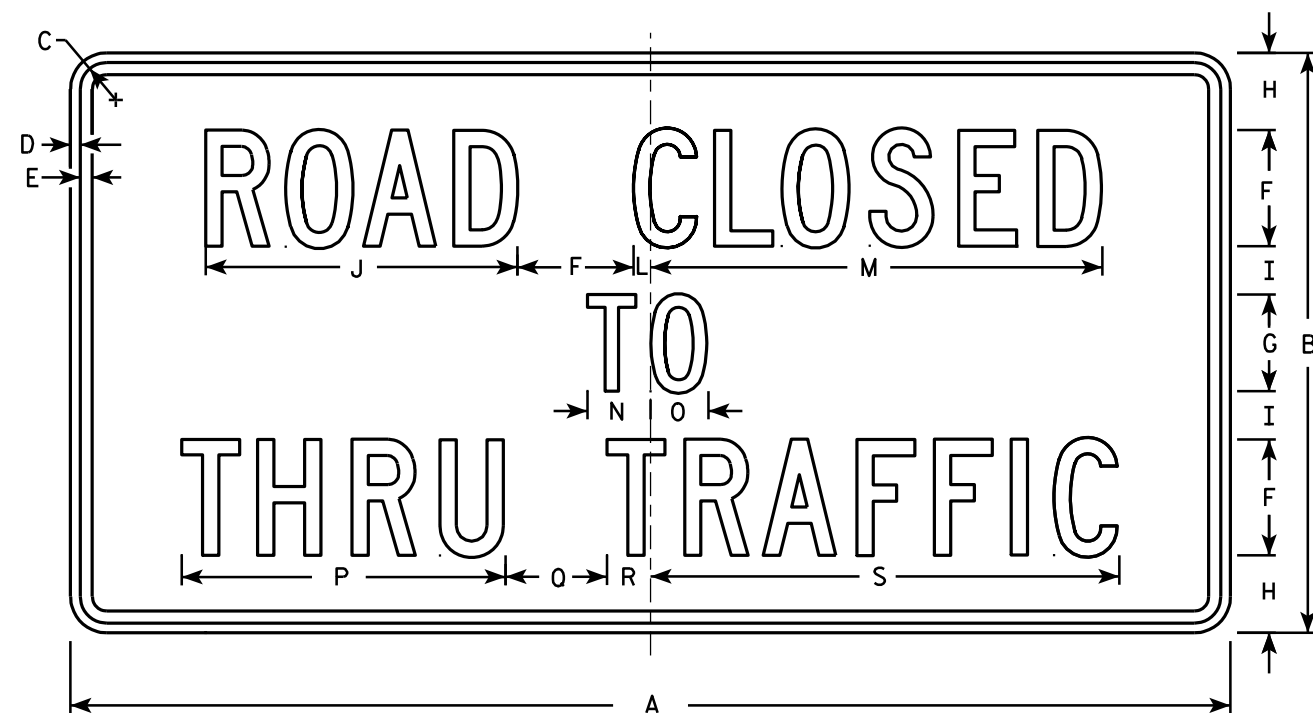
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3⁄8	1⁄2	5⁄8	8	5	4	13 1⁄4	13 1⁄2	19	14	15	13	15 5⁄8												10.0
2M	48	30	1 3⁄8	1⁄2	5⁄8	8	5	4	13 1⁄4	13 1⁄2	19	14	15	13	15 5⁄8												10.0
3	48	30	1 3⁄8	1⁄2	5⁄8	8	5	4	13 1⁄4	13 1⁄2	19	14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

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/29/2021 PLATE NO. R11-2.11



R11-4

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 3⁄8	½	5⁄8	6	5	4	2 ½	16 ⅛		7⁄8	23 3⁄8	3 ¼	3	16 ¾	5 ¼	2 ¼	24 ¼								12.5
2M	60	30	1 3⁄8	½	5⁄8	6	5	4	2 ½	16 ⅛		7⁄8	23 3⁄8	3 ¼	3	16 ¾	5 ¼	2 ¼	24 ¼								12.5
3																											
4																											
5																											

STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-4.3

PROJECT NO:

HWY:

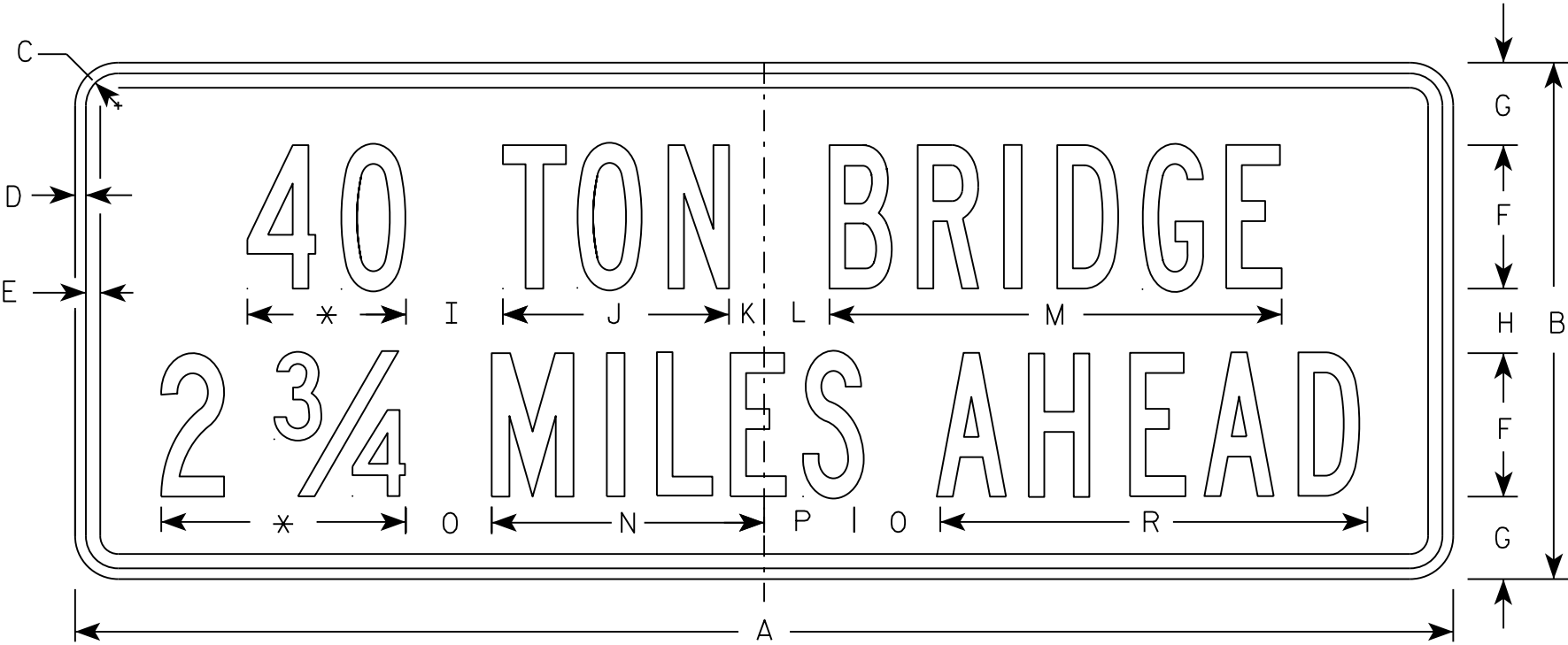
COUNTY:

SHEET NO:

E

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - B for Size 2, Series D for Sizes 3 & 4
- 4. Corners and border shall be rounded.
- 5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



* Varies

R12-55

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	18	1 1/8	3/8	1/2	5	2 7/8	2 1/4	3 3/8	7 7/8	1 1/4	2 1/4	15 3/4	9 1/2	3	3 1/8		14 7/8									6.0
2M	48	18	1 1/8	3/8	1/2	5	2 7/8	2 1/4	3 3/8	7 7/8	1 1/4	2 1/4	15 3/4	9 1/2	3	3 1/8		14 7/8									6.0
3	90	24	2 1/4	3/4	1	6	4	4	6	15 1/4	2 1/2	3 1/2	30 5/8	18 3/8	6	6 1/4		28 3/8									15.0
4	120	30	2 1/4	3/4	1	8	5 1/4	3 5/8	8	19 5/8	4	3	39 1/2	24 1/2	7	6 3/4		36 3/8									25.0
5	120	30	2 1/4	3/4	1	8	5 1/4	3 5/8	8	19 5/8	4	3	39 1/2	24 1/2	7	6 3/4		36 3/8									25.0

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

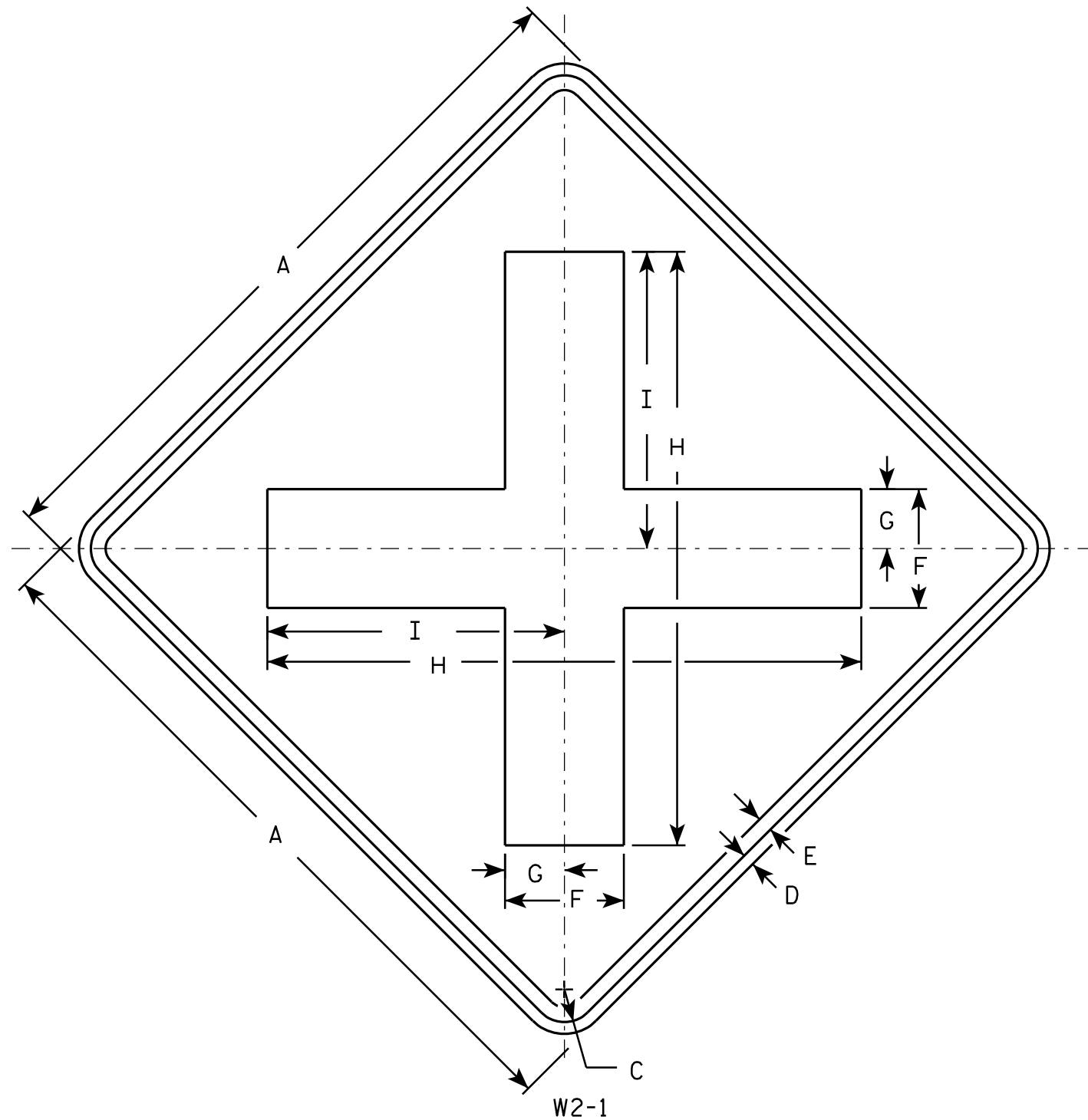
E

STANDARD SIGN
R12-55

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

DATE 8/22/17 PLATE NO. R12-55.7



NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	4	2	20	10																		4.0
2S	30		1 3/8	1/2	5/8	5	2 1/2	25	12 1/2																		6.25
2M	30		1 3/8	1/2	5/8	5	2 1/2	25	12 1/2																		6.25
3	36		1 5/8	5/8	3/4	6	3	30	15																		9.0
4	48		2 1/4	3/4	1	8	4	40	20																		16.0
5																											

STANDARD SIGN

W2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W2-1.9

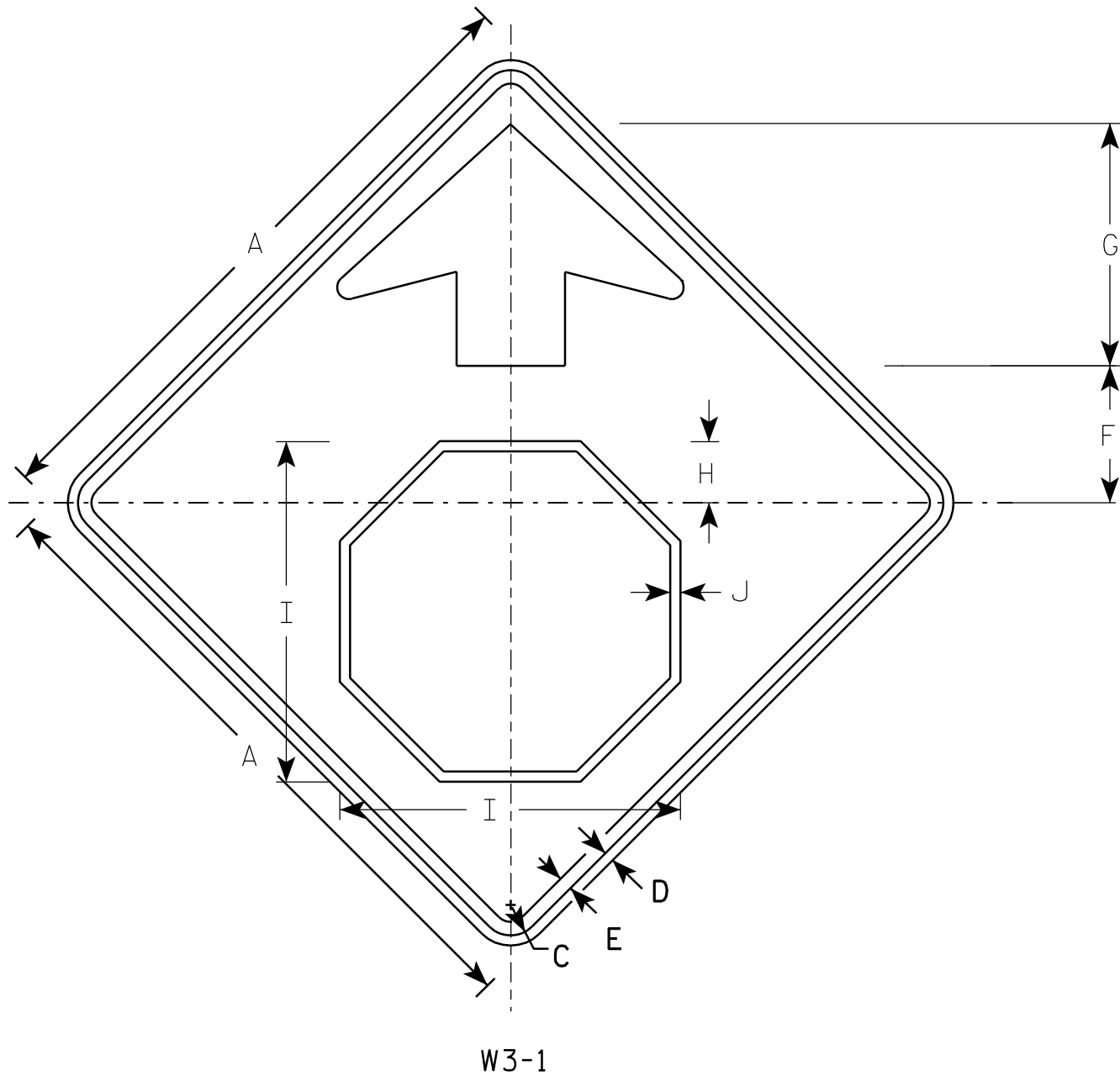
PROJECT NO:

HWY:

COUNTY:

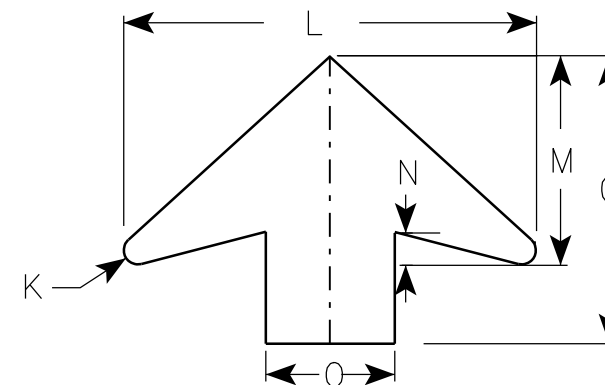
SHEET NO:

E



NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - YELLOW
Arrow & Border - BLACK
Stop Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	6 1/4	11 1/4	2 7/8	15 3/4	1/2	1/2	16	8	1 1/4	5												6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0

PROJECT NO:

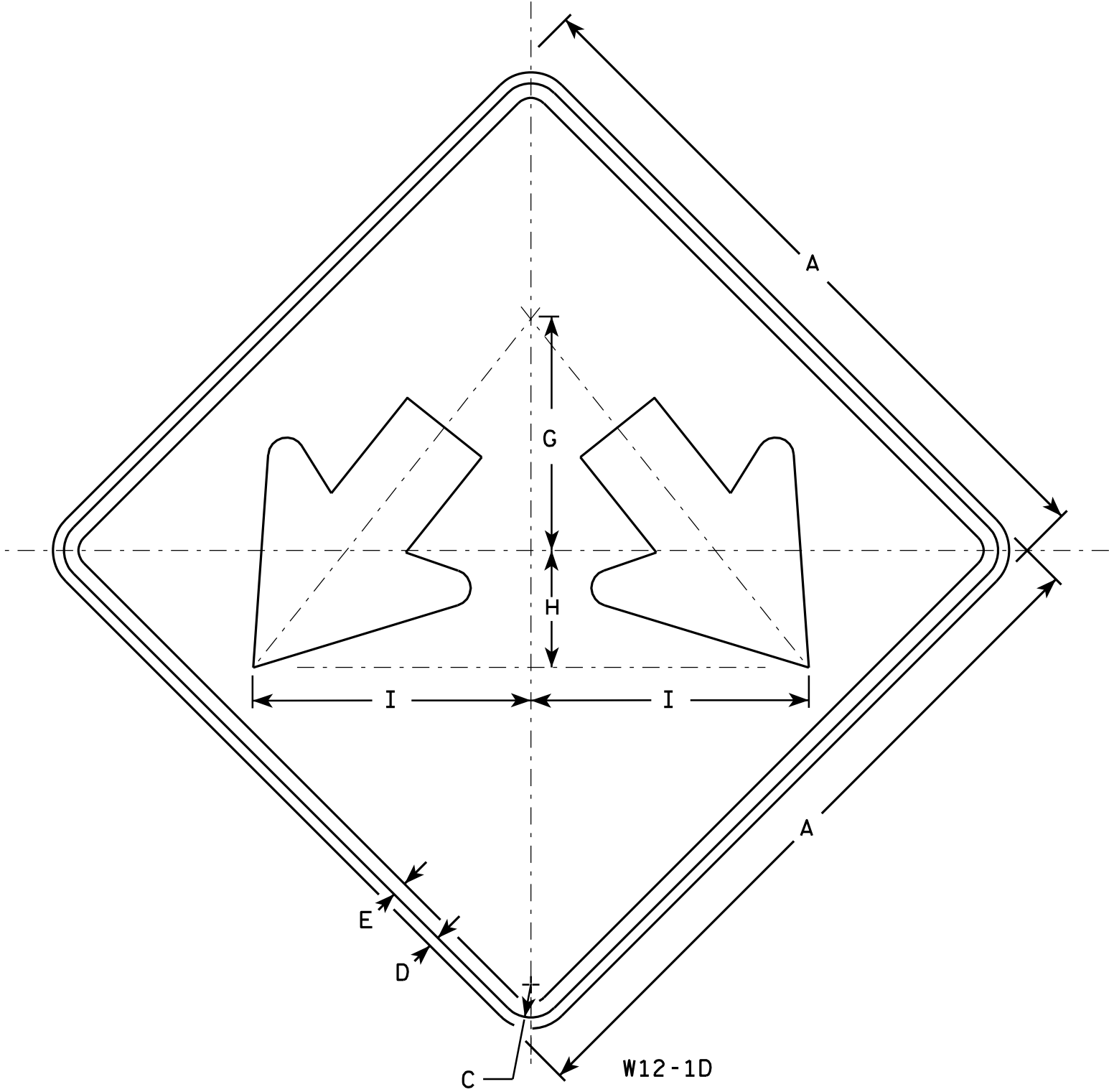
STANDARD SIGN
W3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer
DATE 6/7/10 PLATE NO. W3-1.12

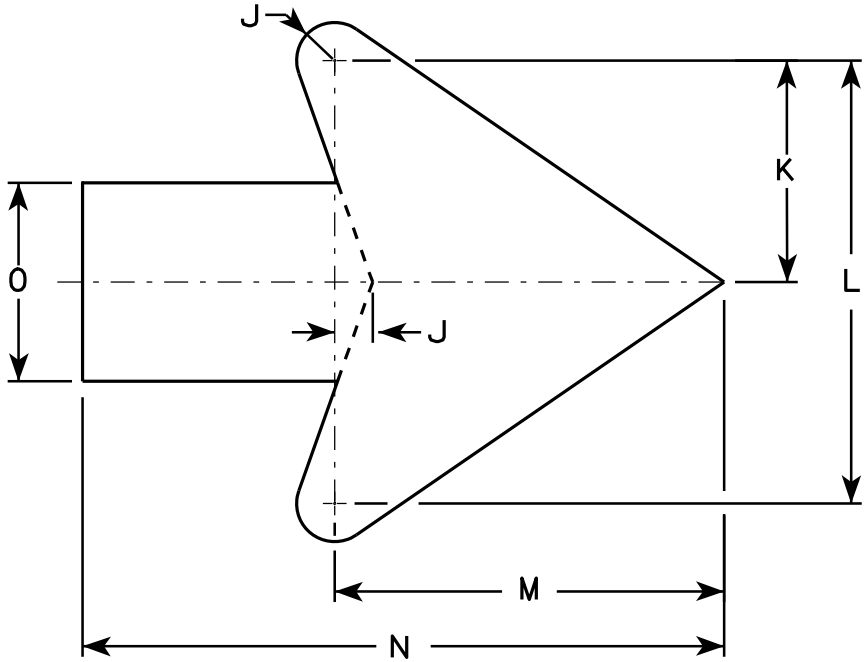
SHEET NO:

E



NOTES

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



Arrow Detail

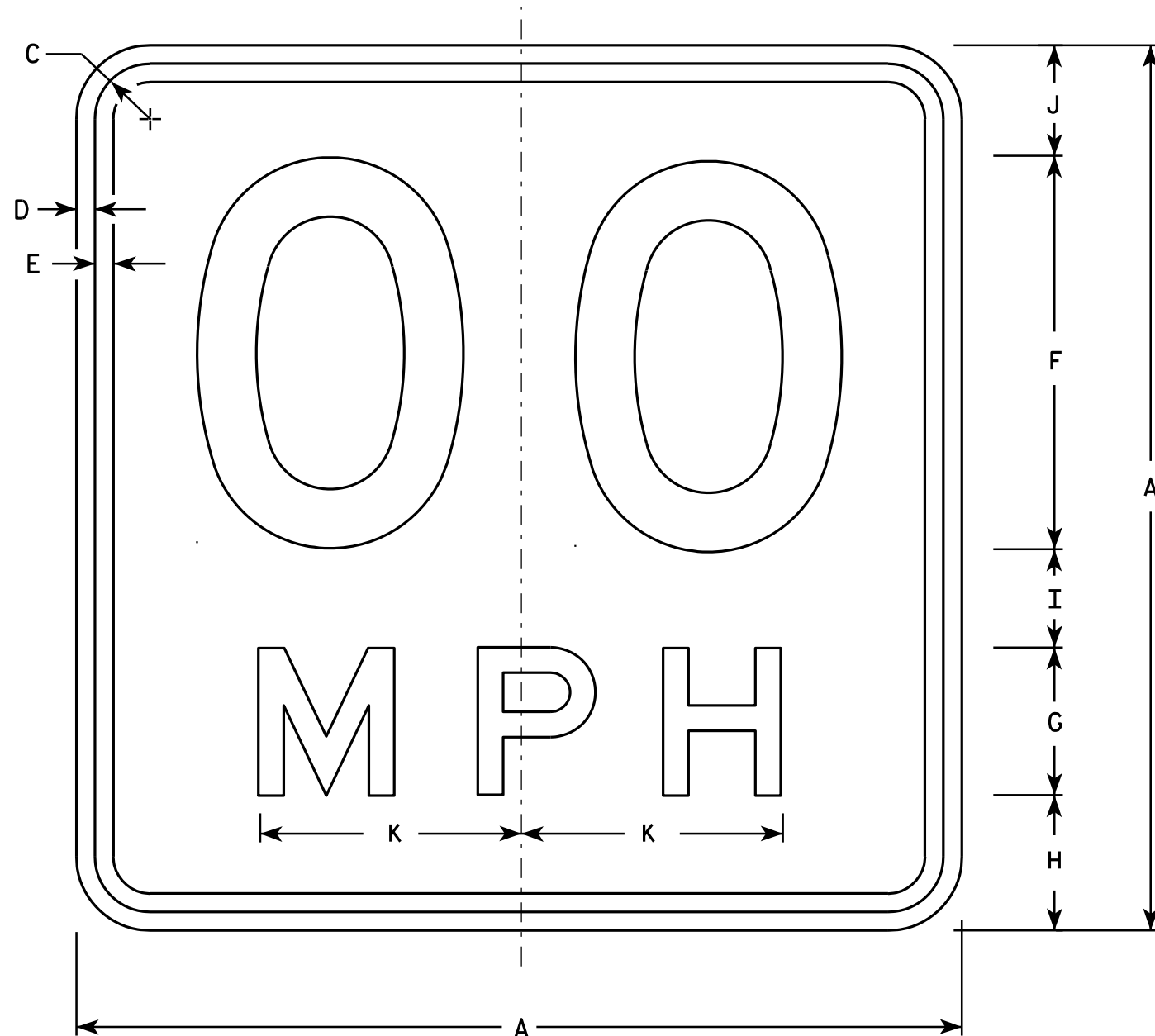
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2M	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
3	30		1 3/8	1/2	5/8		10	5	11 7/8	3/4	4 1/2	9	7 7/8	13	4												6.25
4	36		1 3/8	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0
5	48		2 1/4	3/4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0

STANDARD SIGN
W12-1D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W12-1D.15



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Yellow
Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
Line 2 is Series E

W13-1

- * For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
* 2S	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
* 2M	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
3	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00
4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

STANDARD SIGN

W13-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 5/31/12 PLATE NO. W13-1.16

PROJECT NO:

HWY:

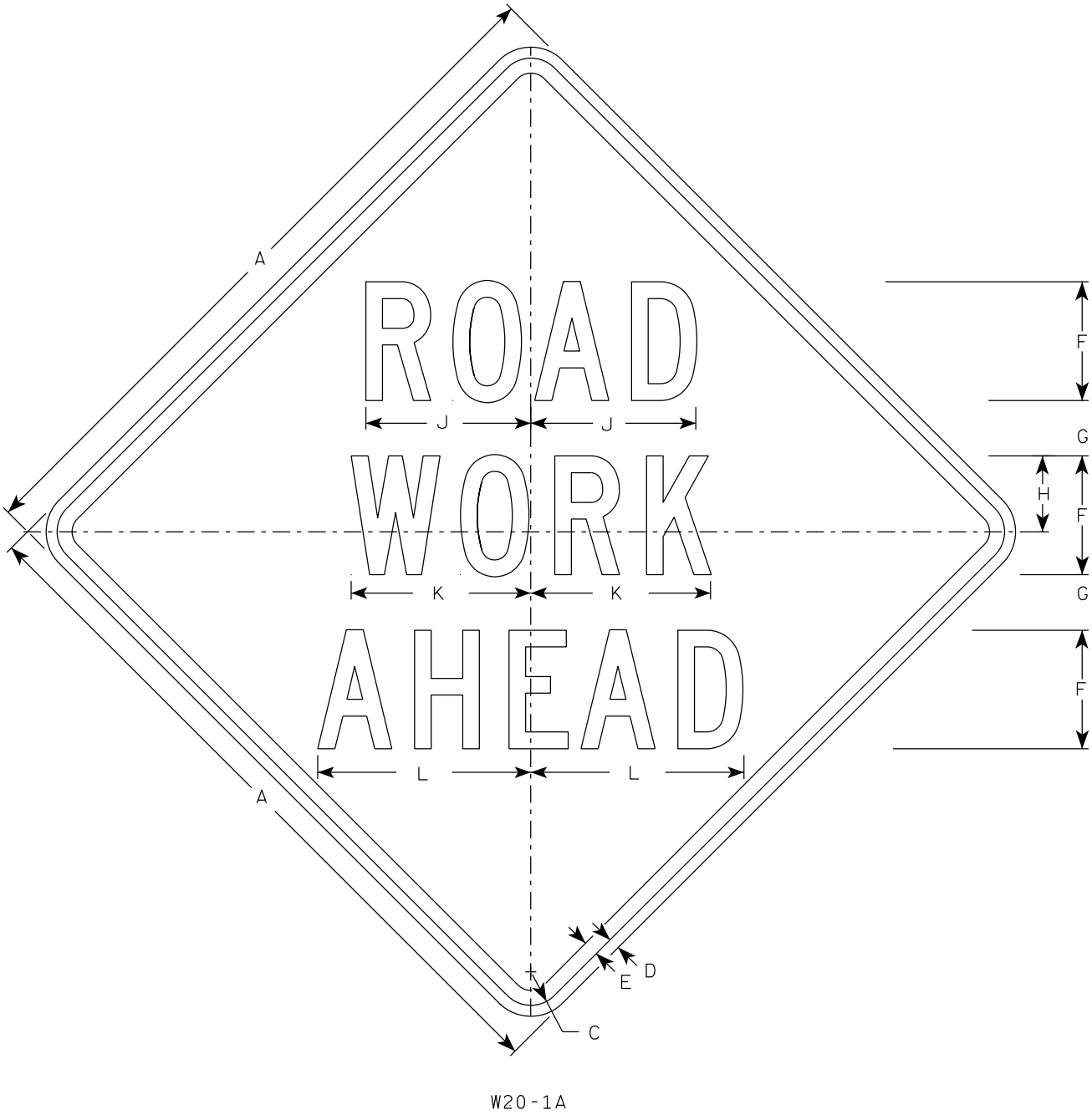
COUNTY:

SHEET NO:

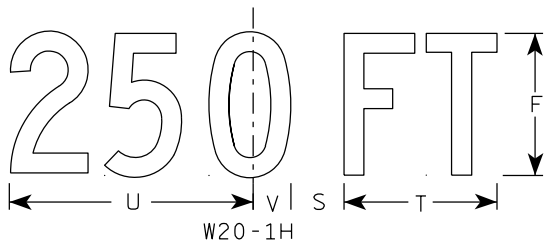
E

NOTES

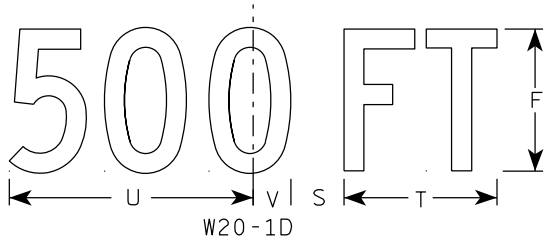
1. Sign is Type II - Type F Reflective
2. Color:
Background - Orange
Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1A



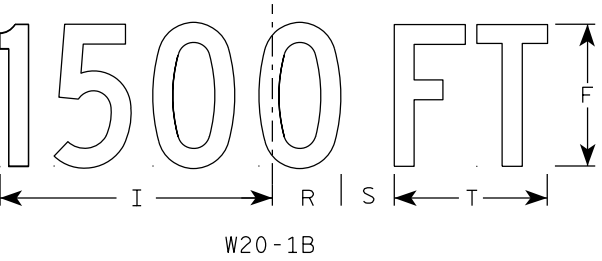
W20-1H



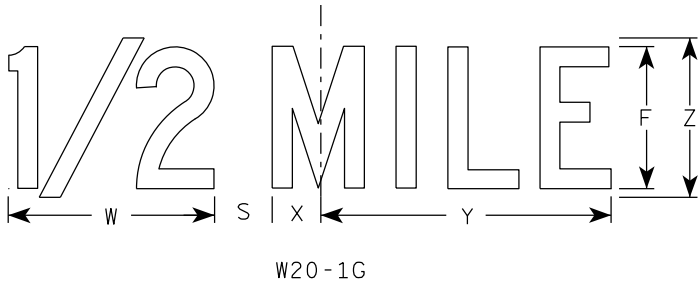
W20-1D



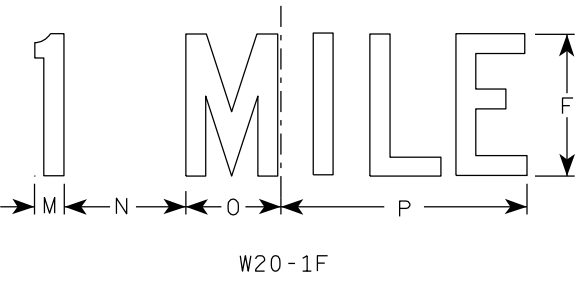
W20-1C



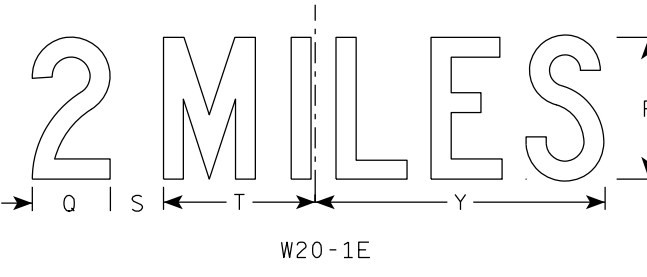
W20-1B



W20-1G



W20-1F



W20-1E

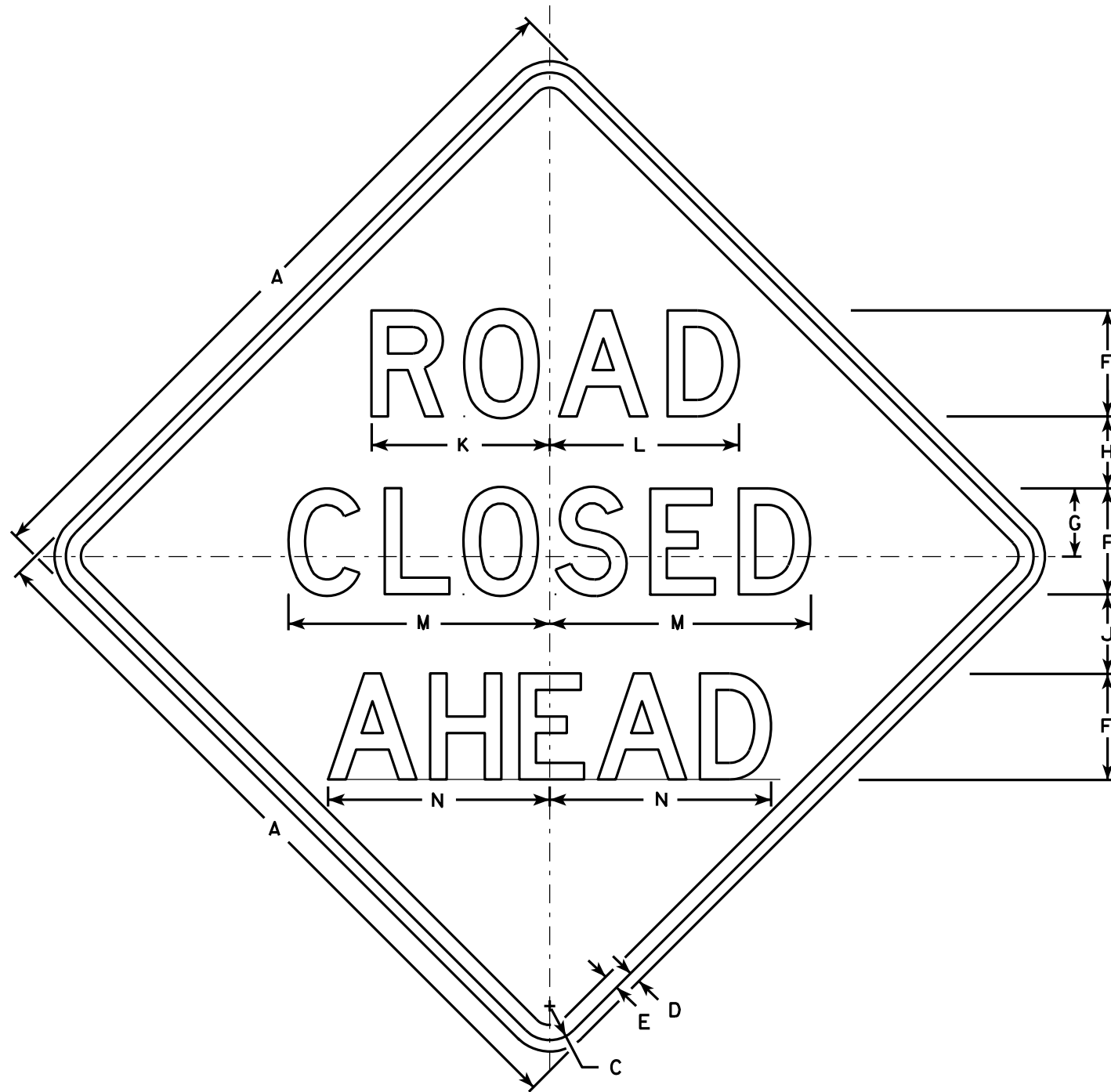
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	A _{req} sq. ft.
1	36		1 5⁄8	5⁄8	3⁄4	5	2 5⁄8	3 1⁄4	10 1⁄8	7	7 5⁄8	8 7⁄8	1 1⁄8	4 1⁄2	3 1⁄2	9	3 1⁄4	2 1⁄2	2 1⁄4	5 5⁄8	9	1 3⁄8	8	1 3⁄4	10 3⁄4	6	9.0
2S	48		2 1⁄4	3⁄4	1	8	3 3⁄4	5 1⁄8	15 3⁄8	11 1⁄8	12 1⁄8	14 3⁄8	1 5⁄8	6 7⁄8	5 3⁄8	13 7⁄8	4 3⁄8	3 7⁄8	3	8 5⁄8	13 3⁄4	2 1⁄8	11 7⁄8	2 3⁄4	16 3⁄8	9	16.0
2M	48		2 1⁄4	3⁄4	1	8	3 3⁄4	5 1⁄8	15 3⁄8	11 1⁄8	12 1⁄8	14 3⁄8	1 5⁄8	6 7⁄8	5 3⁄8	13 7⁄8	4 3⁄8	3 7⁄8	3	8 5⁄8	13 3⁄4	2 1⁄8	11 7⁄8	2 3⁄4	16 3⁄8	9	16.0
3	48		2 1⁄4	3⁄4	1	8	3 3⁄4	5 1⁄8	15 3⁄8	11 1⁄8	12 1⁄8	14 3⁄8	1 5⁄8	6 7⁄8	5 3⁄8	13 7⁄8	4 3⁄8	3 7⁄8	3	8 5⁄8	13 3⁄4	2 1⁄8	11 7⁄8	2 3⁄4	16 3⁄8	9	16.0
4	48		2 1⁄4	3⁄4	1	8	3 3⁄4	5 1⁄8	15 3⁄8	11 1⁄8	12 1⁄8	14 3⁄8	1 5⁄8	6 7⁄8	5 3⁄8	13 7⁄8	4 3⁄8	3 7⁄8	3	8 5⁄8	13 3⁄4	2 1⁄8	11 7⁄8	2 3⁄4	16 3⁄8	9	16.0
5	48		2 1⁄4	3⁄4	1	8	3 3⁄4	5 1⁄8	15 3⁄8	11 1⁄8	12 1⁄8	14 3⁄8	1 5⁄8	6 7⁄8	5 3⁄8	13 7⁄8	4 3⁄8	3 7⁄8	3	8 5⁄8	13 3⁄4	2 1⁄8	11 7⁄8	2 3⁄4	16 3⁄8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/25/2020 PLATE NO. W20-1.11



W20-3A

500 FT

W20-3D

1000 FT

W20-3C

1500 FT

W20-3B

1/2 MILE

W20-3G

1 MILE

W20-3F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Orange
Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
Line 3 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	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-3.7

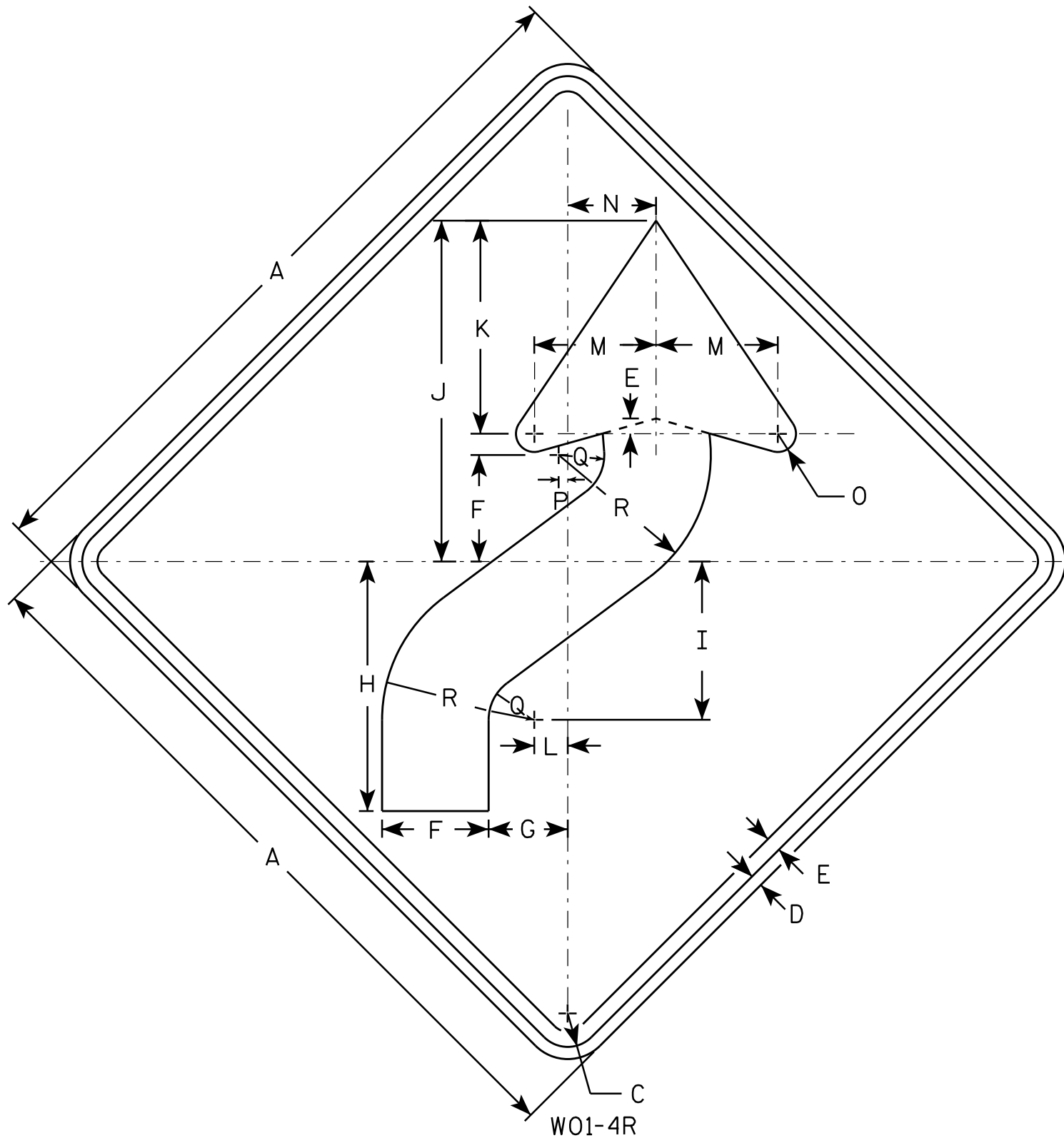
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



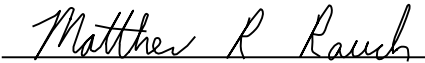
NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Orange
Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W01-4L is the same as W01-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

STANDARD SIGN W01-4

WISCONSIN DEPT OF TRANSPORTATION

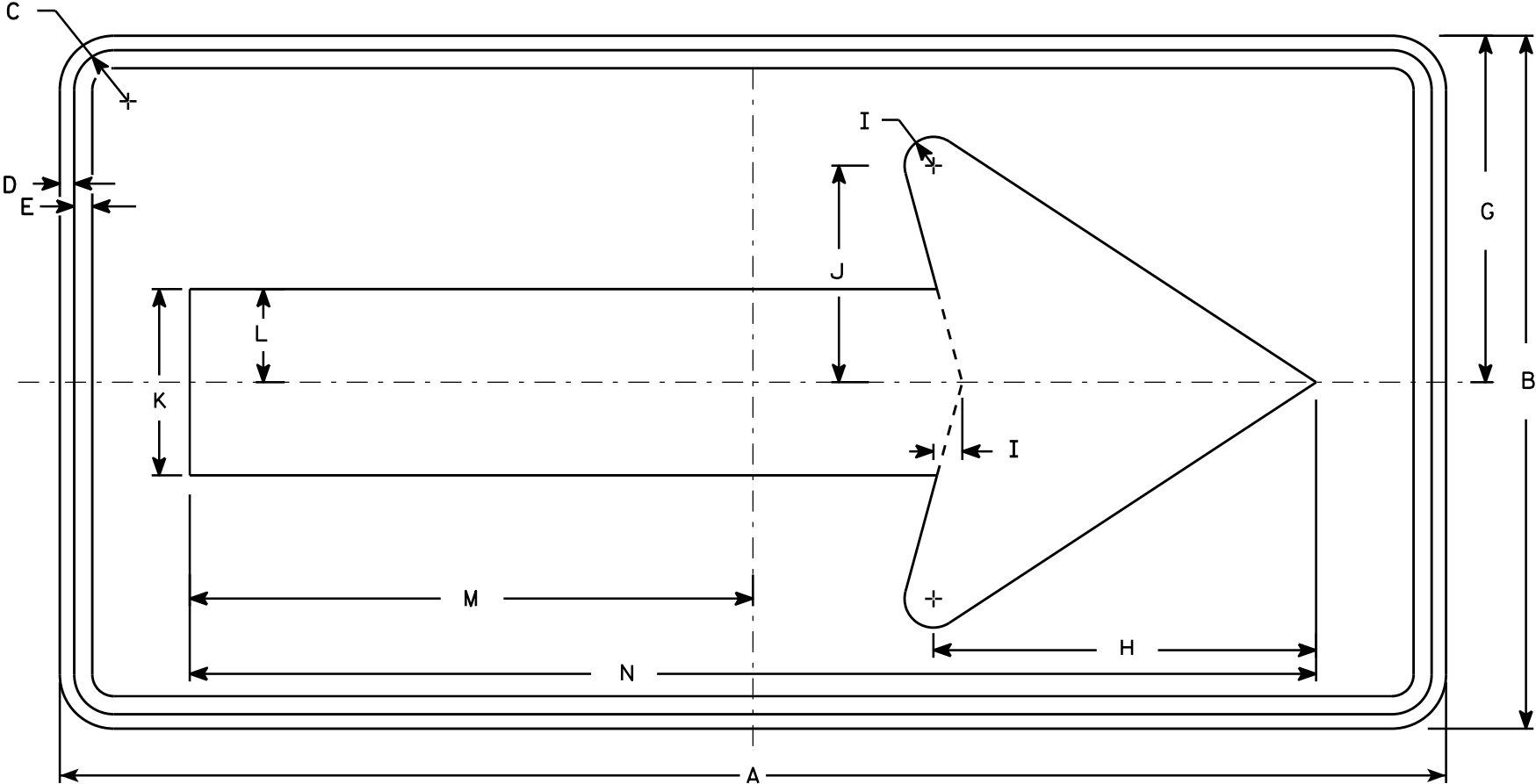
APPROVED 
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-4.1

PROJECT NO: HWY: COUNTY: SHEET NO: E

NOTES

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



W01-6

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3⁄8	1⁄2	5⁄8		12	13 1⁄4	1	7 1⁄2	6 1⁄2	3 1⁄4	19 1⁄2	39													8.0
2M	48	24	1 3⁄8	1⁄2	5⁄8		12	13 1⁄4	1	7 1⁄2	6 1⁄2	3 1⁄4	19 1⁄2	39													8.0
3	60	30	1 3⁄8	1⁄2	5⁄8		15	16 1⁄4	1 1⁄4	9 1⁄4	8	4	24 3⁄8	48 3⁄4													12.5
4	60	30	1 3⁄8	1⁄2	5⁄8		15	16 1⁄4	1 1⁄4	9 1⁄4	8	4	24 3⁄8	48 3⁄4													12.5
5	60	30	1 3⁄8	1⁄2	5⁄8		15	16 1⁄4	1 1⁄4	9 1⁄4	8	4	24 3⁄8	48 3⁄4													12.5

STANDARD SIGN

W01-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

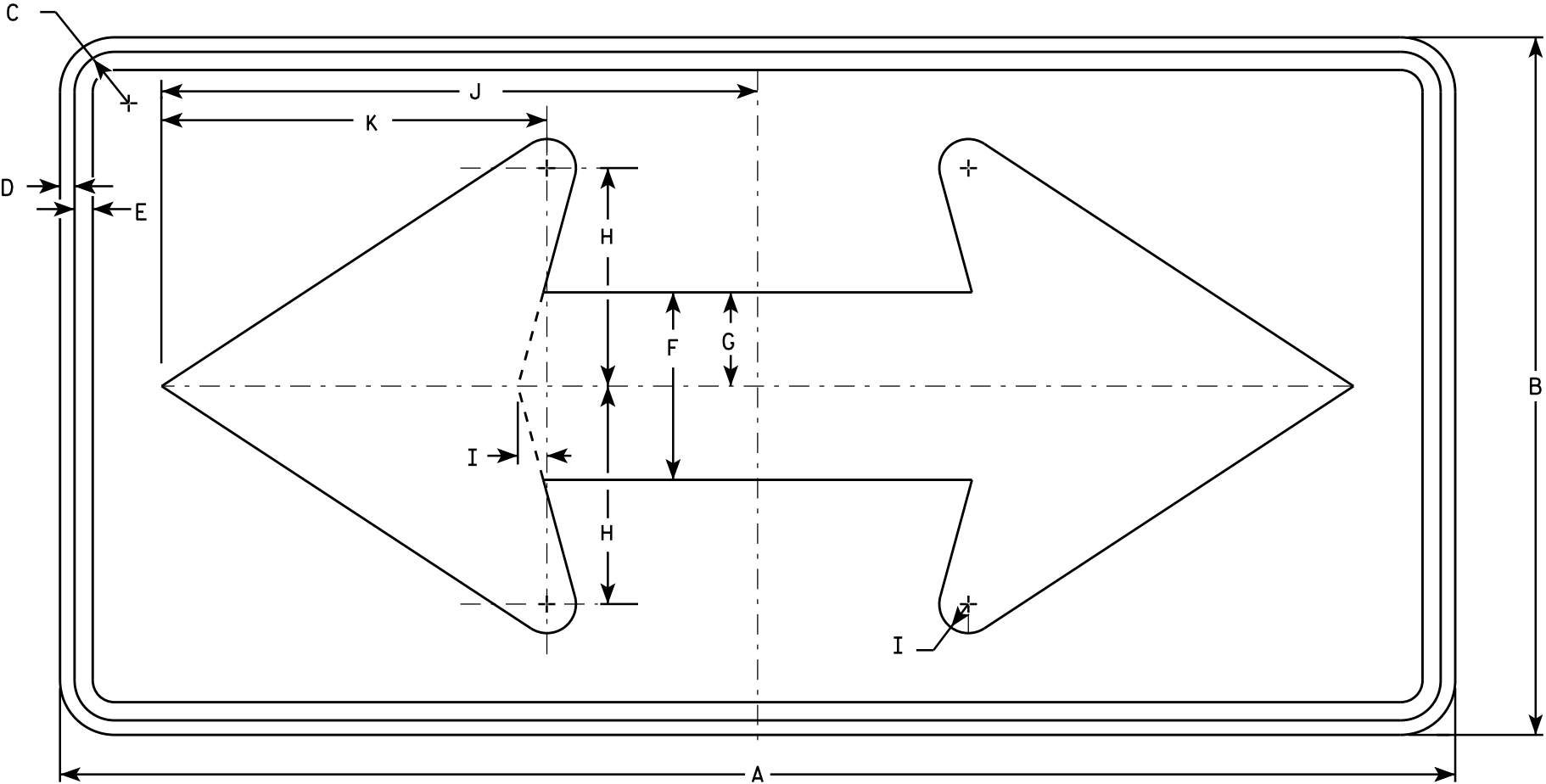
Matthew R. Rauch
for State Traffic Engineer

DATE 11/18/13

PLATE NO. W01-6.1

NOTES

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



W01-7

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																											
2S	48	24	1 3⁄8	1⁄2	5⁄8	6 1⁄2	3 1⁄4	7 1⁄2	1	20 1⁄2	13 1⁄4																8.0
2M	48	24	1 3⁄8	1⁄2	5⁄8	6 1⁄2	3 1⁄4	7 1⁄2	1	20 1⁄2	13 1⁄4																8.0
3	60	30	1 3⁄8	1⁄2	5⁄8	8	4	9 1⁄4	1 1⁄4	25 3⁄8	16 1⁄4																12.5
4	60	30	1 3⁄8	1⁄2	5⁄8	8	4	9 1⁄4	1 1⁄4	25 3⁄8	16 1⁄4																12.5
5	60	30	1 3⁄8	1⁄2	5⁄8	8	4	9 1⁄4	1 1⁄4	25 3⁄8	16 1⁄4																12.5

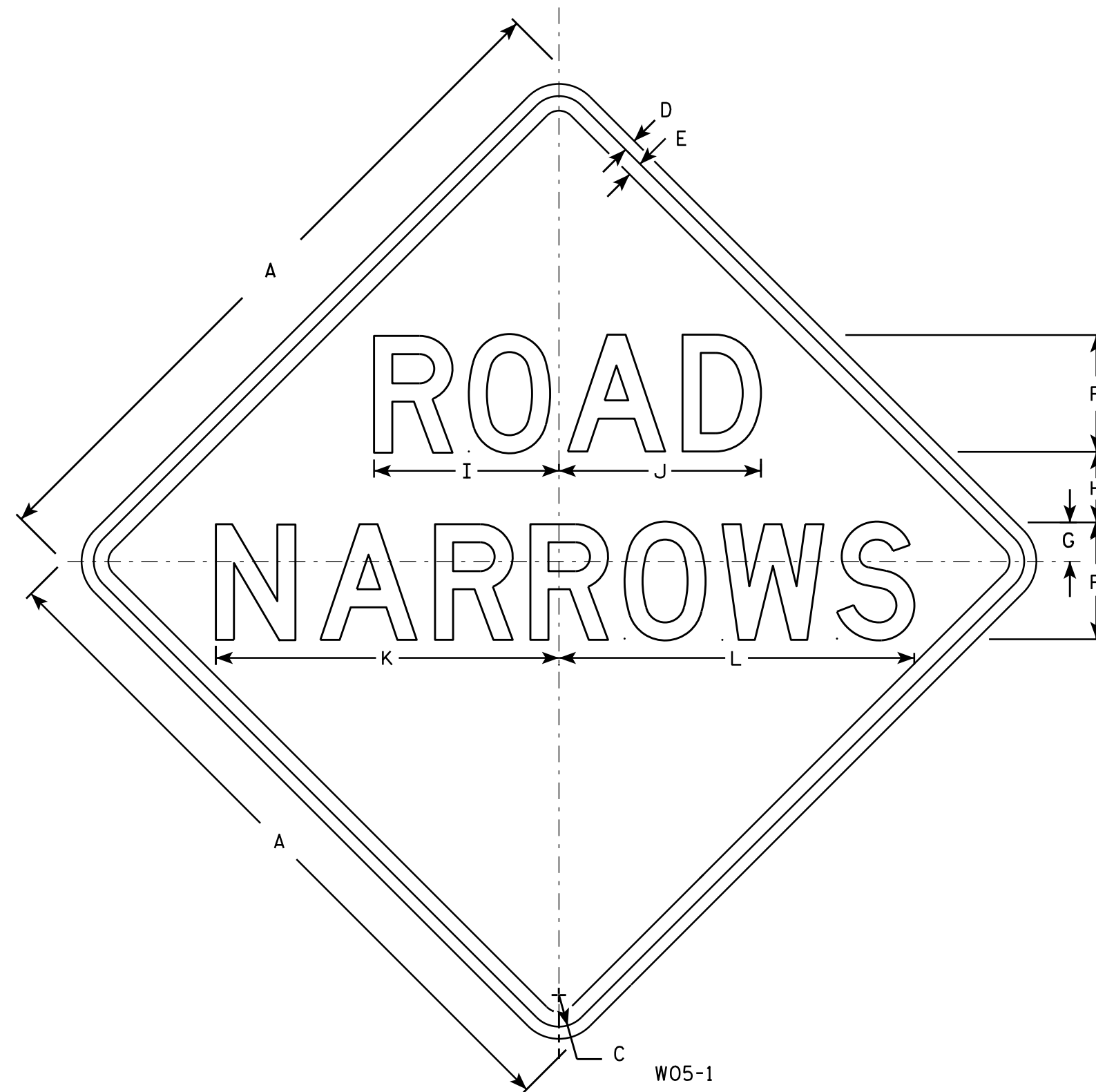
STANDARD SIGN
W01-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-7.1

PROJECT NO: HWY: COUNTY: SHEET NO: E



W05-1

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.

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	2	3 1/2	9 1/2	10 3/8	17 5/8	18 1/4															9.0
2S	48		2 1/4	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0
2M	48		2 1/4	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0
3	48		2 1/4	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0
4	48		2 1/4	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0
5	48		2 1/4	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0

STANDARD SIGN W05-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R. Rauch
for State Traffic Engineer

DATE 11/20/13

PLATE NO. W05-1.1

PROJECT NO:

HWY:

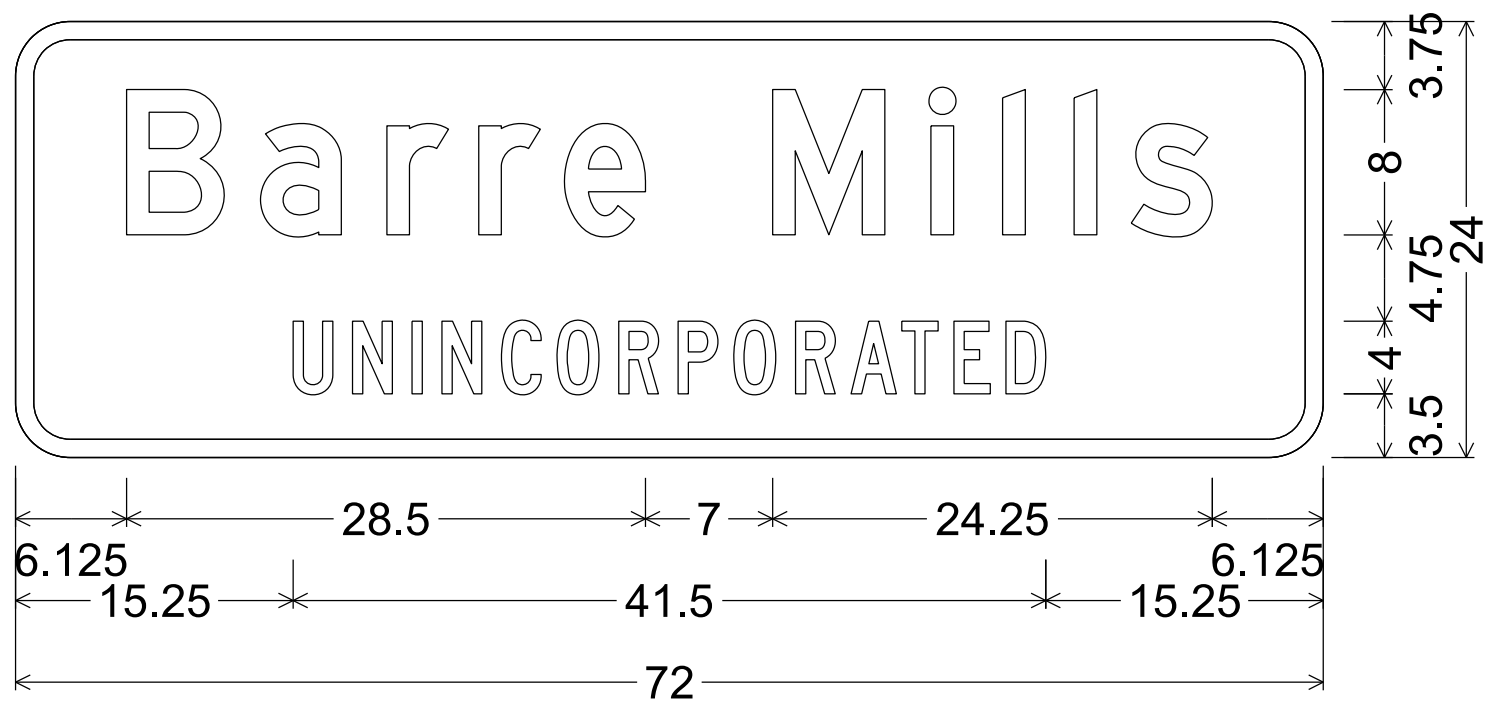
COUNTY:

SHEET NO:

E

NOTES

- 1. Signs are Type II - Type H Reflective
- 2. Color:
Background - Green
Message - White
- 3. Message Series - As noted



I2-3; 3.000" Radius, 1.000" Border,
"Barre", D; "Mills", D; "UNINCORPORATED", C

7

7

DIVISION -- ALIGNMENT - CTH M EXISTING

STATION	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
	CUT	FILL	CUT	FILL	CUT	EXPANDED	MASS
					1.00	1.30	ORDINATE
10+25	172.87	0.00	0	0	0	0	0
10+50	157.46	1.27	153	1	153	1	152
10+75	191.79	0.76	162	1	315	3	312
11+00	179.60	2.41	172	1	487	4	483
11+06	177.32	2.92	40	1	527	5	522
11+25	166.74	7.89	121	4	648	10	638
11+50	163.56	13.11	153	10	801	23	778
11+75	171.22	20.01	155	15	956	43	913
12+00	174.14	29.47	160	23	1,116	73	1,043
12+25	189.16	16.60	168	21	1,284	100	1,184
12+50	179.06	23.22	170	18	1,454	124	1,331
12+63	193.26	30.18	90	13	1,544	140	1,404
12+75	172.69	43.36	81	16	1,625	161	1,464
13+00	174.03	8.68	161	24	1,786	192	1,594
14+00	132.34	72.18	567	150	2,353	387	1,966
14+16	127.31	72.57	77	43	2,430	443	1,987
15+00	124.80	27.29	392	155	2,822	645	2,177
15+76	180.49	0.00	430	38	3,252	694	2,558
16+00	159.11	7.73	151	3	3,403	698	2,705
17+00	145.81	9.50	565	32	3,968	740	3,228
17+20	168.73	5.48	116	6	4,084	748	3,337
18+00	148.35	7.52	470	19	4,554	772	3,782
18+44	180.87	1.58	268	7	4,822	781	4,041
18+72	204.65	1.24	200	1	5,022	783	4,239
19+00	167.27	5.21	193	3	5,215	787	4,429
20+00	158.97	4.70	604	18	5,819	810	5,009
20+70	189.42	3.19	452	10	6,271	823	5,448
21+00	126.45	4.76	175	4	6,446	828	5,618
22+00	96.43	23.03	413	51	6,859	894	5,965
22+31	137.92	10.46	135	19	6,994	919	6,075
22+50	120.66	28.31	91	14	7,085	937	6,148
23+00	114.62	20.62	218	45	7,303	996	6,307
23+50	154.93	21.67	250	39	7,553	1,047	6,507
24+00	134.81	16.69	268	36	7,821	1,093	6,728
25+00	146.20	11.35	520	52	8,341	1,161	7,180
26+00	115.16	37.58	484	91	8,825	1,279	7,546
26+91	100.83	111.83	364	252	9,189	1,607	7,582
27+00	94.04	108.71	32	37	9,221	1,655	7,566
28+00	101.02	20.64	361	240	9,582	1,967	7,615
29+00	114.17	11.74	399	60	9,981	2,045	7,936
30+00	111.01	14.10	417	48	10,398	2,107	8,291
31+00	102.26	30.35	395	82	10,793	2,214	8,579
32+00	105.88	34.11	385	119	11,178	2,369	8,809
33+00	128.06	25.85	433	111	11,611	2,513	9,098
33+45	144.25	11.25	227	31	11,838	2,553	9,285

DIVISION -- ALIGNMENT - CTH M EXISTING

STATION	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
	CUT	FILL	CUT	FILL	CUT	EXPANDED	MASS
					1.00	FILL 1.30	ORDINATE
34+00	139.43	4.08	289	16	12,127	2,574	9,553
34+09	152.38	3.11	49	1	12,176	2,575	9,601
35+00	173.66	0.97	549	7	12,725	2,584	10,141
35+34	210.38	2.17	242	2	12,967	2,587	10,380
36+00	172.26	6.00	468	10	13,435	2,600	10,835
37+00	241.03	5.36	765	21	14,200	2,627	11,573
38+00	342.05	0.00	1,080	10	15,280	2,640	12,640
38+34	363.41	0.00	444	0	15,724	2,640	13,084
39+00	276.44	0.14	782	0	16,506	2,640	13,866
39+88	217.62	9.60	805	16	17,311	2,661	14,650
40+00	201.86	9.79	93	4	17,404	2,666	14,738
41+00	136.31	24.37	626	63	18,030	2,748	15,282
41+46	120.32	25.47	219	42	18,249	2,803	15,446
42+00	91.99	41.37	212	67	18,461	2,890	15,571
42+68	84.51	63.62	222	132	18,683	3,062	15,622
43+00	106.09	69.31	113	79	18,796	3,164	15,632
43+14	106.24	75.41	55	38	18,851	3,214	15,637
44+00	115.81	56.16	354	210	19,205	3,487	15,718
45+00	311.49	14.25	791	130	19,996	3,656	16,340
46+00	213.20	2.34	972	31	20,968	3,696	17,272
46+35	197.09	1.56	266	3	21,234	3,700	17,534
47+00	194.93	0.56	472	3	21,706	3,704	18,002
47+10	187.97	0.59	71	0	21,777	3,704	18,073
48+00	140.11	8.76	547	16	22,324	3,725	18,600
49+00	171.17	2.64	576	21	22,900	3,752	19,148
49+23	181.00	6.55	150	4	23,050	3,757	19,293
49+50	147.13	16.89	164	12	23,214	3,773	19,441
49+75	150.88	12.80	138	14	23,352	3,791	19,561
50+00	157.13	8.20	143	10	23,495	3,804	19,691
50+25	204.70	0.00	168	4	23,663	3,809	19,854
50+50	183.23	0.00	180	0	23,843	3,809	20,034
50+75	219.14	7.50	186	3	24,029	3,813	20,216
51+00	178.34	0.00	184	3	24,213	3,817	20,396
51+50	210.33	11.97	360	11	24,573	3,831	20,742
51+75	208.32	12.27	194	11	24,767	3,845	20,922
52+00	249.64	15.69	212	13	24,979	3,862	21,117
52+25	226.96	15.40	221	14	25,200	3,881	21,320
52+50	199.64	19.76	198	16	25,398	3,901	21,497
52+75	193.77	20.00	182	18	25,580	3,925	21,655
53+00	200.85	17.83	183	18	25,763	3,948	21,815
53+26.9	229.55	19.84	214	19	25,977	3,973	22,004
53+40	223.09	14.60	110	8	26,087	3,983	22,104
53+50	238.71	15.93	86	6	26,173	3,991	22,182
53+75	300.98	9.73	250	12	26,423	4,007	22,416

DIVISION -- ALIGNMENT - PROPOSED CTH O ALIGNMENT

STATION	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
	CUT	FILL	CUT	FILL	CUT	EXPANDED	MASS
					1.00	FILL 1.30	ORDINATE
206+00	125.92	59.00	0	0	0	0	0
206+50	127.38	26.52	235	79	235	103	132
207+00	164.54	1.75	270	26	505	137	369
207+30	202.65	0.08	204	1	709	138	571
207+50	218.35	0.27	156	0	865	138	727
208+00	297.79	0.29	478	1	1,343	139	1,204
208+50	286.29	0.07	541	0	1,884	139	1,745
209+00	257.96	0.00	504	0	2,388	139	2,249
209+50	250.91	0.00	471	0	2,859	139	2,720
210+00	134.27	33.04	357	31	3,216	179	3,037
210+25	159.18	3.43	136	17	3,352	202	3,151
210+50	155.10	14.16	145	8	3,497	212	3,285
210+75	160.38	31.51	146	21	3,643	239	3,404
211+00	157.04	32.43	147	30	3,790	278	3,512
211+25	161.76	0.00	148	15	3,938	298	3,640
211+50	170.97	0.05	154	0	4,092	298	3,794
211+75	172.76	0.00	159	0	4,251	298	3,953
212+00	176.25	0.00	162	0	4,413	298	4,115
212+25	199.59	0.00	174	0	4,587	298	4,289
212+50	191.40	0.00	181	0	4,768	298	4,470
212+75	195.12	0.17	179	0	4,947	298	4,649
213+00	193.64	0.00	180	0	5,127	298	4,829
213+25	211.90	0.00	188	0	5,315	298	5,017
213+50	190.62	0.00	186	0	5,501	298	5,203
213+75	184.85	0.00	174	0	5,675	298	5,377
214+00	208.06	0.00	182	0	5,857	298	5,559
214+25	174.39	0.00	177	0	6,034	298	5,736
214+50	184.85	1.59	166	1	6,200	299	5,901
214+75	191.81	5.08	174	3	6,374	303	6,071
215+00	190.28	6.84	177	6	6,551	311	6,240
215+25	279.50	0.00	217	3	6,768	315	6,453
215+50	172.12	5.37	209	2	6,977	317	6,660
215+75	149.62	19.04	149	11	7,126	332	6,795
216+00	135.49	11.15	132	14	7,258	350	6,908
216+25	127.23	13.48	122	11	7,380	364	7,016
216+50	136.86	6.86	122	9	7,502	376	7,126
216+75	117.14	10.79	118	8	7,620	386	7,234
217+00	116.53	10.20	108	10	7,728	399	7,329
217+25	117.91	4.68	109	7	7,837	408	7,429
217+50.01	116.08	12.46	108	8	7,945	419	7,526
218+00	103.03	0.00	203	12	8,148	434	7,714
218+30	70.50	0.00	96	0	8,244	434	7,810

DIVISION -- OLD M - WOLTER

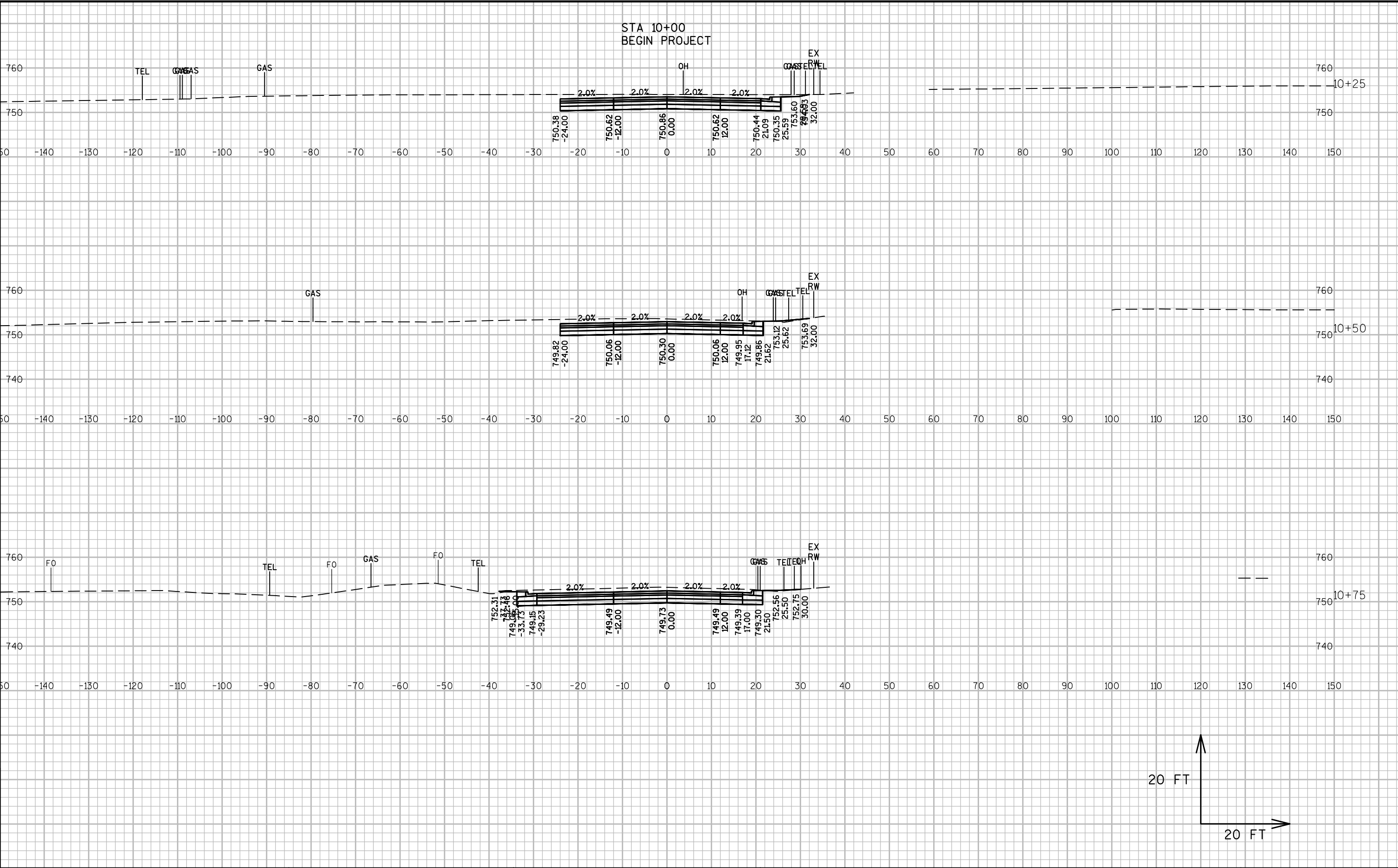
STATION	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
	CUT	FILL	CUT	FILL	CUT	EXPANDED	MASS
					1.00	FILL 1.30	ORDINATE
08+75	40.10	0.47	0	0	0	0	0
09+00	37.90	0.09	36	0	36	0	36
09+25	51.61	0.37	41	0	77	0	77
09+50	70.36	1.21	56	1	133	1	132
10+50	120.76	0.00	354	2	487	4	483
10+75	238.45	0.00	166	0	653	4	649
11+00	345.46	0.14	270	0	923	4	919
11+25	65.20	1.11	190	1	1,113	5	1,108
11+50	48.94	1.44	53	1	1,166	7	1,160
11+75	41.03	0.89	42	1	1,208	8	1,200
12+00	24.02	0.00	30	0	1,238	8	1,230

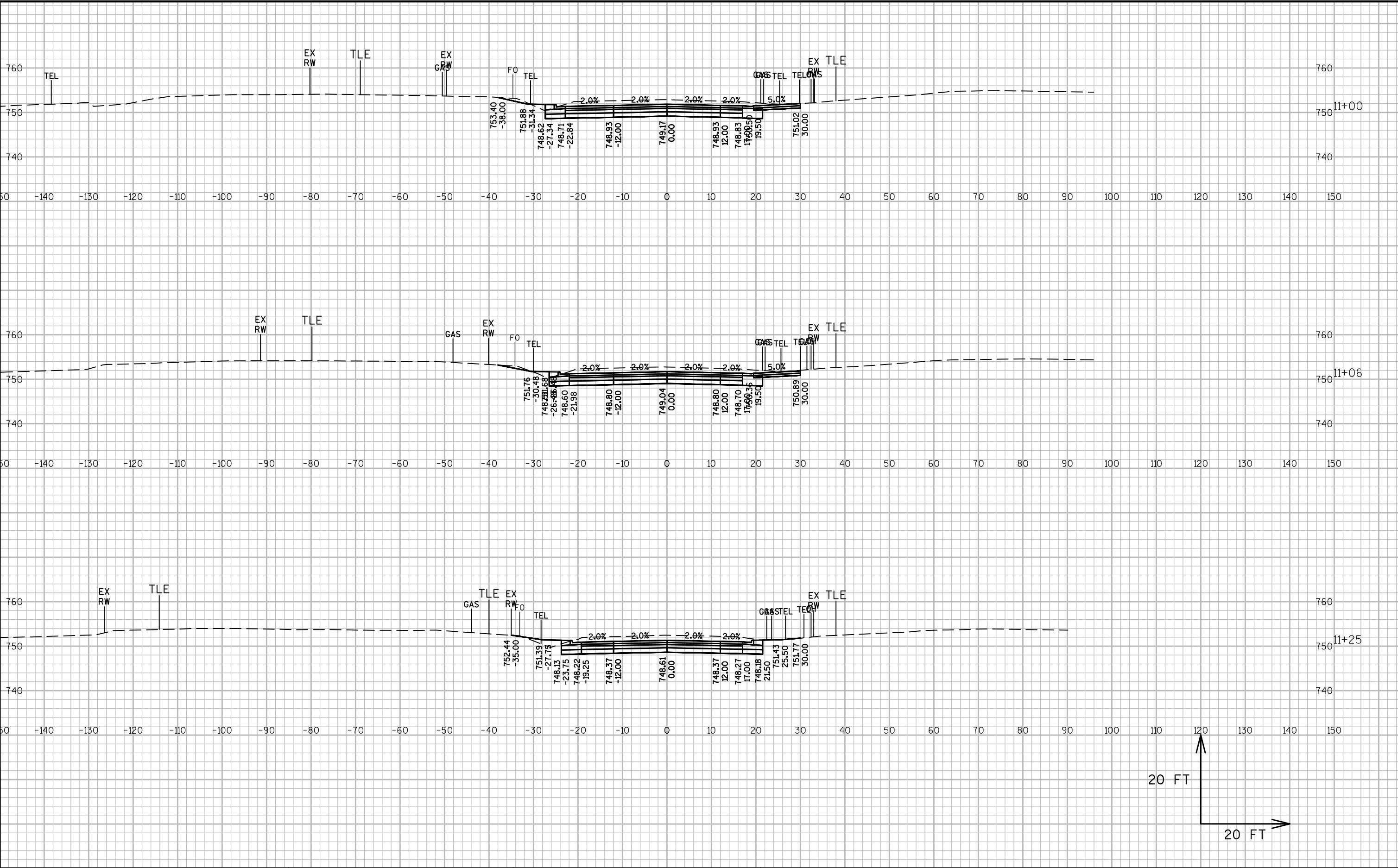
DIVISION -- TEMP-WIDENING

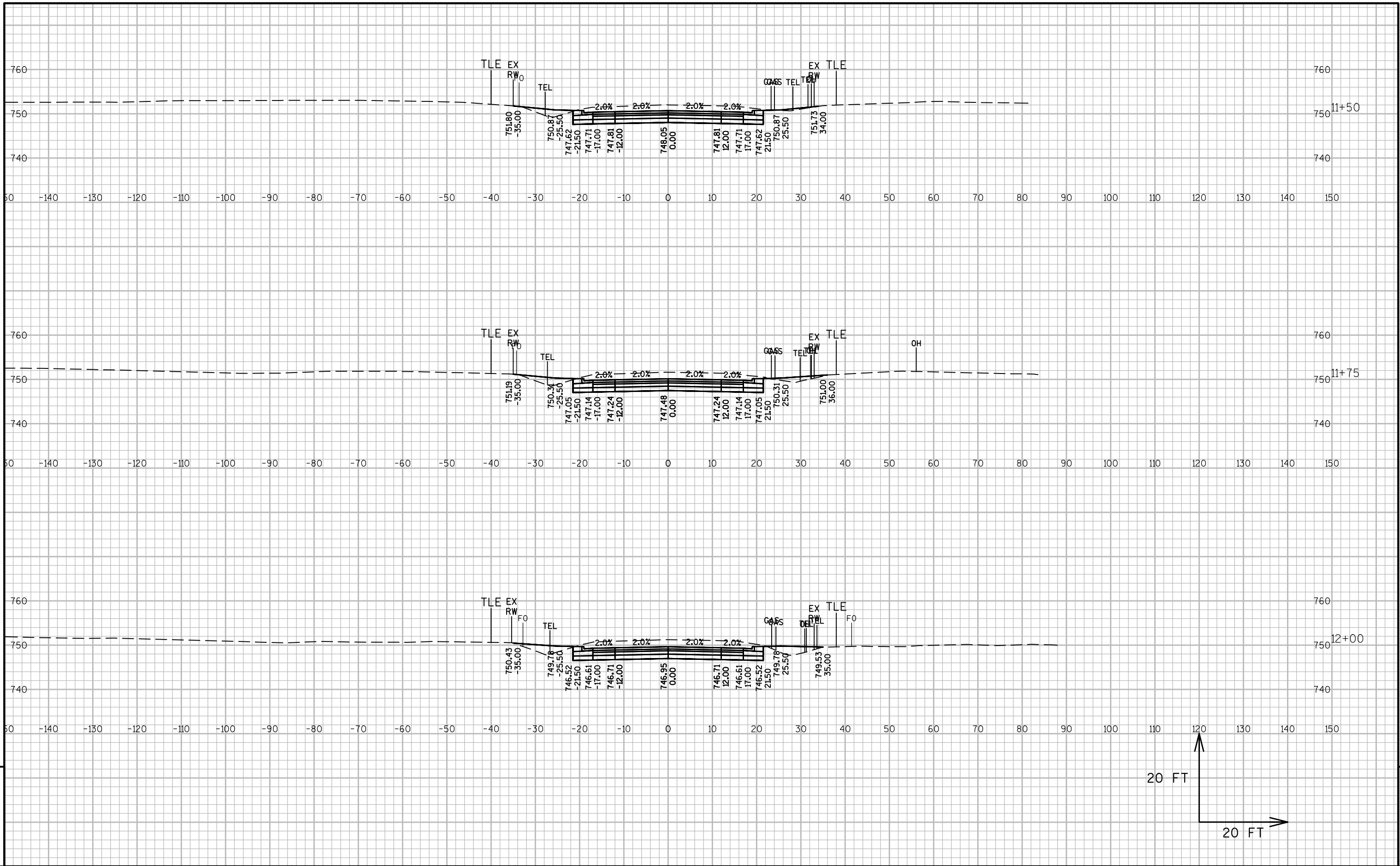
STATION	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
	CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.30	MASS ORDINATE
404+50	17.55	1.63	0	0	0	0	0
404+75	12.00	1.53	14	1	14	1	13
405+00	9.27	4.83	10	3	24	5	19
405+25	7.54	6.75	8	5	32	12	20
405+50	16.13	2.18	11	4	43	17	26
405+75	12.46	8.34	13	5	56	23	33
406+00	9.04	11.33	10	9	66	35	31
406+25	9.60	8.08	9	9	75	47	28
406+50	7.45	5.02	8	6	83	55	28
406+75	17.00	4.28	11	4	94	60	34
407+00	23.45	3.31	19	4	113	65	48
407+25	31.11	3.00	25	3	138	69	69
407+50	31.79	3.21	29	3	167	73	94
407+75	30.69	3.69	29	3	196	77	119
408+00	29.47	4.43	28	4	224	82	142
408+25	26.89	5.42	26	5	250	88	162
408+50	23.77	6.07	23	5	273	95	178
408+75	20.80	6.48	21	6	294	103	191
409+00	18.57	6.36	18	6	312	111	202
409+25	15.65	6.13	16	6	328	118	210
409+50	12.65	6.46	13	6	341	126	215
409+75	12.96	5.29	12	5	353	133	220
410+00	14.81	2.10	13	3	366	137	230
410+25	17.64	0.00	15	1	381	138	243
410+50	36.31	0.00	25	0	406	138	268
410+75	50.33	0.00	40	0	446	138	308
411+00	52.11	0.00	47	0	493	138	355
411+25	43.62	0.00	44	0	537	138	399
411+50	38.13	0.00	38	0	575	138	437
411+75	35.36	0.00	34	0	609	138	471
412+00	35.36	0.00	33	0	642	138	504
412+25	35.87	0.00	33	0	675	138	537
412+50	29.20	0.00	30	0	705	138	567
412+75	27.97	0.00	26	0	731	138	593

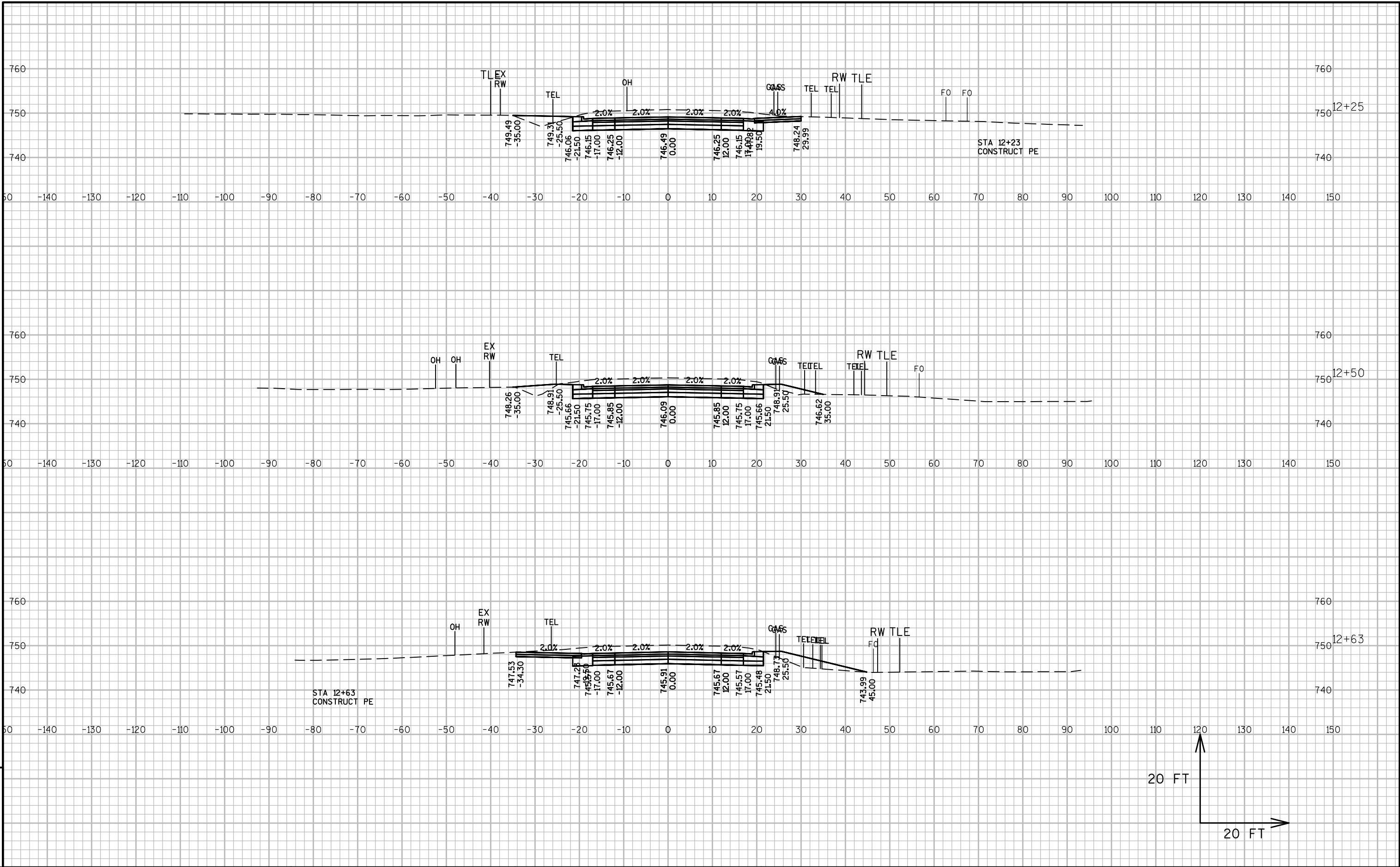
DIVISION -- TEMP-WIDENING

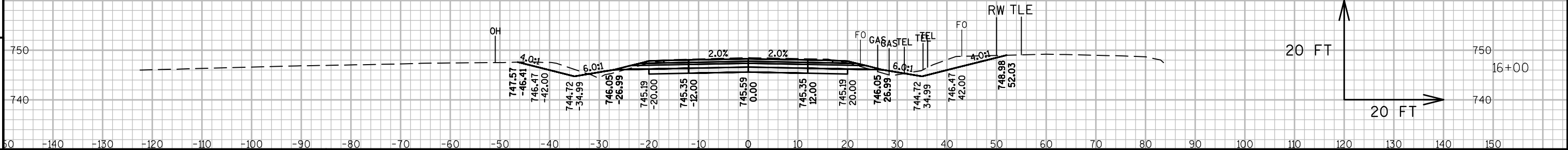
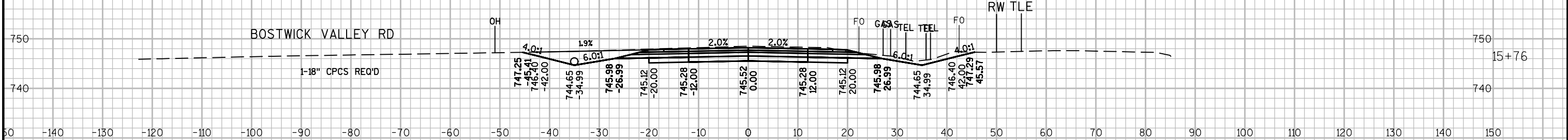
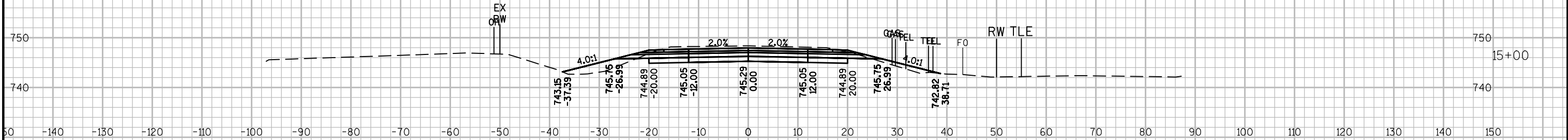
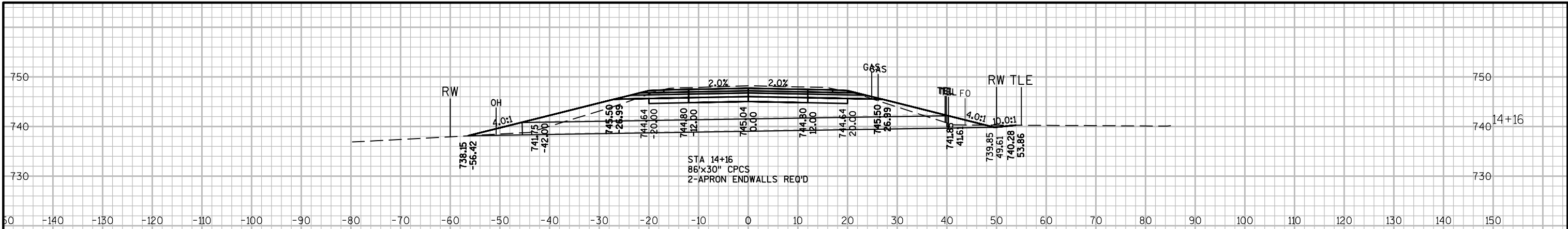
STATION	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
	CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.30	MASS ORDINATE
413+00	24.50	0.00	24	0	755	138	617
413+25	22.21	0.00	22	0	777	138	639
413+50	21.98	0.00	20	0	797	138	659
413+75	20.64	0.00	20	0	817	138	679
414+00	19.43	0.00	19	0	836	138	698
414+25	19.22	0.00	18	0	854	138	716
414+50	31.02	0.00	23	0	877	138	739
414+75	34.55	0.00	30	0	907	138	769
415+00	34.17	0.00	32	0	939	138	801
415+25	38.87	0.00	34	0	973	138	835
415+50	26.85	0.00	30	0	1,003	138	865
415+75	23.47	0.03	23	0	1,026	138	888
416+00	32.87	0.03	26	0	1,052	138	914
416+25	35.22	0.01	32	0	1,084	138	946
416+50	15.65	0.00	24	0	1,108	138	970
416+75	18.59	0.00	16	0	1,124	138	986
417+00	23.47	0.00	19	0	1,143	138	1,005
417+25	31.52	0.00	25	0	1,168	138	1,030
417+50	40.72	0.00	33	0	1,201	138	1,063
417+75	42.09	0.00	38	0	1,239	138	1,101
418+00	38.72	0.00	37	0	1,276	138	1,138
418+25	29.93	0.00	32	0	1,308	138	1,170
418+50	22.40	0.96	24	0	1,332	138	1,194
418+75	0.00	0.00	10	0	1,342	138	1,204
419+00	0.00	0.00	0	0	1,342	138	1,204
419+25	0.00	0.00	0	0	1,342	138	1,204
419+49.386	0.00	0.00	0	0	1,342	138	1,204

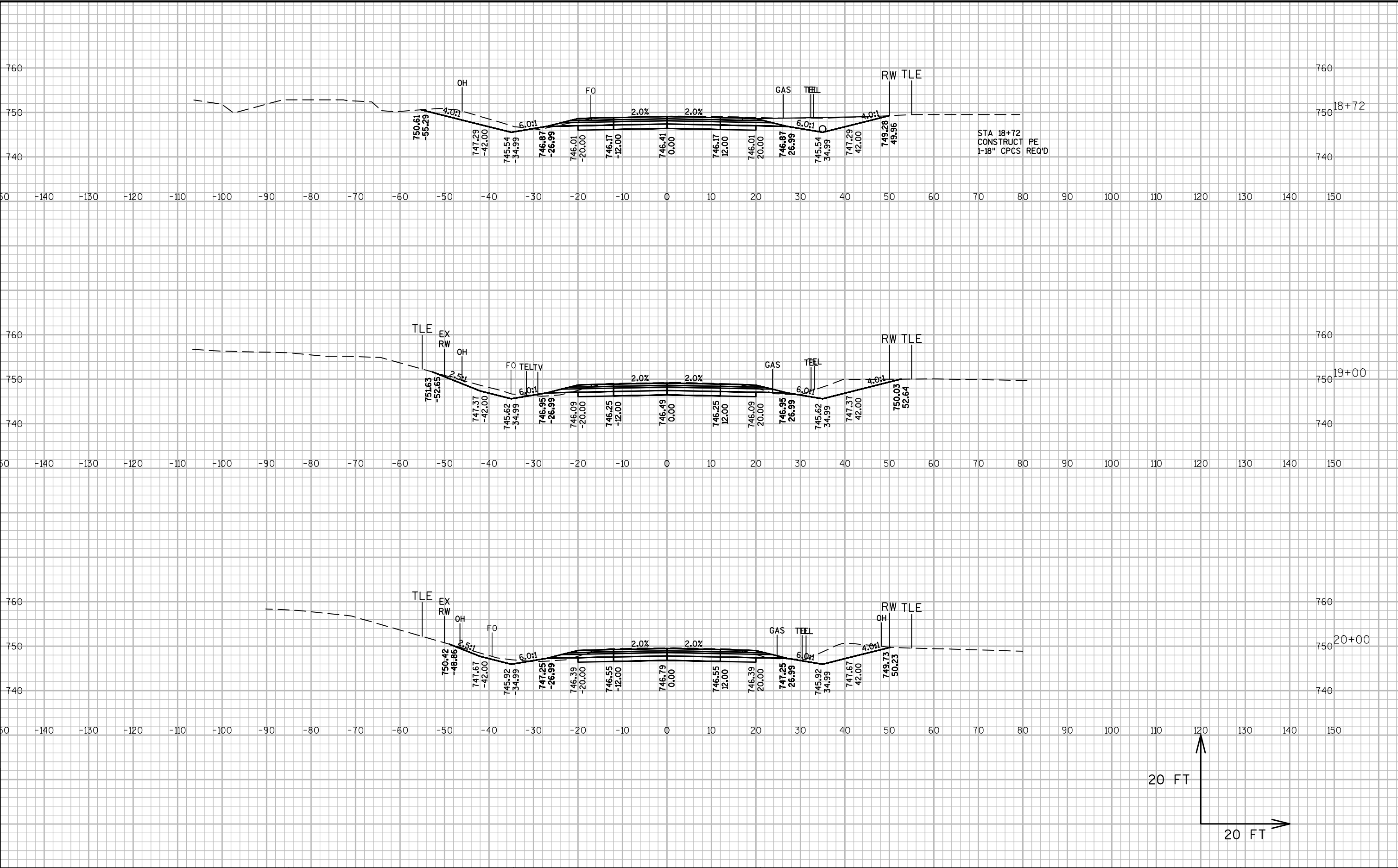


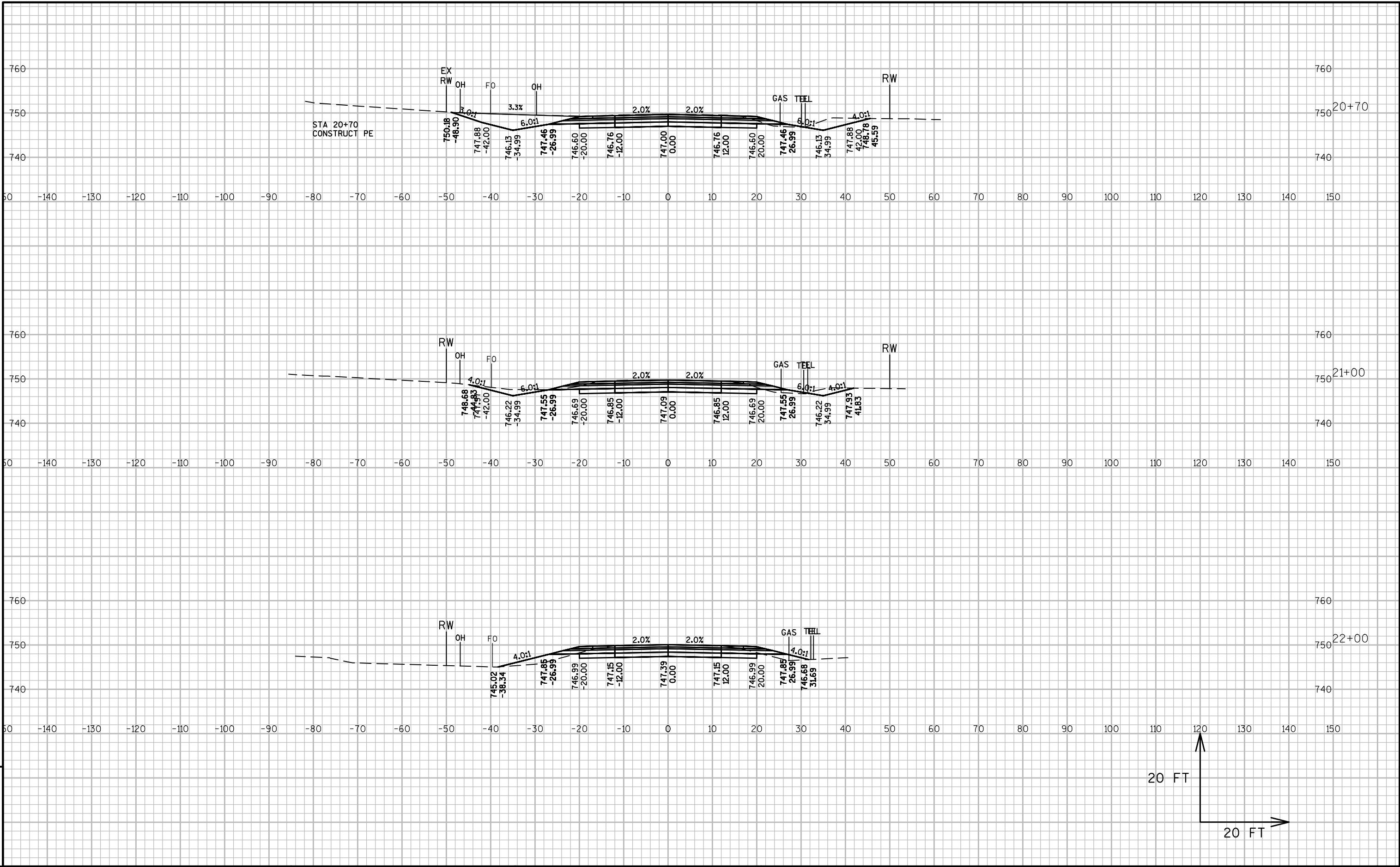


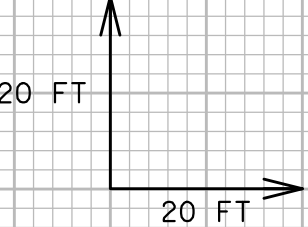
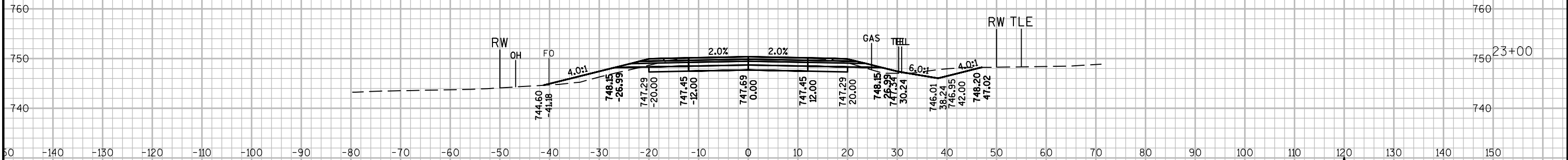
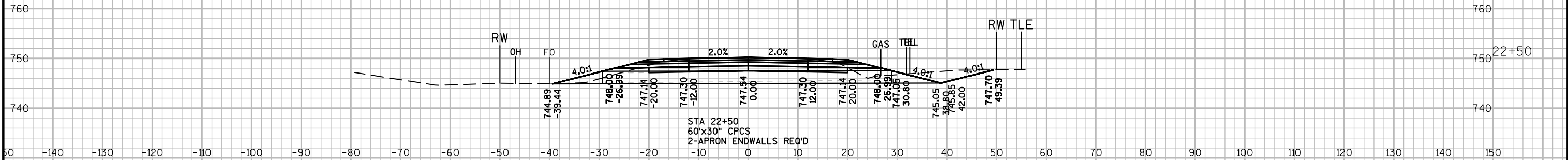
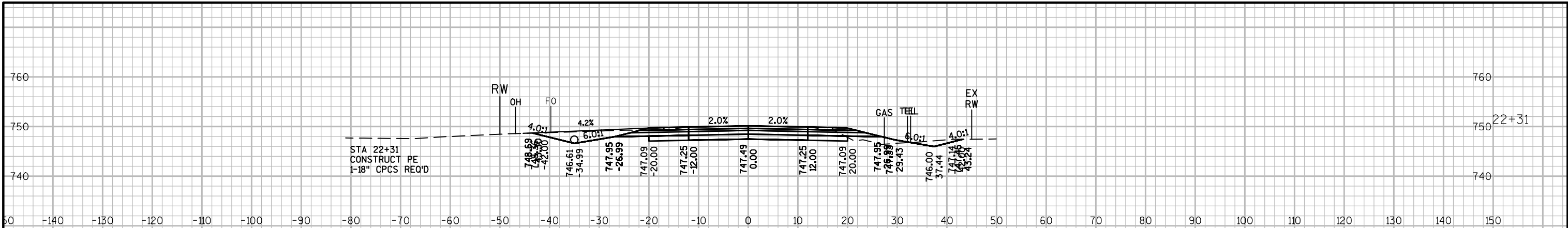






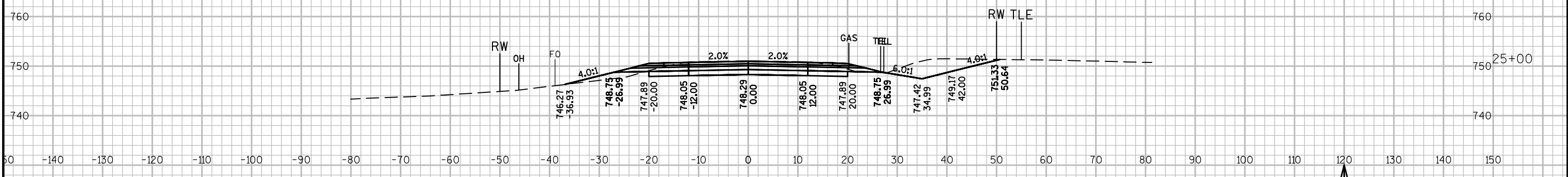
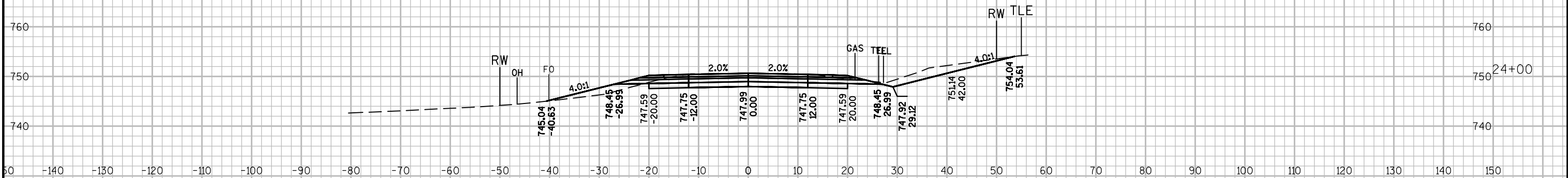
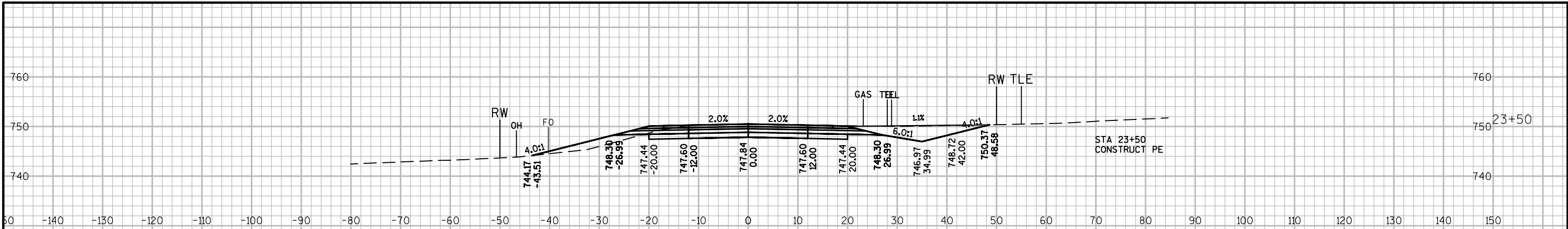






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9



20 FT

20 FT

9

9

PROJECT NO:5436-00-71

HWY:CTH M

COUNTY:LA CROSSE

CROSS SECTIONS: CTH M

SHEET

E

FILE NAME : I:\41\410677\C3D\DESIGN\CORRIDORS\C3D2018 41067700-CORRIDOR - NEW PAVT DESIGN.DWG
LAYOUT NAME - M(11)

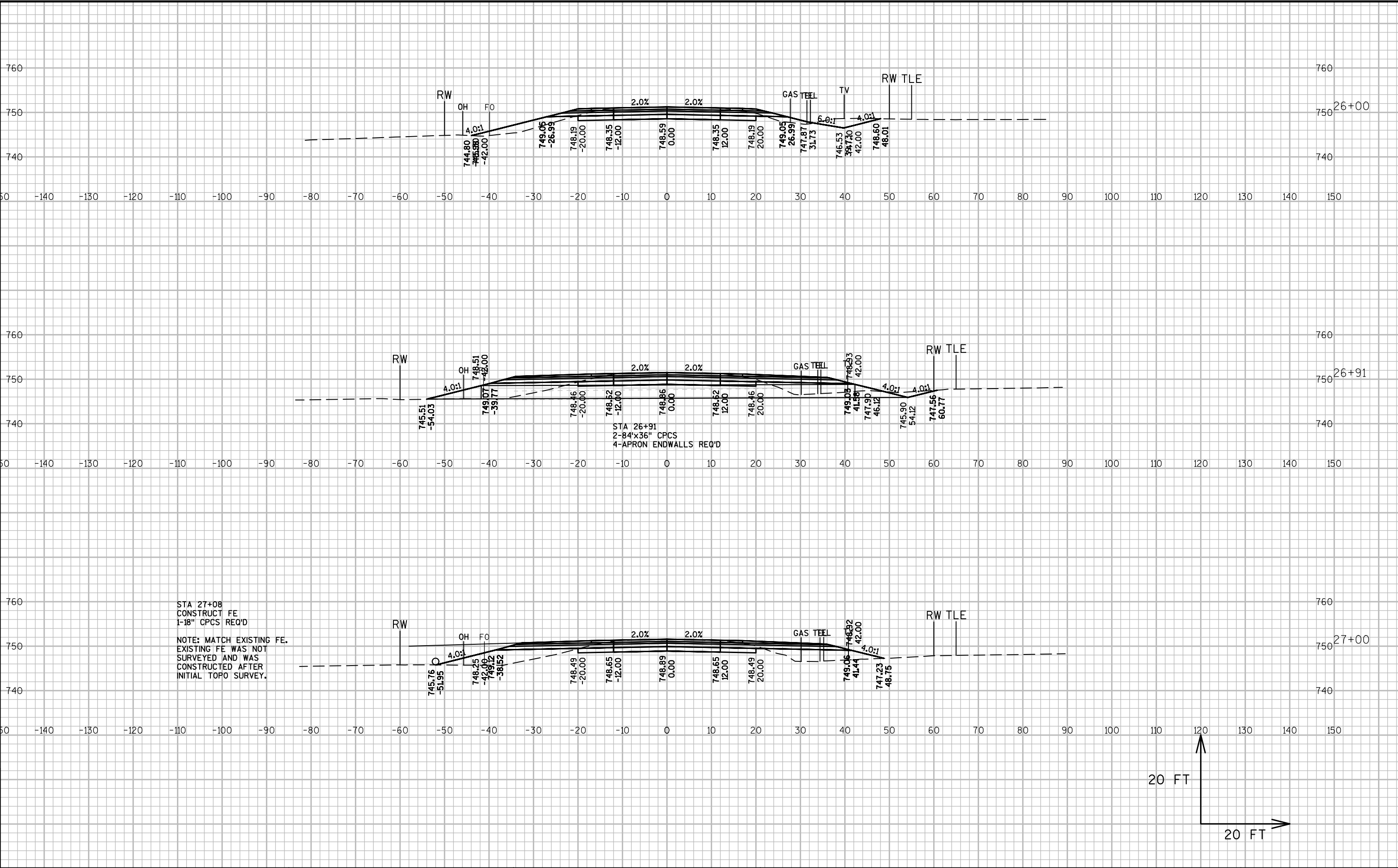
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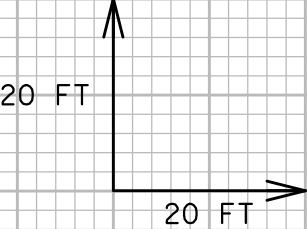
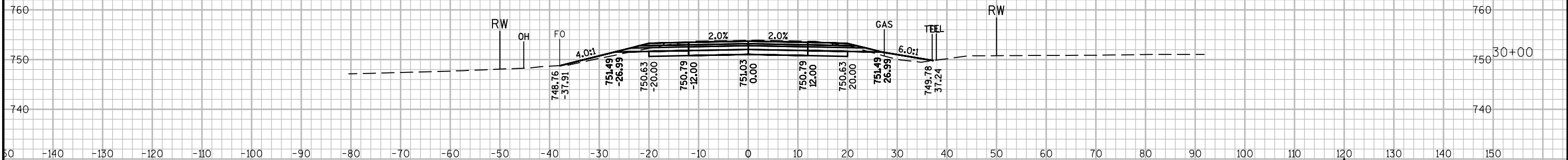
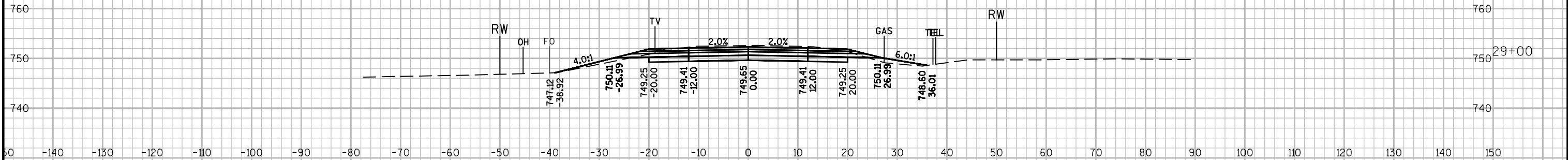
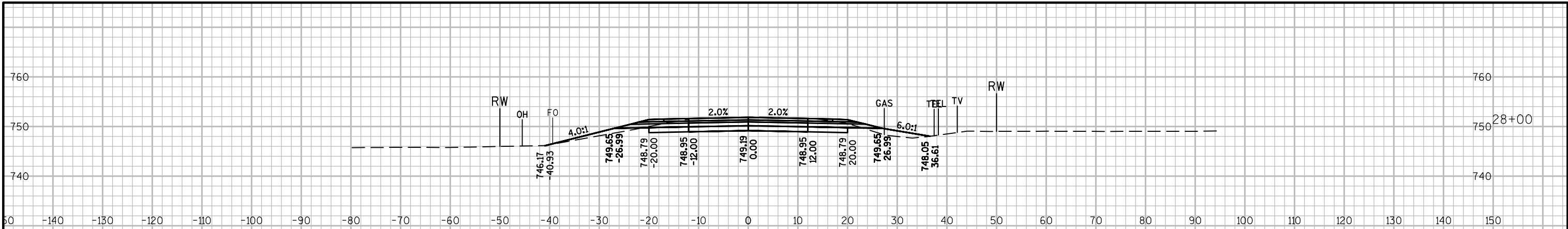
PLOT BY : HEDRINGTON, MARK

PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDs SHEET 49





9

9

PROJECT NO:5436-00-71

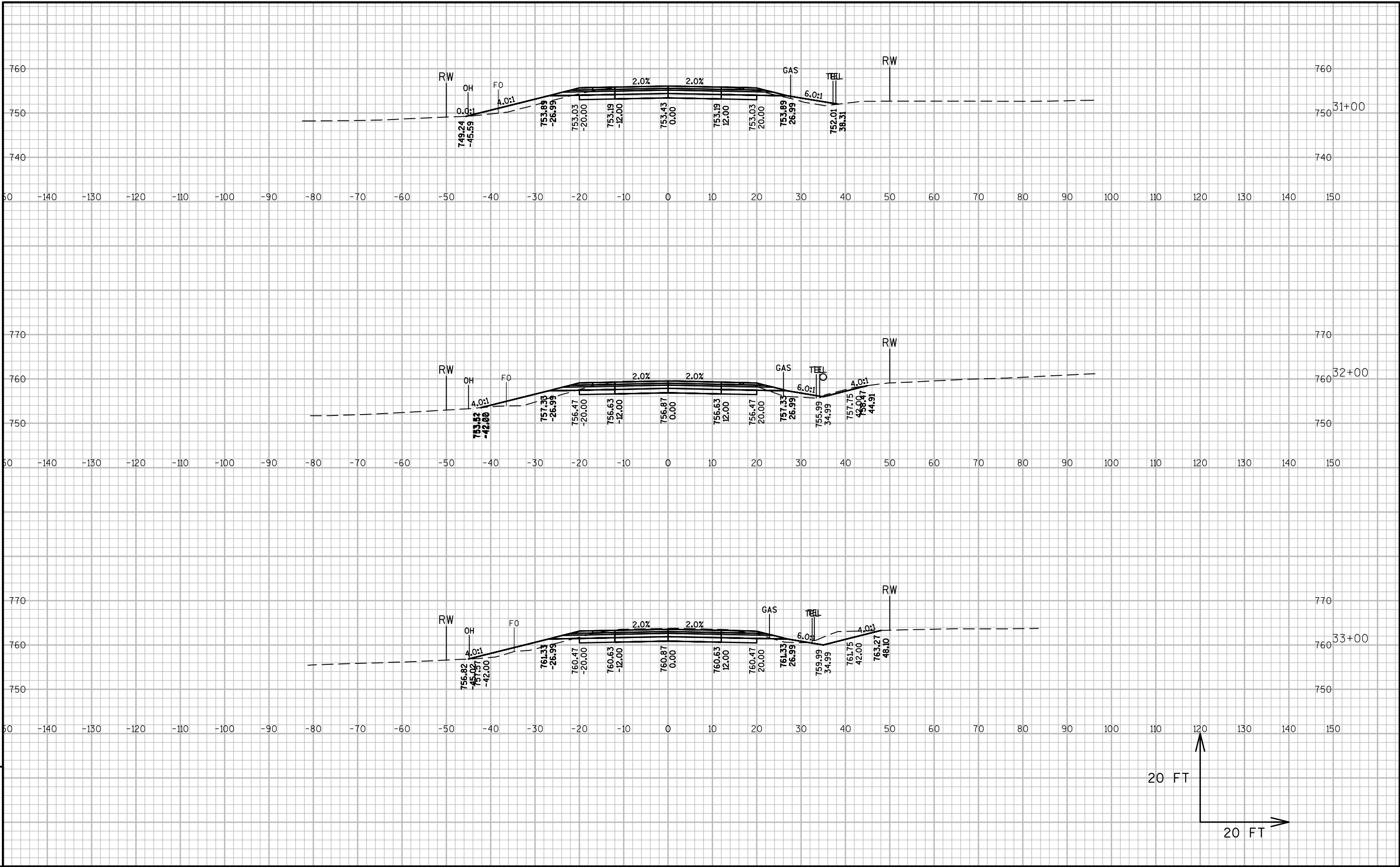
HWY:CTH M

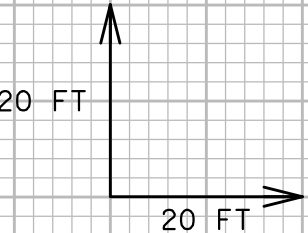
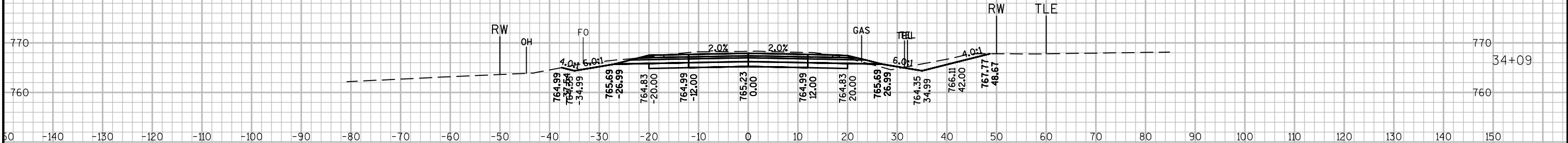
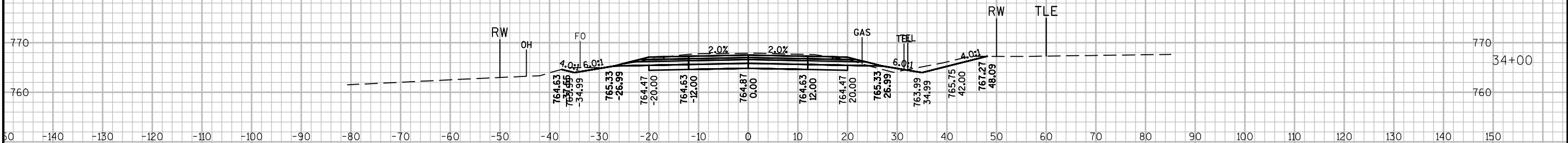
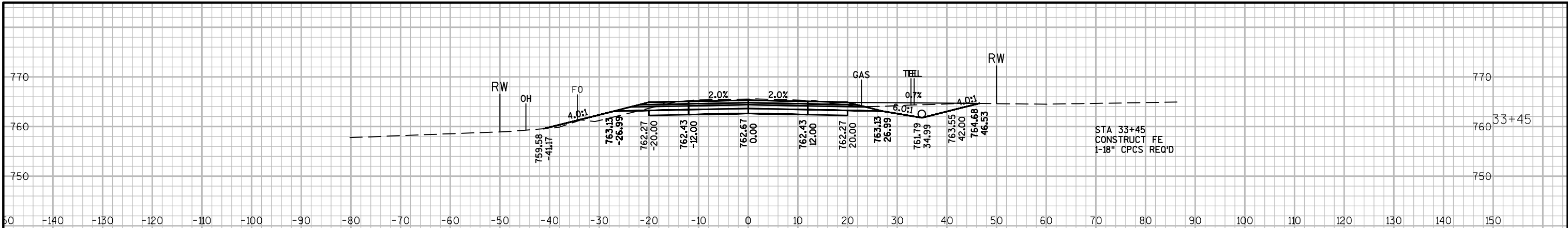
COUNTY:LA CROSSE

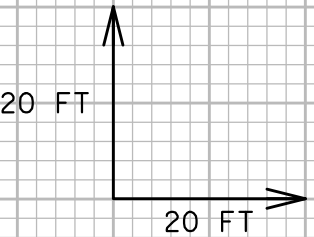
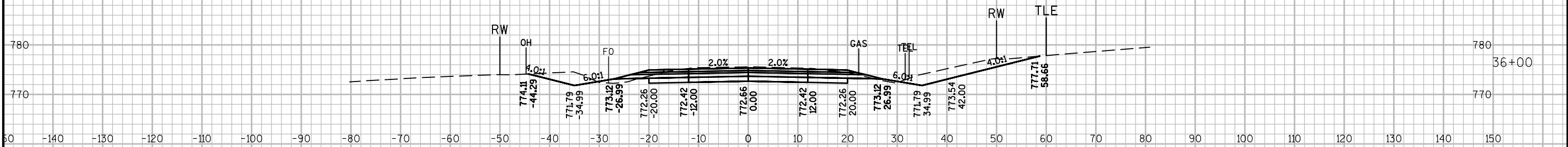
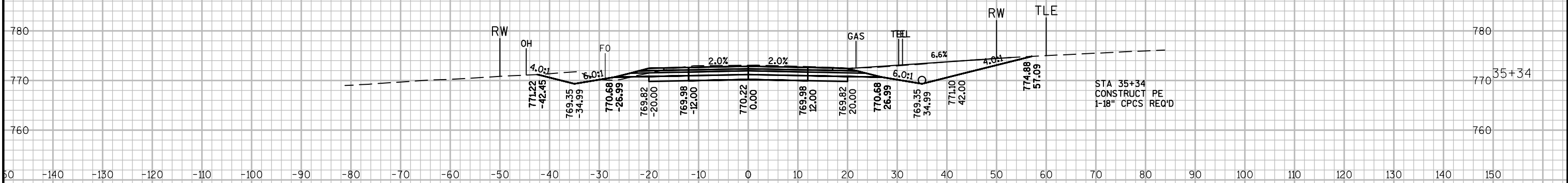
CROSS SECTIONS: CTH M

SHEET

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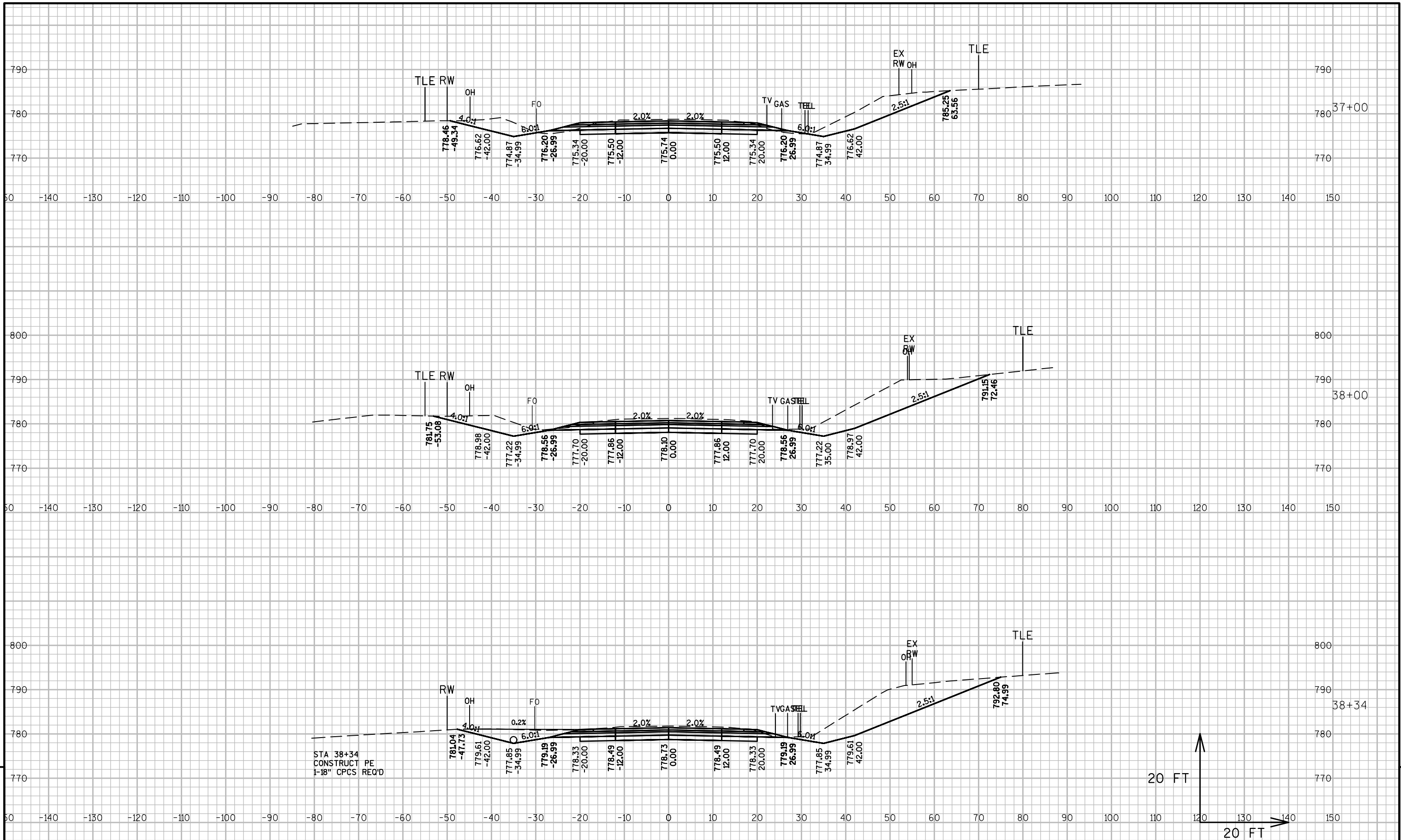


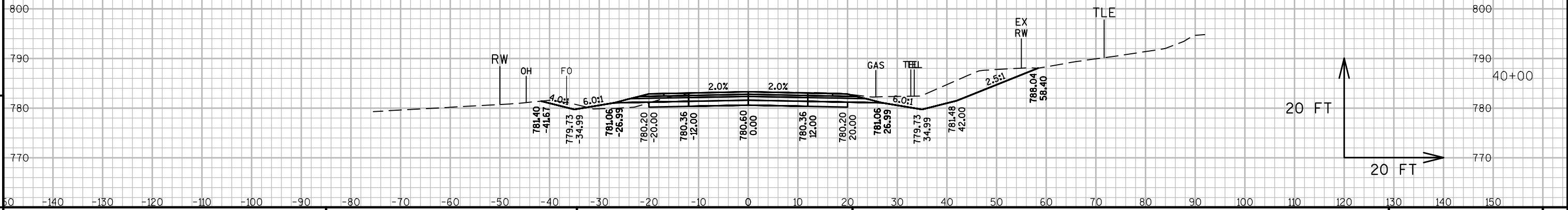
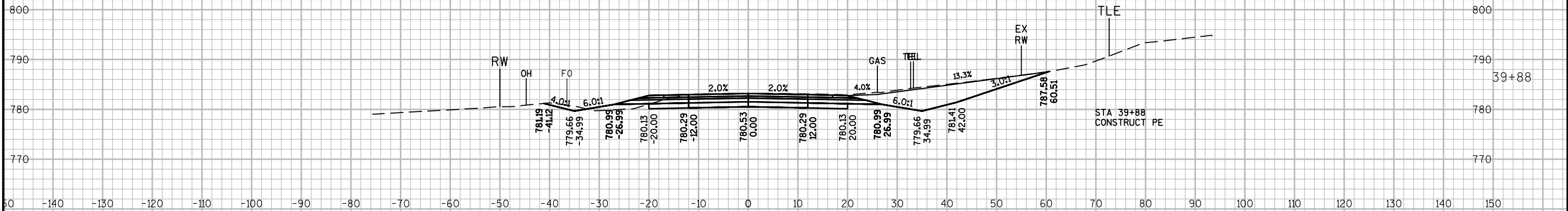
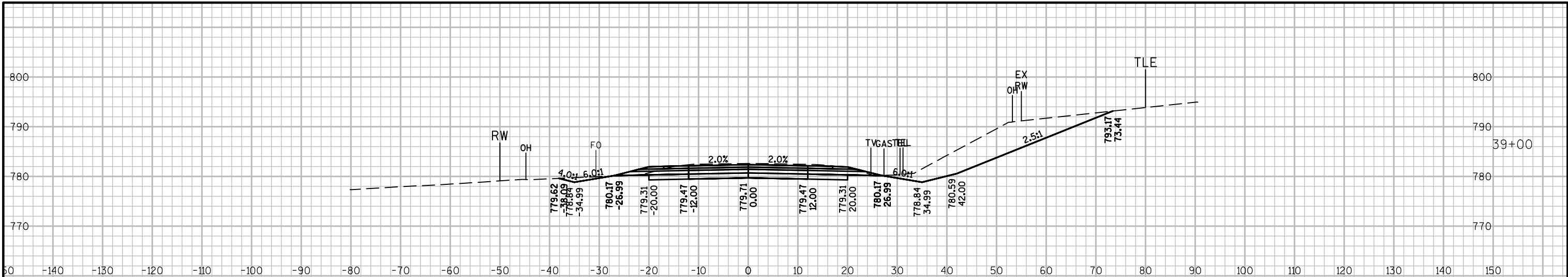


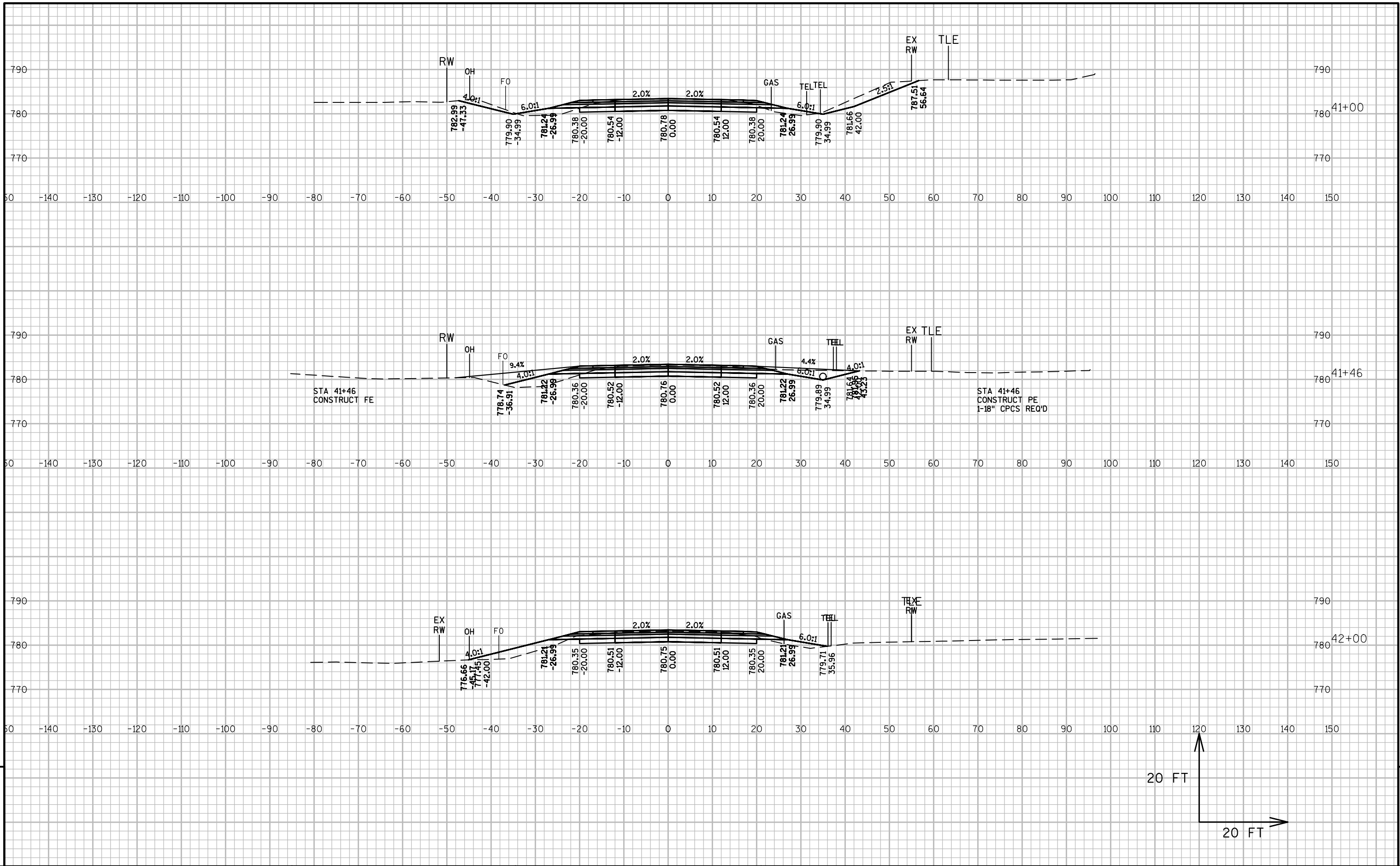


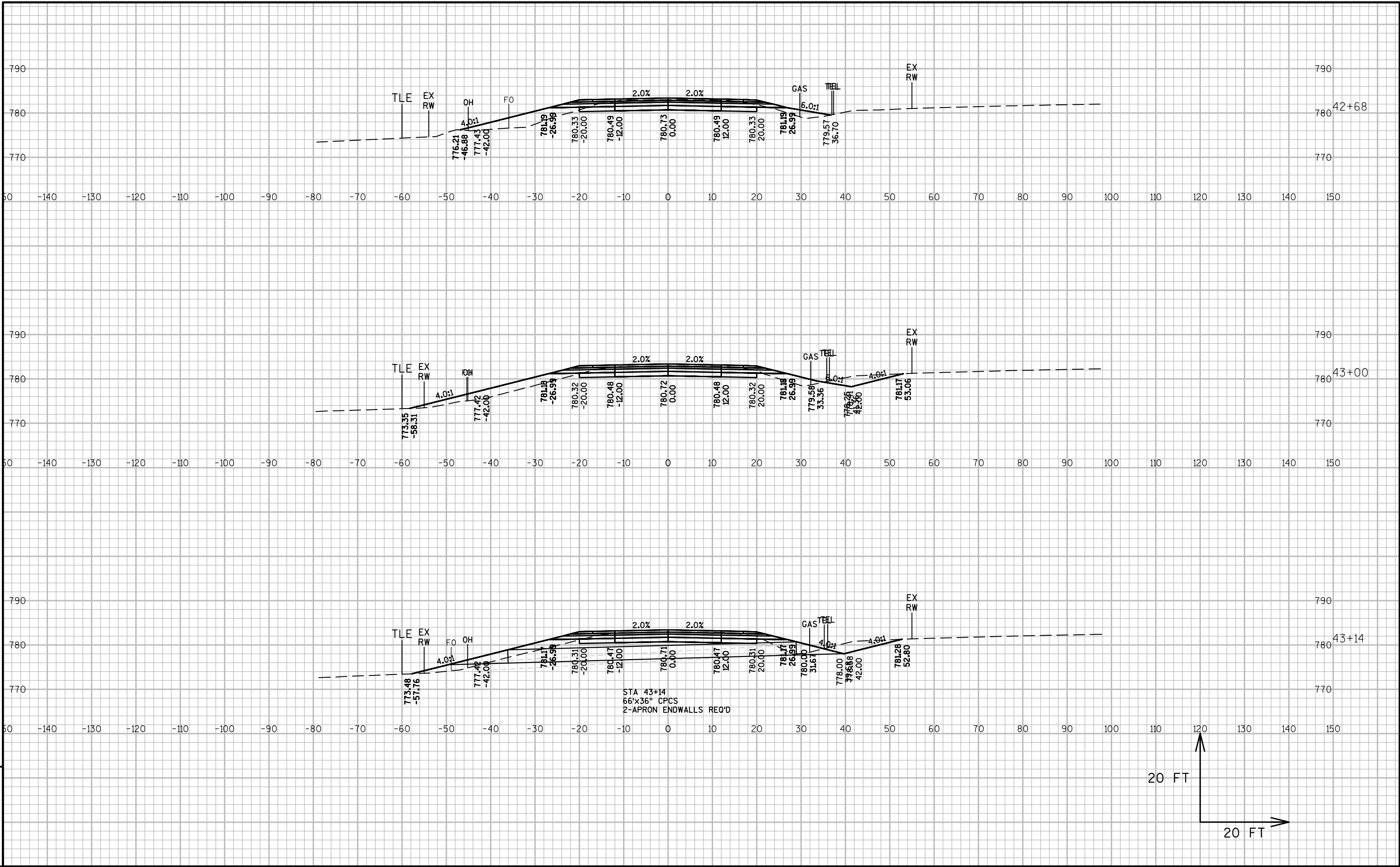
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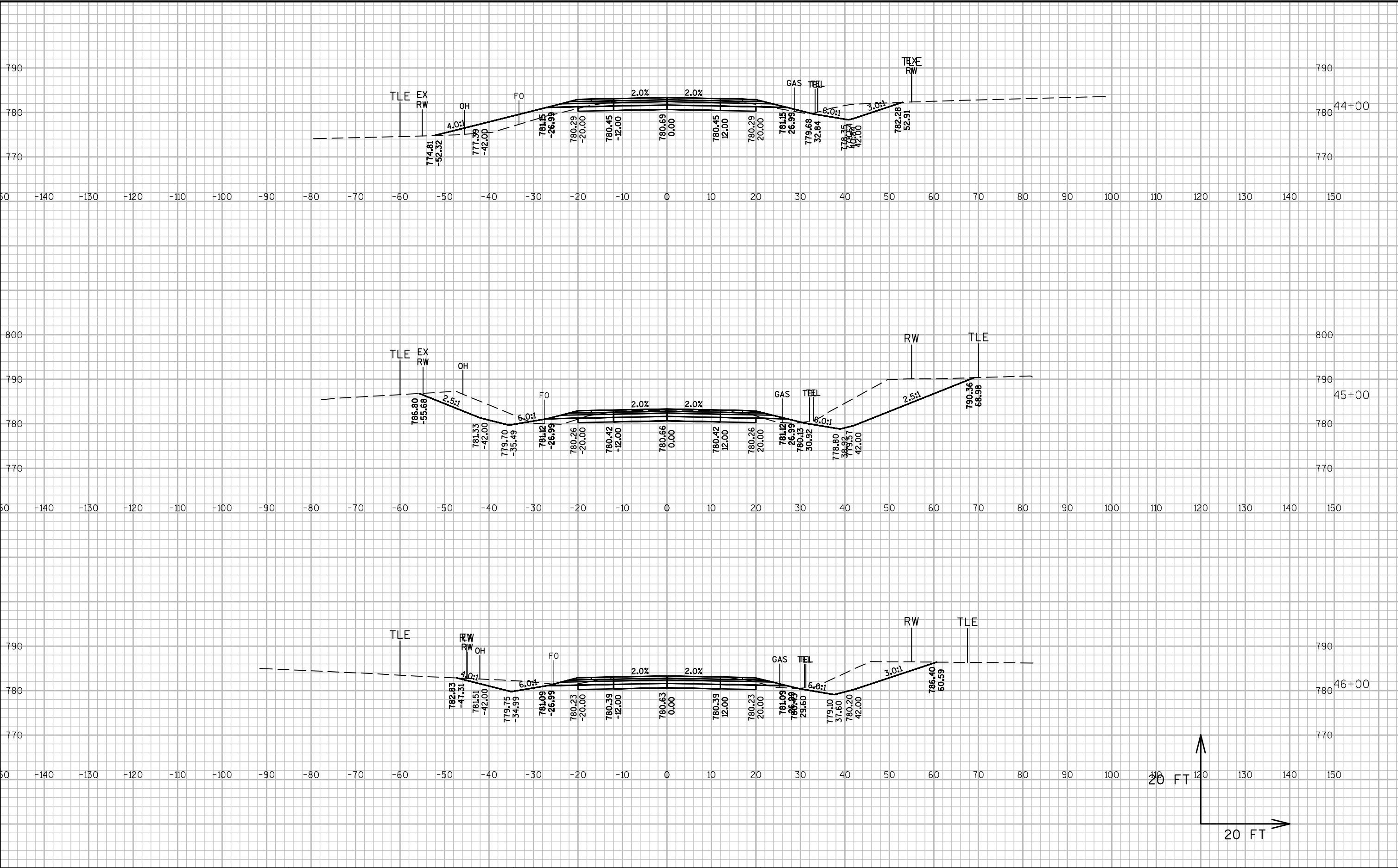
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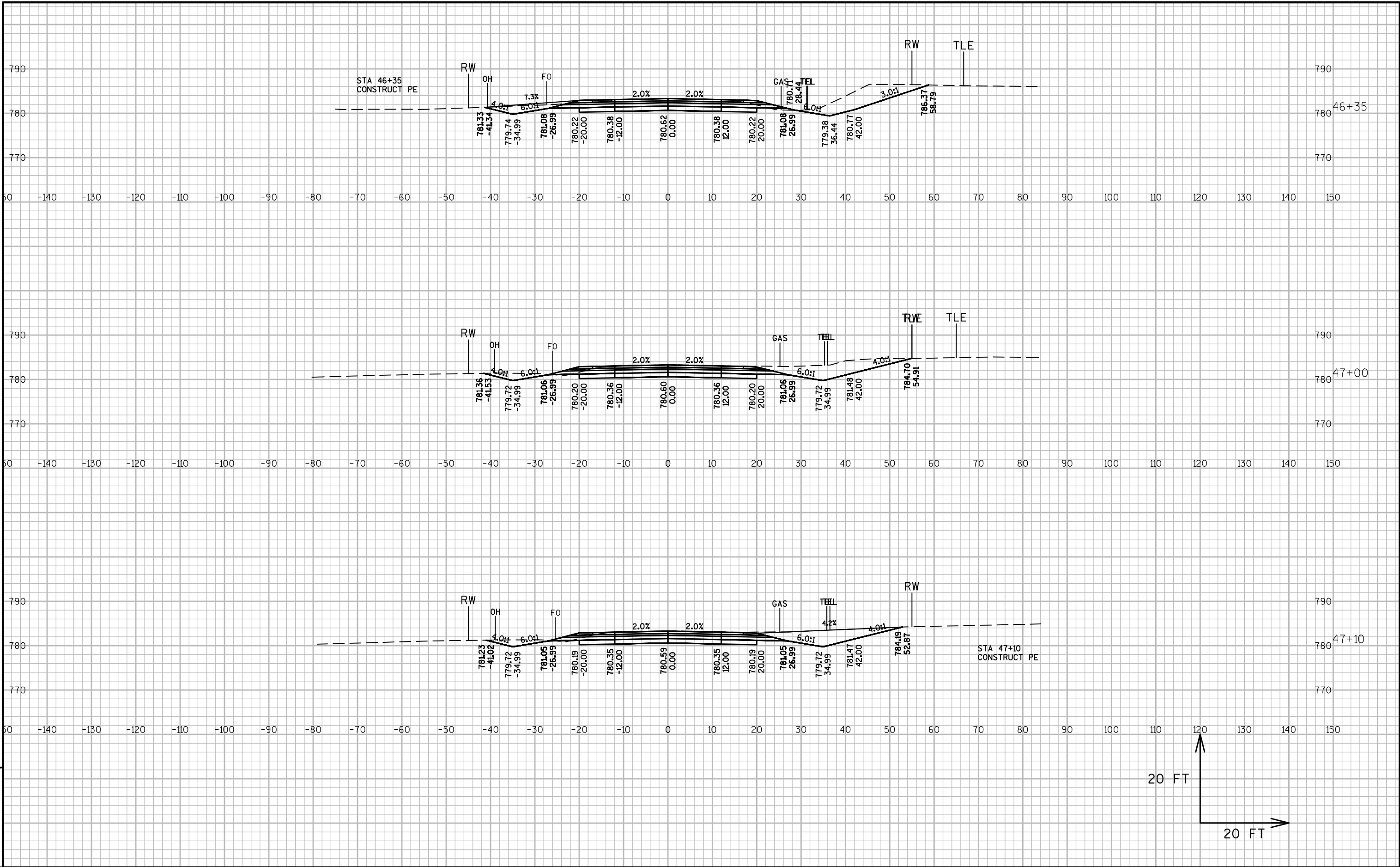


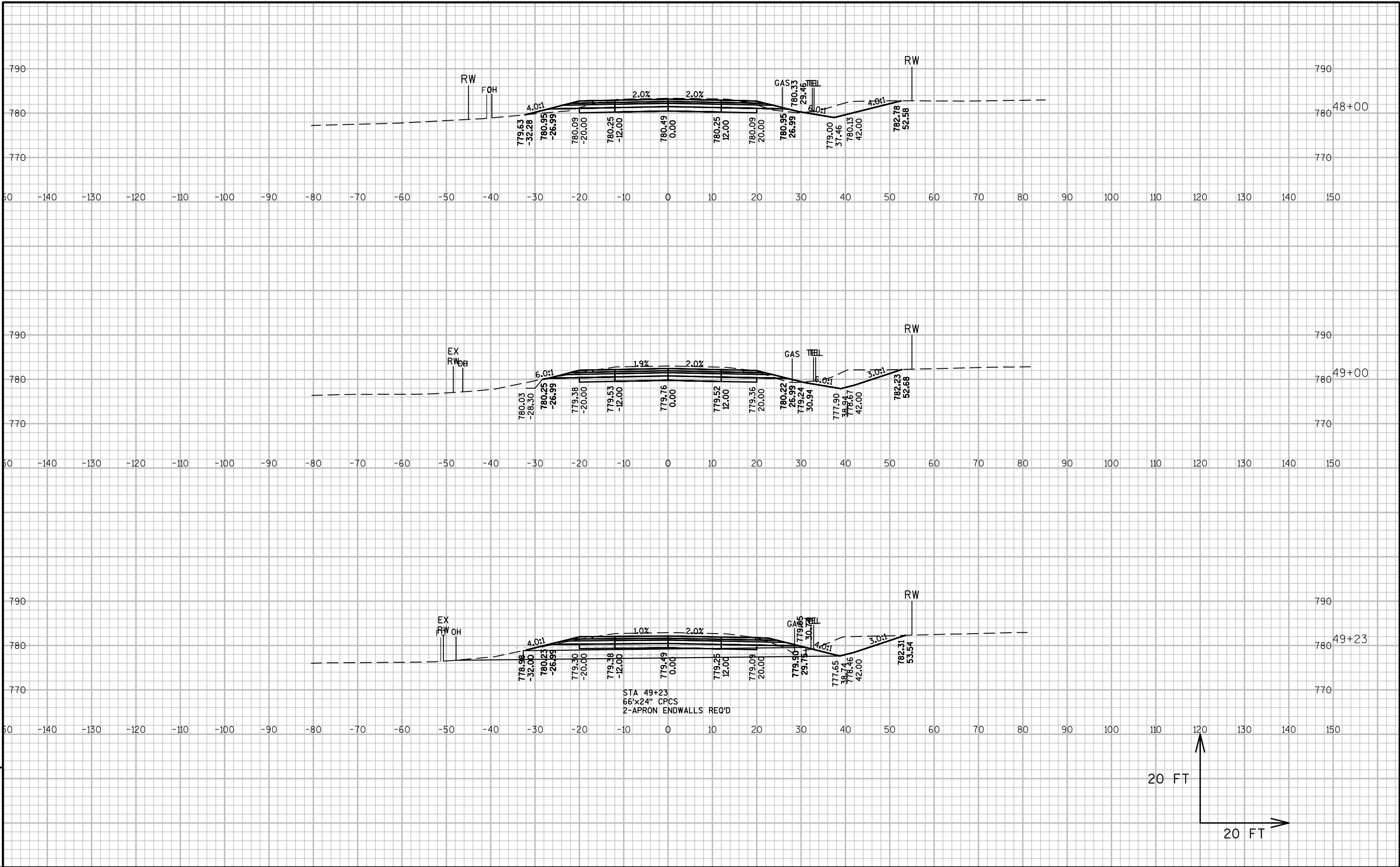


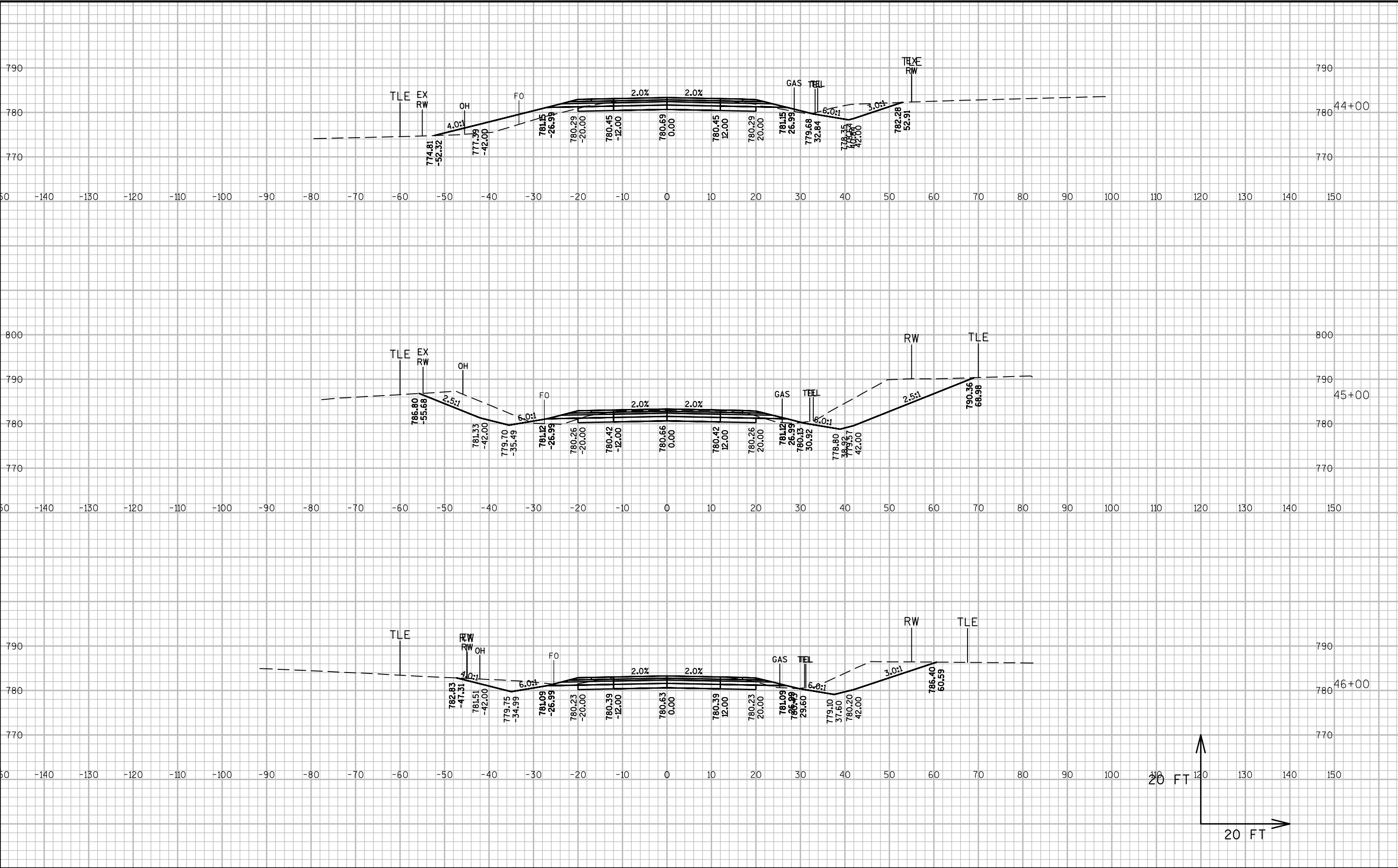


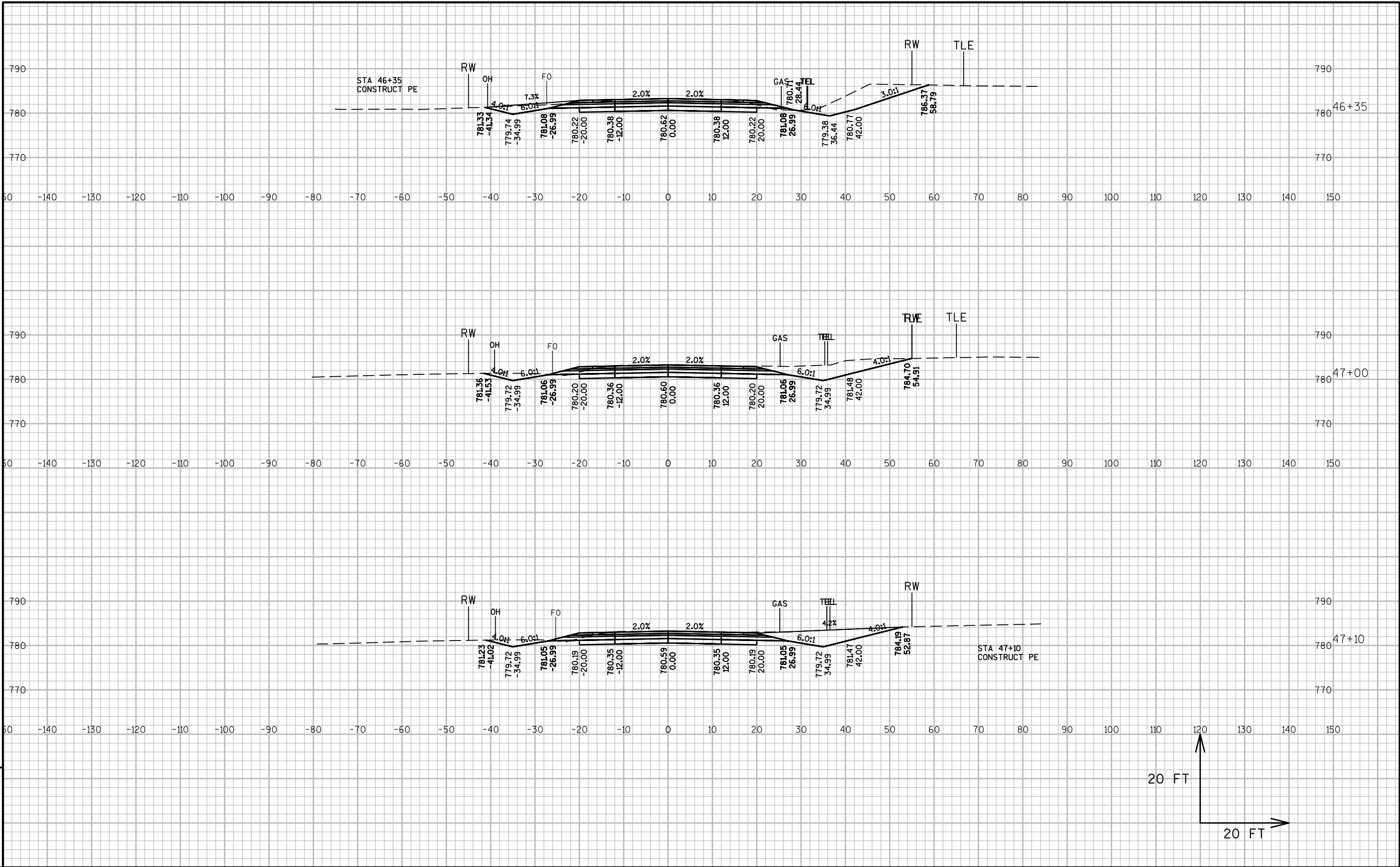


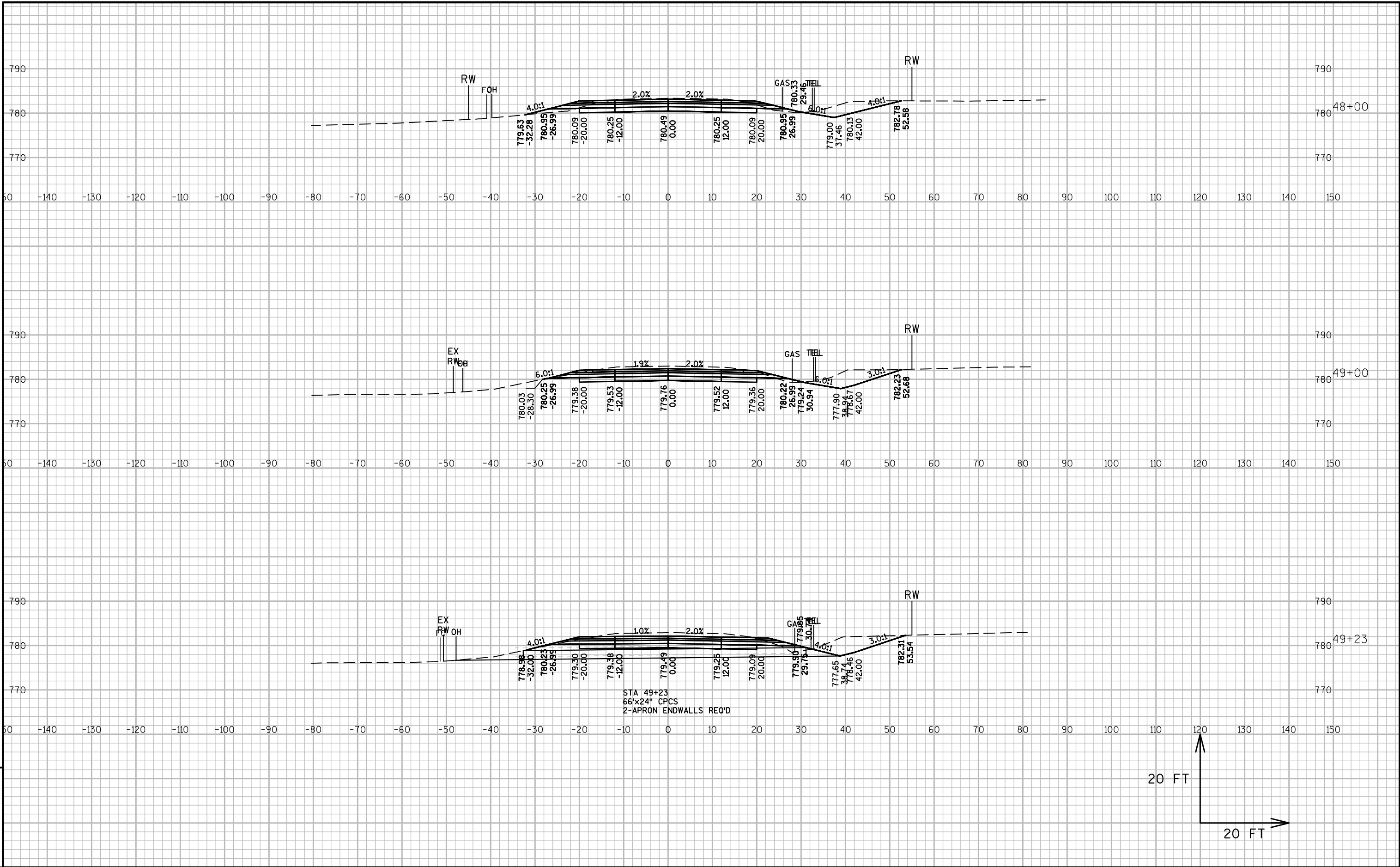


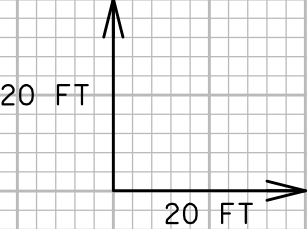
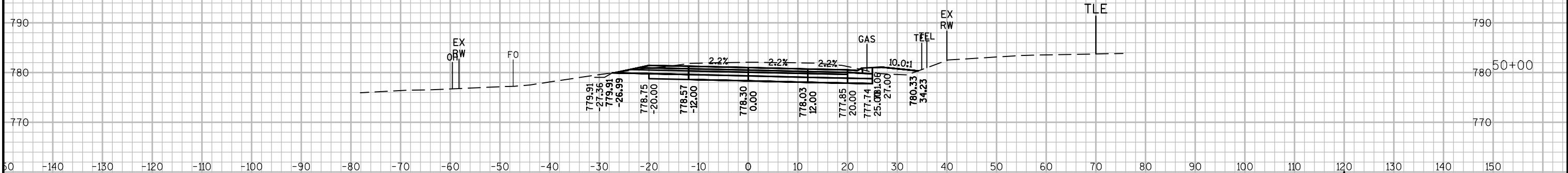
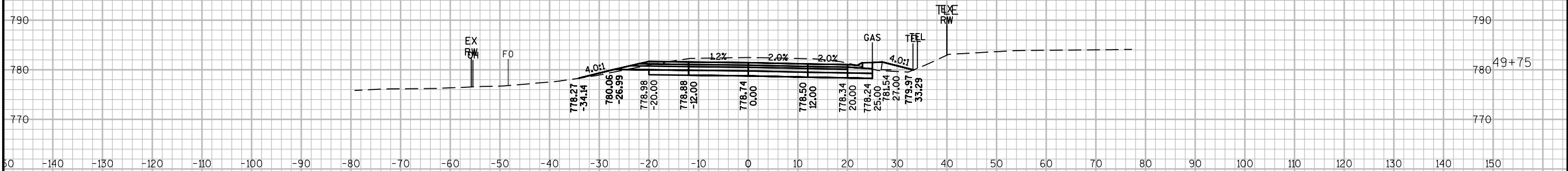
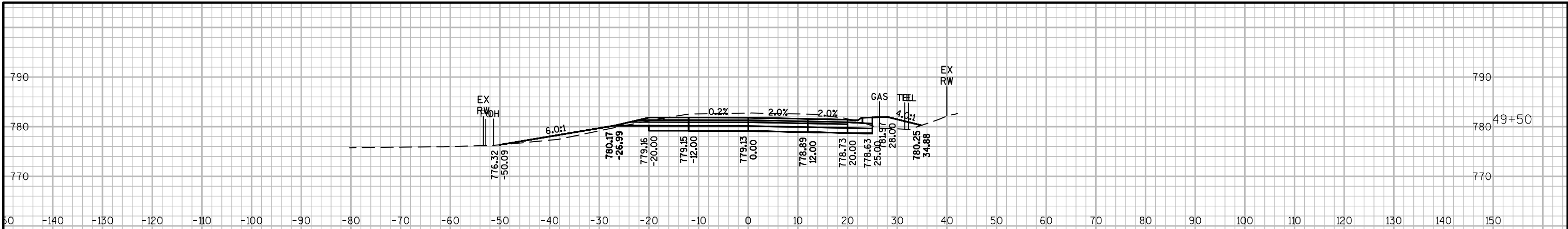


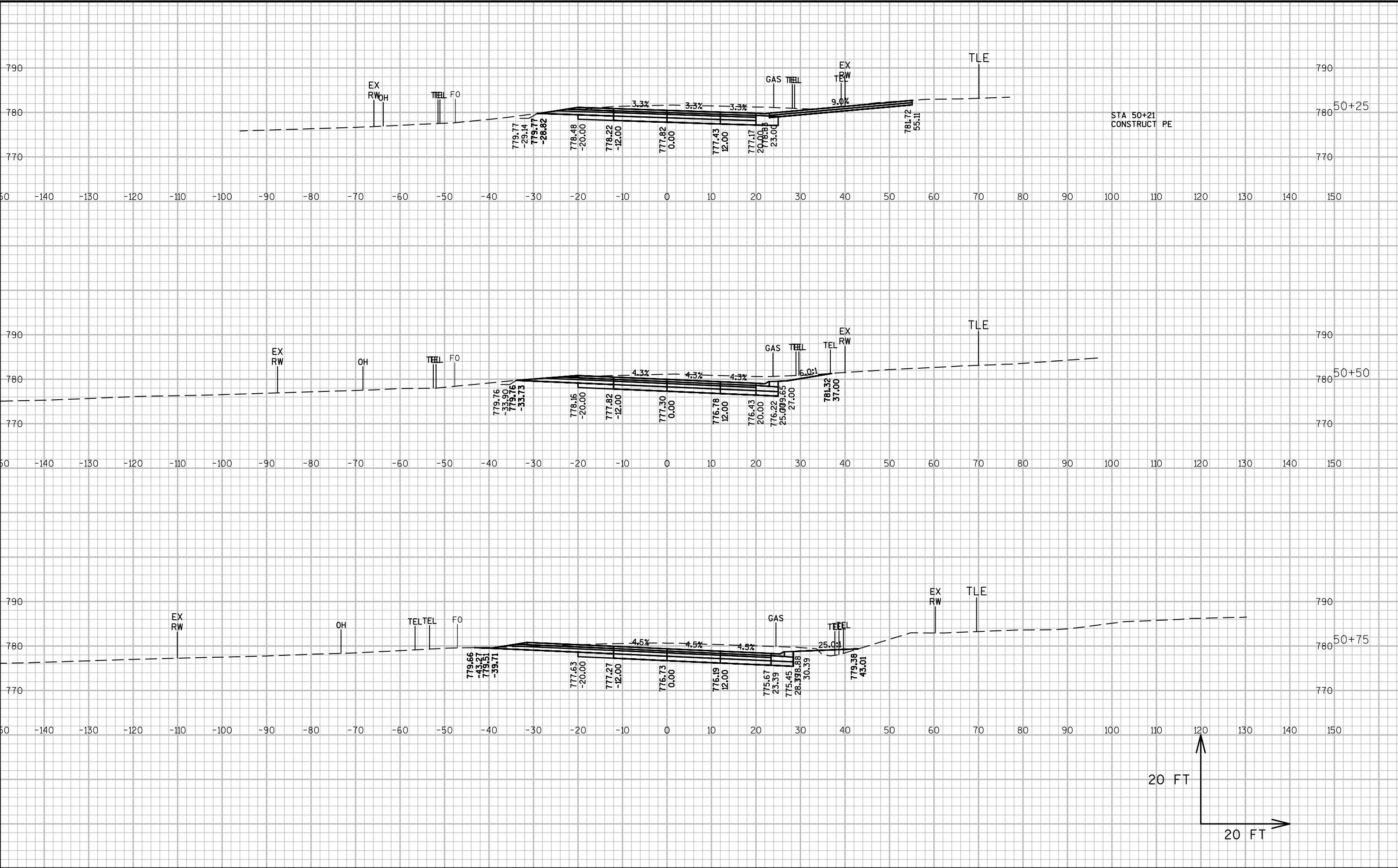


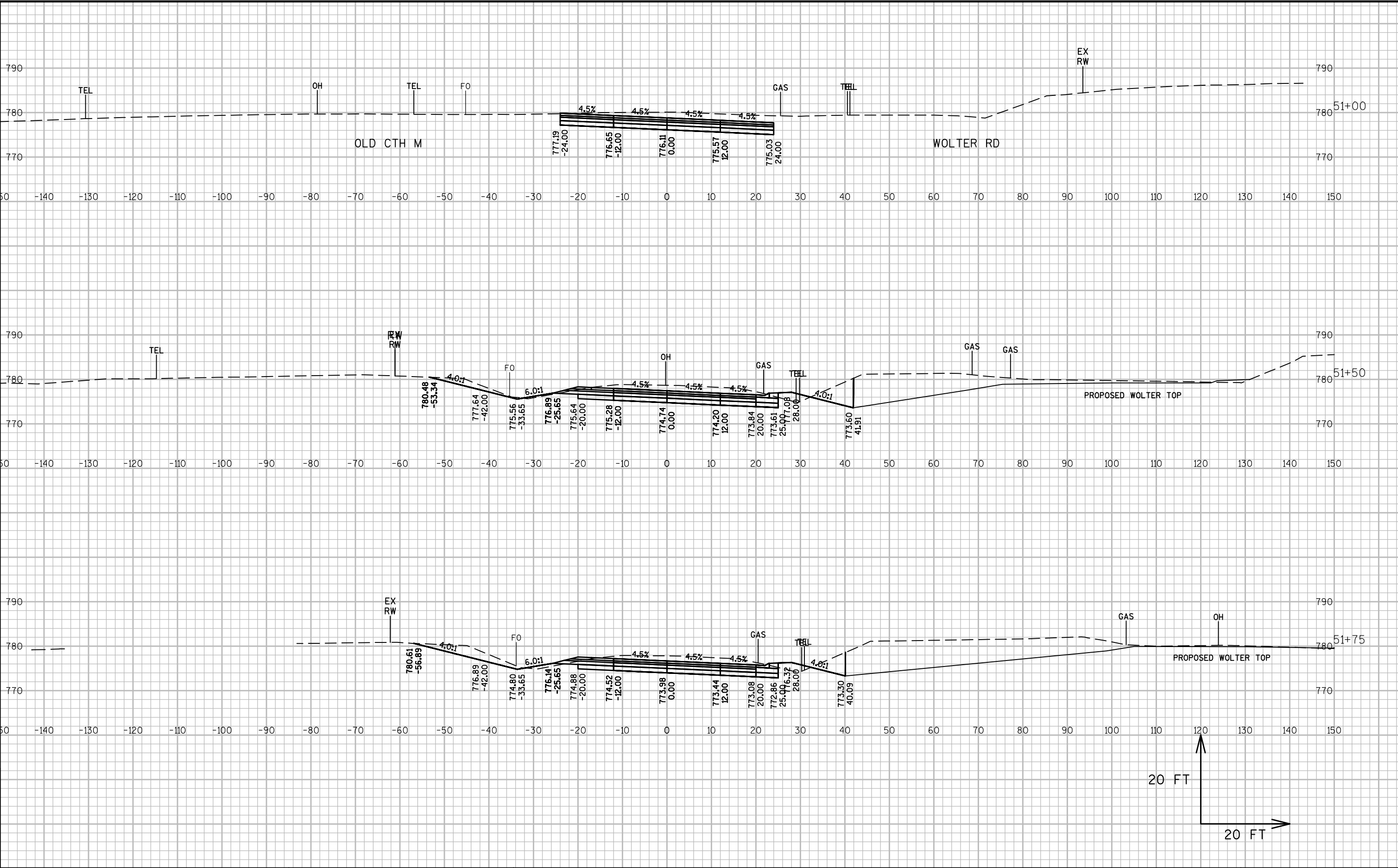






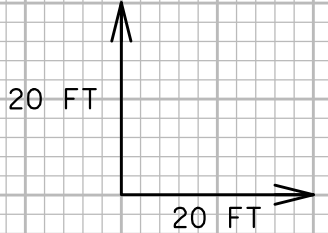
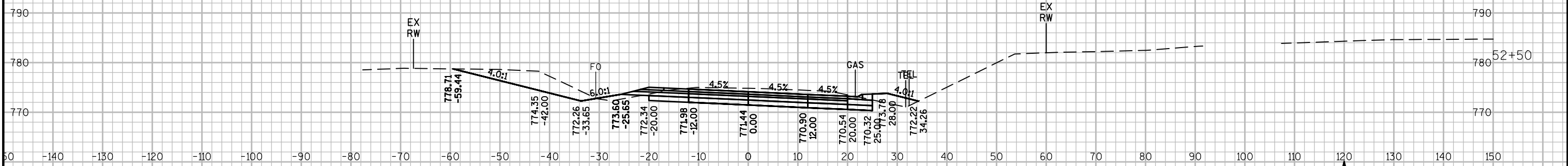
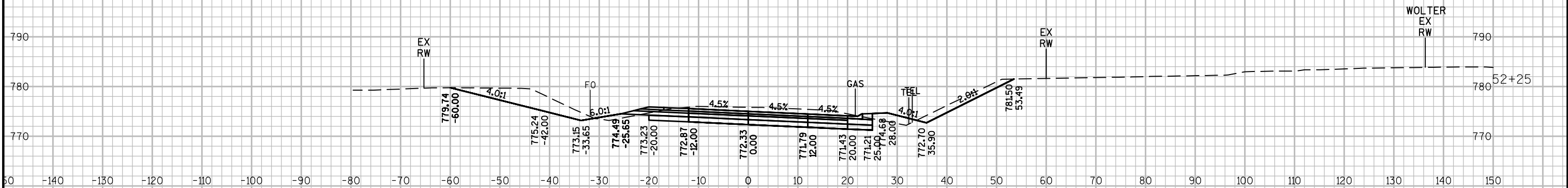
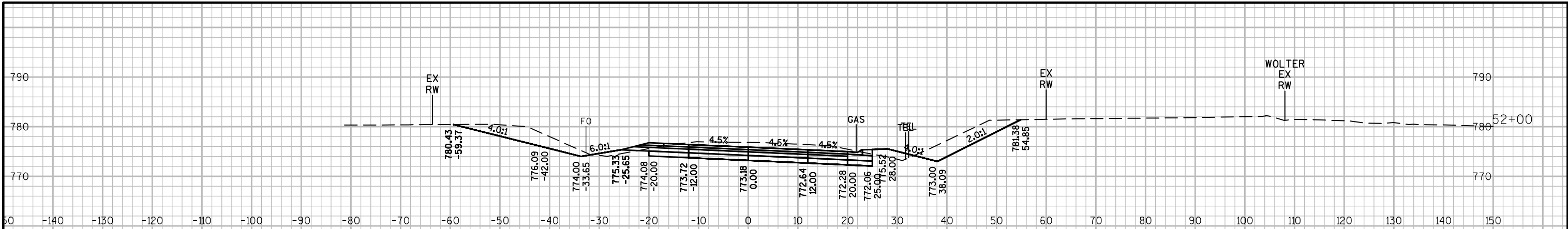


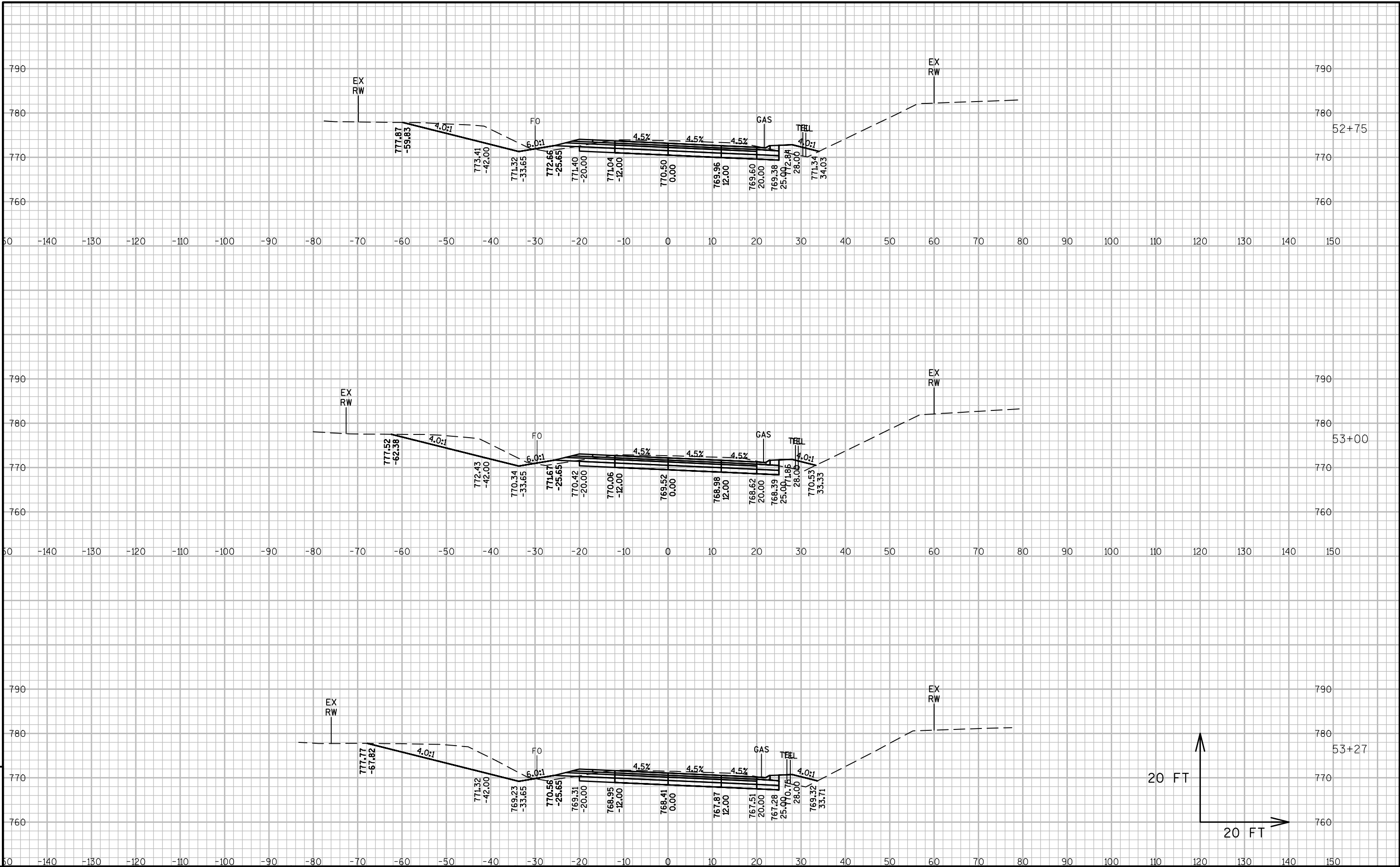


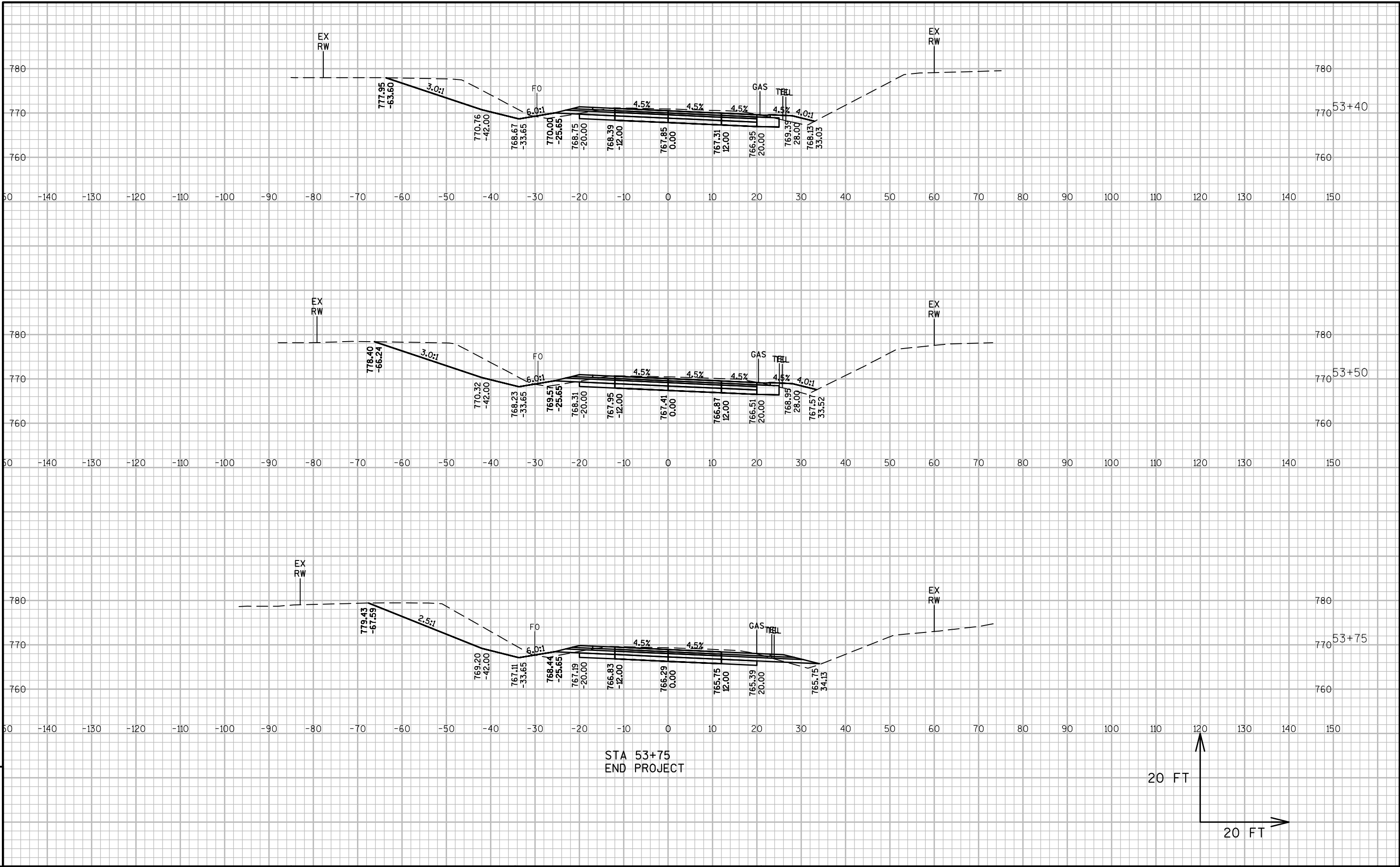


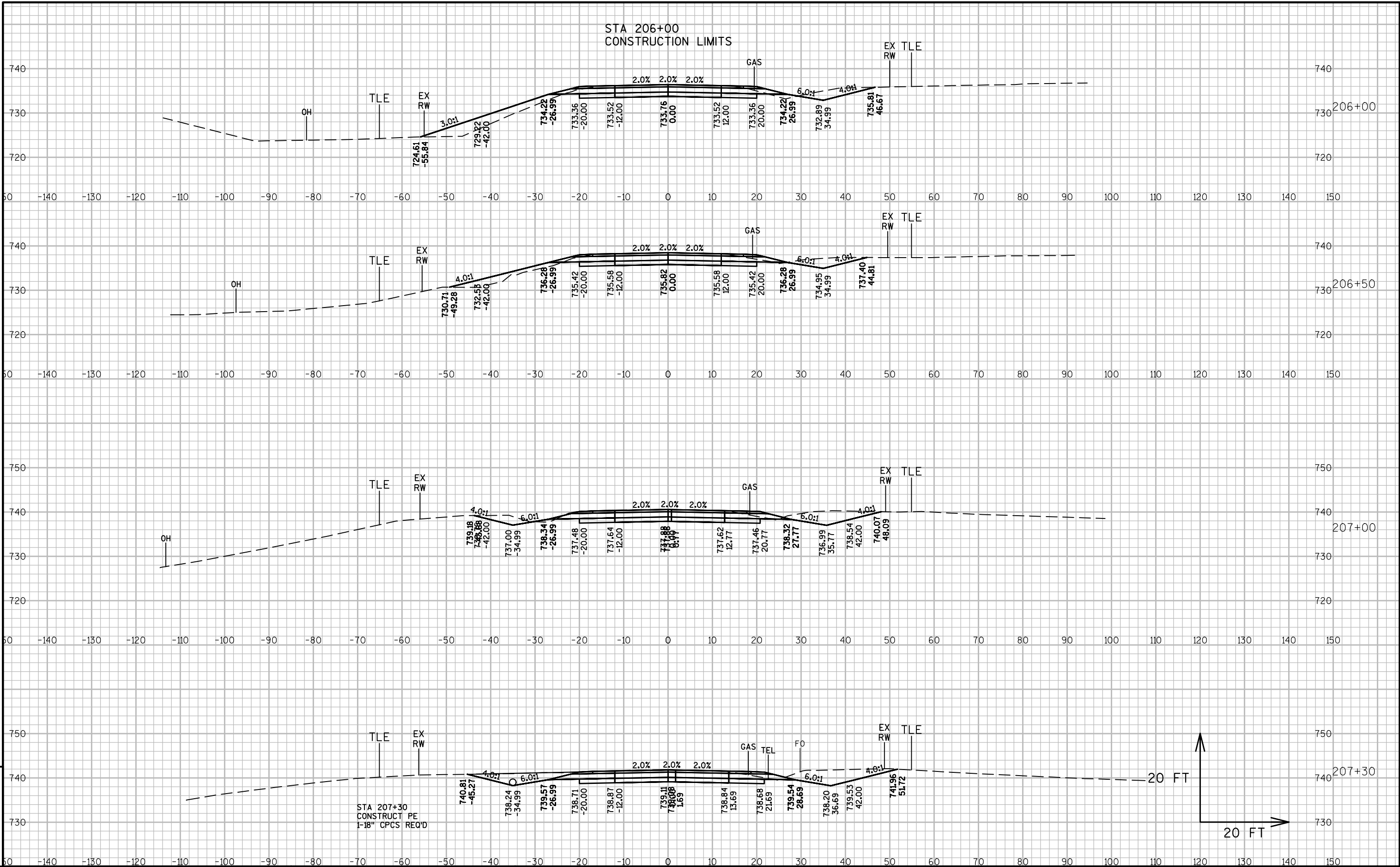
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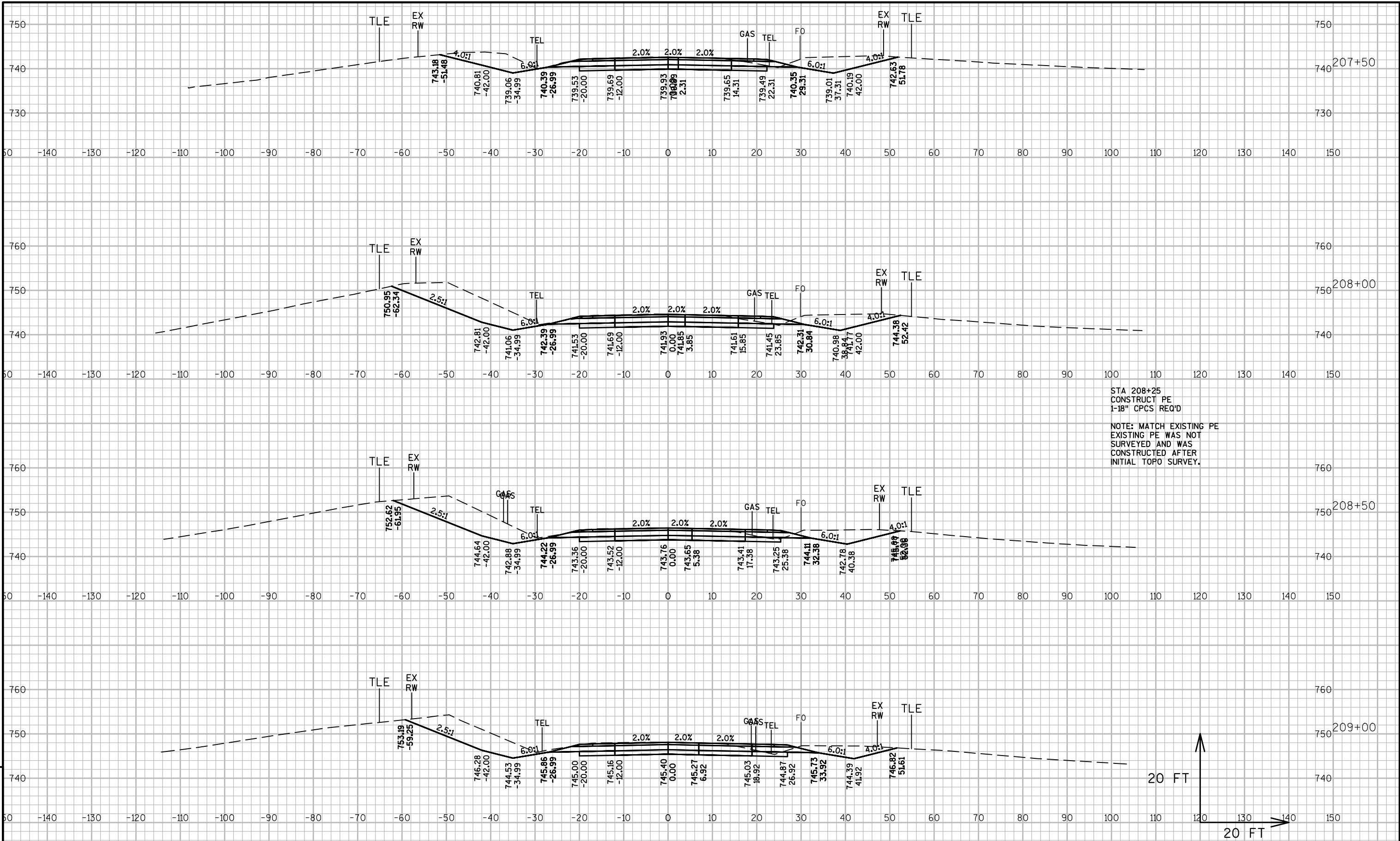
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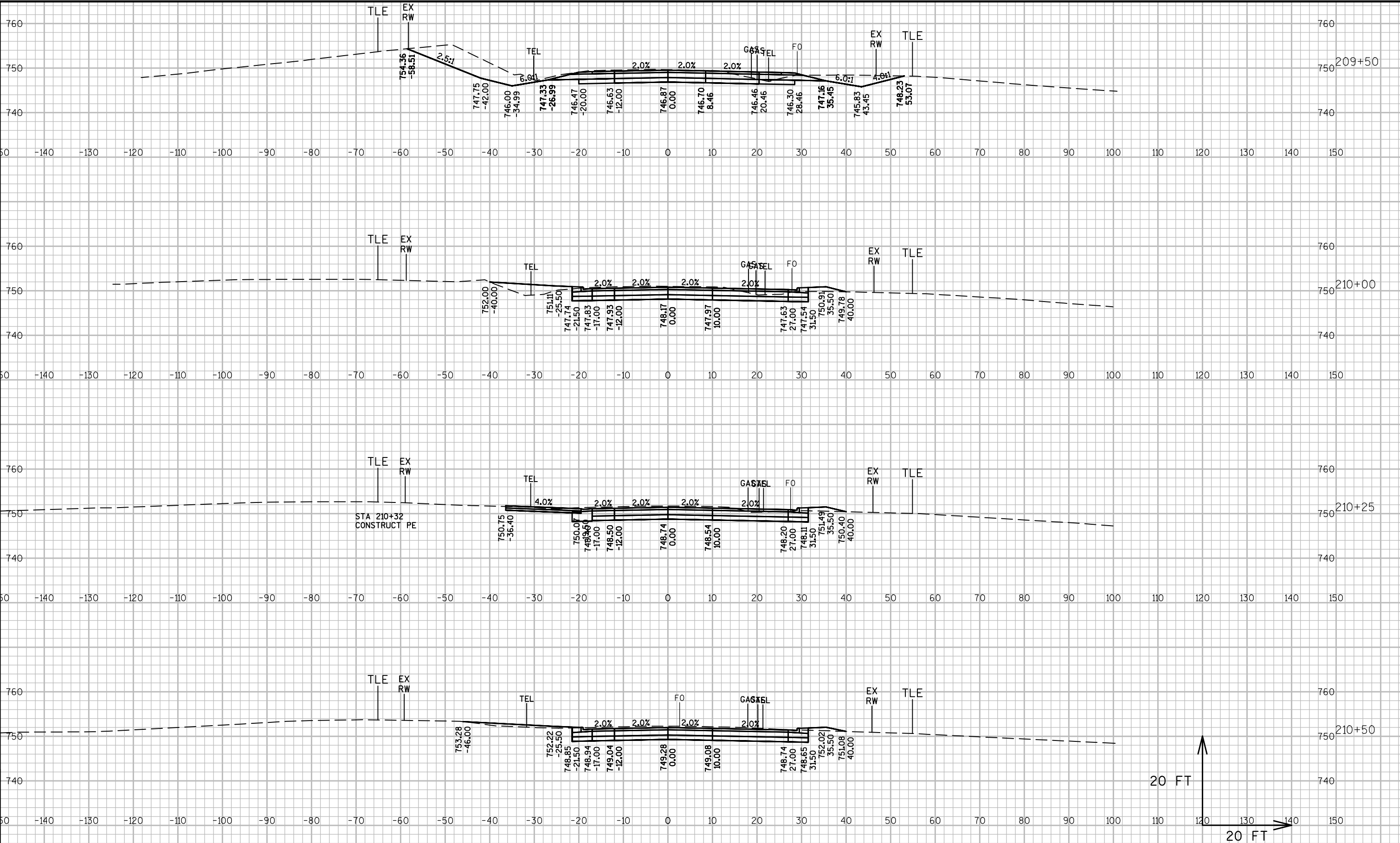


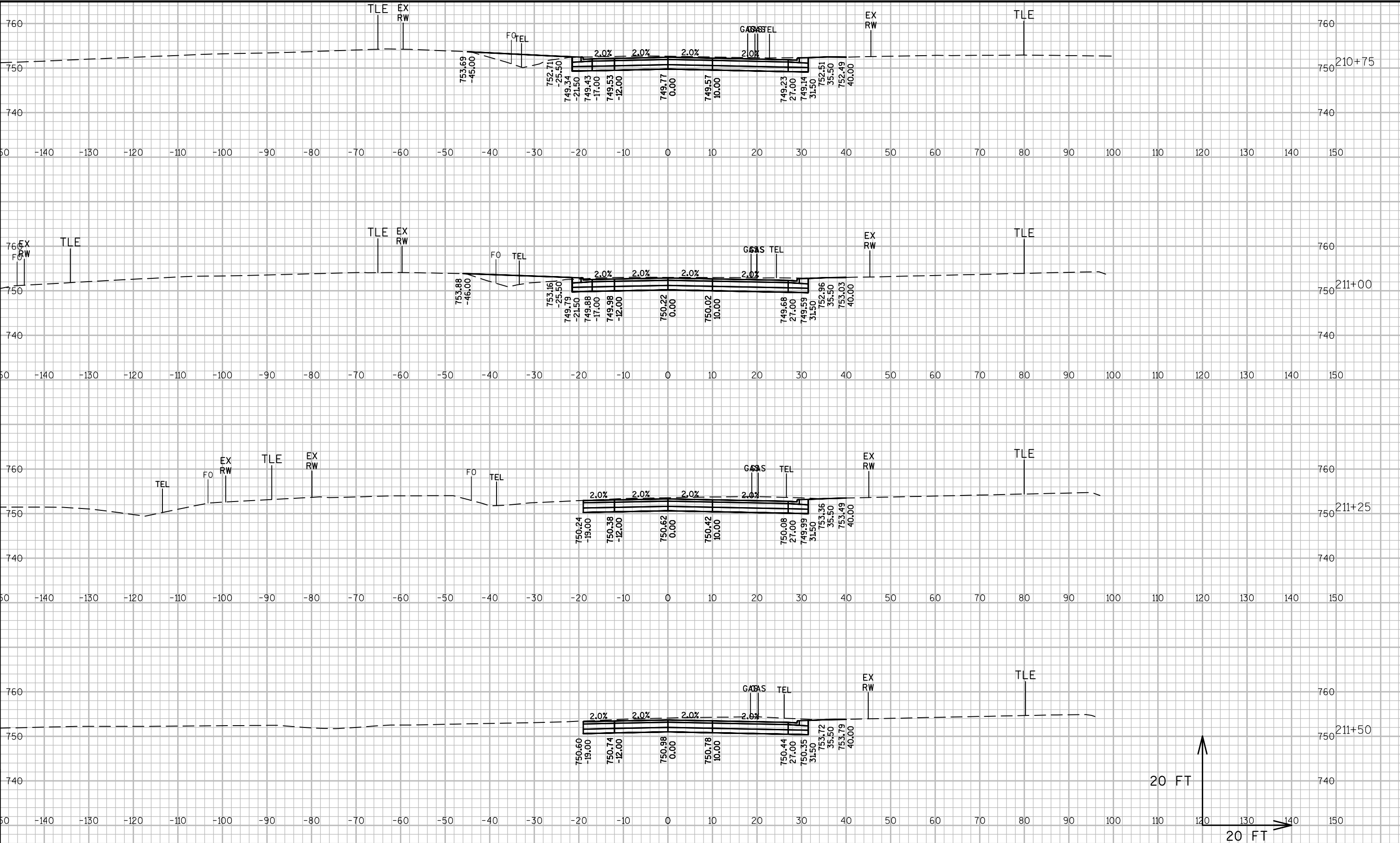












PROJECT NO:5436-00-71

HWY:CTH M

COUNTY:LA CROSSE

CROSS SECTIONS: CTH O

SHEET

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FILE NAME : I:\41\410677\C3D\DESIGN\CORRIDORS\C3D2018 41067700_CORRIDOR - NEW PAVT DESIGN.DWG
LAYOUT NAME - 0 (04)

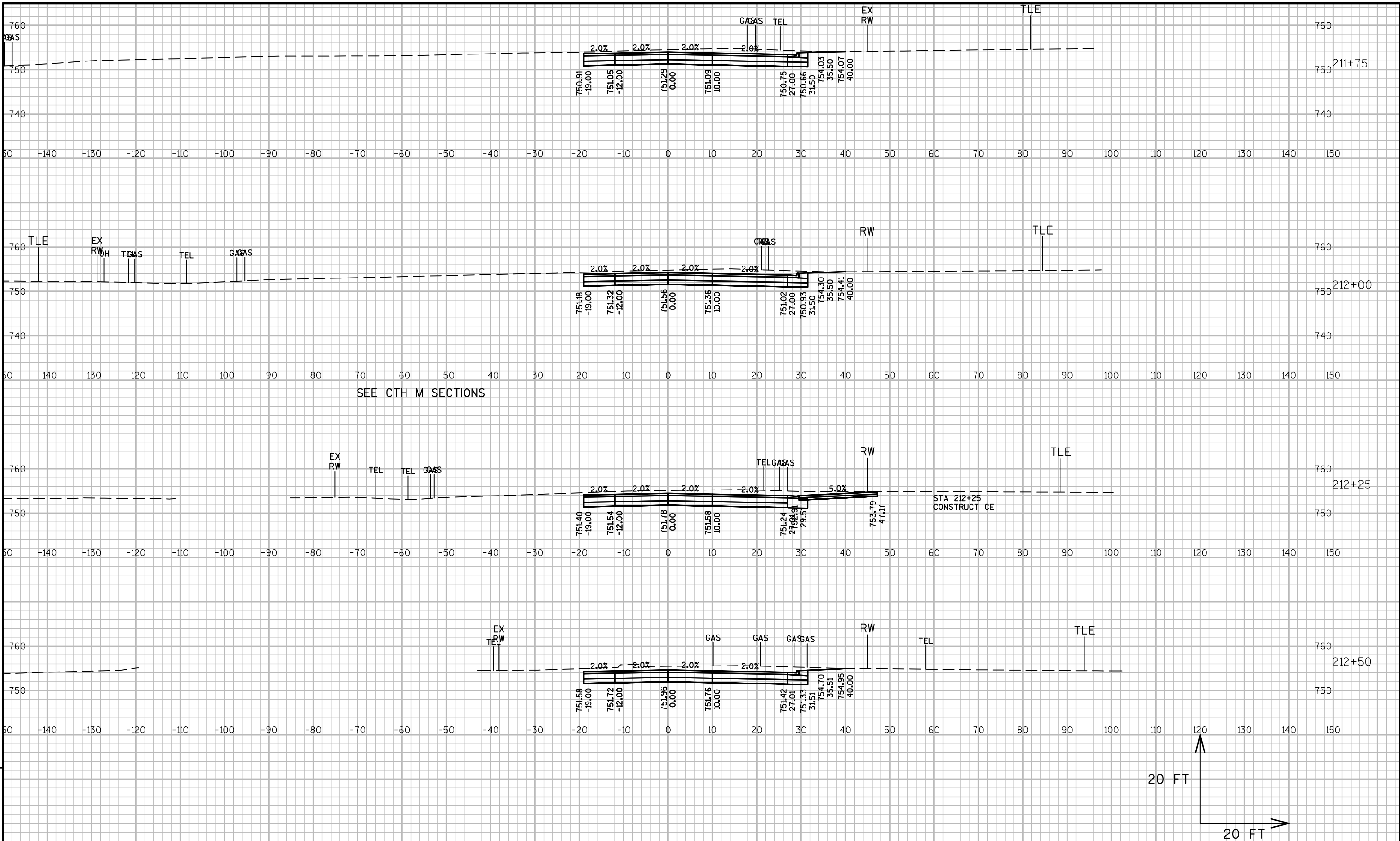
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PLOT BY : HEDRINGTON, MARK

PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDs SHEET 49



PROJECT NO:5436-00-71

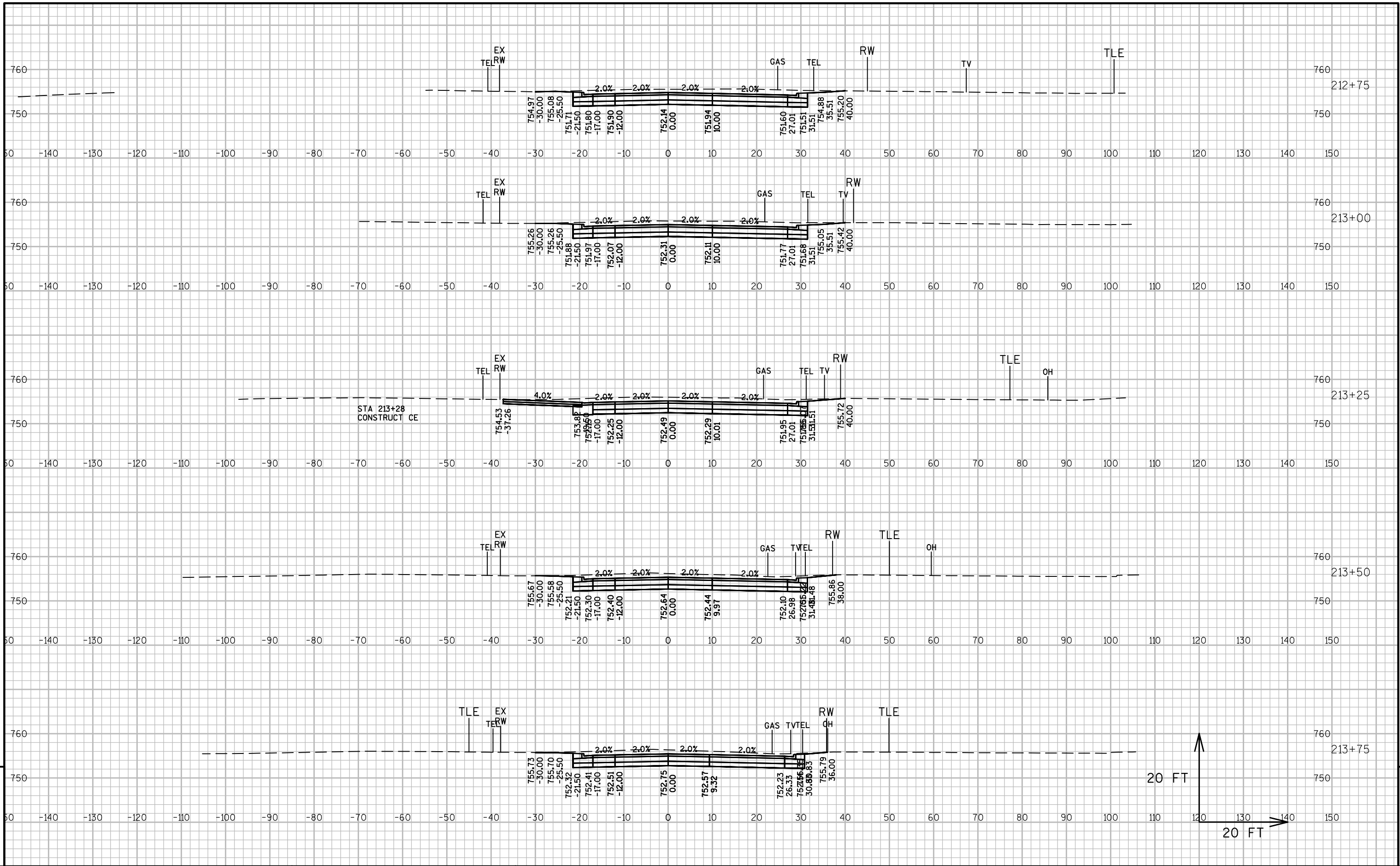
HWY:CTH M

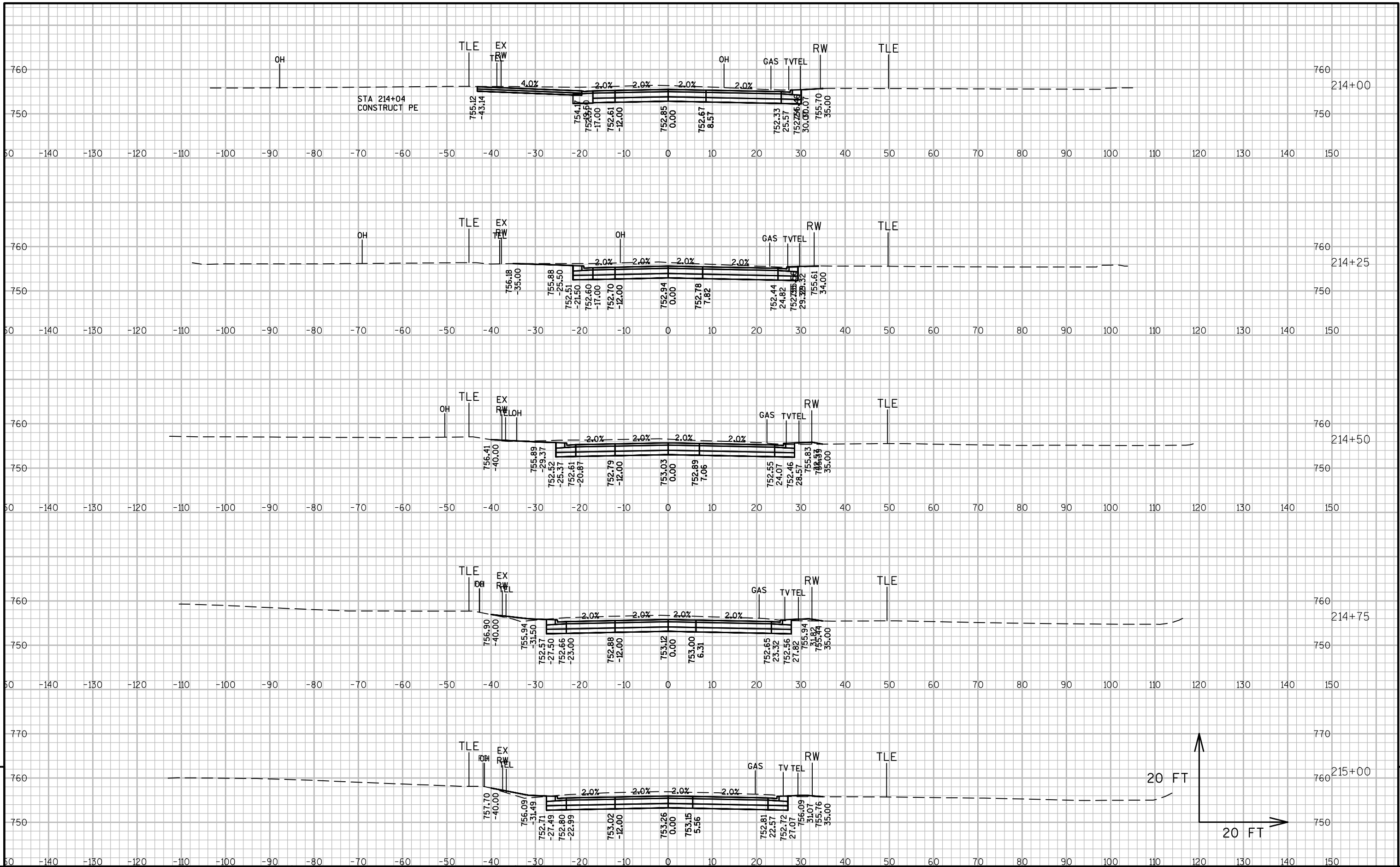
COUNTY:LA CROSSE

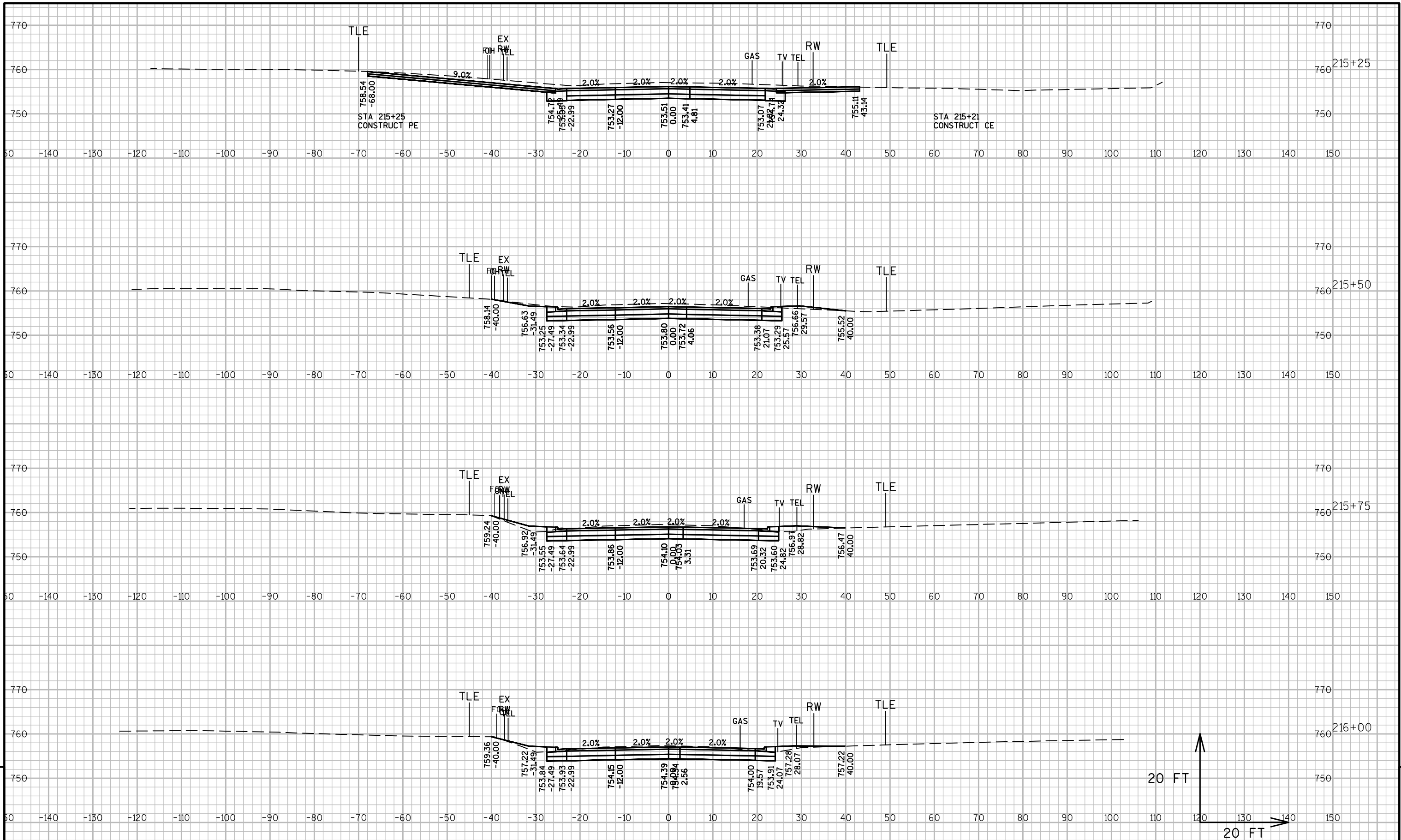
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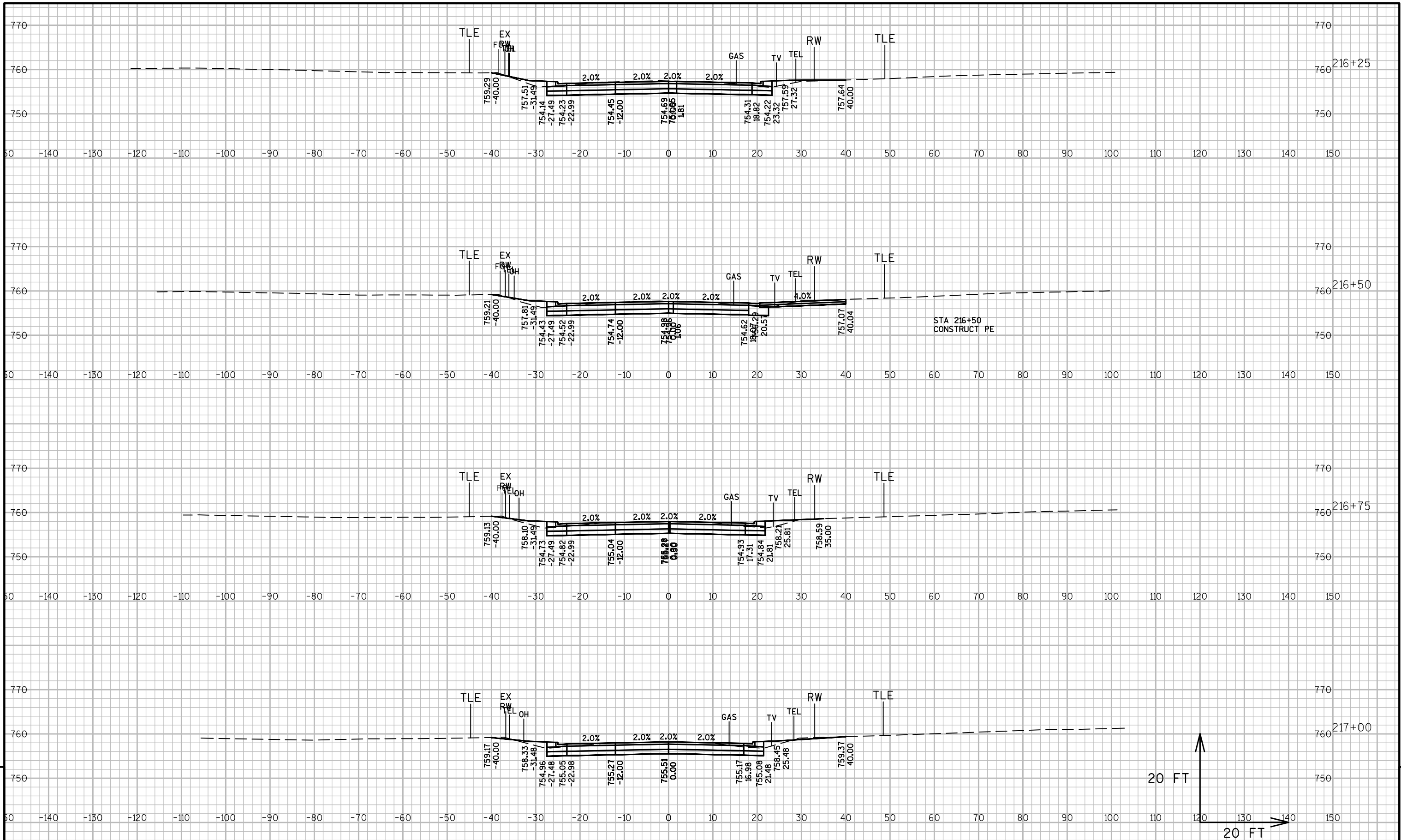
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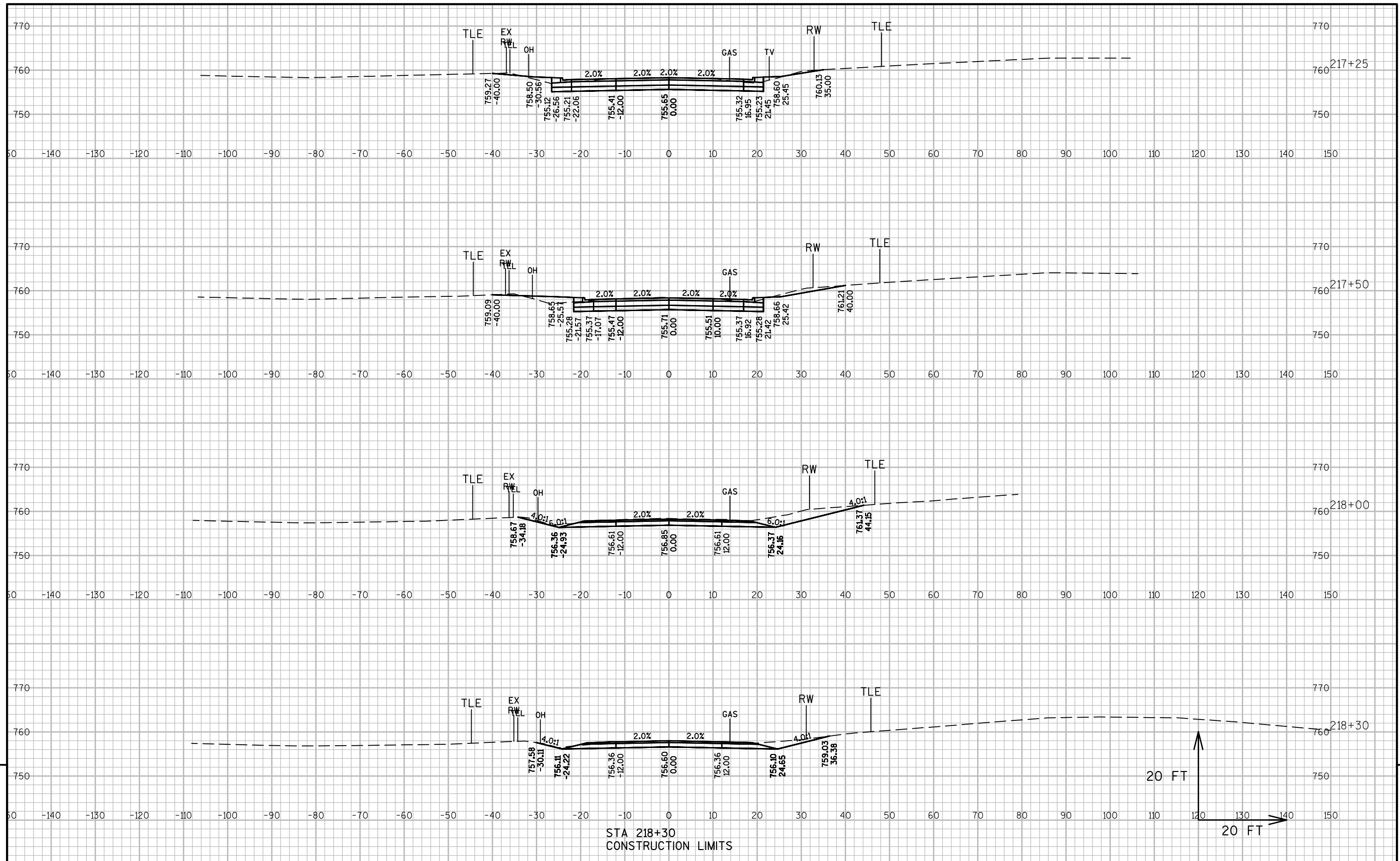
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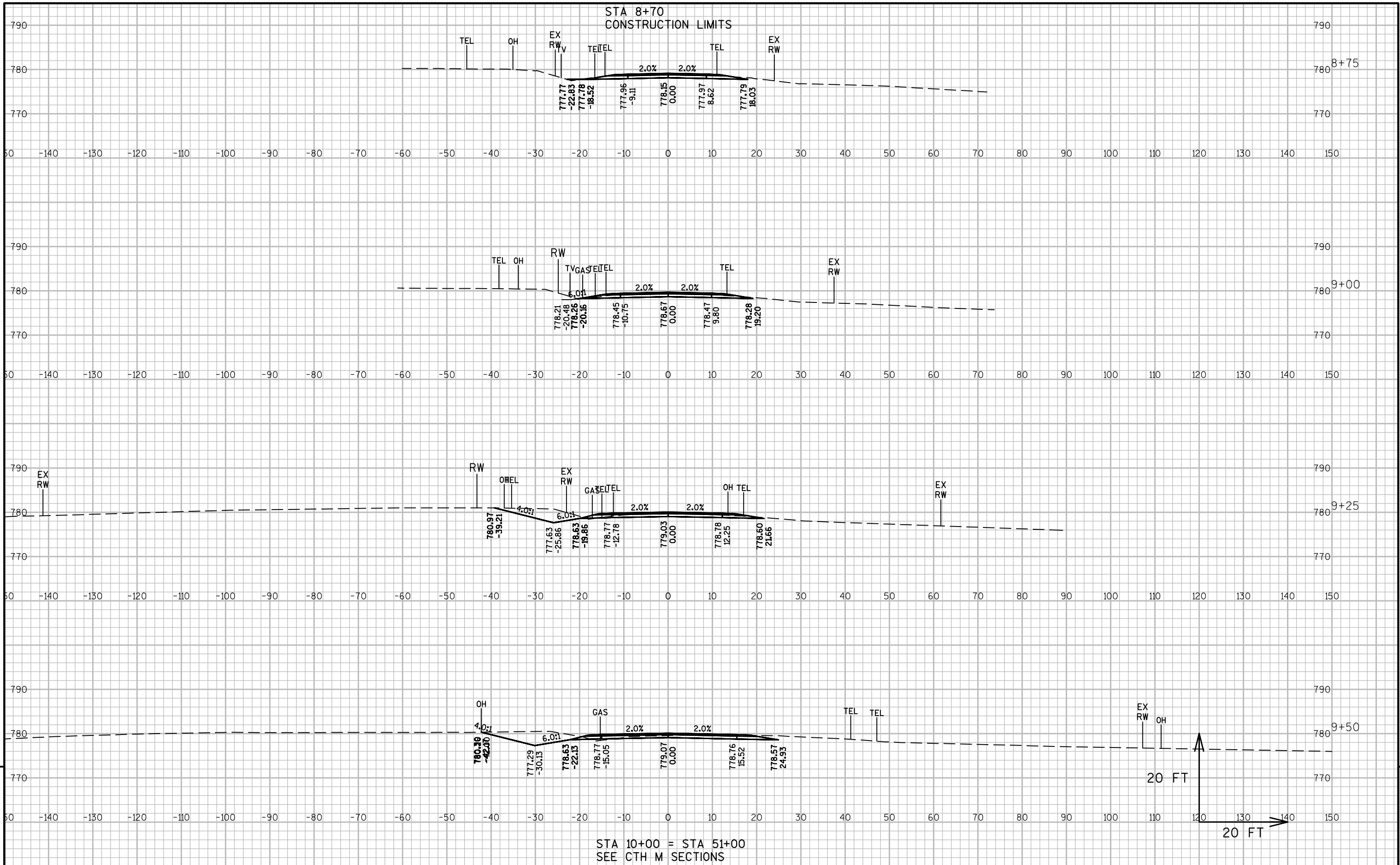


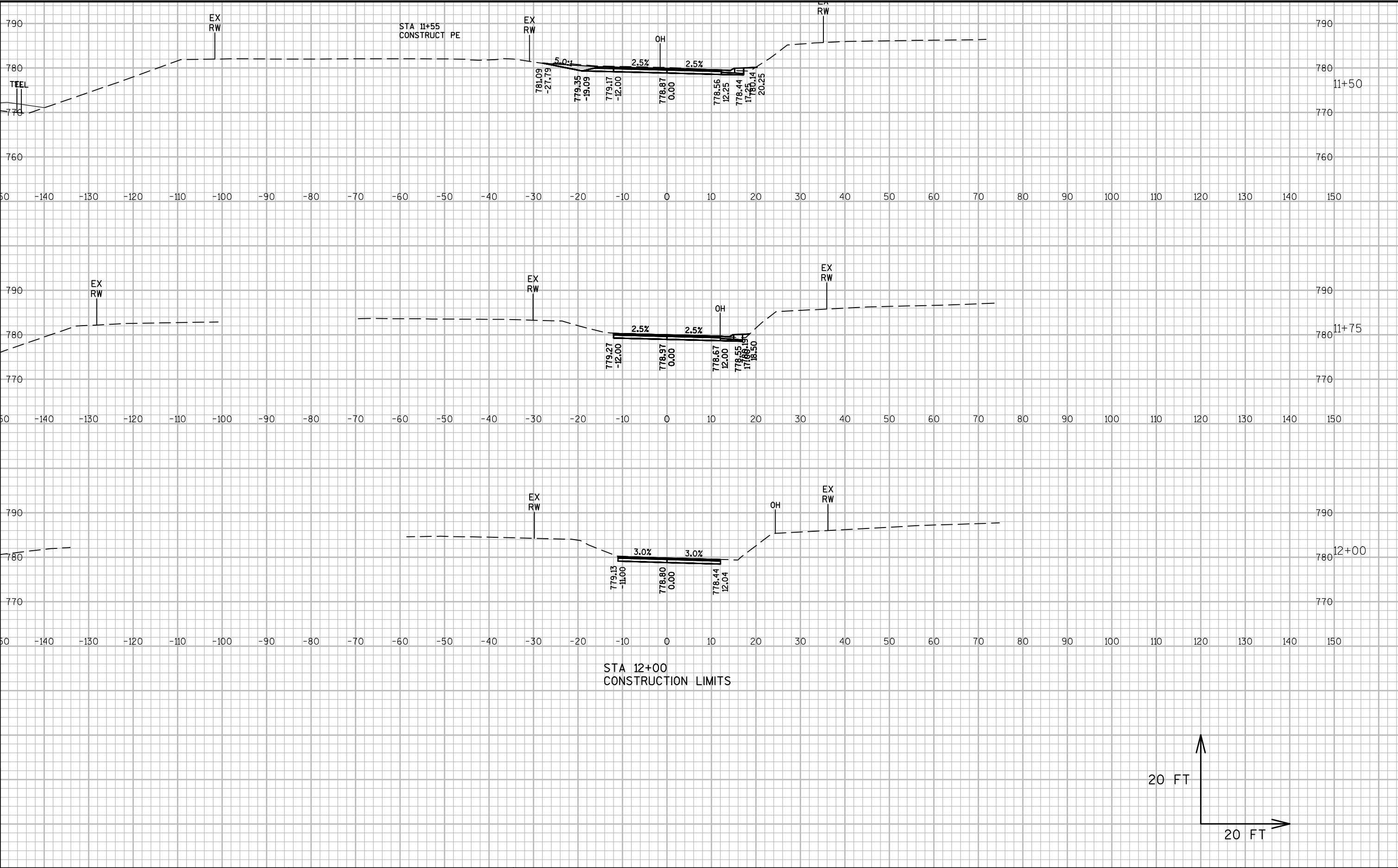


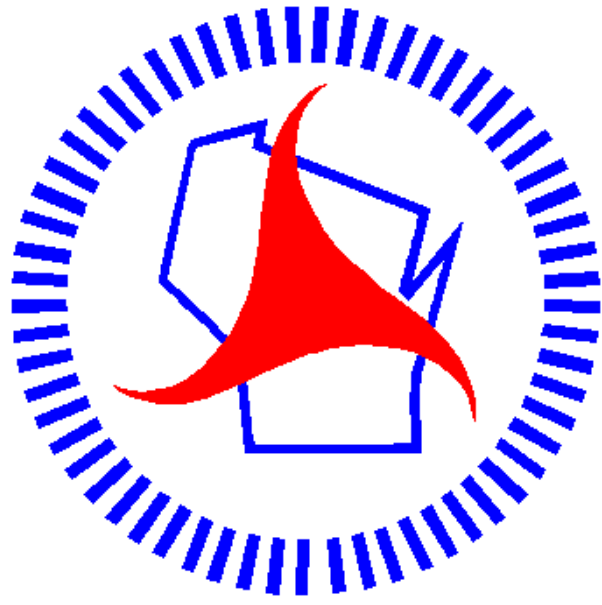












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